

**FINAL REPORT NUMBER: SPNCAP-TRC-25-004**

**NEW CAR ASSESSMENT PROGRAM (NCAP)  
SIDE IMPACT POLE TEST**

**GENERAL MOTORS LLC  
2025 Chevrolet Silverado EV  
NHTSA NUMBER: M20250111**

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



**Report Date: June 17, 2026**

**FINAL REPORT**

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

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Report Prepared By: ILO Project Operations Group

Report Approved By: \_\_\_\_\_



John Shultz

Approval Date: June 17, 2026

FINAL REPORT ACCEPTANCE BY OCWS:

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

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

FINAL REPORT ACCEPTANCE BY OCWS:

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

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

Technical Report Documentation Page

| 1. Report No.<br>SPNCAP-TRC-25-004                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2. Government Accession No.                                   | 3. Recipient's Catalog No.                                                                                                                                                                                          |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
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| 4. Title and Subtitle<br>Final Report of New Car Assessment Program<br>Side Impact Pole Testing of<br>2025 Chevrolet Silverado EV<br>NHTSA No.: M20250111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                               | 5. Report Date<br>June 17, 2026                                                                                                                                                                                     |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
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| 7. Author(s)<br>John Shultz, Project Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                               | 8. Performing Organization Report No.<br>251211                                                                                                                                                                     |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| 9. Performing Organization Name and Address<br>Transportation Research Center Inc.<br>10820 State Route 347<br>East Liberty, OH 43319                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                               | 10. Work Unit No.                                                                                                                                                                                                   |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
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| 15. Supplemental Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                               |                                                                                                                                                                                                                     |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| <p>16. Abstract</p> <p>A 32.2 km/h (20 mph), 75° oblique impact Side NCAP Test was conducted on the subject vehicle, a 2025 Chevrolet Silverado EV, 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. This test was conducted by Transportation Research Center Inc. in East Liberty, Ohio, on December 17, 2025.</p> <p>The impact velocity was 31.38 km/h, and the ambient temperature at the struck (left) side of the target vehicle at the time of impact was 22.1° C. The test vehicle's post-test maximum crush was 201 mm at Level 2.</p> <p>The test or target vehicle's performance is given below:</p> <table border="1"> <thead> <tr> <th></th><th>Unit</th><th>Threshold</th><th>Front SID-IIs</th></tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC<sub>36</sub>):</td><td>NA</td><td>1000</td><td>305.547</td></tr> <tr> <td>Resultant Lower Spine Acceleration:</td><td>g's</td><td>82</td><td>43.427</td></tr> <tr> <td>Total Pelvic Force:<br/>(sum of acetabular and iliac forces)</td><td>N</td><td>5525</td><td>3403.170</td></tr> <tr> <td>Maximum Thoracic Rib Deflection</td><td>mm</td><td>38*</td><td>29.260</td></tr> <tr> <td>Maximum Abdomen Rib Deflection</td><td>mm</td><td>45*</td><td>23.918</td></tr> </tbody> </table> <p>* Proposed IARV</p> <p>The doors on the struck side did not separate from the body at the hinges or latches and the opposite doors did not open during the side impact event.</p> |                                                               |                                                                                                                                                                                                                     |               |  | Unit | Threshold | Front SID-IIs | Head Injury Criteria (HIC <sub>36</sub> ): | NA | 1000 | 305.547 | Resultant Lower Spine Acceleration: | g's | 82 | 43.427 | Total Pelvic Force:<br>(sum of acetabular and iliac forces) | N | 5525 | 3403.170 | Maximum Thoracic Rib Deflection | mm | 38* | 29.260 | Maximum Abdomen Rib Deflection | mm | 45* | 23.918 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Unit                                                          | Threshold                                                                                                                                                                                                           | Front SID-IIs |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| Head Injury Criteria (HIC <sub>36</sub> ):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | NA                                                            | 1000                                                                                                                                                                                                                | 305.547       |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| Resultant Lower Spine Acceleration:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | g's                                                           | 82                                                                                                                                                                                                                  | 43.427        |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| Total Pelvic Force:<br>(sum of acetabular and iliac forces)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N                                                             | 5525                                                                                                                                                                                                                | 3403.170      |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| Maximum Thoracic Rib Deflection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | mm                                                            | 38*                                                                                                                                                                                                                 | 29.260        |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| Maximum Abdomen Rib Deflection                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | mm                                                            | 45*                                                                                                                                                                                                                 | 23.918        |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| 17. Key Words<br>New Car Assessment Program (NCAP)<br>Side Impact<br>Pole<br>Part 572V<br>SID-IIs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                               | 18. Distribution Statement<br>Copies of this report are available from:<br>National Highway Traffic Safety Administration<br>Technical Information Services Division<br>1200 New Jersey Ave<br>Washington, DC 20590 |               |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |
| 19. Security Classification<br>(of this report)<br>Unclassified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 20. Security Classification<br>(of this page)<br>Unclassified | 21. Number of Pages<br>156                                                                                                                                                                                          | 22. Price     |  |      |           |               |                                            |    |      |         |                                     |     |    |        |                                                             |   |      |          |                                 |    |     |        |                                |    |     |        |

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## **SECTION 1**

### **TEST PURPOSE AND PROCEDURE**

#### **TEST PURPOSE AND PROCEDURE**

This side impact test was conducted as part of the MY25 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. 693JJ920D000018. The purpose of this test is to generate comparative side impact performance in a 2025 Chevrolet Silverado EV manufactured by GENERAL MOTORS LLC. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Side NCAP Pole Laboratory Test Procedure, dated March 2020.

## SECTION 2

### SUMMARY OF TEST RESULTS

A rigid pole side impact test was conducted on a model year 2025 Chevrolet Silverado EV. The subject vehicle was towed into the rigid pole at an angle of 75° and a velocity of 31.38 km/h. The side impact test was conducted by Transportation Research Center Inc. in East Liberty, OH, on December 17, 2025. Pre-test and post-test photographs of the test vehicle and the side impact dummy (SID-IIs) are included in Appendix A of this report.

One Part 572V (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 Part 572V (SID-IIs) dummy was instrumented accordingly:

- Primary and Redundant Head CG Triaxial Accelerometers
- Thorax Upper, Middle, and Lower Rib Displacement Potentiometers
- Abdomen Upper and Lower Rib Displacement Potentiometers
- Lower Spine (T12) Triaxial 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.

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

| Measurement Description                                    | Driver ATD (SID-IIs) |      |          |
|------------------------------------------------------------|----------------------|------|----------|
|                                                            | Units                | IARV | Result   |
| Head Injury Criteria (HIC <sub>36</sub> )                  | NA                   | 1000 | 305.547  |
| Lower Spine Acceleration Resultant                         | G                    | 82   | 43.427   |
| Total Pelvic Force<br>(sum of acetabular and iliac forces) | N                    | 5525 | 3403.170 |
| Maximum Thoracic Rib Deflection                            | mm                   | 38*  | 29.260   |
| Maximum Abdominal Rib Deflection                           | mm                   | 45*  | 23.918   |

\* Proposed IARV

Supplemental restraint information is given below:

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

### GENERAL COMMENTS

Left Floor Sill Acceleration (Y) CF after 35.0 ms

Left B-Pillar Sill Acceleration (Y) CF after 48.0 ms

Pre-Test incoming and 305 photos have the incorrect test date

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

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025

**TEST VEHICLE INFORMATION AND OPTIONS**

|                          |                   |
|--------------------------|-------------------|
| NHTSA No.                | M20250111         |
| Model Year               | 2025              |
| Make                     | Chevrolet         |
| Model                    | Silverado EV      |
| Body Style               | Truck             |
| VIN                      | 1GC10ZED2SU403638 |
| Body Color               | Black             |
| Odometer Reading (km/mi) | 99 mi             |
| Engine Displacement (L)  | Electric          |
| Type/No. Cylinders       | N/A               |
| Engine Placement         | N/A               |
| Transmission Type        | Electric          |
| Transmission Speeds      | Electric          |
| Overdrive                | N/A               |
| Final Drive              | AWD               |
| Roof Rack                | No                |
| Sunroof/T-Top            | No                |
| Running Boards           | Yes               |
| Tilt Steering Wheel      | Yes               |
| Power Seats              | Yes               |
| Anti-Lock Brakes (ABS)   | Yes               |

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

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

No

**DATA FROM CERTIFICATION LABEL**

|                      |                    |
|----------------------|--------------------|
| Manufactured By      | GENERAL MOTORS LLC |
| Date of Manufacturer | 10/24              |
| Vehicle Type         | MPV                |

|                 |      |
|-----------------|------|
| GVWR (kg)       | 4532 |
| GAWR Front (kg) | 2404 |
| GAWR Rear (kg)  | 2608 |

**VEHICLE SEATING AND WEIGHT CAPACITY DATA**

|                                            | Front | Rear | Third | Total |
|--------------------------------------------|-------|------|-------|-------|
| Designated Seating Capacity (DSC)          | 2     | 3    | N/A   | 5     |
| Vehicle Capacity Weight (VCW) (kg)         |       |      |       | 783.0 |
| DSC X 68.0 kg                              |       |      |       | 340.0 |
| Rated Cargo and Luggage Weight (RCLW) (kg) |       |      |       | 443.0 |

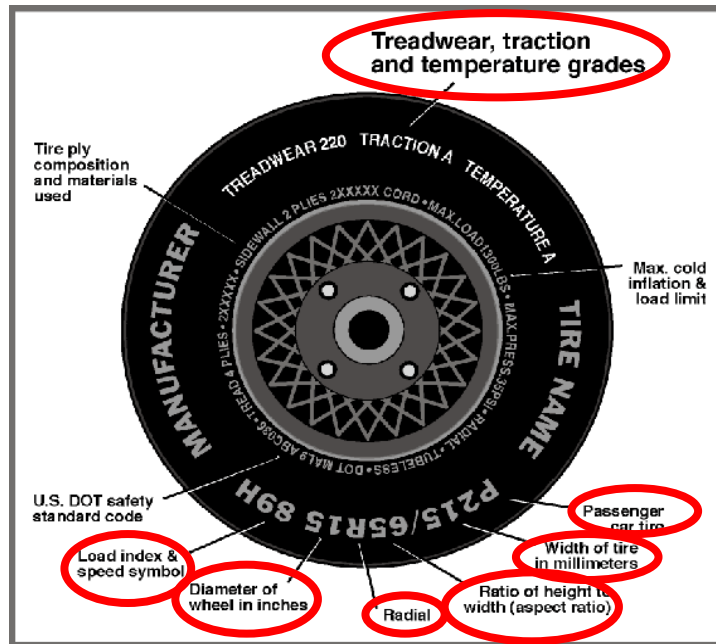
**VEHICLE SEAT TYPE**

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

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025



**DATA FROM TIRE PLACARD**

| Measured Parameter          | Front                     | Rear                      |
|-----------------------------|---------------------------|---------------------------|
| Maximum Tire Pressure (kPa) | 550                       | 550                       |
| Cold Pressure (kPa)         | 420                       | 420                       |
| Recommended Tire Size       | LT265/70R18               | LT265/70R18               |
| Tire Size on Vehicle        | LT265/70R18               | LT265/70R18               |
| Tire Manufacturer           | Bridgestone               | Bridgestone               |
| Tire Model                  | Alenza                    | Alenza                    |
| Treadwear                   | 700                       | 700                       |
| Traction                    | A                         | A                         |
| Temperature Grades          | B                         | B                         |
| Tire Plies Sidewall         | 2                         | 2                         |
| Tire Plies Body             | 5                         | 5                         |
| Load Index/Speed Symbol     | 124/121S                  | 124/121S                  |
| Tire Material               | Polyester / Steel / Nylon | Polyester / Steel / Nylon |
| DOT Safety Code Left        | 51997N 2224               | 51997N 2224               |
| DOT Safety Code Right       | 51997N 2224               | 51997N 2224               |

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025

**TIRE PRESSURES**

|                | Units | LF  | RF  | LR  | RR  |
|----------------|-------|-----|-----|-----|-----|
| As Delivered   | kPa   | 393 | 393 | 393 | 393 |
| Tire Placard   | kPa   | 420 | 420 | 420 | 420 |
| Owner's Manual | kPa   | 420 | 420 | 420 | 420 |
| As Tested      | kPa   | 420 | 420 | 420 | 420 |

**TEST /VEHICLE AXLE WEIGHTS**

|        | Units | As Delivered (UVW) |           |        | As Tested (ATW) |           |        | Fully Loaded |           |        |
|--------|-------|--------------------|-----------|--------|-----------------|-----------|--------|--------------|-----------|--------|
|        |       | Front Axle         | Rear Axle | Total  | Front Axle      | Rear Axle | Total  | Front Axle   | Rear Axle | Total  |
| Left   | kg    | 958.4              | 877.0     |        | 1009.2          | 926.2     |        | 993.4        | 975.0     |        |
| Right  | kg    | 966.8              | 873.0     |        | 968.6           | 948.8     |        | 953.6        | 938.0     |        |
| Ratio  | %     | 52.4               | 47.6      |        | 51.3            | 48.7      |        | 50.4         | 49.6      |        |
| Totals | kg    | 1925.2             | 1750      | 3675.2 | 1977.8          | 1875.0    | 3852.8 | 1947.0       | 1913.0    | 3860.0 |

**TARGET TEST WEIGHT CALCULATION**

| Measured Parameter                                | Units | Value  |
|---------------------------------------------------|-------|--------|
| Total As Delivered Weight (UVW)                   | kg    | 3675.2 |
| Actual Weight of 1 P572V ATD (SID-IIs) Dummy Used | kg    | 49.0   |
| Rated Cargo/Luggage Weight (RCLW) <sup>1</sup>    | kg    | 136.0  |
| Calculated Vehicle Target Weight (TVTW)           | kg    | 3860.2 |

(A)  
 (B)  
 (C)  
 (A+B+C)

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

**TEST VEHICLE ATTITUDES AND CG**

|                                                                | Units | As Delivered | As Tested | Fully Loaded | Meets Requirement*** |
|----------------------------------------------------------------|-------|--------------|-----------|--------------|----------------------|
| Driver Door Sill Angle (front-to-rear)*                        | Deg.  | 0.2          | 0.2       | 0.3          | Yes                  |
| Front Passenger Sill Angle (front-to-rear)*                    | Deg.  | 0.2          | 0.2       | 0.3          | Yes                  |
| Front Bumper-Line Angle (left-to-right)**                      | Deg.  | 0.1          | 0.0       | 0.1          | Yes                  |
| Rear Bumper-Line Angle (left-to-right)**                       | Deg.  | 0.1          | 0.0       | 0.1          | Yes                  |
| Vehicle CG (Aft of Front Axle)                                 | mm    | 1763         | 1802      | 1835         |                      |
| Vehicle CG (Left (+) / Right (-) from longitudinal Centerline) | mm    | -1           | 4         | 17           |                      |

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

\*\*\* The "As Tested" vehicle attitude measurements must be equal to or between the "As Delivered" and "Fully Loaded" vehicle attitude measurements. Indicate "Yes" or "No" for "Meets Requirements".

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

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

|               |                                    |            |                   |
|---------------|------------------------------------|------------|-------------------|
| Test Vehicle: | <u>2025 Chevrolet Silverado EV</u> | NHTSA No.: | <u>M20250111</u>  |
| Test Program: | <u>SPNCAP Side Impact</u>          | Test Date: | <u>12/17/2025</u> |

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

| Component Description    | Weight (kg) |
|--------------------------|-------------|
| Ballast: Steel plate     | 77.0        |
| Components Removed: None | 0.0         |

Test height adjustable suspension setting, if applicable:

N/A

**TEST SURFACE MARKINGS**

|                   | Distance from 75° Impact Location Line (mm) |
|-------------------|---------------------------------------------|
| Fore 25 mm target | 1835                                        |
| Aft 25 mm target  | 1830                                        |

## DATA SHEET NO. 2

### SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT AND FUEL SYSTEMS DATA

Test Vehicle: 2025 Chevrolet Silverado EV

NHTSA No.: M20250111

Test Program: SPNCAP Side Impact

Test Date: 12/17/2025

### SEAT POSITIONING

The driver seat, front center seat (if applicable), and right 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 seats should be set to the rear-most, lowest, mid-angle position.

### SCRL ANGLE RANGE

| Seat                      | SCRL(°) |       |       |
|---------------------------|---------|-------|-------|
|                           | Max.    | Min.  | Mid   |
| Driver Seat               | 16.9    | 7.6   | 12.25 |
| Front Passenger Seat      | 16.6    | 7.2   | 11.9  |
| Front Center Seat*        | N/A     | N/A   | N/A   |
| Struck Side Rear Seat     | Fixed   | Fixed | 14.8  |
| Non-Struck Side Rear Seat | Fixed   | Fixed | 14.8  |
| Rear Center Seat*         | Fixed   | Fixed | 16.9  |

\* If applicable.

### SEAT HEIGHT AND ANGLE

| Seat                      | As Tested SCRL Angle (Mid) (°) | As Tested SCRP Height (mm) | SCRP Height Position | SCRP Height (mm) |              |              |
|---------------------------|--------------------------------|----------------------------|----------------------|------------------|--------------|--------------|
|                           |                                |                            |                      | Rearmost         | Mid-Fore/Aft | Forward-Most |
| Driver Seat               | 12.3                           | 310                        | Max                  | 310              | 310          | 315          |
|                           |                                |                            | Mid                  | 275              | 275          | 282.5        |
|                           |                                |                            | Min                  | 240              | 240          | 250          |
| Front Passenger Seat      | 11.9                           | 285                        | Max                  | 302              | 304          | 307          |
|                           |                                |                            | Mid                  | 278              | 283          | 285          |
|                           |                                |                            | Min                  | 253              | 261          | 263          |
| Front Center Seat*        | N/A                            | N/A                        | Max                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Mid                  | N/A              | N/A          | N/A          |
|                           |                                |                            | Min                  | N/A              | N/A          | N/A          |
| Struck Side Rear Seat     | 14.8                           | 340                        | Max                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Mid                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Min                  | Fixed            | Fixed        | Fixed        |
| Non-Struck Side Rear Seat | 14.8                           | 335                        | Max                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Mid                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Min                  | Fixed            | Fixed        | Fixed        |
| Rear Center Seat*         | 16.9                           | N/A                        | Max                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Mid                  | Fixed            | Fixed        | Fixed        |
|                           |                                |                            | Min                  | Fixed            | Fixed        | Fixed        |

\* If applicable.

## DATA SHEET NO. 2 (CONTINUED)

### SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT AND FUEL SYSTEMS DATA

Test Vehicle: 2025 Chevrolet Silverado EV

NHTSA No.: M20250111

Test Program: SPNCAP Side Impact

Test Date: 12/17/2025

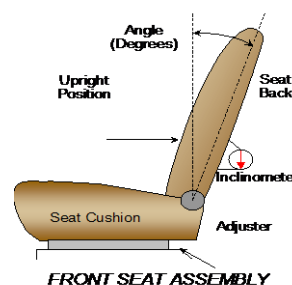
#### SEAT FORE/AFT POSITION

| Seat                      | Total Fore/Aft Travel |          | Test Position from Forward most Position |              |
|---------------------------|-----------------------|----------|------------------------------------------|--------------|
|                           | mm                    | Detents* | mm                                       | Detent*      |
| Driver Seat               | 260                   | N/A      | 0                                        | Full Forward |
| Front Passenger Seat      | 260                   | N/A      | 0                                        | Full Forward |
| Front Center Seat*        | N/A                   | N/A      | N/A                                      | N/A          |
| Struck Side Rear Seat     | Fixed                 | Fixed    | Fixed                                    | Fixed        |
| Non-Struck Side Rear Seat | Fixed                 | Fixed    | Fixed                                    | Fixed        |
| Rear Center Seat*         | Fixed                 | Fixed    | Fixed                                    | Fixed        |

\* If applicable.

#### SEAT BACK ANGLE ADJUSTMENT

The driver's seat back is positioned such that the dummy's head is level. 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 passenger seat back is positioned in accordance with the information provided by the manufacturer on Form No. 1. For the 5<sup>th</sup> 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                        | Total Seat Back Angle Range |          | Test Position from Most Upright |         |
|-----------------------------|-----------------------------|----------|---------------------------------|---------|
|                             | Degrees                     | Detents* | Degrees                         | Detent* |
| Driver Seat w/ Seated Dummy | 56                          | Power    | 17.2                            | Power   |
| Front Passenger Seat        | 56                          | Power    | 17.2                            | Power   |
| Front Center Seat*          | N/A                         | N/A      | N/A                             | N/A     |
| Struck Side Rear Seat       | Fixed                       | Fixed    | Fixed                           | Fixed   |
| Non-Struck Side Rear Seat   | Fixed                       | Fixed    | Fixed                           | Fixed   |
| Rear Center Seat*           | Fixed                       | Fixed    | Fixed                           | Fixed   |

\* If applicable.

#### SEAT BELT ANCHORAGE ADJUSTMENT

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

|             | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------|
| Driver Seat | 4                    | Full Up              |

#### HEAD RESTRAINT ADJUSTMENT

Head restraints are adjusted to the lowest and most full forward in-use position.

|             | Total # of Positions | Placed in Position # |
|-------------|----------------------|----------------------|
| Driver Seat | 5                    | Full Down            |

## DATA SHEET NO. 2 (CONTINUED)

### SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT AND FUEL SYSTEMS DATA

Test Vehicle: 2025 Chevrolet Silverado EV

NHTSA No.: M20250111

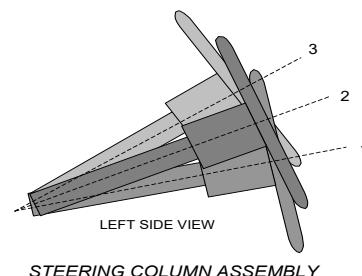
Test Program: SPNCAP Side Impact

Test Date: 12/17/2025

#### STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel geometric locus it describes when moved through its full range of motion.

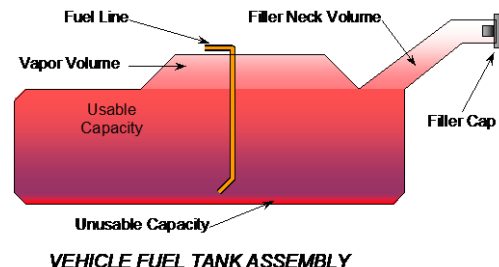
|                                   | Degrees | Fore/Aft Position, mm |
|-----------------------------------|---------|-----------------------|
| Lowermost, Position No. 1         | 19.9    |                       |
| Geometric Center, Position No. 2  | 21.9    |                       |
| Uppermost, Position No. 3         | 24.0    |                       |
| Telescoping Steering Wheel Travel |         | 56                    |
| Test Position                     | 21.9    | 28                    |



#### FUEL PUMP

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

The vehicle is fully electric. The charge port is on the left side of the front of the vehicle



#### FUEL TANK CAPACITY

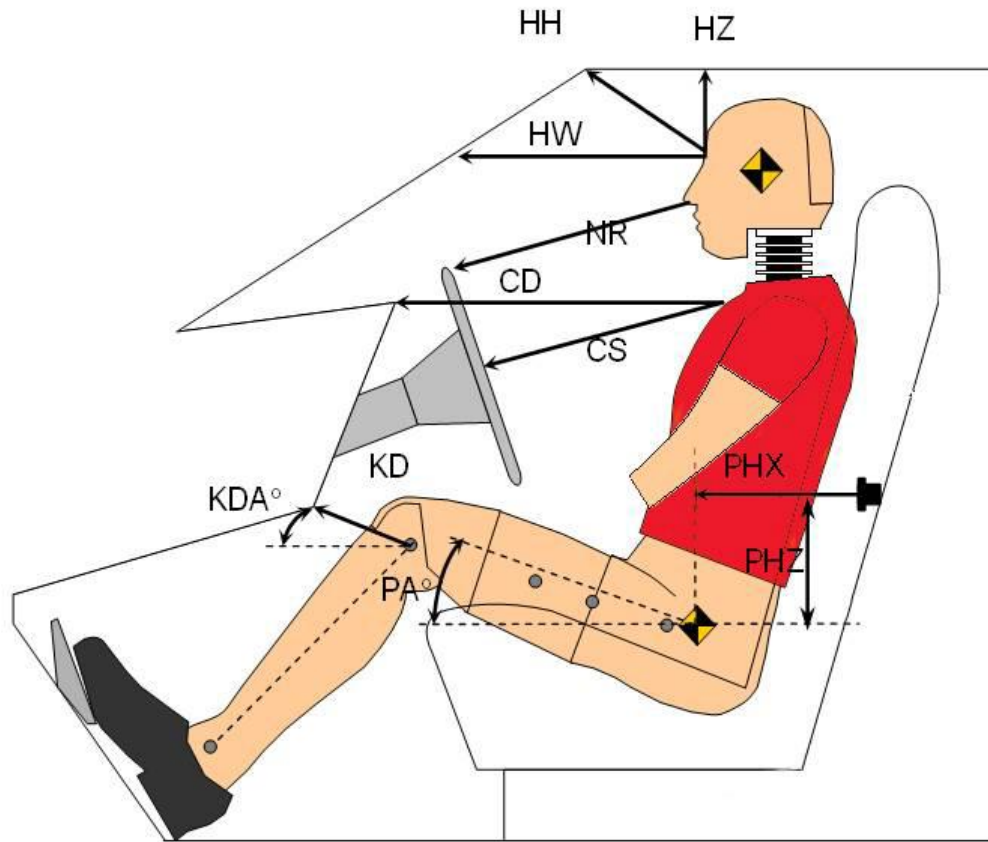
|                                                       | Liters |
|-------------------------------------------------------|--------|
| Usable Capacity of "Standard Tank" (see Form No. 1)   | N/A    |
| Usable Capacity of "Optional" Tank (see Form No. 1)   | N/A    |
| Usable Capacity of Standard Tank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

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

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025

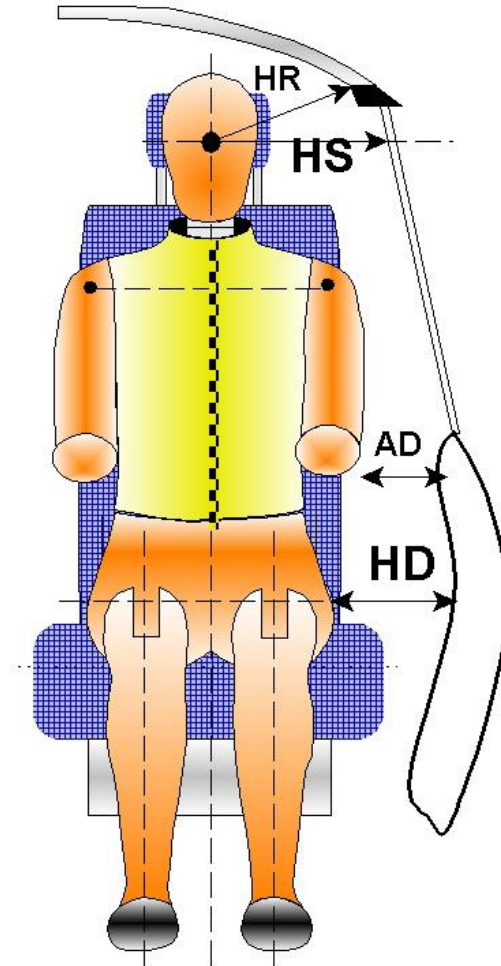


| Code      | Measurement Description       | Driver      |           |
|-----------|-------------------------------|-------------|-----------|
|           |                               | Length (mm) | Angle (°) |
| HH        | Head to Header                | 375         |           |
| HW        | Head to Windshield            | 724         |           |
| HZ        | Head to Visor                 | 252         |           |
| NR        | Nose to Rim                   | 251         |           |
| CD        | Chest to Dashboard            | 486         |           |
| CS        | Chest to Steering Wheel       | 200         |           |
| KDL/KDLA° | Left Knee to Dash             | 124         | 0.0       |
| KDR/KDRA° | Right Knee to Dash            | 105         | 0.0       |
| PAX°      | Pelvic Tilt Angle (X-axis)    |             | 19.8      |
| PAY°      | Pelvic Tilt Angle (Y-axis)    |             | 2.0       |
| PHX       | Hip Point to Striker (X-Axis) | 350         |           |
| PHZ       | Hip Point to Striker (Z-Axis) | 112         |           |

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

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025

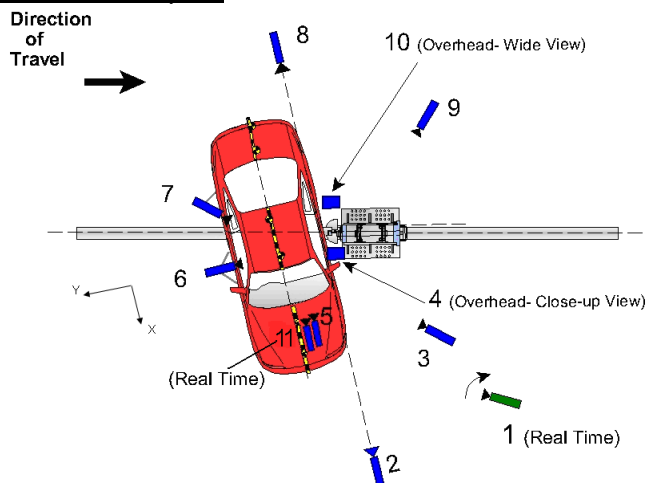


| Code | Measurement Description | Length (mm) |
|------|-------------------------|-------------|
| HR   | Head to Side Header     | 298         |
| HS   | Head to Side Window     | 375         |
| AD   | Arm to Door             | 150         |
| HD   | Hip Point to Door       | 180         |

## DATA SHEET NO. 5 CAMERA AND INSTRUMENTATION DATA

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025



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 (mm) |       |       | Lens Length (mm) | Operating Frame Rate (fps) |
|------------|------------------------------------------|------------------|-------|-------|------------------|----------------------------|
|            |                                          | X                | Y     | Z     |                  |                            |
| 1          | Real time (24-30 fps) pan view of impact |                  |       |       | Zoom             | 30                         |
| 2          | Front ground level – impact view         | 1364             | -5967 | -1653 | 20               | 1000                       |
| 3          | Impact side 45° – forward pole view      | 2112             | -2709 | -1670 | 8.5              | 1000                       |
| 4          | Overhead Close-up view of impact         | 0                | 0     | -4881 | 50               | 1000                       |
| 5          | Onboard – dummy front view               |                  |       |       | 25               | 1000                       |
| 6          | Onboard – dummy side view                |                  |       |       | 8.5              | 1000                       |
| 7          | Onboard – dummy rear oblique view        |                  |       |       | 8.5              | 1000                       |
| 8          | Rear ground level – impact view          | -2154            | -6432 | -1691 | 20               | 1000                       |
| 9          | Impact side 45° – rearward pole view     | -1645            | -3992 | -1635 | 8.5              | 1000                       |
| 10         | Overhead wide view of impact             | -352             | 0     | -4881 | 12.5             | 1000                       |
| 11         | Real time dummy front view               |                  |       |       | Zoom             | 60                         |

All measurements accurate to +/- 6 mm.

**NOTE:** Vehicle was at a 75° angle to the rigid pole.  
If applicable, explain why camera(s) did not run: N/A

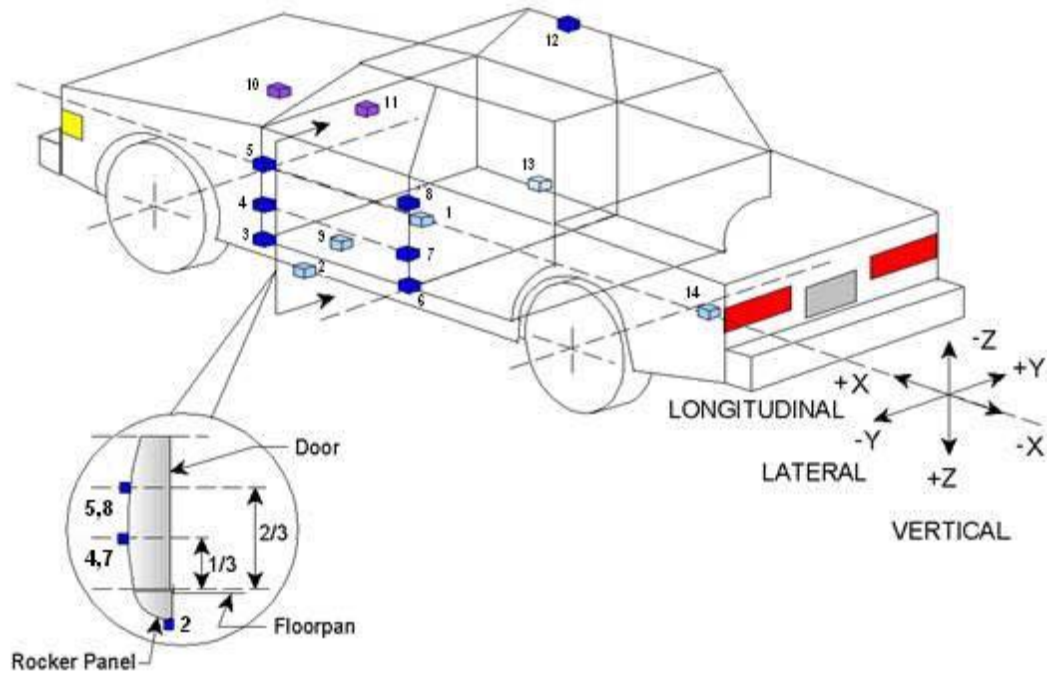
### INSTRUMENTATION

|                   | Number of Channels |
|-------------------|--------------------|
| Driver Dummy      | 16                 |
| Vehicle Structure | 16                 |
| Pole Load Cells   | 8                  |
| <b>TOTAL</b>      | <b>40</b>          |

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

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025



| Accelerometer/Sensor Location |                   |                  |      |       |
|-------------------------------|-------------------|------------------|------|-------|
|                               | ID                | Coordinates (mm) |      |       |
|                               |                   | X                | Y    | Z     |
| 1                             | Vehicle CG        | 3901             | 185  | -605  |
| 2                             | Left Floor Sill   | 4193             | -806 | -595  |
| 3                             | A-Pillar Sill     | 4352             | -775 | -748  |
| 4                             | A-Pillar Low      | 4378             | -915 | -778  |
| 5                             | A-Pillar Mid      | 4404             | -890 | -1215 |
| 6                             | B-Pillar Sill     | 2890             | -726 | -608  |
| 7                             | B-Pillar Low      | 2341             | -921 | -795  |
| 8                             | B-Pillar Mid      | 3224             | -908 | -1131 |
| 9                             | Driver Seat Track | 3545             | -638 | -685  |
| 10                            | Engine Top        | N/a              | n/a  | n/a   |
| 11                            | Firewall          | 4904             | -28  | -1284 |
| 12                            | Right Roof        | 3321             | 657  | -1807 |
| 13                            | Right Floor Sill  | 3930             | 713  | -600  |
| 14                            | Rear Floorpan     | 1065             | 59   | -890  |

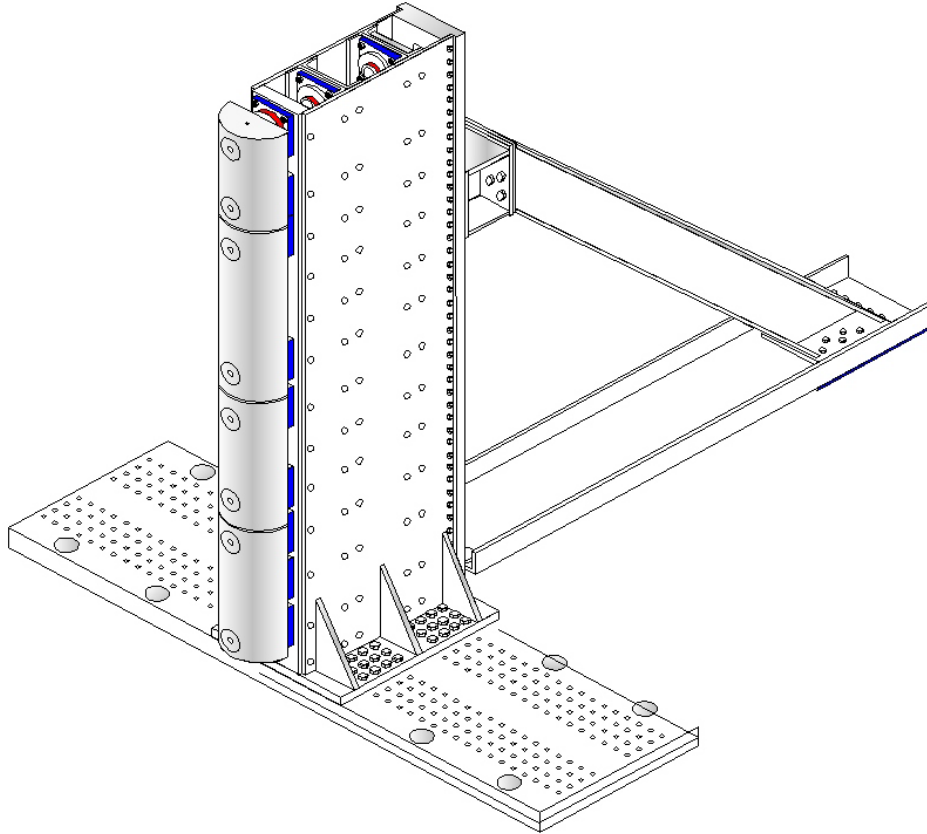
*Reference:* X - Test Vehicle Rear Bumper (+ forward)  
Y - Test Vehicle Centerline (+ to right)  
Z - Ground Plane (+ down)

**DATA SHEET NO. 7**  
**RIGID POLE LOAD CELL DATA**

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025

**FOIL 300K RIGID POLE**



| Load Cell Locations |                                    |
|---------------------|------------------------------------|
| ID                  | Height From Top of Carrier<br>(mm) |
| 1                   | 75                                 |
| 2                   | 555                                |
| 3                   | 635                                |
| 4                   | 970                                |
| 5                   | 1160                               |
| 6                   | 1645                               |
| 7                   | 1810                               |
| 8                   | 2020                               |

