

EAO3-ORD

Ford

10/22/03

Attachment F

Book 6 of 24



FINAL TEST REPORT

**Global Test Operations
Advanced Vehicle Technology**

CONFIDENTIAL

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Schedule No. 7-7-12
Ret. in Until 2018

TO:	J. Boland	Test Order No.	T-A5017
		Work Task W. O. No.	F09
		Test Date	12/22/97
		Date Reported	5/20/98
		Sheet	1 of 188

SUBJECT: Crash Test 10968 (90° Front Fixed Barrier Impact at 35.0 ± 0.4 mph, 56.3 ± 0.6 km/h) - 2000 Taurus (D186) 4-Door Sedan

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

OBJECT: To obtain development data relative to FMVSS 208, 212, 219, 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 windshield protected zone intrusion and windshield penetration data.
- See Section 4.0 for fuel spillage data.
- See Section 5.0 for post-impact door openability data.

[Signature]
CONDUCT: R. Burns
 Section Supervisor
 Operations Engineering Section

C. McCreddie
C. McCreddie
 Product Test Engineer

VEHICLE DATA:

Make and Model 2000 Taurus (D186) 4-Door Sedan

ID Numbers 1FALP5381VG215555, DC0429

Power Train 3.0L, FFV, Automatic 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: LP: Cloth
 RF: Leather
 Tracks/Position: Manual/Mechanical Mid
 Seat Backs/Position: Adjustable/LF: 27.0° Rear of Vertical, RF: 26.7° Rear of Vertical
 Head Restraints/Position: Adjustable/Up

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

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

Test Weight Front: 2213 lb (1004 kg)
 Rear: 1663 lb (754 kg)
 Total: 3876 lb (1758 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 KFI Fuel Systems Stoddard Solvent Fill, ST-11 REF. 4.
- 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 CD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 10968001 through 10968085.

TEST RESULTS:

1.0 Occupant Injury Data (FMVSS 208)

	<u>L. F. Dummy</u>	<u>R. F. Dummy</u>
Head Injury Criteria (HIC)	657	384
Interval t1	58 ms	62 ms
t2	92 ms	98 ms
Chest resultant acceleration level at 3 ms cumulative duration	48 g	51 g
Chest Deflection (Hybrid III)	1.3 in	0.8 in
Peak axial compression load:		
Left femur	869 lb	1066 lb
Right femur	1118 lb	1037 lb
Peak axial tension load:		
Left femur	118 lb	25 lb
Right femur	66 lb	56 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.

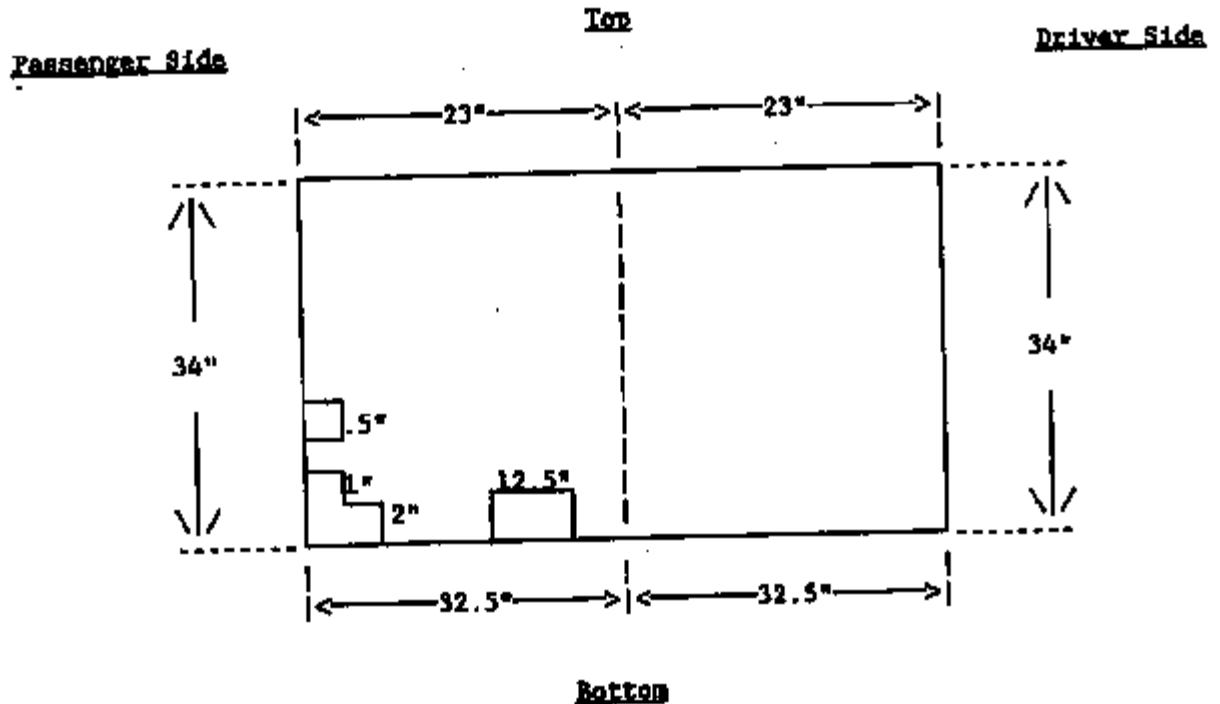
Time histories of the air bag/sensor(s) are included in this report.

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 100%.

The passenger side windshield mounting retention at ambient room temperature was 82%.

**3.0 Windshield Zone Intrusion (FMVSS 219)**

Based on a review of the crash movie and post-crash observations it was judged that neither the windshield intrusion zone nor the windshield below the intrusion zone was penetrated by any part of the vehicle during the crash. No intrusion zone template was used.

4.0 Fuel System Integrity (FMVSS 301)

There was no fuel system spillage during or for thirty minutes following impact.

5.0 Door Openability

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

TEST RESULTS: (Cont'd)

6.0 Vehicle Crush, Film Analysis and/or Instrumentation Data

	Maximum Dynamic Longitudinal Crush	
	in.	(mm)
Left Side	27.6	(701)
Right Side	28.6	(726)

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

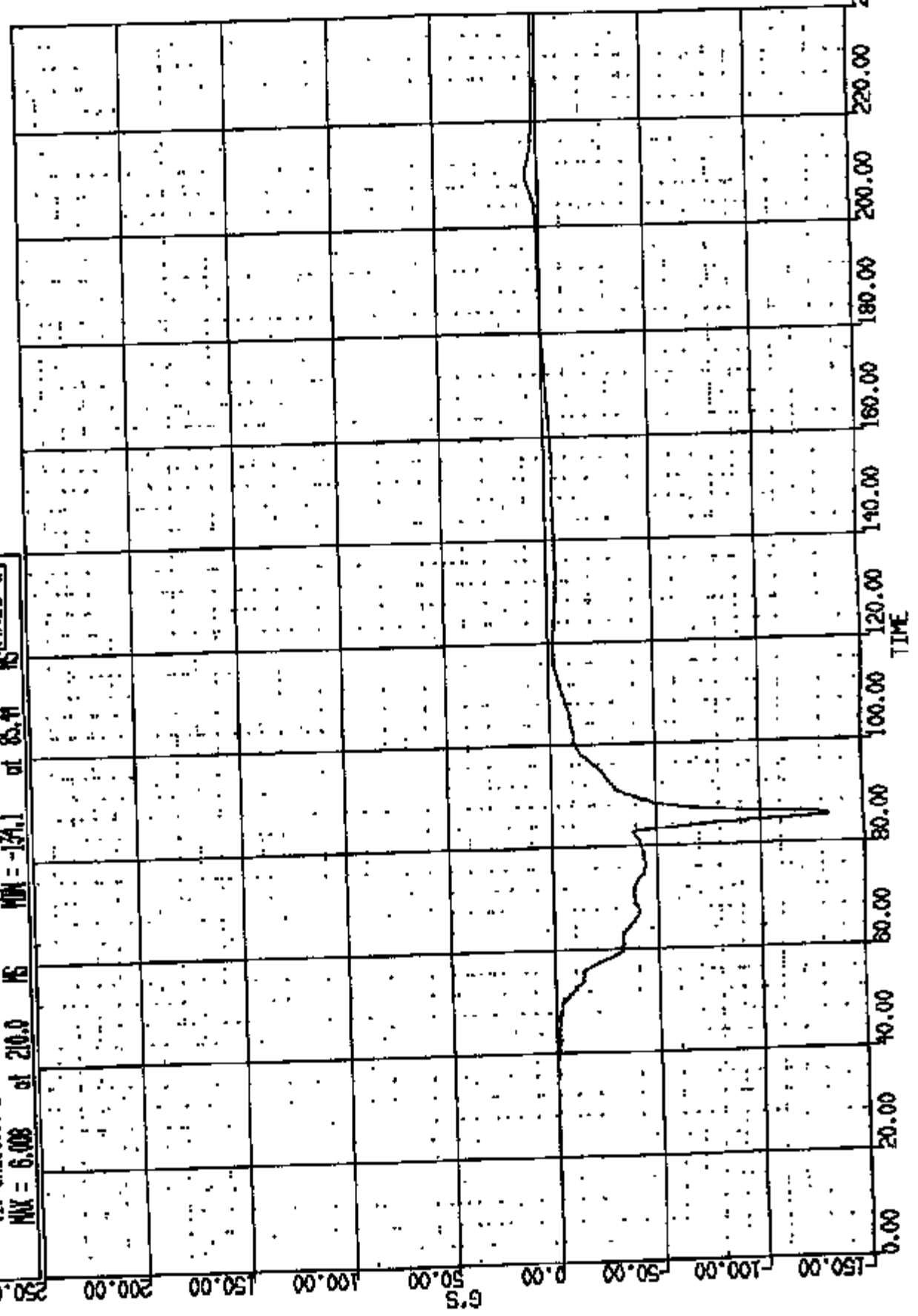
Time histories of vehicle dynamic displacements obtained from Film Analysis are included in this report.

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.

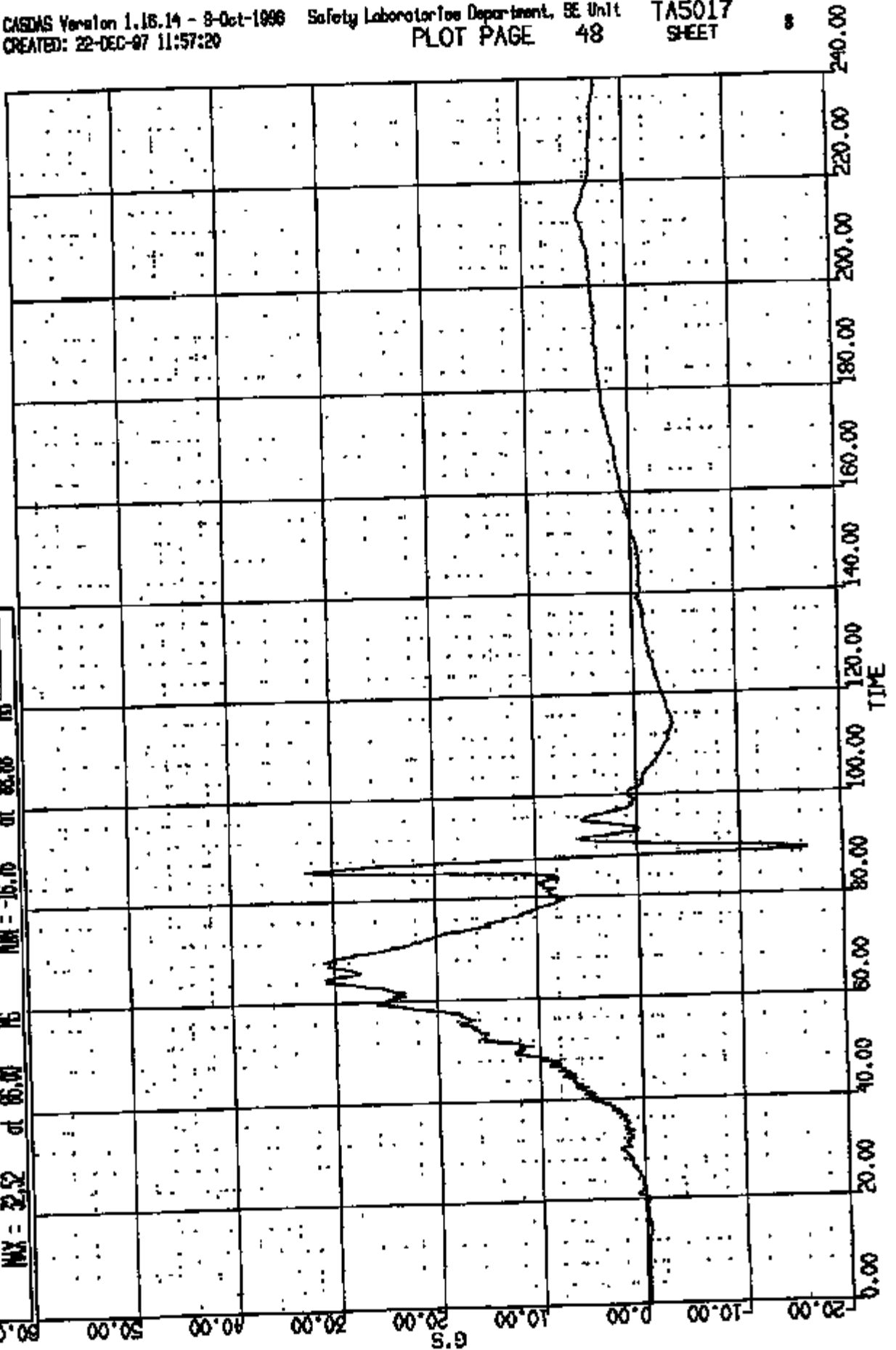
CR N: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(1) CR10681 LF DUMMY HEAD C.G. LONG LOGXC
MAX = 6.008 at 210.0 NS MIN = -174.1 at 85.4 NS
NS AXIS 1



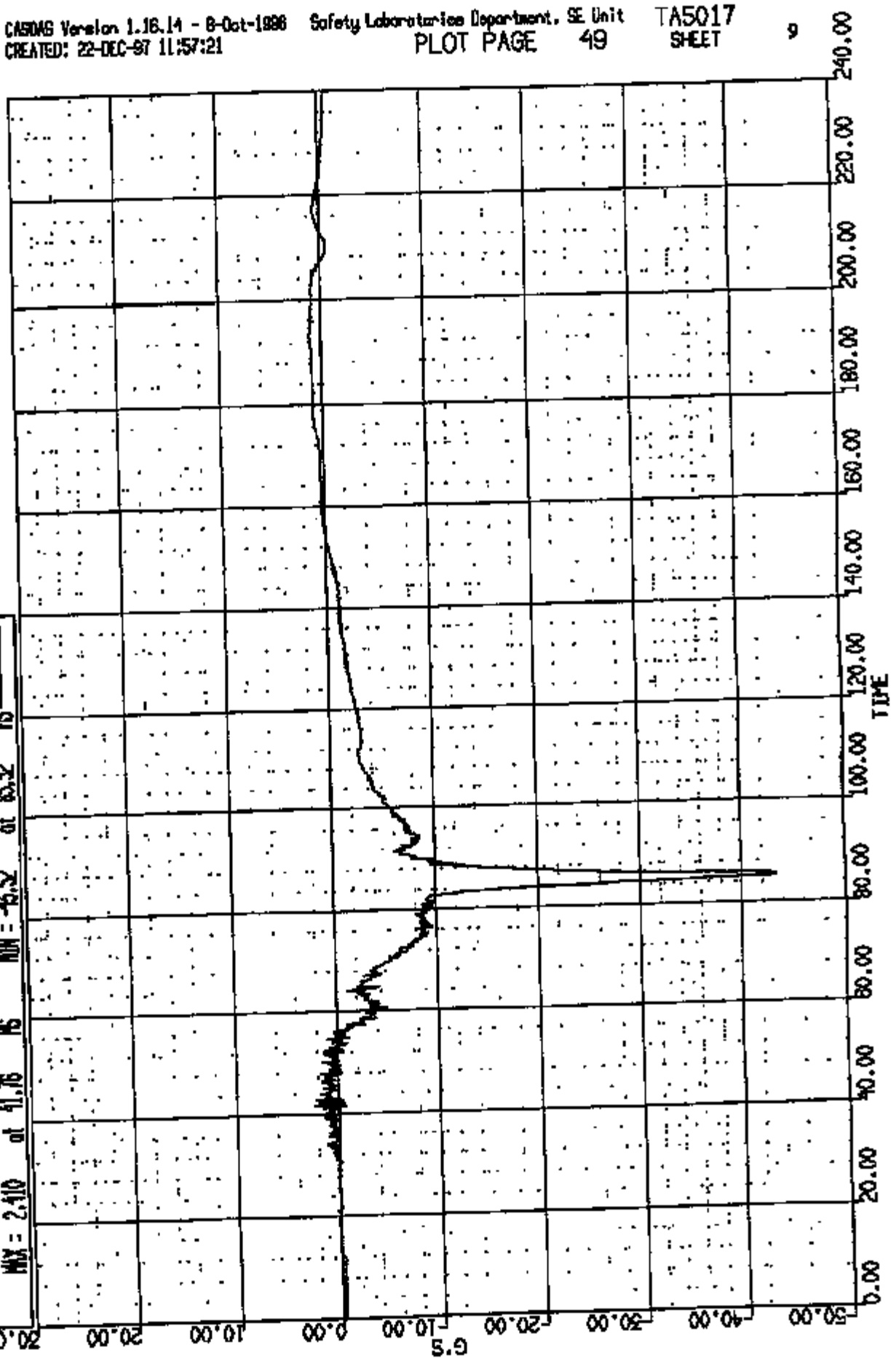
CR #: 10888 TO: TA5017 DATE: 971222 10:47:18
8000 DN-101

