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 出版社

[illegible]

BUILD B3 1.3 DIFF DISC INTO TRUCK SENSOR
 DECRIMP E1, 3D, 20. BUILD THESE DISCS INTO
 PRESS CTR PARTS

BUILD TWO PRESS CTR PARTS USING PRESS CTR
 STANDARD DISCS. USE .020 FLAT CUP AND .030
 FLAT CUP. IN BAG

E1 DISC	29.7	25.4
	30.1	26.7
3D(03) DISC	29.8	27.4
D-2 DISC	30.0	27.4
B-3 DISC	1.4	
P-6	24.7	13.0 .020"
	24.6	13.1 .030"

30155 AT HIGH TEMP PIN WINDOW WILL DECREASE
 PUE TO DISC BEING

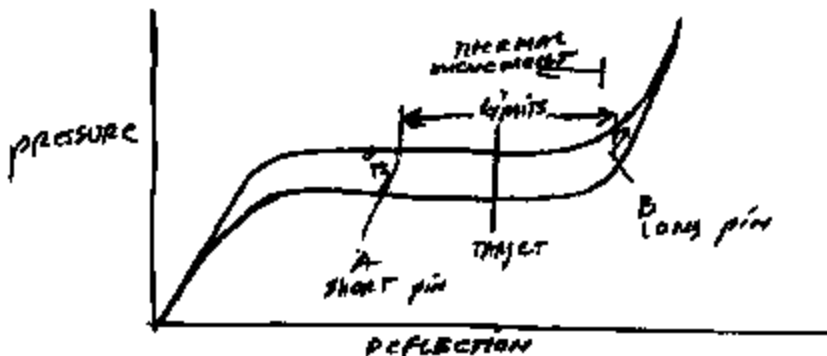
45355 - SET HIGHER CROWN AT SAME PRESSURE

CHOP EDGES OFF DISC

PULL HOLE IN CENTER OF DISC

FLOWER HOLE IN CENTER

.013 455



IF PINNED AT B, PIN IS TOO LONG & SWITCH WON'T OPEN
THIS COULD LEAD TO ACCELERATOR STAYING ON, NO CRUISE
CONTROL CUT-OUT.

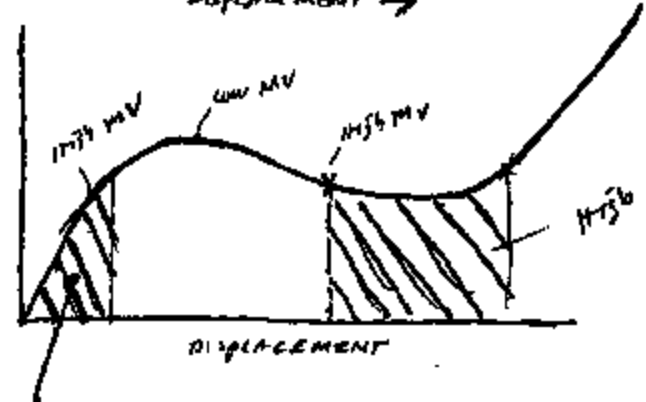
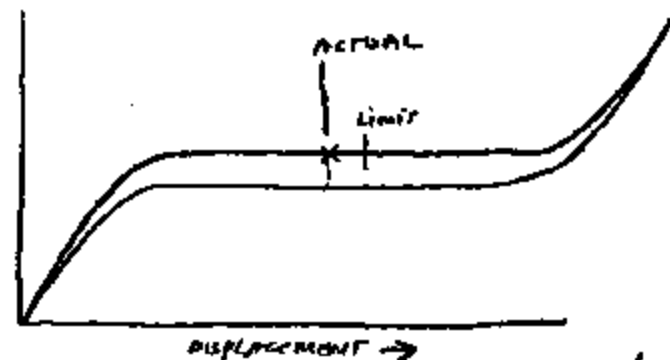
CHECK BY ACCELERATION SWITCH TO MIN SWITCH POINT
AND HY-POT TESTING FOR VOLTAGE BREAK DOWN.
IF BREAK DOWN IS TOO LOW THEN COUNTDOWN IS TOO
LITTLE

IF PINNED AT A, DEVICE MAY CREEP OPEN WHICH IS OK
GIVE THE FAST RAMP IN PRESSURE AND BUILD IN SWITCH
DIFFERENTIAL. POINT A IS OK UNTILL THERMAL DRIFT
MOVES IT TO THE LEFT (EFFECTIVELY SHORTENING IT) IT
CAN MOVE IT FAR ENOUGH TO THE RIGHT SUCH THAT THE
SWITCH WILL OPEN EARLY OR REMAIN CONSTANTLY OPEN.
THIS IS A NUISANCE TO THE CUSTOMER BECAUSE HIS CRUISE
CONTROL WON'T WORK BUT IT'S NOT A HAZARD.

HOLDING PARTS UP WILL CURE THE DRIFT & THEN
THE ACCELERATION & RELEASE PRESSURES CAN BE
CHECKED TO SEE IF IT'S OPENING EARLY. CAN'T
EASILY CHECK EVERY PART

HOLDING AT MAXIMUM RELEASE PRESSURE & CHECKING
MV DROP WILL TELL LOCATION OF PIN IF
GOOD CORRELATION EXISTS BETWEEN MV DROP & CONTACT
FORCE. COULD BE A DIFFICULT MEASUREMENT TO
MAKE IN PRODUCTION ENVIRONMENT. DEPENDS
ON THRESHOLD MV LEVEL. WON'T WORK BECAUSE
MV DROP IS BASED ON FORCE & FORCE
CURVE DROPS IN MIDDLE. ALSO CAN'T HOLD
ONE AT MID POINT OF CURVE. IT WILL SNAP THROUGH
NEED TO GO OVER HUMP ON F-D TO MEASURE

1136 MV + 1136 RELEASE



High MV + Low release pressure

could displace converter a fixed distance by dropping
converter over fixed pin & checking that device opened.
this will work so long as disc does not snap straight.
in machine there is probably enough vibration present to make
it snap straight.

apply pressure at slow ramp & cook at dwell time
between reaching fixed pressure - say 120psi & time
to open circuit. example for F1 disc. time from
90 to 120psi at 100psi/sec = 3 sec
question is, how much time does it take during snap prod.

PART NO. 36656-SPDATE 3-26-92

CLOCK NO. _____

QTY. 30 pcsLOT NO. 1REEL NO. 1S.S. 3.1 X .0122

MIC. SETTINGS _____

A. 32.8B. 42.0

500 °F - 1/2 HOUR

FREE DISC PRESSURES

GROUP		B.H.T. 434-770-0000			
ACTUATION	RELEASE	ACTUATION	RELEASE	ACTUATION	RELEASE
		21.3	11.0	21.2	11.4
		21.4	11.0	21.0	11.0
		21.2	11.0	21.3	11.4
		21.3	11.2	21.3	11.3
		21.3	11.2	21.4	11.4

MAT'L I.D. NO. 74808-N-B56B.H.T. 21.27
1111.19
R.17
FORM 21133G
500° H.T.F
600° H.T.

These 5 are from
30 pc bag HT'd at
500° 30 min.
6" discs

	1st cycle		4th cycle	
	Act	Rel	Act	Rel
1	23.6	20.0	23.1	20.2
2	23.4	20.1	22.7	20.2
3	23.3	20.4	22.4	20.4
4	23.4	20.2	22.8	20.2
5	23.8	20.8	23.6	21.0
X̄	23.5	20.3	22.9	20.4
σ	.20	.32	.45	.35

ETO 28884 from 2nd 500pc run
36656-SP 301 X0122

LOT (B)

Camille Contour

600 °F - X HOUR

600 25301

PART NO. 36620 SP
 DATE 5/1/91
 CLOCK NO. 6844
 QTY. 20
 LOT NO. 1-B 50
 REEL NO. 1
 S.S. 301VP-0122
 MIC. SETTINGS
 A. 33.6
 R. 64.2
BT NO

FREE DISC PRESSURES <u>Set up 600</u>					
B. H. T.		1~ 4TH READING 4~			
ACTUATION	RELEASE	ACTUATION	RELEASE	ACTUATION	RELEASE
		34 28.9	26.5	28.3	26.7
		28.7	-	28.0	26.7
		28.4	26.5	27.9	26.5
		28.4	26.5	27.8	26.5
		28.8	22.2	28.4	27.2
28.1 / 26.7 1.3					

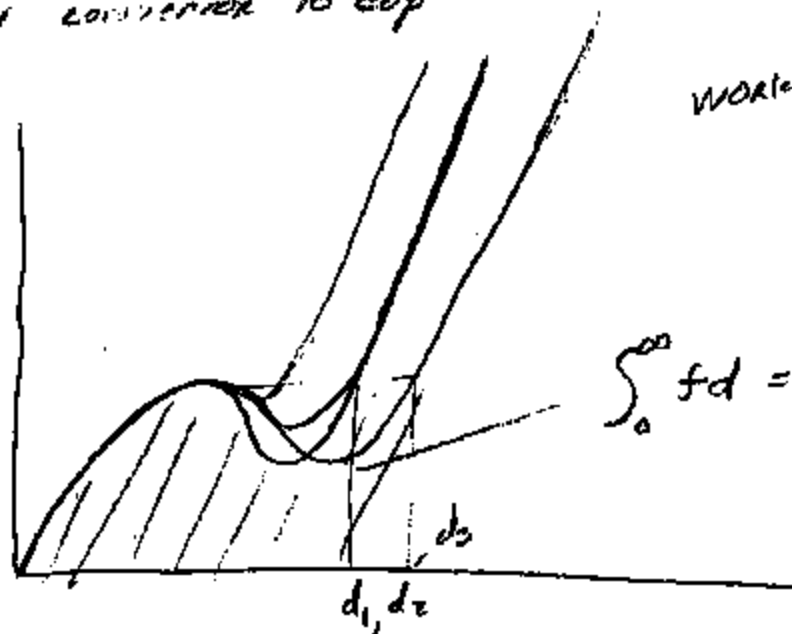
MAT'L I.D. NO. 73623386-V

FORM 21133

ONLY KNOW QUIET DISC

SOURCES OF SOUND

FILL HOLE IN CONVERTOR
 PUT FRICTION BACK INTO CONVERTOR
 VESPEL CONVERTOR
 FILL AIR BLEED HOLE
 IMPACT OF CONVERTOR TO CUP



WORK = FORCE & DISPLACEMENT

$$\int_0^{\infty} f d = \text{WORK done (N-m)}$$

d_2 LOW DIFF d_1 , PIN WINDOW EQUAL

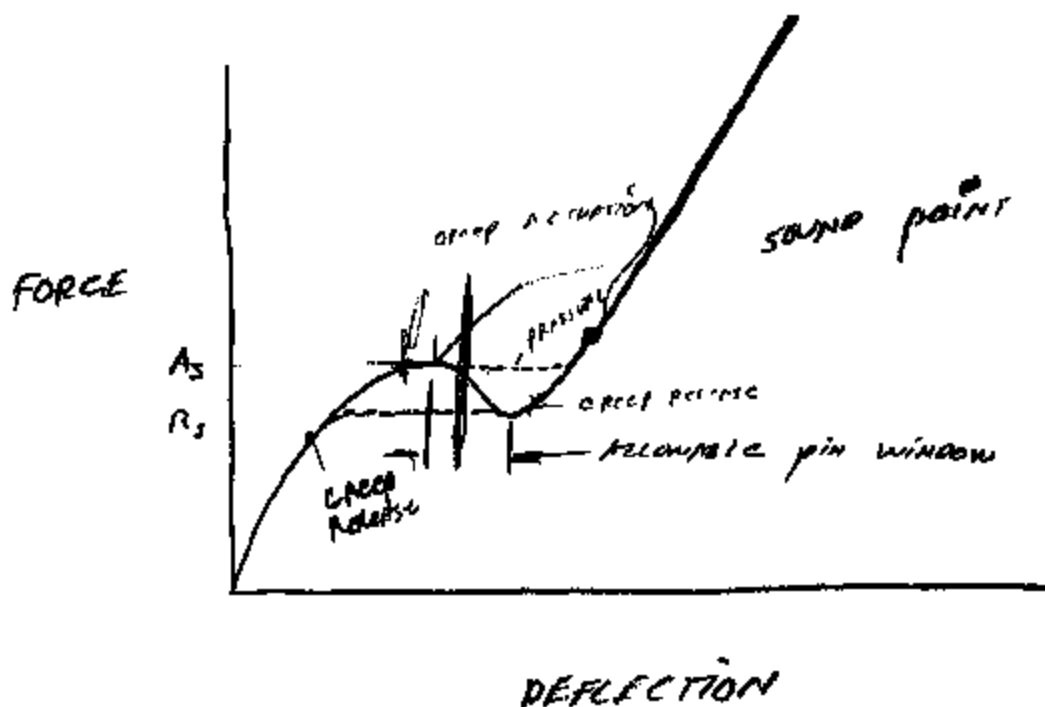
d_3 LOW DIFF, PIN WINDOW DIFFERENT THAN d_1 & d_2

ENERGY - WHAT IS THE DO WORK

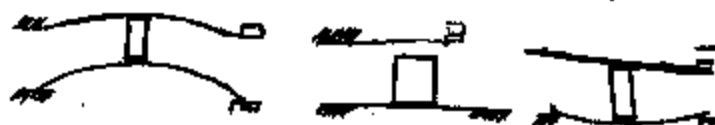
TYPICALLY LOWER DIFFERENTIAL REDUCES THE DISPLACEMENT

TWO PROBLEMS:

- WHAT IS SOURCE OF SOUND
- WITHOUT SOUND HOW DO YOU CHECK CALIBRATION



A_s = ACTUATION SOUND
 R_s = RELEASE SOUND



MEASURE DISC

HEIGHT, NO CONTACT HEIGHT

SUBSTRATE ALLOWABLE DEFLECTION OF SPRING ARM

ALLOWABLE DEFLECTION OF SPRING ARM SHOULD
 BE BASED ON STRESSES & RESIDUAL CONTACT
 FORCE

STRESSES ARE REDUCED AT HIGH TEMP AS
 WELL AS CONTACT LOAD



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Type 2034

Page No.
71

Sign.:

Meas.
Object:

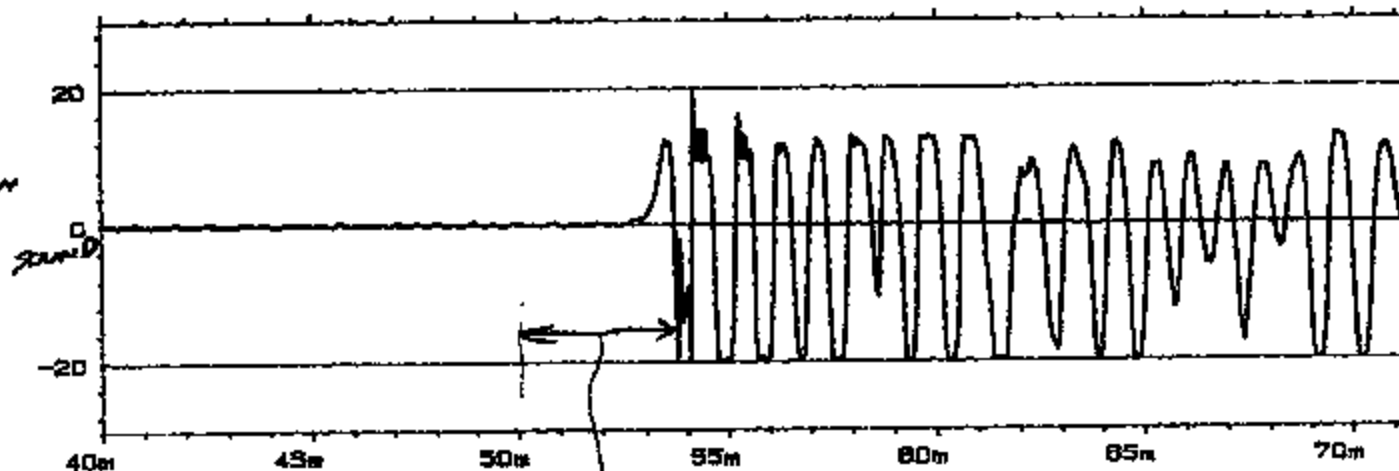
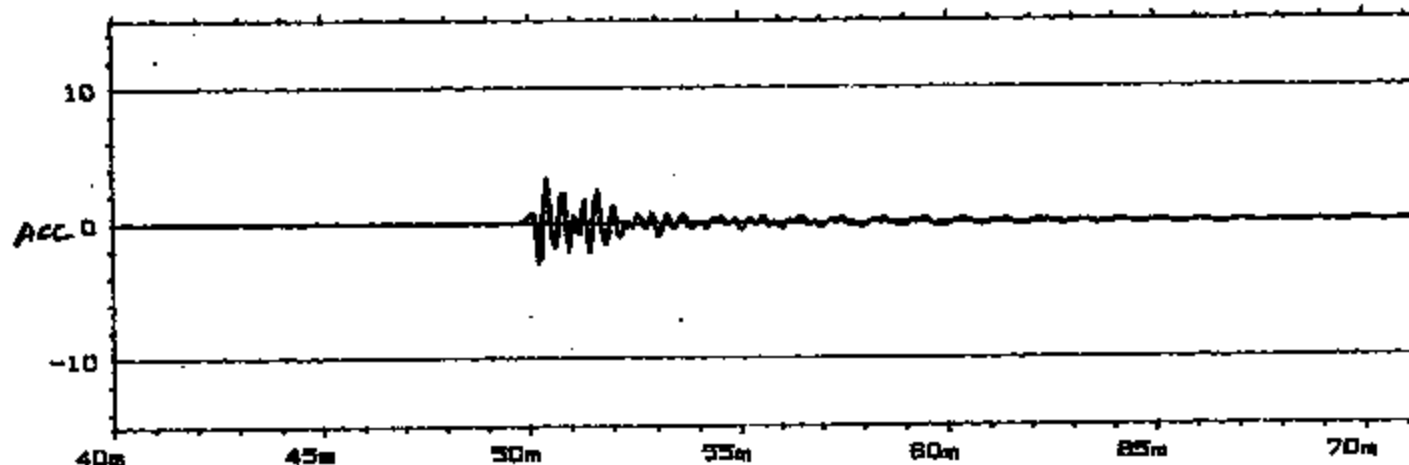
*production disc
in disc check
Piknac, activation
AIR*

Comment:

1000/9

W1 TIME CH. A REAL
Y: 15.0U
X: 39.978ms + 31.3ms
SETUP W1

MAIN Y: -17.1mU
X: 0.000ms



W1 TIME CH. B REAL
Y: 30.0U
X: 39.978ms + 31.3ms
SETUP W1 OVERLOAD

INPUT MAIN Y: -190mU
X: 0.000ms

DELAY FROM 2nd HYDRAULIC HOSE



B-Val & K-Jar

Type 2034

Page No.
80

Sign.:

Meas.
Object:

02 ACUTION
112

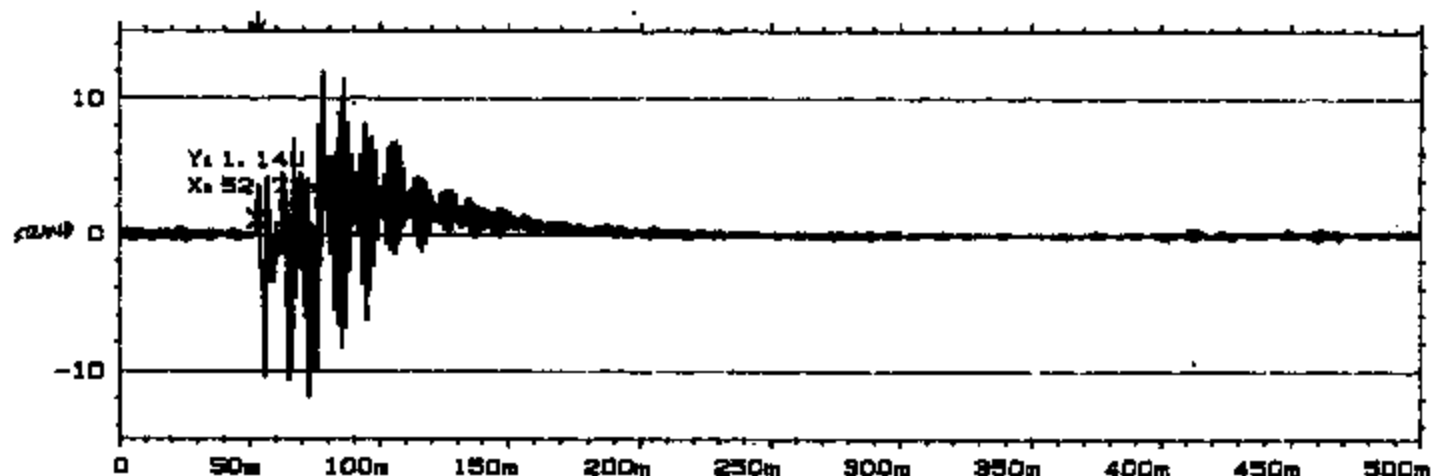
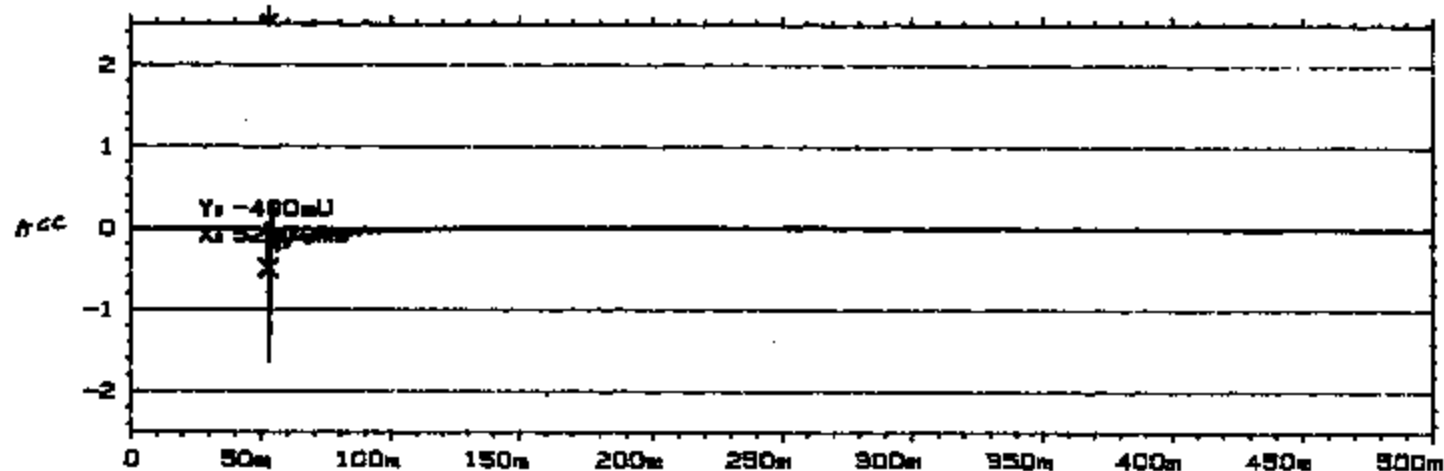
Comments:

3/23/92 VRS
10mV/s

TI-NHTSA 004865

W1 TIME CH. A REAL
Y: 2.50U
X: 0.00ms + 500ms
SETUP W1 OVERLOAD

MAIN Y: -490mU
X: 52.73ms



W1 TIME CH. B REAL INPUT
Y: 15.0U
X: 0.00ms + 500ms
SETUP W1 OVERLOAD

MAIN Y: 1.14U
X: 52.73ms

END



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Type 2034

Page No.
81

Sign.:

Meas.
Object:

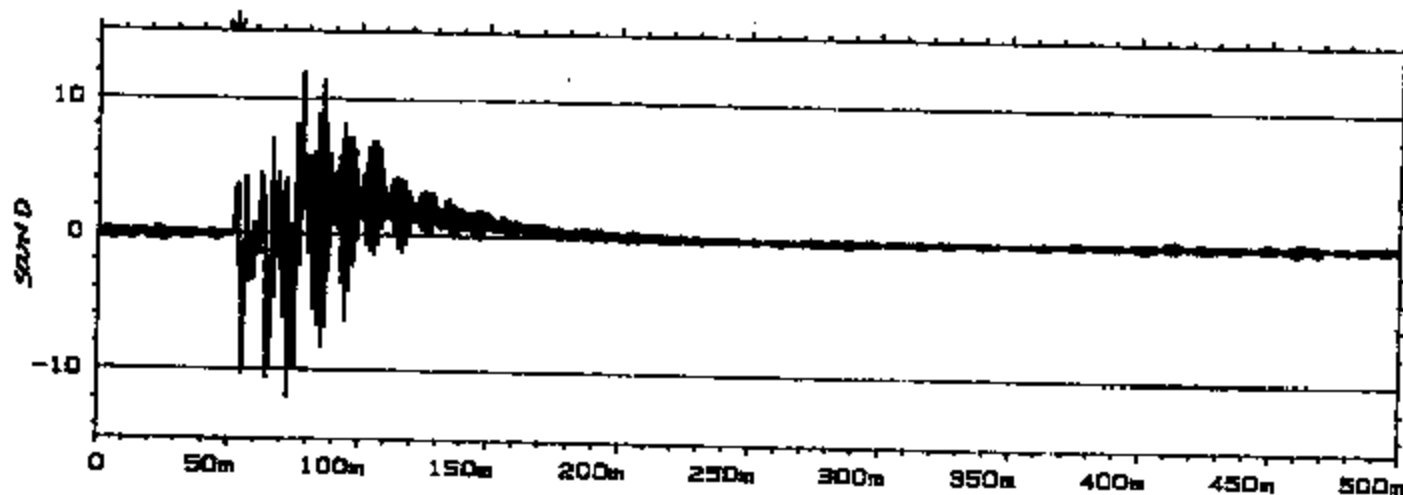
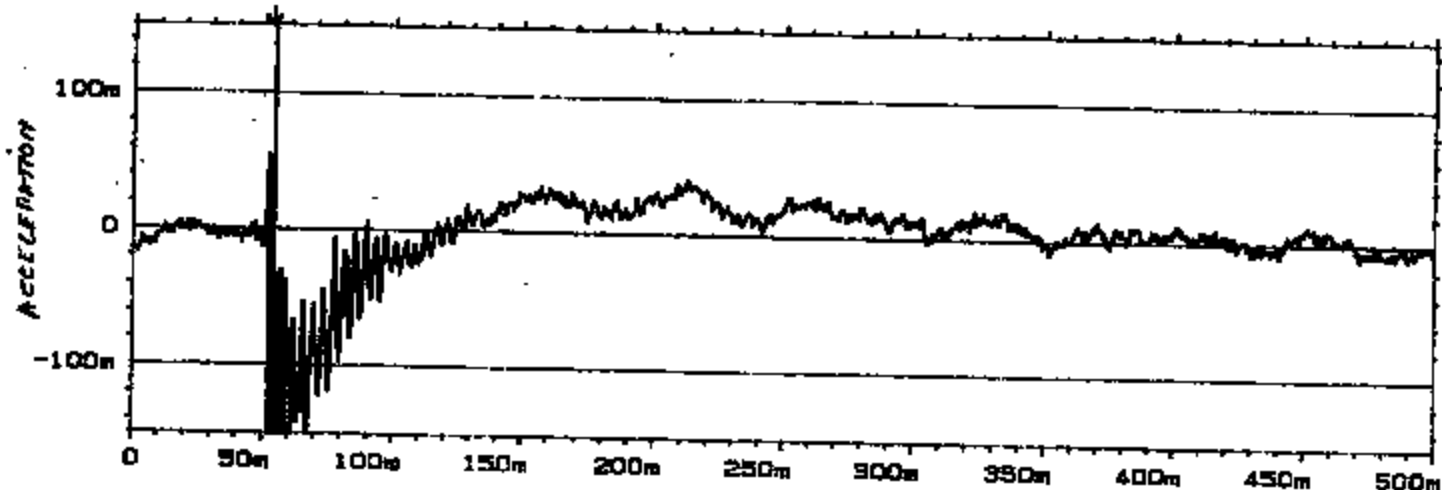
PL ACCELERATION
AIR

Comments:

SCALE MAGNIFIED
FROM 7.65
2/22/93

TI-NHTSA 004886

W1 TIME CH. A REAL INPUT MAIN Y1 -490mU
Y1 150mU
X1 0.00ms + 500ms
SETUP W1 OVERLOAD
X1 52.73ms



W1 TIME CH. B REAL MAIN Y1 1.14U
Y1 15.0U
X1 0.00ms + 500ms
SETUP W1 OVERLOAD
X1 52.73ms



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Type 2024

Page No.
82

Sign.:

Meas.
Object:

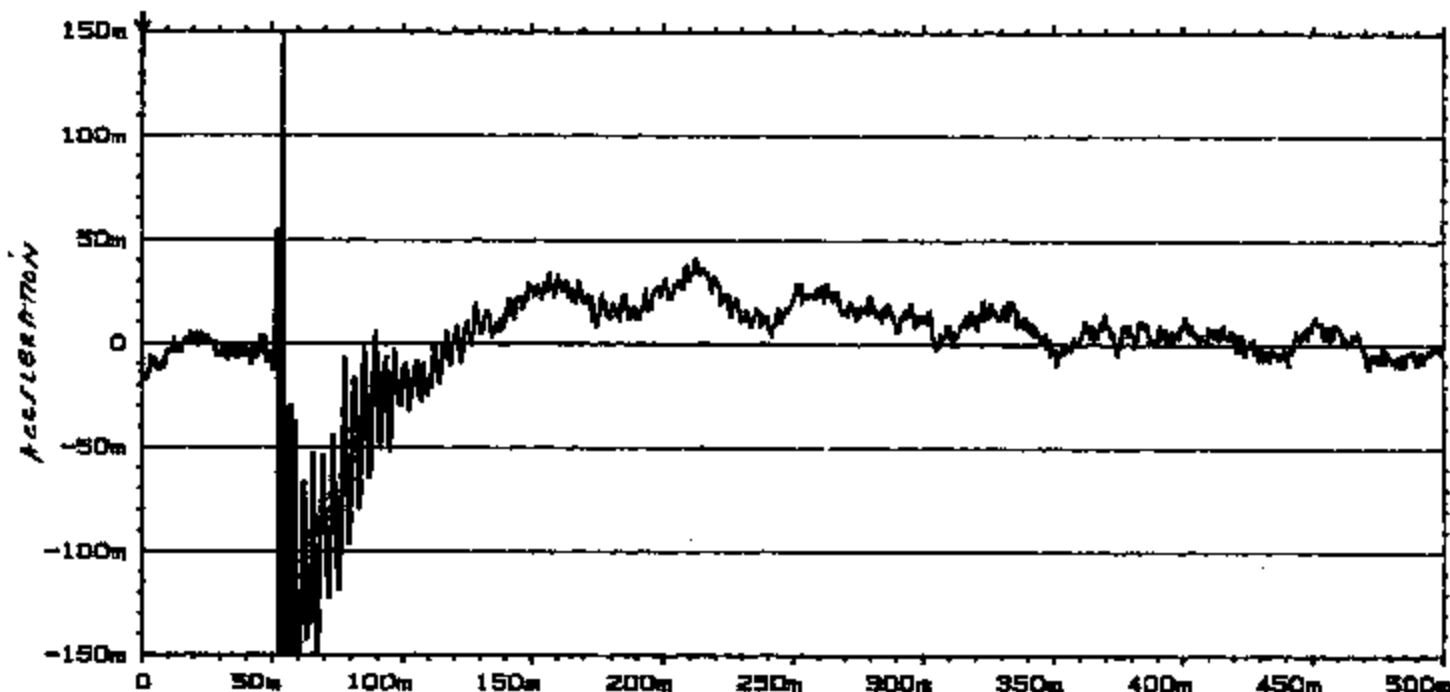
P2 ACTIVATION
AIR

Comments:

2/23/92 DRS
10m/4

TI-NHTSA 004887

TIME CH. A REAL INPUT MAIN Y₁ -13.4mU
Y₁ 150mU
X₁ 0.00ms + 500ms OVERLOAD
X₁ 0.00ms



SETUP W1

MEASUREMENT: DUAL SPECTRUM AVERAGING
TRIGGER: CH. A -SLOPE LEVEL: +0.05 MAX INPUT
DELAY: TRIG→A₁ -50.29ms CH. A→B₁ 0.00ms
AVERAGING: LIN 1

FREQ SPAN: 800Hz ΔF: 1Hz T: 1s ΔT: 488μs
CENTER FREQ: BASEBAND
WEIGHTING: HANNING

CH. A₁ 200mV + 3Hz DIR FILT: 25.6kHz 10.0mV/G
CH. B₁ 400mV + 3Hz DIR FILT: 25.6kHz 20.0mV/UNIT
GENERATOR: PSEUDO RANDOM NOISE
PLOT: #2: PEN PLOT TYPE: STANDARD



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Type 2034

Page No.
72

Sign.:

Made.
Object:

*production of
the first shock
FIXTURE, release
AIR*

Comments:

10mV/g

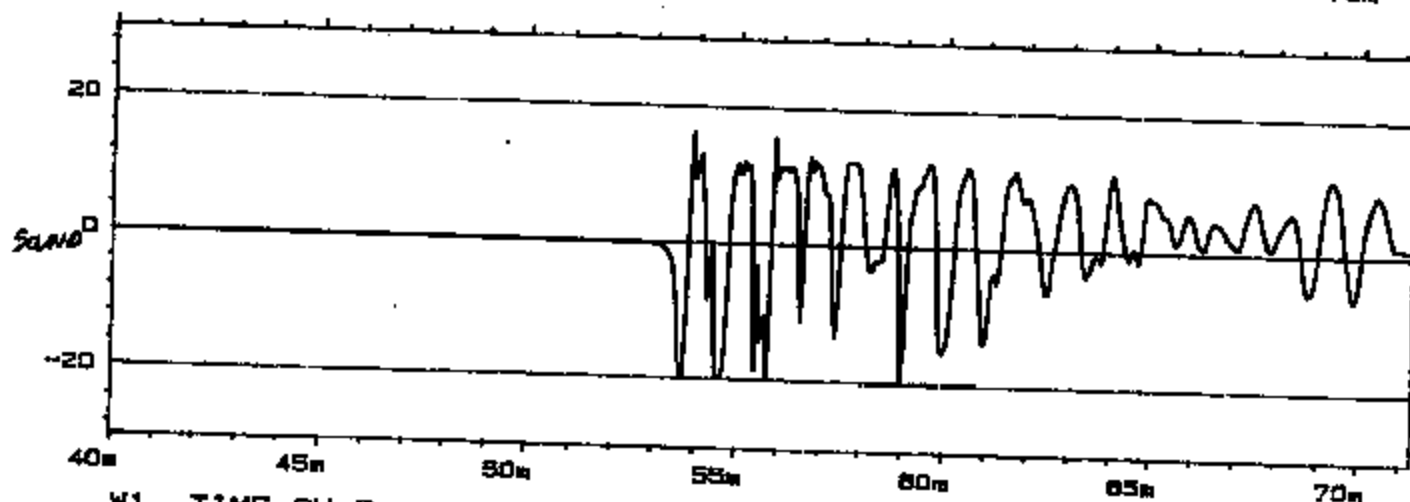
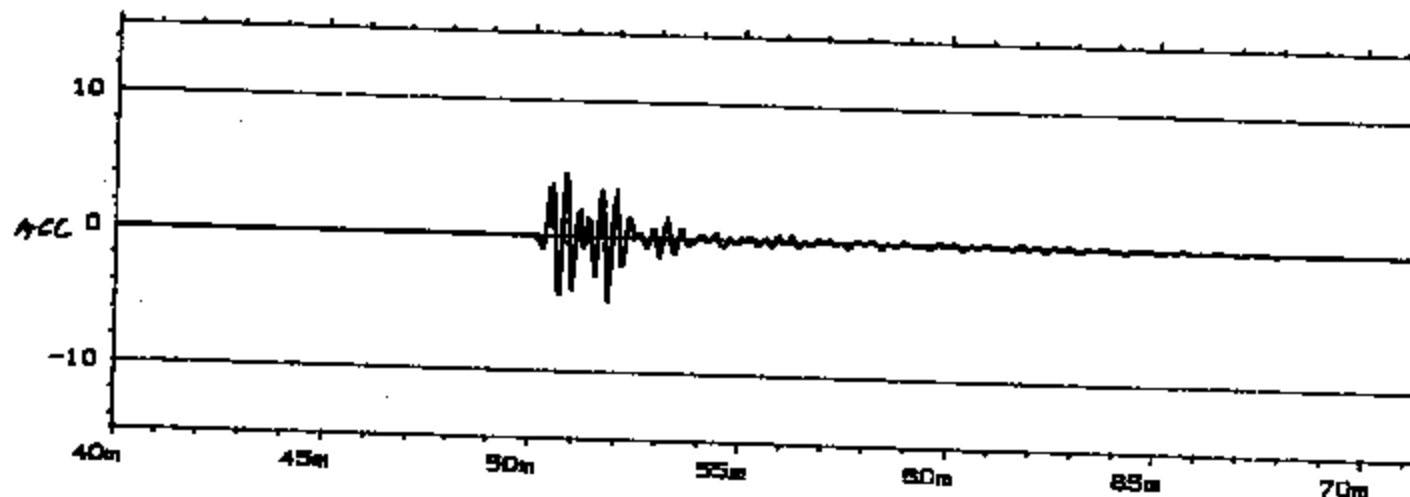
TI-NHTSA 004888

W1 TIME CH. A
Y: 15. DU
X: 39.978ms + 31.3ms
SETUP W1

REAL

INPUT

MAIN Y: -25.8mU
X: 0.000ms



W1 TIME CH. B
Y: 30. DU
X: 39.978ms + 31.3ms
SETUP W1 OVERLOAD

REAL

MAIN Y: 12.2mU
X: 0.000ms



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Type 2034

Page No.
51

Sign.:

Meas.
Object:

of hydraulic
acceleration

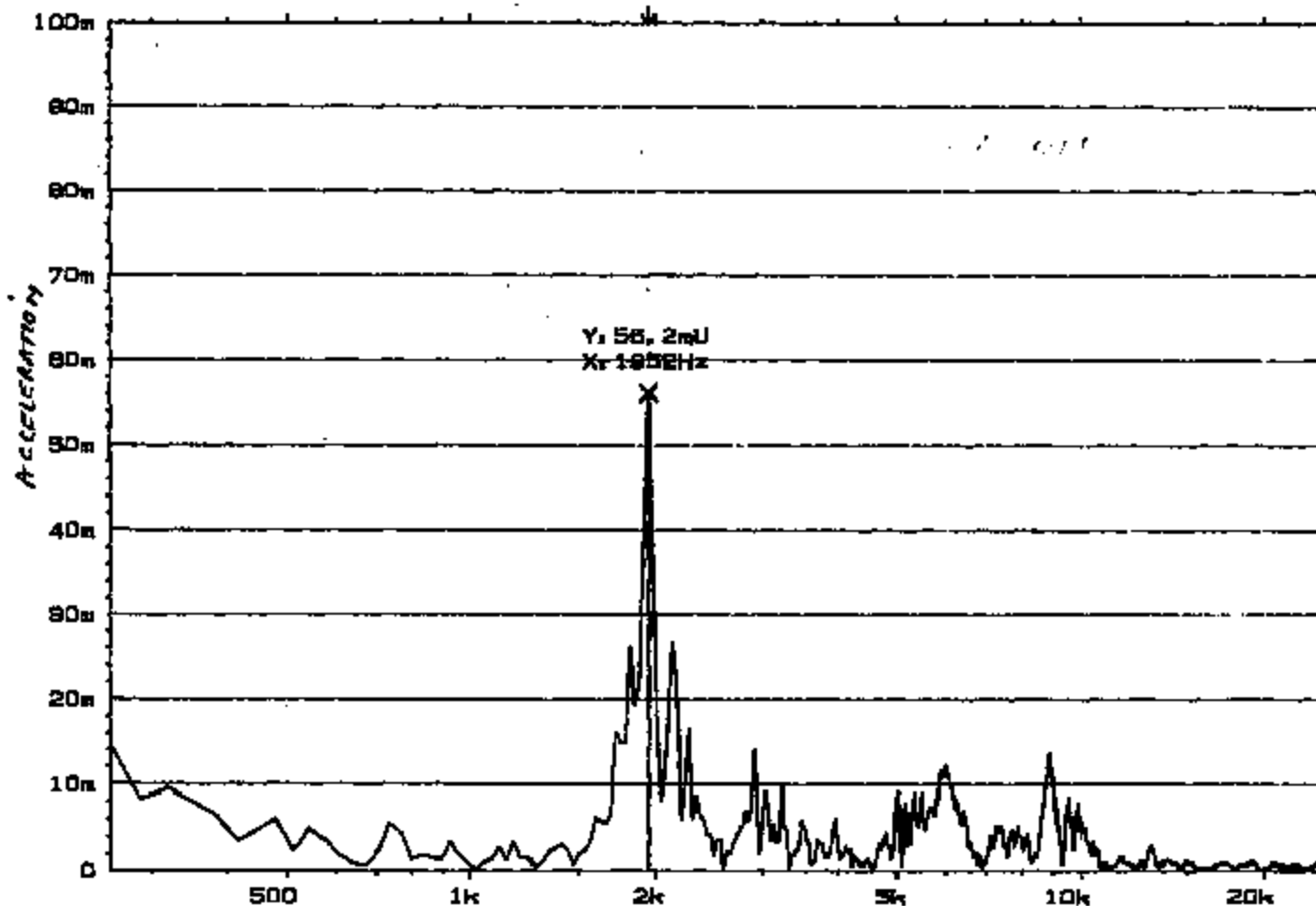
Comments:

TI-NHTSA 004889

W1 INST SPEC CH. B MAG
Y: 100mU RMS LIN
X: 256Hz TO 25.6kHz LOG
SETUP W1 OVERLOAD

INPUT

MAIN Y: 56.2mU
X: 1052Hz





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Type 2034

Page No.
37

Sign.:

Meas.
Object:

P2 ACTIVATION
AIR
Sea pump

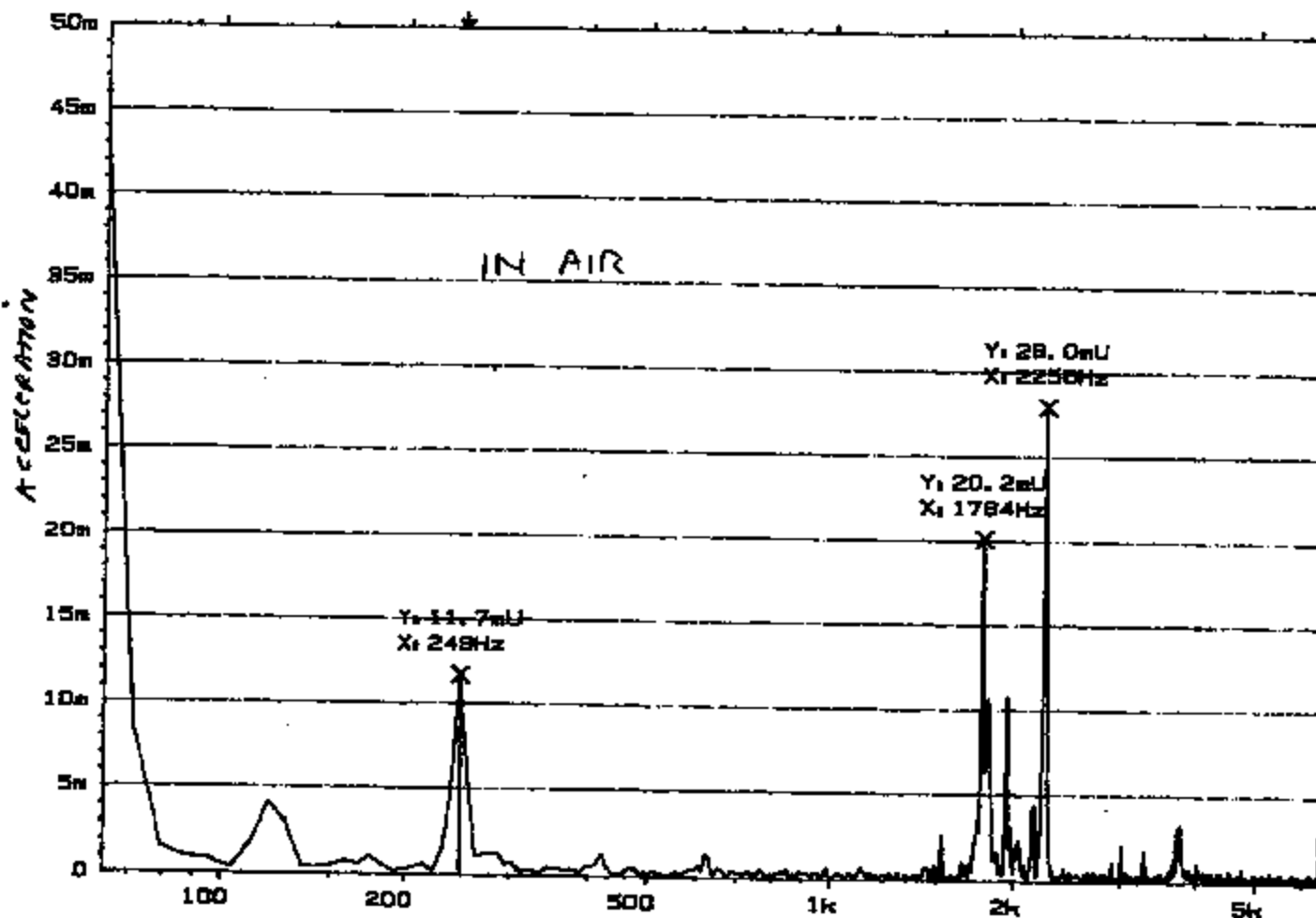
Comments:

TI-NHTSA 004690

INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 64Hz TO 6.4kHz LOG
SETUP W1