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

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025

**TEST DUMMY INFORMATION AND CONTACT POINTS**

| Dummy Body Part   | Driver SID-IIs Dummy |
|-------------------|----------------------|
| Face              | SCAB                 |
| Top of Head       | SCAB                 |
| Left Side of Head | SCAB                 |
| Back of Head      | Head Rest, SCAB      |
| Left Shoulder     | SAB, Seatback        |
| Upper Torso       | SAB, Seatback        |
| Lower Torso       | SAB, Seatback        |
| Left Hip          | Seat, Door Panel     |
| Left Knee         | Door Panel           |

**POST-TEST DOOR PERFORMANCE**

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

**POST-TEST SEAT PERFORMANCE**

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

**POST-TEST STRUCTURAL OBSERVATIONS**

| Critical Areas of Performance | Observations and Conclusions |
|-------------------------------|------------------------------|
| Pillar Performance            | None                         |
| Sill Separation               | None                         |
| Windshield Damage             | Cracked                      |
| Side Window Damage            | Broken                       |
| Other Notable Effects         | None                         |

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025

**SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION**

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

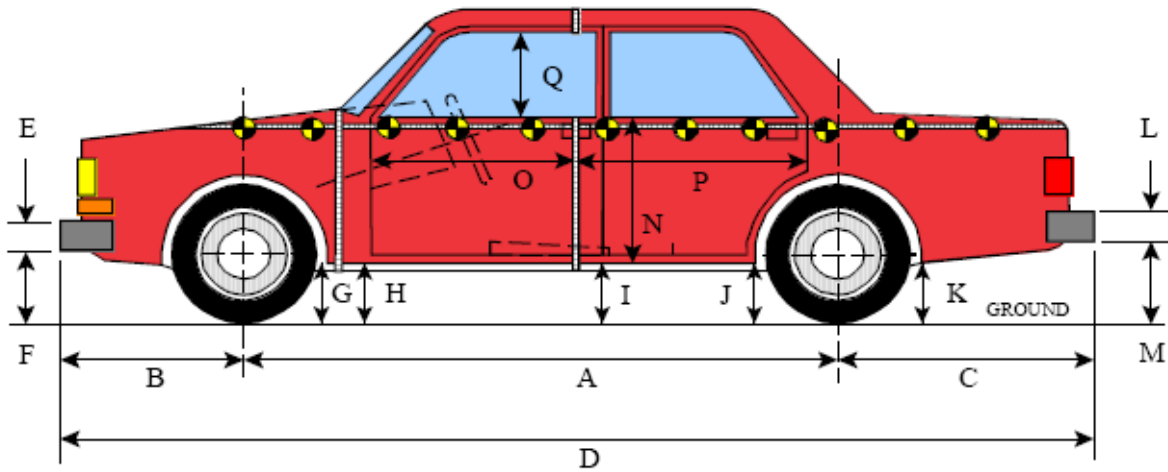
**VEHICLE SPEED, VEHICLE ANGLE AT IMPACT AND IMPACT POINT LOCATION DATA**

| Measured Parameter                                                         | Units   | Tolerance                       | Value |
|----------------------------------------------------------------------------|---------|---------------------------------|-------|
| Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point) | mm      |                                 | 1265  |
| Actual Impact Point (Aft of Front Axle)                                    | mm      |                                 | 1272  |
| Horizontal Offset (+ forward / - rearward)                                 | mm      | +/- 38 of Intended Impact point | -7    |
| Angle Between Vehicle's Longitudinal Centerline and Line of Motion         | degrees | 75 +/- 3                        | 75    |
| Trap No. 1 Velocity (Primary)                                              | km/h    | 31.4 to 33.0                    | 31.38 |
| Trap No. 2 Velocity (Redundant)                                            | km/h    | 31.4 to 33.0                    | 31.56 |

**DATA SHEET NO. 9  
VEHICLE PROFILE MEASUREMENTS**

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025



**LEFT SIDE VIEW**

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

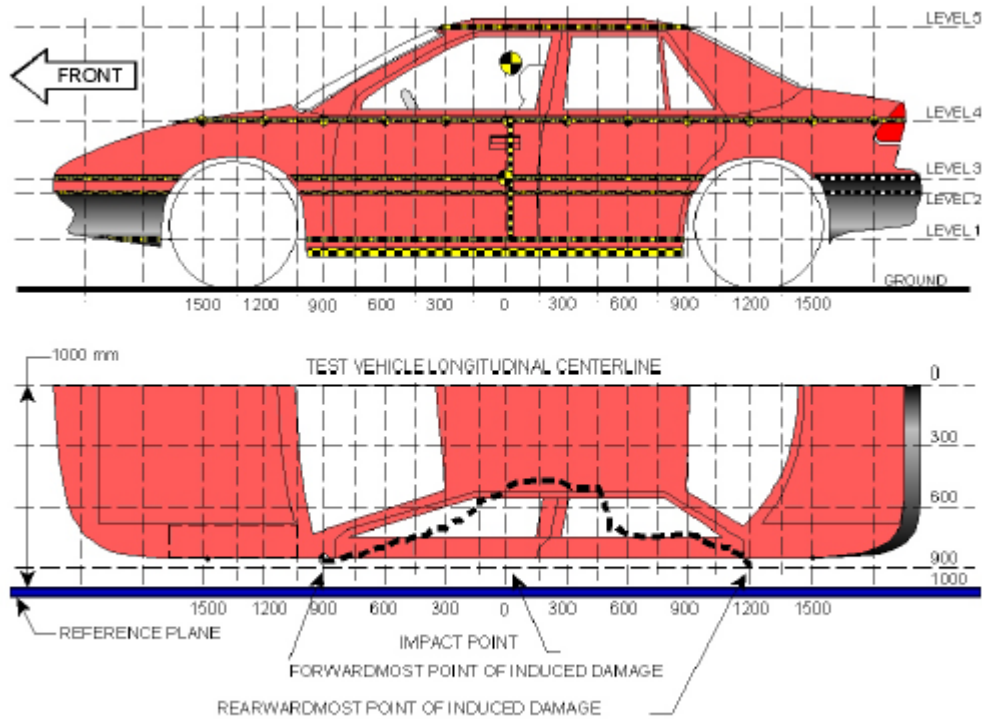
**VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION**

| Code | Measurement Description                    | Pre-Test | Post-Test | Change |
|------|--------------------------------------------|----------|-----------|--------|
| A    | Wheelbase                                  | 3702     | 3675      | -27    |
| B    | Front Axle to Front Surface of Vehicle     | 903      | 929       | 26     |
| C    | Rear Axle to Rear Surface of Vehicle       | 1313     | 1317      | 4      |
| D    | Total Length at Centerline                 | 5918     | 5921      | 3      |
| E    | Front Bumper Thickness                     | 143      | 143       | 0      |
| F    | Front Bumper Bottom to Ground              | 482      | 478       | -4     |
| G    | Sill Height at Front Wheel Well            | 484      | 480       | -4     |
| H    | Sill Height at Front Door Leading Edge     | 490      | 510       | 20     |
| I    | Sill Height at B-Pillar                    | 504      | 505       | 1      |
| J1   | Sill Height at Rear Wheel Well             | 553      | 557       | 4      |
| J2   | Pinch Weld Height at Rear Wheel Well       | 252      | 260       | 8      |
| K    | Sill Height Aft of Rear Wheel Well         | 630      | 624       | -6     |
| L    | Rear Bumper Thickness                      | 125      | 125       | 0      |
| M    | Rear Bumper Bottom to Ground               | 489      | 474       | -15    |
| N    | Sill Height to Bottom of Front Window Sill | 884      | 889       | 5      |
| O    | Front Door Leading Edge to Impact CL       | 708      | 670       | -38    |
| P    | Rear Door Trailing Edge to Impact CL       | 1630     | 1610      | -20    |
| Q    | Front Window Opening                       | 482      | 440       | -42    |
| R    | Right Side Length                          | 5707     | 5709      | 2      |
| S    | Left Side Length                           | 5708     | 5711      | 3      |
| T    | Vehicle Width at B-Pillars                 | 1752     | 2070      | 318    |
| U    | Front Wheel Track Width                    | 1751     | 1752      | 1      |
| V    | Rear Wheel Track Width                     | 1751     | 1751      | 0      |

**DATA SHEET NO. 10**  
**VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025



**NOTE:** All measurements are in millimeters (mm)

**MAXIMUM EXTERIOR CRUSH MEASUREMENTS**

| Level | Measurement Description | Height Above Ground | Maximum Exterior Static Crush | Distance from Impact |
|-------|-------------------------|---------------------|-------------------------------|----------------------|
| 1     | Sill Top                | 584                 | 156                           | -150                 |
| 2     | Occupant H-Point        | 957                 | 201                           | 0                    |
| 3     | Mid-Door                | 903                 | 192                           | -150                 |
|       |                         |                     |                               | 0                    |
| 4     | Window Sill             | 1299                | 153                           | 0                    |
| 5     | Window Top              | 1857                | 4                             | 1500                 |

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

**DATA SHEET NO. 10 (CONTINUED)**  
**VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025

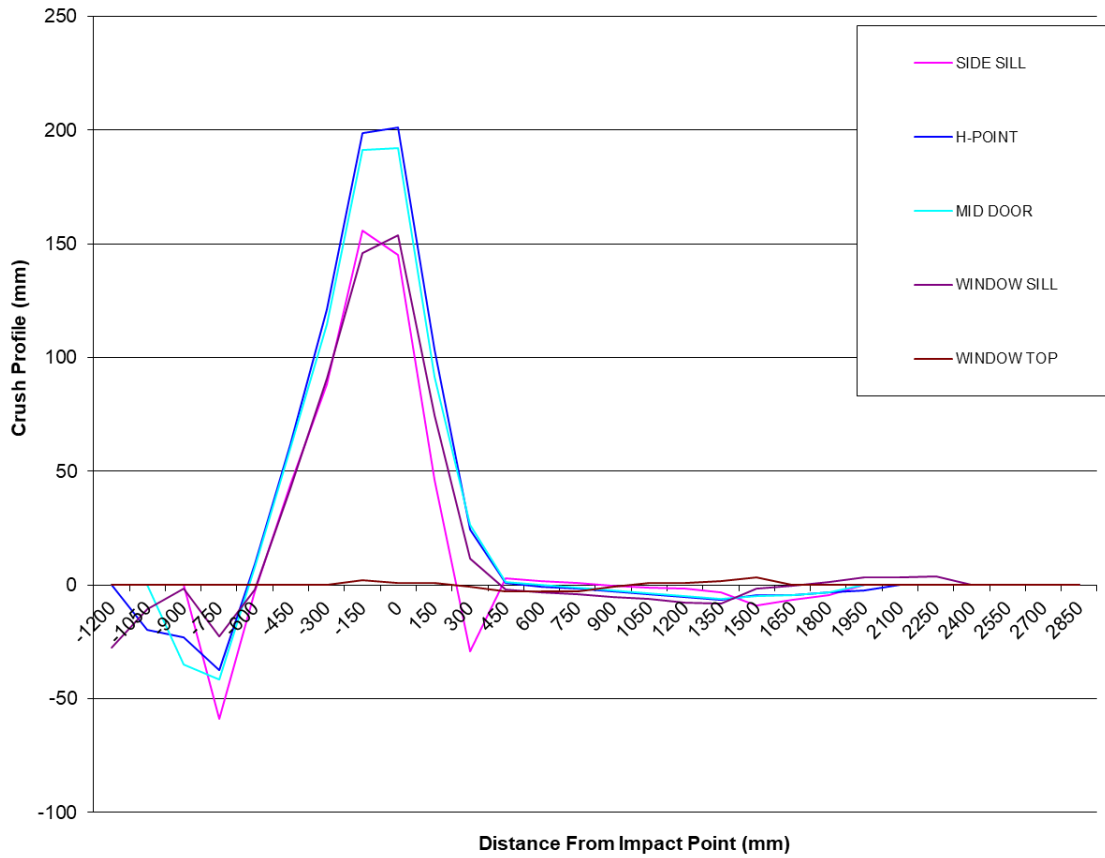
|       | Pre-Test |      |      |     |     | Post-Test |      |      |     |     | Crush |     |     |     |    |
|-------|----------|------|------|-----|-----|-----------|------|------|-----|-----|-------|-----|-----|-----|----|
|       | 1        | 2    | 3    | 4   | 5   | 1         | 2    | 3    | 4   | 5   | 1     | 2   | 3   | 4   | 5  |
| -1350 | 0        | 0    | 0    | 891 | 0   | 0         | 0    | 0    | 948 | 0   | 0     | 0   | 0   | -57 | 0  |
| -1200 | 0        | 0    | 0    | 899 | 0   | 0         | 0    | 0    | 926 | 0   | 0     | 0   | 0   | -27 | 0  |
| -1050 | 0        | 1028 | 0    | 905 | 0   | 0         | 1048 | 0    | 915 | 0   | 0     | -20 | 0   | -10 | 0  |
| -900  | 981      | 1013 | 1009 | 909 | 0   | 1083      | 1036 | 1044 | 911 | 0   | -102  | -23 | -35 | -2  | 0  |
| -750  | 967      | 1008 | 1007 | 913 | 0   | 1025      | 1045 | 1048 | 936 | 0   | -58   | -37 | -41 | -23 | 0  |
| -600  | 966      | 1001 | 1000 | 914 | 0   | 968       | 992  | 992  | 915 | 0   | -2    | 9   | 8   | -1  | 0  |
| -450  | 972      | 997  | 994  | 916 | 0   | 928       | 935  | 934  | 873 | 0   | 44    | 62  | 60  | 43  | 0  |
| -300  | 976      | 996  | 992  | 920 | 0   | 887       | 875  | 878  | 829 | 0   | 89    | 121 | 114 | 91  | 0  |
| -150  | 979      | 998  | 994  | 924 | 653 | 823       | 799  | 802  | 778 | 651 | 156   | 199 | 192 | 146 | 2  |
| 0     | 980      | 999  | 995  | 927 | 678 | 835       | 798  | 803  | 774 | 677 | 145   | 201 | 192 | 153 | 1  |
| 150   | 980      | 1000 | 996  | 930 | 689 | 933       | 896  | 904  | 856 | 688 | 47    | 104 | 92  | 74  | 1  |
| 300   | 980      | 1001 | 997  | 933 | 693 | 1009      | 977  | 971  | 921 | 693 | -29   | 24  | 26  | 12  | 0  |
| 450   | 980      | 1001 | 998  | 935 | 693 | 977       | 1000 | 996  | 936 | 696 | 3     | 1   | 2   | -1  | -3 |
| 600   | 978      | 1001 | 998  | 936 | 692 | 976       | 1001 | 997  | 939 | 695 | 2     | 0   | 1   | -3  | -3 |
| 750   | 977      | 1000 | 997  | 937 | 693 | 976       | 1002 | 999  | 941 | 696 | 1     | -2  | -2  | -4  | -3 |
| 900   | 975      | 1000 | 997  | 938 | 694 | 975       | 1003 | 999  | 943 | 694 | 0     | -3  | -2  | -5  | 0  |
| 1050  | 972      | 999  | 996  | 939 | 693 | 973       | 1003 | 1000 | 945 | 692 | -1    | -4  | -4  | -6  | 1  |
| 1200  | 967      | 998  | 996  | 942 | 691 | 969       | 1004 | 1000 | 950 | 690 | -2    | -6  | -4  | -8  | 1  |
| 1350  | 961      | 1000 | 998  | 946 | 688 | 965       | 1007 | 1004 | 954 | 686 | -4    | -7  | -6  | -8  | 2  |
| 1500  | 954      | 1007 | 1005 | 948 | 672 | 963       | 1011 | 1010 | 950 | 668 | -9    | -4  | -5  | -2  | 4  |
| 1650  | 952      | 1012 | 1010 | 950 | 0   | 958       | 1016 | 1015 | 950 | 0   | -6    | -4  | -5  | 0   | 0  |
| 1800  | 974      | 1016 | 1013 | 952 | 0   | 979       | 1019 | 1016 | 951 | 0   | -5    | -3  | -3  | 1   | 0  |
| 1950  | 0        | 1035 | 0    | 954 | 0   | 0         | 1037 | 0    | 950 | 0   | 0     | -2  | 0   | 4   | 0  |
| 2100  | 0        | 0    | 0    | 955 | 0   | 0         | 0    | 0    | 951 | 0   | 0     | 0   | 0   | 4   | 0  |
| 2250  | 0        | 0    | 0    | 955 | 0   | 0         | 0    | 0    | 951 | 0   | 0     | 0   | 0   | 4   | 0  |

**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. The final distance from impact is determined after the final dummy positioning and the pole is aligned with the center of gravity of the dummy's head.

**DATA SHEET NO. 10 (CONTINUED)**  
**VEHICLE EXTERIOR CRUSH MEASUREMENTS**

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

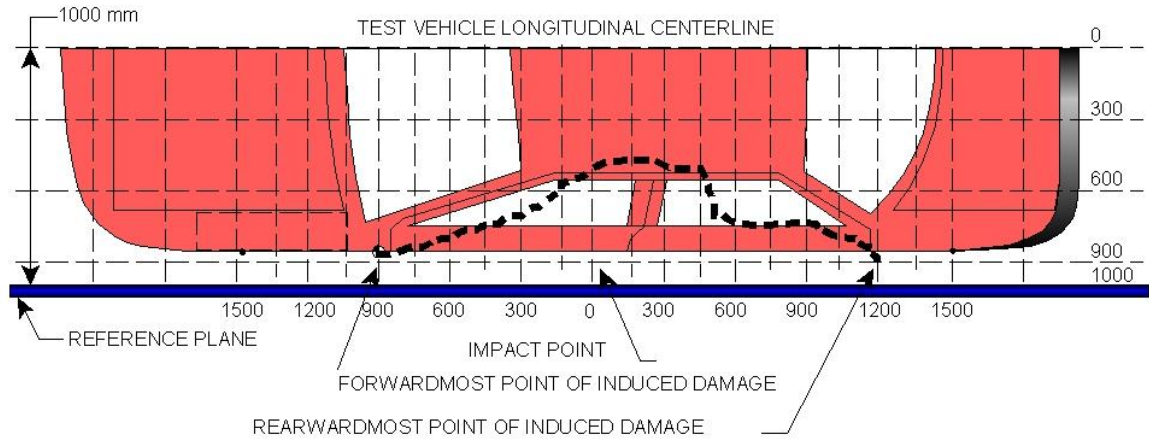
NHTSA No.: M20250111  
Test Date: 12/17/2025



**DATA SHEET NO. 11**  
**VEHICLE DAMAGE PROFILE DISTANCES**

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025



**VEHICLE DAMAGE PROFILE DISTANCES**

| DPD            | Distance From Impact Point (mm) | Level | Post-Test (mm) | Pre-Test (mm) | Crush (mm) |
|----------------|---------------------------------|-------|----------------|---------------|------------|
| 1              | 2250                            | 4     | 951            | 955           | 4          |
| 2              | 1650                            | 4     | 950            | 950           | 0          |
| 3              | 1050                            | 5     | 692            | 693           | 1          |
| 4              | 600                             | 1     | 976            | 978           | 2          |
| 5              | 0                               | 2     | 798            | 999           | 201        |
| 6 <sup>1</sup> | -600                            | 2     | 992            | 1001          | 0          |

<sup>1</sup> DPD 6 is defined as zero crush since the crush does not extend to the end of the vehicle.

## DATA SHEET NO. 12

### FMVSS NO. 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

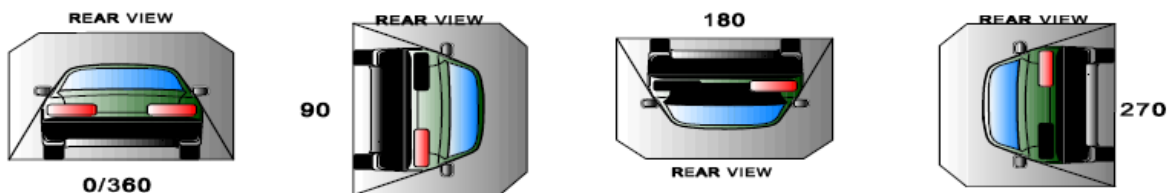
Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025

Test Time: 15:58    Temperature: 22.1°C

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

### FMVSS 301 STATIC ROLLOVER DATA



### ROLLOVER SOLVENT COLLECTION TIME TABLE IN SECONDS

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

### FMVSS NO. 301 ROLLOVER SPILLAGE TABLE

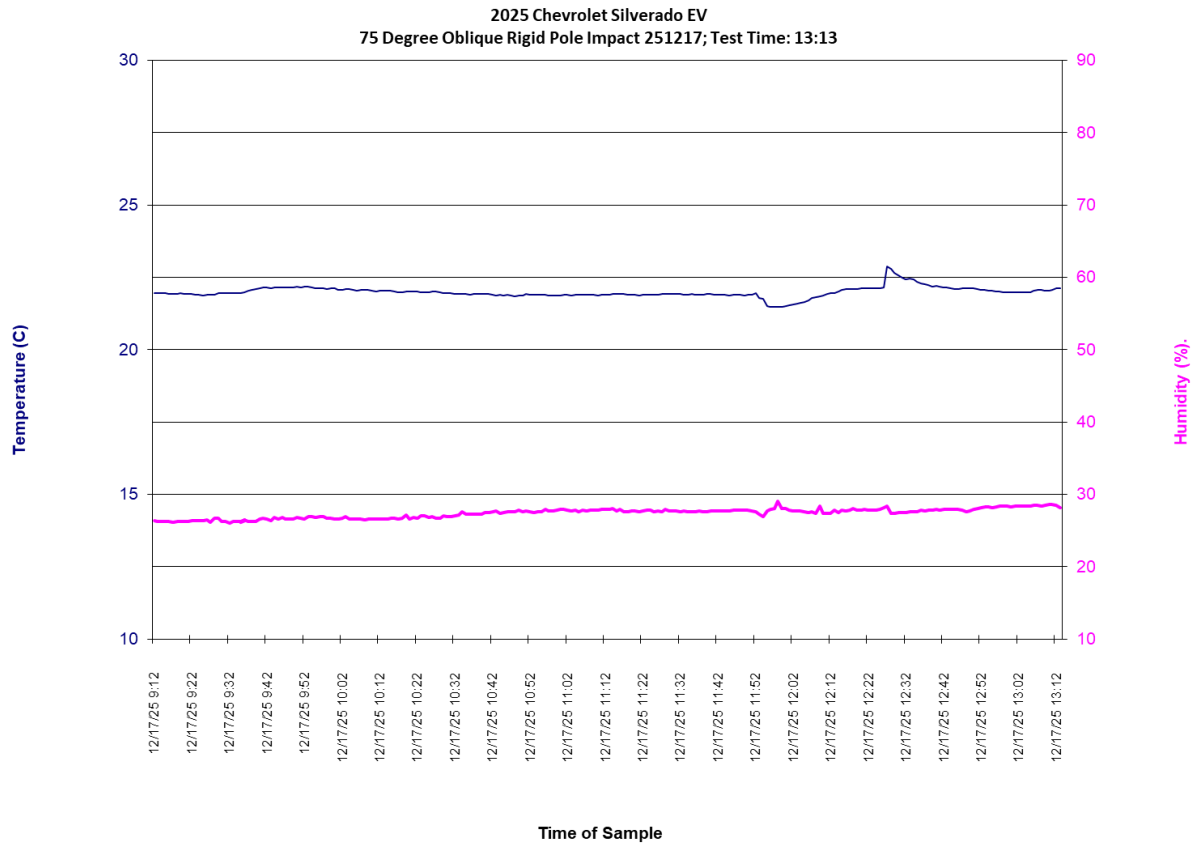
| Test Phase | First 5 Minutes | Sixth Minute | Seventh Minute | Eighth Minute |
|------------|-----------------|--------------|----------------|---------------|
| 0 to 90    | 0               | 0            | 0              | 0             |
| 90 to 180  | 0               | 0            | 0        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

### ROLLOVER SOLVENT SPILLAGE LOCATION TABLE

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

**DATA SHEET NO. 13**  
**DUMMY/VEHICLE TEMPERATURE AND HUMIDITY STABILIZATION DATA**

Test Vehicle: 2025 Chevrolet Silverado EV                      NHTSA No.: M20250111  
Test Program: SPNCAP Side Impact                                  Test Date: 12/17/2025



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

Test Vehicle: 2025 Chevrolet Silverado EV NHTSA No.: M20250111  
Test Program: SPNCAP Side Impact Test Date: 12/17/2025

**ELECTRIC VEHICLE PROPULSION SYSTEM**

Type of Electric Vehicle (Electric/Hybrid): Electric  
Propulsion Battery Type: Lithium-ion battery  
Nominal Voltage: 350 V  
Physical Location of Automatic Propulsion Battery Disconnect: Internal to the battery pack  
Auxiliary Battery Type: 12V AGM

**PROPULSION BATTERY SYSTEM DATA (COTR-supplied):**

Electrolyte Fluid Type: Newtonian Fluid  
Electrolyte Fluid Specific Gravity: 1.203 g/cm<sup>3</sup>  
Electrolyte Fluid Kinematic Viscosity: 3.9235x10E-6 m<sup>2</sup>/s centistokes  
Electrolyte Fluid Color: Transparent pale yellow  
Propulsion Battery Coolant Type, Color, Specific Gravity (if applicable): 50/50  
Deionized Water / Ethylene Glycol (DEX-COOL) Mix, Pink/Pale Orange

**Location of Battery Modules**

- ☐ Inside Passenger Compartment  
☒ Outside Passenger Compartment

**Propulsion Battery State of Charge:<sup>1</sup>**

- ☐ Maximum state of charge

Test Voltage (No less than 95% of Maximum State of Charge): \_\_\_\_\_

OR

- ☒ Range of Normal Operating Voltage

Test Voltage (Within Normal Operative Voltage Range): 326 v

<sup>1</sup> Test ran with 88% SOC

RECORDED BY: Jordan Fultz DATE: 12/17/2025  
APPROVED BY: John Shultz DATE: 12/22/2025

|               |                                    |            |                   |
|---------------|------------------------------------|------------|-------------------|
| Test Vehicle: | <u>2025 Chevrolet Silverado EV</u> | NHTSA No.: | <u>M20250111</u>  |
| Test Program: | <u>SPNCAP Side Impact</u>          | Test Date: | <u>12/17/2025</u> |

Battery pack ground strap attachment on the underside of the vehicle

The high voltage battery pack is integrated into the floor of the vehicle beneath the Occupant compartment.

[illegible]

DATE: 12/17/2025  
DATE: 12/22/2025

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

Test Vehicle: 2025 Chevrolet Silverado EV NHTSA No.: M20250111  
Test Program: SPNCAP Side Impact Test Date: 12/17/2025

**VOLTMETER INFORMATION**

The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10MΩ.

**NOTE:** An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.

Make: Fluke ; Model: 87V ; S/N: 191000211  
Internal Impedance Value: 10 MΩ  
Resolution: 0.1 V  
Last Calibration Date: 10/5/2024

**PROPULSION BATTERY VOLTAGE**

The measurement shall be made with the propulsion battery connected to the vehicle propulsion system, and the vehicle in the “ready-to-drive” (propulsion motor(s) activated) position.

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

Vb = 326.900 V

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

Vehicle chassis point(s) will be determined and supplied to the Contractor by the COTR.

V1 = 160.000 V  
V2 = 164.000 V

**PROPULSION BATTERY TO VEHICLE CHASSIS ACROSS RESISTOR**

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

Ro = 220,000.00 Ω  
V1' = 42.000 V Pre-Impact  
V2' = 64.000 V Pre-Impact

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

Test Vehicle: 2025 Chevrolet Silverado EV  
Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
Test Date: 12/17/2025

**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.**

$$R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$$
$$R_{i1} = \underline{1251642.857} \quad \Omega \text{ Pre-Impact}$$

$$R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$$
$$R_{i2} = \underline{679115.854} \quad \Omega \text{ Pre-Impact}$$

$$R_i = \text{The lesser of } R_{i1} \text{ and } R_{i2}$$
$$R_i = \underline{679115.854} \quad \Omega \text{ Pre-Impact}$$

$$R_i/V_b = \text{Electrical Isolation Value/ Nominal Battery Voltage}$$
$$R_i/V_b = \underline{2077.442} \quad \Omega \text{ V Pre-Impact}$$

**NOTE: The minimum Electrical Isolation Value is 500  $\Omega$ / V.**

Is the measured Electrical Isolation Value  $\geq 500 \Omega$ / V?

☒ Yes ☐ No

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECORDED BY: Jordan Fultz  
APPROVED BY: John Shultz

DATE: 12/17/2025  
DATE: 12/22/2025

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

Test Vehicle: 2025 Chevrolet Silverado EV NHTSA No.: M20250111  
Test Program: SPNCAP Side Impact Test Date: 12/17/2025

**VOLTMETER INFORMATION**

The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10MΩ.

**NOTE: An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.**

Make: Fluke; Model: 87V; S/N: 191000211  
Internal Impedance Value: 10 MΩ  
Nominal Propulsion Battery Voltage (Vb): 1.834 V

**ELECTRICAL ISOLATION MEASUREMENTS**

Record V1, V2, V1', V2' voltage measurements immediately after the impacted vehicle comes to rest.

|       |              |   |             |       |           |         |           |   |
|-------|--------------|---|-------------|-------|-----------|---------|-----------|---|
| V1 =  | <u>1.502</u> | V | Post-Impact | Time: | <u>13</u> | minutes | <u>15</u> | s |
| V2 =  | <u>3.152</u> | V | Post-Impact | Time: | <u>13</u> | minutes | <u>15</u> | s |
| V1' = | <u>0.302</u> | V | Post-Impact | Time: | <u>13</u> | minutes | <u>16</u> | s |
| V2' = | <u>0.237</u> | V | Post-Impact | Time: | <u>13</u> | minutes | <u>16</u> | s |

**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.**

$$R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$$

R<sub>i1</sub> = 2,708,653 Ω Post-Impact Time: 13 minutes 15 s

$$R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$$

R<sub>i2</sub> = 3,995,334 Ω Post-Impact Time: 13 minutes 15 s

R<sub>i</sub> = The lesser of R<sub>i1</sub> and R<sub>i2</sub>

R<sub>i</sub> = 2,708,653 Ω Post-Impact Time: 13 minutes 15 s

R<sub>i</sub>/V<sub>b</sub> = Electrical Isolation Value/ Nominal Battery Voltage

R<sub>i</sub>/V<sub>b</sub> = 1,476,910 Ω/V Post-Impact Time: 13 minutes 15 s

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

Is the measured Electrical Isolation Value ≥ 500 Ω/ V?

☒ Yes

☐ No (Fail)

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

**PROPULSION BATTERY SYSTEM COMPONENTS**

Describe any Propulsion Battery Module movement within the passenger compartment. [Supply photographs as appropriate]:

None

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Has the Propulsion Battery Module moved within the passenger compartment?

☐ Yes (Fail)

☒ No

Describe any intrusion of an outside Propulsion Battery Component into the passenger compartment. [Supply photographs as appropriate]:

None

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Has an outside Propulsion Battery Component intruded into the passenger compartment?

☐ Yes (Fail)

☒ No

Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?

☐ Yes (Fail)

☒ No

RECORDED BY: Jordan Fultz  
APPROVED BY: John Shultz

DATE: 12/17/2025  
DATE: 12/22/2025

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

Test Vehicle: 2025 Chevrolet Silverado EV  
 Test Program: SPNCAP Side Impact

NHTSA No.: M20250111  
 Test Date: 12/17/2025



**PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD**

| Test Phase       | Rotation Time<br>(spec. 1-3 min) |      |    |      | FMVSS No.<br>301 Hold<br>Time |      | Total Time |      |    |      | Next Whole<br>Minute Interval |      |
|------------------|----------------------------------|------|----|------|-------------------------------|------|------------|------|----|------|-------------------------------|------|
| <b>0°-90°</b>    | 1                                | min. | 31 | sec. | 8                             | min. | 10         | min. | 1  | sec. | 11                            | min. |
| <b>90°-180°</b>  | 1                                | min. | 29 | sec. | 8                             | min. | 20         | min. | 1  | sec. | 21                            | min. |
| <b>180°-270°</b> | 1                                | min. | 29 | sec. | 8                             | min. | 30         | min. | 56 | sec. | 31                            | min. |
| <b>270°-360°</b> | 1                                | min. | 29 | sec. | 8                             | min. | 41         | min. | 2  | sec. | 42                            | 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 |
|------------------|---------------------------------------------|-------------------|
| <b>0°-90°</b>    | 0                                           | N/A               |
| <b>90°-180°</b>  | 0                                           | N/A               |
| <b>180°-270°</b> | 0                                           | N/A               |
| <b>270°-360°</b> | 0                                           | N/A               |

**Total Spillage:** 0 L

Is the total Propulsion Battery Electrolyte Spillage greater than 5.0 Liters?

☐ Yes (Fail)      ☒ No

Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?

☐ Yes (Fail)      ☒ No

**DATA SHEET NO. 305-5**  
**STATIC ROLLOVER TEST DATA FOR INDICANT FMVSS NO. 305 TESTING**  
**(CONT'D)**

**VOLTMETER INFORMATION**

The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10MΩ.

**NOTE: An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.**

Make: Fluke ; Model: 87V ; S/N: 191000211  
 Internal Impedance Value: 10 MΩ  
 Nominal Propulsion Battery Voltage (Vb): 1.834 V

**ELECTRICAL ISOLATION MEASUREMENTS**

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.

|       |              |          |       |           |         |           |   |
|-------|--------------|----------|-------|-----------|---------|-----------|---|
| V1 =  | <u>1.600</u> | V @ 90°  | Time: | <u>11</u> | minutes | <u>5</u>  | s |
| V1 =  | <u>1.599</u> | V @ 180° | Time: | <u>21</u> | minutes | <u>40</u> | s |
| V1 =  | <u>1.610</u> | V @ 270° | Time: | <u>31</u> | minutes | <u>7</u>  | s |
| V1 =  | <u>1.560</u> | V @ 360° | Time: | <u>42</u> | minutes | <u>2</u>  | s |
|       |              |          |       |           |         |           |   |
| V2 =  | <u>3.300</u> | V @ 90°  | Time: | <u>11</u> | minutes | <u>13</u> | s |
| V2 =  | <u>3.3</u>   | V @ 180° | Time: | <u>21</u> | minutes | <u>47</u> | s |
| V2 =  | <u>3.194</u> | V @ 270° | Time: | <u>31</u> | minutes | <u>14</u> | s |
| V2 =  | <u>3.288</u> | V @ 360° | Time: | <u>42</u> | minutes | <u>9</u>  | s |
|       |              |          |       |           |         |           |   |
| V1' = | <u>0.312</u> | V @ 90°  | Time: | <u>11</u> | minutes | <u>33</u> | s |
| V1' = | <u>0.311</u> | V @ 180° | Time: | <u>21</u> | minutes | <u>57</u> | s |
| V1' = | <u>0.296</u> | V @ 270° | Time: | <u>31</u> | minutes | <u>33</u> | s |
| V1' = | <u>0.512</u> | V @ 360° | Time: | <u>42</u> | minutes | <u>15</u> | s |
|       |              |          |       |           |         |           |   |
| V2' = | <u>1.500</u> | V @ 90°  | Time: | <u>11</u> | minutes | <u>39</u> | s |
| V2' = | <u>0.213</u> | V @ 180° | Time: | <u>21</u> | minutes | <u>59</u> | s |
| V2' = | <u>1.830</u> | V @ 270° | Time: | <u>31</u> | minutes | <u>38</u> | s |
| V2' = | <u>2.456</u> | V @ 360° | Time: | <u>42</u> | minutes | <u>21</u> | s |

**DATA SHEET NO. 305-5**  
**STATIC ROLLOVER TEST DATA FOR INDICANT FMVSS NO. 305 TESTING**  
**(CONT'D)**

**ELECTRICAL ISOLATION CALCULATIONS**

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

$$Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']$$

$$Ri1 = \frac{2,713,444}{\Omega} @ 90^\circ \quad \text{Time: } \frac{11}{\text{minutes}} \frac{39}{\text{s}}$$

$$Ri1 = \frac{2,731,097}{\Omega} @ 180^\circ \quad \text{Time: } \frac{21}{\text{minutes}} \frac{59}{\text{s}}$$

$$Ri1 = \frac{2,971,113}{\Omega} @ 270^\circ \quad \text{Time: } \frac{31}{\text{minutes}} \frac{38}{\text{s}}$$

$$Ri1 = \frac{1,374,030}{\Omega} @ 360^\circ \quad \text{Time: } \frac{42}{\text{minutes}} \frac{21}{\text{s}}$$

$$Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']$$

$$Ri2 = \frac{386,400}{\Omega} @ 90^\circ \quad \text{Time: } \frac{11}{\text{minutes}} \frac{39}{\text{s}}$$

$$Ri2 = \frac{4,620,379}{\Omega} @ 180^\circ \quad \text{Time: } \frac{21}{\text{minutes}} \frac{59}{\text{s}}$$

$$Ri2 = \frac{261,106}{\Omega} @ 270^\circ \quad \text{Time: } \frac{31}{\text{minutes}} \frac{38}{\text{s}}$$

$$Ri2 = \frac{99,134}{\Omega} @ 360^\circ \quad \text{Time: } \frac{42}{\text{minutes}} \frac{21}{\text{s}}$$

**Ri = The lesser of Ri1 and Ri2**

$$Ri = \frac{386,400}{\Omega} @ 90^\circ \quad \text{Time: } \frac{11}{\text{minutes}} \frac{39}{\text{s}}$$

$$Ri = \frac{2,731,097}{\Omega} @ 180^\circ \quad \text{Time: } \frac{21}{\text{minutes}} \frac{59}{\text{s}}$$

$$Ri = \frac{261,106}{\Omega} @ 270^\circ \quad \text{Time: } \frac{31}{\text{minutes}} \frac{38}{\text{s}}$$

$$Ri = \frac{99,134}{\Omega} @ 360^\circ \quad \text{Time: } \frac{42}{\text{minutes}} \frac{21}{\text{s}}$$

**Ri/Vb = Electrical Isolation Value/ Nominal Battery Voltage**

$$RiVb = \frac{210,687}{\Omega} @ 90^\circ \quad \text{Time: } \frac{11}{\text{minutes}} \frac{39}{\text{s}}$$

$$RiVb = \frac{1,489,148}{\Omega} @ 180^\circ \quad \text{Time: } \frac{21}{\text{minutes}} \frac{59}{\text{s}}$$

$$RiVb = \frac{142,369}{\Omega} @ 270^\circ \quad \text{Time: } \frac{31}{\text{minutes}} \frac{38}{\text{s}}$$

$$RiVb = \frac{54,054}{\Omega} @ 360^\circ \quad \text{Time: } \frac{42}{\text{minutes}} \frac{21}{\text{s}}$$

**NOTE: The minimum Electrical Isolation Value is 500  $\Omega$ / V.**

Is the measured Electrical Isolation Value  $\geq 500 \Omega$ / V?