(2) CR106881 L/F DUMP HEAD C.G. VERT JONG
MAX = 32.52 at 85.00 MS MIN = -15.76 at 88.88 MS
AXIS 1



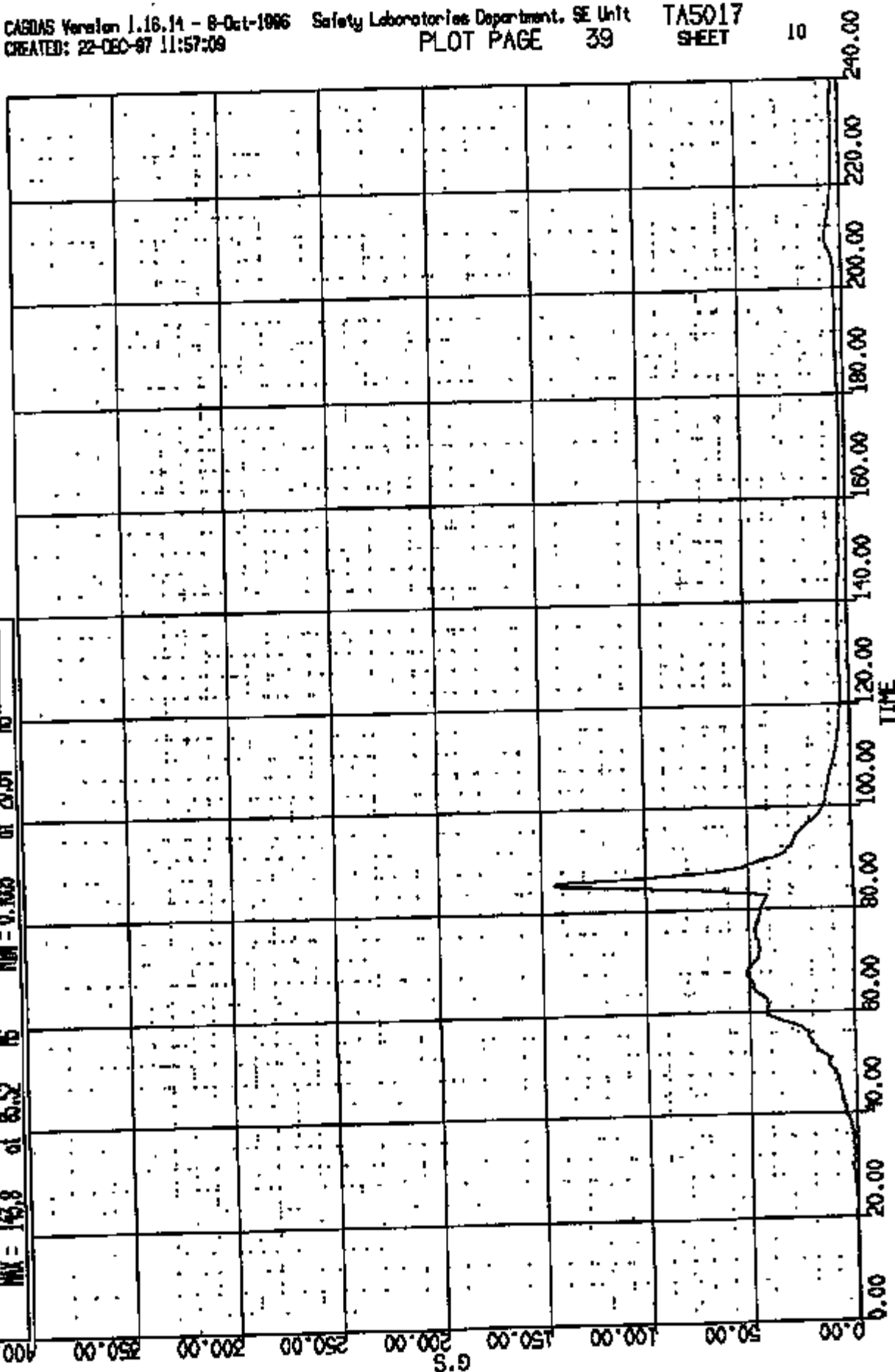
CR R: 10888 TO: TA5017 DATE: 971222 10:47:10
2000 DN-101

(3) CRUSSET L/F DUMPY HEAD C.G. LAT 1000
MAX = 2.410 at 41.76 MS MIN = -46.52 at 85.52 MS
AXIS 11



CR R: 10888 TO: TA5017 DATE: 871222 10:47:19
2000 DN-101
THRU: 087: DURI: 240.0 T1/T2: 57.8 81.8
THRU: 087: DURI: 38.0 T1/T2: 57.8 81.8
THRU: 489: DURI: 15.0 T1/T2: 74.2 80.2

(10001) CRICREST LF DUMMY HEAD C.G. RES 1000C
MAX = 143.8 at 65.52 16 MIN = 0.1003 at 20.51 16 AXTS 1



CR R: 10868 TO: TAS017 DATE: 871222 10:47:18
2000 DN-101

(4) CROSSST LF DUMMY NECK UPPER LOAD FX 1000C

MAX = 416.0 at 65.92 16 MIN = -38.51 at 136.1 16

AXIS 1

700.00

600.00

500.00

400.00

300.00

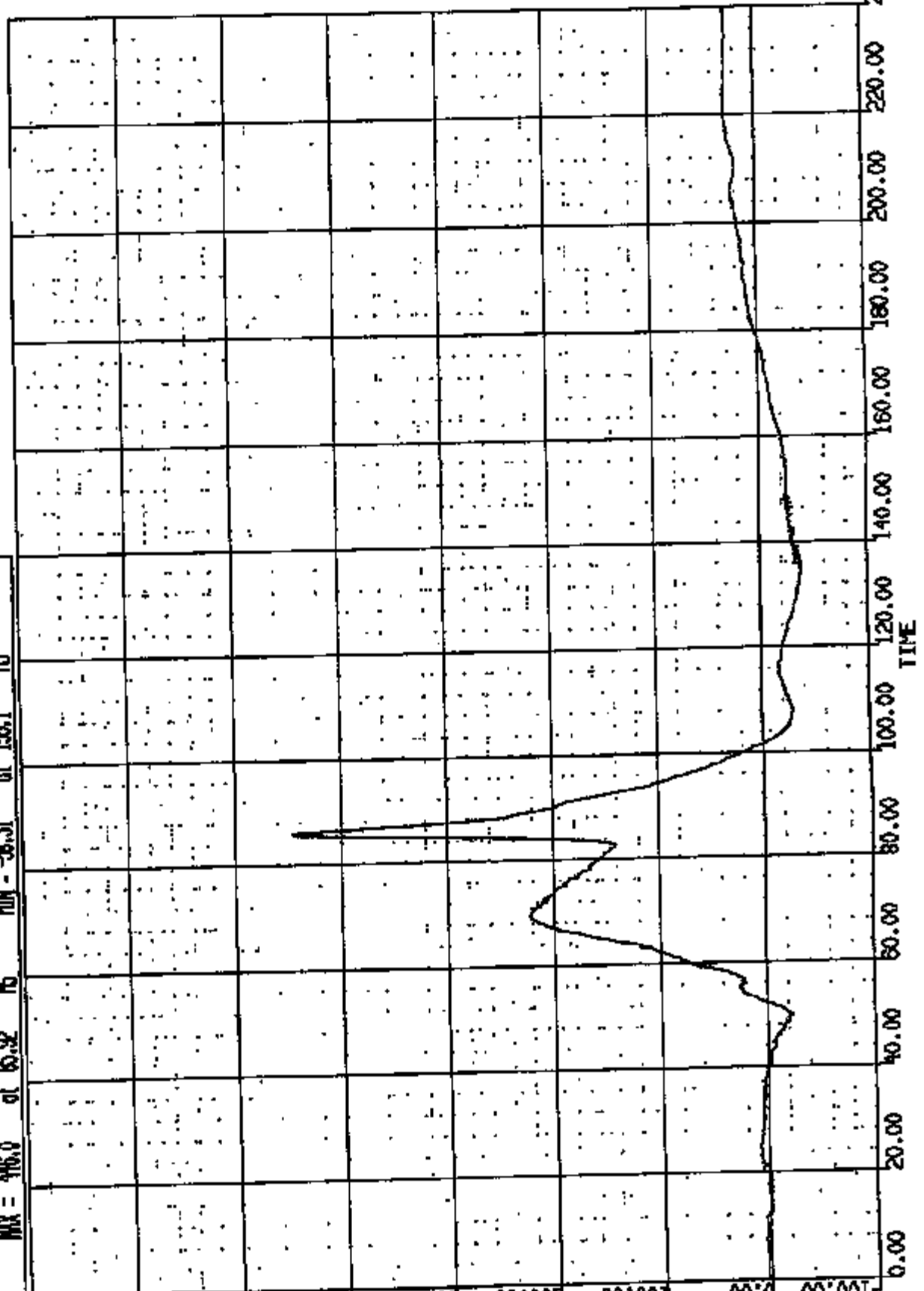
200.00

100.00

0.00

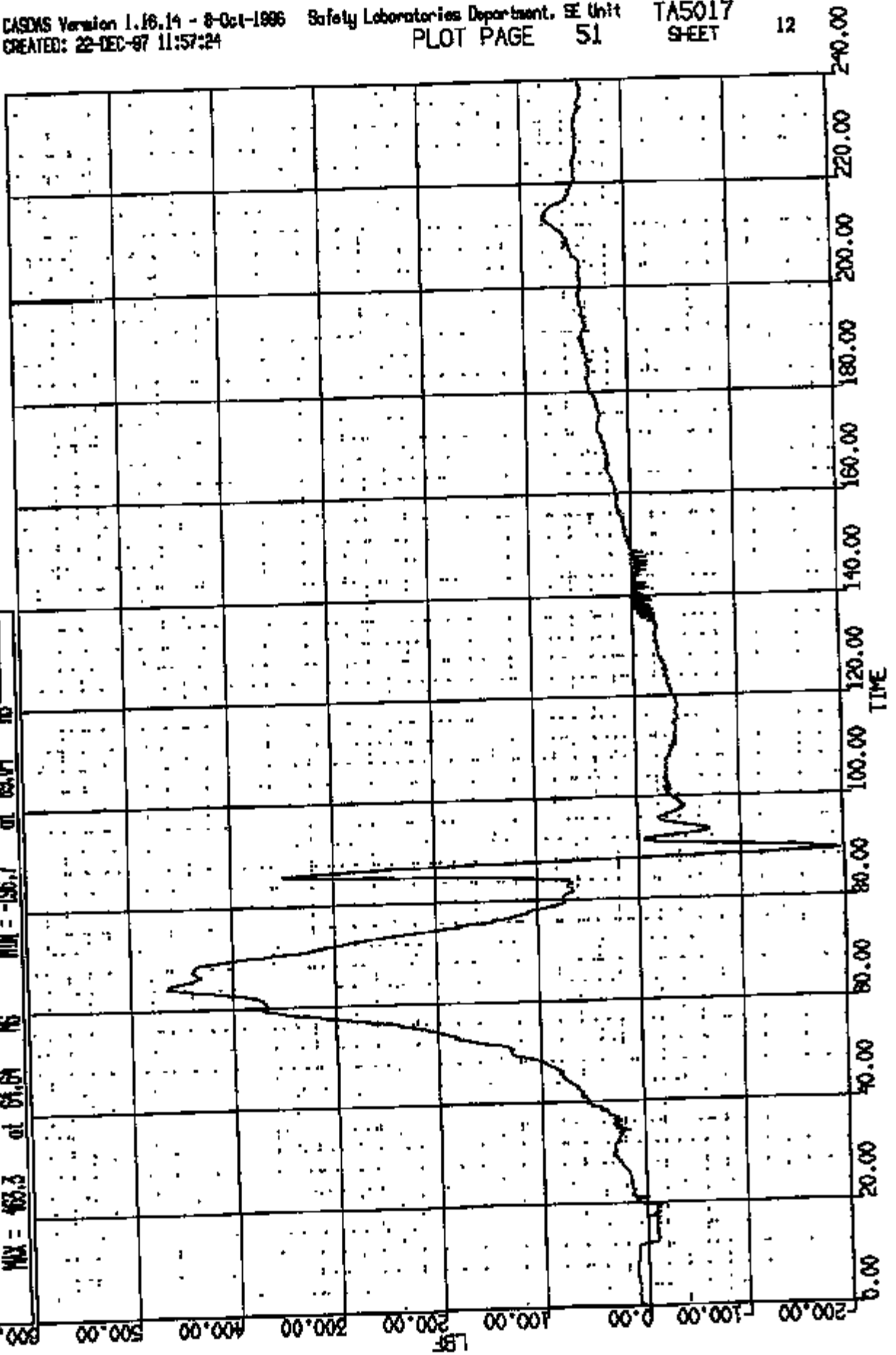
-100.00

LB



CR R: 10888 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(5) CROSSST LAF DUMMY HEUX UPPER LOAD FZ 1000C
MAX = 453.3 at 01.01 NS MIN = -155.7 at 03.01 NS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

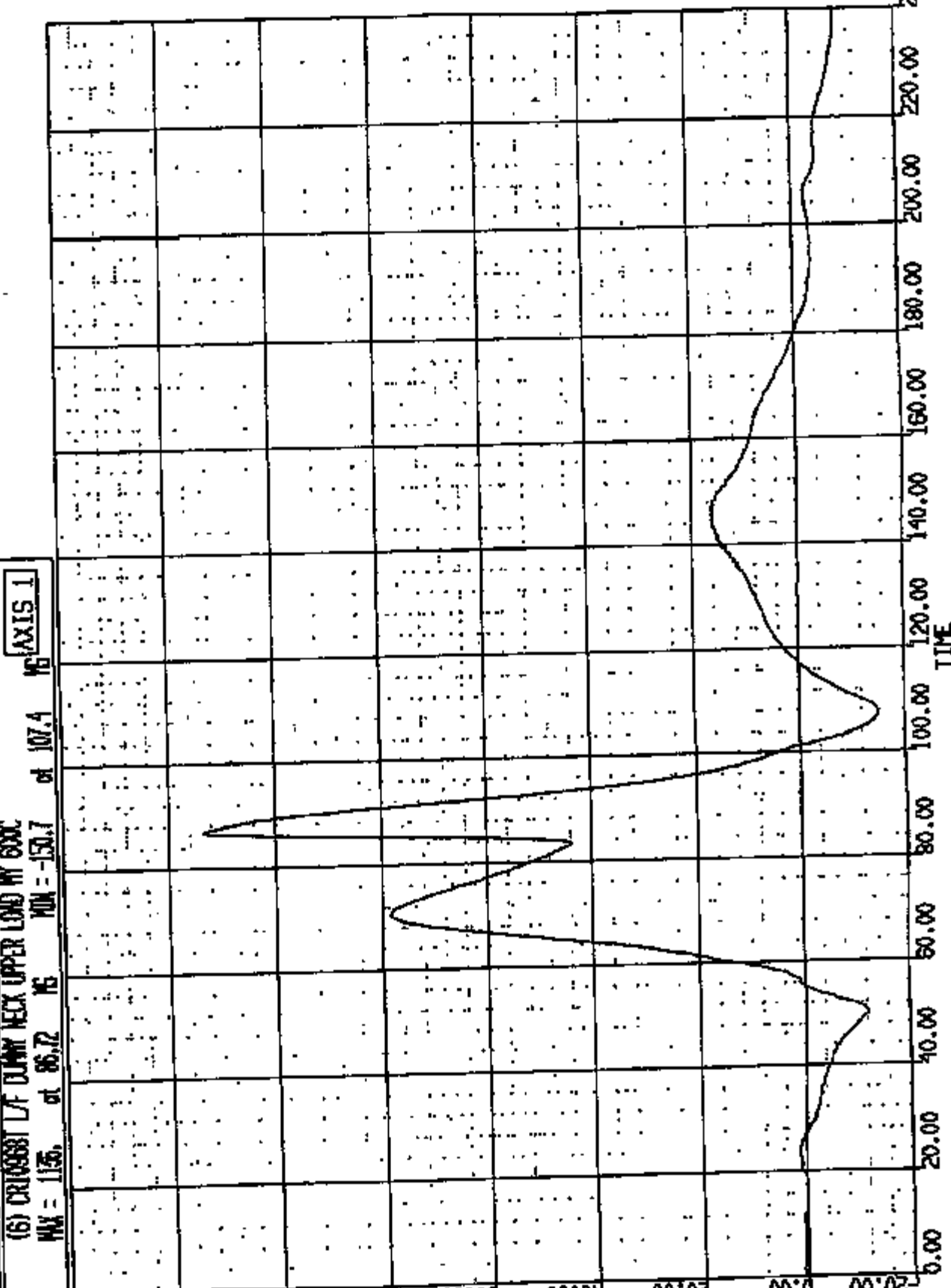
(6) CROSSBT LF DUMY HECK UPPER LOAD BY 600C

