

REPORT NUMBER: SideNCAPPole-KAR-25-005
NEW CAR ASSESSMENT PROGRAM (NCAP)
SIDE IMPACT POLE TEST

AUDI AG
2025 AUDI Q6 E-TRON 5-DOOR SUV

NHTSA NO. M20255801

PREPARED BY:
APPLUS IDIADA KARCO ENGINEERING, LLC.
9270 HOLLY ROAD
ADELANTO, CA 92301



MAY 1, 2025

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF CRASHWORTHINESS STANDARDS
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Division Chief, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

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

Date: _____

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract A 32.2 km/h 75° rigid pole side NCAP impact test was conducted on the subject 2025 Audi Q6 e-tron 5-Door SUV in accordance with the specifications of the Office of Crashworthiness Standards Side NCAP Pole Laboratory Test Procedure for the generation of consumer information on vehicle side pole crash protection. The test was conducted at the Applus IDIADA KARCO Engineering, LLC. facility in Adelanto, California on April 17th, 2025. The impact velocity was 31.93 km/h and the outside ambient temperature at the struck (driver's) side of the vehicle was 16.7°C. The target vehicle's maximum post-test static crush was 178 mm located at level 3. The test vehicle's occupant performance data is as follows: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2">Measurement Description</th> <th colspan="3">Driver ATD (SID-IIs)</th> </tr> <tr> <th>Units</th> <th>Threshold</th> <th>Result</th> </tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC₃₆)</td> <td></td> <td>1000</td> <td>368.313</td> </tr> <tr> <td>Resultant Lower Spine Acceleration</td> <td>g</td> <td>82</td> <td>35.686</td> </tr> <tr> <td>Total Pelvic Force (Sum of Acetabular and Iliac Forces)</td> <td>N</td> <td>5525</td> <td>2470.882</td> </tr> <tr> <td>Maximum Thoracic Rib Deflection</td> <td>mm</td> <td>38</td> <td>25.168</td> </tr> <tr> <td>Maximum Abdominal Rib Deflection</td> <td>mm</td> <td>45</td> <td>19.740</td> </tr> </tbody> </table>				Measurement Description	Driver ATD (SID-IIs)			Units	Threshold	Result	Head Injury Criteria (HIC ₃₆)		1000	368.313	Resultant Lower Spine Acceleration	g	82	35.686	Total Pelvic Force (Sum of Acetabular and Iliac Forces)	N	5525	2470.882	Maximum Thoracic Rib Deflection	mm	38	25.168	Maximum Abdominal Rib Deflection	mm	45	19.740
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SECTION 1

TEST PURPOSE AND SUMMARY OF TEST

PURPOSE

This side impact test is part of the 2025 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract number 693JJ920D000015. The purpose of this test is to generate comparative side impact performance in a 2025 Audi Q6 e-tron 5-Door SUV. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Laboratory Test Procedure date March 2020.

SUMMARY

A rigid pole side impact test was conducted on a 2025 Audi Q6 e-tron 5-Door SUV. The subject vehicle was towed into the rigid pole at an angle of 75.4° and a velocity of 31.93 km/h. The test was conducted by Applus IDIADA KARCO Engineering, LLC. in Adelanto, California on April 17, 2025. Pre- and post-test photographs of the test vehicle and side impact dummy (SID-IIs) are included in Appendix A of this report.

One 299 (SID-IIs) dummy was placed in the driver designated seating position according to instructions specified in the OCWS Side NCAP Pole Laboratory Test Procedure, dated March 2020. Camera locations and other pertinent camera information are included in this report.

The 299 (SID-IIs) was instrumented accordingly:

- Primary and redundant head CG tri-axial accelerometers
- Head triaxial angular rate sensors
- Thorax upper, middle and lower rib displacement potentiometers
- Abdomen upper and lower rib displacement potentiometers
- Lower spine (12) tri-axial accelerometers
- Iliac load cell
- Acetabulum load cell

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

SECTION 1 ...(CONTINUED)
TEST PURPOSE AND SUMMARY OF TEST

Injury readings for the SID-IIs dummy were recorded as follows:

Measurement Description	Units	Driver ATD (SID-IIs)	
		IARV	Result
Head Injury Criteria (HIC ₃₆)		1000	368.313
Lower Spine (T12) Resultant Acceleration	g	82	35.686
Total Pelvic Force (sum of acetabular and iliac forces)	N	5525	2470.882
Maximum Thoracic Rib Deflection	mm	38*	25.168
Maximum Abdominal Rib Deflection	mm	45*	19.740

**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 Air Bag	Yes	No		
Knee Air Bag	No			
Side Air Bag 1 (Curtain)	Yes	Yes	Yes	Yes
Side Air Bag 2 (Torso/Pelvis)	Yes	Yes	Yes	Yes
Seat Belt Pretensioner	Yes	Yes	Yes	Yes
Seat Belt Load Limiter	Yes	Yes	Yes	Yes

GENERAL COMMENTS: NONE

SECTION 2

OCCUPANT AND VEHICLE INFORMATION/DATA SHEETS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

CONVERSION FACTORS

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

DATA SHEET NO. 1

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA Number	M20255801
Model Year	2025
Make	Audi
Model	Q6 e-tron
Body Style	5-Door SUV
VIN	WA112BGF7SA018426
Body Color	Manhattan Gray Metallic
Odometer Reading (km / mi)	93 / 58
Engine Displacement (L)	N/A
Type / No. of Cylinders	N/A
Engine Placement	Dual Electric Motors
Transmission Type	Automatic
Transmission Speeds	1
Overdrive	N/A
Final Drive	AWD
Roof Rack	No
Sunroof / T-Top	No
Running Boards	No
Tilt Steering Wheel	Yes
Power Seats	Yes
Anti-Lock Brakes (ABS)	Yes

Traction Control System (TCS)	Yes
Auto-Leveling System	Yes
Automatic Door Locks	Yes
Power Window Auto-Reverse	Yes
Other Optional Feature	Yes
Driver Front Air Bag	Yes
Driver Curtain Air Bag	Yes
Driver Head/Torso Air Bag	No
Driver Torso Air Bag	No
Driver Torso/Pelvis Air Bag	Yes
Driver Pelvis Air Bag	No
Driver Knee Air Bag	No
Rear Pass. Curtain Air Bag	Yes
Rear Pass. Head/Torso Air Bag	No
Rear Pass. Torso Air Bag	No
Rear Pass. Torso/Pelvis Air Bag	Yes
Rear Pass. Pelvis Air Bag	No
Driver Seat Belt Pretensioner	Yes
Rear Pass. Seat Belt Pretensioner	Yes
Driver Load Limiter	Yes
Rear Pass. Load Limiter	Yes
Other Safety Restraint	Yes

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

Yes; Page 25

DATA FROM CERTIFICATION LABEL

Manufactured By	Audi AG
Date of Manufacture	Nov-24
Vehicle Type	MPV

GVWR (kg)	2820
GAWR Front (kg)	1425
GAWR Rear (kg)	1655

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Designated Seating Capacity	2	3		5
Capacity Weight (VCW) (kg)				470.0
DSC x 68 (kg)				340.0
Cargo Weight (RCLW) (kg)				130.0

*For trucks or MPVs, if A-B>136, RCLW=136 kg

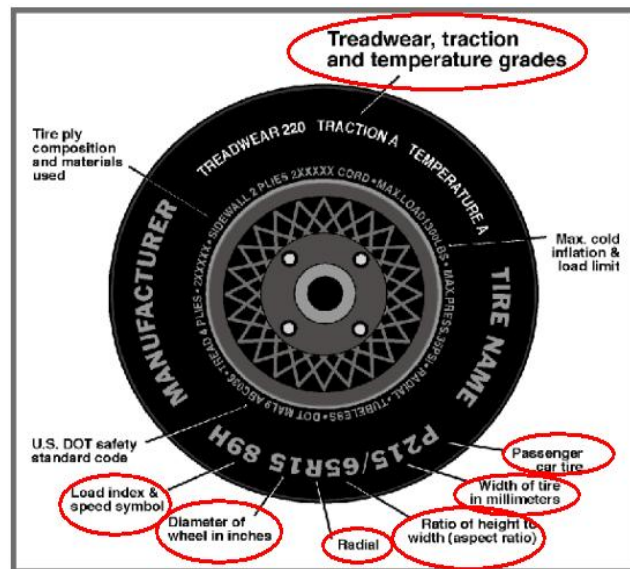
VEHICLE SEAT TYPE

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

DATA SHEET NO. 1 ... (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



Measured Parameter	Front	Rear
Max. Tire Pressure (kPa)	340	340
Cold Pressure (kPa)	280	300
Recommended Tire Size	235/60 R19	255/55 R19
Tire Size on Vehicle	235/60 R19	255/55 R19
Tire Manufacturer	Bridgestone	Bridgestone
Tire Model	Alenza RFT	Alenza RFT
Treadware	500	500
Traction Grade	A	A
Temperature Grade	A	A
Tire Plies Sidewall	2 Rayon	2 Rayon
Tire Plies Body	1 Rayon, 2 Steel, 2 Nylon	2 Rayon, 2 Steel, 1 Nylon
Load Index/Speed Symbol	107H	111H
Tire Material	Rubber	Rubber
DOT Safety Code Left	276 1004WD 3724	276 10053M 3824
DOT Safety Code Right	276 1004WD 3724	276 10053M 3824

DATA SHEET NO. 1 ... (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

TIRE PRESSURES

	Units	LF	RF	LR	RR
As Delivered	kPa	240	240	270	270
Tire Placard	kPa	240	240	270	270
Owner's Manual	kPa	240	240	270	270
As Tested	kPa	240	240	270	270

TEST VEHICLE AXLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	531.5	607.5		506.0	727.5		539.0	696.0	
Right	kg	533.0	596.5		561.5	646.5		539.5	673.0	
Ratio	%	46.9%	53.1%	100.0%	43.7%	56.3%	100.0%	44.1%	55.9%	100.0%
Total	kg	1064.5	1204.0	2268.5	1067.5	1374.0	2441.5	1078.5	1369.0	2447.5

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	2268.5	A
Actual Weight of 1 SID II-s ATD Used	kg	49.0	B
Rated Cargo/Luggage Wt (RCLW)	kg	130.0	C
Calculated Vehicle Target Wt (TVTW)	kg	2447.5	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 -9.0 kg)? ☒ Yes ☐ No

TEST VEHICLE ATTITUDE AND CG

Measurement Description	Units	As Delivered	As Tested	Fully Loaded	Meets Requirement***
Driver Door Sill Angle (front-to-rear)*	°	0.0	0.2	0.3	Yes
Front Passenger Sill Angle (front-to-rear)*	°	0.2	0.5	0.5	Yes
Front Bumper-Line Angle (left-to-right)**	°	-0.4	-0.6	-0.6	Yes
Rear Bumper-Line Angle (left-to-right)**	°	-0.1	-0.2	-0.2	Yes
Vehicle CG (Aft of Front Axle)	mm	1534	1627	1617	
Vehicle CG (Left (+)/Right (-) from Longitudinal Centerline)	mm	3	8	7	

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

***The "As Tested" vehicle attitude angle measurements must be within "As Delivered" and the "Fully Loaded" vehicle attitude measurements at each location. Indicate "Yes" or "No" for "Meets Requirement"

DATA SHEET NO. 1 ... (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW

Component Description	Weight (kg)
Rear Trim Removed	4.0

TEST SURFACE MARKINGS

	Distance from 75° Impact Location Line (mm)
Fore 25 mm target	0
Aft 25 mm target	0

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

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

SEAT POSITIONING

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

SCRL ANGLE RANGE

Seat	SCRL (°)		
	Max	Min	Mid
Driver Seat	24.4	14.2	19.5
Front Passenger Seat	23.2	13.0	18.1
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)		
				Rearmost	Mid Fore/Aft	Forwardmost
Driver Seat	19.5	749	Max	760	767	784
			Mid	730	734	749
			Min	699	704	714
Front Passenger Seat	18.1	734	Max	746	756	767
			Mid	709	719	734
			Min	667	685	697
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 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

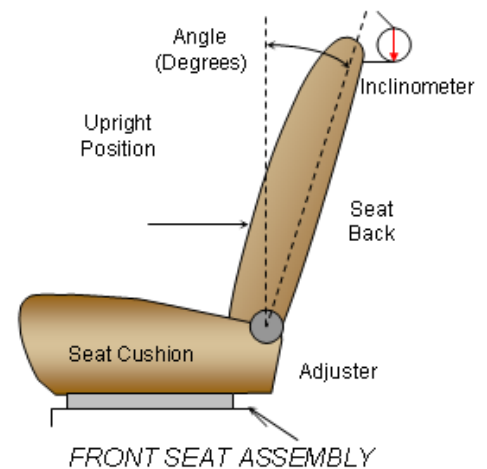
SEAT FORE/AFT POSITION

Seat	Total Fore/Aft Travel		Test Position From Forwardmost Position	
	mm	Detents*	mm	Detent*
Driver Seat	248		0	
Front Passenger Seat	248		0	
Front Center Seat				
Struck Side Rear Seat	Fixed	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Fixed	Fixed

*Detent zero (0) is the forward most detent

SEAT BACK ADJUSTMENT

The driver's seat back is positioned such that the dummy's head is level. The front passenger's seat back is positioned in a similar manner to the driver's seat. The struck side rear passenger seat back is positioned in accordance with the information provided by the manufacturer in Form 1 for the 5th percentile female dummy in a Side NCAP MDB Test. The rear center and non-struck side rear passenger's seat back is set to match the struck side rear seat back. Seat back angle is measured using an inclinometer along a straight edge on the seat back.



Seat	Total Seat Back Angle Range		Test Position from Most Upright	
	Degrees	Detents*	Degree	Detent*
Driver Seat w/Seated Dummy	73.3		7.2	
Front Passenger Seat	66.9		7.2	
Front Center Seat				
Struck Side Rear Seat w/Seated Dummy	Fixed	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Fixed	Fixed

*Detent zero (0) is the forward most detent

DATA SHEET NO. 2 ... (CONTINUED)**SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA**Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25**SEAT BELT ANCHORAGE ADJUSTMENT**

Seat belt anchorages are adjusted in accordance with the information provided by the manufacturer on Form No. 1. The positions are marked H, M2, M1, L from top to bottom.

	Total No. of Positions	Placed in Position
Driver Seat	4	H

HEAD RESTRAINT ADJUSTMENT

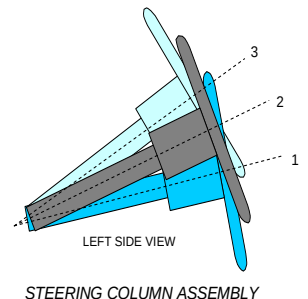
The driver's head restraint is adjusted to the lowest and most full forward in-use position.

	Total No. of Positions	Placed in Position
Driver Seat	4	L

STEERING COLUMN ADJUSTMENT

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

	Degrees	Fore-Aft Position (mm)
Lowermost - Position 1	18.5	147
Geometric Center - Position 2	20.9	177
Uppermost - Position 3	23.2	207
Telescoping Steering Wheel Travel		58
Test Position	20.9	177



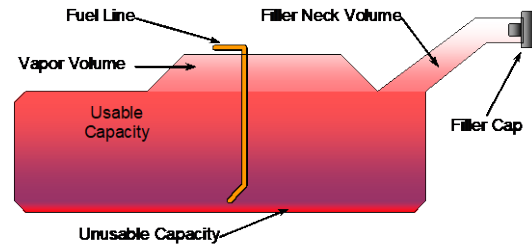
DATA SHEET NO. 2 ... (CONTINUED)

SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

FUEL PUMP

The vehicle is an electric vehicle, does not have a fuel pump.



FUEL TANK CAPACITY

VEHICLE FUEL TANK ASSEMBLY

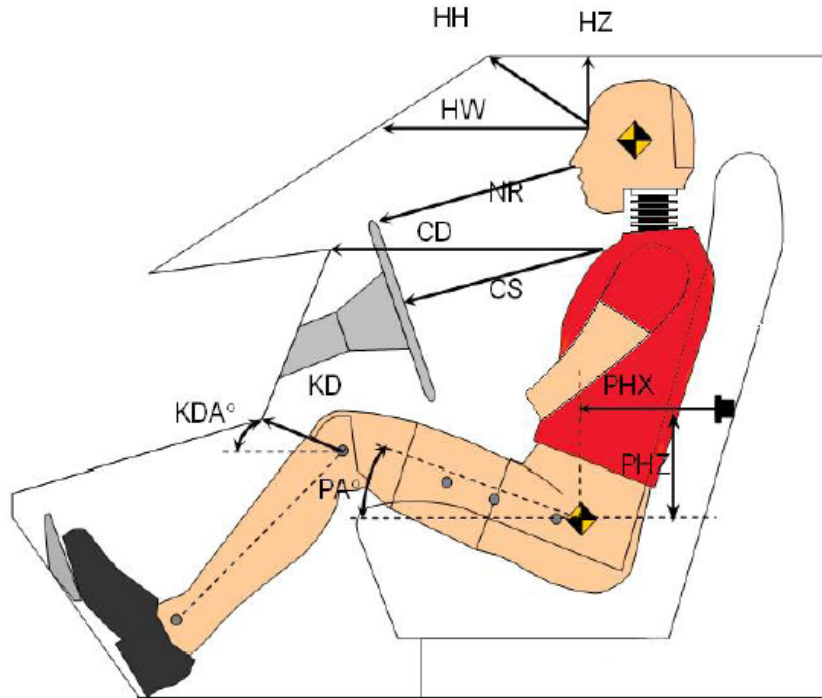
Description	Liters
Usable Capacity of "Standard Tank" (see Form No. 1)	
Usable Capacity of "Optional Tank" (see Form No. 1)	
Usable Capacity of "Standard Tank" (see Owner's Manual)*	
Usable Capacity of "Optional Tank" (see Owner's Manual)*	
93% of Usable Capacity	
Actual amount of Solvent Used in Test	
1/3 of Usable Capacity	

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

DATA SHEET NO. 3

DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



Driver Code	Description	Driver	
		Length (mm)	Angle (°)
HH	Head to Header	297	
HW	Head to Windshield	559	
HZ	Head to Roof	202	
NR	Nose to Rim	209	
CD	Chest to Dash	459	
CS	Chest to Steering Wheel	155	
KD(L)/KDA(L)°	Left Knee to Dash	180	26.1
KD(R)/KDA(R)°	Right Knee to Dash	165	20.7
PAX°	Pelvic Tilt Angle (x-axis)		18.0
PAY°	Pelvic Tilt Angle (y-axis)		0.1
PHX	Hip Point to Striker (x-axis)	302	
PHZ	Hip Point to Striker (z-axis)	157	

DATA SHEET NO. 4

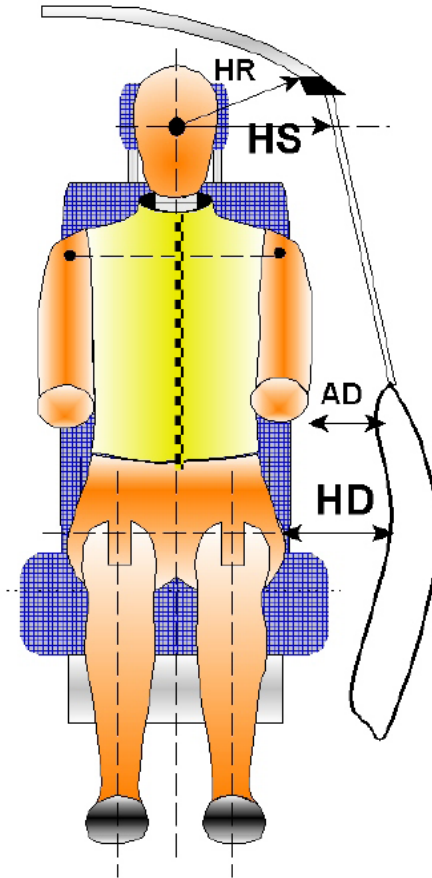
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV

NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test

Test Date: 4/17/25

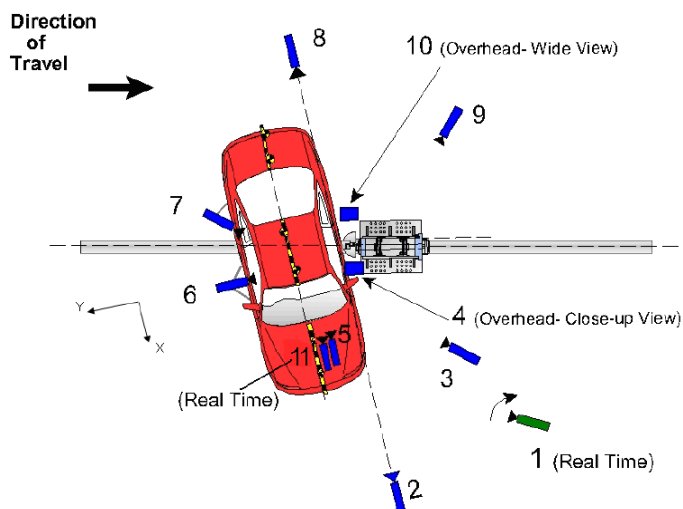


Code	Measurement Description	Units	Driver
HR	Head to Side Header	mm	315
HS	Head to Side Window	mm	390
AD	Arm to Door	mm	185
HD	Hip Point to Door	mm	218

DATA SHEET NO. 5

CAMERA AND INSTRUMENTATION DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



Reference from Point of Impact for X and Y; from Ground for Z):
 +X = Forward of Vehicle, +Y = Right of Vehicle, +Z = Down

Camera No.	View	Coordinates (m)			Lens (mm)	Film Speed (fps)
		X*	Y*	Z*		
1	Real Time Pan View of Impact	8.89	46.57	-3.04		30
2	Front Ground Level - Impact View	8.34	-0.05	-0.93	35	1000
3	Impact Side 45° - Forward Pole View	4.10	-2.15	-1.15	25	1000
4	Overhead Close-Up View of Impact	0.00	0.00	-5.79	35	1000
5	On-Board - Dummy Front View	-1.18	-0.84	-0.83	8	1000
6	On-Board - Dummy Side View	-1.19	-0.84	-0.82	6	1000
7	On-Board - Dummy Rear Oblique View	0.90	-0.92	-0.55	6	1000
8	Rear Ground Level - Impact View	-1.30	1.68	-1.26	35	1000
9	Impact Side 45° - Rearward Pole View	-8.02	0.04	-1.01	25	1000
10	Overhead Wide View of Impact	-0.06	0.22	-5.79	15	1000
11	Real Time Dummy Front View	0.88	-0.96	-0.54		30

*All measurements accurate to ± 6 mm

NOTE: Vehicle is at a 75 angle to the rigid pole.

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

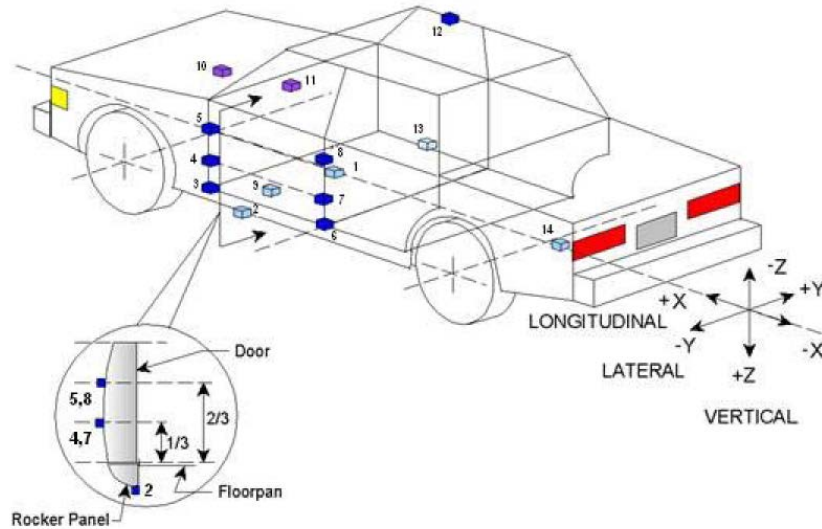
INSTRUMENTATION

Driver Dummy Channels	19
Vehicle Structure Accelerometers	18
Pole Load Cells	8
Total	45

DATA SHEET NO. 6

TEST VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

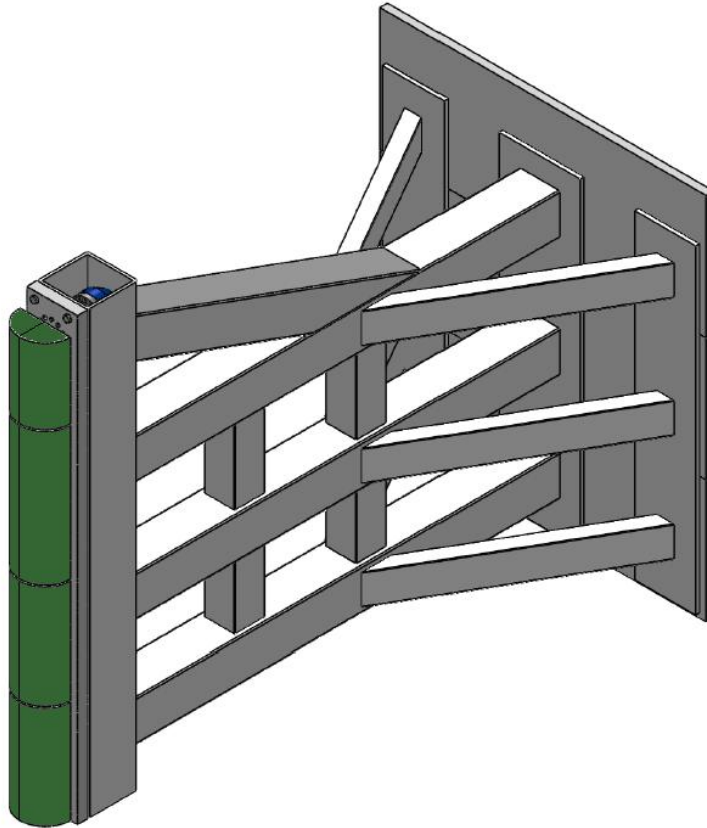


Loc. No.	Sensor Description	Coordinates (mm)		
		X	Y	Z
1	Vehicle CG	1920	0	-450
2	Left Floor Sill	2440	690	-500
3	A-Pillar Sill	2670	690	-600
4	A-Pillar Low	2670	690	-670
5	A-Pillar Mid	2670	690	-810
6	B-Pillar Sill	2130	780	-560
7	B-Pillar Low	2130	780	-840
8	B-Pillar Mid	2130	780	-1060
9	Driver Seat Track	2140	590	-560
10	Engine Top	3660	0	-950
11	Firewall	3660	0	-1000
12	Right Roof	2440	605	-1600
13	Right Floor Sill	2440	690	-670
14	Rear Floorpan	1060	0	-670

Reference: X – Rear surface of vehicle (+ forward)
 Y – Vehicle centerline (+ to right)
 Z – Ground plane (+ down)

DATA SHEET NO. 7
RIGID POLE LOAD CELL DATA

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



ID	Units	Height From Ground
1	mm	87
2	mm	468
3	mm	648
4	mm	978
5	mm	1168
6	mm	1651
7	mm	1816
8	mm	2057

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

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

TEST DUMMY INFORMATION AND CONTACT POINTS

Dummy Body Part	Driver SID-IIs Dummy
Face	Curtain Air Bag
Top of Head	Curtain Air Bag
Left Side of Head	Curtain Air Bag
Back of Head	Curtain Air Bag, Headrest
Left Shoulder	Torso/Pelvis Air Bag
Upper Torso	Torso/Pelvis Air Bag, Seat Bolster
Lower Torso	Torso/Pelvis Air Bag, Seat Bolster
Left Hip	Torso/Pelvis Air Bag, Seat Bolster, Door Panel
Left Knee	Door Panel

POST-TEST DOOR PERFORMANCE

Description	Struck Side		Non-Struck Side		Rear Hatch/Other Door
	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 System Pulled Out of Their Anchorages	No	No	No	No	No
Disengaged from Latched Position	No	No	No	No	No
Latch Separated from Striker	No	No	No	No	No
Jammed Shut	Yes	Yes	No	No	No
If Door Opened at Striker, Record Width of Opening at Striker (mm)	N/A	N/A	N/A	N/A	N/A

POST-TEST SEAT PERFORMANCE

Description	Struck Side		Non-Struck Side	
	Front	Rear	Front	Rear
Seat Movement Along Seat Track	No		No	
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

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

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	Good
Sill Separation	None
Windshield Damage	Shattered
Side Window Damage	Broken
Other Notable Effects	None

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Struck Side Driver		Struck Side Rear Passenger	
	Mounted	Deployed	Mounted	Deployed
Frontal Air Bag	Yes	No		
Knee Air Bag	No			
Side Air Bag 1 (Curtain)	Yes	Yes	Yes	Yes
Side Air Bag 2 (Torso/Pelvis)	Yes	Yes	Yes	Yes
Seat Belt Pretensioner	Yes	Yes	Yes	Yes
Seat Belt Load Limiter	Yes	Yes	Yes	Yes

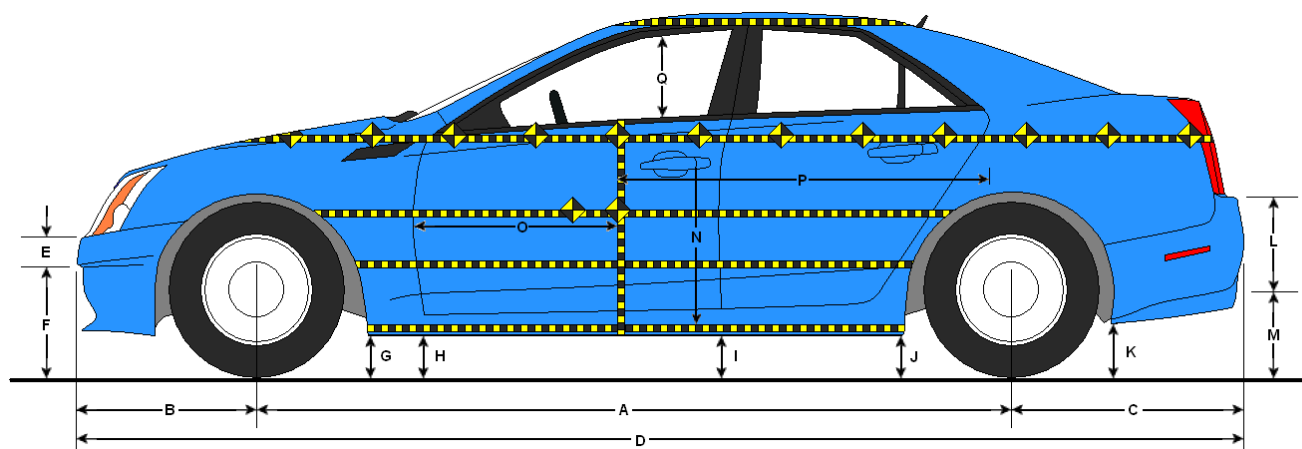
IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vertical Impact Reference Line (Aft of Front Axle)(Intended Impact Point)	mm		1285
Actual Impact Point (Aft of Front Axle)	mm		1282
Horizontal Offset (+ forward / - rearward)	mm	± 38 of Intended Impact Point	3
Angle Between Vehicle's Longitudinal Centerline and Line of Forward Motion	°	75 ± 3	75.4
Trap No. 1 Velocity (Primary)	km/h	31.4 to 33.0	31.93
Trap No. 2 Velocity (Redundant)	km/h	31.4 to 33.0	31.99