☐ Yes

☐ No (Fail)

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

RECORDED BY: Jordan Fultz  
 APPROVED BY: John Shultz

DATE: 12/17/2025  
 DATE: 12/22/2025

**APPENDIX A**  
**PHOTOGRAPHS**

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**No. 001 As Delivered Right Front  $\frac{3}{4}$  View of Test Vehicle**



**No. 002 As Delivered Left Rear  $\frac{3}{4}$  View of Test Vehicle**



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



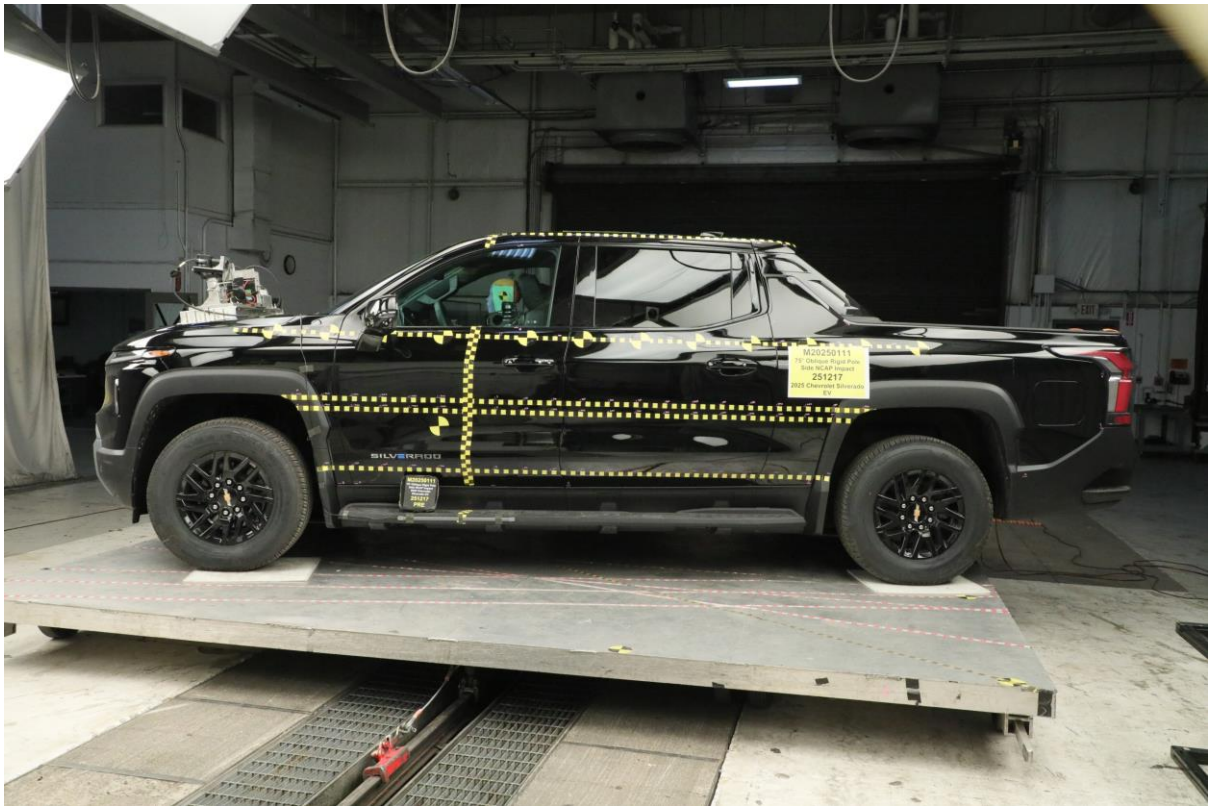
**No. 004 Post-Test Frontal View of Test Vehicle**



**No. 005 Pre-Test Left Front  $\frac{3}{4}$  View of Test Vehicle**



**No. 006 Post-Test Left Front  $\frac{3}{4}$  View of Test Vehicle**



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



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



**No. 009 Pre-Test Left Rear  $\frac{3}{4}$  View of Test Vehicle**



**No. 010 Post-Test Left Rear  $\frac{3}{4}$  View of Test Vehicle**



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



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



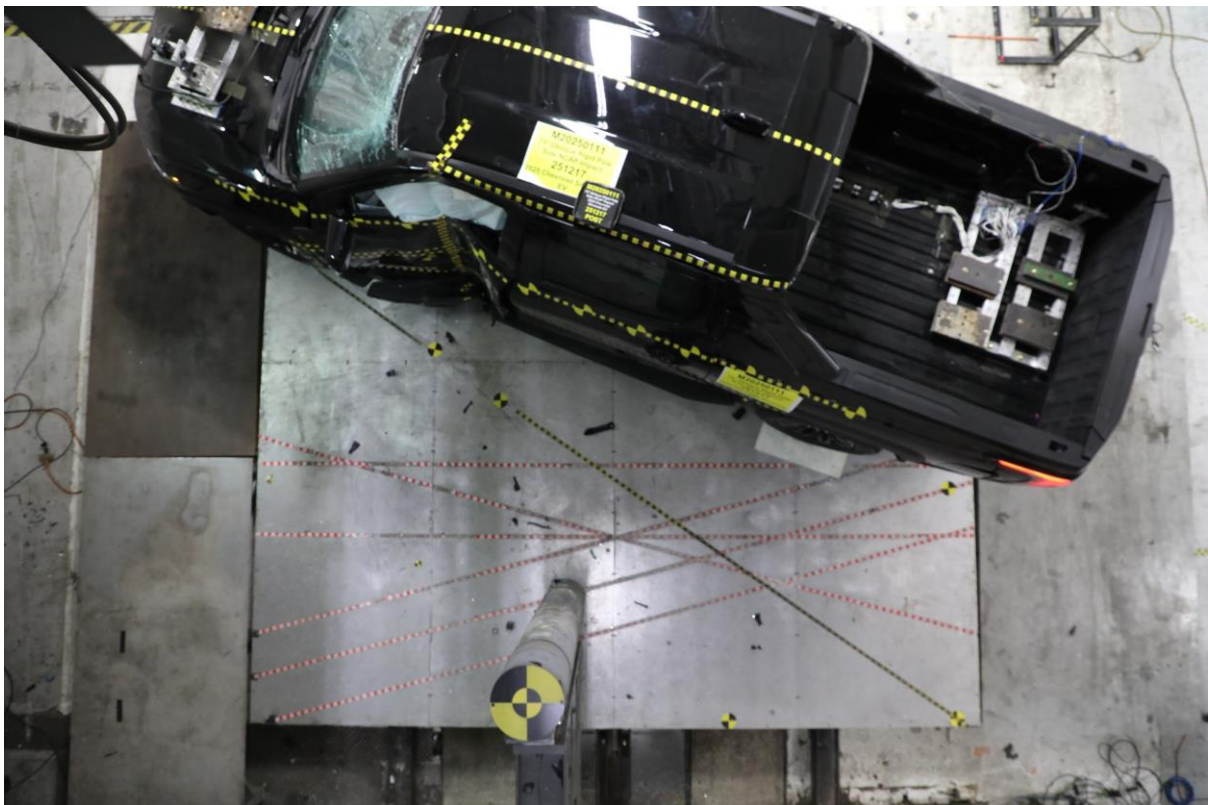
**No. 013 Pre-Test Right Side View of Test Vehicle**



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



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



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



**No. 017 Pre-Test Left Side View of Pole Positioned Against Side of Vehicle**



**No. 018 Pre-Test Right Side View of Pole Positioned Against Side of Vehicle**



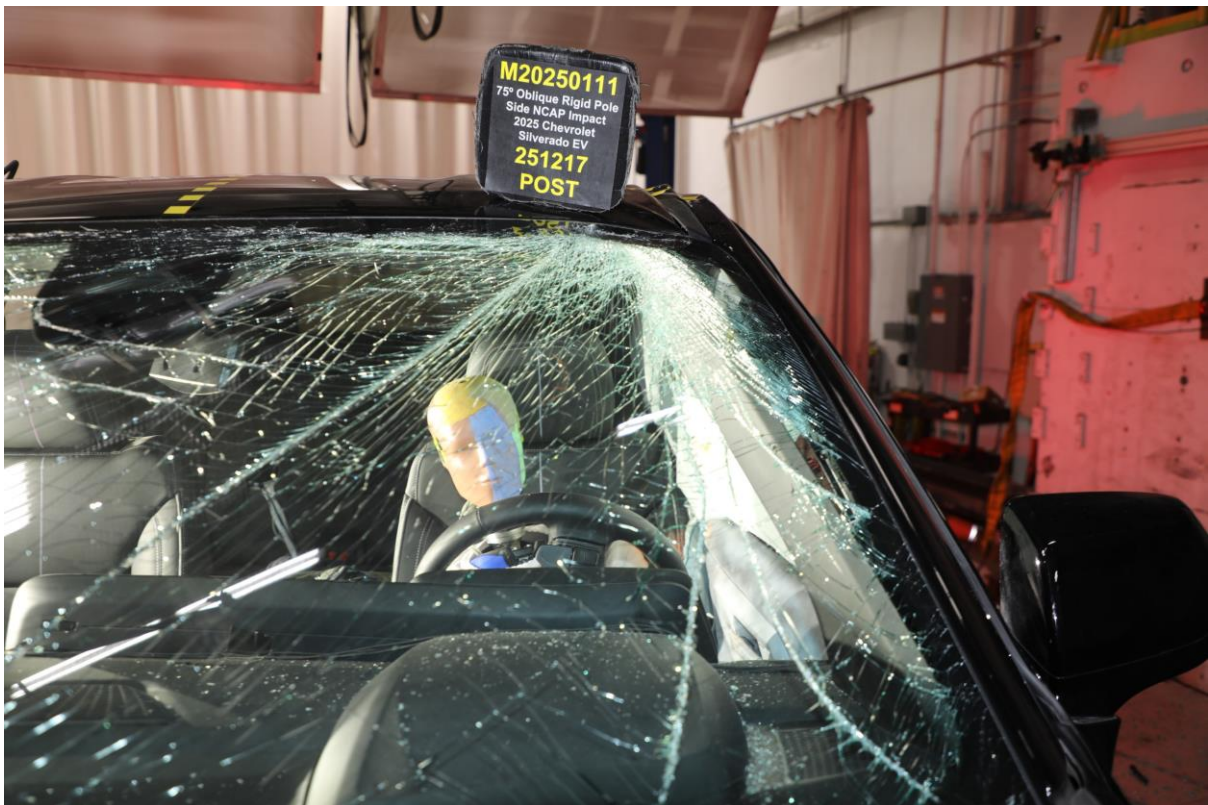
No. 019 Pre-Test Close-Up View of Impact Point Target



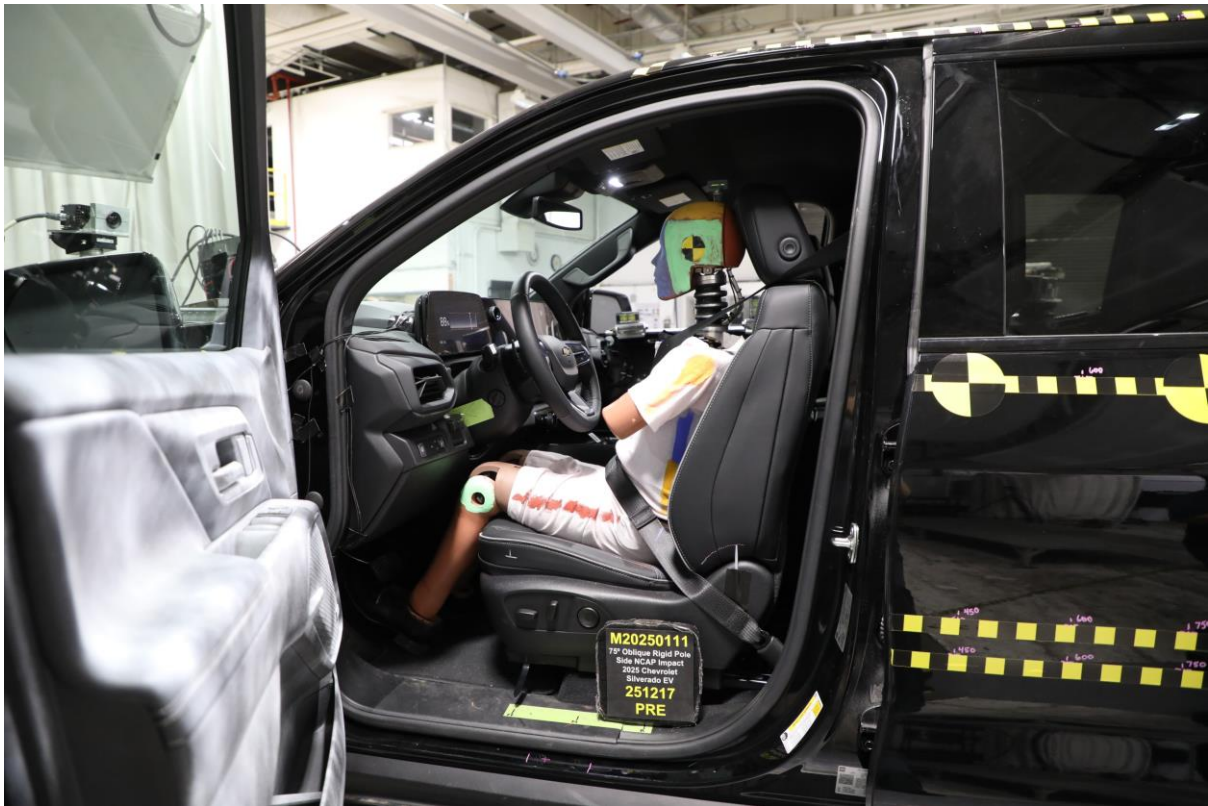
No. 020 Post-Test Close-Up View of Impact Point Target Showing Impact Location



**No. 021 Pre-Test Front Close-Up View of Dummy Head and Chest**



**No. 022 Post-Test Front Close-Up View of Dummy**



**No. 023 Pre-Test Left Side View of Dummy Showing Belt and Chalking**

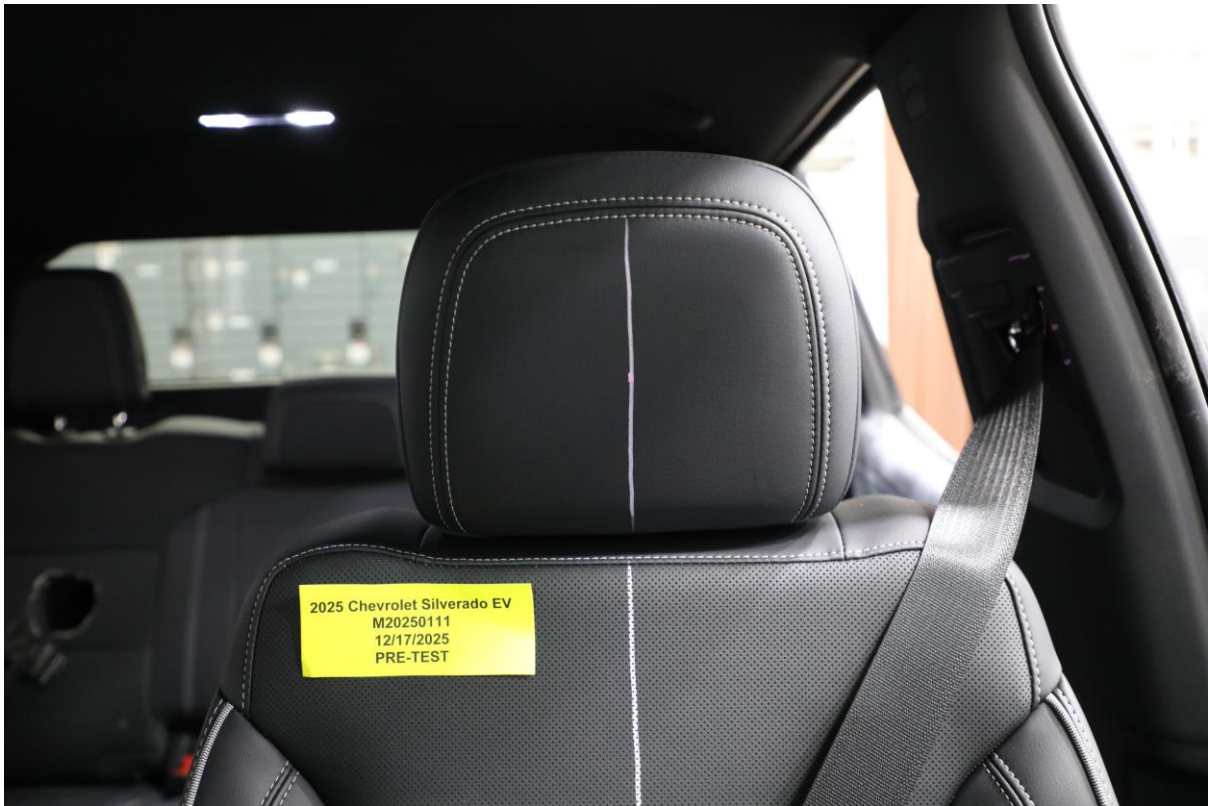
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**No. 024 Pre-Test Left Side View of Dummy Shoulder and Door Top View**



**No. 025 Post-Test Left Side View of Dummy Shoulder and Door Top View**



**No. 026 Pre-Test Front View of Seat Back Prior to Dummy Positioning**



**No. 027 Pre-Test Front Close-Up View of Dummy Head and Shoulders in Relation to Head Restraint**



**No. 028 Pre-Test Front View of Seat Pan Prior to Dummy Positioning**



**No. 029 Pre-Test Overhead View of Dummy Thighs on Seat Pan**



**No. 030 Pre-Test Left Side View of Dummy Neck Showing Position of Adjustable Neck Bracket**



**No. 031 Pre-Test Left Side View of Dummy Head Showing Dummy Head is Level**



**No. 032 Pre-Test Placement of Dummy Feet**



**No. 033 Pre-Test View of Belt Anchorage for Dummy**



No. 034 Pre-Test Left Side View of Steering Wheel



No. 035 Pre-Test View of Disengaged Parking Brake



No. 036 Pre-Test View of Parking Brake



No. 037 Pre-Test Close-Up Left Side View of Driver Seat Track



**No. 038 Pre-Test Close-Up Left Side View of Driver Seat Back**



**No. 039 Pre-Test Close-Up View of Driver Seat Back or Head Restraint**



No. 040 Pre-Test Dummy and Door Clearance View



No. 041 Post-Test Dummy and Door Clearance View



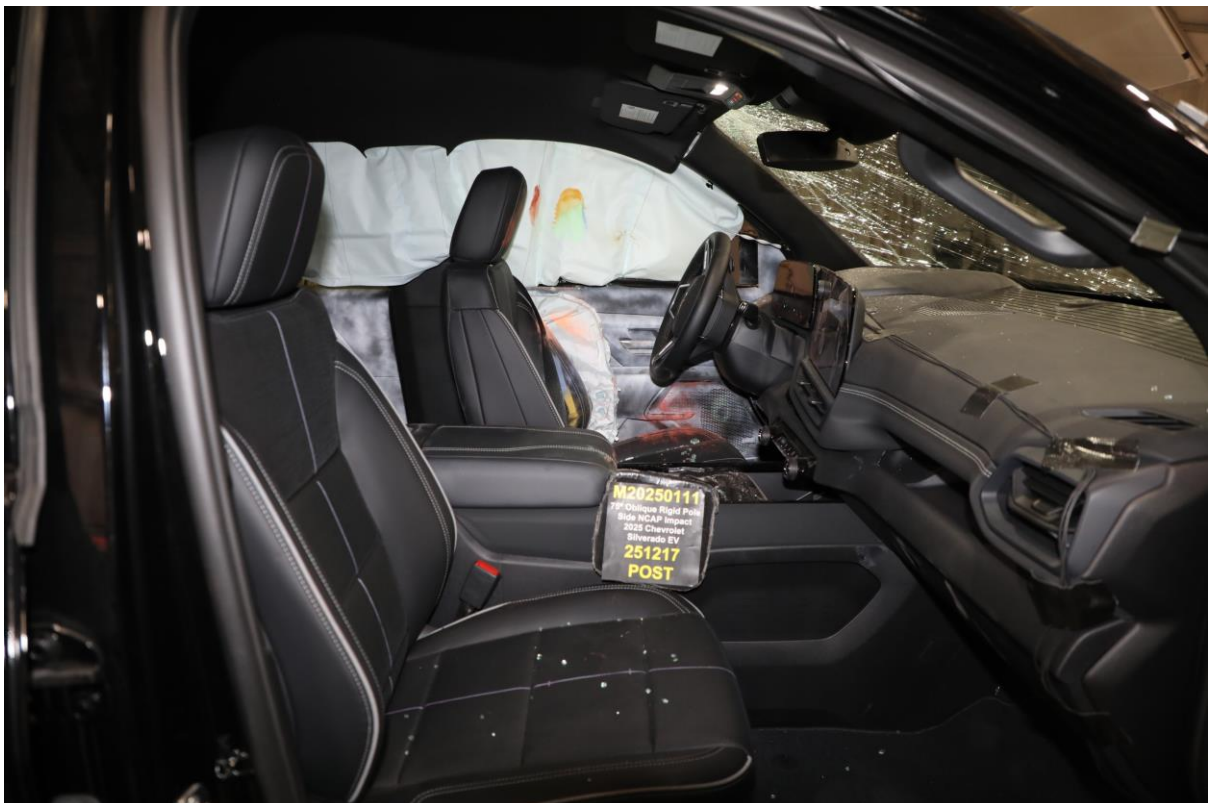
**No. 042 Pre-Test Right Side View of Dummy and Front Seat of Occupant Compartment**



**No. 043 Post-Test Right Side View of Dummy and Front Seat of Occupant Compartment**



**No. 044 Pre-Test Inner Door Panel View**



**No. 045 Post-Test Inner Door Panel View Showing Dummy Contact Location**

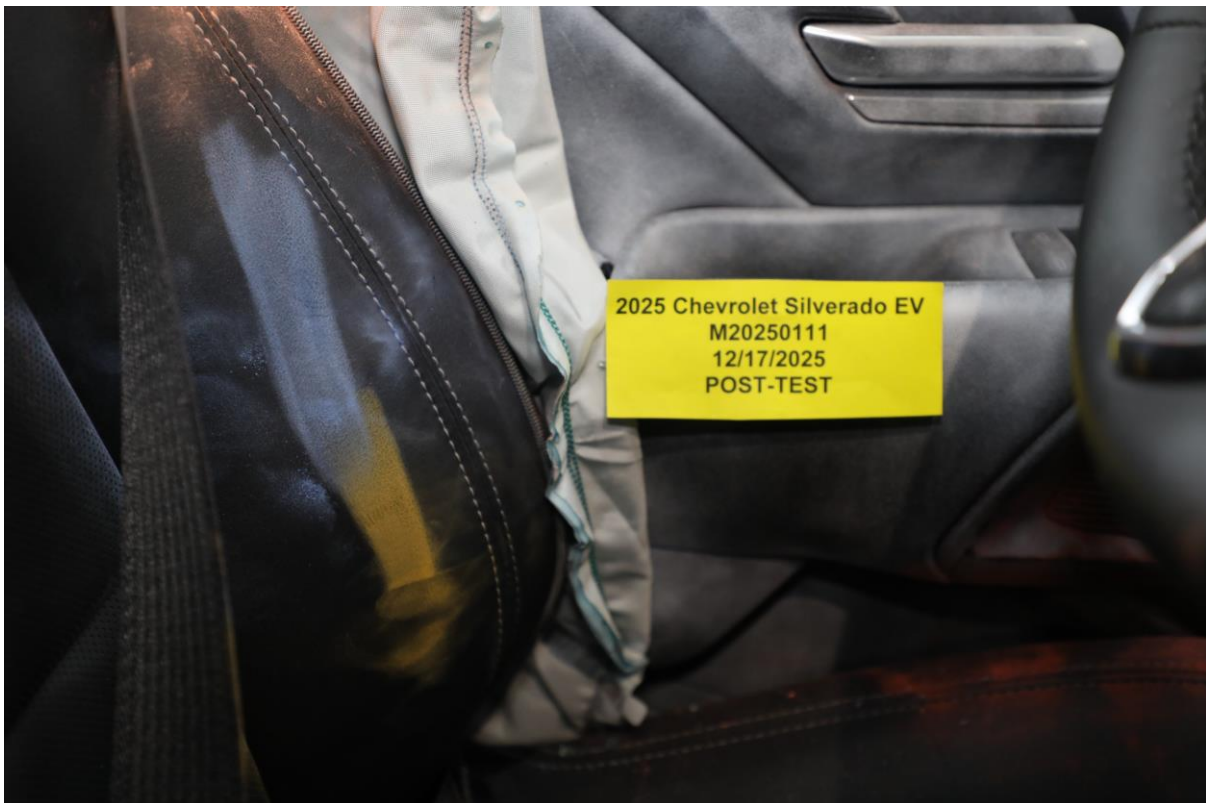


**No. 046 Post-Test Dummy Close-Up Head Contact with Vehicle Interior View**

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**No. 047 Post-Test Dummy Close-Up Head Contact with Side Airbag View**



**No. 048 Post-Test Dummy Close-Up Torso Contact with Vehicle Interior View**



**No. 049 Post-Test Dummy Close-Up Torso Contact with Side Airbag View**



**No. 050 Post-Test Dummy Close-Up Pelvis Contact with Vehicle Interior View**

PHOTO NOT APPLICABLE

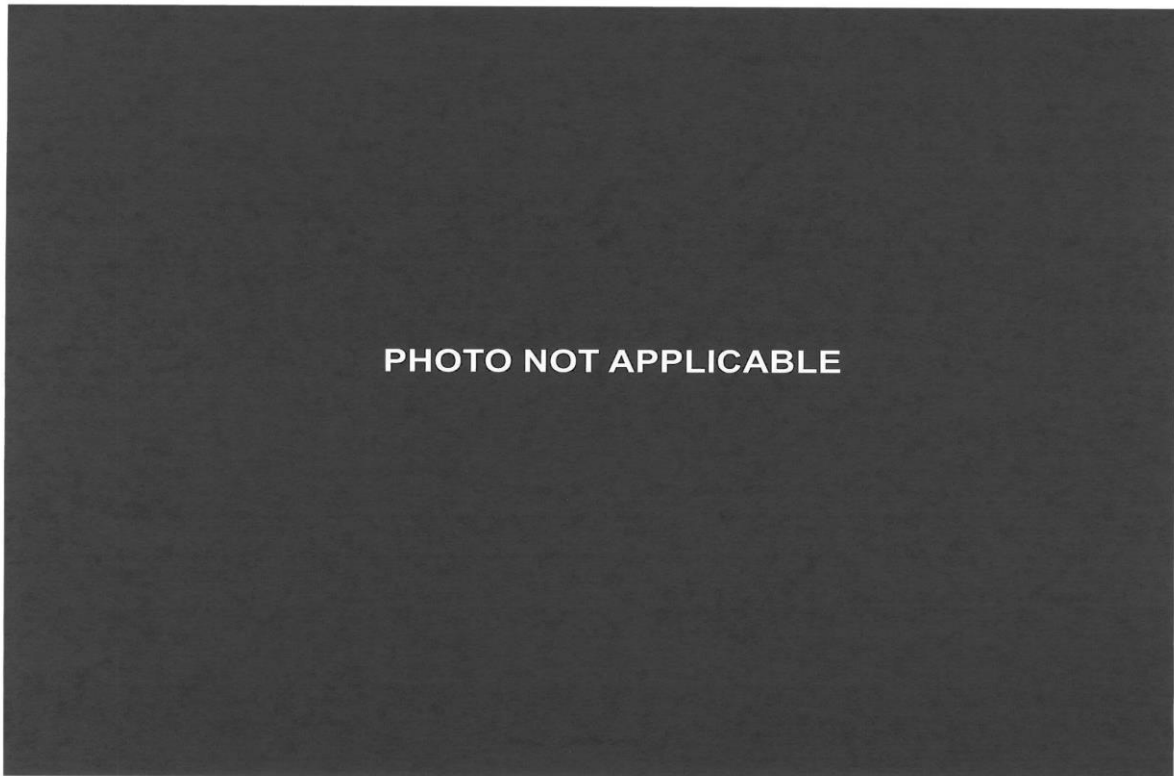
**No. 051 Post-Test Dummy Close-Up Pelvis Contact with Side Airbag View**



**No. 052 Post-Test Dummy Close-Up Knee Contact with Vehicle Interior View**



**No. 053 Post-Test Right Side View of Dummy and Rear Seat of Occupant Compartment**



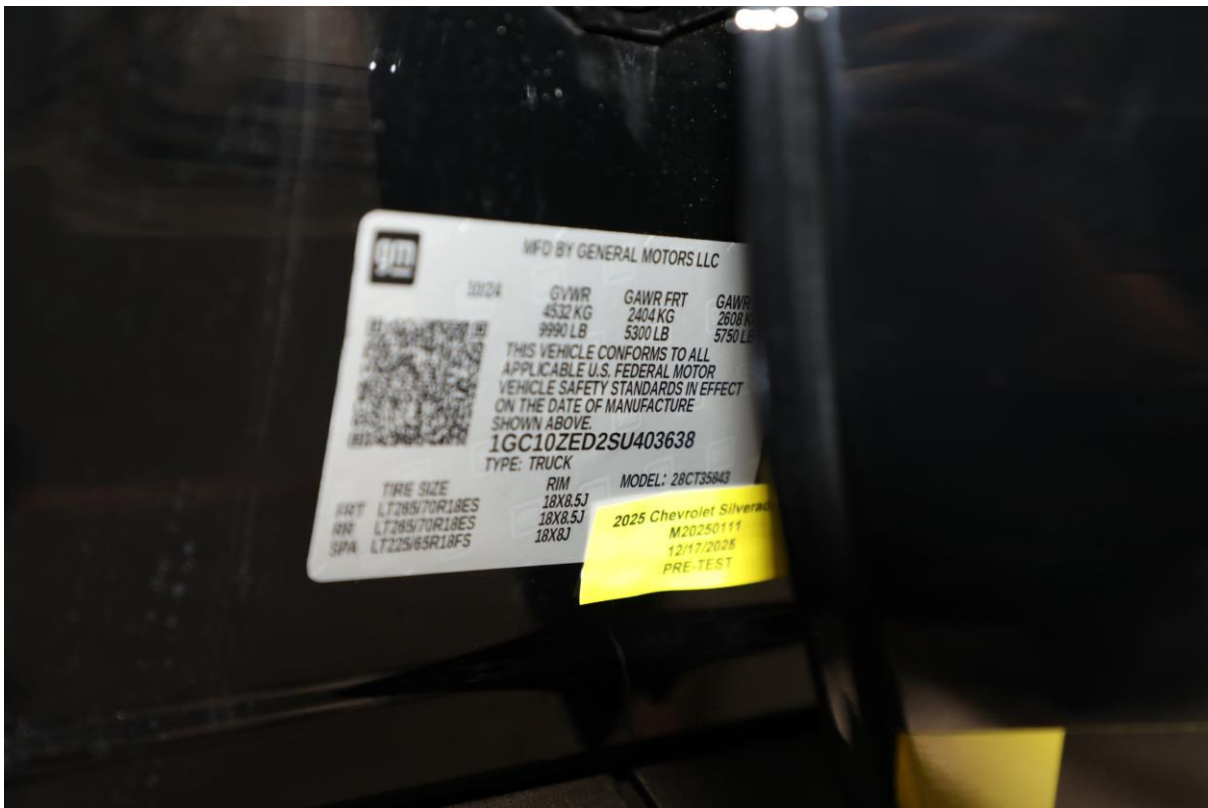
**No. 054 Post-Test Inner Rear Passenger Torso Air Bag Deployment View**



**No. 055 Pre-Test Charge Port View**



**No. 056 Post-Test Charge Port View**



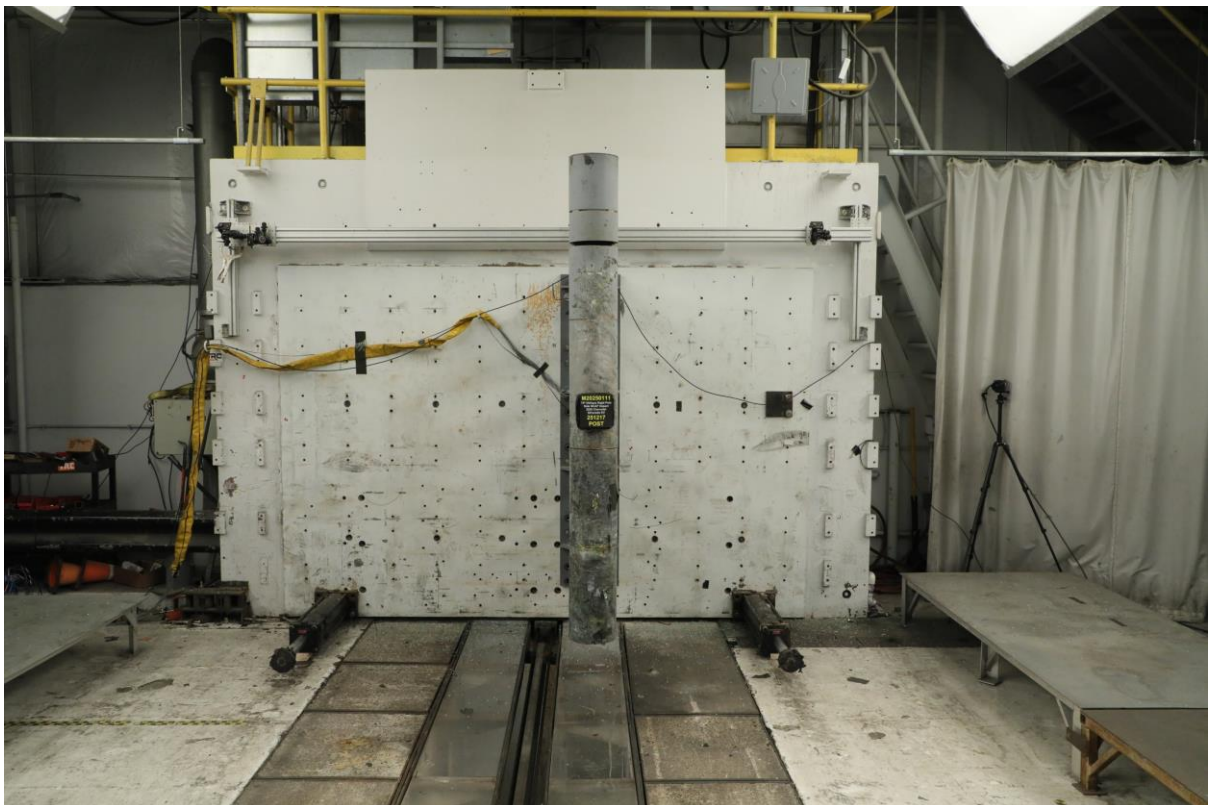
No. 057 Close-Up View of Vehicle Certification Label



