

REPORT NUMBER: SideNCAPMDB-MGA-25-011

**NEW CAR ASSESSMENT PROGRAM (NCAP)
Moving Deformable Barrier Side Impact Test**

**KIA CORPORATION
2025 Kia Niro LX Hybrid 5-Door SUV
NHTSA No.: M20254203**

**MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105**



Test Date: January 14, 2025

Final Report Date: March 24, 2025

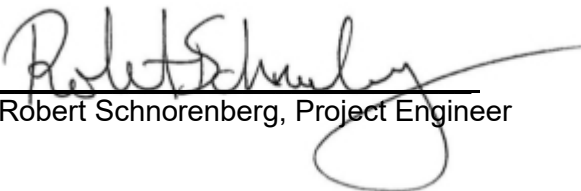
FINAL REPORT

**U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Office of Crashworthiness Standards
Mail Code: NRM-100
1200 New Jersey Ave, SE
Washington, DC 20590**

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Approval Date: March 24, 2025

FINAL REPORT ACCEPTANCE BY OCWS:

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

Date: _____

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

Date: _____

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes

16. Abstract

A 55/28 km/h 90° Moving Deformable Barrier NCAP Side Impact Test was conducted on the subject 2025 Kia Niro LX Hybrid 5-Door SUV in accordance with the specifications of the Office of Crashworthiness Standards Side NCAP MDB Test Procedure for the generation of consumer information on vehicle side crash protection. The test was conducted at the MGA Research Corporation facility in Burlington, Wisconsin on January 14, 2025.

The impact velocity of the Moving Deformable Barrier (MDB) was 61.97 km/h, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 21.4°C. The target vehicle post-test maximum crush was 220 mm at level 3. The test vehicle's performance was as follows:

| Measurement Description | Units | Driver ATD (ES-2re) | |
|---|-------|---------------------|----------|
| | | Threshold | Result |
| Head Injury Criteria (HIC ₃₆) | | 1000 | 182.041 |
| Maximum Thorax Rib Deflection | mm | 44 | 24.743 |
| Total Abdominal Force | N | 2500 | 1094.760 |
| Pubic Symphysis Force | N | 6000 | 1886.433 |
| Resultant Lower Spine Acceleration | g | 82* | 38.004 |

| Measurement Description | Units | Passenger ATD (SID-IIs) | |
|---|-------|-------------------------|----------|
| | | Threshold | Result |
| Head Injury Criteria (HIC ₃₆) | | 1000 | 392.025 |
| Resultant Lower Spine Acceleration | g | 82 | 91.171 |
| Total Pelvic Force (sum of acetabular and iliac forces) | N | 5525 | 4088.918 |
| Maximum Thoracic Rib Deflection | mm | 38* | 40.017 |
| Maximum Abdomen Rib Deflection | mm | 45* | 43.637 |

*Proposed IARV

The two doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite door(s) did not open during the side impact event.

| | |
|--|--|
| 17. Key Words New Car Assessment Program (NCAP) Side Impact MDB ES-2re SID-IIs | 18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division 1200 New Jersey Ave, SE Washington, DC 20590 |
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TABLE OF CONTENTS

| <u>Section</u> | | <u>Page No.</u> |
|----------------|--|-----------------|
| 1 | Purpose and Summary of Test | 1 |
| 2 | Occupant and Vehicle Information / Data Sheets | 3 |

| <u>Data Sheet No.</u> | | <u>Page No.</u> |
|-----------------------|--|-----------------|
| 1 | General Test and Vehicle Parameter Data | 4 |
| 2 | Seat, Seat Belt, Steering Wheel Adjustment and Fuel System Data | 8 |
| 3 | Dummy Longitudinal Clearance Dimensions | 12 |
| 4 | Dummy Lateral Clearance Dimensions | 13 |
| 5 | Camera and Instrumentation Data | 14 |
| 6 | Test Vehicle Accelerometer Locations | 15 |
| 7 | MDB Accelerometer Locations | 16 |
| 8 | Post-Test Observations | 17 |
| 9 | MDB Summary of Results | 19 |
| 10 | Test Vehicle Profile Measurements | 20 |
| 11 | Test Vehicle Exterior Crush Measurements | 21 |
| 12 | MDB Exterior Static Crush Measurements | 24 |
| 13 | Vehicle and MDB Damage Profile Distances | 25 |
| 14 | FMVSS No. 301 Static Rollover Results | 26 |
| 15 | Dummy/Vehicle Temperature and Humidity Stabilization Data | 27 |
| 305-1 | General Test and Vehicle Parameter Data for Indicant FMVSS No. 305 Testing | 28 |
| 305-2 | Pre-Impact Data for Indicant FMVSS No. 305 Testing | 29 |
| 305-3 | Pre-Impact Electrical Isolation Measurements and Calculations for Indicant FMVSS No. 305 Testing | 30 |
| 305-4 | Post-Impact Data for Indicant FMVSS No. 305 Testing | 32 |
| 305-5 | Static Rollover Test Data for Indicant FMVSS No. 305 Testing | 35 |

| <u>Appendix</u> | | |
|-----------------|--|---|
| A | Photographs | A |
| B | Dummy Response Data Plots | B |
| C | Dummy Qualification and Performance Verification | C |
| D | Test Equipment and Instrumentation Calibration | D |

SECTION 1 PURPOSE AND SUMMARY OF TEST

PURPOSE

This moving deformable barrier side impact test is part of the MY 2025 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. 693JJ920D000017. The purpose of this test is to generate comparative side impact performance in a 2025 Kia Niro LX Hybrid 5-Door SUV. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Side NCAP Laboratory Test Procedure dated March 2020.

SUMMARY

A 2025 Kia Niro LX Hybrid 5-Door SUV was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 61.97 km/h. The target vehicle was stationary and was positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by MGA Research Corporation in Burlington, Wisconsin on January 14, 2025. Pre-test and post-test photographs of the test vehicle, the MDB, and the dummies (ES-2re and SID-IIs) are included in this report.

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

The dummies were instrumented in the following manner:

DRIVER ATD (ES-2re)

- Primary and Redundant Head CG Triaxial Accelerometers
- Chest Upper Rib, Middle Rib, and Lower Rib Y-Axis Displacement Potentiometers
- Abdomen Forward, Middle, and Rear Y-Axis Load Cells
- Lower Spine (T12) Triaxial Accelerometers
- Pubic Symphysis Y-Axis Load Cell

PASSENGER ATD (SID-IIs)

- Primary and Redundant Head CG Triaxial Accelerometers
- Head Triaxial Angular Rate Sensors
- Chest Upper Rib, Middle Rib, and Lower Rib Y-Axis Displacement Potentiometers
- Abdomen Upper Rib and Lower Rib Y-Axis Displacement Potentiometers
- Lower Spine (T12) Triaxial Accelerometers
- Acetabulum and Iliac Wing Y-Axis Load Cells

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

Dummy Injury readings were recorded as follows:

DUMMY INJURY VALUES

| Measurement Description | Units | Driver ATD (ES-2re) | |
|---|-------|---------------------|----------|
| | | Threshold | Result |
| Head Injury Criteria (HIC ₃₆) | | 1000 | 182.041 |
| Maximum Thorax Rib Deflection | mm | 44 | 24.743 |
| Total Abdominal Force | N | 2500 | 1094.760 |
| Pubic Symphysis Force | N | 6000 | 1886.433 |
| Resultant Lower Spine Acceleration | g | 82* | 38.004 |

| Measurement Description | Units | Passenger ATD (SID-IIs) | |
|---|-------|-------------------------|----------|
| | | Threshold | Result |
| Head Injury Criteria (HIC ₃₆) | | 1000 | 392.025 |
| Resultant Lower Spine Acceleration | g | 82 | 91.171 |
| Total Pelvic Force (sum of acetabular and iliac forces) | N | 5525 | 4088.918 |
| Maximum Thoracic Rib Deflection | mm | 38* | 40.017 |
| Maximum Abdomen Rib Deflection | mm | 45* | 43.637 |

*Proposed IARV

Supplemental restraint information is given below:

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

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

GENERAL COMMENTS

Camera No. 10 – Real-Time Rear View of Impact did not record.

MGA does not endorse or certify products. The manufacturer's name appears solely for identification purposes.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

TEST VEHICLE INFORMATION AND OPTIONS

| | | | |
|--------------------------|-------------------|-----------------------------------|-----|
| NHTSA No. | M20254203 | Traction Control System (TCS) | Yes |
| Model Year | 2025 | Auto-Leveling System | No |
| Make | Kia | Automatic Door Locks (ADL) | Yes |
| Model | Niro LX Hybrid | Power Window Auto-Reverse | Yes |
| Body Style | 5-Door SUV | Other Optional Feature | No |
| VIN | KNDCP3LE7S5235910 | Driver Front Airbag | Yes |
| Body Color | Interstellar Gray | Driver Curtain Airbag | Yes |
| Odometer Reading (km/mi) | 82 km / 51 mi | Driver Head/Torso Airbag | No |
| Engine Displacement (L) | 1.6 | Driver Torso Airbag | No |
| Type/No. Cylinders | Inline 4 | Driver Torso/Pelvis Airbag | Yes |
| Engine Placement | Lateral | Driver Pelvis Airbag | No |
| Transmission Type | Automatic | Driver Knee Airbag | Yes |
| Transmission Speeds | 6 | Rear Pass. Curtain Airbag | Yes |
| Overdrive | Yes | Rear Pass. Head/Torso Airbag | No |
| Final Drive | FWD | Rear Pass. Torso Airbag | No |
| Roof Rack | No | Rear Pass. Torso/Pelvis Airbag | Yes |
| Sunroof/T-Top | No | Rear Pass. Pelvis Airbag | No |
| Running Boards | No | Driver Seat Belt Pretensioner | Yes |
| Tilt Steering Wheel | Yes | Rear Pass. Seat Belt Pretensioner | Yes |
| Power Seats | No | Driver Load Limiter | Yes |
| Anti-Lock Brakes (ABS) | Yes | Rear Pass. Load Limiter | Yes |
| | | Other Safety Restraint | N/A |

| | |
|---|----|
| Does owner's manual provide instruction to turn off automatic door locks? | No |
|---|----|

DATA FROM CERTIFICATION LABEL

| | | | |
|---------------------|-----------------|-----------------|------|
| Manufactured By | KIA CORPORATION | GVWR (kg) | 1910 |
| Date of Manufacture | 09/24 | GAWR Front (kg) | 1065 |
| Vehicle Type | MPV | GAWR Rear (kg) | 1050 |

VEHICLE SEATING AND WEIGHT CAPACITY DATA

| Measured Parameter | Front | Rear | Third | Total | |
|--|-------|------|-------|-------|-------|
| Designated Seating Capacity (DSC) | 2 | 3 | | 5 | |
| Capacity Weight (VCW) (kg) | | | | 390 | (A) |
| DSC x 68 kg | | | | 340 | (B) |
| Rated Cargo and Luggage Weight (RCLW) (kg) | | | | 50 | (A-B) |

VEHICLE SEAT TYPE

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

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

VEHICLE TIRE INFORMATION



| Measured Parameter | Front | Rear |
|--------------------------|----------------------|----------------------|
| Max. Tire Pressure (kPa) | 350 | 350 |
| Cold Pressure (kPa) | 250 | 250 |
| Recommended Tire Size | 205/60R16 | 205/60R16 |
| Tire Size on Vehicle | 205/60R16 | 205/60R16 |
| Tire Manufacturer | Nexen | Nexen |
| Tire Model | N Priz S | N Priz S |
| Treadwear | 560 | 560 |
| Traction | A | A |
| Temperature Grade | A | A |
| Tire Plies Sidewall | 1 Polyester | 1 Polyester |
| Tire Plies Body | 1 Polyester, 2 Steel | 1 Polyester, 2 Steel |
| Load Index/Speed Symbol | 92H | 92H |
| Tire Material | Rubber | Rubber |
| DOT Safety Code Left | 1UA XHDMBR 3824 | 1UA XHDMBR 3824 |
| DOT Safety Code Right | 1UA XHCADL 3824 | 1UA XHDMBR 3824 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

TEST VEHICLE TIRE PRESSURES

| | Units | LF | RF | LR | RR |
|----------------|-------|-----|-----|-----|-----|
| As Delivered | kPa | 250 | 250 | 250 | 250 |
| Tire Placard | kPa | 250 | 250 | 250 | 250 |
| Owner's Manual | kPa | 250 | 250 | 250 | 250 |
| As Tested | kPa | 250 | 250 | 250 | 250 |

MDB TIRE SPECIFICATIONS

| | Requirement | Units | LF | RF | LR | RR |
|---------------|-------------|-------|------------|------------|------------|------------|
| Tire Size | P205/75R15 | N/A | P205/75R15 | P205/75R15 | P205/75R15 | P205/75R15 |
| Tire Pressure | 200 + 21 | kPa | 200 | 200 | 200 | 200 |

TEST VEHICLE AXLE WEIGHTS

| | Units | As Delivered (UVW) | | | As Tested (ATW) | | | Fully Loaded | | |
|--------|-------|--------------------|-------|--------|-----------------|-------|--------|--------------|-------|--------|
| | | Front | Rear | Total | Front | Rear | Total | Front | Rear | Total |
| Left | kg | 431.5 | 273.5 | | 477.5 | 346.5 | | 476.0 | 356.0 | |
| Right | kg | 411.0 | 278.0 | | 418.0 | 325.0 | | 410.5 | 330.5 | |
| Ratio | % | 60.4% | 39.6% | | 57.1% | 42.9% | | 56.4% | 43.6% | |
| Totals | kg | 842.5 | 551.5 | 1394.0 | 895.5 | 671.5 | 1567.0 | 886.5 | 686.5 | 1573.0 |

TARGET TEST WEIGHT CALCULATION

| Measured Parameter | Units | Value | |
|--|-------|--------|---------|
| Total Delivered Weight (UVW) | kg | 1394.0 | (A) |
| Sum of Actual Weight of 2 P572 ATDs Used | kg | 129 | (B) |
| Rated Cargo/Luggage Weight (RCLW) | kg | 50 | (C) |
| Calculated Test Vehicle Target Weight (TVTWTW) | kg | 1573.0 | (A+B+C) |

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

TEST VEHICLE ATTITUDES AND CG

| | Units | Fully Loaded | As Tested | Meets Requirement* |
|--|-------|--------------|-----------|--------------------|
| Left Front | mm | 705 | 701 | Yes |
| Right Front | mm | 710 | 705 | Yes |
| Right Rear | mm | 700 | 705 | Yes |
| Left Rear | mm | 690 | 692 | Yes |
| Vehicle CG (Aft of Front Axle) | mm | 1188 | 1166 | |
| Vehicle CG (Left (+) / Right (-) from Longitudinal Centerline) | mm | 46 | 41 | |

* ND=Nose Down (-), NU=Nose Up (+) ** LD=Left Down (-), LU=Left Up (+)

*** The "As Tested" vehicle attitude measurements must be equal to or within ± 10 mm of the "Fully Loaded" vehicle attitude measurements at each wheel well.

| | |
|---|----------------|
| Test height adjustable suspension setting, if applicable: | Not Applicable |
|---|----------------|

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW

| Component Description | Units | Weight |
|---|-------|--------|
| Weight of Ballast Added | kg | |
| Components Removed: LF/RF headrest, LR/RR taillight | kg | 7 |

TEST SURFACE MARKINGS

| | Units | Distance from 63° Impact Angle Line |
|-----------------------|-------|-------------------------------------|
| Fore 25 mm Target | mm | 917 |
| Aft 25 mm Target | mm | 921 |
| Pre-Impact Angle Line | mm | 100 |

| Parallel Track Target | Units | X Location | Y Location |
|-----------------------|-------|------------|------------|
| A | mm | 0 | 0 |
| B | mm | 1520 | 3085 |
| C | mm | | |
| D | mm | 3500 | 0 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

SEAT POSITIONING

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

SCRL ANGLE RANGE

| Seat | SCRL (°) | | |
|---------------------------|----------|-------|-------|
| | Max | Min | Mid |
| Driver Seat | 16.7 | 13.5 | 15.1 |
| Front Passenger Seat | 15.6 | 12.5 | 14.1 |
| Front Center Seat | | | |
| Struck Side Rear Seat | Fixed | Fixed | Fixed |
| Non-Struck Side Rear Seat | Fixed | Fixed | Fixed |
| Rear Center Seat | Fixed | Fixed | Fixed |

SEAT HEIGHT AND ANGLE

| Seat | As-Tested SCRL Angle (Mid) (°) | As-Tested SCRP Height (mm) | SCRP Height Position | SCRP Height (mm) | | |
|---------------------------|--------------------------------|----------------------------|----------------------|------------------|-------|--------------|
| | | | | Rear-Most | Mid | Forward-Most |
| Driver Seat | 15.1 | Fixed | Max | Fixed | Fixed | Fixed |
| | | | Mid | Fixed | Fixed | Fixed |
| | | | Min | Fixed | Fixed | Fixed |
| Front Passenger Seat | 14.4 | Fixed | Max | Fixed | Fixed | Fixed |
| | | | Mid | Fixed | Fixed | Fixed |
| | | | Min | Fixed | Fixed | Fixed |
| Front Center Seat | | | Max | | | |
| | | | Mid | | | |
| | | | Min | | | |
| Struck Side Rear Seat | Fixed | Fixed | Max | Fixed | Fixed | Fixed |
| | | | Mid | Fixed | Fixed | Fixed |
| | | | Min | Fixed | Fixed | Fixed |
| Non-Struck Side Rear Seat | Fixed | Fixed | Max | Fixed | Fixed | Fixed |
| | | | Mid | Fixed | Fixed | Fixed |
| | | | Min | Fixed | Fixed | Fixed |
| Rear Center Seat | Fixed | Fixed | Max | Fixed | Fixed | Fixed |
| | | | Mid | Fixed | Fixed | Fixed |
| | | | Min | Fixed | Fixed | Fixed |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

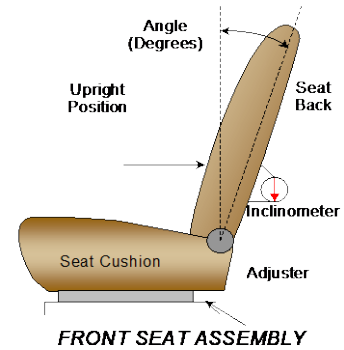
NHTSA No.: M20254203
 Test Date: 1/14/2025

SEAT FORE/AFT POSITIONS

| Seat | Total Fore/Aft Travel | | Test Position from Forward-Most Position | |
|---------------------------|-----------------------|--------------------------------|--|-------------------------------|
| | mm | Detents (1 st as 1) | mm | Detent (1 st as 0) |
| Driver Seat | 260 | 66 | 132 | 33 |
| Front Passenger Seat | 260 | 66 | 33 | 132 |
| Front Center Seat | | | | |
| Struck Side Rear Seat | Fixed | | Fixed | |
| Non-Struck Side Rear Seat | Fixed | | Fixed | |
| Rear Center Seat | Fixed | | Fixed | |

SEAT BACK ANGLE ADJUSTMENT

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



| Seat | Total Seat Back Angle Range | | Test Position from Vertical | |
|---------------------------|-----------------------------|--------------------------------|-----------------------------|-------------------------------|
| | Degrees | Detents (1 st as 1) | Degrees | Detent (1 st as 0) |
| Driver Seat | 60.6 | 30 | 1.7 | 8 |
| Front Passenger Seat | 59.9 | 30 | 1.8 | 8 |
| Front Center Seat | | | | |
| Struck Side Rear Seat | Fixed | | 15.2 | |
| Non-Struck Side Rear Seat | Fixed | | 15.2 | |
| Rear Center Seat | Fixed | | 15.2 | |

Seat back angles measured on outboard headrest post.

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
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SEAT BELT ANCHORAGE ADJUSTMENT

Seat belt anchorages are adjusted in accordance with the information provided by the manufacturer on S1 - Vehicle Setup Information.

| | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------|
| Driver Seat | 3 | 0 (Uppermost as 0) |
| Rear Seat | Fixed | |

HEAD RESTRAINT ADJUSTMENT

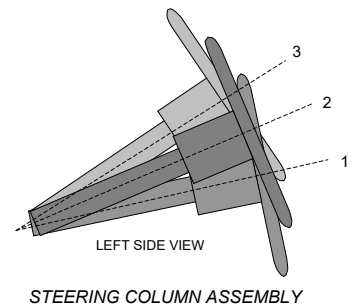
The driver's head restraint is adjusted to the highest and most full forward in-use position. The struck-side rear passenger's head restraint is adjusted to the lowest and most full forward in-use position.

| | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------------------|
| Driver Seat | 6 | 5 (Lowest as 0) / Forward |
| Rear Seat | 3 | 0 (Lowest as 0) / Fixed Fore-Aft |

STEERING COLUMN ADJUSTMENT

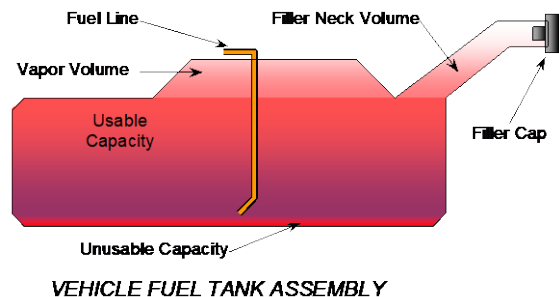
Steering wheel and column adjustments are made so that the steering wheel hub is at the center of its geometric locus it describes when it moves through its full range of motion.

| | Wheel Angle (°) | Fore/Aft Position (mm) |
|-----------------------------------|-----------------|------------------------|
| Lowermost, Position 1 | 67.3 | |
| Geometric Center, Position 2 | 64.7 | |
| Uppermost, Position 3 | 62.0 | |
| Telescoping Steering Wheel Travel | | 50 |
| Test Position | 64.7 | 25 |



FUEL PUMP

The vehicle is equipped with an electronic fuel pump. The fuel pump will run when the engine is running. The pump will also briefly run when the ignition key is turned to the "on" position. The filler neck is located on the driver's side.



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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
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FUEL TANK CAPACITY DATA

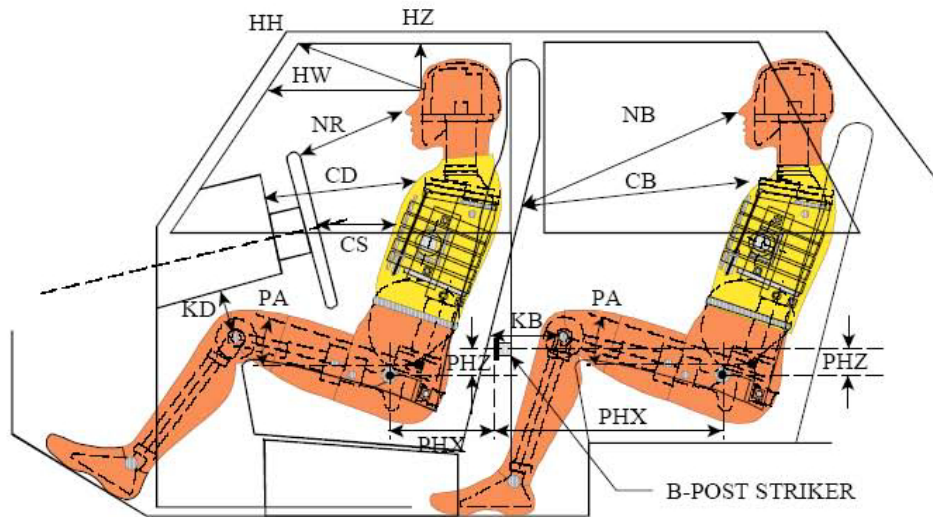
| | Liters |
|---|---------------|
| Usable Capacity of Standard Tank (see S1 - Vehicle Setup Information) | 42.0 |
| Usable Capacity of Optional Tank (see S1 - Vehicle Setup Information) | |
| Usable Capacity of Standard Tank as Specified in Owner's Manual | 42.0 |
| Usable Capacity of Optional Tank as Specified in Owner's Manual | |
| 93% of Usable Capacity | 39.1 |
| Actual Amount of Solvent Used | 39.0 |
| 1/3 of Usable Capacity | 14.0 |

Is the actual amount of solvent used in the test equal to $93\% \pm 1\%$ of the Usable Capacity stated in S1 - Vehicle Setup Information? **YES**

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



LEFT SIDE VIEW

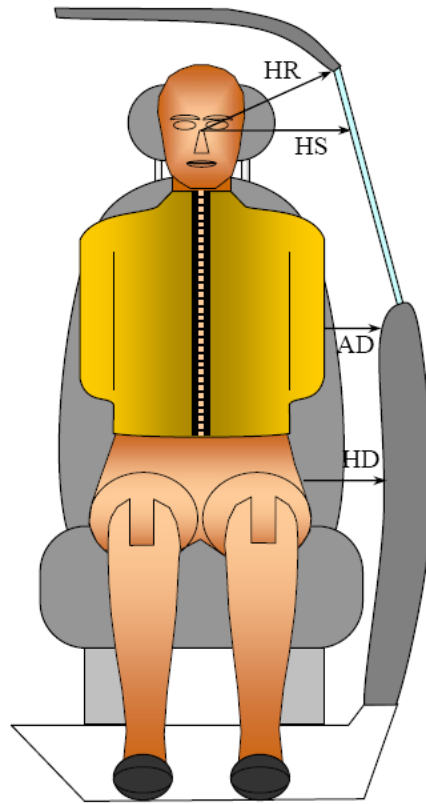
NOTE: 2-DOOR VEHICLE SHOWN.
 REAR DUMMY PHX & PHZ
 MEASUREMENTS FOR A 4-DOOR
 VEHICLE WOULD USE THE C-POST
 STRIKER AS A REFERENCE POINT

| Driver Code | Pass. Code | Measurement Description | Driver | | Passenger | |
|-------------|------------|-------------------------------|-------------|-----------|-------------|-----------|
| | | | Length (mm) | Angle (°) | Length (mm) | Angle (°) |
| HH | | Head to Header | 372 | 15.2 | | |
| HW | | Head to Windshield | 606 | 0 | | |
| HZ | HZ | Head to Roof Liner | 175 | 90 | 314 | 90 |
| NR | NB | Nose to Rim/Seat Back | 462 | 15.9 | 510 | 3.3 |
| CD | CB | Chest to Dashboard/Seat Back | 630 | 2.6 | 528 | 10.7 |
| CS | | Chest to Steering Wheel | 388 | 12.6 | | |
| KDL | KBL | Left Knee to Dash/Seat Back | 236 | 27.9 | 297 | 20.4 |
| KDR | KBR | Right Knee to Dash/Seat Back | 234 | 27.9 | 302 | 25.1 |
| PAX | PAX | Pelvic Tilt Angle X | | 26.0 | | 26.3 |
| PAY | PAY | Pelvic Tilt Angle Y | | | | -0.3 |
| PHX | PHX | Hip Point to Striker (X-Axis) | 198 | | 255 | |
| PHZ | PHZ | Hip Point to Striker (Z-Axis) | 256 | | 229 | |

DATA SHEET NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025

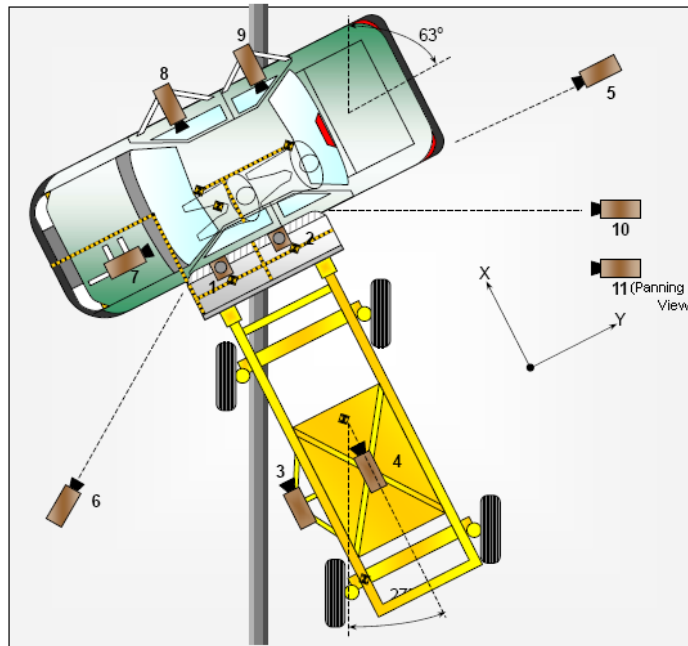


| Code | Measurement Description | Driver | Passenger |
|------|-------------------------|-------------|-----------|
| | | Length (mm) | |
| HR | Head to Side Header | 219 | 279 |
| HS | Head to Side Window | 321 | 373 |
| AD | Arm to Door | 105 | 172 |
| HD | Hip Point to Door | 173 | 188 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



CAMERA LOCATIONS AND DATA

| No. | Camera View | Coordinates* (mm) | | | Lens (mm) | Frame Rate (fps) |
|-----|-------------------------|-------------------|-------|-------|-----------|------------------|
| | | X | Y | Z | | |
| 1 | Overhead Overall | 595 | 490 | -4995 | 8.5 | 1000 |
| 2 | Overhead Close-Up | 0 | 0 | -4895 | 20 | 1000 |
| 3 | Left Impact Point (MDB) | | | | 50 | 1000 |
| 4 | Side Overall (MDB) | | | | 16 | 1000 |
| 5 | Rear | -50 | 7605 | -1480 | 24 | 1000 |
| 6 | Left Front | -1420 | -4750 | -1465 | 24 | 1000 |
| 7 | Driver Front (OB) | | | | 16 | 1000 |
| 8 | Driver Side (OB) | | | | 8 | 1000 |
| 9 | Passenger Side (OB) | | | | 8 | 1000 |
| 10 | Real Time Left Rear | | | | | 30 |
| 11 | Real Time Inrun | | | | | 30 |

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

*All measurements accurate to ±6 mm

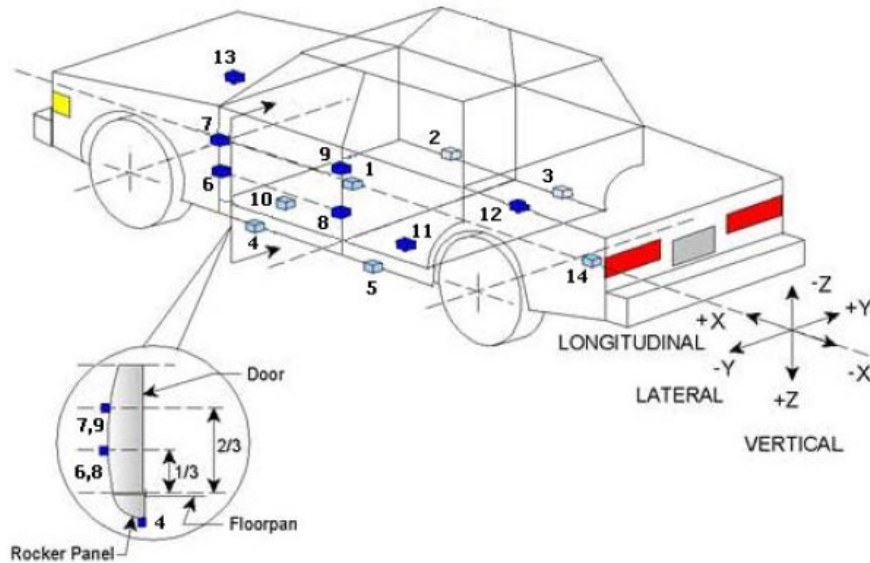
INSTRUMENTATION

| | Number of Channels |
|--------------------|--------------------|
| Driver Dummy | 16 |
| Passenger Dummy | 19 |
| Vehicle Structure | 23 |
| MDB Accelerometers | 5 |
| Total | 63 |

DATA SHEET NO. 6
TEST VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025



TEST VEHICLE ACCELEROMETER LOCATIONS

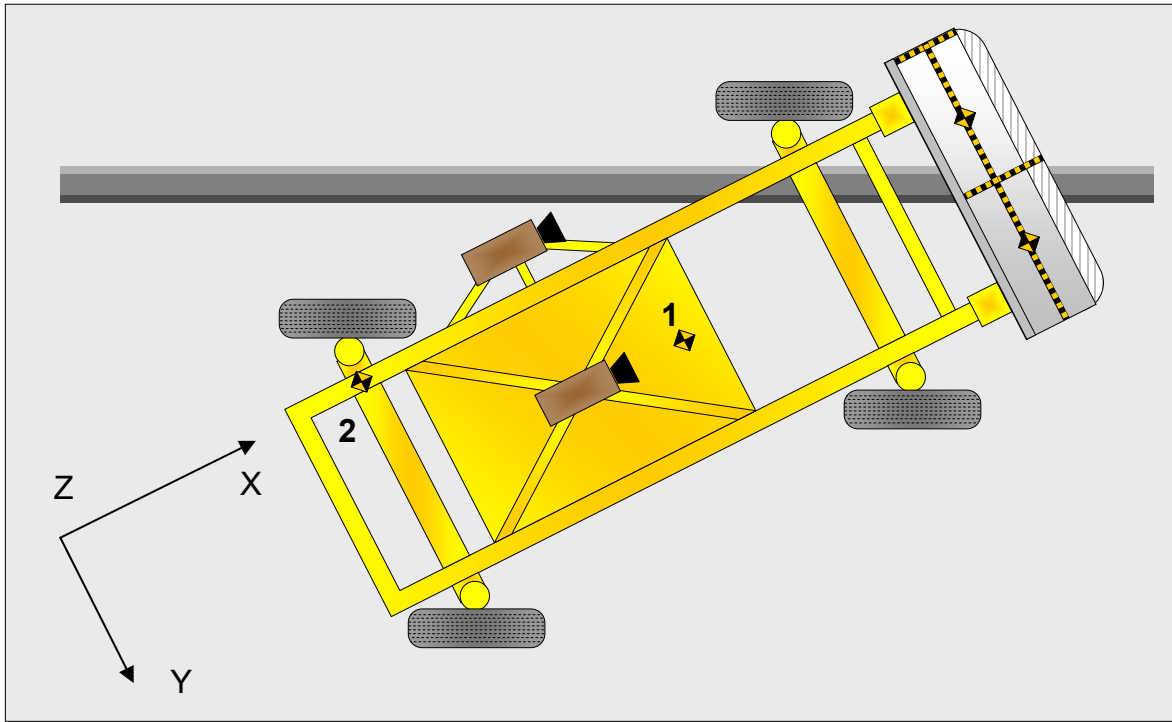
| No. | ID | Coordinates (mm) | | |
|-----|---------------------------|------------------|------|------|
| | | X | Y | Z |
| 1 | Vehicle CG | 2481 | 6 | -313 |
| 2 | Right Sill at Front Seat | 2549 | 725 | -191 |
| 3 | Right Sill at Rear Seat | 1539 | 722 | -197 |
| 4 | Left Sill at Front Door | 2552 | -724 | -192 |
| 5 | Left Sill at Rear Door | 1534 | -723 | -196 |
| 6 | Left Lower A-Post | 3046 | -822 | -503 |
| 7 | Left Middle A-Post | 3024 | -814 | -705 |
| 8 | Left Lower B-Post | 1915 | -709 | -537 |
| 9 | Left Middle B-Post | 1890 | -705 | -749 |
| 10 | Front Seat Track | 2149 | -387 | -268 |
| 11 | Rear Seat Structure | 1686 | -348 | -214 |
| 12 | Rt. Rear Occ. Compartment | 1684 | 364 | -229 |
| 13 | Engine Block | 3684 | 58 | -817 |
| 14 | Rear Above Axle | 956 | 0 | -531 |

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

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



MDB ACCELEROMETER LOCATIONS

| No. | Accelerometer Location | Coordinates (mm) | | |
|-----|------------------------|------------------|------|------|
| | | X | Y | Z |
| 1 | MDB CG | -1105 | 0 | -330 |
| 2 | MDB Rear | -2580 | -650 | -625 |

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

| | | |
|---|----|------|
| Width between left and right MDB contact switches | mm | 1403 |
|---|----|------|

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

TEST DUMMY INFORMATION AND CONTACT POINTS

| Description | Front Seat Dummy (ES-2re) | Rear Seat Dummy (SID-IIs) |
|-------------------|-------------------------------------|---------------------------|
| Face | Curtain Airbag | Curtain Airbag, Seatback |
| Top of Head | Curtain Airbag | Curtain Airbag, Seatback |
| Left Side of Head | Curtain Airbag, Headliner | Curtain Airbag |
| Back of Head | Curtain Airbag, Headliner, Headrest | Curtain Airbag, Seatback |
| Left Shoulder | None | Door Panel |
| Upper Torso | Seatback | None |
| Lower Torso | Side Torso/Pelvis Airbag, Seatback | Door Panel |
| Left Hip | Seat Cushion, Door Panel | Seat Cushion, Door Panel |
| Left Knee | Door Panel | Door Panel |

POST-TEST DOOR PERFORMANCE

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

POST-TEST SEAT PERFORMANCE

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

POST-TEST STRUCTURAL OBSERVATIONS

| Critical Areas of Performance | Observations and Conclusions |
|-------------------------------|------------------------------|
| Pillar Performance | No Separation |
| Sill Separation | No |
| Windshield Damage | No |
| Side Window Damage | LR window broken |
| Other Notable Effects | None |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

| Restraint Type | Struck Side Driver | | Struck Side Left Rear Passenger | |
|--------------------------|-----------------------|----------|------------------------------------|----------|
| | Mounted | Deployed | Mounted | Deployed |
| | Frontal Airbag | Yes | No | |
| Knee Airbag | Yes | No | | |
| Side Curtain Airbag | Yes | Yes | Yes | Yes |
| Side Torso/Pelvis Airbag | Yes | Yes | Yes | Yes |
| Side Airbag (Other) | | | | |
| Seat Belt Pretensioner | Yes | Yes | Yes | Yes |
| Seat Belt Load Limiter | Yes | | Yes | |
| Other: | | | | |

IMPACT POINT LOCATION DATA

| Measured Parameter | Units | Tolerance | Value |
|---|-------|------------------------------------|-------|
| Vehicle Wheelbase | mm | | 2721 |
| Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point) | mm | | 421 |
| Actual Impact Point (Aft of Front Axle) | mm | | 423 |
| Horizontal Offset (+forward / -rearward) | mm | +/- 50 of intended impact point | -2 |
| Vertical Offset (+down / -up) | mm | +/- 20 of intended impact point | 1 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

MDB SPECIFICATIONS

| Measurement Description | Length (mm) |
|---|-------------|
| Overall Width of Framework Carriage | 1250 |
| Overall Length Including Honeycomb Face | 4119 |
| Wheelbase of Framework Carriage | 2588 |
| CG Location aft of Front Axle | 1125 |

MDB WEIGHTS

| | Units | Front Axle | Rear Axle | Total |
|--------|-------|------------|-----------|--------|
| Left | kg | 393.4 | 297.1 | |
| Right | kg | 378.0 | 295.8 | |
| Ratio | % | 56.5 | 43.5 | |
| Totals | kg | 771.4 | 592.9 | 1364.4 |

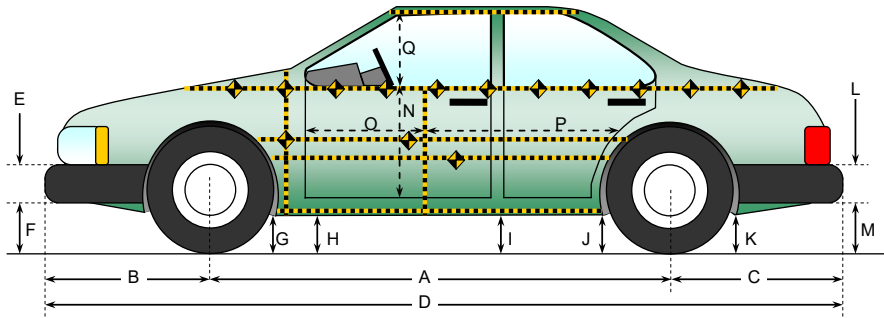
SPEED AND ANGLE AT IMPACT DATA

| Measured Parameter | Units | Requirement | Value |
|---|---------|--------------|-------|
| Trap No. 1 Velocity (Primary) | km/h | 61.1 to 62.7 | 61.97 |
| Trap No. 2 Velocity (Redundant) | km/h | 61.1 to 62.7 | 62.15 |
| MDB CL to Target Vehicle CL | degrees | 88.5 to 91.5 | 89.4 |
| MDB Forward Line of Motion to Target Vehicle CL | degrees | 62.5 to 63.5 | 62.9 |
| MDB Crabbed Angle to MDB Forward Line of Motion | degrees | 26 to 28 | 26.6 |

DATA SHEET NO. 10
TEST VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025



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

LEFT SIDE VIEW

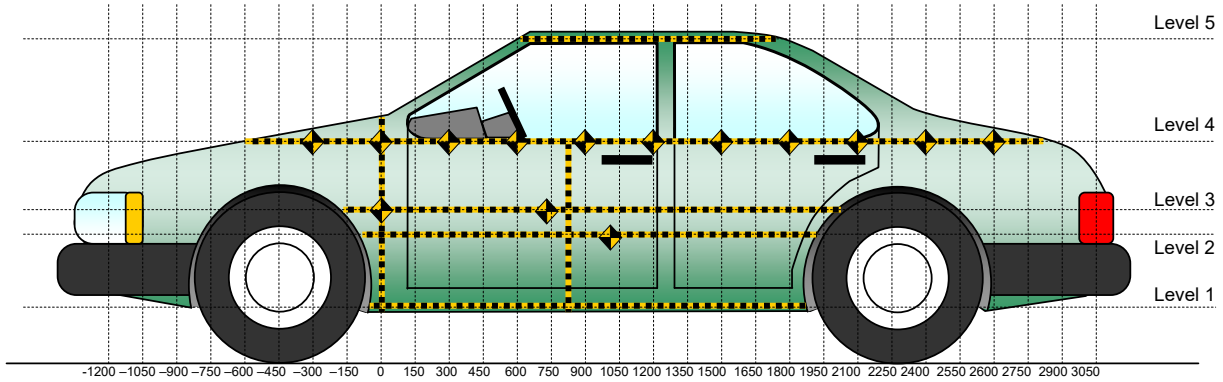
VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION

| Code | Measurement Description | Pre-Test | Post-Test | Change |
|------|--|----------|-----------|--------|
| A | Wheelbase | 2721 | 2717 | -4 |
| B | Front Axle to FSOV | 898 | 902 | 4 |
| C | Rear Axle to RSOV | 805 | 805 | 0 |
| D | Total Length at Centerline | 4425 | 4424 | -1 |
| E | Front Bumper Thickness | 106 | 106 | 0 |
| F | Front Bumper Bottom to Ground | 440 | 449 | 9 |
| G | Sill Height at Front Wheel Well | 178 | 183 | 5 |
| H | Sill Height at Front Door Leading Edge | 181 | 188 | 7 |
| I | Sill Height at B Pillar | 182 | 195 | 13 |
| J1 | Sill Height at Rear Wheel Well | 178 | 196 | 18 |
| J2 | Pinch Weld Height at Rear Wheel Well | 179 | 195 | 16 |
| K | Sill Height Aft of Rear Wheel Well | 261 | 268 | 7 |
| L | Rear Bumper Thickness | 103 | 103 | 0 |
| M | Rear Bumper Bottom to Ground | 408 | 421 | 13 |
| N | Sill Height to Window Bottom Sill | 557 | 530 | -27 |
| O | Front Door Leading Edge to Impact CL | 839 | 851 | 12 |
| P | Rear Door Trailing Edge to Impact CL | 1294 | 1210 | -84 |
| Q | Front Window Opening | 357 | 382 | 25 |
| R | Right Side Length | 3483 | 3482 | -1 |
| S | Left Side Length | 3486 | 3473 | -13 |
| T | Vehicle Width at B Post | 1769 | 1595 | -174 |
| U | Front Wheel Track Width | 1574 | | |
| V | Rear Wheel Track Width | 1573 | | |

DATA SHEET NO. 11
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



All Measurements Shown in mm

LEFT SIDE VIEW

MAXIMUM EXTERIOR CRUSH MEASUREMENTS

| Level | Measurement Description | Height Above Ground | Maximum Exterior Static Crush | Distance from Impact |
|-------|-------------------------|---------------------|-------------------------------|----------------------|
| 1 | Sill Top | 240 | 33 | 1500 |
| 2 | Occupant H-Point | 598 | 209 | 1800 |
| 3 | Mid Door | 658 | 220 | 1800 |
| 4 | Window Sill | 984 | 120 | 1650 |
| 5 | Window Top | 1458 | 8 | 1350 |

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

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

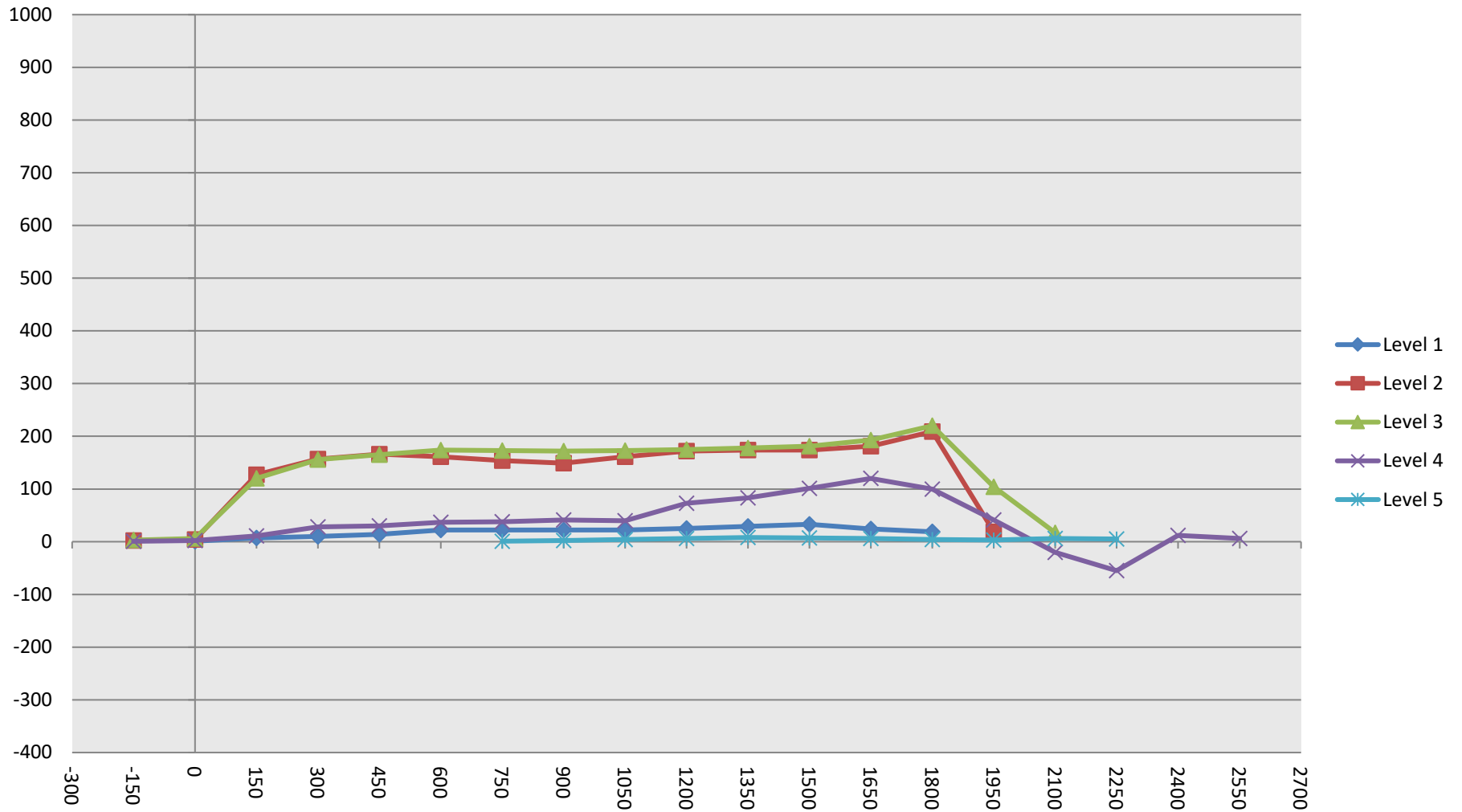
| | Pre-Test | | | | | Post-Test | | | | | Exterior Crush | | | | |
|-------|----------|-----|-----|-----|-----|-----------|-----|-----|-----|-----|----------------|-----|-----|-----|---|
| | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 4 | 5 | 1 | 2 | 3 | 4 | 5 |
| -2100 | | | | | | | | | | | | | | | |
| -1950 | | | | | | | | | | | | | | | |
| -1800 | | | | | | | | | | | | | | | |
| -1650 | | | | | | | | | | | | | | | |
| -1500 | | | | | | | | | | | | | | | |
| -1350 | | | | | | | | | | | | | | | |
| -1200 | | | | | | | | | | | | | | | |
| -1050 | | | | | | | | | | | | | | | |
| -900 | | | | | | | | | | | | | | | |
| -750 | | | | | | | | | | | | | | | |
| -600 | | | | | | | | | | | | | | | |
| -450 | | | | | | | | | | | | | | | |
| -300 | | | | | | | | | | | | | | | |
| -150 | | 908 | 908 | 790 | | | 906 | 905 | 789 | | | 2 | 3 | 1 | |
| 0 | 856 | 899 | 896 | 801 | | 855 | 895 | 890 | 799 | | 1 | 4 | 6 | 2 | |
| 150 | 854 | 886 | 889 | 810 | | 847 | 759 | 769 | 799 | | 7 | 127 | 120 | 11 | |
| 300 | 854 | 885 | 888 | 817 | | 844 | 728 | 732 | 789 | | 10 | 157 | 156 | 28 | |
| 450 | 854 | 884 | 888 | 827 | | 840 | 718 | 723 | 797 | | 14 | 166 | 165 | 30 | |
| 600 | 852 | 883 | 887 | 835 | | 830 | 722 | 713 | 798 | | 22 | 161 | 174 | 37 | |
| 750 | 851 | 882 | 886 | 839 | 588 | 829 | 728 | 713 | 801 | 587 | 22 | 154 | 173 | 38 | 1 |
| 900 | 847 | 881 | 885 | 845 | 604 | 825 | 732 | 713 | 804 | 602 | 22 | 149 | 172 | 41 | 2 |
| 1050 | 845 | 881 | 885 | 846 | 611 | 823 | 720 | 712 | 806 | 607 | 22 | 161 | 173 | 40 | 4 |
| 1200 | 845 | 880 | 885 | 848 | 614 | 820 | 708 | 710 | 775 | 608 | 25 | 172 | 175 | 73 | 6 |
| 1350 | 843 | 878 | 883 | 849 | 614 | 814 | 704 | 705 | 766 | 606 | 29 | 174 | 178 | 83 | 8 |
| 1500 | 840 | 878 | 882 | 849 | 610 | 807 | 704 | 701 | 748 | 603 | 33 | 174 | 181 | 101 | 7 |
| 1650 | 850 | 884 | 886 | 847 | 608 | 826 | 703 | 693 | 727 | 602 | 24 | 181 | 193 | 120 | 6 |
| 1800 | 870 | 897 | 897 | 845 | 604 | 851 | 688 | 677 | 745 | 600 | 19 | 209 | 220 | 100 | 4 |
| 1950 | | 898 | 902 | 842 | 598 | | 879 | 798 | 801 | 595 | | 19 | 104 | 41 | 3 |
| 2100 | | | 905 | 839 | 586 | | | 888 | 859 | 580 | | | 17 | -20 | 6 |
| 2250 | | | | 836 | 558 | | | | 891 | 553 | | | | -55 | 5 |
| 2400 | | | | 827 | | | | | 815 | | | | | 12 | |
| 2550 | | | | 807 | | | | | 801 | | | | | 6 | |
| 2700 | | | | | | | | | | | | | | | |
| 2850 | | | | | | | | | | | | | | | |
| 3000 | | | | | | | | | | | | | | | |
| 3150 | | | | | | | | | | | | | | | |
| 3300 | | | | | | | | | | | | | | | |
| 3450 | | | | | | | | | | | | | | | |
| 3600 | | | | | | | | | | | | | | | |
| 3750 | | | | | | | | | | | | | | | |
| 3900 | | | | | | | | | | | | | | | |

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

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

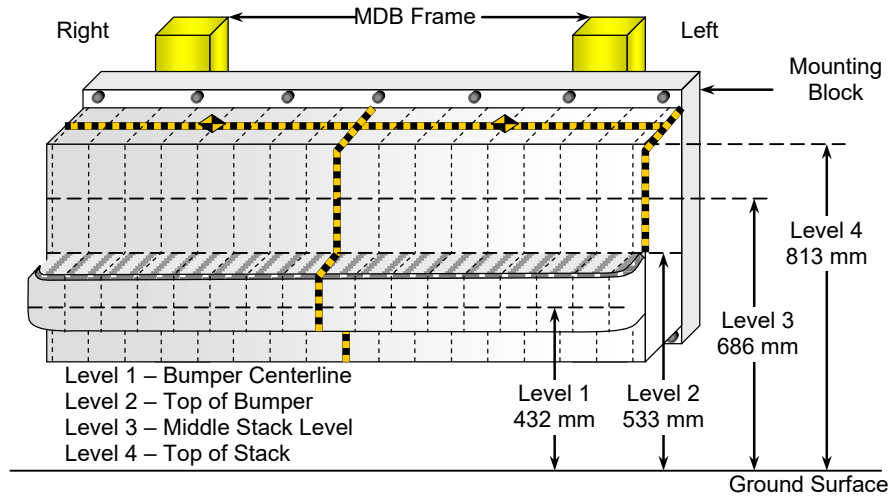
NHTSA No.: M20254203
 Test Date: 1/14/2025



DATA SHEET NO. 12
MDB EXTERIOR STATIC CRUSH MEASUREMENTS

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



FRONT VIEW

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE

| Row | Vertical Location | | From Centerline | | Maximum Crush (mm) |
|-----|-------------------|-------------|-----------------|-----------|--------------------|
| | Description | Height (mm) | Distance (mm) | Direction | |
| A | Center of Bumper | 432 | 300 | Right | 184 |
| B | Top of Bumper | 533 | 800 | Left | 97 |
| C | Mid-Level | 686 | 800 | Left | 107 |
| D | Top of Stack | 813 | 800 | Left | 115 |

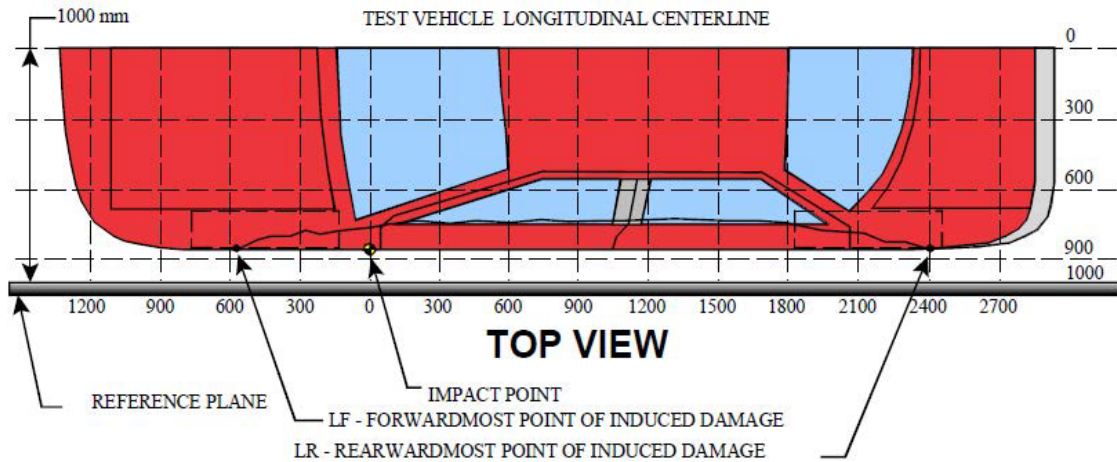
DEFORMABLE BARRIER STATIC CRUSH

| Stack Level | Distance Right of Center (mm) | | | | | | | | C _L | Distance Left of Center (mm) | | | | | | | |
|-------------|-------------------------------|-----|-----|-----|-----|-----|-----|-----|----------------|------------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 800 | 700 | 600 | 500 | 400 | 300 | 200 | 100 | | 0 | 100 | 200 | 300 | 400 | 500 | 600 | 700 |
| 4 | 26 | 7 | 6 | 13 | 25 | 49 | 78 | 98 | 79 | 67 | 66 | 74 | 81 | 84 | 85 | 96 | 115 |
| 3 | 22 | 13 | 18 | 22 | 29 | 35 | 53 | 61 | 36 | 28 | 26 | 20 | 22 | 28 | 42 | 70 | 107 |
| 2 | 88 | 87 | 86 | 87 | 88 | 87 | 84 | 80 | 82 | 76 | 72 | 71 | 72 | 70 | 70 | 76 | 97 |
| 1 | 167 | 174 | 173 | 174 | 175 | 184 | 183 | 172 | 164 | 160 | 156 | 152 | 150 | 149 | 148 | 154 | 173 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025



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

VEHICLE DAMAGE PROFILE DISTANCES

| DPD | Distance from Impact Point (mm) | Level | Post-Test (mm) | Pre-Test (mm) | Max. Static Crush (mm) |
|-----|---------------------------------|-------|----------------|---------------|------------------------|
| 1 | 1950 | 3 | 202 | 98 | 104 |
| 2 | 1516 | 3 | 299 | 118 | 181 |
| 3 | 1167 | 3 | 282 | 115 | 167 |
| 4 | 824 | 3 | 281 | 114 | 167 |
| 5 | 480 | 3 | 281 | 112 | 169 |
| 6 | 150 | 3 | 231 | 111 | 120 |

MDB DAMAGE PROFILE DISTANCES

| DPD | Distance from Impact Point (mm) | Level | Post-Test (mm) | Pre-Test (mm) | Max. Static Crush (mm) |
|-----|---------------------------------|-------|----------------|---------------|------------------------|
| 1 | 800 mm right of center | 1 | 643 | 476 | 167 |
| 2 | 480 mm right of center | 1 | 640 | 463 | 177 |
| 3 | 160 mm right of center | 1 | 641 | 463 | 178 |
| 4 | 160 mm left of center | 1 | 615 | 463 | 152 |
| 5 | 480 mm left of center | 1 | 620 | 463 | 157 |
| 6 | 800 mm left of center | 1 | 649 | 476 | 173 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

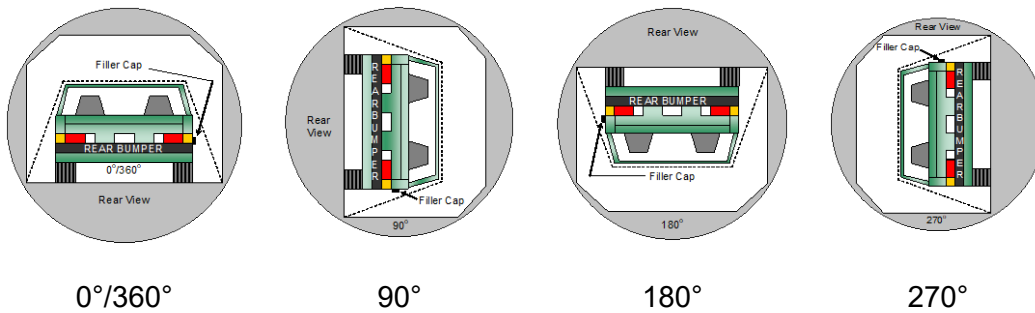
NHTSA No.: M20254203
 Test Date: 1/14/2025

Test Time: 11:30 am

Temperature: 21.4°C

- 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 DATA



ROLLOVER SOLVENT COLLECTION TIME TABLE IN SECONDS

| Test Phase | Rotation Time | Hold Time | Total Time |
|--------------|---------------|-----------|------------|
| 0° to 90° | 112 | 300 | 412 |
| 90° to 180° | 110 | 300 | 410 |
| 180° to 270° | 108 | 300 | 408 |
| 270° to 360° | 110 | 300 | 410 |

FMVSS 301 ROLLOVER SPILLAGE TABLE (UNITS IN OUNCES)

| Test Phase | First 5 Minutes | Sixth Minute | Seventh Minute | Eighth Minute |
|--------------|-----------------|--------------|----------------|---------------|
| 0° to 90° | 0.0 | 0.0 | 0.0 | |
| 90° to 180° | 0.0 | 0.0 | 0.0 | |
| 180° to 270° | 0.0 | 0.0 | 0.0 | |
| 270° to 360° | 0.0 | 0.0 | 0.0 | |

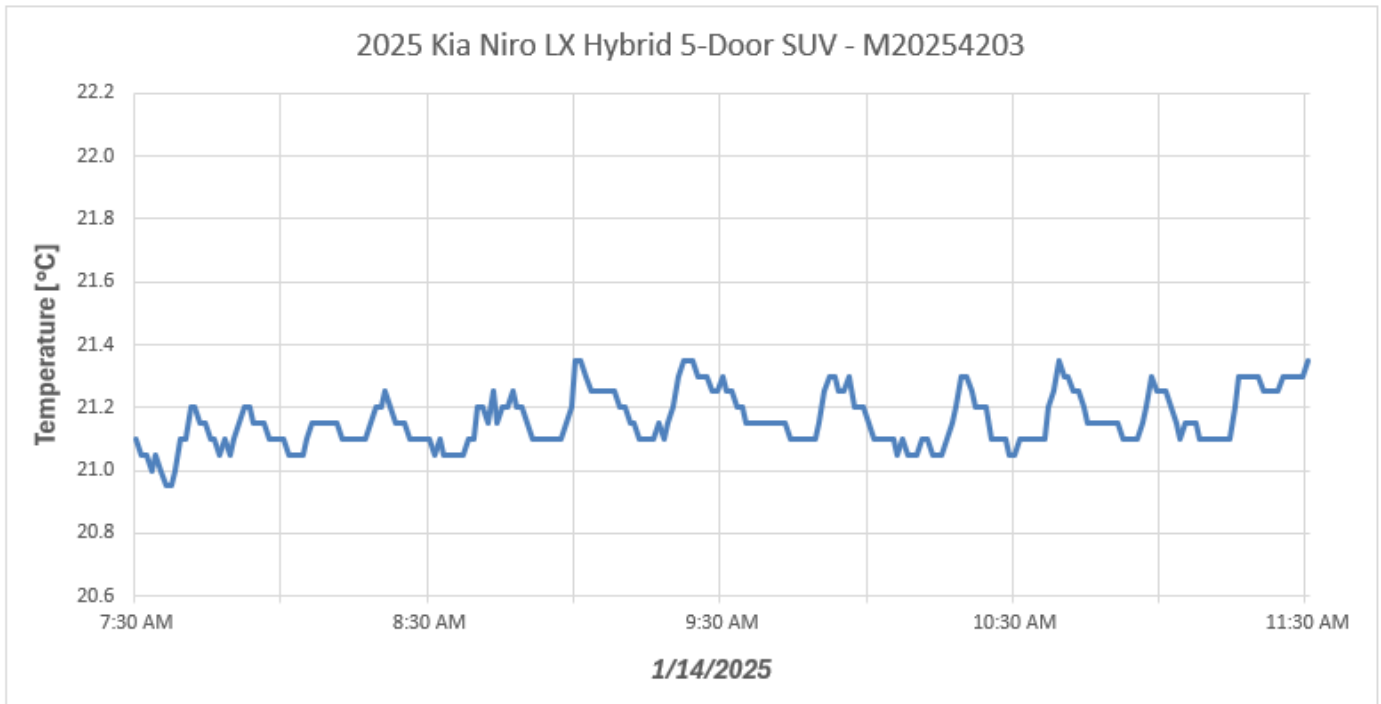
ROLLOVER SOLVENT SPILLAGE LOCATION TABLE

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

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025



| Serial # | Description | Maximum | Average | Minimum | Units |
|----------|------------------------------|---------|---------|---------|-------|
| W2425691 | VSC North Hall - Temp (3016) | 21.35 | 21.16 | 20.95 | °C |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025

ELECTRIC VEHICLE PROPULSION SYSTEM

| | Units | Observations and Conclusions |
|--|-------|------------------------------|
| Type of Electric Vehicle | | Gas-Electric Hybrid |
| Propulsion Battery Type | | Lithium-ion Battery |
| Nominal Voltage | V | 240 |
| Physical Location of Automatic Propulsion Battery Disconnect | | Under rear seat cushion |
| Auxiliary Battery Type | | Lithium-ion Battery |

PROPULSION BATTERY SYSTEM DATA

| | Units | Observations and Conclusions |
|--|-------|---|
| Electrolyte Fluid Type | | LiPF6 salt, Carbonate solvent |
| Electrolyte Fluid Specific Gravity | g/L | 1.23 |
| Electrolyte Fluid Kinematic Viscosity | cSt | 3.0 |
| Electrolyte Fluid Color | | Transparent & Pale Yellow |
| Propulsion Battery Coolant Type, Color, Specific Gravity (if applicable) | | Air-Cooled |
| Location of Battery Modules | | X Inside Passenger Compartment |
| | | Outside Passenger Compartment |
| | | The high-voltage battery is located below the 2 nd row seat cushion. |

PROPULSION BATTERY STATE OF CHARGE

| | |
|---|---------|
| <i>For all battery types:</i> | |
| Voltage range corresponding to useable energy of the battery: | |
| Minimum State of Charge | |
| Maximum State of Charge | |
| 95% of Maximum State of Charge | |
| Test Voltage - No less than 95% of maximum State of Charge | |
| <i>For batteries that are rechargeable ONLY by an energy source on the vehicle:</i> | |
| Voltage range corresponding to useable energy of the battery: | |
| Minimum State of Charge | 160.0 V |
| Maximum State of Charge | 275.2 V |
| Test Voltage – Maximum practicable State of Charge within Normal Operating Range | 234.1 V |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

| | |
|--|---|
| Details of Vehicle Chassis Ground Point(s) & Location(s) | Chassis ground near propulsion battery case |
|--|---|

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: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025

VOLTMETER INFORMATION

| | Units | Observations and Conclusions |
|--------------------------|-------|------------------------------|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 61660495 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 2/14/2024 |

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 | 234.1 |
|----|---|-------|

**ELECTRIC ISOLATION MEASUREMENTS
PROPULSION BATTERY TO VEHICLE CHASSIS**

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

| | | |
|----|---|-------|
| V1 | V | 116.1 |
| V2 | V | 109.0 |

PROPULSION BATTERY TO VEHICLE CHASSIS ACROSS RESISTOR

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

| | | |
|-------|---|---------|
| R_o | Ω | 146,000 |
|-------|---|---------|

| | | |
|----------------|---|-----|
| V1' Pre-Impact | V | 3.6 |
| V2' Pre-Impact | V | 3.4 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

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.

| | | |
|--|-----|-----------|
| $R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$ | | |
| Ri1 Pre-Impact | Ω | 8,845,984 |
| $R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$ | | |
| Ri2 Pre-Impact | Ω | 9,364,549 |
| Ri = The lesser of Ri1 and Ri2 | | |
| Ri Pre-Impact | Ω | 8,845,984 |
| $R_i / V_b = \text{Electrical Isolation Value} / \text{Nominal Battery Voltage}$ | | |
| Ri / Vb Pre-Impact | Ω/V | 37,787 |

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

| | Yes | No (Fail) |
|---|------|-----------|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

VOLTMETER INFORMATION

| | Units | Observations and Conclusions |
|--------------------------|-------|------------------------------|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 61660495 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 2/14/2024 |

ELECTRICAL ISOLATION MEASUREMENTS

| | | |
|----------------|---|-----|
| Vb Post-Impact | V | 0.0 |
|----------------|---|-----|

| | | | | | | | |
|-----------------|---|-----|-------------|---|---------|----|---------|
| V1 Post-Impact | V | 3.4 | Impact Time | 3 | Minutes | 8 | Seconds |
| V2 Post-Impact | V | 3.1 | | 3 | Minutes | 12 | Seconds |
| V1' Post-Impact | V | 0.1 | | 3 | Minutes | 21 | Seconds |
| V2' Post-Impact | V | 0.1 | | 3 | Minutes | 16 | Seconds |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

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.

| | | | | | | | |
|--|-----|------------|-------------|---|---------|----|---------|
| $R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$ | | | | | | | |
| Ri1 Post-Impact | Ω | 9,210,882 | Impact Time | 3 | Minutes | 21 | Seconds |
| $R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$ | | | | | | | |
| Ri2 Post-Impact | Ω | 9,183,871 | Impact Time | 3 | Minutes | 16 | Seconds |
| Ri = The lesser of Ri1 and Ri2 | | | | | | | |
| Ri Post-Impact | Ω | 9,183,871 | Impact Time | 3 | Minutes | 16 | Seconds |
| $R_i / V_b = \text{Electrical Isolation Value} / \text{Nominal Battery Voltage}$ | | | | | | | |
| Ri / Vb Post-Impact | Ω/V | Zero Volts | Impact Time | 3 | Minutes | 16 | Seconds |

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

| | Yes | No (Fail) |
|---|------|-----------|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
Test Date: 1/14/2025

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 |

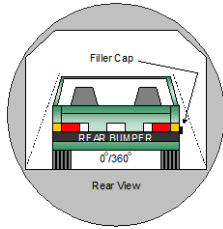
| | Yes (Fail) | No |
|--|------------|----|
| Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment? | | X |

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

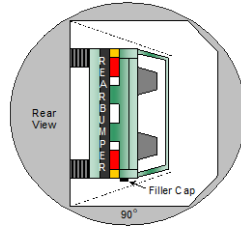
Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

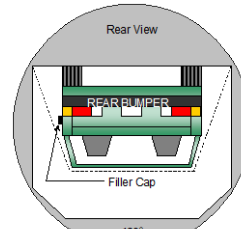
PROPULSION BATTERY SYSTEM COMPONENTS



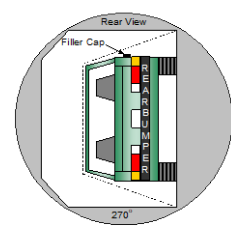
0°/360°



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 | | |
|-------------|-------------------------------|-----|-----|---------------------|-----|------------|-----|-----|----|----------------------------|---|-----|
| | 1 | min | sec | 5 | min | 6 | min | sec | 7 | min | | |
| 0° - 90° | 1 | min | 52 | sec | 5 | min | 6 | min | 52 | sec | 7 | min |
| 90° - 180° | 1 | min | 50 | sec | 5 | min | 6 | min | 50 | sec | 7 | min |
| 180° - 270° | 1 | min | 48 | sec | 5 | min | 6 | min | 48 | sec | 7 | min |
| 270° - 360° | 1 | min | 50 | sec | 5 | min | 6 | min | 50 | 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: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

VOLTMETER INFORMATION

| | Units | Observations and Conclusions |
|--------------------------|-------|------------------------------|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 61660495 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 2/14/2024 |

ELECTRICAL ISOLATION MEASUREMENTS

| | | |
|----------------|---|------|
| Vb Post-Impact | V | 0.04 |
|----------------|---|------|

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 | 0.02 | V | 0° | min | 16 | sec | |
| | 0.40 | | 90° | | | | 1 |
| | 0.01 | | 180° | | | | 2 |
| | 0.01 | | 270° | | | | 2 |
| | 0.01 | | 360° | | | | 2 |
| V2 | 0.00 | V | 0° | min | 20 | sec | |
| | 0.04 | | 90° | | | | 1 |
| | 0.01 | | 180° | | | | 2 |
| | 0.01 | | 270° | | | | 2 |
| | 0.01 | | 360° | | | | 2 |
| V1' | 0.00 | V | 0° | min | 35 | sec | |
| | 0.00 | | 90° | | | | 1 |
| | 0.00 | | 180° | | | | 2 |
| | 0.00 | | 270° | | | | 2 |
| | 0.00 | | 360° | | | | 2 |
| V2' | 0.00 | V | 0° | min | 28 | sec | |
| | 0.00 | | 90° | | | | 1 |
| | 0.00 | | 180° | | | | 2 |
| | 0.00 | | 270° | | | | 2 |
| | 0.00 | | 360° | | | | 2 |

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

Test Vehicle: 2025 Kia Niro LX Hybrid 5-Door SUV
 Test Program: NCAP Side MDB Impact Test

NHTSA No.: M20254203
 Test Date: 1/14/2025

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 | Zero Volts | Ω | 0° | | min | |
| | Zero Volts | | 90° | 1 | | 35 |
| | Zero Volts | | 180° | 2 | | 26 |
| | Zero Volts | | 270° | 2 | | 34 |
| | Zero Volts | | 360° | 2 | | 56 |
| $Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']$ | | | | | | |
| Ri2 | Zero Volts | Ω | 0° | | min | |
| | Zero Volts | | 90° | 1 | | 28 |
| | Zero Volts | | 180° | 2 | | 19 |
| | Zero Volts | | 270° | 2 | | 27 |
| | Zero Volts | | 360° | 2 | | 46 |
| $Ri = \text{The lesser of } Ri1 \text{ and } Ri2$ | | | | | | |
| Ri | Zero Volts | Ω | 0° | | min | |
| | Zero Volts | | 90° | 1 | | 28 |
| | Zero Volts | | 180° | 2 | | 19 |
| | Zero Volts | | 270° | 2 | | 27 |
| | Zero Volts | | 360° | 2 | | 46 |
| $Ri / Vb = \text{Electrical Isolation Value} / \text{Nominal Battery Voltage}$ | | | | | | |
| Ri / Vb | Zero Volts | Ω/V | 0° | | min | |
| | Zero Volts | | 90° | 1 | | 28 |
| | Zero Volts | | 180° | 2 | | 19 |
| | Zero Volts | | 270° | 2 | | 27 |
| | Zero Volts | | 360° | 2 | | 46 |

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

| | Yes | No (Fail) |
|---|------|-----------|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

**APPENDIX A
PHOTOGRAPHS**

TABLE OF PHOTOGRAPHS

| | | <u>Page No.</u> |
|---------------|---|-----------------|
| Photo No. 001 | As Delivered Right Front Three-Quarter View of Test Vehicle | A-1 |
| Photo No. 002 | As Delivered Left Rear Three-Quarter View of Test Vehicle | A-1 |
| Photo No. 003 | Pre-Test Frontal View of Test Vehicle | A-2 |
| Photo No. 004 | Post-Test Frontal View of Test Vehicle | A-2 |
| Photo No. 005 | Pre-Test Left Front Three-Quarter View of Test Vehicle | A-3 |
| Photo No. 006 | Post-Test Left Front Three-Quarter View of Test Vehicle | A-3 |
| Photo No. 007 | Pre-Test Left Side View of Test Vehicle | A-4 |
| Photo No. 008 | Post-Test Left Side View of Test Vehicle | A-4 |
| Photo No. 009 | Pre-Test Left Three-Quarter Rear View of Test Vehicle | A-5 |
| Photo No. 010 | Post-Test Left Three-Quarter Rear View of Test Vehicle | A-5 |
| Photo No. 011 | Pre-Test Rear View of Test Vehicle | A-6 |
| Photo No. 012 | Post-Test Rear View of Test Vehicle | A-6 |
| Photo No. 013 | Pre-Test Right Side View of Test Vehicle | A-7 |
| Photo No. 014 | Post-Test Right Side View of Test Vehicle | A-7 |
| Photo No. 015 | Pre-Test Overhead View of Test Area | A-8 |
| Photo No. 016 | Post-Test Overhead View of Test Area | A-8 |
| Photo No. 017 | Pre-Test Left Side View of MDB Positioned Against Side of Test Vehicle | A-9 |
| Photo No. 018 | Pre-Test Right Side View of MDB Positioned Against Side of Test Vehicle | A-9 |
| Photo No. 019 | Pre-Test Close-Up View of Impact Point Target | A-10 |
| Photo No. 020 | Post-Test Close-Up View of Impact Point Target | A-10 |
| Photo No. 021 | Pre-Test Left Front Door Latch Close-Up | A-11 |
| Photo No. 022 | Post-Test Left Front Door Latch Close-Up | A-11 |
| Photo No. 023 | Pre-Test Left Rear Door Latch Close-Up | A-12 |
| Photo No. 024 | Post-Test Left Rear Door Latch Close-Up | A-12 |
| Photo No. 025 | Pre-Test Front Close-Up View of Driver Dummy | A-13 |
| Photo No. 026 | Post-Test Front Close-Up View of Driver Dummy | A-13 |
| Photo No. 027 | Pre-Test Left Side View of Driver Dummy Showing Belt and Chalking | A-14 |
| Photo No. 028 | Pre-Test Left Side View of Driver Dummy Shoulder and Door Top View | A-14 |
| Photo No. 029 | Post-Test Left Side View of Driver Dummy Shoulder and Door Top View | A-15 |
| Photo No. 030 | Pre-Test Frontal View of Driver Seat Back Prior to Dummy Positioning | A-15 |

| | | <u>Page No.</u> |
|---------------|--|-----------------|
| Photo No. 031 | Pre-Test Frontal View of Driver Dummy Head and Shoulders in Relation to Head Restraint | A-16 |
| Photo No. 032 | Pre-Test Frontal View of Driver Seat Pan Prior to Dummy Positioning | A-16 |
| Photo No. 033 | Pre-Test Overhead View of Driver Dummy Thighs on Seat Pan | A-17 |
| Photo No. 034 | Pre-Test Placement of Driver Dummy's Feet | A-17 |
| Photo No. 035 | Pre-Test View of Belt Anchorage for Driver Dummy | A-18 |
| Photo No. 036 | Pre-Test Left Side View of Steering Wheel | A-18 |
| Photo No. 037 | Pre-Test View of Disengaged Parking Brake | A-19 |
| Photo No. 038 | Pre-Test View of Parking Brake | A-19 |
| Photo No. 039 | Pre-Test Close-Up Left Side View of Driver Seat Track | A-20 |
| Photo No. 040 | Pre-Test Close-Up Left Side View of Driver Seat Back | A-20 |
| Photo No. 041 | Pre-Test Close-Up View of Driver Seat Back or Head Restraint | A-21 |
| Photo No. 042 | Pre-Test Driver Dummy and Door Clearance View | A-21 |
| Photo No. 043 | Post-Test Driver Dummy and Door Clearance View | A-22 |
| Photo No. 044 | Pre-Test Right Side View of Driver Dummy and Front Seat of Occupant Compartment | A-22 |
| Photo No. 045 | Post-Test Right Side View of Driver Dummy and Front Seat of Occupant Compartment | A-23 |
| Photo No. 046 | Pre-Test Driver Inner Door Panel View | A-23 |
| Photo No. 047 | Post-Test Driver Inner Door Panel View | A-24 |
| Photo No. 048 | Post-Test Driver Dummy Close-up Head Contact with Vehicle Interior View | A-24 |
| Photo No. 049 | Post-Test Driver Dummy Close-up Head Contact with Side Airbag View | A-25 |
| Photo No. 050 | Post-Test Driver Dummy Close-up Torso Contact with Vehicle Interior View | A-25 |
| Photo No. 051 | Post-Test Driver Dummy Close-up Torso Contact with Side Airbag View | A-26 |
| Photo No. 052 | Post-Test Driver Dummy Close-up Pelvis Contact with Vehicle Interior View | A-26 |
| Photo No. 053 | Post-Test Driver Dummy Close-up Pelvis Contact with Side Airbag View | A-27 |
| Photo No. 054 | Post-Test Driver Dummy Close-up Knee Contact View | A-27 |
| Photo No. 055 | Pre-Test Left Side View of Rear Passenger Dummy Showing Belt and Chalking | A-28 |
| Photo No. 056 | Pre-Test Left Side View of Rear Passenger Dummy Shoulder and Door Top View | A-28 |
| Photo No. 057 | Post-Test Left Side View of Rear Passenger Dummy Shoulder and Door Top View | A-29 |

| | | <u>Page No.</u> |
|---------------|--|-----------------|
| Photo No. 058 | Pre-Test Frontal View of Rear Passenger Seat Back Prior to Dummy Positioning | A-29 |
| Photo No. 059 | Pre-Test Frontal View of Rear Passenger Dummy Head and Shoulders in Relation to Head Restraint | A-30 |
| Photo No. 060 | Pre-Test Overhead View of Rear Passenger Seat Pan Prior to Dummy Positioning | A-30 |
| Photo No. 061 | Pre-Test Overhead View of Rear Passenger Dummy Thighs on Seat Pan | A-31 |
| Photo No. 062 | Pre-Test View of Rear Passenger Dummy's Neck Showing Position of Adjustable Neck Bracket | A-31 |
| Photo No. 063 | Pre-Test View of Rear Passenger Dummy's Head Showing Dummy's Head is Level | A-32 |
| Photo No. 064 | Pre-Test Placement of Rear Passenger Dummy's Feet | A-32 |
| Photo No. 065 | Pre-Test View of Belt Anchorage for Rear Passenger Dummy | A-33 |
| Photo No. 066 | Pre-Test Close-Up Left Side View of Rear Passenger Seat Track | A-33 |
| Photo No. 067 | Pre-Test Close-Up Left Side View of Rear Passenger Seat Back | A-34 |
| Photo No. 068 | Pre-Test Close-up View of Rear Passenger Seat Back or Head Restraint | A-34 |
| Photo No. 069 | Pre-Test Rear Passenger Dummy and Door Clearance View | A-35 |
| Photo No. 070 | Post-Test Rear Passenger Dummy and Door Clearance View | A-35 |
| Photo No. 071 | Pre-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment | A-36 |
| Photo No. 072 | Post-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment | A-36 |
| Photo No. 073 | Pre-Test Rear Passenger Inner Door Panel View | A-37 |
| Photo No. 074 | Post-Test Rear Passenger Inner Door Panel View | A-37 |
| Photo No. 075 | Post-Test Rear Passenger Dummy Close-up Head Contact with Vehicle Interior View | A-38 |
| Photo No. 076 | Post-Test Rear Passenger Dummy Close-up Head Contact with Side Airbag View | A-38 |
| Photo No. 077 | Post-Test Rear Passenger Dummy Close-up Torso Contact with Vehicle Interior View | A-39 |
| Photo No. 078 | Post-Test Rear Passenger Dummy Close-up Torso Contact with Side Airbag View | A-39 |
| Photo No. 079 | Post-Test Rear Passenger Dummy Close-up Pelvis Contact with Vehicle Interior View | A-40 |
| Photo No. 080 | Post-Test Rear Passenger Dummy Close-up Pelvis Contact with Side Airbag View | A-40 |
| Photo No. 081 | Post-Test Rear Passenger Dummy Close-up Knee Contact View | A-41 |
| Photo No. 082 | Pre-Test View of Fuel Filler Cap or Fuel Filler Neck | A-41 |
| Photo No. 083 | Post-Test View of Fuel Filler Cap or Fuel Filler Neck | A-42 |

| | | <u>Page No.</u> |
|------------------|---|-----------------|
| Photo No. 084 | Pre-Test Front View of MDB Impactor Face | A-42 |
| Photo No. 085 | Post-Test Front View of MDB Impactor Face | A-43 |
| Photo No. 086 | Pre-Test Top View of MDB Impactor Face | A-43 |
| Photo No. 087 | Post-Test Top View of MDB Impactor Face | A-44 |
| Photo No. 088 | Pre-Test Left Side View of MDB Impactor Face | A-44 |
| Photo No. 089 | Post-Test Left Side View of MDB Impactor Face | A-45 |
| Photo No. 090 | Pre-Test Right Side View of MDB Impactor Face | A-45 |
| Photo No. 091 | Post-Test Right Side View of MDB Impactor Face | A-46 |
| Photo No. 092 | Close-Up View of Vehicle's Certification Label | A-46 |
| Photo No. 093 | Close-Up View of Vehicle's Tire Information Placard or Label | A-47 |
| Photo No. 094 | Pre-Test Ballast View | A-47 |
| Photo No. 095 | Post-Test Primary and Redundant Speed Trap Read-Out | A-48 |
| Photo No. 096 | FMVSS No. 301 Static Rollover 0 Degrees | A-48 |
| Photo No. 097 | FMVSS No. 301 Static Rollover 90 Degrees | A-49 |
| Photo No. 098 | FMVSS No. 301 Static Rollover 180 Degrees | A-49 |
| Photo No. 099 | FMVSS No. 301 Static Rollover 270 Degrees | A-50 |
| Photo No. 100 | FMVSS No. 301 Static Rollover 360 Degrees | A-50 |
| Photo No. 101 | Impact Event | A-51 |
| Photo No. 102 | Monroney Label | A-51 |
| Photo No. 103 | Driver Head Restraint Use and Adjustment Information from Vehicle Owner's Manual | A-52 |
| Photo No. 104 | Left Rear Passenger Head Restraint Use and Adjustment Information from Vehicle Owner's Manual | A-52 |
| Photo No. 305-01 | Auxiliary Power Module Warning Label | A-53 |
| Photo No. 305-02 | Power Inverter Warning Label | A-53 |
| Photo No. 305-03 | First Responder Warning Label | A-54 |
| Photo No. 305-04 | First Responder Warning Location | A-54 |
| Photo No. 305-05 | Other Vehicle Label(s) Related to Electrical Propulsion System | A-55 |
| Photo No. 305-06 | Manual High Voltage Service Disconnect in Place | A-55 |
| Photo No. 305-07 | Manual High Voltage Service Disconnect Removed | A-56 |
| Photo No. 305-08 | Manual High Voltage Service Disconnect Removed | A-56 |
| Photo No. 305-09 | Pre-Impact View of Propulsion Battery | A-57 |

| | | <u>Page No.</u> |
|------------------|---|-----------------|
| Photo No. 305-10 | Post-Impact Front View of Propulsion Battery | A-57 |
| Photo No. 305-11 | Post-Impact Rear View of Propulsion Battery | A-58 |
| Photo No. 305-12 | Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules | A-58 |
| Photo No. 305-13 | Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules | A-59 |
| Photo No. 305-14 | Pre-Impact View of Propulsion Battery Module(s) | A-59 |
| Photo No. 305-15 | Post-Impact View of Propulsion Battery Module(s) | A-60 |
| Photo No. 305-16 | Pre-Impact View of Electric Propulsion Drive | A-60 |
| Photo No. 305-17 | Post-Impact View of Electric Propulsion Drive | A-61 |
| Photo No. 305-18 | Pre-Impact View of High Voltage Interconnect(s) | A-61 |
| Photo No. 305-19 | Pre-Impact View Propulsion Battery Venting System(s) | A-62 |
| Photo No. 305-20 | Pre-Impact View of Other Visible Electric Propulsion Components | A-62 |
| Photo No. 305-21 | Pre-Impact View of Ground Lead Attached | A-63 |
| Photo No. 305-22 | Pre-Impact View of High Voltage Leads Attached | A-63 |
| Photo No. 305-23 | Pre-Impact Close-Up View of High Voltage Leads Attached | A-64 |
| Photo No. 305-24 | Pre-Impact View of Installed Test Interface Port | A-64 |
| Photo No. 305-25 | Post-Impact View of Installed Test Interface Port | A-65 |
| Photo No. 305-26 | Pre-Impact View of Other Test Devices | A-65 |
| Photo No. 305-27 | Post-Impact View of Other Test Devices | A-66 |
| Photo No. 305-28 | FMVSS No. 305 Static Rollover at 90 Degrees | A-66 |
| Photo No. 305-29 | FMVSS No. 305 Static Rollover at 180 Degrees | A-67 |
| Photo No. 305-30 | FMVSS No. 305 Static Rollover at 270 Degrees | A-67 |
| Photo No. 305-31 | FMVSS No. 305 Static Rollover at 360 Degrees | A-68 |
| Photo No. 305-32 | Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery | A-68 |
| Photo No. 305-33 | Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery | A-69 |
| Photo No. 305-34 | Post-Impact Propulsion Battery System Mounting and/or Intrusion Failure(s) | A-69 |
| Photo No. 305-35 | Post-Impact View of Battery Component Intrusion | A-70 |
| Photo No. 305-36 | Post-Impact View of Battery Module Movement or Retention Loss | A-70 |
| Photo No. 305-37 | Post-Impact View of Propulsion Battery Electrolyte Spillage Location | A-71 |
| Photo No. 305-38 | Post-Test View of Propulsion Battery Electrolyte Spillage Location | A-71 |



