

EA03-010

Ford

10/22/03

Attachment F
Continuation

Book 5 of 24



REPORT NO. 7-7-12
 2018
 CONFIDENTIAL

FINAL TEST REPORT

**Global Test Operations
Advanced Vehicle Technology**

TO:	J. Boland	Test Order No.	T-A5018
		Work Task W. O. No.	F09
		Test Date	11/26/97
		Date Reported	3/4/98
		Sheet	1 of 188

SUBJECT: Crash Test 10939 (30° Right Front Fixed Barrier Impact at 31.1 ± 0.4 mph, 50.0 ± 0.6 km/h) - 2000 Sable (D186) 4-Door Wagon

REQUESTED BY: Vehicle Safety and CAR Department, Advanced Vehicle Technology - K. Ewing

OBJECT: To obtain development data relative to FMVSS 208, 212, 301 and safety design guideline door openability.

SUMMARY OF TEST RESULTS:

- See Section 1.0 for injury criteria data.
- See Section 2.0 for windshield mounting retention data.
- See Section 3.0 for fuel spillage data.
- See Section 4.0 for post-impact door openability data.


 Concur: R. Burns
 Section Supervisor
 Operations Engineering Section


 S. Pingston
 Test Development Engineer

VEHICLE DATA:

Make and Model 2000 Sable (D186) 4-Door Wagon

ID Numbers 1MELM5883VG632301, 313-T-996, DCO420

Power Train 3.0L, EFI, Automatic (AX4N) Transaxle

Fuel Tank(s) Usable Capacity: 16.0 gal. (60.6L)
 Test Condition: The "run dry" tank was filled with red-dyed Stoddard solvent to 95% of its rated usable capacity.

Front Seat(s) Type: Bucket
 Cover: Cloth and Vinyl
 Tracks/Position: LF: 6-Way Power/Mechanical Mid and Down
 RF: Manual/Mechanical Mid
 Seat Backs/Position: Adjustable/LF: 26.9° Rear of Vertical, RF: 26.7° Rear of Vertical
 Head Restraints/Position: Adjustable/Up
 Lumbar Support/Position: LF: Power/Deflated

Restraint System LF: 3-Point Continuous Loop Active Belt and Steering Wheel Air Bag
 RF: 3-Point Continuous Loop Active Belt and Instrument Panel Air Bag

Occupants LF & RF: 50th Percentile Male, Hybrid III, Instrumented

Test Weight Front: 2316 lb (1051 kg)
 Rear: 2003 lb (909 kg)
 Total: 4319 lb (1959 kg)

Tires Front: P205/65R15 30 psi (207 kPa)
 Rear: P205/65R15 30 psi (207 kPa)
 Spare: Removed

Significant Content or Accessories: Air Conditioning, Power Steering, Power Brakes, Tilt Steering Wheel

GENERAL TEST COMMENTS:**1. Test Procedure**

The test was performed according to the following Corporate test procedure(s):

- Fixed Barrier Collision, T657-ST-14 dated July 17, 1996.
- GFI and EFI Fuel Systems Stoddard Solvent Fill, ST-11 REF. 4.
- Fuel System Static Rollover, T657-ST-34 dated July 17, 1996.
- Occupant Crash Protection, T657-ST-25 dated July 17, 1996.
- Post-Impact Door Opening Evaluation, Proposal P4-103D dated July 25, 1983.

2. Remarks

Crash movies, pre- and post- crash still images of the test vehicle and copies of this report are available only through the Crash Test Operations Section after permission is obtained from the test requesting department. The crash still images are stored on GD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 10939001 through 10939069.

TEST RESULTS:

1.0 Occupant Injury Data (FMVSS 208)

	<u>L. E. Dummy</u>	<u>R. F. Dummy</u>
Head Injury Criteria (HIC)	171	210
Interval t1	81 ms	84 ms
t2	117 ms	120 ms
Chest resultant acceleration level at 3 ms cumulative duration	36 g	37 g
Chest Deflection (Hybrid III)	1.0 in	0.6 in
Peak axial compression load:		
Left femur	244 lb	585 lb
Right femur	353 lb	721 lb
Peak axial tension load:		
Left femur	73 lb	8 lb
Right femur	174 lb	44 lb
Dummy contained within the vehicle during the crash	Yes	Yes

Time histories of the dummy instrumentation are included in this report.

Time histories of the dummy dynamic displacements obtained from Film Analysis are included in this report.

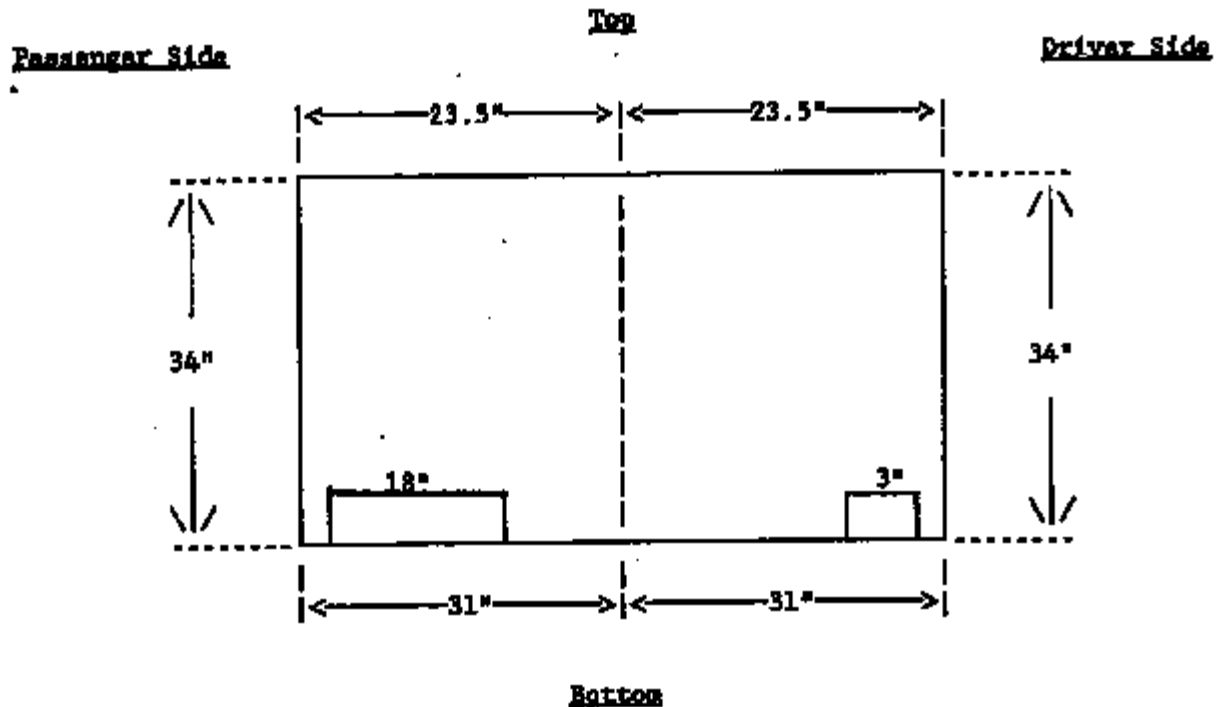
Time histories of the air bag/sensor(s) are included in this report.


Time histories of any requested derived data (i.e. integrations, etc.) were given to the requesting activity and are not included in this report.

TEST RESULTS: (Cont'd)**2.0 Windshield Mounting Retention (FMVSS 212)**

The driver side windshield mounting retention at ambient room temperature was 97%.

The passenger side windshield mounting retention at ambient room temperature was 80%.



 Separation

3.0 Fuel System Integrity (FMVSS 301)

- There was no fuel system spillage during or for thirty minutes following impact.
- The fuel system held pressure during a post-crash pressure check.
- The static rollover test was canceled by the requesting section.

4.0 Door Openability

All four doors could be unlatched and opened manually following impact.

TEST RESULTS: (Cont'd)

5.0 Vehicle Crush, Film Analysis and/or Instrumentation Data

Time histories of the vehicle accelerations and other instrumentation are included in this report.

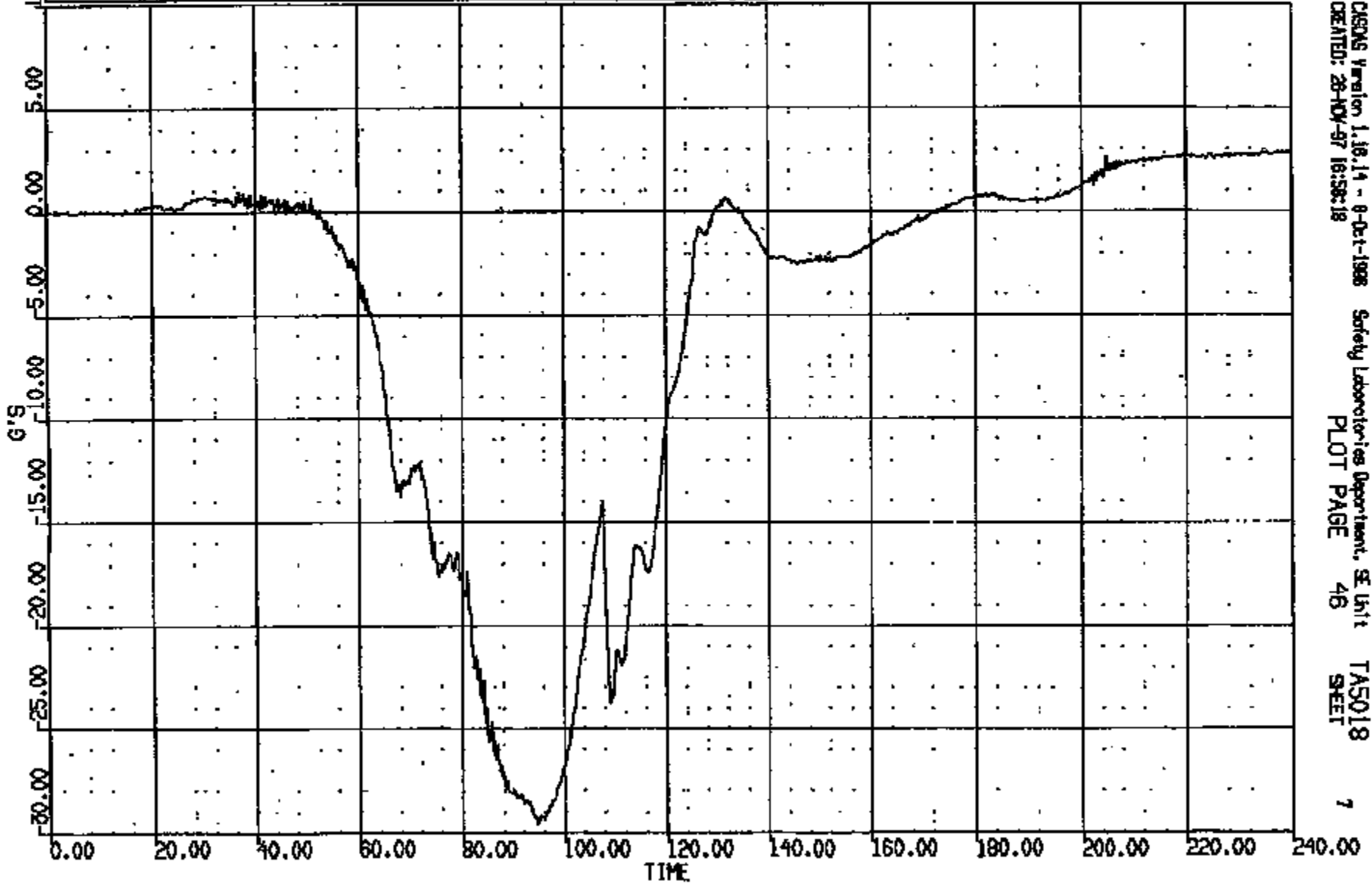
Time histories of vehicle dynamic displacements obtained from Film Analysis are included in this report.

Static displacements of various body points obtained by Dimensional Analysis are included in this report.

Time histories of any requested derived data (i.e. integrations, etc.) were given to the requesting activity and are not included in this report.

CR R: 10039 TO: TAS018 DATE: 071128 15:46:30
199X 0-188 2000 0-188

(1) CR10939T L/F DUMMY HEAD C.G. LONG 1000C
MAX = 2.913 at 28.2 MS MIN = -29.67 at 91.80 MS **AXIS 1**

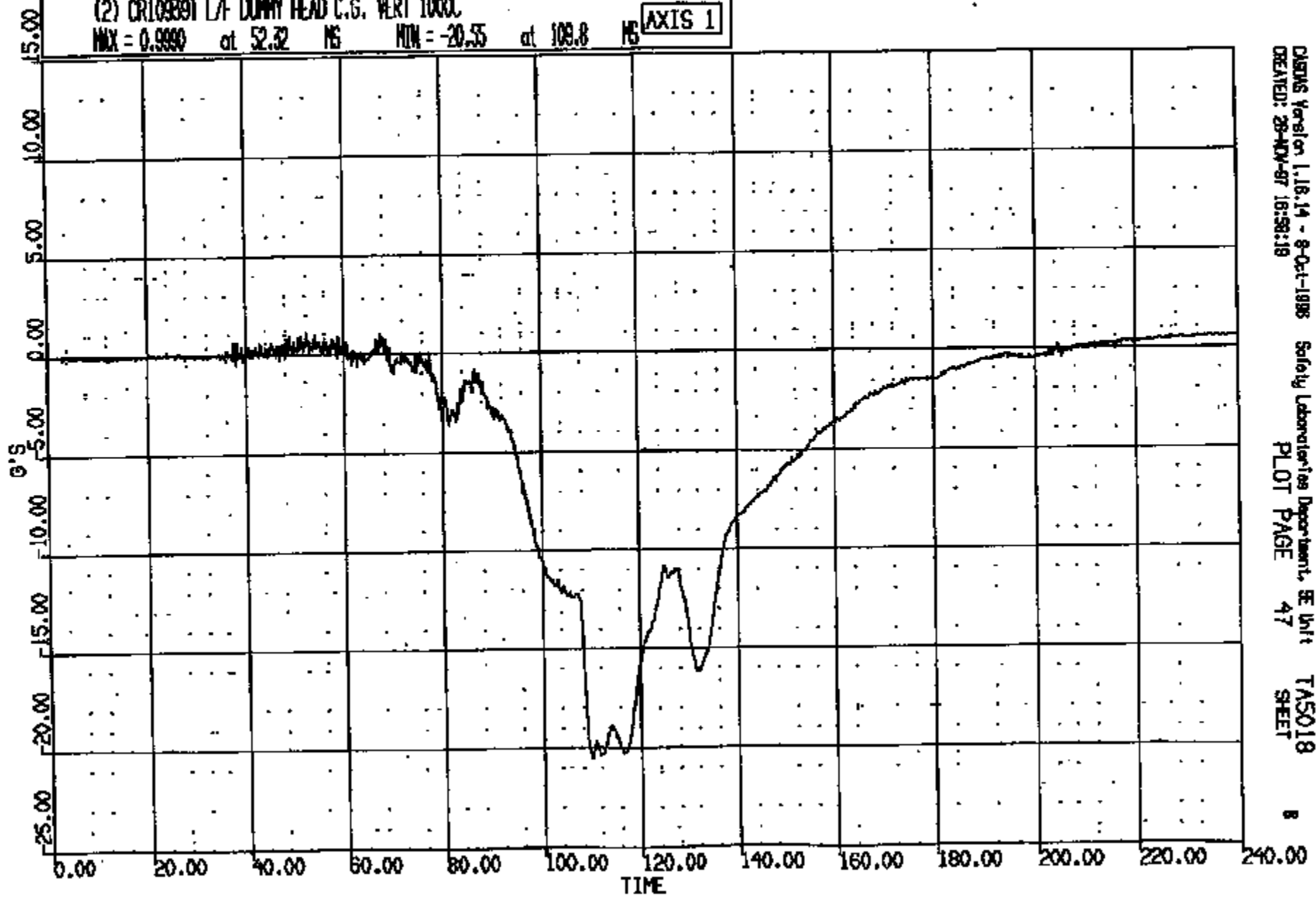


CR1S 0010939

CASAS Version 1.18.14 - 8-Oct-1988 Safety Laboratories Department, SE Unit TAS018
CREATED: 28-NOV-87 16:58:18 PLOT PAGE 46 SHEET 7

CR R: 10939 TO: T5018 DATE: 071120 16:48:20
100X 0-100 2000 0-100

(2) CR109391 L/F DUMMY HEAD C.S. VERT 1000C
MAX = 0.9900 at 52.32 MS MIN = -20.55 at 109.8 MS **AXIS 1**

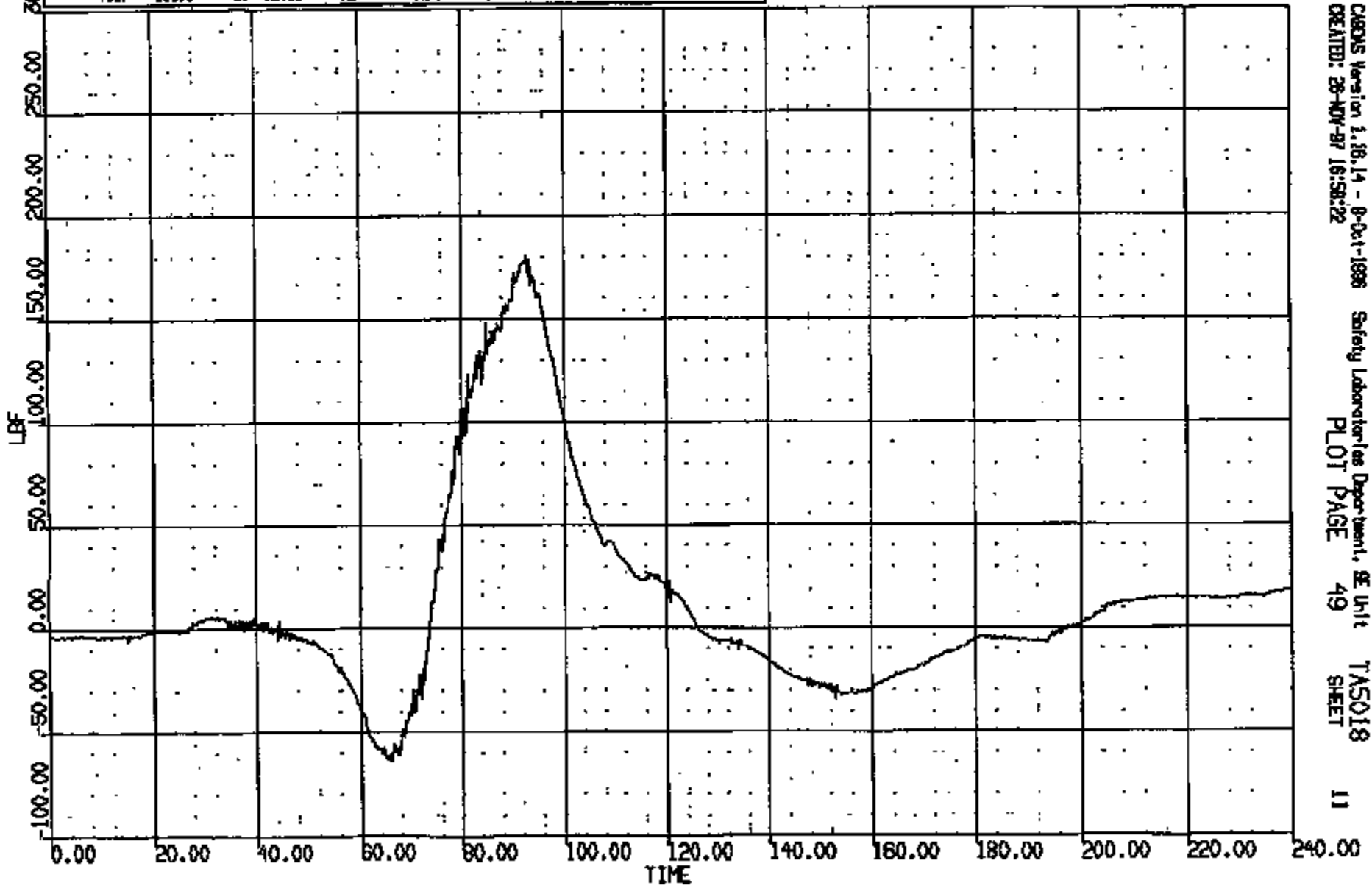


CRSING Version 1.18.14 - 8-Oct-1995 Safety Laboratories Department, SE Unit T5018
CREATED: 28-NOV-97 16:58:19 PLOT PAGE 47 SHEET 8

CRTS 0010939

CR R: 10889 TO: TASO18 DATE: 071120 15:48:59
189X D-189 2000 D-189

(4) CR10939T L/F DUMMY NECK UPPER LOAD FX 1000C
MAX = 180.5 at 92.95 MS MIN = -63.61 at 65.92 MS **AXIS 1**

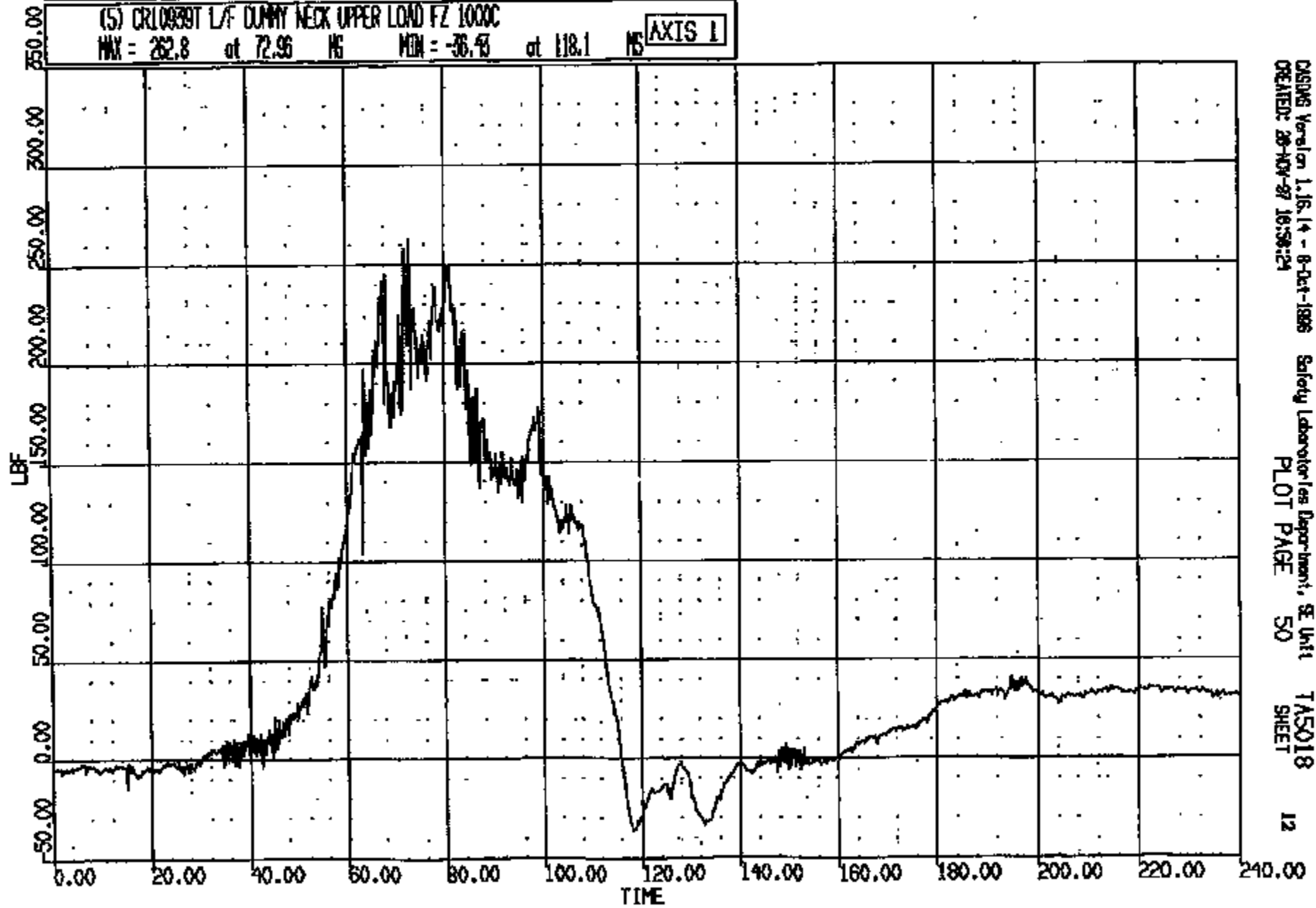


CRS Version 1.18.14 - 9-Oct-1998 Safety Laboratories Department, SE Unit TASO18
CREATED: 28-NOV-97 16:58:22 PLOT PAGE 49 SHEET 11

CRIS 0010939

CR R: 10839 TO: T45018 DATE: 971128 15:48:59
199X D-188 2000 D-188

(5) CR10099T L/F DUMMY NECK UPPER LOAD FZ 1000C
MAX = 262.8 at 72.96 MS MIN = -36.43 at 118.1 MS **AXIS 1**



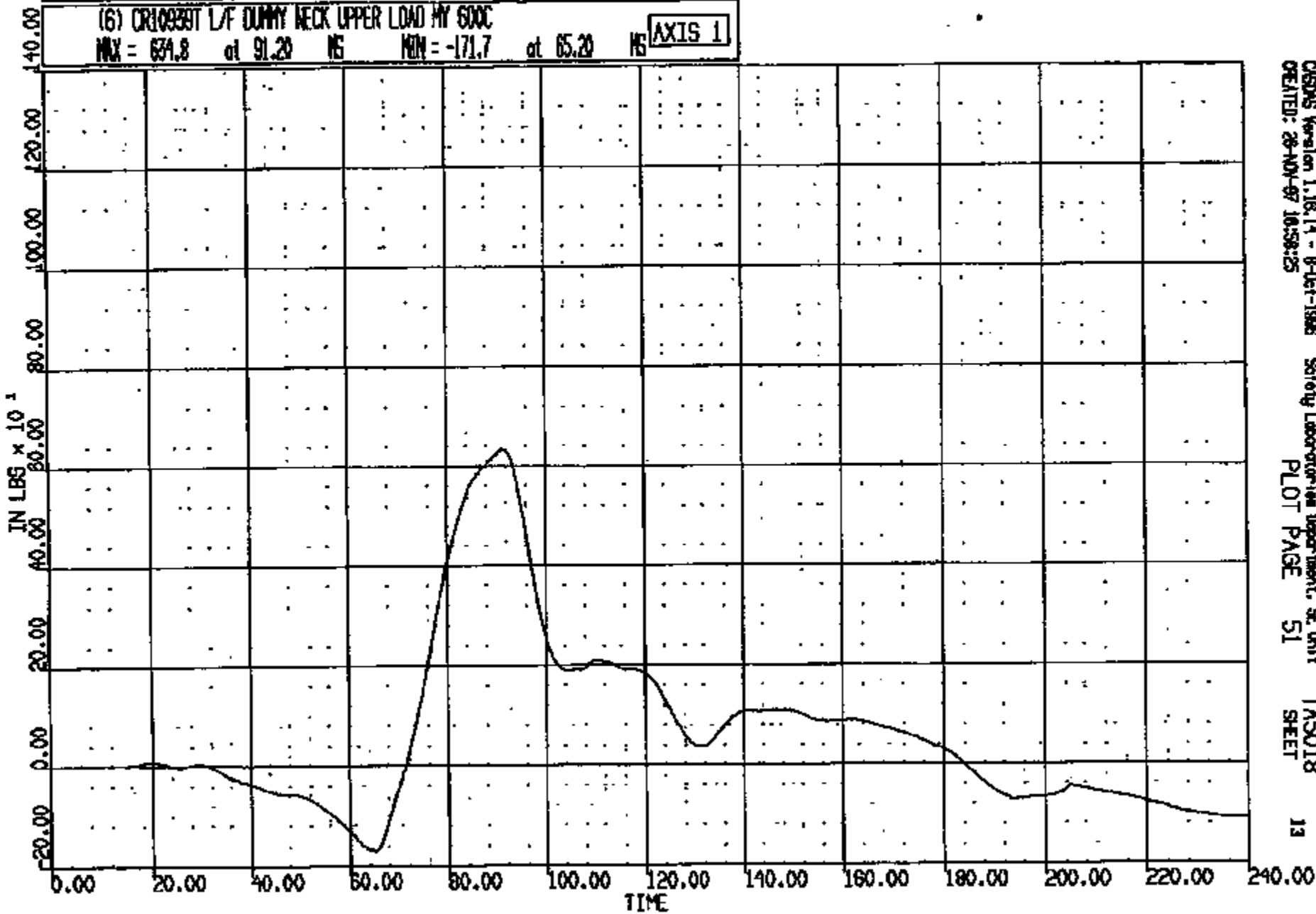
CRSING Version 1.16.14 - 8-Oct-1998 Safety Laboratory Department, SE Unit T45018
CREATED: 28-NOV-97 16:58:24 PLOT PAGE 50 SHEET 12

CRIS 0010939

CR R: 10858 TO: T45018 DATE: 971126 15:46:59
100X D-188 2000 D-188

(6) CR10939T L/F DUMMY NECK UPPER LOAD MY 600C

MAX = 634.8 at 91.20 MS MIN = -171.7 at 65.20 MS AXIS 1

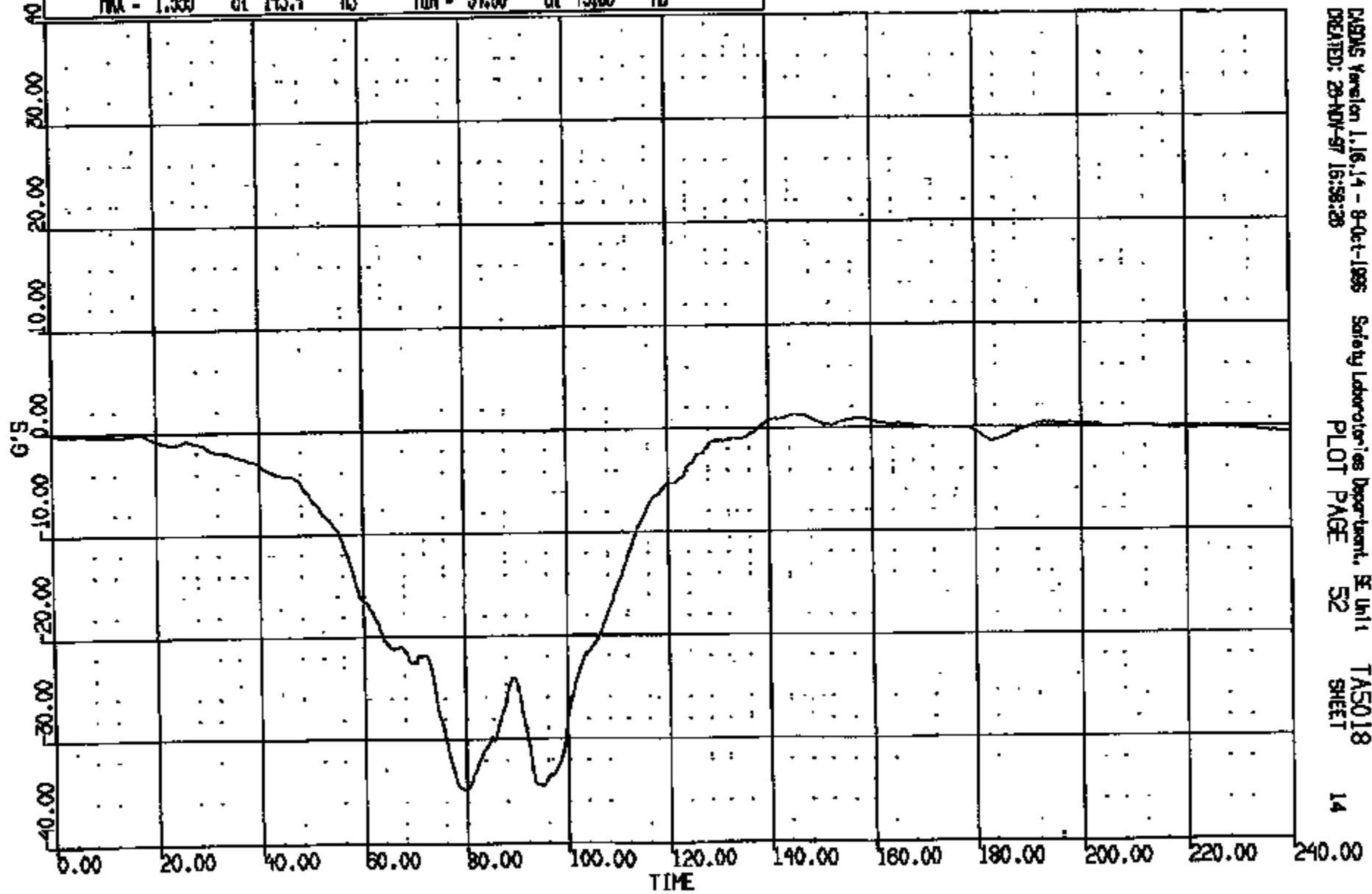


CRS0MS Version 1.16.14 - 9-04-1998 Safety Laboratory Department, SE Unit T45018 13
CREATED: 26-NOV-97 16:59:25 PLOT PAGE 51 SHEET

CR10939T

CR #: 10939 TO: TASO18 DATE: 971126 15:46:39
199X D-186 2000 D-186

(7) CR10939T L/F DUMMY CHEST LONG 180C
MAX = 1.336 at 145.4 MS MIN = -34.80 at 79.68 MS **AXIS 1**

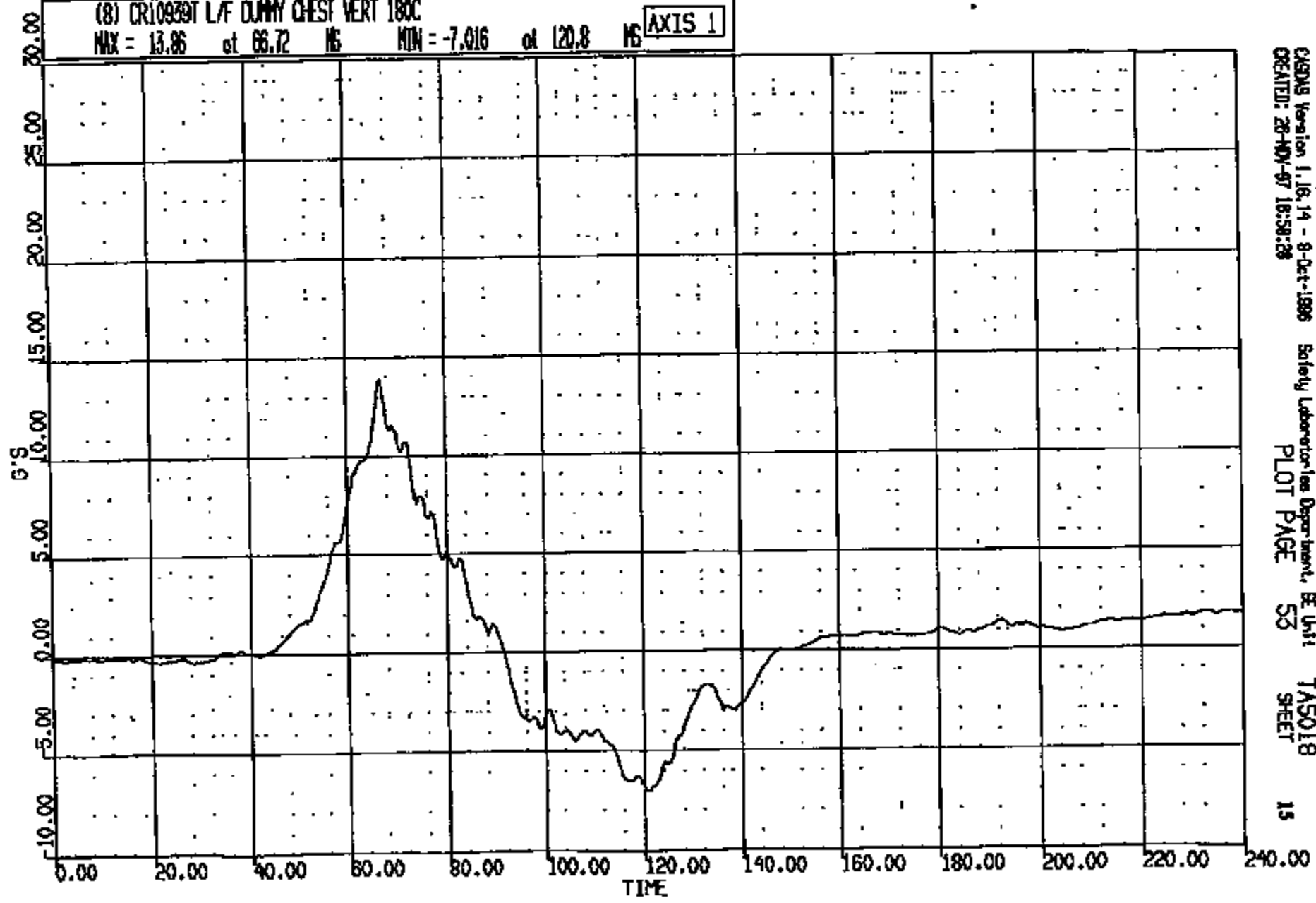


PADMS Version 1.16.14 - 8-Oct-1995 Safety Laboratories Department, SE Unit 1
CREATED: 29-NOV-97 16:56:28 PLOT PAGE 52 TASO18 SHEET 14

CRTS 0010939

CR R: 10850 TO: TAS018 DATE: 071120 15:48:39
100X D-180 2000 D-180

(8) CR10939T L/F DUMMY CHEST VERT 180C
MAX = 13.86 at 66.72 MS MIN = -7.916 at 120.8 MS **AXIS 1**



CRS018 Version 1.16.14 - 9-Oct-1999 Safety Laboratories Department, EE Unit TAS018
CREATED: 28-NOV-97 16:58:28 PLOT PAGE 53 SHEET 15

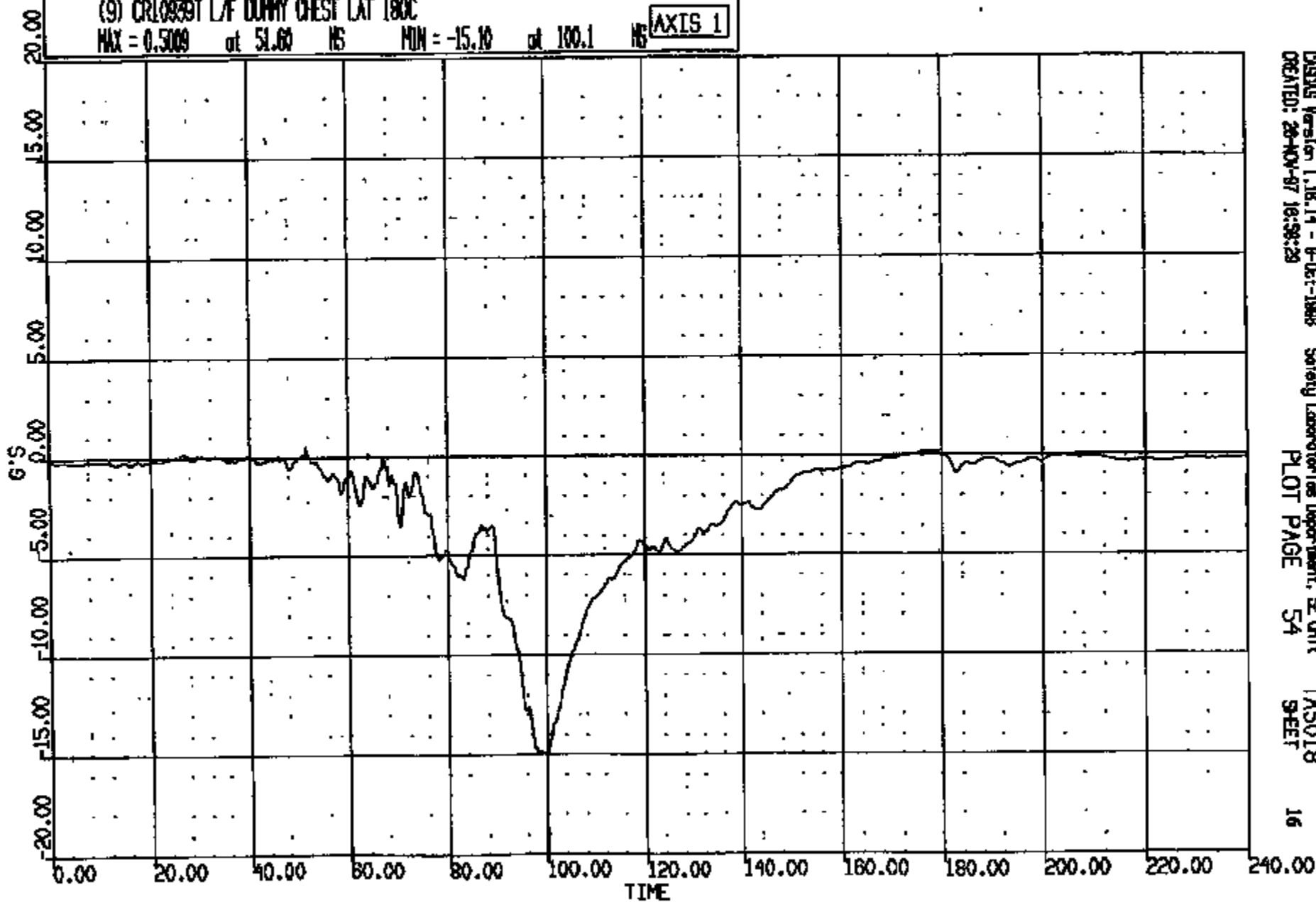
CRIS 0010939

CR R: 10939 TO: TAS018 DATE: 071120 15:48:39
199X D-188 2000 D-188

(9) CR10939T L/F DUMMY CHEST LAT 180C

MAX = 0.5009 at 51.00 HS MIN = -15.10 at 100.1 HS

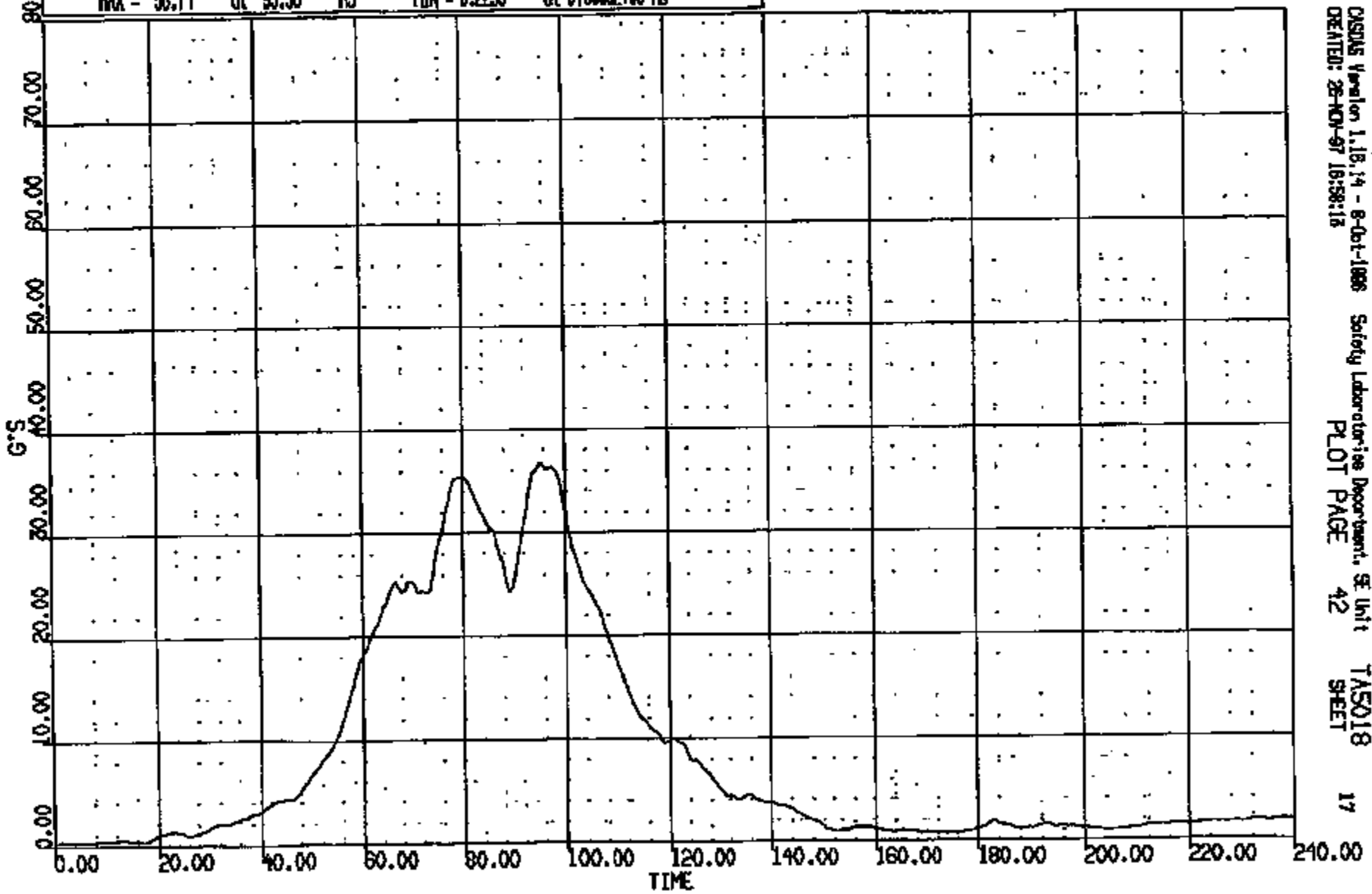
AXIS 1



CR18 0010939

CR R: 10939 TO: T45018 DATE: 871128 15:48:59
198X D-188 2000 D-188
CLMDUR = 38.101 Duration time = 2.9857

(10009) CR10939T L/F DUMMY CHEST RES 180C
MAX = 36.74 at 95.36 MS MIN = 0.2238 at 0.000E+00 MS **AXIS 1**



CRSUS Version 1.18.14 - 8-Oct-1988 Safety Laboratory Department, SE Unit T45018
DATE: 28-NOV-87 16:58:18 PLOT PAGE 42 SHEET 17

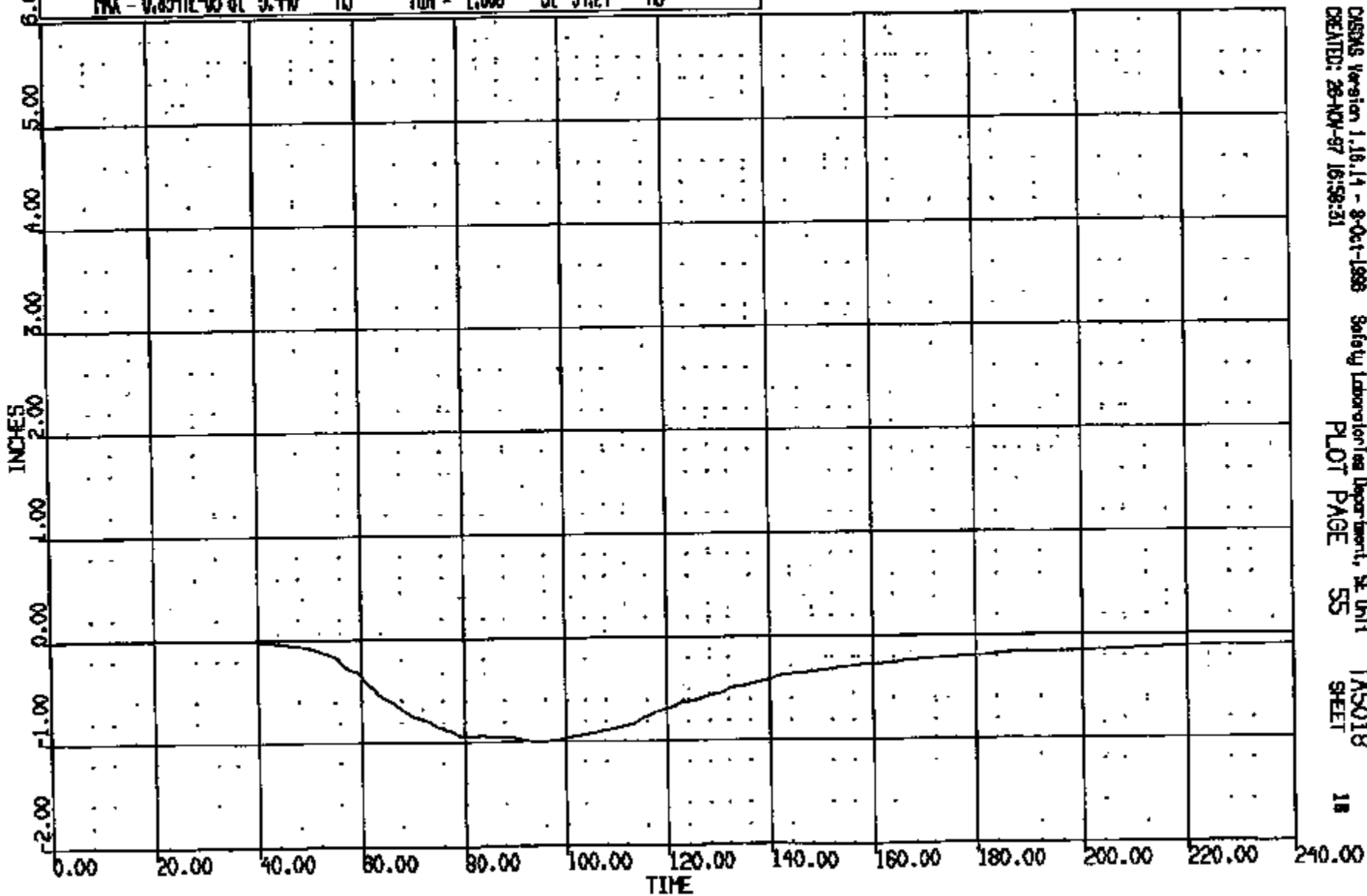
CRTS 0010939

CR R: 10939 TO: TAB018 DATE: 971126 15:46:39
199X D-188 2000 D-188

(10) CR10939T L/F DUMMY CHEST DEFLECTION 180C

MAX = 0.8341E-03 at 3.440 MS MIN = -1.008 at 94.24 MS

AXIS 1



CRSNG Version 1.18.14 - 8-Oct-1998
CREATED: 28-NOV-97 16:58:31

Safety Laboratories Department, SE Unit
PLOT PAGE 55

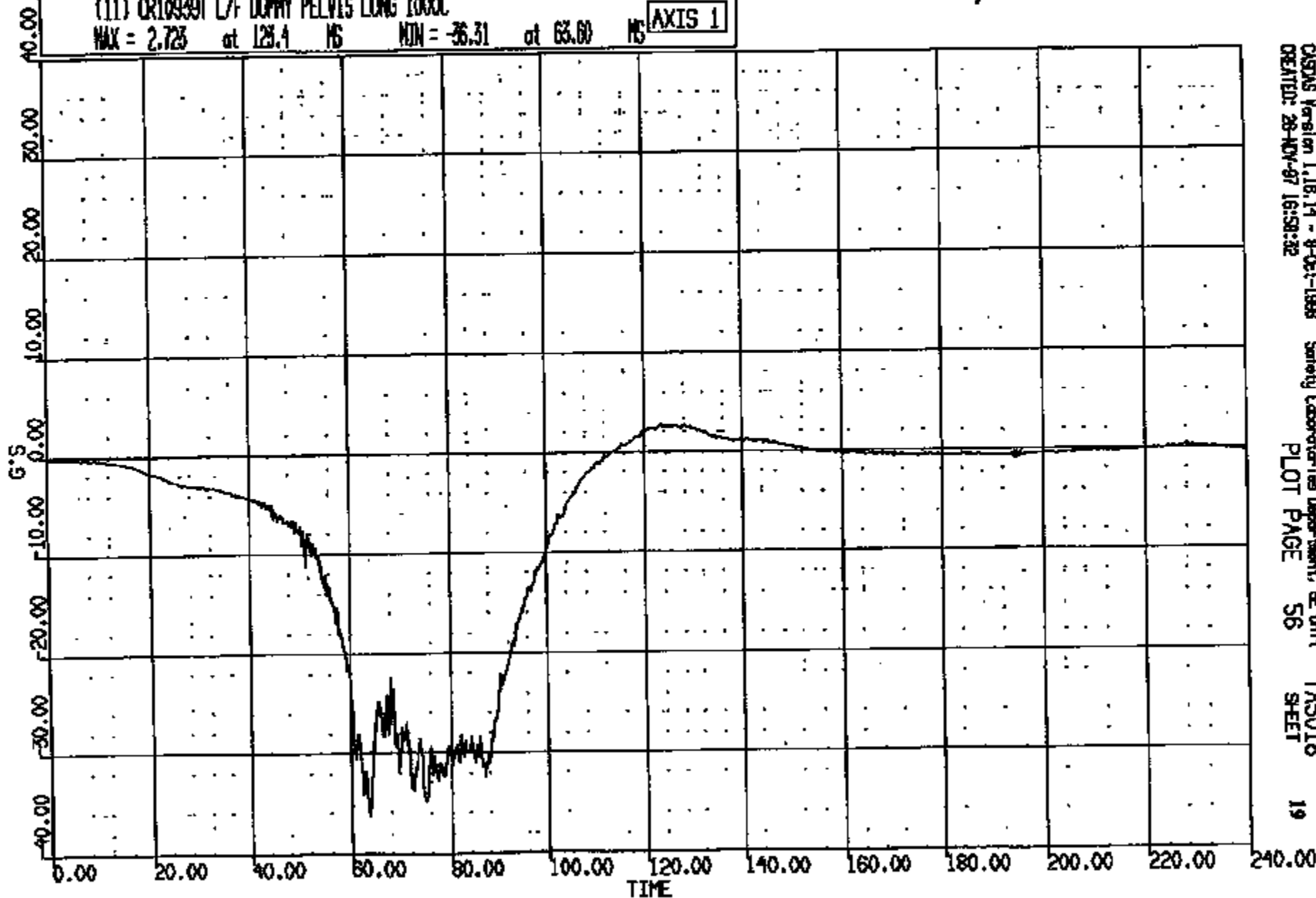
TAB018
SHEET

18

CRTS 0010939

CR R: 10939 TO: TAS018 DATE: 071120 15:48:30
100X D-188 2000 D-188

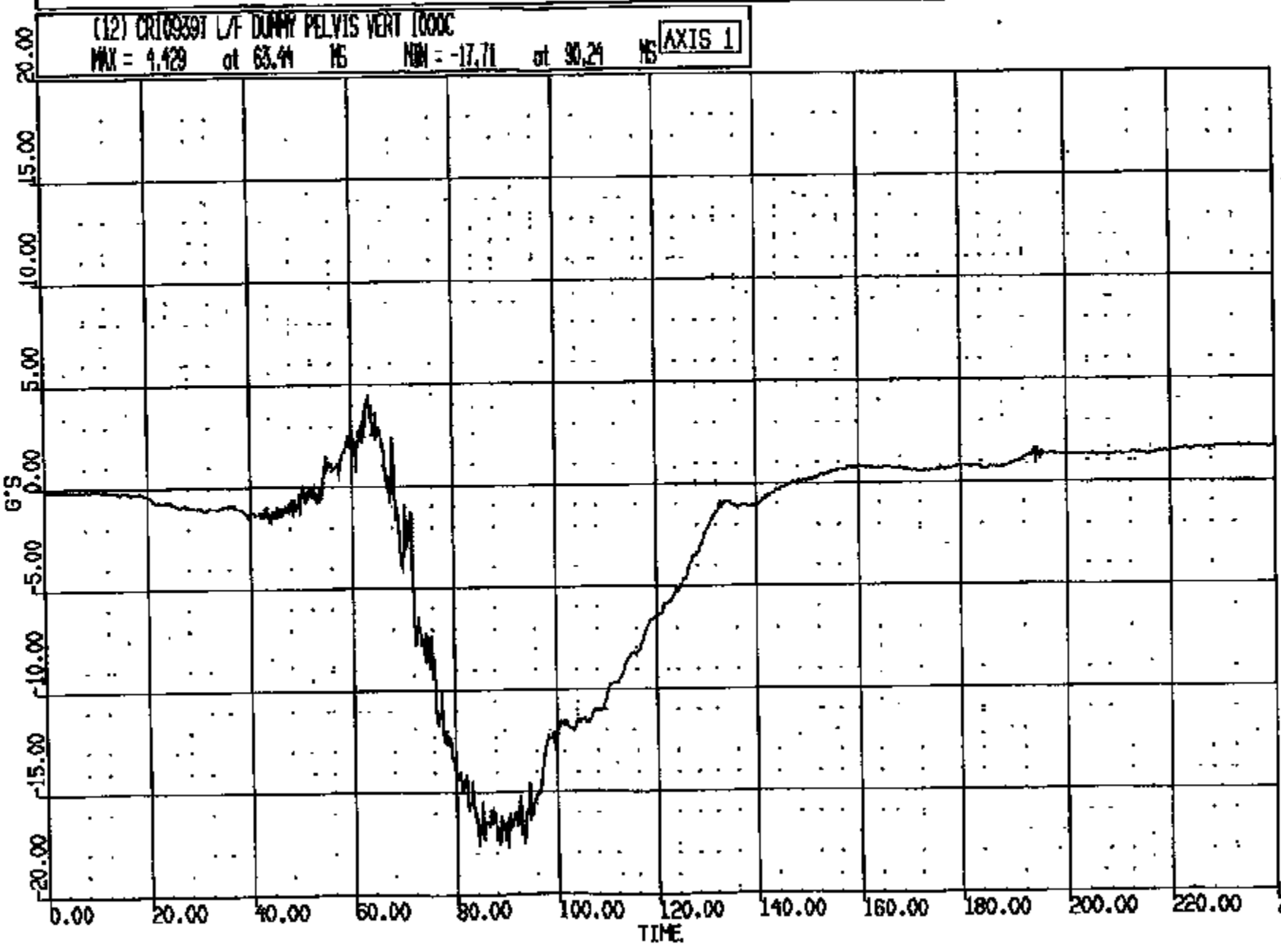
(11) CR109391 L/F DUMMY PELVES LONG 1000C
MAX = 2.728 at 128.4 MS MIN = -36.31 at 63.00 MS **AXIS 1**



CASIX Version 1.16.14 - 8-Oct-1998 Safety Laboratories Department, GE Unit 1
CREATED: 28-NOV-97 16:58:32 PLOT PAGE 56 TAS018 19
SHEET

CRTS 0010939

CR R: 10939 TO: T5018 DATE: 071126 15:40:30
198X D-188 2000 D-188

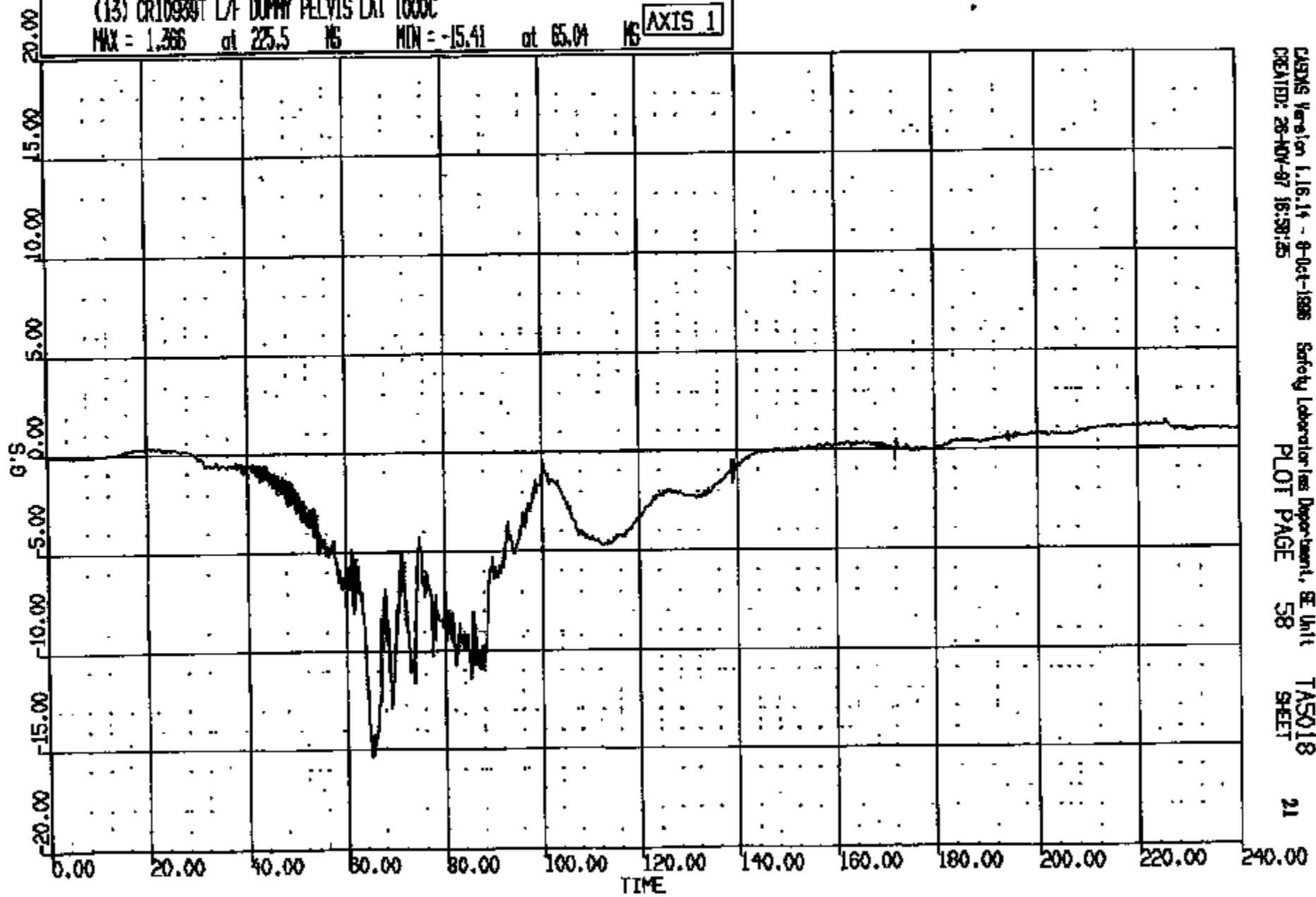


CASIMS Version 1.15.14 - 8-Oct-1995 Safety Laboratories Department, SE Unit T5018
CREATED: 28-NOV-97 16:58:33 PLOT PAGE 57 SHEET 20

CRTS 0010939

CR R: 10959 TO: T45018 DATE: 971129 13:48:39
188X D-188 2000 D-188

(13) CR10939T L/F DUMMY PELVIS LAT 1000C
MAX = 1.366 at 225.5 MS MIN = -15.41 at 65.04 MS **AXIS 1**

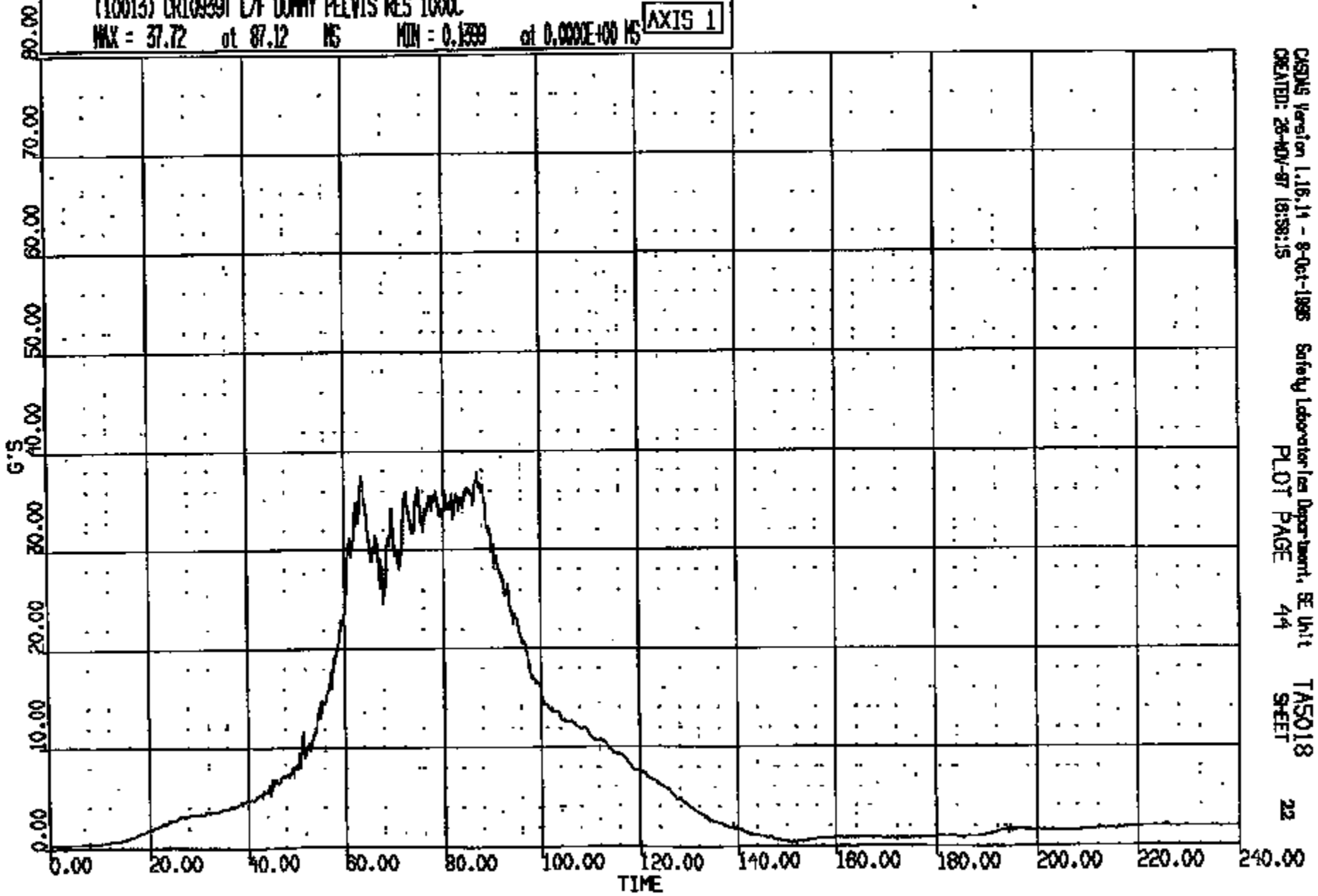


CASMS Version 1.16.14 - 8-Oct-1998 Safety Laboratories Department, SE Unit T45018
CREATED: 28-NOV-97 16:59:25 PLOT PAGE 58 SHEET 21

CRTS 0010939

CR #: 10939 TO: T5018 DATE: 971128 15:48:39
198X D-188 2000 D-188

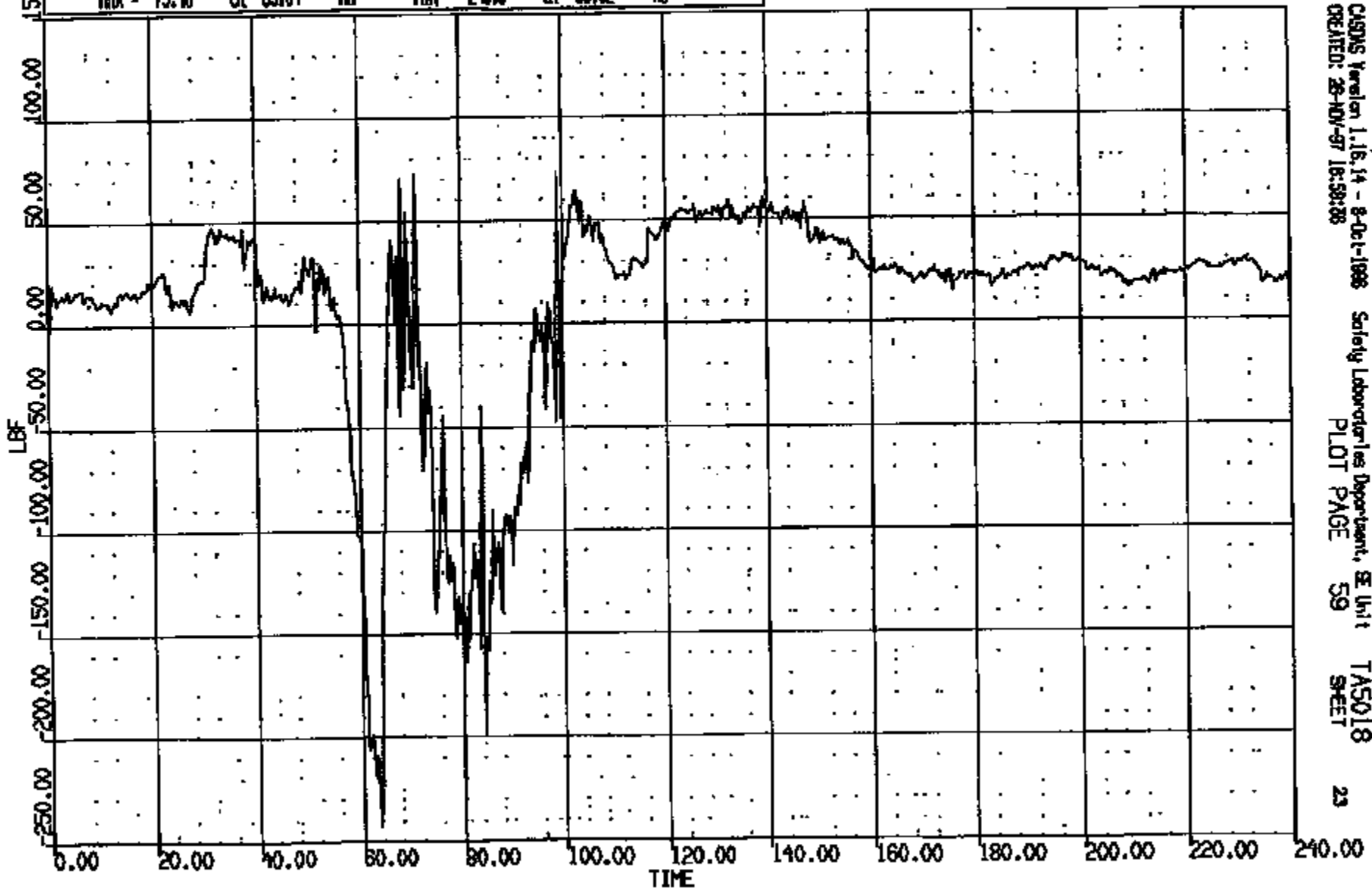
(10013) CR10939T L/F DUMMY PELVIS RES 1000C
MAX = 37.72 at 87.12 MS MIN = 0.1399 at 0.000E+00 MS **AXIS 1**



CRTS 0010939

CR #: 10939 TO: TASO18 DATE: 971128 15:48:39
199X D-188 2000 D-188

(14) CR10039T L/F DUMMY L/FEMUR LOAD FZ 600C
MAX = 73.10 at 99.04 MS MIN = -243.5 at 63.52 MS **AXIS 1**

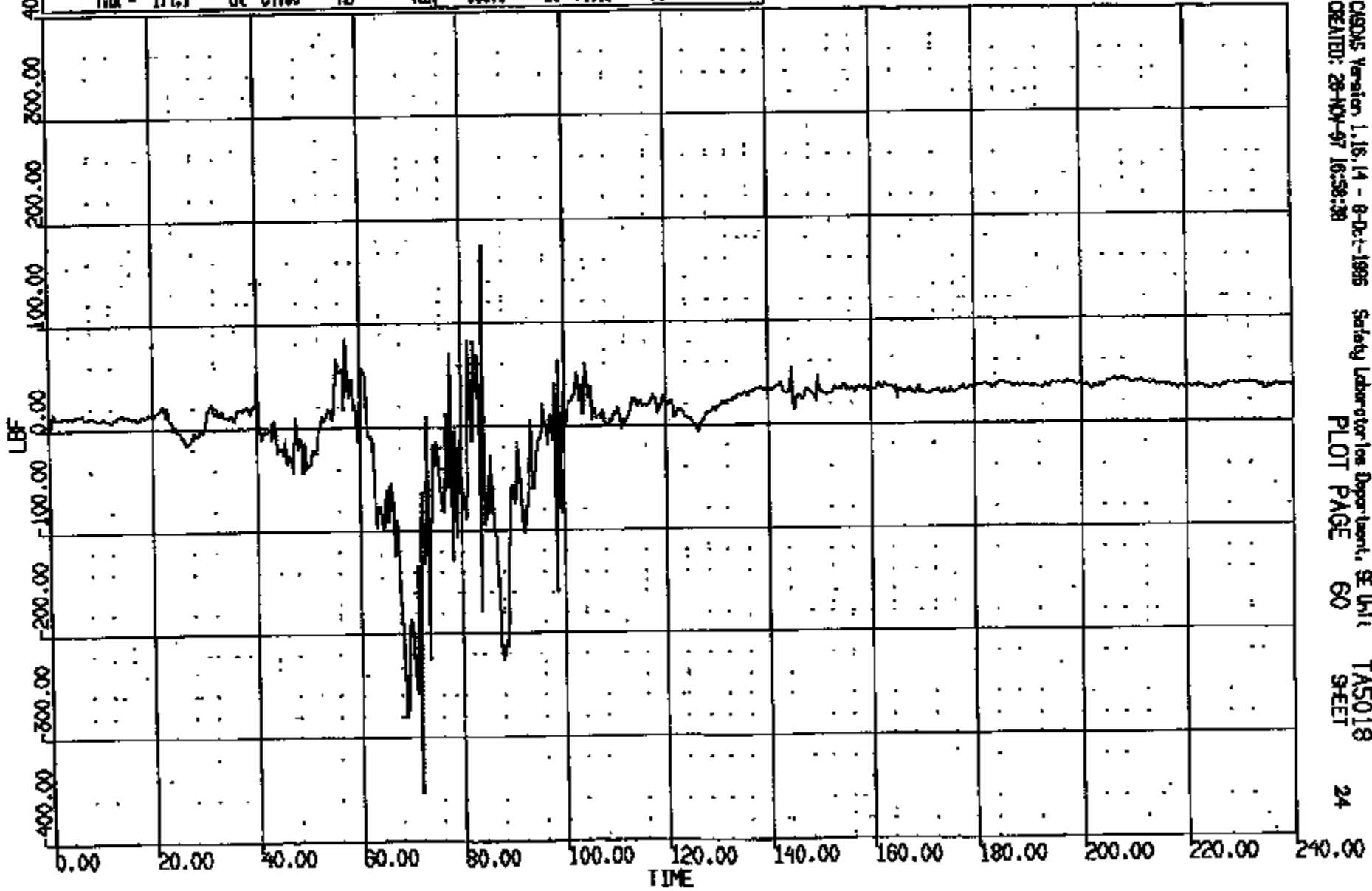


CASMS Version 1.16.14 - 8-Oct-1998 Safety Laboratories Department, SE Unit TASO18
CREATED: 28-NOV-97 16:59:28 PLOT PAGE 59 SHEET 23

CRTS 0010939

CR N: 10939 TO: T5018 DATE: 071128 15:48:39
198X D-188 2000 D-188

(15) CR10939 L/F DUMMY RATEDUR LOAD FZ 600C
MAX = 174.1 at 81.00 MS MIN = -353.0 at 71.00 MS **AXIS 1**



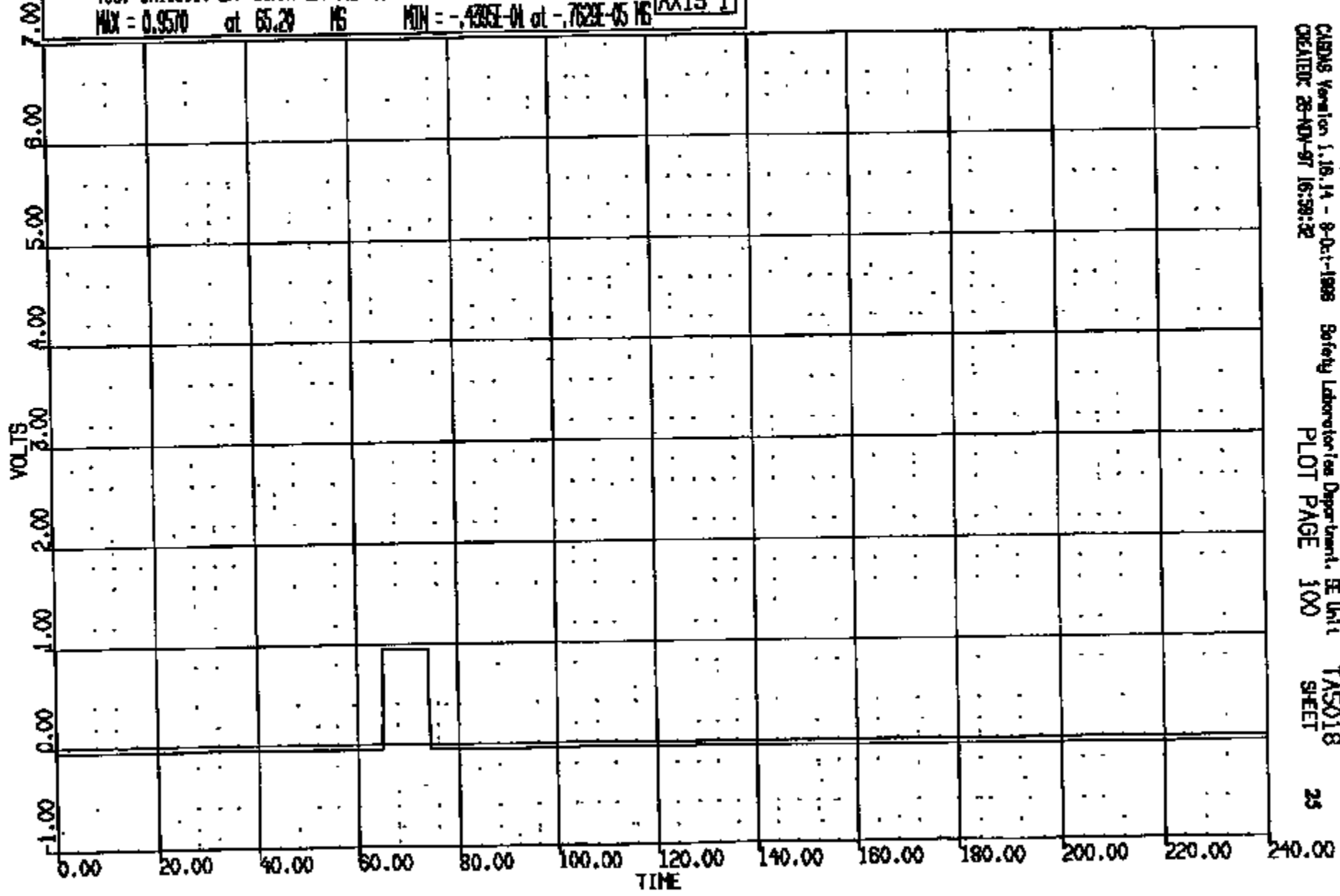
CRS05 Version 1.15.14 - 8-Oct-1985 Safety Laboratories Department, SE Unit T5018
CREATED: 28-NOV-97 16:58:38 PLOT PAGE 60 SHEET 24

CRIS 0010939

CR R: 10859 TO: TAS018 DATE: 971128 16:46:59
199X 0-188 2000 0-188

(55) CR10399T L/F DUMBY LAKEE SW 4000C
MAX = 0.9570 at 65.29 MS MIN = -.435E-01 at -.7629E-05 MS

AXIS 1

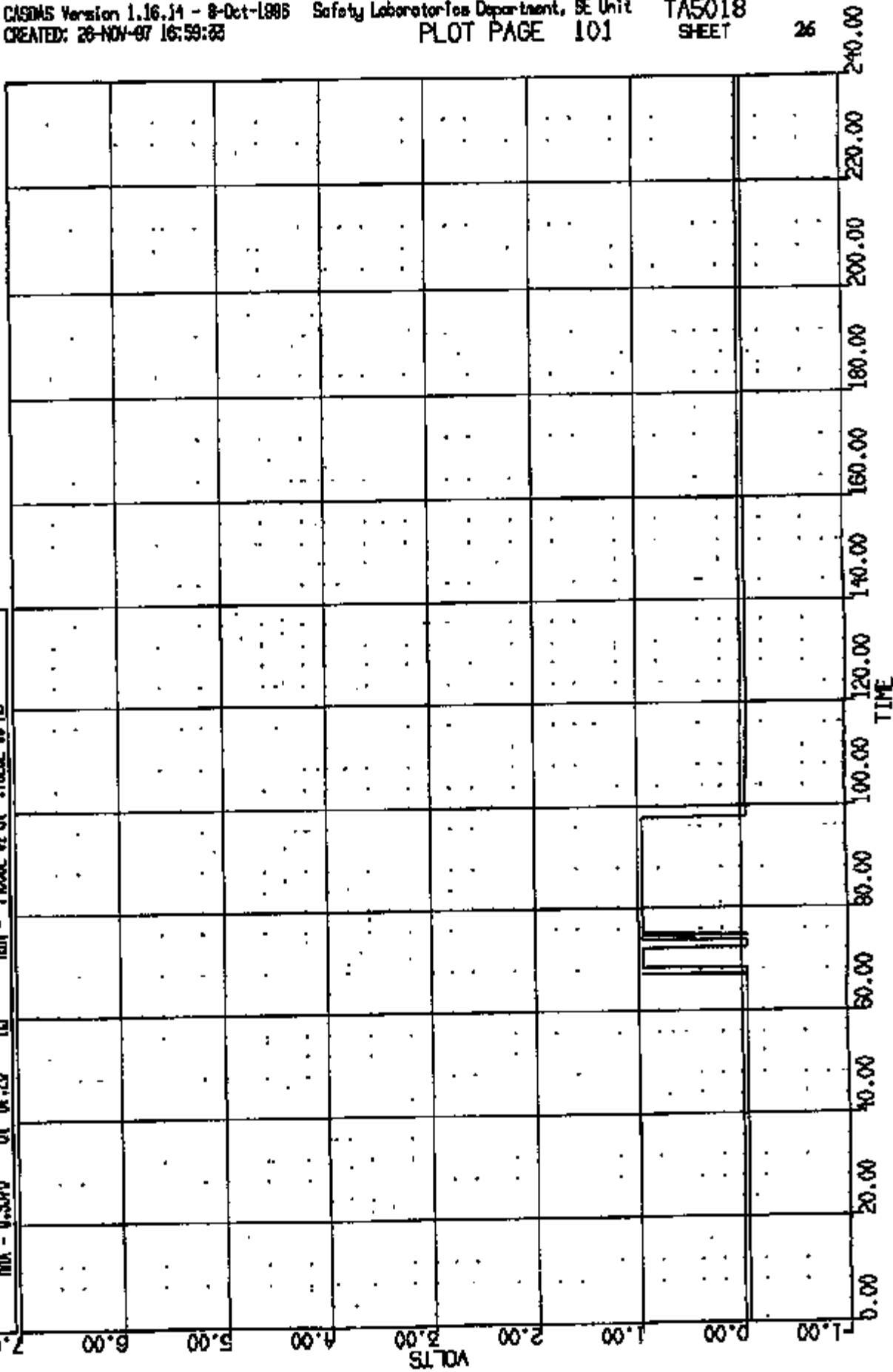


CRIBS Version 1.16.14 - 8-Oct-1998 Safety Laboratories Department, SE Unit TAS018
CREATED 28-NOV-97 16:59:32 PLOT PAGE 100 SHEET 25

CRIS 0010939

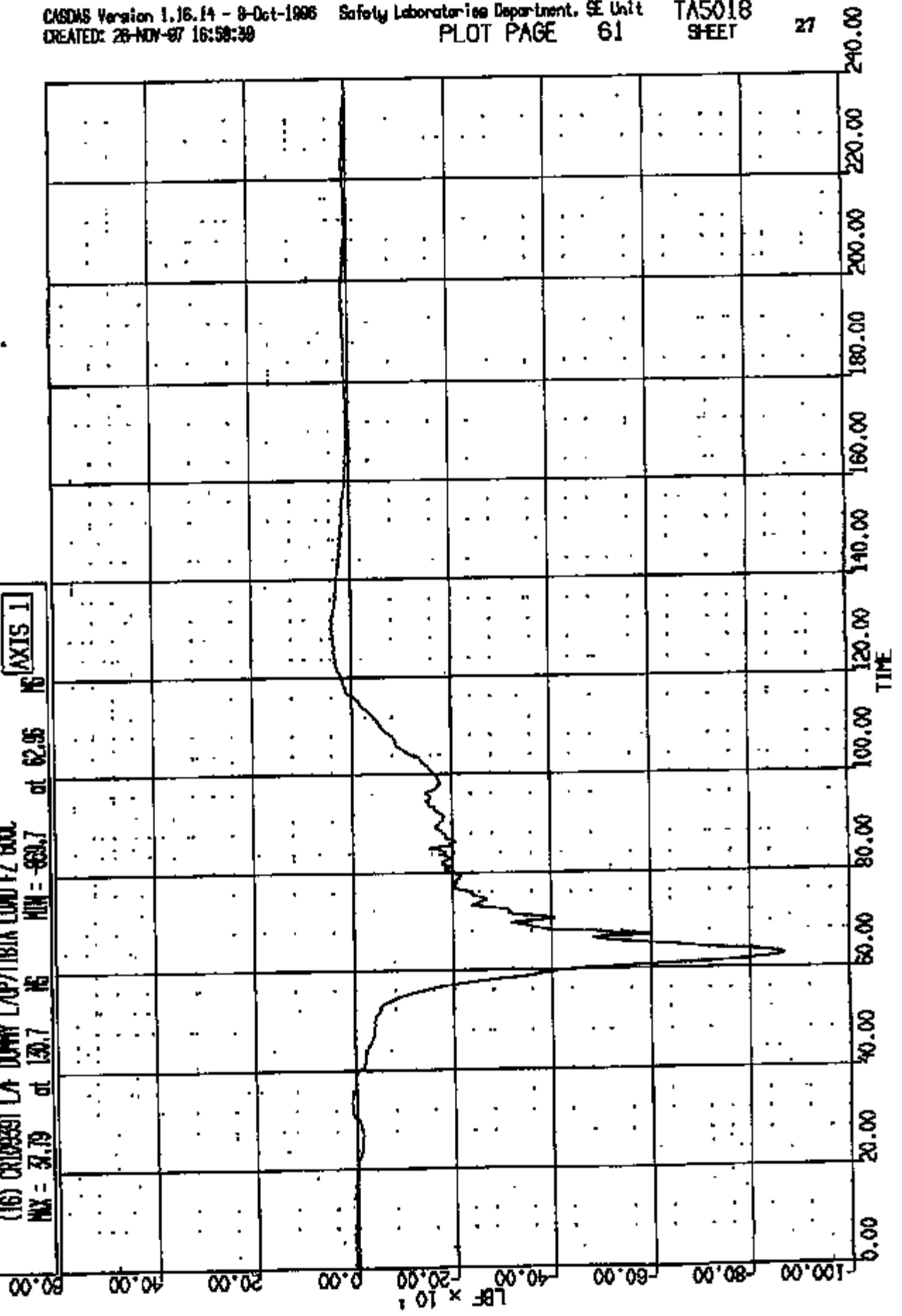
CR R: 10838 TO: TAB018 DATE: 971128 16:40:58
189X D-186 2000 D-186

(56) CRUISEBT LF DUMY RAMEL SN 4000C
MIX = 0.9570 at 67.20 HS RUN = -493E-01 at -763E-05 MS
AXIS 1



CR. N: 10939 TO: TA5018 DATE: 071126 15:48:39
IDEX D-188 2000 D-188

(16) CR10939T LAF DUMMY LAP/TIBIA LOAD FZ 600C
MAX = 37.79 at 130.7 16 MIN = -83.7 at 62.95 16
AXIS 1



CR R: 10928 TO: TA5018 DATE: 971128 15:40:59
198X 0-188 2000 D-188

(17) CRUISEST LF DUMMY LAP/TIBIA LOAD PK 50AC

MAX = 628.7 at 68.04 MS MIN = -286.7 at 105.4 MS

AXIS 1

120.00

100.00

80.00

60.00

40.00

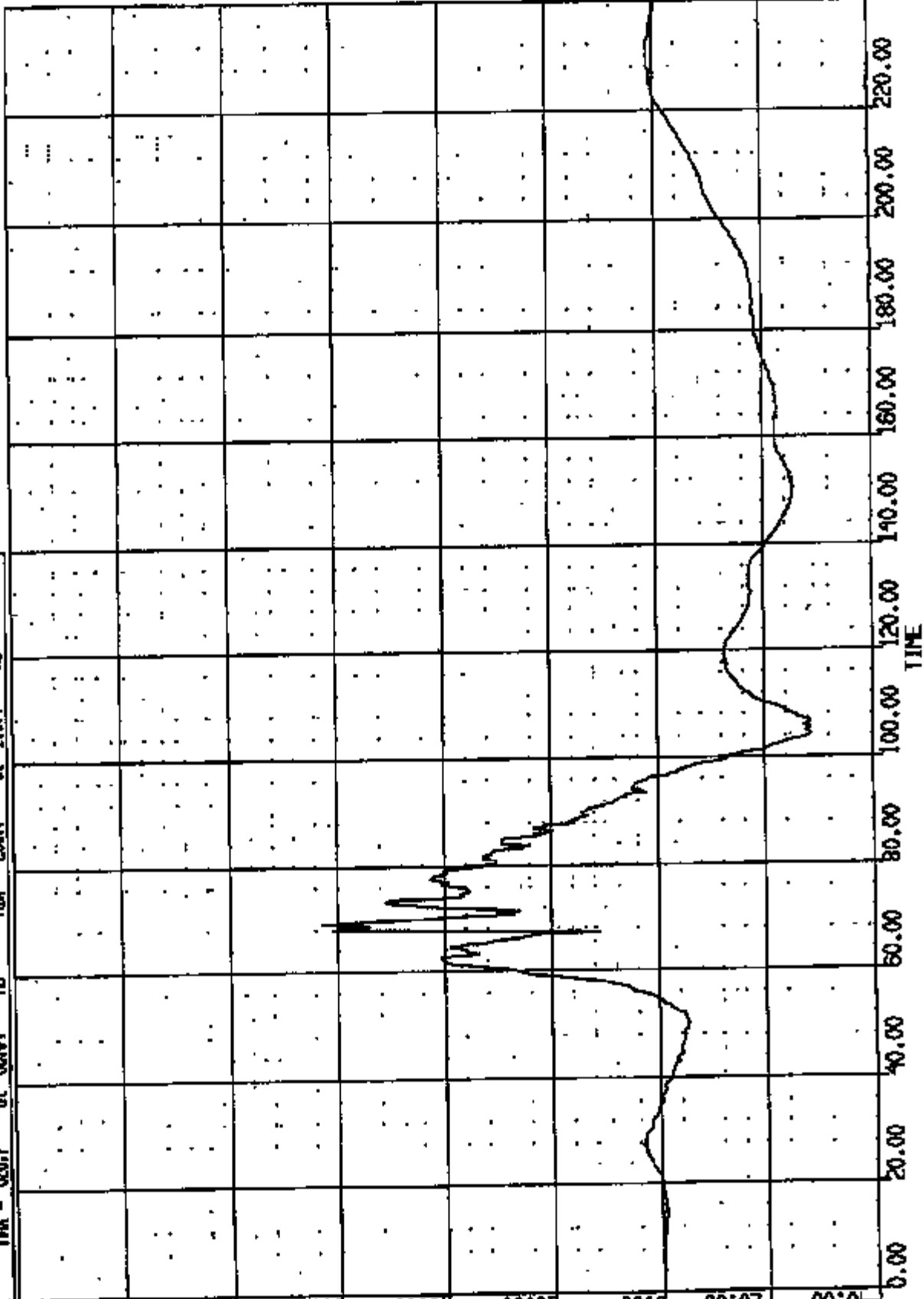
20.00

0.00

-20.00

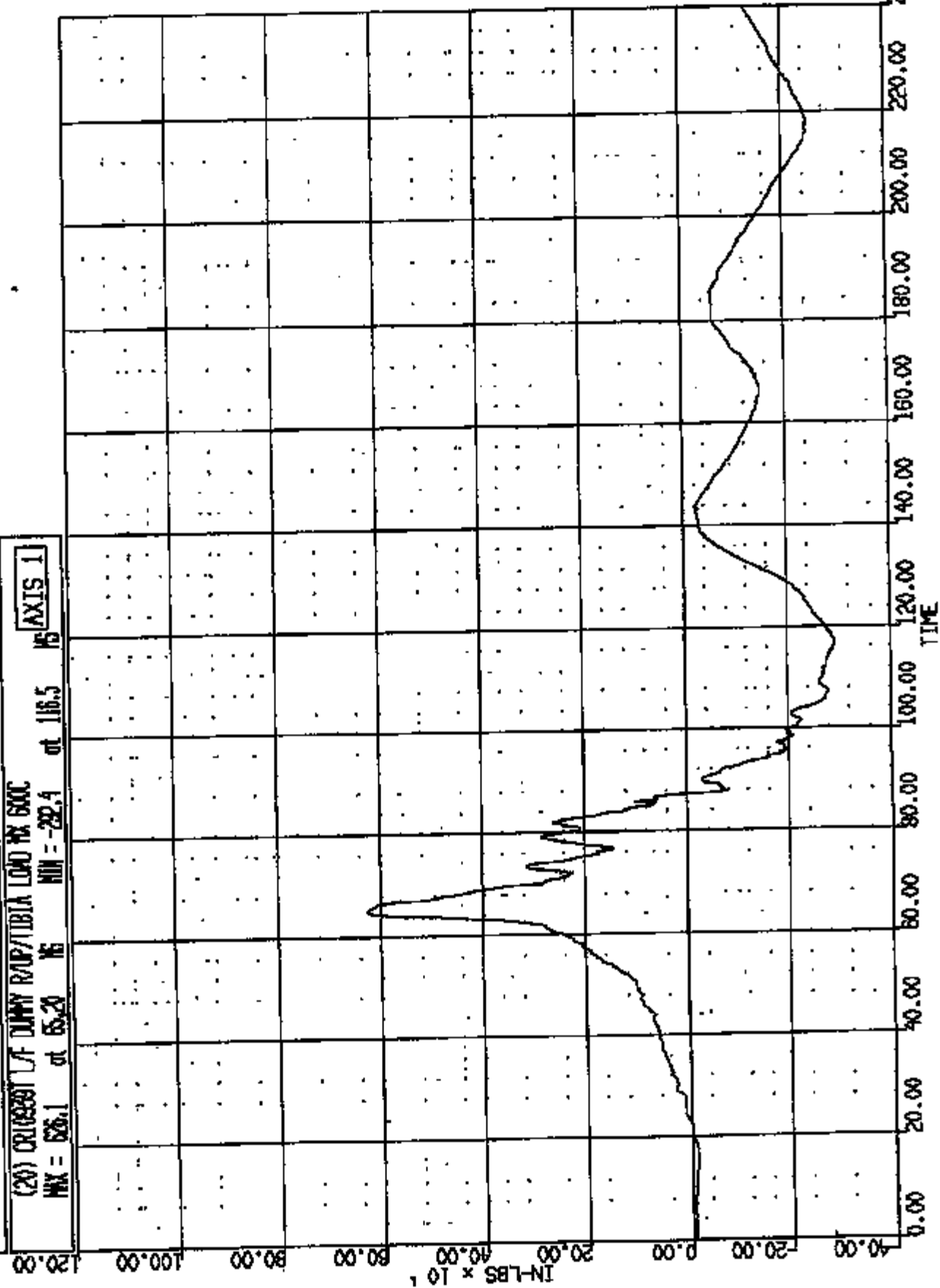
-40.00

IN-LBS x 10⁴



CR R: 10939 TO: TAS018 DATE: 971126 15:46:29
109X D-186 2000 D-186

(2X) CR089391 LF DUMMY RUMP/TUBIA LOAD PK 600C
MAX = 826.1 at 65.20 MS MIN = -22.4 at 116.5 MS
AXIS 1



CR R: 10988 TO: TAB016 DATE: 971126 15:46:38
199X D-186 2000 D-186

(18) CR10988T LF DUMMY LAP/TIBIA LOAD MY 600C

MAX = 257.7 at 134.1 MS MIN = -127.1 at 82.48 MS

AXIS 1

200.00

150.00

100.00

50.00

0.00

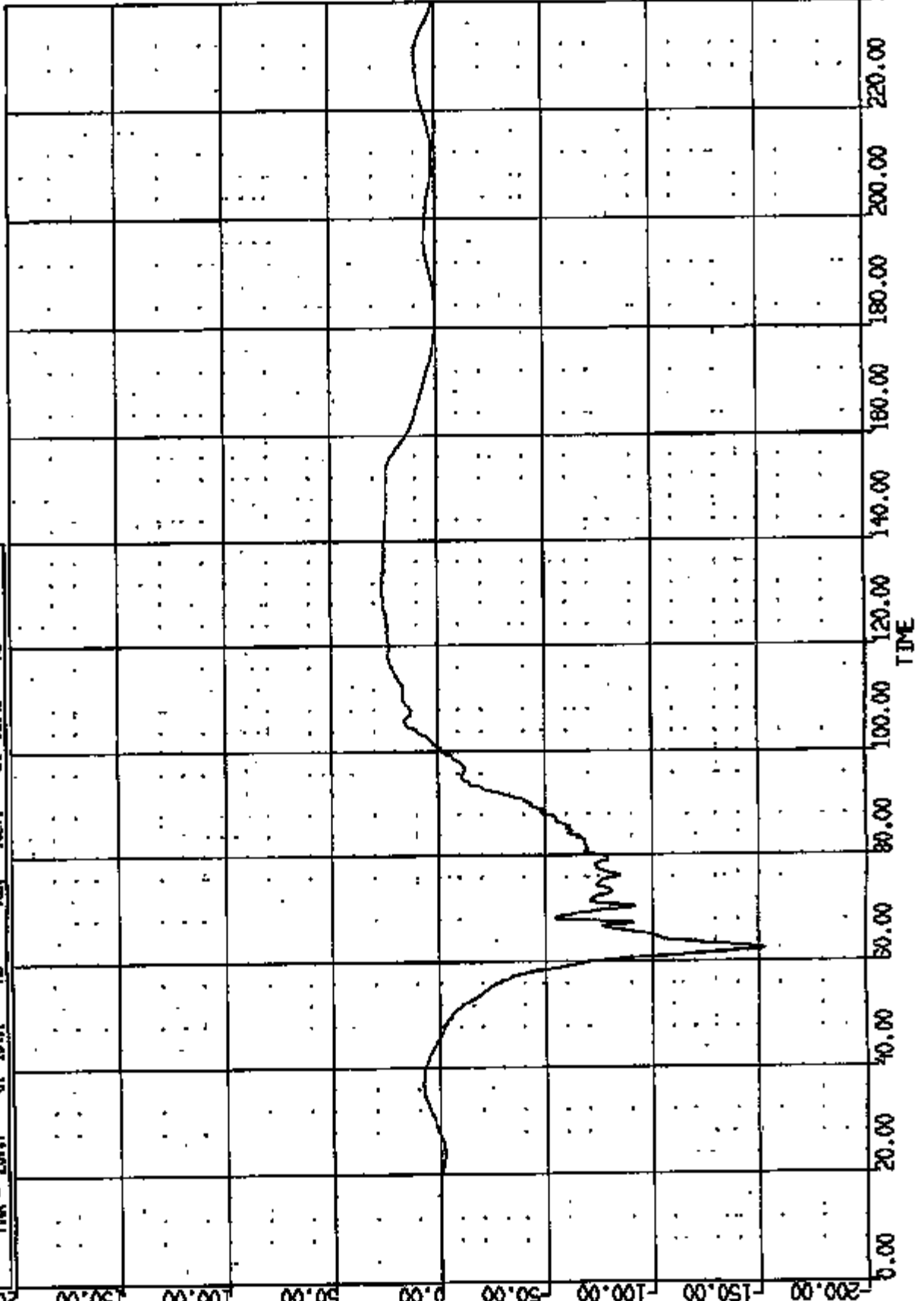
-50.00

-100.00

-150.00

-200.00

IN-LBS x 10⁴



CR R: 10939 TO: TAS018 DATE: 071120 15:48:39
199X D-180 2000 D-180

(21) CRUISEST LF DUMPT RAMP/TIBIA LOAD BY GNC

MAX = 136.2 at 218.1 16

MIN = -107.1

at 65.35 16

AXIS 1

200.00

150.00

100.00

50.00

0.00

-50.00

-100.00

-150.00

-200.00

IN-LBS x 10¹

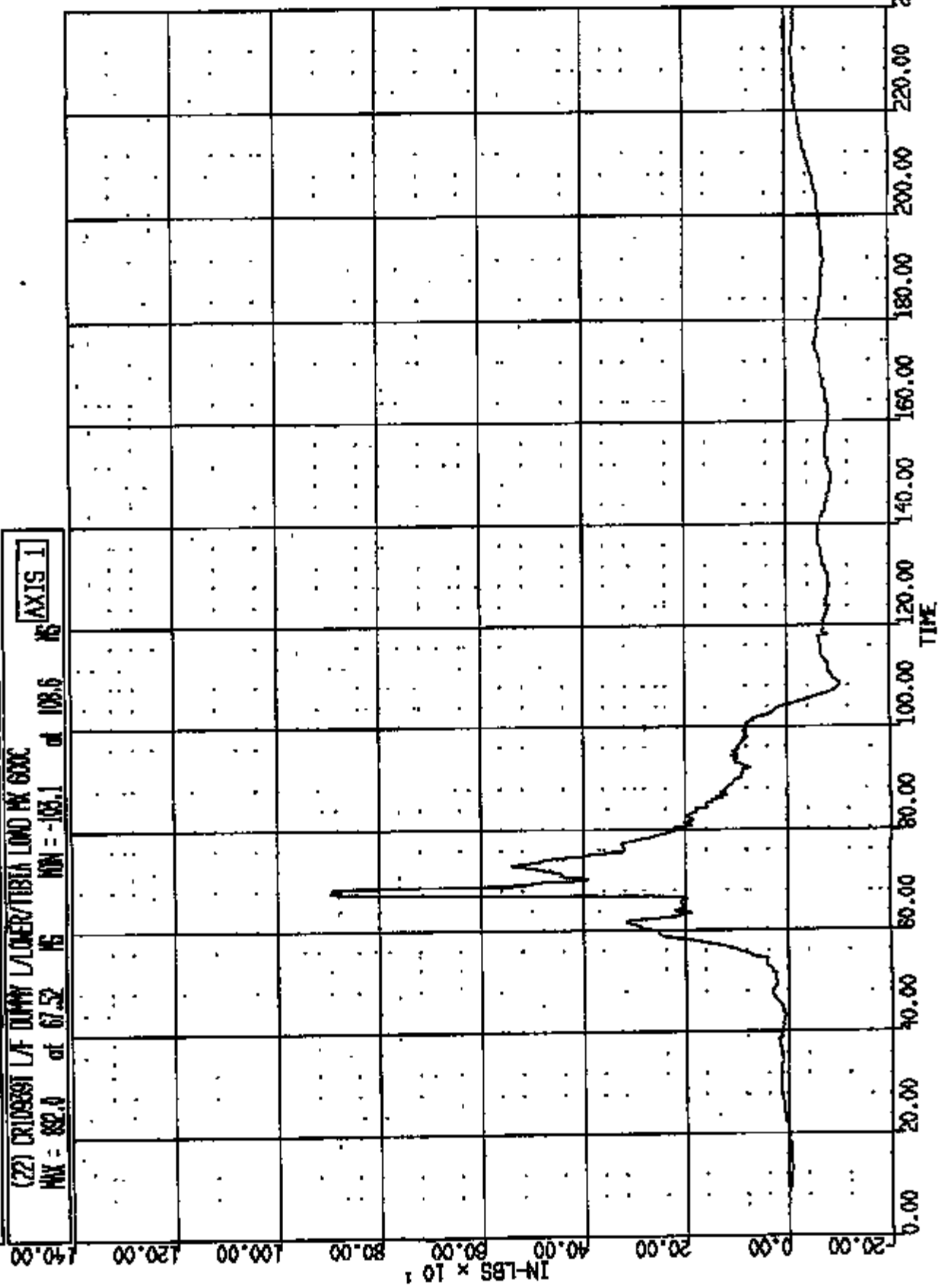
240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00

TIME

CR R: 10030 TO: TA5018 DATE: 971126 15:48:58
188X D-188 2000 D-188

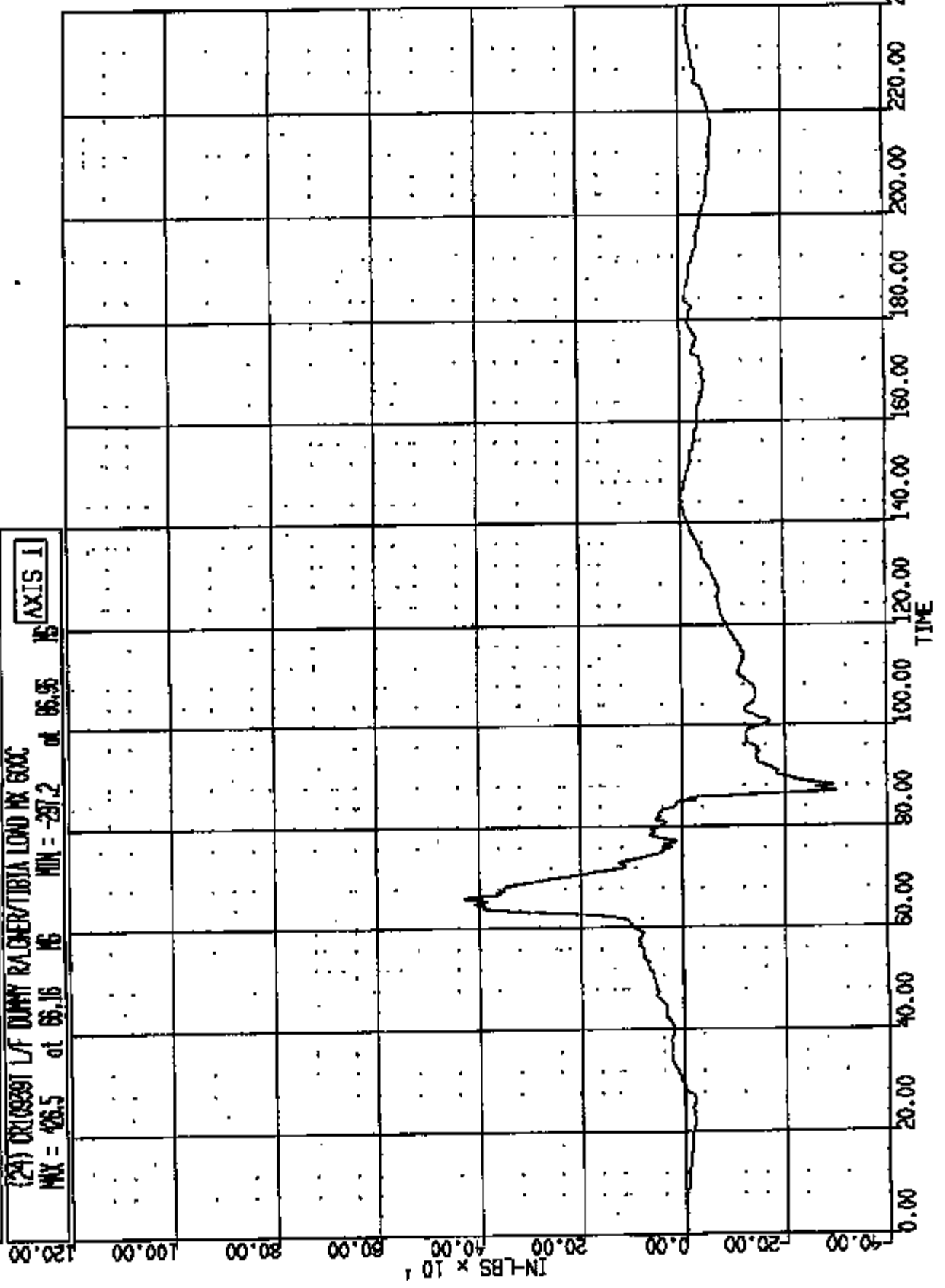
(22) CRIBSST LA DUMMY LA/DER/TIBSA LOND HV 60XC
MAX = 882.0 at 67.52 MIN = -185.1 at 108.6

AXIS 1



CR FR: 10939 TO: TA5018 DATE: 871128 15:48:59
199X D-188 2000 D-188

(24) 02103981 L/F DUMMY RALPHERTIBIA LOAD IN 60XC
MAX = 426.5 at 69.16 16 MIN = -287.2 at 65.95 15
AXIS 1



CR R: 10828 TO: TA5018 DATE: 971128 15:46:58
199X D-199 2000 D-199

(25) CR108801 LF DUMY LOWER TIBIA LOAD BY GRXC

MAX = 313.2 at 67.28

MIN = -255.2 at 102.16

AXIS 1

500.00

400.00

300.00

200.00

100.00

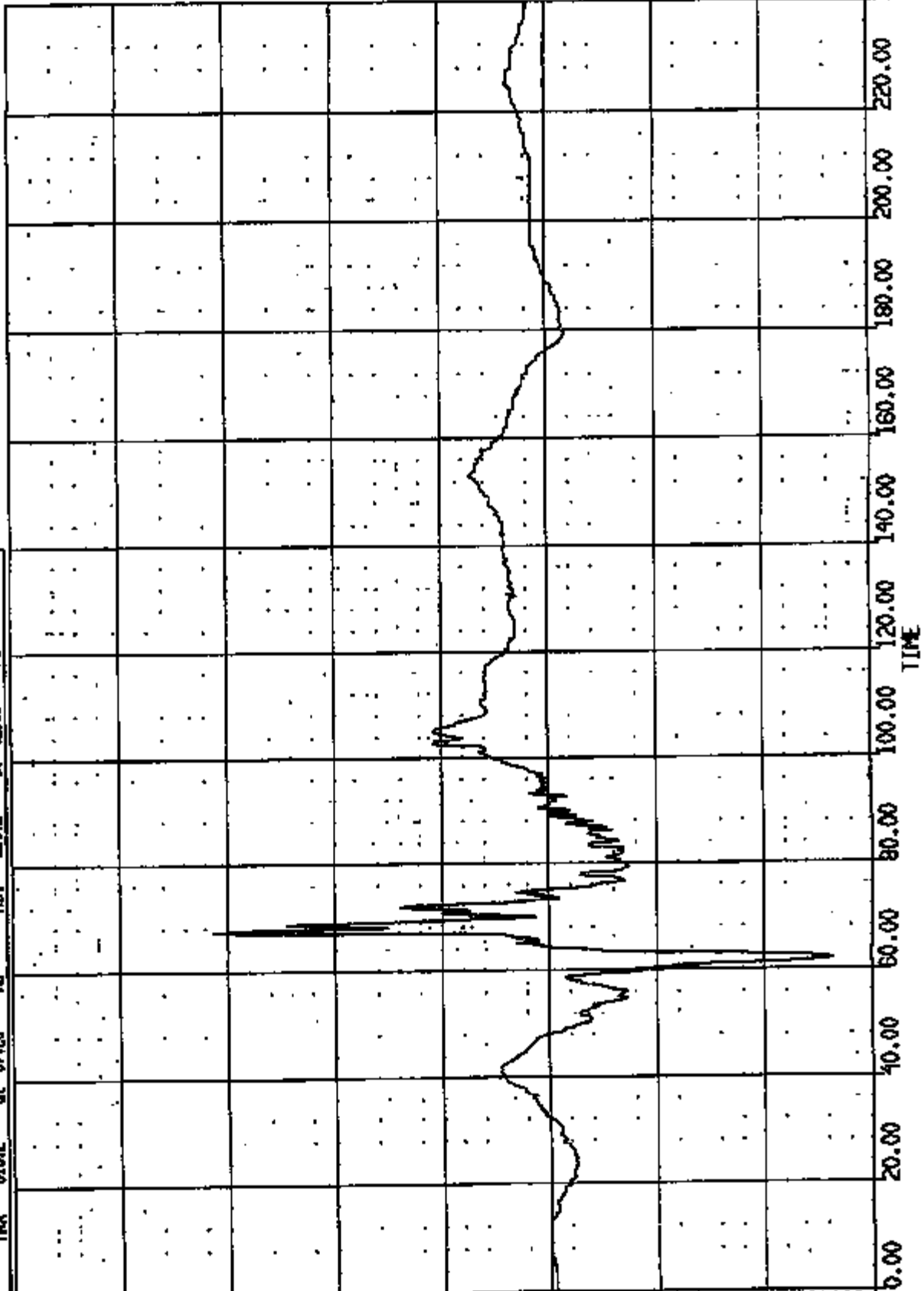
0.00

-100.00

-200.00

-300.00

IN-LBS

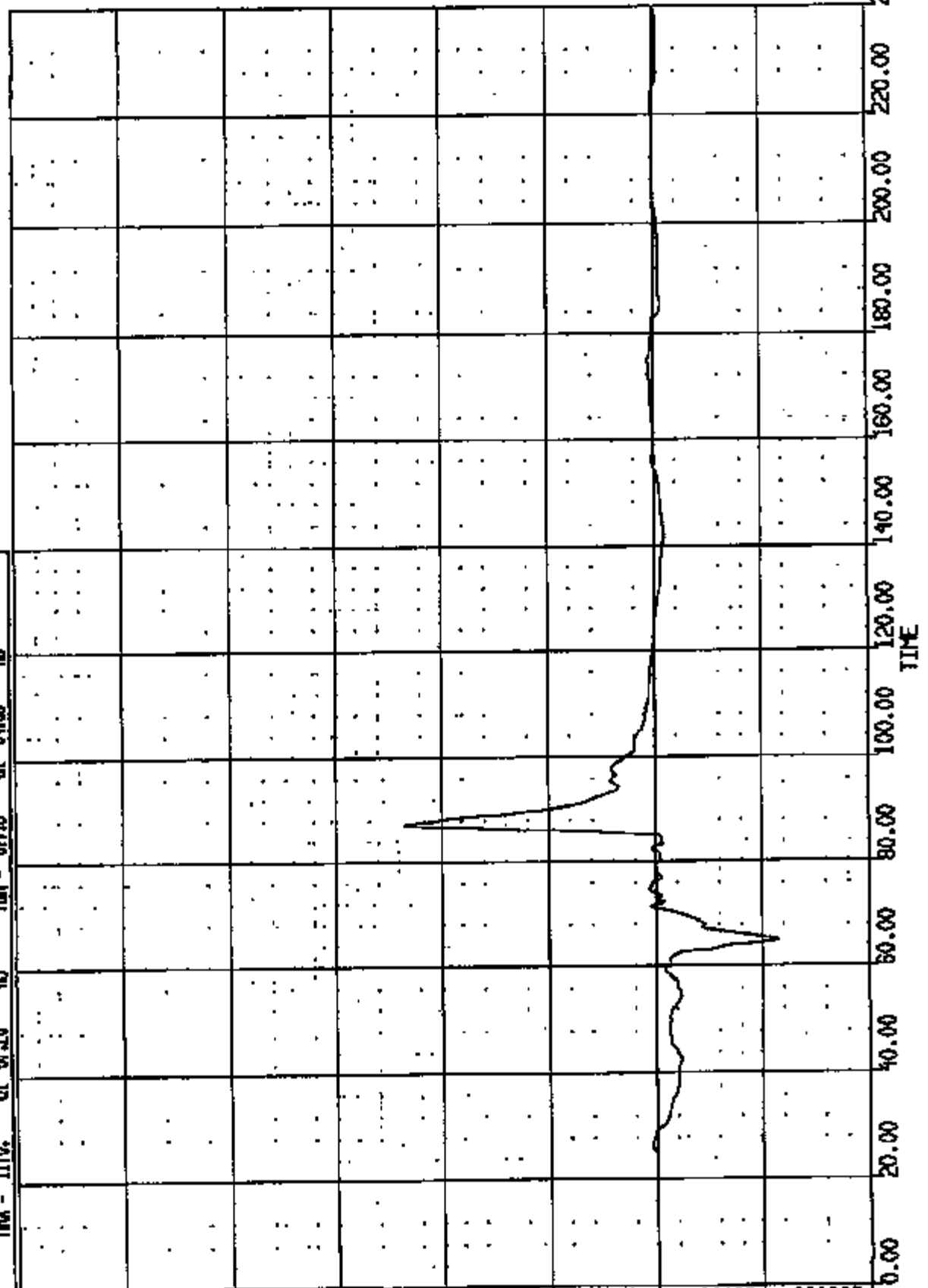


CR R: 10839 TO: TA5018 DATE: 871128 15:48:39
199X D-186 2000 D-188

(25) CR10388T LF DUMMY R/LOWER/TIBIA LOAD BY 880C
MAX = 1170. at 87.20 MS MIN = -577.9 at 61.96 MS

AXIS 1

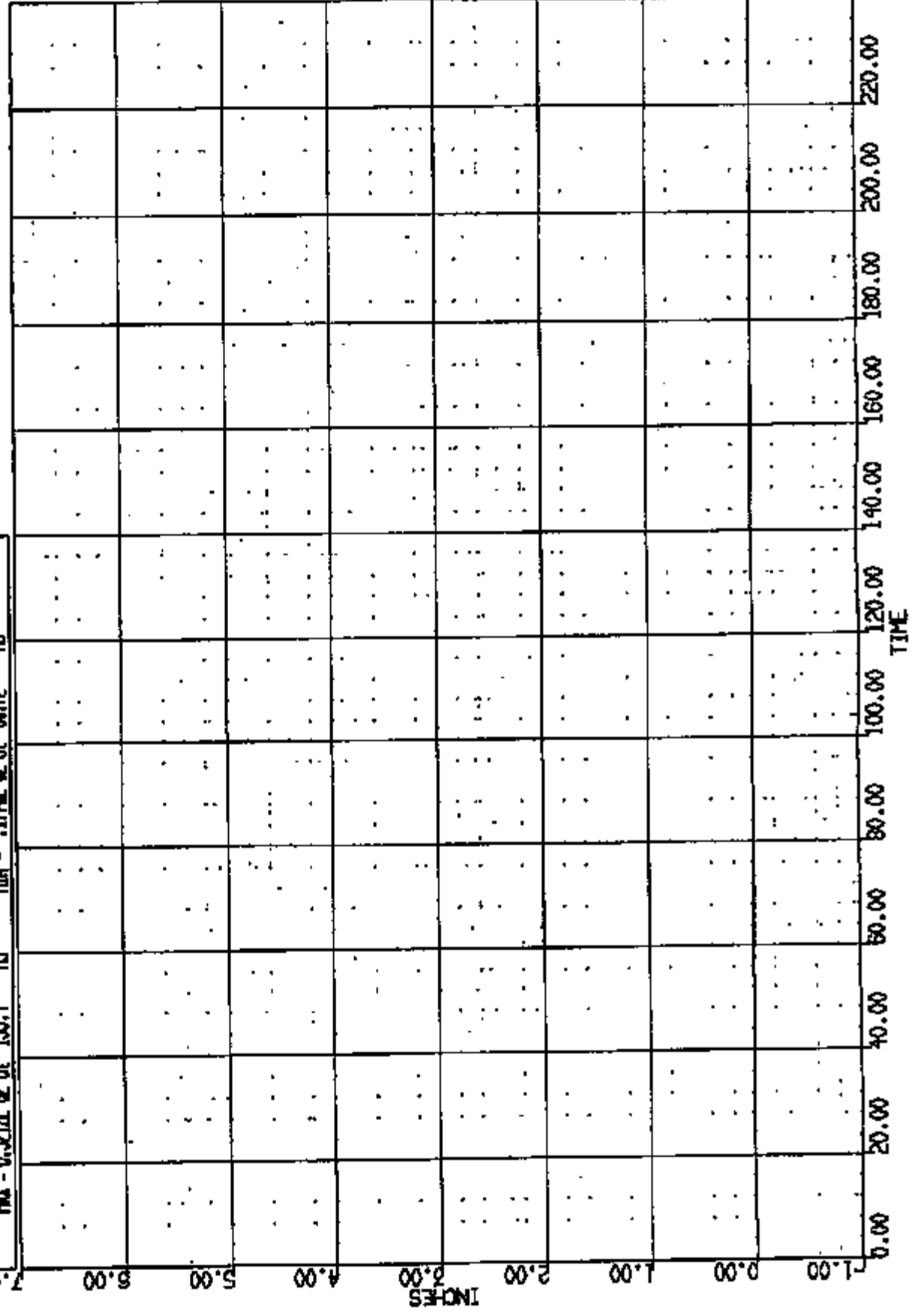
IN-LBS x 10³



CR R: 10939 TO: TA5018 DATE: 071128 15:46:39
199X D-186 2000 D-186

(28) CR103901 LA DUMMY L/TIBIA DISP WRT FEM 180C
MAX = 0.527E-02 at 155.4 MS MIN = -.177E-02 at 80.72 MS

AXIS 1



CR R: 10928 TO: TA5018 DATE: 871126 15:49:38
198X D-188 2000 D-188

(27) 0210939T L/F DUMMY R/TIBIA DISP INT FEM 180C

MAX = 0.7053E-02 at 280.0 MS MIN = -.3053E-02 at 83.28 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

-2.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

INCHES

CR R: 10939 TO: TA5018 DATE: 971126 13:46:38
199X D-198 2000 D-198

(59) CR10939T L/F LAP BELT 6 ANCHOR LOAD 60C

MAX = 1529. at 77.68 MS MIN = 0.1494 at 6.680 MS

AXIS 1

400.00

350.00

300.00

250.00

200.00

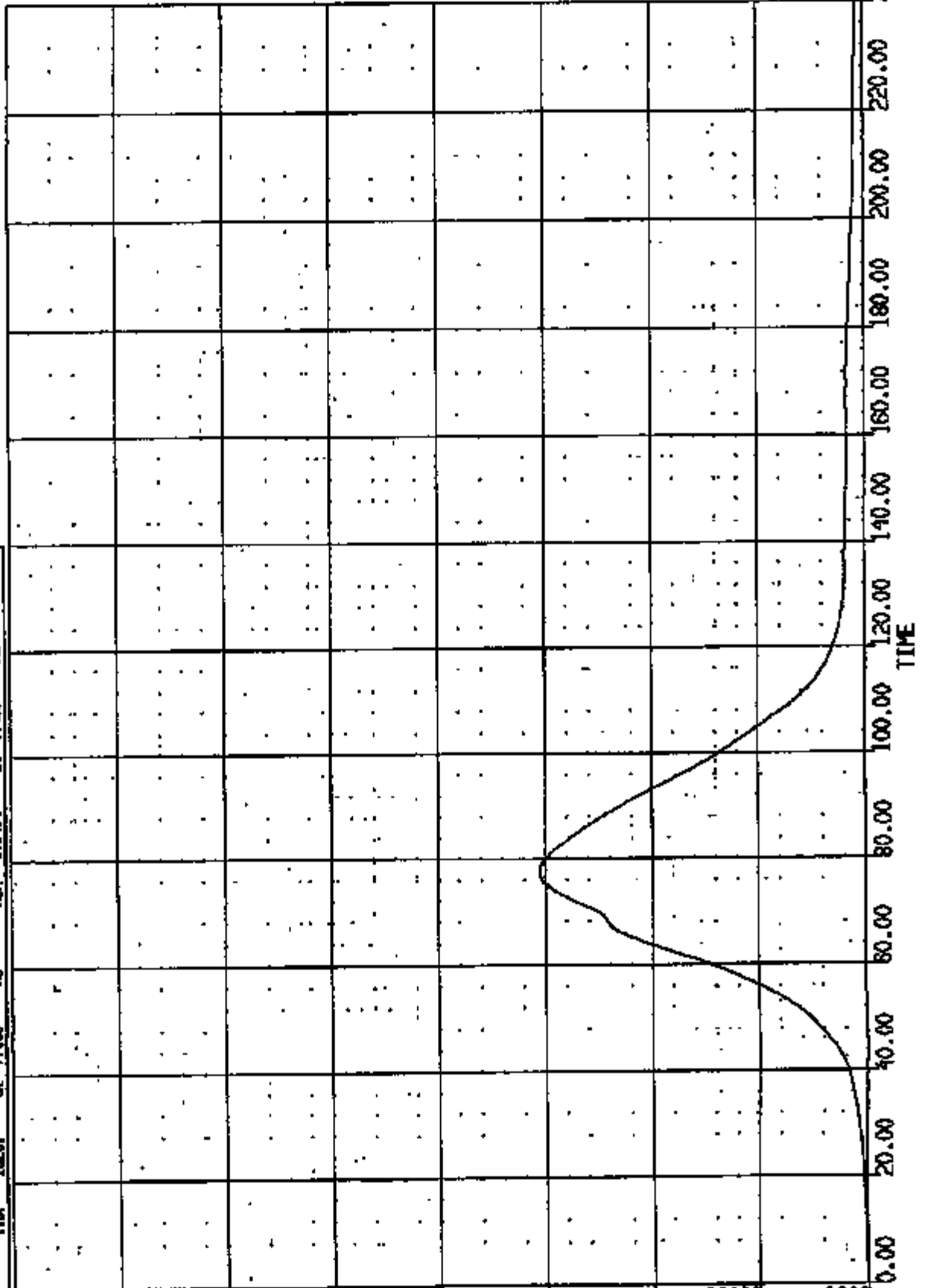
150.00

100.00

50.00

0.00

LEF * 10⁴



CR R: 10938 TO: TA5018 DATE: 971126 15:48:30
199X D-188 2000 D-188

(60) CRIBBEST L/F TORSD BELT @ RETRACTOR LOA 60C

MAX = 571.1 at 97.50 MIN = 0.1130 at 7.200

AXIS 1

900.00

700.00

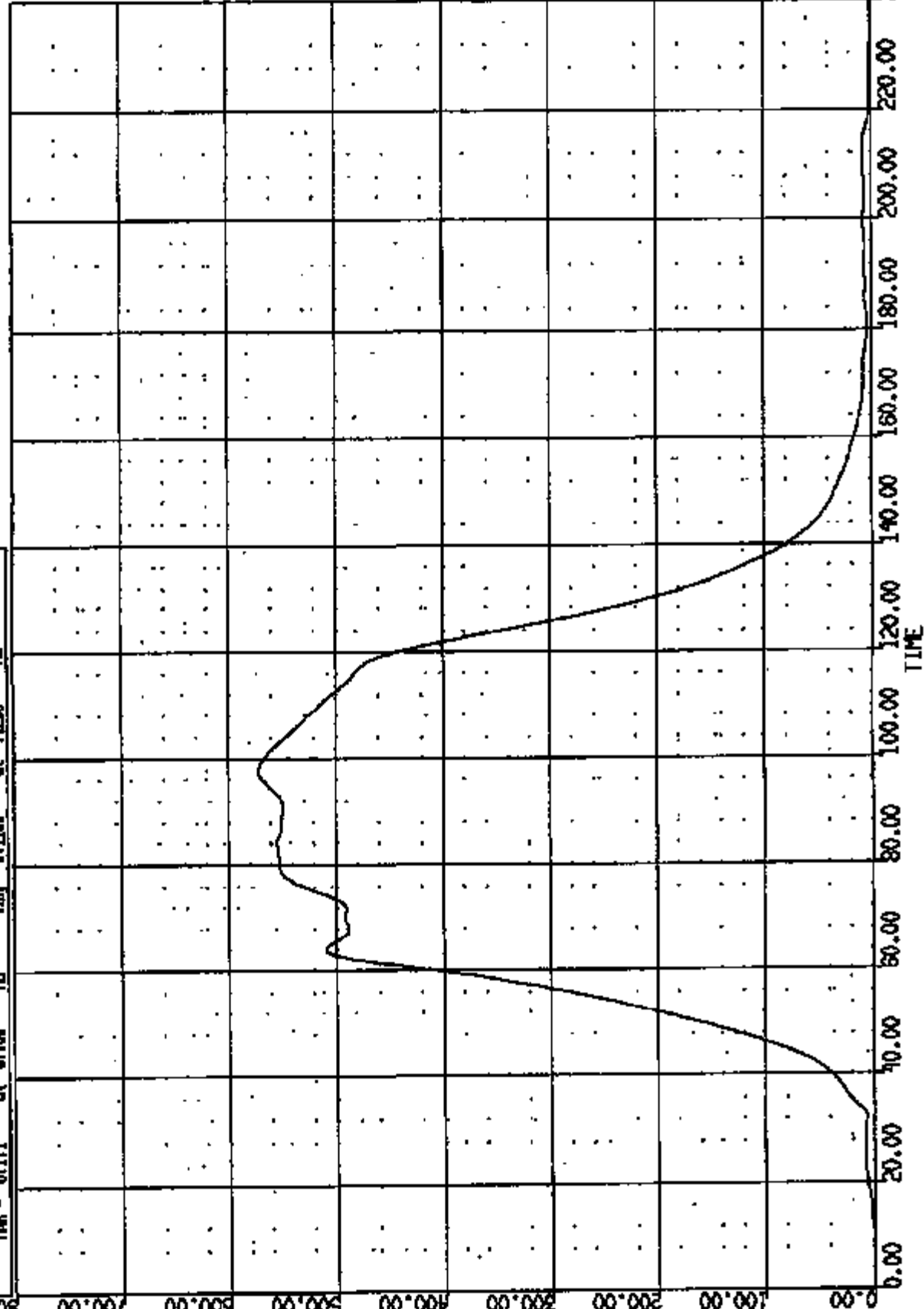
500.00

300.00

100.00

0.00

LB



CR R: 10939 TO: TA5018 DATE: 971126 15:49:39
199X D-198 2000 D-198

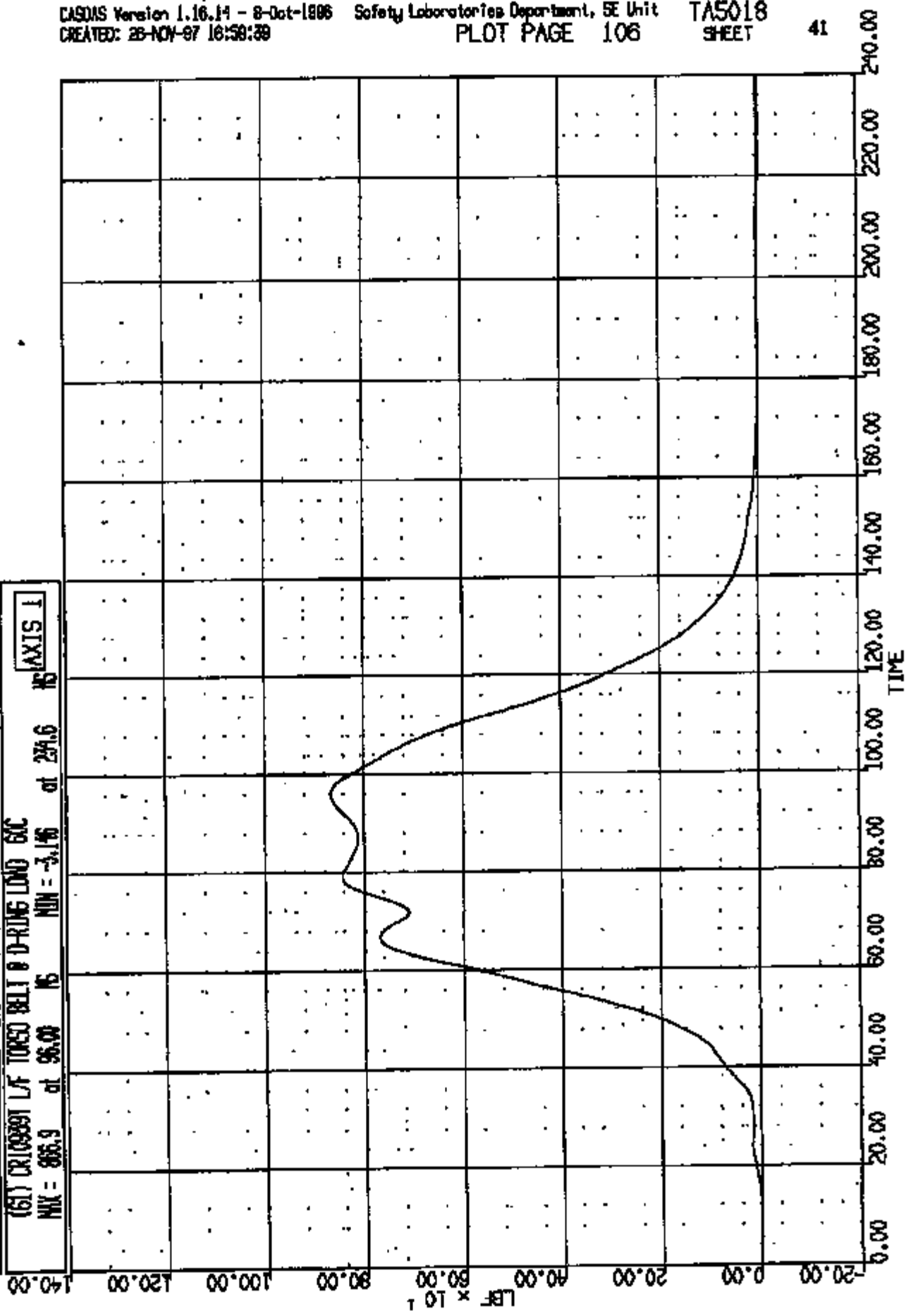
(61) CR109391 LAF TORCO BELT @ DRUMS LINDO SAC

MAX = 865.9 at 96.00 MS

MIN = -3.16

at 234.6 MS

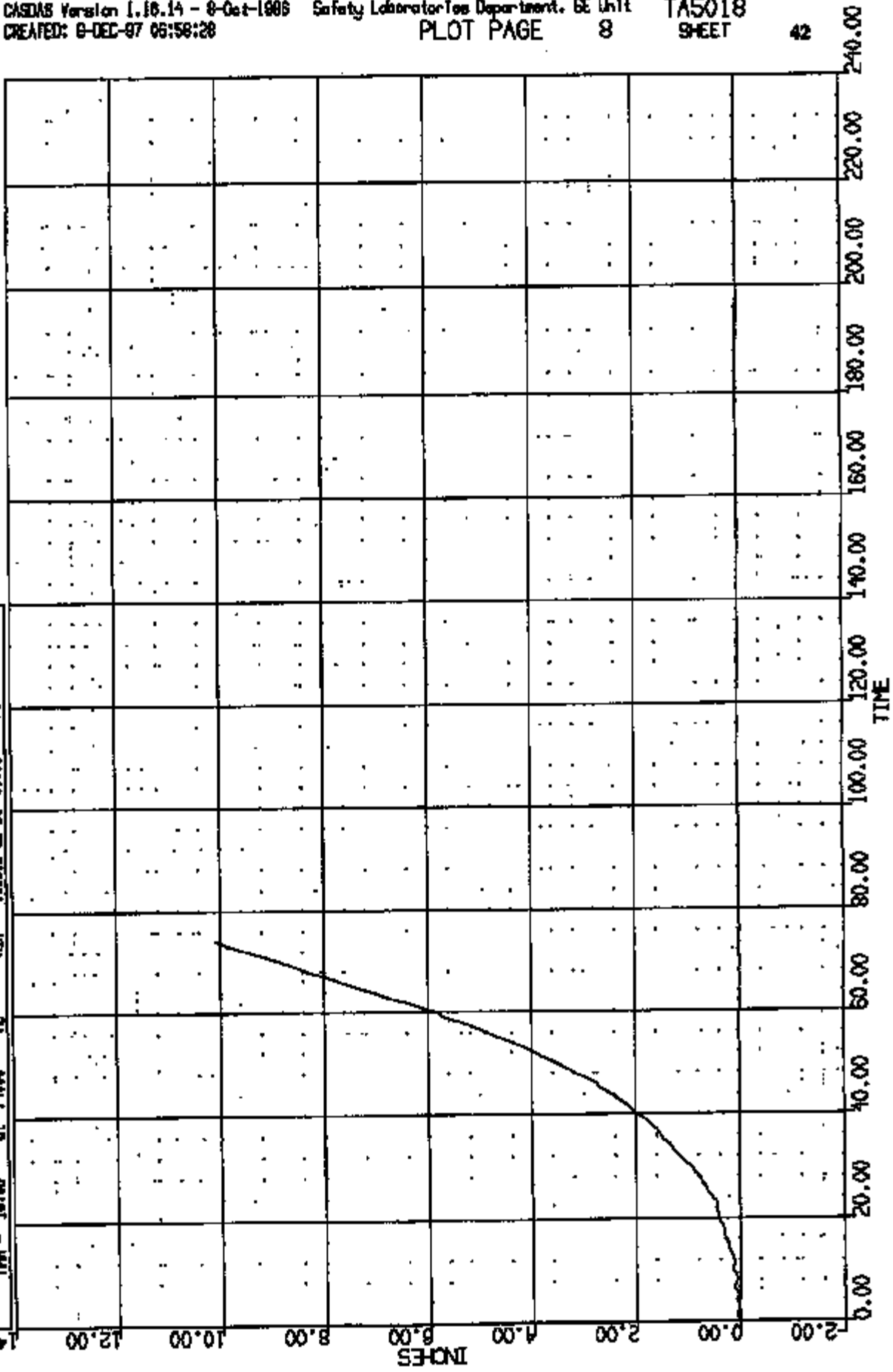
AXIS 1



CR R: 10939 TO: TA5018 DATE: 871126 15:40:58
188X D-188 2000 D-188

(0) CR10939 L S HEAD DRIVE WRT L RWR AT B PL LONG DISP
MAX = 10.08 at 74.00 MS MIN = -.0000E-02 at 5.000 MS

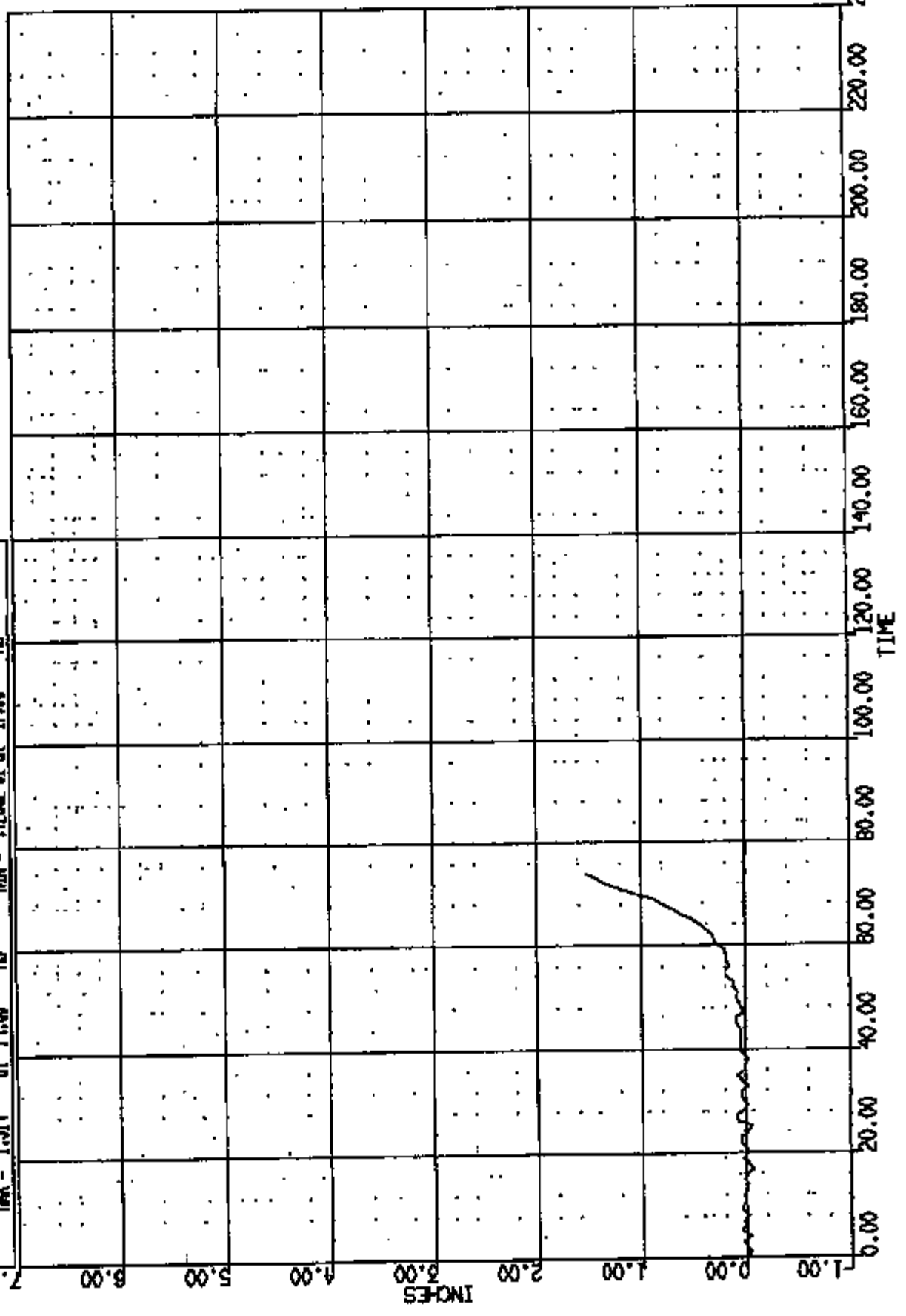
AXIS 1



CR #: 10839 TO: TA5018 DATE: 071126 16:40:59
199X D-186 2000 D-188

(0) CRC10939 L S HEAD TRMR HRT L RMR AT 8 PL VERT DISP
MAX = 1.514 at 74.00 MS MIN = -.735E-01 at 17.00 MS

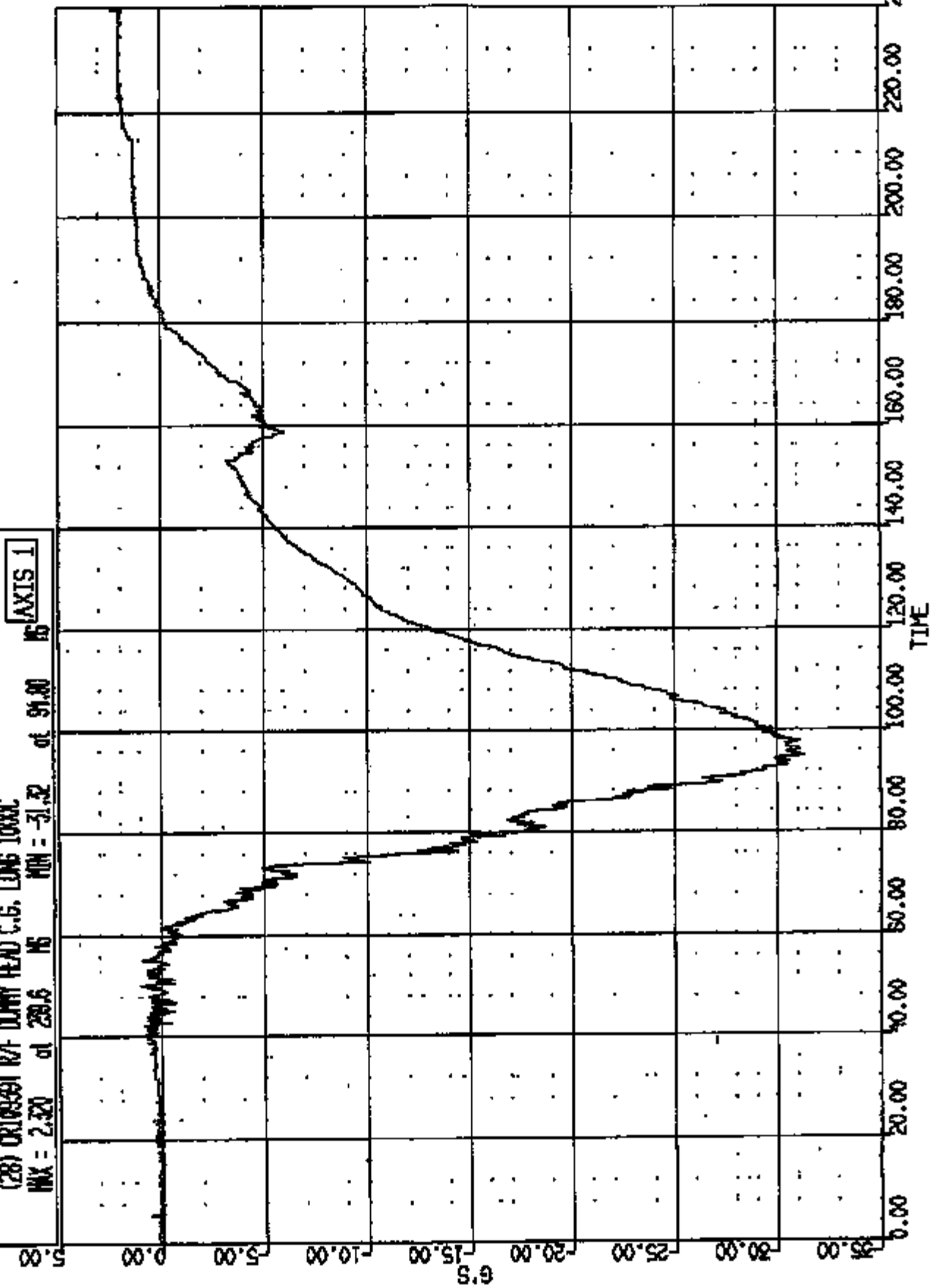
AXIS 1



CR R: 10888 TO: TA5018 DATE: 871128 15:40:39
199X D-188 2000 D-188

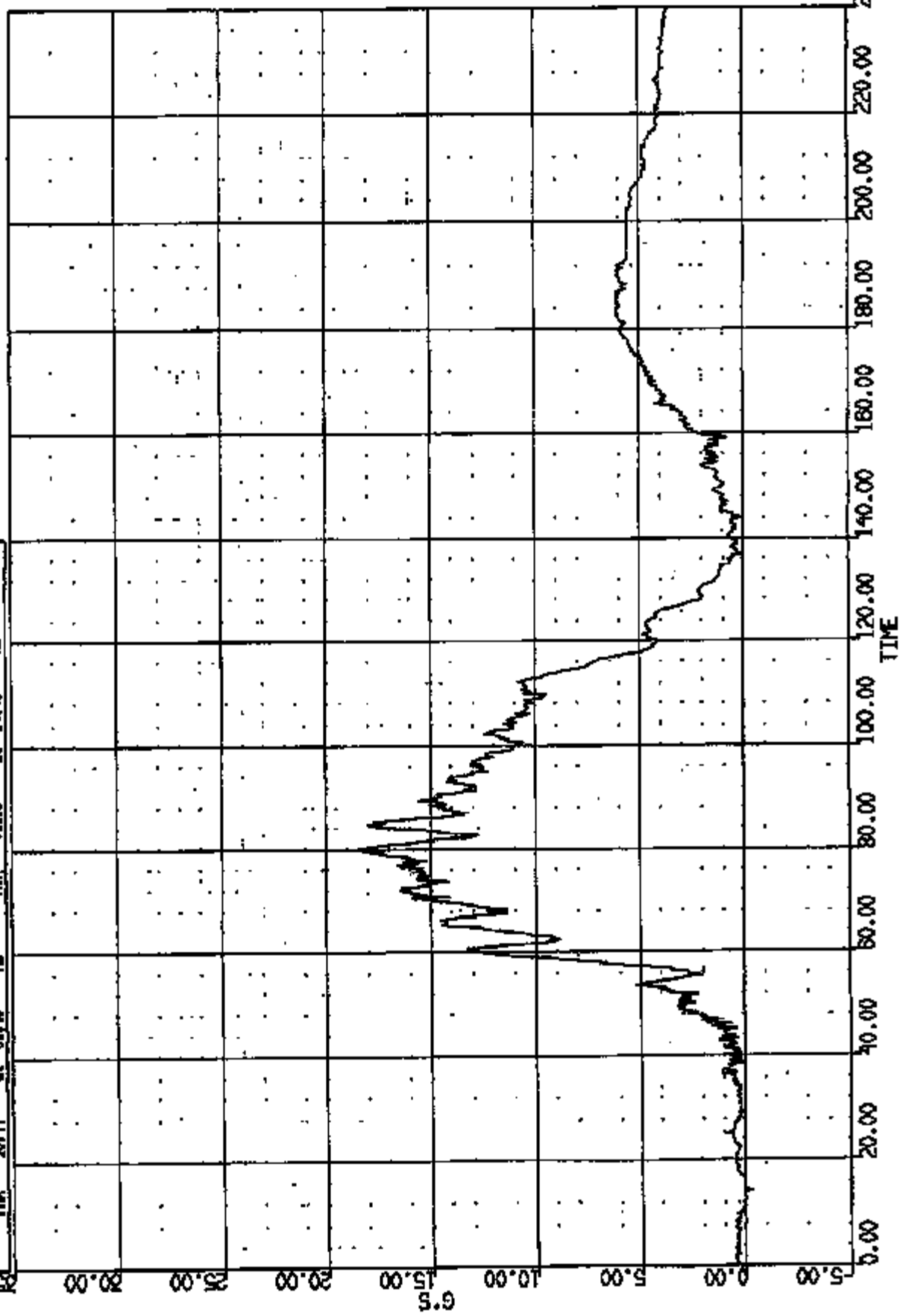
(28) ORIGIN R/F DUMMY HEAD C.G. LONG LOGIC
MAX = 2.320 at 28.6 MS MIN = -31.32 at 91.80 MS

AXIS 1



CR N: 10939 TO: TAS018 DATE: 971126 15:40:28
198X D-188 2000 D-188

(29) CRINOSST R/F DUMMY HEAD C.G. VERT 1000C
MAX = 80.41 at 80.40 MS MIN = -.3589 at 14.40 MS
AXIS 1

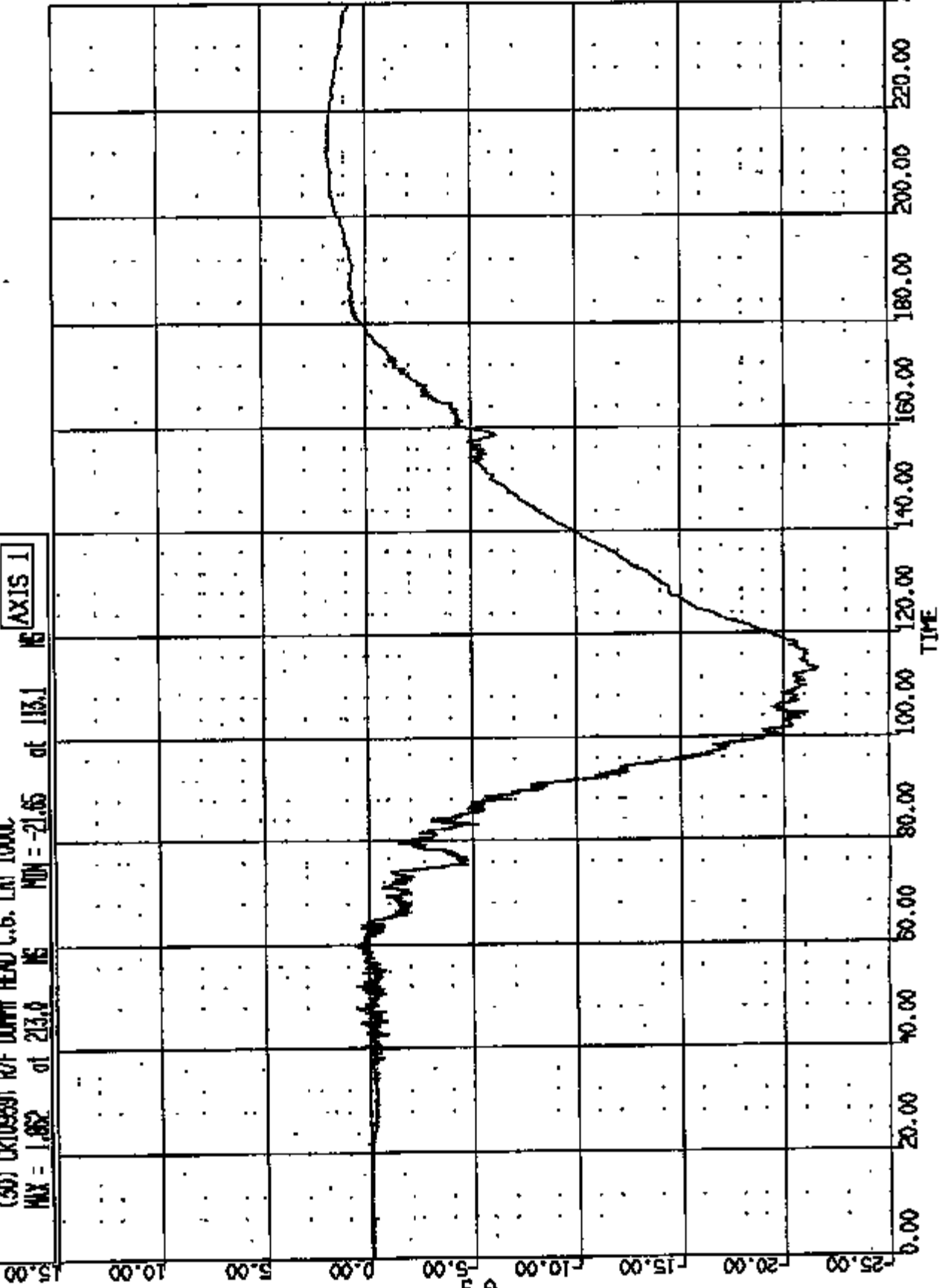


CR R: 10659 TO: TA5018 DATE: 971128 16:48:38
199X D-188 2000 D-188

(50) CR10939T R/F DUMMY HEAD C.G. LAT 1000C

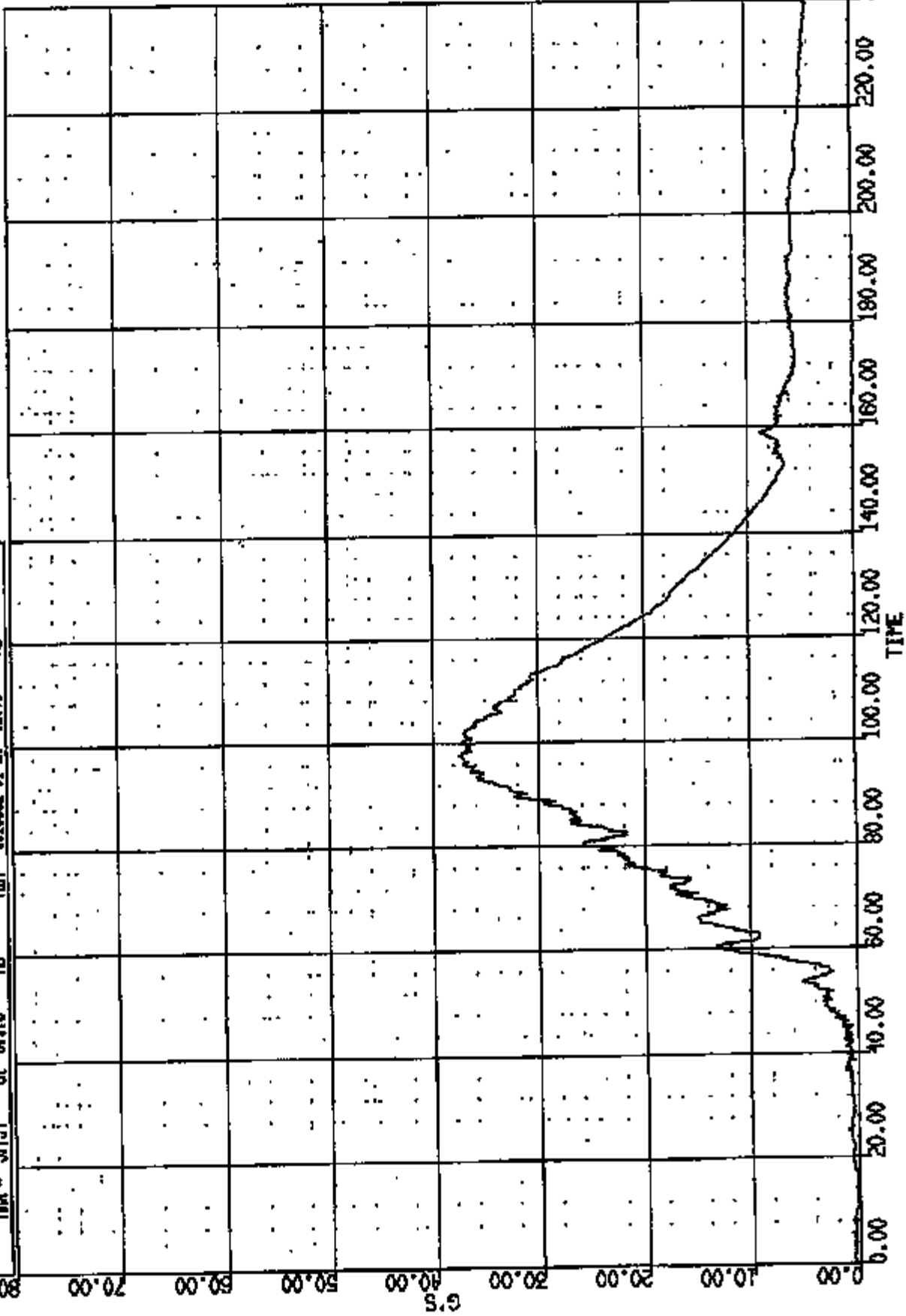
MAX = 1.882 at 213.0 MS MIN = -21.65 at 113.1 MS

AXIS 1



GR R: 10828 TO: TAS018 DATE: 971126 18:48:38
188X D-188 2000 D-188
THCO: 284: DUR: 240: 0 T1/T2: 71: 1 181-
THCO: 210: DUR: 58: 0 T1/T2: 85: 6 180-
THCO: 118: DUR: 15: 0 T1/T2: 92: 1 180-
(10828) CRIBSST R/F DUMMY HEAD C.G. RES 10000
MAX = 37.51 at 97.76 NS MIN = 0.1038E-04 at 11.76 NS

AXIS 1



CR R: 10929 TO: TA5018 DATE: 971126 15:40:59
189X D-186 2000 D-186

(31) CR10929 RTF DUMMY NECK UPPER LOAD FX 1000C

MAX = 49.98 at 91.81 MS MIN = -35.10 at 73.81 MS

AXIS 1

120.00

100.00

80.00

60.00

40.00

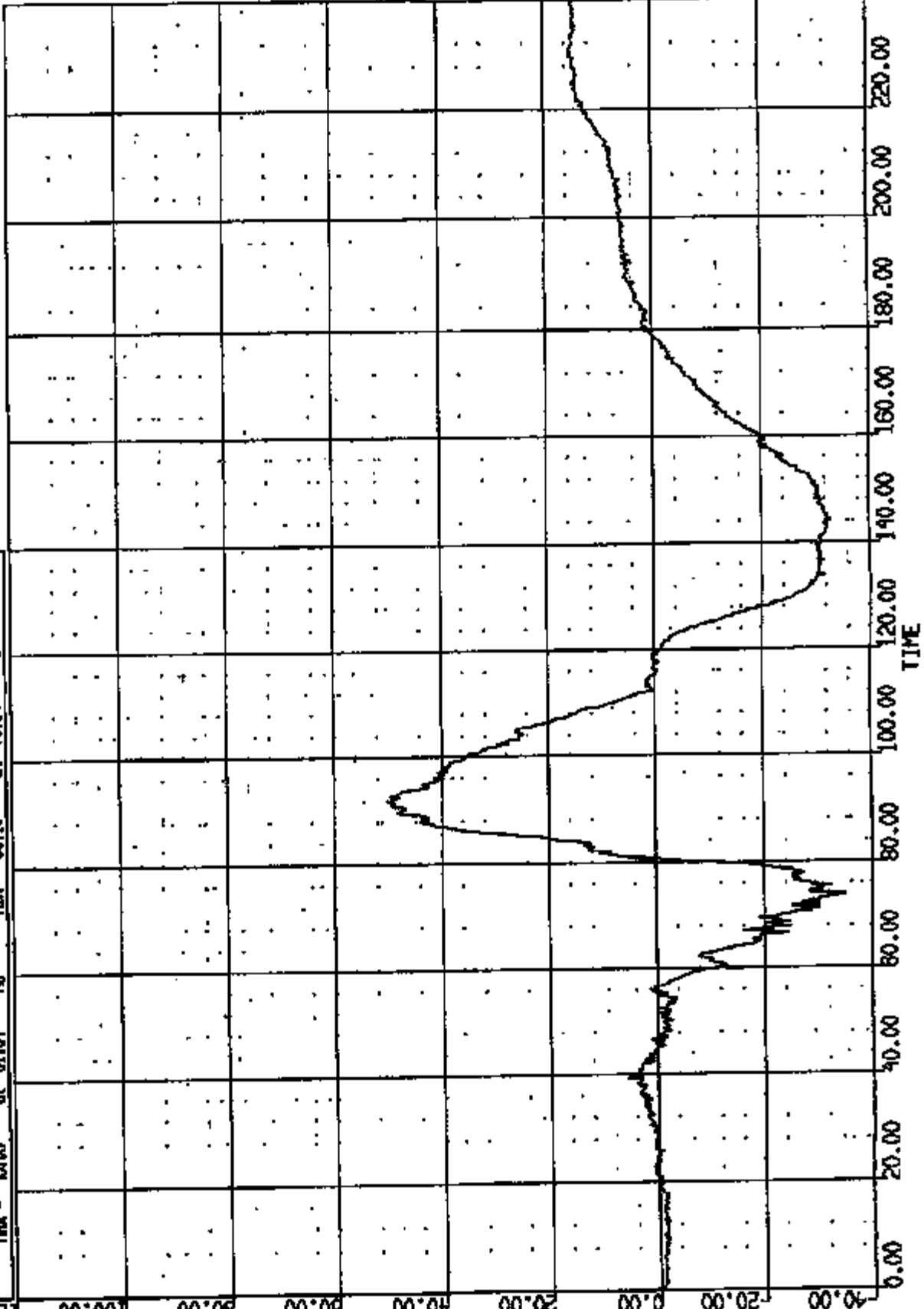
20.00

0.00

-20.00

-40.00

LBF



CR R: 10959 TO: TA5018 DATE: 971128 15:48:38
199X C-188 2000 D-188

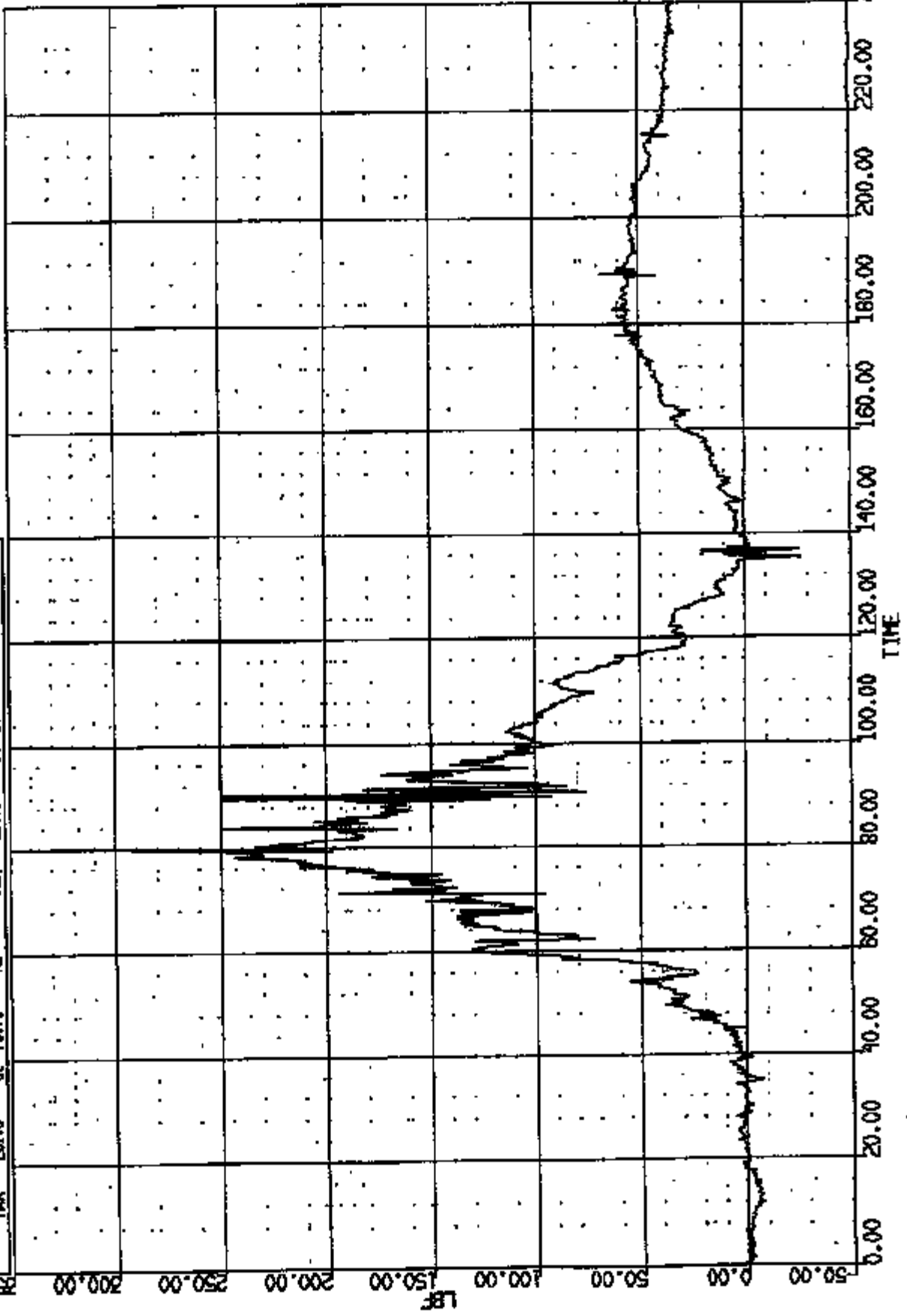
(32) CRUSHOUT RV DUMMY NECK UPPER LOAD FZ 1000C

MAX = 201.9 at 79.76 MS

MIN = -26.71 at 135.4 MS

AXIS 1

FR



CR R: 10850 TO: TA5018 DATE: 971126 15:48:39
199X D-188 2000 D-188

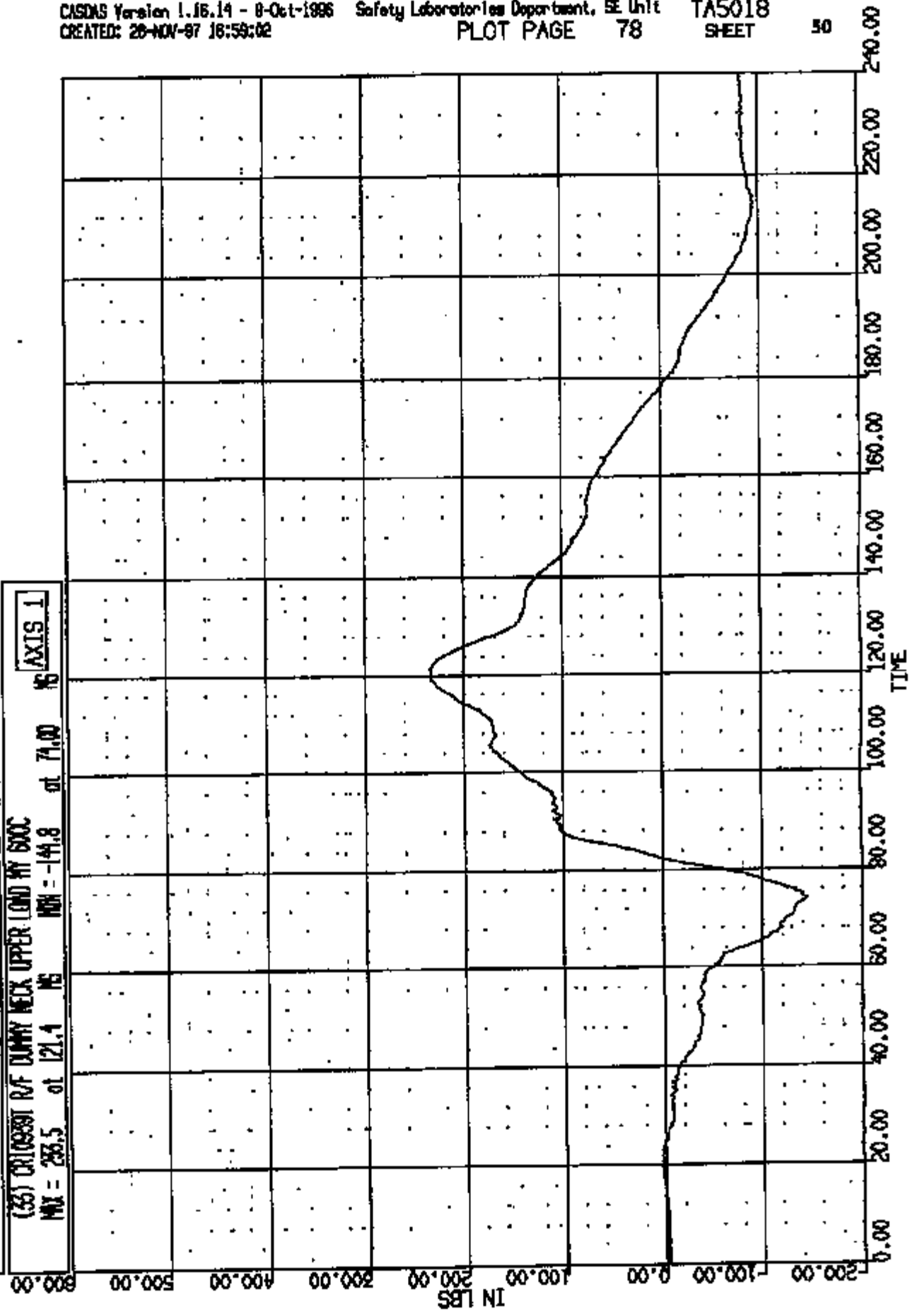
(35) CR108801 R/F DUMMY NECK UPPER LIND HY 600C

MAX = 233.5 at 121.4 MS

MIN = -141.8

at 71.00 MS

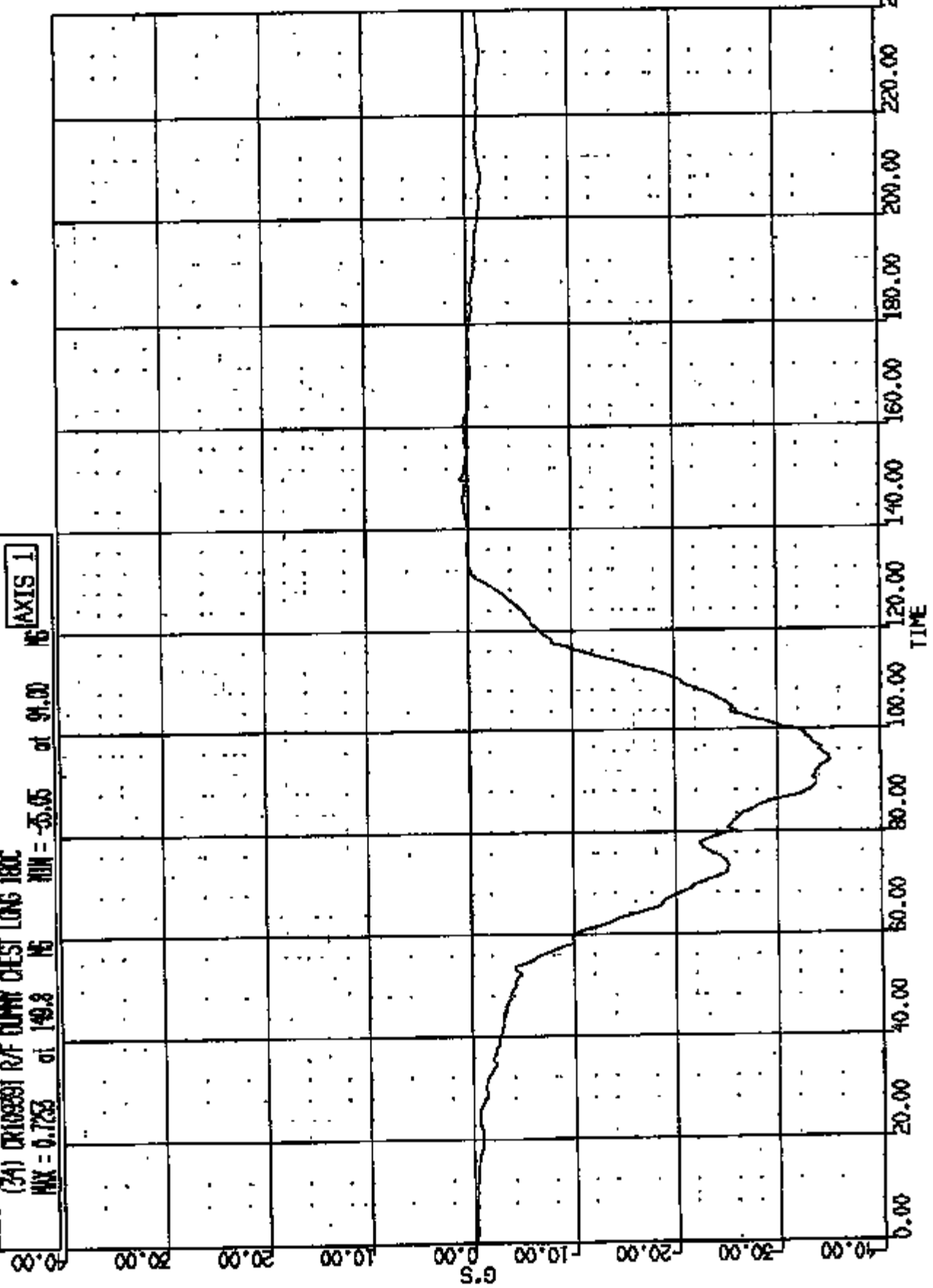
AXIS 1



CR R: 10889 TO: TA5018 DATE: 971126 15:48:39
199X D-188 2000 D-188

(3A) CR108991 R/F DUMY CHEST LONG 180C
MAX = 0.7253 at 149.8 MS MIN = -5.65 at 91.00 MS

AXIS 1



CR R: 10920 TO: TA5018 DATE: 971128 15:48:39
199X D-188 2000 D-188

(35) CR009907 R/F DUMMY CHEST VERT 180C

MAX = 8.511 at 63.28 MS

MIN = -4.512 at 121.0 MS

AXIS 1

10.00

8.00

6.00

4.00

2.00

0.00

-2.00

-4.00

-6.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR R: 10929 TO: TA5018 DATE: 971128 15:40:59
199X D-188 2000 D-188

(36) CR10929 RTF DUMMY CHEST LAT 180C

MAX = 1.510 at 180.0 MS

MIN = -14.01

at 97.12 MS

AXIS 1

35.00

20.00

15.00

10.00

5.00

0.00

-5.00

-10.00

-15.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

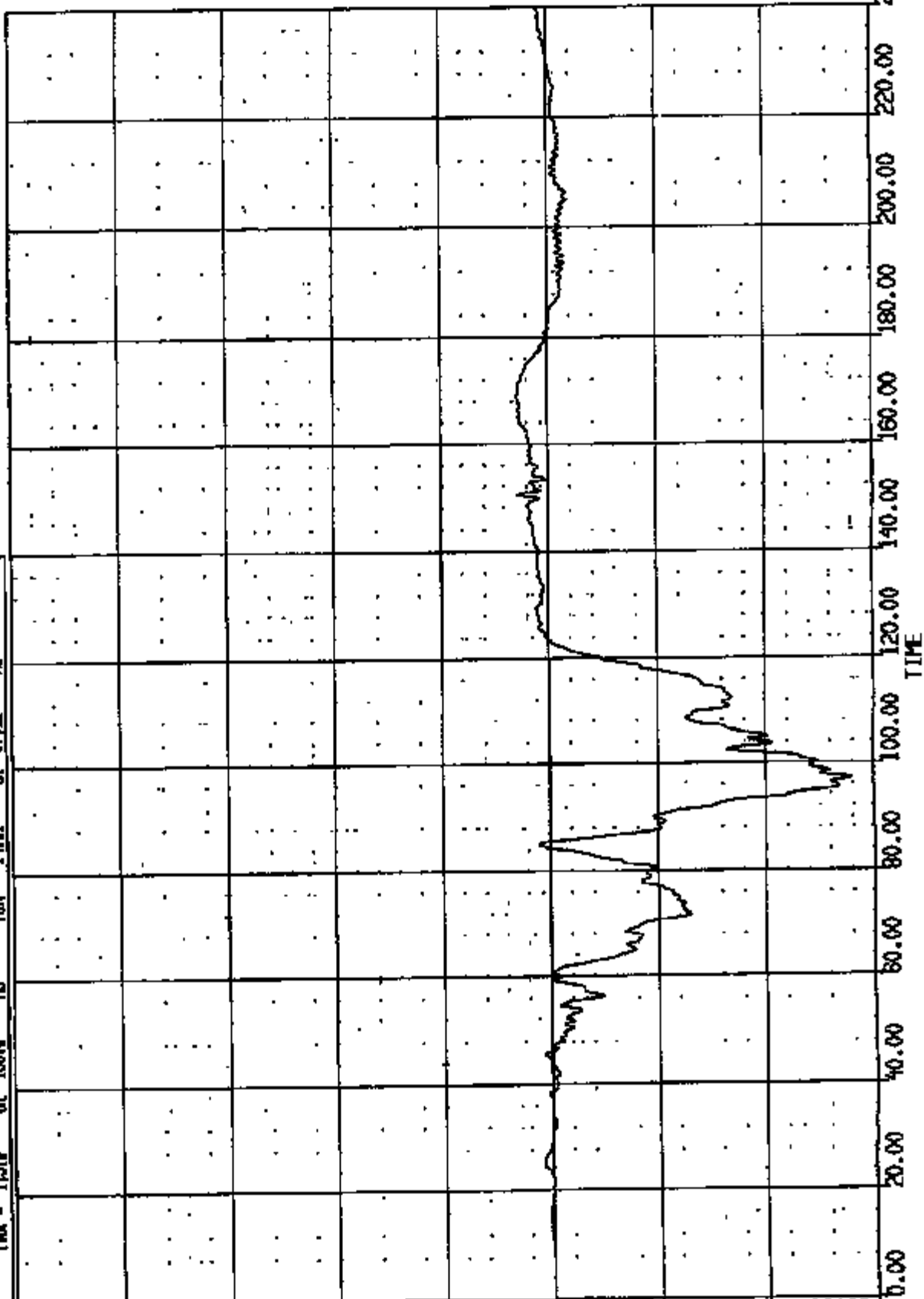
180.00

200.00

220.00

240.00

TIME



CR R: 10956 TO: TAS018 DATE: 971126 15:48:59
198X D-188 2000 D-188 Duration time R 2.0000
CUMDUR = 36.872

(10011) CR1089ST R/F DUMMY CHEST RES 180C

MAX = 35.97 at 94.95 MG MIN = 0.2314 at 0.400 MG

AXIS 1

80.00

70.00

60.00

50.00

40.00

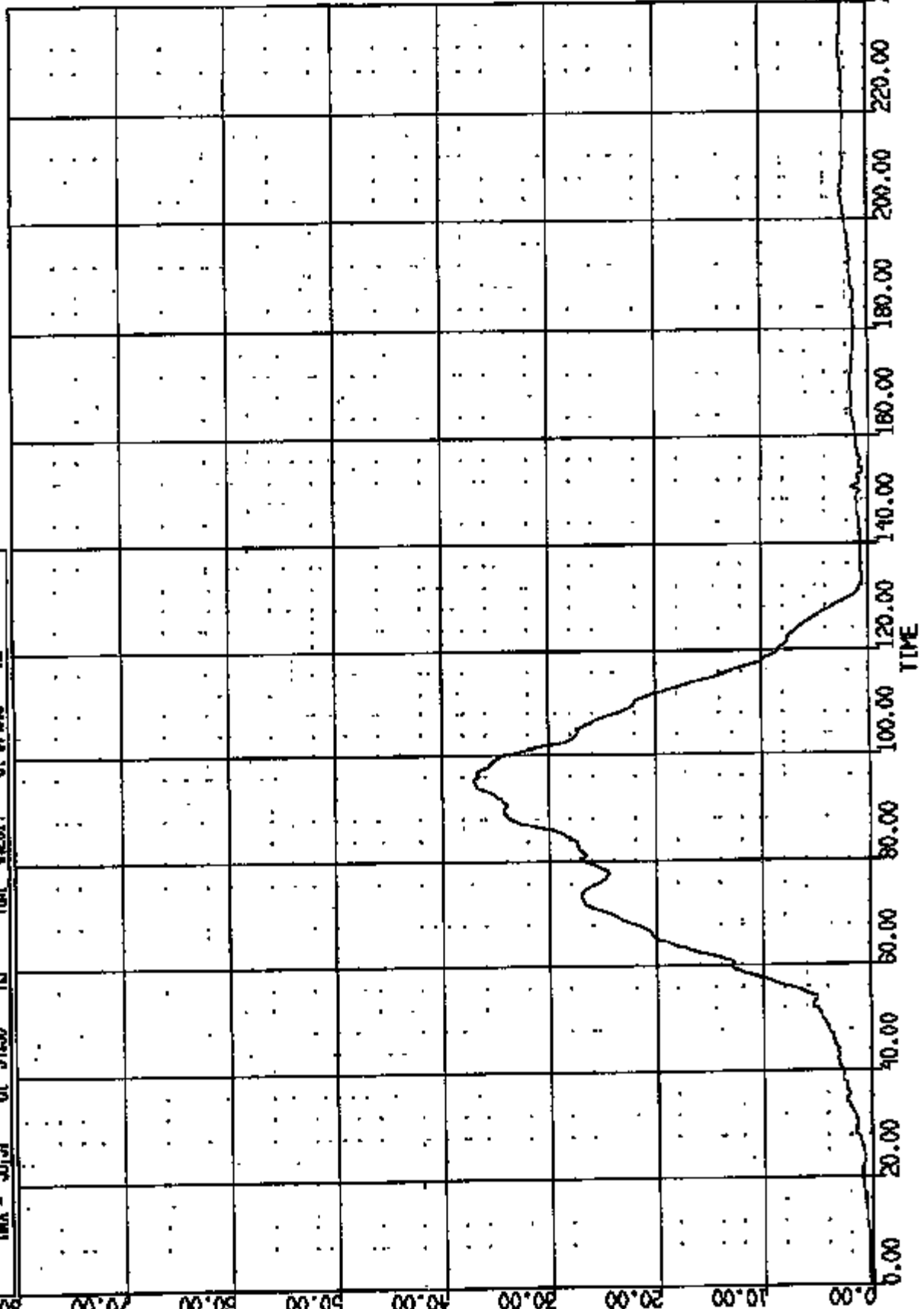
30.00

20.00

10.00

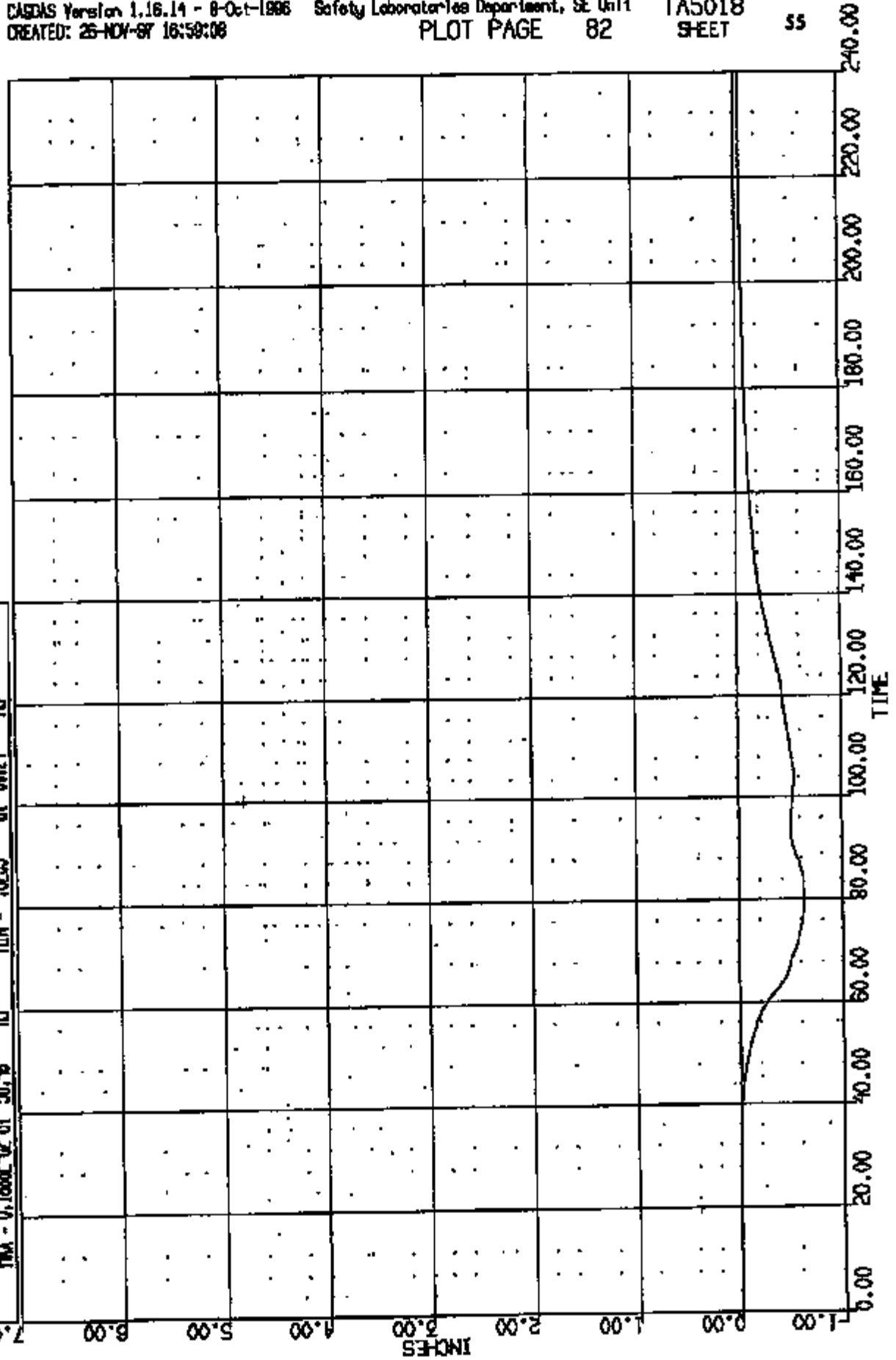
0.00

G.S



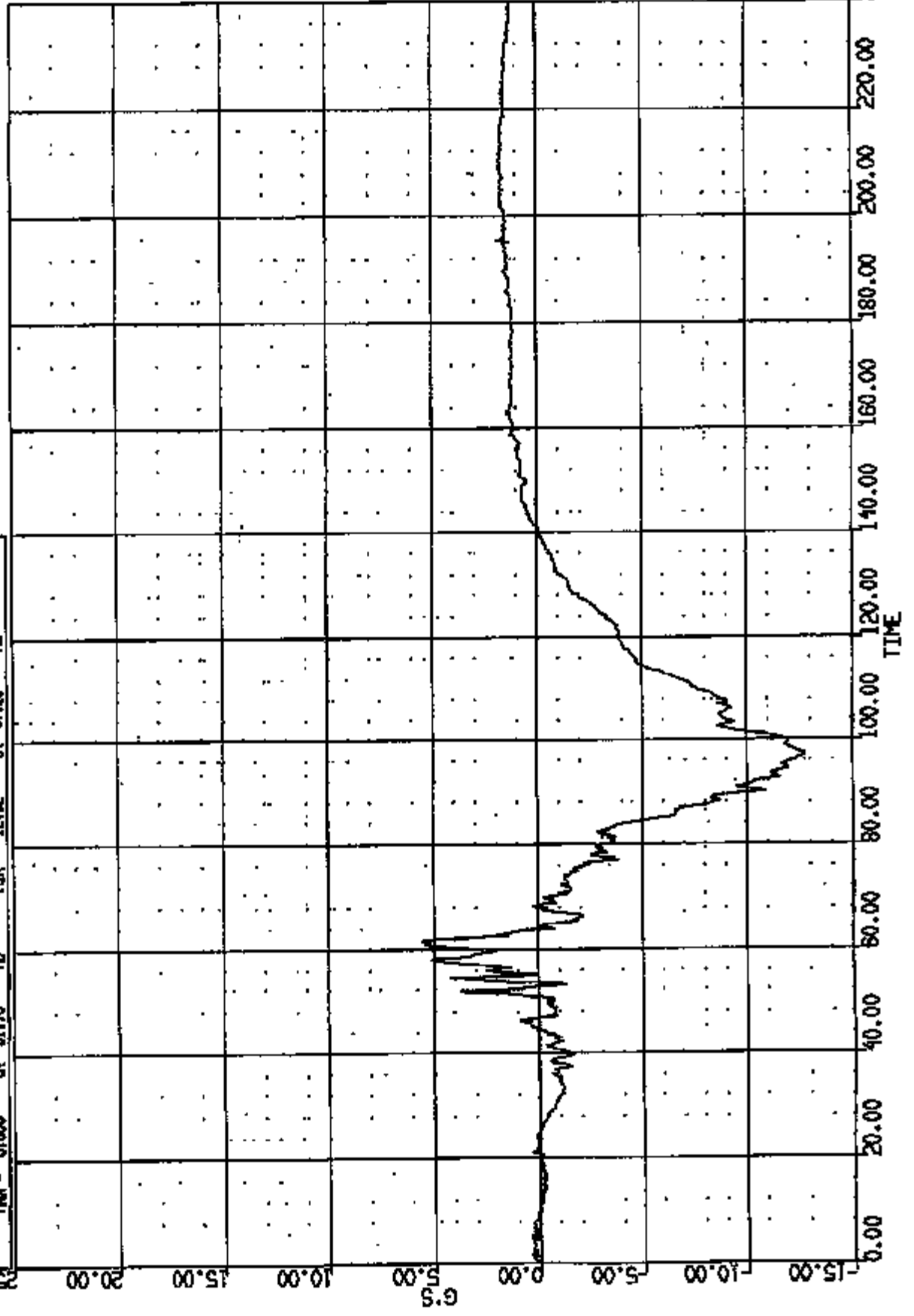
CR R: 10959 TO: TA5018 DATE: 971126 16:49:39
199X D-188 2000 D-188