MAX = 115.6 at 86.72 MS MIN = -150.7

at 107.4 MS

AXIS 1

IN-LBS x 10⁴

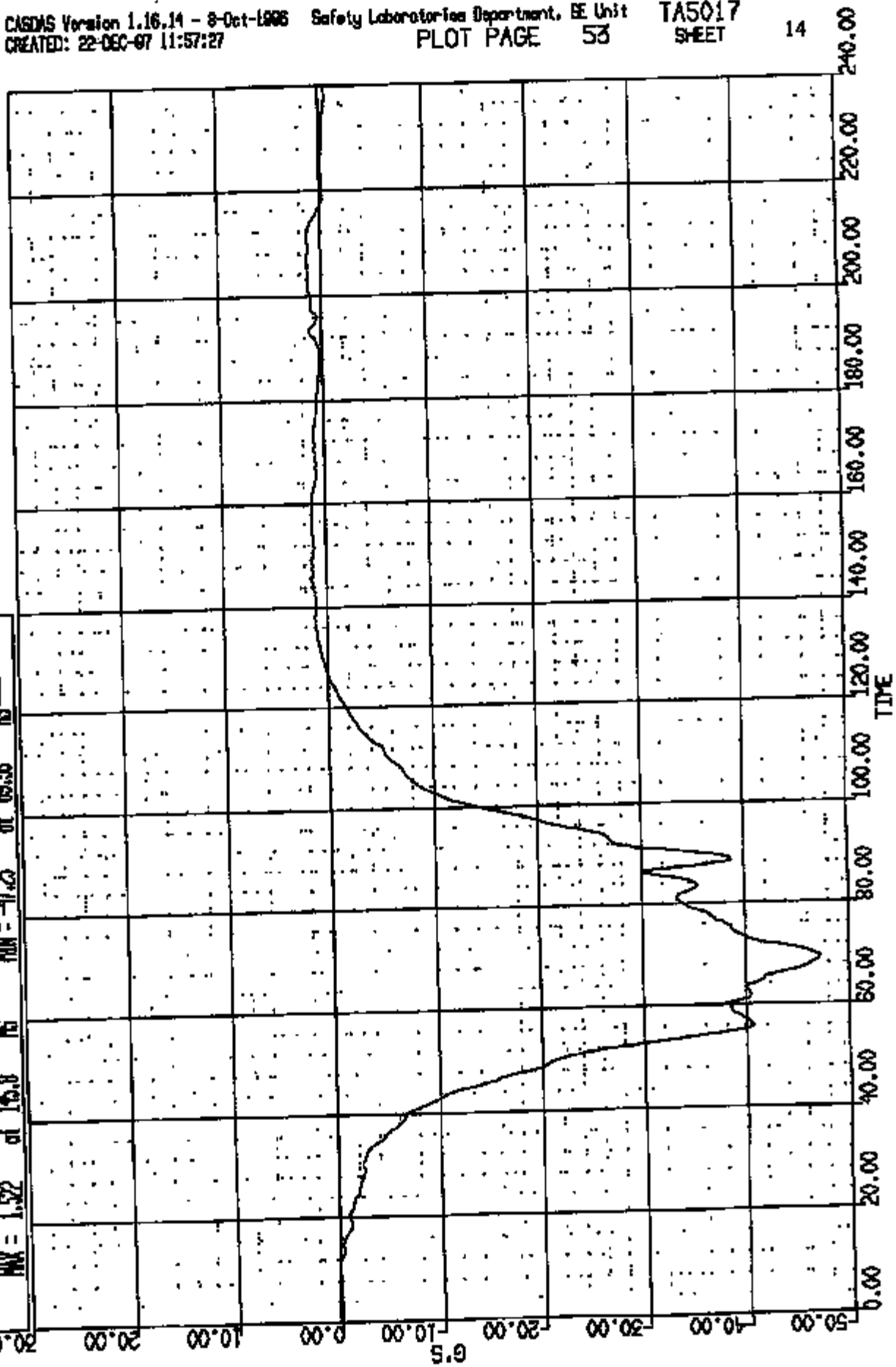


CR R: 10968 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

(7) CR10681 LF DMMY CHEST LONG 180C

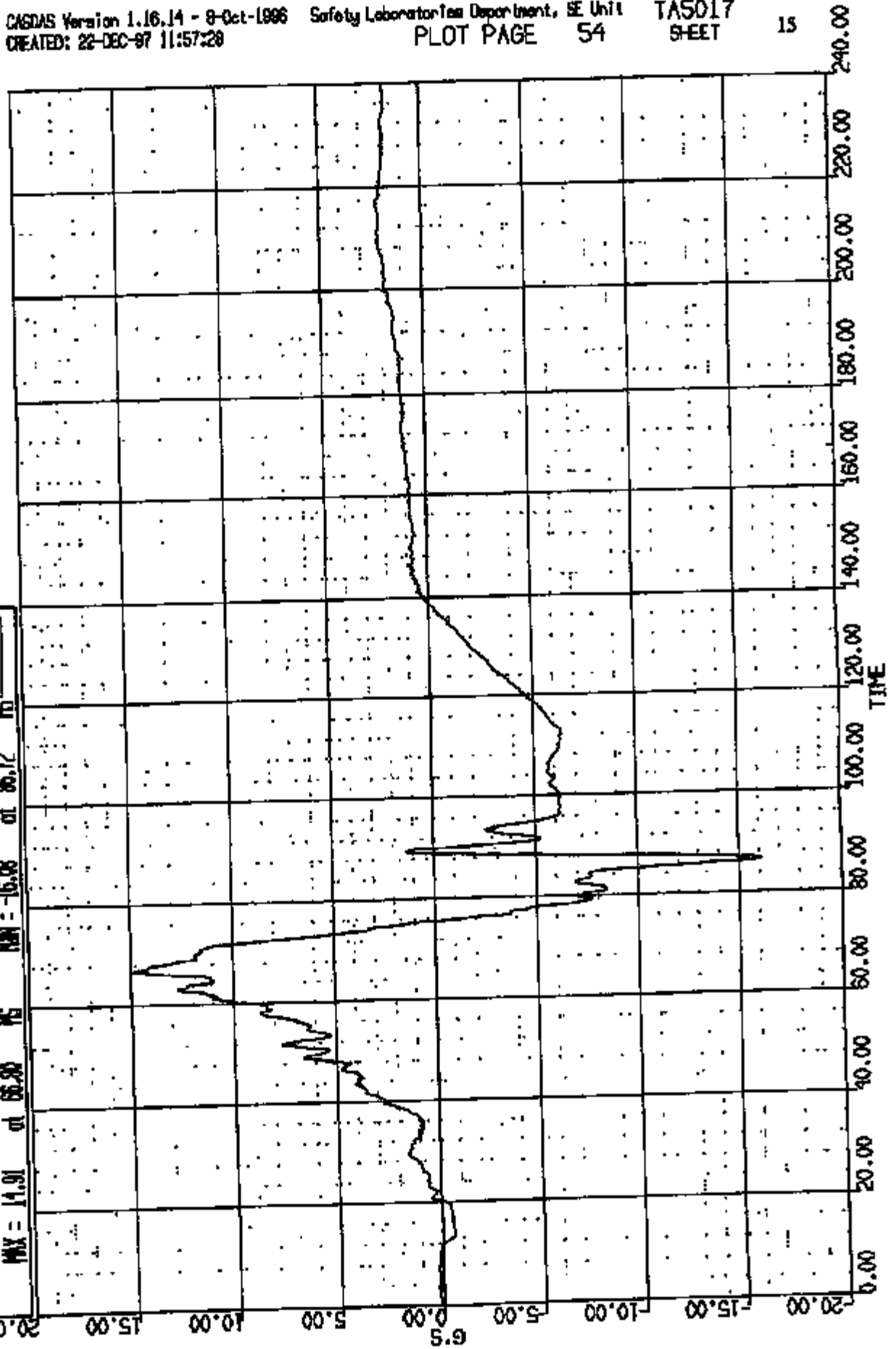
MAX = 1.522 at 15.0 MS MIN = -17.5 at 69.35 MS

MS AXIS 1



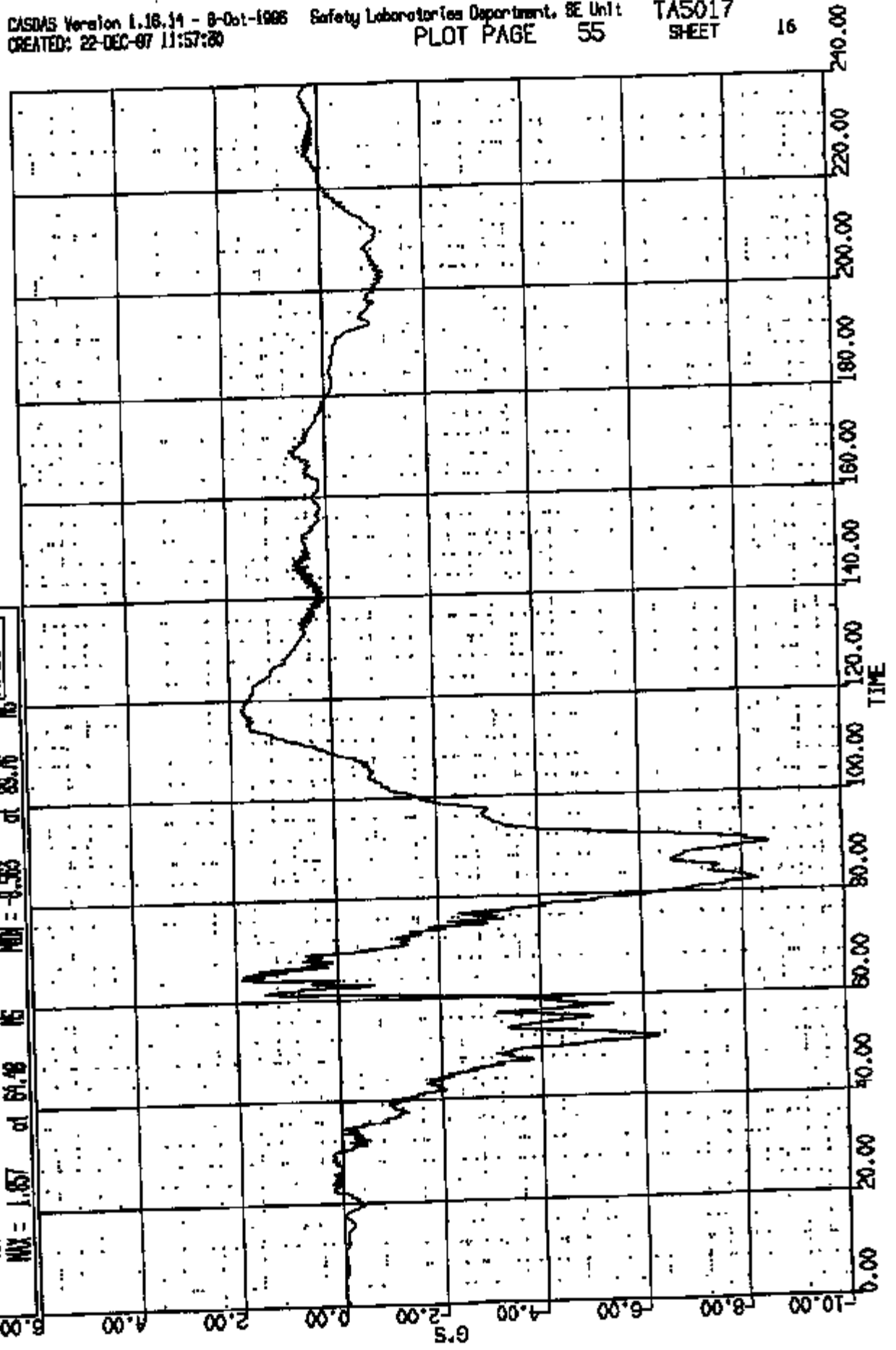
GR # 10988 TO: TAB017 DATE: 871222 10:47:18
2000 DN-101

(8) CR10988T LF DUMMY CHEST VERT 184C
MAX = 14.91 at 68.80 MS
MIN = -16.08 at 86.72 MS
[AXIS 1]



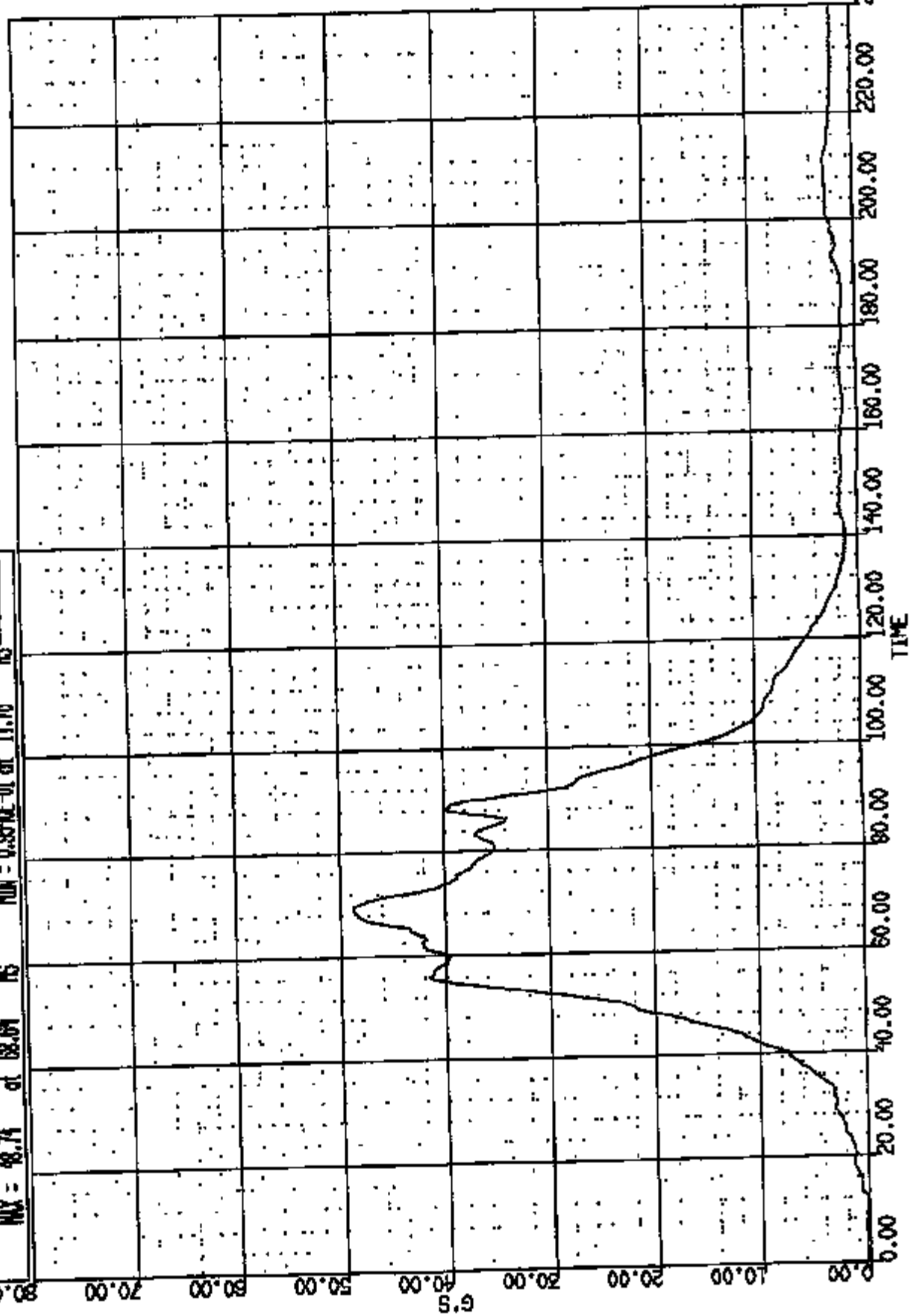
CRF N: 10968 TO: TAB017 DATE: 871222 10:47:18
8000 DN-101

(9) CR100881 LF DUMPY CHEST LAT 180C
MAX = 1.657 at 61.48 NS
MIN = -8.593 at 88.76 NS
AXIS 1



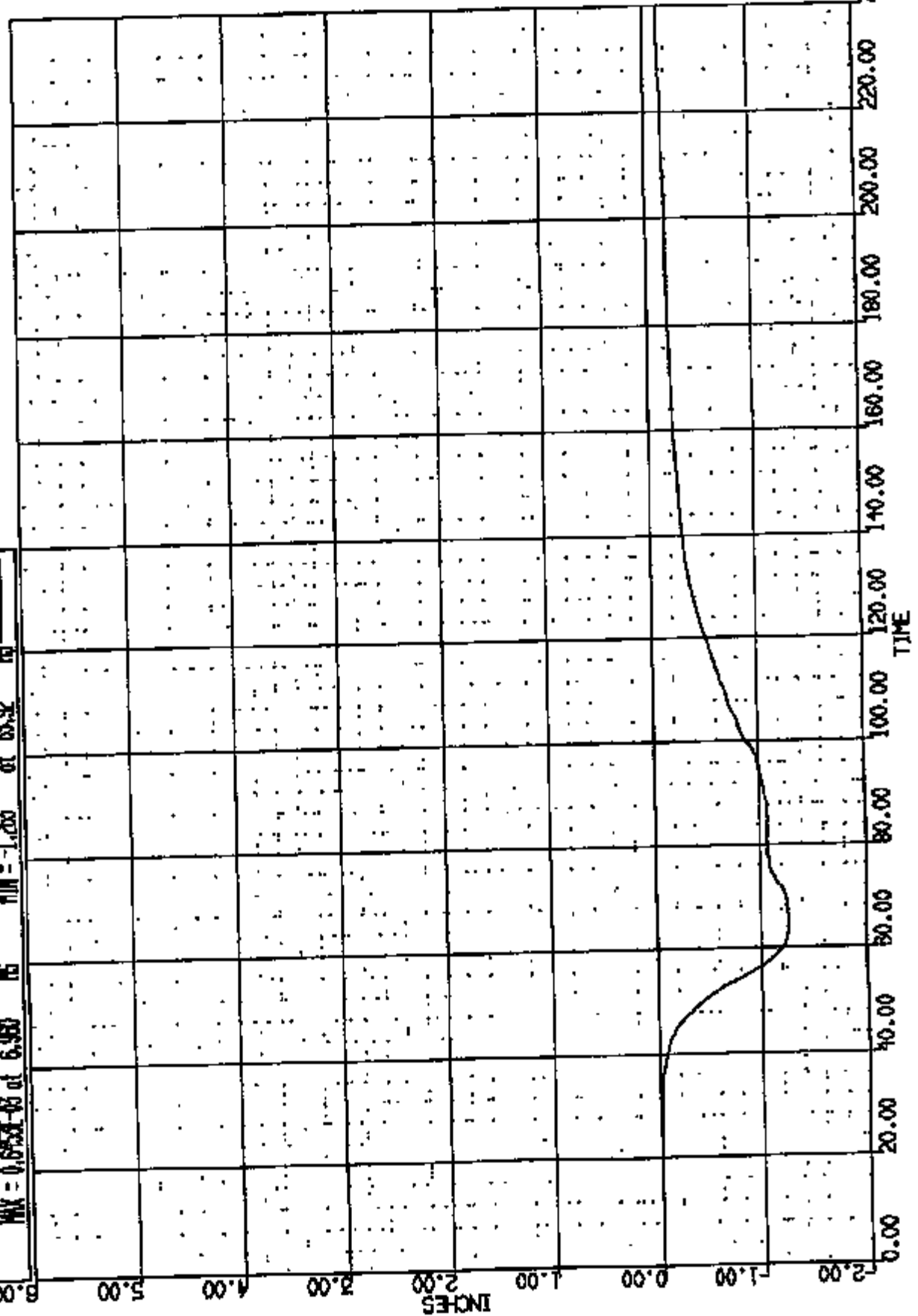
CR R: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN=101
DUMDUR = 47.758 Duration time = 2.9286