Photo No. 001 - As Delivered Right Front Three-Quarter View of Test Vehicle



Photo No. 002 - As Delivered Left Rear Three-Quarter View of Test Vehicle



Photo No. 003 - Pre-Test Frontal View of Test Vehicle

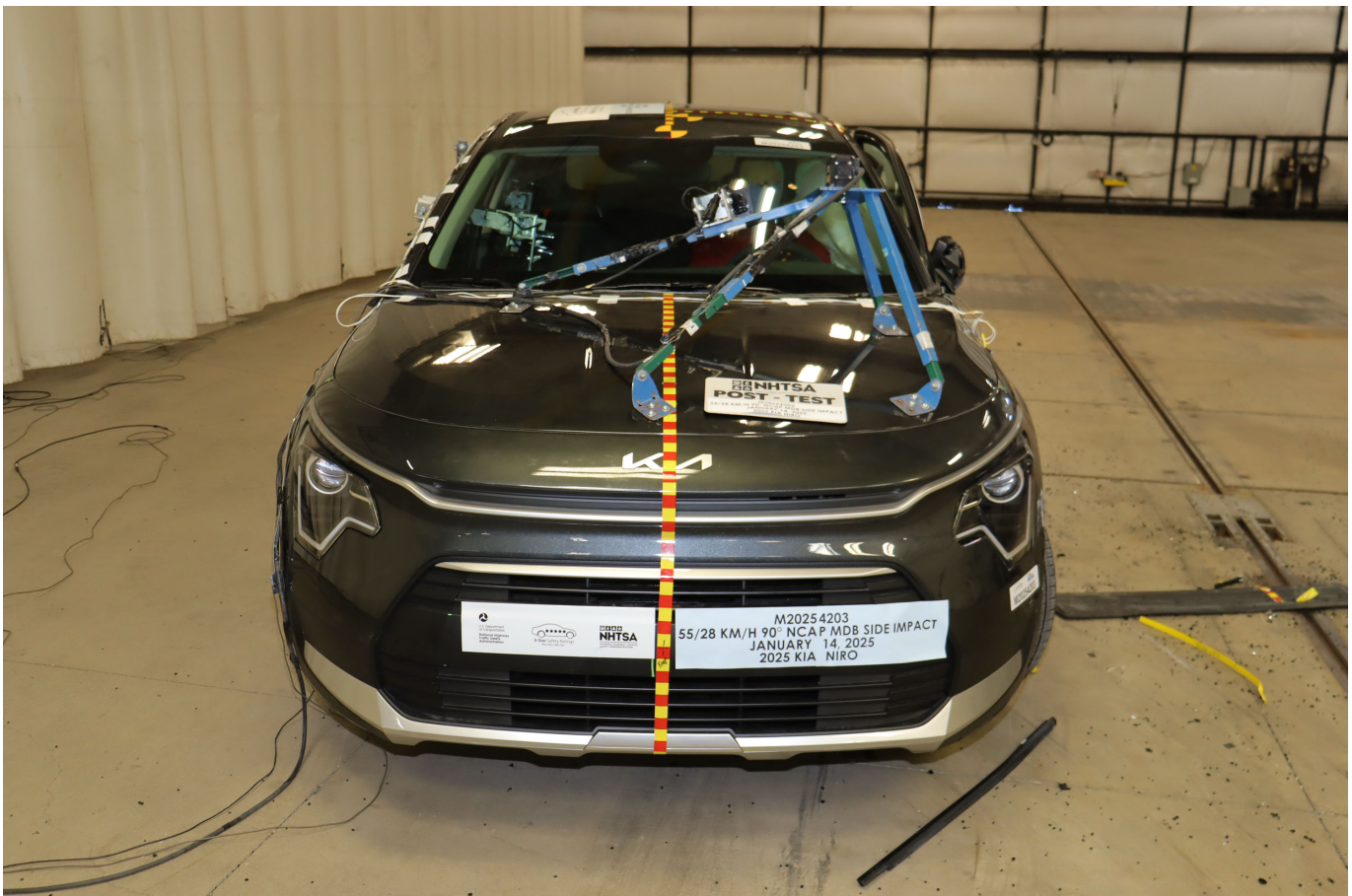


Photo No. 004 - Post-Test Frontal View of Test Vehicle



Photo No. 005 - Pre-Test Left Front Three-Quarter View of Test Vehicle



Photo No. 006 - Post-Test Left Front Three-Quarter View of Test Vehicle



Photo No. 007 - Pre-Test Left Side View of Test Vehicle



Photo No. 008 - Post-Test Left Side View of Test Vehicle



Photo No. 009 - Pre-Test Left Three-Quarter Rear View of Test Vehicle



Photo No. 010 - Post-Test Left Three-Quarter Rear View of Test Vehicle



Photo No. 011 - Pre-Test Rear View of Test Vehicle



Photo No. 012 - Post-Test Rear View of Test Vehicle



Photo No. 013 - Pre-Test Right Side View of Test Vehicle



Photo No. 014 - Post-Test Right Side View of Test Vehicle

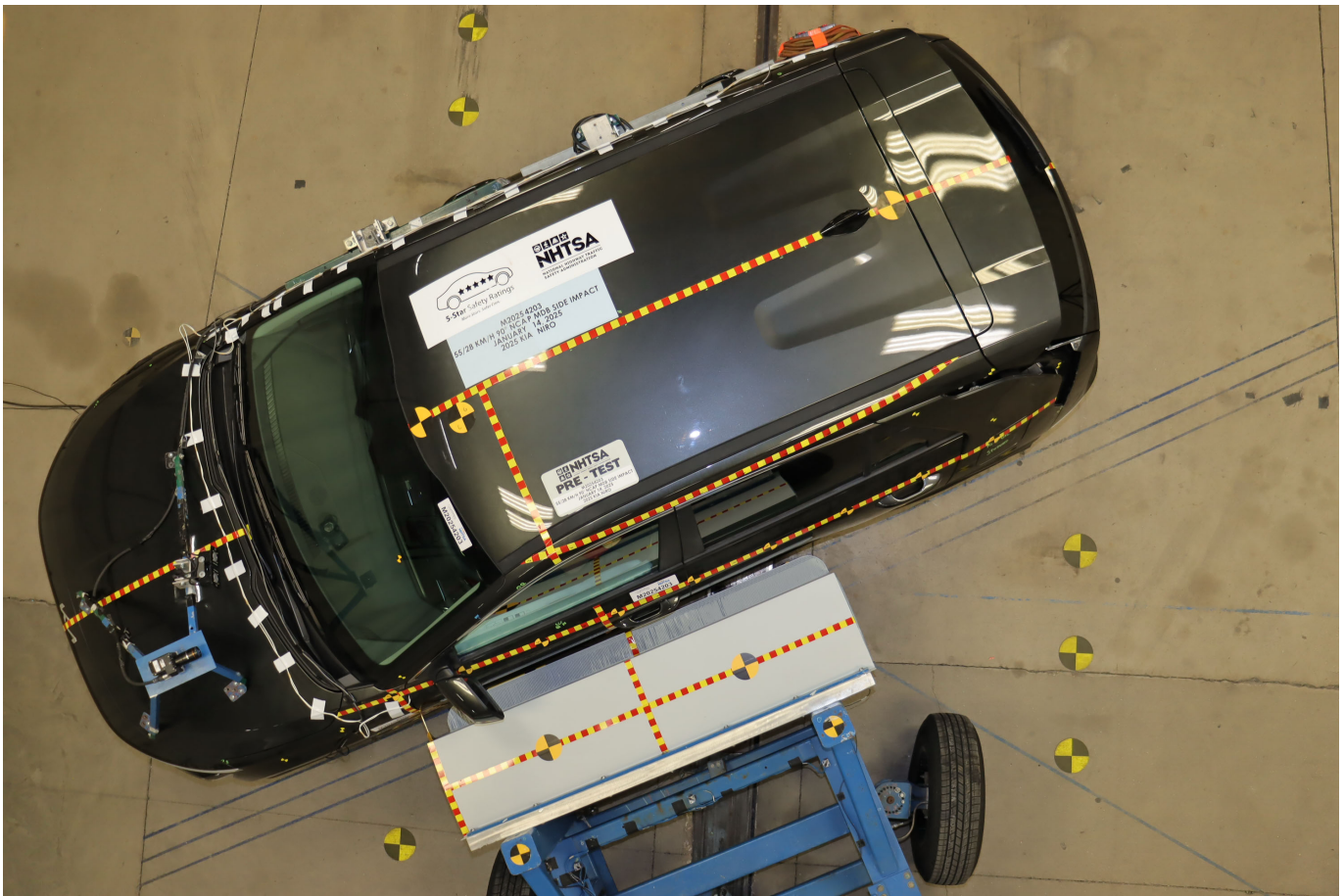


Photo No. 015 - Pre-Test Overhead View of Test Area



Photo No. 016 - Post-Test Overhead View of Test Area



Photo No. 017 - Pre-Test Left Side View of MDB Positioned Against Side of Test Vehicle



Photo No. 018 - Pre-Test Right Side View of MDB Positioned Against Side of Test Vehicle



Photo No. 019 - Pre-Test Close-Up View of Impact Point Target



Photo No. 020 - Post-Test Close-Up View of Impact Point Target



Photo No. 021 - Pre-Test Left Front Door Latch Close-Up



Photo No. 022 - Post-Test Left Front Door Latch Close-Up



Photo No. 023 - Pre-Test Left Rear Door Latch Close-Up



Photo No. 024 - Post-Test Left Rear Door Latch Close-Up



Photo No. 025 - Pre-Test Front Close-Up View of Driver Dummy



Photo No. 026 - Post-Test Front Close-Up View of Driver Dummy



Photo No. 027 - Pre-Test Left Side View of Driver Dummy Showing Belt and Chalking



Photo No. 028 - Pre-Test Left Side View of Driver Dummy Shoulder and Door Top View



Photo No. 029 - Post-Test Left Side View of Driver Dummy Shoulder and Door Top View



Photo No. 030 - Pre-Test Frontal View of Driver Seat Back Prior to Dummy Positioning



Photo No. 031 - Pre-Test Frontal View of Driver Dummy Head and Shoulders in Relation to Head Restraint



Photo No. 032 - Pre-Test Frontal View of Driver Seat Pan Prior to Dummy Positioning



Photo No. 033 - Pre-Test Overhead View of Driver Dummy Thighs on Seat Pan



Photo No. 034 - Pre-Test Placement of Driver Dummy's Feet



Photo No. 035 - Pre-Test View of Belt Anchorage for Driver Dummy



Photo No. 036 - Pre-Test Left Side View of Steering Wheel



Photo No. 037 - Pre-Test View of Disengaged Parking Brake



Photo No. 038 - Pre-Test View of Parking Brake



Photo No. 041 - Pre-Test Close-Up View of Driver Seat Back or Head Restraint



Photo No. 042 - Pre-Test Driver Dummy and Door Clearance View



Photo No. 043 - Post-Test Driver Dummy and Door Clearance View



Photo No. 044 - Pre-Test Right Side View of Driver Dummy and Front Seat of Occupant Compartment



Photo No. 045 - Post-Test Right Side View of Driver Dummy and Front Seat of Occupant Compartment



Photo No. 046 - Pre-Test Driver Inner Door Panel View



Photo No. 047 - Post-Test Driver Inner Door Panel View



Photo No. 048 - Post-Test Driver Dummy Close-Up Head Contact with Vehicle Interior View



Photo No. 049 - Post-Test Driver Dummy Close-Up Head Contact with Side Airbag View



Photo No. 050 - Post-Test Driver Dummy Close-Up Torso Contact with Vehicle Interior View



Photo No. 051 - Post-Test Driver Dummy Close-Up Torso Contact with Side Airbag View



Photo No. 052 - Post-Test Driver Dummy Close-Up Pelvis Contact with Vehicle Interior View



Photo No. 053 - Post-Test Driver Dummy Close-Up Pelvis Contact with Side Airbag View



Photo No. 054 - Post-Test Driver Dummy Close-Up Knee Contact View



Photo No. 055 - Pre-Test Left Side View of Rear Passenger Dummy Showing Belt and Chalking



Photo No. 056 - Pre-Test Left Side View of Rear Passenger Dummy Shoulder and Door Top View



Photo No. 057 - Post-Test Left Side View of Rear Passenger Dummy Shoulder and Door Top View



Photo No. 058 - Pre-Test Frontal View of Rear Passenger Seat Back Prior to Dummy Positioning



Photo No. 059 - Pre-Test Frontal View of Rear Passenger Dummy Head and Shoulders in Relation to Head Restraint



Photo No. 060 - Pre-Test Overhead View of Rear Passenger Seat Pan Prior to Dummy Positioning



Photo No. 061 - Pre-Test Overhead View of Rear Passenger Dummy Thighs on Seat Pan



Photo No. 062 - Pre-Test View of Rear Passenger Dummy's Neck Showing Position of Adjustable Neck Bracket



Photo No. 063 - Pre-Test View of Rear Passenger Dummy's Head Showing Dummy's Head is Level



Photo No. 064 - Pre-Test Placement of Rear Passenger Dummy's Feet



Photo No. 065 - Pre-Test View of Belt Anchorage for Rear Passenger Dummy



Photo No. 066 - Pre-Test Close-Up Left Side View of Rear Passenger Seat Track



Photo No. 067 - Pre-Test Close-Up Left Side View of Rear Passenger Seat Back



Photo No. 068 - Pre-Test Close-Up View of Rear Passenger Seat Back or Head Restraint



Photo No. 069 - Pre-Test Rear Passenger Dummy and Door Clearance View



Photo No. 070 - Post-Test Rear Passenger Dummy and Door Clearance View



Photo No. 071 - Pre-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment



Photo No. 072 - Post-Test Right Side View of Rear Passenger Dummy and Rear Seat Occupant Compartment



Photo No. 073 - Pre-Test Rear Passenger Inner Door Panel View



Photo No. 074 - Post-Test Rear Passenger Inner Door Panel View



Photo No. 075 - Post-Test Rear Passenger Dummy Close-Up Head Contact with Vehicle Interior View

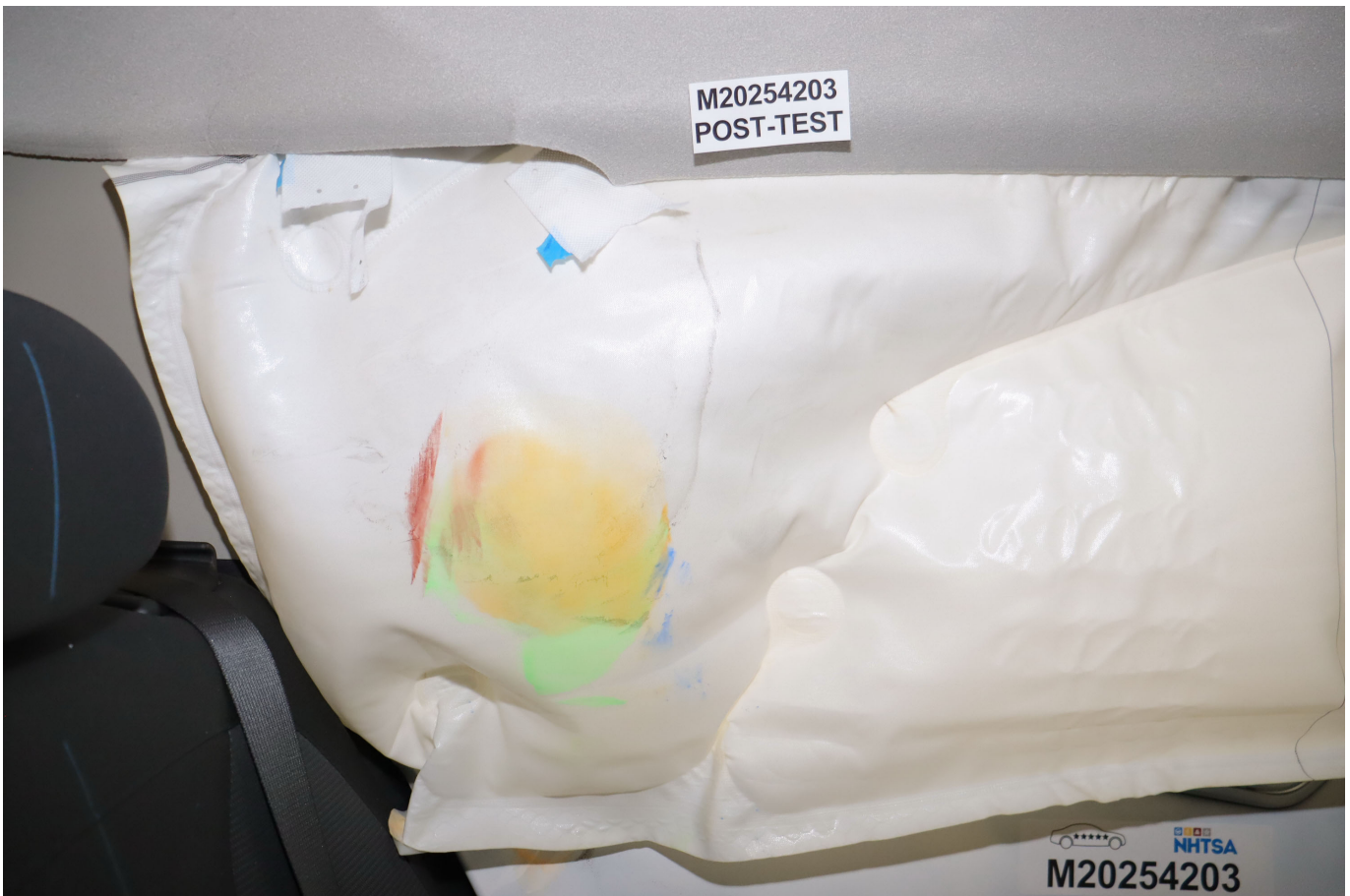


Photo No. 076 - Post-Test Rear Passenger Dummy Close-Up Head Contact with Side Airbag View



Photo No. 077 - Post-Test Rear Passenger Dummy Close-Up Torso Contact with Vehicle Interior View

PHOTOGRAPH NOT APPLICABLE

Photo No. 078 - Post-Test Rear Passenger Dummy Close-Up Torso Contact with Side Airbag View



Photo No. 079 - Post-Test Rear Passenger Dummy Close-Up Pelvis Contact with Vehicle Interior View

PHOTOGRAPH NOT APPLICABLE

Photo No. 080 - Post-Test Rear Passenger Dummy Close-Up Pelvis Contact with Side Airbag View



Photo No. 081 - Post-Test Rear Passenger Dummy Close-Up Knee Contact View



Photo No. 082 - Pre-Test View of Fuel Filler Cap or Fuel Filler Neck



Photo No. 083 - Post-Test View of Fuel Filler Cap or Fuel Filler Neck



Photo No. 084 - Pre-Test Front View of MDB Impactor Face

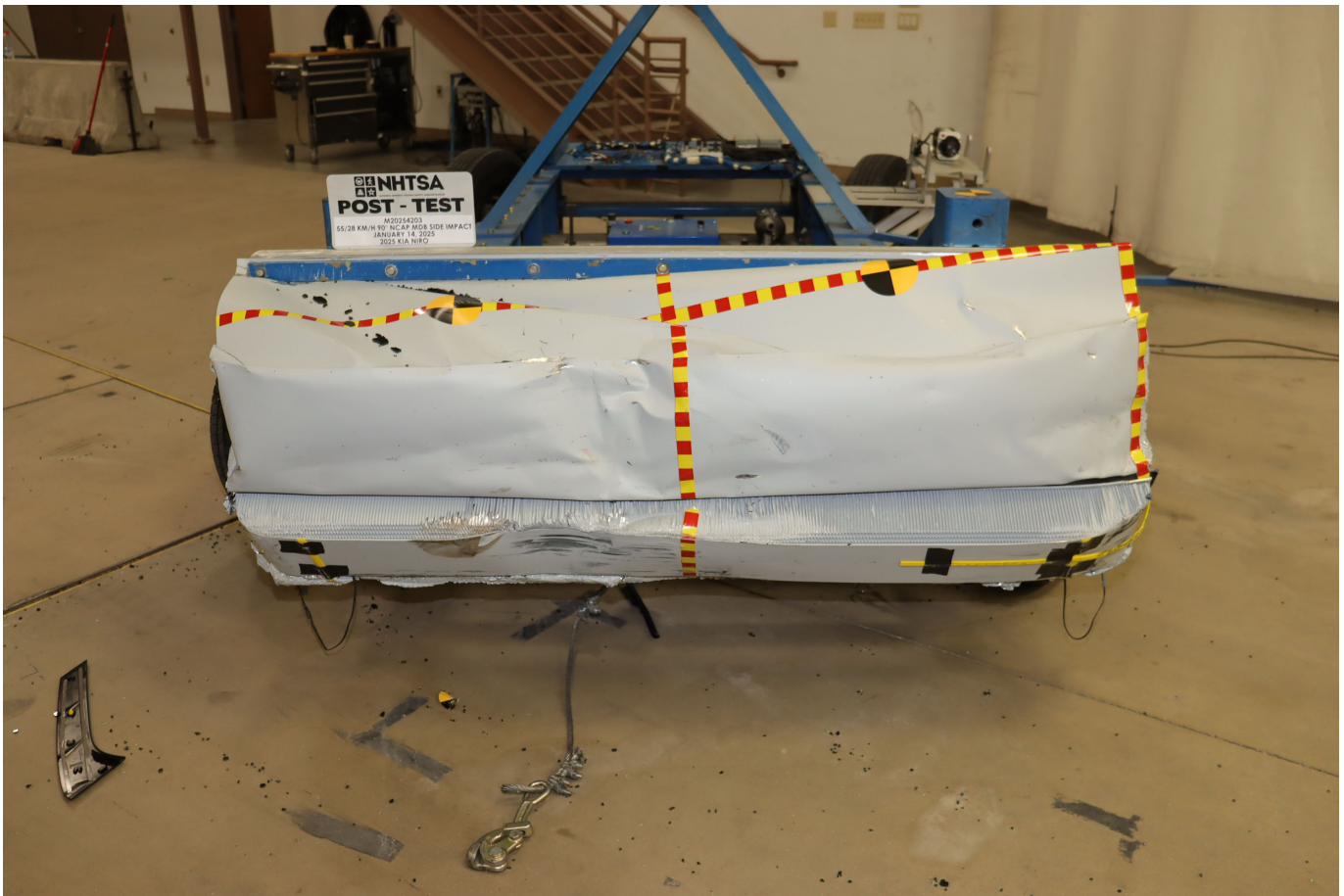


Photo No. 085 - Post-Test Front View of MDB Impactor Face

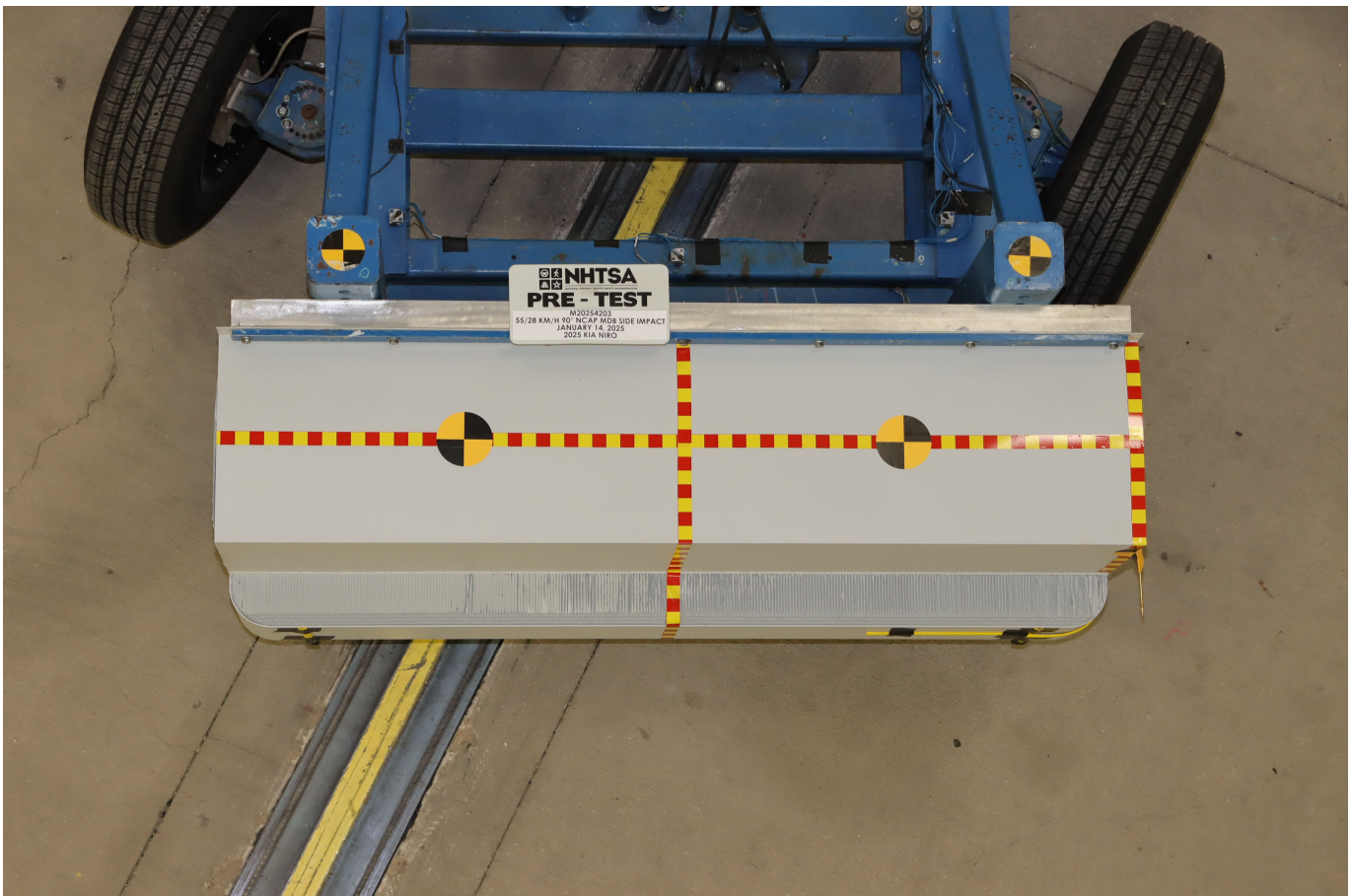


Photo No. 086 - Pre-Test Top View of MDB Impactor Face

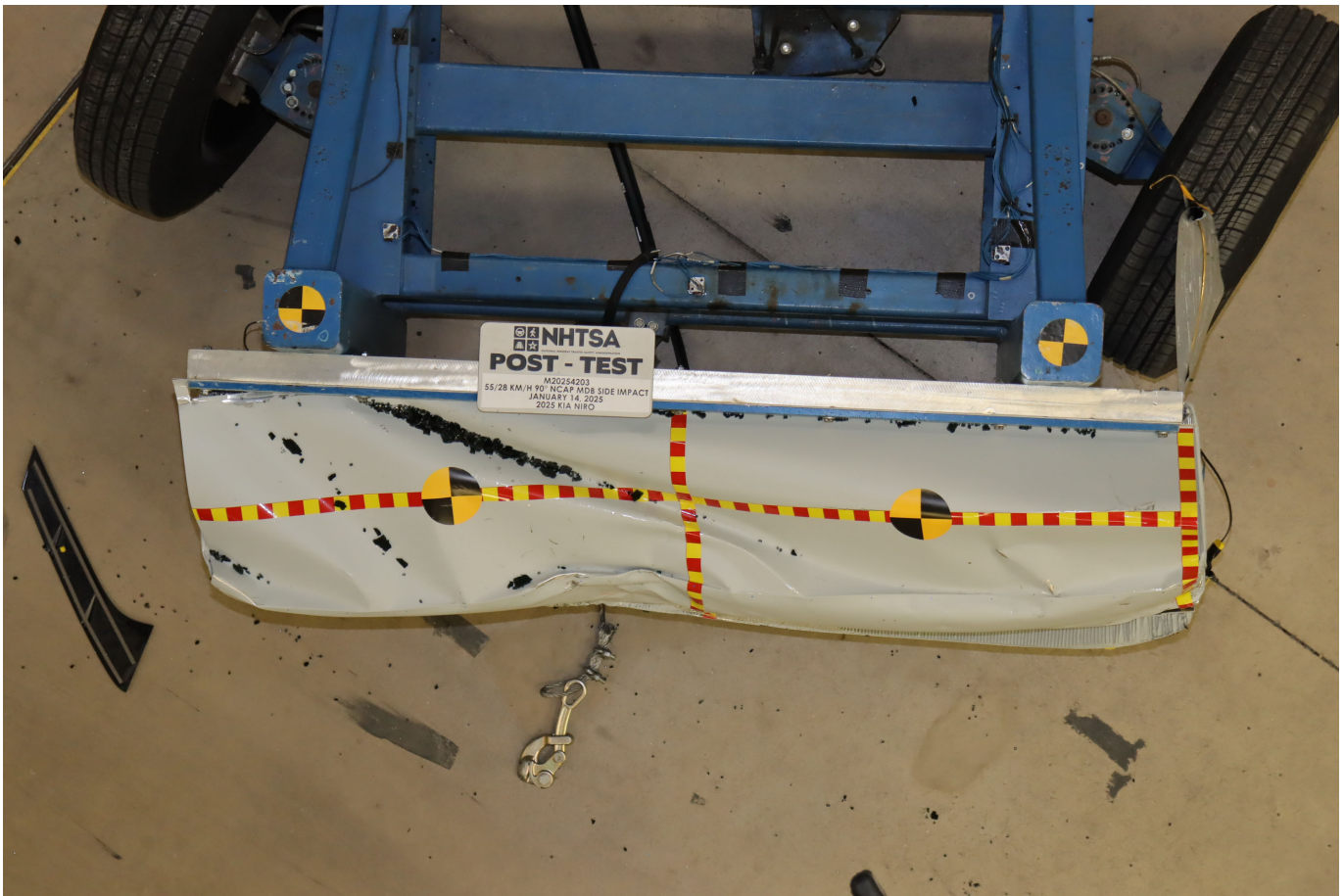


Photo No. 087 - Post-Test Top View of MDB Impactor Face



Photo No. 088 - Pre-Test Left Side View of MDB Impactor Face



Photo No. 089 - Post-Test Left Side View of MDB Impactor Face



Photo No. 090 - Pre-Test Right Side View of MDB Impactor Face



Photo No. 091 - Post-Test Right Side View of MDB Impactor Face



Photo No. 092 - Close-Up View of Vehicle's Certification Label



Photo No. 093 - Close-Up View of Vehicle's Tire Information Placard or Label

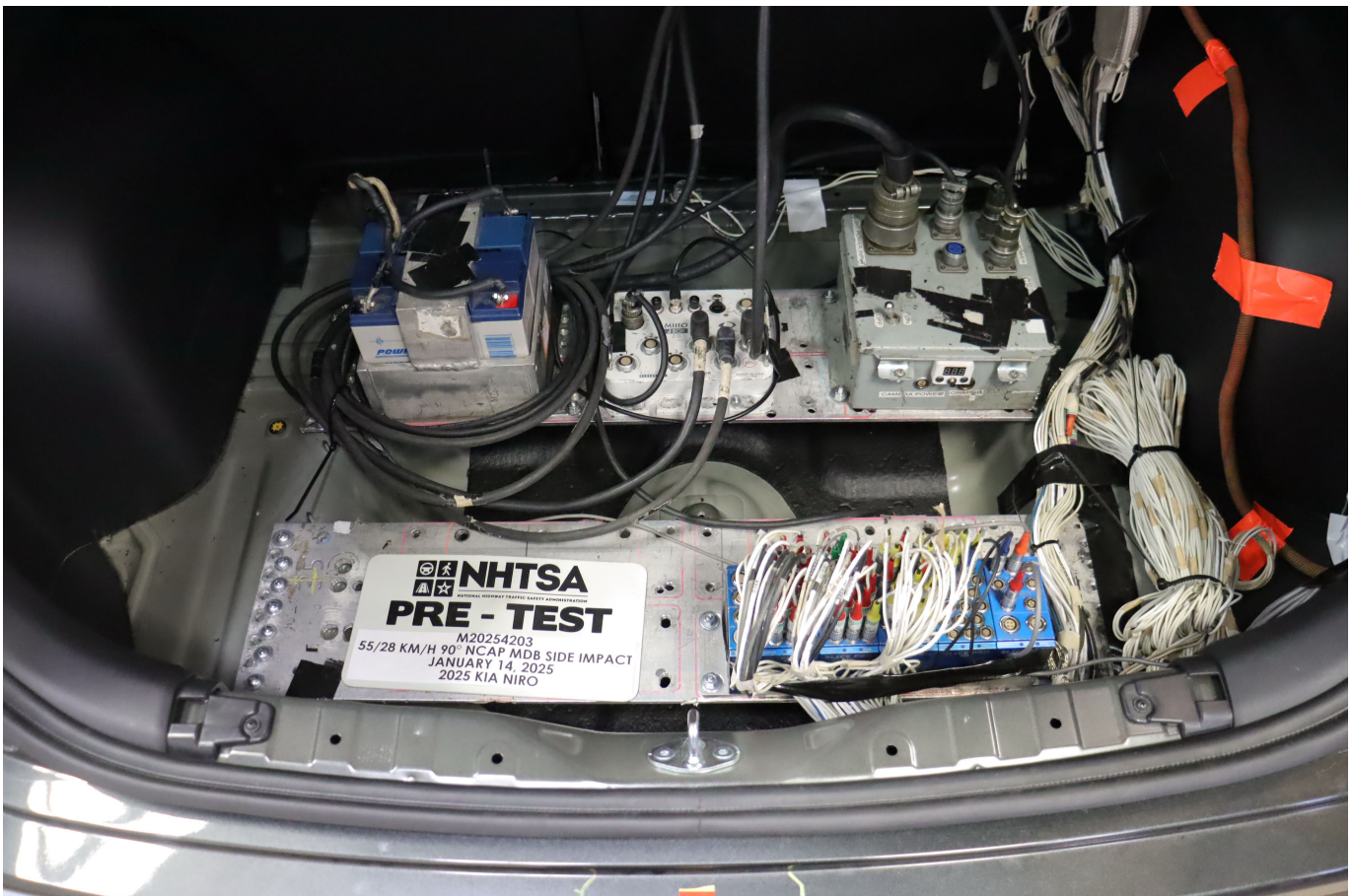


Photo No. 094 - Pre-Test Ballast View



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



Photo No. 096 - FMVSS Photo No. 301 Static Rollover 0 Degrees



Photo No. 097 - FMVSS Photo No. 301 Static Rollover 90 Degrees



Photo No. 098 - FMVSS Photo No. 301 Static Rollover 180 Degrees

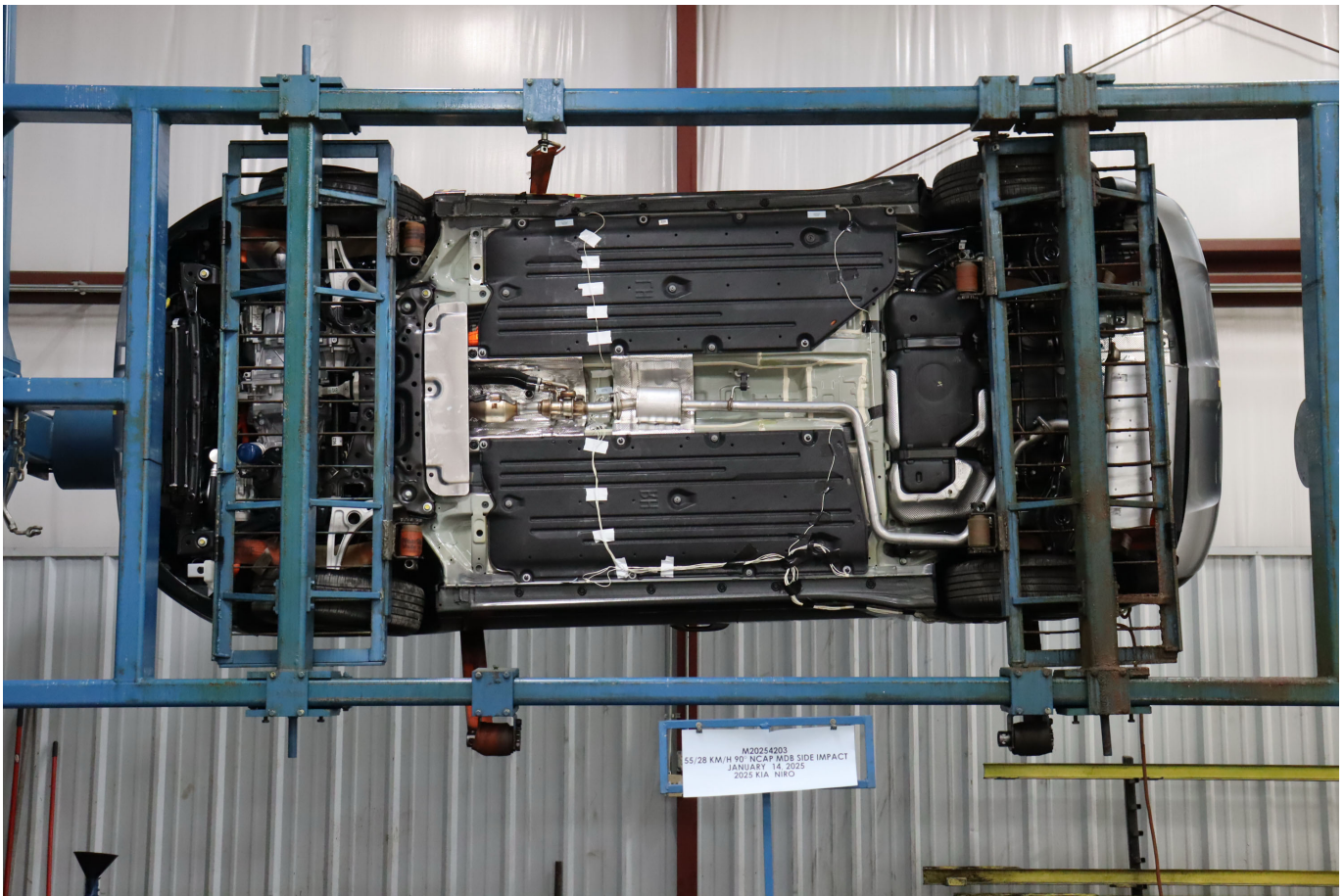


Photo No. 099 - FMVSS Photo No. 301 Static Rollover 270 Degrees



Photo No. 100 - FMVSS Photo No. 301 Static Rollover 360 Degrees



Photo No. 101 - Impact Event


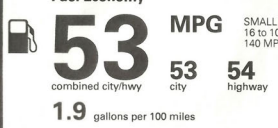

| | | | | | | |
|---|--|---|----------------|---|--|--|
| 2025 NIRO LX MODEL/OPT.CODE: G4222 / 010 EXTERIOR COLOR: INTERSTELLAR GRAY INTERIOR COLOR: CHARCOAL VEHICLE ID NUMBER: KNDCP3LE755235910 PORT OF ENTRY: TACOMA | | Sold To: W1006 Frank Boucher Kia 9601 WASHINGTON AVE. RACINE WI 53406 | Ship To: W1006 |  | | |
| STANDARD FEATURES | | MANUFACTURER'S SUGGESTED RETAIL PRICE ▶ \$ 26,990.00 | | EPA DOT Fuel Economy and Environment Gasoline Vehicle | | |
| MECHANICAL 1.6L 4-Cyl Engine w/ Hybrid Electric Motor 6-Speed Dual Clutch Automatic Transmission Drive Mode Select Electronic Parking Brake w/ Auto Hold ADVANCED DRIVER-ASSISTANCE SYSTEMS Forward Collision-Avoidance Assist Blind-Spot Collision Warning Rear Cross-Traffic Collision-Avoidance Assist Lane Keeping Assist & Lane Following Assist Safe Exit Warning Driver Attention Warning High Beam Assist SAFETY Dual Front Advanced Airbags & Driver's Knee Airbag Dual Front Seat-Mounted Side & Full-Length Curtain Airbags Electronic Stability Control & Hill-Start Assist Control Tire Pressure Monitoring System INTERIOR, COMFORT & CONVENIENCE 8" Touchscreen w/ Rear Camera Android Auto and Apple CarPlay Rear View Camera with Dynamic Guidelines Remote Keyless Entry USB / Media Port and 12 Volt Outlet Bluetooth® Wireless Technology Steering Wheel Controls (Bluetooth/Audio/Cruise) Dual-Zone Automatic Climate Control 60/40 Split-Folding Rear Seats 4.2" Instrument Display Rear Occupant Alert EXTERIOR 16" Alloy Wheels Auto-On/Off Headlights LED Rear Combination Lights & Daytime Running Lights Rear Privacy Glass Tire Mobility Kit (Spare Tire Not Included) WARRANTY 10 Year/100,000 Mile Limited Powertrain Warranty 10 Year/100,000 Mile Limited Battery Warranty 5 Year/60,000 Mile Limited Basic Warranty 5 Year/60,000 Mile Roadside Assistance | | ADDITIONAL INSTALLED EQUIPMENT: (In addition to or in place of standard features) | | Fuel Economy  | | You Save \$4,500 in fuel costs over 5 years compared to the average new vehicle. |
| MSRP INCLUDING OPTIONS \$ 26,990.00 | | INLAND FREIGHT AND HANDLING \$ 1,375.00 | | Annual fuel cost \$1,000 | | |
| TOTAL MANUFACTURER'S SUGGESTED RETAIL PRICE ▶ \$ 28,365.00 | | TOTAL ADDITIONAL WEIGHT: | | Fuel Economy & Greenhouse Gas Rating (tailpipe only) Smog Rating (tailpipe only) 8 (Best) 10 (Best) This vehicle emits 167 grams CO ₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions. Learn more at fueleconomy.gov | | |
| <small>*Additional terms and conditions apply. **Kia Connect may be currently unavailable for some Model Year 2022 and newer vehicles sold or purchased in Massachusetts; please see owners.kia.com for more information. NOTE: When you purchase this vehicle, Kia America, Inc. collects personal information you provide to the dealership. For information on our collection and use of personal information and your rights, please see our Privacy Policy on www.kia.com.</small> | | TOTAL MANUFACTURER'S SUGGESTED RETAIL PRICE ▶ \$ 28,365.00 | | fueleconomy.gov Calculate personalized estimates and compare vehicles | | |
|  | | GOVERNMENT 5-STAR SAFETY RATINGS | | PARTS CONTENT INFORMATION | | |
| Overall Vehicle Score Not Rated Based on the combined rating of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight. | | Frontal Driver ★ ★ ★ ★ Passenger ★ ★ ★ ★ Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight. | | FOR VEHICLES IN THIS CAR LINE U.S./CANADIAN PARTS CONTENT: 1% MAJOR SOURCES OF FOREIGN PARTS: KOREA: 90% NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION, OR OTHER NON-PARTS COSTS. | | |
| Side Front seat Not Rated Crash Rear seat Not Rated Star ratings based on the risk of injury in a side impact. | | Rollover ★ ★ ★ ★ Star ratings based on the risk of rollover in a single-vehicle crash. | | FOR THIS VEHICLE FINAL ASSEMBLY POINT: Hwasung, Korea COUNTRY OF ORIGIN ENGINE (MOTOR): KOREA TRANSMISSION: KOREA | | |
| Star ratings range from 1 to 5 stars (★ ★ ★ ★ ★) with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236 | | Manufacturer's suggested retail price includes Manufacturer's recommended pre-delivery service. License and title fees, state and local taxes and other dealer installed options and accessories are not included in the manufacturer's suggested retail price. | | | | |

Photo No. 102 - Monroney Label

PHOTOGRAPH NOT AVAILABLE

Photo No. 103 - Driver Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

PHOTOGRAPH NOT AVAILABLE

Photo No. 104 - Left Rear Passenger Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

PHOTOGRAPH NOT APPLICABLE

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

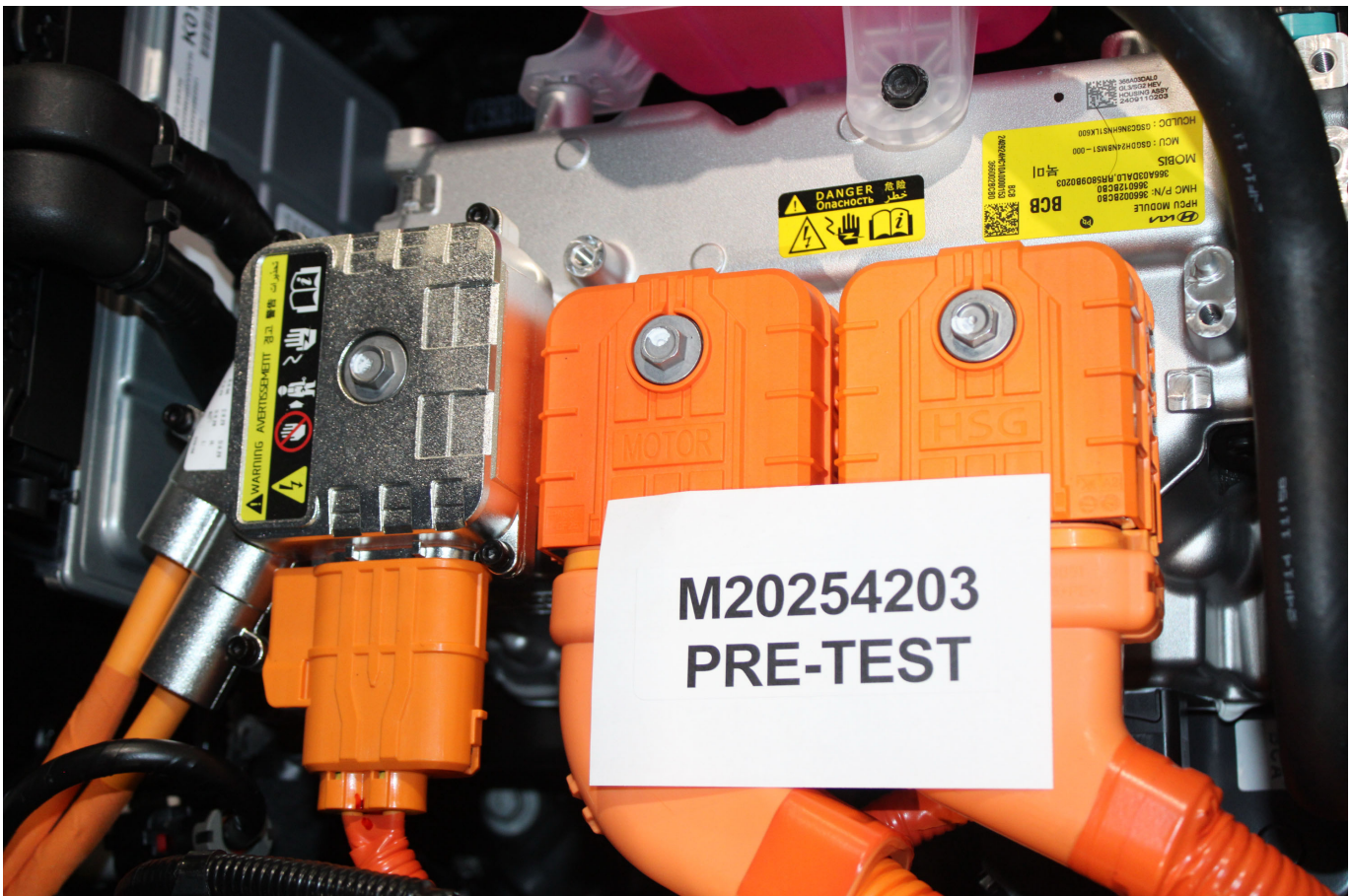


Photo No. 305-02 - Power Inverter Warning Label



Photo No. 305-03 - First Responder Warning Label



Photo No. 305-04 - First Responder Warning Location



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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

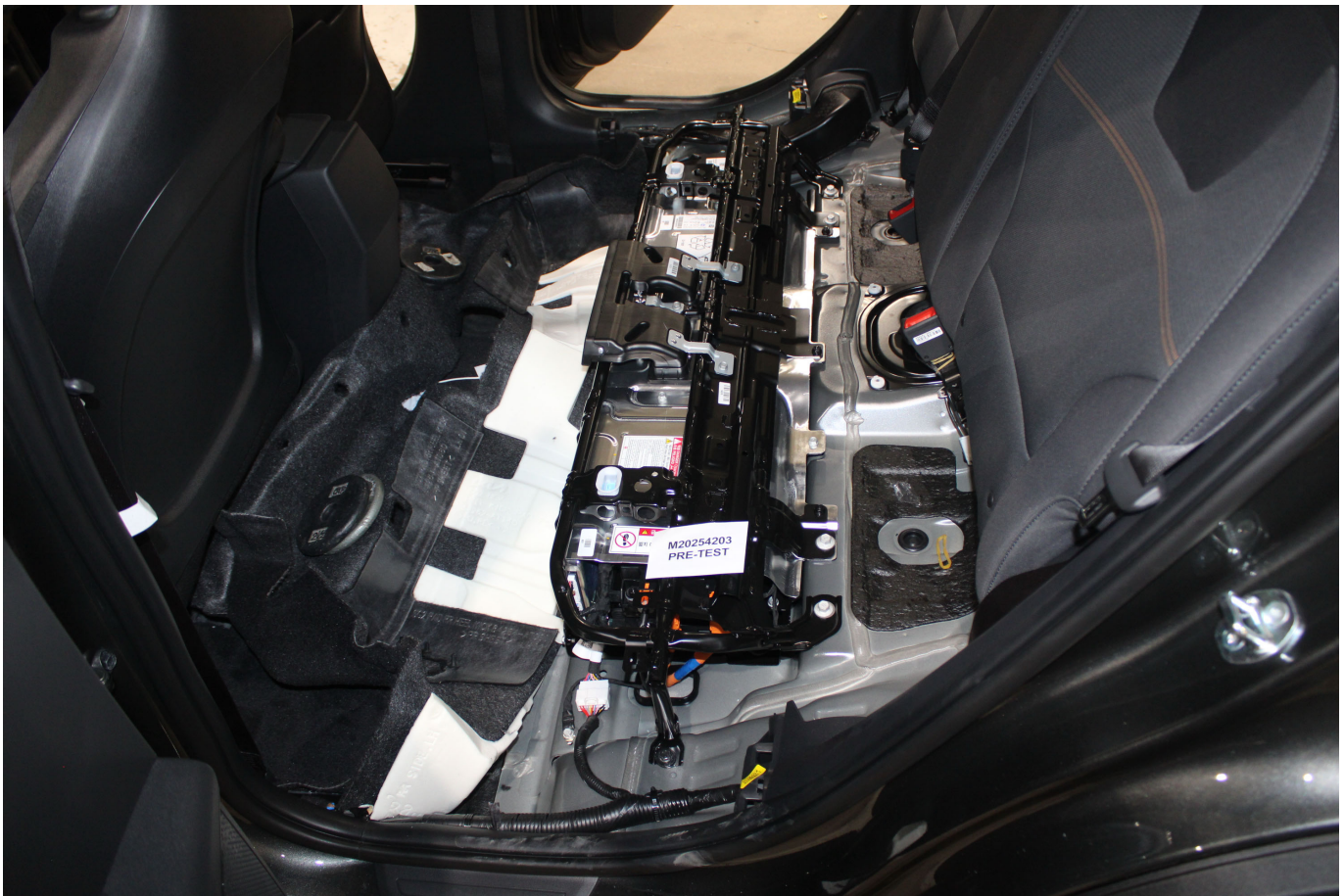


Photo No. 305-09 - Pre-Impact View of Propulsion Battery



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



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

PHOTOGRAPH NOT AVAILABLE

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

PHOTOGRAPH NOT AVAILABLE

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

PHOTOGRAPH NOT AVAILABLE

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

PHOTOGRAPH NOT AVAILABLE

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

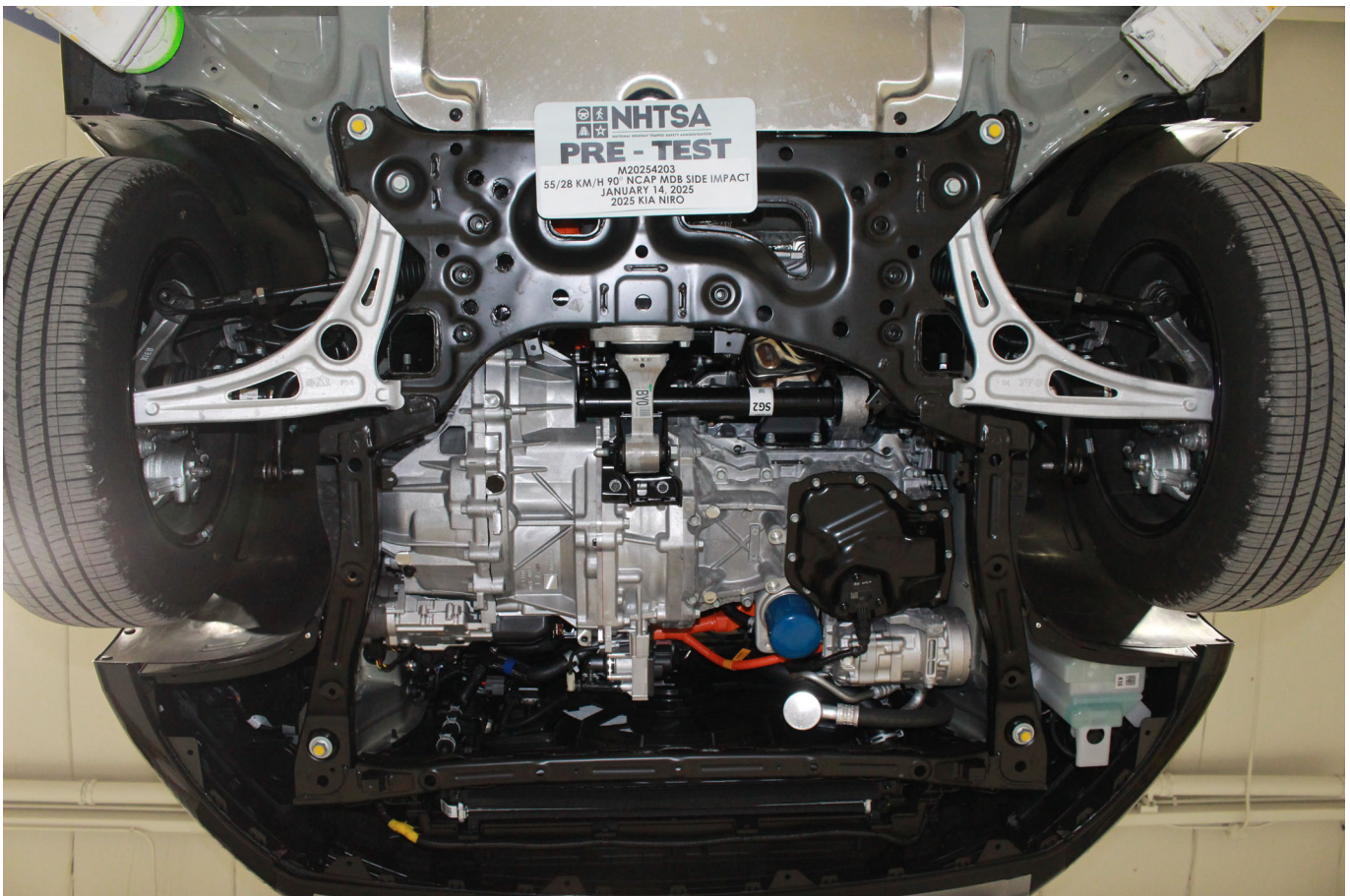


Photo No. 305-16 - Pre-Impact View of Electric Propulsion Drive



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

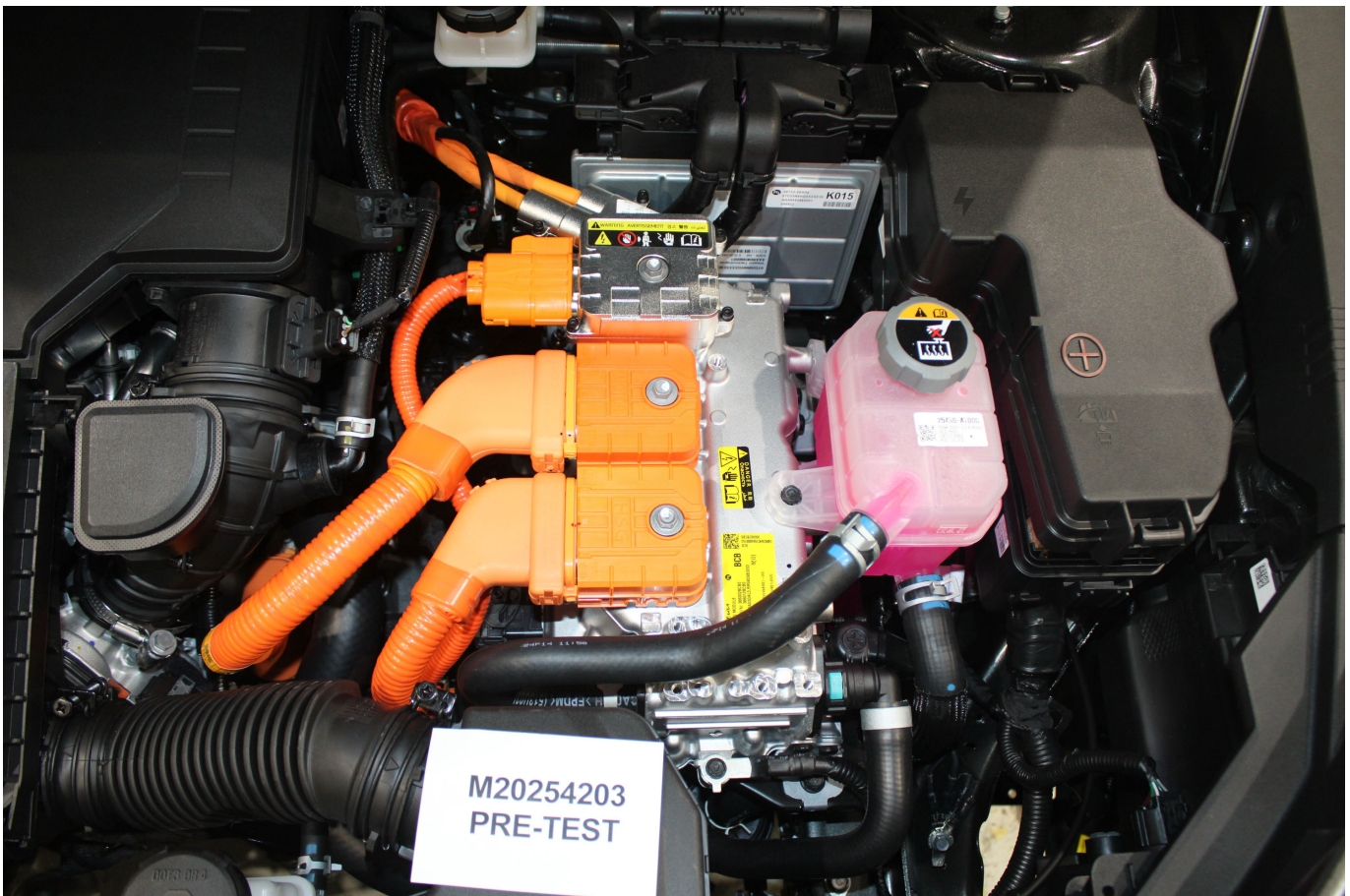


Photo No. 305-18 - Pre-Impact View of High Voltage Interconnect(s)

PHOTOGRAPH NOT APPLICABLE

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



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



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

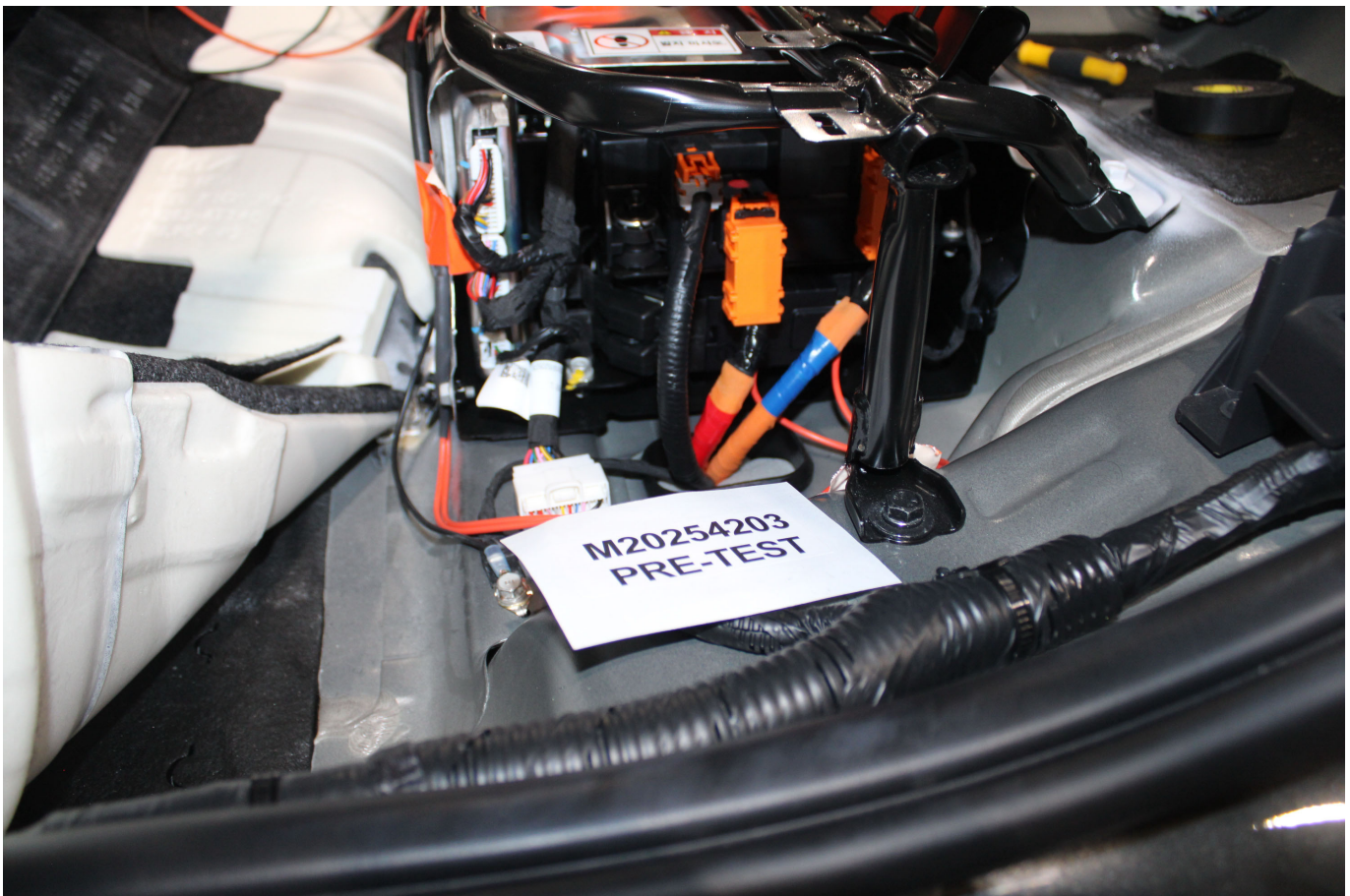


Photo No. 305-22 - Pre-Impact View of High Voltage Leads Attached



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



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

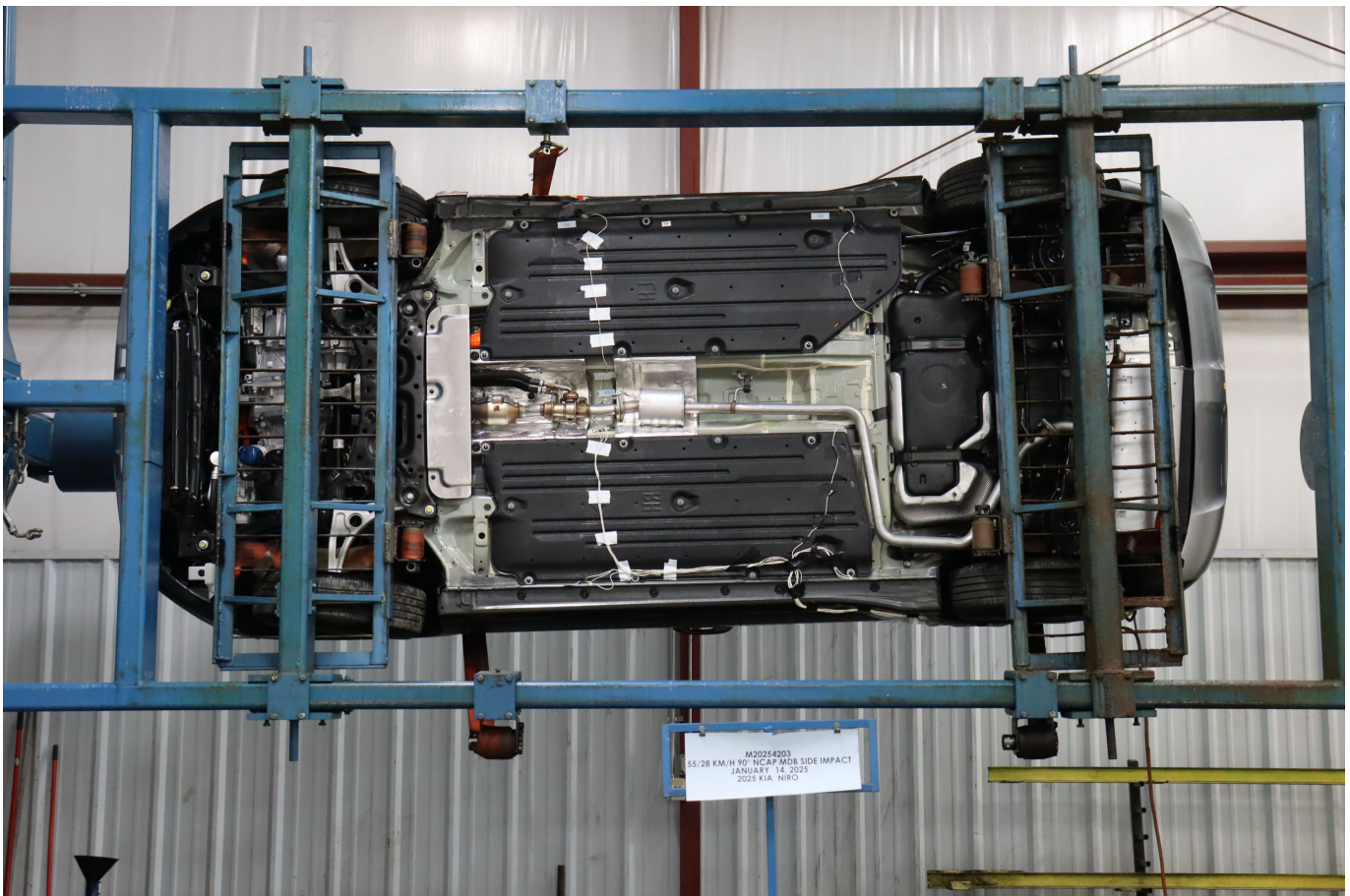


Photo No. 305-30 - FMVSS No. 305 Static Rollover at 270 Degrees



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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

PHOTOGRAPH NOT APPLICABLE

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

APPENDIX B
DUMMY RESPONSE DATA PLOTS

TABLE OF DATA PLOTS
Driver Dummy Instrumentation Plots

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

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

Additional Driver & Passenger Dummy Instrumentation Data

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

Vehicle Instrumentation Data

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

MDB Instrumentation Data

MDB Center of Gravity Acceleration (X)

MDB Center of Gravity Acceleration (Y)

MDB Center of Gravity Acceleration (Z)

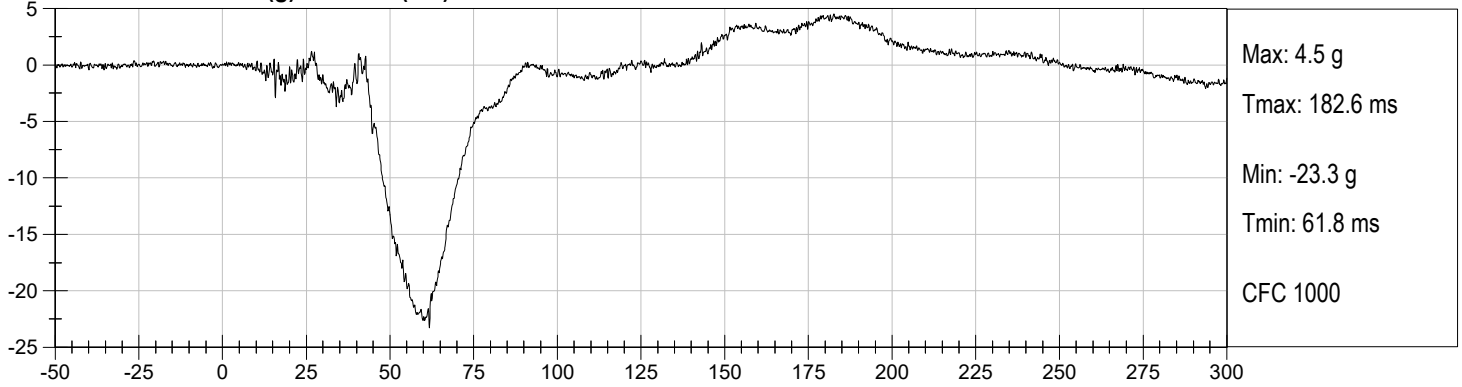
MDB Rear Acceleration (X)

MDB Rear Acceleration (Y)

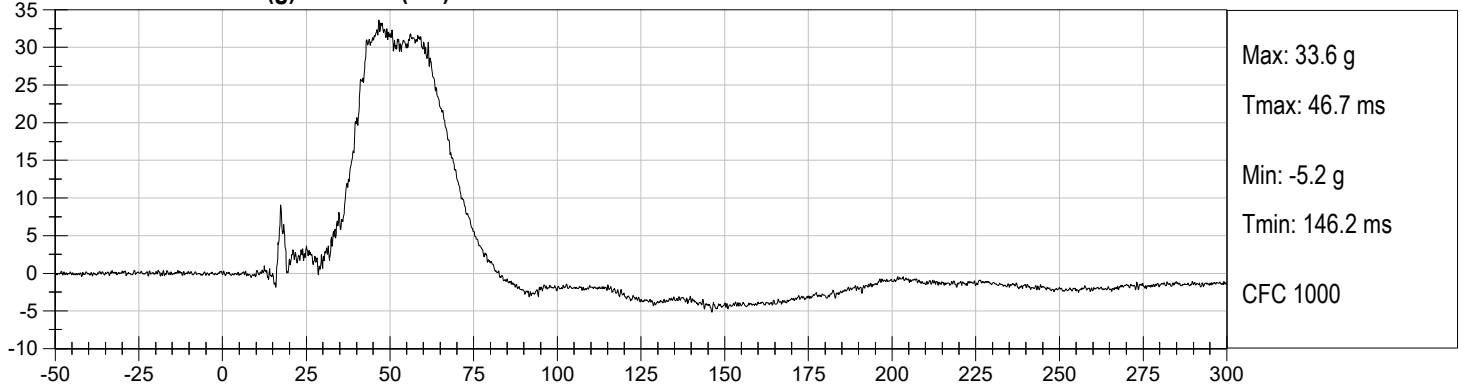
Left MDB Contact Switch

Right MDB Contact Switch

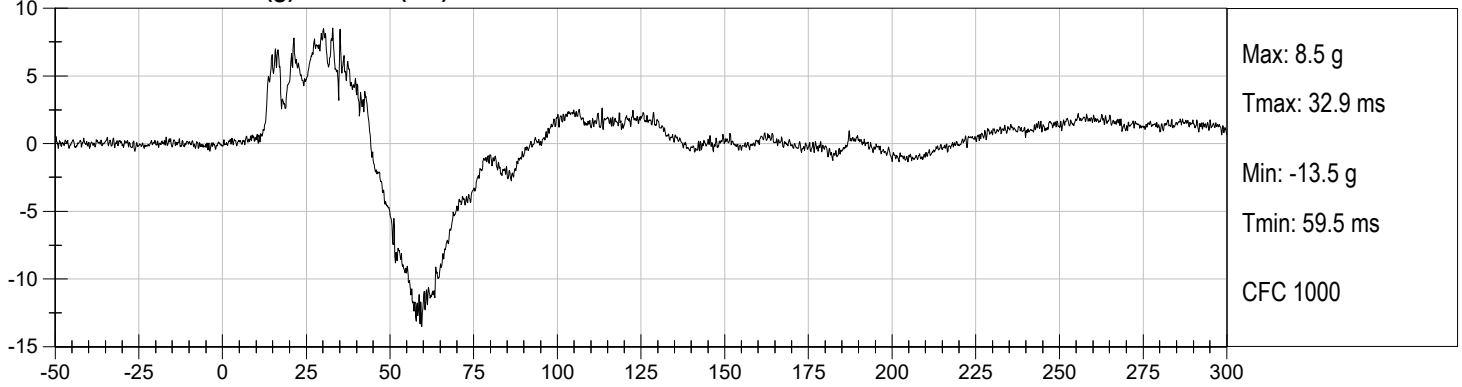
DRIVER HEAD X (g) vs Time (ms)



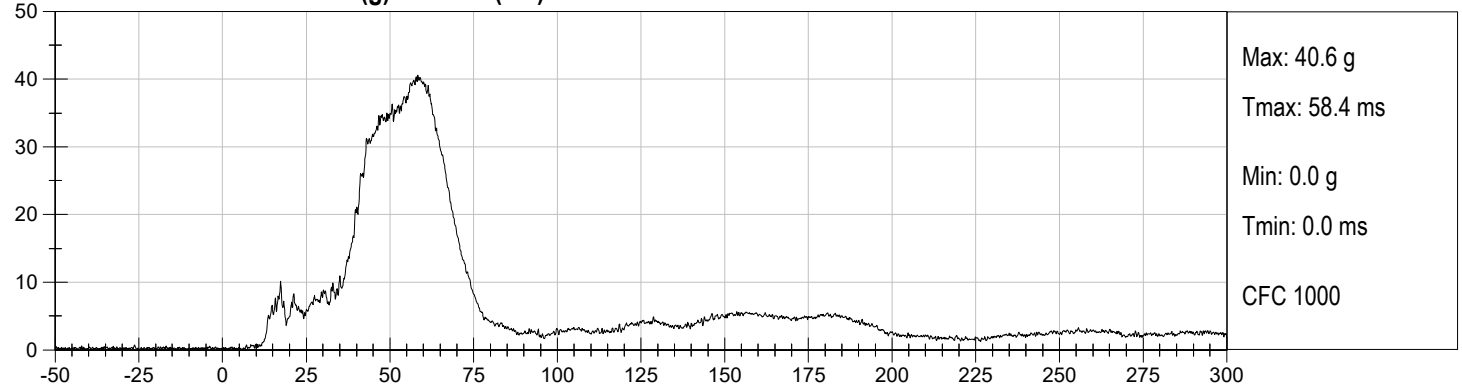
DRIVER HEAD Y (g) vs Time (ms)



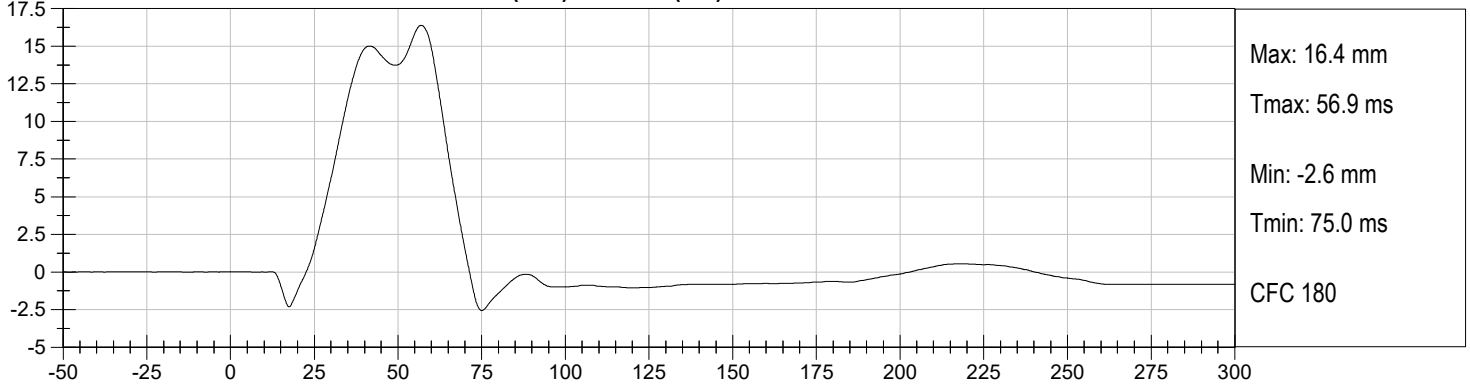
DRIVER HEAD Z (g) vs Time (ms)



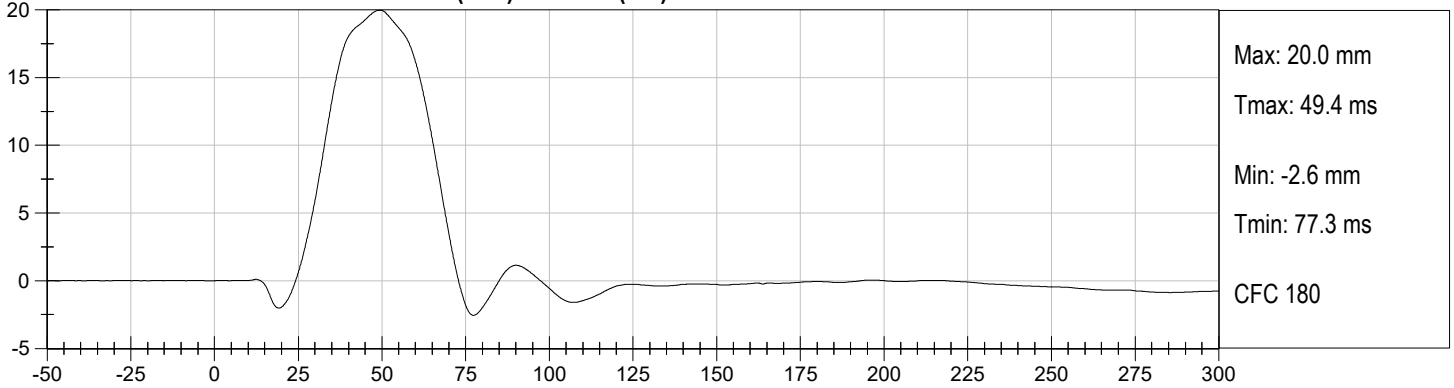
DRIVER HEAD Resultant (g) vs Time (ms)



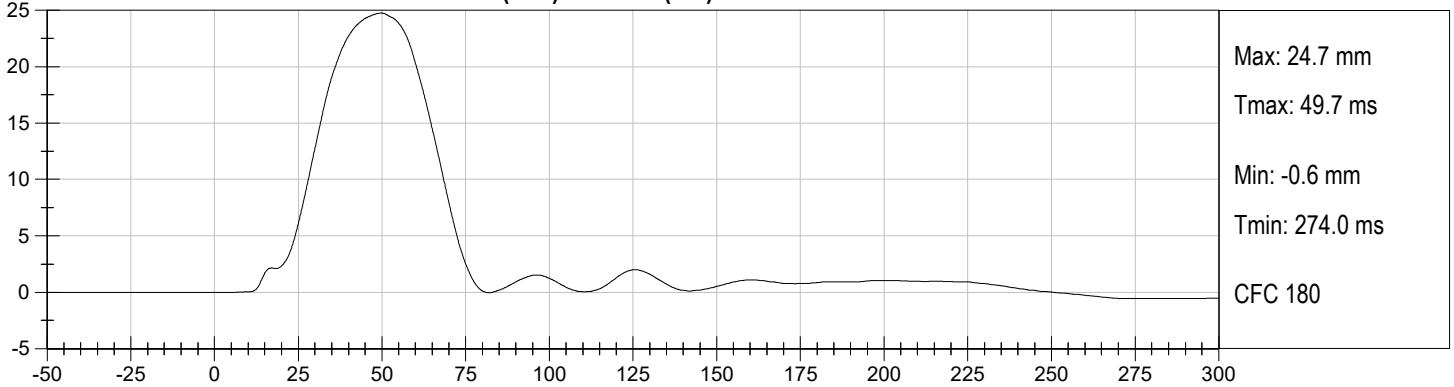
DRIVER UPPER RIB DISPLACEMENT (mm) vs Time (ms)



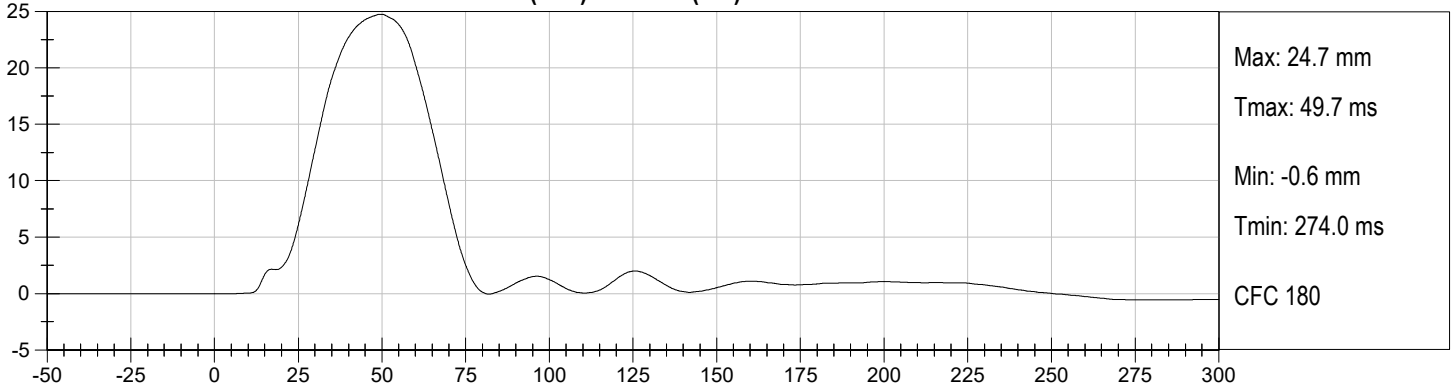
DRIVER MID RIB DISPLACEMENT (mm) vs Time (ms)



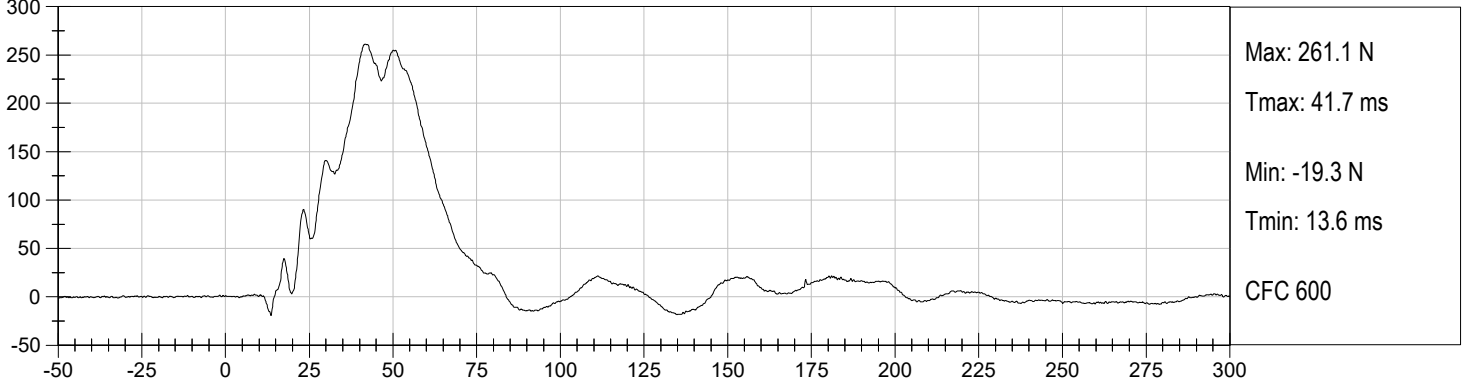
DRIVER LOWER RIB DISPLACEMENT (mm) vs Time (ms)



DRIVER MAXIMUM RIB DISPLACEMENT (mm) vs Time (ms)



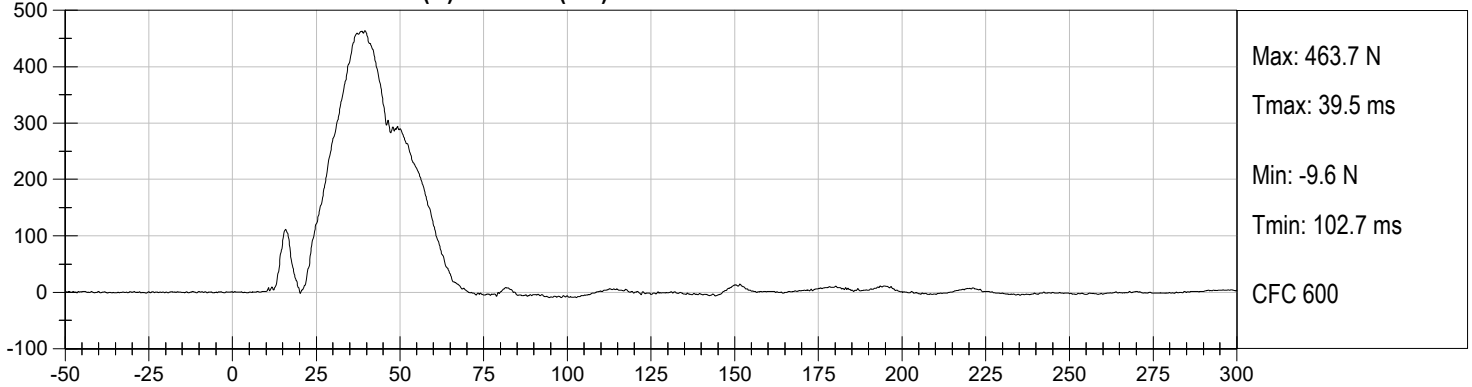
DRIVER FRONT ABDOMEN FY (N) vs Time (ms)



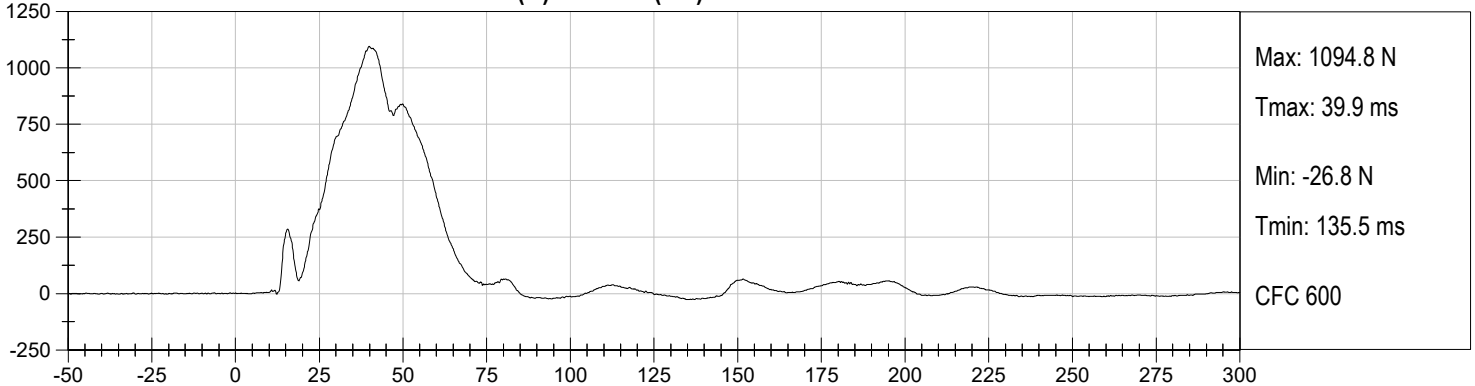
DRIVER MID ABDOMEN FY (N) vs Time (ms)

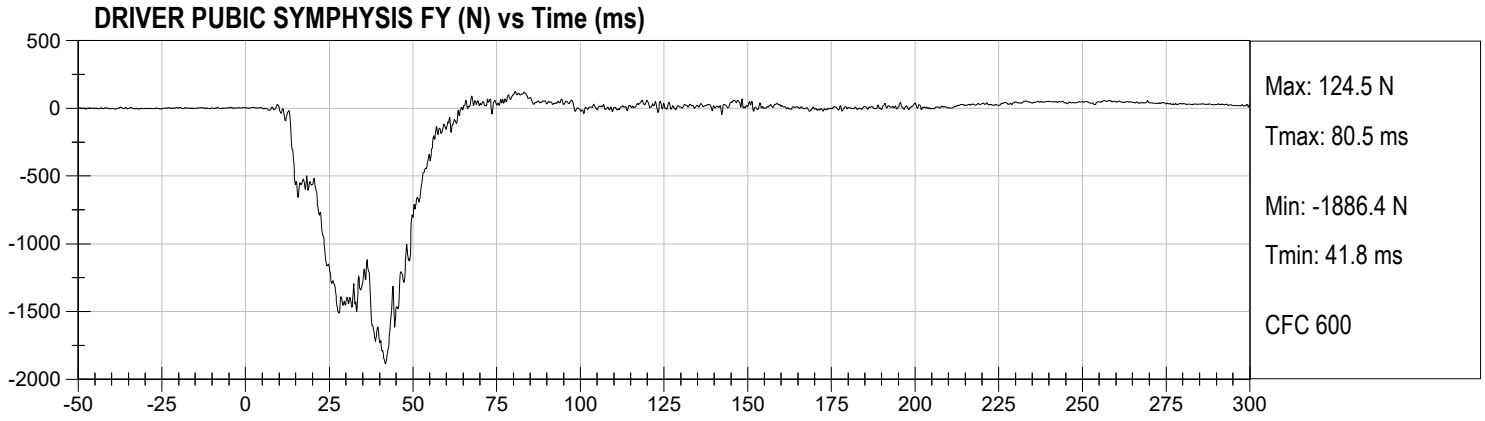


DRIVER REAR ABDOMEN FY (N) vs Time (ms)

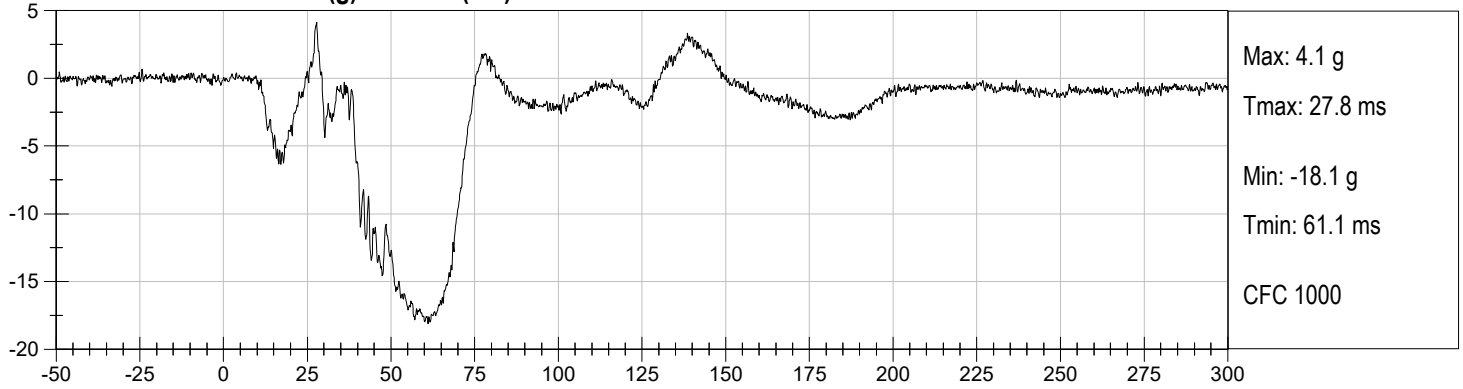


DRIVER SUMMED ABDOMEN FORCE (N) vs Time (ms)