DATA SHEET NO. 9

TEST VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



LEFT SIDE VIEW

All measurements in mm with tolerance of ± 3 mm

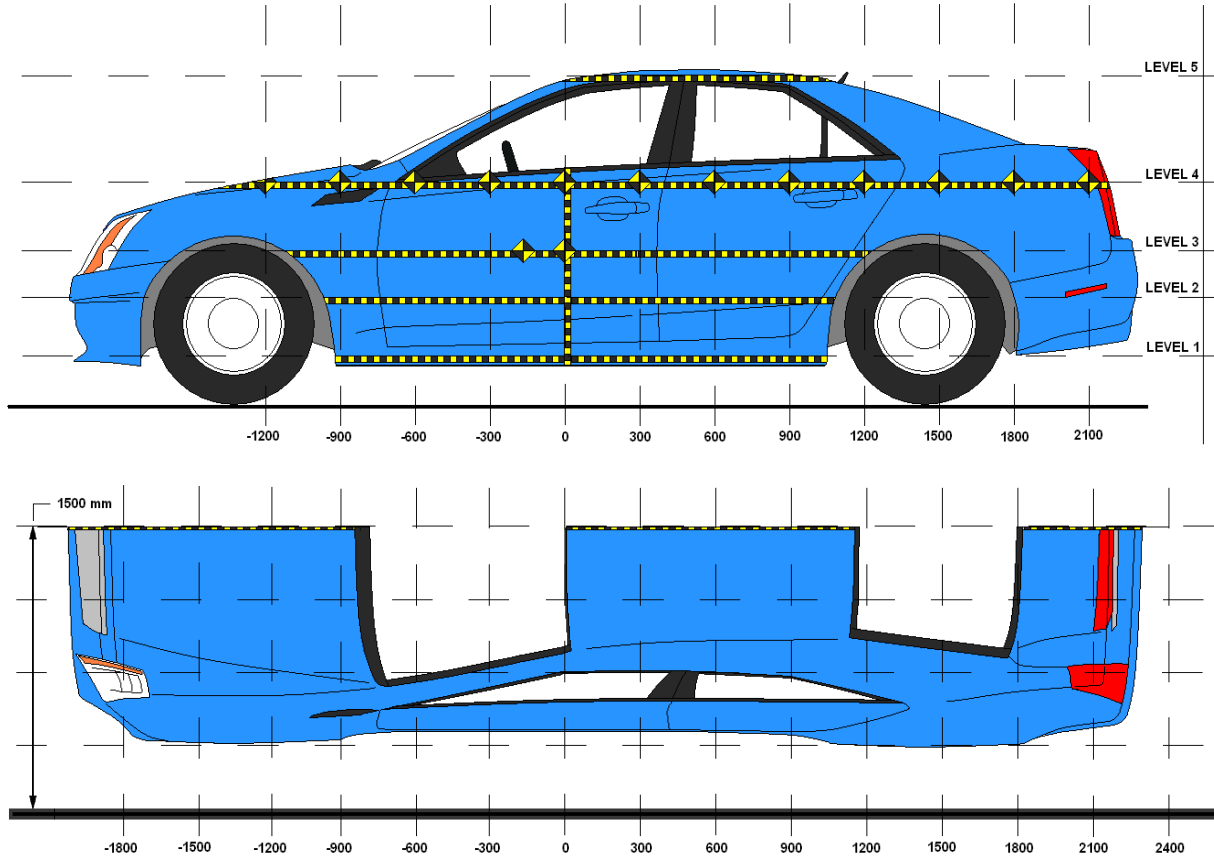
VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION

Code	Description	Pre-Test	Post-Test	Change
A	Wheelbase	2891	2879	-12
B	Front Axle to FSOV	912	927	15
C	Rear Axle to RSOV	970	966	-4
D	Total Length at Centerline	4773	4772	-1
E	Front Bumper Thickness	227	224	-3
F	Front Bumper Bottom to Ground	508	494	-14
G	Sill Height at Front Wheel Well	304	293	-11
H	Sill Height at Front Door Leading Edge	288	310	22
I	Sill Height at B-Pillar	316	324	8
J1	Sill Height at Rear Wheel Well	326	329	3
J2	Pinch Weld Height at Rear Wheel Well	227	233	6
K	Sill Height Aft of Rear Wheel Well	454	457	3
L	Rear Bumper Thickness	165	163	-2
M	Rear Bumper Bottom to Ground	561	568	7
N	Sill Height to Bottom of Front Window Sill	831	842	11
O	Front Door Leading Edge to Impact CL	658	620	-38
P	Rear Door Trailing Edge to Impact CL	1494	1490	-4
Q	Front Window Opening	407	404	-3
R	Right Side Length	3558	3551	-7
S	Left Side Length	3558	3537	-21
T	Vehicle Width at B-Pillar	1940	1922	-18

DATA SHEET NO. 10

TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



NOTE: All measurements in mm with tolerance of $\pm 3\text{mm}$

MAXIMUM EXTERIOR CRUSH MEASUREMENTS

Level	Description	Height Above Ground (mm)	Maximum Exterior Static Crush	Distance from Impact
1	Sill Top	315	164	0
2	Occupant H-Point	728	174	0
3	Mid-Door	755	178	0
4	Window Sill	1127	118	0
5	Window Top	1570	-6	750

DATA SHEET NO. 10 ... (CONTINUED)

TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

EXTERIOR CRUSH MEASUREMENTS AT EACH LEVEL

	Pre-Test (mm)					Post-Test (mm)					Crush (mm)				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-900		519	522	639			486	489	612			-33	-33	-27	
-750	562	529	530	637		529	502	505	614		-33	-27	-25	-23	
-600	560	541	541	642		524	494	498	609		-36	-47	-43	-33	
-450	555	551	549	652		568	537	540	652		13	-14	-9	0	
-300	553	558	556	644		603	594	590	669		50	36	34	25	
-150	553	561	558	638		646	659	658	702		93	98	100	64	
0	556	561	559	633	855	720	735	737	751	850	164	174	178	118	-5
150	558	562	560	630	854	706	711	713	747	850	148	149	153	117	-4
300	562	565	563	626	860	576	632	633	685	858	14	67	70	59	-2
450	565	568	566	624	868	578	577	575	628	865	13	9	9	4	-3
600	570	570	569	624	875	576	575	573	628	870	6	5	4	4	-5
750	575	570	569	627	879	575	568	569	629	873	0	-2	0	2	-6
900	576	561	562	630	882	575	554	555	628	878	-1	-7	-7	-2	-4
1050	584	551	552	628	887	572	534	537	622	884	-12	-17	-15	-6	-3
1200		546	545	606	894		533	536	599	891		-13	-9	-7	-3
1350				601	900				589	898				-12	-2
1500				602	907				600	907				-2	0
1650					916					916					0
1800					928					928					0
1950															
2100															
2250															
2400															
2550															
2700															
2850															

DATA SHEET NO. 10 ... (CONTINUED)

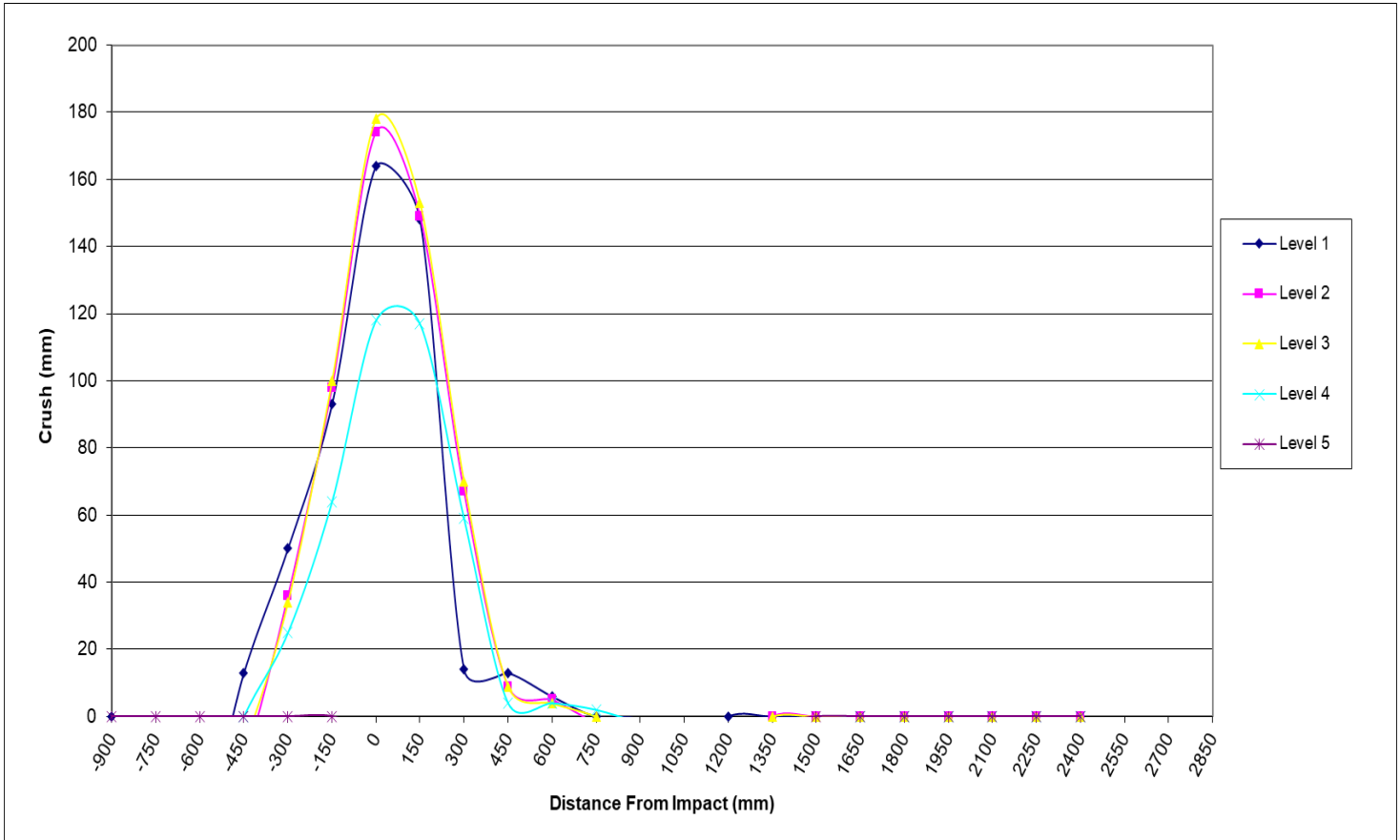
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV

NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test

Test Date: 4/17/25

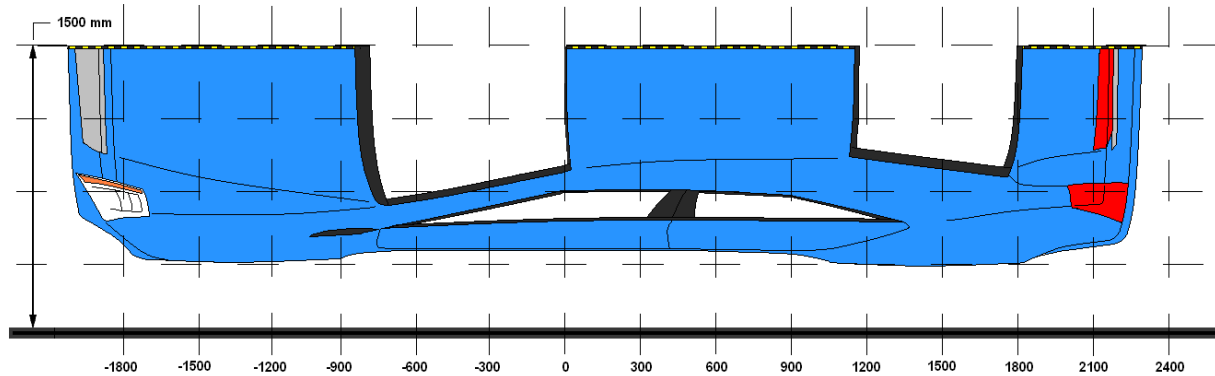


DATA SHEET NO. 11

VEHICLE DAMAGE PROFILE DISTANCES

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



DPD	Distance From Impact Point (mm)	Level	Pre-Test (mm)	Post-Test (mm)	Crush (mm)
1	1800	5	928	928	0
2	1350	4	601	589	-12
3	900	2	561	554	-7
4	300	3	563	633	70
5	-300	1	553	603	50
6	-900	2	519	486	-33

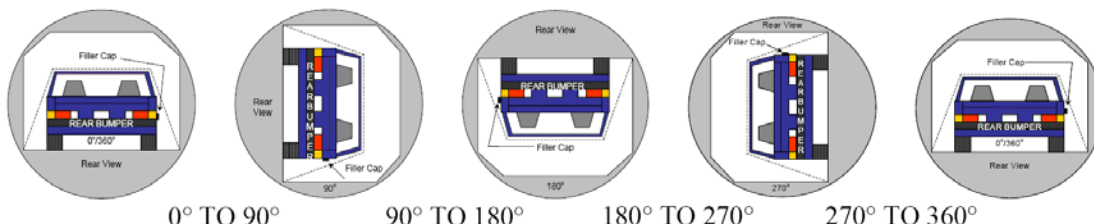
DATA SHEET NO. 12

FMVSS NO. 301 STATIC ROLLOVER RESULTS

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

Temperature at Time of Impact: 16.7° C Test Time: 1:35 PM

- A. From impact until vehicle motion ceases: 0 oz.
 (Maximum allowable = 1 oz.)
- B. For the 5 minute period after motion ceases: 0 oz.
 (Maximum allowable = 5 oz.)
- C. For the following 25 minutes: 0 oz.
 (Maximum allowable = 1 oz./minute)
- D. Spillage Details: There was no Stoddard solvent spillage.



SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°			
90° To 180°			
180° To 270°			
270° To 360°			

FMVSS 301 SPILLAGE TABLE

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

SOLVENT SPILLAGE LOCATION TABLE

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

DATA SHEET NO. 13

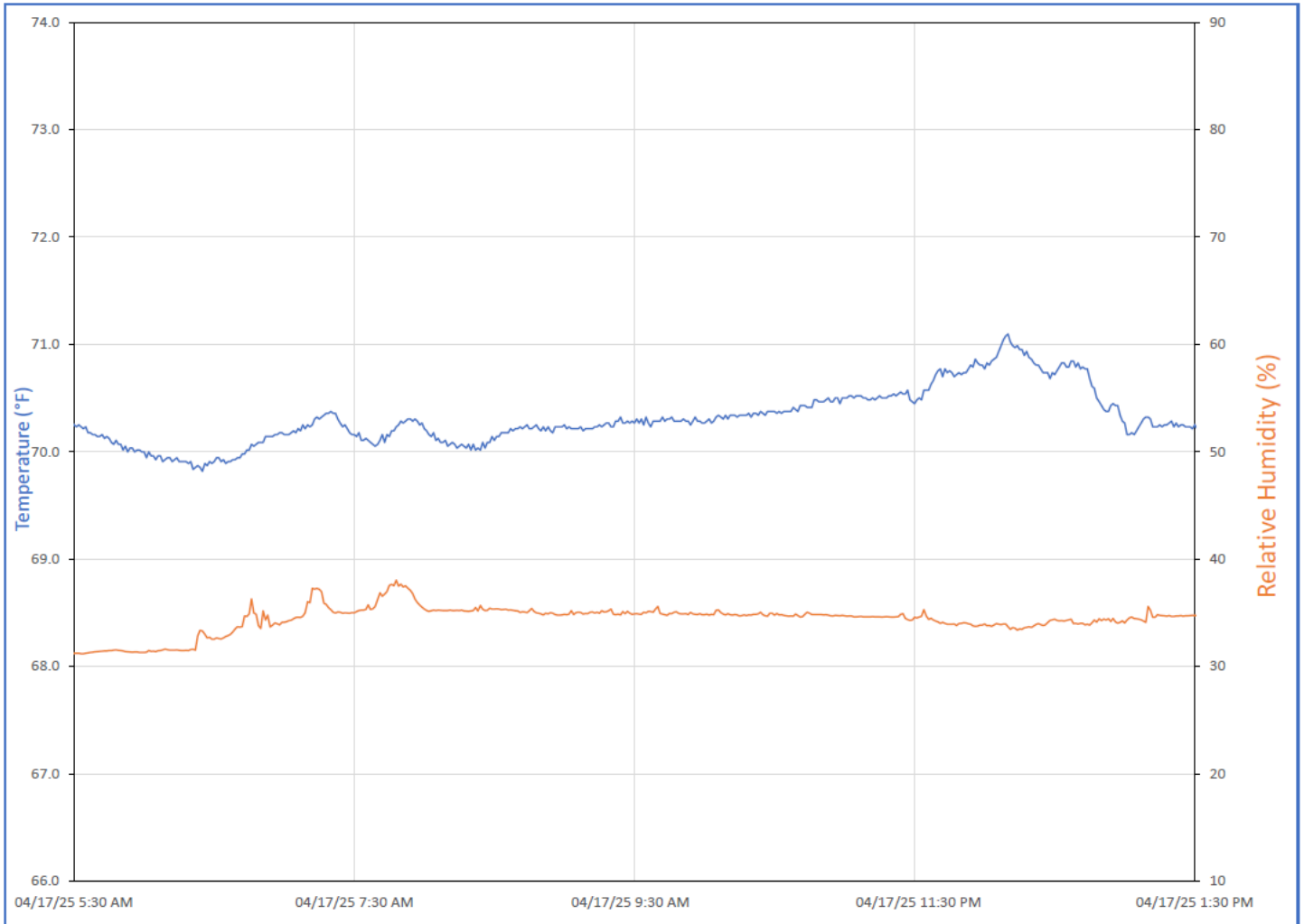
DUMMY/VEHICLE TEMPERATURE AND HUMIDITY STABILIZATION

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV

NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test

Test Date: 4/17/25



DATA SHEET NO. 305-1**GENERAL TEST AND VEHICLE PARAMETER DATA FOR INDICANT FMVSS NO. 305****TESTING**Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25**TEST VEHICLE INFORMATION**

NHTSA Number	M20255801
Model Year	2025
Make	Audi
Model	Q6 e-tron
Body Style	5-Door SUV
Body Color	Manhattan Gray Metallic
Odometer Reading (km / mi)	93/58

DATA FROM VEHICLE'S CERTIFICATION LABEL

Manufactured By	Audi AG
Date of Manufacture	Nov-24
VIN	WA112BGF7SA018426
GVWR (kg)	2820

ELECTRIC VEHICLE PROPULSION SYSTEM

Type of Electrical Vehicle	Electric
Propulsion Battery Type	Lithium Ion
Nominal Voltage (V)	661
Automatic Propulsion Battery Disconnect	Yes
Physical Location of Automatic Propulsion Battery Disconnect	Switching Unit
Auxiliary Battery Type	12-Volt Lead-Acid Battery

PROPULSION BATTERY SYSTEM DATA

Electrolyte Fluid Type	EMC 623-53-0, EC 96-49-1, DMC 616-38-6
Electrolyte Fluid Specific Gravity (g/cc)	EMC: 1.013 at 20 °C, EC: 1.32 at 39 °C
Electrolyte Fluid Kinematic Viscosity (mm ² /s)	EMC: 0.69 at 20 °C, EC: 1.92 mPa
Electrolyte Fluid Color	None
Propulsion Battery Coolant Type	R1234YF
Propulsion Battery Coolant Color	Pink
Propulsion Battery Coolant Specific Gravity	

LOCATION OF BATTERY MODULES

Location	Outside Passenger Compartment
----------	-------------------------------

DATA SHEET NO. 305-1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA FOR INDICANT FMVSS NO. 305

TESTING

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

For all battery types:

Description	Volts
Minimum Operating Voltage	
Maximum Operating Voltage	744
95% of Maximum Operating Voltage	707
Test Voltage (no less than 95% of Maximum)*	737

*Minimum operating voltage undefined

For batteries that are rechargeable ONLY by an energy source on the vehicle:

Description	Volts
Minimum Operating Voltage	
Maximum Operating Voltage	
Test Voltage (Maximum practicable state of charge within normal operating range)	

DATA SHEET NO. 305-2

PRE-IMPACT DATA FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

DETAILS OF VEHICLE CHASSIS GROUND POINT(S) AND LOCATION(S):

The FMVSS 305 chassis ground points are located at the rear (trunk) of the vehicle. Can also use chassis ground points of the 12V system and also bolts of the vehicle's body.

PROPULSION BATTERY SYSTEM

DETAILS OF PROPULSION BATTERY COMPONENTS:

A high voltage measuring adapter was provided. This was situated at the connection of the high-voltage heater (HV-PTC), which is located at the footwell of the passenger side. The leads were attached with banana plugs into the HV+, HV-, and Ground interfaces of the HV measuring adapter.

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

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

VOLTMETER INFORMATION

Make	Fluke
Model	87V MAX
Serial No.	50790043
Internal Impedance Value	50 MΩ
Resolution	0.001

HV BATTERY ELECTRICAL ISOLATION DATA

Code	Units	Threshold	Pre-Test
V_b	V		675.00
V_1	V		315.50
V_2	V		318.00
R_o	Ω		701,000
V_1'	V		187.70
V_2'	V		182.50
R_{i1}	Ω		958,367
R_{i2}	Ω		1,036,845
R_i	Ω		958,367
R_i/V_b	Ω/V	500	1,420

Is the Measured Electrical Isolation Value $\geq$ 500 Ω/V?	Yes
--	-----

DATA SHEET NO. 305-4

POST-IMPACT DATA FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

VOLTMETER INFORMATION

Make	Fluke
Model	87V MAX
Serial No.	50790043
Internal Impedance Value	50 MΩ
Resolution	0.001

HV BATTERY ELECTRICAL ISOLATION DATA

Code	Units	Threshold	Post-Test
V_b	V		0.006
V_1	V		0.003
V_2	V		0.003
R_o	Ω		701,000
V_1'	V		0.001
V_2'	V		0.001
R_{i1}	Ω		2,804,000
R_{i2}	Ω		2,804,000
R_i	Ω		2,804,000
R_i/V_b	Ω/V	500	467,333,333

* "Zero Volts" is considered as being compliant.

Is the Measured Electrical Isolation Value $\geq$ 500 Ω/V?	Yes
Is V_1 , V_2 , and $V_b \leq$ 60 VDC?	Yes

PROPULSION BATTERY SYSTEM COMPONENTS

Has the propulsion battery module moved within the passenger compartment?

No

Describe any movement: There was no movement of the propulsion battery within the passenger compartment.

Has an outside propulsion battery component intruded into the passenger compartment?

No

Describe any intrusion: There was no intrusion of the outside propulsion battery into the passenger compartment.

Is there propulsion battery electrolyte spillage visible in the passenger compartment?

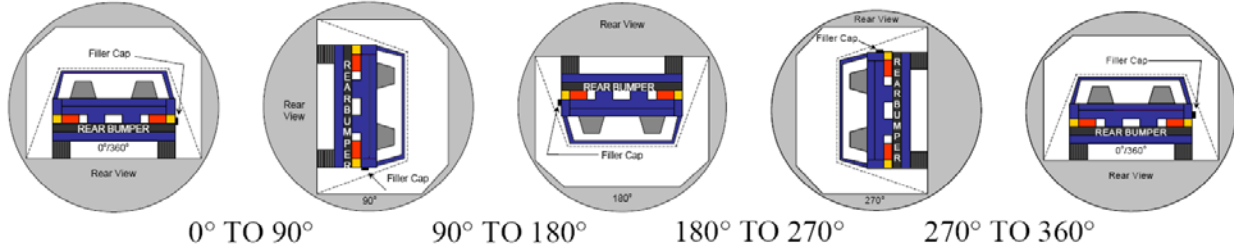
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DATA SHEET NO. 305-5

STATIC ROLLOVER TEST DATA FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801

Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25



PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	81	300	381
90° To 180°	80	300	380
180° To 270°	80	300	380
270° To 360°	82	300	382

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°	0.0	N/A
90° To 180°	0.0	N/A
180° To 270°	0.0	N/A
270° To 360°	0.0	N/A

Is the Total Propulsion Battery Electrolyte Spillage Greater Than 5.0 Liters?	No spillage occurred
Is the Propulsion Battery Electrolyte Spillage Visible in the Passenger Compartment?	N/A

DATA SHEET NO. 305-5 (CONTINUED...)

STATIC ROLLOVER TEST DATA FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2025 Audi Q6 e-tron 5-Door SUV NHTSA No. M20255801
 Test Program: NCAP Side Pole Impact Test Test Date: 4/17/25

VOLTMETER INFORMATION

Make	Fluke
Model	87V MAX
Serial No.	50790043
Internal Impedence Value	50 MΩ
Resolution	0.001

HV BATTERY ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS

Code	Units	Threshold	0°	90°	180°	270°	360°
V_b	V		0.005	0.004	0.003	0.001	0.005
V_1	V		0.001	0.004	0.005	0.006	0.006
V_2	V		0.004	0.002	0.004	0.002	0.002
R_o	Ω		701,000	701,000	701,000	701,000	701,000
V_1'	V		0.000	0.001	0.002	0.002	0.002
V_2'	V		0.000	0.000	0.000	0.000	0.000
R_{i1}	Ω		"Zero Volts"	3,154,500	1,892,700	1,869,333	1,869,333
R_{i2}	Ω		"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"
R_i	Ω		"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"
R_i/V_b	Ω/V	500	"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"	"Zero Volts"

* "Zero Volts" is considered as being compliant.

Is the Measured Electrical Isolation Value $\geq 500 \Omega/V$?	Yes
Is V_1 , V_2 , and $V_b \leq 60$ VDC?	Yes

APPENDIX A
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

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22	Post-Test Front Close-Up View of Dummy	A-11
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FIGURE 1. As-Delivered Right Front 3/4 View of Test Vehicle



FIGURE 2. As-Delivered Left Rear 3/4 View of Test Vehicle



FIGURE 3. Pre-Test Frontal View of Test Vehicle



FIGURE 4. Post-Test Frontal View of Test Vehicle



FIGURE 5. Pre-Test Left Front 3/4 View of Test Vehicle



FIGURE 6. Post-Test Left Front 3/4 View of Test Vehicle



FIGURE 7. Pre-Test Left Side View of Test Vehicle



FIGURE 8. Post-Test Left Side View of Test Vehicle



FIGURE 9. Pre-Test Left Rear 3/4 View of Test Vehicle



FIGURE 10. Post-Test Left Rear 3/4 View of Test Vehicle



FIGURE 11. Pre-Test Rear View of Test Vehicle



FIGURE 12. Post-Test Rear View of Test Vehicle



FIGURE 13. Pre-Test Right Side View of Test Vehicle



FIGURE 14. Post-Test Right Side View of Test Vehicle



FIGURE 15. Pre-Test Overhead View of Test Area



FIGURE 16. Post-Test Overhead View of Test Area



FIGURE 17. Pre-Test Left Side View of Pole Positioned Against Side of Vehicle



FIGURE 18. Pre-Test Right Side View of Pole Positioned Against Side of Vehicle



FIGURE 19. Pre-Test Close-Up View of Impact Point Target



FIGURE 20. Post-Test Close-Up View of Impact Point Target Showing Impact Location

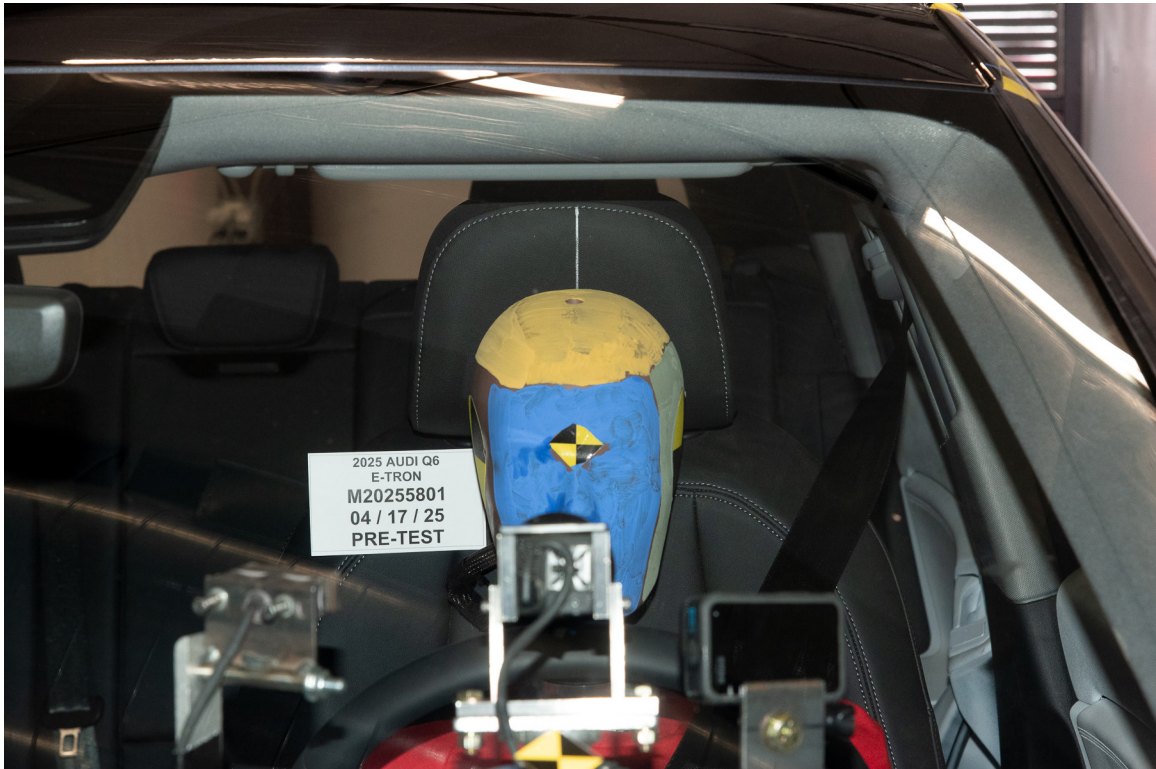


FIGURE 21. Pre-Test Front Close-Up View of Dummy Head and Chest



FIGURE 22. Post-Test Front Close-Up View of Dummy



FIGURE 23. Pre-Test Left Side View of Dummy Showing Belt and Chalking



FIGURE 24. Pre-Test Left Side View of Dummy Shoulder and Door Top View



FIGURE 25. Post-Test Left Side View of Dummy Shoulder and Door Top View



FIGURE 26. Pre-Test Frontal View of Seat Back Prior to Dummy Positioning



FIGURE 27. Pre-Test Frontal View of Dummy Head and Shoulders in Relation to Head Restraint



FIGURE 28. Pre-Test Frontal View of Seat Pan Prior to Dummy Positioning



FIGURE 29. Pre-Test Overhead View of Dummy Thighs on Seat Pan

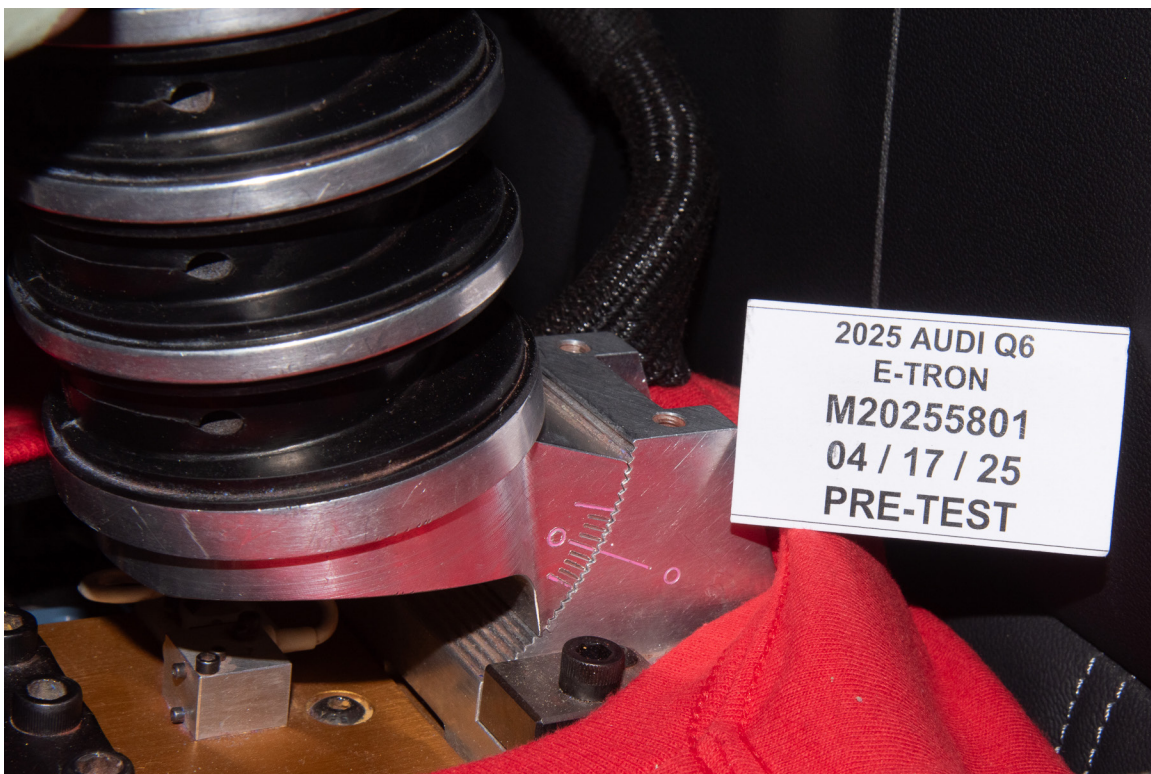


FIGURE 30. Pre-Test Left Side View of Dummy's Neck Showing Position of Adjustable Neck Bracket