(10009) CR10988 LF DUMMY CHEST RES 180C
MAX = 98.74 at 88.04 MS MIN = 0.884E-01 at 11.76 MS
AXIS 1



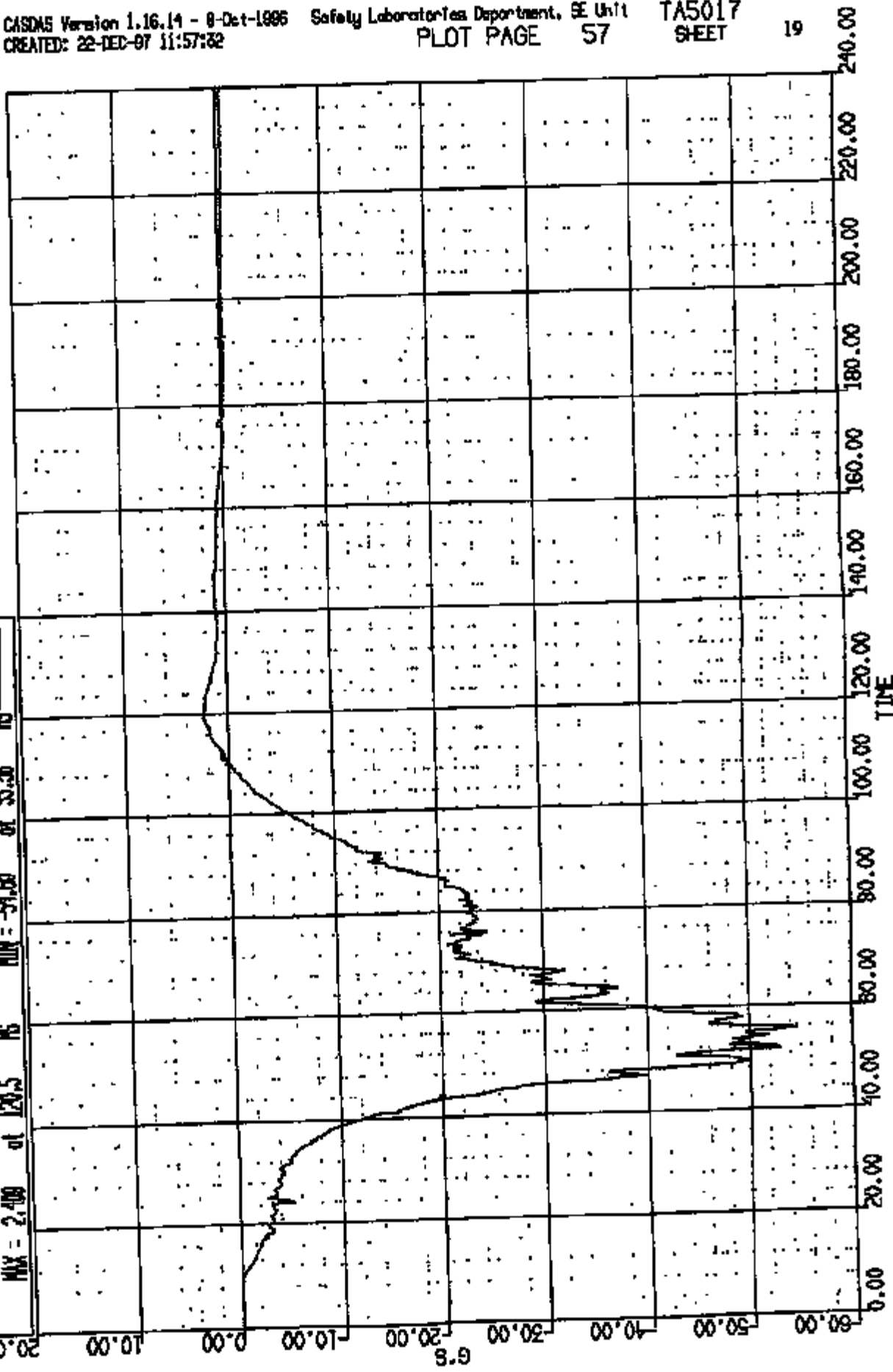
CR R: 10968 TO: TAB017 DATE: 971222 10:47:18
8000 DN-101