(37) CR10959T R/F DUMMY CHEST DEFLECTION [8XC]
MAX = 0.1888E-02 at 36.48 MIN = -.6255 at 80.24 16
[AXIS 1]



CR R: 10220 TO: TA5018 DATE: 971126 16:48:59
199X D-199 2000 D-199

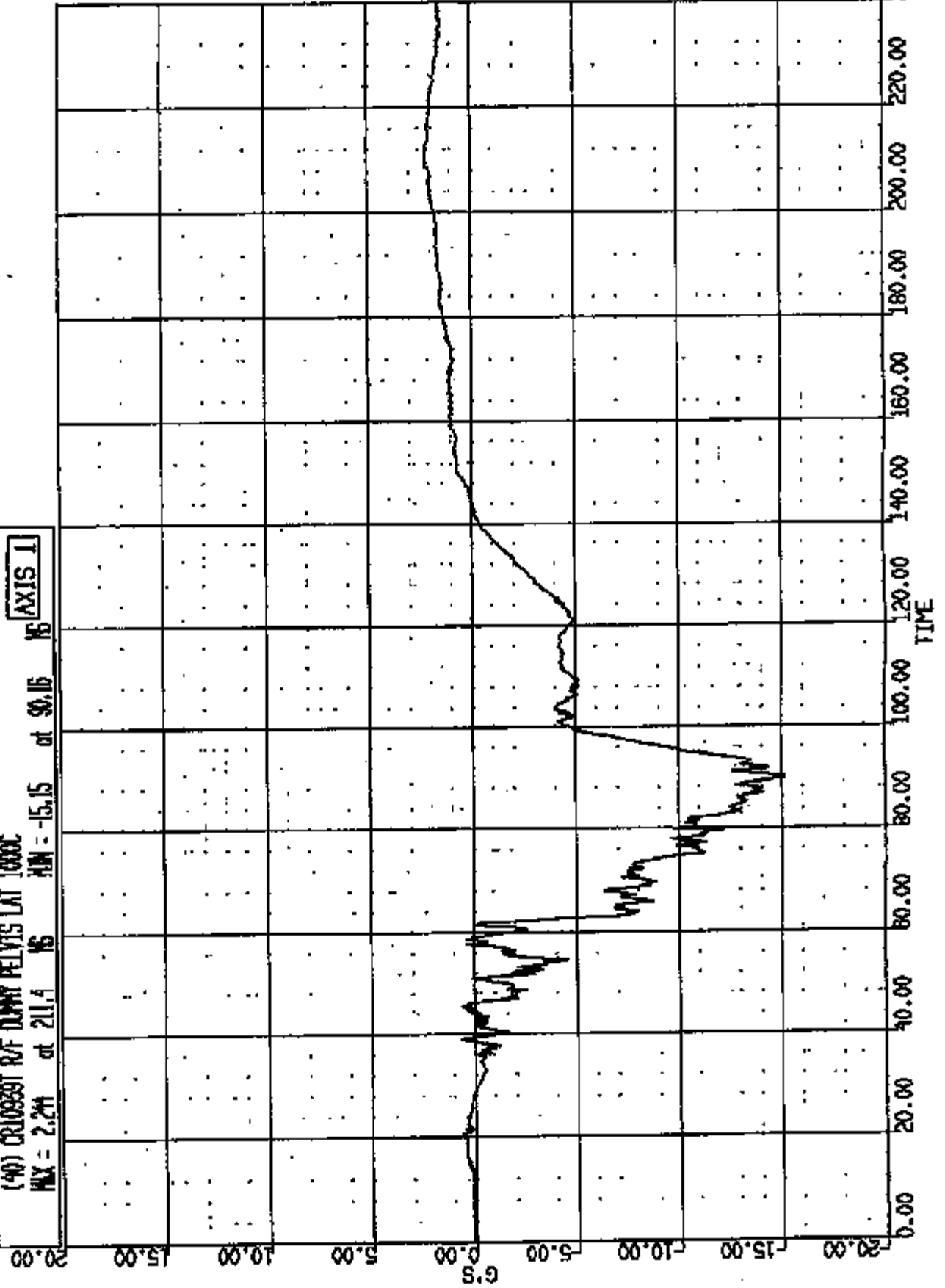
(30) CR109991 R/F DUMMY RELVTS VERT LOGOC
MAX = 5.538 at 61.76 MS MIN = -12.92 at 97.28 MS
AXIS 1



CR R: 10939 TO: TA5018 DATE: 871126 15:48:59
189X D-188 2000 D-188

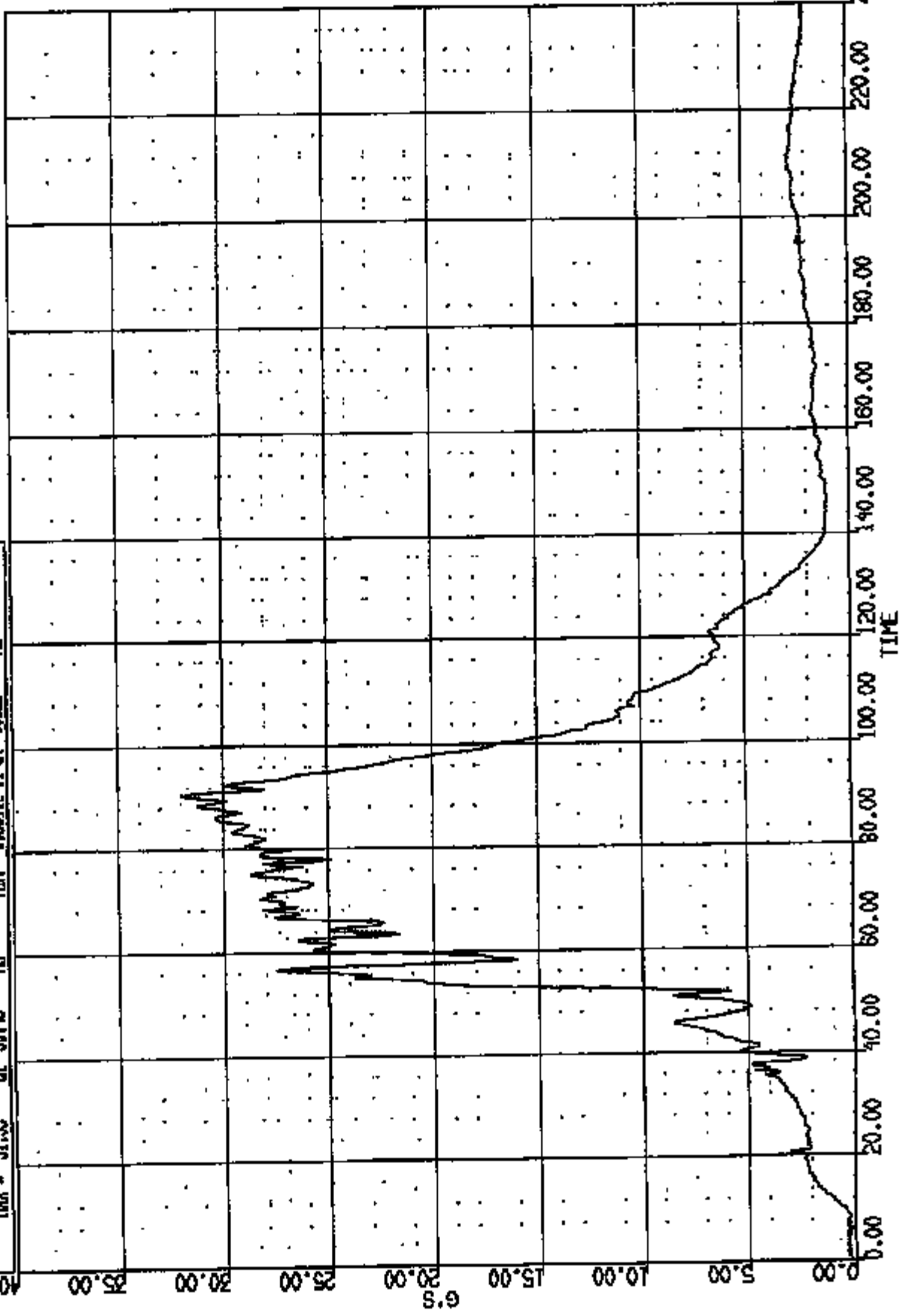
(40) CR10939T R/F DUMMY PELVIS LAT 1000C
MAX = 2.24 at 211.4 NS MIN = -15.15 at 90.15 NS

AXIS 1



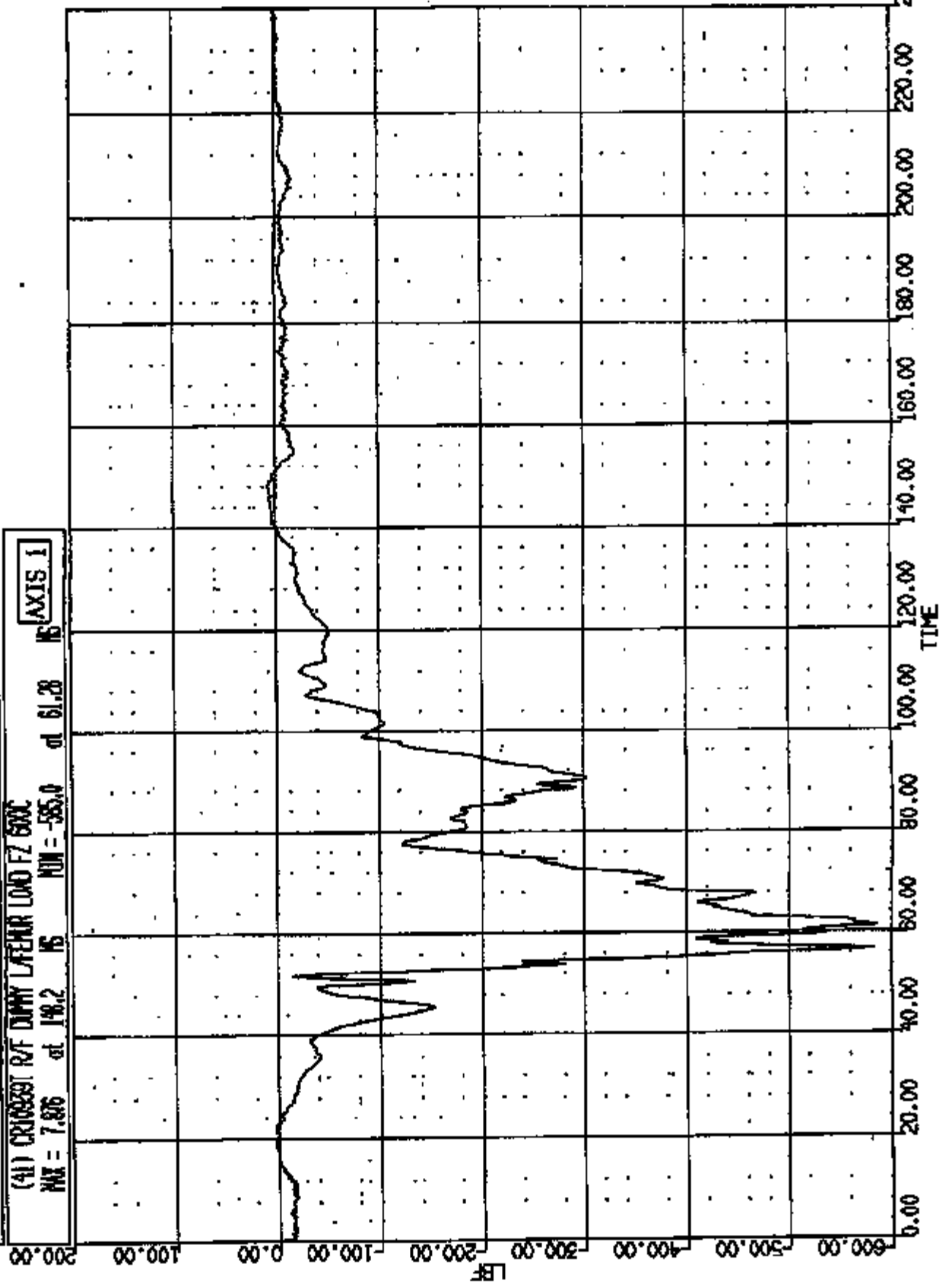
CR R: 10939 TO: TA5018 DATE: 971128 15:48:58
199X D-188 2000 D-188

(10014) CRT10939 R/F DUMMY PELVIS RES 1000C
MAX = 31.93 at 90.48 MS MIN = 0.9511E-01 at 6.320 MS
AXIS 1



CR R: 10030 TO: TA5018 DATE: 971126 15:46:39
189X D-186 2000 D-186

(41) CRUSSST R/F DUMMY LATHEAR LOAD FZ 60XC
MAX = 7.876 at 18.2 MS MIN = -555.0 at 61.28 MS
AXIS 1



CR R: 10939 TO: TA5018 DATE: 871126 15:48:58
188X D-188 3000 D-188

(42) CR103901 R/F DUMMY RAFFER LOAD FZ 600C

MAX = 41.15 at 155.8 MS MIN = -721.3

at 76.48 MS

AXIS 1

800.00

600.00

400.00

200.00

0.00

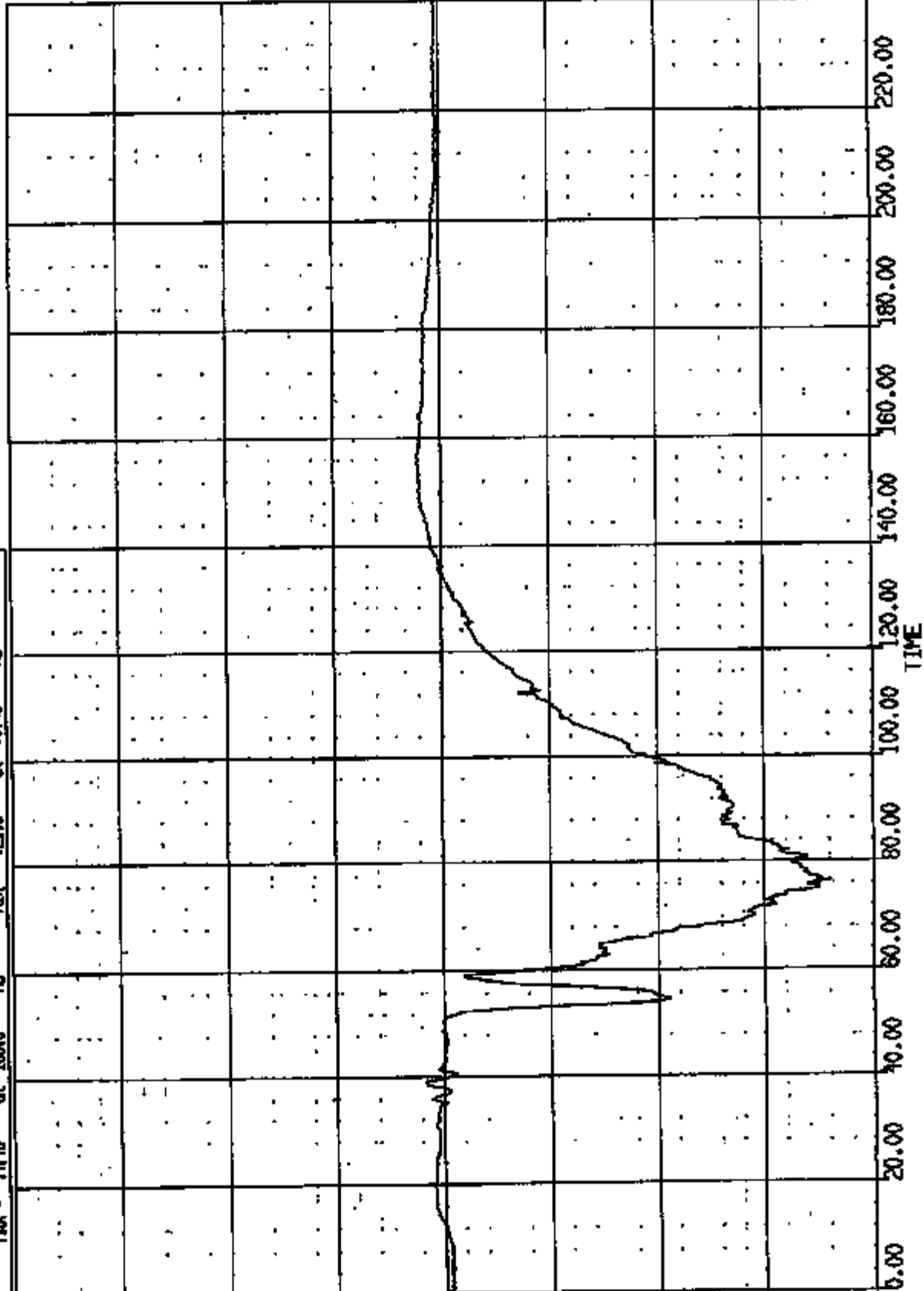
-200.00

-400.00

-600.00

-800.00

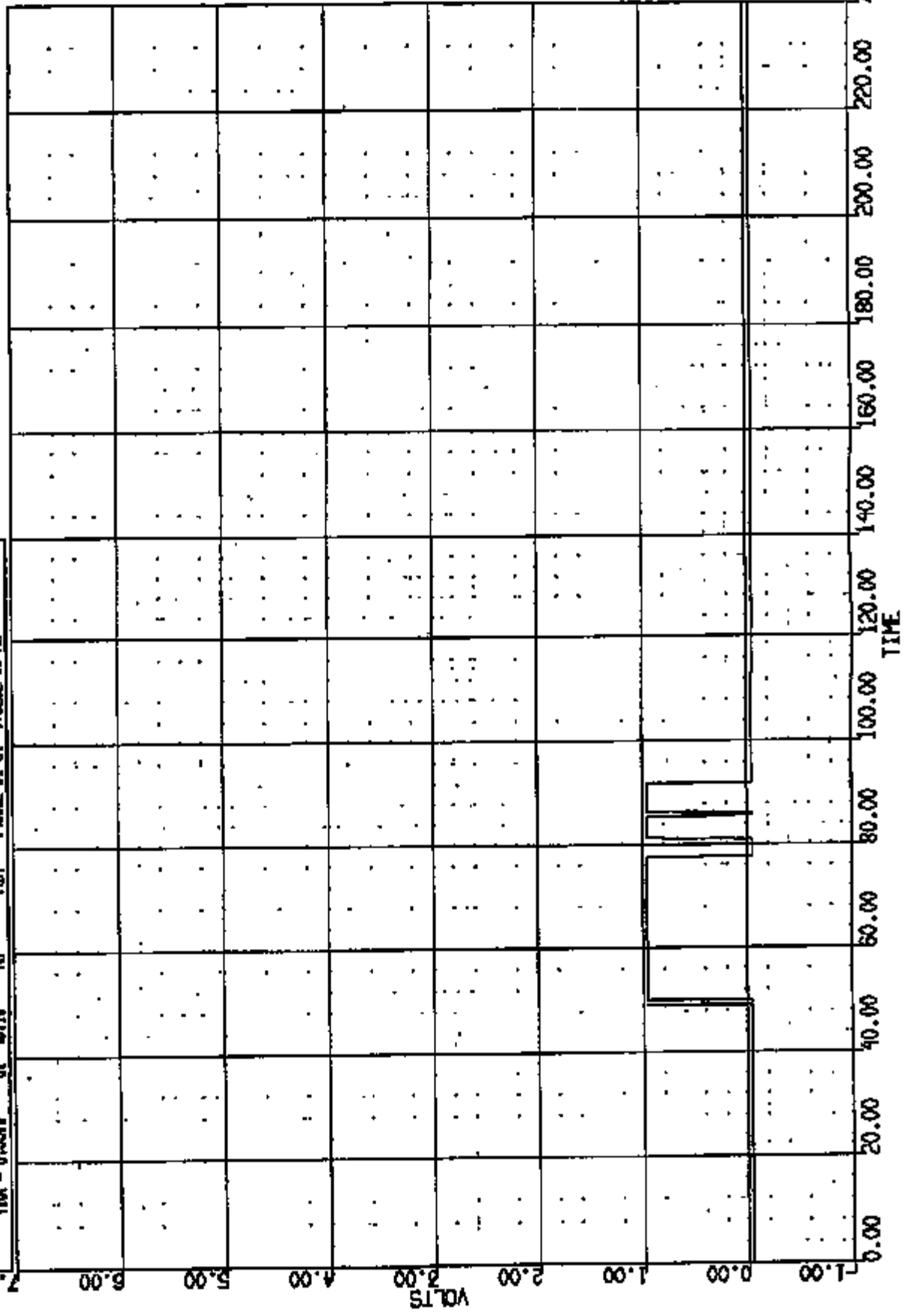
LB



TIME

CR R: 10228 TO: TA5018 DATE: 971126 15:48:29
199X D-186 2000 D-186

(57) CR103891 R/F DUMMY LANE# SN 4000C
MAX = 0.957V at 49.10 MS MIN = -.488E-01 at -.703E-05 MS
AXIS 1



CR R: 10959 TO: TA5018 DATE: 871126 15:48:58
186X D-186 200 D-186

(58) DRUGS01 R/F DUMP RAMEL SN 4000

MAX = 0.957V at 50.10 MS

MIN = -.485E-01 at .762E-05 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

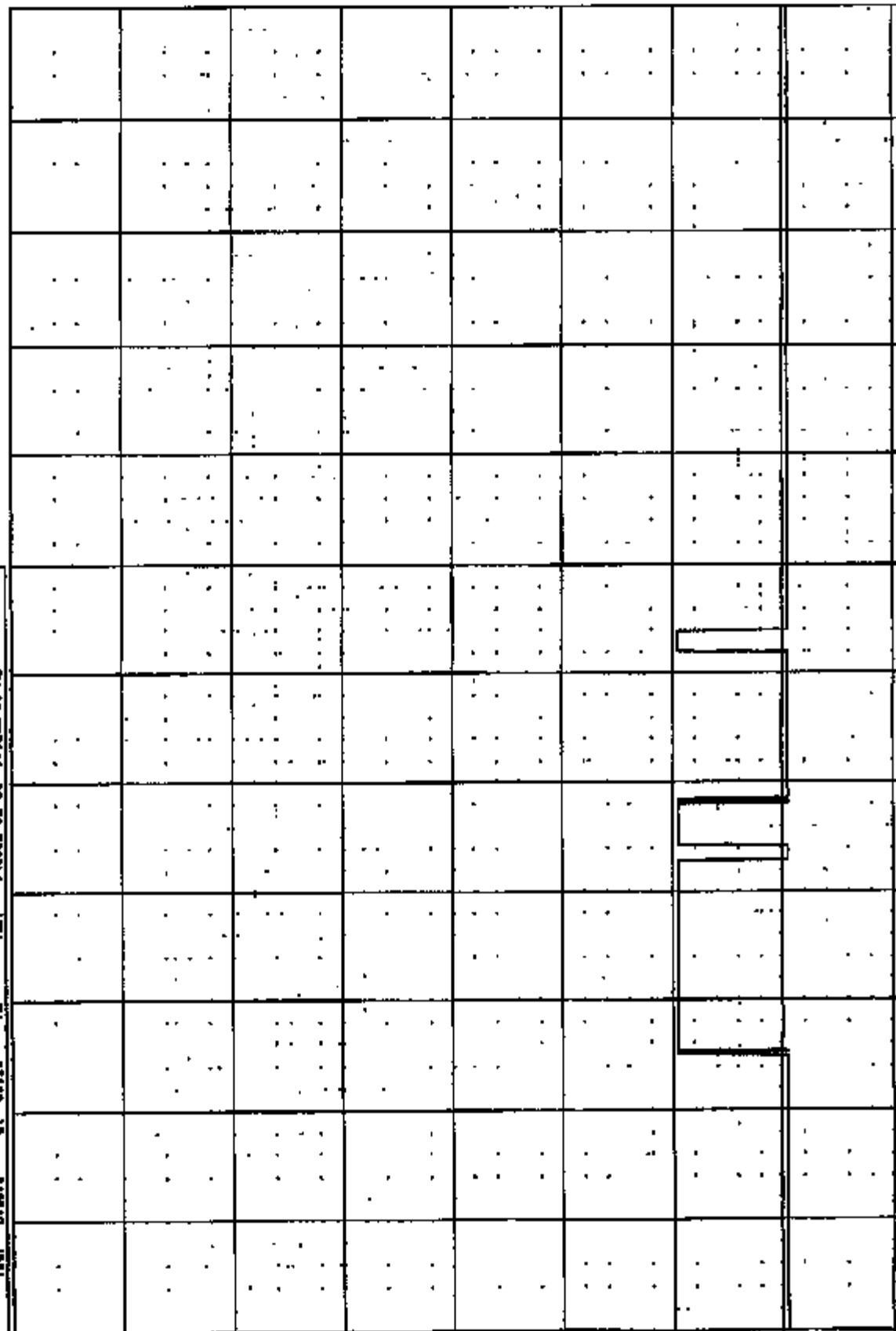
2.00

1.00

0.00

-1.00

VOLTS



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00
TIME

CR R: 10959 TO: TA5018 DATE: 971128 15:48:39
199X D-188 2000 D-188

(43) CR10899E RF DUMMY LAP/TIBIA LOAD FZ 600C
MAX = 71.07 at 73.35 MS MIN = -570.0 at 61.44 MS

AXIS 1

900.00

600.00

400.00

200.00

0.00

-200.00

-400.00

-600.00

-800.00

LB

TIME

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

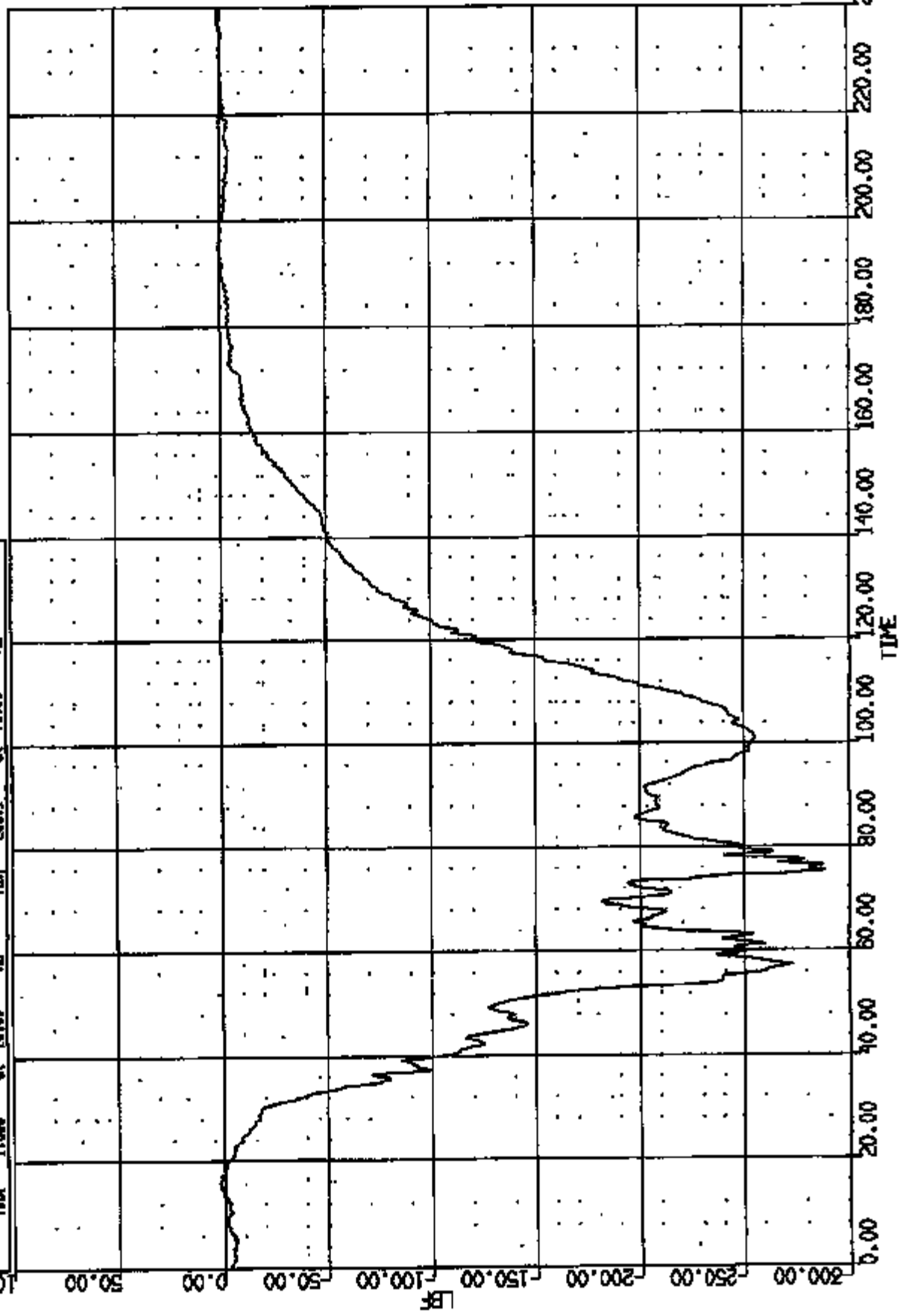
240.00

CR R: 10889 TO: TA5018 DATE: 871126 16:48:59
188X D-188 2000 D-188

(46) CR10889T W/F DUMMY RAMP/TIBIA LOAD FZ GRAC

MAX = 1.908 at 18.00 MS MIN = -288.1 at 75.36 MS

AXIS 1



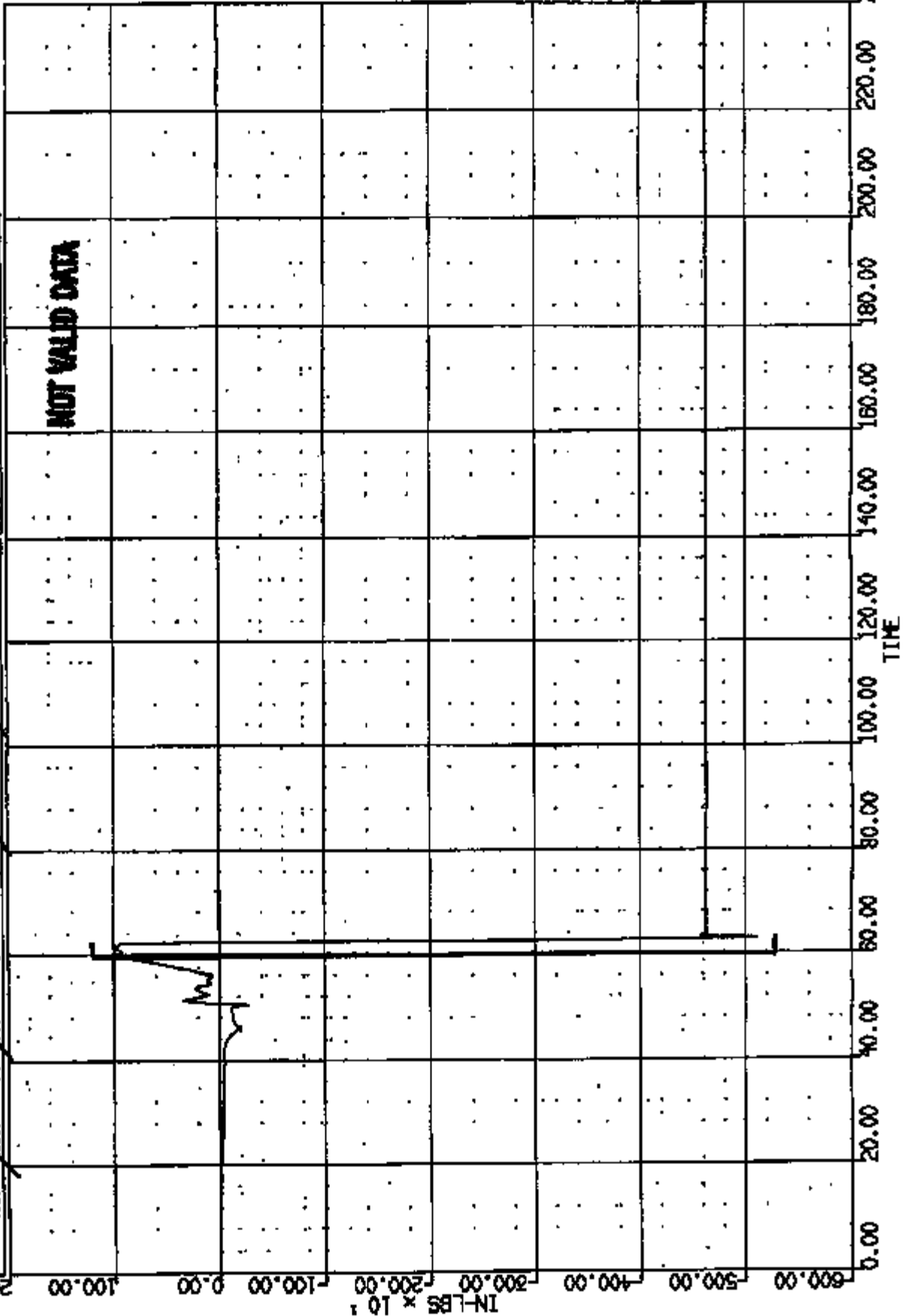
CR R: 10959 TO: TA5018 DATE: 871126 15:46:58
 199X D-188 2000 D-188

MOBLY KEY:
 * - Histogram data exceeded full scale
 # - >| percent offset at T-zero

AXIS 1

(44) CRUISEBOT R/F DUMP LAMP/TIRIA LOAD PK 60VC
 MAX = 100% at 2000 at 2000 MIN = 50% at 2000

200.00



CHK R: 10939 TO: TAS018 DATE: 971126 16:49:59
16EX D-188 2000 D-188

(47) CR10939T R/F DUMMY RAMP/TIBIA LOAD W/ 60XC

MAX = 271.9 at 107.9 MS MIN = -180.3 at 85.81 MS

AXIS 1

500.00

400.00

300.00

200.00

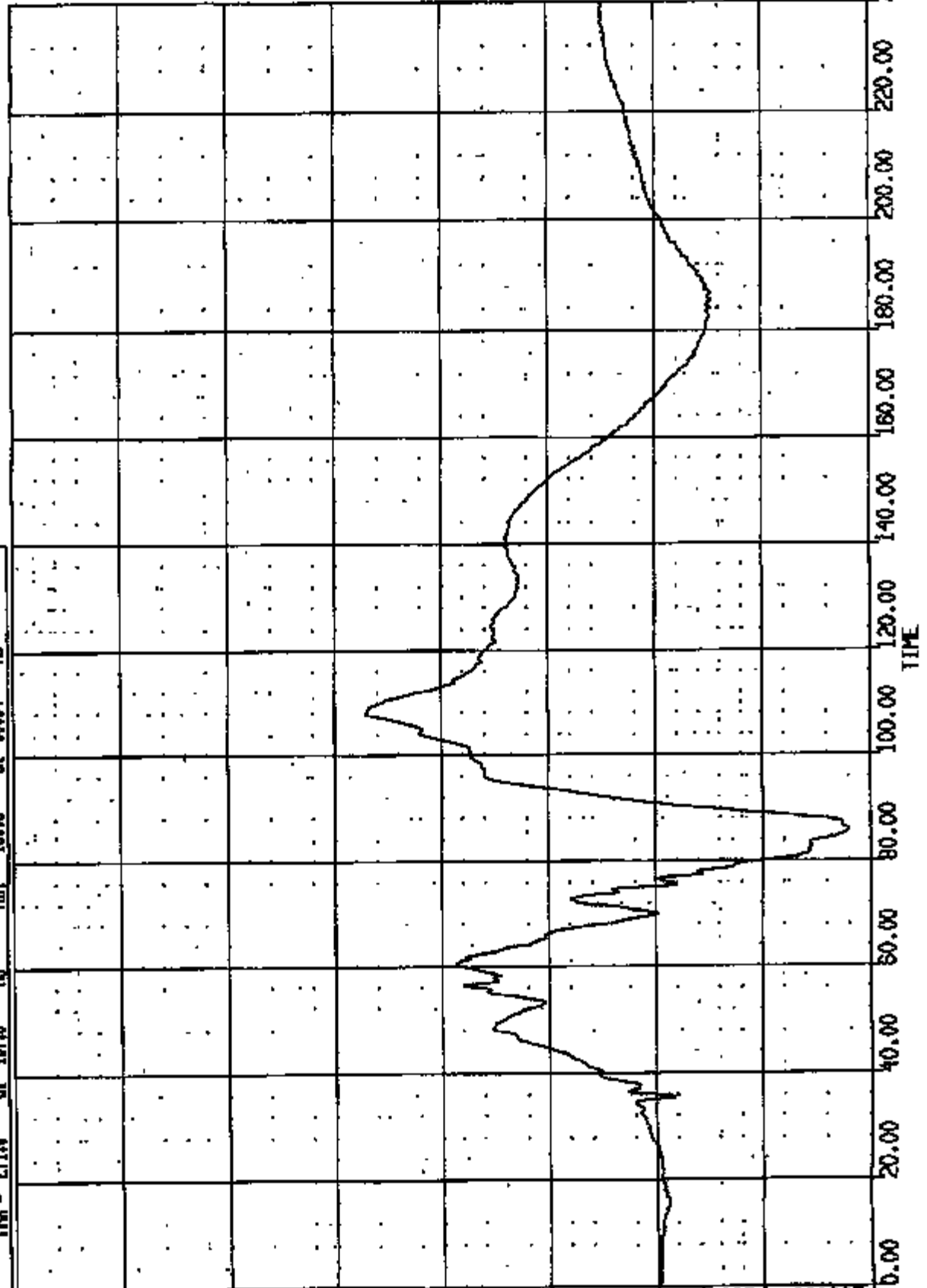
100.00

0.00

-100.00

-200.00

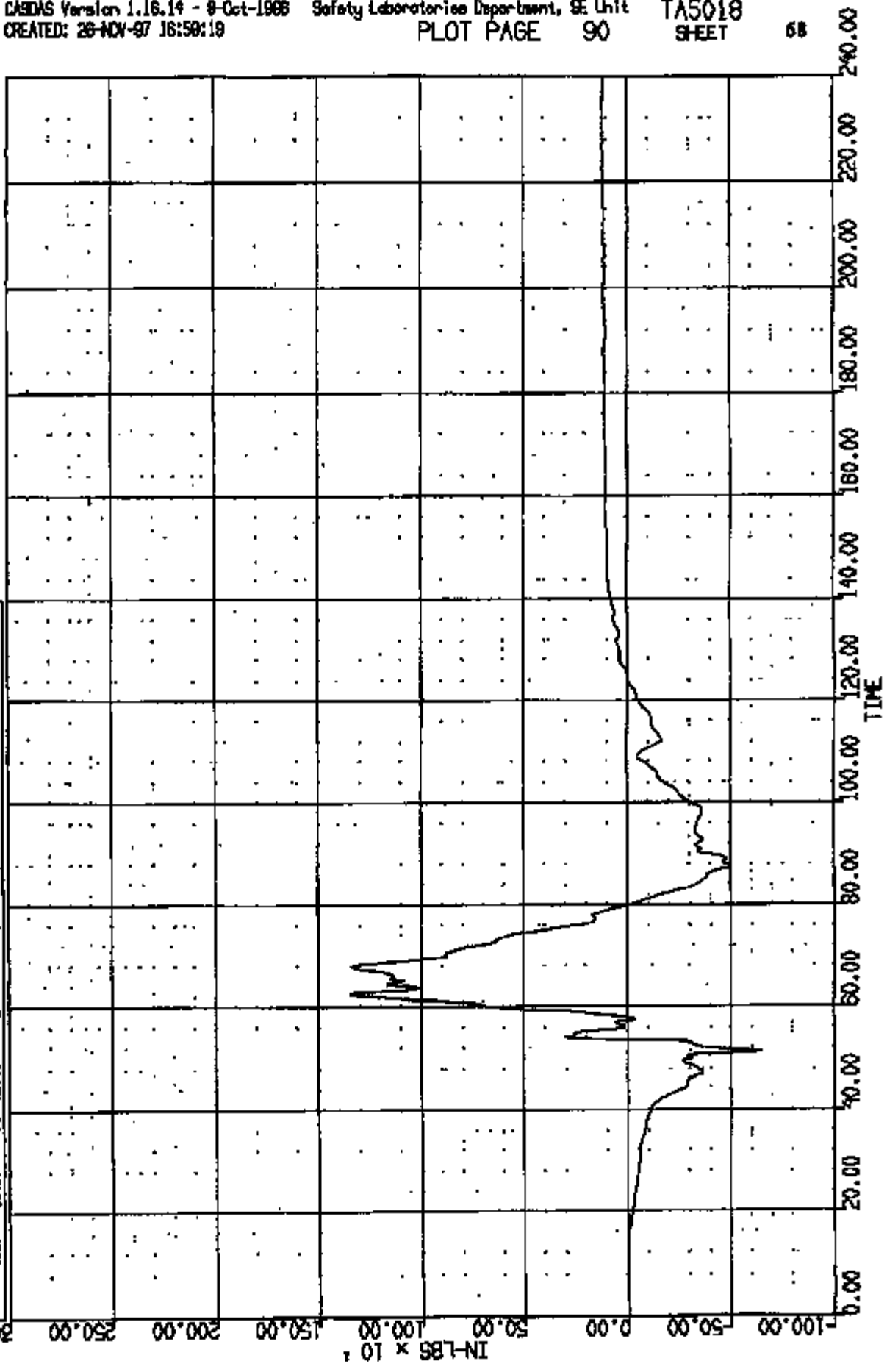
IN-LBS



CR R: 10888 TO: TA5018 DATE: 871128 15:48:58
188X D-188 2000 D-188

(45) CRIBSST R/F DUMY LUP/TIBJA LOAD NY 600C
MAX = 134% at 82.48 MS MIN = -94.4 at 51.28 MS

AXIS 1



CR R: 10839 TO: TA5018 DATE: 971126 15:49:09
199X D-186 2000 D-186

(48) CRUISEST RAF DUNNY RAUP/TIBIA LOAD MY GANC

MAX = 110.0 at 239.6 MS MIN = -559.5 at 71.28 MS

AXIS 1

200.00

100.00

0.00

-100.00

-200.00

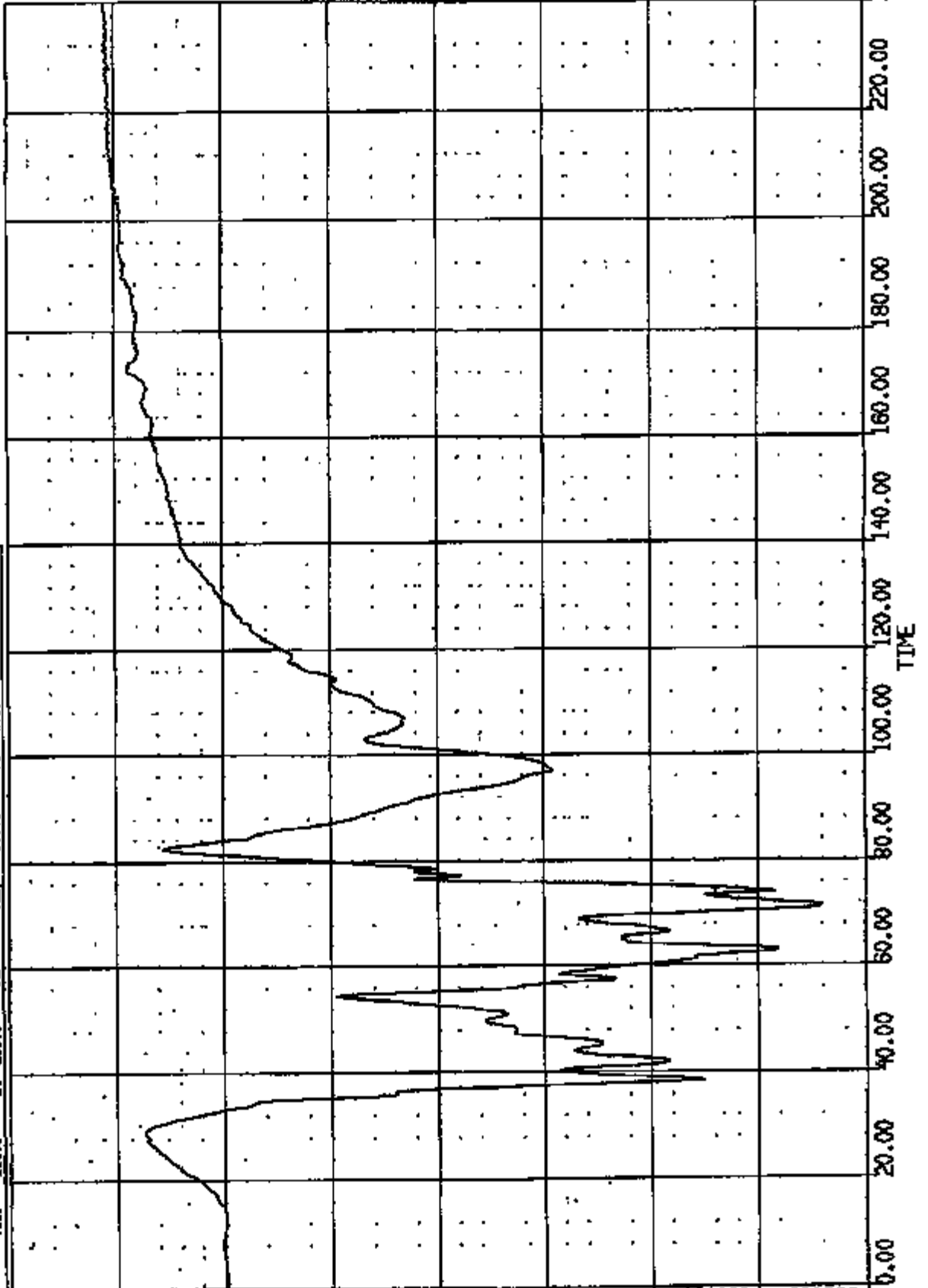
-300.00

-400.00

-500.00

-600.00

IN-LBS



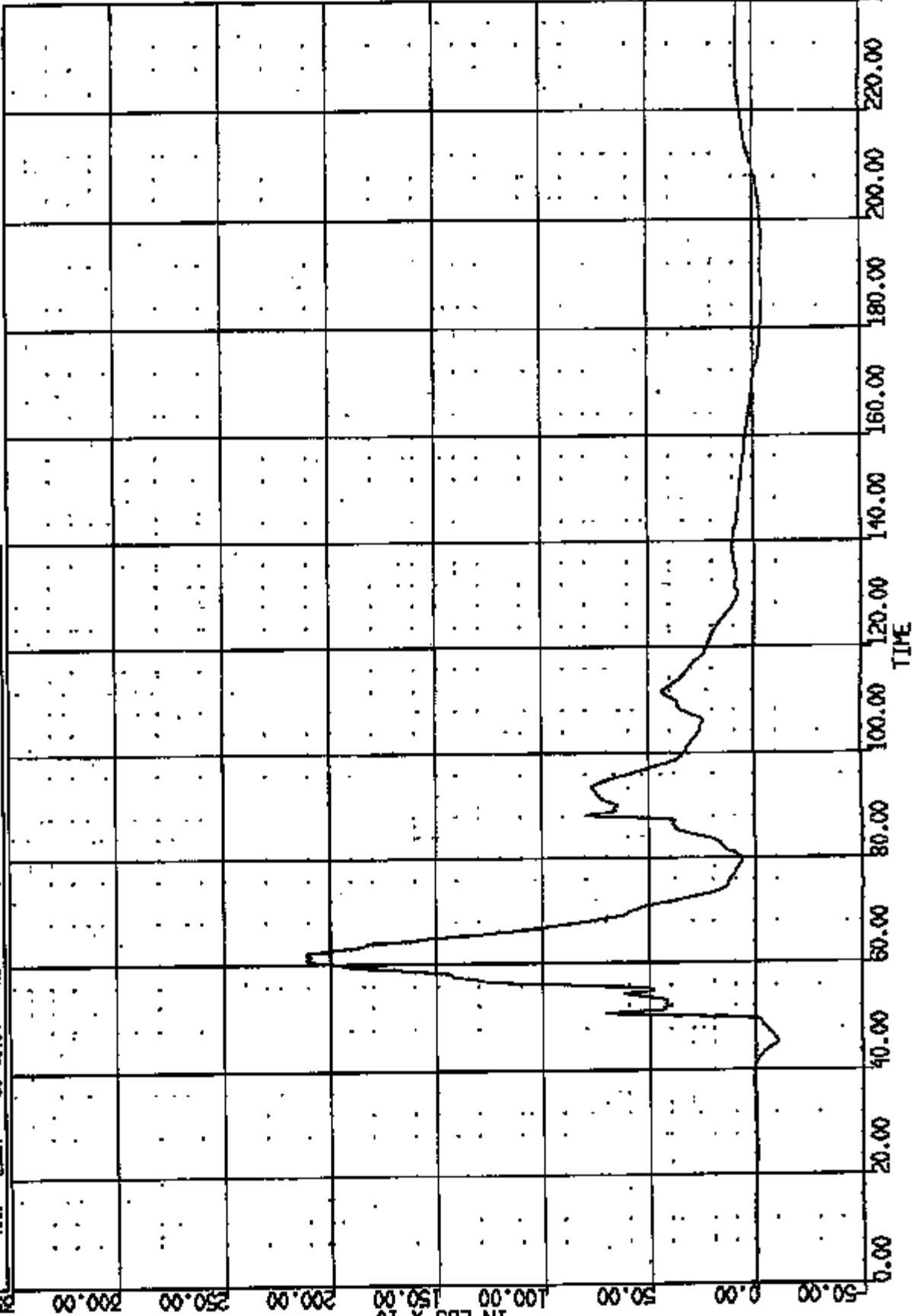
CR R: 10939 TO: TA5018 DATE: 971126 15:46:29
189X D-186 2000 D-186

(49) CRIBEST R/F DUMMY L/CLAVERTIBIA LIND IN 600C

MAX = 2121. at 61.84 MS MIN = -165.1 at 45.44 MS

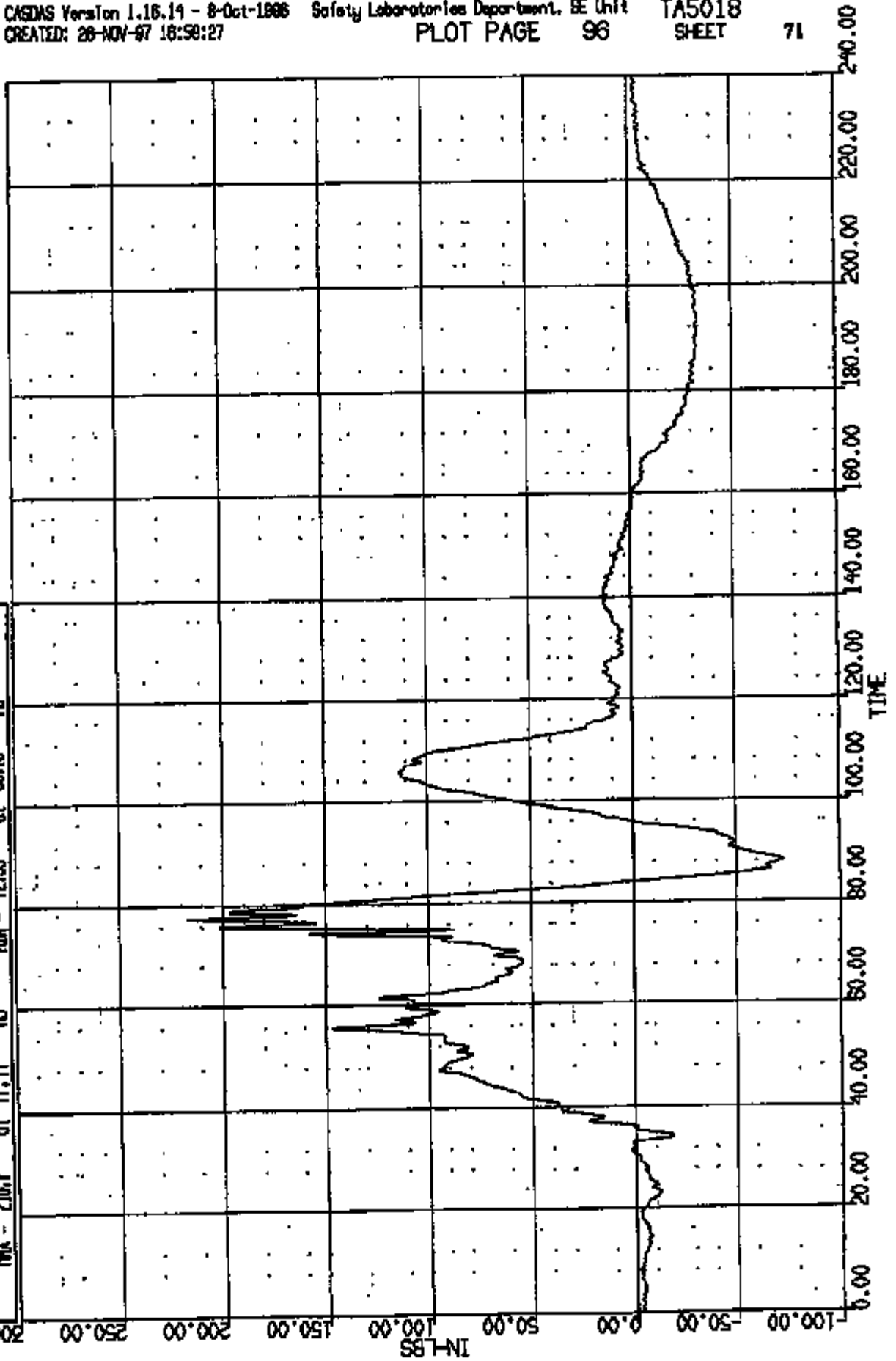
AXIS 1

IN-LBS x 10⁴



CR R: 10888 TO: TA5018 DATE: 071128 15:40:39
199X D-188 2000 D-188

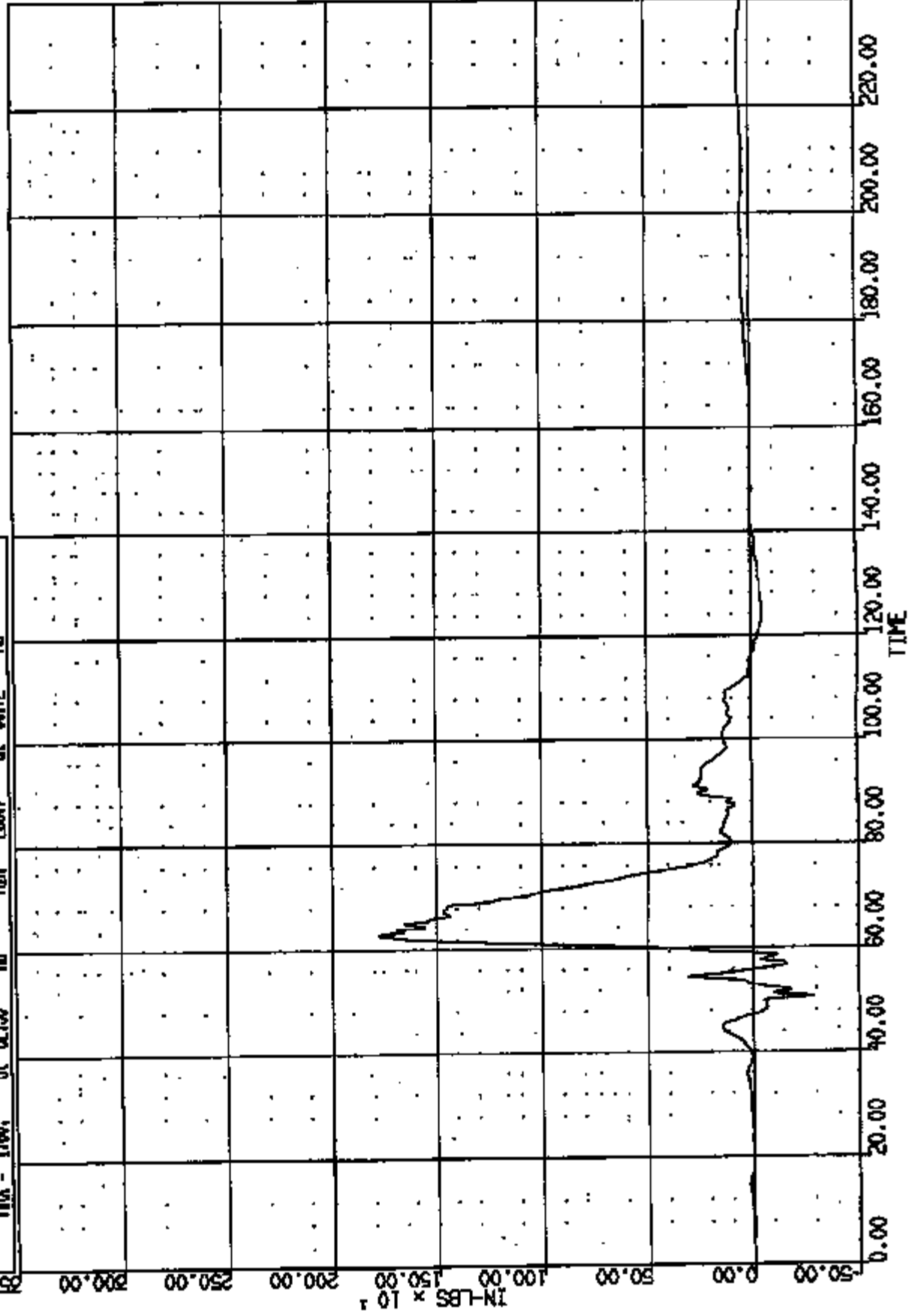
(S1) CRIBEST R/F DUMMY R/LOWER/TIBIA LOAD IN 600C
MAX = 216.7 at 77.44 MS MIN = -72.53 at 88.16 MS
AXIS 1



CR R: 10639 TO: TA5018 DATE: 971128 15:40:38
188X D-188 2000 D-188

(50) CRIBEST RAF DUMMY L/LOWER TIBIA LOAD MY 600C
MAX = 1700. at 62.95 IN MIN = -285.7 at 50.72 IN

AXIS 1



CR R: 10839 TO: TAS018 DATE: 071126 15:46:59
189X D-186 2000 D-186

(52) DRUGSIT R/F DUMM VALOER/TIBIA LEAD BY 800C

MAX = 579.9 at 77.28 NG MIN = -208.5 at 53.00 NG

AXIS 1

120.00

100.00

80.00

60.00

40.00

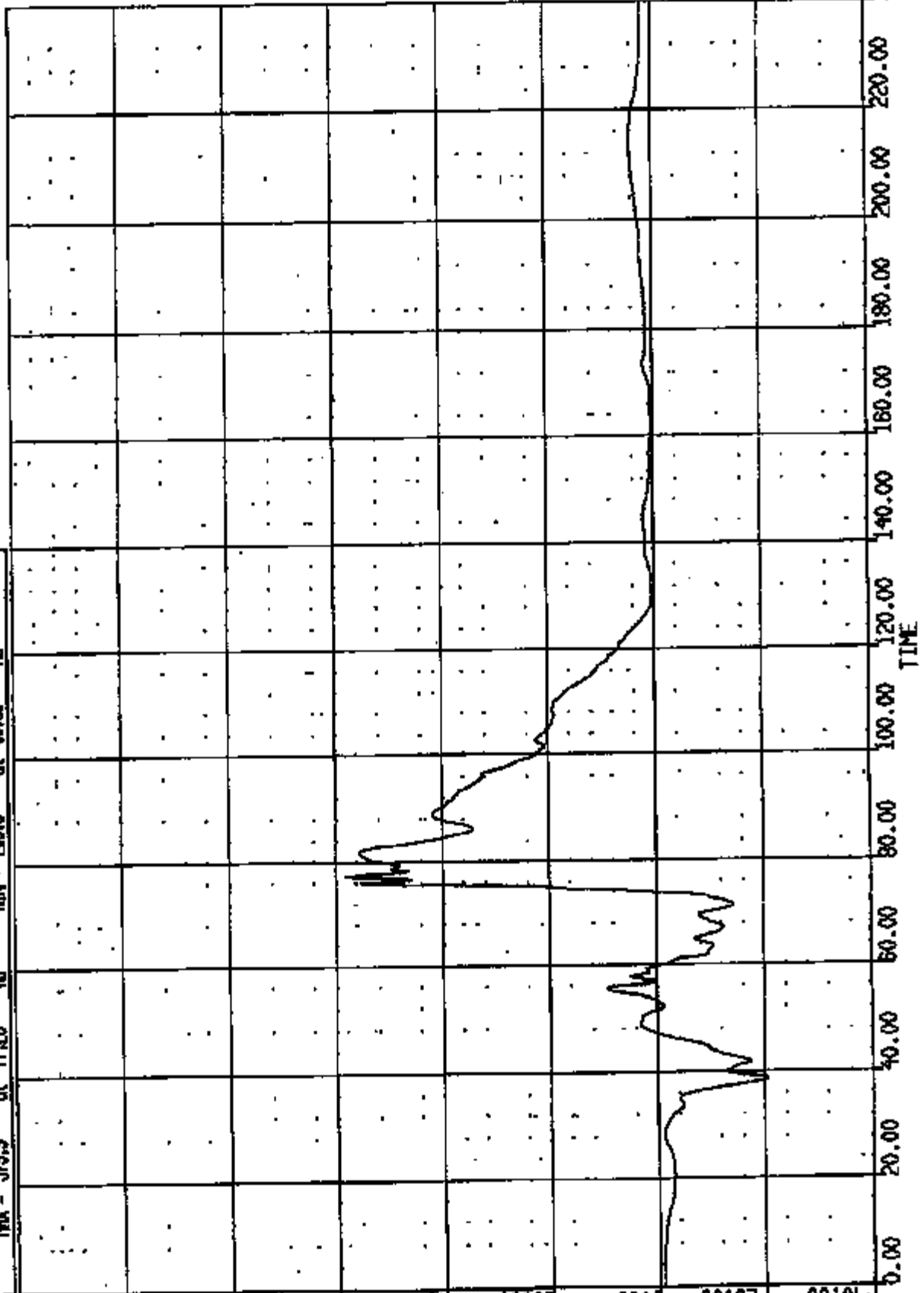
20.00

0.00

-20.00

-40.00

IN-LBS x 10⁴

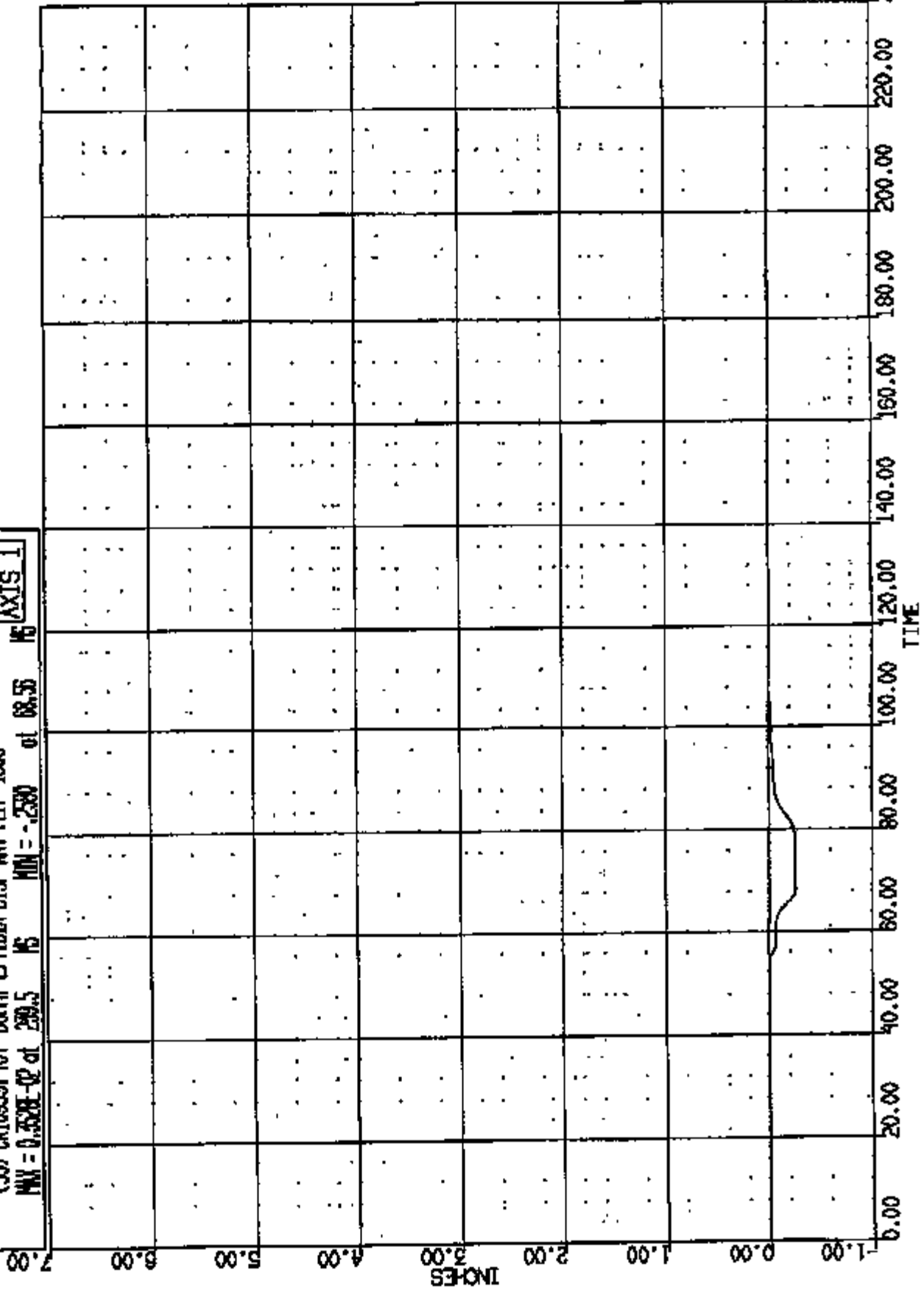


CR R: 10859 TO: TAS018 DATE: 971128 15:46:39
188X D-188 2000 D-188

(50) CRUISEST RAF DUMPT L/TIBIA DISP ART FEH 180C

MAX = 0.3528E-02 at 230.5 MS MIN = -.2580 at 08.55 MS

AXIS 1



CR R: 10929 TO: TA5018 DATE: 971126 15:46:59
198X D-188 2000 D-188

(54) CR109391 R/F DUMMY R/TIBIA DISP INT FEM 180C

MAX = 0.4197E-02 at 39.88

MIN = -.1330E-01 at 85.84

AXIS 1

7.80

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

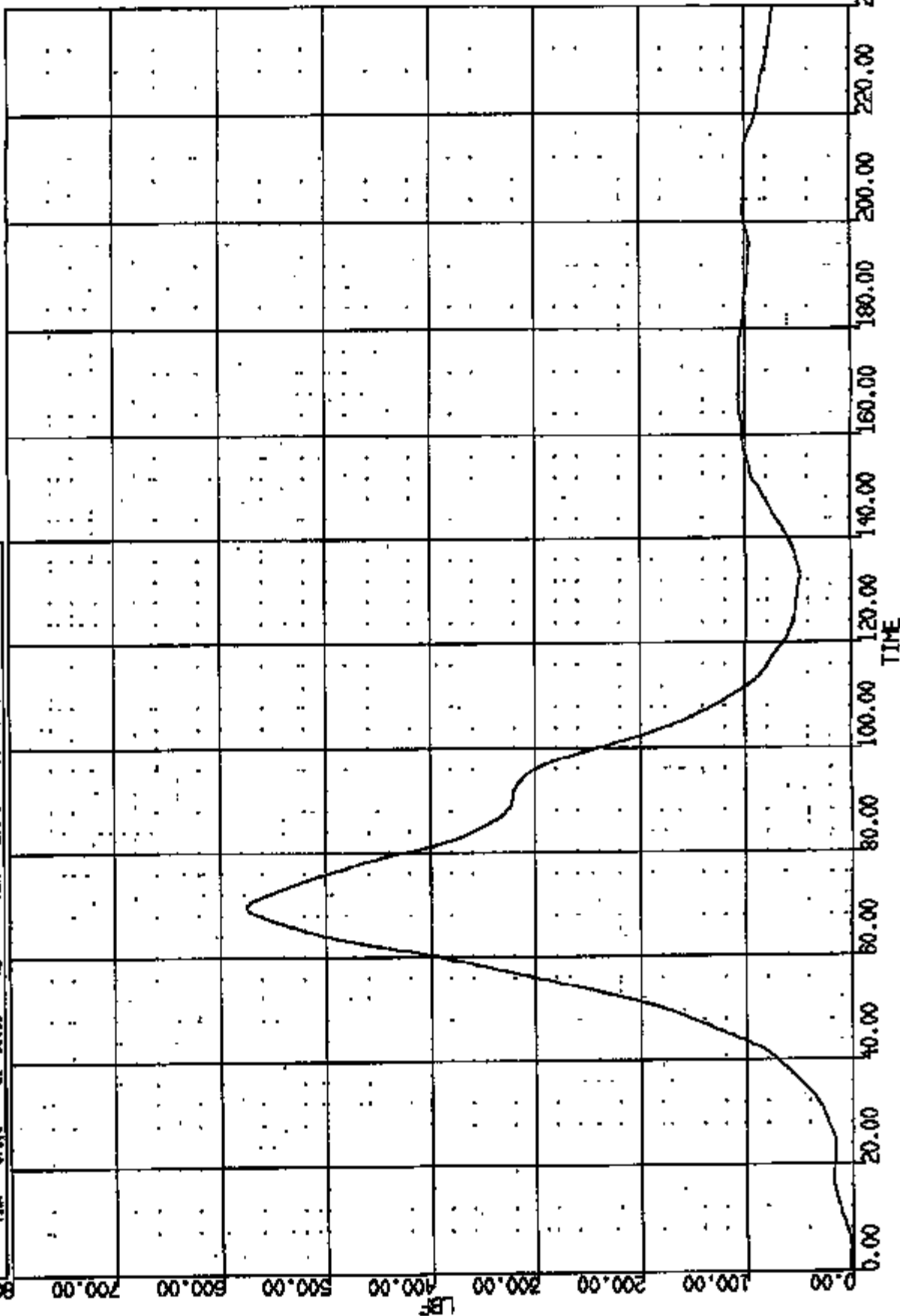
TIME

INCHES

CR R: 10859 TO: TA5018 DATE: 971128 15:46:39
199X D-186 2000 D-186

(62) CROSSIT R/L LAP BELT @ ANCHOR LOAD 60C
MAX = 575.3 at 69.68 MS MIN = 2.043 at 1.40 MS

AXIS 1



CR R: 10838 TO: TA5018 DATE: 971126 15:48:38
188X D-188 2000 D-188

(63) CR10838T R/F TORSO BELT & RETRACTOR LHM 80C

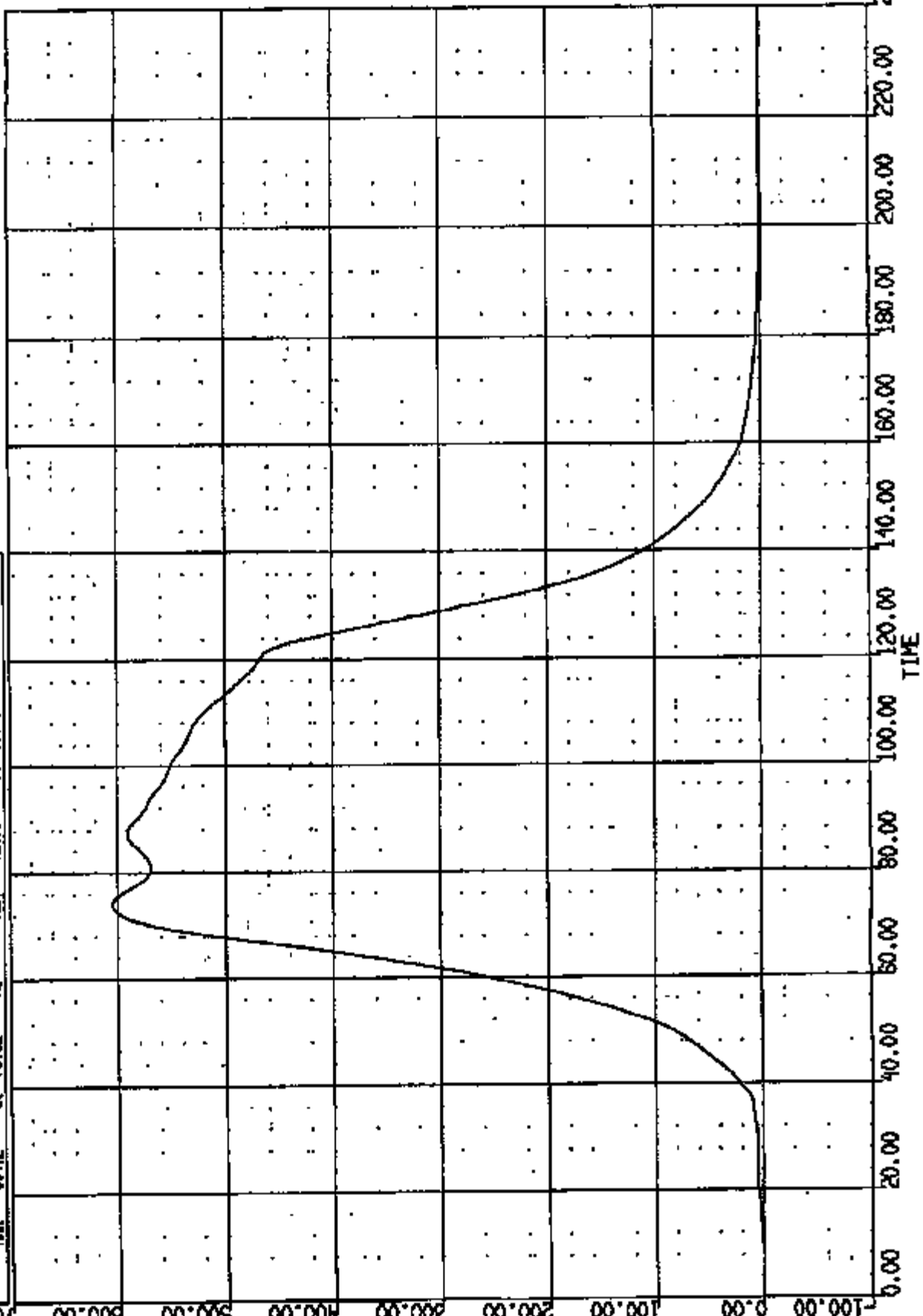
MAX = 804.2 at 73.92 MS MIN = -299 at 5.00 MS

AXIS 1

700.00

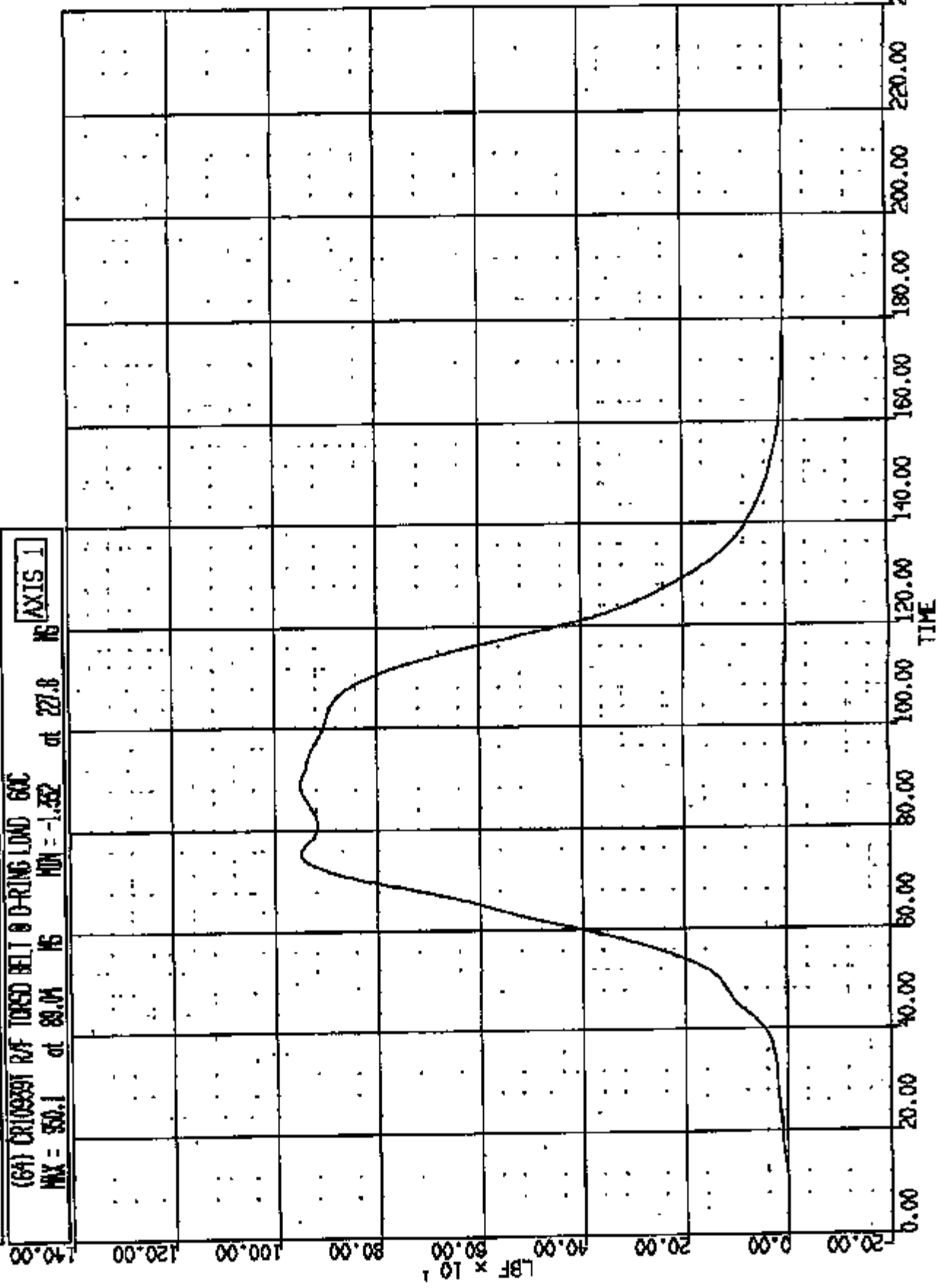
500.00
400.00
300.00
200.00
100.00
0.00
-100.00

LB



CR R: 10998 TO: TA5018 DATE: 971128 16:46:39
100X D-188 2000 D-188

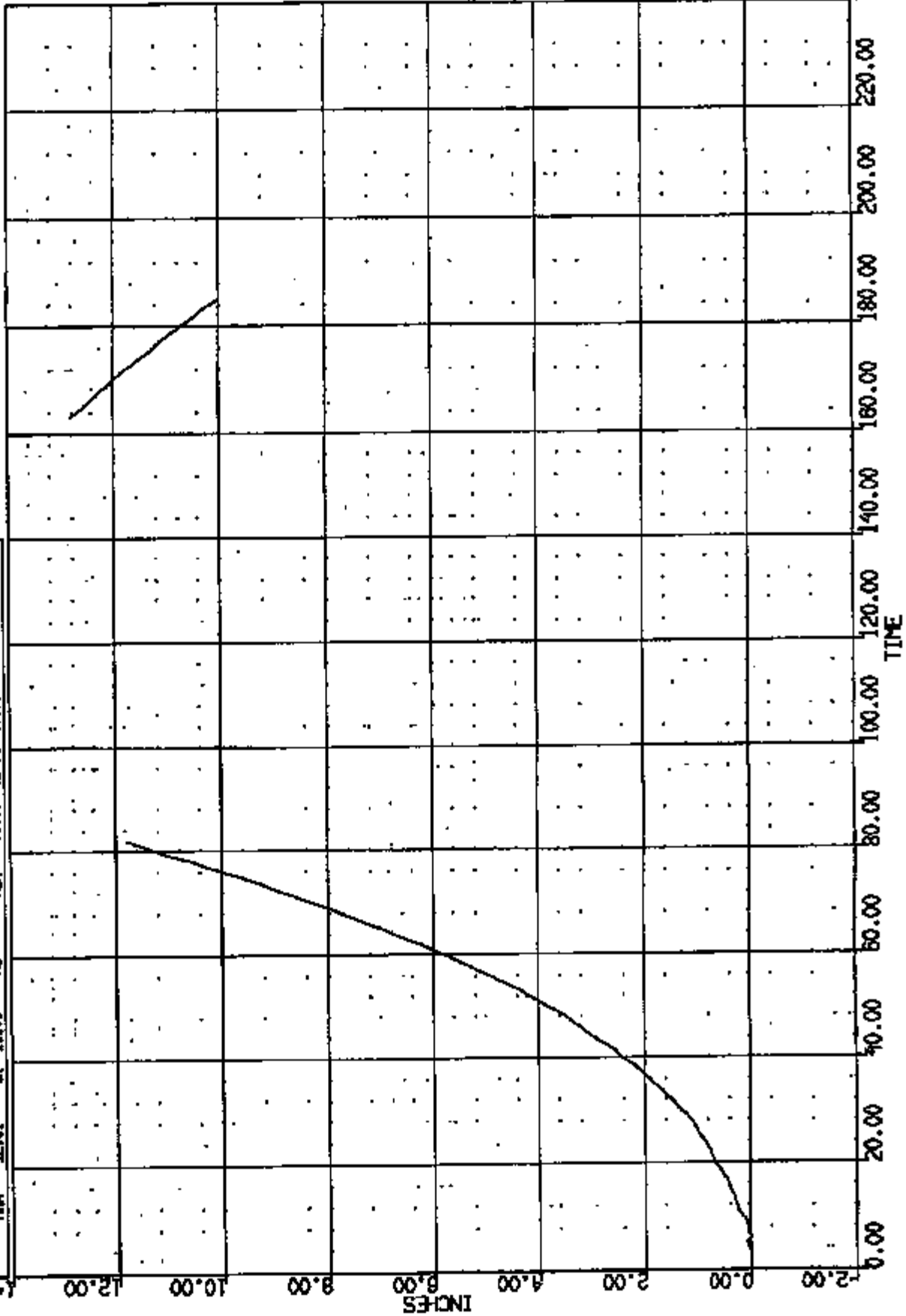
(64) CR10998T RAF TORSO BELT O-RING LOAD 60C
MAX = 50.1 at 80.04 MS MIN = -1.52 at 271.8 MS
AXIS 1



CR R: 10859 TO: TA5018 DATE: 971128 15:46:39
199X D-188 2000 D-188

(0) CXC10939 R 5 HEAD PSNR ART R INR AT B P LONG DISP
MAX = 12.81 at 163.0 MS MIN = -1.8888E-02 at 6.000 MS

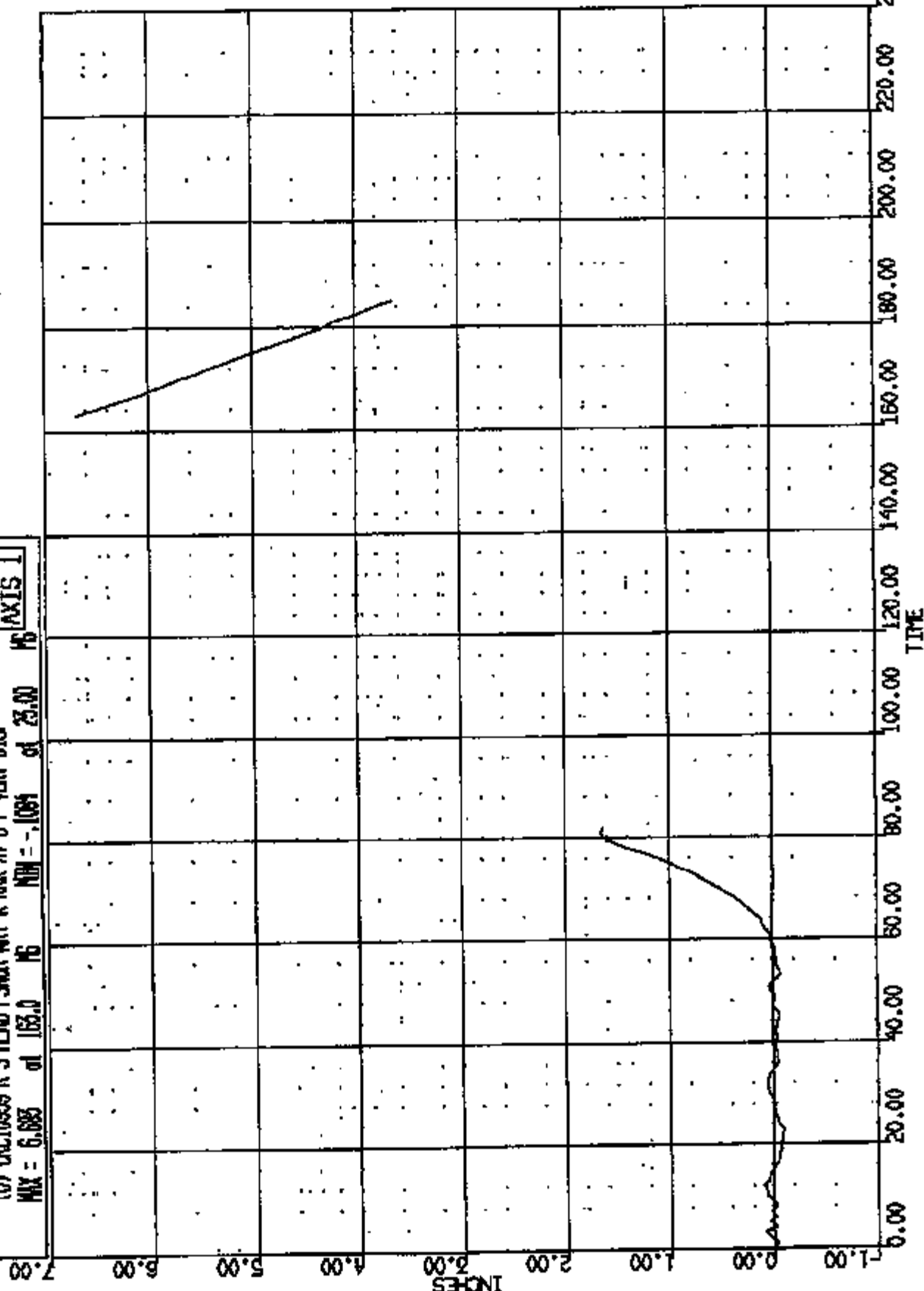
AXIS 1



CR RI 10828 TO: TA5018 DATE: 971120 15:48:58
198X D-188 2000 D-188

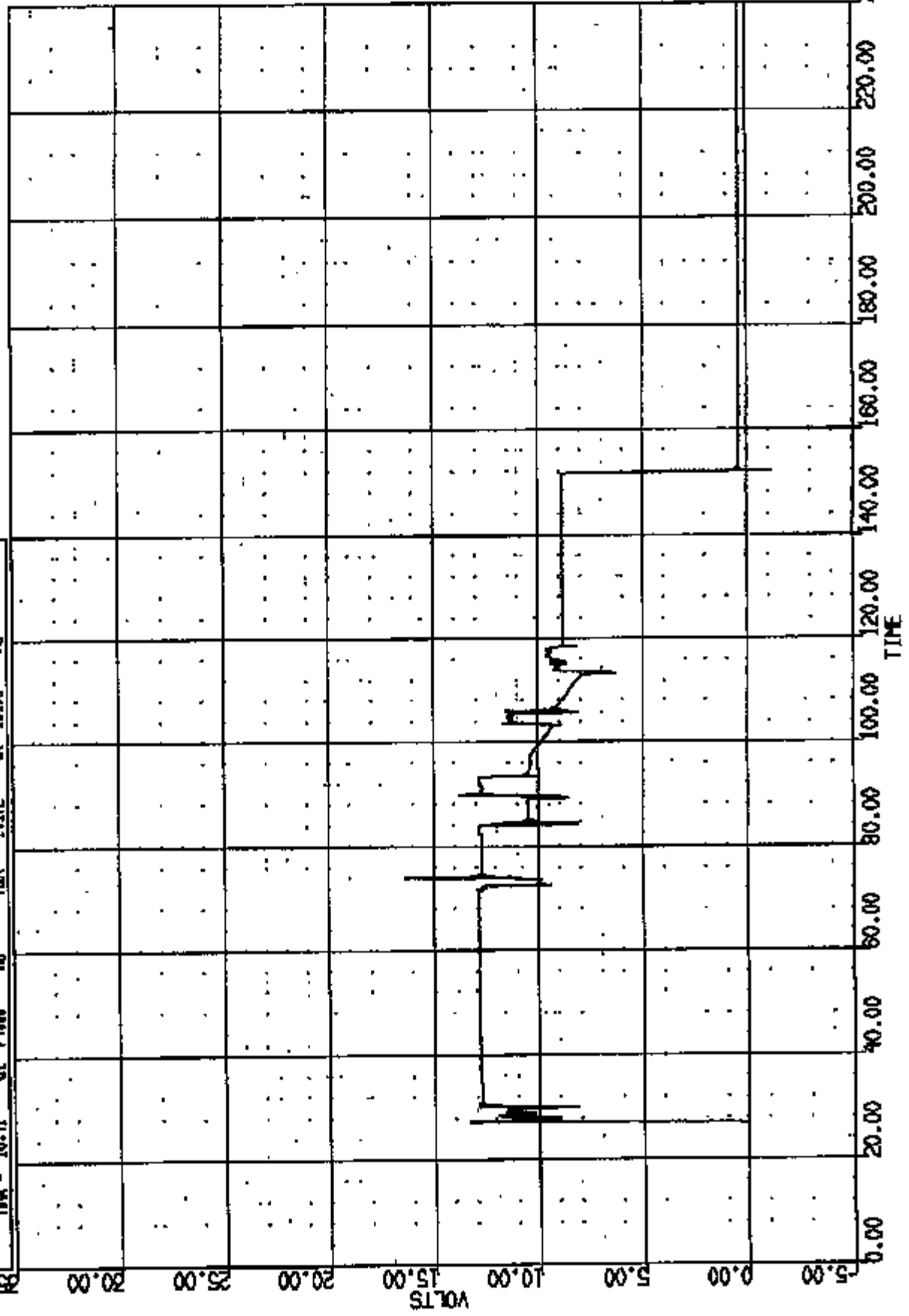
(1) DEC10828 R S HEAD PSNR ART R INR AT B P VERT DISP
MAX = 6.883 of 163.0 MG MIN = -.1081 of 23.00 MG

AXIS 1



CR R: 10859 TO: TA5018 DATE: 971126 15:48:39
ISEX 0-188 2000 D-188

(72) CR102391 DRIVER SOURCE VOLTAGE PRI 4000C
MAX = 16.41 at 74.00 MS MIN = -1.172 at 151.9 MS
AXIS 1

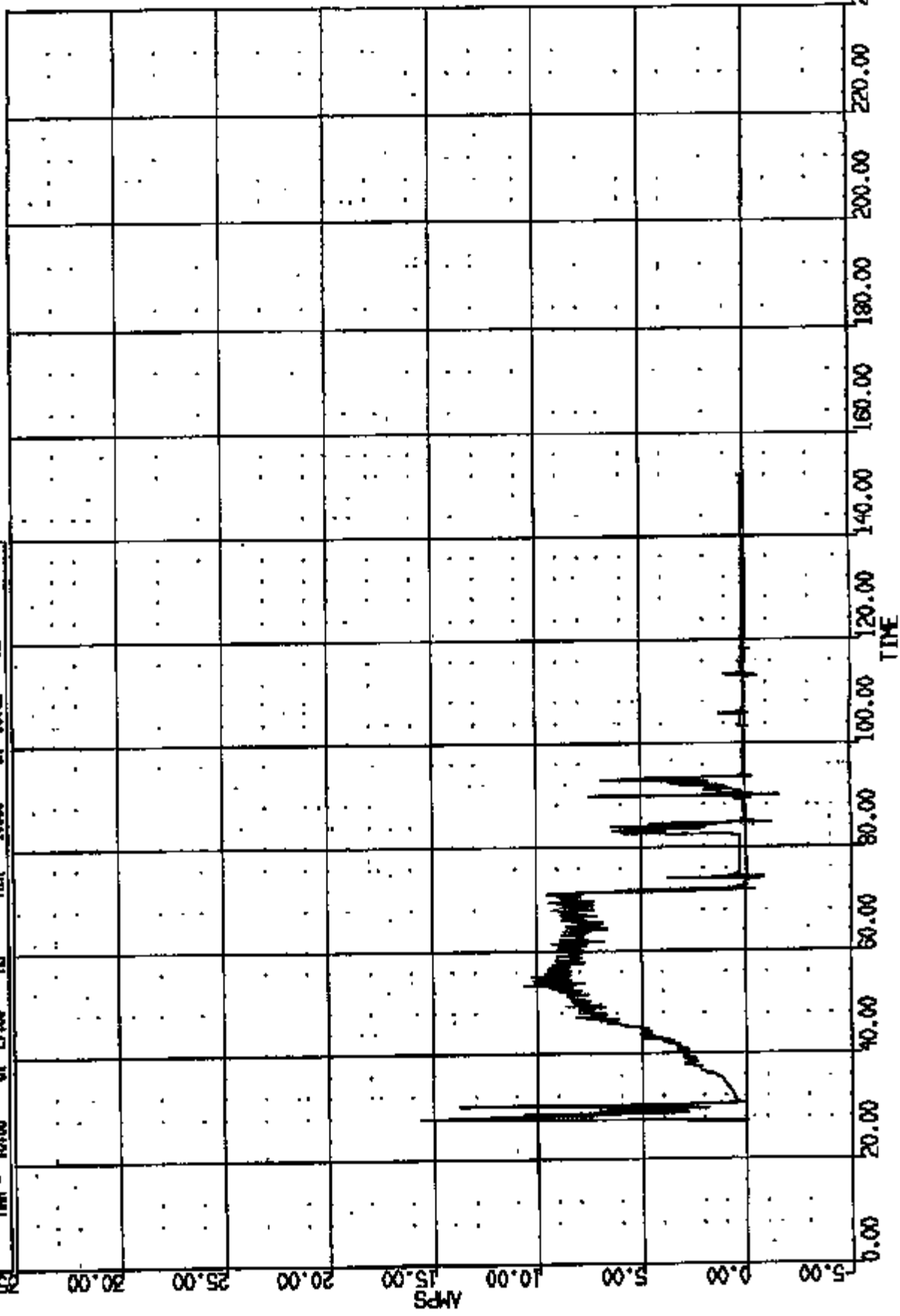


CR R: 10958 TO: TAB018 DATE: 971128 15:48:39
160X D-188 2000 D-188

(75) CR10958 DRIVER SQUID CURRENT PRI 4000C
MAX = 15.58 at 27.68 MS MIN = -1.536 at 89.92 MS

AXIS 1

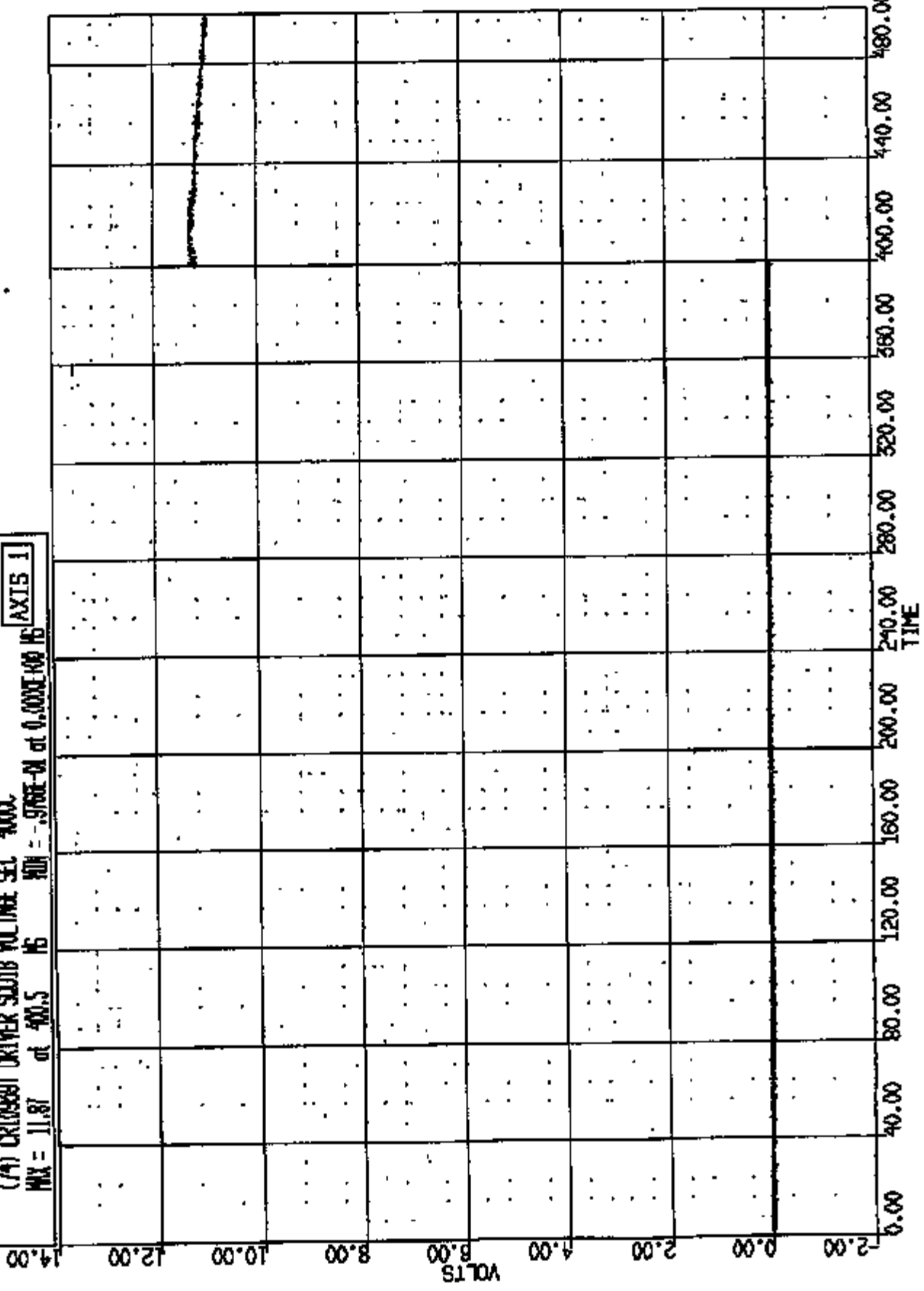
25.00



CR R: 10959 TO: T45018 DATE: 071126 15:46:39
TAURUS

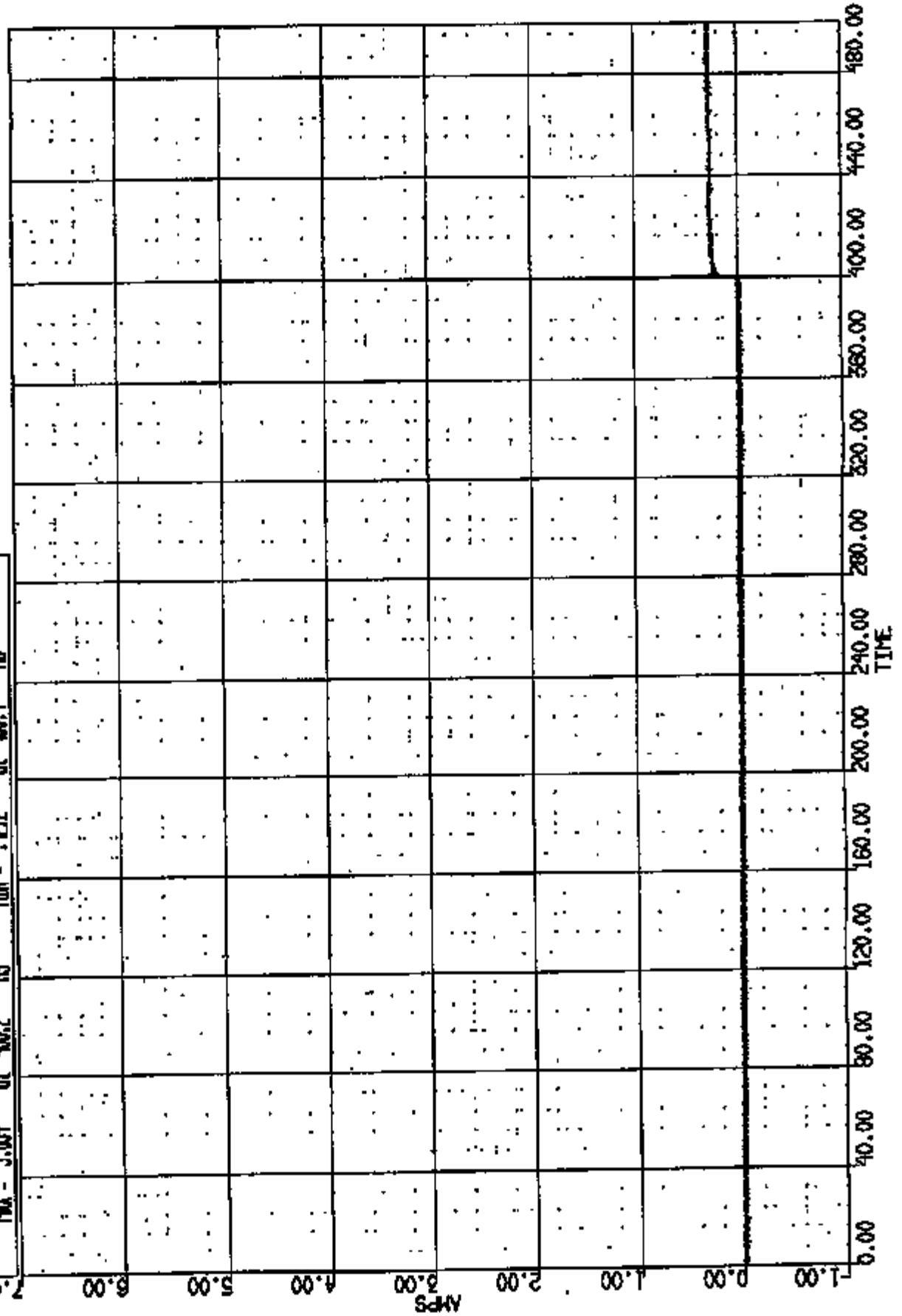
(74) CR11990T DRIVER SCOUTB VOLTAGE SEC 4000
MAX = 11.87 at 400.5 MS MIN = -5796E-04 at 0.000E+00 MS

AXIS 1



CR R: 10839 TO: T45018 DATE: 871126 15:48:59
TAURUS

(75) CR10888T DRIVER SCUBS CURRENT SEC 4000C
MAX = 5.064 at 400.2 MS MIN = -.4772 at 400.4 MS
AXIS 1



CR R: 10220 TO: TA5018 DATE: 071126 15:48:58
188X D-188 2000 D-188

(76) CR109301 DRYER BAG PRESSURE 1000C

MAX = 35.92 at 32.00 MS

MIN = -1.366 at 57.12 MS

AXIS 1

70.00

60.00

50.00

40.00

30.00

20.00

10.00

0.00

-10.00

PSIG

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

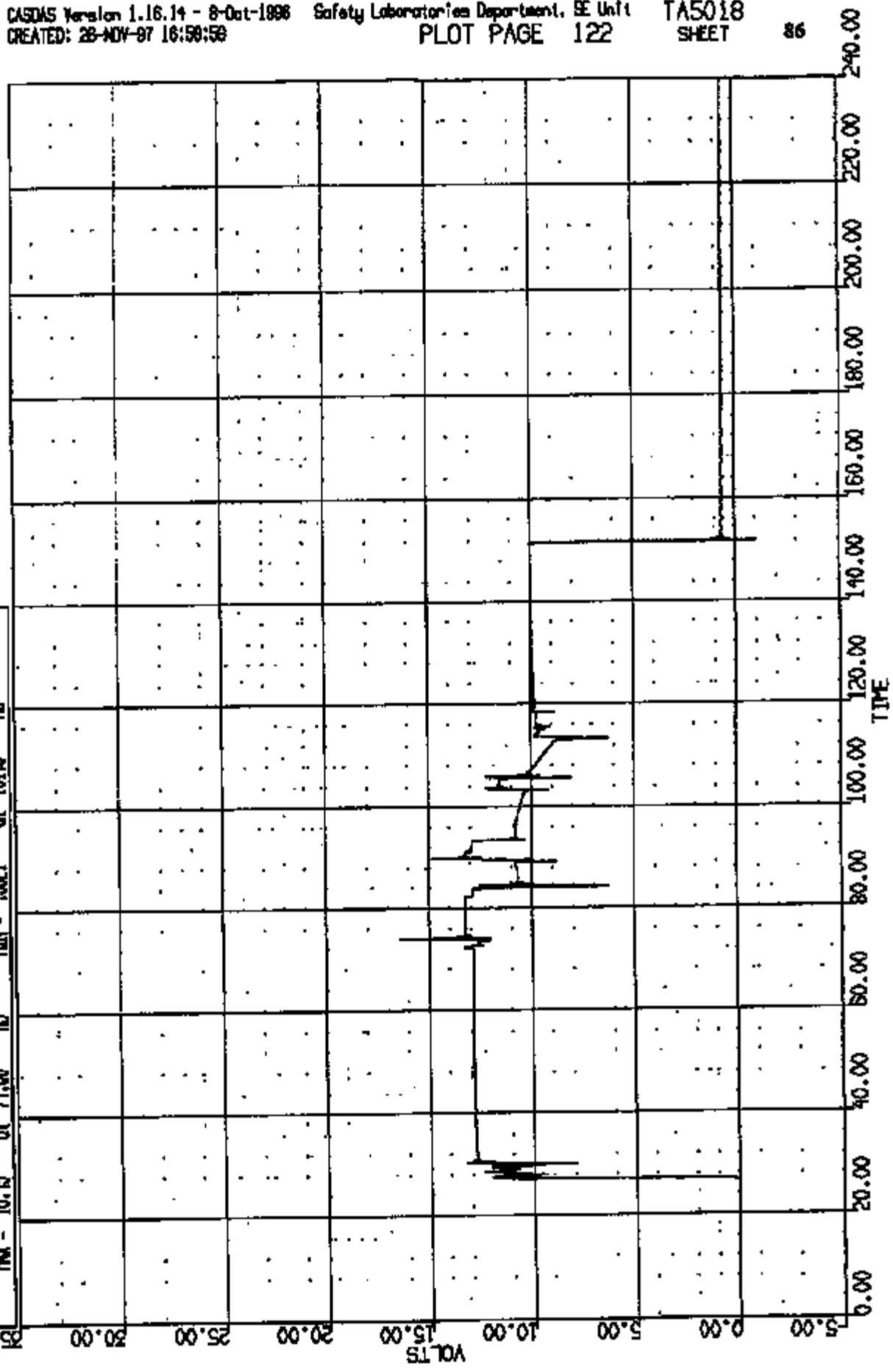
220.00

240.00

TIME

CR R: 10939 TO: TA5018 DATE: 971126 15:40:39
199X D-188 2000 D-188

(77) CR10939 PASSENGER SQUIB VOLTAGE PRI 400VDC
MAX = 16.53 at 74.00 MS MIN = -.521 at 151.9 MS
AXIS 1

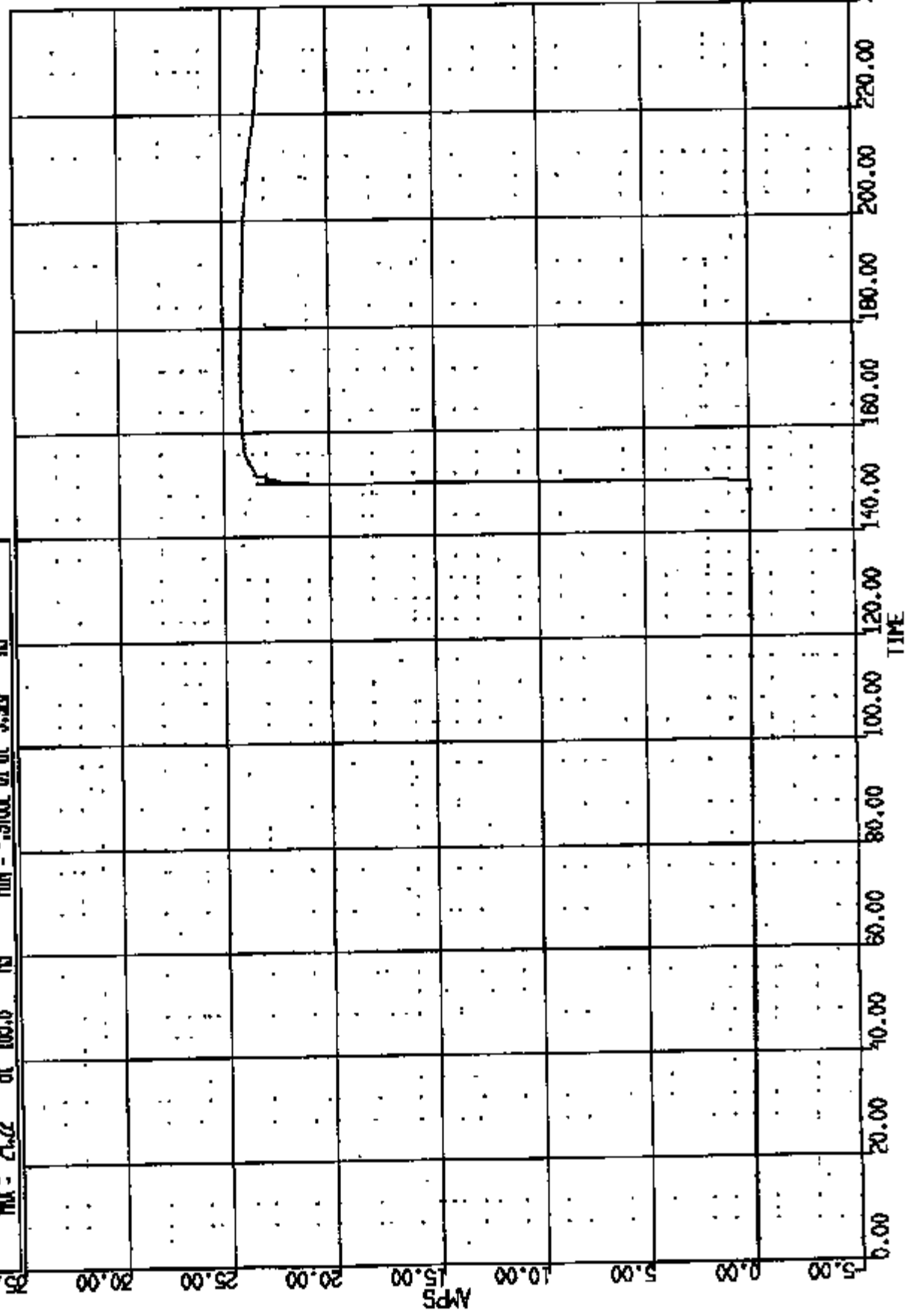


CR R: 10928 TO: TA5018 DATE: 971128 15:46:39
186X D-188 2000 D-188

(78) CR10930T PASSENGER SQUAB VOLTAGE SEC 4000C

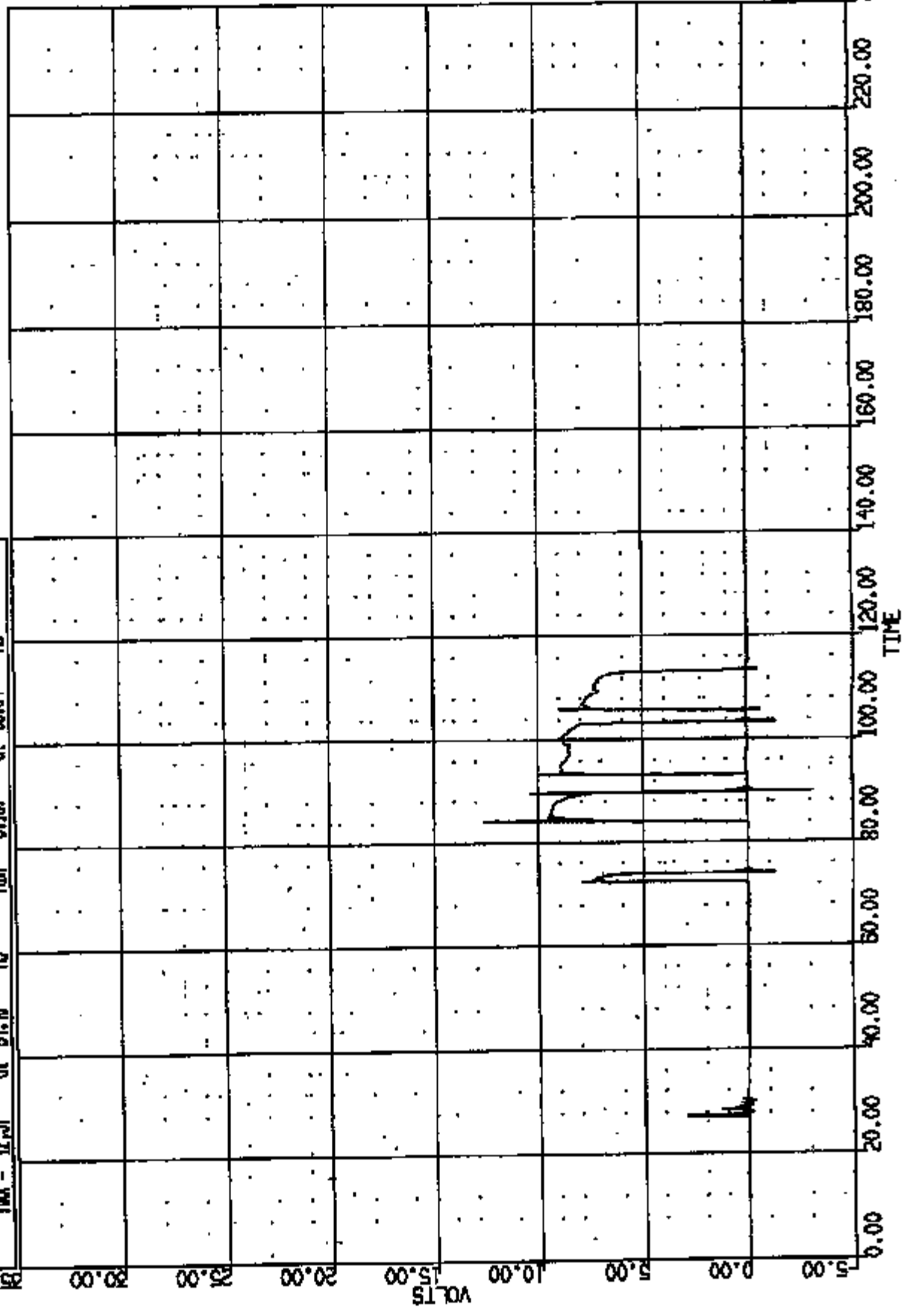
MAX = 24.22 at 163.6 MS MIN = -.9766E-01 at 3.920 MS

AXIS 1



CR R: 10888 TO: TA5018 DATE: 871128 15:48:39
100X D-188 2000 D-188

(79) CRUSSBOT PASSENGER SOLID CURRENT PRI 400AC
MAX = 12.57 at 81.41 MS MIN = -3.157 at 88.84 MS
NO AXIS 1



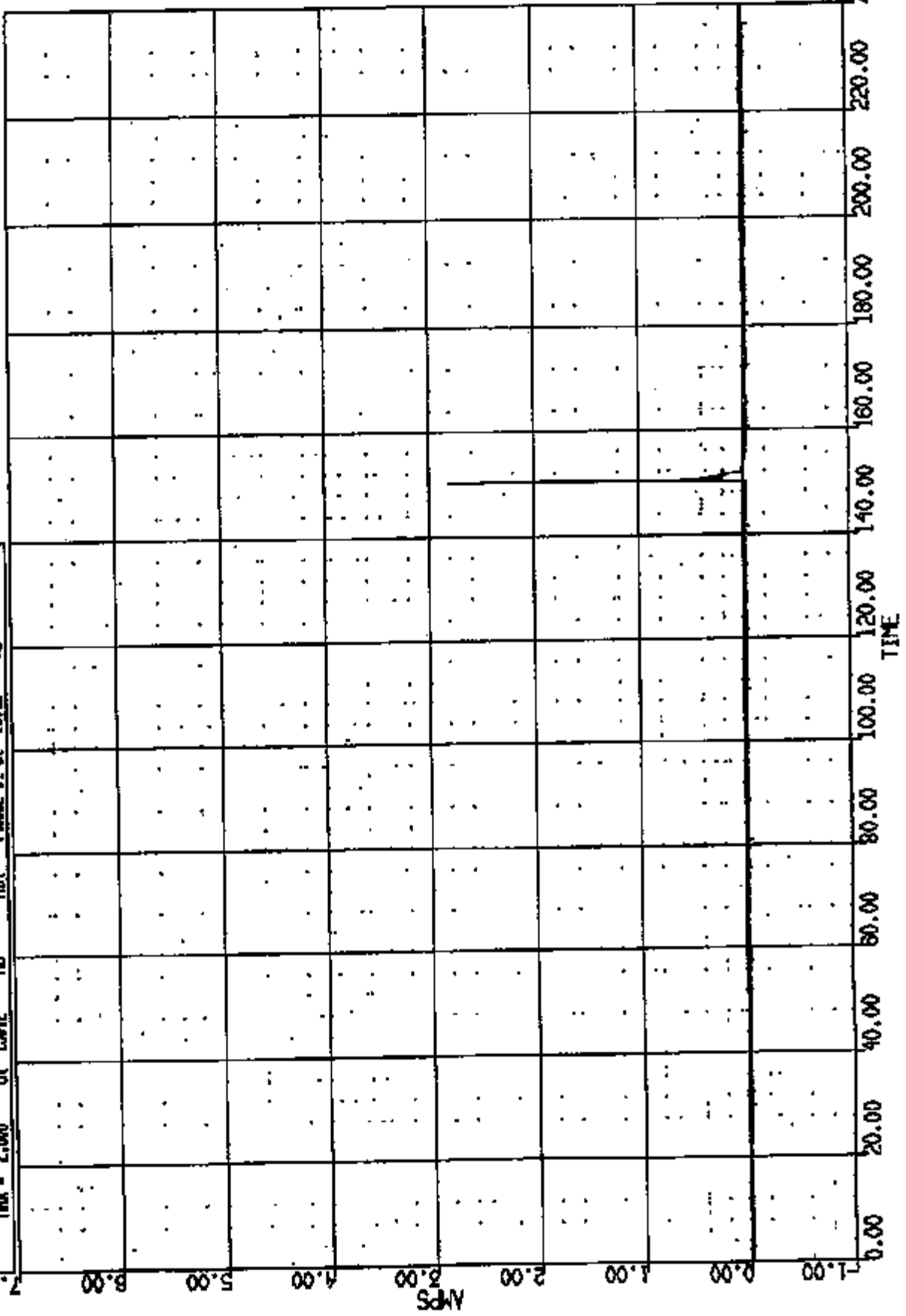
CR #: 10939 TO: TA5018 DATE: 971128 15:48:58
199X D-188 2000 D-188

(80) CR10939 PASSENGER SOUTH CURRENT SEC 400C

MAX = 2.00 at 130.2 MS

MIN = -.488E-01 at 13.12 MS

AXIS 1



CR R: 10029 TO: T5018 DATE: 871126 15:46:59
100X D-188 2000 D-188

(81) CRUISE/ST PASSENGER BAG PRESSURE 1000C

MAX = 20.28 at 30.24 MS

MIN = -2.997

at 61.68 MS

AXIS 1

35.00

30.00

25.00

20.00

15.00
PSIG

10.00

5.00

0.00

-5.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

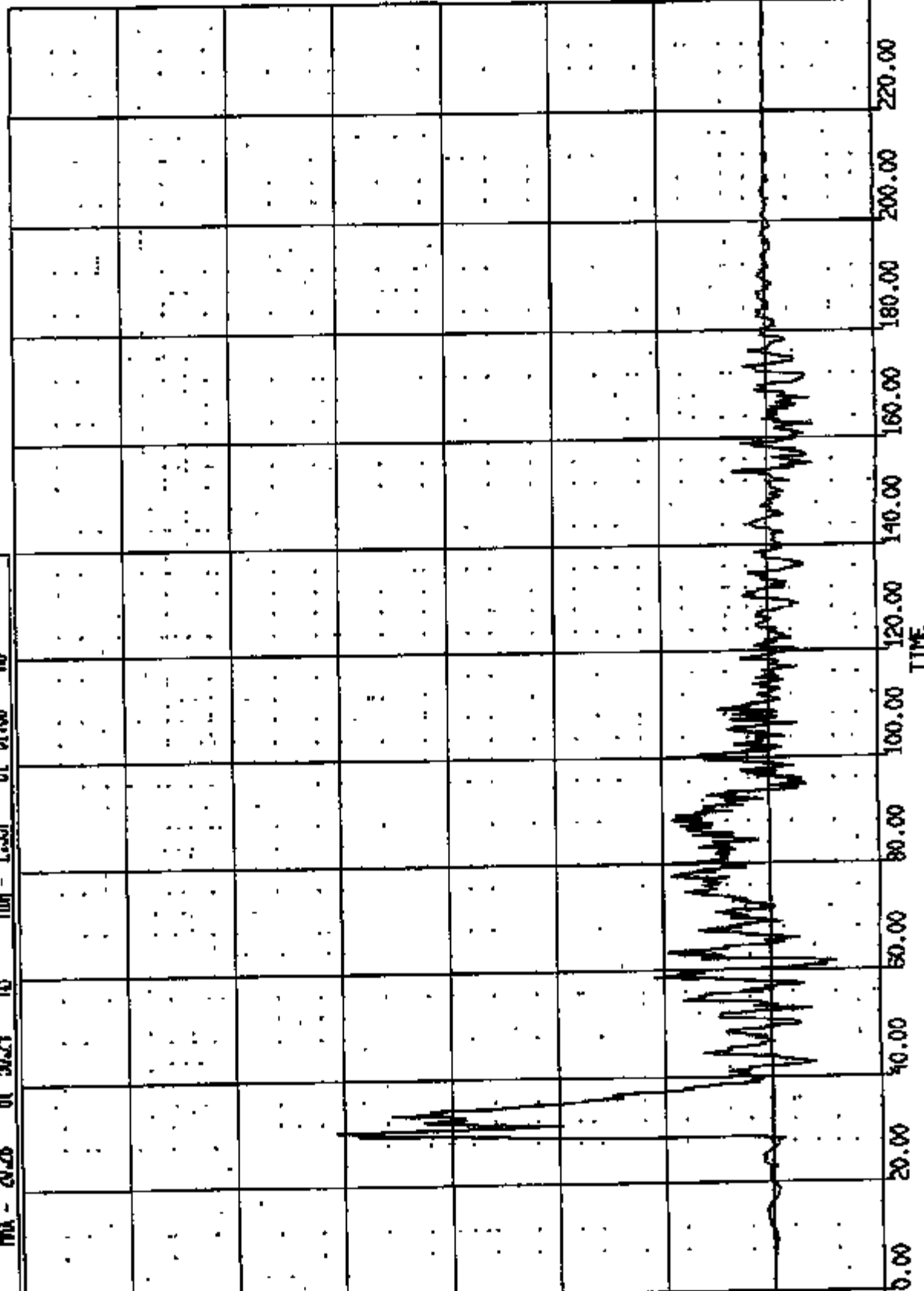
180.00

200.00

220.00

240.00

TIME



CR R: 10939 TO: TA5018 DATE: 971126 15:48:58
198X 0-188 2000 D-188

(1110) CR10939T C/F FLOOR PAN @ LHD ACD I AC 4000C

MAX = 0.5127 at 16.80 NS MIN = 0.1025 at 12.04 NS

AXIS 1

8.00

7.00

6.00

5.00

4.00

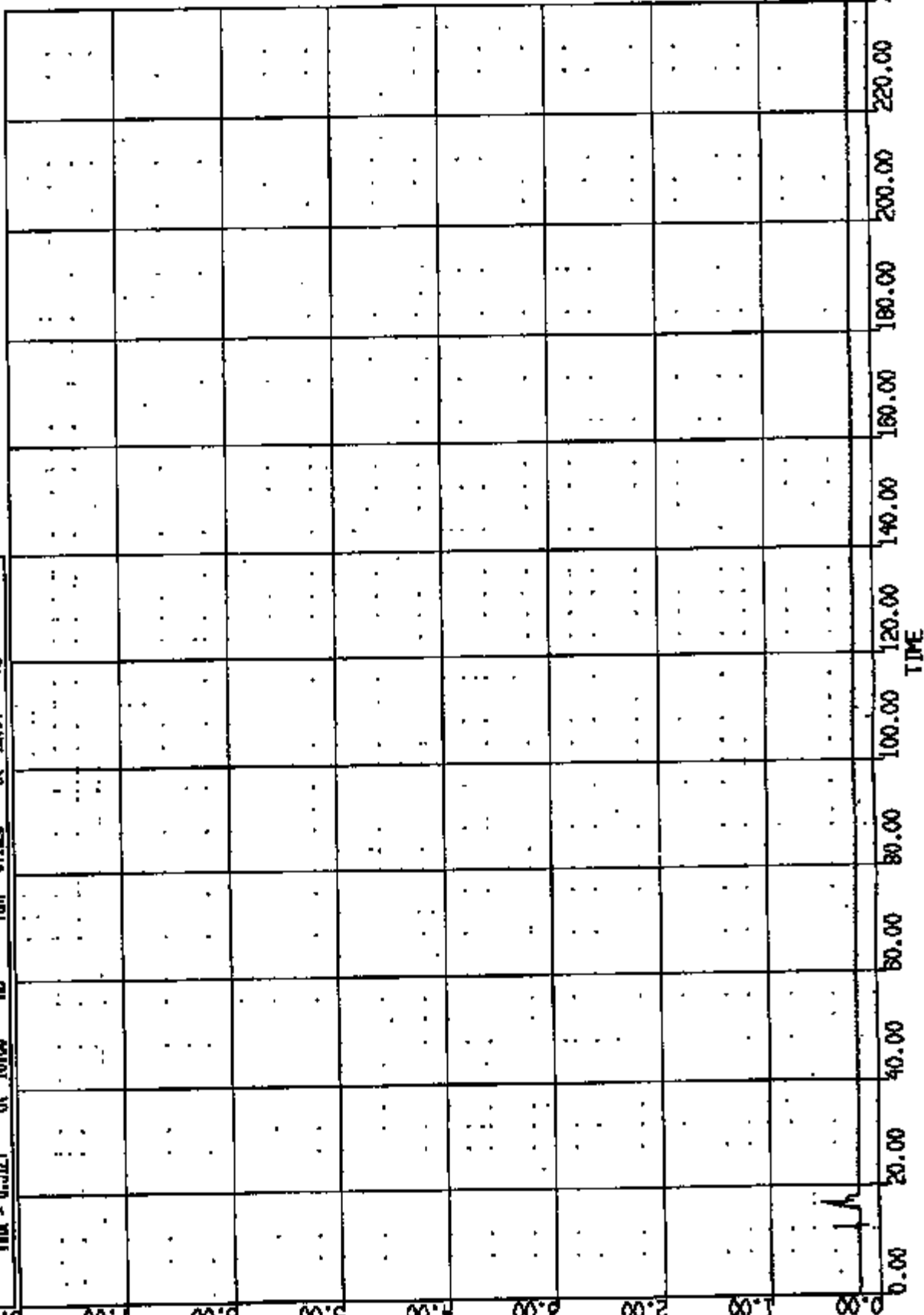
3.00

2.00

1.00

0.00

VOLTS



CR R: 10939 TO: TA5018 DATE: 971126 15:46:39
199X D-188 2000 D-188

(111) CR10939T CF FLOOR PM @ LHD ACD 2 AC 400VAC

MAX = 6.960 at 12.55 MS MIN = -.4053 at 17.04 MS

AXIS 1

2.00

6.00

5.00

4.00

3.00

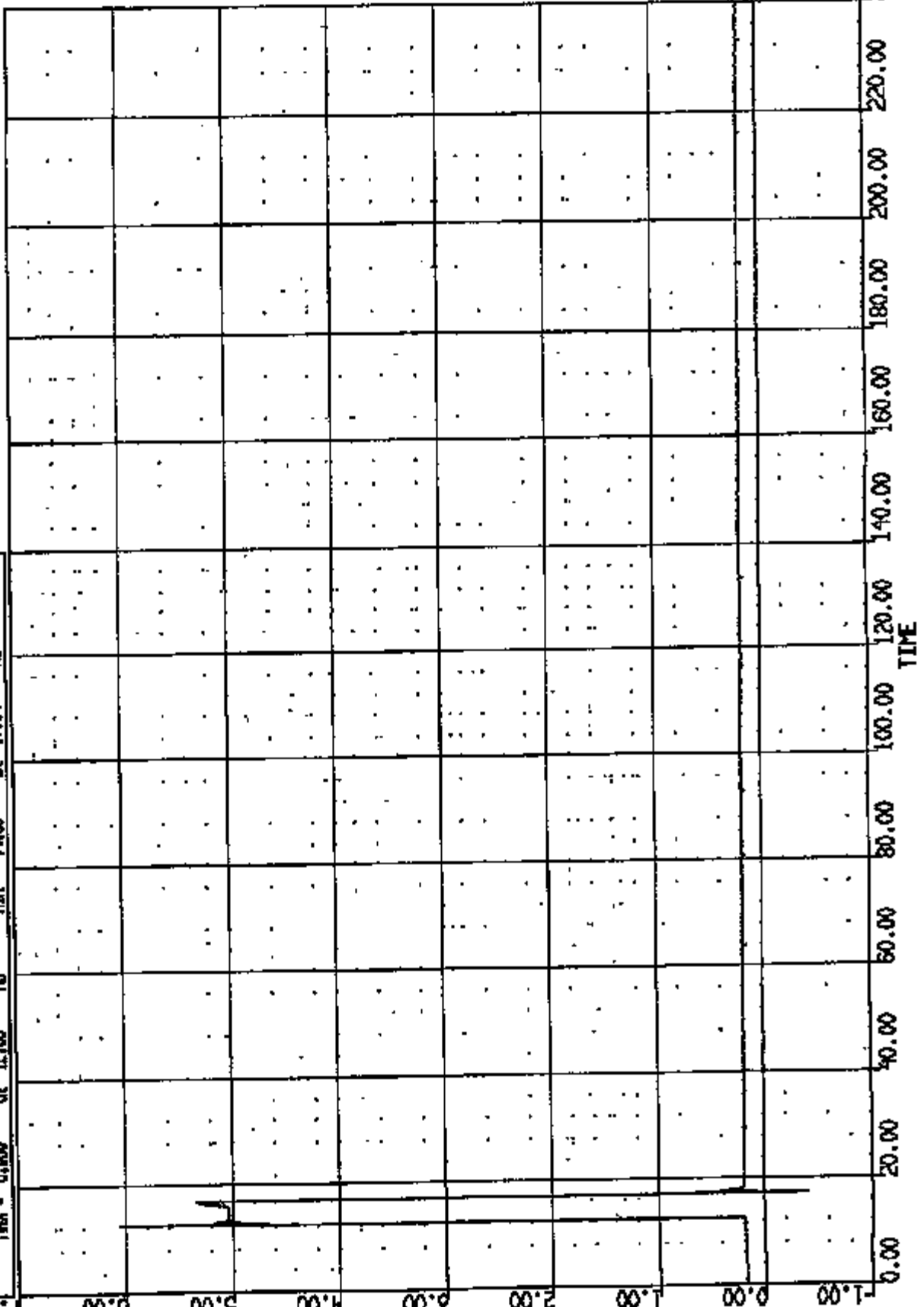
2.00

1.00

0.00

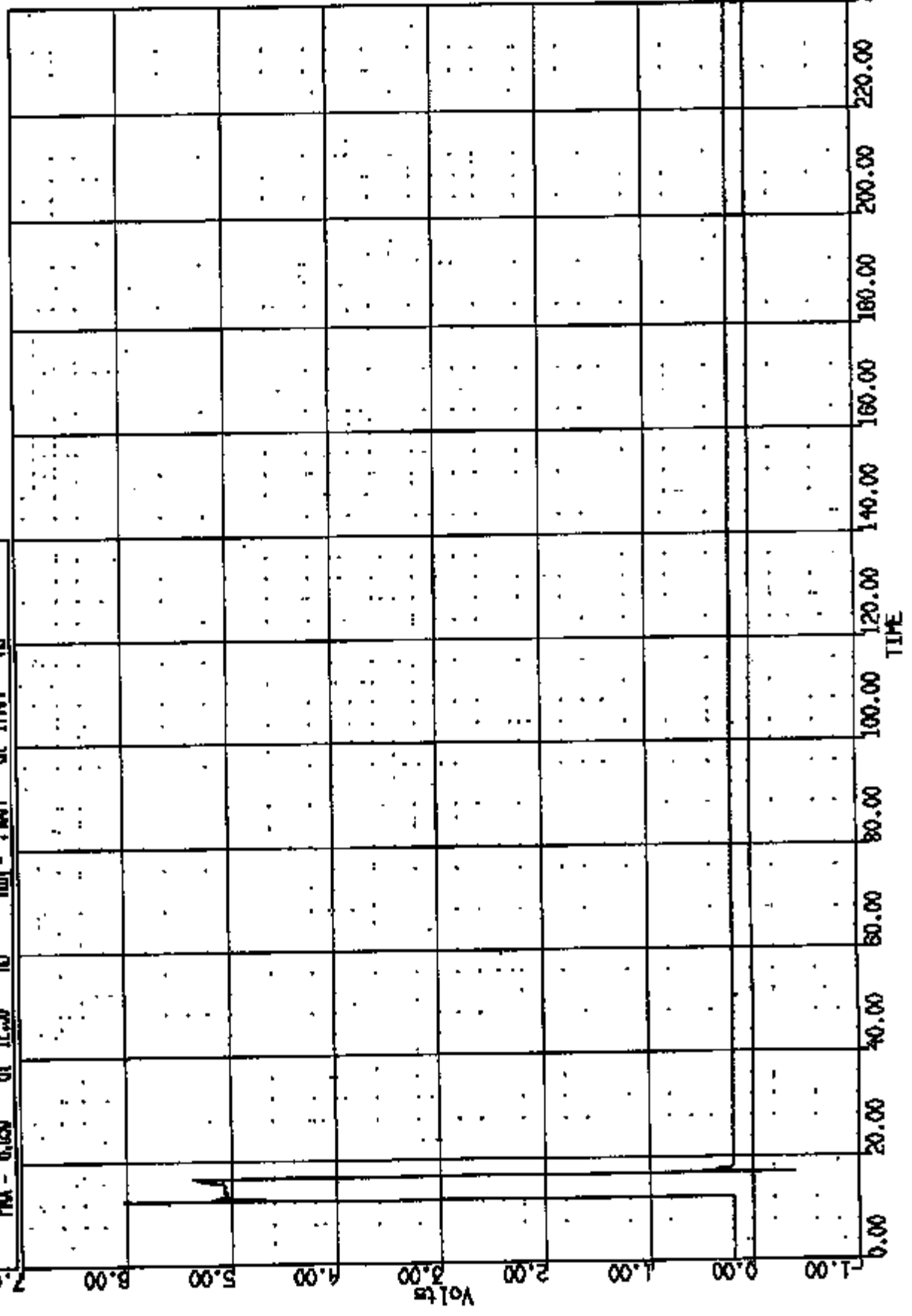
-1.00

Volts



CR R1 10939 TO: TA5018 DATE: 871128 15:40:39
199X D-188 2000 D-188

(112) CR18939T C/F FLOOR PAN @ LHD ACU 3 AC 400XC
MAX = 6.030 at 12.55 MIN = -.404 at 17.04 16 AXIS 1



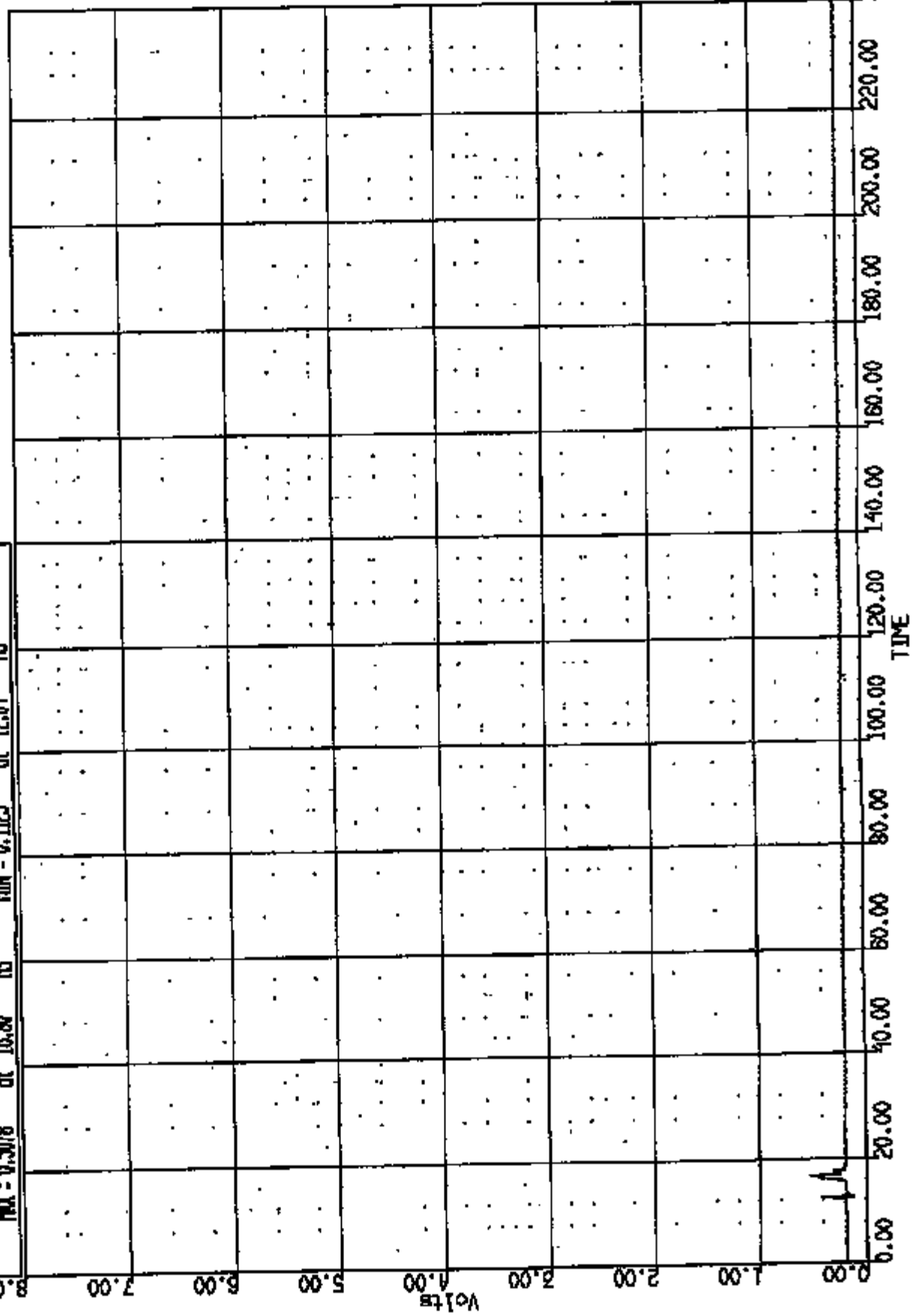
CR. R: 10929 TO: TA5018 DATE: 971126 15:48:59
190X D-188 2000 D-188

(113) CRUSSEY C/F FLOOR PAN @ LUD ACD 4 AC 400AC

MAX = 0.5078 at 16.89 MG

MIN = 0.1123 at 12.04 MG

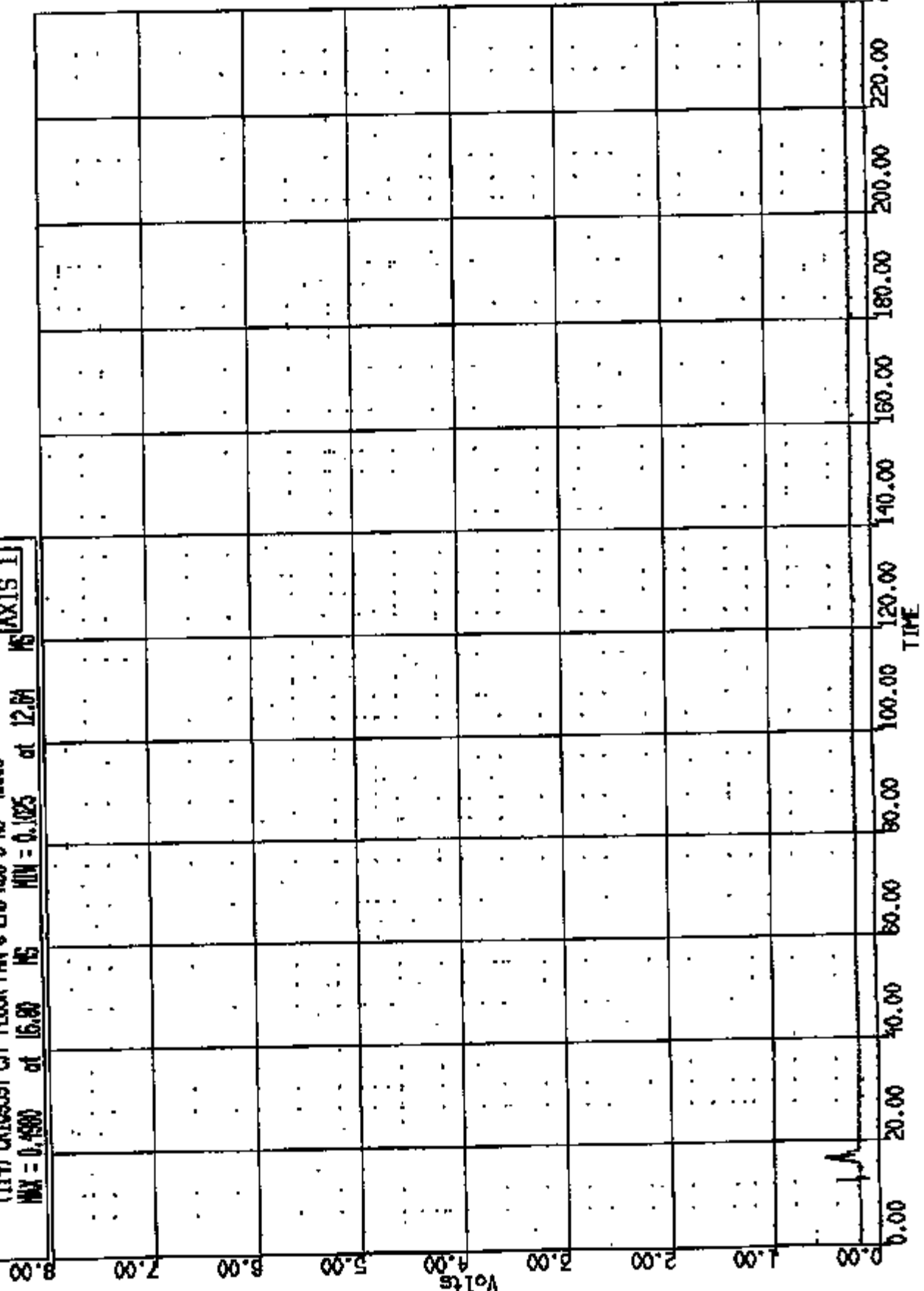
AXIS 1



CRF: 10838 TO: TA5018 DATE: 971128 15:48:29
199X D-188 2000 D-188

(114) CROSSLIGHT C/F FLOOR PAN @ LHO ADD 5 AC 4000V
MAX = 0.4900 at 16.80 MS MIN = 0.1025 at 12.81 MS

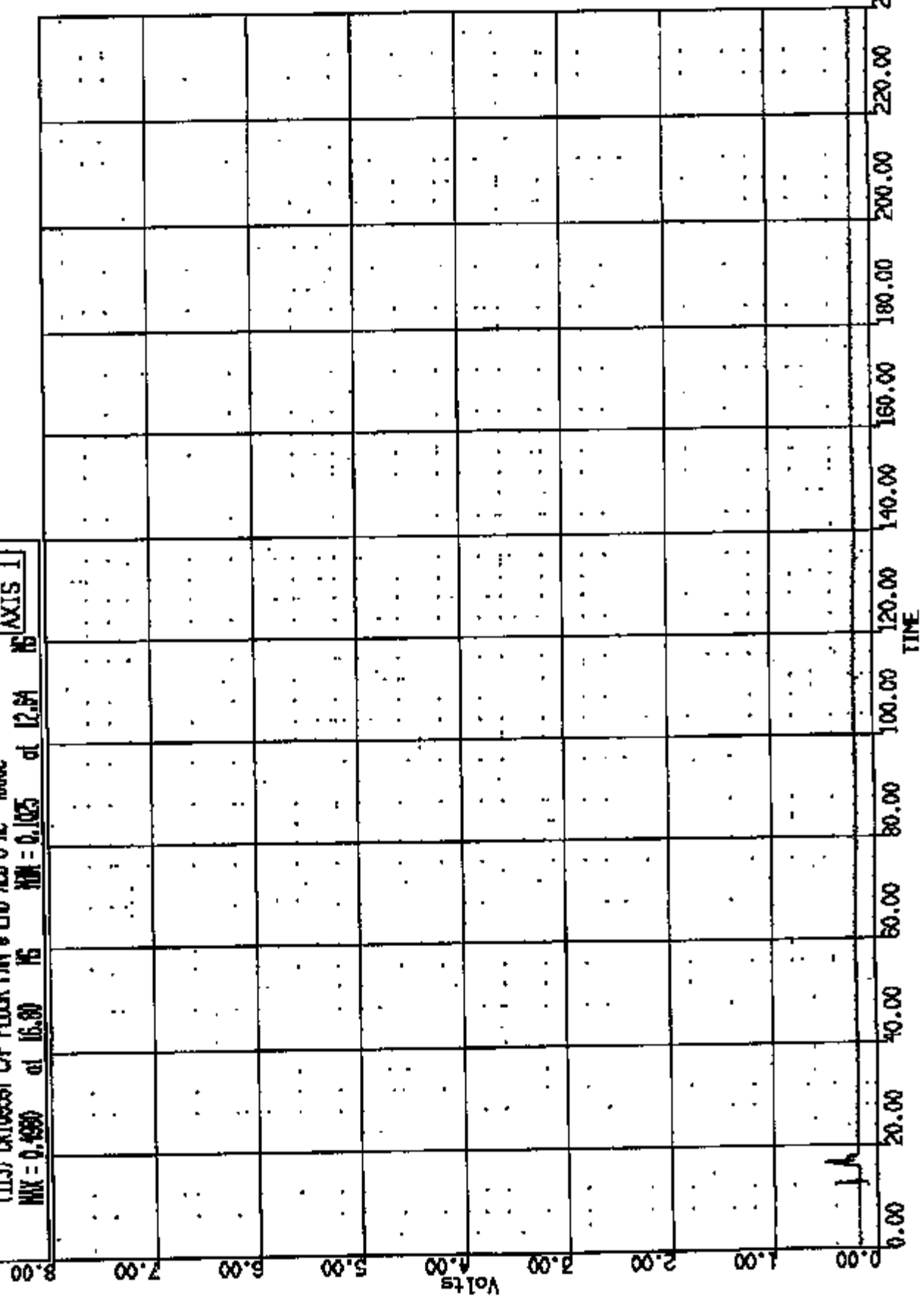
AXIS 1



CR R1 10950 TO: TA5018 DATE: 971126 15:46:58
169X D-168 2000 D-168

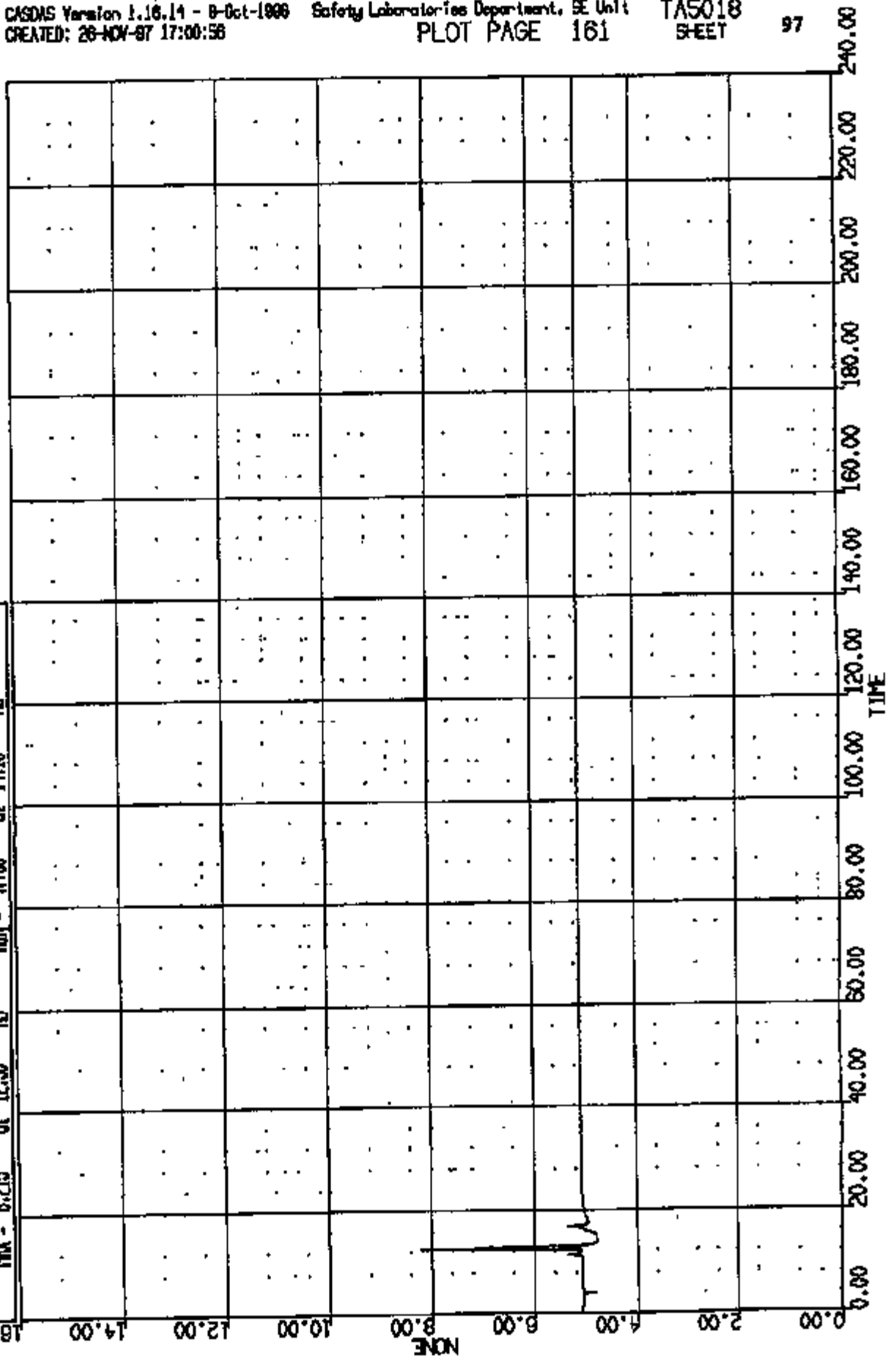
(115) CR10950T CAF FLOOR PAN @ LHO ADD 6 AC 4000C
MAX = 0.4990 at 16.80 MS MIN = 0.1025 at 12.94 MS

AXIS 1



CR R: 10020 TO: TA5018 DATE: 871128 15:40:20
168X D-188 2000 D-188

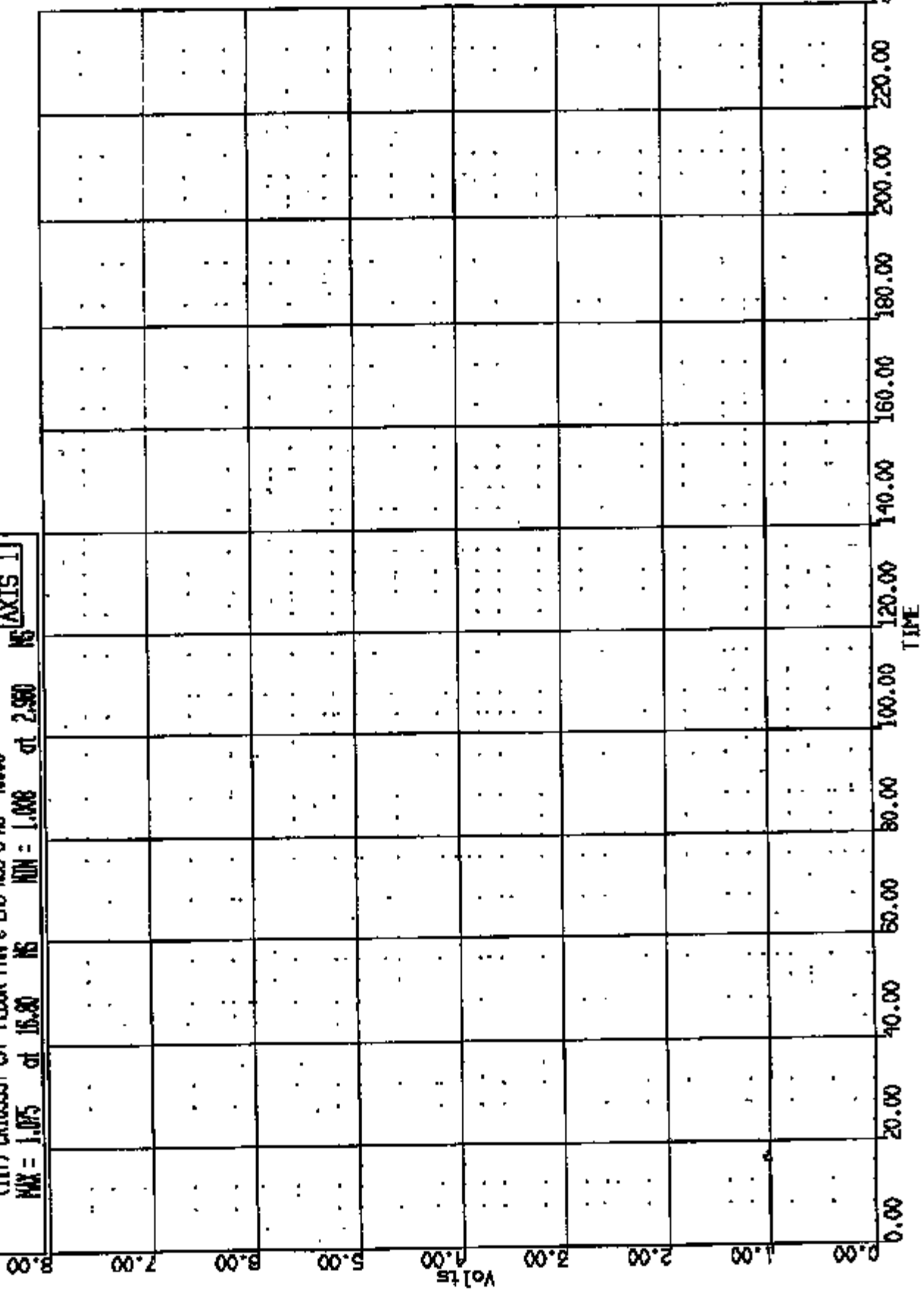
(116) CR10939T C/F FLOOR PAN @ LHD ACD 7 AC 4000
MAX = 8.213 at 12.55 MS MIN = 4.765 at 14.16 MS AXIS 1



CR R: 10939 Y03 TA5018 DATE: 971126 15:46:38
168X D-188 2000 D-188

(117) CR10299T C/F FLOOR PAN @ LHD ACU 8 AC 4000C
MAX = 1.075 at 15.30 NS MIN = 1.008 at 2.950 NS

AXIS 1



CR R: 10839 TO: TA5018 DATE: 071126 15:48:39
199X D-188 2000 D-188

(118) CR10939T C/F FLOOR PAN @ LHO 400 LONG 600

MAX = 29.76 at 80.00 MS

MIN = -104.1

at 60.00 MS

AXIS 1

40.00

20.00

0.00

-20.00

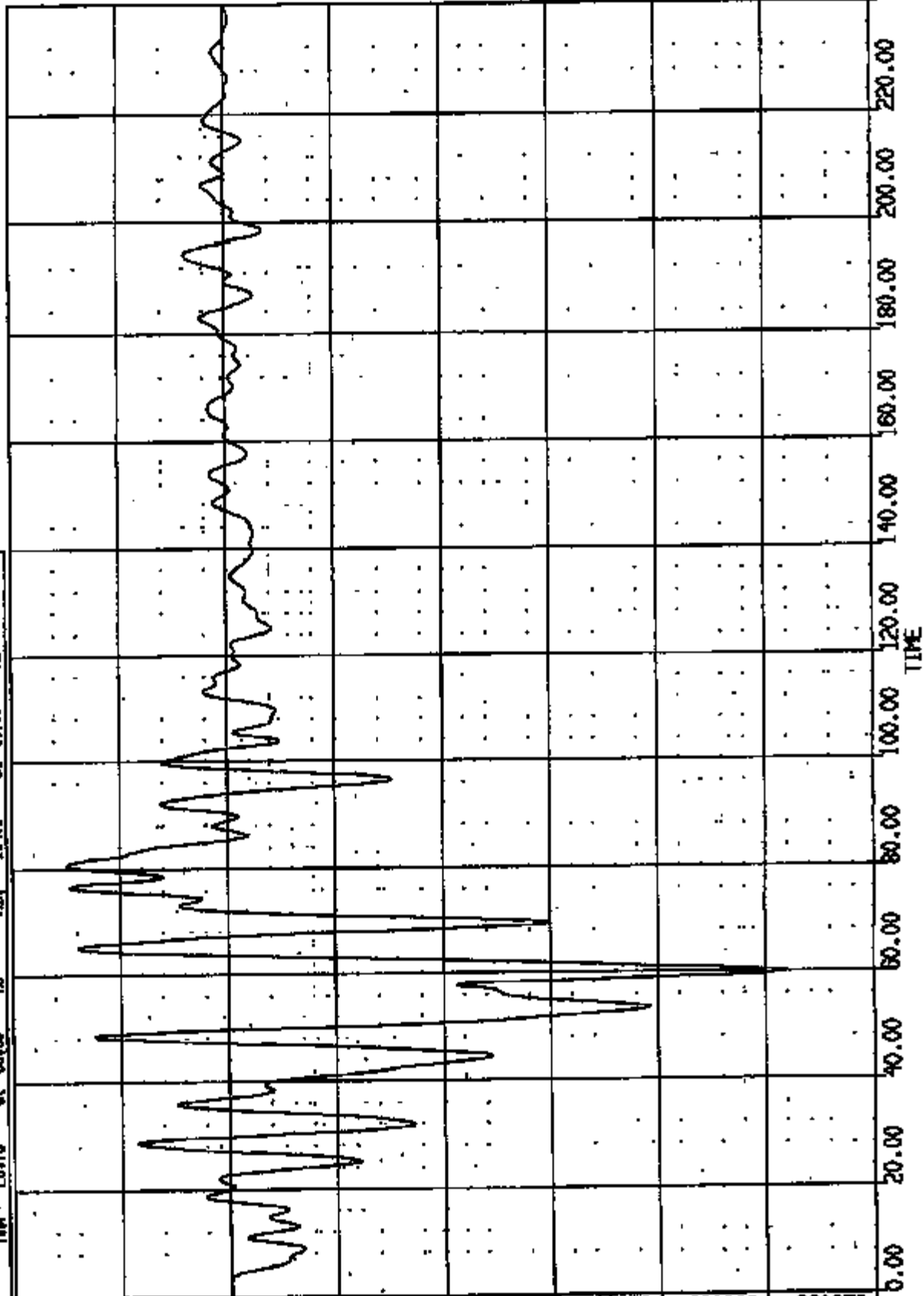
-40.00

-60.00

-80.00

-100.00

-120.00



CR R1 10939 TO: TA5018 DATE: 971126 15:46:58
188X D-188 2000 D-188

(119) CROSSSECT CF FLOOR PAN @ LHO AND VERT 50C

MAX = 65.26 at 48.55 MS MIN = -12.61 at 63.44 MS

AXIS 1

200.00

250.00

200.00

150.00

100.00

50.00

0.00

-50.00

-100.00

G.S

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

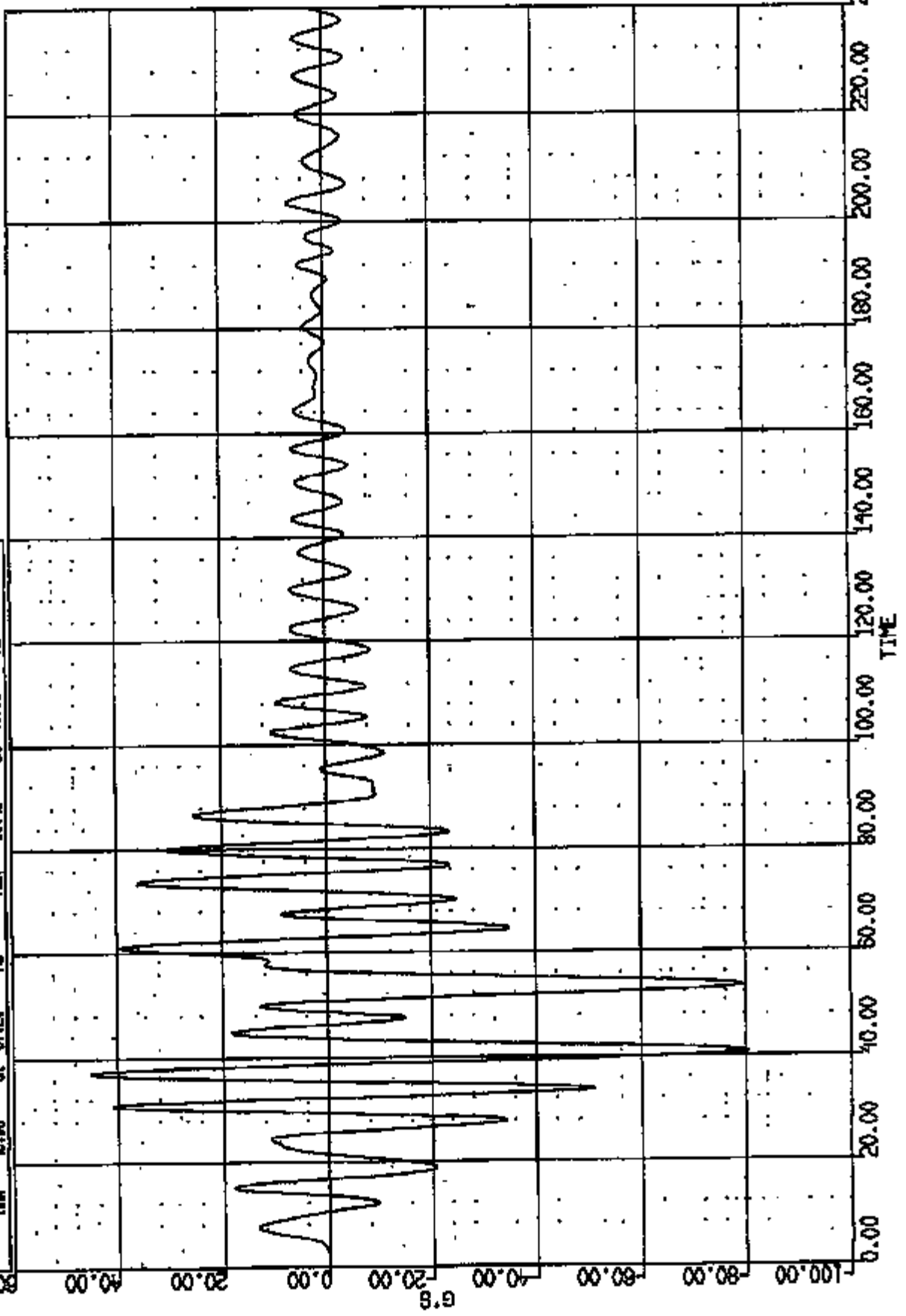
220.00

240.00

TIME

CR R: 10939 TO: TA5018 DATE: 971126 15:40:39
199X D-188 2000 D-188

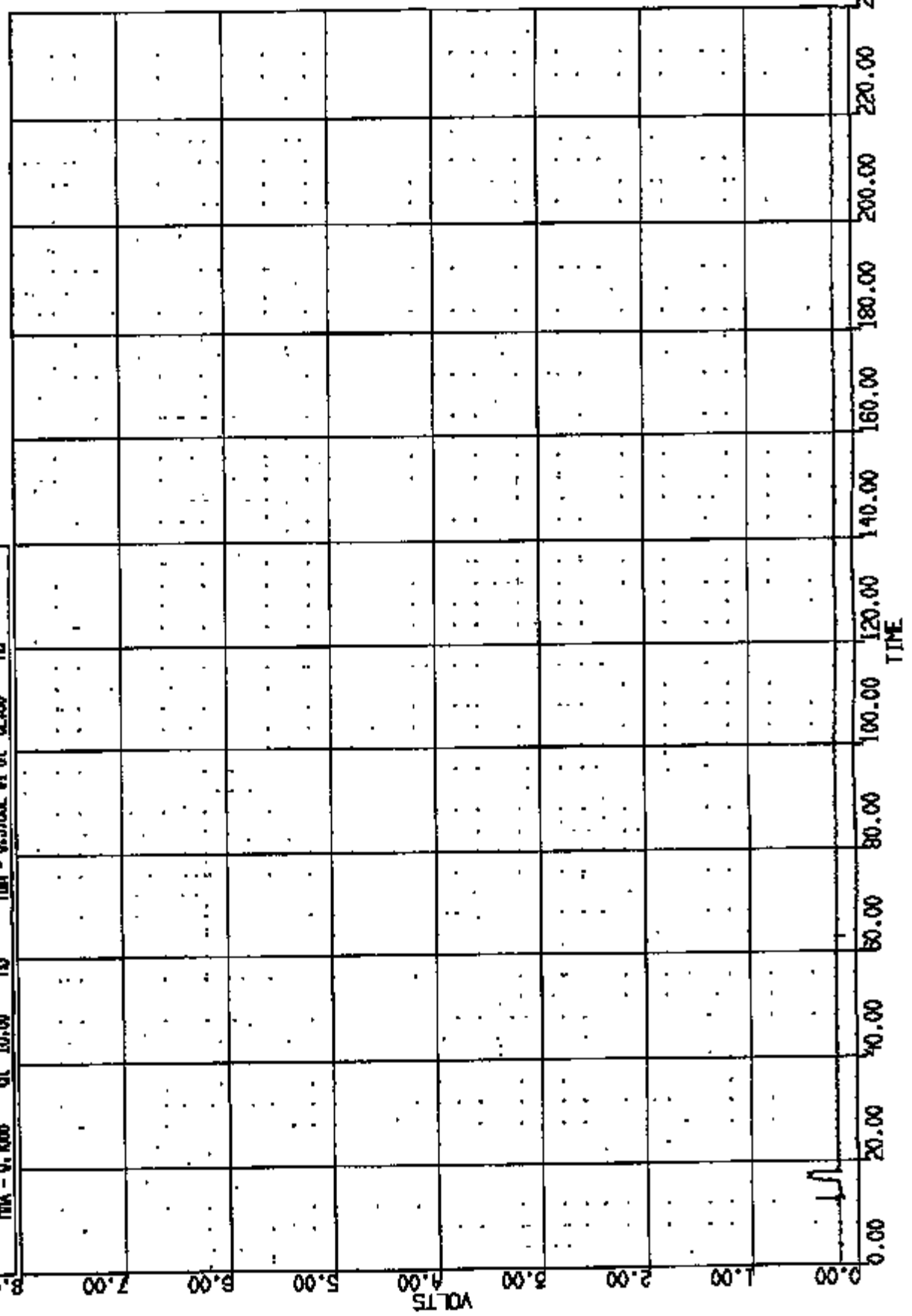
(120) CR01939T C/F FLOOR PAN @ LHO AND LRT SAC
MIN = 65.08 at 37.29 MS MAX = 80.41 at 40.88 MS
AXIS 1



CR R: 10939 TO: TA5018 DATE: 971126 15:46:38
199X D-196 2000 D-166

(121) CR(1993) CF FLOOR PAN @ R40 ACD I AC 4000C
MAX = 0.4388 at 16.00 MS MIN = 0.9755E-01 at 62.95 MS

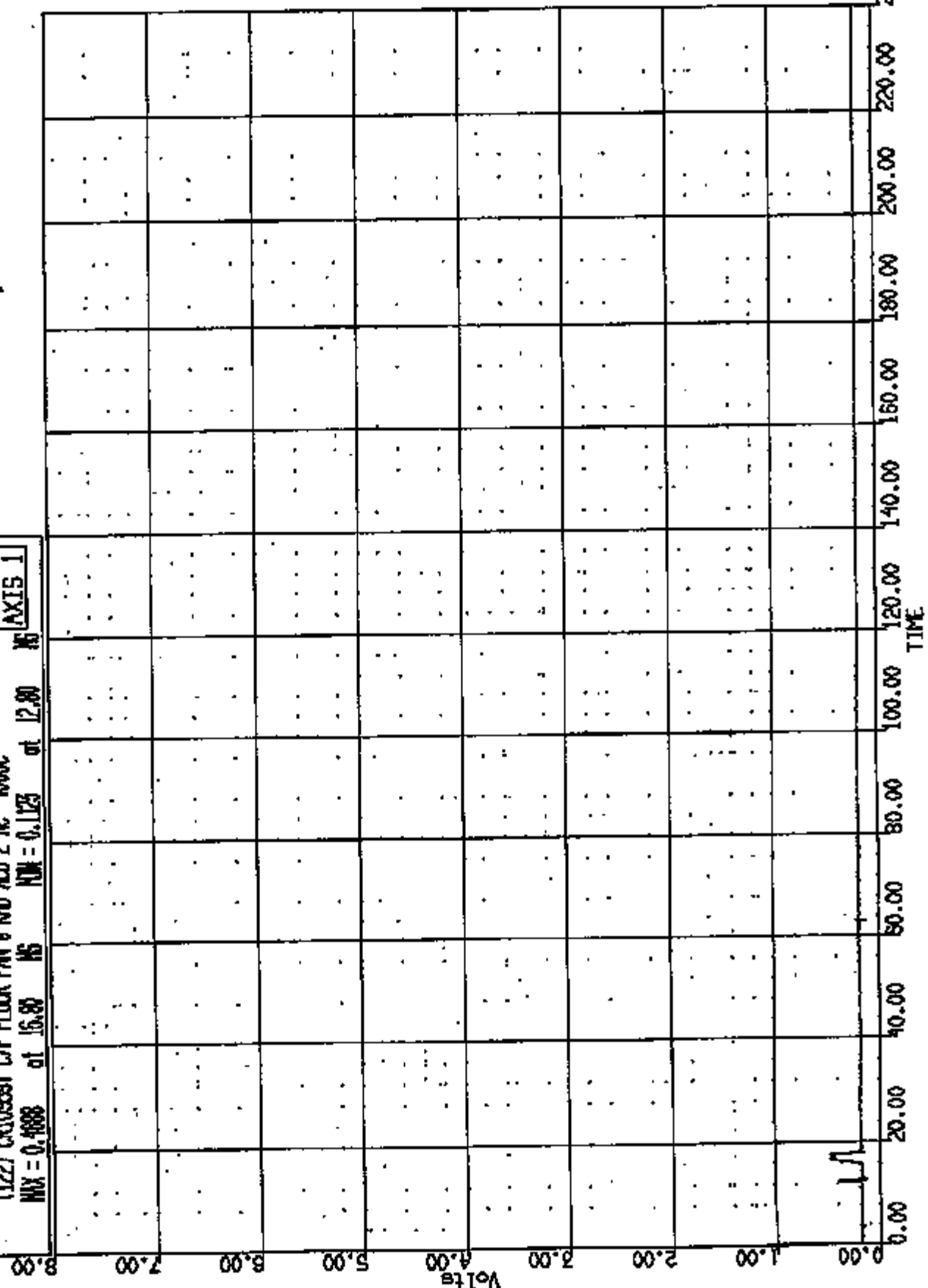
AXIS 1



CR R: 10820 TO: TAS018 DATE: 871126 15:40:30
100X D-108 2000 D-186

(122) CR(0930) C/F FLOOR PAN 0 80 AND 2 AC 4000
MAX = 0.4088 at 16.80 MS MIN = 0.123 at 12.80 MS

AXIS 1



CR R: 10829 TO: TA5018 DATE: 971120 15:46:59
199X D-188 2000 D-188

(125) CR108601 C/F FLOOR PAN @ RFD ADD 3 MC 4000C

MIN = 5.839 at 12.64 MS MAX = -1.684 at 17.04 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

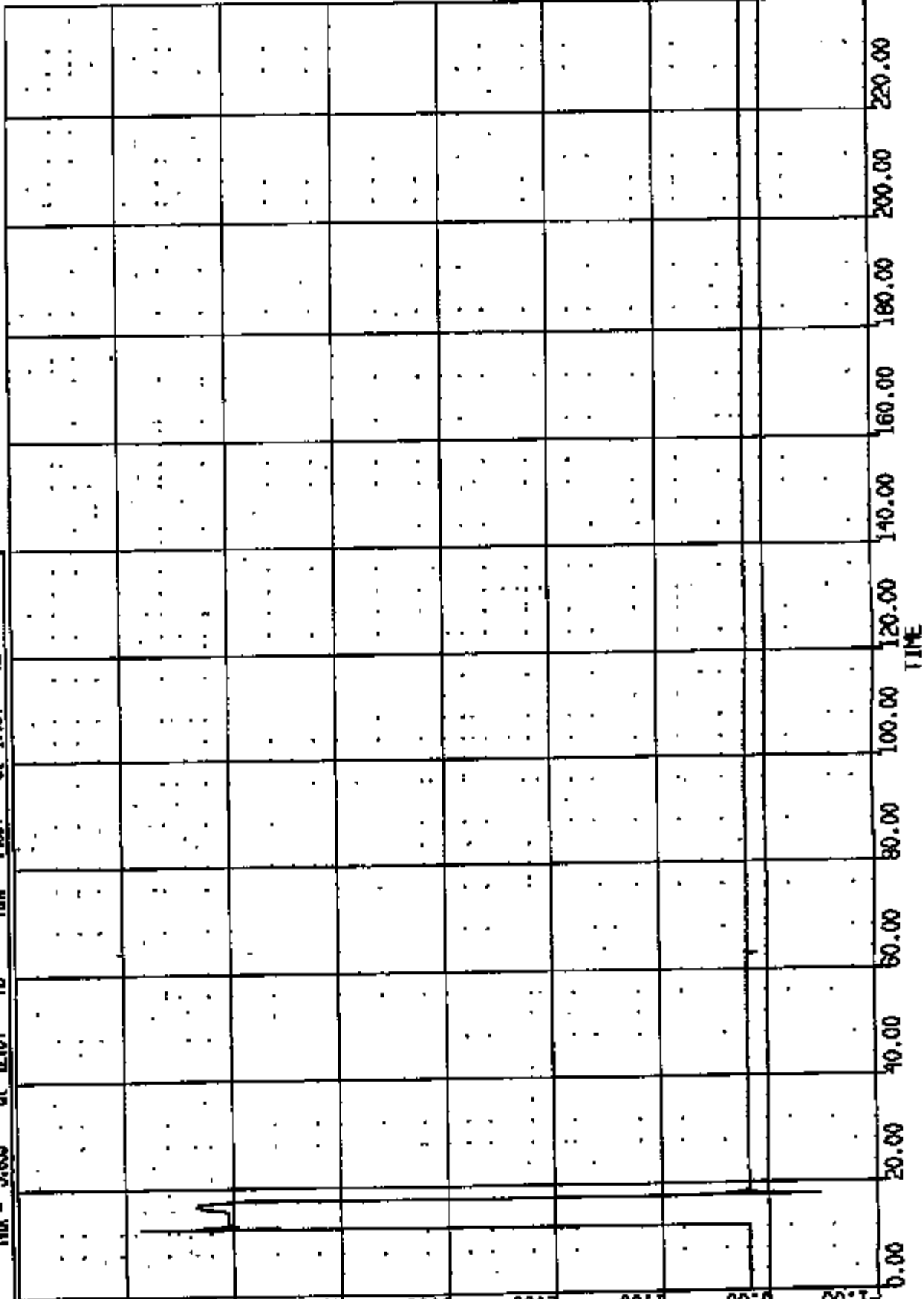
2.00

1.00

0.00

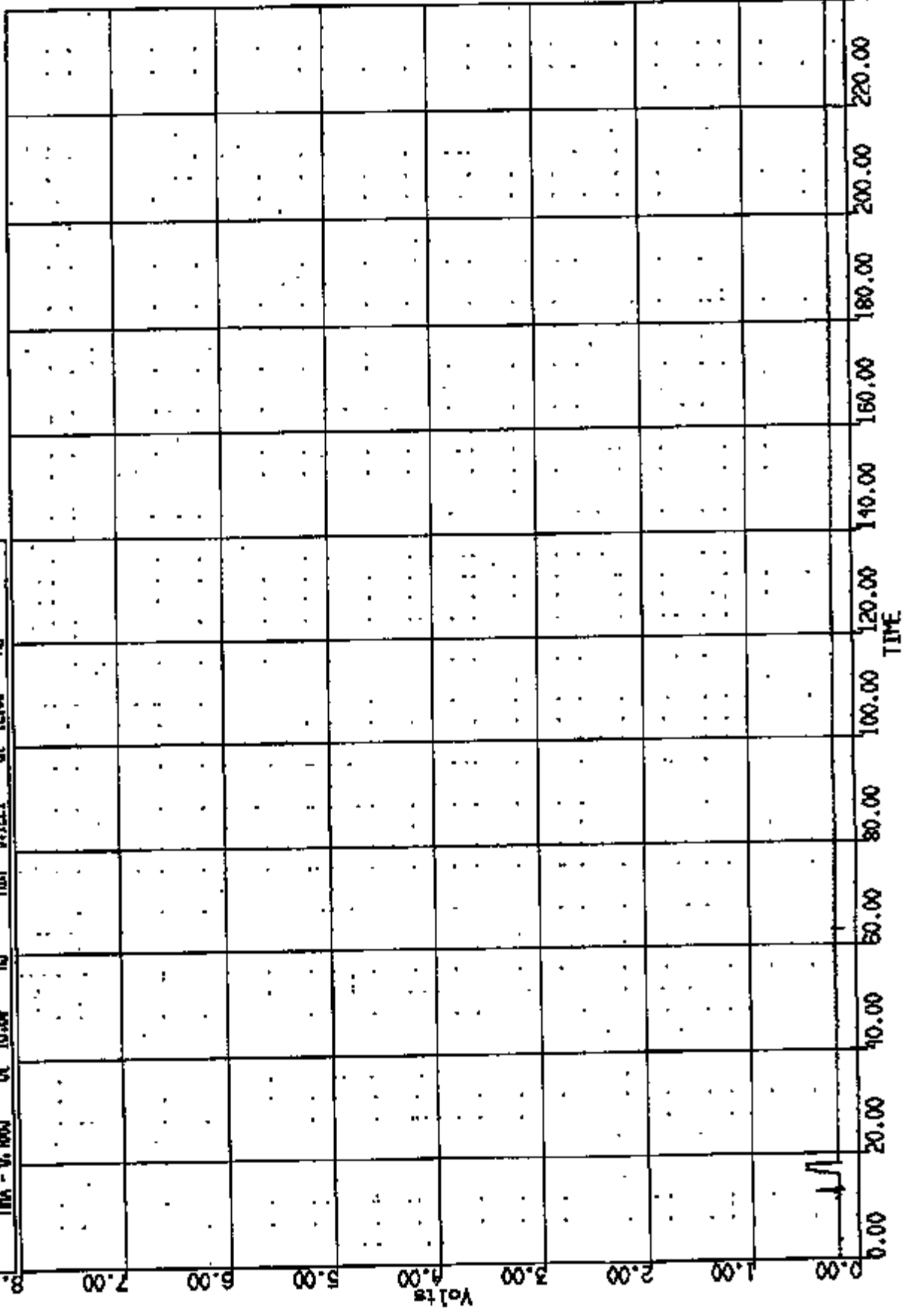
-1.00

Volts



CR R: 10839 TO: TA5018 DATE: 971128 15:48:39
180X D-188 2000 D-188

(124) CR(0939T) CVF FLOOR PAN @ RD NO. 1 AC 400VC
MAX = 0.4883 @ 16.89 MS MIN = 0.1221 at 12.80 MS
AXIS 1



CR R: 10939 TO: TAB018 DATE: 971126 15:46:59
189X D-189 2000 D-189

(125) CR10939T C/F FLOOR PAN @ RAD ADD 5 AC 400XC

MAX = 0.4736 at 16.50 MS MIN = 0.1074 at 82.95 MS

AXIS 1

MS

MS

MS

MS

MS

MS

MS

MS

MS

MS

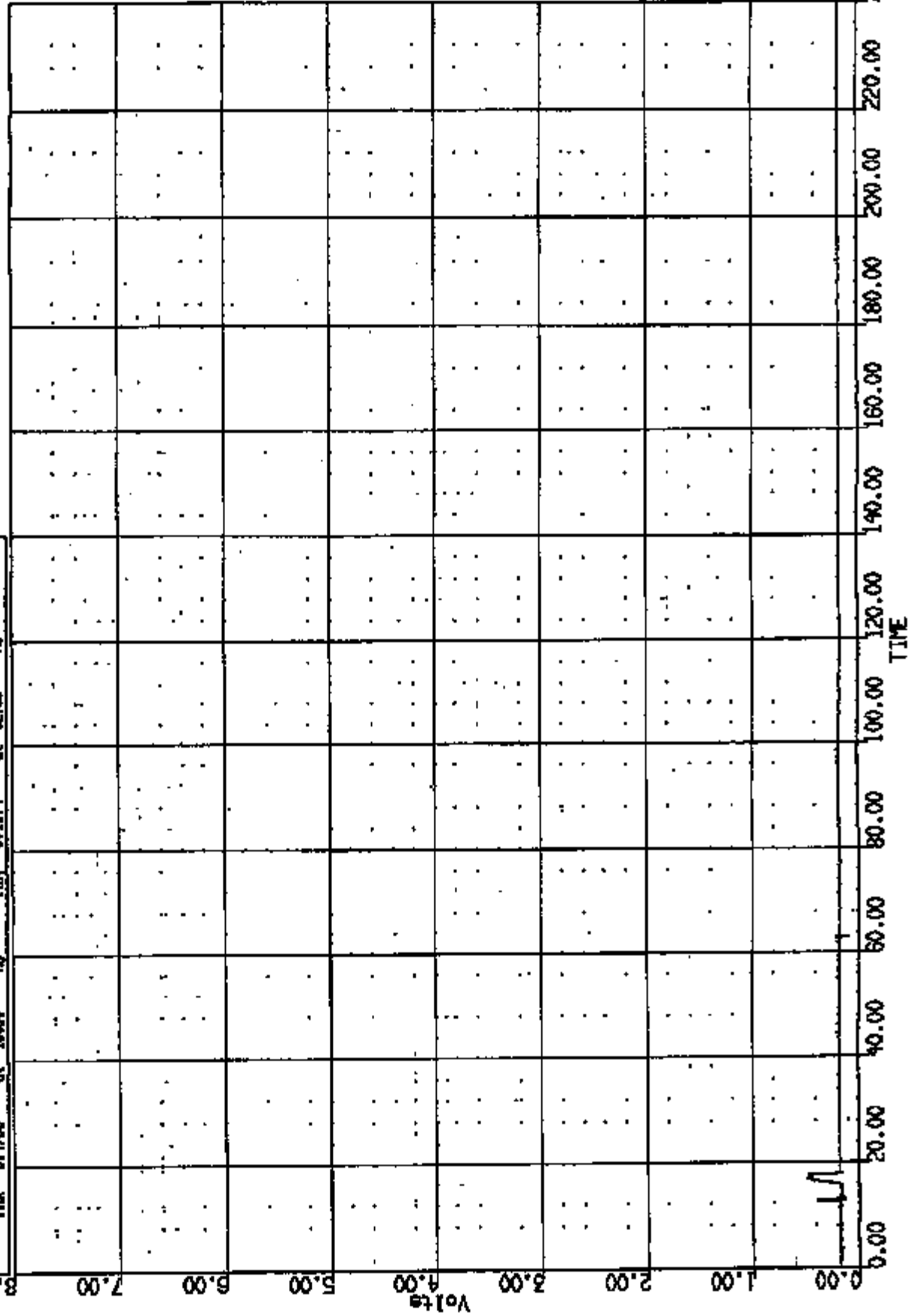
MS

MS

MS

MS

MS



CR. N: 10929 TO: TA5018 DATE: 971126 15:46:59
199X 0-186 2000 0-186

(126) CR10929T C/F FLOOR PAN @ RHO ADD 6 AC 4000C
MAX = 0.4088 at 16.80 MS MIN = 0.1025 at 12.80 MS

AXIS 1

8.00

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

Volts

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CRK N: 10929 TO: TA5018 DATE: 871128 15:48:59
189X D-188 2000 D-188

(127) CR10939T C/F FLOOR PAN @ RND ACD 7 AC 4000C

MAX = 8.013 at 12.07 MS MIN = 4.093 at 83.04 MS

AXIS 1

16.00

14.00

12.00

10.00

8.00

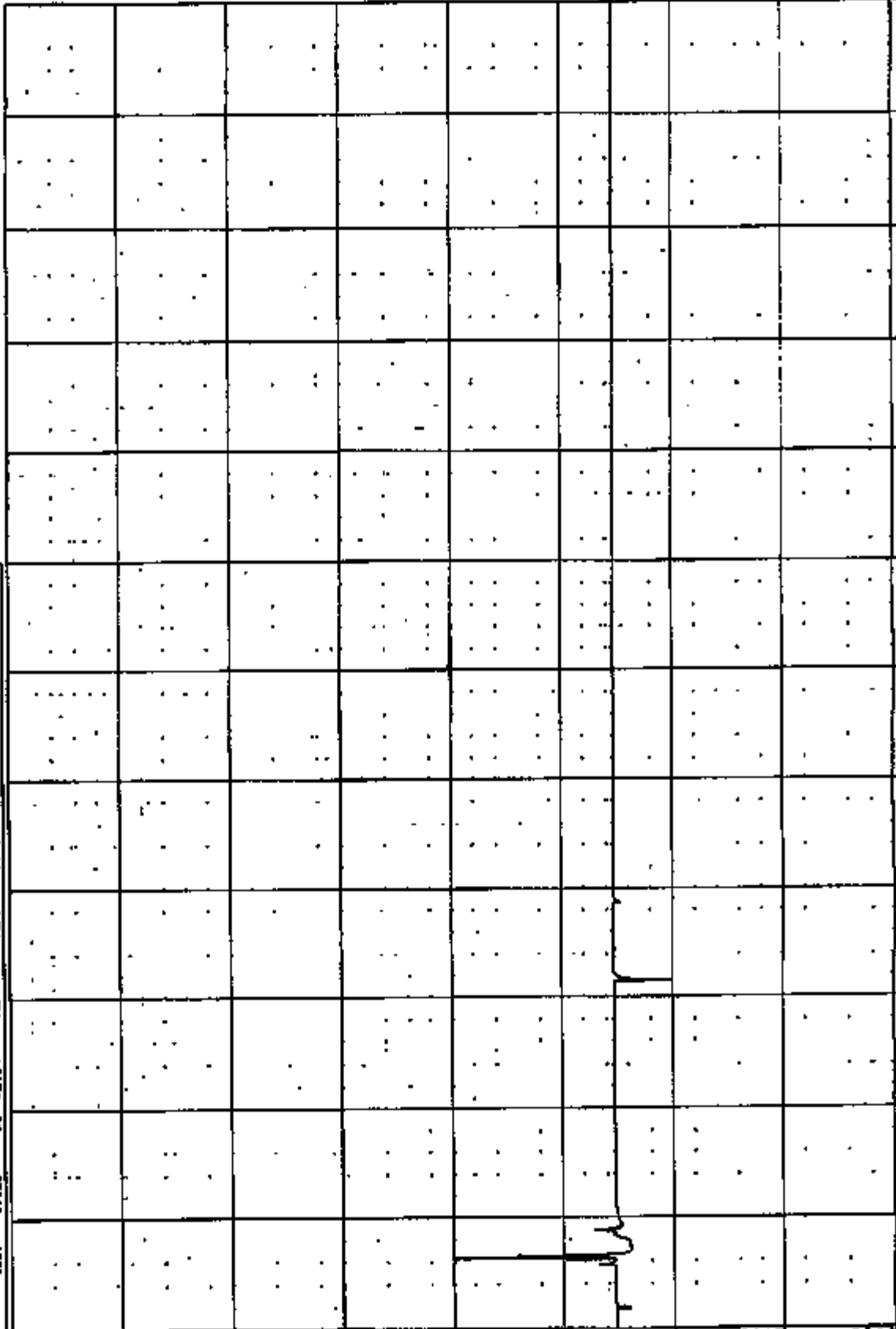
NONE

6.00

4.00

2.00

0.00



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00

TIME

GR R: 10259 TO: TA5018 DATE: 971126 15:46:59
186X D-186 2000 D-186

(128) CRUCIANT C/F FLOOR PAN @ RAD ACID B AC 4000C

MIN = 1.072 at 16.80 NS

MIN = 1.090 at 1.350 NS

AXIS 1

8.00

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

Volts

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR R: 10828 TO: TA5018 DATE: 971126 15:46:59
188X 0-188 2000 0-188

(129) CR10888T CF FLOOR PAN @ RAD ACID LONG SAC

MAX = 87.09 at 74.04 MS MIN = -108.0 at 51.40 MS

AXIS 1

250.00

200.00

150.00

100.00

50.00

0.00

-50.00

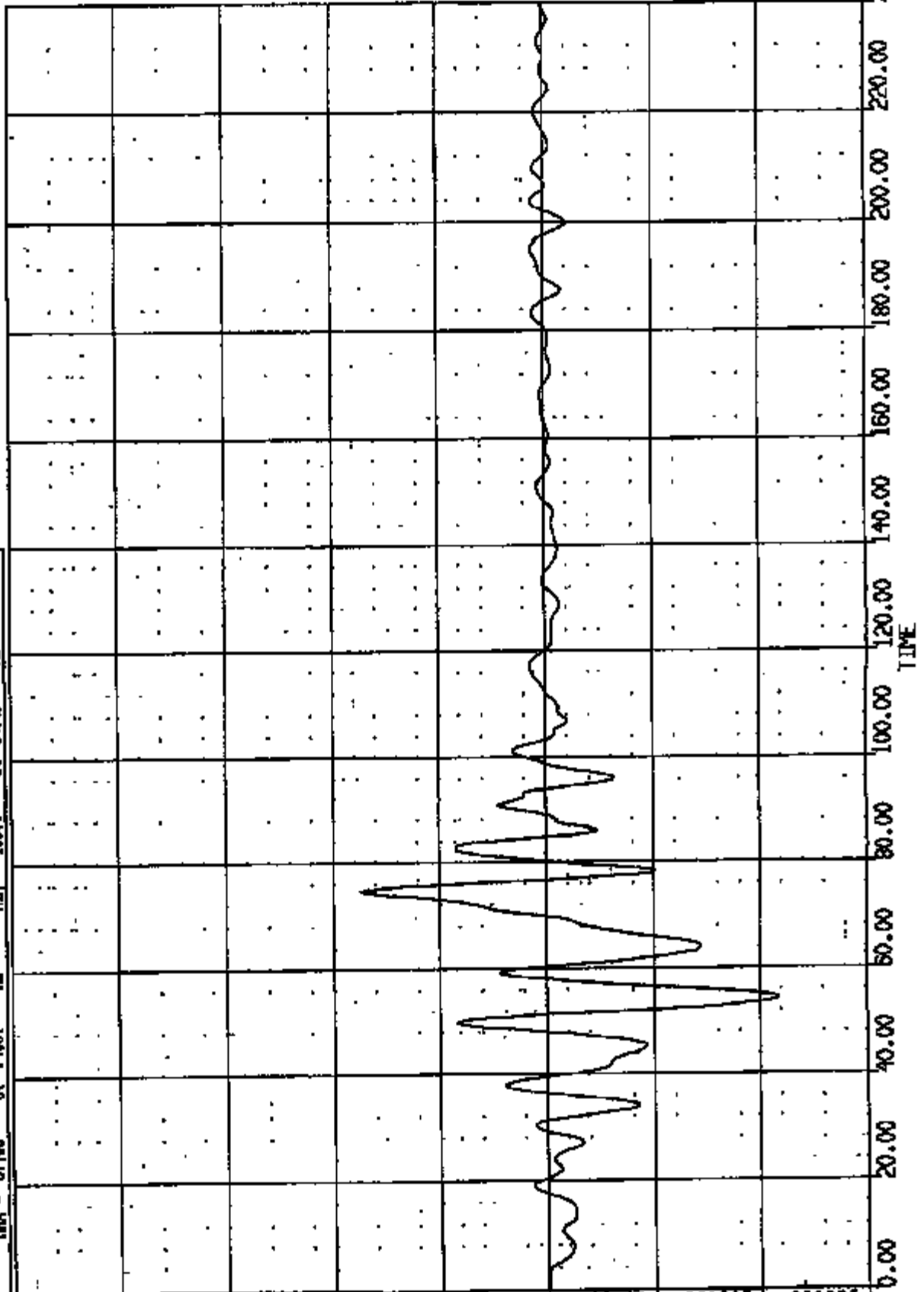
-100.00

-150.00

-200.00

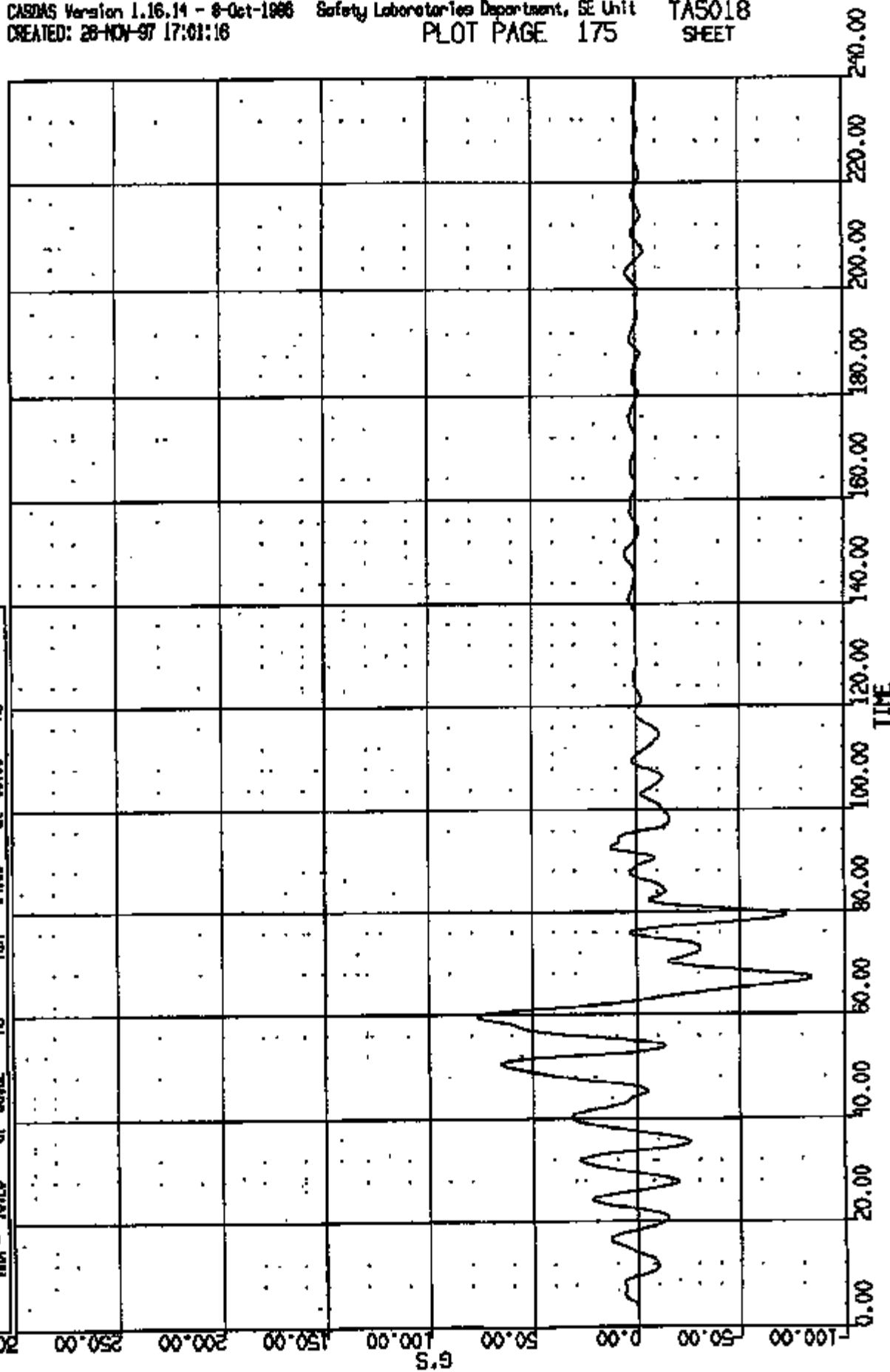
-250.00

G.S.