FIGURE 31. Pre-Test Left Side View of Dummy's Head Showing Head is Level



FIGURE 32. Pre-Test Placement of Dummy's Feet



FIGURE 33. Pre-Test View of Belt Anchorage for Dummy



FIGURE 34. Pre-Test Left Side View of Steering Wheel



FIGURE 35. View of Disengaged Parking Brake



FIGURE 36. Pre-Test View of Parking Brake



FIGURE 37. Pre-Test Close-Up Left Side View of Driver Seat Track



FIGURE 38. Pre-Test Close-Up Left Side View of Driver Seat Back



FIGURE 39. Pre-Test Close-Up View of Driver Seat Back or Head Restraint



FIGURE 40. Pre-Test Dummy and Door Clearance View



FIGURE 41. Post-Test Dummy and Door Clearance View



FIGURE 42. Pre-Test Right Side View of Dummy and Front Seat of Occupant Compartment



FIGURE 43. Post-Test Right Side View of Dummy and Front Seat of Occupant Compartment



FIGURE 44. Pre-Test Inner Door Panel View



FIGURE 45. Post-Test Inner Door Panel View Showing Dummy Contact Locations



FIGURE 46. Post-Test Dummy Close-Up Head Contact With Vehicle Interior View



FIGURE 47. Post-Test Dummy Close-Up Head Contact With Side Air Bag View



FIGURE 48. Post-Test Dummy Close-Up Torso Contact With Vehicle Interior View



FIGURE 49. Post-Test Dummy Close-Up Torso Contact With Side Air Bag View



FIGURE 50. Post-Test Dummy Close-Up Pelvis Contact With Vehicle Interior View



FIGURE 51. Post-Test Dummy Close-Up Pelvis Contact With Side Air Bag View



FIGURE 52. Post-Test Dummy Close-Up Knee Contact with Vehicle Interior View



FIGURE 53. Post-Test Right Side View of Dummy and Rear Seat of Occupant Compartment



FIGURE 54. Pre-Test Inner Rear Passenger Torso Air Bag Deployment View



FIGURE 55. Pre-Test View of Fuel Filler Cap or Fuel Filler Neck



FIGURE 56. Post-Test View of Fuel Filler Cap or Fuel Filler Neck



FIGURE 57. Close-Up View of Vehicle's Certification Label

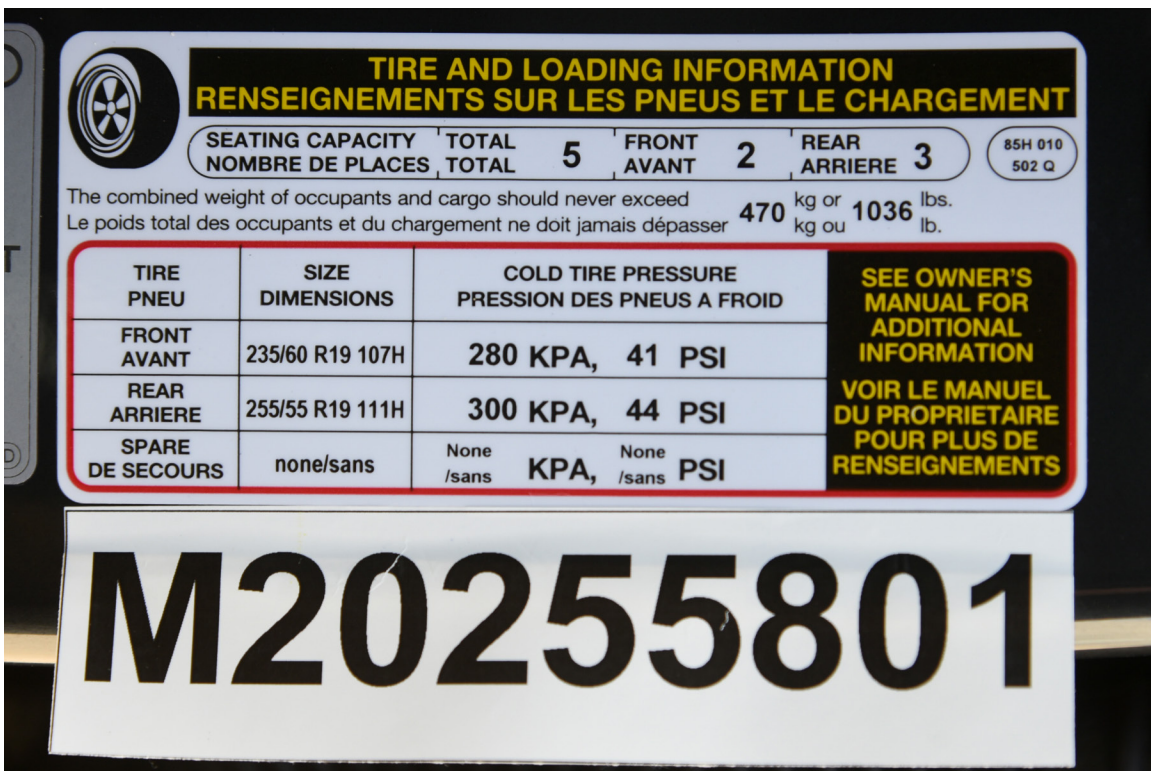


FIGURE 58. Close-Up View of Vehicle's Tire Information Placard or Label



FIGURE 59. Pre-Test Pole Barrier Front View



FIGURE 60. Post-Test Pole Barrier Front View



FIGURE 61. Pre-Test Pole Barrier Side View



FIGURE 62. Post-Test Pole Barrier Side View

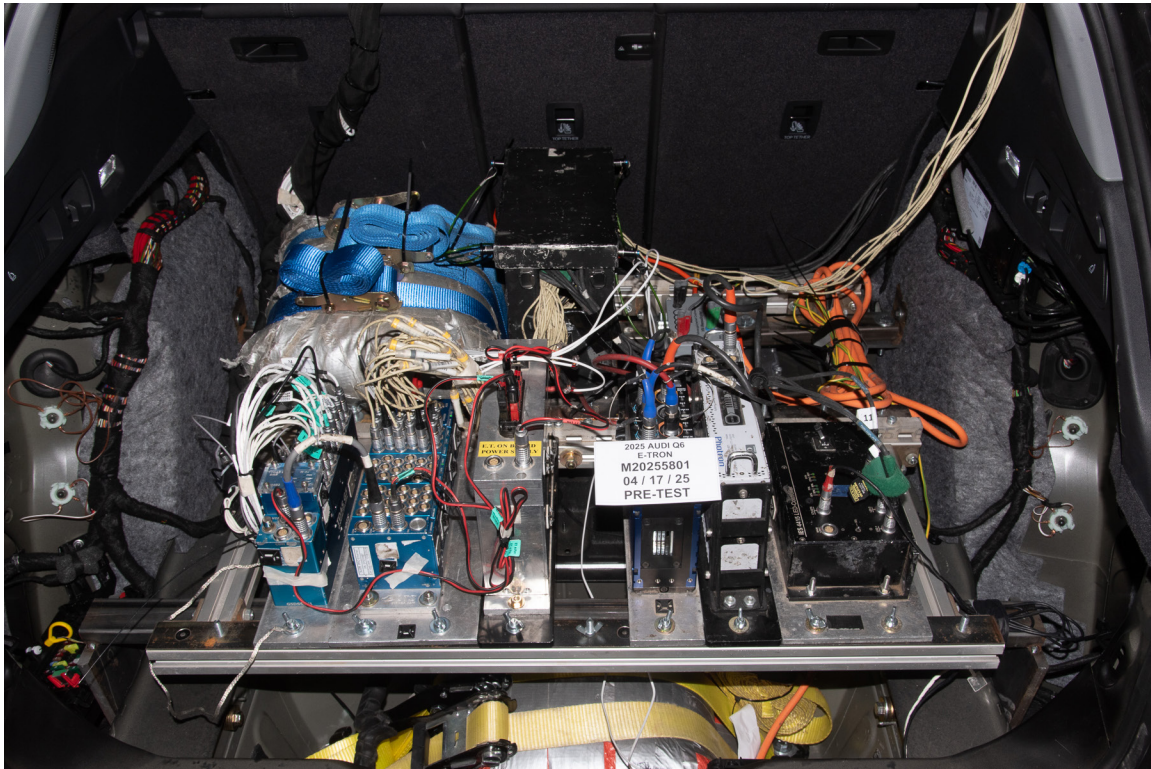


FIGURE 63. Pre-Test Ballast View



FIGURE 64. Post-Test Primary and Redundant Speed Trap Read-Out



FIGURE 65. FMVSS No. 301 Static Rollover 0 Degrees

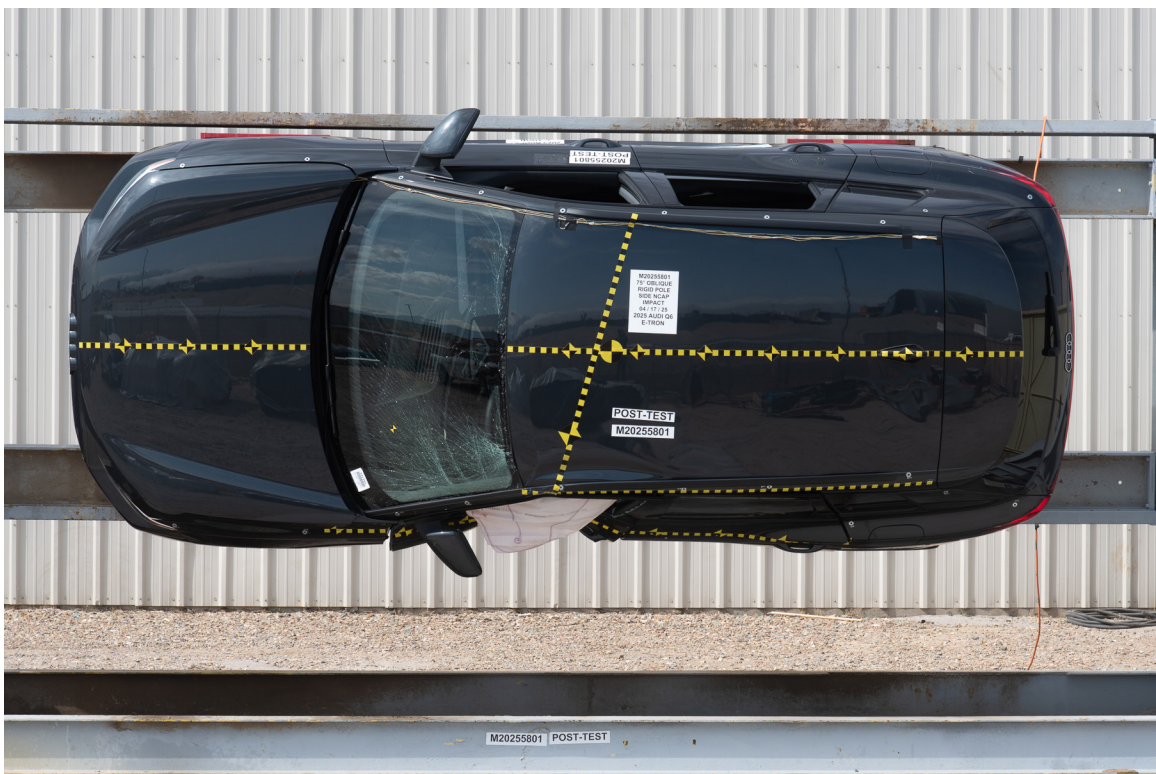


FIGURE 66. FMVSS No. 301 Static Rollover 90 Degrees



FIGURE 67. FMVSS No. 301 Static Rollover 180 Degrees

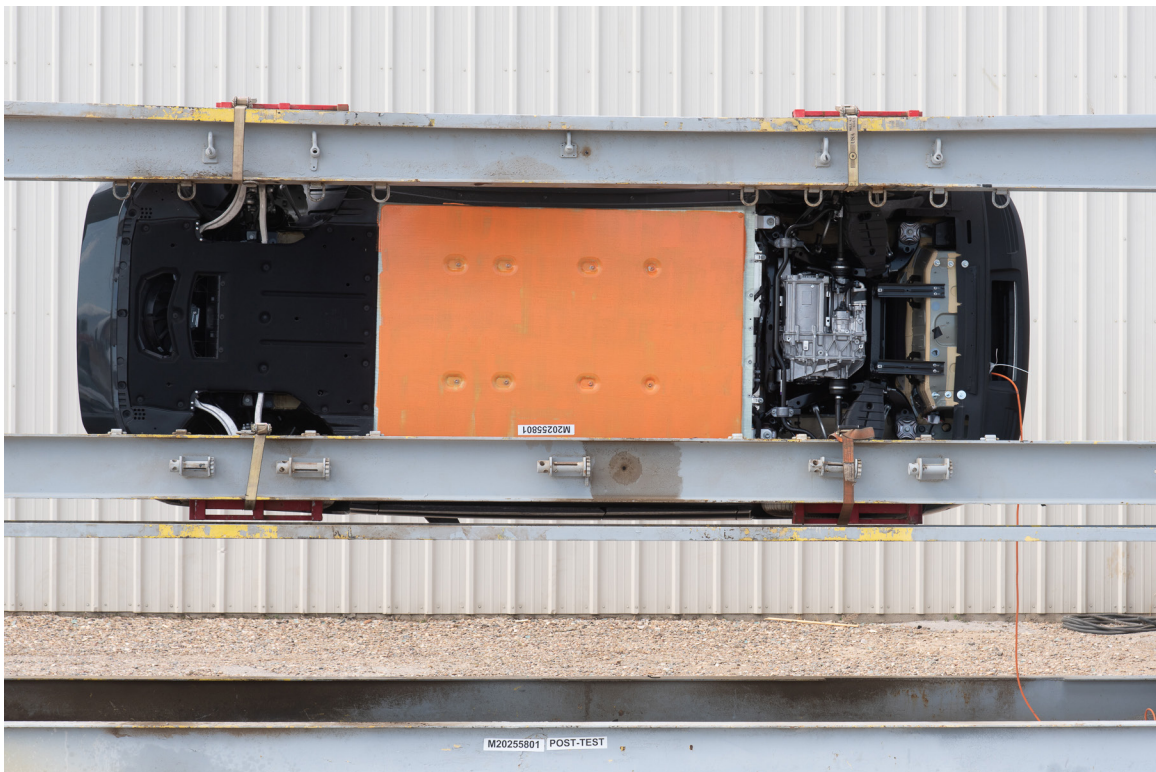


FIGURE 68. FMVSS No. 301 Static Rollover 270 Degrees



FIGURE 69. FMVSS No. 301 Static Rollover 360 Degrees



FIGURE 70. Impact Event

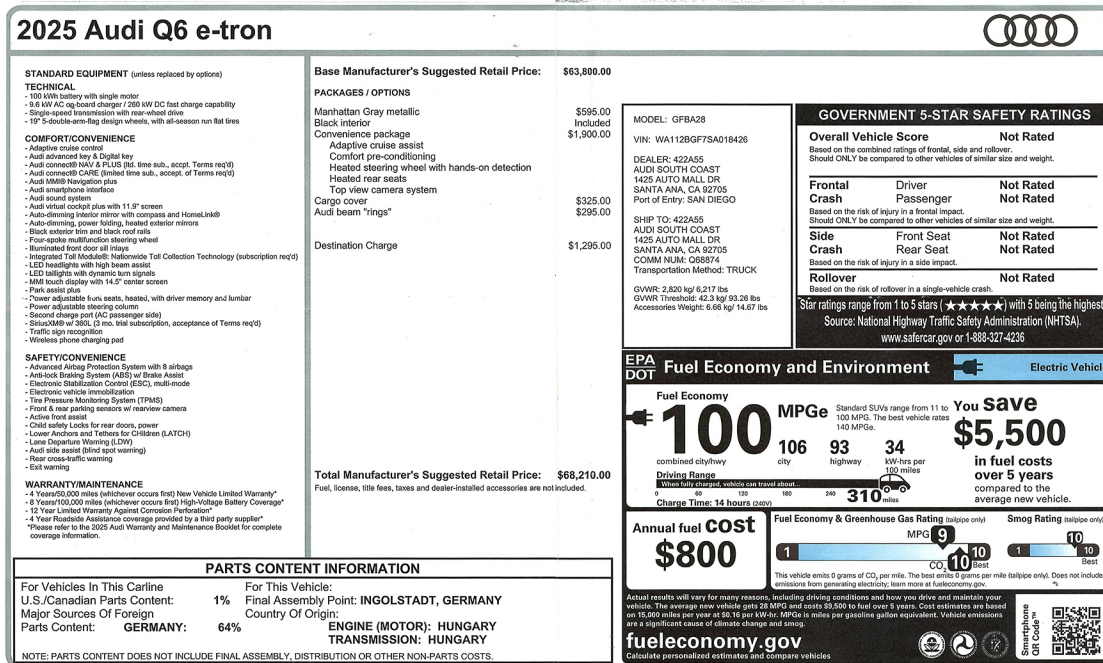


FIGURE 71. Monroney Label

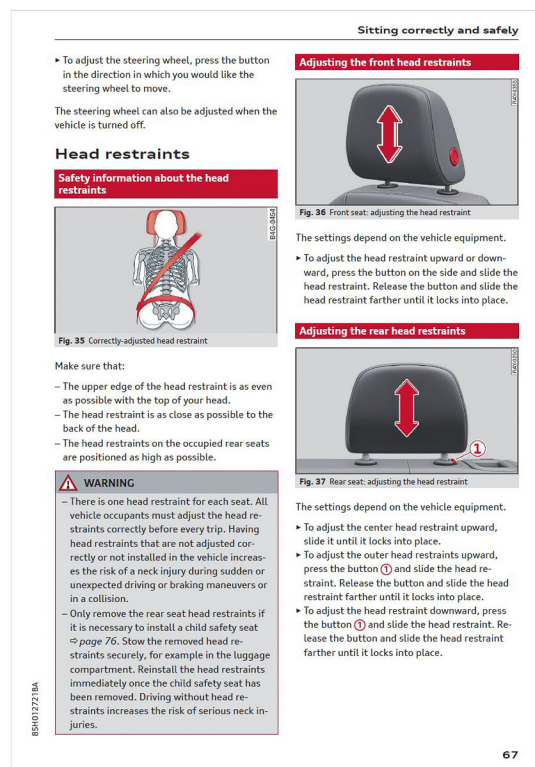


FIGURE 72. Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

Photograph Not Applicable

Inner Door Panel Was Not Shattered

FIGURE 73. Post-Test View of Shattered Vehicle Inner Door Panel

Photograph Not Applicable

No Auxiliary Power Module Warning Label Present.

FIGURE 305-01. Auxiliary Power Module Warning Label

Photograph Not Applicable

No Power Inverter Warning Label Present.