(10) CROSSH L4 DUMMY CHEST DEFLECTION 180C
MAX = 0.8753E-03 at 6.950 MS MIN = -1.253E-03 at 65.92 MS
AXIS 1



CR R: 10868 TO: TAB017 DATE: 971222 10:47:16
2000 DN-101

(11) CROSSBIT LAT DUMMY PELVIS LONG LOGG
MAX = 2.400 at 120.5 MS MIN = -51.500 at 55.56 MS
AXIS 1



CR R: 10888 TO: TAS017 DATE: 871222 10:47:16
8000 DN-101

(12) CRUSG81 LF DUNY PELVIS VERT 1000C

MAX = 1.748

at 200.5

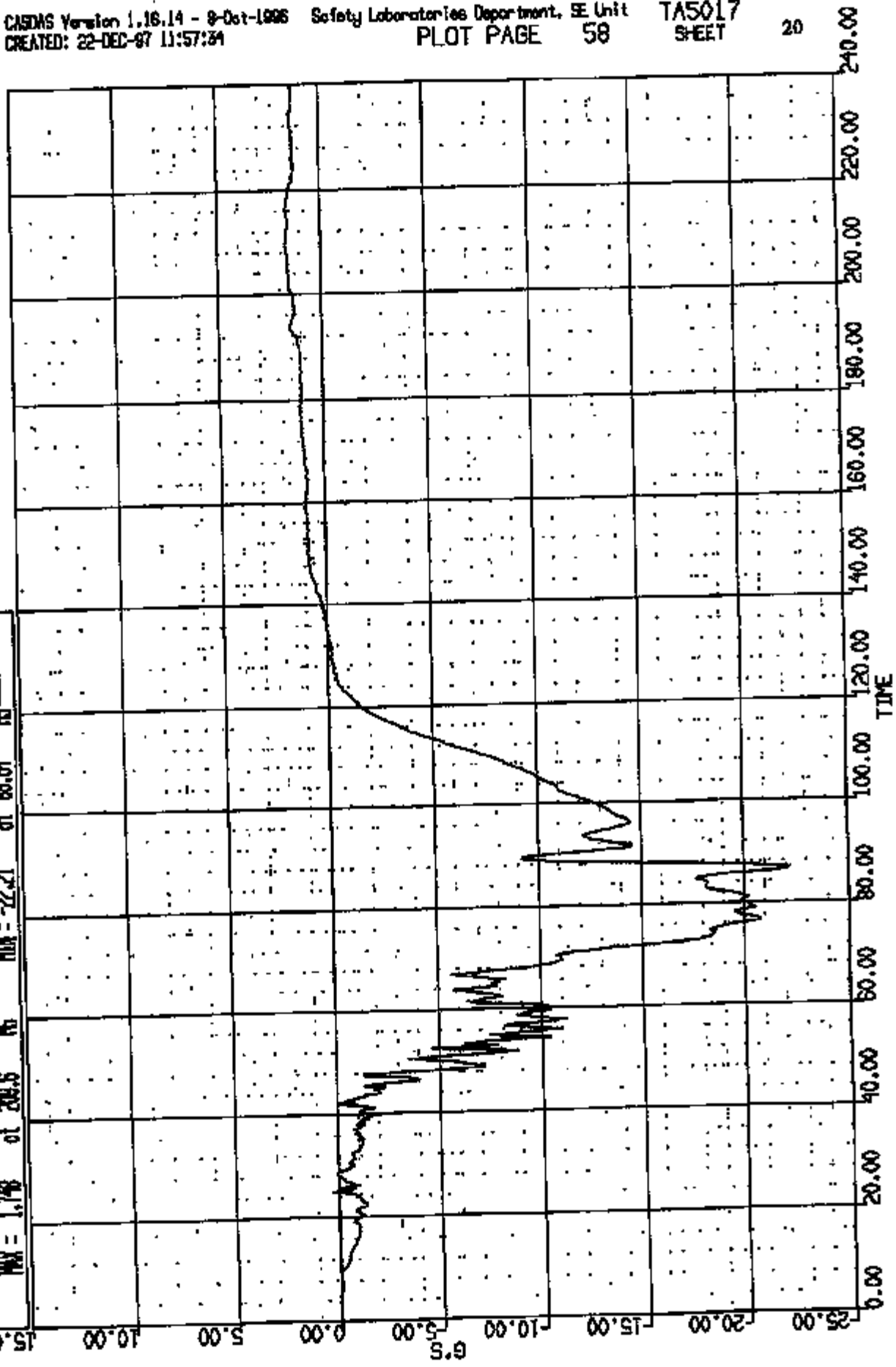
MS

MIN = -22.21

at 86.61

MS

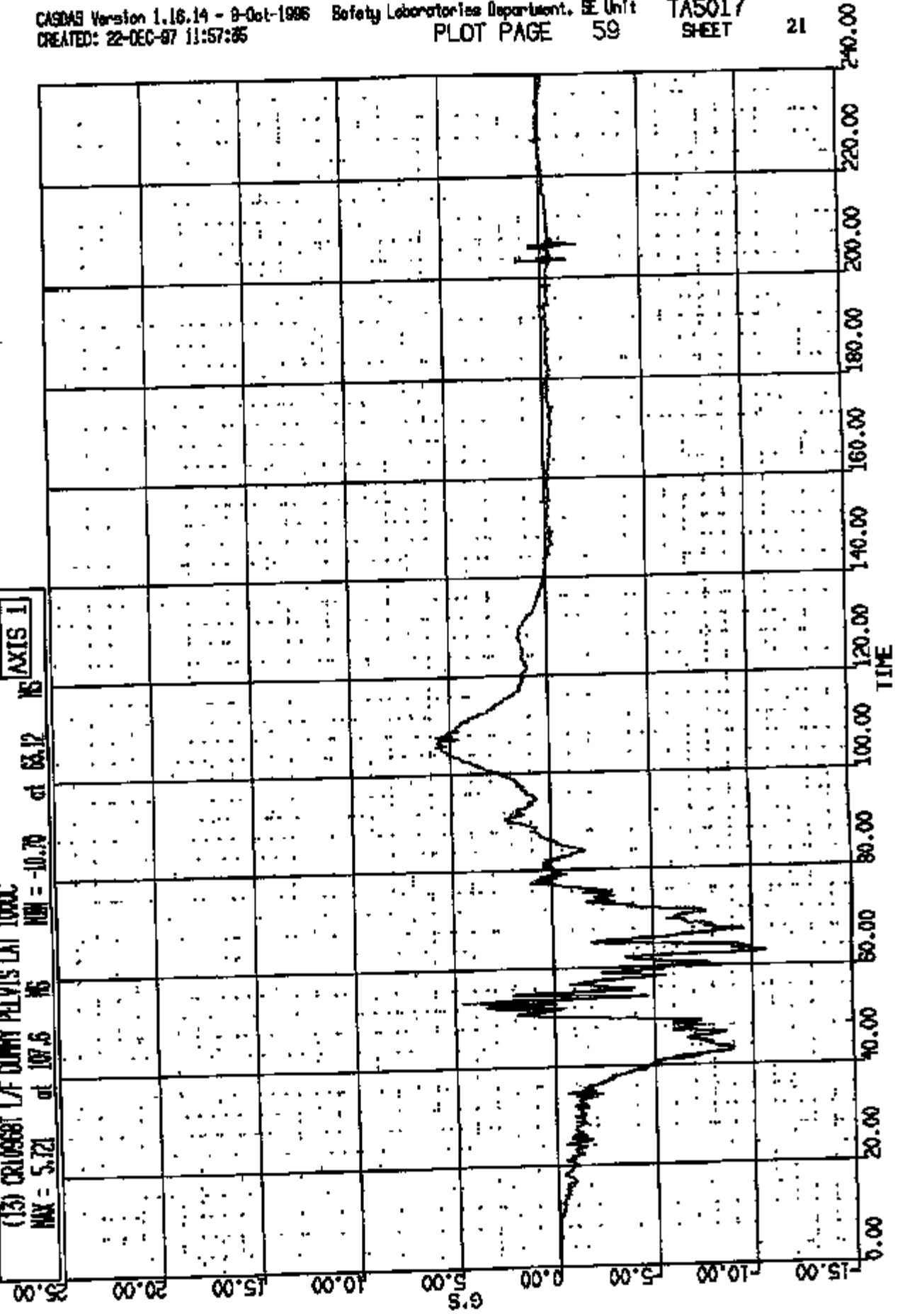
AXIS 1



CR R: 10888 TO: TAB017 DATE: 871222 10:47:18
2000 DN-101

(13) CRU9881 L/F DUMY PELVIS LAT 1000C
MAX = 5.721 at 107.6 MS MIN = -10.70 at 63.12 MS

AXIS 1



CR R: 10988 TC: TA5017 DATE: 871228 10:47:18
2000 DN-101

(10013) CR(0888) LF DUMMY PELVIS RES 1000C
MAX = 55.57 at 55.88 MS MIN = 0.275E-01 at 0.8800 MS

AXIS 1

80.00

20.00

60.00

50.00

40.00

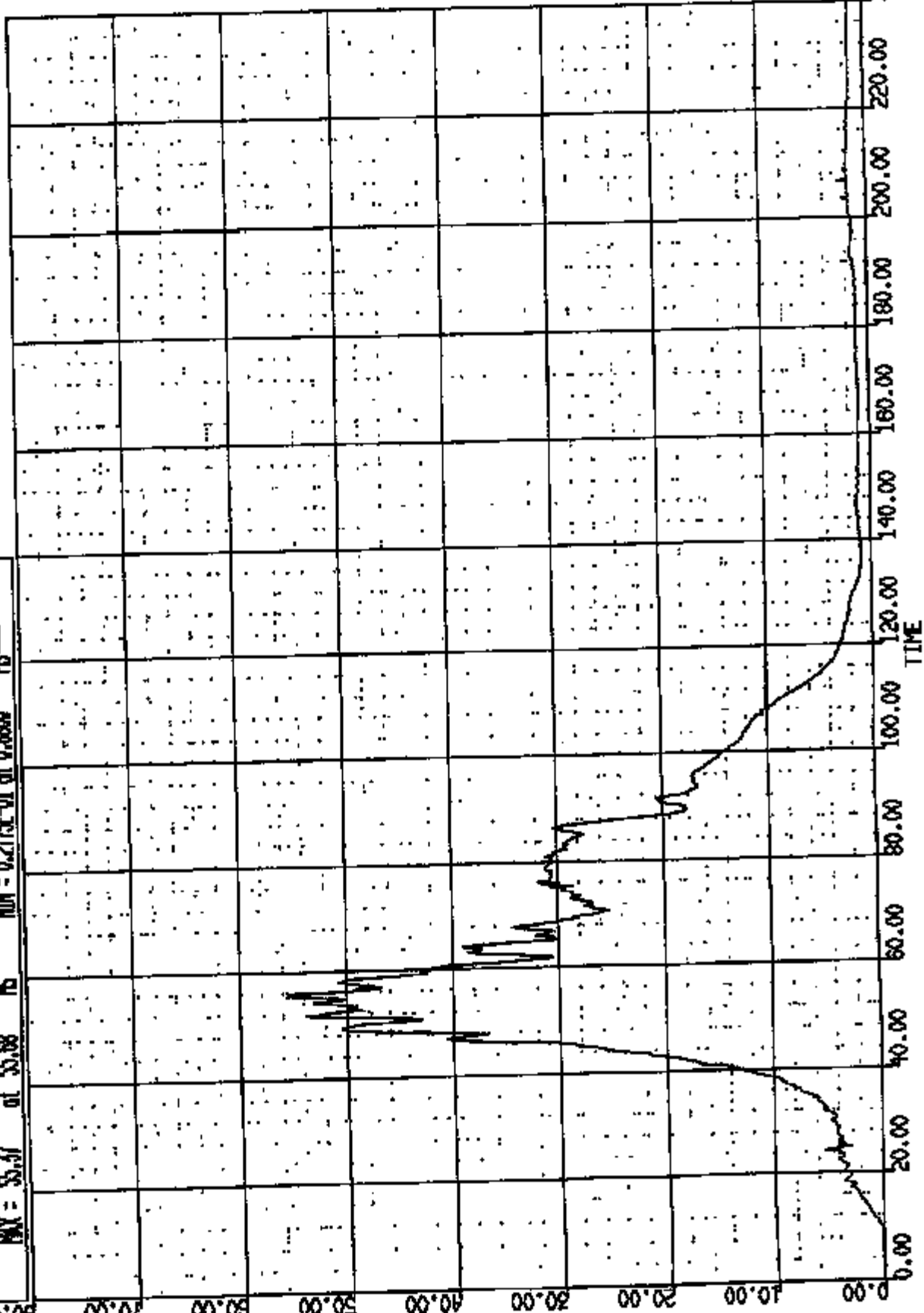
30.00

20.00

10.00

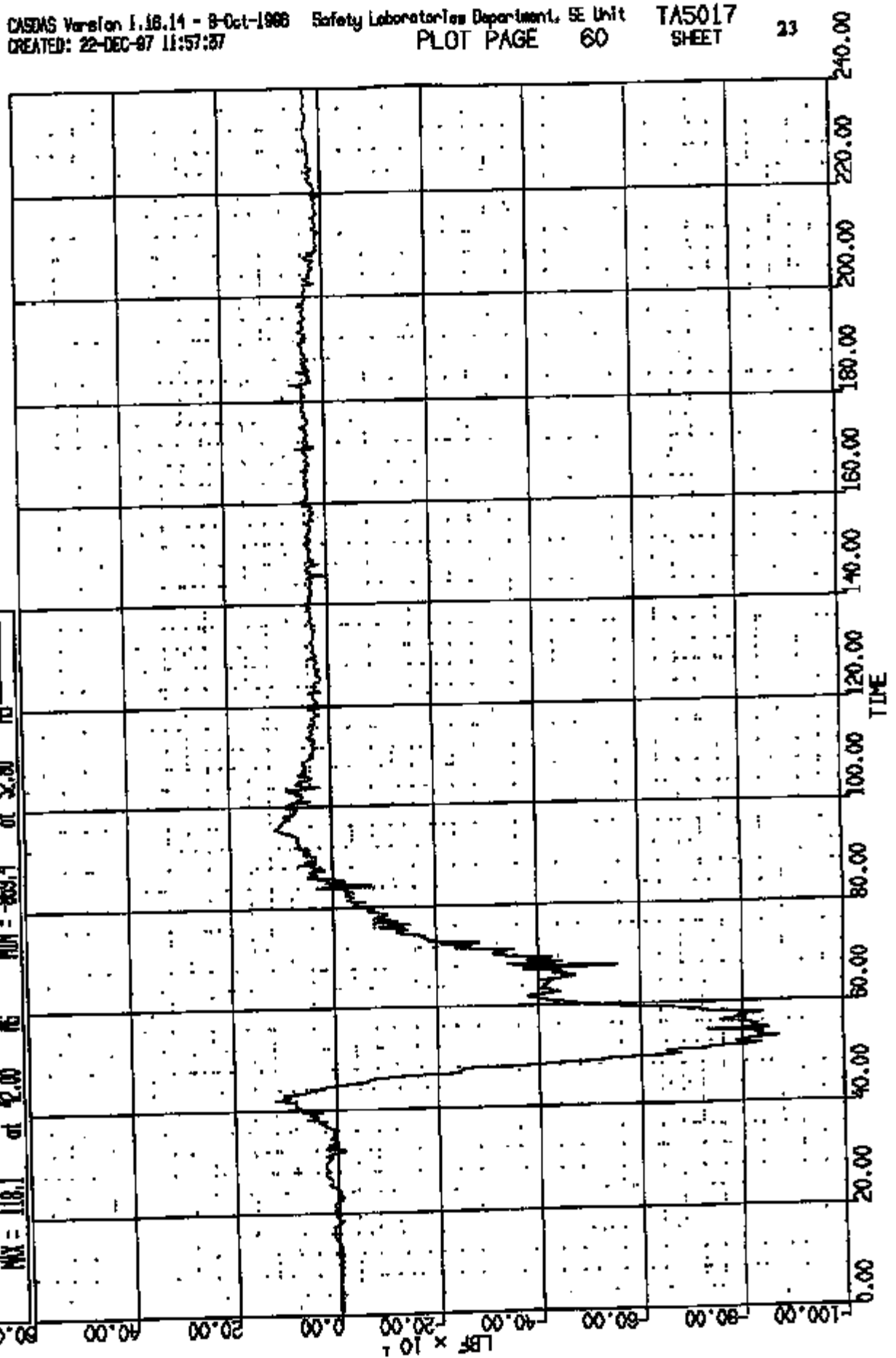
0.00

G.S



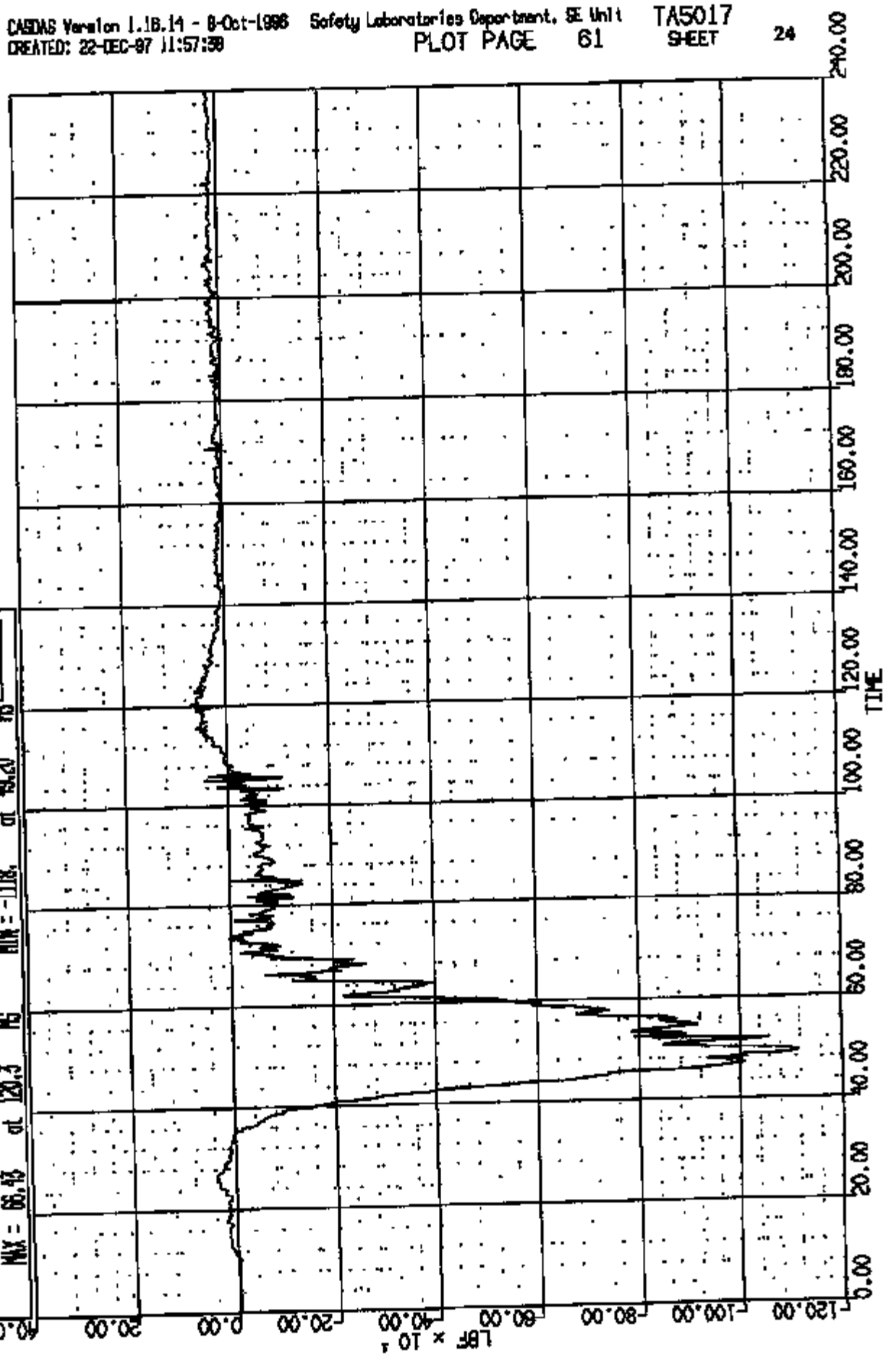
CR R: 10988 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

(14) CRUSH L/F DUMMY LATENT LOAD FZ 600C
MAX = 118.1 at 42.00 MIN = -839.4 at 92.90
AXIS 1



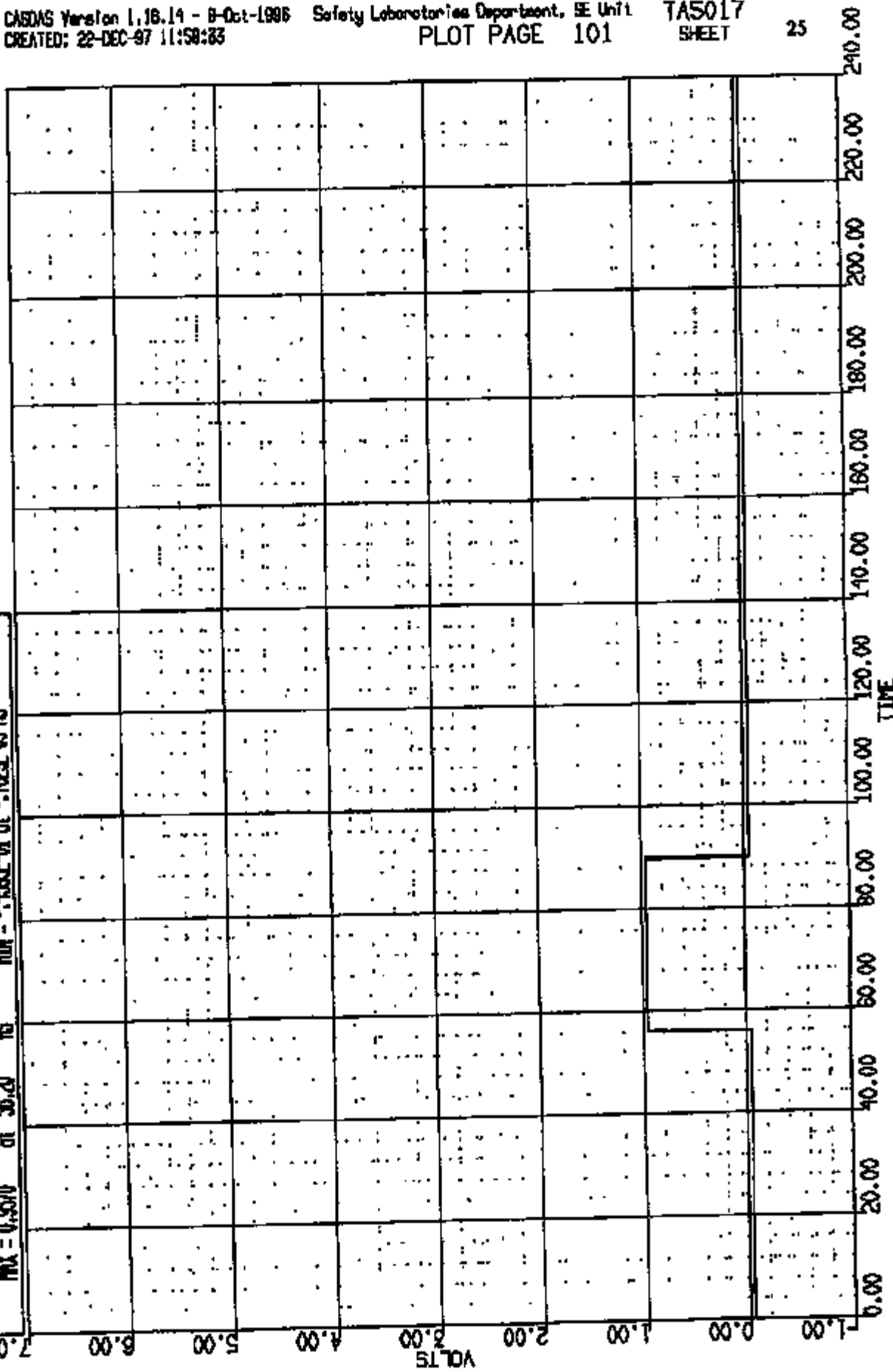
CR # 10988 TO: TABOIT DATE: 871222 10:47:18
2000 DN-101

(15) CR10988T LAF DUMMY REFER LOAD FZ 600C
MAX = 66.43 at 120.3 MS MIN = -1118. at 49.20 MS
AXIS 1



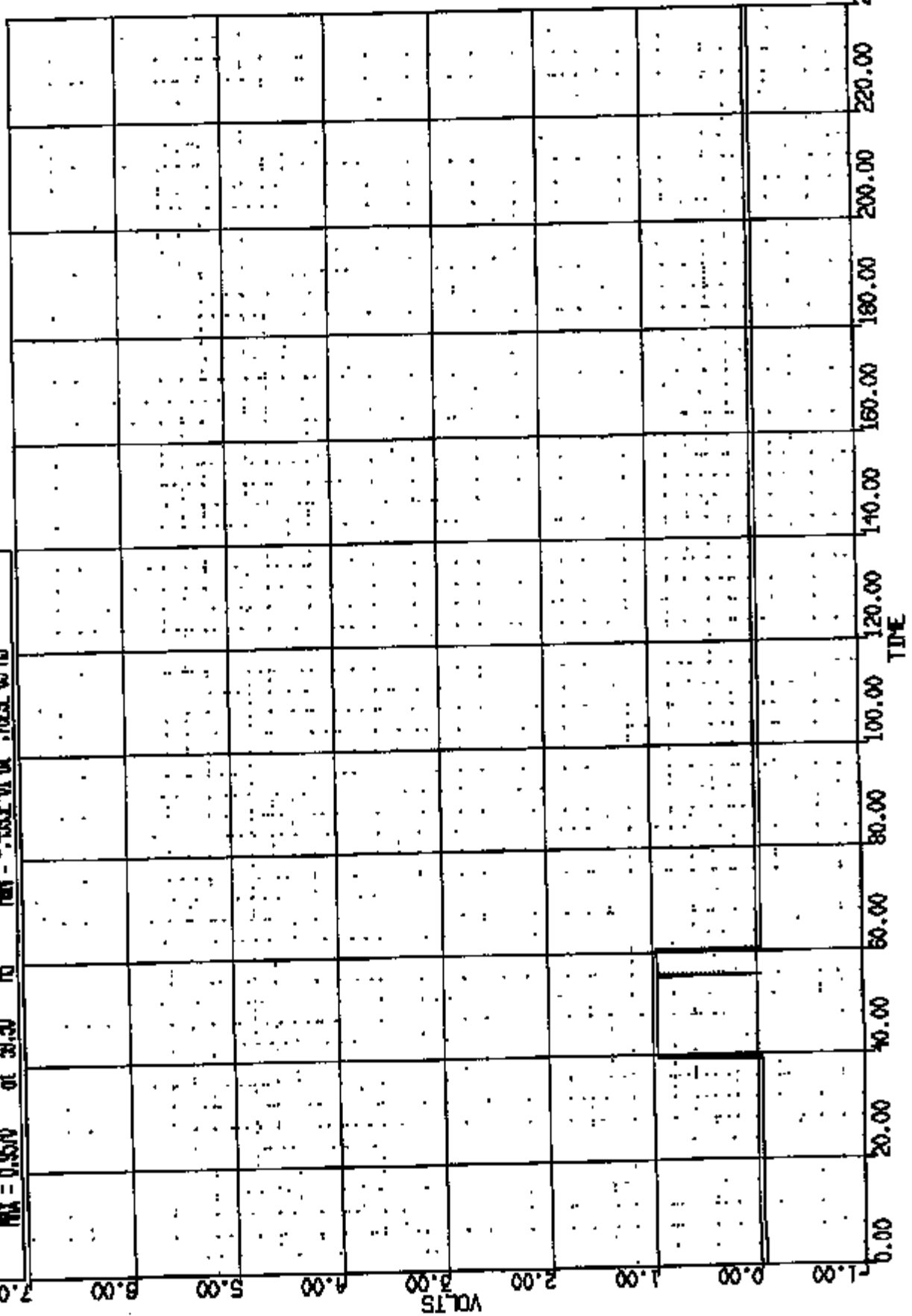
CR R: 10888 TO: TAS017 DATE: 871222 10147:16
2000 DN-101

(55) CR108881 LF DUMY LAMEL SN 4000C
MAX = 0.9570 at 56.20 NS MIN = -438E-04 at -702E-05 NS
AXIS 1



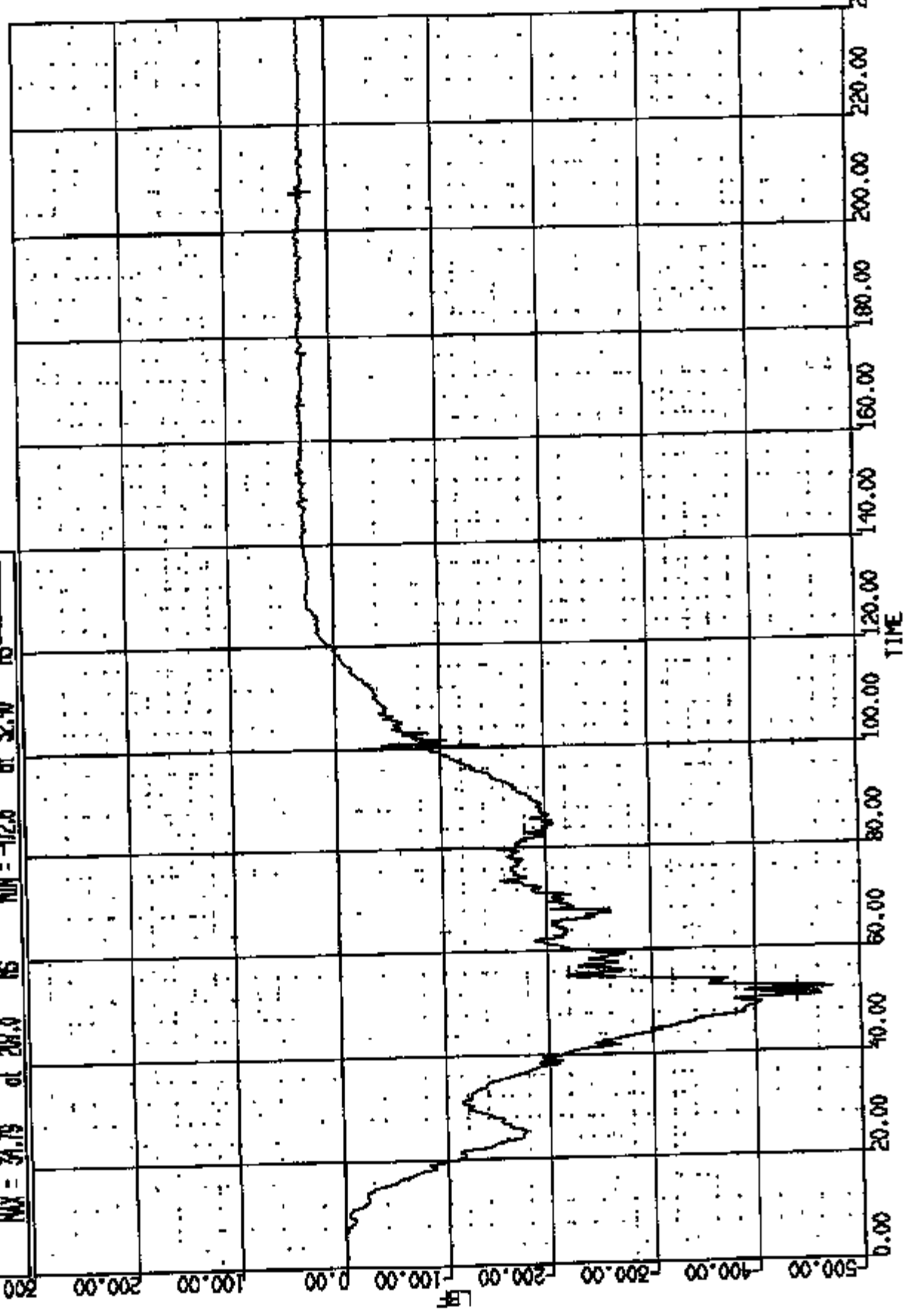
CR R: 10968 TO: TAS017 DATE: 971222 10:47:16
2000 DN-101