CR R: 10959 TO: TAS018 DATE: 971128 15:40:59
199x D-188 2000 D-188

(130) CR10959T C/F FLOOR PAN @ RED ACID VERT 60C
MAX = 76.25 at 59.52 M6 MIN = -91.50 at 66.88 M6 AXIS 1



CR R: 10839 TO: TA5018 DATE: 971128 16:46:39
198X D-188 2000 D-188

(131) CR008807 C/F FLOOR P/W @ R/O A/D LAT 60C

MAX = 54.75 at 53.00 MS

MIN = -78.55 at 52.00 MS

AXIS 1

80.00

60.00

40.00

20.00

G.S

-20.00

-40.00

-60.00

-80.00

TIME

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

CR R: 10959 TO: TA5018 DATE: 971126 15:40:58
199X D-188 2000 D-188

(88) CR109391 L/ROAD LONG GOC

MAX = 15.94 at 75.60 Hz

MIN = -40.87 at 38.56 Hz

AXIS 1

20.00

20.00

10.00

0.00

-10.00

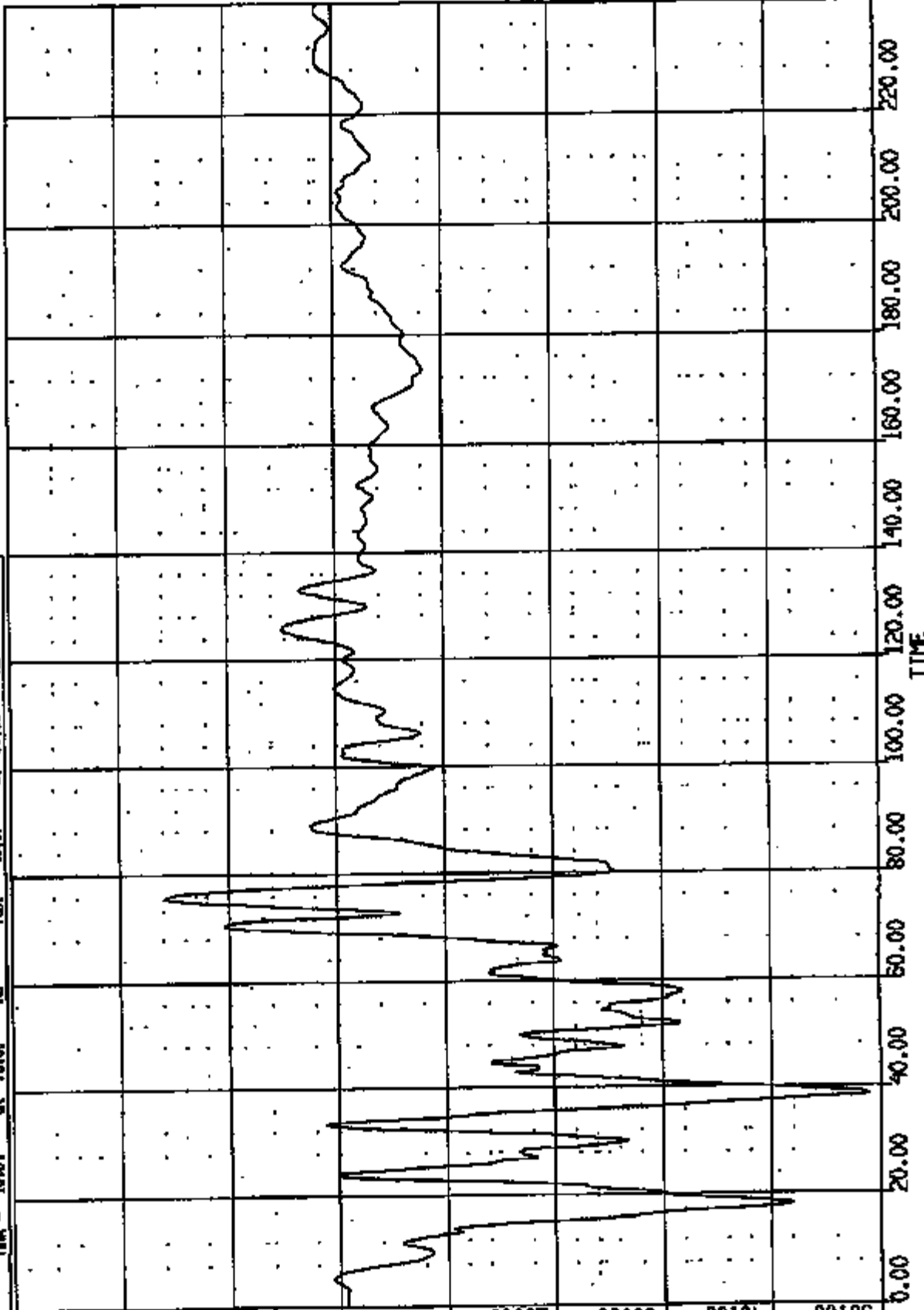
-20.00

-30.00

-40.00

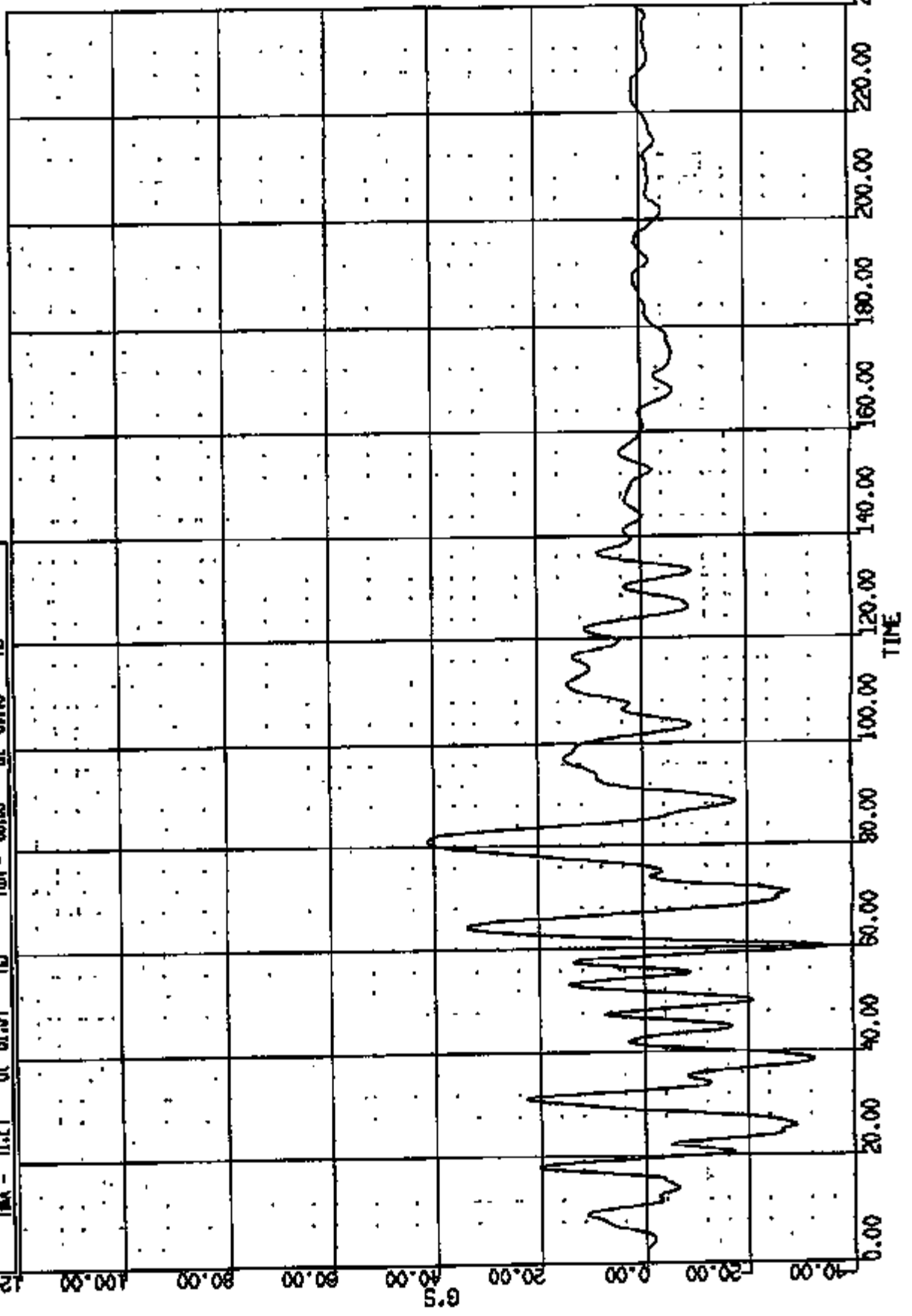
-50.00

G'S



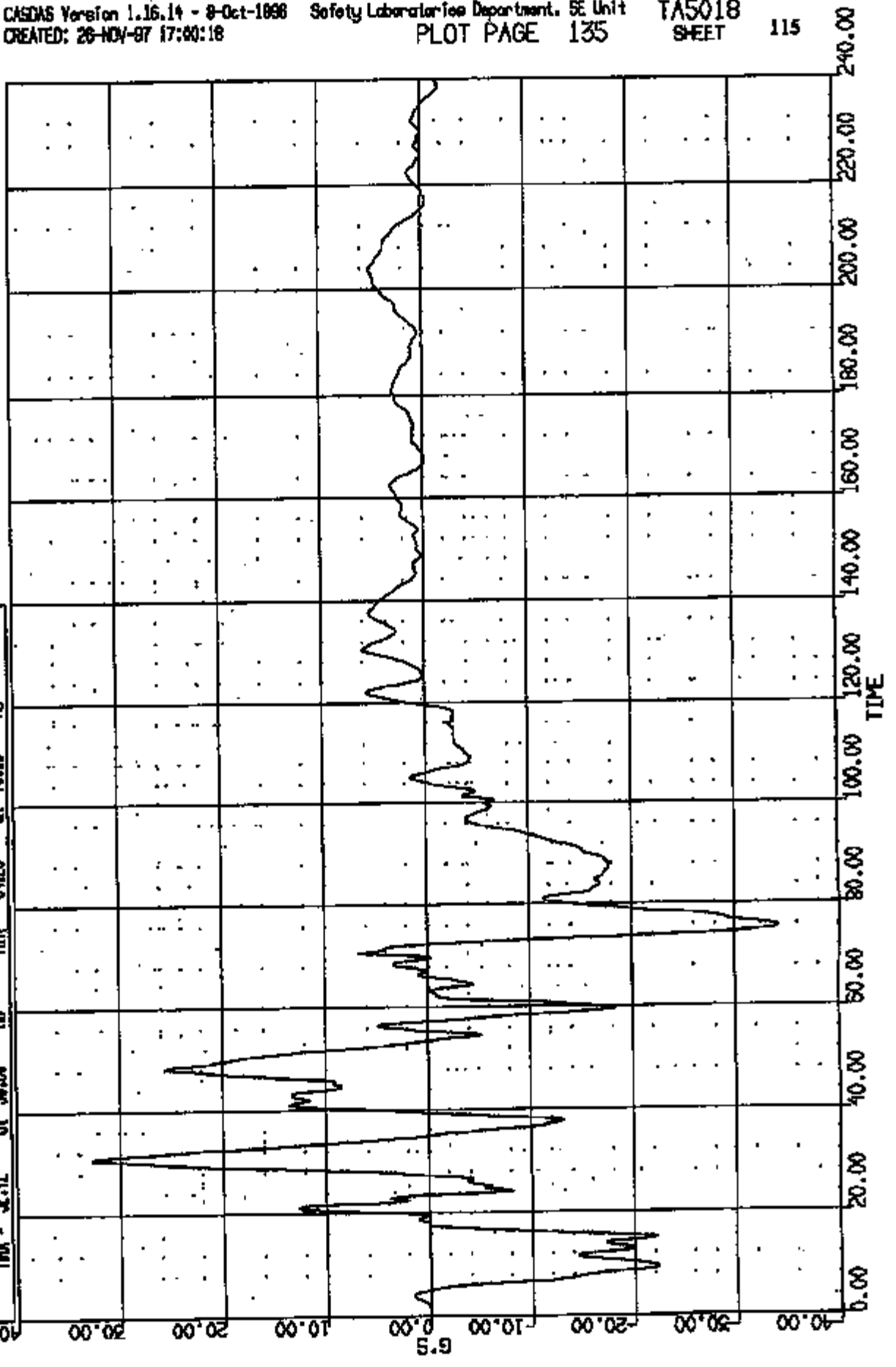
CR# N: 10259 TO: TAB018 DATE: 871126 15:40:59
189X D-186 2000 D-186

(88) CR003907 LARAD NERT 6XC
MAX = 41.21 at 81.04 MS MIN = -35.56 at 60.00 MS
AXIS 1



CR R: 10989 TO: TA5018 DATE: 971126 15:46:38
19EX D-186 2000 D-186

(90) ORIGINATOR L/RIND LAT 80C
MAX = 3.72 at 30.00 MS
MIN = -34.25 at 75.00 MS
AXIS 1



CR R: 10829 FOR TA5018 DATE: 971126 15:48:30
199X D-186 2000 D-186

* (91) CR10939T C/RAND LONG EOC

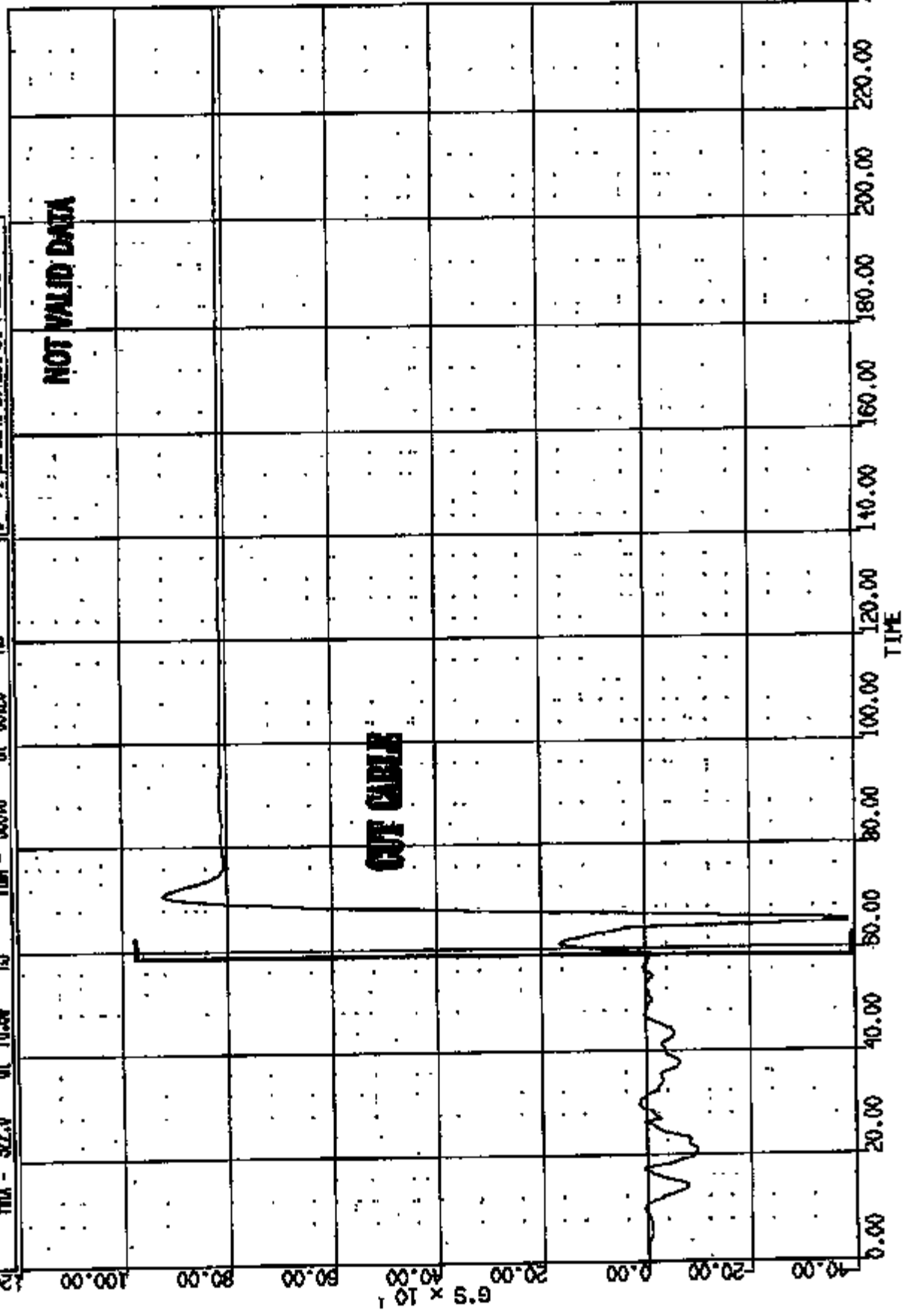
MAX = 922.0 at 70.20 MS

MIN = -388.9 at 85.20 MS

AXIS 1

ANOMLY KEY:

- Mismatch data exceeded full scale
- >| percent offset of T-zero



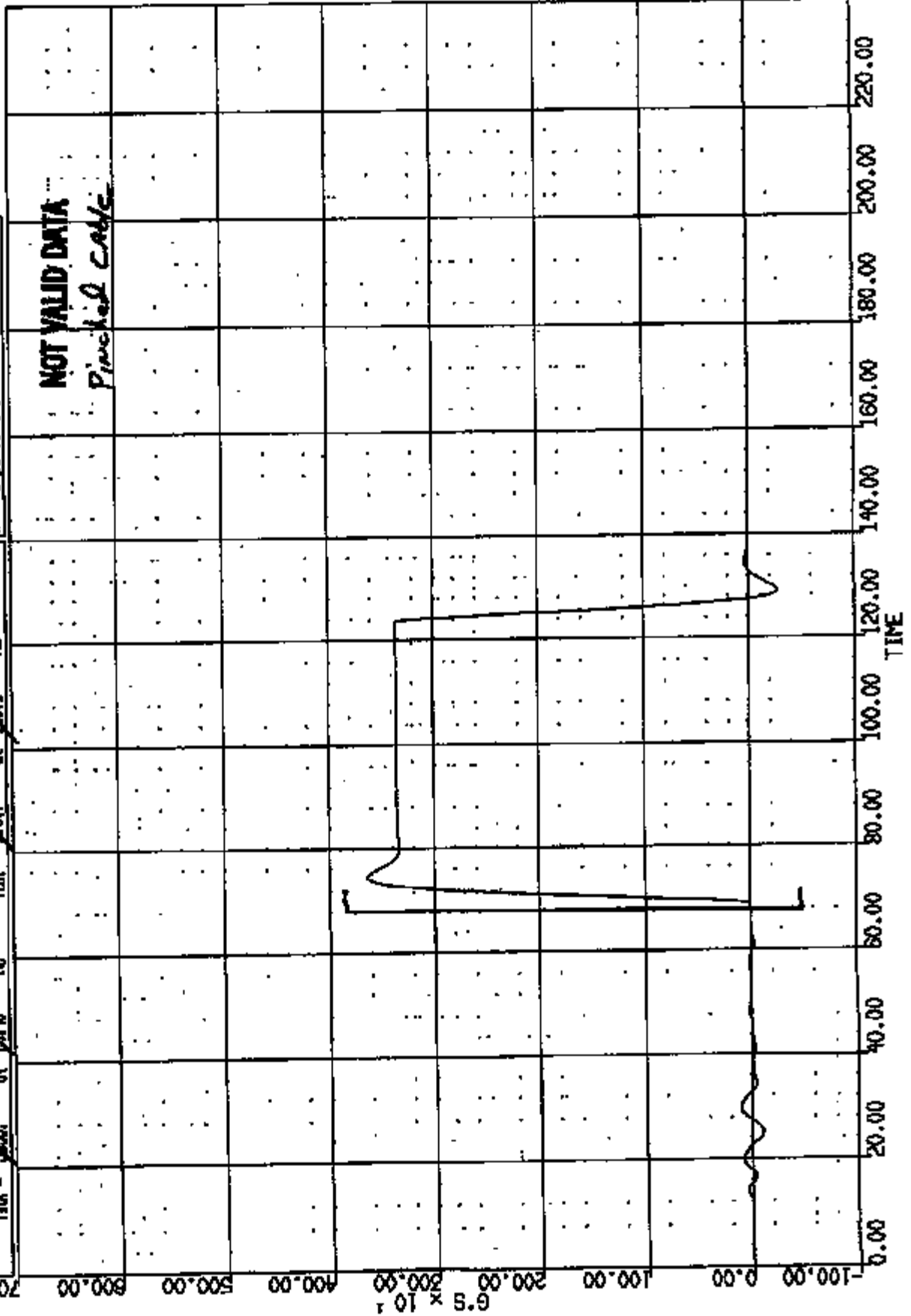
DR R: 10859 TO: TA5018 DATE: 971128 15:46:30
188X D-188 2000 D-188

* (92) CR109391 CRAND WERT GAC
MAX = 3558. at 24.8 MS
MIN = -286.7 at 128.1 MS

AXIS 1

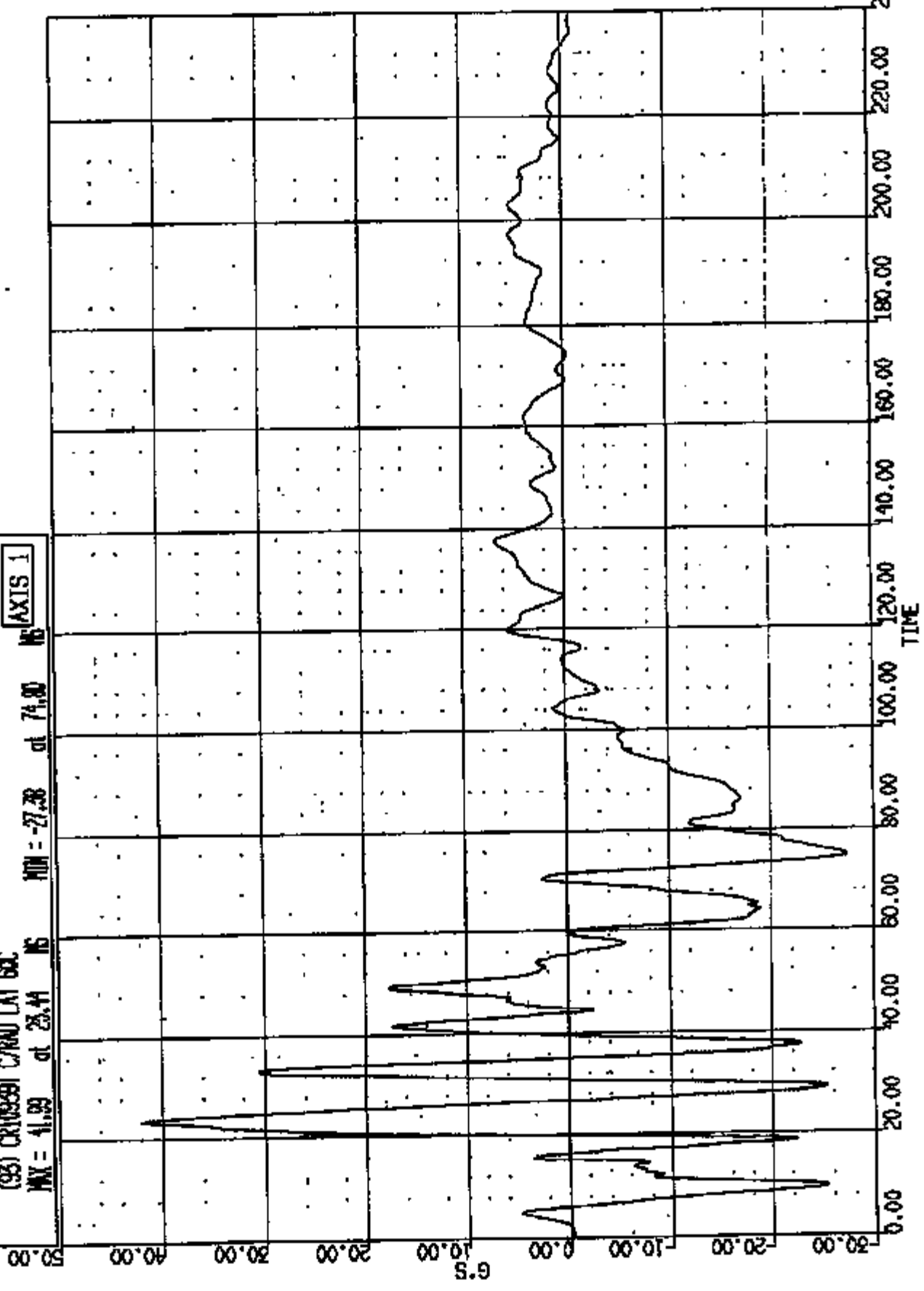
ANALY KEY:

2 - Microbar data exceeded full scale
3 - > 1 percent offset at T-zero



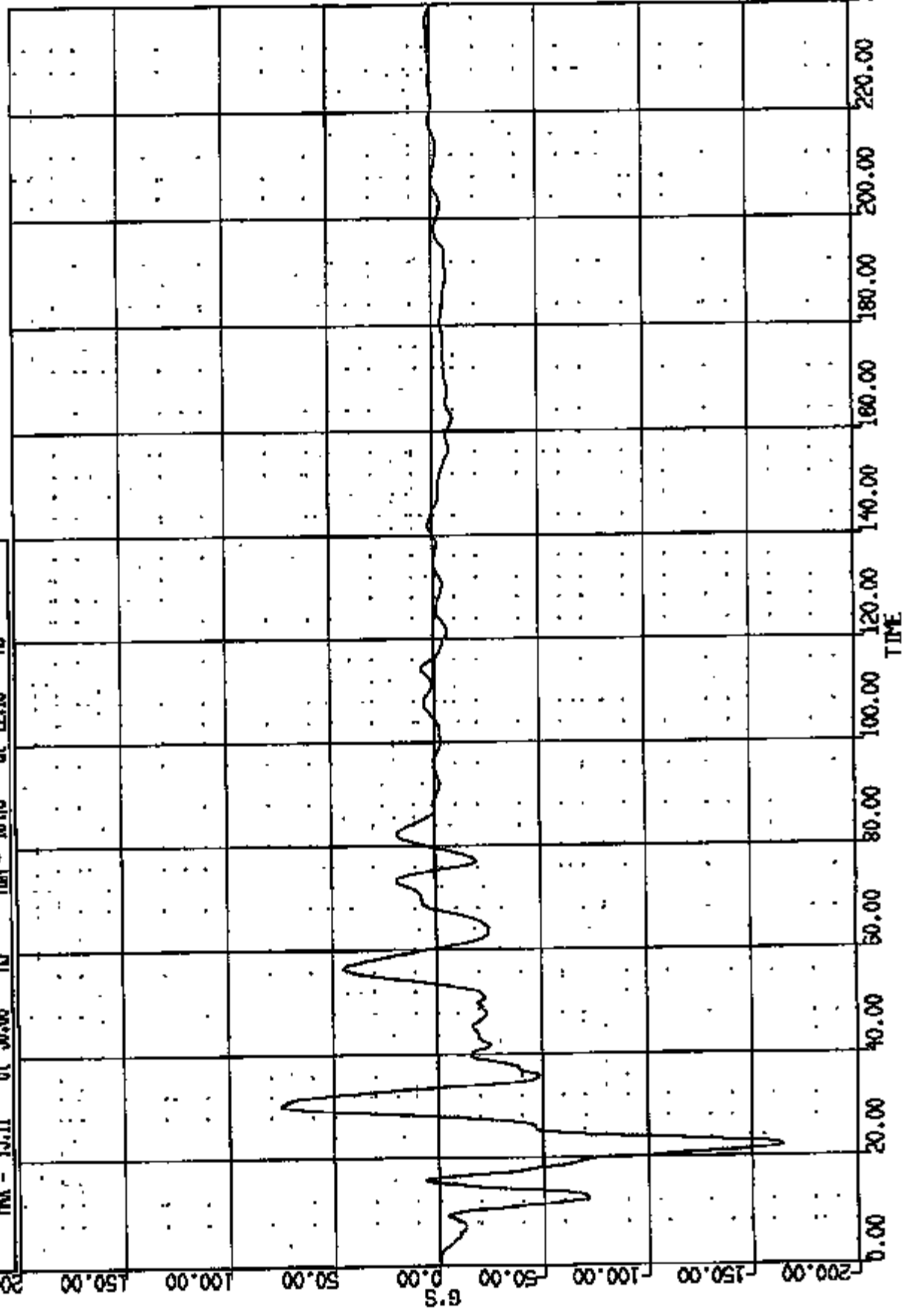
CR R: 10939 TO: TA5018 DATE: 971128 15:46:39
100X D-188 2000 D-188

(93) CR10939T C/RAD LAT 60C
MAX = 41.93 at 25.44 MS
MIN = -27.38 at 74.80 MS
AXIS 1



CR R: 10928 TO: TA5018 DATE: 971126 15:40:28
188X D-188 2000 D-188

(94) CR10928 R/RAD LONG DOC
MAX = 75.11 at 30.08 MS
MIN = -104.8 at 22.16 MS
AXIS 1



CR R: 10250 TO: TA5018 DATE: 871128 15:48:39
18ex D-186 2000 D-186

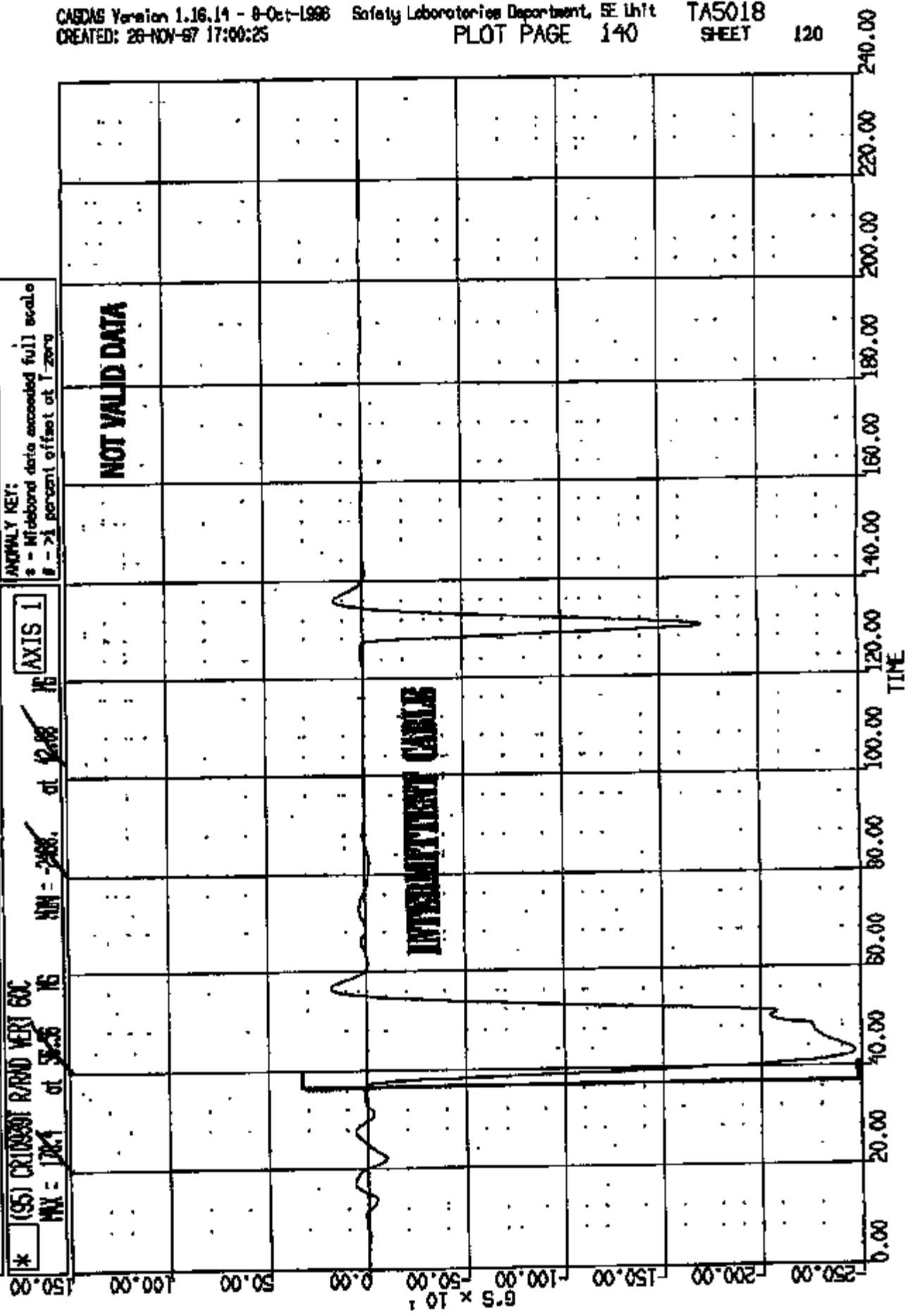
* (95) CRUISSANT R/RND VERT 600
MIN = 1264 at 55.36 16
MIN = 2486 at 24.88 16

AXIS 1

ANOMLY KEY:

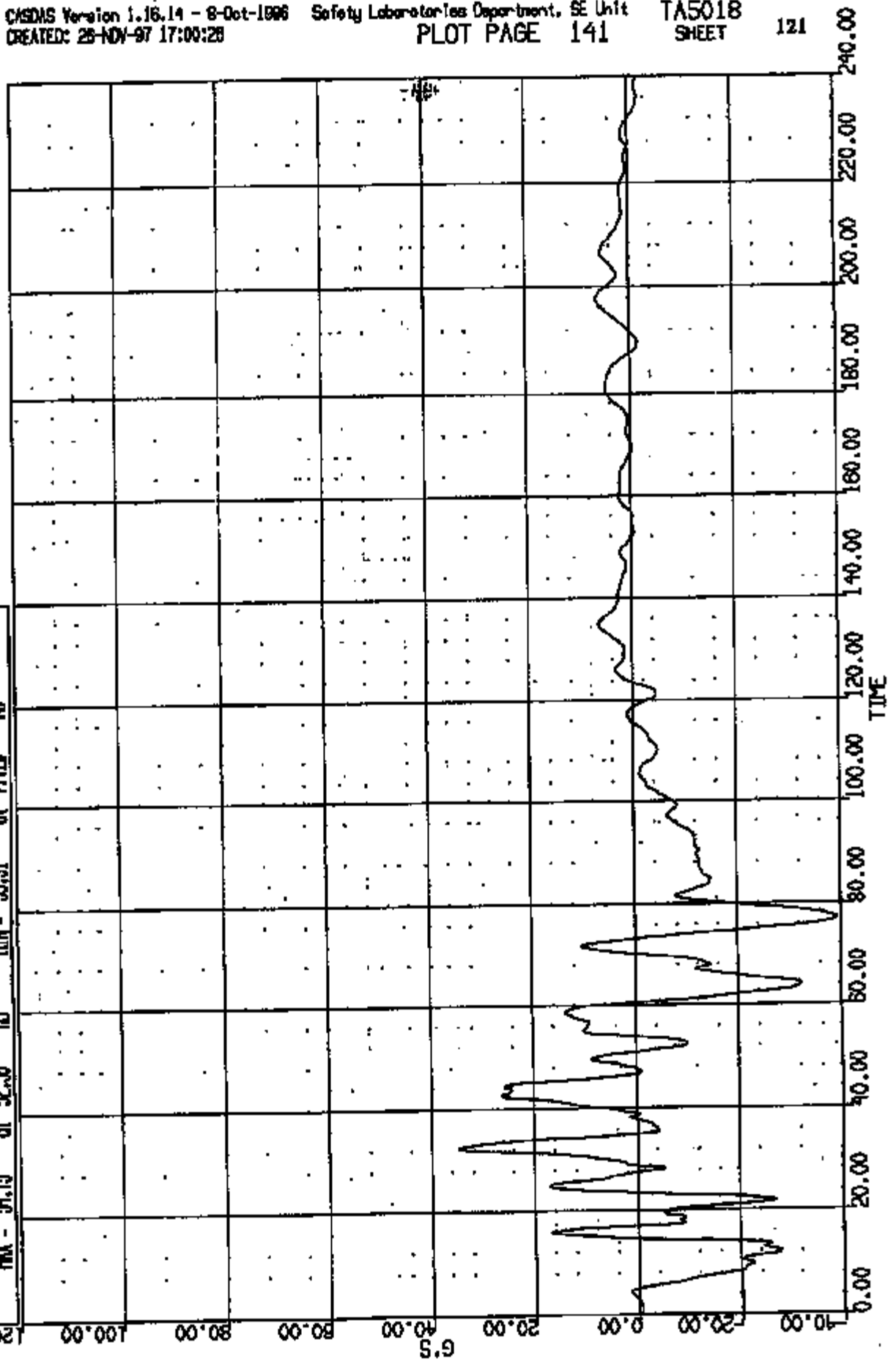
s - Microband data exceeded full scale
- >1 percent offset at T zero

NOT VALID DATA



CR N: 10939 TO: TA5018 DATE: 971126 15148:38
199X D-186 2000 D-186

(96) CR10939T RAND LIT 60C
MAX = 34.73 at 32.56 16 MIN = -39.31 at 17.29 16
AXIS 1



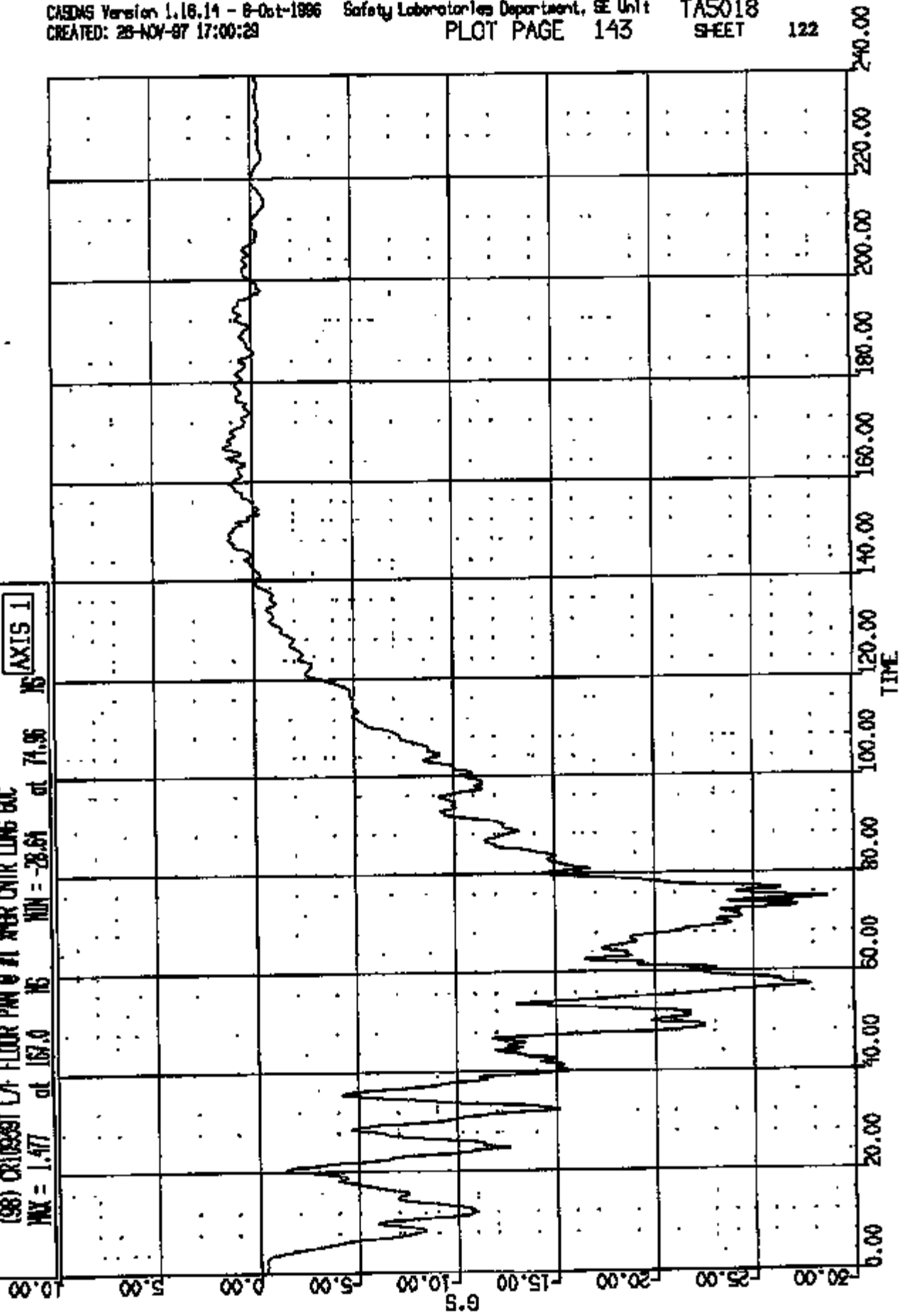
CR R: 10929 TO: TA5018 DATE: 971126 15:40:39
198X D-188 2000 D-188

(98) CR18391 LF FLOOR PAN @ 41 WATER CONTR LONG 600

MAX = 1.477 at 157.0

MIN = -28.64 at 74.96

AXIS 1



CR R: 10939 TO: TAS018 DATE: 971126 15:46:39
199X D-198 2000 D-198

(99) CR01939T L/F FLOOR PAN @ #1 XMER CNTR VERT 60C

MAX = 16.41 at 85.68 MS MIN = -19.99 at 72.00 MS

AXIS 1

60.00

50.00

40.00

30.00

20.00

G'S

10.00

0.00

-10.00

-20.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

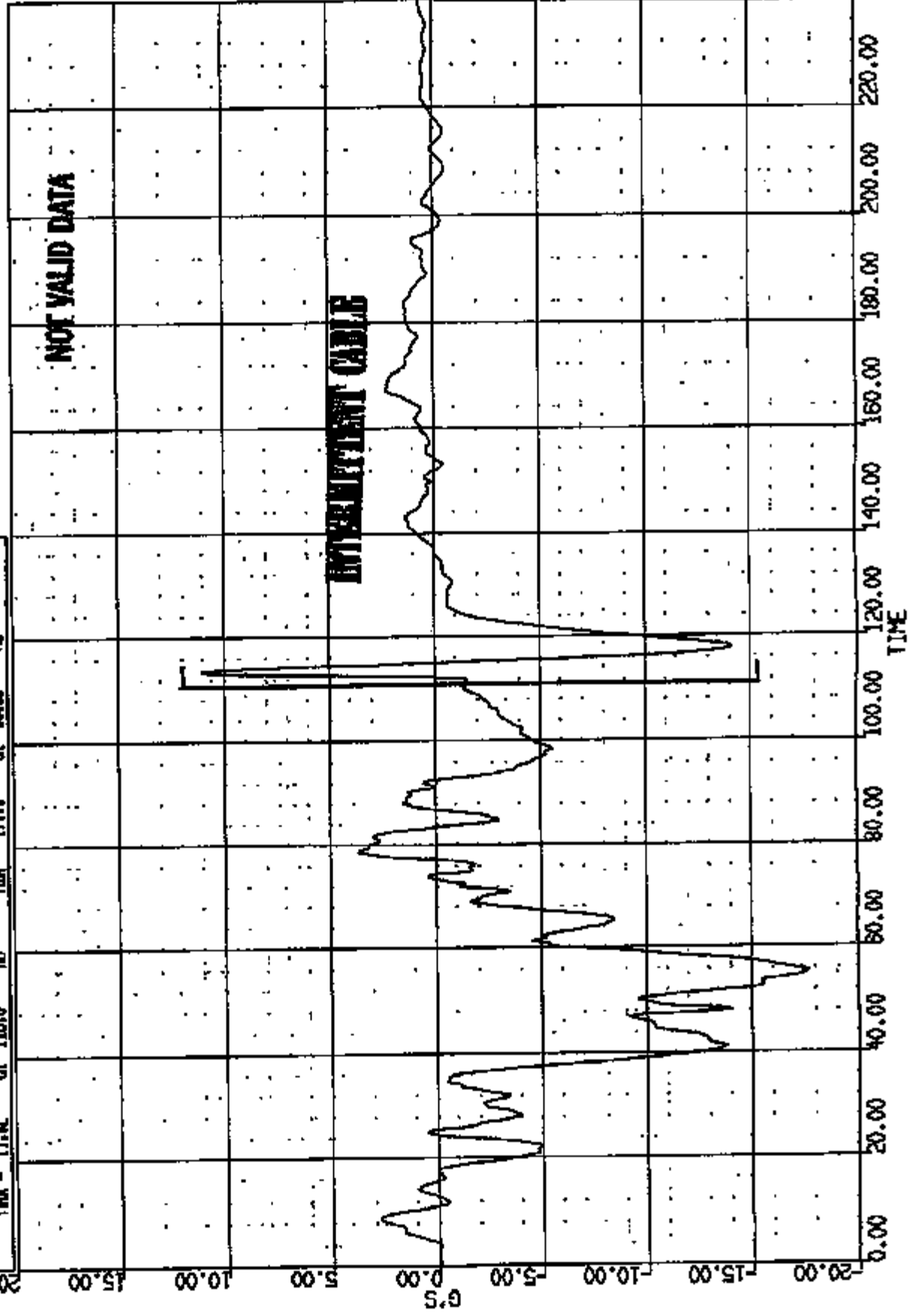
220.00

240.00

TIME

CR R: 10950 TO: TAS018 DATE: 971126 15:46:59
199X D-188 2000 D-188

(100) CR10950T L/F FLOOR PAN @ #1 XBER CNTR LMT 60C
MAX = 11.92 at 113.5 16 MIN = -17.70 at 55.36 16
AXIS 1

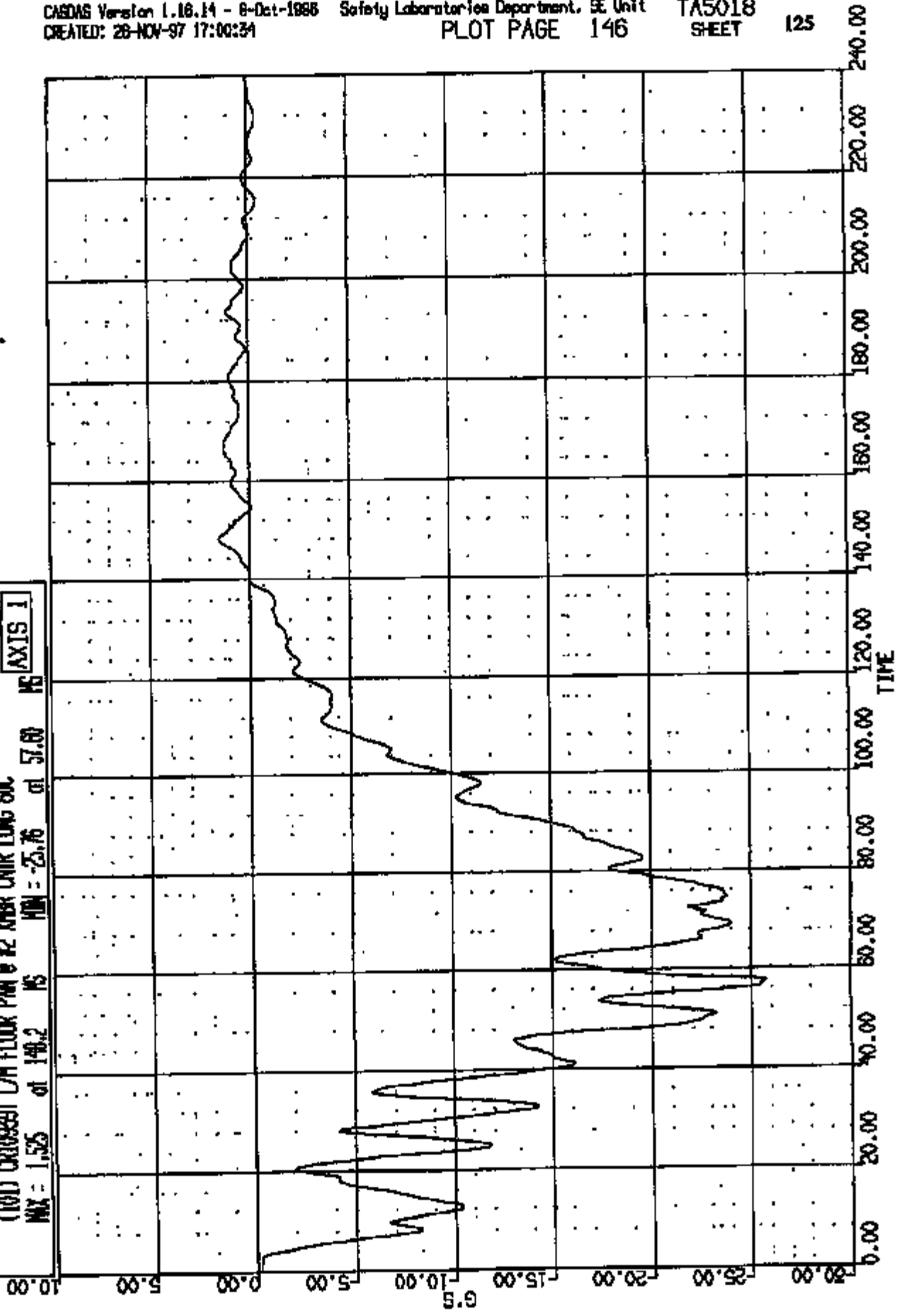


CR R: 10850 TO: TA5018 DATE: 971128 15:40:39
199X D-185 2000 D-188

(10) CRUGEST LN FLOOR PAN @ #2 XBR CNTR LONG SUC

MAX = 1.525 at 140.2 MS MIN = -25.76 at 57.00 MS

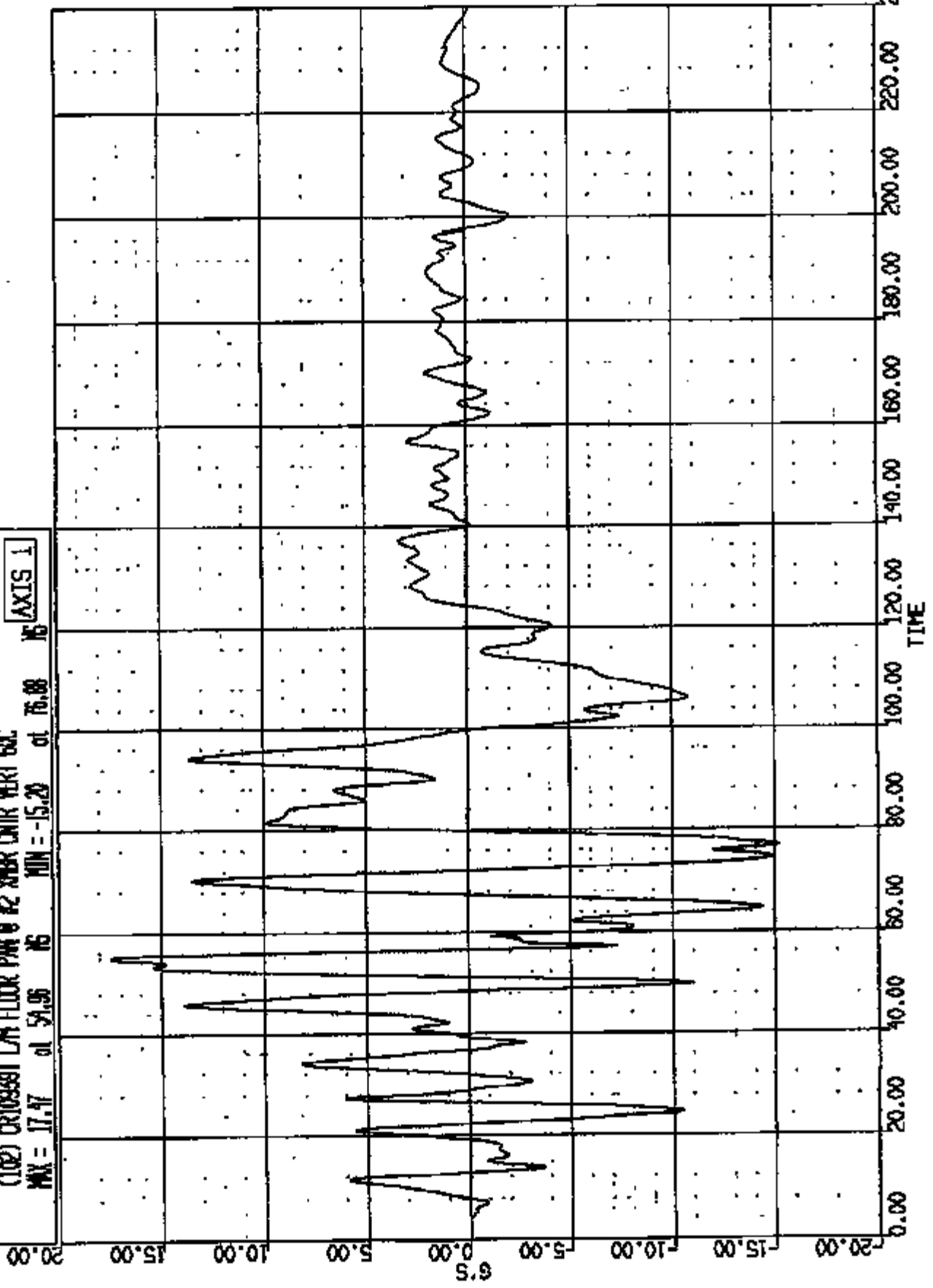
AXIS 1



CR R: 10839 TO: TAS018 DATE: 971126 15:46:39
15EX D-188 2000 D-188

(102) CR103591 LAM FLOOR PAN @ #2 XBR CNTR VERT GSC
MAX = 17.57 at 54.95 #6 MIN = -15.20 at 76.88 #6

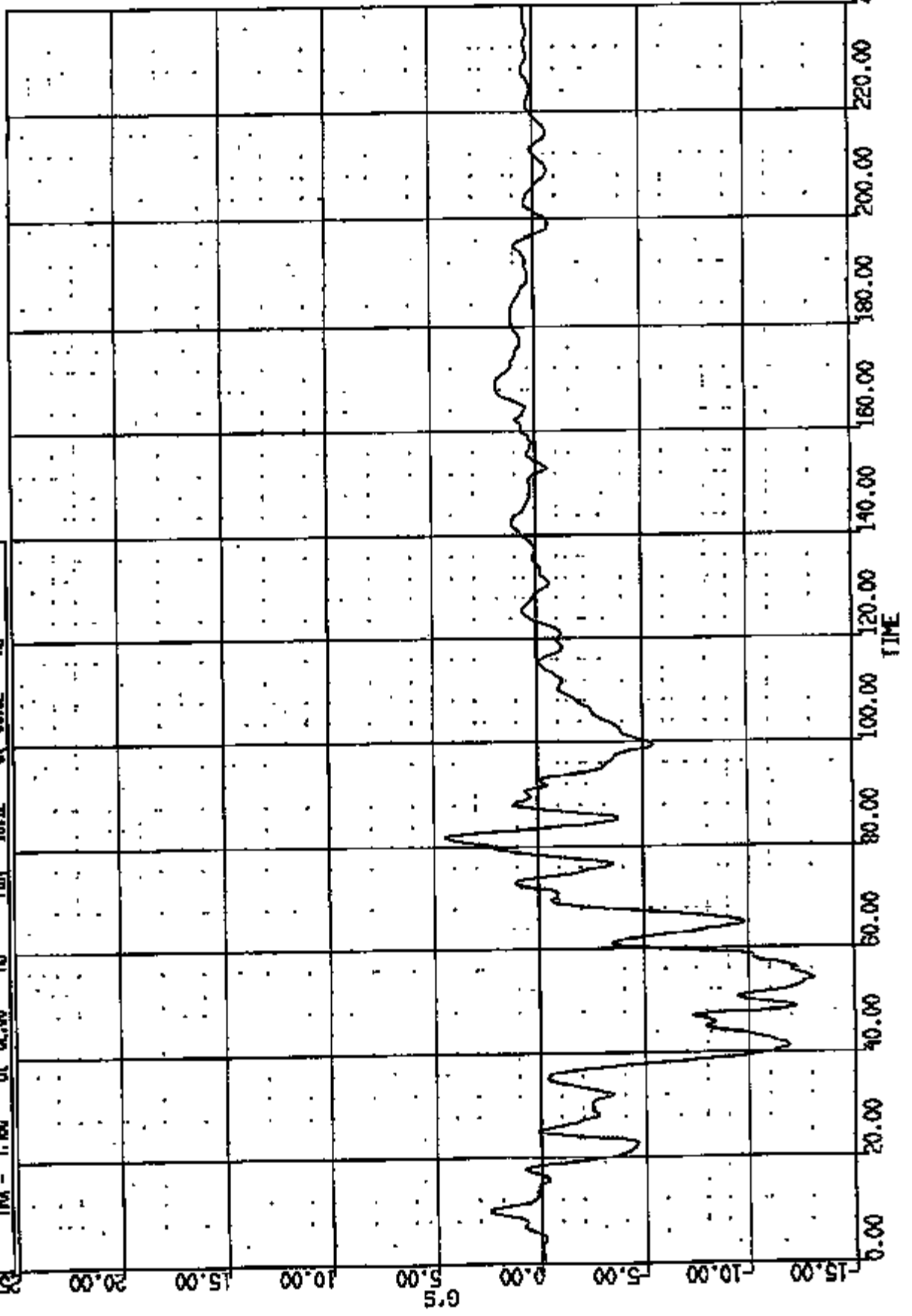
AXIS 1



DR R: 10858 TO: TA5018 DATE: 971126 15:48:39
189X 0-188 2000 0-188

(103) OR109397 LAM FLOOR PAN 0 12 XMR CNTR LAT 60C
MAX = 4.480 at 82.00 MS MIN = -13.12 at 53.92 MS

AXIS 1



CR R: 10939 TO: TA5018 DATE: 971129 15:48:59
186X D-186 2000 D-186

(104) CR10939 L/F ODR @ BEAM LONG SEC

MAX = 1.576 at 173.1 MS

MIN = -35.65 at 67.28 MS

AXIS 1

40.00

20.00

00.00

10.00

0.00

6.9

-10.00

-20.00

-30.00

-40.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR: 10259 TO: TA5018 DATE: 971126 15:46:39
100X 0-100 2000 D-180

(105) CR109391 LF DOOR @ BEAM VERT 6XC

MAX = 14.50 at 90.08 MS

MIN = -19.27

at 99.04 MS

AXIS 1

20.00

15.00

10.00

5.00

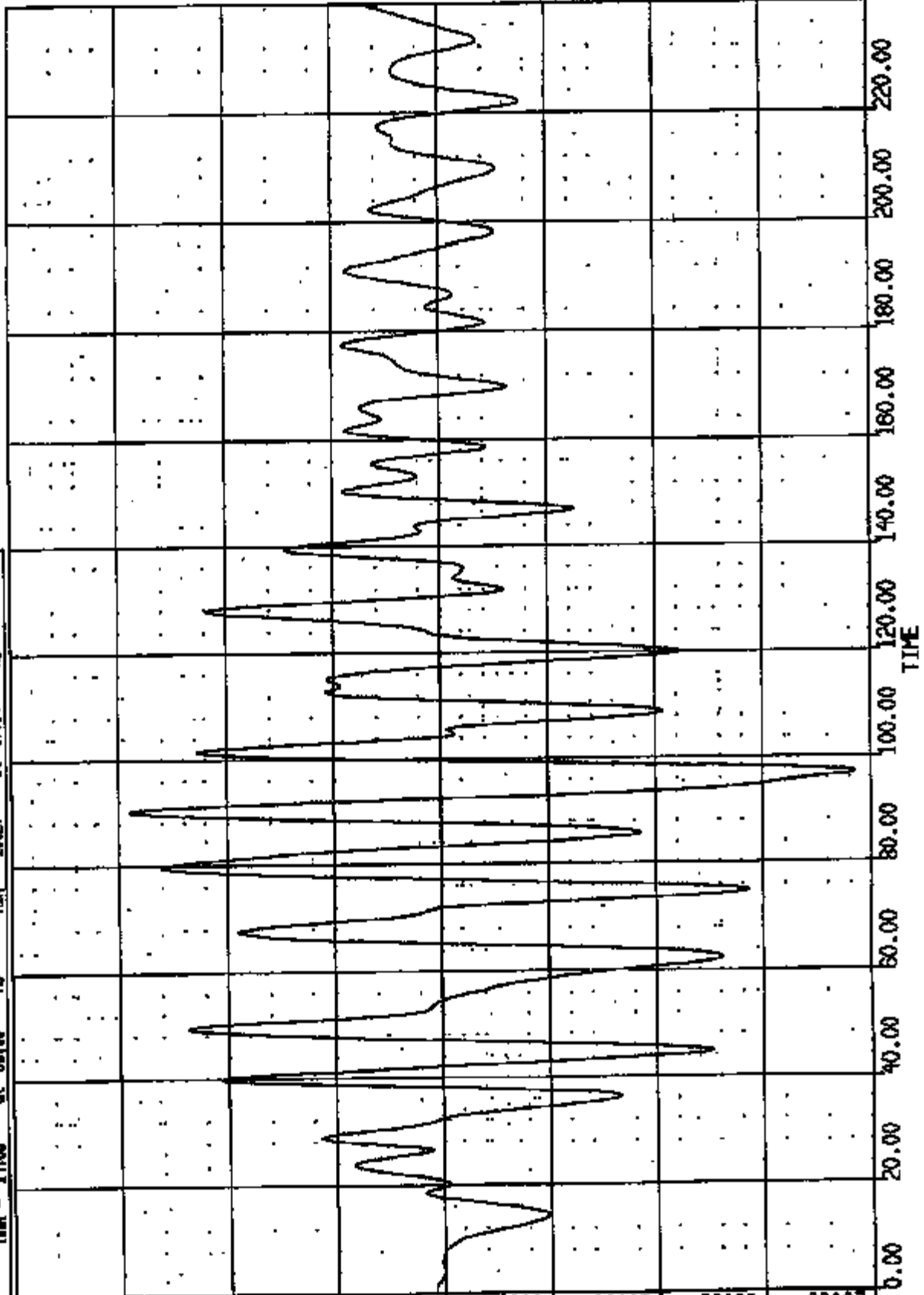
0.00

-5.00

-10.00

-15.00

-20.00



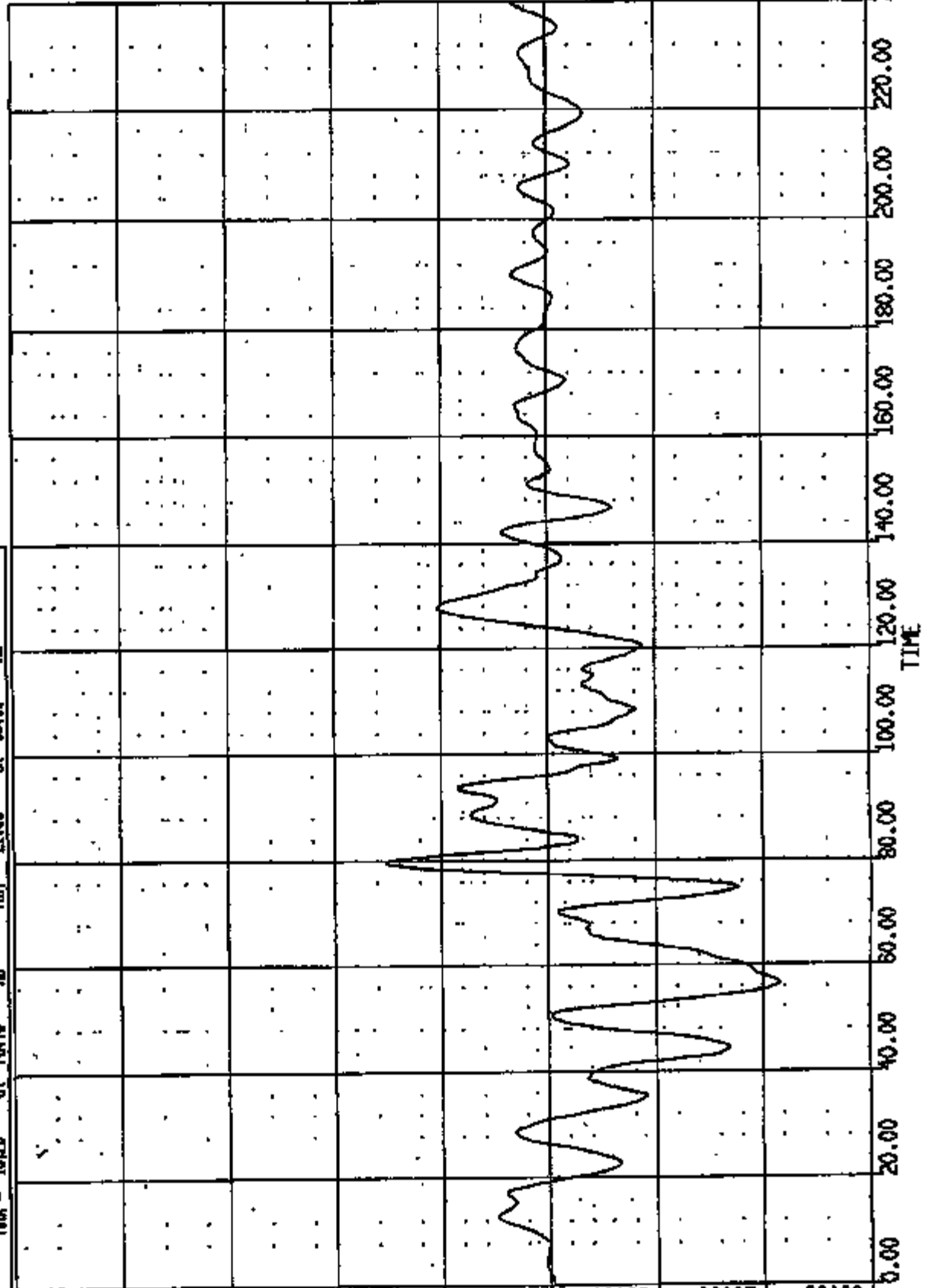
CR# R: 10939 TO: TAS01B DATE: 871126 15:46:58
198X D-188 2000 D-188

(106) CR10939T L/F DOOR @ BEAM LAT 6XC

MAX = 15.26 at 79.76 MS MIN = -21.56 at 56.56 MS

AXIS 1

50.00
40.00
20.00
20.00
10.00
0.00
-10.00
-20.00
-30.00



CR R: 10939 TO: TA5018 DATE: 871128 15:48:39
198X D-188 2000 D-188

(107) CR10939T LAB-PLR INSIDE @ MAX LONG 60C

MAX = 2.379 at 185.9 MS

MIN = -27.28 at 57.92 MS

AXIS 1

0.00

5.00

0.00

-5.00

-10.00

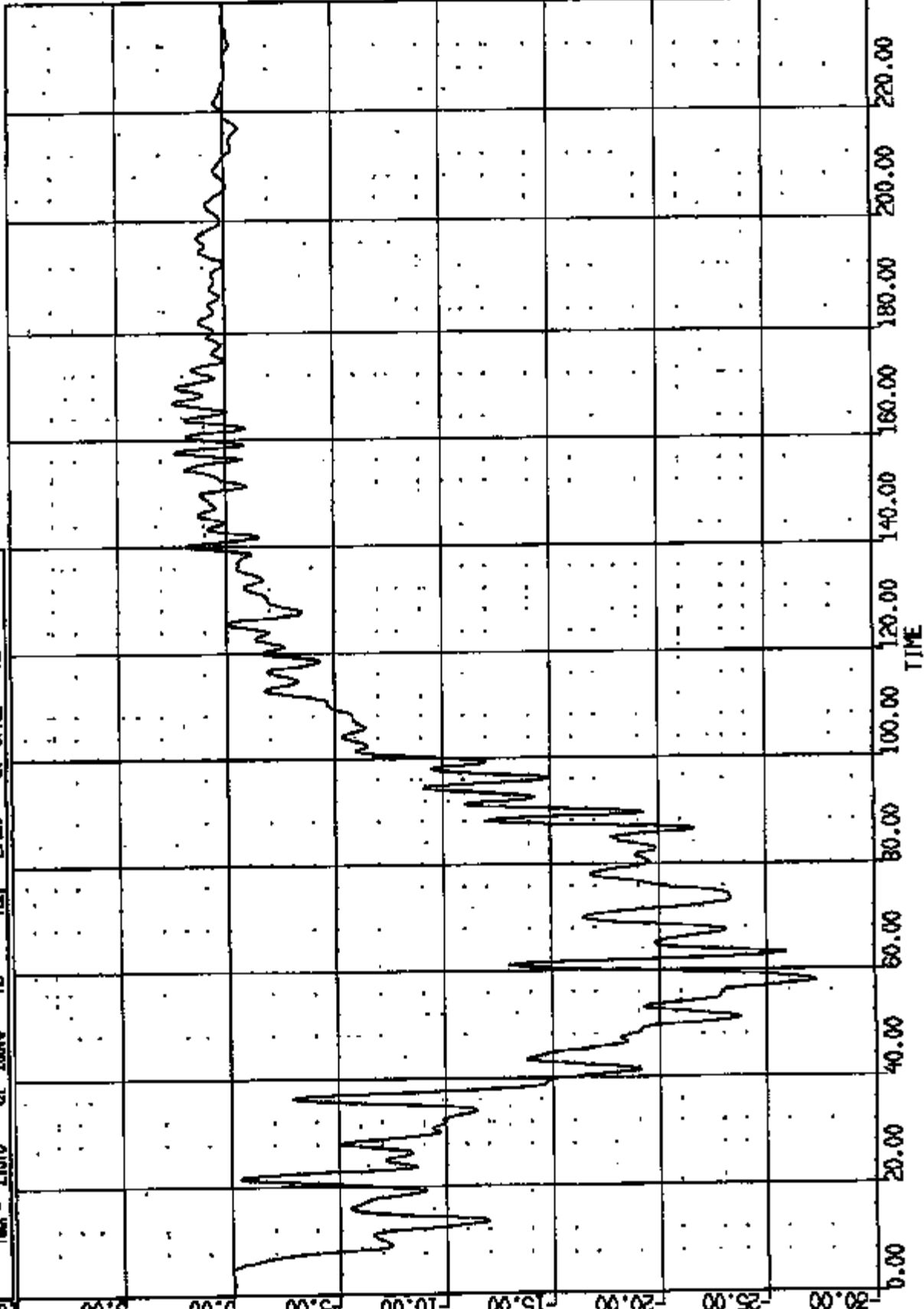
-15.00

-20.00

-25.00

-20.00

g's



CR R: 10950 TO: TA5018 DATE: 971126 15:46:39
199X D-188 2000 D-188

(108) CR10390T L/B-PLR INSIDE @ PAR VERT GOC
MAX = 6.388 at 65.53 MS MIN = -9.944 at 63.92 MS

AXIS 1

30.00

25.00

20.00

15.00

10.00

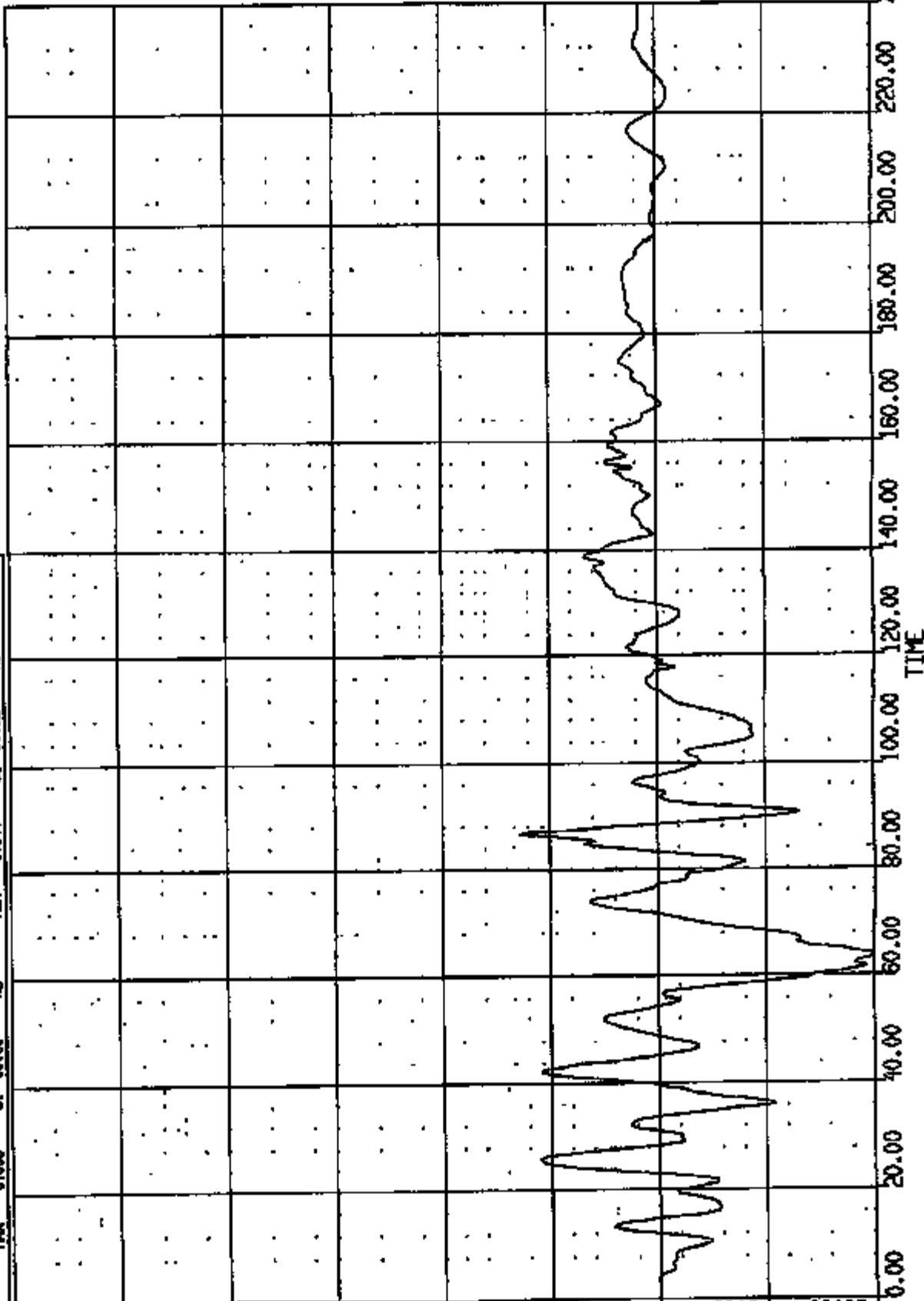
5.00

0.00

-5.00

-10.00

G.S

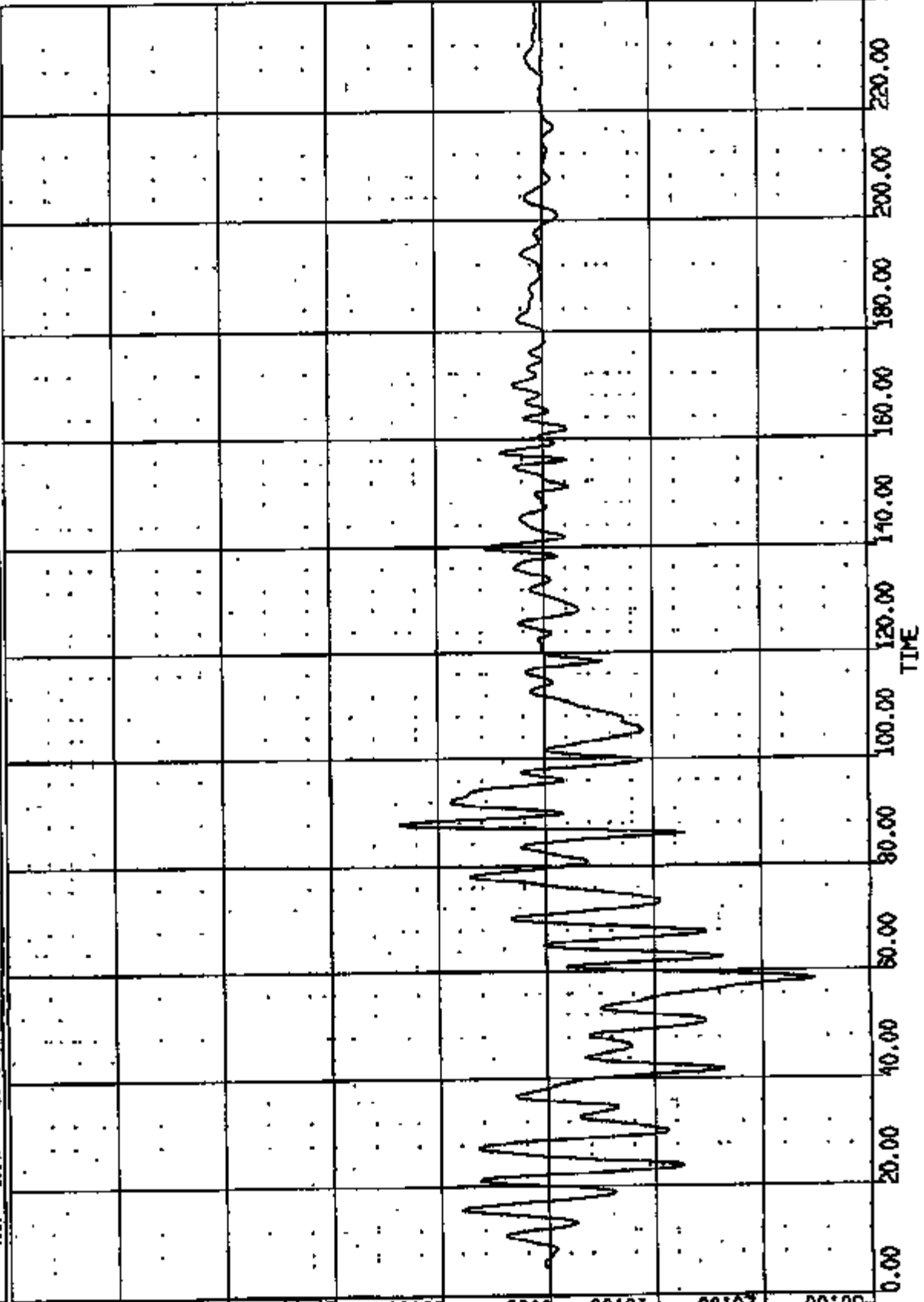


CR R: 10659 TO: TA5018 DATE: 971126 15:40:59
199X D-198 2000 D-198

(109) CR109351 LAB-PLR INSIDE @ RR LIT EOC
MAX = 13.97 at 87.92 MS MIN = -21.86 at 98.04 MS

AXIS 1

50.00
40.00
20.00
00.00
-10.00
-20.00
-30.00



CR R: 10839 TO: TA5018 DATE: 971128 15:46:59
180X D-180 2000 D-180

(132) CROSSSECT C/F FLOOR PAN @ TUNNEL LONG GAC

AXIS 1

MS

60.58

at

38.53

MIN

148.4

MS

2.328

at

40.00

20.00

20.00

10.00

0.00

G'S

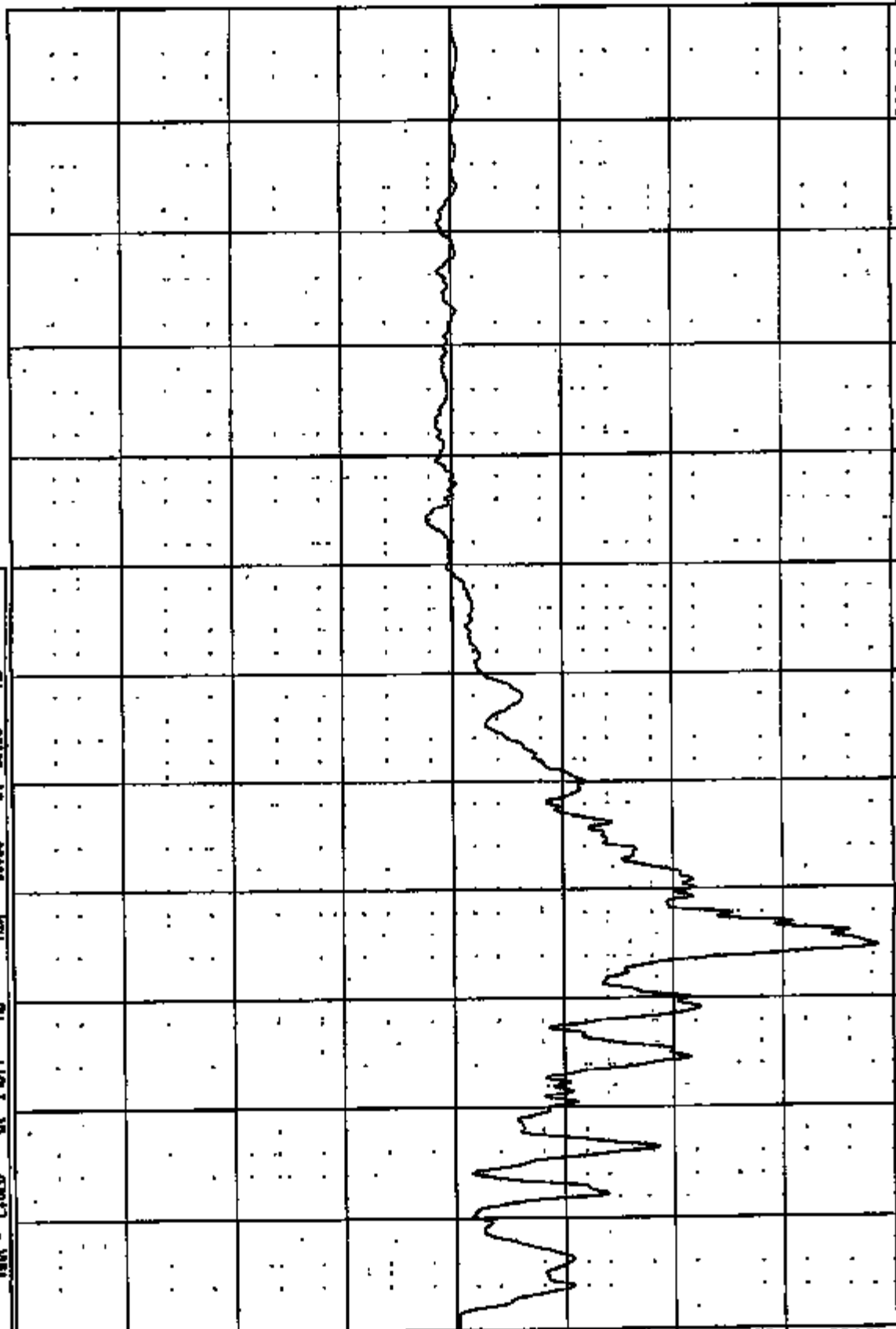
-10.00

-20.00

-30.00

-40.00

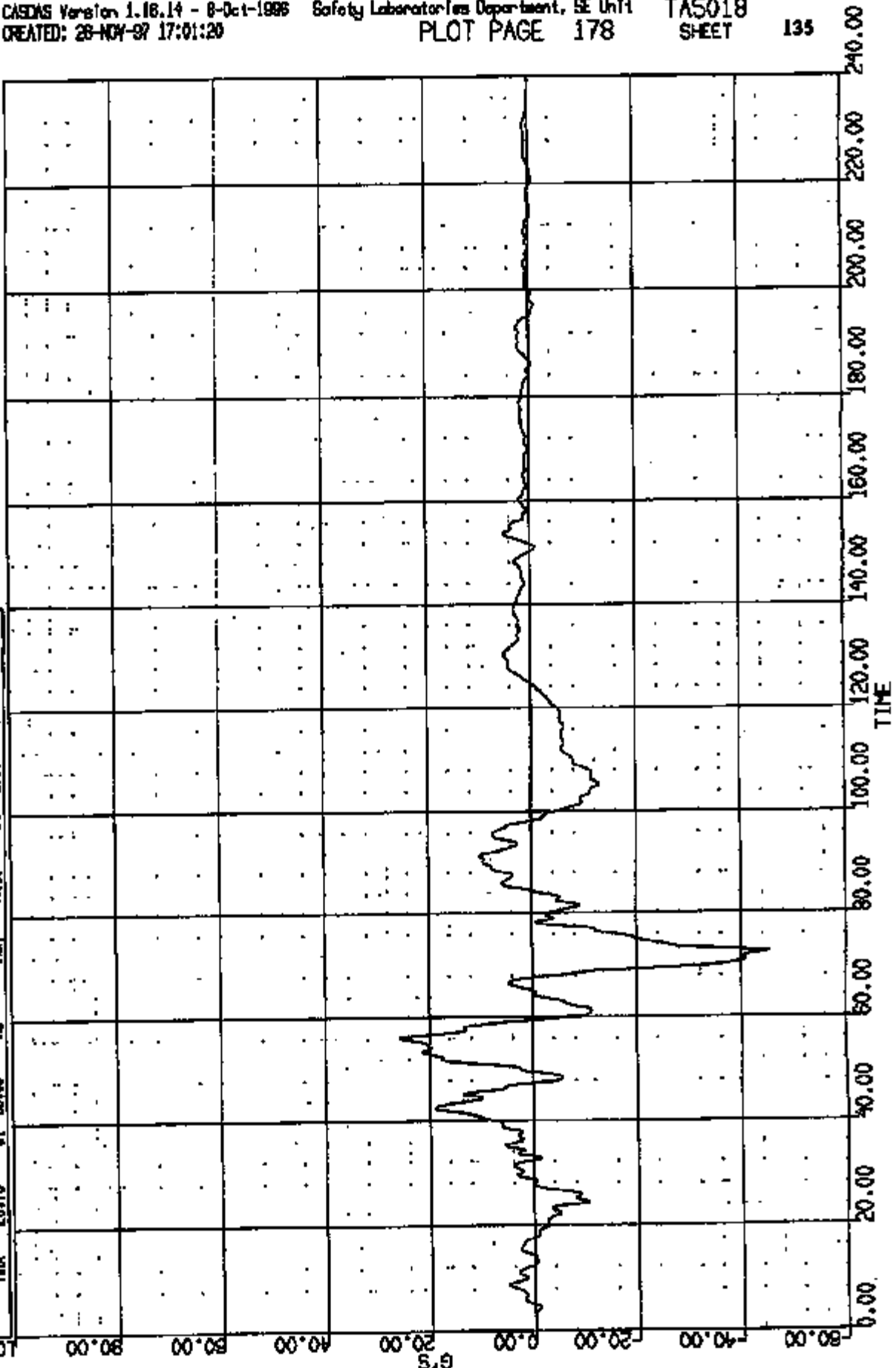
0.00 20.00 40.00 60.00 80.00 100.00 120.00 140.00 160.00 180.00 200.00 220.00 240.00
TIME



CR R: 10088 TO: TA5018 DATE: 971126 15:48:39
199X 0-188 2000 D-188

(136) CR10939T C/F FLOOR PAN @ TUNNEL VERT GUC
MAX = 25.75 at 53.08 MS MIN = -44.99 at 72.56 MS

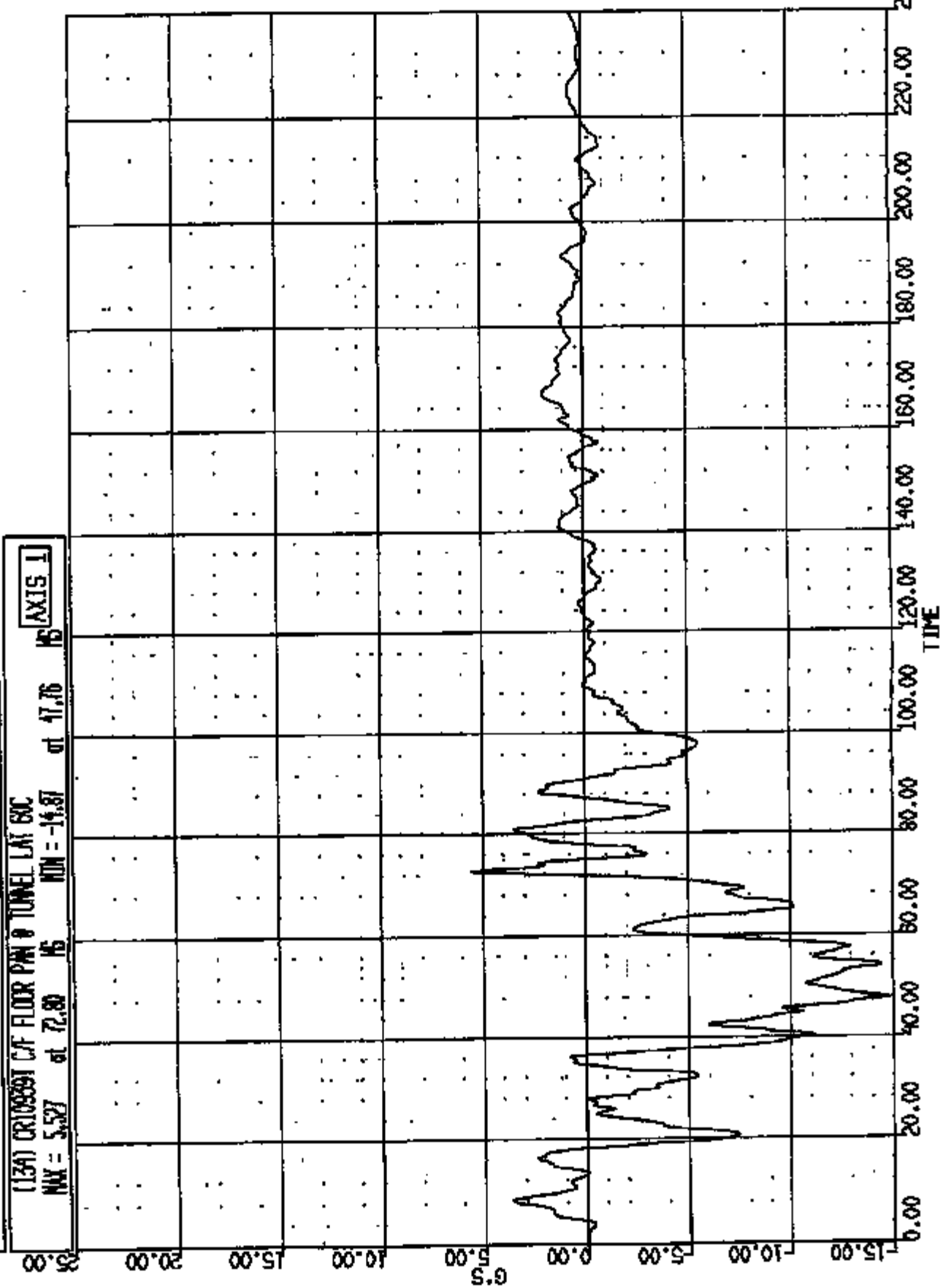
AXIS 1



CR R: 10939 TO: TA5018 DATE: 971126 15:46:39
199X D-186 2000 D-186

(136) CRTS001939 C/F FLOOR PAN @ TUNNEL LAT 80C
MAX = 5.527 at 72.80 MS MIN = -14.87 at 47.76 MS

AXIS 1



CR R: 10959 TD: TA5018 DATE: 971128 15:40:39
1998 0-188 2000 D-188

(135) CR10959T RAF FLOOR PAN @ #1 WHEX CNTR LONG GOC

MAX = 1.989 at 66.88 MS

MIN = -25.78

at 51.28 MS

AXIS 1

10.00

5.00

0.00

-5.00

-10.00

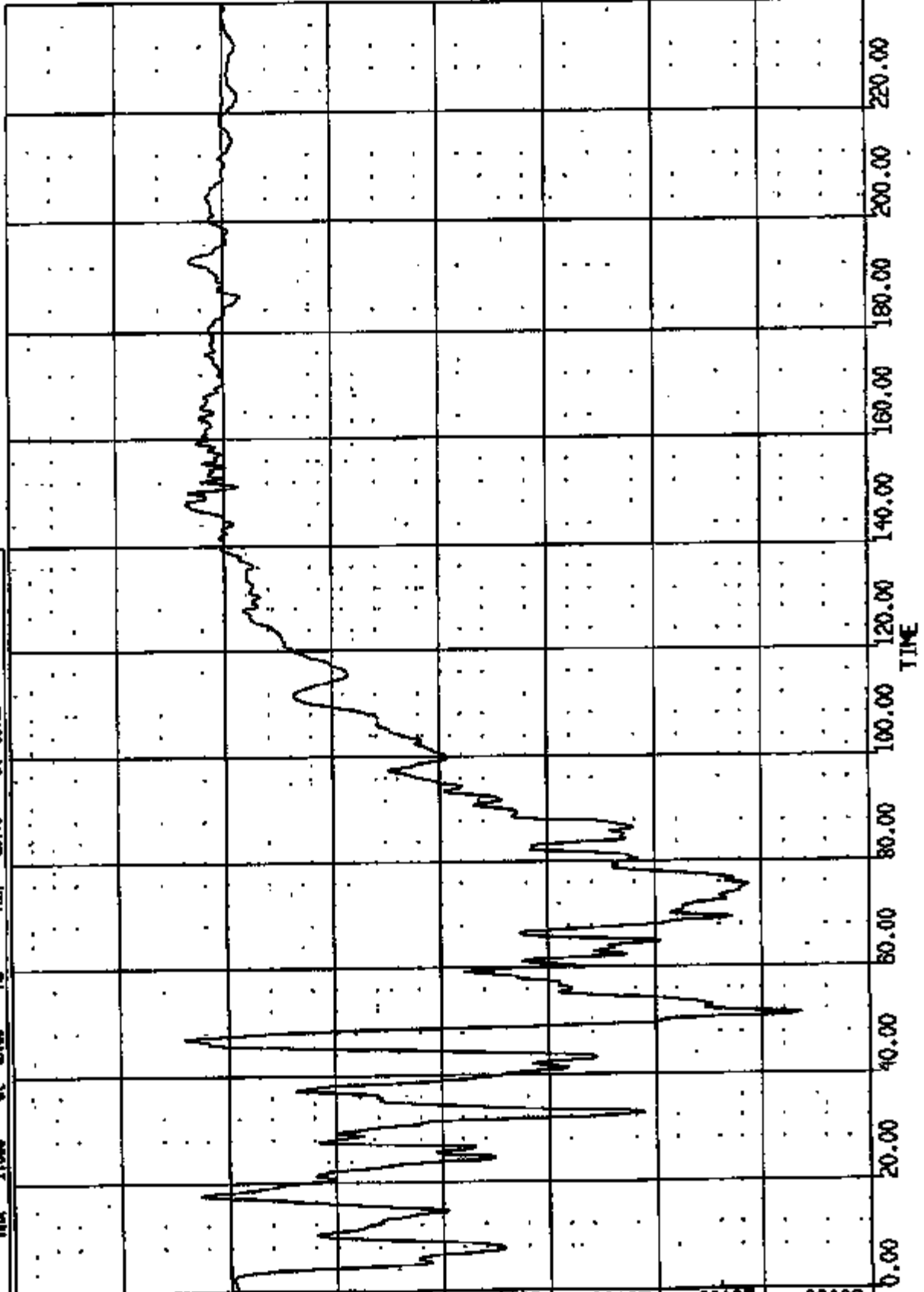
-15.00

-20.00

-25.00

-30.00

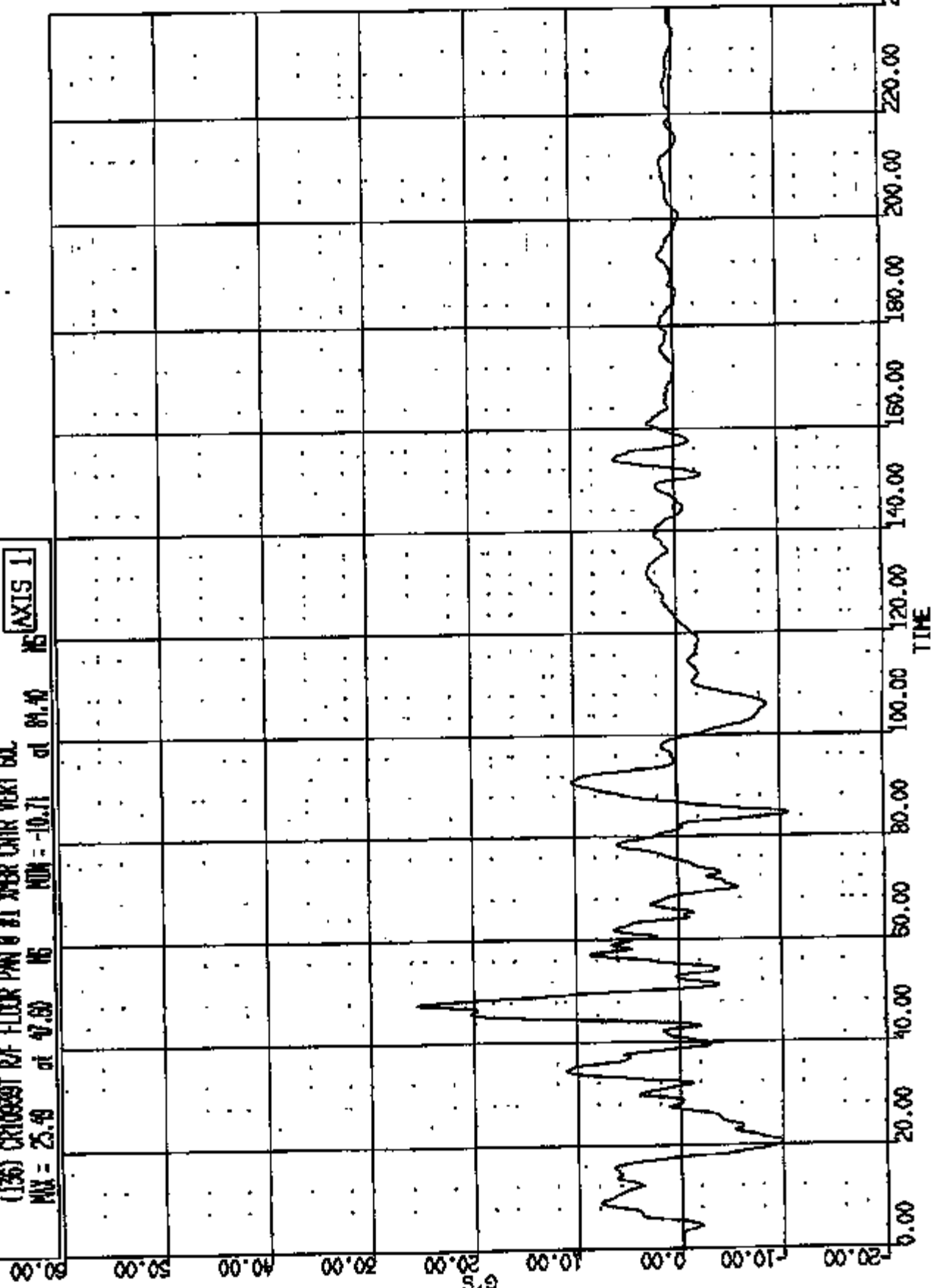
G'S



CR #: 10939 TO: TA5018 DATE: 071120 18:48:39
198X D-180 2000 D-180

(136) CR10939T REF FLOOR PAN @ #1 XBR CTR VERT 60C
MAX = 25.93 at 07.63 MS MIN = -10.71 at 81.40 MS

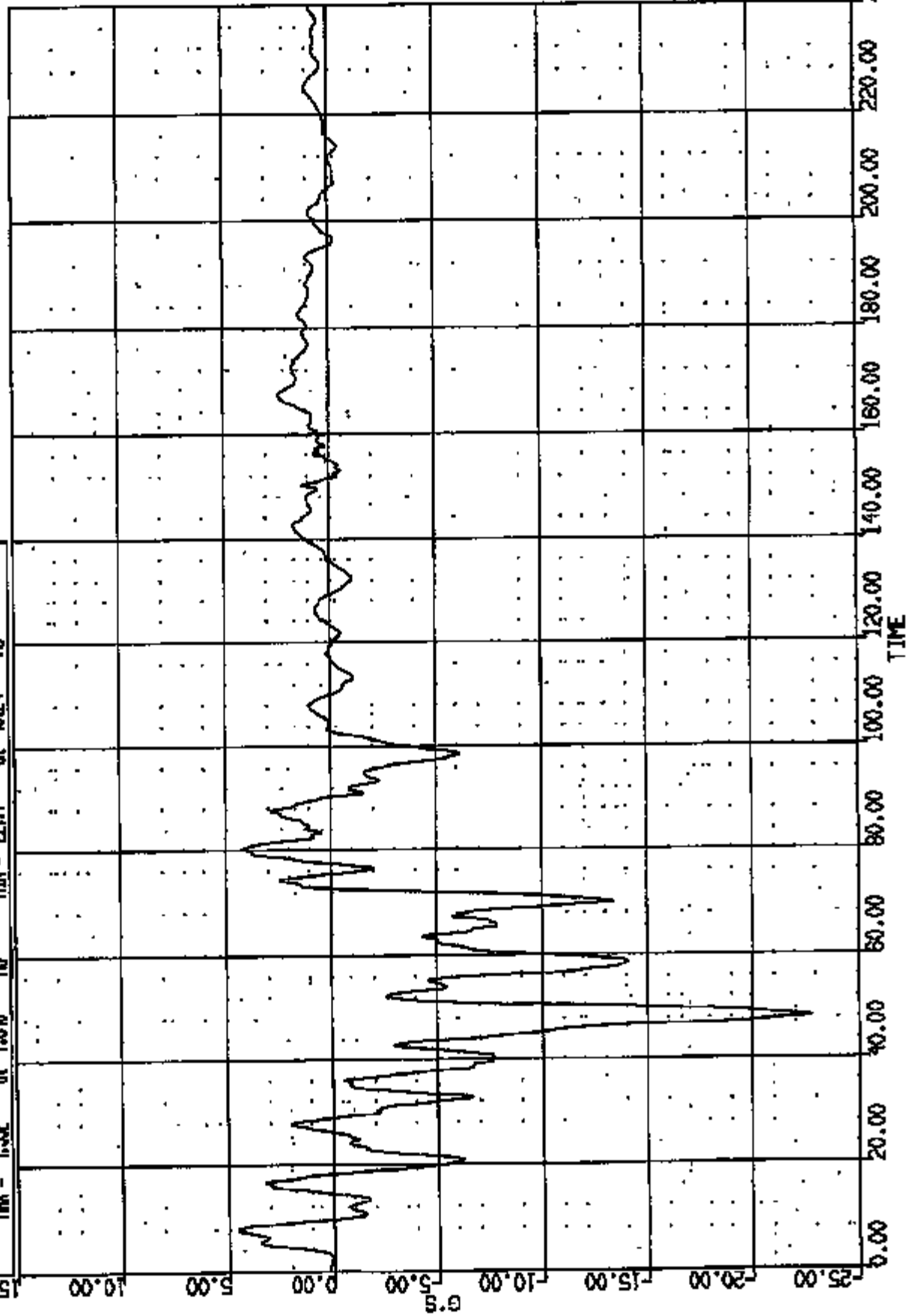
AXIS 1



CR R: 10939 TO: TAS018 DATE: 871126 15:46:39
199X D-198 2000 D-198

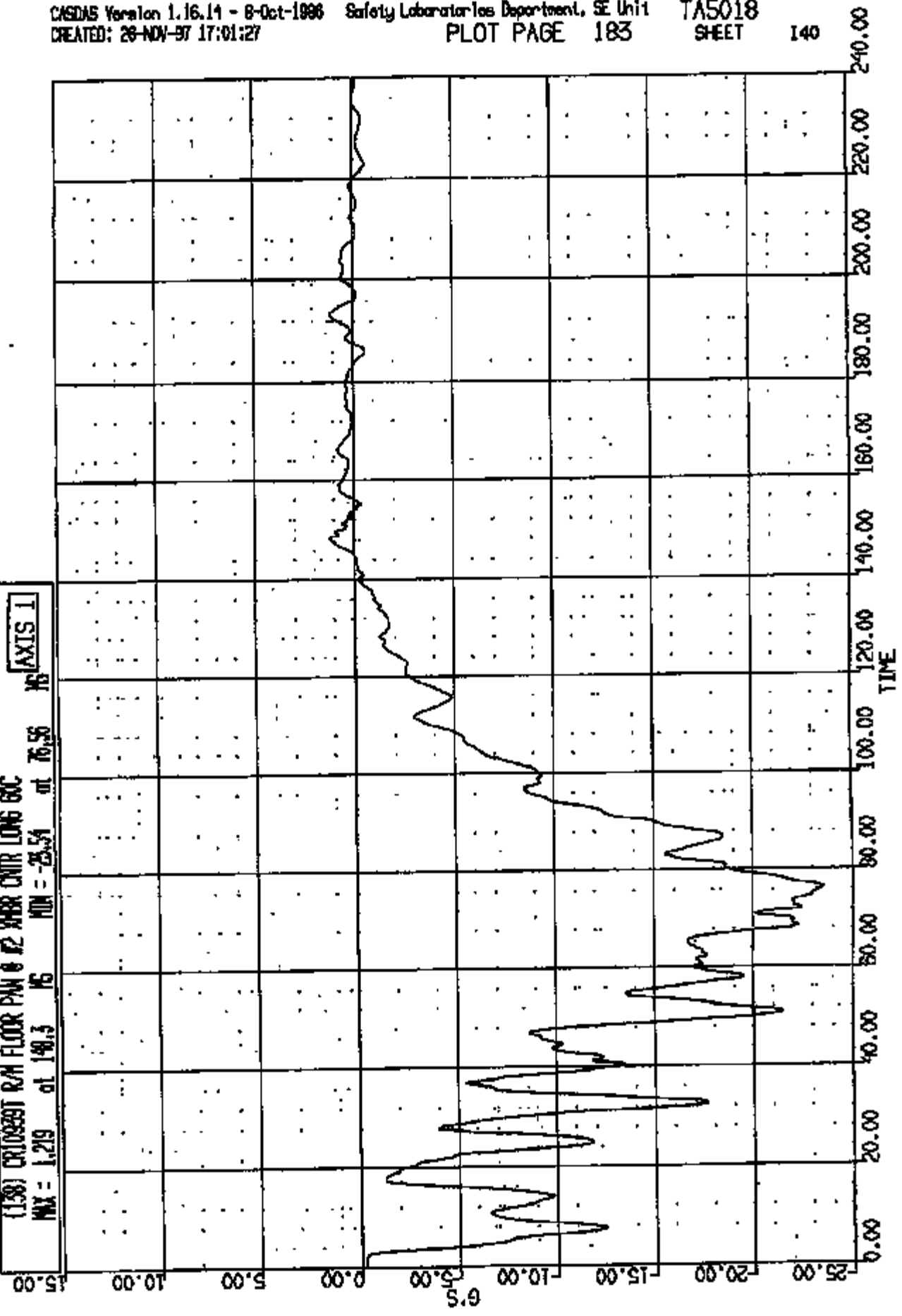
(137) CR10939 RF FLOOR PAN @ #1 WHER OVER LAT 60C
MAX = 4.52 at 7.840 MS MIN = -22.77 at 48.24 MS

AXIS 1



CR R: 10939 TO: TA5018 DATE: 971126 15:46:39
199X D-188 2000 D-188

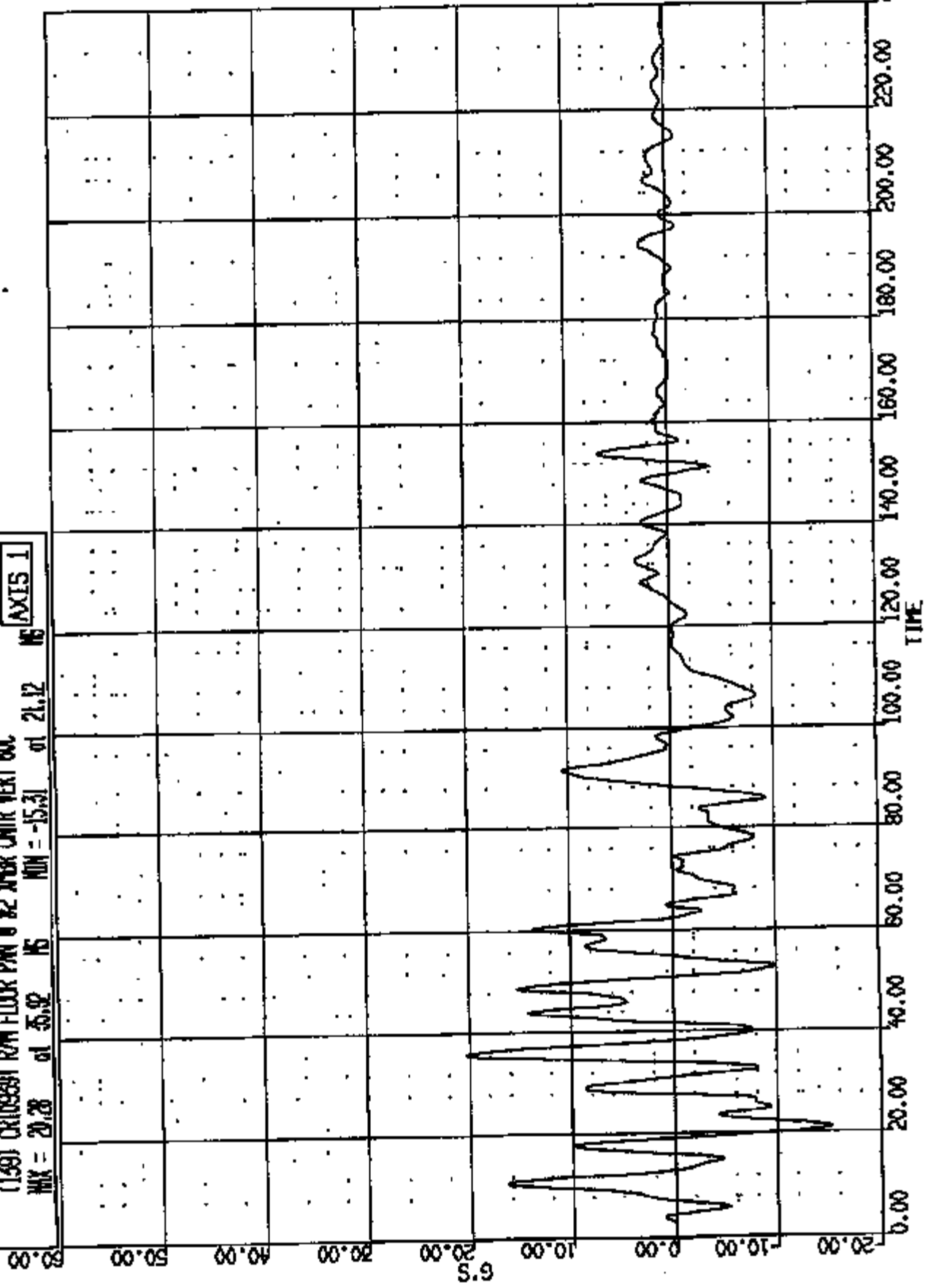
(138) CR10299T RAH FLOOR PAN @ #2 XHRX CNTR LONG EOC
MAX = 1.219 at 140.3 MS MIN = -23.54 at 76.56 MS
AXIS 1



CR R: 10839 TO: TA5018 DATE: 871126 15:46:39
199X D-186 2000 D-186

(130) CR109381 RAN FLOOR PAN @ #2 XPER CHIR VERT 60C
MAX = 29.28 at 35.92 MS MIN = -15.31 at 21.12 MS

AXIS 1

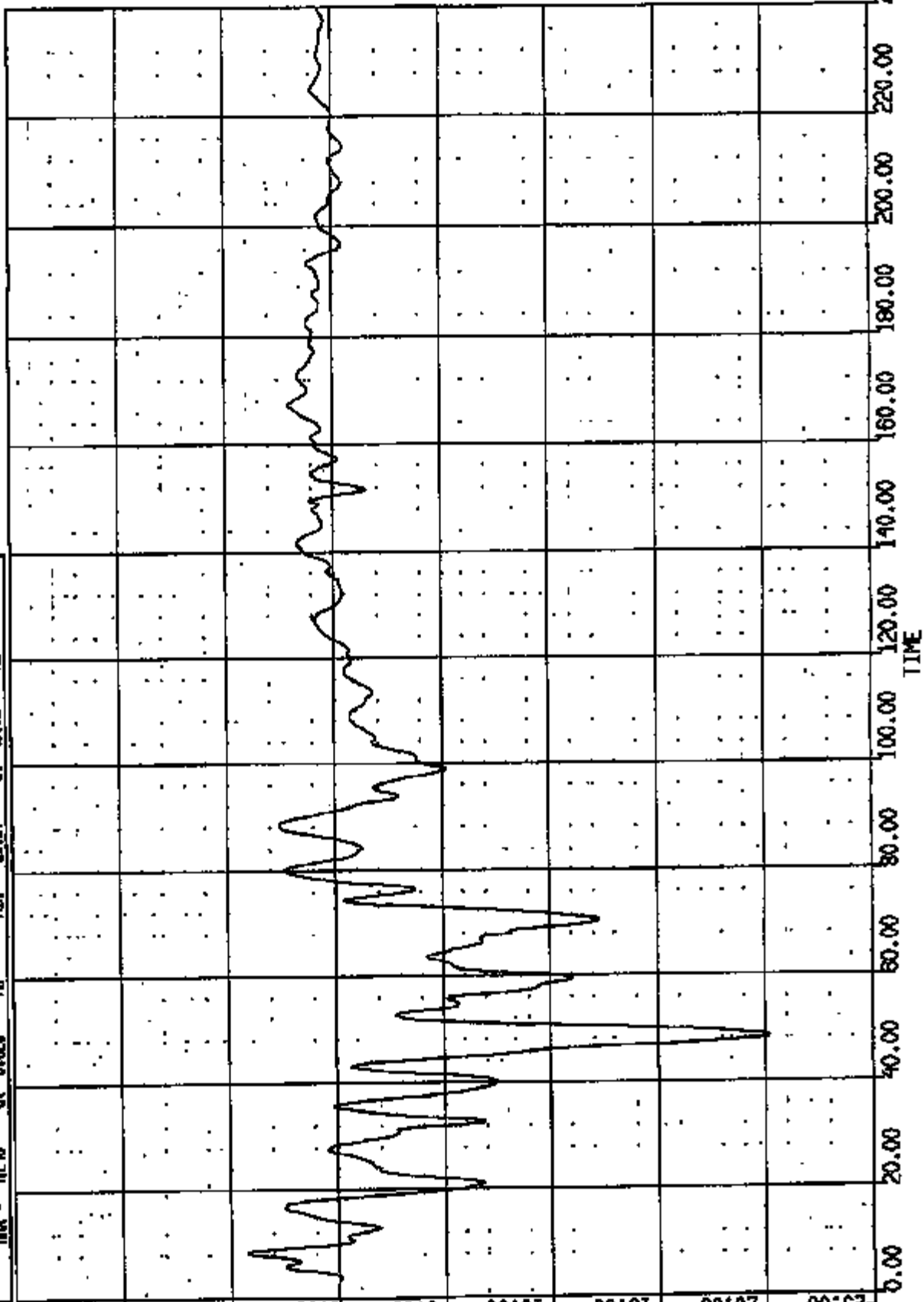


CR R: 10839 TO: TA5018 DATE: 971126 18:48:58
189X D-188 2000 D-188

(140) CR108991 R/W FLOOR PAN @ #2 WREN CNTR LAT 60C
MAX = 4.245 at 8.330 MS MIN = -20.17 at 88.32 MS

AXIS 1

15.00
10.00
5.00
0.00
-5.00
-10.00
-15.00
-20.00
-25.00



CR R: 10889 TO: TAS018 DATE: 971126 15:46:38
188X D-188 2000 D-188

(141) CR10399T R/F DOOR @ BEAM LONG GAC
MAX = 4.778 at 22.55 MS MIN = -31.77 at 76.80 MS

AXIS 1

40.00

20.00

20.00

10.00

0.00

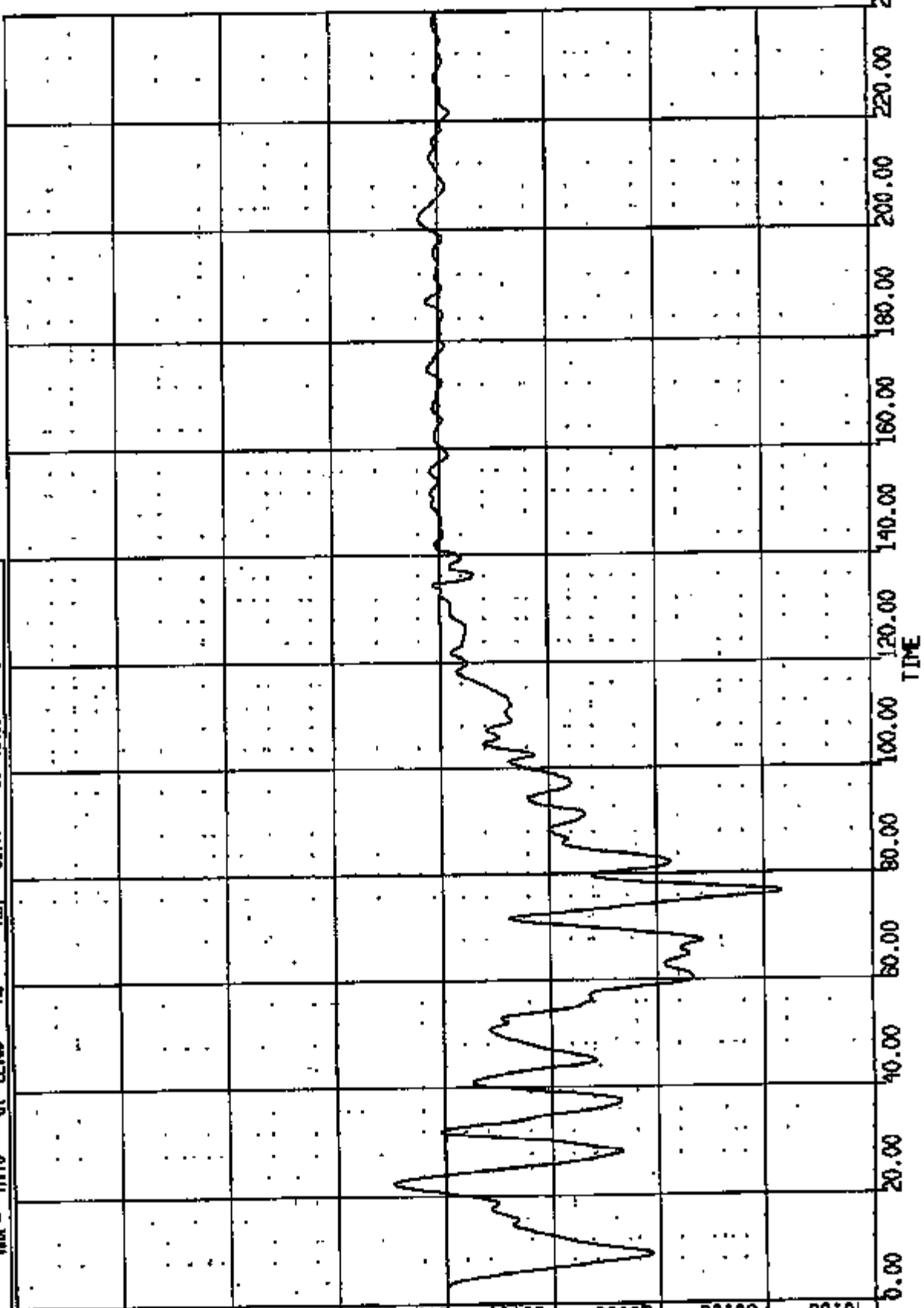
G'S

-10.00

-20.00

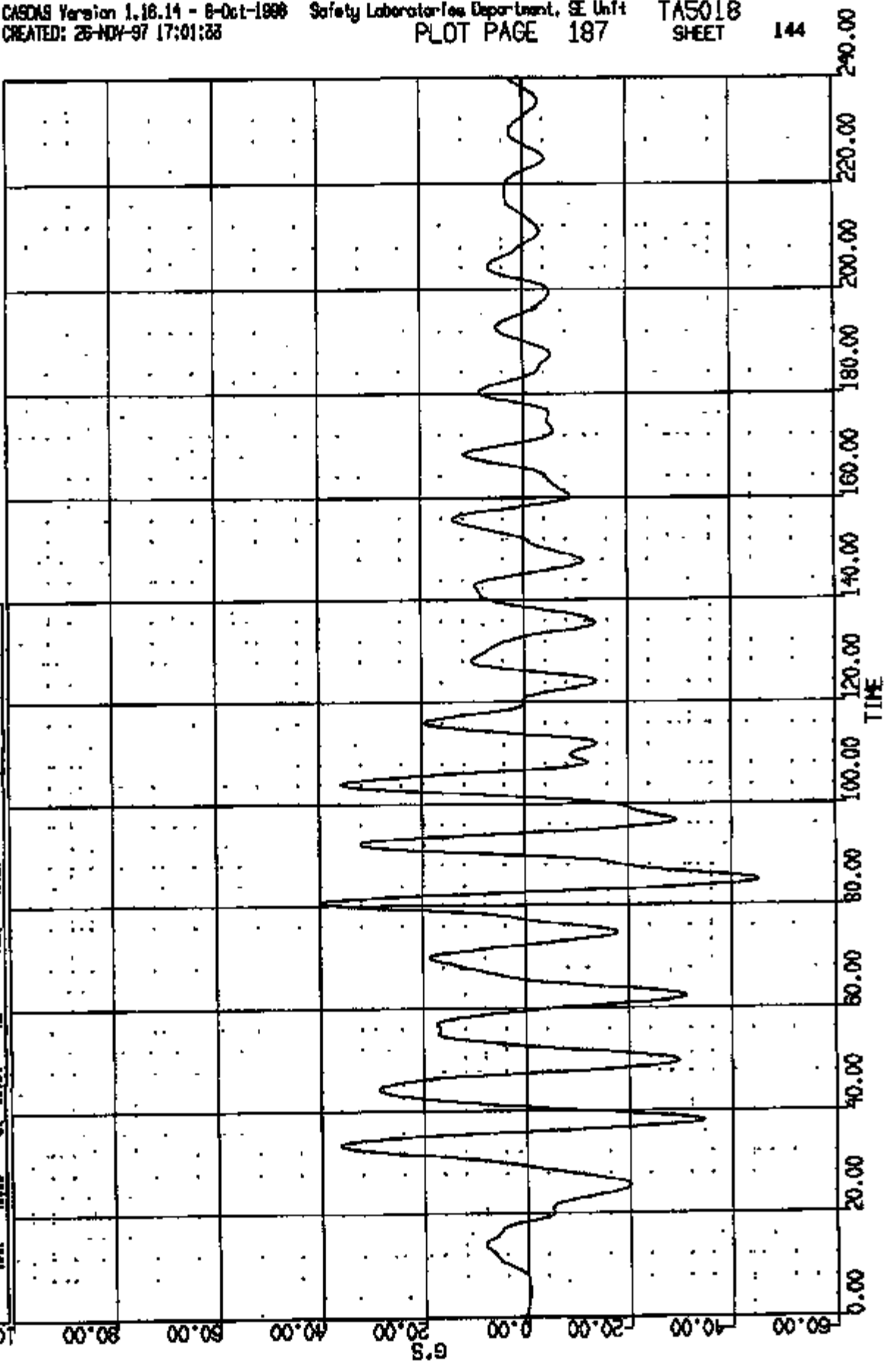
-30.00

-40.00



CR R: 10939 TO: TA5018 DATE: 971126 15:46:38
199X D-186 2000 D-186

(142) CR10939T RAF DOOR @ BEAM VERT 6AC
MAX = 90.05 at 80.69 MIN = -5.26 at 81.96
NO AXIS 1

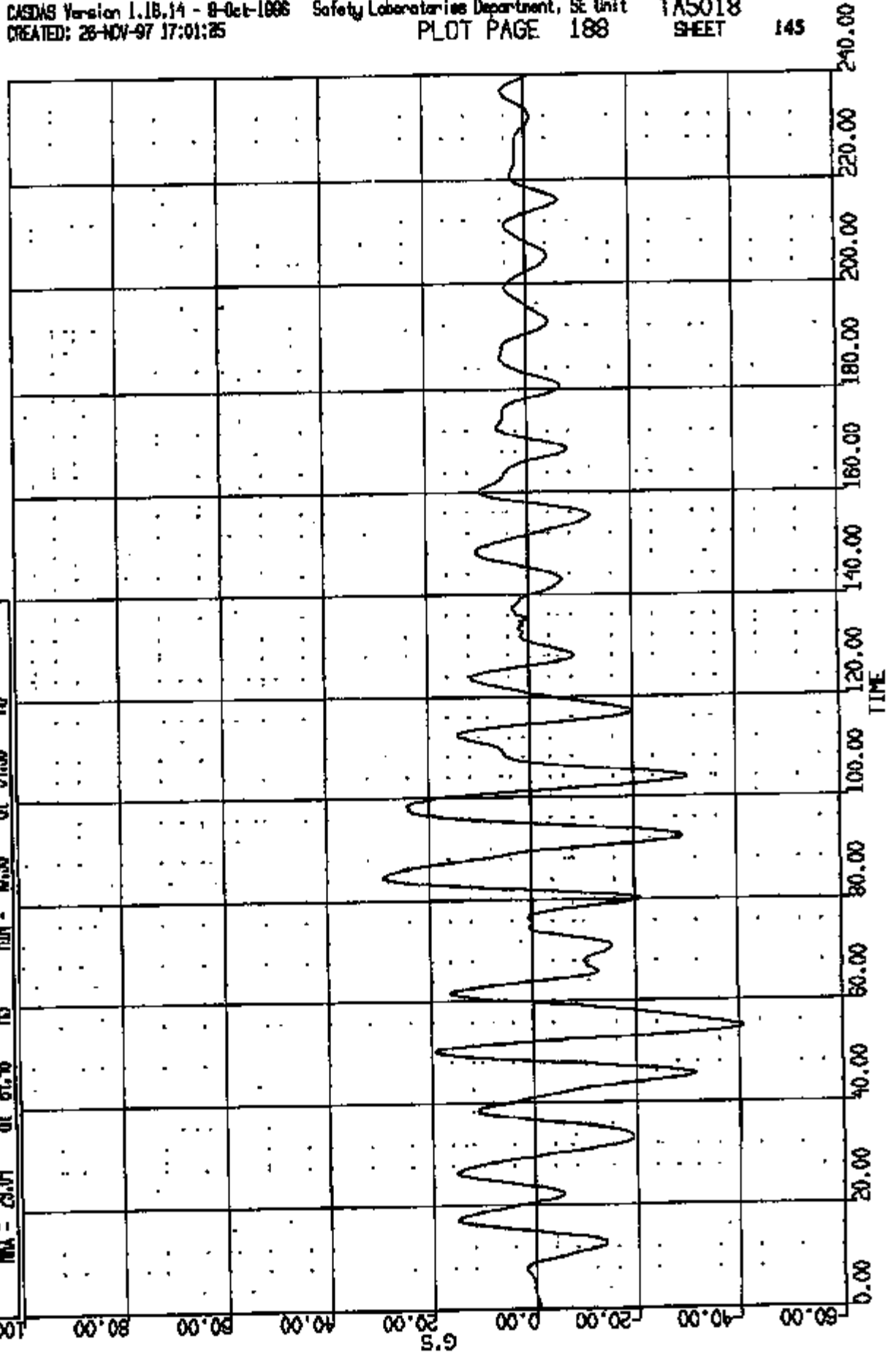


CR R: 10250 TO: TA5018 DATE: 971128 15:48:58
189X D-188 2000 D-188

(143) CRIBBEST R/F DOOR @ BEAM LA1 60C

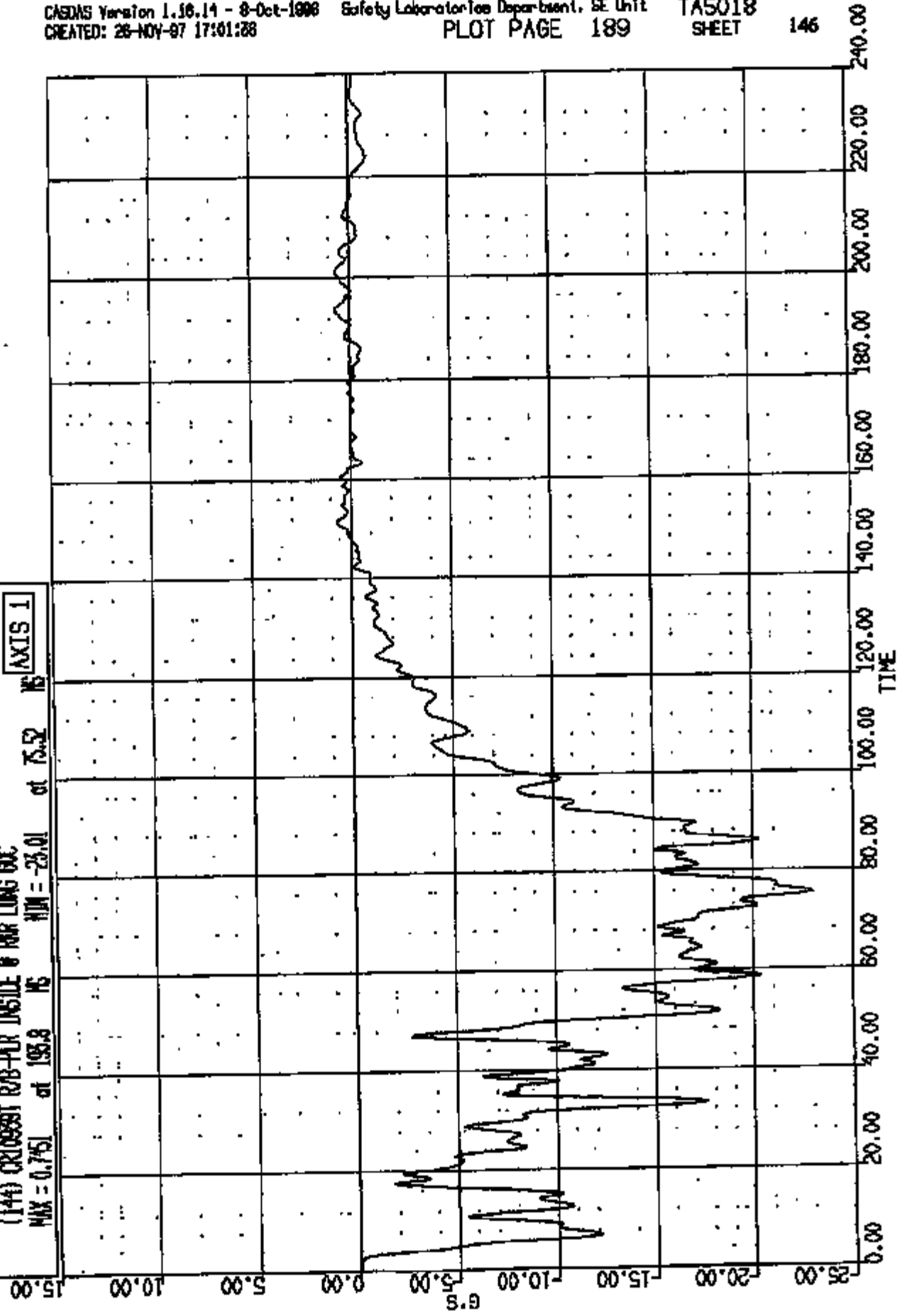
MAX = 23.04 at 84.48 MS MIN = -40.99 at 54.96 MS

AXIS 1



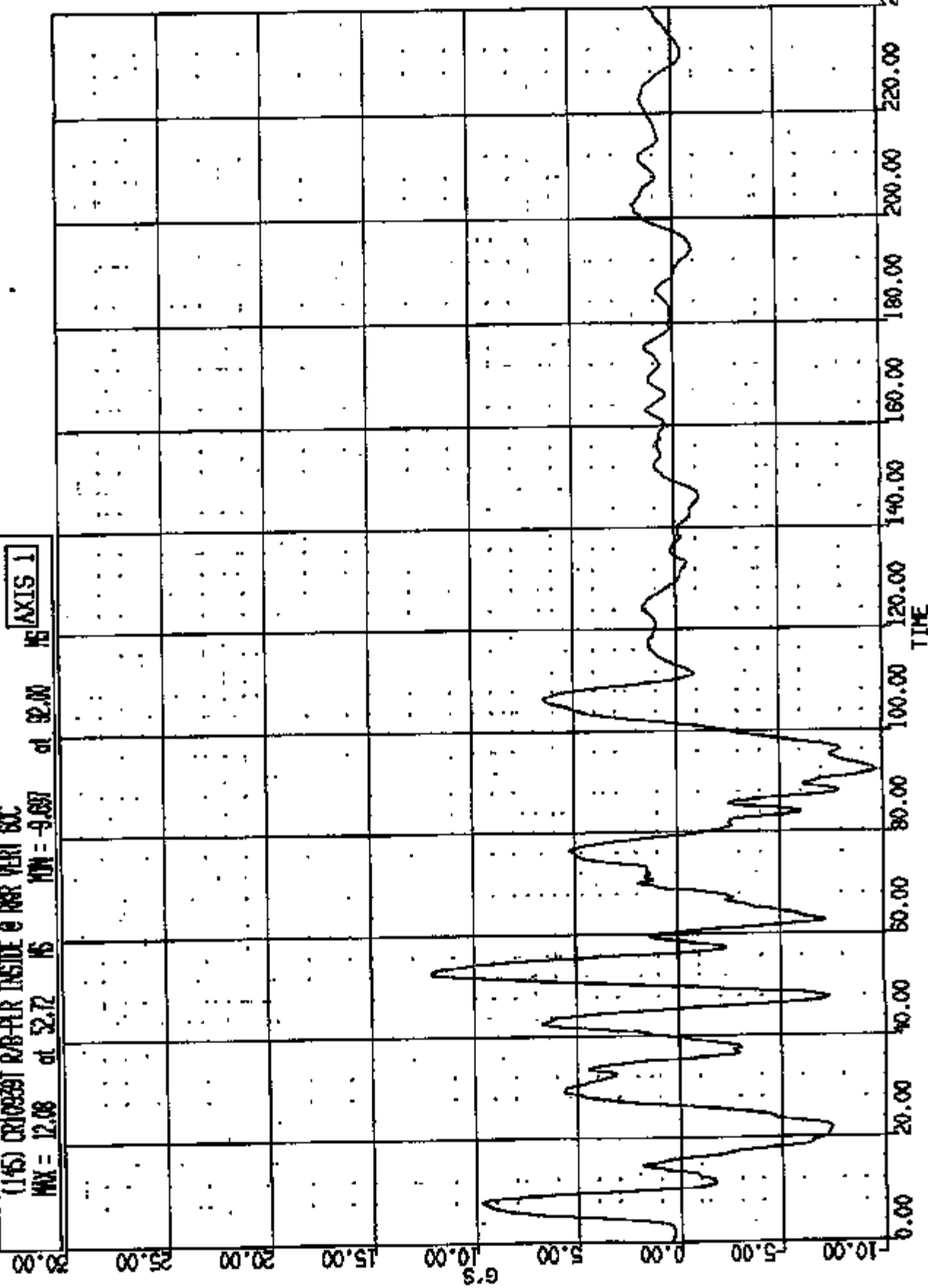
CR R: 10259 TO: TA5018 DATE: 971126 15:48:38
199X D-188 2000 D-188

(144) CR109991 R18-PUR INSIDE @ RWR LONG OXC
MAX = 0.7451 at 195.9 MS MIN = -23.01 at 75.52 MS
MS AXIS 1



CR R: 10859 TO: TA5018 DATE: 871126 15:48:39
100X D-186 2000 D-186

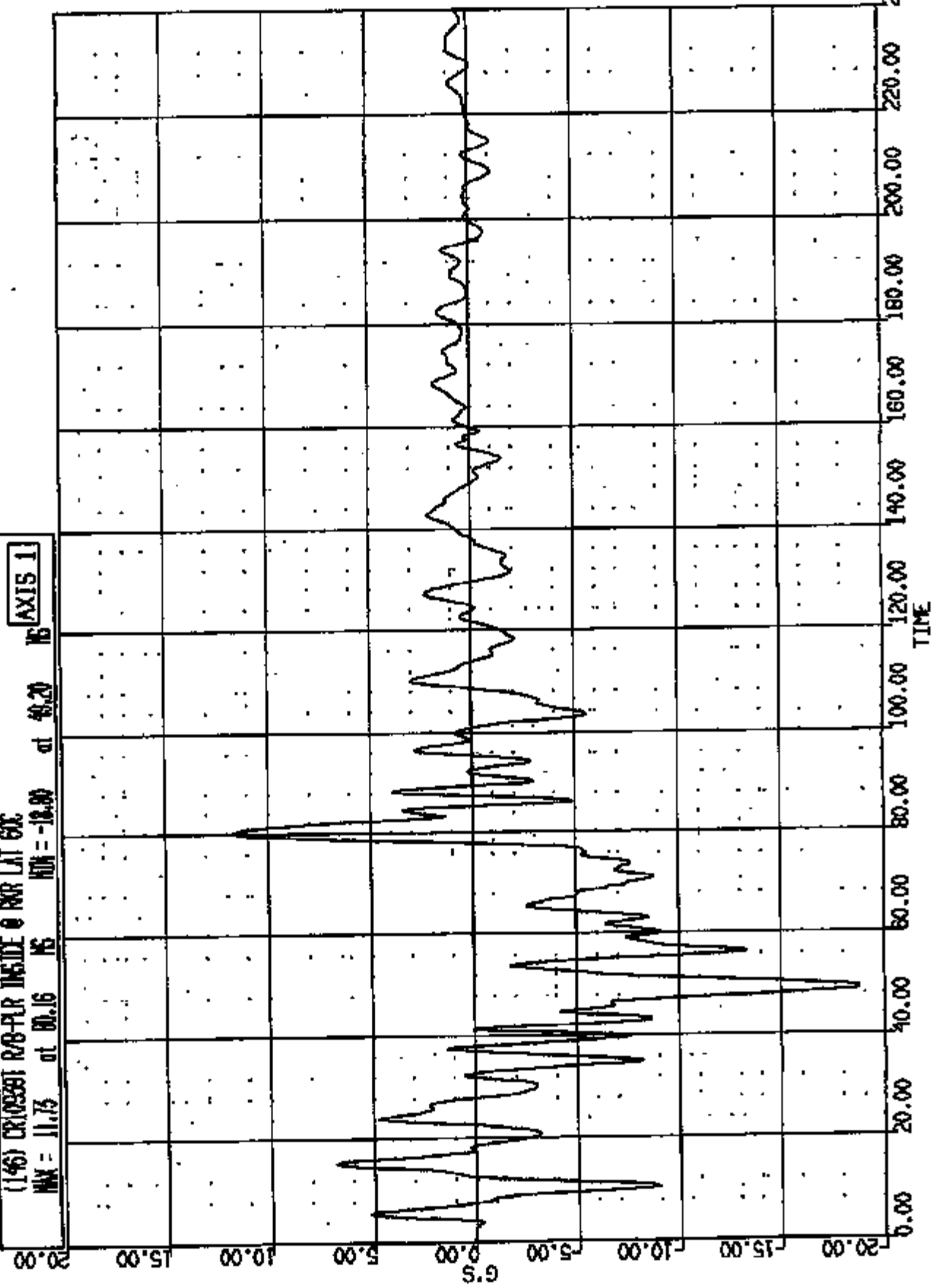
(145) CR00291 RB-PLR INSIDE @ NR VERT 60C
MAX = 12.08 at 52.72 MS MIN = -9.087 at 92.00 MS AXIS 1



CRK #: 10939 TO: TAS018 DATE: 971126 15:46:39
189X D-186 2000 D-186

(146) CR109391 R/S-PLR INSIDE @ ROR LAT 6X
MAX = 11.75 at 00.16 MS MIN = -18.00 at 83.20 MS

AXIS 1



CR R: LOSS TO: TA5018 DATE: 871128 15:46:28
100X D-188 2000 D-188

(97) CRUISEST ENGINE TRANS TOP LONG SOC
MAX = 11.67 at 47.41 MS MIN = 66.43 at 34.16 MS

AXIS 1

80.00

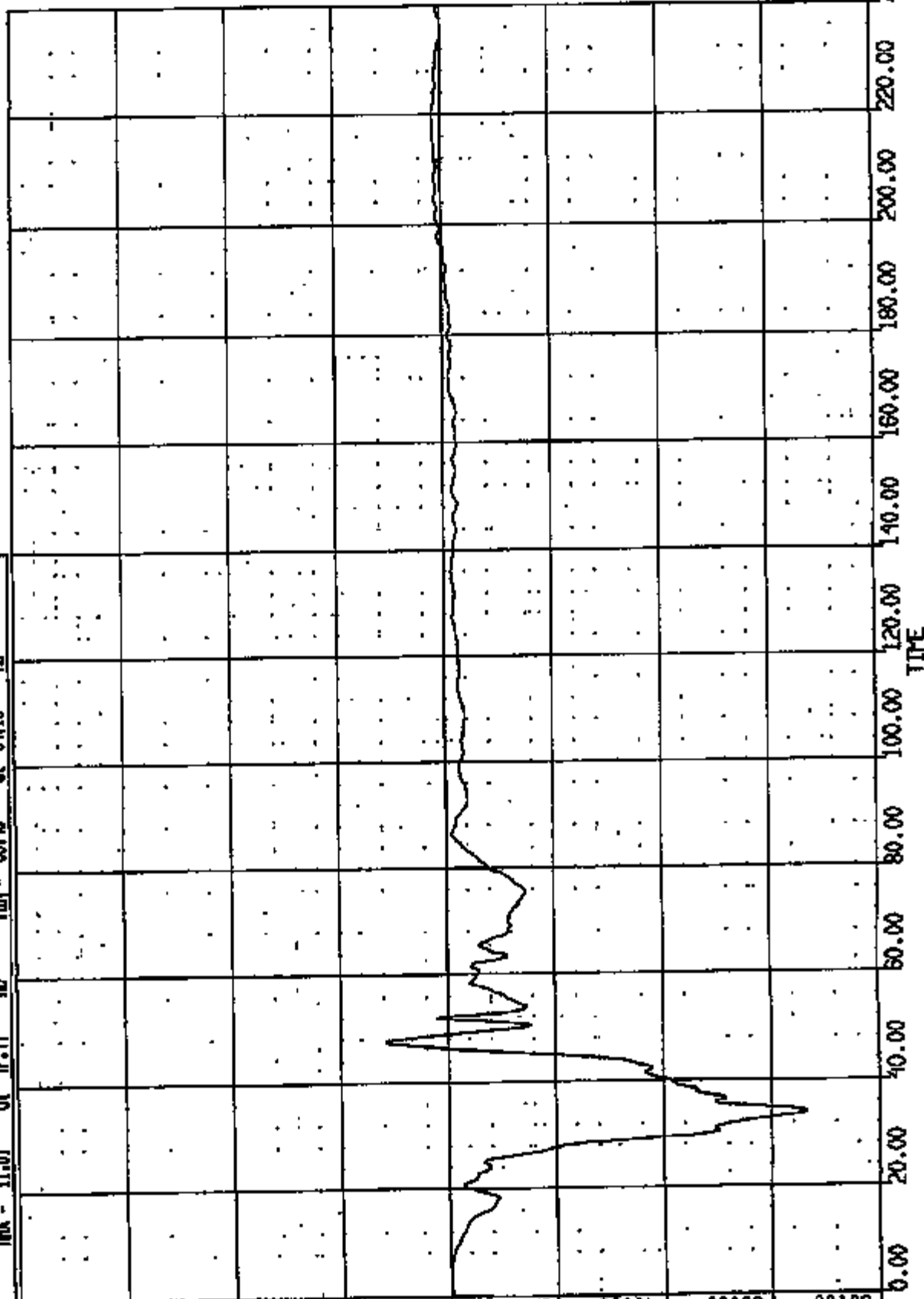
60.00

40.00

20.00

0.00

G'S



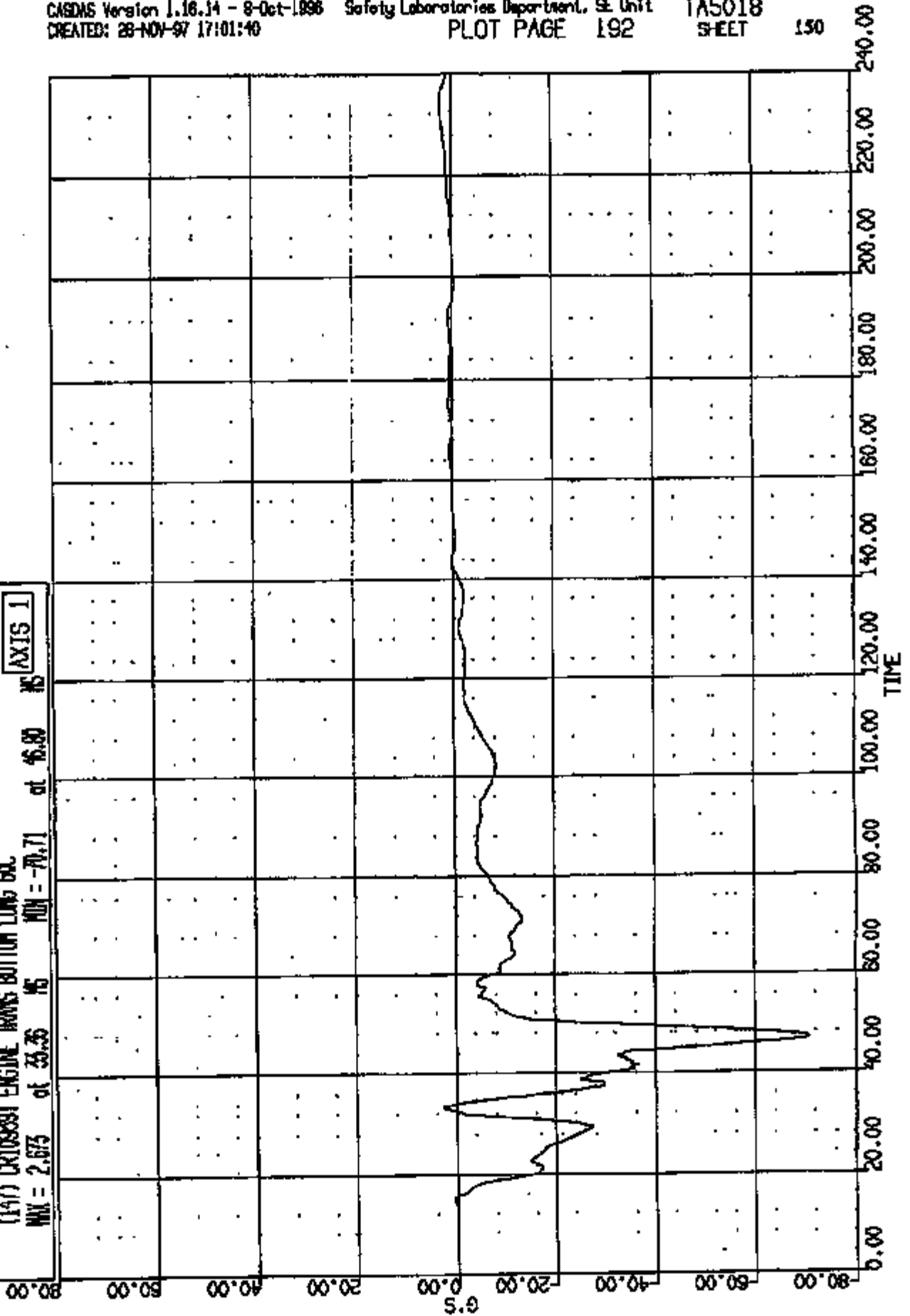
TIME

CR R: 10939 TO: TA5018 DATE: 971126 15:46:39
199X D-186 2000 D-186

(147) CR10939T ENGINE TRIMS BOTTOM LONG GAC

MAX = 2.673 at 33.36 % MIN = -70.71 at 66.80 %

AXIS 1



CR R: 10859 TO: TA5018 DATE: 971128 15:46:39
199X D-198 2000 D-198

(198) CR10388T LADDER @ B-PILLAR LONG GUC

MAX = 1.578 at 157.7 MS MIN = -26.04 at 57.04 MS

AXIS 1

10.00

5.00

0.00

-5.00

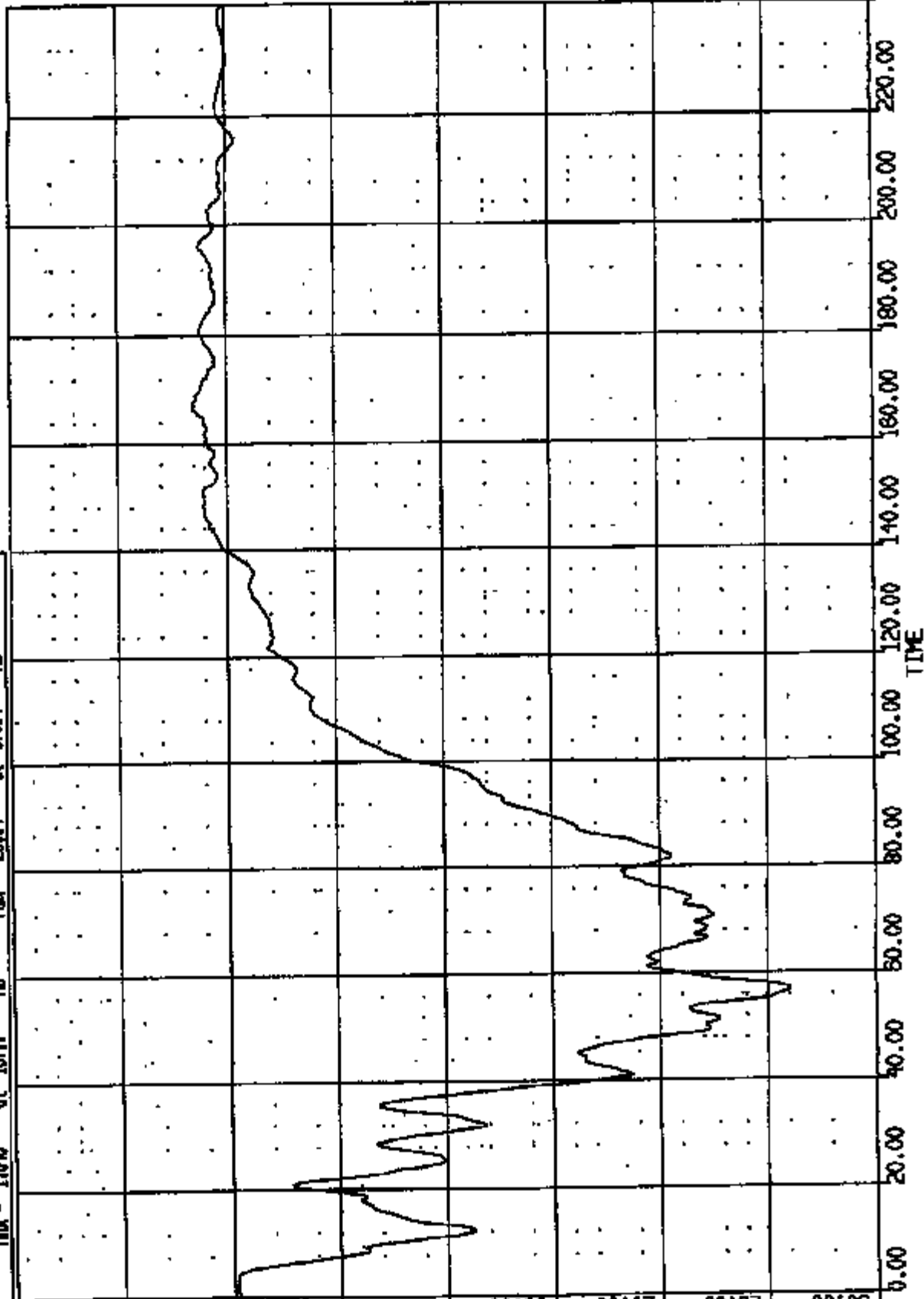
-10.00

-15.00

-20.00

-25.00

-30.00



CR R: 10039 TO: TA5018 DATE: 971128 15:48:38
199X D-186 2000 D-186

(149) CR10039T L700MER @ B-PILLAR WEST 6WC

MAX = 5.074 at 01.72 MS

MIN = -9.888 at 83.28 MS

AXIS 1

20.00

25.00

20.00

15.00

10.00

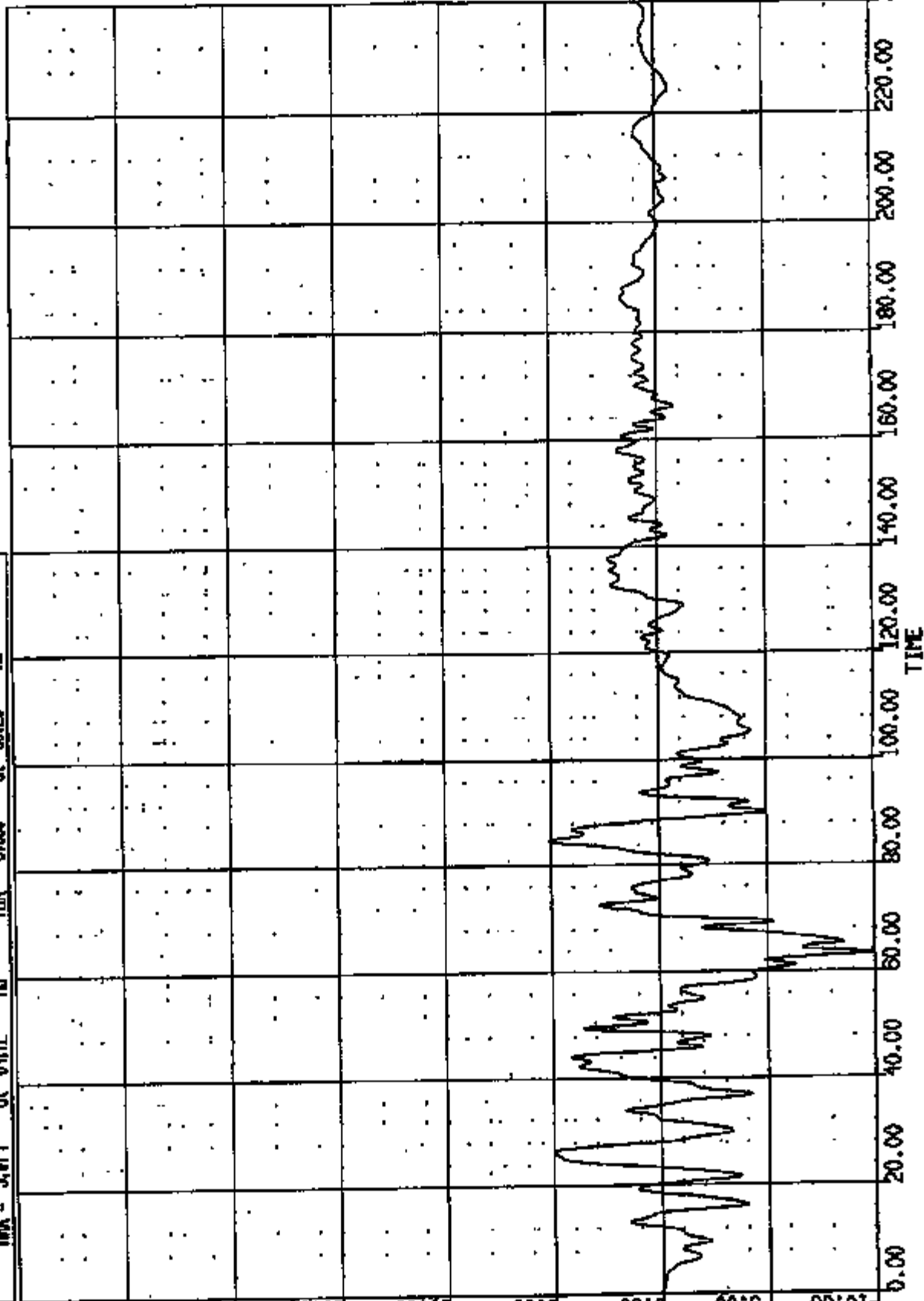
5.00

0.00

-5.00

-10.00

G'S



CR R: 10089 TO: TA5018 DATE: 971126 15:48:58
199X D-186 2000 D-186

(150) CR038BT L/ROCKER @ B-PILLAR LRT 60C

MAX = 5.760 of 90.08 MS MIN = -15.58 of 41.52 MS

AXIS 1

20.00

15.00

10.00

5.00

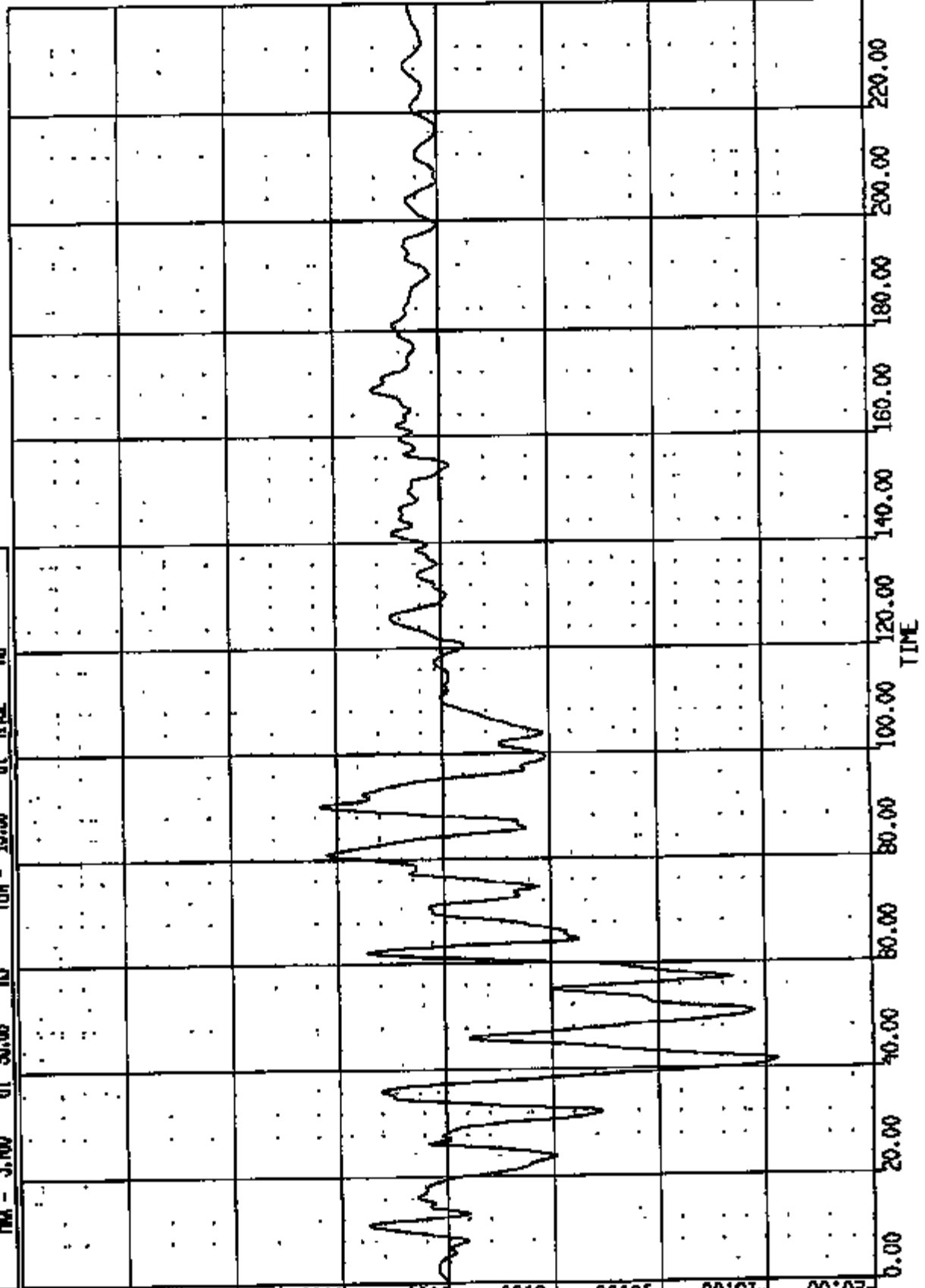
0.00

-5.00

-10.00

-15.00

-20.00



CR R: 10939 TO: TA5018 DATE: 971126 15:46:39
100X D-100 2000 D-100

(10001) CR10939T / WICKER @ B-PILLAR NES BOX

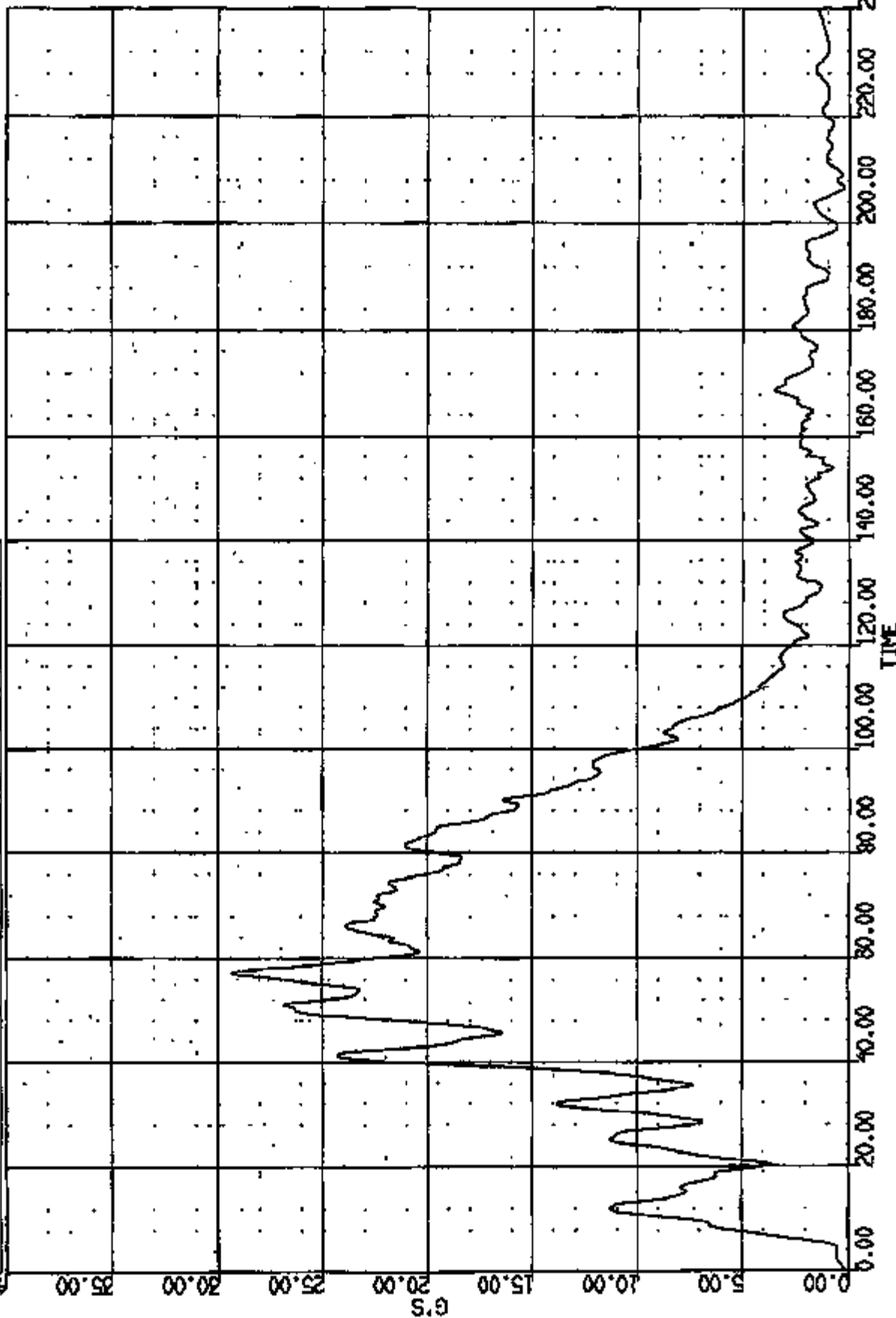
MAX = 29.61 at 57.20 MS

MIN = 0.2216

at 0.000E+00 MS

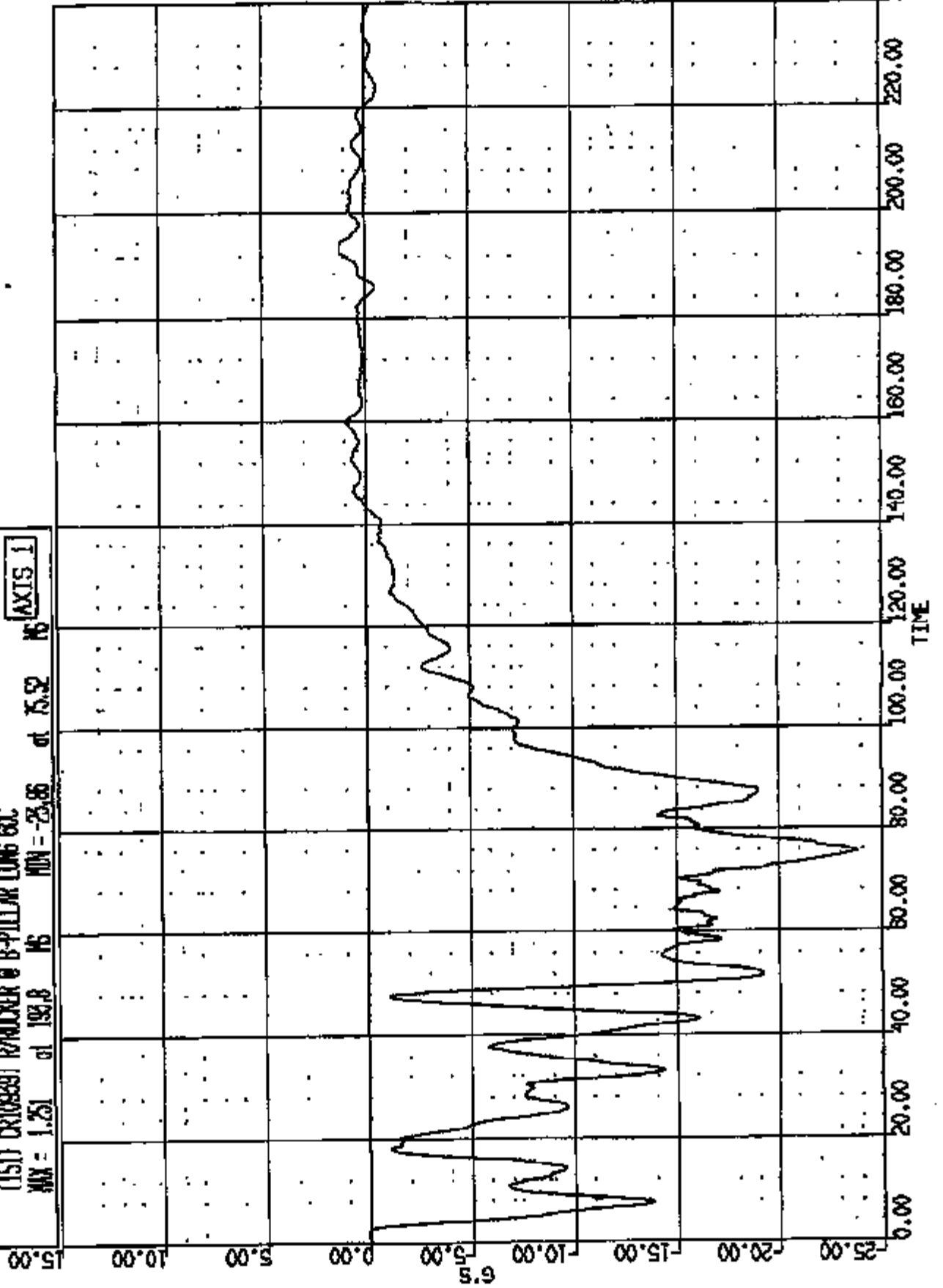
AXIS 1

40.00
35.00
30.00
25.00
20.00
15.00
10.00
5.00
0.00



CR R: 10899 TO: TA5018 DATE: 971126 15:46:59
199X D-1188 2000 D-186

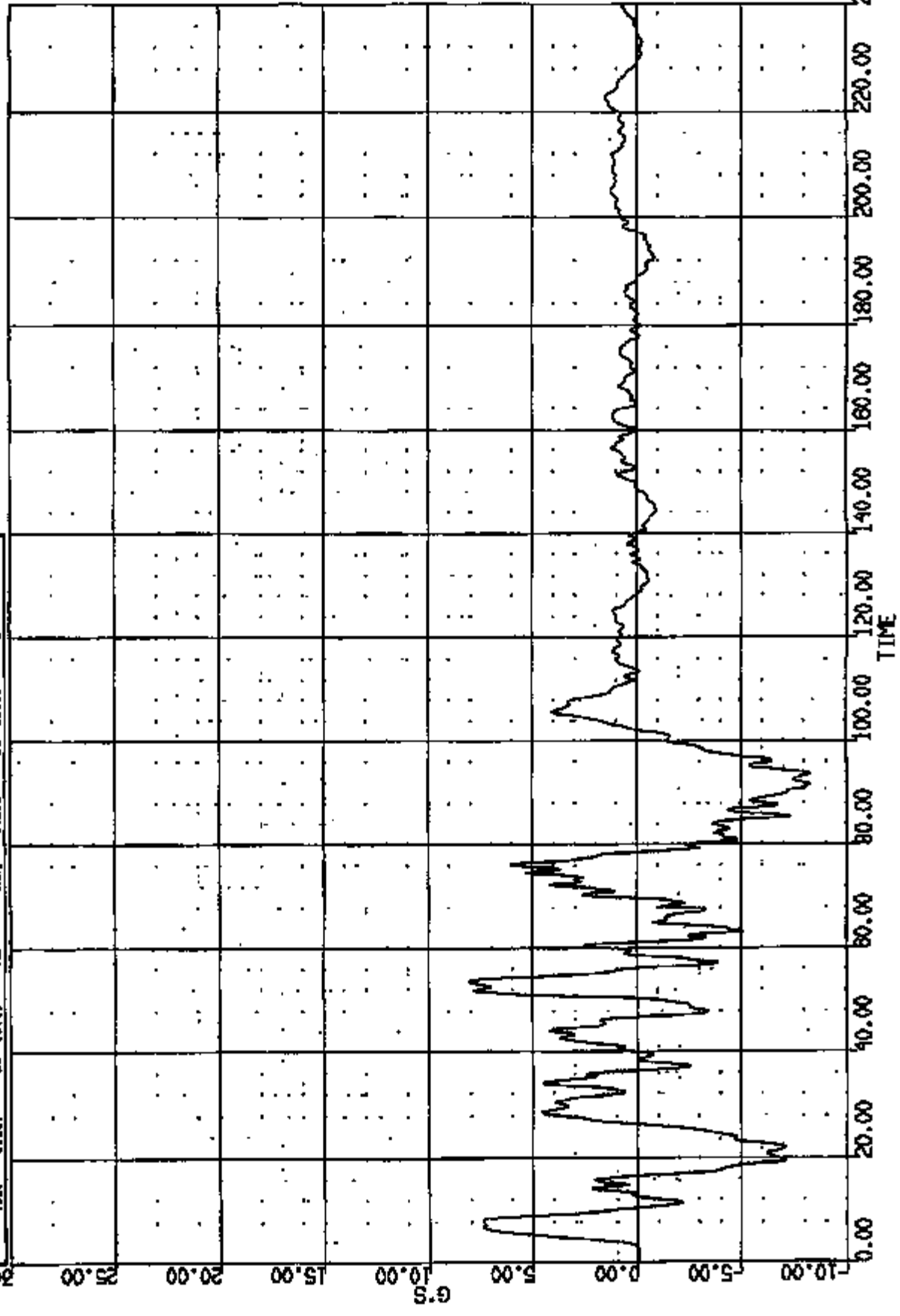
(151) CR109391 RANCOER @ B-PILLAR LONG 6XC
MAX = 1.251 at 193.8 MS MIN = -23.86 at 75.52 MS
AXIS 1



CR K: 10939 TO: TAB018 DATE: 971128 15:46:38
188X D-188 2000 D-188

(152) CRIMESON RADIUM 6 B-PILLAR VERT 6AC
MAX = 8.107 at 53.00 MS MIN = -8.256 at 98.08 MS

AXIS 1



CR: 10928 TO: TA5018 DATE: 871128 15:46:38
100X D-188 2000 D-188

(153) CR10939I RAVOEXER @ B-PILLAR LAT 80C

MAX = 4.730 at 6.000 MS

MIN = -18.91

at 48.16 MS

AXIS 1

20.00

15.00

10.00

5.00

0.00

-5.00

-10.00

-15.00

-20.00

G.S

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR # 10829 TO: TA5018 DATE: 871126 15:48:38
198X 0-186 2000 D-186