FIGURE 305-02. Power Inverter Warning Label



FIGURE 305-03. First Responder Warning Label



FIGURE 305-03a. First Responder Warning Label



FIGURE 305-04. First Responder Warning Location



FIGURE 305-05. Other Vehicle Label(s) Related to Electrical Propulsion System

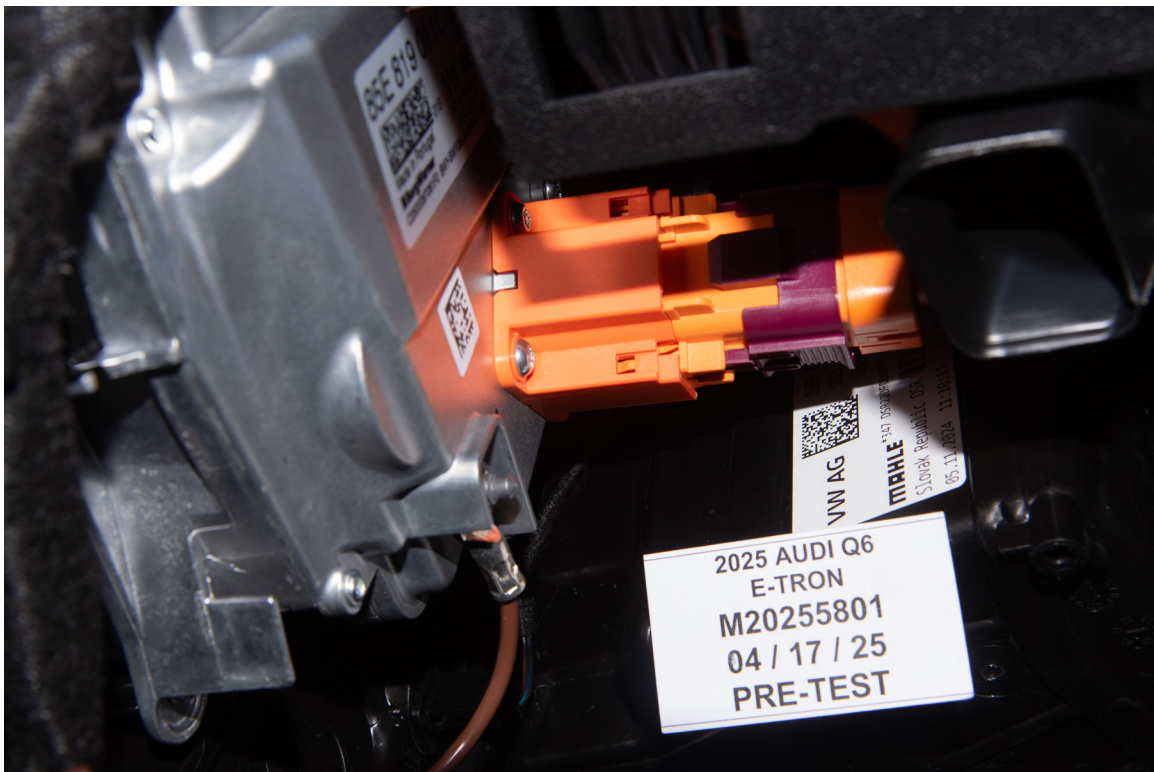


FIGURE 305-06. Manual High Voltage Service Disconnect in Place



FIGURE 305-07. Manual High Voltage Service Disconnect Removed

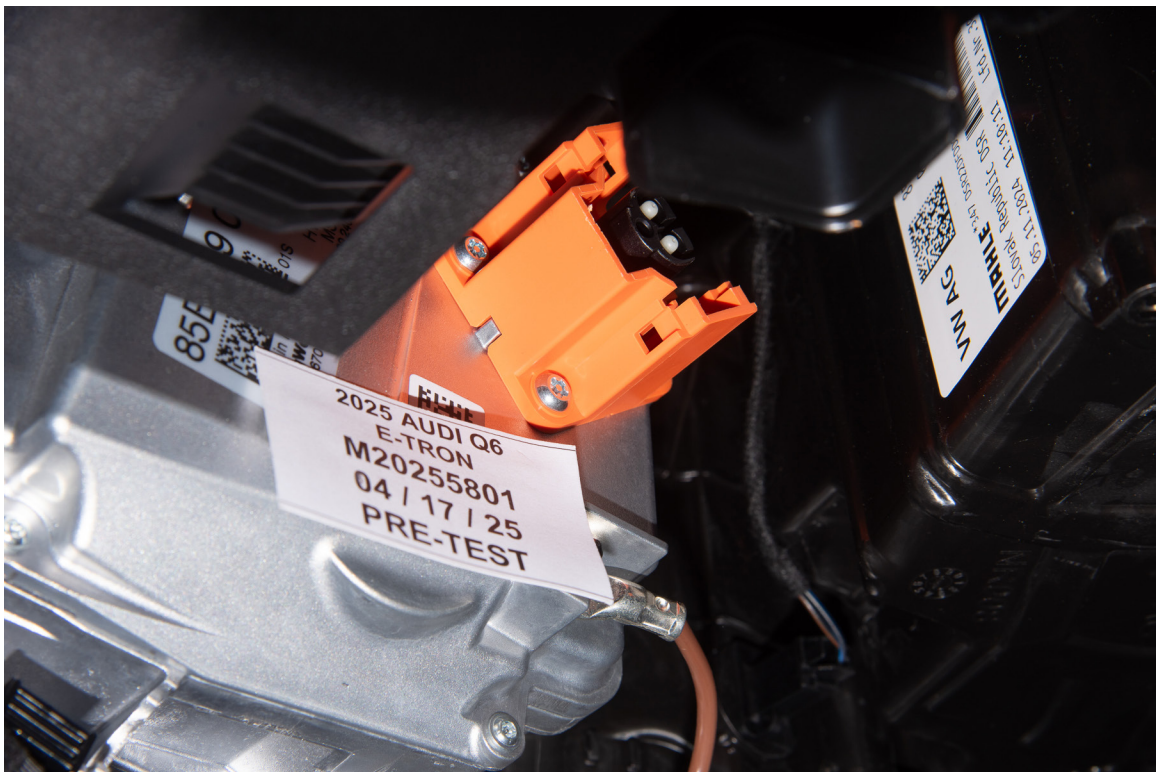


FIGURE 305-08. Manual High Voltage Service Disconnect Removed

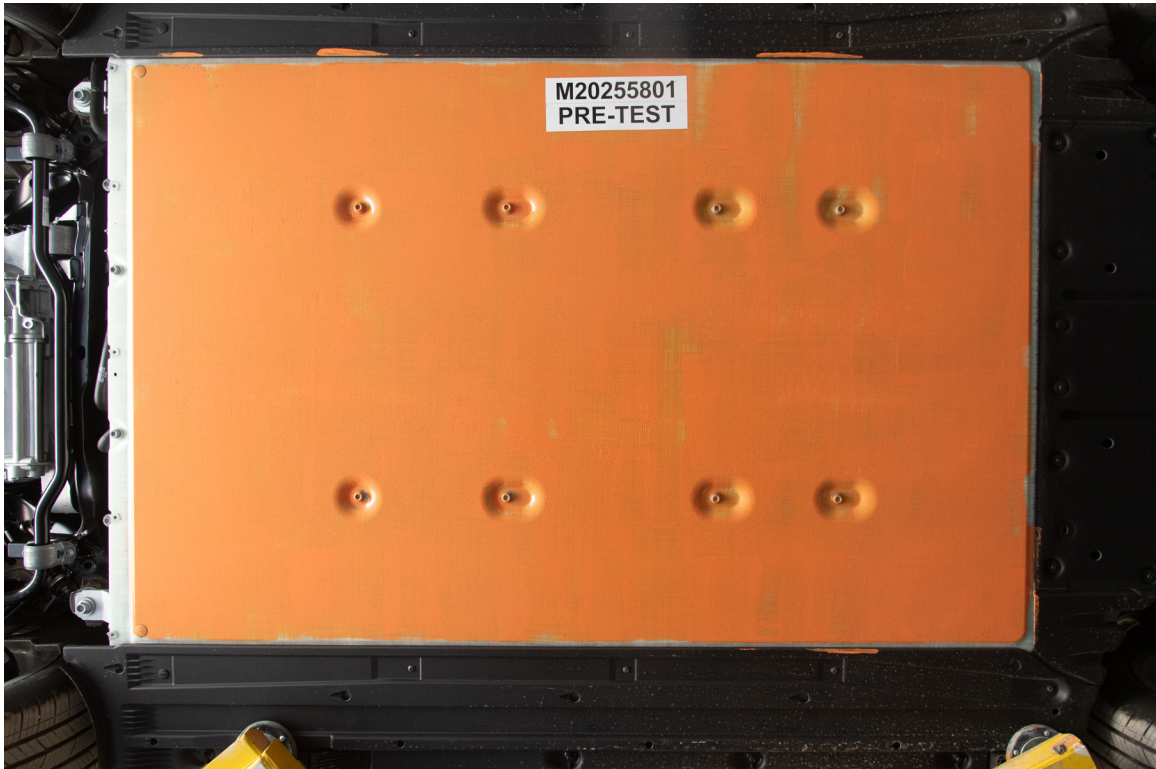


FIGURE 305-09. Pre-Impact View of Propulsion Battery

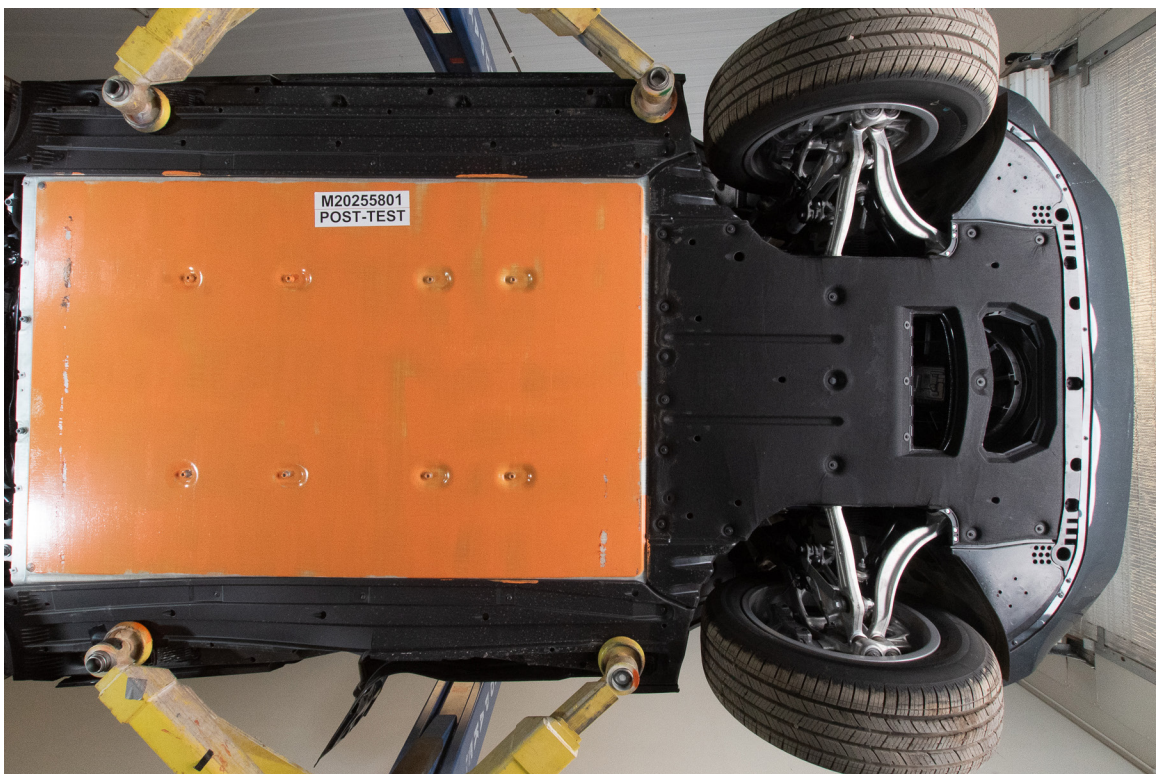


FIGURE 305-010. Post-Impact Front View of Propulsion Battery

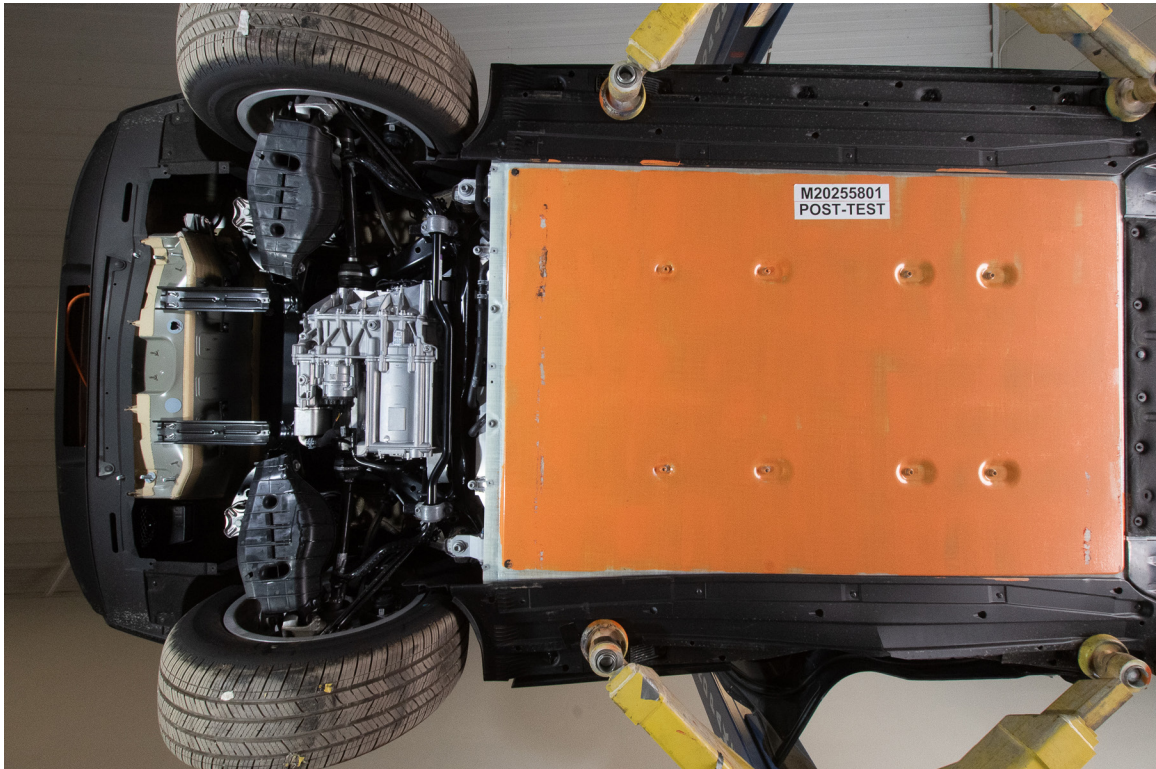


FIGURE 305-011. Post-Impact Rear View of Propulsion Battery

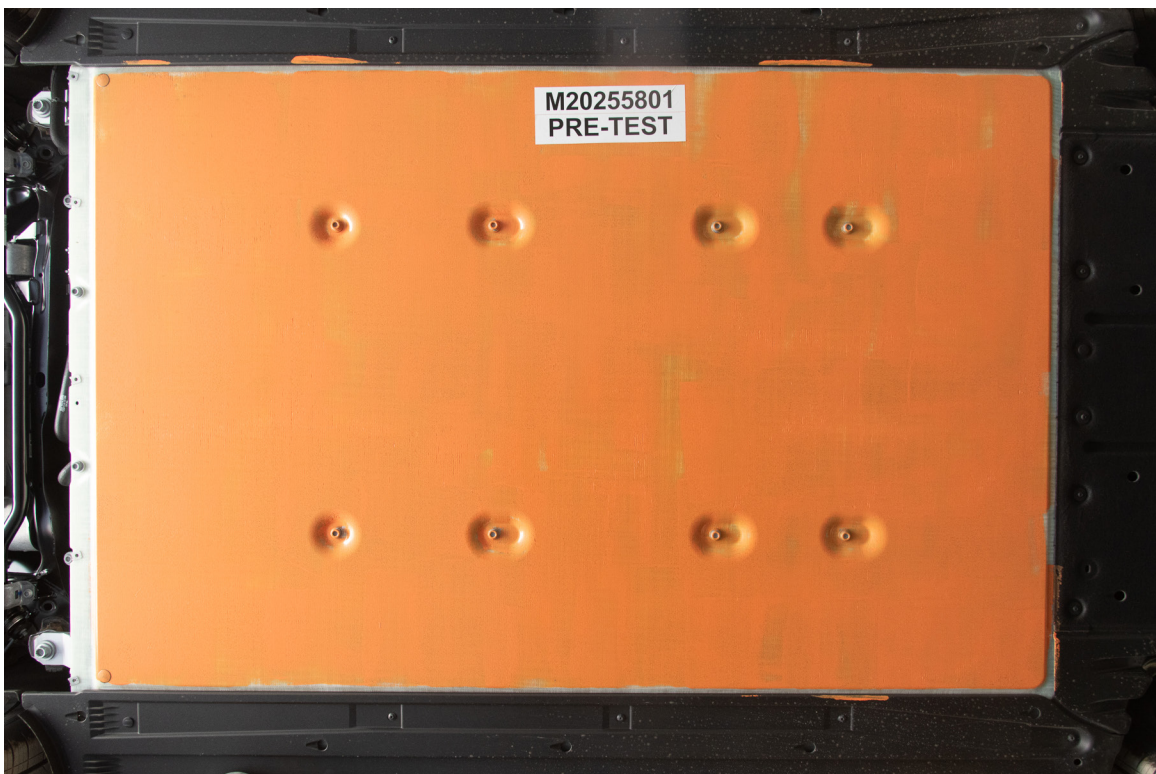


FIGURE 305-012. Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Module(s)

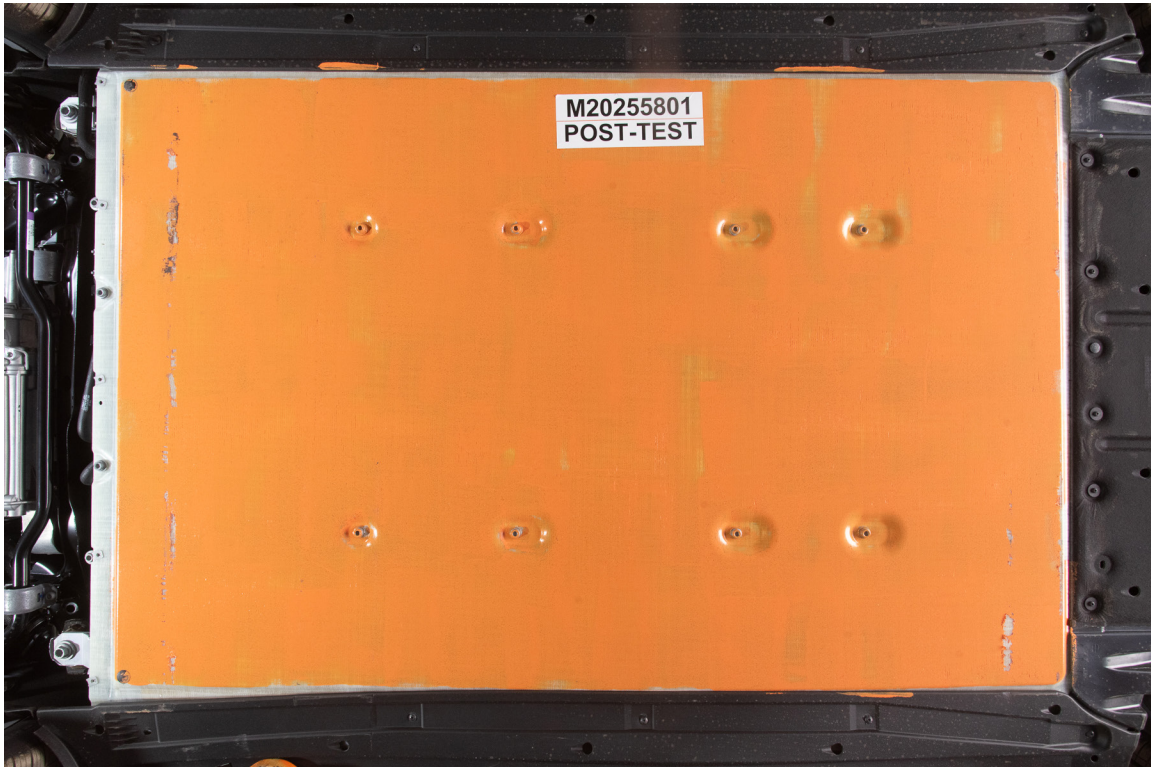


FIGURE 305-013. Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Module(s)

Photograph Not Applicable

Battery Not Removed From Vehicle

FIGURE 305-014. Pre-Impact View of Propulsion Battery Module(s)

Photograph Not Applicable

Battery Not Removed From Vehicle

FIGURE 305-015. Post-Impact View of Propulsion Battery Module(s)

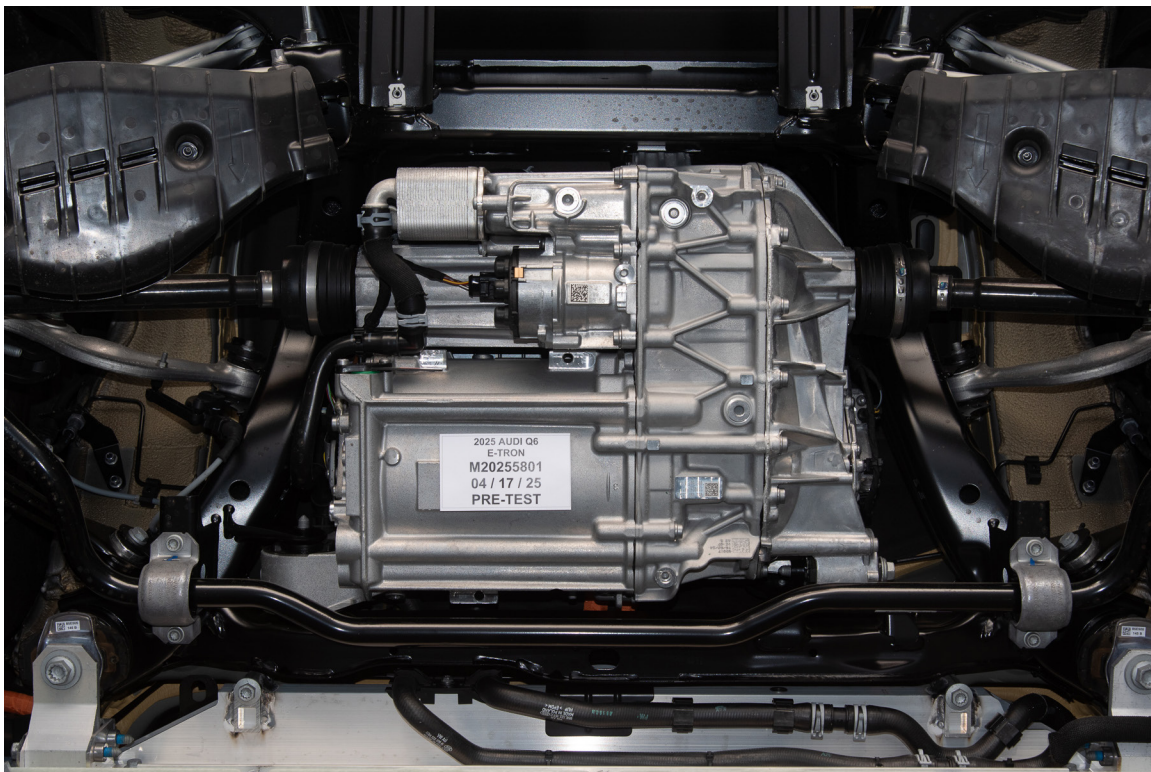


FIGURE 305-016. Pre-Impact View of Electric Propulsion Drive

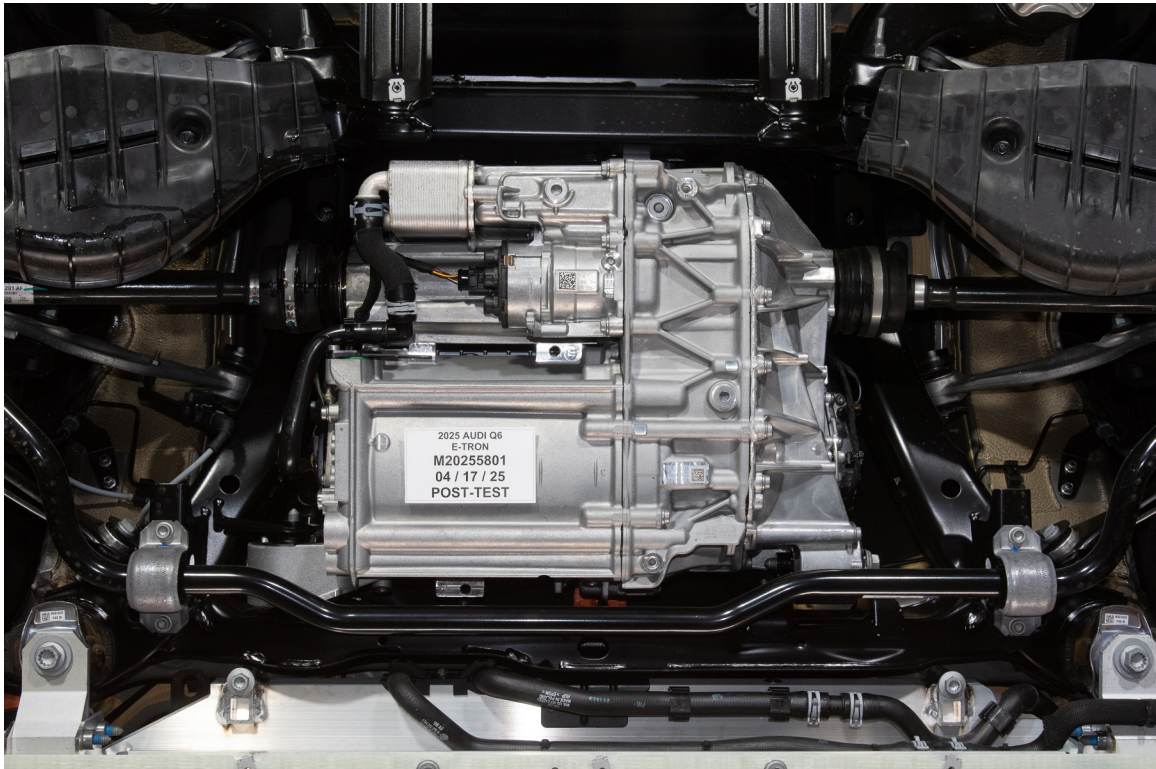


FIGURE 305-017. Post-Impact View of Electric Propulsion Drive



FIGURE 305-018. Pre-Impact View of High Voltage Interconnect(s)

Photograph Not Applicable

Propulsion Battery Venting System Not Visible.

FIGURE 305-019. Pre-Impact View Propulsion Battery Venting System(s)

Photograph Not Applicable

No Other Visible Electric Propulsion Components

FIGURE 305-020. Pre-Impact View of Other Visible Electric Propulsion Components



FIGURE 305-021. Pre-Impact View of Ground Lead Attached

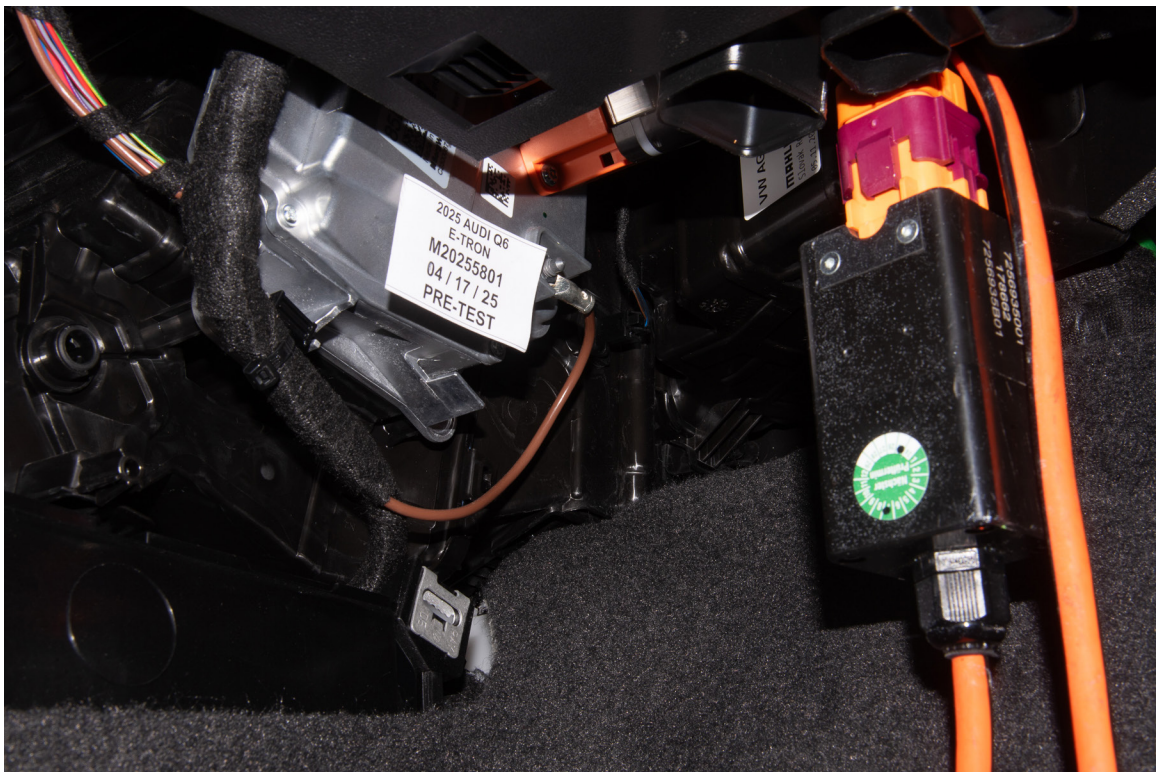


FIGURE 305-022. Pre-Impact View of High Voltage Leads Attached

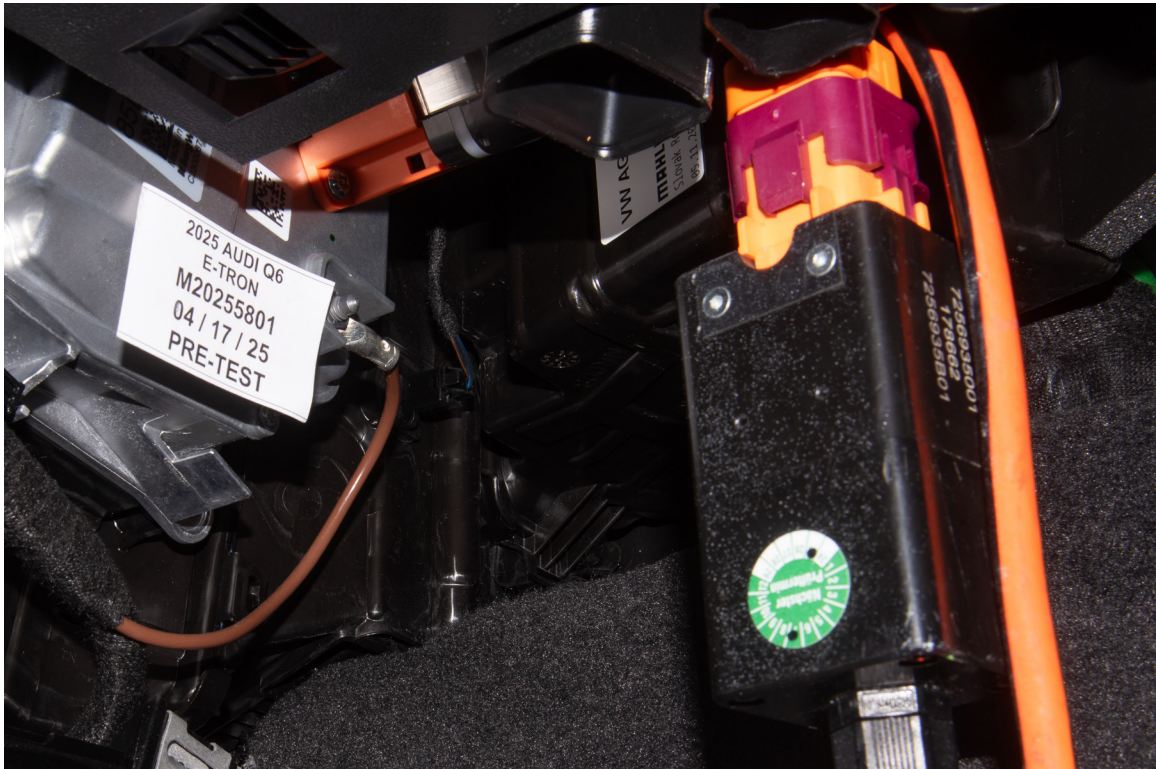


FIGURE 305-023. Pre-Impact Close-Up View of High Voltage Leads Attached



FIGURE 305-024. Pre-Impact View of Installed Test Interface Port



FIGURE 305-025. Post-Impact View of Installed Test Interface Port

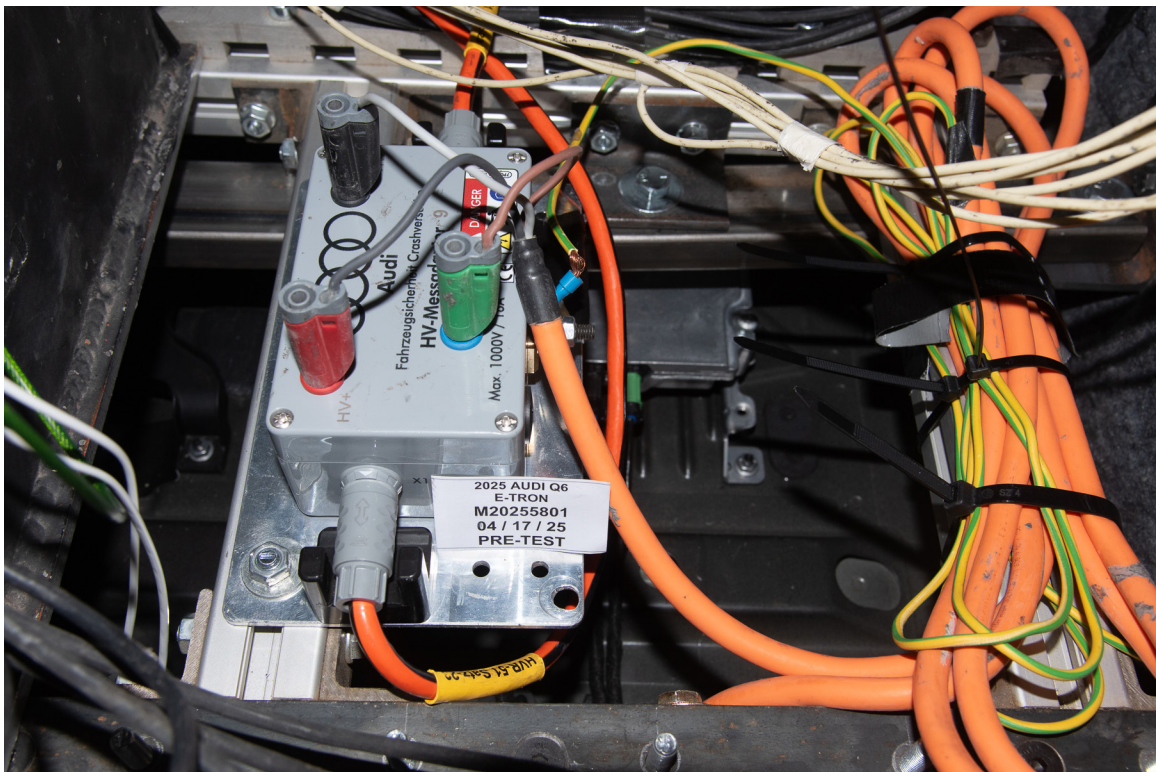


FIGURE 305-026. Pre-Impact View of Other Test Devices

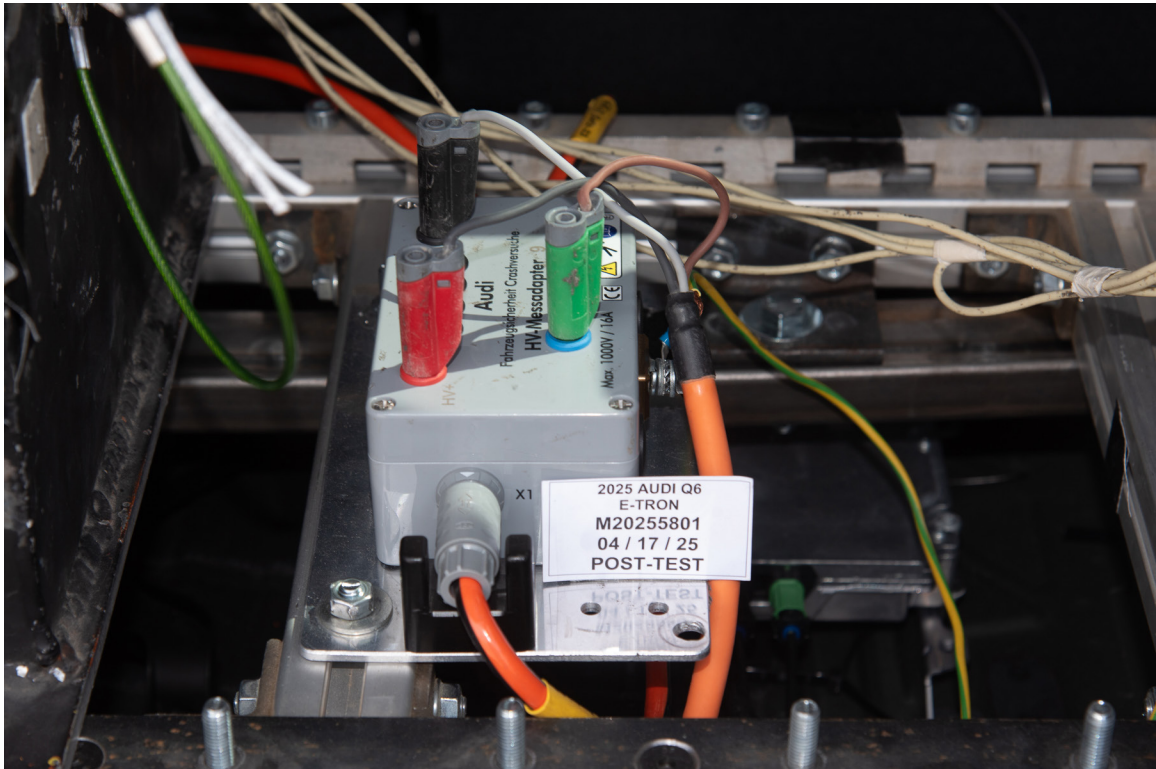


FIGURE 305-027. Post-Impact View of Other Test Devices

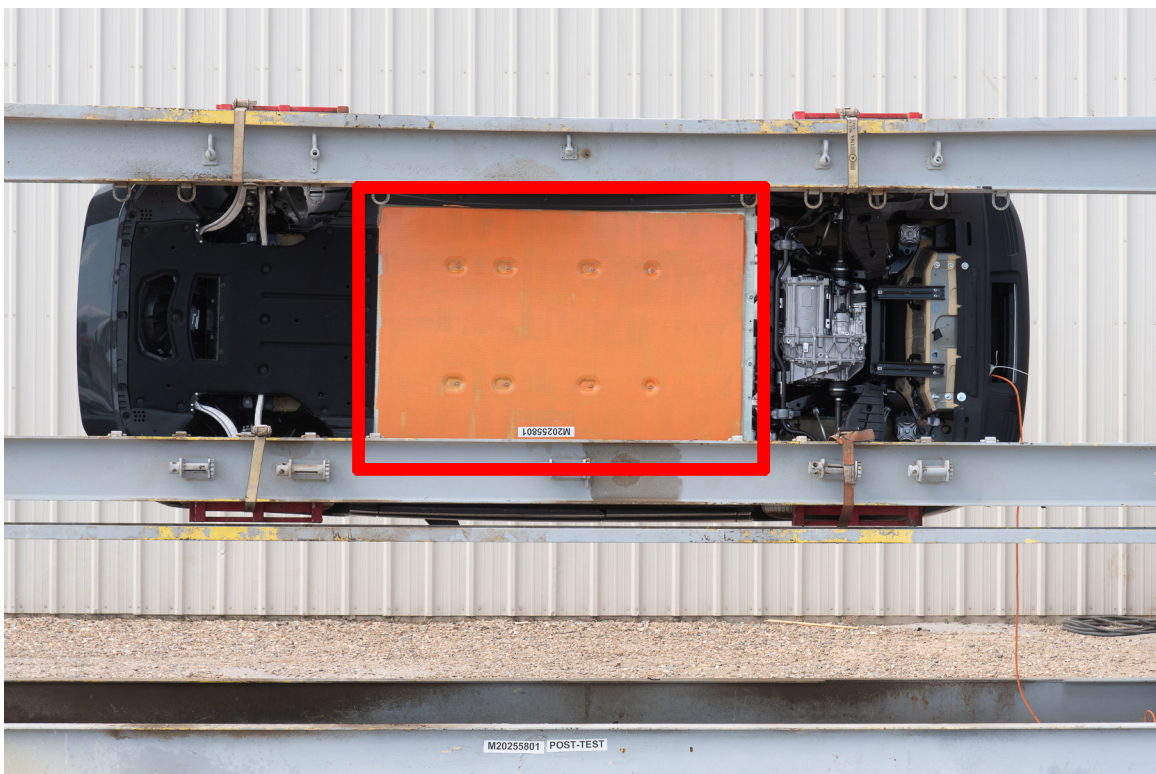


FIGURE 305-028. FMVSS No. 305 Static Rollover at 90°



FIGURE 305-029. FMVSS No. 305 Static Rollover at 180°

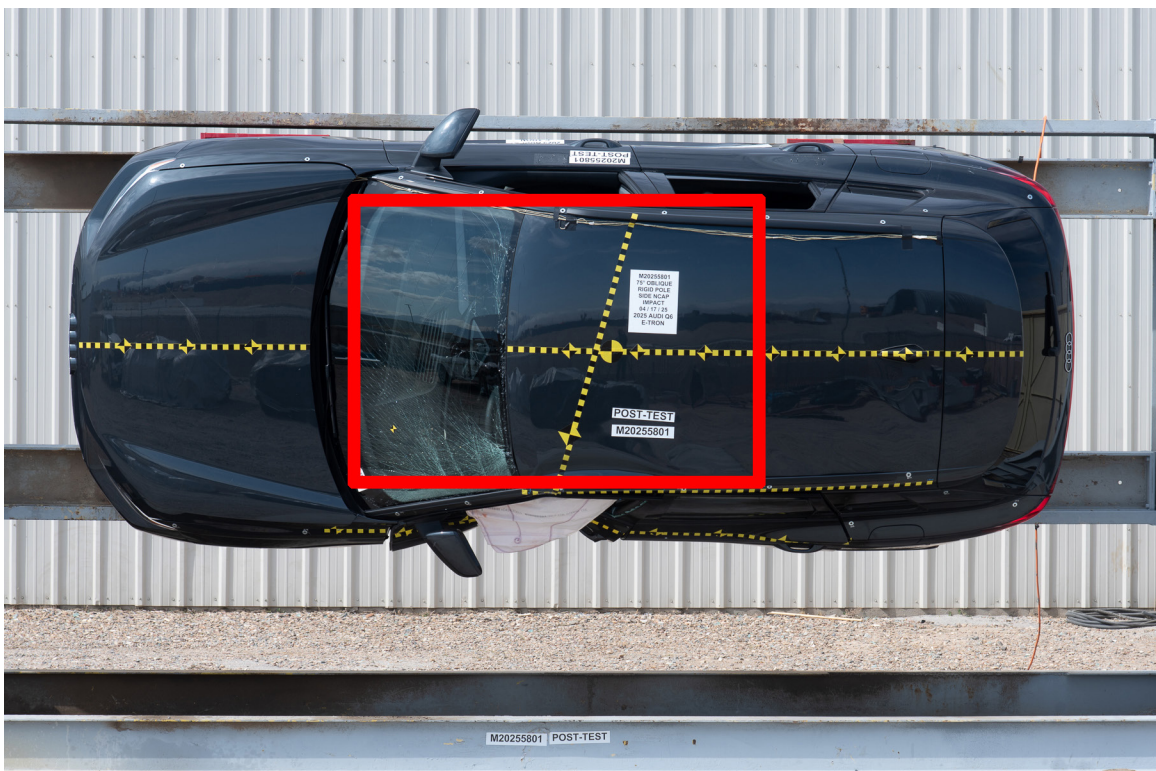


FIGURE 305-030. FMVSS No. 305 Static Rollover at 270°

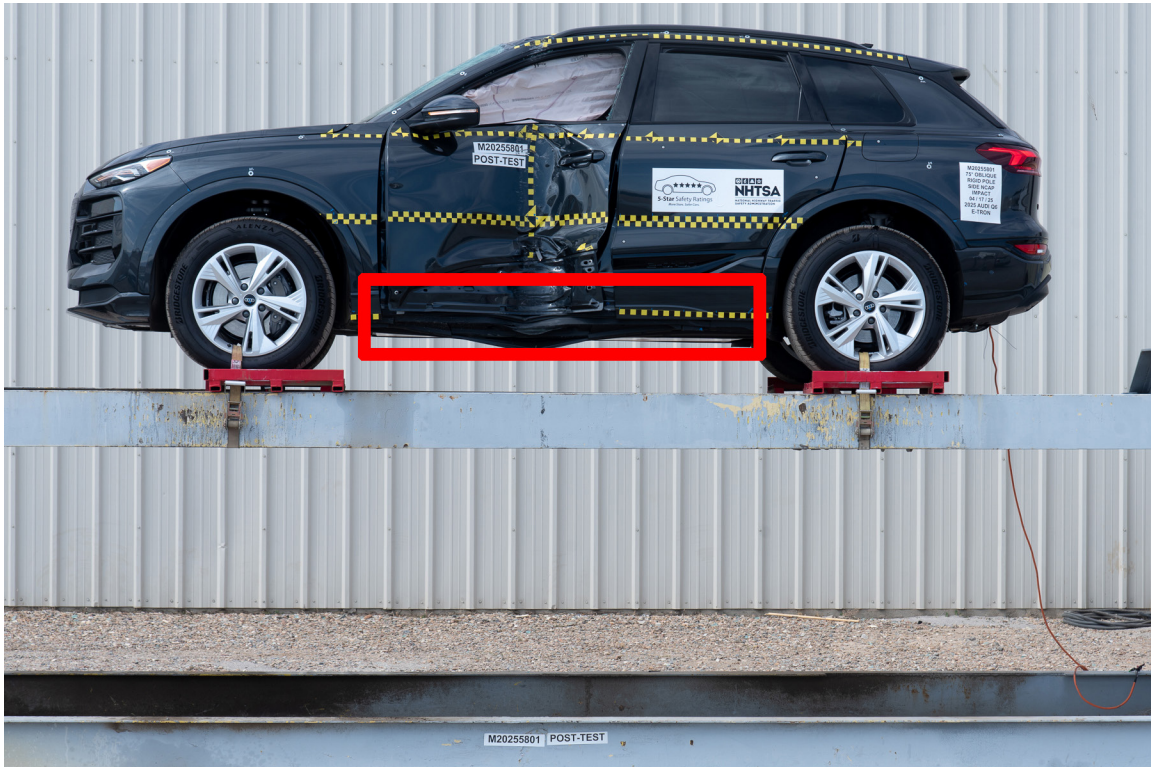


FIGURE 305-031. FMVSS No. 305 Static Rollover at 360°



FIGURE 305-032. Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery



FIGURE 305-033. Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Photograph Not Applicable