(56) CR09881 LF DUMMY RAMEL SN 4000C
MAX = 0.9570 at 39.30 MS MIN = -.433E-01 at .782E-05 MS
AXIS 1



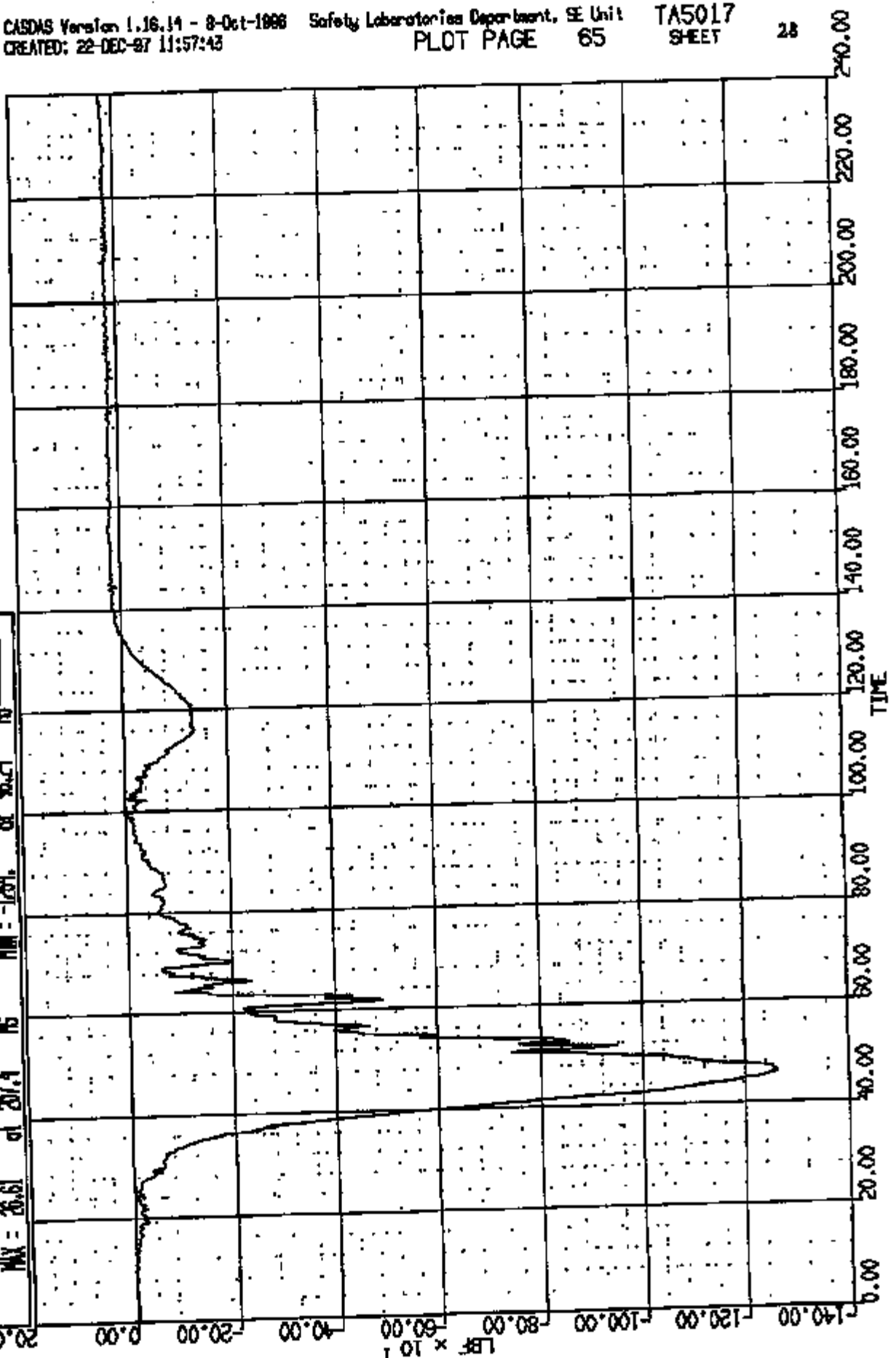
CR R: 10888 TD: TA5017 DATE: 971222 10:47:16
2000 DN-101

(16) CRUCIBET LF DUMP LUP/TIBIA LOAD FZ 6000
MAX = 34.79 at 207.0 MS MIN = -172.6 at 52.40 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(19) CRIBSBT LF DUMY RAP/TIBIA LIND FZ 600C
MAX = 26.61 at 207.4 MS MIN = -129.1 at 96.24 MS
AXIS 1



CE R: 10986 TO: TAB017 DATE: 971222 10:47:18
2000 DN-101

(17) CROSSBT LF DUMR L/UP/TIBIA LOAD MK GONG

AXIS 1

NS

at 76.88

of

NS

MIN = -279.6

MAX = 206.0

at 54.32

NS

500.00

400.00

300.00

200.00

100.00

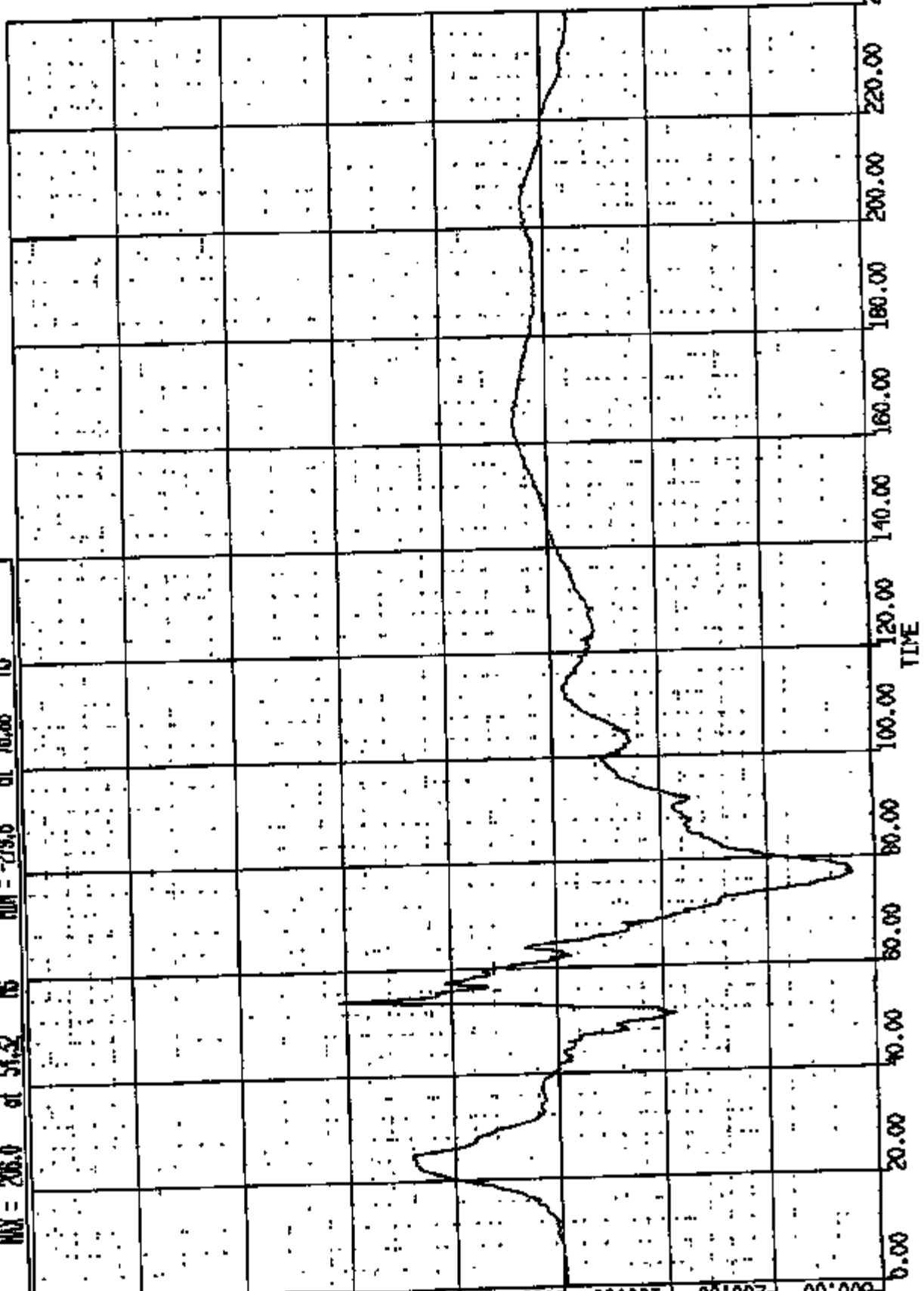
0.00

-100.00

-200.00

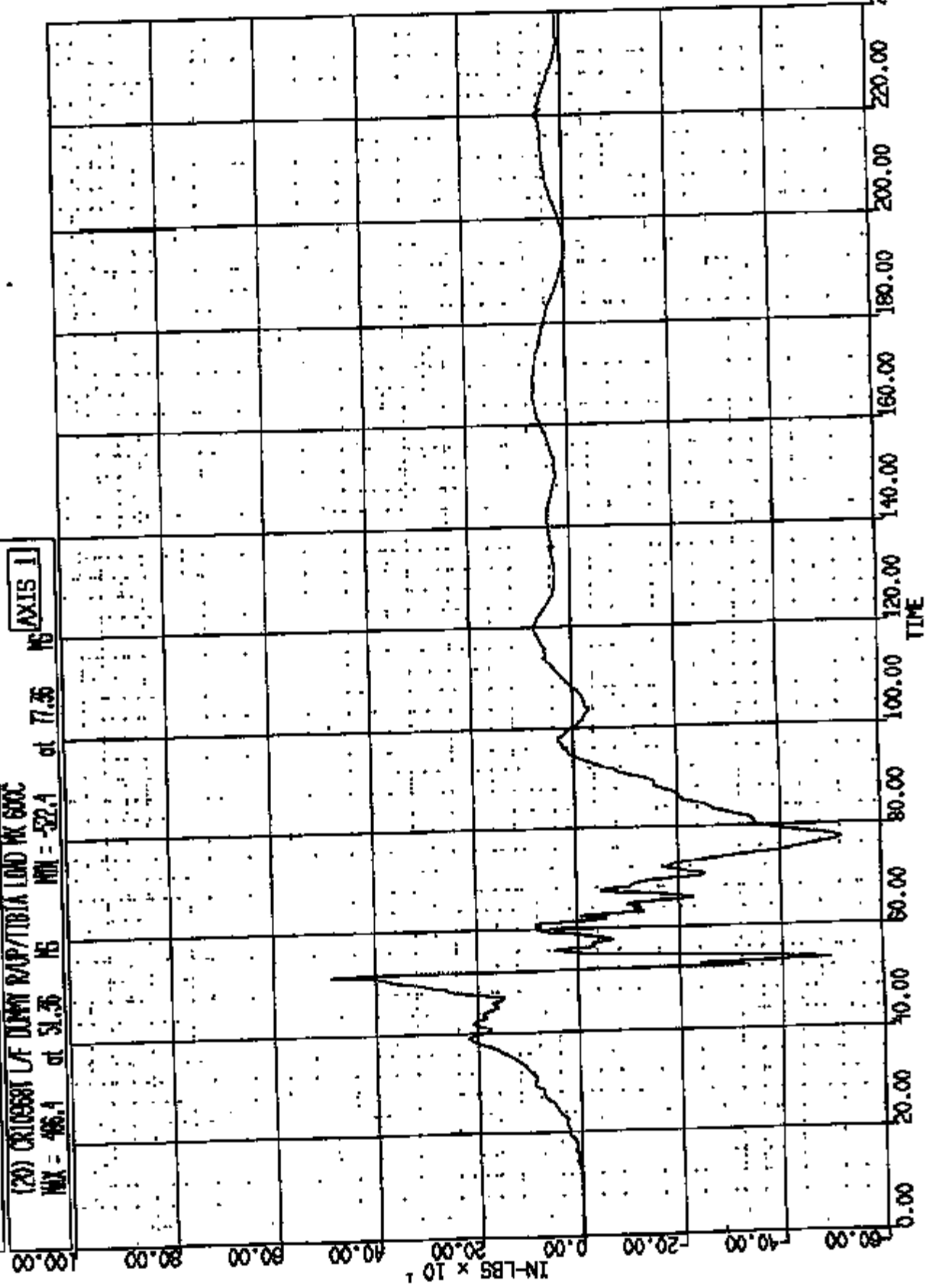
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IN-LBS



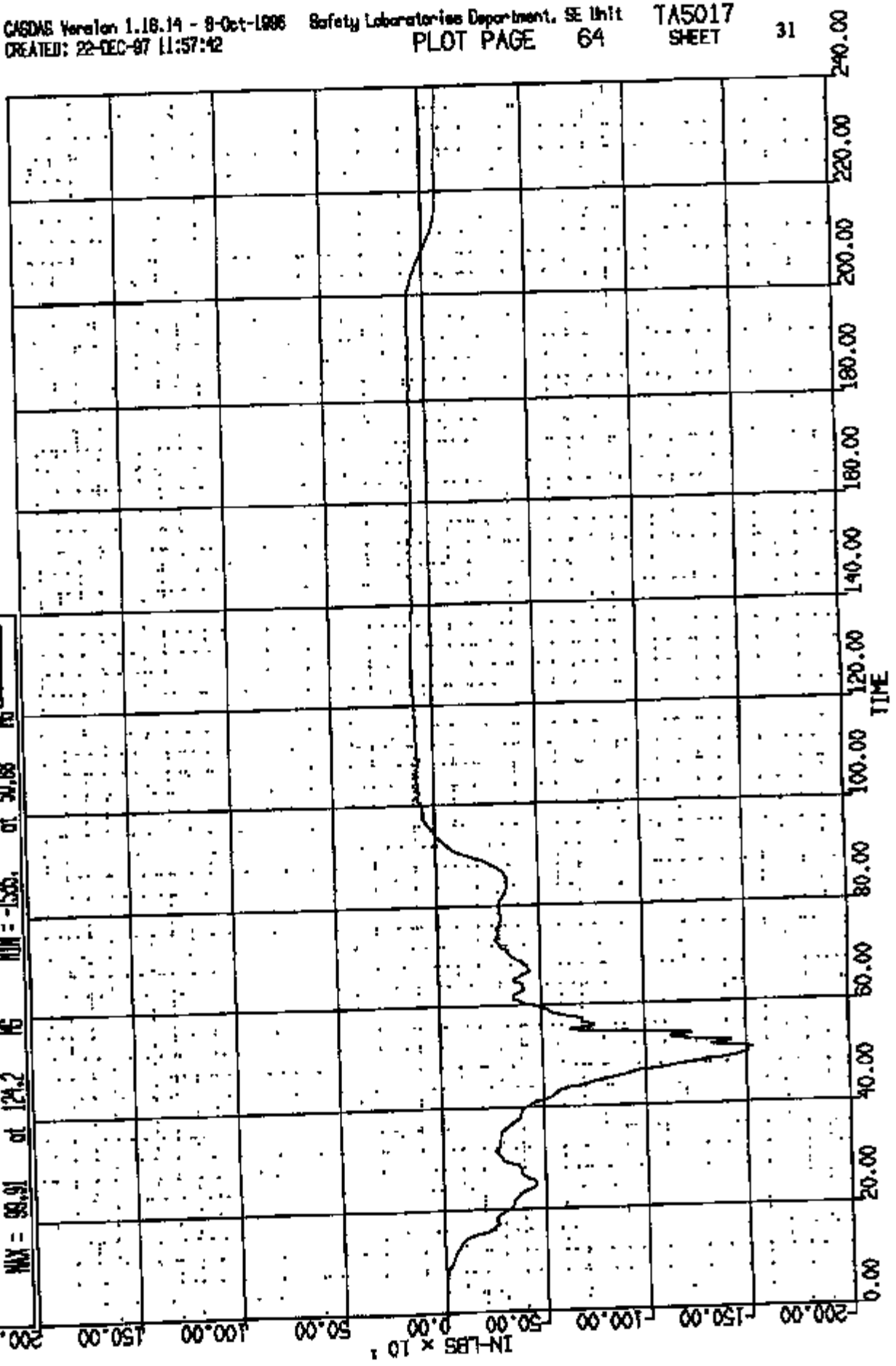
CR R: 10968 TO: TAS017 DATE: 971222 10147316
2000 DN-101

(20) CRUISEBT LF DUMPT RAMP/TIRIA LIND MK 600C
MAX = 486.1 at 51.35 MS MIN = -522.1 at 77.35 MS
AXIS 1



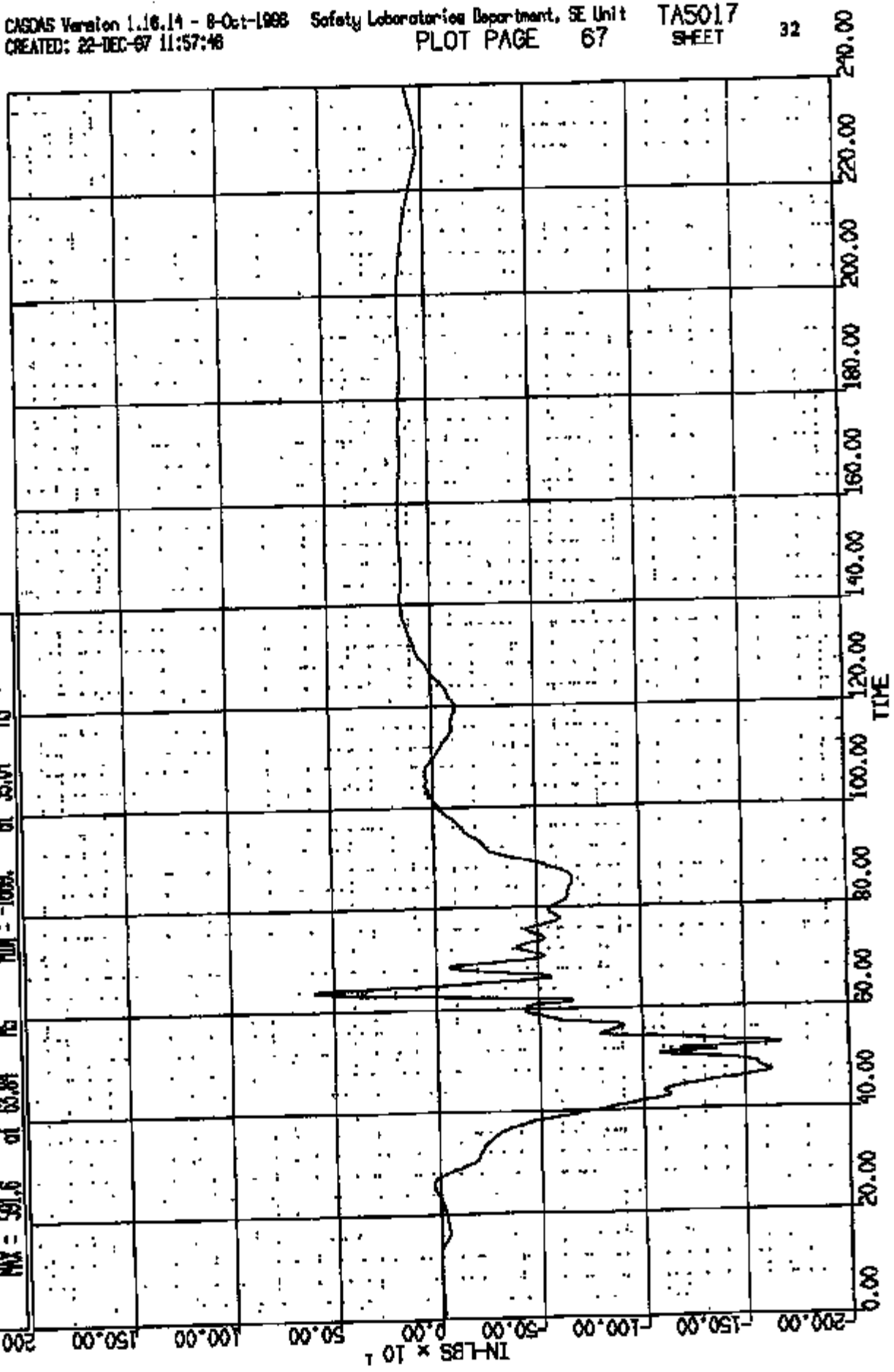
CR R: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(18) CRUG88T L/F DUMP LAP/TUBIA LDND HY 600C
MAX = 98.91 at 124.2 MG MIN = -1535. at 50.88 MG
AXIS 1