No. 058 Close-Up View of Vehicle Tire Information Placard or Label



**No. 059 Pre-Test Pole Barrier Front View**



**No. 060 Post-Test Pole Barrier Front View**



**No. 061 Pre-Test Pole Barrier Side View**



**No. 062 Post-Test Pole Barrier Side View**



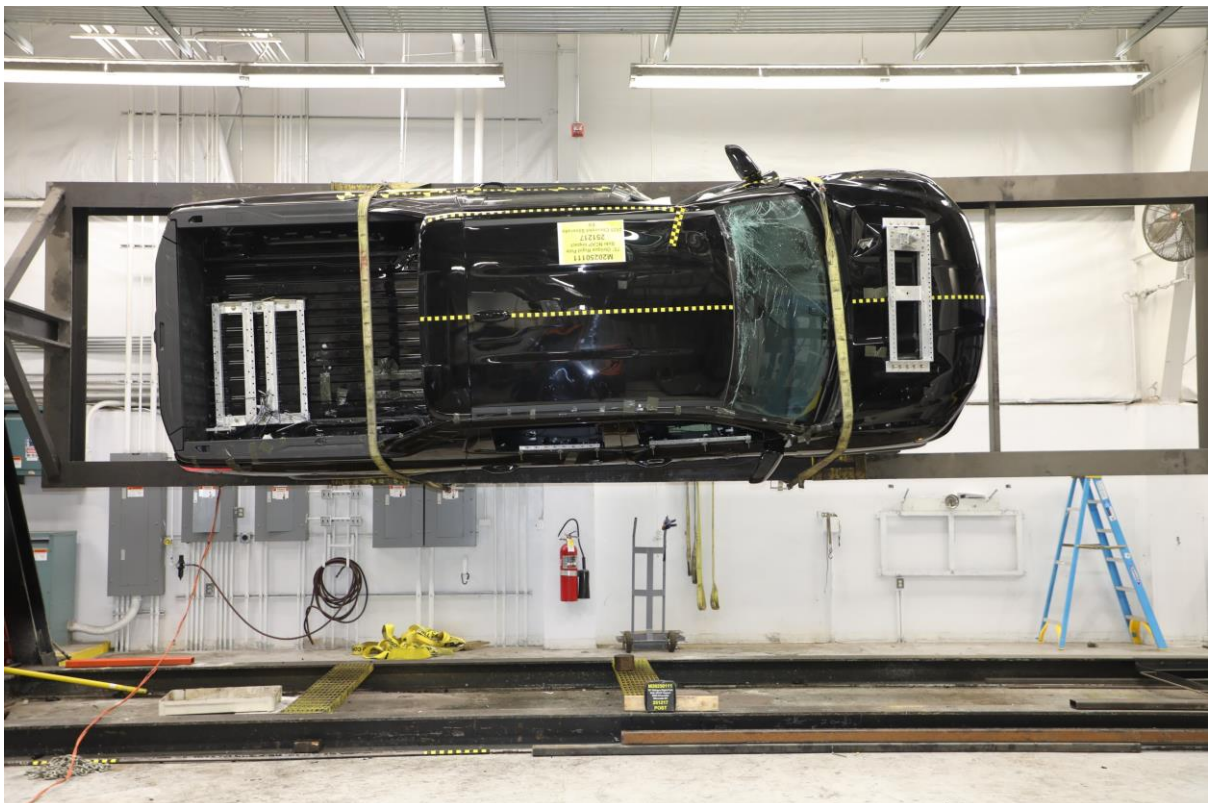
No. 063 Pre-Test Ballast View



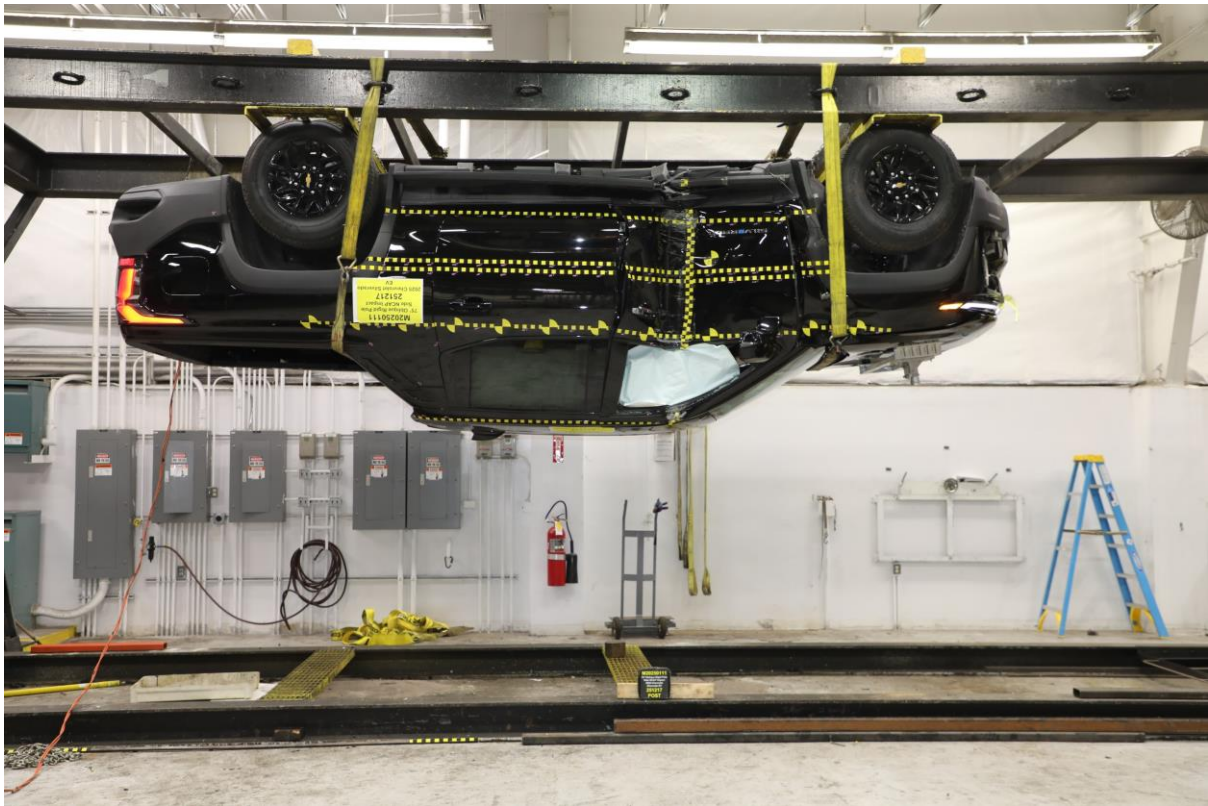
No. 064 Post-Test Primary and Redundant Speed Trap Read Out



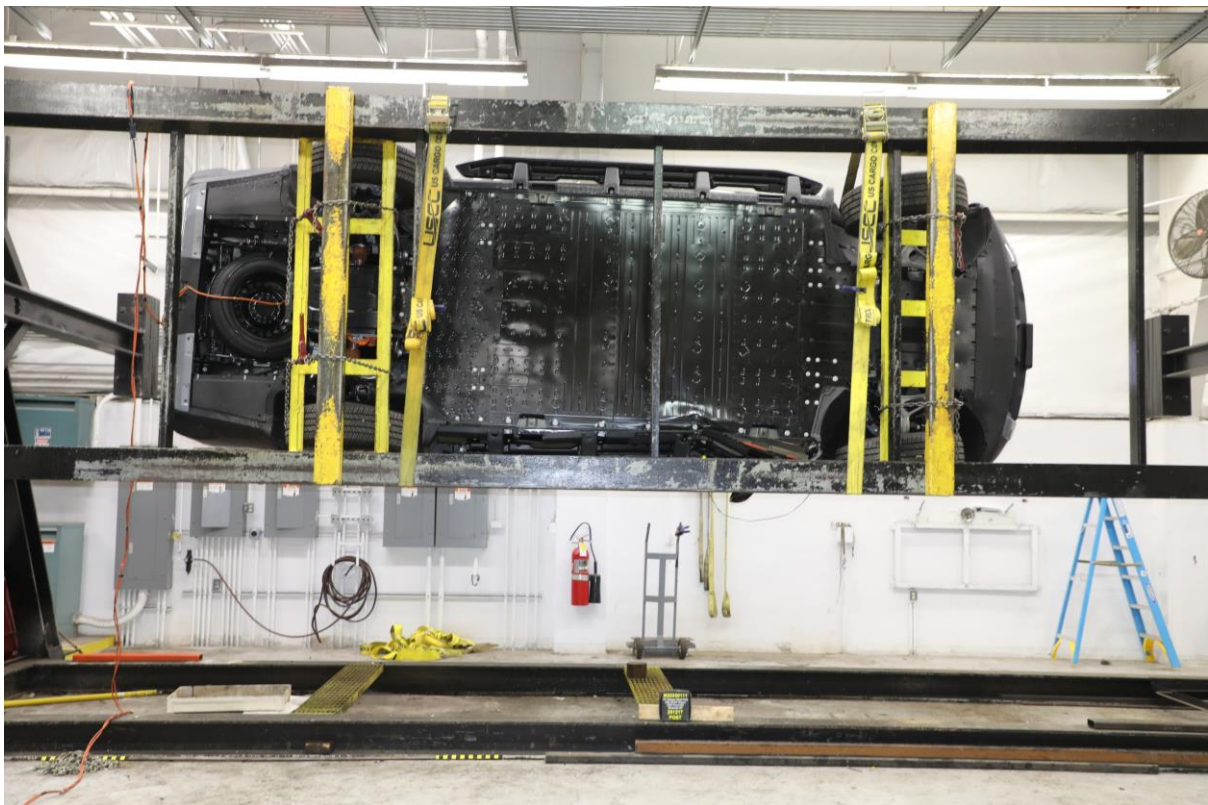
**No. 065 FMVSS No. 301 Static Rollover 0 Degrees**



**No. 066 FMVSS No. 301 Static Rollover 90 Degrees**



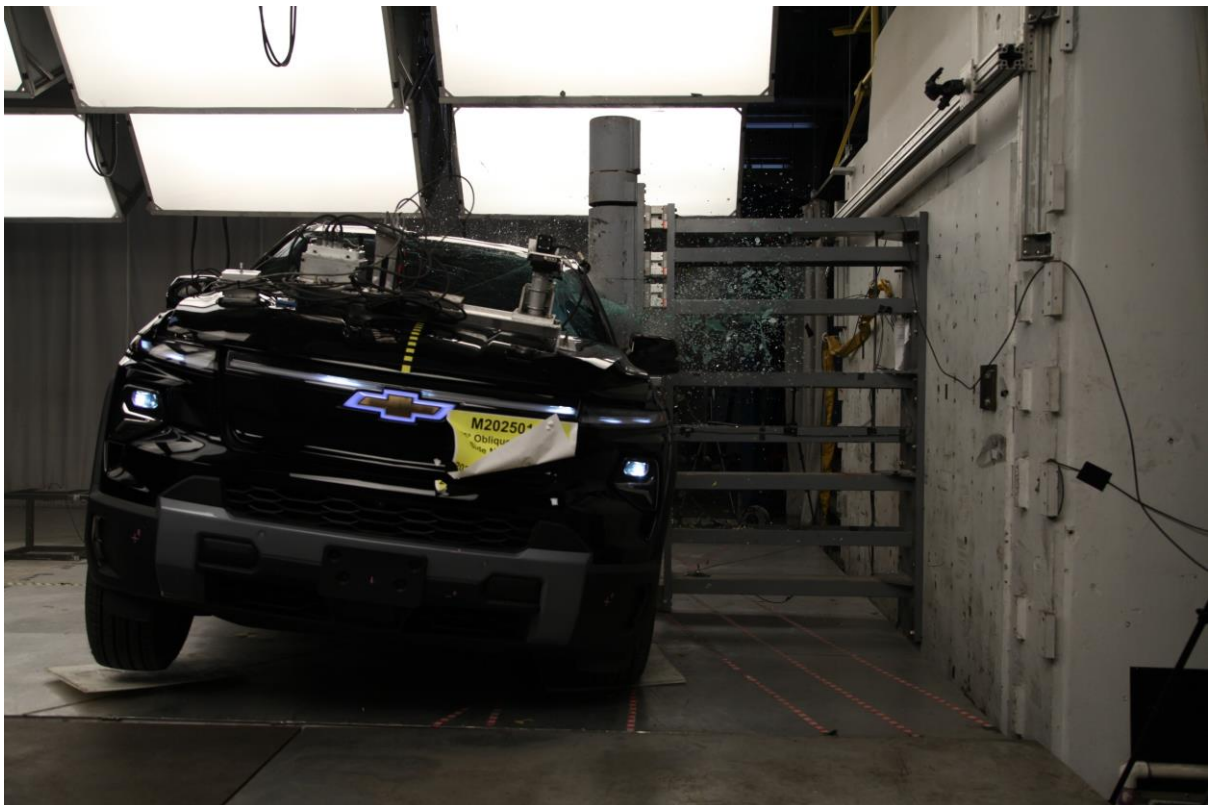
**No. 067 FMVSS No. 301 Static Rollover 180 Degrees**



**No. 068 FMVSS No. 301 Static Rollover 270 Degrees**



**No. 069 FMVSS No. 301 Static Rollover 360 Degrees**



**No. 070 Impact Event**



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EXTERIOR: BLACK  
INTERIOR: BLACK



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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>STANDARD EQUIPMENT</b><br><small>(Some features below are included at no extra charge in the standard vehicle price shown.)</small><br><b>OWNER BENEFITS</b> <ul style="list-style-type: none"> <li>3 YEAR/60,000 MILE BUMPER-TO-BUMPER LIMITED WARRANTY</li> <li>8 YEAR/100,000 MILE ELECTRIC VEHICLE PROPULSION LIMITED WARRANTY</li> <li>WHICHEVER COMES FIRST SEE CHEVROLET.COM OR DEALER FOR TERMS, DETAILS &amp; LIMITS</li> </ul> <b>SAFETY &amp; SECURITY</b> <ul style="list-style-type: none"> <li>FORWARD COLLISION ALERT</li> <li>FOLLOWING DISTANCE INDICATOR</li> <li>INTELLIBEAM-AUTO HIGH BEAM</li> <li>FRONT PEDESTRIAN AND BICYCLIST BRAKING</li> <li>SAFETY ALERT SEAT</li> <li>ENHANCED AUTOMATIC EMERGENCY BRAKING</li> <li>HD SURROUND VISION</li> <li>TIRE PRESSURE MONITOR SYSTEM</li> </ul> |  | <b>PERFORMANCE &amp; MECHANICAL</b> <ul style="list-style-type: none"> <li>ULTIUM BATTERY, EXTENDED RANGE</li> <li>AC CHARGING, 11.5KW CAPABLE</li> <li>300KW DC FAST CHARGE CAPABLE</li> <li>CHASSIS, DUAL MOTOR 4WD</li> <li>SUSPENSION, 4-WHEEL INDEPENDENT</li> <li>TRAILER BRAKE CONTROLLER</li> <li>18" WHEELS, HIGH GLOSS BLACK ALUMINUM</li> <li>TIRES, ALL-SEASON</li> <li>SPARE TIRE &amp; WHEEL</li> <li>MULTI-FLEX TAILGATE</li> </ul> <b>CONNECTIVITY &amp; TECHNOLOGY</b> <ul style="list-style-type: none"> <li>17.7" DIAGONAL ADVANCED COLOR DISPLAY WITH GOOGLE BUILT-IN</li> <li>DRIVER INFORMATION CENTER</li> <li>11" DIAGONAL DIGITAL DISPLAY</li> </ul> |  | <b>8 YEARS ONSTAR BASICS</b><br>SEE ONSTAR.COM FOR TERMS<br>SIRIUSXM AUDIO WITH TRIAL<br>SEE SIRIUSXM.COM/TERMS<br>REMOTE VEHICLE STARTER SYSTEM<br>HITCH GUIDANCE<br>ADAPTIVE CRUISE CONTROL<br><b>INTERIOR</b> <ul style="list-style-type: none"> <li>12-WAY POWER, HEATED, VENTILATED SEAT, DRIVER &amp; PASS</li> <li>AIR CONDITIONING, DUAL-ZONE</li> <li>AUTOMATIC CLIMATE CONTROL</li> <li>HEATED REAR OUTBOARD SEATS</li> <li>BOSE PREMIUM AUDIO SYSTEM</li> <li>WIRELESS CHARGING</li> </ul> <b>EXTERIOR</b> <ul style="list-style-type: none"> <li>ETRUNK W/ POWER HOOD</li> <li>HEADLAMPS, LED</li> <li>LED CARGO AREA LIGHTING</li> <li>MIRRORS, OUTSIDE HEATED POWER-ADJUSTABLE</li> </ul> |  |
| <b>MANUFACTURER'S SUGGESTED RETAIL PRICE</b><br><b>STANDARD VEHICLE PRICE \$73,100.00</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | <b>OPTIONS &amp; PRICING</b><br><small>OPTIONS INSTALLED BY THE MANUFACTURER MAY REPLACE STANDARD EQUIPMENT SHOWN</small><br>TOTAL OPTIONS \$0.00<br>TOTAL VEHICLE & OPTIONS \$73,100.00<br>DESTINATION CHARGE 2,095.00<br><b>TOTAL VEHICLE PRICE* \$75,195.00</b>                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

**EPA DOT Fuel Economy and Environment**

**Fuel Economy**  
 Standard pickup trucks range from 12 to 84 MPG. The best vehicles rates 140 MPG.  
**68** combined city/hwy  
 74 city 61 highway 50  
 Driving Range 408 miles  
 Charge Time: 18.6 hours (240V)

**You save \$3,500 in fuel costs over 5 years** compared to the average new vehicle.

**Annual fuel cost \$1,200**

**Fuel Economy & Greenhouse Gas Rating** (tailpipe only)  
 MPG 9 CO<sub>2</sub> 10  
This vehicle emits 9 grams CO<sub>2</sub> per mile. The best emits 0 grams per mile (tailpipe only). Does not include emissions from generating electricity, heat, more at [fuelconomy.gov](http://fuelconomy.gov).

**Smog Rating** (tailpipe only)  
 10 Best  
This vehicle emits 0 grams CO<sub>2</sub> per mile. The best emits 0 grams per mile (tailpipe only). Does not include emissions from generating electricity, heat, more at [fuelconomy.gov](http://fuelconomy.gov).

**Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs \$5,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$0.16 per kWh. EPA's 10 miles per gallon gasoline equivalent. Vehicle emissions are a significant cause of climate change and smog.**

**fuelconomy.gov**  
 Calculate personalized estimates and compare vehicles

**GOVERNMENT 5-STAR SAFETY RATINGS**

This vehicle has not been rated by the government for overall vehicle score, frontal crash, side crash or rollover risk.

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

Equipped with the safety and security of OnStar.  
[www.onstar.com](http://www.onstar.com) for details.

ORDER NO. 01702 SALES CODE E  
 SALES MODEL CODE C73043  
 VIN 1G010ZED25U403638  
 VIN 1G010ZED25U403638  
 DEALER TO WHOM DELIVERED  
 HEISER CHEVROLET CADILLAC OF WEST B  
 2020 W WASHINGTON ST  
 WEST BEND, WI 53095-2108

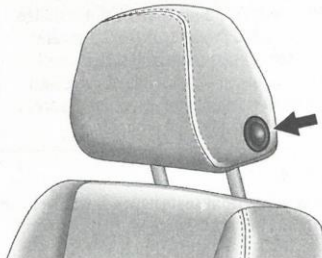
**WO**  
 1GA0053590

## No. 071 Monroney Label

16

### Seats and Restraints

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



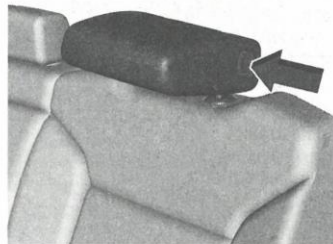
To raise or lower the head restraint, press the button on the side of the head restraint and pull up or push the head restraint down and release the button.

Pull and push on the head restraint after the button is released to make sure that it is locked in place.

The front seat outboard head restraints are not removable.

#### Rear Head Restraints

The vehicle's rear seat has head restraints in the outboard seating positions that cannot be adjusted.

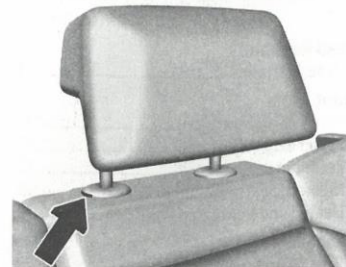


The head restraint can be folded forward to allow for better visibility when the rear seat is unoccupied. To fold the head restraint, press the button on the side of the head restraint.

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

If you are installing a child restraint in the rear seat, see *Lower Anchors and Tethers for Children (LATCH System)* 49.

#### Center Headrest



The vehicle's rear seat has adjustable headrest in the center seating position. The headrest can be fully lowered into the seatback to allow for better visibility when the rear seat is unoccupied. When an occupant is in the seat, always pull the headrest up to raise it. Try to move the headrest to make sure that it is locked in place.

To lower the headrest, press the button located on the top of the seatback and push the headrest down. Try to move the headrest after the button is released to make sure that it is locked in place.

## No. 072 Head Restraint Use and Adjustment Information from Vehicle Owner Manual

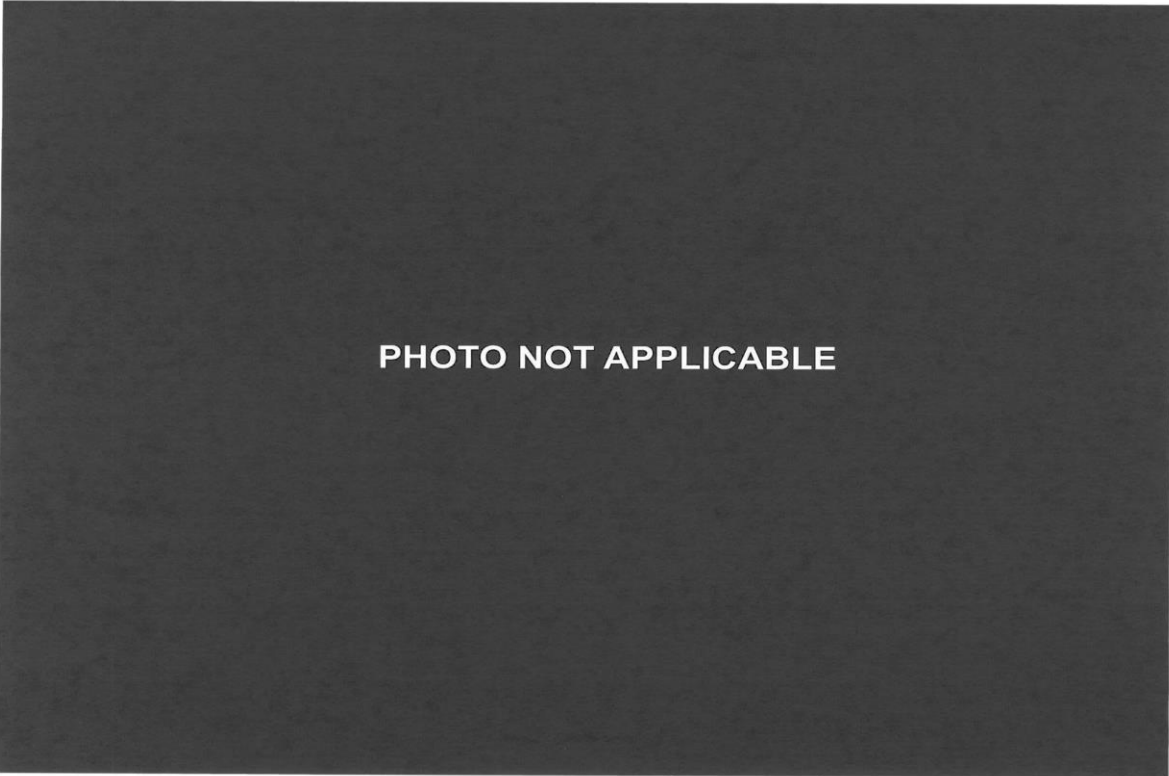


PHOTO NOT APPLICABLE

**No. 073 Post-Test View of Shattered Vehicle Inner Door Panel**

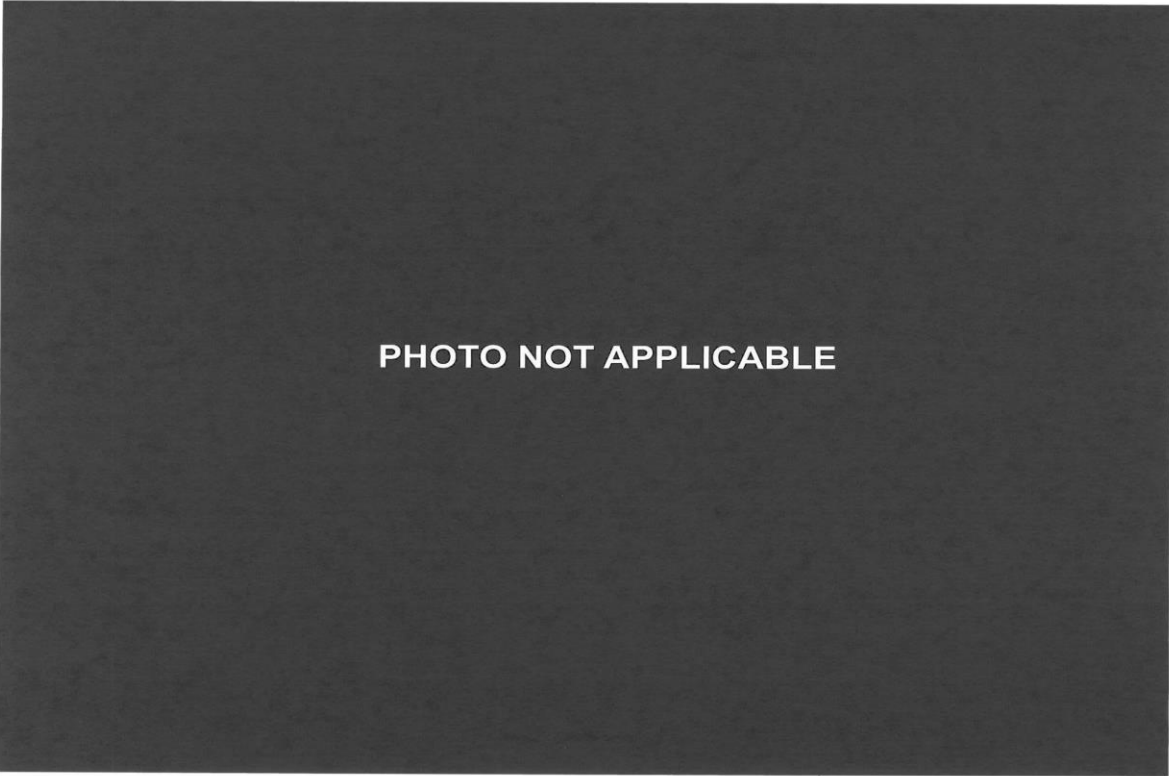


PHOTO NOT APPLICABLE

**305-01 Auxiliary Power Module Warning Label**

PHOTO NOT APPLICABLE

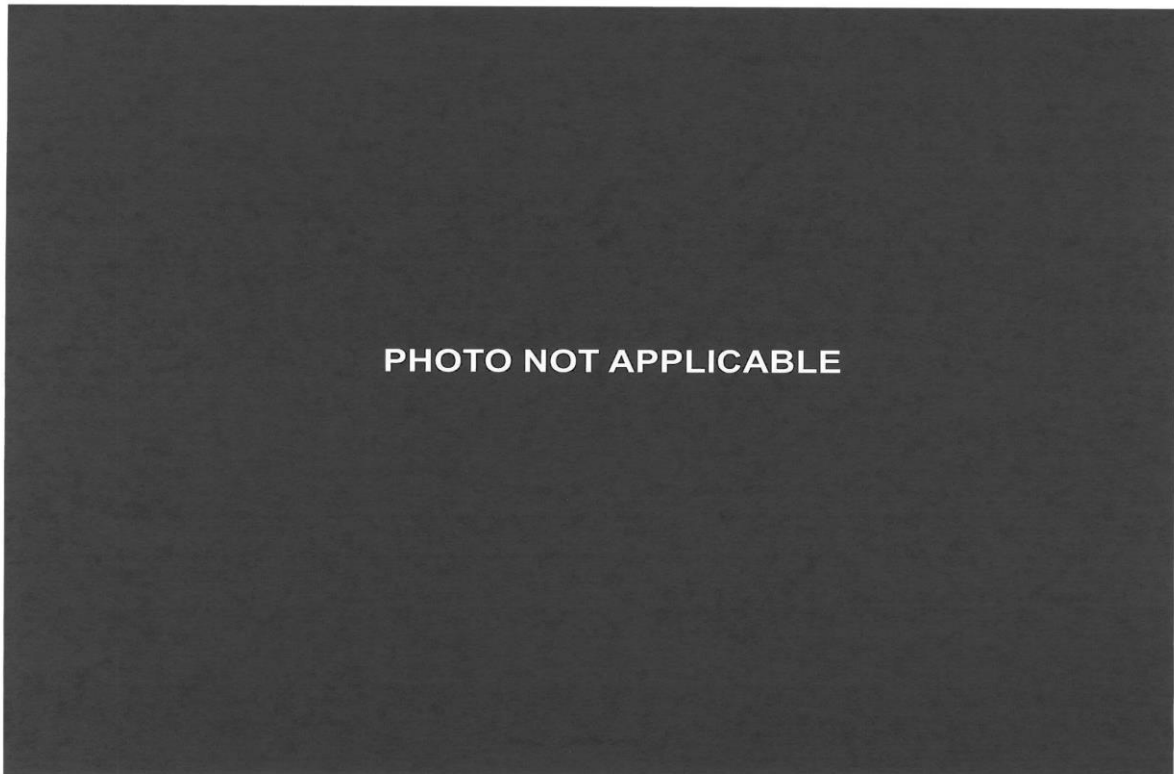
**305-02 Power Inverter Warning Label**



**305-03 First Responder Warning Label**



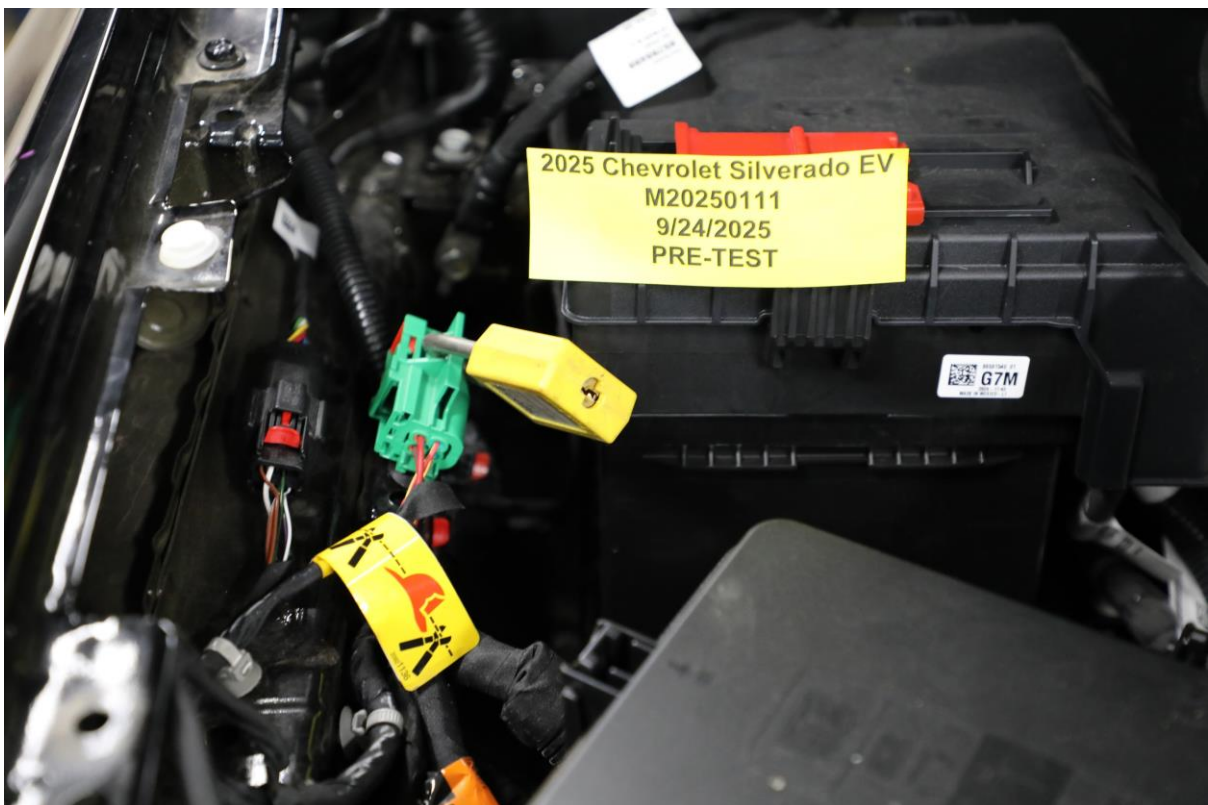
**305-04 First Responder Warning Location**



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



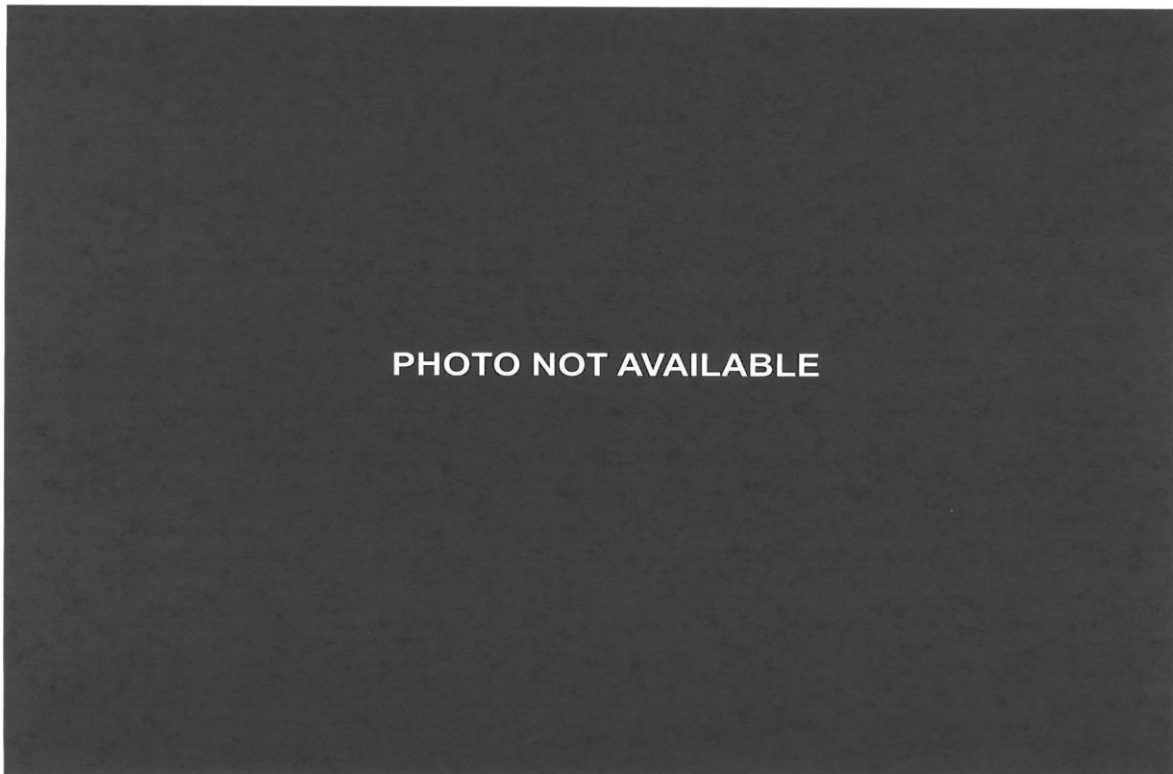
**305-06 Manual High Voltage Service Disconnect in Place**



**305-07 Manual High Voltage Service Disconnect Removed**



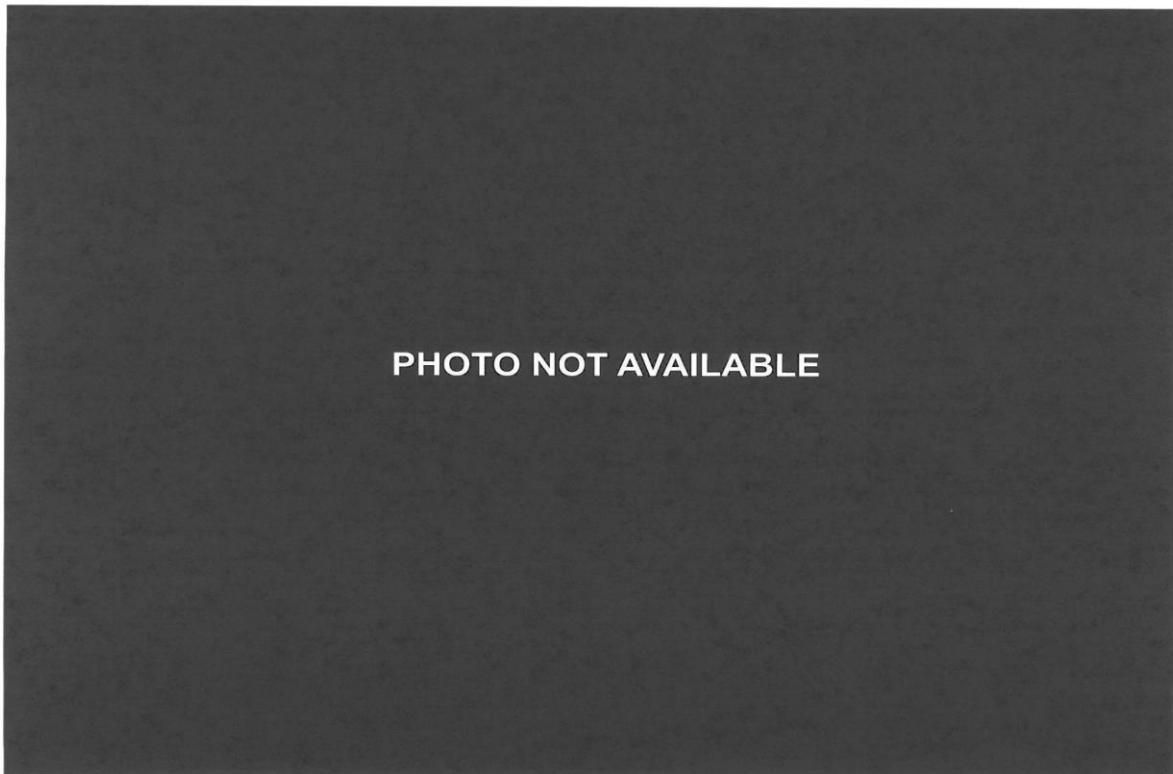
**305-08 Manual High Voltage Service Disconnect Removed**



**305-09 Pre-Impact View of Propulsion Battery**



**305-10 Post-Impact Front View of Propulsion Battery**



**305-11 Post-Impact Rear View of Propulsion Battery**



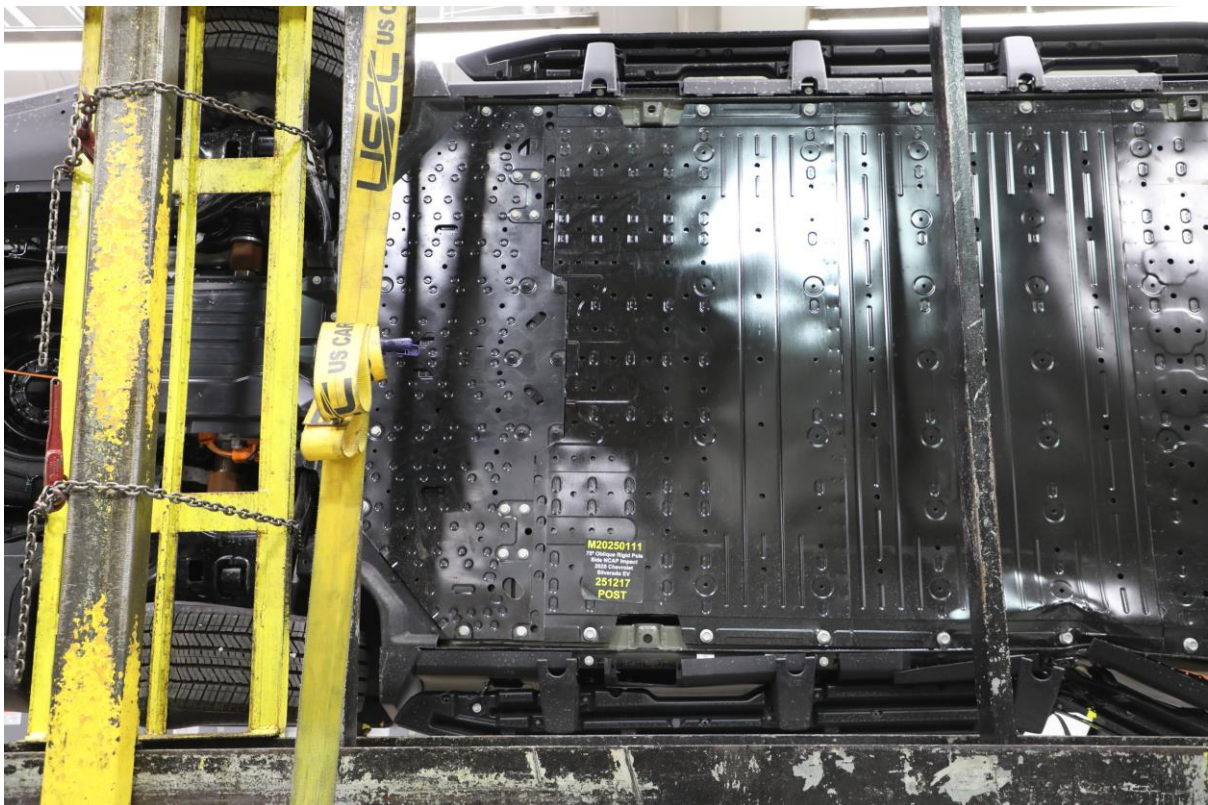
**305-12 Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules**