INPUT

MAIN Y: 11.7mU
X: 248Hz





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Type 2034

Page No.
38

Sign.:

Mess.
Object:

g2 pulse

MA

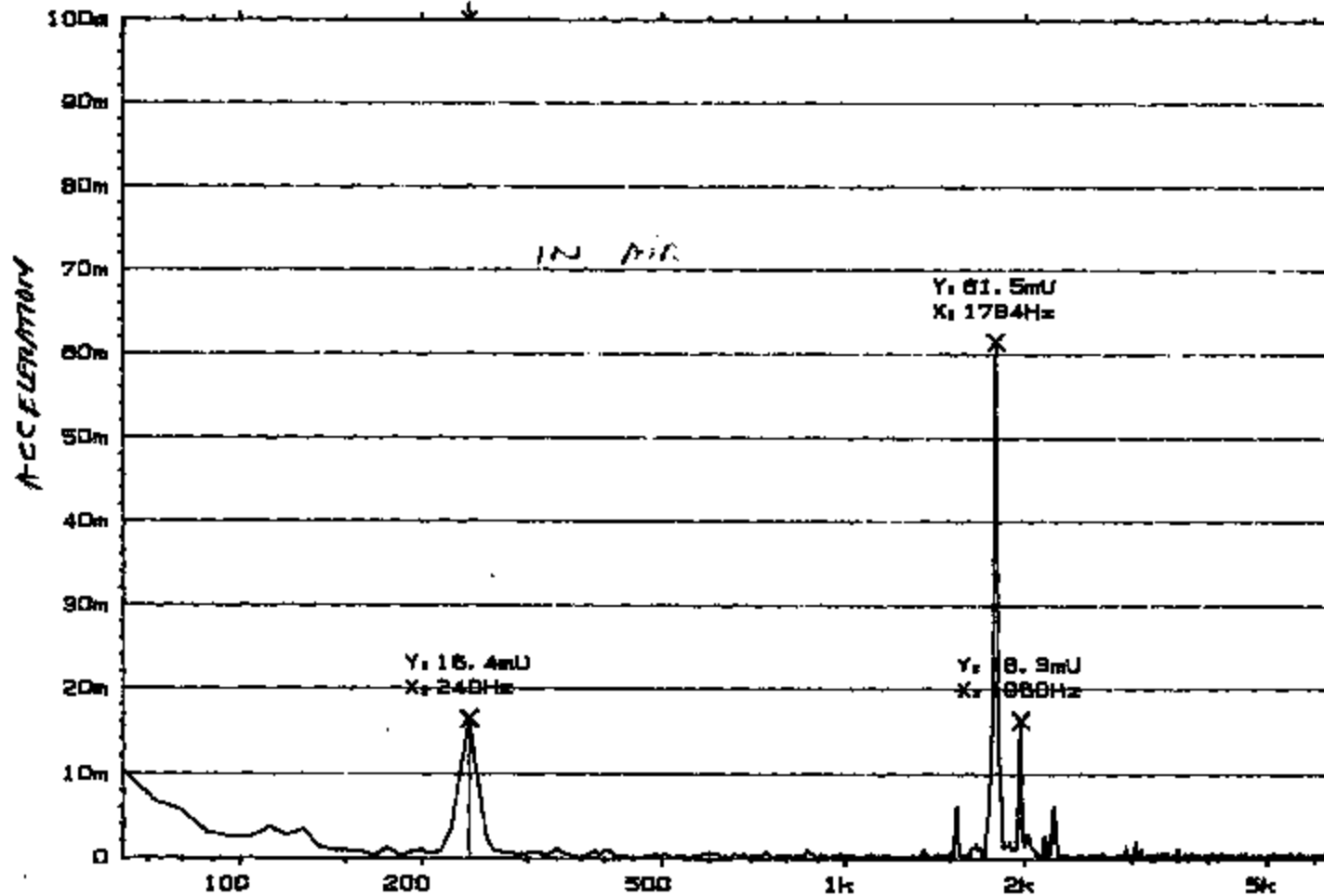
slow ramp

Comments:

W1 INST SPEC CH.B MAG
Y: 100mU RMS LIN
X: 64Hz TO 8.4kHz LOG
SETUP W1 OVERLOAD

INPUT

MAIN Y: 16.4mU
X: 240Hz





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Type 2034

Page No.
83

Sign.:

Made.
Object:

PE Release
AIR

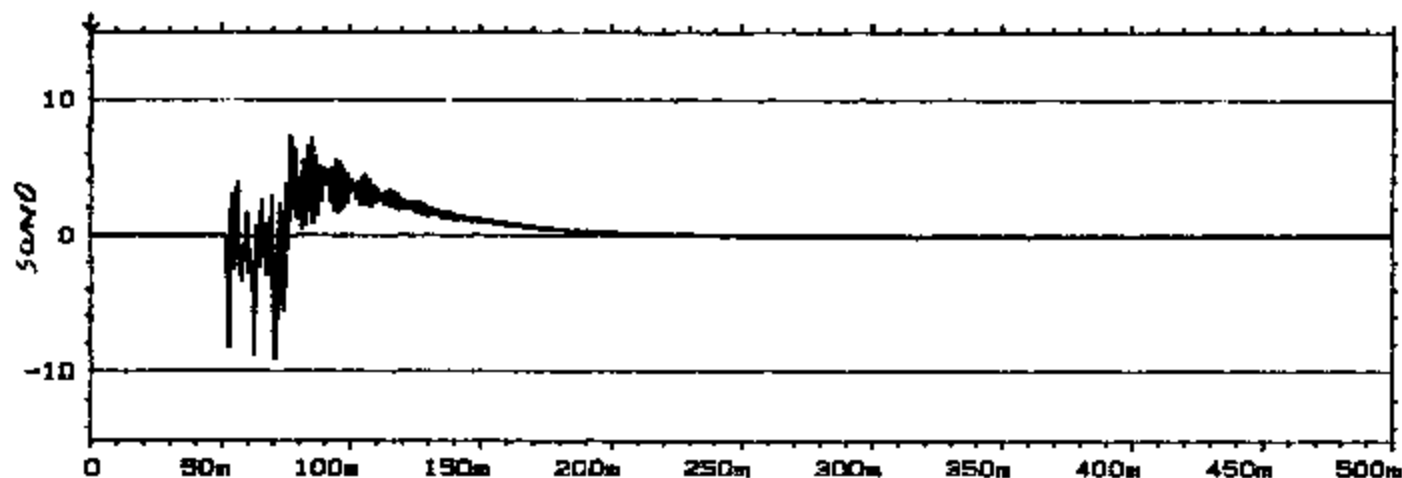
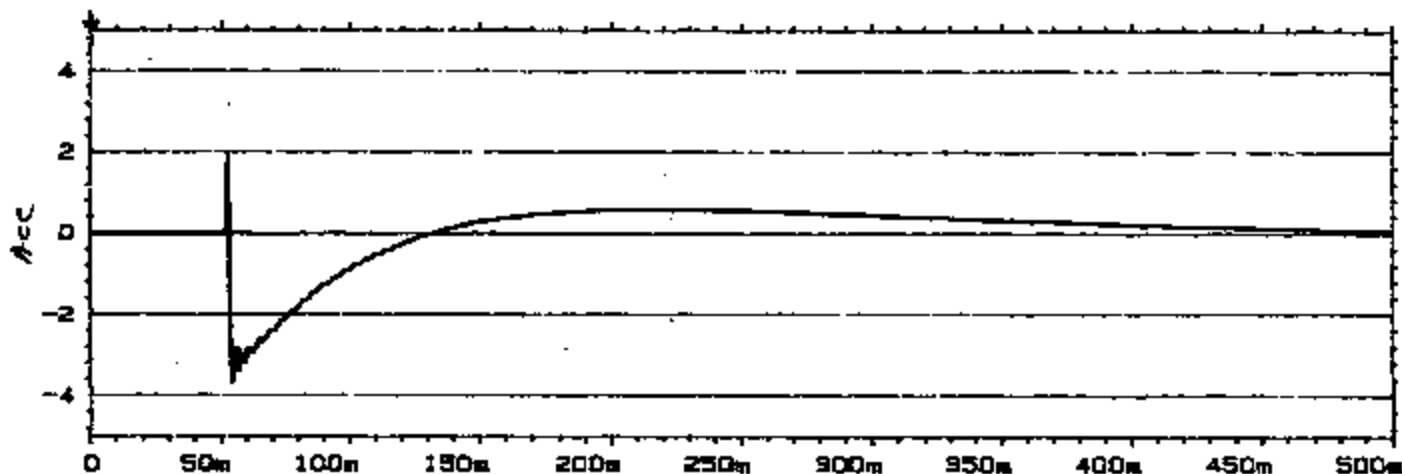
Comments:

TIME SCALE IS 60
3/27/91

TI-NHTSA 004892

W1 TIME CH. A REAL
Y: 5.00U
X: 0.00ms + 500ms
SETUP W1 OVERLOAD

MAIN Y: -4.88mU
X: 0.00ms



W1 TIME CH. B REAL INPUT
Y: 15.0U
X: 0.00ms + 500ms
SETUP W1 OVERLOAD

MAIN Y: 1.22mU
X: 0.00ms



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Type 2034

Page No.
52

Sign.:

Meas.
Object:

02 release
HYDRAULIC

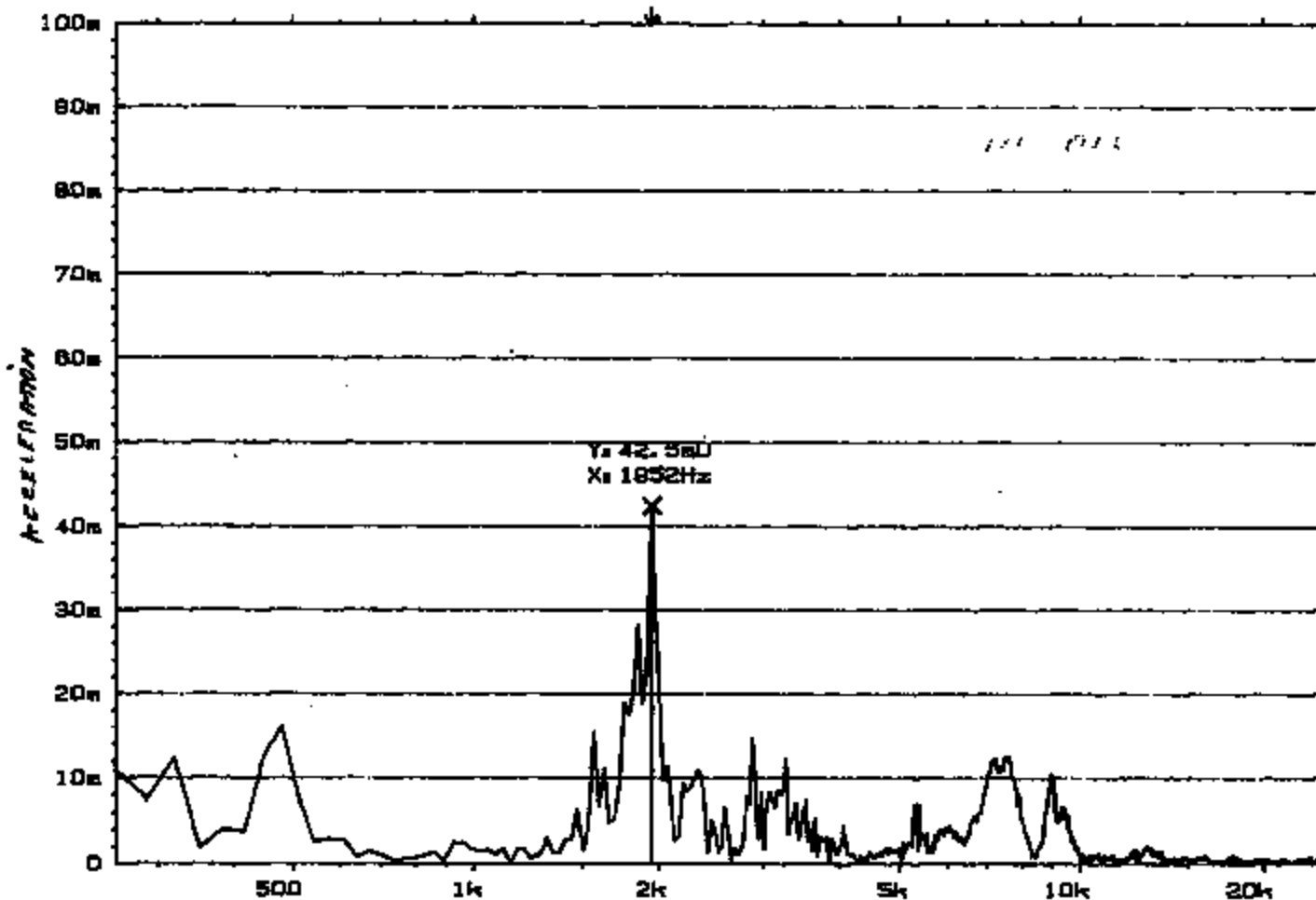
Comments:

TI-NHTSA 004693

W1 INST SPEC CH. B MAG
Y: 100mU RMS LIN
X: 256Hz TO 25.6kHz
SETUP W1 OVERLOAD

INPUT
LOG

MAIN Y: 42.5mU
X: 1052Hz





Briel & Kjaer

Type 2034

Page No.
40

Sign.:

Make.
Object:

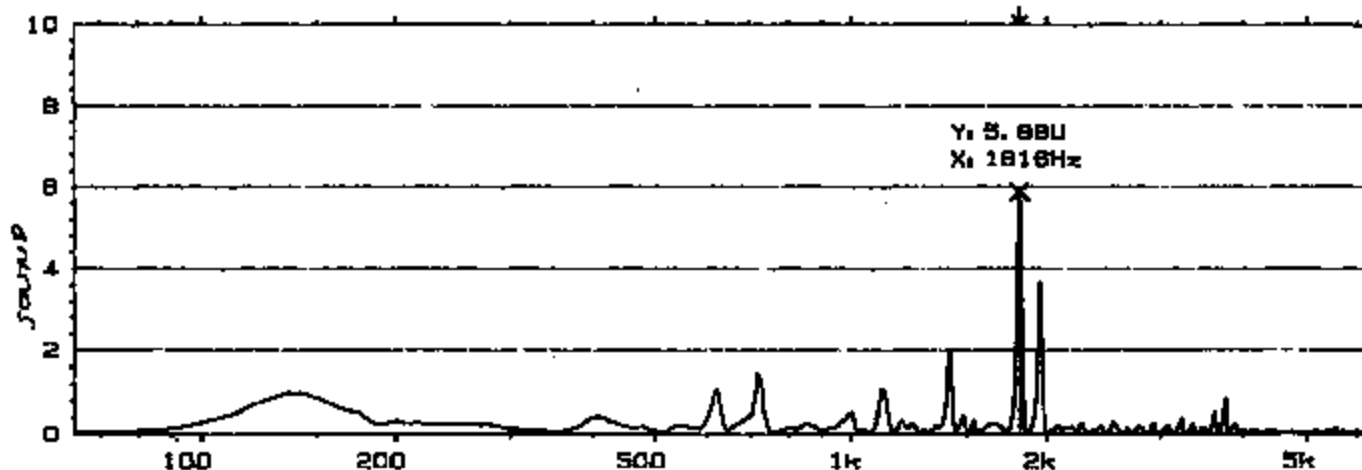
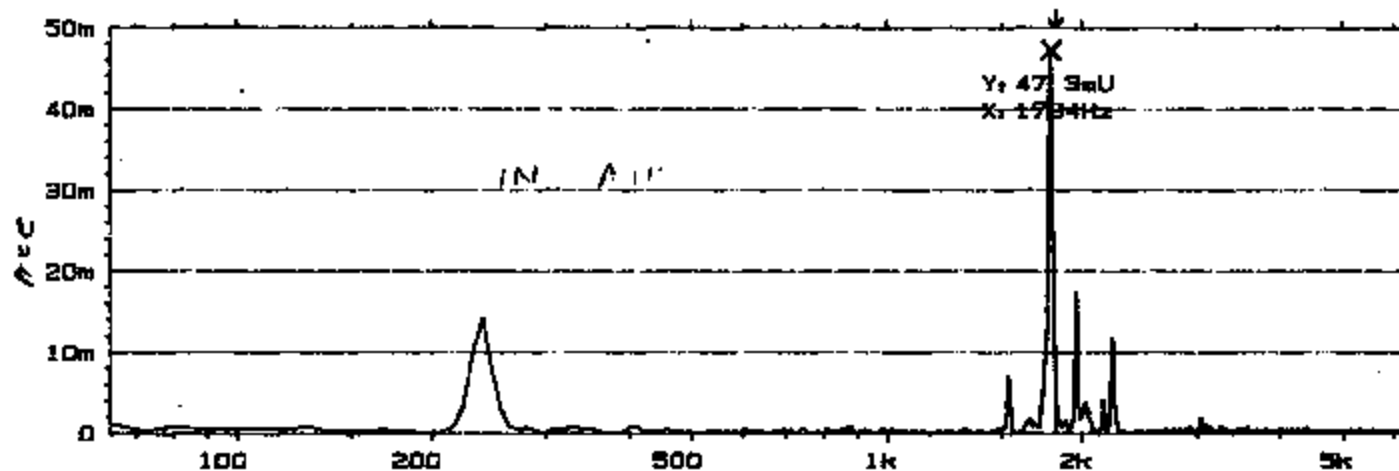
P2 RELEASE
200V RAMP
AIR

Comments:

W1 INST SPEC CH. B MAG
Y1 50.0mU RMS LIN
X1 64Hz TO 6.4kHz LOG
SETUP W1

INPUT

MAIN Y1 8.38mU
X1 1816Hz



W1 INST SPEC CH. A MAG
Y1 10.0U RMS LIN
X1 64Hz TO 6.4kHz LOG
SETUP W1

MAIN Y1 5.88U
X1 1816Hz

TI-NHTSA 004894



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Type 2034

Page No.
41

Sign.:

Meas.
Object:

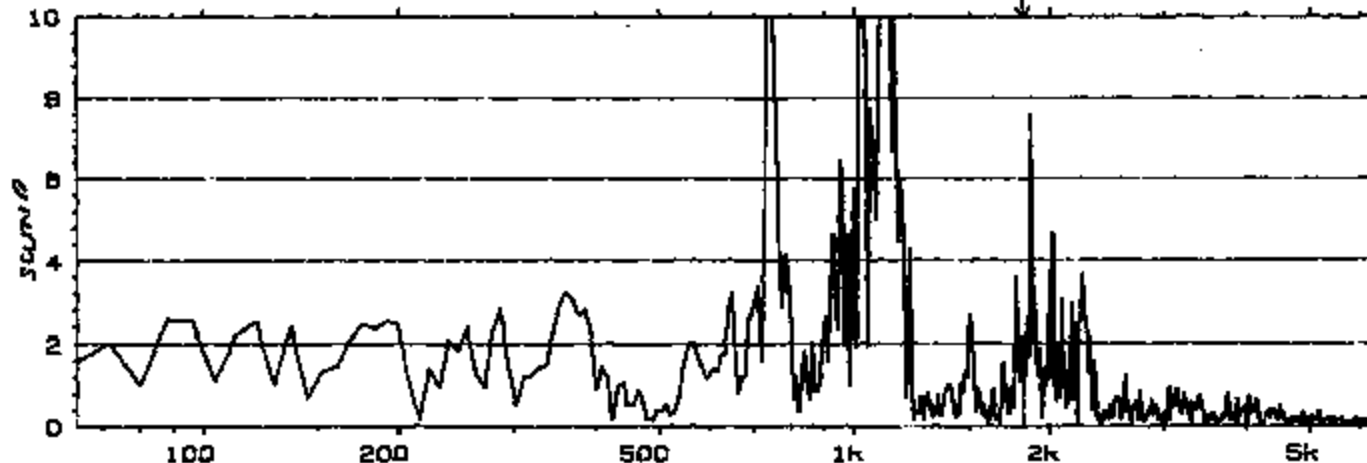
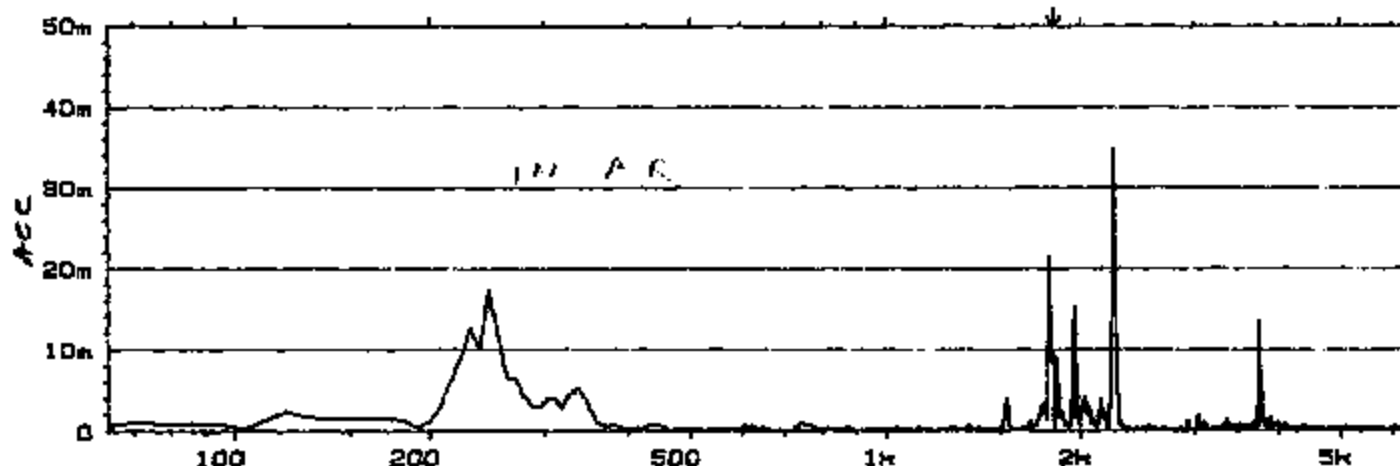
PR. DEUTERON
FAST RAMP
MR

Comments:

TI-NHTSA 004885

W1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 84Hz TO 6.4kHz LOG
SETUP W1

MAIN Y: 9.67mU
X: 1818Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 84Hz TO 6.4kHz LOG
SETUP W1

INPUT

MAIN Y: 1.34U
X: 1818Hz



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Type 2034

Page No.
42

Sign.

Meas.
Object:

PE RELEASE
FOR CAMP
AIR

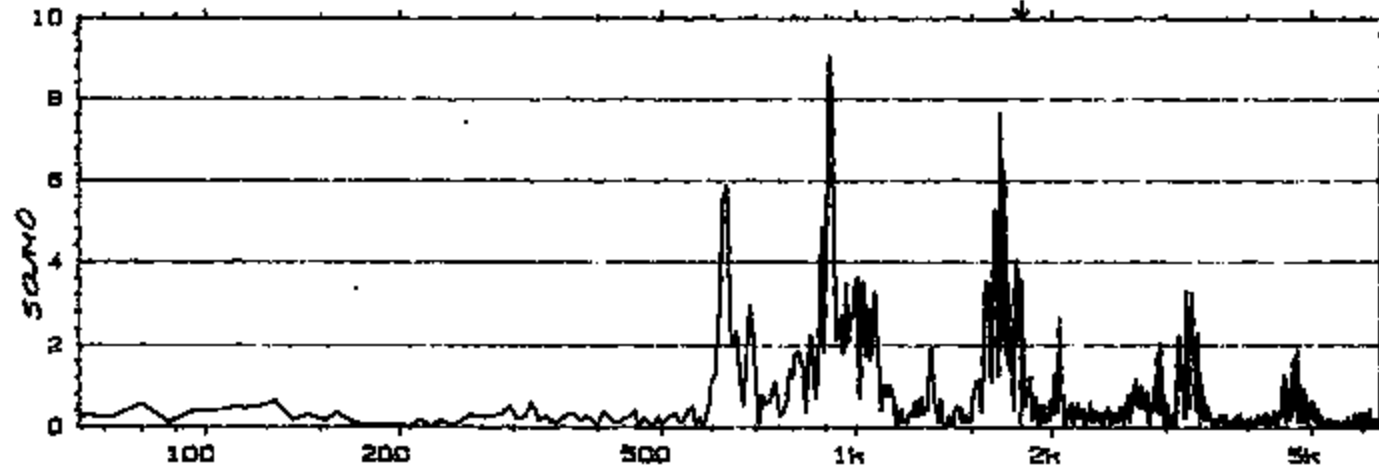
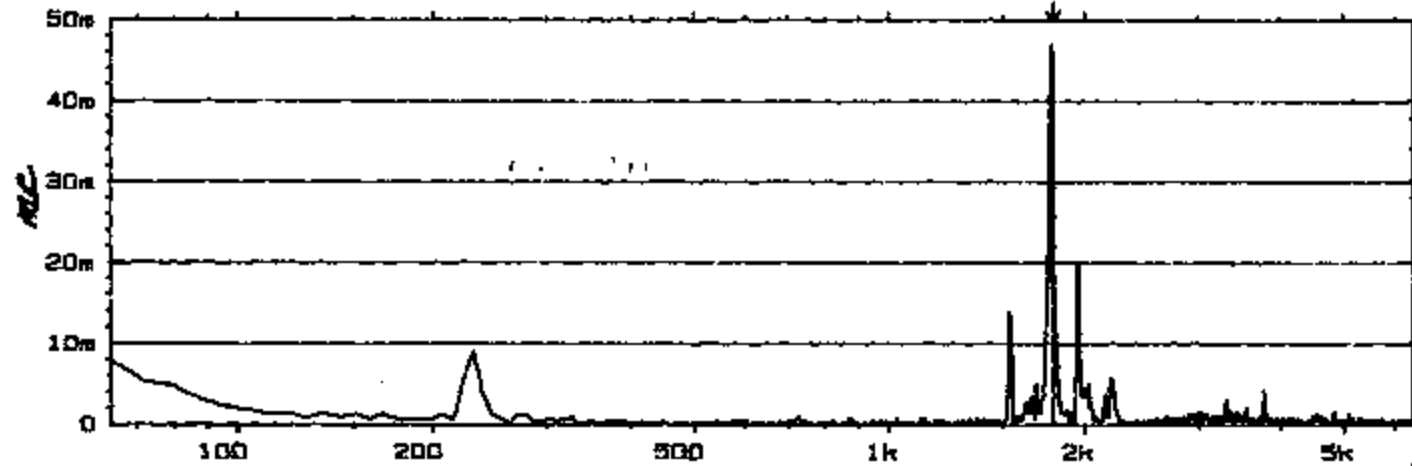
Comments:

TI-NHTSA 004898

W1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 84Hz TO 8.4kHz LOG
SETUP W1 OVERLOAD

INPUT

MAIN Y: 45.0mU
X: 1782Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 84Hz TO 8.4kHz LOG
SETUP W1

MAIN Y: 3.55U
X: 1782Hz



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Type 2034

Page No.
43

Sign. 1

Meas.
Object:

PS-Z
RETURN
MR
SLAN RAMP

Comments:

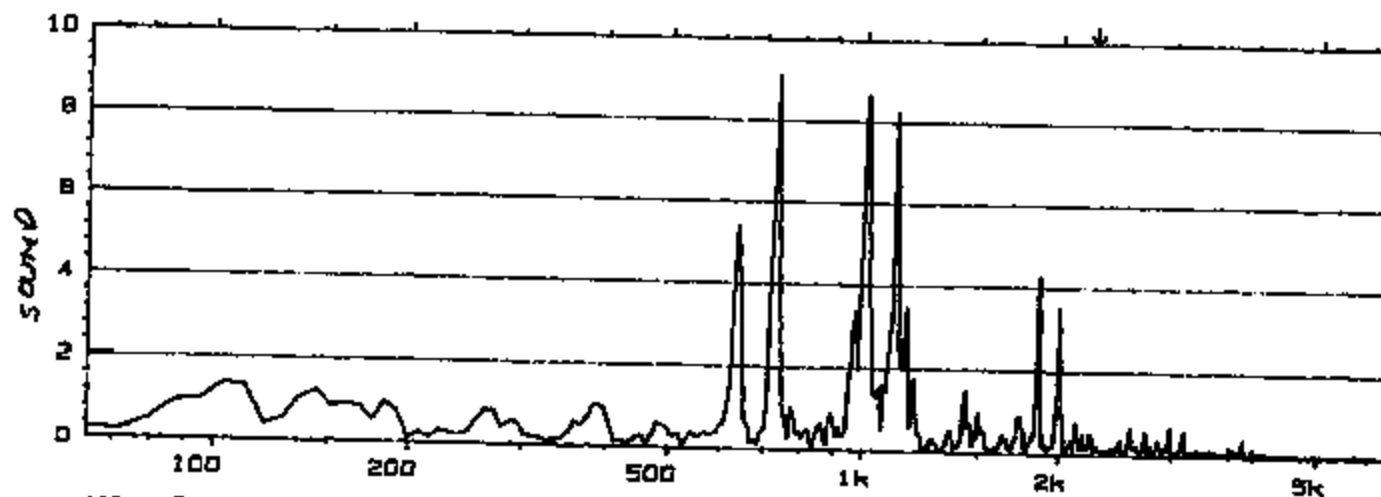
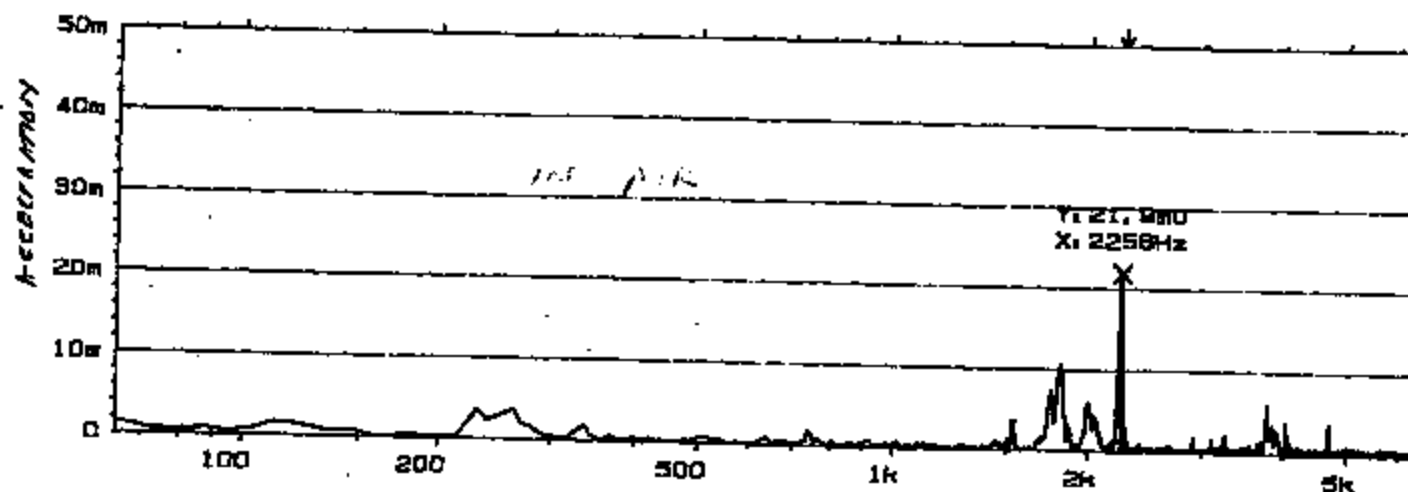
METAL (2)
CLAMP C L

TI-MHTSA 004897

W1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 84Hz TO 8.4kHz
SETUP W1

INPUT

MAIN Y: 21.9mU
X: 2256Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 84Hz TO 8.4kHz
SETUP W1

MAIN Y: 392mU
X: 2256Hz



B & K

Type 2034

Page No.
53

Sign.:

Meas.
Object:

BS-2

ACT

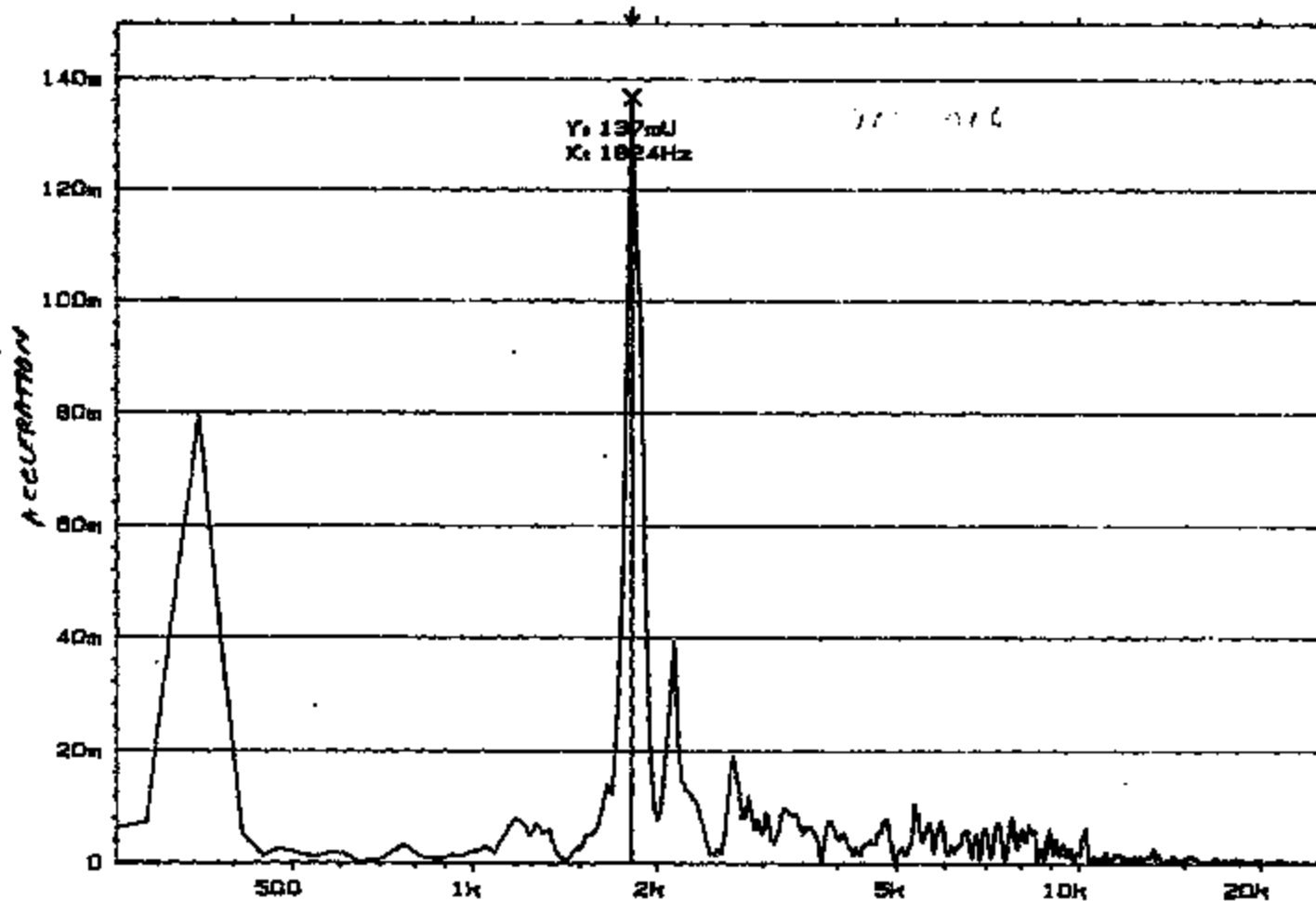
HYPERMIC

Comments:

WORTH (2)
CHANNEL

TI-NHTSA 004898

W1 INST SPEC CH. B MAG INPUT MAIN Y: 137mU
Y: 150mU RMS LIN X: 1924Hz
X: 256Hz TO 25.8kHz LOG
SETUP W1 OVERLOAD





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Type 2034

Page No.
44

Sign.:

Meas.
Object:

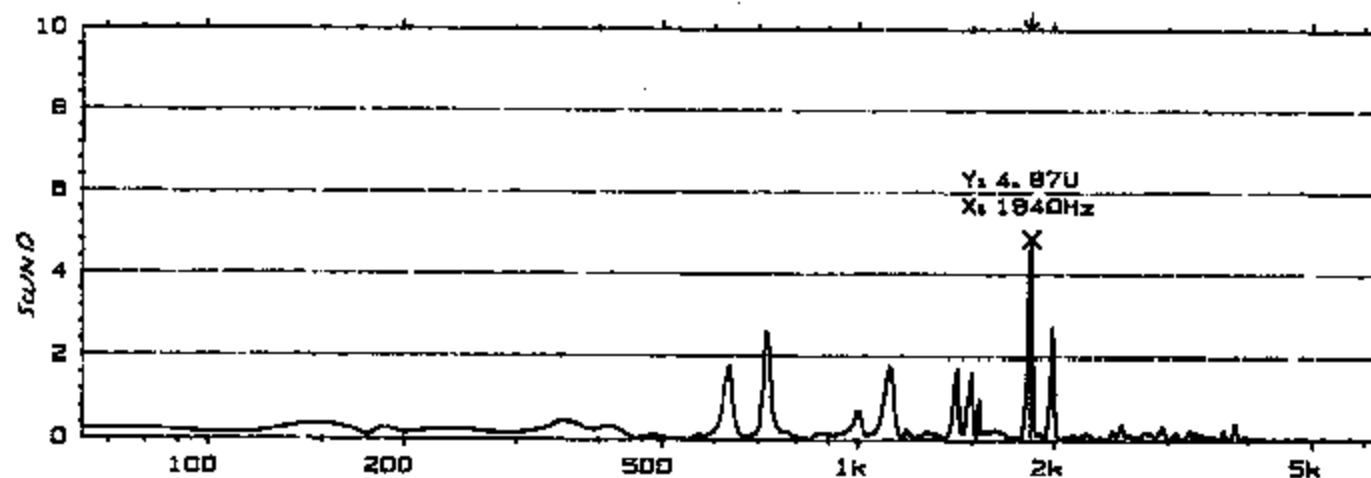
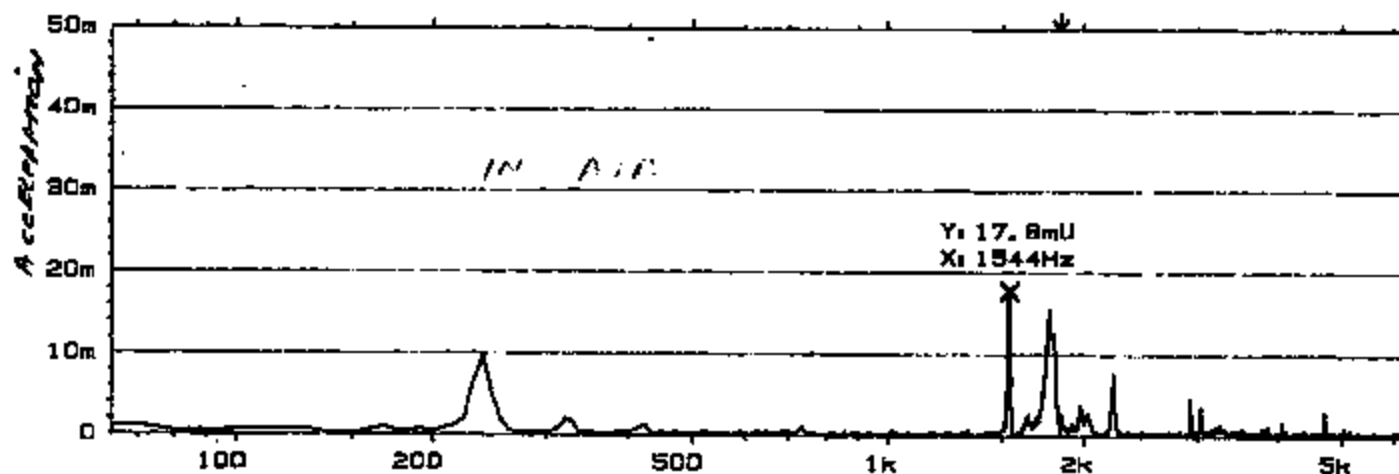
p5-Z
Release
MR
slow ramp

Comments:

meas 'Z'
channel

W1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 64Hz TO 6.4kHz LOG
SETUP W1

MAIN Y: 2.35mU
X: 1840Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 64Hz TO 6.4kHz LOG
SETUP W1

INPUT

MAIN Y: 4.87U
X: 1840Hz

TI-NHTSA 004889



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Type 2034

Page No.
54

Sign. 1

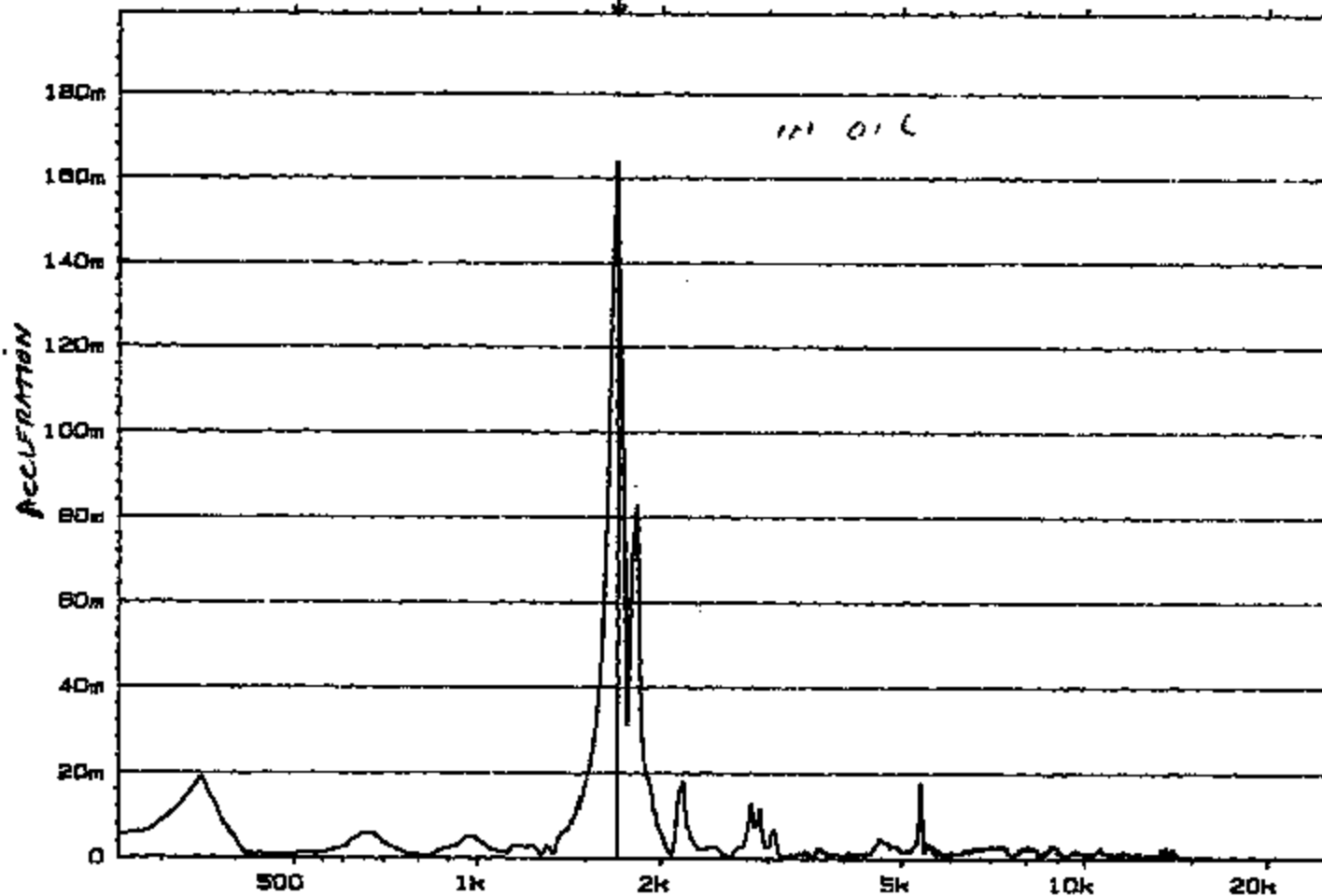
Mech.
Object:

RT-2 release
hydraulic

Comments:

TI-NHTSA 004900

INST SPEC CH. B MAG INPUT MAIN Y: 184mJ
Y: 199mJ RMS LIN X: 1696Hz
X: 256Hz TO 25.8kHz LOG
SETUP W1 OVERLOAD





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Type 2034

Page No.
48

Sign.:

Make.
Object:

PZ
Release
MR

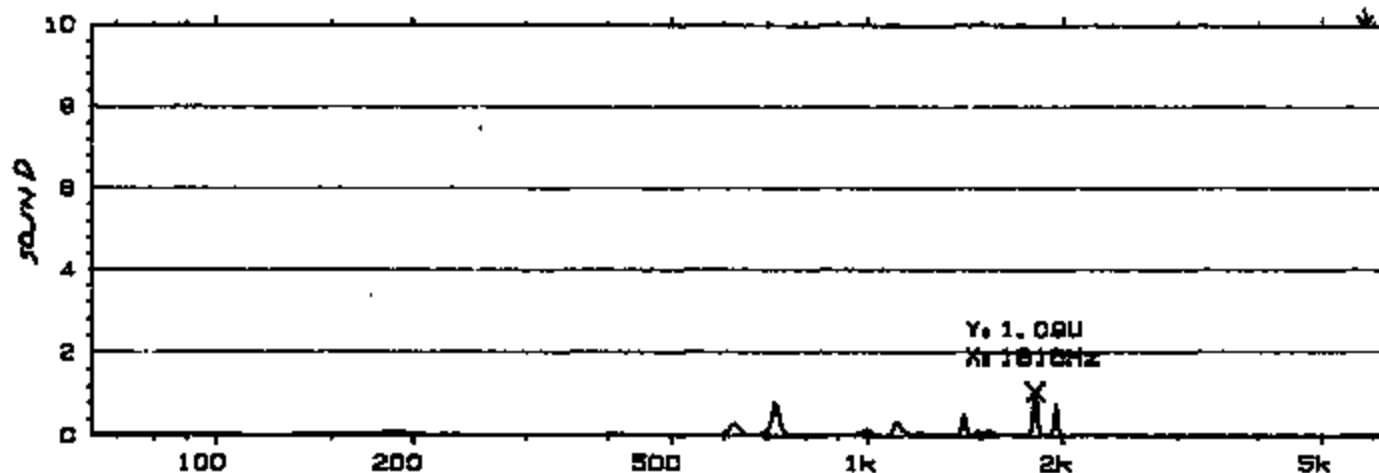
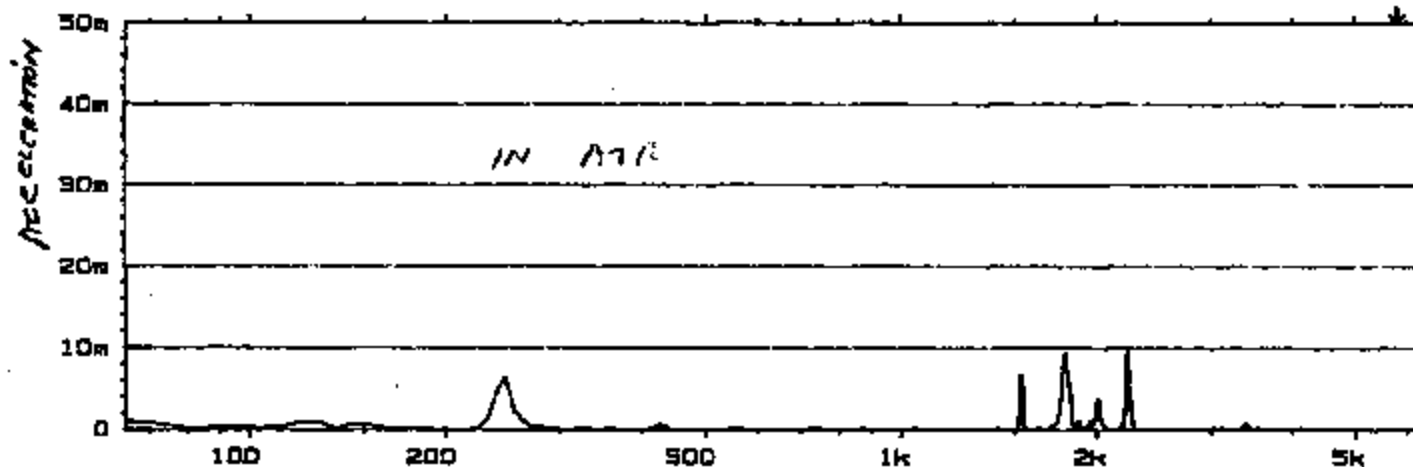
Comments:

TI-NHTSA 004901

1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 84Hz TO 8.4kHz LOG
SETUP W1 OVERLOAD

INPUT

MAIN Y: 114μU
X: 5808Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 84Hz TO 8.4kHz LOG
SETUP W1 OVERLOAD

MAIN Y: 17.8mU
X: 5808Hz



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Type 2034

Page No.
68

Sign.:

Made.
Object:

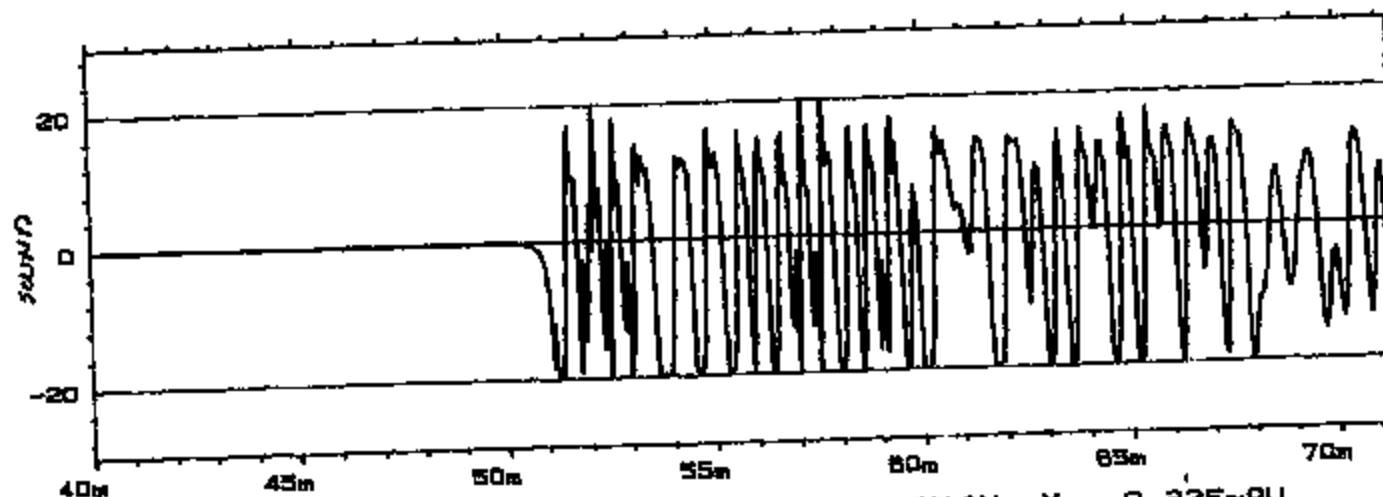
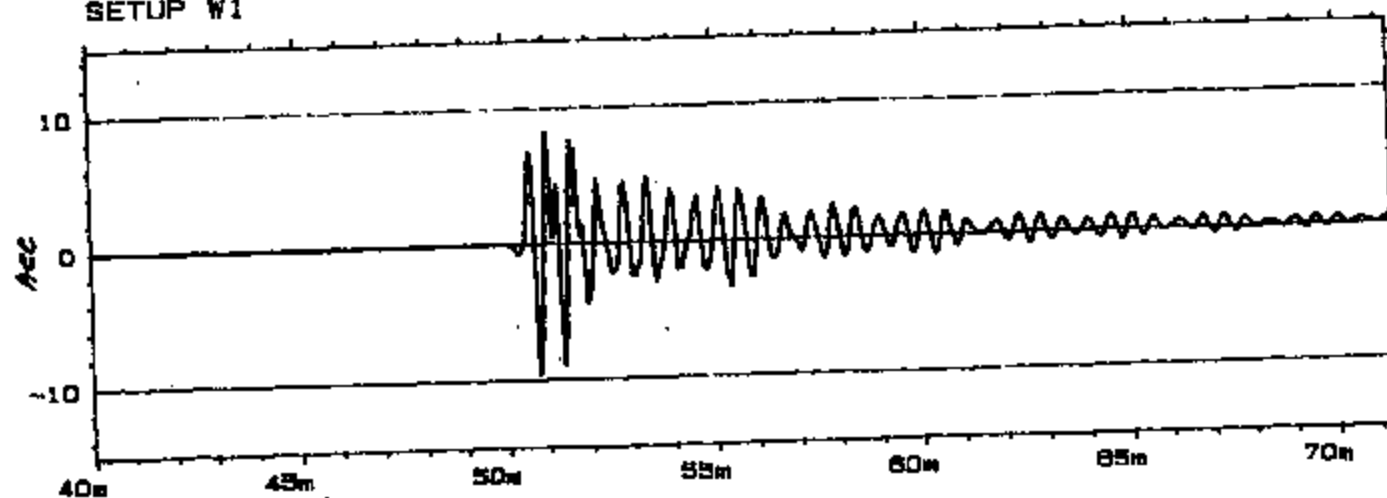
RE release
AIR

Comments:

TI-NHTSA 00490

W1 TIME CH. A REAL
Y: 15.0U
X: 39.978ms + 31.3ms
SETUP W1

MAIN Y: -8.55mU
X: 0.000ms



W1 TIME CH. B REAL
Y: 30.0U
X: 39.978ms + 31.3ms
SETUP W1 OVERLOAD

MAIN Y: 9.32E-9U
X: 0.000ms



B & K

Type 2034

Page No.
57

Sign.:

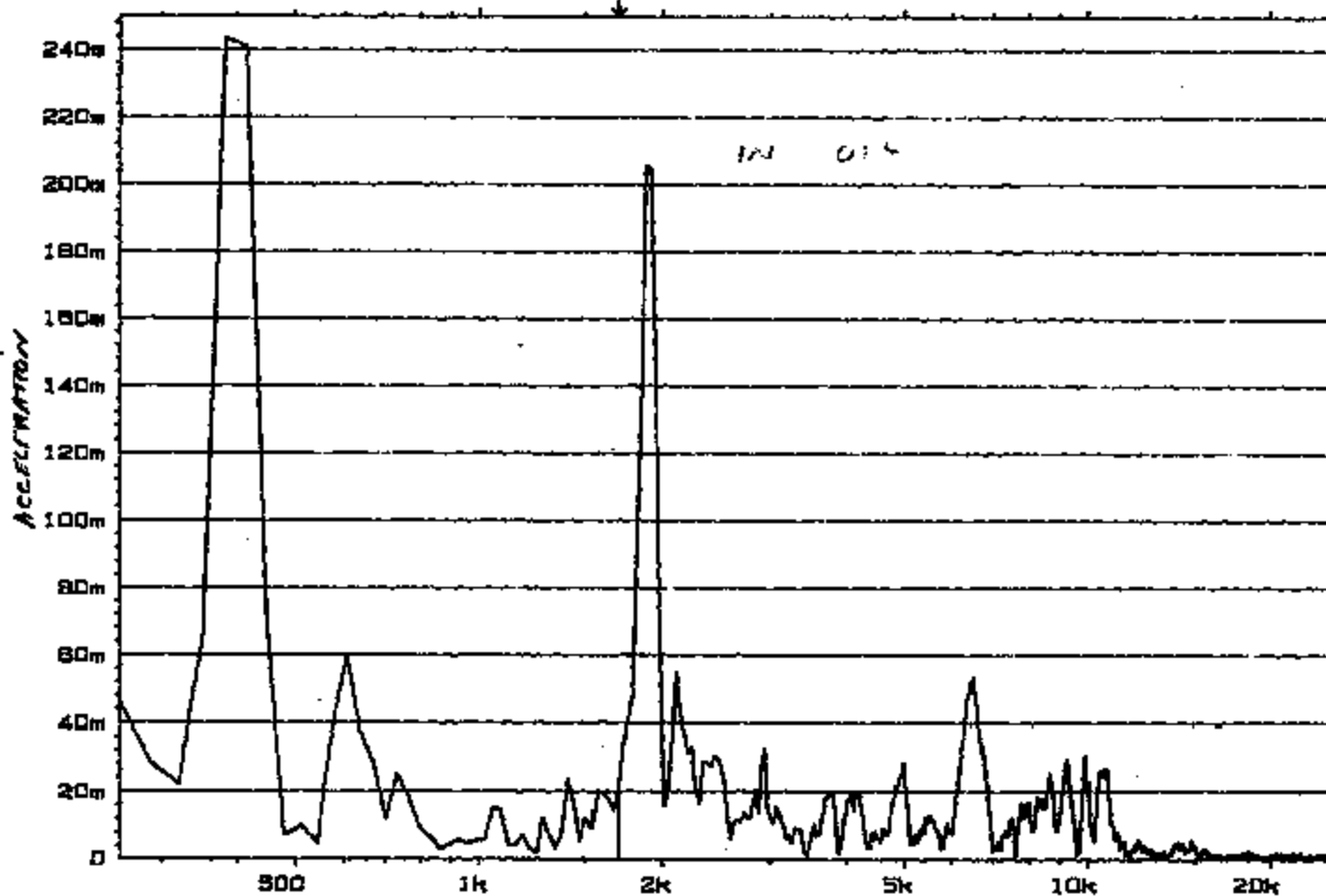
Meas.
Object:

R3 - RUBBER
BETWEEN ROLL
& CONVEYOR
ACT
HYDRAULIC

Comments:

TRANSIA 004803

W1 INST SPEC CH. B MAG INPUT MAIN Y₁ 20.2mU
Y₁ 250mU RMS LIN
X₁ 258Hz TO 25.6kHz LOG
X₁ 1698Hz
SETUP W1 OVERLOAD





Brüel & Kjær

Type 2034

Page No.
50

Sign.:

Meas.
Object:

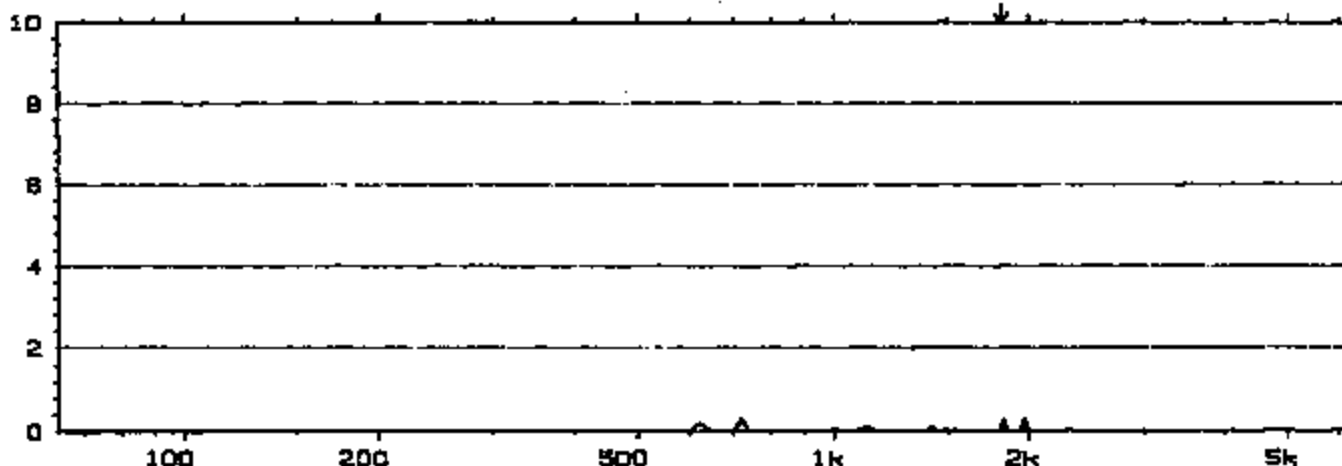
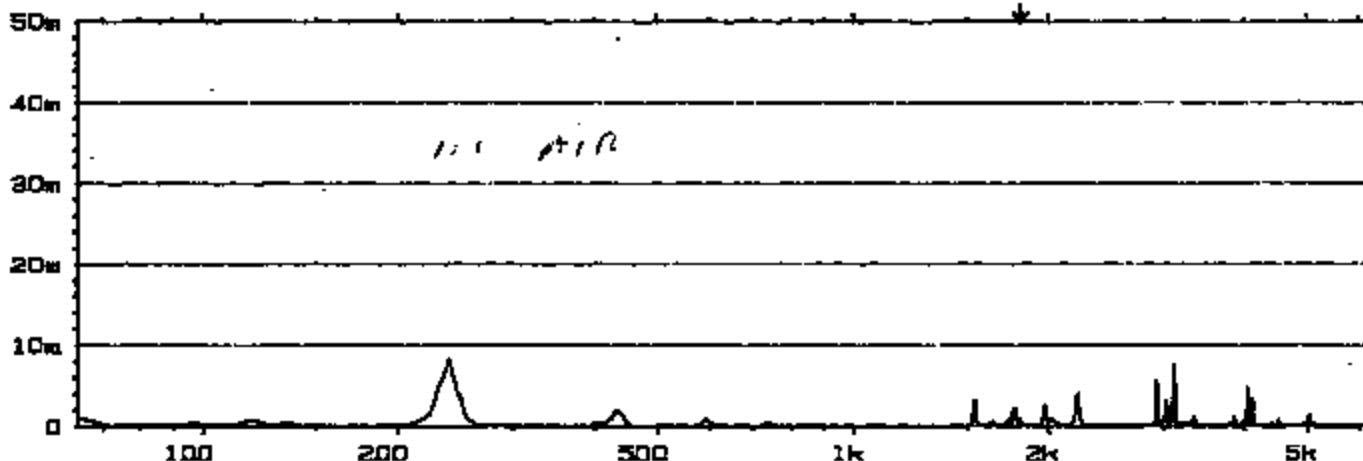
R3 RELEASE
ATA
SLAM PLAMP

Comments:

TI-NHTSA 004904

1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 64Hz TO 6.4kHz LOG
SETUP W1 OVERLOAD

MAIN Y: 563μU
X: 1816Hz



☒ 1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 64Hz TO 6.4kHz LOG
SETUP W1 OVERLOAD

INPUT

MAIN Y: 175mU
X: 1816Hz



Brüel & Kjær

Type 2034

Page No.
85

Sign. :

Meas.
Object:

B3 Release
ATR

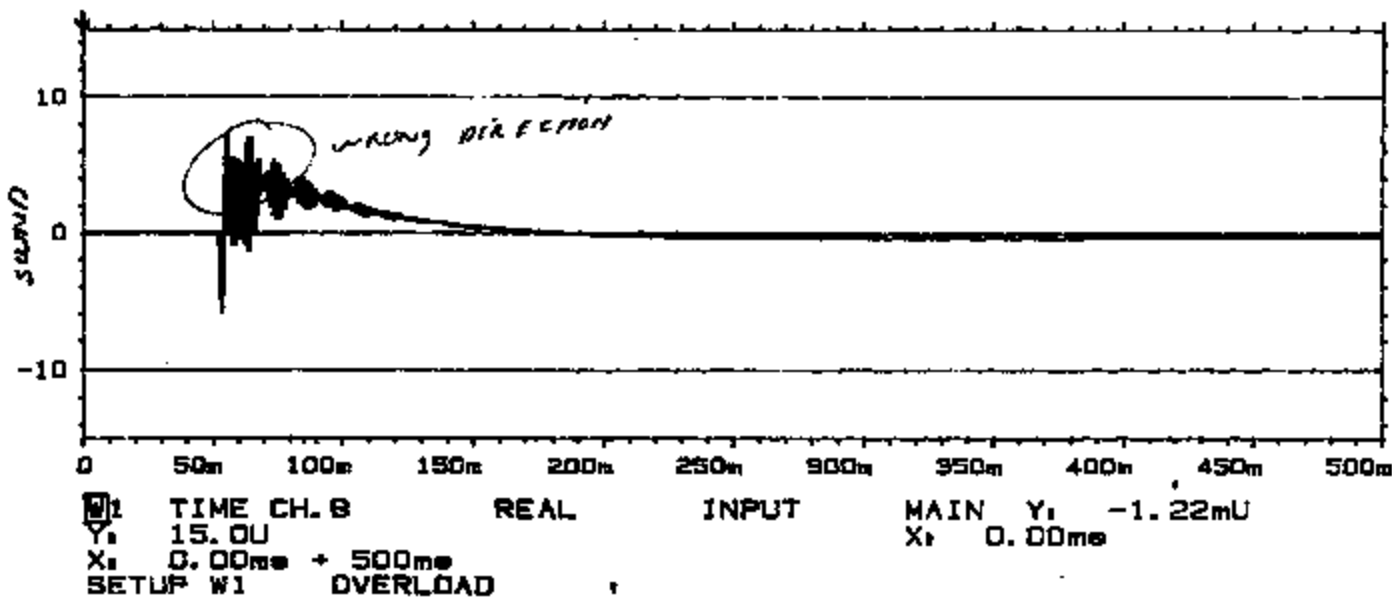
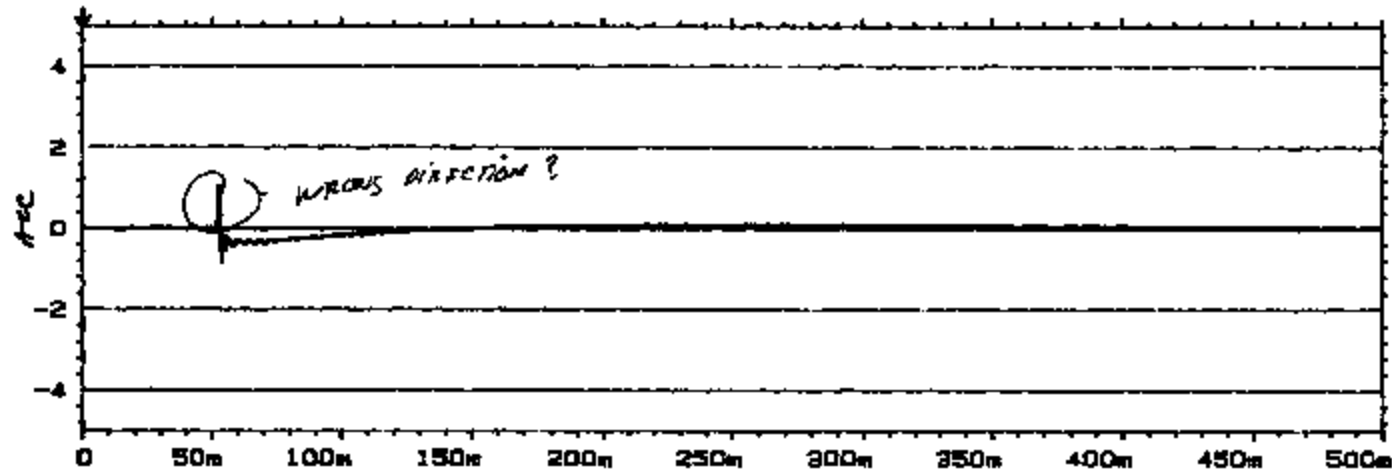
Comments:

10mV
2/23/93

TI-NHTSA 004605

W1 TIME CH. A REAL
Y: 5.00U
X: 0.00ms + 500ms
SETUP W1 OVERLOAD

MAIN Y: -2.44mU
X: 0.00ms





Brüel & Kjær

Type 2034

Page No.
66

Sign.:

Made.
Object:

P3 pickup
amplified
AIR
RUBBER BEARING
CONVEYOR & DISC

Comments:

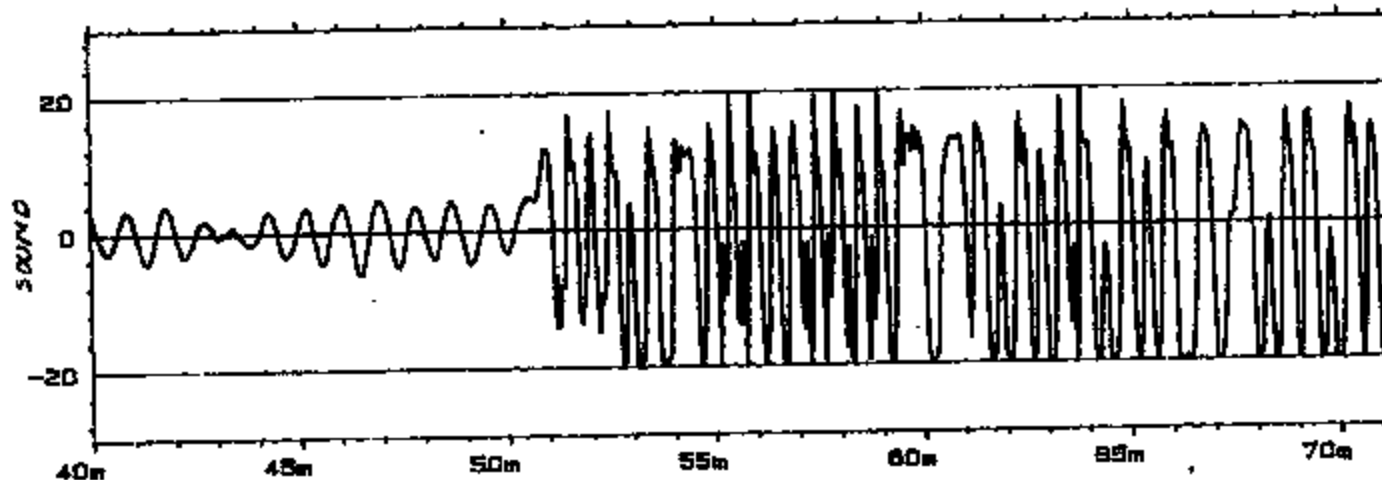
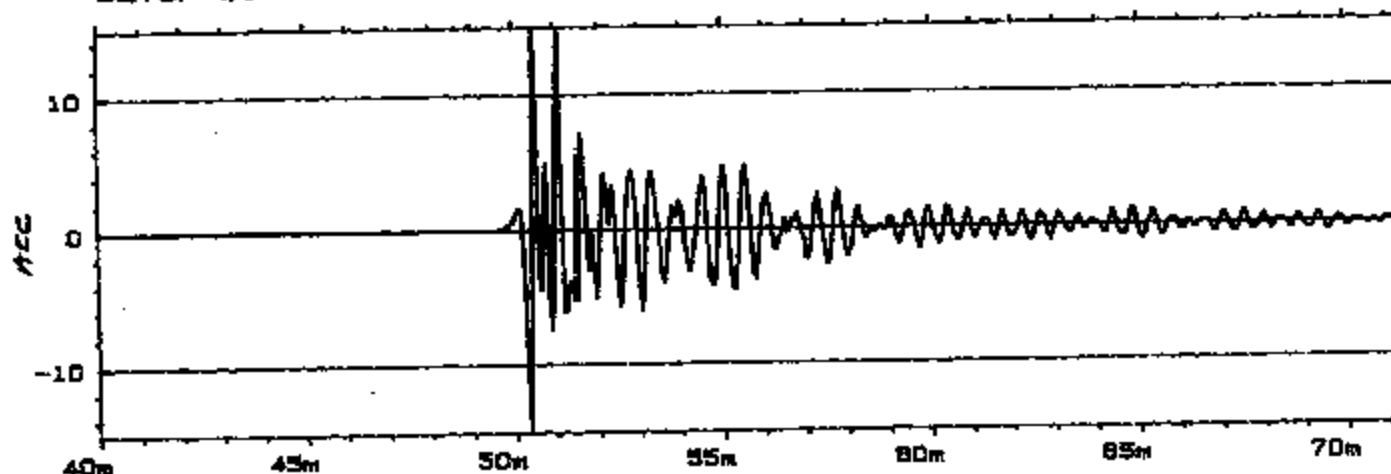
10mV/g
3/23/92

TRANHISA 004908

not read P3

W1 TIME CH. A REAL
Y: 15.0J
X: 39.978ms + 31.3ms
SETUP W1 OVERLOAD

MAIN Y: -4.88mV
X: 0.000ms



W1 TIME CH. B REAL
Y: 30.0U
X: 39.978ms + 31.3ms
SETUP W1 OVERLOAD

INPUT MAIN Y: -2.71U
X: 0.000ms



Briel & Kjaer

Type 2034

Page No.
58

Sign.:

Meas.
Object:

R3 P-CLONE
HYDRAULIC
EARTHQUAKE
CONVERTER & HSC

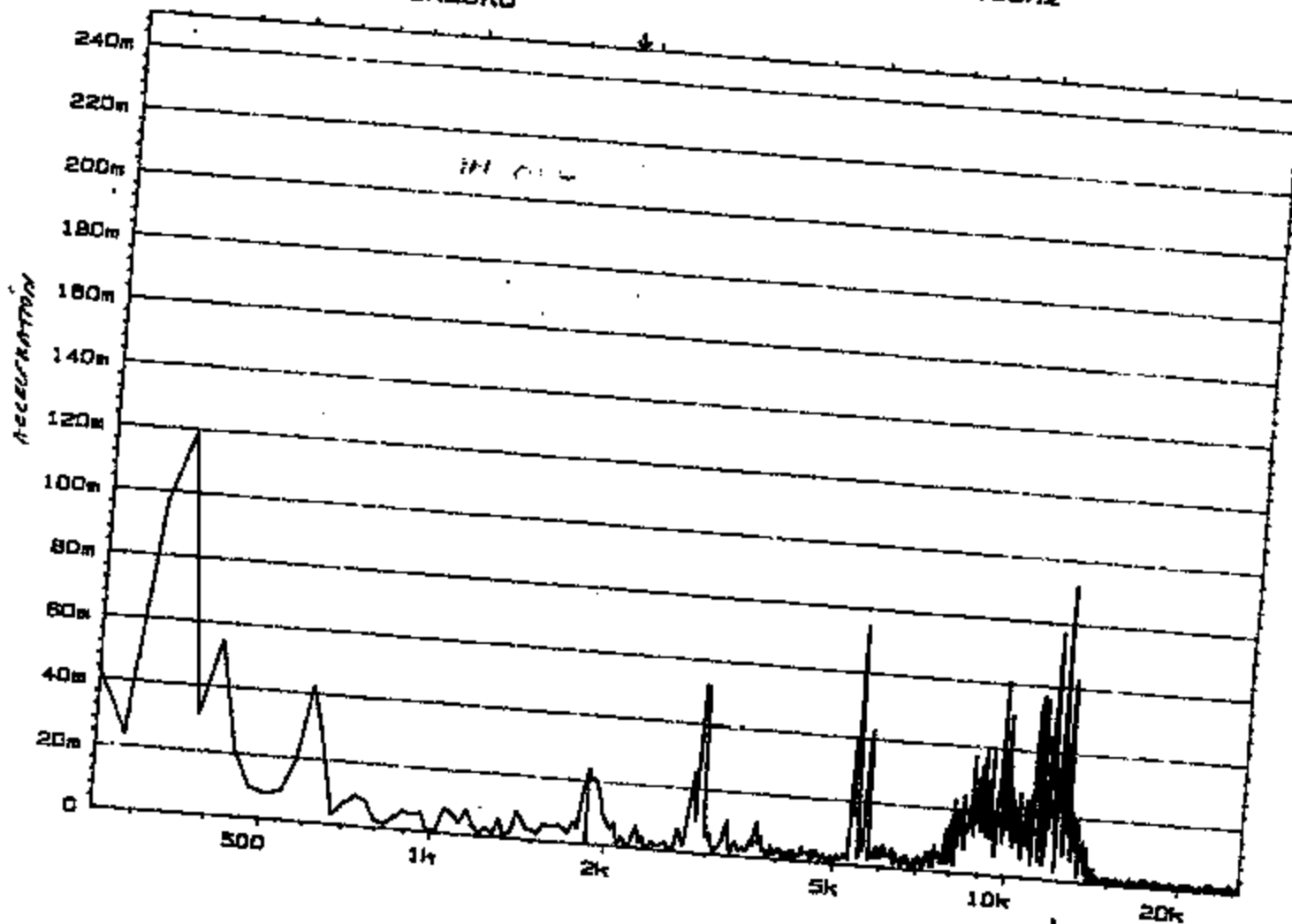
Comments:

TI-NHTSA 004907

W1 INST SPEC CH. B MAG
Y: 250mV RMS LIN
X: 258Hz TO 25.8kHz
SETUP W1 OVERLOAD

INPUT

MAIN Y: 24.0mV
X: 1050Hz





Briel & Kjaer

Type 2034

Page No.
46

Sign.:

Meas.
Object:

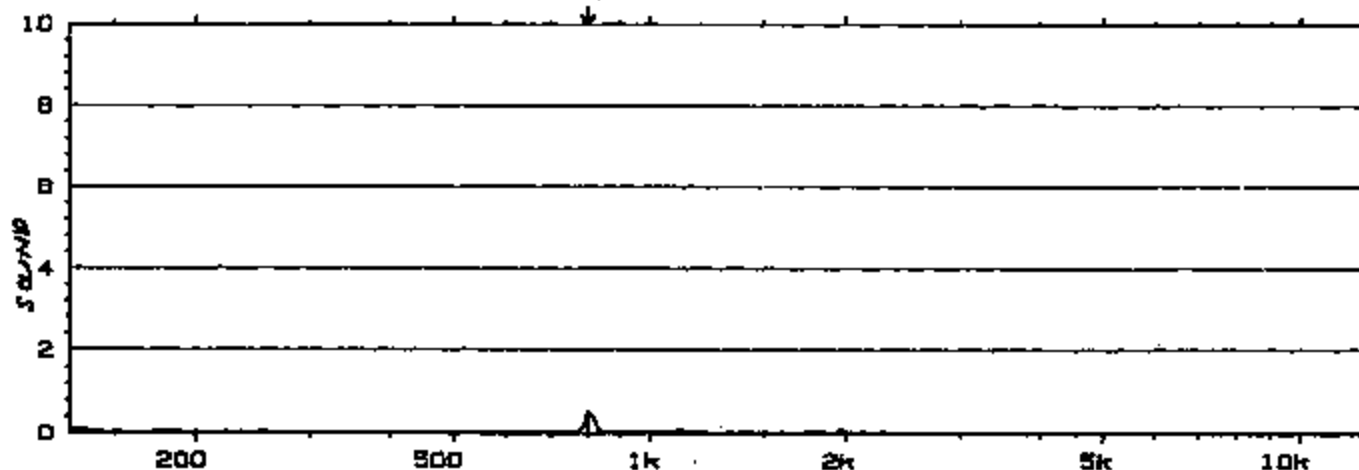
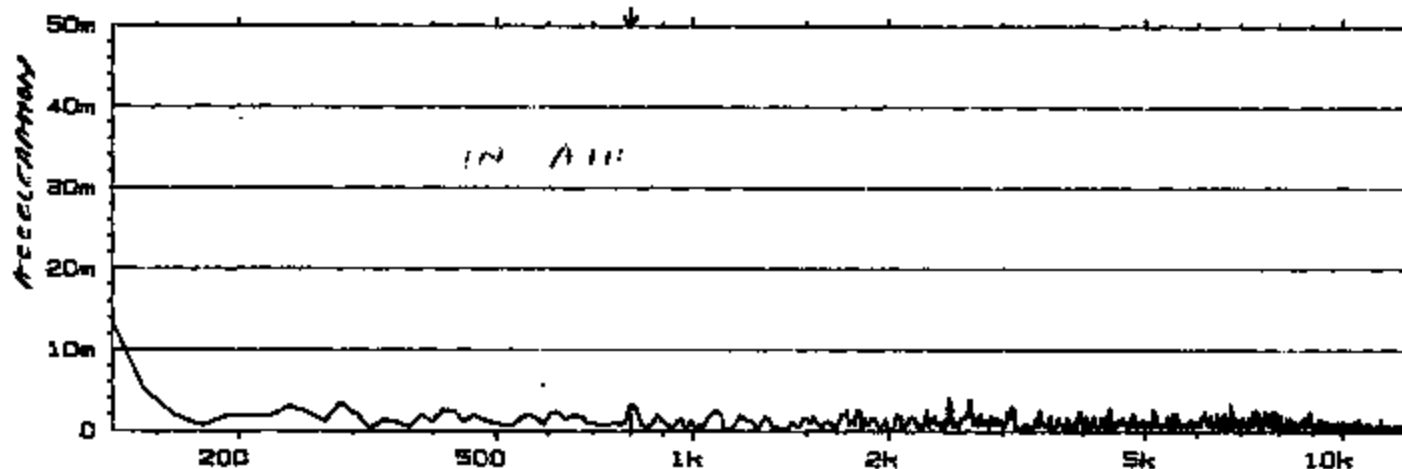
Q1 release
MR

Comments:

TI-NHTSA 004608

W1 INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 128Hz TO 12.8kHz LOG
SETUP W1

MAIN Y: 3.28mU
X: 800Hz



W1 INST SPEC CH. A MAG
Y: 10.0U RMS LIN
X: 128Hz TO 12.8kHz LOG
SETUP W1

INPUT

MAIN Y: 515mU
X: 800Hz



Briel & Kjaer

Type 2034

Page No.
55

Sign.:

Meas.
Object:

Q1 ADCS C
HYDRAULIC

Comments:

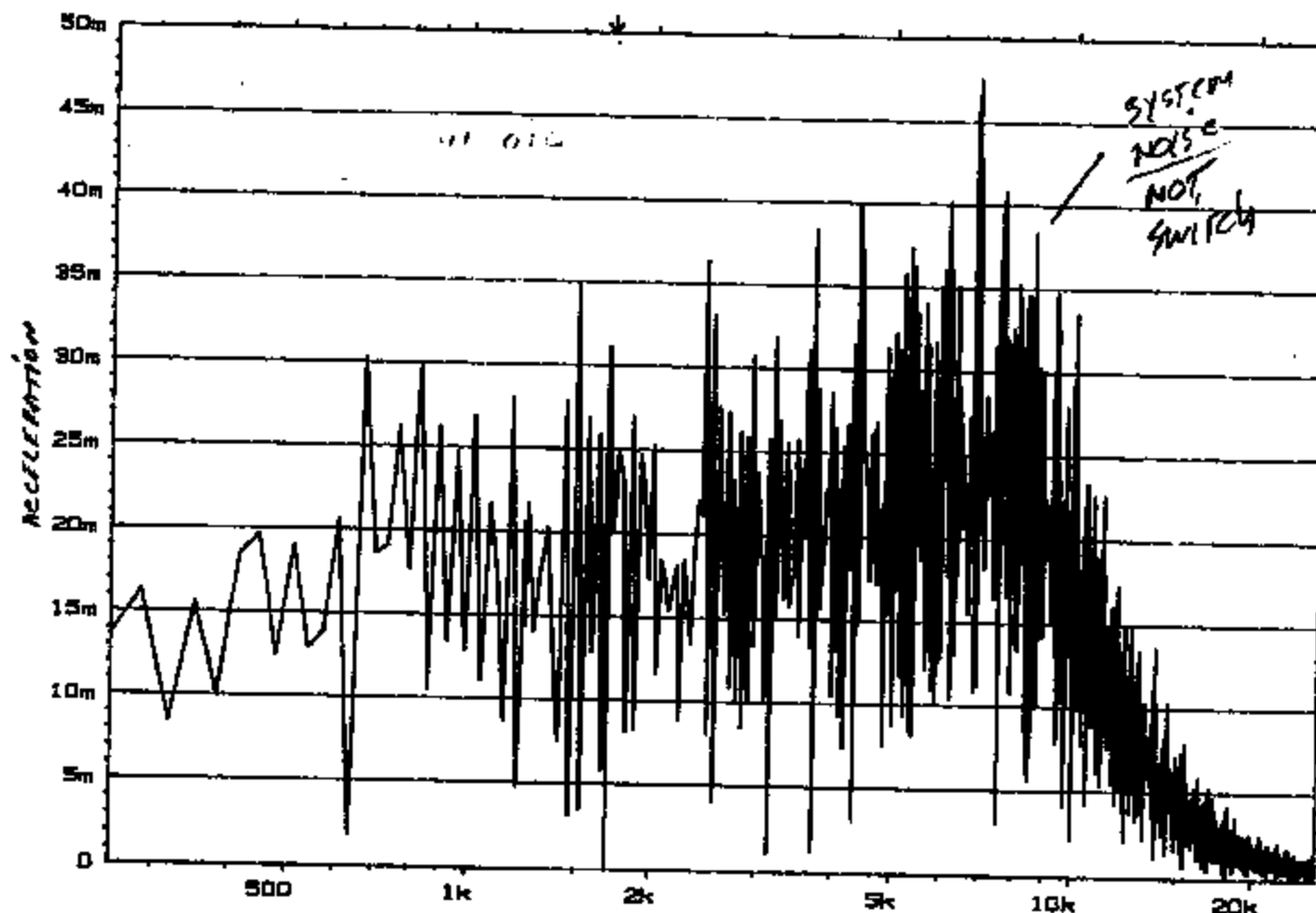
Q1 ACT
NOT MEASURABLE
TOO QUIET

TI-NHTBA 004809

INST SPEC CH. B MAG
Y: 50.0mU RMS LIN
X: 258Hz TO 25.8kHz LOG
SETUP W1

INPUT

MAIN Y: 31.1mU
X: 1000Hz





B-Uel & Kjar

Type 2034

Page No.
70

Sign.:

Meas.
Object:

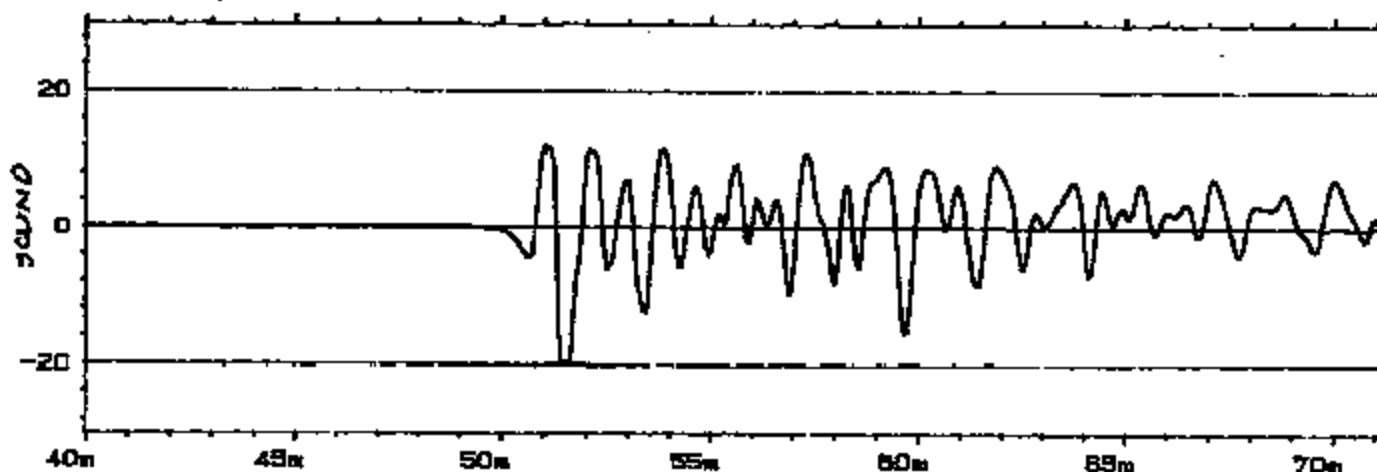
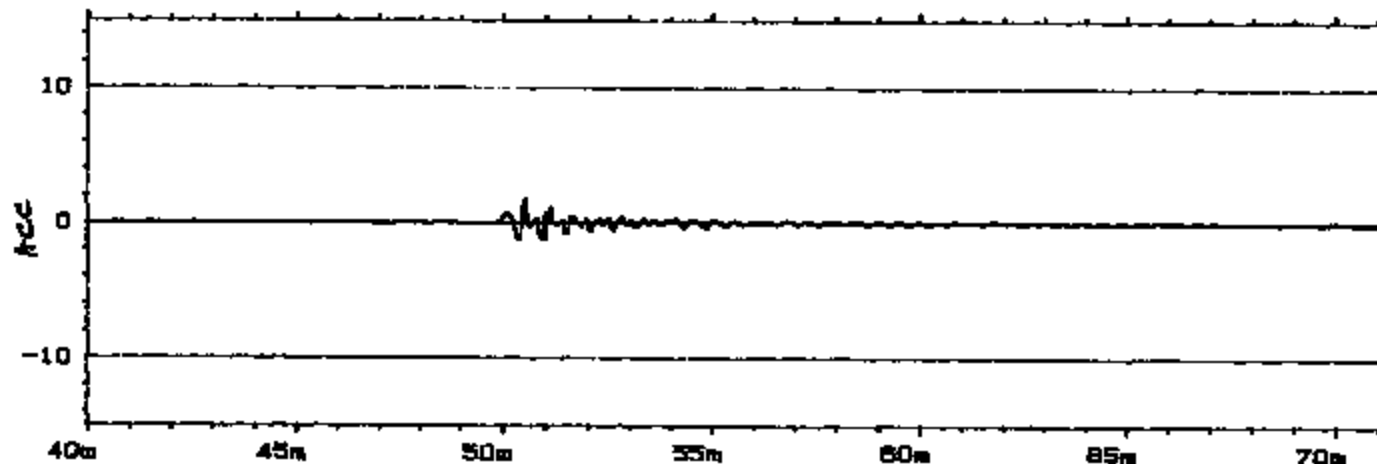
LI ACME
LOW DIFF. PSC
AIR

Comments:

3/2/72 MS

TI-NHTSA 004810

W1 TIME CH. A REAL INPUT MAIN Y₁ 11.0mU
Y₁ 15.0U
X₁ 39.978ms + 31.3ms
SETUP W1
X₁ 0.000ms



W1 TIME CH. B REAL MAIN Y₁ -2.44mU
Y₁ 30.0U
X₁ 39.978ms + 31.3ms
SETUP W1 OVERLOAD
X₁ 0.000ms



Bruel & Kjaer

Type 2034

Page No.
88

Sign.:

Mass.
Object:

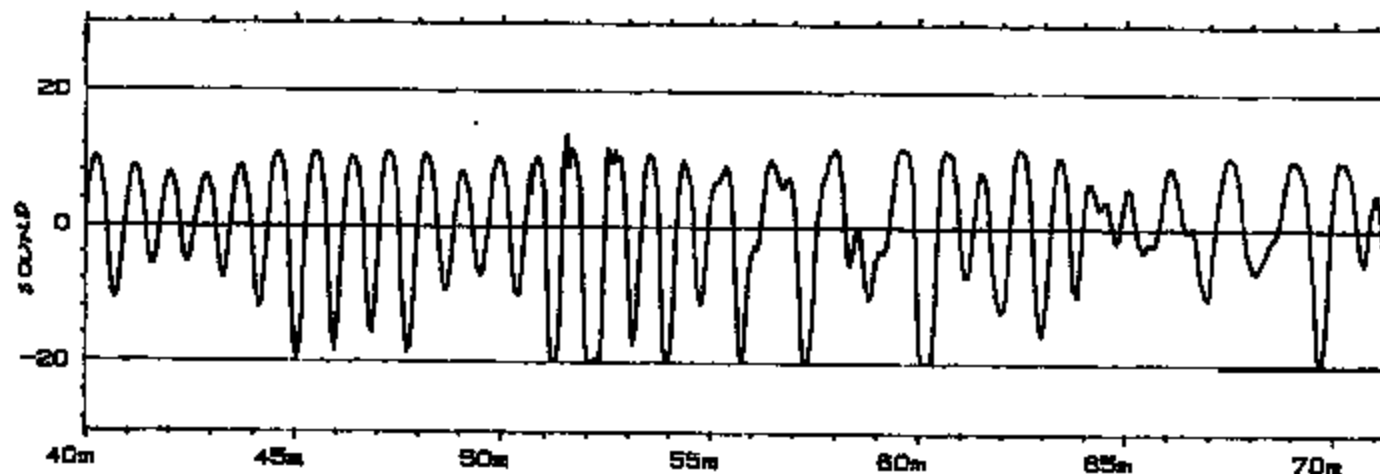
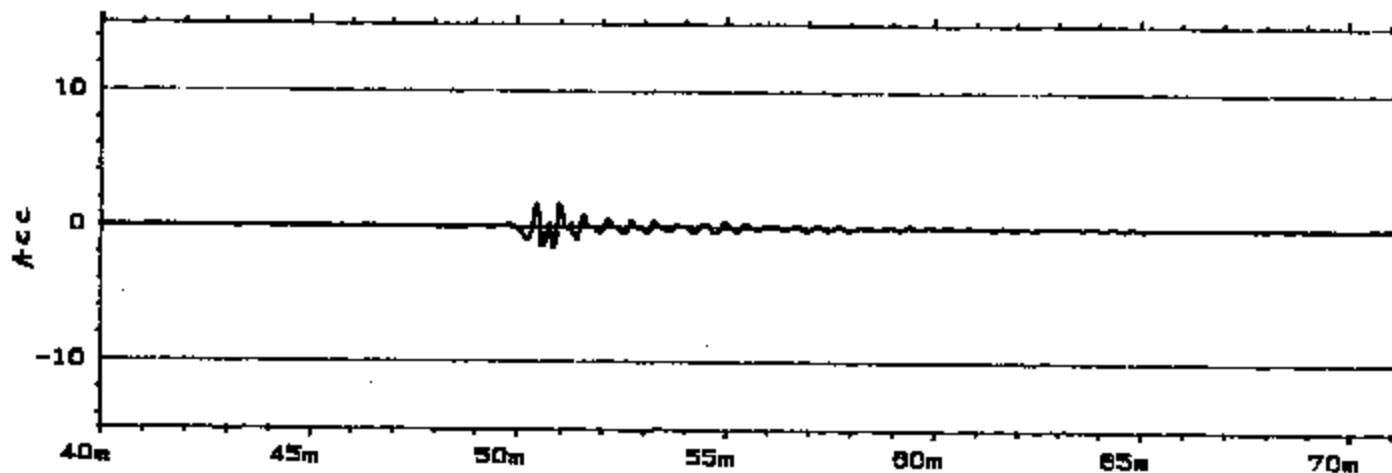
61 PERMANENT
PIR

Comments:

TI-NHTSA 004911

W1 TIME CH. A REAL
Y: 15.0U
X: 39.878ms + 31.3ms
SETUP W1

MAIN Y: -24.4mU
X: 0.000ms



W1 TIME CH. B REAL
Y: 30.0U
X: 39.878ms + 31.3ms
SETUP W1 OVERLOAD

INPUT

MAIN Y: 3.91U
X: 0.000ms

Cause Control

600 °F - 1/2 HOUR

REF 25381

PART NO. 346563pDATE 5/1/71CLOCK NO. 6844QTY. 20LOT NO. 1-B30REEL NO. 1S.S. 301VP 0122

MNC. SETTINGS

A. 33.6R. 64.7

3T NO

FREE DISC PRESSURES <u>set up 848J</u>					
B. H. T.		1/2 4TH READING <u>42</u>			
ACTUATION	RELEASE	ACTUATION	RELEASE	ACTUATION	RELEASE
		28.9	26.5	28.3	26.7
		26.7	-	28.0	26.7
		28.4	26.5	27.9	26.5
		28.4	26.5	27.8	26.5
		28.8	27.2	28.4	27.2

MATERIAL I.D. NO. 73623 RB6-V

LOT 'B'

FORM #1133

Canis Controll

600 °F - 11 HOUR 16P 220 25381

PART NO. 346503p

DATE 5/1/71

CLOCK NO. 6844

QTY. 20

LOT NO. 1-B 50

REEL NO. 1

S.S. 301VP.0122

MIC. SETTINGS

A 33.6

R. 64.2

BT 110

FREE DISC PRESSURES Set up 8000					
B. H. T.		1/2 4TH READING 1/2			
ACTUATION	RELEASE	ACTUATION	RELEASE	ACTUATION	RELEASE
		BT 28.9	26.5	28.3	26.7
		28.7	-	28.2	26.7
		28.4	26.5	27.9	26.5
		28.4	26.5	27.8	26.5
		28.8	27.2	28.4	27.2

MAT'L I.D. NO. 736233324-Y 26.1 / 26.7 13

FORM 21122

TI-NHTSA 004

Friday 4/3 5^{PM}

Date

03' Stainless

Several lots 500 / 600 Heat Treat

J Lot #1 500' Around 25# No Measurable Snap

K Lot #2 500' 7# Delta

L 600' No Snap Guess About 32# Activation

M Lot #5 500' → Lot #2 2# 3# @ 23-24 Activation

'MA' → Lot #3 2 1/2 to 3 1/2#

N

→ 600 No Snap Guess About 27 Activation

Can you Run Deflection Tests on All

So that I can get a Feel of Forming Δ's

TEQ

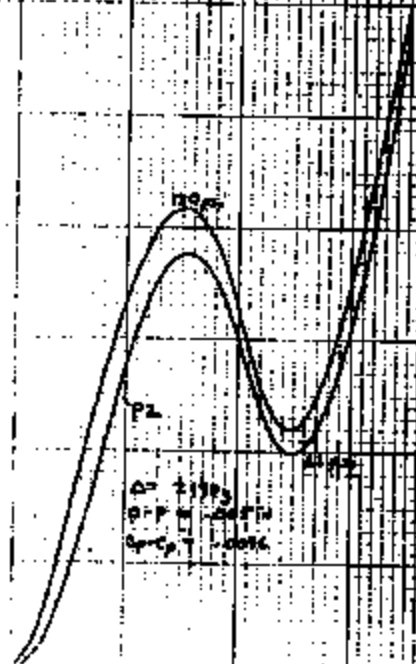
10000/100

7795 SILENT DISC DEVELOPMENT

P = PRODUCTION DISC

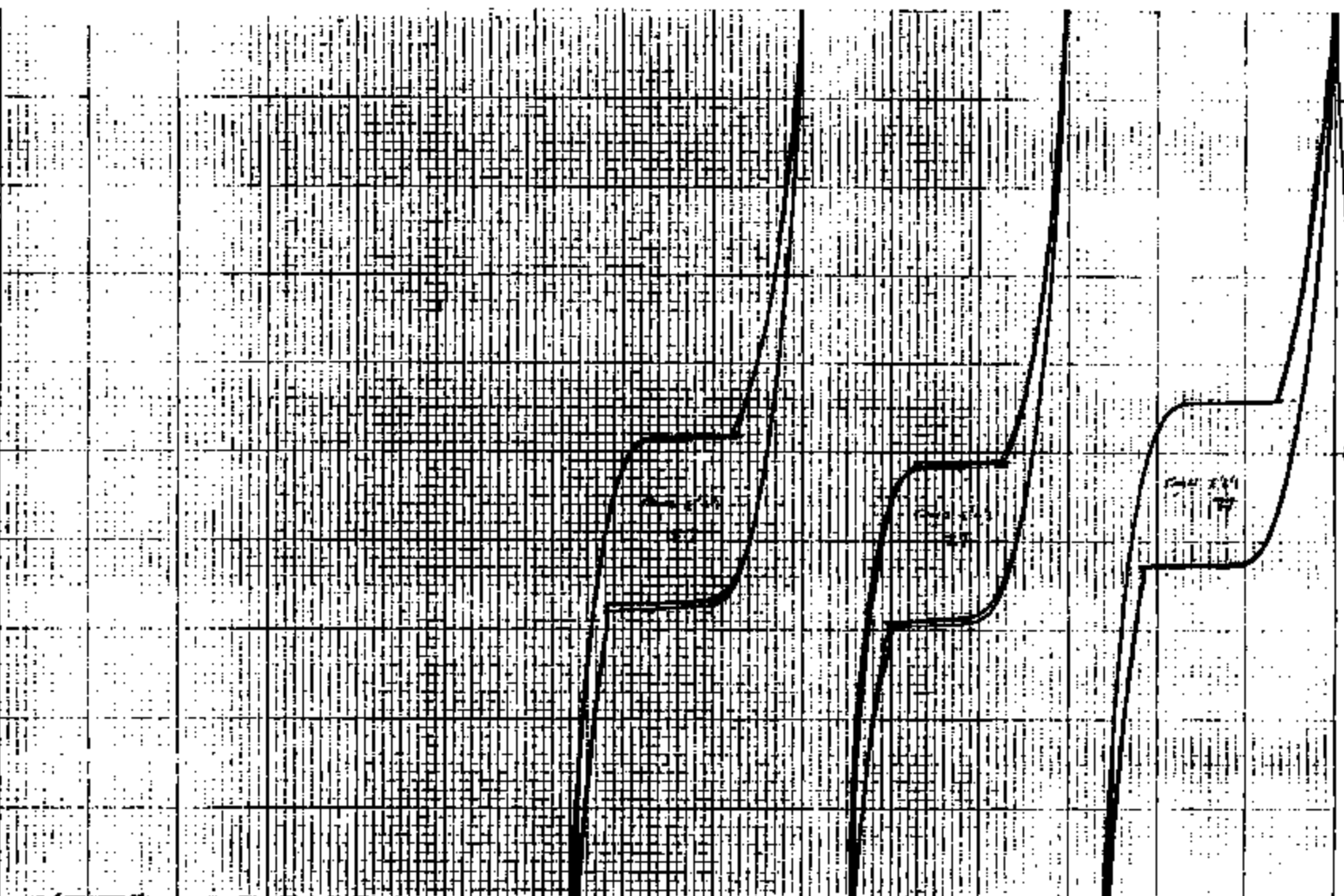
L = LOW DISC PRODUCTION

3/13/82
RJS



1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

10000



0.5075 3/16/15

TI-NHTSA 004620

**DRAWINGS AVAILABLE UPON
REQUEST**

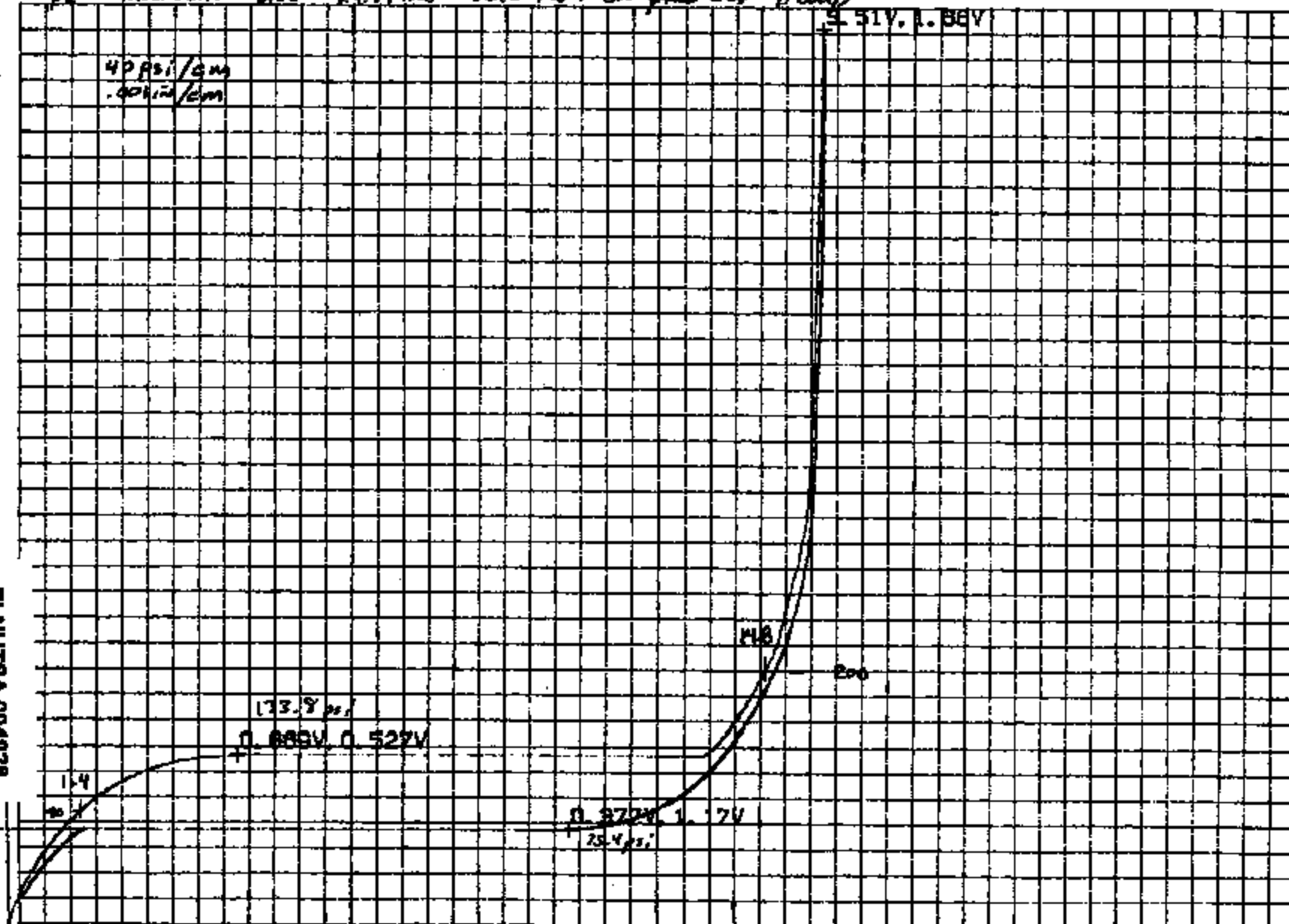
ACTUAL SENSOR

PC PRODUCTION DISC 24.7/13.8 -070 FLAT ON PRESS ON PUMP

40 PSI/GM
.001 in/GM

5.51V, 1.86V

TI-NHTSA 004928



ans 3/27/92

ACTUAL SENSOR

P7 PRODUCTION RISC 24.6/13.1 -030° FLAT ON PRES CFA RUP BINA
3.32V, 1.75V

40 psi/cm
100 psi/cm

TI-NHTSA 004820

High pressure curve
on release
cold stretch

129.6 psi

0.840V, 0.504V

0.881V, 1.18V

76.2

15

PRE 3/27/-

#P16 24.2/13.1 BASED ON DISC P-17 SOUND

BASED P-17, KAPTON, 2° DISC SEAT

18:18:43 02 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 1.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 psi/psi

1.5 mil/psi

25.75 (MATCH SOUND)

10.75 (MATCH SOUND)

TI-NHTSA 004930

#P10 SIMULATED SENSOR ASSEMBLY

10:58:40 02 APR 92

RANGES: 1.800V

10.00V

1.275V

OFFSETS: 0.0V

0.0V

0.25V

TOTAL TIME: 1.00S

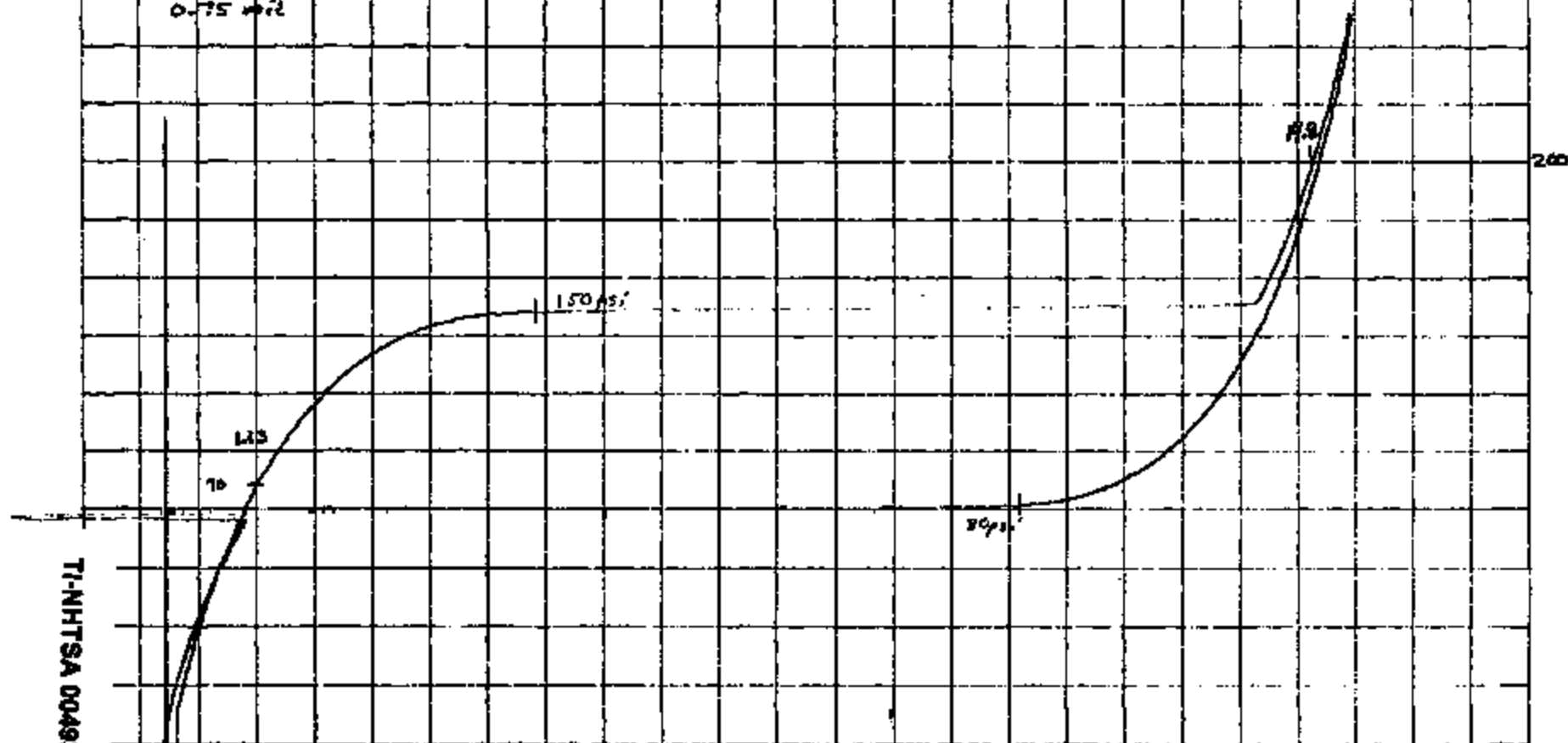
POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.5 mil/div

0.75 mil



#P10 29.6/18.1 BASED ON SOUND (DATE'S P-O WITH KAYSON DIAGRAM)
FLAT DISC SCAR

2.5 PSI/DIV
1-5 MILE/DIV

21.09.47 01 APR 92

26 PSI

↑
HIGH ENERGY
TURNS LVD

12.25 PSI

LOAD WITH NO MICROPHONE

21.09.19 01 APR 92

TI-NHTSA 004932

production size

24C/19.1 BASED ON SOUND

FPID

(USE DMC'S P-D RESPCA)

PLT DISC SCOT

2.5 psi/mb
1.5 mil/mb

24 psi

D=13.5

12.5 psi

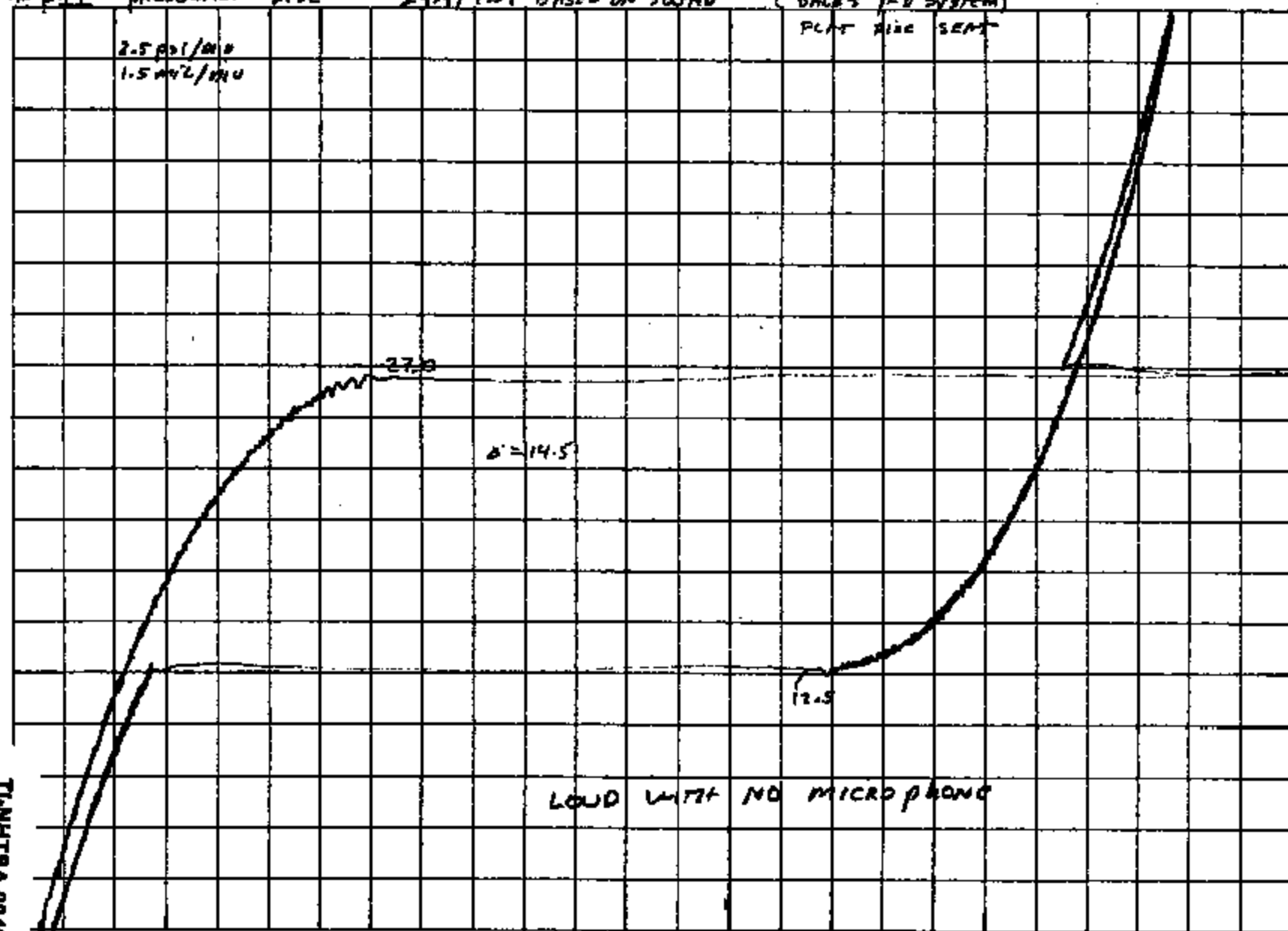
LOAD WITH NO MICROPHONE

TI-NHTSA 004933

FE 011 PRODUCTION DISC 24.9/12.7 BASED ON SOUND (DALE'S P-B SYSTEM)

2.5 PSI/MIN
1.5 M42/MIN

FLAT RISE SEPT



TI-NHTSA 004934

#011 SIMULATED SENSOR ASSEMBLY

11:00:30 02 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.25V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 pV/div

0.5 ns/div

0.75

112

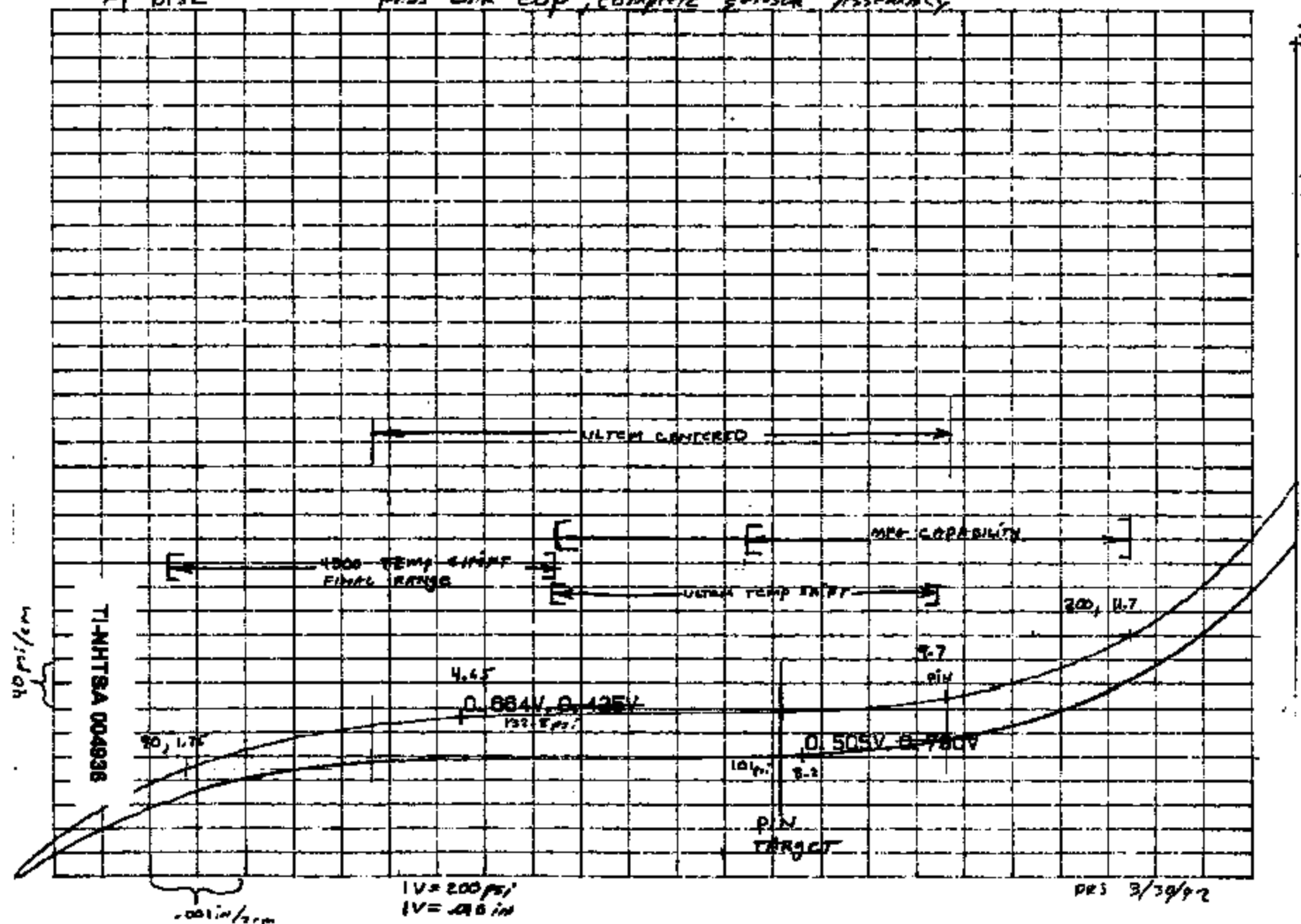
92

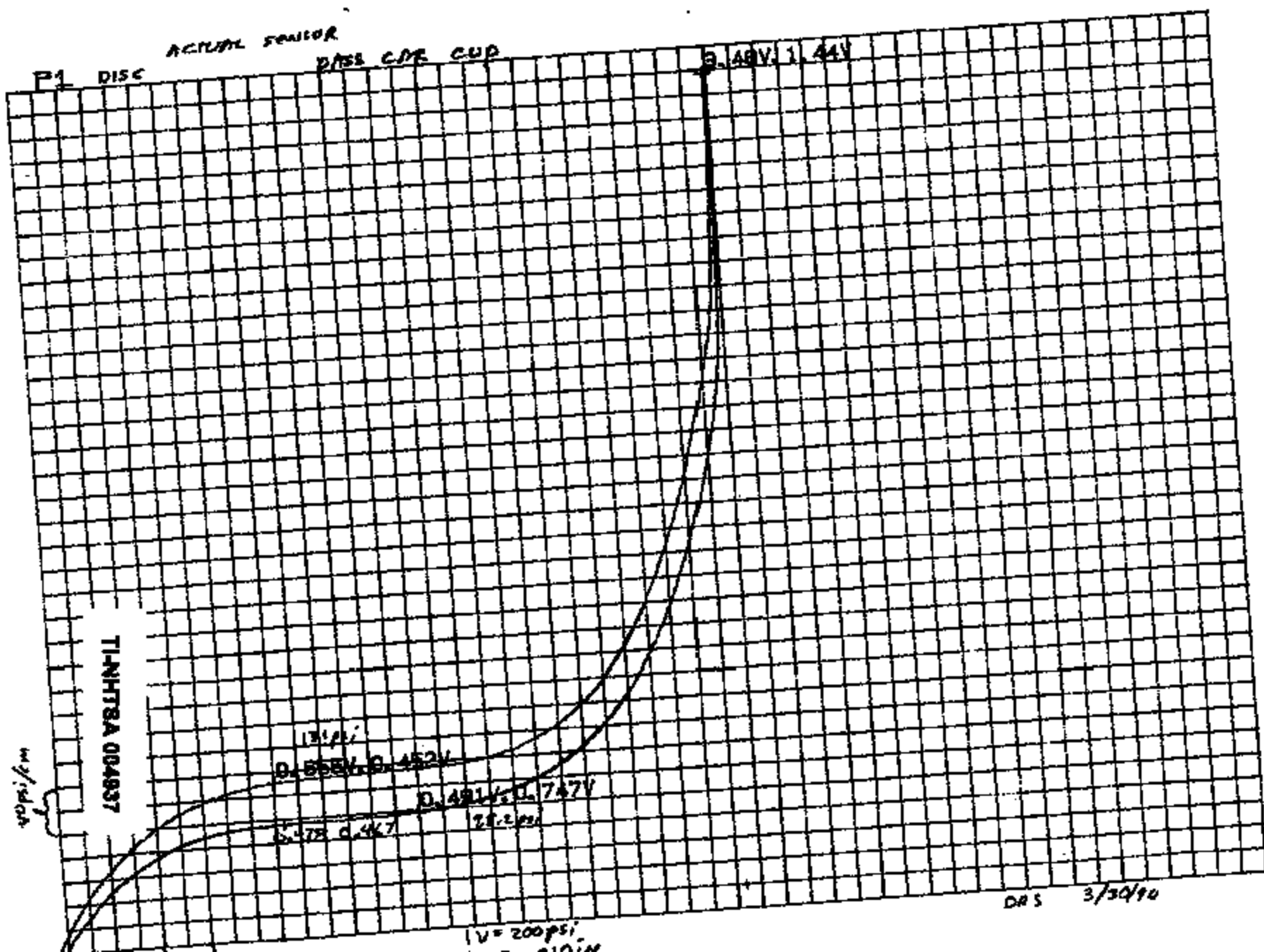
TI-NHT8A 004935

ACRUM SENSOR

F1 DISC

PASS CIR CUP, COMPLETE SENSOR ASSEMBLY





DRS 3/30/90

ACTUAL DEVICE

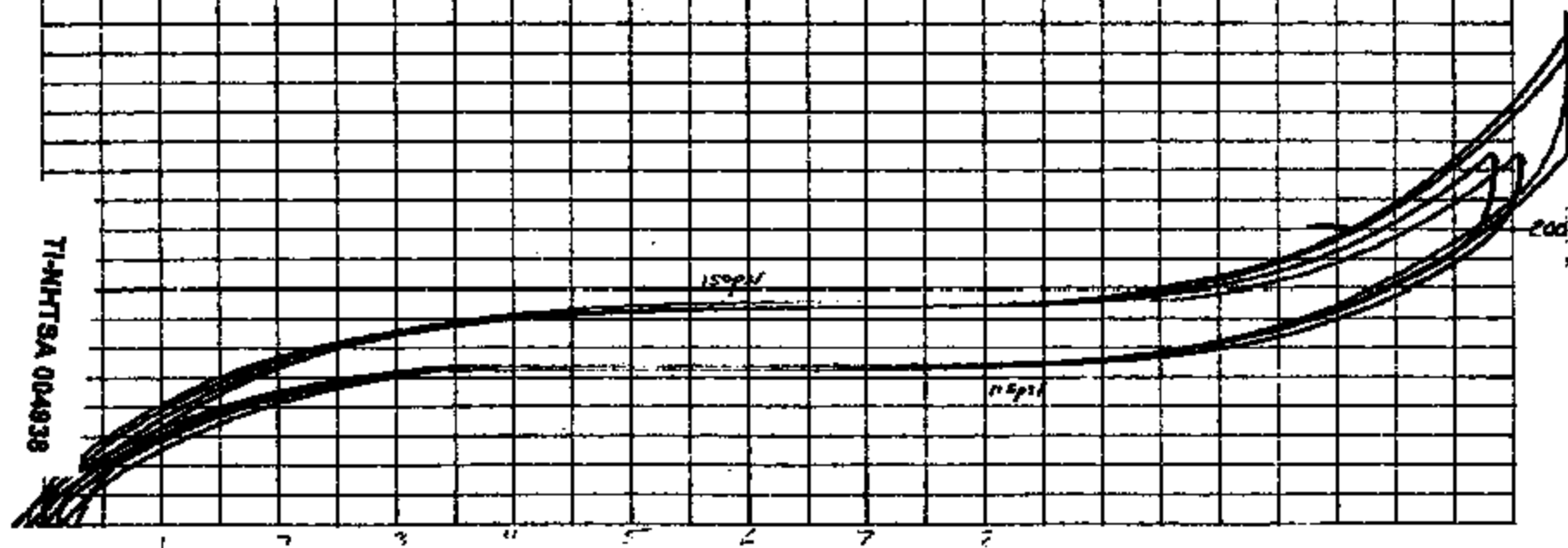
F3 PASS CAR CUP, TWO OVERPRESSURE PRECYCLES TO 750PSI

BLACK = 1st cycle
RED = 2nd cycle
BLUE = 3rd cycle
GREEN = 4th cycle

20 psi/div

5 mil/div

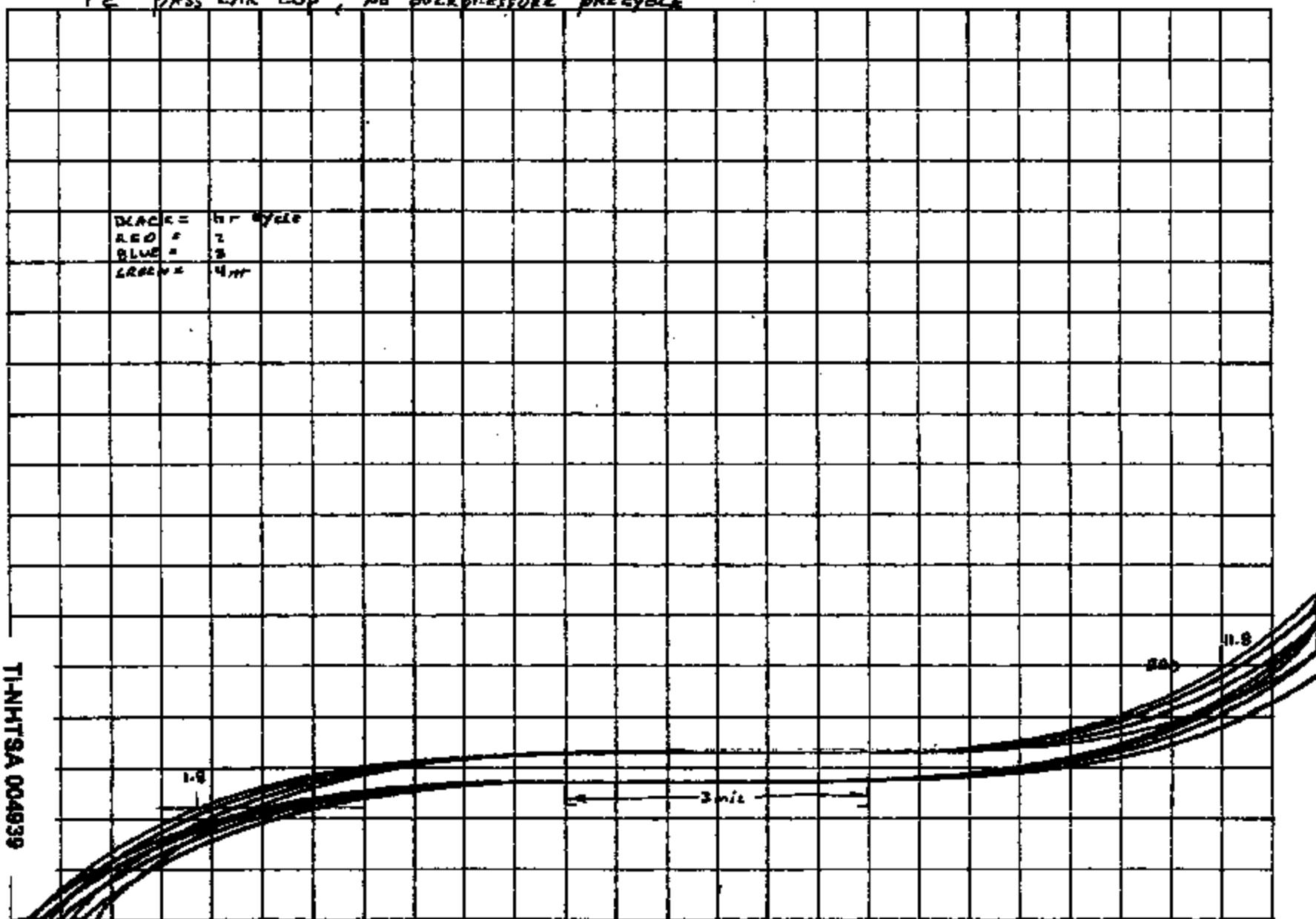
TI-NHTSA 004938



ACTUAL SENSOR
F2 PASS CAR CUP, NO OVERPRESSURE PRECYCLE

BLACK =	1st cycle
RED =	2
BLUE =	3
GREEN =	4th

TI-NHTSA 004839



F4 NOT TESTABLE BY SOUND

DALE'S P-D WITH KAPTON, FLAT DISC SEAT

21:19:13 01 APR 92

25 psi/div
65 mil/div

24.5 psi

$\Delta = 4.5$

6.525 mil

20 psi

AUDIBLE RELEASE NO MICROPHONE

TI-NHTSA 004840

#F4 SIM SENSOR ASSEMBLY - PRRF'S

22 APR 95 01 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.05V

TOTAL TIME: 45.09

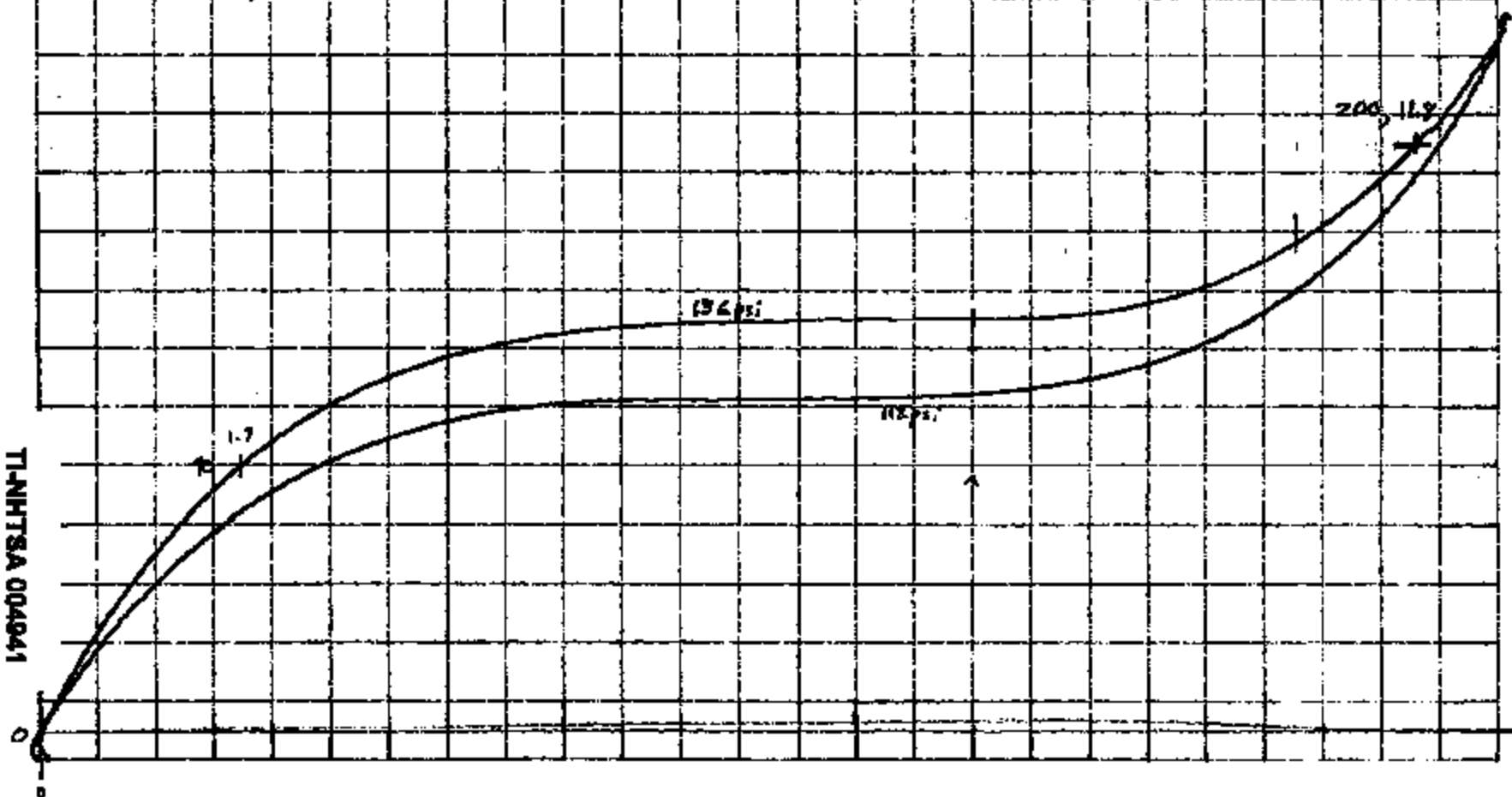
POST-TRIG: 0.05

TRIGGER: MAN

20 pV/div

0.5 ms/div

TI-NHTSA 004041



#FS SIM SENSOR Assembly

22:19:37 01 APR 92

RANGES: 1.000V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.20V

TOTAL TIME: 45.0S

POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

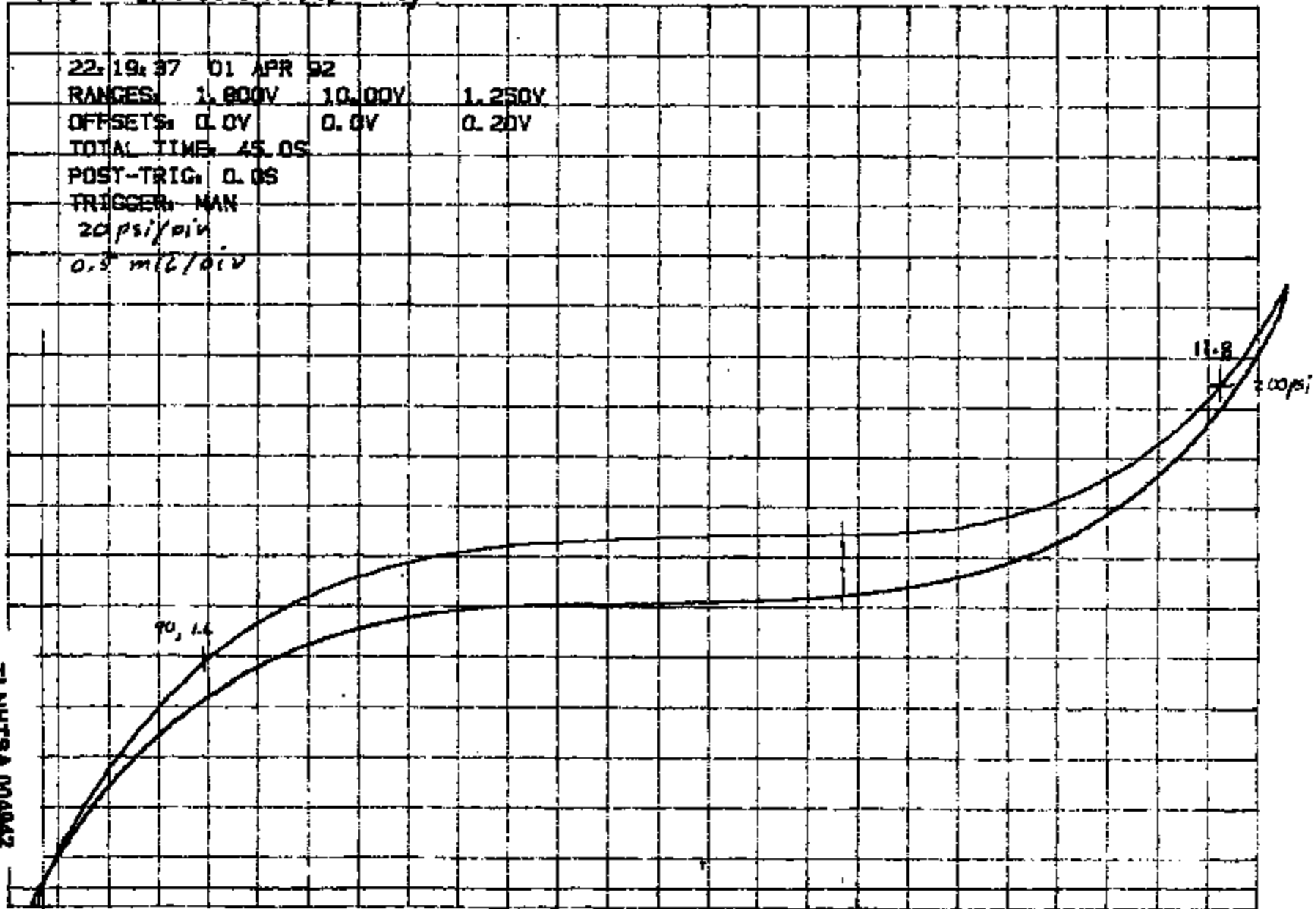
0.5 mV/div

TI-NHTSA 004942

11.8

20 psi

10, 1.4



ACTUAL
F SENSOR ASSEMBLIES (shipped to FORD 3/6/92)