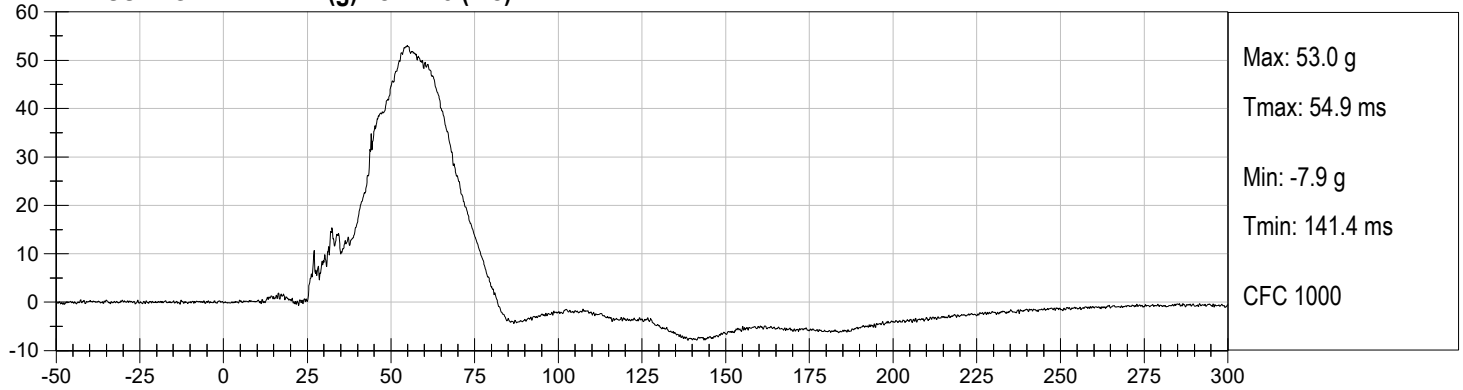




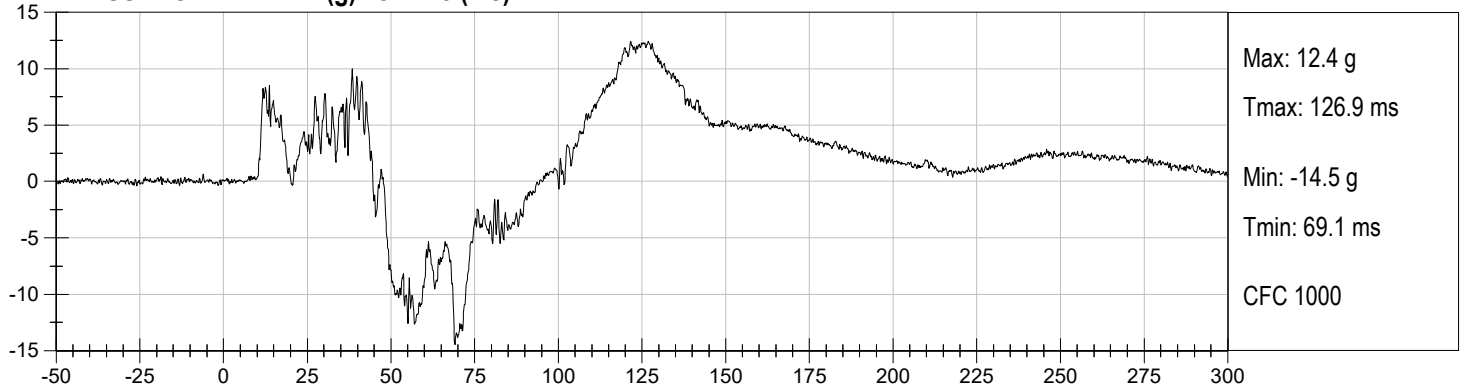
PASSENGER HEAD X (g) vs Time (ms)



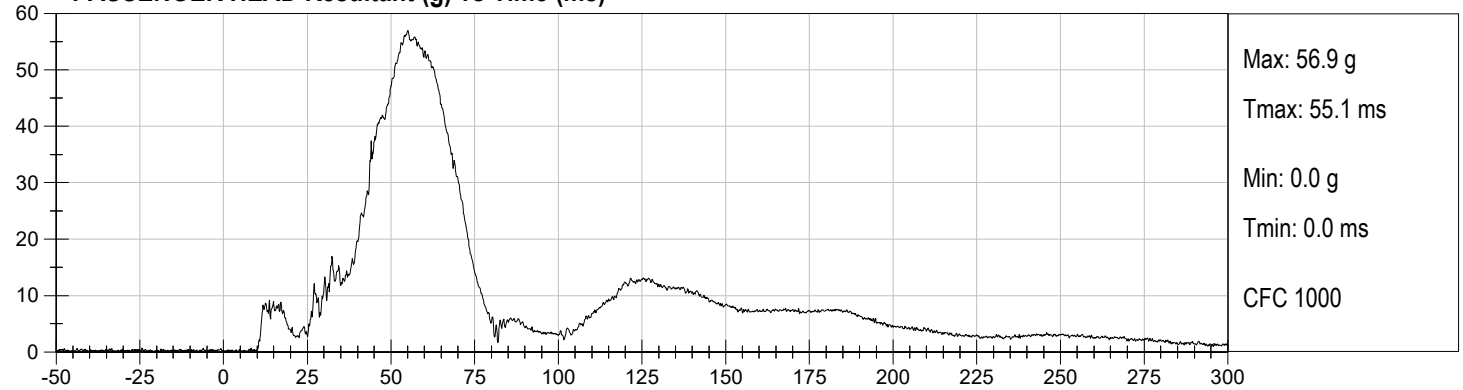
PASSENGER HEAD Y (g) vs Time (ms)



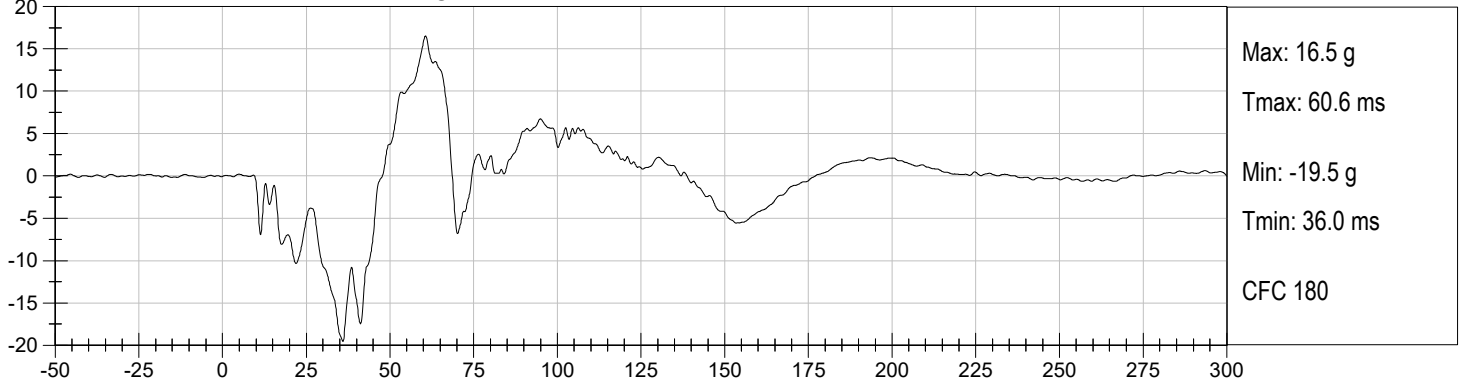
PASSENGER HEAD Z (g) vs Time (ms)



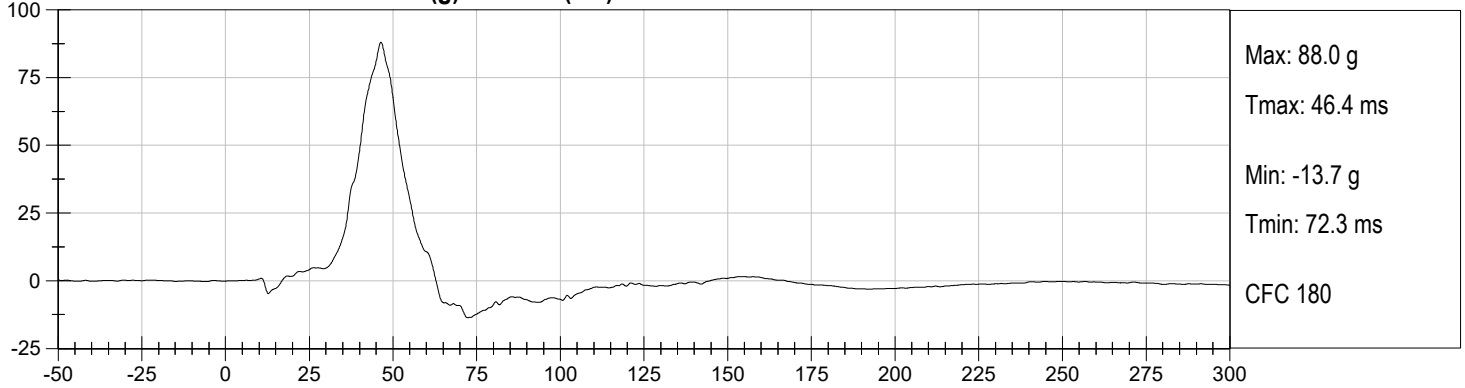
PASSENGER HEAD Resultant (g) vs Time (ms)



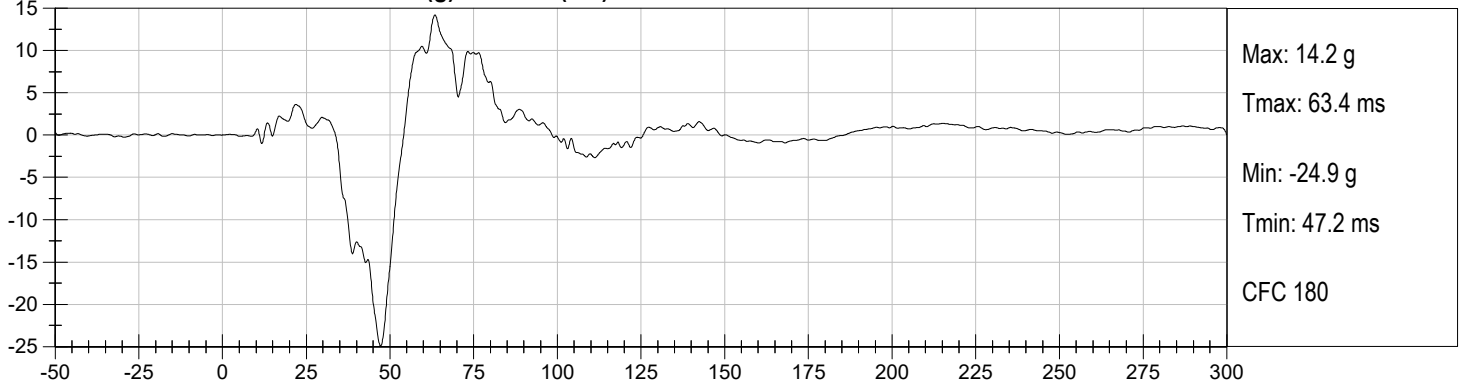
PASSENGER LOWER SPINE X (g) vs Time (ms)



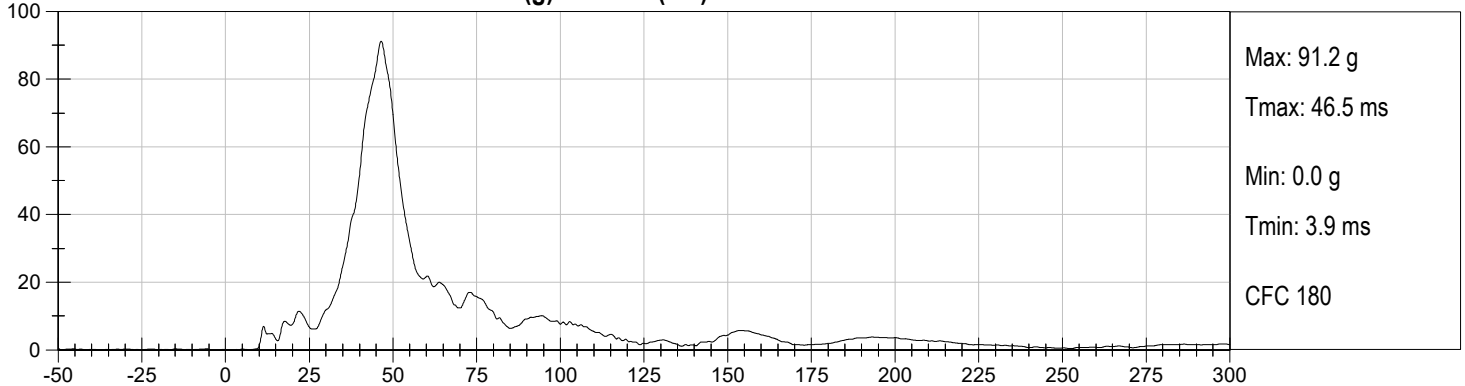
PASSENGER LOWER SPINE Y (g) vs Time (ms)



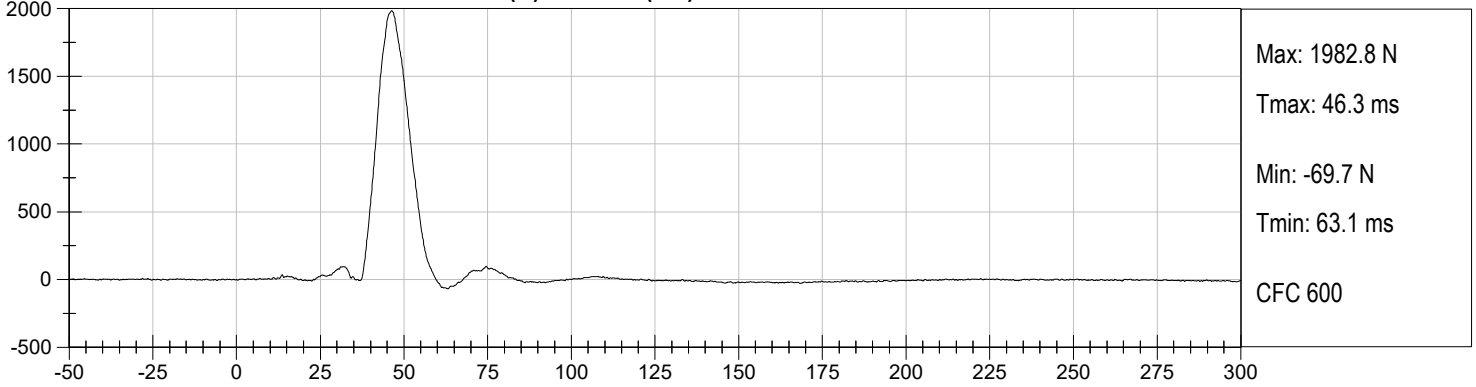
PASSENGER LOWER SPINE Z (g) vs Time (ms)



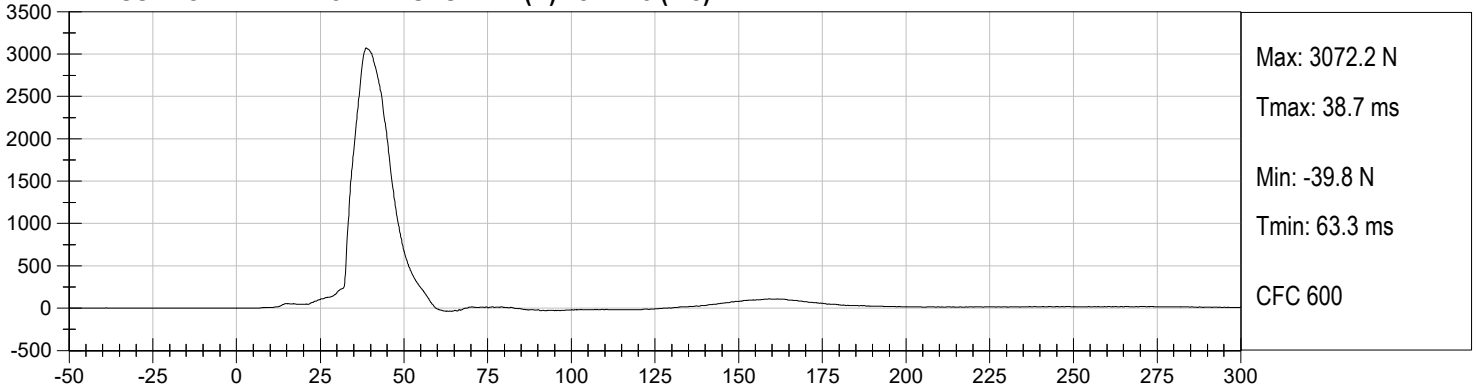
PASSENGER LOWER SPINE Resultant (g) vs Time (ms)



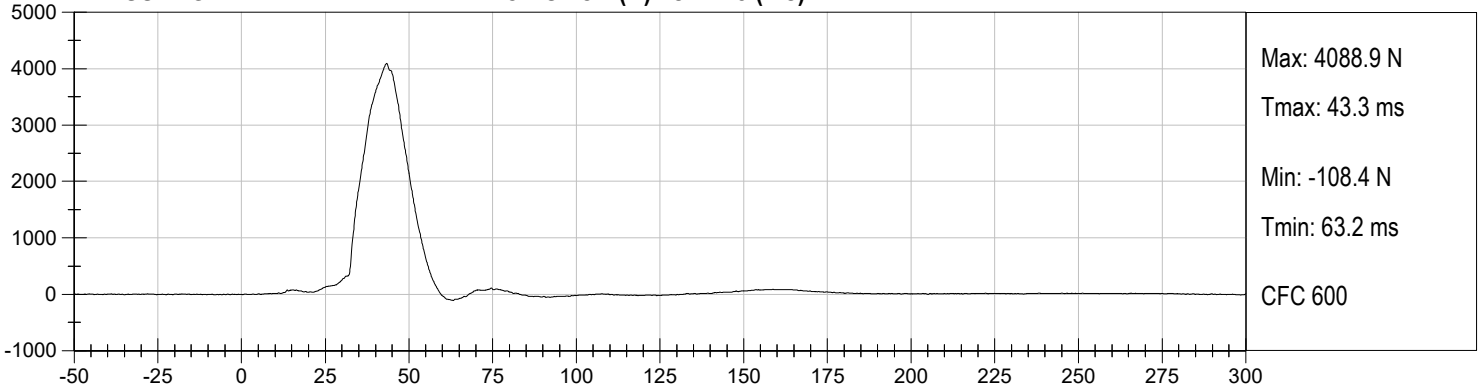
PASSENGER LEFT ILIUM CREST FY (N) vs Time (ms)



PASSENGER LEFT ACETABULUM FY (N) vs Time (ms)



PASSENGER LEFT LATERAL PELVIC FORCE (N) vs Time (ms)



APPENDIX C
DUMMY QUALIFICATION AND PERFORMANCE VERIFICATION

QUALIFICATION TEST RESULTS

PRE-TEST

EUROSID 2 (ES-2RE) MALE – DRIVER ATD

**ES-2re External Measurements
SN: F032**

| No. | Name | Spec. (mm) | Result | Pass/Fail |
|------------|--|-------------------|---------------|------------------|
| 1 | Sitting Height | 900 - 918 | 915 | Pass |
| 2 | Seat to Shoulder Joint | 558 - 572 | 568 | Pass |
| 3 | Seat to Lower Face of Thoracic Spine Box | 346 - 356 | 355 | Pass |
| 4 | Seat to Hip Joint (center of bolt) | 97 - 103 | 98 | Pass |
| 5 | Sole to Seat, Sitting | 333 - 451 | 440 | Pass |
| 6 | Head Width | 152 - 158 | 157 | Pass |
| 7 | Shoulder/Arm Width | 461 - 479 | 464 | Pass |
| 8 | Thorax Width | 322 - 332 | 323 | Pass |
| 9 | Abdomen Width | 273 - 287 | 281 | Pass |
| 10 | Pelvis Lap Width | 359 - 373 | 370 | Pass |
| 11 | Head Depth | 196 - 206 | 203 | Pass |
| 12 | Thorax Depth | 262 - 272 | 264 | Pass |
| 13 | Abdomen Depth | 194 - 204 | 196 | Pass |
| 14 | Pelvis Depth | 235 - 245 | 236 | Pass |
| 15 | Back of Buttocks to Hip Joint (center of bolt) | 150 - 160 | 151 | Pass |
| 16 | Back of Buttocks to Front Knee | 597 - 615 | 607 | Pass |

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HEAD DROP TEST

ES-2re DUMMY

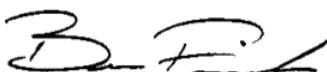
ATD Serial No: F032

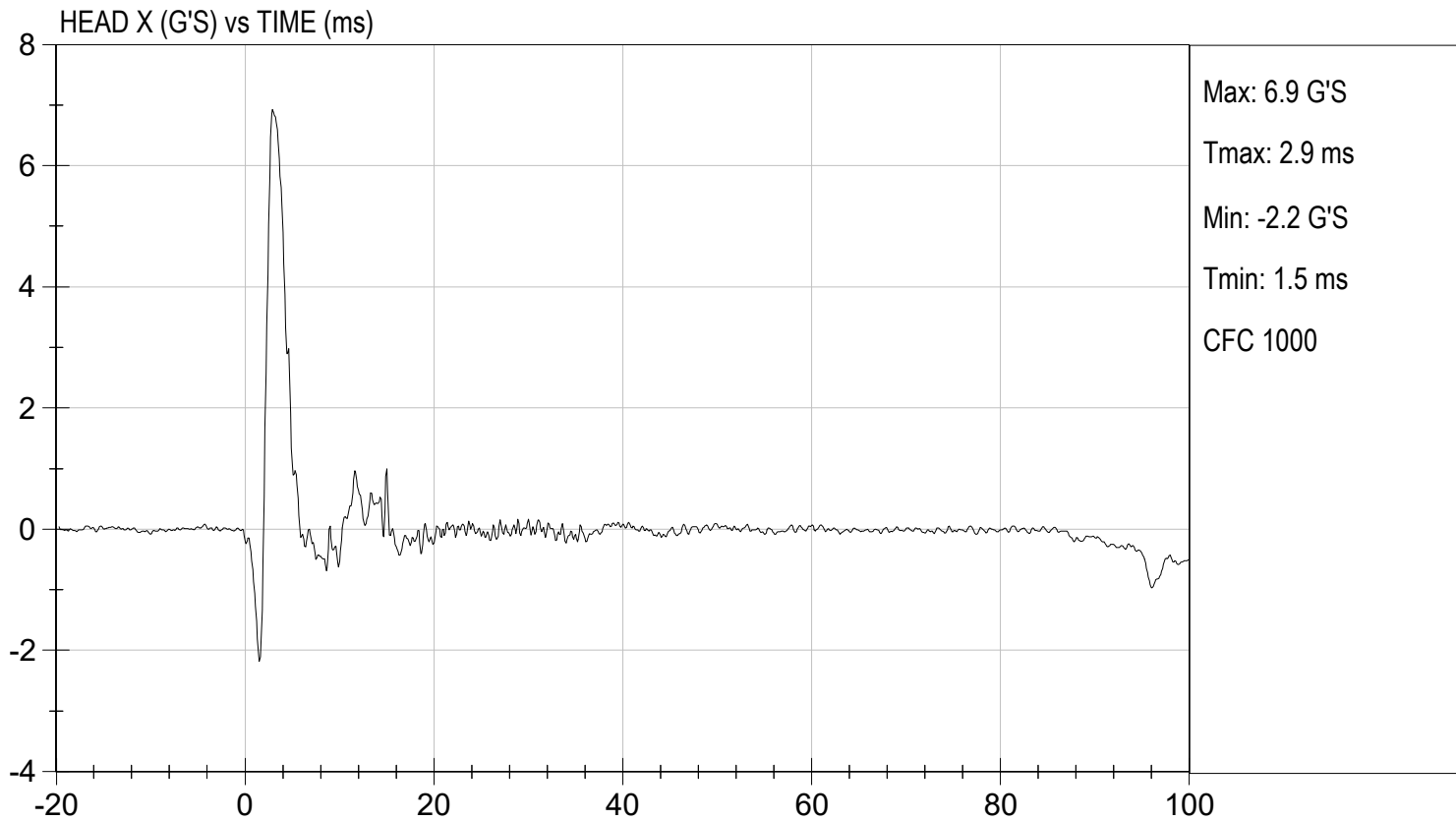
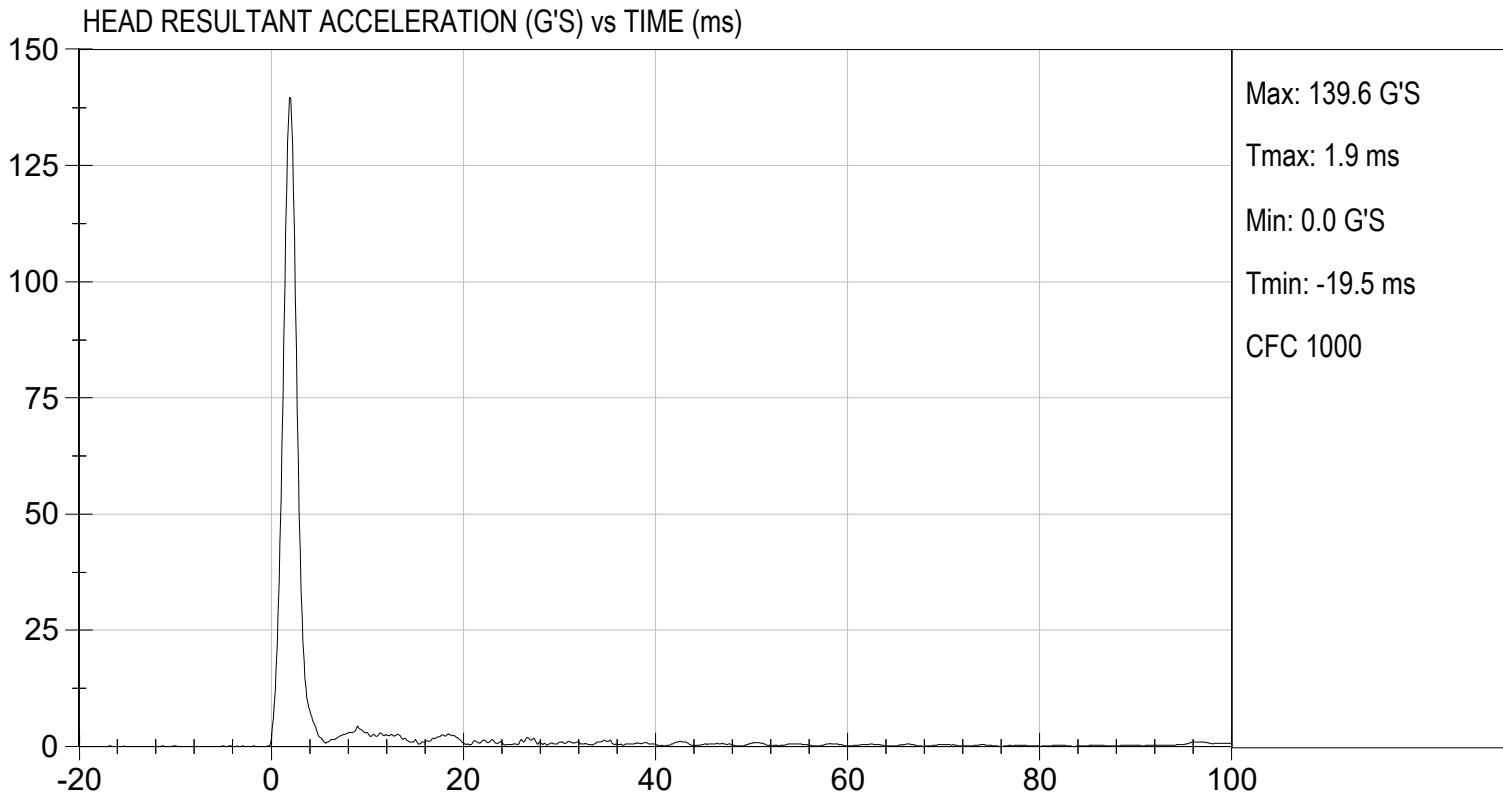
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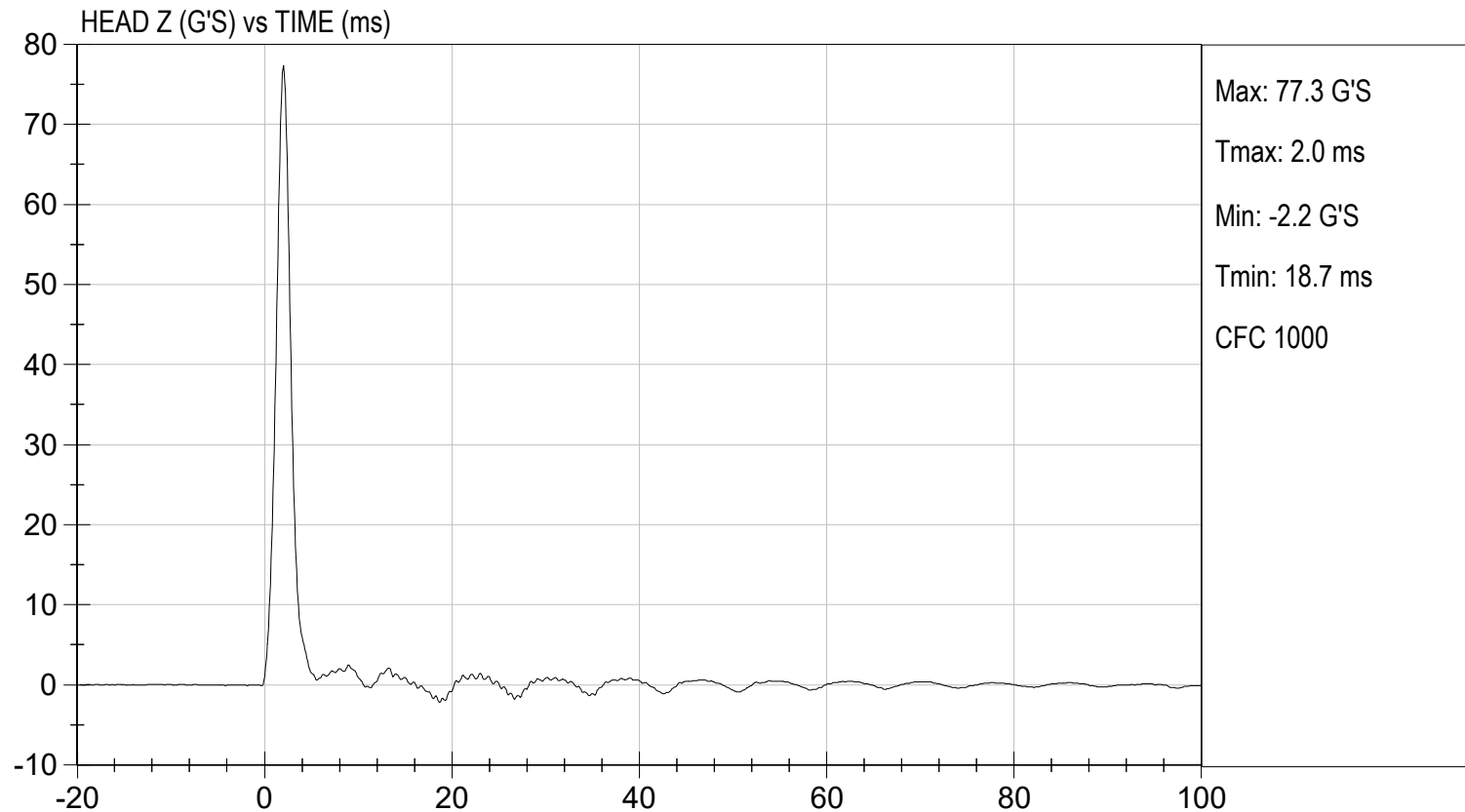
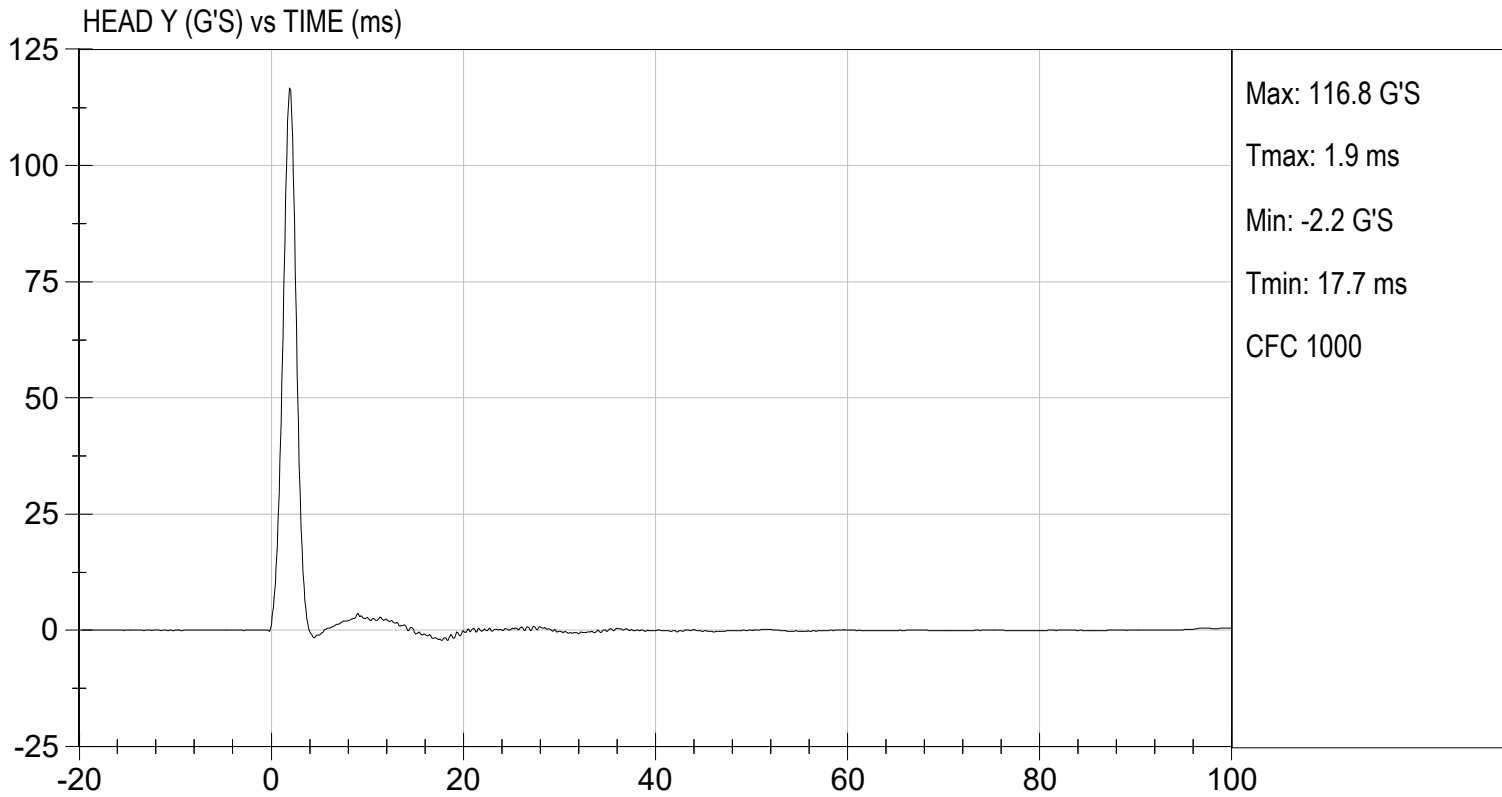
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|--------------------|----------------------|-----------|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 34 | Pass |
| Peak Resultant Acceleration | G's | 125 to 155 | 140 | Pass |
| Peak Longitudinal Acceleration | G's | <= +/- 15.0 | 6.9 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 15% of peak | Yes | Pass |
| | | | Overall Test Results | Pass |


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NECK PENDULUM TEST
ES-2re DUMMY**

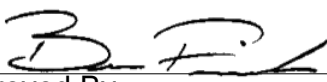
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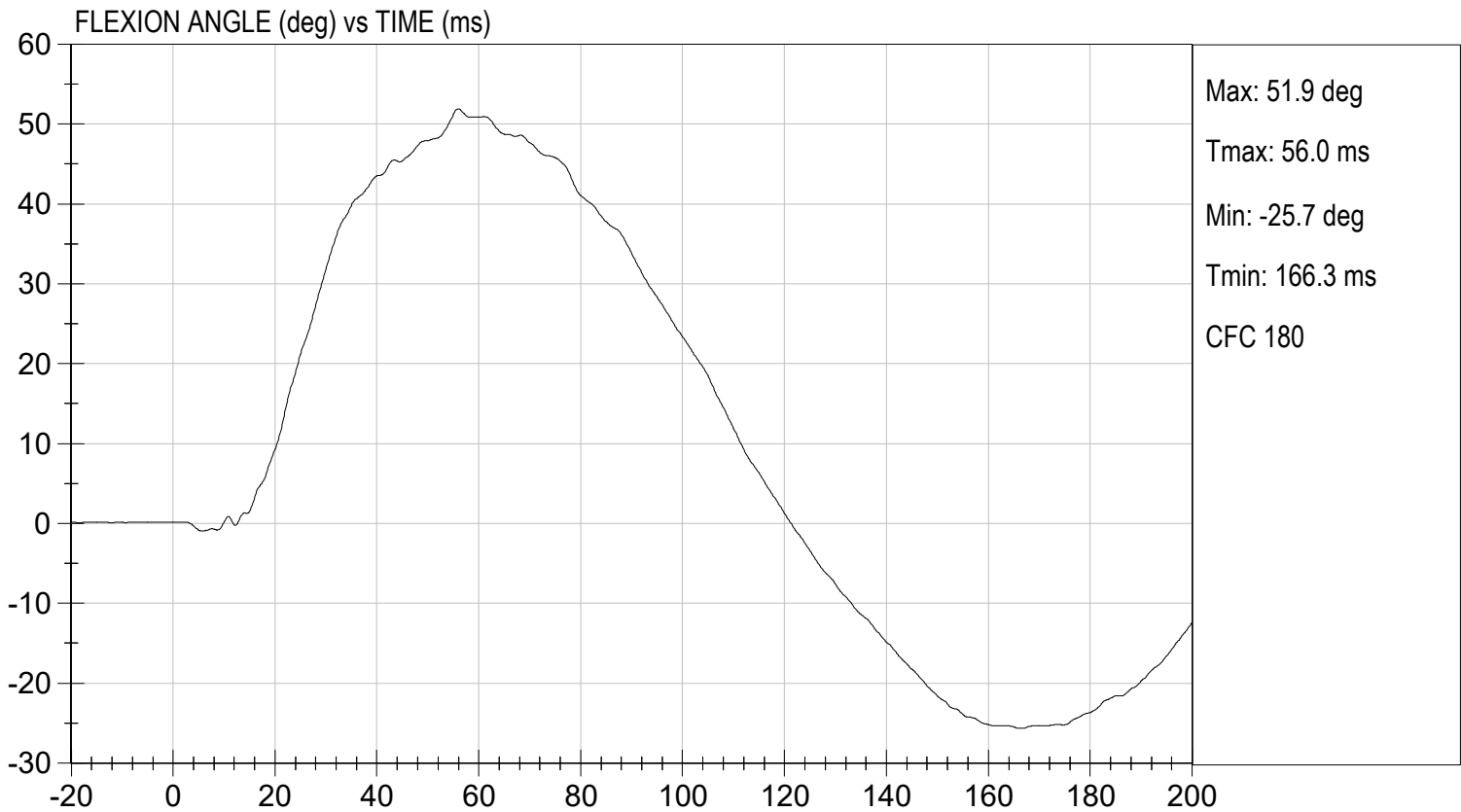
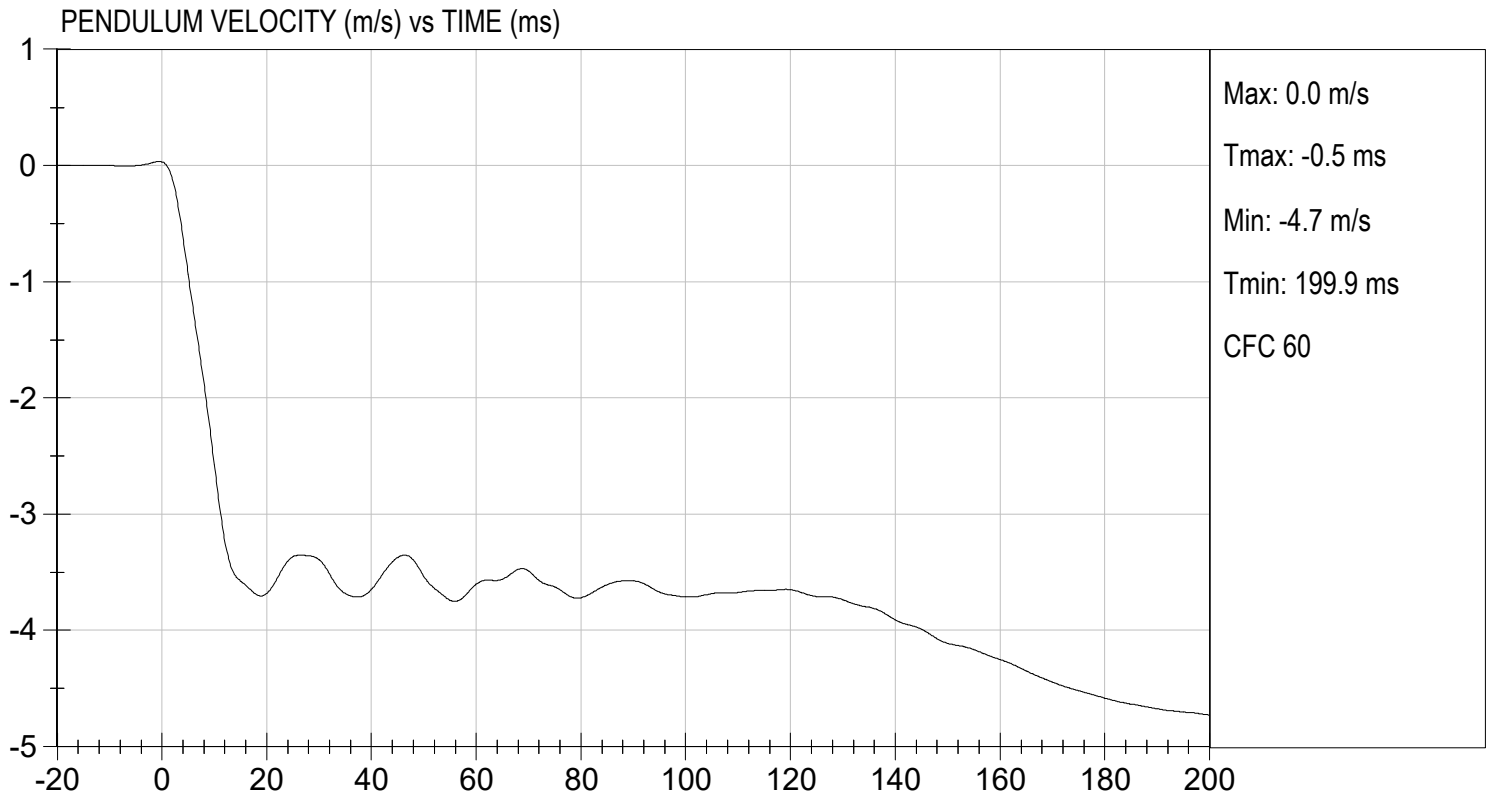
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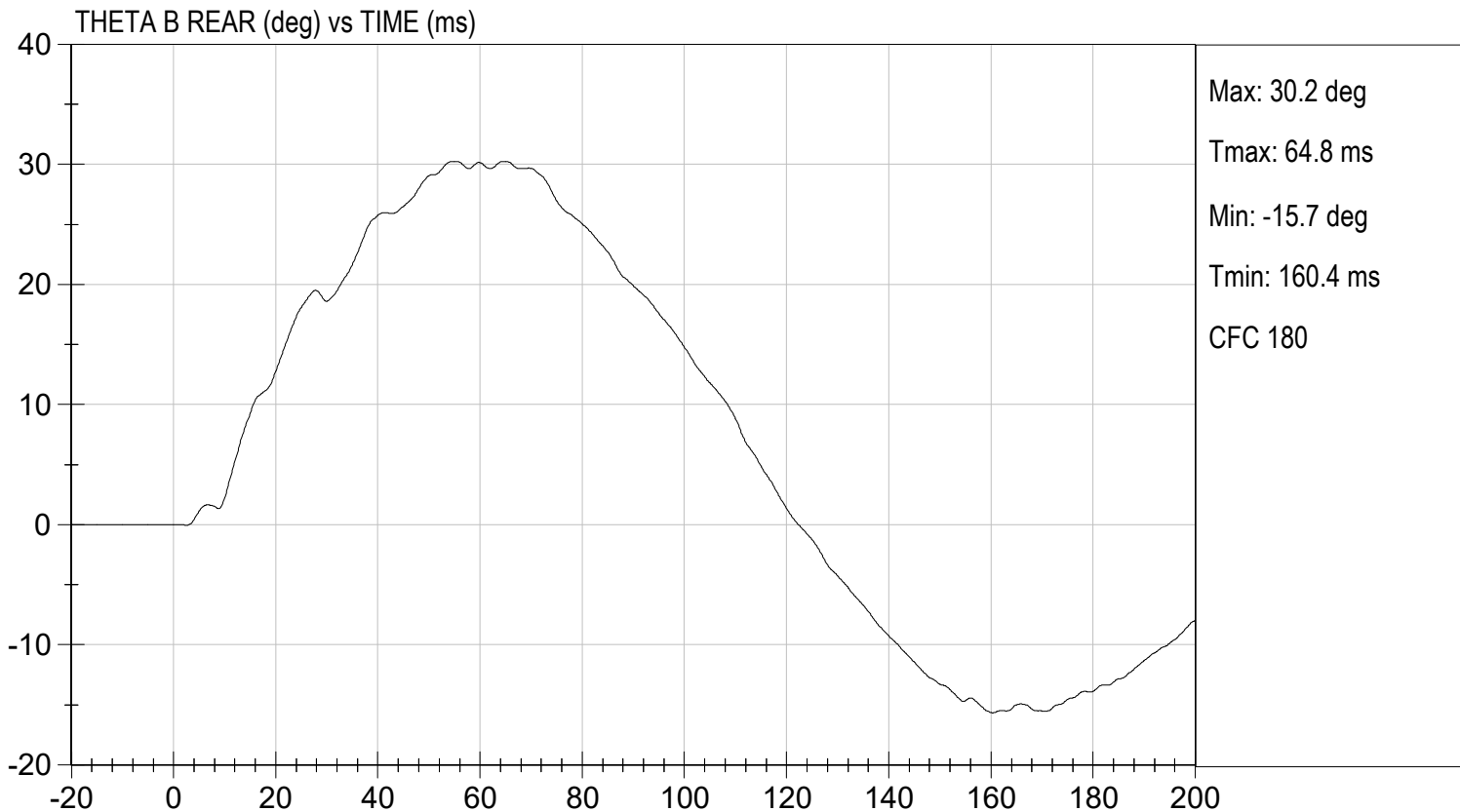
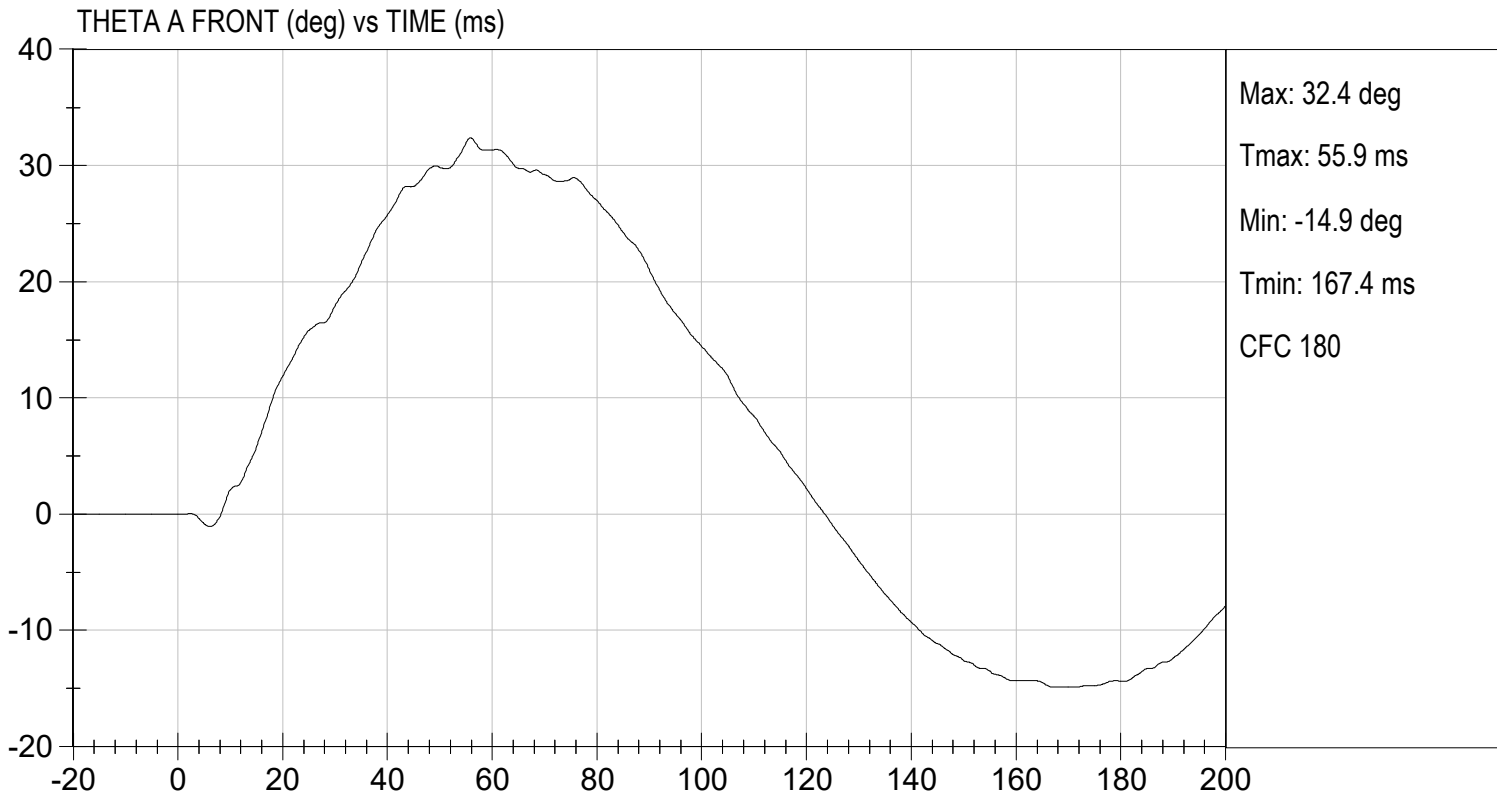
| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|--------------------------------------|-------|-------|-----------------|--------|-------------|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.6 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 29 | Pass |
| Pendulum Speed | | m/s | 3.30 to 3.50 | 3.46 | Pass |
| Pendulum Velocity | 1 ms | m/s | -0.05 to 0.00 | -0.01 | Pass |
| | 3 ms | m/s | -0.25 to -0.375 | -0.32 | Pass |
| | 14 ms | m/s | -3.20 to -3.70 | -3.53 | Pass |
| | 17 ms | m/s | >= -3.70 | -3.66 | Pass |
| Maximum Flexion Angle | | deg | 49.0 to 59.0 | 51.9 | Pass |
| Time of Maximum Flexion Angle | | ms | 54.0 to 66.0 | 56.0 | Pass |
| Head Rotation Decay Time to 0 Degree | | ms | 53.0 to 88.0 | 65.3 | Pass |
| Overall Results | | | | | Pass |

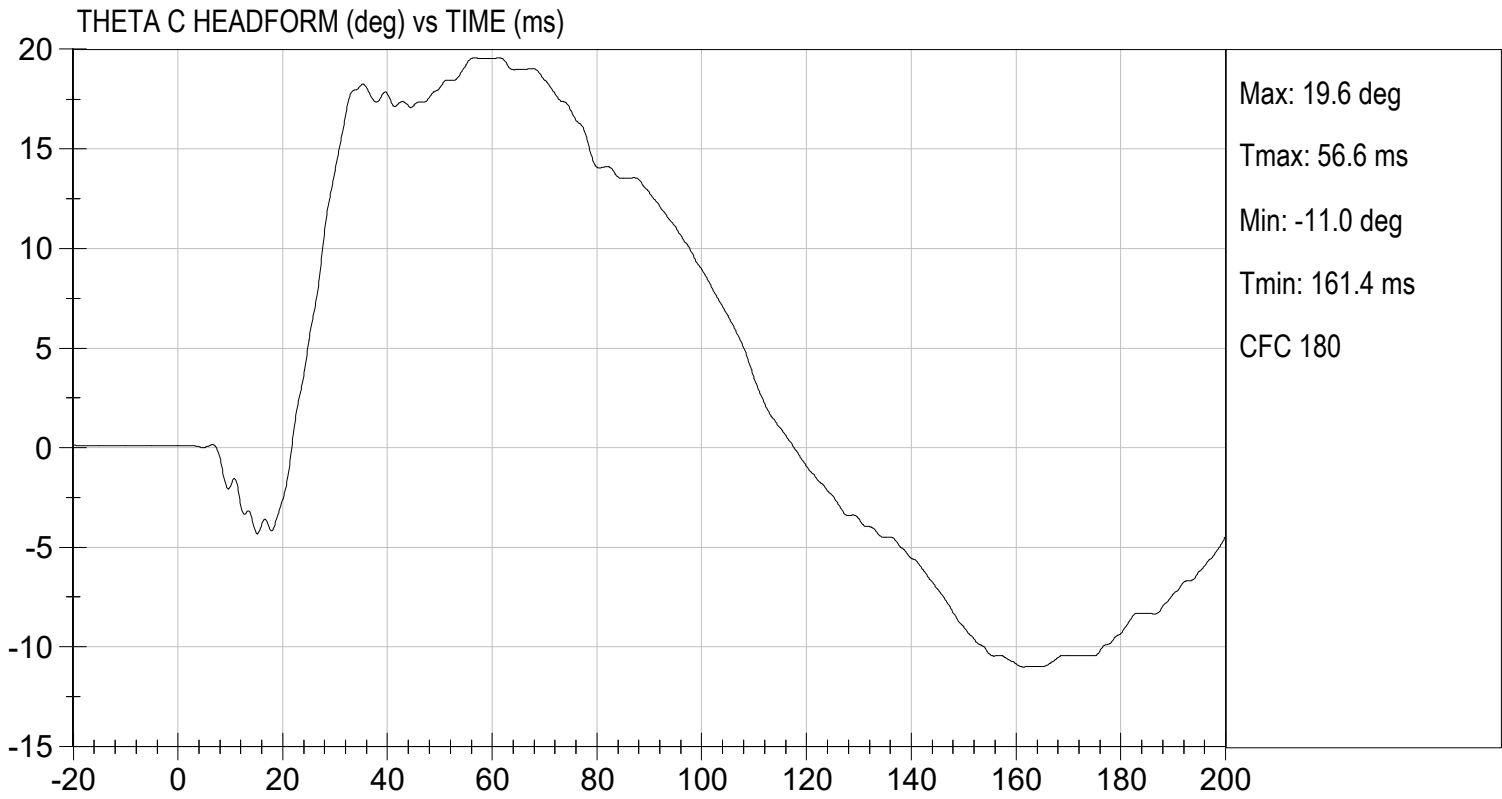

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SHOULDER IMPACT TEST
ES-2re DUMMY

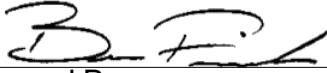
ATD Serial No: F032

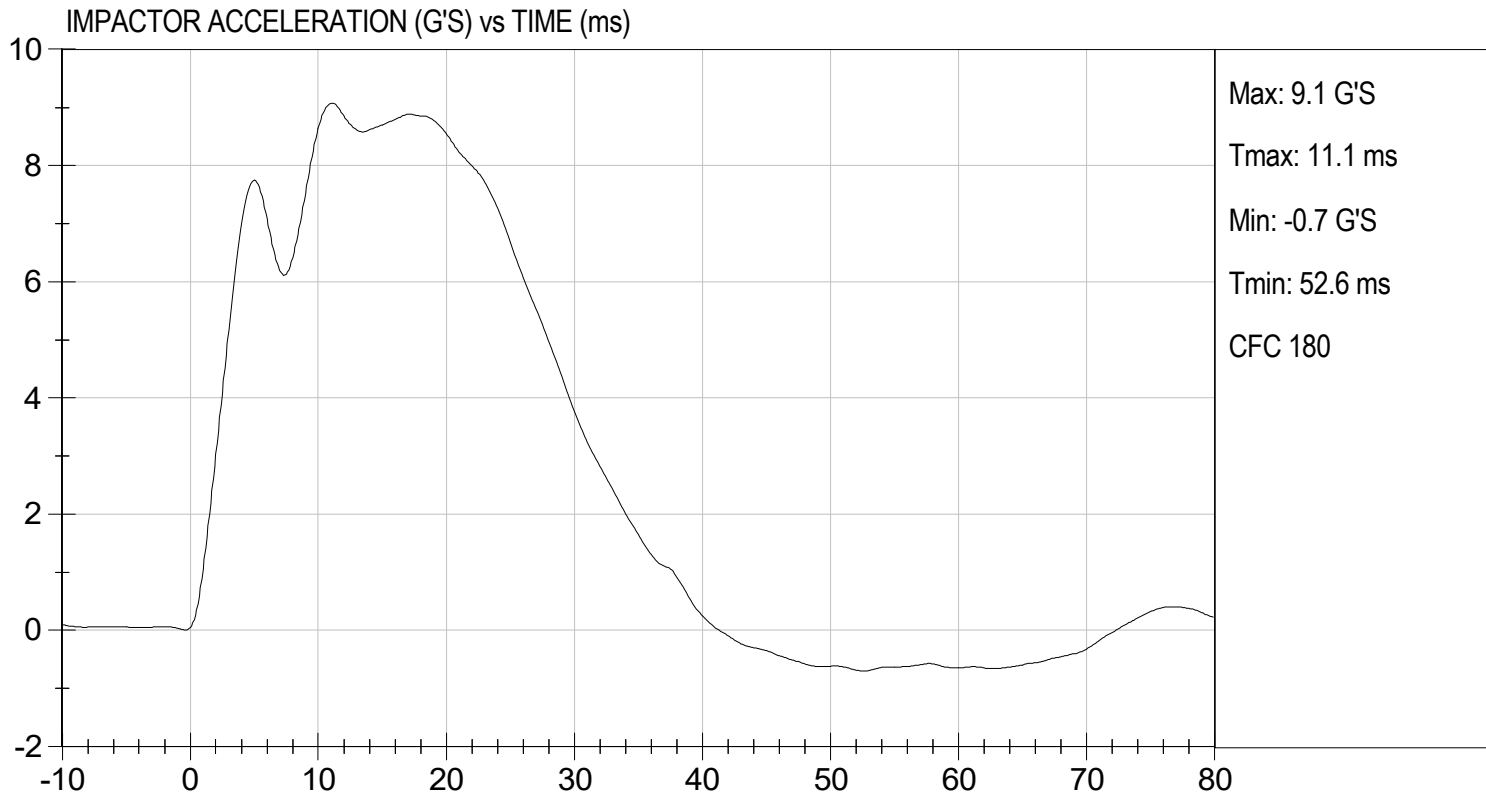
Test I.D.: D250083

| 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 | 34 | Pass |
| Pendulum Speed | m/s | 4.20 to 4.40 | 4.2 | Pass |
| Peak Impactor Acceleration | G's | 7.5 to 10.5 | 9.1 | Pass |
| Overall Test Results | | | | Pass |


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UPPER RIB TEST

ES-2re DUMMY

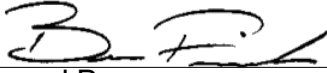
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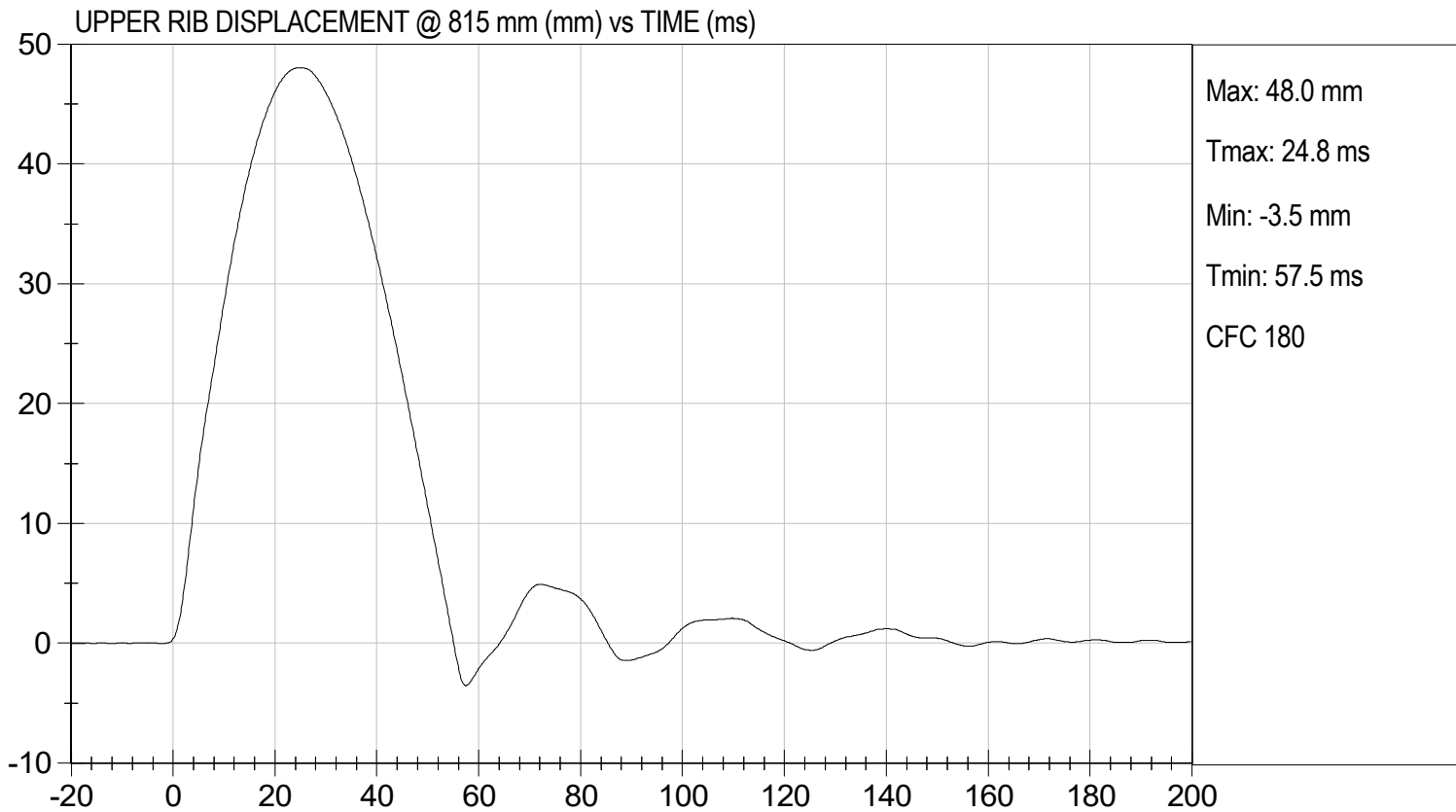
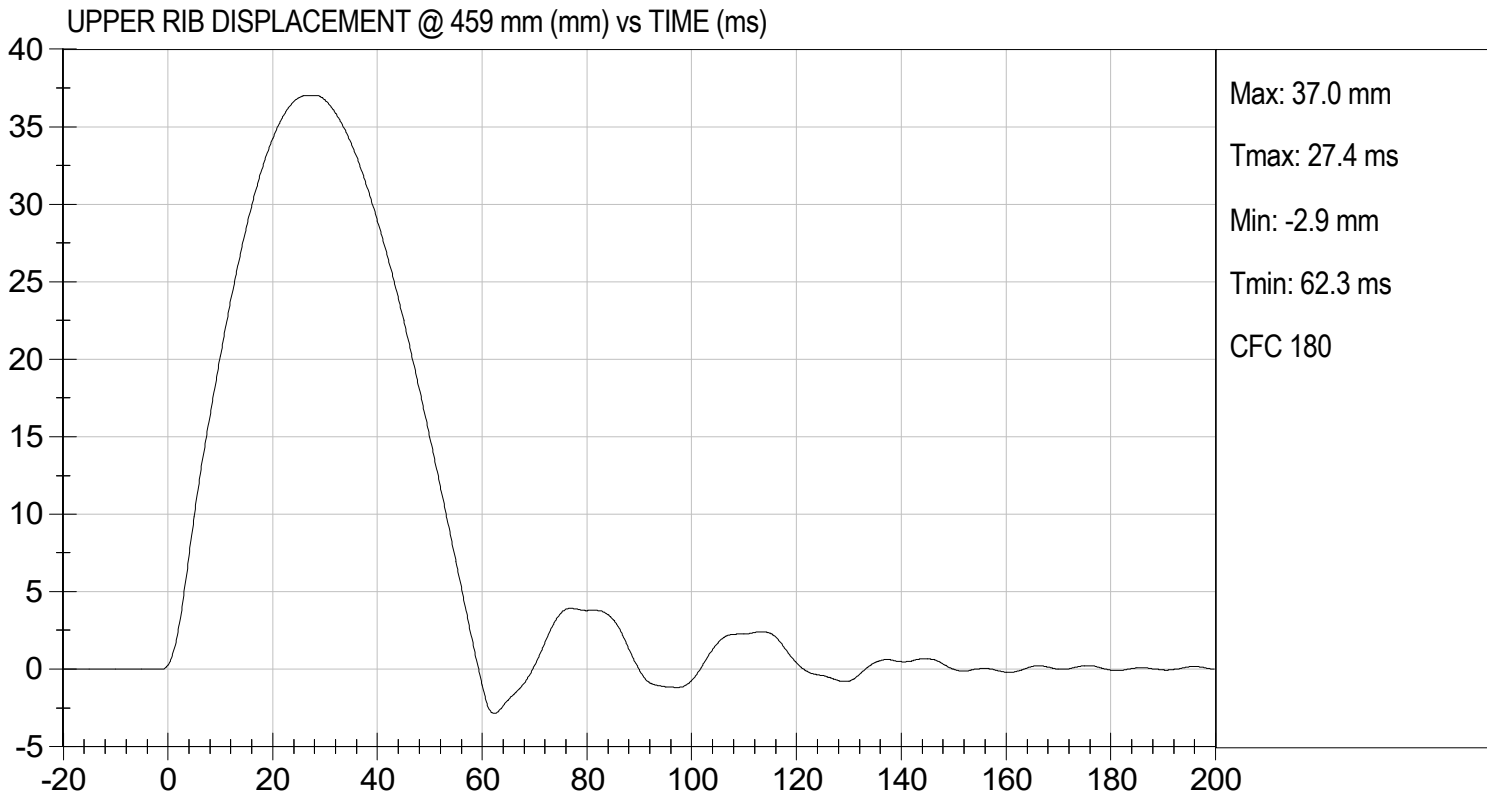
Test I.D: D250084

| 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 | 33 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 37.0 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 48.0 | Pass |
| | | | Overall Test Results | Pass |


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MID RIB TEST

ES-2re DUMMY

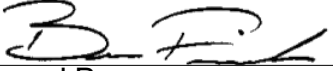
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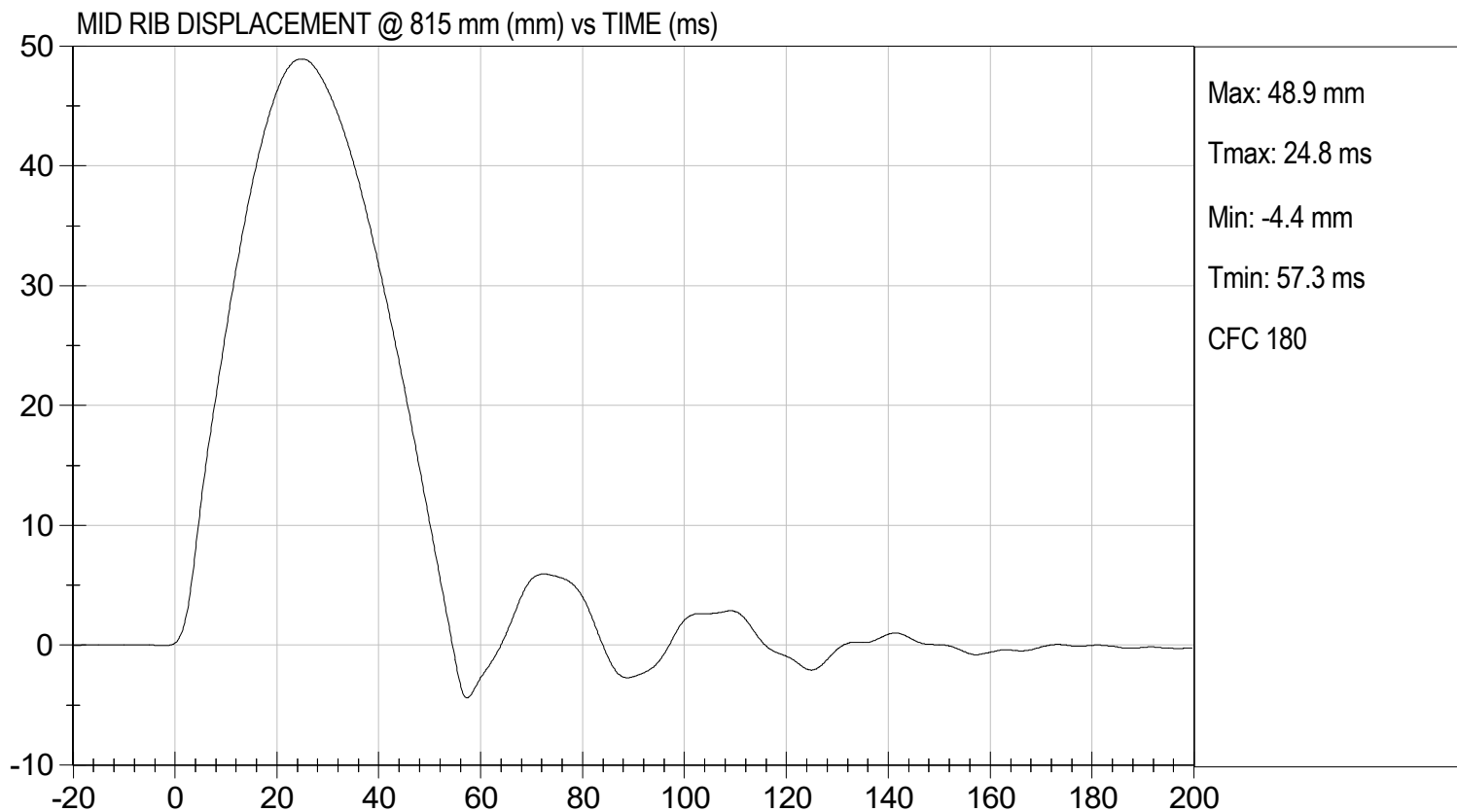
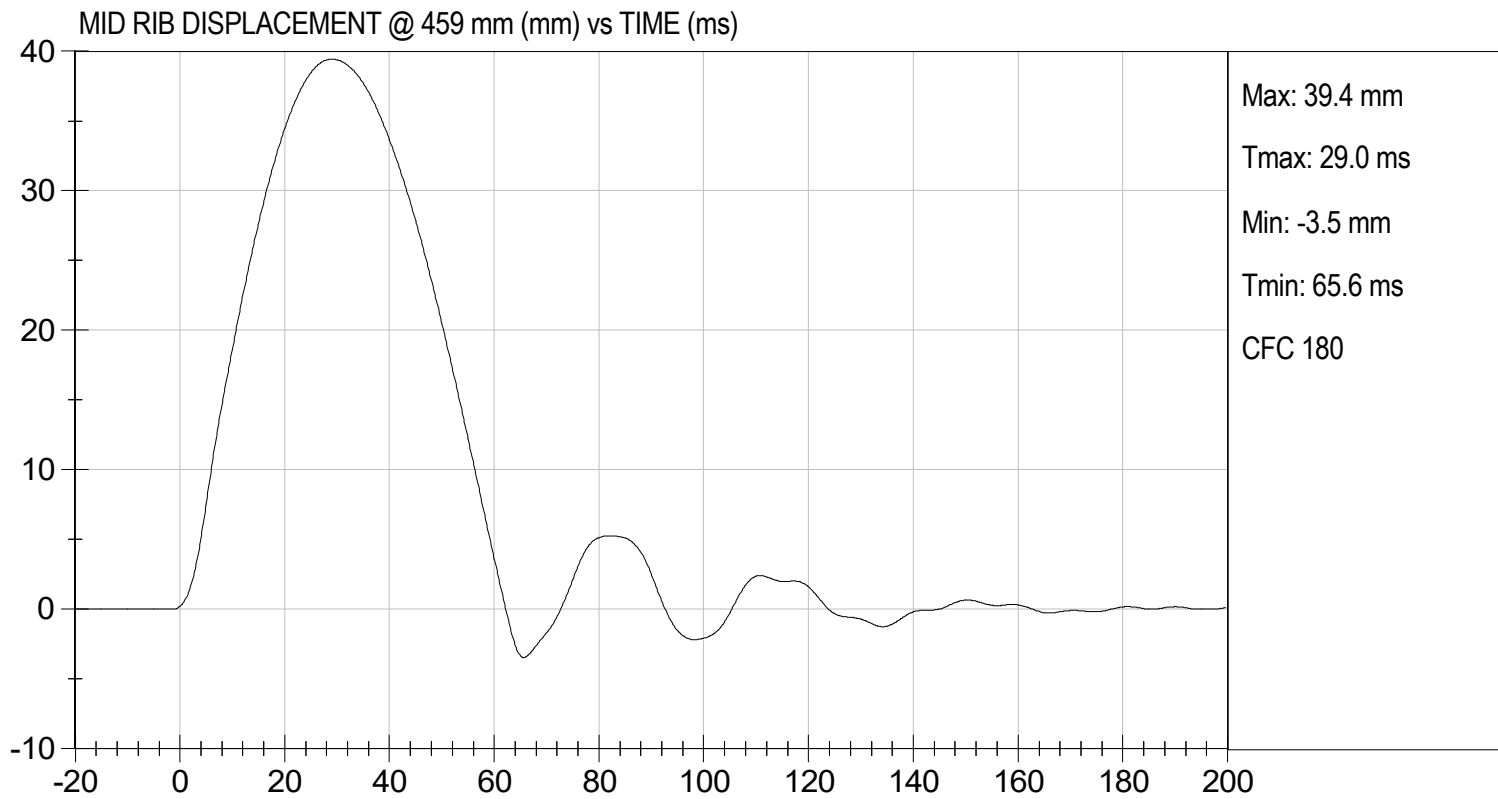
Test I.D: D250085

| 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 | 33 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 39.4 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 48.9 | Pass |
| | | | Overall Test Results | Pass |


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LOWER RIB TEST

ES-2re DUMMY

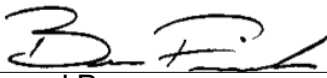
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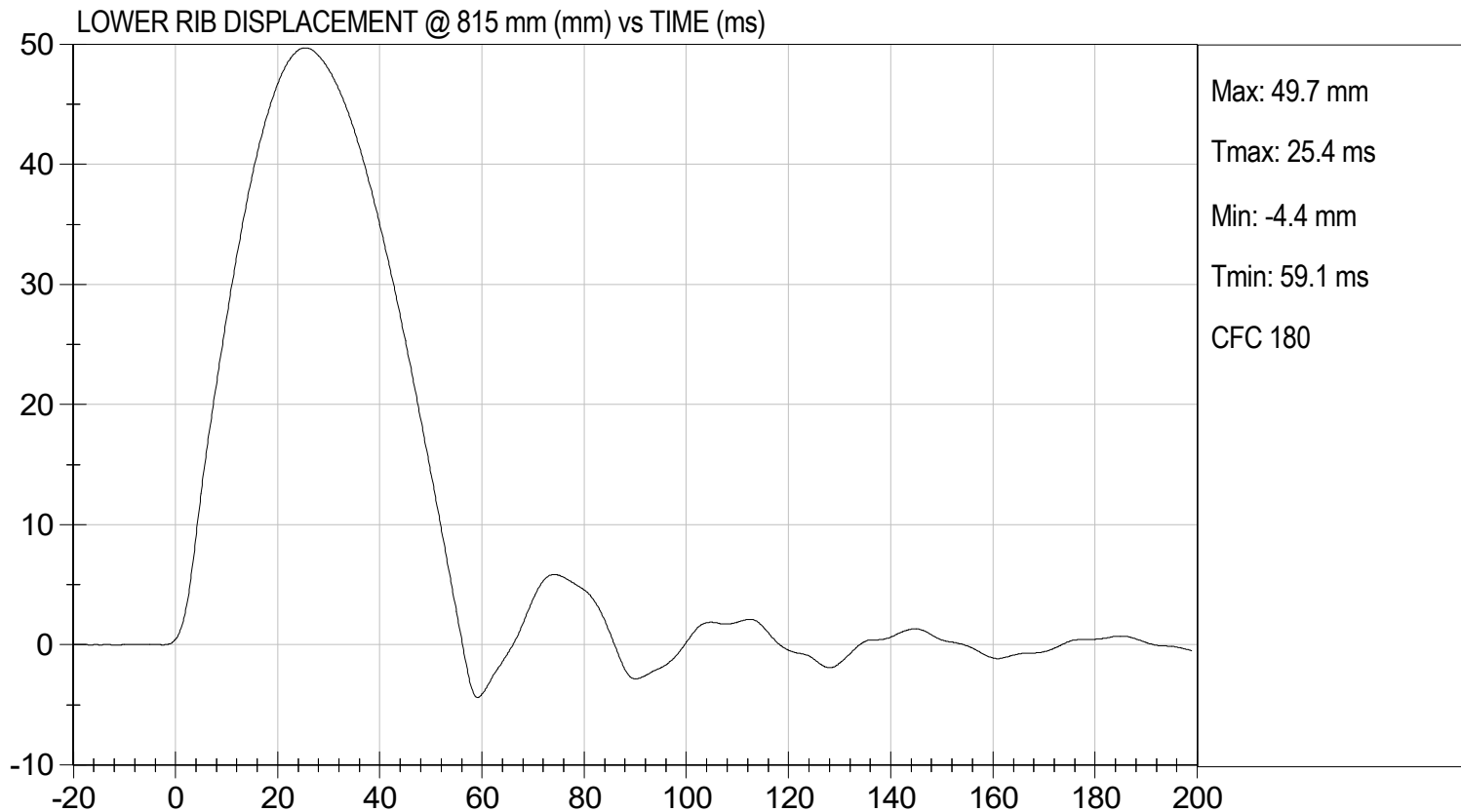
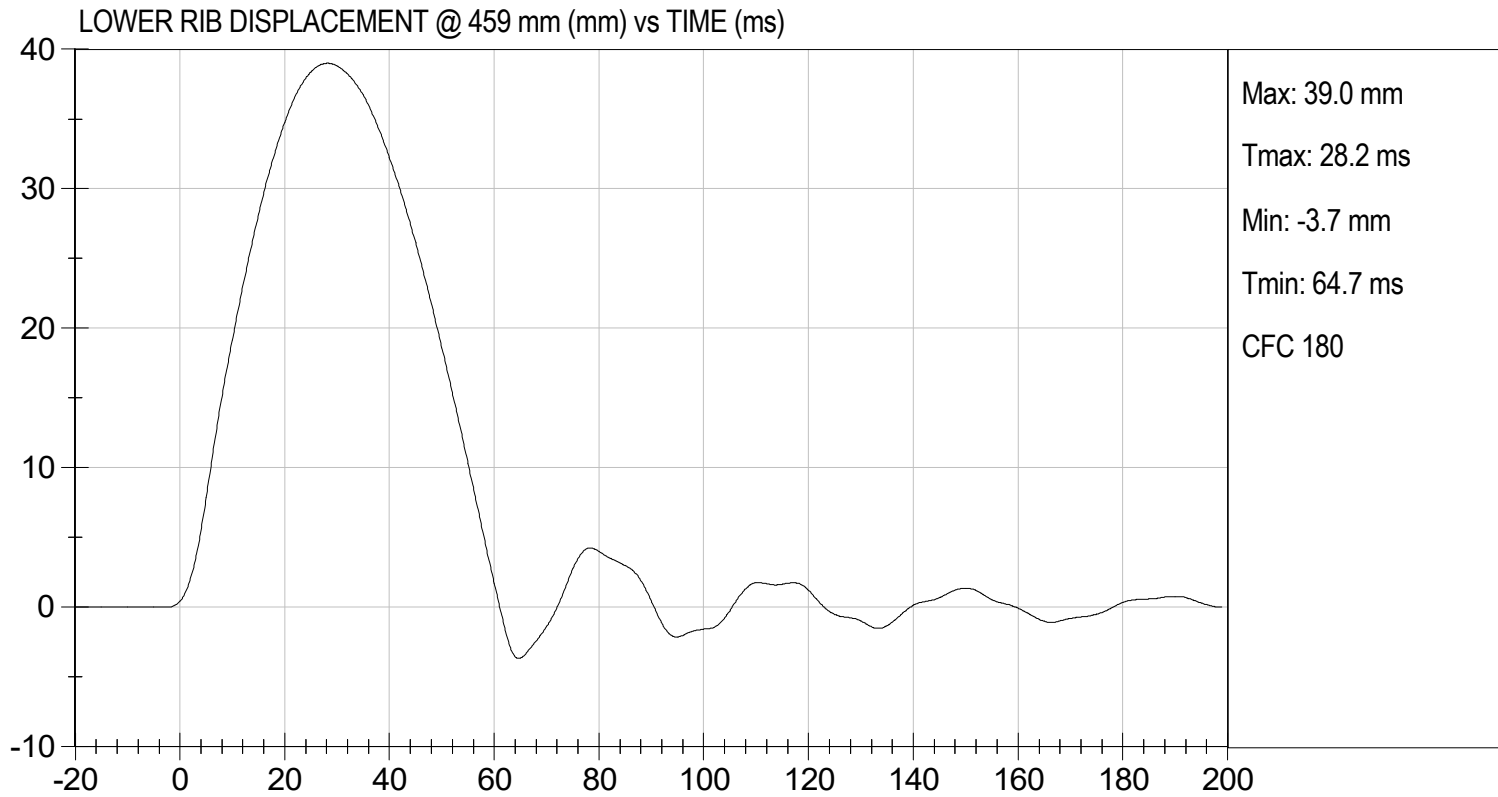
Test I.D: D250086

| 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 | 33 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 39.0 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 49.7 | Pass |
| | | | Overall Test Results | Pass |


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ABDOMEN TEST

ES-2re DUMMY

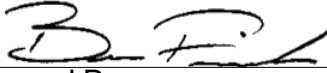
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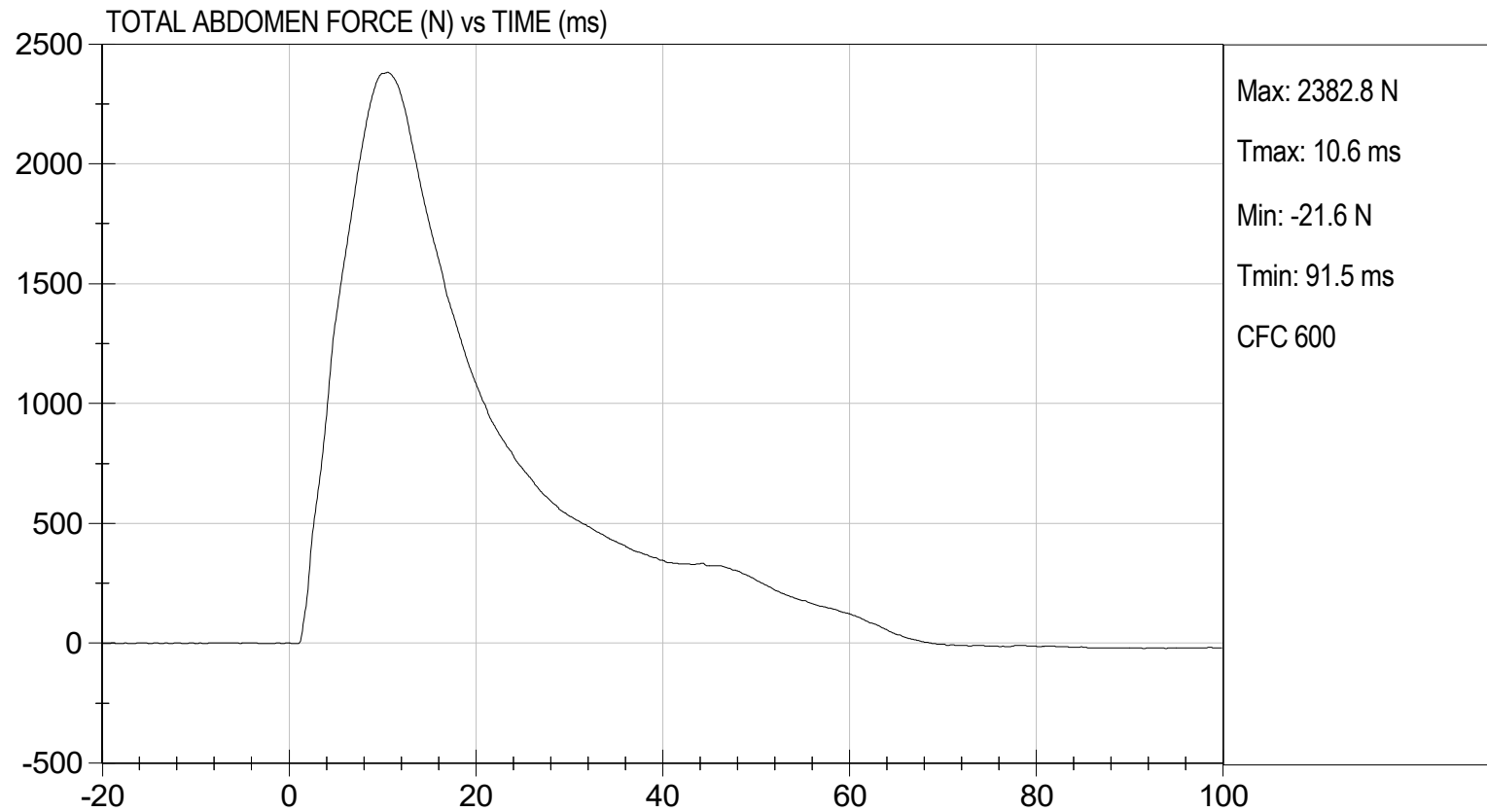
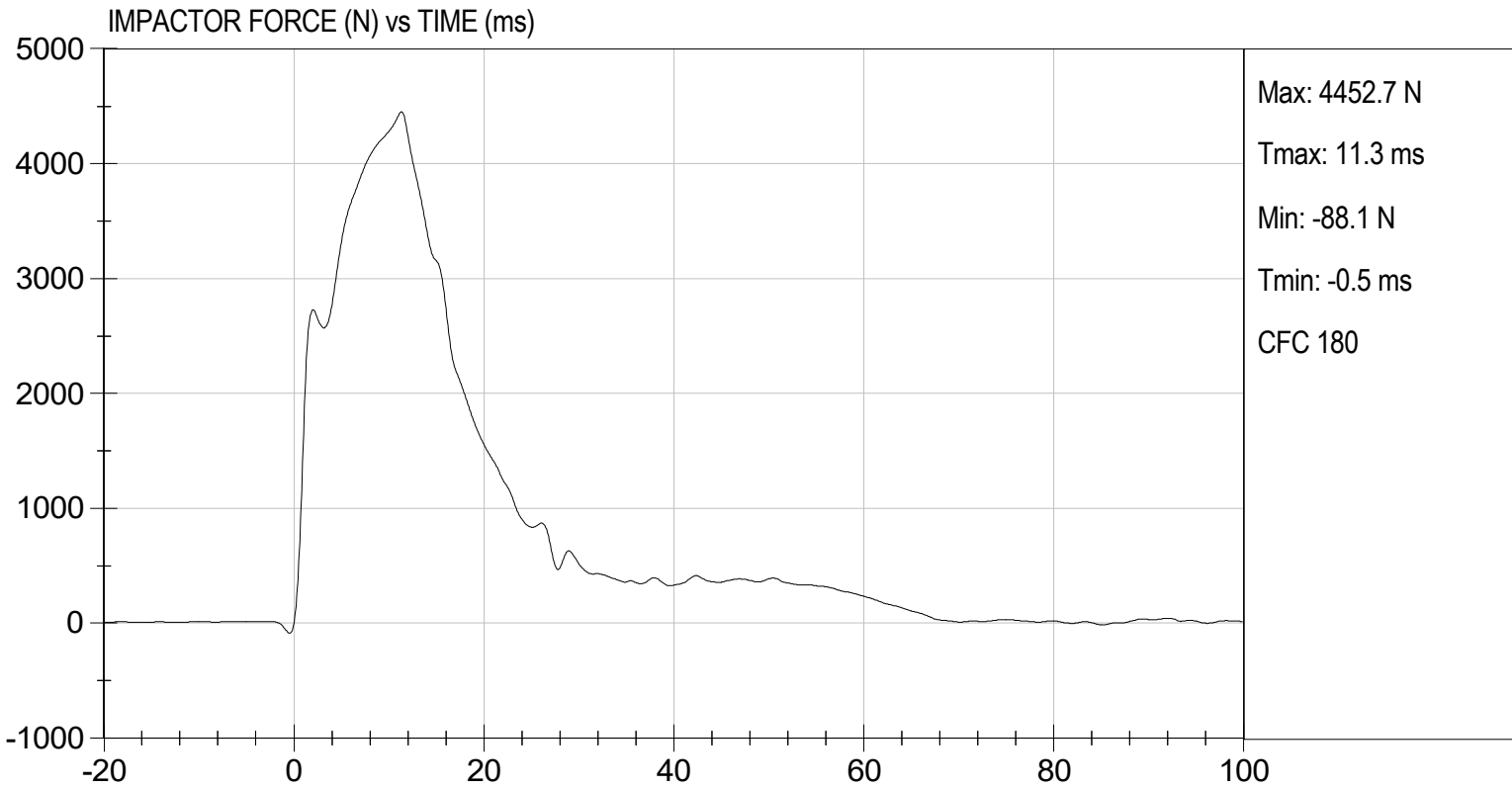
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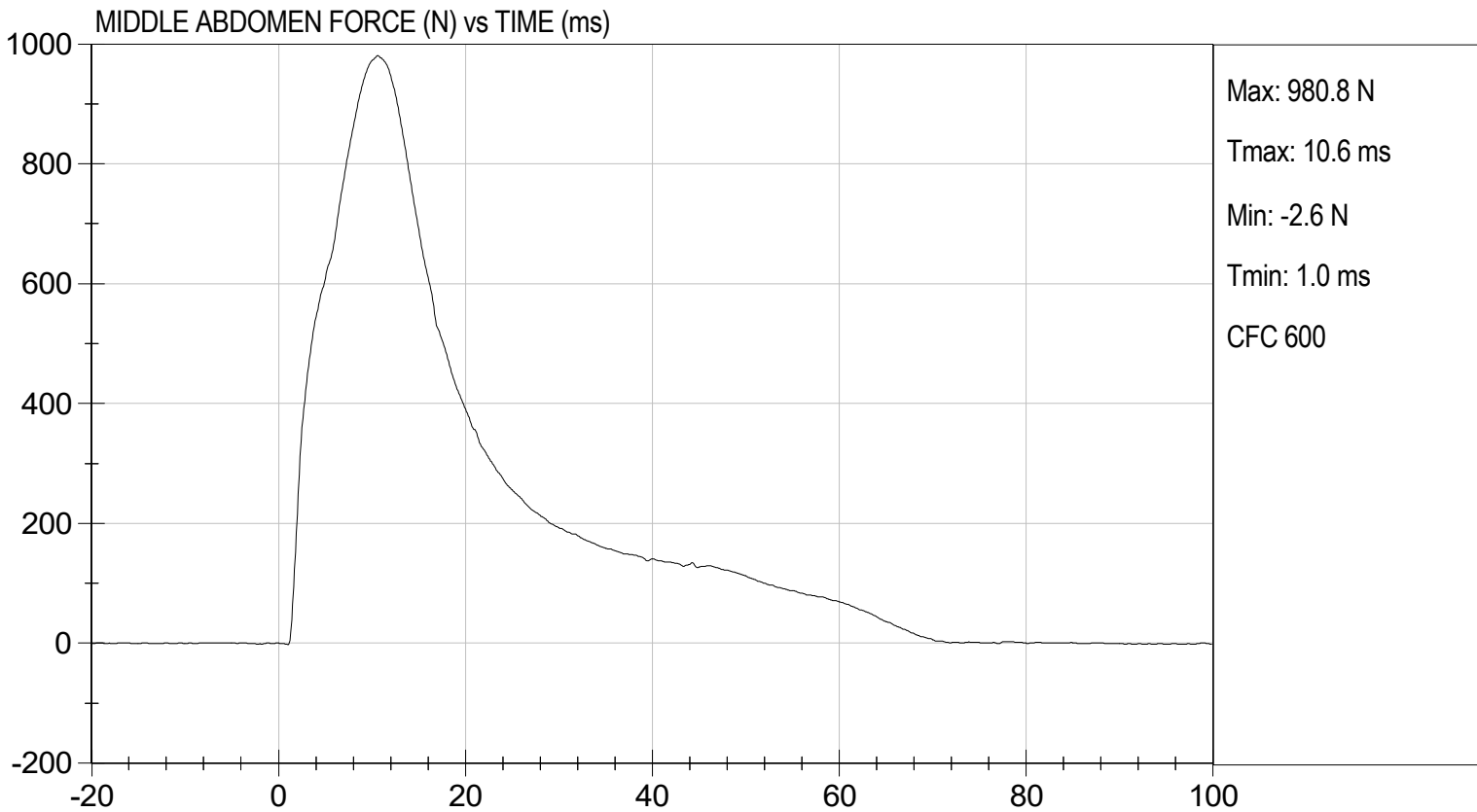
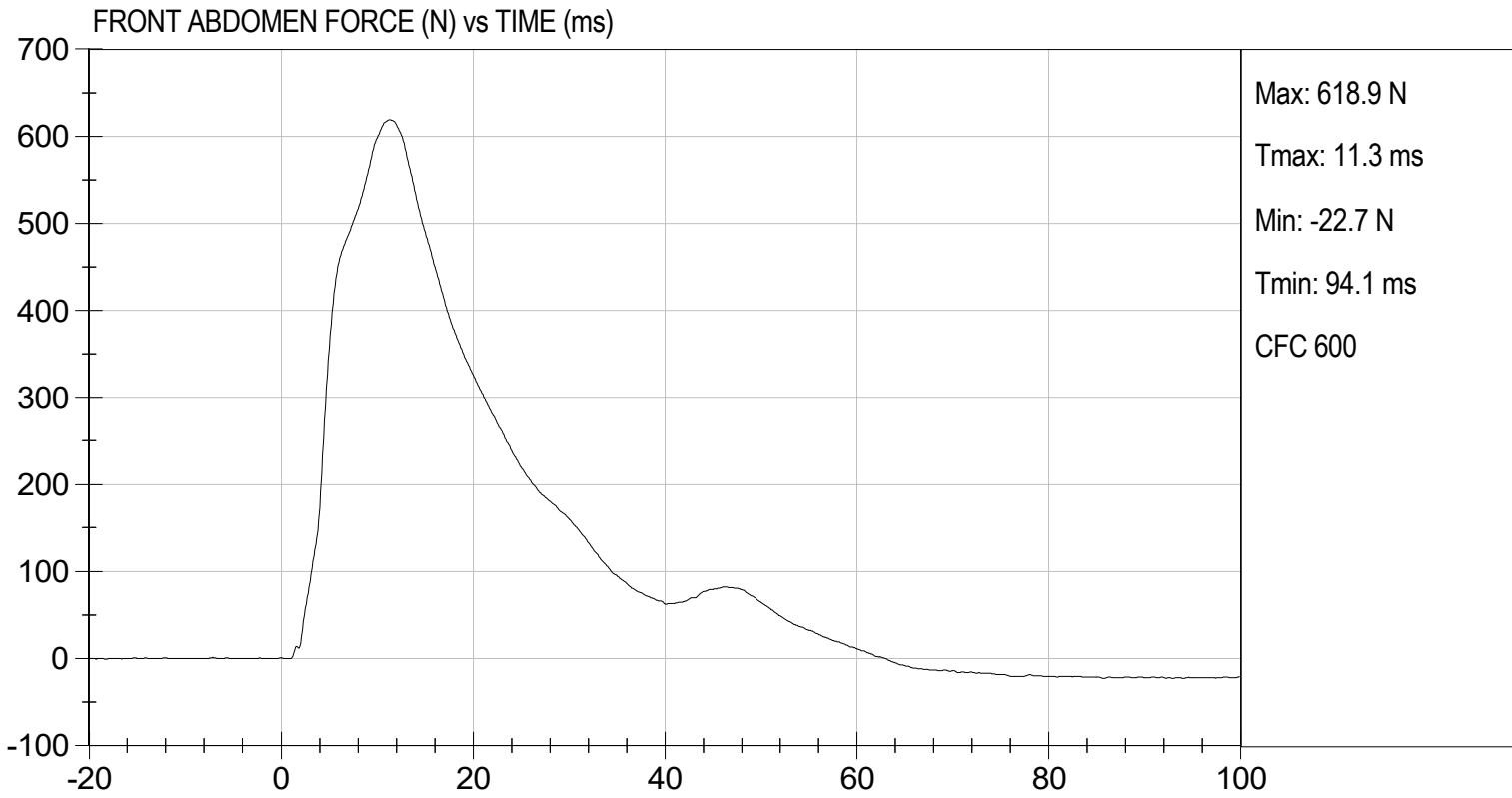
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 35 | Pass |
| Probe Speed | m/s | 3.90 to 4.10 | 4.10 | Pass |
| Maximum Impactor Force | N | 4000 to 4800 | 4453 | Pass |
| Time of Maximum Impactor Force | ms | 10.6 to 13.0 | 11.3 | Pass |
| Maximum Total Abdomen Force | N | 2200 to 2700 | 2383 | Pass |
| Time of Maximum Abdomen Force | ms | 10.0 to 12.3 | 10.6 | Pass |
| Overall Test Results | | | | Pass |