(10002) CR10829 R/PROVER @ B-PILLAR RES 60C

MAX = 21.46 at 75.68 MS MIN = 0.4314E-01 at 0.2900 MS

AXIS 1

40.00

35.00

30.00

25.00

20.00

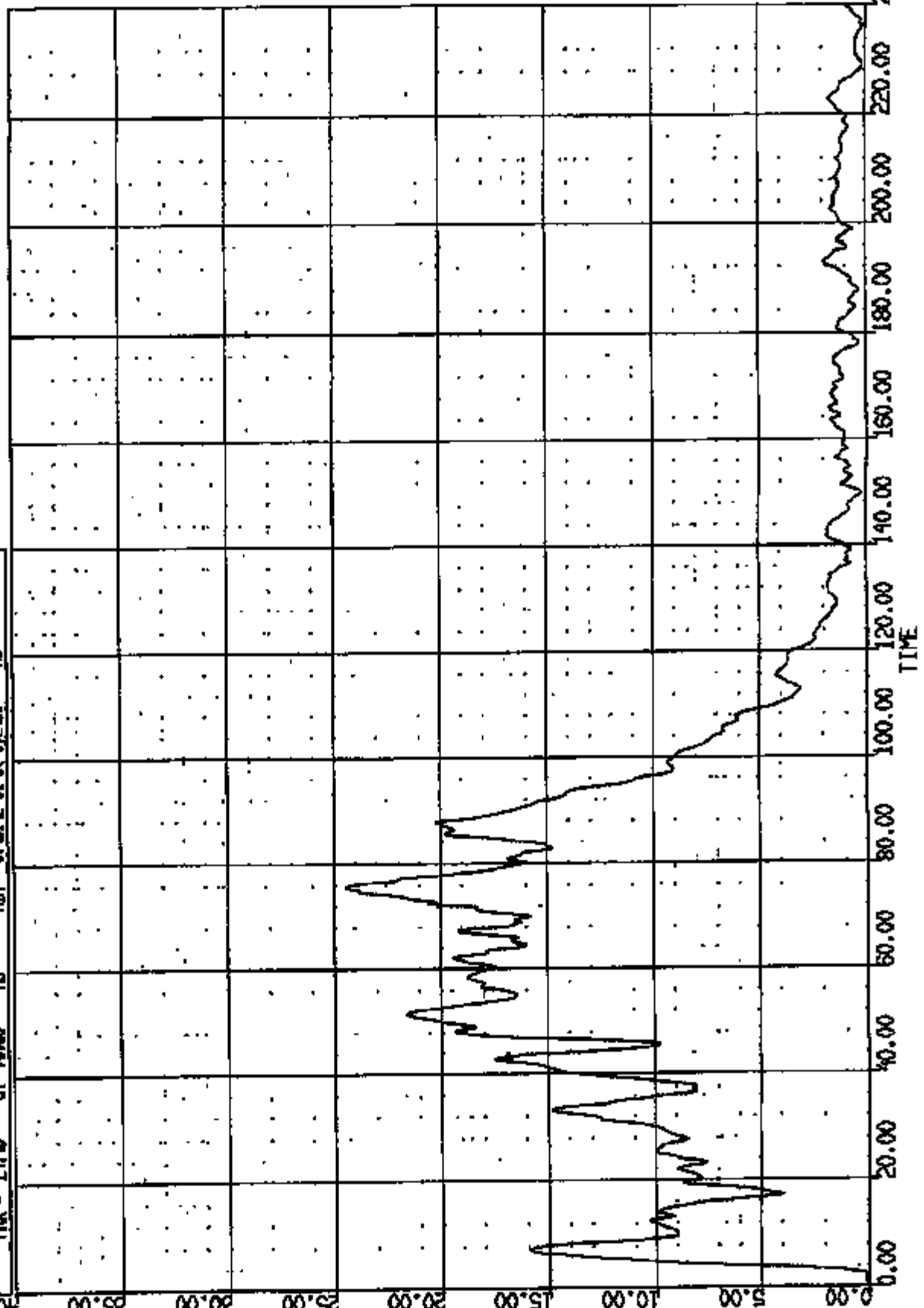
15.00

10.00

5.00

0.00

G'S



CR R: 10939 TO: TA5018 DATE: 971126 15:48:58
IBEX D-1188 2000 D-186

(82) CRUISE/STIERING COLUMN LOAD FX HOOK

MAX = 182.8 at 38.32 MS

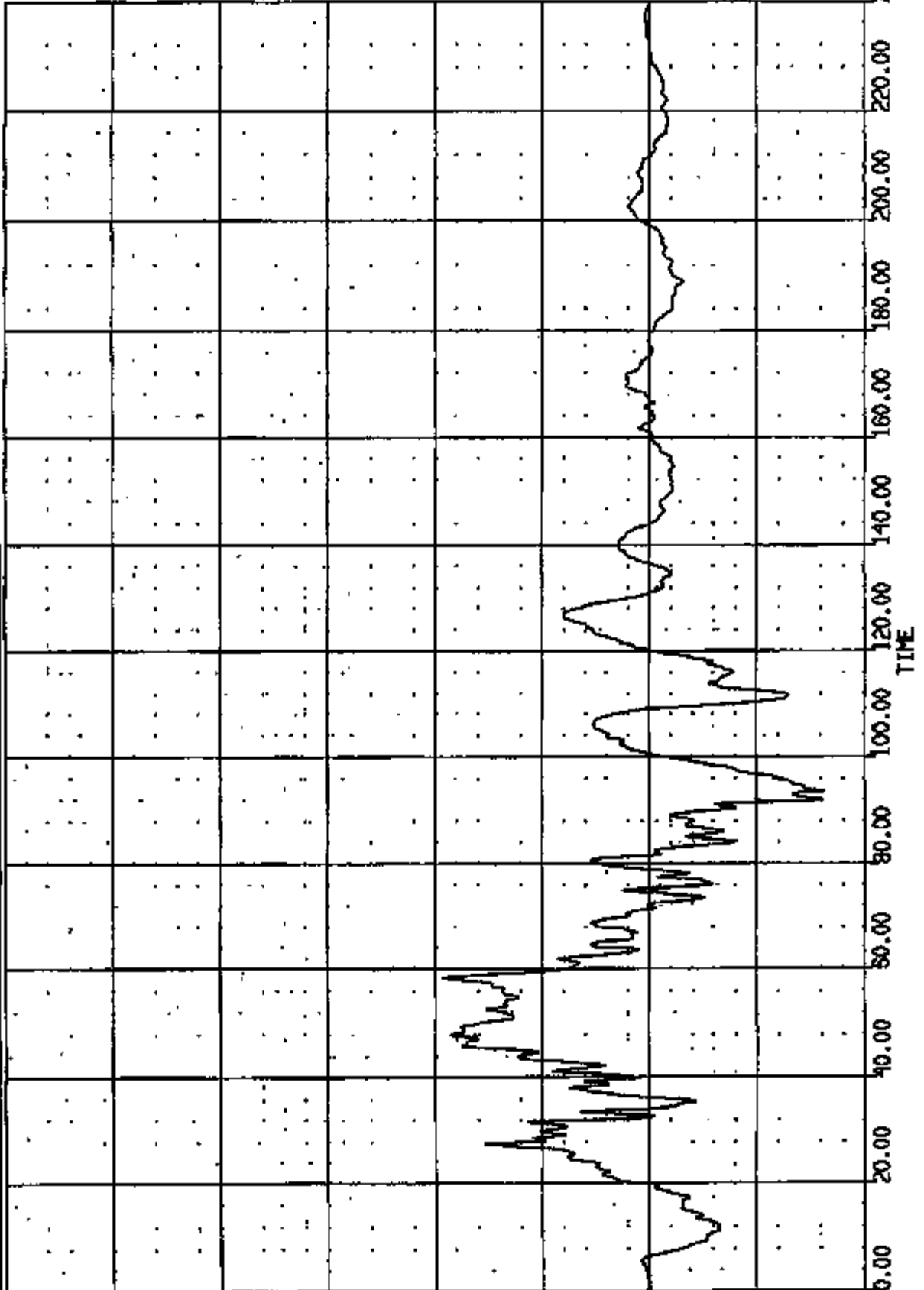
MIN = -162.9

at 98.60 MS

AXIS 1

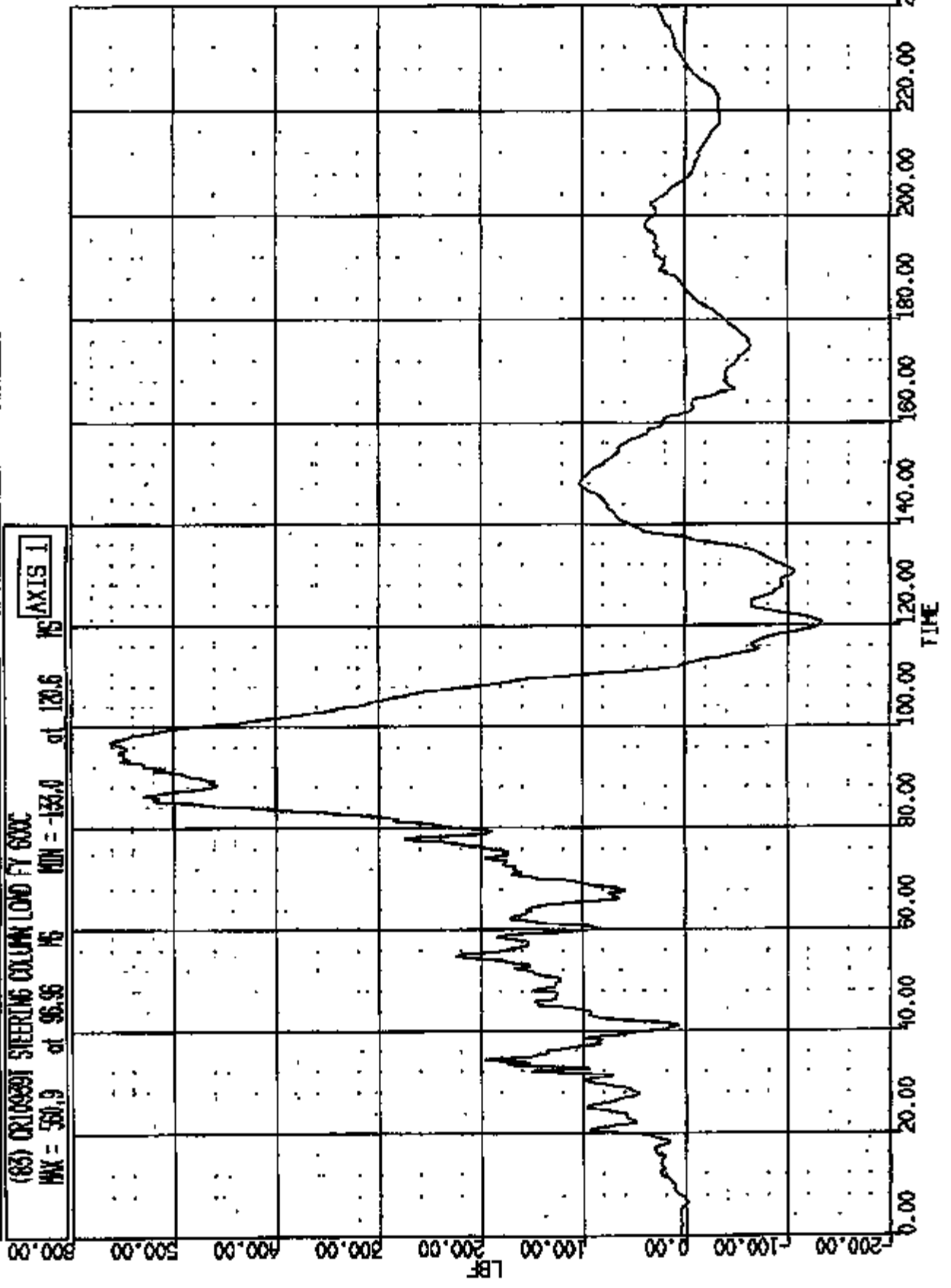
600.00
500.00
400.00
300.00
200.00
100.00
0.00
-100.00
-200.00

LF



CR R: 10839 TO: TA5018 DATE: 871126 15:46:28
188X D-188 2000 D-188

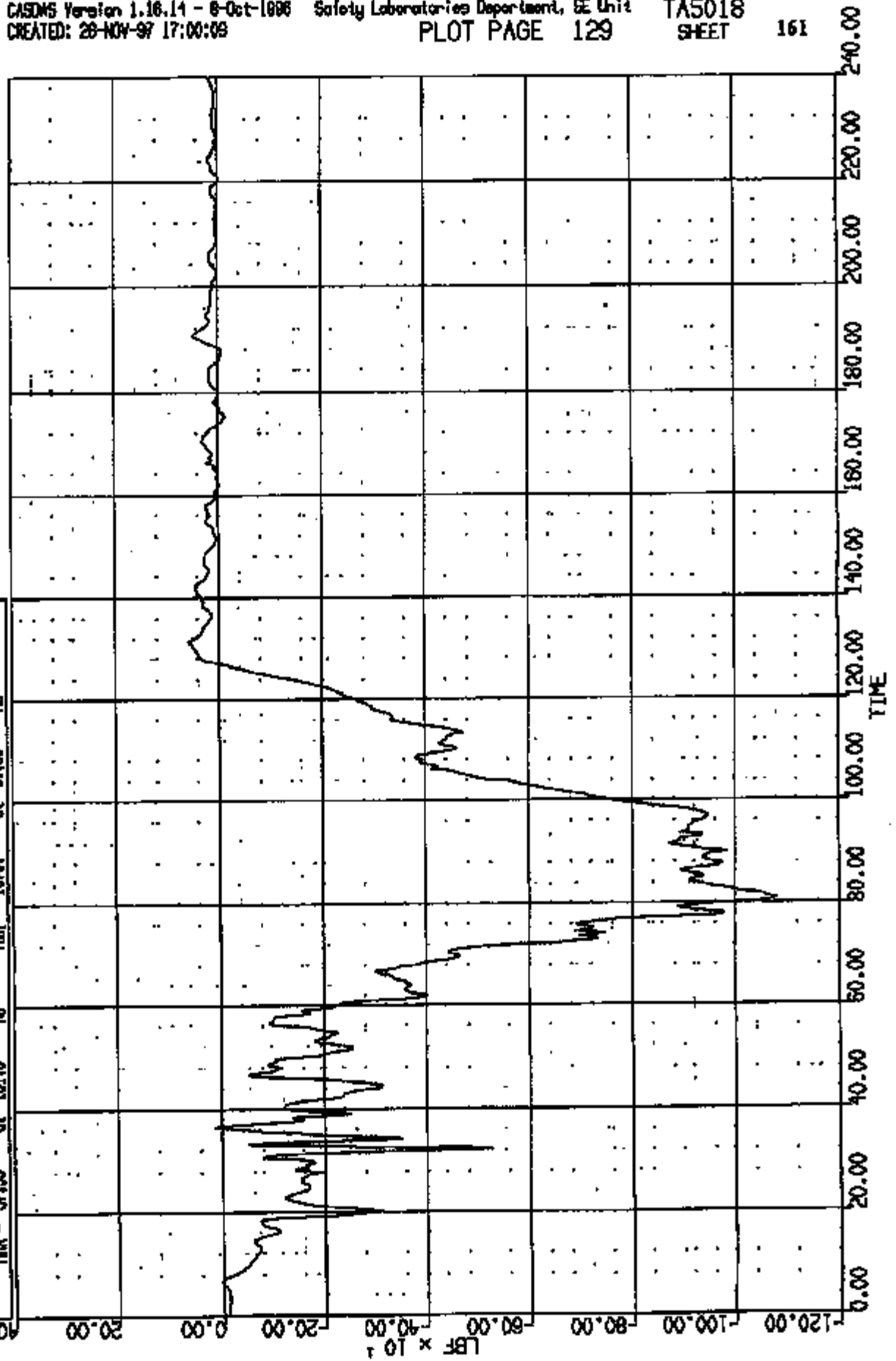
(83) CR109391 STEERING COLUMN LOAD FY 600C
MAX = 530.9 at 96.96 MS MIN = -133.0 at 120.6 MS
AXIS 1



CR R: 10928 TO: TA5018 DATE: 871128 15:48:38
188X D-188 2000 D-188

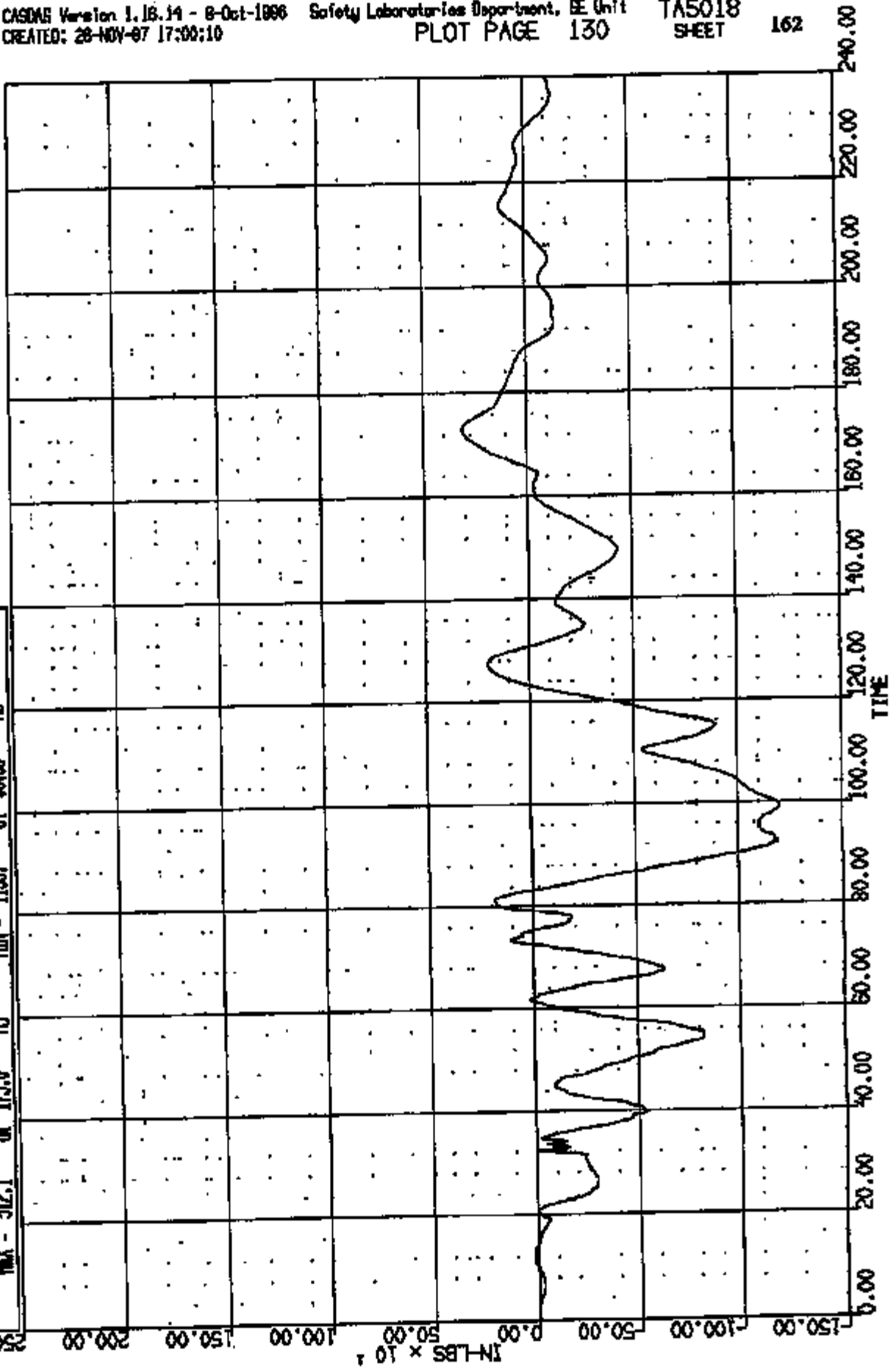
(84) CRUISEBT STEERING COLUMN LOAD FZ G00C
MAX = 57.99 at 121.3 MG MIN = -1079. at 80.95 MG

AXIS 1



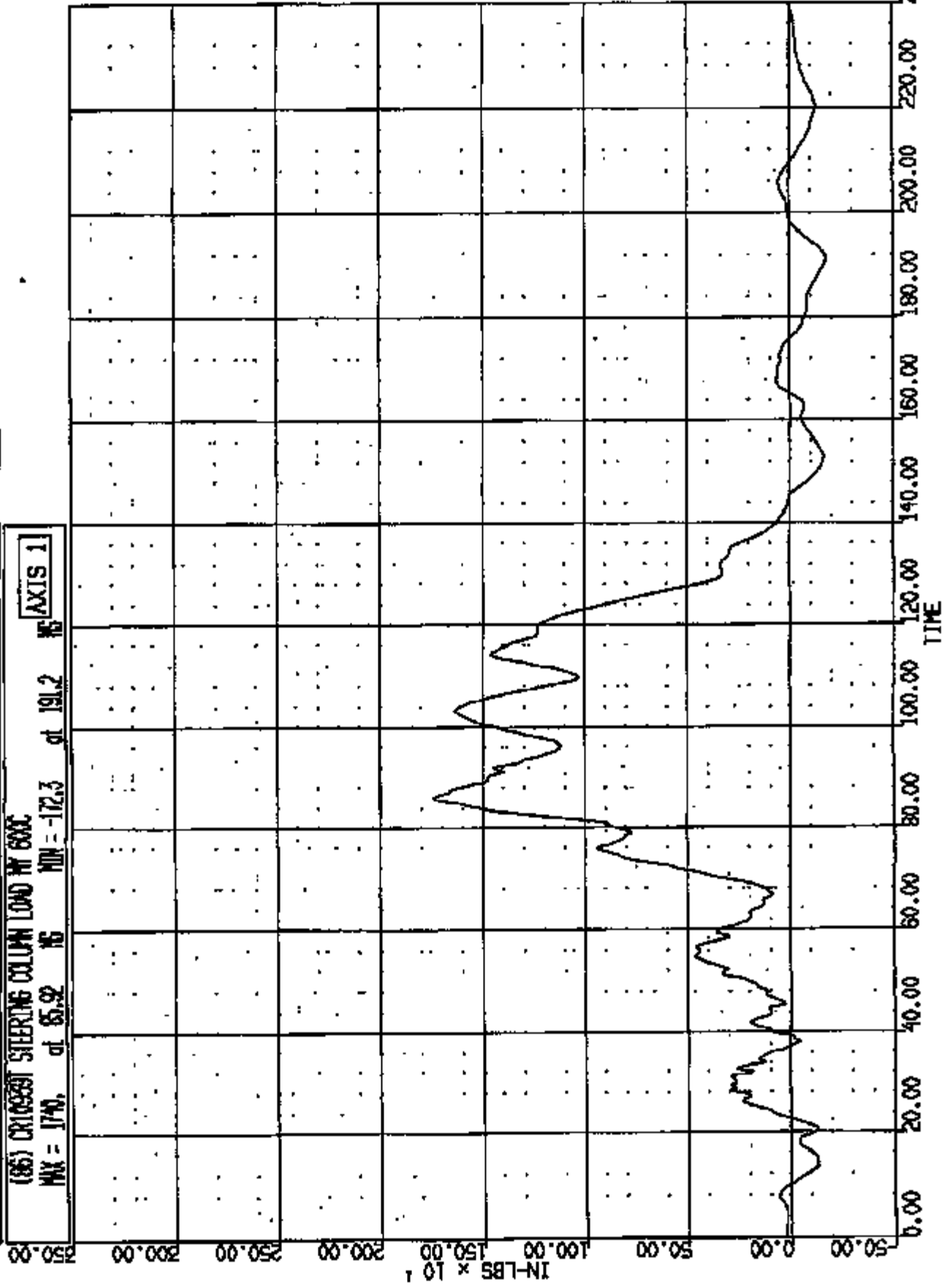
CR R: 10988 TO: TA5018 DATE: 871128 15:48:29
188X D-188 8000 D-188

(85) CRIMPST STEERING COLUMN LOAD PK 600C
MAX = 312.1 at 173.0 MS MIN = -118.8 at 98.95 MS
AXIS 1



CR R: 10838 TO: TA5018 DATE: 971126 15:46:39
199X D-188 2000 D-188

(86) CR109391 STEERING COLUMN LOAD BY 600C
MAX = 1740. of 65.92 16 MIN = -172.3 of 191.2 16
AXIS 1

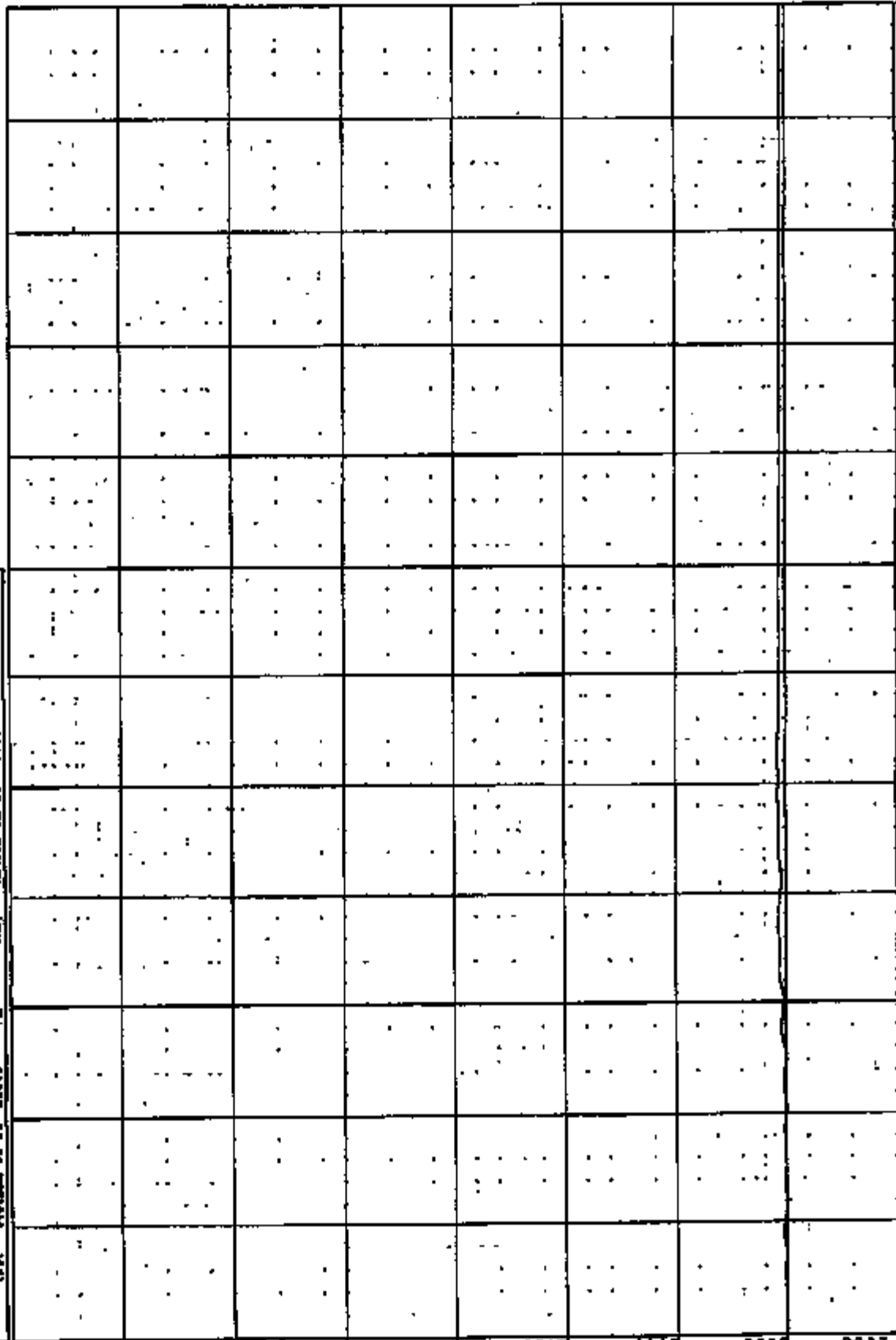


CR R: 10888 TD: TA5018 DATE: 971126 15:48:59
188X D-188 2000 D-188

(87) CR18391 516 COLUMN THR INST PAL DISP S GUC
MAX = 0.0122E-01 at 105.5 MS MIN = -2.88E-02 at 40.95 MS

AXIS 1

7.00

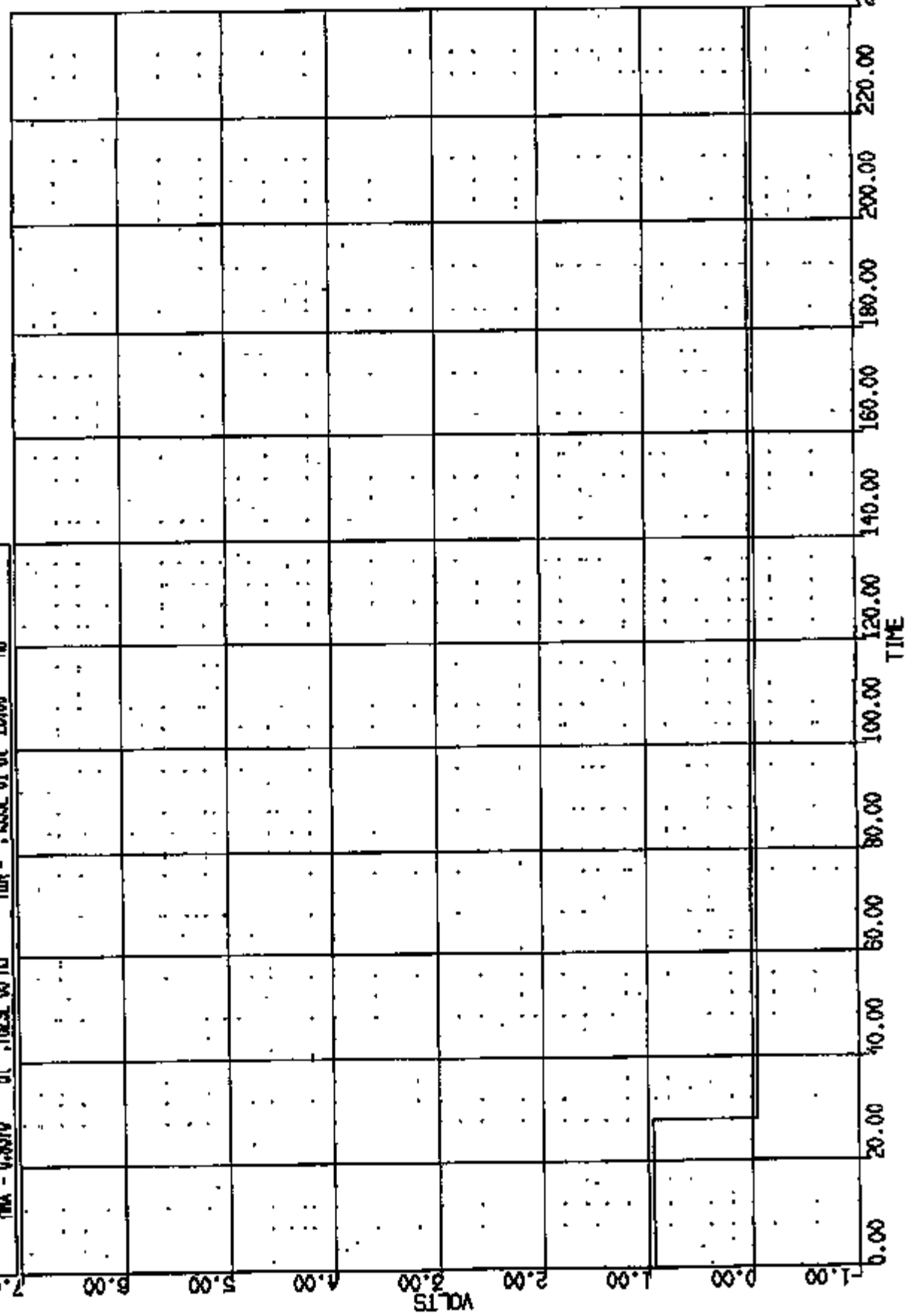


240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00
-1.00
0.00
1.00
2.00
3.00
4.00
5.00
6.00
7.00

CM R: 10288 TO: TA5018 DATE: 071126 16:46:38
180X 0-188 2000 D-188

(65) CR0929N ALTERNATE T-ZERO SH 400HC
MAX = 0.8570 at -762E-05 MS
MIN = -.433E-01 at 28.00 MS

AXIS 1



CR R: 10028 TO: TA5018 DATE: 871126 15:48:39
199X D-186 2000 D-188

(65) CR1002801 TILT MECH. BREKAWAY SN 4000
MAX = 0.9570 at .762E-05 Hz MIN = -.433E-01 at 10.90 Hz

AXIS 1

2.00

5.00

5.00

4.00

2.00

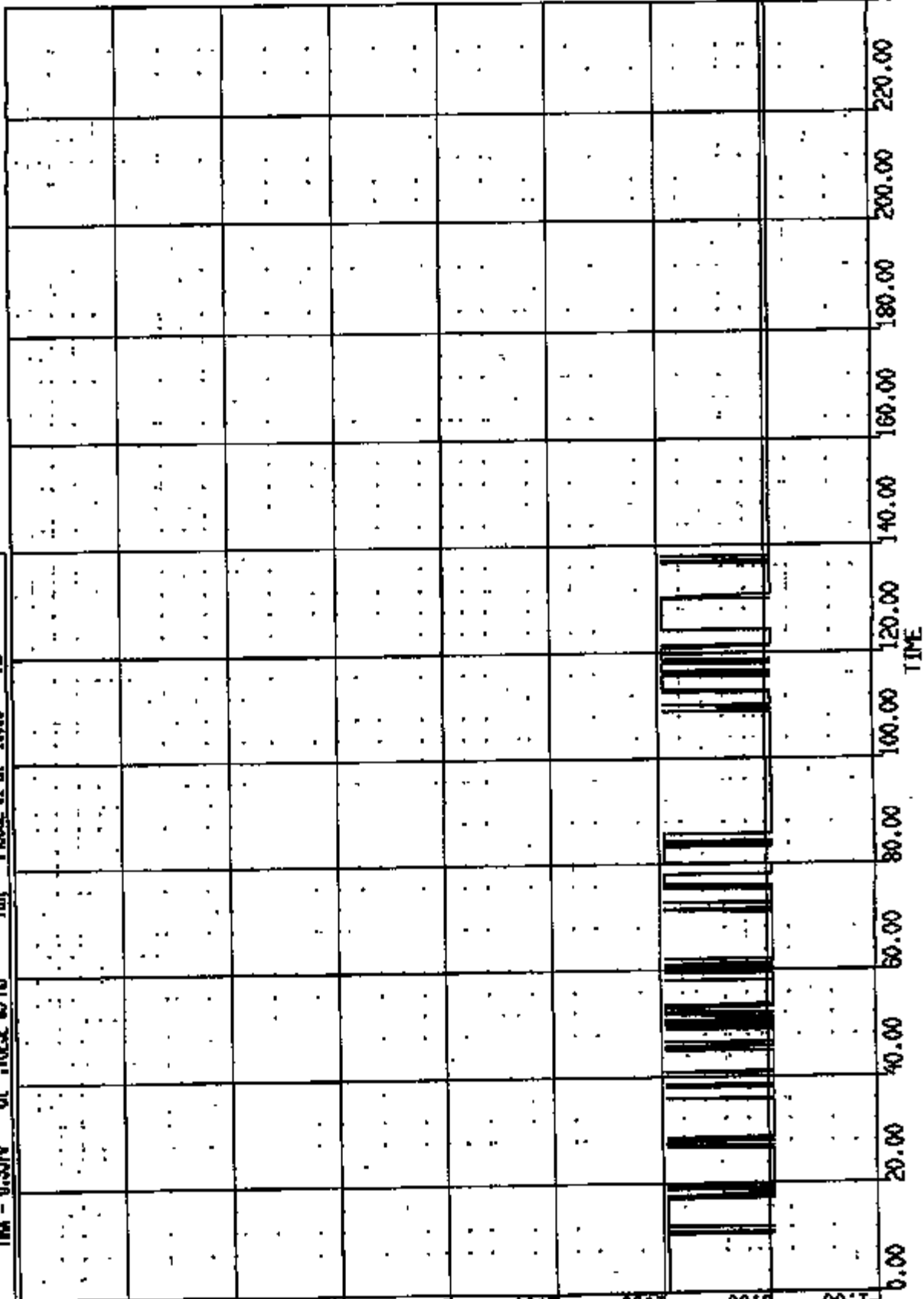
2.00

1.00

0.00

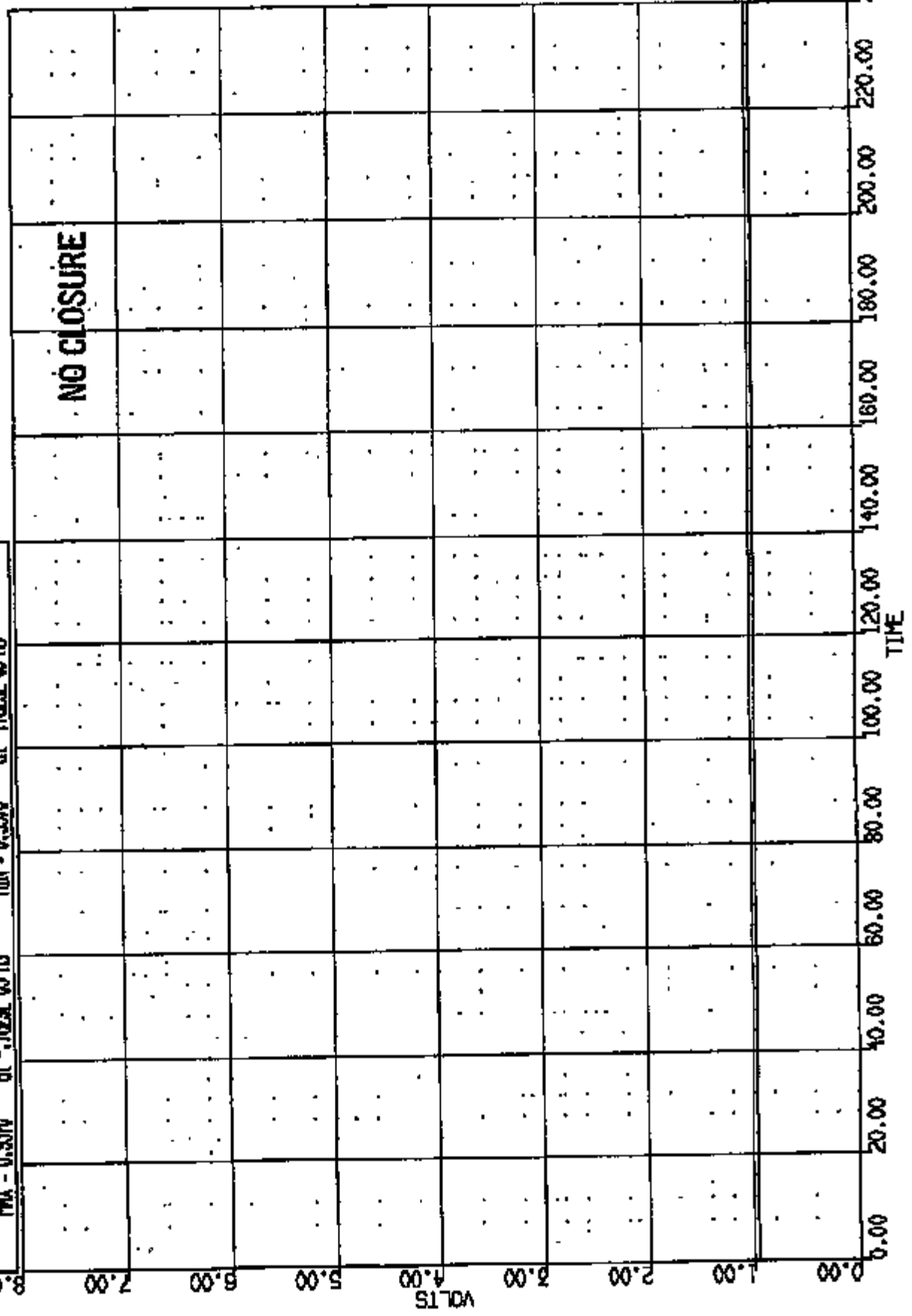
-1.00

VOLTS



CR R: 10888 TO: TA5018 DATE: 871128 15:48:30
188X D-188 2000 D-188

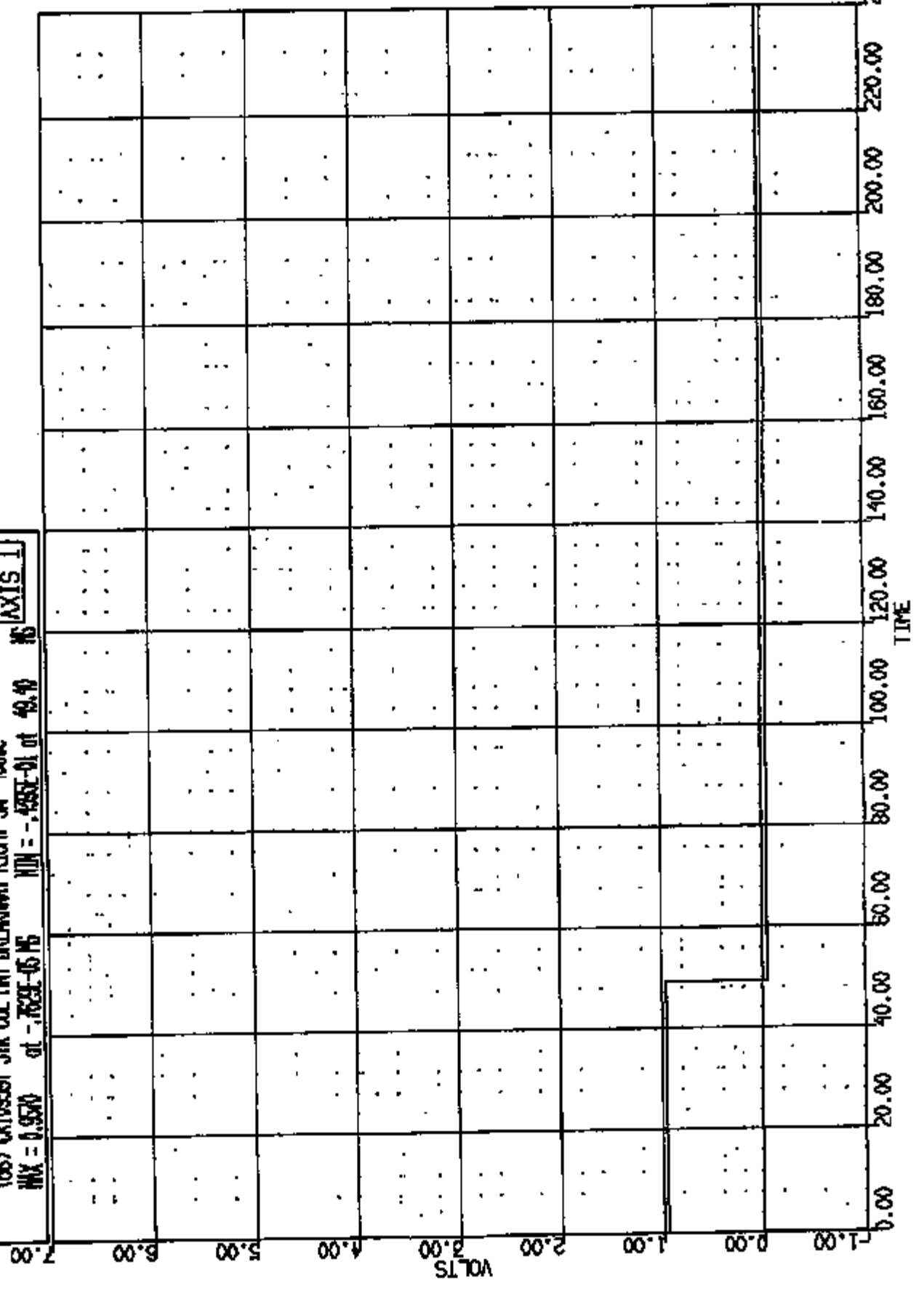
(67) CROSBET SIR COL INT BREAKAWAY LEFT SW 400AC
MAX = 0.9579 at -.7628E-05 MS MIN = 0.9570 at -.7628E-05 MS
AXIS 1



CR R: 10928 TO: TA5018 DATE: 971128 15:49:58
199X D-188 2000 D-188

(88) CR10928 SIR COIL INT BREAKAWAY RIGHT SW 400C
MIN = 0.9570 at -752E-05 MS
MAX = 0.9570 at 752E-05 MS

AXIS 1

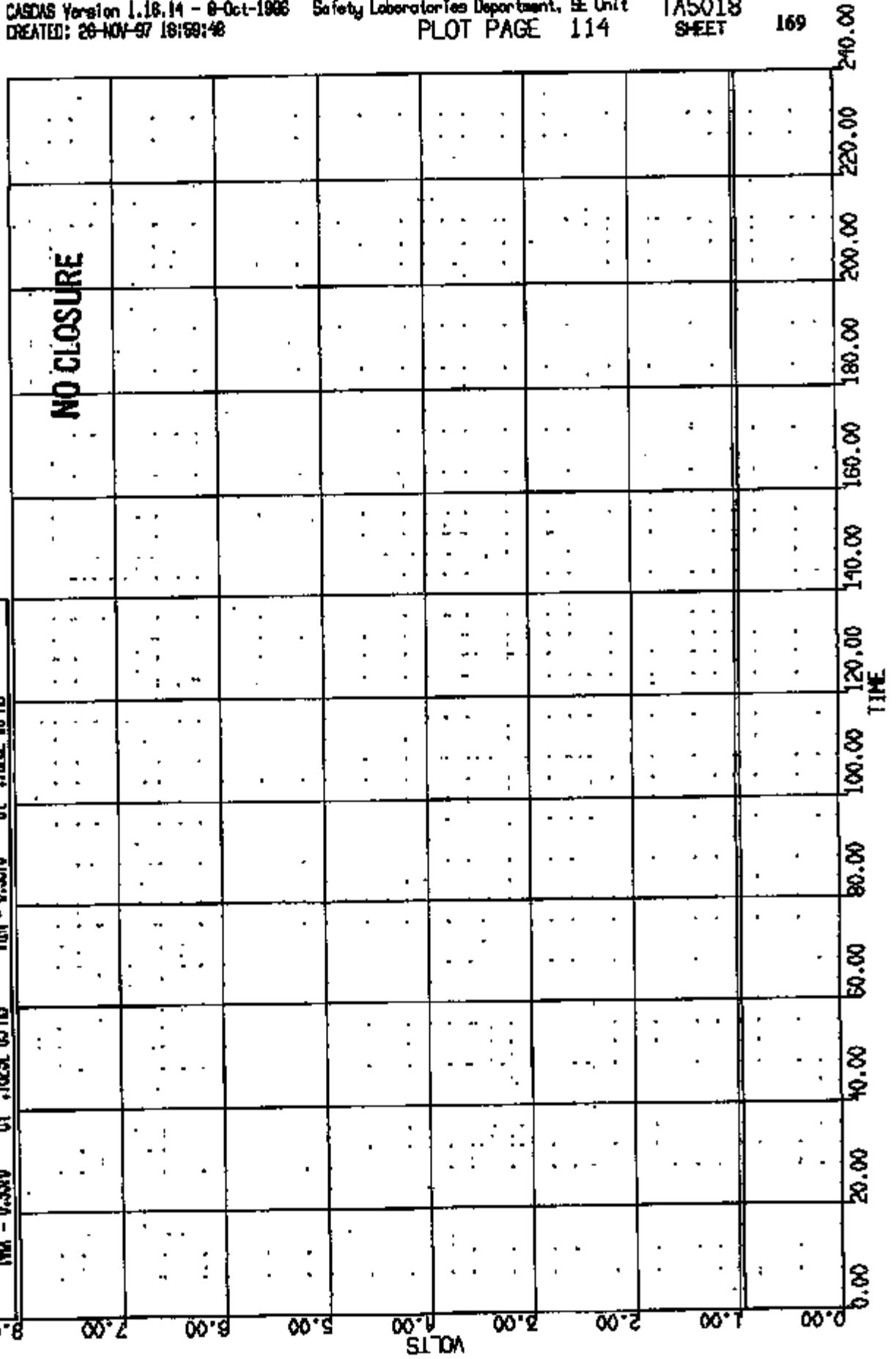


CR R: 10888 TC: TA5018 DATE: 971126 15:48:59
189X D-188 2000 D-188

(69) CRU8381 DECOUPLER INTERED SWFT #1 SA 4000C

MAX = 0.9570 of -.7628-05 MS MIN = 0.9570 of -.7628-05 MS

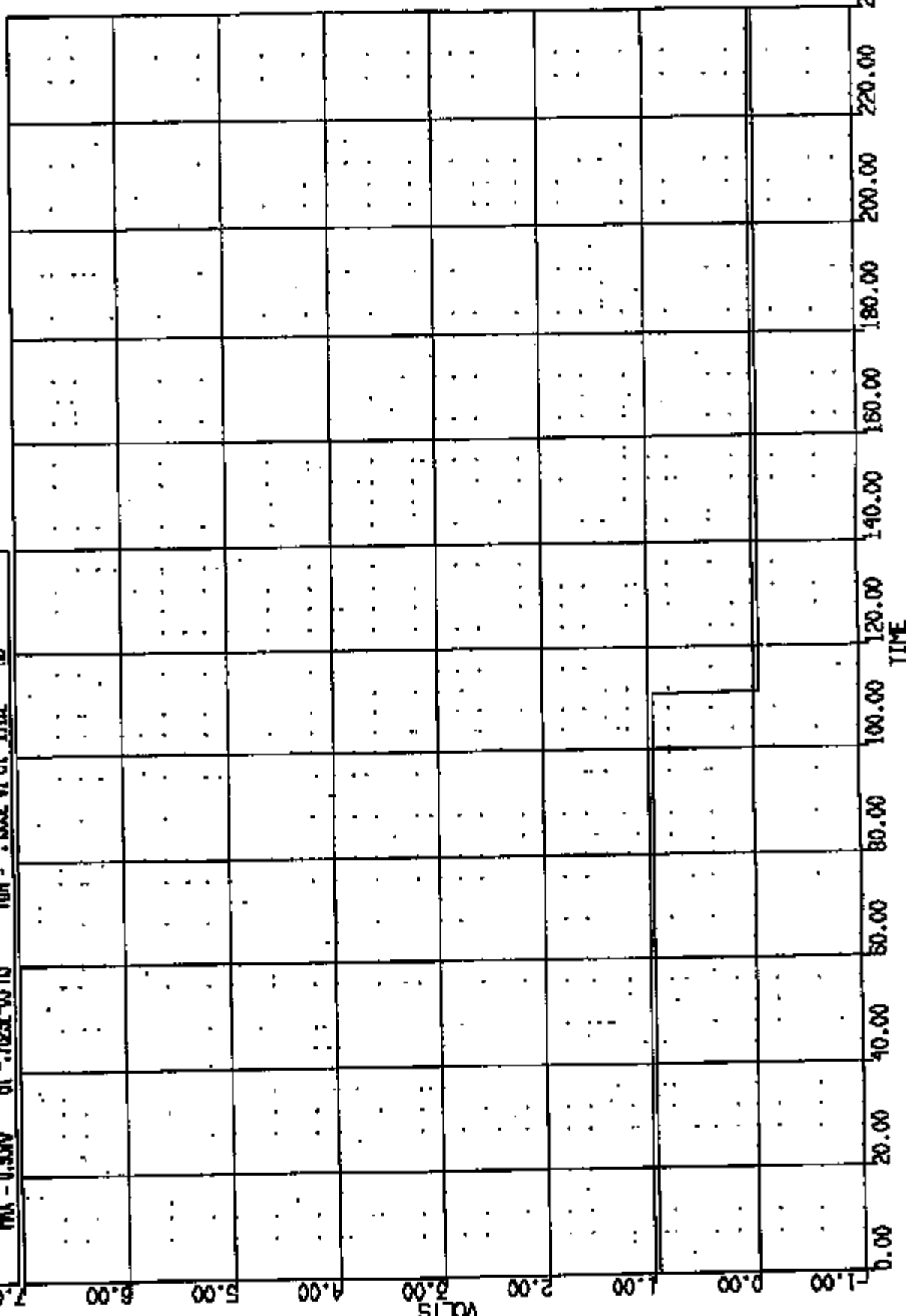
AXIS 1



CR R: 10959 TO: TA5018 DATE: 971128 15:46:39
166X D-166 2000 D-166

(70) CR10959 DECOUPLER INTERMED SWT #2 SH 400C
MAX = 0.9570 at -.7623E-05 MS MIN = -.495E-01 at .1112 MS

AXIS 1



CN R: 10929 TO: TA5018 DATE: 971129 16:40:39
199X D-198 2000 D-198

(71) CR106901 FUEL SHUT OFF (INERTIA) SN 4000C
MAX = 0.9570 at -7629-05 16 MIN = -7632-01 at 82.40 16

AXIS 1

7.80

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

VALTS

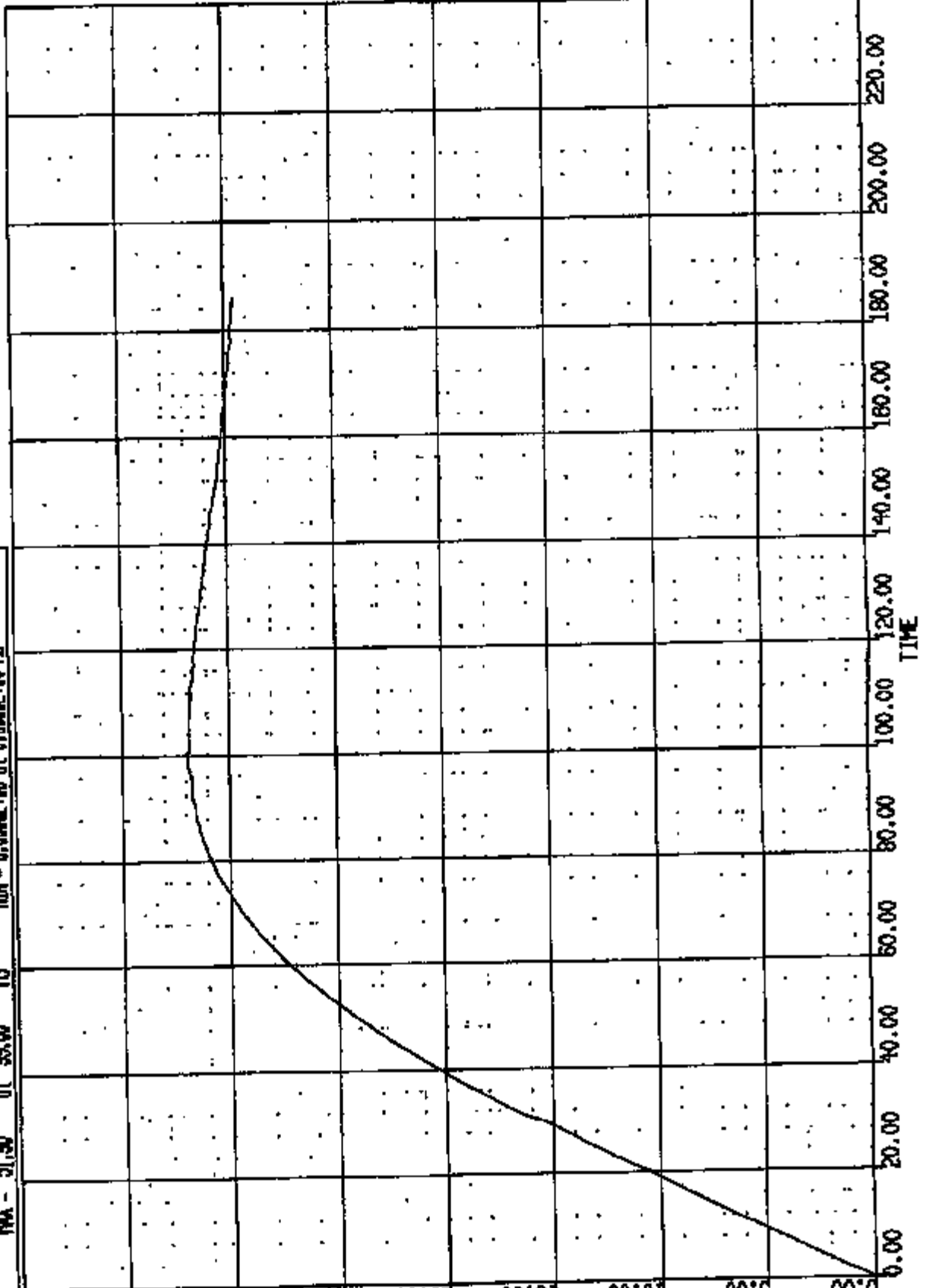
CR R: 10230 TO: TAS018 DATE: 971126 15:48:59
18BX D-186 2000 D-186

(0) CR010939 L RIR AT B PER ART L GND REF LONG DISP
MAX = 31.90 at 99.00 MS MIN = 0.000E+00 at 0.000E+00 MS

AXIS 1

40.00
35.00
30.00
25.00
20.00
15.00
10.00
5.00
0.00

INCHES



CRTS 0010939

CR R: 10939 TO: TA5018 DATE: 971126 15:48:59
199X D-186 2000 D-186

(0) ENCLOSURE L FOR AT B FOR ART L GRID REF VERT DISP

MAX = 0.1271 at 51.00 MS

MIN = -1.941 at 173.0 MS

MS AXIS 1

6.00

5.00

4.00

3.00

2.00

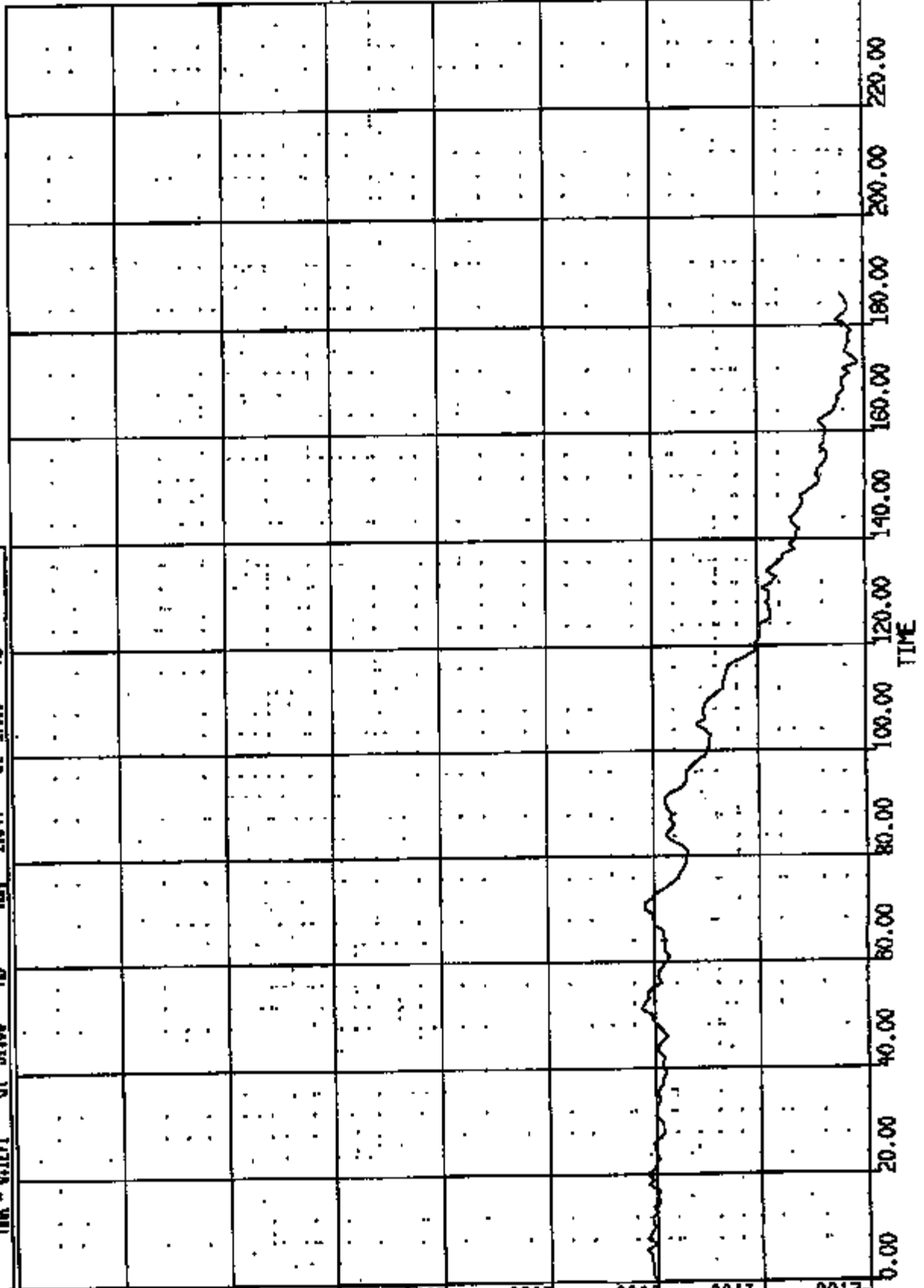
1.00

0.00

-1.00

-2.00

INCHES



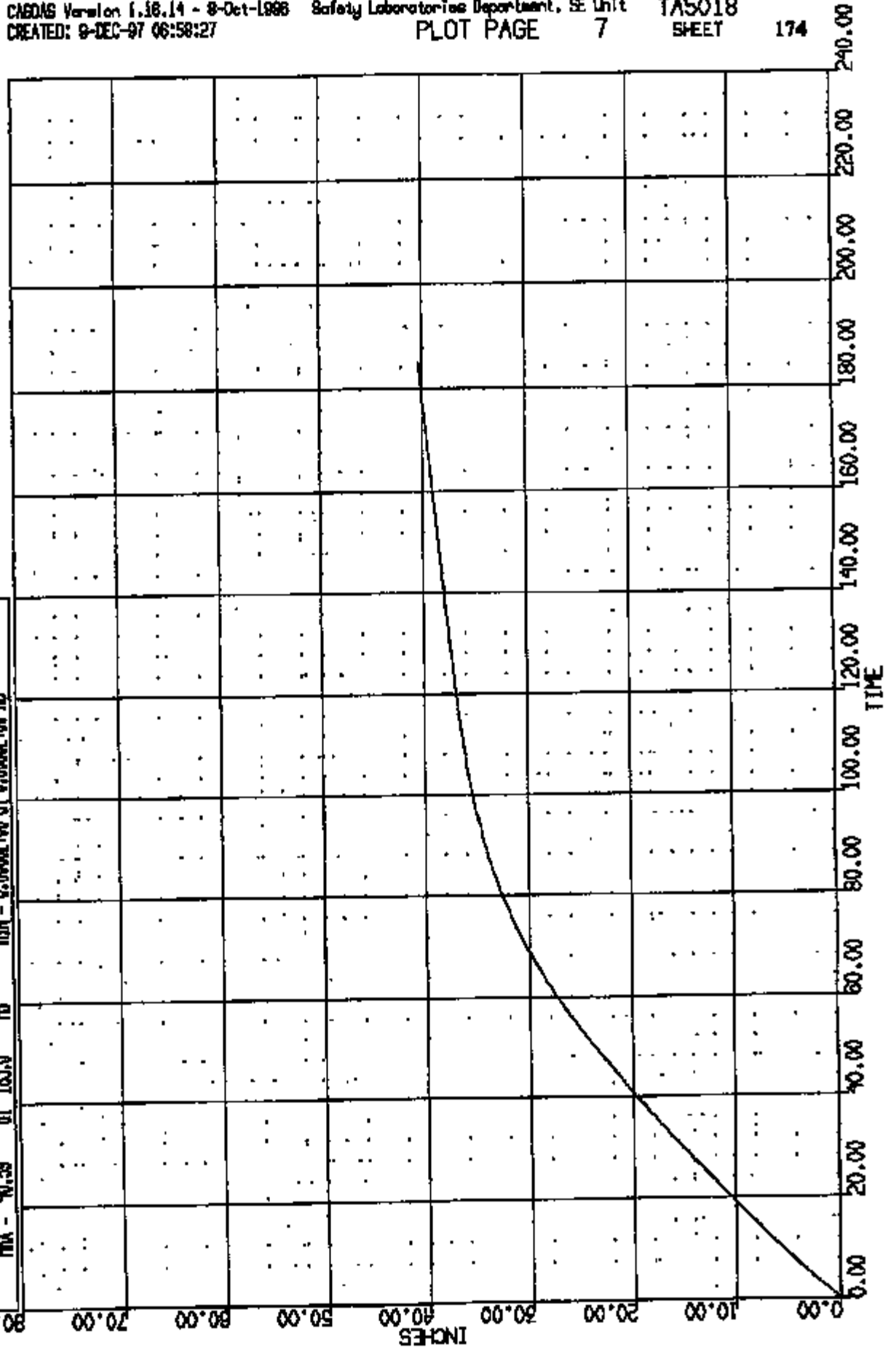
CR R: 10889 TO: TAS018 DATE: 971126 13:48:59
189X D-188 2000 D-188

(0) CR010889 R RNR AT B PER WPT R GRND REF LONG DISP

MAX = 40.30 at 185.0

MIN = 0.0000000 at 0.0000000

AXIS 1

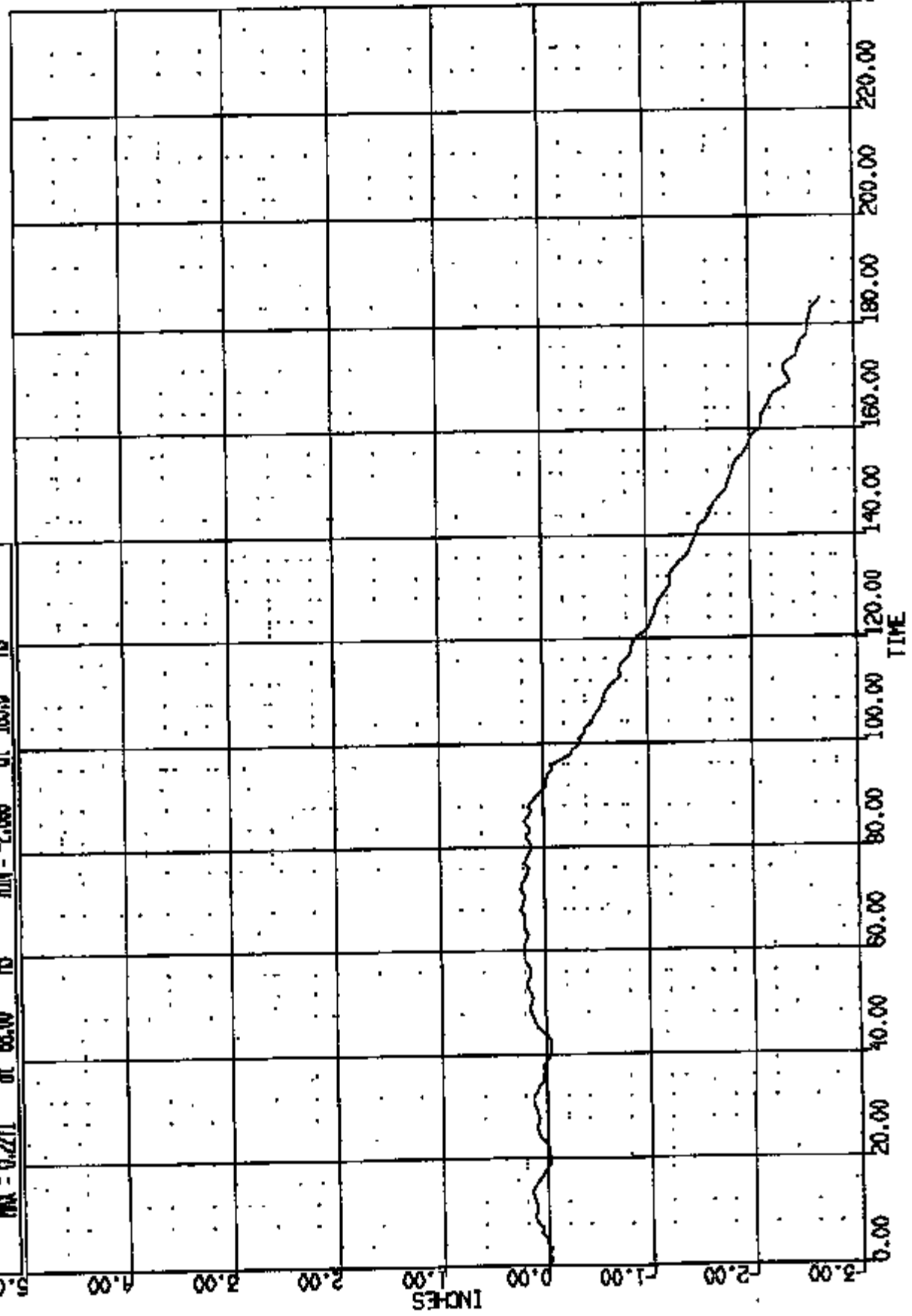


CRTS 0010939

CR R: 10829 TO: TA5018 DATE: 871126 15:46:59
198X D-188 2000 D-188

(1) CXC10829 R MNR AT B PER ART R GRND REF MERT DISP
MAX = 0.2271 at 68.00 MS MIN = -2.6866 at 185.0 MS

AXIS 1



VEHICLE INFORMATION

TEST DESCRIPTION: 30 DEG. RIGHT FRONT FIELD BARRIER
VEHICLE PROGRAM YEAR: 199X
VEHICLE MODEL NAME: TAURUS
VEHICLE PROGRAM NAME: D-186
VEHICLE ID NUMBER:
CERTIFICATION VEHICLE CODE: DV
REQUESTOR NAME: K. EWING
TEST ENGINEER NAME: S. PINESTON

UNT NO	SIDE	PWT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
070			SEE COMMENT SHEET								
		10	LEFT HYBRID III "H" PT REL. TO FRT/SILL/TARGET	BEF AFT	10.40		11.80				
		20	RIGHT HYBRID III "H" PT REL. TO FRT/SILL/TARGET	BEF AFT	10.30		12.80				
071			MISCELLANEOUS / SIDED								
	L	07	CONTROL NOTCH/HOLE C/L SET DR/SIDE MEAS./PASS	BEF AFT	94.20	-26.57	14.57				
124			TOP (BODY) NON SIDED								
		08	CONTROL POINT LEFT REAR SILL	BEF AFT	159.20	-31.54	14.83				
		11	BUMPER @ LEFT CURVE FRONT	BEF AFT	32.06	-22.18	24.49				
		12	BUMPER @ LEFT MOUNTING FRONT	BEF AFT	34.19	-15.62	25.09				
		13	BUMPER @ CENTERLINE FRONT	BEF AFT	42.70	-0.76	25.32				
		14	BUMPER @ RIGHT MOUNTING FRONT	BEF AFT	52.69	19.21	24.68				
		15	BUMPER @ RIGHT CURVE FRONT	BEF AFT	55.37	22.86	23.71				
		17	ENGINE POINT (RELATIVE)	BEF AFT	62.11	-2.55	40.47				
		21	ROOF @ C/L OF VEHICLE (RELATIVE) & (W/S)	BEF AFT	109.07	0.04	60.82				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:05:08

PAGE 1

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	B	D	
		55	STEERING WHEEL HUB NOT @ C/L	BEF AFT	101.27	-14.20	39.25				
		80	INSTRUMENT PANEL (REL)	BEF AFT	99.90	-27.04	40.45				
		81	UPPER COWL POINT # 81 LEFTMOST SIDE	BEF AFT	85.66	-26.45	41.78				
		82	UPPER COWL POINT # 82 LEFT SIDE	BEF AFT	91.00	-14.12	43.12				
		83	UPPER COWL POINT # 83 CENTERLINE	BEF AFT	80.03	-0.29	43.46				
		84	UPPER COWL POINT # 84 RIGHT SIDE	BEF AFT	92.46	14.85	43.11				
		85	UPPER COWL POINT # 85 RIGHTMOST SIDE	BEF AFT	96.67	26.69	41.81				
		91	LOWER COWL POINT # 91 LEFTMOST SIDE	BEF AFT	85.51	-26.79	38.13				
		92	LOWER COWL POINT # 92 LEFT SIDE	BEF AFT	83.69	-14.72	39.16				
		93	LOWER COWL POINT # 93 CENTERLINE	BEF AFT	82.15	-0.02	40.32				
		94	LOWER COWL POINT # 94 RIGHT SIDE	BEF AFT	84.35	14.75	40.54				
		95	LOWER COWL POINT # 95 RIGHTMOST SIDE	BEF AFT	86.74	26.68	38.47				
		96	CONTROL POINT RIGHT REAR SILL	BEF AFT	160.04	31.47	15.25				

125

TOP (BODY) SIDED

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 2

CRIS 0010939

178

T-A5018

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
L		11	SHOT_GUN POINT # 11 FRONT OF FENDER	REF AFT	57.80	-26.17	38.80				
R		11	SHOT_GUN POINT # 11 FRONT OF FENDER	REF AFT	61.15	23.79	37.81				
L		12	SHOT_GUN POINT # 12	REF AFT	64.28	-27.03	39.79				
R		12	SHOT_GUN POINT # 12	REF AFT	64.98	20.82	42.04				
L		13	SHOT_GUN POINT # 13	REF AFT	72.25	-27.26	40.53				
R		13	SHOT_GUN POINT # 13	REF AFT	71.02	22.58	45.79				
		14	SHOT_GUN POINT # 14 REAR OF FENDER	REF AFT							
R		14	SHOT_GUN POINT # 14 REAR OF FENDER	REF AFT	77.89	25.35	42.96				
L		23	"A" PILLAR @ BELT	REF AFT	89.19	-30.39	41.40				
R		23	"A" PILLAR @ BELT	REF AFT	89.98	30.54	40.87				
L		27	" B " PILLAR POINT @ BELT	REF AFT	128.05	-31.32	42.14				
R		27	" B " PILLAR POINT @ BELT	REF AFT	127.53	31.18	39.98				
L		28	" WRT " POINT ON ROCKER @ " B " PILLAR	REF AFT	120.88	-31.35	17.67				
R		28	" WRT " POINT ON ROCKER @ " B " PILLAR	REF AFT	123.98	31.03	19.10				

+ VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:03:09

PAGE 3

CRIS 0010939

179

T-125018

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VECT Z	X	Y	Z	D	
L	31		LATCH/STRIKER BOLT #C/L OR U-BOLT*TOP @B PILLA	BEF AFT	125.85	-31.14	31.36				
R	31		LATCH/STRIKER BOLT #C/L OR U-BOLT*TOP @B PILLA	BEF AFT	126.09	31.12	31.43				
L	41		FRONT INBOARD TRACK TO FLOOR	BEF AFT	108.32	-7.00	15.97				
R	41		FRONT INBOARD TRACK TO FLOOR	BEF AFT	108.43	7.20	15.73				
L	42		FRONT OUTBOARD TRACK TO FLOOR	BEF AFT	108.32	-22.35	16.28				
R	42		FRONT OUTBOARD TRACK TO FLOOR	BEF AFT	108.73	22.64	15.87				
L	43		REAR INBOARD TRACK TO FLOOR	BEF AFT	121.79	-5.10	16.09				
R	43		REAR INBOARD TRACK TO FLOOR	BEF AFT	122.16	5.51	16.05				
L	44		REAR OUTBOARD TRACK TO FLOOR	BEF AFT	122.04	-23.16	17.19				
R	44		REAR OUTBOARD TRACK TO FLOOR	BEF AFT	122.44	23.73	17.02				
L	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF AFT	131.60	-24.16	49.76				
R	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF AFT	131.85	23.86	49.77				
141			BOTTOM (UNITIZED) SIDED								
L	10		FOREMOST POINT ON FRAME	BEF AFT	36.05	-21.47	23.58				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 4

CRIS 0010939

180
T-A5018

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
R	10		FOREMOST POINT ON FRAME	BEF AFT	56.80	22.83	23.66				
L	20		RAIL MID-POINT OF #10 & #30	BEF AFT	49.21	-20.71	22.86				
R	20		RAIL MID-POINT OF #10 & #30	BEF AFT	64.29	19.97	24.06				
L	30		FORWARD OF SPRING POCKET	BEF AFT	65.03	-19.25	25.07				
R	30		FORWARD OF SPRING POCKET	BEF AFT	72.86	20.85	32.53				
L	40		POINT AFT OF SPRING POCKET	BEF AFT	73.84	-19.43	24.55				
R	40		POINT AFT OF SPRING POCKET	BEF AFT	80.20	18.88	38.10				
L	50		FLOOR PAN OUTBOARD OF RAIL/FRONT	BEF AFT	88.35	-19.87	14.18				
R	50		FLOOR PAN OUTBOARD OF RAIL/FRONT	BEF AFT	85.55	15.76	16.25				
L	60		MID POINT OF #40 & #70	BEF AFT	83.81	-16.82	19.27				
R	60		MID POINT OF #40 & #70	BEF AFT	89.74	19.20	14.71				
L	70		AFT END OF RAIL	BEF AFT	110.77	-16.63	13.28				
R	70		AFT END OF RAIL	BEF AFT	111.08	16.71	13.22				
L	80		FLOOR PAN OUTBOARD OF AFT END OF RAIL	BEF AFT	110.54	-19.79	13.92				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 5

UNIT NO	SIDE	PST NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
A	80		FLOOR PAN OUTBOARD OF AFT END OF RAIL	REF AFT	110.85	20.16	13.97				
650			BLANK UNIT POINTS								
	01	1	SEE COMMENTS PAGE	REF AFT	97.28	-26.89	14.79				
	02	2	SEE COMMENTS PAGE	REF AFT	137.29	-26.56	14.26				
	03	3	SEE COMMENTS PAGE	REF AFT	97.53	26.93	14.66				
	04	4	SEE COMMENTS PAGE	REF AFT	137.62	26.60	14.39				

CRTS 0010939

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 6

182

T-AS018

** SECTIONALS **

UNIT NO	SCHEM NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
641	81			VEHICLE C/L SECTION LOW			
			1	AFTER	107.59	0.05	16.64
			2	AFTER	105.07	0.14	16.24
			3	AFTER	101.80	-0.07	15.44
			4	AFTER	97.57	-0.19	13.13
			5	AFTER	90.85	-1.13	16.97
			6	AFTER	90.57	-1.09	17.09
			7	AFTER	90.75	-1.25	17.81
			8	AFTER	90.70	-1.28	17.98
			9	AFTER	90.87	-1.30	18.29
			10	AFTER	89.09	-1.06	18.74
			11	AFTER	86.64	-0.82	19.42
			12	AFTER	84.49	-0.38	19.91
			13	AFTER	84.10	-0.33	20.61
			14	AFTER	82.65	-0.12	20.94
			15	AFTER	81.72	-0.08	21.48
			16	AFTER	81.28	-0.09	21.82
			17	AFTER	81.32	-0.09	22.47
			18	AFTER	81.31	-0.36	23.46
			19	AFTER	81.10	-0.20	23.73
			20	AFTER	81.31	-0.47	24.85

TIME END DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 1

** SECTIONALS **

UNIT NO	SCITE NO	SIDE	SEQ NO	NAME AND CRASH STATUS	INCHES		
					X	Y	Z
			21	AFTER	81.41	-0.51	26.42
			22	AFTER	80.58	-0.08	26.19
			23	AFTER	79.18	0.33	27.08
			24	AFTER	78.87	0.33	28.81
			25	AFTER	78.71	0.28	30.37
			26	AFTER	78.45	0.14	32.03
			27	AFTER	78.33	0.19	32.88
			28	AFTER	78.32	0.07	34.19
			29	AFTER	78.23	0.16	36.42
			30	AFTER	78.42	0.22	37.65
			31	AFTER	78.21	0.03	38.13
642	51			PASSENGER C/L SECT/LONG			
			1	AFTER	107.66	15.29	13.63
			2	AFTER	106.72	15.32	13.15
			3	AFTER	102.82	15.44	12.17
			4	AFTER	98.63	15.44	11.60
			5	AFTER	98.18	15.40	11.38
			6	AFTER	95.85	15.44	11.91
			7	AFTER	95.42	15.61	12.81
			8	AFTER	94.89	15.42	12.79
			9	AFTER	93.85	15.30	12.57

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 2

** SECTIONS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES X
			10	AFTER	92.77	15.03	13.37
			11	AFTER	91.59	14.94	14.27
			12	AFTER	90.50	14.74	14.92
			13	AFTER	89.36	14.45	15.73
			14	AFTER	88.76	14.48	16.25
			15	AFTER	88.07	14.42	17.08
			16	AFTER	87.39	14.34	17.82
			17	AFTER	86.21	14.26	18.79
			18	AFTER	85.48	14.16	19.50
			19	AFTER	84.45	14.06	20.50
			20	AFTER	83.57	13.90	21.77
			21	AFTER	83.01	13.75	22.43
			22	AFTER	83.93	13.67	22.62
			23	AFTER	84.23	13.47	23.16
			24	AFTER	84.01	13.64	23.56
			25	AFTER	83.31	13.64	24.20
			26	AFTER	83.23	13.66	24.77
			27	AFTER	83.31	13.60	25.20
			28	AFTER	83.97	13.74	25.93
			29	AFTER	84.46	13.73	26.16
			30	AFTER	84.31	13.66	26.73

** SECTIONS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES S
			31	AFTER	83.76	13.90	27.15
			32	AFTER	83.05	13.95	27.51
			33	AFTER	82.67	13.90	28.91
			34	AFTER	82.40	13.97	31.45
			35	AFTER	82.38	13.84	33.66
			36	AFTER	82.48	13.93	35.69
			37	AFTER	82.43	13.95	36.12
			38	AFTER	81.99	13.93	36.86
			39	AFTER	81.17	14.79	37.74
			40	AFTER	80.77	14.78	38.78

** COMMENTS **

ANY AUTOMATICALLY GENERATED COMMENTS APPEAR IN THIS BOX:

```

*** THIS DIMENSION SYSTEM UTILIZES THE RIGHT HAND RULE ***
      From Front of Vehicle FACING REARWARD
+ = Rearward, Up, & Left (AMERICAN PASSENGER SIDE)
  [ Lateral Zero is Centerline of Vehicle ]

**** THE " D " DIMENSION UNDER " INCHES CHANGED X Y Z " ****
*** IS THE SCALAR (TRUE VALUE) DISTANCE CHANGE OF THE POINT ***

Paint a stripe on the windshield in line with the Driver C/L
& the Front Passenger C/L.

MARK LATERAL DOWNY LOCATION CENTERLINES ON THE SEAT CUSHION & BACK,
HEAD RESTRAINT & WINDSHIELD FOR THE DRIVER & PASSENGER.
(MAKE SURE LINES ARE CLEARLY VISIBLE)

Print FRONT ROCKER BILL TARGET "Y" & "Z" coordinates ON THE BILL
ADJACENT TO THE TARGET
  [ USED FOR DOWNY PLACEMENT @ THE BARRIER ]

FOR SCRIBE TARGET EXCEPTIONS:
SEE DESIGN SET-UP SHEET; UNITS25..TOWN CAR; UNITS29..C/VIC G/MAR
UNITS37..KA77

NOTE: PLEASE POSITION " D " RING @ " B " PILLAR
RANGERS .....AS OF 7/26/94 SET @ 3rd NOTCH from TOP]
ALL OTHER TRUCKS .....[ mid position ]
ALL CRBS if adjustable.....[ mid position ]

```

ANY COMMENTS ENTERED BY OPERATORS APPEAR BELOW THIS LINE:

 UNIT 450 POINTS AS FOLLOWS:

1. L/F BILL SET UP
2. L/R BILL SET UP
3. R/F BILL SET UP
4. R/R BILL SET UP
5. L/S BILL ACC
6. R/S BILL ACC
7. ENGINE ACC

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 1

ASC TO #: T- 1A5018

DIMENSIONAL ANALYSIS REPORT

CRASH #: 10939

** COMMENTS **

CRTS 0010939

TIME AND DATE OF REPORT: 9-DEC-97 14:05:09

PAGE 2

188
T-1A5018

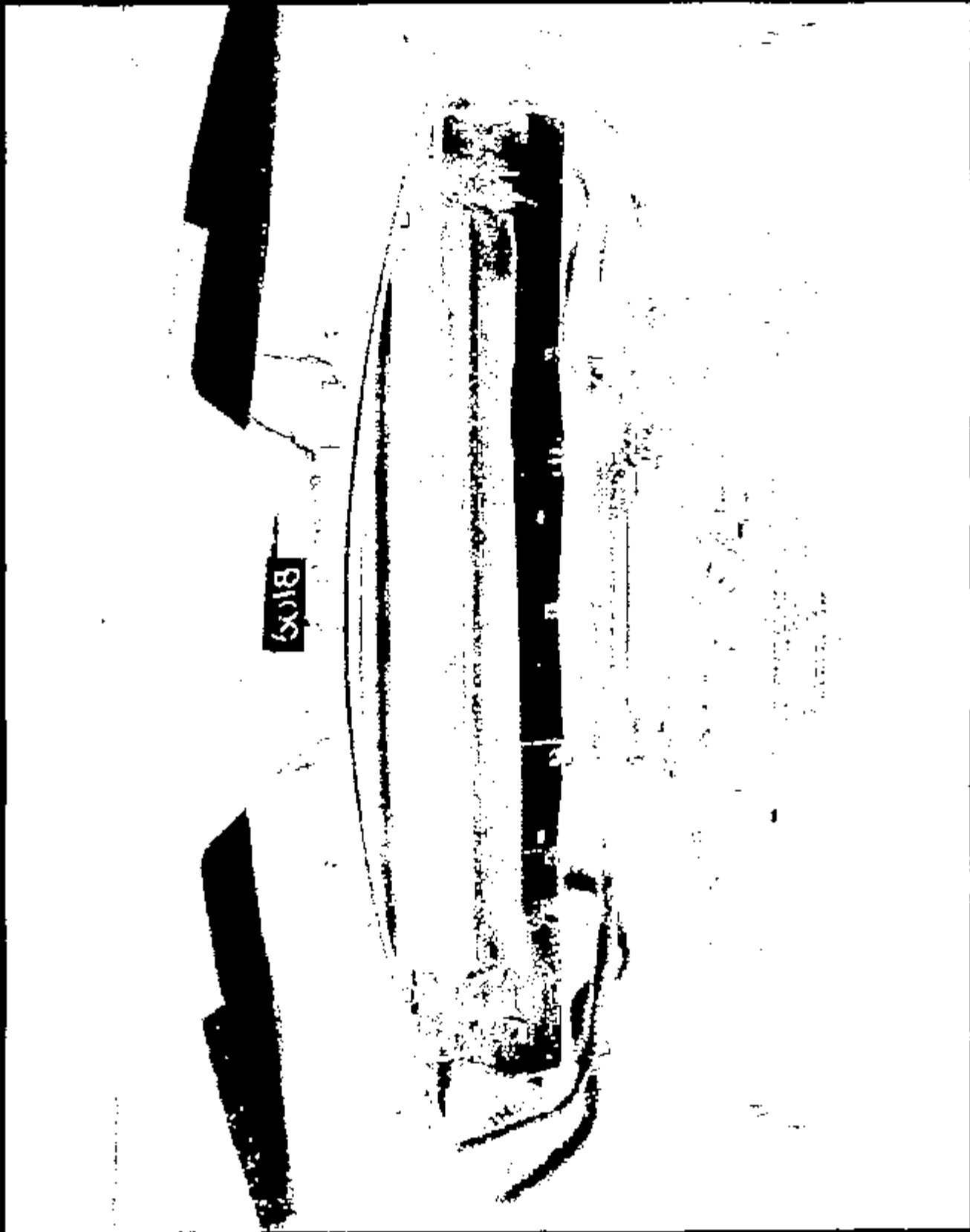
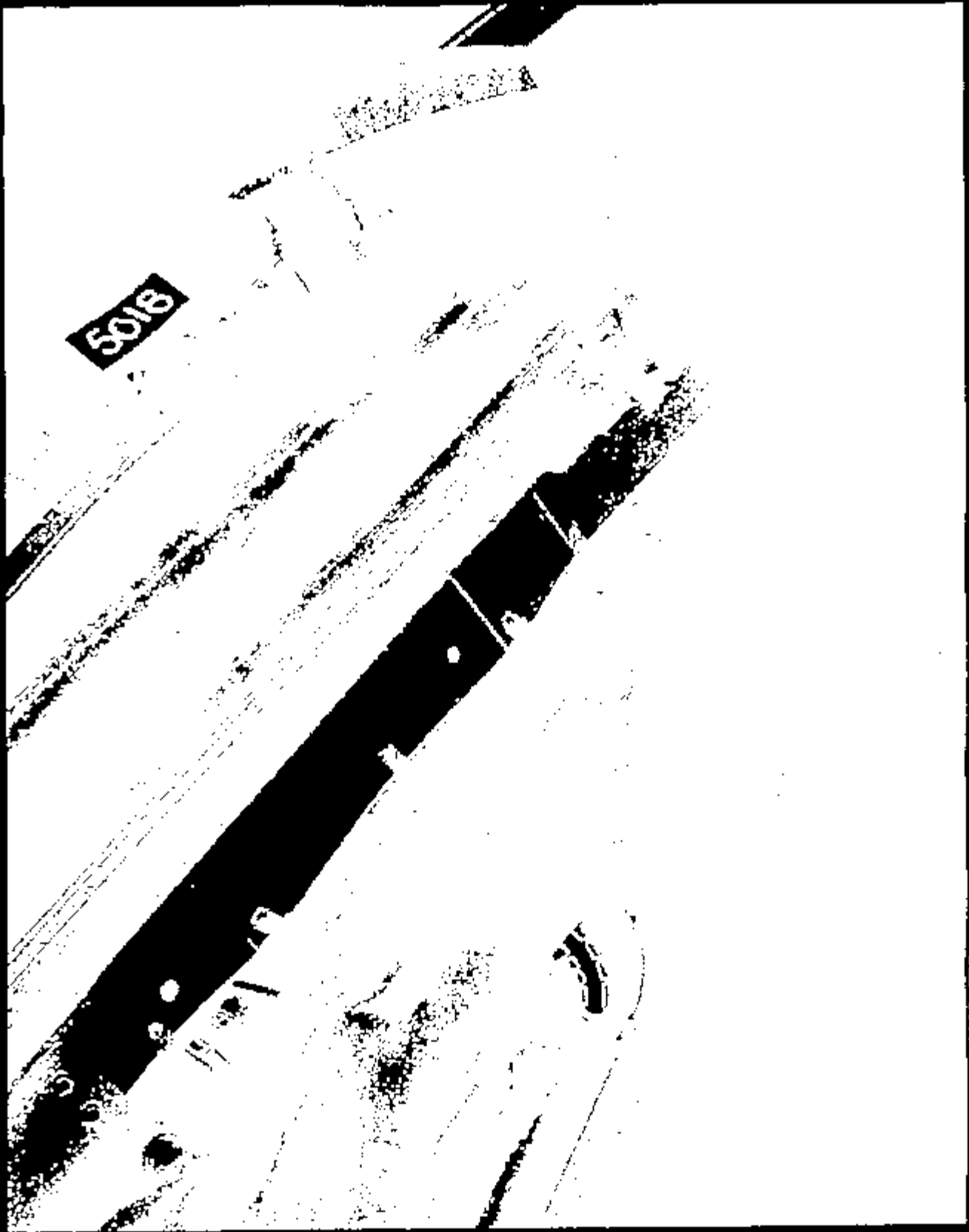


Image: 10939001.JPG

CRTS 0010939



Name: 10939002.JPG

CRTS 0010939

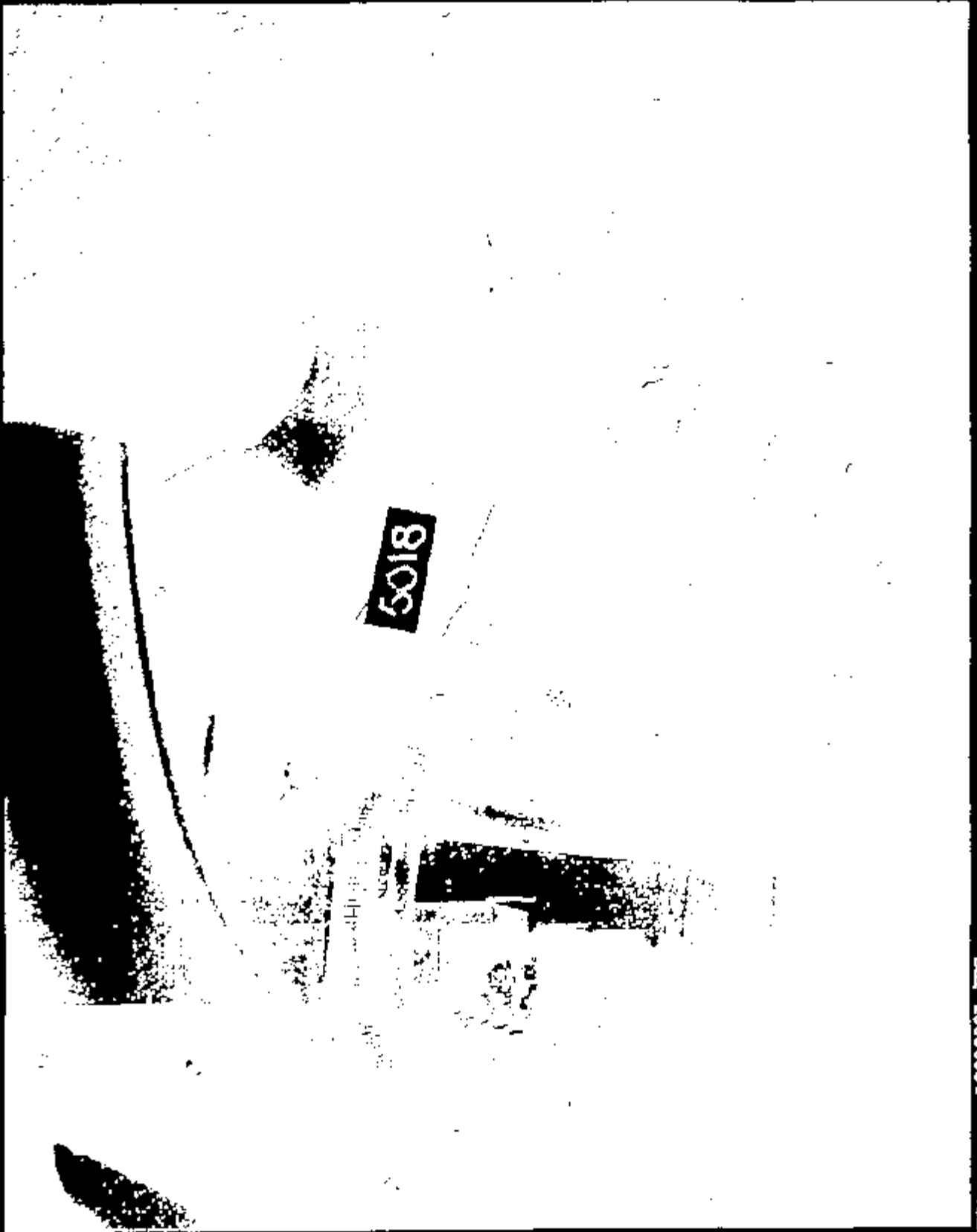
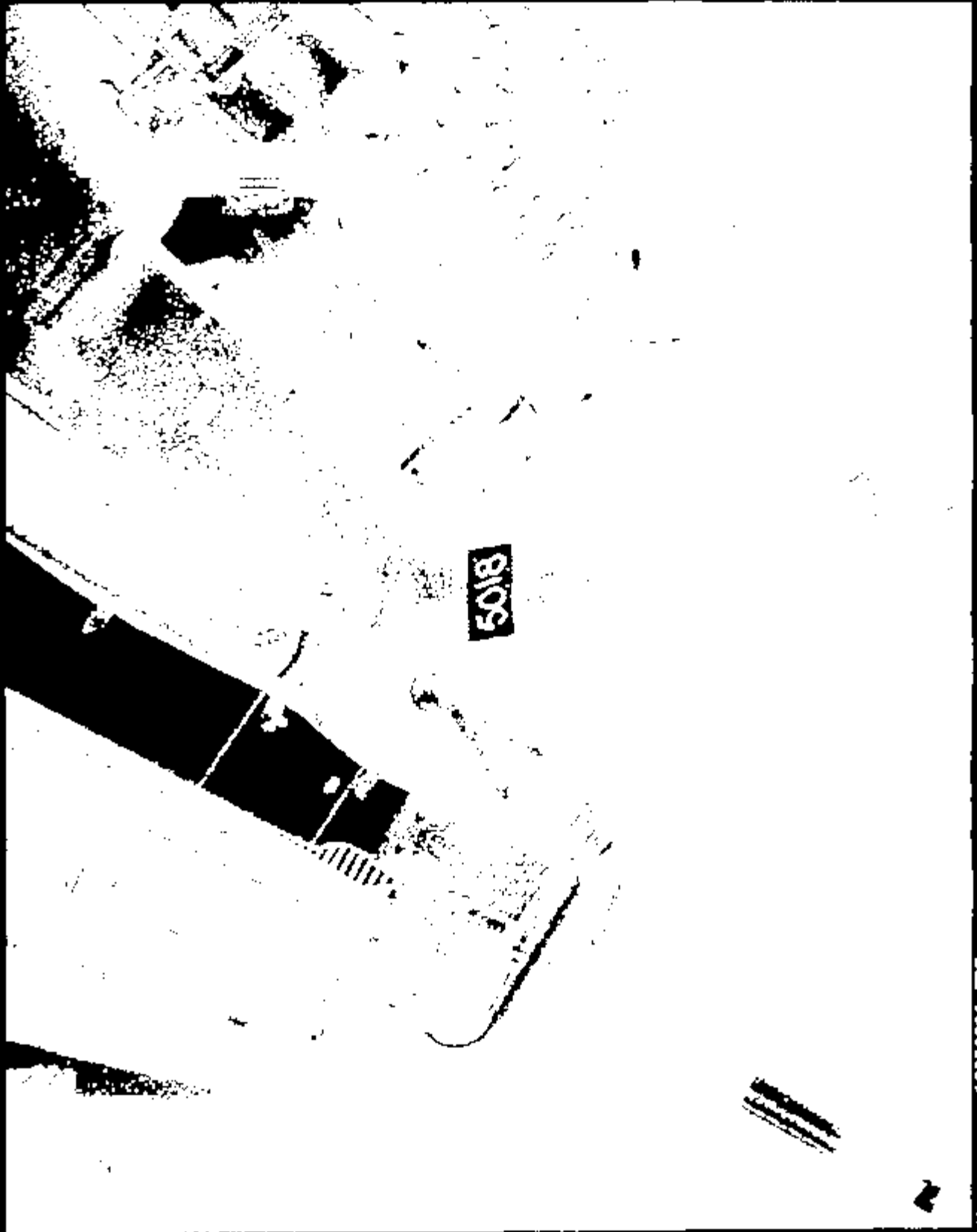


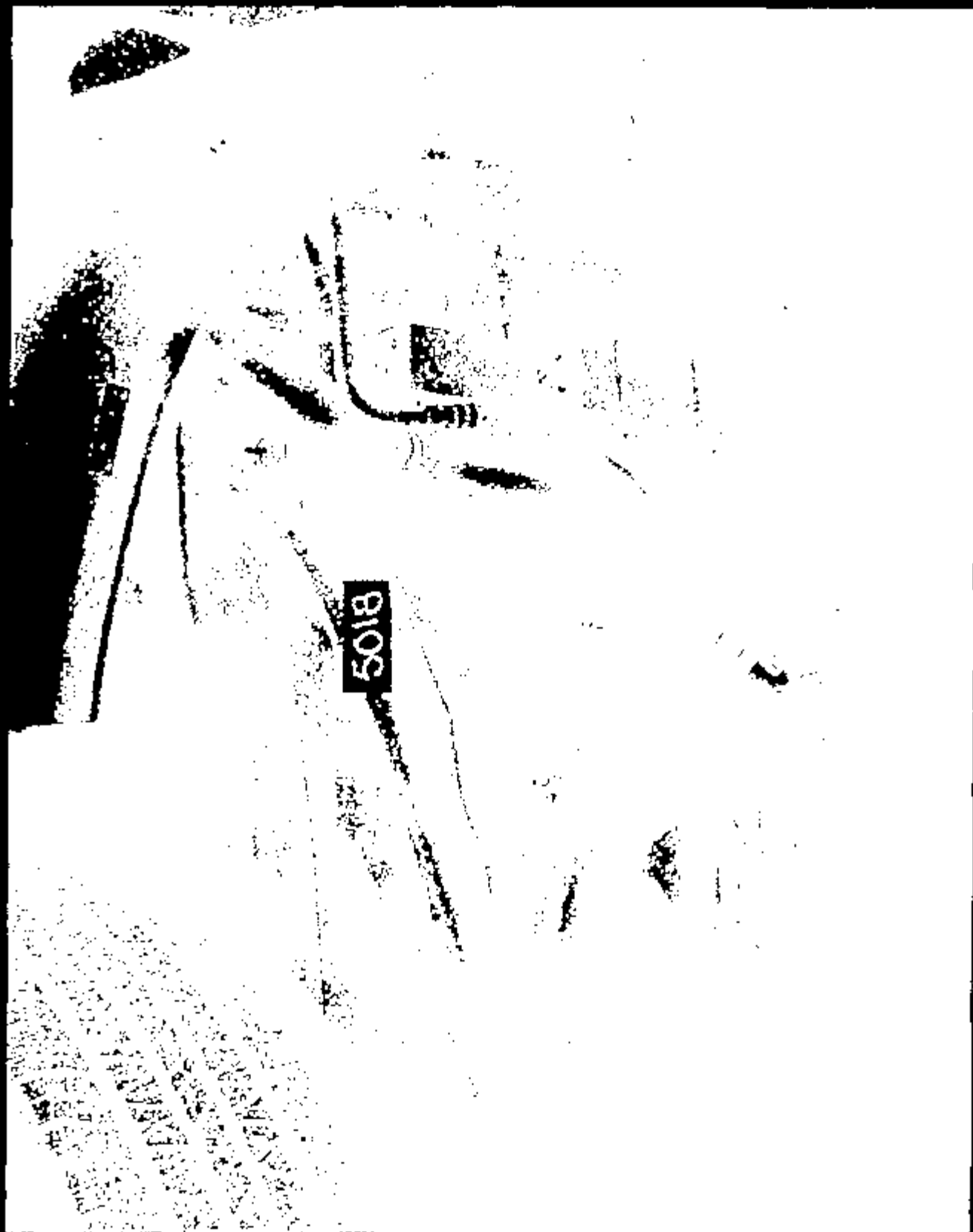
Image: 10939003.JPG

CRTS 0010939



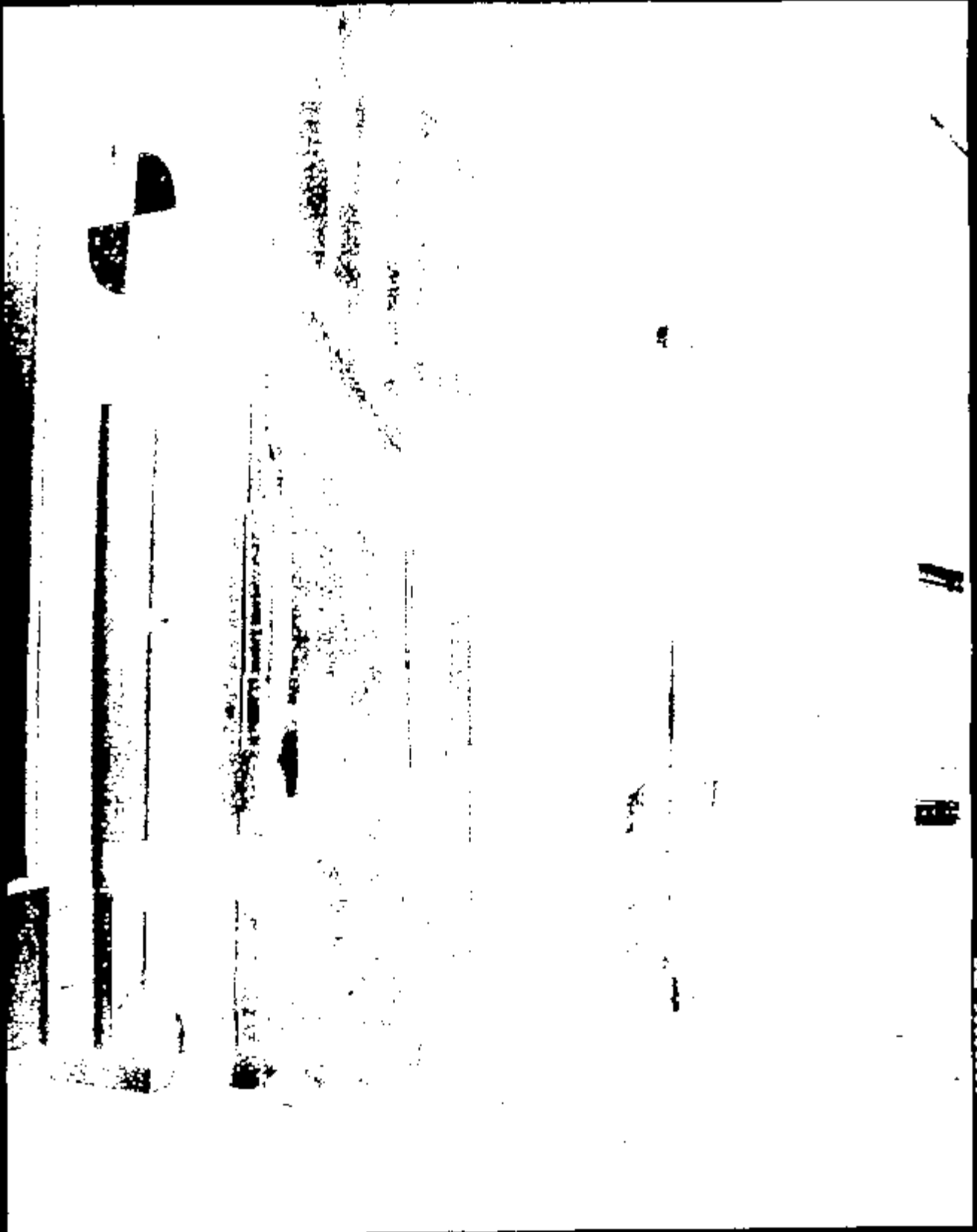
Name: 10935004.JPG

CRTS 0010939



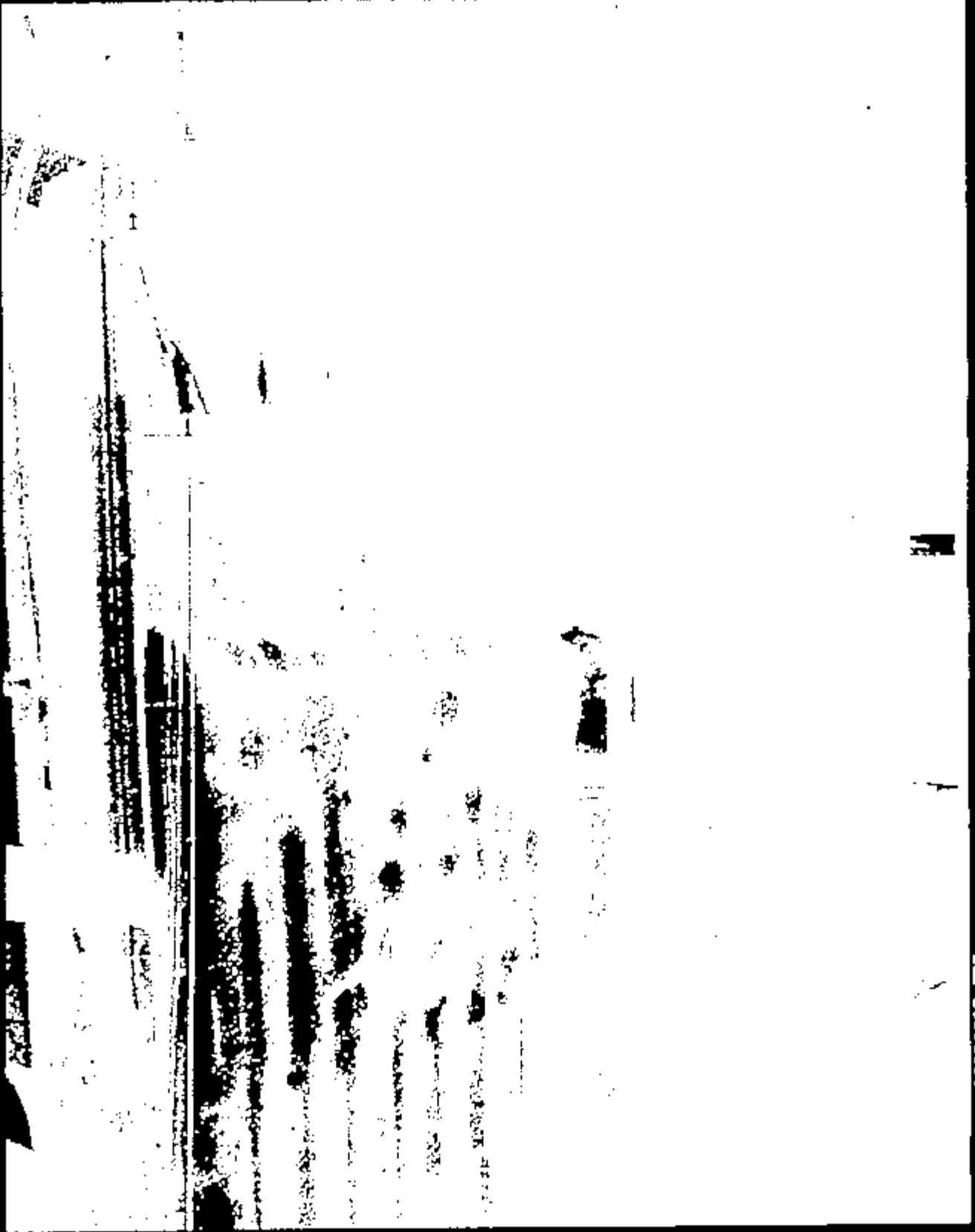
Images : 10939005.JPG

CRTS 0010939



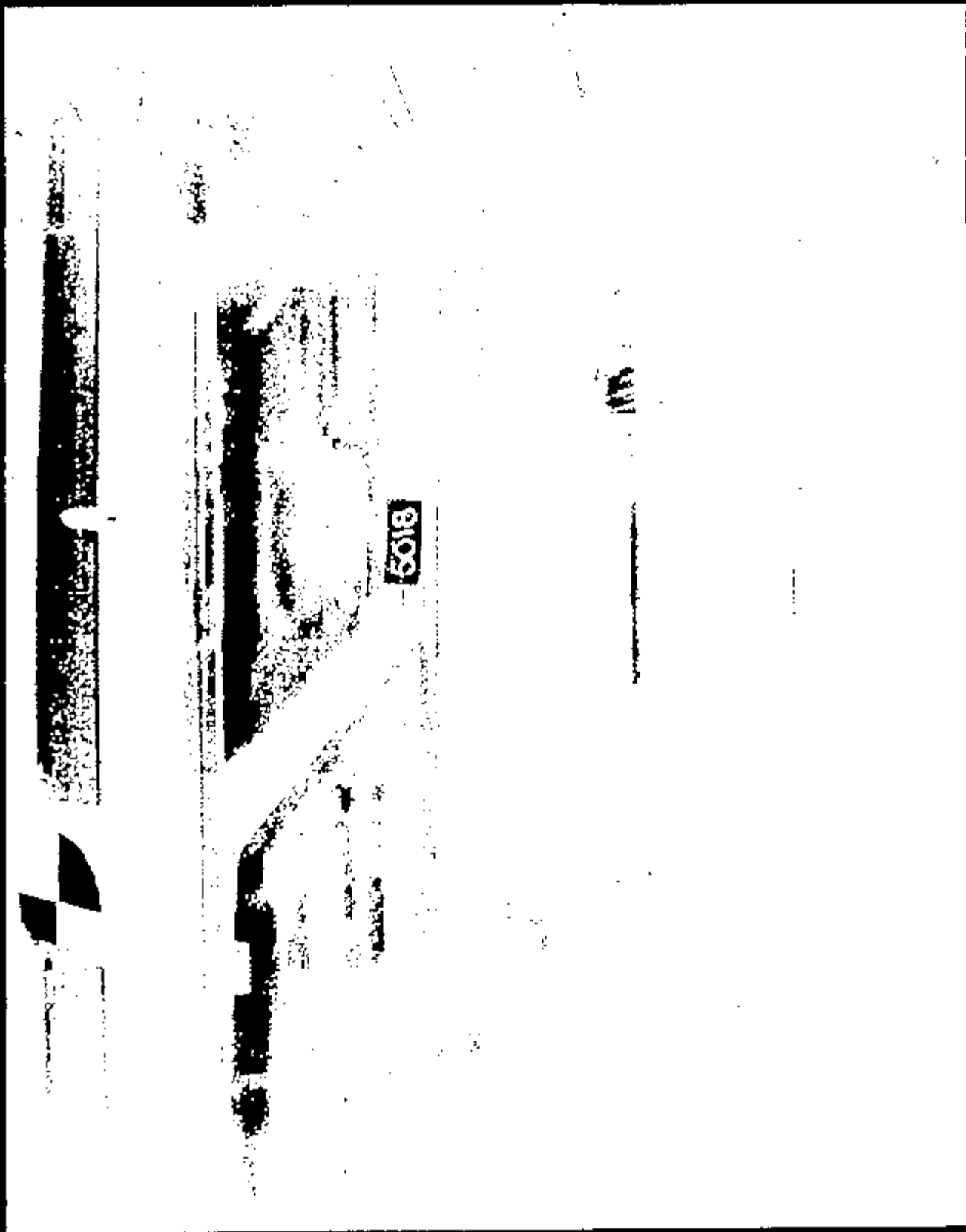
Memo 1 10939006.JRG

CRTS 0010939



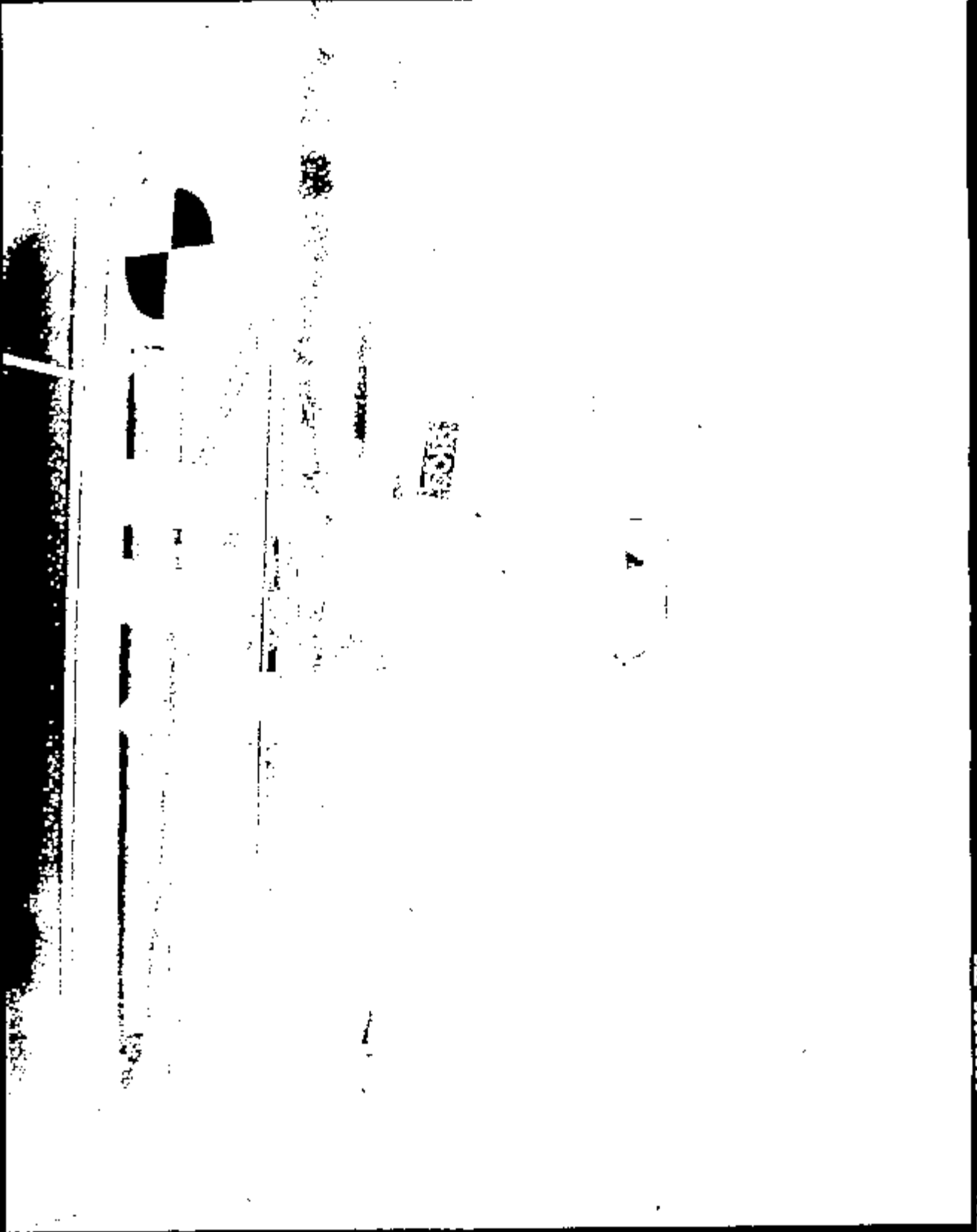
Frame : 10939007.JPG

CRTS 0010939



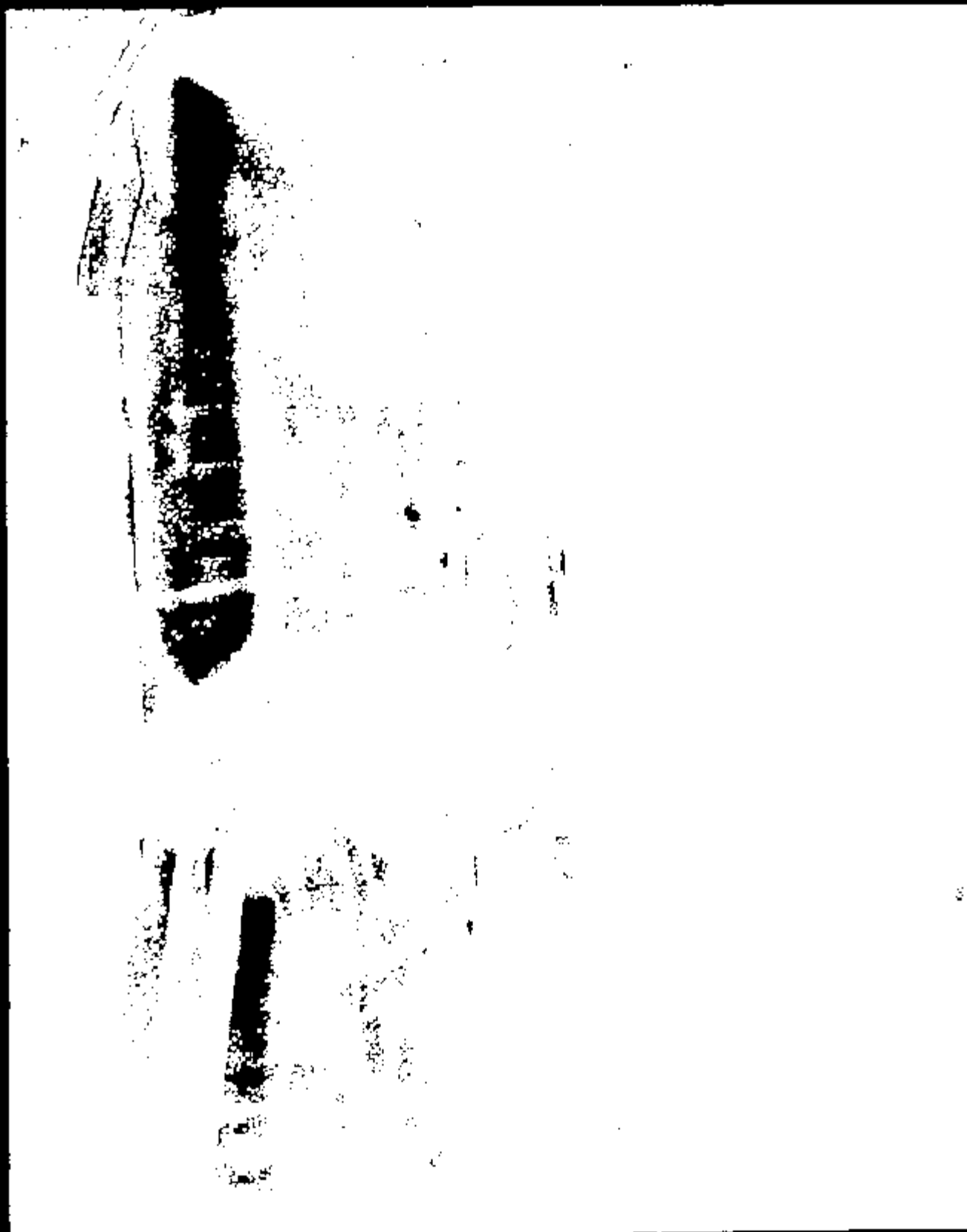
Name : 1093.9008.JPG

CRTS 0010939



Form 1 10939009 .JPG

CRTS 0010939



10919010.JPG

Name:

CRTS 0010939



Name: 10339011.JPG

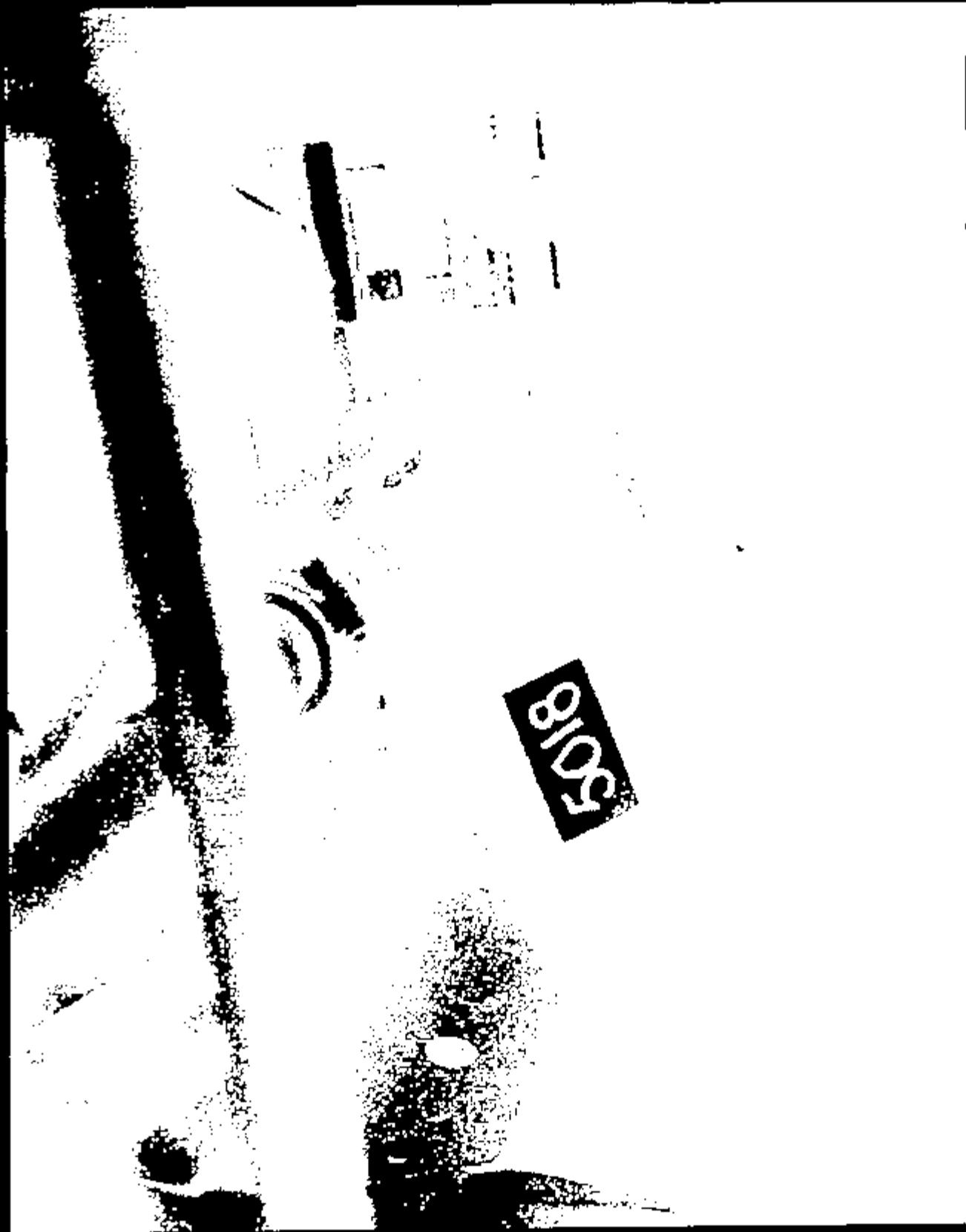
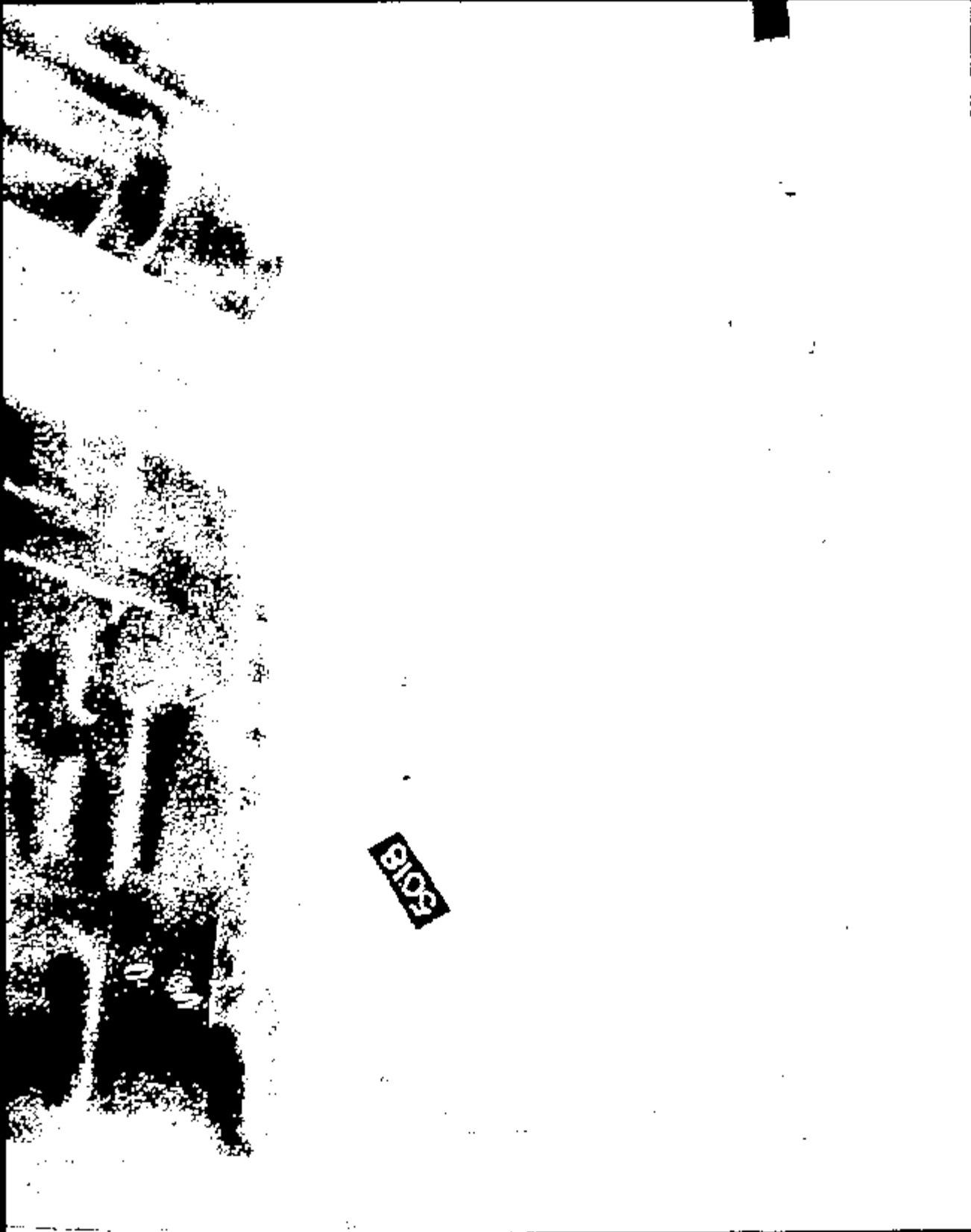


Image: 10939012.JPG

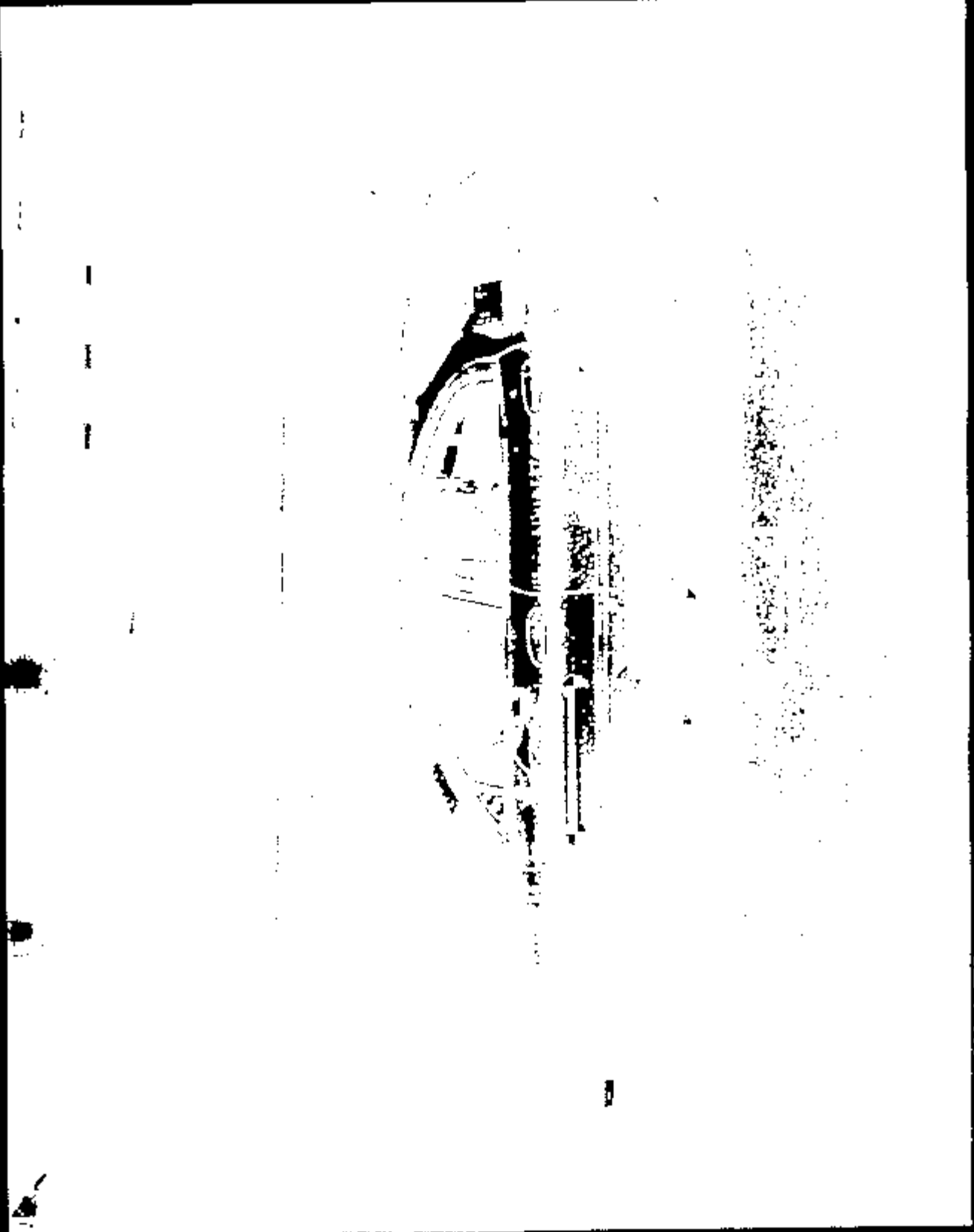
CRTS 0010939



3018

PHO-3106507

Page 1



Name: 10939014.JPG

CRTS 0010939

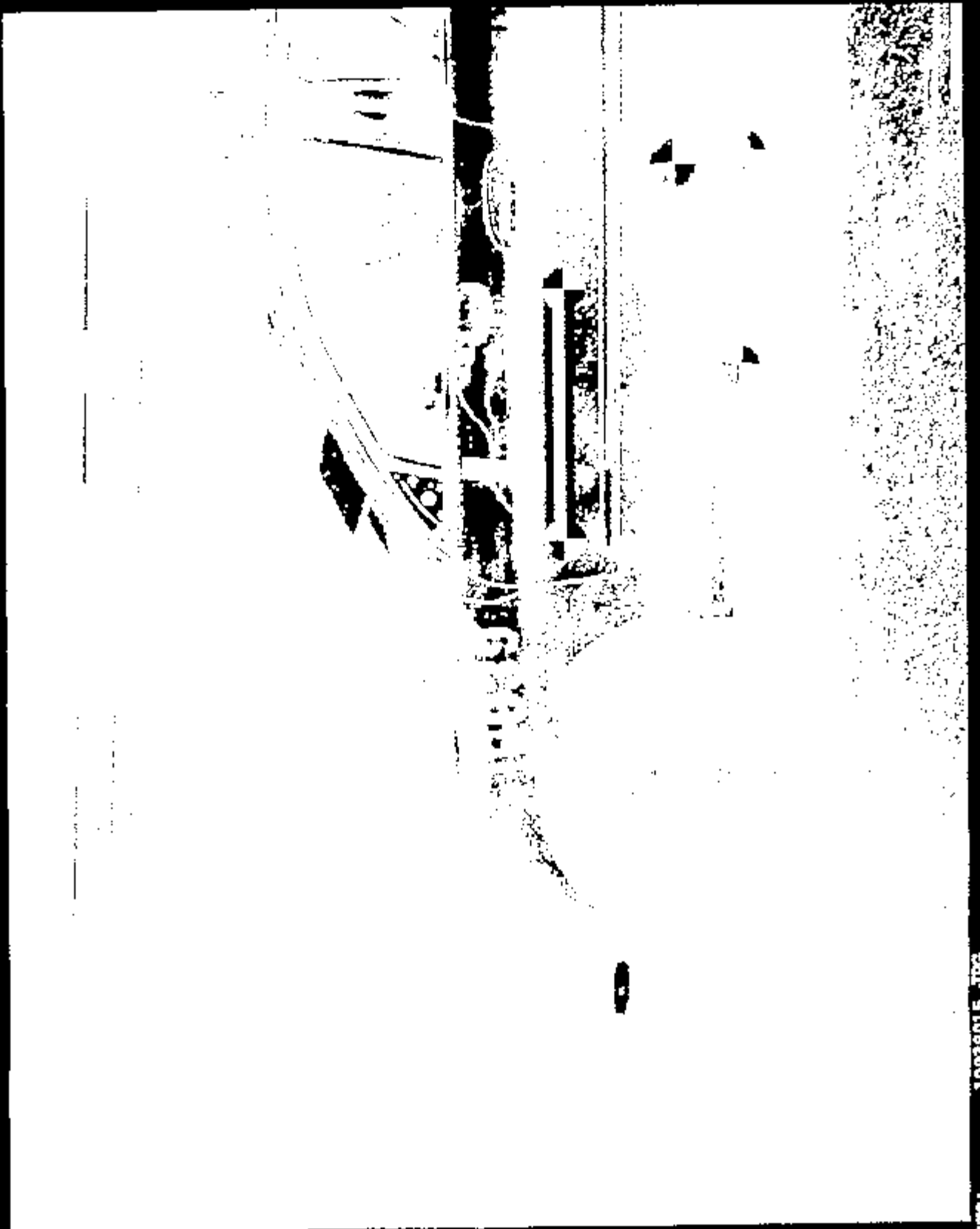
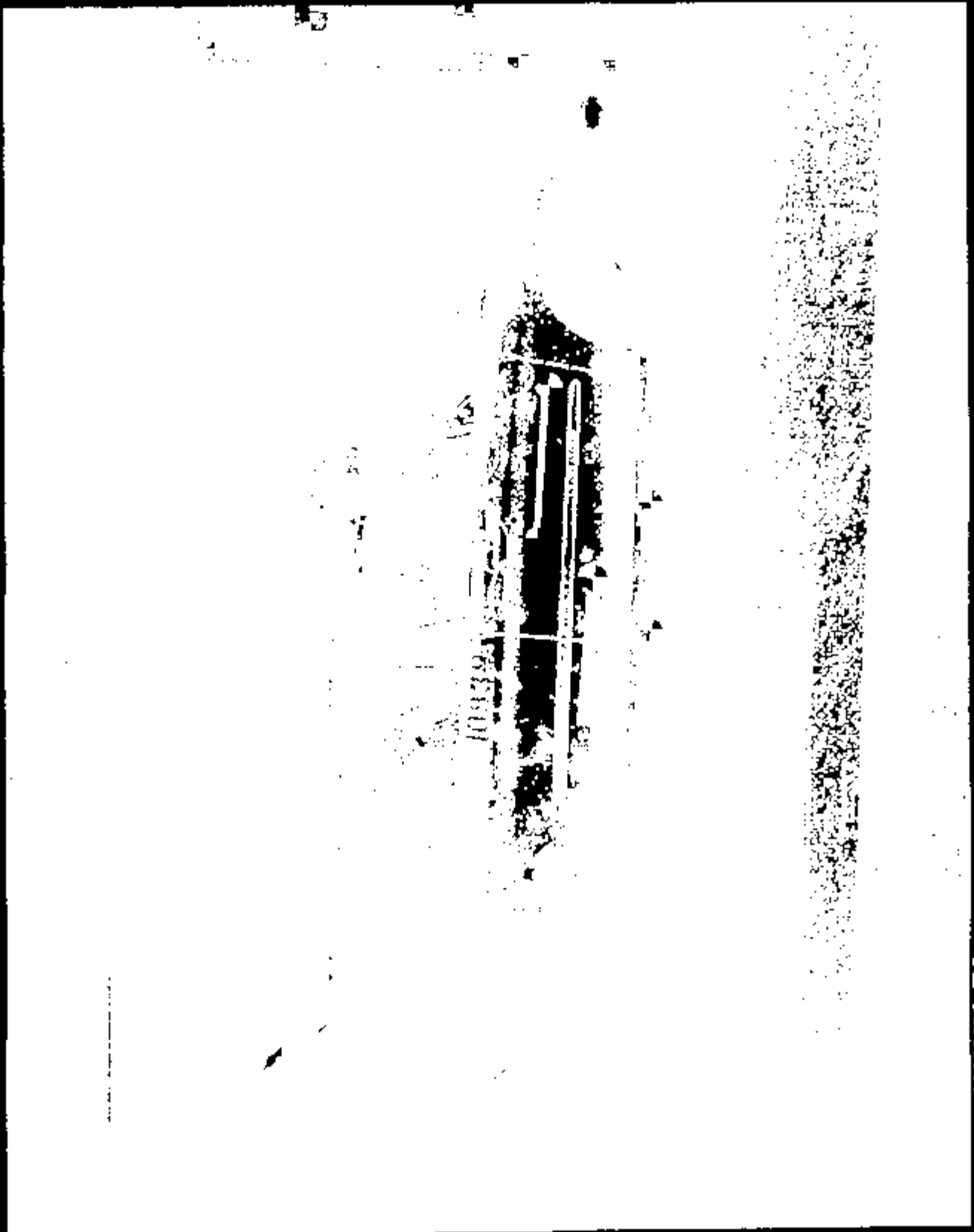


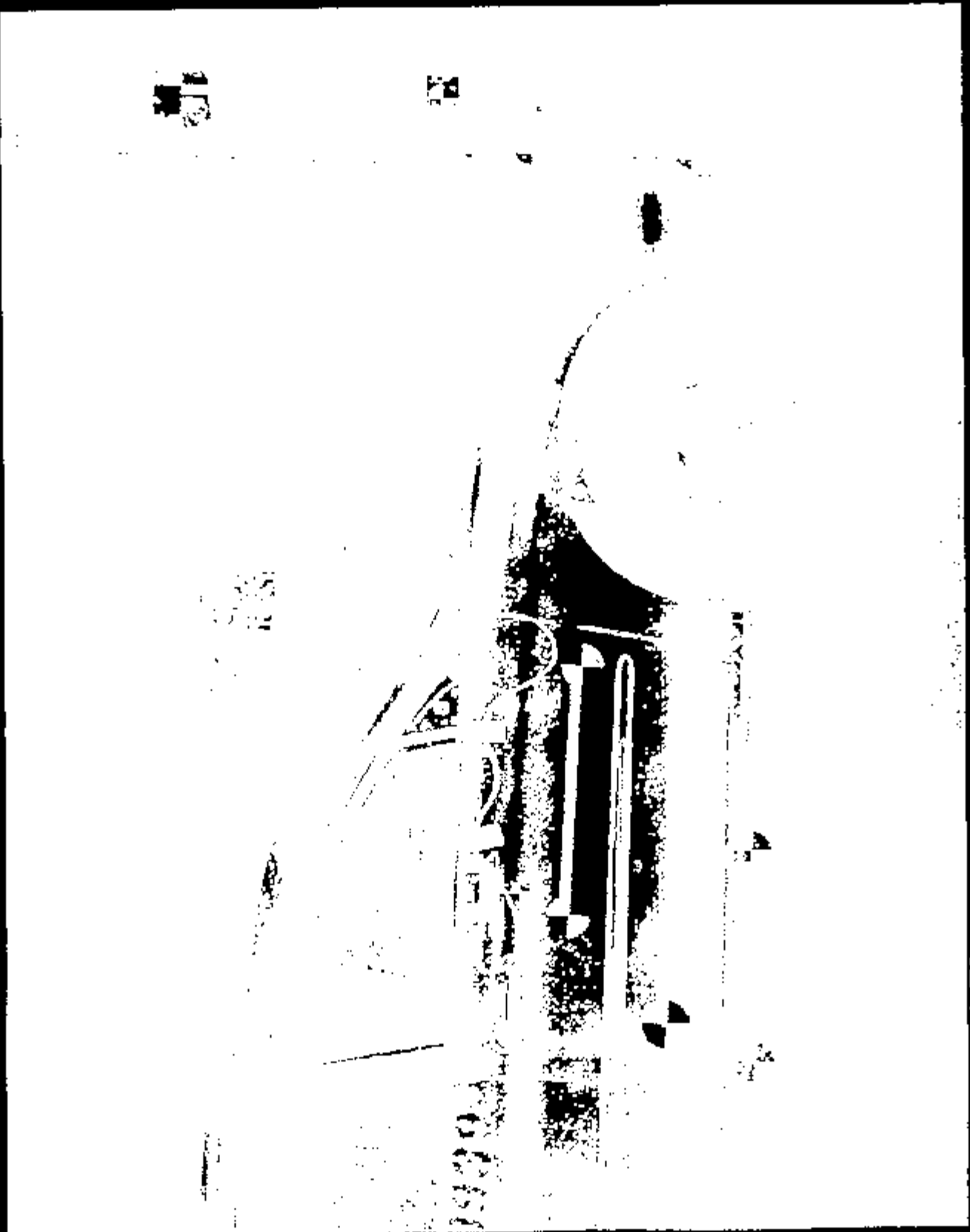
Image: 10939015.JPG

CRTS 0010939



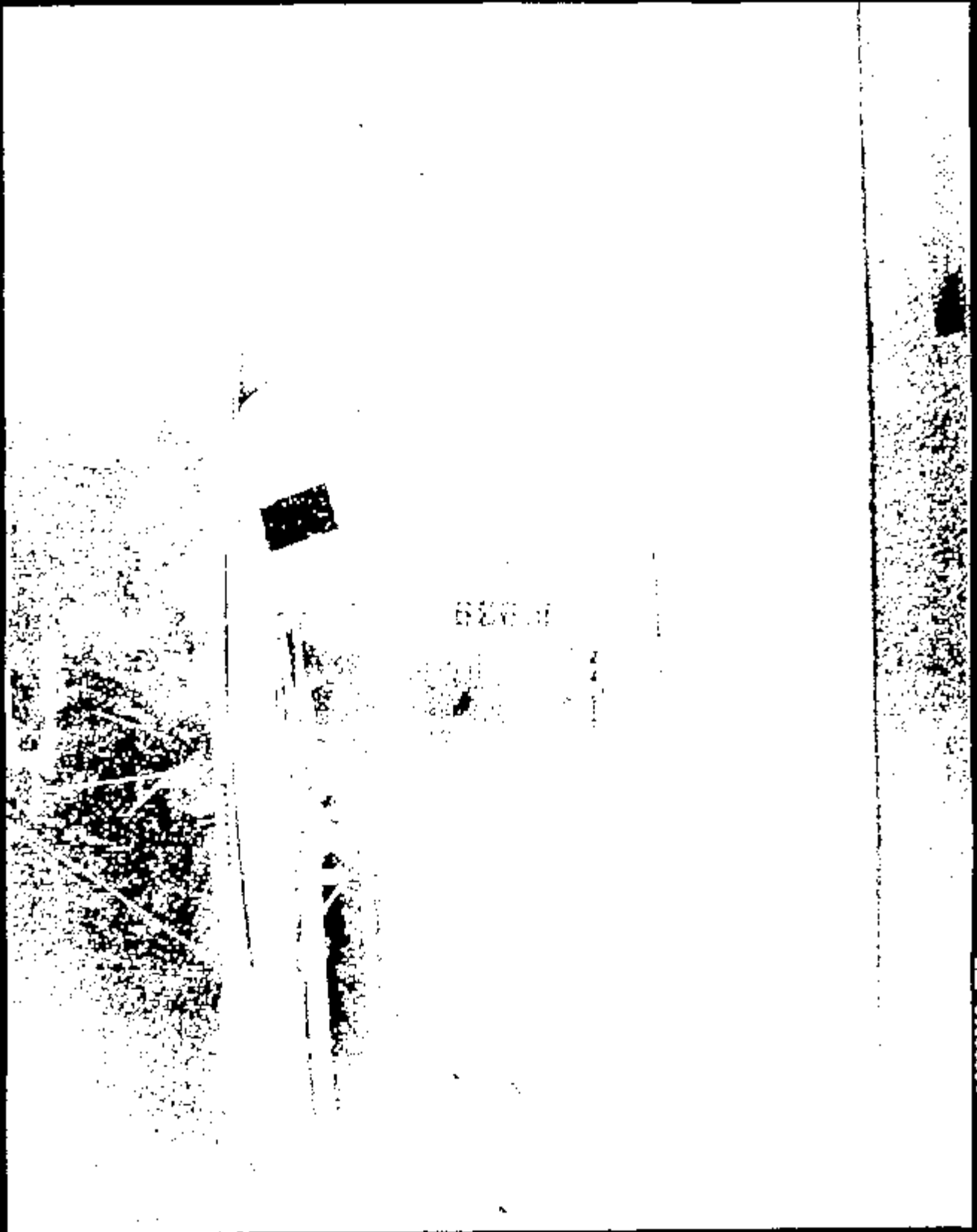
Name: 10939016.JPG

CRTS 0010939



Name: 10939017.JPG

CRTS 0010939



NAME: 10519016.JPG

CRTS 0010939

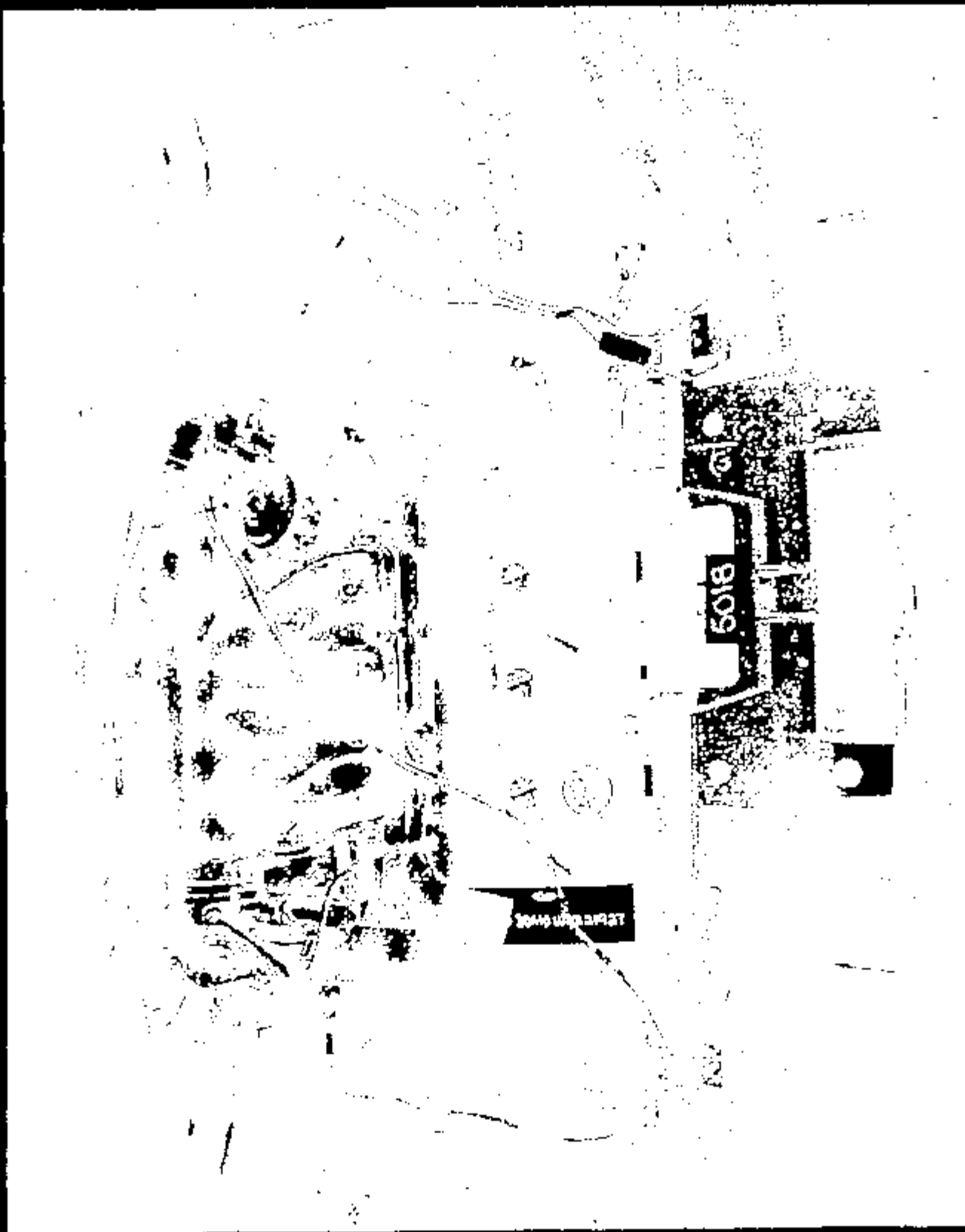


Image: 10939019.JPG

CRTS 0010939

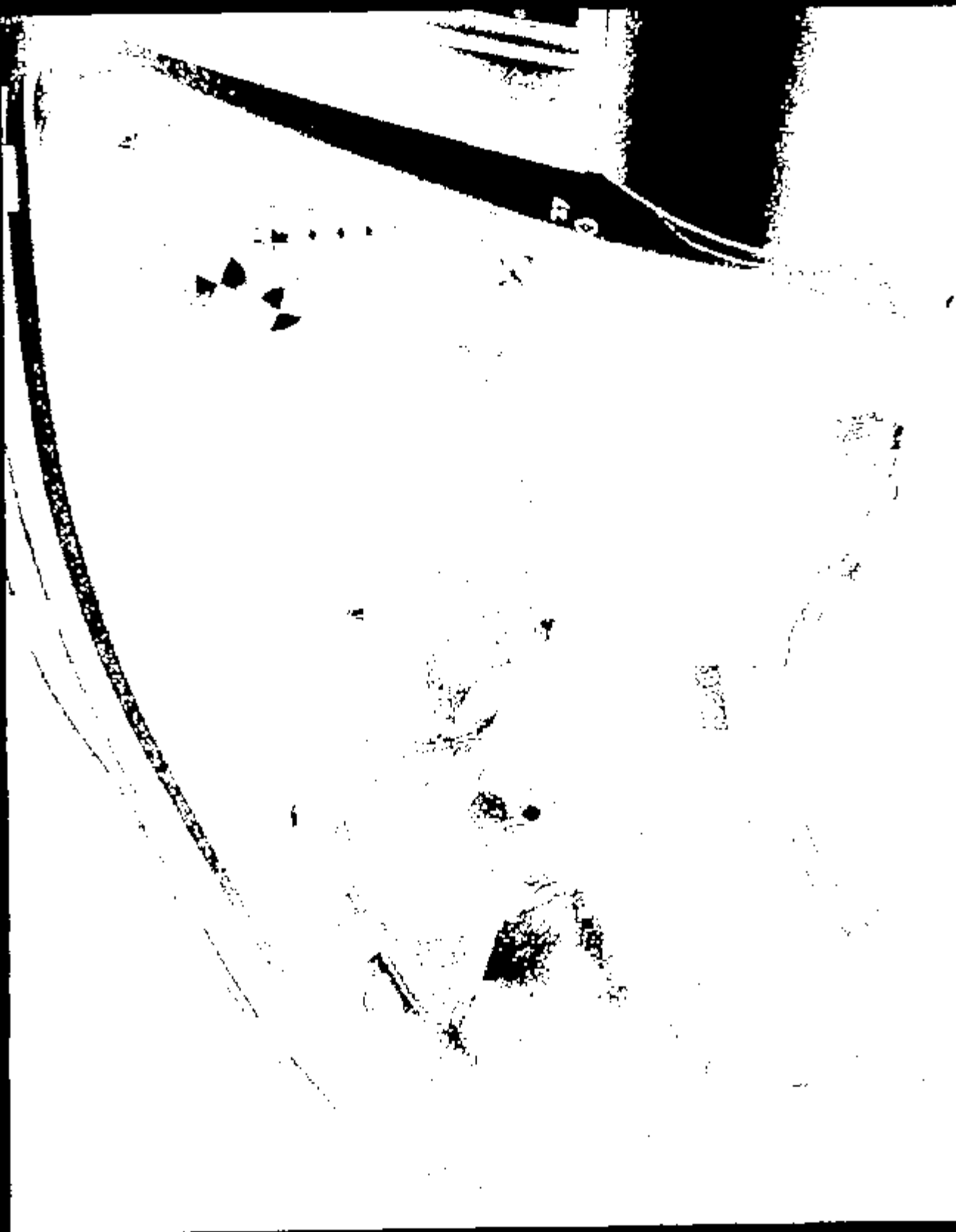


Name: 1.0539020.JPG

CRTS 0010939



Image : 10939021.JPG



10939022.JPG

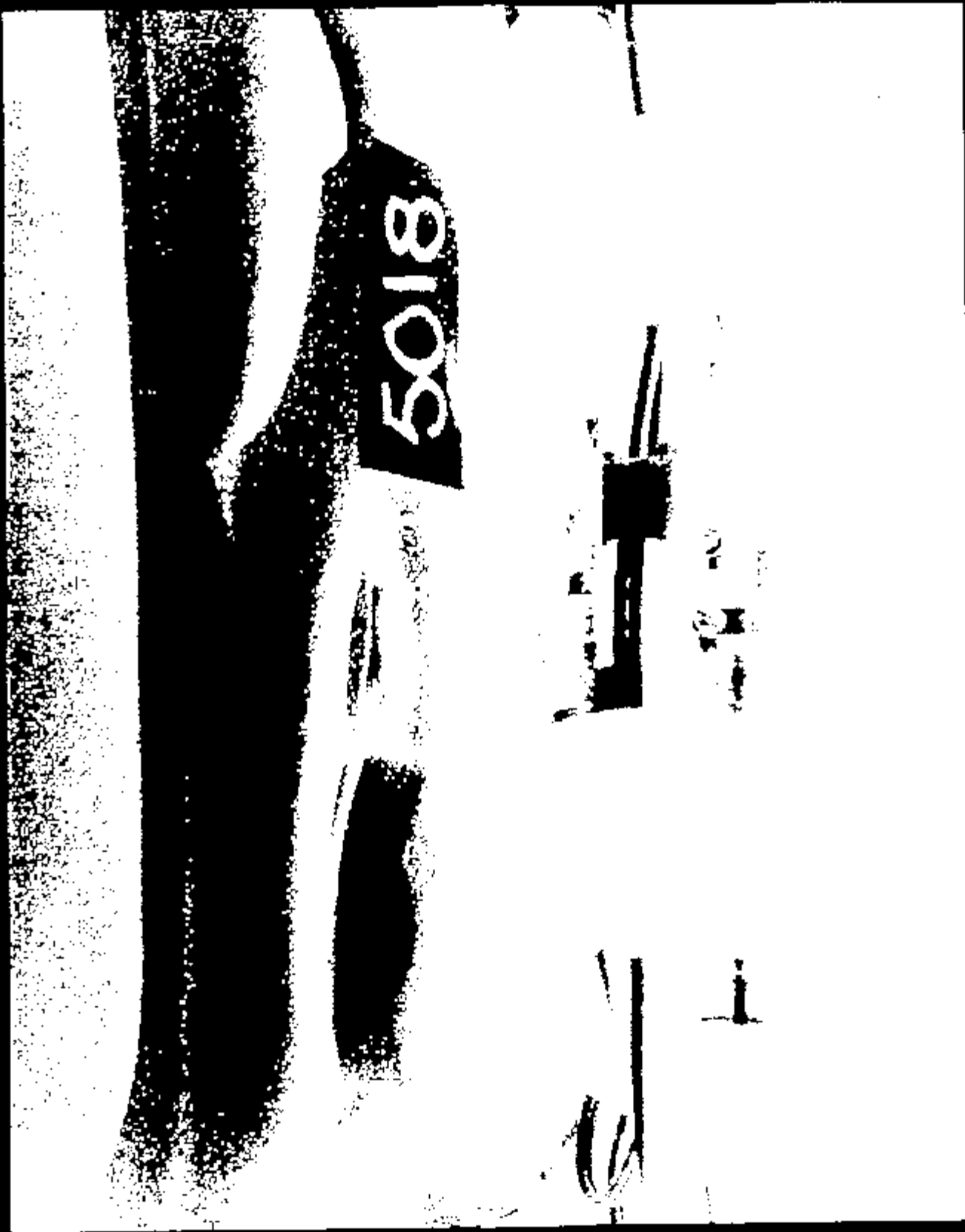
CRTS 0010939



5018

MANA I 10939023.JPG

CRTS 0010939



Page 1 10939024.079

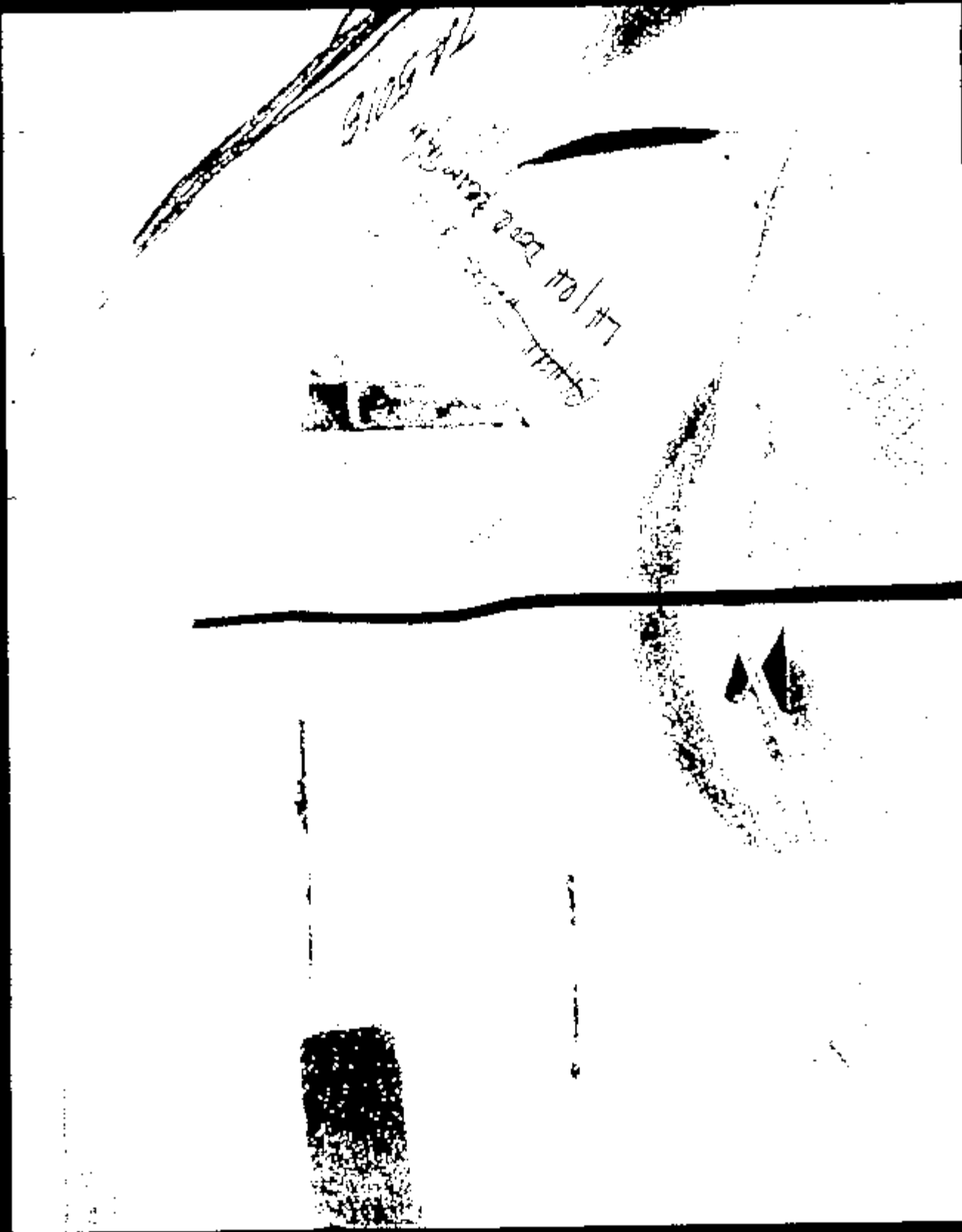
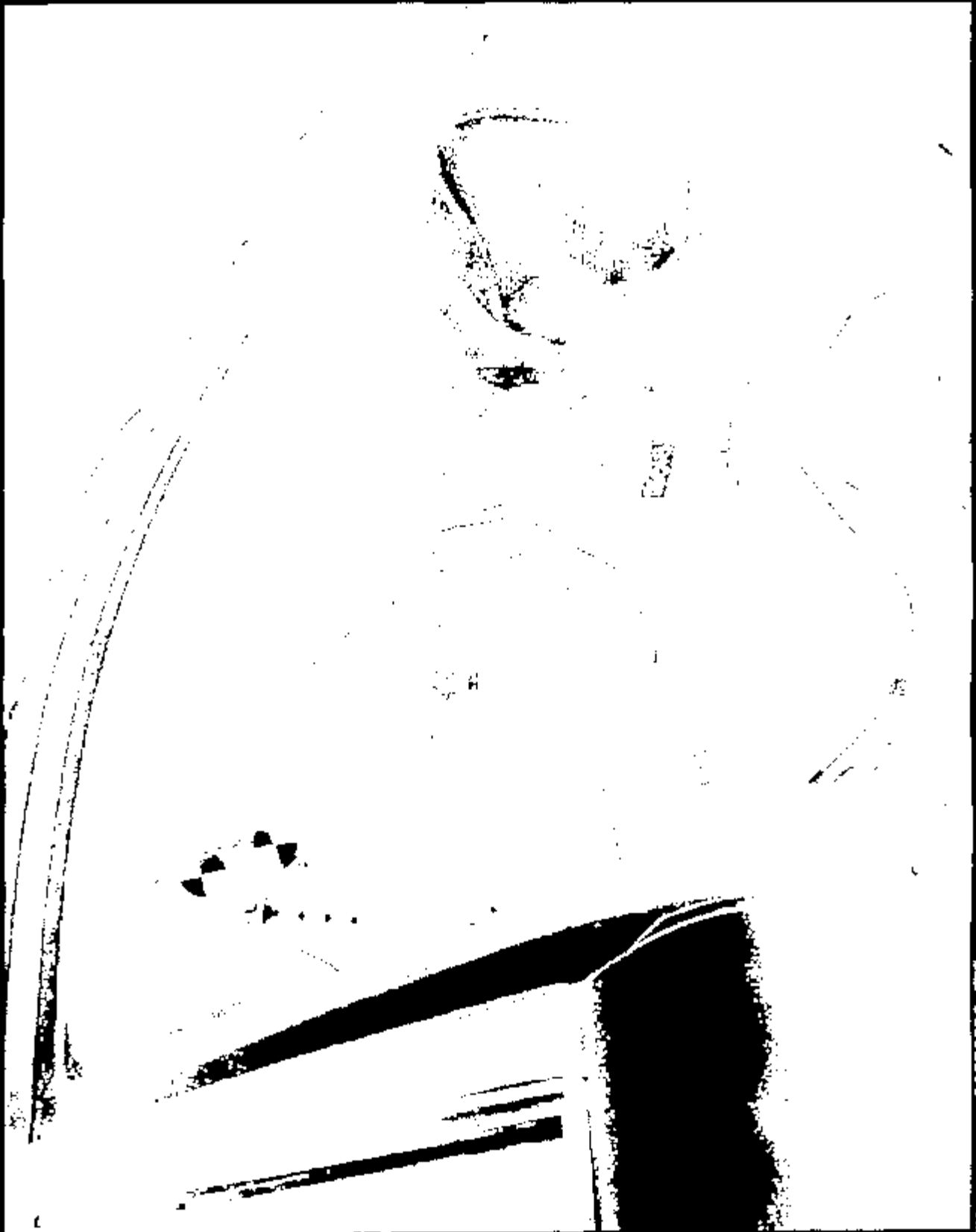


Image 1 10939025.jpg



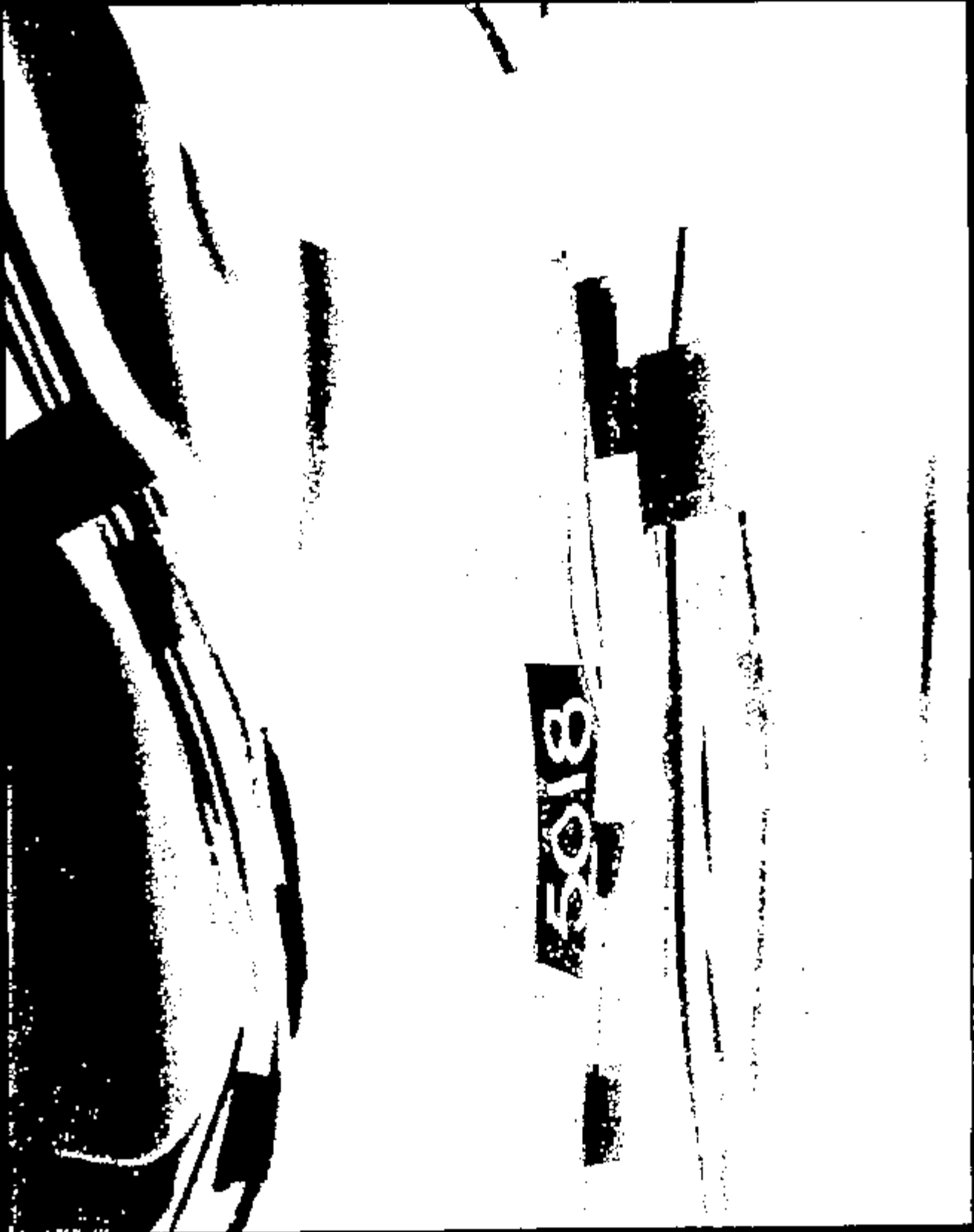
Name: 10939026.JPG

CRTS 0010939



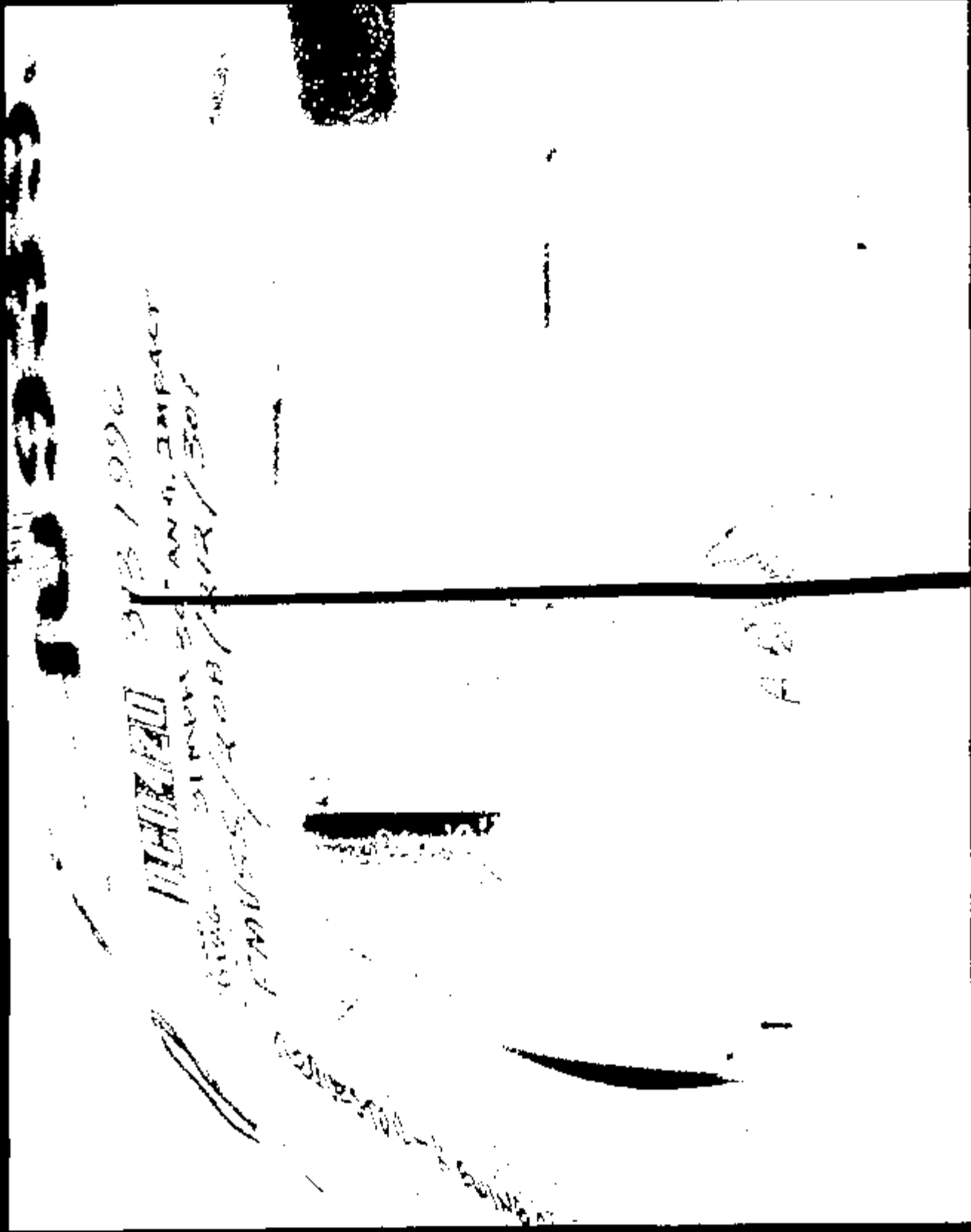
Ksm61 10939027.JPG

CRTS 0010939



Name: 10939028.JPG

CRTS 0010939



Name: 10939029.JPG

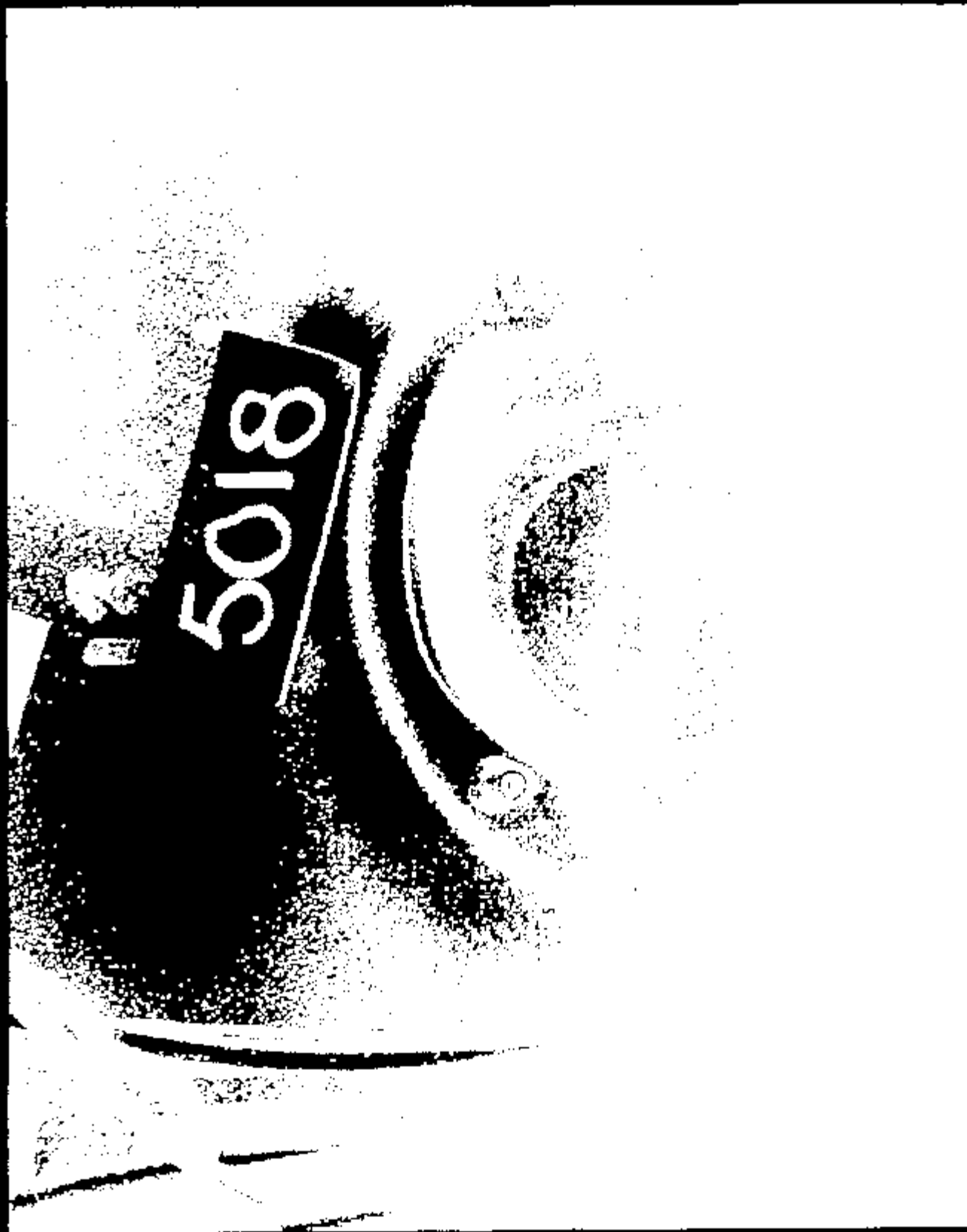
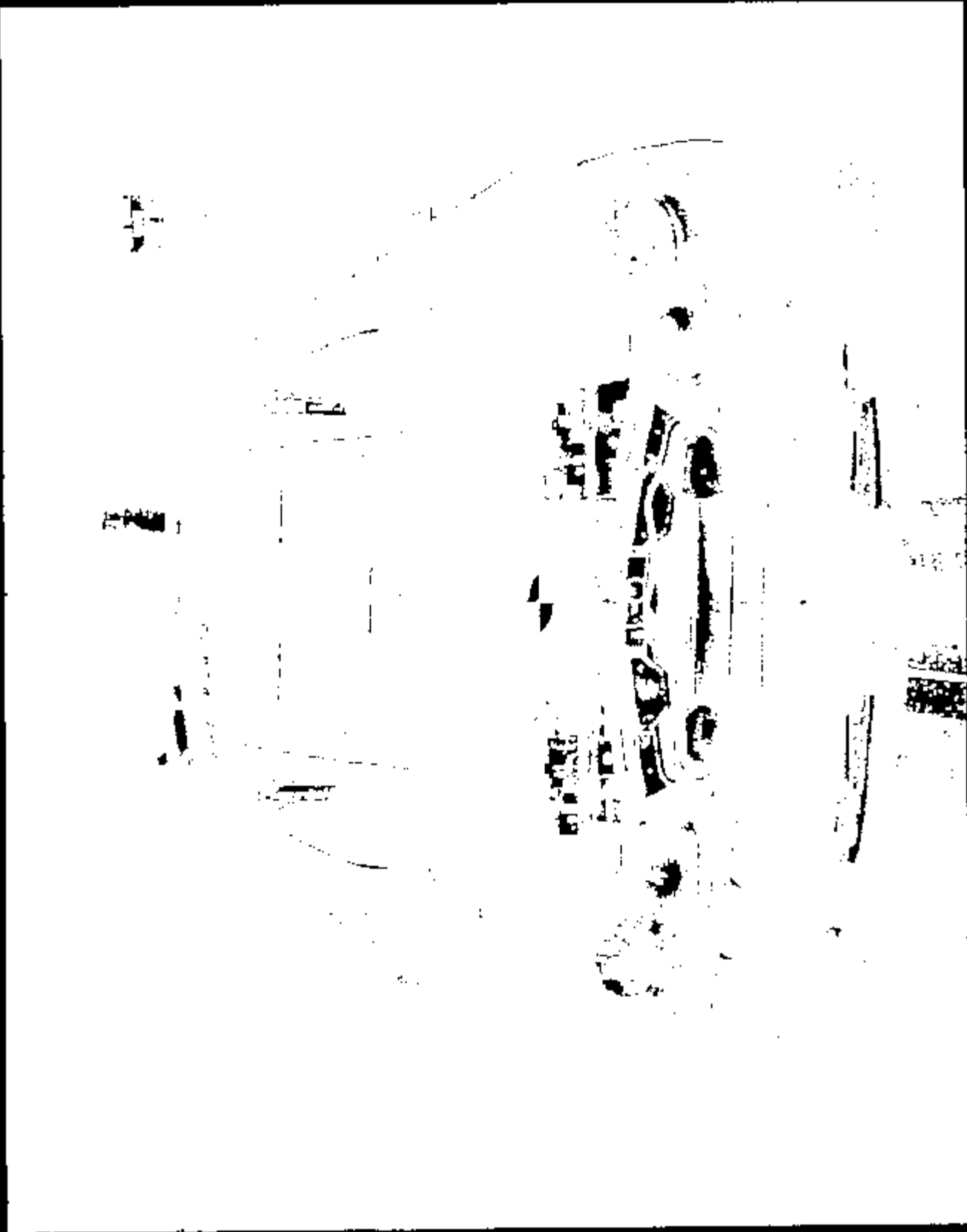


Image 1 10939030.JPG

CRTS 0010939



Name: 10939031.JPG



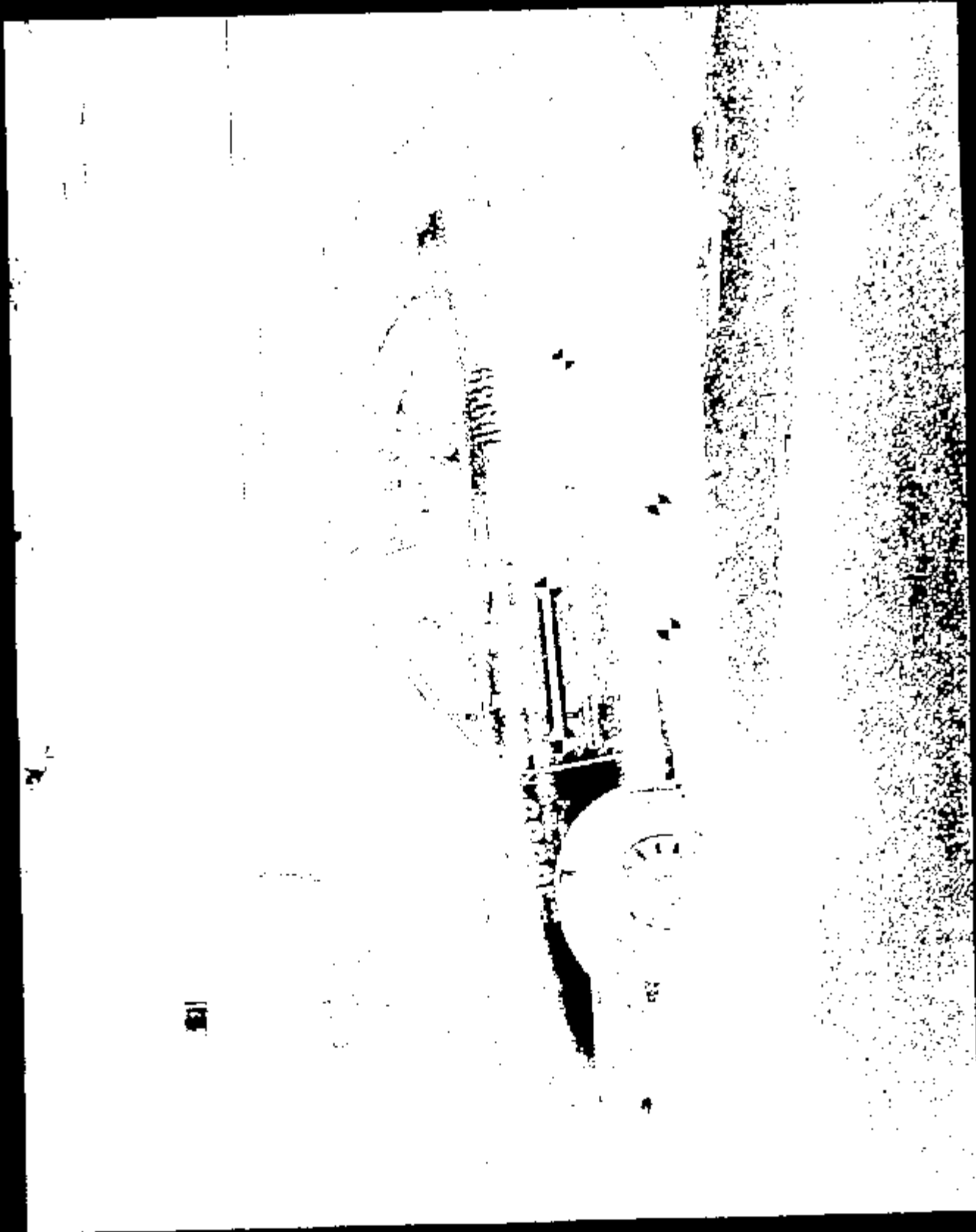
10939032.JPG

Frame 1

10939033.JPG

Image 1

CRTS 0010939

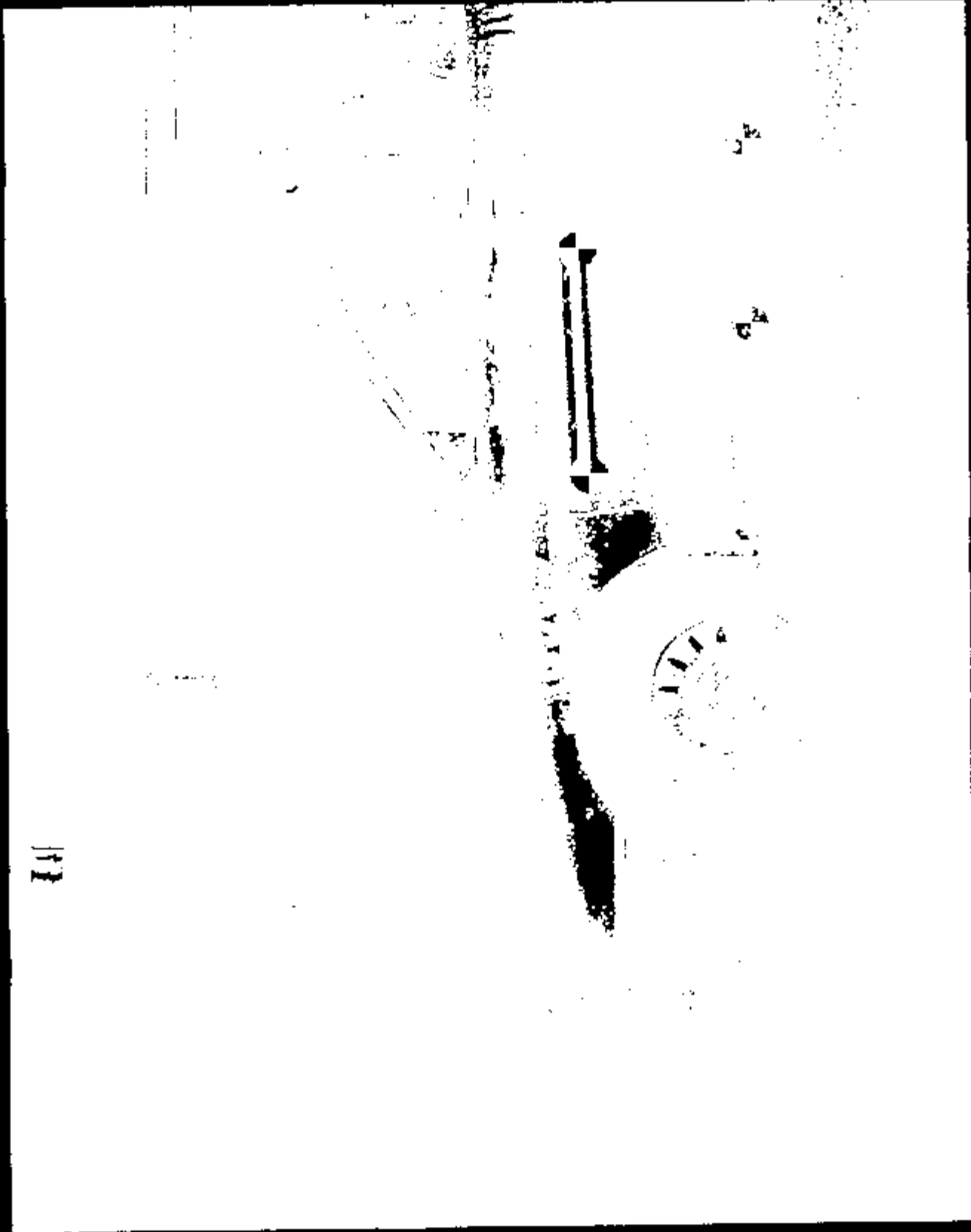


31

10939034.JPG

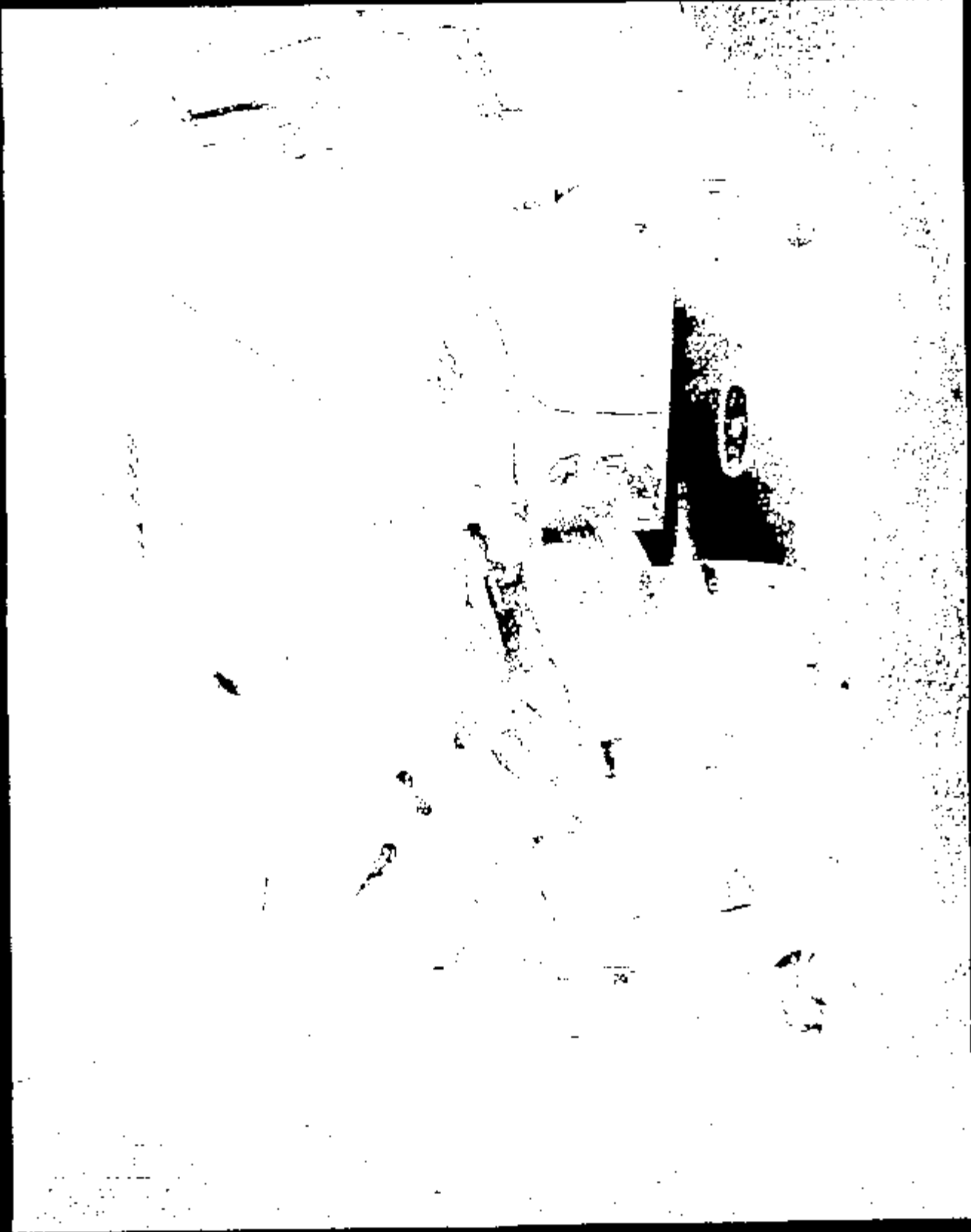
Image 1

CRTS 0010939



112

Name: 10939035.JPG



NAME: 10539028.DBE

NAME:

CRTS 0010939



Image: 10939037.JPG

CRTS 0010939



Memo : 10939038.JPG

CRTS 0010939



Name: 10939039.JPG

CRTS 0010939



10939040.JPG

CRTS 0010939

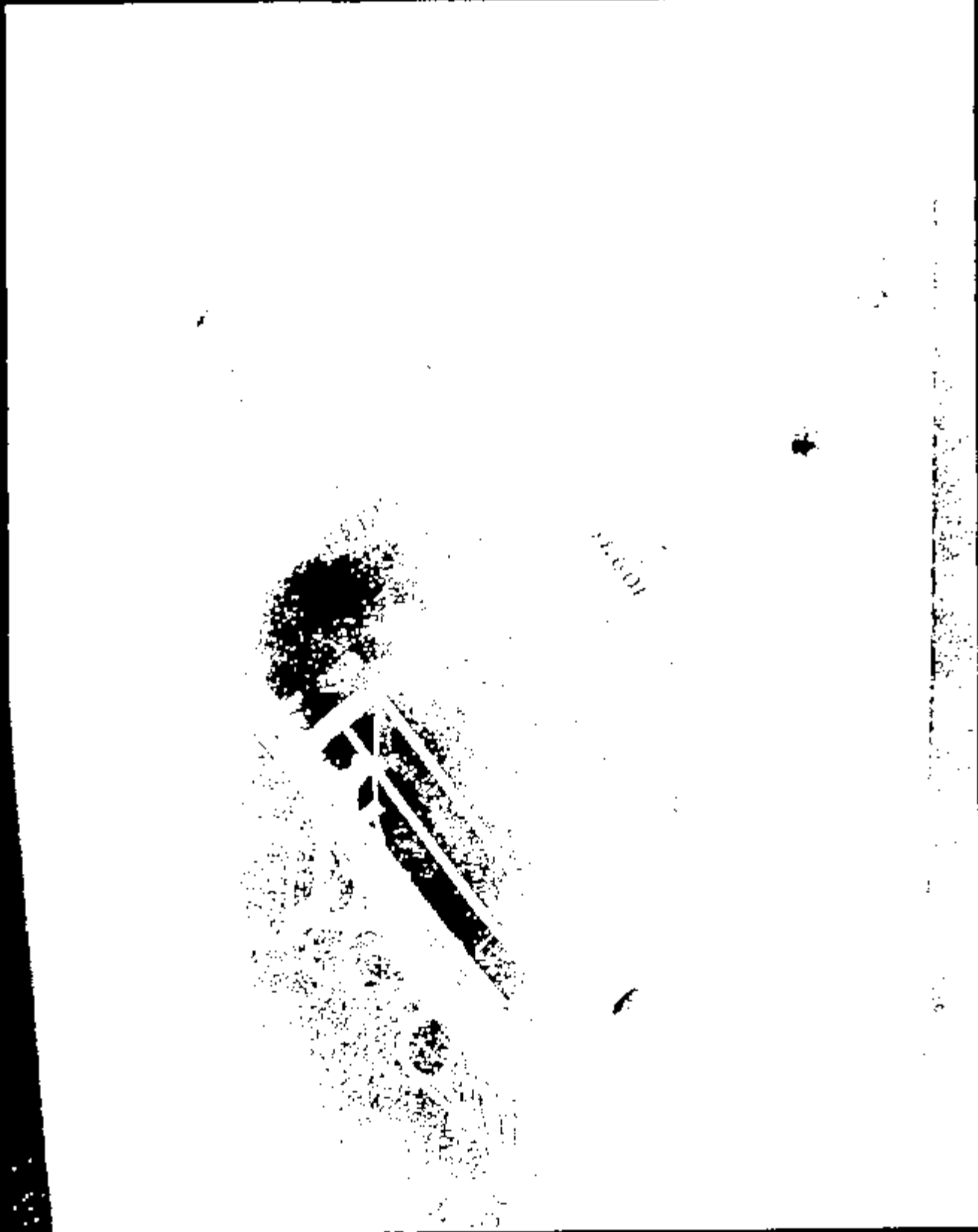


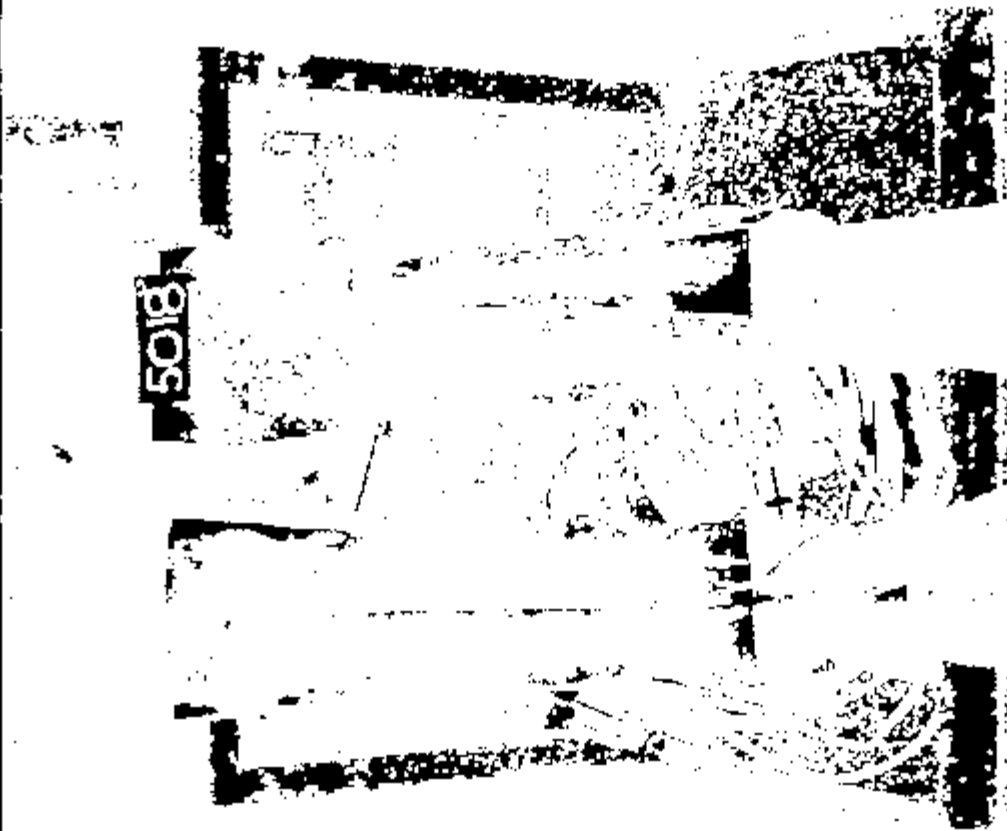
Image: 1D919041.JPG



10939042.JPG

Image 1

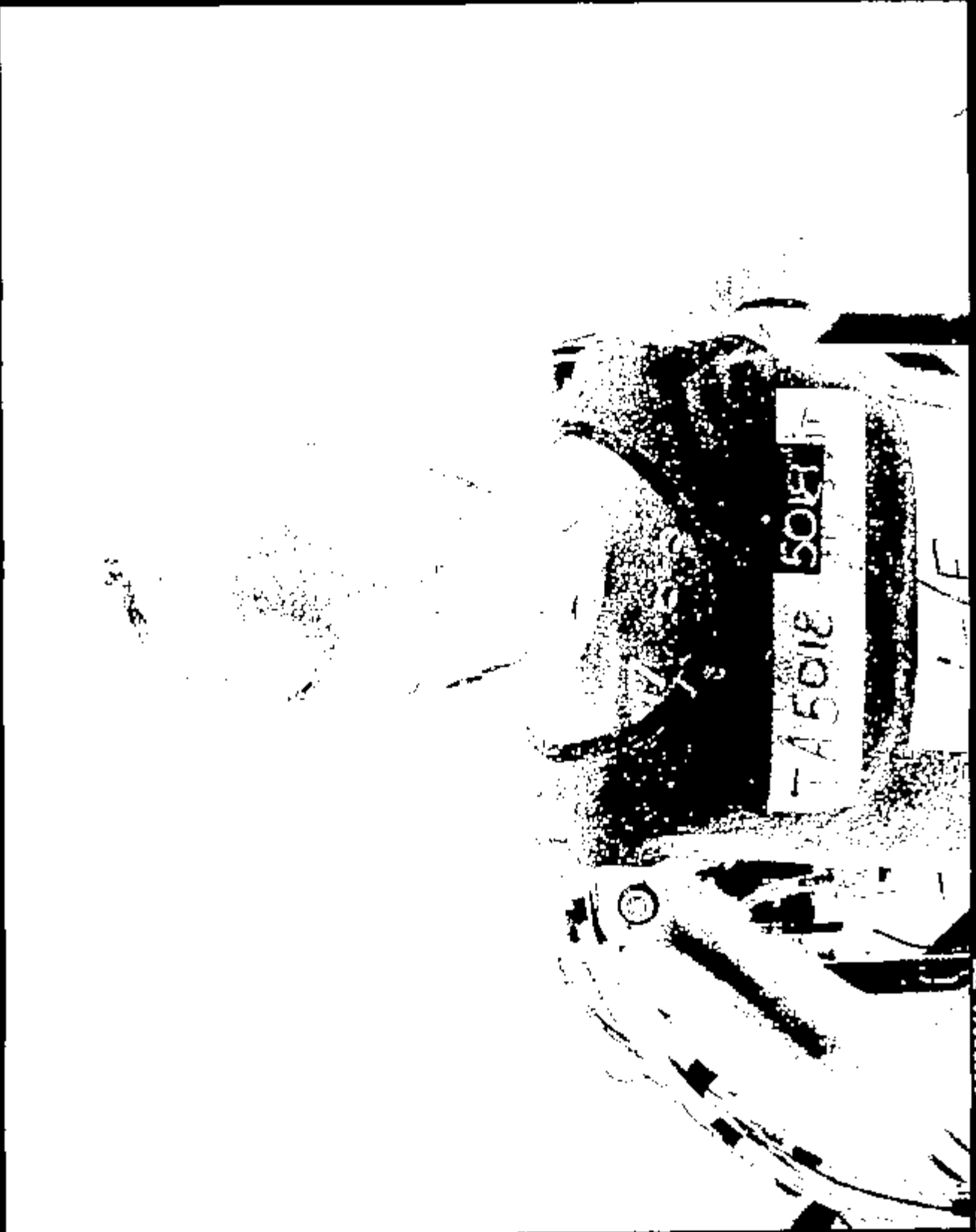
CRTS 0010939



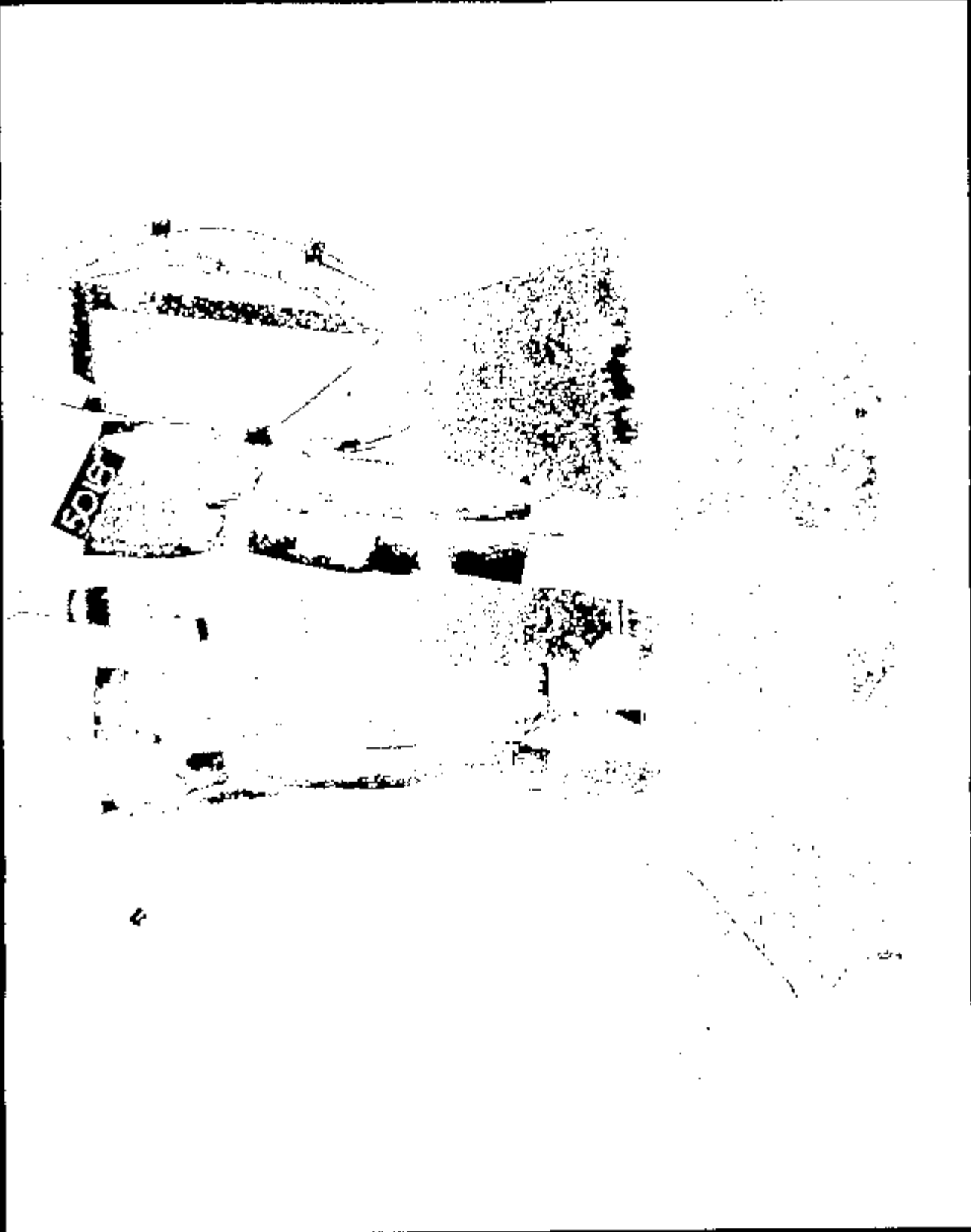
10939043.JPG

Name:

CRTS 0010939

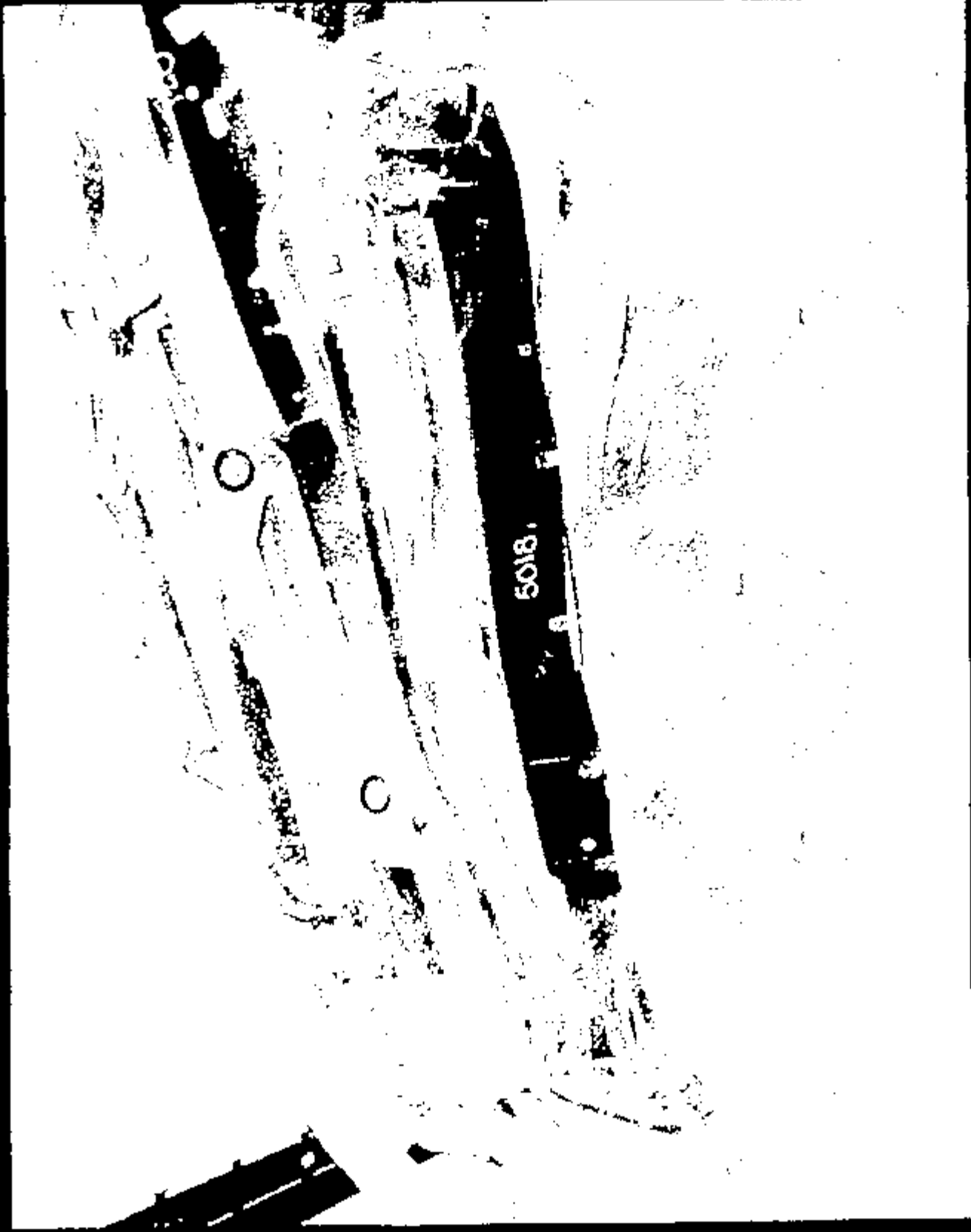


Name: 10939044.JPG



Name: 10939045.JPG

CRTS 0010939



Frame 1 10939046.JPG

CRTS 0010939



Image: 10939047.tif

CRTS 0010939



10939048.JPG

Name:

CRTS 0010939



Name: 10939049.JPG

CRTS 0010939



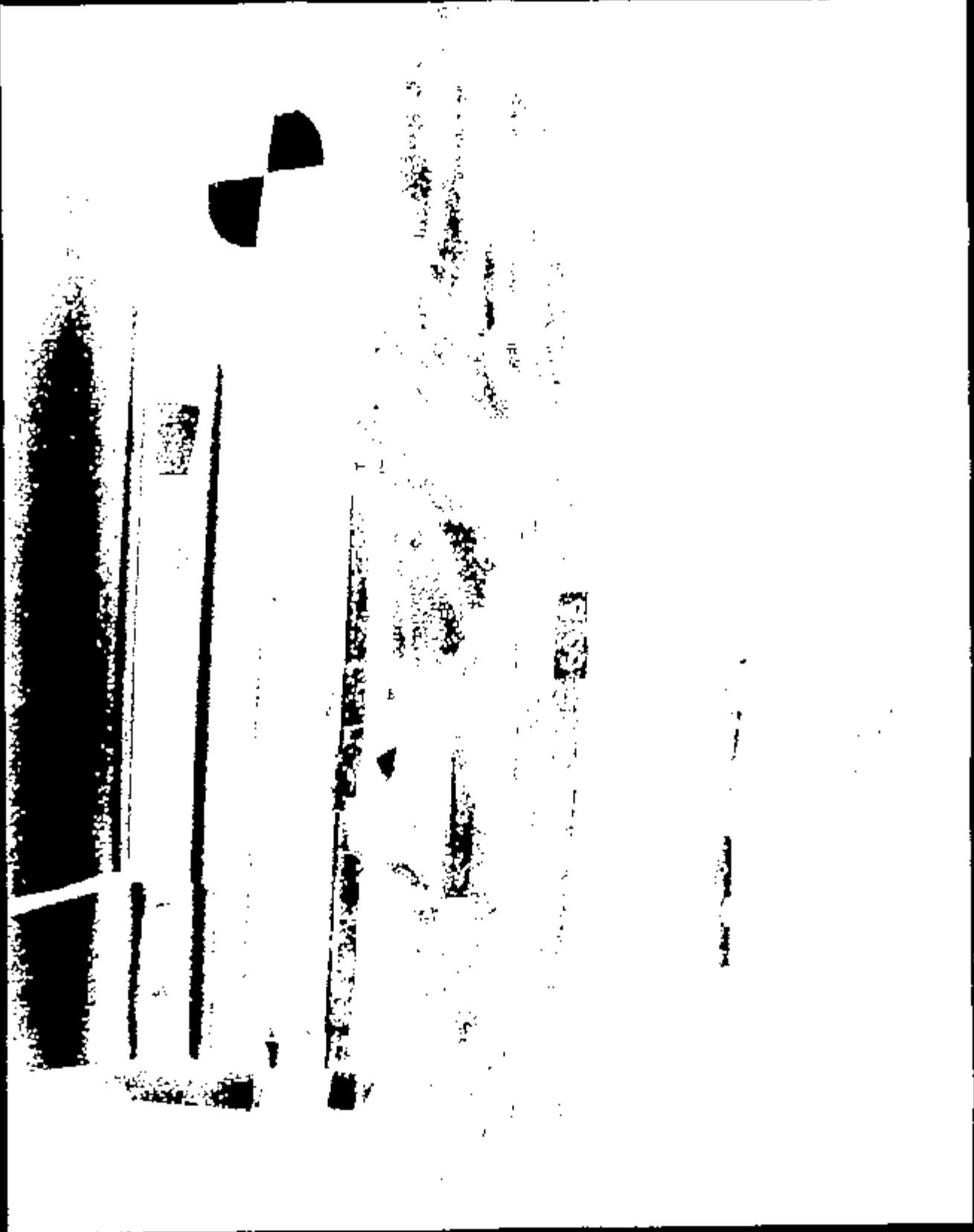
Image 1 10939050.JPG

CRTS 0010939



Image: 10939051.JPG

CRTS 0010939



10939052.JPG

Frame 1

CRTS 0010939

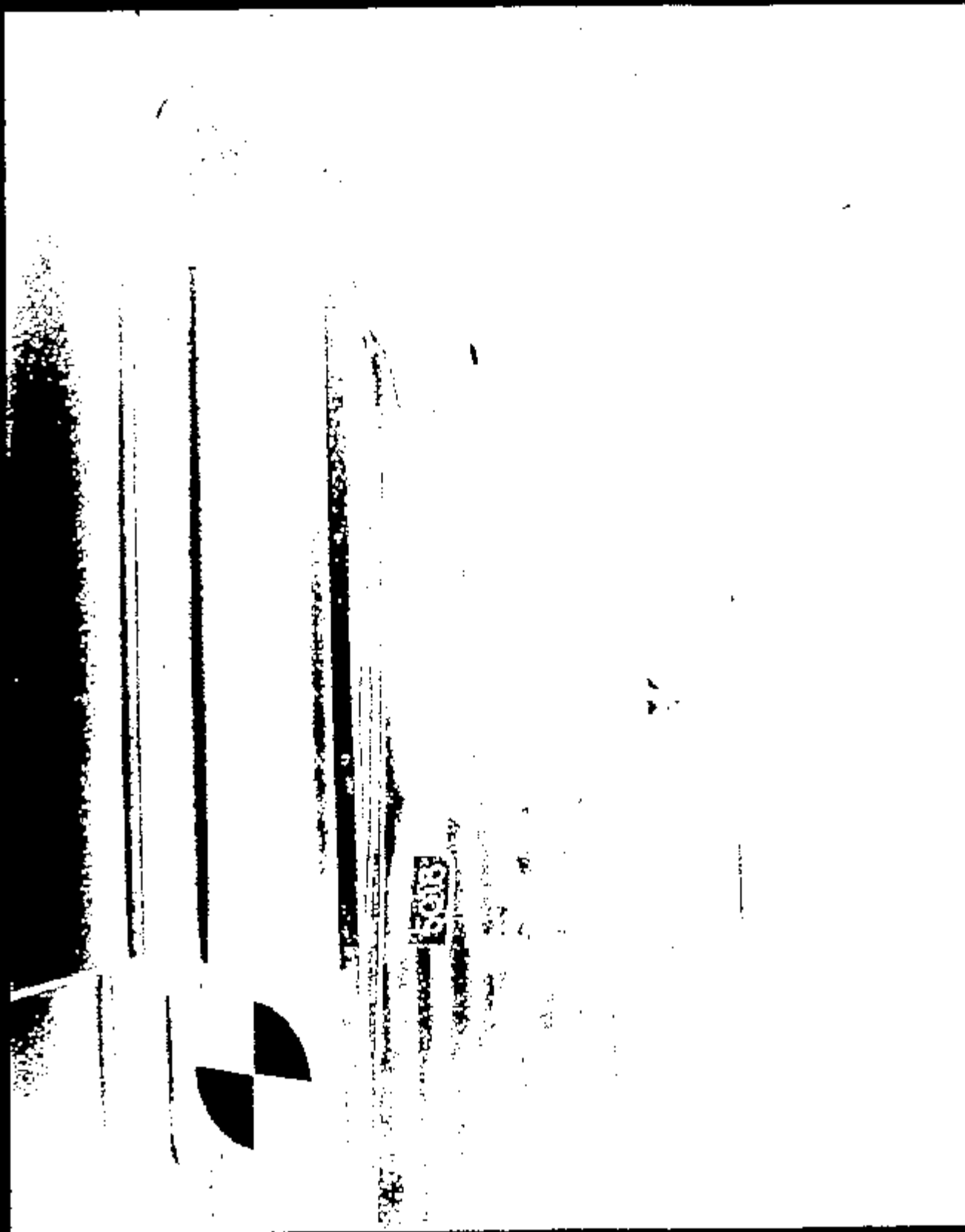
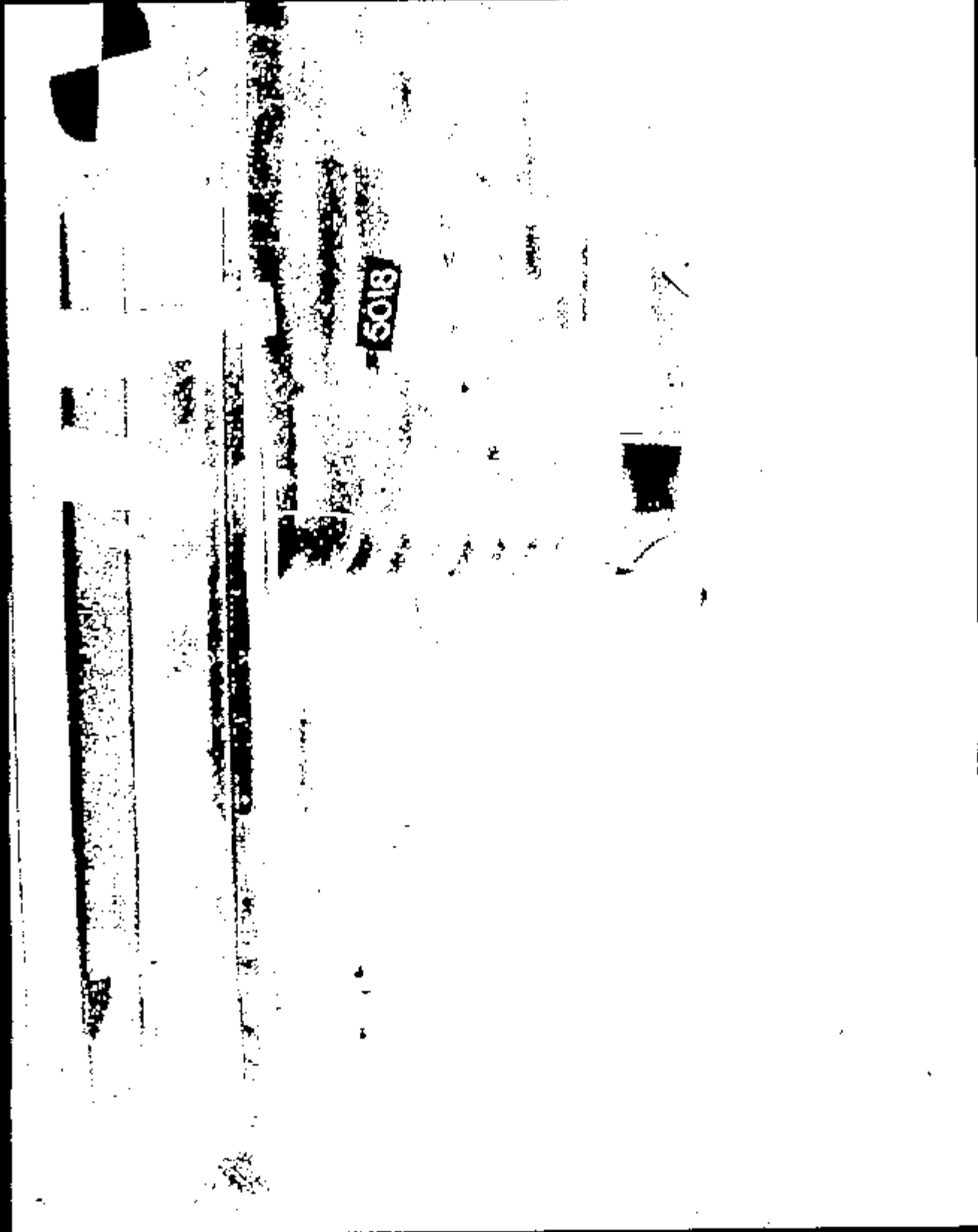


Image: 10939053.JPG

CRTS 0010939



Image: 10939054.JPG



Nome: 10939055.JPG

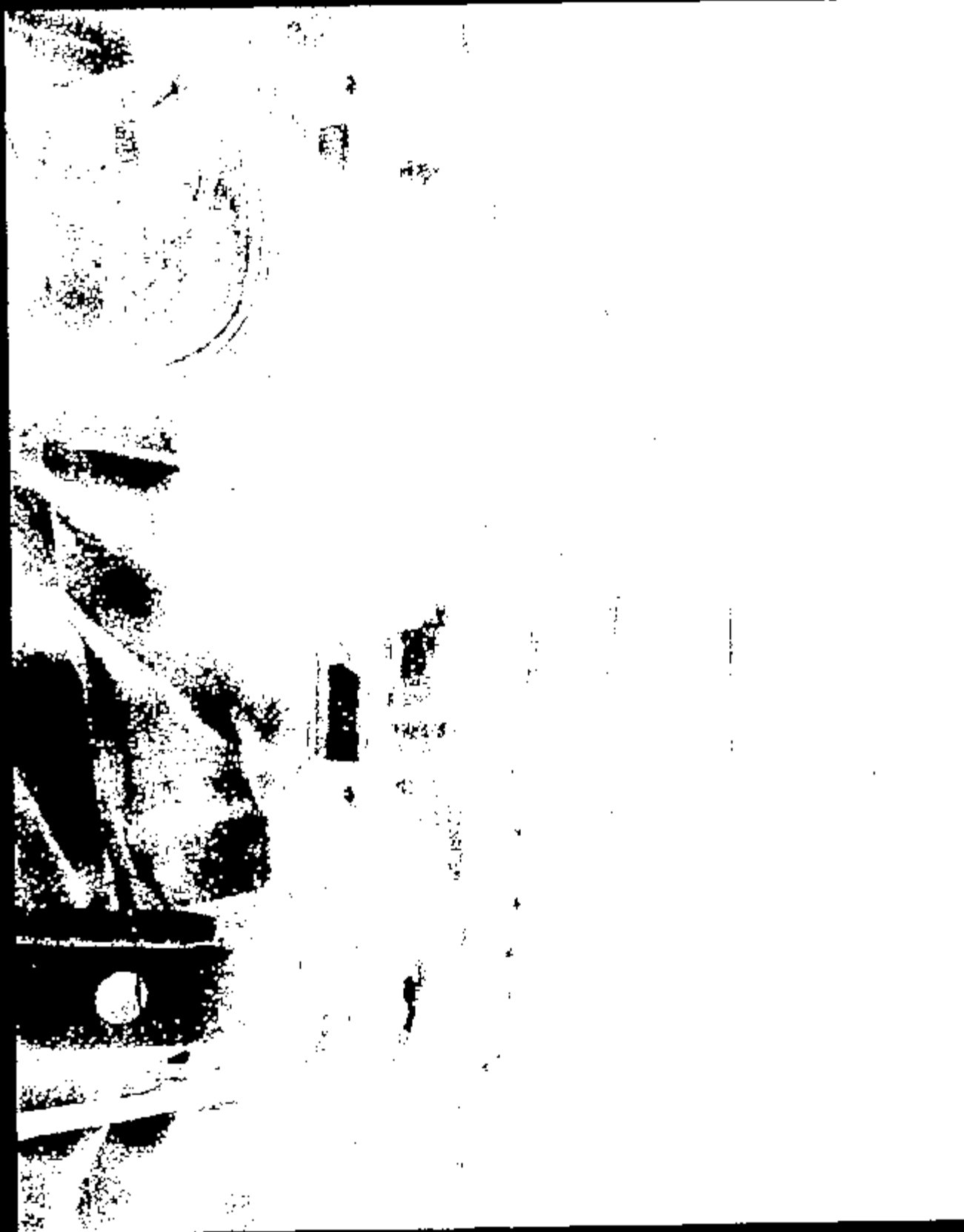


Name: 10939056.JPG

10939057.JPG

Images:

CRTS 0010939



Name: 10919018.JPG

CRTS 0010939

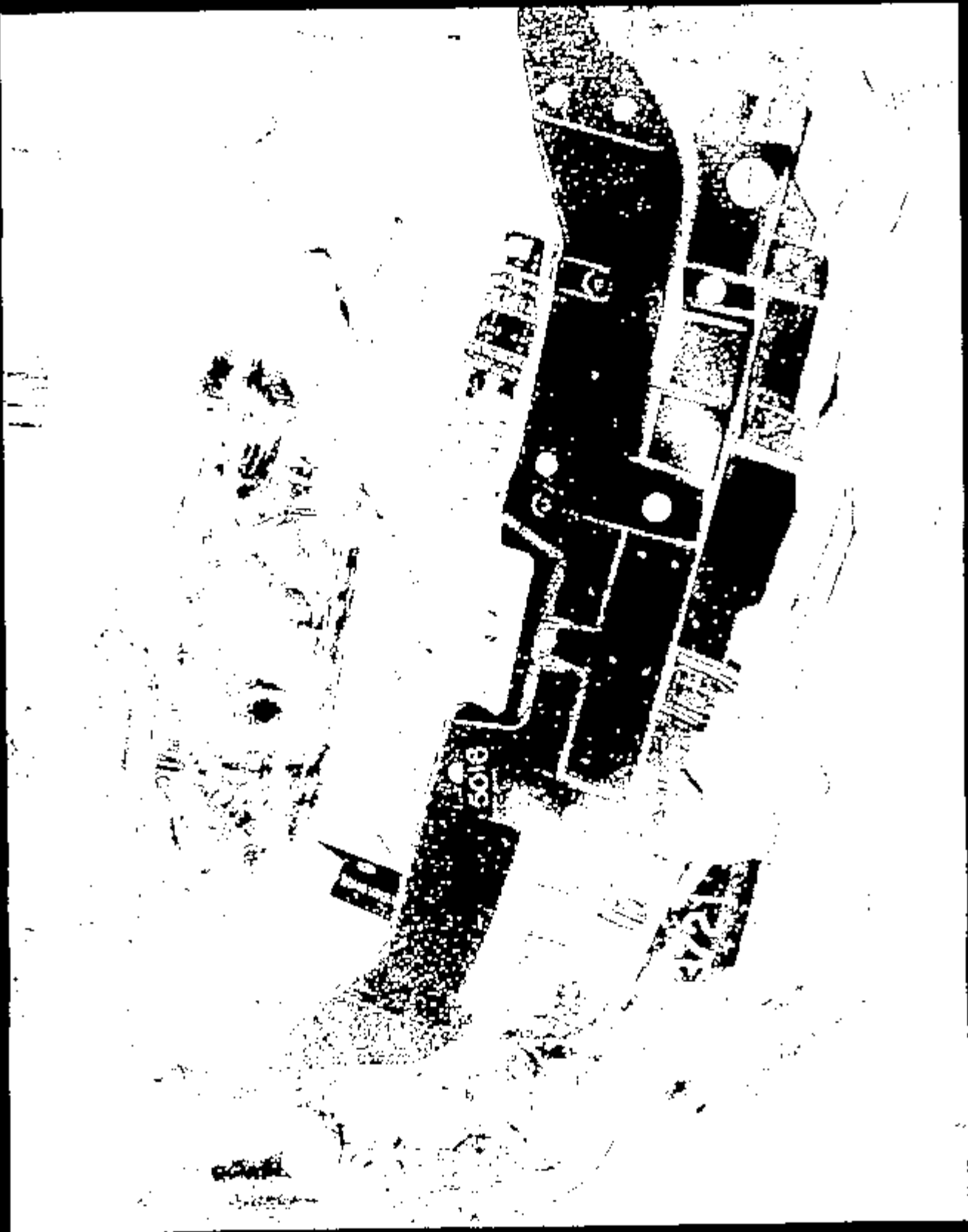


Image: 10939059.JPG

CRTS 0010939



Image 1 10533040.JPG

CRTS 0010939



Image 1 10939061.JPG

CRTS 0010939



Name: 10939062.JPG

CRTS 0010939



Image 1 1.0939063.JPG

CRTS 0010939



Name: 10939064.JPG



Frame 1 10939065.JPG

CRTS 0010939



Image 1 10339066.JPG

CRTS 0010939



NAME: 10939067.376

CRTS 0010939



Frame: 10939068.JPG

CRTS 0010939



Page 69066601

15MEX

CRTS 0010939

TEST AUTHORIZATION

TEST ORDER NUMBER TA5018

TO: J. Kiledonk CC: D. FOUNSTANER K. HAMILTON E. HICKMAN E. Miller S. J. Reblacher J. WEATHERS J. ... d. ... S. K. VITROIK	REQUEST DATE 09-30-97	REQUESTED COMPLETION DATE 10-17-97	REQUEST NUMBER TA5018	PROBLEM NUMBER N/A
			REQUESTING SECTION AVE215A	

TITLE OF TEST 0186 31 mph 30 Deg Right Angular Impact			PARTS DUE DATE 10-10-97	
TYPE OF TEST <input checked="" type="checkbox"/> VEHICLE <input type="checkbox"/> BENCH <input type="checkbox"/> LABORATORY <input type="checkbox"/> OTHER	VEHICLE NUMBER OR OTHER IDENTIFICATION 3131996		VEHICLE MODEL & YEAR 2000 Ford Focus	PRODUCT OR ENG. LETTER CDC-10641
ENGINE NO. DISPL. CARR. 3.0L 4V	TRANSMISSION MAN	AXLE RATIO N/A	TEST CONDUCTED TO CERTIFY CONTROL ITEM COMPLIANCE WITH GOVERNMENT REGULATIONS YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
TYPE OF FUEL REGULAR GAS	IGNITION TIMING N/A	REPORT CATEGORIES <input checked="" type="checkbox"/> ENGINEERING <input checked="" type="checkbox"/> DATA <input checked="" type="checkbox"/> RAW DATA		DISPOSITION OF PARTS Weyward
CRANKCASE OIL AND CAPACITY N/A	TIRE SIZE AND PLY RATING N/A	MAIL REPORT TO: ROOM MD1232 BLDG Z		PROCUREMENT REQUIRED? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> CODE
VEHICLE TEST WEIGHT FRONT 2310 REAR 1990 TOTAL 4300	TIRE PRESSURE FRONT 30 REAR 30			

1. OBJECT OF TEST: **Front Impact Performance Development**
2. TEST PROCEDURE: **CR6-021**
3. NUMBER OF SAMPLES: **1**
4. RUNS PER SAMPLE: **0**
5. ITEMS TO BE TESTED:

DESCRIPTION	PART NOS	QUANTITY
D186 AP	1MRLH5883V0632301	(01)

REQUESTING DEPT NO	WORK ORDER/WORK TASK	ISSUED/REQUESTED BY	PHONE	APPROVALS	TEST TYPE	RISK	SIGN-OFF DATE
TSS1	F09	SWIM	66185	BOLAND			

REGISTER: DO NOT WRITE BELOW THIS LINE

WORK STANDARDS NUMBER 0186 31 mph 30 Deg Right Angular Impact	TITLE 0186 31 mph 30 Deg Right Angular Impact								
MANDATORY OPTIONAL									
TEST ORDER #	CATEGORY	RESP SECT	EST COMP DATE	REQ	TEST CENTER INIT	UNIT CODE	TEST ORDER DATE	UNITS CODE	PROD CODE
TA5018	4	T657		X		CRASH	09-30-97		
PERFORMING SECT.	HOURS	MATERIAL COST	COMP. COST	PARTS DUE DATE	EST START DATE	EST COMP DATE	STATUS	%COMPLETE	
DESIGN	0	\$	\$						
ENGINEERING	0	\$	\$						
TECHNICAL	0	\$	\$						
TOTAL	0	\$	\$						

TEST DEFINITION WORKSHEET

KURT L. EWING

31-OCT-97 10:11

TEST ORDER: TAF018

TEST PROCEDURE: CRS-021

REQUESTERS COMMENTS:

TEST OBJECTIVE:

DEVELOPMENT

Advanced Restraint Sensor & Air Bag Development
 Occupant Performance (FMVSS 208)
 Windshield Retention (FMVSS 212)
 Fuel System Integrity (FMVSS 301) - CONTACT POST TEST PROGRAMS
 Door openability

CHECK & SIGN OFF

K. Ewing
11/3/97

TEST SETUP:

Impact front of vehicle into 30 degree, right angular, rigid barrier @ 31 mph as per ST-25.

RATED FUEL CAPACITY:
 RATED LUGGAGE LOAD:

16 gal. FILL TO 95% OF RATED CAPACITY (16 x .95 = 15 gal)

300 lbs. K. Ewing 11/1/97

K. Ewing
10/31/97

OCCUPANT TYPE:

Left Front: 50th Hybrid III
 Rgt. Front: 50th Hybrid III

RESTRAINT SYSTEM:

	BELT	PYRO BELT	FRONTAL BAG	SIDE BAG
Left Front:	X		X	
Rgt. Front:	X		X	

DUMMY POSITIONING:

ST-25 DRIVER FOOT REST: NO

SENSOR SYSTEM:

Driver Stage 1: Remote Deploy @ 27 ms
 Driver Stage 2: ~~Will auto-deploy.~~ Remote Deploy @ 27 ms
 Passenger Stage 1: Remote Deploy @ 27 ms
 Passenger Stage 2: Remote Deploy @ 150 ms.

Remote Deploy @ 27ms

SEAT POSITION:

	Long.	Vert.	Seat Back Angle
Left Front:	Mech. Mid	Full Down	26.3 (From trim)
Rgt. Front:	Mech. Mid	Full Down	26.3 (From trim)

TEST DEFINITION WORKSHEET

KURT L. EWING

31-OCT-97 10:11

TEST ORDER: TA5018

TEST PROCEDURE: CRS-021

SEAT PACKAGE CHECK REQUIRED ? Yes. Mark rocker target for dummy positioning @ barrier.

DIMENSIONAL ANALYSIS: 106 140 160 541
 132 142 166 542
 136 156

FILM ANALYSIS: Left and right dummy head WRT rocker
 Left & right rocker WRT ground.

STILL PHOTO: Std. Pre & Post Test Photographs

HIGH SPEED PHOTO:

1.	Onboard	Over Shoulder	Left	NEED COVERAGE TO 500ms
2.	Onboard	Over Shoulder	Right	NEED COVERAGE TO 500ms
3.	Onboard	D-Ring	Left	
4.	Onboard	D-Ring	Right	
5.	Onboard	Retractor	Left	
6.	Onboard	Retractor	Right	
7.	Onboard	Front Door	Left	NEED
8.	Off-board	Overall	Left	
9.	Off-board	Overall	Right	
10.	Off-board	Overall	Overhead	
11.	Off-board	B-Pillar Forward	Left	(Need Dummy Kinematics)
12.	Off-board	B-Pillar Forward	Right	(Need Dummy Kinematics)
13.	Off-board	A-Pillar Forward	Overhead	

NEED COVERAGE TO 500ms

K. Ewing 10/13/97

Total On-board Cameras- 6
 Total Off-board Cameras- 6

 Total Cameras= 12

Number Of Copies: 1

DIGITIZED FILM: B-Pillar Forward Left
 B-Pillar Forward Right

SPECIAL BUILD INSTRUCTIONS

TEST DEFINITION WORKSHEET

KURT L. BRING

31-OCT-97 10:11

TEST ORDER: TA5018

TEST PROCEDURE: CRS-021

1. Update vehicle as follows:

- a. steering wheel/ air bag.
- b. passenger front air bag.
- c. left & right front seat belt assemblies.
- d. air bag sensor assemblies (LHD & RHD).
- e. Floorpan modifications to accept RHD air bag sensor.
- f. 3L 4V Holi restrictor.
- g. Instrument Panel.
- h. Adjustable brake & throttle pedal assembly.
- i. 3L 4V Fuel Rail
- j. 3L 4V Fuel Line Assy.
- ~~k. 3L 4V Fuel Filter.~~
- l. Fuel FIM & vapor line assy.
- m. Fuel filler hose & cap.
- o. ~~Engine * Test results.~~

(K Bring 10/2/97)

~~2. Remove hood - Del. Eng~~ *E. Bring 11/13/97*
 3. Rear spring supports acceptable if needed to achieve ride heights.

WEIGH UP INSTRUCTIONS:

Curb Weight: Front=2131 Rear=1163 Total Curb=3293
 Test Weight: See Test Authorization Page 1.

Do NOT Place Weight: Front Floor
 MAY Remove To Lighten Vehicle: Deck Lid, Rear Lamps, Carpet
 Interior Trim

Max. Added Weight to Engine: 75 lb. Allowed.

Front Test Weight Tolerance: +10 -0
 Rear Test Weight Tolerance: +15 -0

RISE HEIGHTS:

1. Load vehicle to test weight.
2. Level rocker WRT ground.

CONTACTS:	NAME	PHONE	PAGER
Requestor:	K. Bring	24-85185	KEMI (313-650-6991)

TEST DEFINITION WORKSHEET

KURT L. SWINE

31-OCT-97 10:11

TEST ORDER: TAB018

TEST PROCEDURE: CRS-021

Eld. Coord:	M. Dendel	24-85498
Supervisor:	M. Jurcek	32-39959
GTO:	S. Ringsten	32-09803

MDEN (313-705-8101)
MJUR (313-705-9990)
SPIN (313-788-3922)

K Swine
10/31/97

TEST ENGINEERS COMMENTS:

LAB COMMENTS:

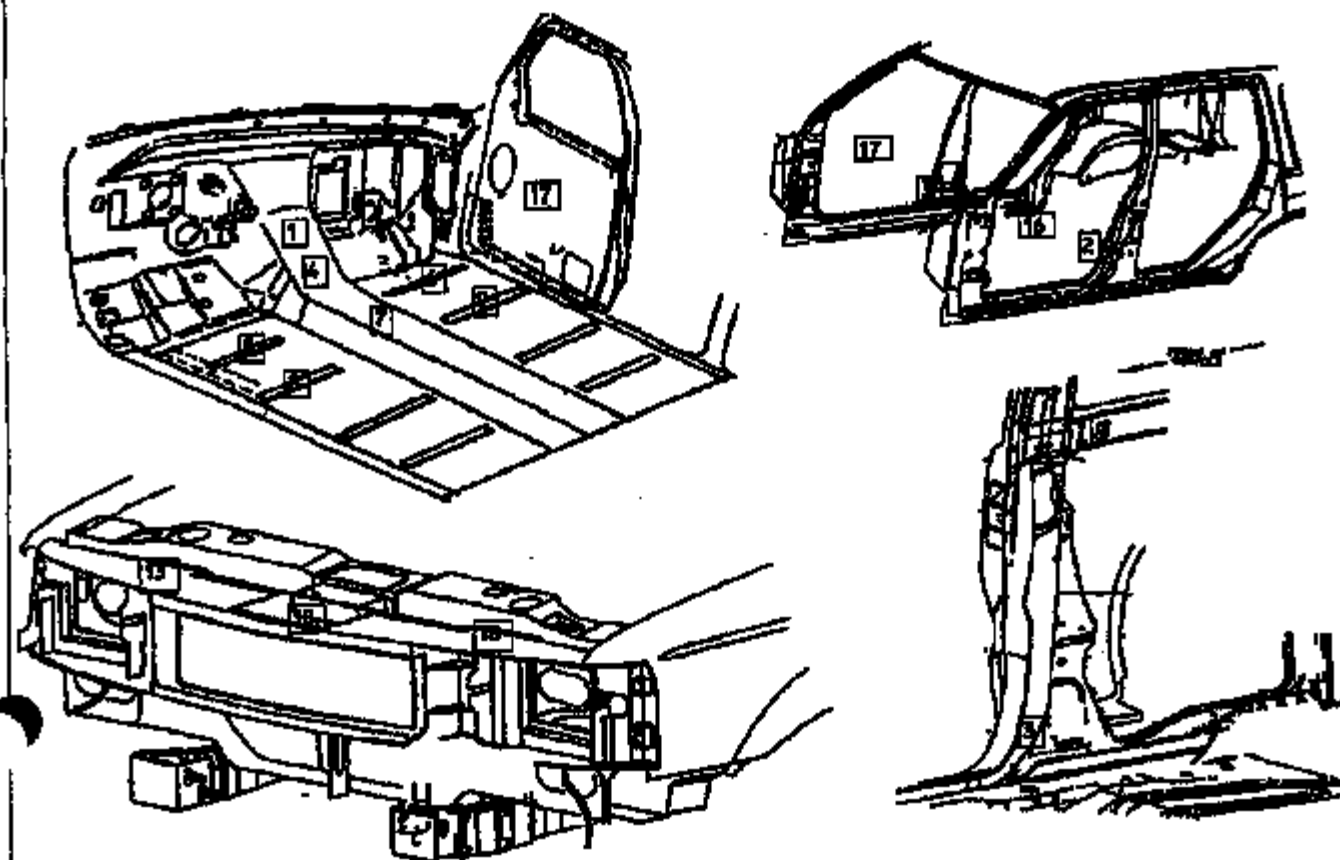
FINAL COMMENTS:

REQUESTERS FINAL COMMENTS:

Program: D188
 Vehicle ID: DC0420
 Build level: AP
 Test Mode: 31mph/30R/Barr

SENSOR MAP

Engineer: Mike Amin
 Phone #: 24-81802
 Date: 11/3/87
 Time: 3:54 PM



SENSOR CRUISE ONLY

Location Name	Supplier	Output	Nominal (+/-)	Max/Min	Serial #
1 FRT_FLOOR_PAK_B_C/L (LHD RHM Location)	ACD1	Pc. Pret.	0	8ND04	587-4 DDR107
	ACD2	Dr. Bag	0		
	ACD3	Pa. Bag	0		
	ACD4	Dr. S. Ba	0		
	ACD5	Pa. S. Ba	0		
	ACD6	Dr. Pret.	0		
	ACD7	Safing			
	ACD8	Stow	5		
1 FRT_FLOOR_PAK_B_C/L	_ECR	TRIAK	On VGRON		
2 L/B-PLR_LOWER_INNER	_SN	TRIAK			
3 R/B-PLR_INNER_LOWER	_SN	TRIAK			
4 FRT_FLOOR_PAK_B_C/L (RHD RHM Location)	ACD1	Pc. Pret.		8ND04	585-3 DDR144
	ACD2	Dr. Bag	0		
	ACD3	Pa. Bag	0		
	ACD4	Dr. S. Ba	0		
	ACD5	Pa. S. Ba	0		
	ACD6	Dr. Pret.	0		

Location Name	Supplier	Output	Sensor Channels only		
			Nominal (+/-)	Max/Min	Serial #
	ACD7	Setting			
	ACD8	Status	5		
FRT_FLOOR_PHL_B_C/L	_ECS accel	TRIAX	On XCH		
5 FLR_XMR_B_L/F_SEAT_C/L	_SH accel	TRIAX	Near ECS		
6 FLR_XMR_B_R/F_SEAT_C/L	_SH accel	TRIAX	Near ECS		
5 FLR_XMR_B_L/F_SEAT_C/L	ACD	None	ECS Sensor		0FC
6 FLR_XMR_B_R/F_SEAT_C/L	ACD	None	ECS Sensor		0ES
7 C/L_TNL_BETWEEN_F/BEATS	_SH accel	TRIAX			
8 RR_FLR_XMR_B_L/F_SEAT_C/L	_SH accel	TRIAX			
9 RR_FLR_XMR_B_R/F_SEAT_C/L	_SH accel	TRIAX			
10 C/RAD UP FRT	_ACD ACD	None	FCS		082287D
10 C/RAD UP FRT	_SH accel	TRIAX	Next to FCS		(chann. B)
13 R/RAD UP FRT	_ACD ACD	None	FCS		100397A
13 R/RAD UP FRT	_SH accel	TRIAX	Next to FCS		(chann. C)
16 L/F_DOOR_B_BELTLINE_MID	_SH accel	TRIAX			
17 R/F_DOOR_B_BELTLINE_MID	_SH accel	TRIAX			
18 L/RAD UP FRT	_SH ACD	None	FCS		092297E
18 L/RAD UP FRT	_SH accel	TRIAX	Next to FCS		(chann. A)

0884 box = 082597A

Note: All ACD supplier parts require 12V supply

T.O. NUMBER: TASD 18 TARGET _____ BULLET _____

GAS TANK REMOVED? YES _____ NO X

GAS TANK FILLED? STODDARD X WATER 13.0 Added EMPTY _____

REQUESTED WEIGHT

FRONT 2310 REAR 1998 TOTAL 4308

TIME ENGINEER/REQUESTER CALLED _____

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	<u>2282</u> <u>-98</u>	TOTAL REAR	<u>1918</u> <u>-80</u>
VEHICLE TOTAL		_____	

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	_____	TOTAL REAR	_____
VEHICLE TOTAL		_____	

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	<u>2293</u> <u>-17</u>	TOTAL REAR	<u>1985</u> <u>-13</u>
VEHICLE TOTAL		_____	

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	_____	TOTAL REAR	_____
VEHICLE TOTAL		_____	

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	<u>2316</u> <u>+6</u>	TOTAL REAR	<u>2003</u> <u>+5</u>
VEHICLE TOTAL		<u>4319 (+11)</u>	

LEFT FRONT	_____	LEFT REAR	_____
RIGHT FRONT	_____	RIGHT REAR	_____
TOTAL FRONT	_____	TOTAL REAR	_____
VEHICLE TOTAL		_____	

Weight Location and Amount: (Cert. Only)

DUMMY MEASUREMENT REPORT
CRASH BARRIER

TEST NUMBER 10939
TEST ORDER NUMBER TA5018

DUMMY POSITION LEFT
DUMMY ABBREV 50H3

FRONT

ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG (HYB II) / KNEE (HYB III) TO INST PANEL LEFT	5.50
LEG (HYB II) / KNEE (HYB III) TO INST PANEL RIGHT	5.70
ROCKER TARGETS TO GROUND FRONT	6.90
ROCKER TARGETS TO GROUND REAR	6.80
NOSE TO STEERING WHEEL	15.70
NOSE TO INSTRUMENT PANEL	
INSTRUMENT PANEL TO TORSO	
STEERING WHEEL TO TORSO	7.90
STEERING WHEEL TOP LEGS	3.40
KNEE SPREAD OS-OS (HYB II) / CL-CL (HYB III)	9.00
SEAT BACK ANGLE	26.90
PELVIC ANGLE	20.50
HEAD ANGLE	0.40
ROCKER ANGLE	0.50
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
HEAD LAT	12.20
HEAD VERT	37.60
HEAD LONG	15.60

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	10.40
H-POINT VERT	11.50
H-POINT LONG	11.10

O/S KNEE BOLT LAT	14.80
O/S KNEE BOLT VERT	13.90
O/S KNEE BOLT LONG	-5.00

DUMMY MEASUREMENT REPORT
CRASH BARRIER

RUN NUMBER 10939
ST ORDER NUMBER TA5018

DUMMY POSITION RIGHT
DUMMY ABBREV 50H3

FRONT

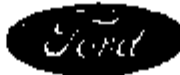
ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG (HYB II) / KNEE (HYB III) TO INST PANEL LEFT	4.40
LEG (HYB II) / KNEE (HYB III) TO INST PANEL RIGHT	3.80
ROCKER TARGETS TO GROUND FRONT	7.60
ROCKER TARGETS TO GROUND REAR	6.90
NOSE TO STEERING WHEEL	
NOSE TO INSTRUMENT PANEL	23.70
INSTRUMENT PANEL TO TORSO	19.10
STEERING WHEEL TO TORSO	
STEERING WHEEL TOP LEGS	
KNEE SPREAD OS-OS (HYB II) / CL-CL (HYB III)	7.80
SEAT BACK ANGLE	26.70
PELVIC ANGLE	21.20
HEAD ANGLE	0.40
ROCKER ANGLE	0.60
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
HEAD LAT	0.00
HEAD VERT	37.50
HEAD LONG	15.40

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	0.00
H-POINT VERT	13.20
H-POINT LONG	10.50

O/S KNEE BOLT LAT	0.00
O/S KNEE BOLT VERT	16.20
O/S KNEE BOLT LONG	-4.70



"RECORD COPY"
Schedule No. 7-7-12
Retain Until 2020

Inter Office

Research and Vehicle Technology

May 1, 2000

To: Manager

Subject: Crash Test No. 10943, T-A3072 Test Report Corrections, B/I

The final report of the subject crash test was corrected as follows:

Sheet 3

Remarks - The file names of the still images are listed under crash number and a three digit sequence number which are 10943001 through 10943080 was changed to "The file names of the still images are listed under crash number and a three digit sequence number which are 10943001 through 10943082".

M. A. DeShong
M. A. DeShong
Operations Engineering Section
Safety Laboratories Department

S. Lesh
Concur: S. Lesh
Section Supervisor
Operations Engineering Section

corr.10943

CRTS 0010943



RECORD COPY"

Control No. 7-7-12
2018
UNCONFIDENTIAL

FINAL TEST REPORT

**Global Test Operations
Advanced Vehicle Technology**

TO:	J. Boland	Test Order No.	T-A5072
		Work Task W. O. No.	FO9
		Test Date	12/2/97
		Date Reported	5/20/98
		Sheet	1 of 164

SUBJECT: Crash Test 10943 (90° Front Fixed Barrier Impact at 35.1 ± 0.4 mph, 56.5 ± 0.6 km/h) - 2000 Taurus (D186) (RHD) 4-Door Sedan

REQUESTED BY: Vehicle Safety and CAE Department, Advanced Vehicle Technology - K. Ewing

OBJECT: To obtain development data relative to FMVSS 208 and 301.

SUMMARY OF TEST RESULTS:

- See Section 1.0 for injury criteria data.
- See Section 2.0 for fuel spillage data.

R. Roose
Product Test Engineer

Concur: R. Burns
Section Supervisor
Operations Engineering Section

VEHICLE DATA:

Make and Model 2000 Taurus (D186) (RHD) Right Hand Drive 4-Door Sedan

ID Numbers 1FALP5386VA220723, 313-T-472, DCO415

Power Train 3.0L, EFI, Automatic (AX4N) Transaxle

Fuel Tank(s) Usable Capacity: 16.0 gal. (60.6L)
 Test Condition: The "run dry" tank was filled with 2.0 gallons (7.6L) of red-dyed Stoddard solvent.

Front Seat(s) Type: Bucket
 Cover: Leather
 Tracks/Position: LF: 6-Way Power/Mechanical Mid and Down
 RF: Manual/Mechanical Mid
 Seat Backs/Position: Adjustable/LF: 26.5° Rear of Vertical, RF: 26.2° Rear of Vertical
 Head Restraints/Position: Adjustable/Down

Restraint System LF: 3-Point Continuous Loop Active Belt and Instrument Panel Air Bag
 RF: 3-Point Continuous Loop Active Belt and Steering Wheel Air Bag

Occupants LF & RF: 50th Percentile Male, Hybrid III, Instrumented

Test Weight Front: 2242 lb (1017 kg)
 Rear: 1665 lb (755 kg)
 Total: 3907 lb (1772 kg)

Tires Front: P205/65R15 30 psi (207 kPa)
 Rear: P205/65R15 30 psi (207 kPa)
 Spare: Removed

Significant Content or Accessories: Air Conditioning, Power Steering, Power Brakes, Tilt Steering Wheel

GENERAL TEST COMMENTS:**1. Test Procedure**

The test was performed according to the following Corporate test procedure(s):

- Fixed Barrier Collision, T657-ST-14 dated July 17, 1996.
- CFI and EFI Fuel Systems Stoddard Solvent Fill, ST-11 REF. 4.
- Occupant Crash Protection, T657-ST-95 dated July 17, 1996.
- Fuel System Static Rollover, T657-ST-84 dated July 17, 1996.

2. Remarks

Crash movies, pre- and post-crash still images of the test vehicle and copies of this report are available only through the Crash Test Operations Section after permission is obtained from the test requesting department. The crash still images are stored on CD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 10948001 through 10948023.

TEST RESULTS:

1.0 Occupant Injury Data (FMVSS 208)

	<u>L. F. Dummy</u>	<u>R. F. Dummy</u>
Head Injury Criteria (HIC)	435	431
Interval t1	69 ms	62 ms
t2	105 ms	98 ms
Chest resultant acceleration level at 3 ms cumulative duration	50 g	54 g
Chest Deflection (Hybrid III)	0.9 in	1.2 in
Peak axial compression load:		
Left femur	626 lb	973 lb
Right femur	626 lb	1070 lb
Peak axial tension load:		
Left femur	169 lb	211 lb
Right femur	115 lb	94 lb
Dummy contained within the vehicle during the crash	Yes	Yes

Time histories of the dummy instrumentation are included in this report.

Time histories of the dummy dynamic displacements obtained from Film Analysis are included in this report.

Time histories of the air bag/sensor(s) are included in this report.

Time histories of any requested derived data (i.e. integrations, etc.) were given to the requesting activity and are not included in this report.

2.0 Fuel System Integrity (FMVSS 301)

- There was no fuel system spillage during or for thirty minutes following impact.
- The fuel system held pressure during a post-crash pressure check.
- The static rollover test was canceled by the requesting section.

TEST RESULTS: (Cont'd)

3.0 Vehicle Crush, Film Analysis and/or Instrumentation Data

	Maximum Dynamic Longitudinal Crush	
	<u>in.</u>	<u>(mm)</u>
Left Side	28.9	(734)
Right Side	29.3	(744)

Time histories of the vehicle accelerations and other instrumentation are included in this report.

Time histories of vehicle dynamic displacements obtained from Film Analysis are included in this report.

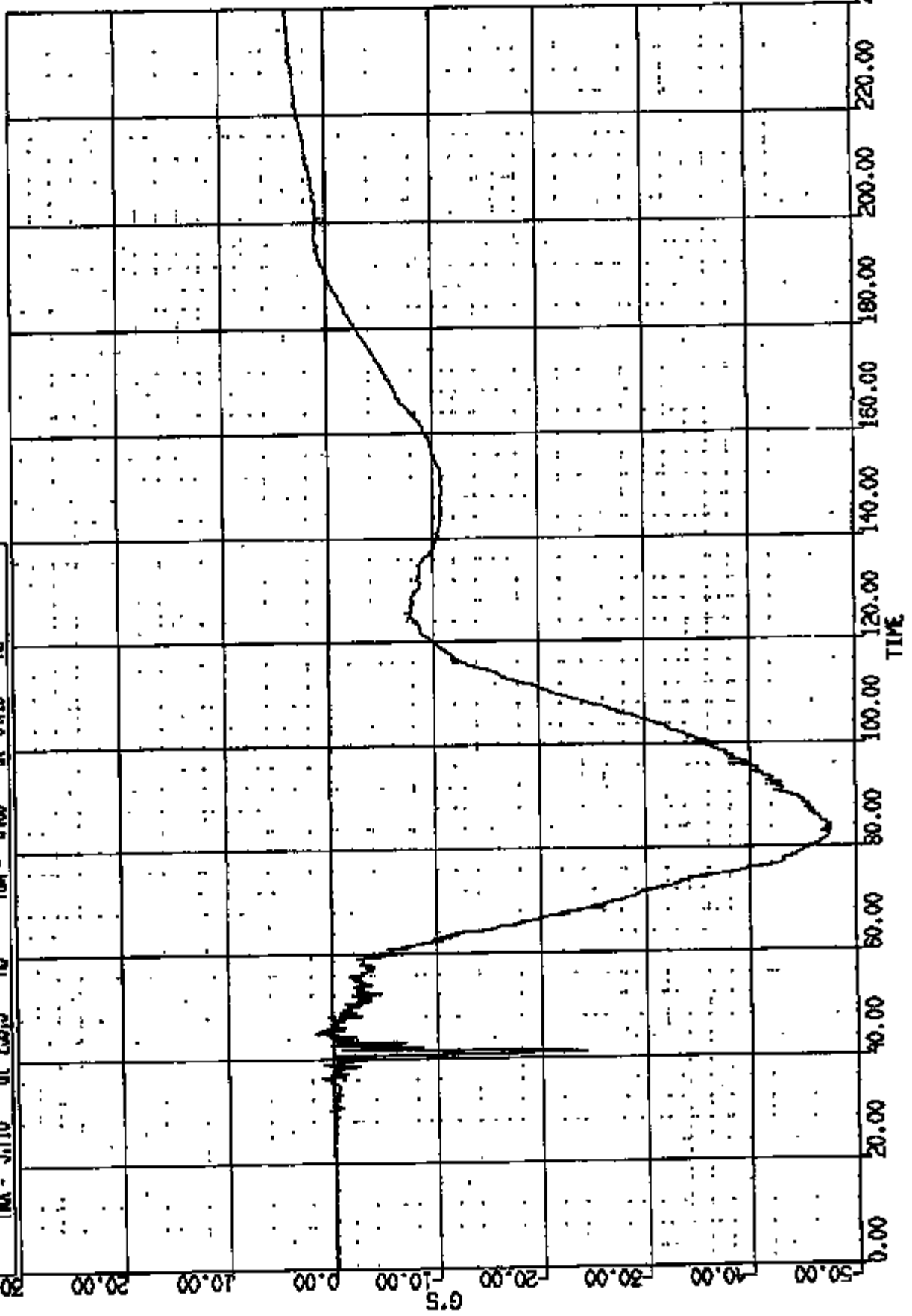
Time histories of any requested derived data (i.e. integrations, etc.) were given to the requesting activity and are not included in this report.

CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(1) EXHAUST L/F DUMMY HEAD C.G. LONG IONIC
MAX = 3.716 at 233.9 MS MIN = -7.35 at 84.15 MS

AXIS 1

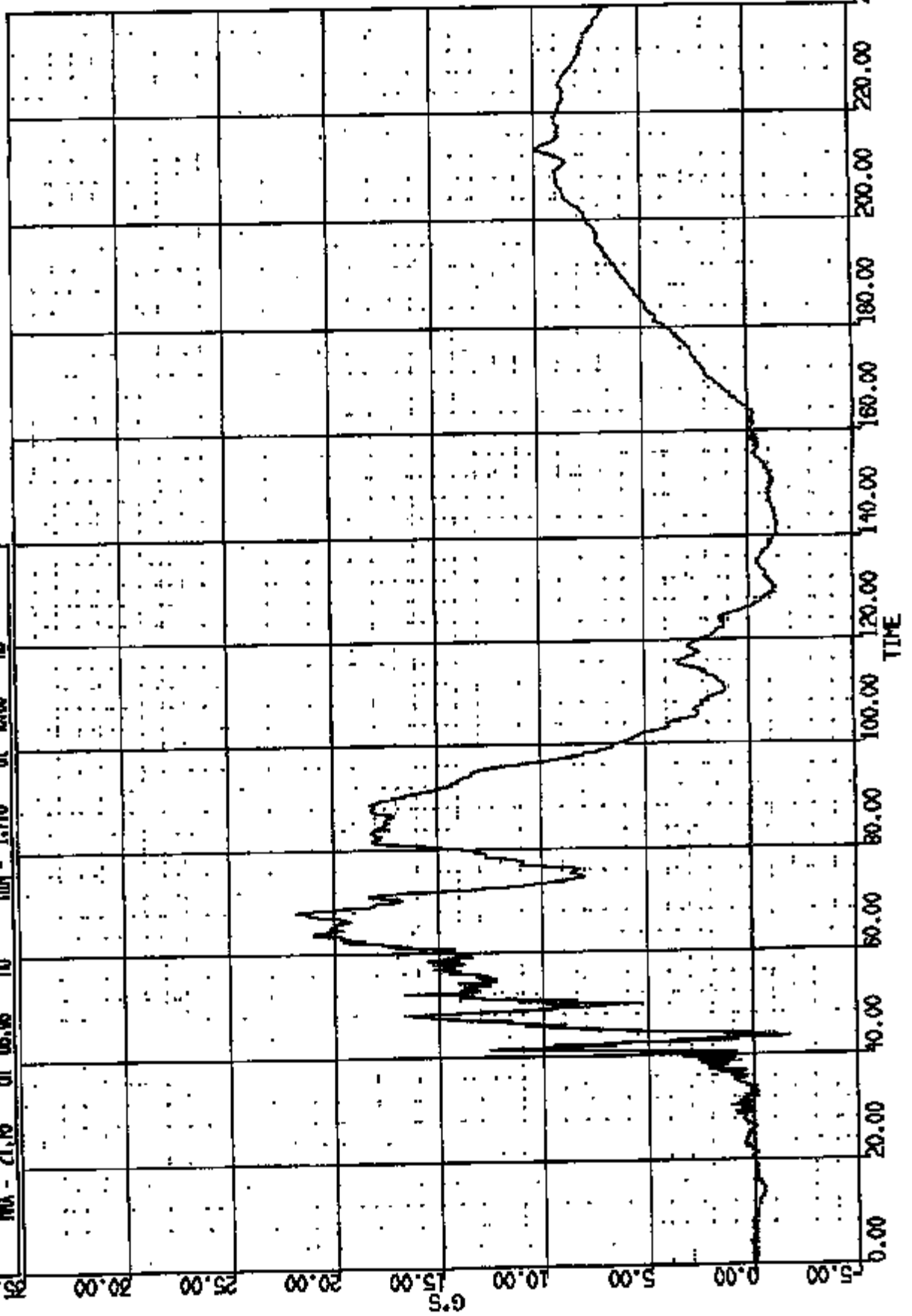
20.00



GR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

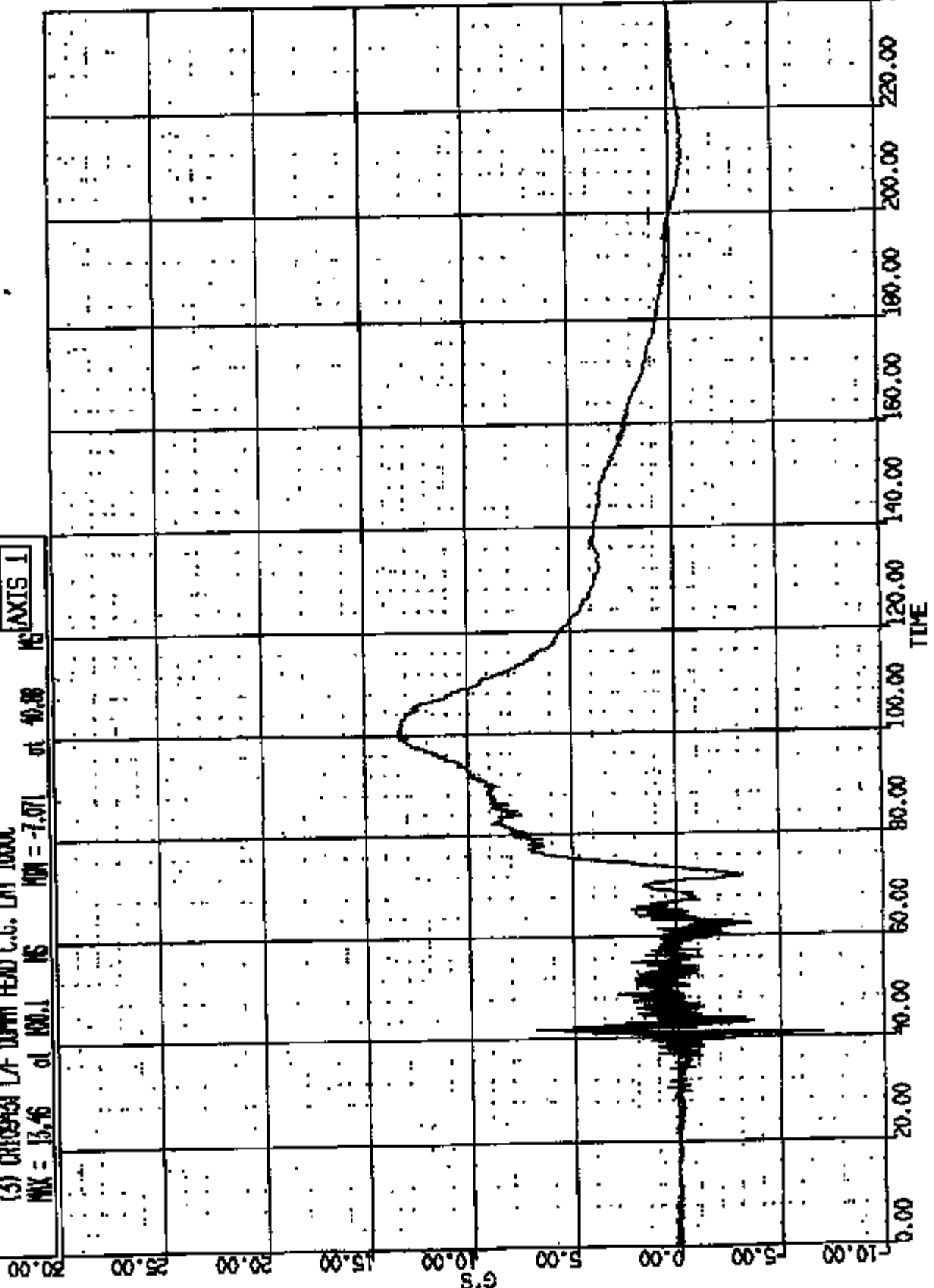
(2) ORIGINET LAF DUMMY HEAD C.G. VERT 1000C
MAX = 21.76 at 88.08 MS MIN = -1.778 at 43.60 MS
AXIS 1

35.00



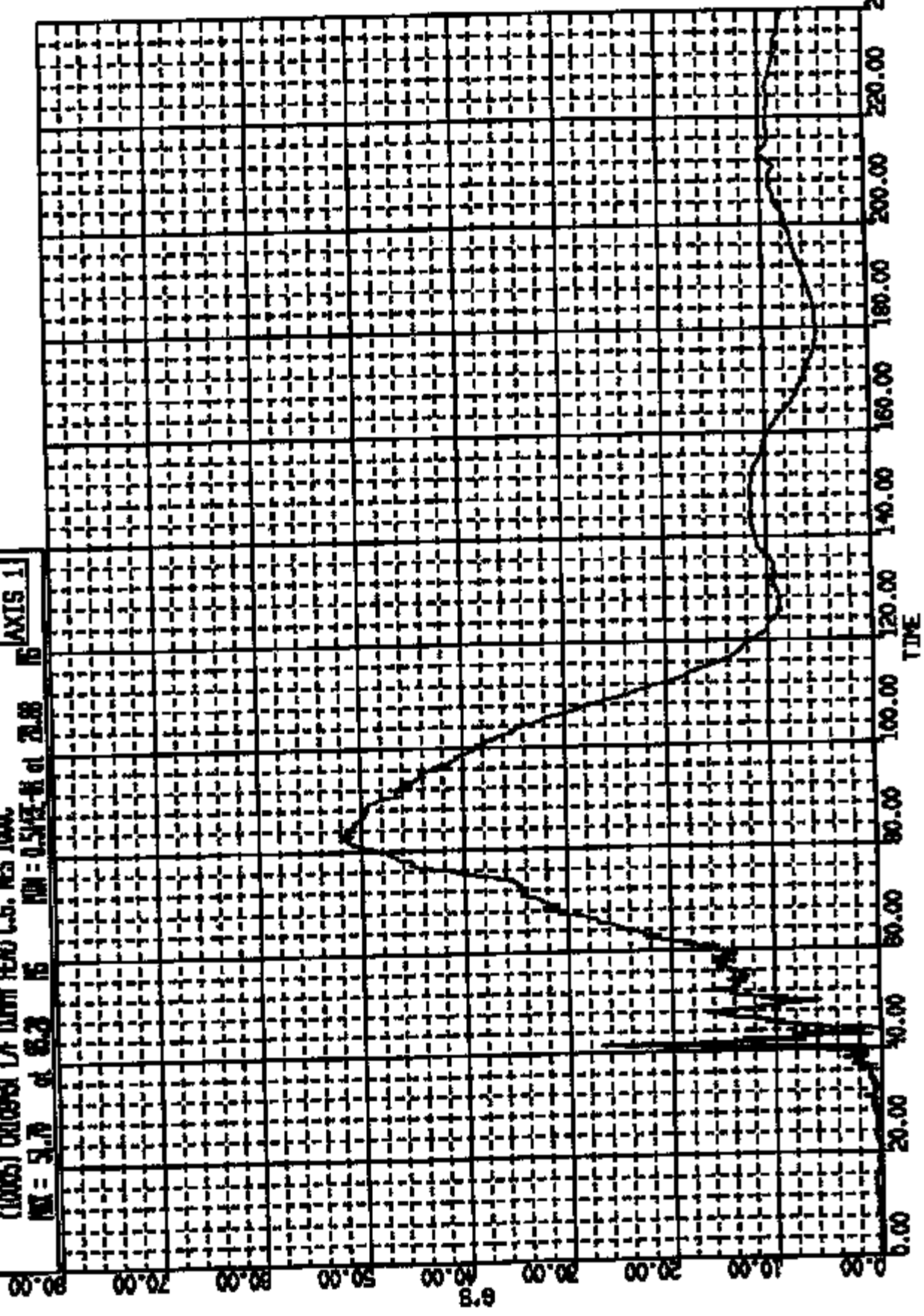
CAR R: 10648 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

(3) ORIGINAL LF DUMM HEAD C.G. LAT 10000
MAX = 13.46 at 100.1 MS MIN = -7.071 at 40.88 MS
AXIS 1



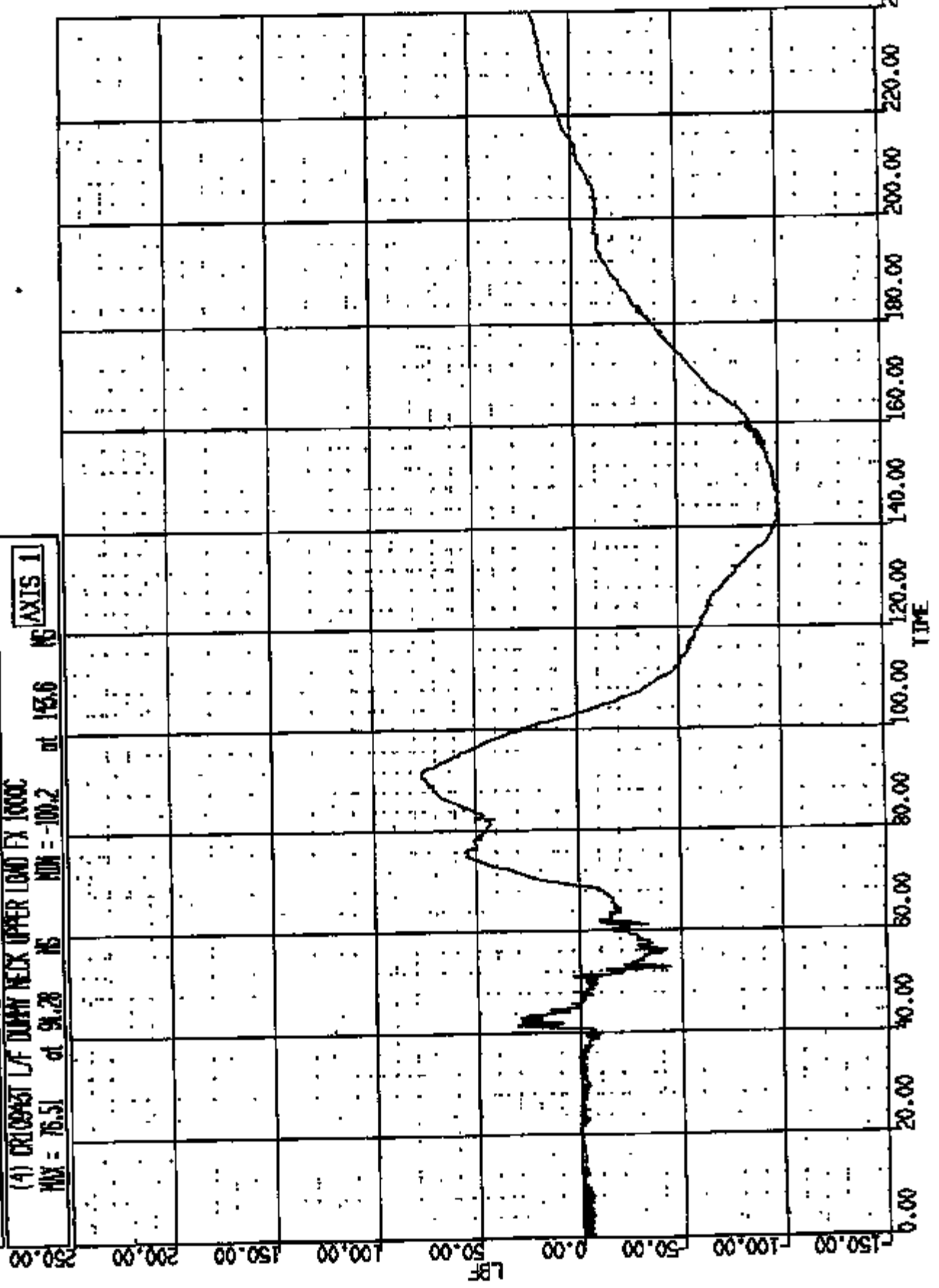
CR # 10848 TO: TABOTR DATE: 071508 11:00:18
 UNKNOWN
 188: DUR: 240.0 T1/T2: 85.7 110:
 189: DUR: 26.0 T1/T2: 88.0 105:
 190: DUR: 15.0 T1/T2: 78.0 85.0

(UNKN) CRUISE 17 DUMY HEAD U.S. RES 100C
 MAX = 51.7 at 85.2 MS MIN = 0.542 at 20.88 MS
 AXIS 1



CR RE 10893 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(4) CR10893T L/F DUMMY NECK UPPER LOAD FX 1000C
MAX = 75.51 at 94.28 MS MIN = -100.2 at 155.6 MS
AXIS 1



CR #: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(5) CR10943 L/F DUMMY NECK UPPER LOAD FZ 1000C

MAX = 345.5

at 67.60

MS

MIN = -91.89

at 12.90

MS

AXIS 1

700.00

600.00

500.00

400.00

300.00

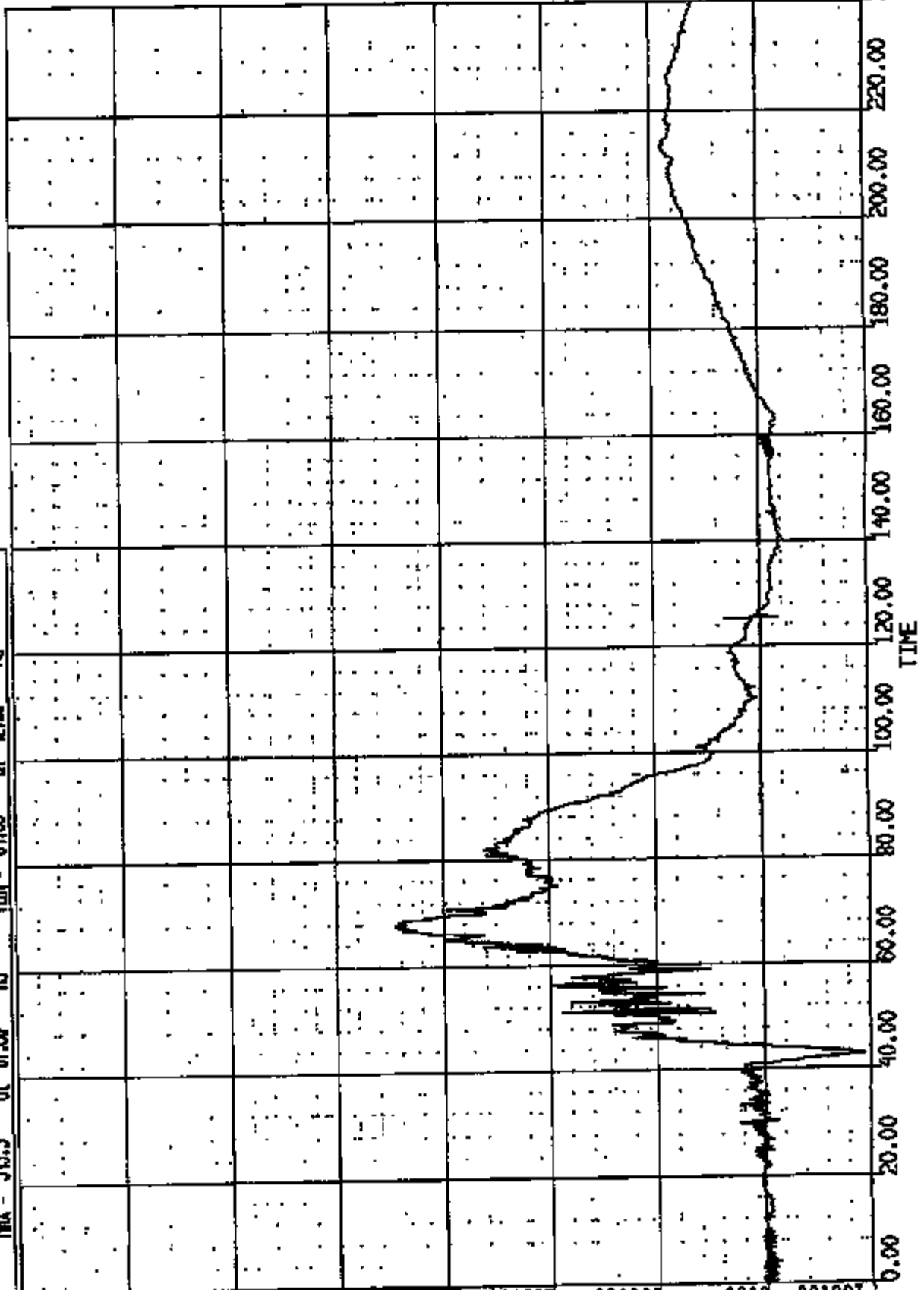
200.00

100.00

0.00

-100.00

LF



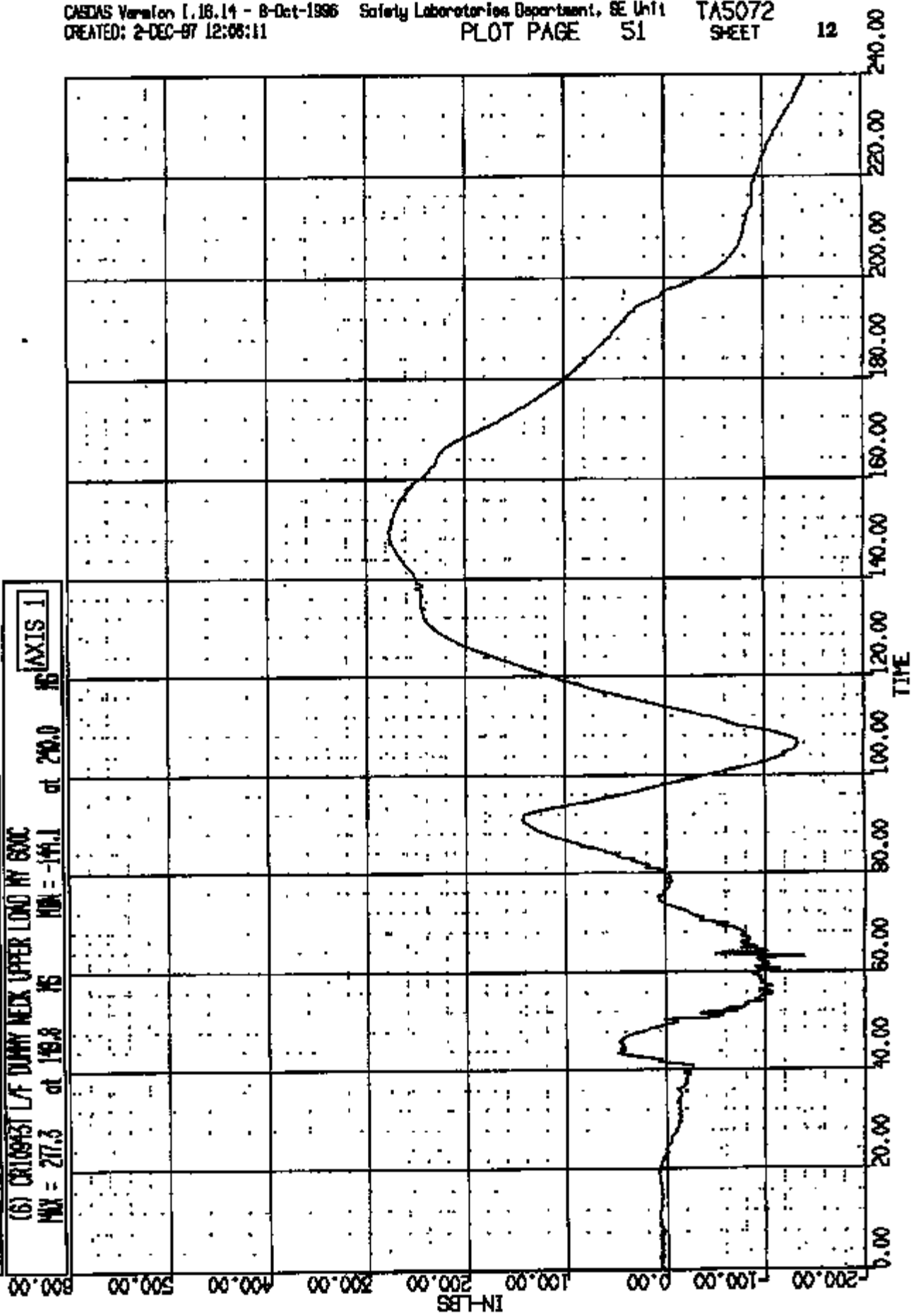
CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(6) CALIBRATED LF DUMMY NECK UPPER LIND BY GASC

MAX = 277.3 at 19.8 MS

MIN = -141.1 at 240.0 MS

AXIS 1



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(7) CR109431 LF DUMY CHEST LONG 180C

MAX = 1.913 at 162.9 MS

MIN = -30.67

at 75.41 MS

AXIS 1

20.00

10.00

0.00

-10.00

-20.00

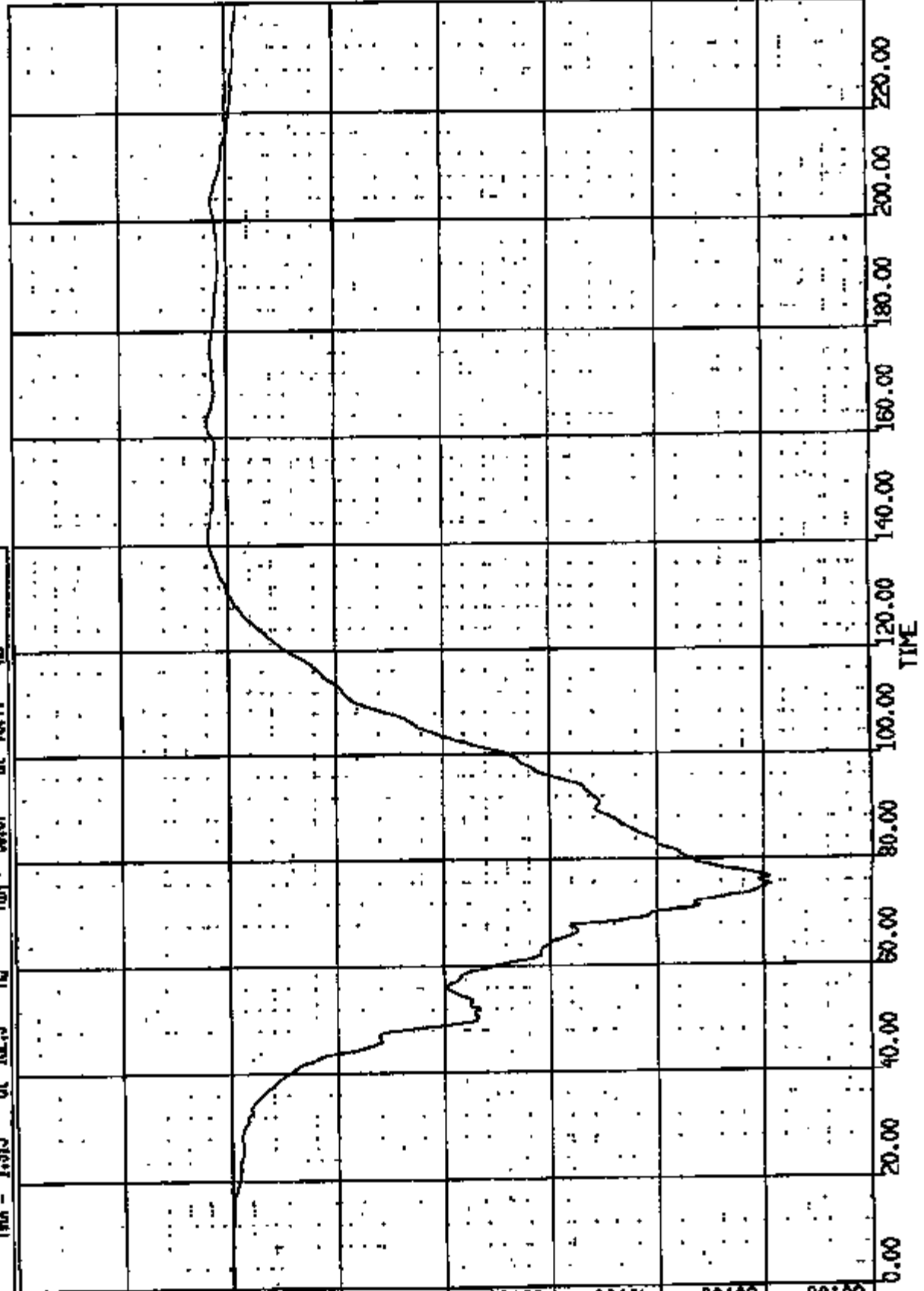
S.9

-30.00

-40.00

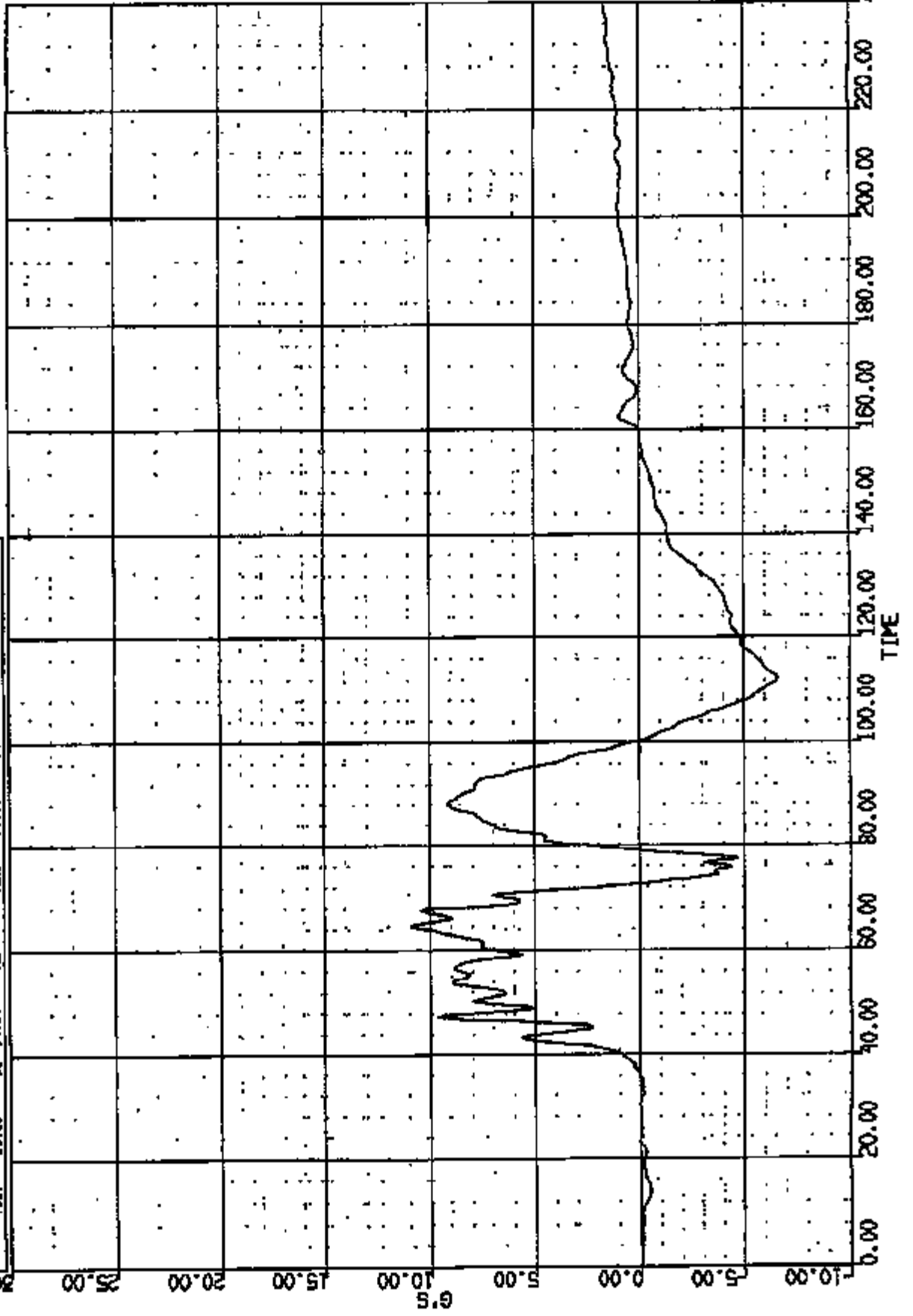
-50.00

-60.00



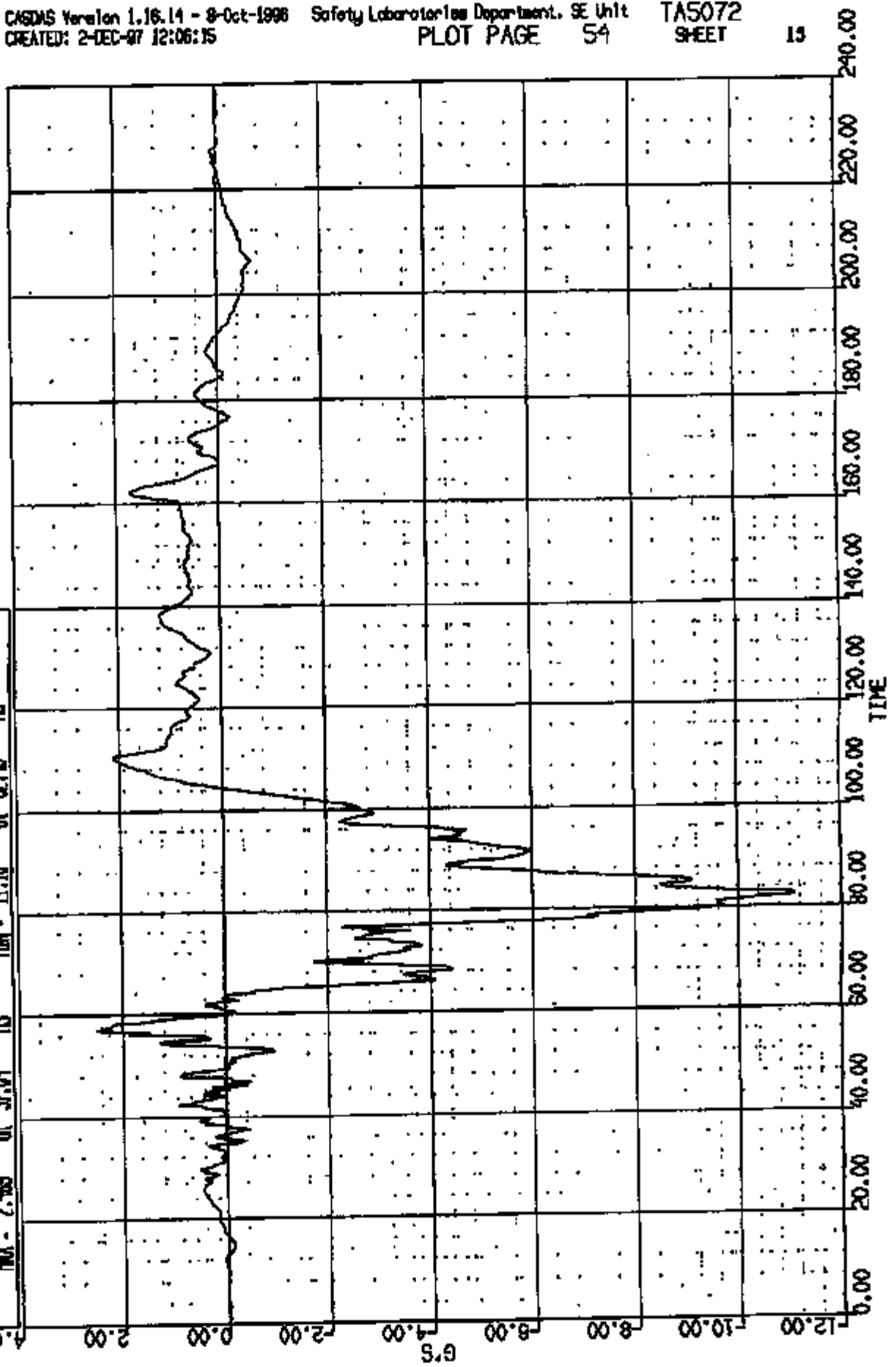
CR K: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(8) CR109431 LA DUMP CHEST VERT 180C
MAX = 10.80 at 04.61 MS MIN = -6.506 at 112.2 MS AXIS 1



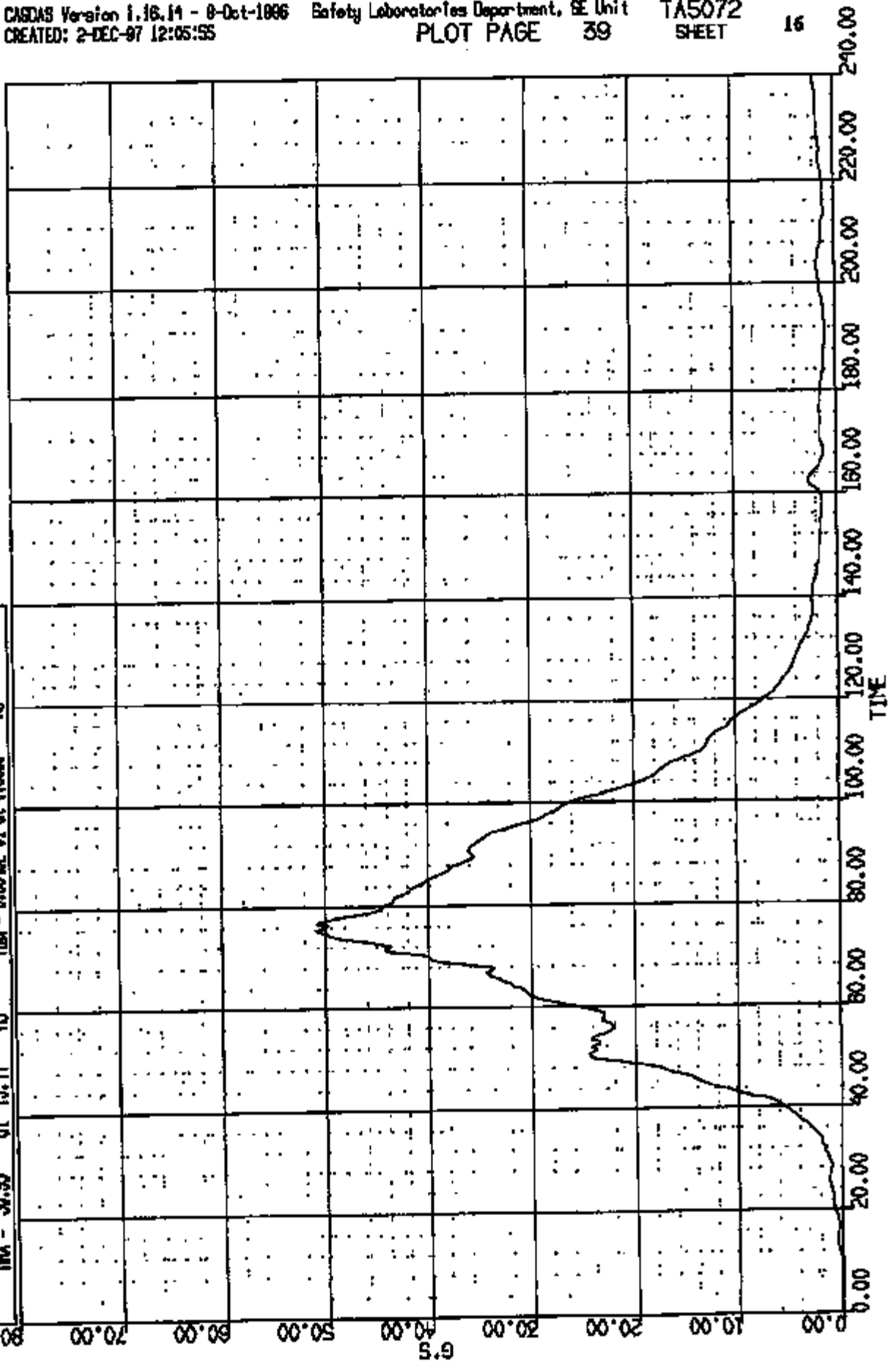
CR R: 10943 TO: TA5072 DATE: 971202 11:00:32
UNKNOWN

(9) DRIBBLST LF DUMP CEST LAT 180C
MAX = 2.489 at 57.04 MS MIN = -11.10 at 82.48 MS
AXIS 1



CR RE 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN
SUMDUR = 48.728 Duration time = 3.0000

(10009) DR109431 LF DUMMY CHEST RES 180C
MAX = 50.93 at 75.44 75 MIN = 0.0566E-04 at 0.5000 76 [AXIS 1]



CR R: 10843 TO: TA5072 DATE: 971202 11:00:58
UNKNOWN

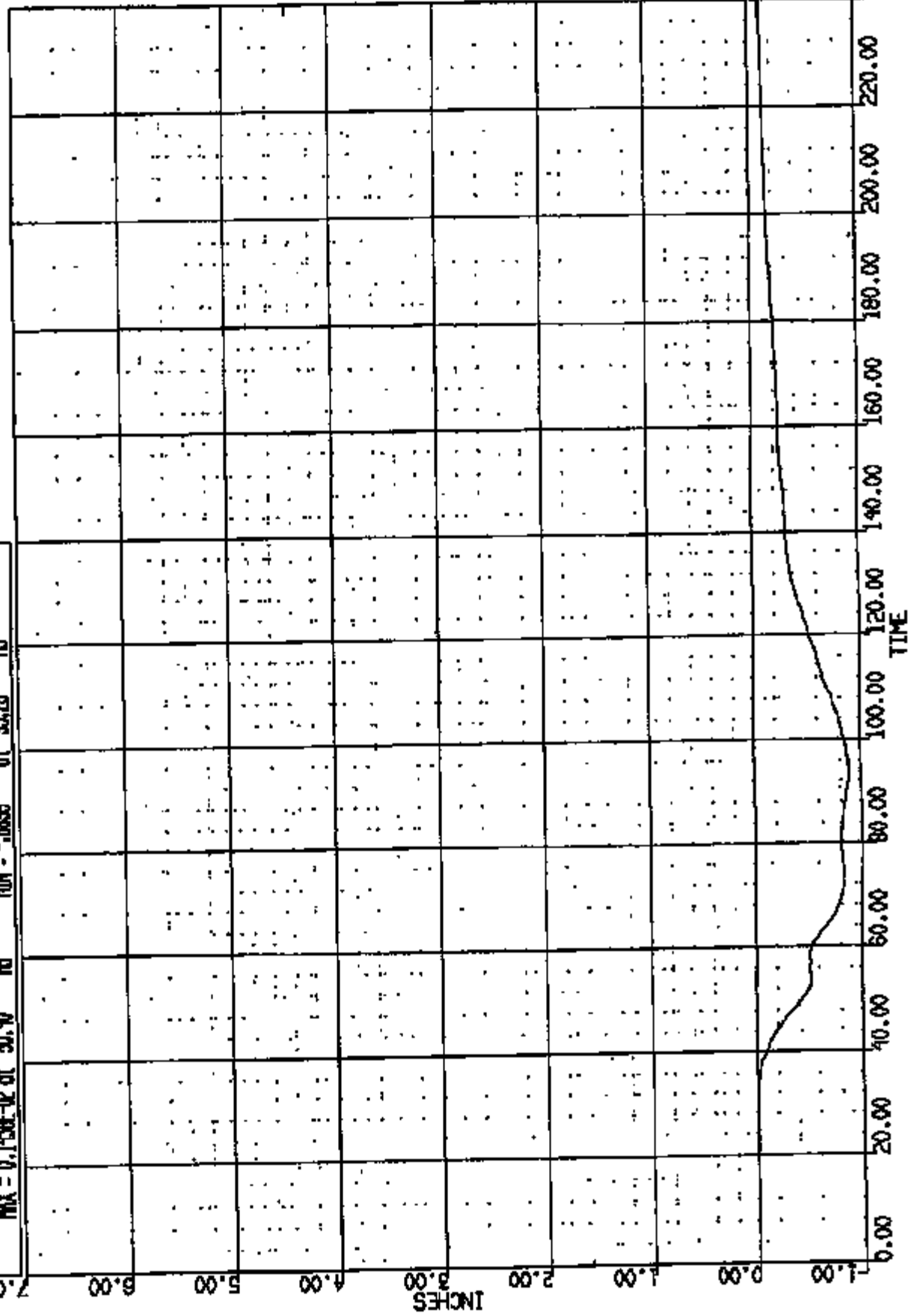
(10) CR10931 LF DUMMY CHEST DEFLECTION 180C

MAX = 0.150E-02 at 30.40 IN

MIN = -.0000

at 95.28 IN

AXIS 1



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(11) CRUISE 1 L/F DUMMY PELVIS LONG 1000C

MAX = 2.305 at 23.8 MS MIN = -51.65 at 53.76 MS

AXIS 1

20.00

10.00

0.00

-10.00

-20.00

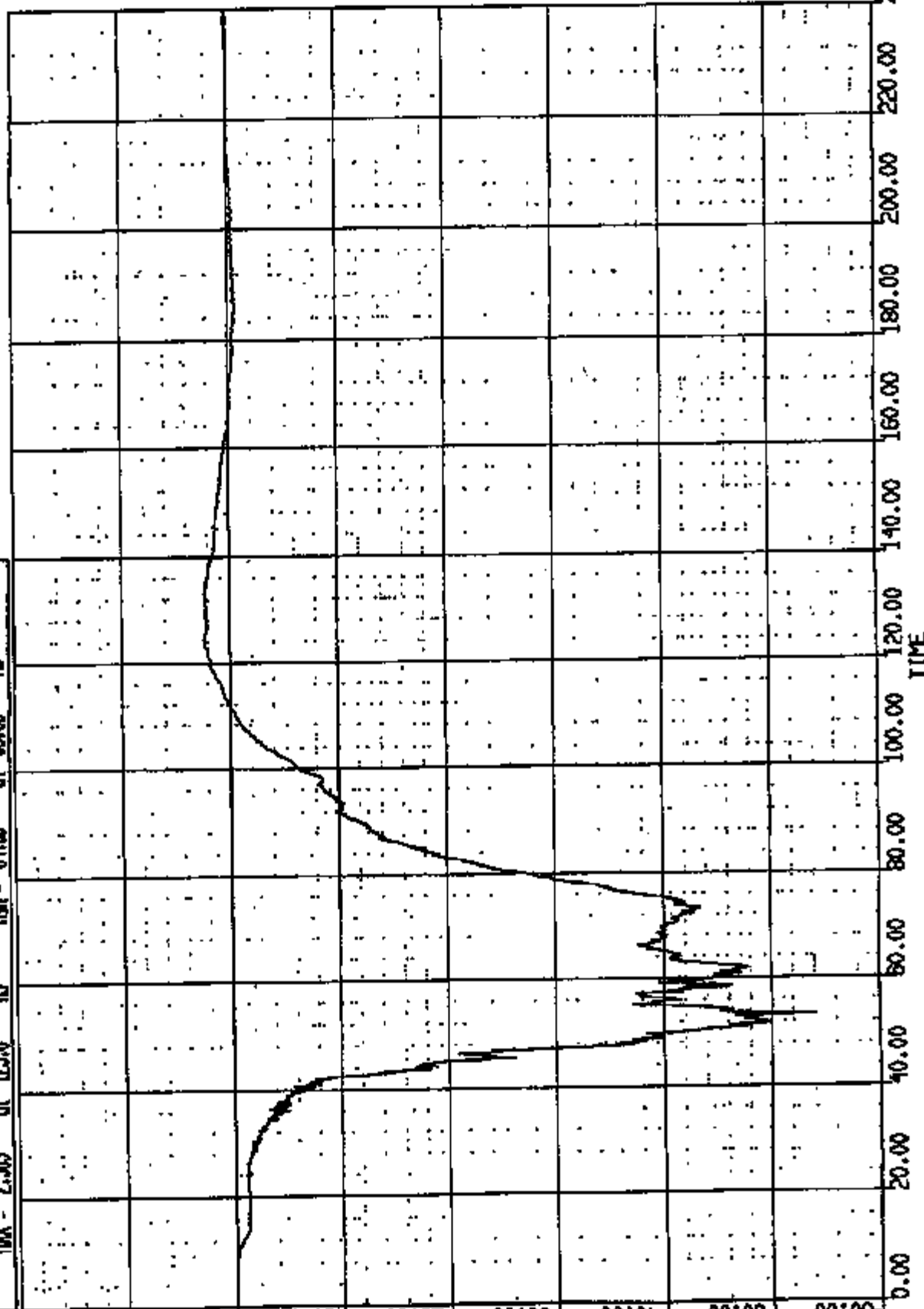
-30.00

-40.00

-50.00

-60.00

G's



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00
TIME

CR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(12) CR108431 LF DUMMY PELVIS VERT 1000

MAX = 3.45

at 45.12

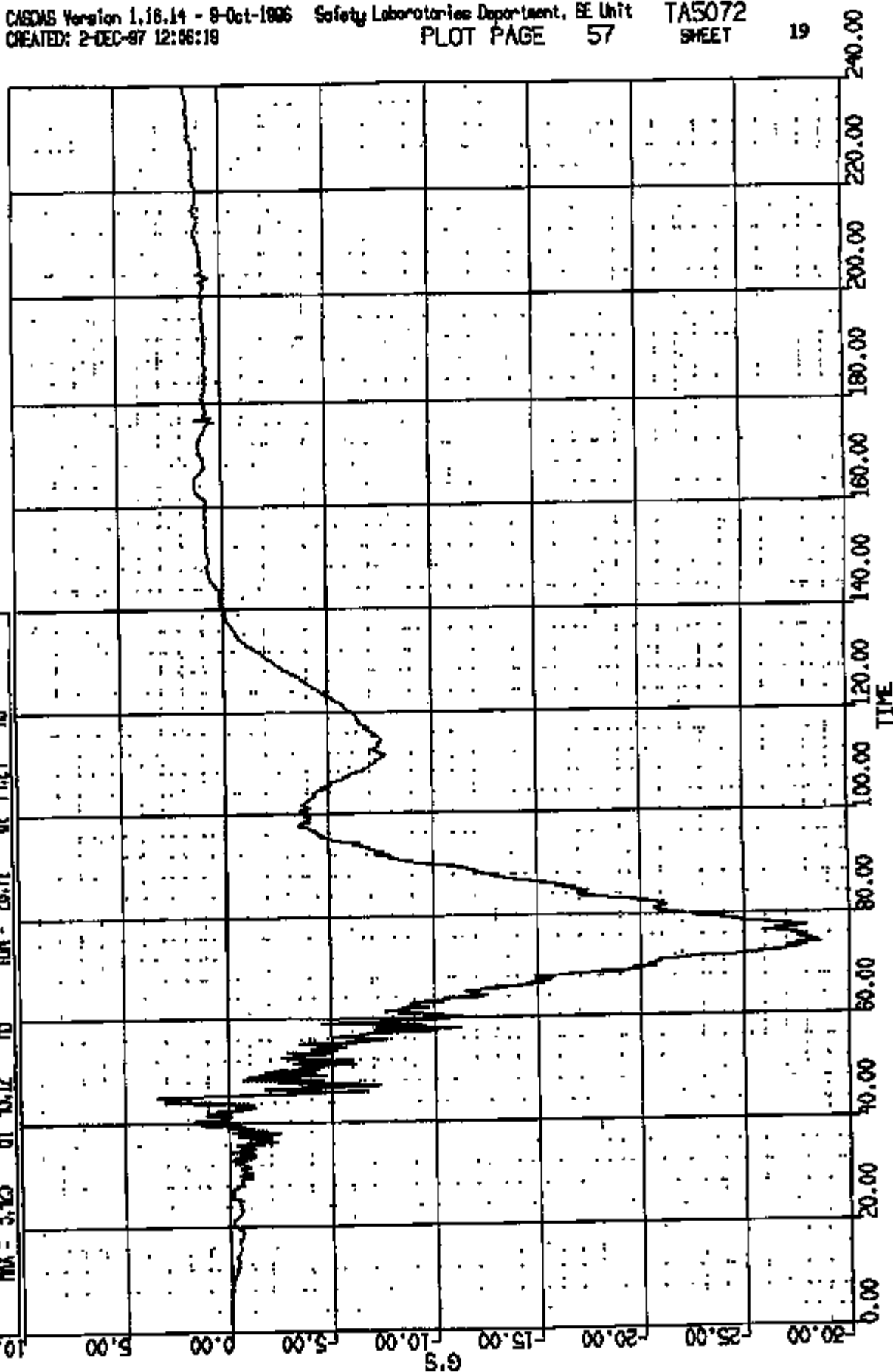
MS

MIN = -28.71

at 71.21

MS

AXIS 1



CRTS 0010943

CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(13) OR108431 LF DUMP PELVIS LAT 1000C
MAX = 6.829 at 100.2 MS MIN = -11.89 at 66.72 MS

AXIS 1

25.00

20.00

15.00

10.00

5.00

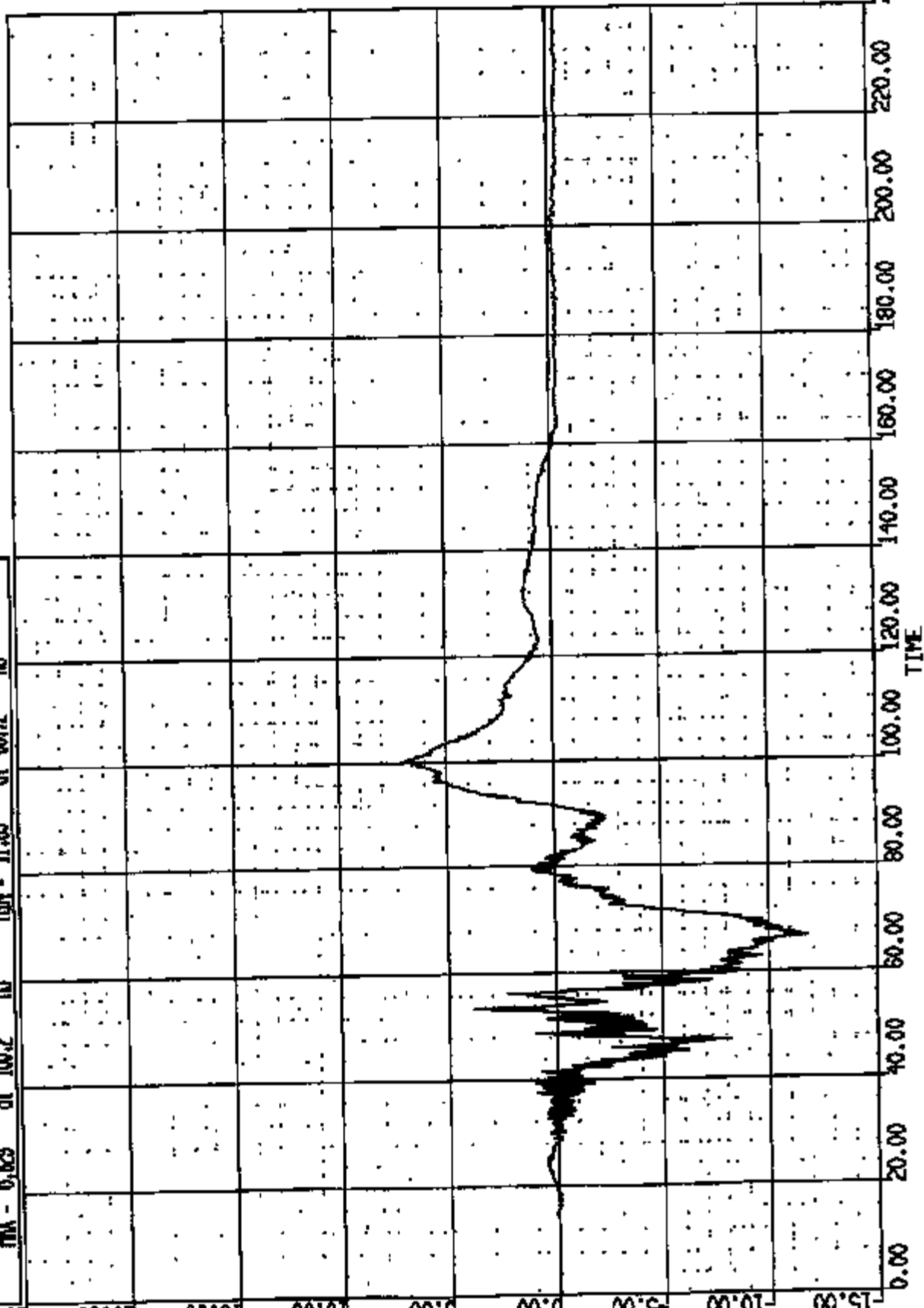
0.00

-5.00

-10.00

-15.00

G'S

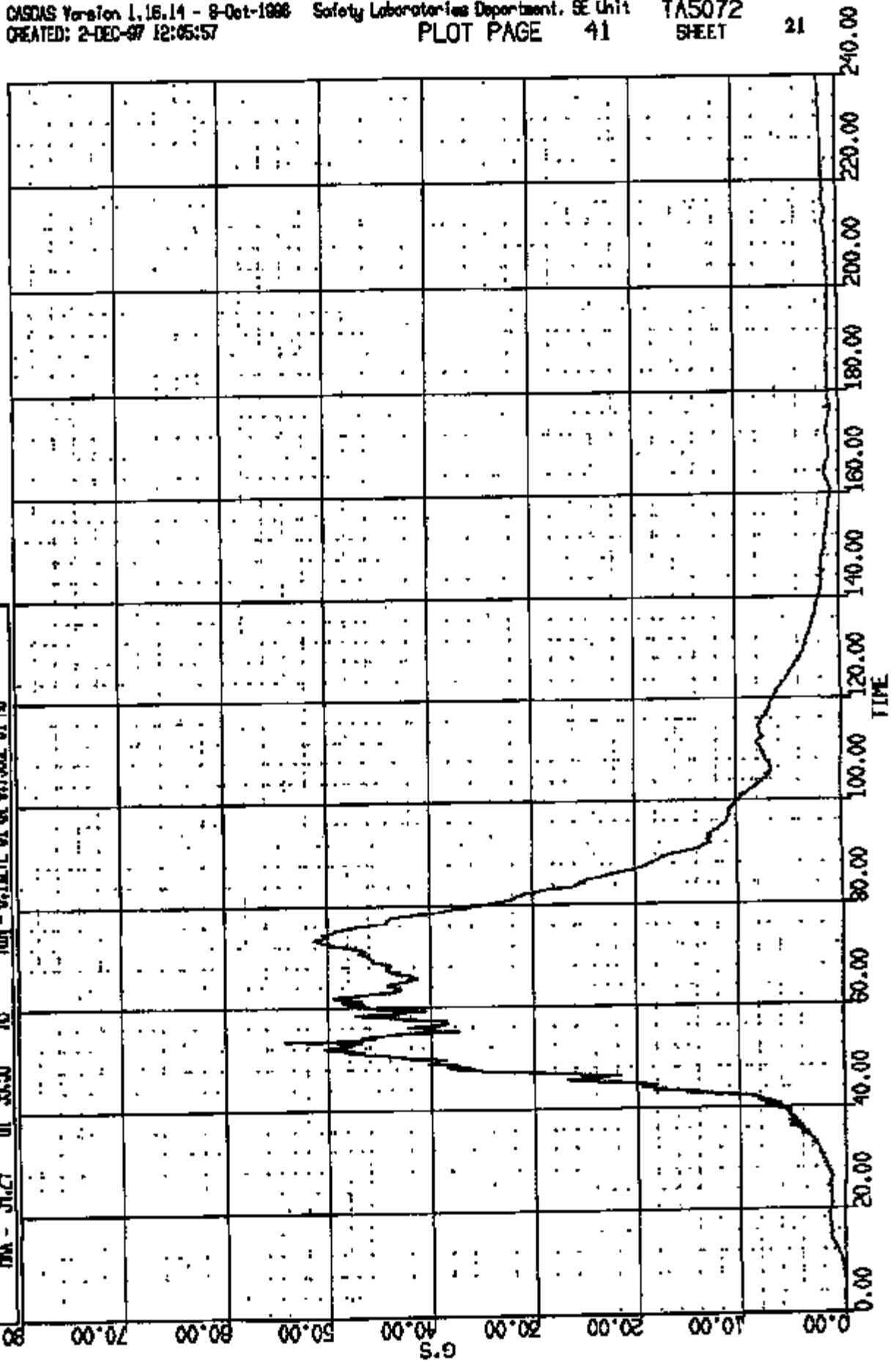


CR R: 10843 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

(10013) CR10943 L/F DUMMY PELVIS RES 1000C

MAX = 51.24 at 33.36 MS MIN = 0.127E-01 at 0.700E-01 MS

AXIS 1



CR R# 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

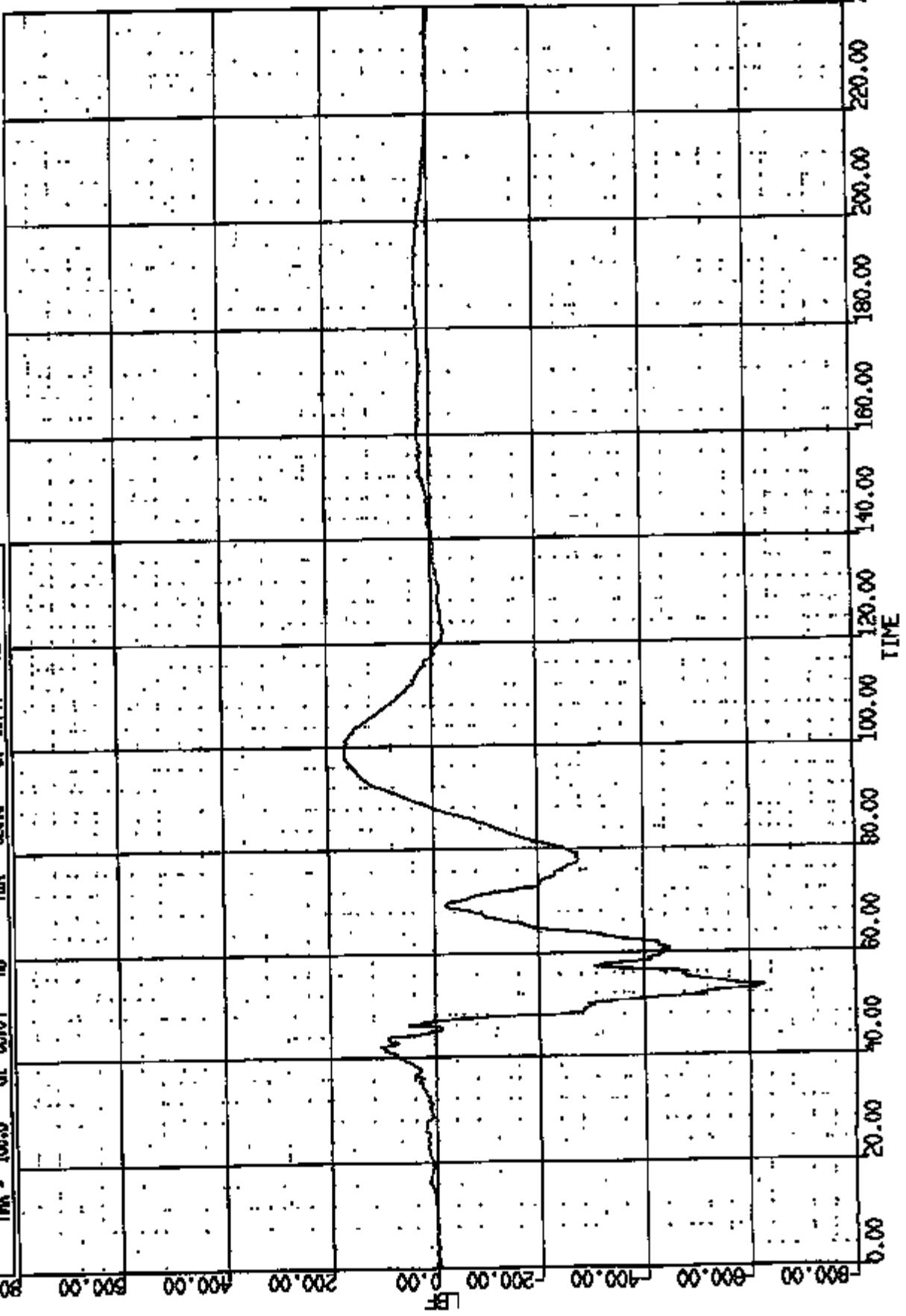
(14) CR10945T L/F DUMMY LAEMUR LOAD FZ 600C

MAX = 168.5 at 33.81 MS

MIN = -825.5

at 53.41 MS

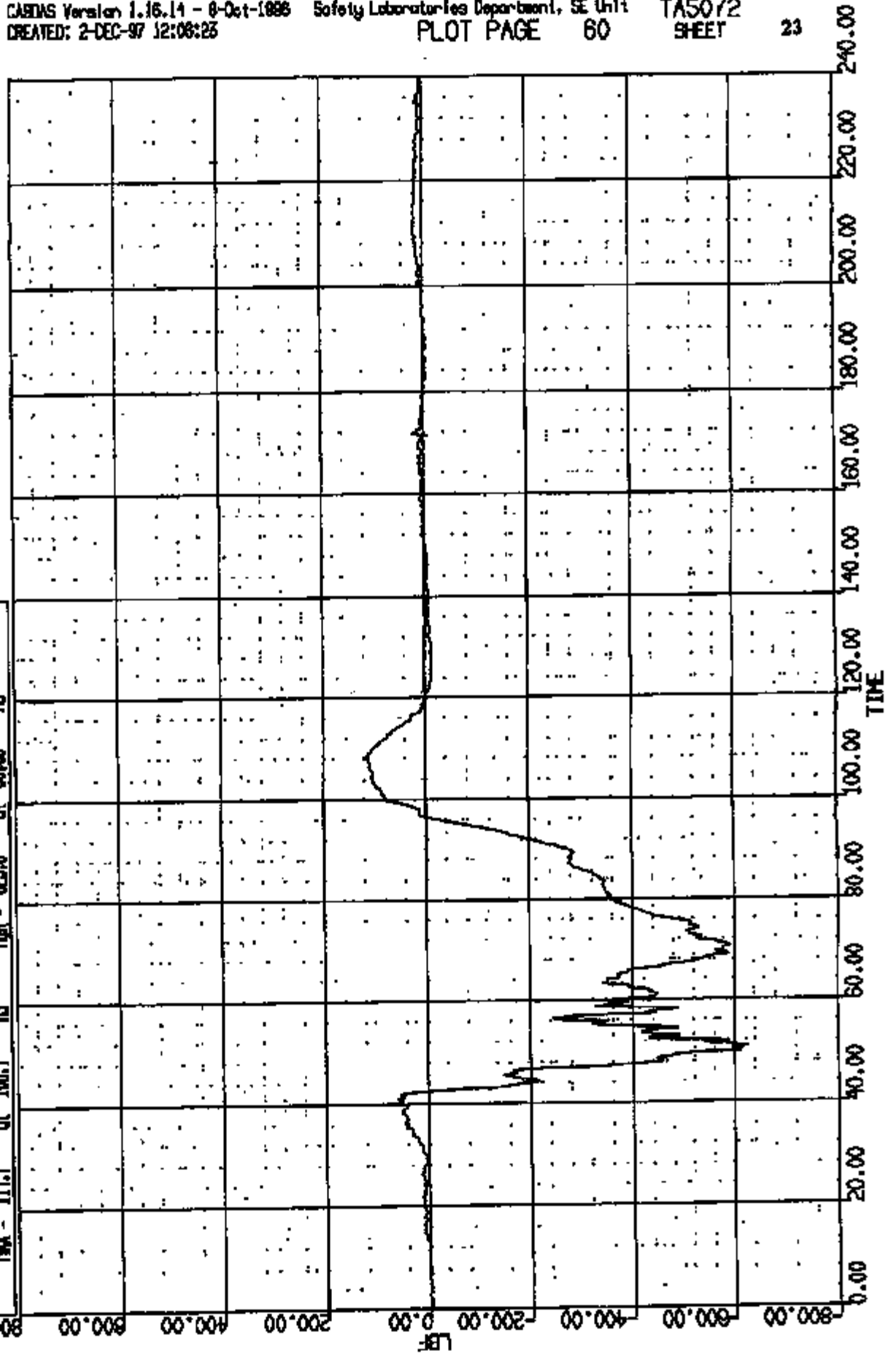
AXIS 1



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(15) CRICHT L/F DUMMY REFEROR LOAD FZ 600
MAX = 114.7 at 100.1 MS MIN = 625.8 at 50.95 MS

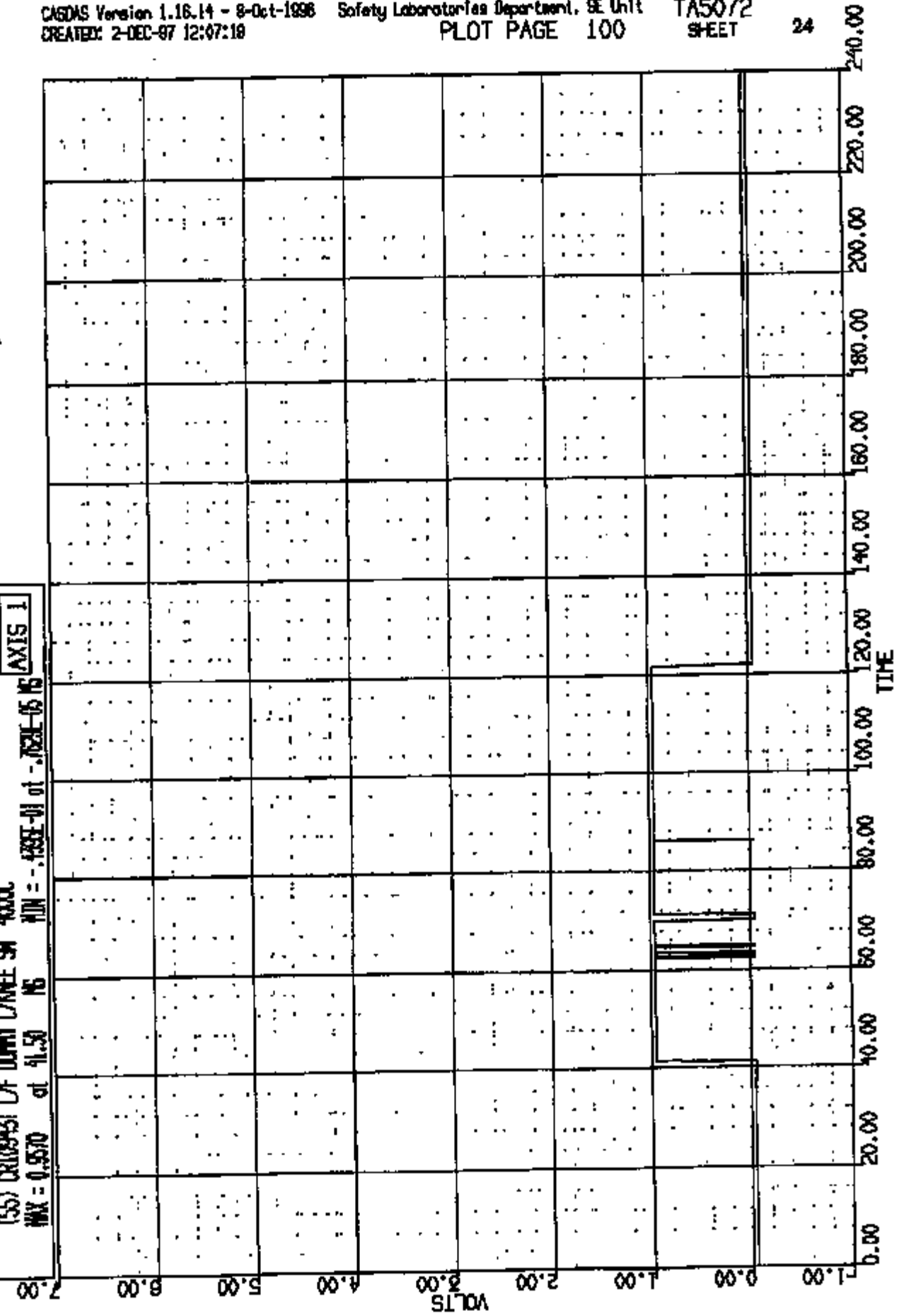
AXIS 1



CR R# 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(55) CR189431 LF DMMY LANCE SH 4000C
MAX = 0.9570 at 41.50 NS MIN = -.438E-01 at -.702E-05 NS

AXIS 1



GR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(56) CR10943T L/F DUMMY RANGE: SA 400VC

MAX = 0.9570 at 41.00 NS

MIN = -0.9552 at -70.23E-05 NS

AXIS 1

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

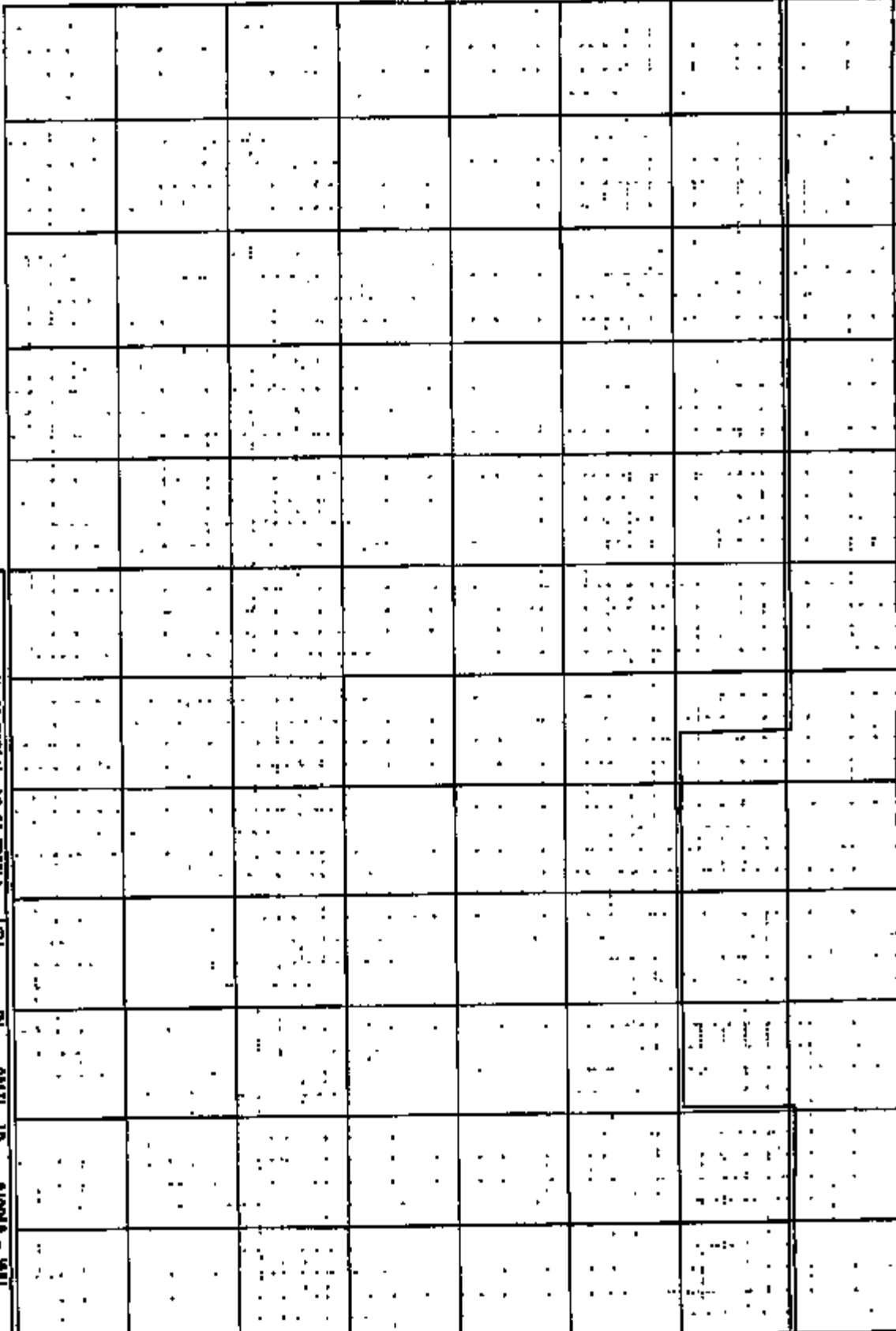
180.00

200.00

220.00

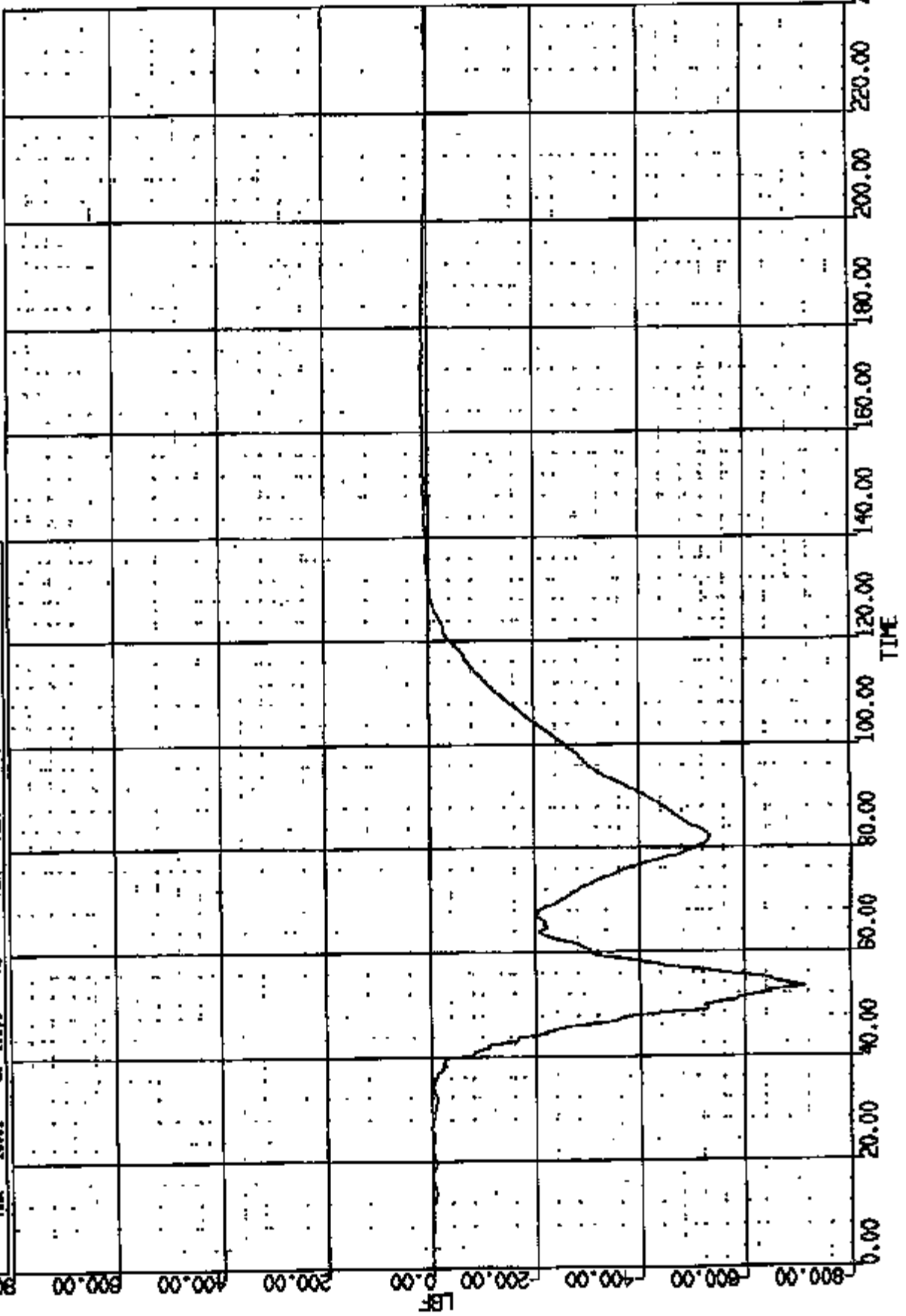
240.00

TIME



GR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(16) CRUSH TEST LF DUMMY LAP/TIBIA LOAD FZ 600C
MAX = 13.01 at 10.0 MS MIN = -712.6 at 53.76 MS
AXIS 1



CR R: 10843 TO: TA5072 DATE: 871202 11:00:58
UNKNOWN

(19) CRUSH TEST L/F DUMMIE RAMP/TIBIA LOAD FZ 600X

MAX = 25.00 at 127.0 MS

MIN = -108.4

at 51.28 MS

AXIS 1

40.00

20.00

0.00

-20.00

-40.00

-60.00

-80.00

-100.00

-120.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

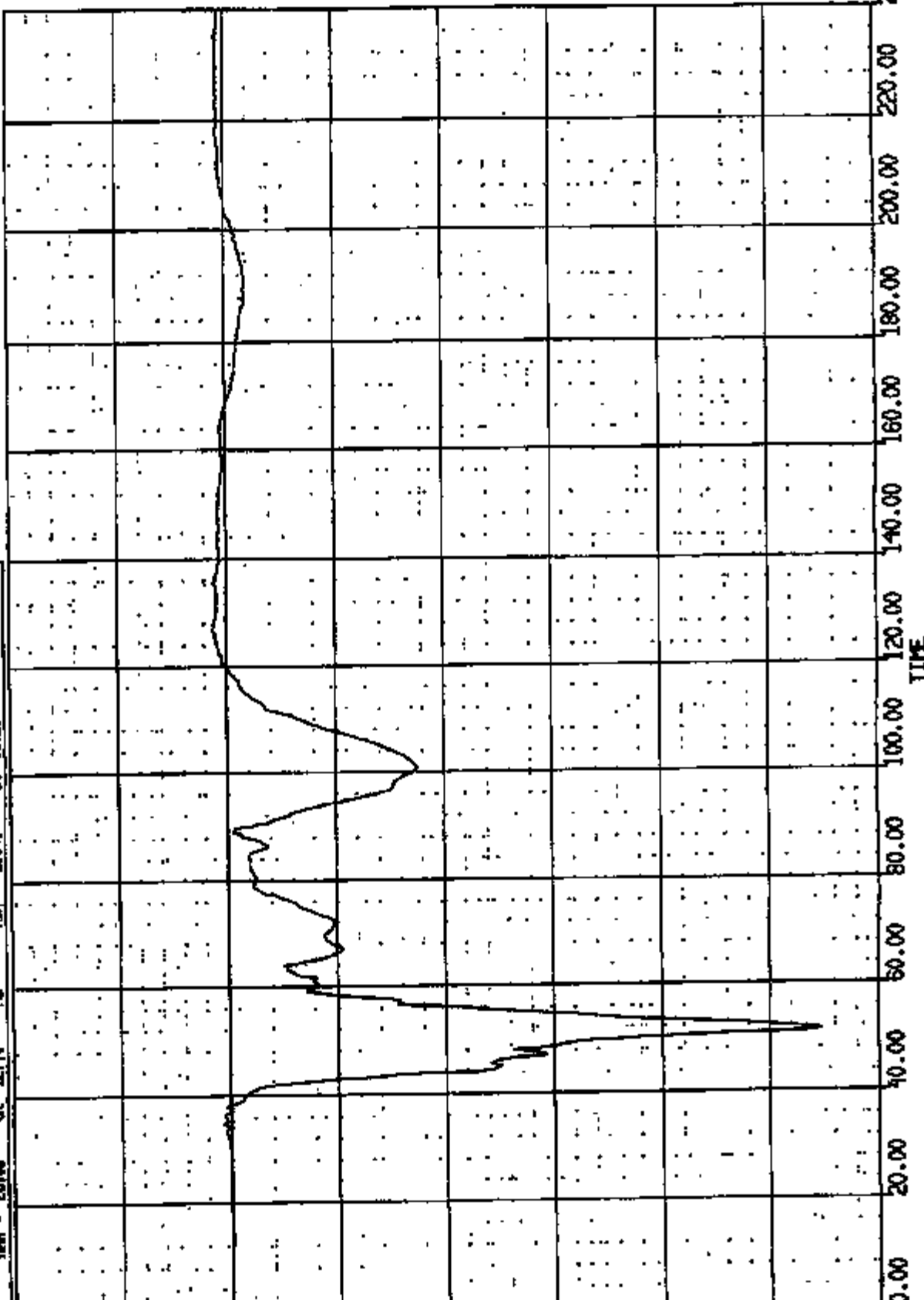
180.00

200.00

220.00

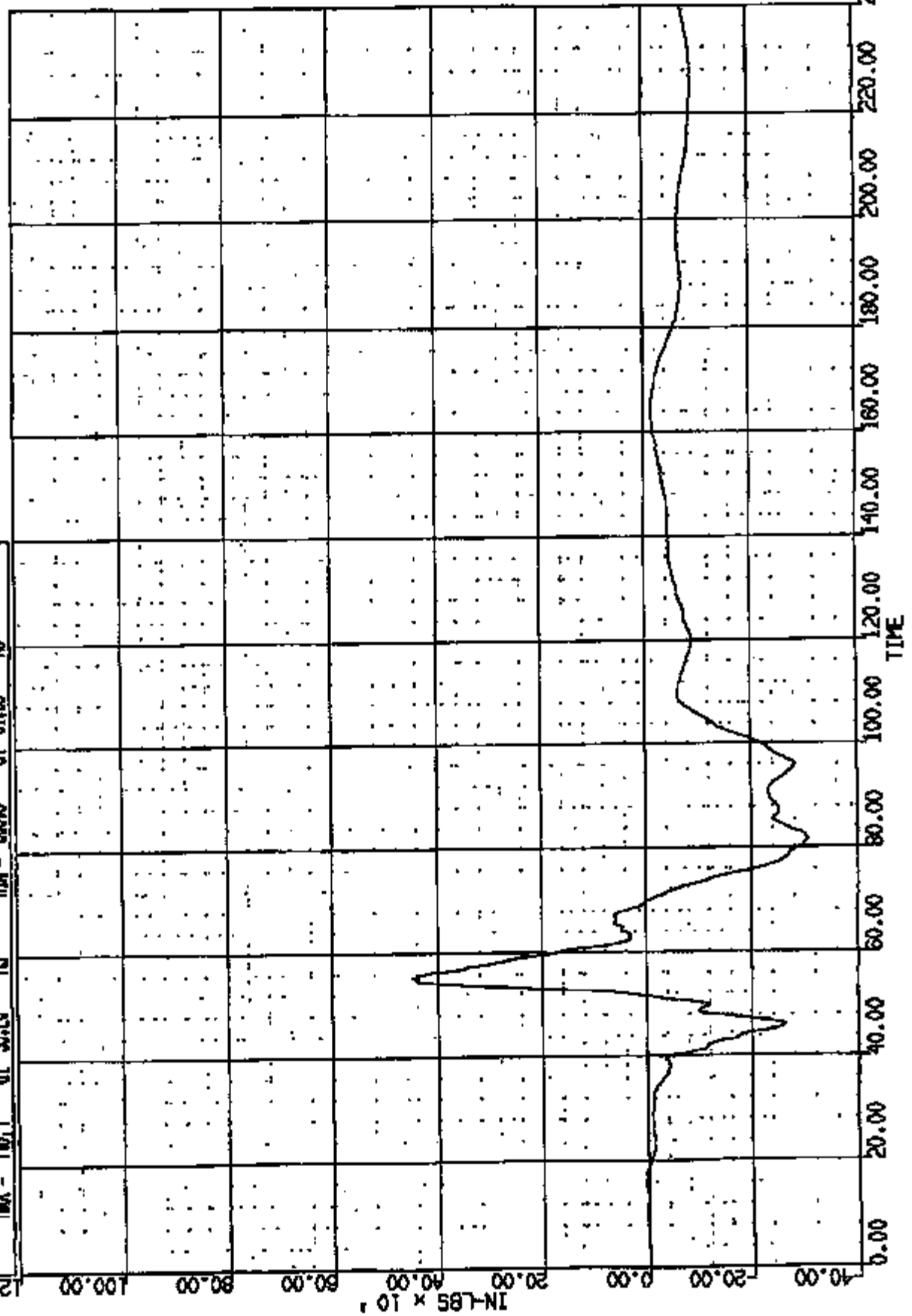
240.00

TIME



OR R: 10948 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

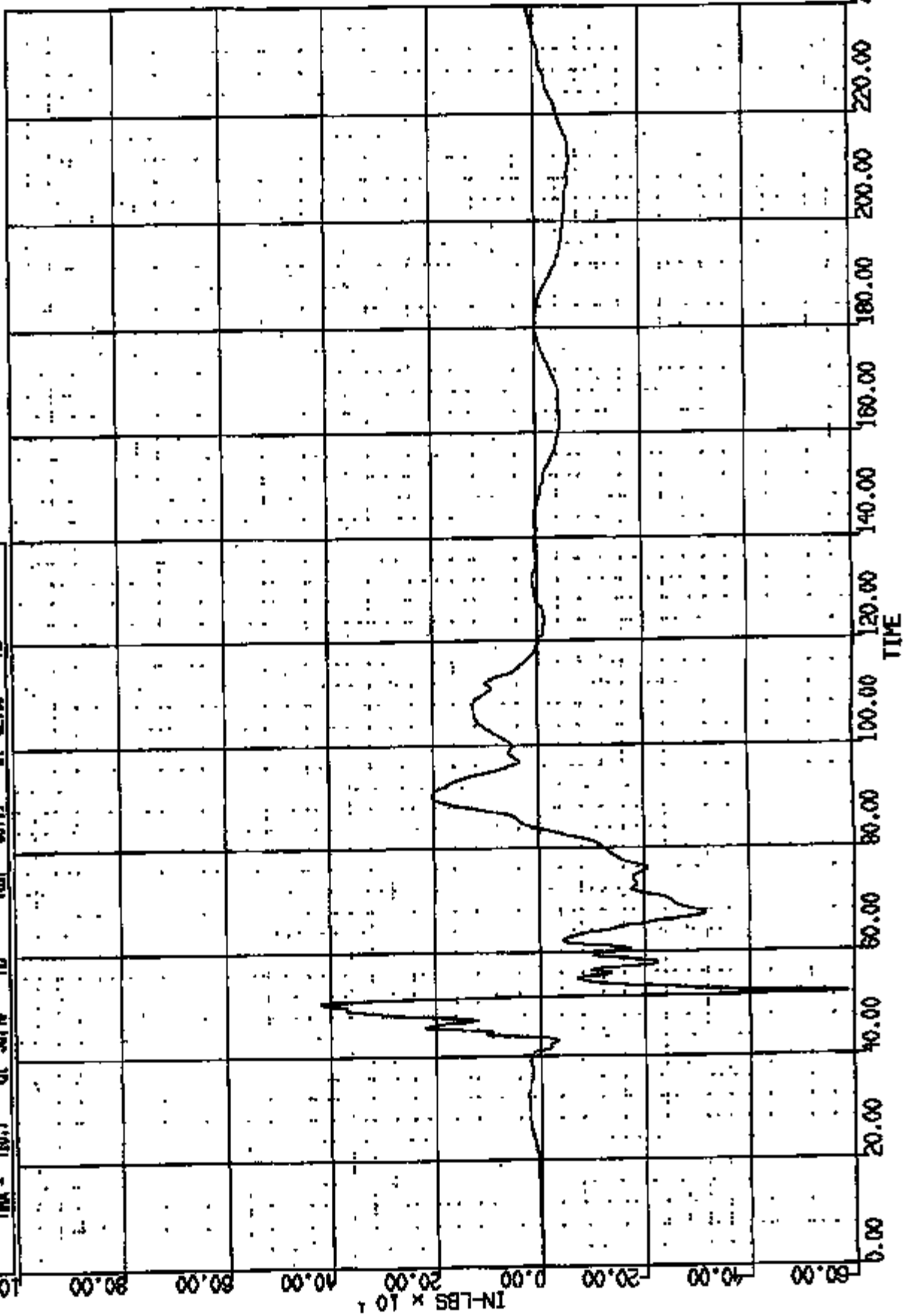
(17) CRUSH TEST OF DUMMY LAP/TIBIA LOAD IN GORE
MAX = 416.4 at 55.20 MS MIN = 305.9 at 81.76 MS
AXIS 1



CR R: 10943 TO: TA5072 DATE: 971208 11:00:52
UNKNOWN

(20) CRIBRST LF DUMP RAMP/TIBIA LOAD PK 600C
MAX = 48.7 at 33.90 MIN = 387.1 at 52.00

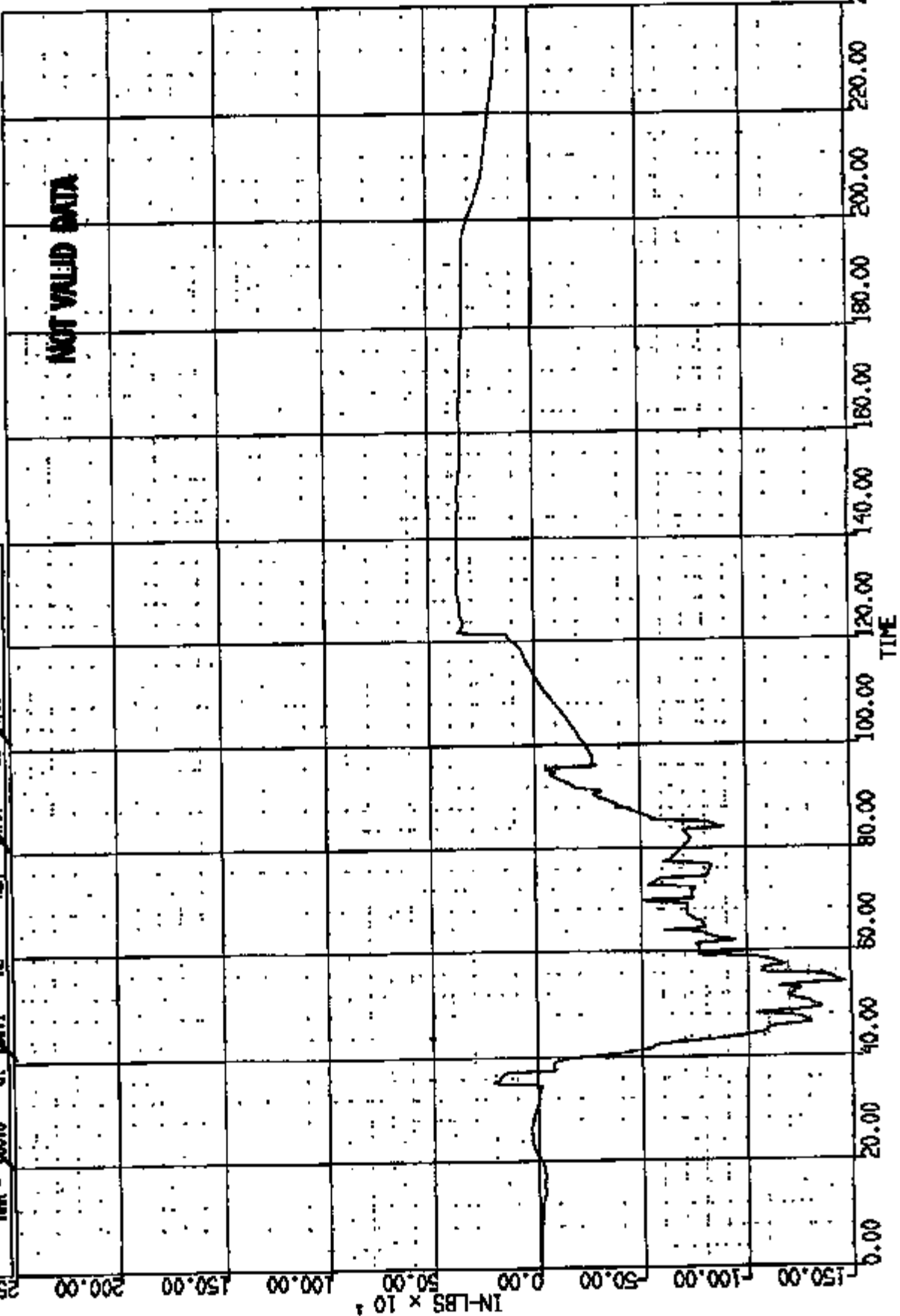
AXIS 1



CR R: 10843 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

(18) CRUSHET L/F DUMP L/UP/TIBIA LOAD BY GACC
MAX = 365.5 at 287.1 MS MIN = -125.0 at 54.06 MS

AXIS 1



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(21) CRIBSST L/F DUMP R/SP/TIBIA LOND NY 600C

MAX = 87.59 at 148.7 NS MIN = -157.6 at 51.26 NS

AXIS 1

200.00

150.00

100.00

50.00

0.00

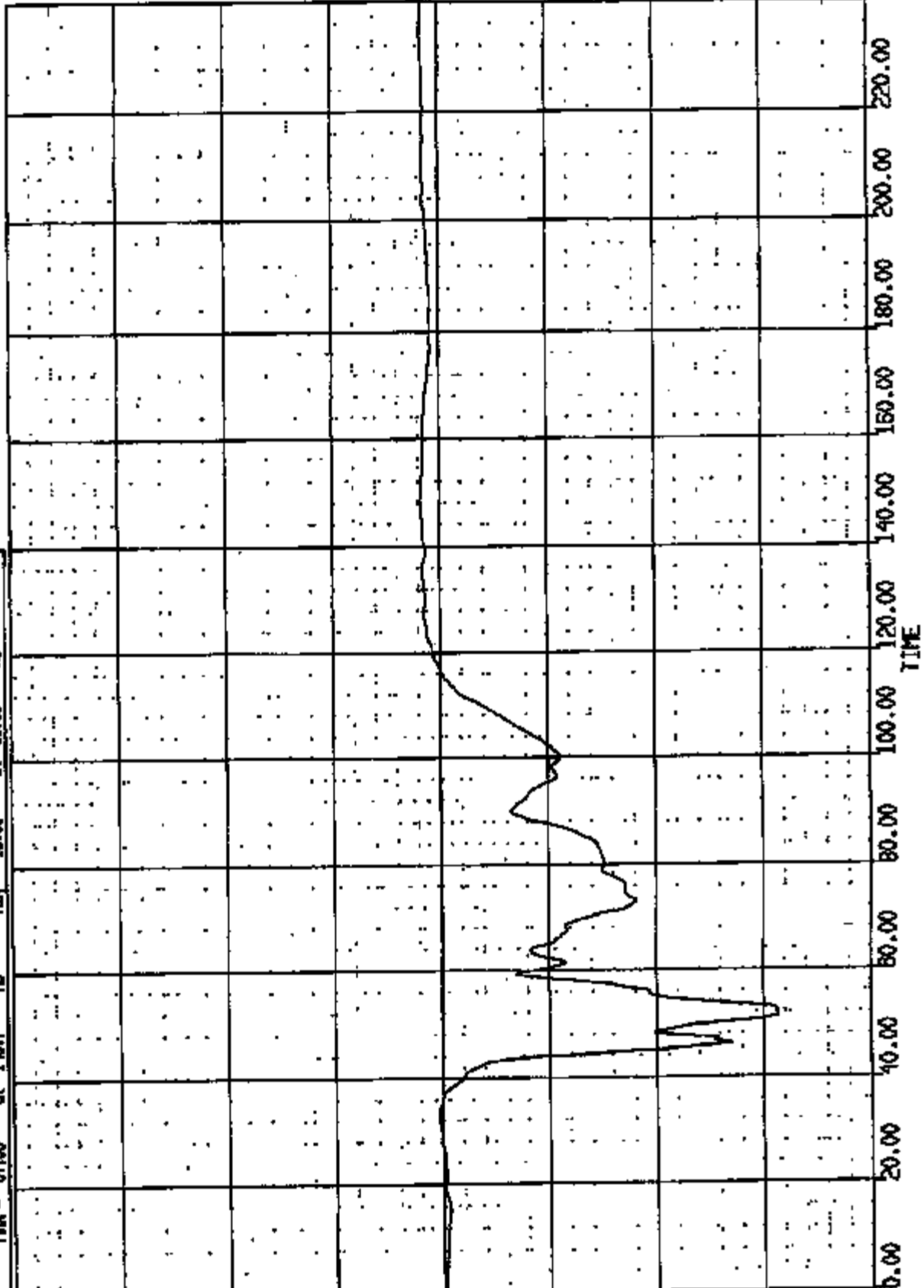
-50.00

-100.00

-150.00

-200.00

IN-LBS x 10⁴

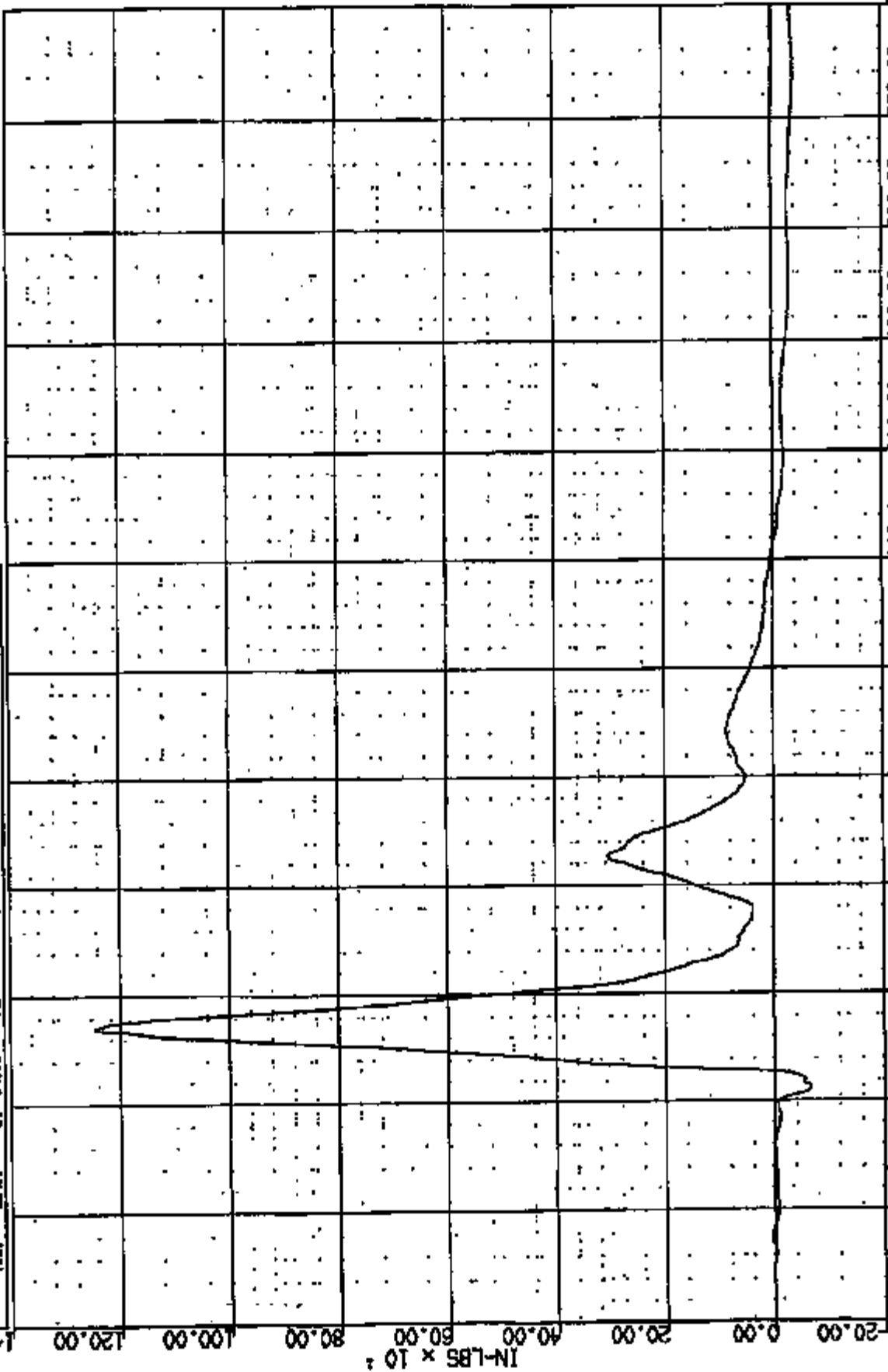


CR #: 10843 TO: TAB078 DATE: 871202 11:00:52
UNKNOWN

(22) CRUSHED L/F DUMMY LUMBER/TIBIA LOAD HV 800C
MAX = 125. at 51.08 MS MIN = -61.73 at 42.00 MS

AXIS 1

140.00



CR R: 10946 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(24) CRUSHED LF DUMMY R/LOWER/TIBIA LOAD IN 600C

MAX = 277.8 at 46.08 MS MIN = -1282. at 51.52 MS

AXIS 1

250.00

200.00

150.00

100.00

50.00

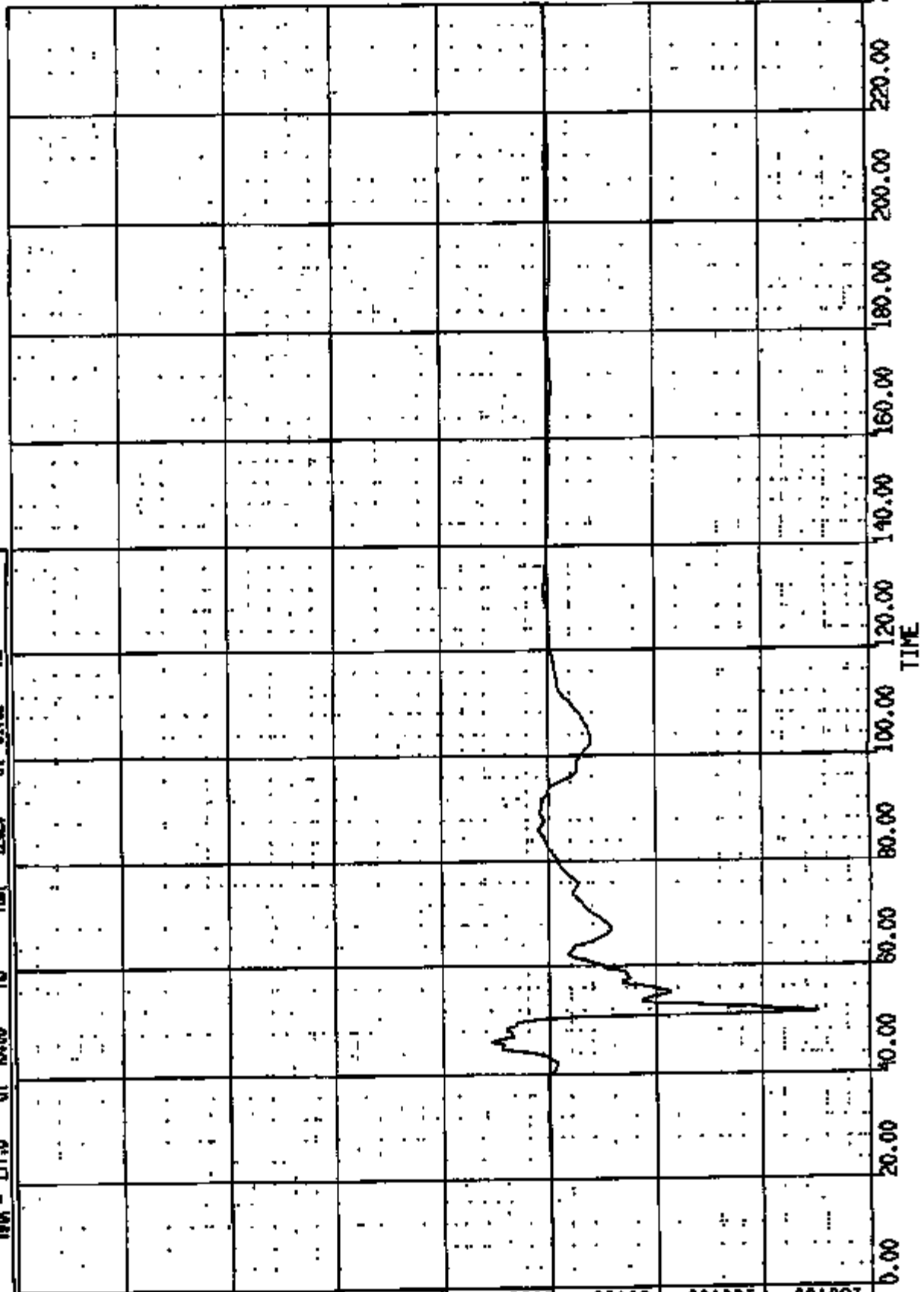
0.00

-50.00

-100.00

-150.00

IN-LBS x 10³



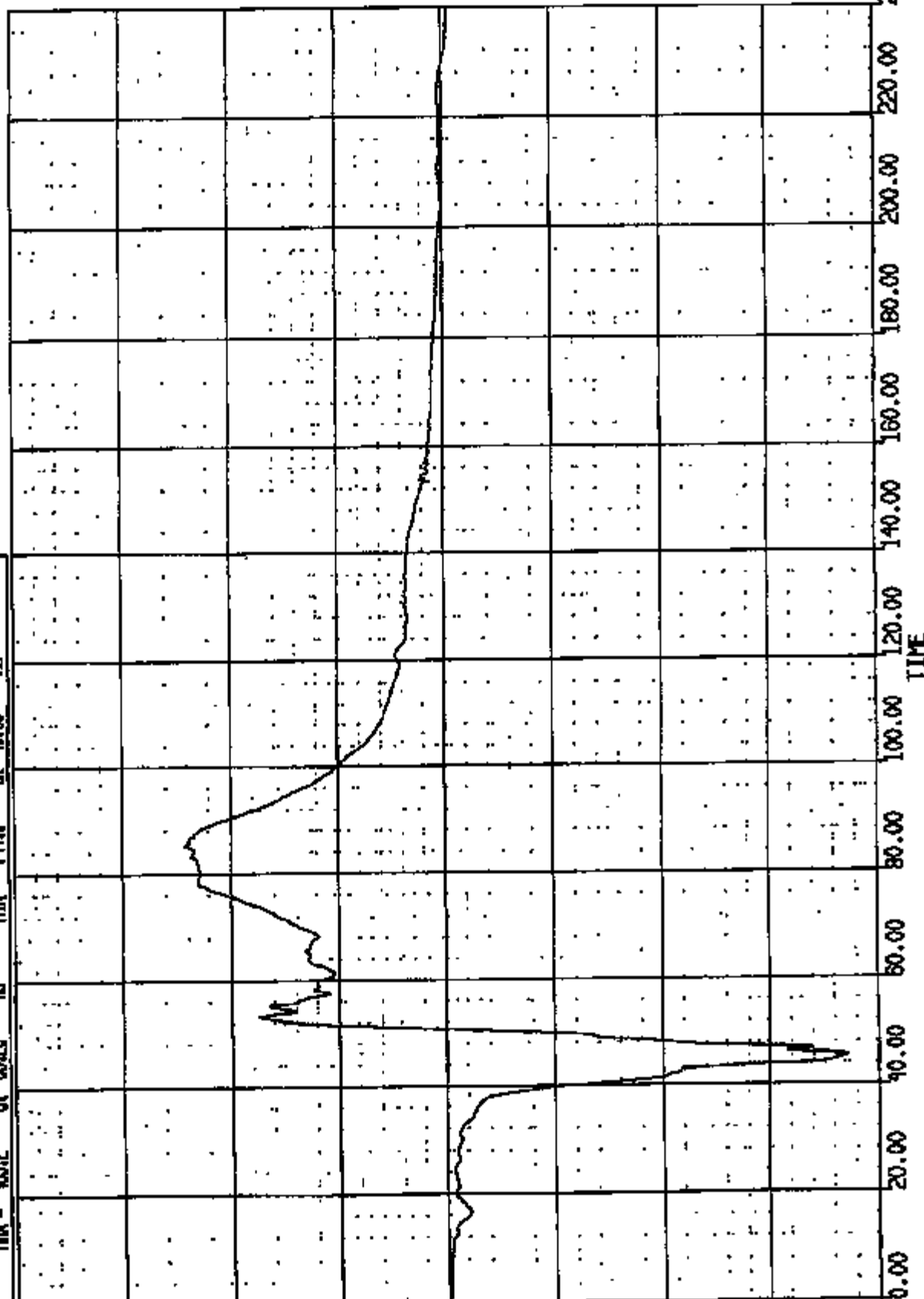
GR RE 10945 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(23) CRIBRIST LF DUMY L/ALBER/TIBIA LIND HY 600C

AXIS 1

MAX = 45.2 at 85.28 MS MIN = -744.0 at 45.36 MS

800.00
600.00
400.00
200.00
0.00
-200.00
-400.00
-600.00
-800.00
IN-LBS



CIR R# 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(25) CRUSHED L/F DUMMY R/LOWER TIBIA LOAD BY 600C

MAX = 625.5 at 57.36 MS MIN = -883.1 at 45.08 MS

AXIS 1

200.00

250.00

200.00

150.00

100.00

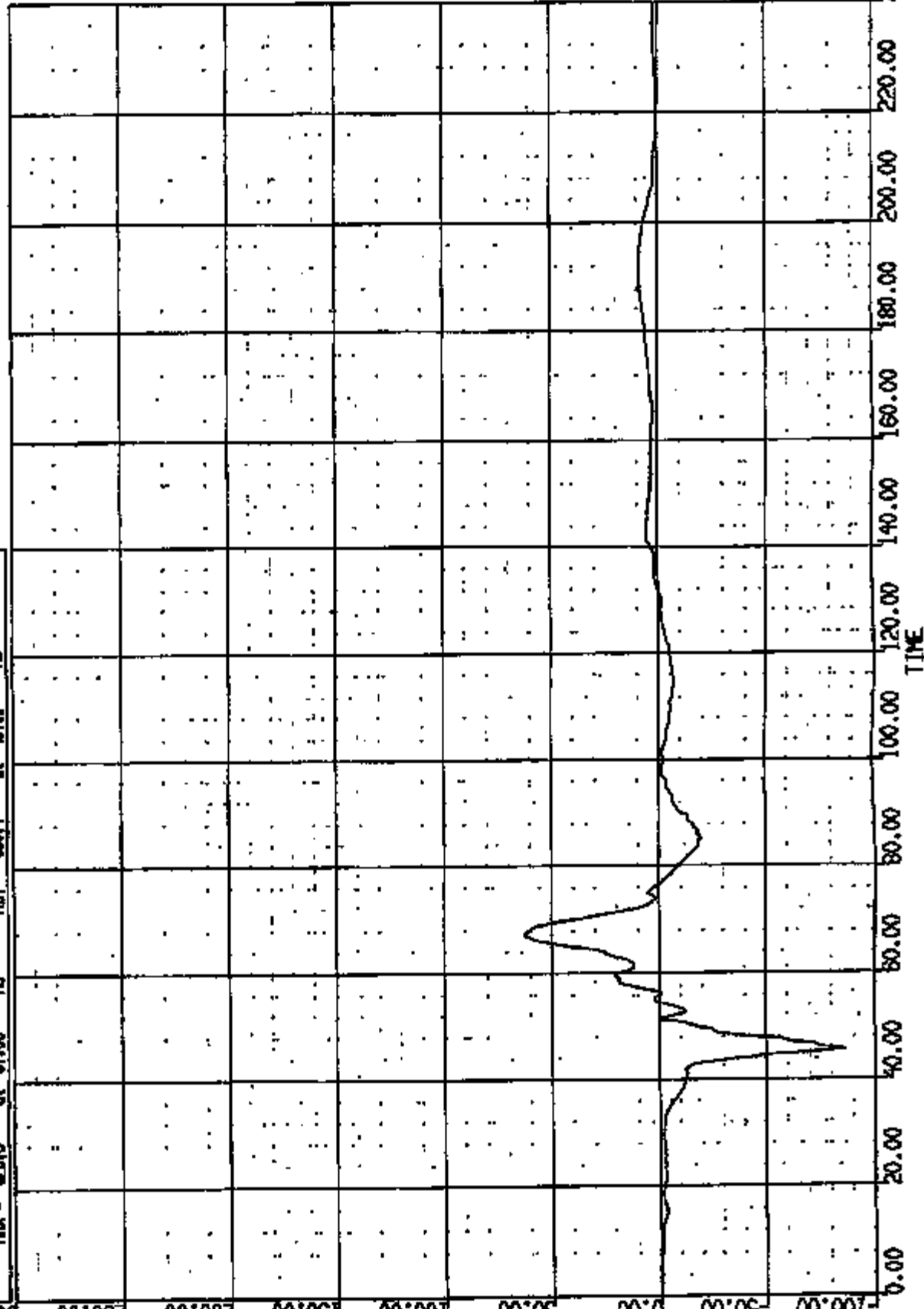
50.00

0.00

-50.00

-100.00

IN-LBS x 10¹

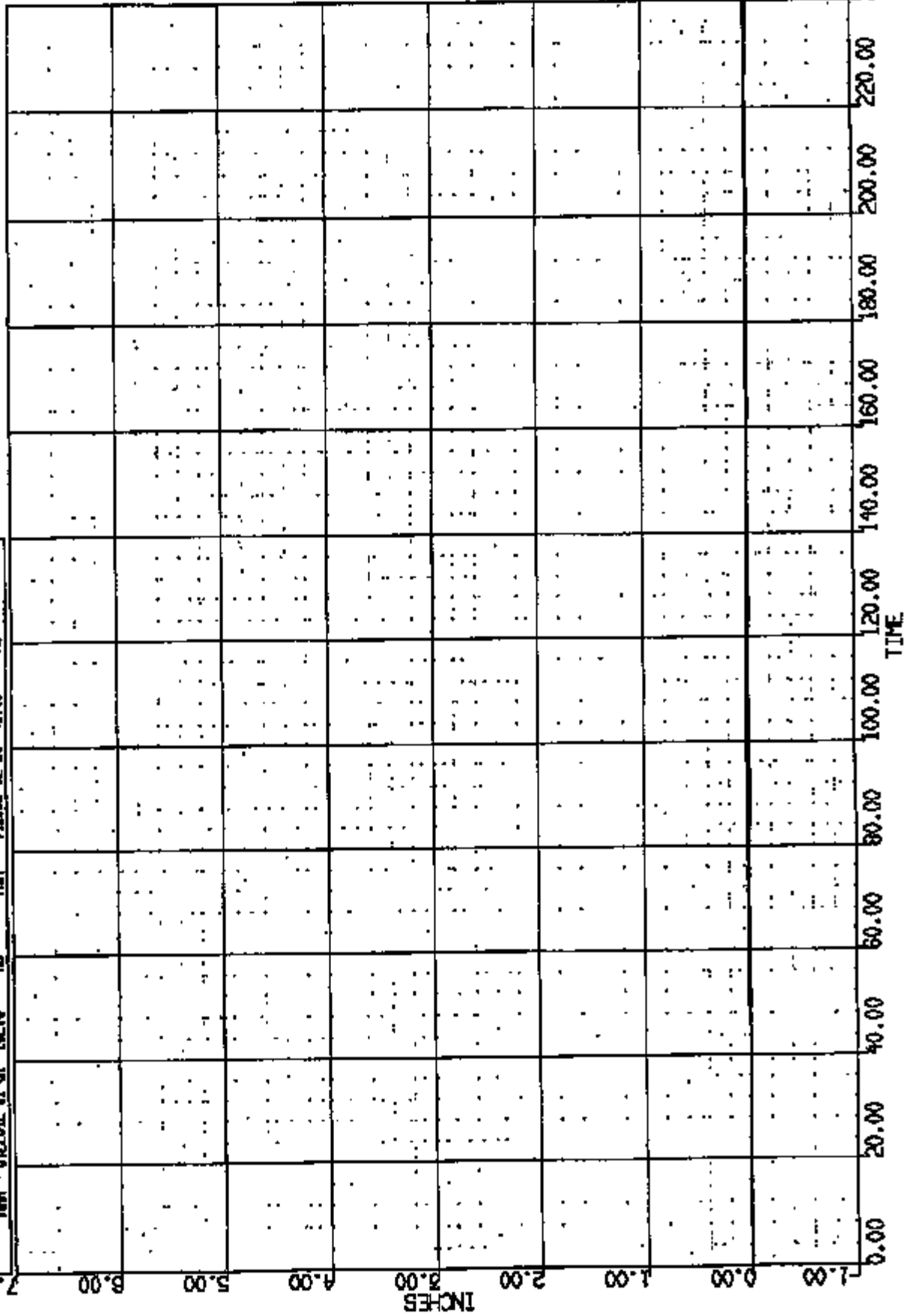


CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(26) ORIGINIST LF DUMMY L/TIBIA DISP ART FEM 180C