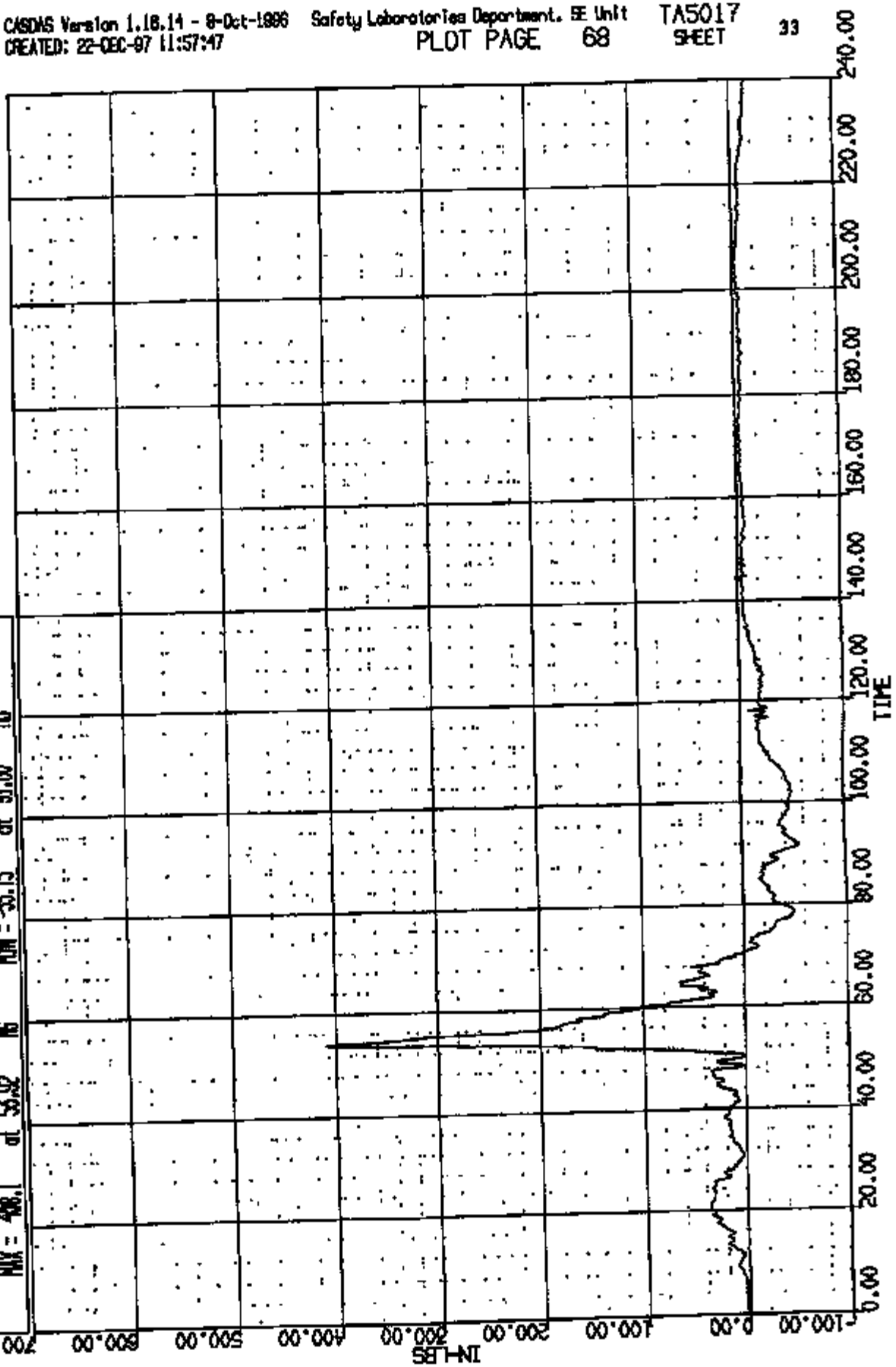
CR R: 10008 TO: TAS017 DATE: 971222 10:47:18
2000 DN-101

(21) CR000881 LF DUMMY RAMP/TIBIA LOAD MV GNC
MAX = 591.6 of 63.04 MS MIN = -1089. of 53.01 MS AXIS 1



GR R: 10968 TO: TAB017 DATE: 871222 10:47:18
2000 DN-101

(22) CR109681 LF DUNN L/OMERTIBIA LIND PK 600C
MAX = 408.1 at 53.92 MIN = -55.75 at 91.60
[AXIS 1]



CR R: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(24) CROSSBT LF DUMPY RALPH/TIBIA LOND IN 8MOC
MAX = 181.1 at 47.75 16 MIN = -140.0 at 52.80 16
AXIS 1

250.00

200.00

150.00

100.00

50.00

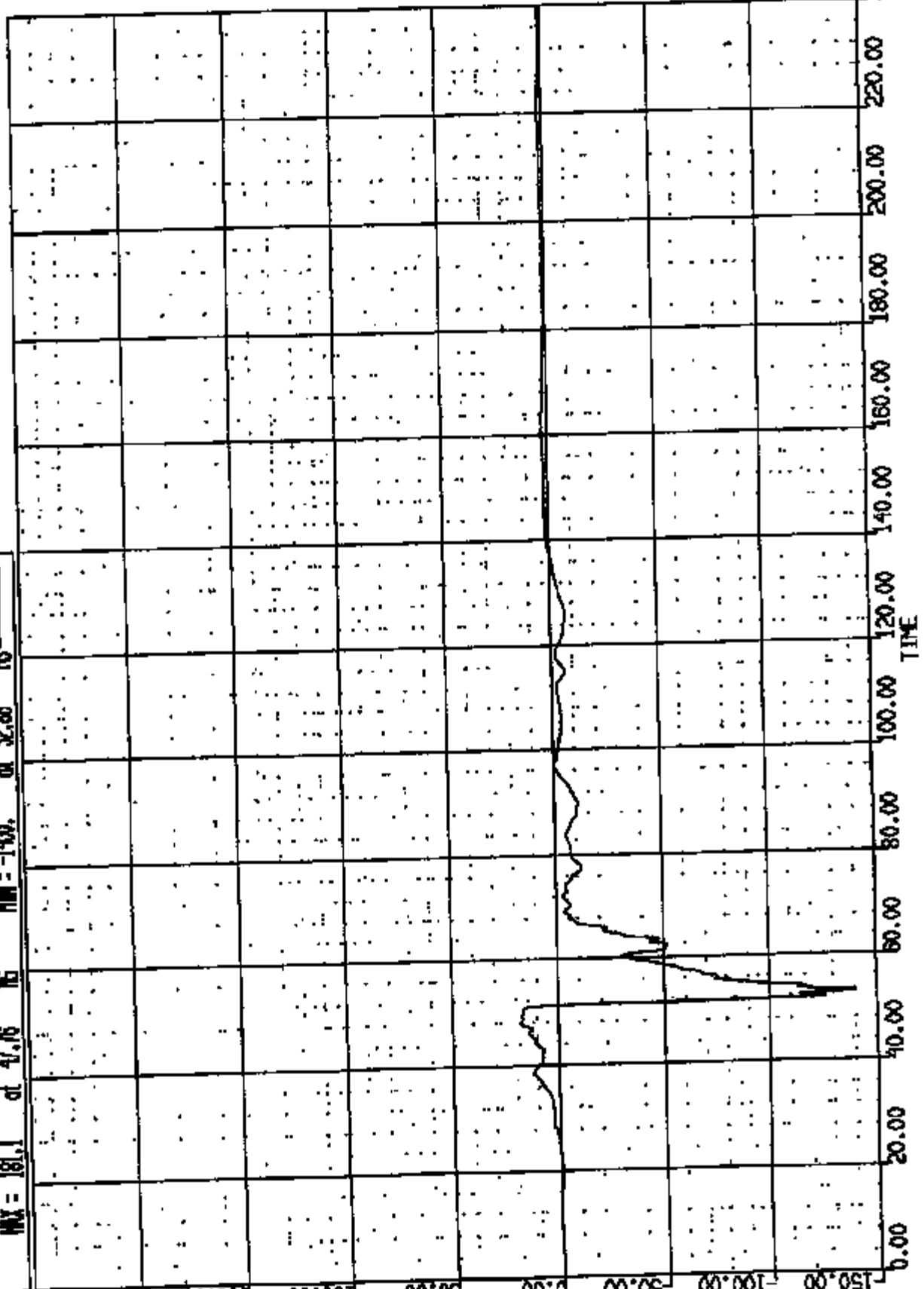
0.00

-50.00

-100.00

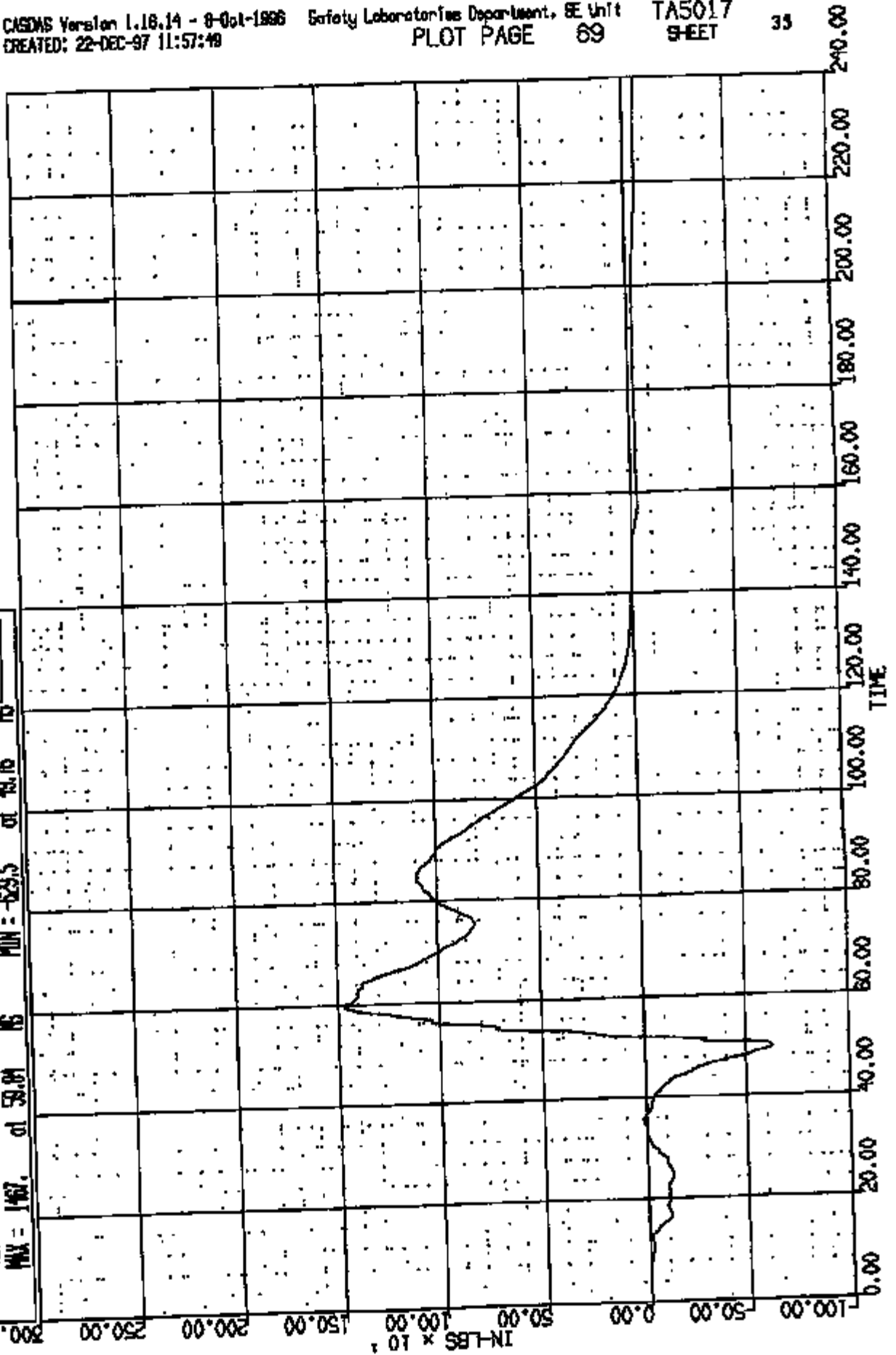
-150.00

IN-LBS x 10¹



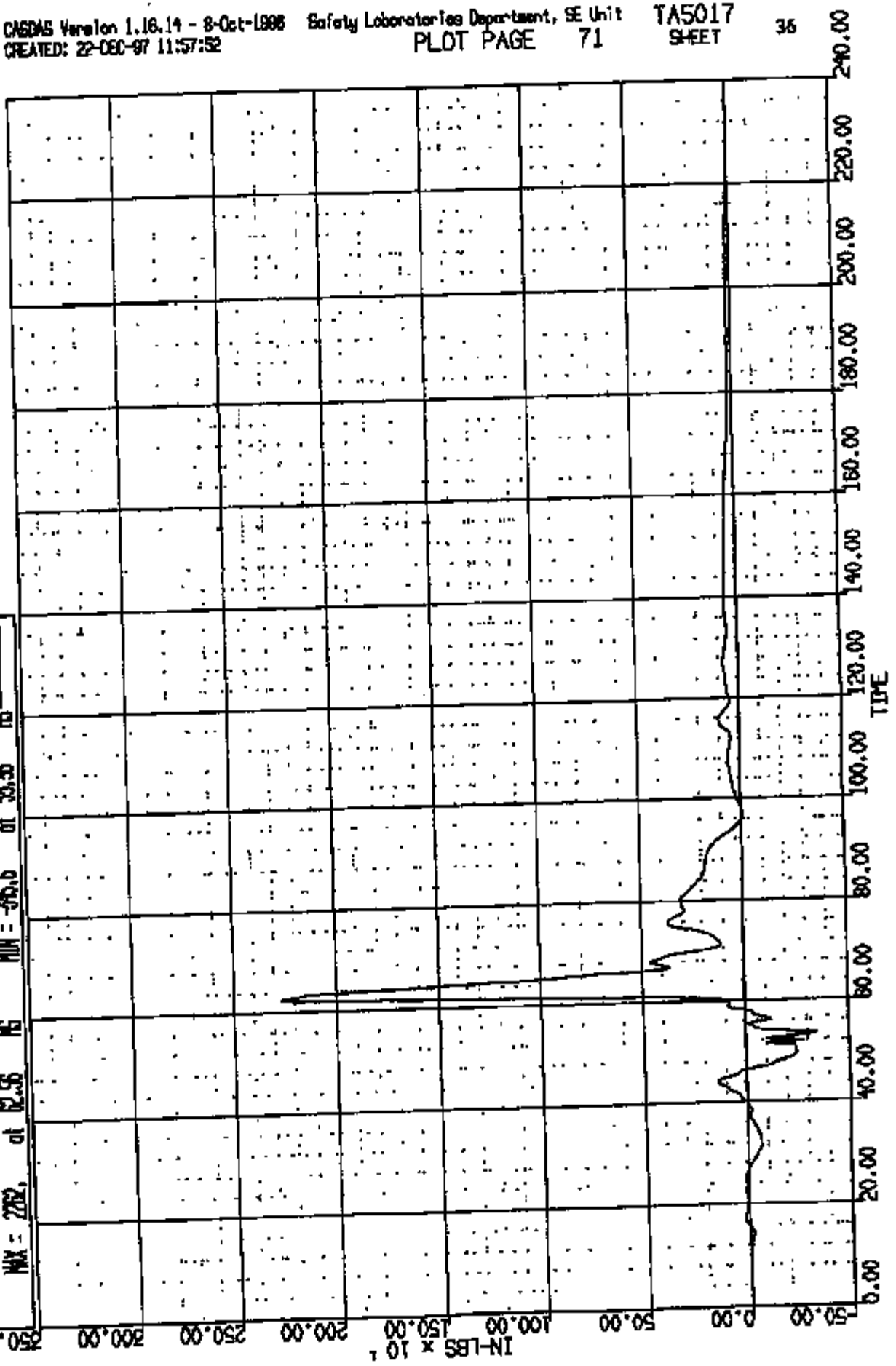
CR R: 10986 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(25) CROSSBT LA BUNNY LAGER/TIBIA LOAD BY GRAC
MAX = 1467. of 58.01 IN MIN = 623.5 of 48.76 IN AXIS 1