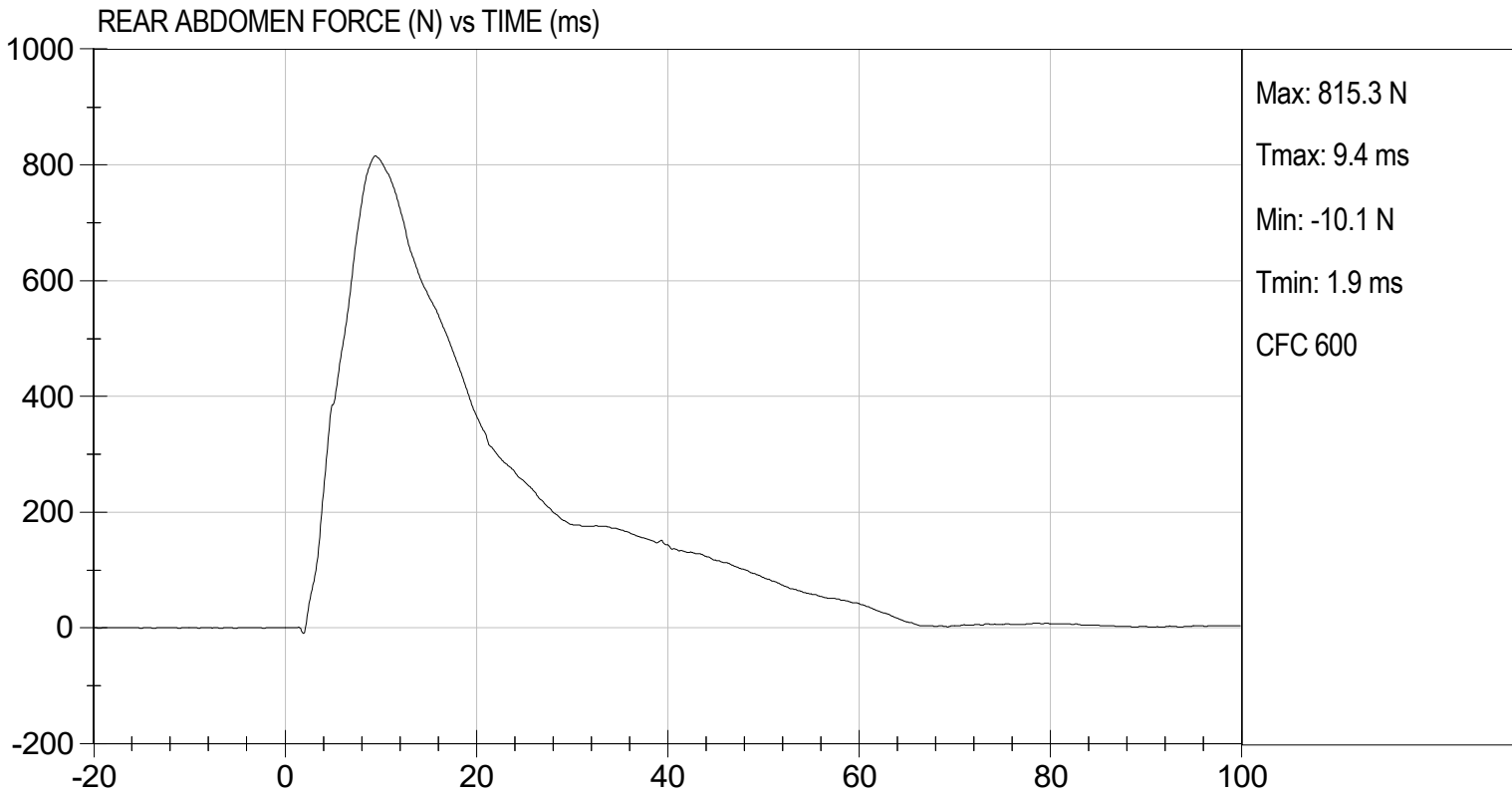

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LUMBAR SPINE TEST

ES-2re DUMMY

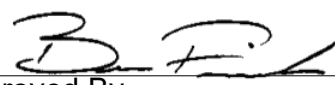
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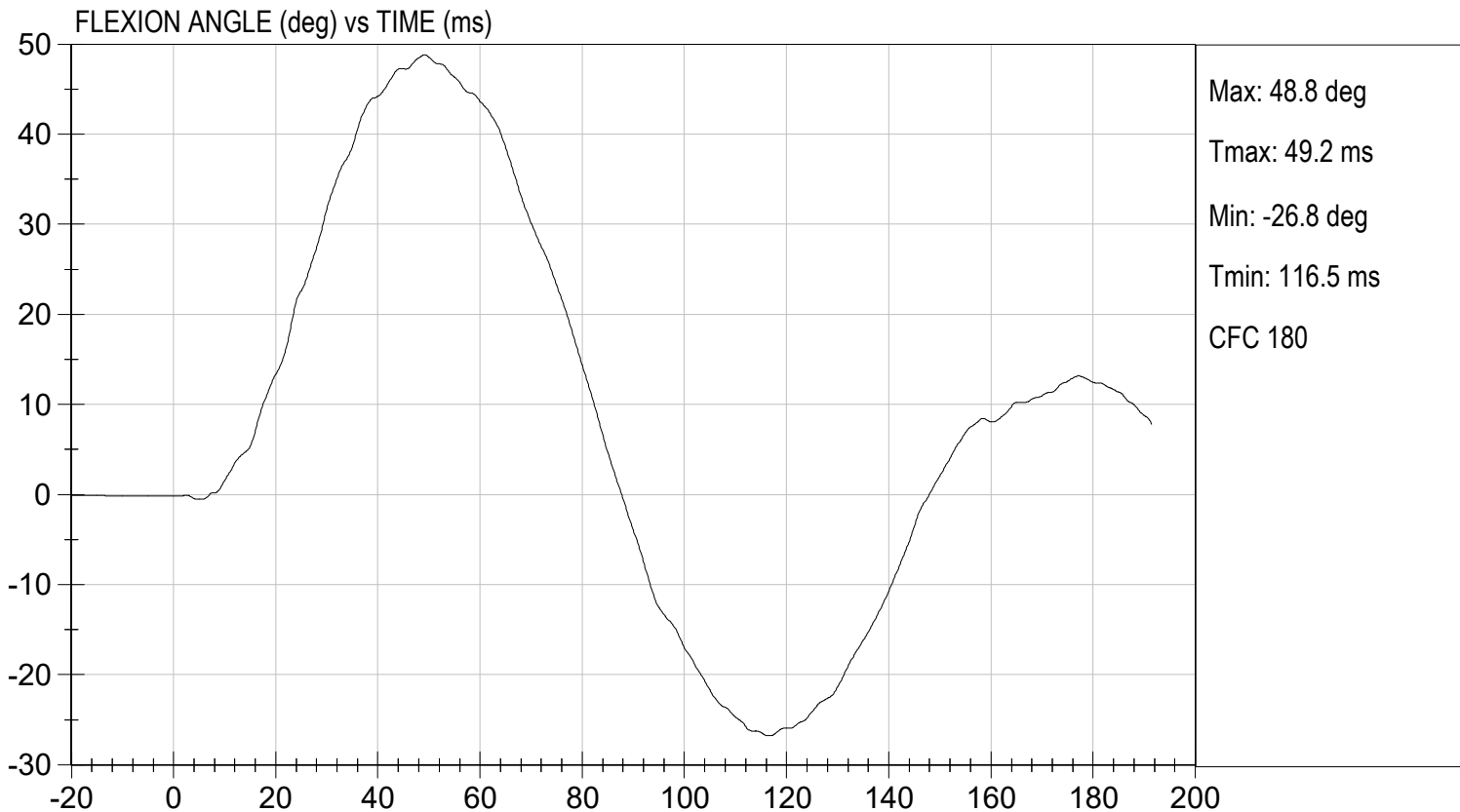
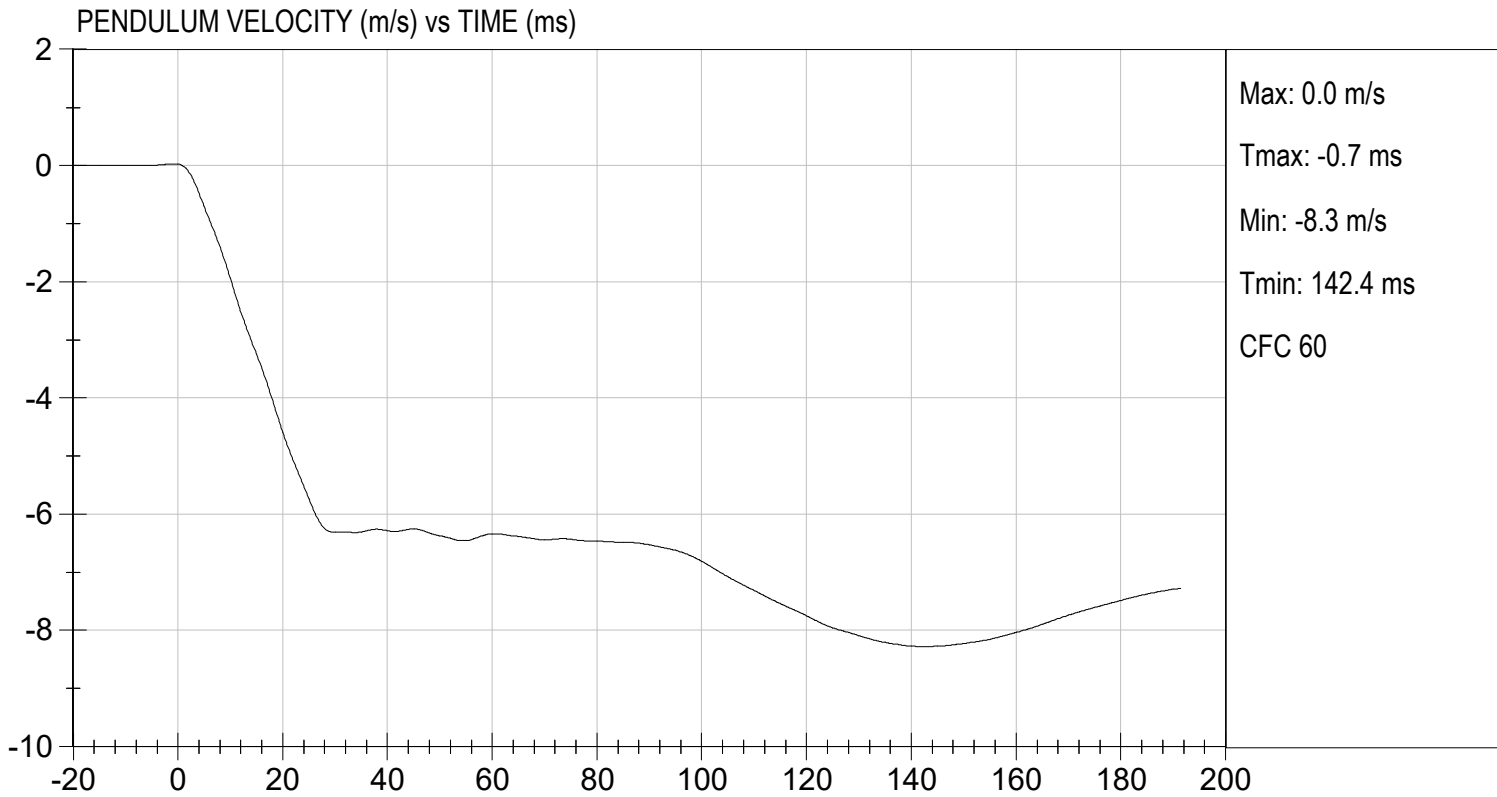
Test I.D.: D250088

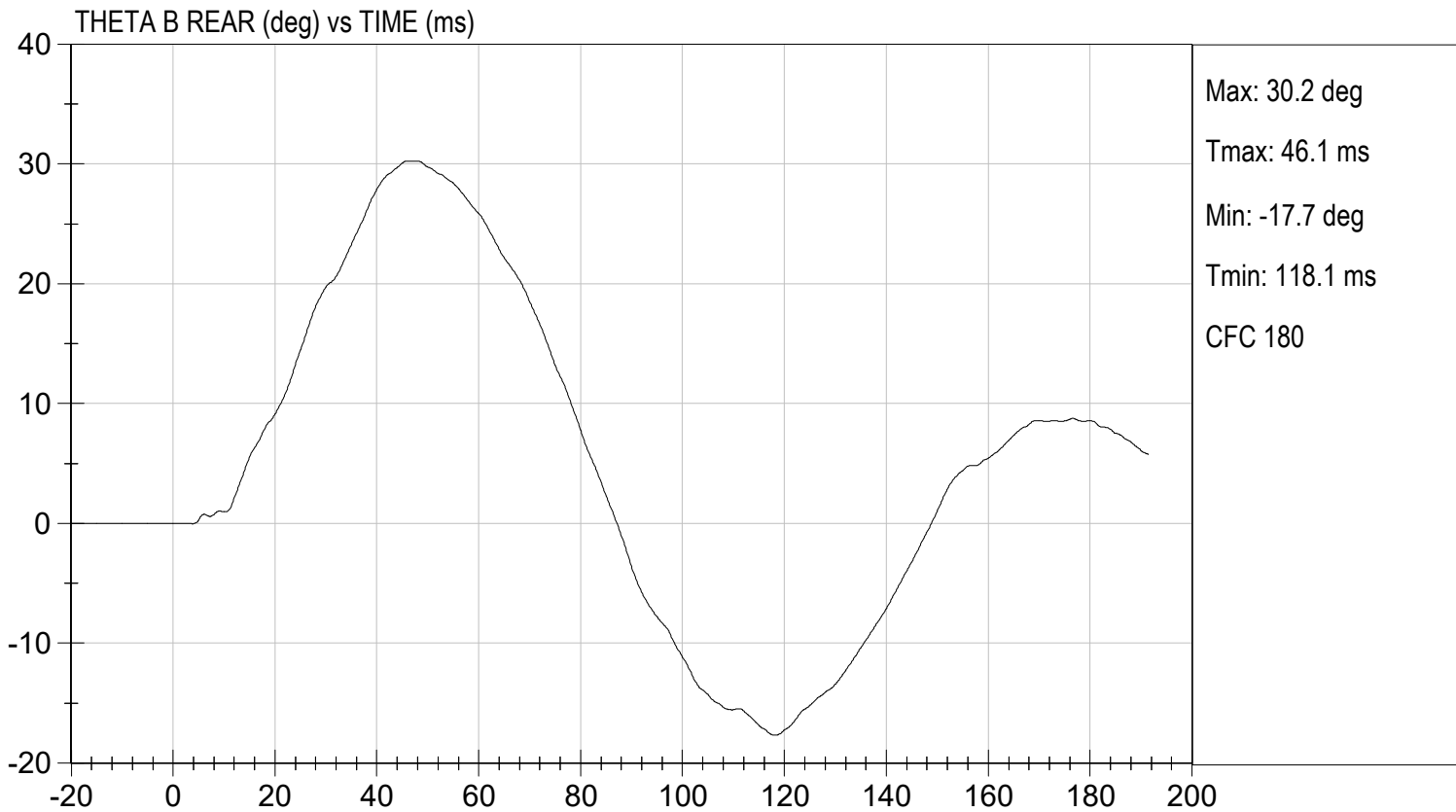
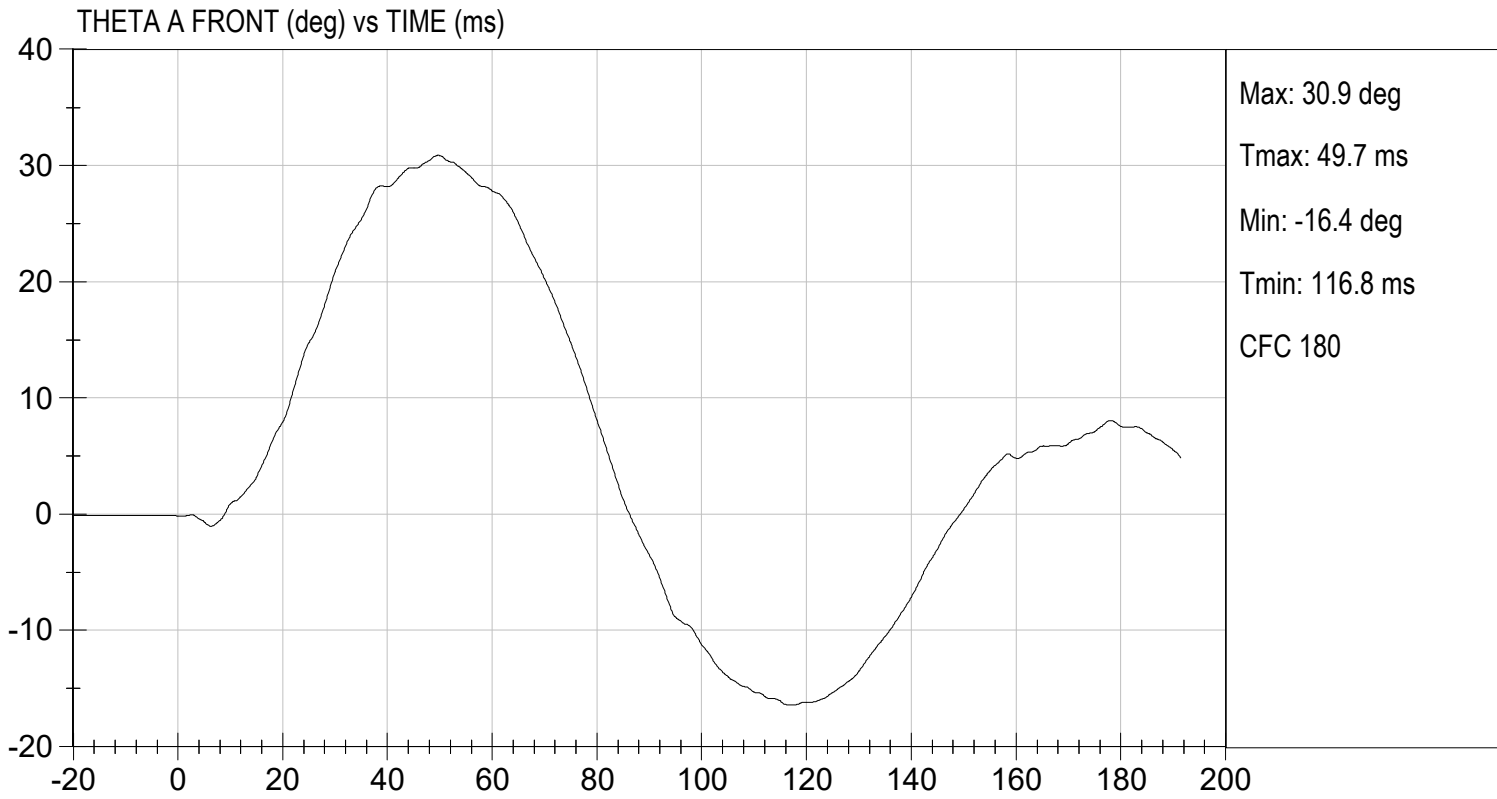
| Tested Parameter | Units | Specification | Result | Pass/Fail | |
|---|--------|---------------|-----------------|-----------|------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass | |
| Laboratory Relative Humidity | % | 10 to 70 | 29 | Pass | |
| Pendulum Speed | m/s | 5.95 to 6.15 | 6.05 | Pass | |
| Pendulum Velocity | 1 ms | m/s | -0.05 to 0.00 | -0.01 | Pass |
| | 3.7 ms | m/s | -0.425 to -0.24 | -0.406 | Pass |
| | 27 ms | m/s | -6.50 to -5.80 | -6.13 | Pass |
| | 30 ms | m/s | >= -6.50 | -6.31 | Pass |
| Maximum Flexion Angle | deg | 45.0 to 55.0 | 48.8 | Pass | |
| Time of Maximum Flexion Angle | ms | 39.0 to 53.0 | 49.2 | Pass | |
| Headform Rotation Decay to Initial Position | ms | 37 to 57 | 39 | Pass | |
| Overall Results | | | | Pass | |

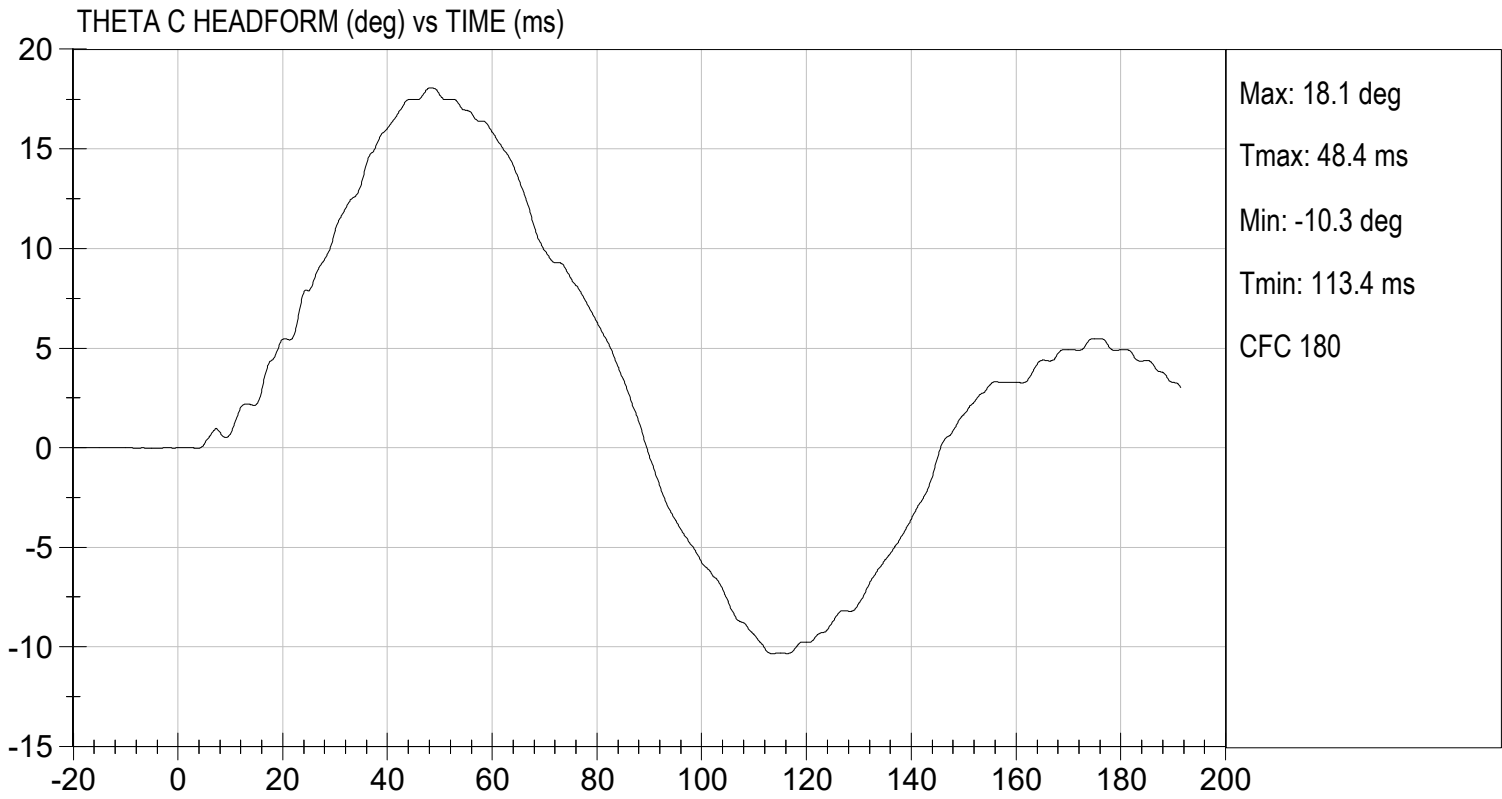

 Laboratory Technician

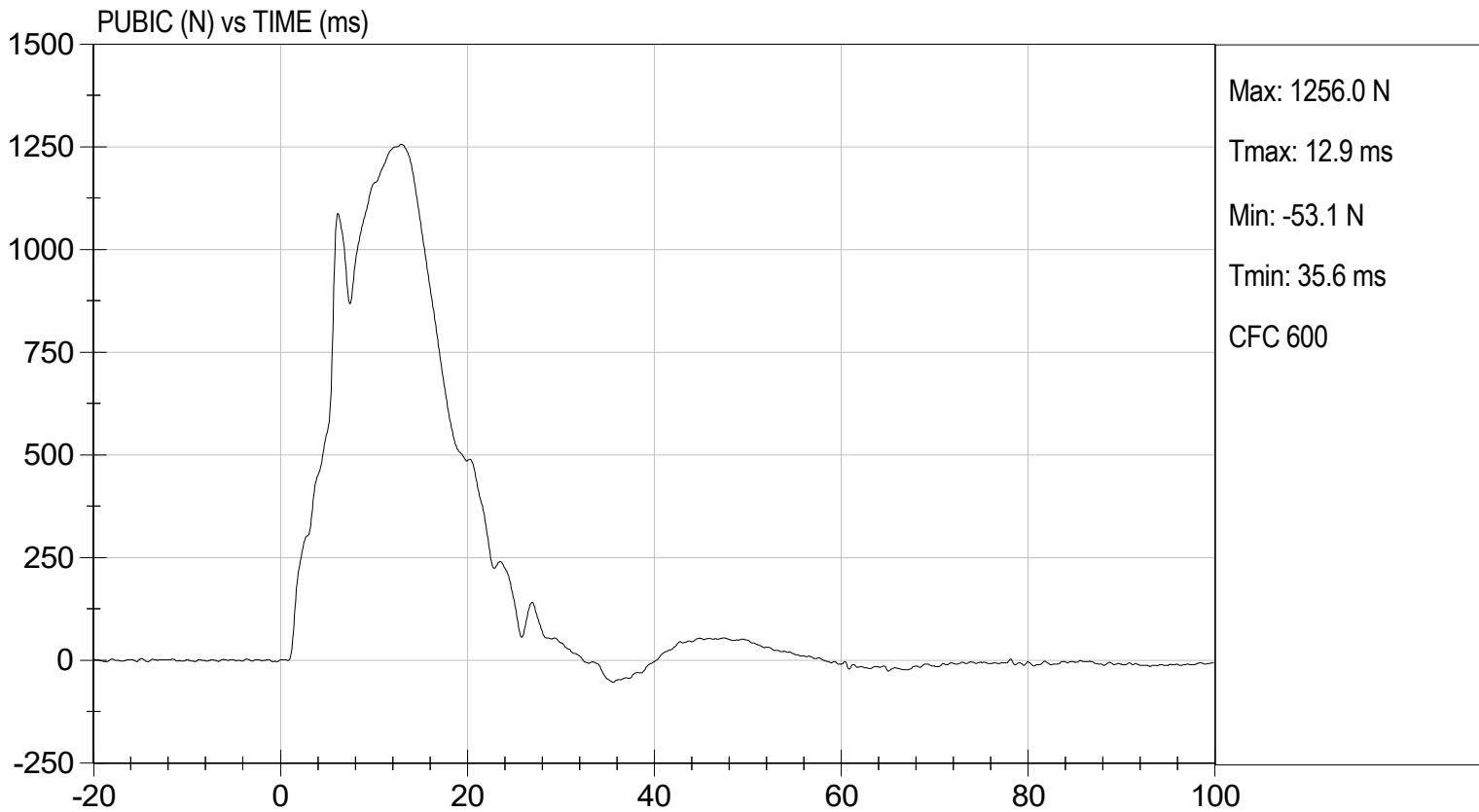
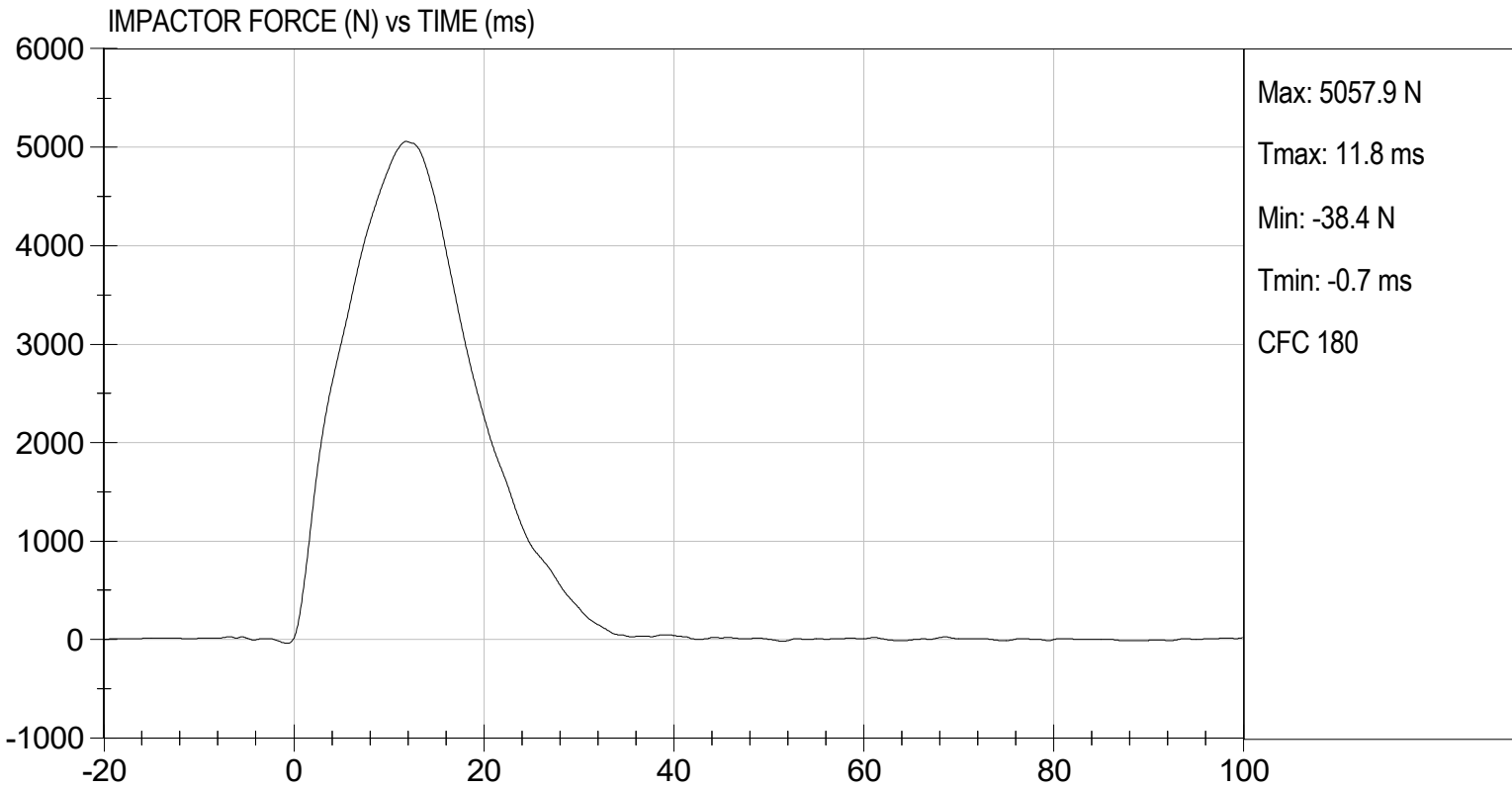
01/09/2025
 Test Date


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THORAX IMPACT TEST

ES-2re DUMMY

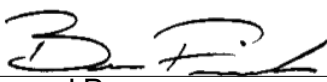
ATD Serial No: F032

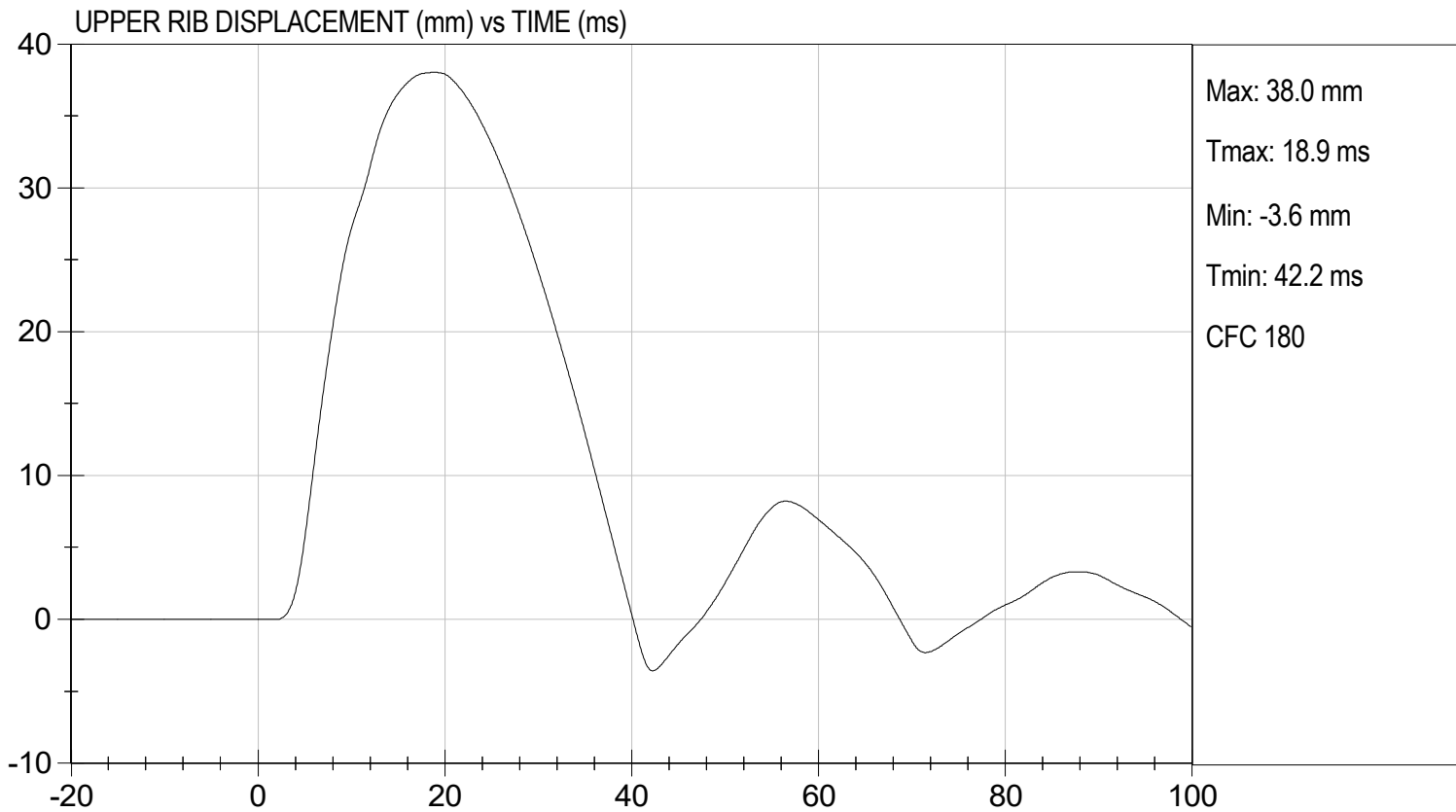
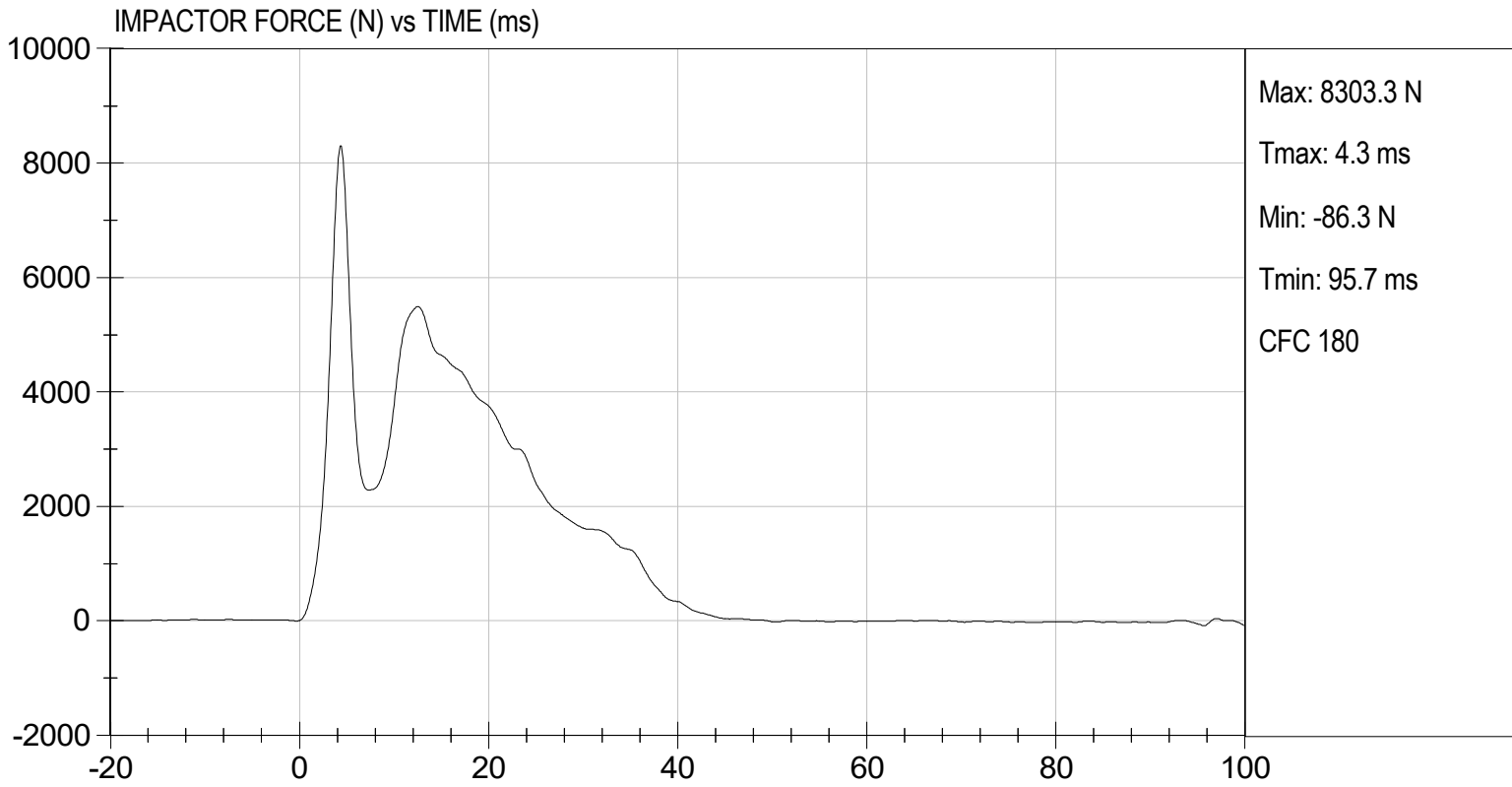
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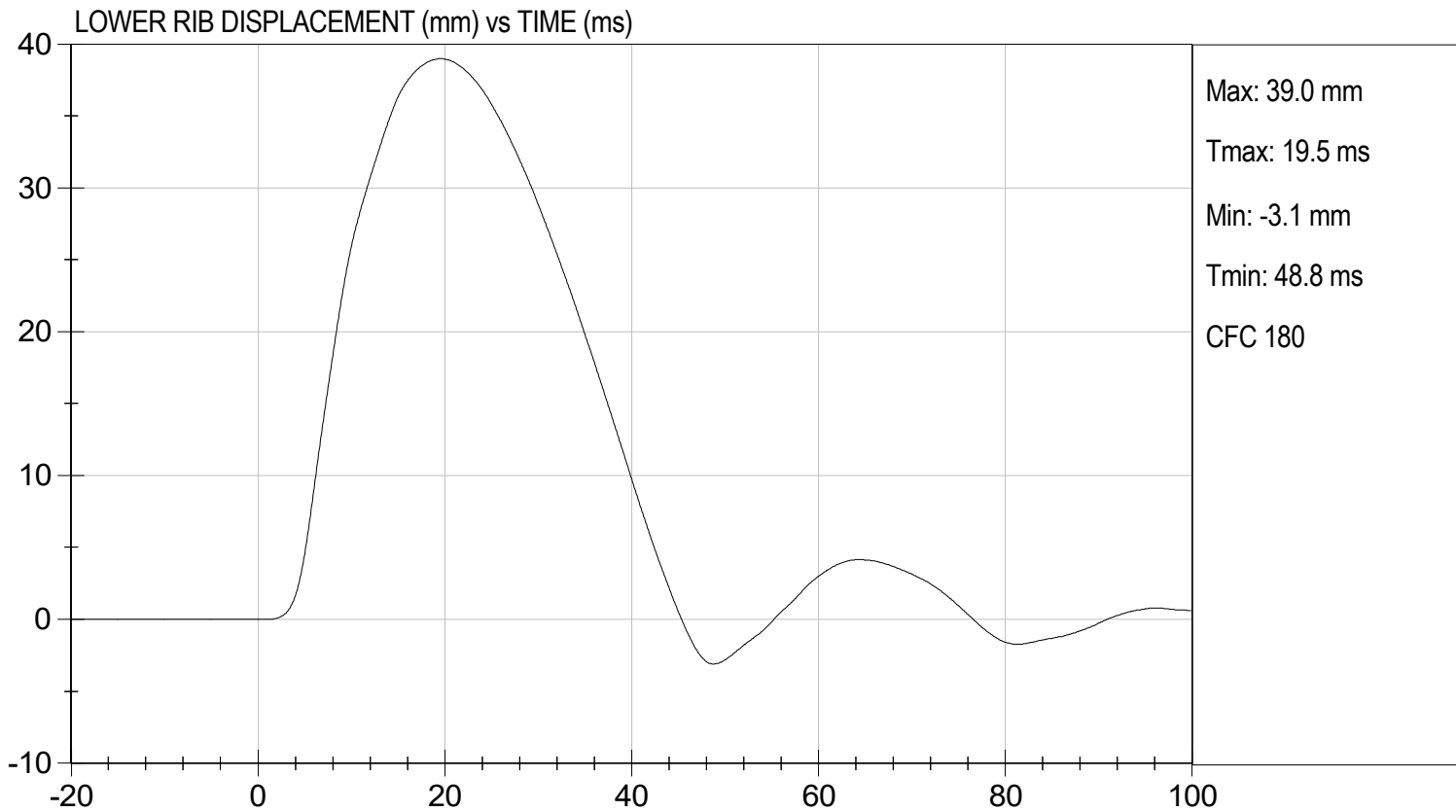
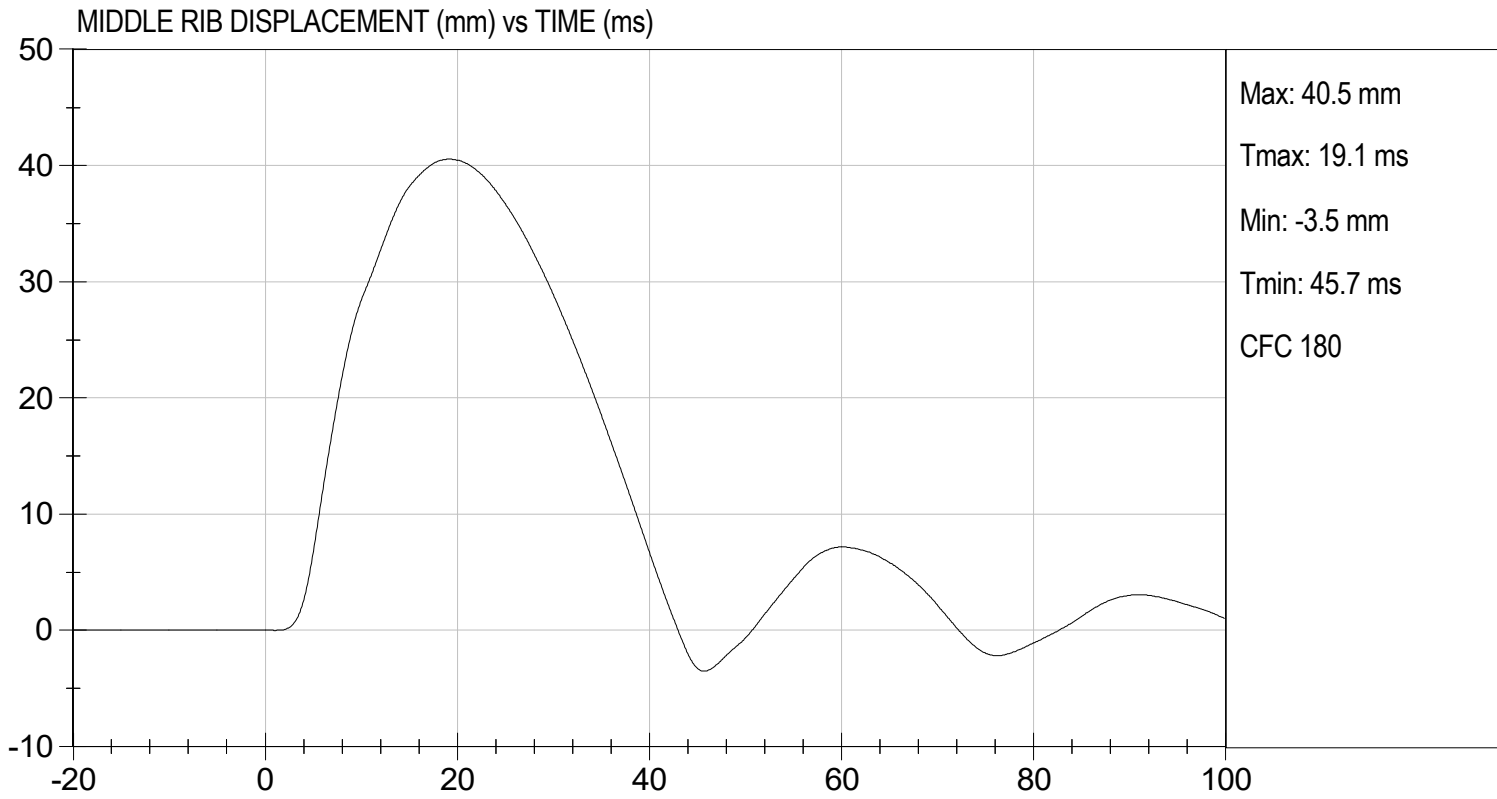
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|-------------------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Humidity | % | 10 to 70 | 35 | Pass |
| Probe Speed | m/s | 5.40 to 5.60 | 5.40 | Pass |
| Maximum Impactor Force (after 6 ms) | N | 5100 to 6200 | 5490 | Pass |
| Upper Rib Displacement | mm | 34.0 to 41.0 | 38.0 | Pass |
| Middle Rib Displacement | mm | 37.0 to 45.0 | 40.5 | Pass |
| Lower Rib Displacement | mm | 37.0 to 44.0 | 39.0 | Pass |
| Overall Test Results | | | | Pass |


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01/09/2025
Test Date


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QUALIFICATION TEST RESULTS

POST-TEST

EUROSID 2 (ES-2RE) MALE – DRIVER ATD

**ES-2re External Measurements
SN: F032**

| No. | Name | Spec. (mm) | Result | Pass/Fail |
|------------|--|-------------------|---------------|------------------|
| 1 | Sitting Height | 900 - 918 | 915 | Pass |
| 2 | Seat to Shoulder Joint | 558 - 572 | 568 | Pass |
| 3 | Seat to Lower Face of Thoracic Spine Box | 346 - 356 | 355 | Pass |
| 4 | Seat to Hip Joint (center of bolt) | 97 - 103 | 98 | Pass |
| 5 | Sole to Seat, Sitting | 333 - 451 | 440 | Pass |
| 6 | Head Width | 152 - 158 | 157 | Pass |
| 7 | Shoulder/Arm Width | 461 - 479 | 464 | Pass |
| 8 | Thorax Width | 322 - 332 | 323 | Pass |
| 9 | Abdomen Width | 273 - 287 | 281 | Pass |
| 10 | Pelvis Lap Width | 359 - 373 | 370 | Pass |
| 11 | Head Depth | 196 - 206 | 203 | Pass |
| 12 | Thorax Depth | 262 - 272 | 264 | Pass |
| 13 | Abdomen Depth | 194 - 204 | 196 | Pass |
| 14 | Pelvis Depth | 235 - 245 | 236 | Pass |
| 15 | Back of Buttocks to Hip Joint (center of bolt) | 150 - 160 | 151 | Pass |
| 16 | Back of Buttocks to Front Knee | 597 - 615 | 607 | Pass |

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HEAD DROP TEST

ES-2re DUMMY

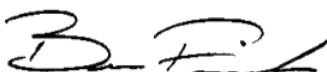
ATD Serial No: F032

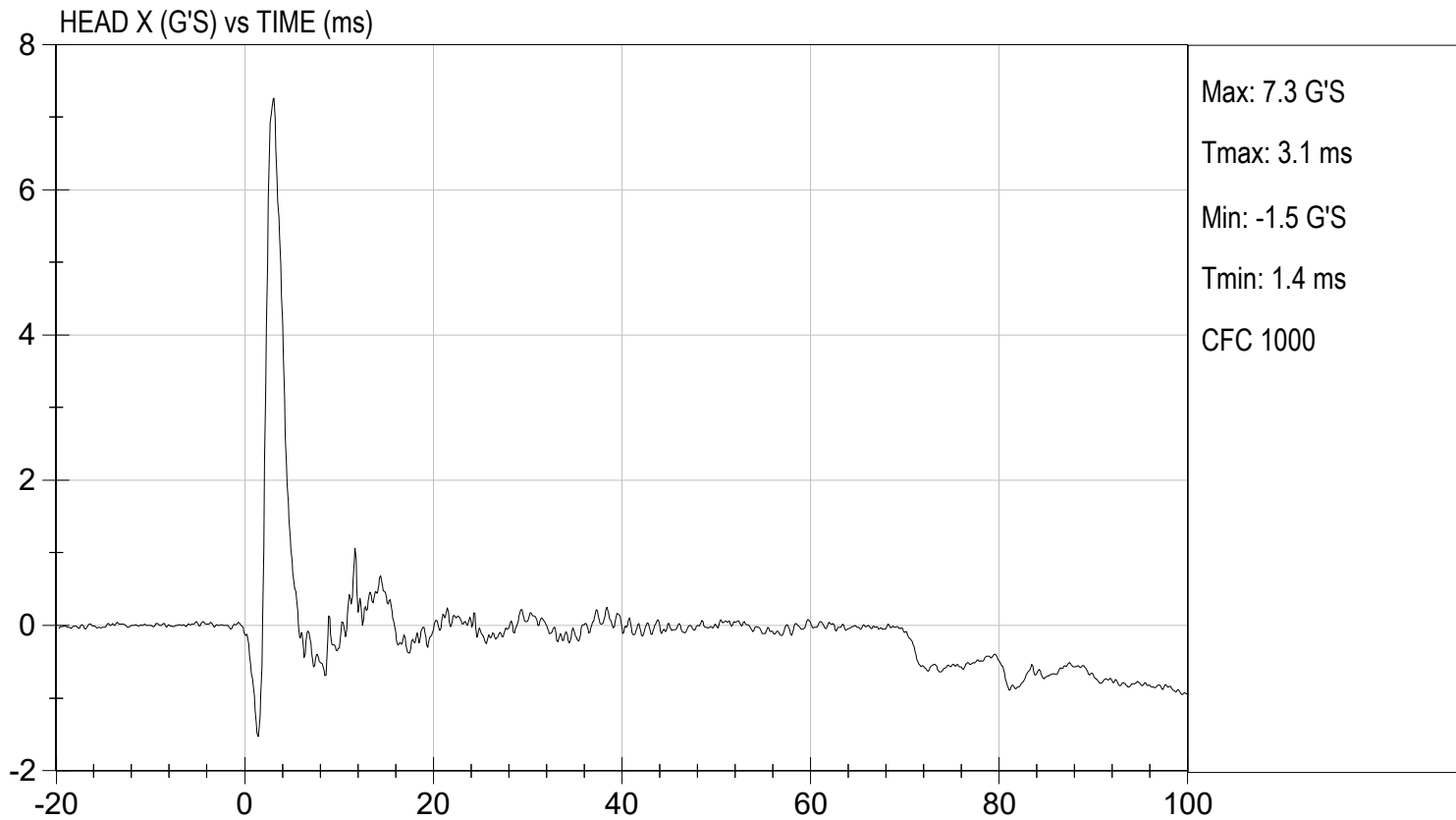
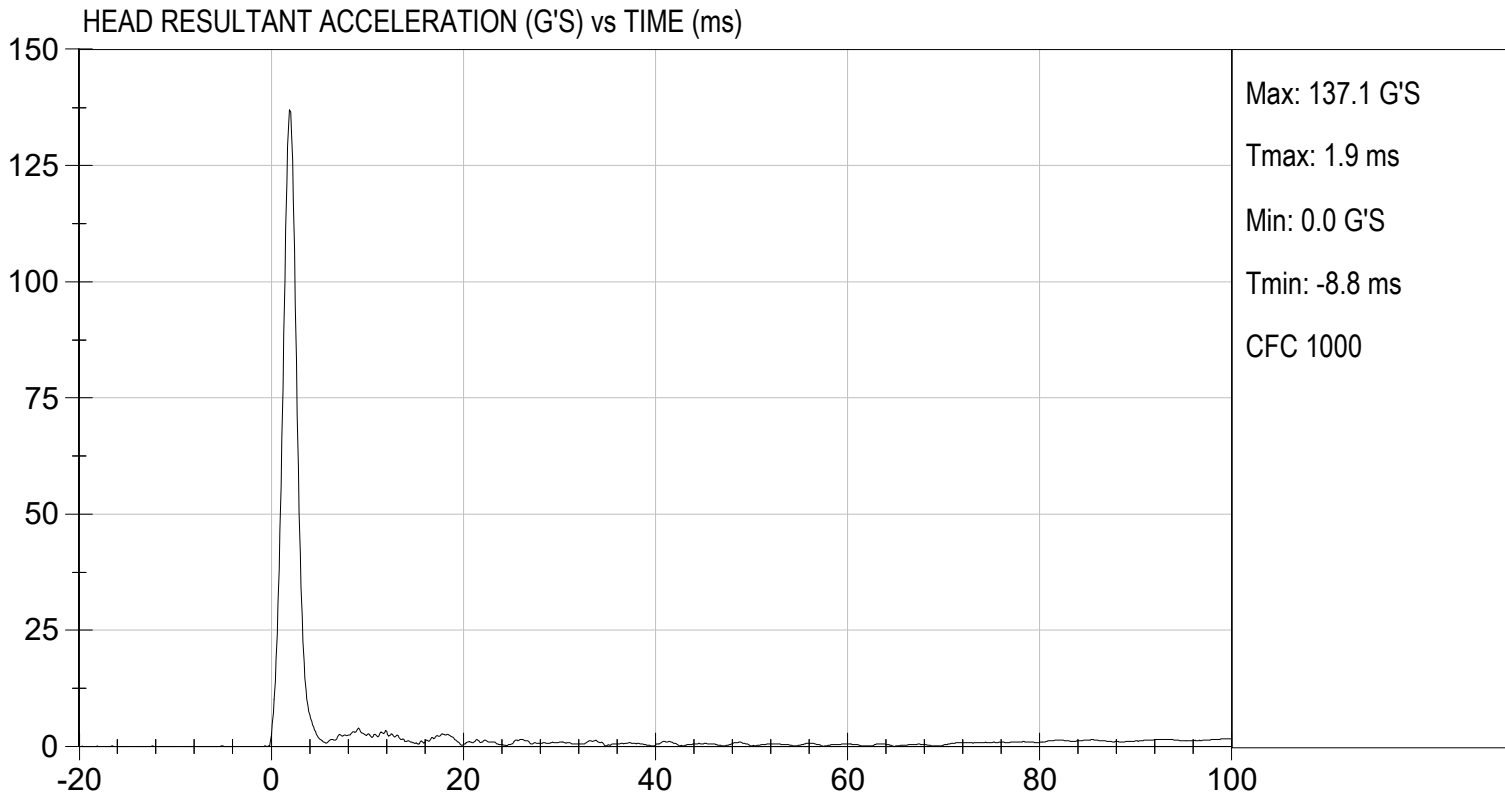
Test ID: D250141

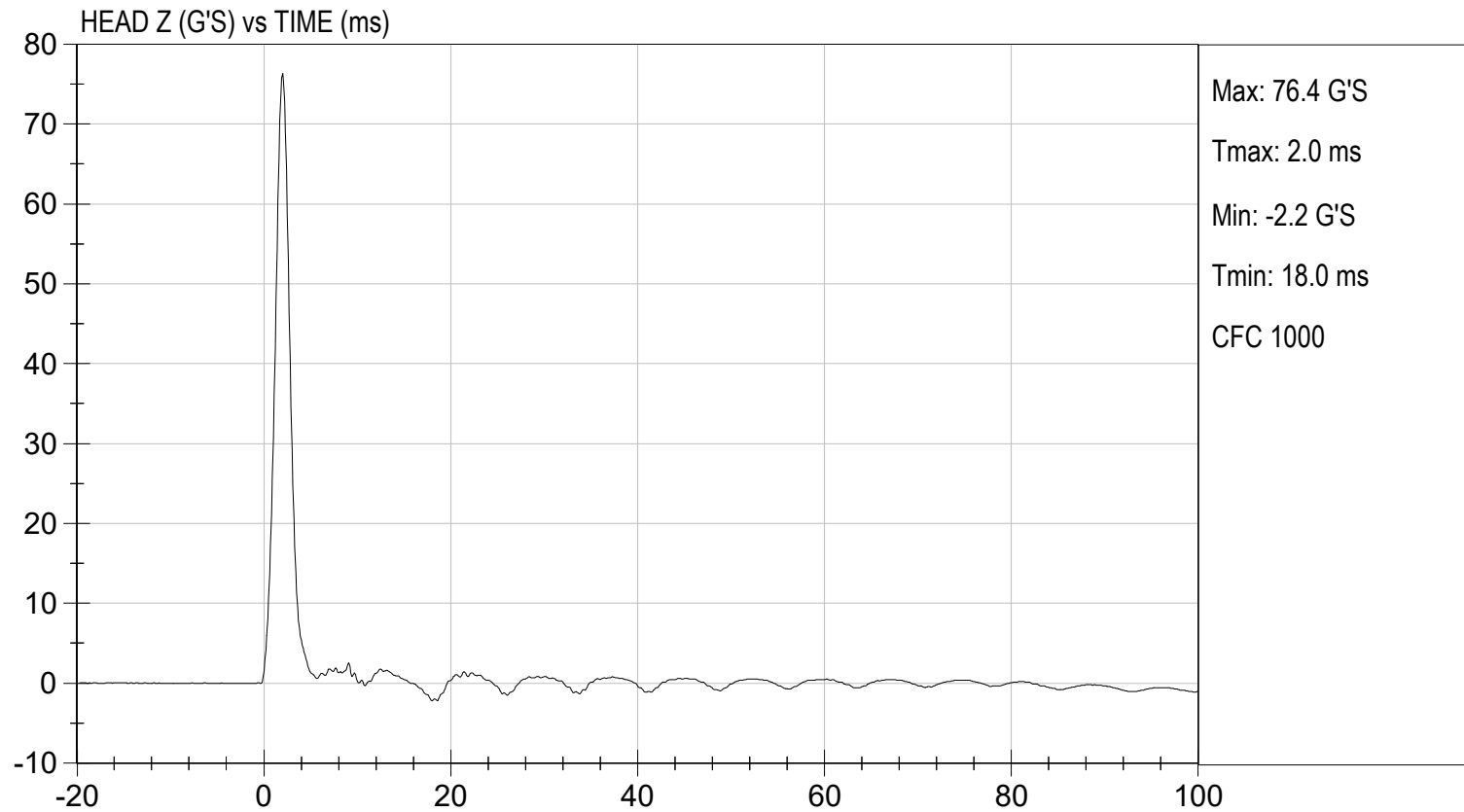
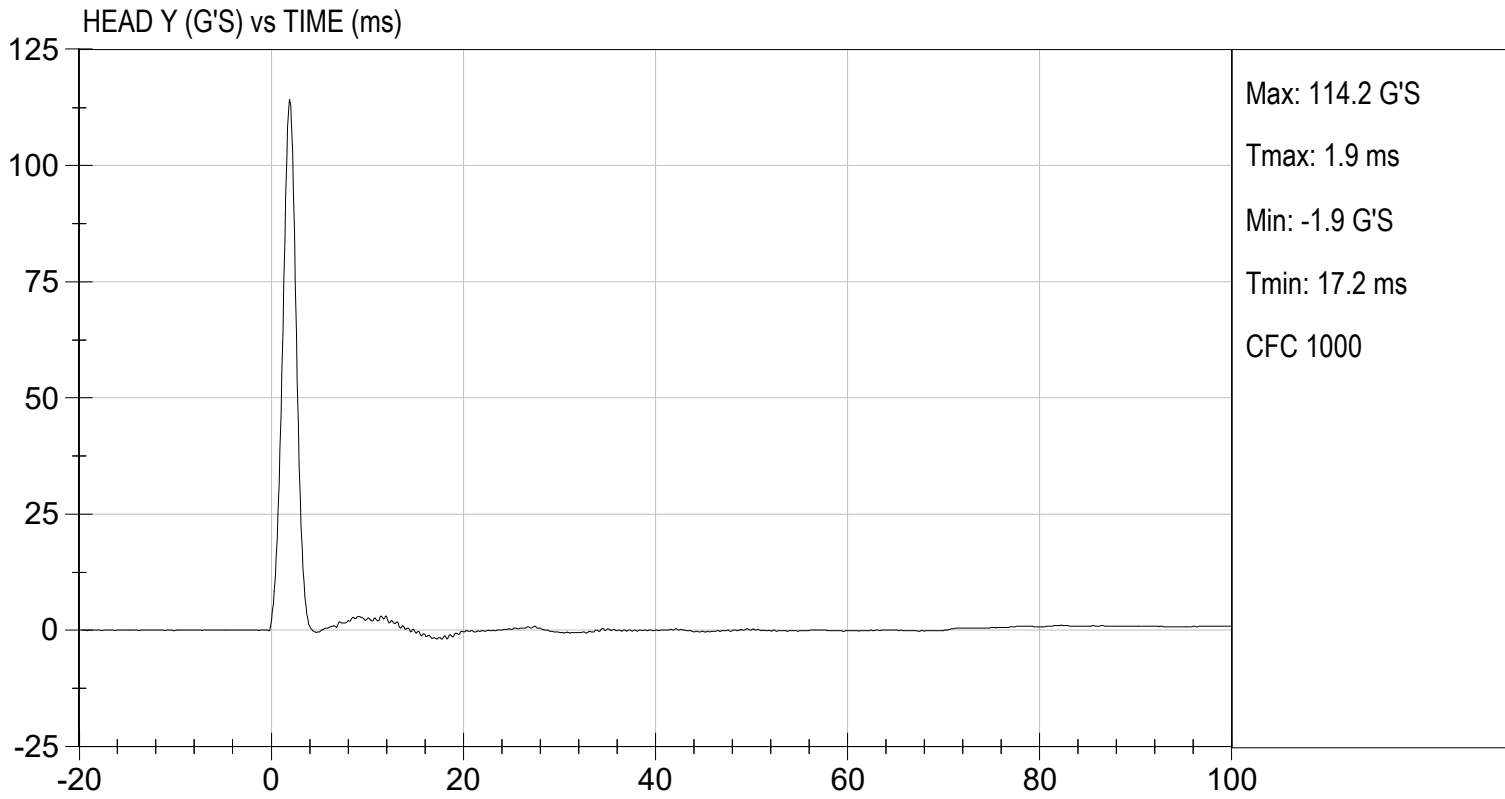
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|--------------------|--------|-----------|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.6 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 24 | Pass |
| Peak Resultant Acceleration | G's | 125 to 155 | 137 | Pass |
| Peak Longitudinal Acceleration | G's | <= +/- 15.0 | 7.3 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 15% of peak | Yes | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
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NECK PENDULUM TEST
ES-2re DUMMY

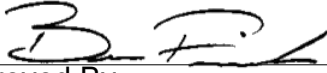
ATD Serial No: F032

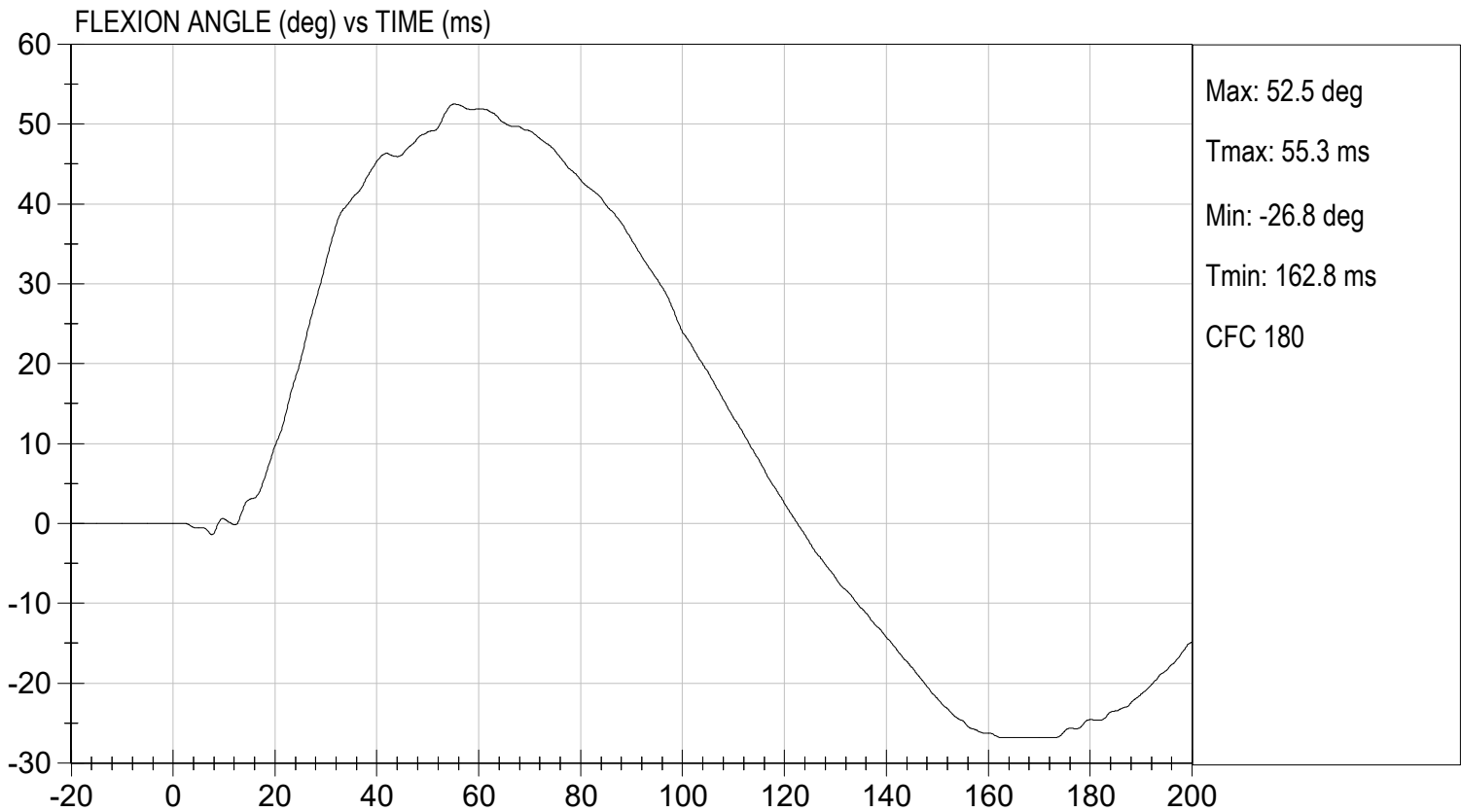
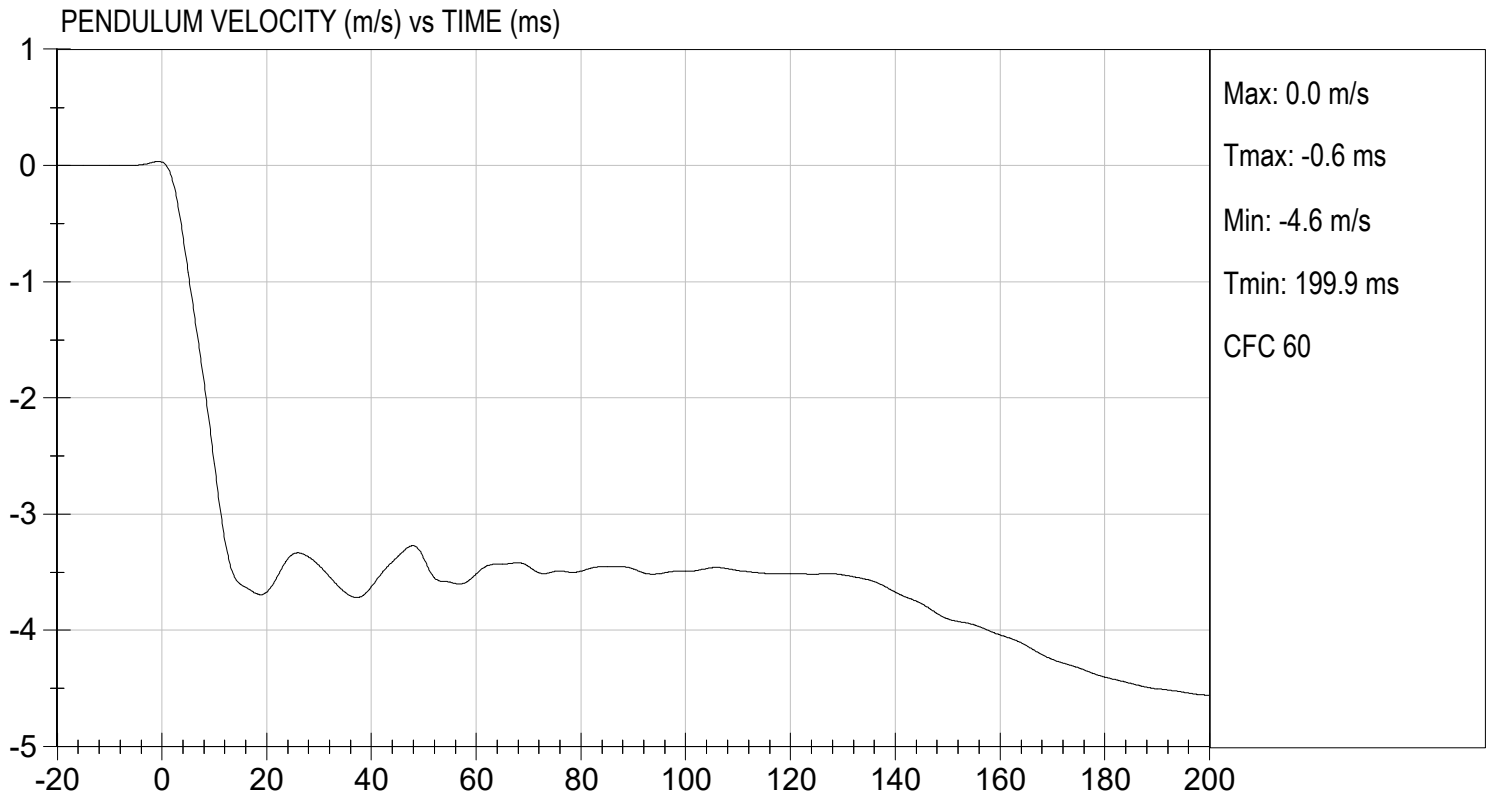
Test I.D.: D250142

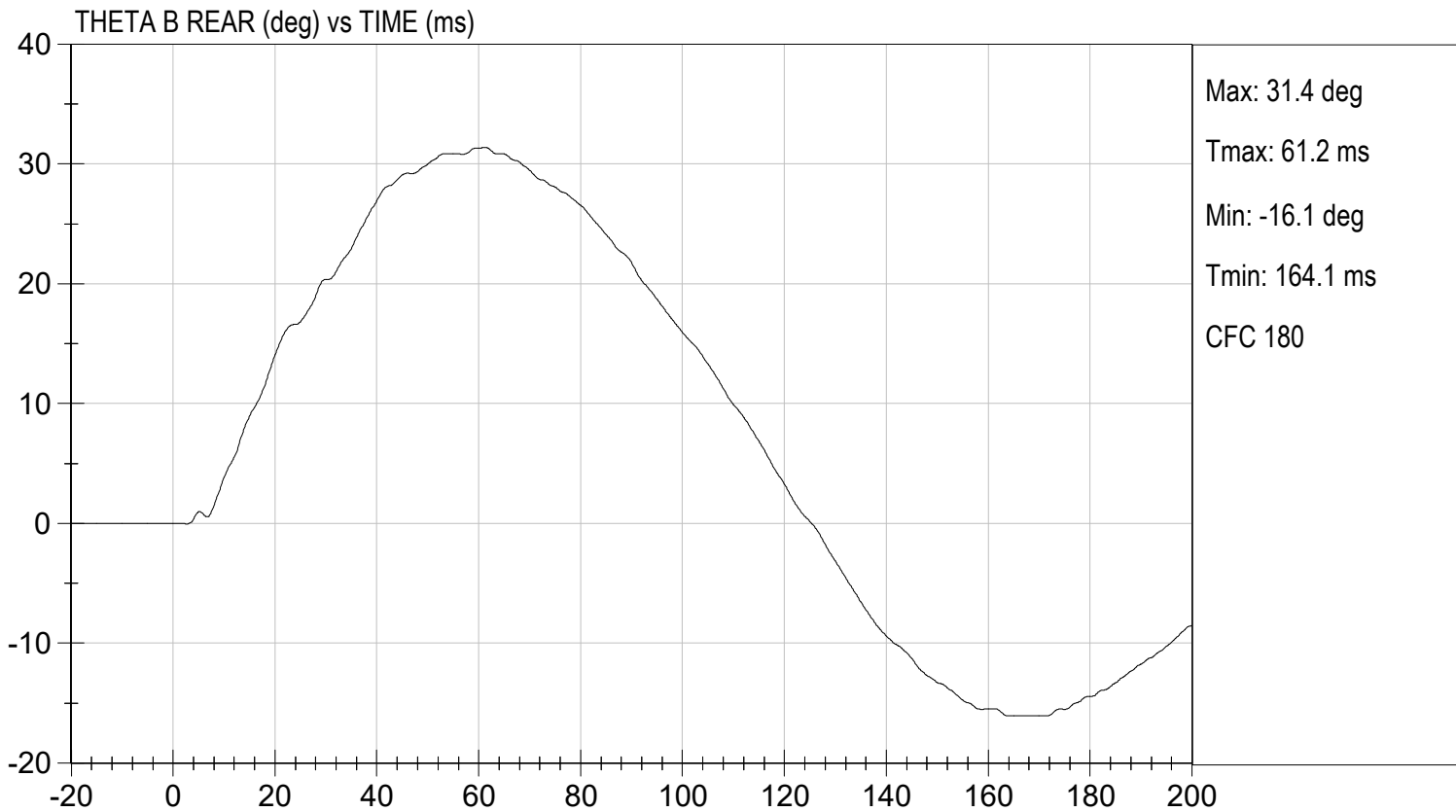
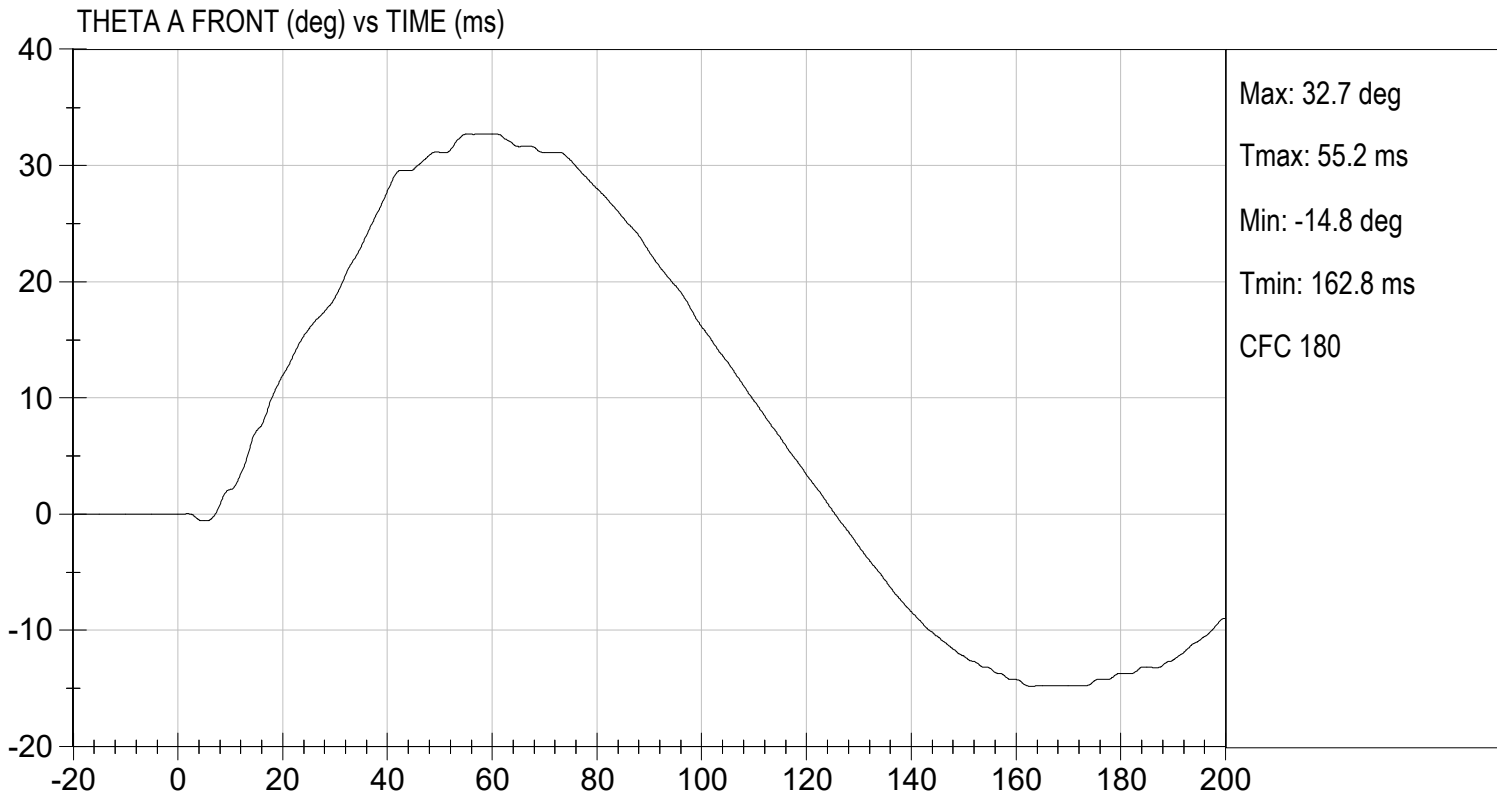
| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|--------------------------------------|-------|-------|-----------------|--------|-----------|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.4 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 26 | Pass |
| Pendulum Speed | | m/s | 3.30 to 3.50 | 3.41 | Pass |
| Pendulum Velocity | 1 ms | m/s | -0.05 to 0.00 | -0.01 | Pass |
| | 3 ms | m/s | -0.25 to -0.375 | -0.33 | Pass |
| | 14 ms | m/s | -3.20 to -3.70 | -3.55 | Pass |
| | 17 ms | m/s | >= -3.70 | -3.66 | Pass |
| Maximum Flexion Angle | | deg | 49.0 to 59.0 | 52.5 | Pass |
| Time of Maximum Flexion Angle | | ms | 54.0 to 66.0 | 55.3 | Pass |
| Head Rotation Decay Time to 0 Degree | | ms | 53.0 to 88.0 | 67.3 | Pass |
| Overall Results | | | | | Pass |

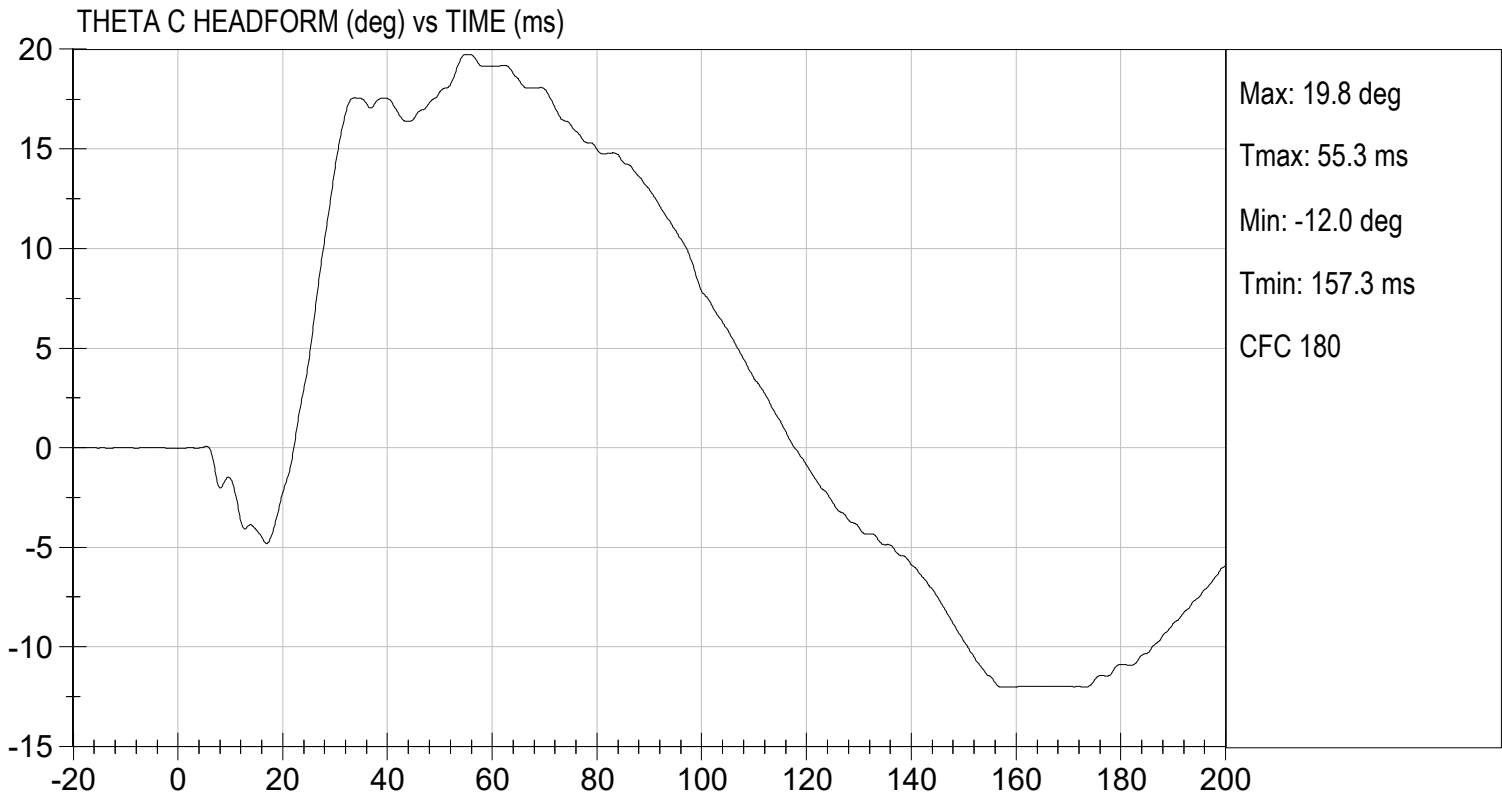

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SHOULDER IMPACT TEST
ES-2re DUMMY