**305-13 Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules**



**305-14 Pre-Impact View of Propulsion Battery Module(s)**



**305-15 Post-Impact View of Propulsion Battery Module(s)**

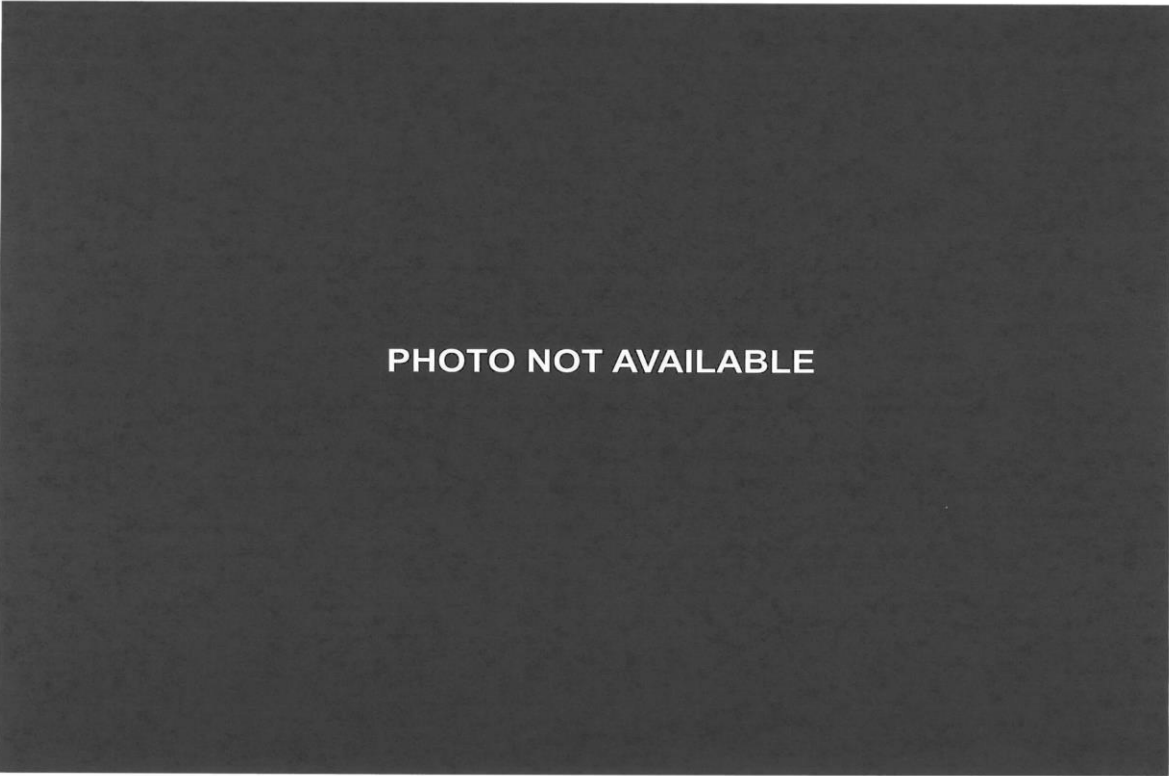


PHOTO NOT AVAILABLE

**305-16 Pre-Impact View of Electric Propulsion Drive**

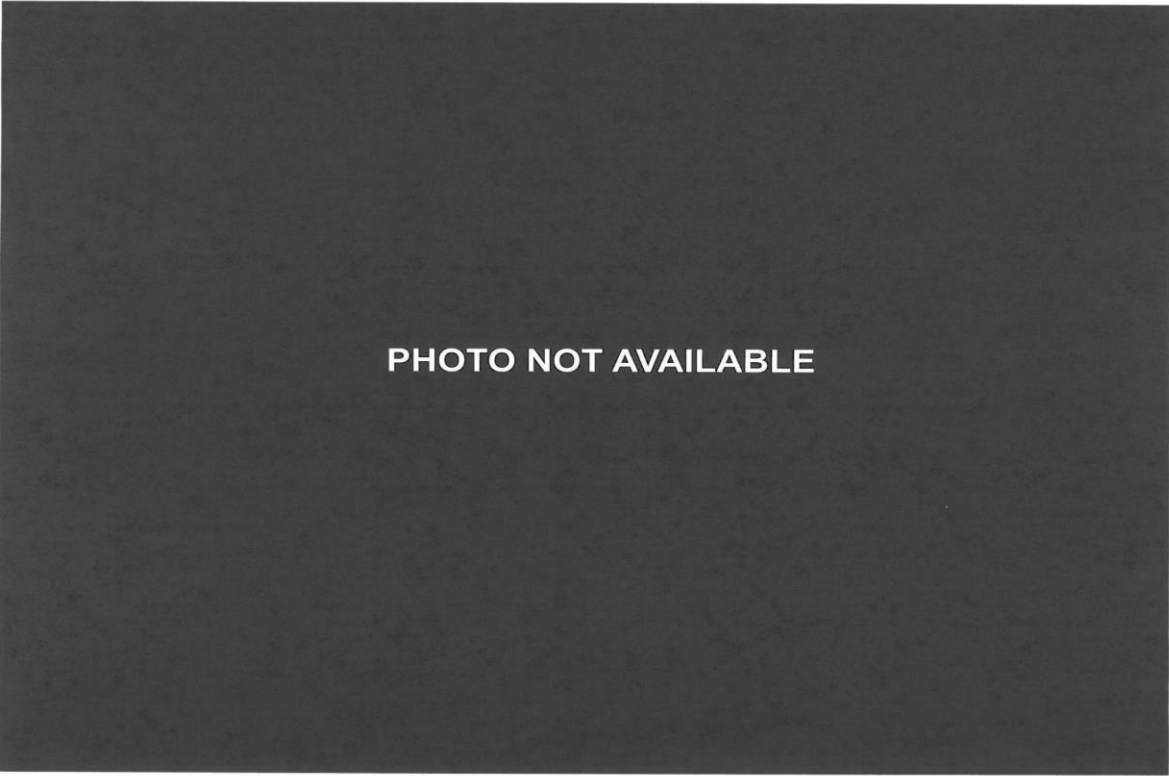
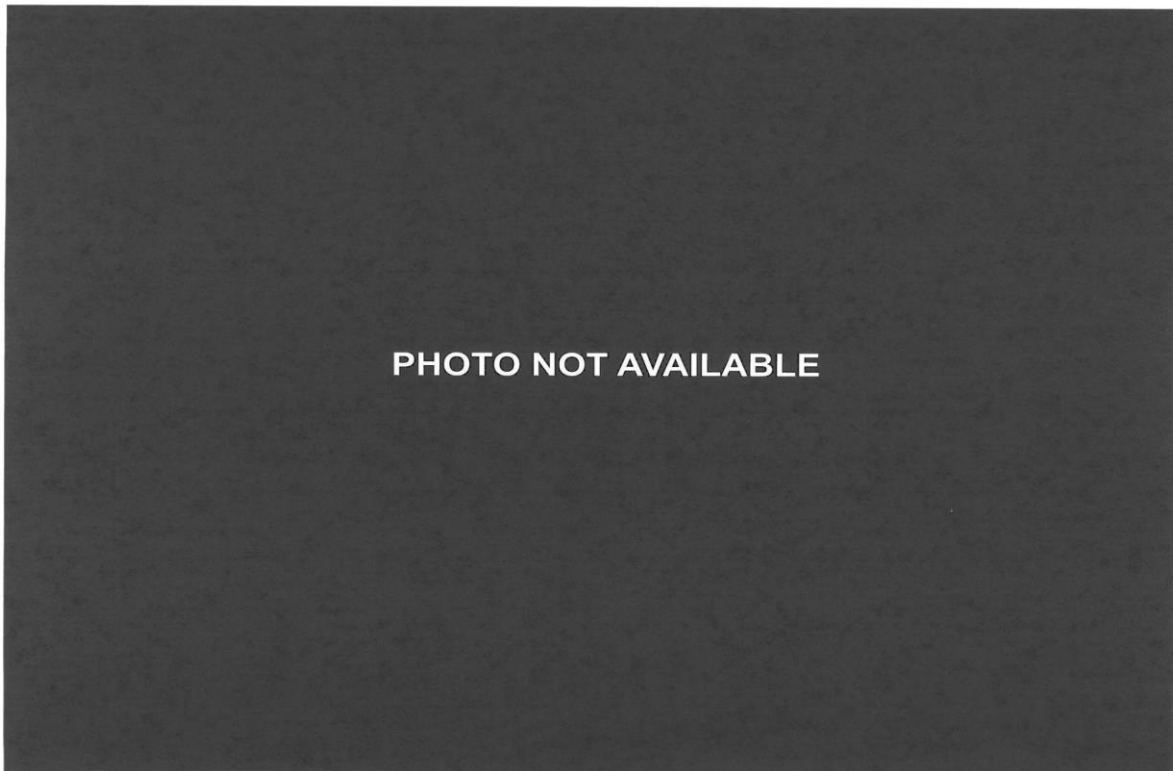


PHOTO NOT AVAILABLE

**305-17 Post-Impact View of Electric Propulsion Drive**



**305-18 Pre-Impact View of High Voltage Interconnect(s)**



**305-19 Pre-Impact View Propulsion Battery Venting System(s)**

**PHOTO NOT APPLICABLE**

**305-20 Pre-Impact View of Other Visible Electric Propulsion Components**

**PHOTO NOT AVAILABLE**

**305-21 Pre-Impact View of Ground Lead Attached**

PHOTO NOT AVAILABLE

**305-22 Pre-Impact View of High Voltage Leads Attached**

PHOTO NOT AVAILABLE

**305-23 Pre-Impact Close-Up View of High Voltage Leads Attached**

PHOTO NOT AVAILABLE

**305-24 Pre-Impact View of Installed Test Interface Port**



**305-25 Post-Impact View of Installed Test Interface Port**

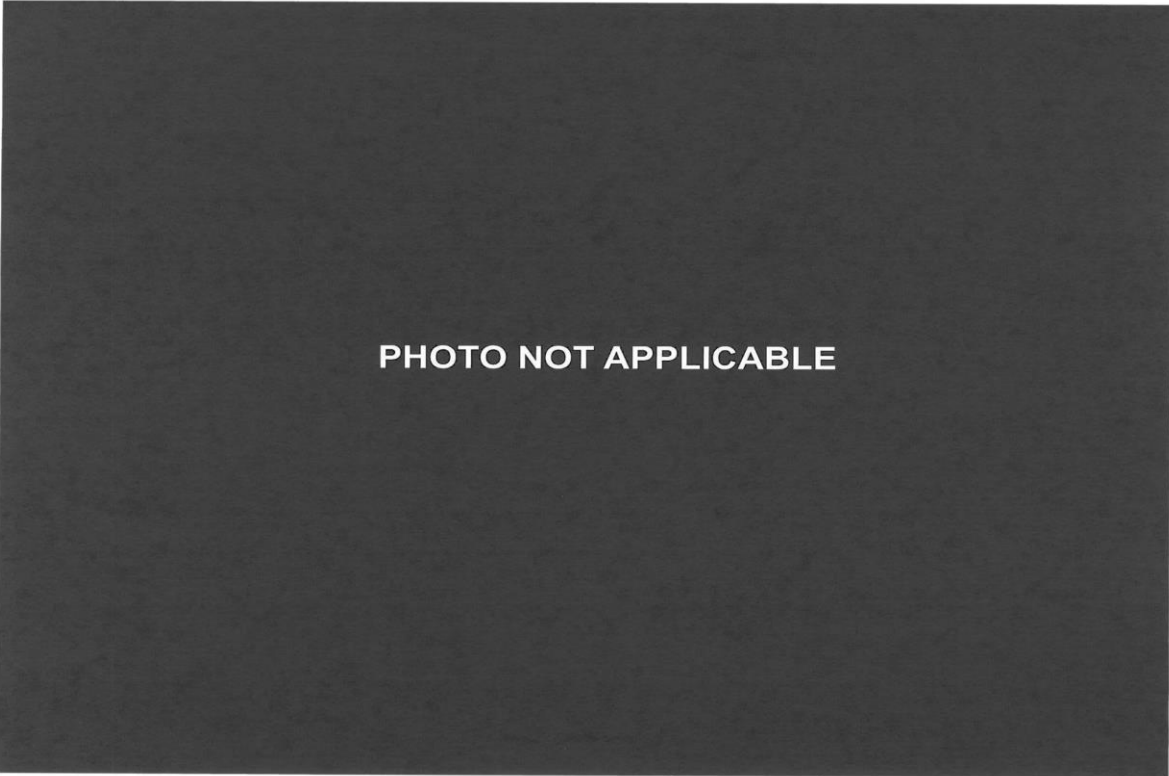


PHOTO NOT APPLICABLE

**305-26 Pre-Impact View of Other Test Devices**

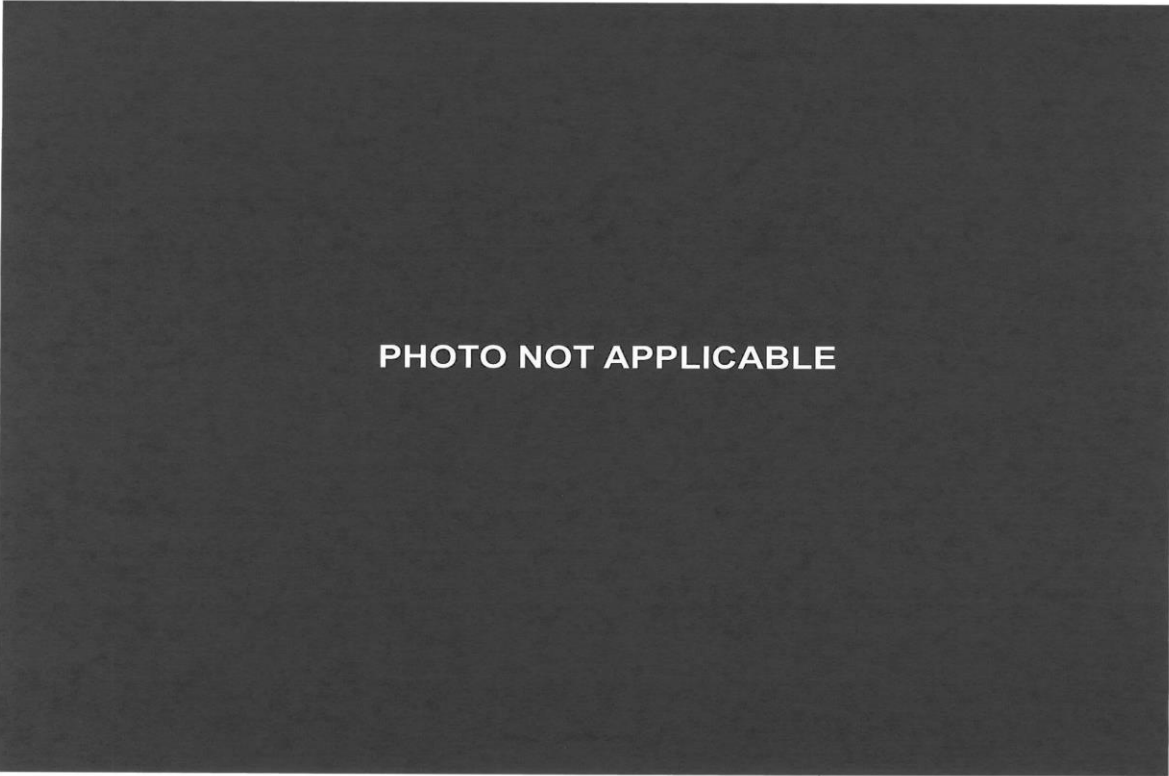
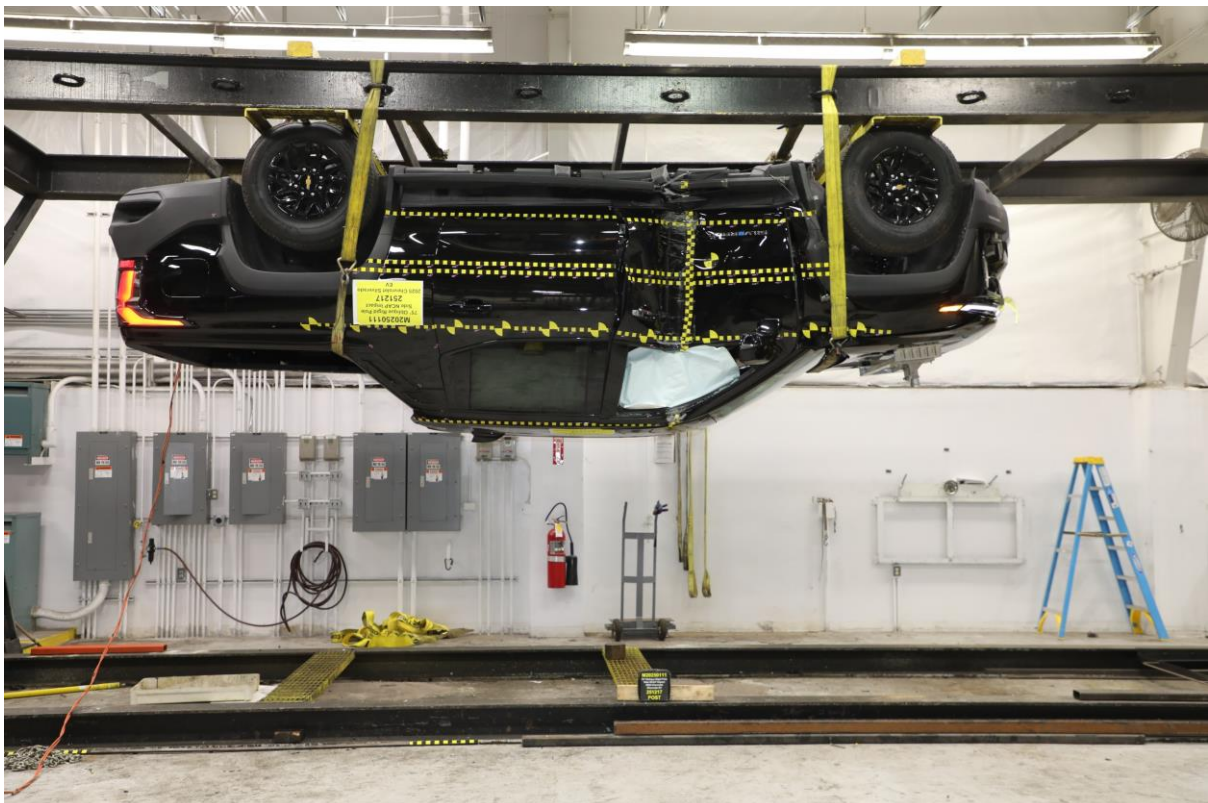


PHOTO NOT APPLICABLE

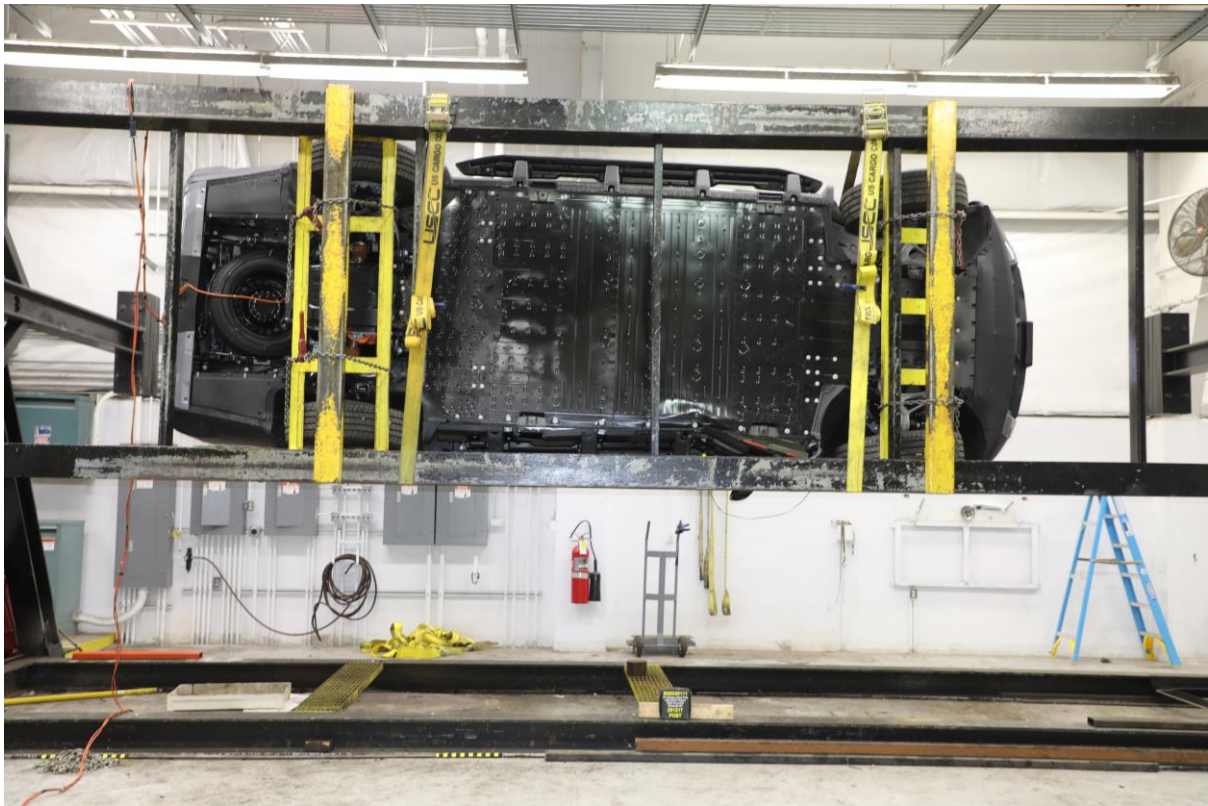
**305-27 Post-Impact View of Other Test Devices**



**305-28 FMVSS No. 305 Static Rollover at 90°**



**305-29 FMVSS No. 305 Static Rollover at 180°**



**305-30 FMVSS No. 305 Static Rollover at 270°**



**305-31 FMVSS No. 305 Static Rollover at 360°**

**PHOTO NOT AVAILABLE**

**305-32 Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery**

**PHOTO NOT AVAILABLE**

**305-33 Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery**

PHOTO NOT APPLICABLE

**305-34 Post-Impact Propulsion Battery System Mounting and or Intrusion Failure(s)**



**305-35 Post-Impact View of Battery Component Intrusion**

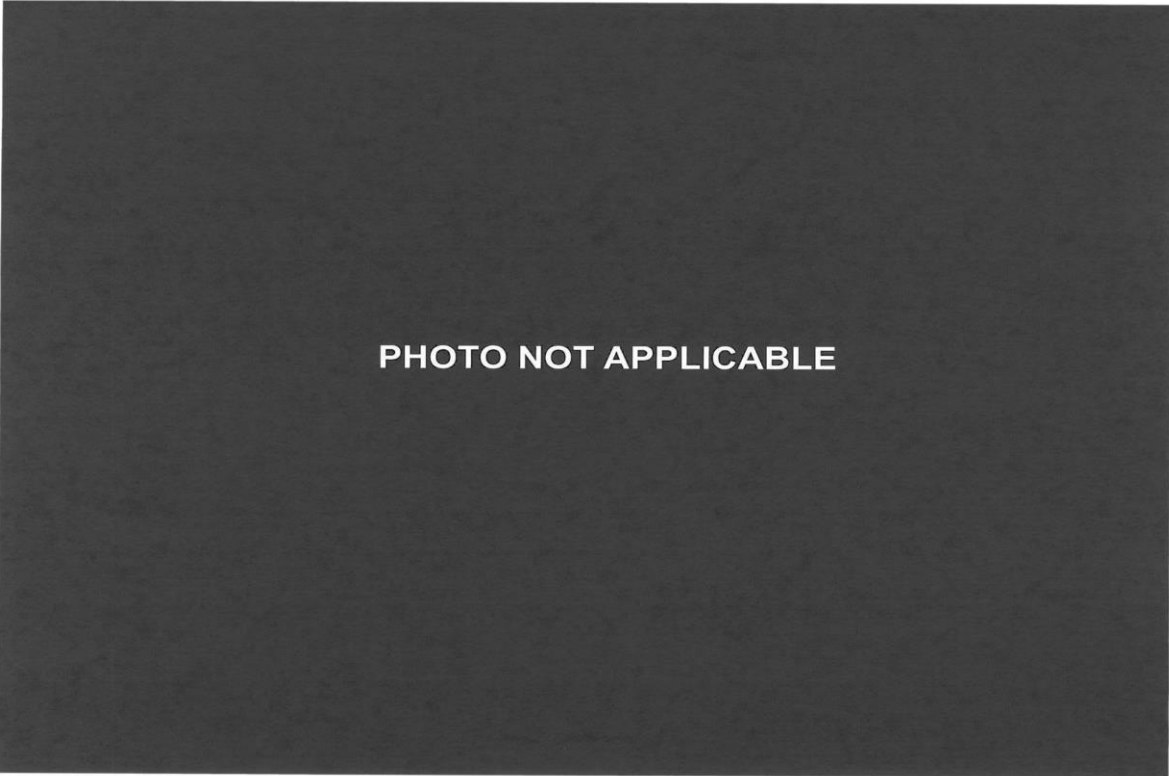


PHOTO NOT APPLICABLE

**305-36 Post-Impact View of Battery Module Movement or Retention Loss**

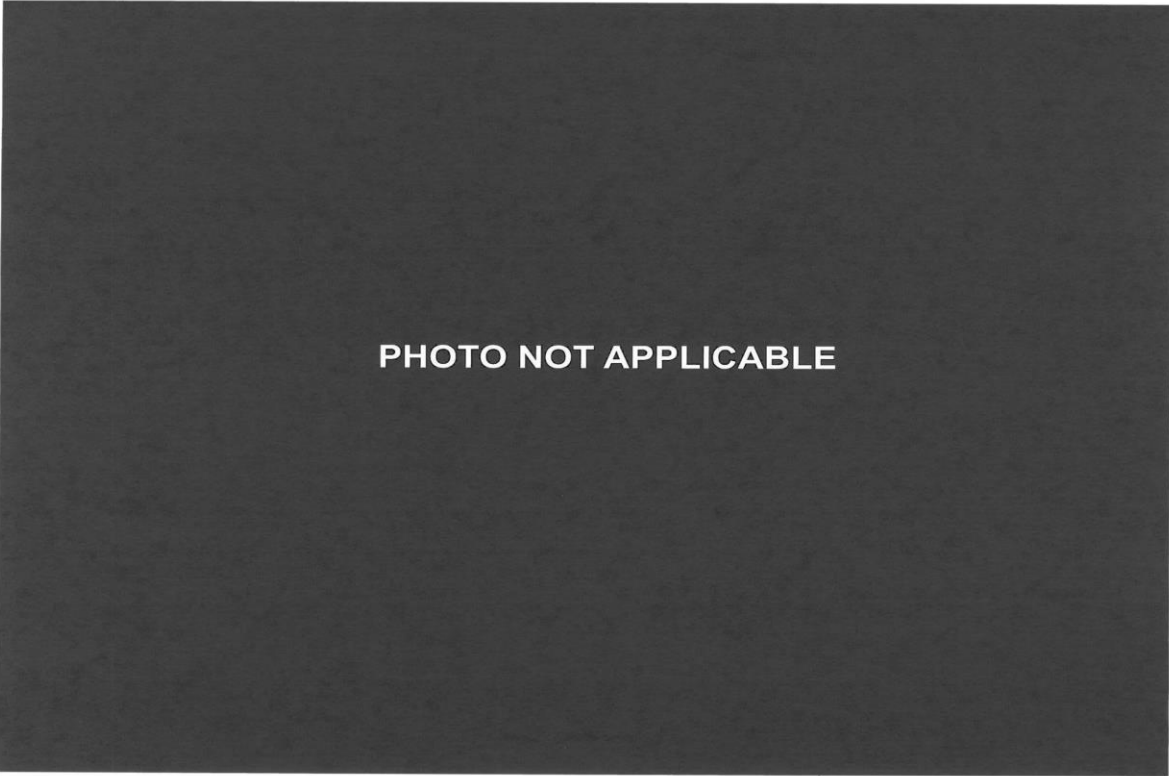


PHOTO NOT APPLICABLE

**305-37 Post-Impact View of Propulsion Battery Electrolyte Spillage Location**

PHOTO NOT APPLICABLE

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

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

## TABLE OF DATA PLOTS

| No. | Description                                            | Page |
|-----|--------------------------------------------------------|------|
| 1   | Driver Head Acceleration (X) vs. Time                  | B-4  |
| 2   | Driver Head Acceleration (Y) vs. Time                  | B-4  |
| 3   | Driver Head Acceleration (Z) vs. Time                  | B-4  |
| 4   | Driver Head Acceleration Resultant vs. Time            | B-4  |
| 5   | Driver Lower Spine T12 Acceleration (X) vs. Time       | B-5  |
| 6   | Driver Lower Spine T12 Acceleration (Y) vs. Time       | B-5  |
| 7   | Driver Lower Spine T12 Acceleration (Z) vs. Time       | B-5  |
| 8   | Driver Lower Spine T12 Acceleration Resultant vs. Time | B-5  |
| 9   | Driver Iliac Wing Force on Impact Side (Y) vs. Time    | B-6  |
| 10  | Driver Acetabulum Force on Impact Side (Y) vs. Time    | B-6  |
| 11  | Driver Total Pelvis Force on Impact Side (Y) vs. Time  | B-6  |

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](http://www.nhtsa.gov).

### Additional Driver Dummy Instrumentation Data

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

### **Vehicle Instrumentation Data**

Vehicle Center of Gravity Acceleration (X)  
Vehicle Center of Gravity Acceleration (Y)  
Vehicle Center of Gravity Acceleration (Z)  
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 (Y)  
Left Lower B-Pillar Acceleration (Y)  
Left Mid B-Pillar Acceleration (Y)  
Driver Seat Track at Dummy Hip Point 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<sup>1</sup>**

Load Cell Pole Barrier #3 Force (X)  
Load Cell Pole Barrier #4 Force (X)  
Load Cell Pole Barrier #5 Force (X)  
Load Cell Pole Barrier #6 Force (X)  
Load Cell Pole Barrier #7 Force (X)  
Load Cell Pole Barrier #8 Force (X)

<sup>1</sup> Load Cell Pole Barrier #1 & #2 Force not collected to avoid damage

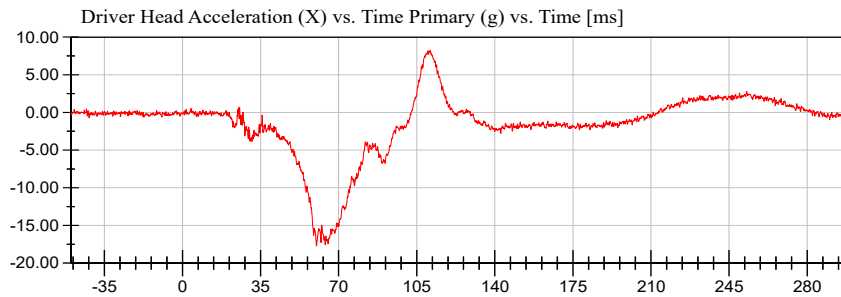
# NHTSA

Test Lab: CTF

Test Number: 251217 (M20250111)

Position #1 SID IIs Dummy (297)

Test Date: 12/17/2025



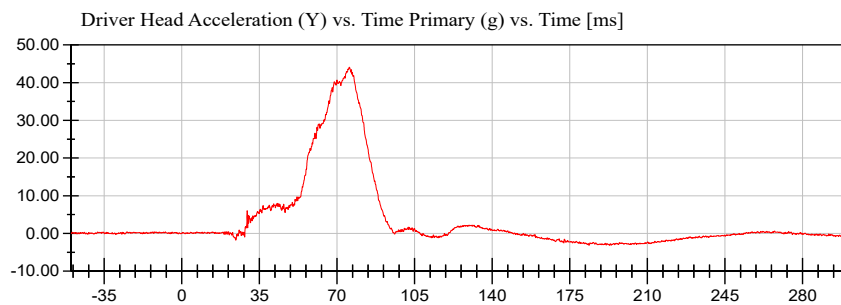
<Max>

8.24 g at 111.00 ms

<Min>

-17.73 g at 60.05 ms

CFC\_1000



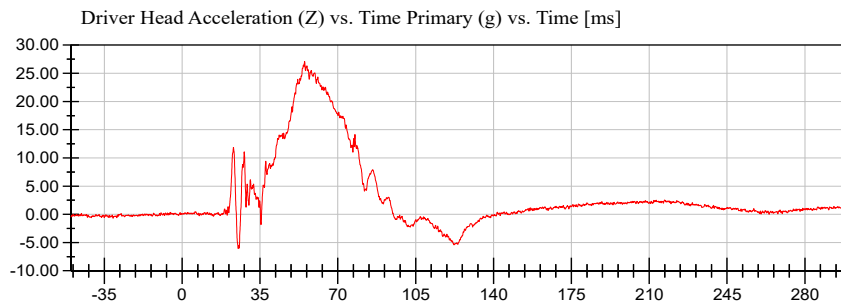
<Max>

44.10 g at 75.55 ms

<Min>

-3.14 g at 183.65 ms

CFC\_1000



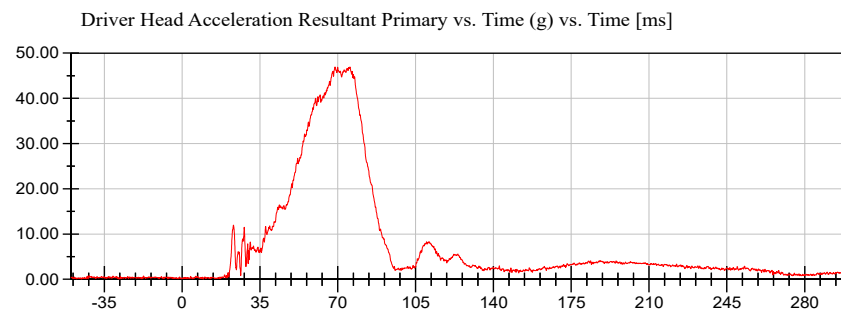
<Max>

27.09 g at 55.05 ms

<Min>

-6.06 g at 25.20 ms

CFC\_1000



<Max>

46.96 g at 75.50 ms

<Min>

0.02 g at 9.50 ms

CFC\_1000



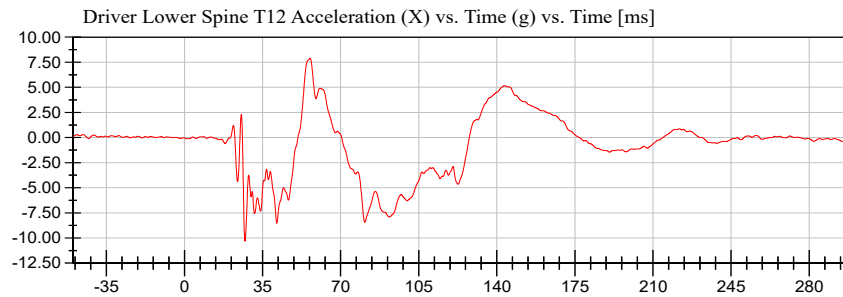
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Test Lab: CTF

Test Number: 251217 (M20250111)

Position #1 SID IIs Dummy (297)

Test Date: 12/17/2025



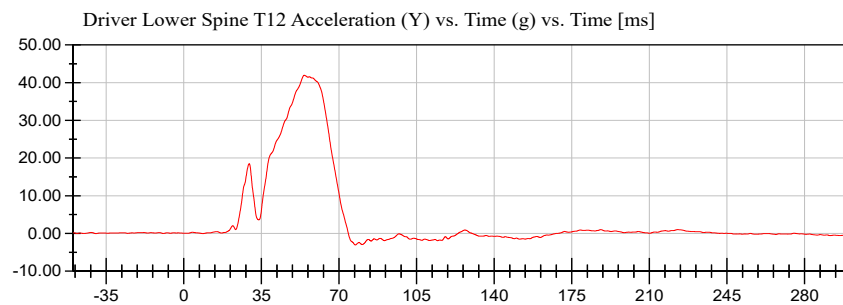
<Max>

7.89 g at 56.30 ms

<Min>

-10.32 g at 27.10 ms

CFC\_180



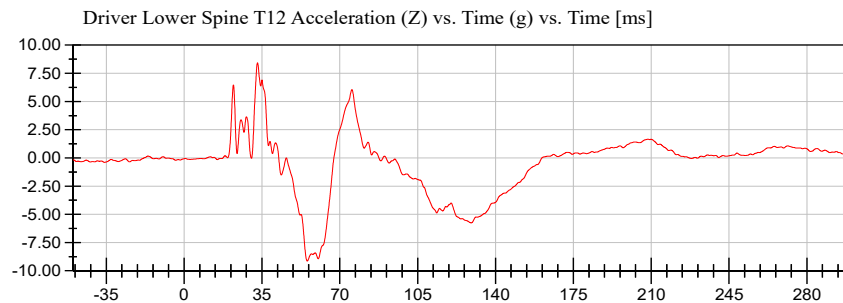
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41.97 g at 54.30 ms