MAX = 0.2231E-01 at 02.6 MS MIN = -.1282E-02 at 41.88 MS

AXIS 1

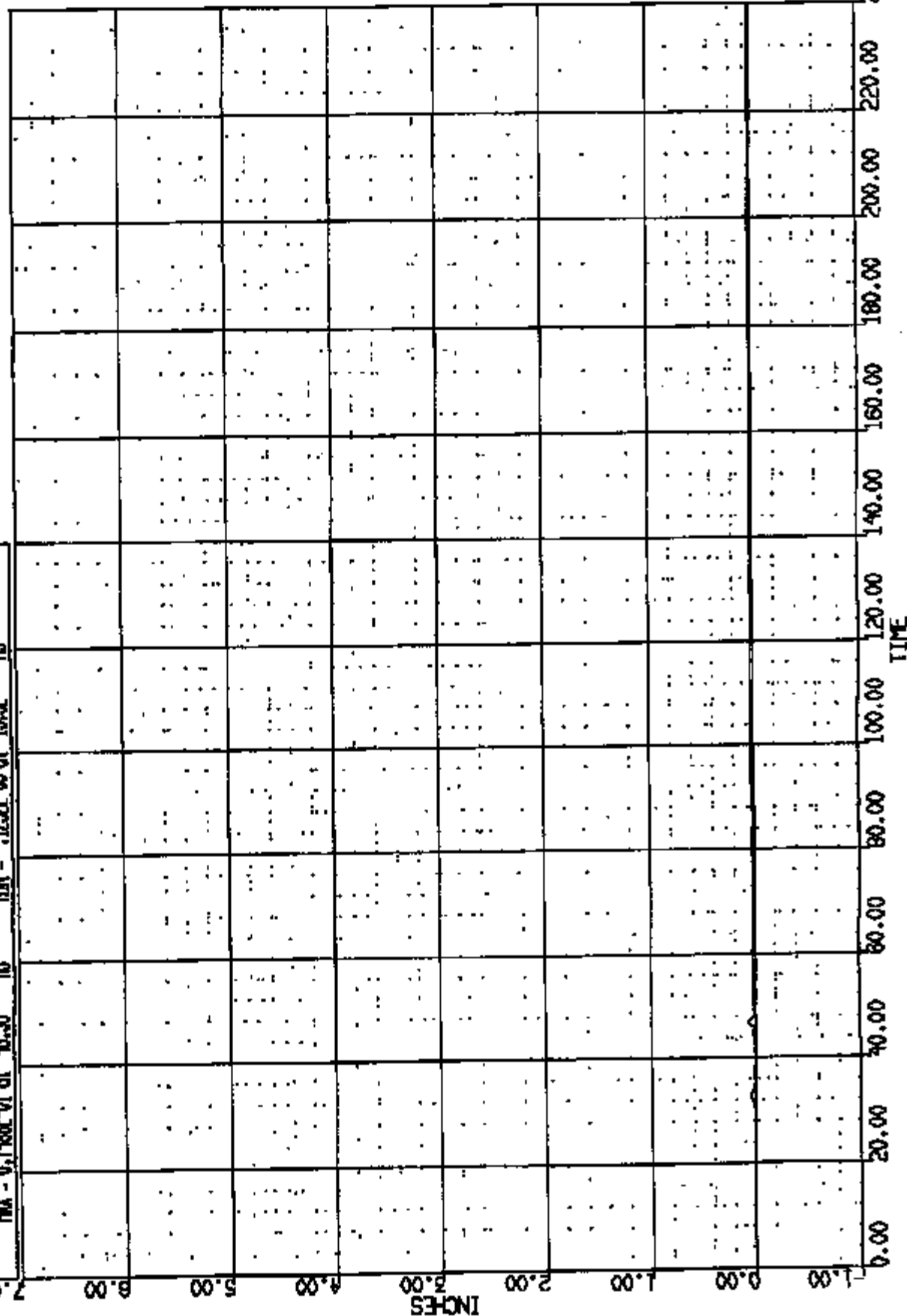


CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(27) CR10943 L/F DUMP R/TIBIA DISP ART FEM 180C

MAX = 0.7480E-01 at 46.56 16 MIN = -.125E-05 at 13.52 16

AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

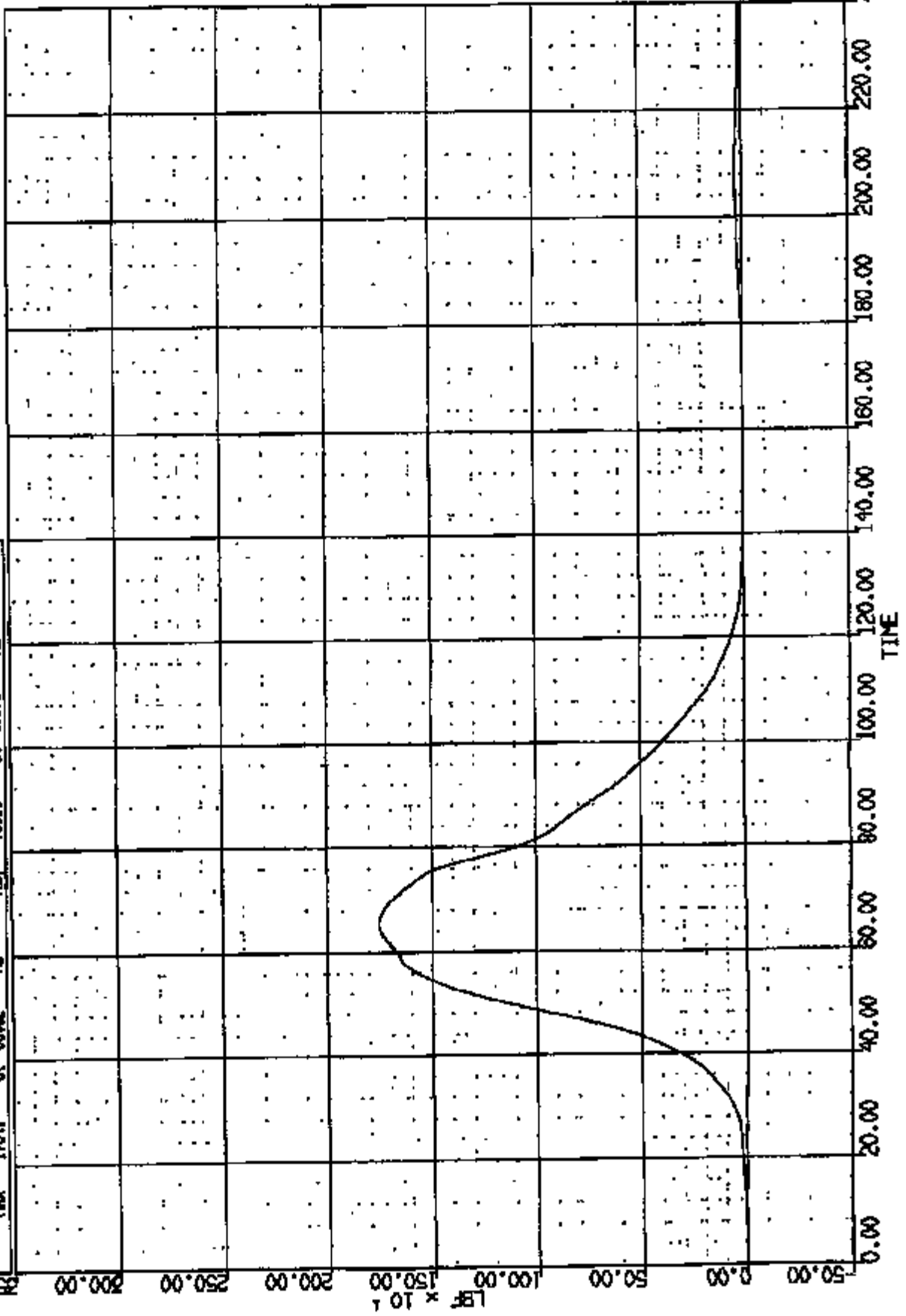
(50) CRIBENT LF LAP BELT @ ANCHOR LOAD 60C

MAX = 175% of 65.52 KG MIN = -.3913

at 155.8

AXIS 1

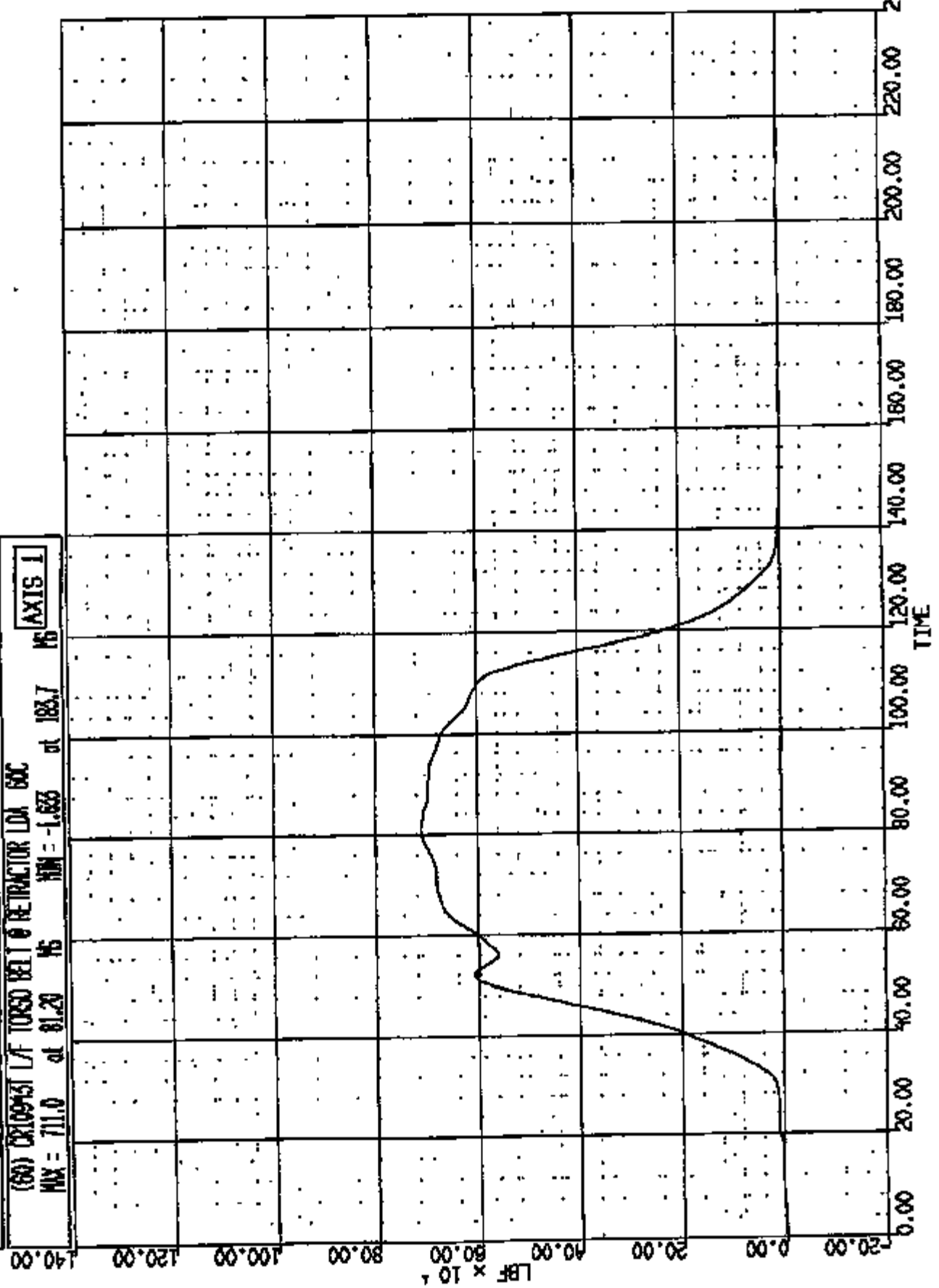
KG



GR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(60) CR109431 L/F TORSO BELT RETRACTOR LJA 6AC
MAX = 711.0 at 81.20 MS MIN = -1.633 at 183.7 MS

AXIS 1



CR RE 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(61) CRUSH TEST L/F TORSD BELT O-RING LOAD 600
MAX = 1003, at 91.68 IN MIN = -7.483 at 291.2 IN

AXIS 1

140.00

120.00

100.00

80.00

60.00

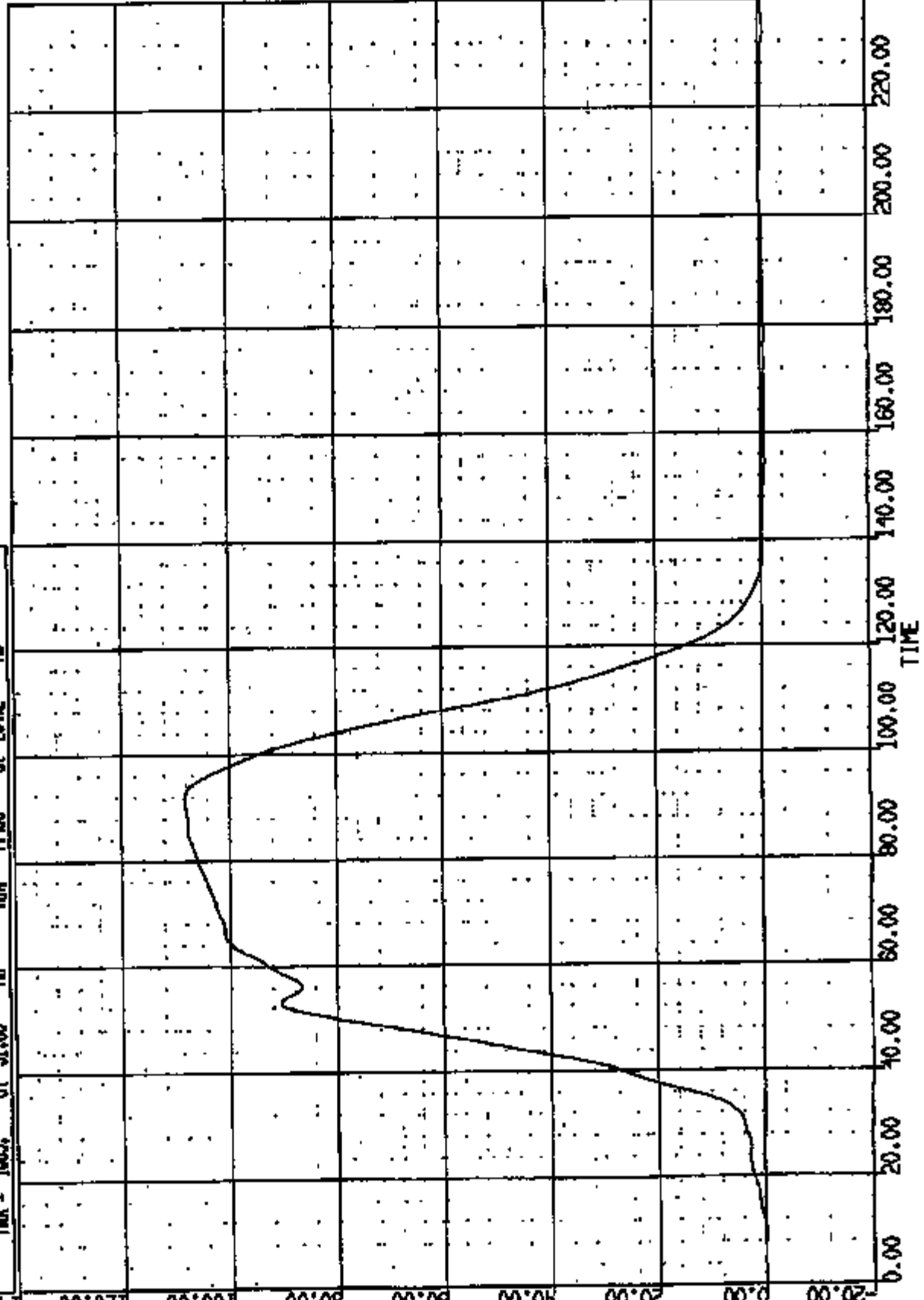
40.00

20.00

0.00

-20.00

LBF x 10⁴

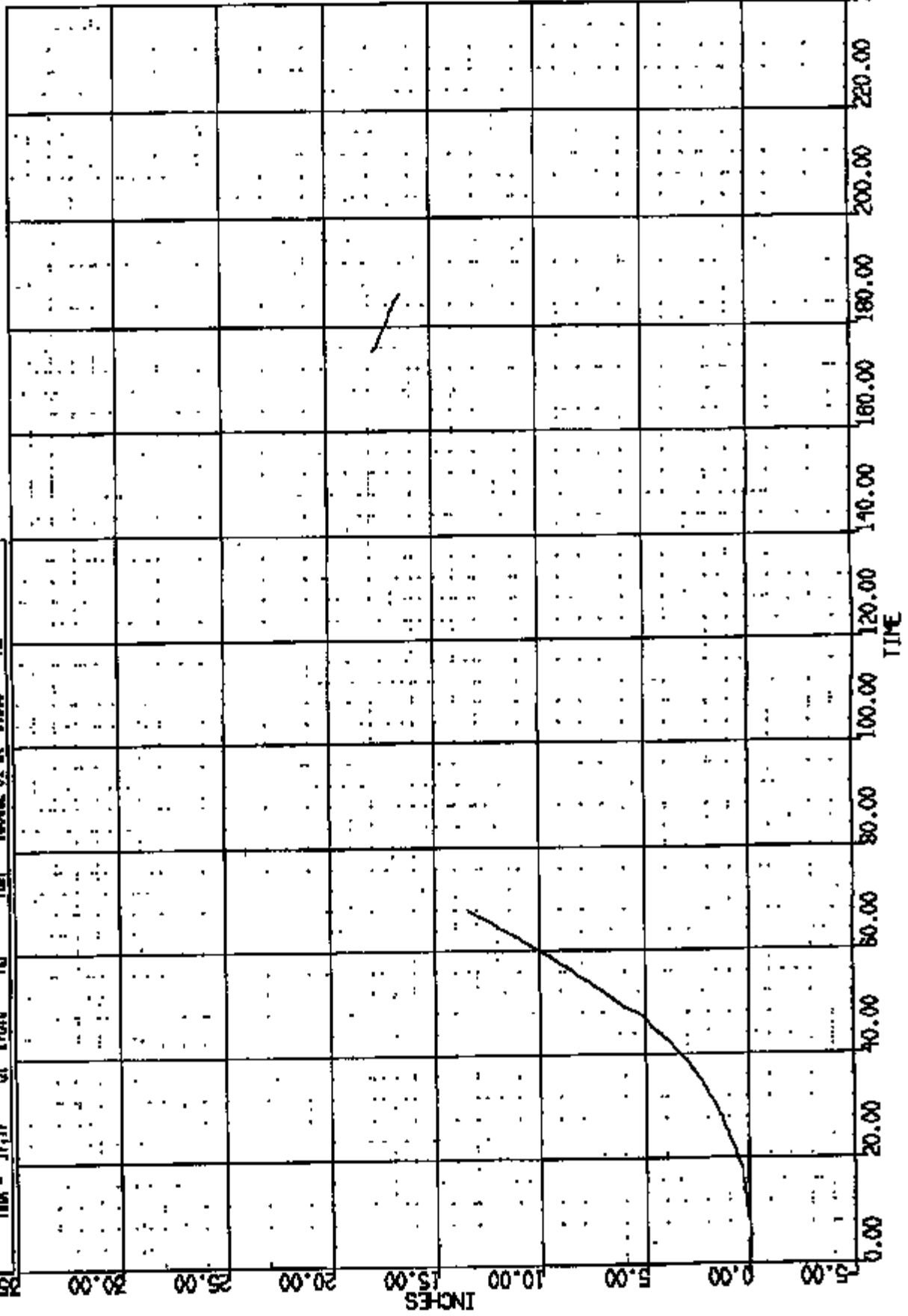


CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(0) CXC10943 L S HEAD PSNR WRT L INR AT B P LONG DISP

MAX = 17.77 at 175.0 IN MIN = -5.00E-01 at 6.000 IN

AXIS 1



CR R# 10943 TO: TAS072 DATE: 971202 11:00:52
UNKNOWN

(0) C0610096 L S HEAD PSNR ART L RNR AT B P VERT DISP

MAX = 7.653 at 175.0 MS MIN = -.1746 at 33.00 MS

AXIS 1

14.00

12.00

10.00

8.00

6.00

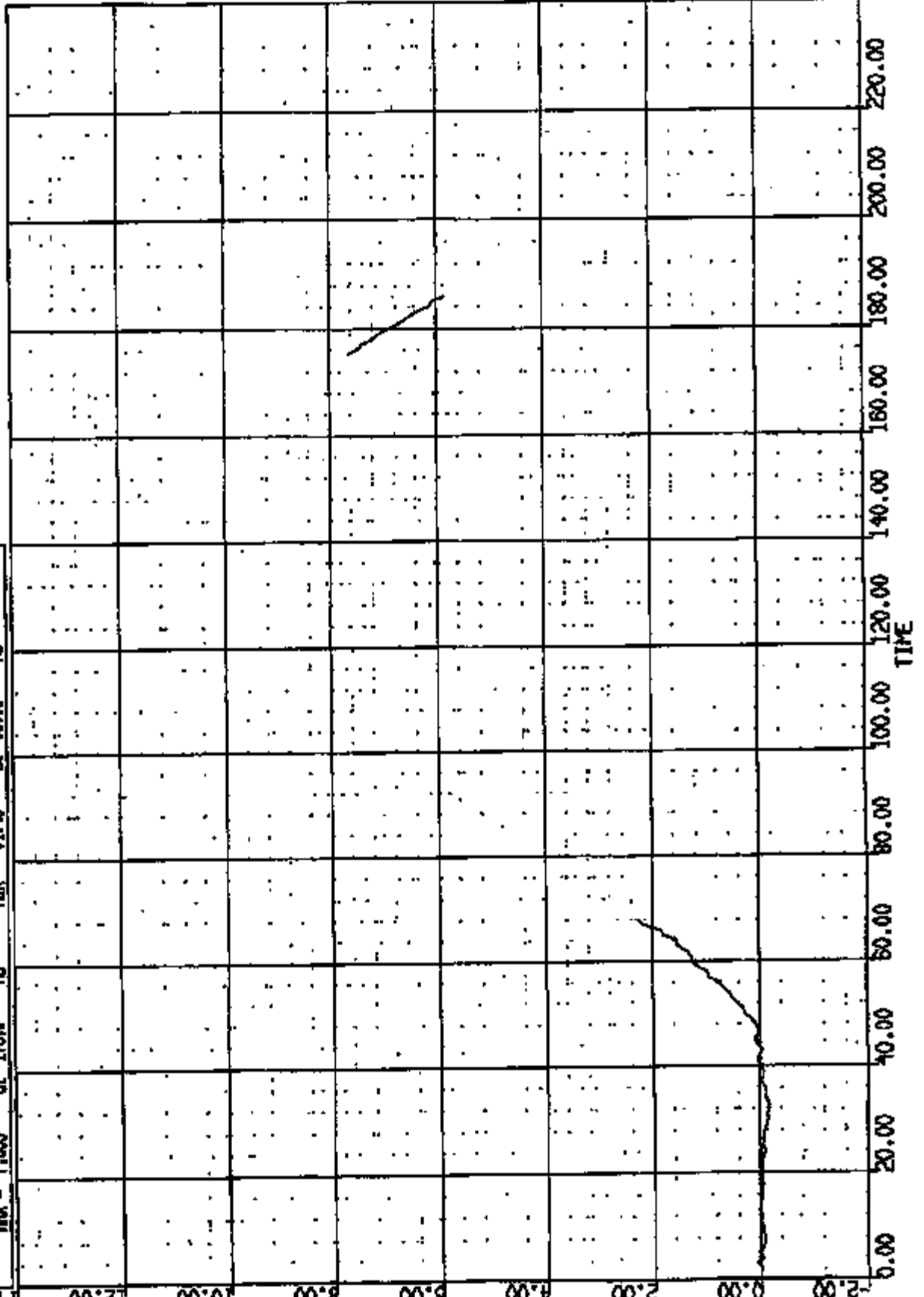
4.00

2.00

0.00

-2.00

INCHES



CR # 10895 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(28) CR10895T R/F DUMM HEAD C.G. LONG 1000C

MAX = 5.576 at 213.1 MS MIN = -51.58 at 80.32 MS

AXIS 1

MS

at 80.32

at

MIN = -51.58

at

MS

at 213.1

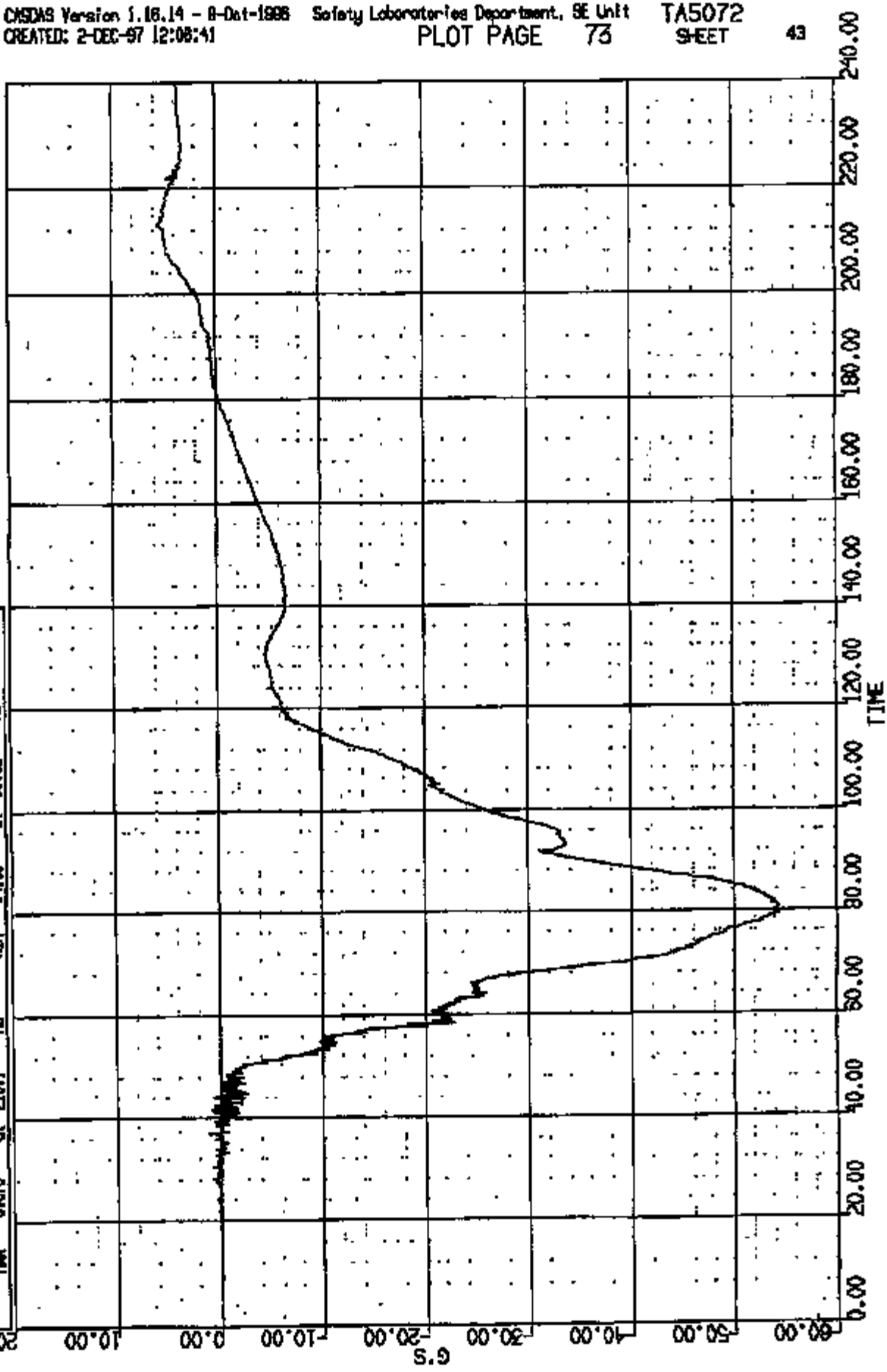
MAX = 5.576

at

MS

at 213.1

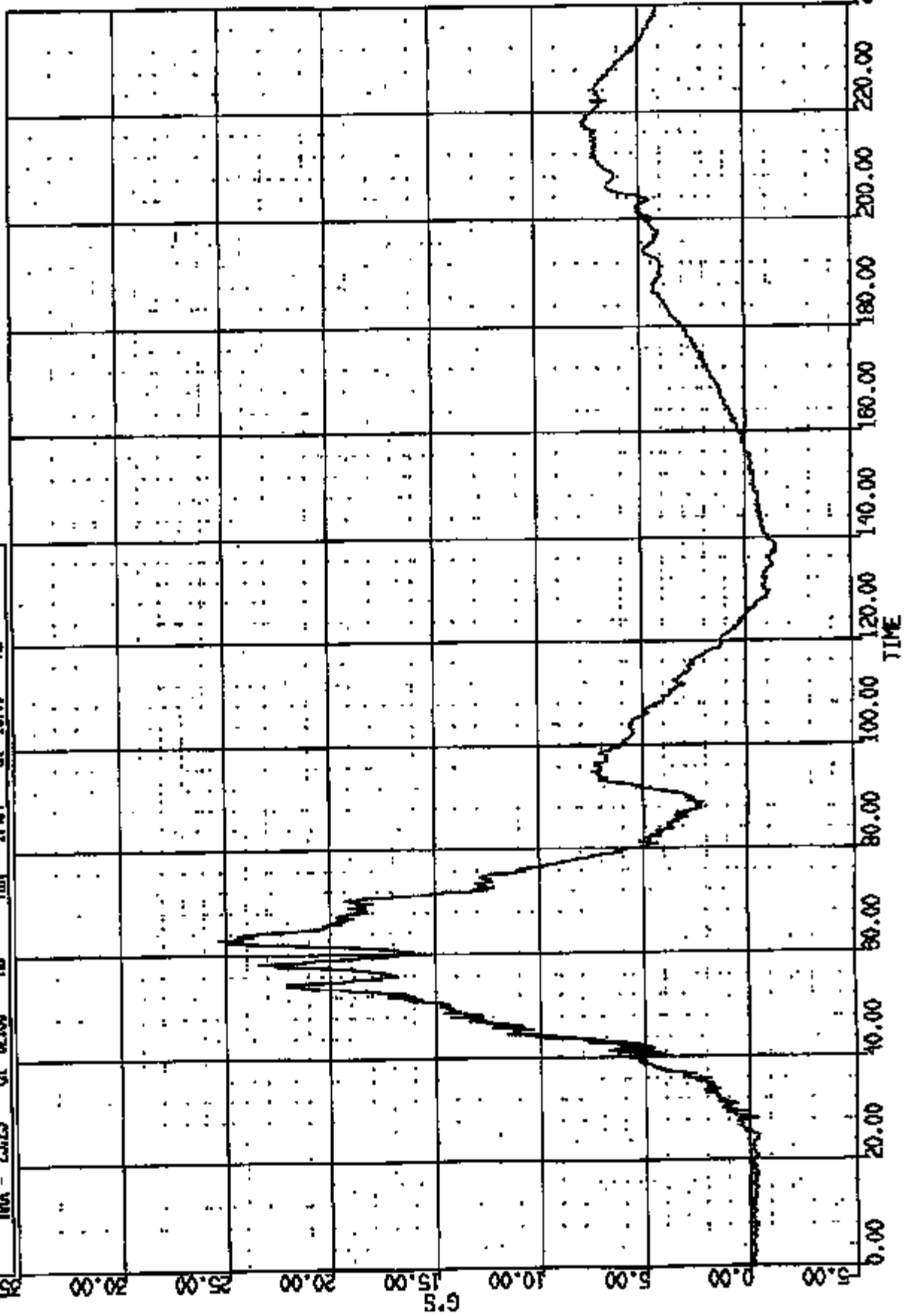
20.00



CR R: 10843 TO: TAS072 DATE: 971208 11:00:52
UNKNOWN

(29) CR108431 R/F DUMMY HEAD C.G. VERT 1000C
MAX = 25.25 at 62.80 HG MIN = -1.691 at 137.0 HG

AXIS 1

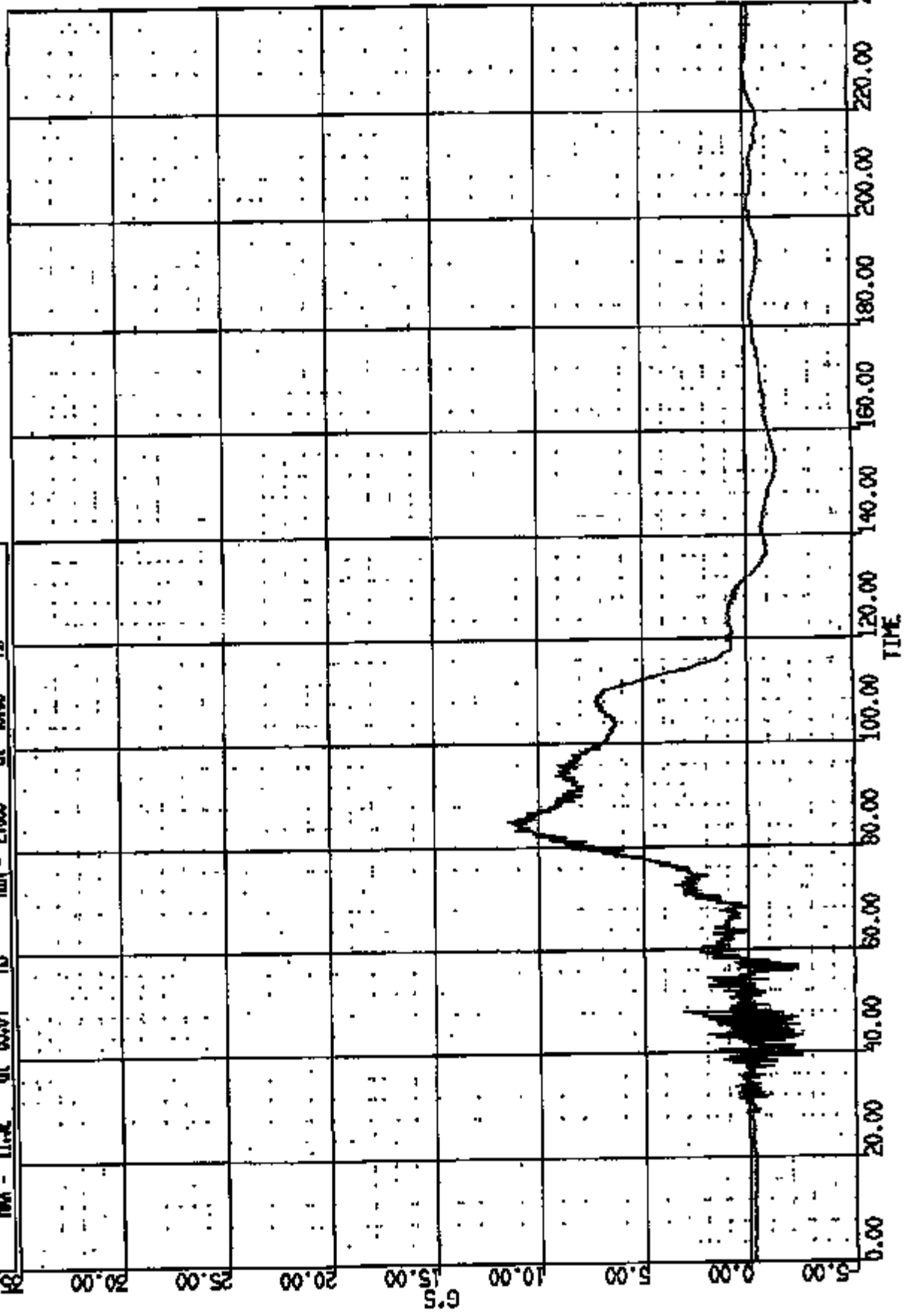


CR RI 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(30) CRUISE AT DUMM HEAD C.B. LAT 1000C
MAX = 11.52 at 65.01 16 MIN = 2.536 at 43.36 16

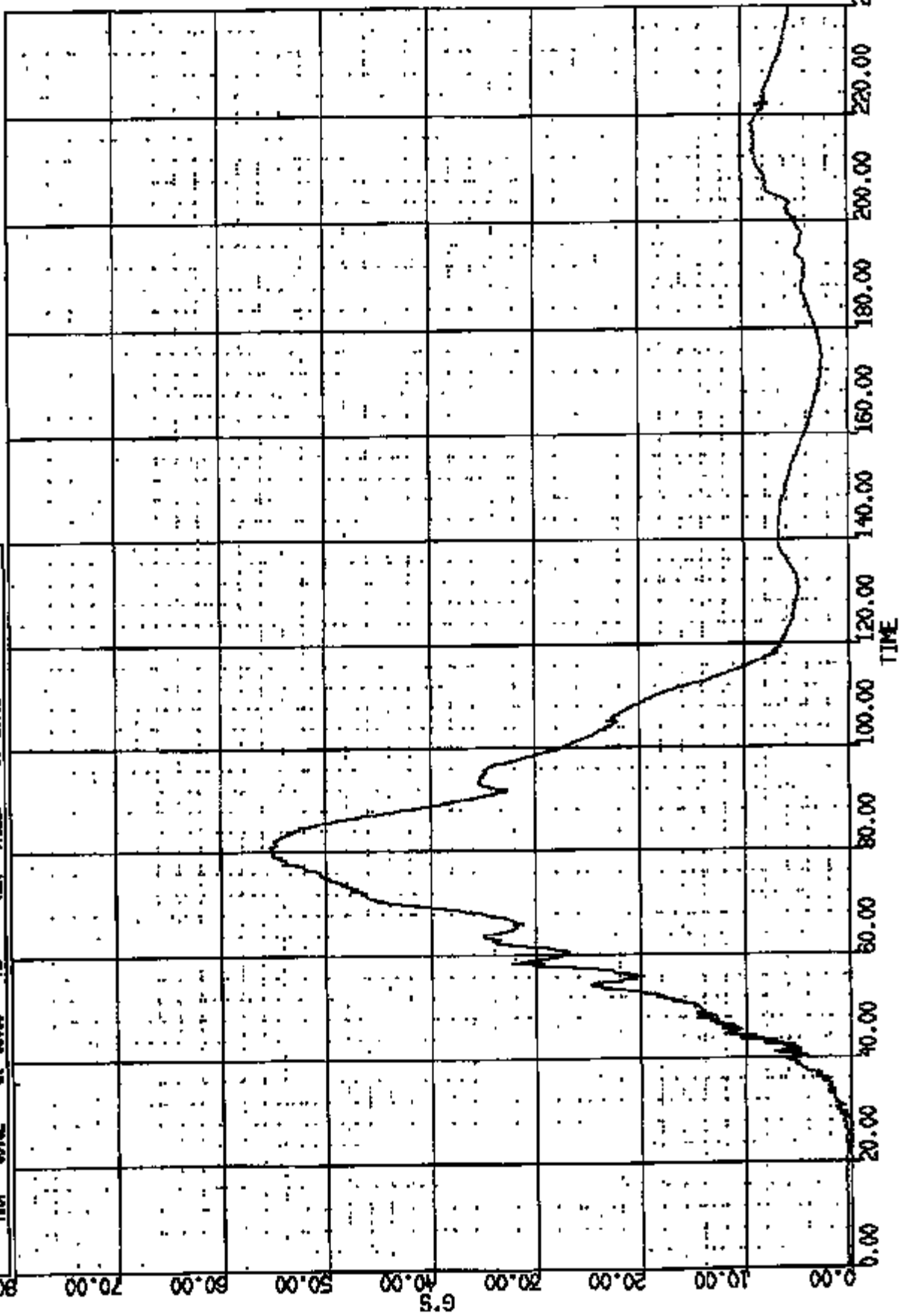
AXIS 1

18



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN
152: DUR: 290.0 T1/T2: 57.1 // 108.
1111: 481: DUR: 286.0 T1/T2: 61.8 // 87.8
1111: 287: DUR: 15.0 T1/T2: 71.8 // 88.8

(10005) OR109131 R/F DUMMY LEAD C.G. RES T090C
MAX = 55.32 at 80.80 MS MIN = 0.1225 at 25.32 MS
AXIS 1



CR N: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(31) CRUSHST RF DUMMY NECK UPPER LOAD FX (KNC)

MAX = 259.0 at 80.32 MS

MIN = -57.85

at 134.6 MS

AXIS 1

200.00

250.00

200.00

150.00

100.00

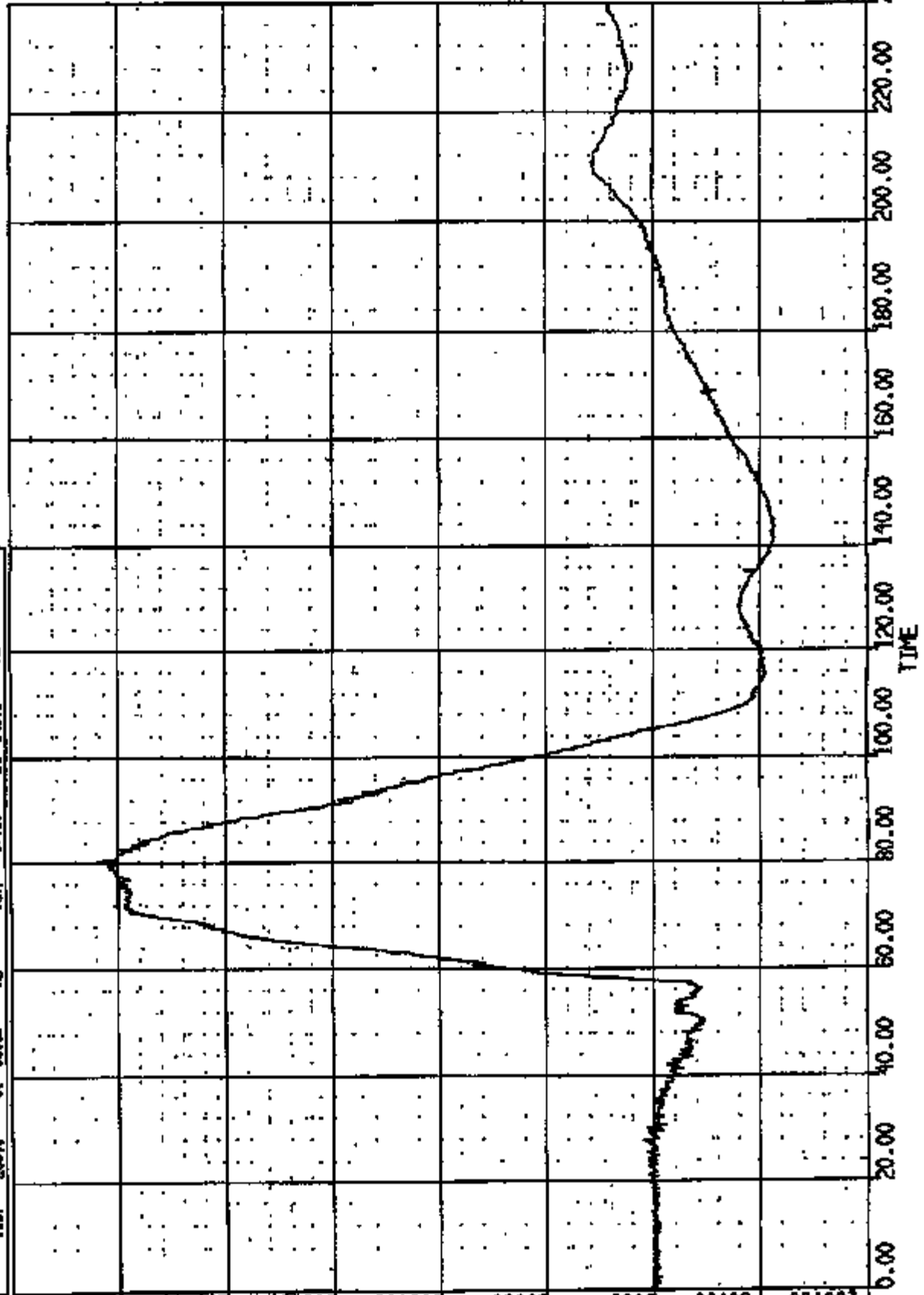
50.00

0.00

-50.00

-100.00

LF



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(32) CR10943T R/F DUMMY NECK UPPER LOAD FZ 100MC

MAX = 352.4 at 69.36 MS MIN = -23.88 at 141.1 MS

MC AXIS 1

700.00

500.00

500.00

400.00

200.00

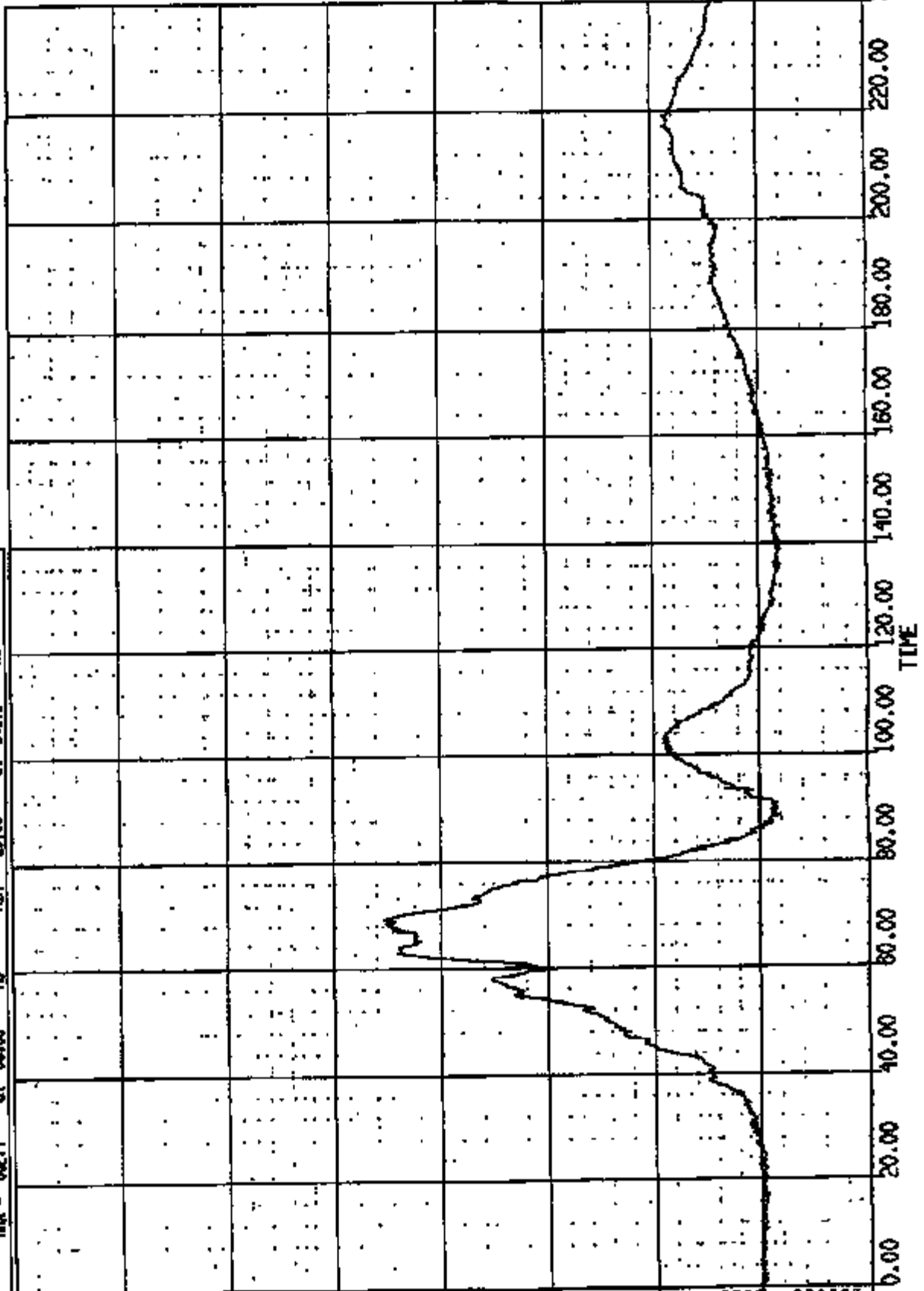
LBF

200.00

100.00

0.00

-100.00



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(33) ORLOGIST R/F DUMPT NECK UPPER LEAD BY 600C

MAX = 719.3 at 71.92 MS MIN = -175.5 at 256.2 MS

AXIS 1

140.00

120.00

100.00

80.00

60.00

40.00

20.00

0.00

-20.00

IN LBS x 10¹

TIME

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

260.00

280.00

300.00

CR R: 10943 TO: TAS072 DATE: 971202 11:00:52
UNKNOWN

(34) CR10943T R/F DUMMY CHEST LONG 180C

MAX = 3.697 at 212.3 MS

MIN = -54.50

at 76.88 MS

AXIS 1

20.00

10.00

0.00

-10.00

-20.00

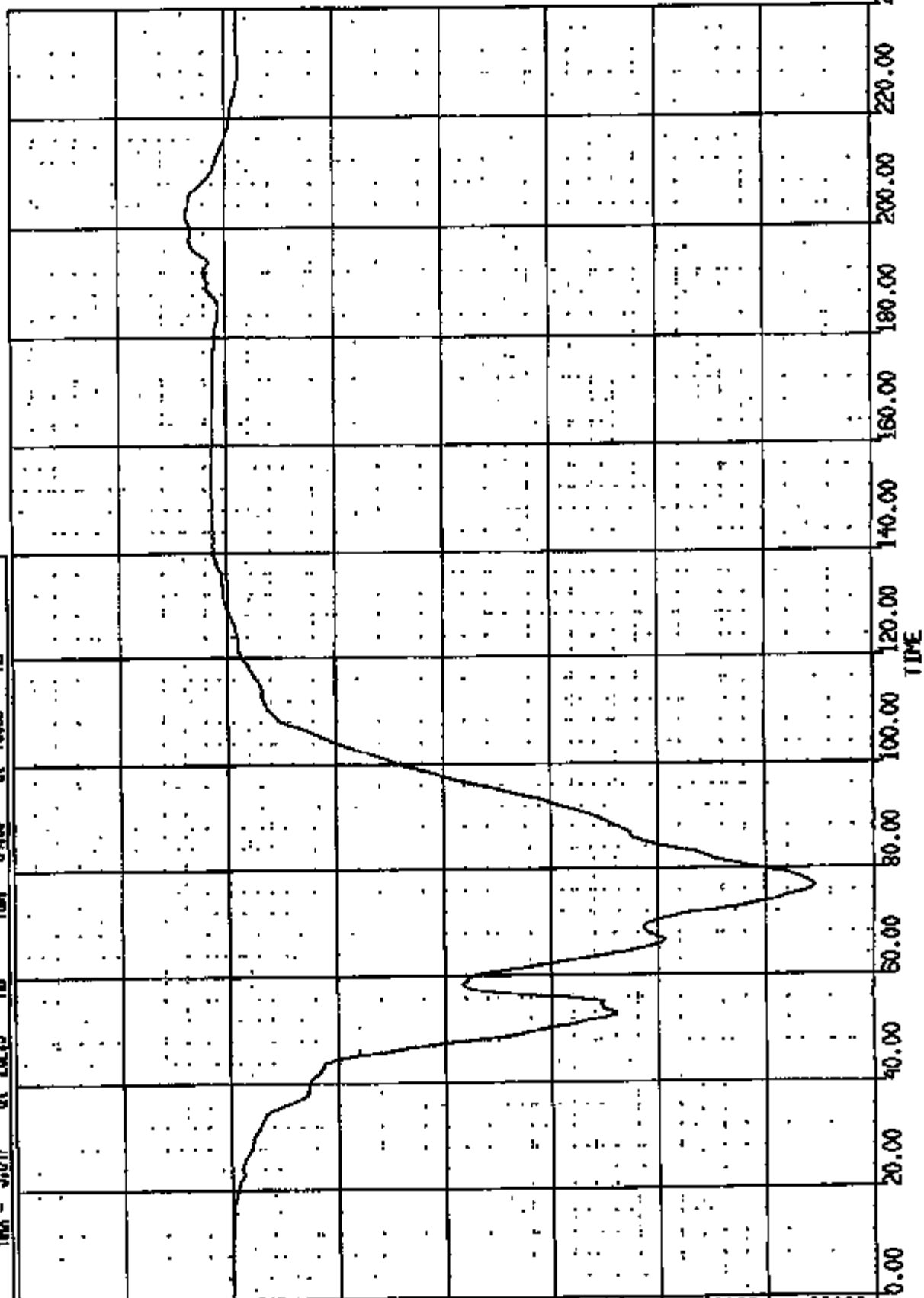
-30.00

-40.00

-50.00

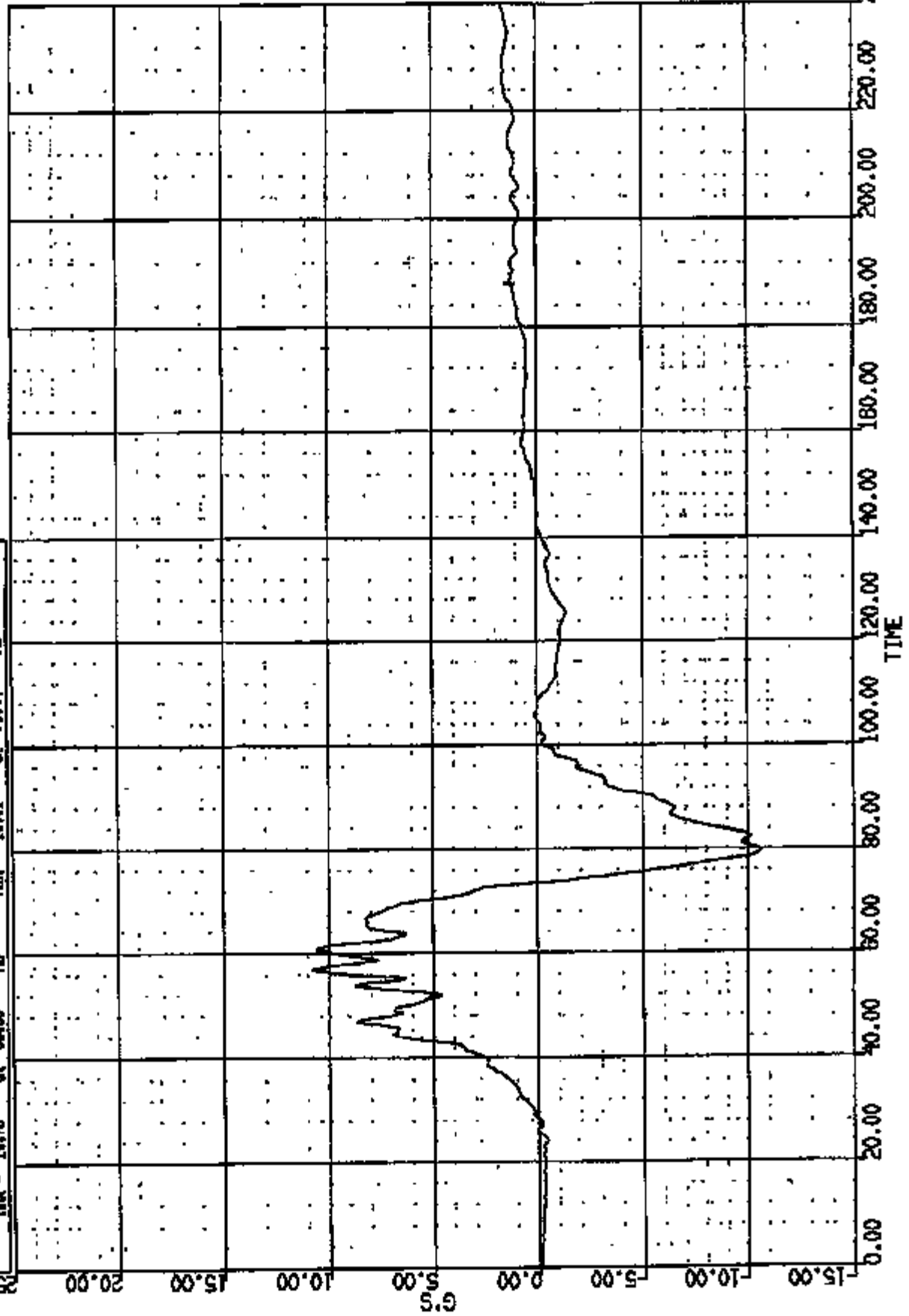
-60.00

6'S



DIR R: 10943 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

(35) CR00031 R/F DUMP CREST VERT 180C
MAX = 10.79 at 56.96 MS MIN = -10.61 at 79.44 MS
AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(35) DRUGSPT R/F DUMMY CHEST LAT 180C

MAX = 5.659 at 60.29 16

MIN = -3.051 at 80.72 16

AXIS 1

12.00

10.00

8.00

6.00

4.00

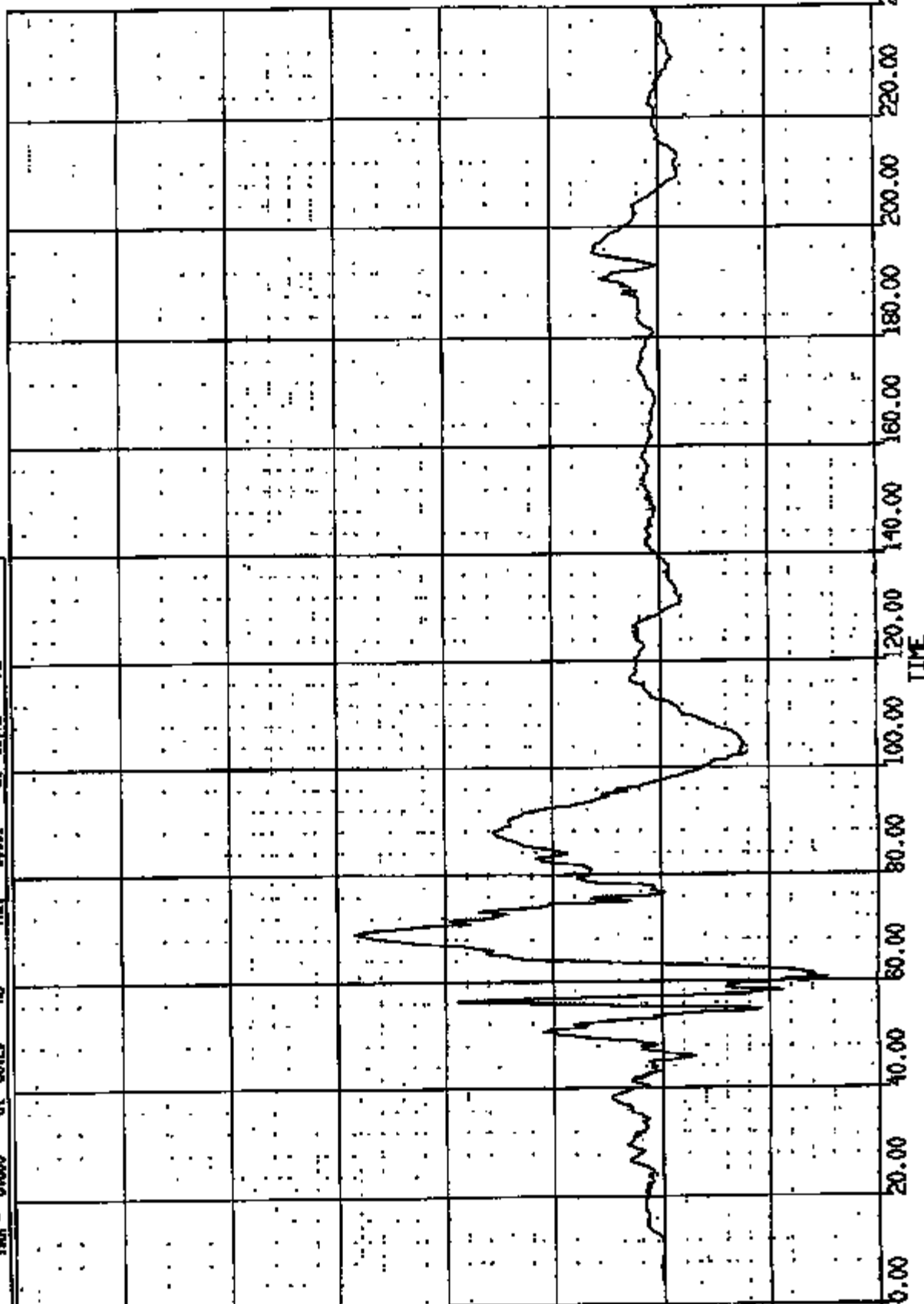
2.00

0.00

-2.00

-4.00

G'S

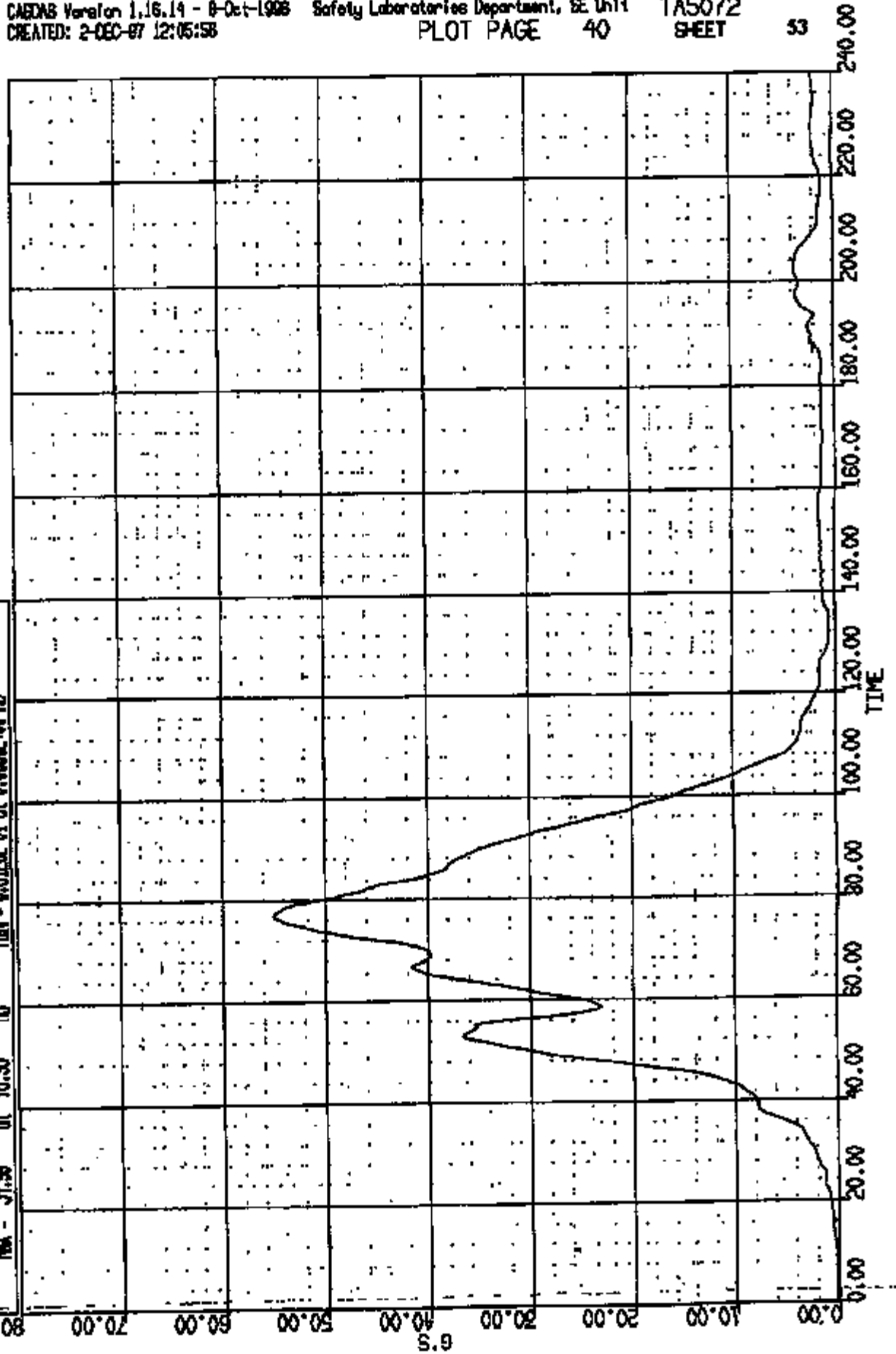


CR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN
CUMDUR = 53.886 Duration time = 2.0004

(10011) CR10943 R/F DUMY CHEST RES 180C

MAX = 51.99 at 76.95 MIN = 0.8126-01 at 0.000E+00 MS

AXIS 1



CR R: 10875 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(57) CR10943T R/F DUMMY CHEST DEFLECTION 180C

MAX = 0.582E-03 at 10.16 MS

MIN = -1.238

at 65.92 MS

AXIS 1

5.00

5.00

4.00

2.00

2.00

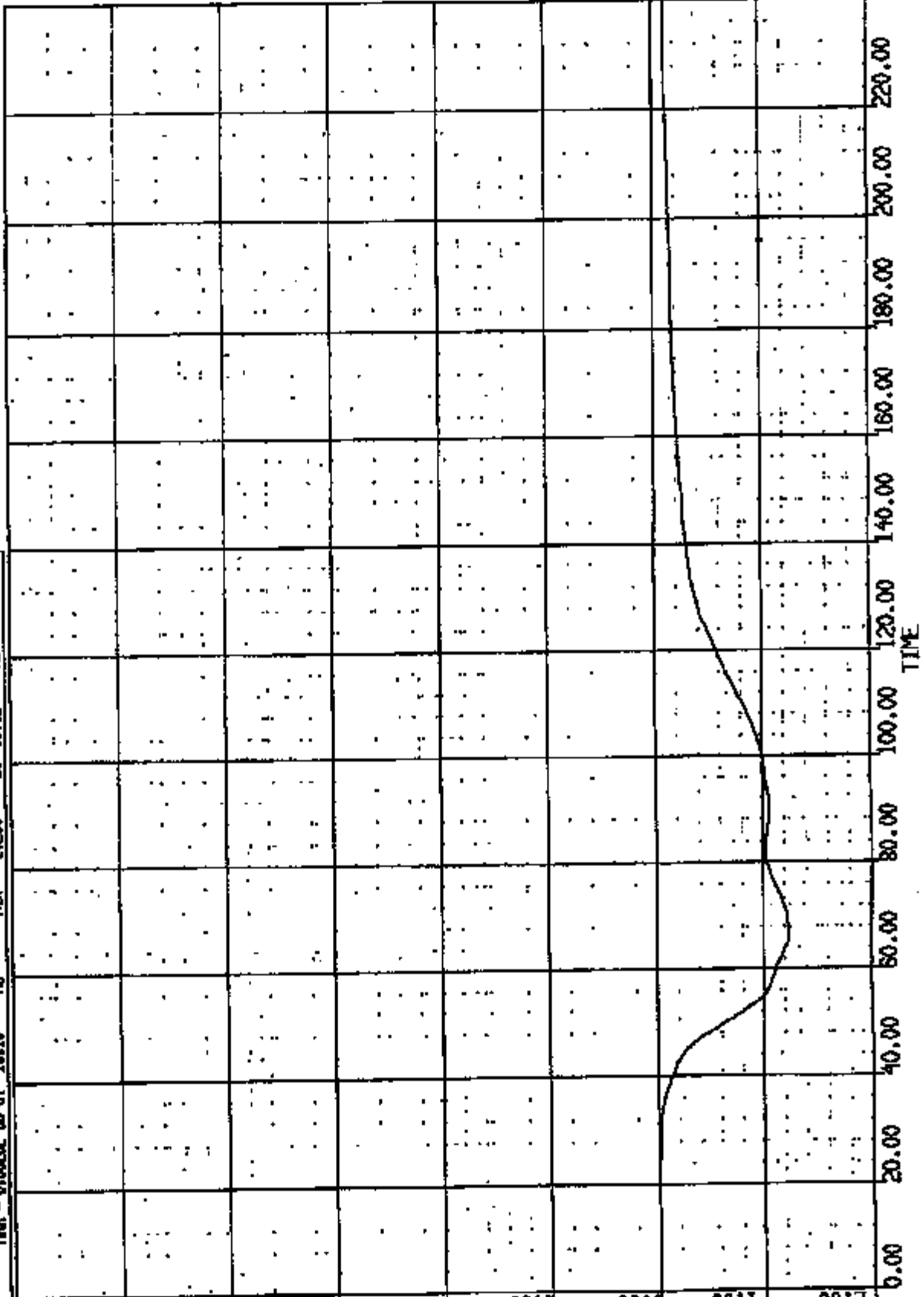
1.00

0.00

-1.00

-2.00

INCHES

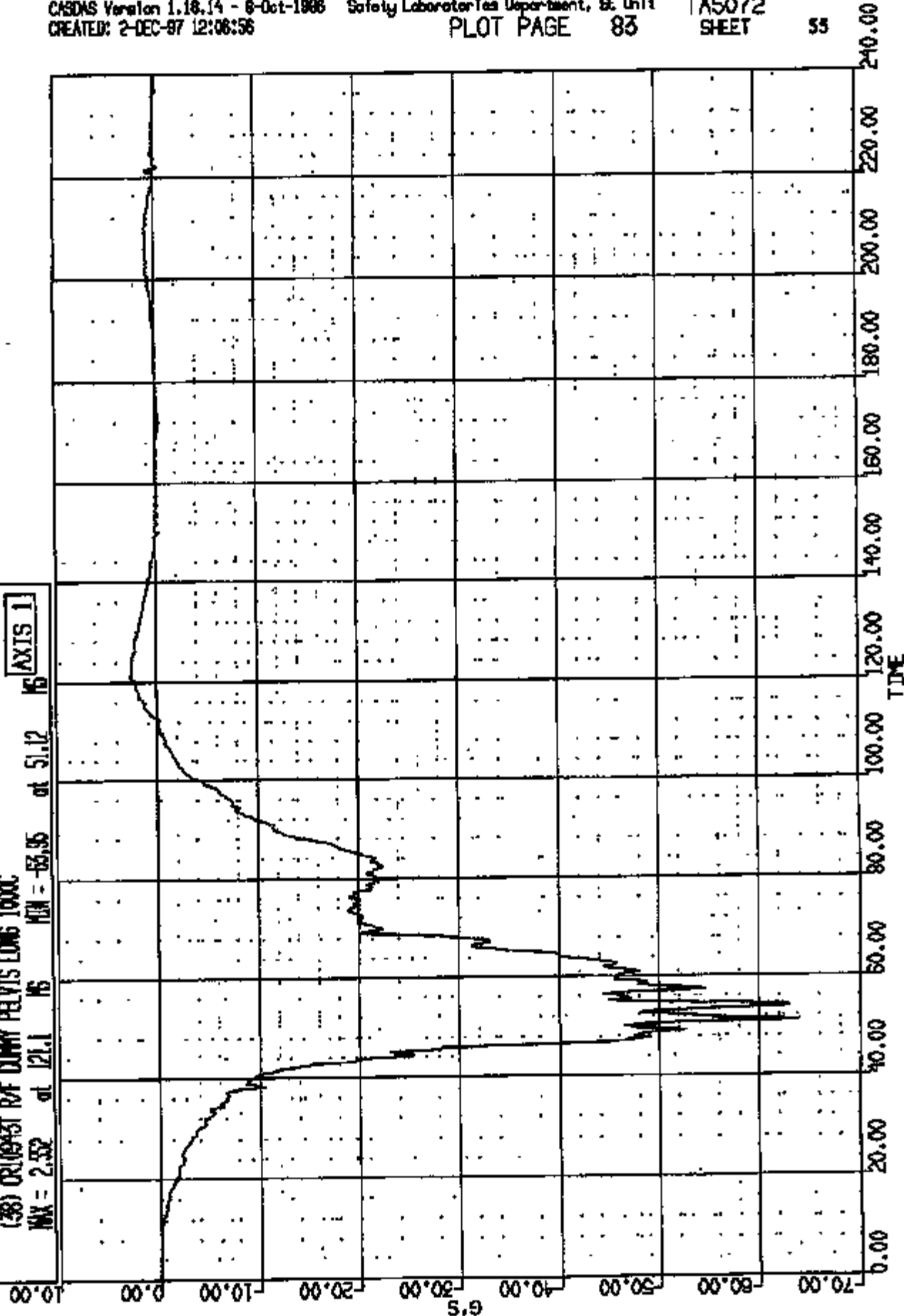


CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(38) CRUSH1 R/F DUMMY PELVIS LONG 1000

MAX = 2.532 at 121.1 MS MIN = -53.95 at 51.12 MS

AXIS 1



CNR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(39) CR10031 R/F DUMMY PELVIS VERT 1000

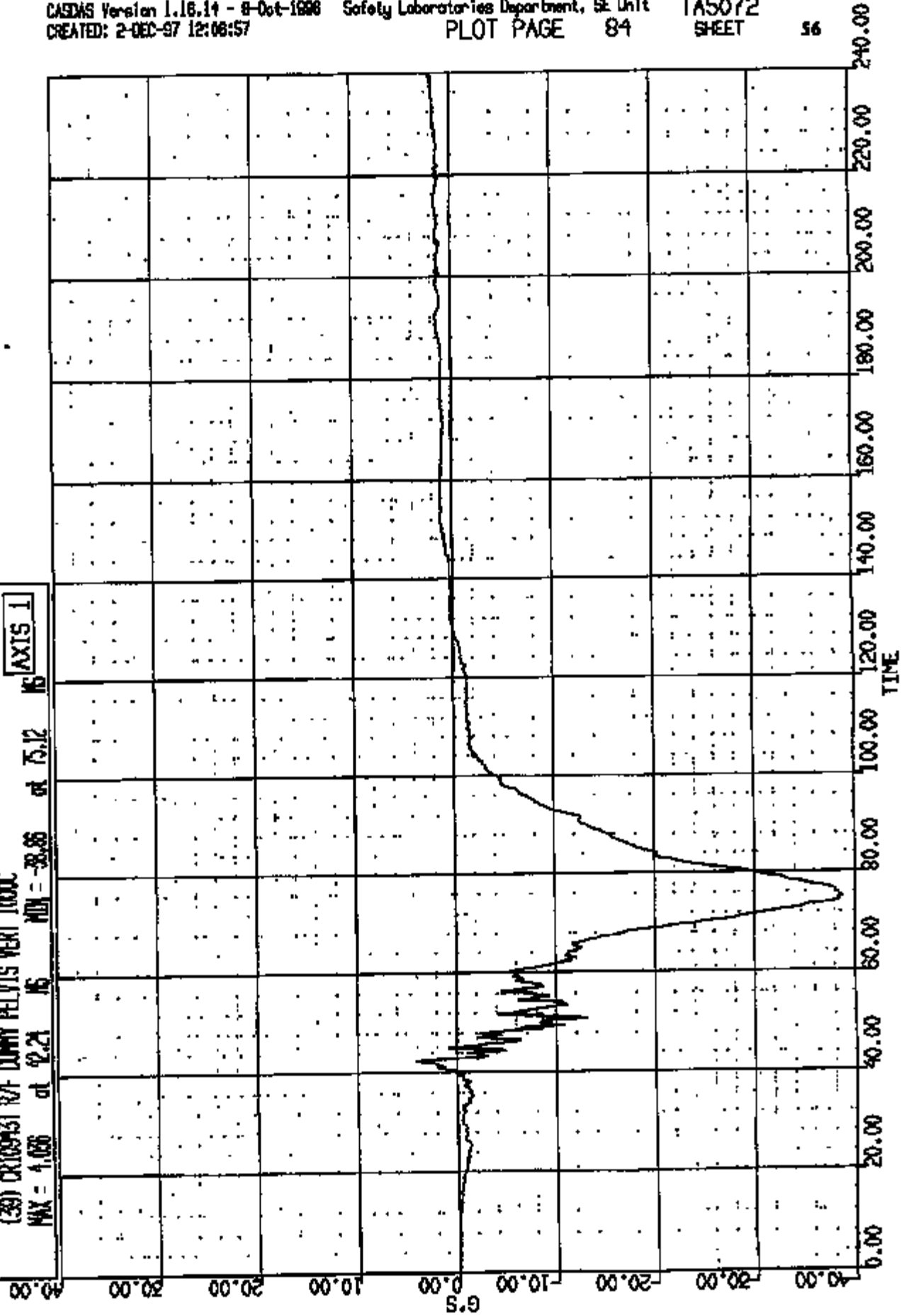
MAX = 4.000

at 42.21 16

MIN = -38.86

at 75.12 16

AXIS 1



CR # 10848 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

(40) CRIBSST REF DUMBY PELVIS LAT 1000C

MAX = 11.51 at 51.01 #6

MIN = -8.989 at 17.12 #6

AXIS 1

#6

at 17.12

#6

#6

at 51.01

#6

at 17.12

#6

at 51.01

#6

at 17.12

#6

at 51.01

#6

at 17.12

#6

at 51.01

#6

at 17.12

#6

at 51.01

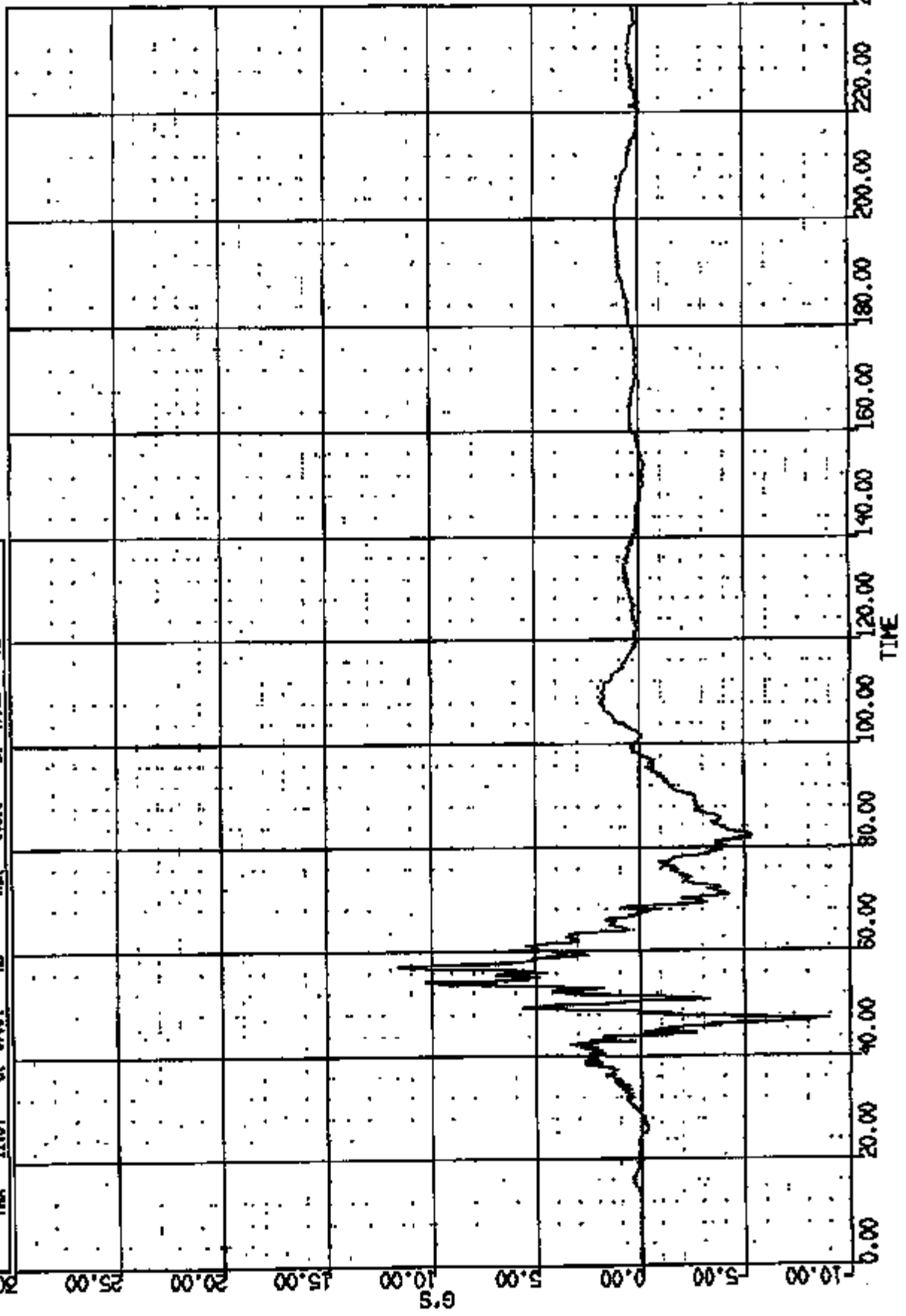
#6

at 17.12

#6

at 51.01

#6



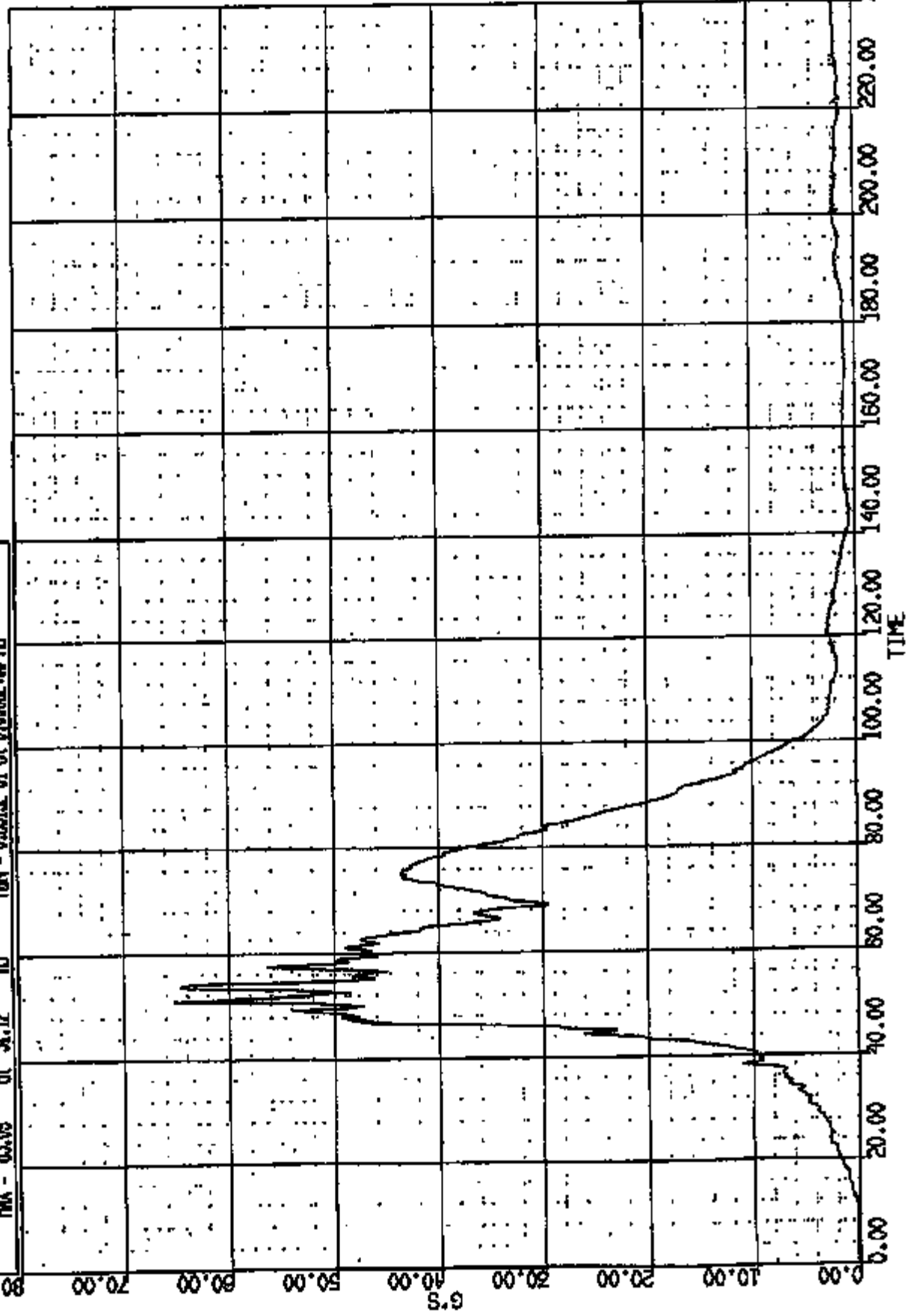
CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(10014) CRIBNET R/F DUMMY PELVIS RES 1000C

MAX = 65.00 at 54.12 NS

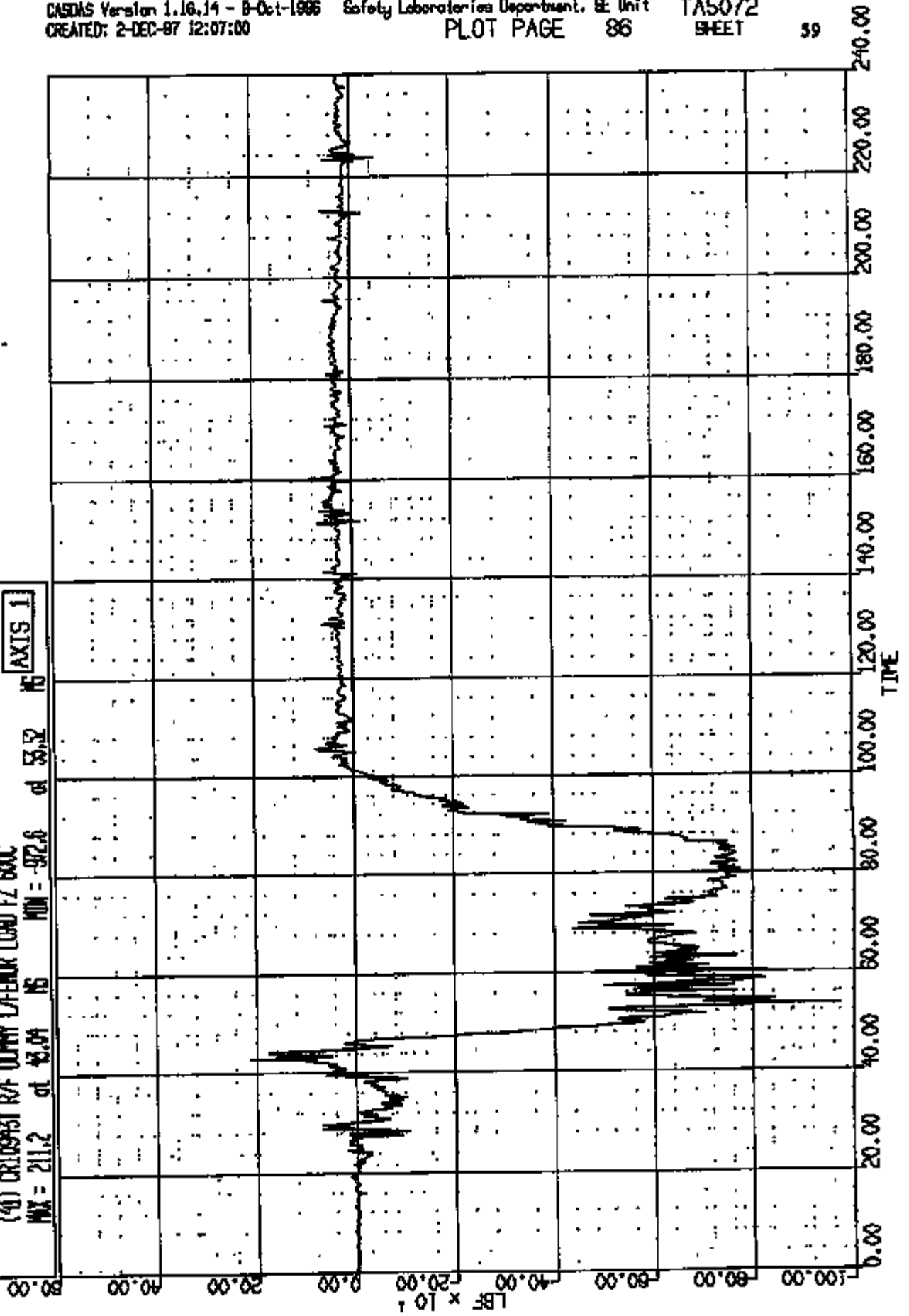
MIN = 0.5819E-01 at 0.000E+00 NS

AXIS 1



CR R: 10848 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

(4) CR108481 R/F DUMMY LATHEAR LOAD FZ 600C
MAX = 211.2 at 43.04 16 MIN = -972.6 at 53.32 16
AXIS 1



CR R: 10898 TO: TAB072 DATE: 871202 11:00:53
UNKNOWN

(42) CRUSHST REF DUMMY REFEROR LOAD FZ 600C

MAX = 91.46 at 37.04 MS MIN = -107.01 at 51.44 MS

AXIS 1

40.00

20.00

0.00

-20.00

-40.00

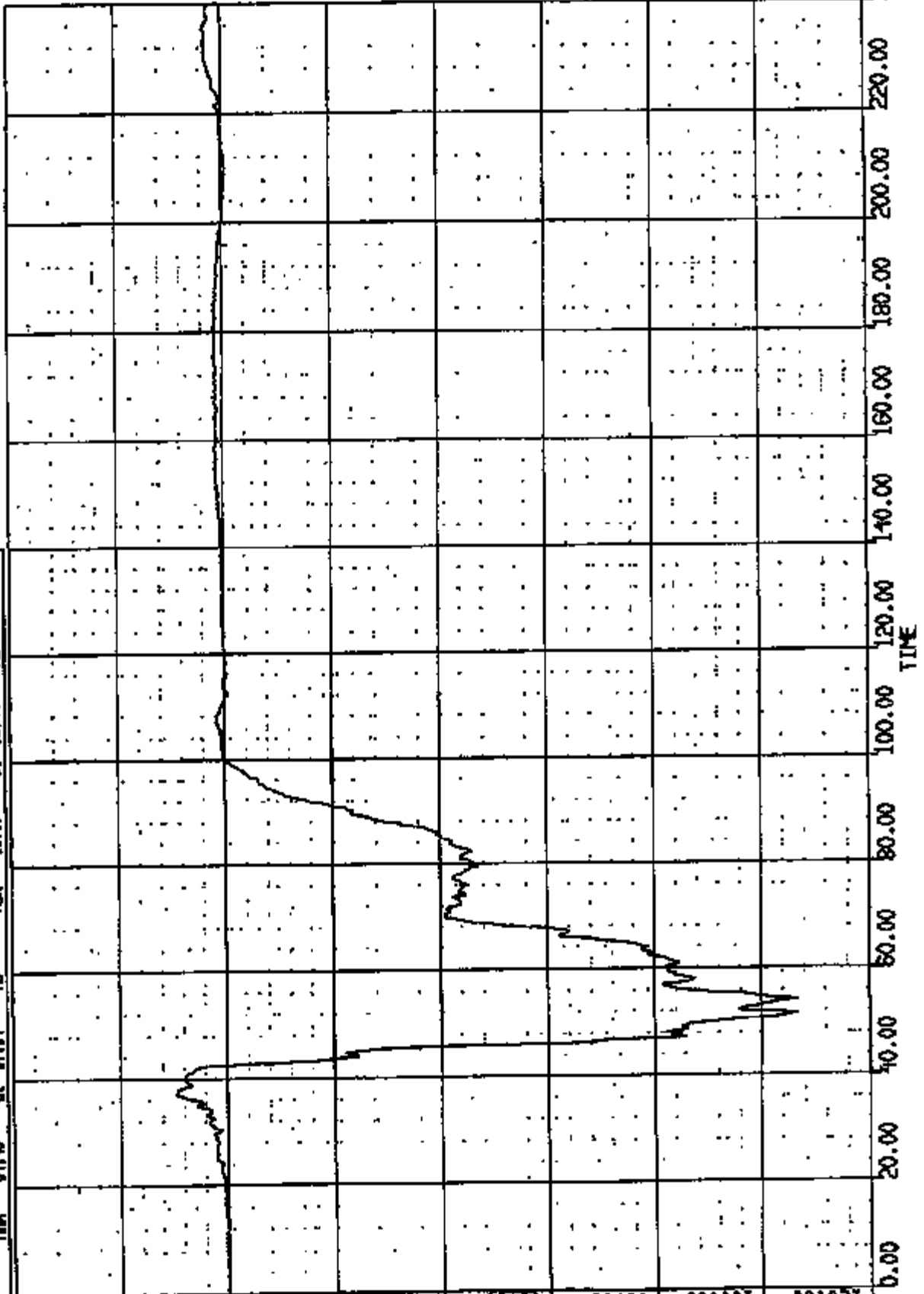
-60.00

-80.00

-100.00

-120.00

LB F × 10¹



CR RE 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(57) CR10943 RT DUMMY LAMBE SH 4000C
MAX = 0.9570 at 42.91 MS MIN = -.782E-05 at -.782E-05 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

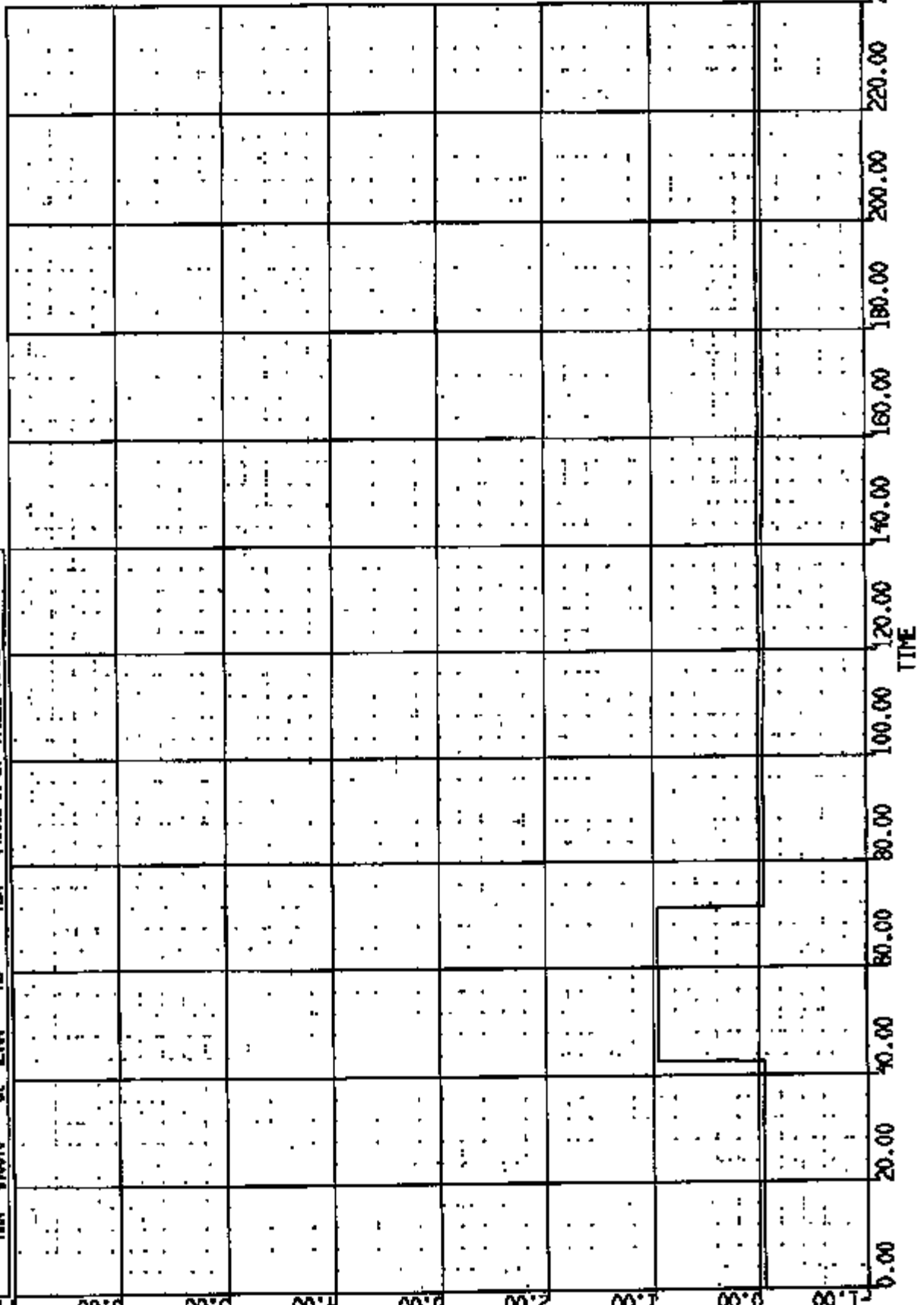
2.00

1.00

0.00

-1.00

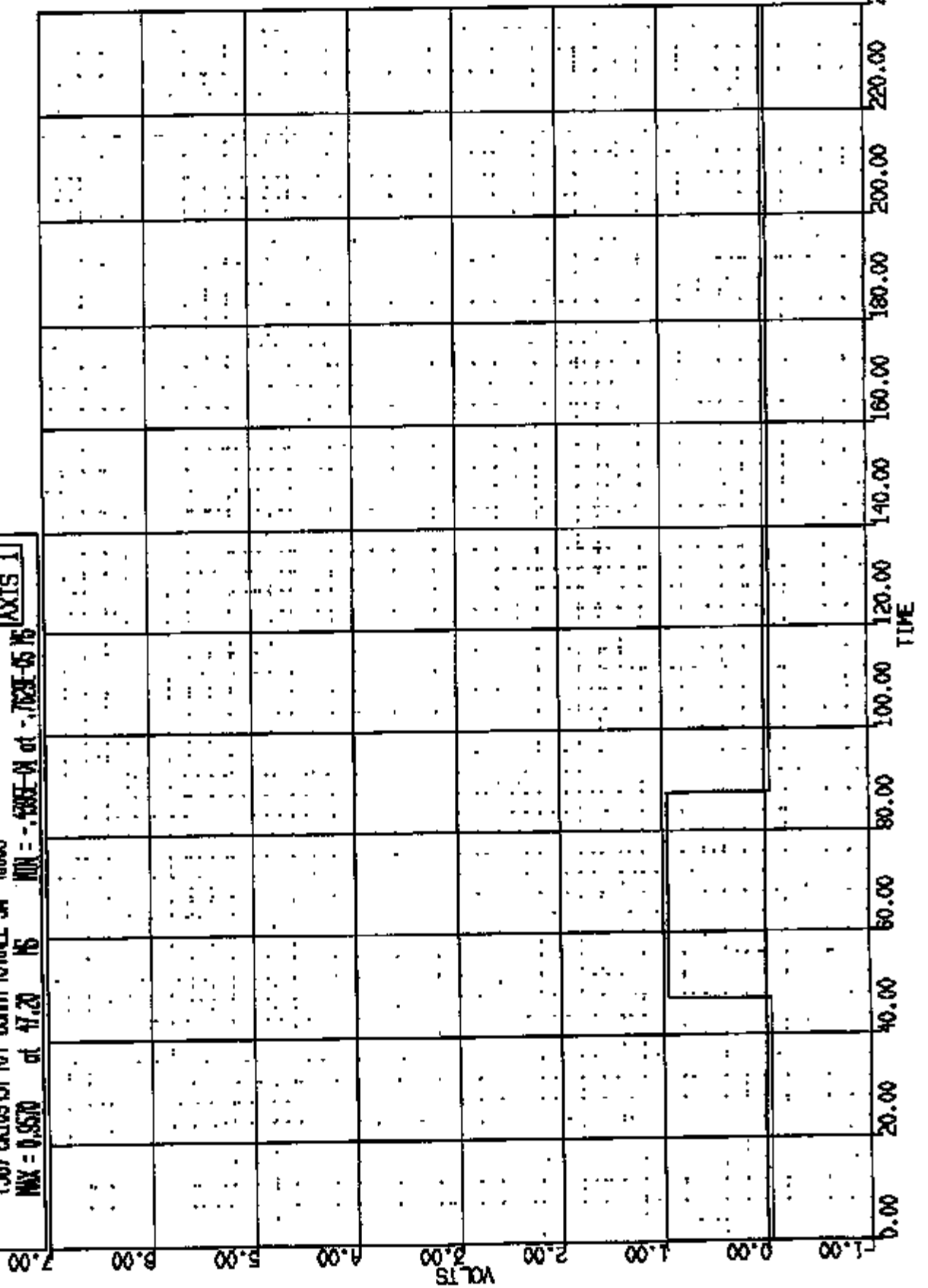
VOLTS



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(58) CR109431 R/F DUMMY RANGE SM 400K
MAX = 0.9570 at 47.20 NS MIN = -.539E-04 at -.762E-05 NS

AXIS 1



GR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(43) CRIBSHT R/F DUNY LAP/TIBIA LIND FZ 500C

MAX = 182.1

at 222.8

MS

MIN = -553.9

at 2.95

MS

AXIS 1

100.00

80.00

60.00

40.00

20.00

10^{-1}

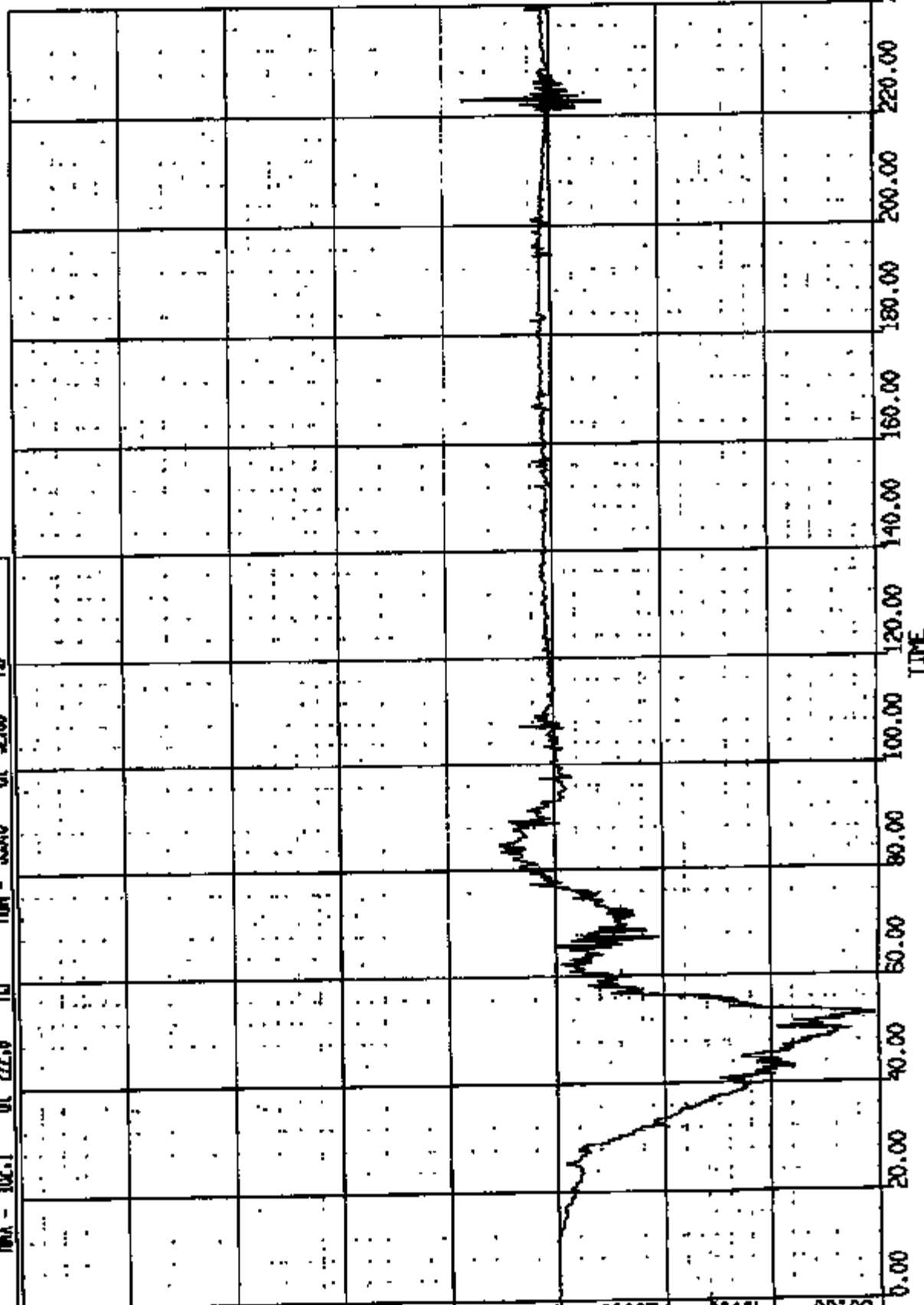
0.00

-20.00

-40.00

-60.00

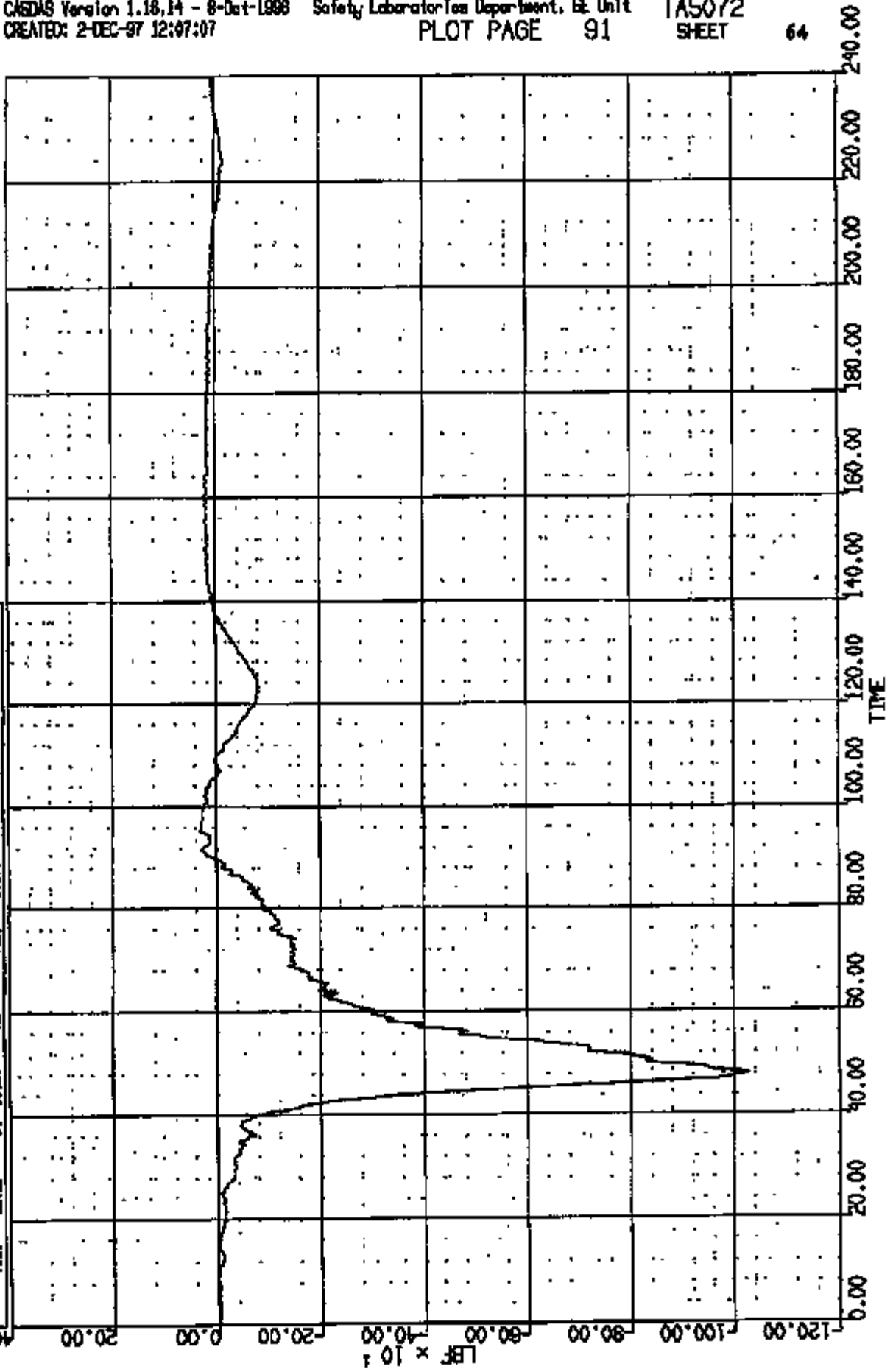
0.00 20.00 40.00 60.00 80.00 100.00 120.00 140.00 160.00 180.00 200.00 220.00 240.00
TIME



GR N: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(46) CRIBS51 R/F DUMMY RAUP/TIBIA LOAD FZ 600C
MAX = 32.27 at 55.28 MS MIN = -1028. at 98.16 MS

AXIS 1



CR R: 10849 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(44) CRUISEST R/F DUMMY LUP/TIBIA LOAD PK 60AC

MAX = 58.95 at 33.40 MS MIN = -72.2 at 77.80 MS

AXIS 1

800.00

600.00

400.00

200.00

0.00

IN-LBS

-200.00

-400.00

-600.00

-800.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

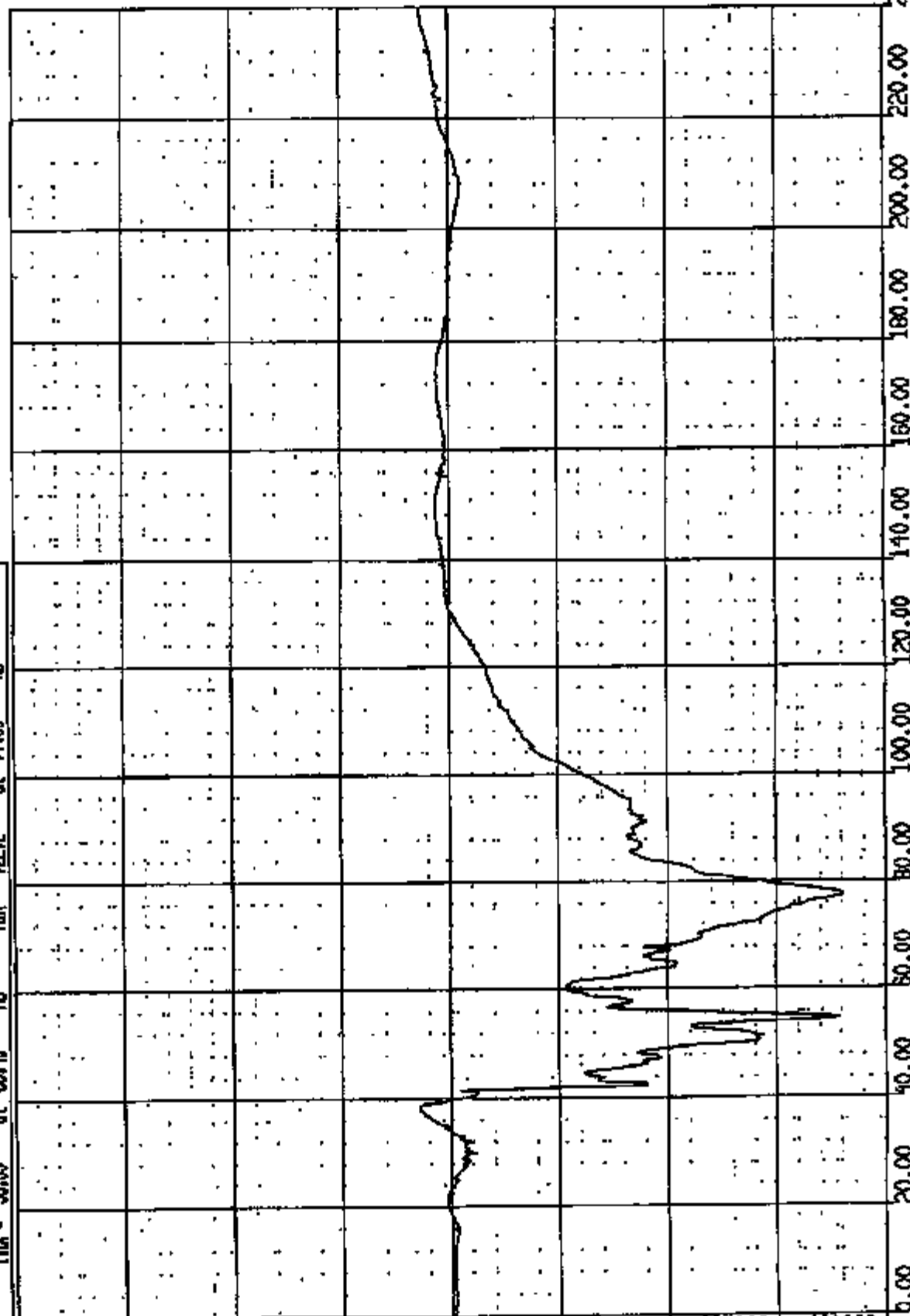
180.00

200.00

220.00

240.00

TIME



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(47) CRIBPOST R/F DUMY RUMP/TIBIA LOAD HV 60VC

MAX = 255.9 at 82.32 MS MIN = -502.9 at 88.48 MS

AXIS 1

100.00

80.00

60.00

40.00

20.00

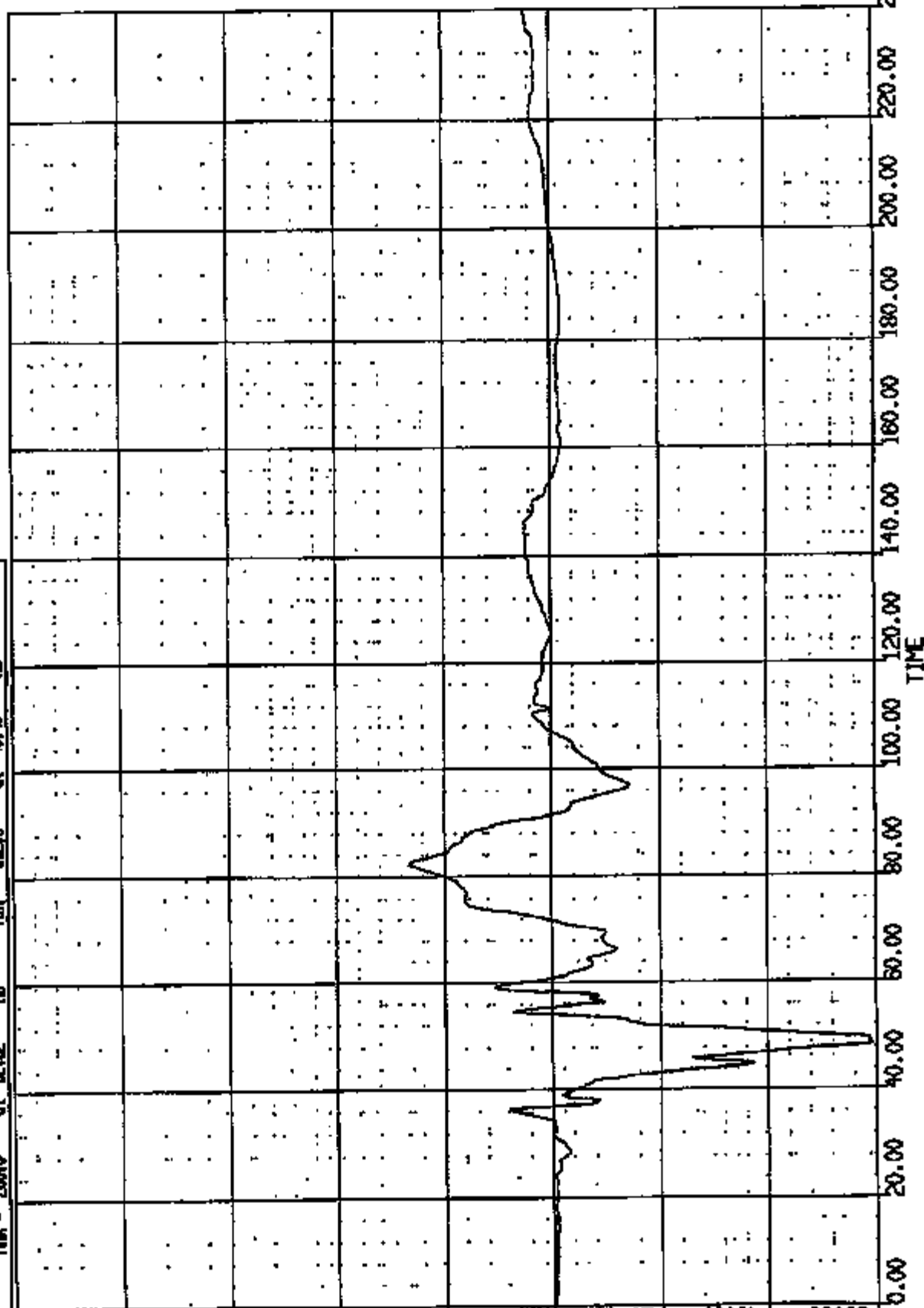
0.00

-20.00

-40.00

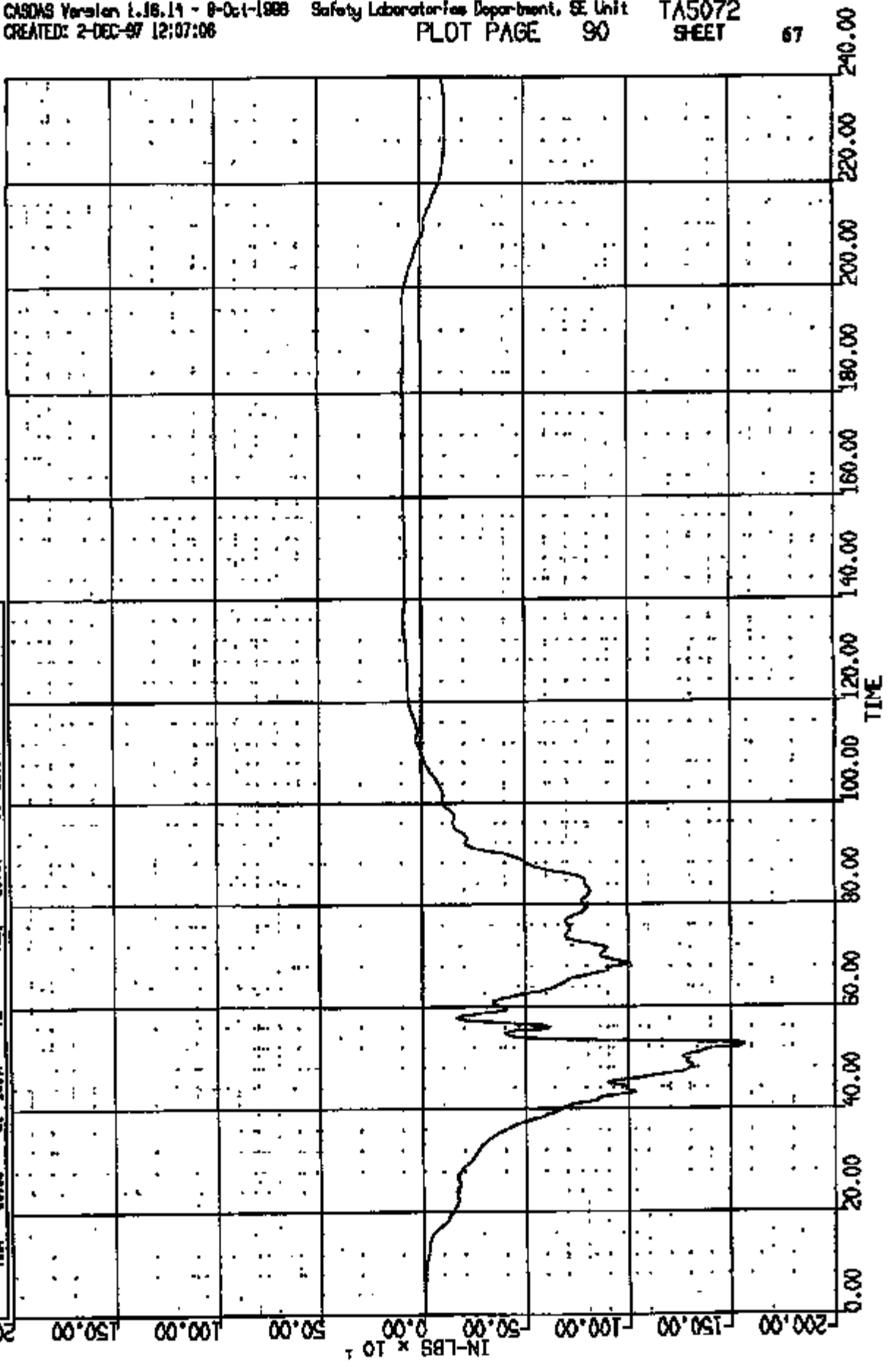
-60.00

IN-LBS x 10¹



CR R: 10943 TO: TA5072 DATE: 971208 11:00:52
UNKNOWN

(45) CRIOGAST R/F DURY L/UP/TIBIA LIND HY 600C
MAX = 89.38 at 195.7 N6 MIN = -157.0 at 52.64 N6 AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(48) CR109431 R/F DUMMY RAMP/TIBIA LOAD BY 60XC

MAX = 110.2 at 236.9 MS MIN = -186.1 at 48.24 MS

AXIS 1

200.00

150.00

100.00

50.00

0.00

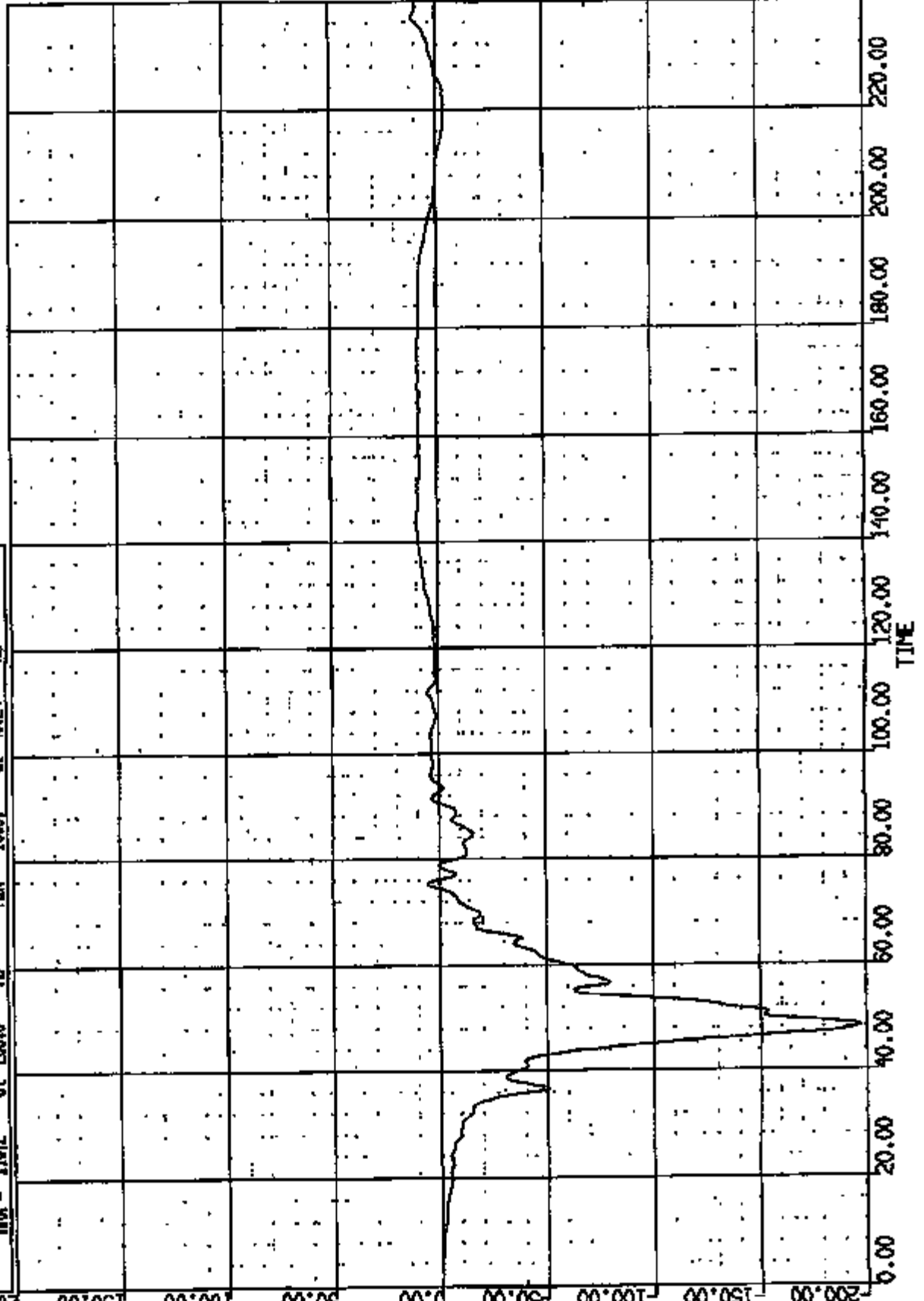
-50.00

-100.00

-150.00

-200.00

IN-LBS x 10⁴



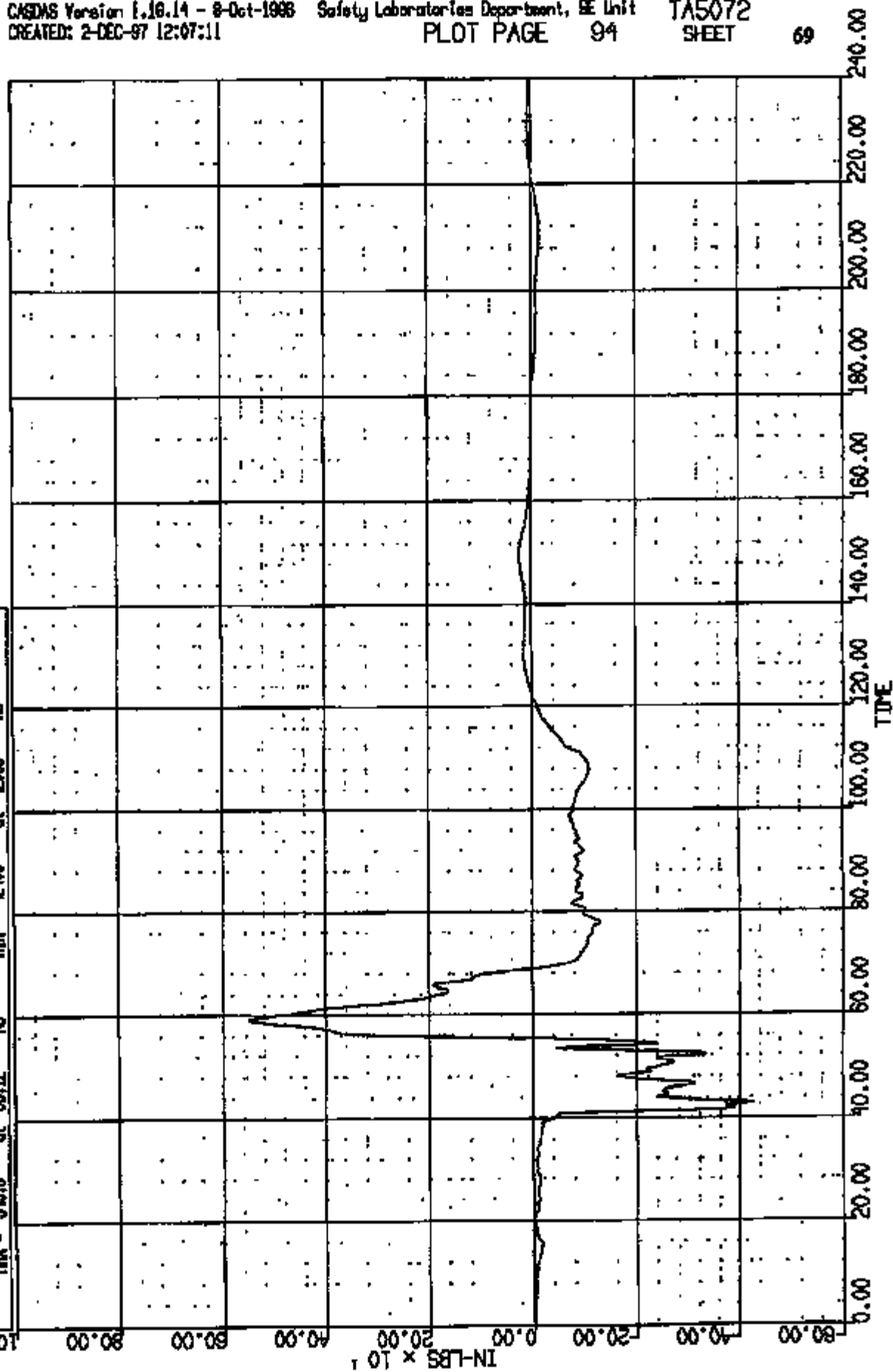
CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(49) CRUSHES R/F CURRY LAMINATED TUBIA LOAD PK 600C

MAX = 549.6 at 59.12 MS MIN = -24.9 at 42.96 MS

AXIS 1

IN-LBS x 10¹



CR R: 10943 TO: TA5072 DATE: 971208 11:00:52
UNKNOWN

(51) CRUISEST R/F DUMY RATCHER/TIBIA LOAD MK 600C

AXIS 1

MAX = 31.63 at 35.36 MS MIN = -977.8 at 49.12 MS

60.00

40.00

20.00

0.00

-20.00

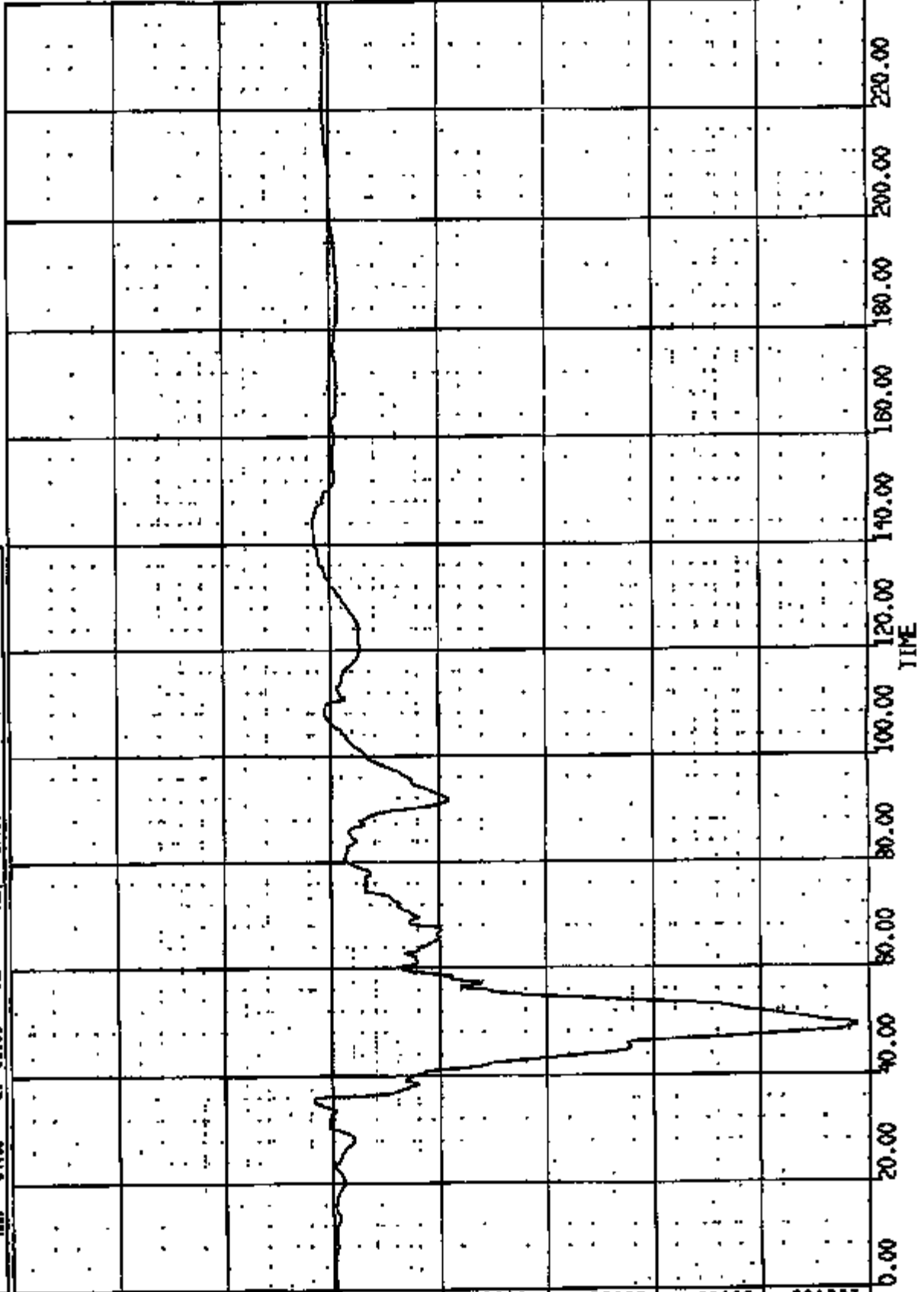
-40.00

-60.00

-80.00

-100.00

IN-LBS * 10³



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(50) CRIB0631 R/F DUMMY LADDER/TIBIA LOAD W/ 600C
MAX = 178. at 57.20 MS MIN = -506.0 at 47.50 MS

AXIS 1

300.00

250.00

200.00

150.00

100.00

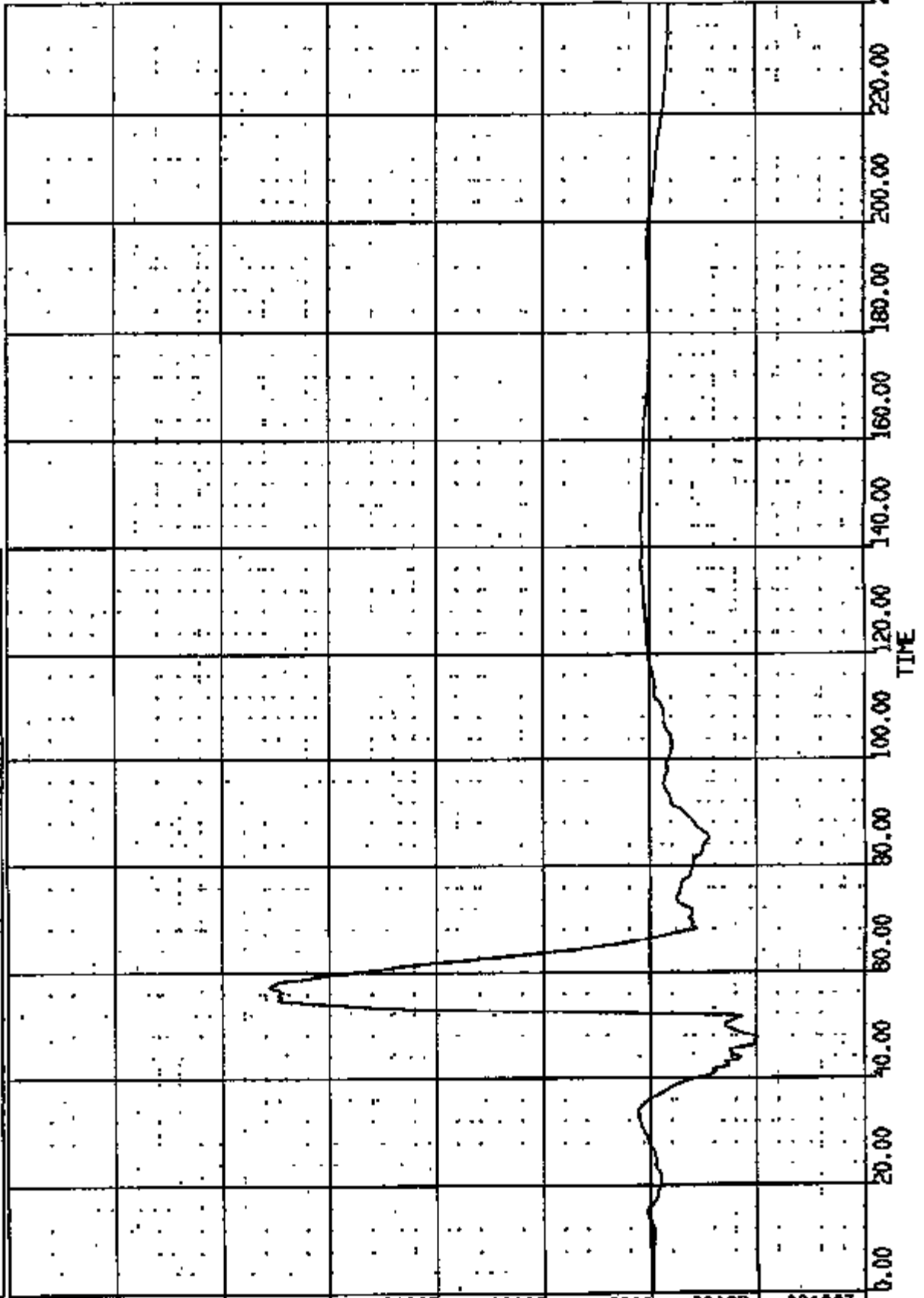
50.00

0.00

-50.00

-100.00

IN-LBS x 10¹



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(52) CR109431 R/F DUMMY R/CORNER/TIBIA LOAD BY 600C

MAX = 140. at 55.04 MS MIN = -313.7 at 47.60 MS

AXIS 1

250.00

200.00

150.00

100.00

50.00

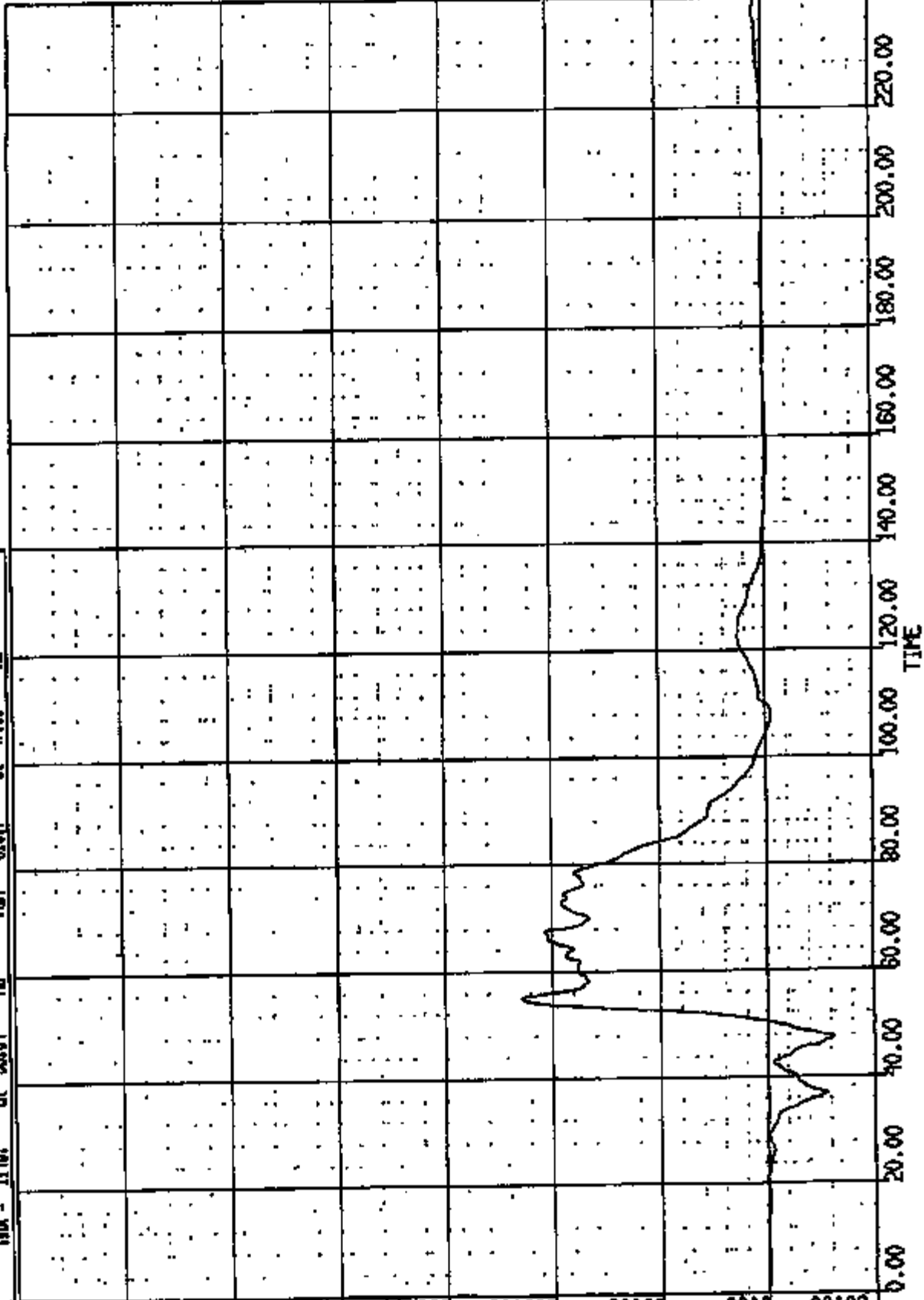
0.00

-50.00

-100.00

-150.00

IN-LBS x 10¹



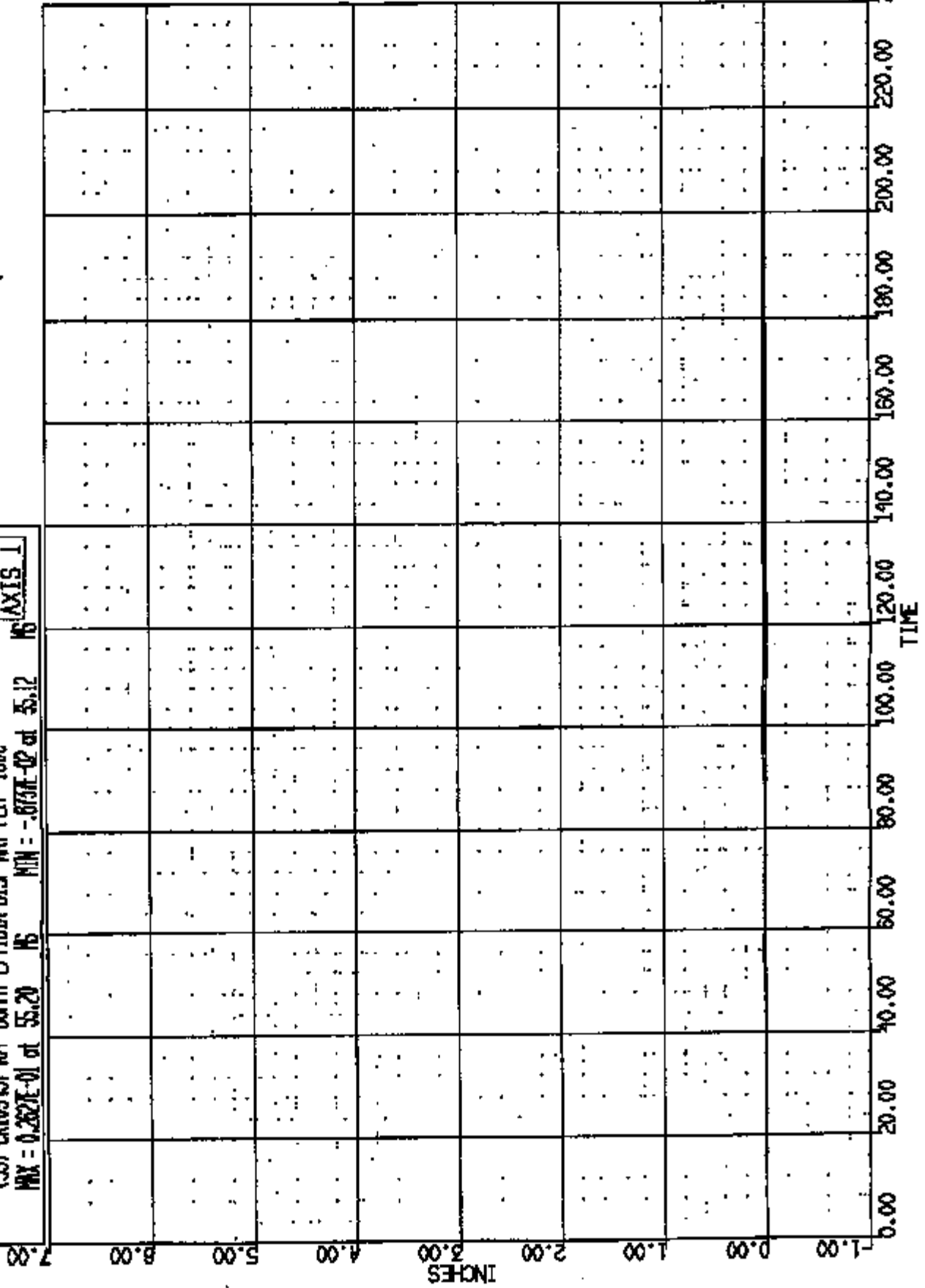
CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(53) CR10943T RF DUMMY LUTIBIA DISP RTI FEM 180C

MAX = 0.262E-01 at 55.20

MIN = -.076E-02 at 55.12

AXIS 1



CR R# 10043 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(54) CR10043 RTF DUMMY RTIBIA DISP ART PEN 180C
MAX = 0.153E-01 at 118.6 MS MIN = -.694E-02 at 35.24 MS
AXIS 1

2.00

3.00

4.00

5.00

6.00

7.00

8.00

9.00

1.00

2.00

3.00

4.00

5.00

6.00

7.00

8.00

9.00

10.00

11.00

12.00

13.00

14.00

15.00

16.00

17.00

18.00

19.00

20.00

21.00

22.00

23.00

24.00

25.00

26.00

27.00

28.00

29.00

30.00

INCHES

TIME

CR #: 10043 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(62) CR109431 R/F LAP BELT @ ANCHOR LOAD 60C

MAX = 118, at 57.20 MS MIN = -1.895

at 0.000E+00 MS

AXIS 1

250.00

200.00

250.00

200.00

150.00

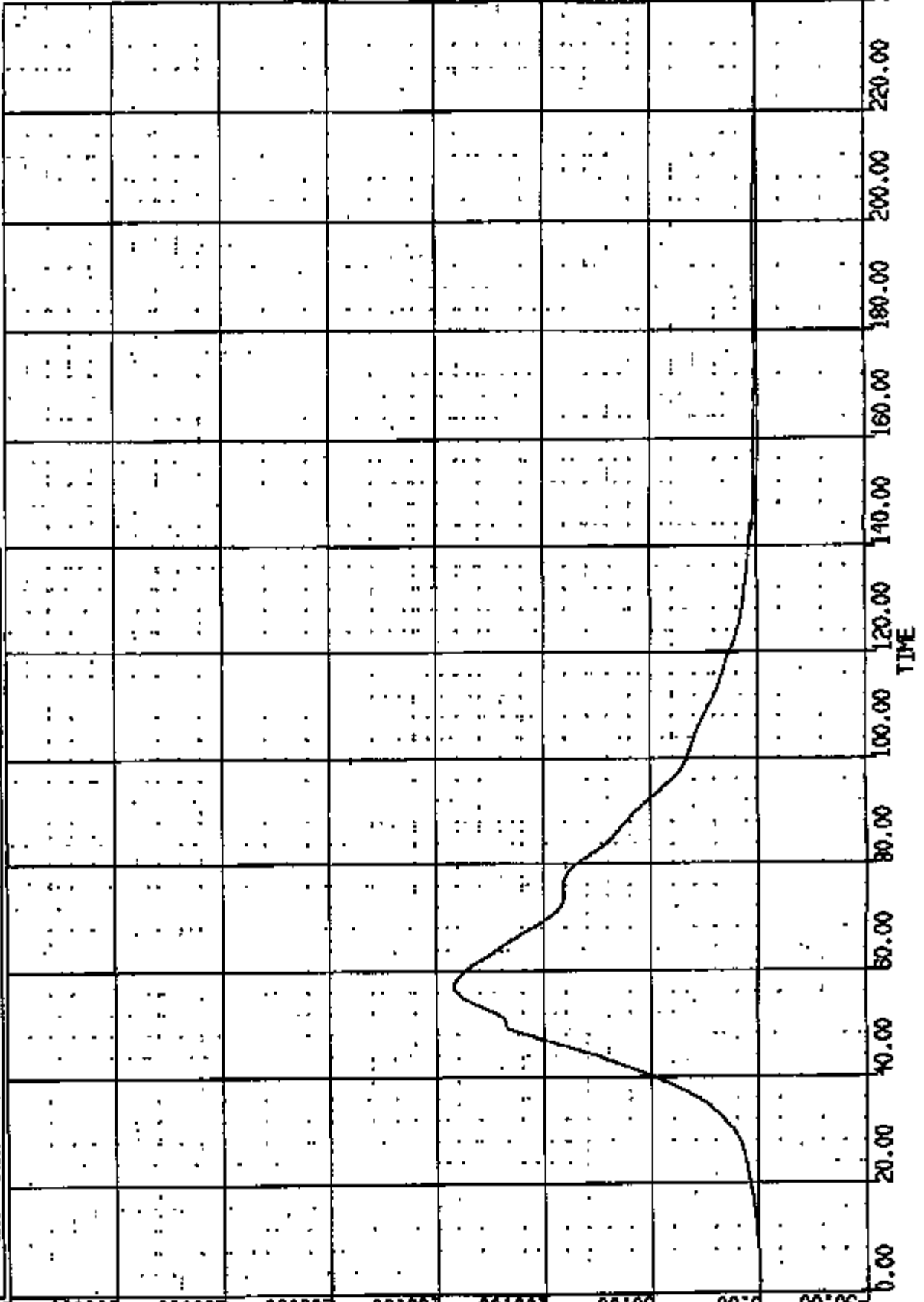
100.00

50.00

0.00

-50.00

LBF x 10¹



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(63) CR10943T R/F TORSD BELT @ RETRACTOR LON BUC

AXIS 1

MAX = 594.5 of 60.76 MS MIN = -777.9 at 213.8 MS

200.00

500.00

400.00

500.00

600.00

700.00

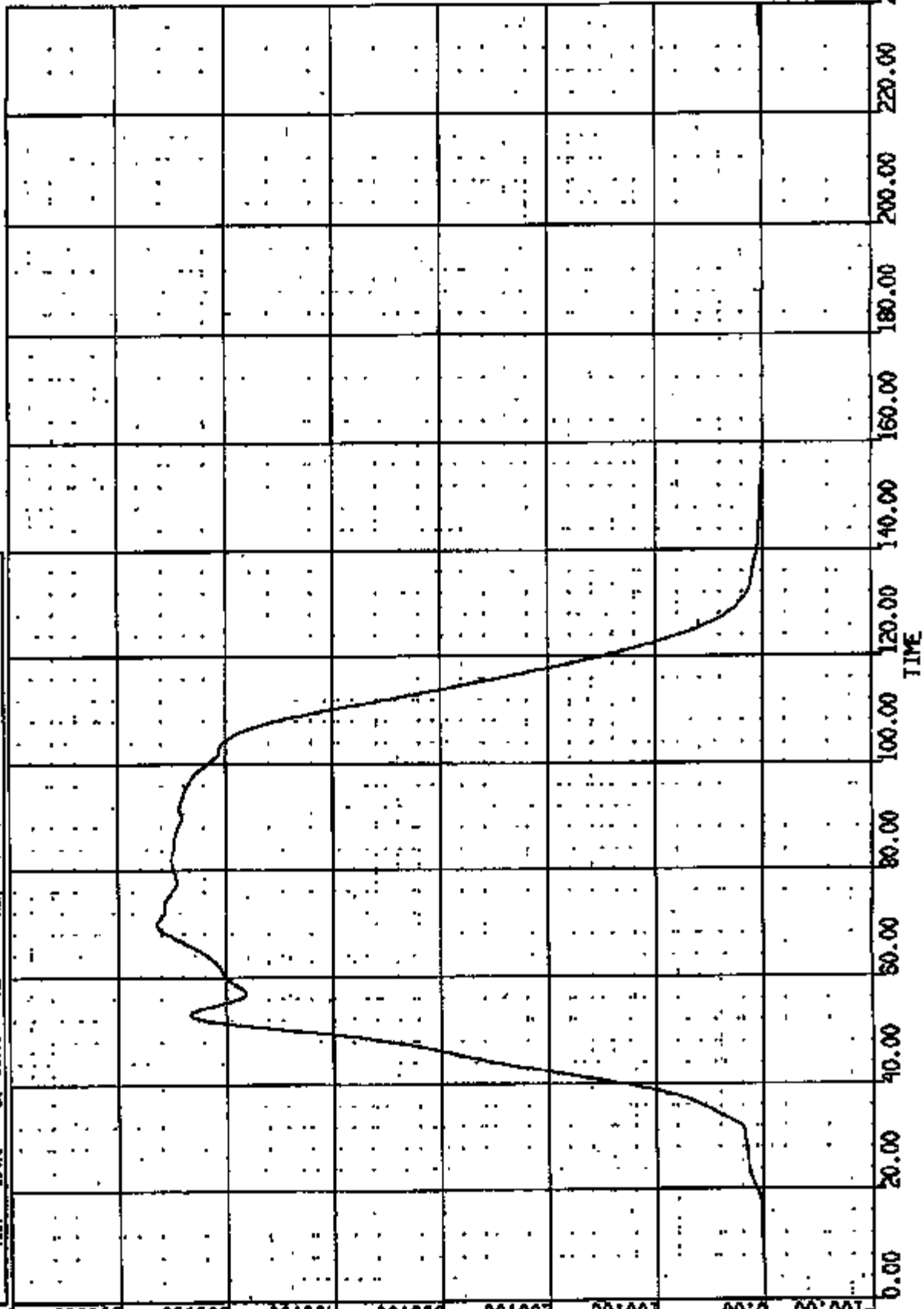
800.00

900.00

100.00

0.00

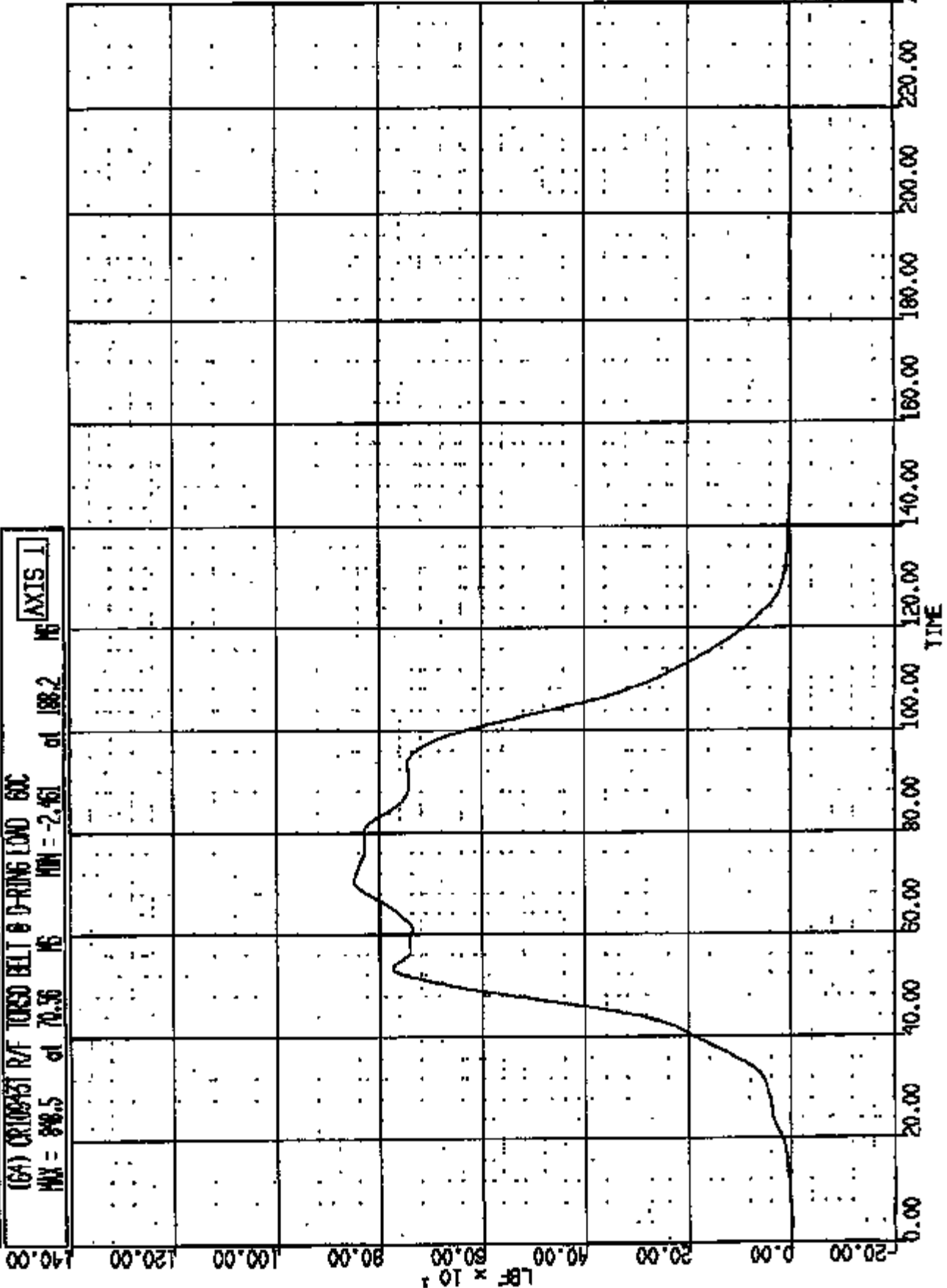
LB



CR. R: 10898 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(64) CR108981 RVF TORSD BELT @ D-RING LOAD SAC
MAX = 898.5 at 70.56 MS MIN = -2.461 at 188.2 MS

AXIS 1



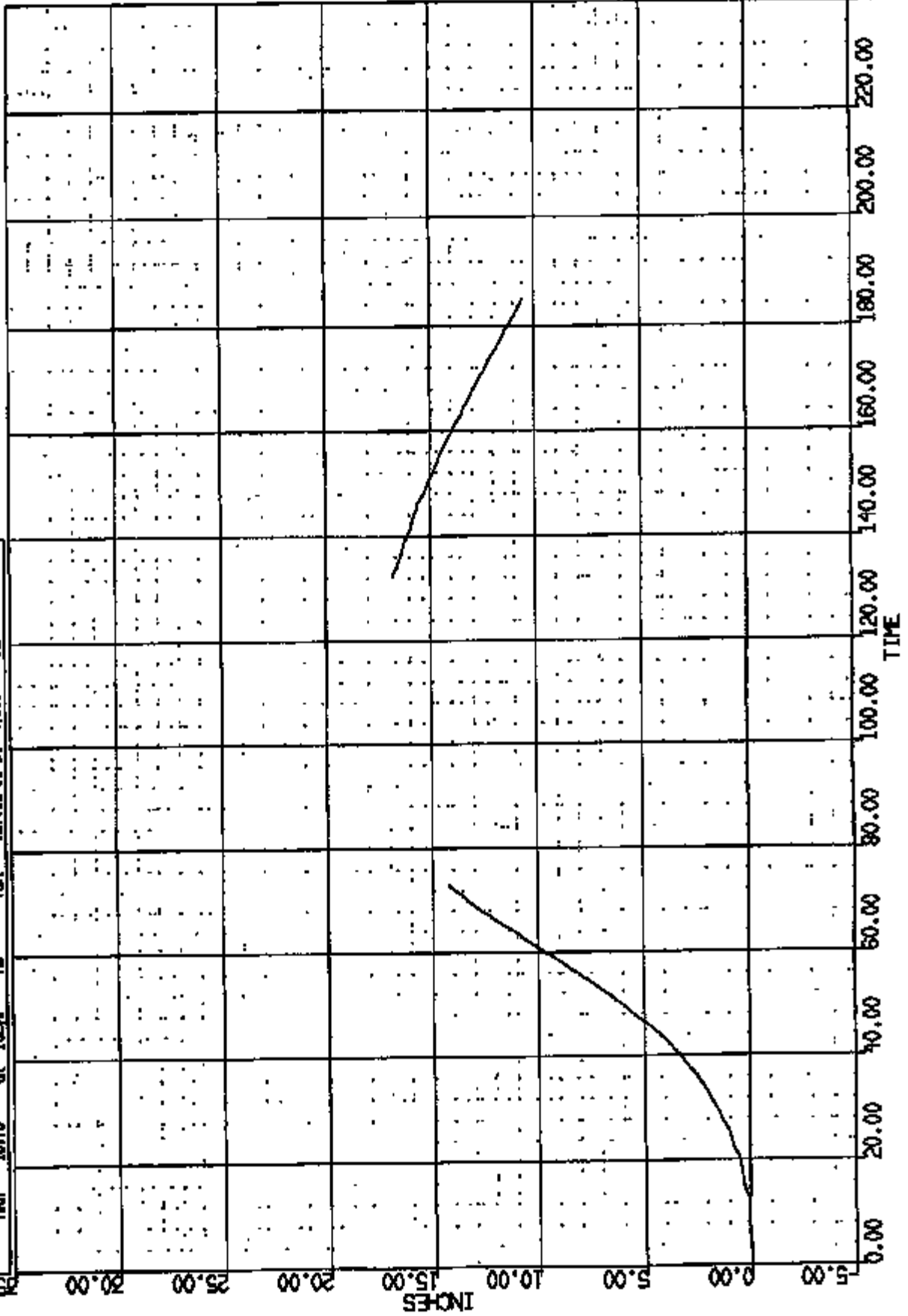
CR RE LOGS TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(0) CRTS0010943 R S HEAD DRNR WRT R FOR AT B PLONG DISP

MAX = 16.79 of 132.0 MS MIN = -.2771E-01 of 4.000 MS

AXIS 1

INCHES

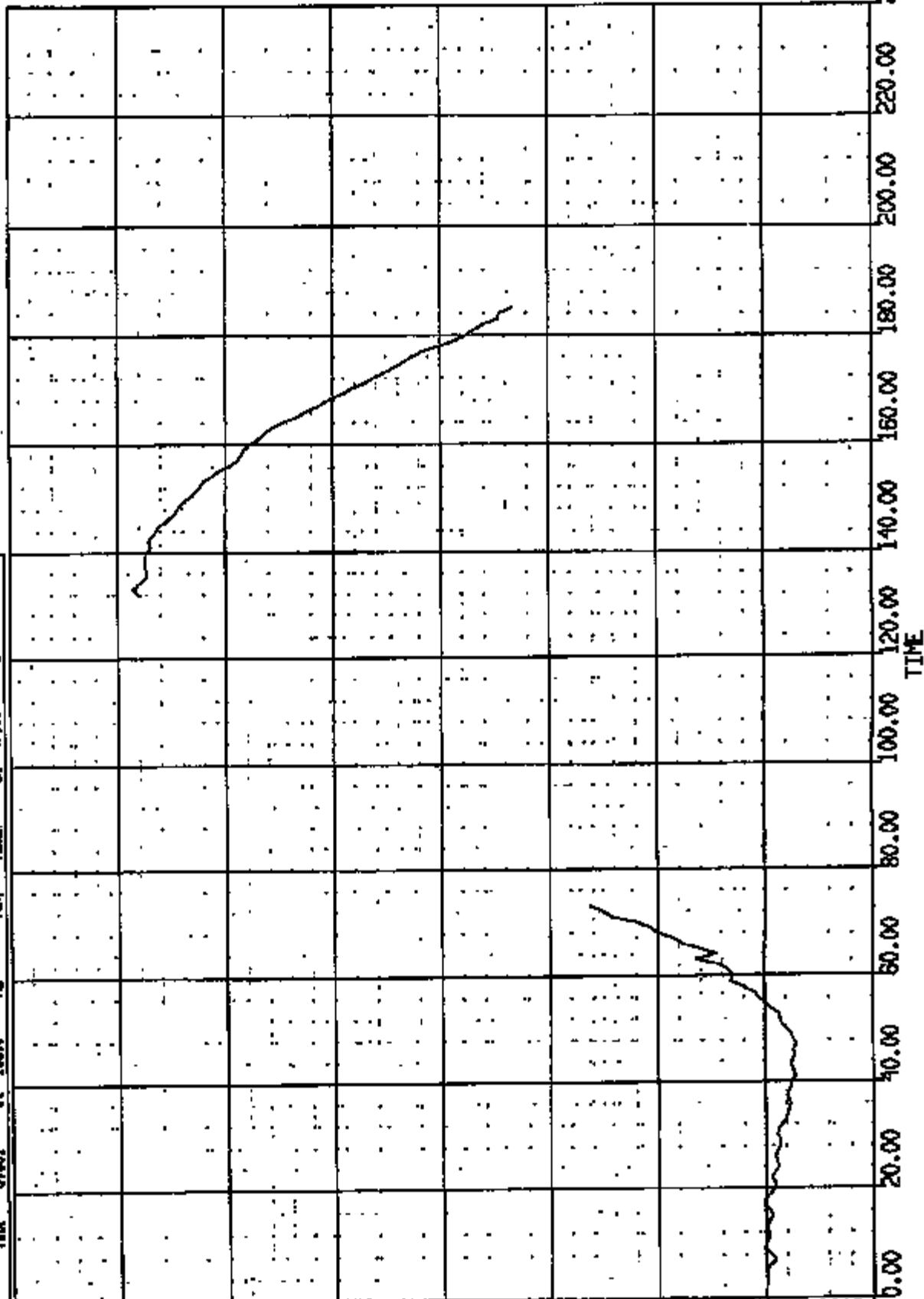


CR RE 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(0) CXC10943 R S HEAD DRMR WRT R INCR AT B PL VERT DISP
MAX = 5.851 at 133.0 MS MIN = -.2327 at 47.00 MS

AXIS 1

7.00 6.00 5.00 4.00 3.00 2.00 1.00 0.00 -1.00
INCHES



CR R: 10895 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(72) CR109451 DRIVER SOUB VOLTAGE PRI 4000C

MAX = 12.57 at 20.48 NS MIN = -1.40

at 141.3 NS

AXIS 1

35.00

30.00

25.00

20.00

15.00

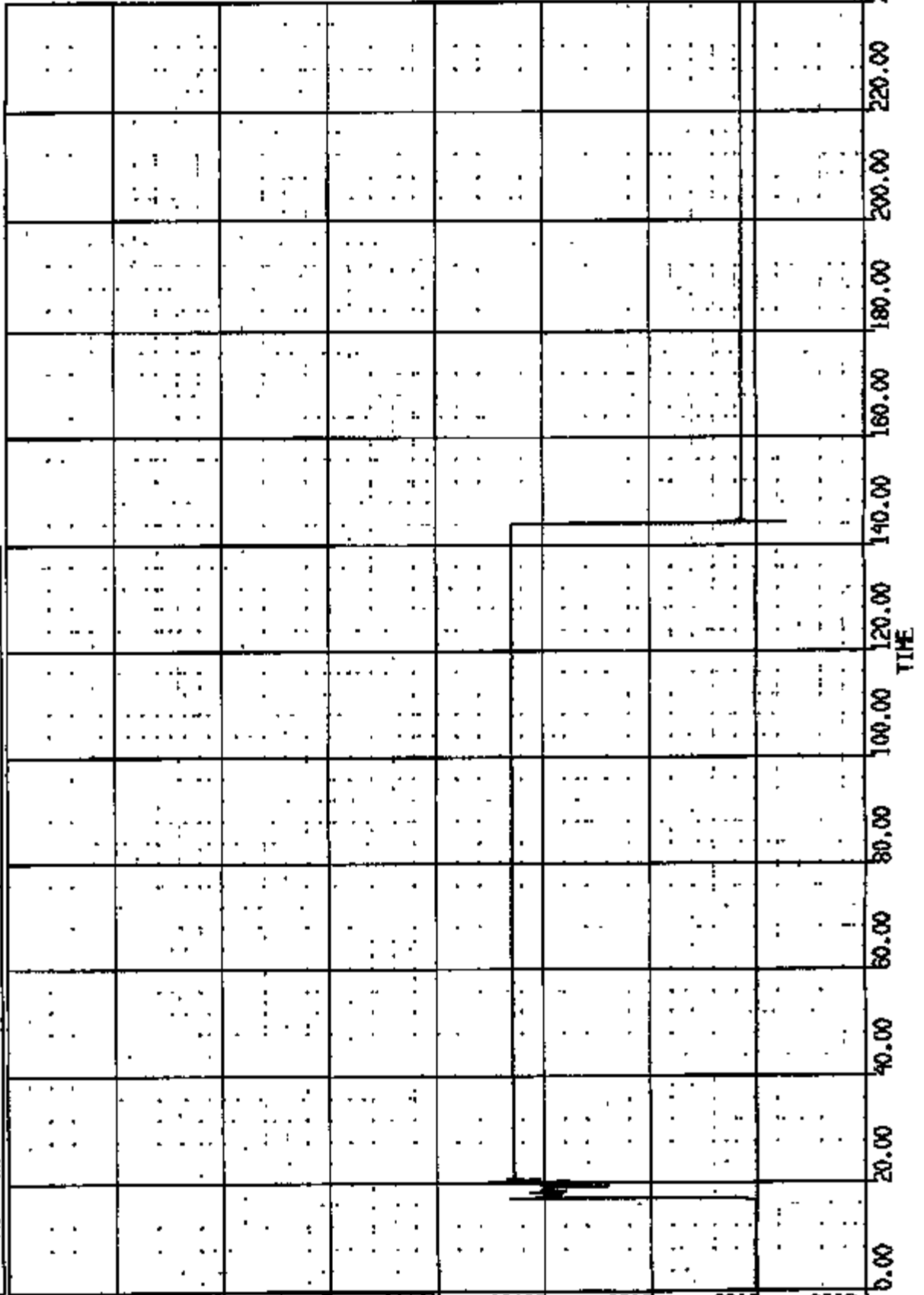
10.00

5.00

0.00

-5.00

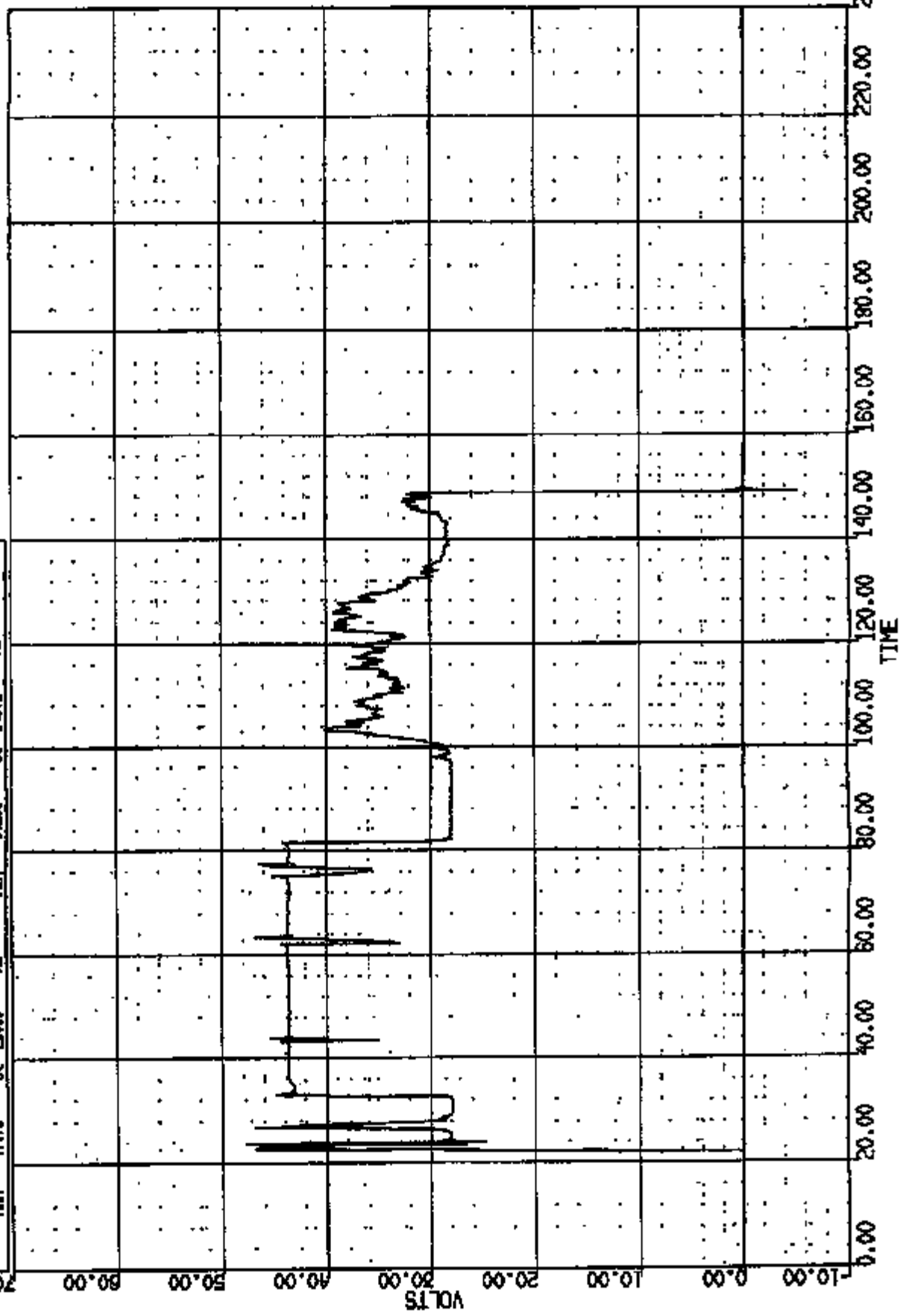
VOLTS



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(75) CRUISE/ST DRIVER SQUIB VOLTAGE SEC 4000C
MAX = 47.75 at 25.60 MS MIN = 5.200 at 149.1 MS

AXIS 1



CR R# 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(74) CRUISEST BRIMR SOLUB CURRENT PRT 4000C

MAX = 6.763 at 17.60 MS MIN = -1.013

at 20.56 MS

AXIS 1

14.00

12.00

10.00

8.00

6.00
MS

4.00

2.00

0.00

-2.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

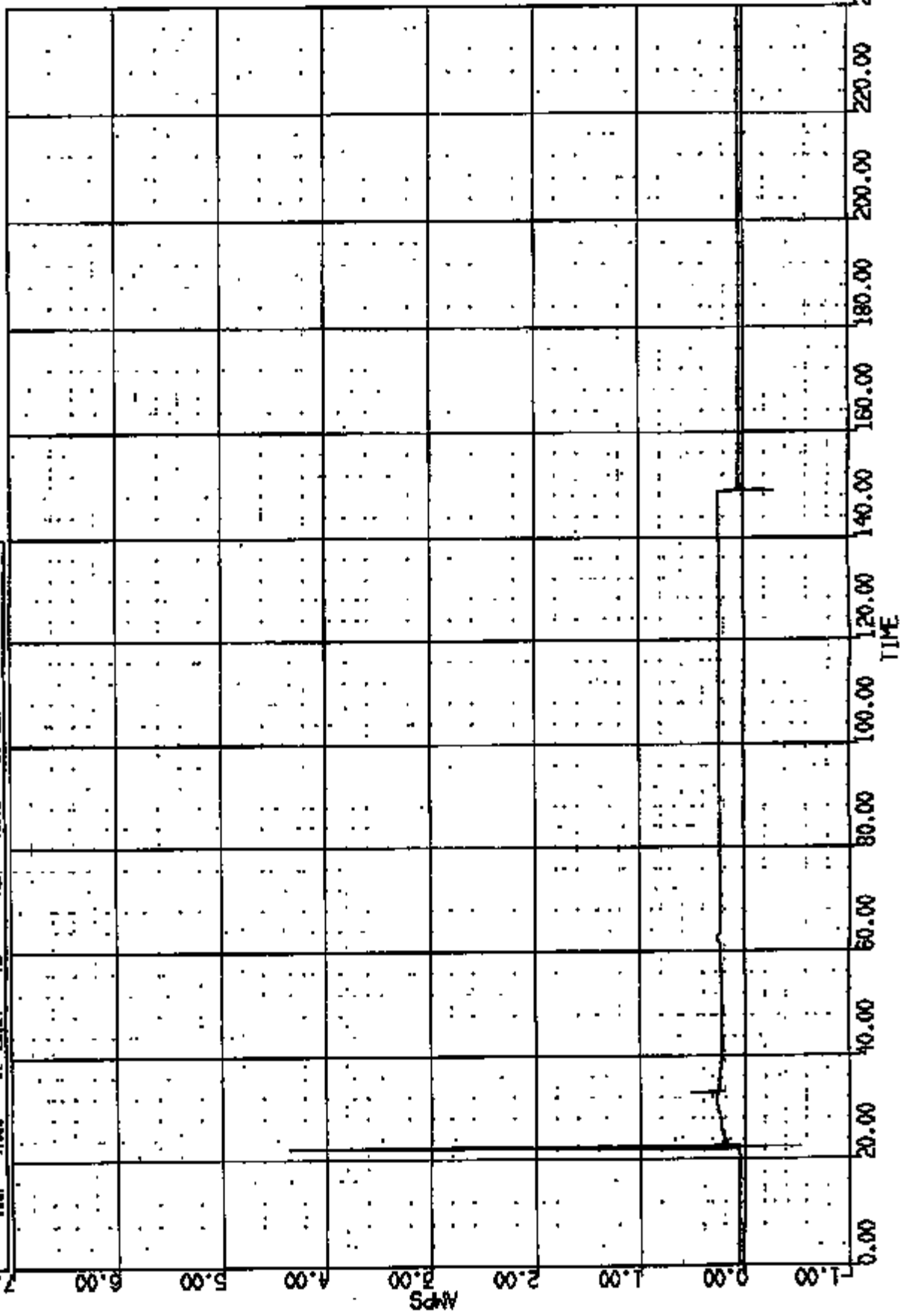
240.00

TIME

CR RI 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(75) CRICRIST DRIVER SUBS CURRENT SEC 4000C
MAX = 4.538 at 22.21 MS MIN = -.5371 at 22.48 MS

AXIS 1



CR R: 10843 TO: TAS072 DATE: 971202 11:00:52
UNKNOWN

(76) CR10043T DRIVER BAG PRESSURE 1000C
MAX = 23.49 at 23.88 MS MIN = -7.885 at 30.64 MS

AXIS 1

30.00

25.00

20.00

15.00

10.00

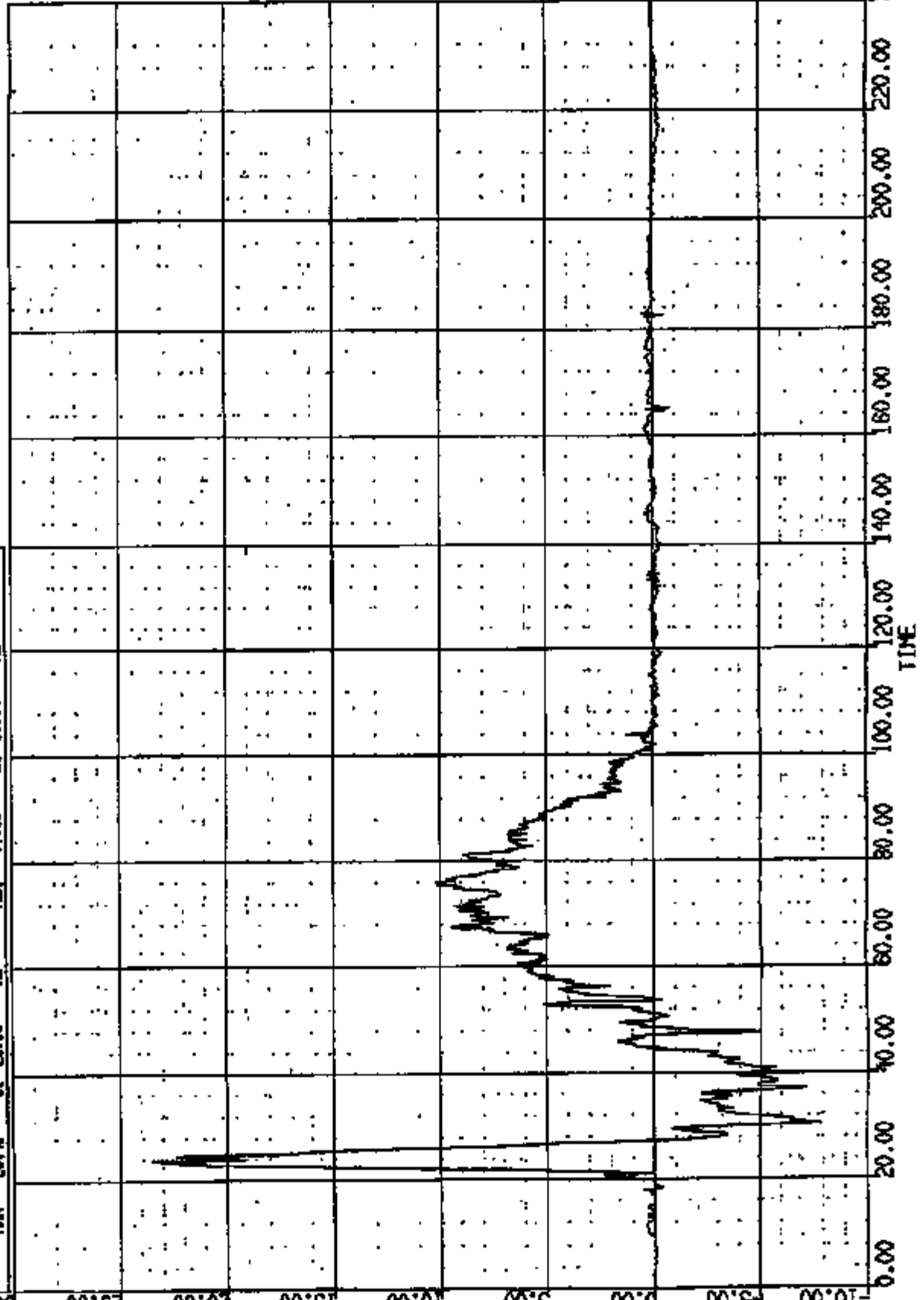
5.00

0.00

-5.00

-10.00

PSIG



240.00

220.00

200.00

180.00

160.00

140.00

120.00

100.00

80.00

60.00

40.00

20.00

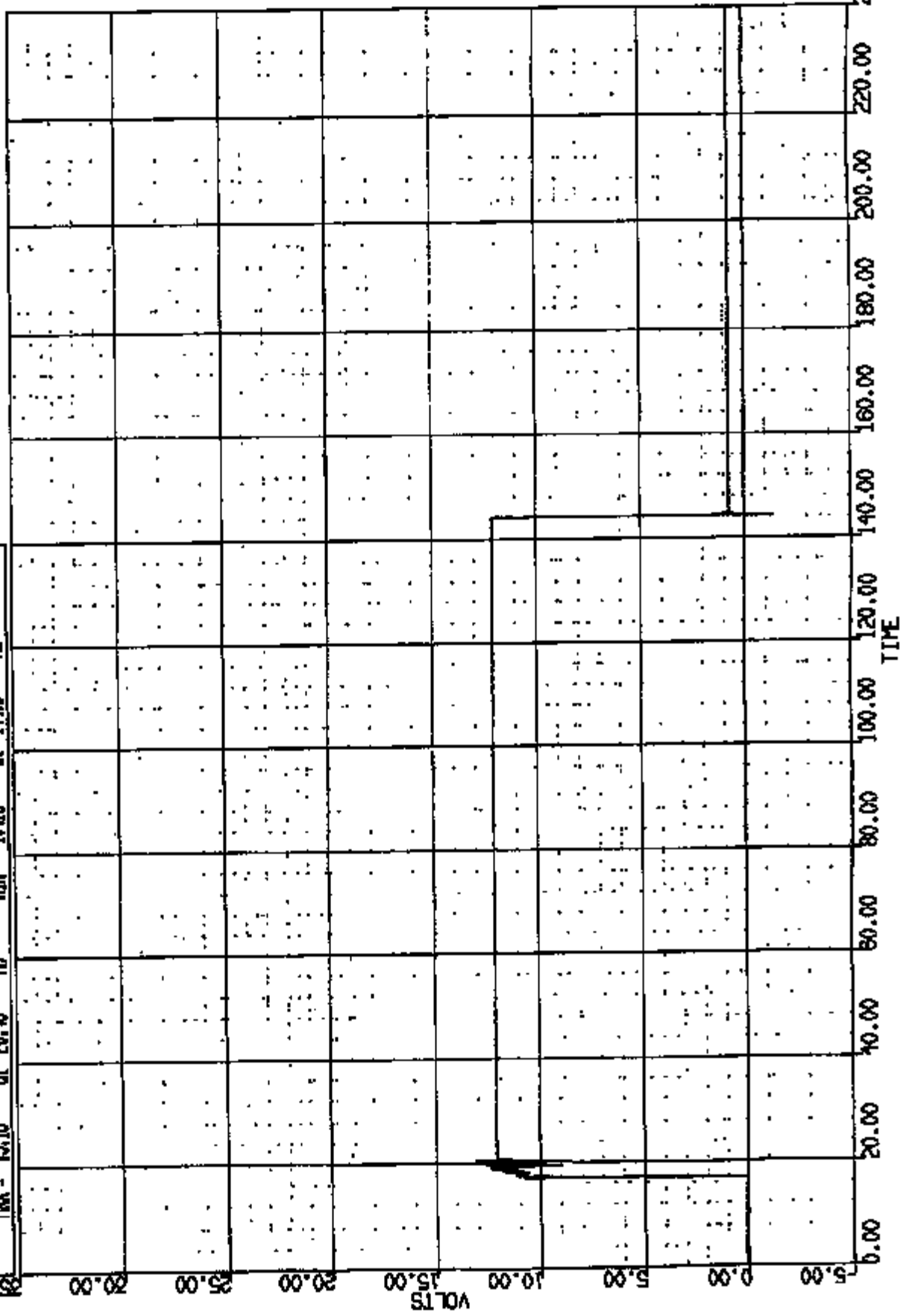
TIME

CR R: 10943 TO: TAB072 DATE: 871202 11:00:52
UNKNOWN

(77) CRUISEST PASSENGER SQUIB VOLTAGE PRI 4000C
MAX = 13.16 at 20.48 MS MIN = -1.116 at 144.3 MS

AXIS I

MS



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(78) CRUISE/ST PASSENGER SMOKE CURRENT PRO 400C