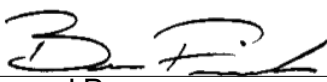
ATD Serial No: F032

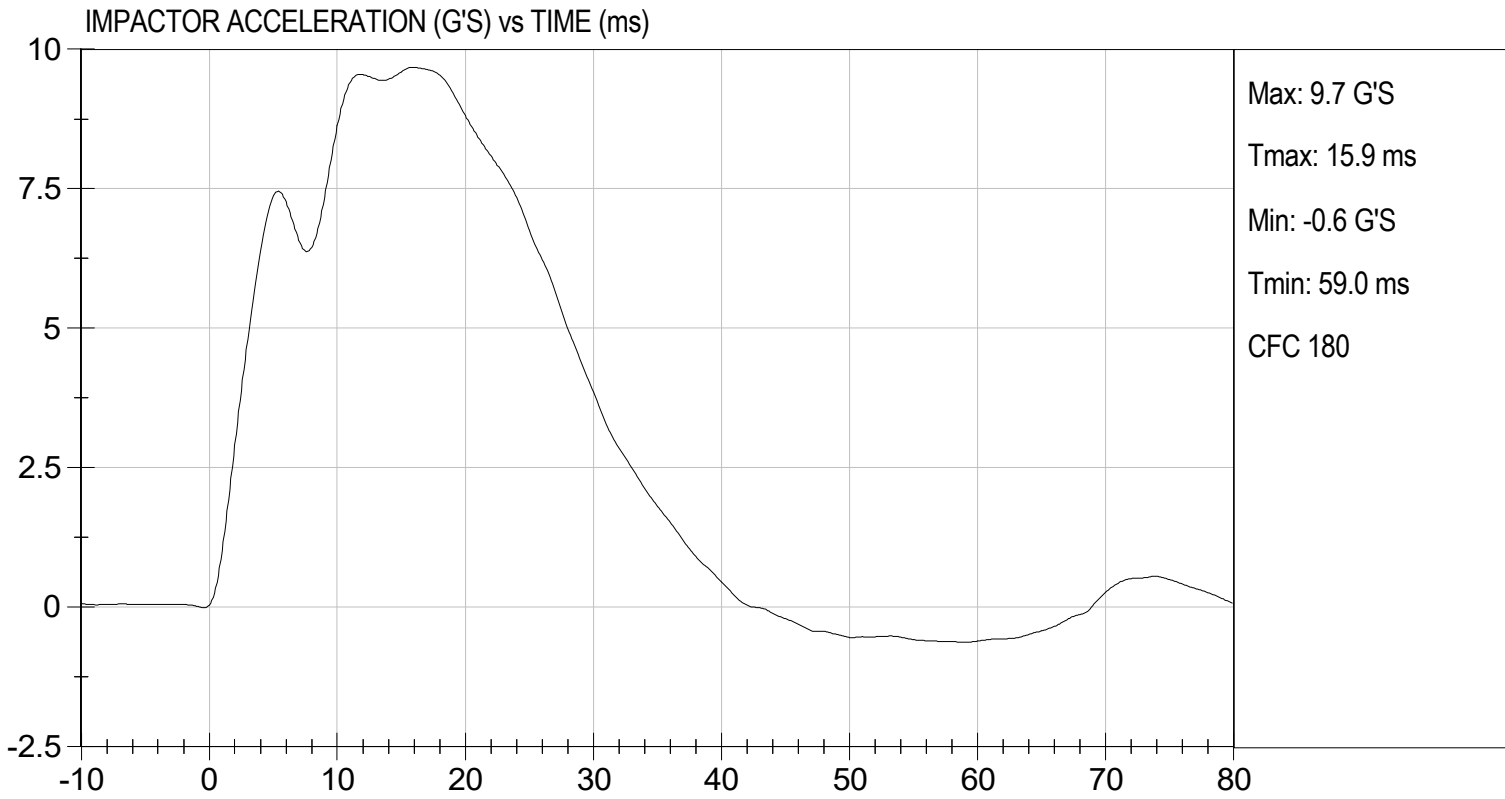
Test I.D: D250143

| 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 | 22 | Pass |
| Pendulum Speed | m/s | 4.20 to 4.40 | 4.2 | Pass |
| Peak Impactor Acceleration | G's | 7.5 to 10.5 | 9.7 | Pass |
| Overall Test Results | | | | Pass |


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UPPER RIB TEST

ES-2re DUMMY


ATD Serial No: F032

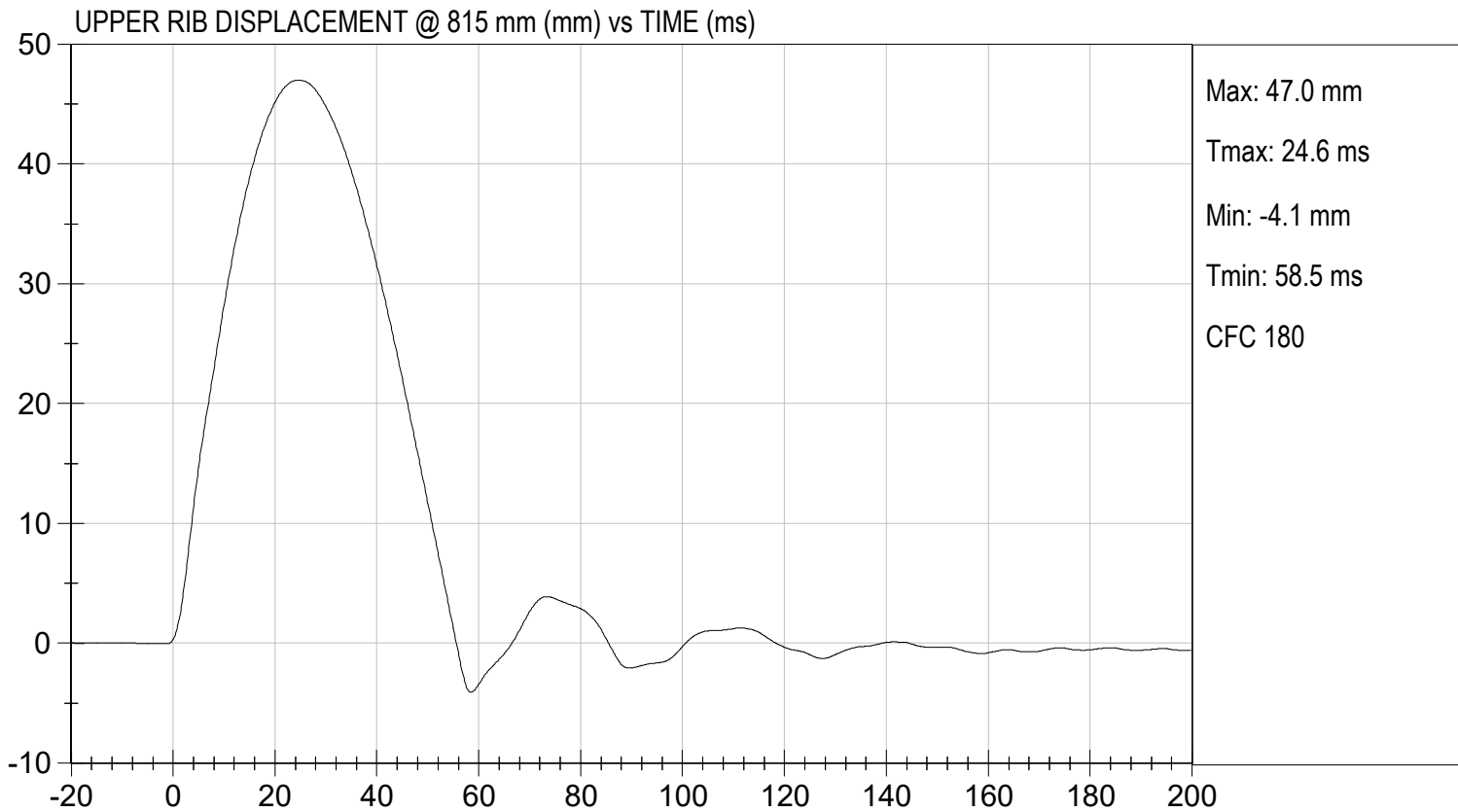
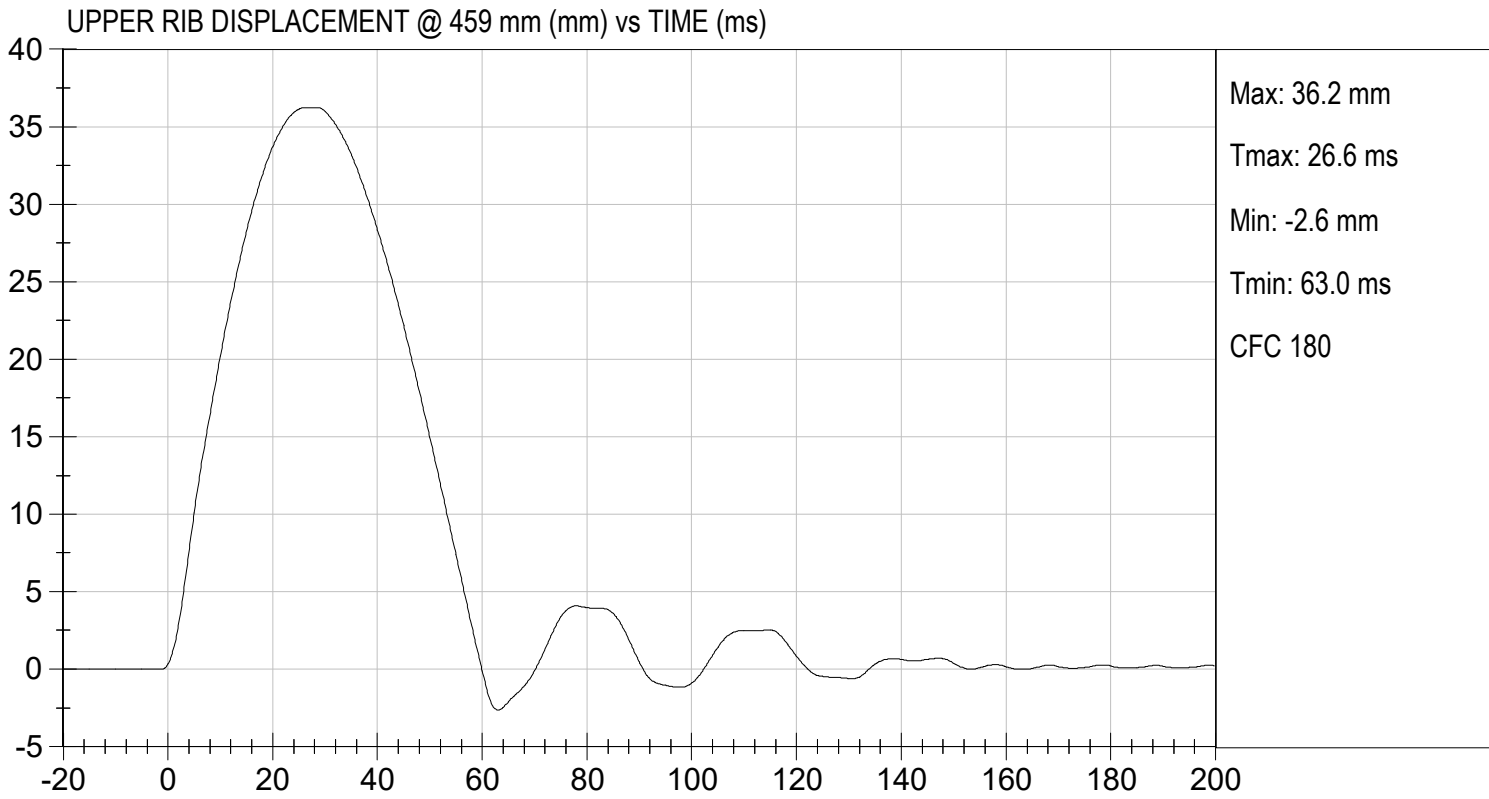
Test I.D: D250144

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|------------------------------|-------|---------------|----------------------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 26 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 36.2 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 47.0 | Pass |
| | | | Overall Test Results | Pass |


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MID RIB TEST

ES-2re DUMMY


ATD Serial No: F032

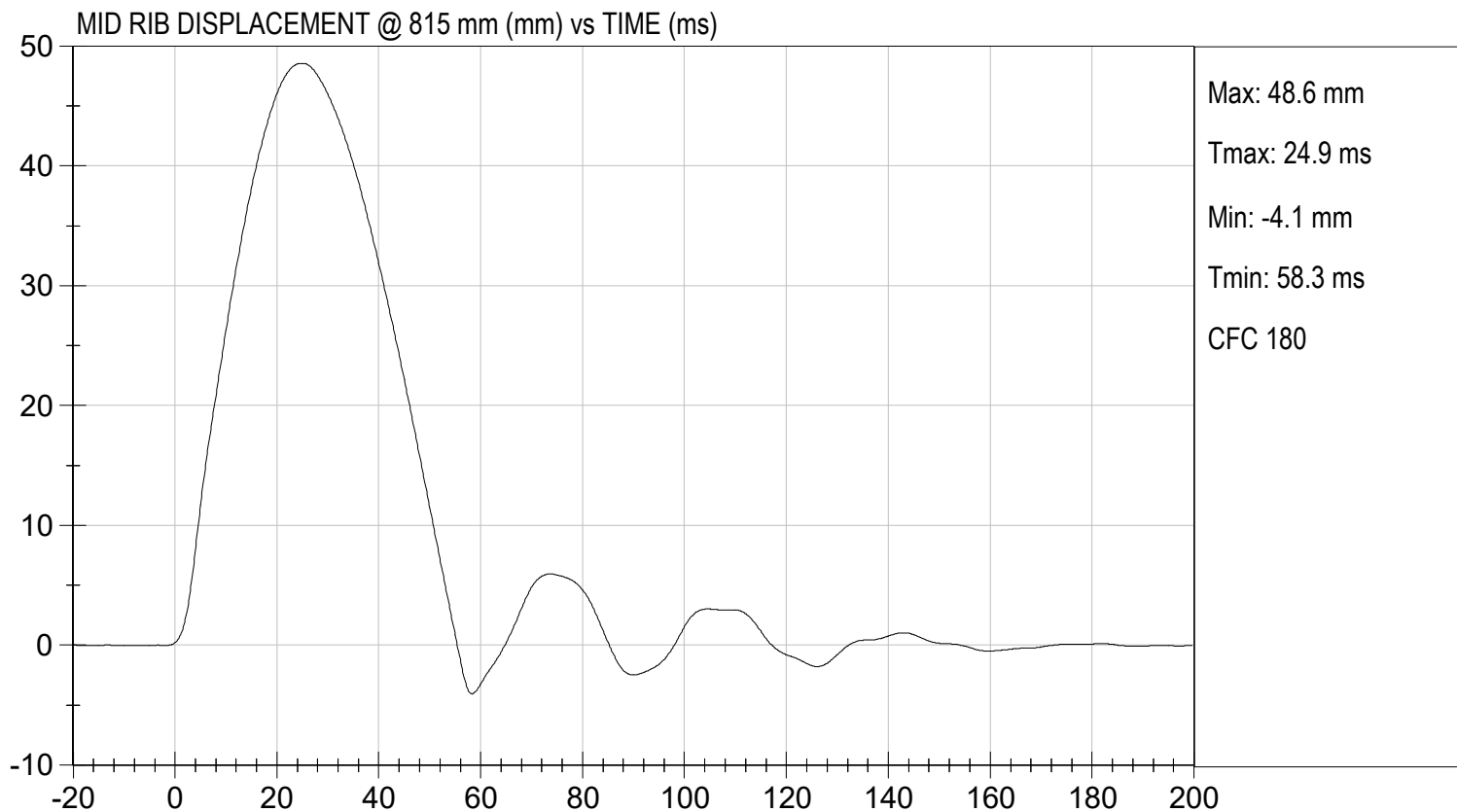
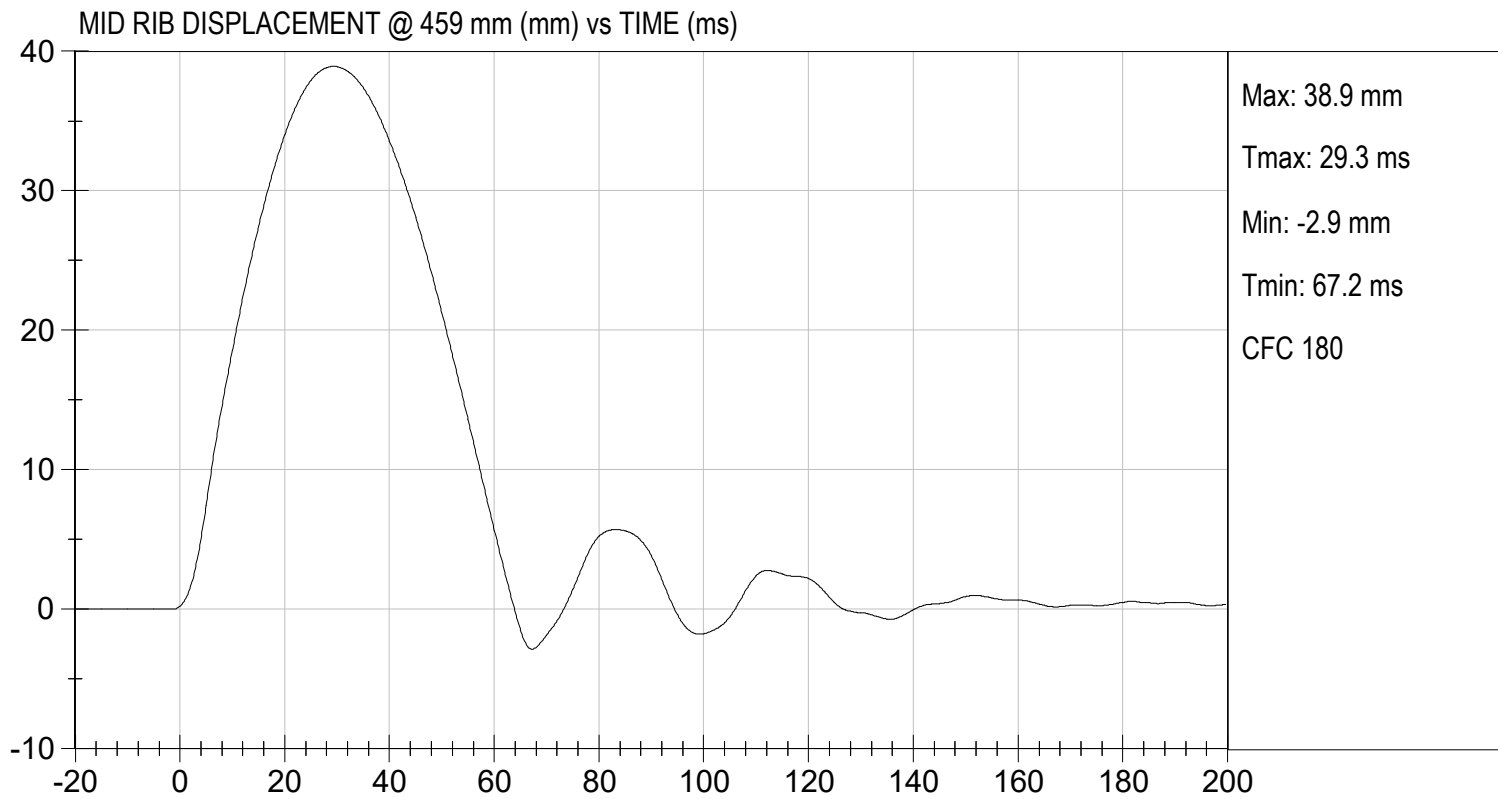
Test I.D: D250145

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 26 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 38.9 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 48.6 | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
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LOWER RIB TEST

ES-2re DUMMY

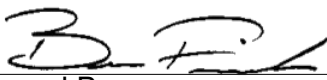
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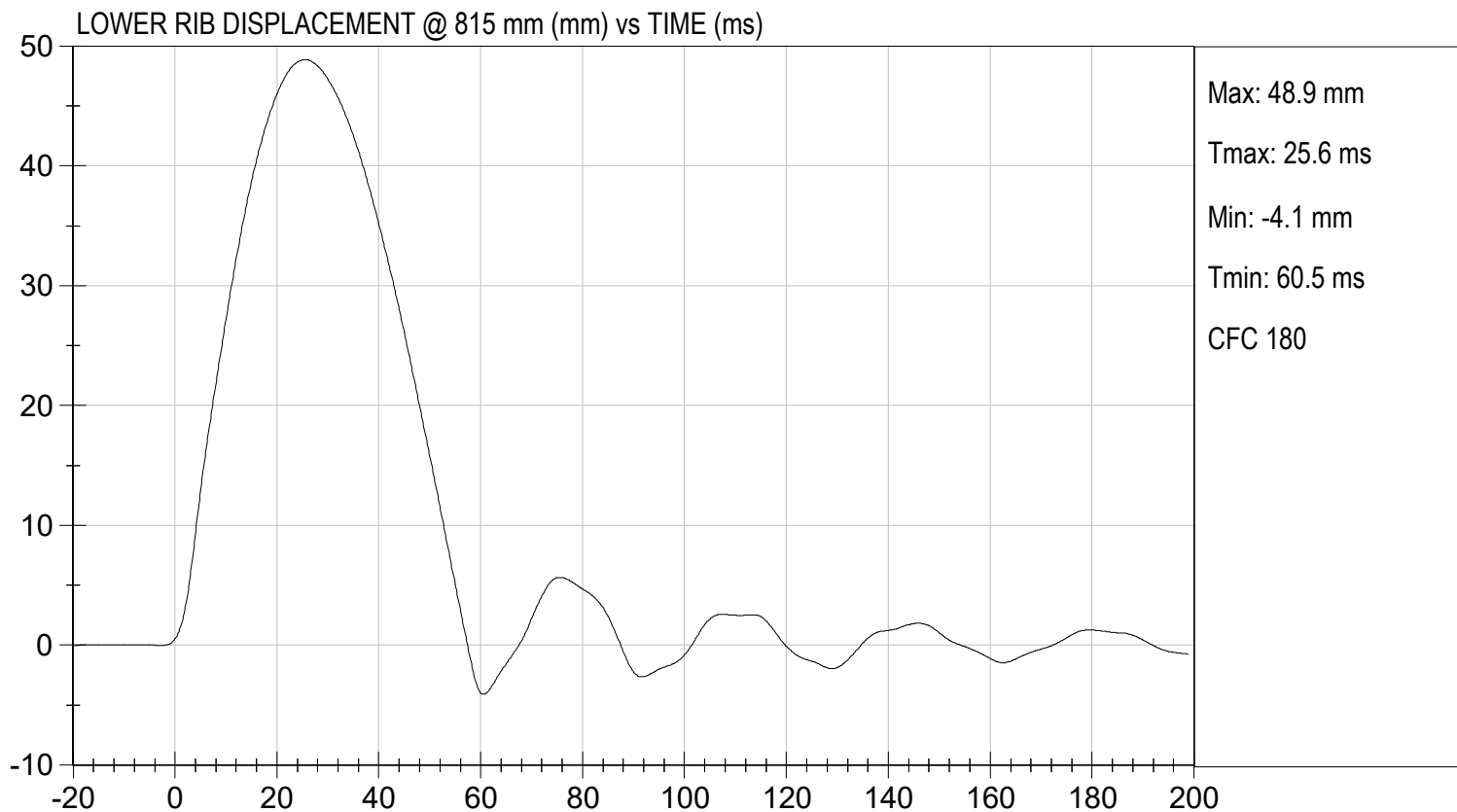
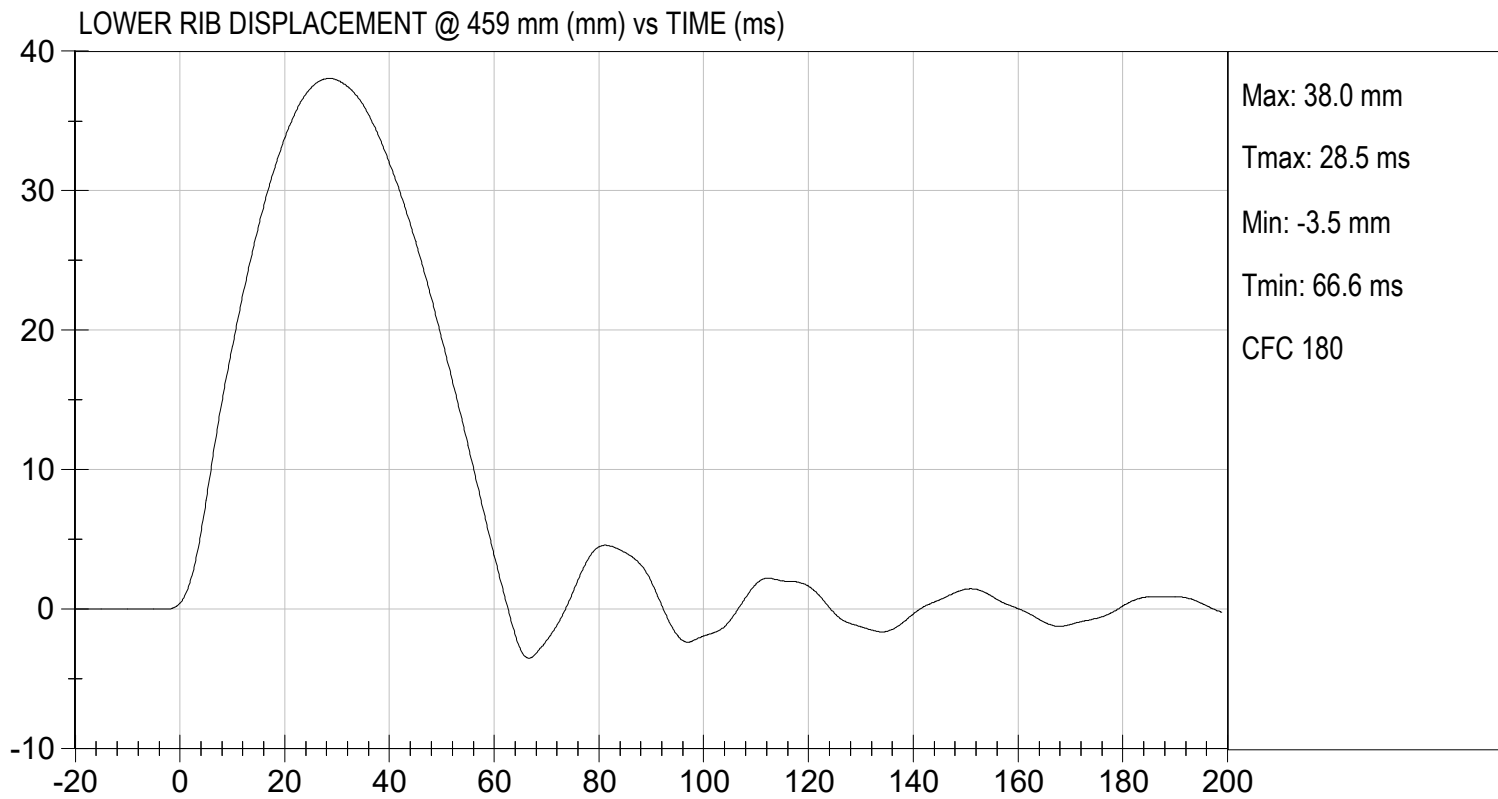
Test I.D: D250146

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|------------------------------|-------|---------------|----------------------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 26 | Pass |
| Displacement at 459 mm | mm | 36.0 to 40.0 | 38.0 | Pass |
| Displacement at 815 mm | mm | 46.0 to 51.0 | 48.9 | Pass |
| | | | Overall Test Results | Pass |


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01/15/2025
Test Date


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ABDOMEN TEST

ES-2re DUMMY

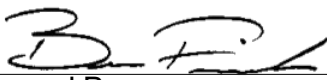
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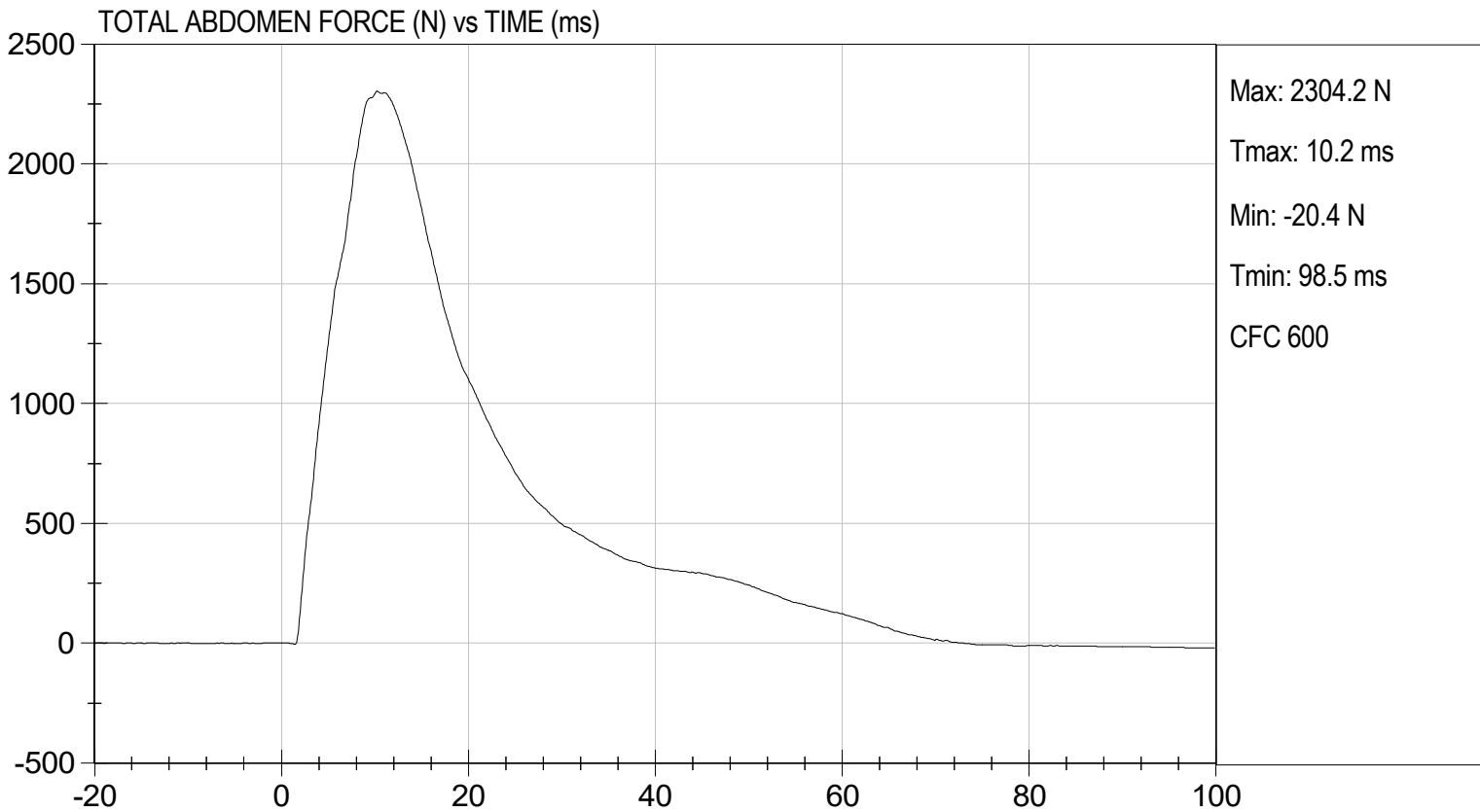
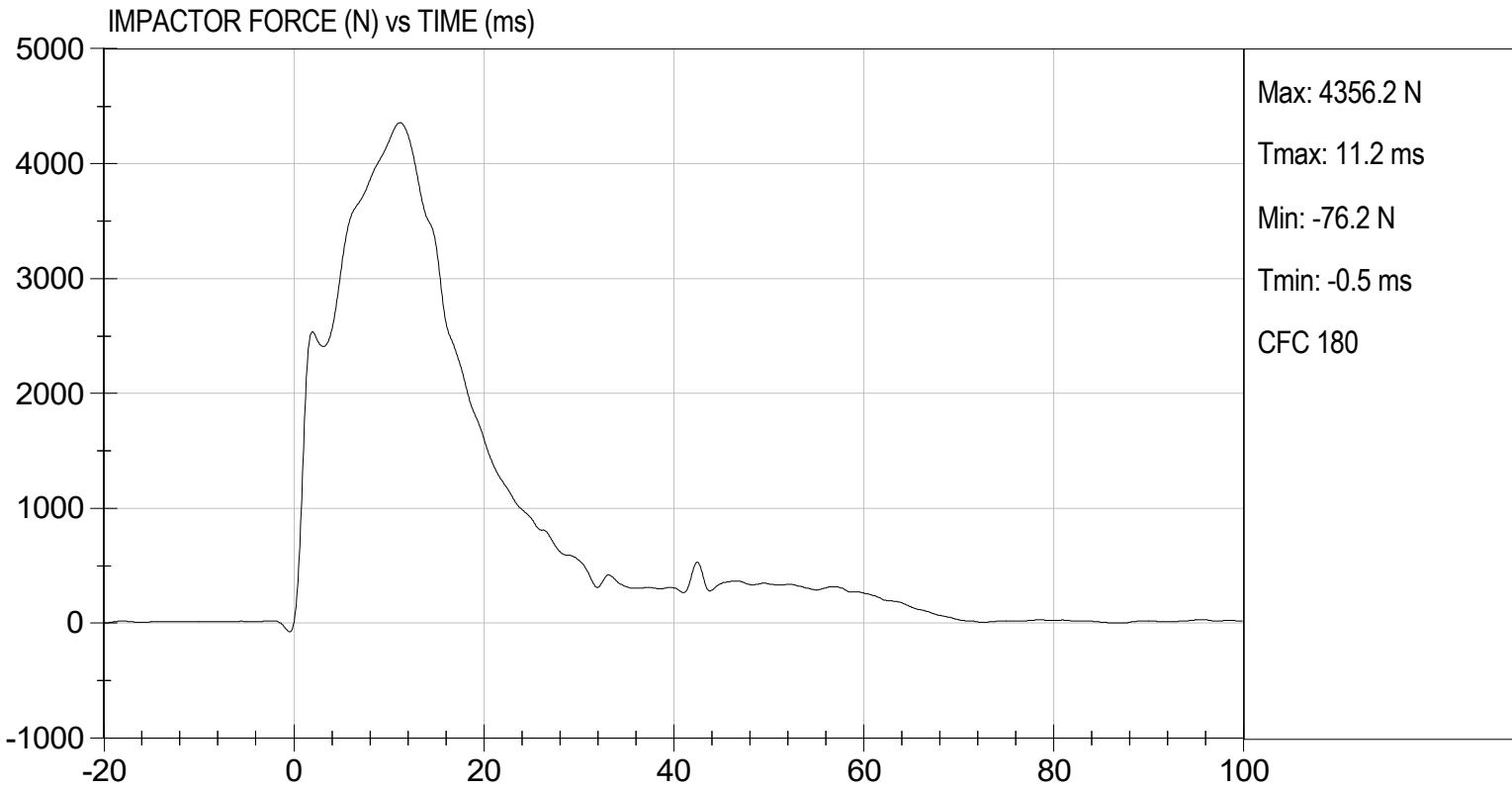
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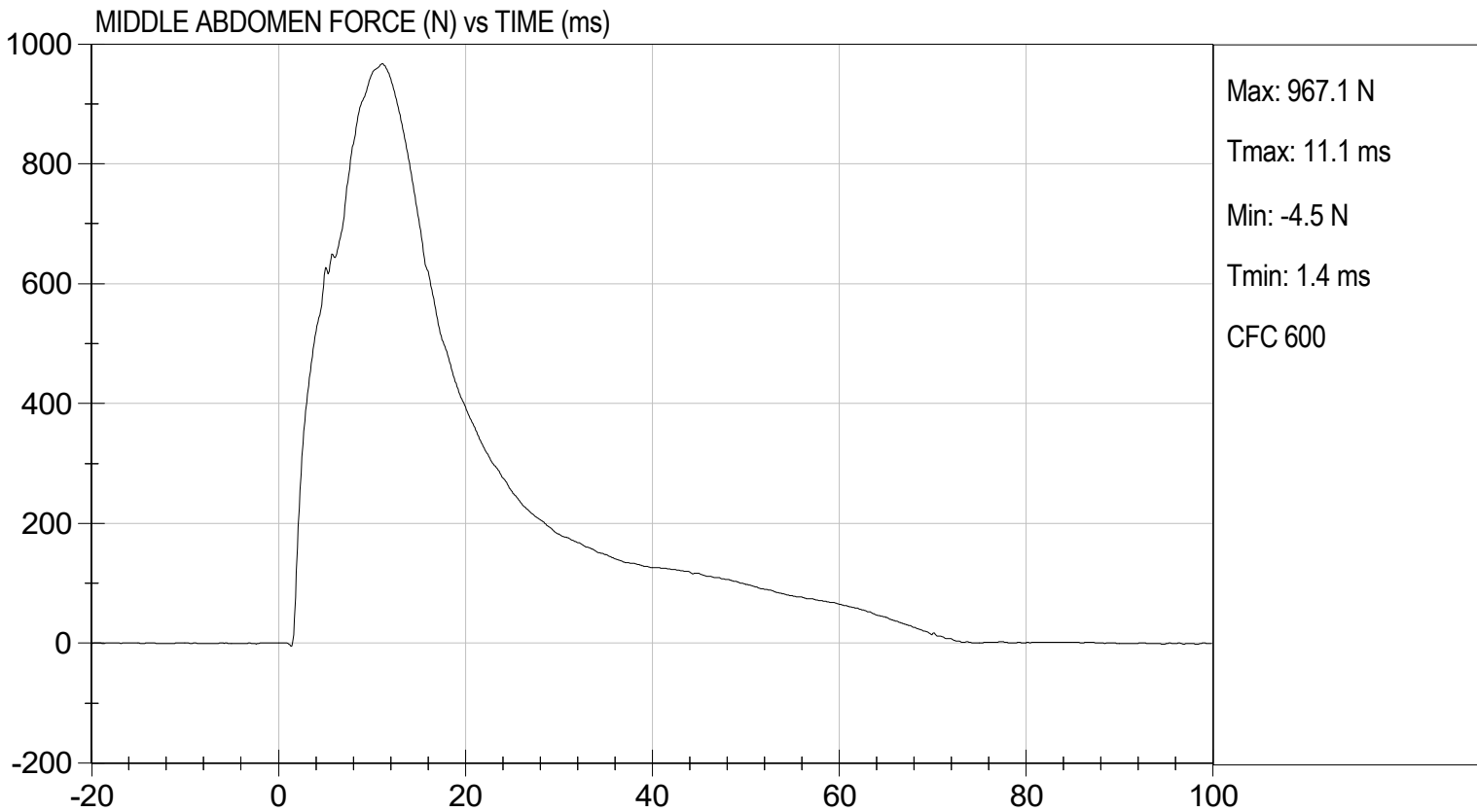
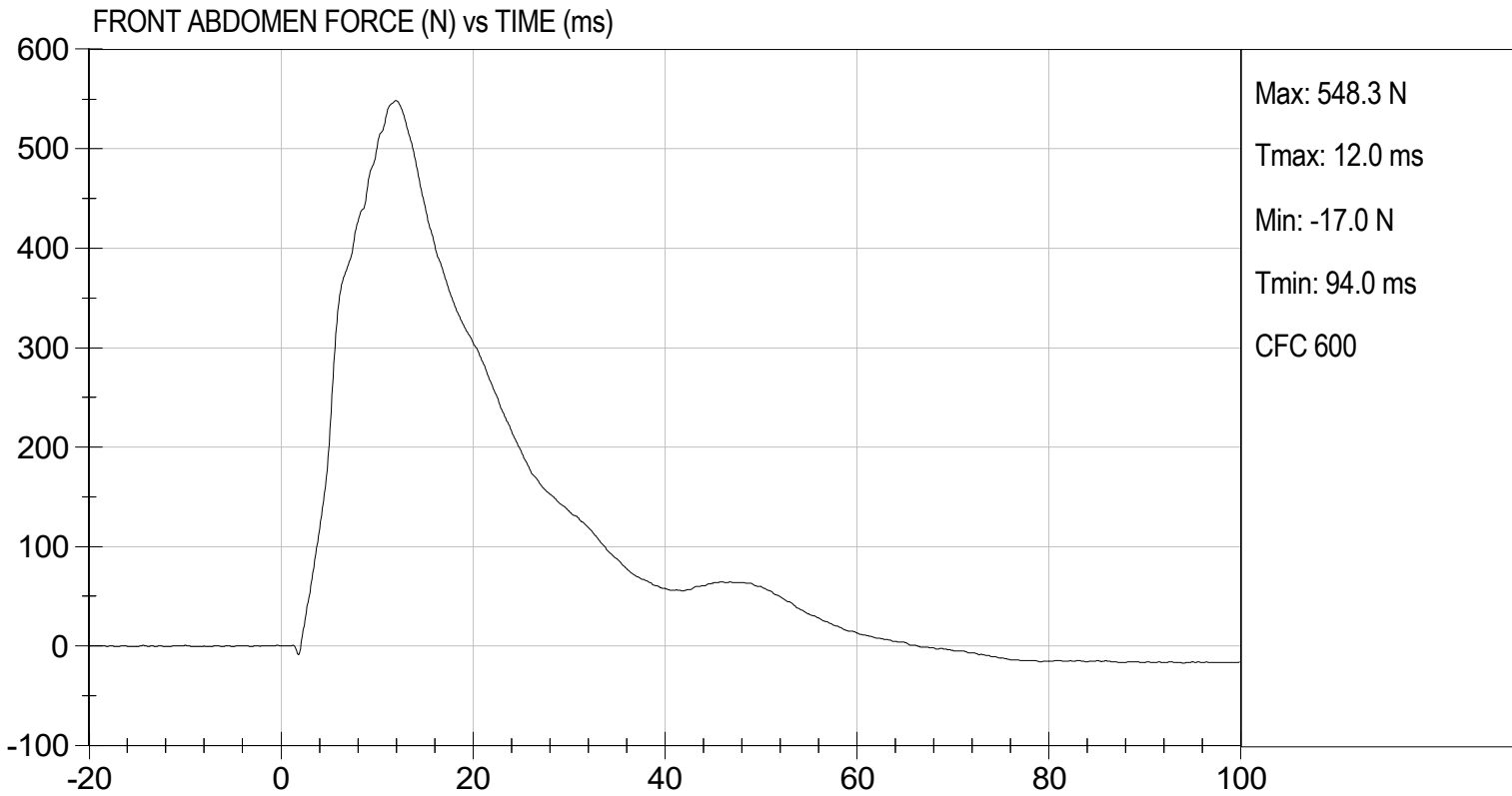
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 22 | Pass |
| Probe Speed | m/s | 3.90 to 4.10 | 4.06 | Pass |
| Maximum Impactor Force | N | 4000 to 4800 | 4356 | Pass |
| Time of Maximum Impactor Force | ms | 10.6 to 13.0 | 11.2 | Pass |
| Maximum Total Abdomen Force | N | 2200 to 2700 | 2304 | Pass |
| Time of Maximum Abdomen Force | ms | 10.0 to 12.3 | 10.2 | Pass |
| Overall Test Results | | | | Pass |

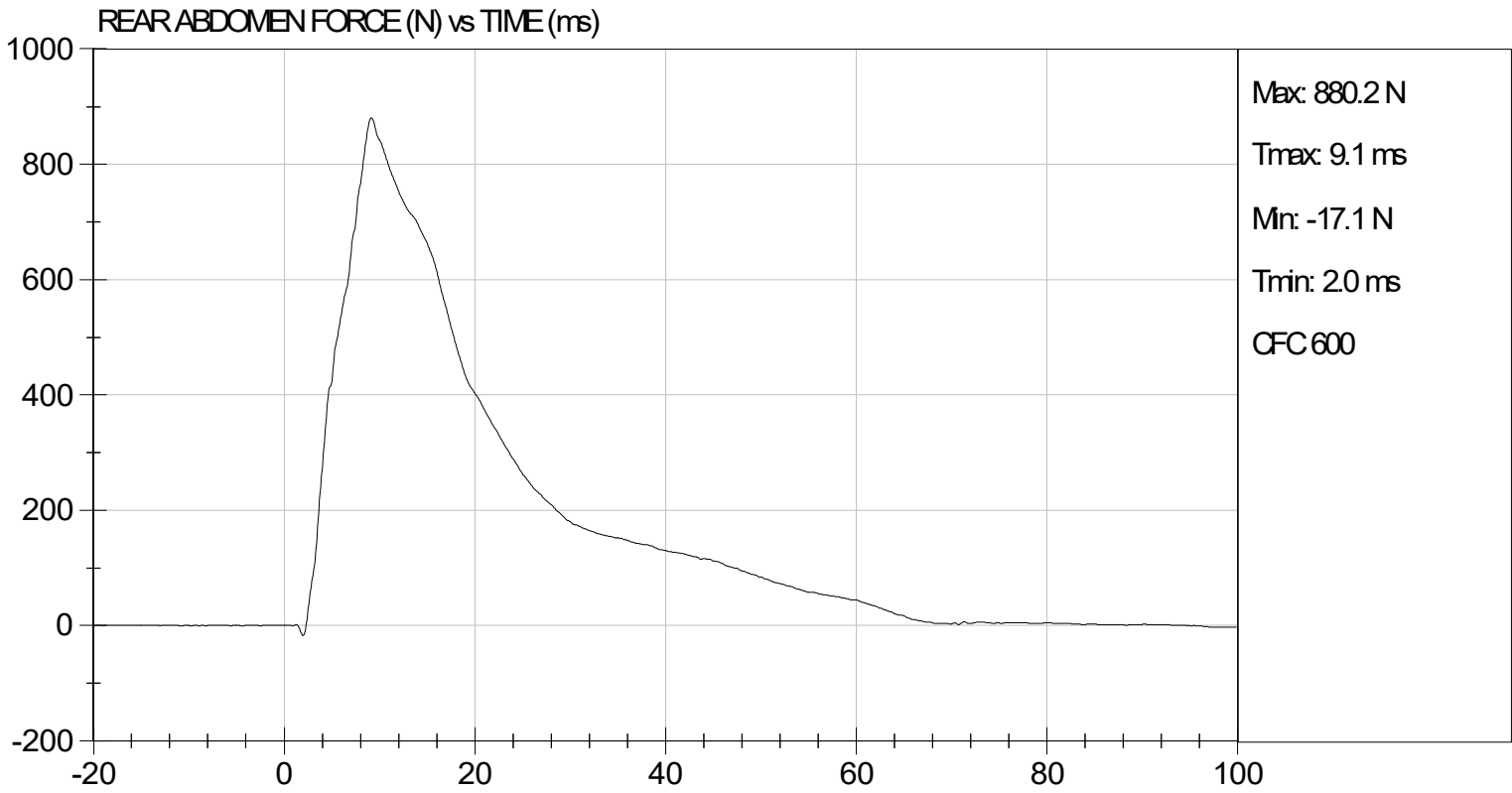

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LUMBAR SPINE TEST

ES-2re DUMMY

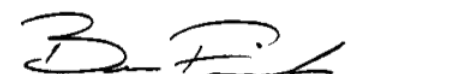
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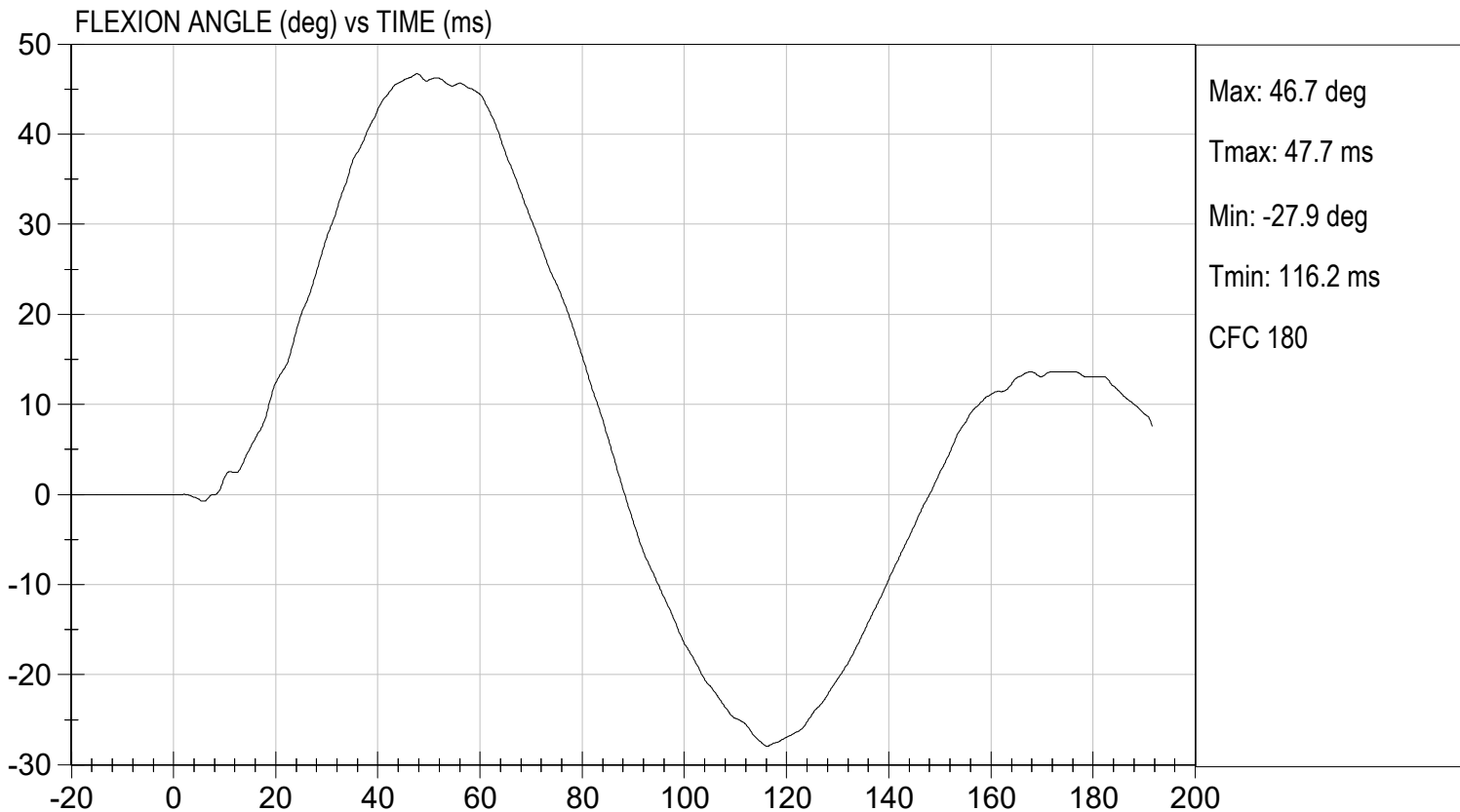
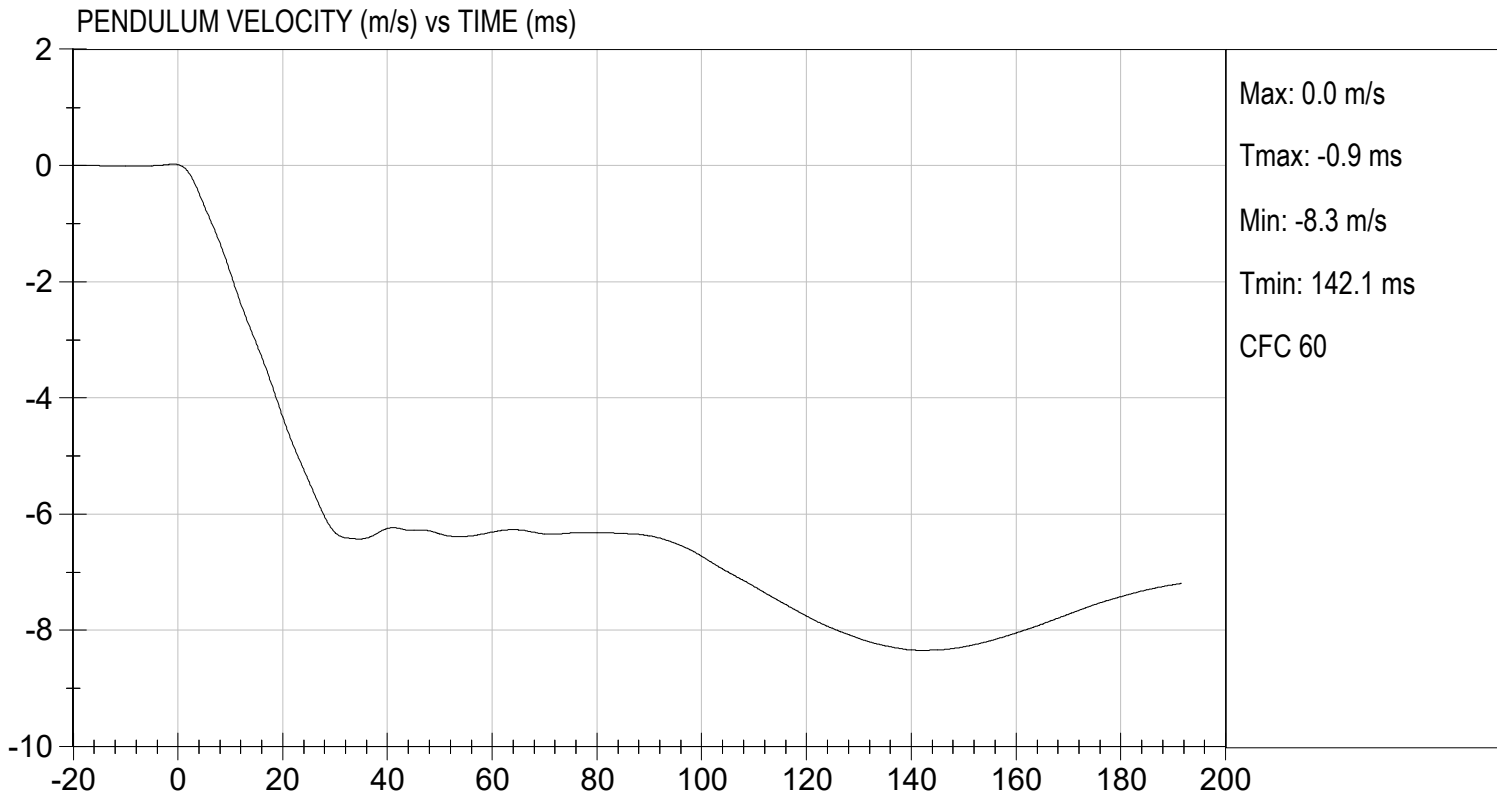
Test I.D.: D250148

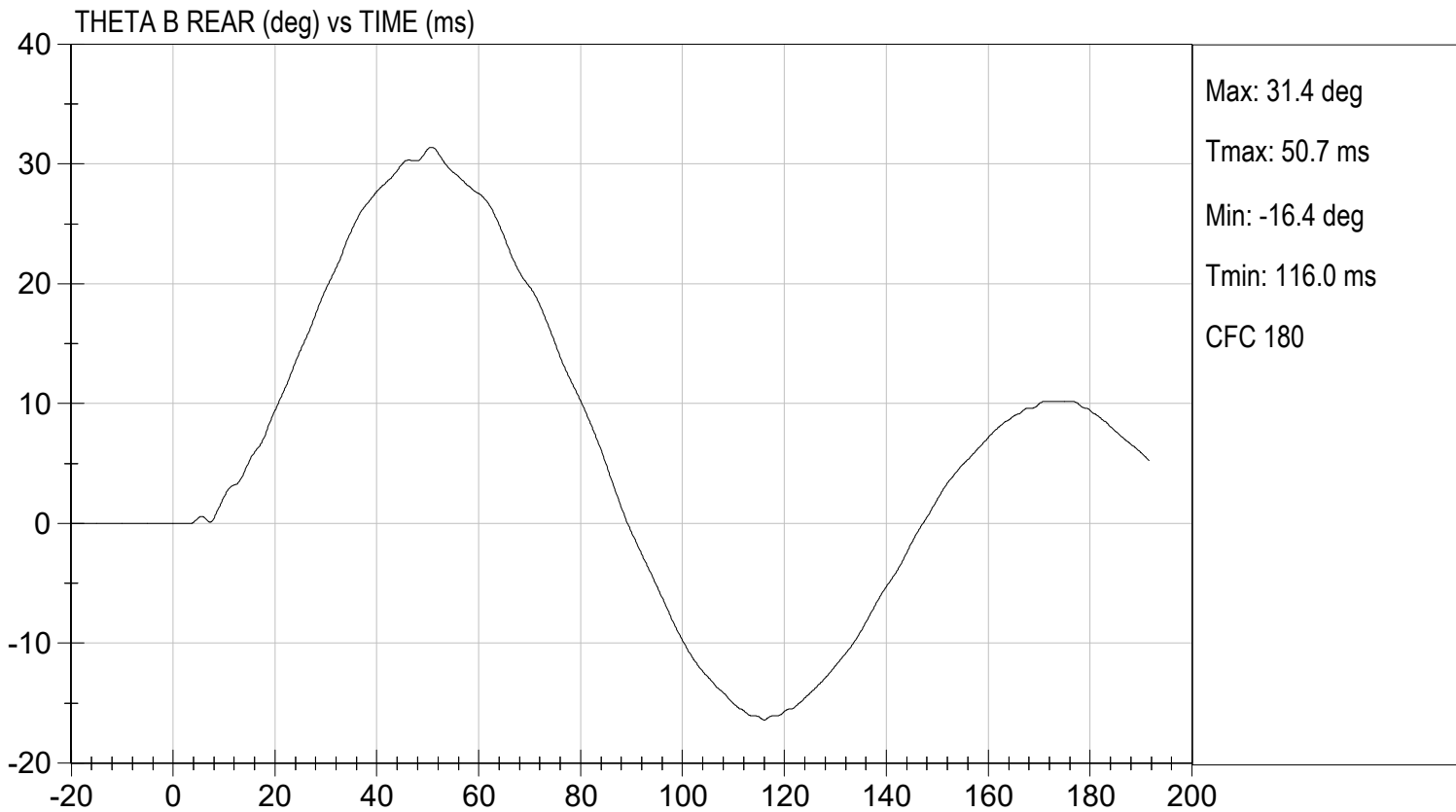
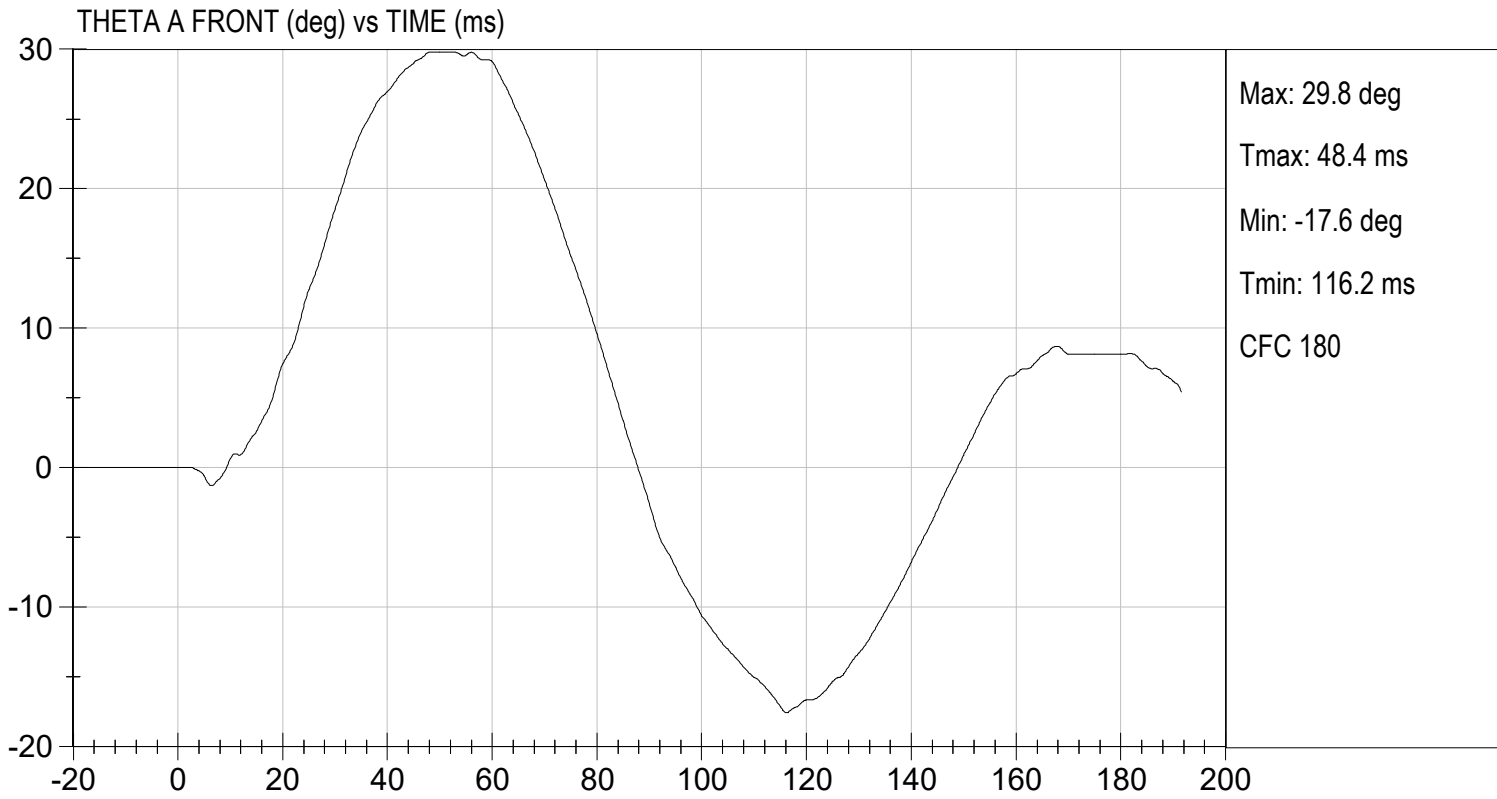
| Tested Parameter | Units | Specification | Result | Pass/Fail | |
|---|--------|---------------|-----------------|-------------|------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass | |
| Laboratory Relative Humidity | % | 10 to 70 | 26 | Pass | |
| Pendulum Speed | m/s | 5.95 to 6.15 | 5.98 | Pass | |
| Pendulum Velocity | 1 ms | m/s | -0.05 to 0.00 | -0.02 | Pass |
| | 3.7 ms | m/s | -0.425 to -0.24 | -0.410 | Pass |
| | 27 ms | m/s | -6.50 to -5.80 | -5.85 | Pass |
| | 30 ms | m/s | >= -6.50 | -6.32 | Pass |
| Maximum Flexion Angle | deg | 45.0 to 55.0 | 46.7 | Pass | |
| Time of Maximum Flexion Angle | ms | 39.0 to 53.0 | 47.7 | Pass | |
| Headform Rotation Decay to Initial Position | ms | 37 to 57 | 41 | Pass | |
| Overall Results | | | | Pass | |


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PELVIS TEST

ES-2re DUMMY

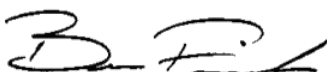
ATD Serial No: F032

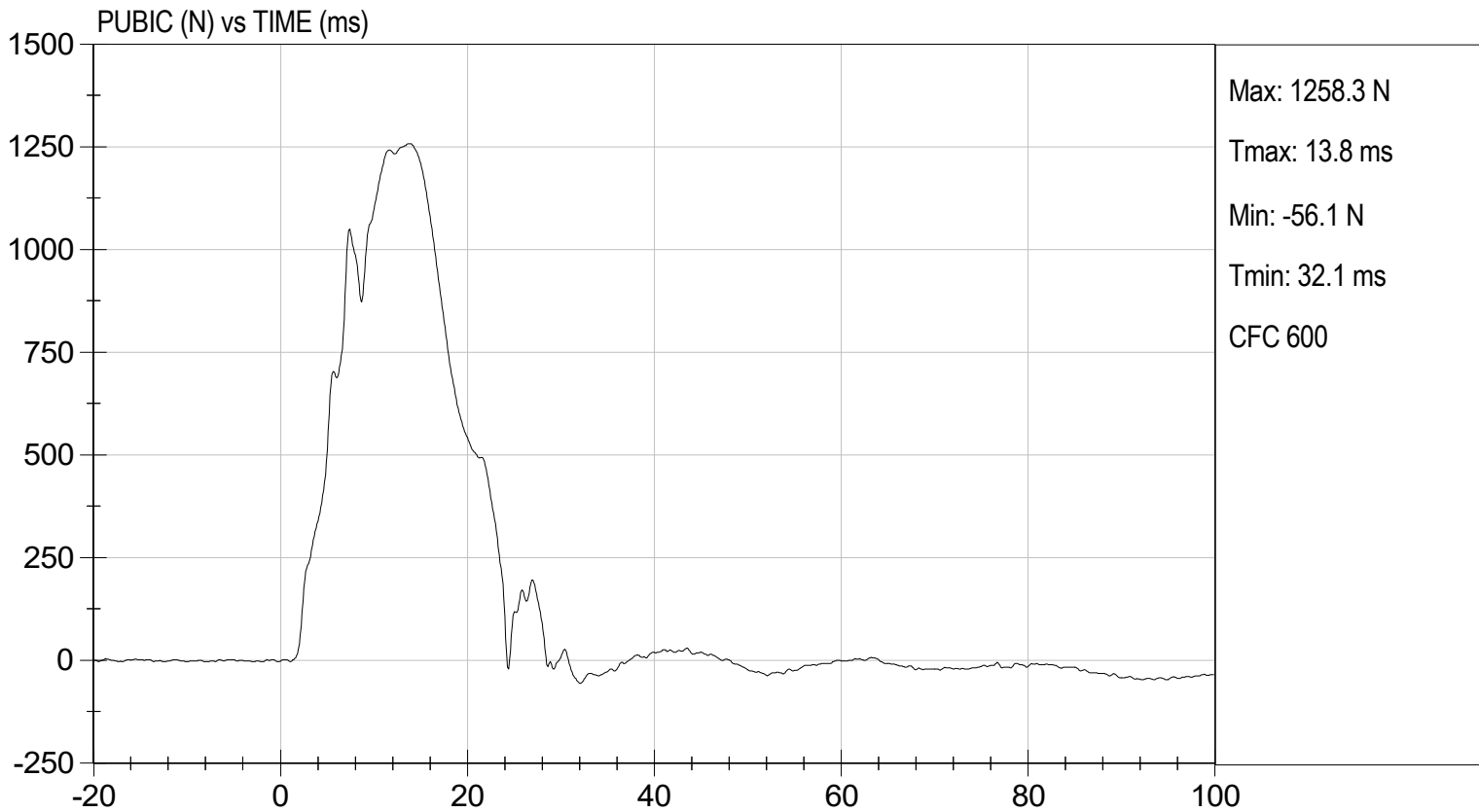
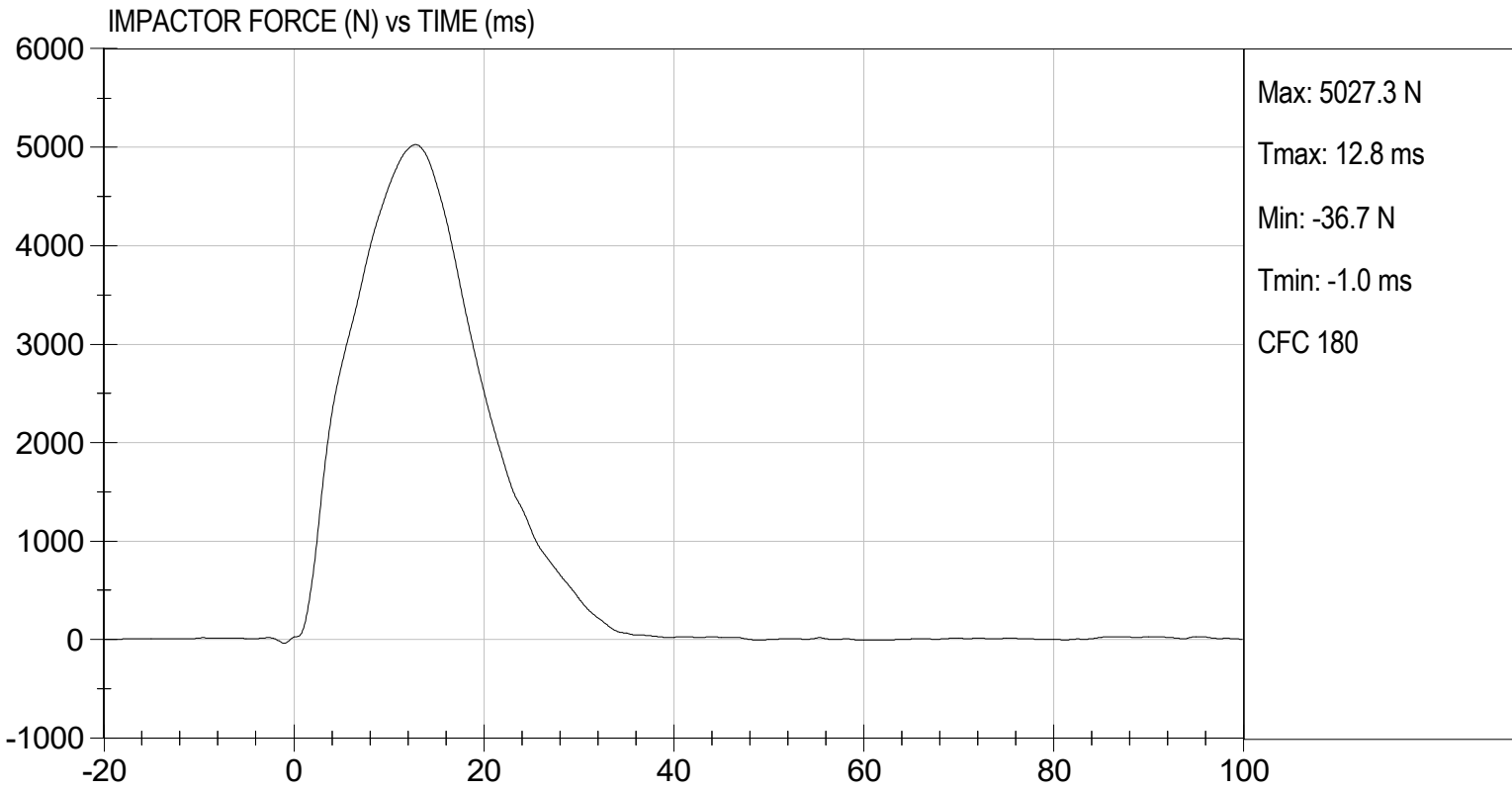
Test I.D: D250149

| 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 | 22 | Pass |
| Probe Speed | m/s | 4.20 to 4.40 | 4.34 | Pass |
| Maximum Impactor Force | N | 4700 to 5400 | 5027 | Pass |
| Time of Maximum Impactor Force | ms | 11.8 to 16.1 | 12.8 | Pass |
| Maximum Pubic Force | N | 1230 to 1590 | 1258 | Pass |
| Time of Maximum Pubic Force | ms | 12.2 to 17.0 | 13.8 | Pass |
| Overall Test Results | | | | Pass |


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THORAX IMPACT TEST

ES-2re DUMMY

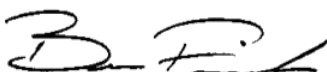
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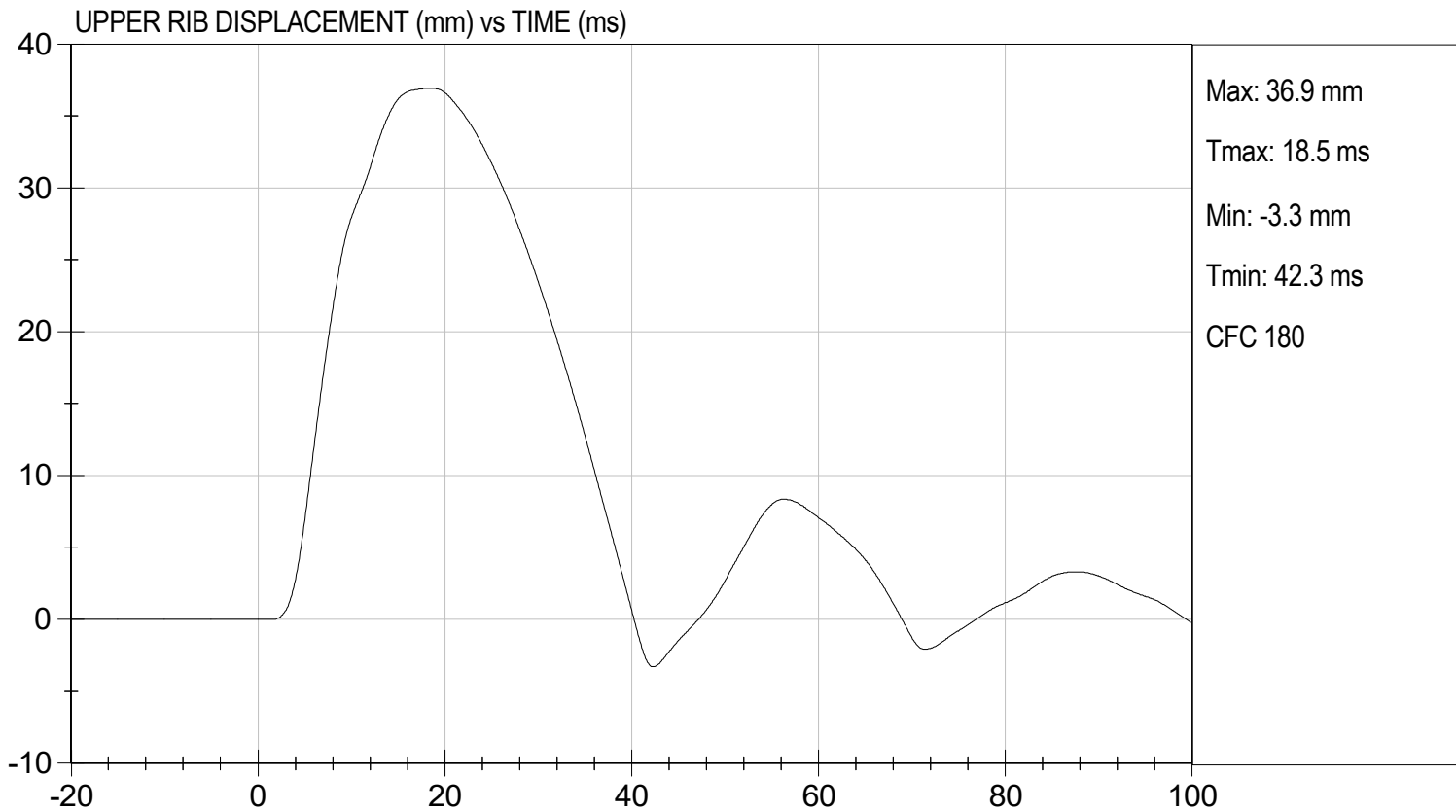
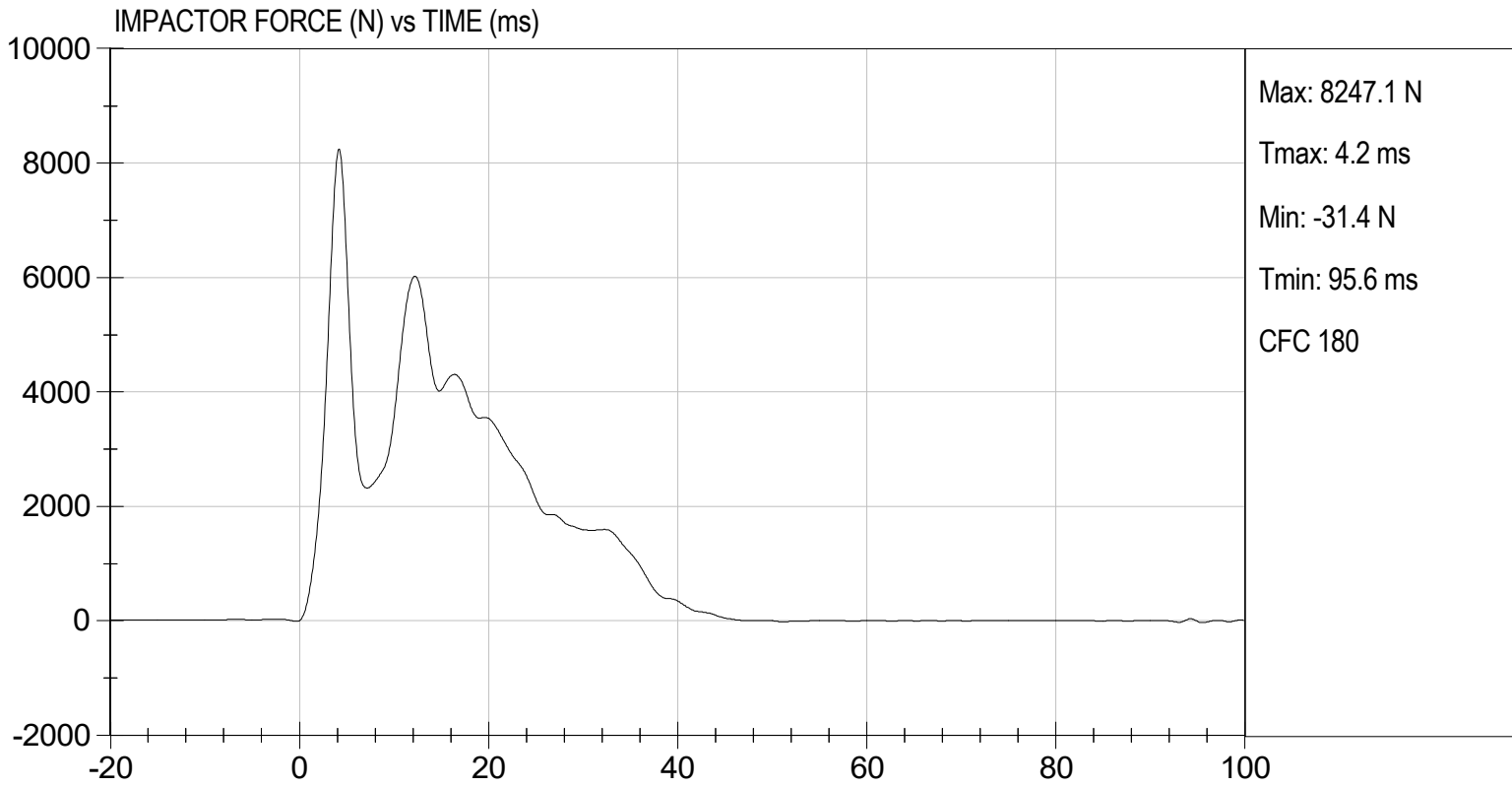
Test I.D: D250140

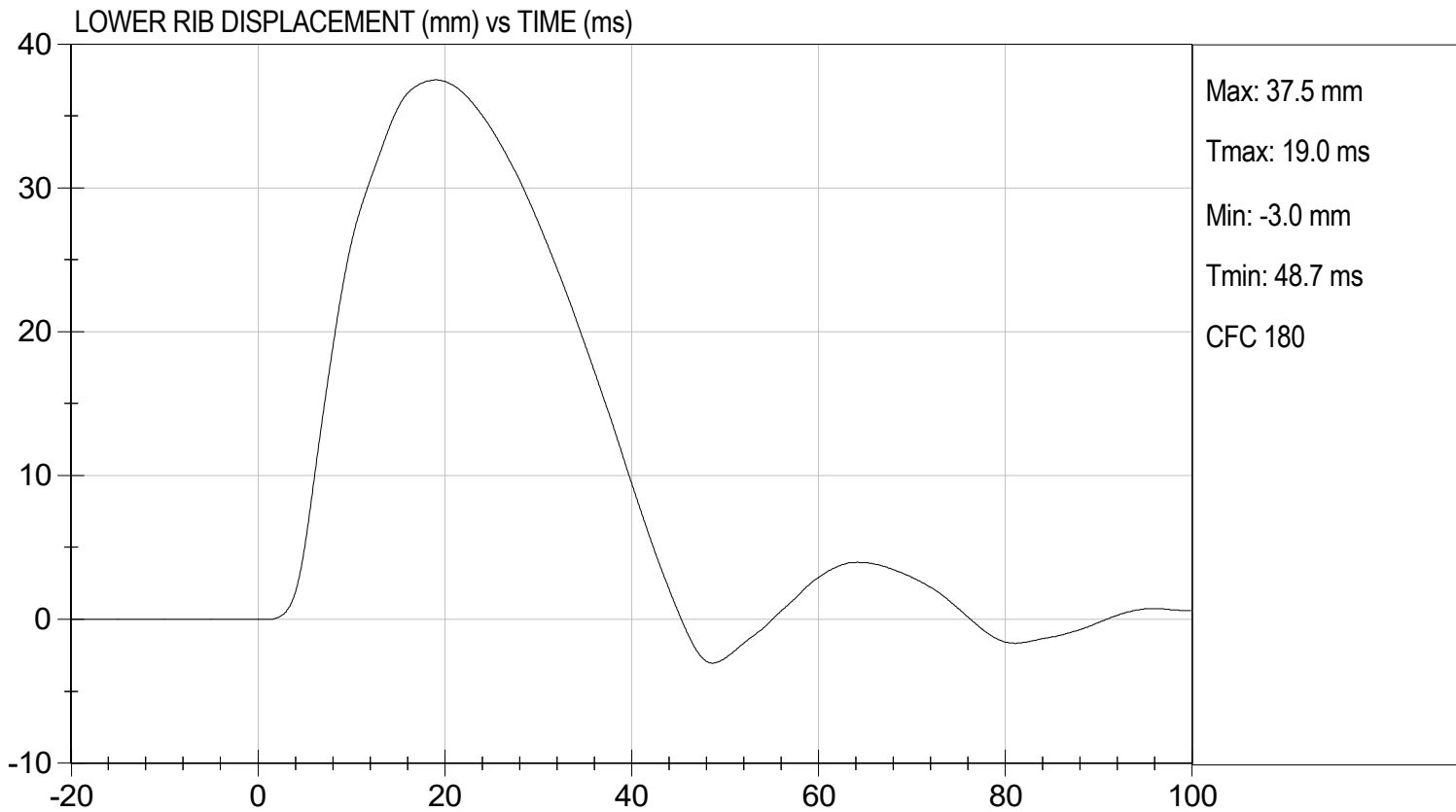
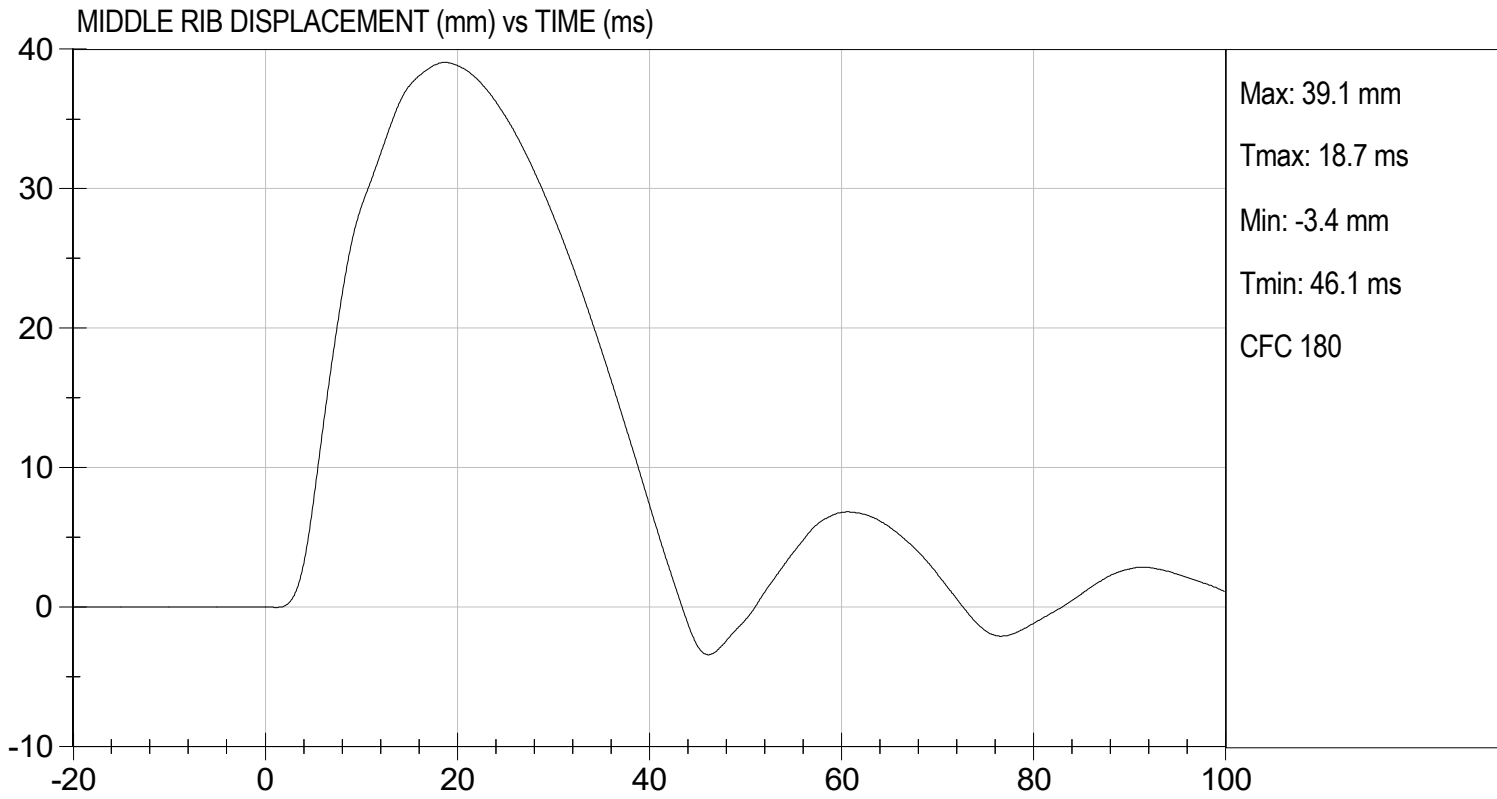
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|-------------------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Humidity | % | 10 to 70 | 22 | Pass |
| Probe Speed | m/s | 5.40 to 5.60 | 5.40 | Pass |
| Maximum Impactor Force (after 6 ms) | N | 5100 to 6200 | 6023 | Pass |
| Upper Rib Displacement | mm | 34.0 to 41.0 | 36.9 | Pass |
| Middle Rib Displacement | mm | 37.0 to 45.0 | 39.1 | Pass |
| Lower Rib Displacement | mm | 37.0 to 44.0 | 37.5 | Pass |
| Overall Test Results | | | | Pass |


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QUALIFICATION TEST RESULTS

PRE-TEST

SID-IIS 5TH PERCENTILE FEMALE - PASSENGER ATD

SID-IIsD External Measurements
SN: 306

| No. | Name | Spec. (mm) | Result | Pass/Fail |
|------------|-------------------------------|-------------------|---------------|------------------|
| A | Sitting Height | 772 - 788 | 785 | Pass |
| B | Shoulder Pivot Height | 437 - 453 | 449 | Pass |
| C | H-point Height | 79 - 89 | 86 | Pass |
| D | H-point from Seatback | 141 - 151 | 147 | Pass |
| E | Shoulder Pivot from Backline | 97 - 107 | 99 | Pass |
| F | Thigh Clearance | 119 -135 | 120 | Pass |
| G | Head Breadth | 140 - 148 | 141 | Pass |
| H | Head Back from Backline | 40 - 46 | 45 | Pass |
| I | Head Depth | 178 - 188 | 182 | Pass |
| J | Head Circumference | 541 - 551 | 550 | Pass |
| K | Buttock to Knee Length | 514 - 540 | 538 | Pass |
| L | Popliteal Height | 343 - 369 | 349 | Pass |
| M | Knee Pivot to Floor Height | 392 - 409 | 394 | Pass |
| N | Buttock Popliteal Length | 416 - 442 | 435 | Pass |
| O | Chest Depth w/o Jacket | 195 - 211 | 198 | Pass |
| P | Foot Length | 216 - 232 | 222 | Pass |
| Q | Hip Breadth (w/ pelvic plugs) | 313 - 323 | 317 | Pass |
| R | Arm Length | 249 - 259 | 250 | Pass |
| S | Knee Joint to Seatback | 477 - 493 | 483 | Pass |
| V | Shoulder Width | 341 - 357 | 351 | Pass |
| W | Foot Width | 78 - 94 | 82 | Pass |
| Y | Chest Circumference w/ jacket | 851 - 881 | 863 | Pass |
| Z | Waist Circumference | 761 - 791 | 782 | Pass |