F1, F2, F3, F4, F5, F6

11:59:55 02 APR 92

RANGES: 1.800V -10.00V 1.875V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

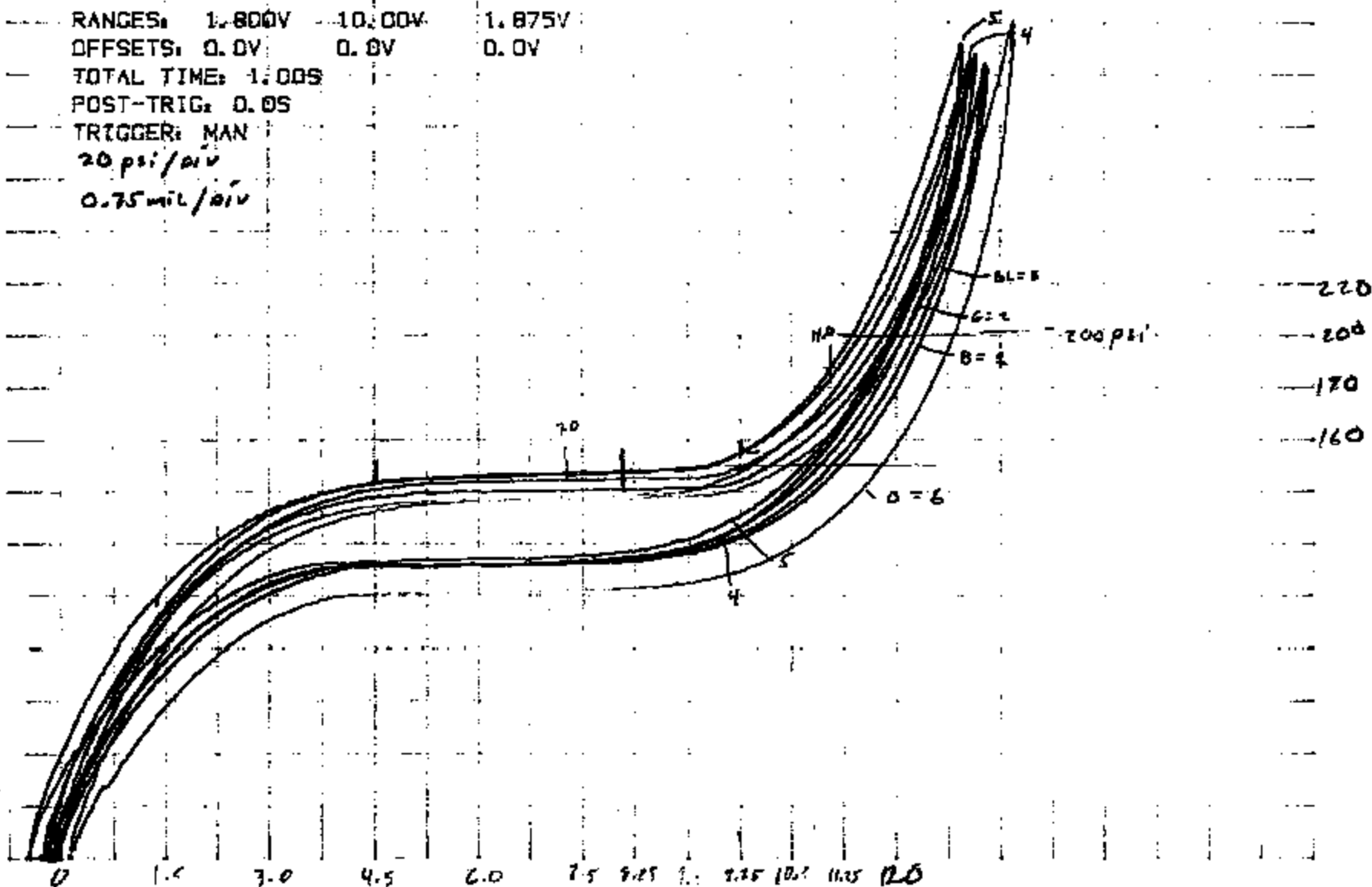
POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.75 mil/div

TI-NHTSA 004943



F20, FZ1

PALE'S P-D, KAPTON, 2° SCAT

13:00:28 08 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.005

POST-TRIG: 0.05

TRIGGER: MAN

2.5 pV/pV

1.5 nV/pV

215

165

BLACK = F20 1st cycle AFTER 2000V!
 GREEN = F20 2nd
 BLUE = FZ1 1st cycle
 RED = FZ1 2nd cycle

TI-NHTSA 00484

'F' DISC SIMULATED SENSOR ASSEMBLY, VIRGIN DISC

20:33:46 07 APR 92

RANGES: 1.000V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.00V

TOTAL TIME: 1.00S

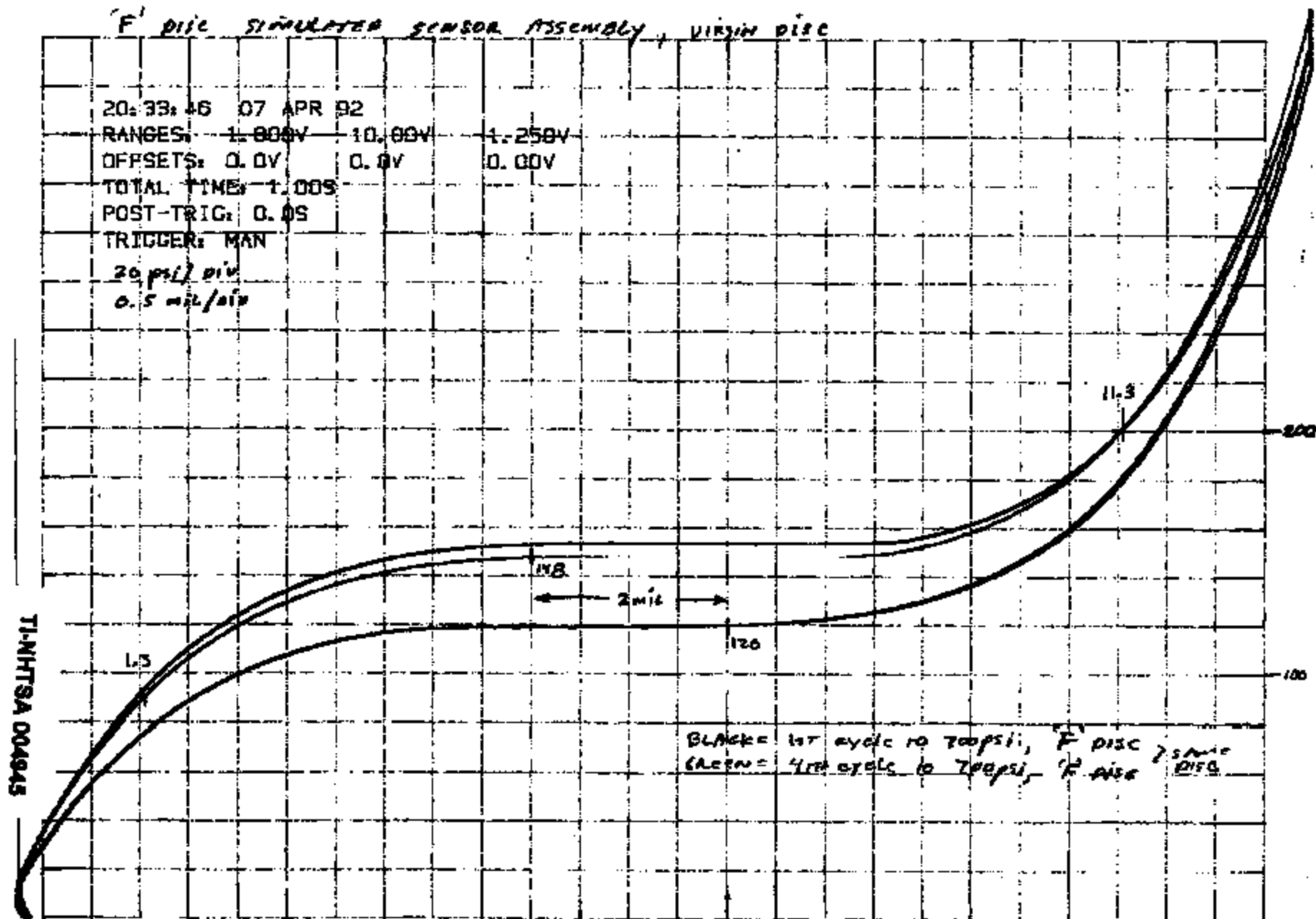
POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.5 mil/div

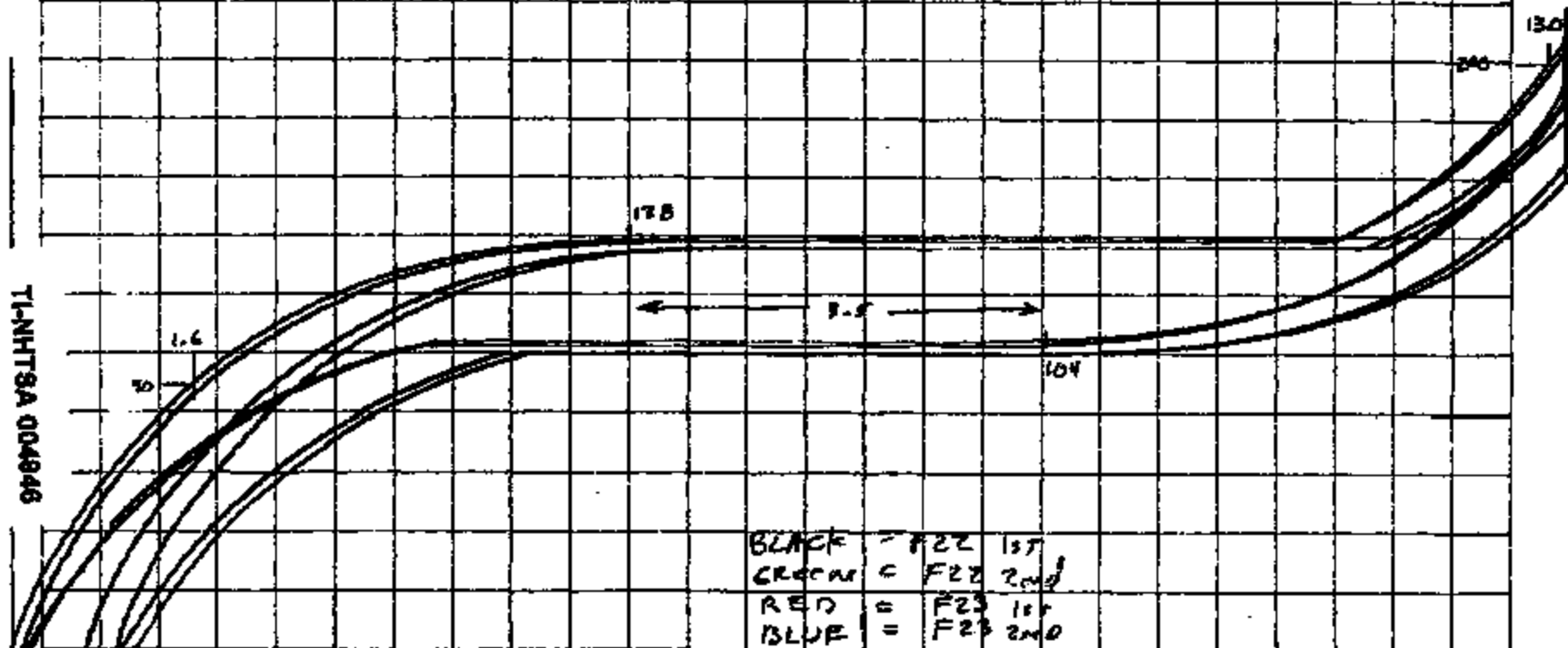
TI-NHTSA 004945



BLACK = 1st cycle to 700psi, 'F' DISC
 GREEN = 4th cycle to 700psi, 'F' DISC

F' season assemblies, built by MATT FOR DPLC FOR HIGH TEMP STUDY

11:33:05 07 APR 92
 RANGES: 1.800V 10.00V 1.250V
 OFFSETS: 0.0V 0.0V -0.20V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 20 mV/div
 0.5 mV/div



BASE ± 2

4

SENSOR ± 1.2

2.4

2.4

1st LOT PROD PILOT, F DISC, CMR BUILT

13:05:08 07 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.10V

TOTAL TIME: 1.00S

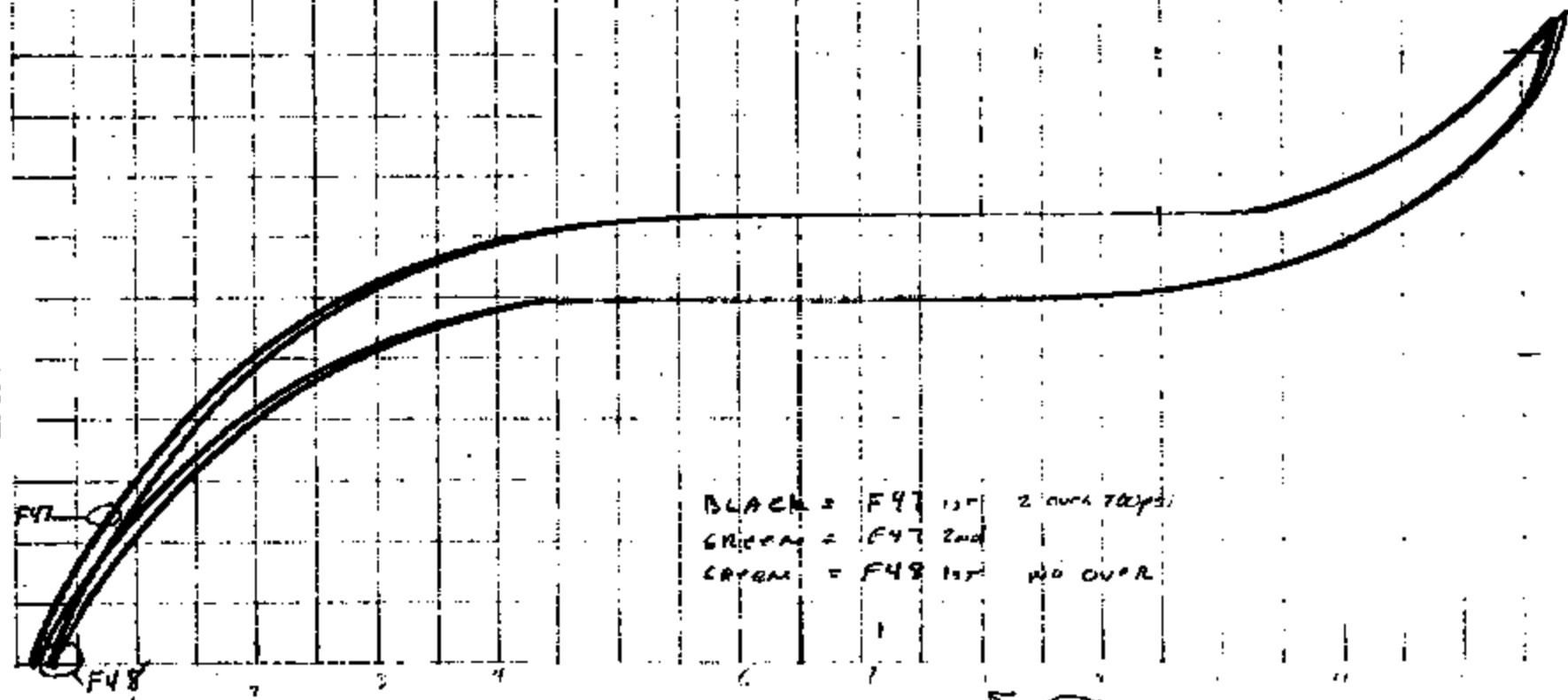
POST-TRIG: 0.0S

TRIGGER: MAN

20ps/div

0.5mV/div

TI-NHTSA 004947



BLACK = F47 1st 2 over 70ps

GREEN = F47 2nd

CYAN = F48 1st NO OVER

→

1st lot prod pilot # disc, clear built

13:05:08 07 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.10V

TOTAL TIME: 1.905

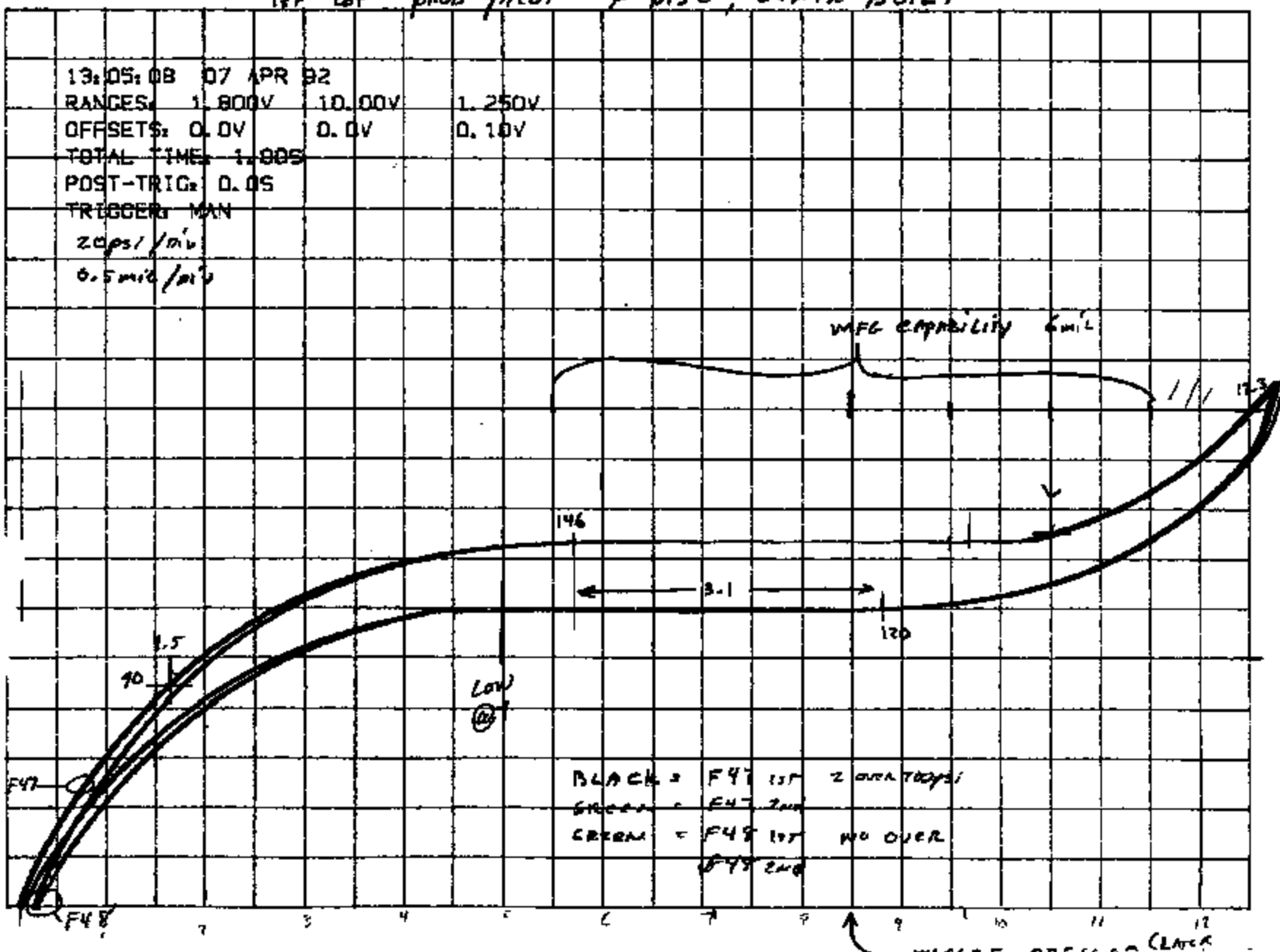
POST-TRIG: 0.05

TRIGGER: MAN

20ps/div

0.5mV/div

TI-NHTSA 004949



STEVE'S F DISC WITH SNUBBER, ACTUAL DEVICE

13:29:27 07 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.10V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20ps/div

0.5mV/div

high capability

11.2

200

2.5

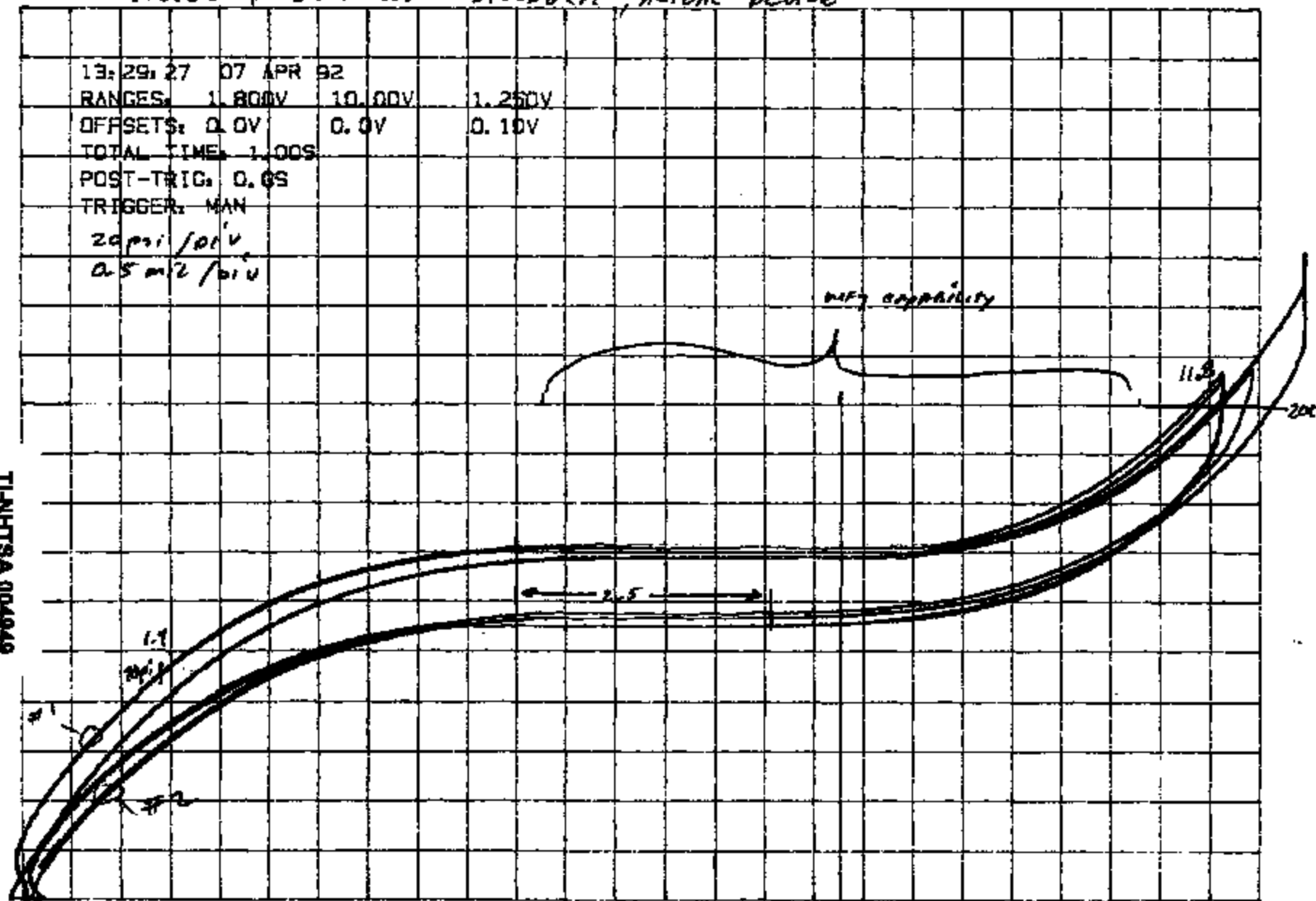
1.7

20ps

#2

8.25

TI-NHTSA 004040



ACERAC SENSOR

#88

TRUCK CUP 1.4 PSI DIFF TRUCK DISC

3.80V. 2.13V

40 PSI/CM
1.242/CM

286 PSI

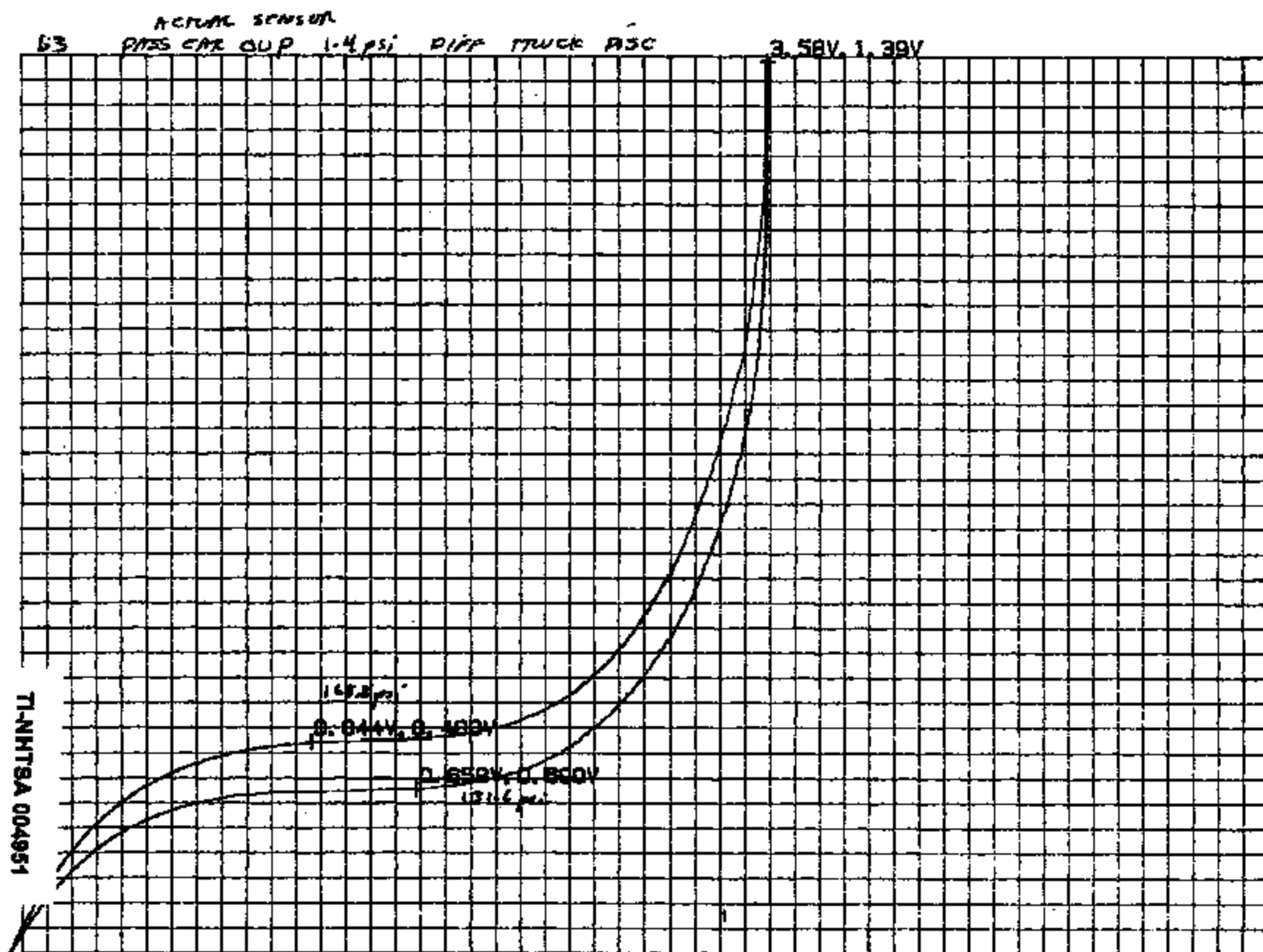
1.43V. 1.81V

220 PSI

1.10V. 1.20V

TI-NHTSA 004860

DAS 3/27/92

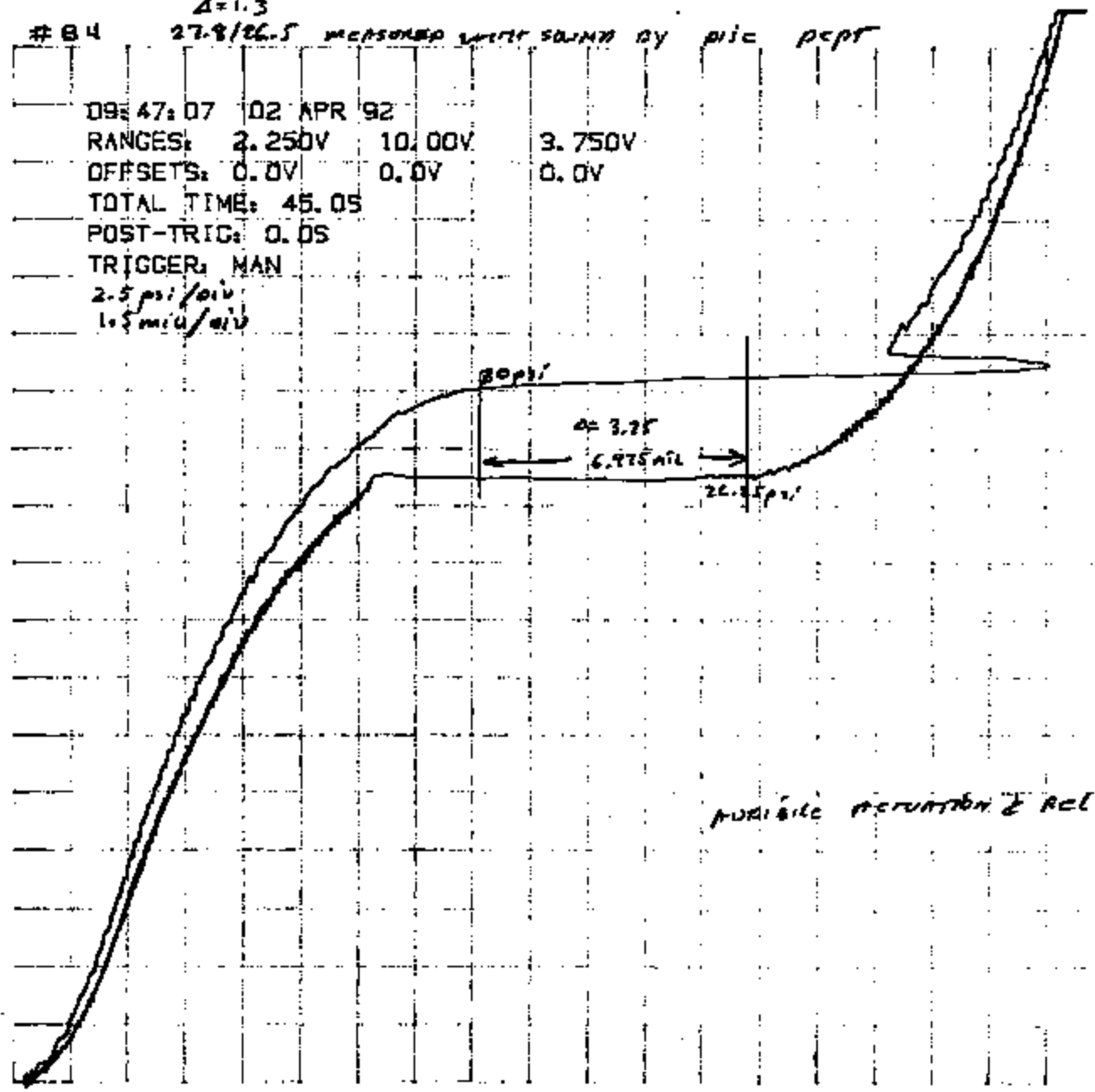


PRS 3/27/92

#B4 $\Delta=1.3$ 27-8/26-5 MEASURED WITH SAJMA BY DISC PEPT

(DALE'S P-D, KAPTON)
FLAT DISC SECT

09:47:07 02 APR 92
RANGES: 2.250V 10.00V 3.750V
OFFSETS: 0.0V 0.0V 0.0V
TOTAL TIME: 45.05
POST-TRIG: 0.05
TRIGGER: MAN
2.5 psi/div
1.5 mV/div



ADDITIONAL PERTURBATION & RELEASE: NO MICROPHONE

THNHTSA 004952

#84 SIMULATED ^{FREE CAR} SENSOR ASSEMBLY - 0163

10:18:31 02 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.25V

TOTAL TIME: 1.00S

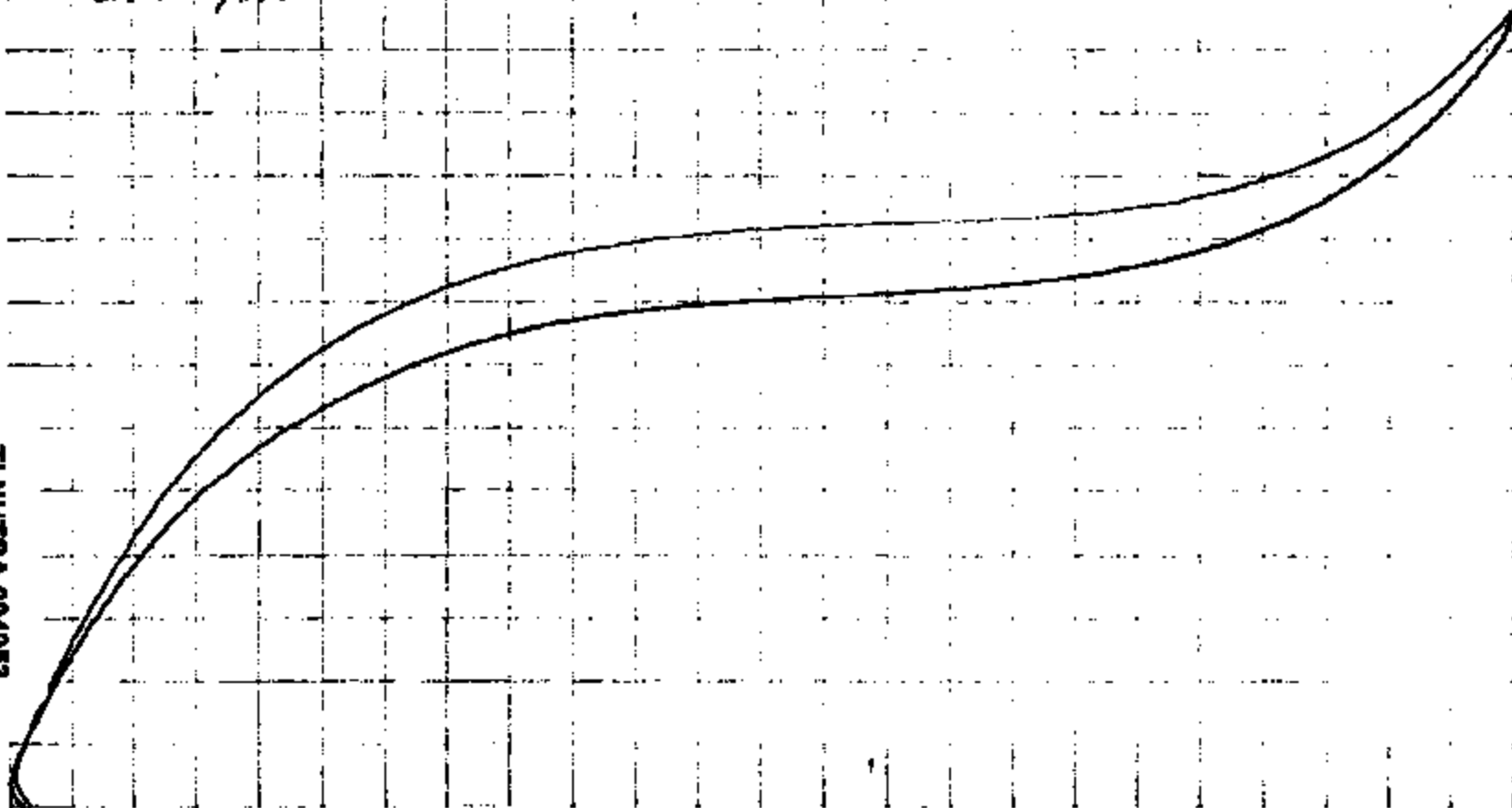
POST-TRIG: 0.05

TRIGGER: MAN

20psi/psi

0.5 sec/div

TI-NHTSA 004953



#35 28.4/27.2 measured with sand by disc dept

(DATE) p-d, KAPLAN
FLAT disc seat

09:20:58 02 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.2V

TOTAL TIME: 45.0S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 psi/div

1.5 mil/div

26.5 psi

25.25

26.25 psi

slightly movable RET: NO microphone
movable Release: NO microphone

TI-NHTSA 004934

A=1.2

#B5 28.4/27.2 DISC DEPT SOUND

FILE: P-D, KAPTON
2nd DISC SEAT

16:32:35 02 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.2V

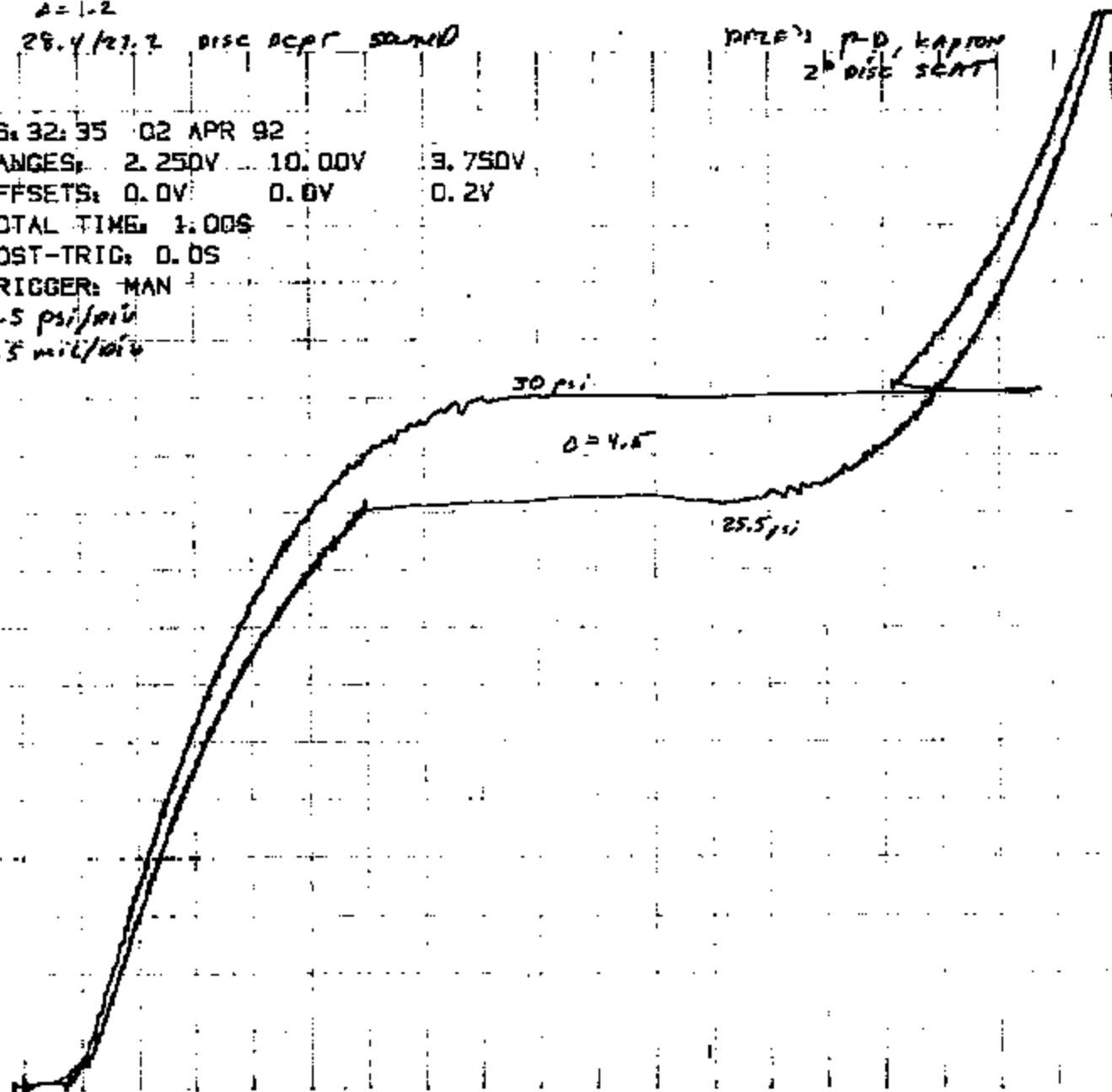
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 psi/div

1.5 mil/div



TI-NHTSA 004965

85 SIMULATED SENSOR ASSEMBLY

10:28:22 02 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.25V

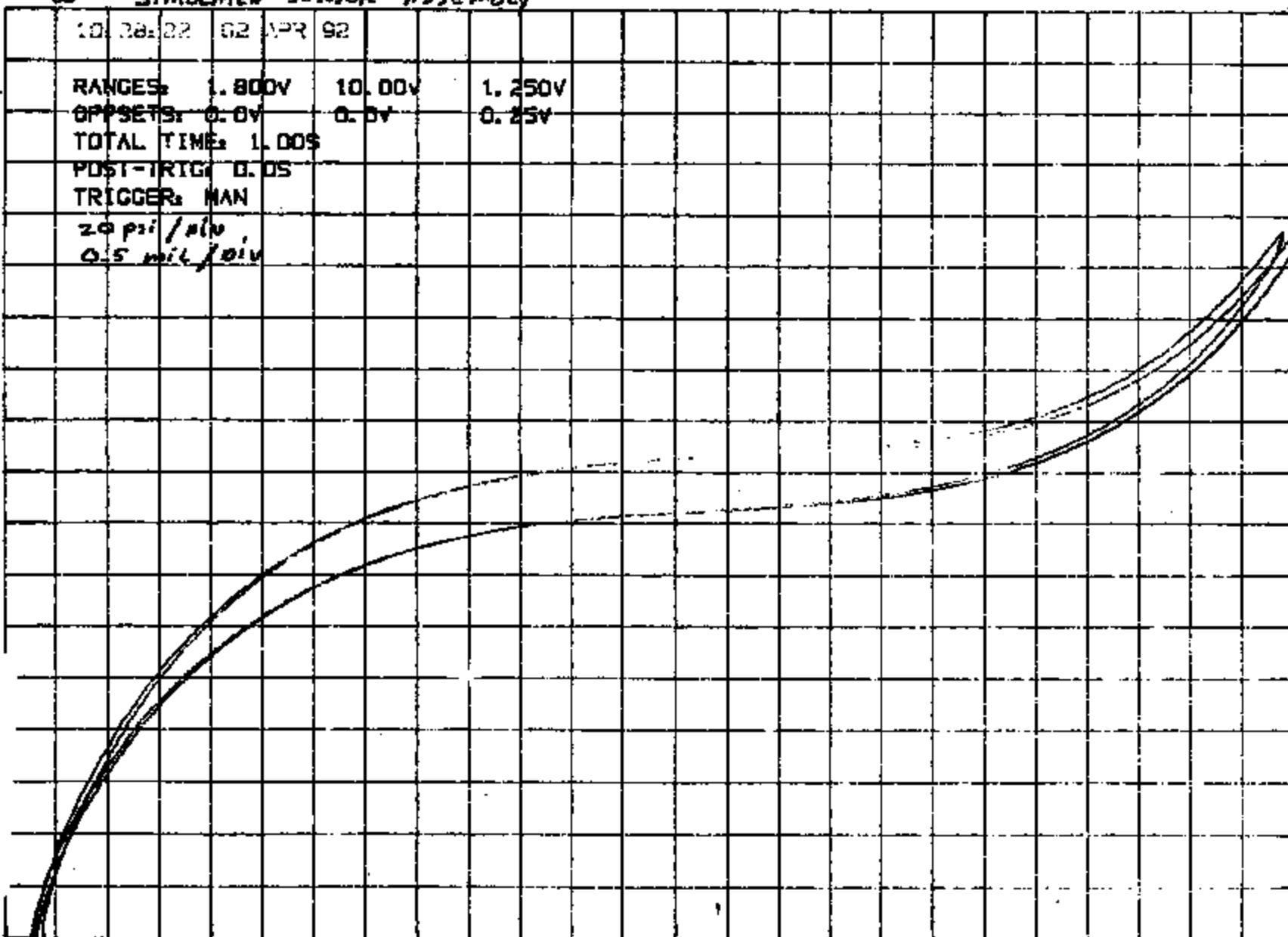
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.5 mil/div