No Propulsion Battery Mounting
and/or Intrusion Failure

FIGURE 305-034. Post-Impact Propulsion Battery System Mounting and or Intrusion Failure(s)

Photograph Not Applicable

No Battery Component Intrusion

FIGURE 305-035 Post-Impact View of Battery Component Intrusion

Photograph Not Applicable

No Propulsion Battery Movement or Retention Loss

FIGURE 305-036 Post-Impact View of Battery Module Movement or Retention Loss

Photograph Not Applicable

No Propulsion Battery Electrolyte Spillage

FIGURE 305-037 Post-Impact View of Propulsion Battery Electrolyte Spillage Location

Photograph Not Applicable

No Propulsion Battery Electrolyte Spillage

FIGURE 305-038 Post-Test View of Propulsion Battery Electrolyte Spillage Location

APPENDIX B
VEHICLE AND DUMMY RESPONSE DATA PLOTS

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2	Driver Head Acceleration (Y) Primary	B-1
3	Driver Head Acceleration (Z) Primary	B-1
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7	Driver Lower Spine T12 Acceleration (Z)	B-2
8	Driver Lower Spine T12 Acceleration Resultant	B-2
9	Driver Acetabulum Force on Impact Side (Y)	B-3
10	Driver Iliac Wing Force on Impact Side (Y)	B-3
11	Driver Total Pelvis Force on Impact Side (Y)	B-3

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 Dummy Instrumentation Data

Driver Head Acceleration Redundant (X)

Driver Head Acceleration Redundant (Y)

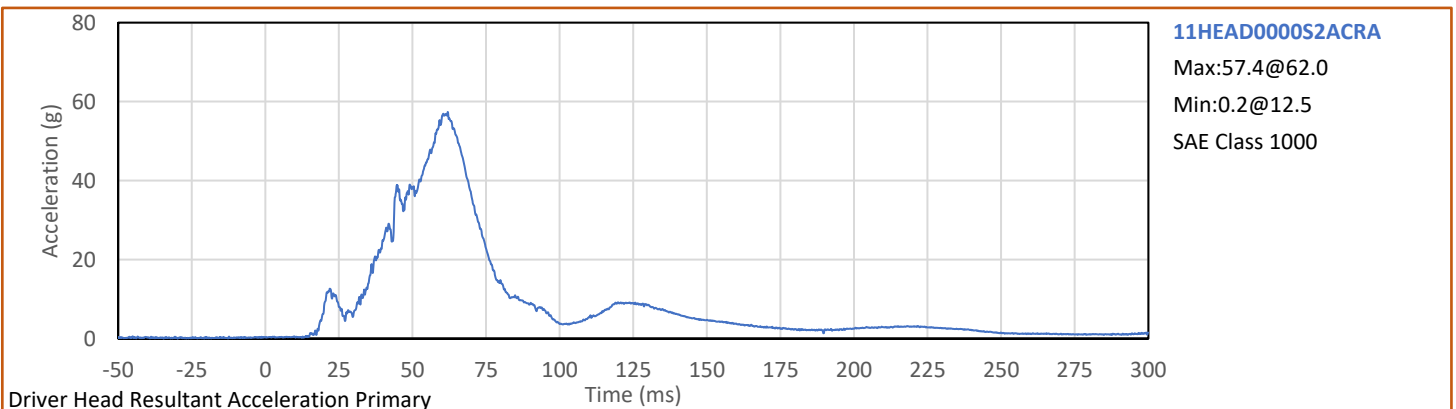
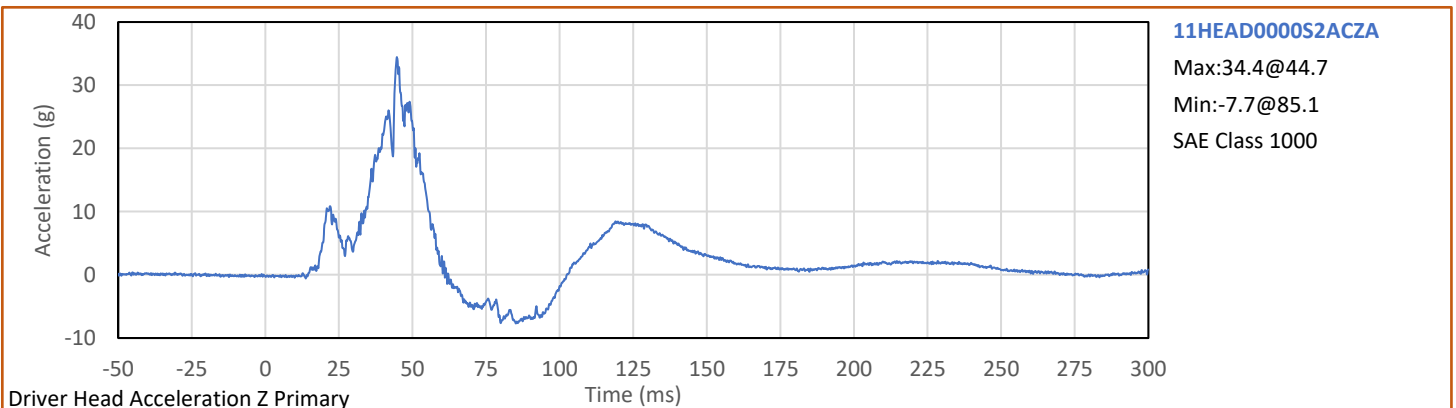
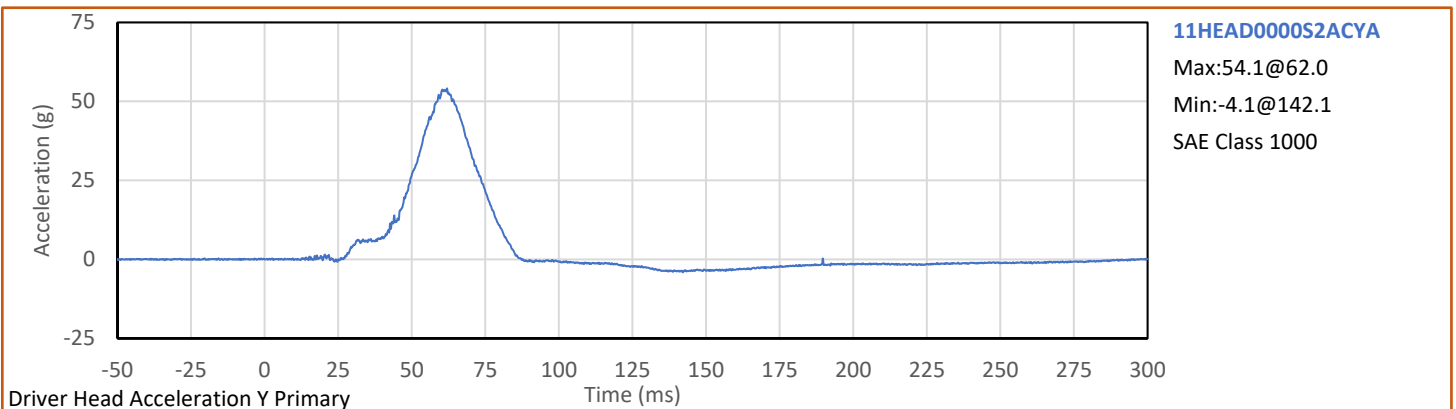
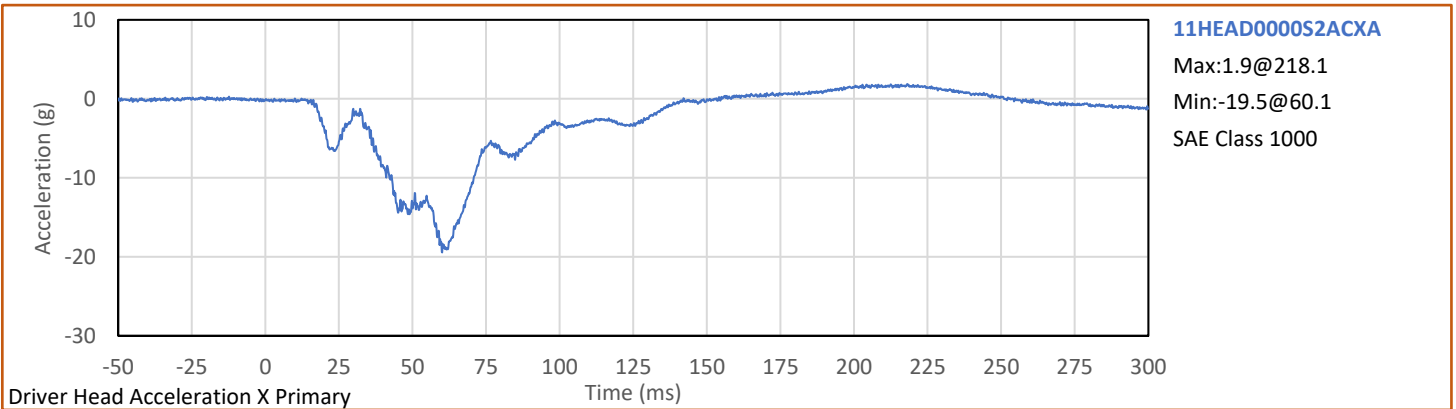
Driver Head Acceleration Redundant (Z)

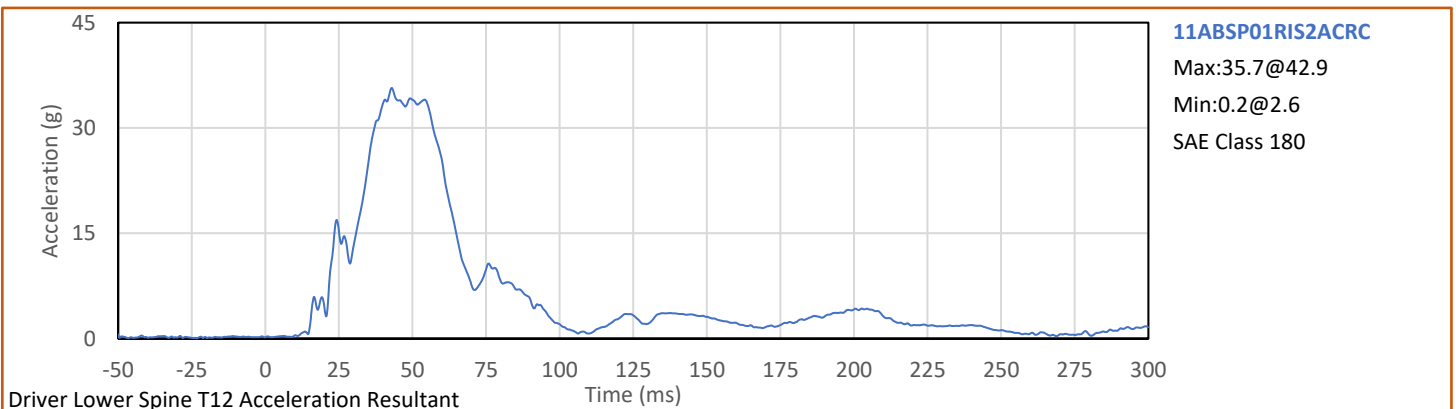
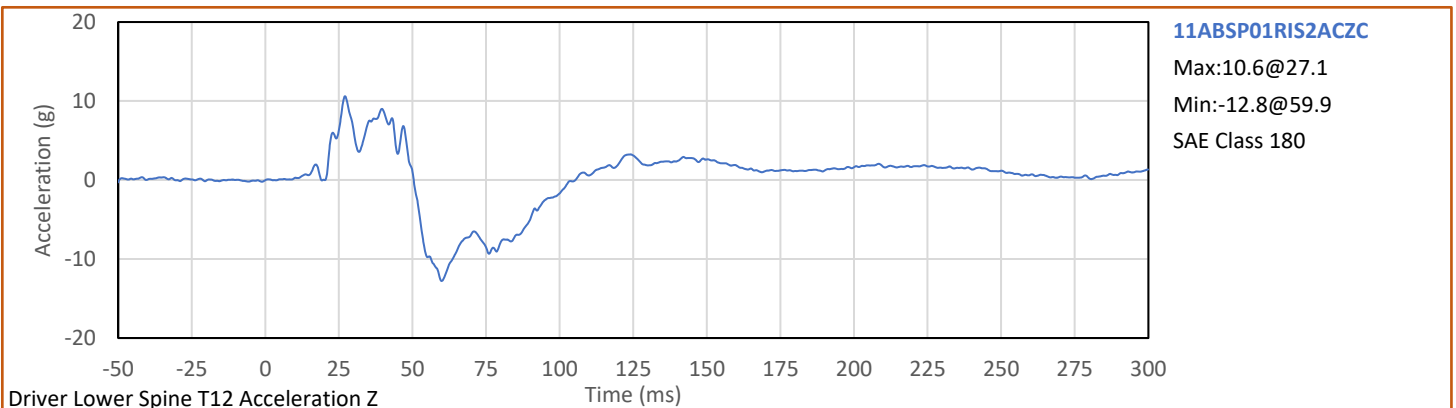
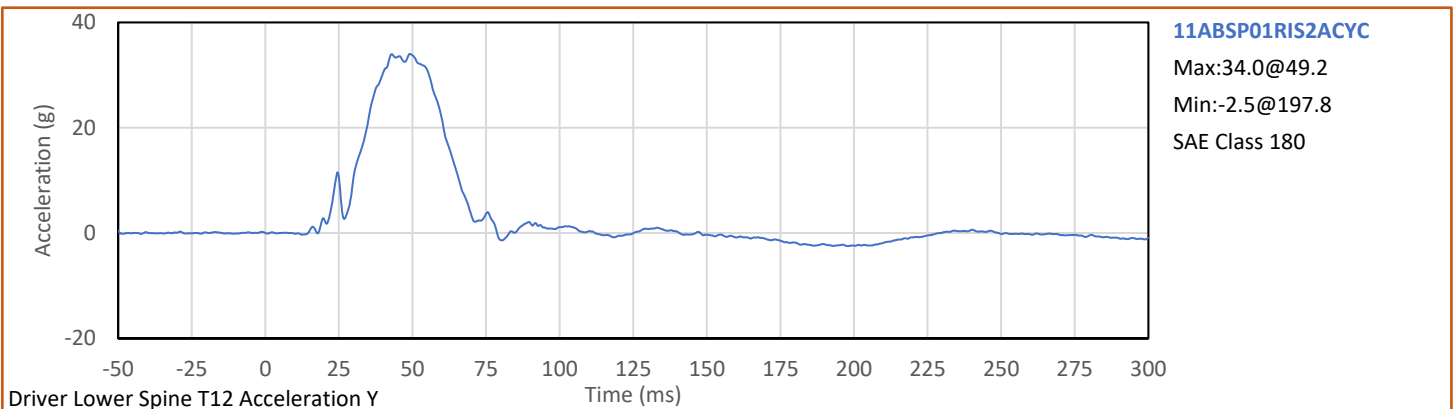
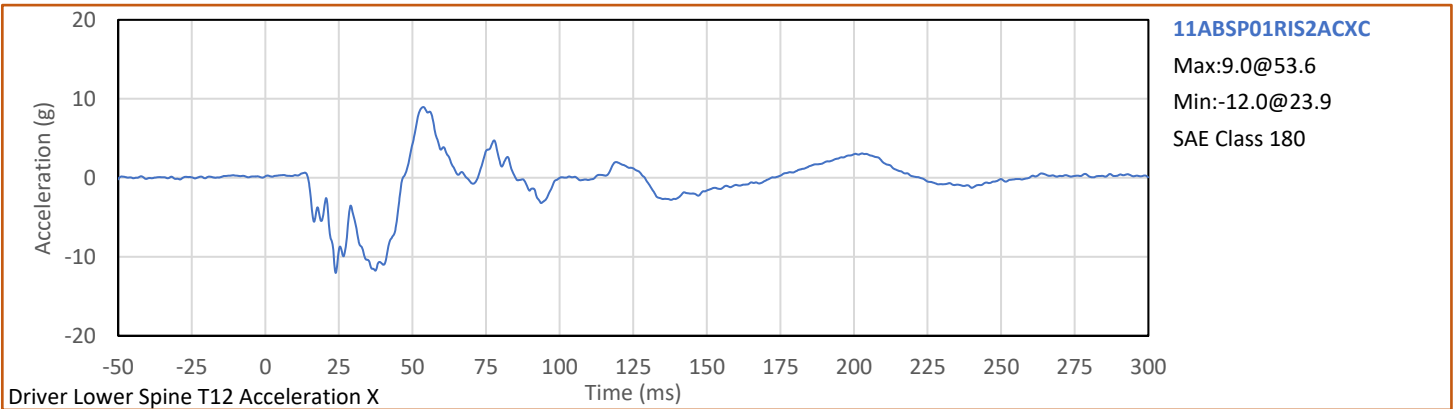
Vehicle Instrumentation Data

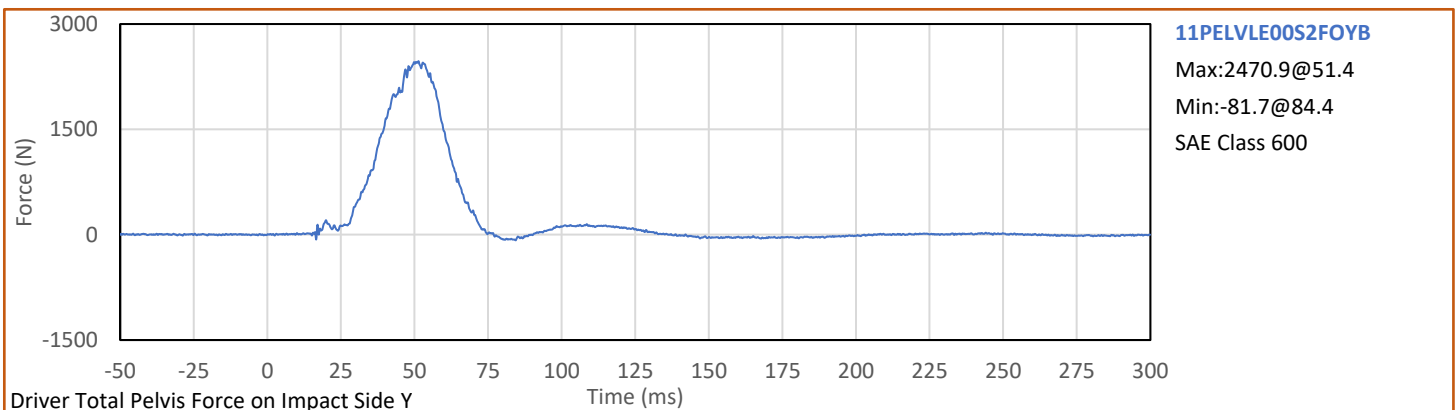
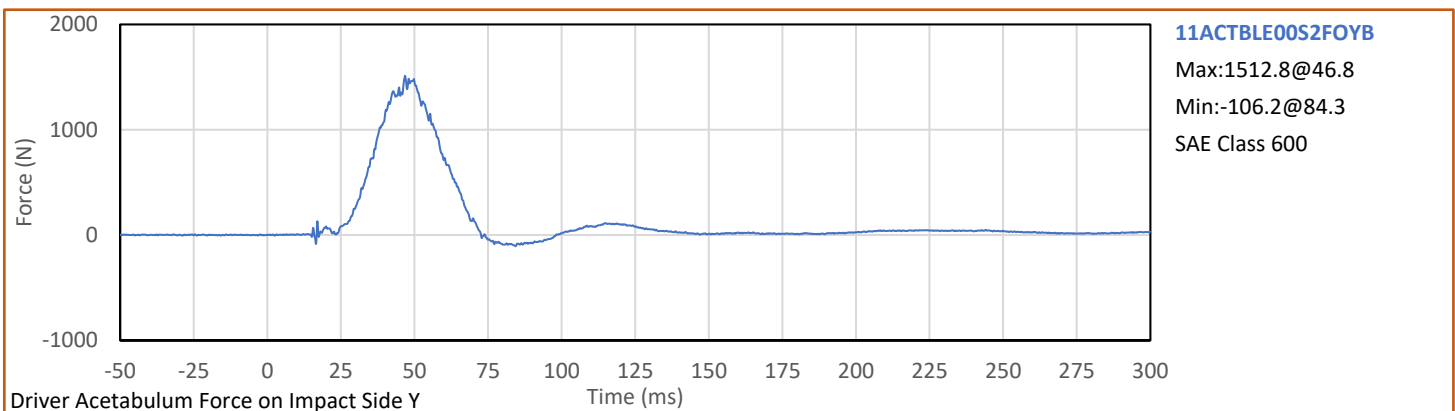
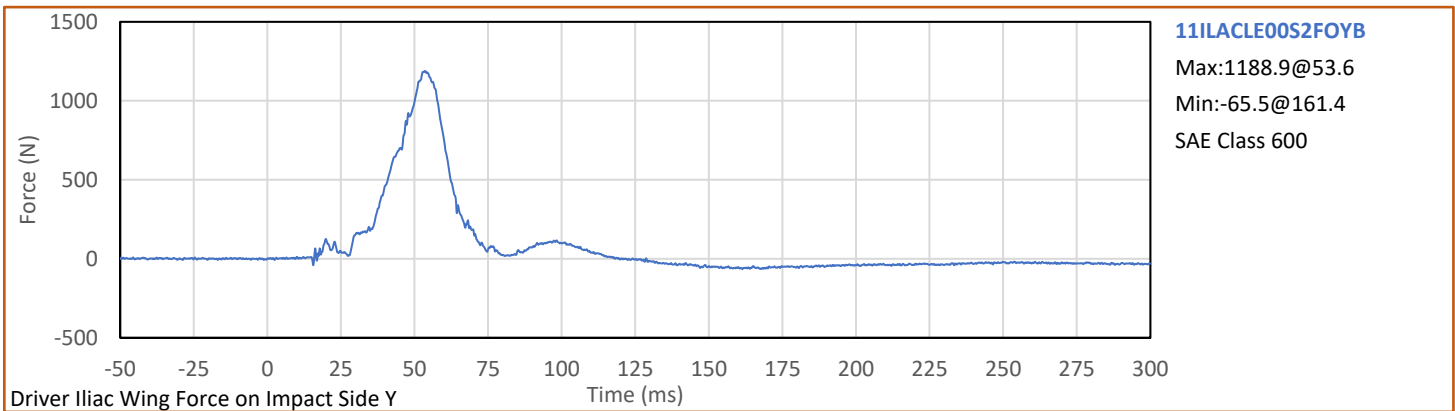
Vehicle Center of Gravity Acceleration (X)
Vehicle Center of Gravity Acceleration (Y)
Vehicle Center of Gravity Acceleration (Z)
Left Floor Sill Acceleration (Y)
Left A-Pillar Sill Acceleration (Y)
Left Lower A-Pillar Acceleration (Y)
Left Mid A-Pillar Acceleration (Y)
Left B-Pillar Sill Acceleration
Left Lower B-Pillar Acceleration (Y)
Left Mid B-Pillar Acceleration (Y)
Driver Seat Track at Dummy Hip Point Acceleration (Y)
Engine Top Acceleration (X)
Engine Top Acceleration (Y)
Firewall Center Acceleration (Y)
Right Roof at Vertical Impact Reference Line Acceleration (Y)
Right Sill at Vertical Impact Reference Line Acceleration (Y)
Rear Floorpan Behind Rear Axle at Centerline Acceleration (X)
Rear Floorpan Behind Rear Axle at Centerline Acceleration (Y)

Pole Instrumentation Data

Load Cell Pole Barrier #1 Force (Y)
Load Cell Pole Barrier #2 Force (Y)
Load Cell Pole Barrier #3 Force (Y)
Load Cell Pole Barrier #4 Force (Y)
Load Cell Pole Barrier #5 Force (Y)
Load Cell Pole Barrier #6 Force (Y)
Load Cell Pole Barrier #7 Force (Y)
Load Cell Pole Barrier #8 Force (Y)







APPENDIX C
ATD CONFIGURATION AND PERFORMANCE VERIFICATION DATA

APPENDIX C

Pre-Test ATD Qualification and Performance Verification

SID-IIs Small Side Impact ATD, Left Side Configuration

S/N: 299

ATD Serial No.: 299

Test Date: 2025-04-09

Tested Parameter	Units	Spec Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	33	Pass
A - Sitting Height	mm	772	788	781	Pass
B - Shoulder Pivot Height	mm	437	453	450	Pass
C - Hpoint Height	mm	79	89	87	Pass
D - H Point From Seatback	mm	141	151	149	Pass
E - Shoulder Pivot From Backline	mm	97	107	104	Pass
F - Thigh Clearance	mm	119	135	128	Pass
G - Head Breadth	mm	140	148	145	Pass
H - Head Back From Backline	mm	40	46	42	Pass
I - Head Depth	mm	178	188	183	Pass
J - Head Circumference	mm	541	551	547	Pass
K - Buttock To Knee Length	mm	514	540	533	Pass
L - Popliteal Height	mm	343	369	356	Pass
K - Knee Pivot To Floor Height	mm	392	409	401	Pass
N - Buttock Popliteal Length	mm	416	442	428	Pass
O - Chest Depth W/O Jacket	mm	195	211	204	Pass
P - Foot Length	mm	216	232	223	Pass
Q - Hip Breadth (W/Pelvic Plugs)	mm	313	323	320	Pass
R - Arm Length	mm	249	259	253	Pass
S - Knee Joint To Seatback	mm	477	493	490	Pass
V - Shoulder Width	mm	341	357	350	Pass
W - Foot Width	mm	78	94	89	Pass
Y - Chest Circumference W/Jacket	mm	851	881	878	Pass
Z - Waist Circumference	mm	761	791	772	Pass
				Overall Test Results	Pass

Technician:



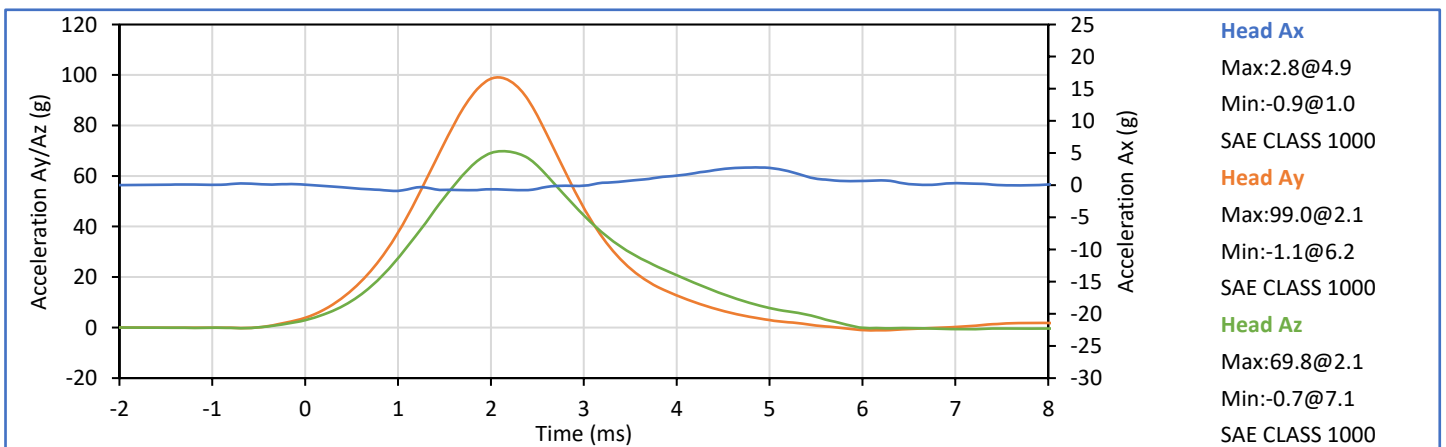
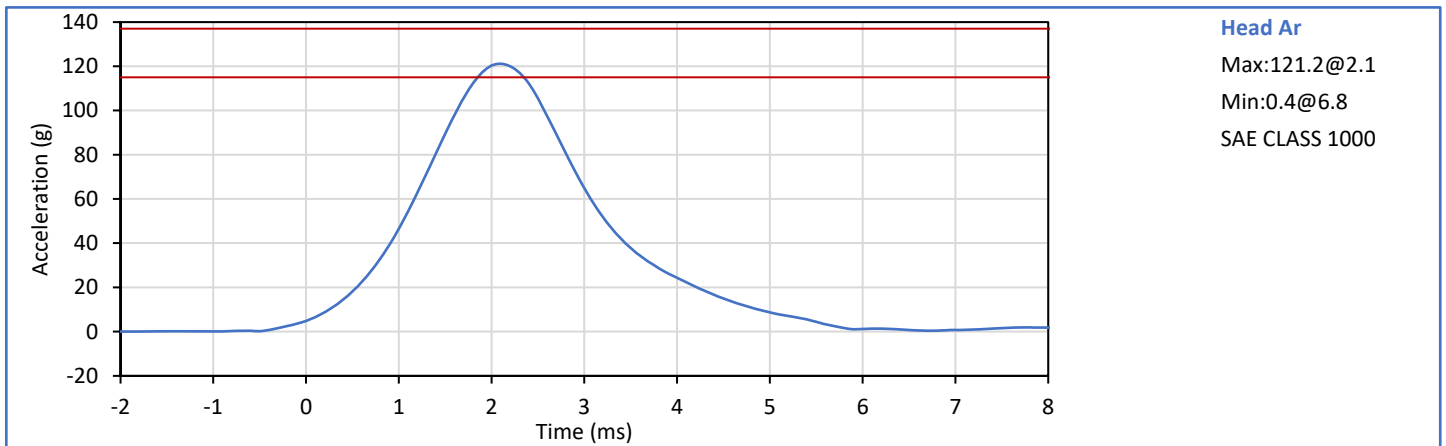
J.Perez

Approved By:



J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	18.9	25.6	21.8	Pass
Laboratory Relative Humidity	%	10	70	34	Pass
Peak Resultant Acceleration	g	115.0	137.0	121.2	Pass
Peak Head Ax	g	-15.0	15.0	2.8	Pass
Oscillations After Main Pulse	%	0.0	15.0	1.6	Pass
Is Acceleration Unimodal?	Yes/No	Yes		Yes	Pass
			Overall Test Results	Pass	



Technician:

J. Perez

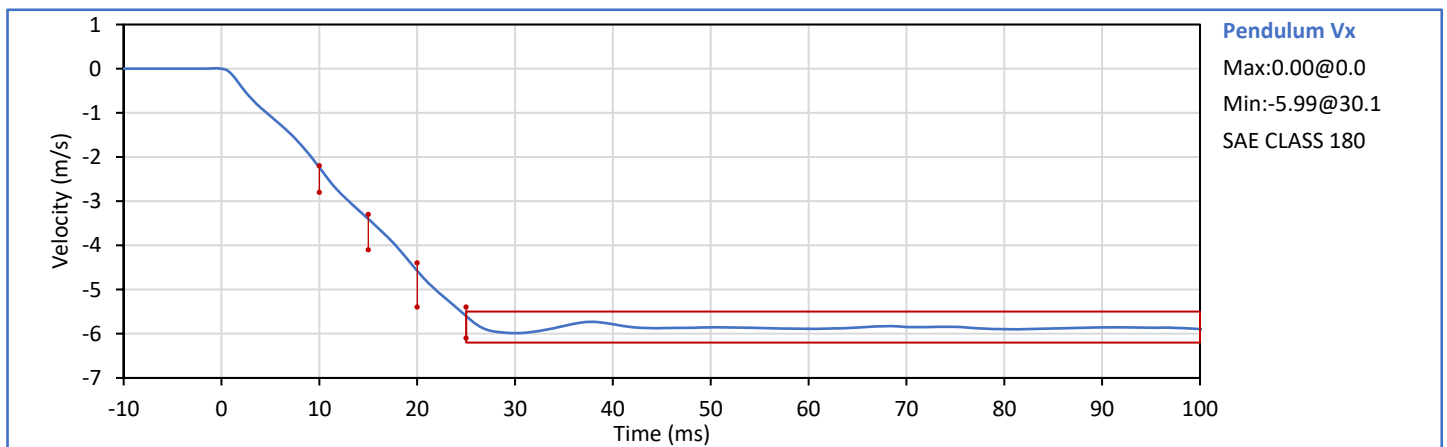
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.3	Pass
Laboratory Relative Humidity	%	10	70	20	Pass
Pendulum Velocity	m/s	5.51	5.63	5.60	Pass
Pendulum Decel at 10 ms	m/s	-2.80	-2.20	-2.24	Pass
Pendulum Decel at 15 ms	m/s	-4.10	-3.30	-3.40	Pass
Pendulum Decel at 20 ms	m/s	-5.40	-4.40	-4.58	Pass
Pendulum Decel at 25 ms	m/s	-6.10	-5.40	-5.60	Pass
Pendulum Decel from 25-100 ms	m/s	-6.20	-5.50	-5.99/-5.6	Pass
Peak "D" Plane Rotation	deg	-81.0	-71.0	-76.6	Pass
Time of Peak "D" Plane Rotation	ms	50.0	70.0	57.3	Pass
Peak Occ. Condyle Moment	Nm	36.0	44.0	42.8	Pass
Time of Moment Decay to 0 Nm	ms	102.0	126.0	108.7	Pass
				Overall Test Results	Pass



Technician:

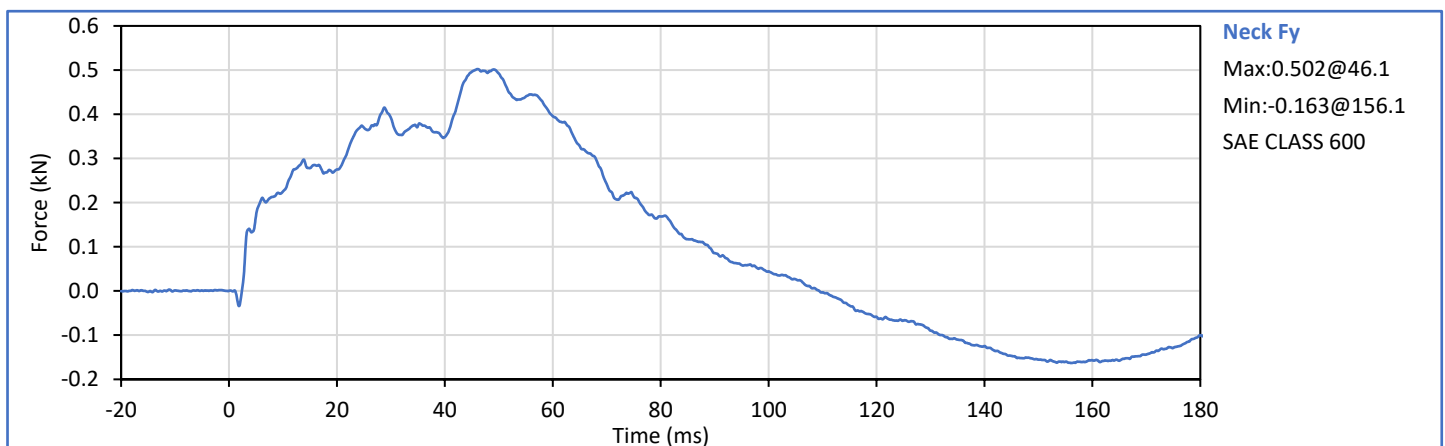
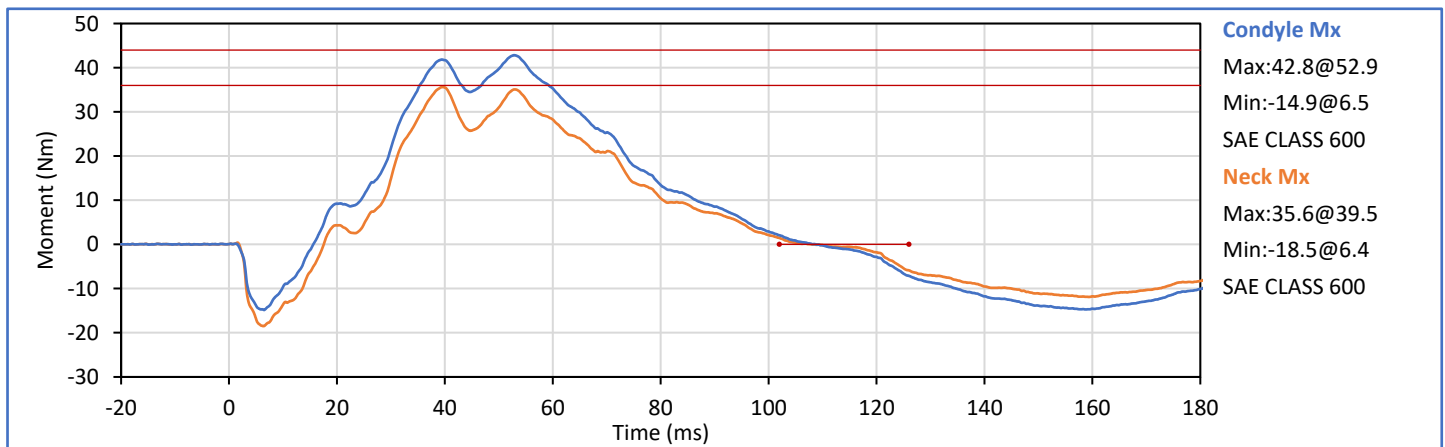
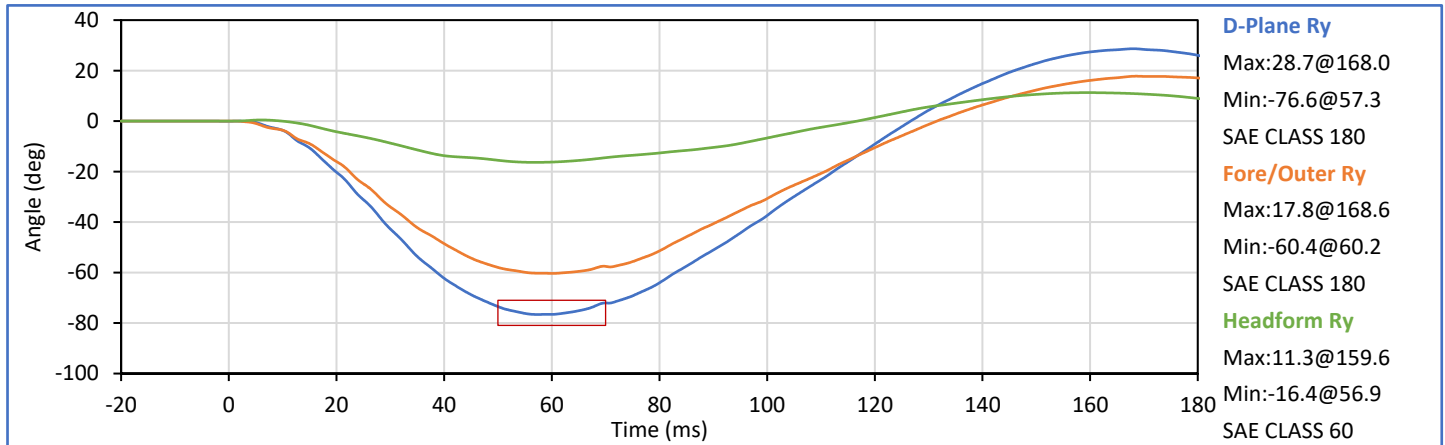
J. Perez

J. Perez

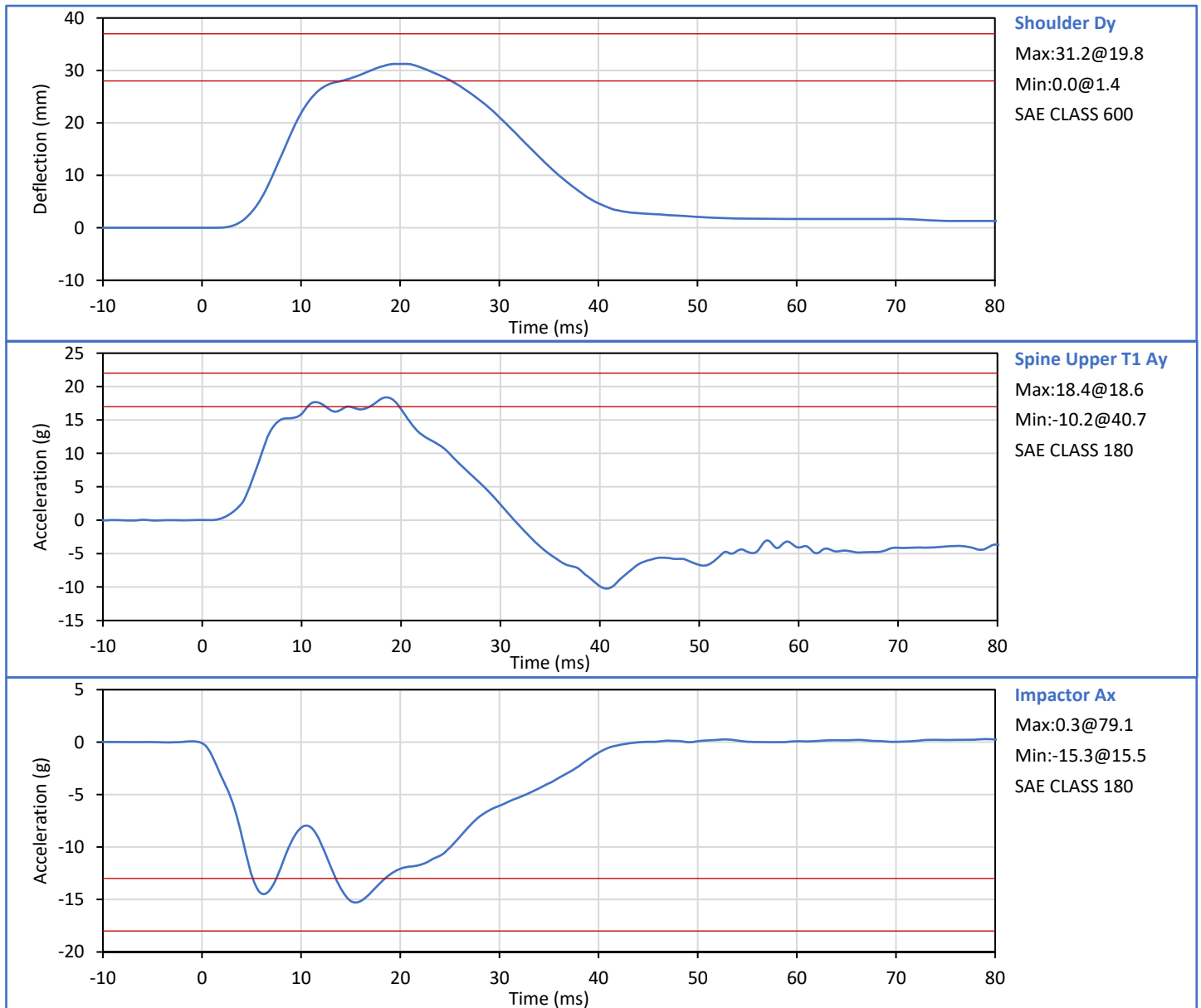
Approved By:

J. Hernandez

J. Hernandez



Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	33	Pass
Impactor Velocity	m/s	4.20	4.40	4.36	Pass
Peak Shoulder Dy	mm	28.0	37.0	31.2	Pass
Peak Upper Spine (T1) Ay	g	17.0	22.0	18.4	Pass
Peak Impactor Ax	g	-18.0	-13.0	-15.3	Pass
Overall Test Results					Pass



Technician:

J. Perez

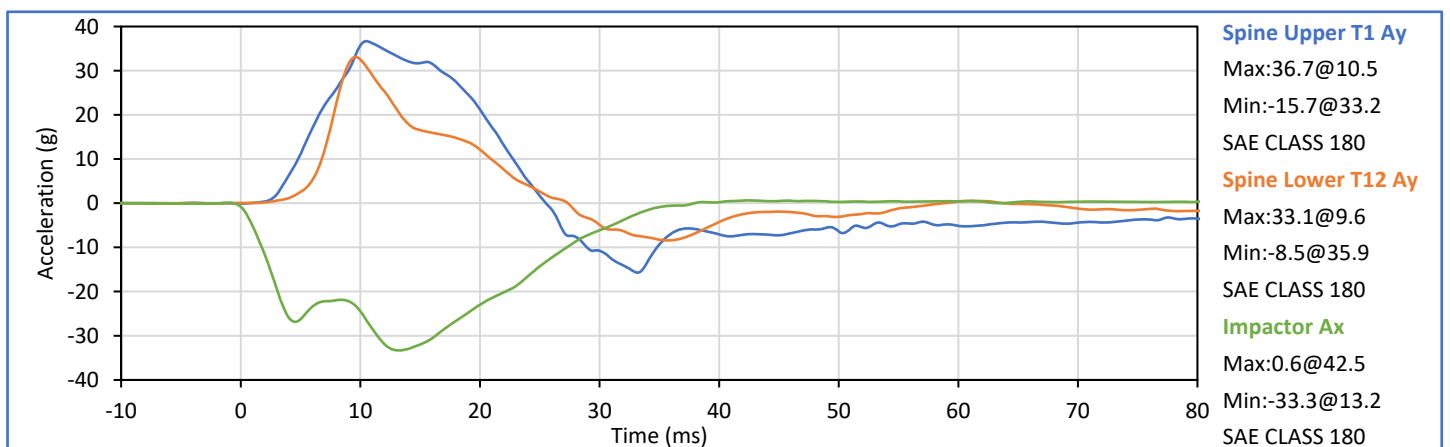
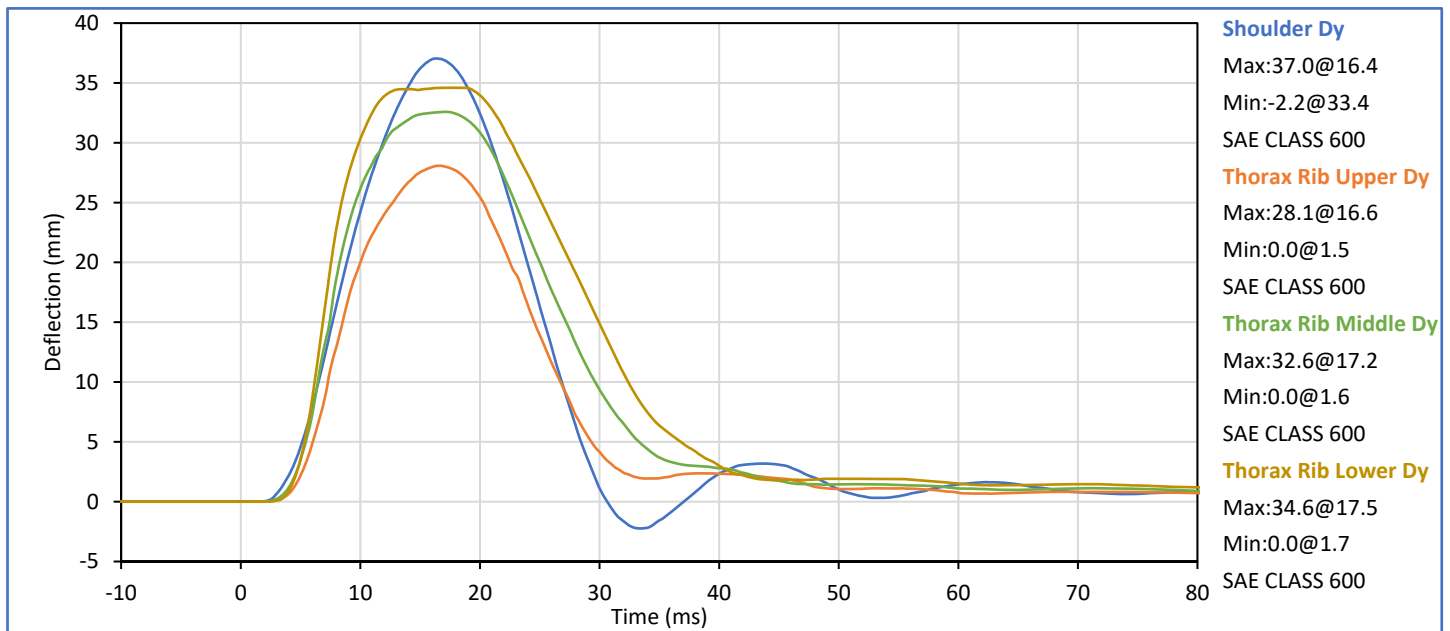
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.2	Pass
Laboratory Relative Humidity	%	10	70	22	Pass
Impactor Velocity	m/s	6.60	6.80	6.71	Pass
Peak Shoulder Dy	mm	31.0	40.0	37.0	Pass
Peak Upper Rib Dy	mm	25.0	32.0	28.1	Pass
Peak Middle Rib Dy	mm	30.0	36.0	32.6	Pass
Peak Lower Rib Dy	mm	32.0	38.0	34.6	Pass
Peak Upper Spine (T1) Ay	g	34.0	43.0	36.7	Pass
Peak Lower Spine (T12) Ay	g	29.0	37.0	33.1	Pass
Peak Impactor Ax	g	-36.0	-30.0	-33.3	Pass
Overall Test Results				Pass	Pass



Technician:

J. Perez

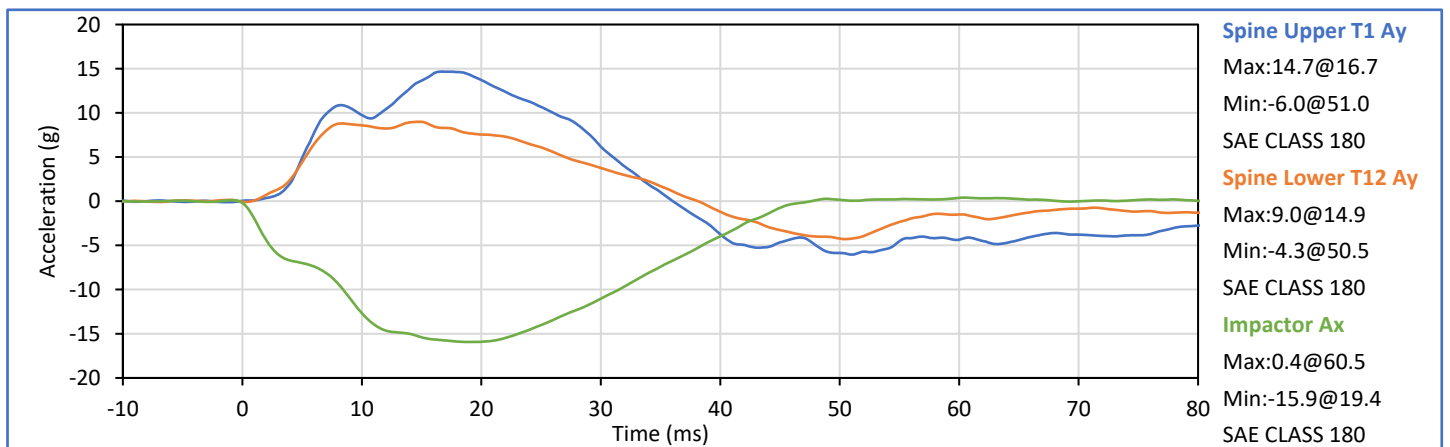
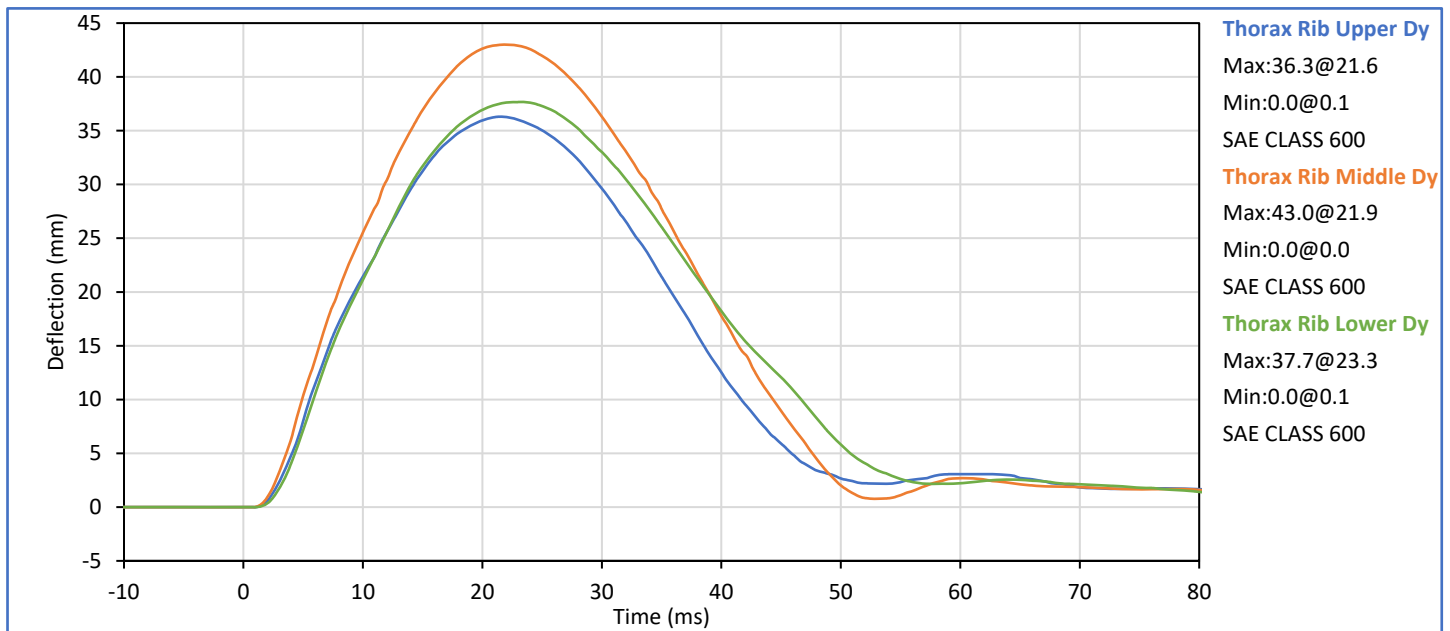
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	33	Pass
Impactor Velocity	m/s	4.20	4.40	4.31	Pass
Peak Thorax Rib Upper Dy	mm	32.0	40.0	36.3	Pass
Peak Thorax Rib Middle Dy	mm	39.0	45.0	43.0	Pass
Peak Thorax Rib Lower Dy	mm	35.0	43.0	37.7	Pass
Peak Spine Upper T1 Ay	g	13.0	17.0	14.7	Pass
Peak Spine Lower T12 Ay	g	7.0	11.0	9.0	Pass
Peak Impactor Ax	g	-18.0	-14.0	-15.9	Pass
Overall Test Results					Pass



Technician:

J. Perez

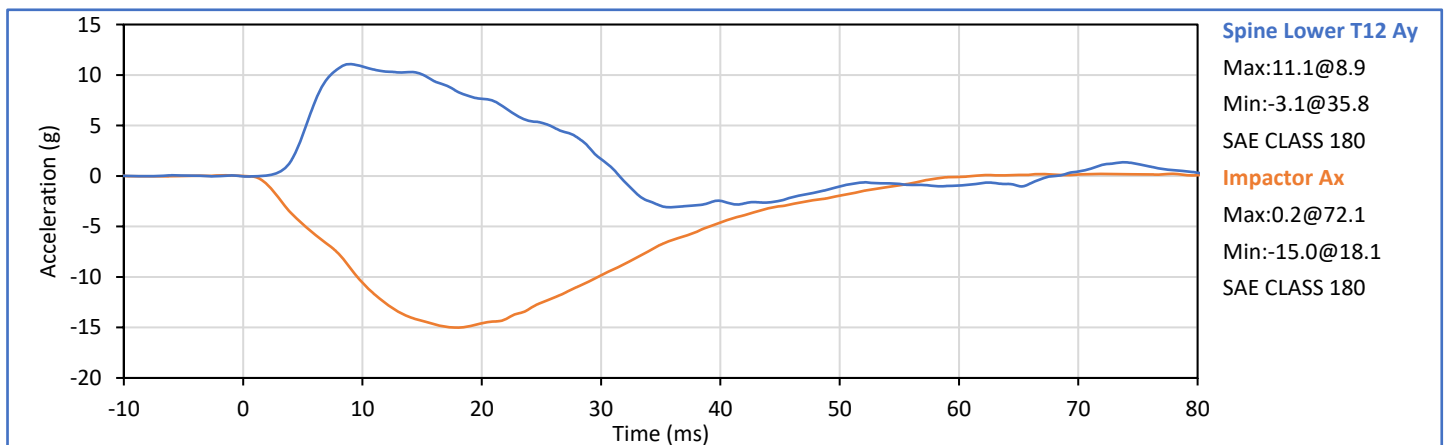
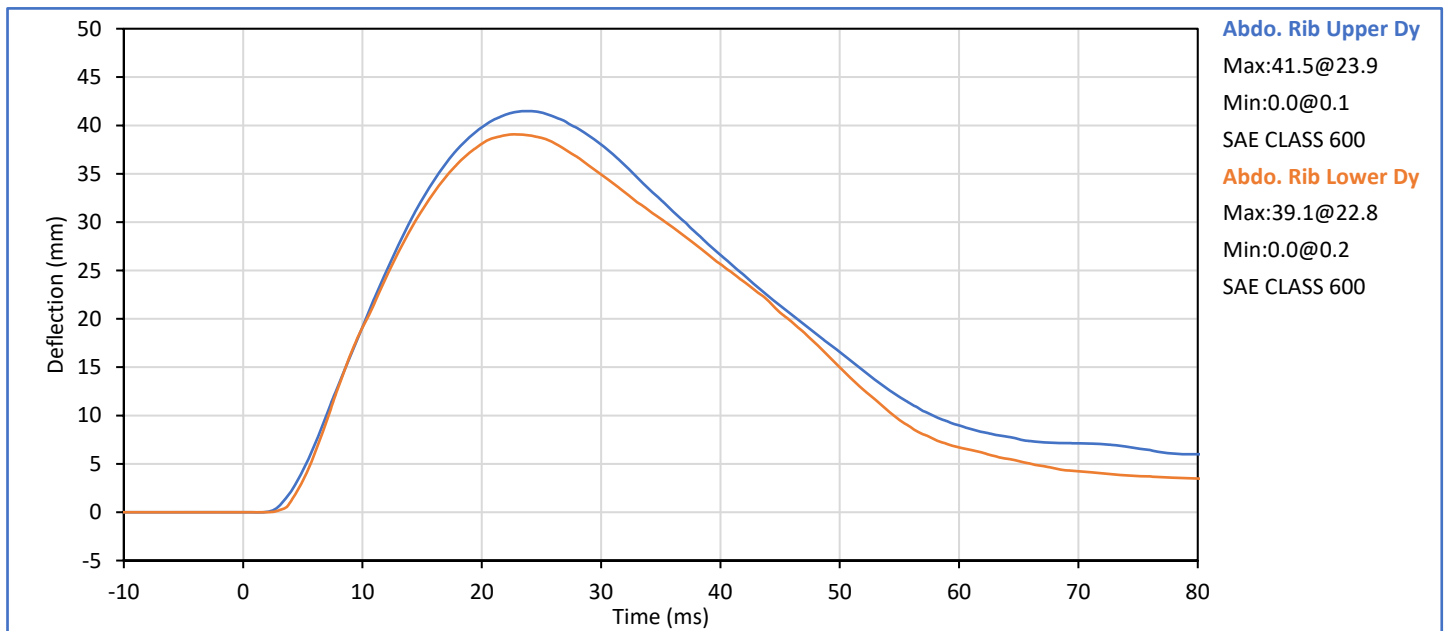
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.6	Pass
Laboratory Relative Humidity	%	10	70	34	Pass
Impactor Velocity	m/s	4.20	4.40	4.31	Pass
Peak Upper Abdomen Rib Dy	mm	36.0	47.0	41.5	Pass
Peak Lower Abdomen Rib Dy	mm	33.0	44.0	39.1	Pass
Peak Lower Spine T12 Ay	mm	9.0	14.0	11.1	Pass
Peak Impactor Ax	g	-16.0	-12.0	-15.0	Pass
Overall Test Results					Pass