MGA RESEARCH CORPORATION
HEAD DROP TEST
SID-IIs BUILD LEVEL D DUMMY

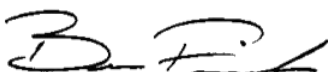
ATD Serial No: 306

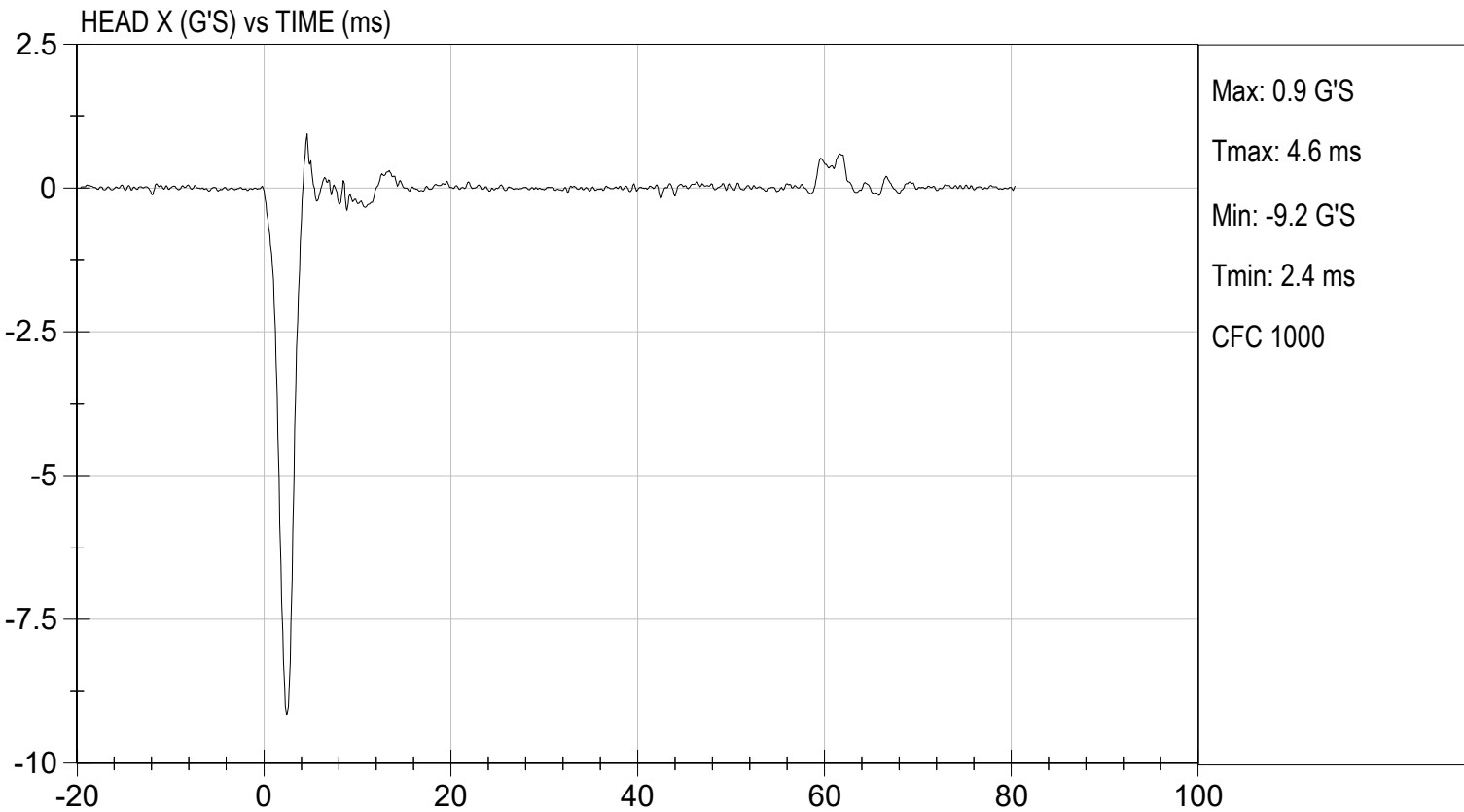
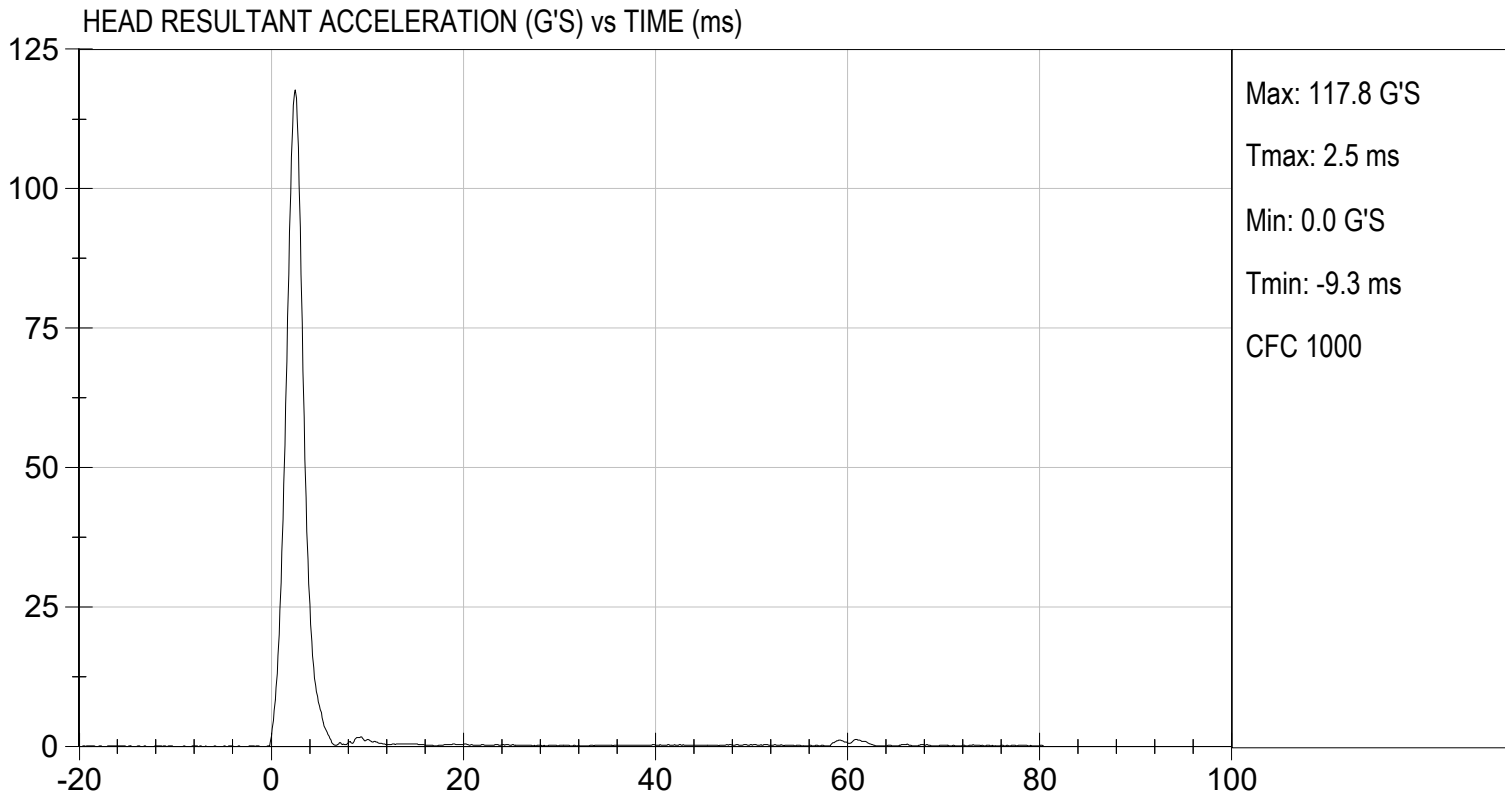
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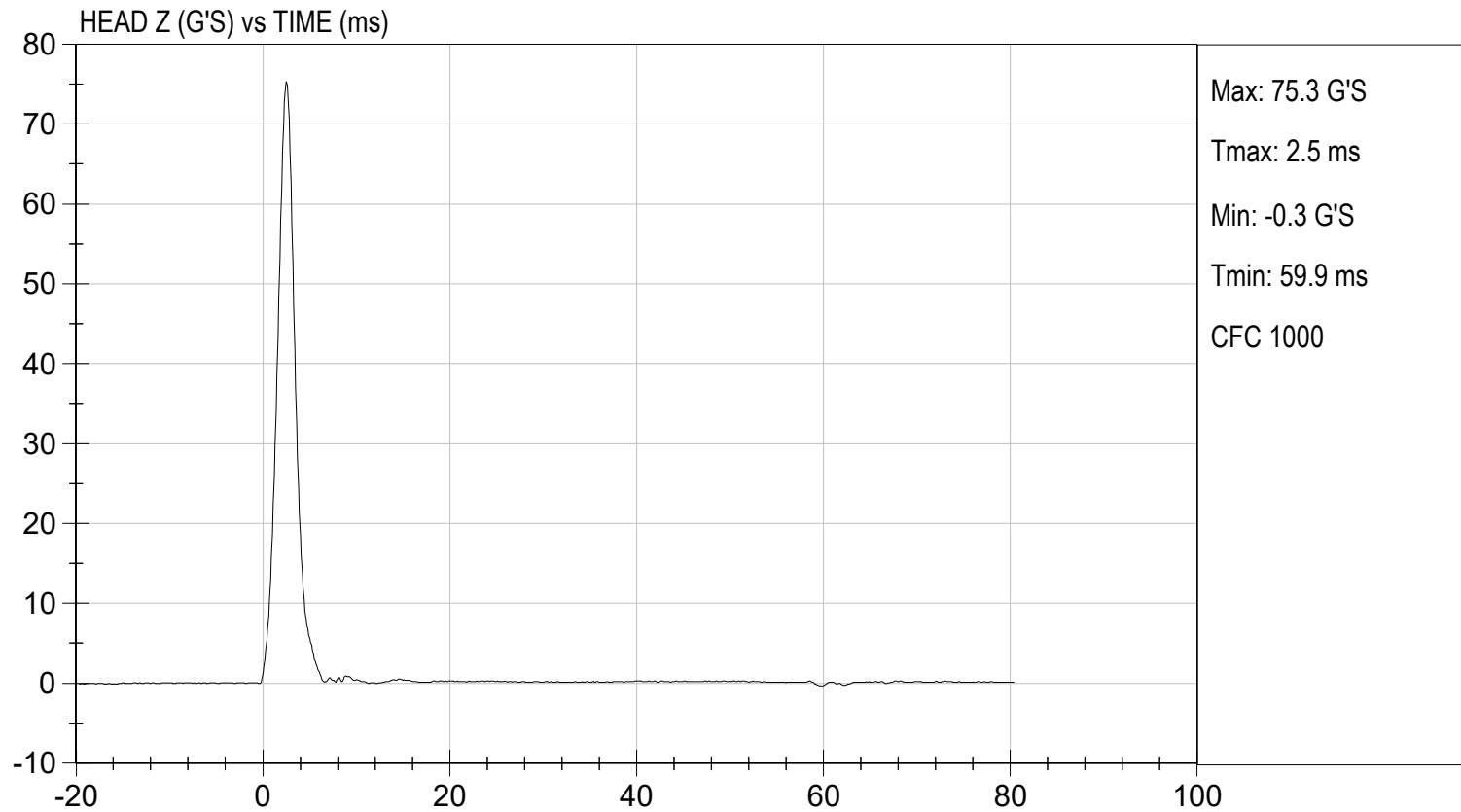
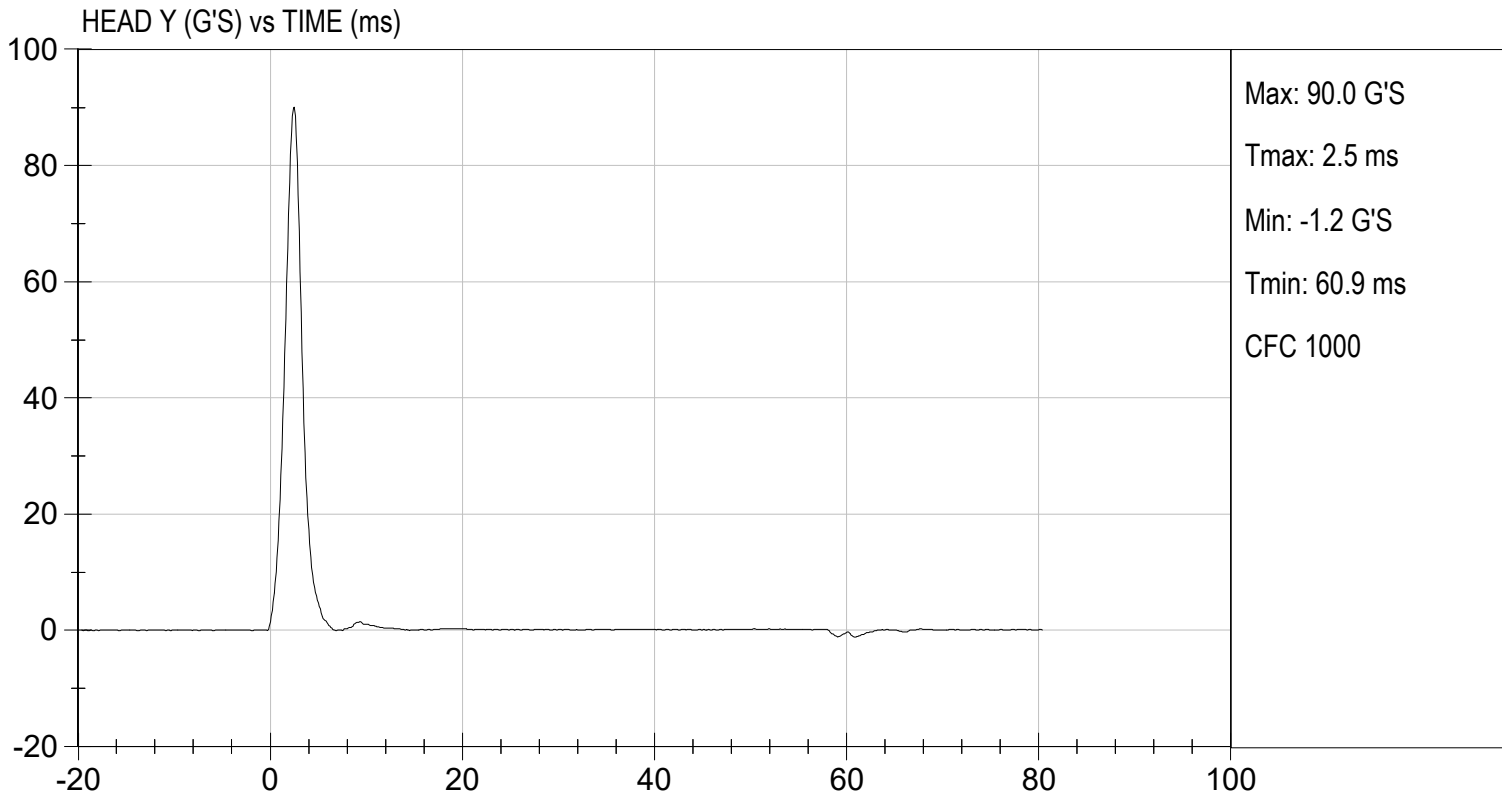
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.4 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 31 | Pass |
| Peak Resultant Acceleration | G's | 115 to 137 | 118 | Pass |
| Peak Longitudinal Acceleration | G's | +/- 15 | -9.2 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | <15% | Yes | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

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MGA RESEARCH CORPORATION
LATERAL NECK PENDULUM TEST
SID-Its BUILD LEVEL D DUMMY


ATD Serial No: 306

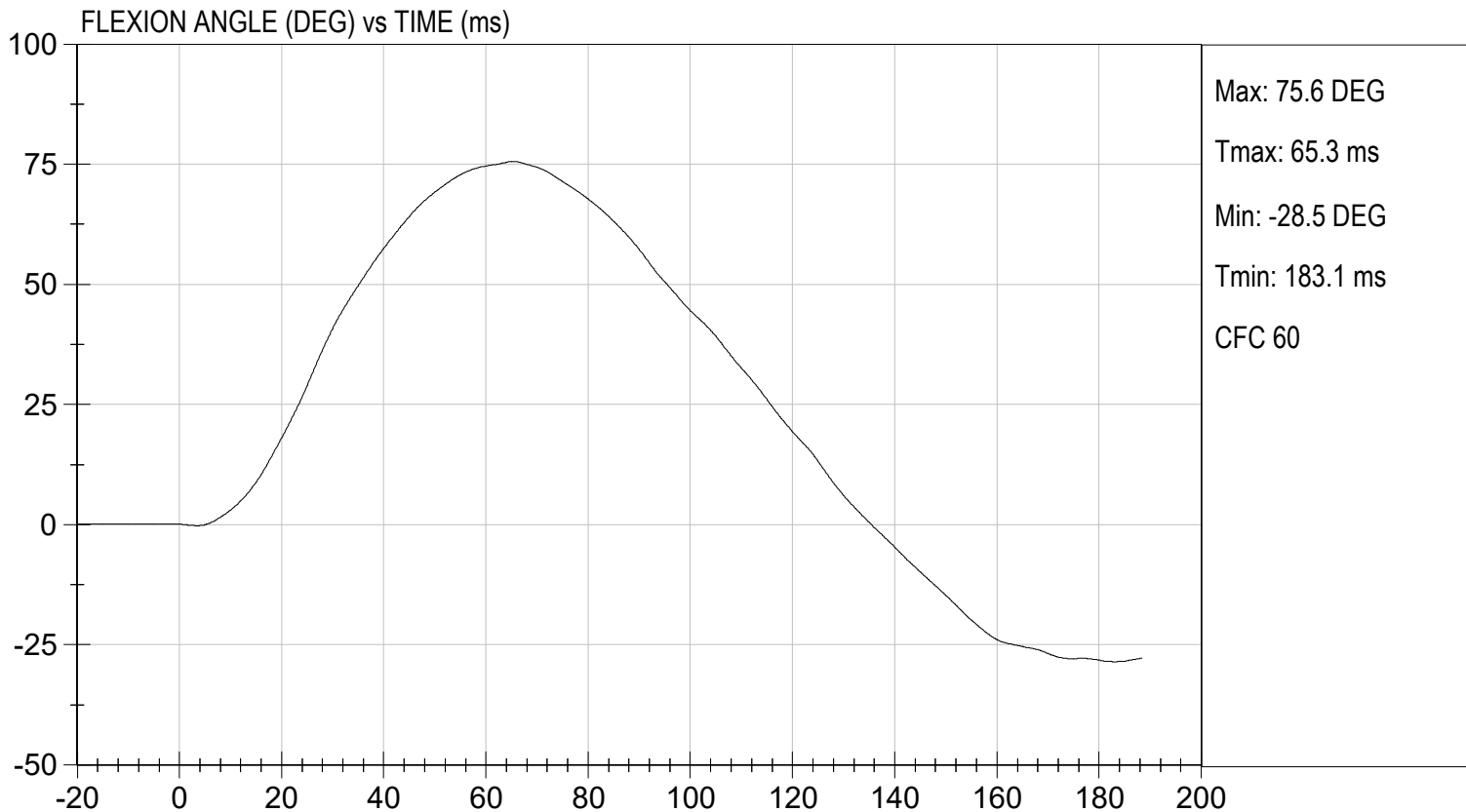
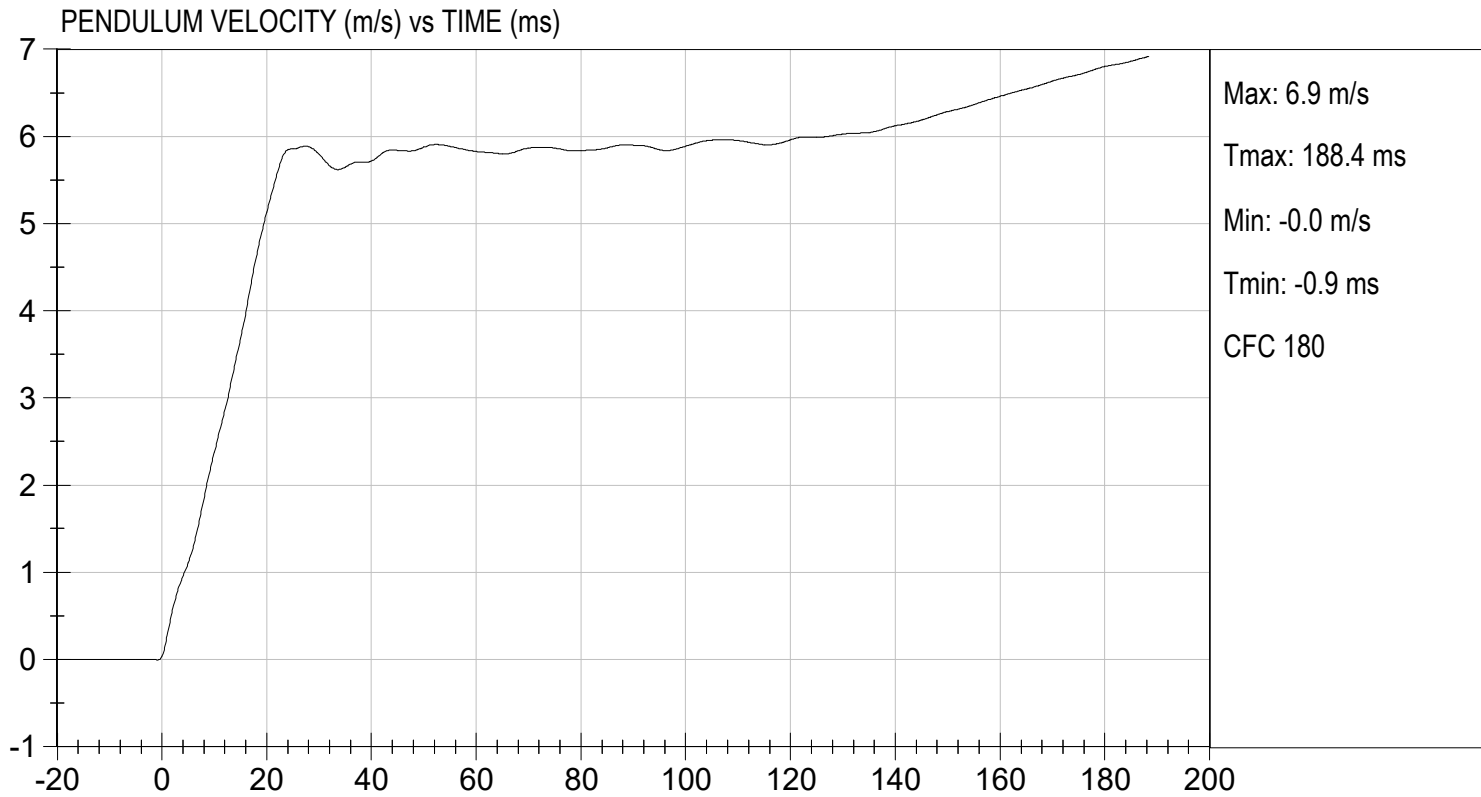
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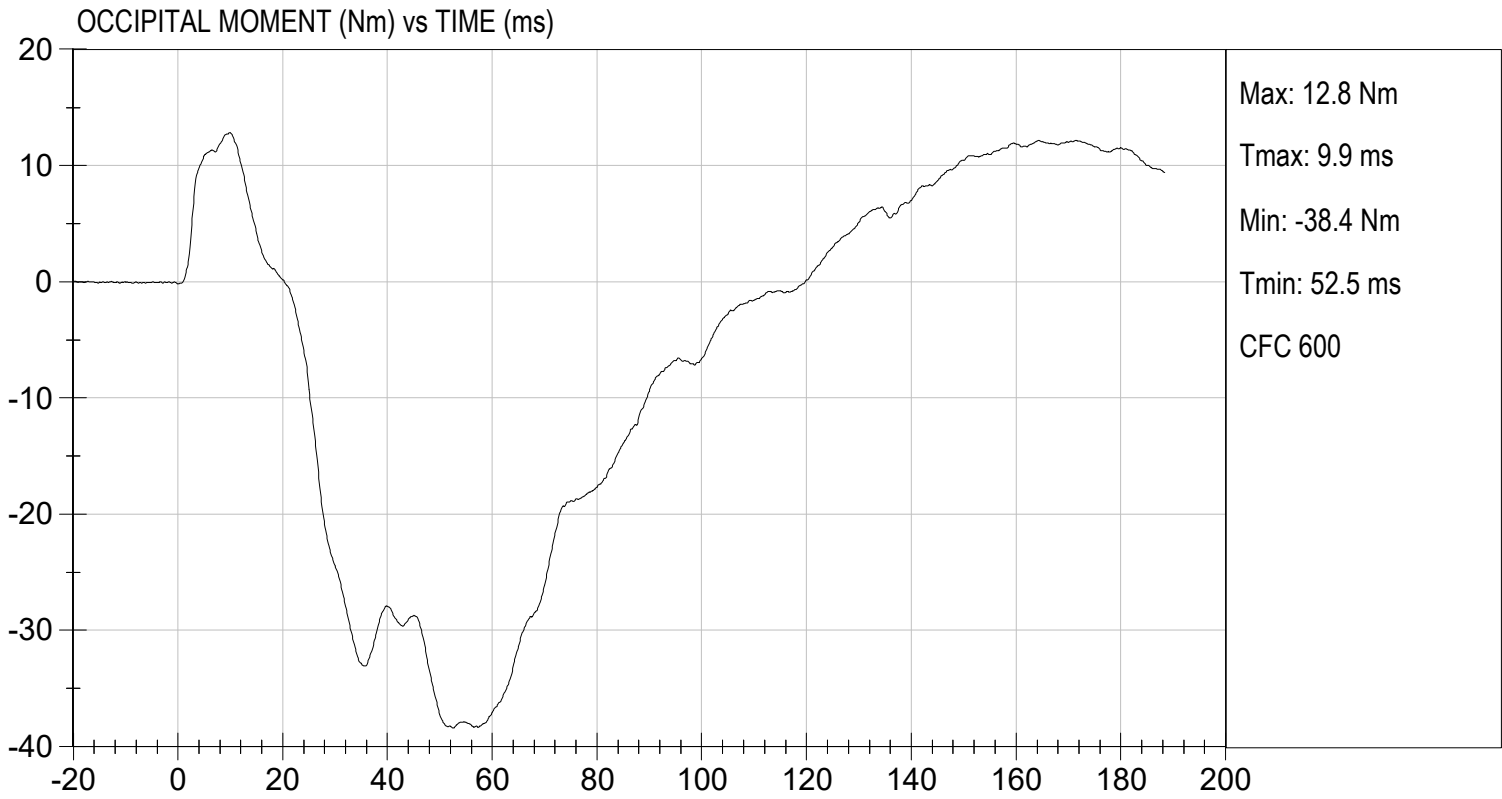
| Tested Parameter | Units | Specification | Result | Pass/Fail | |
|----------------------------------|-----------|---------------|--------------|-----------|------|
| Temperature | deg C | 20.6 to 22.2 | 21.4 | Pass | |
| Humidity | % | 10 to 70 | 34 | Pass | |
| Impact Velocity | m/s | 5.51 to 5.63 | 5.53 | Pass | |
| Pendulum Velocity | 10 ms | m/s | 2.20 to 2.80 | 2.38 | Pass |
| | 15 ms | m/s | 3.30 to 4.10 | 3.69 | Pass |
| | 20 ms | m/s | 4.40 to 5.40 | 5.13 | Pass |
| | 25 ms | m/s | 5.40 to 6.10 | 5.86 | Pass |
| | 25-100 ms | m/s | 5.50 to 6.20 | 5.91 | Pass |
| Maximum D-Plane Rotation | deg | 71 to 81 | 76 | Pass | |
| Time of Maximum D-Plane Rotation | ms | 50 to 70 | 65 | Pass | |
| Maximum Occipital Condyle Moment | Nm | -44 to -36 | -38 | Pass | |
| Time of Moment Decay to 0 Nm | ms | 102 to 126 | 120 | Pass | |
| Overall Test Results | | | | Pass | |


 Laboratory Technician

01/09/2025
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MGA RESEARCH CORPORATION
SHOULDER IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 306

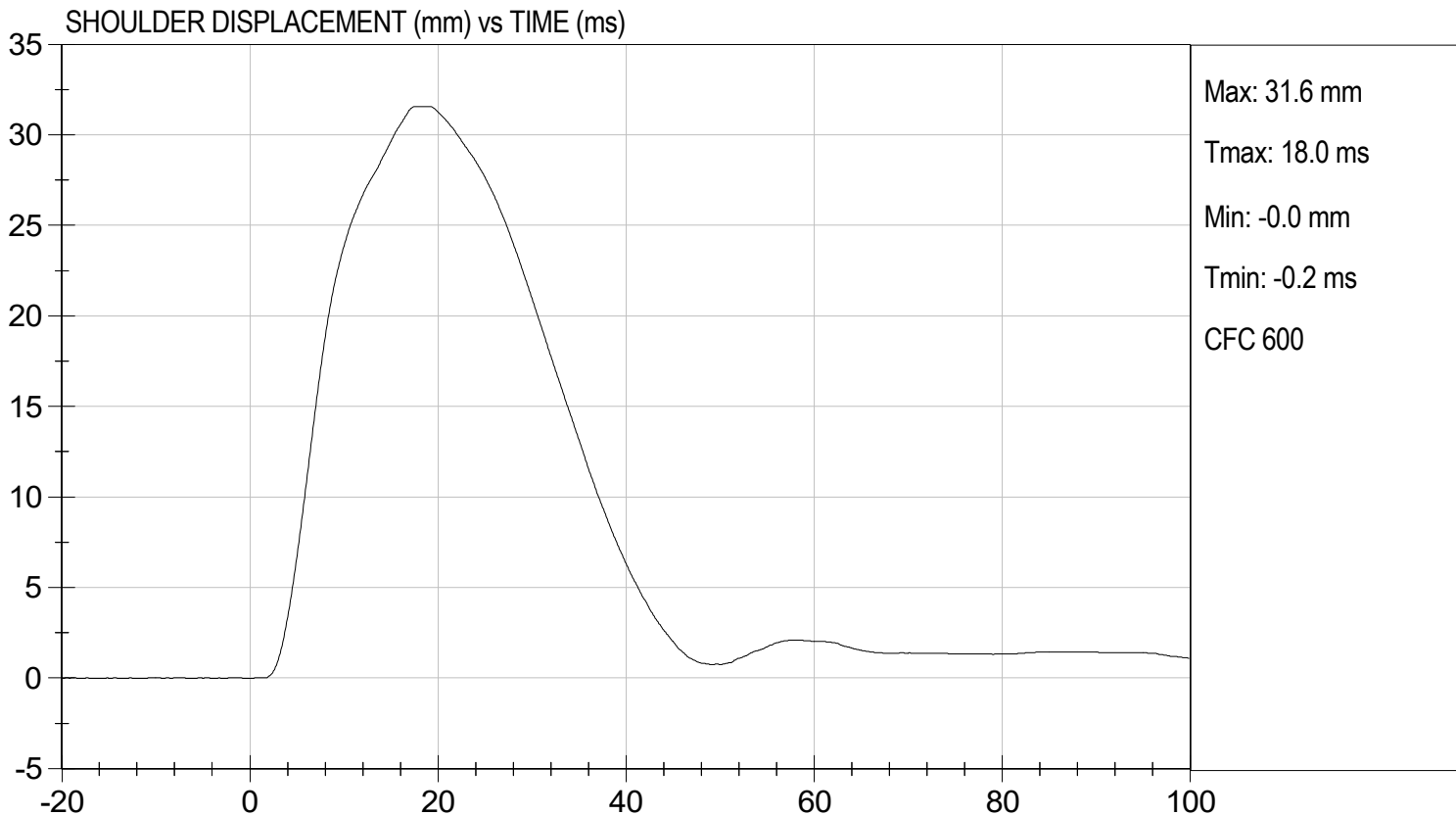
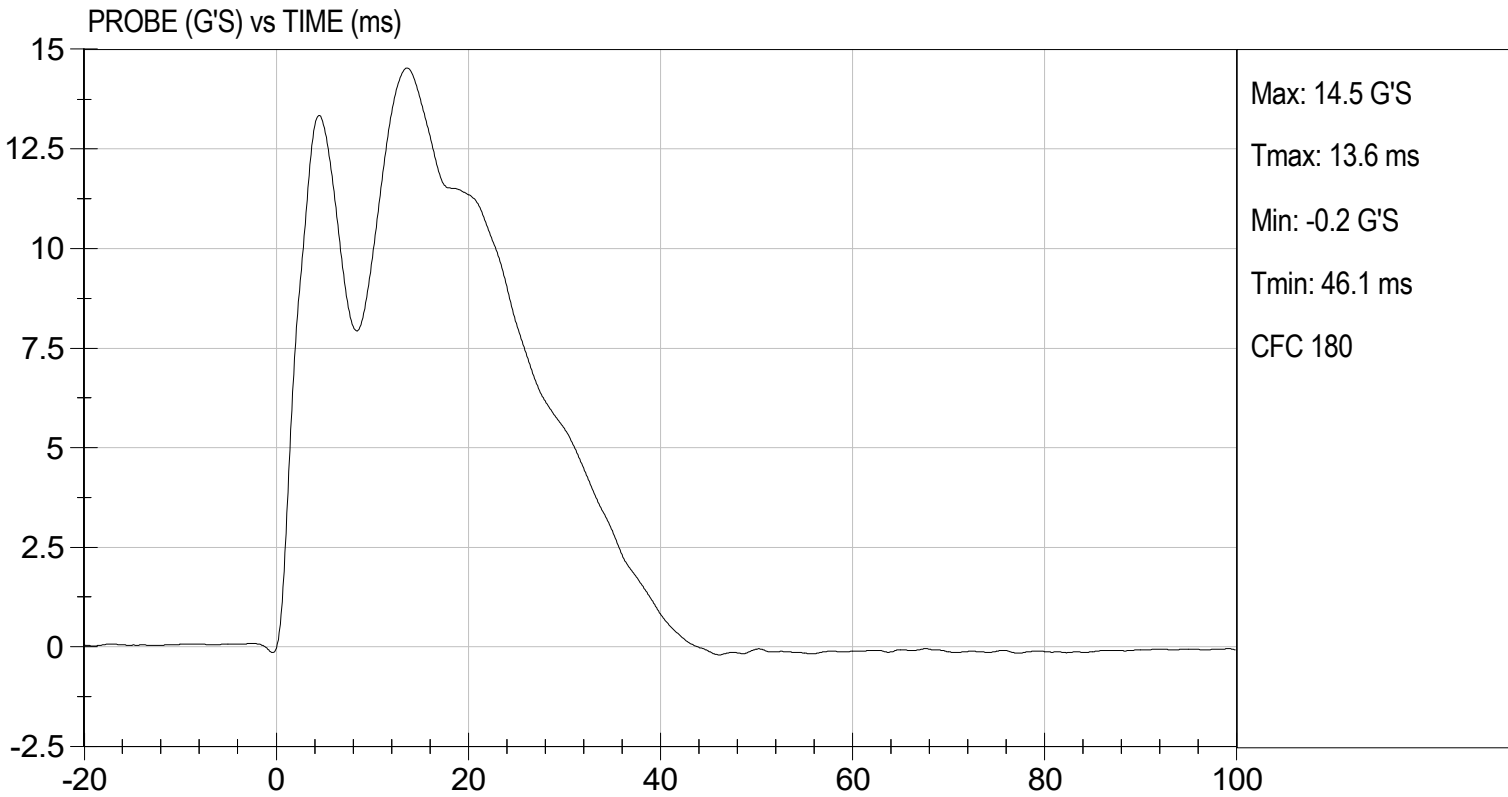
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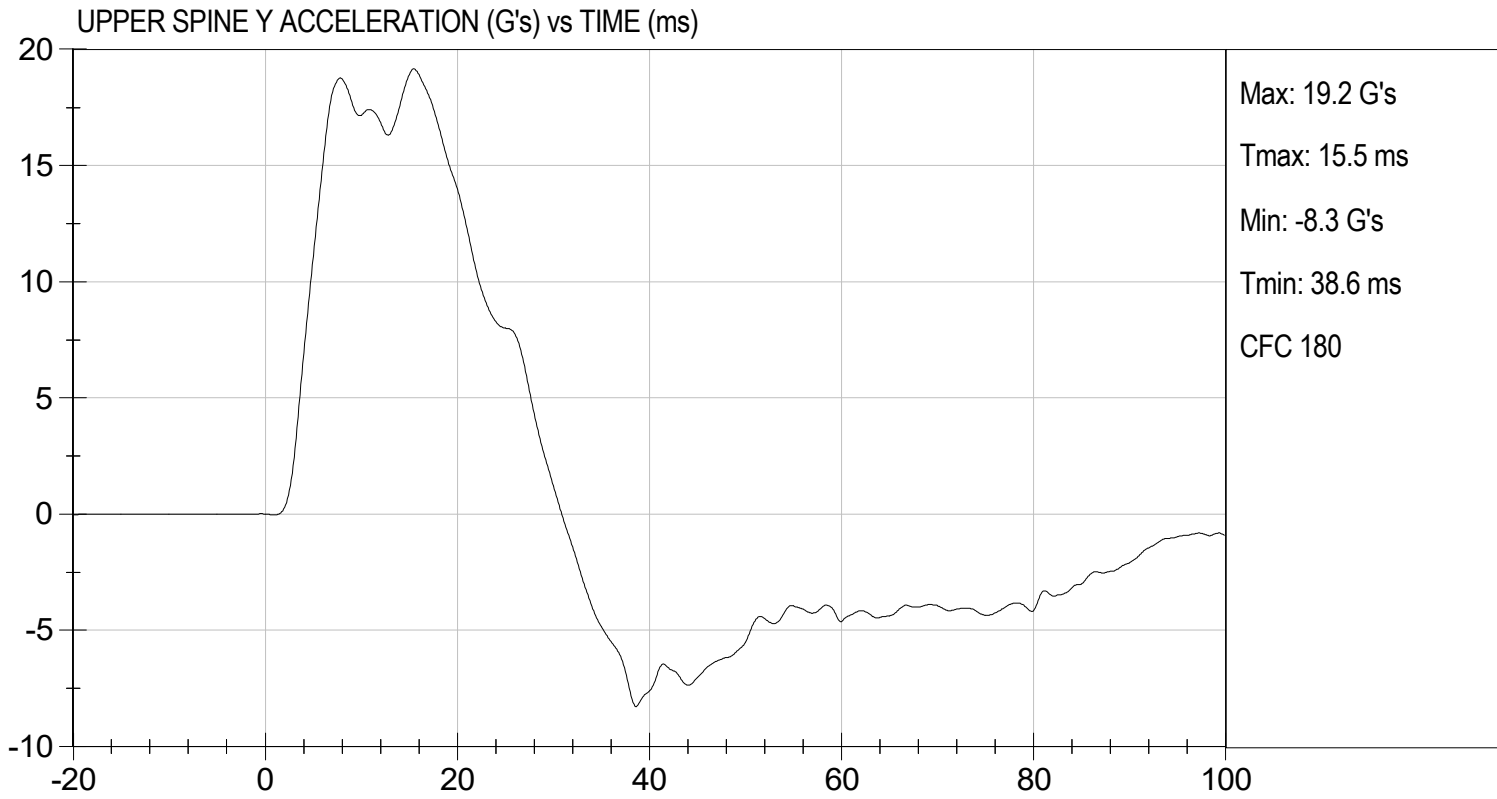
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.3 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 33 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.34 | Pass |
| Maximum Probe Acceleration | G's | 13 to 18 | 15 | Pass |
| Shoulder Displacement | mm | 28 to 37 | 32 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 17 to 22 | 19 | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

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**MGA RESEARCH CORPORATION
THORAX (WITH ARM) IMPACT TEST
SID-Its BUILD LEVEL D DUMMY**

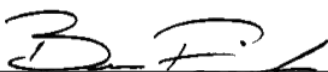
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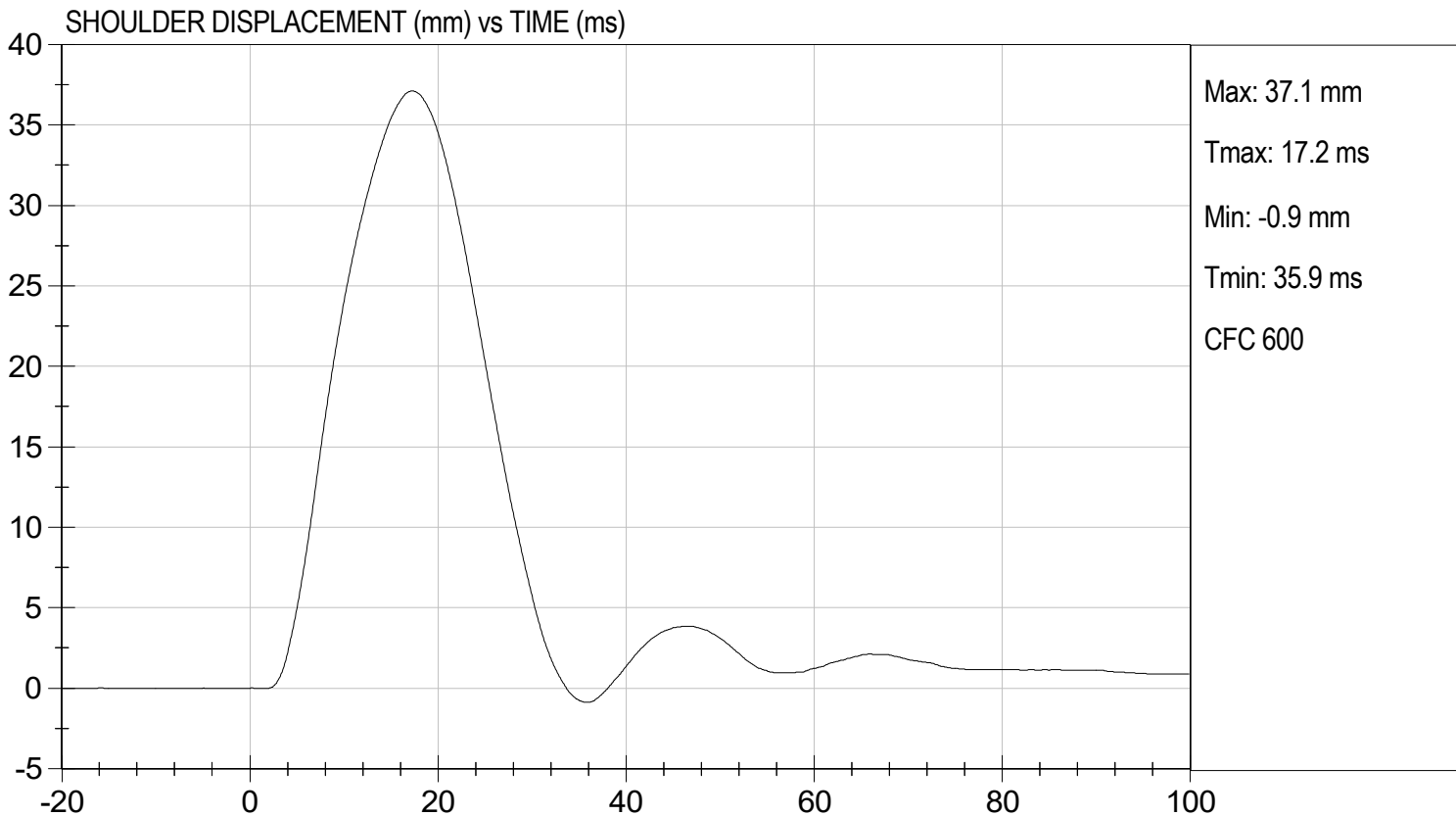
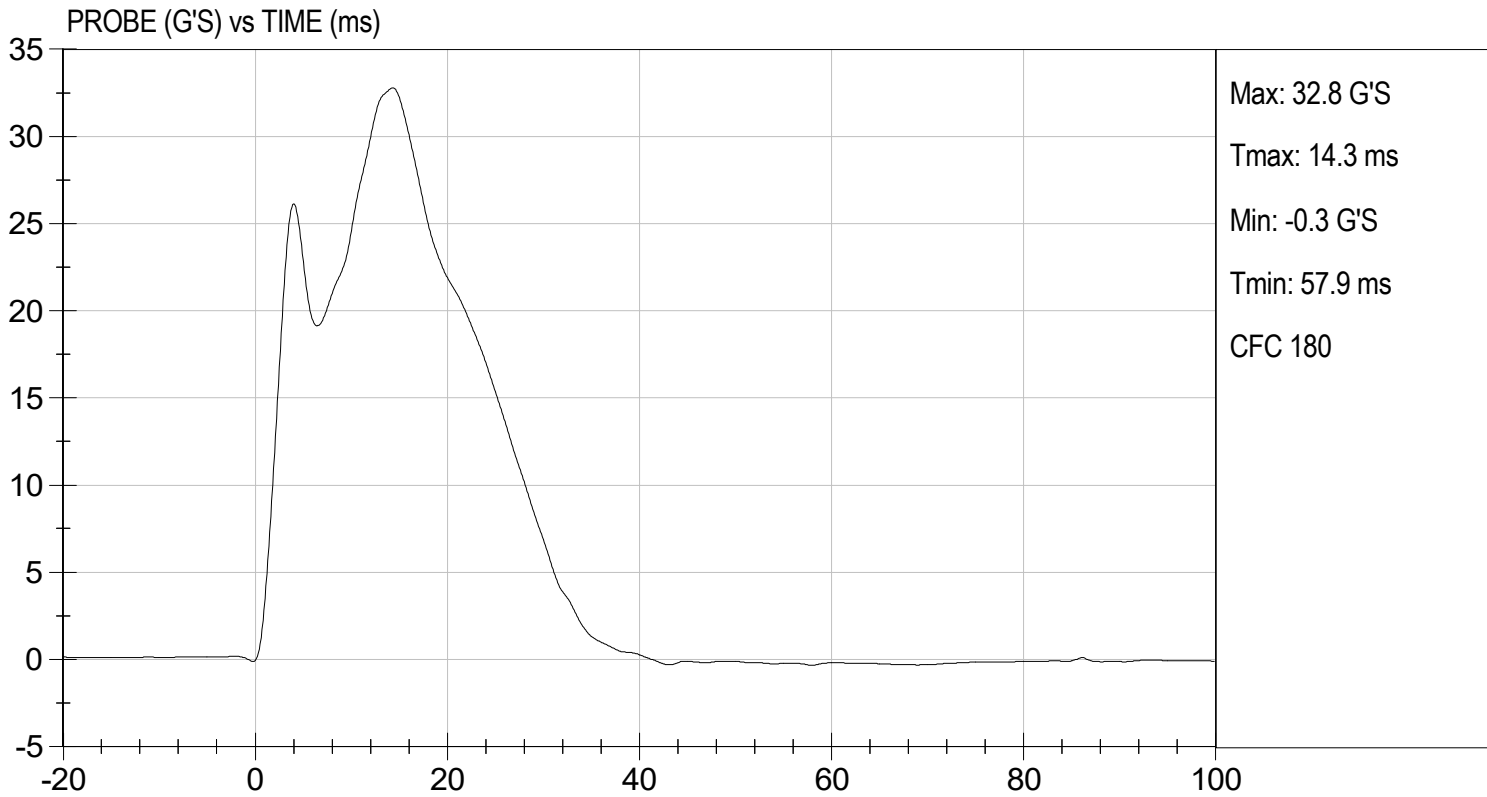
Test I.D: D250094

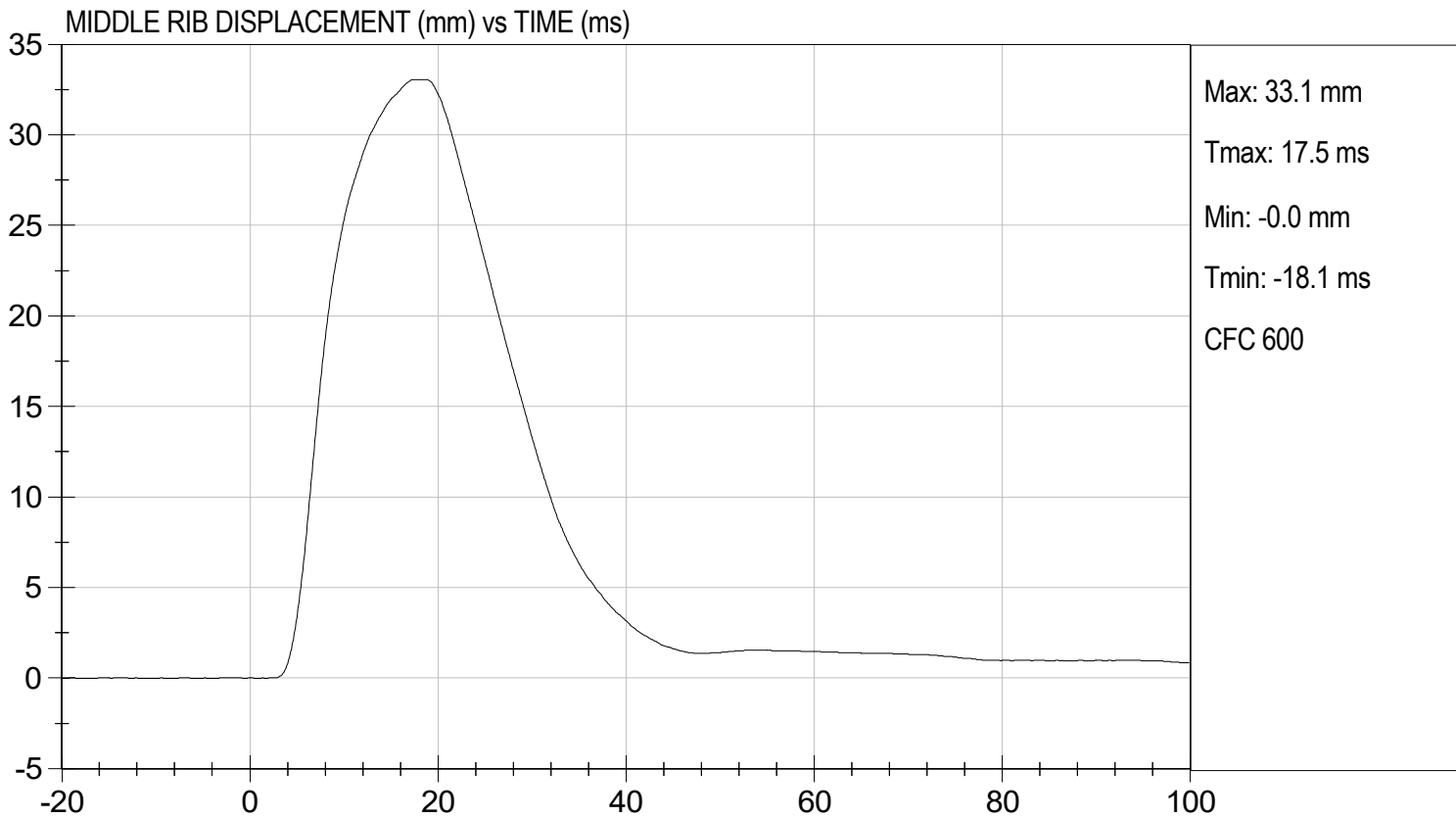
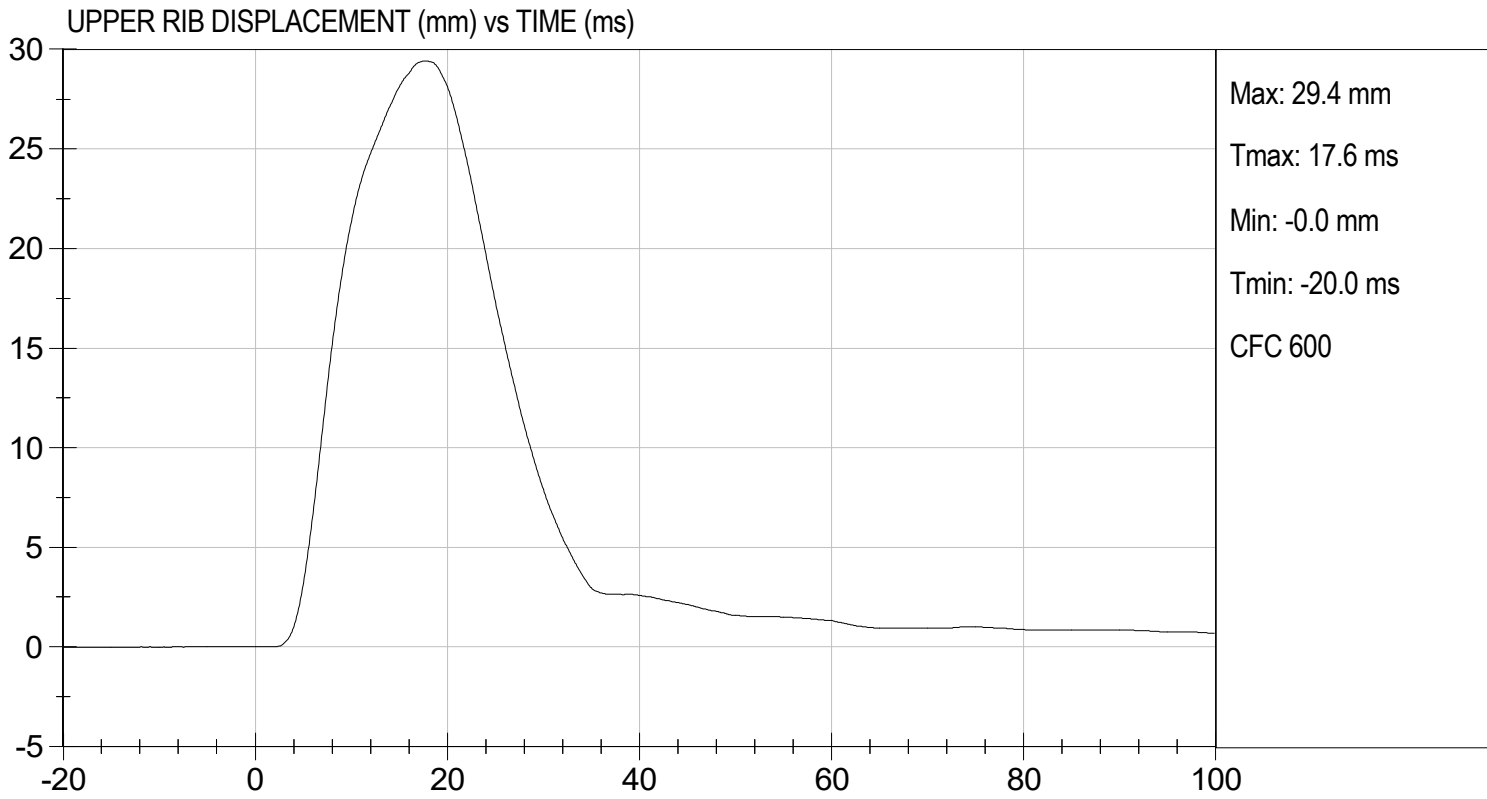
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-------------|
| Temperature | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Humidity | % | 10 to 70 | 34 | Pass |
| Impact Velocity | m/s | 6.60 to 6.80 | 6.77 | Pass |
| Maximum Probe Acceleration | G's | 30 to 36 | 33 | Pass |
| Shoulder Displacement | mm | 31 to 40 | 37 | Pass |
| Upper Rib Displacement | mm | 25 to 32 | 29 | Pass |
| Middle Rib Displacement | mm | 30 to 36 | 33 | Pass |
| Lower Rib Displacement | mm | 32 to 38 | 34 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 34 to 43 | 38 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 29 to 37 | 33 | Pass |
| Overall Test Results | | | | Pass |


Laboratory Technician

01/09/2025
Test Date

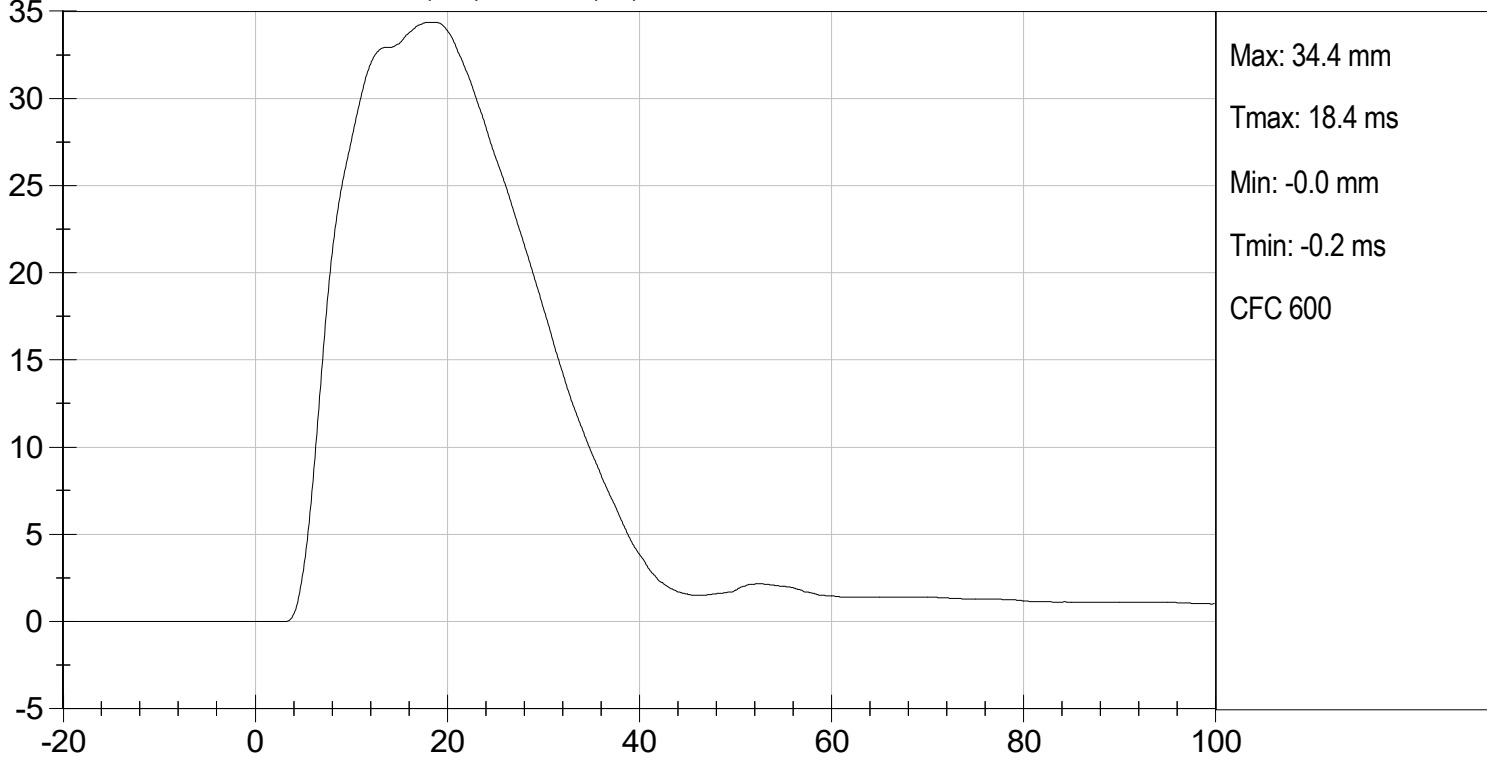

Approved By



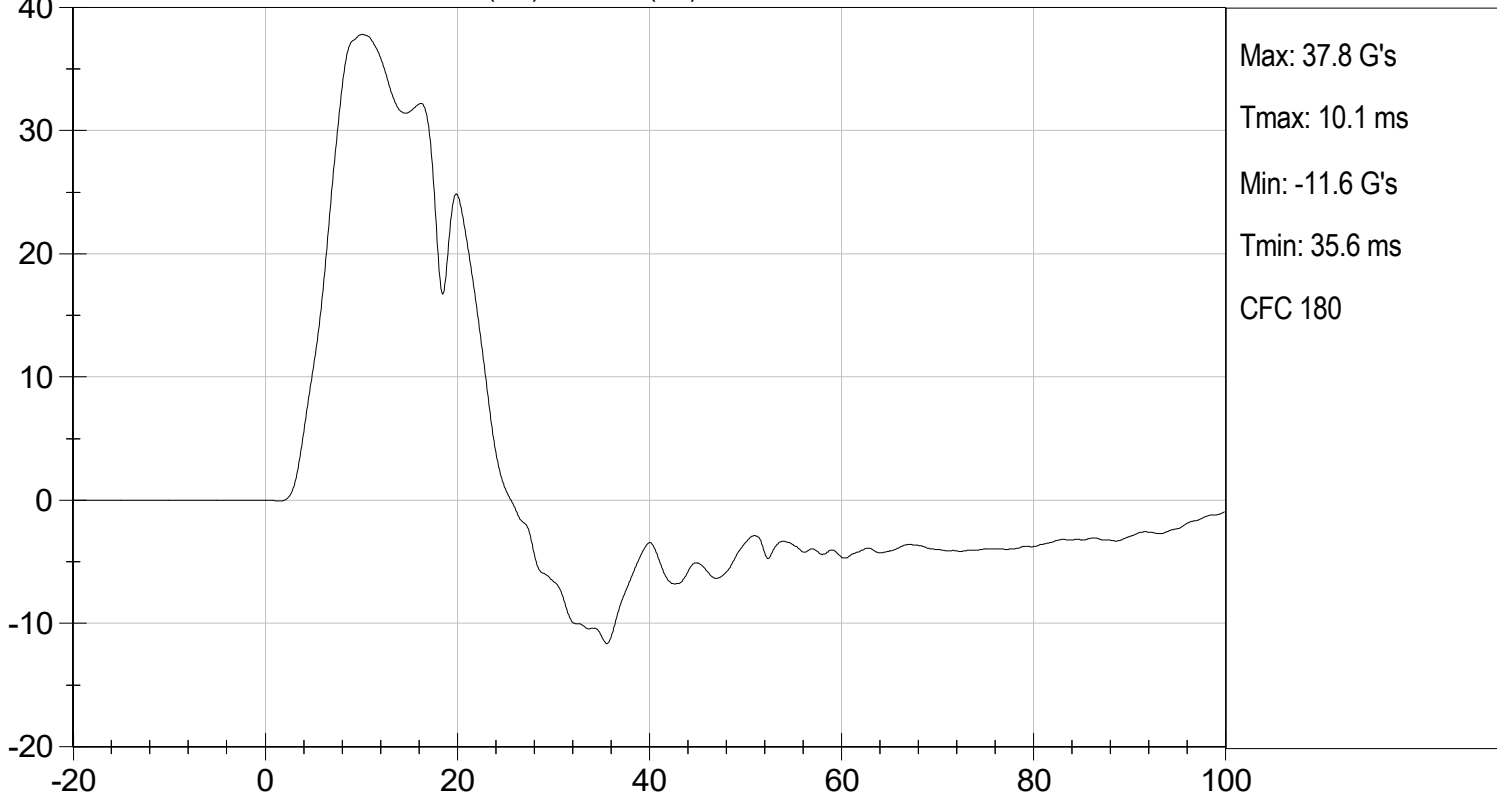


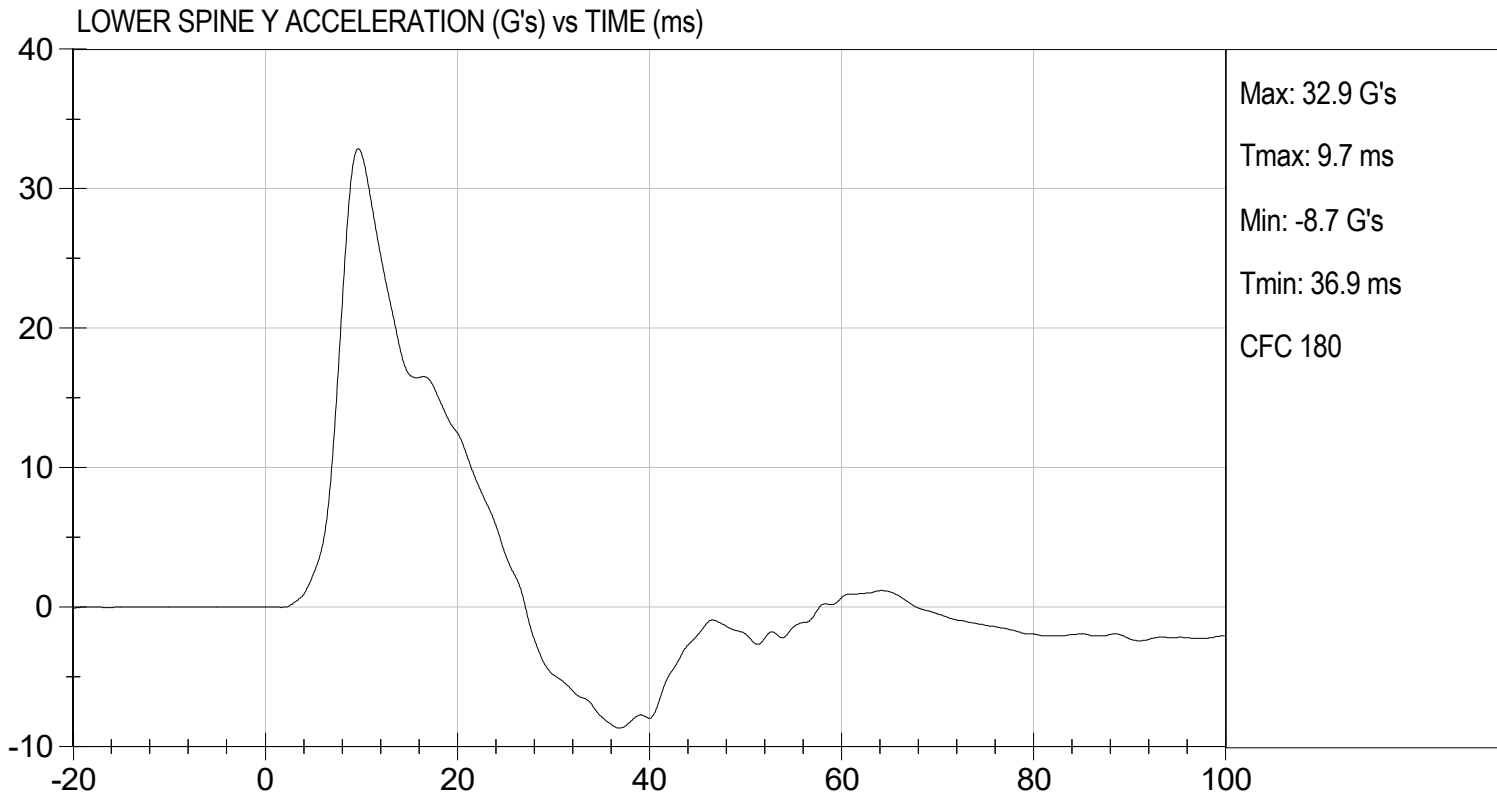


LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



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





MGA RESEARCH CORPORATION
THORAX (WITHOUT ARM) IMPACT TEST
SID-Its BUILD LEVEL D DUMMY

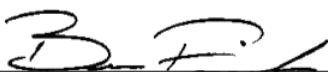
ATD Serial No: 306

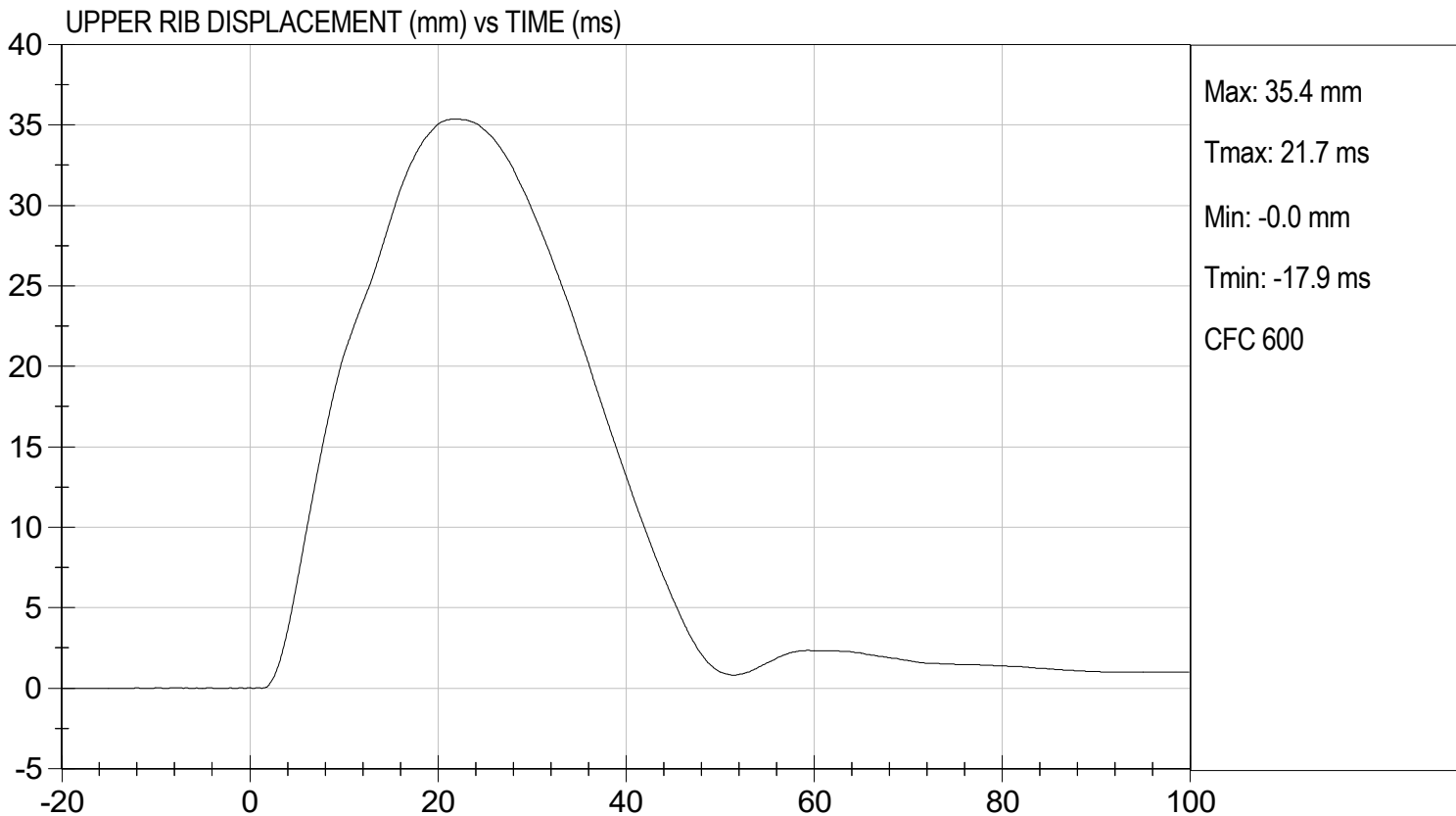
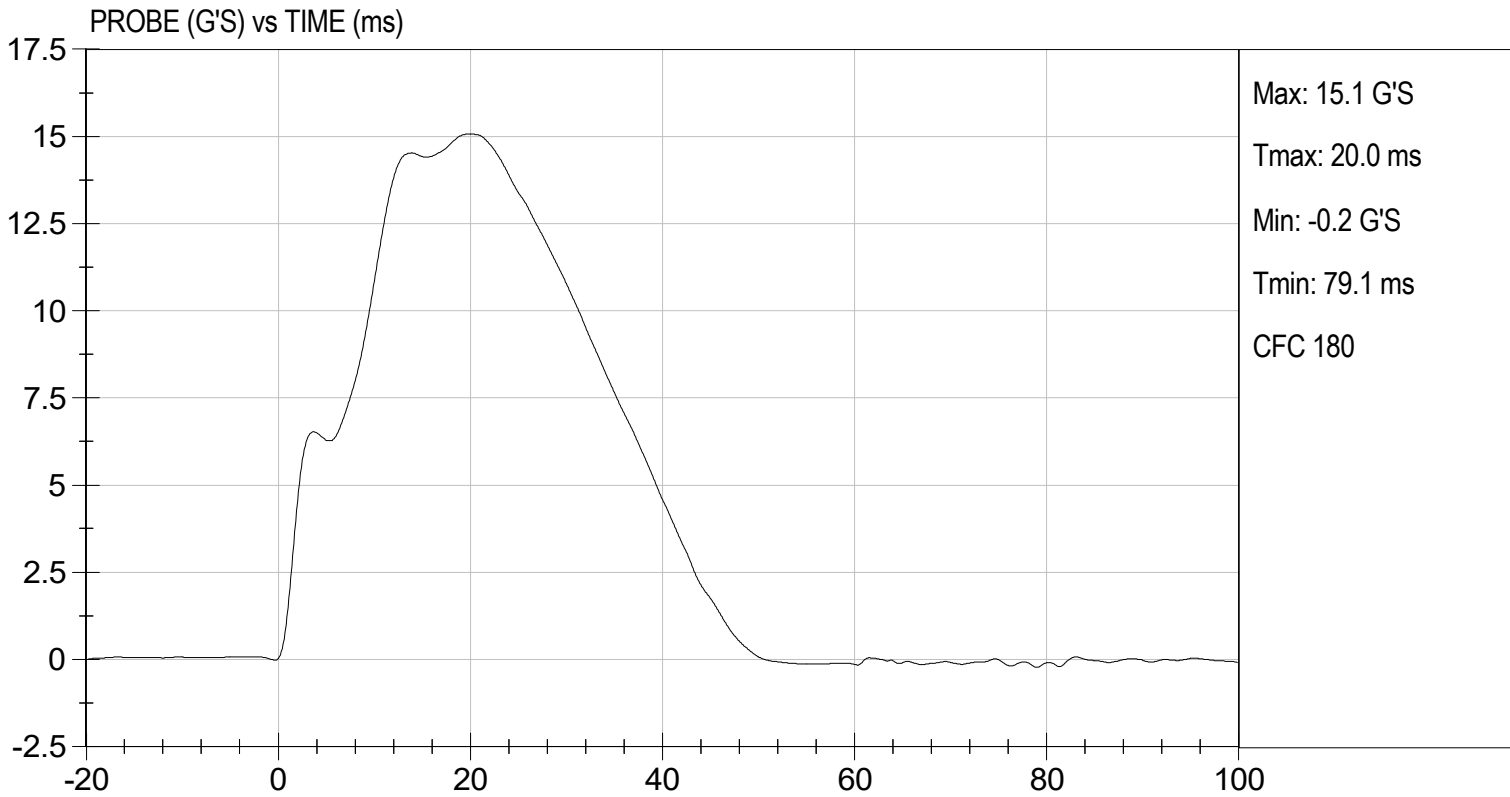
Test I.D: D250095

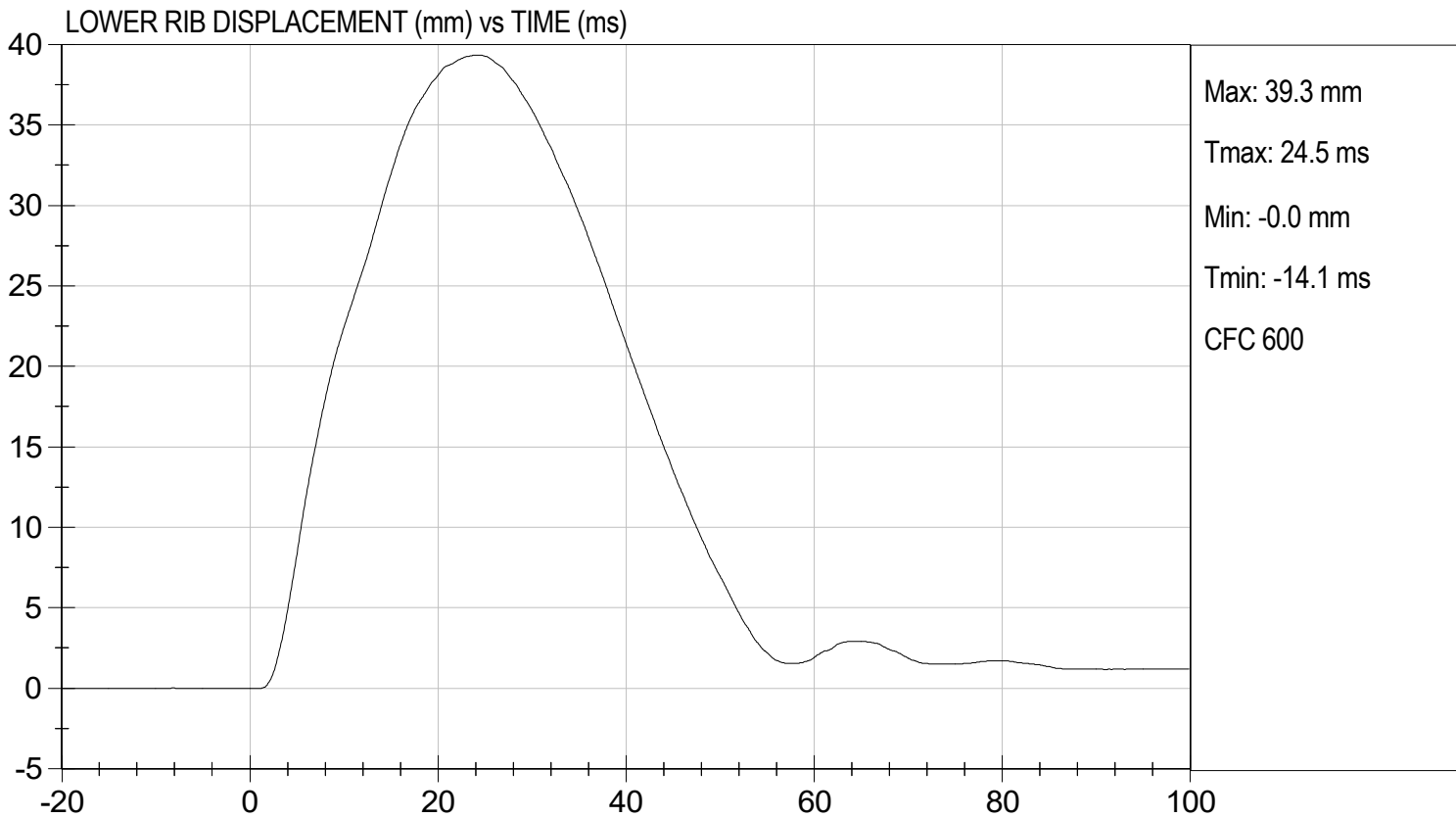
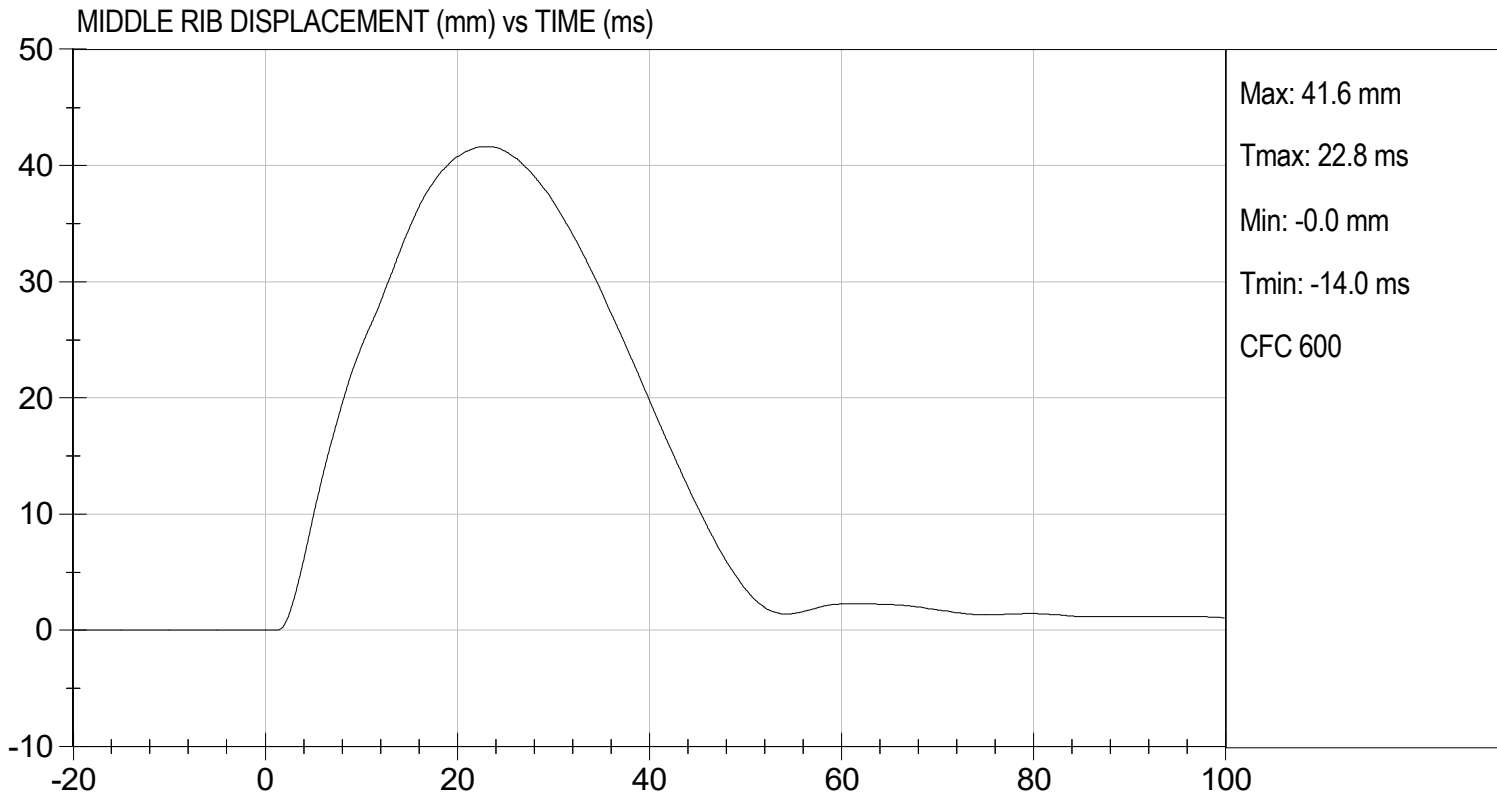
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-------------|
| Temperature | deg C | 20.6 to 22.2 | 21.3 | Pass |
| Humidity | % | 10 to 70 | 33 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.23 | Pass |
| Maximum Probe Acceleration | G's | 14 to 18 | 15 | Pass |
| Upper Rib Displacement | mm | 32 to 40 | 35 | Pass |
| Middle Rib Displacement | mm | 39 to 45 | 42 | Pass |
| Lower Rib Displacement | mm | 35 to 43 | 39 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 13 to 17 | 14 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 7 to 11 | 9 | Pass |
| Overall Test Results | | | | Pass |

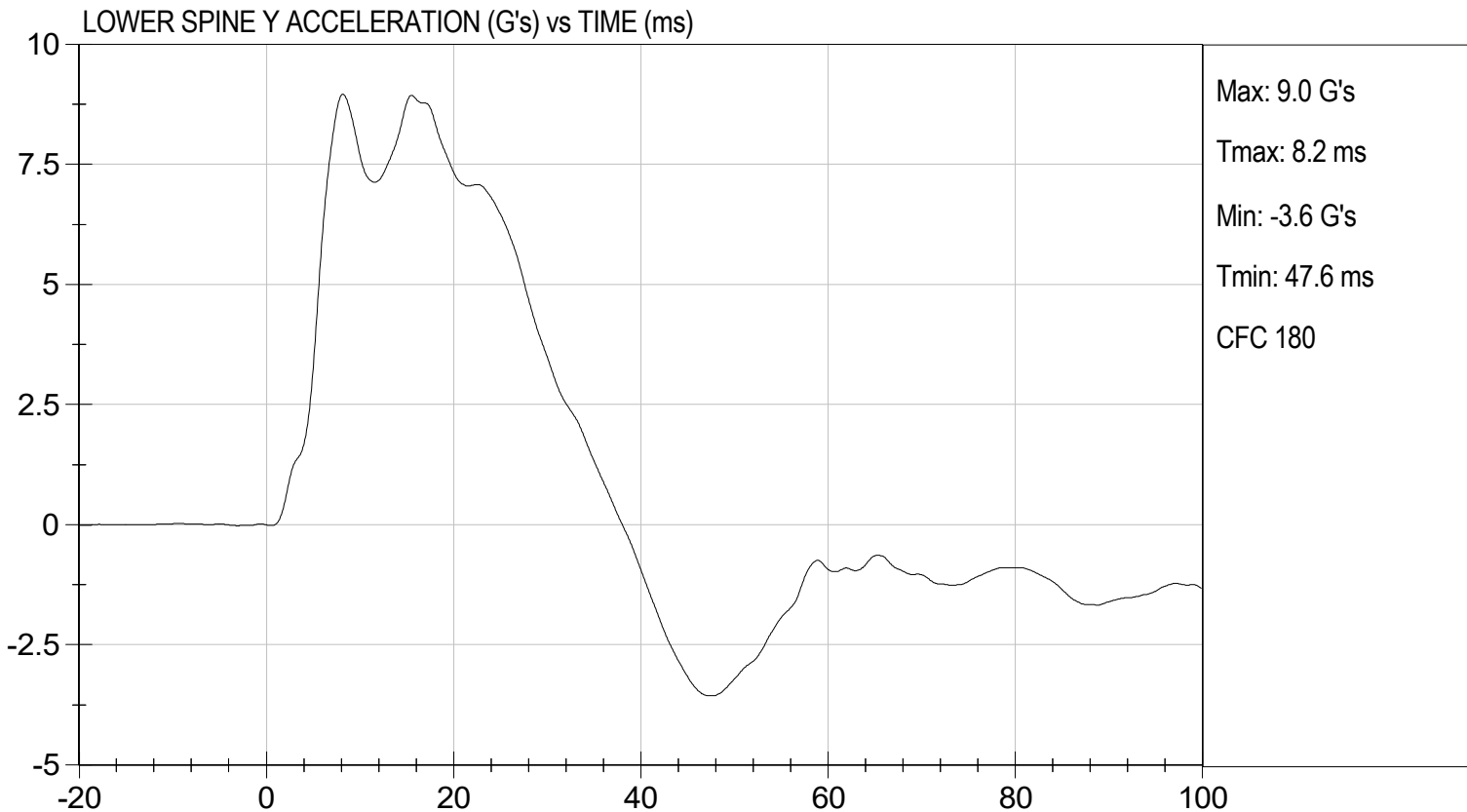
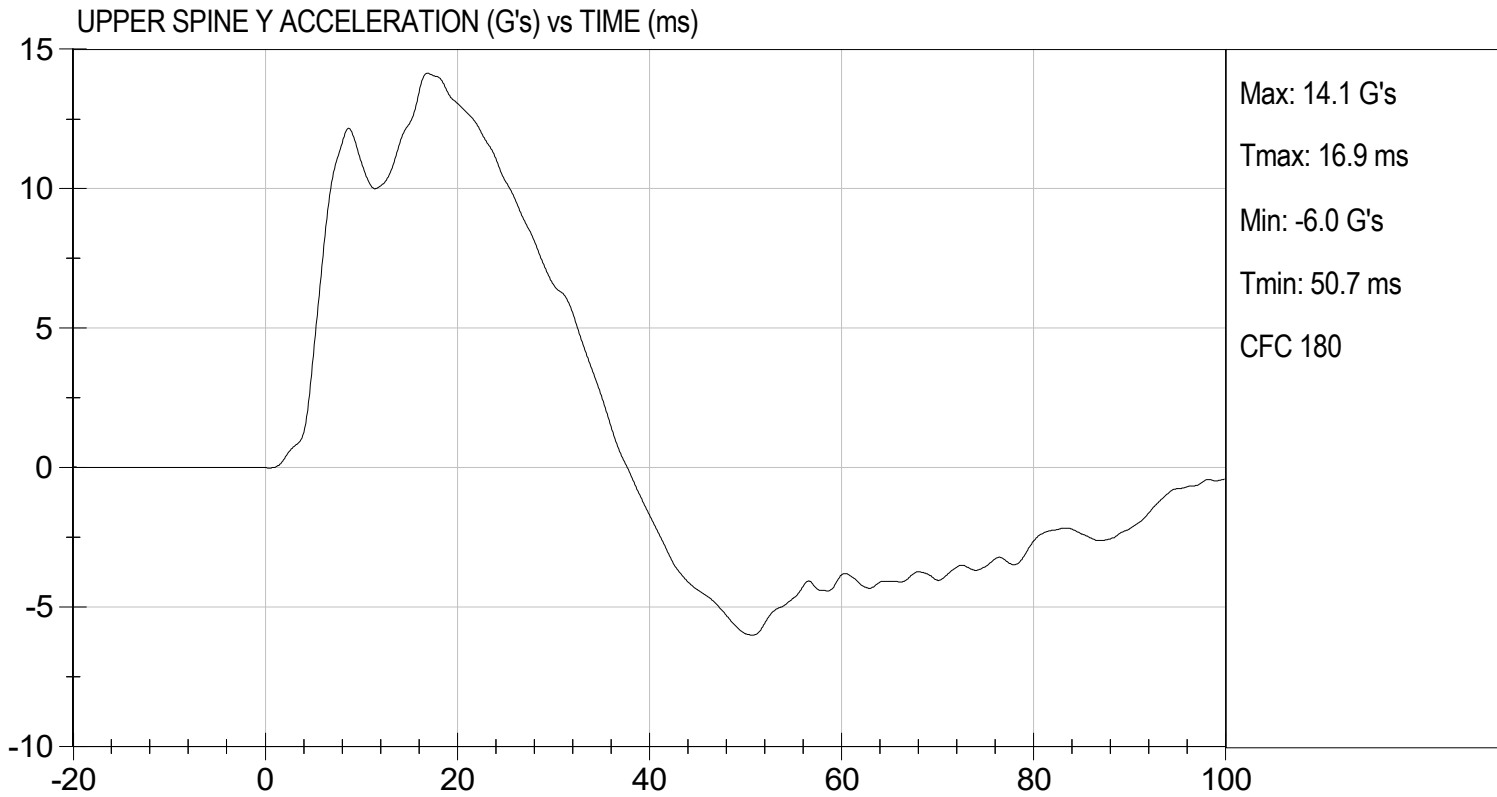

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01/09/2025
 Test Date


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MGA RESEARCH CORPORATION
ABDOMINAL IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