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-3.05 g at 77.35 ms

CFC\_180



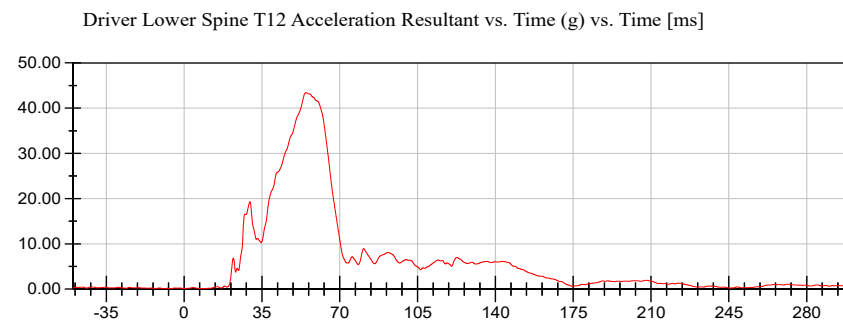
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8.43 g at 33.00 ms

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-9.14 g at 55.35 ms

CFC\_180



<Max>

43.43 g at 54.85 ms

<Min>

0.04 g at -0.05 ms

CFC\_180



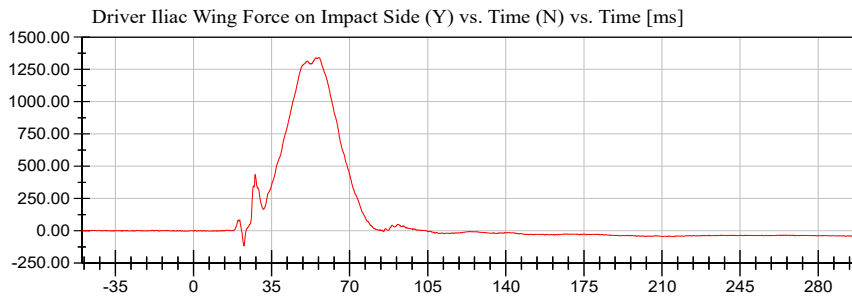
# NHTSA

Test Lab: CTF

Test Number: 251217 (M20250111)

Position #1 SID IIs Dummy (297)

Test Date: 12/17/2025



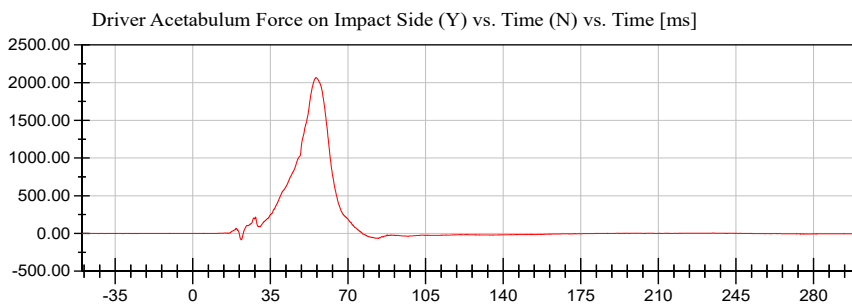
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1,340.79 N at 56.30 ms

<Min>

-116.78 N at 22.60 ms

CFC\_600



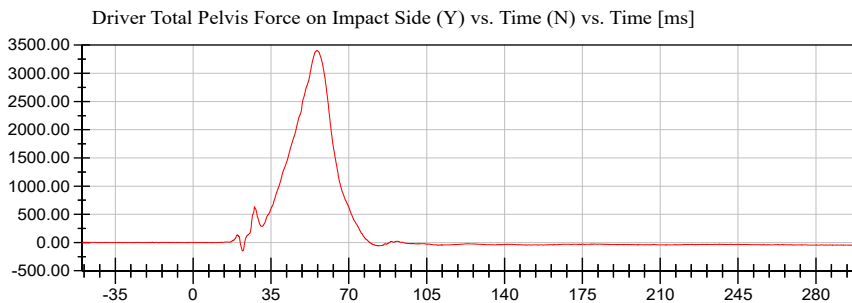
<Max>

2,066.00 N at 55.60 ms

<Min>

-84.83 N at 21.90 ms

CFC\_600



<Max>

3,403.17 N at 55.70 ms

<Min>

-147.68 N at 22.30 ms

CFC\_600



**APPENDIX C**  
**DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION DATA**

**TABLE OF CALIBRATION MEASUREMENTS AND PLOTS**  
**SID-IIs (Driver) Dummy**  
**Description**

**Table 1.** External Measurements

**Table 2.** Head Drop Test

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

**Table 3.** Lateral Neck Pendulum Test

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

**Table 4.** Shoulder Impact Test

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

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

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

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

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

**Table 7.** Abdomen Impact Test

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

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

**Table 9.** Pelvis Acetabulum Impact Test

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

**Table 10.** Pelvis Iliac Impact Test

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

**Pre-Test Calibration Sheets**  
**Driver S/N 297**

**Transportation Research Center Inc.**  
**SIDIIs Dummy - Level D**  
**External Dimensions**  
**Serial No. 297 Calibration No. 78**

| Symbol | Description                             | Specification | Results | Pass |
|--------|-----------------------------------------|---------------|---------|------|
|        |                                         | mm            | mm      |      |
| A      | Sitting Height                          | 772.0 - 788.0 | 780     | Yes  |
| B      | Shoulder Pivot Height                   | 437.0 - 453.0 | 450     | Yes  |
| C      | H-Point Height                          | 79.0 - 89.0   | 85      | Yes  |
| D      | H-Point from Seat Back                  | 141.0 - 151.0 | 147     | Yes  |
| E      | Shoulder Pivot from Backline            | 97.0 - 107.0  | 102     | Yes  |
| F      | Thigh Clearance                         | 119.0 - 135.0 | 130     | Yes  |
| G      | Head Breadth                            | 140.0 - 148.0 | 147     | Yes  |
| H      | Head Back from Backline                 | 40.0 - 46.0   | 45      | Yes  |
| I      | Head Depth                              | 178.0 - 188.0 | 183     | Yes  |
| J      | Head Circumference                      | 541.0 - 551.0 | 544     | Yes  |
| K      | Buttock to Knee Length                  | 514.0 - 540.0 | 528     | Yes  |
| L      | Popliteal Height                        | 343.0 - 369.0 | 353     | Yes  |
| M      | Knee Pivot to Floor Height              | 393.0 - 409.0 | 400     | Yes  |
| N      | Buttock Popliteal Length                | 416.0 - 442.0 | 430     | Yes  |
| O      | Chest Depth without Jacket              | 195.0 - 211.0 | 200     | Yes  |
| P      | Foot Length (right)                     | 216.0 - 232.0 | 223     | Yes  |
| P      | Foot Length (left)                      | 216.0 - 232.0 | 223     | Yes  |
| Q      | Hip Breadth                             | 313.0 - 323.0 | 319     | Yes  |
| R      | Arm Length                              | 249.0 - 259.0 | 254     | Yes  |
| S      | Knee Joint to seat Back                 | 478.0 - 493.0 | 485     | Yes  |
| V      | Shoulder Width (only one arm installed) | 341.0 - 357.0 | 347     | Yes  |
| W      | Foot Width (right)                      | 78.0 - 94.0   | 85      | Yes  |
| W      | Foot Width (left)                       | 78.0 - 94.0   | 85      | Yes  |
| Y      | Chest Circumference with Jacket         | 851.0 - 881.0 | 877     | Yes  |
| Z      | Waist Circumference                     | 761.0 - 791.0 | 781     | Yes  |

Revised 9/29/2005

Report Number: 297\_S2F78

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## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. 297 Certification No. 78-1

Test Date: 11/19/2025

| Test Parameter                                                       | Specification  | Test Results | Pass |
|----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                          | 18.9 - 25.6 °C | 21.4 °C      | Yes  |
| Relative Humidity                                                    | 10 - 70 %      | 32 %         | Yes  |
| Peak Head Resultant Acceleration                                     | 115 - 137 g    | 134.1 g      | Yes  |
| Peak Head Longitudinal Acceleration                                  | (-15) - 15 g   | 4.1 g        | Yes  |
| Is Head Resultant Acceleration Curve<br>Unimodal within 15% of Peak? | < 15 %         | 0.75 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Head Skin S/N: 1330**

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

11.19.2025 08:37:25 232

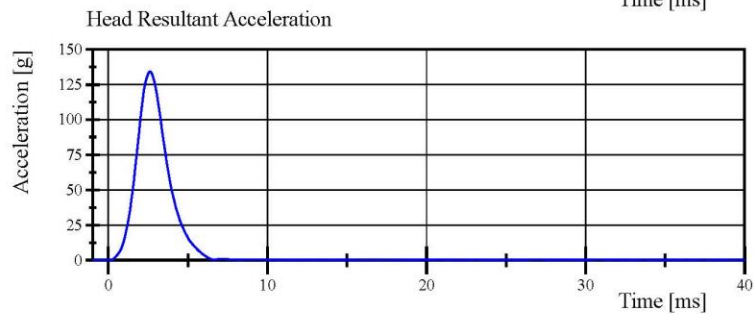
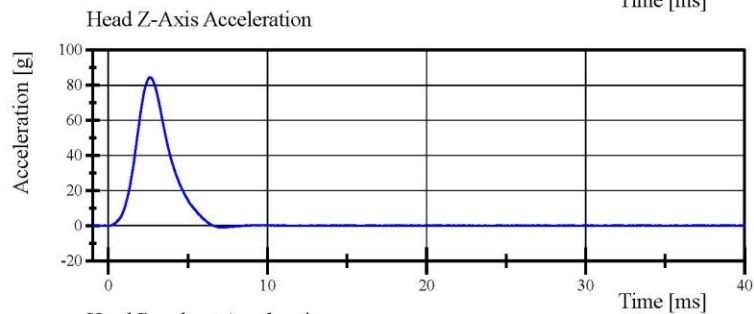
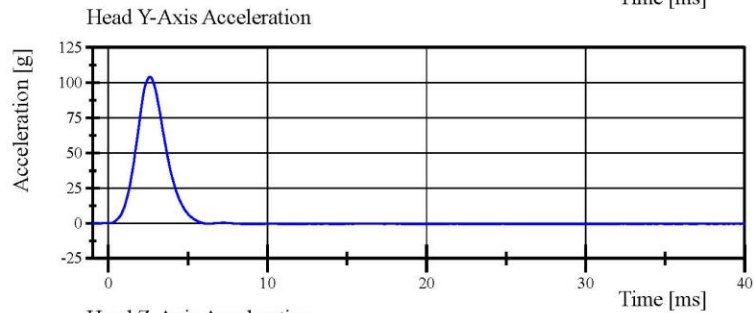
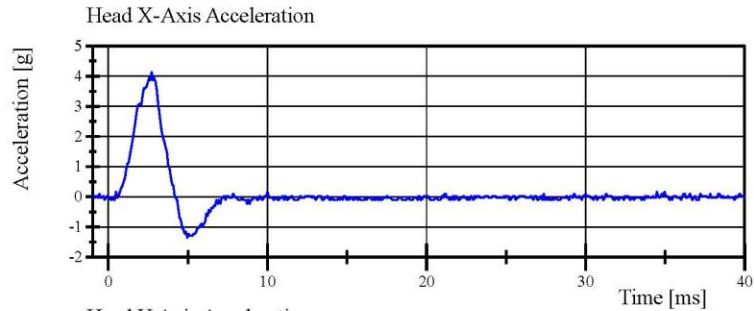


## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. 297 Certification No. 78-1

Test Date: 11/19/2025



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

11.19.2025 08:37:59 232



## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 78-8

Test Date: 11/20/2025

| Test Parameter                       | Specification         | Test Results | Pass |
|--------------------------------------|-----------------------|--------------|------|
| Temperature                          | 20.6 - 22.2 °C        | 21.1 °C      | Yes  |
| Relative Humidity                    | 10 - 70 %             | 37 %         | Yes  |
| Pendulum Velocity                    | (-5.51) - (-5.63) m/s | -5.611 m/s   | Yes  |
| Pendulum Integrated Velocity         |                       |              |      |
| Change at 10 ms                      | 2.20 - 2.80 m/s       | 2.375 m/s    | Yes  |
| Change at 15 ms                      | 3.30 - 4.10 m/s       | 3.568 m/s    | Yes  |
| Change at 20 ms                      | 4.40 - 5.40 m/s       | 4.879 m/s    | Yes  |
| Change at 25 ms                      | 5.40 - 6.10 m/s       | 5.926 m/s    | Yes  |
| Change at 25 to 100 ms               | 5.50 - 6.20 m/s       | 6.009 m/s    | Yes  |
| Maximum Headform Flexion             |                       |              |      |
| Peak                                 | (-71) - (-81) deg     | -79.2 deg    | Yes  |
| Time of Peak                         | 50 - 70 ms            | 64.6 ms      | Yes  |
| Total Neck Occipital Condyles Moment | 36 - 44 N·m           | 42.5 N·m     | Yes  |
| Decay to 0 N·m                       | 102 - 126 ms          | 116.8 ms     | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:.**

**Neck S/N: 779**

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

11.20.2025 11:15:40 751

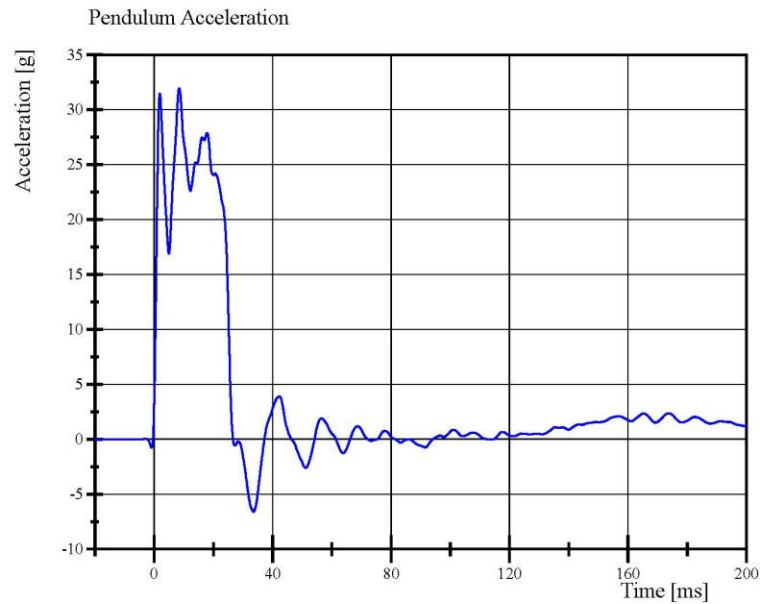


## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 78-8

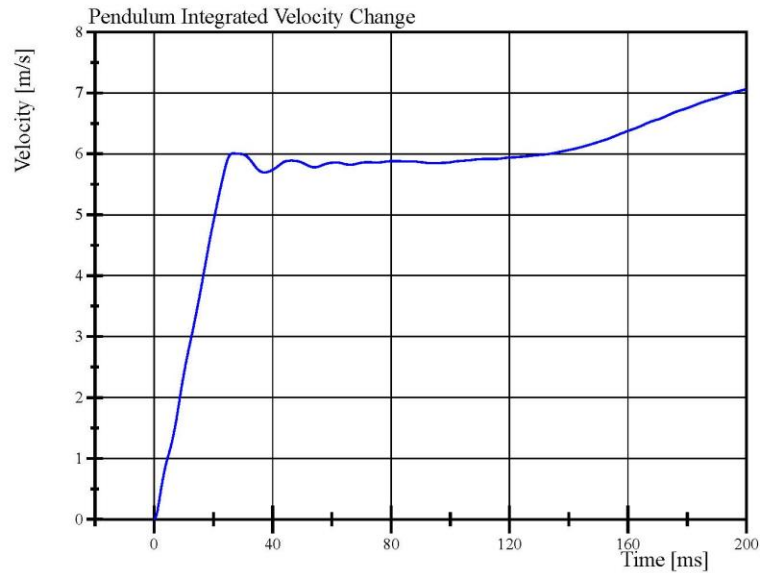
Test Date: 11/20/2025



Filter Class: CFC\_180

Max: 31.9 g at 8.5 ms

Min: -6.6 g at 33.5 ms



Filter Class: CFC\_180

Max: 7.1 m/s at 200.0 ms

Min: 0.0 m/s at 0.0 ms

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

11.20.2025 11:17:04 751



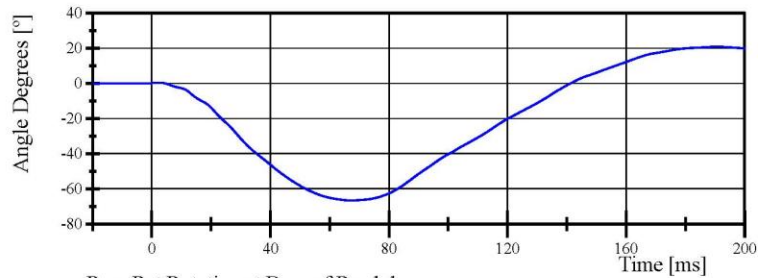
## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 78-8

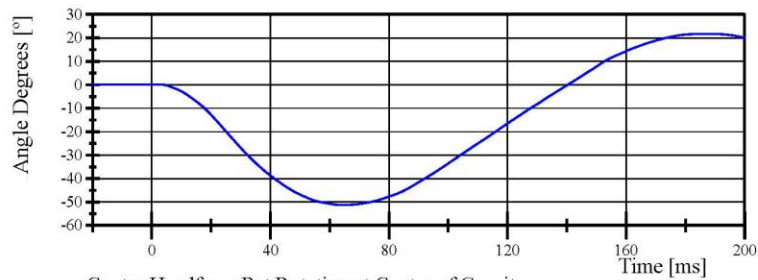
Test Date: 11/20/2025

Forward Pot Rotation at Base of Pendulum



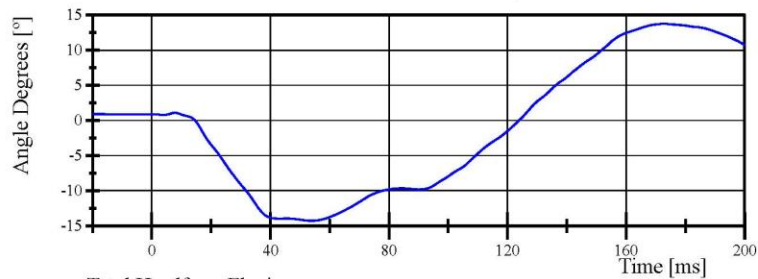
Filter Class: CFC\_60  
Max: 20.9 ° at 190.6 ms  
Min: -66.6 ° at 67.2 ms

Rear Pot Rotation at Base of Pendulum



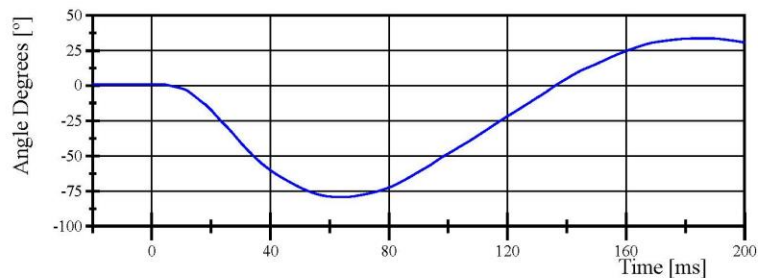
Filter Class: CFC\_60  
Max: 21.8 ° at 186.5 ms  
Min: -51.3 ° at 64.4 ms

Center Headform Pot Rotation at Center of Gravity



Filter Class: CFC\_60  
Max: 13.7 ° at 172.6 ms  
Min: -14.3 ° at 53.9 ms

Total Headform Flexion



Filter Class: CFC\_60  
Max: 33.7 ° at 187.4 ms  
Min: -79.2 ° at 64.6 ms

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

11.20.2025 11:17:05 751

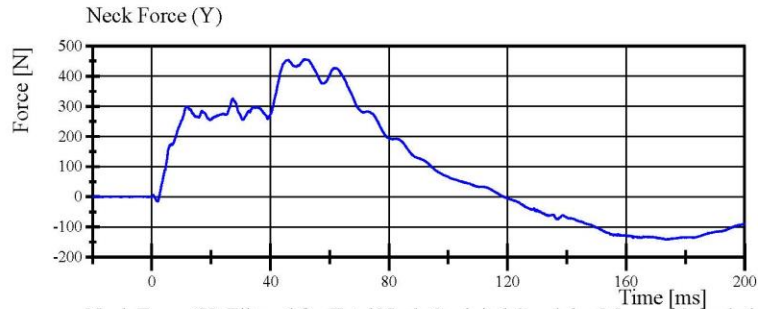


## Transportation Research Center Inc.

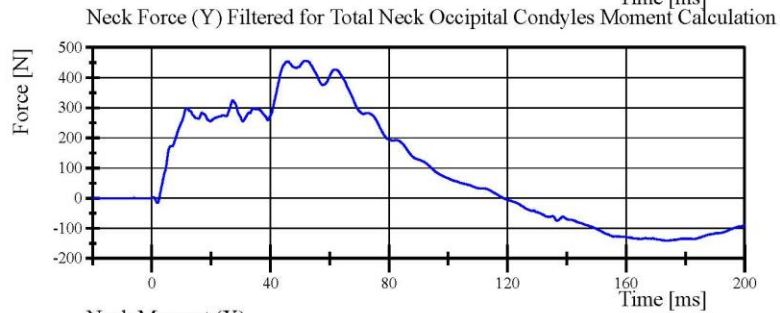
Left Lateral Neck

SID IIs Serial No. 297 Certification No. 78-8

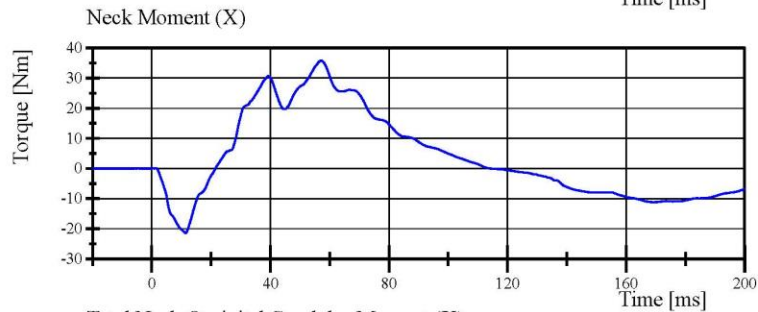
Test Date: 11/20/2025



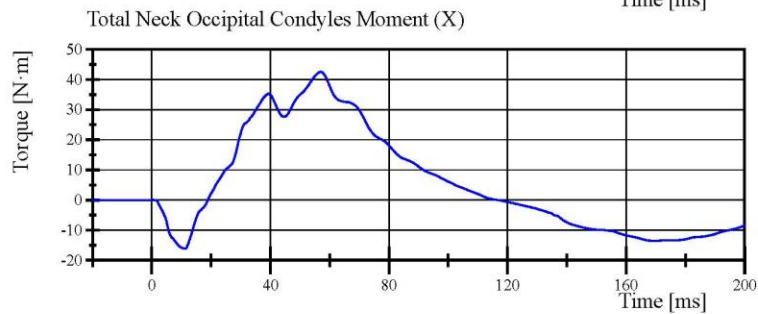
Filter Class: CFC\_1000  
Max: 455.4 N at 51.4 ms  
Min: -141.9 N at 173.8 ms



Filter Class: CFC\_600  
Max: 455.2 N at 51.5 ms  
Min: -141.2 N at 173.7 ms



Filter Class: CFC\_600  
Max: 35.8 Nm at 57.1 ms  
Min: -21.4 Nm at 11.4 ms



Filter Class: Without\_(Constar  
Max: 42.5 N·m at 57.0 ms  
Min: -16.2 N·m at 11.2 ms

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

11.20.2025 11:17:05 751



## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. 297 Certification No. 78-2

Test Date: 11/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.2 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 31 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.27 m/s     | Yes  |
| Impactor Acceleration            | (-13) - (-18) g | -15.2 g      | Yes  |
| Shoulder Displacement            | 28 - 37 mm      | 30.1 mm      | Yes  |
| Upper Spine Lateral Acceleration | 17 - 22 g       | 21.6 g       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Arm S/N: 940L**

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

11.18.2025 15:20:32 868

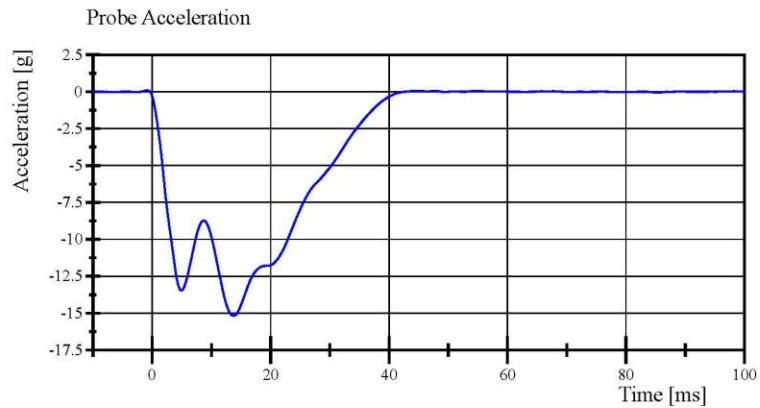


## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. 297 Certification No. 78-2

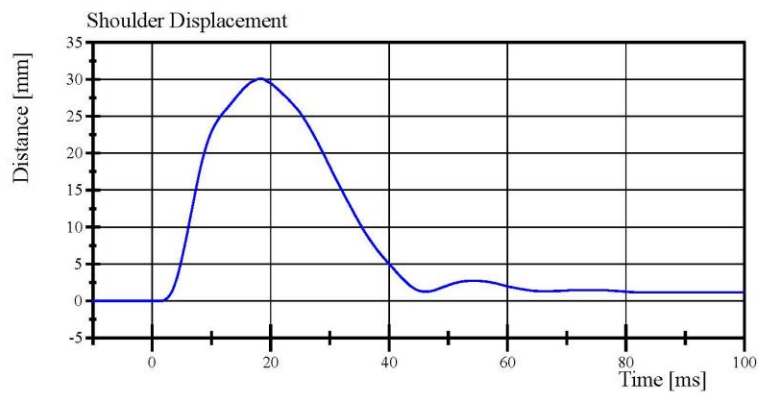
Test Date: 11/18/2025



Filter Class: CFC\_180

Max: 0.1 g at -0.8 ms

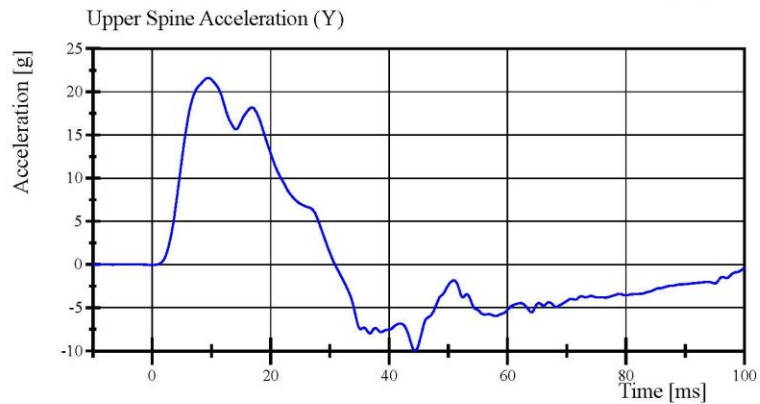
Min: -15.2 g at 13.8 ms



Filter Class: CFC\_600

Max: 30.1 mm at 18.3 ms

Min: -0.0 mm at 1.4 ms



Filter Class: CFC\_180

Max: 21.6 g at 9.4 ms

Min: -10.0 g at 44.4 ms

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

11.18.2025 15:21:05 868



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 78-3  
Test Date: 11/19/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.2 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 32 %         | Yes  |
| Impactor Velocity                | 6.60 - 6.80 m/s | 6.652 m/s    | Yes  |
| Impactor Acceleration            | (-30) - (-36) g | -33.7 g      | Yes  |
| Shoulder Displacement            | 31 - 40 mm      | 31.8 mm      | Yes  |
| Upper Thorax Rib Displacement    | 25 - 32 mm      | 25.3 mm      | Yes  |
| Center Thorax Rib Displacement   | 30 - 36 mm      | 30.4 mm      | Yes  |
| Lower Thorax Rib Displacement    | 32 - 38 mm      | 34.4 mm      | Yes  |
| Upper Spine Lateral Acceleration | 34 - 43 g       | 42.3 g       | Yes  |
| Lower Spine Lateral Acceleration | 29 - 37 g       | 34.3 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Left Arm S/N:** 940L

**Shoulder Rib S/N:** DL9245

**Upper Thorax Rib S/N:** DM5020

**Middle Thorax Rib S/N:** DM5021

**Lower Thorax Rib S/N:** DM5022

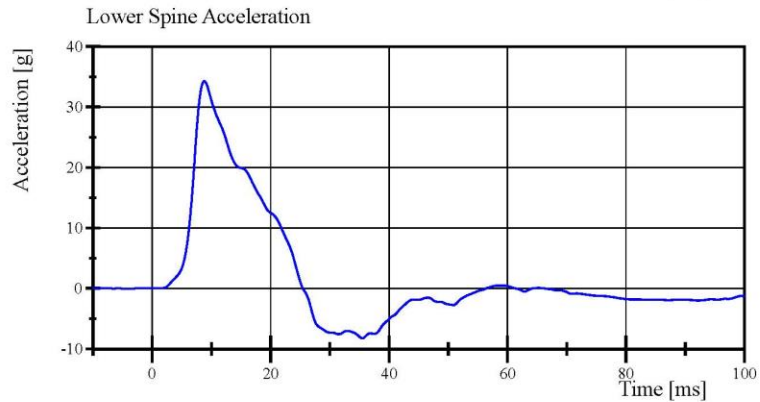
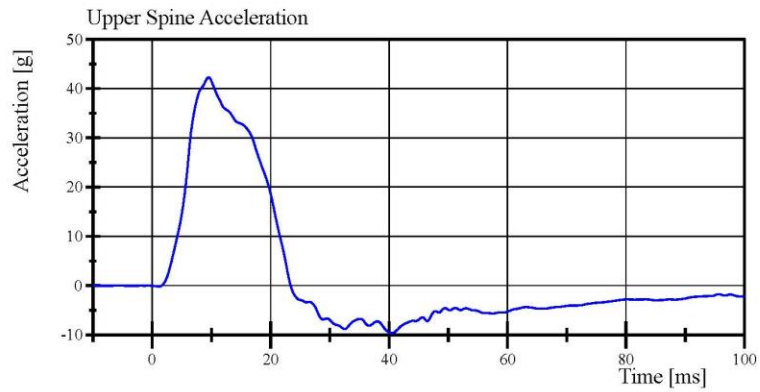
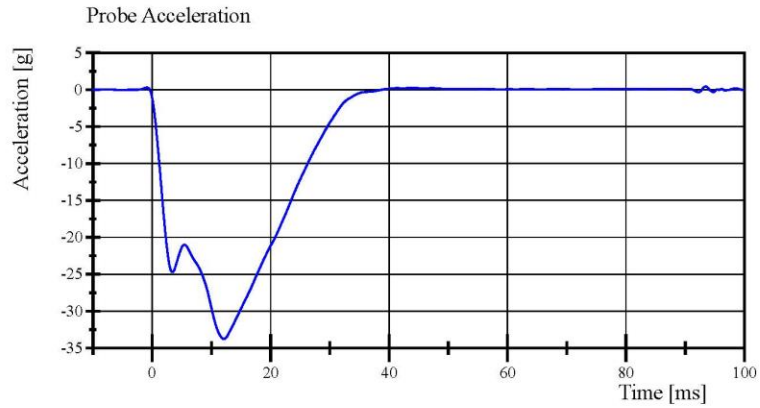
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

11.19.2025 08:08:12 631



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 78-3  
Test Date: 11/19/2025



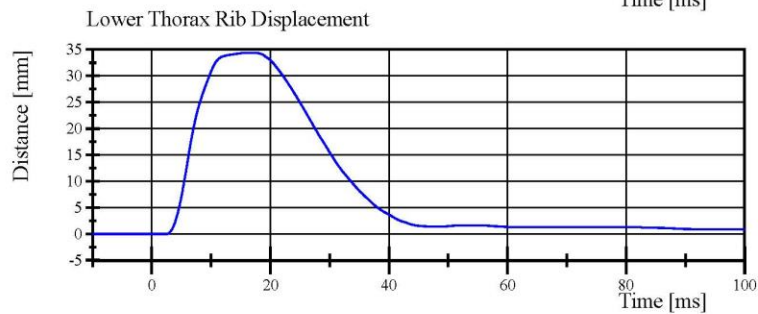
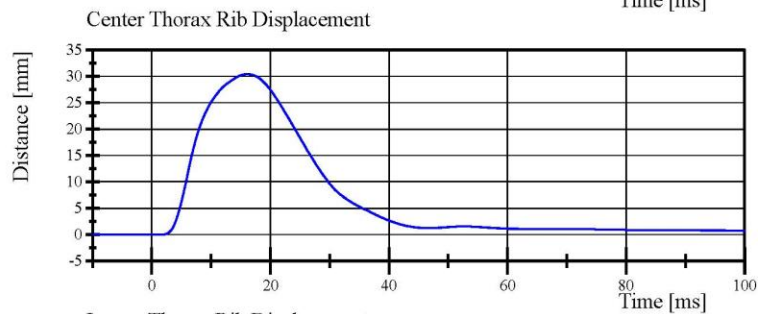
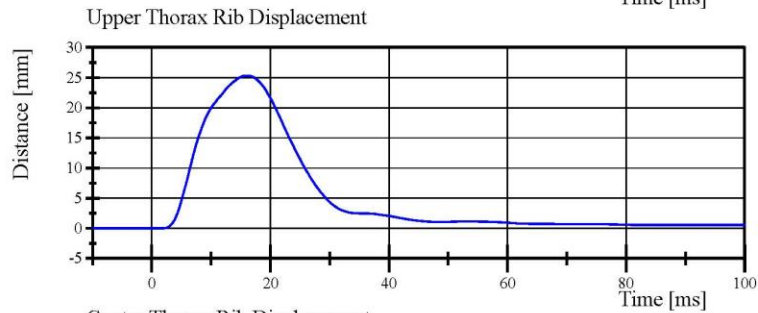
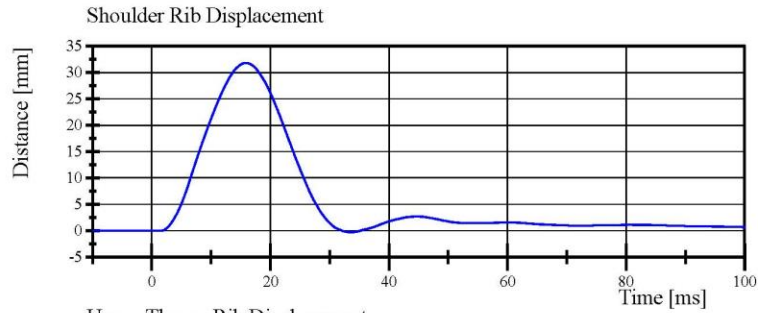
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

11.19.2025 08:09:23 631



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 78-3  
Test Date: 11/19/2025



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

11.19.2025 08:09:23 631



## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 78-1  
Test Date: 11/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.2 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 30 %         | Yes  |
| Impactor Velocity                | 4.20 - 4.40 m/s | 4.358 m/s    | Yes  |
| Impactor Acceleration            | (-14) - (-18) g | -15.7 g      | Yes  |
| Upper Thorax Rib Displacement    | 32 - 40 mm      | 36.3 mm      | Yes  |
| Center Thorax Rib Displacement   | 39 - 45 mm      | 41.0 mm      | Yes  |
| Lower Thorax Rib Displacement    | 35 - 43 mm      | 39.0 mm      | Yes  |
| Upper Spine Lateral Acceleration | 13 - 17 g       | 15.3 g       | Yes  |
| Lower Spine Lateral Acceleration | 7 - 11 g        | 10.6 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

Upper Thorax Rib S/N: DM5020

Middle Thorax Rib S/N: DM5021

Lower Thorax Rib S/N: DM5022

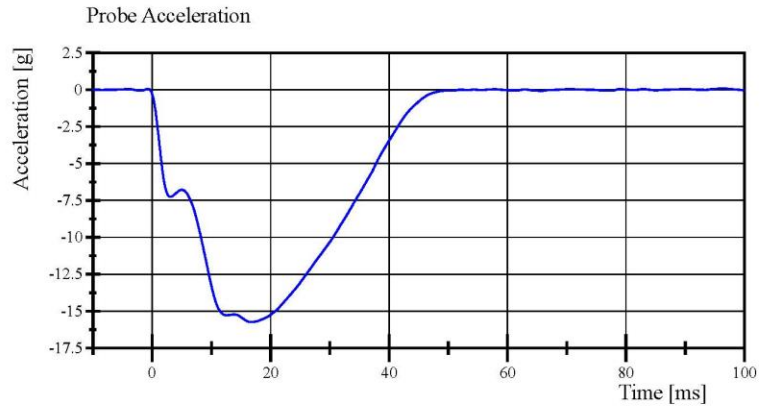
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