TI-NHTSA 004856

61 DISC 23.1/20.2 PRESS CATR CLIP

9.48V	1	50V
-------	---	-----

TI-NHTSA 004867

Wf 7/3/04

324

0.852V, 0.574V

0.485V, 1.00V

745

$\sim 0.01 \text{ m}^2/\text{cm}^2$

$$I_V = 200 \mu A;$$

$$I_V = -0.101 A$$

ORS 7/30/92

G2 22-7/20.3 MEASURED WITH SOUND BY DISC DEPT (SCLOW ON GALE'S P-D TESTER W/ KAPTON) FLAT DISC SEAT

21:27:59 01 APR 92
RANGES: 2.250V 10.00V 3.750V
OFFSETS: 0.0V 0.0V 0.2V
TOTAL TIME: 45.06
POST-TRIG: 0.0S
TRIGGER: MAN

2.5 psi/div
1.5 mV/div

29.0 psi

$\Delta = 5.75$

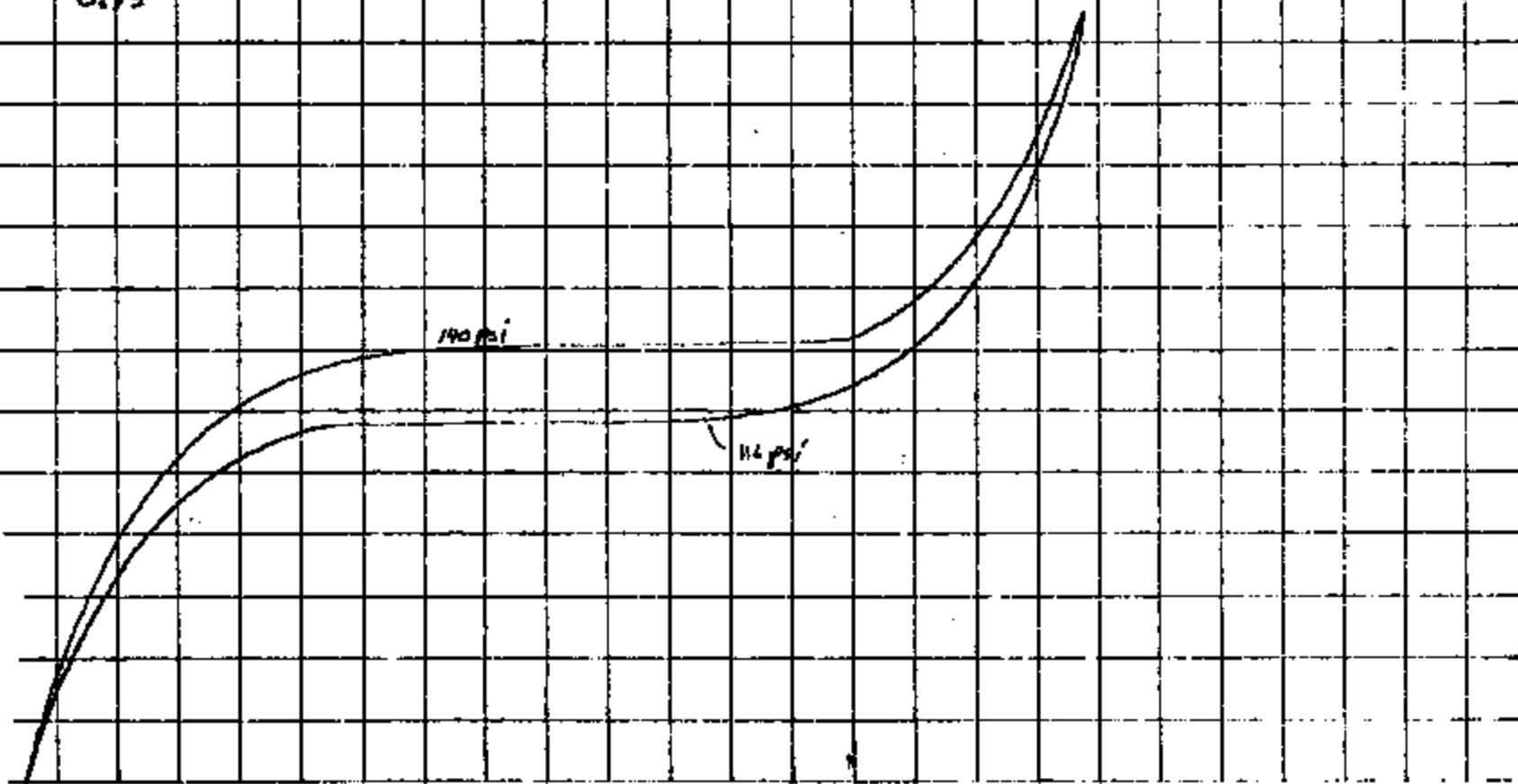
19.25 psi

AUDIBLE RELEASE NO MICROPHONE

TI-NHTSA 004858

#62 SIMULATED SENSOR ASSEMBLY

RANGES: 1.800V 10.00V 1.875V
 OFFSETS: 0.0V 0.0V 1.250V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 20 pV/div
 0.5 nV/div
 0.75



TI-NHTSA 004989

H1 22.4 / 19.2 ON SAVED (DATE: P-O WITH RUBBER DIAPHRAGM)
 FLAT DISC SCOT

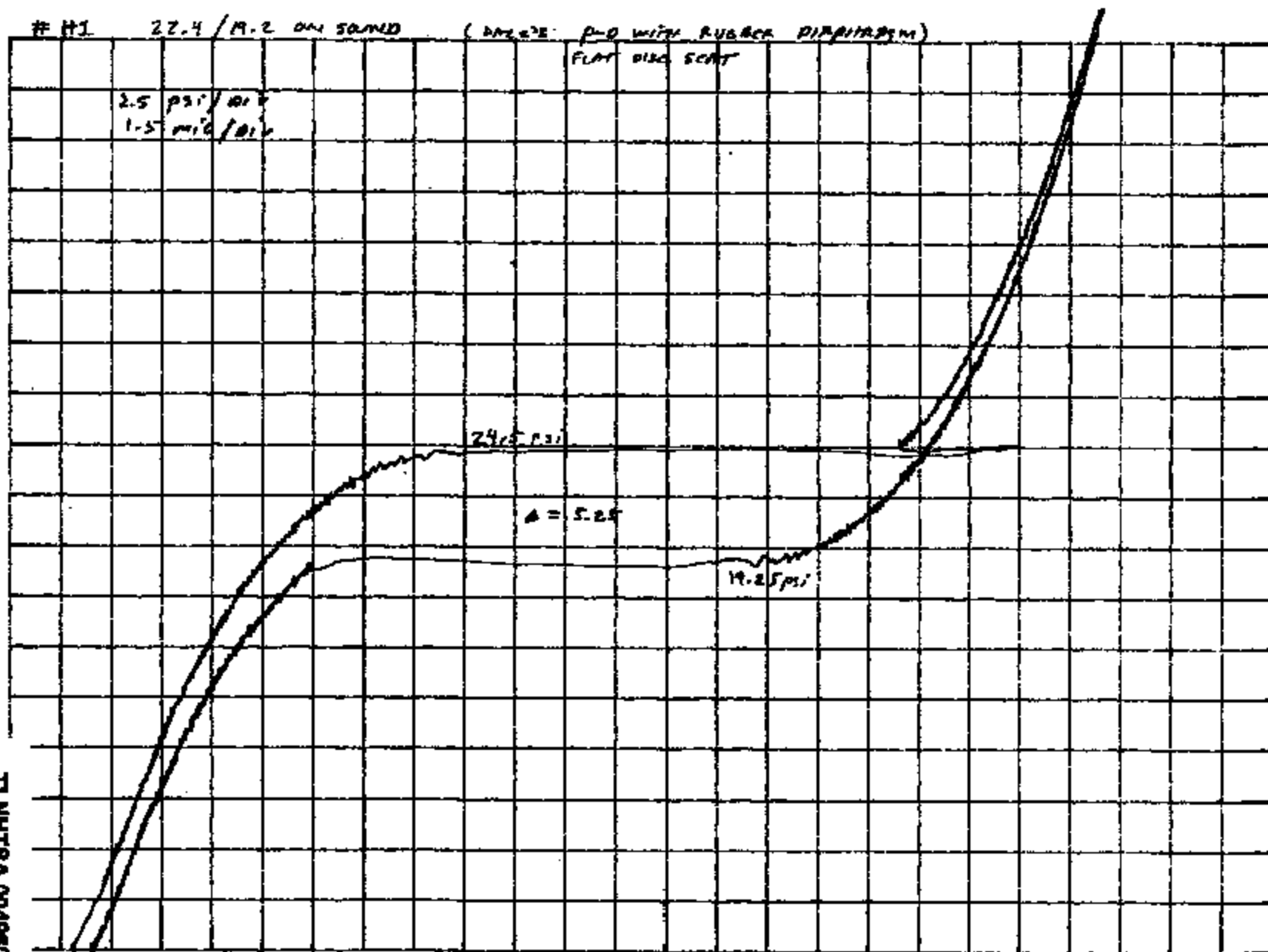
2.5 psi / 0.1
 1.5 psi / 0.1

24.5 psi

$\Delta = 5.25$

19.25 psi

7-NHTSA 004960



$\Delta = 7.2$

#11

22.4/19.2 ON SCAND

(Below FROM PILE #3 P-O WITH KAPTON DISPHARMON
FEET DISC FEET)

2.5 PSI/DIV
1.5 INCH/DIV

24.25

$\Delta = 6.75$

17.5

TI-NHTSA 004901

#11 SIMULATED SENSOR ASSEMBLY

10:38:51 02 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.25V

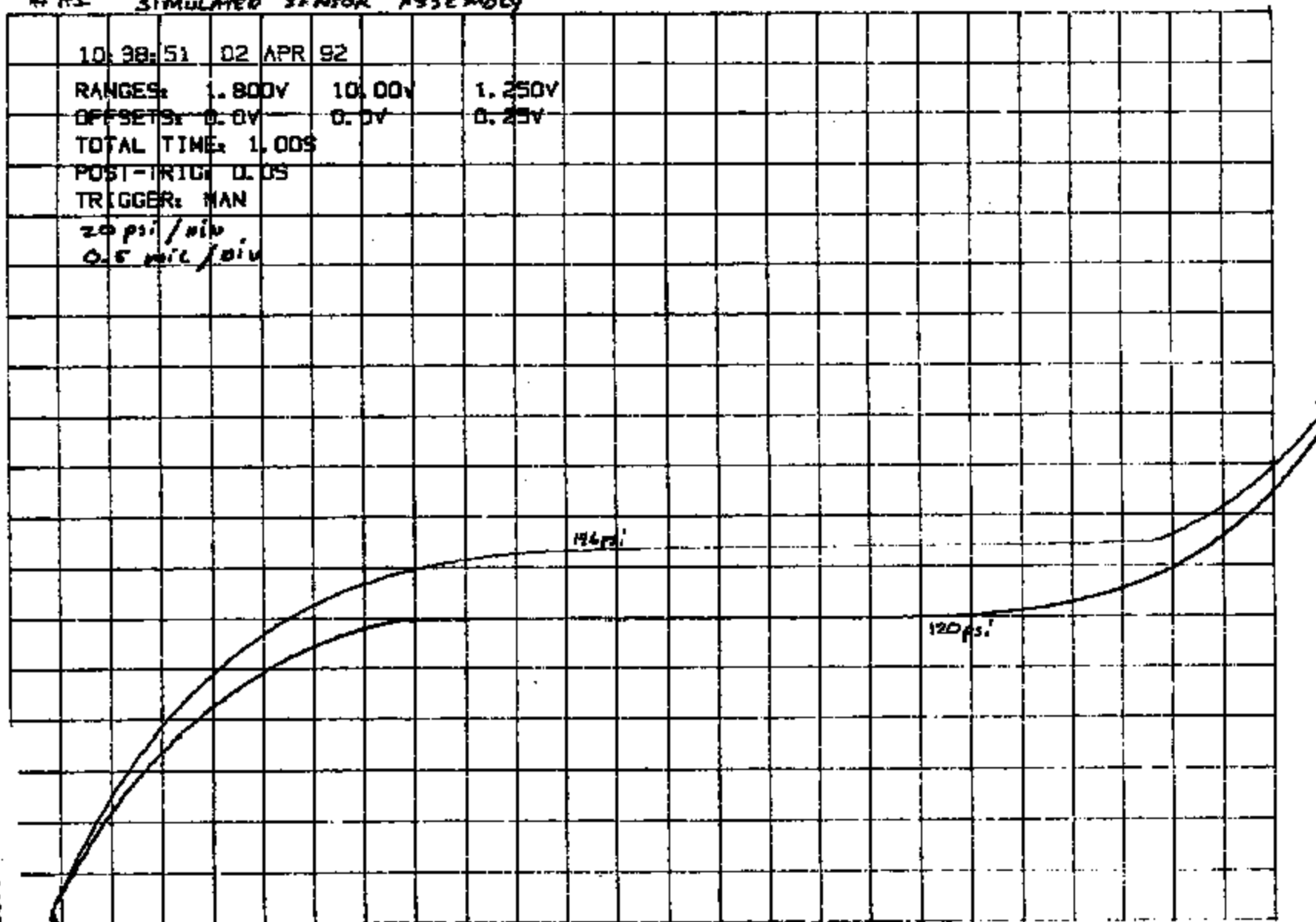
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.5 mil/div



TI-NHTSA 004962

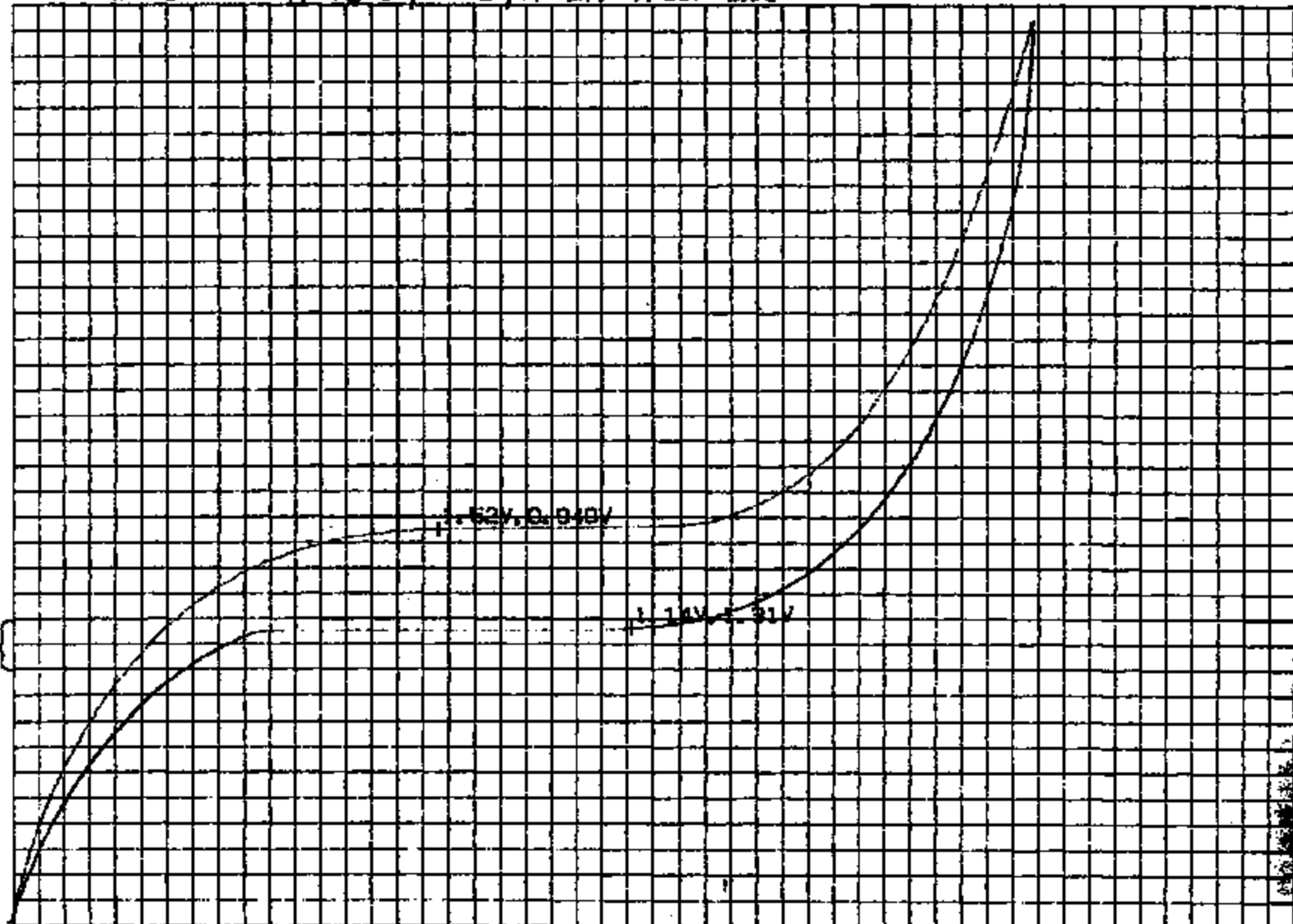
KCUTAC SENSOR

20

TRUCK CLIP 2.6 PSI MPF TRUCK DISC

ms/div

TI-NHTSA 004863



025/ 3/21/92

ACTUAL SENSOR

#20 PASSENGER CAR GUP 2.6psi diff truck ASC 5.58V, 1.25V

90 psi from
1000 psi

0.892V, 0.357V

0.839V, 0.338V

TI-NHTSA 004964

DAS 7/27/92

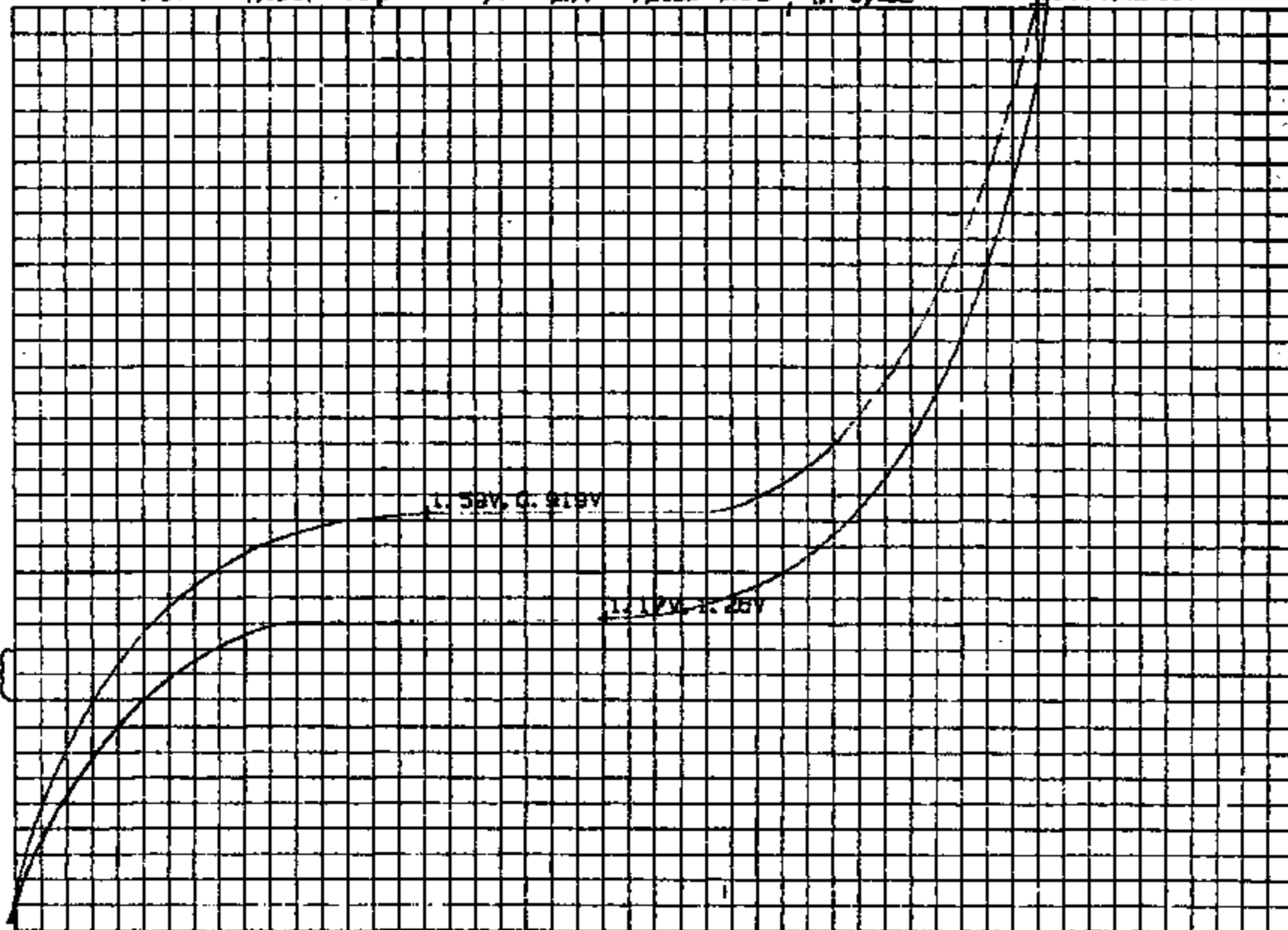
ACROAL SENSOR

#30 TRUCK CUP - 2.6 PSI DIFF TRUCK ASC, 1st cycle

3.57V, 2.11V

m/100h

TI-NHTSA 004965



100, m/100h

1V = 200 PSI
1V = 100 PSI

ORS 3/21/92

ACMPR SENSOR

3D PASS CAR CUP 2.6 DIFF TRUCK DISC

40 PSI / CM
1 MIL / CM

9.52V, 1.58V

0.890V, 3.804V

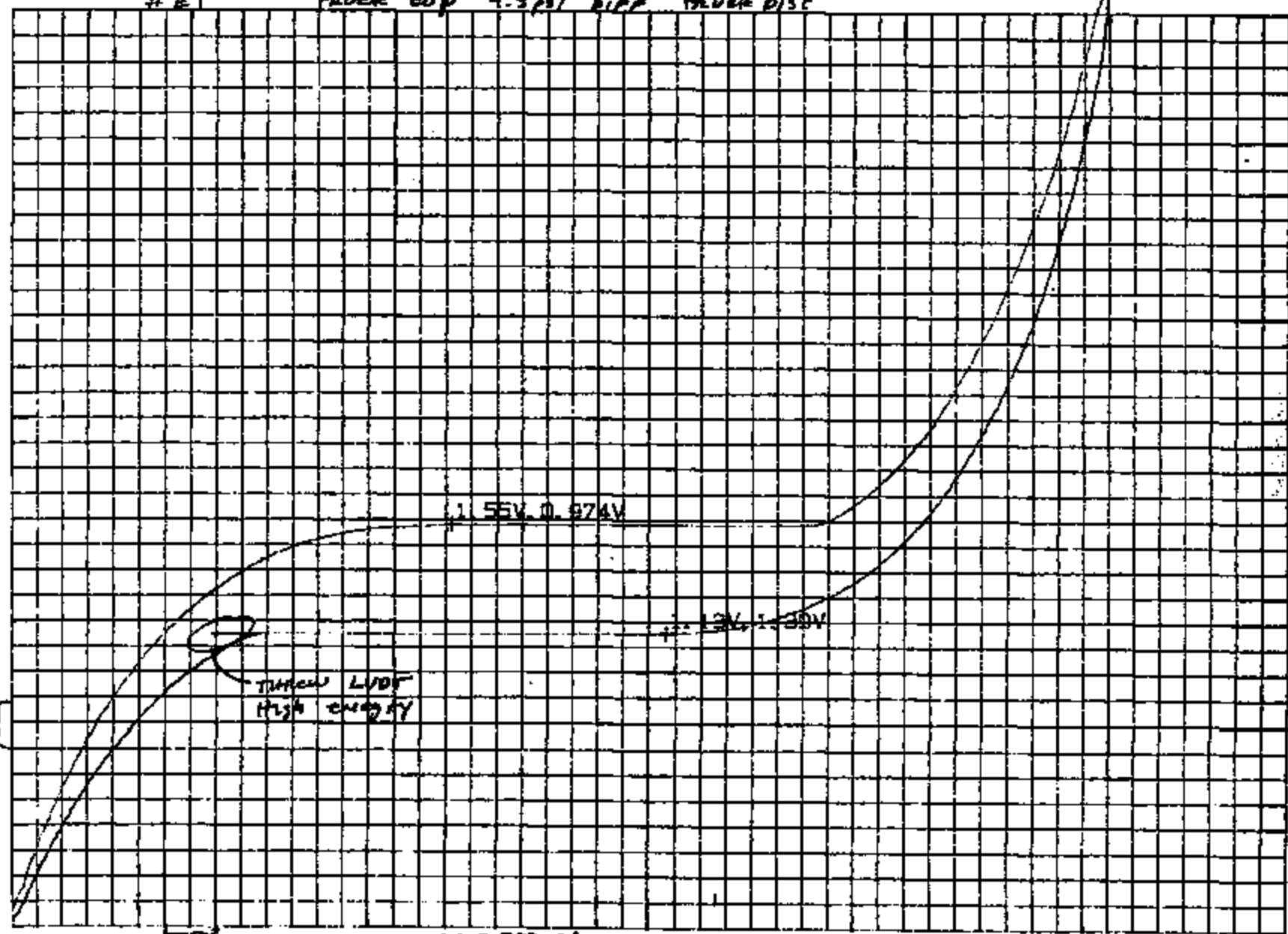
0.720V, 0.893V

TI-NHTSA 004668

DRS 3/21/91

AERIAL SENSOR

#E1 TRUCK CUP 4.3 PSI DIFF TRUCK DISC



m/s/100m

TI-NHTSA 004967

.001 in/cm

1 V = 200 ps
1 V = .010 in

DAS 3/27/92

ACUMUL SENSOR

SEE PASS CAR RUP 4.3 PSI DIFF TRUCK ASC

2.54V, 1.58V

40 PSI/CM
1.012/CM

0.904V, 0.543V

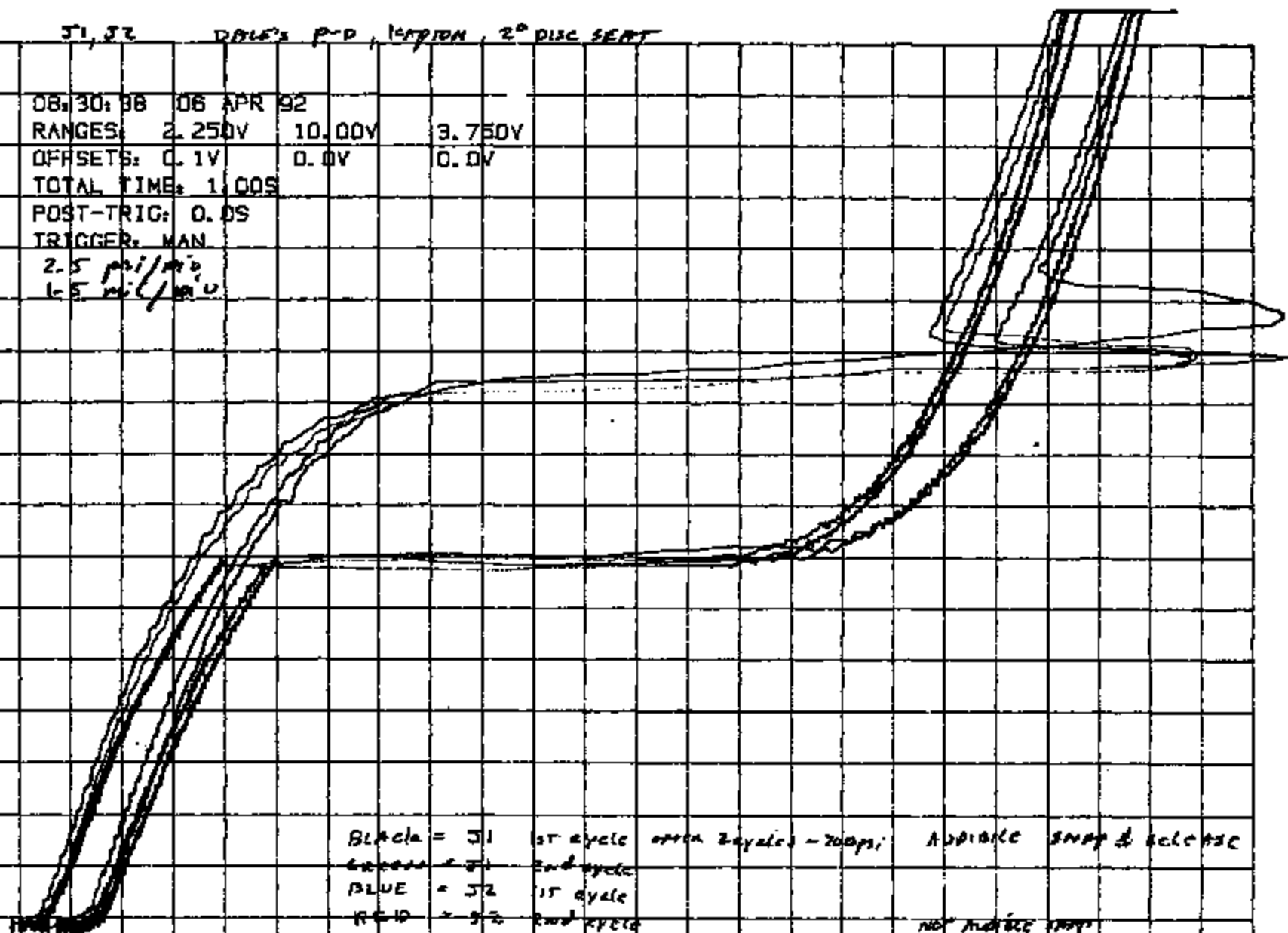
0.726V, 0.958V

TI-NHTSA 004968

DRS 3/27/92

31, 32 DALE'S P-D, 14710N, 2° DISC SEPT

08:30:38 06 APR 92
 RANGES: 2.250V 10.00V 3.750V
 OFFSETS: 0.1V 0.0V 0.0V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5 mV/div
 1.5 mV/div



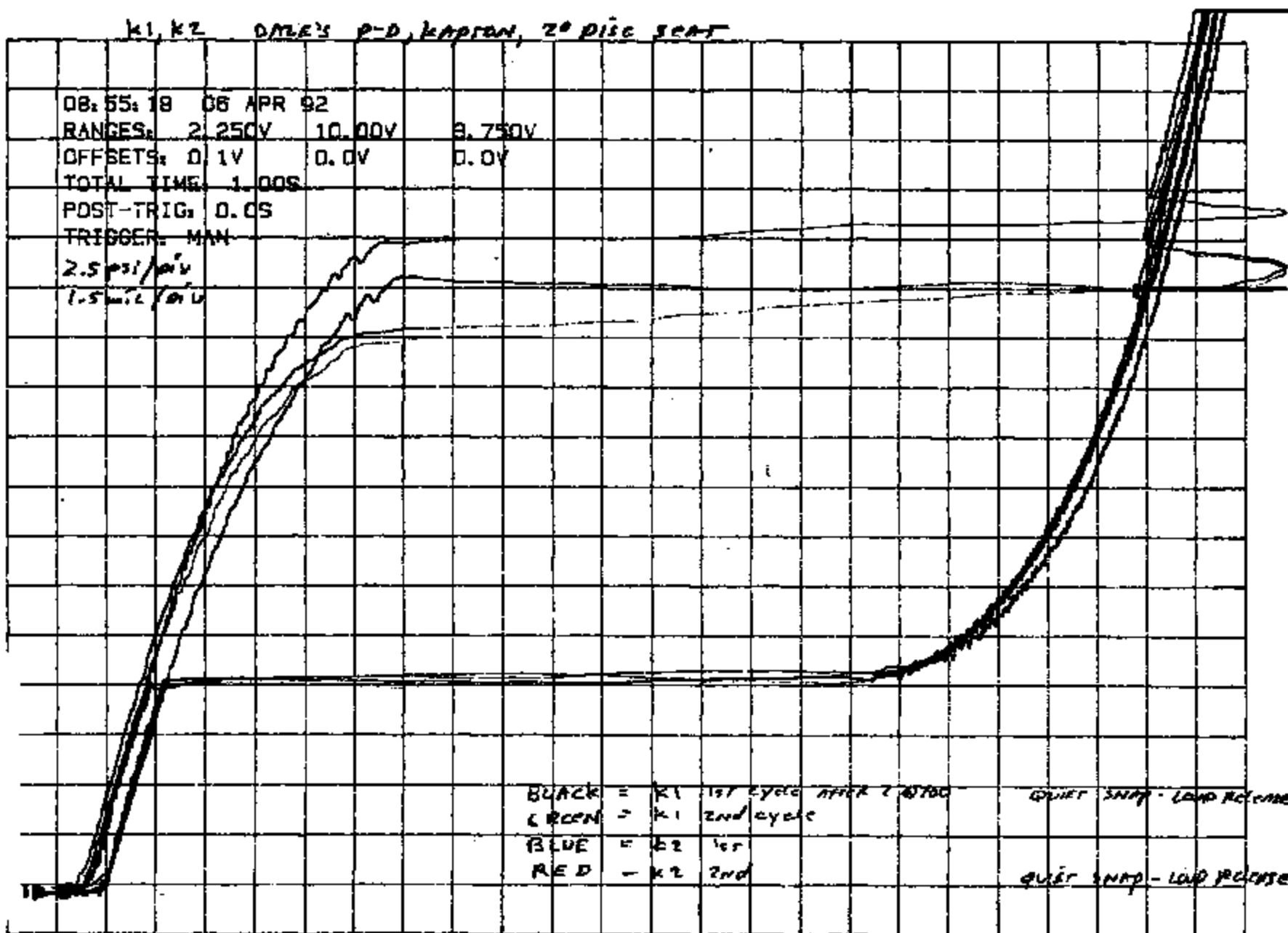
BLACK = 31 1st cycle after 2 cycles - 200ps; ADDABLE SWAP & RELEASE
 GREEN = 31 2nd cycle
 BLUE = 32 1st cycle
 RED = 32 2nd cycle

NO ADDABLE SWAP & RELEASE

TI-NHTSA 004988

K1, K2 OME'S P-D, KAPTON, 2° DISC SEAT

08:55:18 06 APR 92
 RANGES: 2.250V 10.00V 8.750V
 OFFSETS: 0.1V 0.0V 0.0V
 TOTAL TIME 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5psi/div
 1.5mV/div



TI-NHTSA 004870

L1, L2

DALE'S P-D, KAPON, 20 DISC SEAT

08,29,15 06 APR 82

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.1V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.05

TRIGGER: MAN

2.5psi/div

1.5mil/div

32

$\Delta = 11$

21

BLACK = L1 1st cycle after 2 & 700 V. AUDIOLE RELEASE

GREEN = L1 2nd

BLUE = L2 1st

RED = L2 2nd

V. AUDIOLE RELEASE

TI-NHTSA 004971

M1, M2

PIZZA P-D, KAPTON 20 DISC 10AT

09/18/95 08 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.1V 0.0V 0.4V

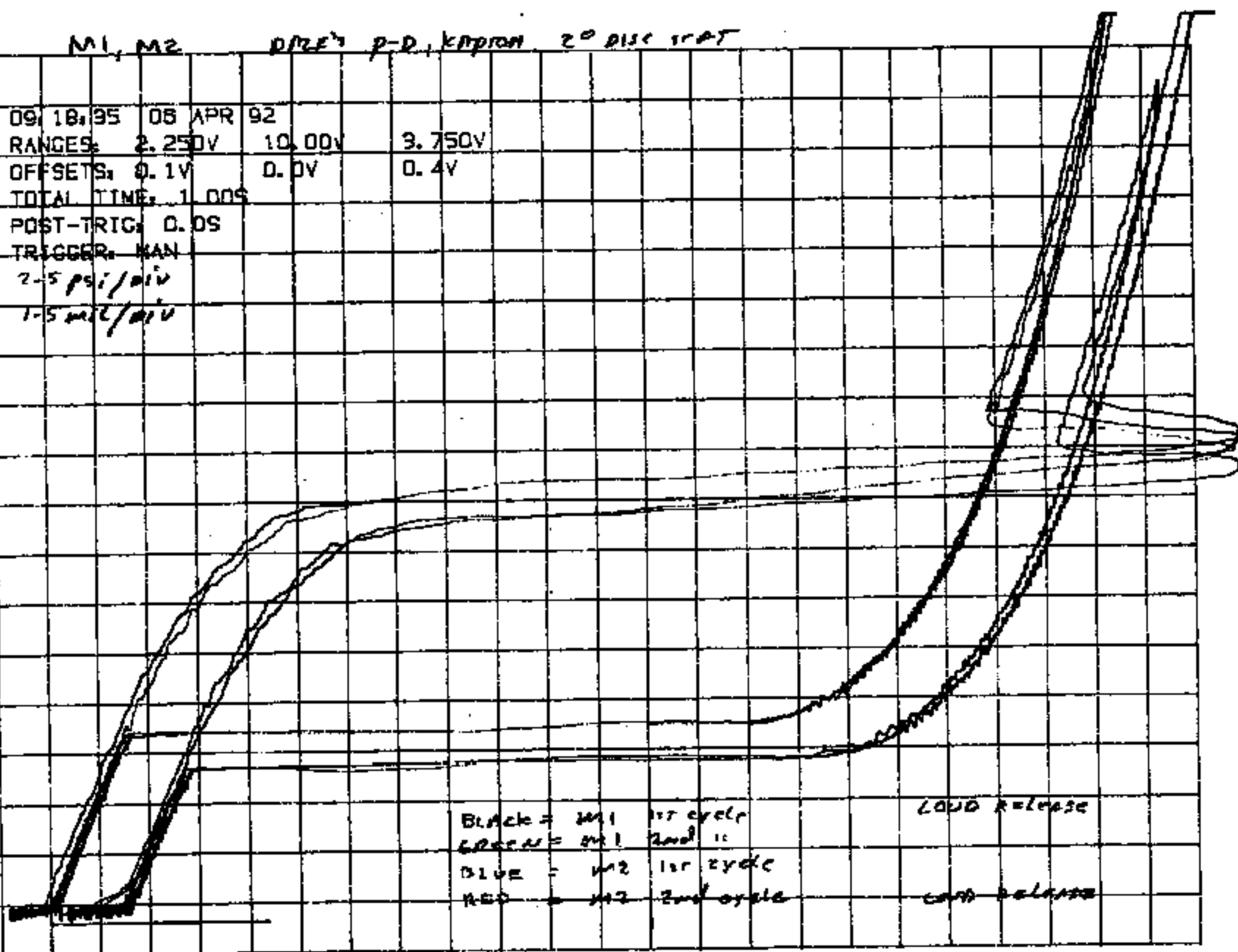
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2-5 psi/div

1-5 mil/div



Black = M1 1st cycle

Green = M1 2nd cycle

Blue = M2 1st cycle

Red = M2 2nd cycle

LOAD RELEASE

LOAD RELEASE

TI-NHTSA 004972

M2

ORF's p-D, HAPTON, 20 WSC SCOT

11.01.30 08 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.1V 0.0V 0.0V

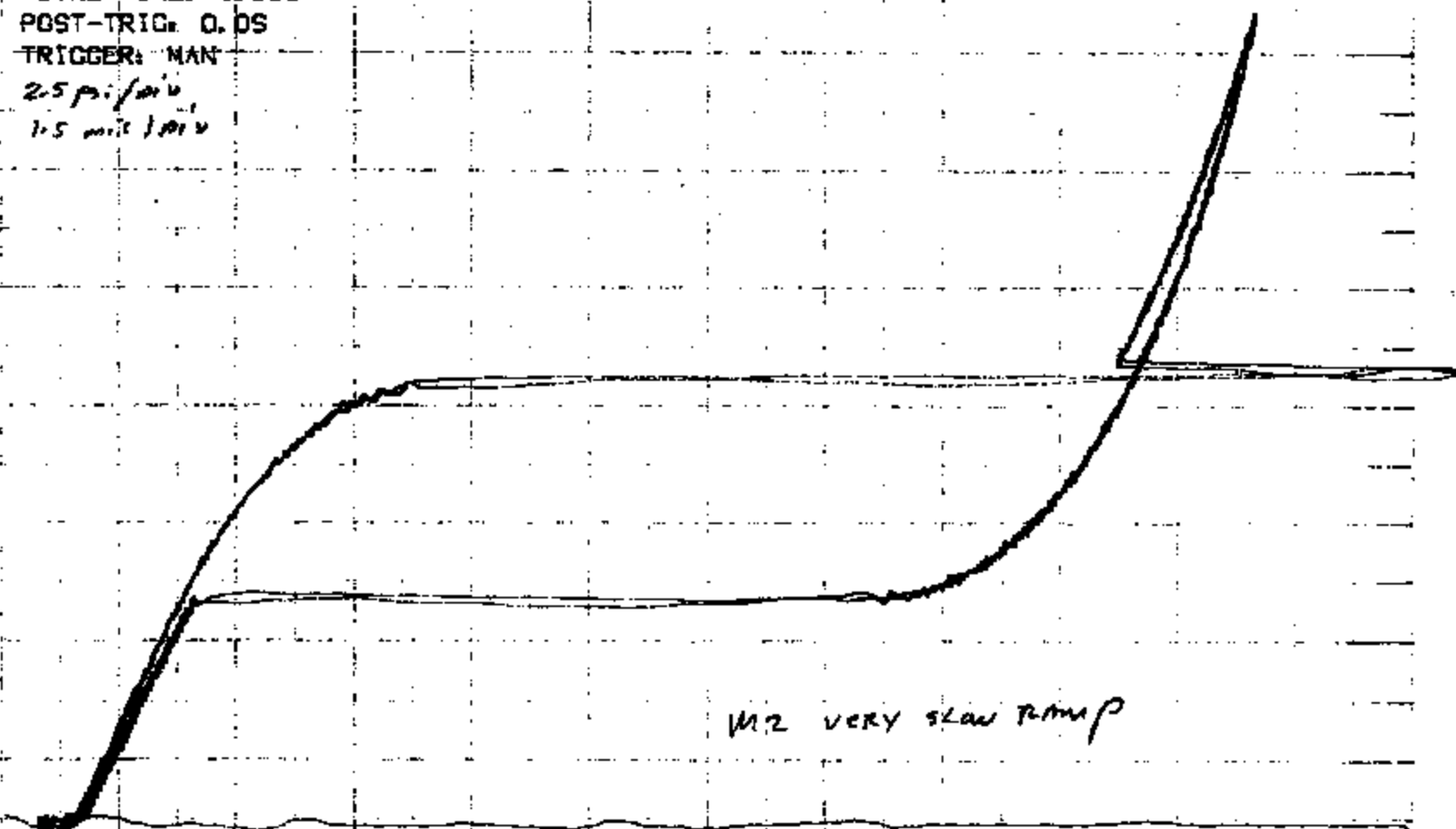
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 ps/div

1.5 mV/div



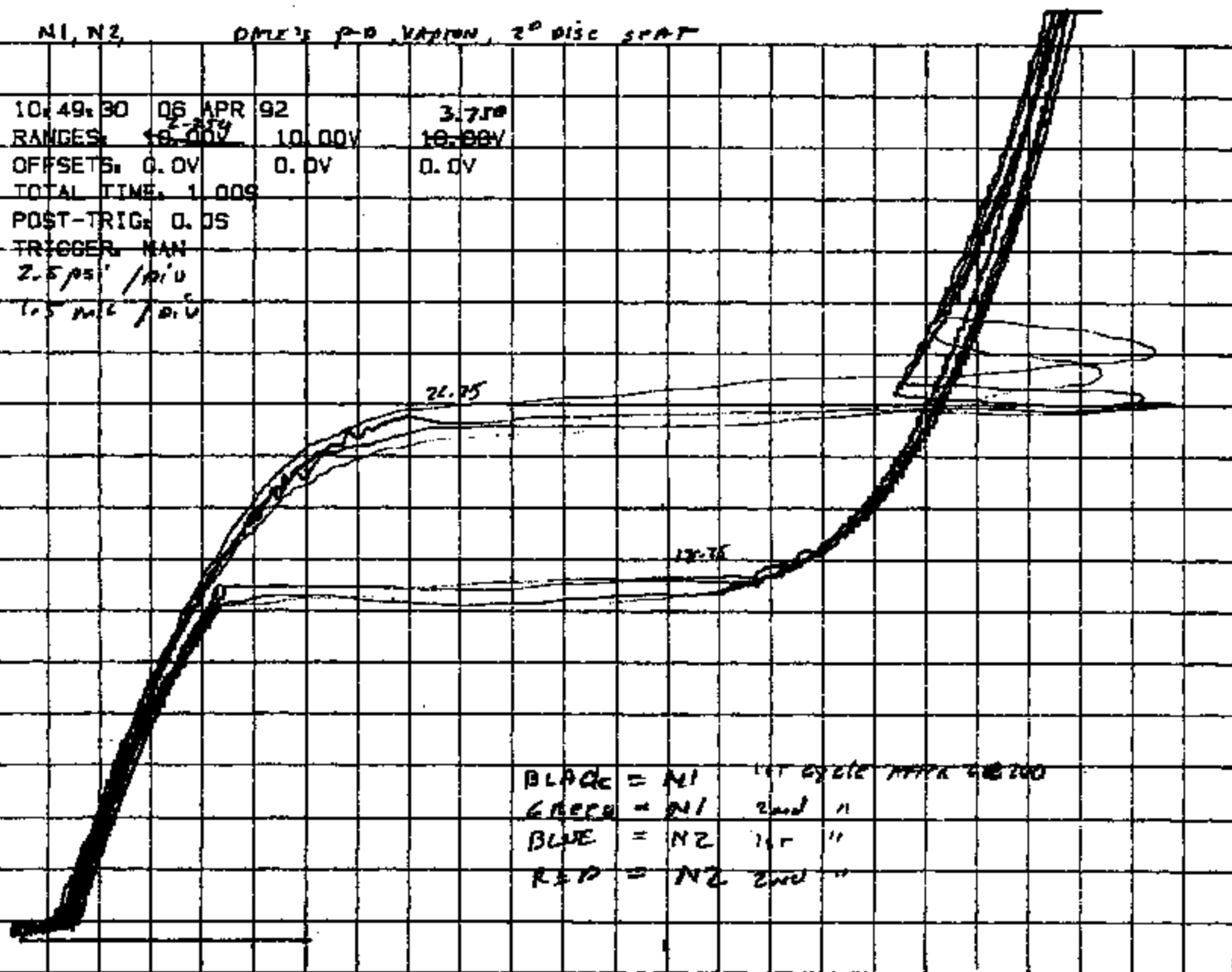
M2 VERY SLOW RAMP

TI-NHTSA 004073

N1, N2,

DMC'S P-D VARIATION, 2nd DISC SEAT

10:49:30 06 APR 92 3.750
 RANGES: ~~10.00V~~ 10.00V 10.00V
 OFFSETS: 0.0V 0.0V 0.0V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5 ps / div
 1.5 mV / div