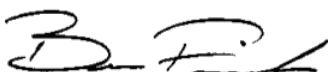
ATD Serial No: 306

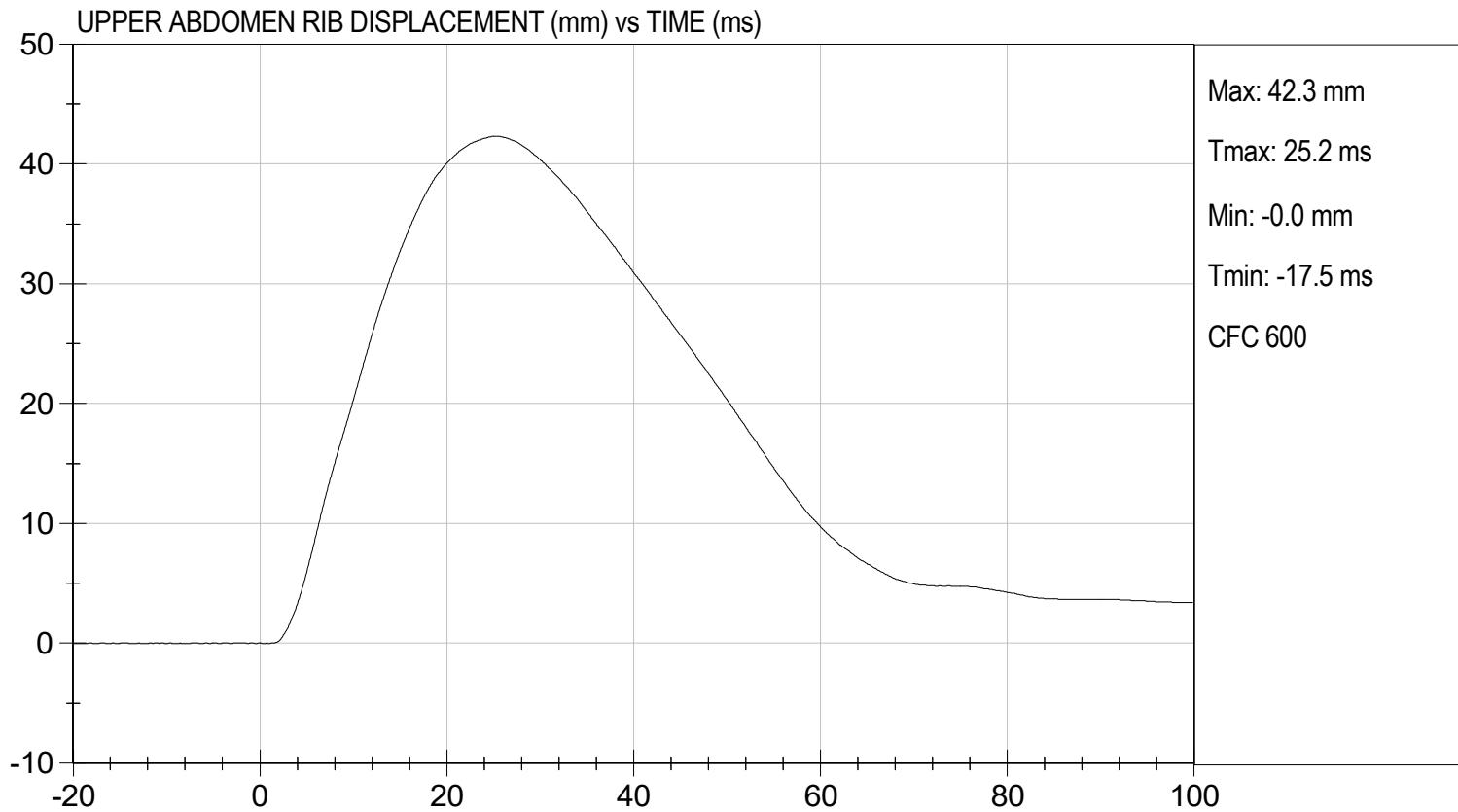
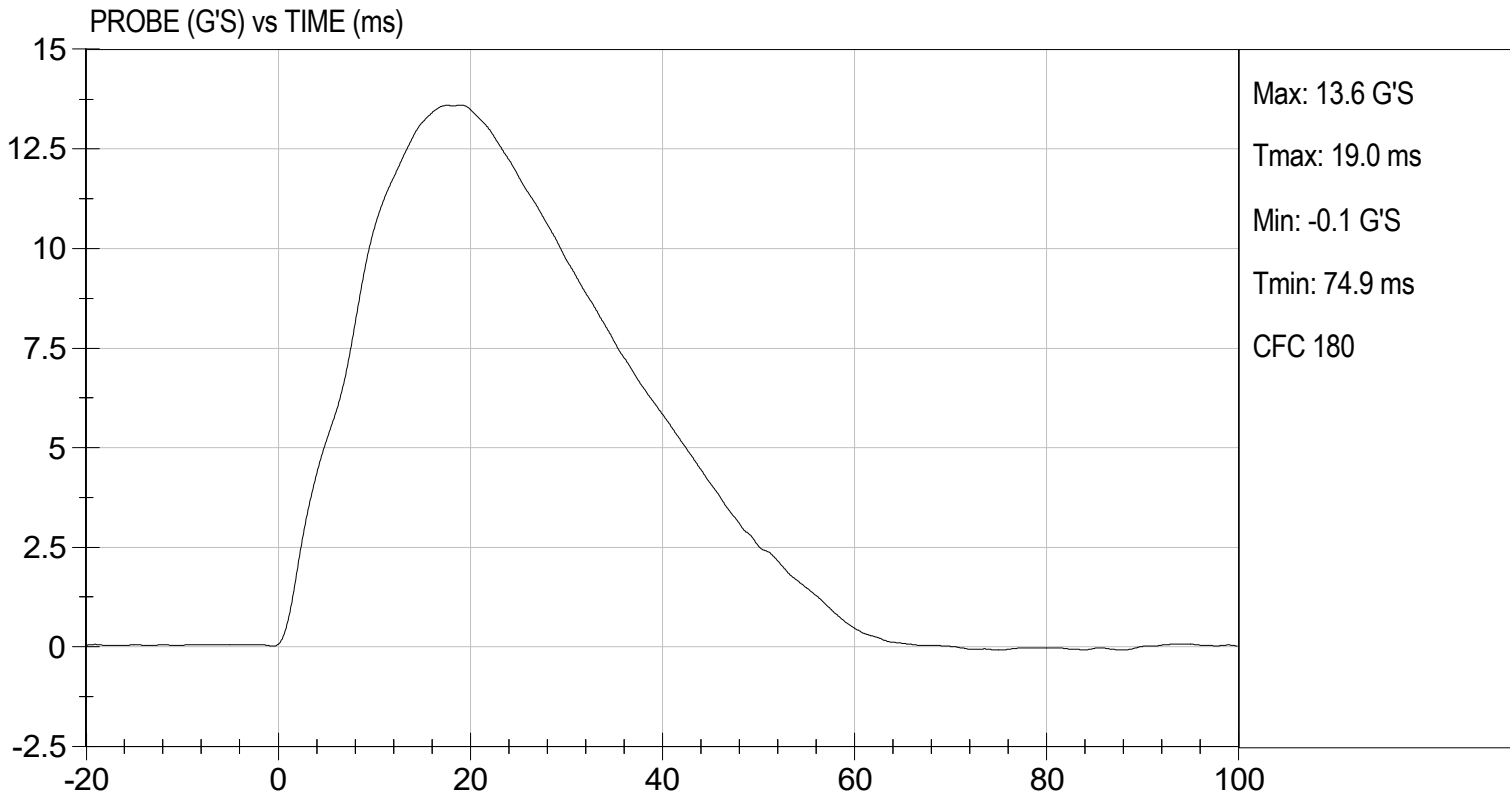
Test I.D: D250096

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.3 | Pass |
| Humidity | % | 10 to 70 | 33 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.34 | Pass |
| Maximum Probe Acceleration | G's | 12 to 16 | 14 | Pass |
| Upper Abdomen Rib Displacement | mm | 36 to 47 | 42 | Pass |
| Lower Abdomen Rib Displacement | mm | 33 to 44 | 37 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 9 to 14 | 11 | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

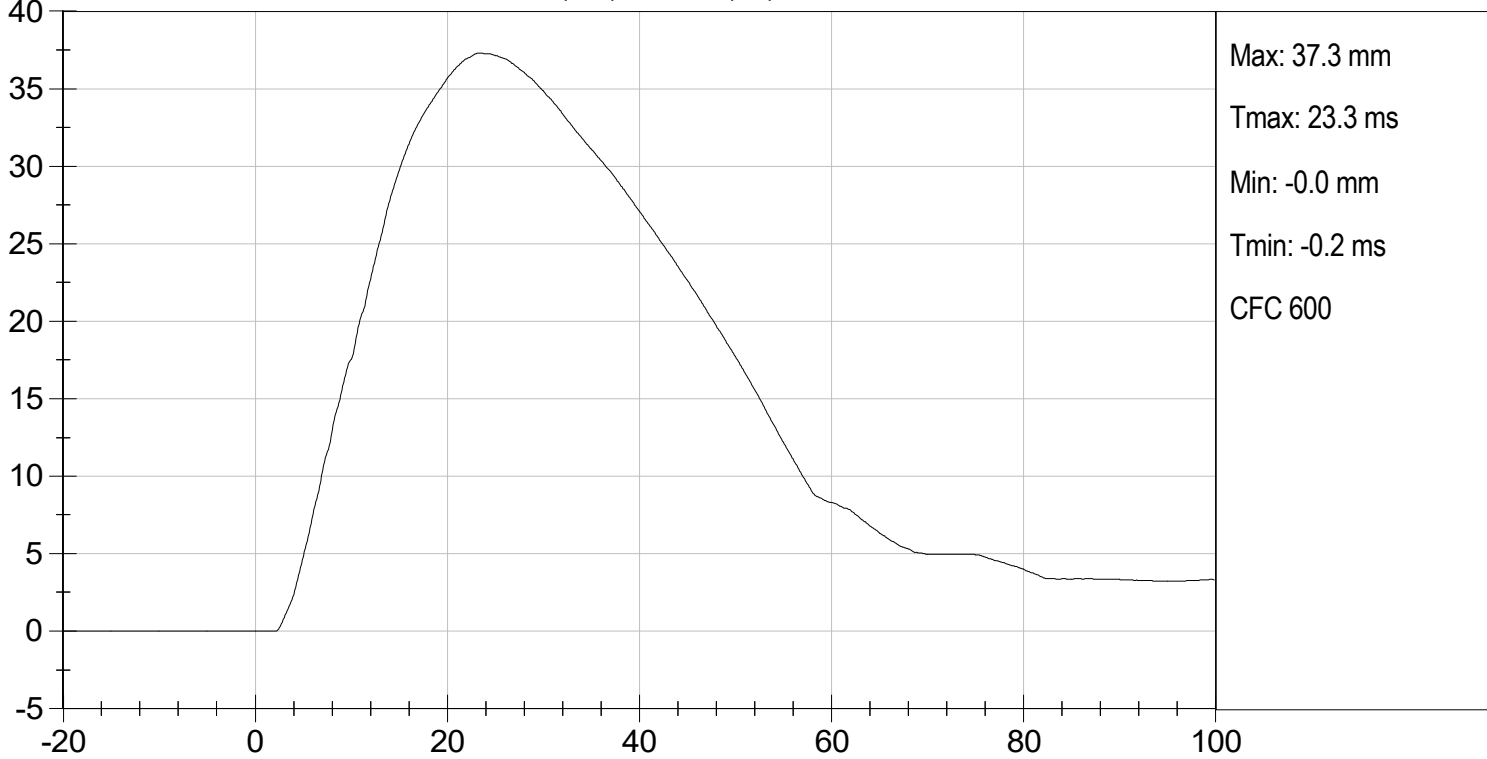
01/09/2025
 Test Date


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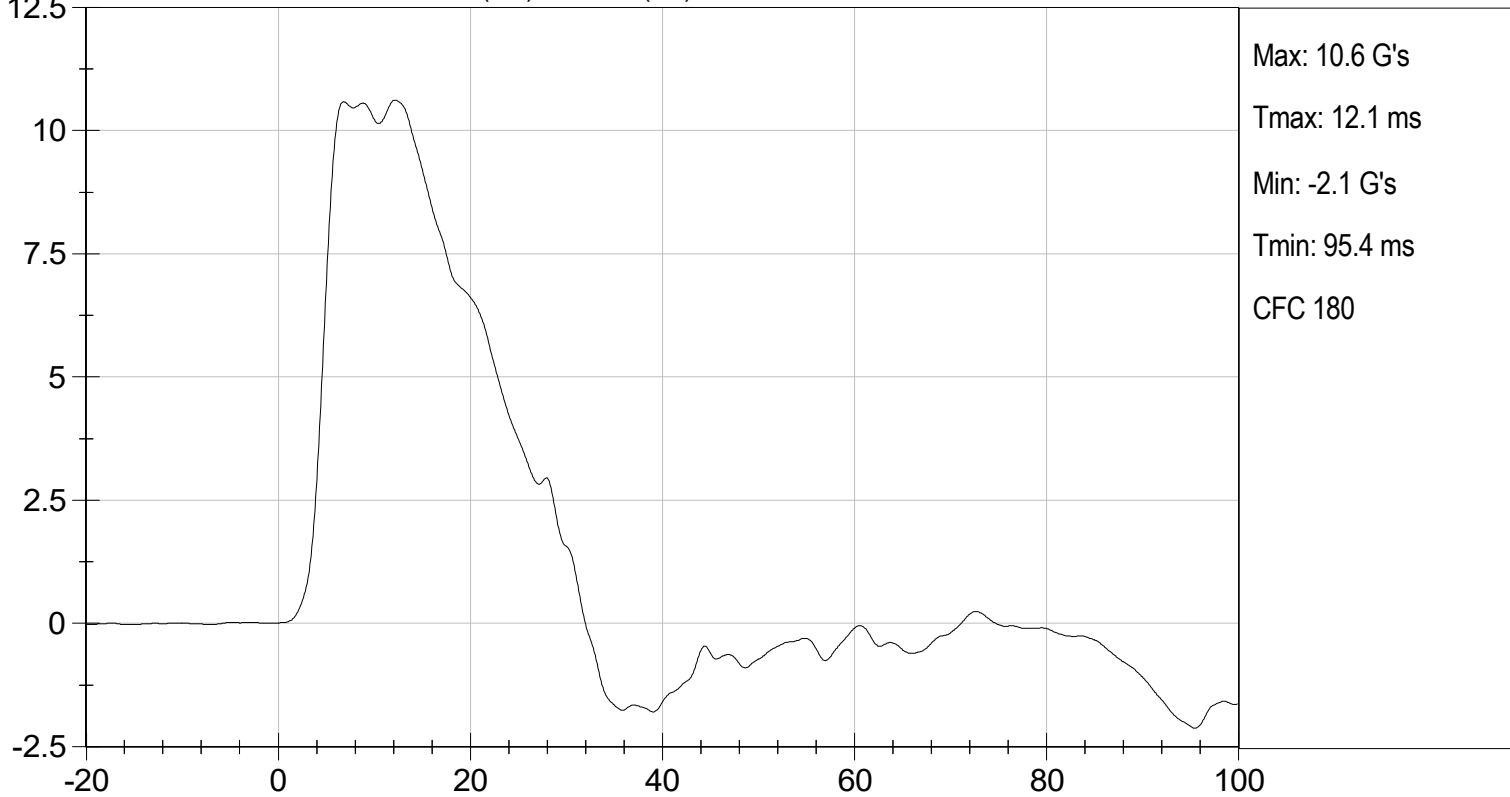




LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



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



MGA RESEARCH CORPORATION
PELVIS IMPACT TEST
SID-Its BUILD LEVEL D DUMMY

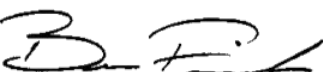
ATD Serial No: 306

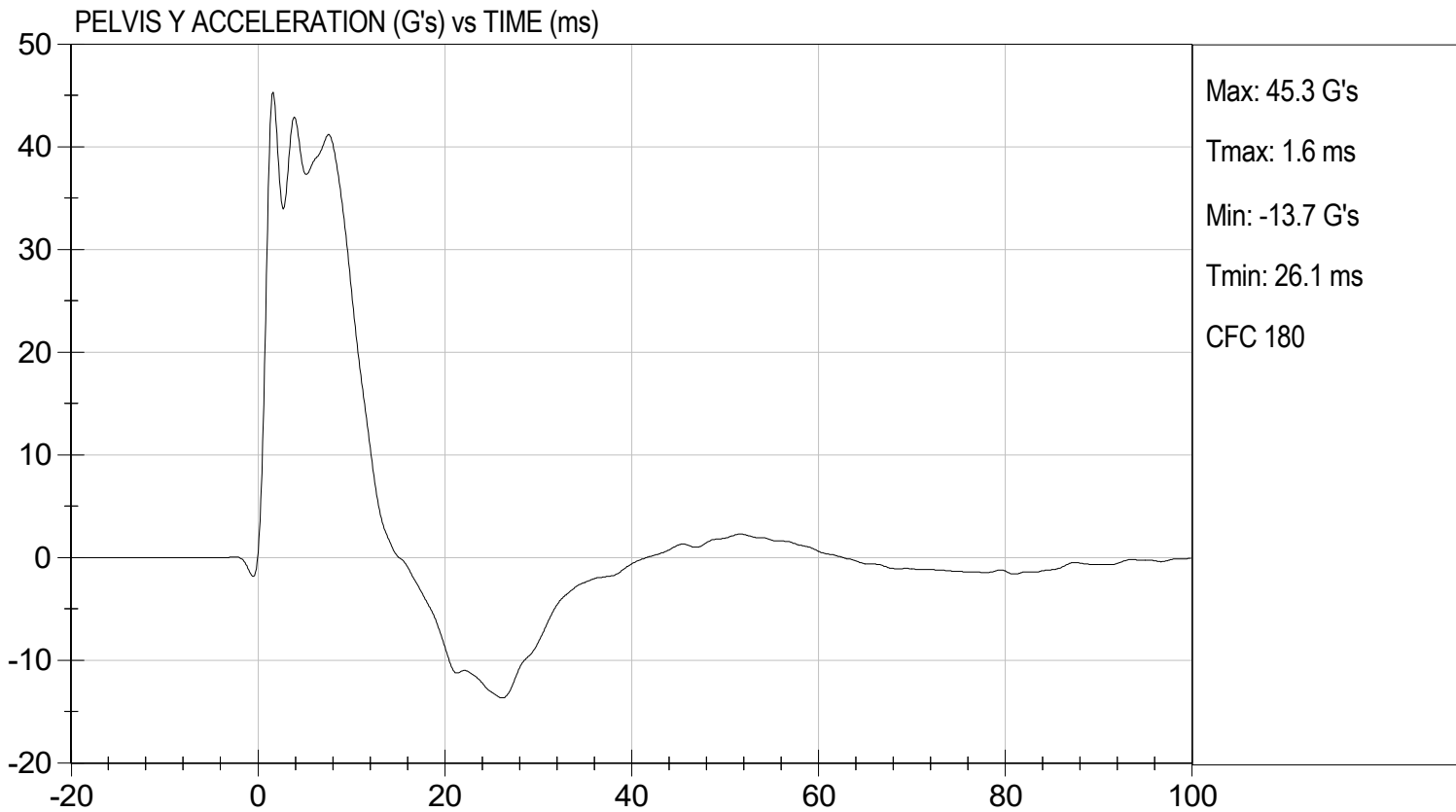
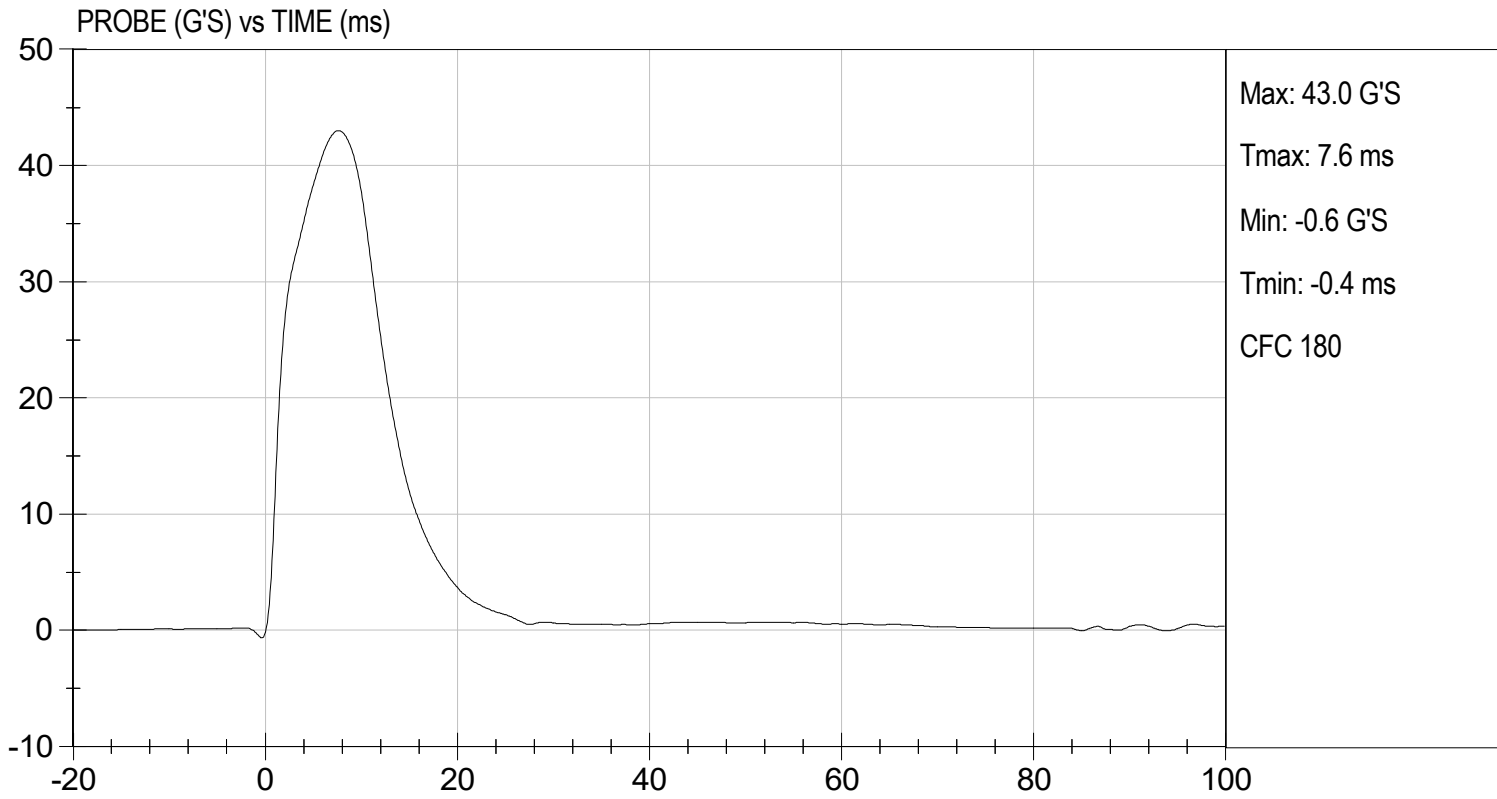
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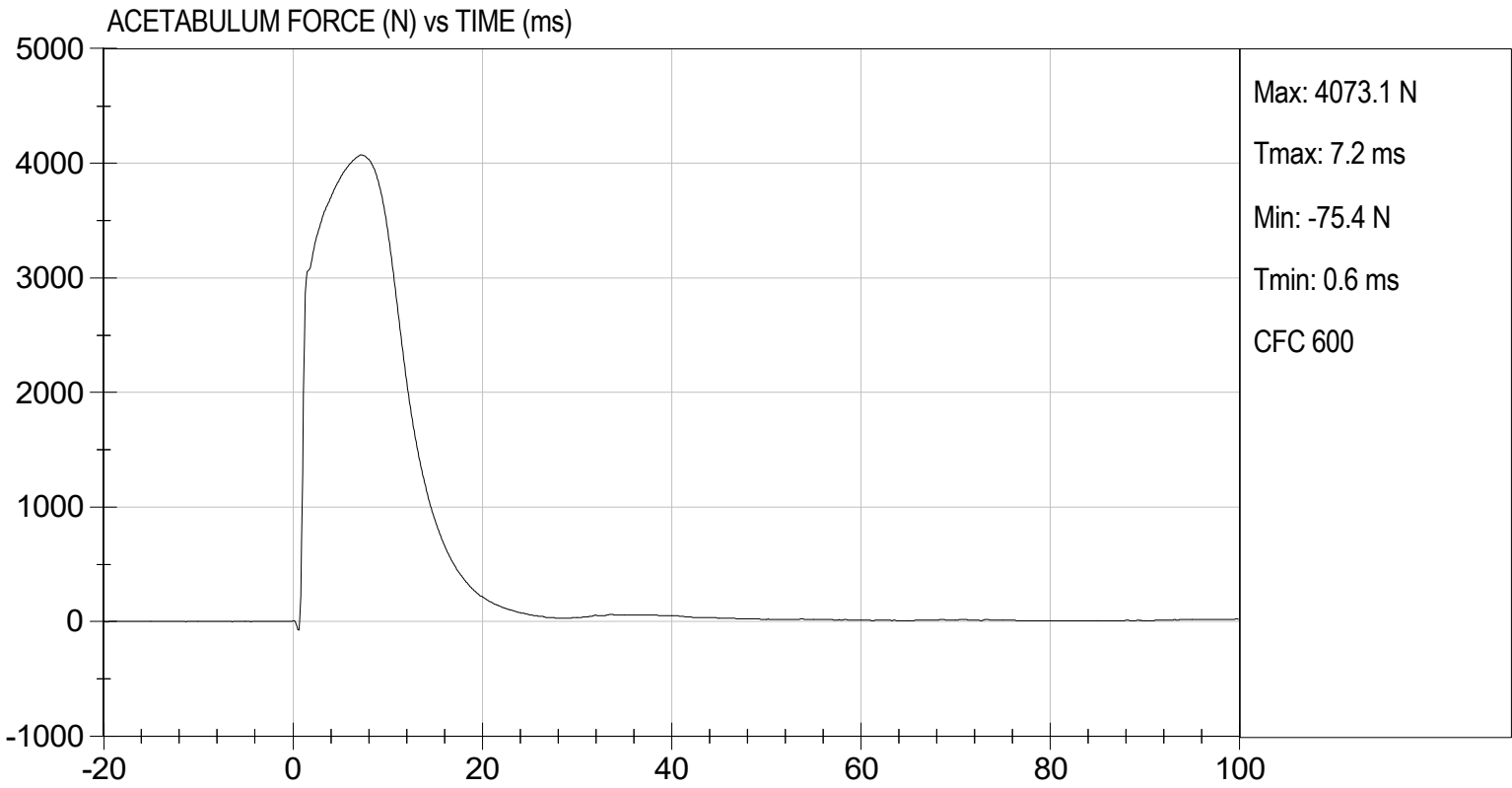
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.1 | Pass |
| Humidity | % | 10 to 70 | 34 | Pass |
| Impact Velocity | m/s | 6.60 to 6.80 | 6.77 | Pass |
| Maximum Probe Acceleration | G's | 38 to 47 | 43 | Pass |
| Pelvis Y Acceleration After 6 ms | G's | 34 to 42 | 41.2 | Pass |
| Peak Acetabulum Force | N | 3600 to 4300 | 4,073 | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

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 Test Date


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MGA RESEARCH CORPORATION
ILIAC IMPACT TEST
SID-ILs BUILD LEVEL D DUMMY

ATD Serial No: 306

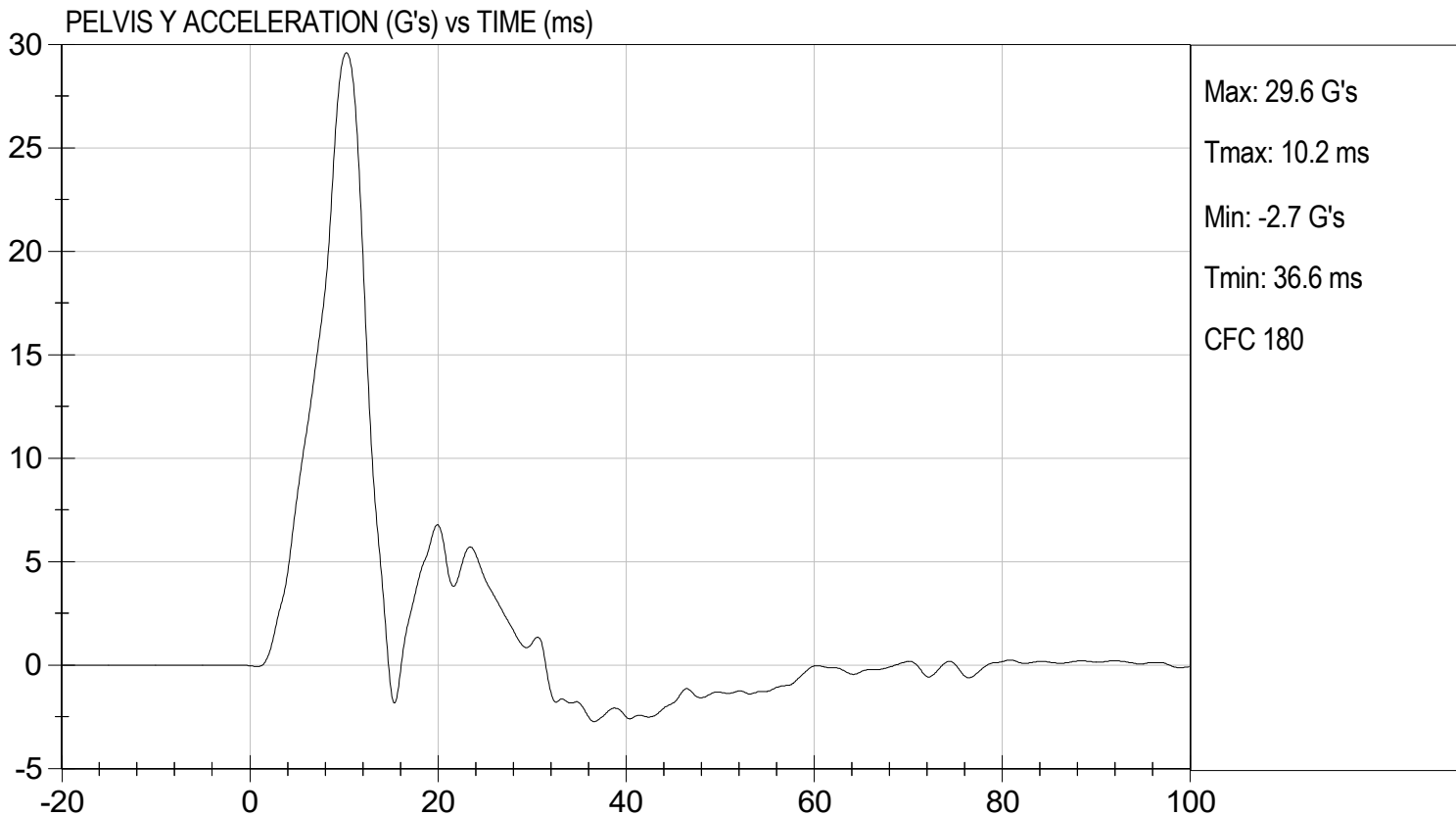
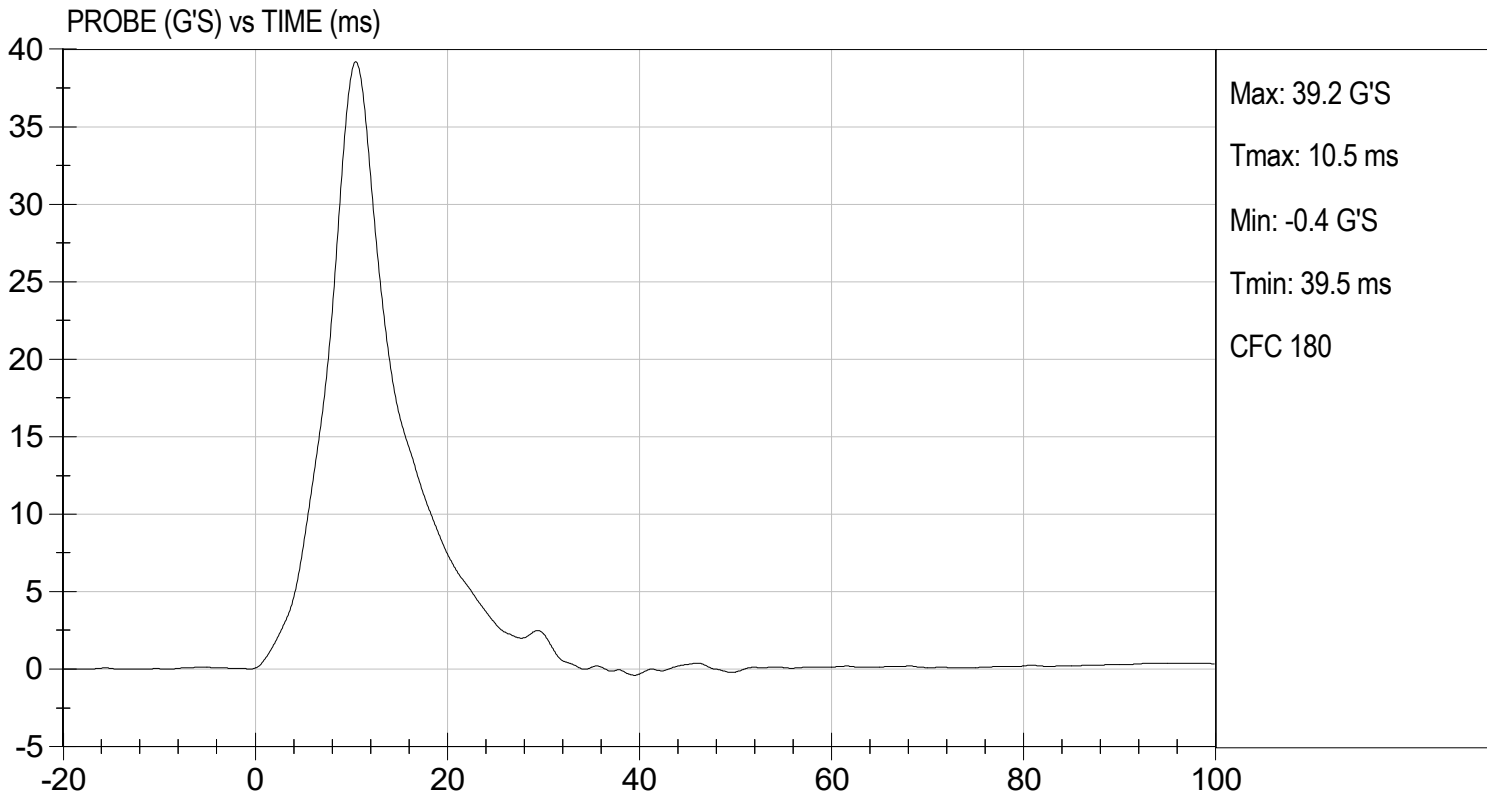
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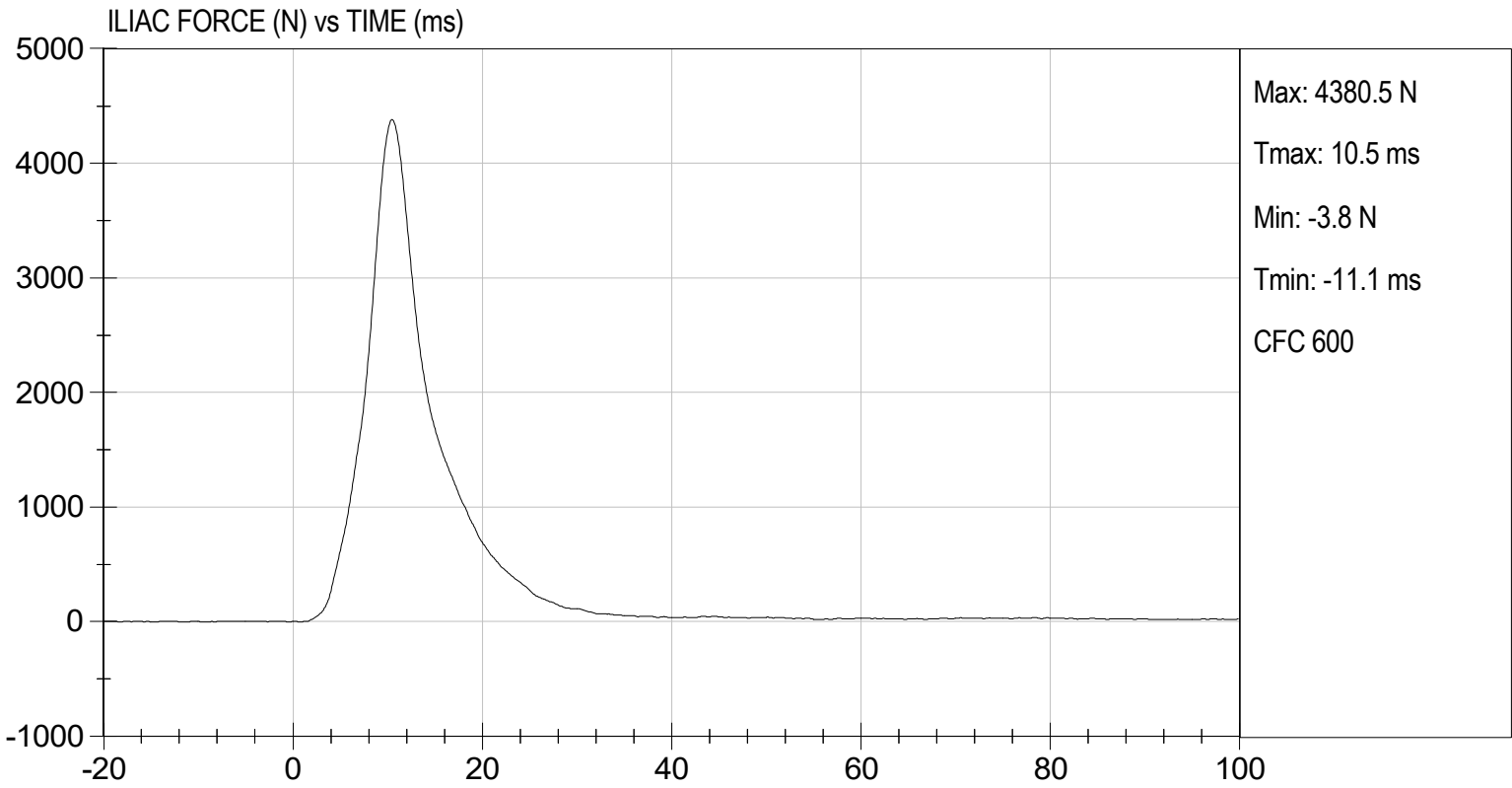
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.4 | Pass |
| Humidity | % | 10 to 70 | 35 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.23 | Pass |
| Maximum Probe Acceleration | G's | 36 to 45 | 39 | Pass |
| Pelvis Y Acceleration | G's | 28 to 39 | 30 | Pass |
| Peak Pelvis Iliac Force | N | 4100 to 5100 | 4,381 | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

01/09/2025
 Test Date


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QUALIFICATION TEST RESULTS

POST-TEST

SID-IIS 5TH PERCENTILE FEMALE - PASSENGER ATD

SID-IIsD External Measurements
SN: 306

| No. | Name | Spec. (mm) | Result | Pass/Fail |
|------------|-------------------------------|-------------------|---------------|------------------|
| A | Sitting Height | 772 - 788 | 785 | Pass |
| B | Shoulder Pivot Height | 437 - 453 | 449 | Pass |
| C | H-point Height | 79 - 89 | 86 | Pass |
| D | H-point from Seatback | 141 - 151 | 147 | Pass |
| E | Shoulder Pivot from Backline | 97 - 107 | 99 | Pass |
| F | Thigh Clearance | 119 -135 | 120 | Pass |
| G | Head Breadth | 140 - 148 | 141 | Pass |
| H | Head Back from Backline | 40 - 46 | 45 | Pass |
| I | Head Depth | 178 - 188 | 182 | Pass |
| J | Head Circumference | 541 - 551 | 550 | Pass |
| K | Buttock to Knee Length | 514 - 540 | 538 | Pass |
| L | Popliteal Height | 343 - 369 | 349 | Pass |
| M | Knee Pivot to Floor Height | 392 - 409 | 394 | Pass |
| N | Buttock Popliteal Length | 416 - 442 | 435 | Pass |
| O | Chest Depth w/o Jacket | 195 - 211 | 198 | Pass |
| P | Foot Length | 216 - 232 | 222 | Pass |
| Q | Hip Breadth (w/ pelvic plugs) | 313 - 323 | 317 | Pass |
| R | Arm Length | 249 - 259 | 250 | Pass |
| S | Knee Joint to Seatback | 477 - 493 | 483 | Pass |
| V | Shoulder Width | 341 - 357 | 351 | Pass |
| W | Foot Width | 78 - 94 | 82 | Pass |
| Y | Chest Circumference w/ jacket | 851 - 881 | 863 | Pass |
| Z | Waist Circumference | 761 - 791 | 782 | Pass |

MGA RESEARCH CORPORATION
HEAD DROP TEST
SID-IIs BUILD LEVEL D DUMMY

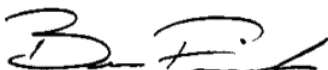
ATD Serial No: 306

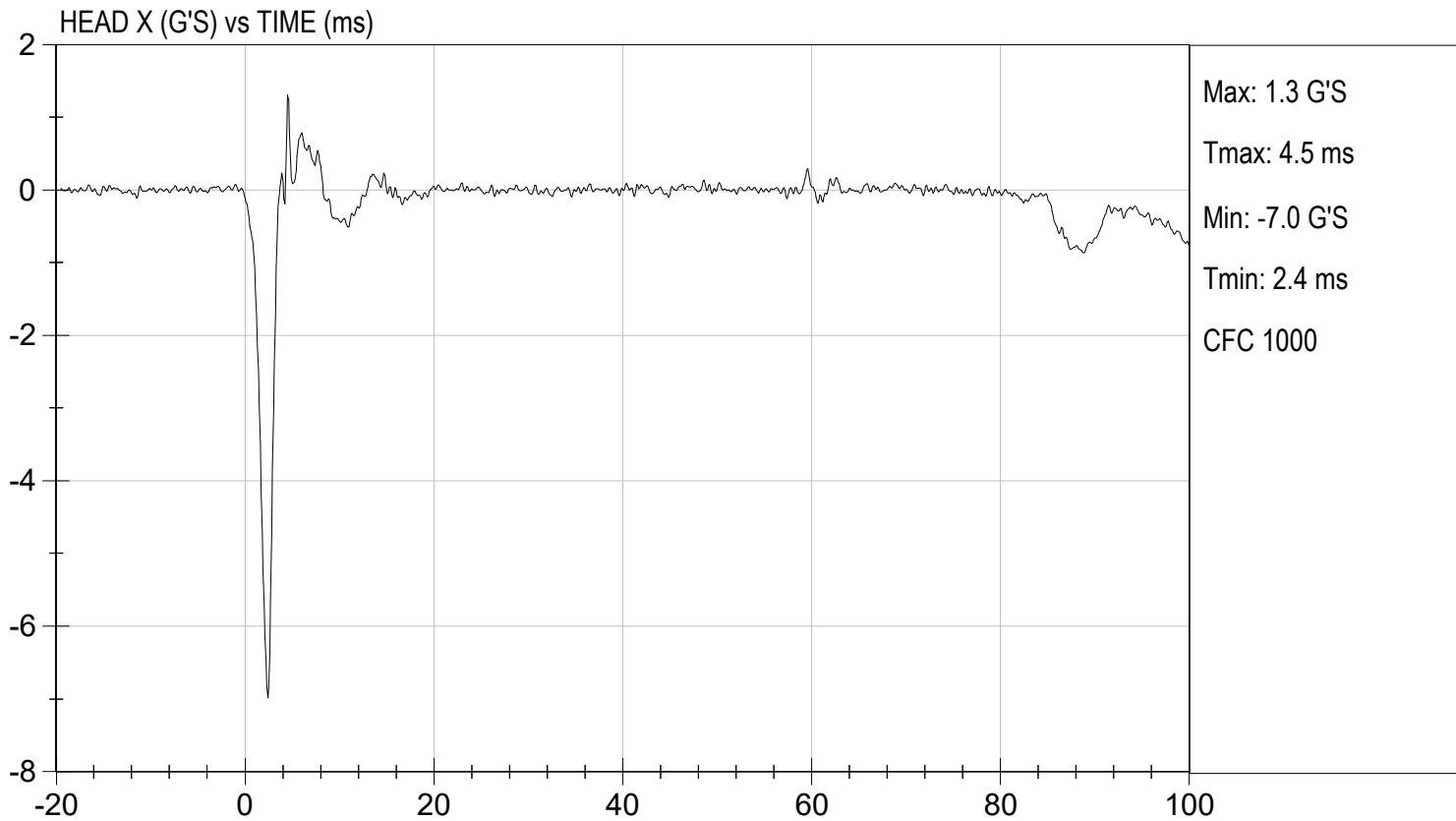
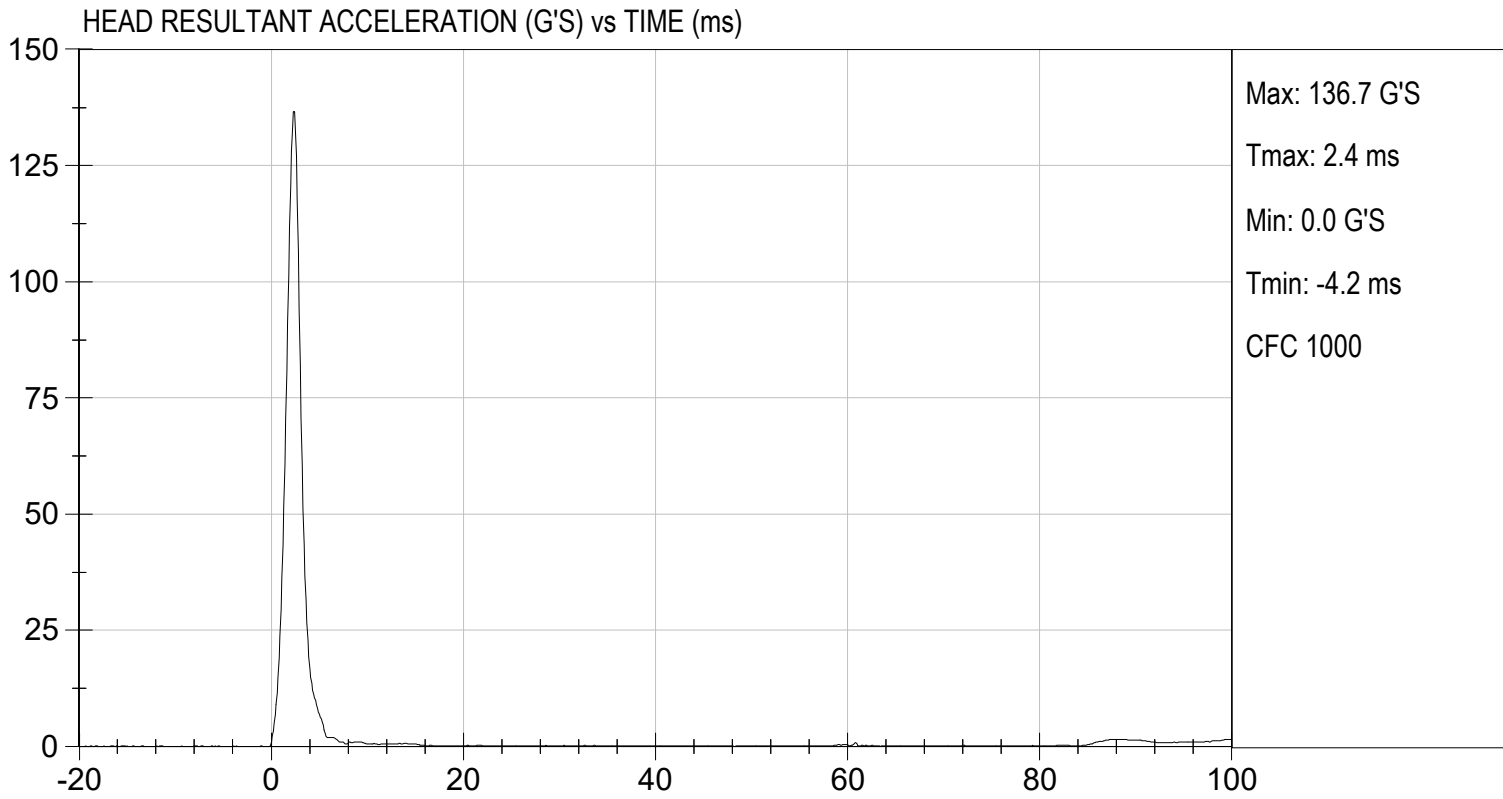
Test ID: D250151

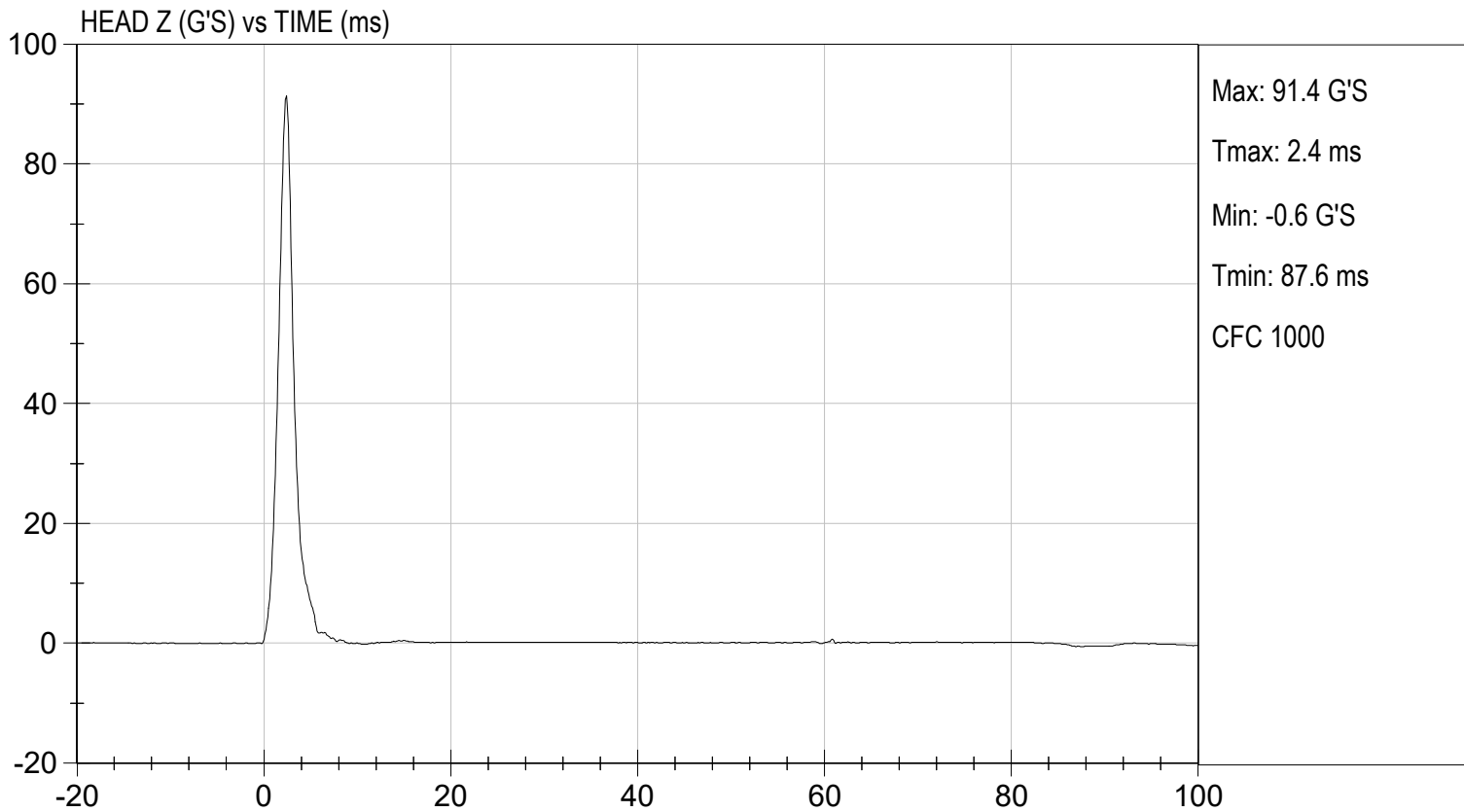
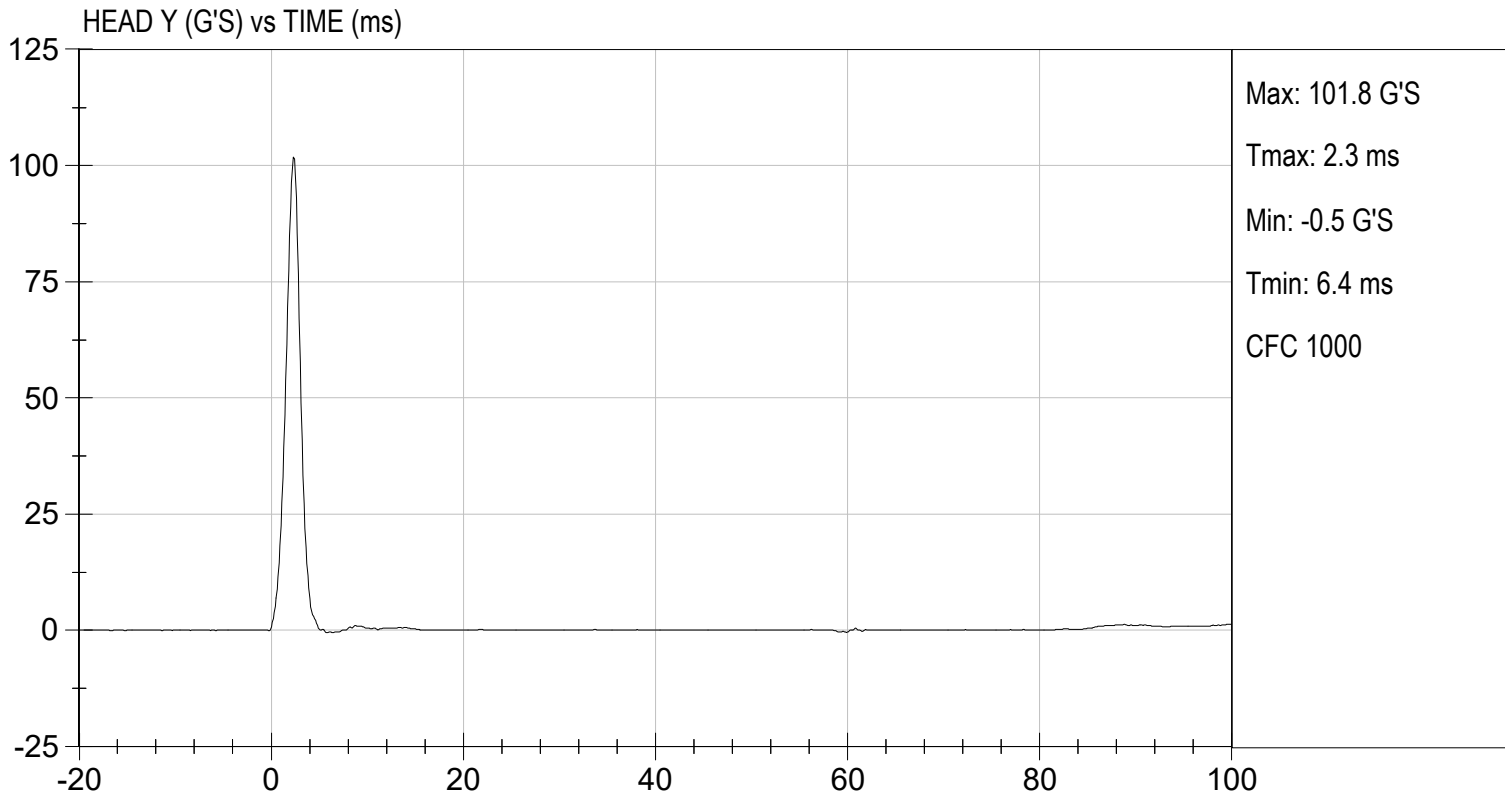
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|--------------------------------|-------|---------------|--------|-----------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.7 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 24 | Pass |
| Peak Resultant Acceleration | G's | 115 to 137 | 137 | Pass |
| Peak Longitudinal Acceleration | G's | +/- 15 | -7.0 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | <15% | Yes | Pass |
| Overall Test Results | | | | Pass |


 Laboratory Technician

01/15/2025
 Test Date


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MGA RESEARCH CORPORATION
LATERAL NECK PENDULUM TEST
SID-Its BUILD LEVEL D DUMMY

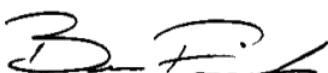
ATD Serial No: 306

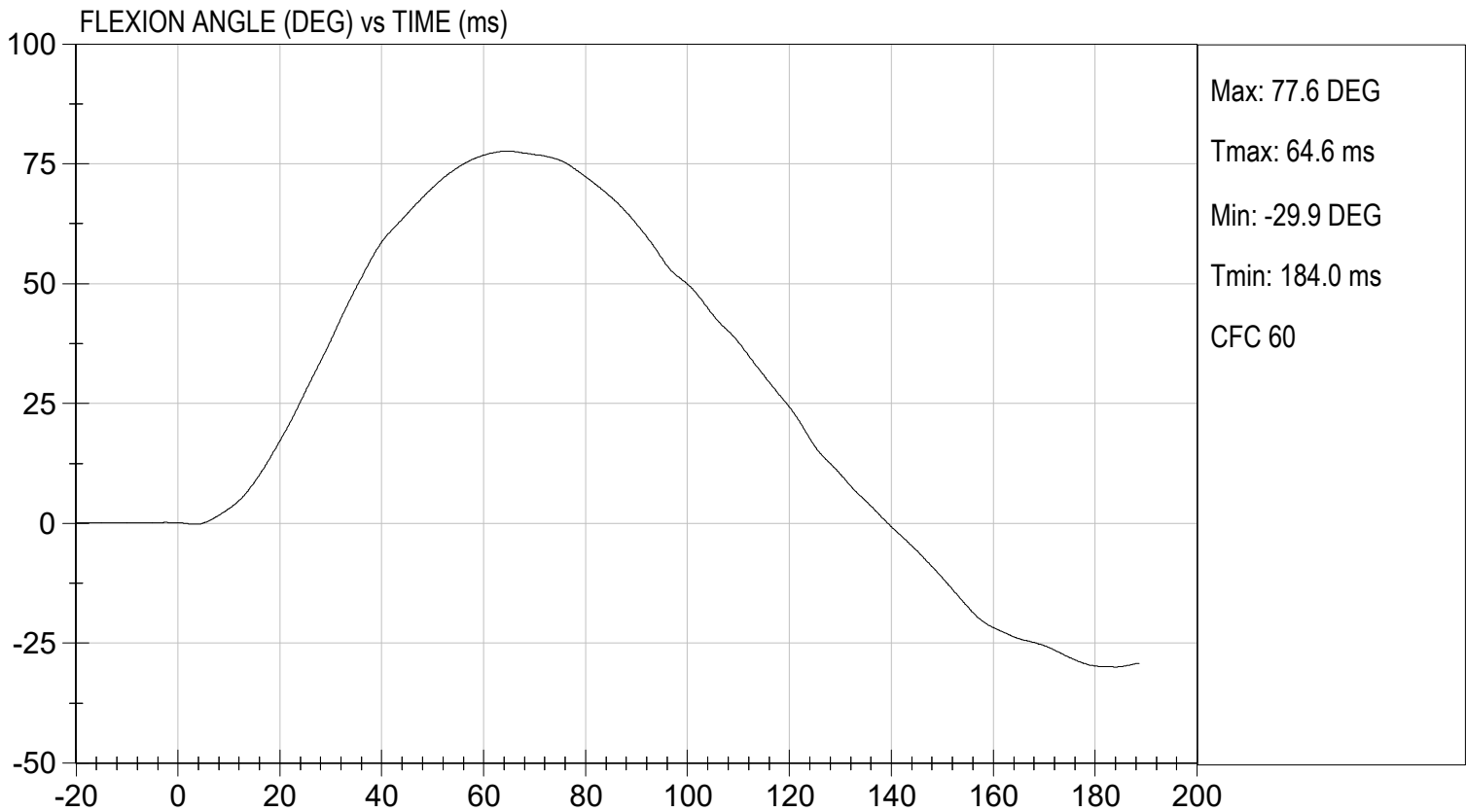
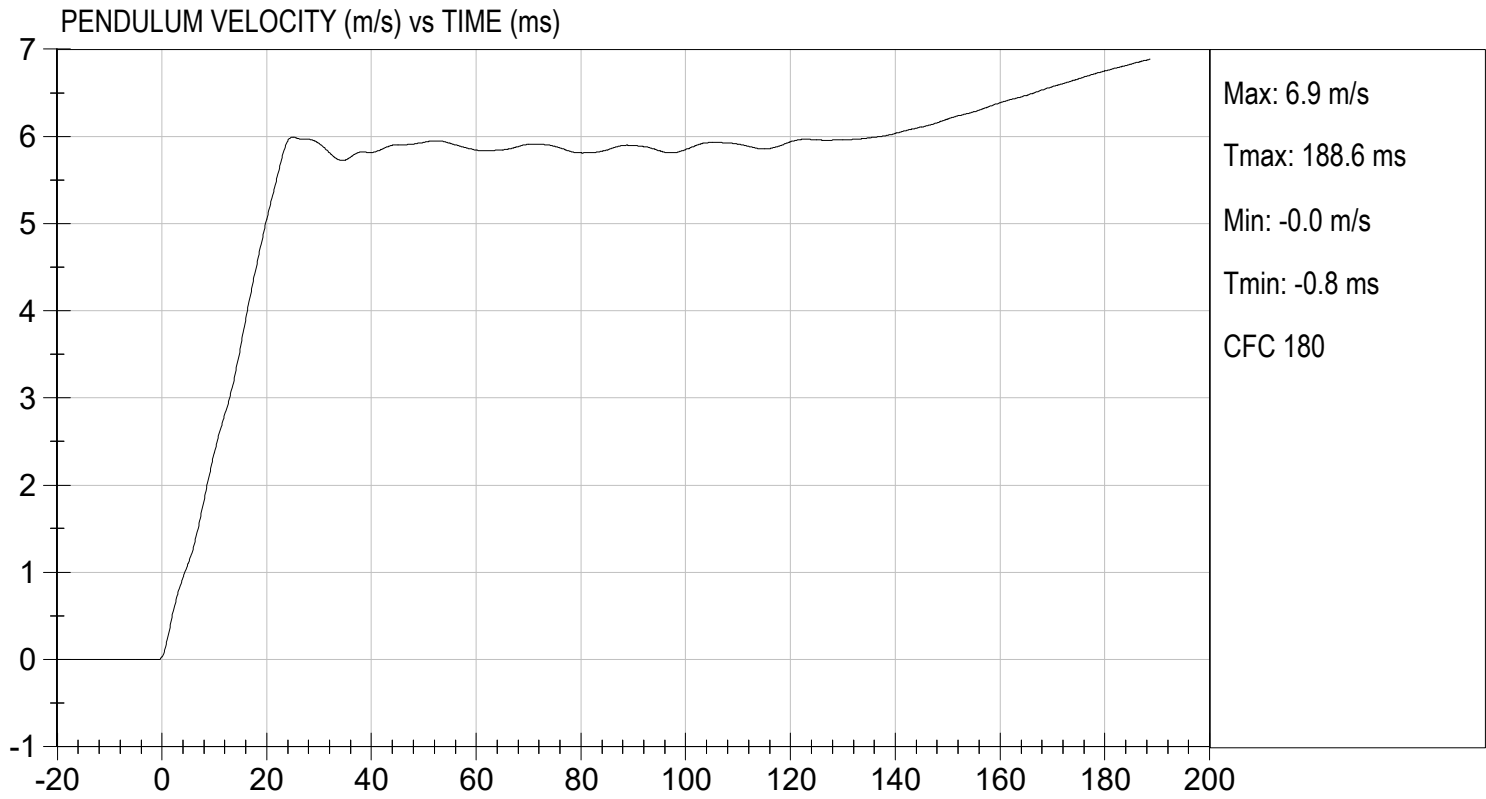
Test I.D.: D250152

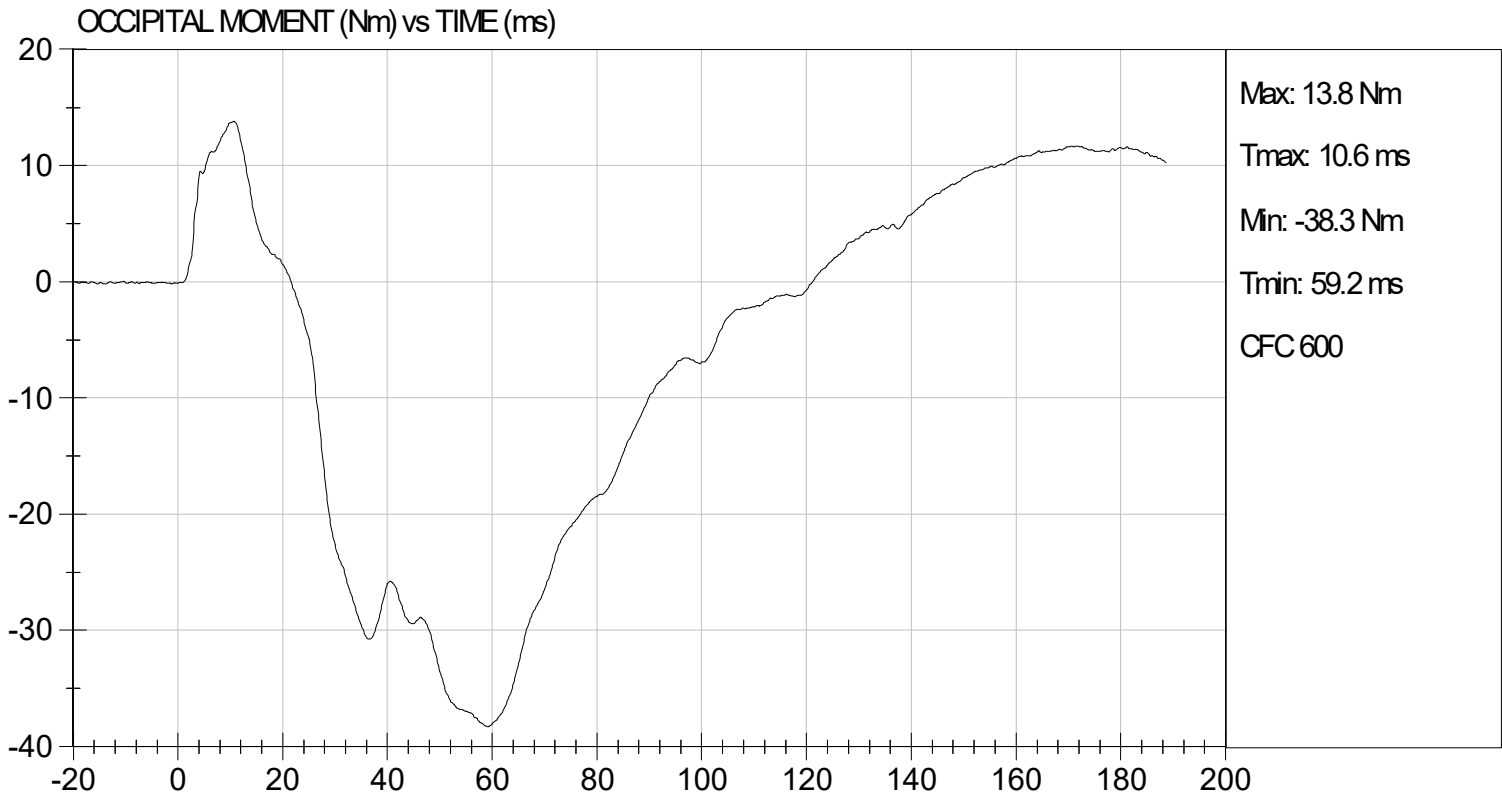
| Tested Parameter | Units | Specification | Result | Pass/Fail | |
|----------------------------------|-----------|---------------|--------------|-----------|------|
| Temperature | deg C | 20.6 to 22.2 | 21.6 | Pass | |
| Humidity | % | 10 to 70 | 24 | Pass | |
| Impact Velocity | m/s | 5.51 to 5.63 | 5.52 | Pass | |
| Pendulum Velocity | 10 ms | m/s | 2.20 to 2.80 | 2.37 | Pass |
| | 15 ms | m/s | 3.30 to 4.10 | 3.59 | Pass |
| | 20 ms | m/s | 4.40 to 5.40 | 5.05 | Pass |
| | 25 ms | m/s | 5.40 to 6.10 | 5.99 | Pass |
| | 25-100 ms | m/s | 5.50 to 6.20 | 5.99 | Pass |
| Maximum D-Plane Rotation | deg | 71 to 81 | 78 | Pass | |
| Time of Maximum D-Plane Rotation | ms | 50 to 70 | 65 | Pass | |
| Maximum Occipital Condyle Moment | Nm | -44 to -36 | -38 | Pass | |
| Time of Moment Decay to 0 Nm | ms | 102 to 126 | 121 | Pass | |
| Overall Test Results | | | | Pass | |


 Laboratory Technician

01/15/2025
 Test Date


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MGA RESEARCH CORPORATION
SHOULDER IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

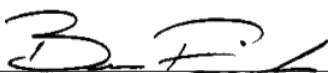
ATD Serial No: 306

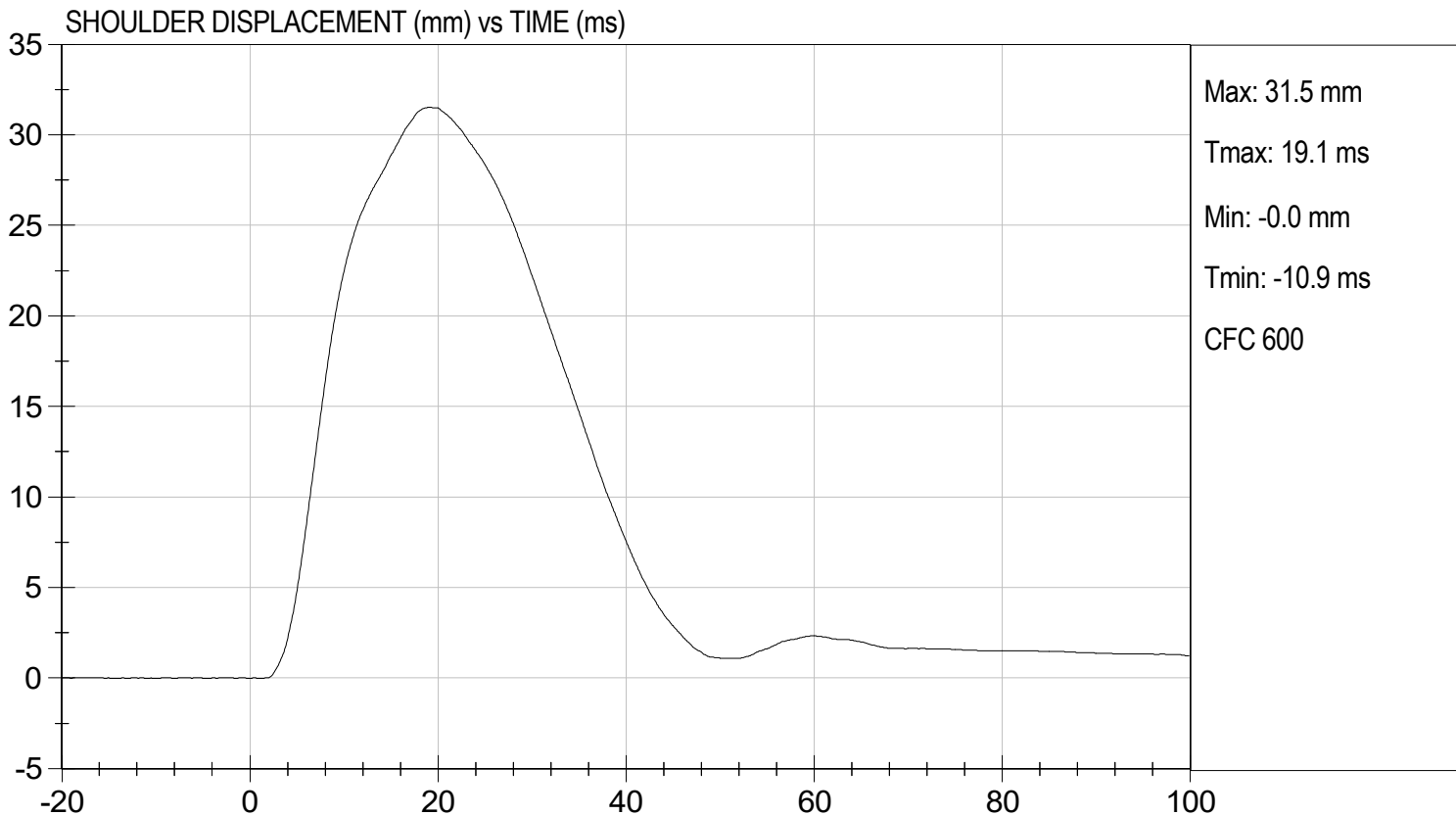
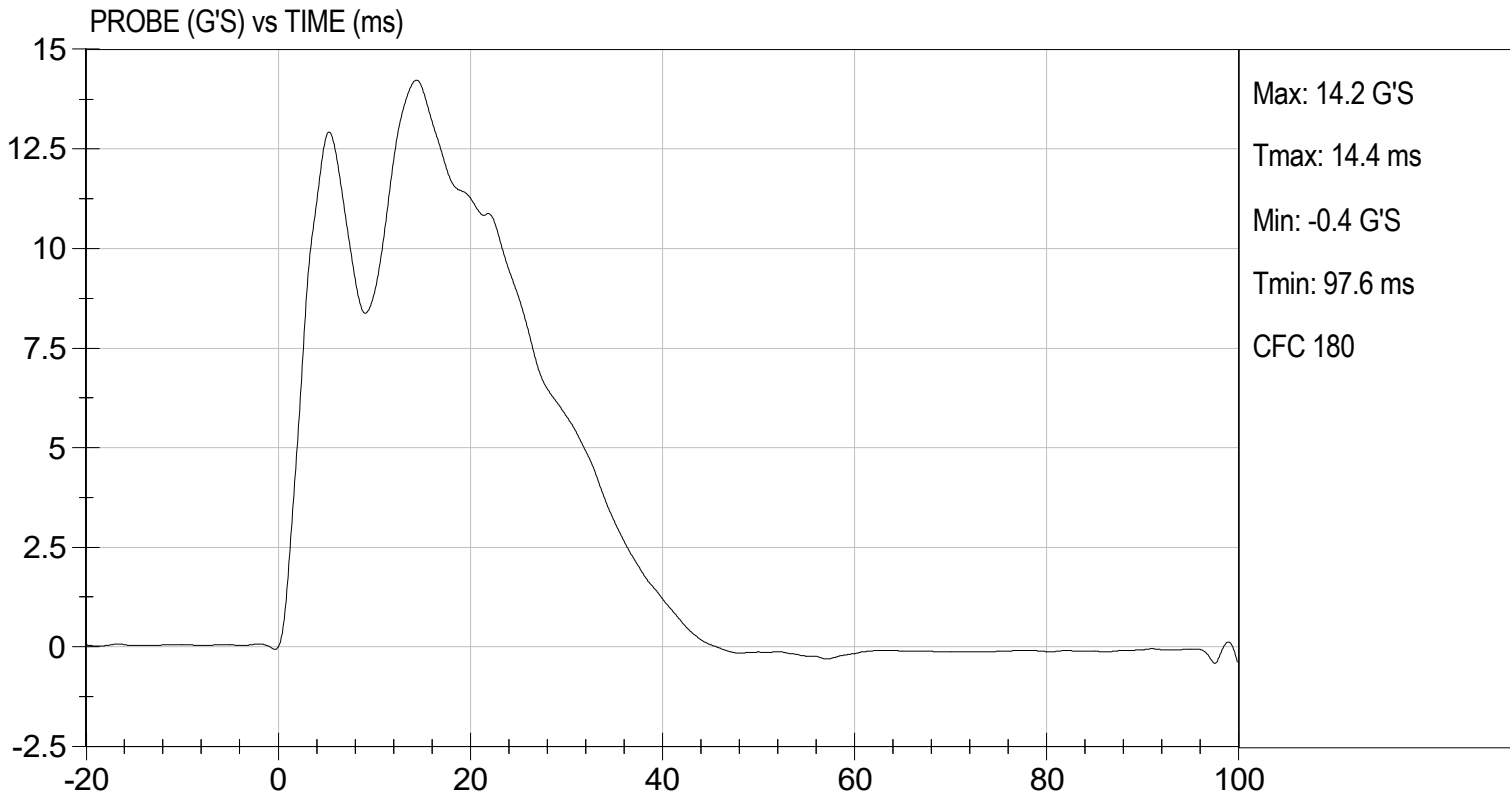
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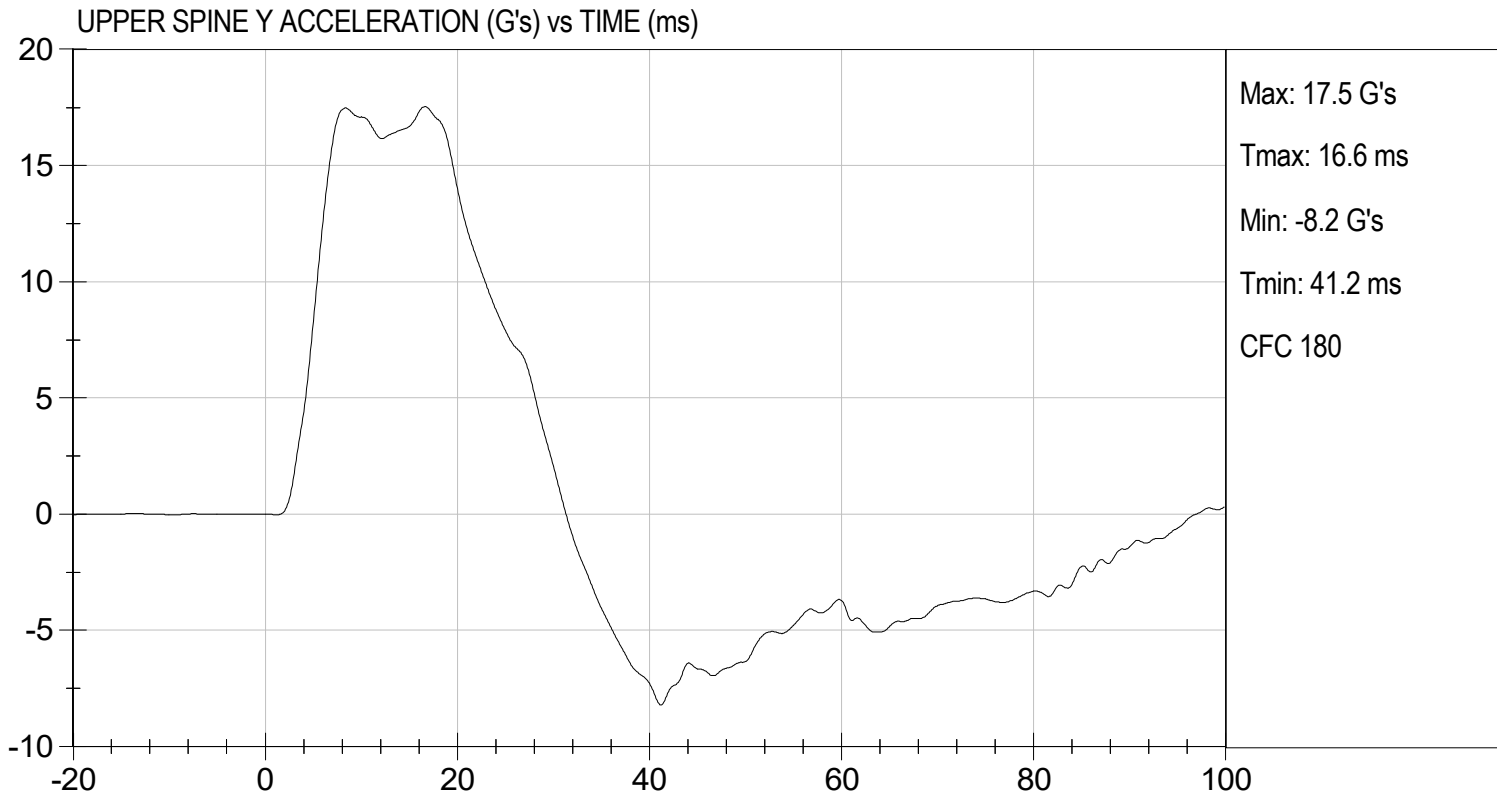
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---------------------------------|-------|---------------|--------|-------------|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.7 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 23 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.30 | Pass |
| Maximum Probe Acceleration | G's | 13 to 18 | 14 | Pass |
| Shoulder Displacement | mm | 28 to 37 | 32 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 17 to 22 | 18 | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
 Test Date


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**MGA RESEARCH CORPORATION
THORAX (WITH ARM) IMPACT TEST
SID-Its BUILD LEVEL D DUMMY**

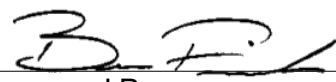
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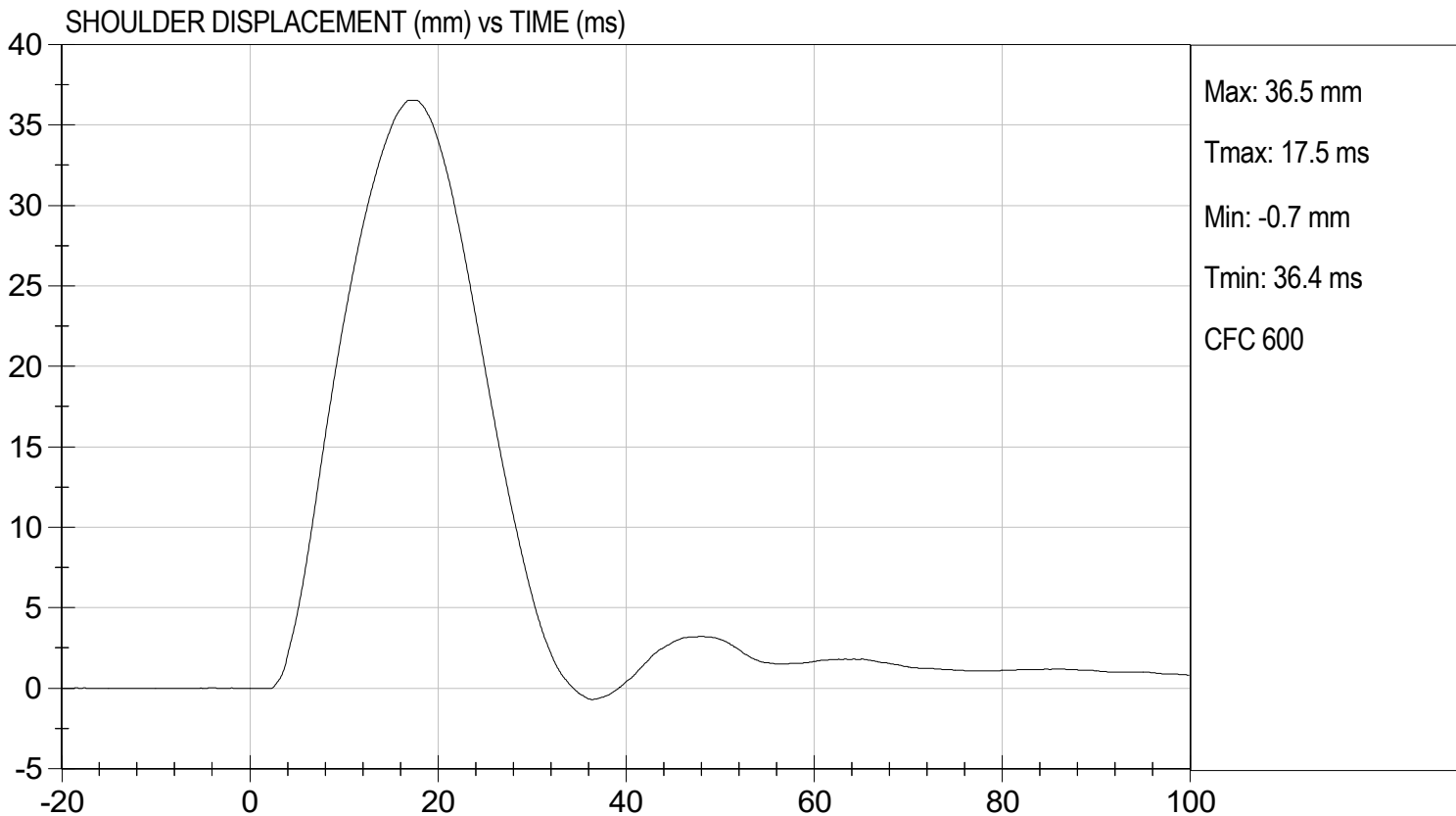
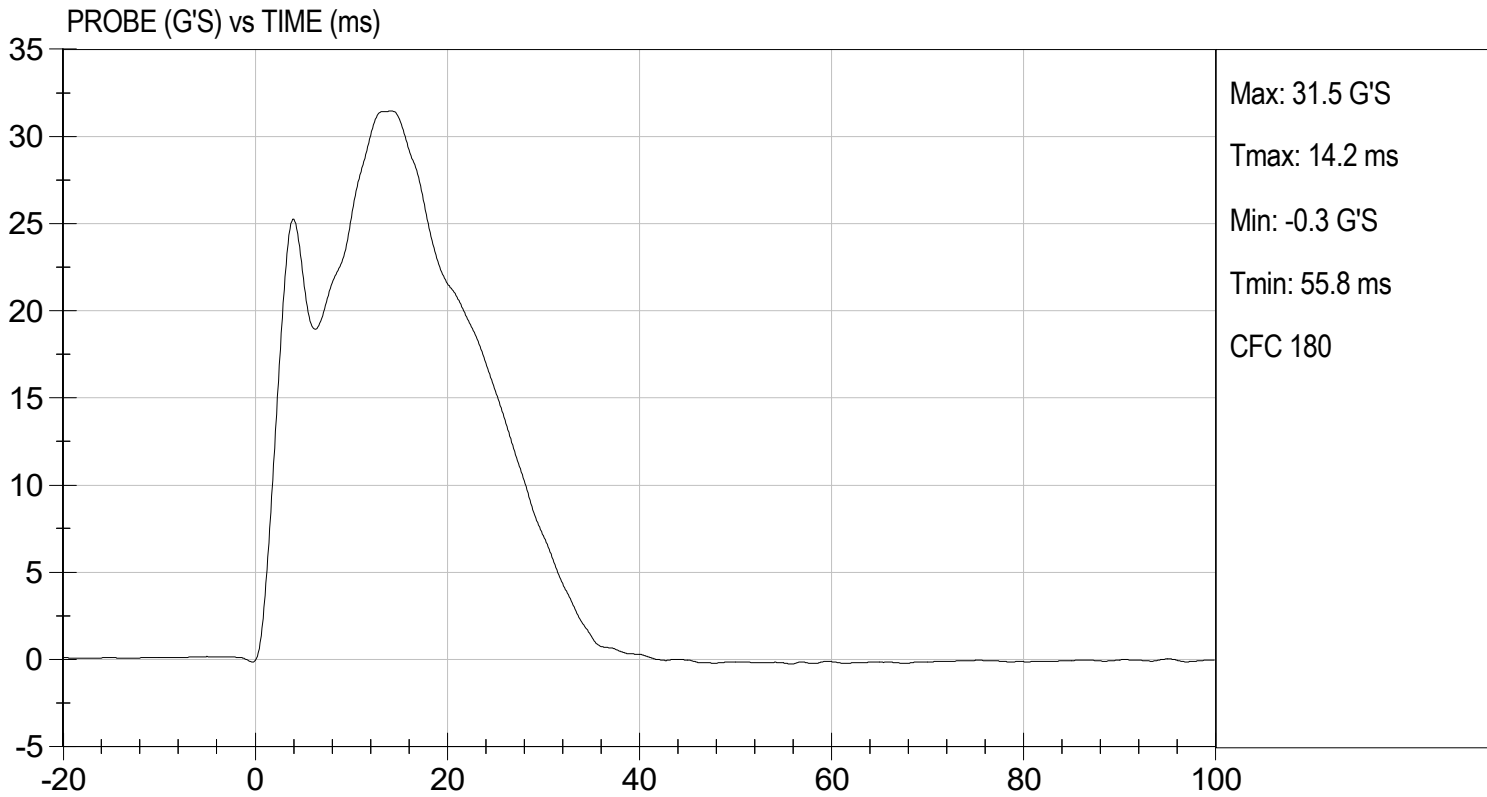
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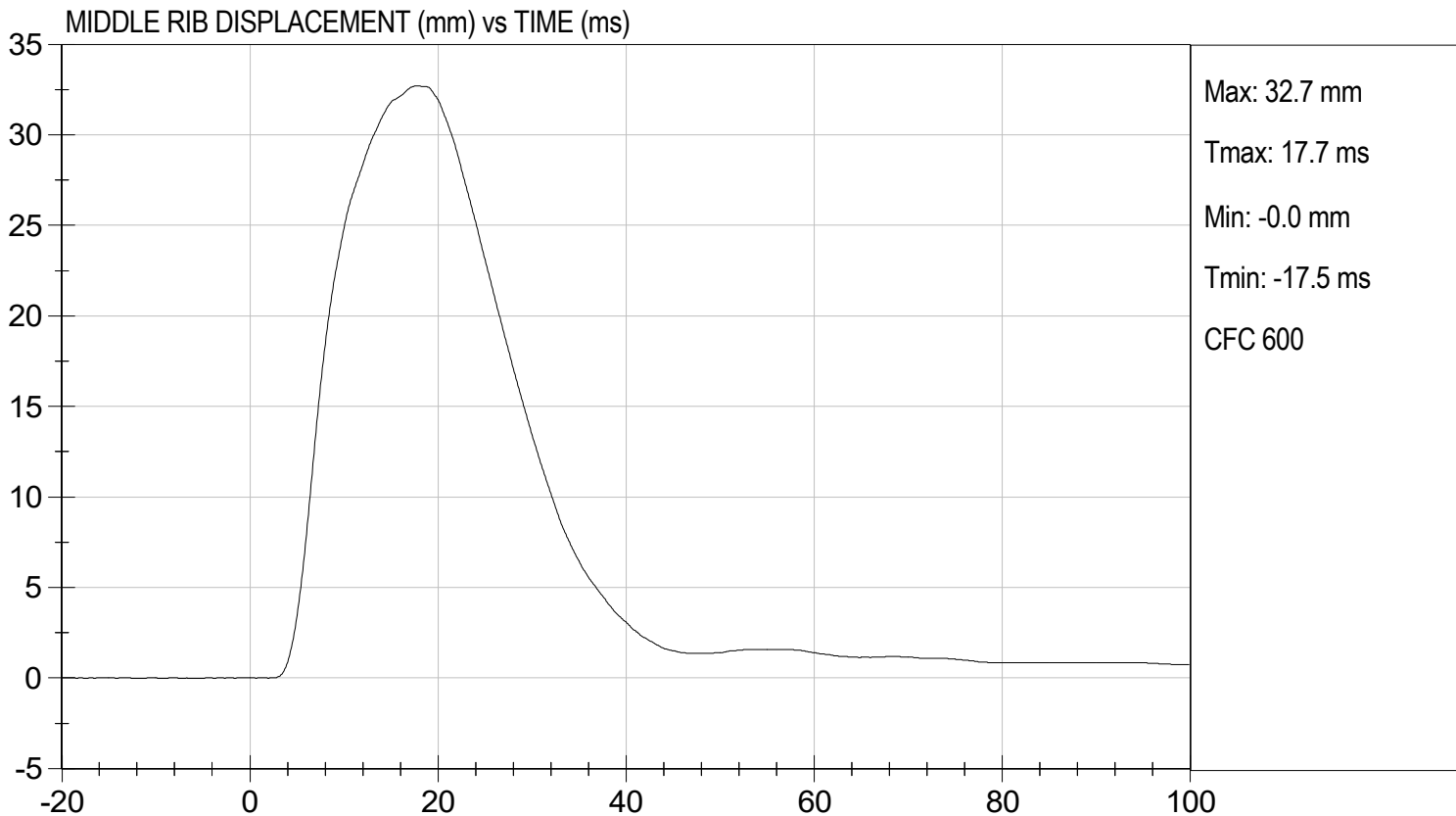
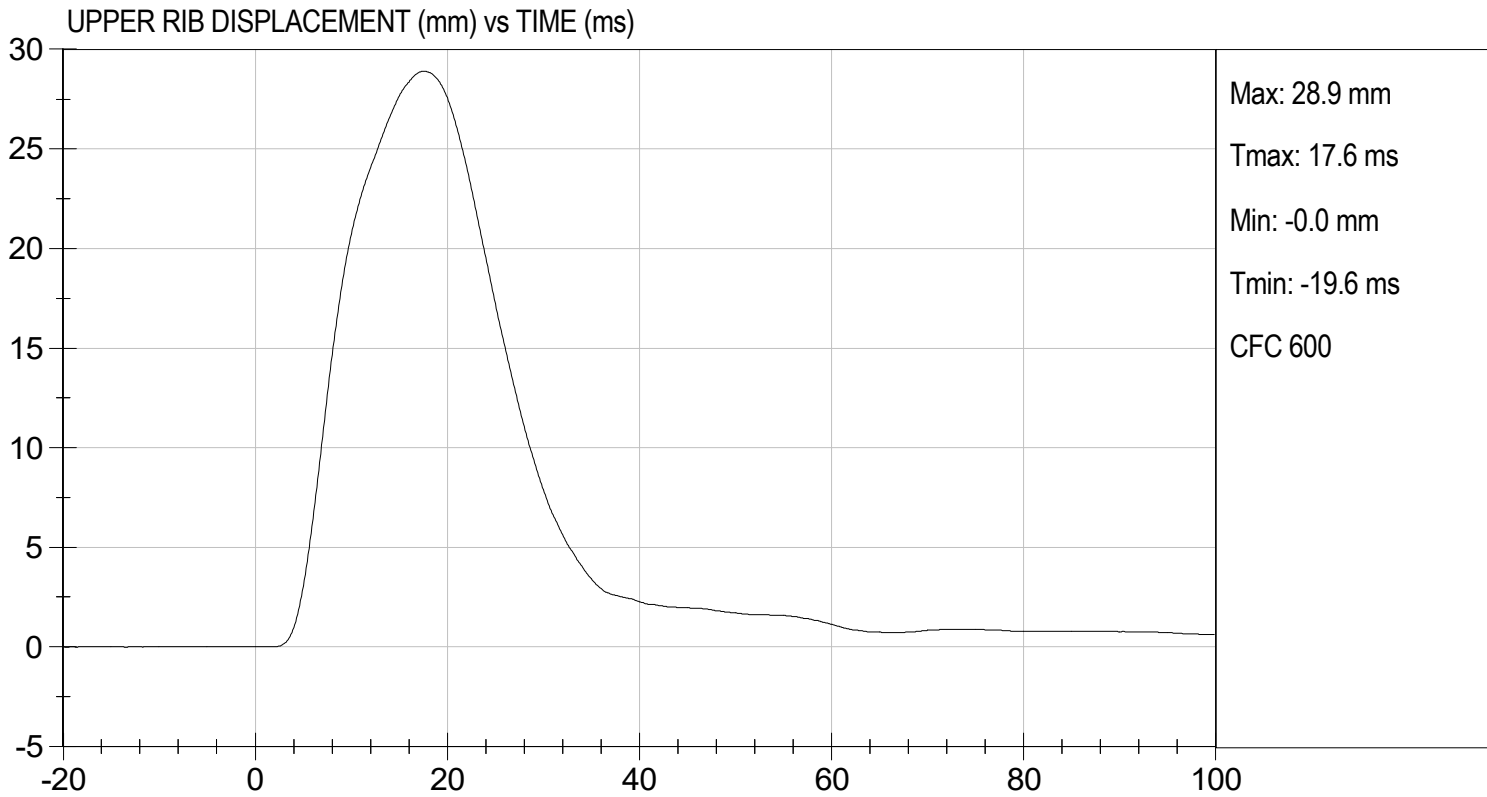
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-------------|
| Temperature | deg C | 20.6 to 22.2 | 21.5 | Pass |
| Humidity | % | 10 to 70 | 24 | Pass |
| Impact Velocity | m/s | 6.60 to 6.80 | 6.77 | Pass |
| Maximum Probe Acceleration | G's | 30 to 36 | 31 | Pass |
| Shoulder Displacement | mm | 31 to 40 | 37 | Pass |
| Upper Rib Displacement | mm | 25 to 32 | 29 | Pass |
| Middle Rib Displacement | mm | 30 to 36 | 33 | Pass |
| Lower Rib Displacement | mm | 32 to 38 | 34 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 34 to 43 | 37 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 29 to 37 | 32 | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
Test Date