11.18.2025 13:33:09 475

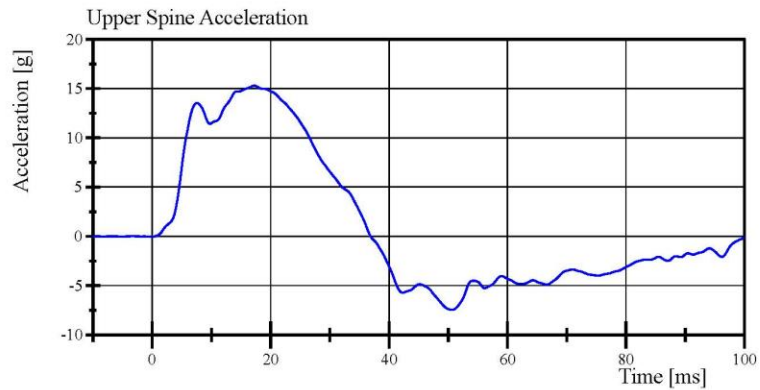


## Transportation Research Center Inc.

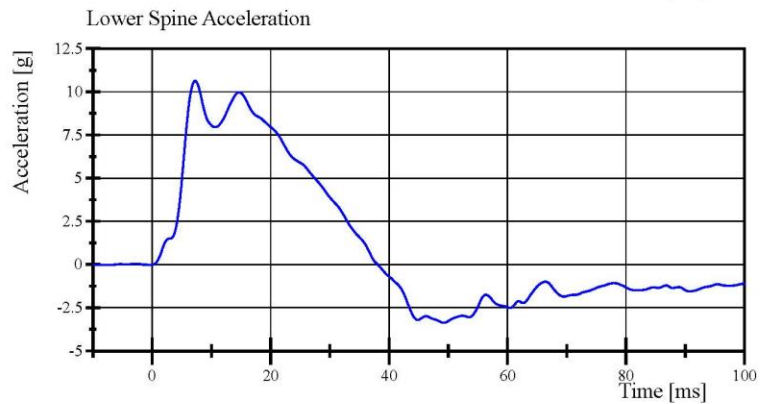
Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 78-1  
Test Date: 11/18/2025



Filter Class: CFC\_180  
Max: 0.1 g at 96.6 ms  
Min: -15.7 g at 16.8 ms



Filter Class: CFC\_180  
Max: 15.3 g at 17.3 ms  
Min: -7.4 g at 50.6 ms



Filter Class: CFC\_180  
Max: 10.6 g at 7.3 ms  
Min: -3.4 g at 49.3 ms

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

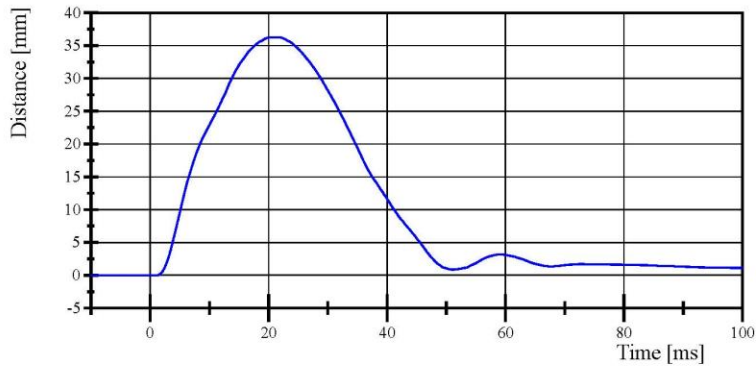
11.18.2025 13:34:06 475



## Transportation Research Center Inc.

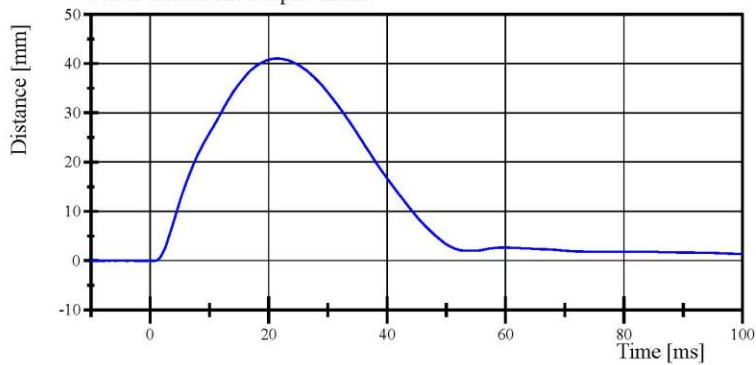
Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 78-1  
Test Date: 11/18/2025

Upper Thorax Rib Displacement



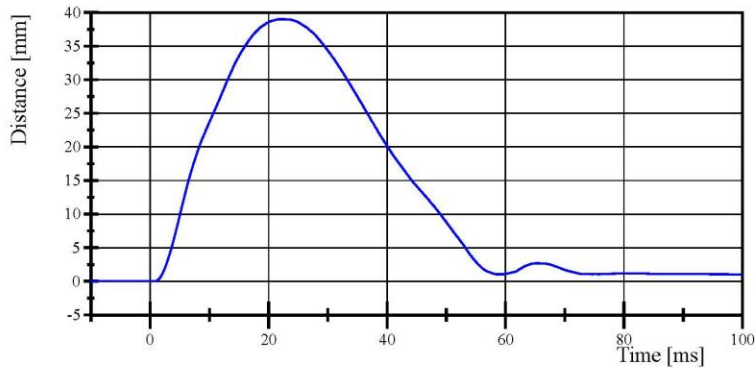
Filter Class: CFC\_600  
Max: 36.3 mm at 21.0 ms  
Min: -0.0 mm at 1.0 ms

Center Thorax Rib Displacement



Filter Class: CFC\_600  
Max: 41.0 mm at 21.4 ms  
Min: -0.0 mm at 0.6 ms

Lower Thorax Rib Displacement



Filter Class: CFC\_600  
Max: 39.0 mm at 22.1 ms  
Min: -0.0 mm at 0.6 ms

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

11.18.2025 13:34:06 475



## Transportation Research Center Inc.

Left Lateral Abdomen

SID IIs Serial No. 297 Certification No. 78-1

Test Date: 11/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.3 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 30 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.33 m/s     | Yes  |
| Impactor Acceleration            | (-12) - (-16) g | -15.1 g      | Yes  |
| Upper Abdominal Rib Displacement | 36 - 47 mm      | 38.7 mm      | Yes  |
| Lower Abdominal Rib Displacement | 33 - 44 mm      | 38.0 mm      | Yes  |
| Lower Spine Lateral Acceleration | 9 - 14.0 g      | 12.94 g      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

Upper Abdominal Rib S/N: AB8010

Lower Abdominal Rib S/N: DM7275

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

11.18.2025 13:26:06 355



Report Number: 297\_S2F78

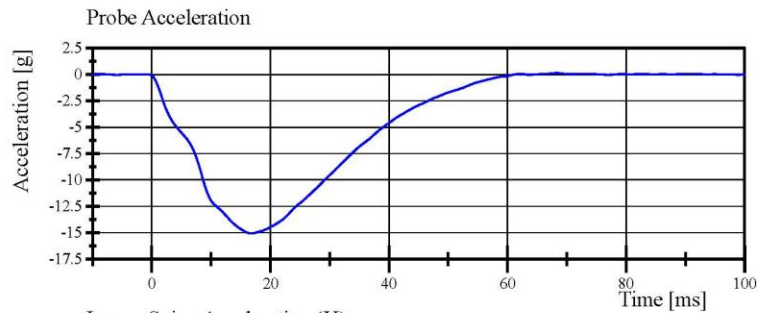
Page 23 of 30

## Transportation Research Center Inc.

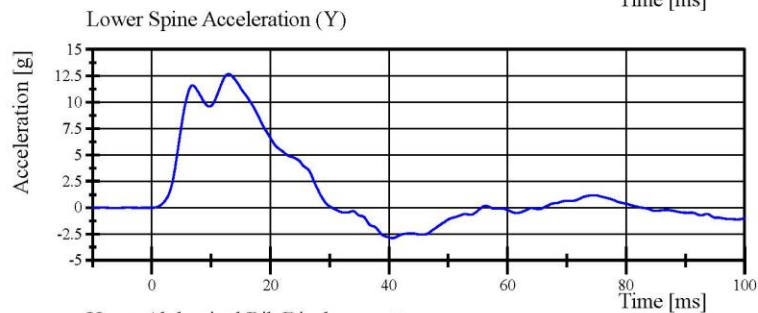
Left Lateral Abdomen

SID IIs Serial No. 297 Certification No. 78-1

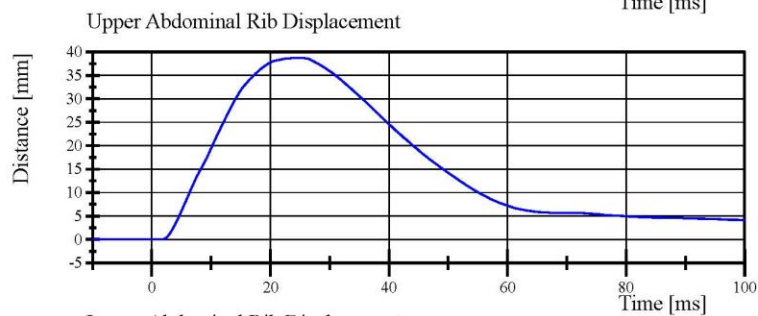
Test Date: 11/18/2025



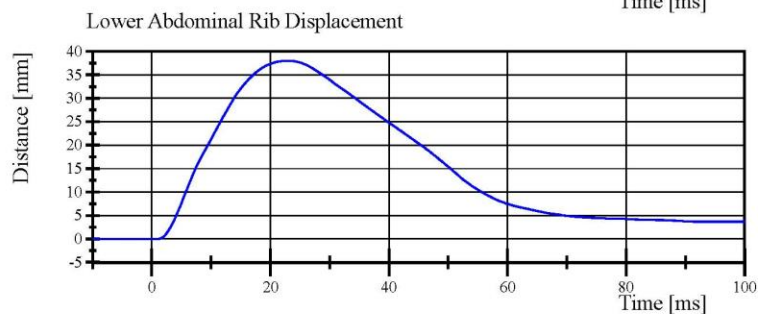
Filter Class: CFC\_180  
Max: 0.1 g at 68.3 ms  
Min: -15.1 g at 16.8 ms



Filter Class: CFC\_180  
Max: 12.7 g at 13.0 ms  
Min: -2.9 g at 40.6 ms



Filter Class: CFC\_600  
Max: 38.7 mm at 25.1 ms  
Min: -0.0 mm at 1.6 ms



Filter Class: CFC\_600  
Max: 38.0 mm at 22.8 ms  
Min: -0.0 mm at 0.2 ms

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

11.18.2025 13:26:46 355



## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. 297 Certification No. 78-1

Test Date: 11/18/2025

| Test Parameter                                | Specification       | Test Results | Pass |
|-----------------------------------------------|---------------------|--------------|------|
| Temperature                                   | 20.6 - 22.2 °C      | 21.2 °C      | Yes  |
| Relative Humidity                             | 10 - 70 %           | 29 %         | Yes  |
| Pendulum Velocity                             | 6.6 - 6.8 m/s       | 6.60 m/s     | Yes  |
| Impactor Acceleration                         | (-38.0) - (-47.0) g | -43.63 g     | Yes  |
| Peak Pelvis Lateral Acceleration<br>after 6ms | 34 - 42 g           | 40.1 g       | Yes  |
| Acetabulum Force                              | 3,600 - 4,300 N     | 4,019.0 N    | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Pelvis Skin S/N:** 1171

**Pelvis Plug Info:**

**Manufacturer:** Saco

**S/N:** 17087

**Cal Date:** 20220821

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

11.18.2025 13:13:03 216

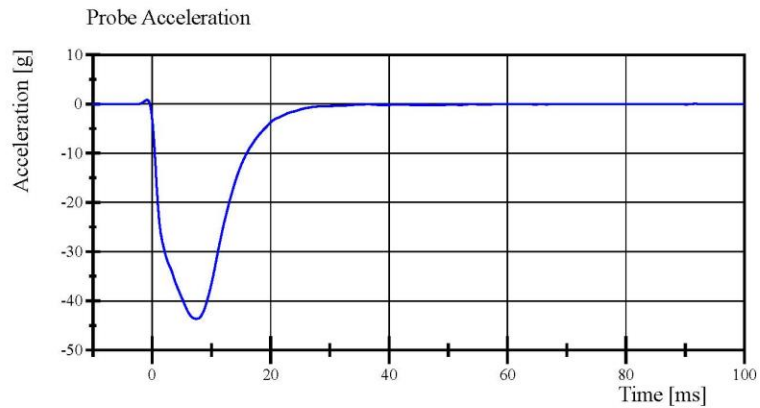


## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. 297 Certification No. 78-1

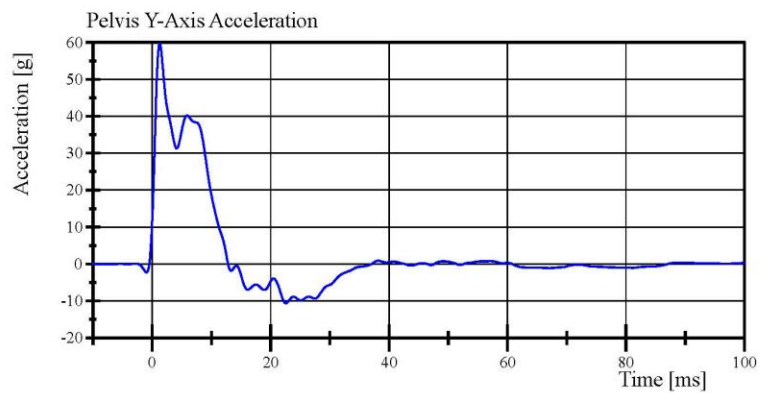
Test Date: 11/18/2025



Filter Class: CFC\_180

Max: 0.8 g at -0.9 ms

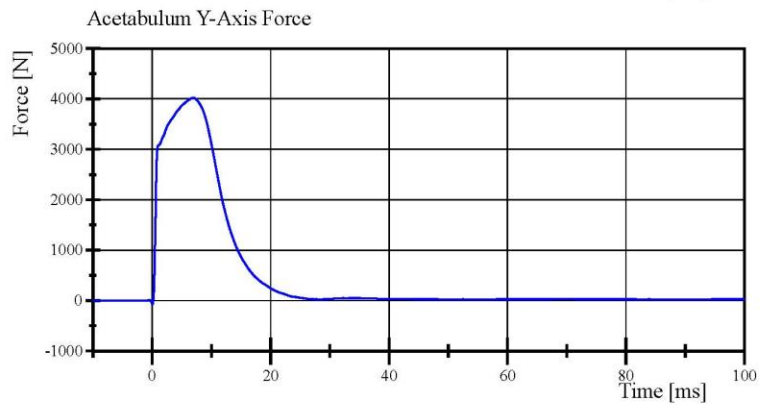
Min: -43.6 g at 7.4 ms



Filter Class: CFC\_180

Max: 59.7 g at 1.3 ms

Min: -10.6 g at 22.6 ms



Filter Class: CFC\_600

Max: 4,019.0 N at 7.0 ms

Min: -72.5 N at 0.1 ms

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

11.18.2025 13:14:23 216



## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. 297 Certification No. 78-1

Test Date: 11/19/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.2 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 33 %         | Yes  |
| Pendulum Velocity                | 4.2 - 4.4 m/s   | 4.24 m/s     | Yes  |
| Impactor Acceleration            | (-36) - (-45) g | -40.8 g      | Yes  |
| Peak Pelvis Lateral Acceleration | 28 - 39 g       | 36.7 g       | Yes  |
| Iliac Force                      | 4,100 - 5,100 N | 4,763.3 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Pelvis Skin S/N: 1171**

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

11.19.2025 08:23:19 673

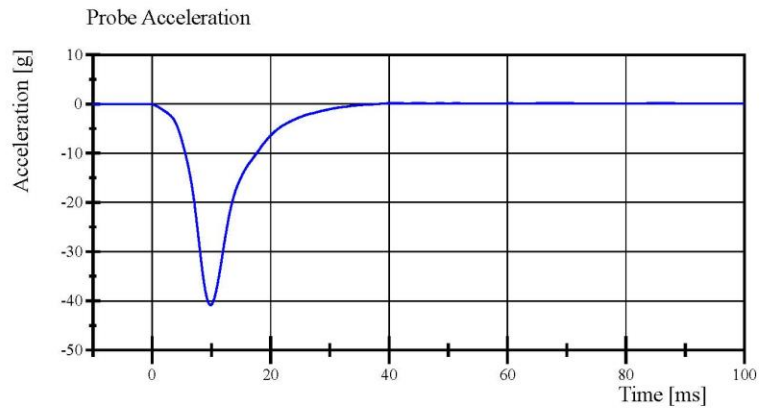


## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. 297 Certification No. 78-1

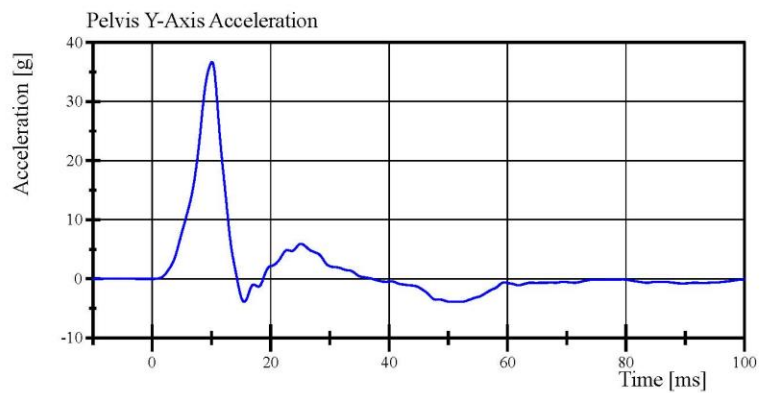
Test Date: 11/19/2025



Filter Class: CFC\_180

Max: 0.2 g at 84.4 ms

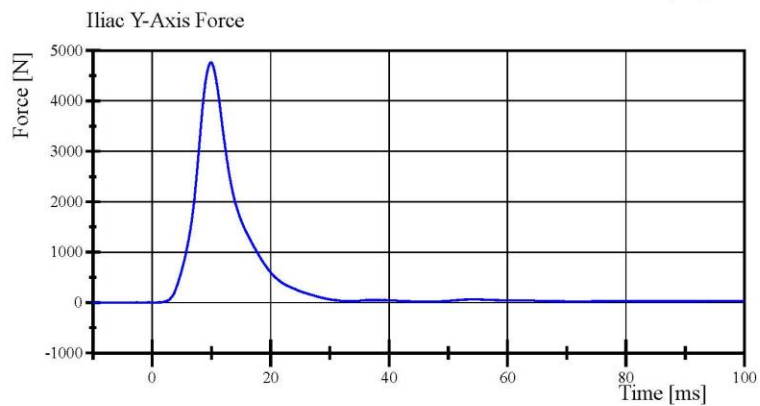
Min: -40.8 g at 9.8 ms



Filter Class: CFC\_180

Max: 36.7 g at 10.1 ms

Min: -3.9 g at 51.9 ms



Filter Class: CFC\_600

Max: 4,763.3 N at 9.9 ms

Min: -0.8 N at -7.0 ms

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

11.19.2025 08:23:51 673



**Post-Test Calibration Sheets**  
**Driver S/N 297**

**Transportation Research Center Inc.**  
**SIDIIs Dummy - Level D**  
**External Dimensions**  
**Serial No. 297 Calibration No. 79**

| Symbol | Description                             | Specification | Results | Pass |
|--------|-----------------------------------------|---------------|---------|------|
|        |                                         | mm            | mm      |      |
| A      | Sitting Height                          | 772.0 - 788.0 | 780     | Yes  |
| B      | Shoulder Pivot Height                   | 437.0 - 453.0 | 450     | Yes  |
| C      | H-Point Height                          | 79.0 - 89.0   | 85      | Yes  |
| D      | H-Point from Seat Back                  | 141.0 - 151.0 | 147     | Yes  |
| E      | Shoulder Pivot from Backline            | 97.0 - 107.0  | 102     | Yes  |
| F      | Thigh Clearance                         | 119.0 - 135.0 | 130     | Yes  |
| G      | Head Breadth                            | 140.0 - 148.0 | 147     | Yes  |
| H      | Head Back from Backline                 | 40.0 - 46.0   | 45      | Yes  |
| I      | Head Depth                              | 178.0 - 188.0 | 183     | Yes  |
| J      | Head Circumference                      | 541.0 - 551.0 | 544     | Yes  |
| K      | Buttock to Knee Length                  | 514.0 - 540.0 | 528     | Yes  |
| L      | Popliteal Height                        | 343.0 - 369.0 | 353     | Yes  |
| M      | Knee Pivot to Floor Height              | 393.0 - 409.0 | 400     | Yes  |
| N      | Buttock Popliteal Length                | 416.0 - 442.0 | 430     | Yes  |
| O      | Chest Depth without Jacket              | 195.0 - 211.0 | 200     | Yes  |
| P      | Foot Length (right)                     | 216.0 - 232.0 | 223     | Yes  |
| P      | Foot Length (left)                      | 216.0 - 232.0 | 223     | Yes  |
| Q      | Hip Breadth                             | 313.0 - 323.0 | 319     | Yes  |
| R      | Arm Length                              | 249.0 - 259.0 | 254     | Yes  |
| S      | Knee Joint to seat Back                 | 478.0 - 493.0 | 485     | Yes  |
| V      | Shoulder Width (only one arm installed) | 341.0 - 357.0 | 347     | Yes  |
| W      | Foot Width (right)                      | 78.0 - 94.0   | 85      | Yes  |
| W      | Foot Width (left)                       | 78.0 - 94.0   | 85      | Yes  |
| Y      | Chest Circumference with Jacket         | 851.0 - 881.0 | 877     | Yes  |
| Z      | Waist Circumference                     | 761.0 - 791.0 | 781     | Yes  |

Revised 9/29/2005

Report Number: 297\_S2F79

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## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. 297 Certification No. 79-1

Test Date: 12/18/2025

| Test Parameter                                                       | Specification  | Test Results | Pass |
|----------------------------------------------------------------------|----------------|--------------|------|
| Temperature                                                          | 18.9 - 25.6 °C | 20.9 °C      | Yes  |
| Relative Humidity                                                    | 10 - 70 %      | 43 %         | Yes  |
| Peak Head Resultant Acceleration                                     | 115 - 137 g    | 133.6 g      | Yes  |
| Peak Head Longitudinal Acceleration                                  | (-15) - 15 g   | 3.4 g        | Yes  |
| Is Head Resultant Acceleration Curve<br>Unimodal within 15% of Peak? | < 15 %         | 0.71 %       | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Head Skin S/N: 1330**

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

12.18.2025 09:13:16 234

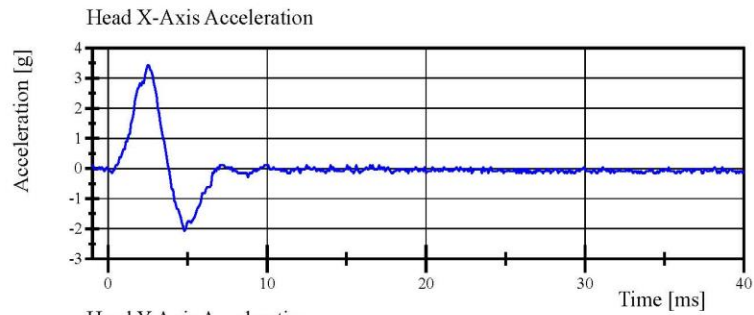


## Transportation Research Center Inc.

Left Lateral Head Drop

SID IIs Serial No. 297 Certification No. 79-1

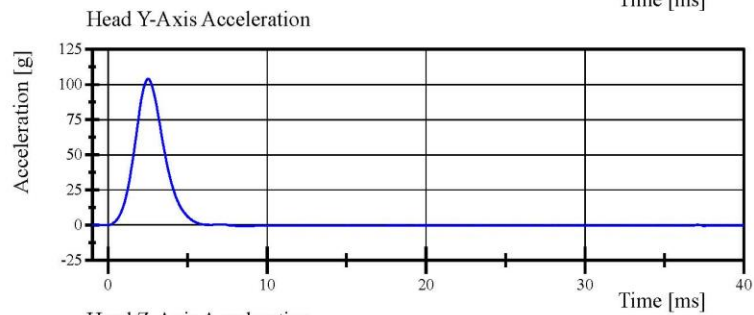
Test Date: 12/18/2025



Filter Class: CFC\_1000

Max: 3.4 g at 2.5 ms

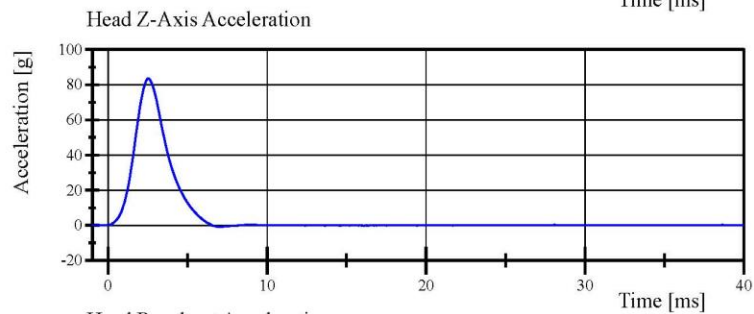
Min: -2.1 g at 4.8 ms



Filter Class: CFC\_1000

Max: 104.1 g at 2.5 ms

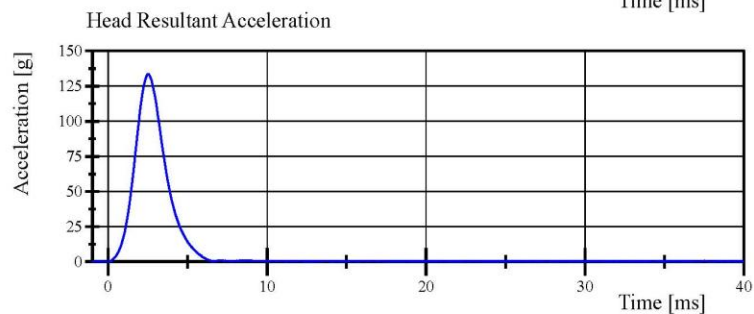
Min: -0.8 g at 8.3 ms



Filter Class: CFC\_1000

Max: 83.6 g at 2.5 ms

Min: -0.9 g at 7.0 ms



Filter Class: CFC\_1000

Max: 133.6 g at 2.5 ms

Min: 0.0 g at -0.9 ms

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

12.18.2025 09:13:51 234



## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 79-3

Test Date: 12/18/2025

| Test Parameter                       | Specification         | Test Results | Pass |
|--------------------------------------|-----------------------|--------------|------|
| Temperature                          | 20.6 - 22.2 °C        | 20.9 °C      | Yes  |
| Relative Humidity                    | 10 - 70 %             | 43 %         | Yes  |
| Pendulum Velocity                    | (-5.51) - (-5.63) m/s | -5.603 m/s   | Yes  |
| Pendulum Integrated Velocity         |                       |              |      |
| Change at 10 ms                      | 2.20 - 2.80 m/s       | 2.459 m/s    | Yes  |
| Change at 15 ms                      | 3.30 - 4.10 m/s       | 3.638 m/s    | Yes  |
| Change at 20 ms                      | 4.40 - 5.40 m/s       | 4.942 m/s    | Yes  |
| Change at 25 ms                      | 5.40 - 6.10 m/s       | 6.016 m/s    | Yes  |
| Change at 25 to 100 ms               | 5.50 - 6.20 m/s       | 6.105 m/s    | Yes  |
| Maximum Headform Flexion             |                       |              |      |
| Peak                                 | (-71) - (-81) deg     | -77.0 deg    | Yes  |
| Time of Peak                         | 50 - 70 ms            | 60.8 ms      | Yes  |
| Total Neck Occipital Condyles Moment | 36 - 44 N·m           | 43.3 N·m     | Yes  |
| Decay to 0 N·m                       | 102 - 126 ms          | 112.5 ms     | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Neck S/N:** 779

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

12.18.2025 10:44:05 752

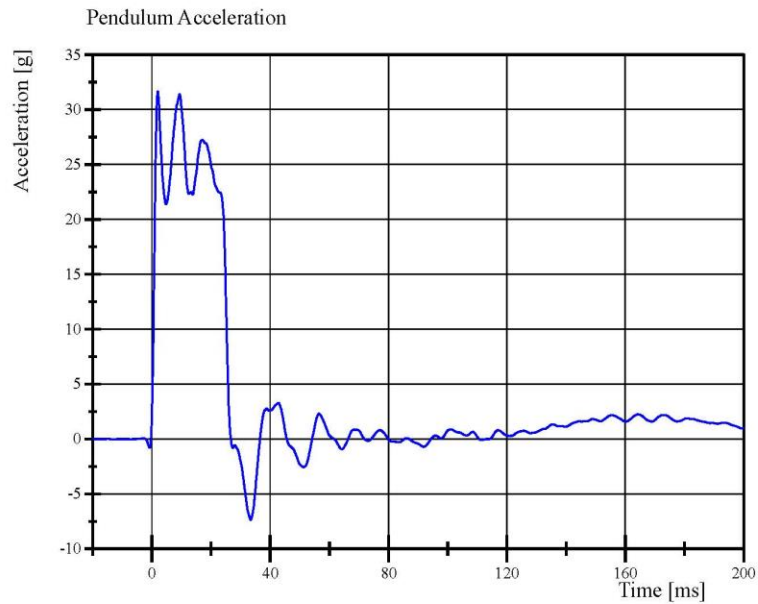


## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 79-3

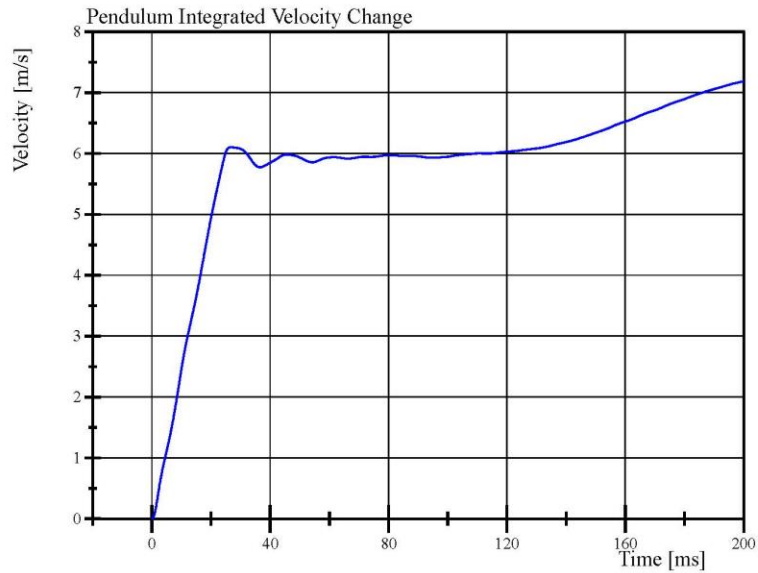
Test Date: 12/18/2025



Filter Class: CFC\_180

Max: 31.7 g at 2.0 ms

Min: -7.4 g at 33.4 ms



Filter Class: CFC\_180

Max: 7.2 m/s at 200.0 ms

Min: 0.0 m/s at 0.0 ms

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

12.18.2025 10:45:03 752

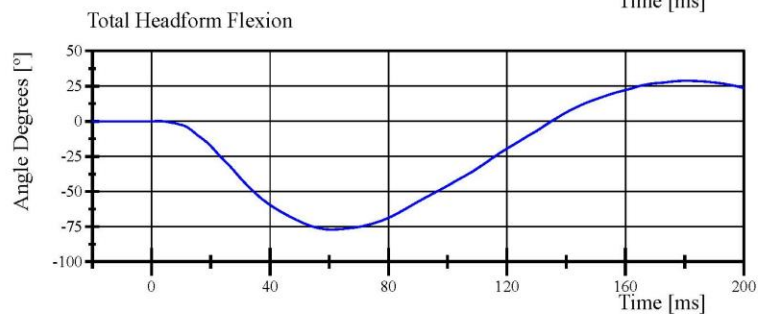
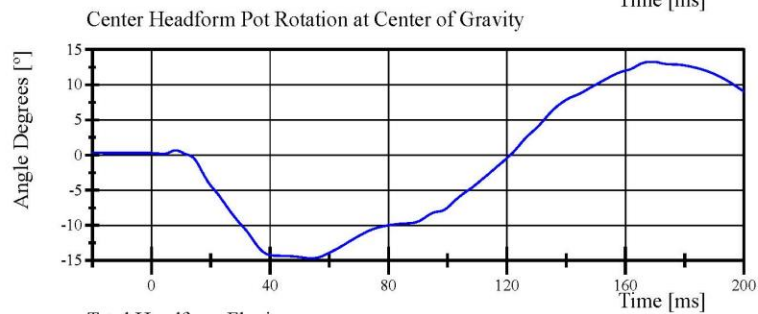
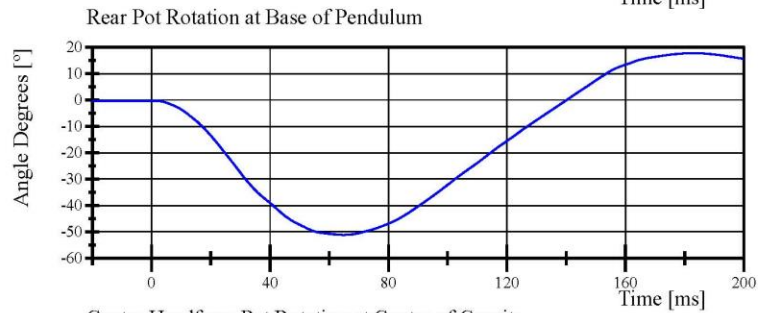
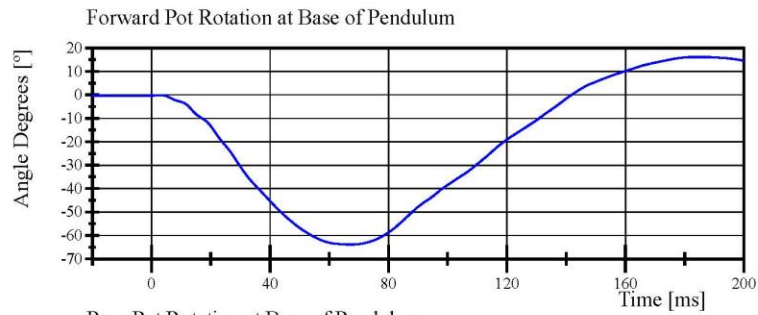


## Transportation Research Center Inc.

Left Lateral Neck

SID IIs Serial No. 297 Certification No. 79-3

Test Date: 12/18/2025



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

12.18.2025 10:45:03 752

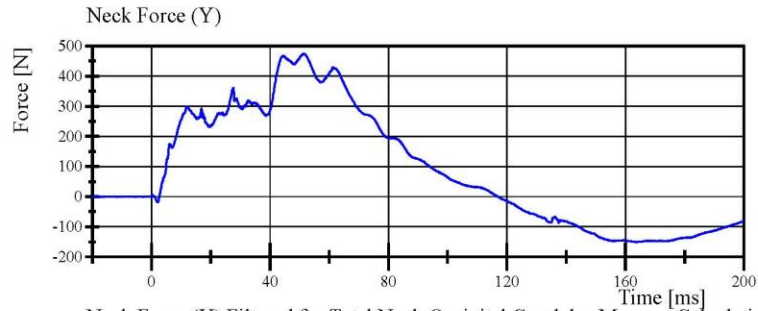


## Transportation Research Center Inc.

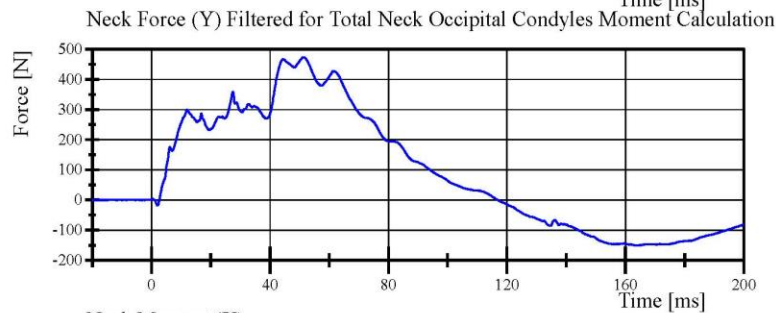
Left Lateral Neck

SID IIs Serial No. 297 Certification No. 79-3

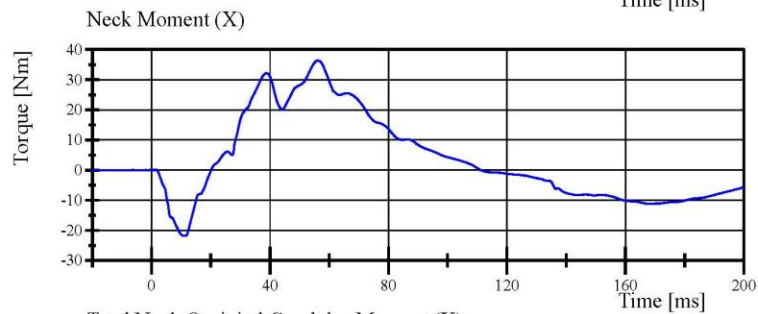
Test Date: 12/18/2025



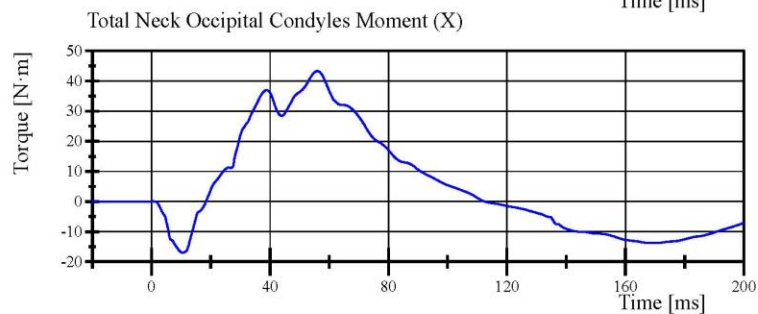
Filter Class: CFC\_1000  
Max: 474.2 N at 51.3 ms  
Min: -151.1 N at 163.6 ms



Filter Class: CFC\_600  
Max: 473.8 N at 51.4 ms  
Min: -150.9 N at 163.7 ms



Filter Class: CFC\_600  
Max: 36.4 Nm at 56.1 ms  
Min: -21.8 Nm at 10.7 ms



Filter Class: Without\_(Constar  
Max: 43.3 N·m at 55.9 ms  
Min: -17.0 N·m at 10.5 ms