MAX = 7.321 at 17.28 MS MIN = -.1395 at 20.40 MS

AXIS 1

14.00

12.00

10.00

8.00

6.00

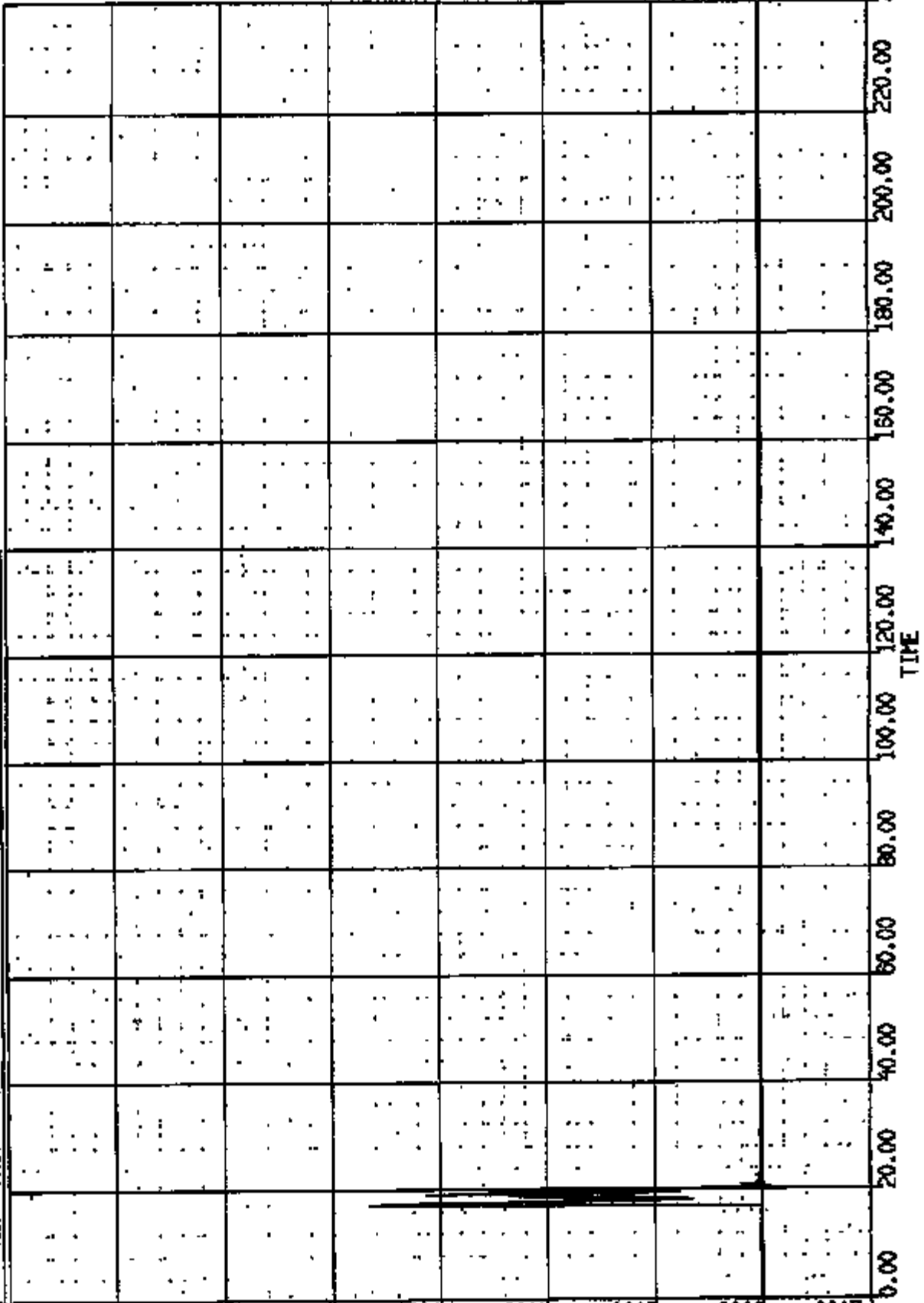
4.00

2.00

0.00

-2.00

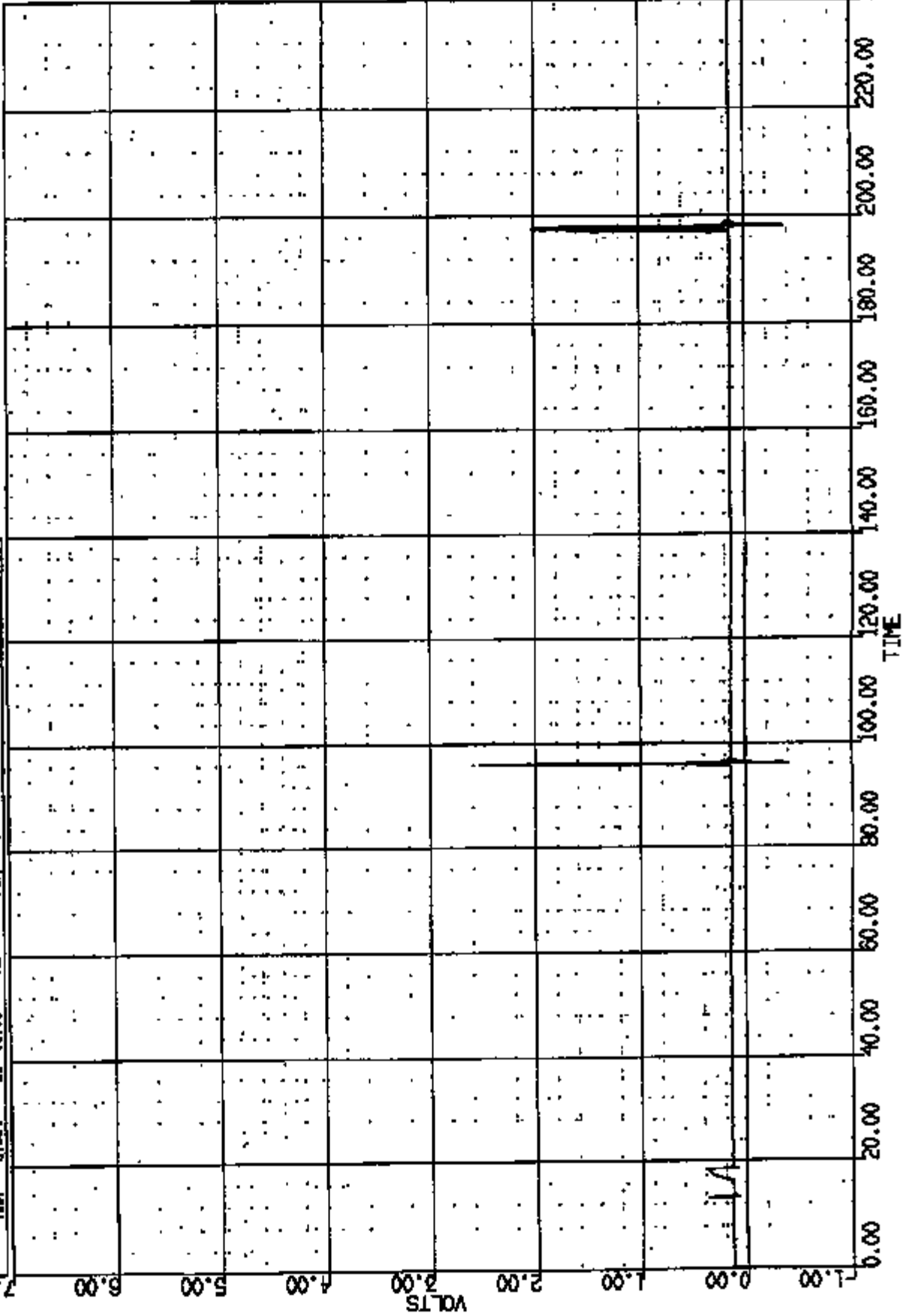
AMPS



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(104) CR10943T C/F FLOOR PAN @ LHD ACD I AC 400AC
MIX = 2.534 at 96.00 MS NOM = -.4102 at 96.16 MS

AXIS I



CR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(105) ORIGINST C/F FLOOR PAN @ LHD ADJ 2 KC 400C

MAX = 5.723 at 13.20 MG MIN = -.9883 at 18.72 MG

AXIS 1

MG

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

16

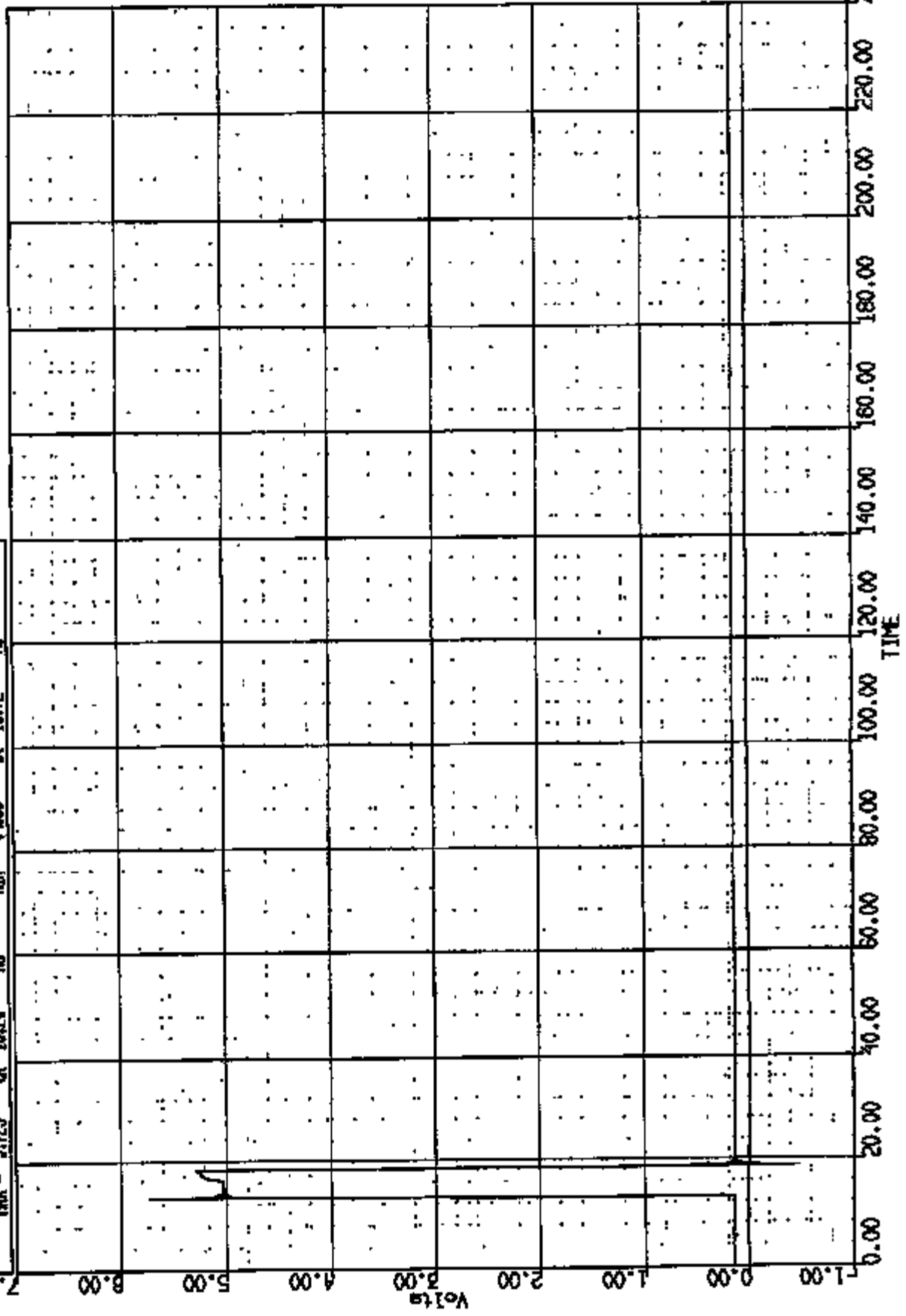
16

16

16

16

16



CRK # 10043 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

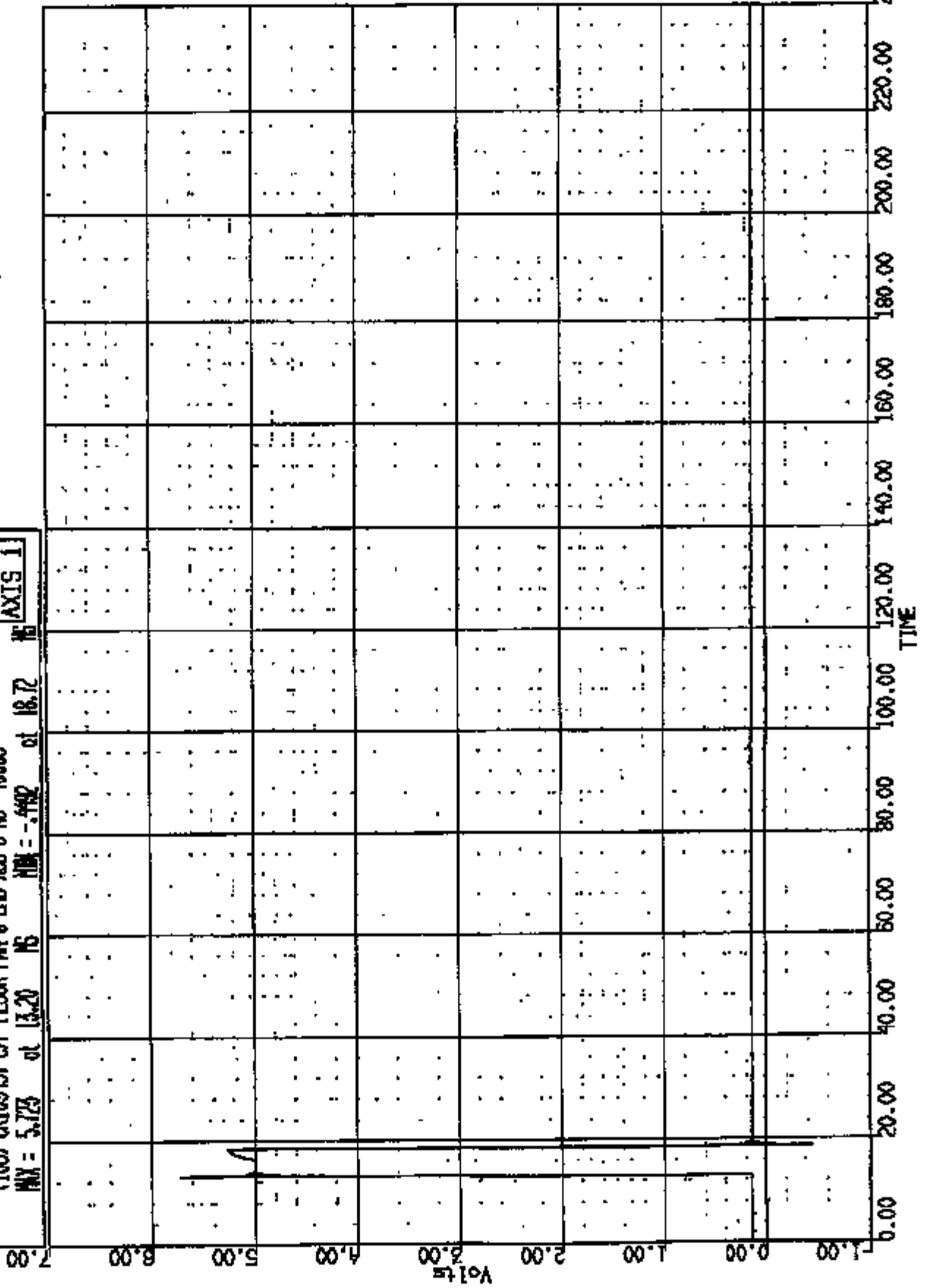
(106) CRU0943T C/F FLOOR PAN @ LHD ACU 3 AC 4000C

MAX = 5.725 at 3.20 MS

MIN = -.4482

at 18.72 MS

AXIS 1

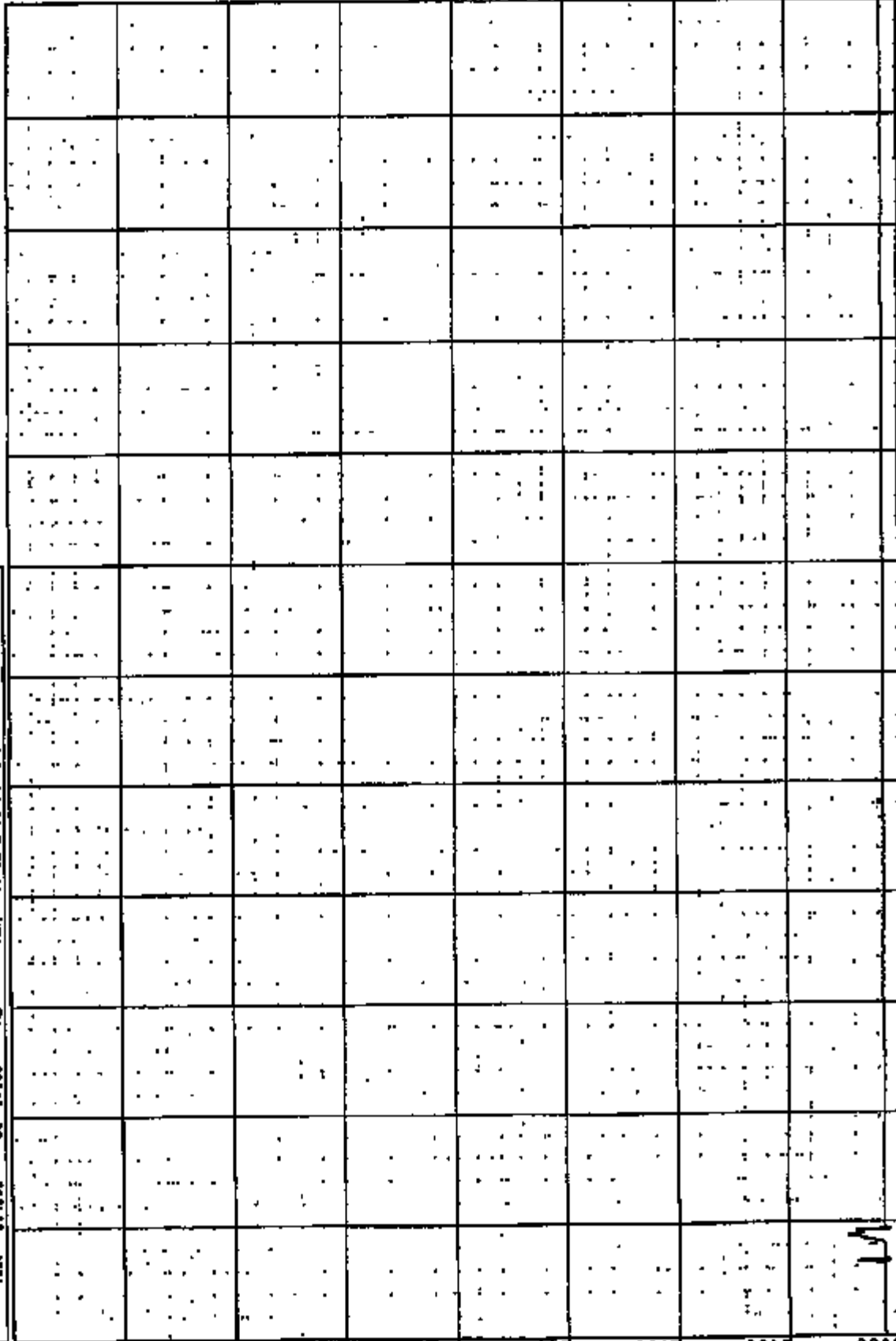


CH R: 10918 TO: TA5072 DATE: 971202 11:00:32
UNKNOW

(107) CR109451 CF FLOOR PAN @ 1LD ACID 4 AC 4000C
MIN = 0.4580 at 17.88 MS MON = 0.7524-01 at 13.35 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
Volts



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00
TIME

CR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(108) CR10843 C/F FLOOR PAN @ LHO ADJ 5 AC 4000C

MAX = 0.3009 at 18.48 Hz

MIN = 0.6348E-01 at 13.36 Hz

AXIS 1

8.00

7.00

6.00

5.00

4.00

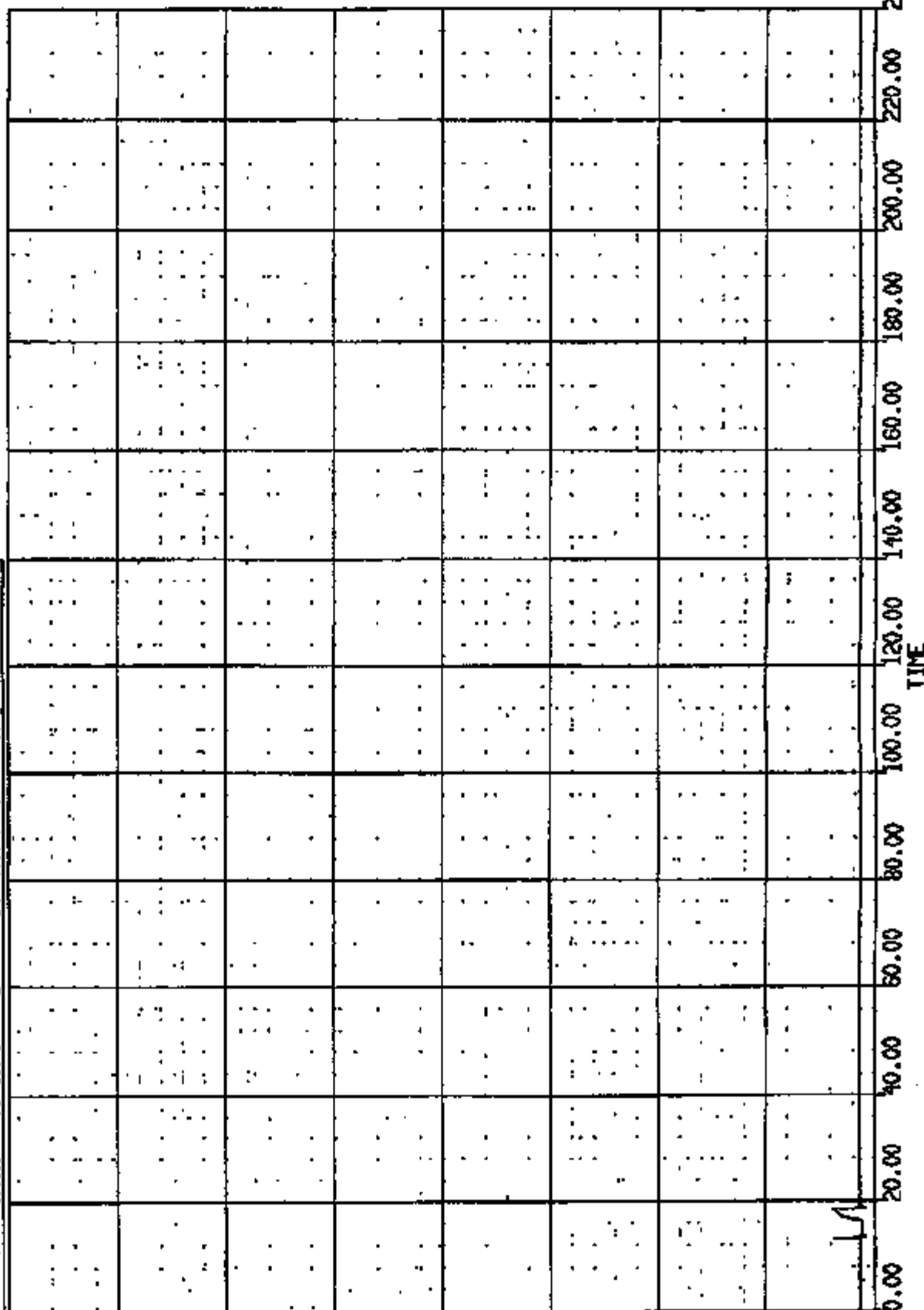
3.00

2.00

1.00

0.00

Volts



CR R: 10945 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(109) DR10945T C/F FLOOR PAN @ LHD ACD 6 AC 400VC

MAX = 0.3800 at 18.40 MS MIN = 0.0248E-01 at 13.36 MS

AXIS 1

8.00

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

Volt

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

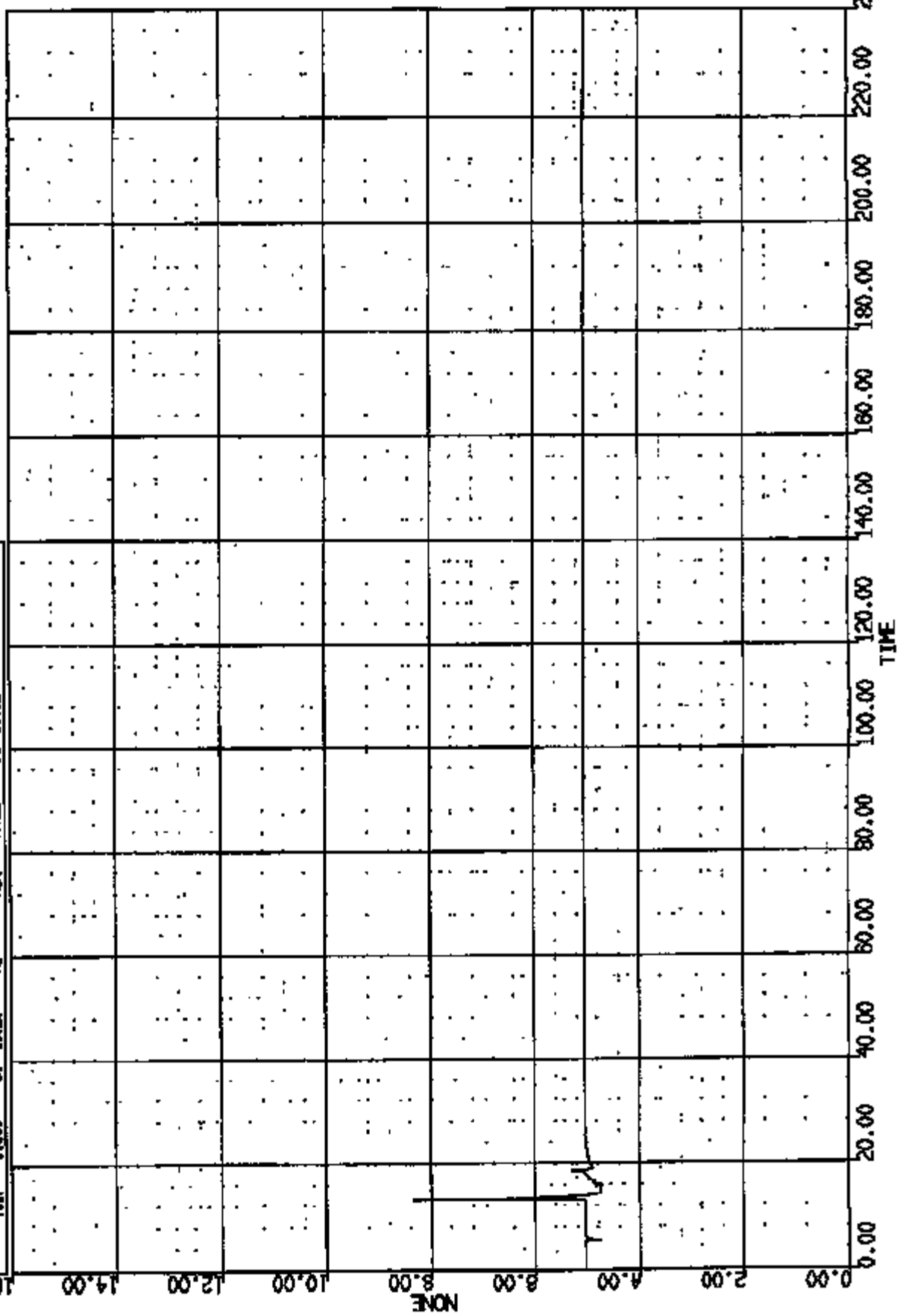
240.00

TIME

CR R: 10895 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(110) CRUCIFIX C/F FLOOR PAN @ IHD ACD 7 AC 400VC
MAX = 8.50 at 13.20 MS MIN = 4.72 at 15.92 MS

AXIS 1

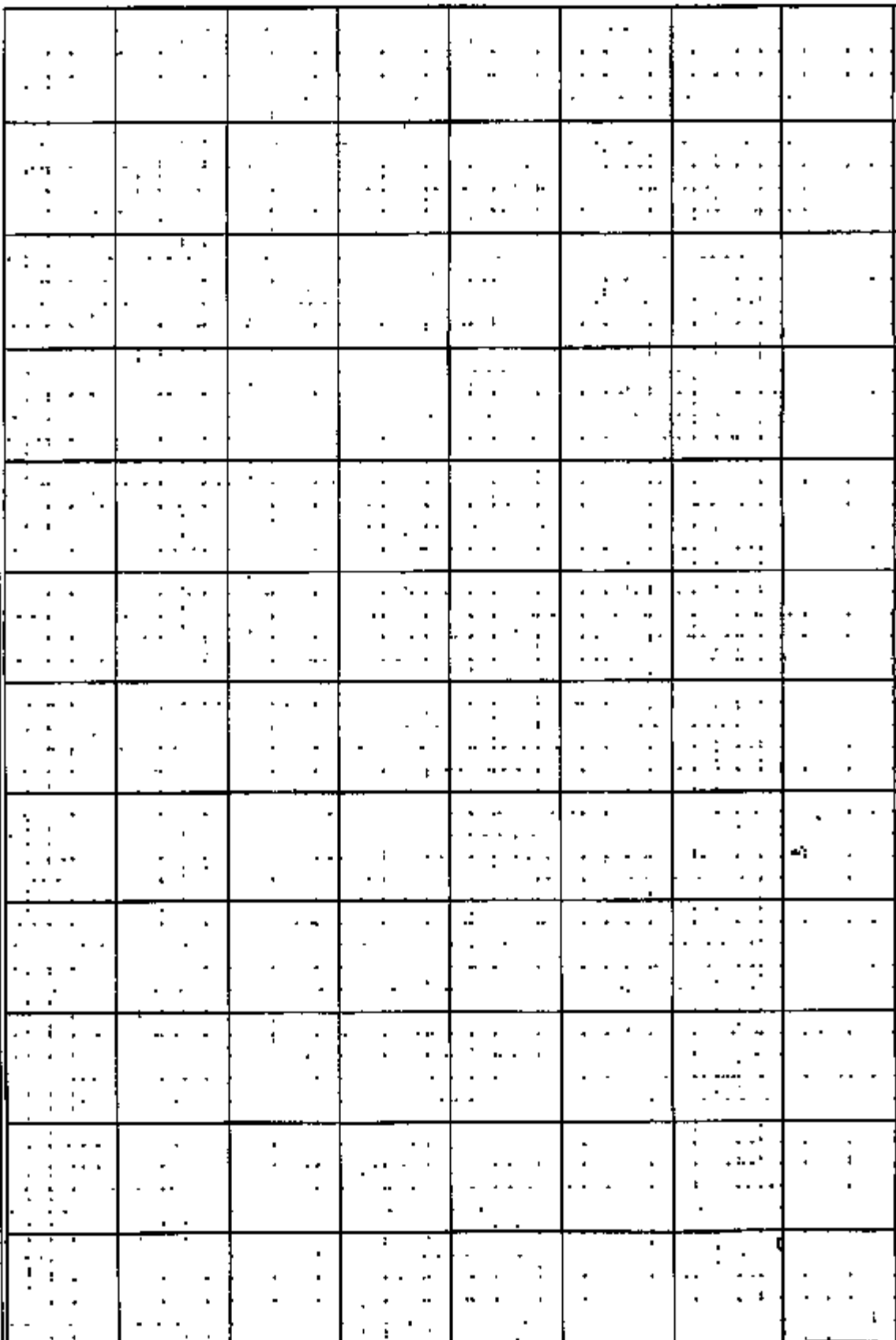


CIR R: 10893 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

(111) CR1095T C/F FLOOR PAN @ LUD ACD 8 AC 400C
MAX = 1.049 at 18.40 MS MIN = 0.9971 at 14.40 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00

TIME

CR R: 10843 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

(115) CR10943T C/F FLOOR PAN @ RD ADJ I AC 4000C

MAX = 0.376) at 13.44 MS MIN = 0.752E-01 at 13.80 MS

AXIS 1

8.00

7.00

6.00

5.00

4.00
VOLTS

3.00

2.00

1.00

0.00

TIME

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

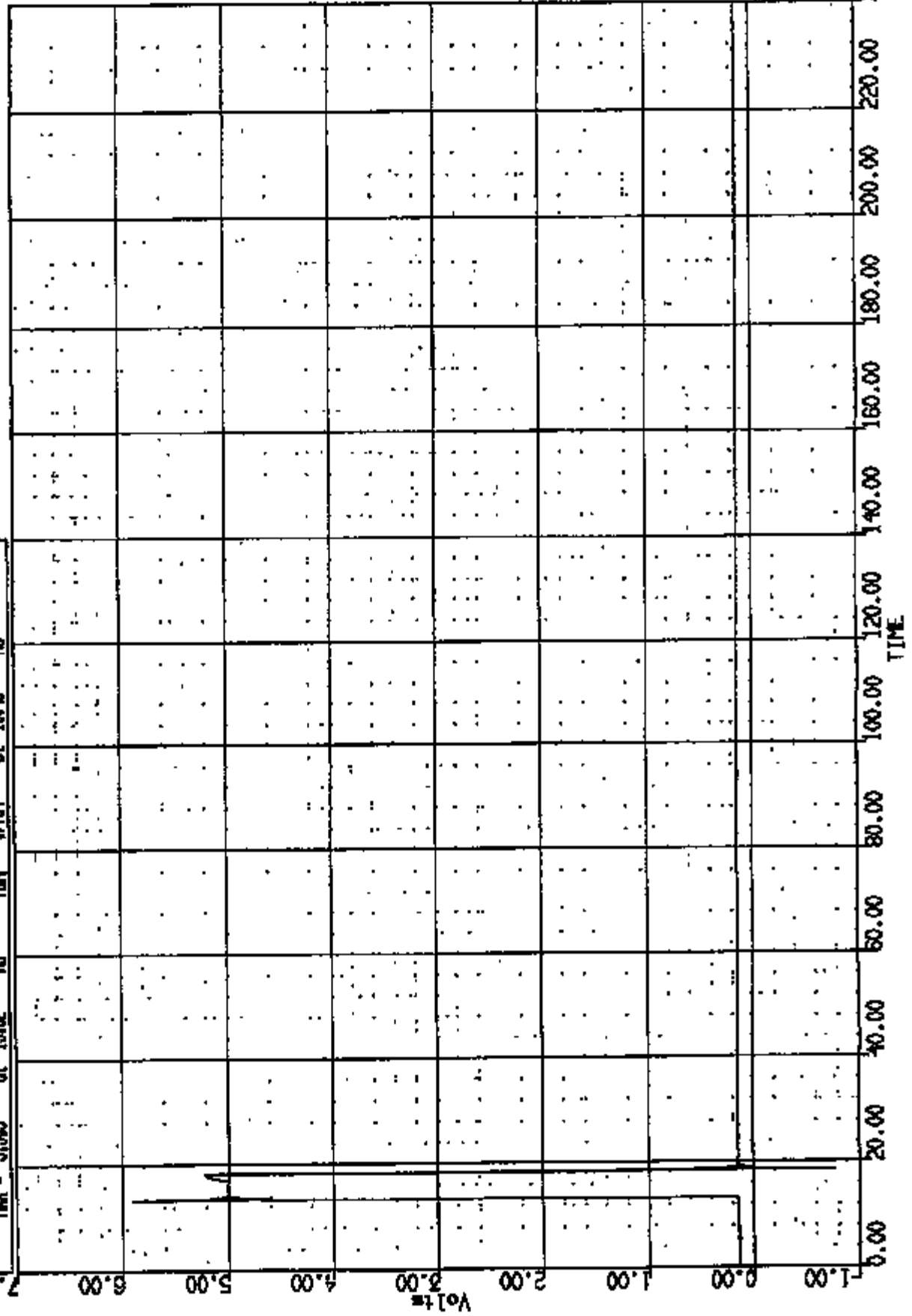
240.00

CR R# 10998 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(116) CR089431 C/F FLOOR PAN @ RHD NO. 2 AC 4000C

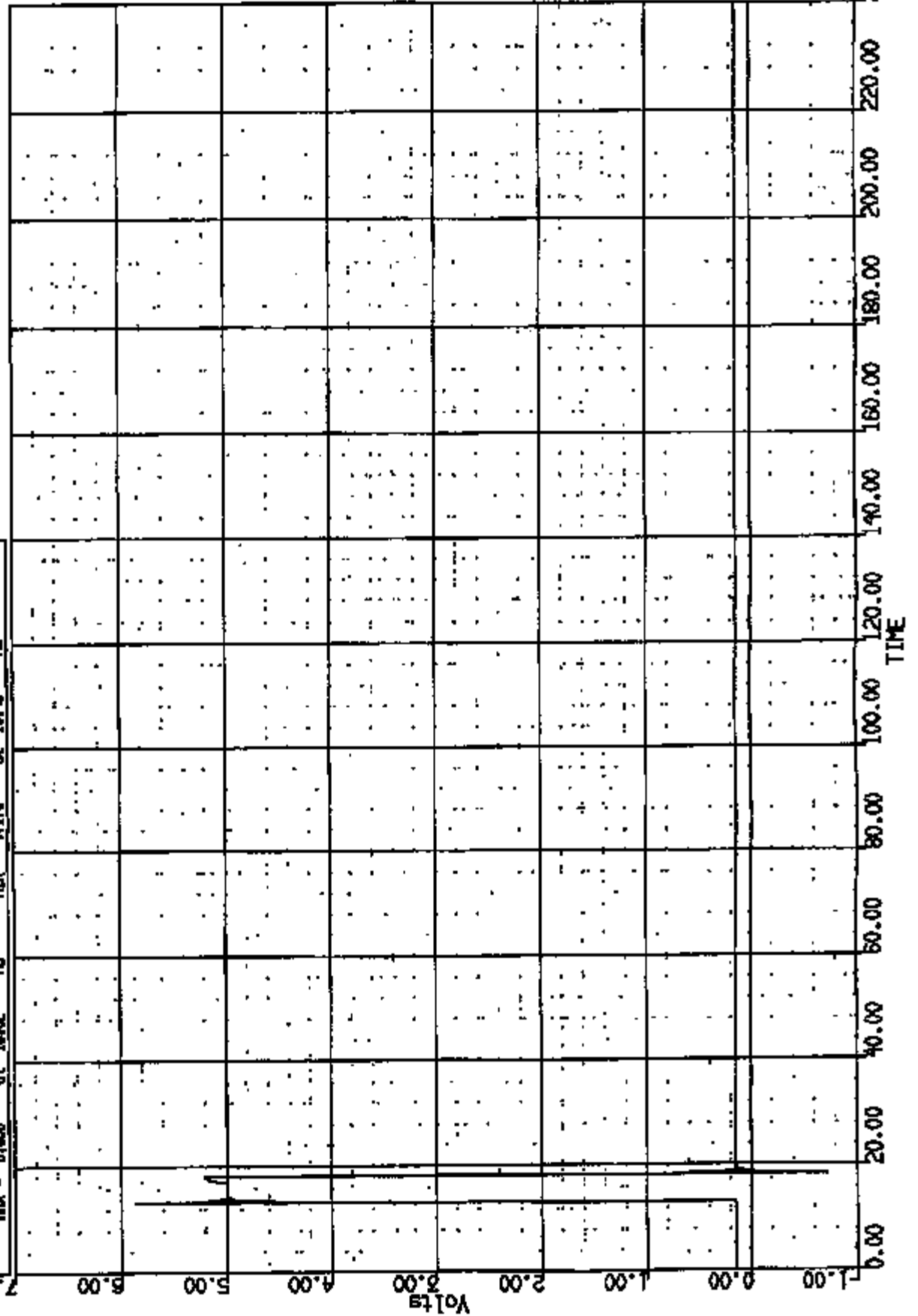
MAX = 5.965 at 13.52 MS MIN = -.7761 at 18.48 MS

AXIS 1



CR RE 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

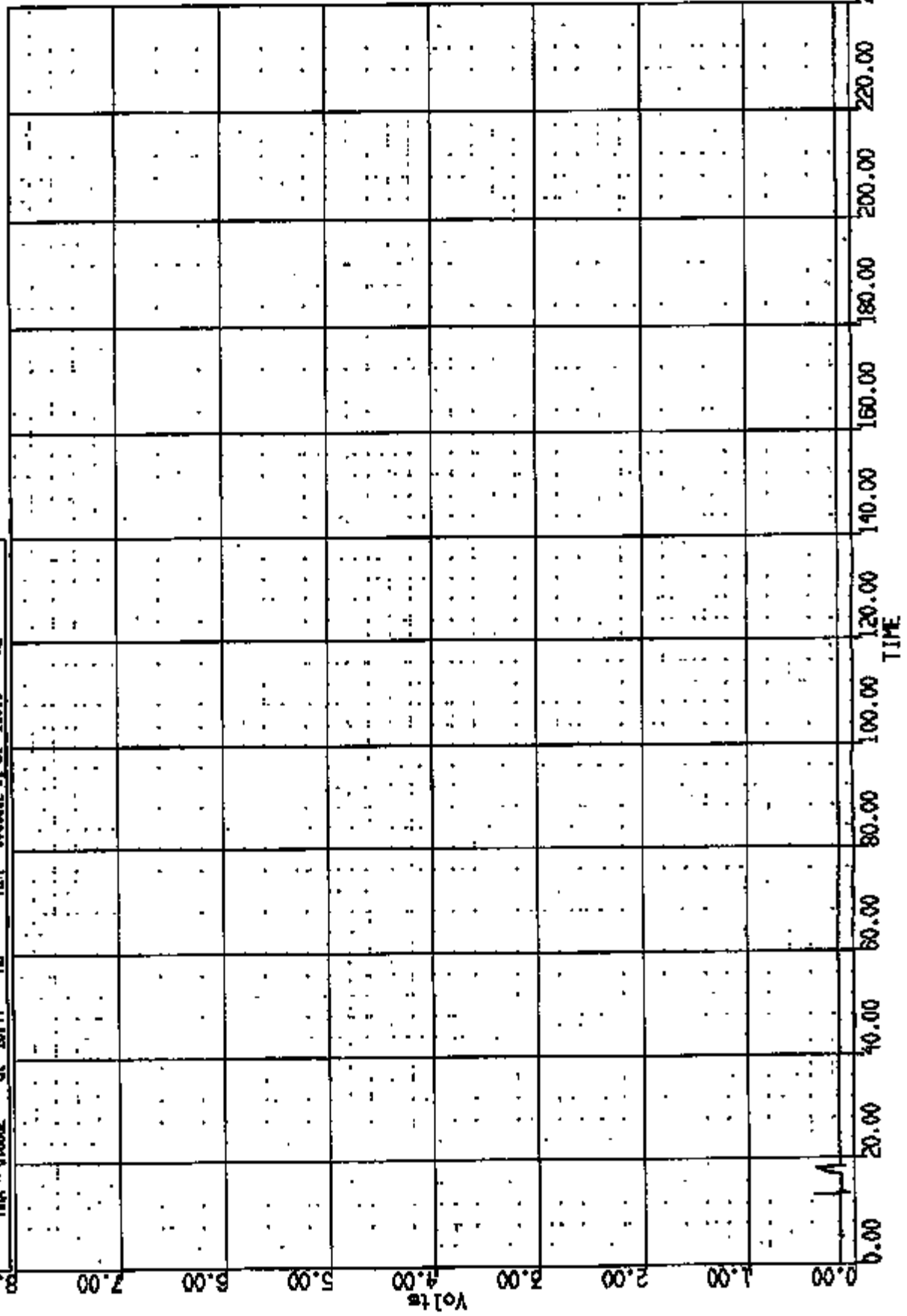
(117) CHROMSAT C/F FLOOR PAN @ MID ACID 3 AC 4000C
MAX = 5.859 at 13.52 MS MIN = -.7178 at 18.48 MS
AXIS 1



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(118) ORIONAST C/F FLOOR PAN @ RAD ACID 4 KC 4000C
MAX = 0.3082 at 13.41 MG MIN = 0.5858E-01 at 13.60 MG

AXIS 1

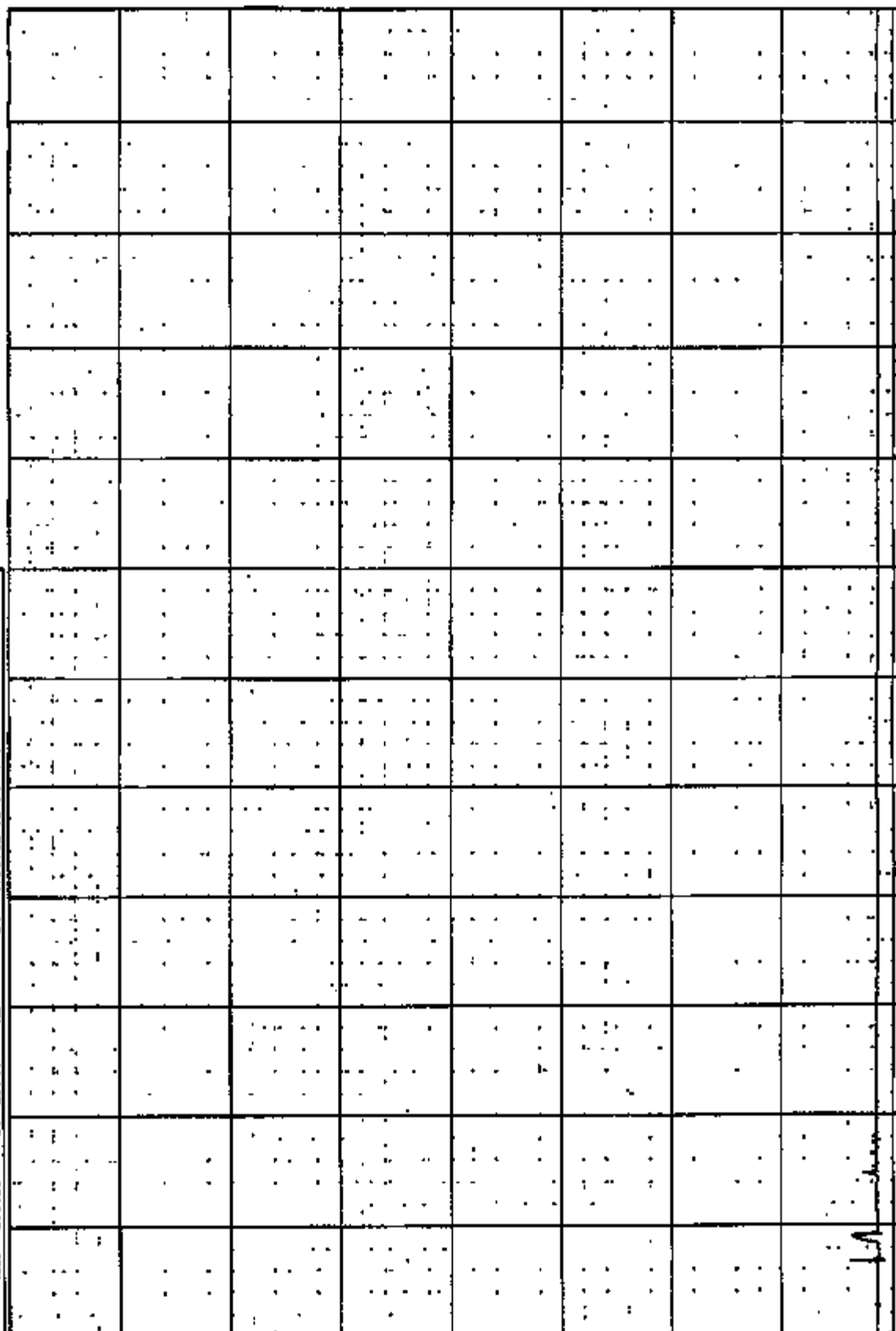


CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(119) OR10943T C/F FLOOR PAN @ RND ACU 5 AC 400V
MAX = 0.3769 at 13.41 MS MIN = 0.0000-01 at 13.60 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
Volts



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00
TIME

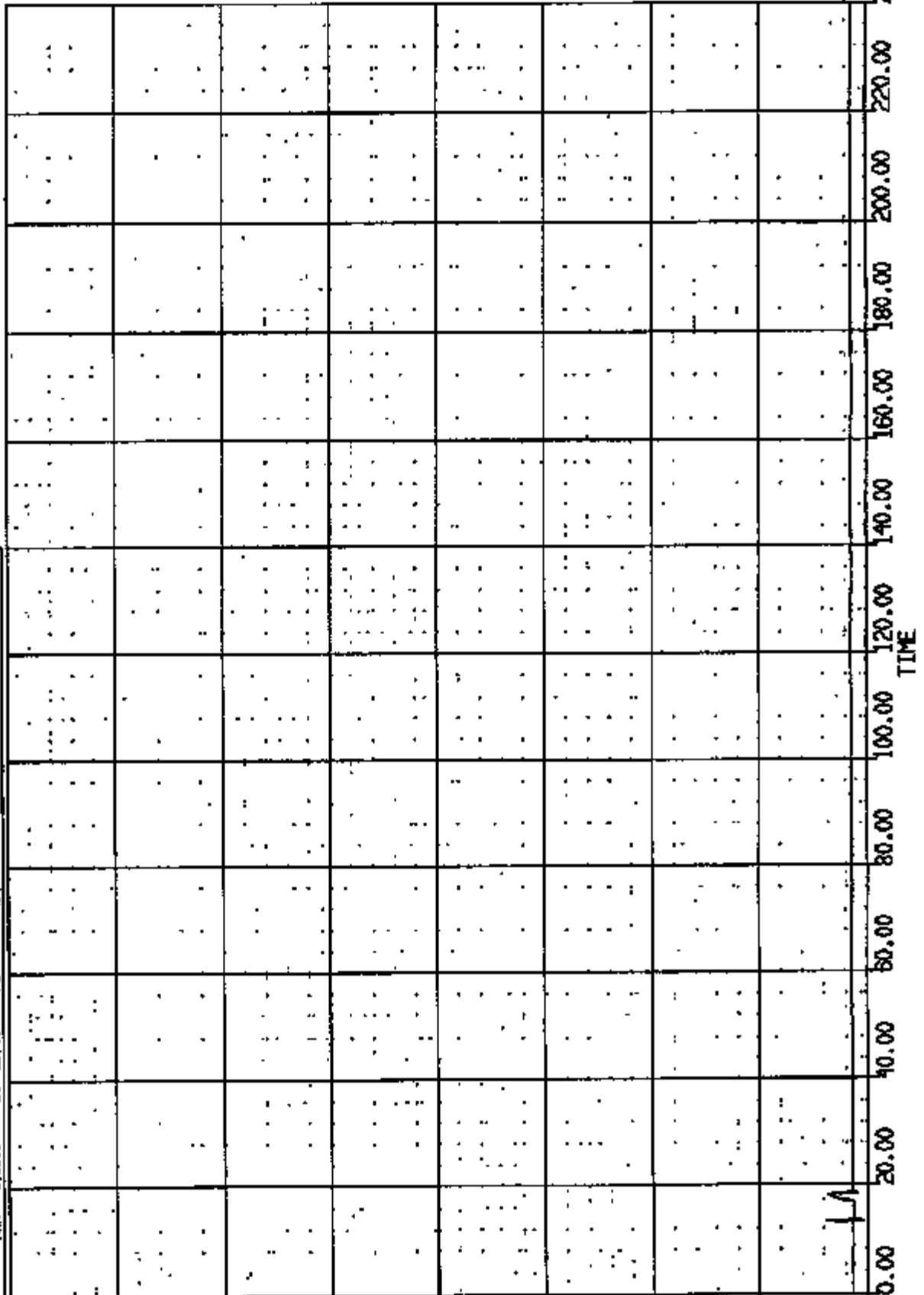
CR RE 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(120) CROCI931 C/F FLOOR PAN @ RD ADJ 6 AC 400C

MAX = 0.3009 at 13.44 MS MIN = 0.583E-01 at 13.60 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
Volts



CR K: 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(121) CR109431 CAF FLOOR PAN @ RD AC 7 AC 400C

MAX = 8.391 at 13.52 MS MIN = 1.771 at 15.04 MS

AXIS 1

16.00

14.00

12.00

10.00

8.00

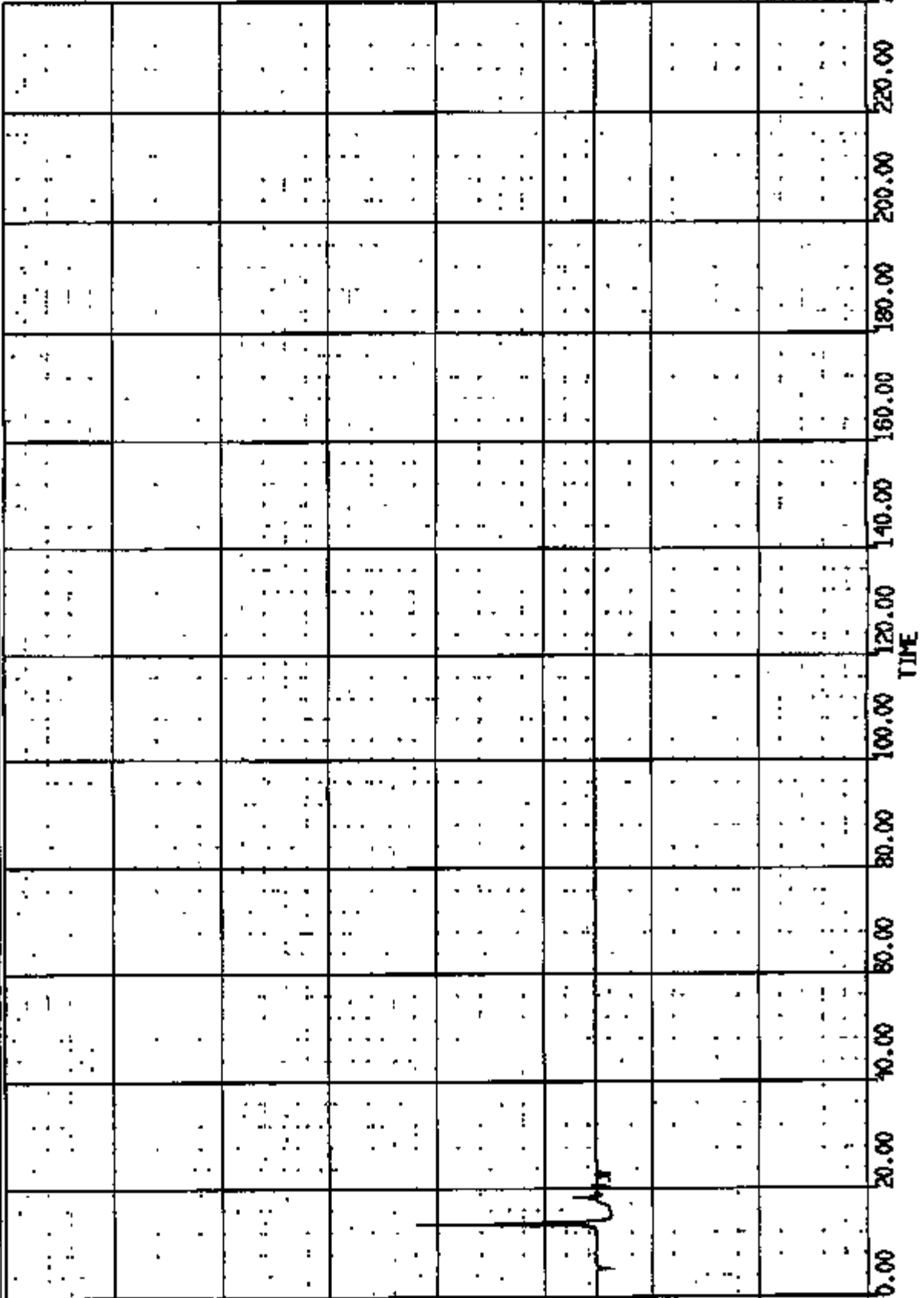
8.00

4.00

2.00

0.00

NONE



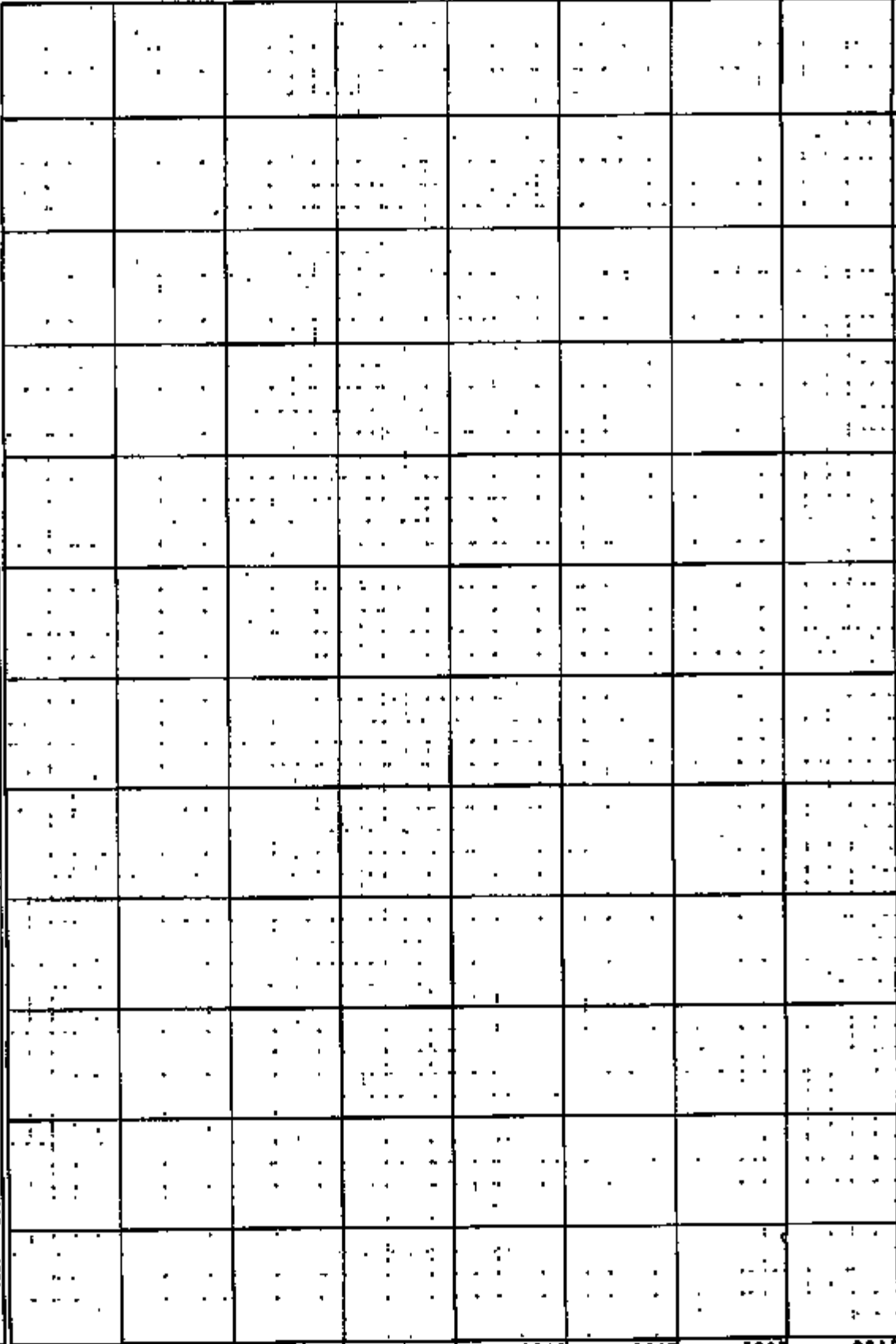
CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(122) CR08945T C/F FLOOR P/W @ RHD ACID 8 AC 4000C
MAX = 1.043 at 18.16 MS MIN = 0.9982 at 18.48 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00

Volts



240.00
220.00
200.00
180.00
160.00
140.00
120.00
100.00
80.00
60.00
40.00
20.00
0.00

TIME

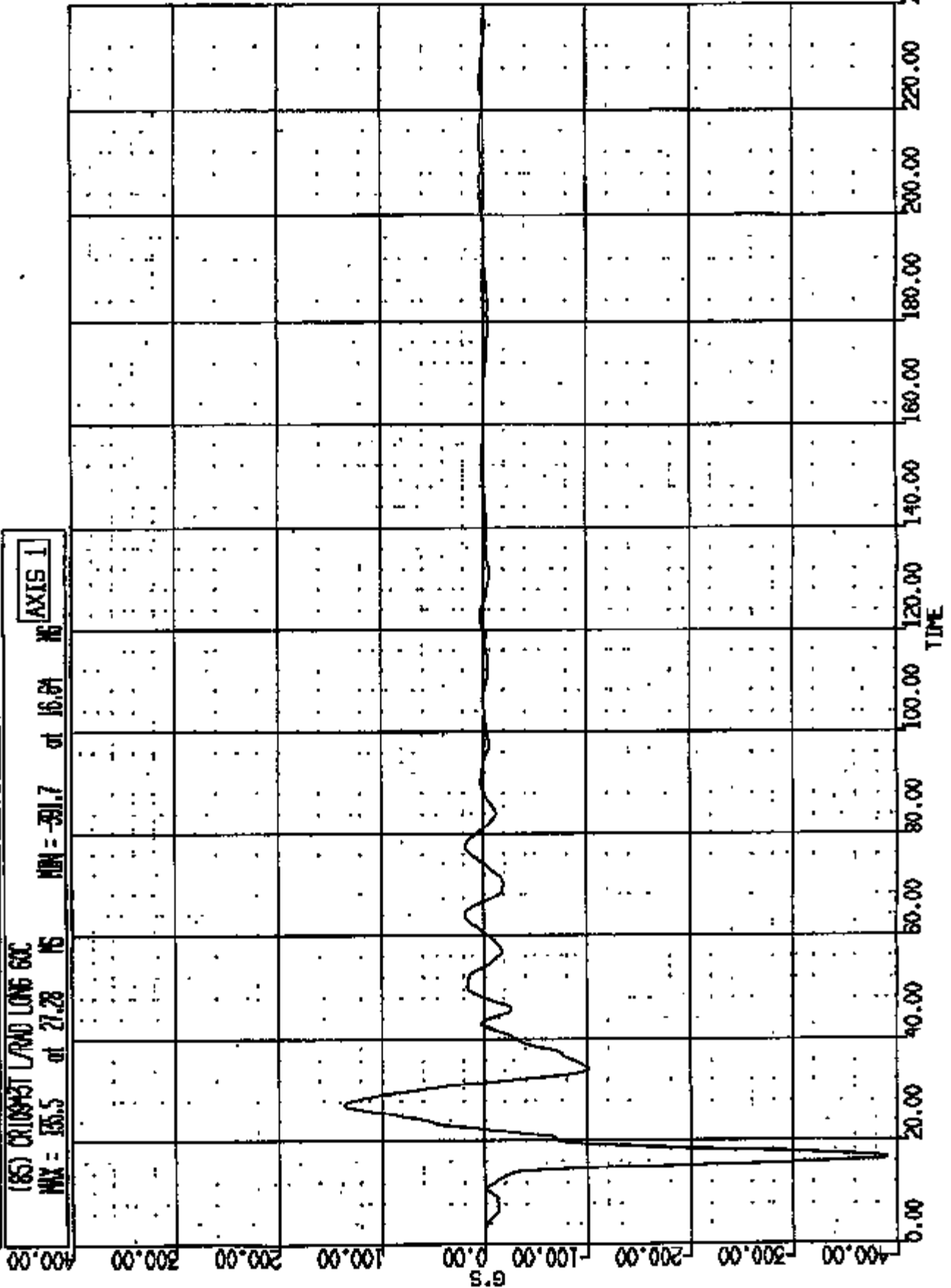
CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(85) CR10843T L/RND LONG 60C

MAX = 35.5 at 27.28 MS

MIN = -30.7 at 16.04 MS

AXIS 1



CR R# 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(86) CRU9431 L/RU VERT BAC

MAX = 163.4 at 33.01 NS

MIN = -74.27 at 17.04 NS

AXIS 1

300.00

250.00

200.00

150.00

100.00

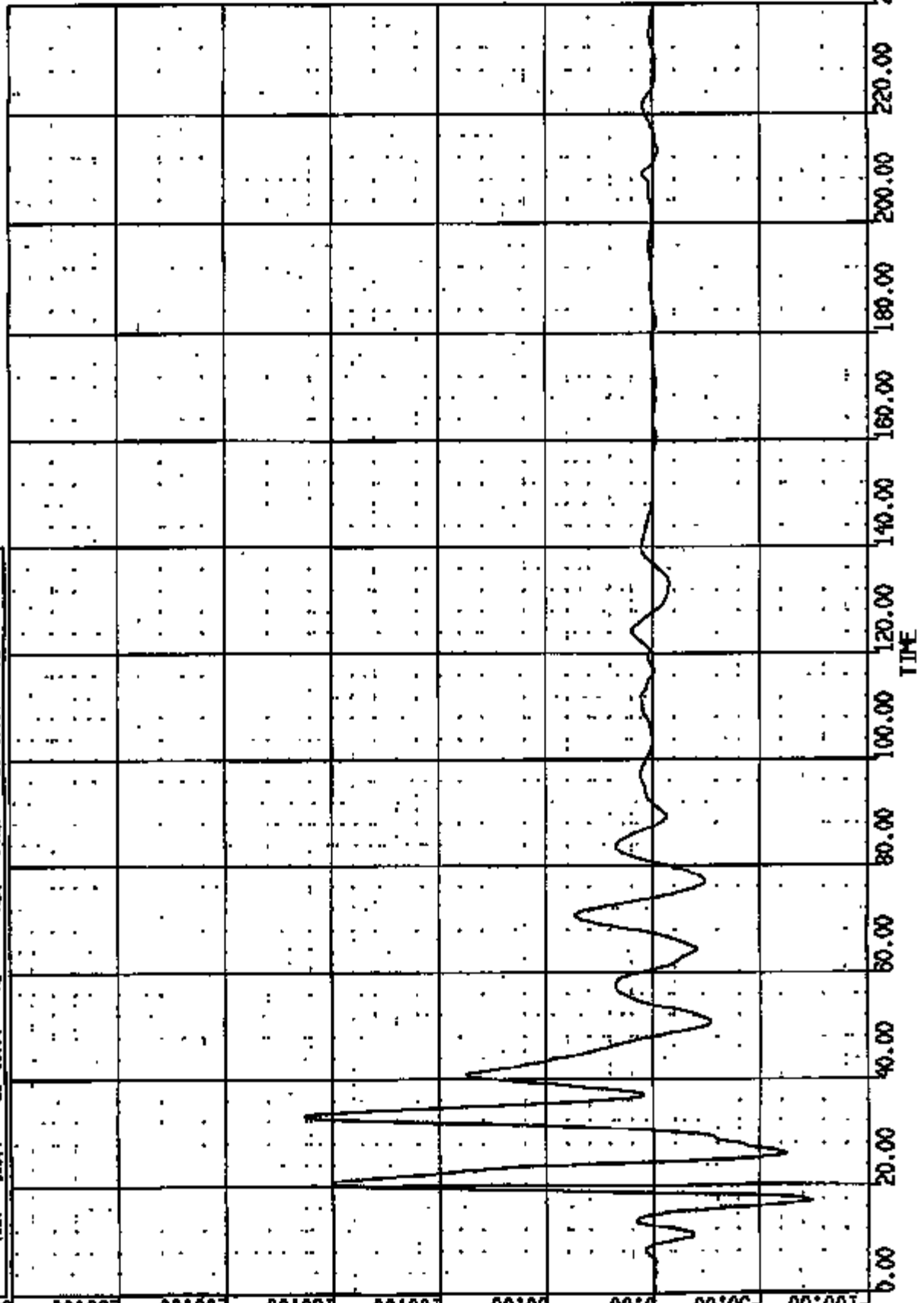
50.00

0.00

-50.00

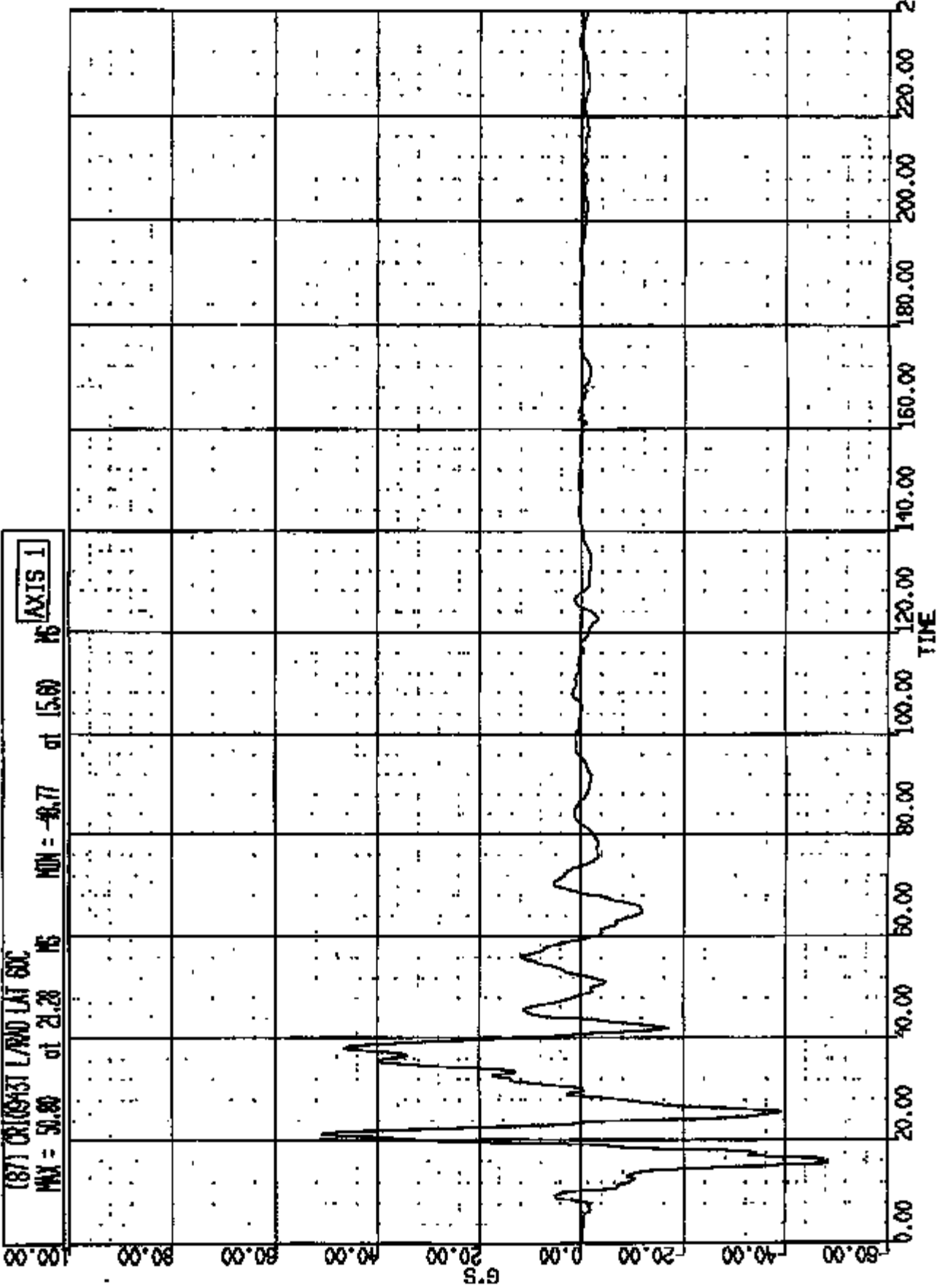
-100.00

G'S



CR #: 10848 TO: TAS072 DATE: 971202 11:00:52
UNKNOWN

(87) CR109431 L/RAD LAT 60C
MAX = 50.80 at 21.28 MS MIN = -48.77 at 15.80 MS
AXIS 1



CR R: 10998 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

ANOMALY KEY:
* - Microband data exceeded full scale
- >1 percent offset of T-zero

AXIS 1

16

at 16.04

MIN = -501.0

MAX = 281.0

at 20.80

MS

MS

at 20.80

MS

at 20.80

MS

at 20.80

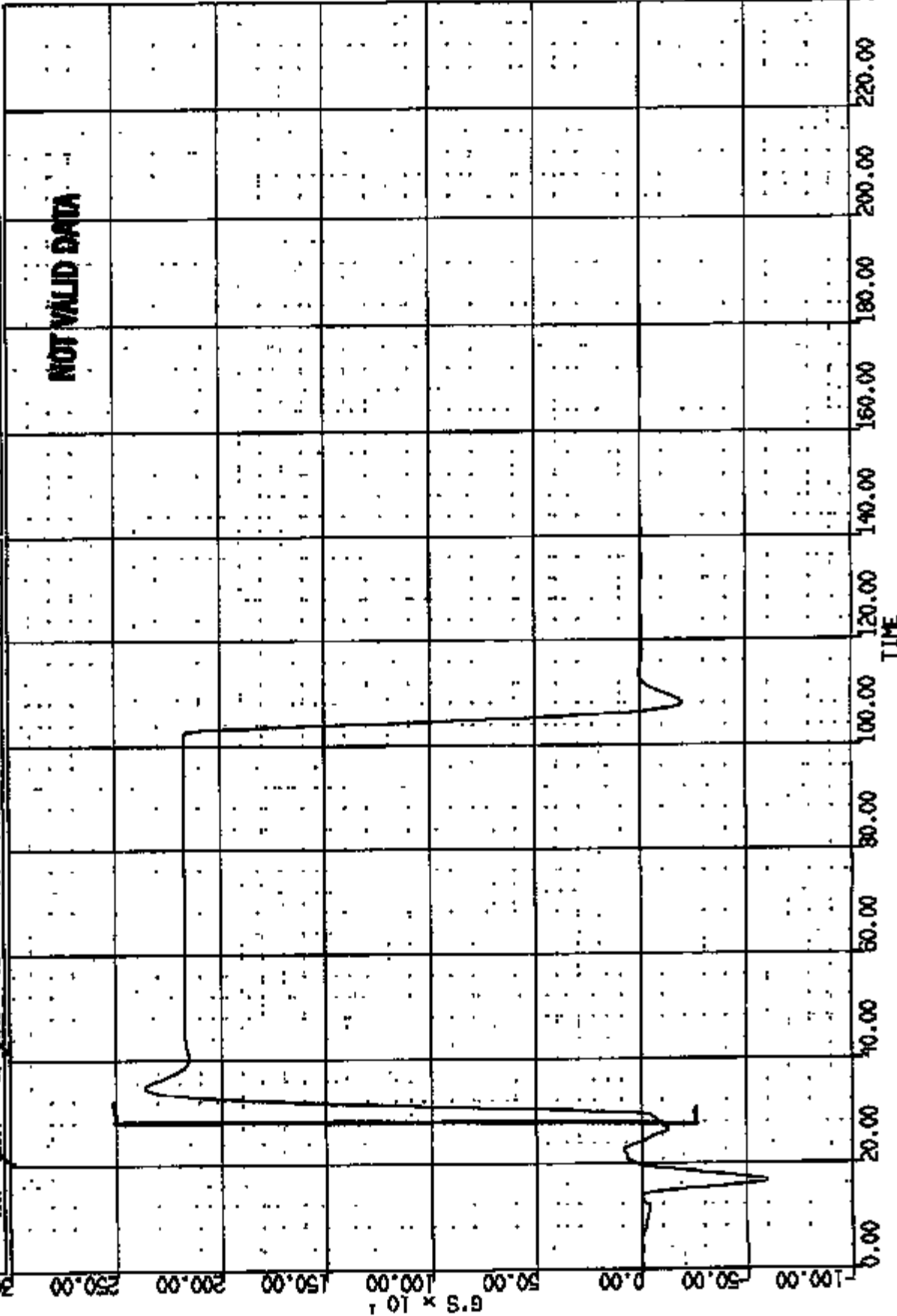
MS

at 20.80

MS

at 20.80

MS



CR R: 10943 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

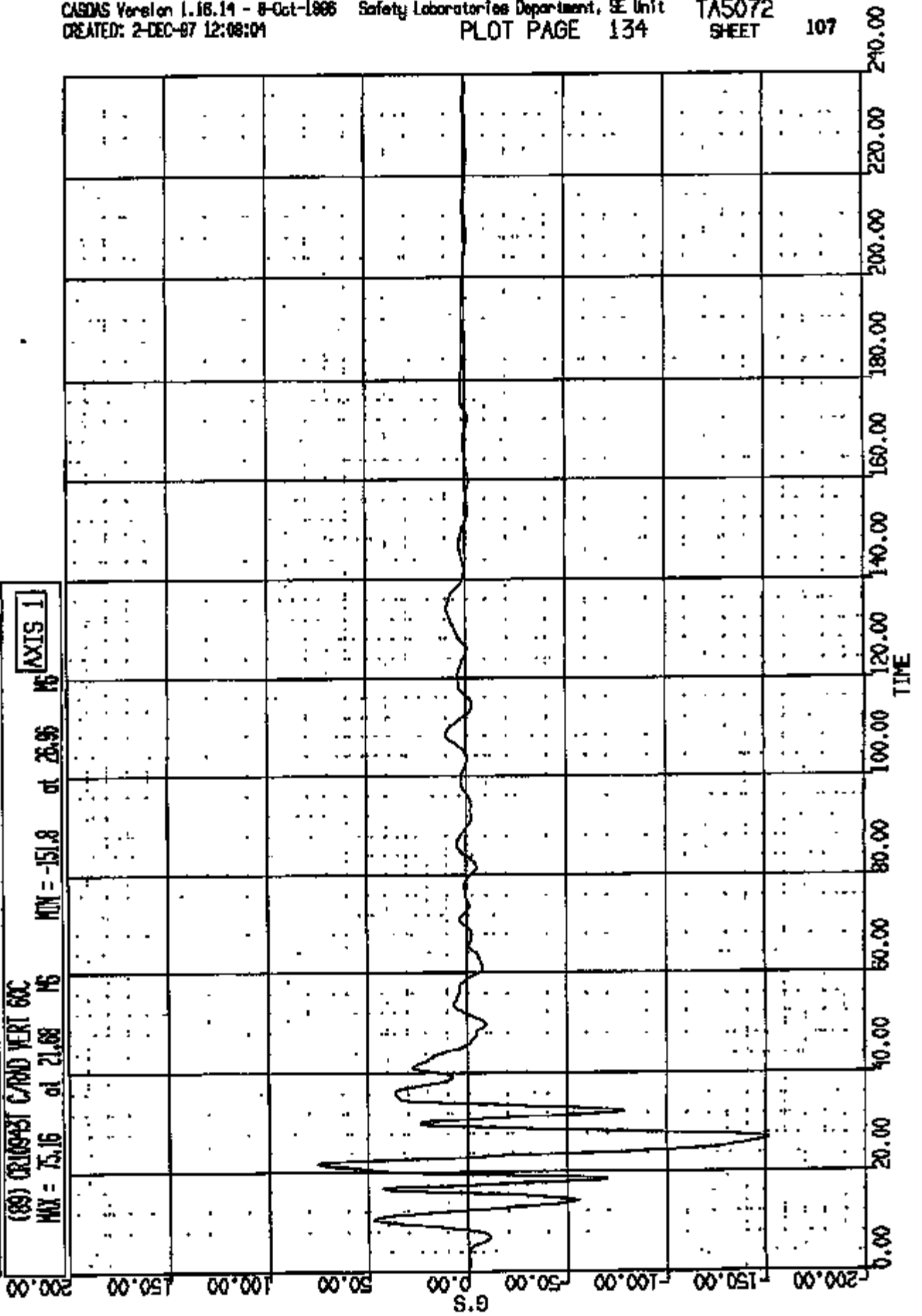
(89) DRUMMIST CARD VERT 60C

MAX = 75.16 at 21.68 MS

MIN = -151.8

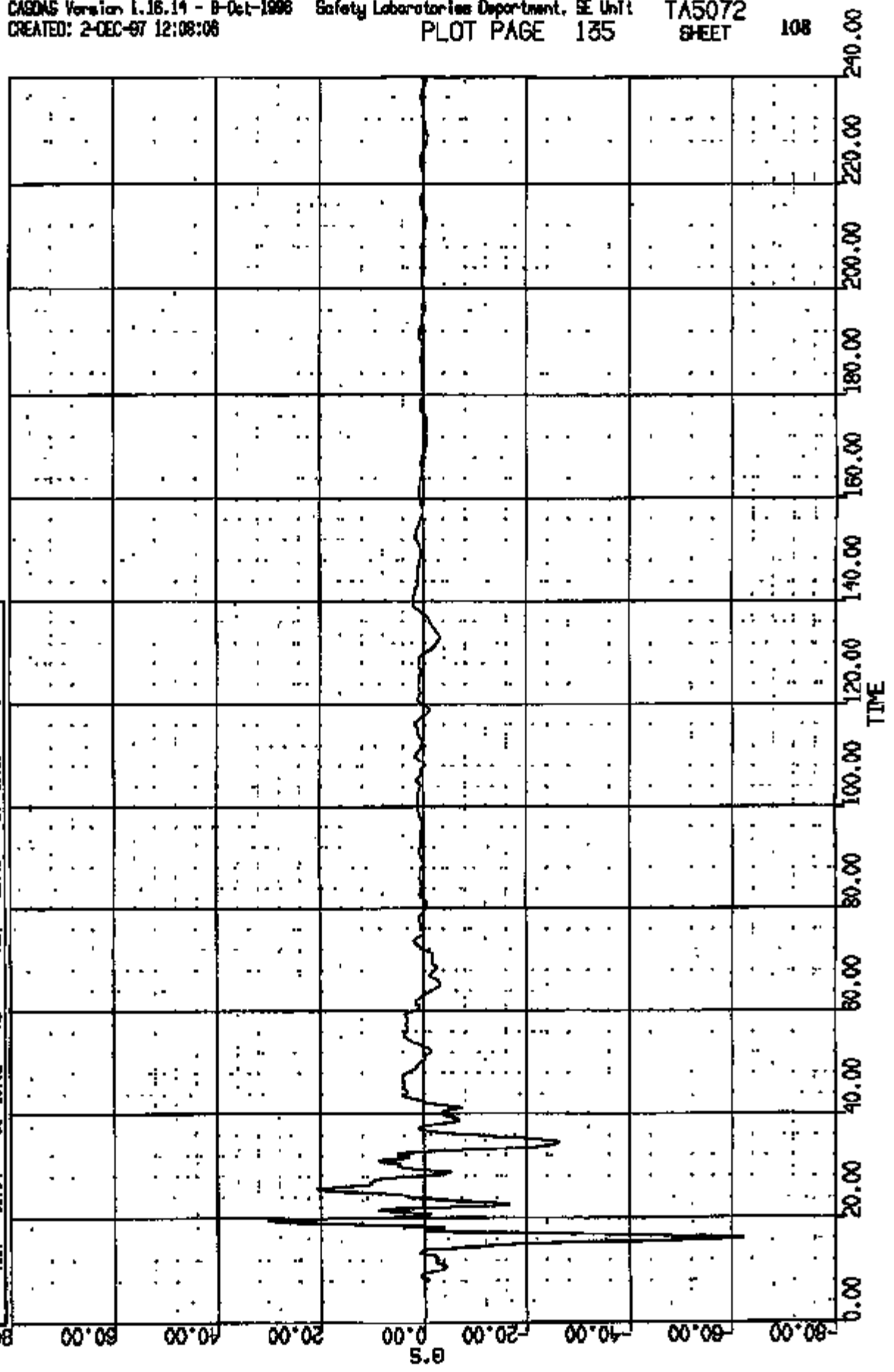
at 28.95 MS

AXIS 1



CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(90) CRUSHED CARB LIT GUC
MAX = 30.01 at 19.52 MS
MIN = -82.41 at 16.08 MS
AXIS J



CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

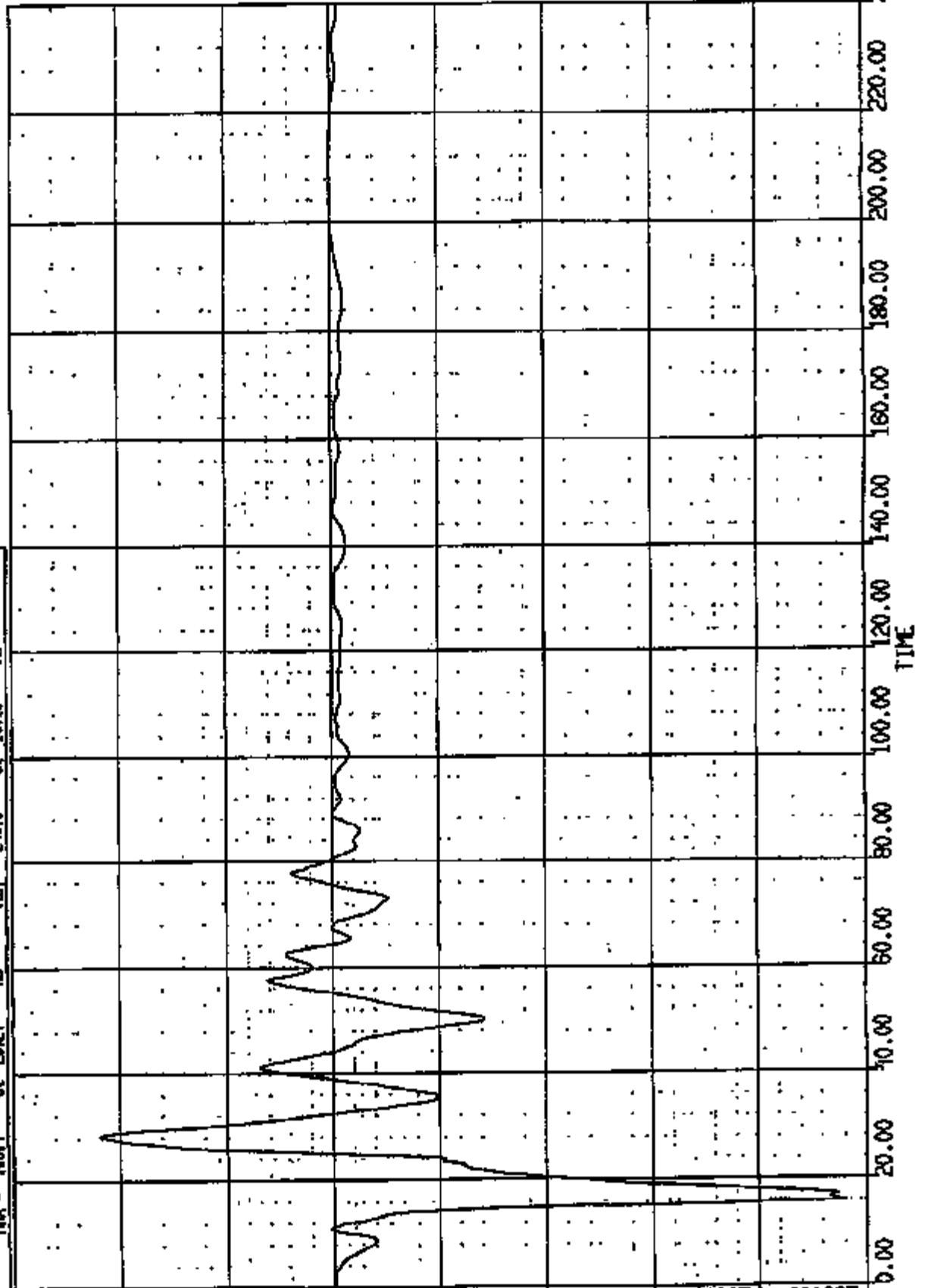
(91) CRIBSPT R/RAD LONG SOC

MAX = 108.4 at 28.21 MS

MIN = -240.0 at 16.16 MS

AXIS 1

150.00
100.00
50.00
0.00
-50.00
-100.00
-150.00
-200.00
-250.00
G.S



CR R: 10843 TO: TA5072 DATE: 871202 11:00:58
UNKNOWN

(92) CRU943T R/RAD VERT 80C

MAX = 67.72 at 14.88 MS

MIN = -56.95 at 17.20 MS

AXIS 1

300.00

250.00

200.00

150.00

100.00

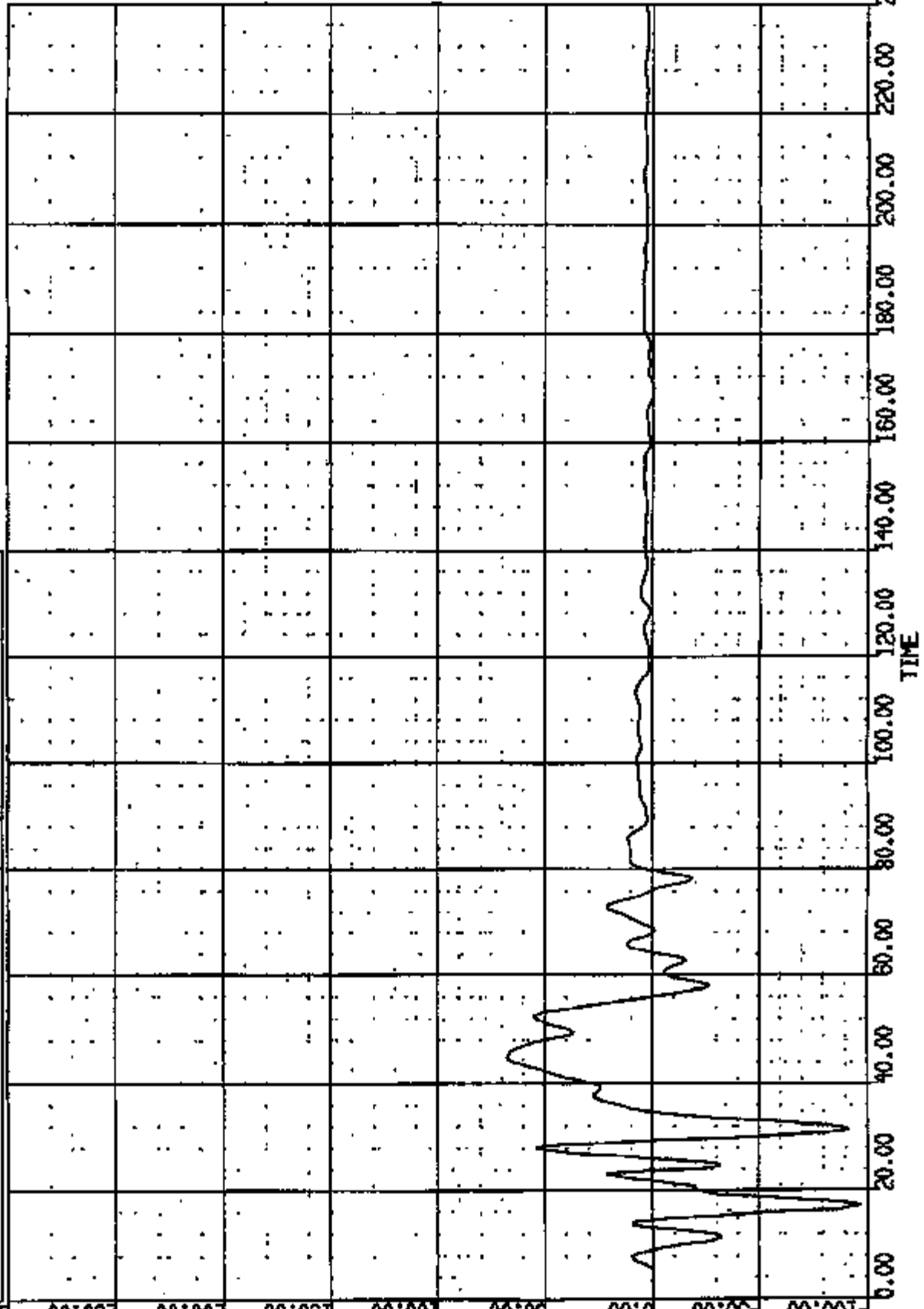
50.00

0.00

-50.00

-100.00

G'S



CIR R: 10948 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(95) CIRCUMST RAND LAT 60C

MAX = 67.36 at 27.92 MS

MIN = -48.01 at 38.00 MS

AXIS 1

100.00

80.00

60.00

40.00

20.00

G.S.

0.00

-20.00

-40.00

-60.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

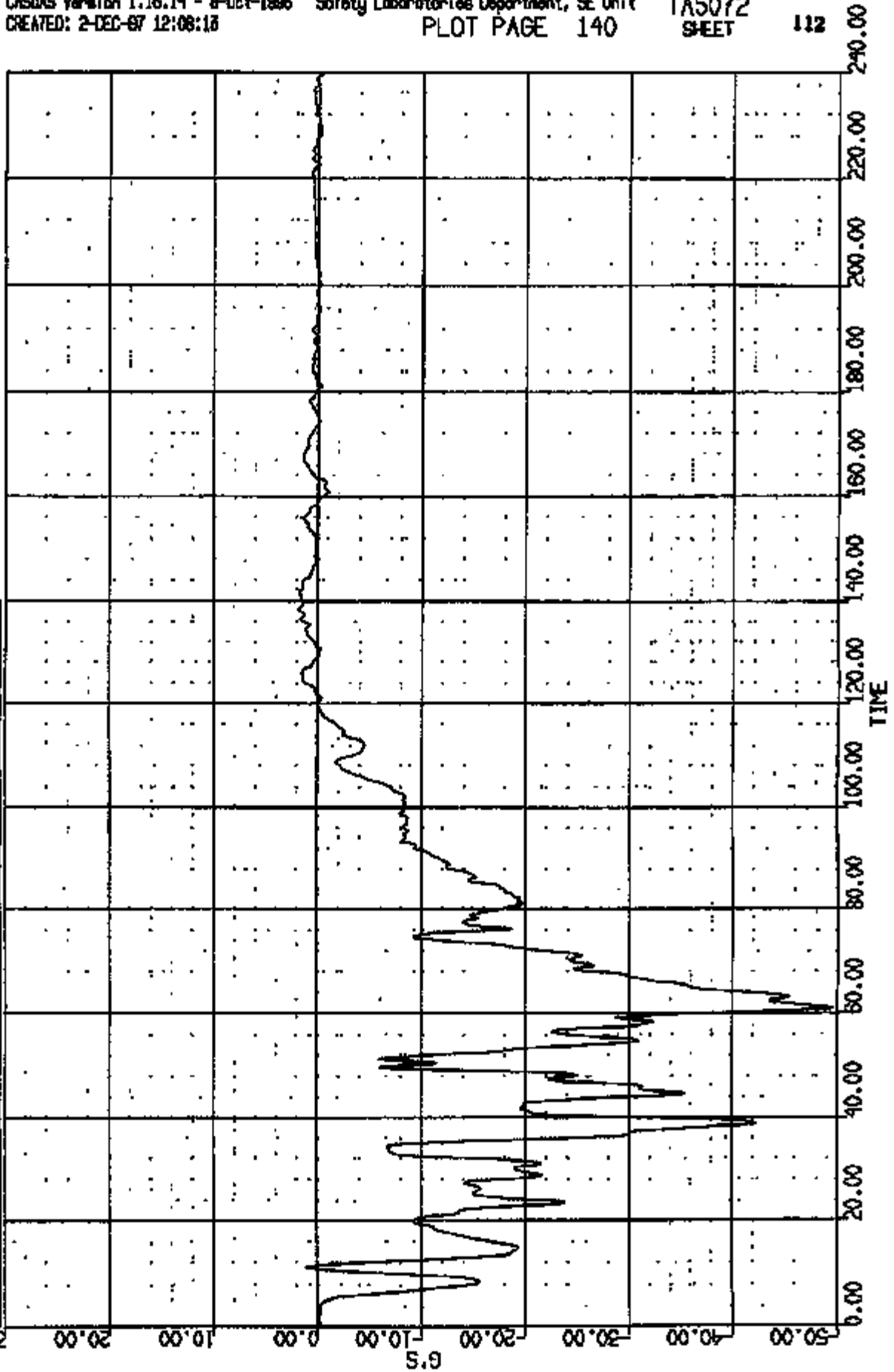
220.00

240.00

TIME

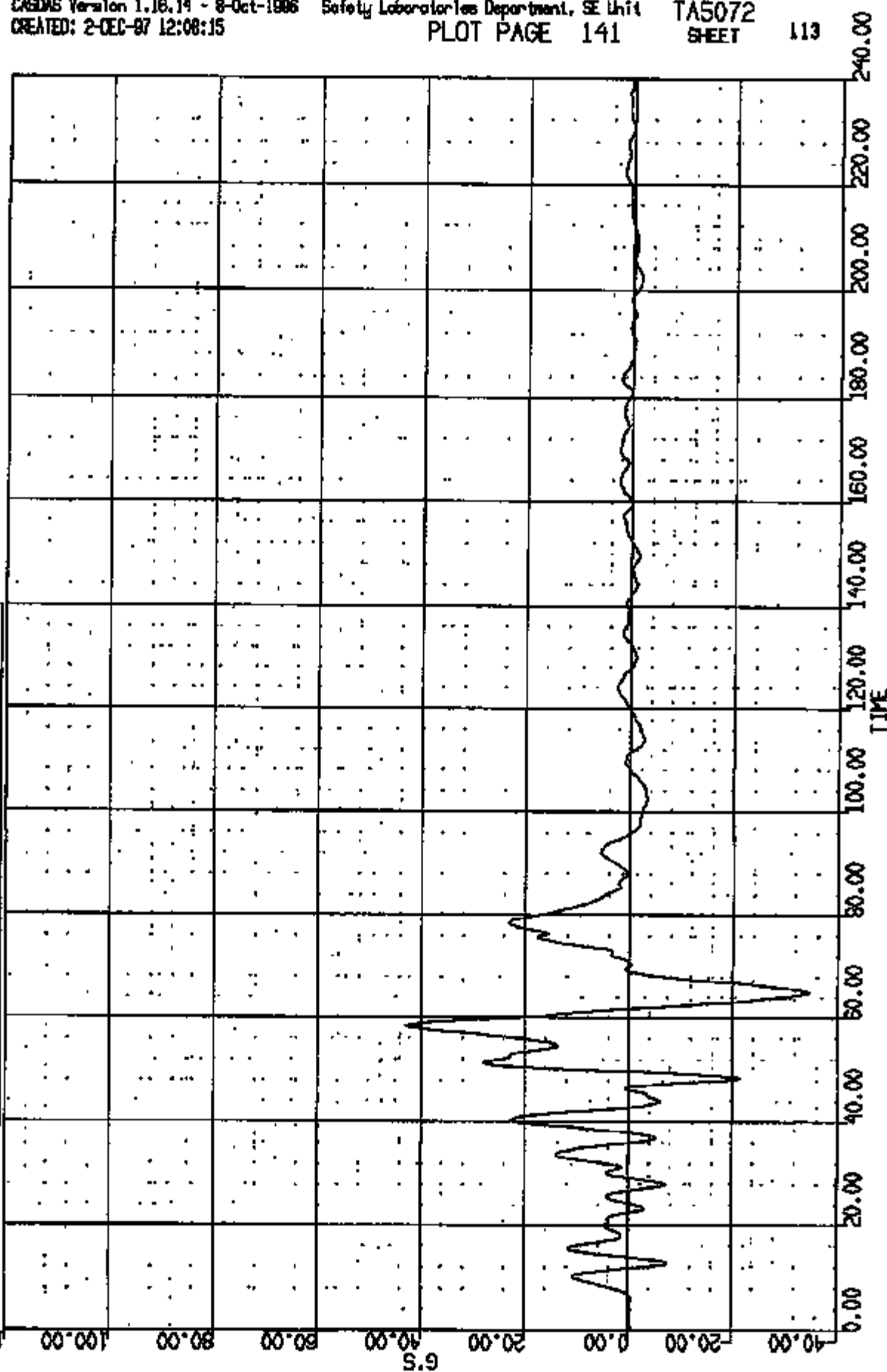
CR RI LOGS TO: TA5072 DATE: 97DEC 11:00:52
UNKNOWN

(95) CR1095T LF FLOOR PAN @ #1 XPR CNTR LONG GC
MAX = 1.810 at 141.6 MS MIN = -9.811 at 60.95 MS
AXIS 1



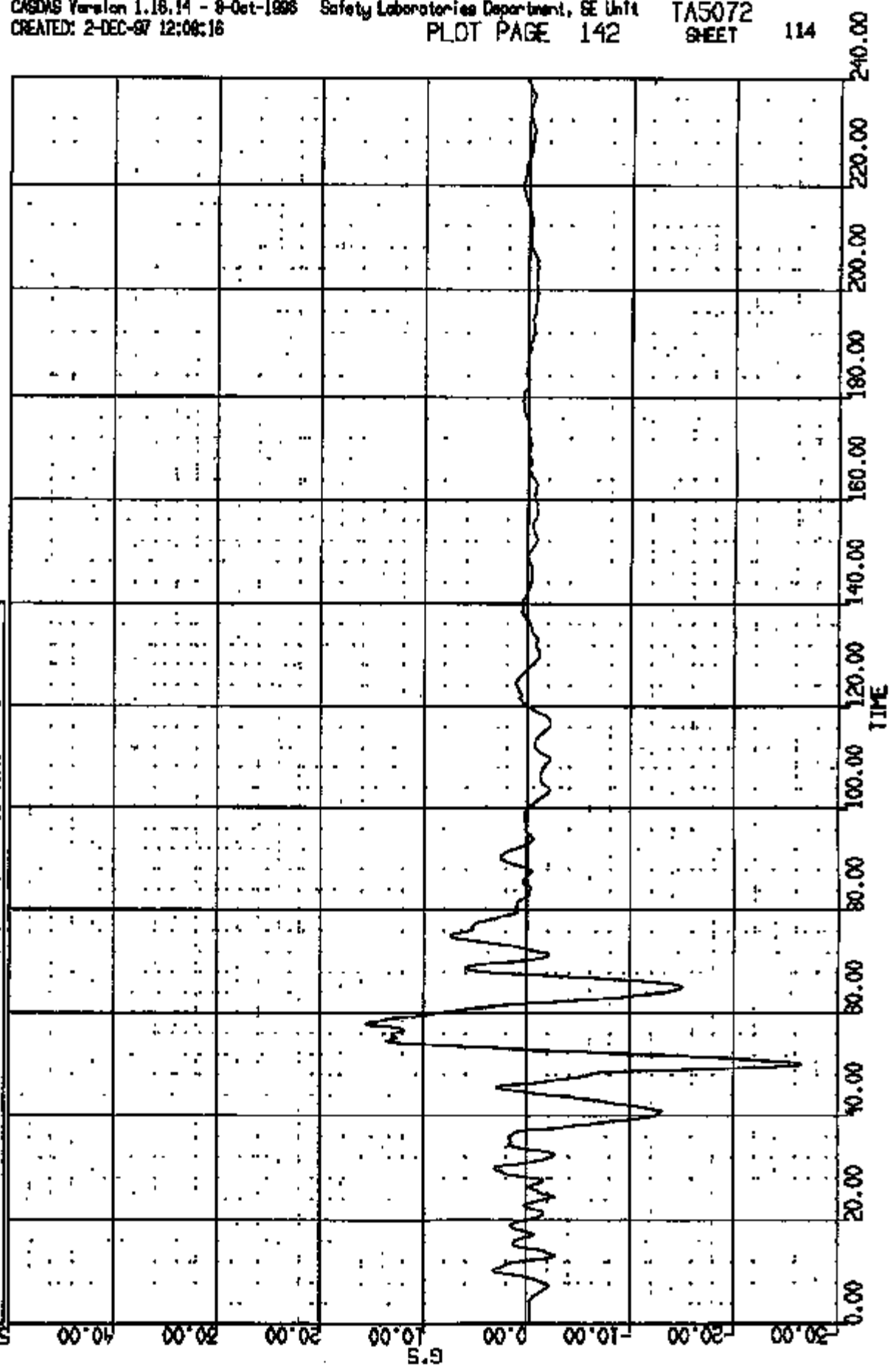
CIR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(96) 0210943T LF FLOOR PAN @ #1 WBR CHIR VERT 60C
MAX = 42.95 at 58.40 MS MIN = -31.63 at 65.04 MS
AXIS 1



CR # 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(97) CRUISEST LF FLOOR PAN @ #1 WBR CNTR LAT SAC
MAX = 15.53 at 57.92 #5 MIN = -26.57 at 50.00 #6
AXIS 1



POLARITY CORRECTED IN
ACCORDANCE WITH ST-25
REFERENCE 7

CR R: 10948 TO: TA5072 DATE: 971202 11:00:52

(98) CR109481 LM FLOOR PAN @ #2 WHER CHIR LONG GFC

MAX = 1.878 at 142.9 MS MIN = -1.39 at 60.80 MS

AXIS 1

20.00

20.00

10.00

0.00

G.S

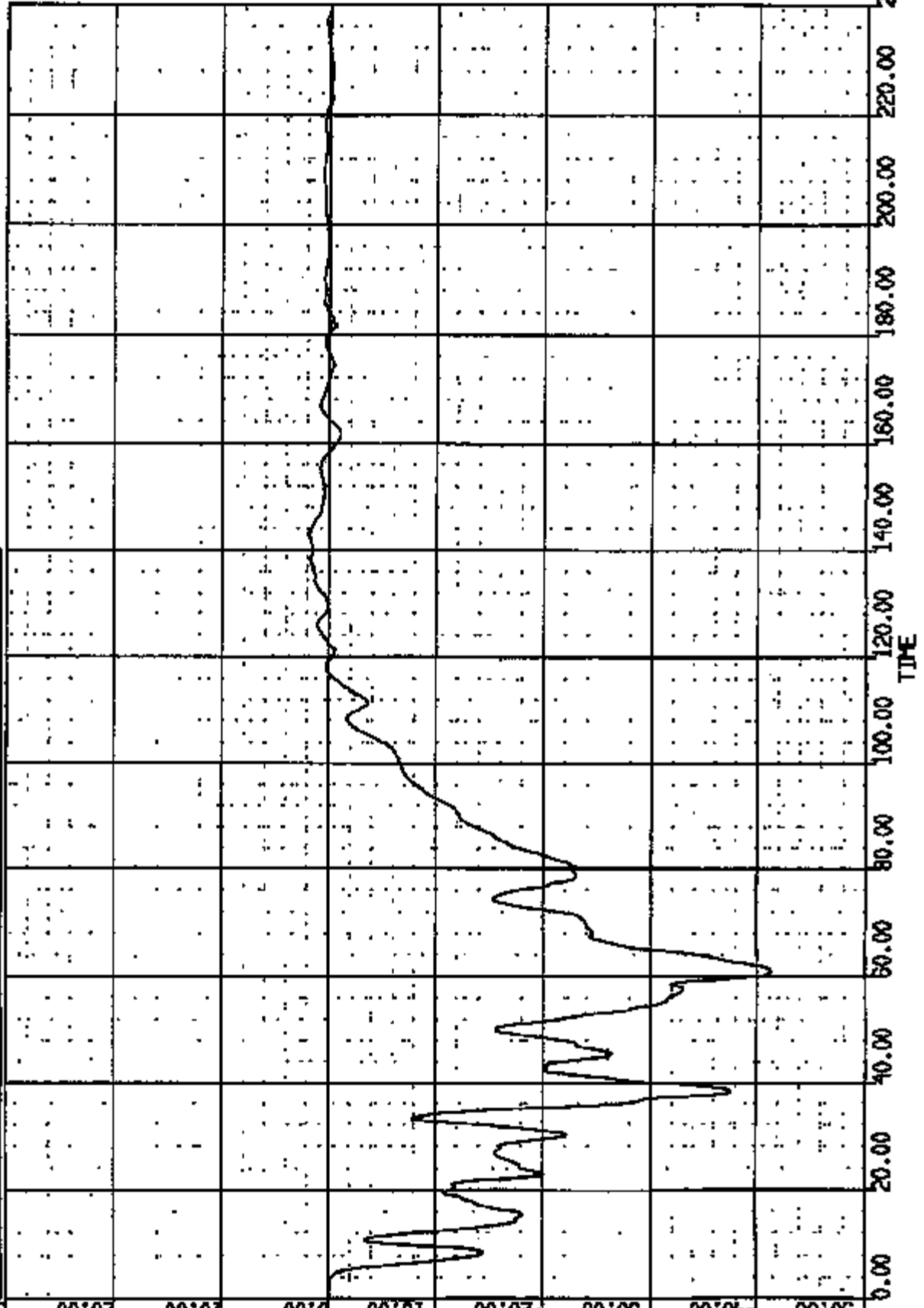
-10.00

-20.00

-30.00

-40.00

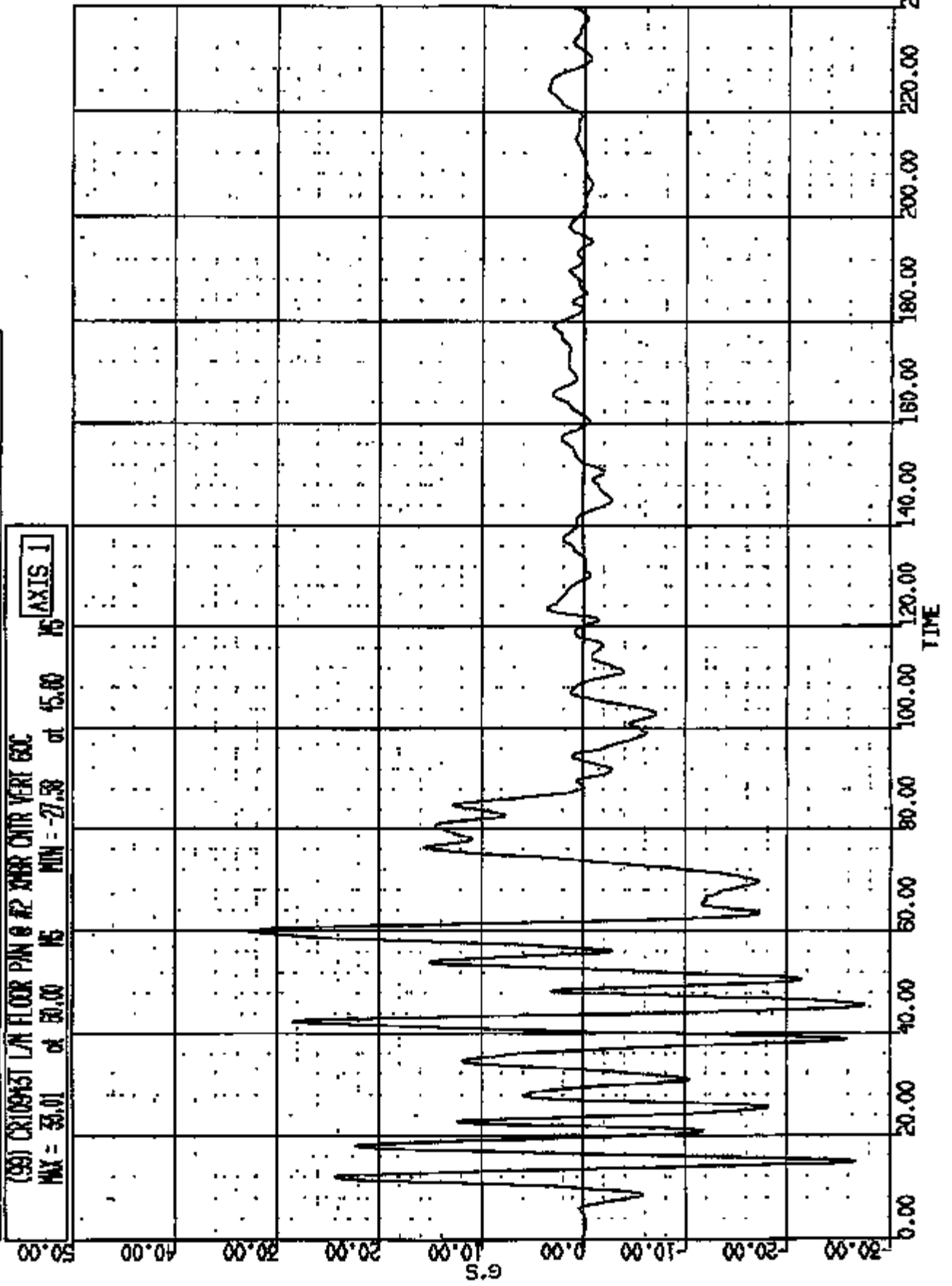
50.00



CR R: 10815 TD: TA5072 DATE: 971202 11:00:52
UNKNOWN

(99) CR10945T LAN FLOOR PAN 0 #2 VIBR CONTR VERT 60C
MAX = 33.01 at 30.00 MS MIN = -27.33 at 45.00 MS

AXIS 1



CR# R: 10943 TO: TAS072 DATE: 871202 11:00:52
UNKNOWN

(1.00) CR00943T LHM FLOOR PAN 0 42 XMR CNTR LAT 60C

MAX = 9.351 at 56.16 MS

MIN = -18.38

at 90.42 MS

AXIS 1

20.00

15.00

10.00

5.00

0.00

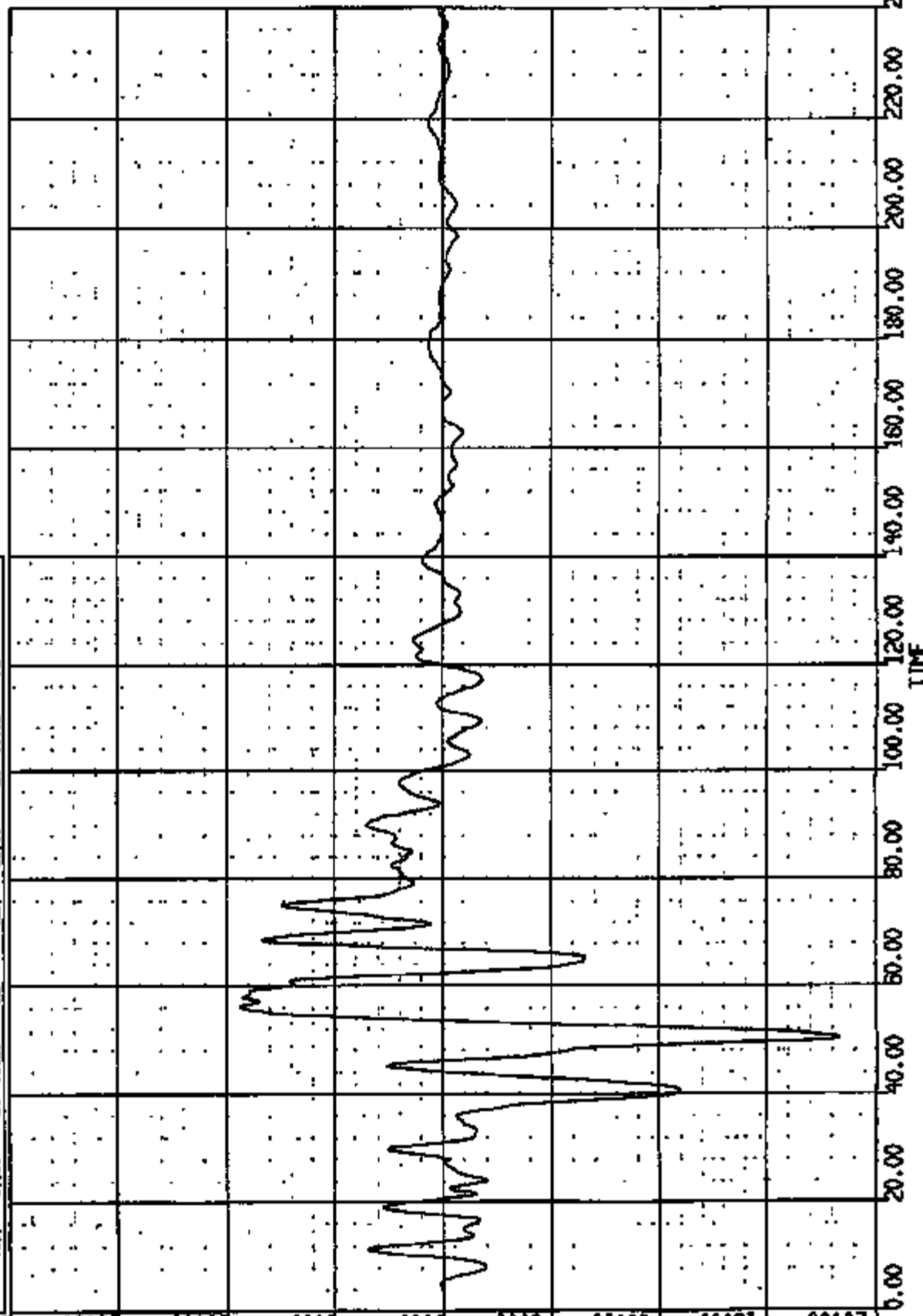
-5.00

-10.00

-15.00

-20.00

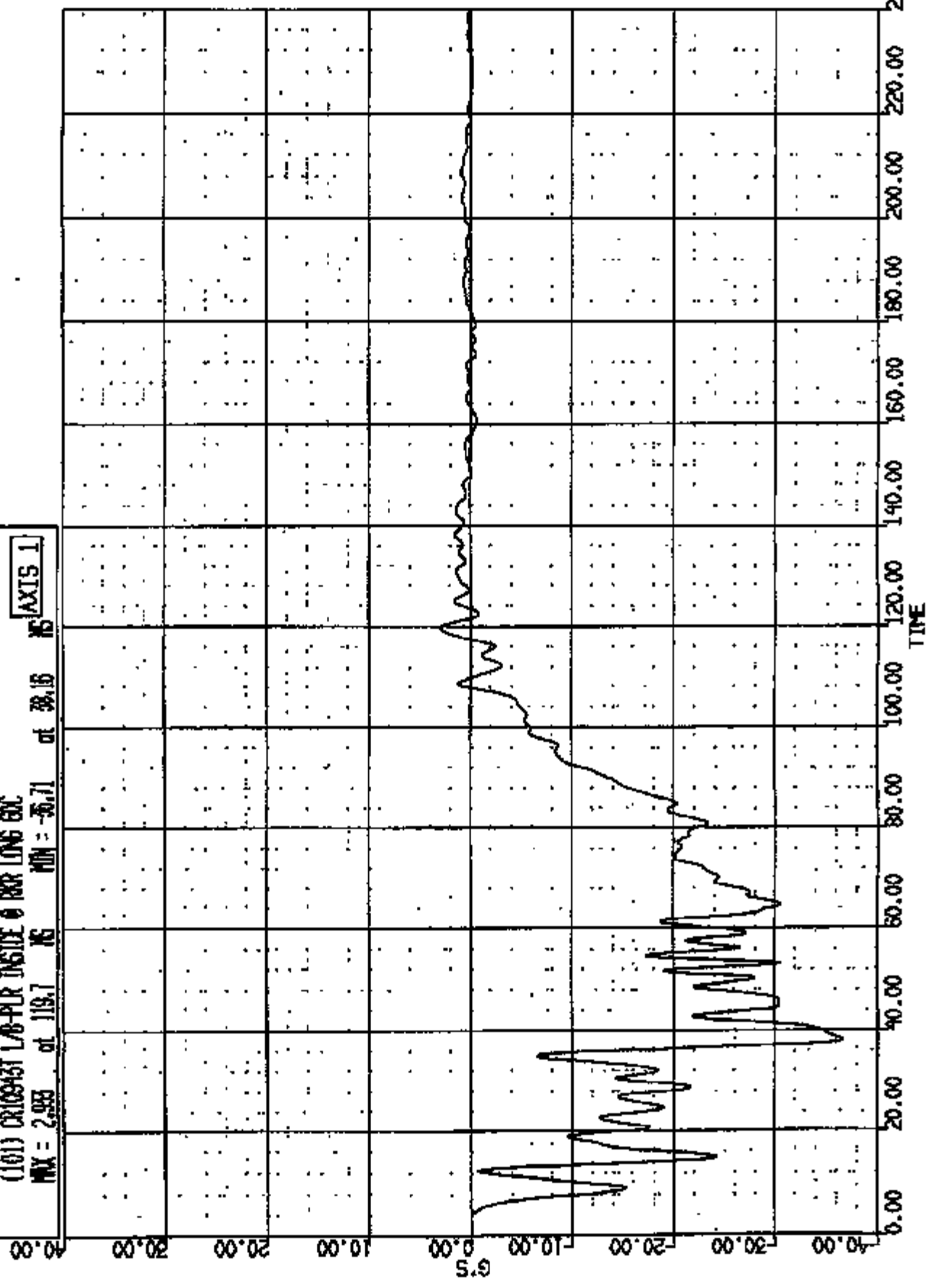
G.S



CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

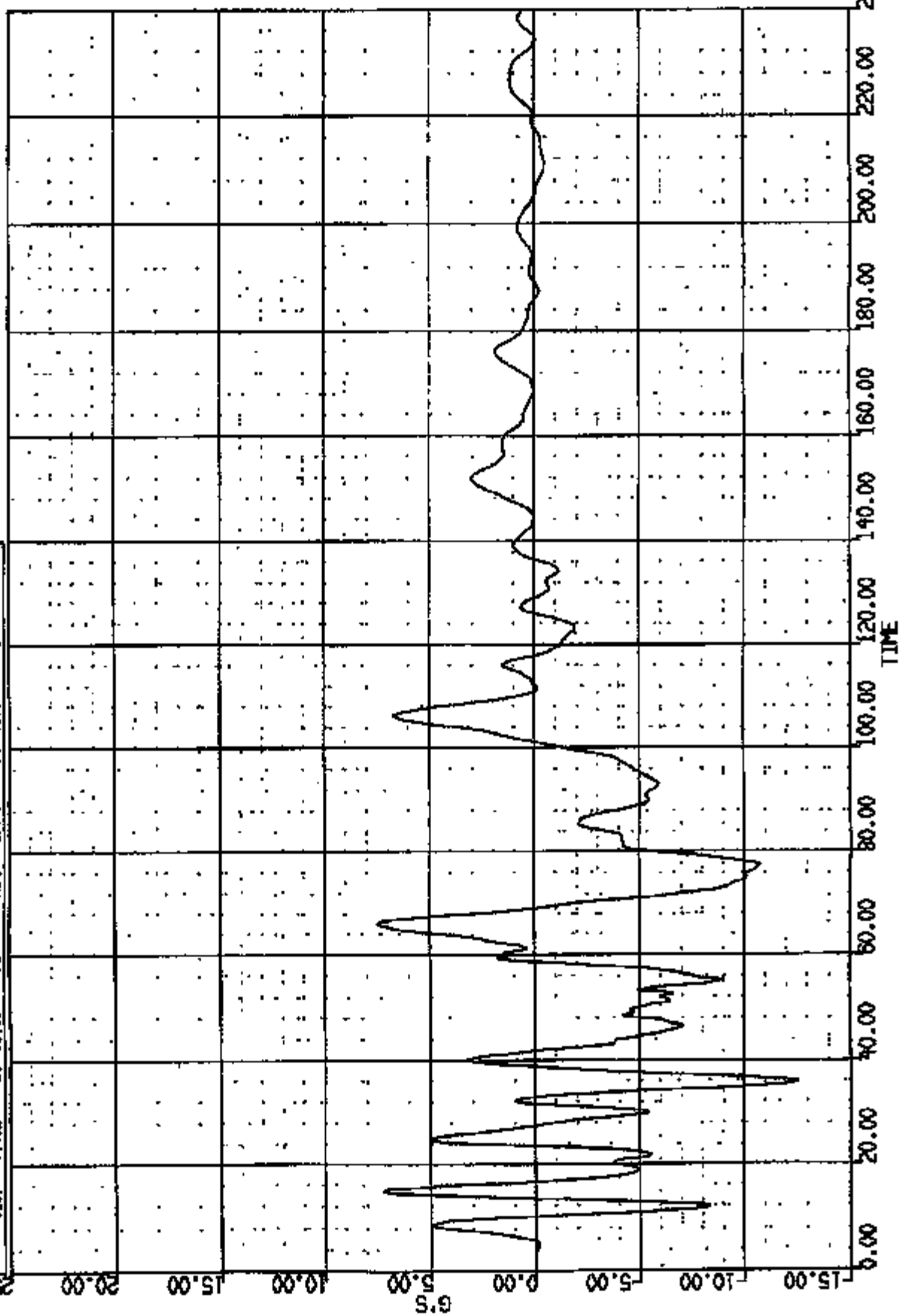
(101) CR10943T LAB-PLR INSIDE 0 INR LONG ENC
MAX = 2.953 at 119.7 NS MIN = -5.71 at 38.15 NS

AXIS 1



DR # 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

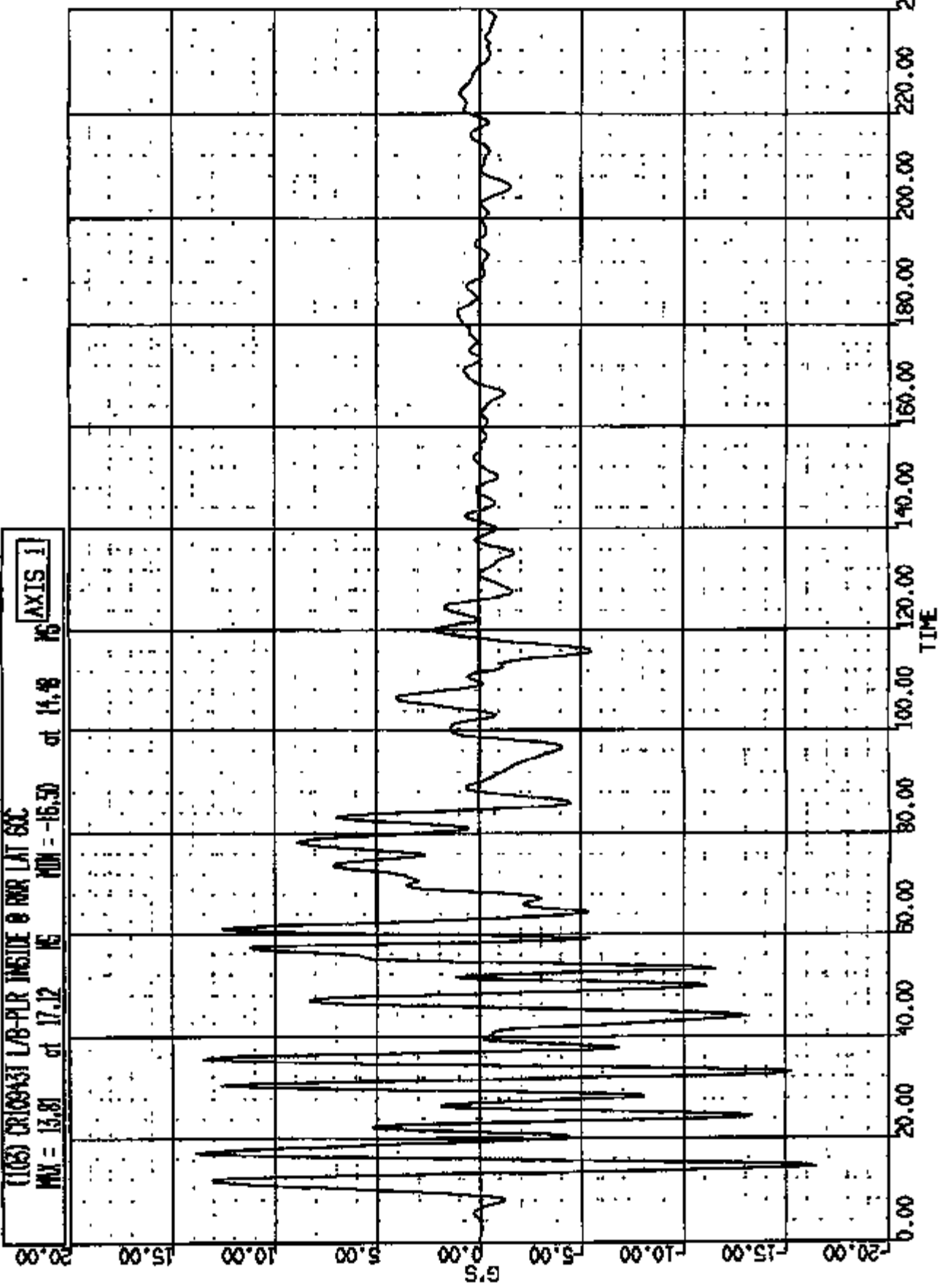
(102) CRUSH TEST L/8-PLR INSIDE 0 RWR VERT 60C
MAX = 7.482 at 66.00 MS MIN = -12.51 at 55.04 MS
AXIS 1



GR N: 10878 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(103) CR109431 L/B-PLR INSIDE @ RR/LAT 60C
MAX = 13.81 at 17.12 NS MIN = -15.50 at 14.48 NS

AXIS 1



CR RE 10843 TO: TA5072 DATE: 871802 11:00:52
UNKNOWN

(112) CR10843 AT FLOOR PAN @ LHO AND LONG SWC

MAX = 138.9 at 61.28 MS

MIN = -140.8

at 44.88 MS

MS AXIS 1

250.00

200.00

150.00

100.00

50.00

0.00

-50.00

-100.00

-150.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

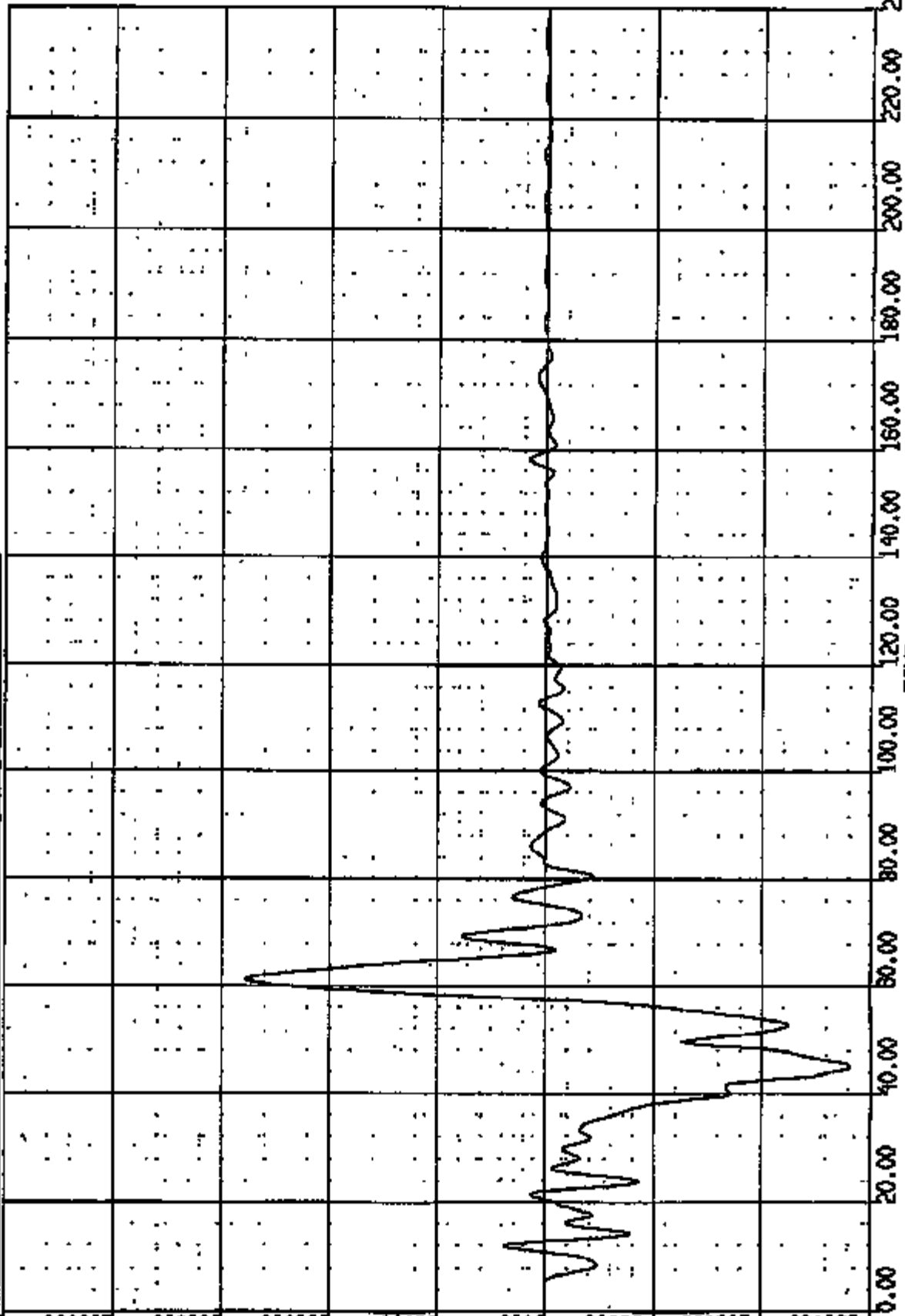
180.00

200.00

220.00

240.00

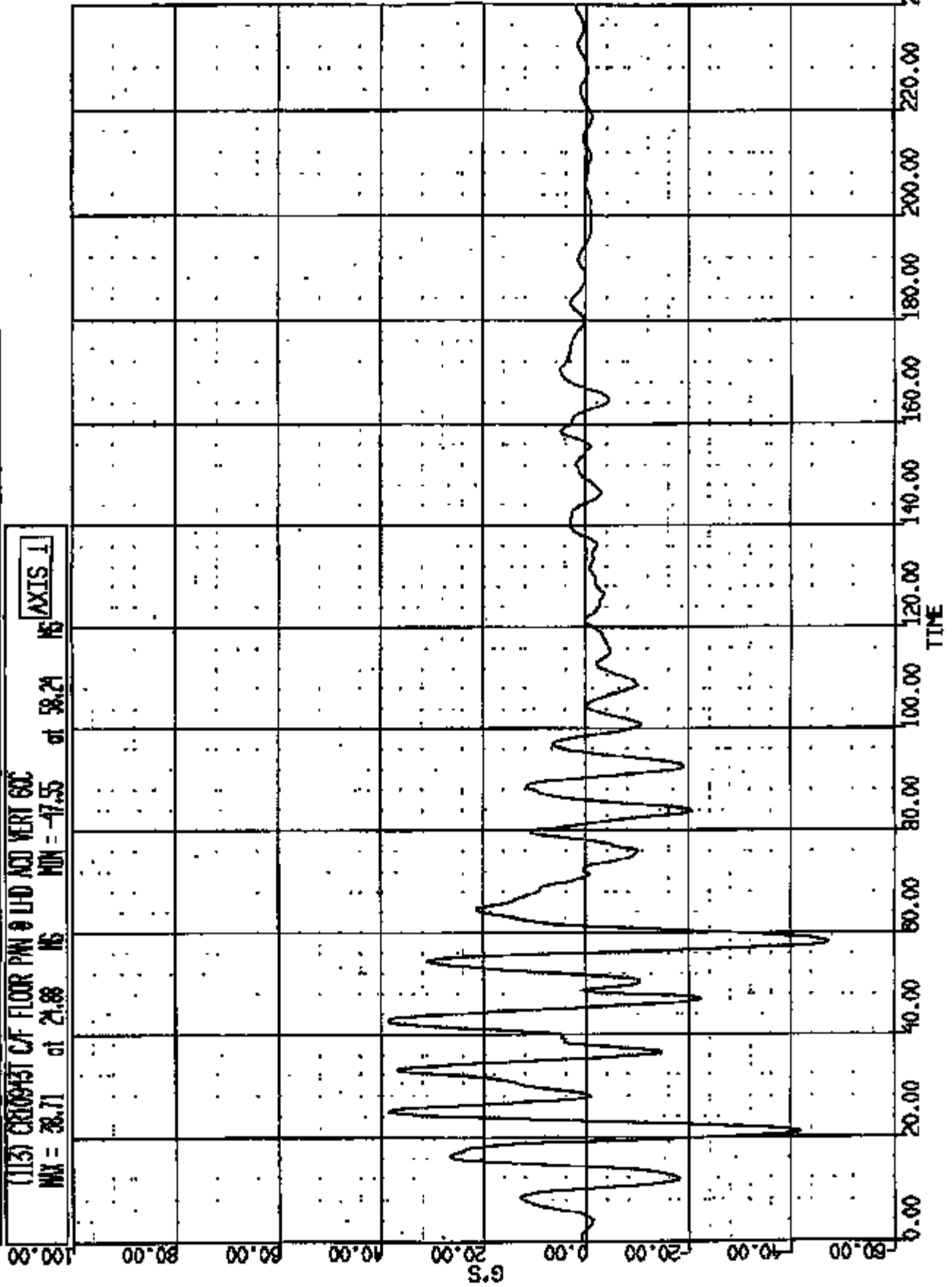
TIME



GR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(113) CR009431 CF FLOOR PHN @ LHD AND VERT 60C
MAX = 38.71 at 21.88 MS MIN = -17.55 at 58.21 MS

AXIS 1



GR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(114) CRICREST C/F FLOOR P/W 0 LHO ACC LAT 6AC

MAX = 42.97 at 15.32 MS

MIN = -38.74

at 99.20 MS

AXIS 1

120.00

100.00

80.00

60.00

40.00

G'S

20.00

0.00

-20.00

-40.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR #: 10845 TO: TA5072 DATE: 871208 11:00:52
UNKNOWN

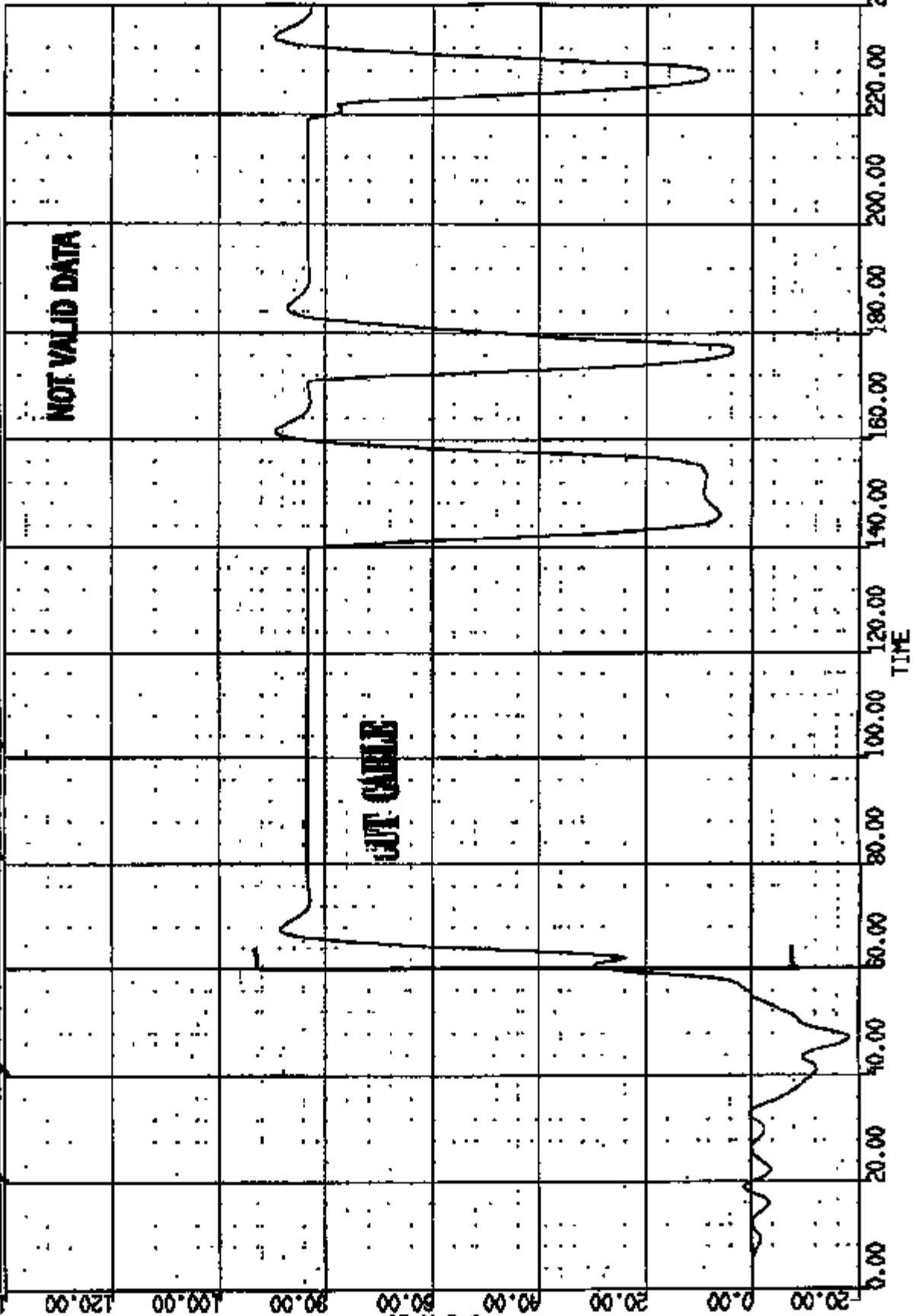
AXIS 1
MIN ONLY KEY:
* - Headband data exceeded full scale
- > 1 percent offset of T-zero

* (128) CR10845 CT FLOOR PAV 0 RHO AD LONG SCL
MAX = 871.8 at 27.0 MS MIN = -185.0

140.00

NOT VALID DATA

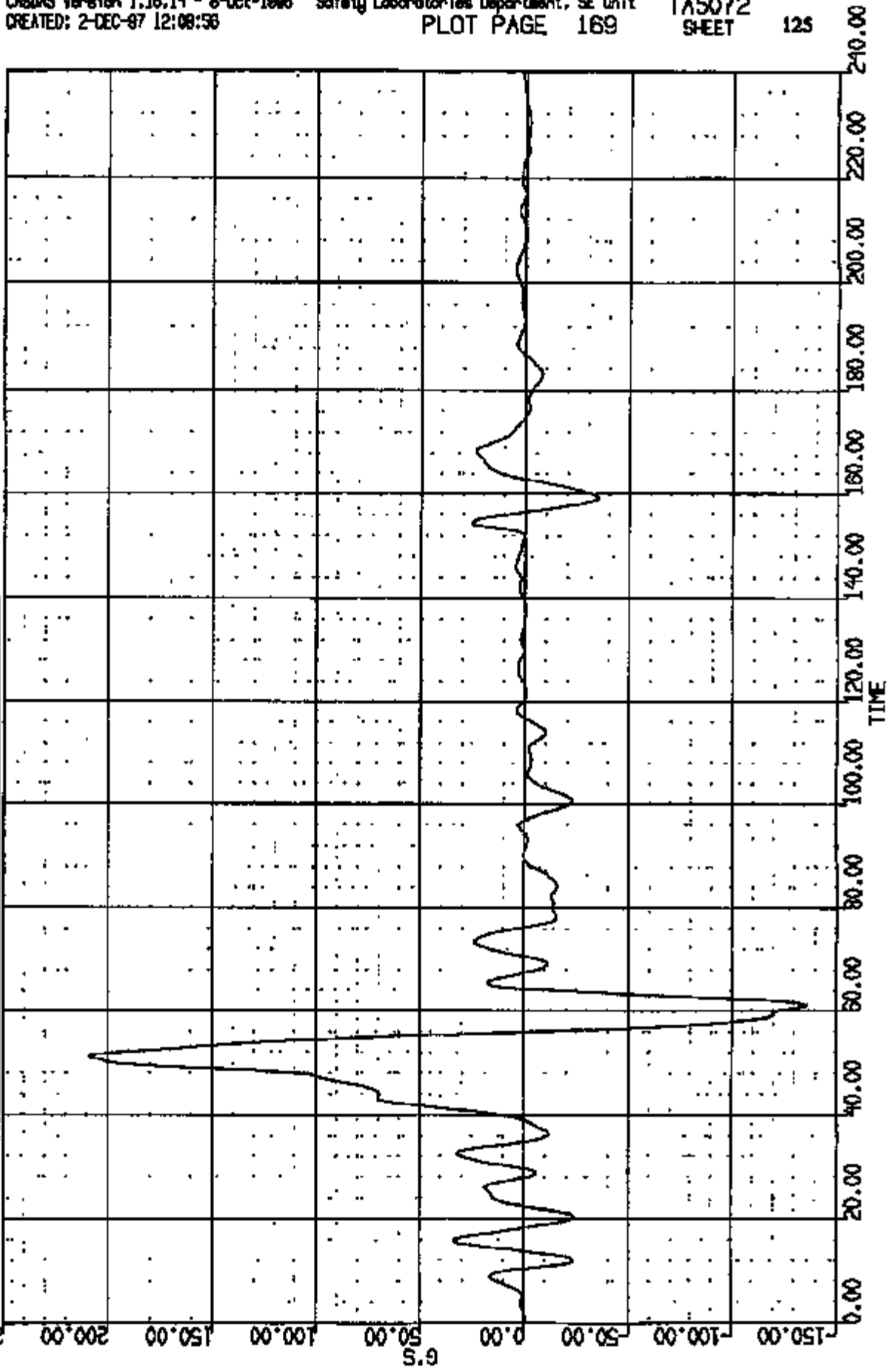
NOT CALIB



CR R# 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

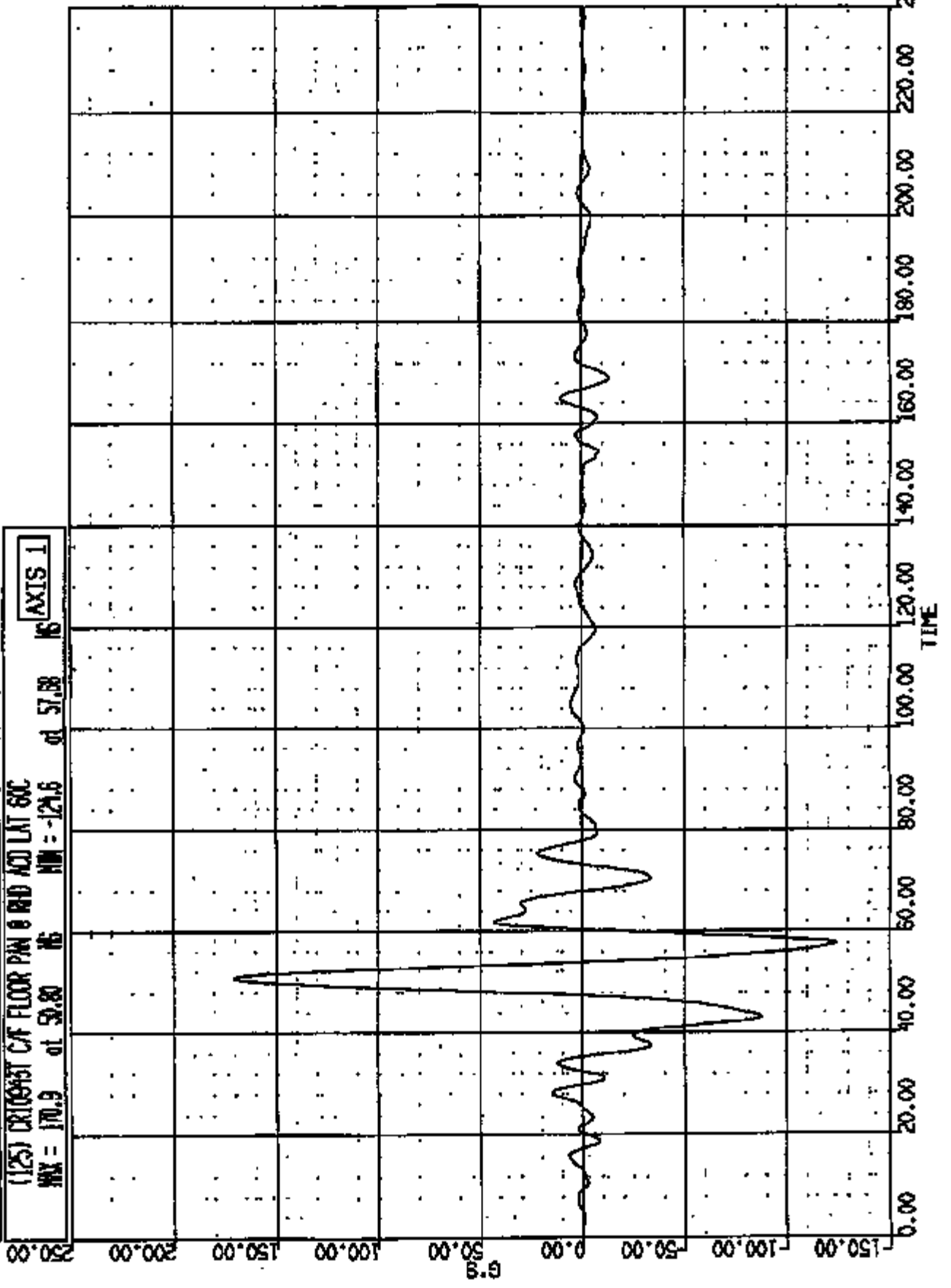
(124) CR10943T C/F FLOOR PAN @ RID AND VERT GAC
MAX = 208.6 at 51.20 MS MIN = -136.4 at 61.04 MS

AXIS 1



CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(125) CRISTOST C/F FLOOR PAN @ RID A/D LAT 80C
MAX = 170.9 at 50.80 MS MIN = -121.6 at 57.88 MS
AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(126) ORIGINIST C/F FLOOR PAN @ TUNNEL LONG S/C

MIN = 1.429 at 59.16 MS RUN = 42.86 at 89.32 MS

AXIS 11

80.00

40.00

20.00

0.00

6.9

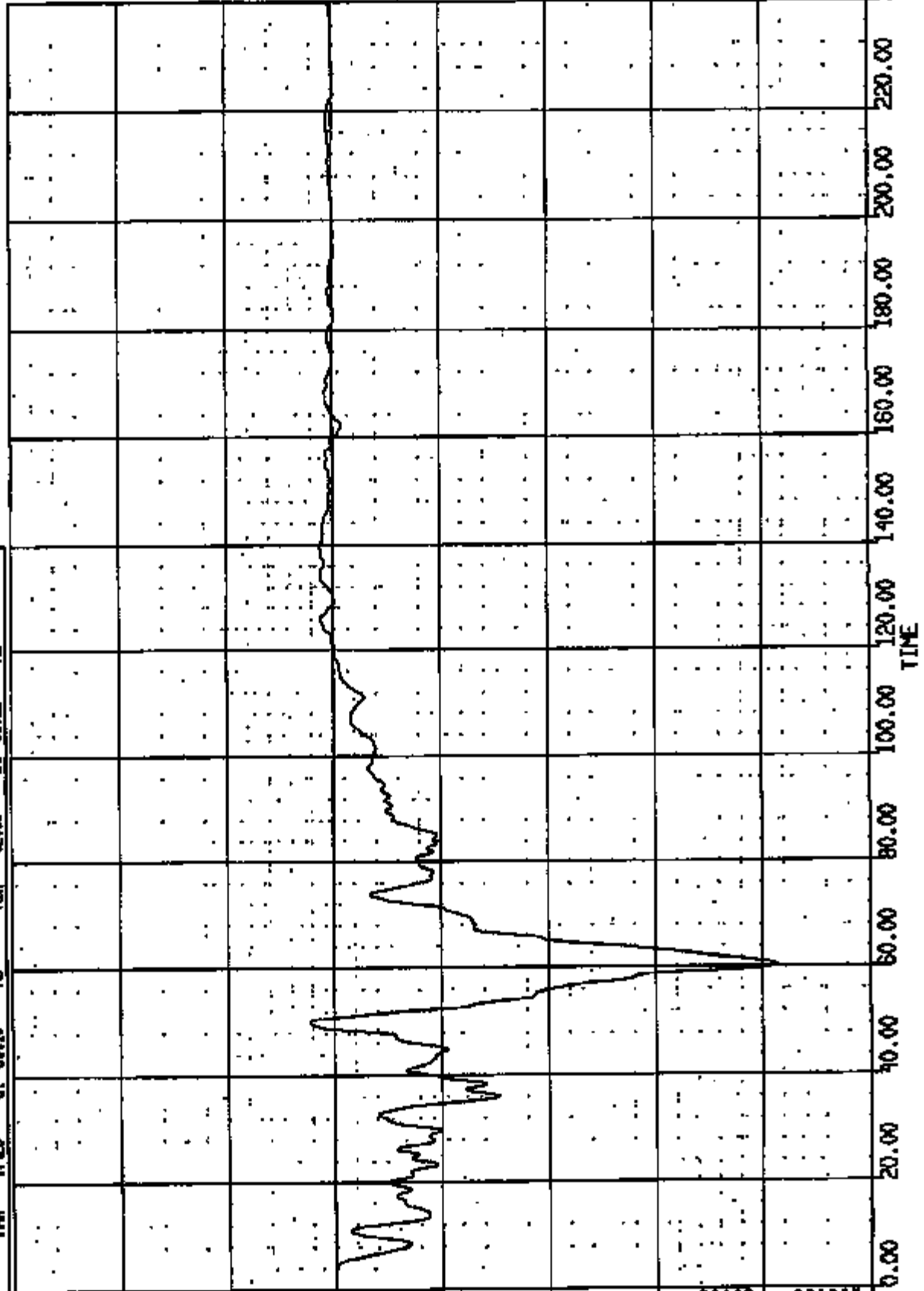
-20.00

-40.00

-60.00

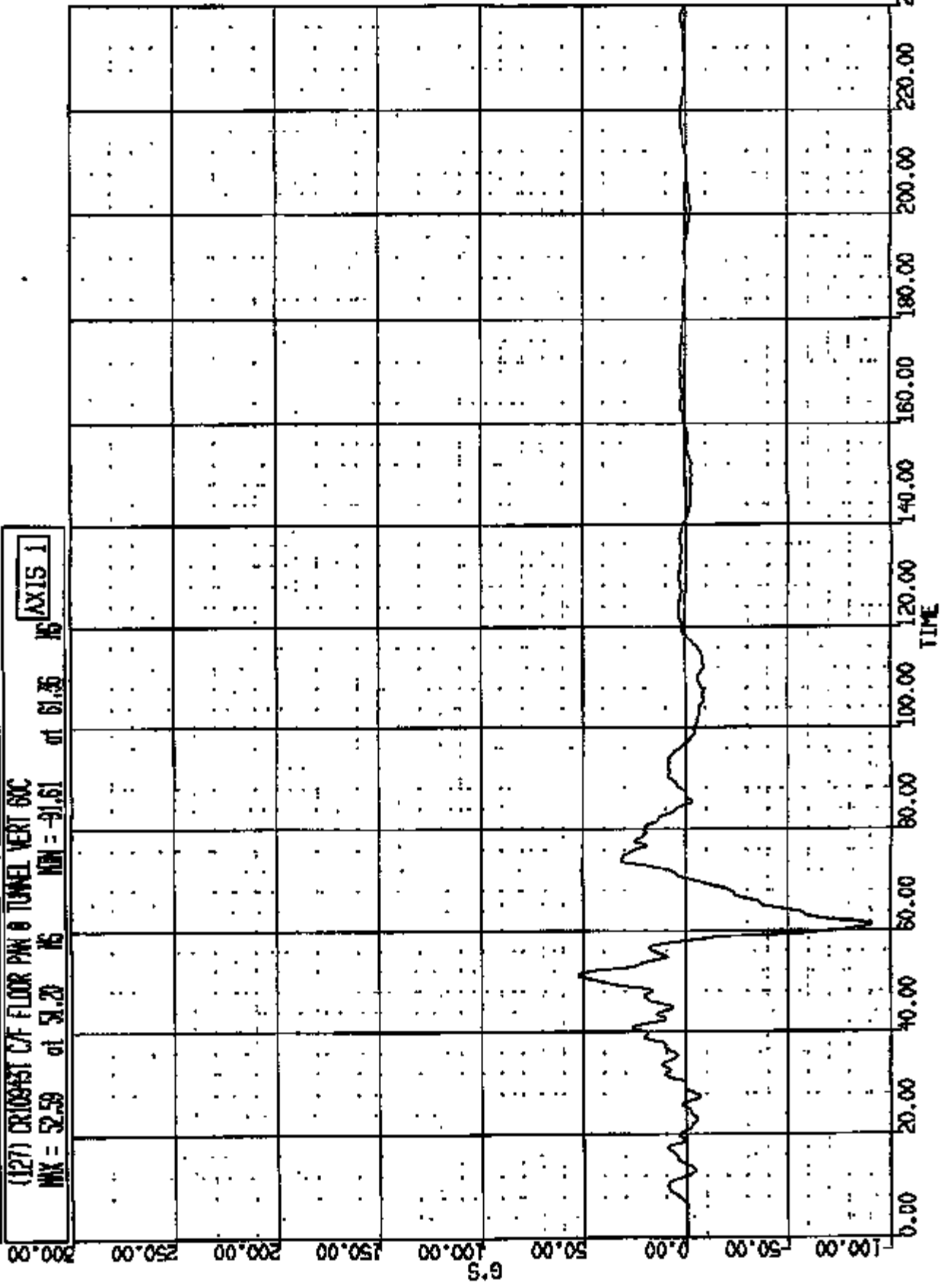
-80.00

-100.00



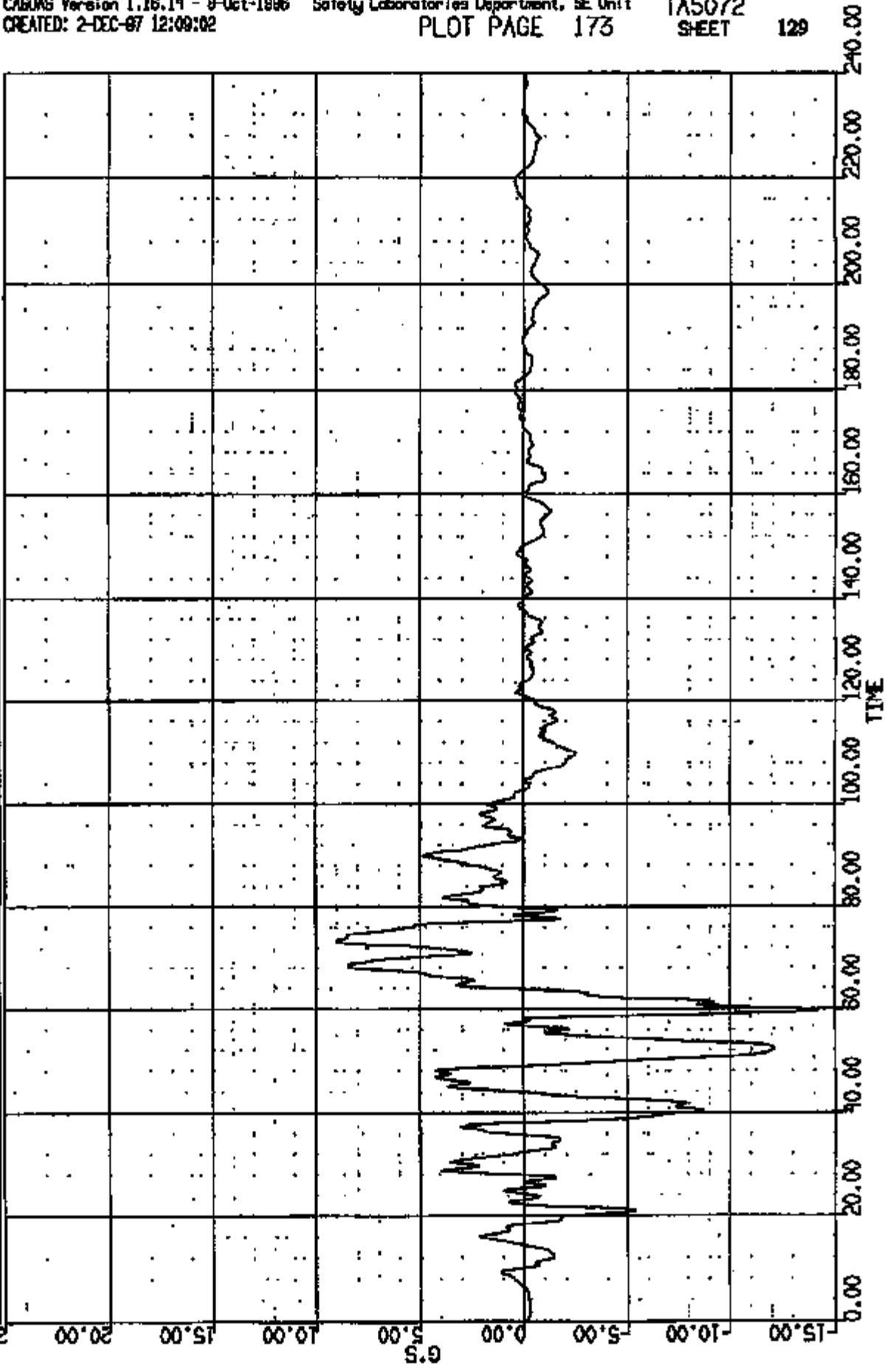
CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
LINKDOWN

(127) CR10843T C/F FLOOR PHN @ TUNNEL VERT 60C
MAX = 52.59 at 51.20 16 MIN = -91.61 at 61.76 16
AXIS 1



CR R: 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(128) CRUISE AT FLOOR PAN @ TUNNEL LAT 60C
MAX = 8.987 at 73.28 MS MIN = -11.25 at 58.75 MS
AXIS 1

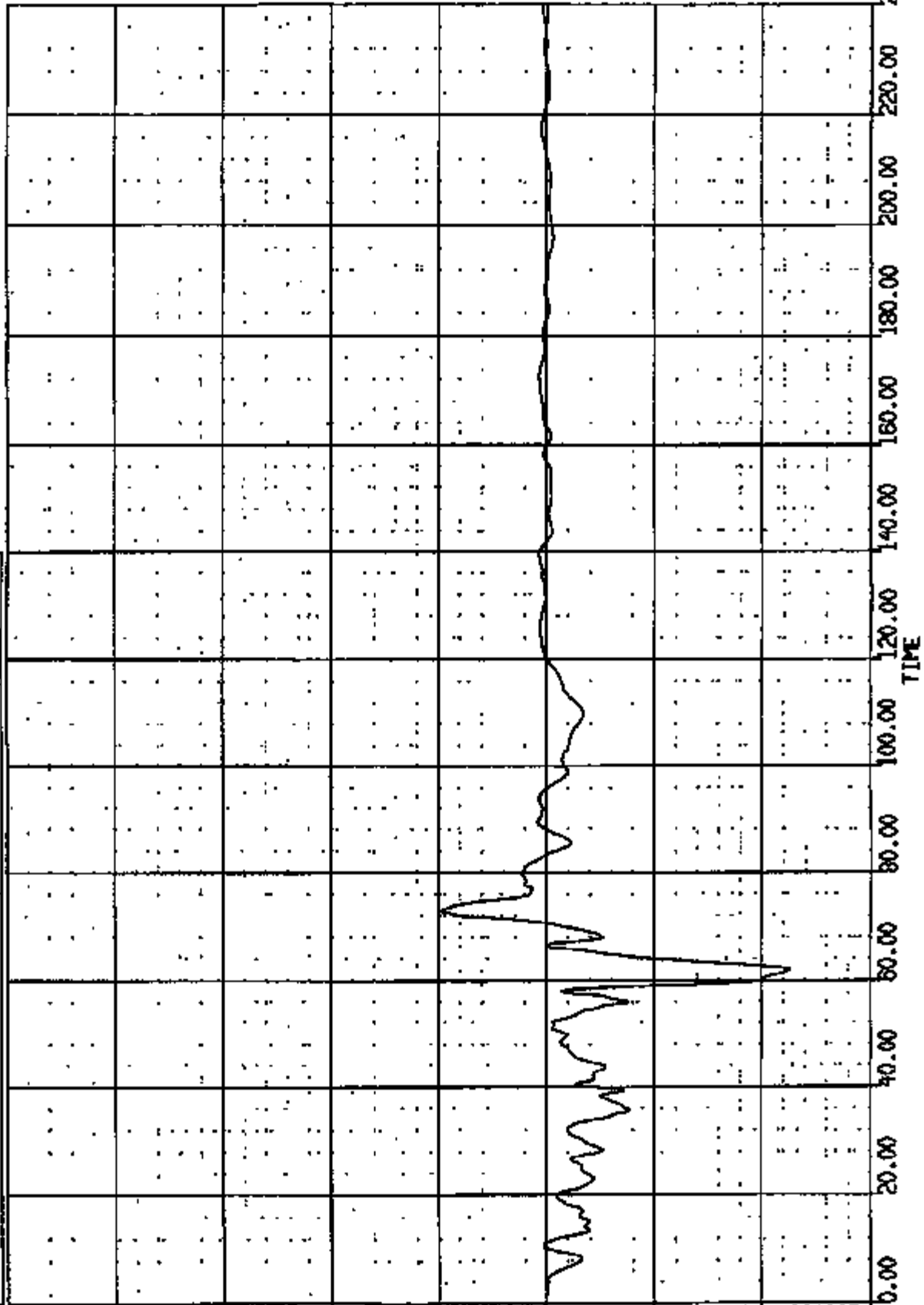


CR# 10943 TO: TA5072 DATE: 871208 11:00:58
LINKDOWN

(120) CR10943T R/F FLOOR PAN @ RT XPER EXTR LONG SAC
MAX = 48.70 at 72.88 MS MIN = -113.1 at 82.04 MS

AXIS 1

250.00
200.00
150.00
100.00
50.00
0.00
-50.00
-100.00
-150.00
S.G.