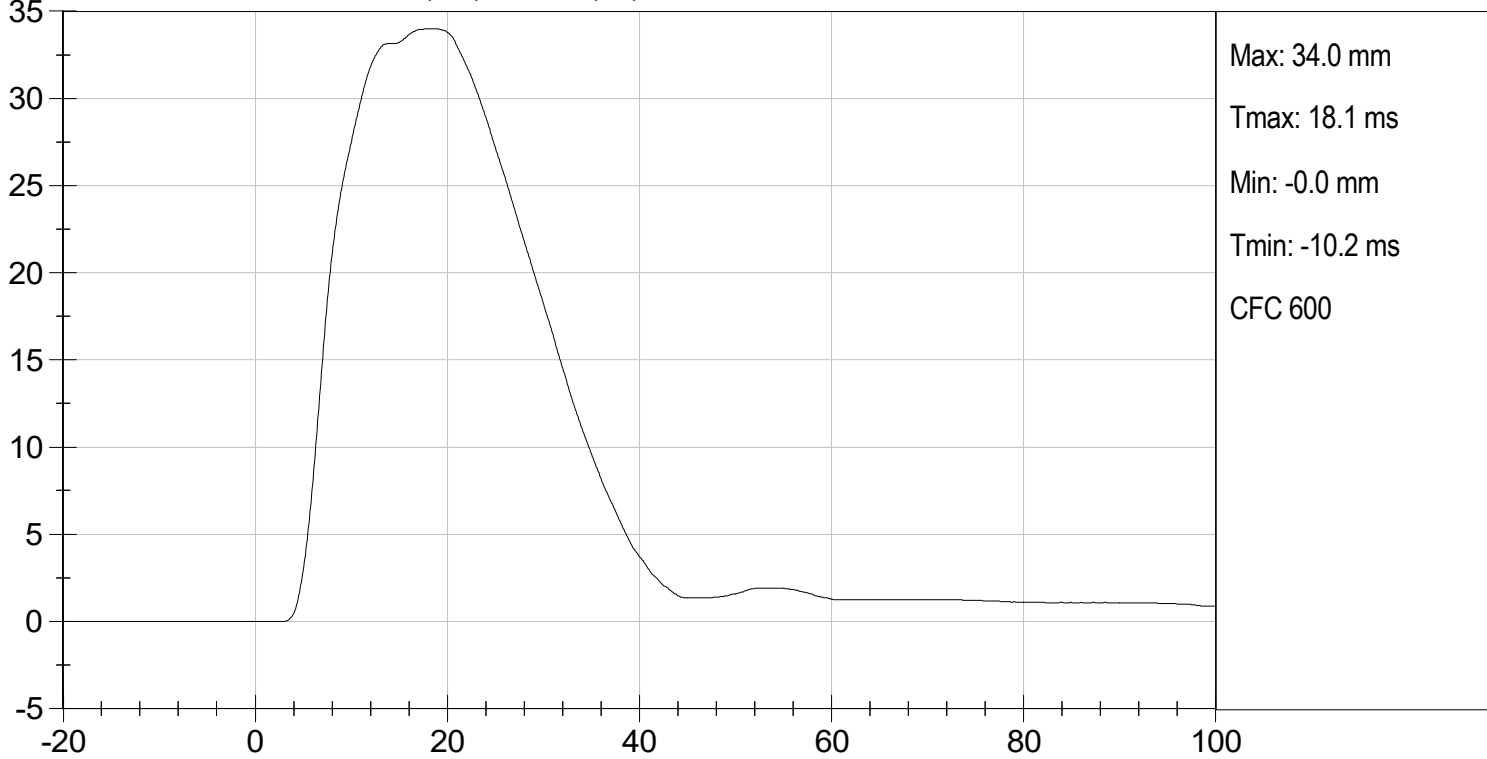

Approved By



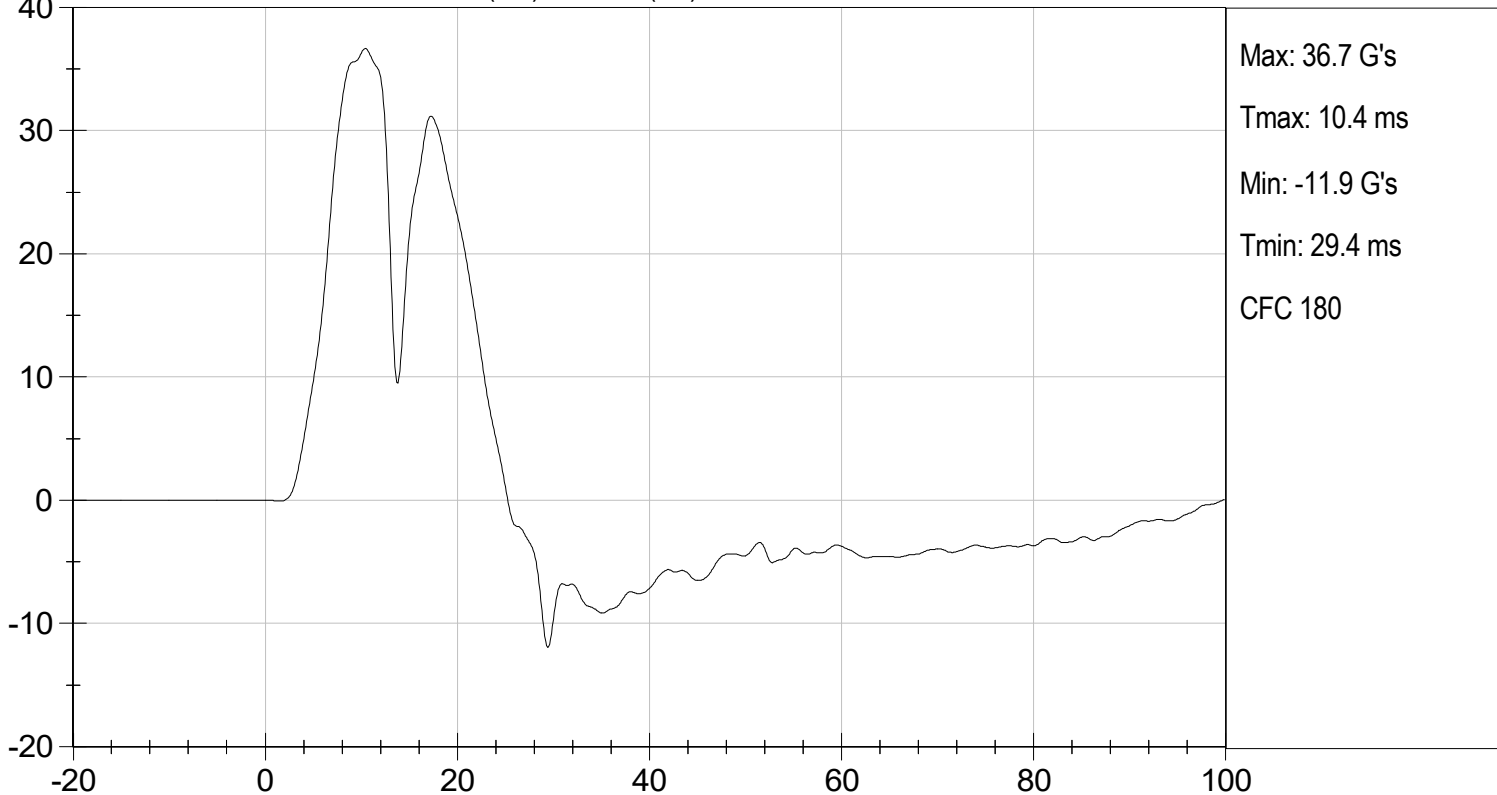


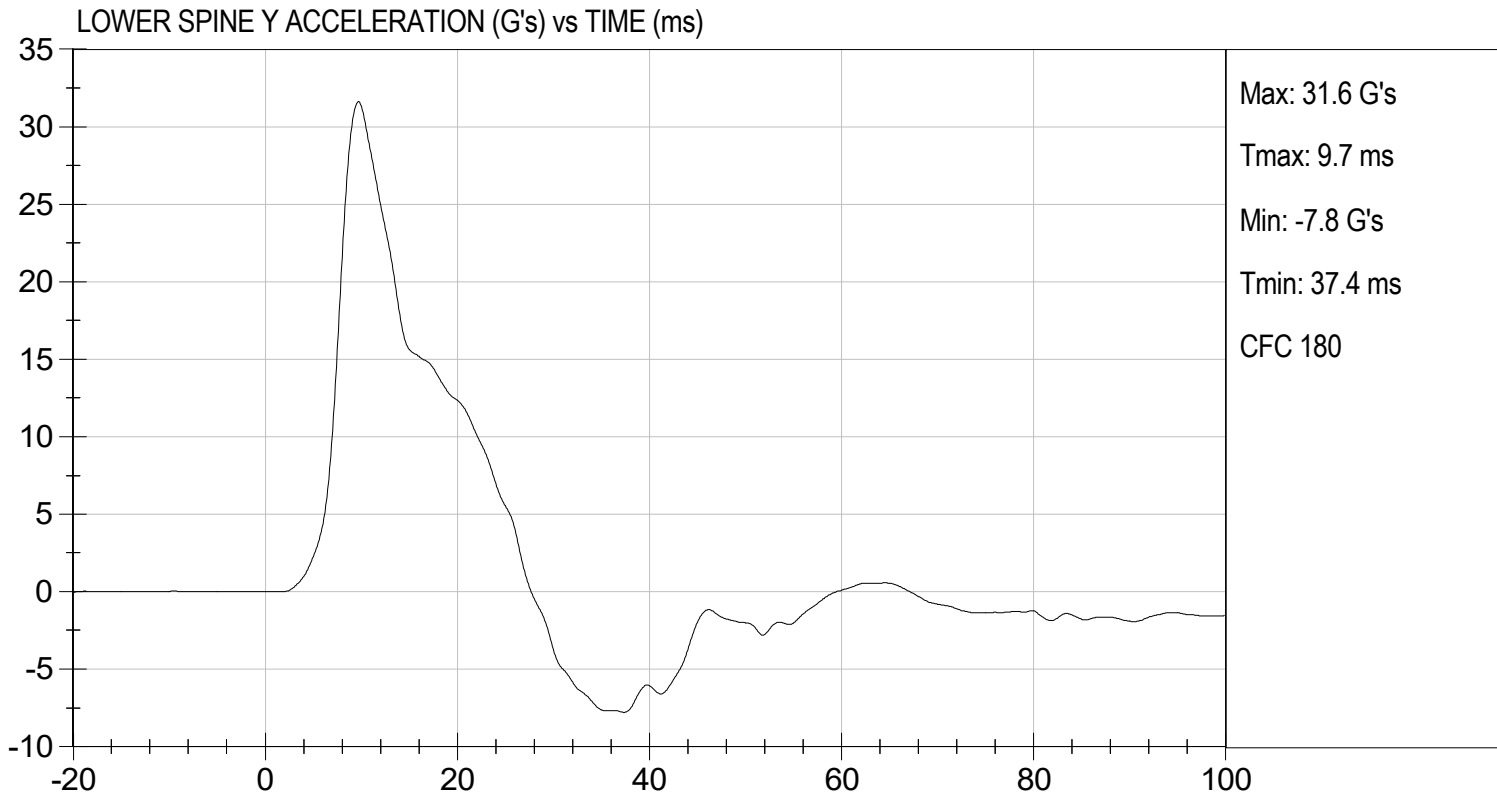


LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



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





MGA RESEARCH CORPORATION
THORAX (WITHOUT ARM) IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

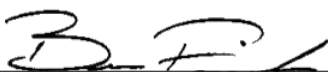
ATD Serial No: 306

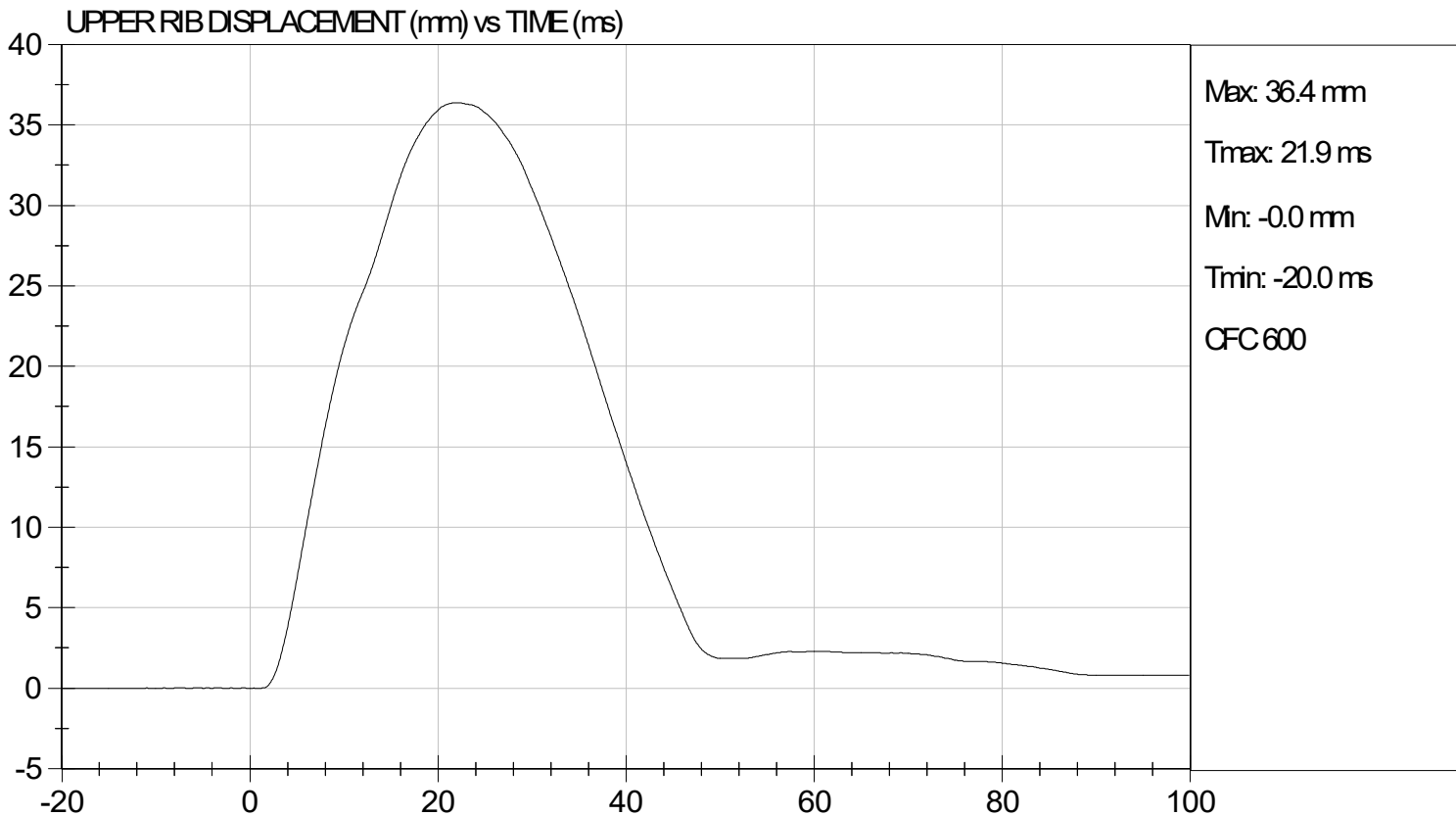
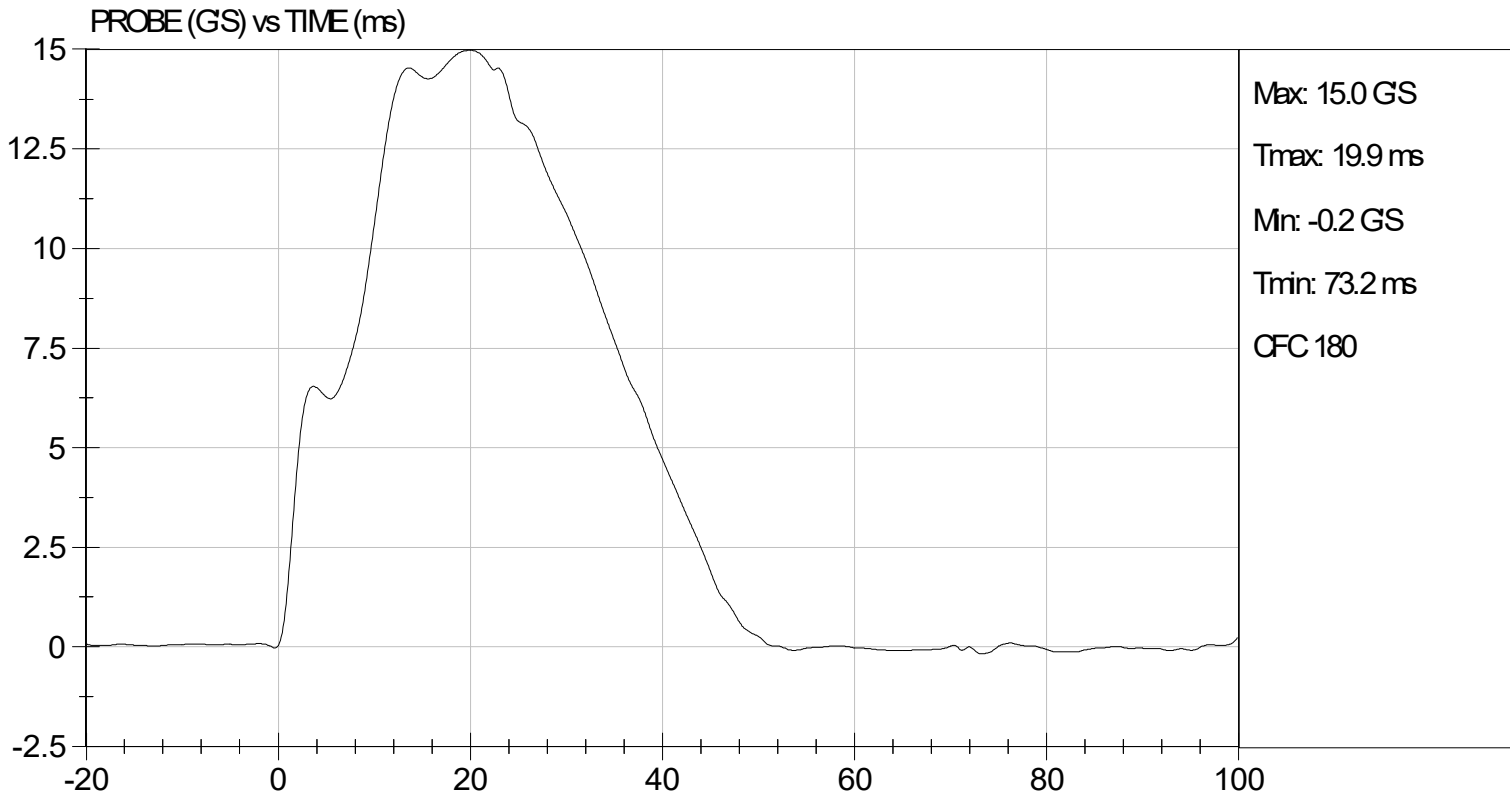
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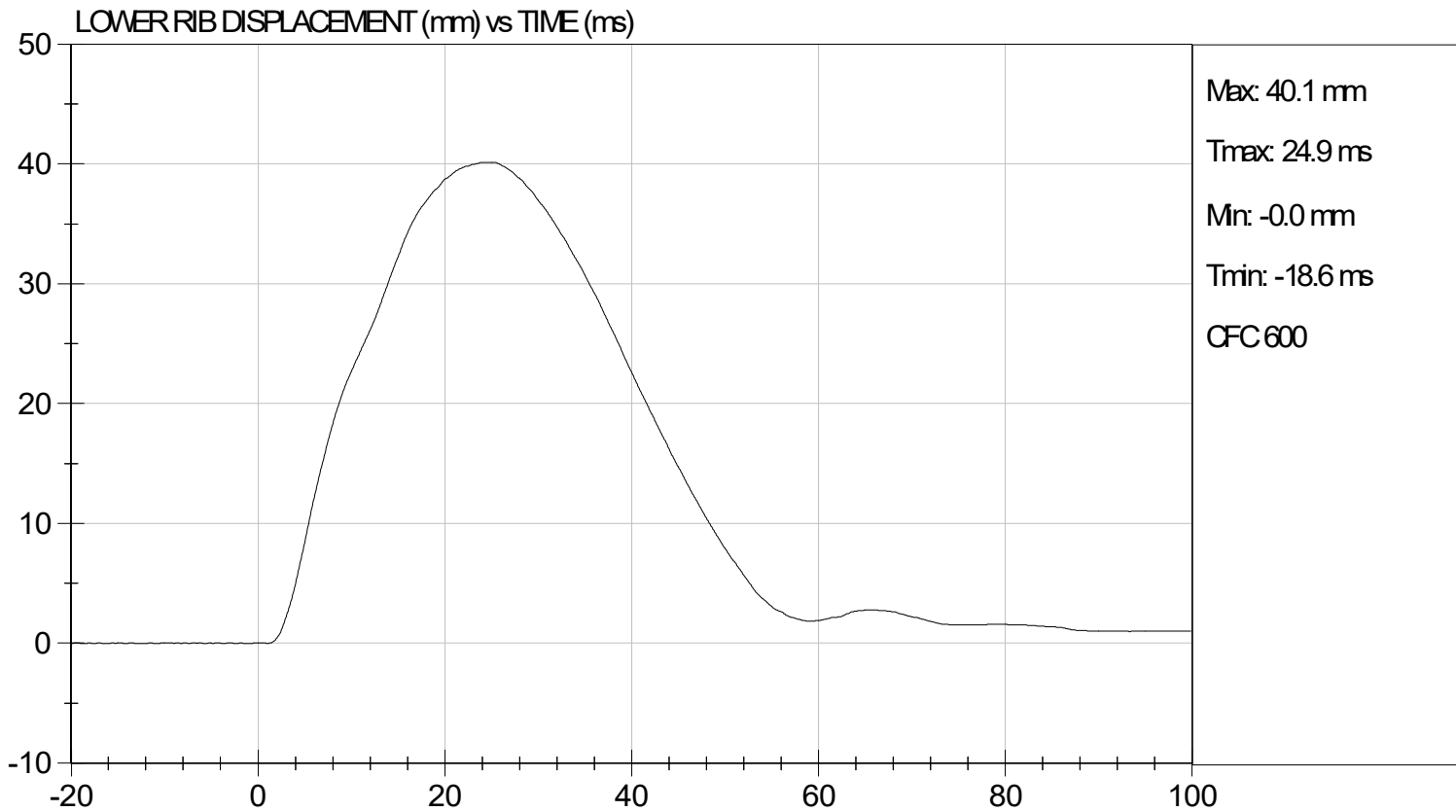
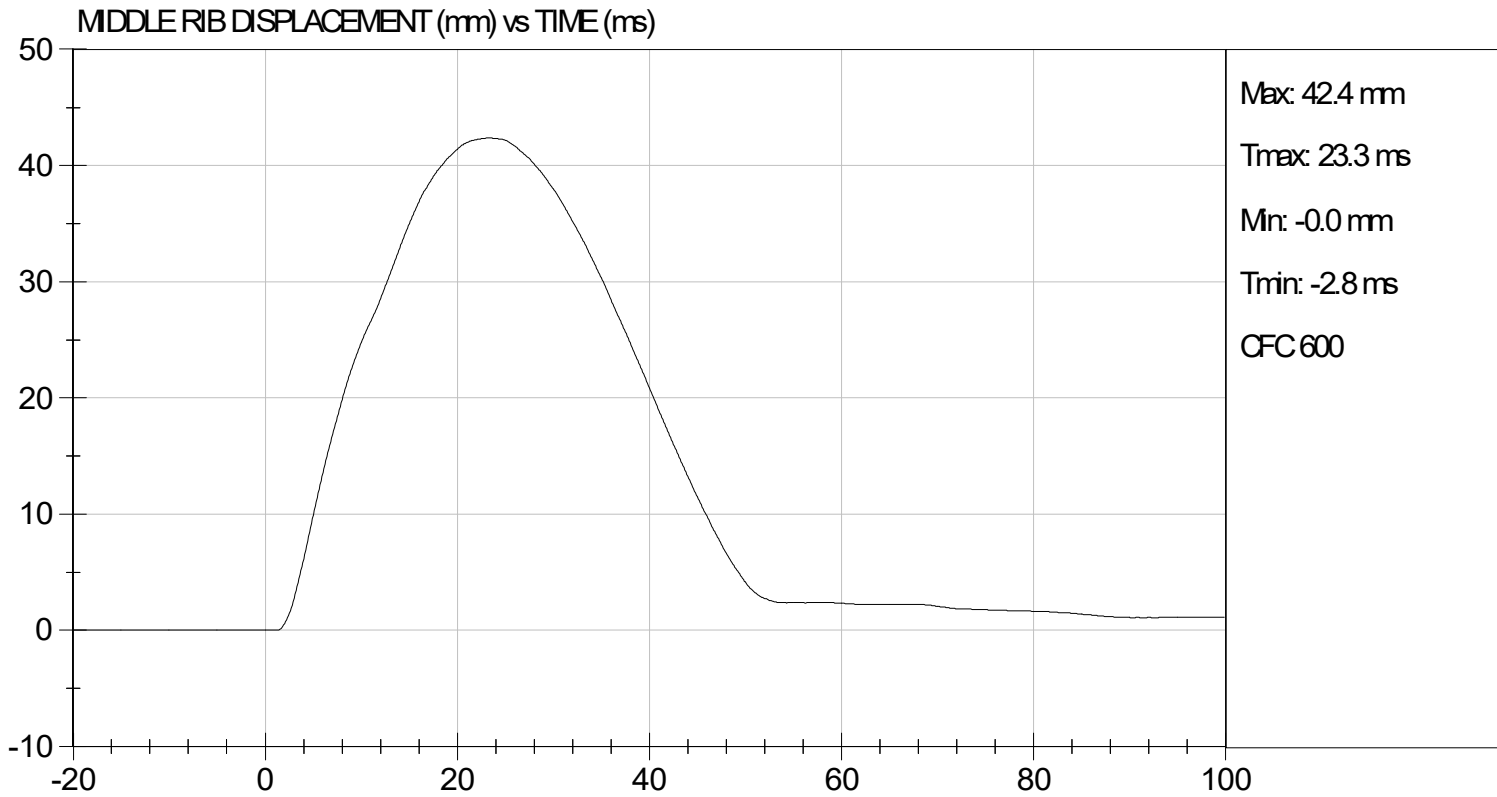
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-------------|
| Temperature | deg C | 20.6 to 22.2 | 21.7 | Pass |
| Humidity | % | 10 to 70 | 23 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.23 | Pass |
| Maximum Probe Acceleration | G's | 14 to 18 | 15 | Pass |
| Upper Rib Displacement | mm | 32 to 40 | 36 | Pass |
| Middle Rib Displacement | mm | 39 to 45 | 42 | Pass |
| Lower Rib Displacement | mm | 35 to 43 | 40 | Pass |
| Upper Spine (T1) Y Acceleration | G's | 13 to 17 | 14 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 7 to 11 | 9 | Pass |
| Overall Test Results | | | | Pass |

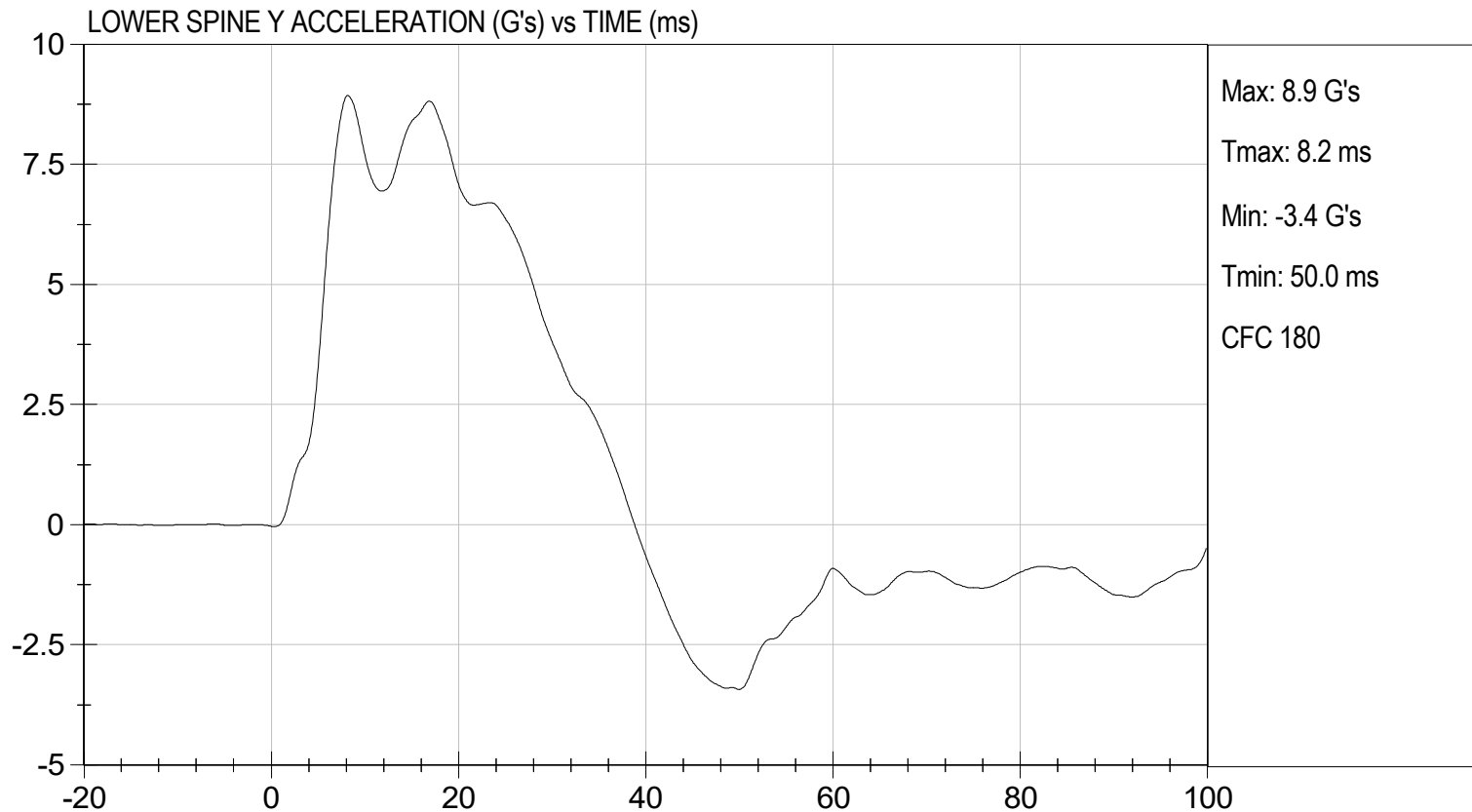
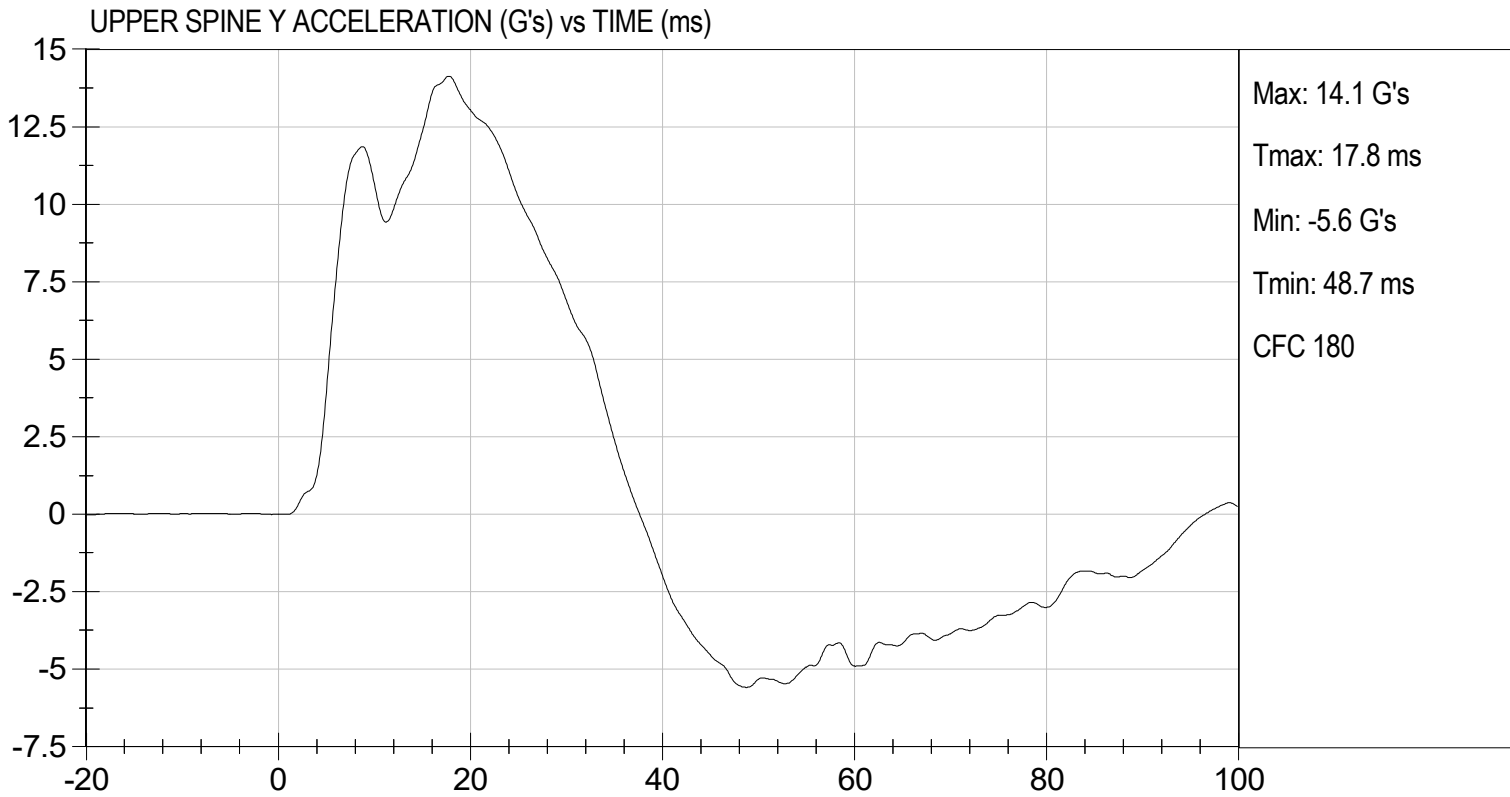

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01/15/2025
 Test Date


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MGA RESEARCH CORPORATION
ABDOMINAL IMPACT TEST
SID-IIs BUILD LEVEL D DUMMY

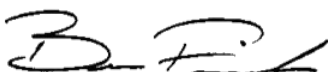
ATD Serial No: 306

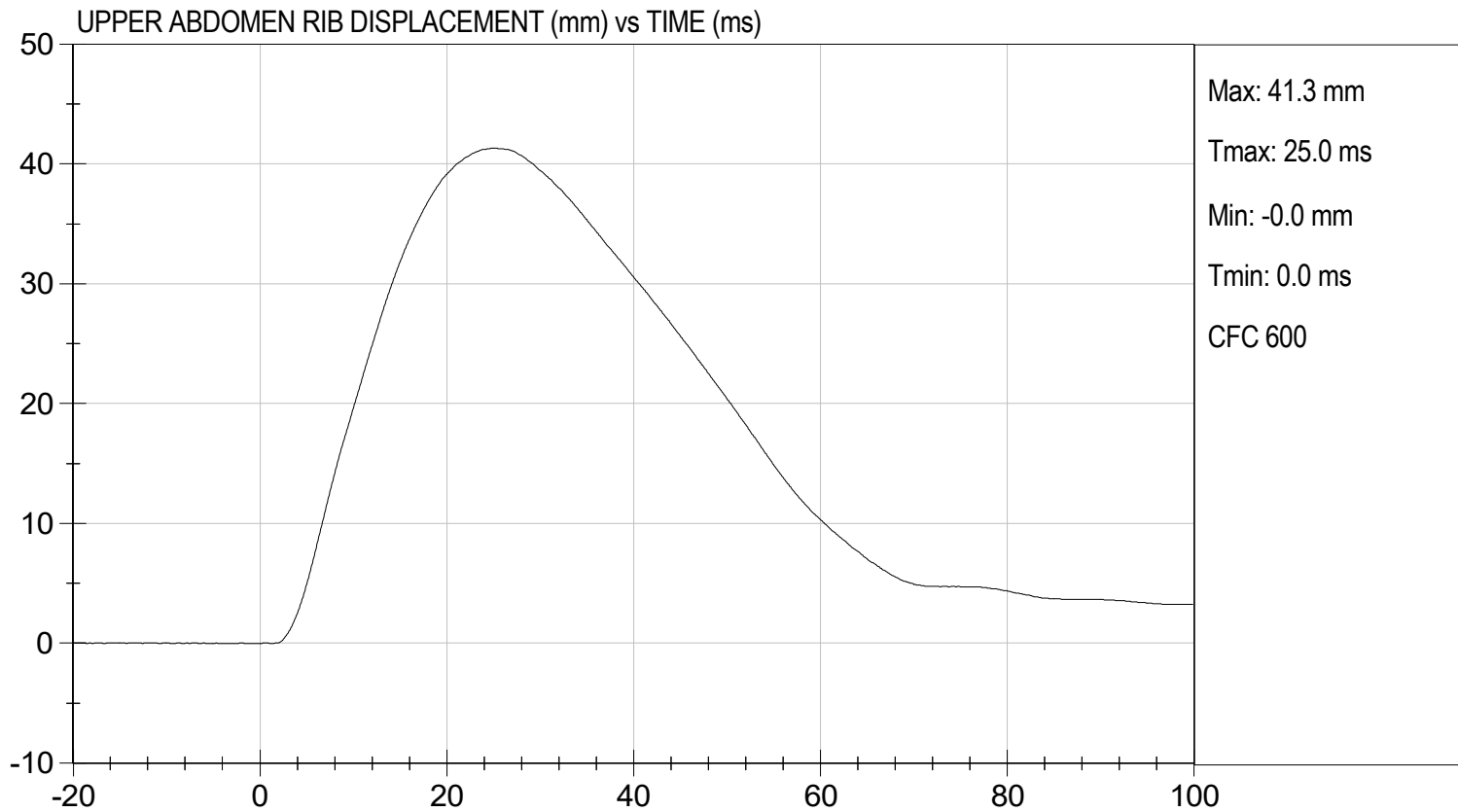
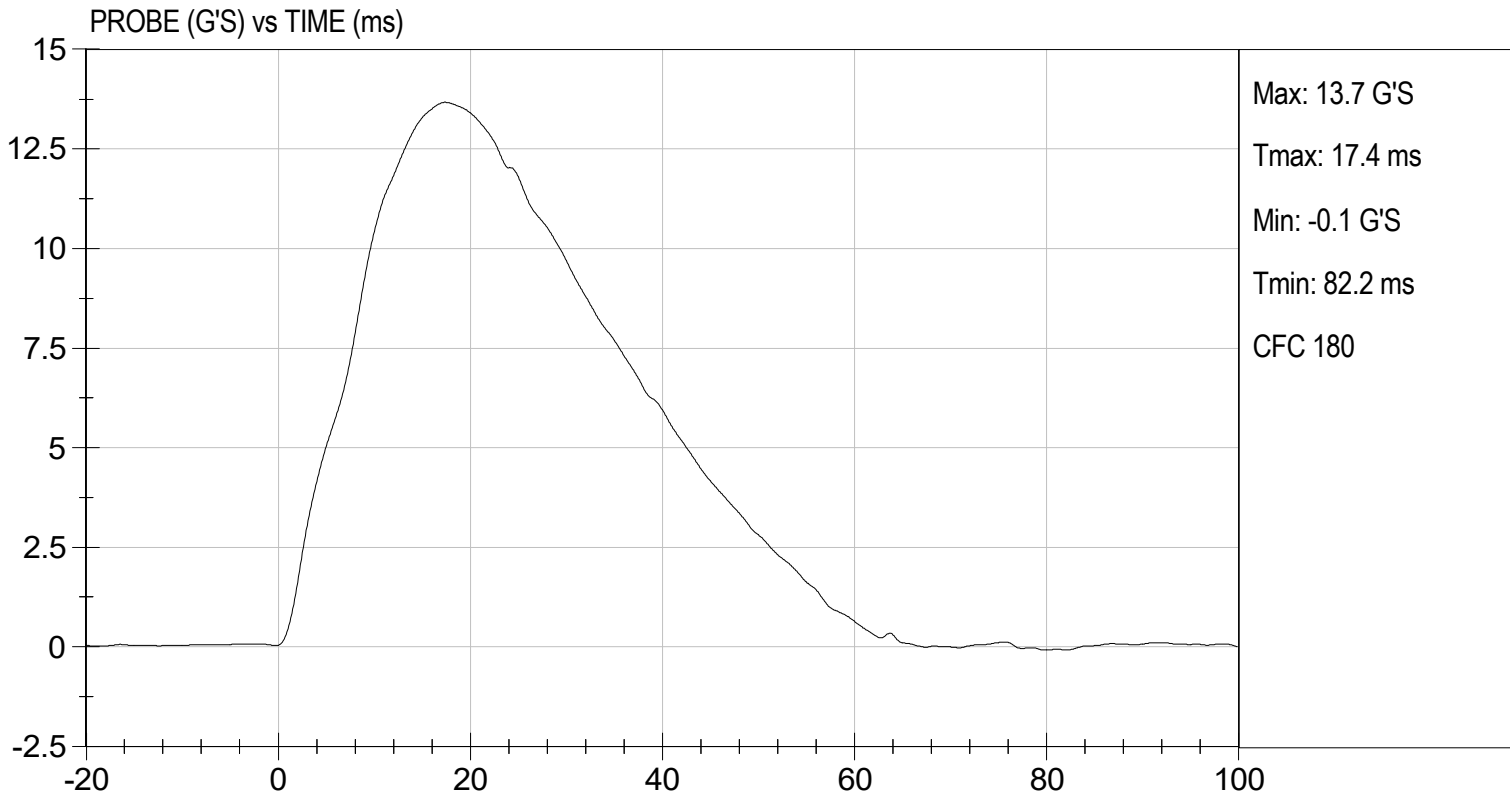
Test I.D: D250156

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-------------|
| Temperature | deg C | 20.6 to 22.2 | 21.7 | Pass |
| Humidity | % | 10 to 70 | 23 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.27 | Pass |
| Maximum Probe Acceleration | G's | 12 to 16 | 14 | Pass |
| Upper Abdomen Rib Displacement | mm | 36 to 47 | 41 | Pass |
| Lower Abdomen Rib Displacement | mm | 33 to 44 | 37 | Pass |
| Lower Spine (T12) Y Acceleration | G's | 9 to 14 | 11 | Pass |
| Overall Test Results | | | | Pass |


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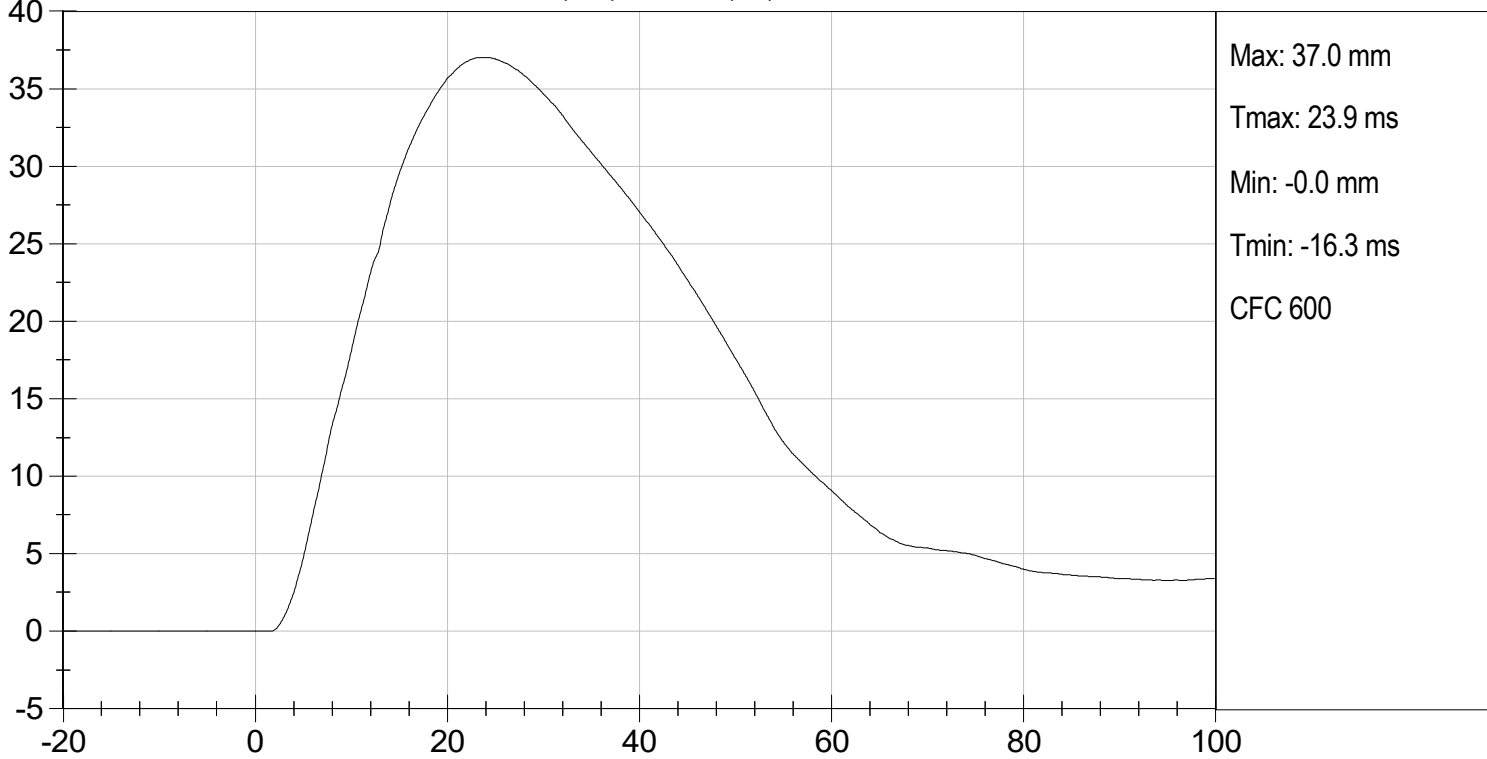
01/15/2025
 Test Date


 Approved By

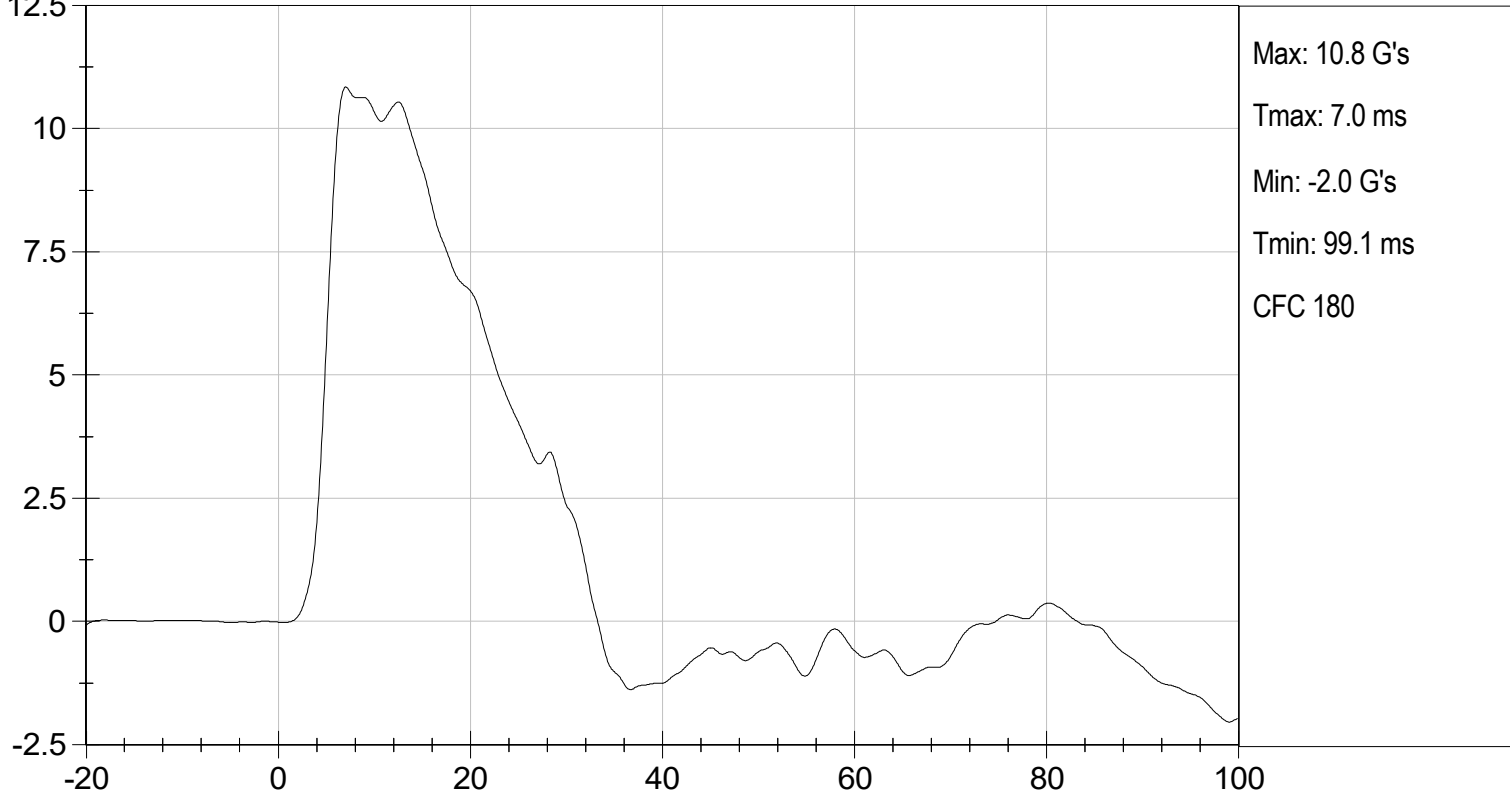




LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



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



MGA RESEARCH CORPORATION
PELVIS IMPACT TEST
SID-Its BUILD LEVEL D DUMMY

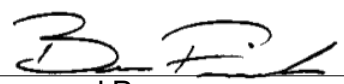
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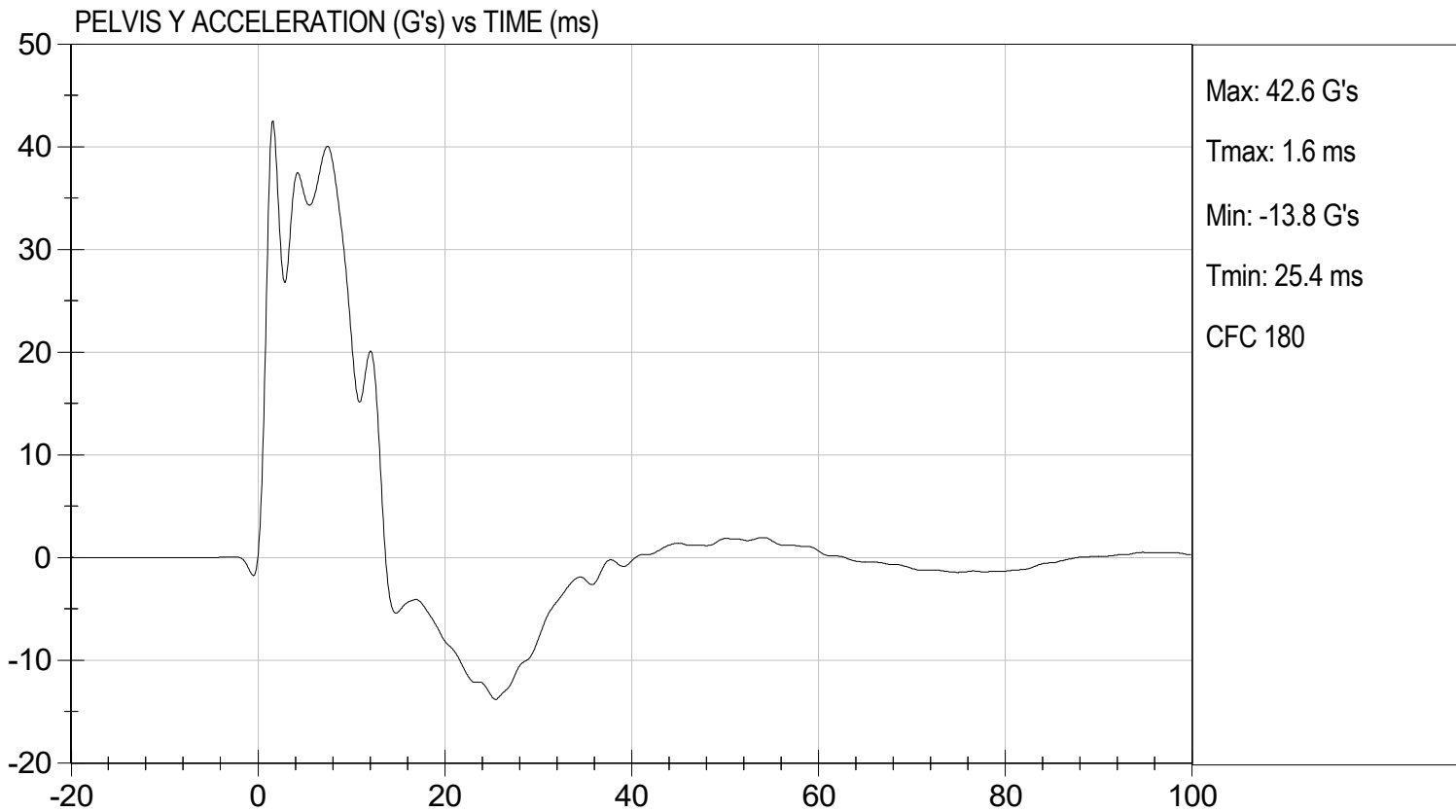
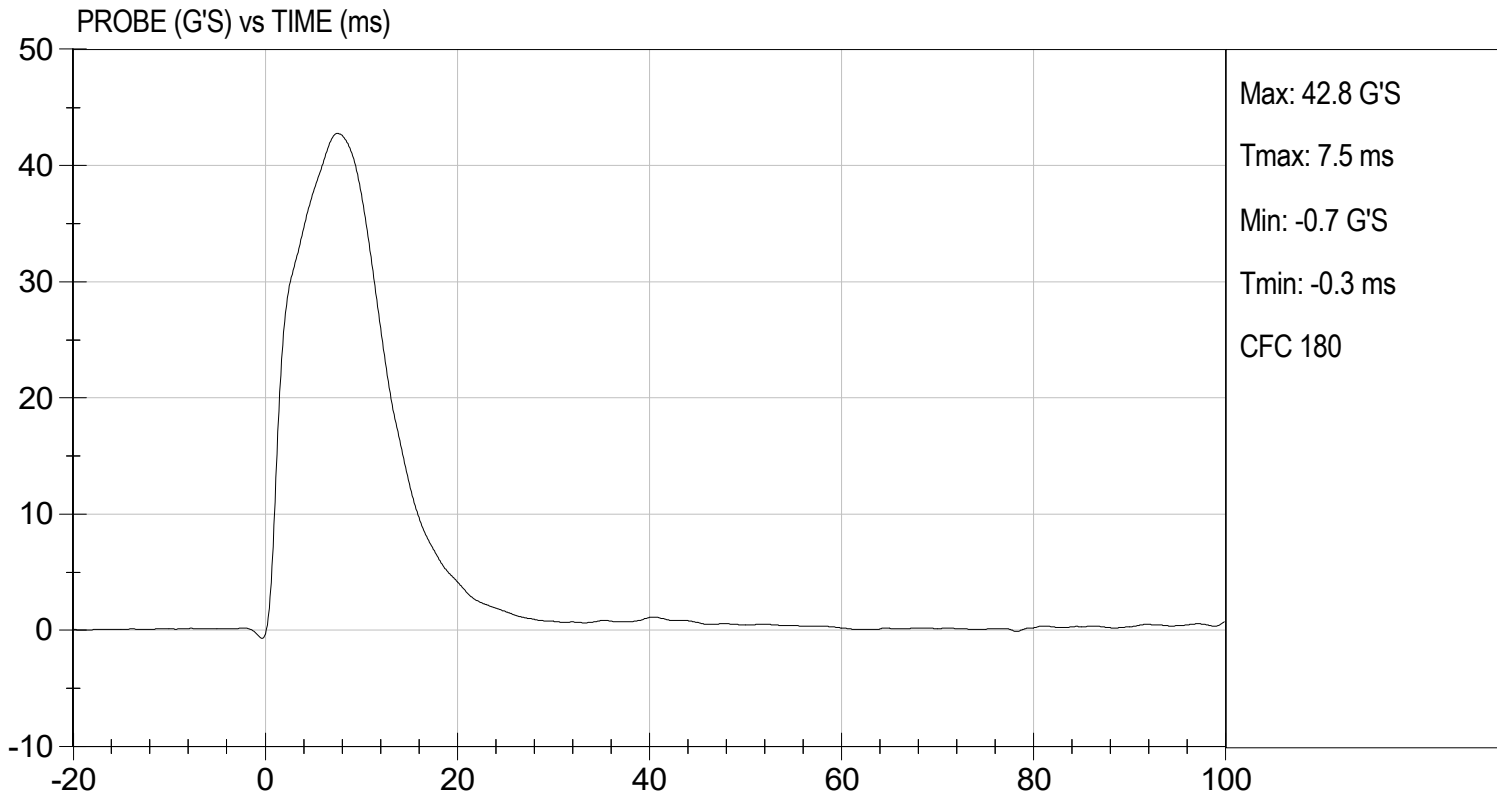
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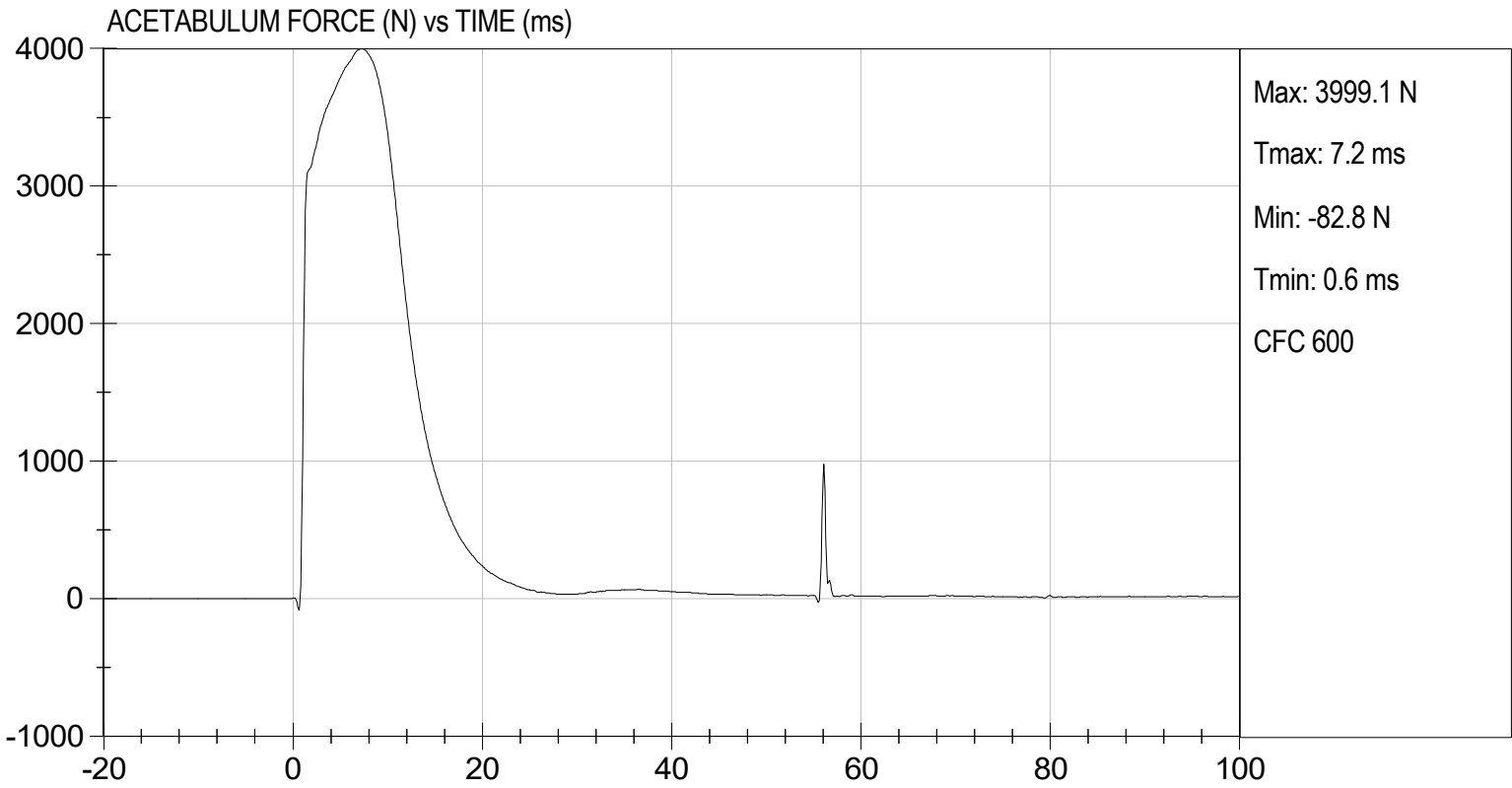
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.4 | Pass |
| Humidity | % | 10 to 70 | 23 | Pass |
| Impact Velocity | m/s | 6.60 to 6.80 | 6.77 | Pass |
| Maximum Probe Acceleration | G's | 38 to 47 | 43 | Pass |
| Pelvis Y Acceleration After 6 ms | G's | 34 to 42 | 40.1 | Pass |
| Peak Acetabulum Force | N | 3600 to 4300 | 3,999 | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
 Test Date


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MGA RESEARCH CORPORATION
ILIAC IMPACT TEST
SID-ILs BUILD LEVEL D DUMMY

ATD Serial No: 306

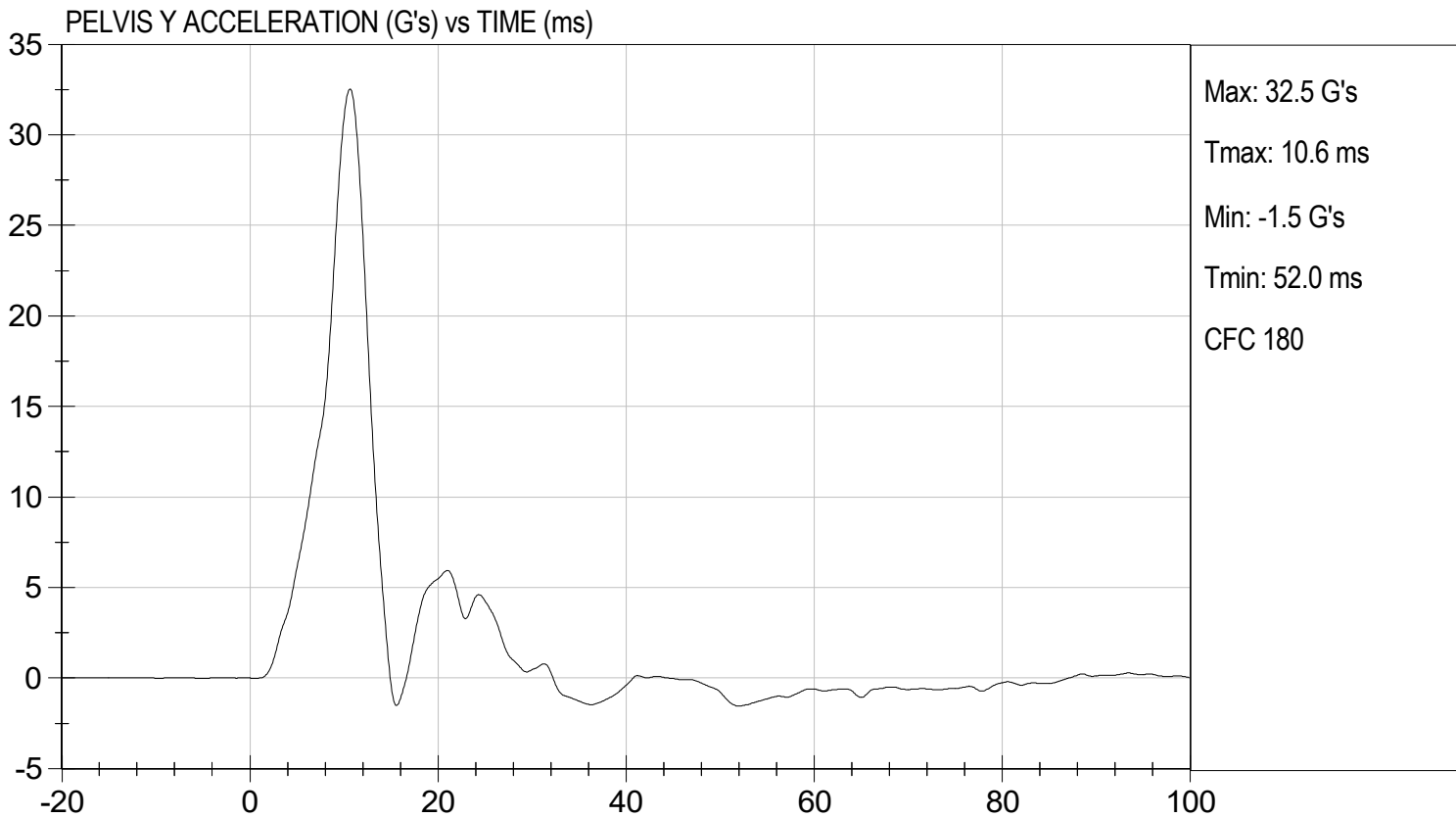
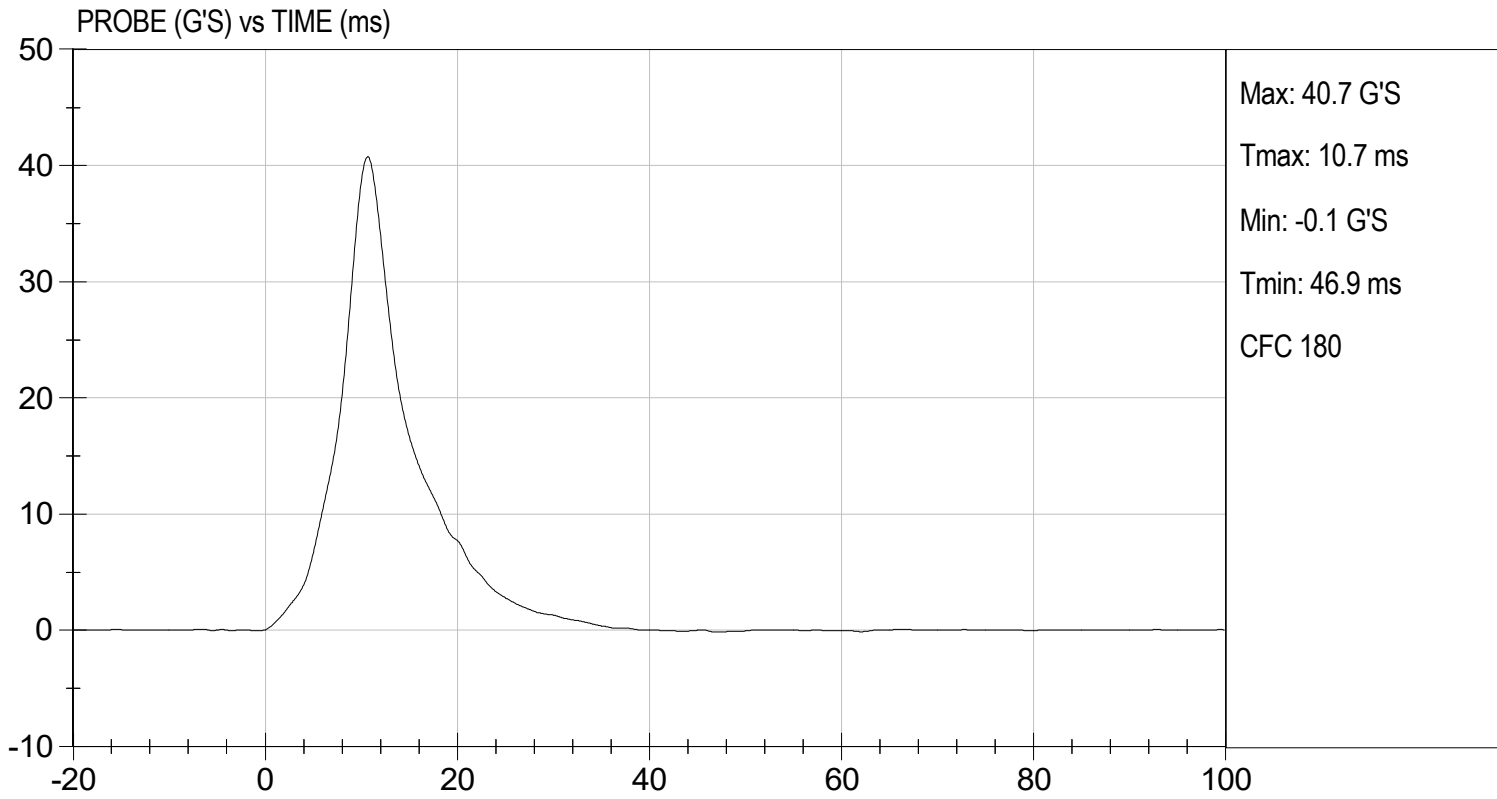
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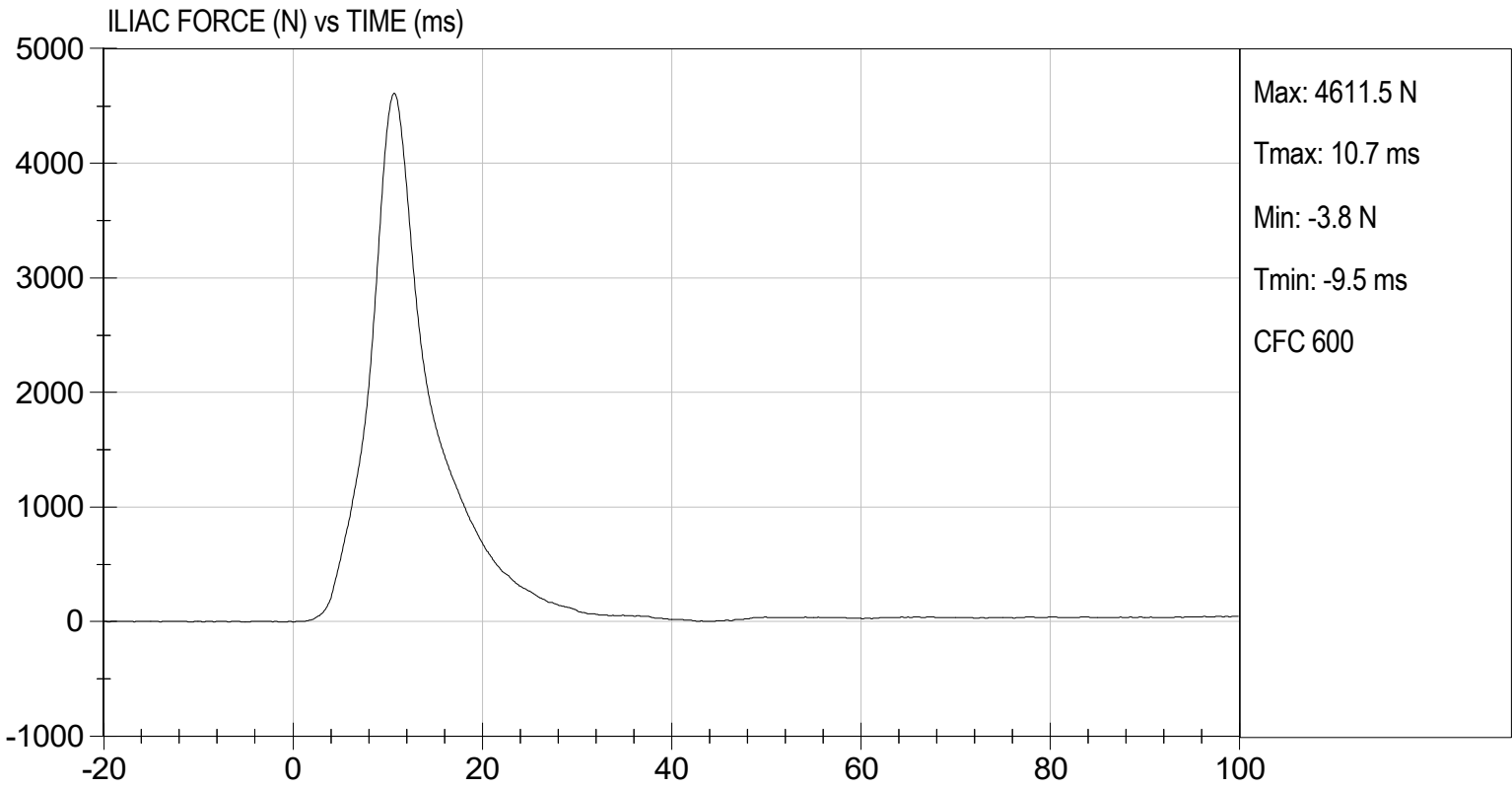
| Tested Parameter | Units | Specification | Result | Pass/Fail |
|----------------------------|-------|---------------|--------|-----------|
| Temperature | deg C | 20.6 to 22.2 | 21.4 | Pass |
| Humidity | % | 10 to 70 | 23 | Pass |
| Impact Velocity | m/s | 4.20 to 4.40 | 4.27 | Pass |
| Maximum Probe Acceleration | G's | 36 to 45 | 41 | Pass |
| Pelvis Y Acceleration | G's | 28 to 39 | 33 | Pass |
| Peak Pelvis Iliac Force | N | 4100 to 5100 | 4,612 | Pass |
| Overall Test Results | | | | Pass |


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01/15/2025
 Test Date


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SID-IIs Pelvis Plug Certification Test

Plug S/N 16501

Test Number 23284

Report Number 23341

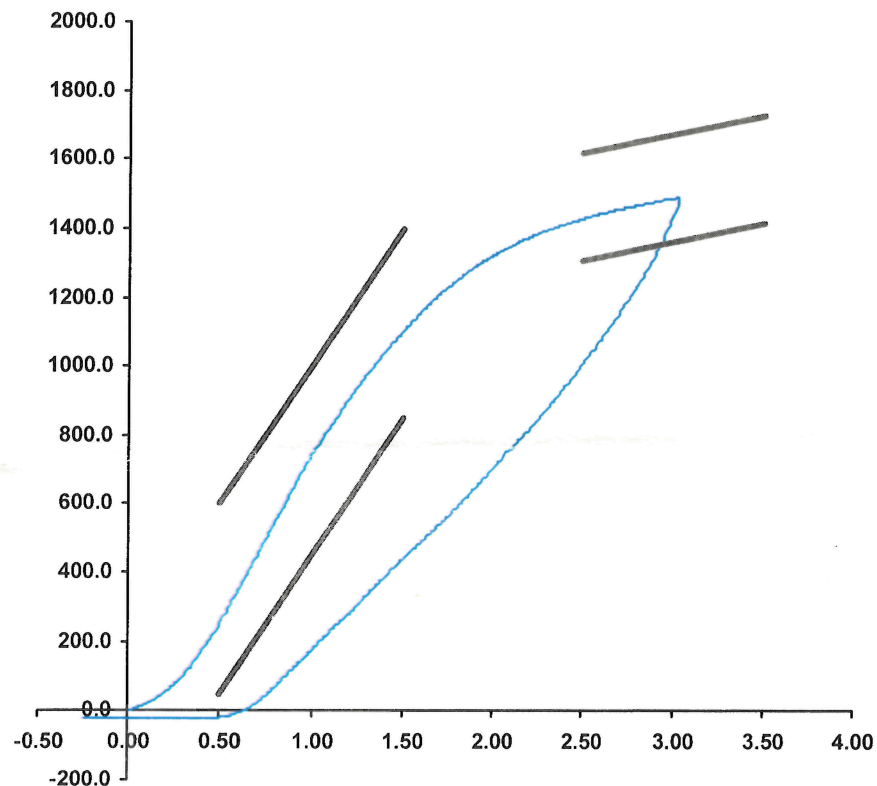
Test Date 7/14/2022 1:10:36 PM

| | Test Results | Spec Min | Spec Max |
|--------------------|--------------|----------|----------|
| Force @ 0.5 mm (N) | 262 | 50 | 600 |
| Force @ 1.5 mm (N) | 1,101 | 850 | 1,400 |
| Force @ 2.5 mm (N) | 1,430 | 1,306 | 1,618 |
| Force @ 3.0 mm (N) | 1,489 | 1,361 | 1,673 |

Testing Machine STM-20 5965542
 Load Cell S/N (FI360947), Units (LBS) 1000
 Crosshead Speed (mm / min) or Rate 12.7
 Extension or Position Measured by XHD_100 (XHD100)

Notes:

Force (-N) vs Extension (-mm)



Operator

Part Number 180-4450

Template No 107

14-Jul-22

SACO Research

By : DC

Date : 7/14/22



SID-IIs Pelvis Plug Certification Test

Plug S/N 15781

Test Number 20681

Report Number 20735

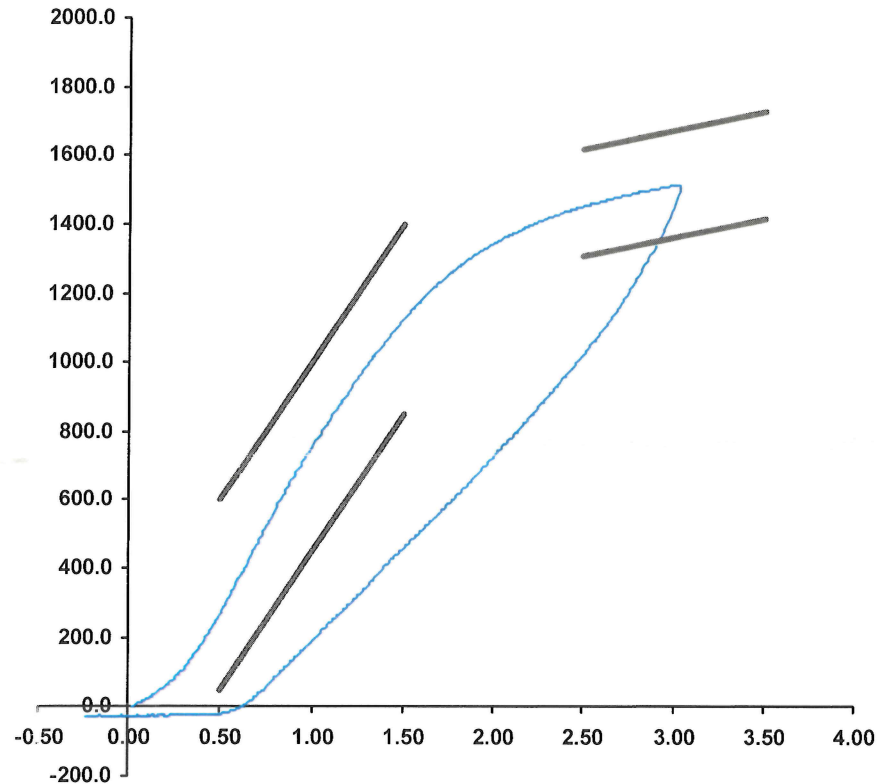
Test Date 10/15/2021 8:15:14 AM

| | <u>Test Results</u> | <u>Spec Min</u> | <u>Spec Max</u> |
|--------------------|---------------------|-----------------|-----------------|
| Force @ 0.5 mm (N) | 274 | 50 | 600 |
| Force @ 1.5 mm (N) | 1,130 | 850 | 1,400 |
| Force @ 2.5 mm (N) | 1,456 | 1,306 | 1,618 |
| Force @ 3.0 mm (N) | 1,515 | 1,361 | 1,673 |

Testing Machine STM-20 5965542
 Load Cell S/N (FI360947), Units (LBS) 1000
 Crosshead Speed (mm / min) or Rate 12.7
 Extension or Position Measured by XHD_100 (XHD100)

Notes:

Force (-N) vs Extension (-mm)



Operator

Part Number 180-4450

Template No 107 15-Oct-21

SACO Research

By : DC Date : 10/15/21

APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION

Table 1 – Dummy Instrumentation (ES-2re)

| | | ES-2re S/N F032 | | | |
|--|---------|-----------------|--------------|------------------|------------|
| | | Serial Number | Manufacturer | Calibration Date | |
| Head CG Accelerometers | | X | P79568 | Endevco | 11/21/2024 |
| | | Y | P79569 | Endevco | 11/21/2024 |
| | | Z | T30941 | Endevco | 11/21/2024 |
| | | Xr | P86797 | Endevco | 11/21/2024 |
| | | Yr | P94957 | Endevco | 11/21/2024 |
| | | Zr | P97381 | Endevco | 11/21/2024 |
| Thorax Rib Displacement Potentiometers | Upper | Y | G236 | Honeywell | 11/21/2024 |
| | Middle | Y | G368 | Honeywell | 11/21/2024 |
| | Lower | Y | G164 | Honeywell | 11/21/2024 |
| Abdomen Load Cells | Forward | Y | ABG1513 | Denton | 02/22/2024 |
| | Middle | Y | ABG1531 | Denton | 02/22/2024 |
| | Rear | Y | ABG1536 | Denton | 02/22/2024 |
| Lower Spine Accelerometers (T12) | | X | P79574 | Endevco | 11/21/2024 |
| | | Y | T14094 | Endevco | 11/21/2024 |
| | | Z | P82603 | Endevco | 11/21/2024 |
| Public Symphysis Load Cell | | Y | PG462 | Denton | 02/22/2024 |

Table 2 – Dummy Instrumentation (SID-IIs)

| | | | | SID-IIs S/N 306 | | | |
|----------------------------------|---------------|--------|---|-----------------|--------------|------------------|------------|
| | | | | Serial Number | Manufacturer | Calibration Date | |
| Head CG Accelerometers | | | | X | P79003 | Endevco | 12/10/2024 |
| | | | | Y | P79445 | Endevco | 12/10/2024 |
| | | | | Z | P79724 | Endevco | 12/10/2024 |
| | | | | Xr | P84999 | Endevco | 12/10/2024 |
| | | | | Yr | P85000 | Endevco | 12/10/2024 |
| | | | | Zr | P85001 | Endevco | 12/10/2024 |
| Head Angular Rate Sensors | | | | X | ARS7566 | DTS | 07/31/2024 |
| | | | | Y | ARS7586 | DTS | 07/31/2024 |
| | | | | Z | ARS7602 | DTS | 07/31/2024 |
| Displacement Potentiometers | Thoracic Rib | Upper | Y | G033 | FTSS | 12/11/2024 | |
| | | Middle | Y | G2403 | Servo | 12/11/2024 | |
| | | Lower | Y | G1270 | FTSS | 12/11/2024 | |
| | Abdominal Rib | Upper | Y | G032 | FTSS | 12/11/2024 | |
| | | Lower | Y | MJ5171 | Medius | 12/11/2024 | |
| Lower Spine Accelerometers (T12) | | | | X | P96332 | Endevco | 12/10/2024 |
| | | | | Y | P96335 | Endevco | 12/10/2024 |
| | | | | Z | P96341 | Endevco | 12/10/2024 |
| Acetabulum Load Cell | | | | Y | ACG4285 | FTSS | 05/24/2024 |
| Iliac Wing Load Cell | | | | Y | IWG3023 | FTSS | 05/24/2024 |
| Pelvis Plug (struck side) | | | | | 16501 | SACO | 07/14/2022 |
| Pelvis Plug (non-struck side) | | | | | 15781 | SACO | 10/15/2021 |

Table 3 – Vehicle Instrumentation

| | | | Serial Number | Manufacturer | Calibration Date |
|----|------------------------------|---|---------------|--------------|------------------|
| 1 | Vehicle Center of Gravity | X | T44179 | Endevco | 12/13/2024 |
| | Vehicle Center of Gravity | Y | T44161 | Endevco | 12/09/2024 |
| | Vehicle Center of Gravity | Z | P85703 | Endevco | 12/09/2024 |
| 2 | Right Sill at Front Seat | X | T20406 | Endevco | 11/15/2024 |
| | Right Sill at Front Seat | Y | T44150 | Endevco | 11/12/2024 |
| | Right Sill at Front Seat | Z | T25669 | Endevco | 11/15/2024 |
| 3 | Right Sill at Rear Seat | X | T44168 | Endevco | 10/31/2024 |
| | Right Sill at Rear Seat | Y | T44133 | Endevco | 10/25/2024 |
| | Right Sill at Rear Seat | Z | T44156 | Endevco | 11/01/2024 |
| 4 | Left Sill at Front Door | Y | P68289 | Endevco | 11/11/2024 |
| 5 | Left Sill at Rear Door | Y | T44871 | Endevco | 12/04/2024 |
| 6 | Left A-Post Lower | Y | T44856 | Endevco | 01/08/2025 |
| 7 | Left A-Post Middle | Y | T45154 | Endevco | 01/09/2025 |
| 8 | Left B-Post Lower | Y | T44852 | Endevco | 12/04/2024 |
| 9 | Left B-Post Middle | Y | T44840 | Endevco | 12/04/2024 |
| 10 | Front Seat Track | Y | T45163 | Endevco | 01/08/2025 |
| 11 | Rear Seat Track or Structure | Y | T45150 | Endevco | 01/08/2025 |
| 12 | Right Rear Occ. Compartment | Y | T45162 | Endevco | 01/08/2025 |
| 13 | Engine Block | X | T39745 | Endevco | 12/05/2024 |
| | Engine Block | Y | A411432 | MSI | 12/05/2024 |
| 14 | Rear Floorpan Above Axle | X | T44846 | Endevco | 01/08/2025 |
| | Rear Floorpan Above Axle | Y | T43532 | Endevco | 10/04/2024 |
| | Rear Floorpan Above Axle | Z | T35280 | Endevco | 11/04/2024 |

Table 4 – MDB Instrumentation

| | | Serial Number | Manufacturer | Calibration Date |
|------------------------------------|---|---------------|--------------|------------------|
| MDB Center of Gravity | X | PCB1183D | PCB | 03/15/2024 |
| MDB Center of Gravity | Y | PCB1822D | PCB | 03/15/2024 |
| MDB Center of Gravity | Z | PCB1753D | PCB | 03/15/2024 |
| Left Frame at Rear Axle Centerline | X | PCB1438D | PCB | 03/15/2024 |
| Left Frame at Rear Axle Centerline | Y | PCB1653D | PCB | 03/15/2024 |