Technician:

J. Perez

J. Perez

Approved By:

J. Hernandez

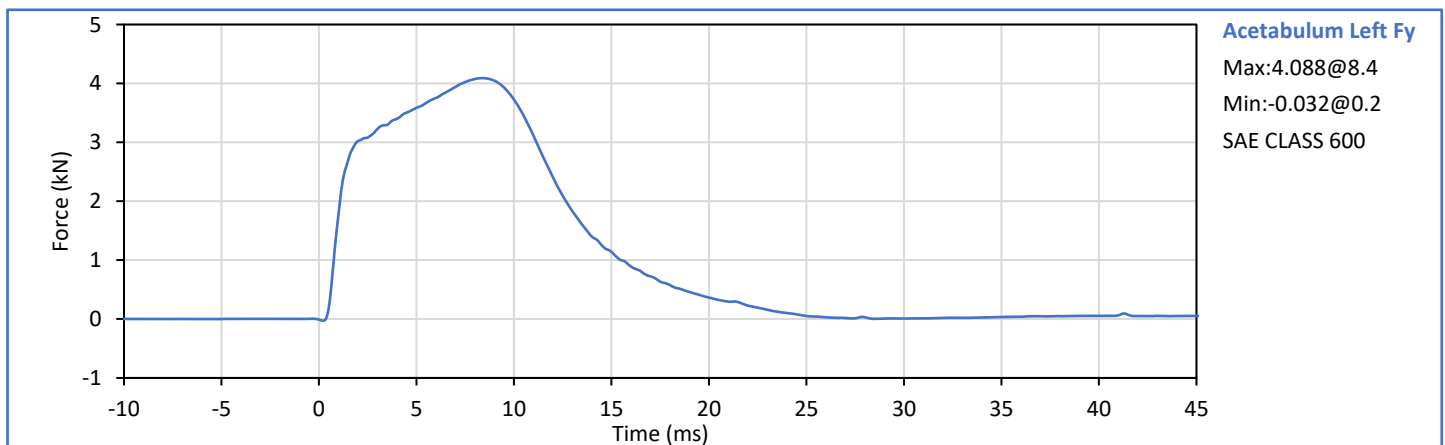
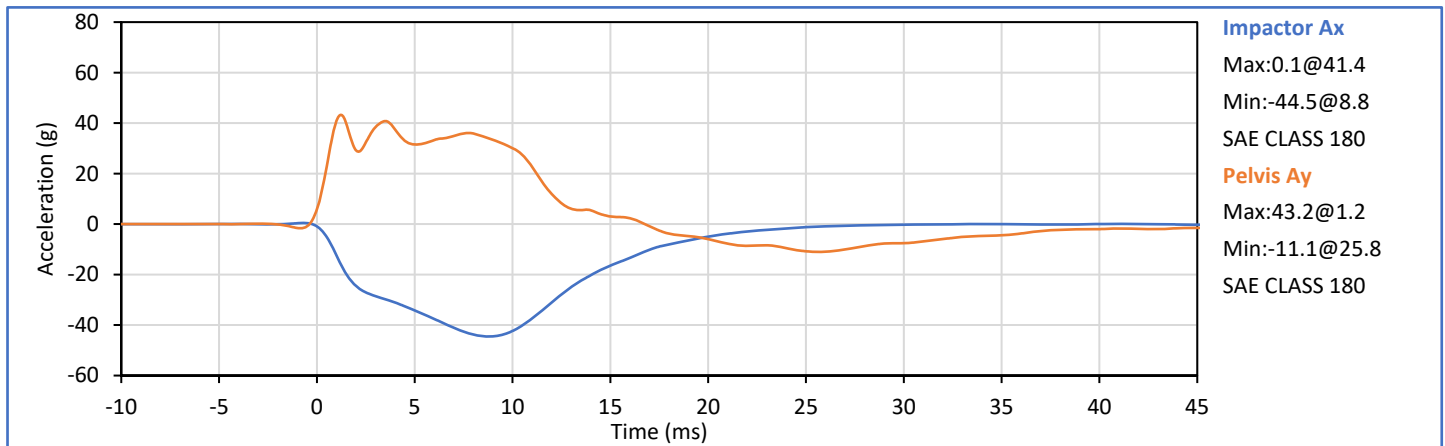
J. Hernandez

ATD Serial No.: 299

Test Date: 2025-04-10

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.6	Pass
Laboratory Relative Humidity	%	10	70	34	Pass
Impactor Velocity	m/s	6.60	6.80	6.68	Pass
Peak Acetabulum Fy	kN	3.60	4.30	4.09	Pass
Pelvis Ay after 6ms	g	34.0	42.0	36.1	Pass
Peak Impactor Ax	g	-47.0	-38.0	-44.5	Pass
Overall Test Results					Pass

Pelvis Plug S/N: 14786



Technician:

J. Perez

J. Perez

Approved By:

J. Hernandez

J. Hernandez



SID-IIs Pelvis Plug Certification Test

Plug S/N 14786

Test Number 16759

Report Number 16805

Test Date 12/29/2020 11:26:34 AM

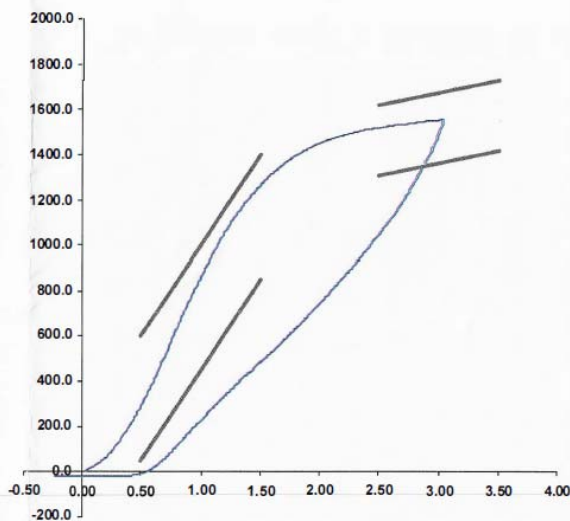
	Test Results	Spec Min	Spec Max
Force @ 0.5 mm (N)	298.09	50.00	600.00
Force @ 1.5 mm (N)	1,265.76	850.00	1,400.00
Force @ 2.5 mm (N)	1,517.50	1,306.00	1,618.00
Force @ 3.0 mm (N)	1,552.57	1,361.00	1,673.00

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 DC

Part Number 180-4450

Template No 107 29-Dec-20
SACO Research

By: DC

Date: 12/29/20

SACO Research 41735 Elm St, #401 Murrieta, CA 92562 Tel 310-694-2082 FAX

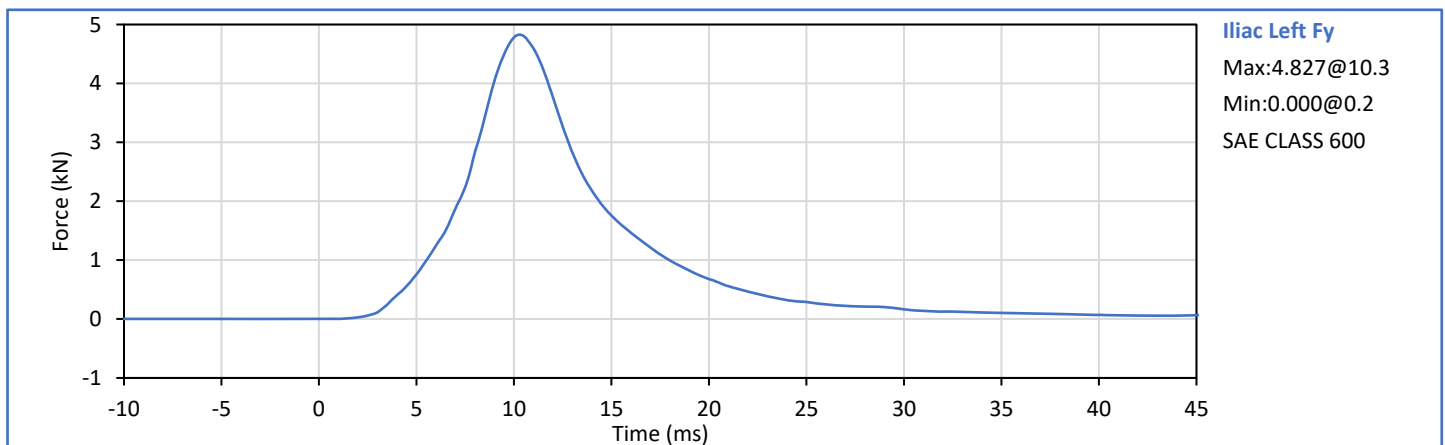
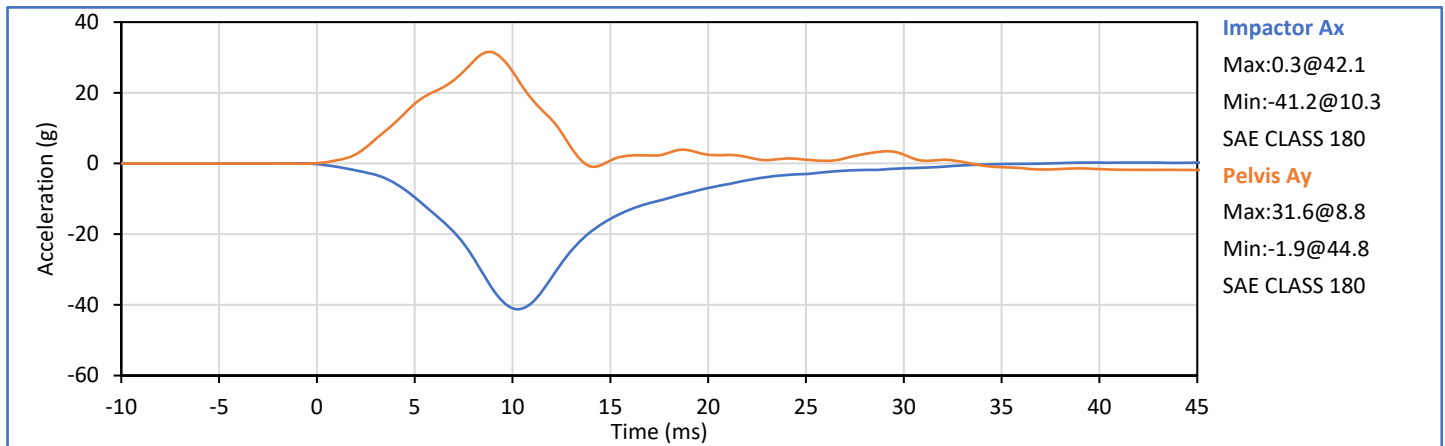
ATD Serial No.: 299

Test Date: 2025-04-11

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.7	Pass
Laboratory Relative Humidity	%	10	70	34	Pass
Impactor Velocity	m/s	4.20	4.40	4.31	Pass
Peak Iliac Fy	kN	4.10	5.10	4.83	Pass
Peak Pelvis Ay	g	28.0	39.0	34.7	Pass
Peak Impactor Ax	g	-45.0	-36.0	-41.2	Pass
Overall Test Results					Pass

Pelvis Plug S/N: 16490 *

* Plug is not impacted and remains certified



Technician:

J. Perez

J. Perez

Approved By:

J. Hernandez

J. Hernandez

APPENDIX C
Post-Test ATD Qualification and Performance Verification
SID-IIs Small Side Impact ATD, Left Side Configuration
S/N: 299

ATD Serial No.: 299

Test Date: 2025-04-25

Tested Parameter	Units	Spec Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	33	Pass
A - Sitting Height	mm	772	788	781	Pass
B - Shoulder Pivot Height	mm	437	453	450	Pass
C - Hpoint Height	mm	79	89	87	Pass
D - H Point From Seatback	mm	141	151	149	Pass
E - Shoulder Pivot From Backline	mm	97	107	104	Pass
F - Thigh Clearance	mm	119	135	128	Pass
G - Head Breadth	mm	140	148	145	Pass
H - Head Back From Backline	mm	40	46	42	Pass
I - Head Depth	mm	178	188	183	Pass
J - Head Circumference	mm	541	551	547	Pass
K - Buttock To Knee Length	mm	514	540	533	Pass
L - Popliteal Height	mm	343	369	356	Pass
K - Knee Pivot To Floor Height	mm	392	409	401	Pass
N - Buttock Popliteal Length	mm	416	442	428	Pass
O - Chest Depth W/O Jacket	mm	195	211	204	Pass
P - Foot Length	mm	216	232	223	Pass
Q - Hip Breadth (W/Pelvic Plugs)	mm	313	323	320	Pass
R - Arm Length	mm	249	259	253	Pass
S - Knee Joint To Seatback	mm	477	493	490	Pass
V - Shoulder Width	mm	341	357	350	Pass
W - Foot Width	mm	78	94	89	Pass
Y - Chest Circumference W/Jacket	mm	851	881	878	Pass
Z - Waist Circumference	mm	761	791	772	Pass
				Overall Test Results	Pass

Technician:



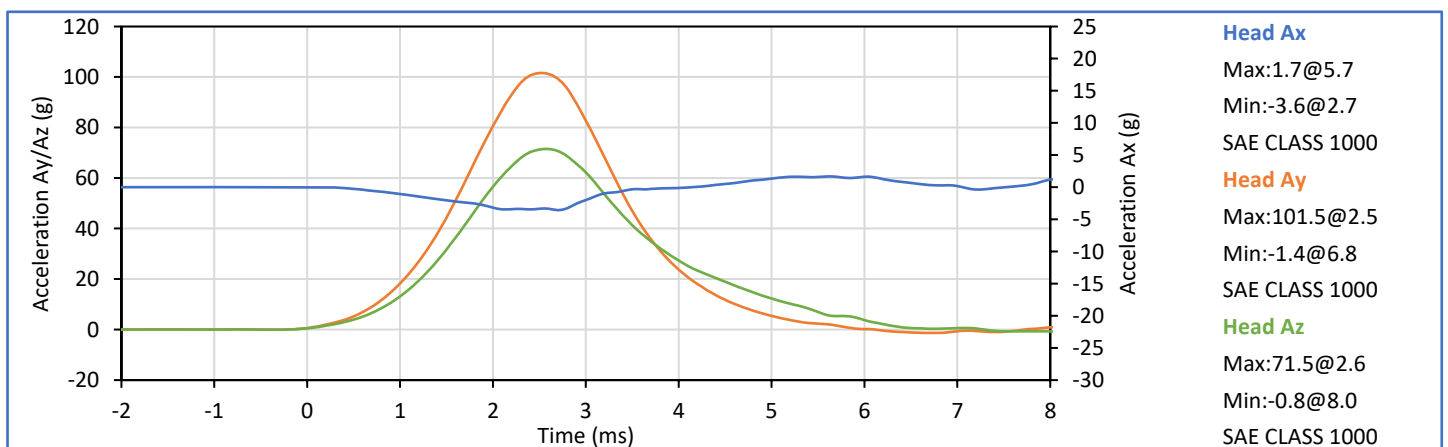
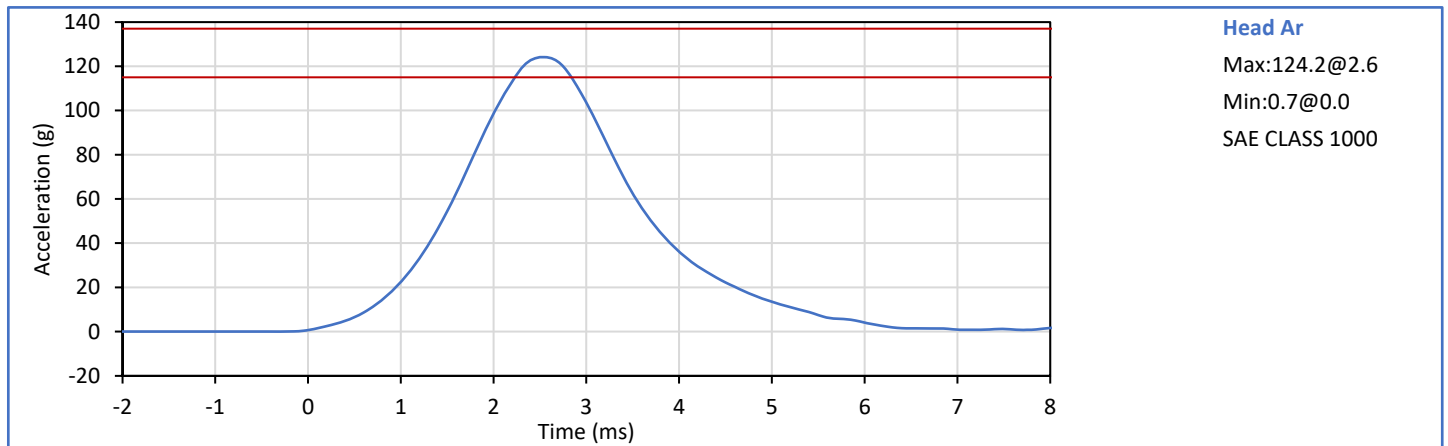
J. Perez

Approved By:



J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	18.9	25.6	21.4	Pass
Laboratory Relative Humidity	%	10	70	36	Pass
Peak Resultant Acceleration	g	115.0	137.0	124.2	Pass
Peak Head Ax	g	-15.0	15.0	-3.6	Pass
Oscillations After Main Pulse	%	0.0	15.0	1.4	Pass
Is Acceleration Unimodal?	Yes/No	Yes		Yes	Pass
			Overall Test Results	Pass	



Technician:

J. Perez

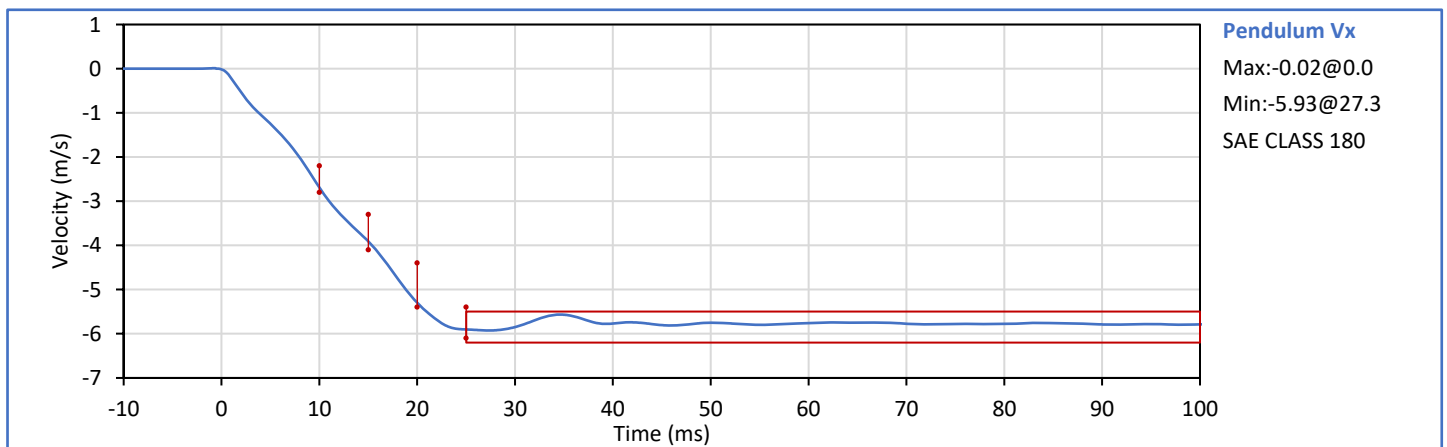
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.5	Pass
Laboratory Relative Humidity	%	10	70	37	Pass
Pendulum Velocity	m/s	5.51	5.63	5.61	Pass
Pendulum Decel at 10 ms	m/s	-2.80	-2.20	-2.69	Pass
Pendulum Decel at 15 ms	m/s	-4.10	-3.30	-3.92	Pass
Pendulum Decel at 20 ms	m/s	-5.40	-4.40	-5.30	Pass
Pendulum Decel at 25 ms	m/s	-6.10	-5.40	-5.91	Pass
Pendulum Decel from 25-100 ms	m/s	-6.20	-5.50	-5.93/-5.57	Pass
Peak "D" Plane Rotation	deg	-81.0	-71.0	-74.4	Pass
Time of Peak "D" Plane Rotation	ms	50.0	70.0	57.9	Pass
Peak Occ. Condyle Moment	Nm	36.0	44.0	42.5	Pass
Time of Moment Decay to 0 Nm	ms	102.0	126.0	107.6	Pass
				Overall Test Results	Pass



Technician:

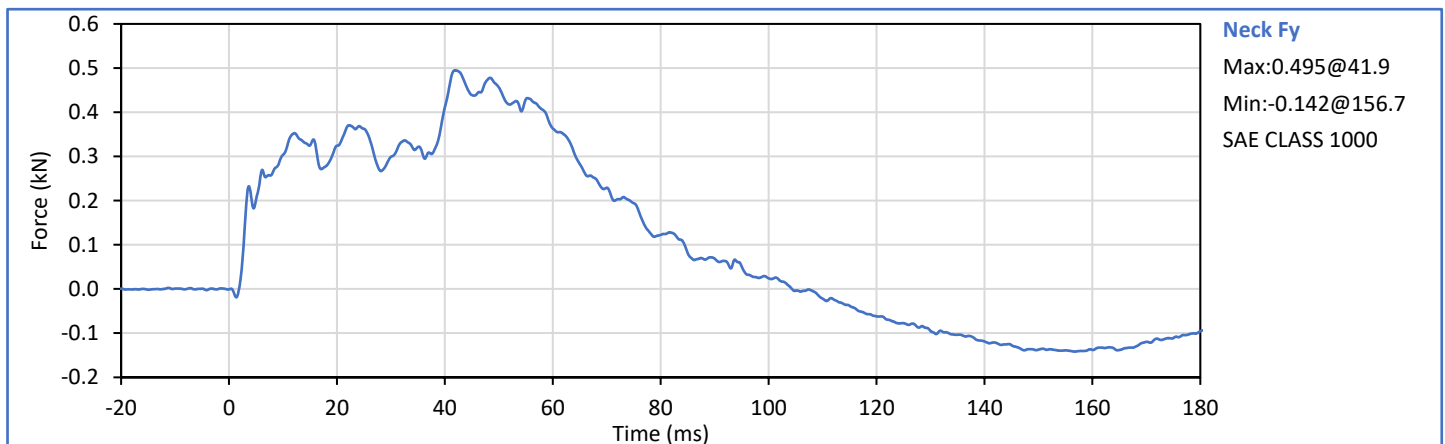
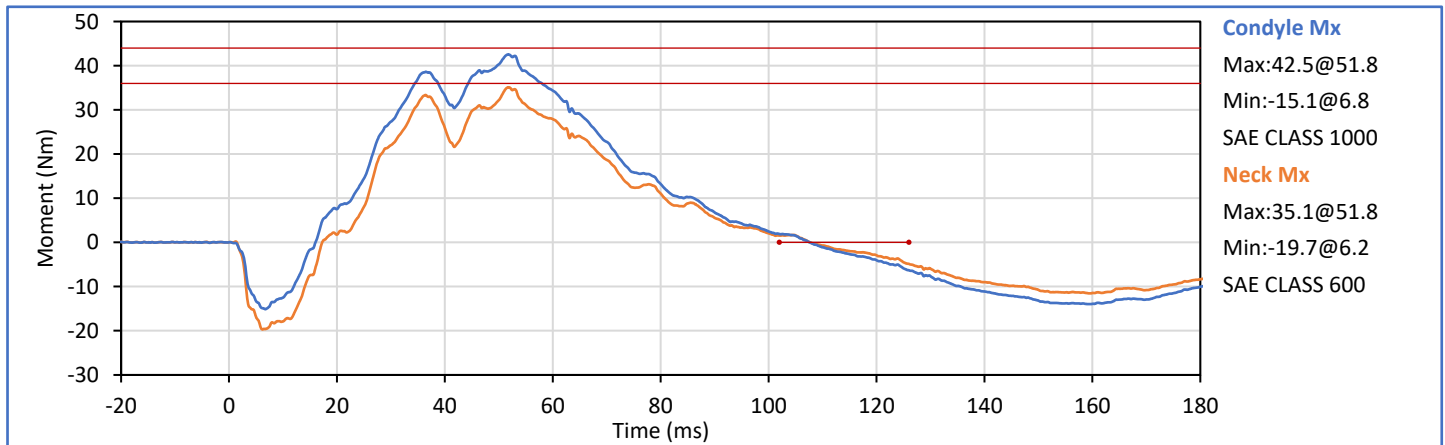
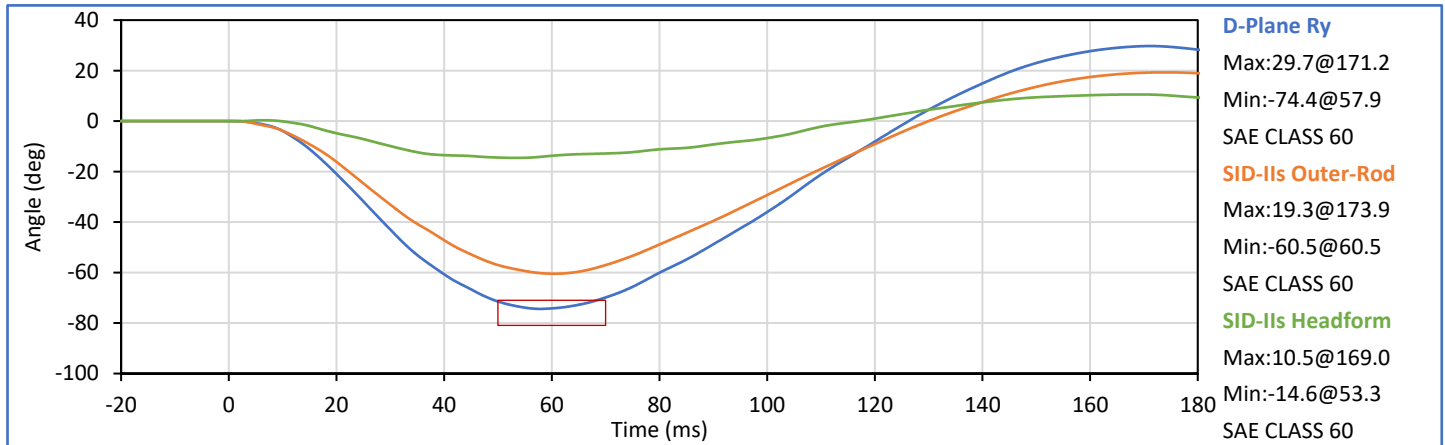
J. Perez

J. Perez

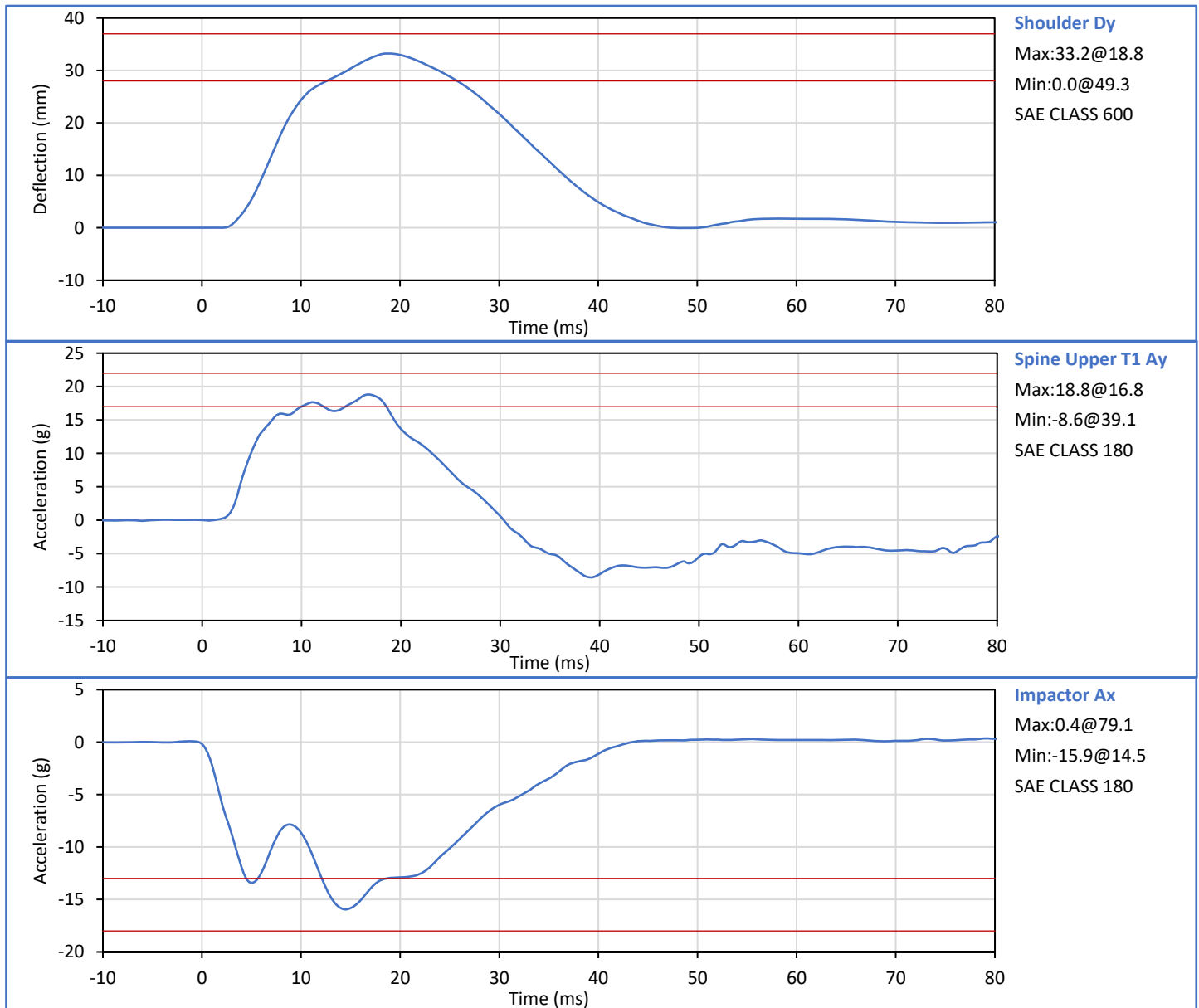
Approved By:

J. Hernandez

J. Hernandez



Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.2	Pass
Laboratory Relative Humidity	%	10	70	34	Pass
Impactor Velocity	m/s	4.20	4.40	4.37	Pass
Peak Shoulder Dy	mm	28.0	37.0	33.2	Pass
Peak Upper Spine (T1) Ay	g	17.0	22.0	18.8	Pass
Peak Impactor Ax	g	-18.0	-13.0	-15.9	Pass
Overall Test Results					Pass



Technician:

J. Perez

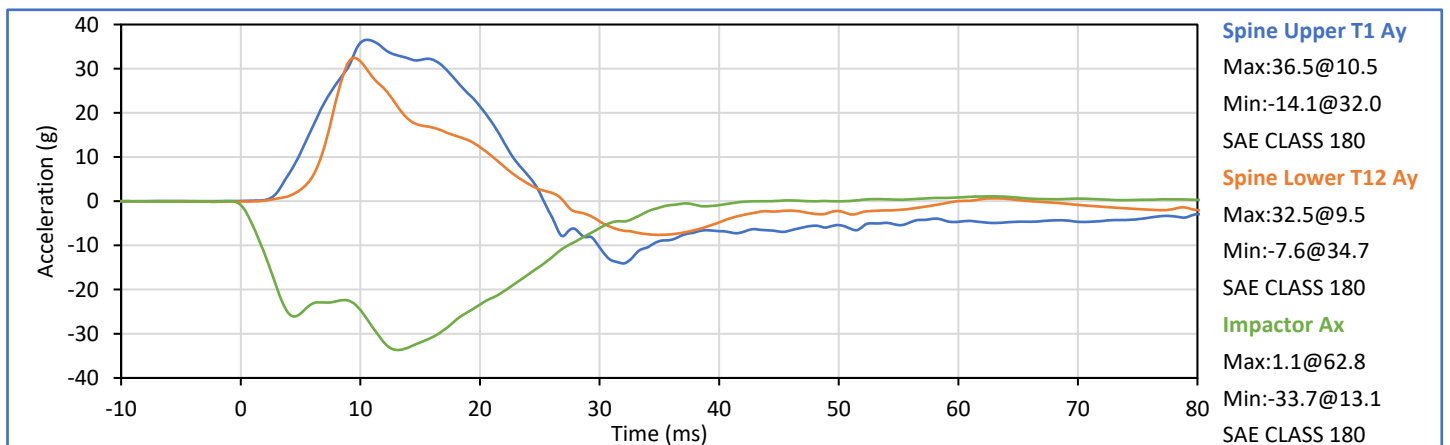
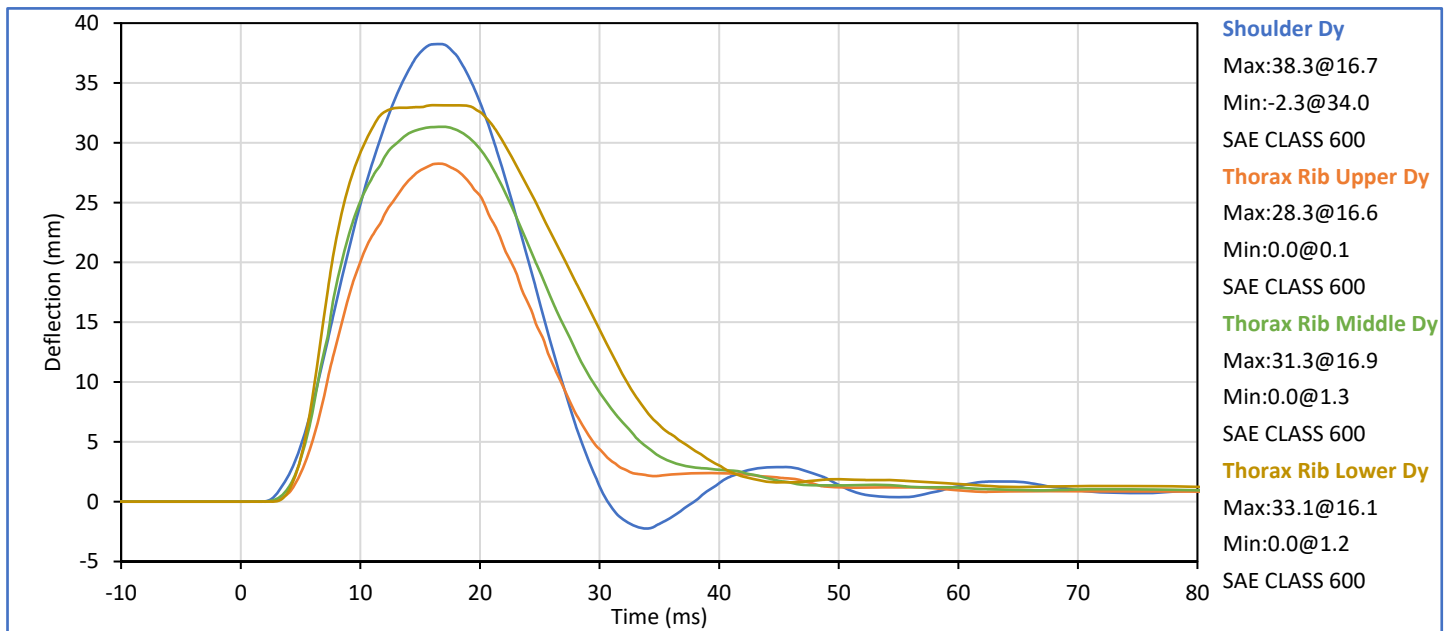
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	36	Pass
Impactor Velocity	m/s	6.60	6.80	6.71	Pass
Peak Shoulder Dy	mm	31.0	40.0	38.3	Pass
Peak Upper Rib Dy	mm	25.0	32.0	28.3	Pass
Peak Middle Rib Dy	mm	30.0	36.0	31.3	Pass
Peak Lower Rib Dy	mm	32.0	38.0	33.1	Pass
Peak Upper Spine (T1) Ay	g	34.0	43.0	36.5	Pass
Peak Lower Spine (T12) Ay	g	29.0	37.0	32.5	Pass
Peak Impactor Ax	g	-36.0	-30.0	-33.7	Pass
Overall Test Results				Pass	Pass



Technician:

J. Perez

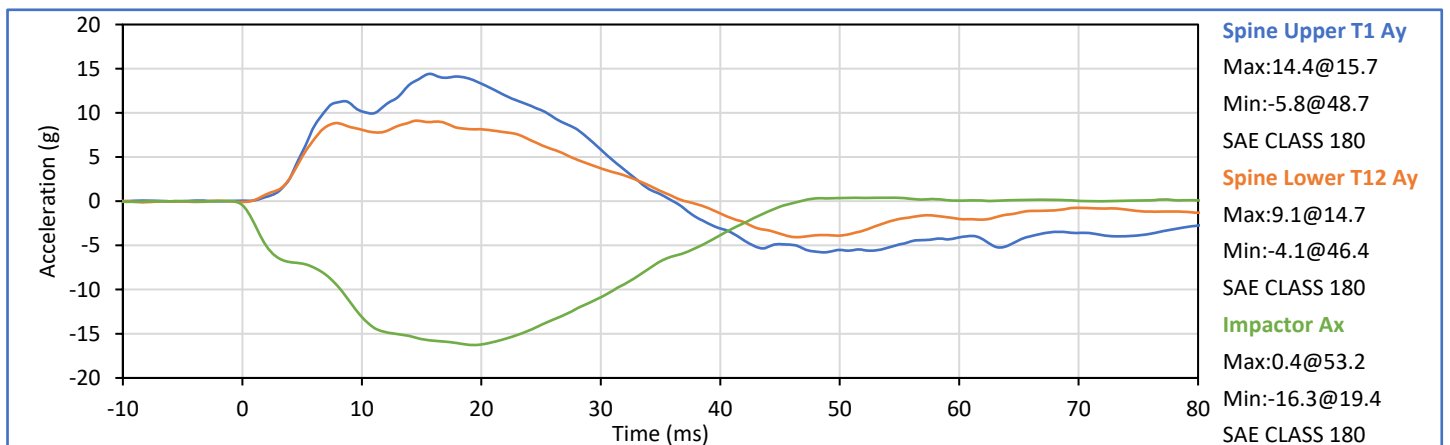
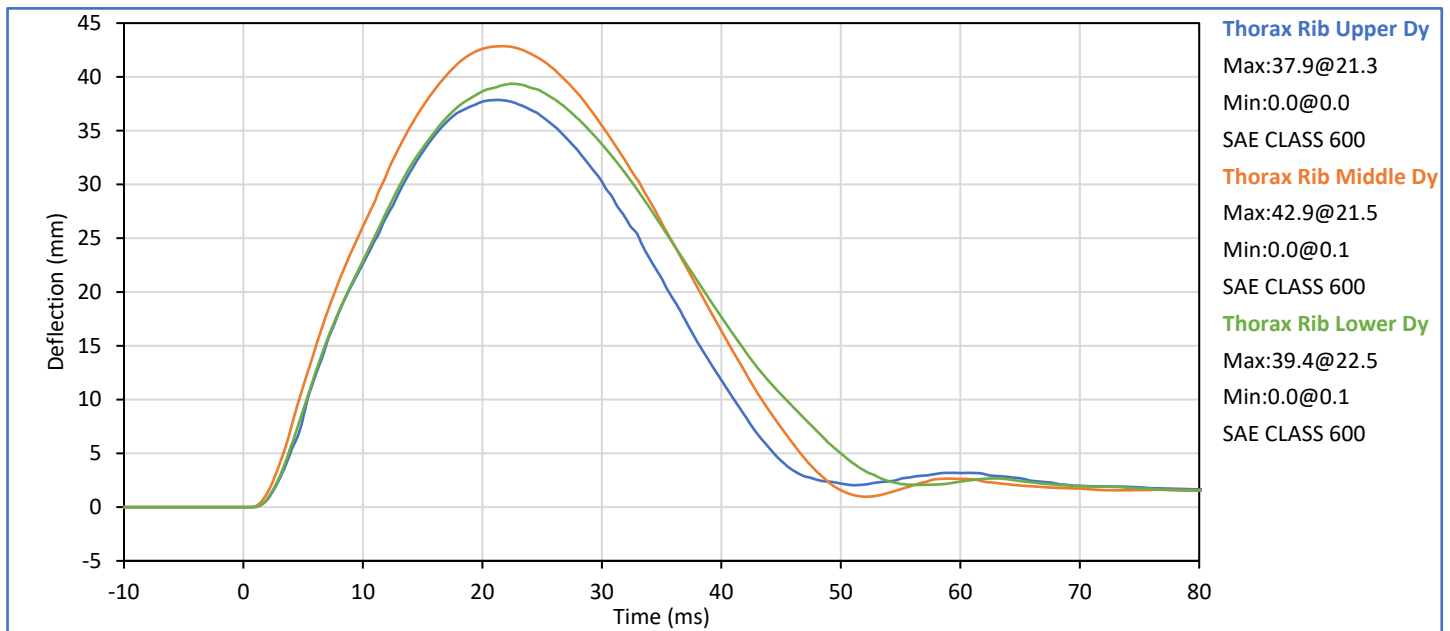
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.5	Pass
Laboratory Relative Humidity	%	10	70	36	Pass
Impactor Velocity	m/s	4.20	4.40	4.32	Pass
Peak Thorax Rib Upper Dy	mm	32.0	40.0	37.9	Pass
Peak Thorax Rib Middle Dy	mm	39.0	45.0	42.9	Pass
Peak Thorax Rib Lower Dy	mm	35.0	43.0	39.4	Pass
Peak Spine Upper T1 Ay	g	13.0	17.0	14.4	Pass
Peak Spine Lower T12 Ay	g	7.0	11.0	9.1	Pass
Peak Impactor Ax	g	-18.0	-14.0	-16.3	Pass
Overall Test Results					Pass



Technician:

J. Perez

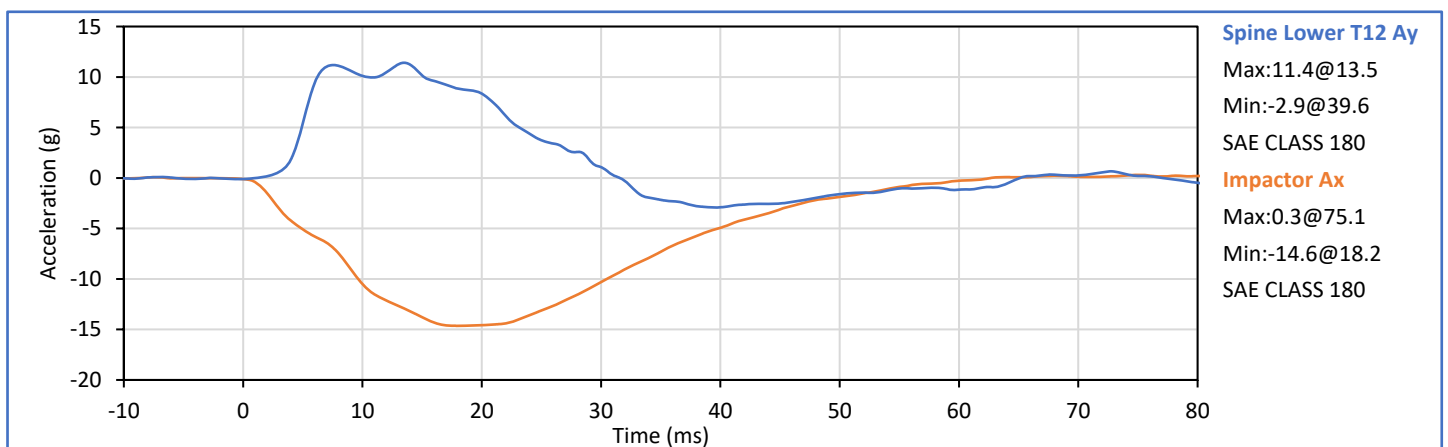
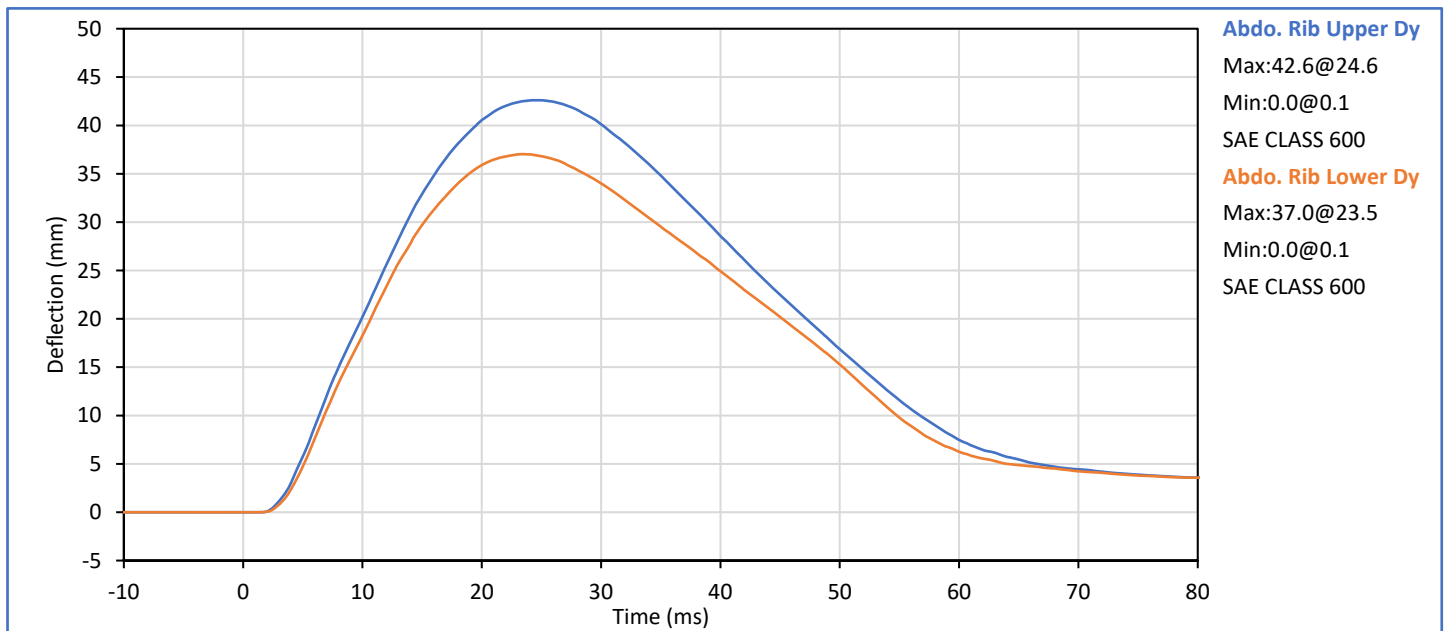
J. Perez

Approved By:

J. Hernandez

J. Hernandez

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.8	Pass
Laboratory Relative Humidity	%	10	70	35	Pass
Impactor Velocity	m/s	4.20	4.40	4.32	Pass
Peak Upper Abdomen Rib Dy	mm	36.0	47.0	42.6	Pass
Peak Lower Abdomen Rib Dy	mm	33.0	44.0	37.0	Pass
Peak Lower Spine T12 Ay	mm	9.0	14.0	11.4	Pass
Peak Impactor Ax	g	-16.0	-12.0	-14.6	Pass
Overall Test Results					Pass



Technician:

J. Perez

J. Perez

Approved By:

J. Hernandez

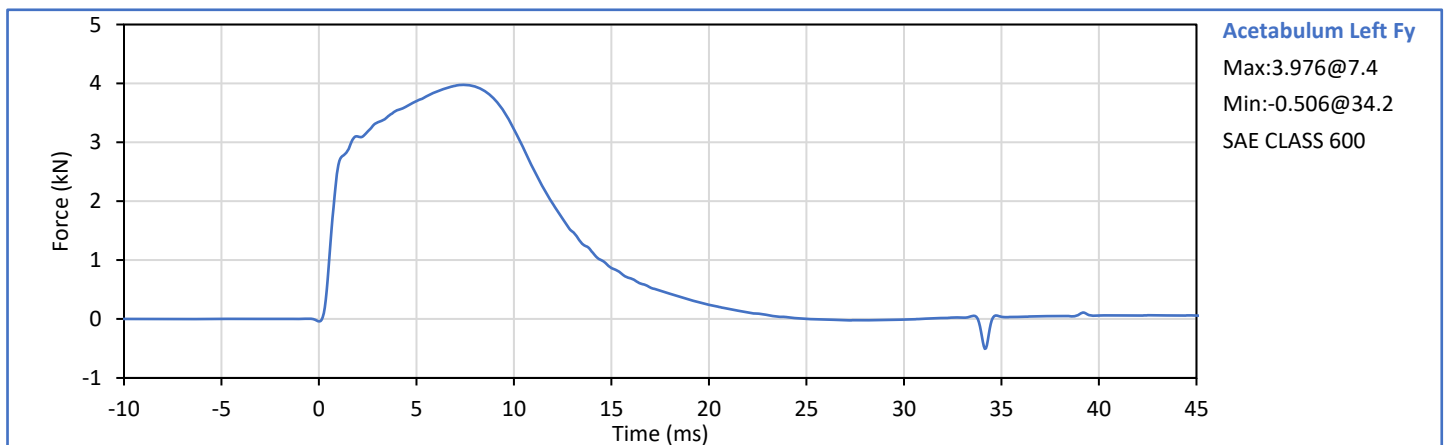
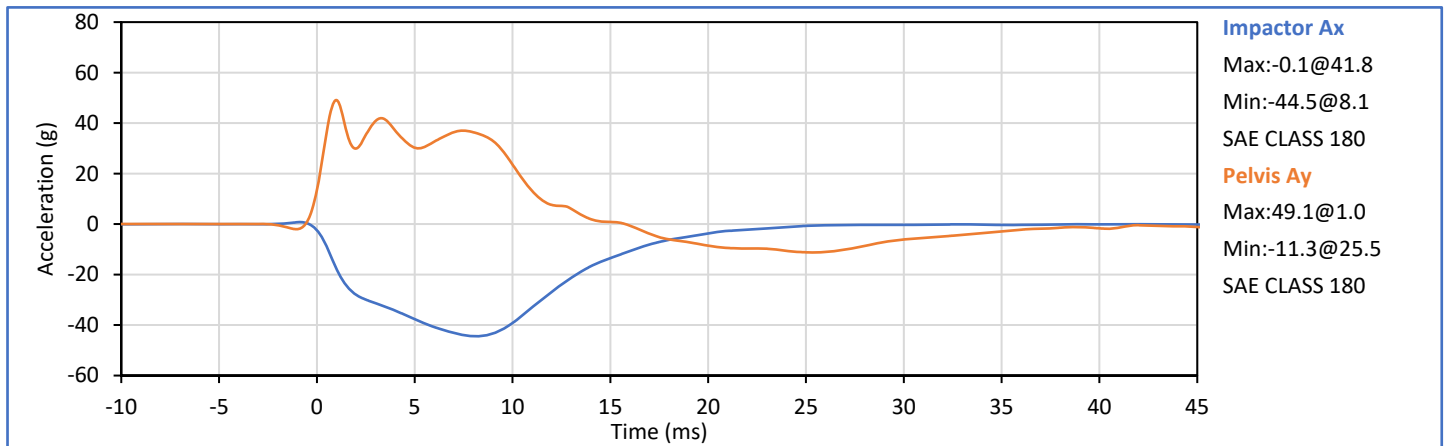
J. Hernandez

ATD Serial No.: 299

Test Date: 2025-04-29

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	37	Pass
Impactor Velocity	m/s	6.60	6.80	6.71	Pass
Peak Acetabulum Fy	kN	3.60	4.30	3.98	Pass
Pelvis Ay after 6ms	g	34.0	42.0	37.0	Pass
Peak Impactor Ax	g	-47.0	-38.0	-44.5	Pass
Overall Test Results					Pass

Pelvis Plug S/N: 16686



Technician:

J. Perez

J. Perez

Approved By:

J. Hernandez

J. Hernandez



SID-IIs Pelvis Plug Certification Test

Plug S/N 16686

Test Number 23486

Report Number 23543

Test Date 7/22/2022 10:45:35 AM

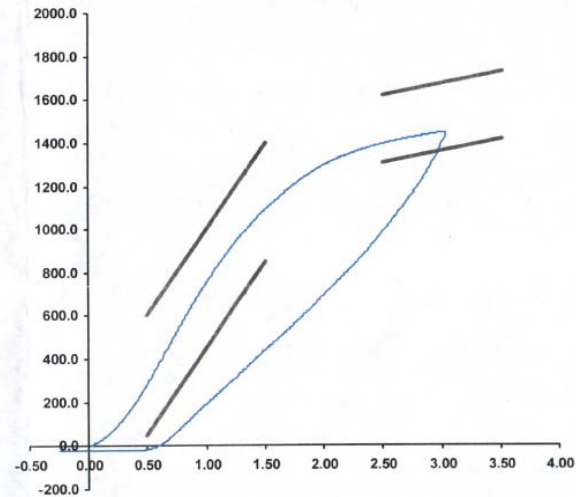
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Force @ 0.5 mm (N)	289	50	600
Force @ 1.5 mm (N)	1,093	850	1,400
Force @ 2.5 mm (N)	1,395	1,306	1,618
Force @ 3.0 mm (N)	1,446	1,361	1,673

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 22-Jul-22
SACO Research

By: DC Date: 7/22/22

SACO Research 41735 Elm St, #401 Murrieta, CA 92562 Tel 310-694-2082 FAX

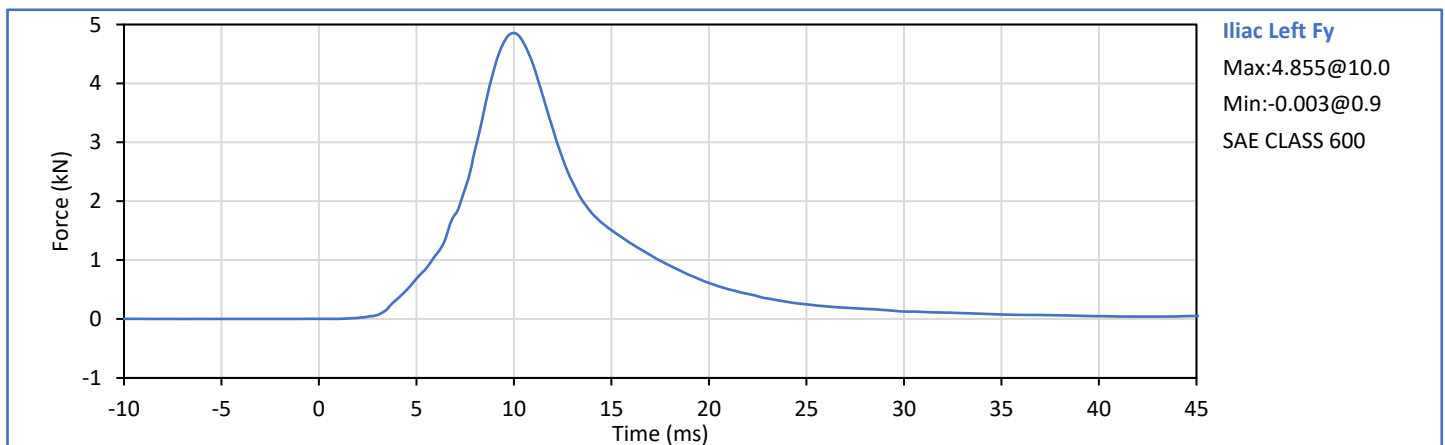
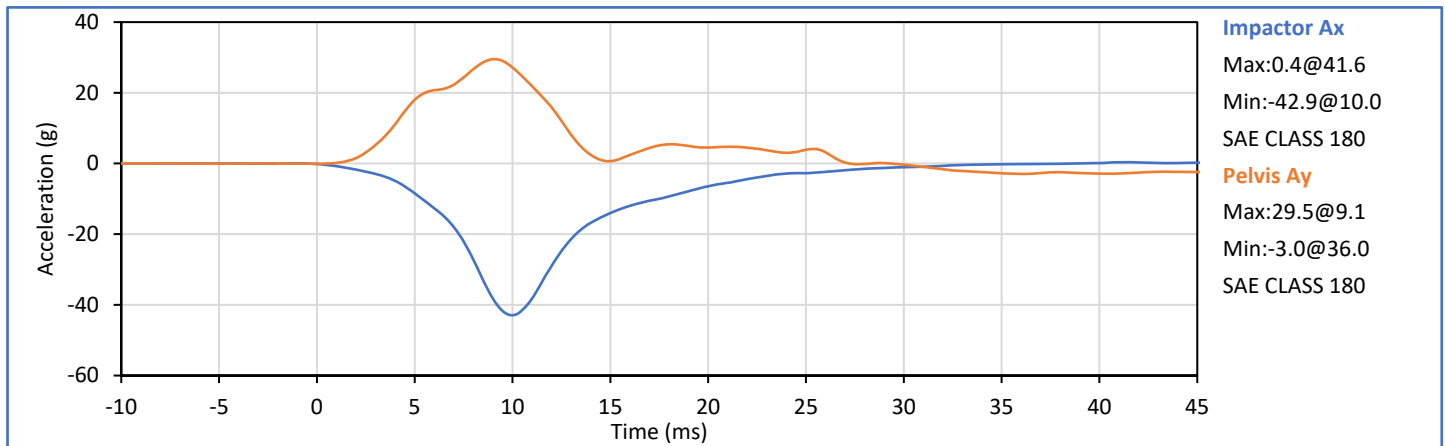
ATD Serial No.: 299

Test Date: 2025-04-30

Tested Parameter	Units	Spec. Low	Spec. High	Result	Pass/Fail
Laboratory Temperature	°C	20.6	22.2	21.4	Pass
Laboratory Relative Humidity	%	10	70	36	Pass
Impactor Velocity	m/s	4.20	4.40	4.32	Pass
Peak Iliac Fy	kN	4.10	5.10	4.85	Pass
Peak Pelvis Ay	g	28.0	39.0	34.7	Pass
Peak Impactor Ax	g	-45.0	-36.0	-42.9	Pass
Overall Test Results					Pass

Pelvis Plug S/N: 16490 *

* Plug is not impacted and remains certified



Technician:

J. Perez
J. Perez

Approved By:

J. Hernandez
J. Hernandez

APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA

Table 1 - Driver ATD Instrumentation

Sensor Location	Sensor S\N	Mfr	Model	Cal Date
Head Acceleration X Primary	P51929	Endevco	7264C-2k	2024-12-11
Head Acceleration Y Primary	P50086	Endevco	7264C-2k	2024-12-11
Head Acceleration Z Primary	P51931	Endevco	7264C-2k	2024-12-11
Head Acceleration X Redundant	P68604	Endevco	7264C-2k	2024-12-11
Head Acceleration Y Redundant	P51934	Endevco	7264C-2k	2024-12-11
Head Acceleration Z Redundant	P58736	Endevco	7264C-2k	2024-12-11
Head Rotation Rate X	ARS7342	DTS	ARS PRO-8k (2kHz)	2024-07-31
Head Rotation Rate Y	ARS7473	DTS	ARS PRO-8k (2kHz)	2024-07-31
Head Rotation Rate Z	ARS7598	DTS	ARS PRO-8k (2kHz)	2024-07-31
Upper Thorax Rib Deflection Y	1143	Servo	08TCI-3725	2024-12-12
Middle Thorax Rib Deflection Y	1075	Servo	08TCI-3725	2024-12-12
Lower Thorax Rib Deflection Y	1213	Servo	08TCI-3725	2024-12-12
Upper Abdomen Rib Deflection Y	1218	Servo	08TCI-3725	2024-12-12
Lower Abdomen Rib Deflection Y	1177	Servo	08TCI-3725	2024-12-12
Lower Spine T12 Acceleration X	P58761	Endevco	7264C-2k	2024-12-11
Lower Spine T12 Acceleration Y	P50077	Endevco	7264C-2k	2024-12-11
Lower Spine T12 Acceleration Z	P58795	Endevco	7264C-2k	2024-12-11
Iliac Wing Impact Side Force Y	278 (Iliac)	R.A. Denton	3228J	2024-05-10
Acetabulum Impact Side Force Y	260 (Acetabulum)	R.A. Denton	3249J	2024-05-10

Table 2 - Vehicle Instrumentation

Sensor Location	Sensor S\N	Mfr	Model	Cal Date
Vehicle CG Ax	M11048	Endevco	758H-2k	2025-04-11
Vehicle CG Ay	M12859	Endevco	758H-2k	2025-04-11
Vehicle CG Az	M11246	Endevco	758H-2k	2025-04-10
Left Floor Sill Ay	M11278	Endevco	758H-2k	2025-04-11
A-Pillar Sill Ay	M11341	Endevco	758H-2k	2025-04-09
A-Pillar Low Ay	M11202	Endevco	758H-2k	2025-04-11
A-Pillar Mid Ay	M11101	Endevco	758H-2k	2025-04-10
B-Pillar Sill Ay	M13694	Endevco	758H-2k	2025-04-09
B-Pillar Low Ay	M11258	Endevco	758H-2k	2025-04-09
B-Pillar Mid Ay	M11169	Endevco	758H-2k	2025-04-10
Driver Seat Track at H-Point Ay	M11284	Endevco	758H-2k	2025-04-10
Engine Top Ax	M12829	Endevco	758H-2k	2025-01-30
Engine Top Ay	M12857	Endevco	758H-2k	2025-01-30
Firewall Ay	N11164	Endevco	758H-2k	2025-01-30
Right Roof Ay	M13674	Endevco	758H-2k	2025-04-09
Right Floor Sill Ay	M12827	Endevco	758H-2k	2025-04-09
Rear Floorpan Ax	M13676	Endevco	758H-2k	2025-04-09
Rear Floorpan Ay	M12807	Endevco	758H-2k	2025-04-09

Table 3 - Barrier Pole Instrumentation

Sensor Location	Sensor S\N	Mfr	Model	Cal Date
Barrier Pole 01 Fx	46760	Interface	1220FS-50k	2023-11-15
Barrier Pole 02 Fx	132304A	Interface	1220-FS	2023-11-15
Barrier Pole 03 Fx	131211A	Interface	1220-FS	2023-11-15
Barrier Pole 04 Fx	19346	Interface	1220FS-50k	2023-11-15
Barrier Pole 05 Fx	131827A	Interface	1220AF-50k	2023-11-15
Barrier Pole 06 Fx	19322	Interface	1220FS-50k	2023-11-15
Barrier Pole 07 Fx	132302A	Interface	1220-FS	2023-11-15
Barrier Pole 08 Fx	19345	Interface	1220FS-50k	2023-11-15