CR 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(130) CR009431 R/F FLOOR PAN @ #1 XMR CHIR VERT 6XC

MAX = 40.09 at 75.01 MS MIN = -75.89 at 61.01 MS

AXIS 1

80.00

60.00

40.00

20.00

0.00

5.9

-20.00

-40.00

-60.00

-80.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

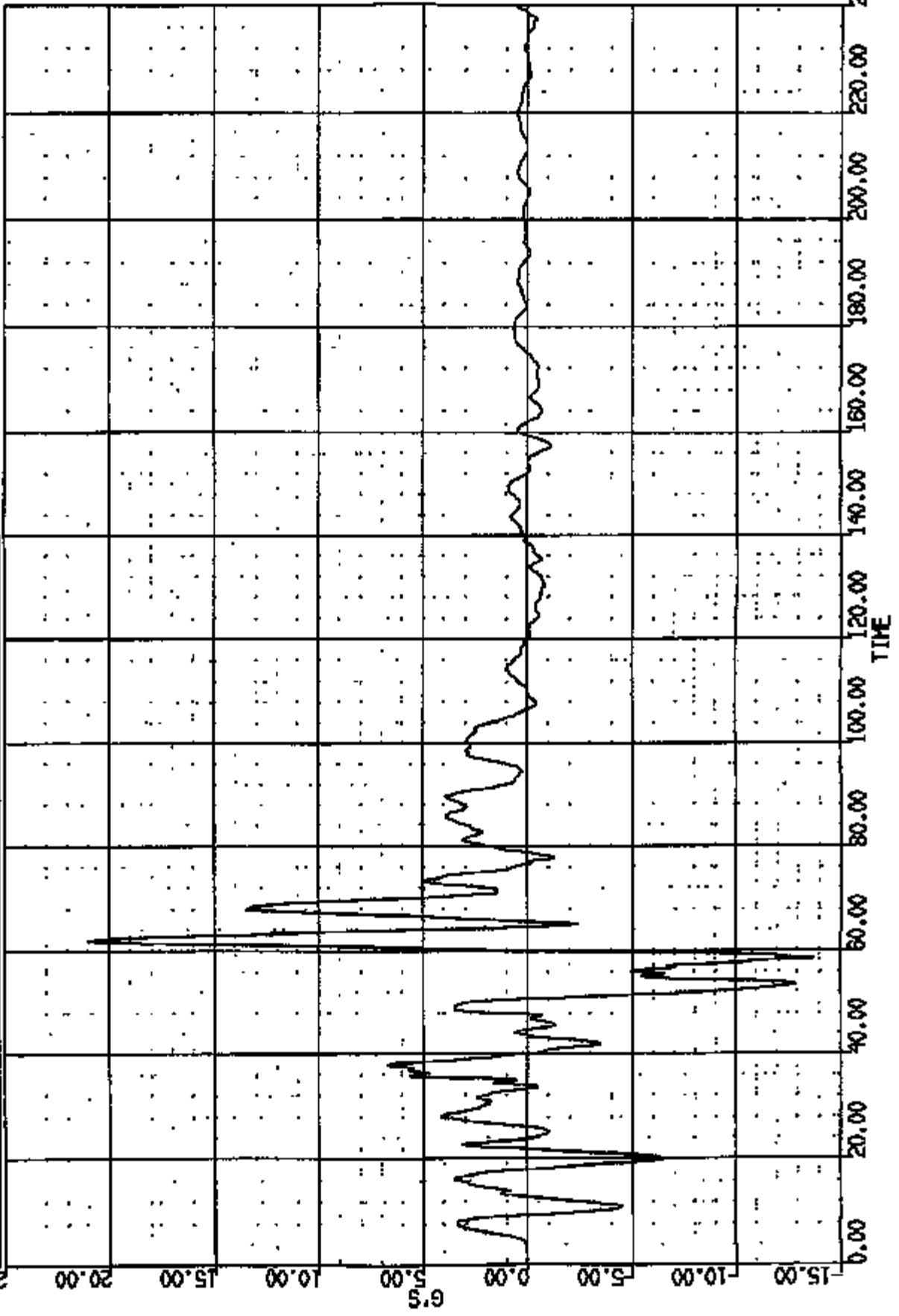
240.00

TIME

CR RE 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(131) CR10951 R/F FLOOR PAN @ #1 XFER CNTR LAT 60C
MAX = 20.84 at 62.00 MS MIN = -13.67 at 58.56 MS

AXIS 1



CR R: 10913 TO: TAS072 DATE: 971202 11:00:52
UNKNOWN

(132) CR10913 R/H FLOOR PAN @ #2 NBR CTR LONG 60C

MAX = 3.417 at 139.2 MS MIN = -63.61 at 69.32 MS

AXIS 1

50.00

20.00

10.00

0.00

G'S

-10.00

-20.00

-30.00

-40.00

-50.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR R: 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(135) CR10943T R/M FLOOR PAN @ #2 WBR CNTR VERT 60C

MAX = 21.41 at 73.92 16 MIN = -62.43 at 62.08 16

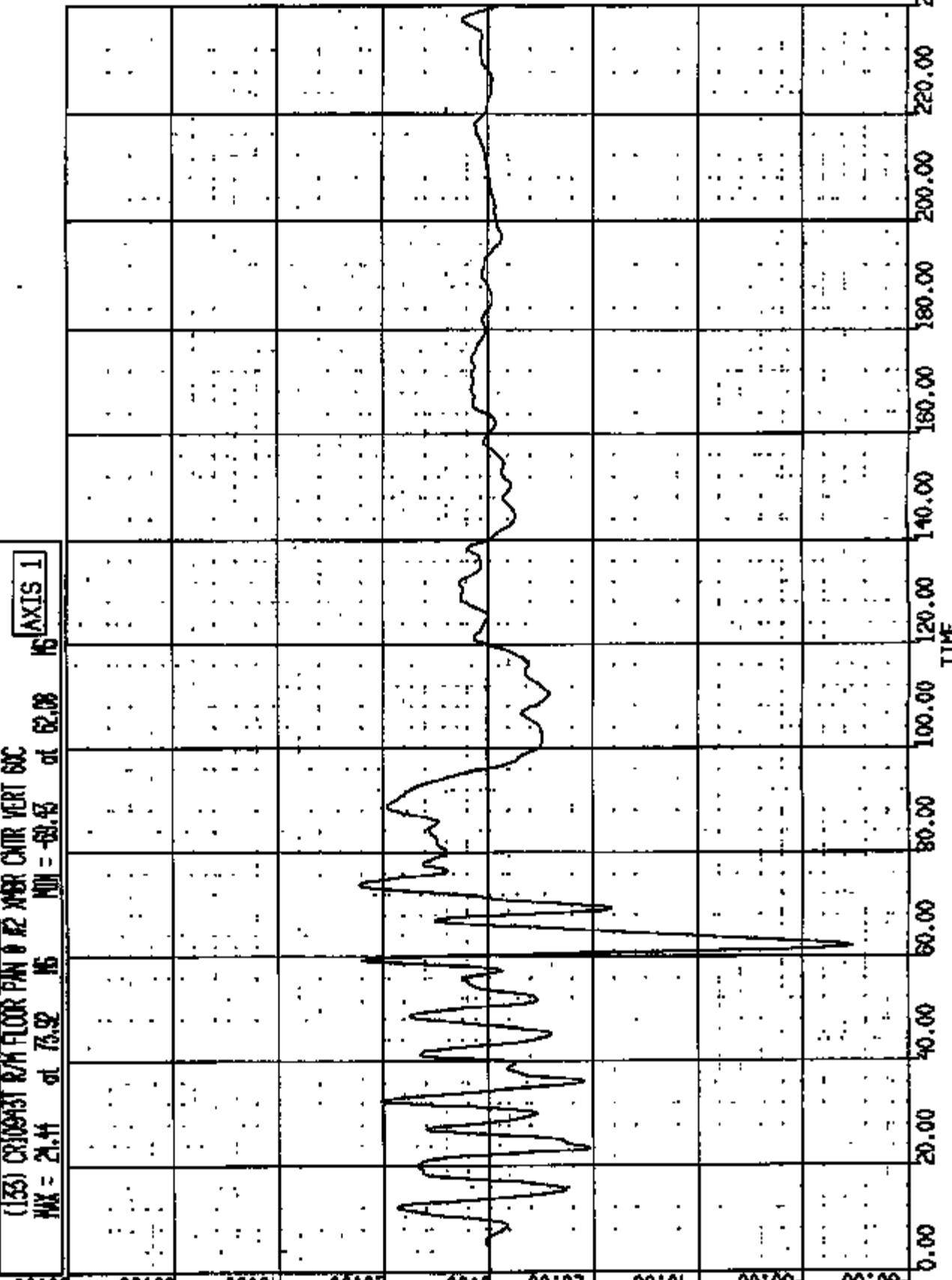
AXIS 1

80.00 60.00 40.00 20.00 0.00 -20.00 -40.00 -60.00 -80.00

G'S

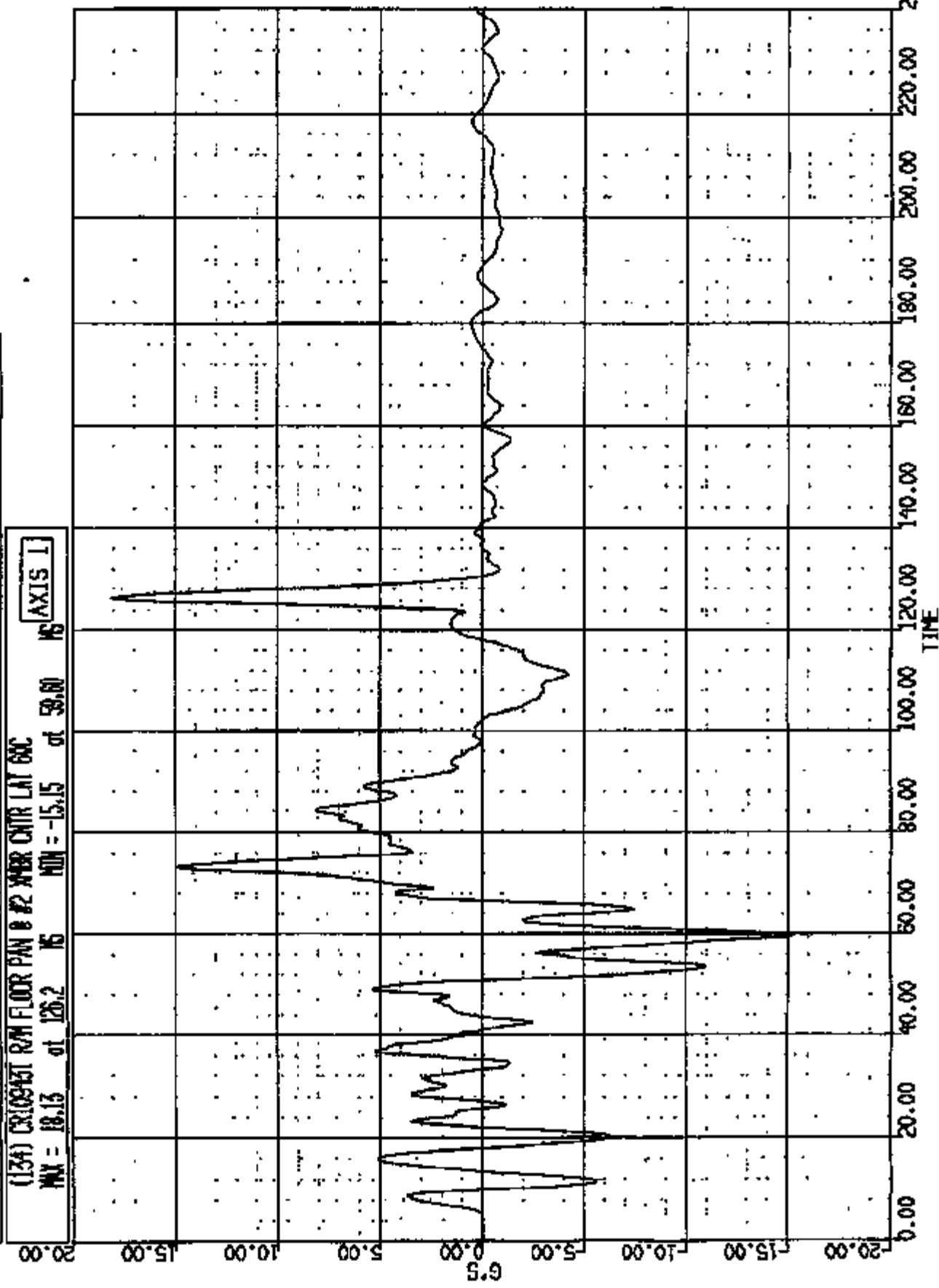
TIME

0.00 20.00 40.00 60.00 80.00 100.00 120.00 140.00 160.00 180.00 200.00 220.00 240.00



CR R: 10945 TO: TA5072 DATE: 971202 11:00:52
LINKDOWN

(134) CS(0945) RAIN FLOOR PAN @ #2 WBR CNTR LAT 60C
MAX = 18.13 at 126.2 MS MIN = -15.15 at 58.80 MS
AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(135) CR10943T RB-PUR INSIDE @ RR LONG GOC

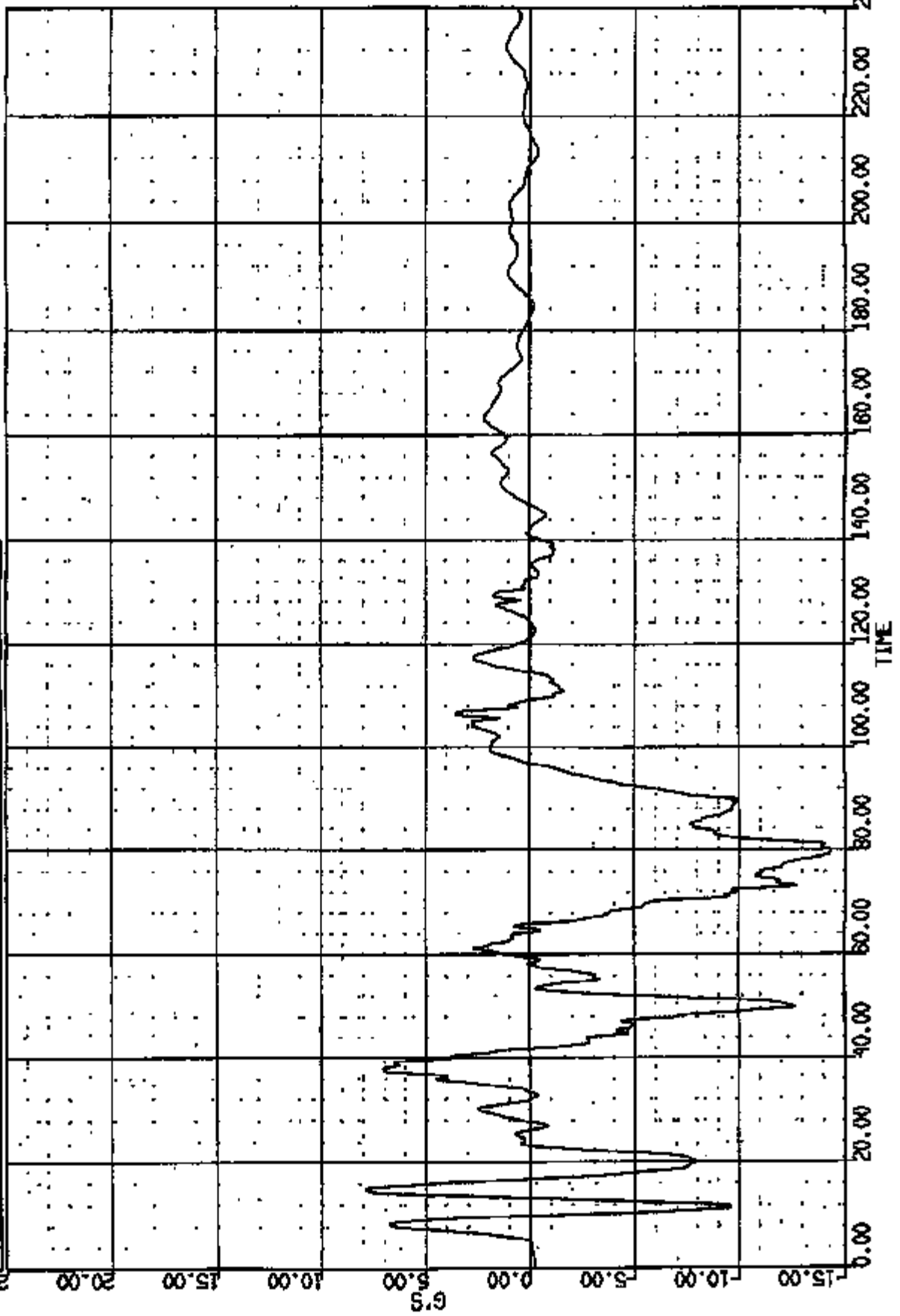
MAX = 7.95 at 15.04 MS

MIN = -14.33

at 73.84 MS

AXIS 1

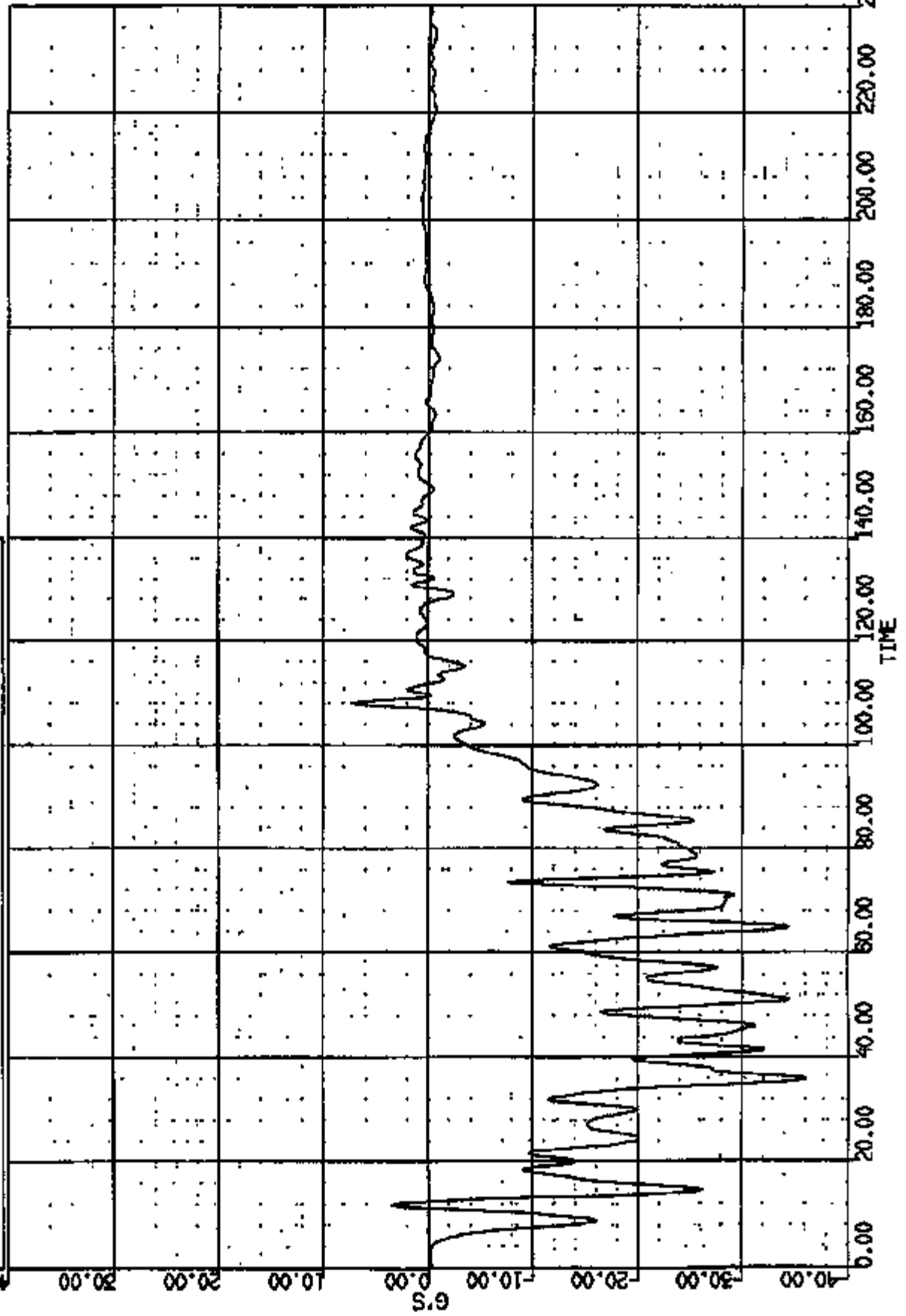
MS



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(1.25) CR10931 R/O-PLR INSIDE 0 INR VERT 60C
MAX = 7.188 at 108.0 HS RM = 35.99 at 36.00 HS

AXIS 1



CR. NO: 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(137) CRUCIFIX R/B-PLR INSIDE 8 INR LAT 6AC

MAX = 15.34 at 71.60 MS

MIN = -27.86

at 61.82 MS

AXIS 1

50.00

40.00

30.00

20.00

10.00

5.0

0.00

-10.00

-20.00

-30.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

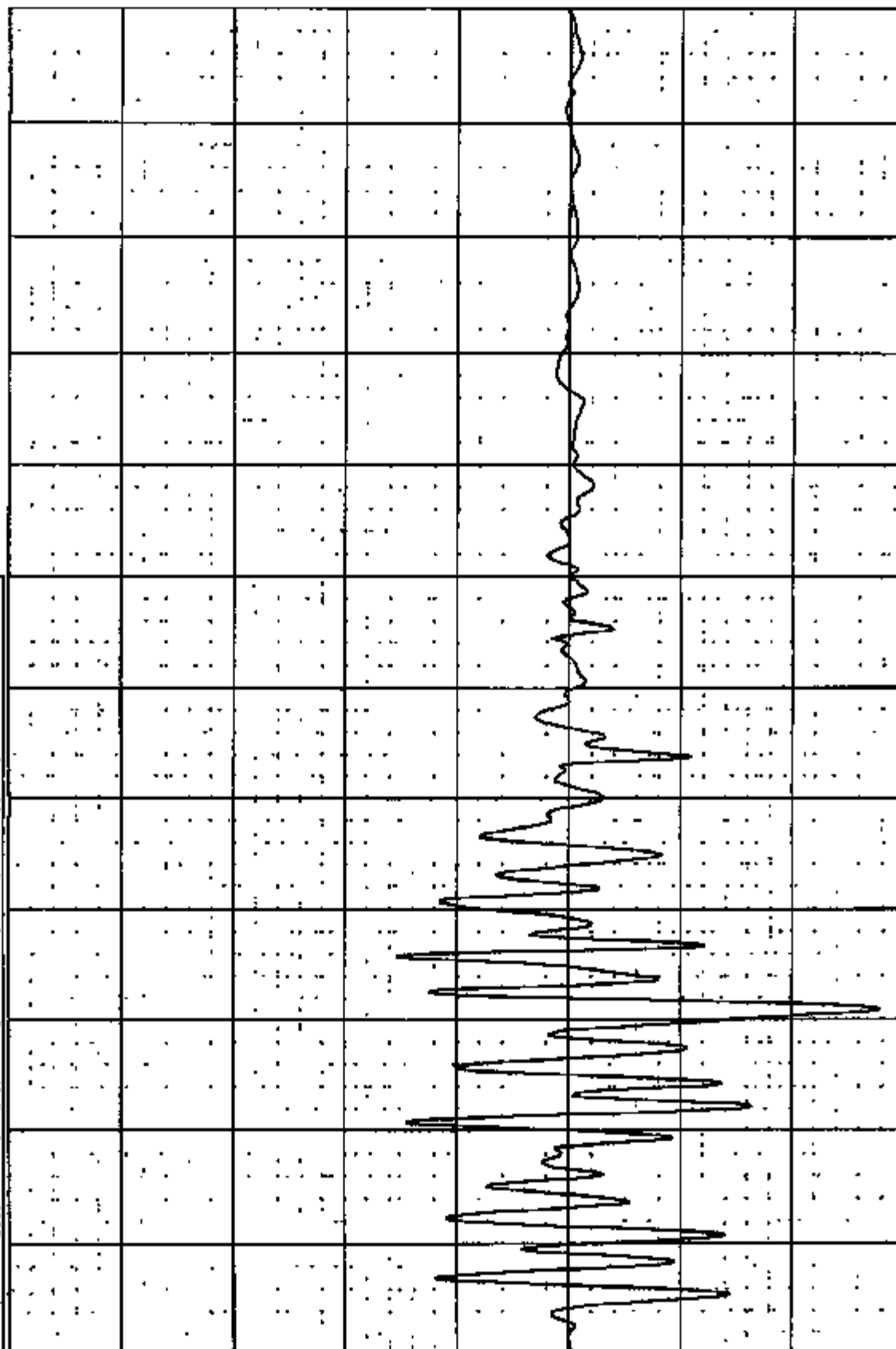
180.00

200.00

220.00

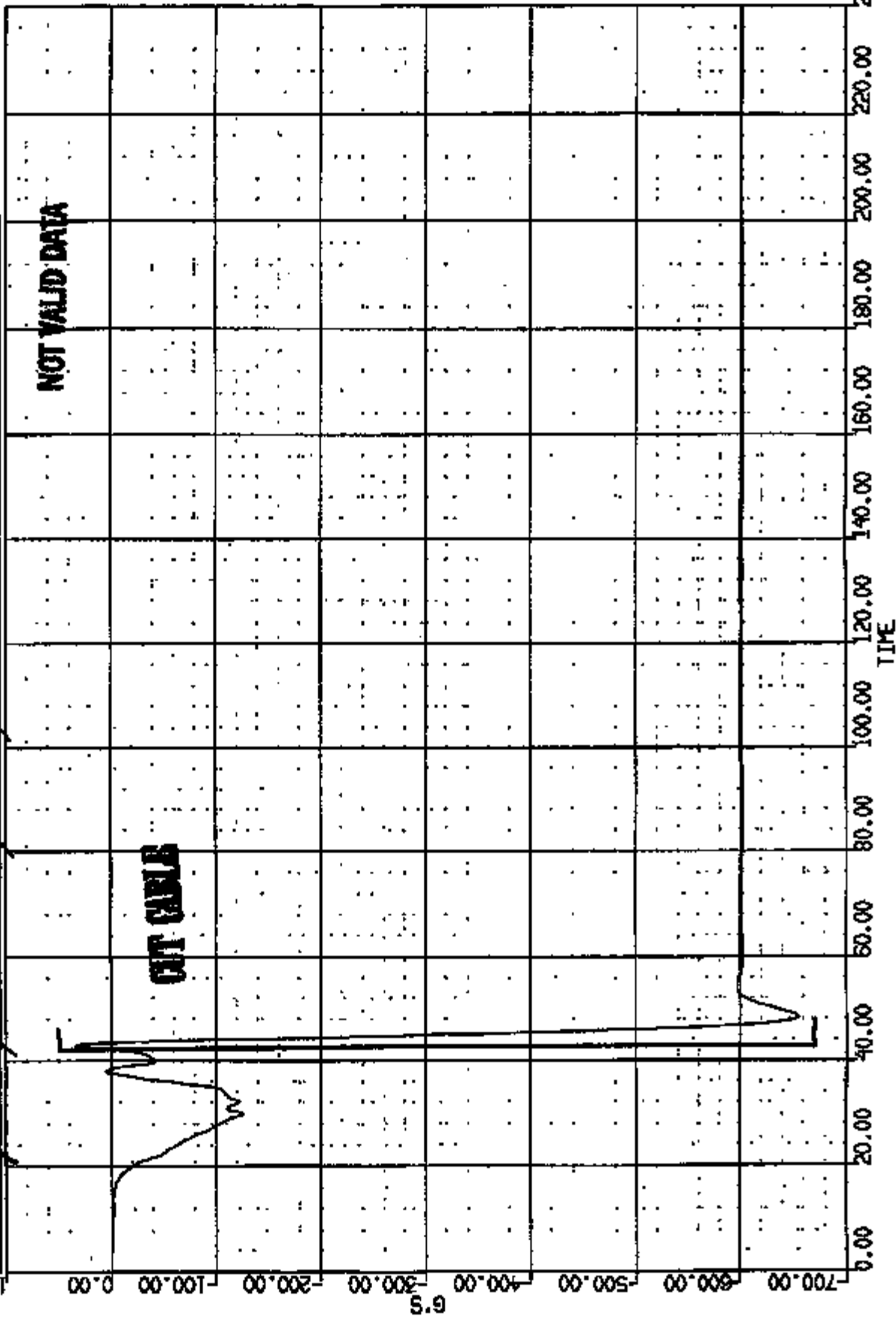
240.00

TIME



CR R: 10948 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

AXIS 1
* (94) CR10931 ENGINE TRIMS TOP LONG GAC
MAX = 3465 of 240 MS MIN = 8856 of 240
NOMINALLY KEY:
e - Midboard data exceeded full scale
- > 2 percent offset at Y-axis



CR # 10843 TO: TA5072 DATE: 971208 11:00:52
UNKNOWN

(138) CRUISEST ENGINE TRANS BOTTOM LONG 60C
MAX = 12.05 at 47.44 MS MIN = -90.90 at 36.64 MS

AXIS 1

80.00

40.00

20.00

0.00

-20.00

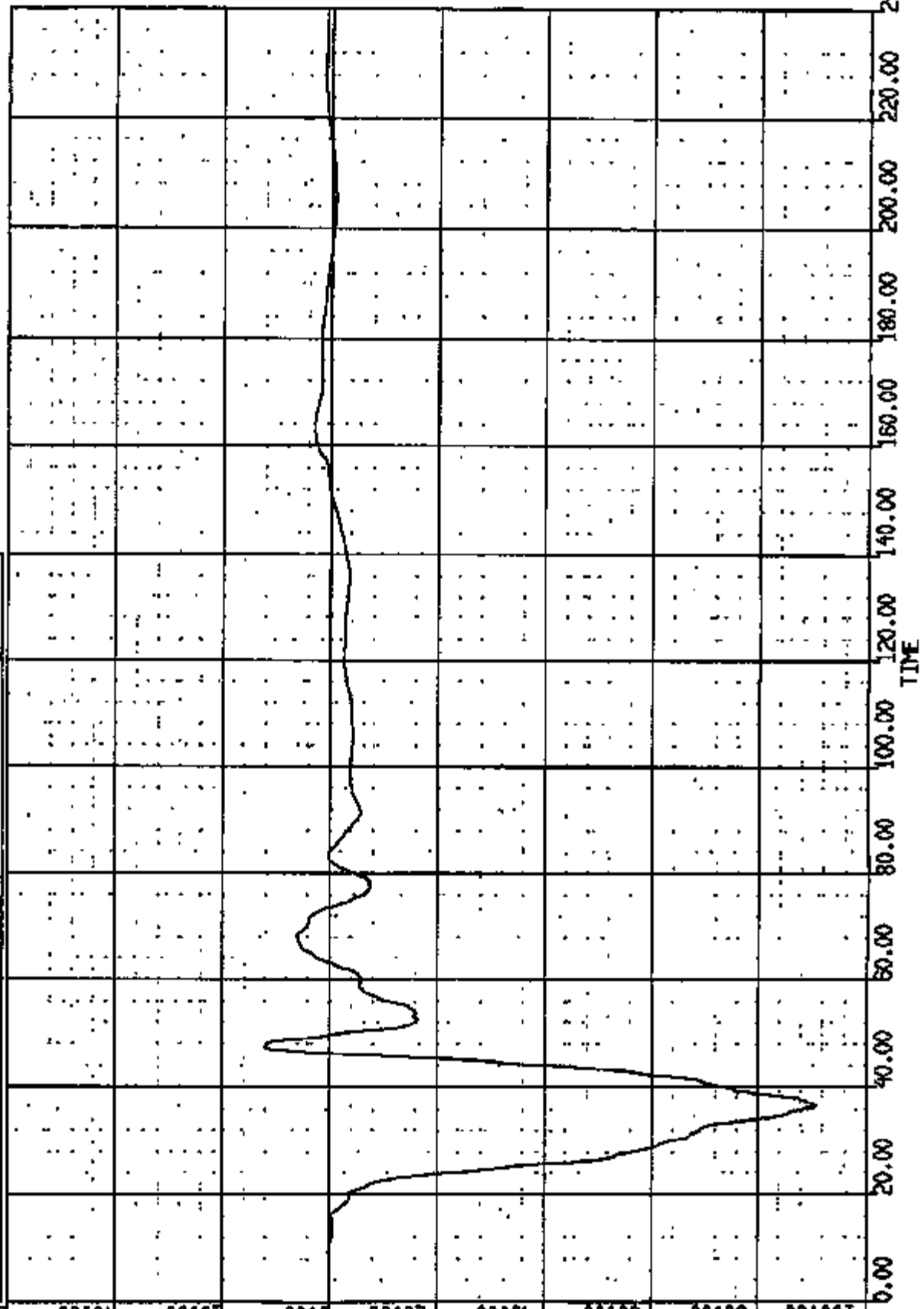
-40.00

-60.00

-80.00

-100.00

G.S



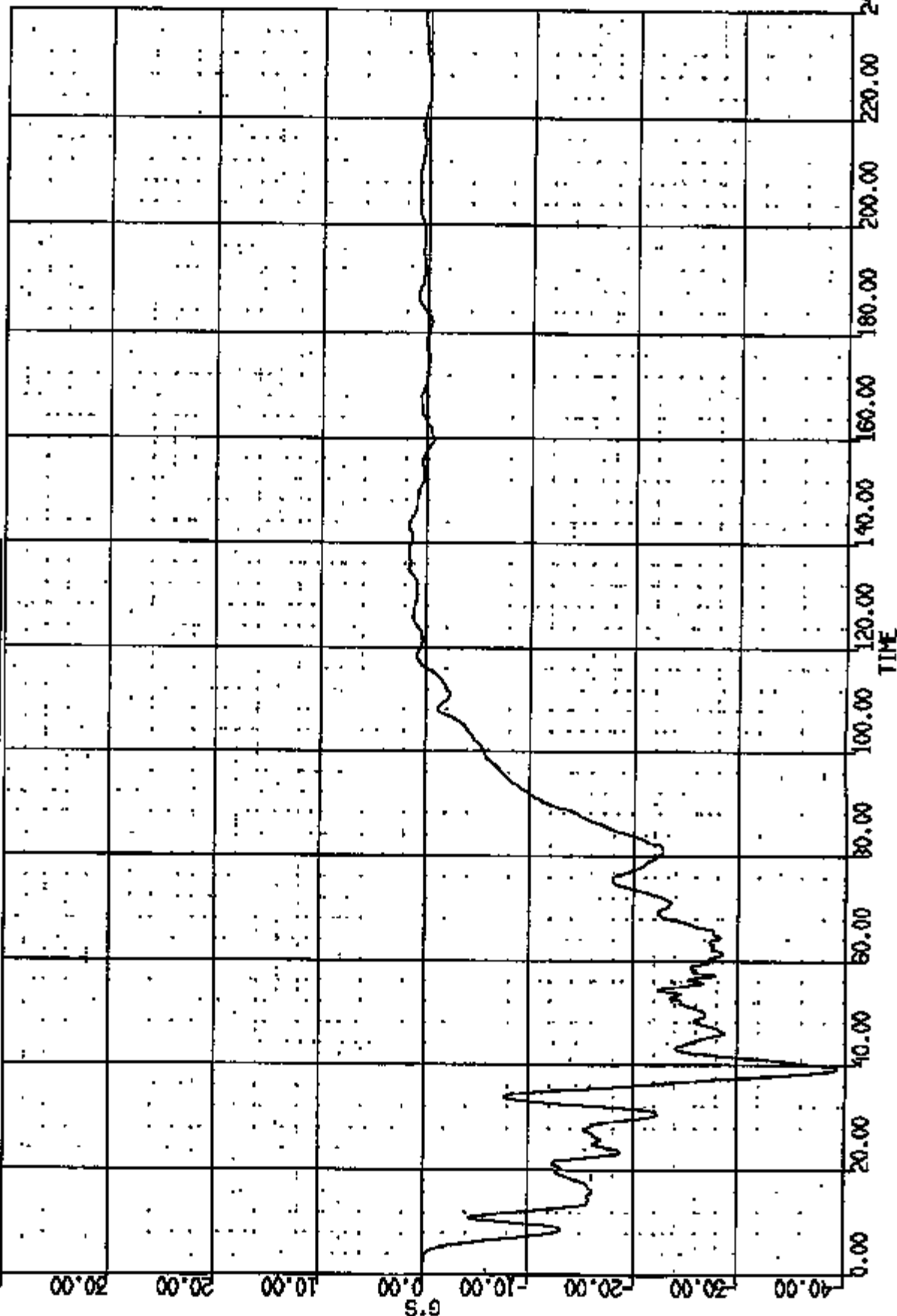
CR R# 10843 TO: TA5072 DATE: 071202 11:00:52
UNKNOWN

(139) CR10943T LADDER @ B-PILLAR LONG BOX

MAX = 1.001 at 137.8 HS MIN = -39.36 at 39.28 HS

AXIS 1

40.00
20.00
0.00
-10.00
-20.00
-30.00
-40.00

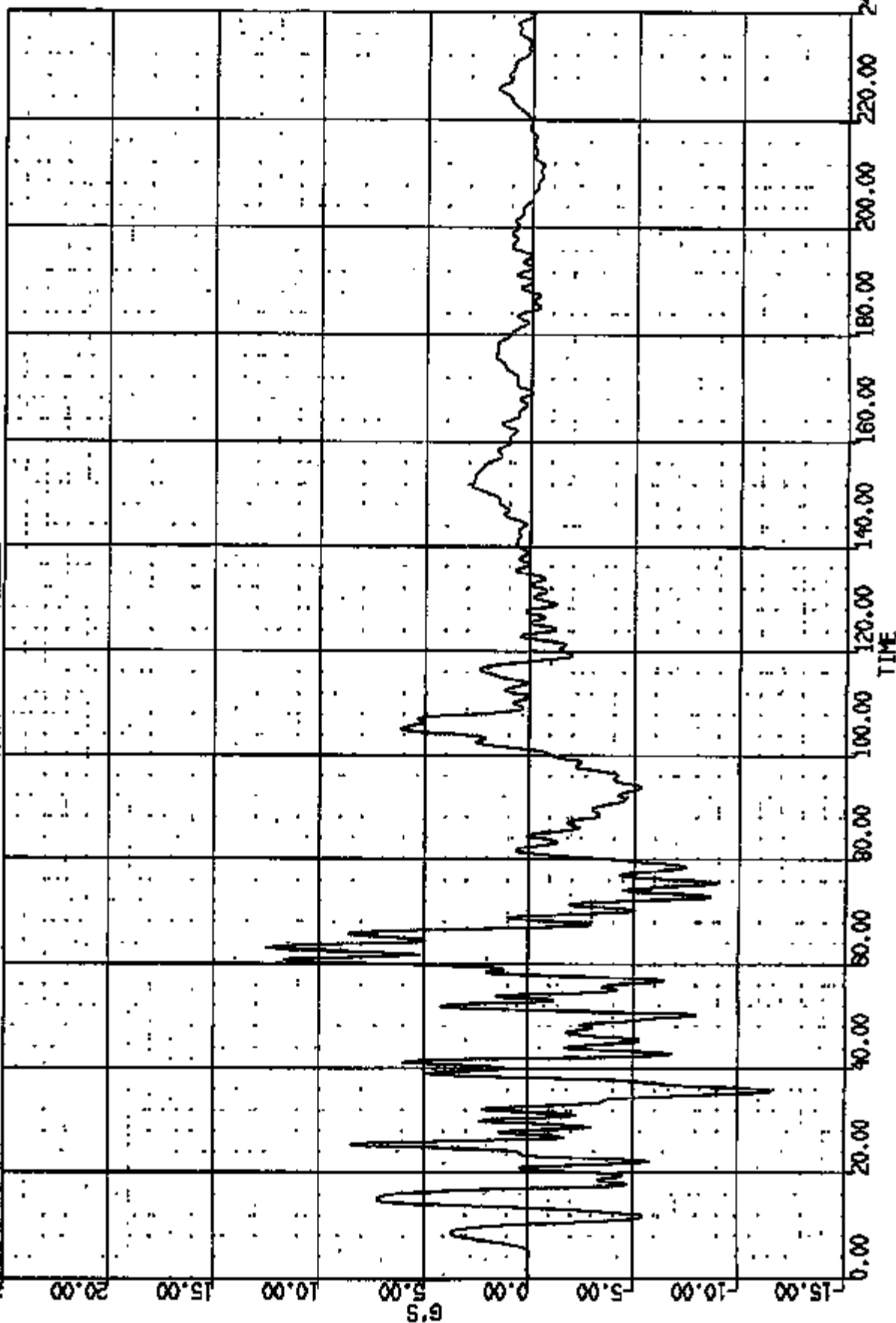


CR # 10992 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(140) CR019431 LAUNCHER @ B-PILLAR VERT 60C

MAX = 12.43 at 63.12 76 MIN = -11.63 at 35.76 76

AXIS 1



CR RE 10943 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(14) CR10943 / ROCKER @ B-PILLAR LAT 60C

MAX = 12.33 at 11.84 MS MIN = -18.88 at 51.88 MS

AXIS 1

20.00

15.00

10.00

5.00

0.00

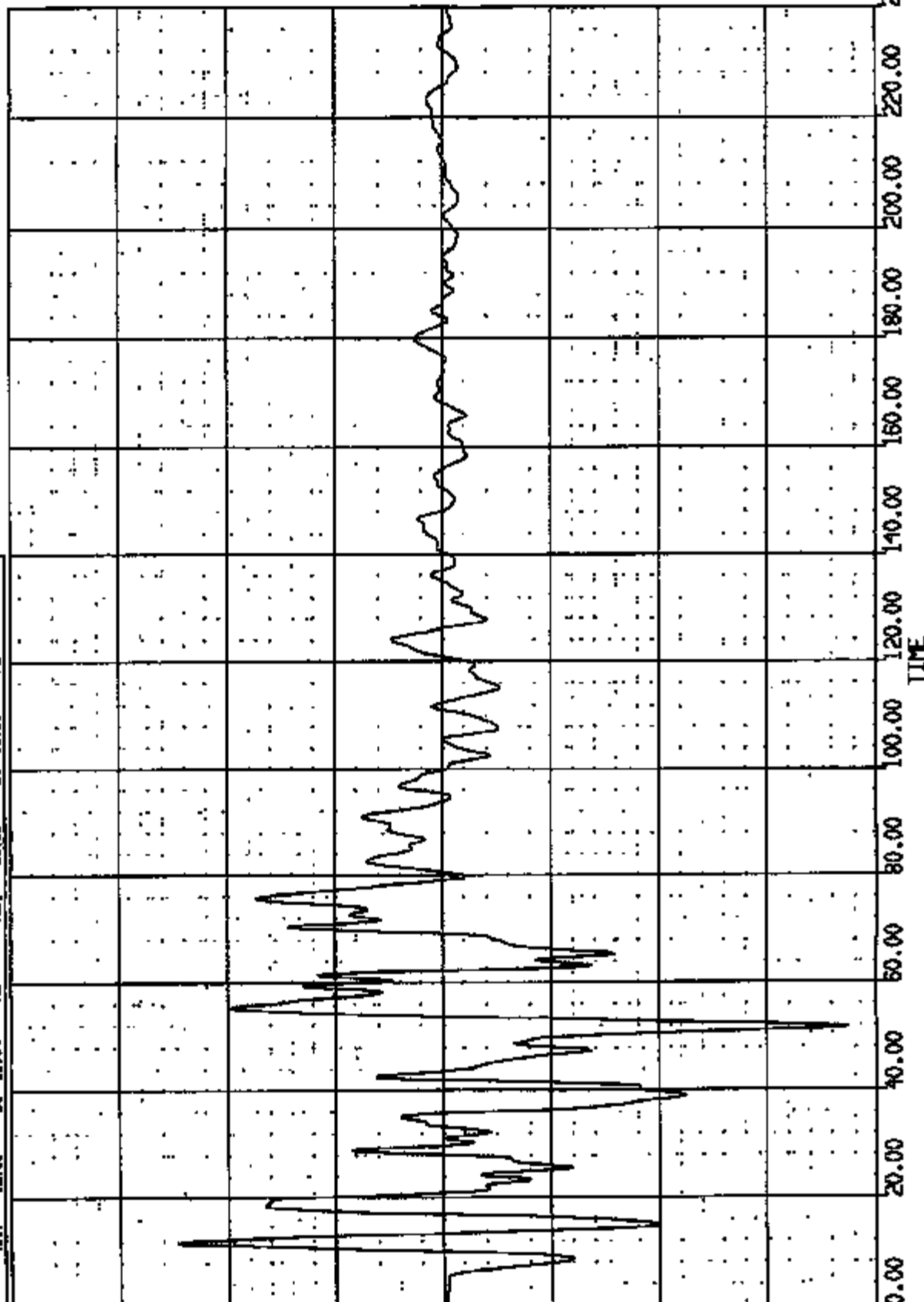
-5.00

-10.00

-15.00

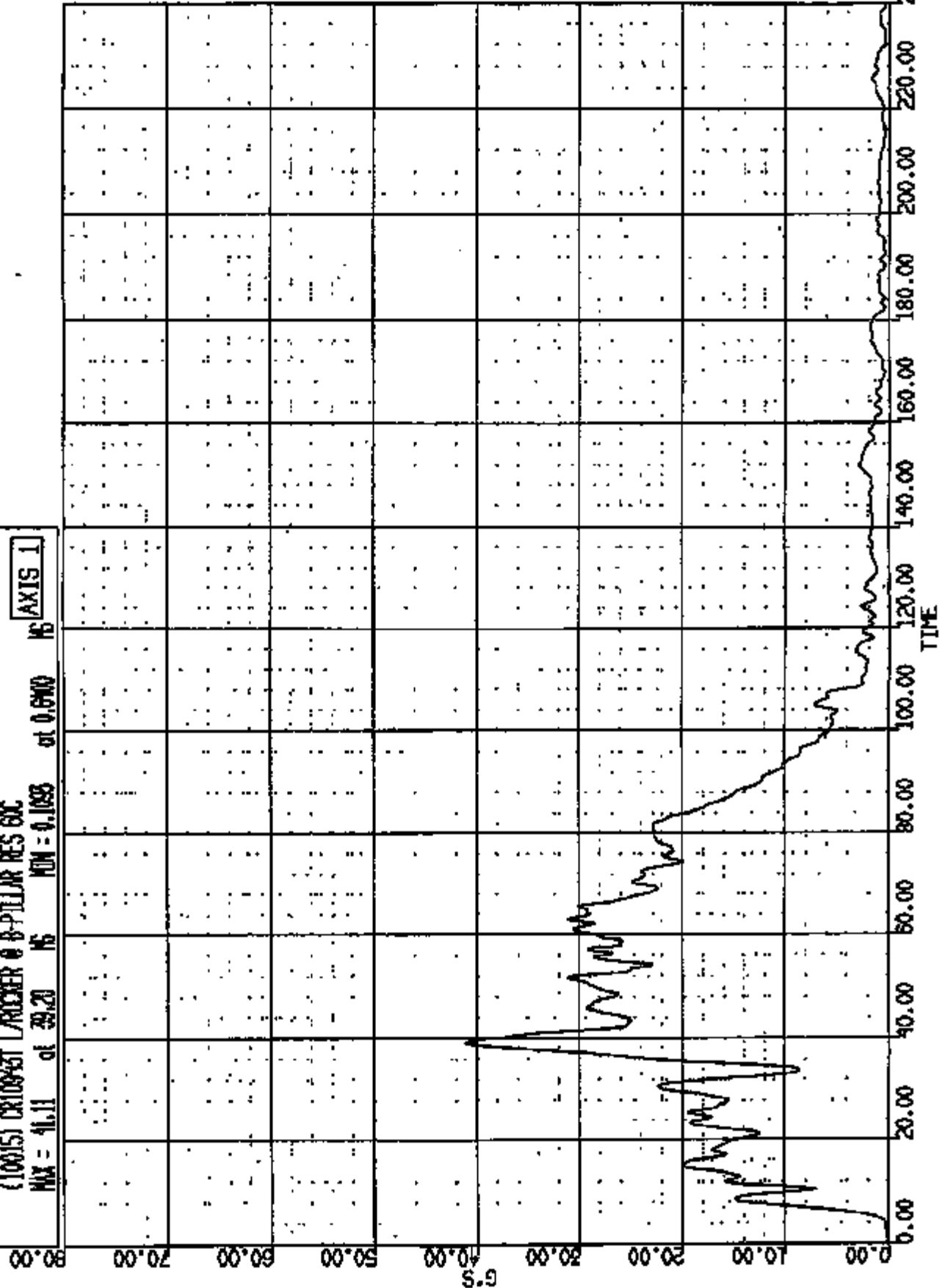
-20.00

G'S



CR #: 10813 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

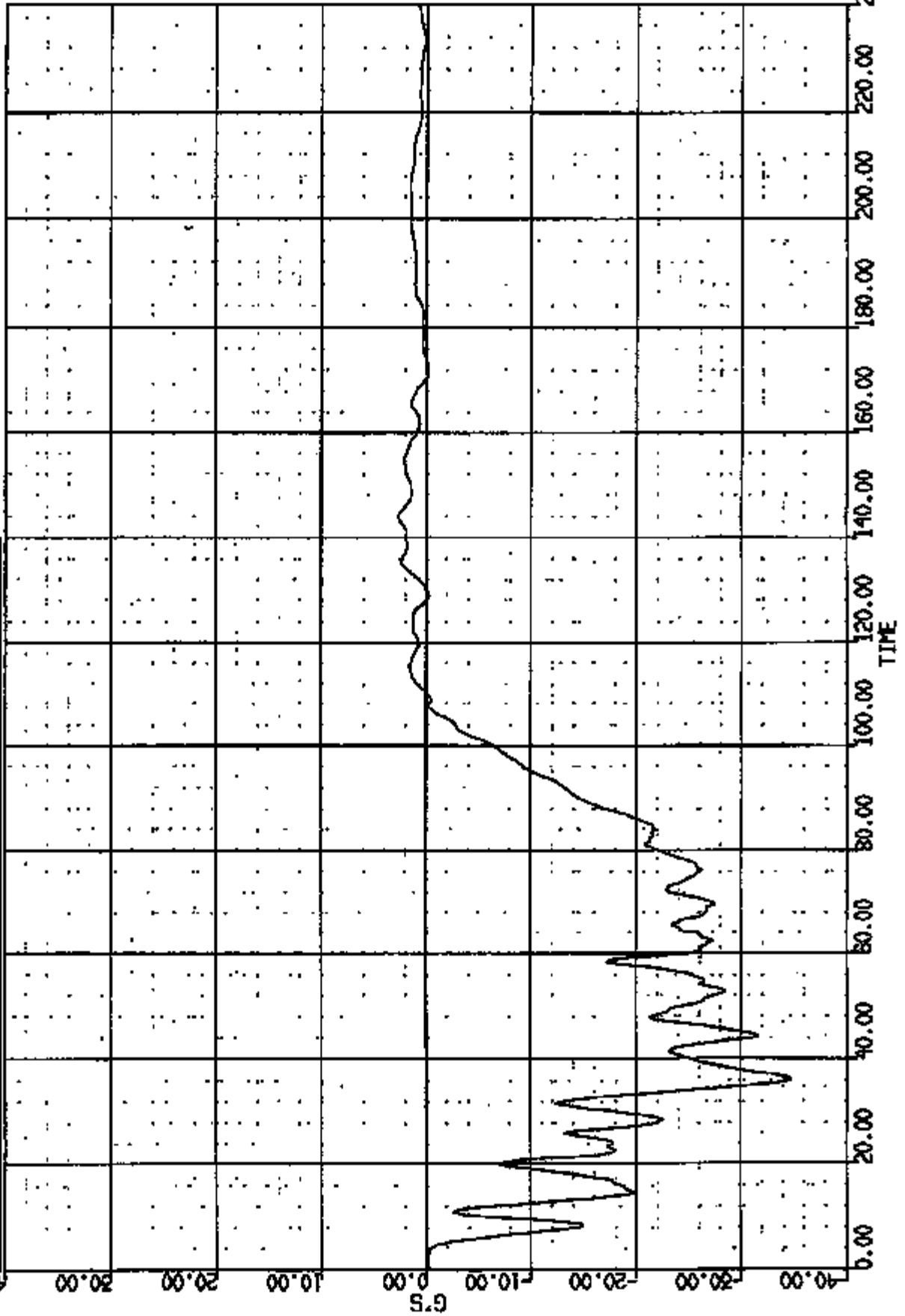
(10015) CR10943T LADDER @ B-PILLAR RES 60C
MAX = 16.11 at 39.20 MS MIN = 0.1825 at 0.0000 MS
AXIS 1



CR R: 10945 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(142) CRUSHST RACKER @ B-PILLAR LONG GUC
MAX = 2.679 at 14.1 MS MIN = -31.80 at 36.21 MS

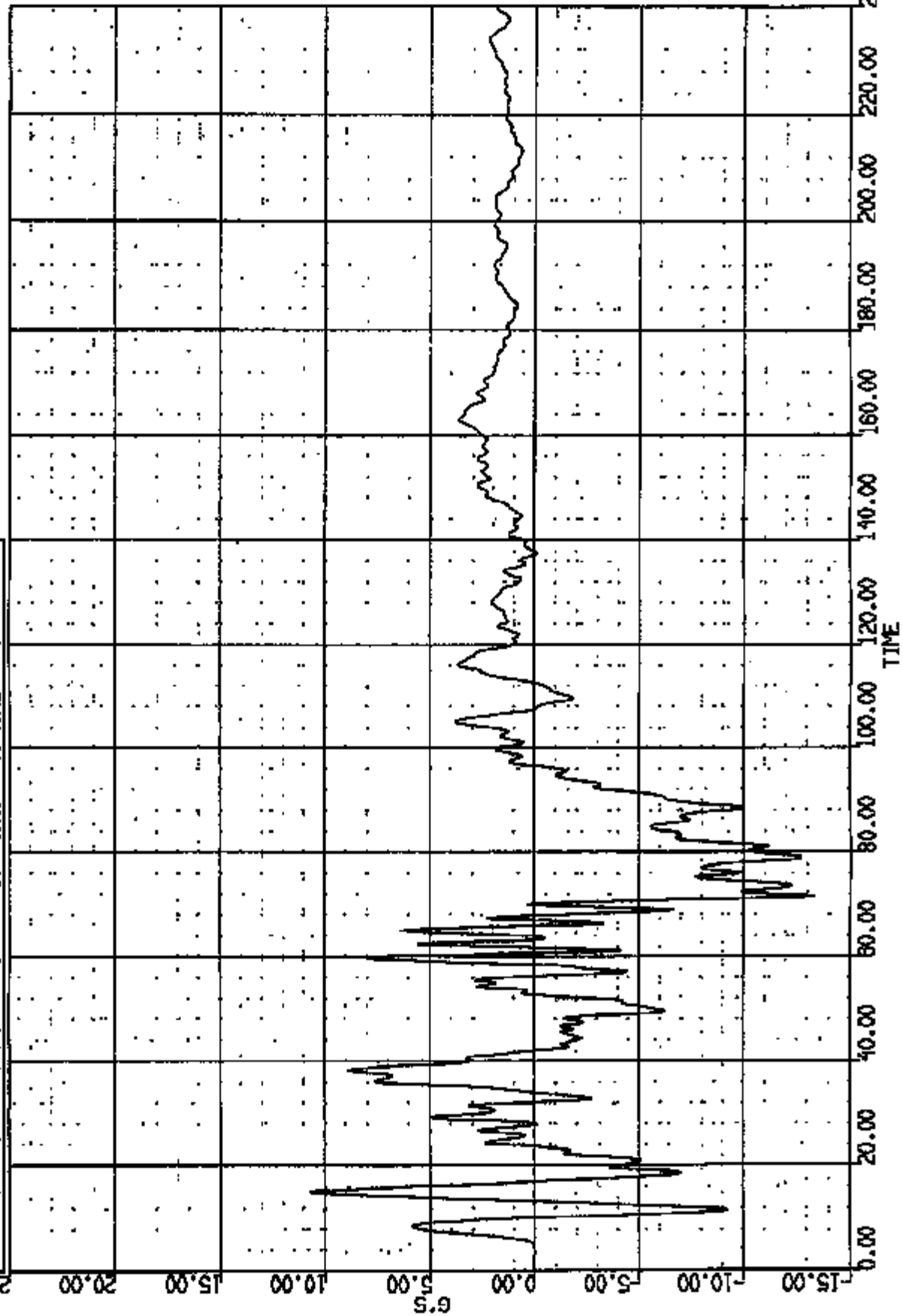
AXIS 1



CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(143) CR10951 R/VOCNER @ B-PILLAR VERT ROC
MAX = 10.73 at 15.01 MS MIN = -13.36 at 71.52 MS

AXIS 1



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(141) CR1094ET RACONER @ B-PILLAR LAT 60C

HVX = 13.82 at 47.84 NS

HVH = -21.38

at 55.44 NS

AXIS 1

50.00

40.00

20.00

20.00

10.00

5.6

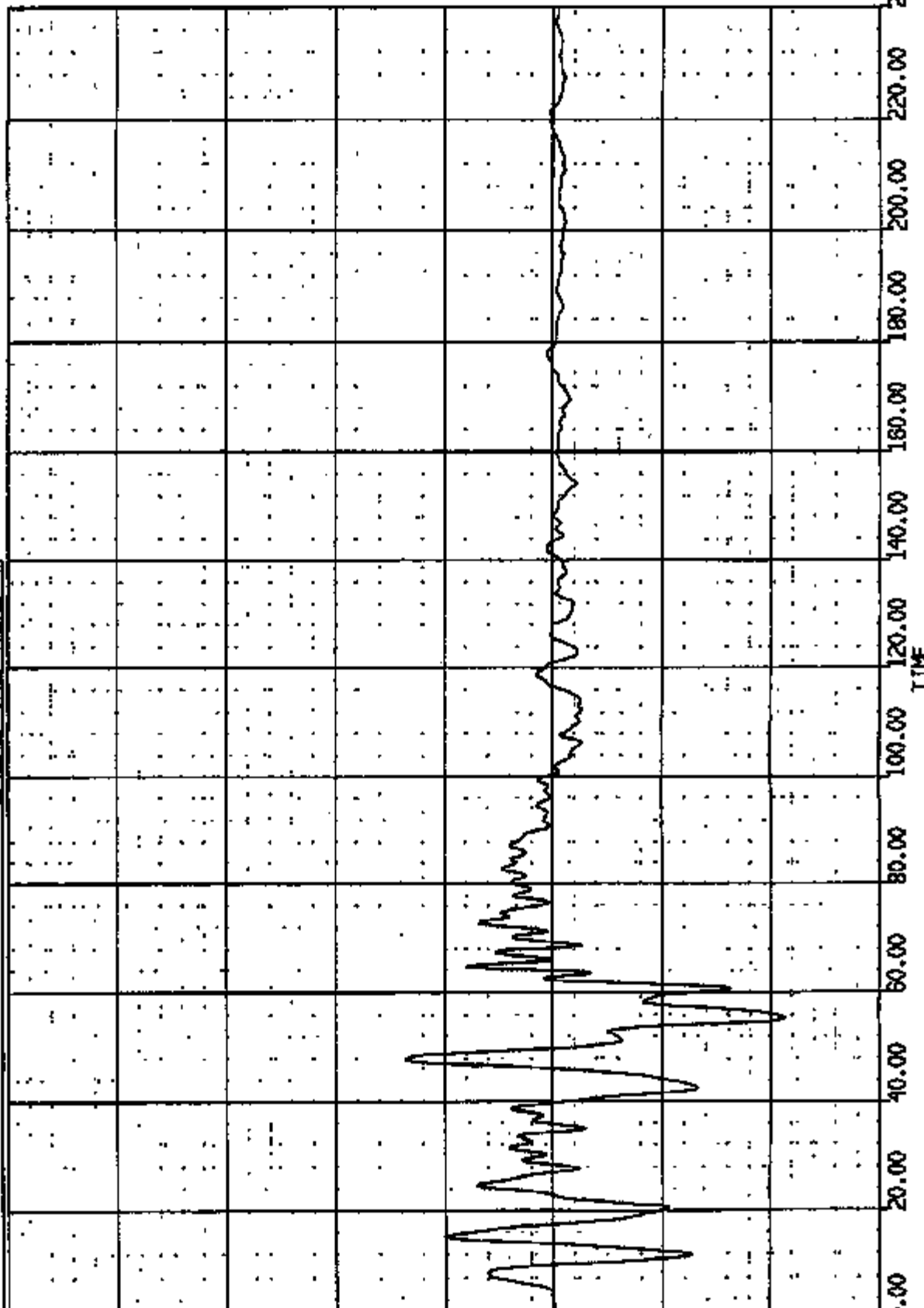
0.00

-10.00

-20.00

-20.00

0.00

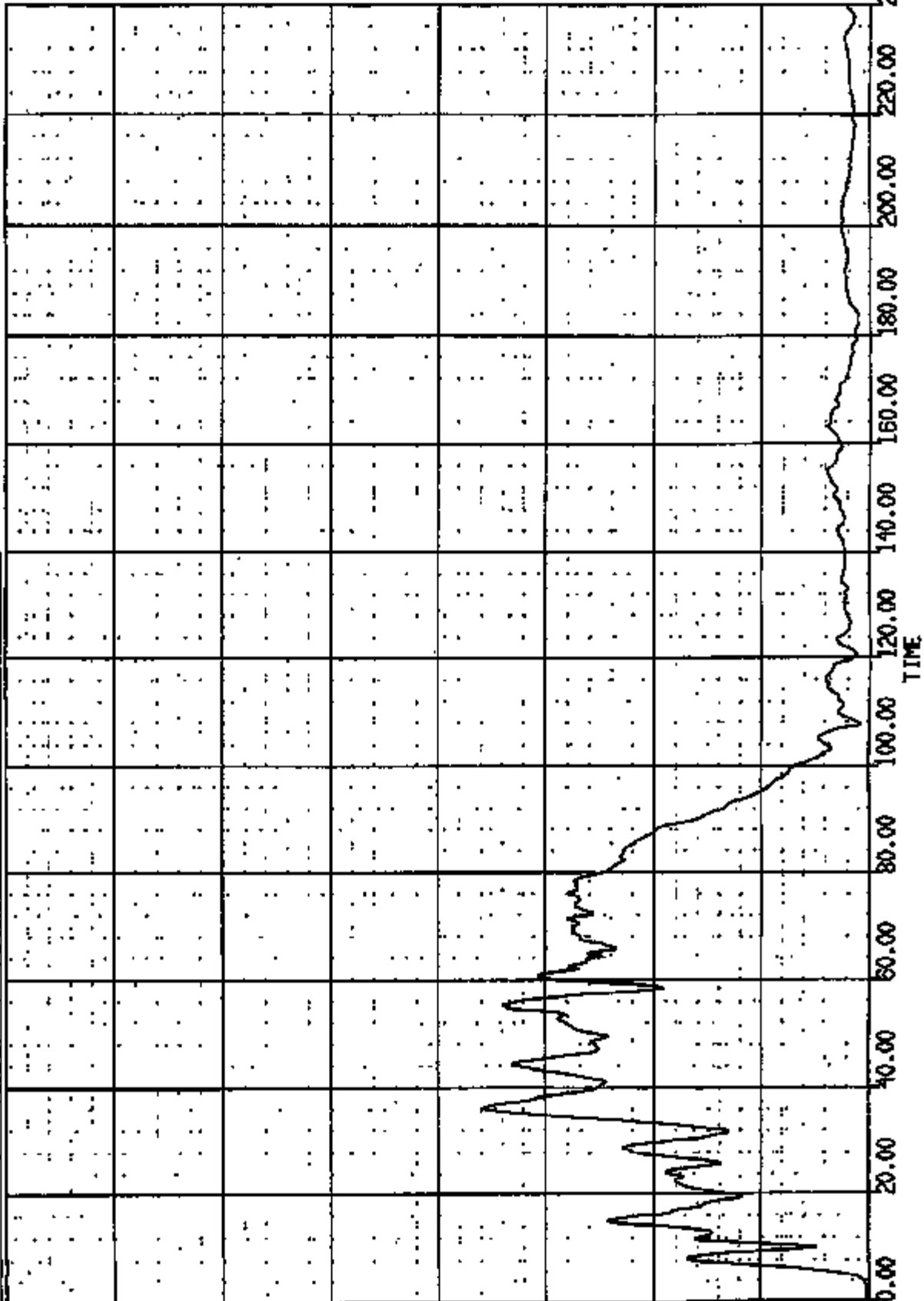


CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(10016) CRUGAST BRUCKER 8-PILLAR RES GAC
MAX = 35.88 at 35.21 MS MIN = 0.1911 at 1.290 MS

AXIS 1

80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
0.00
S.G



CR R: 10848 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(79) CR109431 STEERING COLUMN LOAD FX 6X0C

MAX = 275.8 at 84.00 MS

MIN = -178.5

at 60.00 MS

AXIS 1

500.00

500.00

400.00

300.00

200.00

100.00

0.00

-100.00

-200.00

LBF

TIME

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

CR R: 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(80) CRIBS61 SHEERING COLUMN LOAD FY 600C

MAX = 886.1 at 72.08 MS MIN = -17.22 at 48.16 MS

AXIS 1

140.00

120.00

100.00

80.00

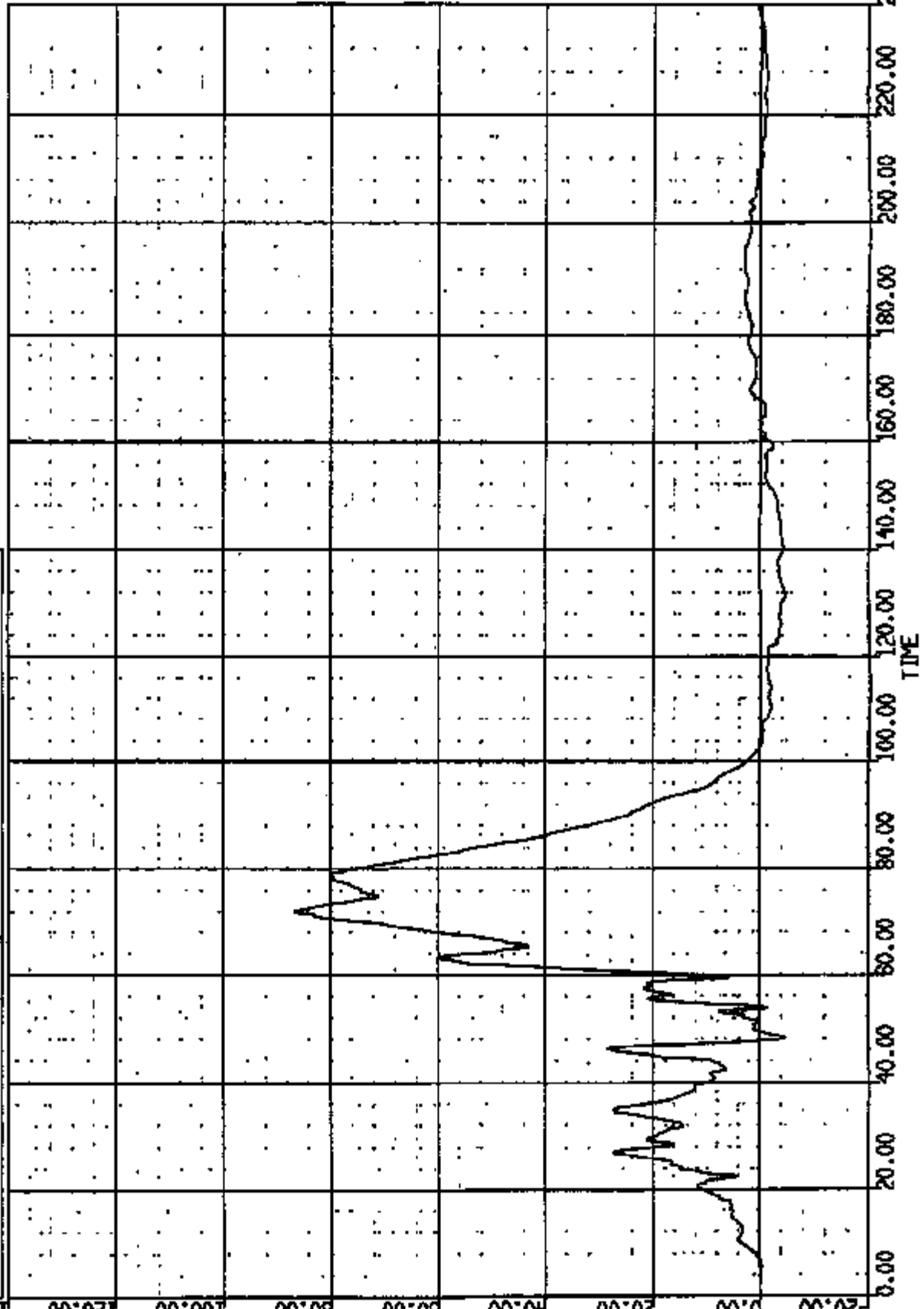
60.00

40.00

20.00

0.00

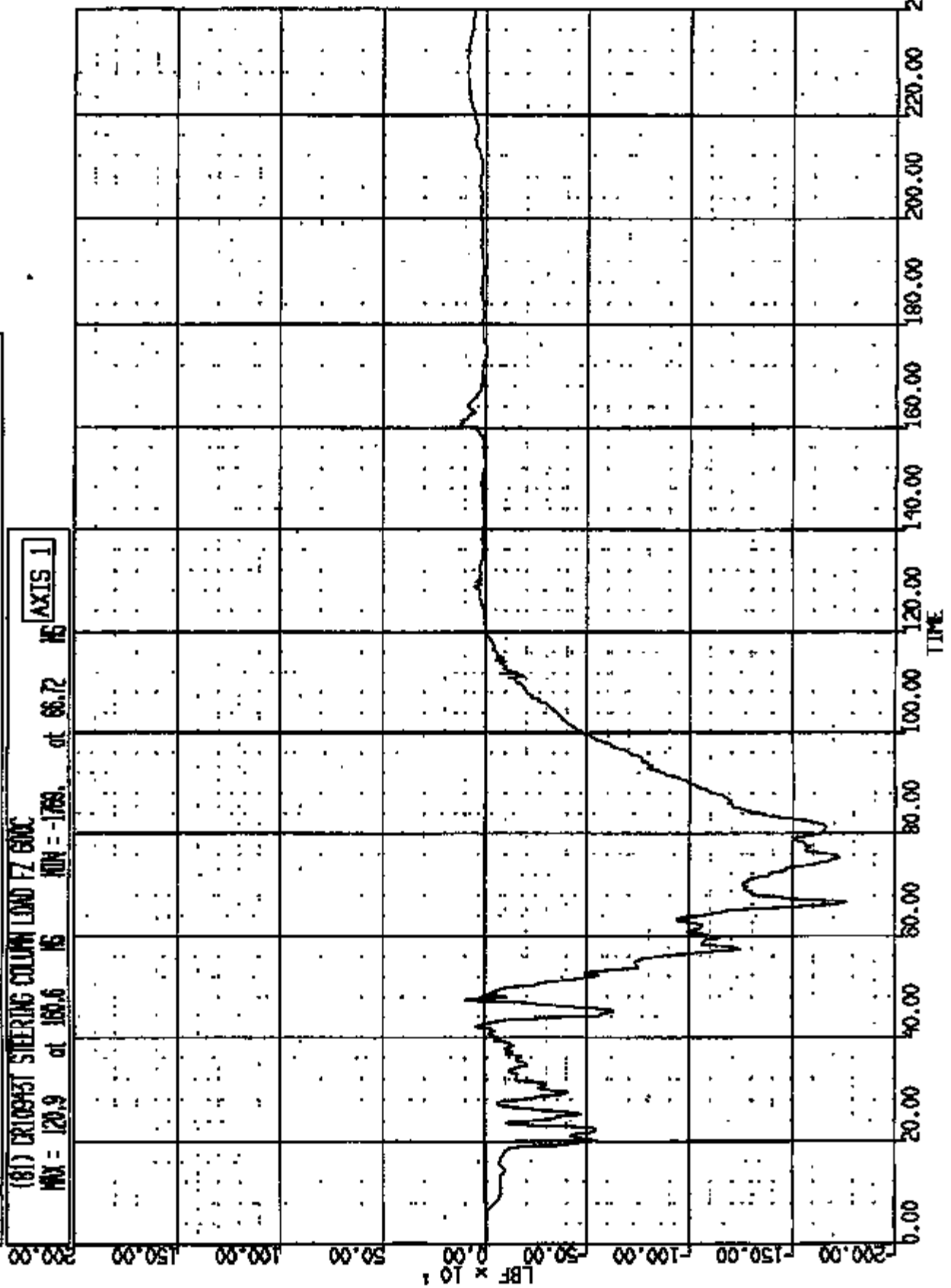
LBF x 10¹



TIME

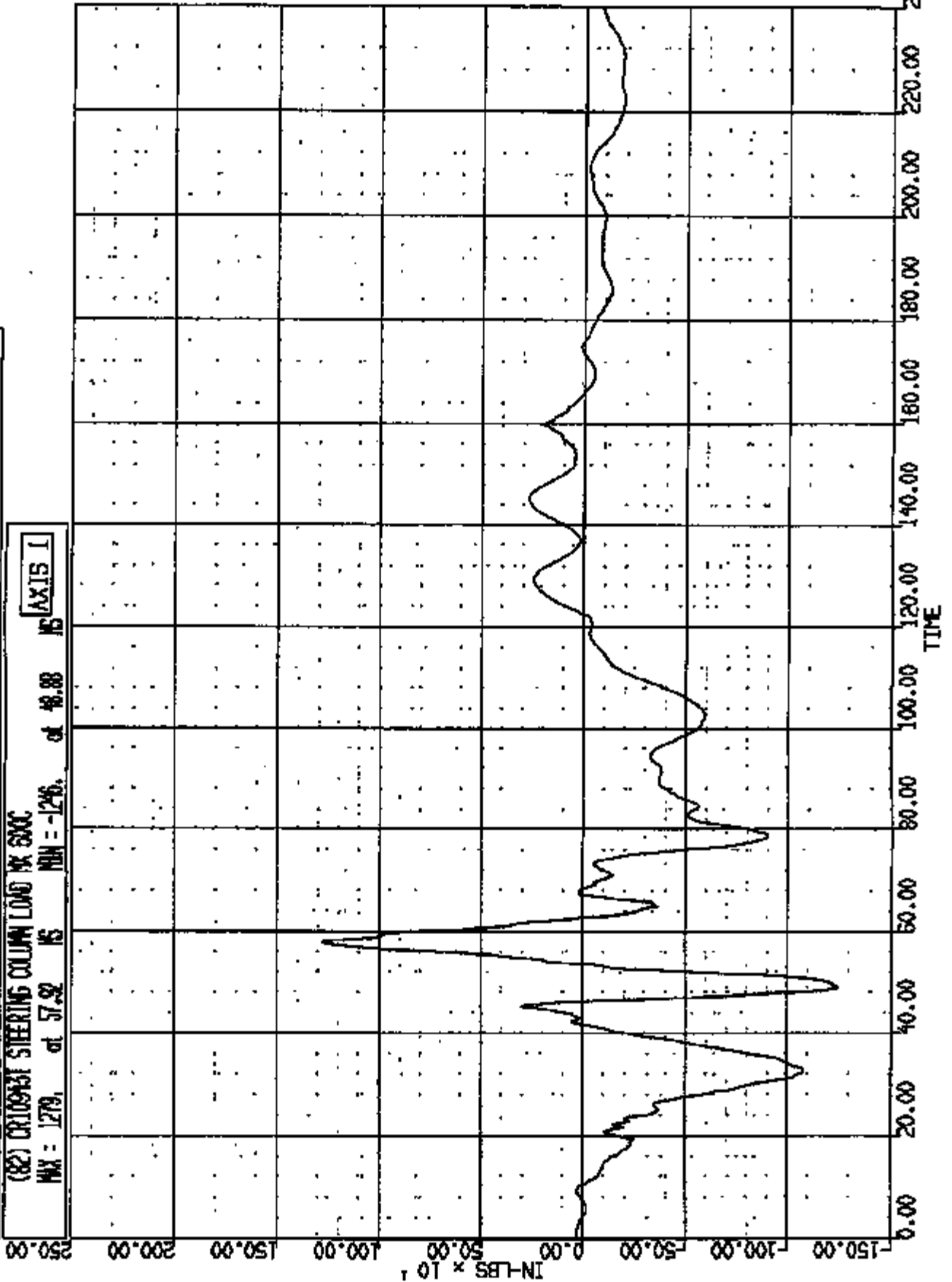
CR #: 10043 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(81) CRUISEST STEERING COLUMN LOAD FZ BNC
MAX = 120.9 at 100.6 MS MIN = -176.8 at 86.72 MS **AXIS 1**



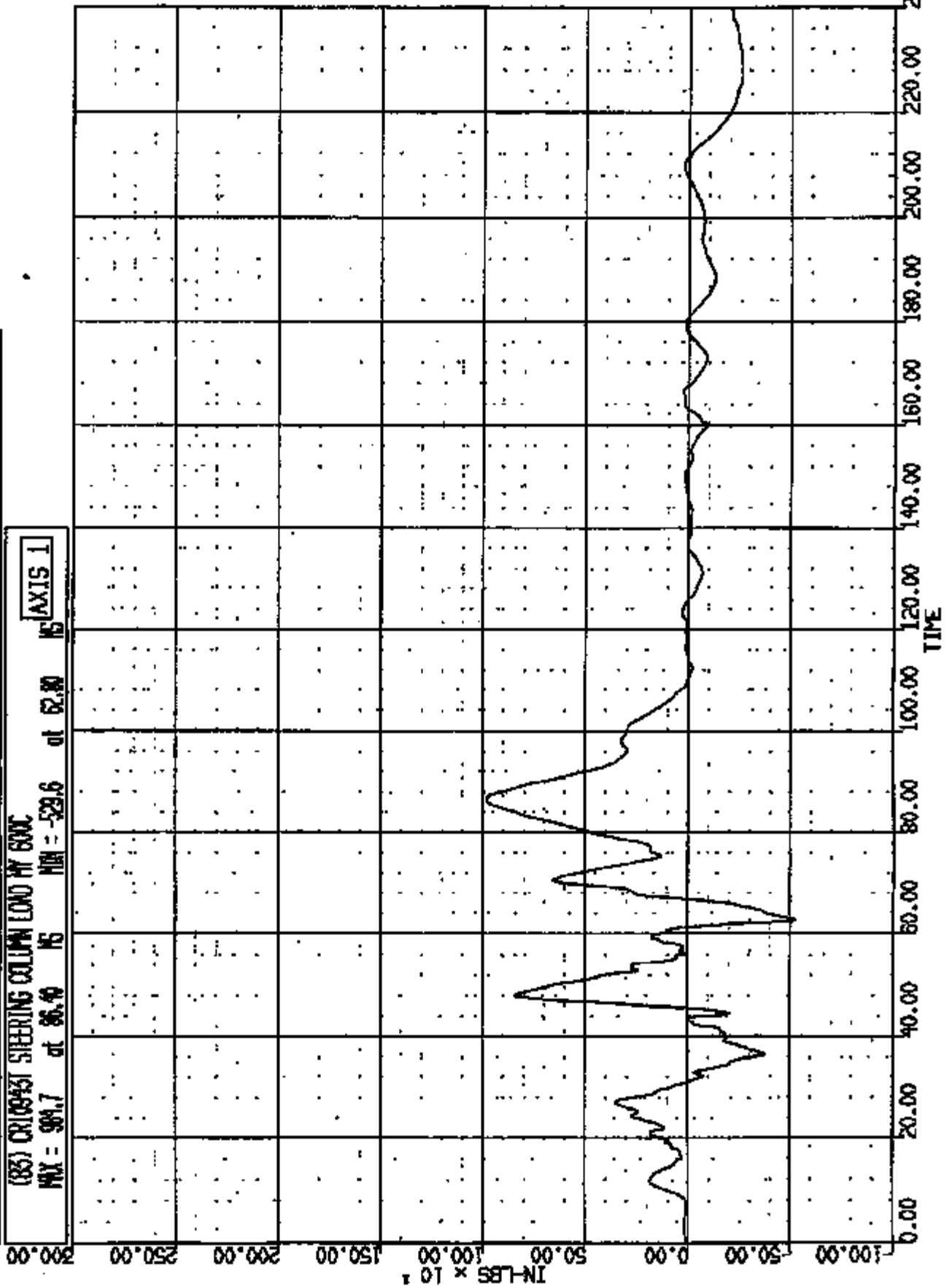
CIR R: 10943 TO: TA5072 DATE: 971202 11:00:58
UNKNOWN

(82) CRUISE STEERING COLUMN LOAD MK 800C
MAX = 1279, at 57.92 MS
MIN = -1246, at 48.88 MS
AXIS 1



CR R: 10848 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

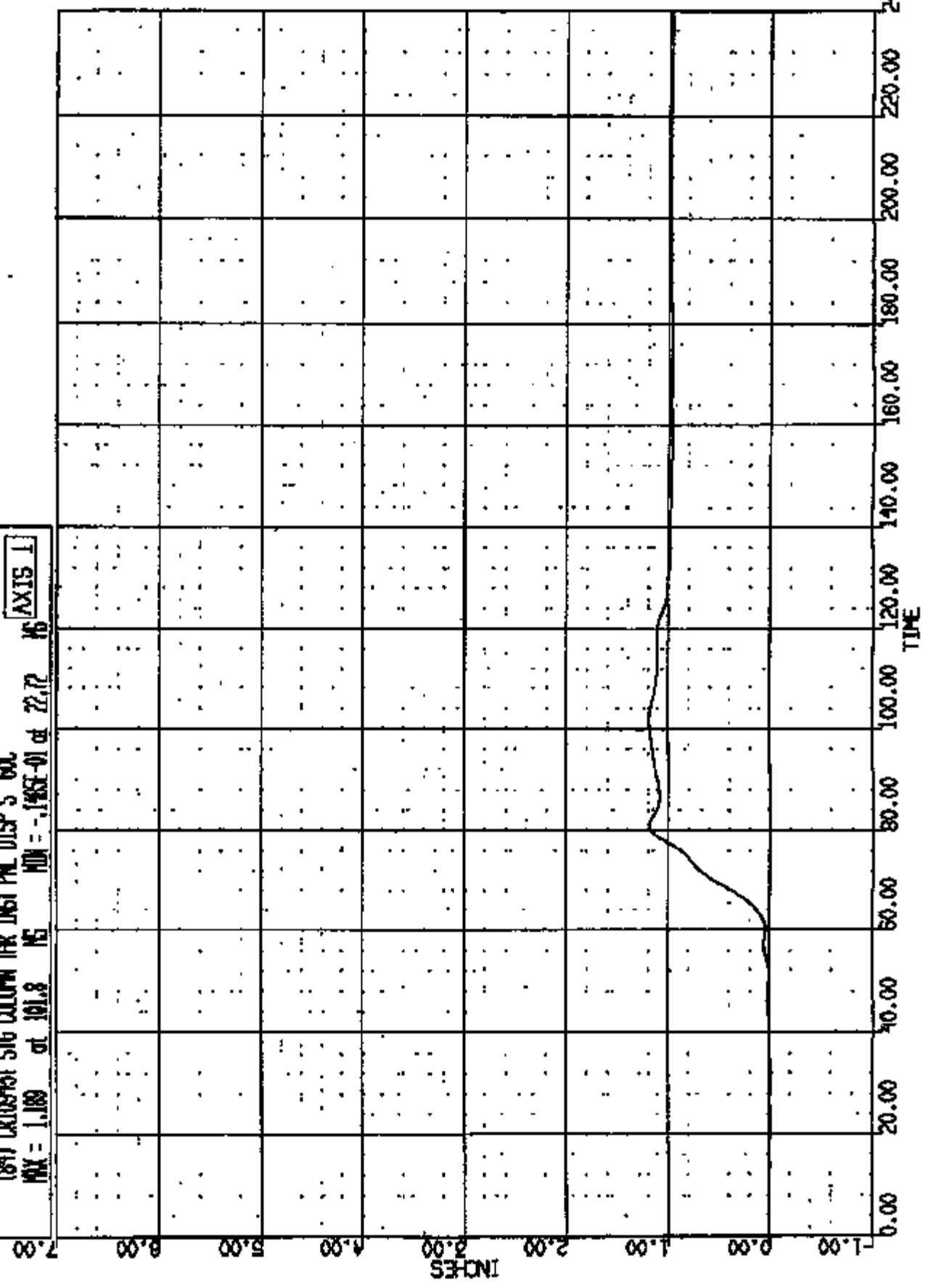
(83) CR10931 SHERING COLUMN LOAD HY 600C
MAX = 901.7 at 86.49 MS MIN = -529.6 at 62.80 MS [AXIS 1]



GR R: 10948 TO: TA5072 DATE: 871302 11:00:52
UNKNOWN

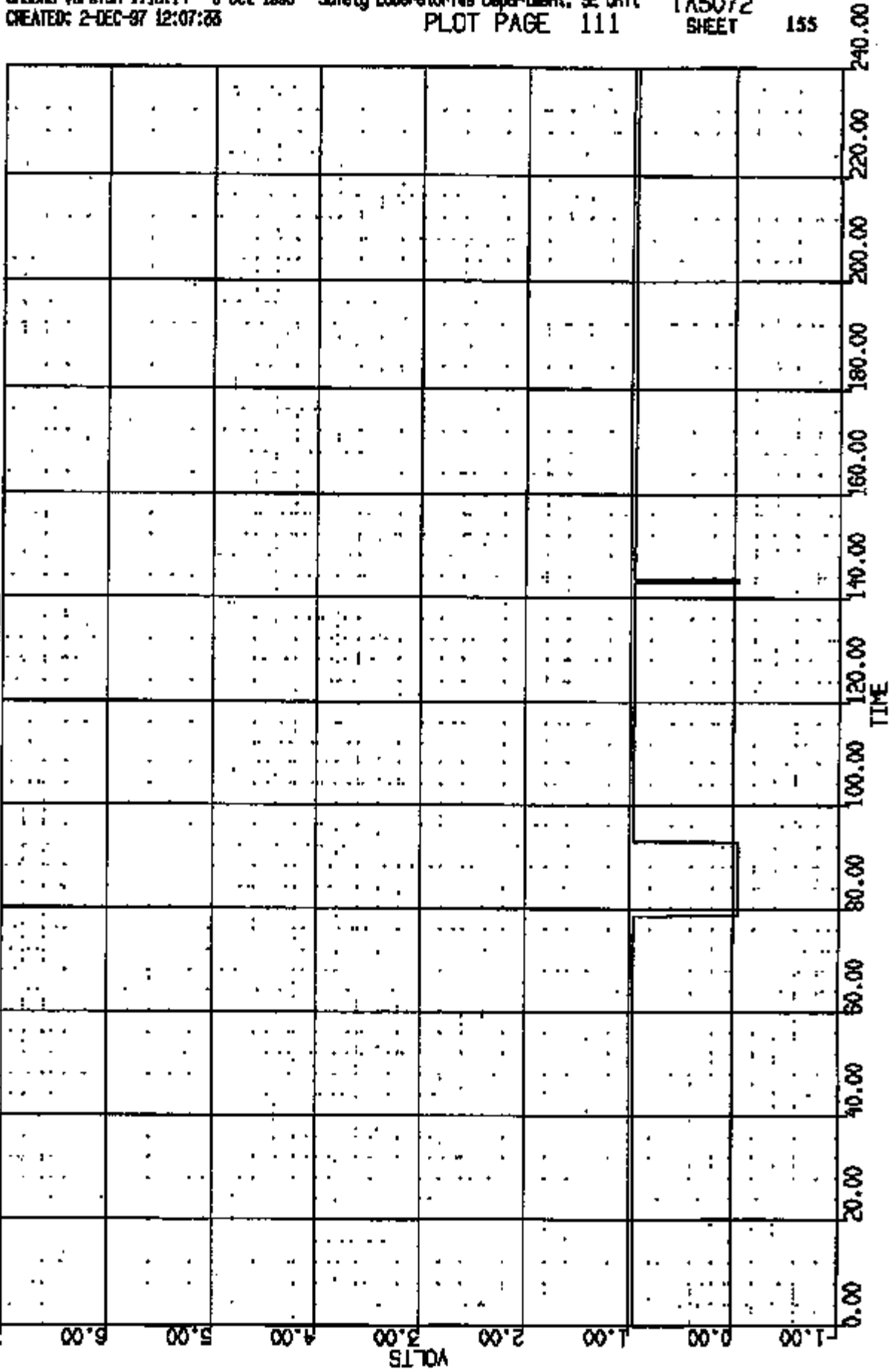
(84) EXPLOST SIG COLUMN THR INST PAL DISP S 60C
MAX = 1.189 at 101.8 MS MIN = -.1465E-01 at 22.72 MS

AXIS 1



CR R: 10843 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(66) CR109431 TILT MECH. BREWANNY SN 6000
MAX = 0.9570 at -.623E-05 MS MIN = -.635E-01 at 78.00 MS
AXIS 1



CR # 10845 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(67) CRUSH/STIR COIL INT BREAKAWAY LEFT SW 4000C

MAX = 0.9507 at -.7628E-05 MS

MIN = -.4985E-04 at 57.50 MS

AXIS 1

2.00

8.00

5.00

4.00

3.00

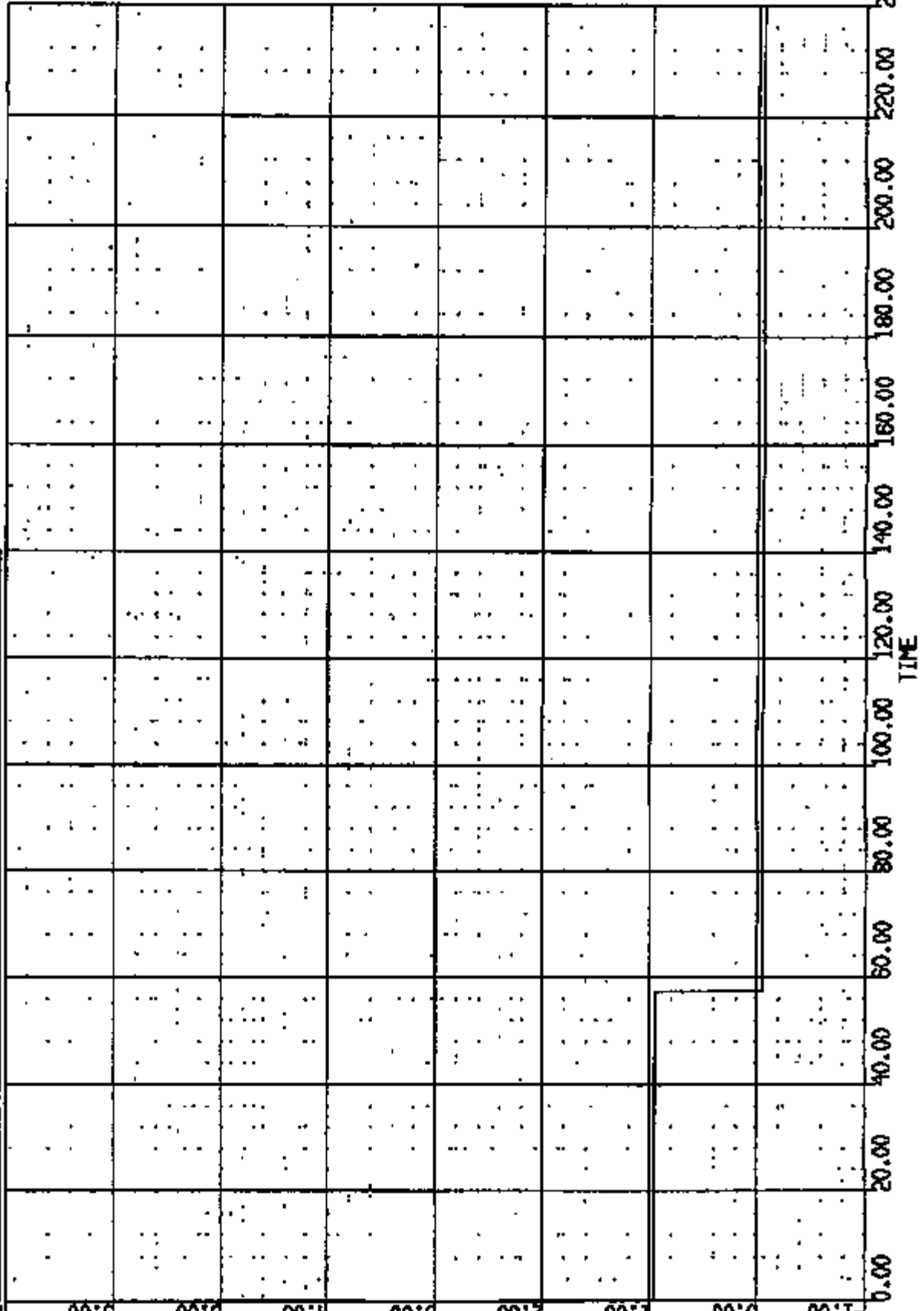
2.00

1.00

0.00

-1.00

VOLTS



CR# 10943 TO: TA5072 DATE: 071202 11:00:52
UNKNOWN

(88) CR10943T STR COL INT BREAKAWY RIGHT SR 400VC
MAX = 0.9570 at 7.62E-05 IG MIN = -.488E-01 at 54.00 IG

AXIS 1

7.50

6.00

5.00

4.00

3.00

2.00

1.00

0.00

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

VOLTS

CR R: 10845 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(69) ERIGEST DECOUPLER INTERMED SHFT #1 SW 400C

MAX = 0.9570 at -.7023E-05 Hz MIN = -.4895E-01 at 66.00 Hz

AXIS 1

2.00

8.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

VOLTS

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR R: 10843 TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(70) CRUSHNET DECOUPLER INTERMED SHFT #2 SN 4000C

MAX = 0.9570 at -763E-05 MS

MIN = -.435E-01 at 43.60 MS

AXIS J

MS

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

VOLTS

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR #1 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(71) CRUISE FUEL SHUT OFF (INERTIA) SN 400C
MAX = 0.950V at 7893-05 MS MIN = -0.953V at 26.10 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

VOLTS

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR RE 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

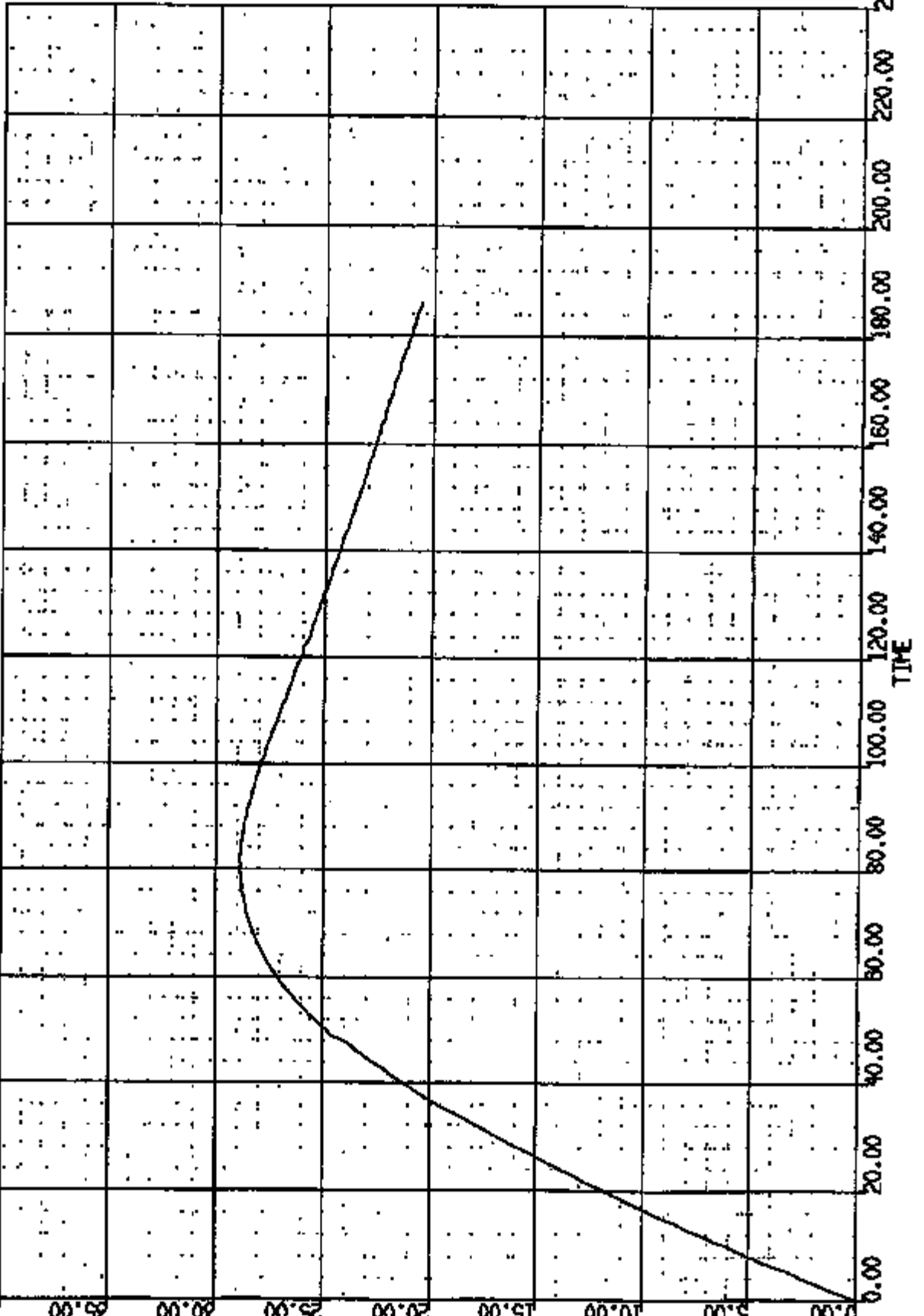
(0) CR10943 L RNR AT B PLR ART L GND REF LONG DISP

MAX = 28.90 at 82.00 IN MIN = 0.000E+00 at 0.000E+00 IN

AXIS 1

40.00
35.00
30.00
25.00
20.00
15.00
10.00
5.00
0.00

INCHES



CRTS 0010943

CR R: 10943 TO: TA5072 DATE: 971202 11:00:52
UNKNOWN

(0) CR10943 L RNR AT B PIR ART L GRND REF NEXT DISP

MAX = 0.9852-01 at 39.00 MS MIN = -1.053 at 186.0

AXIS 1

2.00

2.00

1.00

0.00

1.00

2.00

3.00

4.00

5.00

INCHES

0.00

20.00

40.00

60.00

80.00

100.00

120.00

140.00

160.00

180.00

200.00

220.00

240.00

TIME

CR R2 10848 TO: TA5072 DATE: 8Y1202 11:00:52
UNKNOWN

(1) DUCTORS R RRR AT B PLR ART R GRND REF LONG DISP

MAX = 29.74 at 82.00 MS

MIN = 0.000E+00 at 0.000E+00 MS

AXIS 1

40.00

35.00

30.00

25.00

20.00

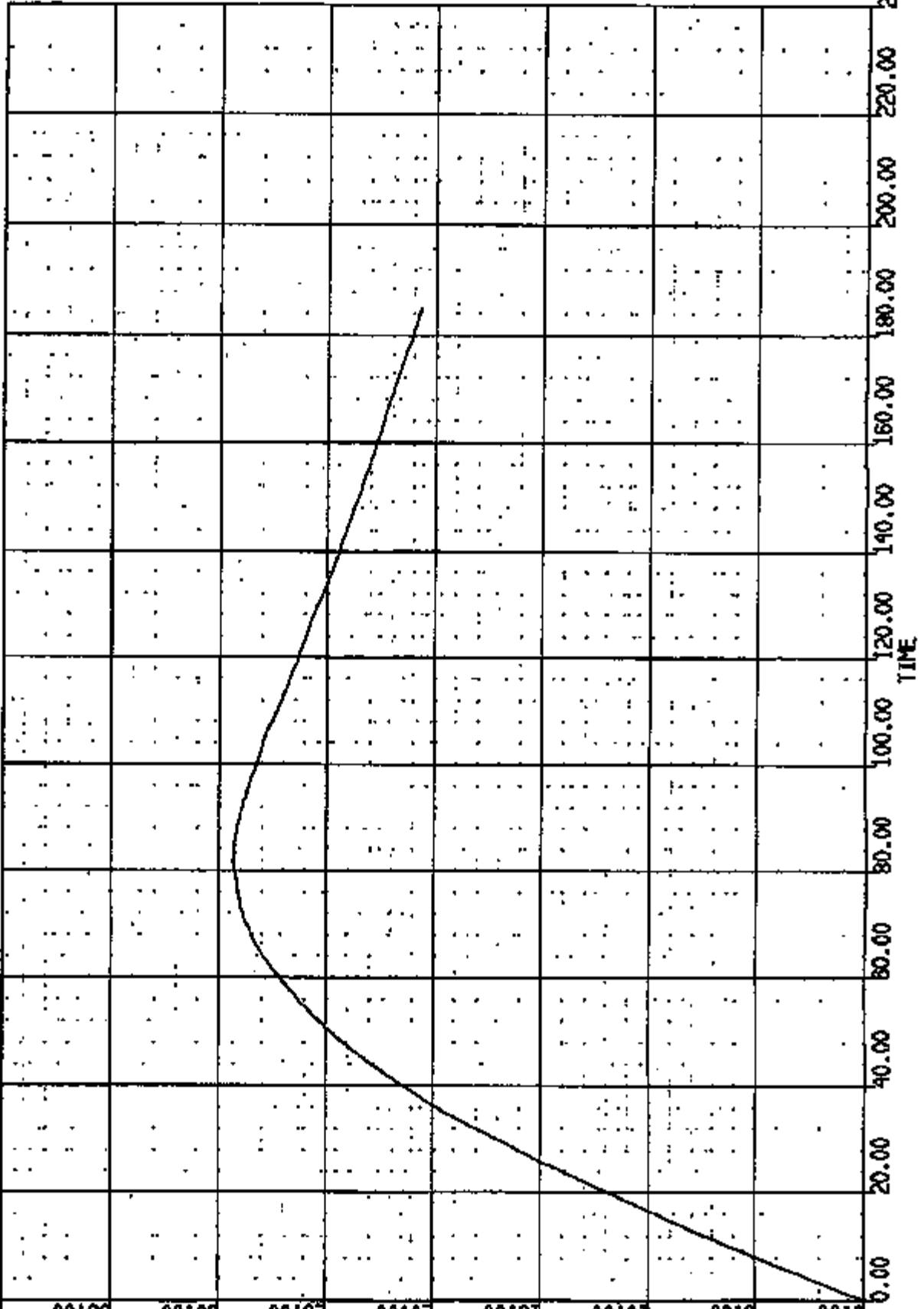
15.00

10.00

5.00

0.00

INCHES



CR RZ LOGS TO: TA5072 DATE: 871202 11:00:52
UNKNOWN

(0) 00010943 R RNR AT B PER ART R BRND REF NEXT DISP

MAX = 1.064 at 77.00 MS MIN = -3.373 at 185.0 MS

AXIS 1

4.00

3.00

2.00

1.00

0.00

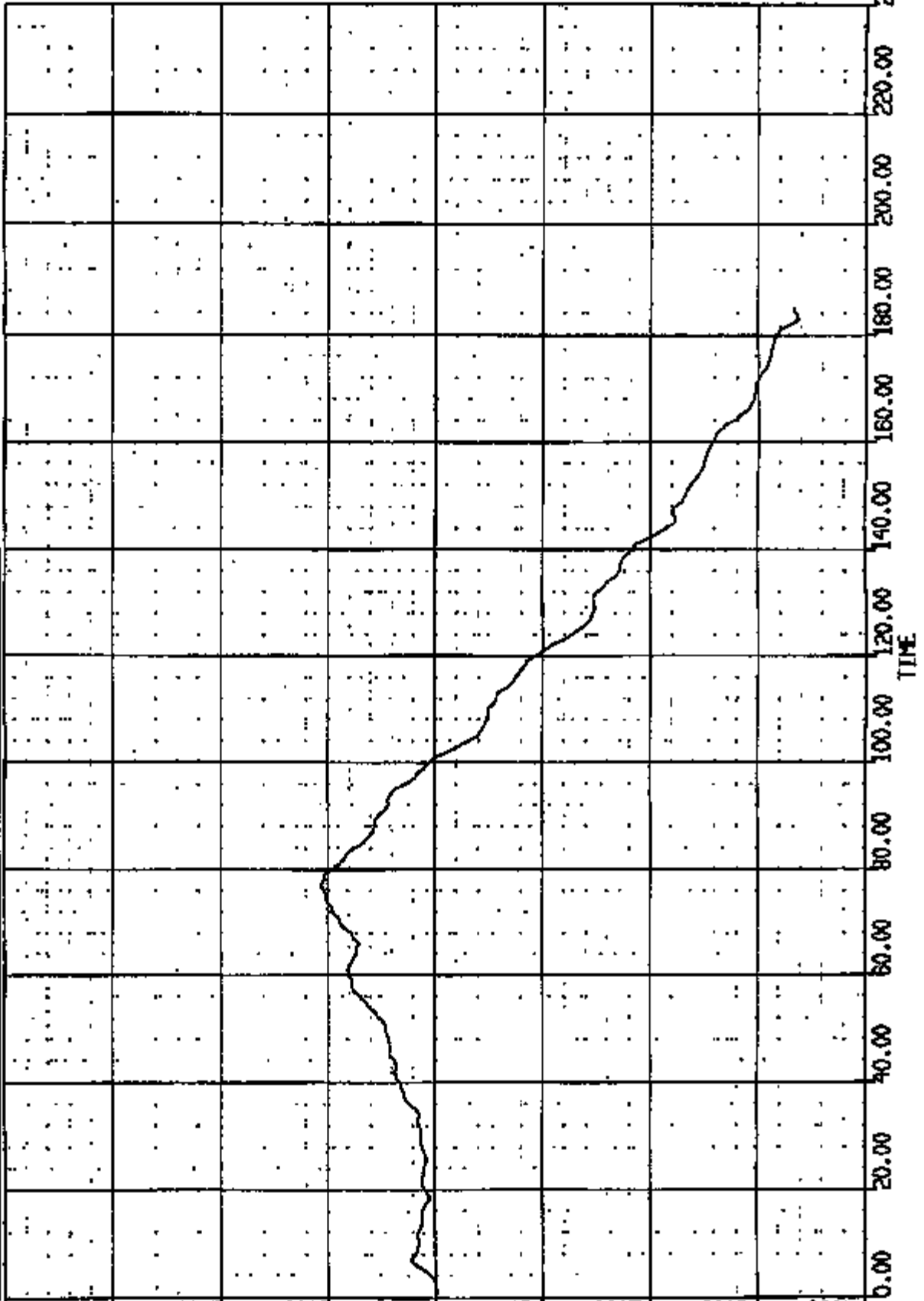
-1.00

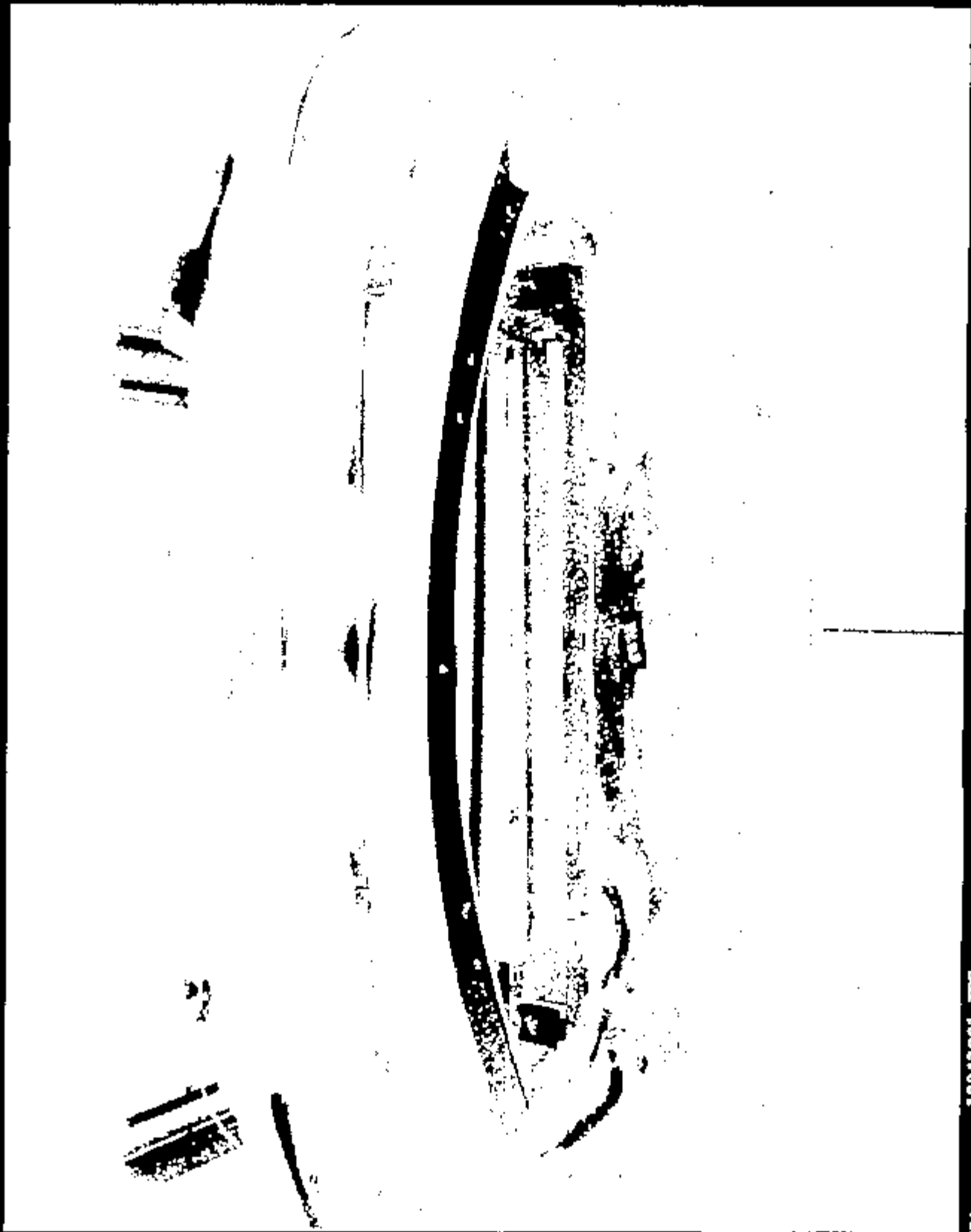
-2.00

-3.00

-4.00

INCHES

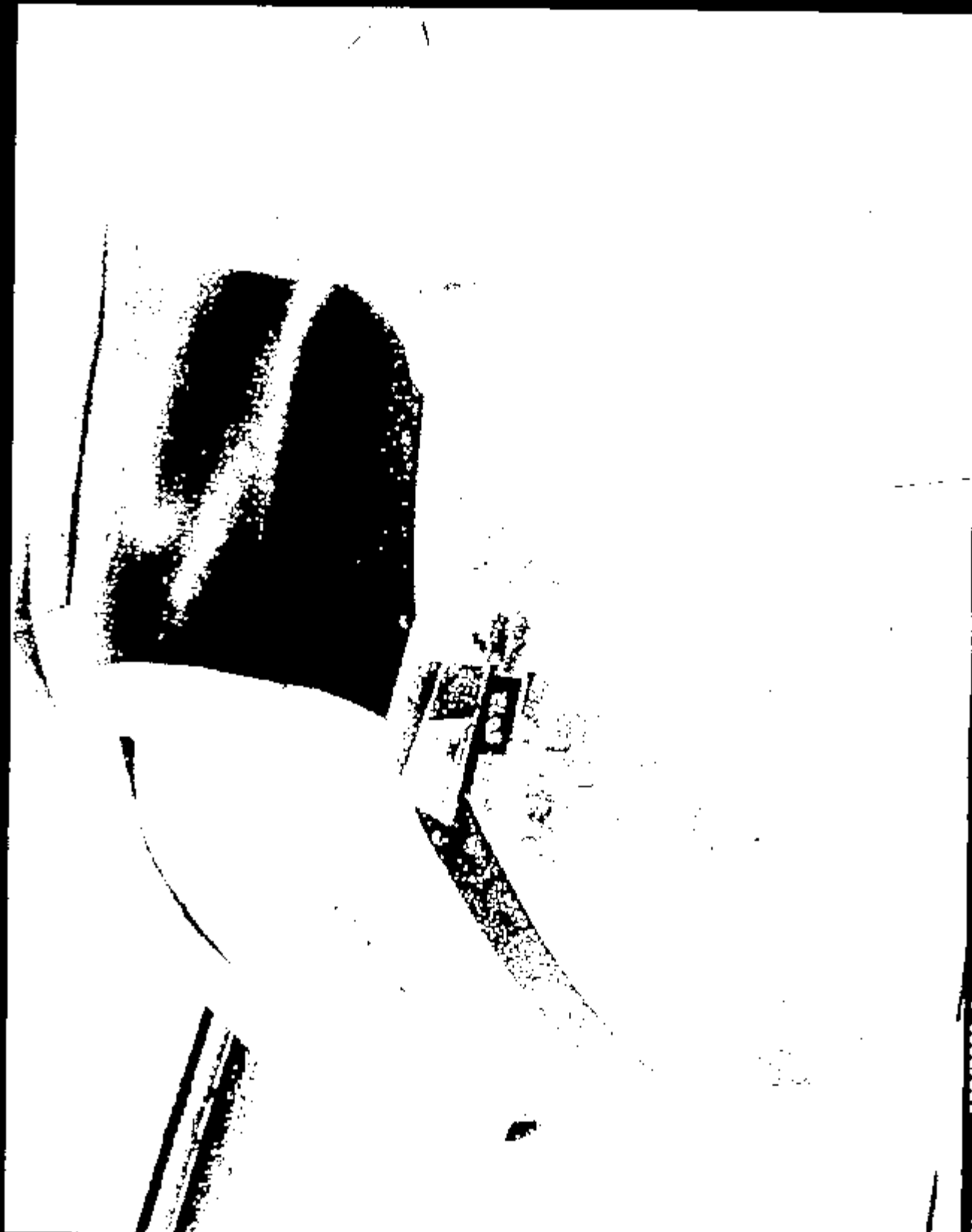




10943001.JPG

Name:

CRTS 0010943



Name: 10943002.JPG

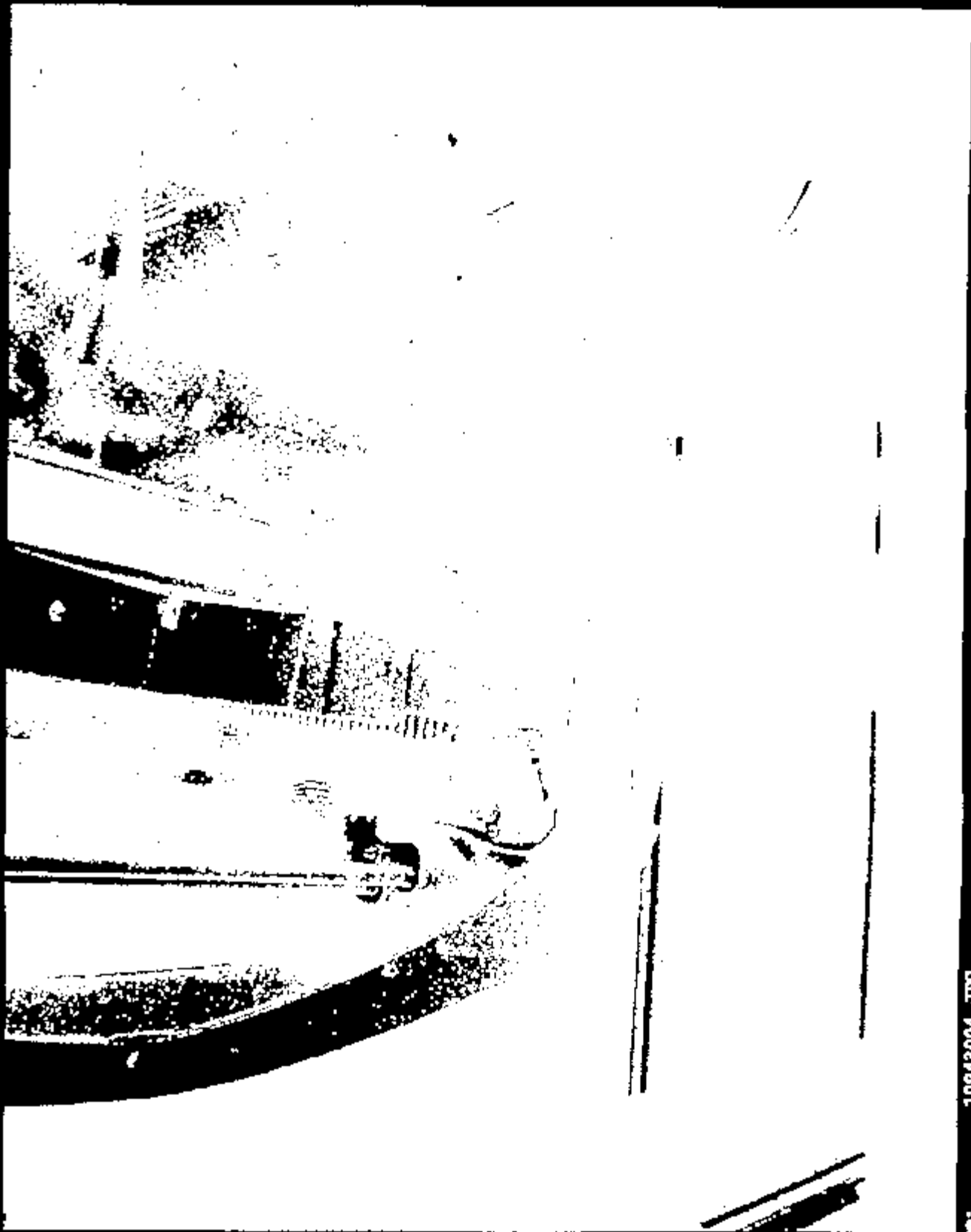
CRTS 0010943



10943003.JPG

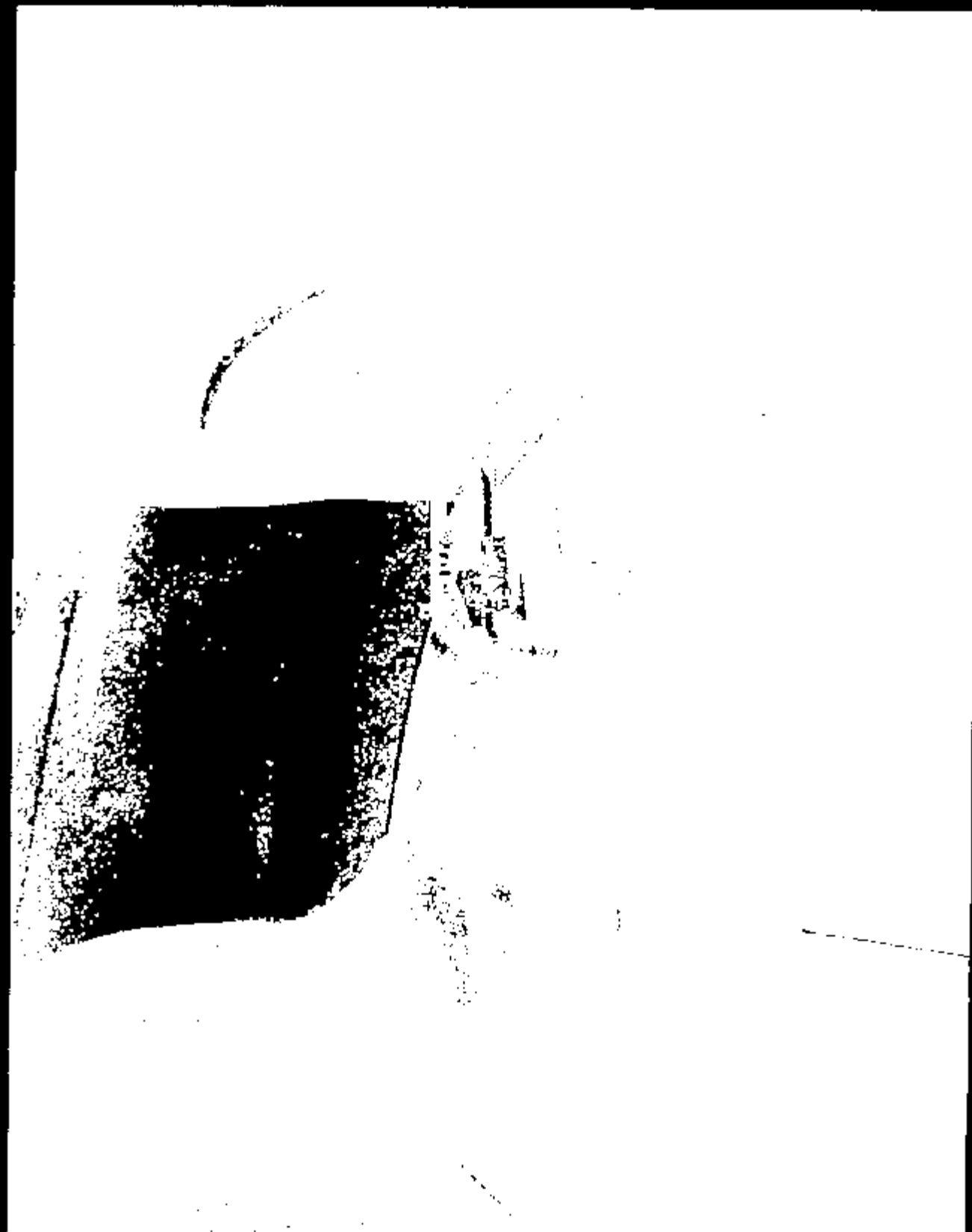
Frame :

CRTS 0010943



10943004.JPG

Name:



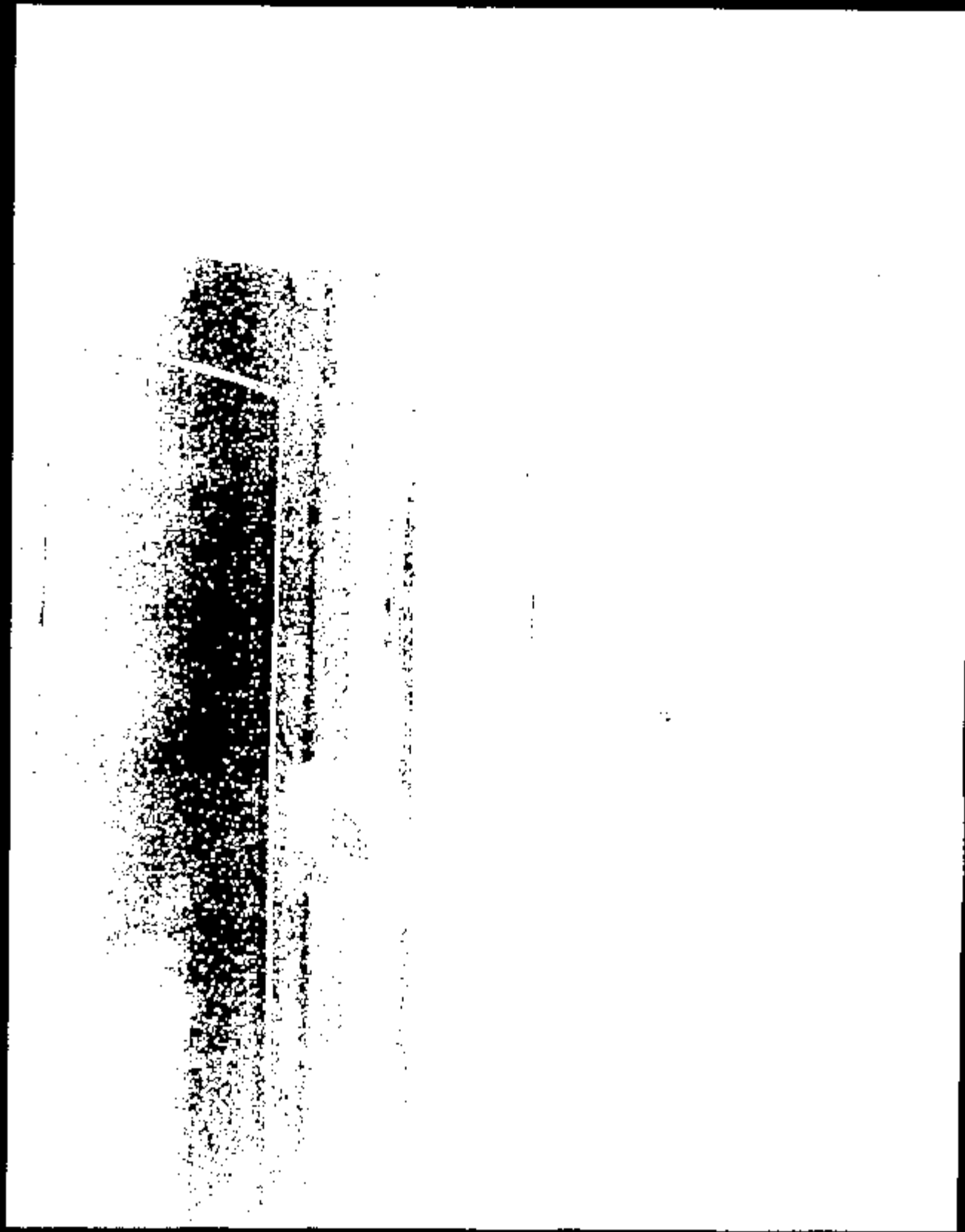
10943005.JPG

Name:

Name: 10943005.JPG

Name:

CRTS 0010943



Name: 10943007.JPG

Name:

10943008.JPG

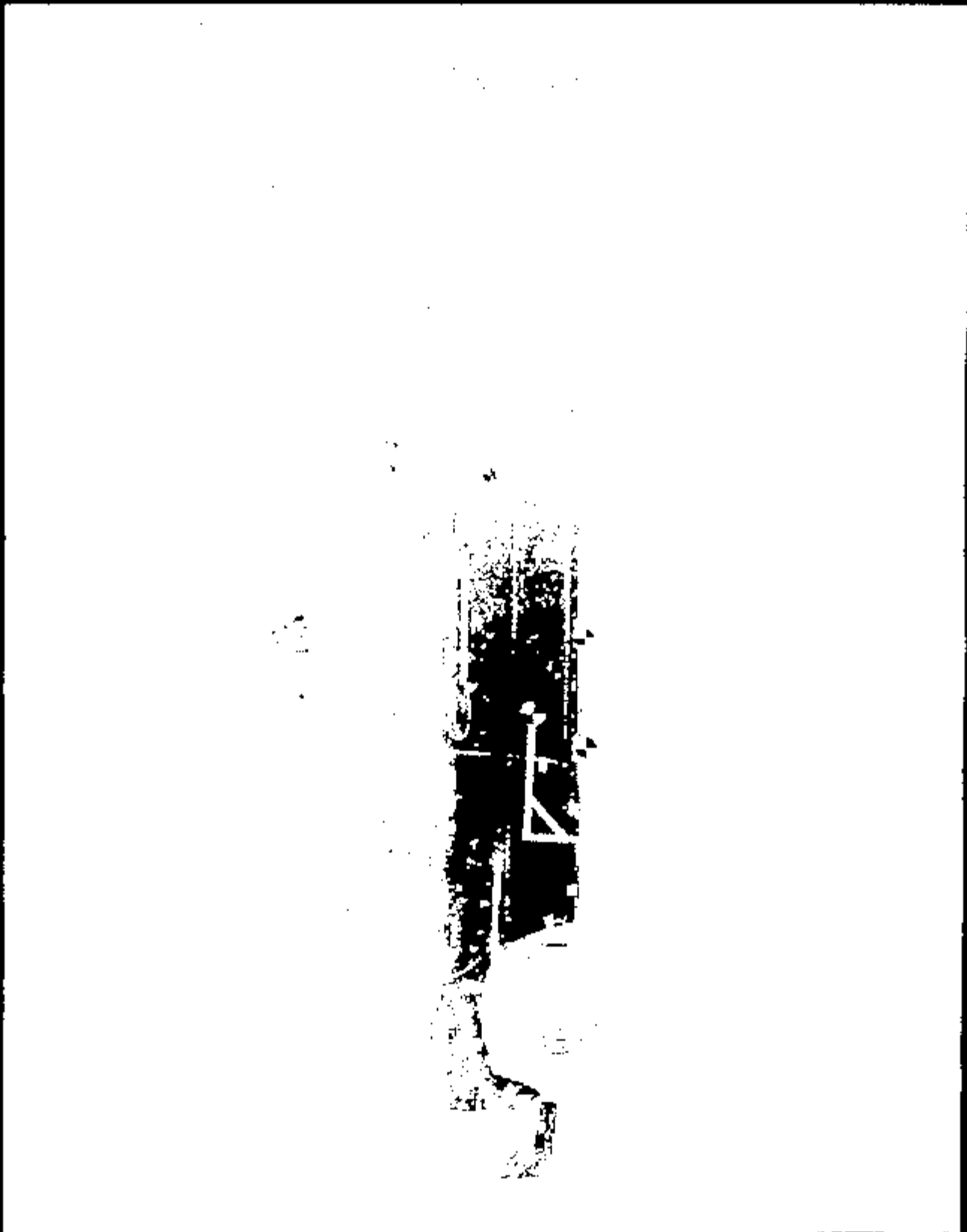
Image 1

CRTS 0010943

10943009.JPG

Name:

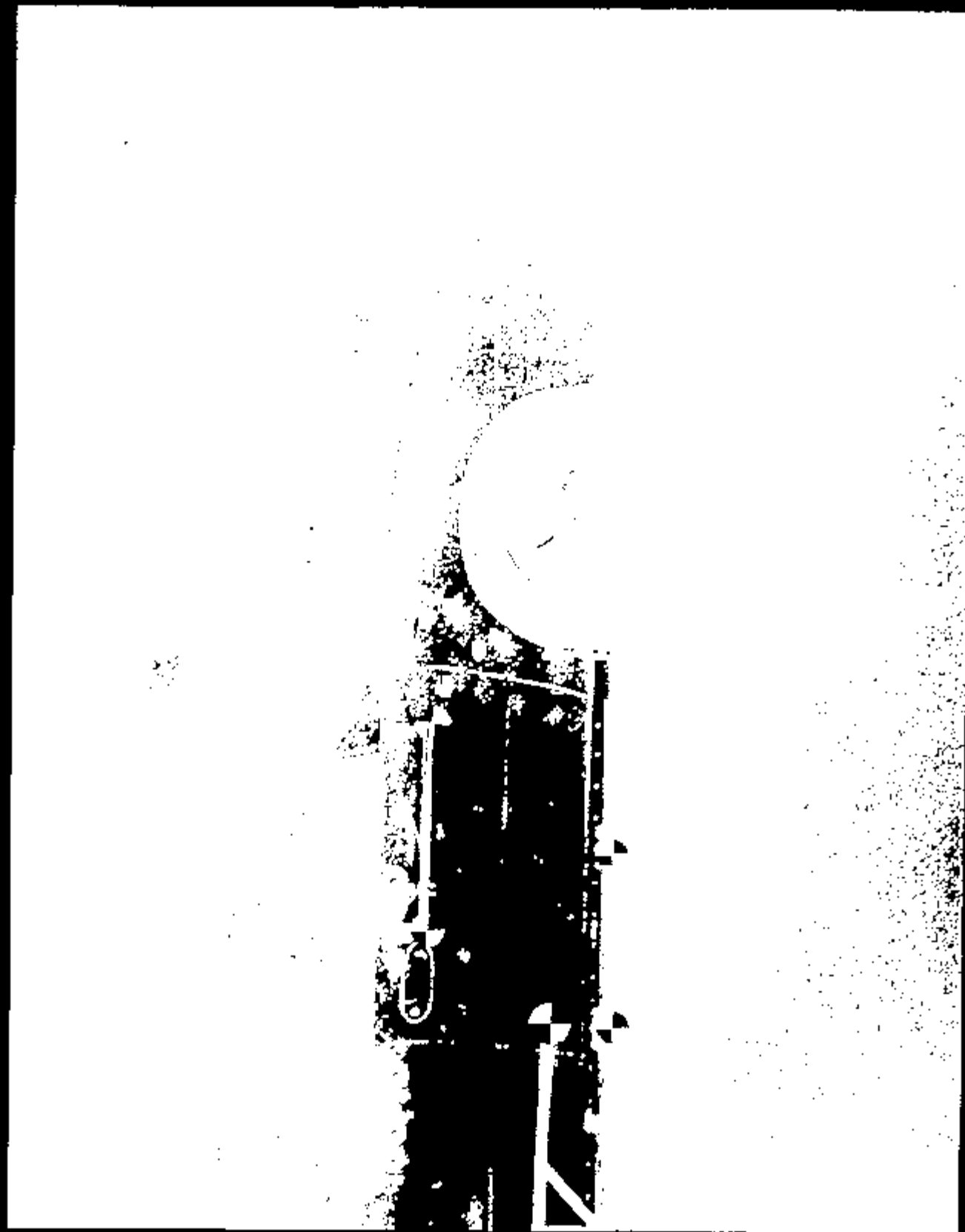
CRTS 0010943



10943010.JPG

Name:

CRTS 0010943



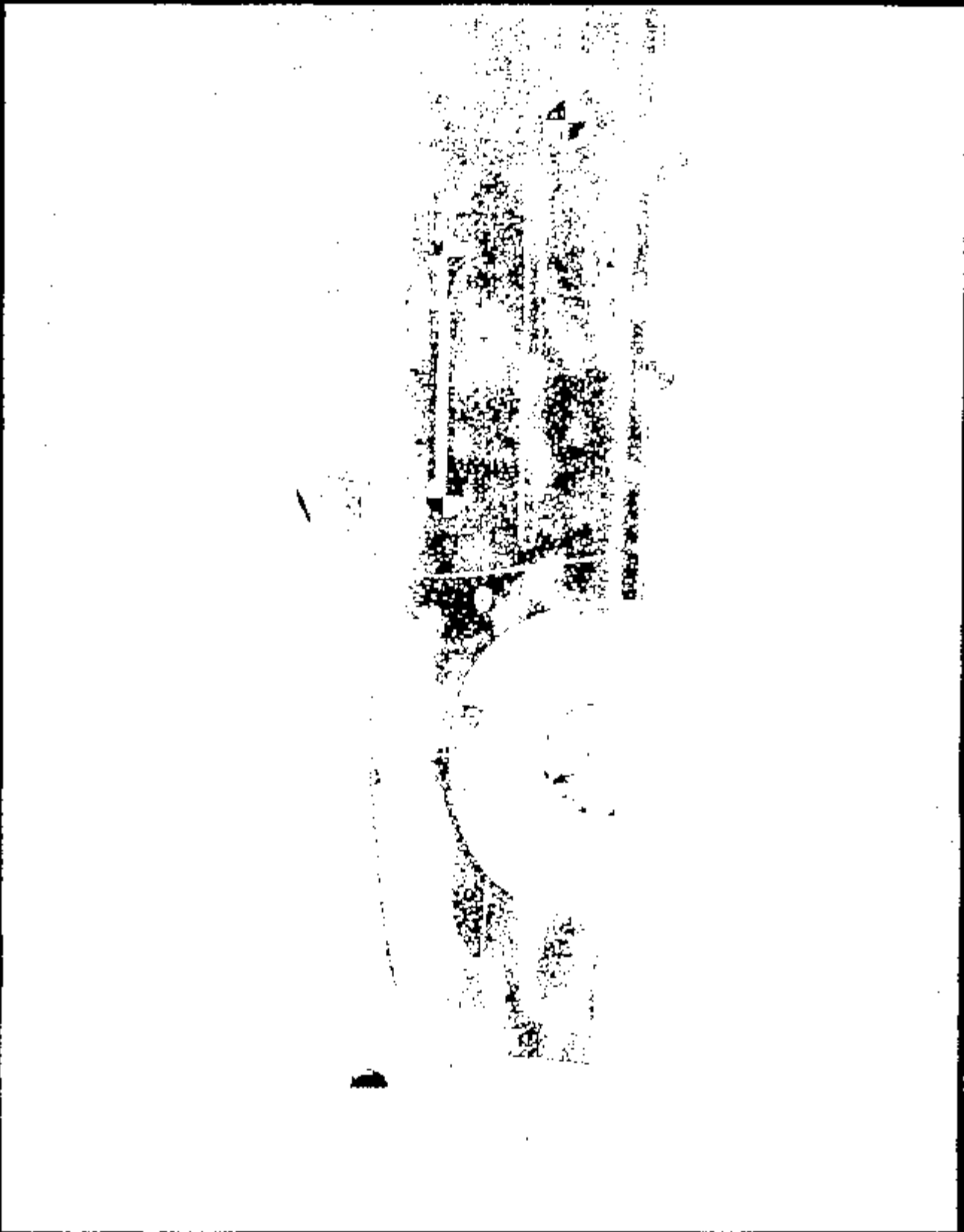
10943011.JPG

Name:

10943012.JPG

Name:

CRTS 0010943



10943013 .jpf

Name:



Name: 10945014.JPG



Name: 10943015.JPG

CRTS 0010943



10943016.JPG

Image 3



Name: 10943017.JPG

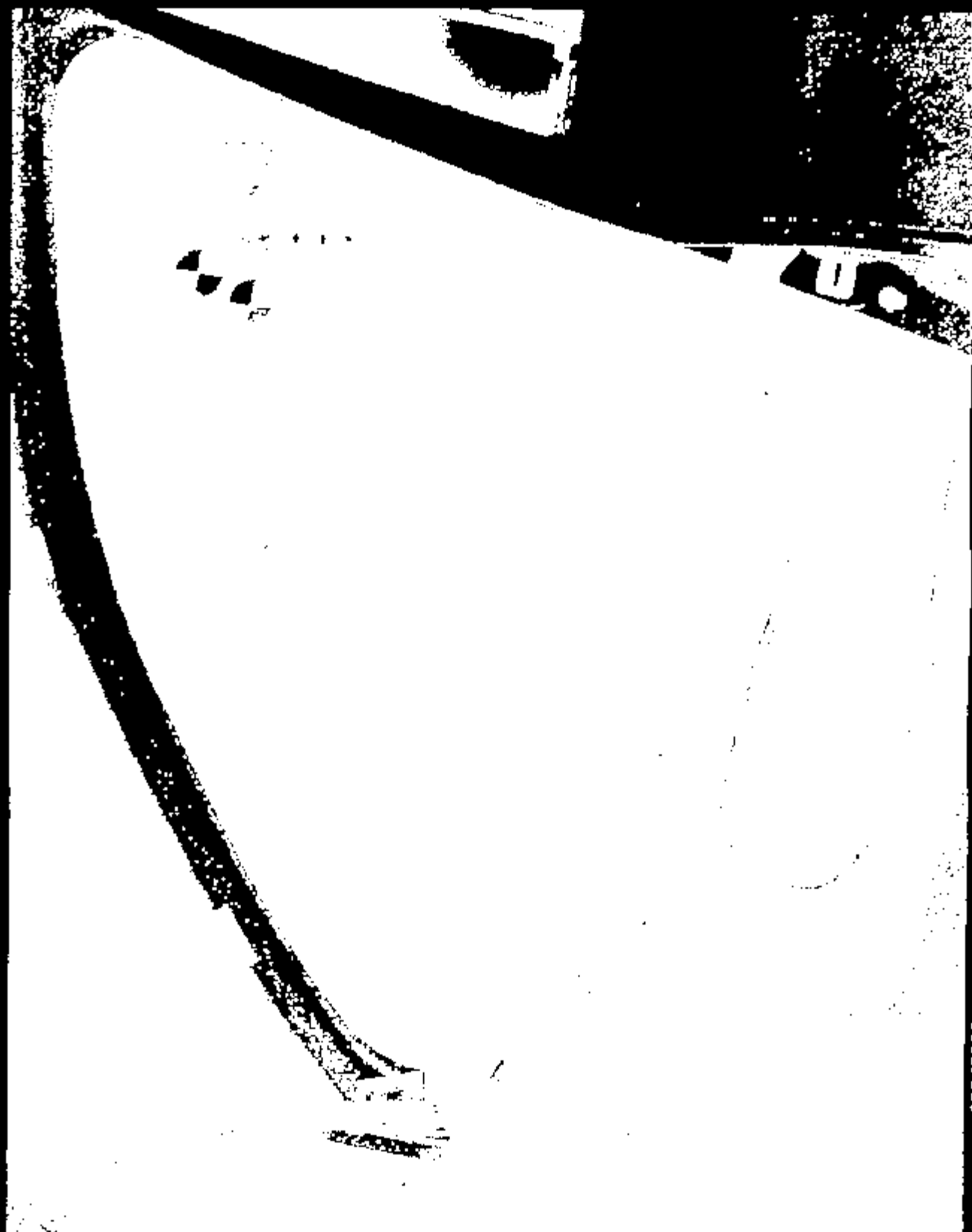


Name: 10943018.JPG

CRTS 0010943

Frame: 10943019.JPG

CRTS 0010943

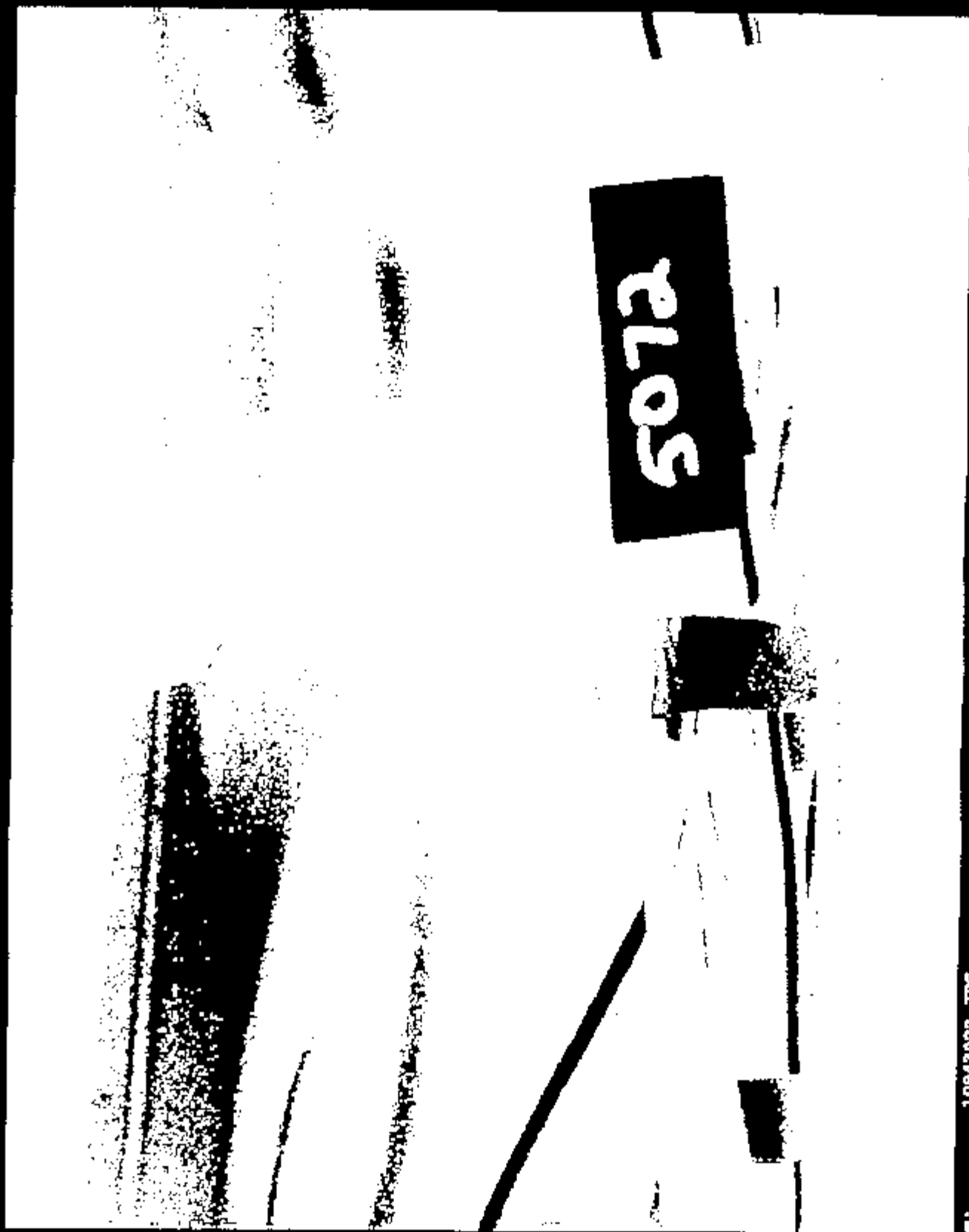


Name: 10943020.JPG

CRTS 0010943



Name: 10963071.JPG



10943022.JPG

Page 1

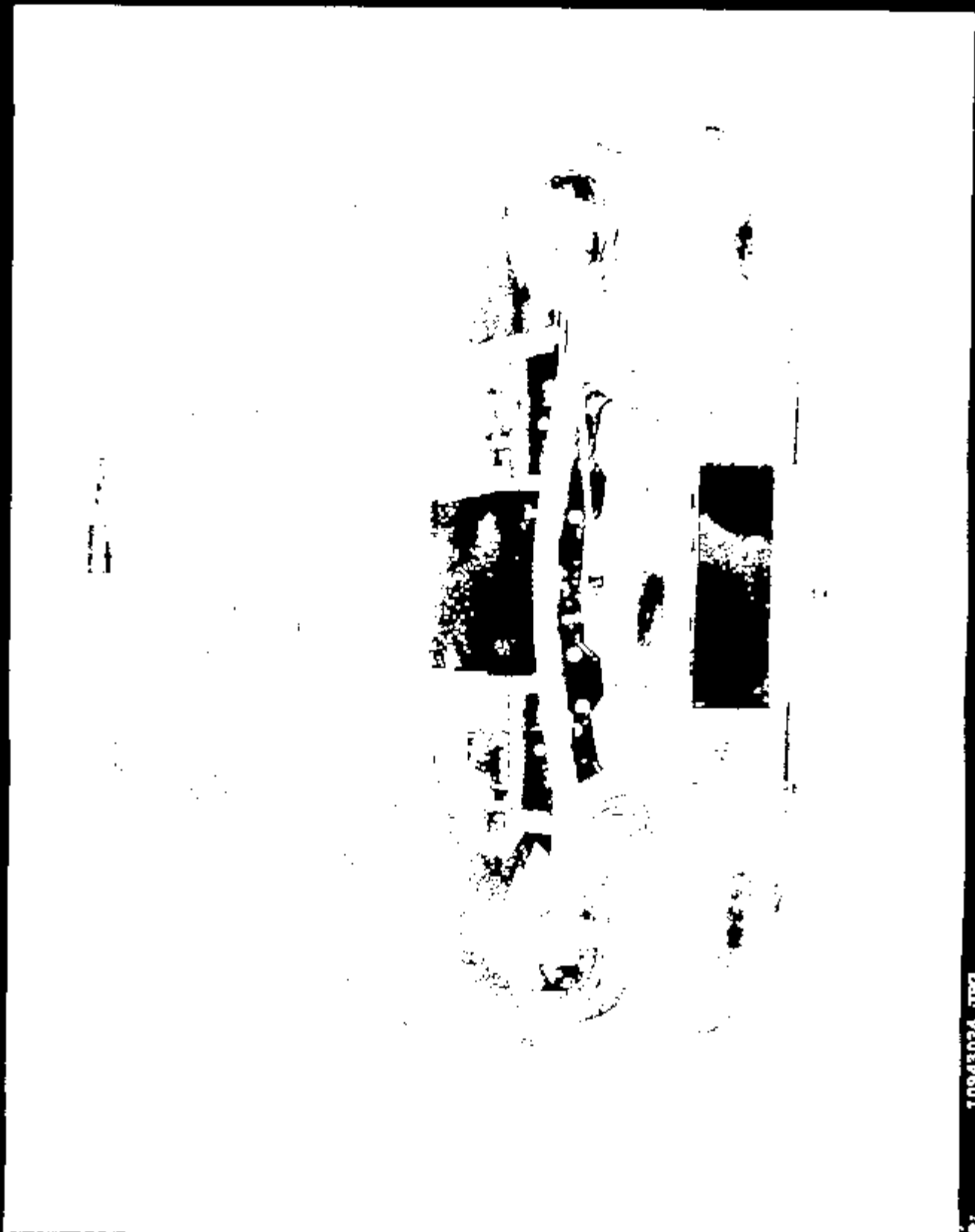
CRTS 0010943



10943023 .JPG

Name :

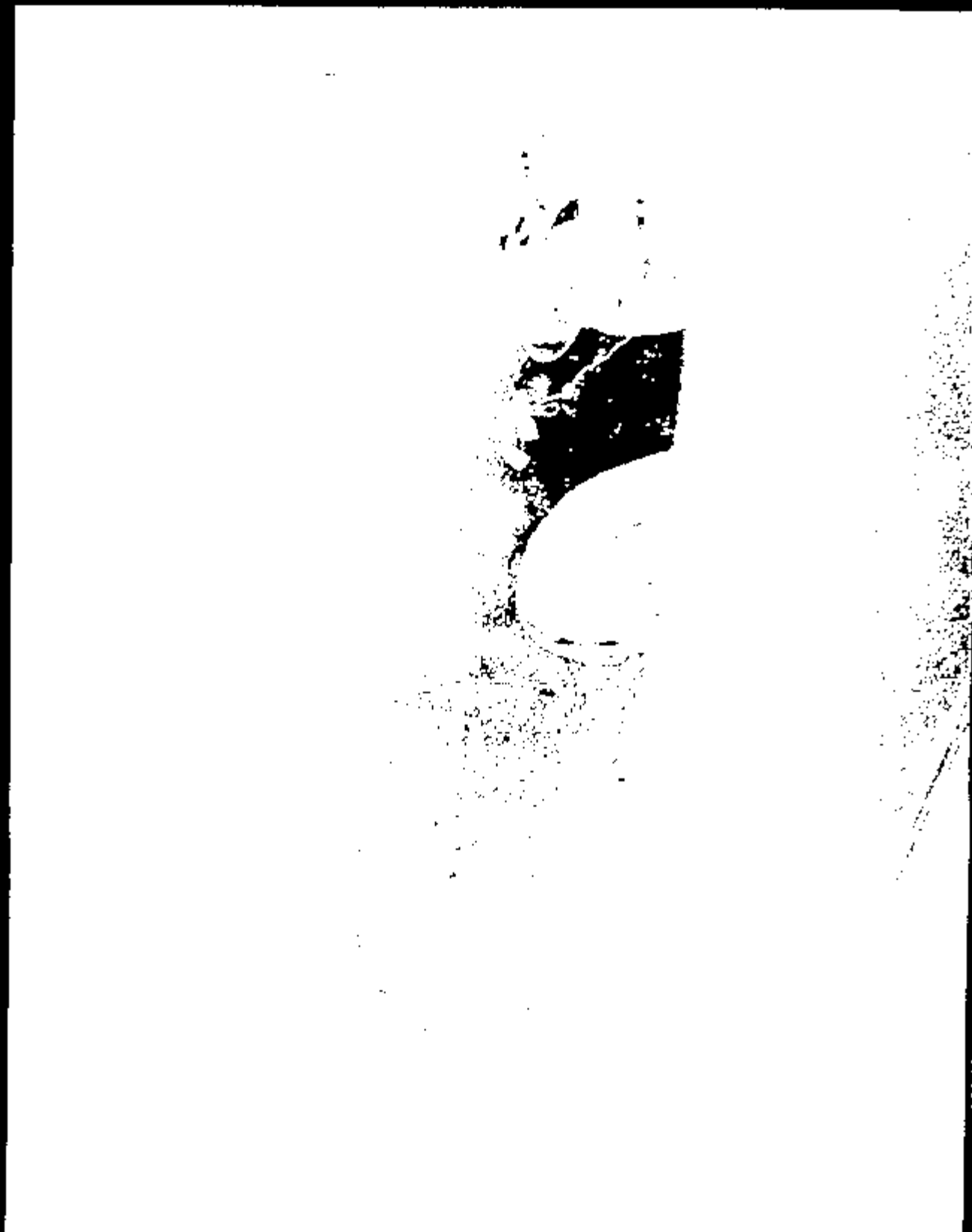
CRTS 0010943



10943024.JPG

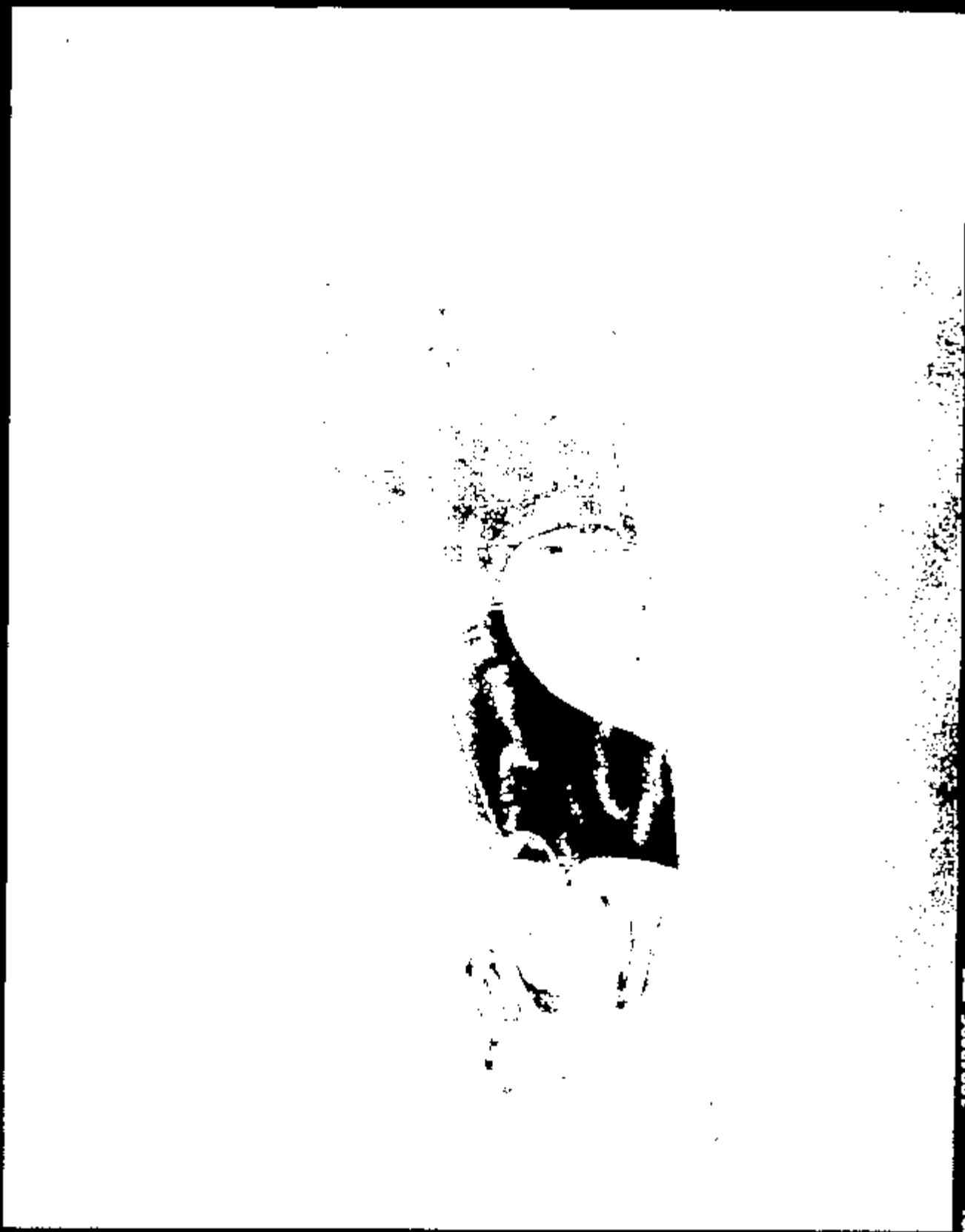
Name:

CRTS 0010943



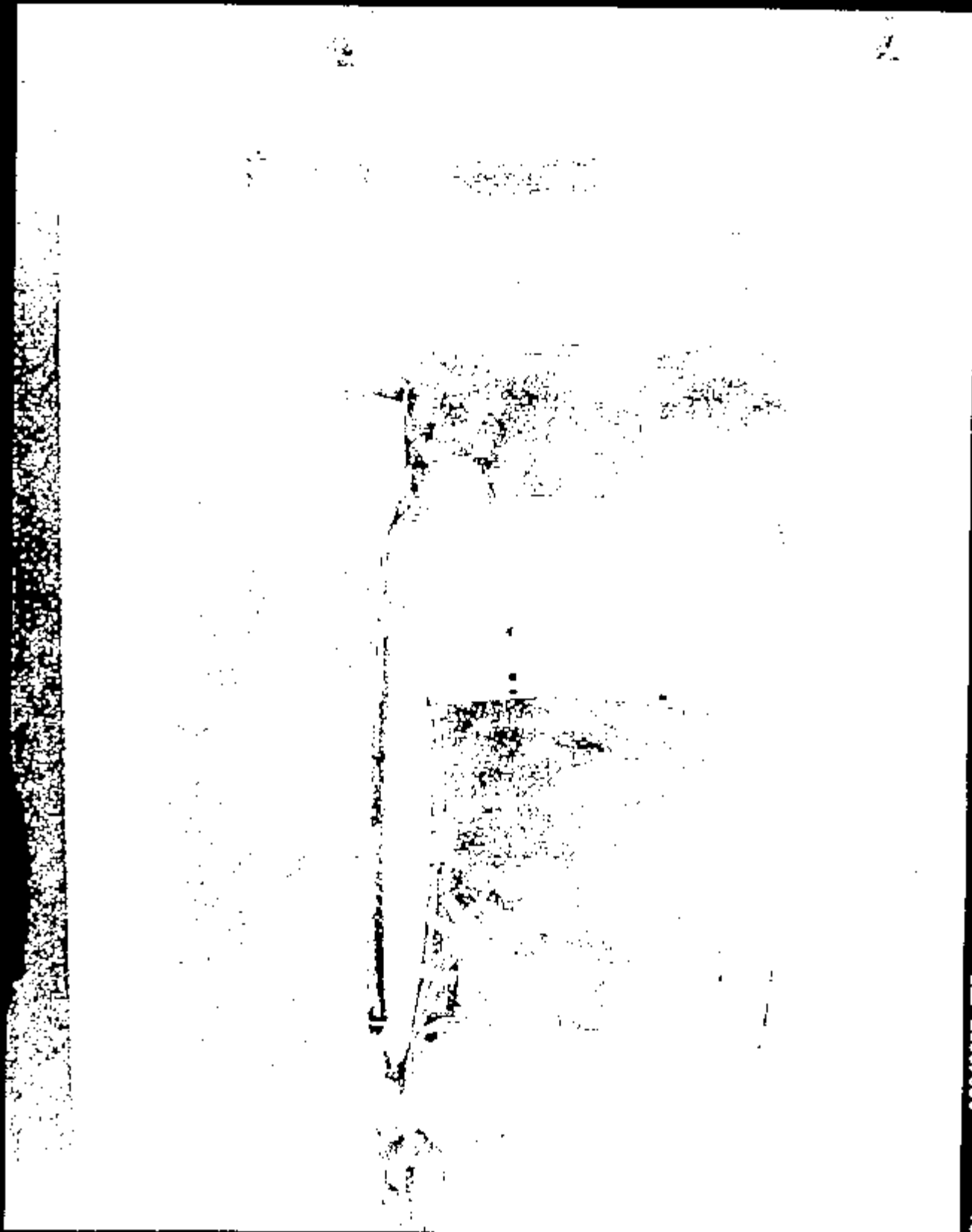
10943025.JF9

Name:



10943026.JPG

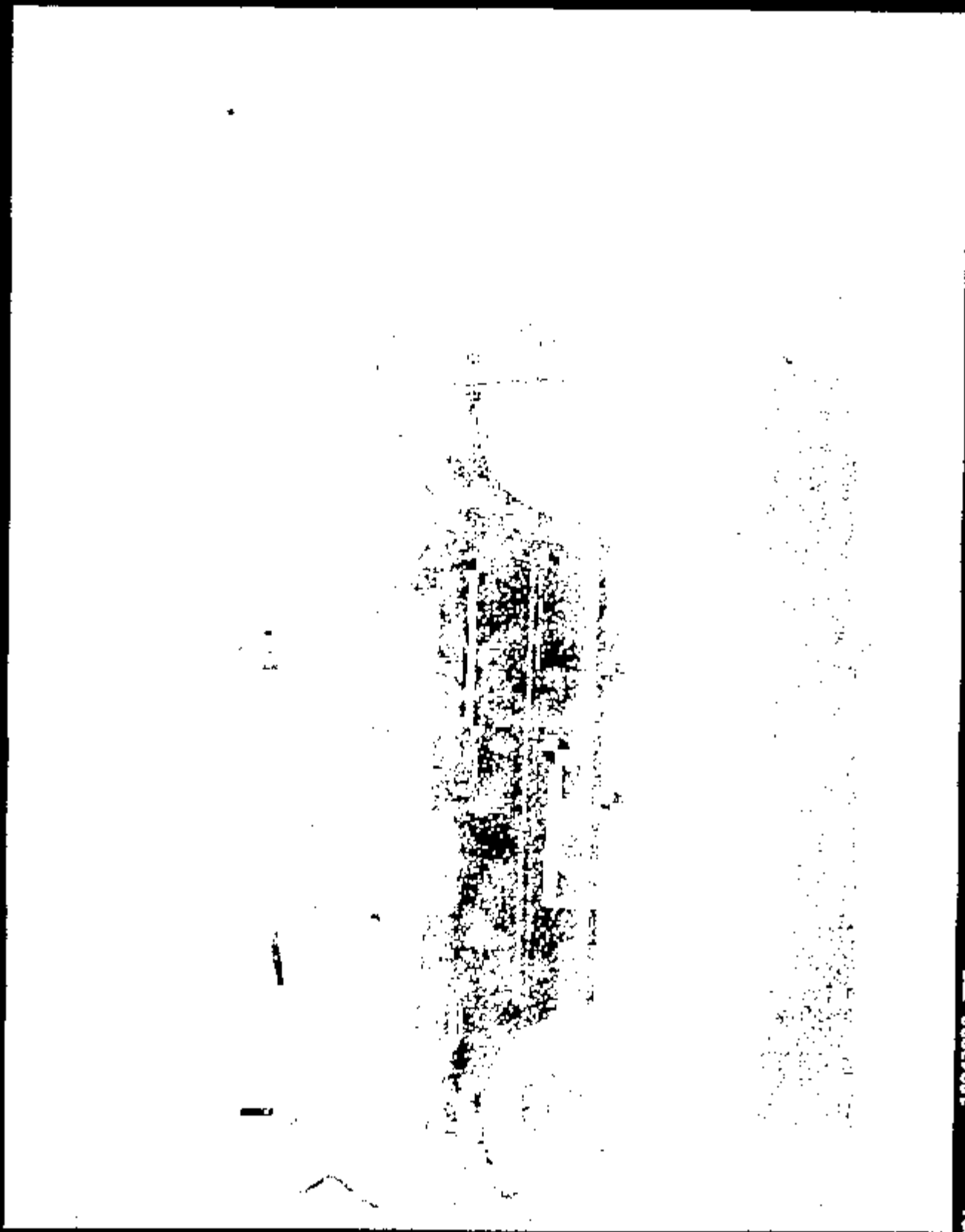
Name:



10943027.JPG

Image 1

CRTS 0010943



10943028.JPG

Name:



Name: 10943029.JPG

1094E030.JPG

Name:

CRTS 0010943



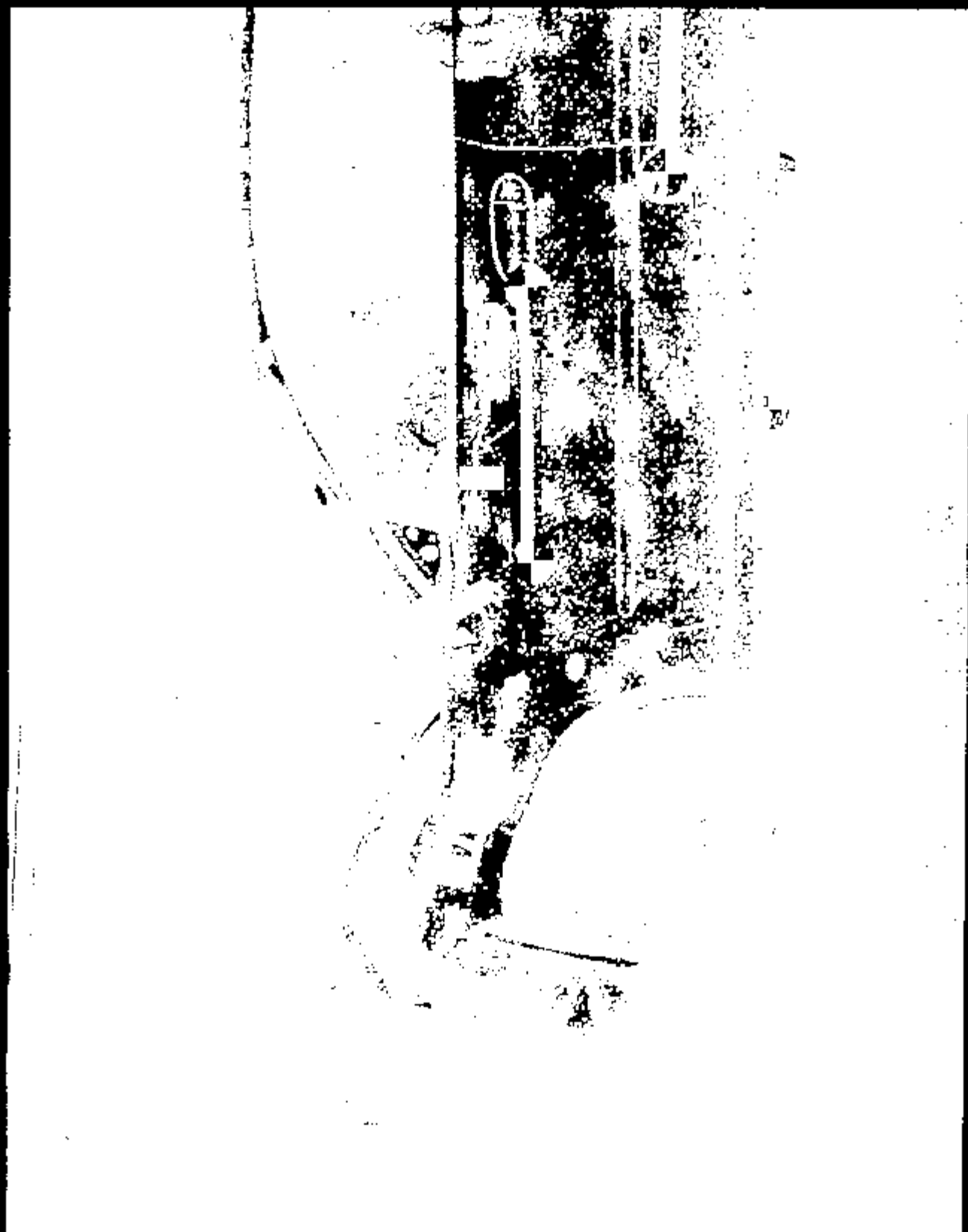
Name: 10943031.JPG

CRTS 0010943



Name: 10943032.JPG

CRTS 0010943



Name: 10943033.JPG

CRTS 0010943

10943034.JPG

Name:

CRTS 0010943



Image: 10943035.JPG

CRTS 0010943



10943036.JPG

Name:



10943037.JPG

Name:

CRTS 0010943



10943036-JPG

Name:

CRTS 0010943



10943039.JPG

Frame 1



10943040.JPG

Image 1



Nome: 10943061.JPG



Name: 10943042.JPG

CRTS 0010943



Name: 10943043.JPG

CRTS 0010943



10943044.JPG

Name:



10943045.JPG

Name:

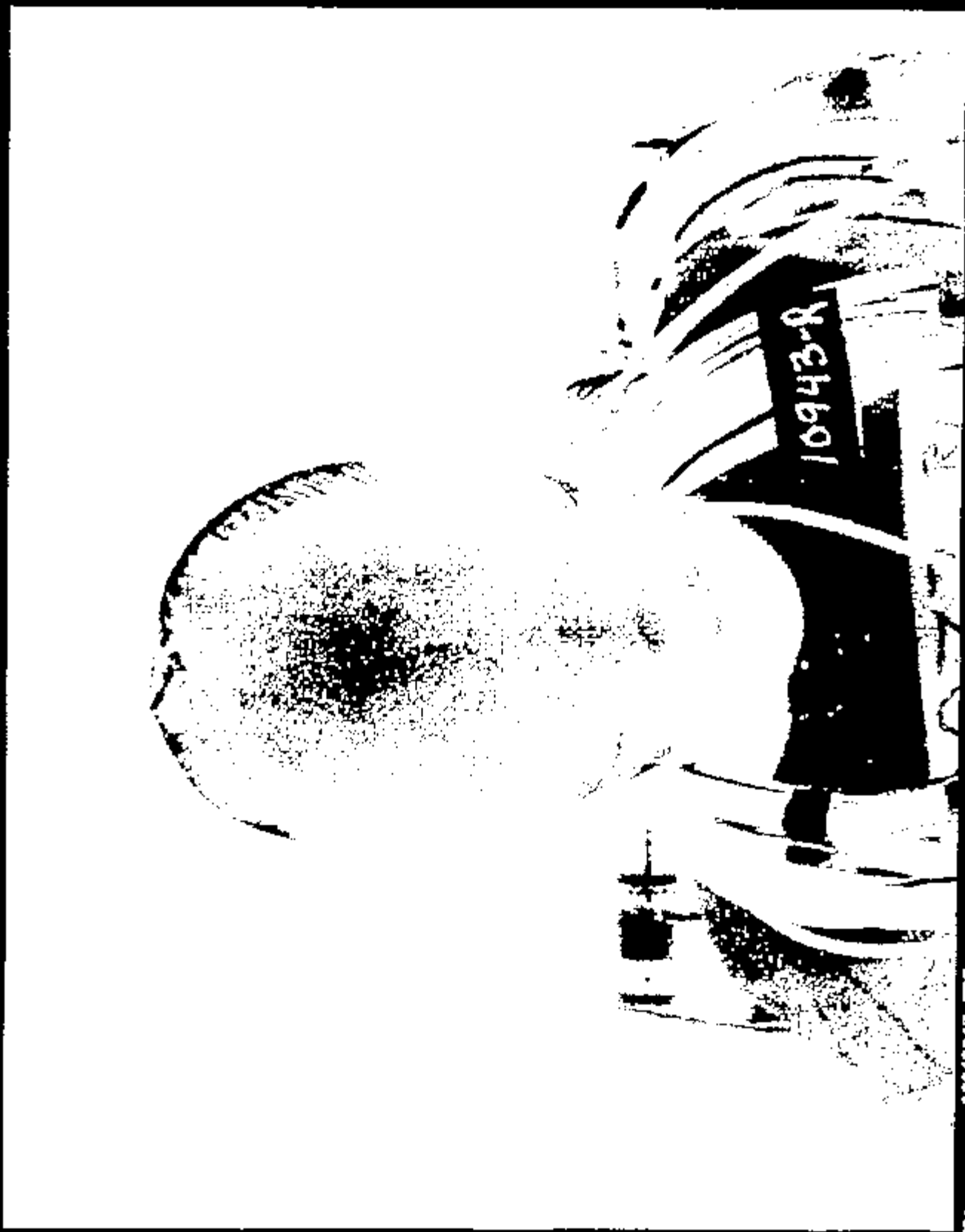
CRTS 0010943



Name: 10943046.JPG

Name:

CRTS 0010943



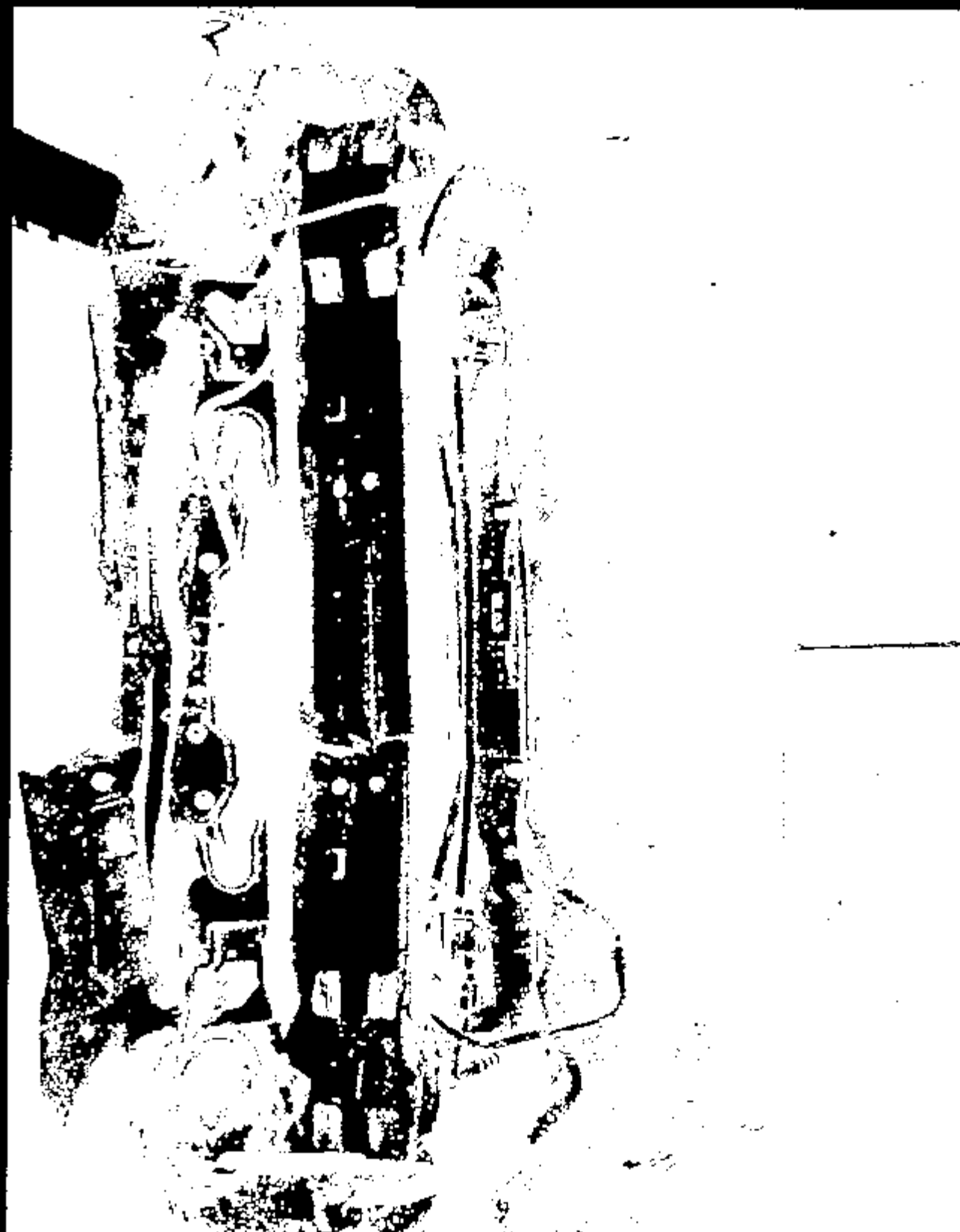
Name: 10943047 JTB



10943048.JPG

Name :

CRTS 0010943



Name: 10943049.JPG



Name: 10943030.JPG

CRTS 0010943



5012

Image: 10943051.jpg

CRTS 0010943



10943052.JPG

Name:

CRTS 0010943



Name: 109A3053.JPG



Name: 109A3054.JPG

CRTS 0010943



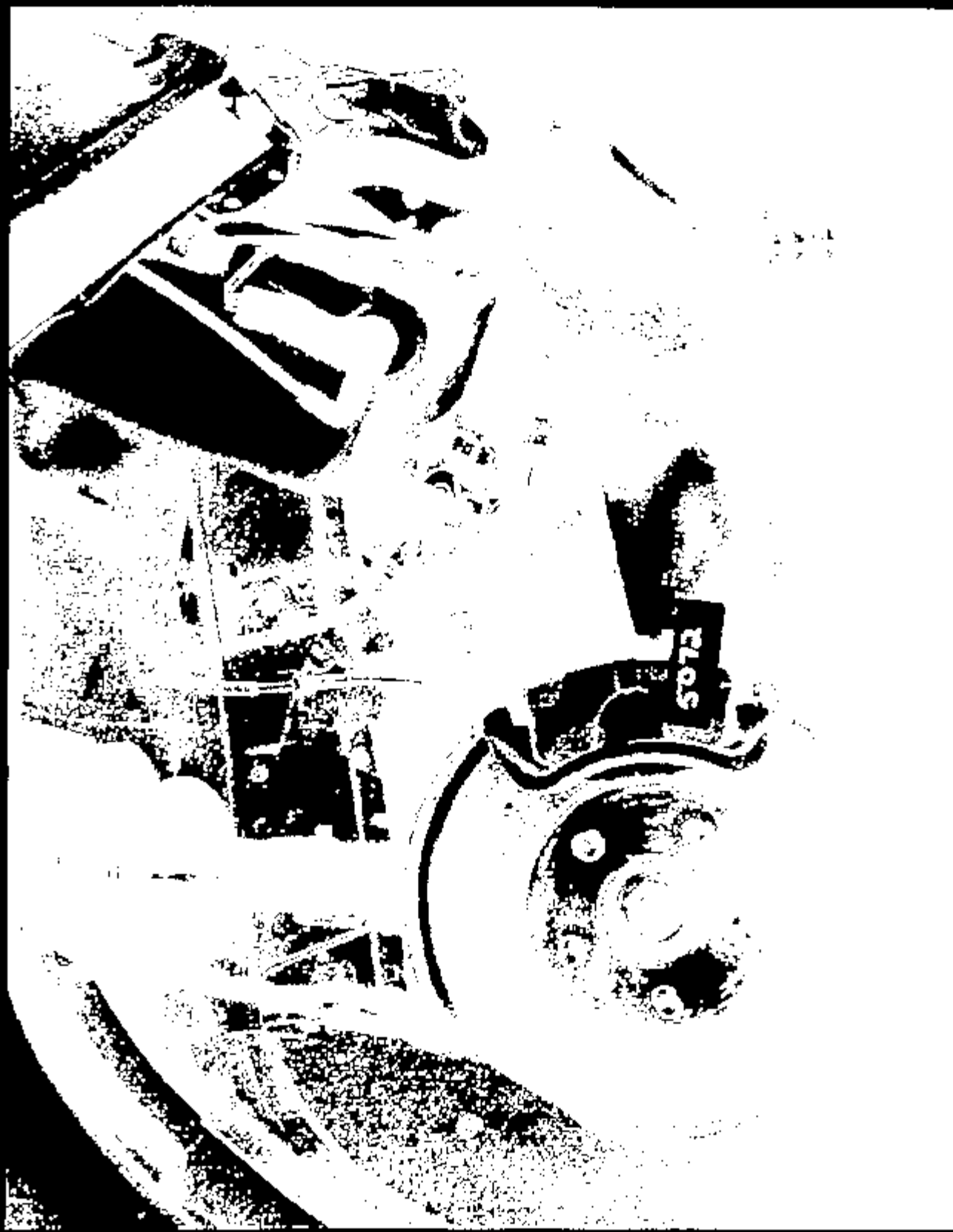
Name: 10943055 .JPG



10943056.JPG

Name:

CRTS 0010943



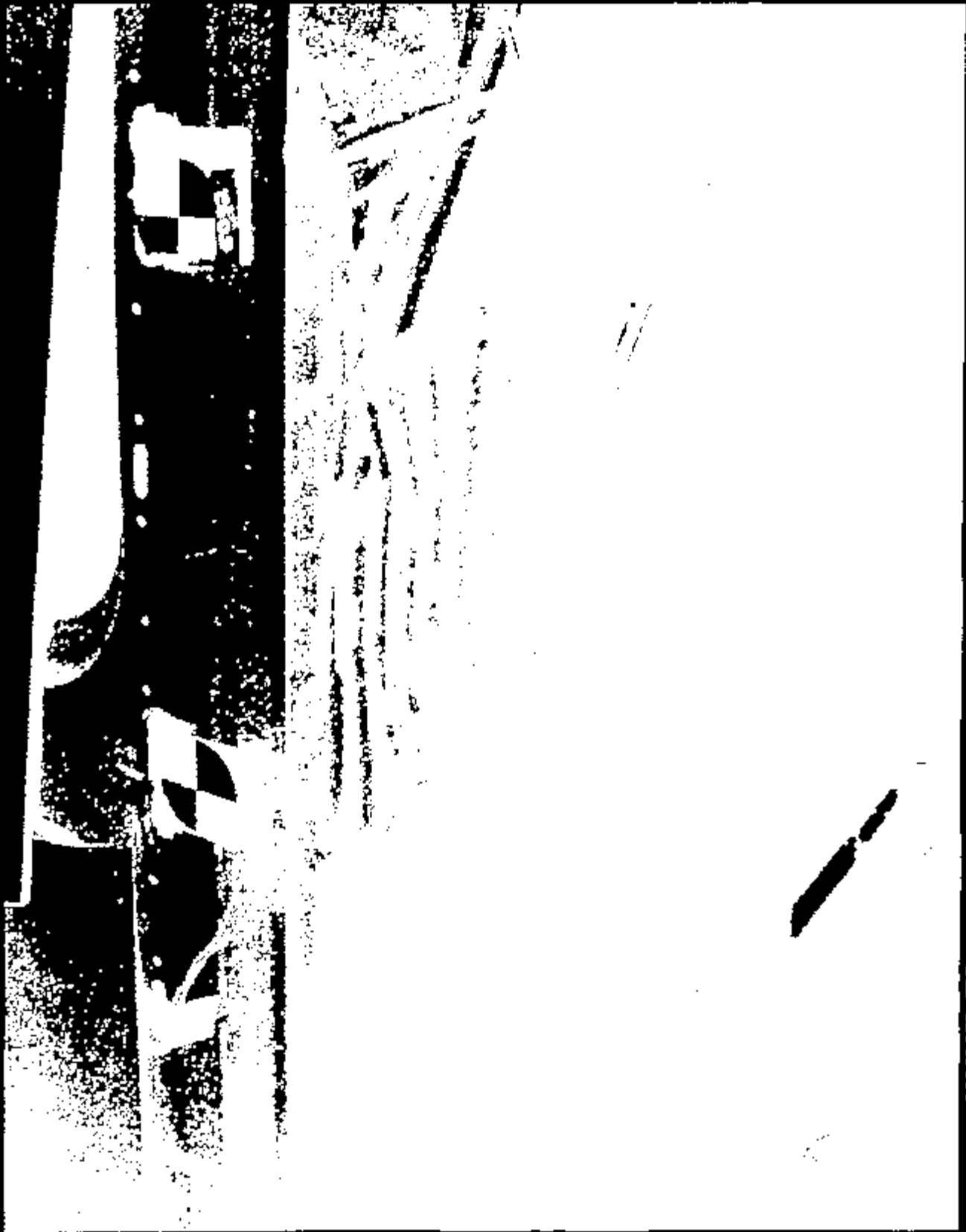
Name: 10943057.JPG

CRTS 0010943

Image : 10943058.JPG

Image :

CRTS 0010943



10943059.JPG

Name :

CRTS 0010943



109431060.JPG

Name :

CRTS 0010943

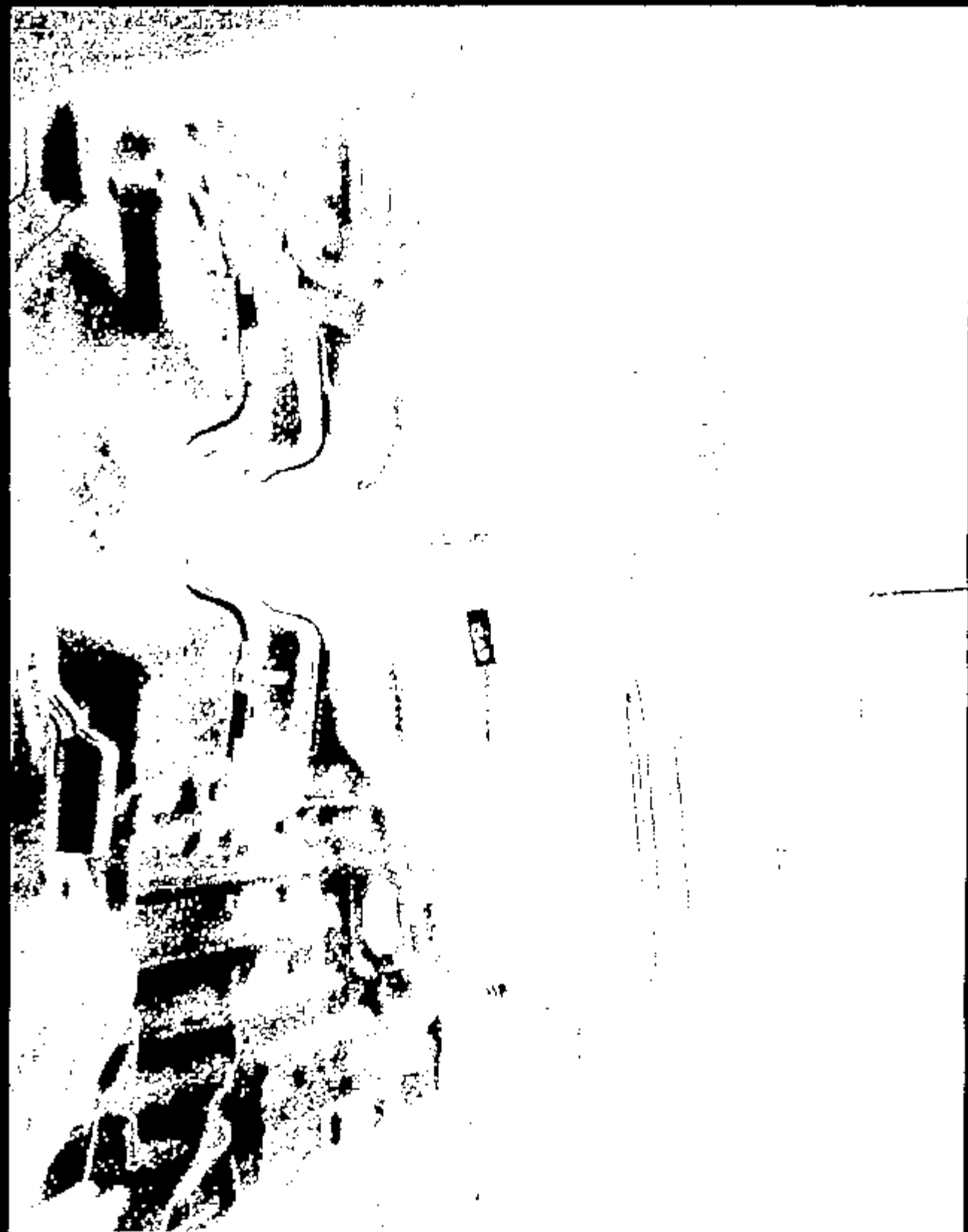


Name: 10943061.JPG

10943062.JPG

Name:

CRTS 0010943



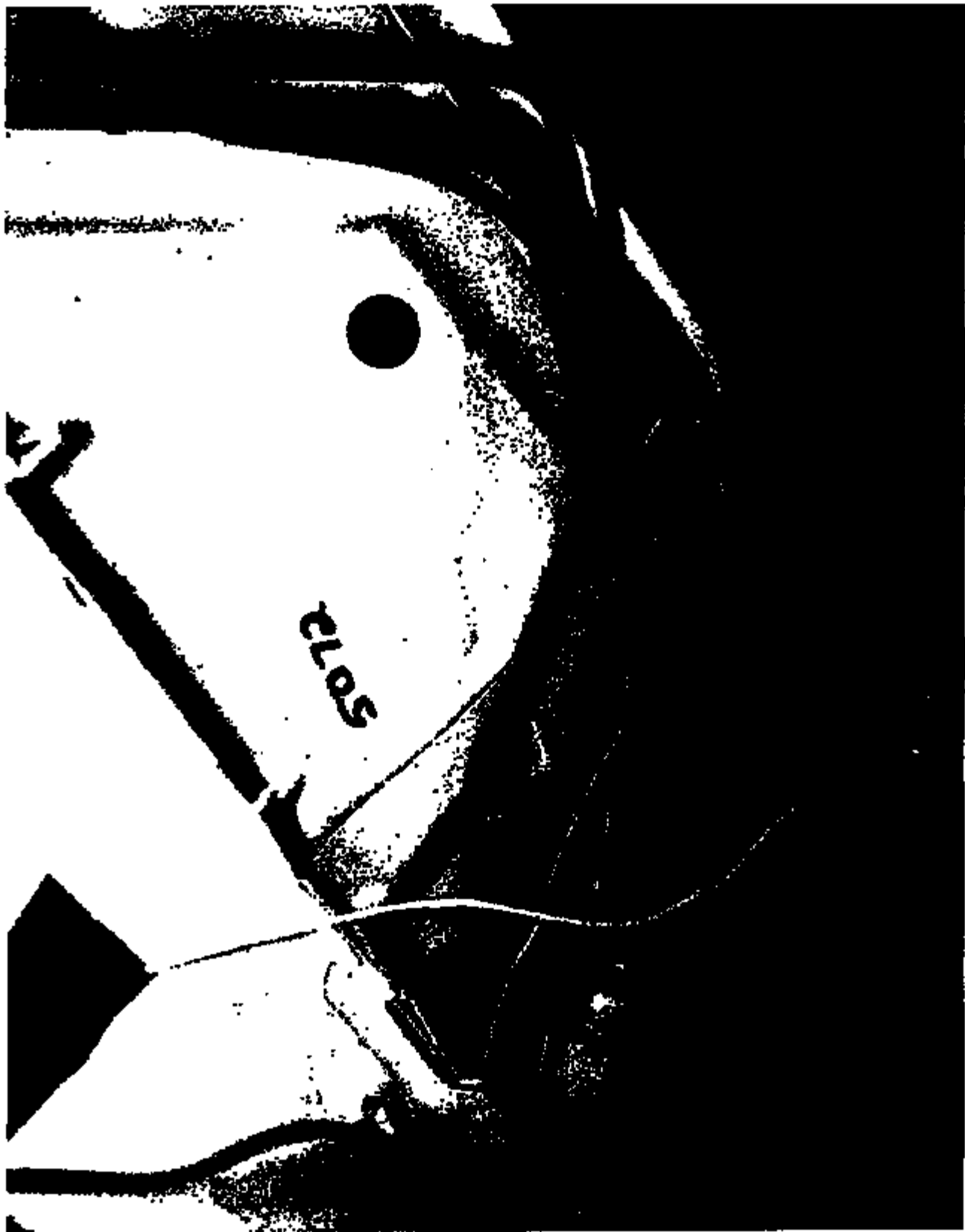
Name: 10943063.JPG

CRTS 0010943



10943064.JPG

Image:



10943065.JPG

Name:

CRTS 0010943



10943066.JPG

Name :

CRTS 0010943



Name : 10943067.JPG



10943068.JPG

Name:

CRTS 0010943



Name: 10943069.JPG

CRTS 0010943



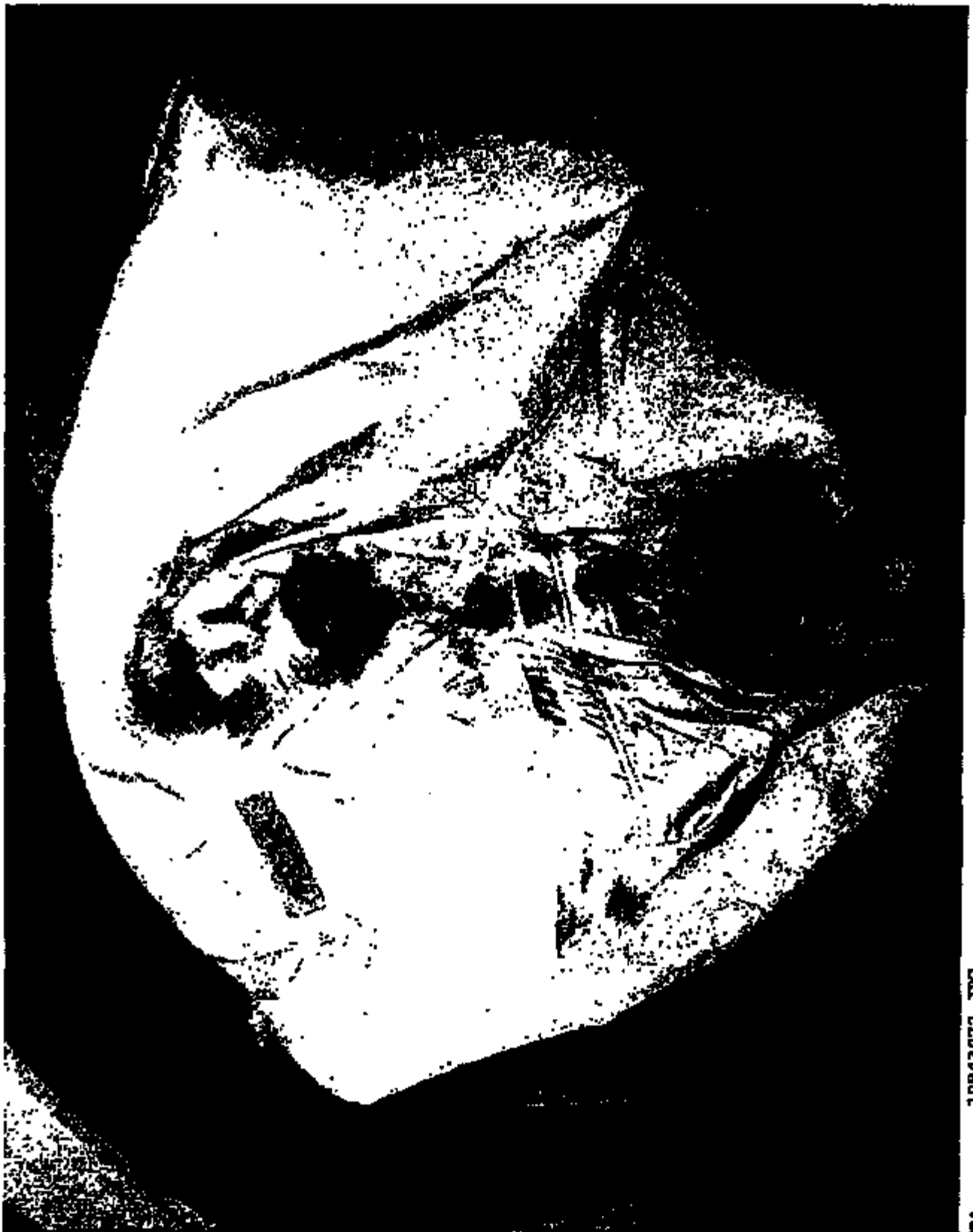
10943070.JPG

Name:

CRTS 0010943



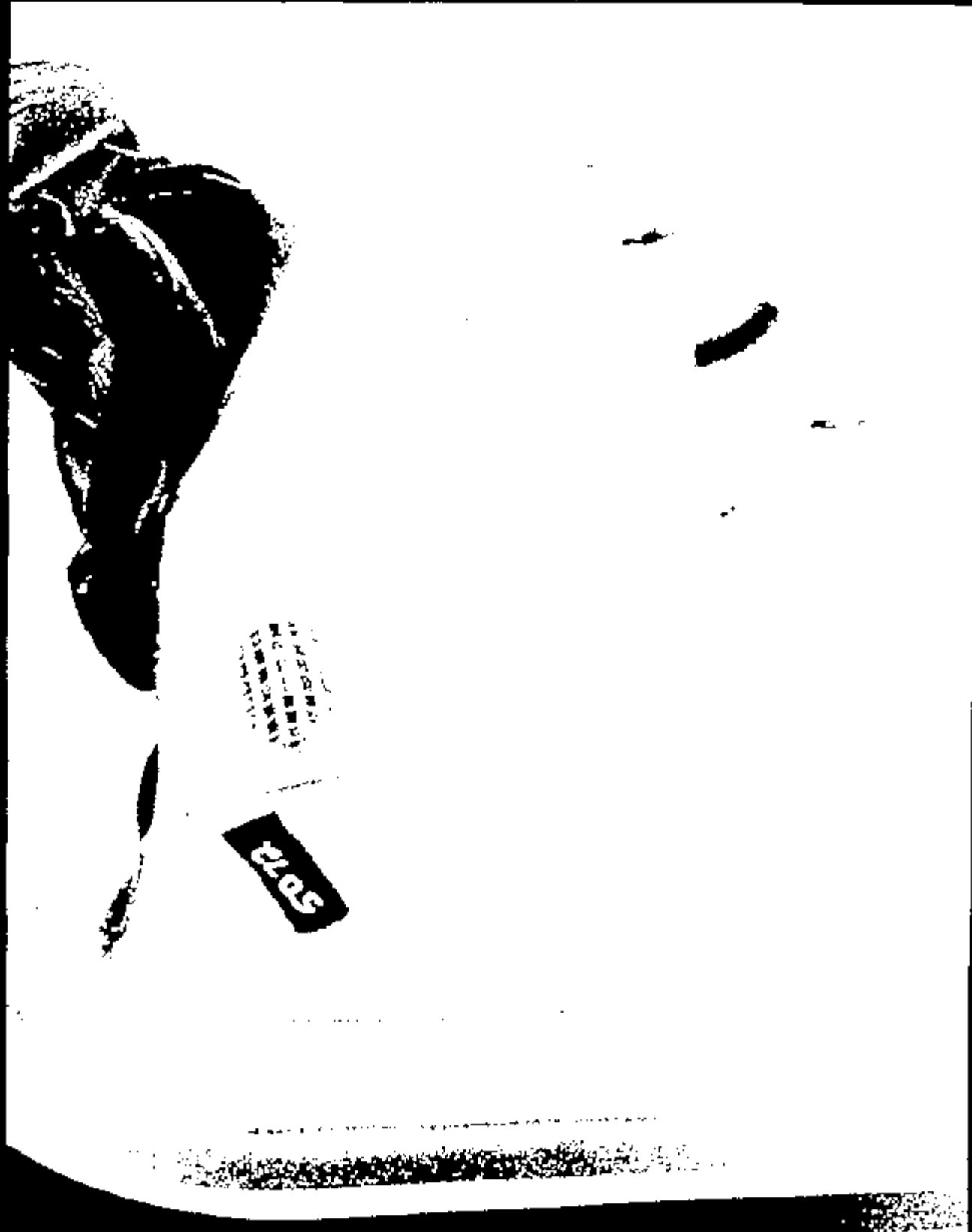
10943071.JPG



10943072.JPG

Name:

CRTS 0010943



10943073.JPG

Name:



10943074 .JPG

Name:

CRTS 0010943



10943075 .JPG

Xmas :

CRTS 0010943



10943076.JPG

Name:

CRTS 0010943



Name: 10943077.JPG

CRTS 0010943



Name: 10943078.JPG

CRTS 0010943



Name: 10943079 .JPG

CRTS 0010943



10943080.JPG

Scene :

CRTS 0010943



10943081.JPG

Name :

CRTS 0010943



Name: 10943082.JRG

TEST AUTHORIZATION

TEST ORDER NUMBER TA5072

TO: J. Klledonk	CC: D. FOUNSTAMES M. HAMILTON H. HANSON J. Schleiter J. WEATHERS T. WOODS D. G. Viny M. I. VINCIGIE	REQUEST DATE 11-21-97	REQUESTED COMPLETION DATE 11-21-97
		REQUEST NUMBER TA5072	PROBLEM NUMBER N/A
		REQUESTING SECTION AV2215A	

TITLE OF TEST 2000 RHD D186 35 mph Frontal Impact			PARTS DUE DATE 11-14-97
TYPE OF TEST <input checked="" type="checkbox"/> VEHICLE <input type="checkbox"/> BENCH <input type="checkbox"/> LABORATORY <input type="checkbox"/> OTHER	VEHICLE NUMBER OR OTHER IDENTIFICATION 3137472		VEHICLE MODEL & YEAR TAURUS 00
ENGINE NO. DISPL. CARB. 3.0L 4V	TRANSMISSION A5M	AXLE RATIO N/A	PRODUCT OR ENG. LETTER COC-0261
TYPE OF PUL. Standard	CONVERTER N/A	IGNITION TIMING N/A	DISPOSITION OF PARTS None/yard
ENGINE OIL AND CAPACITY N/A	TIRE SIZE AND PLY RATING P205/65R15	REPORT CATEGORIES <input checked="" type="checkbox"/> ENGINEERING <input checked="" type="checkbox"/> DATA <input checked="" type="checkbox"/> RAW DATA	PROCUREMENT REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO CODE
VEHICLE TEST WEIGHT FRONT 2200 REAR 1545 TOTAL 3845	TIRE PRESSURE FRONT 30 REAR 30		MAIL REPORT TO: ROOM RD1232 BLDG 2

1. OBJECT OF TEST: Development

2. TEST PROCEDURE: COC-021

3. NUMBER OF SAMPLES: 1

4. RUNS PER SAMPLE: 0

5. ITEMS TO BE TESTED:

DESCRIPTION	PART NOS	QUANTITY
D186 RHD AP	1FALP5586VA220723	(01)

RECORD COPY

DATE: 2-2-12

BY: [Signature]

REQUESTING DEPT NO T551	WORK ORDER/WORK TASK N09	ISSUED/REQUESTED BY EWING	PHONE 64285	APPROVALS BOLAND	TEST TYPE	RISK	SIGN-OFF DATE
----------------------------	-----------------------------	------------------------------	----------------	---------------------	-----------	------	---------------

WORK STANDARDS REPORT

TITLE
2000 RHD D186 35 mph Frontal Impact

MANDATORY				OPTIONAL					
TEST ORDER #	CATEGORY	REP. SECT	EST. COMP. DATE	PNO	TEST ENG'G UNIT	UNIT CODE	TEST ORDER DATE	USER CODE	PROJ. CODE
TA5072	4	TEST		X		CRASH			
PERFORMING SECT.	BOLDS	MATERIAL COST	COMP. COST	PARTS DUE DATE	EST. START DATE	EST. COMP. DATE	STATUS	COMPLETE	
DESIGN	0	0	0						
ENGINEERING	0	0	0						
TECHNICAL	0	0	0						
TOTAL	0	0	0						

TEST DEFINITION WORKSHEET

KURT L. EWING

10-NOV-97 16:16

TEST ORDER: TA5072

TEST PROCEDURE: CRS-021

REQUESTERS COMMENTS:

TEST OBJECTIVE:

DEVELOPMENT

FMVSS 208, 301
Safety Design Guidelines
Advanced Restraints Development

CONDUCT POST TEST PRESSURE CHECK & ROLL-OVER.

CUSTOM TEST SETUP:

Reference ST-25 except impact front of vehicle into 90 degree rigid barrier @ 35 mph w/ belted occupants.

RATED FUEL CAPACITY:
RATED LOGGAGE LOAD:

16 gal. Fill to 15 gal (95% capacity).
200 lb.

OCCUPANT TYPE:

Left Front: 50th Hybrid III
Rgt. Front: 50th Hybrid III

RESTRAINT SYSTEM:

	BELT	PYRO BELT	FRONTAL BAG	SIDE BAG
Left Front:	X		X	
Rgt. Front:	X		X	

DUMMY POSITIONING:

ST-25 DRIVER FOOT REST: *NO. YES*

K. Ewing 11/21/97

SENSOR SYSTEM:

Driver Stage 1: Remote deploy @ 17 ms
Driver Stage 2: ~~Will auto-deploy. No squib req'd.~~
Passenger Stage 1: Remote deploy @ 17 ms

*REMOTE Deploy @ 17 ms
K. Ewing 11/21/97*

SEAT POSITION:

	Long.	Vert.	Seat Back Angle
Left Front:	Mech. Mid	Full Down	26.3 deg (from trim)
Rgt. Front:	Mech. Mid	Full Down	26.3 deg. (from trim)

TEST DEFINITION WORKSHEET

KURT L. EWING

10-NOV-97 16:16

TEST ORDER: TA5072

TEST PROCEDURE: CRS-021

SEAT PACKAGE CHECK IS REQUIRED FOR FOLLOWING SEATING POSITIONS:

Left Front
Right Front

MAX ROCKER SILL TARGET FOR DUMMY POSITIONING @ 11/14/97

DIMENSIONAL ANALYSIS: None

FILM ANALYSIS: Left and right dummy head WET rocker
Left & right rocker WET ground.

STILL PHOTO: Std. Pre & Post Test Photographs

HIGH SPEED PHOTO:

1.	Onboard	Over Shoulder	Left	
2.	Onboard	Over Shoulder	Right	
3.	Onboard	D-Ring	Left	
4.	Onboard	D-Ring	Right	
5.	Onboard	Retractor	Left	
6.	Onboard	Retractor	Right	
7.	Off-board	Overall	Left	
8.	Off-board	Overall	Right	
9.	Off-board	Overall	Overhead	
10.	Off-board	B-Fillar Forward	Left	(Need Dummy Kinematics)
11.	Off-board	B-Fillar Forward	Right	(Need Dummy Kinematics)
12.	Off-board	A-Fillar Forward	Overhead	
13.	Off-board	A-Fillar Forward	PIT	
Total On-board Cameras=		6		
Total Off-board Cameras=		57		
Total Cameras=		63		

*K. Ewing
11/24/97*

Number Of Copies: 1

WEIGH UP INSTRUCTIONS:

Curb Weight: Front=2131 Rear=1163 Total Curb=3293
Test Weight: See Test Authorisation Page 1.

Do NOT Place Weight: Front Floor
MAY Remove To Lighten Vehicle: Deck Lid, Rear Lamps, Carpet

TEST DEFINITION WORKSHEET

KURT L. EWING

10-NOV-97 16:16

TEST ORDER: TA5072

TEST PROCEDURE: CRS-021

Interior Trim

Max. Added Weight to Engine: 75 lb. Allowed.

Front Test Weight Tolerance: +10 -0

Rear Test Weight Tolerance: +15 -0

RIDE HEIGHTS (@ test weight):

Front Fender Lip to Ground = 702 mm

Rear Qtr Panel Lip to Ground = 683 mm

SPECIAL BUILD INSTRUCTIONS:

1. Update air bag sensor modules. Install both LHD & RHD locations. May need floor pan modification to accept RHD sensor. Install SRS sensors on floor #1 X-mbrs.
2. Update Driver airbag to dual stage "DS" module. *Change 11/26/97*
3. Ensure pass module is single stage "ds-powered".
4. Update left & right front seat belt assemblies to CER. *UPDATES w/ LEVEL 'B' STRAP MOUNT BUCKLES.*
5. Update Engine/Trans Mounts
6. Update 4V Fuel rail, line assembly, filler hose & cap.
7. Relocate fuel inertia switch to left b-pillar @ rocker.
8. Prep column for steering column load cell.

Refer to AP update matrix. Contact requestor as needed.

CONTACTS:	NAME	PHONE	PAGER
Requestor:	K. Ewing	24-86185	KENI (313-660-6991)
Bld. Coord:	B. Pagano	32-30645	BPAG (313-705-8011)
Supervisor:	M. Jurosek	32-19958	MJUR (313-705-9990)
GTC:			

TEST DEFINITION WORKSHEET

KURT L. EWING

10-NOV-97 16:16

TEST ORDER: TA5072

TEST PROCEDURE: CR2-021

TEST ENGINEERS COMMENTS:

LAB COMMENTS:

FINAL COMMENTS:

REQUESTER'S FINAL COMMENTS:

DUMMY MEASUREMENT REPORT
CRASH BARRIER

Y NUMBER 10943 DUMMY POSITION LEFT FRONT
TEST ORDER NUMBER TA5072 DUMMY ABBREV 50H3

ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG(HYB II)/KNEE(HYB III) TO INST PANEL LEFT	3.20
LEG(HYB II)/KNEE(HYB III) TO INST PANEL RIGHT	3.30
ROCKER TARGETS TO GROUND FRONT	7.40
ROCKER TARGETS TO GROUND REAR	6.70
NOSE TO STEERING WHEEL	
NOSE TO INSTRUMENT PANEL	22.60
INSTRUMENT PANEL TO TORSO	19.10
STEERING WHEEL TO TORSO	
STEERING WHEEL TOP LEGS	
KNEE SPREAD OS-OS(HYB II)/CL-CL(HYB III)	7.80
SEAT BACK ANGLE	26.50
PELVIC ANGLE	23.20
HEAD ANGLE	0.30
ROCKER ANGLE	0.20
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
HEAD LAT	15.20
HEAD VERT	38.10
AD LONG	15.20

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	10.50
H-POINT VERT	12.50
H-POINT LONG	10.30

O/S KNEE BOLT LAT	12.80
O/S KNEE BOLT VERT	17.10
O/S KNEE BOLT LONG	-4.80

DUMMY MEASUREMENT REPORT
CRASH BARRIER

RUN NUMBER 10943 DUMMY POSITION RIGHT FRONT
TEST ORDER NUMBER TASC072 DUMMY ABBREV 50H3

ABSOLUTE MEASUREMENTS(INCH)	MEASUREMENT
LEG(HYB II)/KNEE(HYB III) TO INST PANEL LEFT	3.50
LEG(HYB II)/KNEE(HYB III) TO INST PANEL RIGHT	3.40
ROCKER TARGETS TO GROUND FRONT	7.20
ROCKER TARGETS TO GROUND REAR	6.80
NOSE TO STEERING WHEEL	15.70
NOSE TO INSTRUMENT PANEL	
INSTRUMENT PANEL TO TORSO	
STEERING WHEEL TO TORSO	11.30
STEERING WHEEL TOP LEGS	1.80
KNEE SPREAD OS-OS(HYB II)/CL-CL(HYB III)	10.10
SEAT BACK ANGLE	26.20
PELVIC ANGLE	23.90
HEAD ANGLE	0.40
ROCKER ANGLE	0.20
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS(INCH)	WRT FRT RKR TGT
HEAD LAT	15.30
HEAD VERT	37.30
HEAD LONG	16.70

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	10.60
H-POINT VERT	11.70
H-POINT LONG	10.40

O/S KNEE BOLT LAT	12.50
O/S KNEE BOLT VERT	16.80
O/S KNEE BOLT LONG	-4.60