TI-NHT8A 004974

#2 V. OL CONVERTOR - NO HOLE IN CONVERTOR

TP10 SIMULATED SENSOR ASSEMBLY

RANGES: 1.800V 10.00V 1.250V
OFFSETS: 0.0V 0.0V 0.25V
TOTAL TIME: 1.00S
POST-TRIG: 0.0S
TRIGGER: MAN
20 psi/div
0.5 mil/div
GREEN = SLOW RAMP
BLUE = FAST RAMP

LOAD: NO MICROPHONE

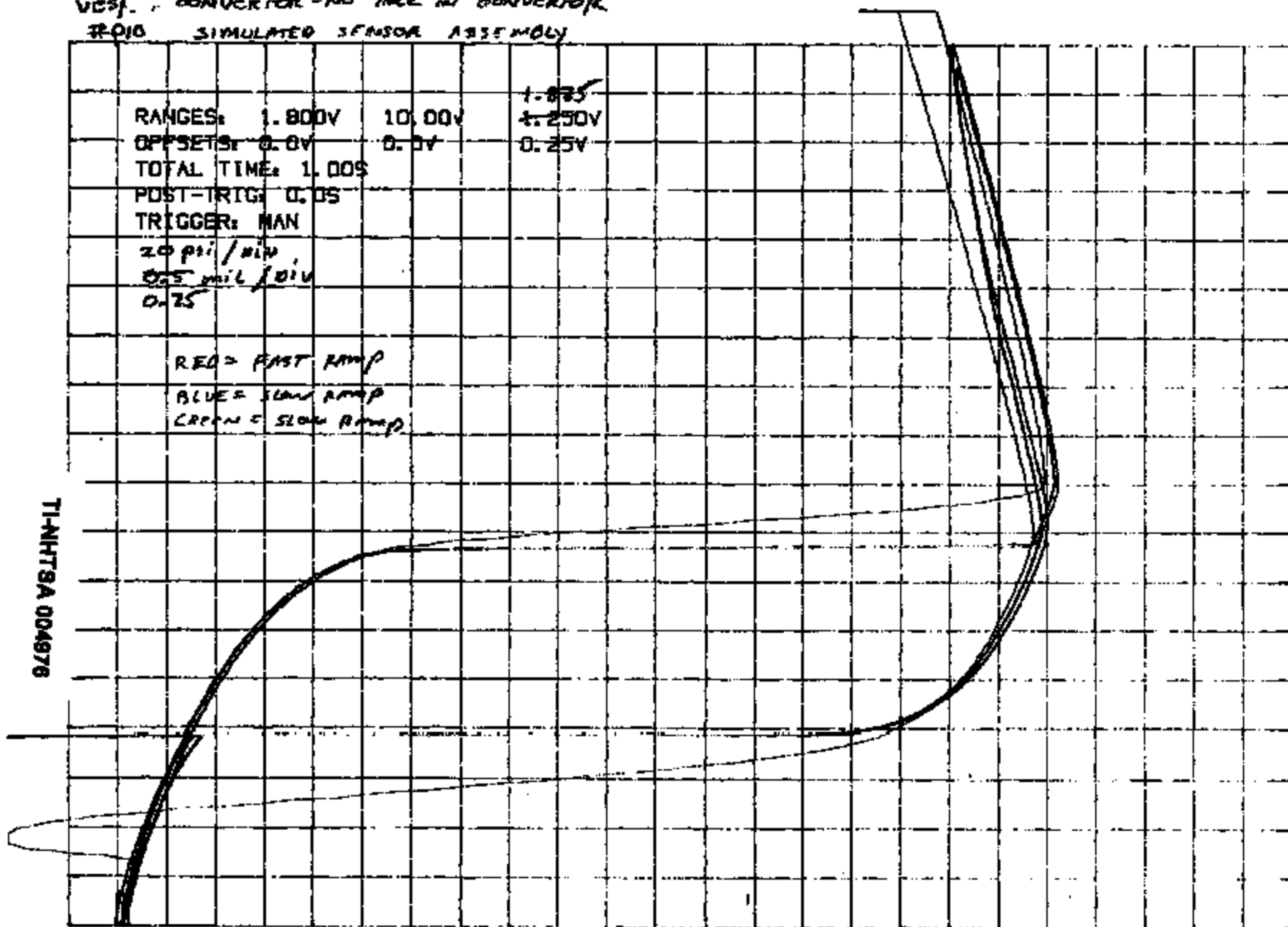
TI-NHTSA 004975

VEST. CONVERTOR - NO INL IN CONVERTOR
 TR018 SIMULATED SENSOR ASSEMBLY

RANGES: 1.800V 10.00V 1.875
 OFFSETS: 0.0V 0.0V 0.250V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 20 pV / DIV
 0.5 mil / DIV
 0.25

RED = FAST RAMP
 BLUE = SLOW RAMP
 GREEN = SLOW RAMP

TI-NHT8A 004676



Q DICE'S DISC P-D, 2° SEAT, 62710N

18:10:55 07 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 ps/div

1.5 mV/div

BLACK = Q3

BLACK = Q4

BLUE = Q5

RED = Q6

PURPLE = Q7

Q8 = Q8

NO 700 psi cycling

pre-cycled

"

"

"

TI-NHTSA 004977

⑥ DILE'S DISC P-0, 2° SCOT, 14770N

18:28:49 07 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V -0.2V

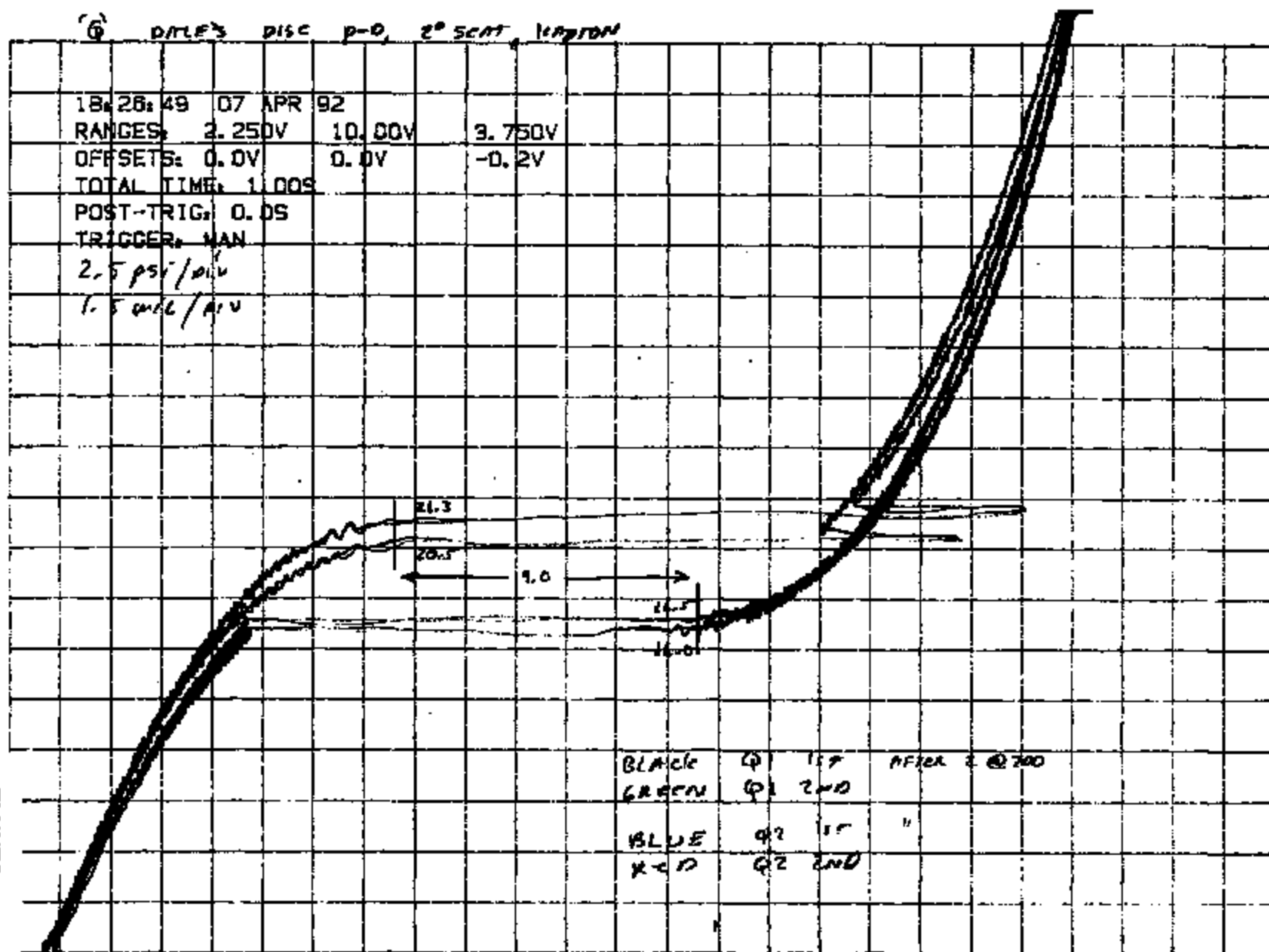
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 pV/div

1.5 nS/div

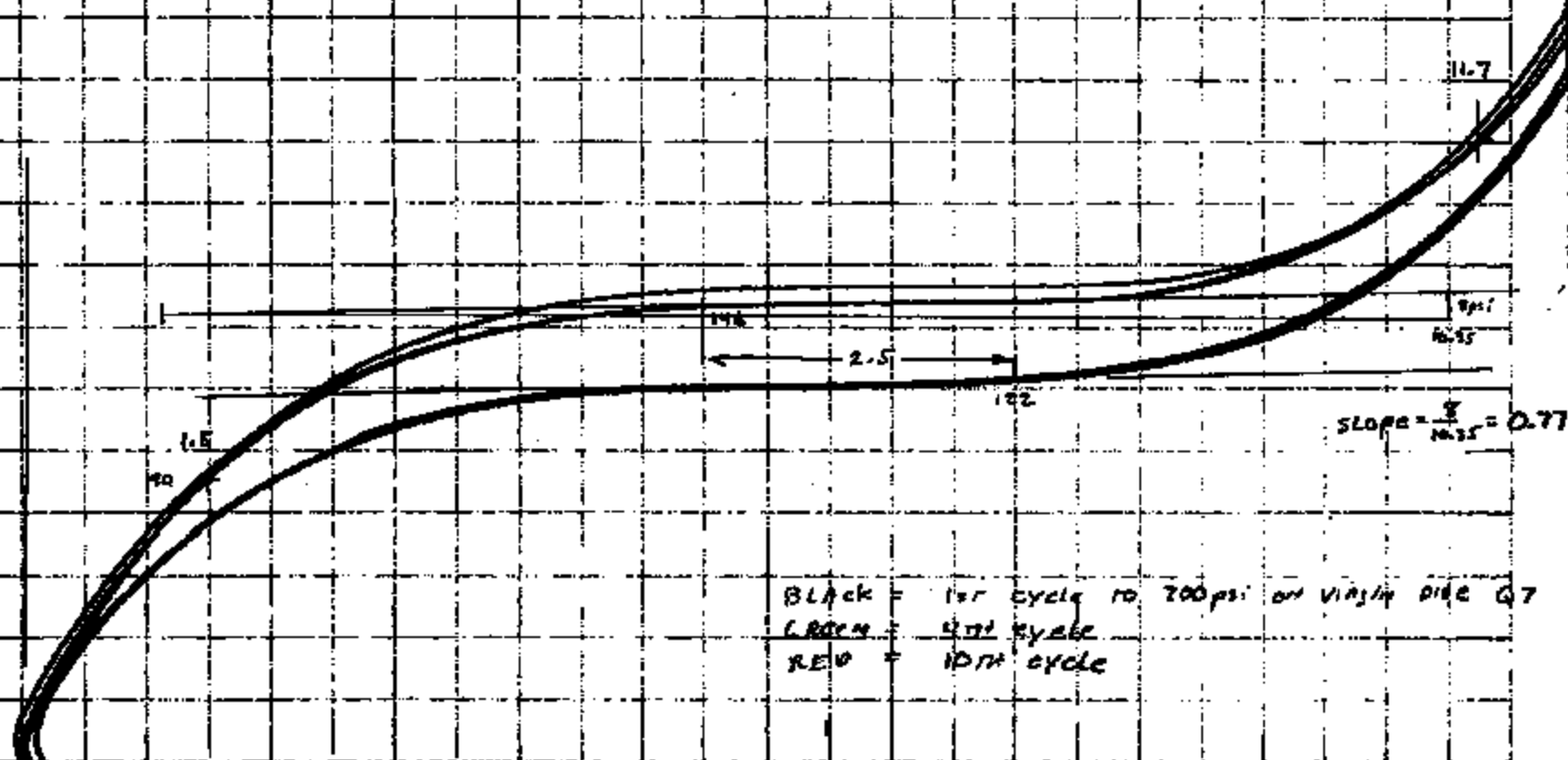


BLACK	Q1	1ST	AFTER 2 @ 700
GREEN	Q1	2ND	
BLUE	Q2	1ST	"
RED	Q2	2ND	

TI-NHT8A 004978

'Q' DISCS IN SIMULATED SENSOR ASSEMBLY

20:17:55 07 APR 92
 RANGES: 1.000V 10.00V 1.250V
 OFFSETS: 0.0V 0.0V 0.00V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 20 psi/div
 0.5 mil/div



TI-NHTSA 004879

R1 OAKLEY'S DISC P-P, 2ND SEAT, KAPTON

18:49:48 07 APR 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

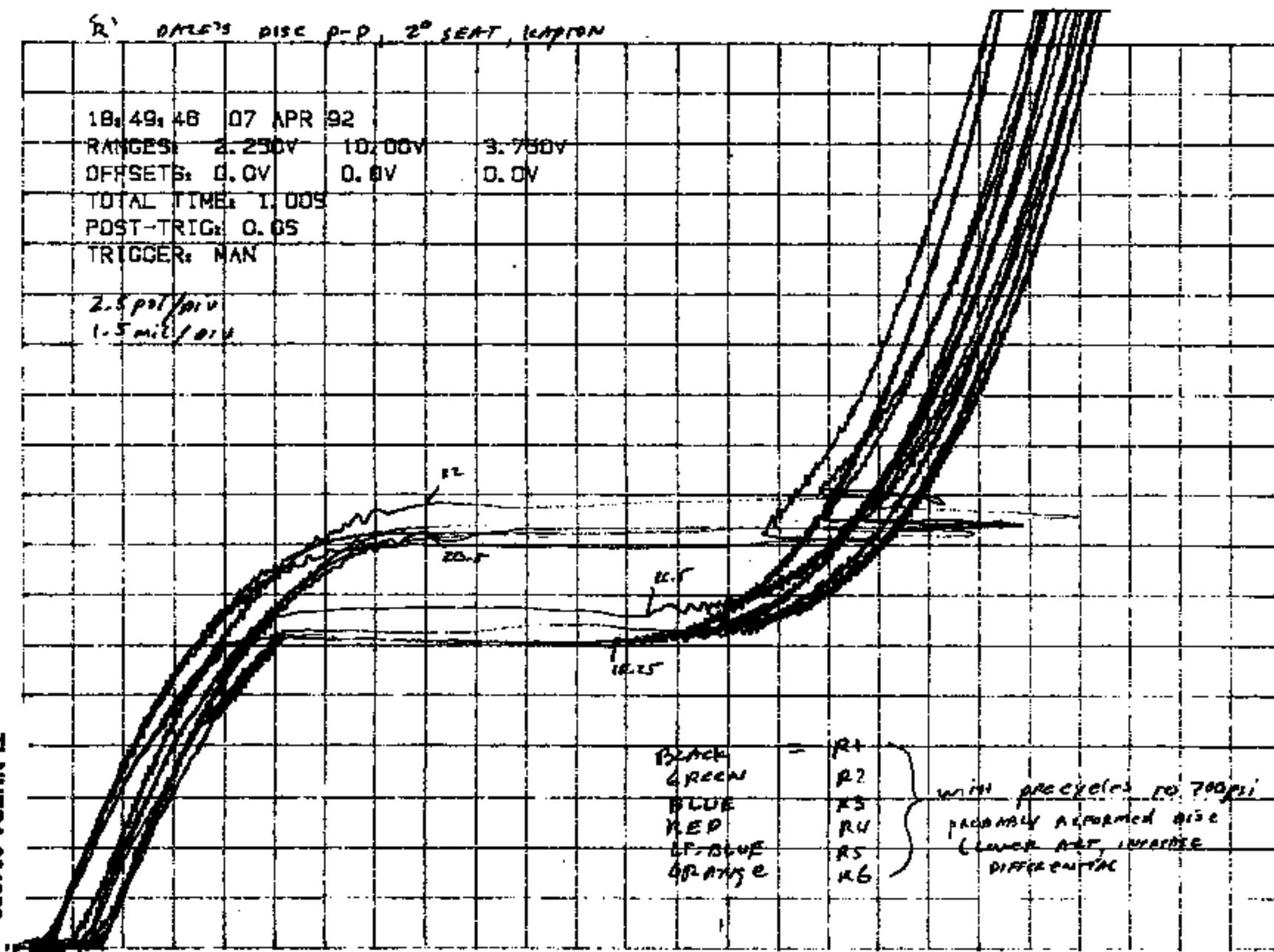
TOTAL TIME: 1.009

POST-TRIG: 0.05

TRIGGER: MAN

2.5 ps/div

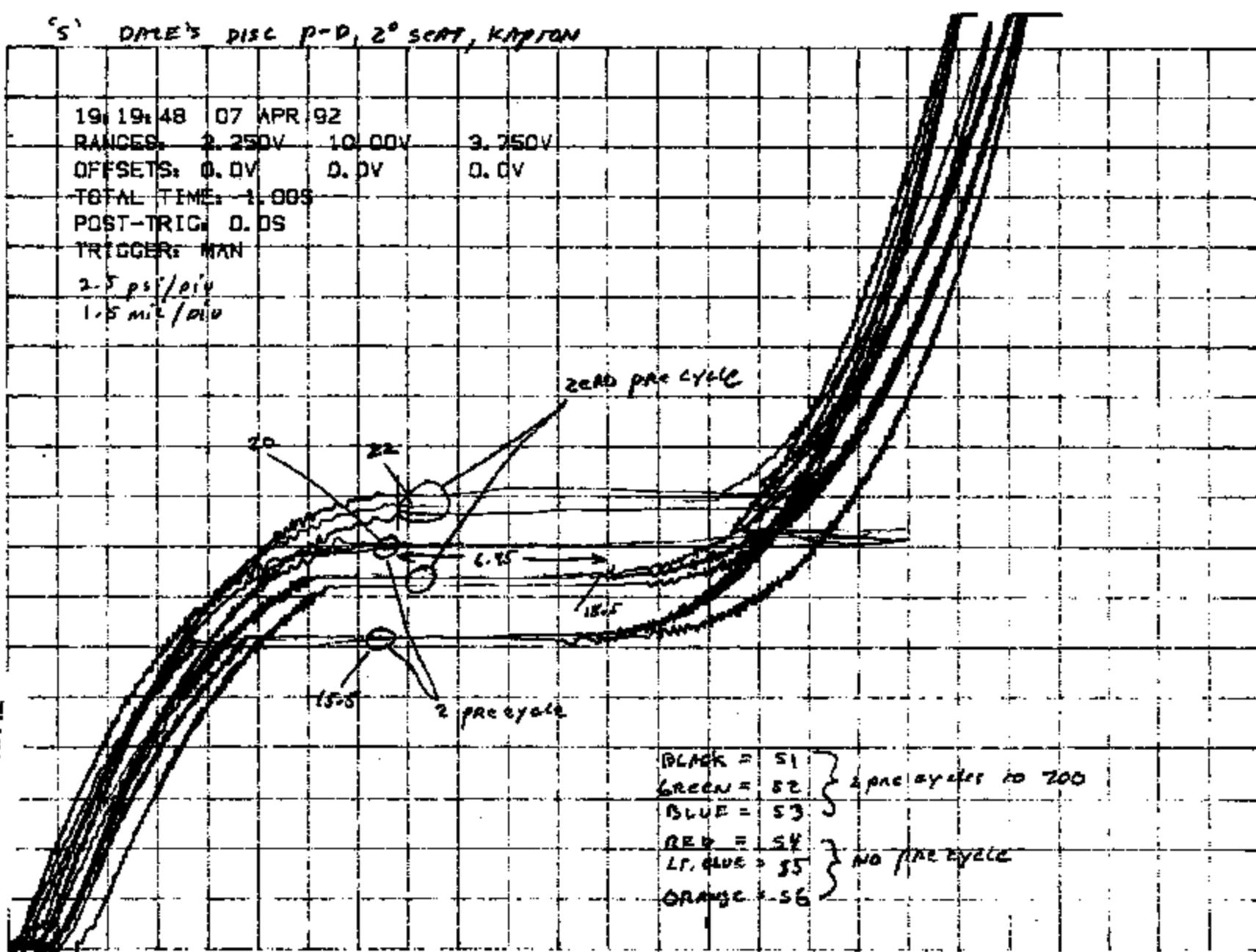
1.5 mV/div



TI-NHTSA 004980

'S' DME'S DISC P-D, 2° SCAT, KAPTON

19:19:48 07 APR 92
 RANGES: 2.250V 10.00V 3.750V
 OFFSETS: 0.0V 0.0V 0.0V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5 ps/div
 1.5 mV/div



TI-NHTSA 004981

5 DISCS IN SIMULATED SENSOR ASSEMBLY

19:47:09 07 APR 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.00V

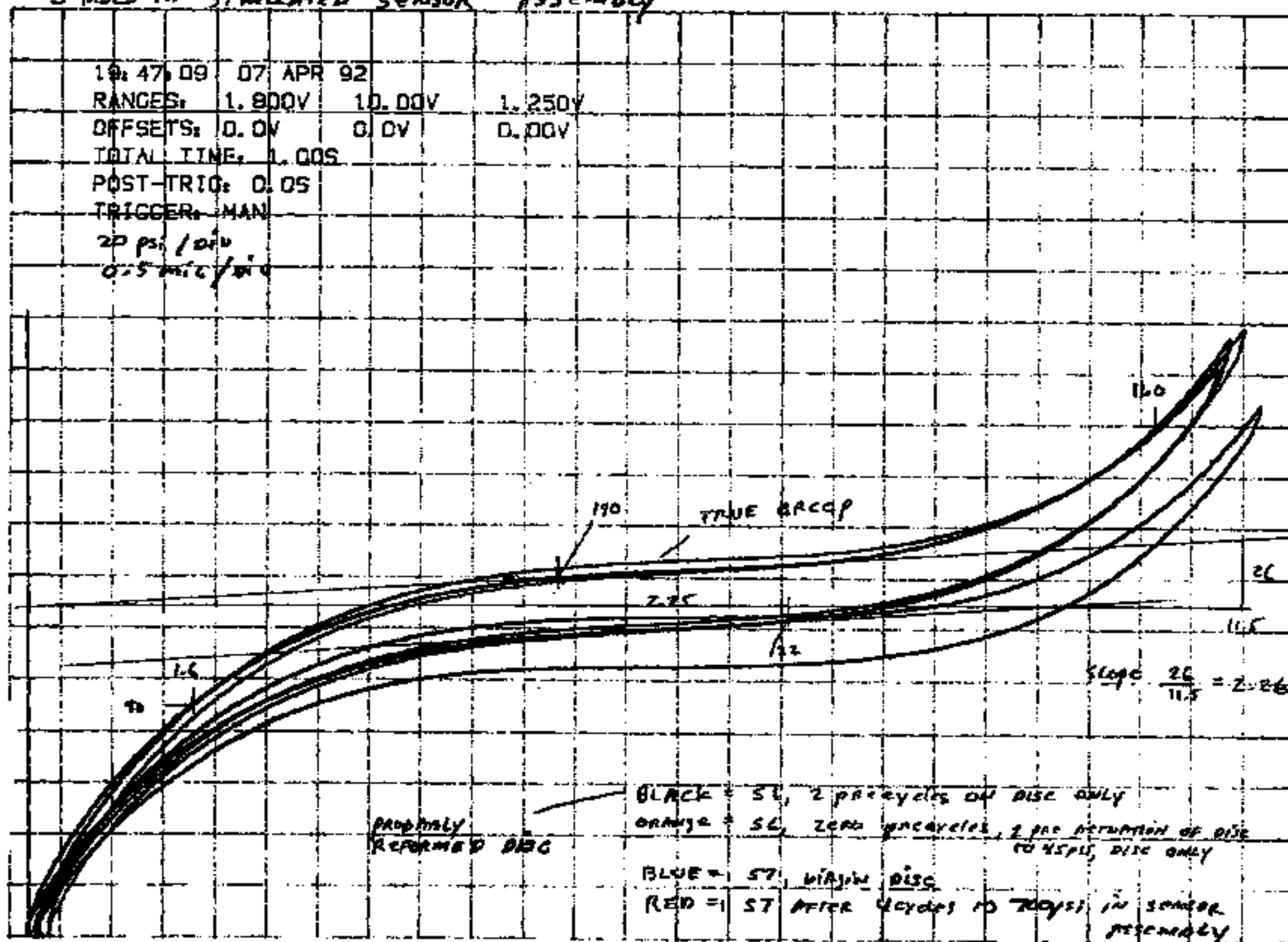
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 ps/div

0.5 mV/div



TI-NHT9A 004882

LOT 3-2

17:15:25 14 APR 82

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

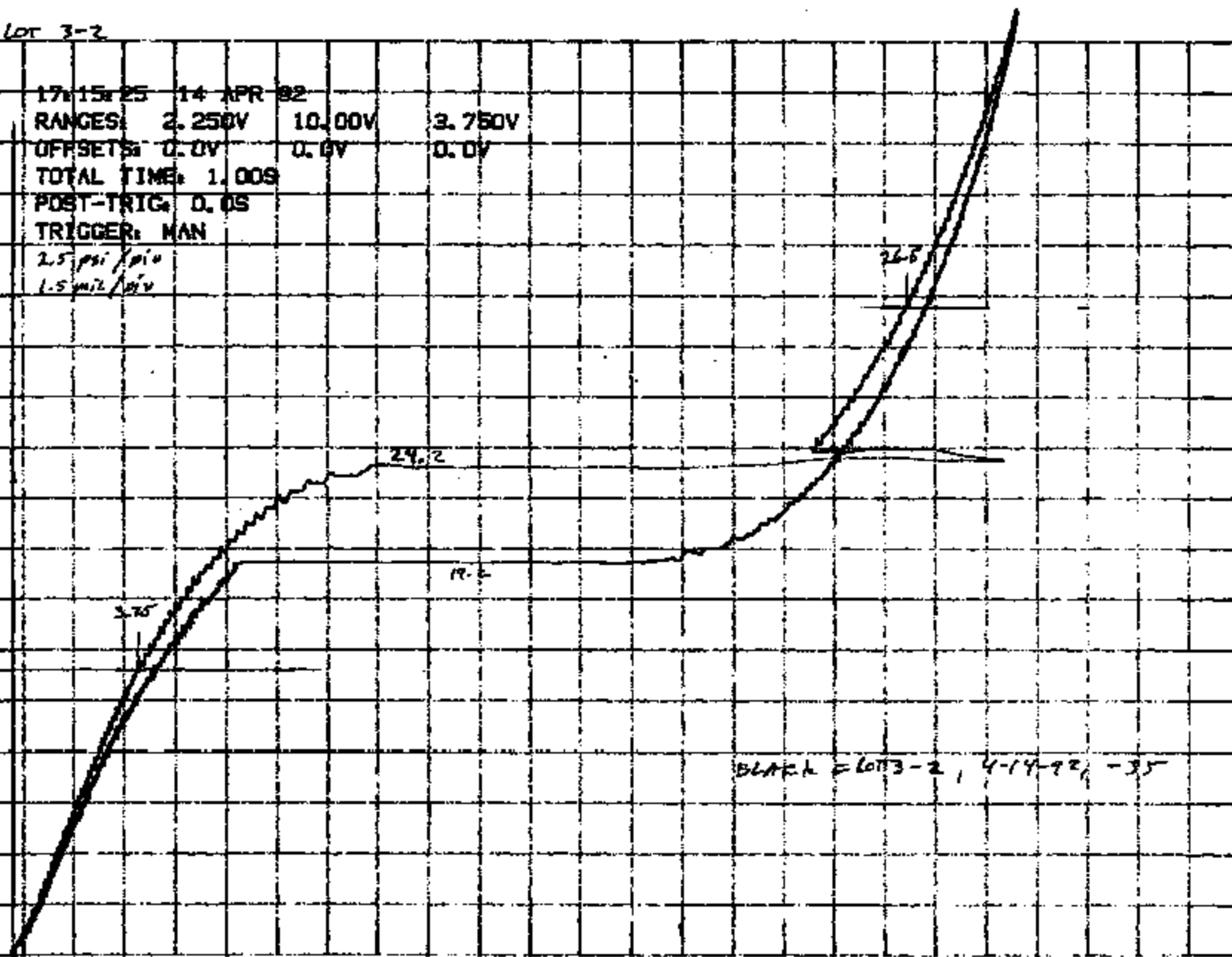
TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

2.5 psi/div

1.5 mil/div

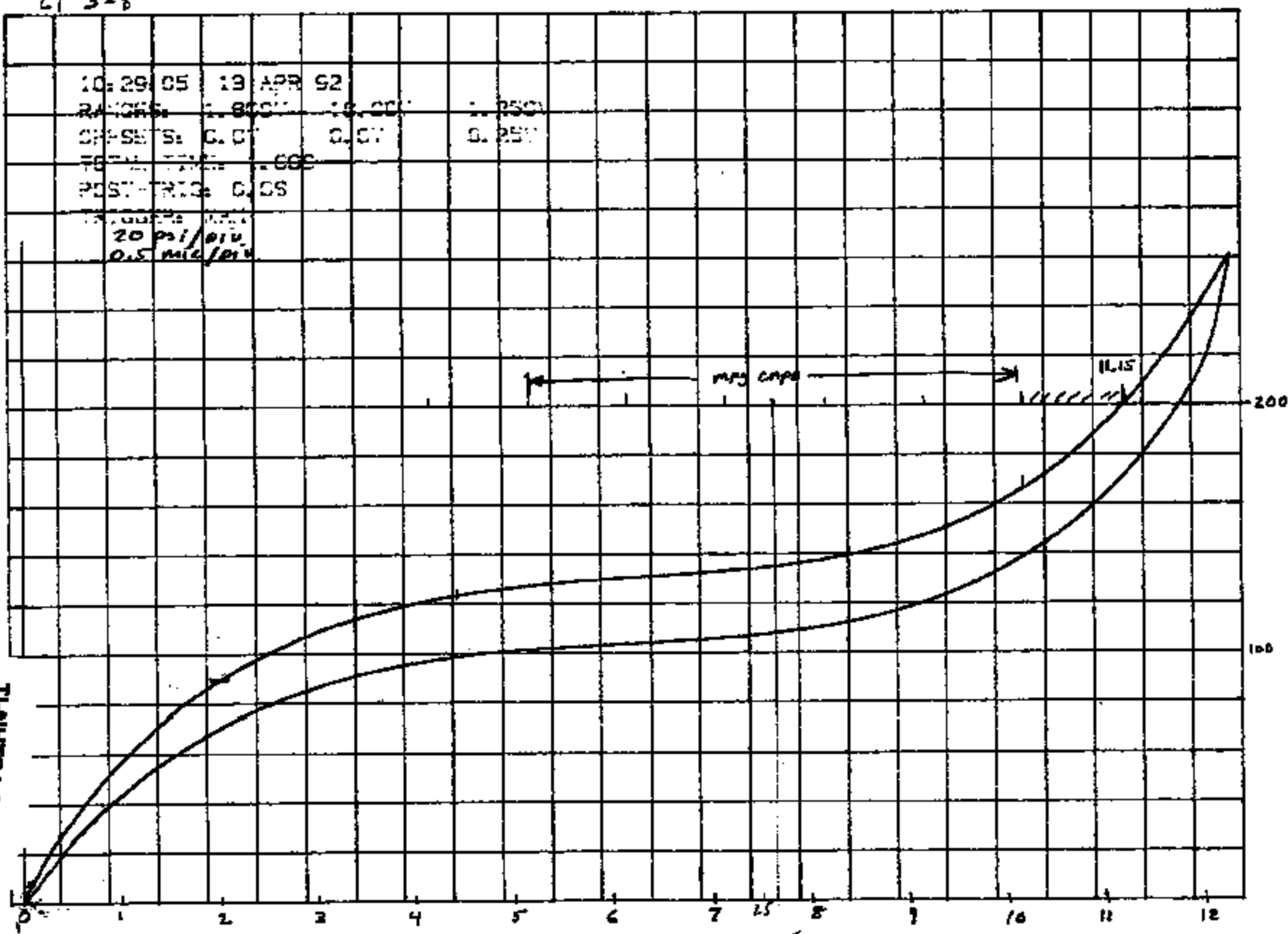


TI-NHTSA 004683

LT 3-8

10:29:05 19 APR 92
 RANGES: 1.850" 18.00" 1.250"
 OFFSETS: 0.07 0.07 0.250"
 TOTAL TIME: .680"
 POST-TIME: 0.05"
 20 psi/div.
 0.5 mic/div.

TI-NHTBA 004984



LT 3 -

(S²)

FIRST PRODUCTION RUN OF QUIET SIZES, LOT 3 SIZES, 4 SENSOR ASSEMBLIES BUILT BY PRODUCTION.

TIME: 1.300S

RANGES: 1.800V

10.00V

1.250V

10 pieces

MEAN = 129.4

S = 6.70

CHANGES: 0.07

0.0V

0.05V

MEAN = 108.4

S = 6.79

TOTAL TIME: 1.00S

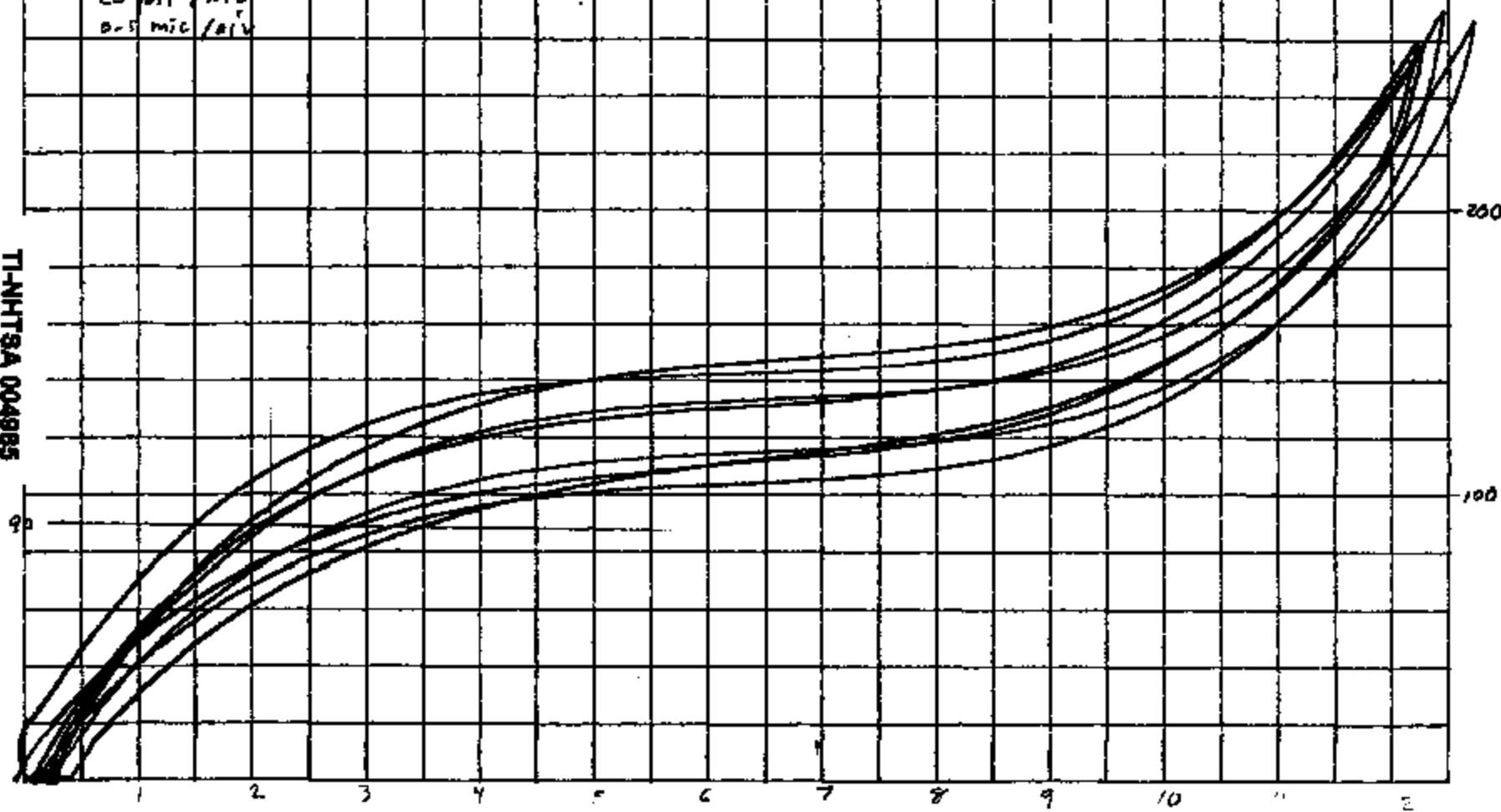
POST-TRIG: 0.0S

TRIGGER: MAN

20 DIV / DIV

0.5 MIC / DIV

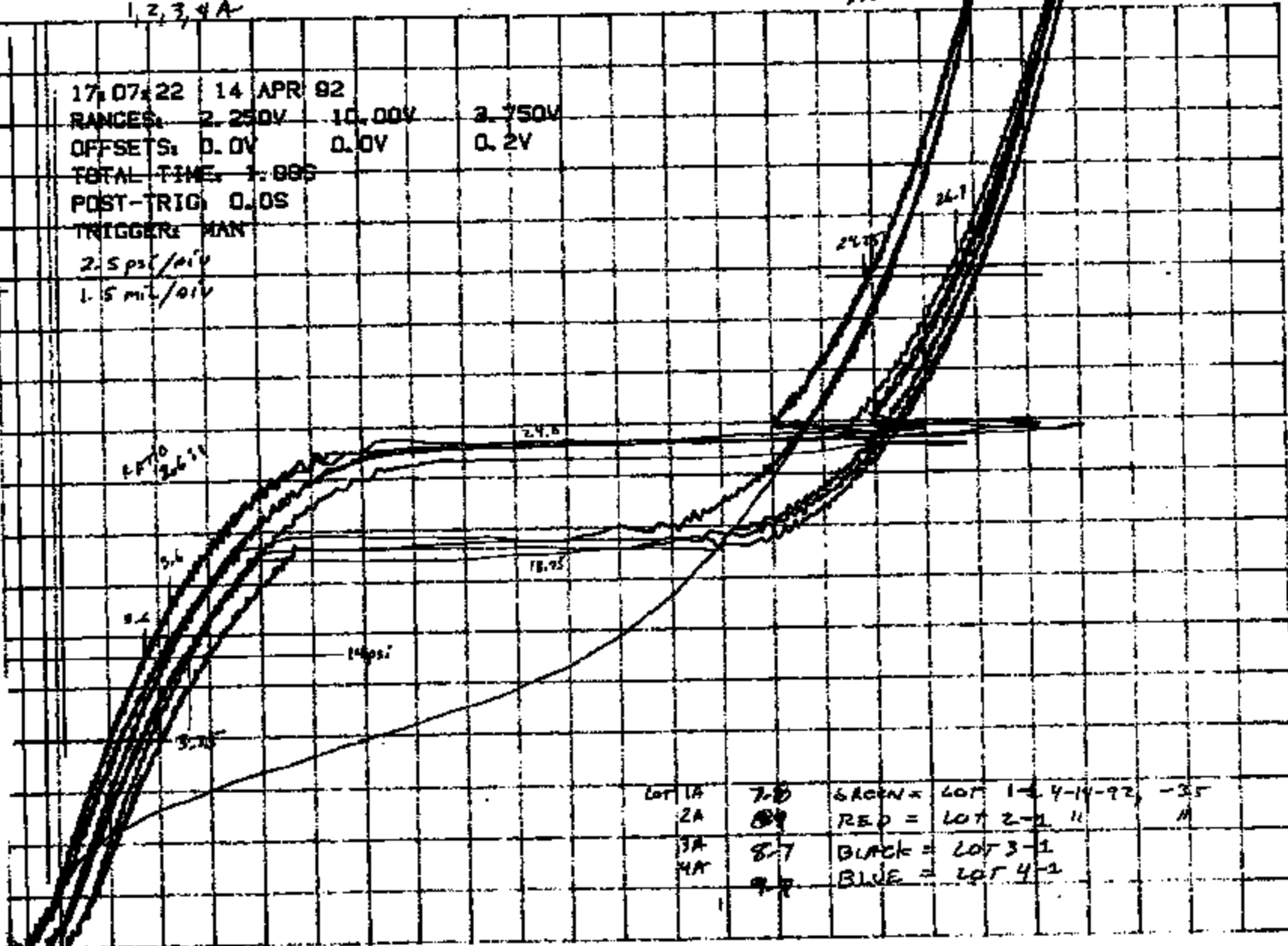
TI-NHTSA 004985



1, 2, 3, 4A

RTD
2.211

17:07:22 14 APR 92
 RANGES: 2.250V 10.00V 2.750V
 OFFSETS: 0.0V 0.0V 0.2V
 TOTAL TIME: 1.98S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5 pS/pV
 1.5 mV/0V



LOT 1A	7.0	GREEN =	LOT 1-4-14-92	-35
2A	8.9	RED =	LOT 2-2-11	11
3A	8.7	BLACK =	LOT 3-1	
4A	9.7	BLUE =	LOT 4-1	

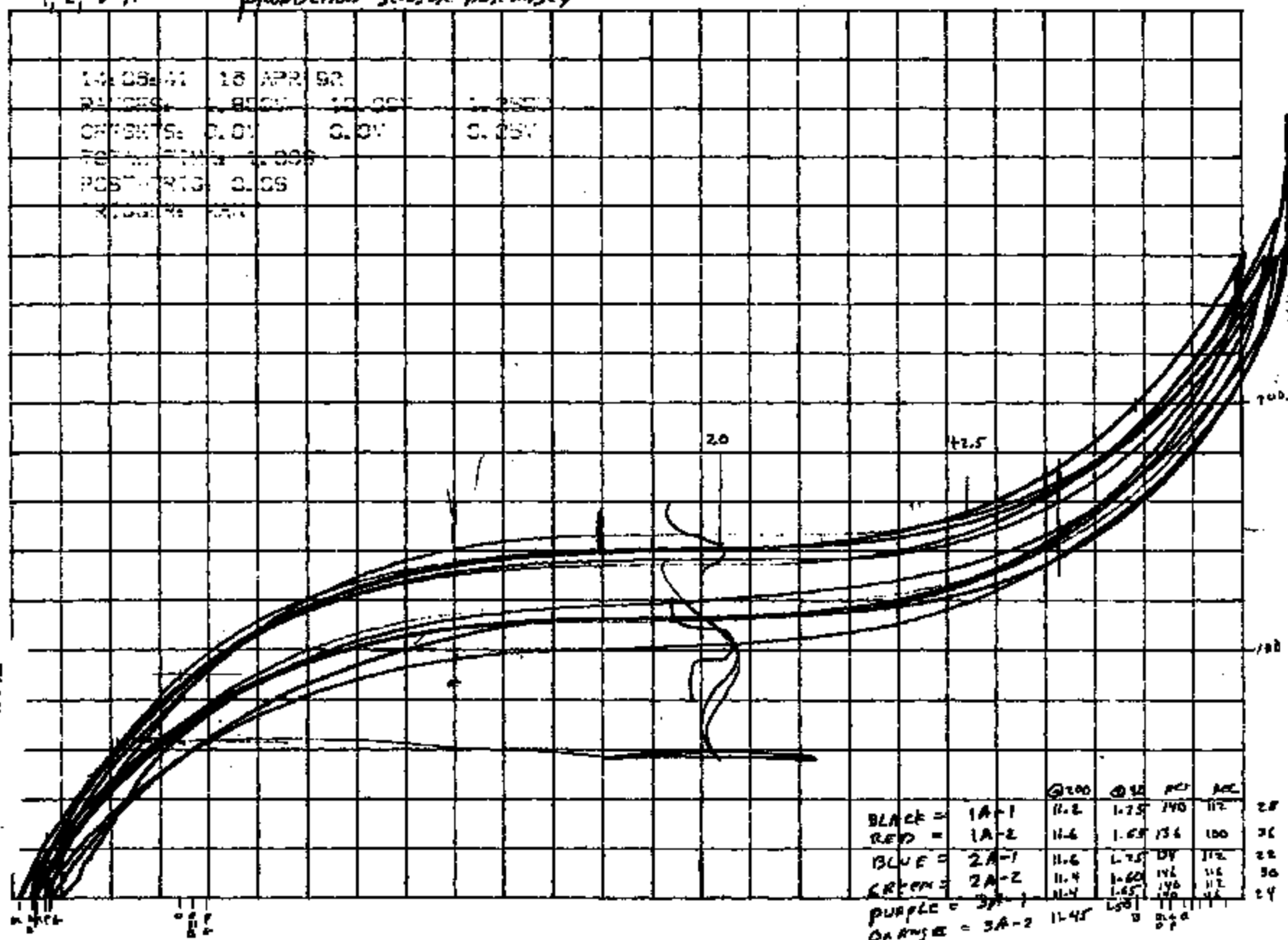
TI-NHTSA 004980

1, 2, 3 A

production sensor assembly

14.05-41 18 APR 92
 21.05-41 18 APR 92
 OFFSHORE 0.01 0.01 0.01
 21.05-41 18 APR 92
 POST-RTG 0.05
 21.05-41 18 APR 92

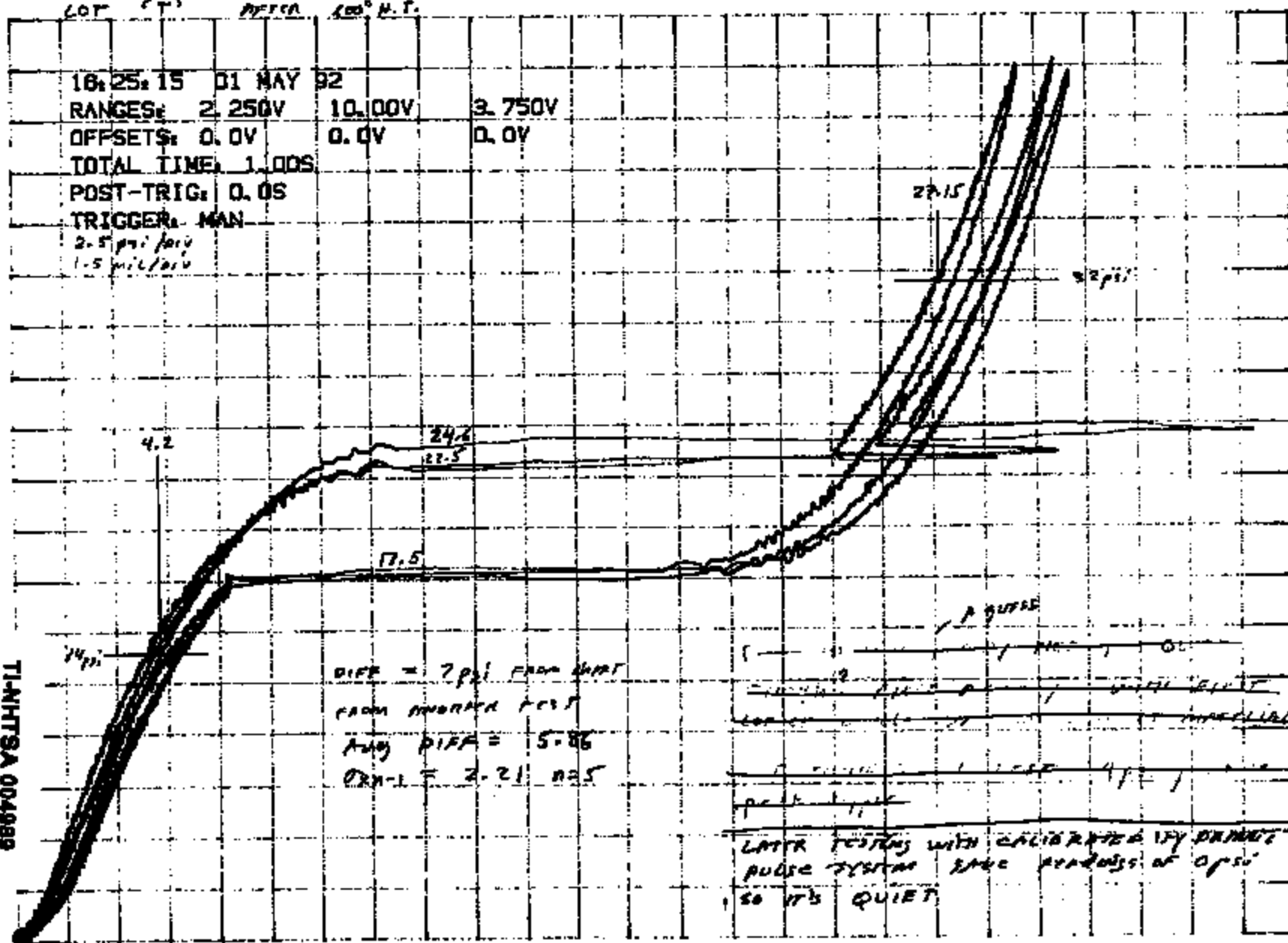
TI-NHT8A 004987



LOT 6-7 AFTER 100° H.T.