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

12.18.2025 10:45:03 752



## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. 297 Certification No. 79-1

Test Date: 12/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.0 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 44 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.27 m/s     | Yes  |
| Impactor Acceleration            | (-13) - (-18) g | -15.7 g      | Yes  |
| Shoulder Displacement            | 28 - 37 mm      | 29.4 mm      | Yes  |
| Upper Spine Lateral Acceleration | 17 - 22 g       | 20.7 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Arm S/N:** 940L

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

12.18.2025 10:23:32 853

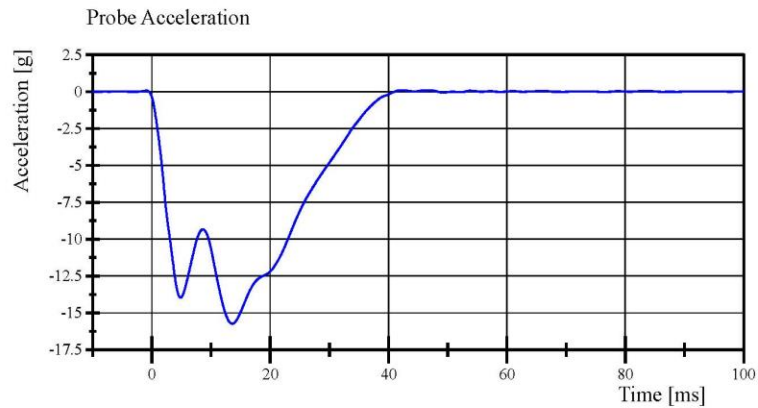


## Transportation Research Center Inc.

Left Lateral Shoulder

SID IIs Serial No. 297 Certification No. 79-1

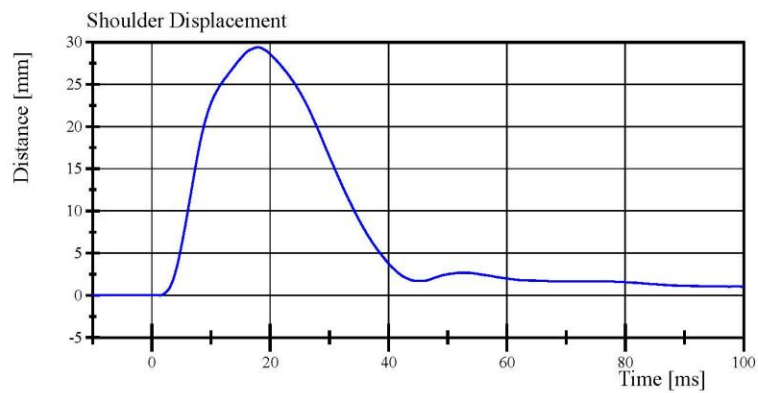
Test Date: 12/18/2025



Filter Class: CFC\_180

Max: 0.1 g at 42.2 ms

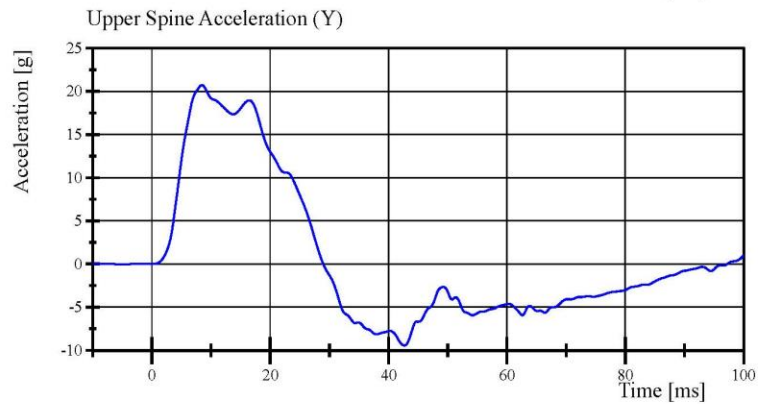
Min: -15.7 g at 13.6 ms



Filter Class: CFC\_600

Max: 29.4 mm at 18.0 ms

Min: -0.0 mm at 1.4 ms



Filter Class: CFC\_180

Max: 20.7 g at 8.5 ms

Min: -9.4 g at 42.6 ms

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

12.18.2025 10:24:57 853



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 79-1  
Test Date: 12/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.1 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 45 %         | Yes  |
| Impactor Velocity                | 6.60 - 6.80 m/s | 6.644 m/s    | Yes  |
| Impactor Acceleration            | (-30) - (-36) g | -33.9 g      | Yes  |
| Shoulder Displacement            | 31 - 40 mm      | 32.8 mm      | Yes  |
| Upper Thorax Rib Displacement    | 25 - 32 mm      | 25.9 mm      | Yes  |
| Center Thorax Rib Displacement   | 30 - 36 mm      | 30.5 mm      | Yes  |
| Lower Thorax Rib Displacement    | 32 - 38 mm      | 34.1 mm      | Yes  |
| Upper Spine Lateral Acceleration | 34 - 43 g       | 39.7 g       | Yes  |
| Lower Spine Lateral Acceleration | 29 - 37 g       | 36.0 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Left Arm S/N:** 940L

**Shoulder Rib S/N:** DL9245

**Upper Thorax Rib S/N:** DM5020

**Middle Thorax Rib S/N:** DM5021

**Lower Thorax Rib S/N:** DM5022

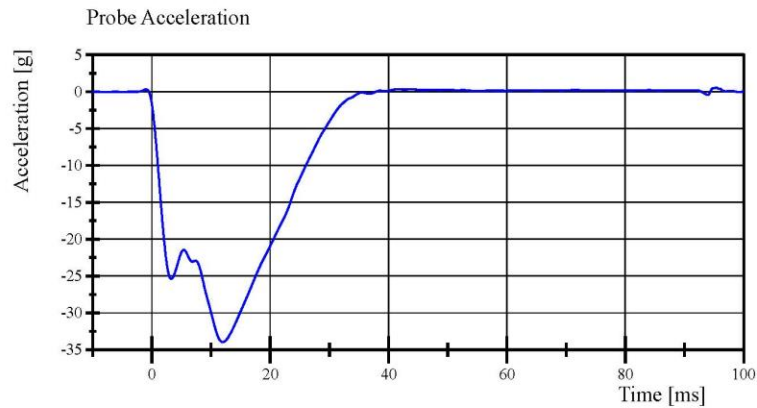
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

12.18.2025 11:39:52 637

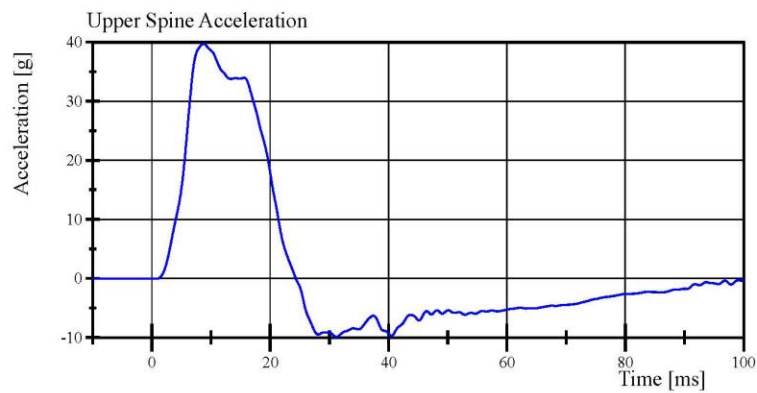


## Transportation Research Center Inc.

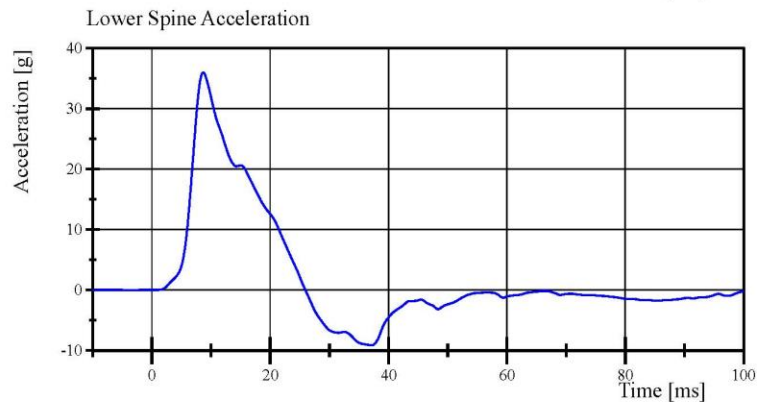
Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 79-1  
Test Date: 12/18/2025



Filter Class: CFC\_180  
Max: 0.6 g at 95.4 ms  
Min: -33.9 g at 12.0 ms



Filter Class: CFC\_180  
Max: 39.7 g at 8.8 ms  
Min: -9.9 g at 31.2 ms



Filter Class: CFC\_180  
Max: 36.0 g at 8.6 ms  
Min: -9.1 g at 37.1 ms

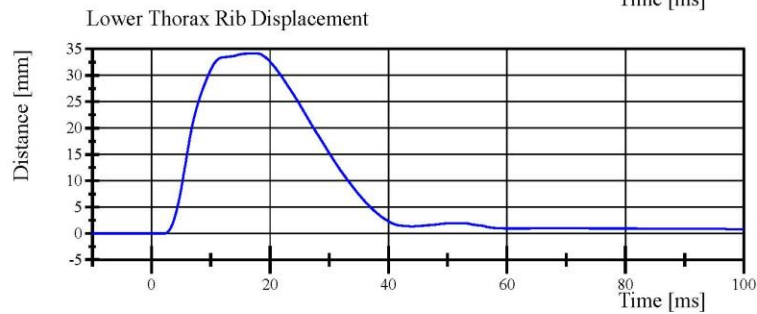
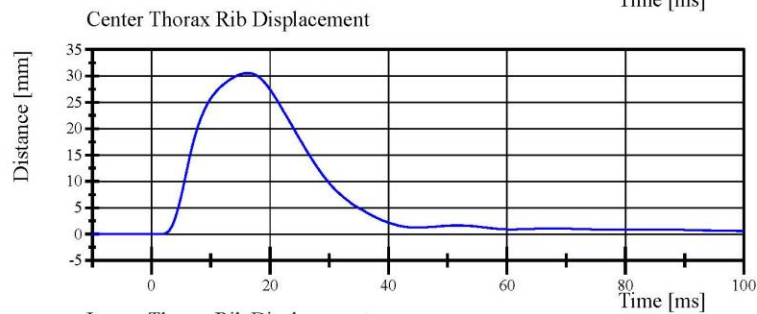
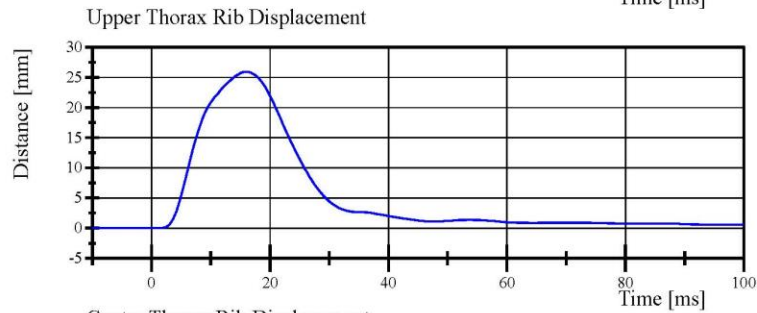
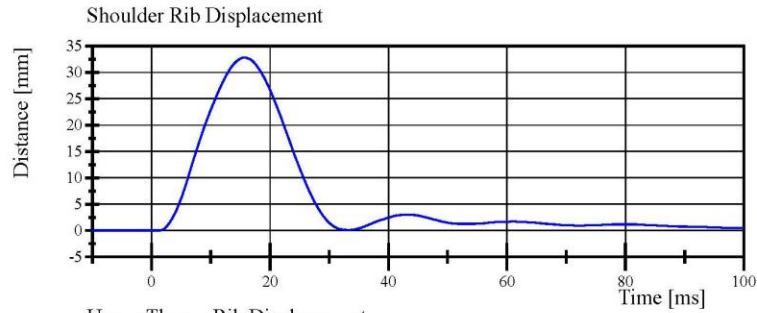
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

12.18.2025 11:41:15 637



## Transportation Research Center Inc.

Left Lateral Thorax with Arm  
SID IIs Serial No. 297 Certification No. 79-1  
Test Date: 12/18/2025



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

12.18.2025 11:41:16 637



## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 79-2  
Test Date: 12/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 20.9 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 44 %         | Yes  |
| Impactor Velocity                | 4.20 - 4.40 m/s | 4.301 m/s    | Yes  |
| Impactor Acceleration            | (-14) - (-18) g | -15.7 g      | Yes  |
| Upper Thorax Rib Displacement    | 32 - 40 mm      | 36.6 mm      | Yes  |
| Center Thorax Rib Displacement   | 39 - 45 mm      | 41.3 mm      | Yes  |
| Lower Thorax Rib Displacement    | 35 - 43 mm      | 39.2 mm      | Yes  |
| Upper Spine Lateral Acceleration | 13 - 17 g       | 15.1 g       | Yes  |
| Lower Spine Lateral Acceleration | 7 - 11 g        | 10.3 g       | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

Upper Thorax Rib S/N: DM5020

Middle Thorax Rib S/N: DM5021

Lower Thorax Rib S/N: DM5022

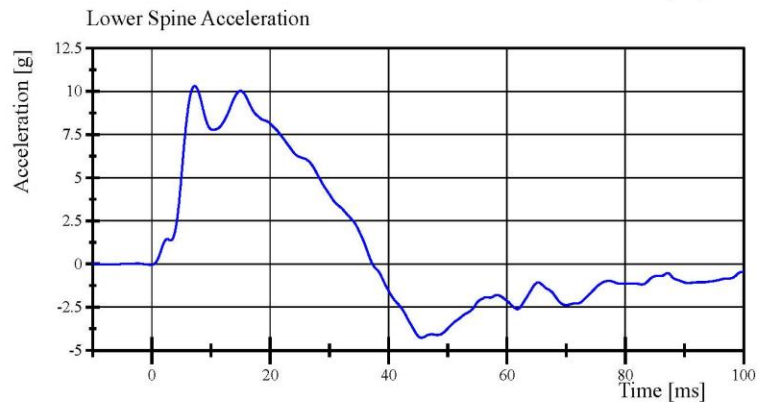
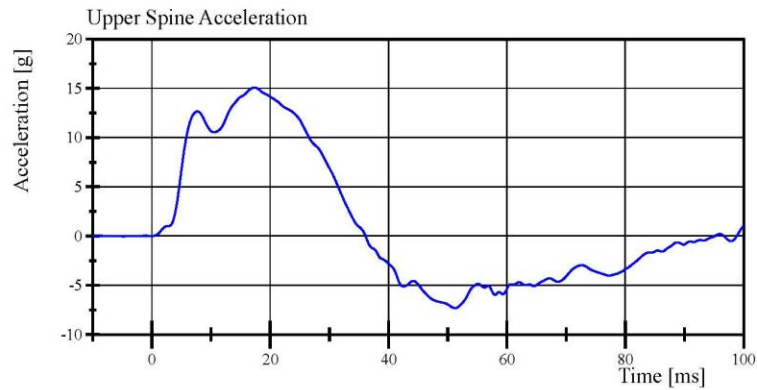
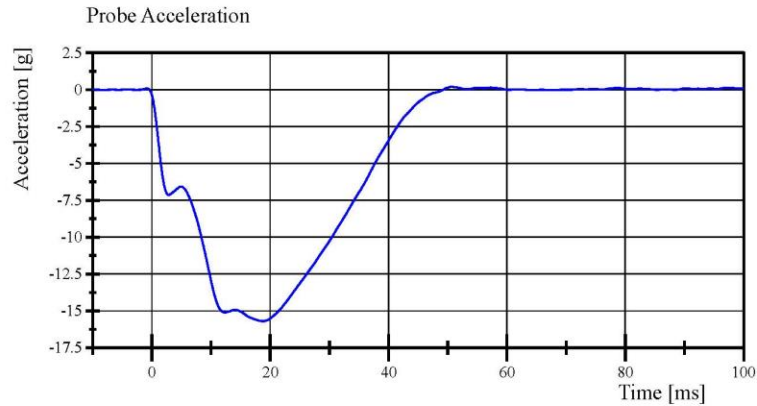
Specification Source: CFR49 Part 572 Subpart V  
with Polarity in accordance with J211

12.18.2025 11:09:08 871



## Transportation Research Center Inc.

Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 79-2  
Test Date: 12/18/2025



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

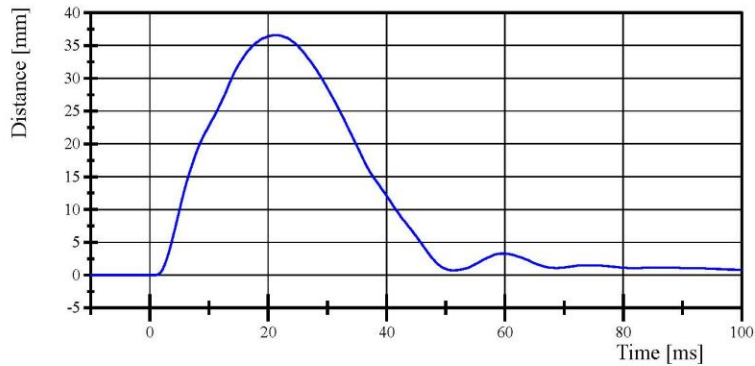
12.18.2025 11:10:12 871



## Transportation Research Center Inc.

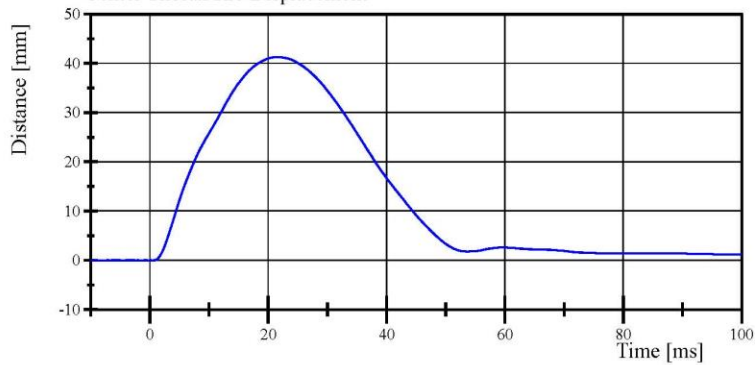
Left Lateral Thorax without Arm  
SID IIs Serial No. 297 Certification No. 79-2  
Test Date: 12/18/2025

Upper Thorax Rib Displacement



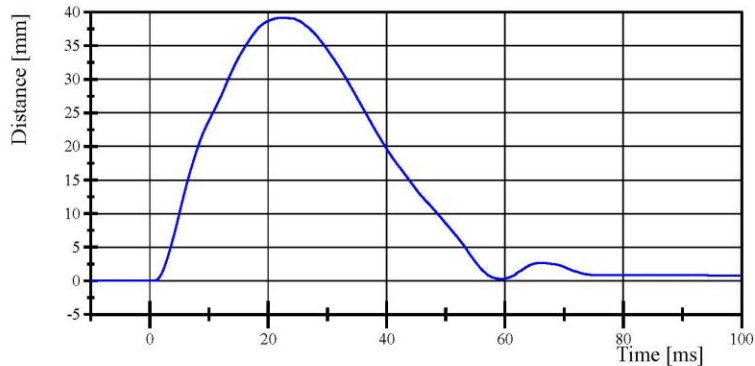
Filter Class: CFC\_600  
Max: 36.6 mm at 21.2 ms  
Min: -0.0 mm at -4.9 ms

Center Thorax Rib Displacement



Filter Class: CFC\_600  
Max: 41.3 mm at 21.5 ms  
Min: -0.0 mm at 0.5 ms

Lower Thorax Rib Displacement



Filter Class: CFC\_600  
Max: 39.2 mm at 22.2 ms  
Min: -0.0 mm at 0.7 ms

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

12.18.2025 11:10:12.871



## Transportation Research Center Inc.

Left Lateral Abdomen  
SID IIs Serial No. 297 Certification No. 79-2  
Test Date: 12/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.0 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 45 %         | Yes  |
| Impactor Velocity                | 4.2 - 4.4 m/s   | 4.27 m/s     | Yes  |
| Impactor Acceleration            | (-12) - (-16) g | -14.8 g      | Yes  |
| Upper Abdominal Rib Displacement | 36 - 47 mm      | 37.9 mm      | Yes  |
| Lower Abdominal Rib Displacement | 33 - 44 mm      | 39.6 mm      | Yes  |
| Lower Spine Lateral Acceleration | 9 - 14.0 g      | 12.72 g      | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

Upper Abdominal Rib S/N: AB8010  
Lower Abdominal Rib S/N: DM7275

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

12.18.2025 12:28:11 625

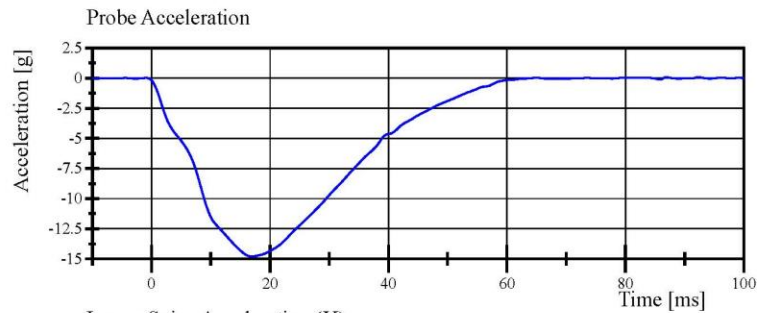


## Transportation Research Center Inc.

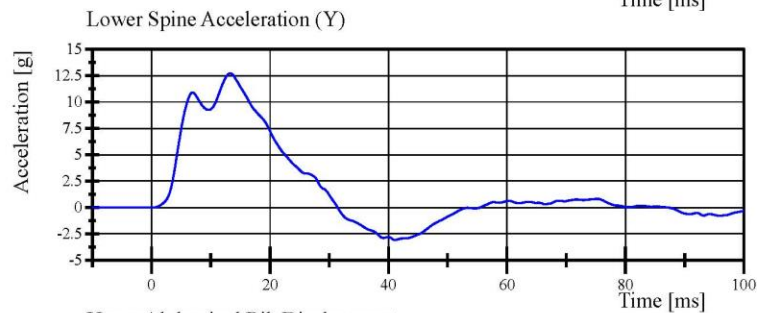
Left Lateral Abdomen

SID IIs Serial No. 297 Certification No. 79-2

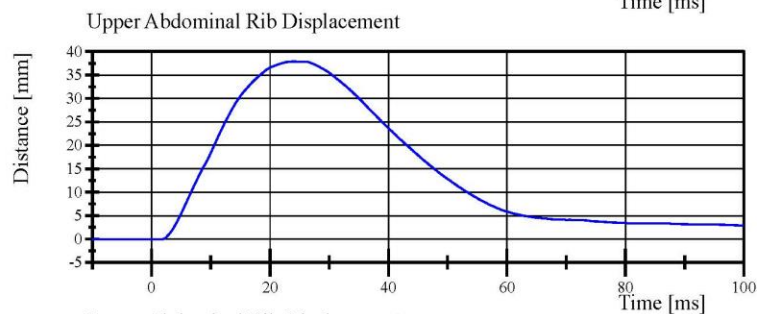
Test Date: 12/18/2025



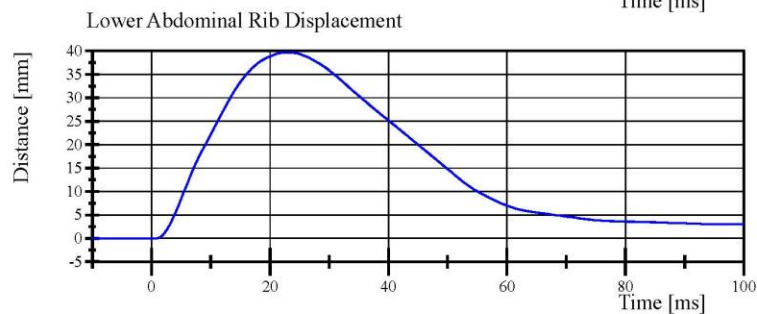
Filter Class: CFC\_180  
Max: 0.1 g at 92.3 ms  
Min: -14.8 g at 17.0 ms



Filter Class: CFC\_180  
Max: 12.7 g at 13.3 ms  
Min: -3.1 g at 41.2 ms



Filter Class: CFC\_600  
Max: 37.9 mm at 23.9 ms  
Min: -0.0 mm at 1.8 ms



Filter Class: CFC\_600  
Max: 39.6 mm at 22.6 ms  
Min: -0.0 mm at -10.0 ms

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

12.18.2025 12:29:03 625



## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. 297 Certification No. 79-1

Test Date: 12/18/2025

| Test Parameter                                | Specification       | Test Results | Pass |
|-----------------------------------------------|---------------------|--------------|------|
| Temperature                                   | 20.6 - 22.2 °C      | 21.5 °C      | Yes  |
| Relative Humidity                             | 10 - 70 %           | 45 %         | Yes  |
| Pendulum Velocity                             | 6.6 - 6.8 m/s       | 6.61 m/s     | Yes  |
| Impactor Acceleration                         | (-38.0) - (-47.0) g | -43.71 g     | Yes  |
| Peak Pelvis Lateral Acceleration<br>after 6ms | 34 - 42 g           | 39.6 g       | Yes  |
| Acetabulum Force                              | 3,600 - 4,300 N     | 4,132.2 N    | Yes  |

**Test meets specifications.**

**Condition:** Used

**Comments:**

**Pelvis Skin S/N:** 1171

**Pelvis Plug Info:**

**Manufacturer:** Saco

**S/N:** 17114

**Cal Date:** 20220821

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

12.18.2025 12:34:09 418

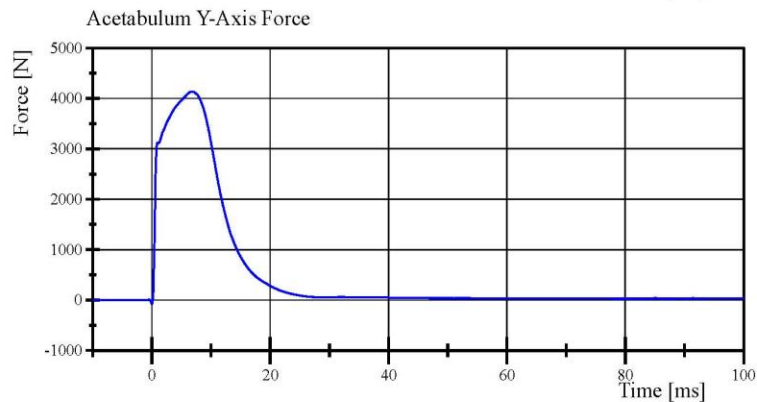
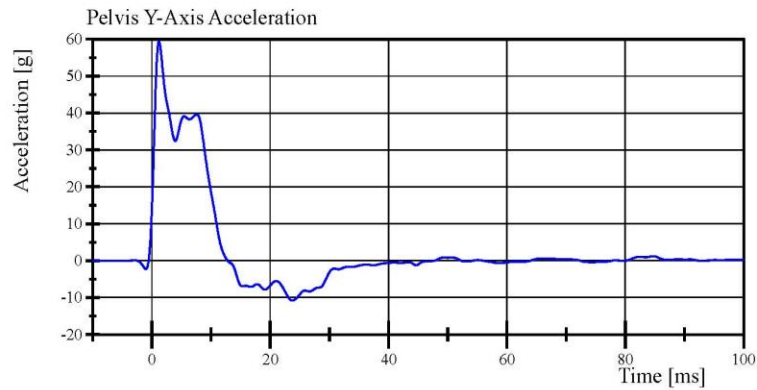
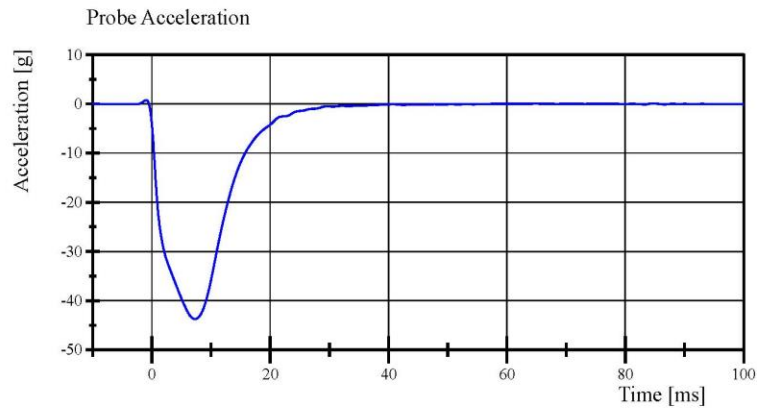


## Transportation Research Center Inc.

Left Lateral Pelvis

SID IIs Serial No. 297 Certification No. 79-1

Test Date: 12/18/2025



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

12.18.2025 12:36:05 418



## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. 297 Certification No. 79-1

Test Date: 12/18/2025

| Test Parameter                   | Specification   | Test Results | Pass |
|----------------------------------|-----------------|--------------|------|
| Temperature                      | 20.6 - 22.2 °C  | 21.3 °C      | Yes  |
| Relative Humidity                | 10 - 70 %       | 42 %         | Yes  |
| Pendulum Velocity                | 4.2 - 4.4 m/s   | 4.24 m/s     | Yes  |
| Impactor Acceleration            | (-36) - (-45) g | -41.3 g      | Yes  |
| Peak Pelvis Lateral Acceleration | 28 - 39 g       | 36.9 g       | Yes  |
| Iliac Force                      | 4,100 - 5,100 N | 4,820.8 N    | Yes  |

**Test meets specifications.**

**Condition: Used**

**Comments:**

**Pelvis Skin S/N: 1171**

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

12.18.2025 10:14:39 687

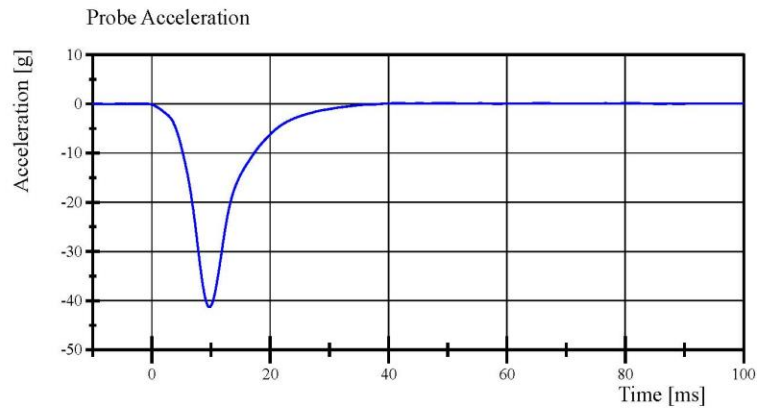


## Transportation Research Center Inc.

Left Lateral Iliac

SID IIs Serial No. 297 Certification No. 79-1

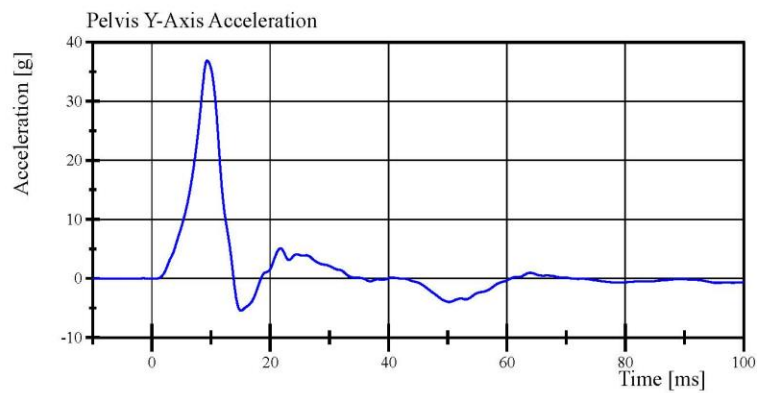
Test Date: 12/18/2025



Filter Class: CFC\_180

Max: 0.2 g at 80.5 ms

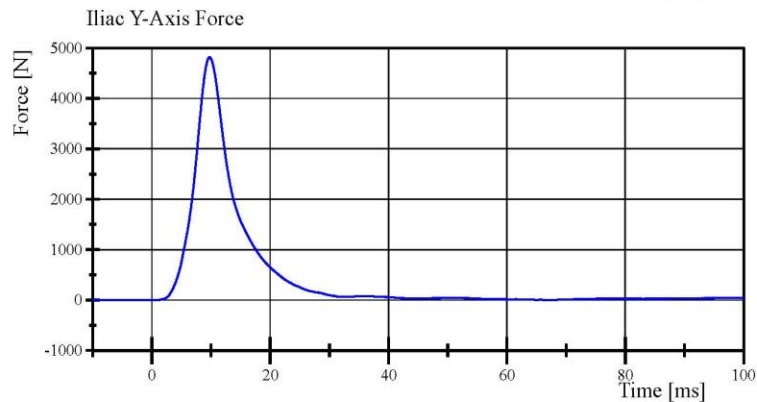
Min: -41.3 g at 9.7 ms



Filter Class: CFC\_180

Max: 36.9 g at 9.4 ms

Min: -5.4 g at 15.0 ms



Filter Class: CFC\_600

Max: 4,820.8 N at 9.8 ms

Min: -1.3 N at -1.0 ms

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

12.18.2025 10:15:23 687



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

**TABLE 1 – Dummy Instrumentation (SID-IIs)**

|                                  |               |        |   | SID-IIs S/N 297 |              |                  |             |
|----------------------------------|---------------|--------|---|-----------------|--------------|------------------|-------------|
|                                  |               |        |   | Serial Number   | Manufacturer | Calibration Date |             |
| Head Accelerometers              |               |        |   | X               | T17622       | Endevco          | 27-Aug-2025 |
|                                  |               |        |   | Y               | T24507       | Endevco          | 27-Aug-2025 |
|                                  |               |        |   | Z               | T17636       | Endevco          | 27-Aug-2025 |
| Displacement Potentiometers      | Shoulder      |        | Y | N/A             | N/A          | N/A              |             |
|                                  | Thoracic Rib  | Upper  | Y | 023             | Servo        | 24-Mar-2025      |             |
|                                  |               | Middle | Y | 063             | Servo        | 24-Mar-2025      |             |
|                                  |               | Lower  | Y | 043             | Servo        | 24-Mar-2025      |             |
|                                  | Abdominal Rib | Upper  | Y | 051             | Servo        | 24-Mar-2025      |             |
|                                  |               | Lower  | Y | 081             | Servo        | 24-Mar-2025      |             |
| Lower Spine Accelerometers (T12) |               |        |   | X               | T20232       | Endevco          | 27-Aug-2025 |
|                                  |               |        |   | Y               | T11866       | Endevco          | 27-Aug-2025 |
|                                  |               |        |   | Z               | T17633       | Endevco          | 27-Aug-2025 |
| Acetabulum Load Cell             |               |        |   | Y               | 235-FY       | FTSS             | 24-Mar-2025 |
| Iliac Wing Load Cell             |               |        |   | Y               | 320-FY       | Denton           | 24-Mar-2025 |
| Pelvis Plug (struck side)        |               |        |   |                 | 17108        | Saco             | 21-Aug-2022 |
| Pelvis Plug (non-struck side)    |               |        |   |                 | 17112        | Saco             | 21-Aug-2022 |

**TABLE 2 – Vehicle Instrumentation**

| Vehicle Instrumentation   |   | Serial Number | Manufacturer            | Calibration Date |
|---------------------------|---|---------------|-------------------------|------------------|
| Vehicle Center of Gravity | X | A385699       | Measurement Specialties | 28-Oct-2025      |
| Vehicle Center of Gravity | Y | A385709       | Measurement Specialties | 28-Oct-2025      |
| Vehicle Center of Gravity | Z | A378304       | Measurement Specialties | 28-Oct-2025      |
| Left Floor Sill           | Y | A377499       | Measurement Specialties | 28-Oct-2025      |
| A-Pillar Sill             | Y | A377498       | Measurement Specialties | 28-Oct-2025      |
| A-Pillar Low              | Y | A378302       | Measurement Specialties | 28-Oct-2025      |
| A-Pillar Mid              | Y | A386338       | Measurement Specialties | 27-Oct-2025      |
| B-Pillar Sill             | Y | A386339       | Measurement Specialties | 28-Oct-2025      |
| B-Pillar Low              | Y | A385726       | Measurement Specialties | 18-Aug-2025      |
| B-Pillar Mid              | Y | A385757       | Measurement Specialties | 28-Oct-2025      |
| Driver Seat               | Y | A227171       | Measurement Specialties | 28-Oct-2025      |
| Engine Top                | X | N/A           | N/A                     | N/A              |
| Engine Top                | Y | N/A           | N/A                     | N/A              |
| Firewall                  | Y | A385713       | Measurement Specialties | 28-Oct-2025      |
| Right Roof                | Y | A298323       | Measurement Specialties | 28-Oct-2025      |
| Right Floor Sill          | Y | A378304       | Measurement Specialties | 28-Oct-2025      |
| Rear Floor Pan            | X | A378296       | Measurement Specialties | 28-Oct-2025      |
| Rear Floor Pan            | Y | A349892       | Measurement Specialties | 27-Oct-2025      |

**TABLE 3 – Pole Instrumentation**

| <b>Pole Instrumentation</b> | <b>Serial Number</b> | <b>Manufacturer</b> | <b>Calibration Date</b> |
|-----------------------------|----------------------|---------------------|-------------------------|
| Load Cell 1                 | N/A                  | N/A                 | N/A                     |
| Load Cell 2                 | N/A                  | N/A                 | N/A                     |
| Load Cell 3                 | DK7118S              | Humanetics          | 13-Jan-2025             |
| Load Cell 4                 | DK7124S              | Humanetics          | 13-Jan-2025             |
| Load Cell 5                 | DK7111S              | Humanetics          | 13-Jan-2025             |
| Load Cell 6                 | DK7126S              | Humanetics          | 13-Jan-2025             |
| Load Cell 7                 | DK7112S              | Humanetics          | 13-Jan-2025             |
| Load Cell 8                 | DK7074S              | Humanetics          | 13-Jan-2025             |