16:25:15 01 MAY 92
 RANGES: 2.250V 10.000V 3.750V
 OFFSETS: 0.0V 0.0V 0.0V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN
 2.5 pA/div
 1.5 mV/div

TI-NHTSA 004989



LOT (T) DIFFERENTIAL TO WIDE ? AFTER 600° H.T.

16:51:52 01 MAY 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME 1.00S

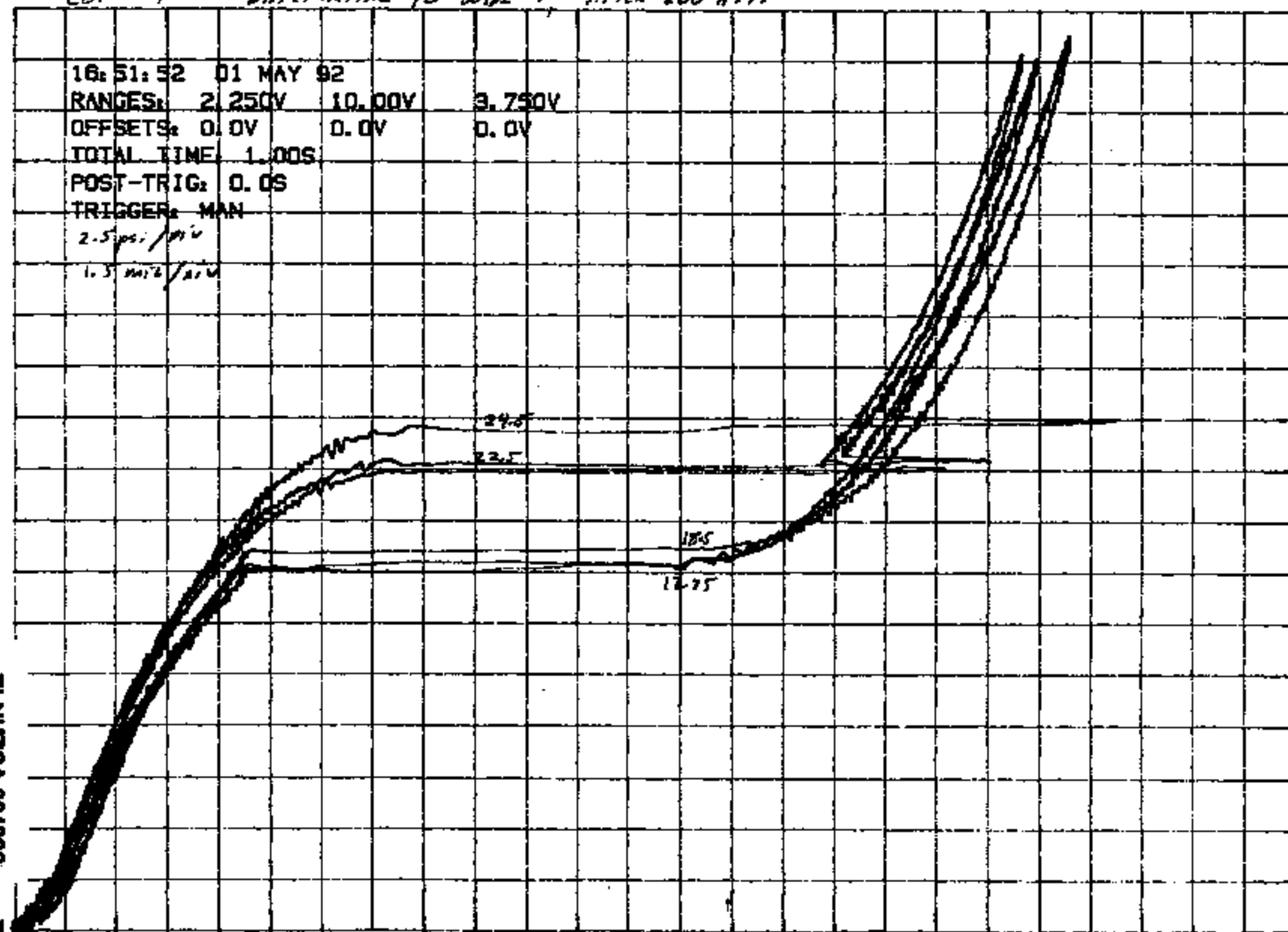
POST-TRIG: 0.0S

TRIGGER: MAN

2.5ps/div

1.5mV/div

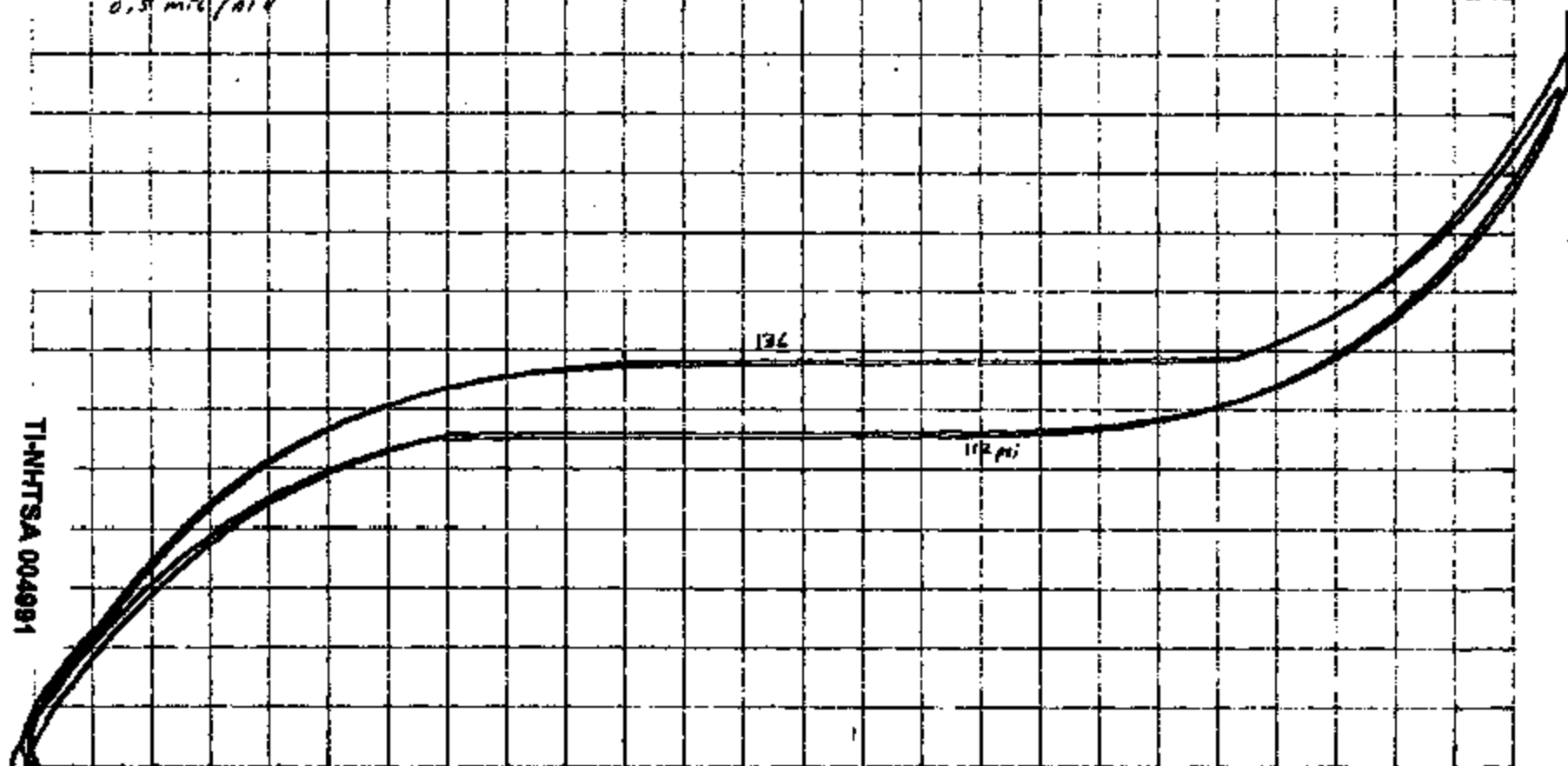
TI-NHTSA 004080



LOT 'T' possibly to noisy

17:17:42 01 MAY 92
RANGES: 1.800V 10.00V 1.250V
OFFSETS: 0.0V 0.0V 0.0V
TOTAL TIME: 1.006
POST-TRIG: 0.0S
TRIGGER: MAN
20 psi/div
0.5 ms/div

TI-NHTSA 004691



LOT "U" DEEMED ACCEPTABLE BY DALE, AS MATCHING LOTS F, Q, R

07:18:18 02 MAY 92
 RANGES: 2.250V 10.00V 3.750V
 OFFSETS: 0.0V 0.0V 0.0V
 TOTAL TIME: 1.00S
 POST-TRIG: 0.0S
 TRIGGER: MAN

2.5 pV/div
 1.5 nV/div

3.7

24.25

DIFF = 5.5

18.75

AVG AC = 23.42
 $\sigma = 0.93$

AVG DIFF = 5.125
 $\sigma = 0.97$

27.0

RED = U1
 GREEN = U2
 BLACK = U3

AVERAGE SUMA PULSE 0.0 pV

TI-NHTSA 004892

10:48:21 13 MAY 92
RANGES: 2.250V 10.00V 3.750V
OFFSETS: 0.0V 0.0V 0.0V
TOTAL TIME: 1.00S
POST-TRIG: 0.0S
TRIGGER: MAN

BUT 22.5/13.1 5.15V
AVERAGE

RED = V-1
GREEN = V-2
BLACK = V-3

TI-NHTSA 004993

10:58:09 13 MAY 92

RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

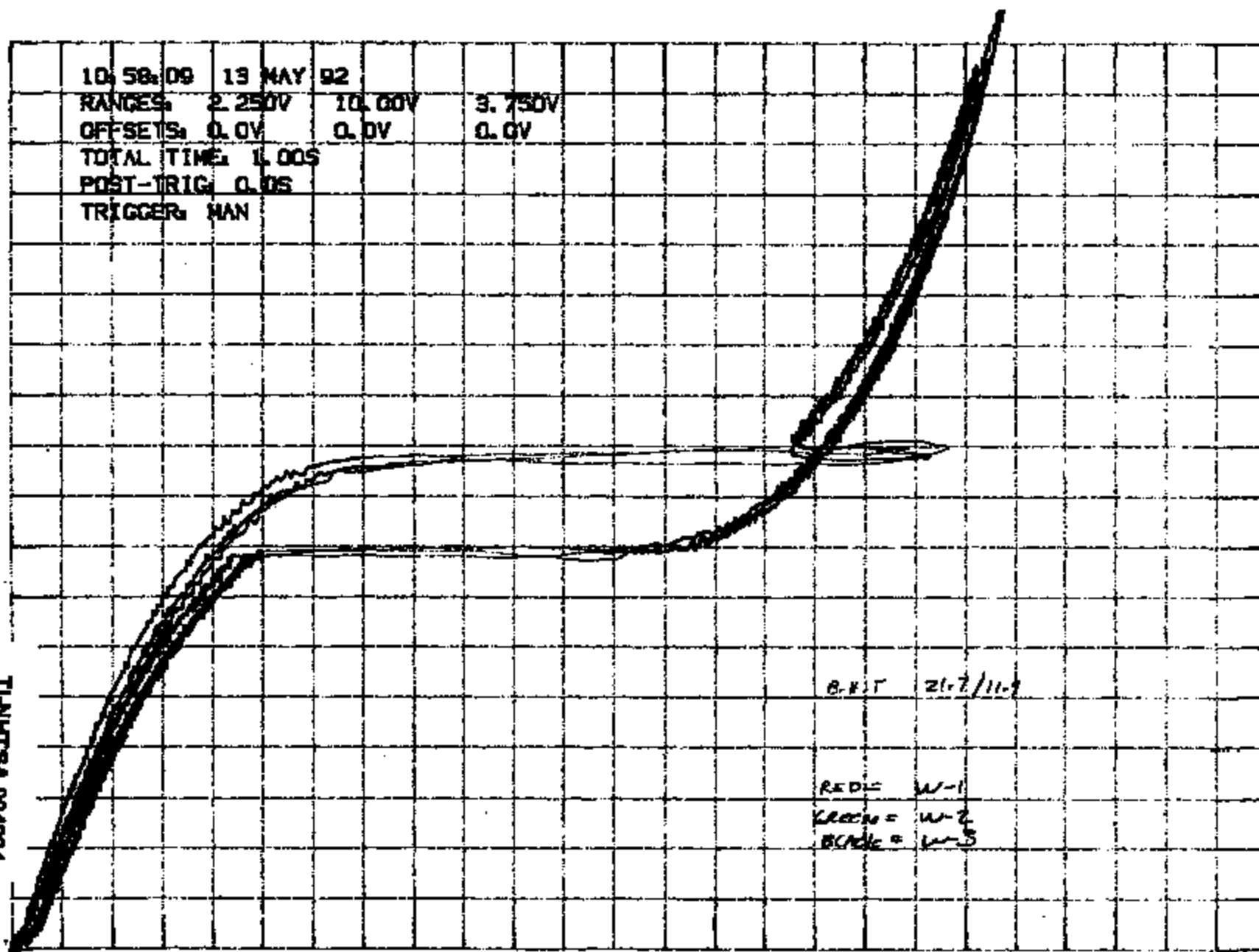
POST-TRIG: 0.0S

TRIGGER: MAN

TI-NHTSA 004094

B-KIT 21.7/11.7

RED = W-1
GREEN = W-2
BLACK = W-3



11:05:05 13 MAY 92

RANGES: 2.250V 10.00V

9.750V

OFFSETS: 0.0V 0.0V

0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.05

TRIGGER: MAN

B.H.T. 22.3/12.5

RED = X-1

GREEN = X-2

BLACK = X-3

TI-NHTSA 004896

12:03:30 19 MAY 92

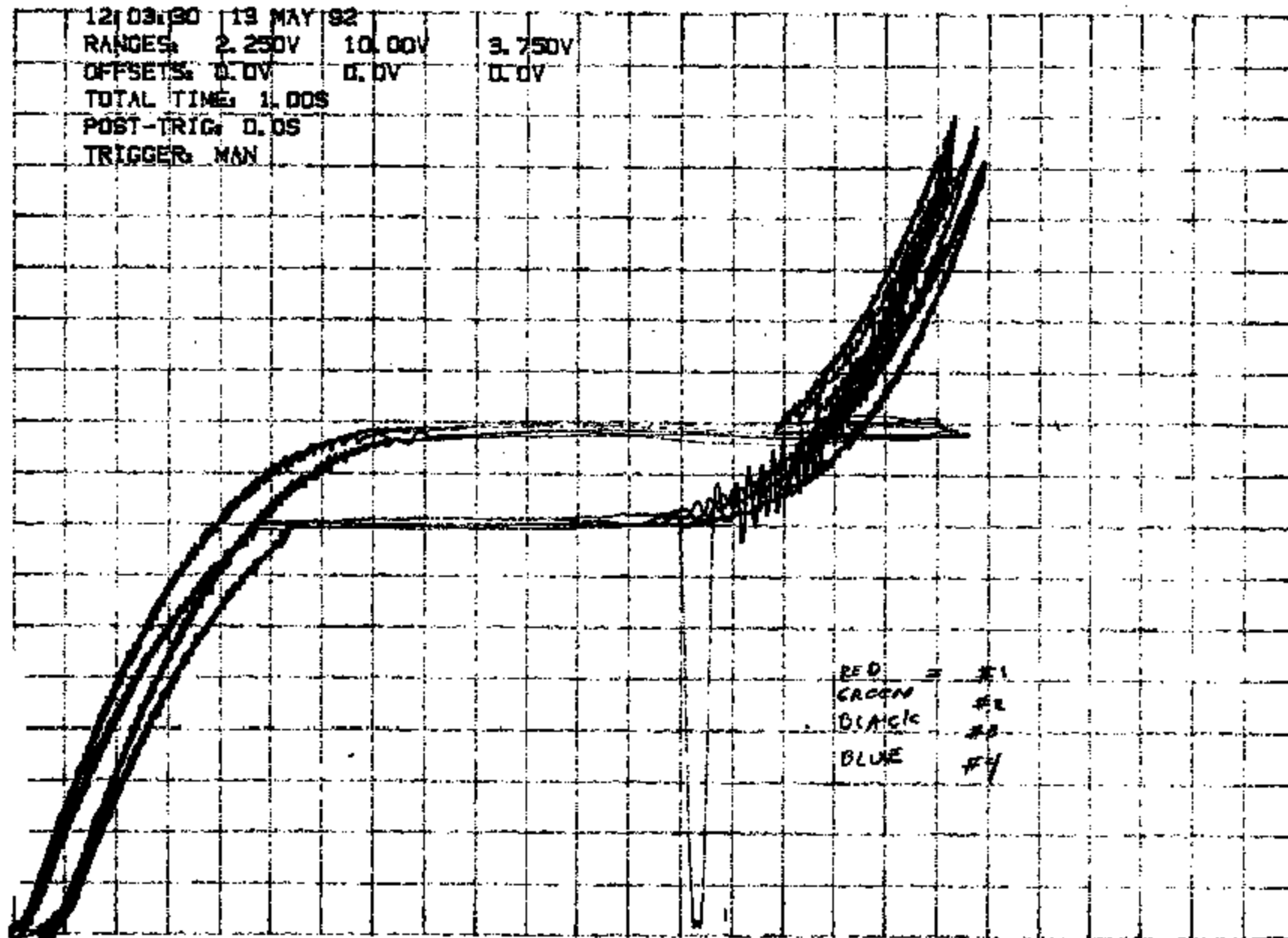
RANGES: 2.250V 10.00V 3.750V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN



RED = #1
GREEN = #2
BLACK = #3
BLUE = #4

TI-NHTSA 0046986

SEC PAGE 1A

EVALUATION OF LOW REL FALLOUT 5-8-92, DISC AFTER REMOVAL FROM SENSOR ASSEMBLY

12:14:50 08 MAY 92

RANGES: 2.250V 10.00V 3.750V

DRS 5-11-92

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

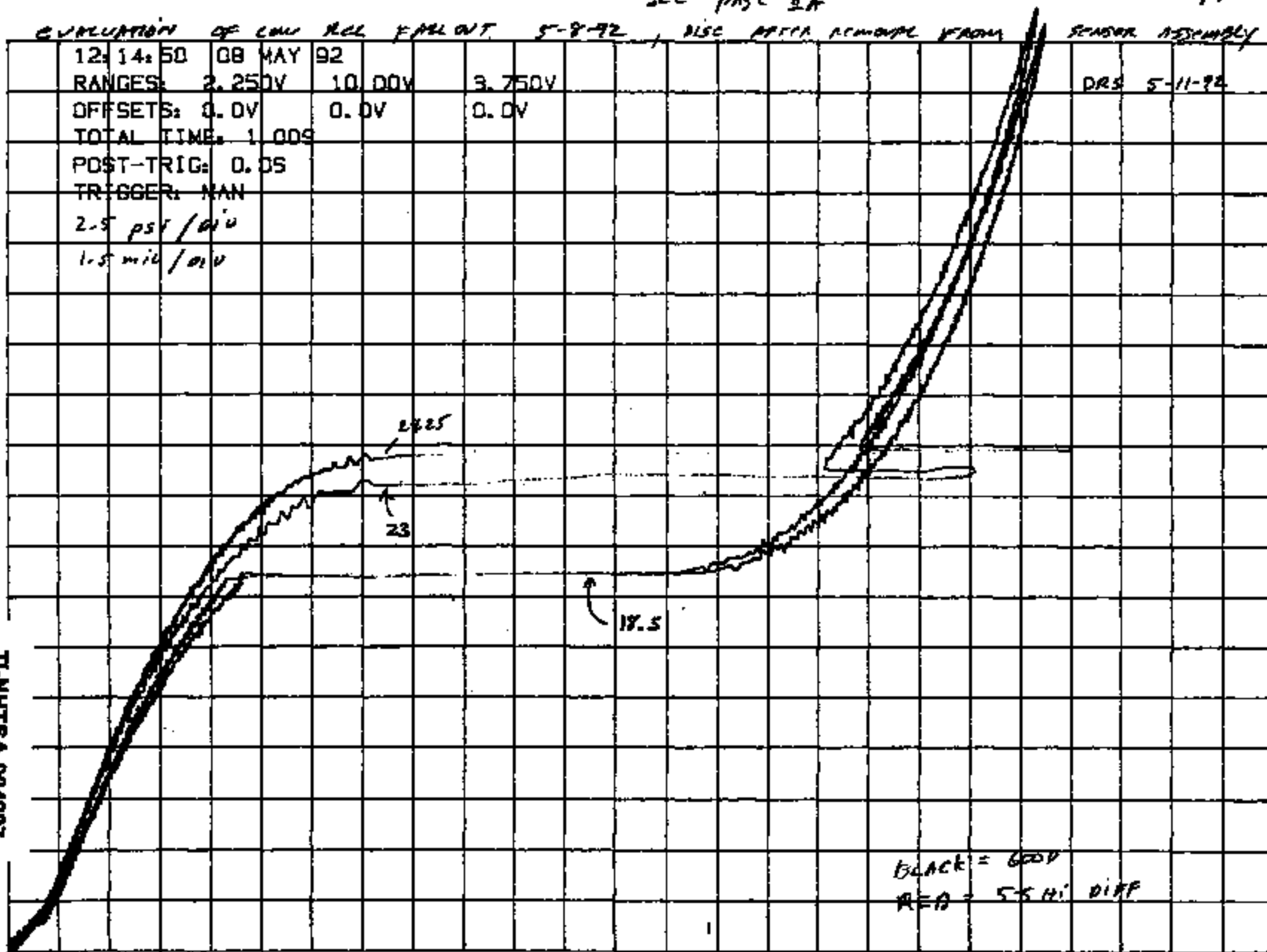
POST-TRIG: 0.0S

TRIGGER: MAN

2.5 pV/div

1.5 mV/div

TI-NHTSA 004997

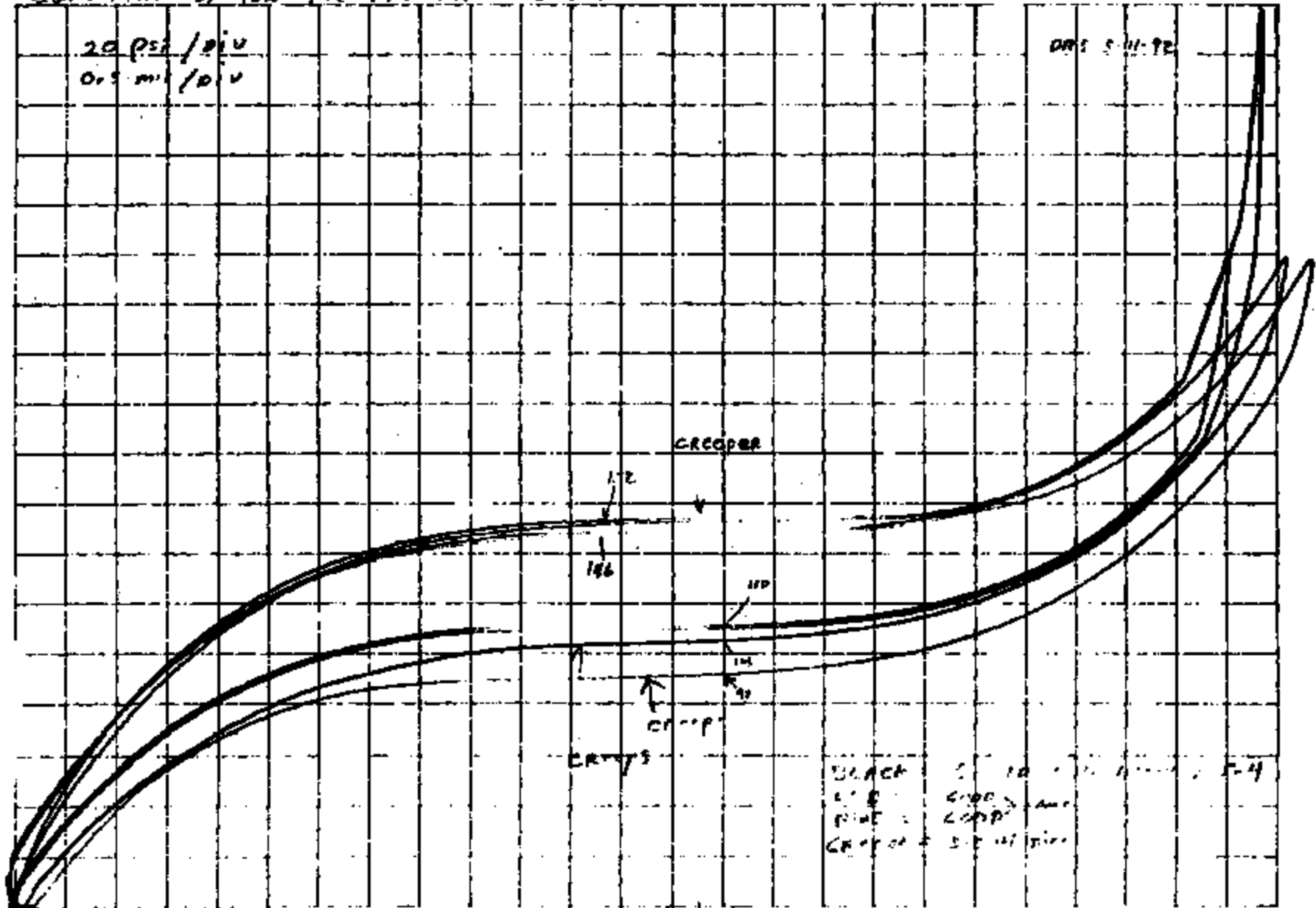


1000 SA

EVALUATION OF LOW FAL CREEP RATE 5-2-72

20 PSI / DIV
0.5 MI / DIV

DATE 5-11-72



BLACK 5-10-72 1000 SA
RED 5-10-72 1000 SA
BLUE 5-10-72 1000 SA
GREEN 5-10-72 1000 SA

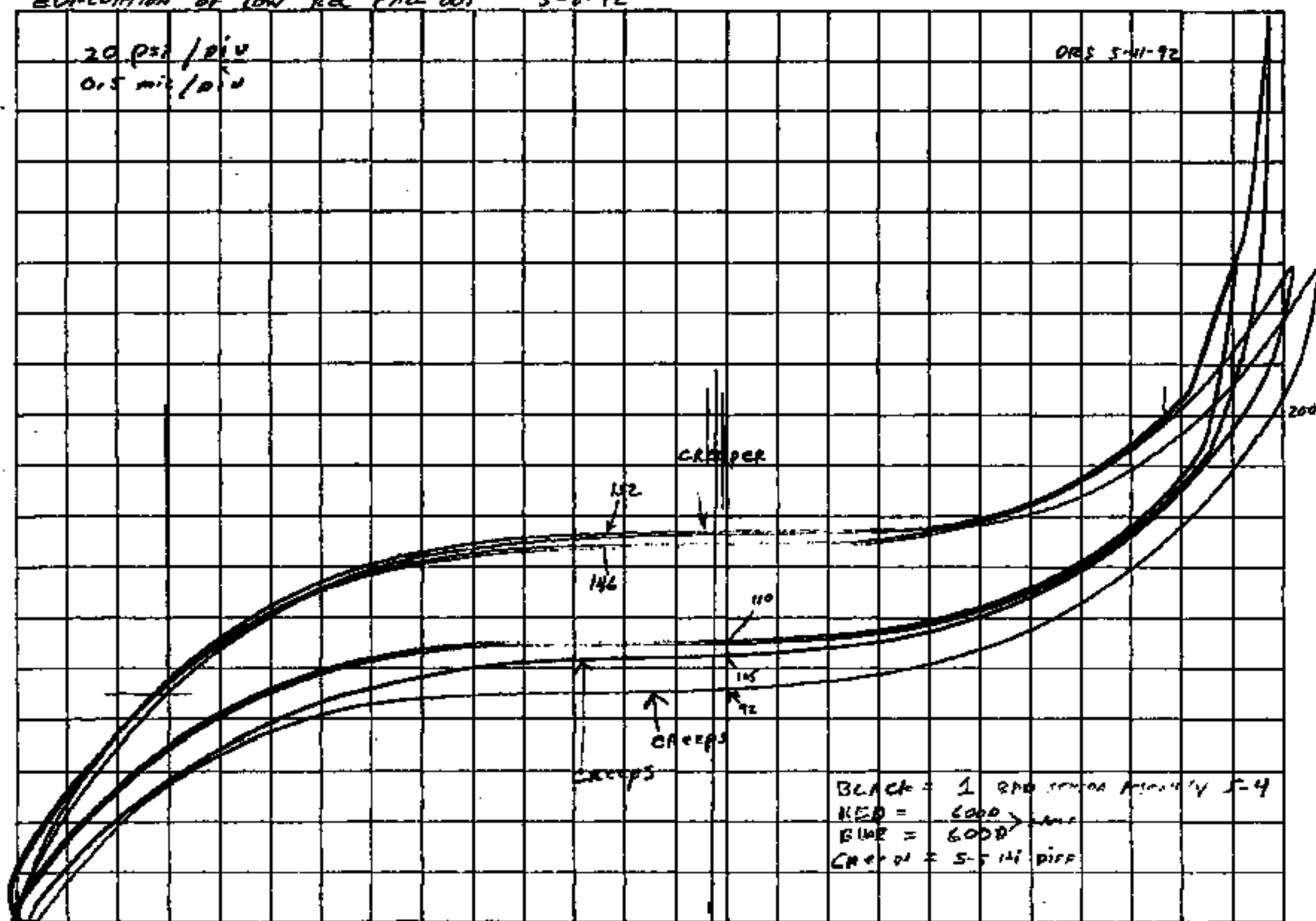
TI-NHTSA 004898

NGC 1A

EVALUATION OF LOW REL FUEL OUT 5-8-92

20 PSI / DIV
0.5 MIN / DIV

DRS 5-41-92



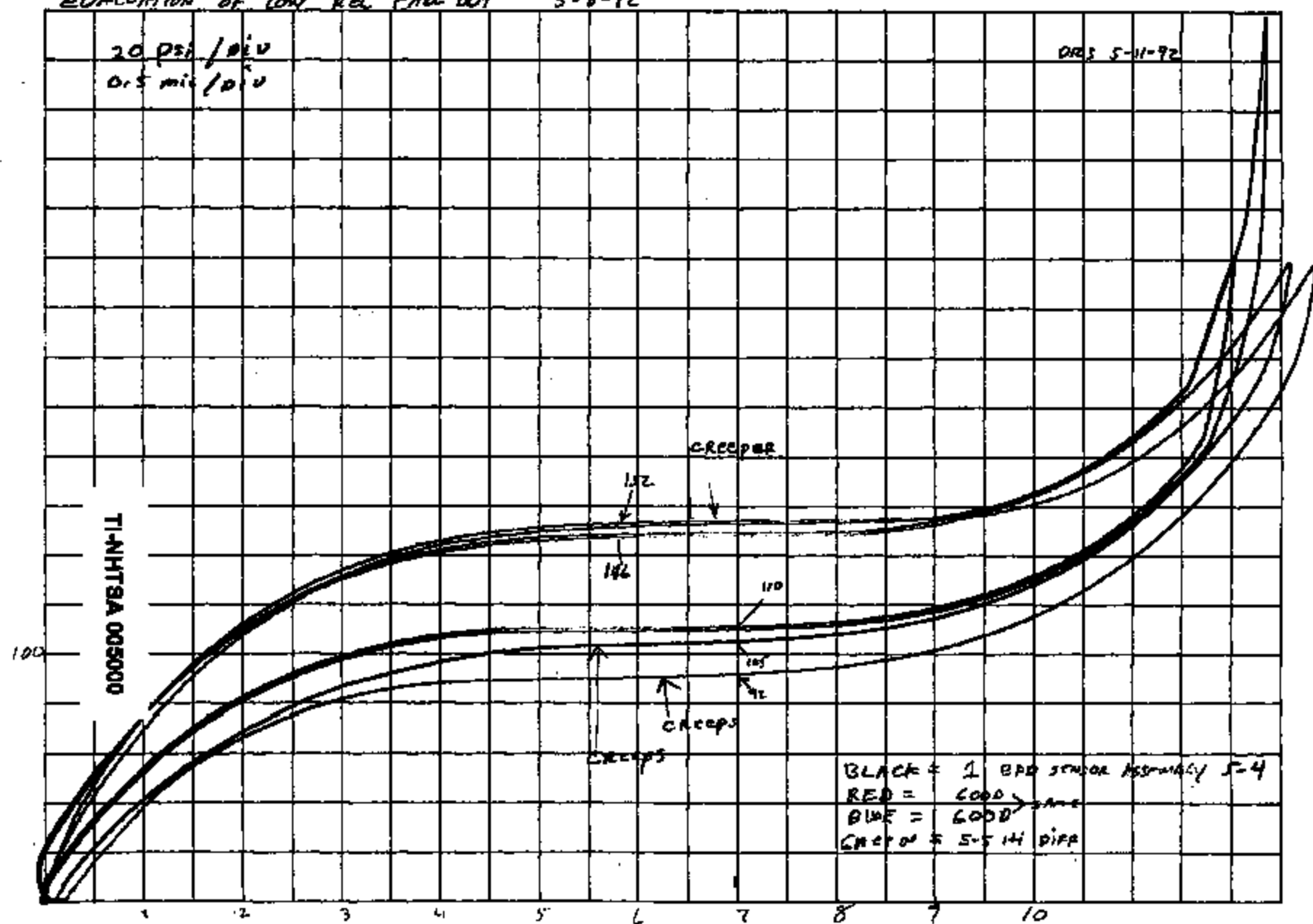
TI-NHT8A 004989

75-2A

EVALUATION OF LOW REL FAIL OUT 5-8-92

20 psi/div
0.5 mil/div

DRS 5-11-92



10:11:44 19 MAY 92

LOW REL FAILURE

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 PSI
0.5 MIL/DIV

PRESSURE

TI-NHTSA 005001

RED = #3 LOT 5-9 RATTLES
GREEN = #4 LOT 5-9 RATTLES

DISPLACEMENT (MILS)

LOW REL TARIOUT

10.03.37 19 MAY 82

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

20 psi/div

0.5 mV/div

RED > #1 RANDOM PART FROM BOWL
LOT 5-9
GREEN
BLACK > #2 RANDOM PART FROM BOWL
BLUE > LOT 5-9

TI-NHTSA 008002

10, 21, 28 13 MAY 92

RANGES: 1.800V 10.00V 1.250V

OFFSETS: 0.0V 0.0V 0.0V

TOTAL TIME: 1.00S

POST-TRIG: 0.0S

TRIGGER: MAN

REPEATABLE

RED = #3 145.51 RATTLES

TI-NHTSA 005003

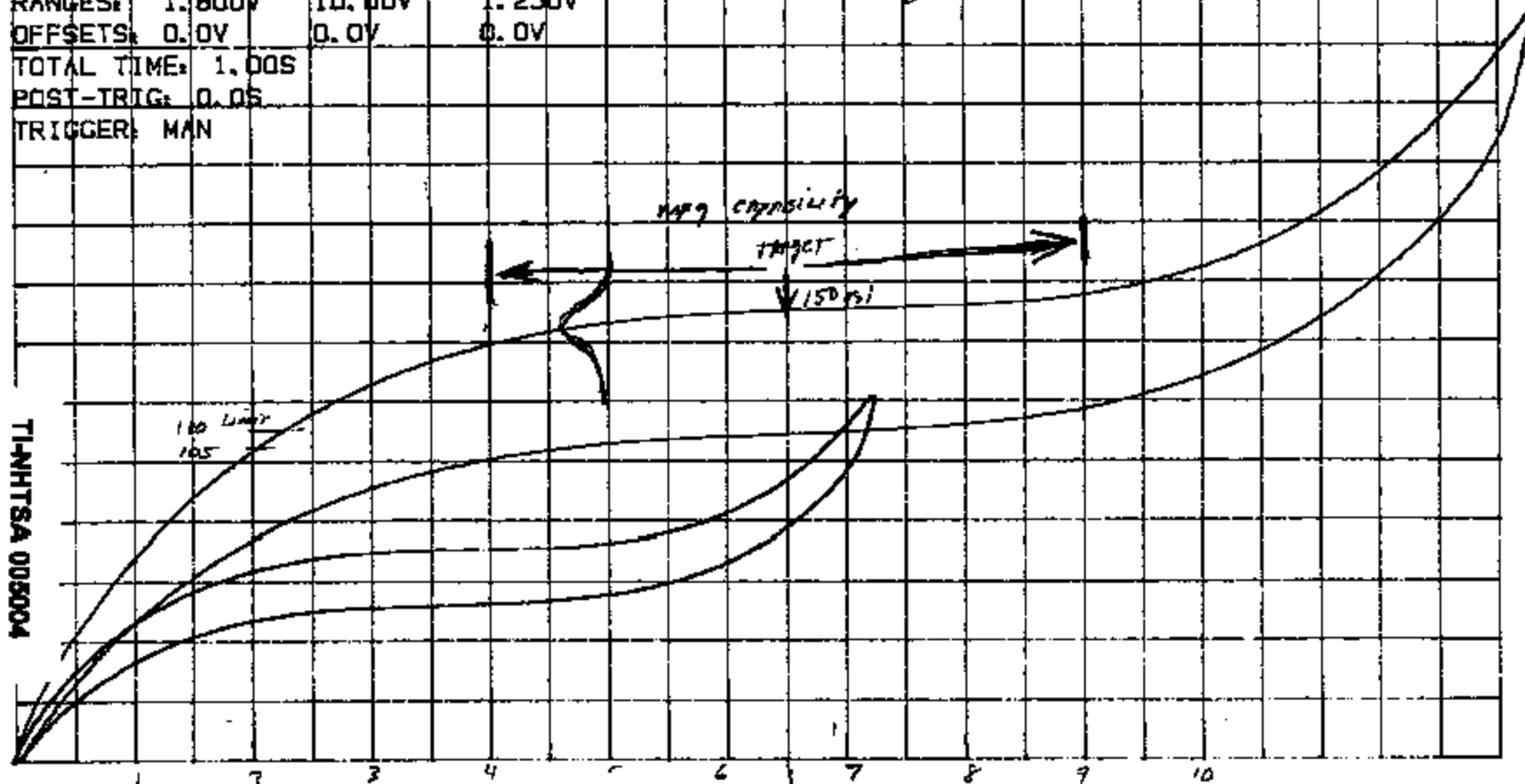
LOT #103, PRODUCTION 7-23-92 PILOT.

RANGES:	3.750V	10.00V	2.250V	BASED ON THIS CURVE DECIDED
OFFSETS:	0.0V	0.0V	0.0V	TO LOWER MIN ACT LIMIT
TOTAL TIME:	1.00S			FROM 110 PSI TO 105 PSI. THIS WAS
POST-TRIG:	0.05			REQUESTED BECAUSE THE DISC LOT MEAN
TRIGGER:	MAN			WAS SHIFTED DOWN BY 5 PSI. THE ACT
				LIMITS SHOULD ACTUALLY MOVE WITH THE
				DISC NOMINAL ACT VALUE.

Del Sept 7-23-92 400p.

RANGES:	1.800V	10.00V	1.250V
OFFSETS:	0.0V	0.0V	0.0V
TOTAL TIME:	1.00S		
POST-TRIG:	0.05		
TRIGGER:	MAN		

TI-NHTSA 005004



DATE 5060E 3/27/92

	SOUND DISC			PASSENGER CAR CUP				TRUCK CUP				
	ACT	REL	Δ	ACT	REL	PIN WINDOW	TOTAL @ 200PSI THROW	ACT	REL	PIN WINDOW	TOTAL @ 200PSI THROW	
ULTRA LOW DIFF B-3 TRUCK DISC	27.9	26.5	1.4	168	131	2.1 CIRCULAR	13.9	286	220	1.9	21.3	
LOW DIFF 3D TRUCK DISC	29.8	27.4	2.4	186	146	3.0	15.3	318	239	3.4	21.1	
LOW DIFF 2D TRUCK DISC	30.0	27.4	2.6	178	138	2.8	12.5	344	228	3.7 CIRCL REL	20.0	
MODERATE LOW DIFF B1 TRUCK DISC	29.8	25.4	4.3	181	145	4.2	15.6	310	226	4.2	21.2	
PRODUCTION TRUCK DISC												
ULTRA LOW DIFF CAR DISC F1 500HP 3000RPM 25021874				133	101	3.8 CIRCULAR	15.9					AB2 AB3 w/10
MODERATE LOW DIFF H CAR DISC C00117 0121* 25021874	27.6	19.6	3.0	136	96	3.3	12.5					AB1
PRODUCTION CAR DISC			11	136	59	5.8	14.5					
LOW DIFF CAR DISC F1 25021874 500* 3000RPM HT	23.1	20.8	2.9	132	98	4.3	15.9					

AB1 H w/SHUB
AB2 F ALONE
AB3 F w/SHUB

TI-NHTSA 005005

✦ 2014 年 10 月 1 日

TI-NHT9A 005008