CR R: LOGS TO: TAB017 DATE: 971222 10:47:18
2000 DN-101

(25) CR106881 L/F DUHAI R/0428/1181A LOND NY 600C
MAX = 282. at 62.56 H6 MIN = -365.6 at 53.36 H6
AXIS 1



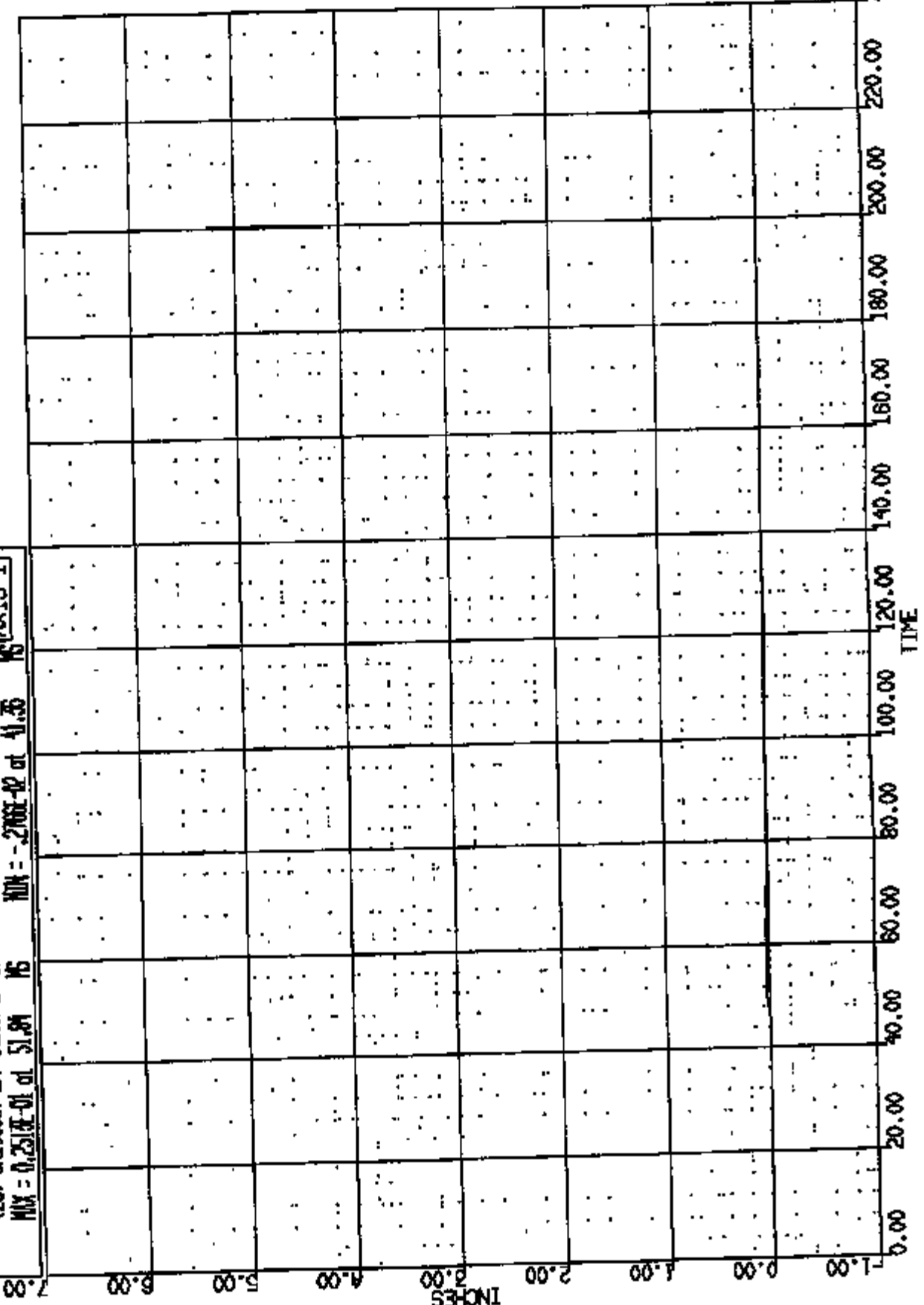
CR R: 10988 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

(26) CRUASST LF DUMY L/TUBIA DISP ART FEN 180C

MIN = 0.251E-01 at 51.84 MS

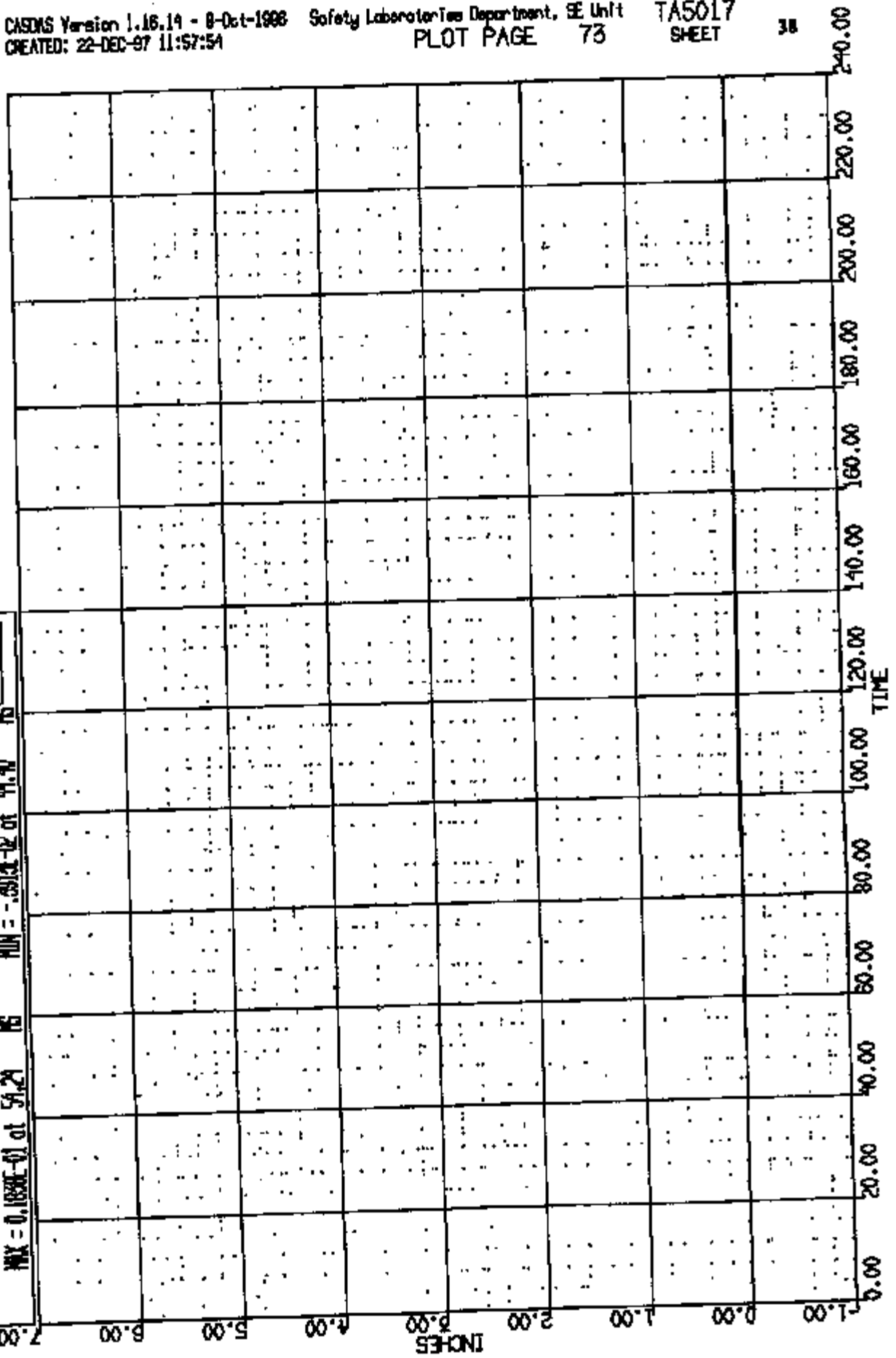
MIN = -2.70E-02 at 41.35 MS

AXIS 1



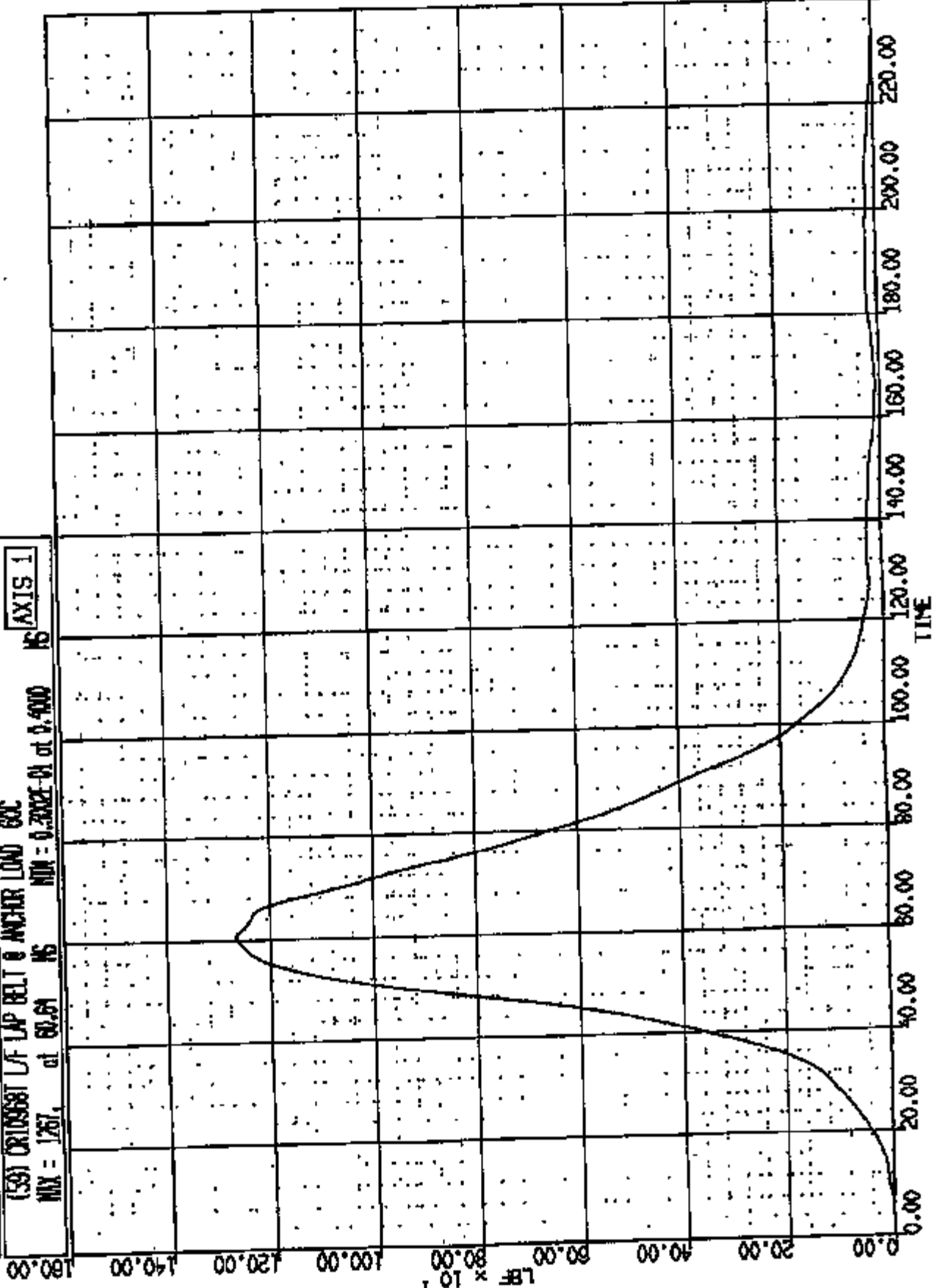
DR #: 10988 TO: TAS017 DATE: 871222 10:47:18
2000 DN-101

(27) CR109881 LF DUMY RT/IBIA DISP INT FEM 180C
MAX = 0.1830E-01 at 59.29 MS MIN = -.231E-12 at 91.40 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 971228 10:47:16
2000 DN-101

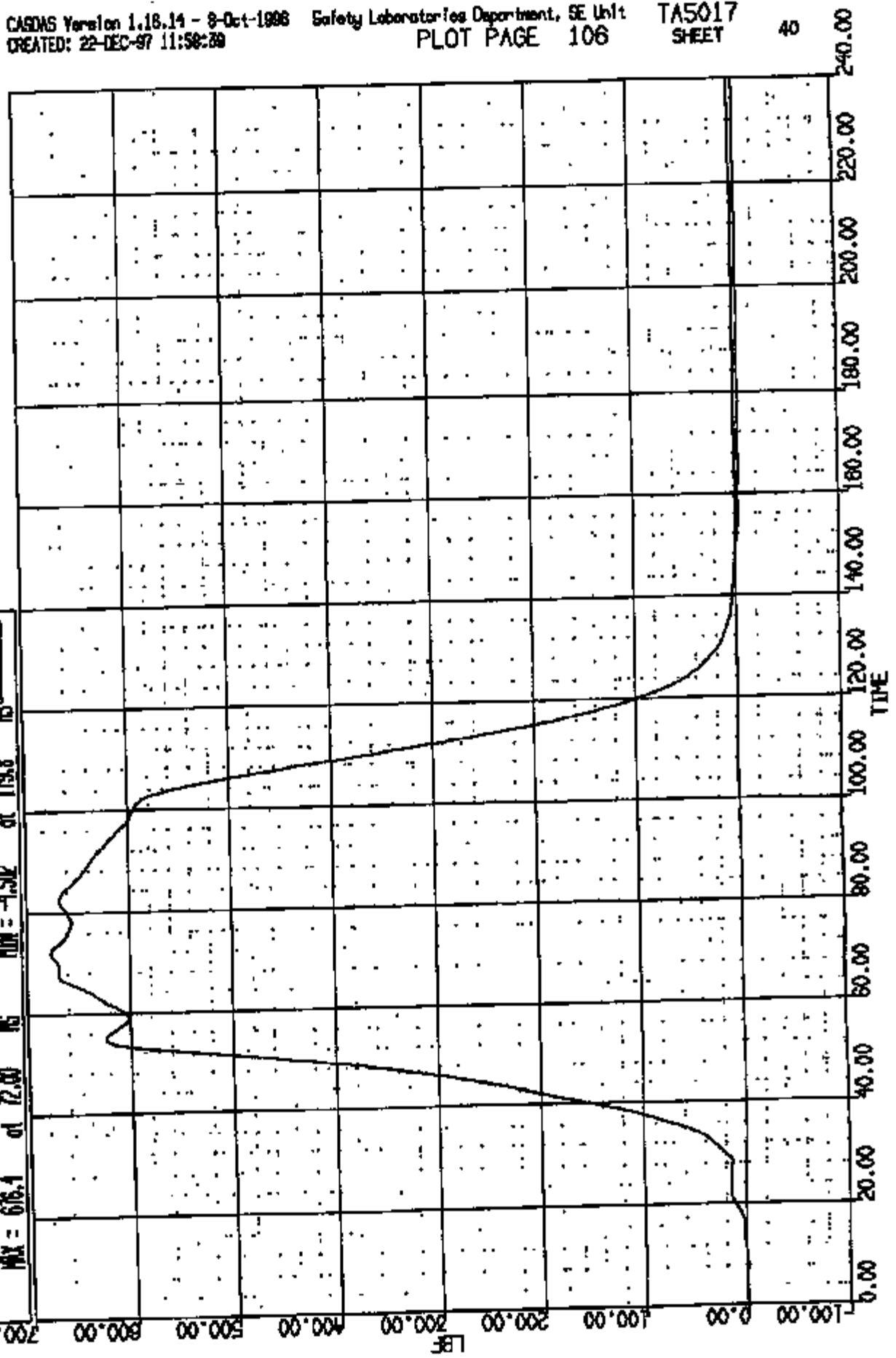
(53) CRIBSBAT LF LAP BELT & ANCHOR LOAD 60C
MIN = 1267, at 60.81 MS
MAX = 1767, at 60.81 MS
MIN = 0.200E-01 at 0.400 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(60) CRUSHST L/F TORSO BELT & RETRACTOR LDA 60C
MAX = 676.1 at 72.00 MS MIN = -4.502 at 173.8 MS

AXIS 1



CR R: 10988 TO: TAB017 DATE: 971222 10:47:18
8000 DN-101

(61) CYCLOPS81 LFT TORSO BELT @ DURING LOAD 80C
MAX = 870.1 at 88.56 MS MIN = -3.890 at 255.5 MS

AXIS 1

140.00

120.00

100.00

80.00

60.00

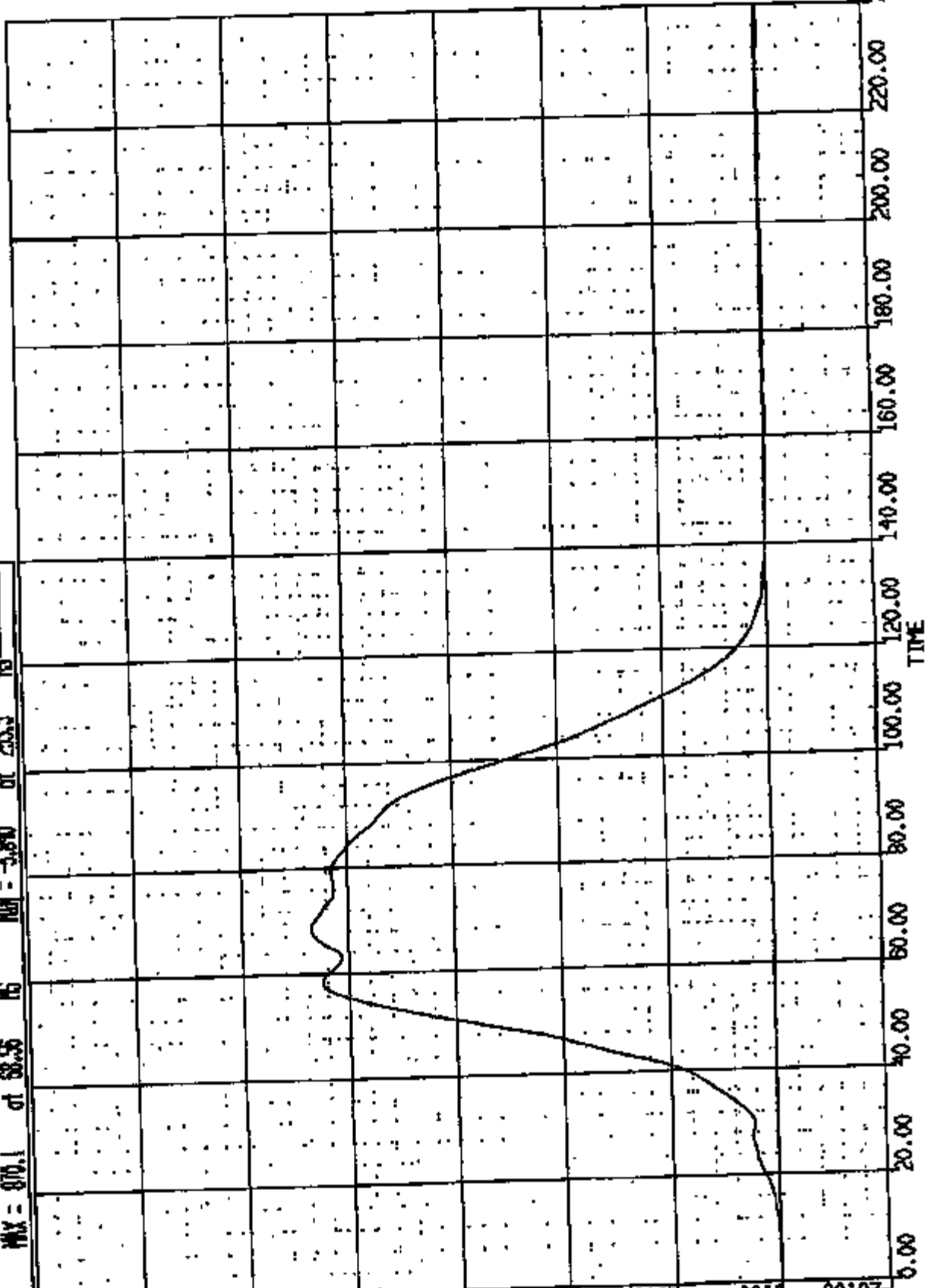
40.00

20.00

0.00

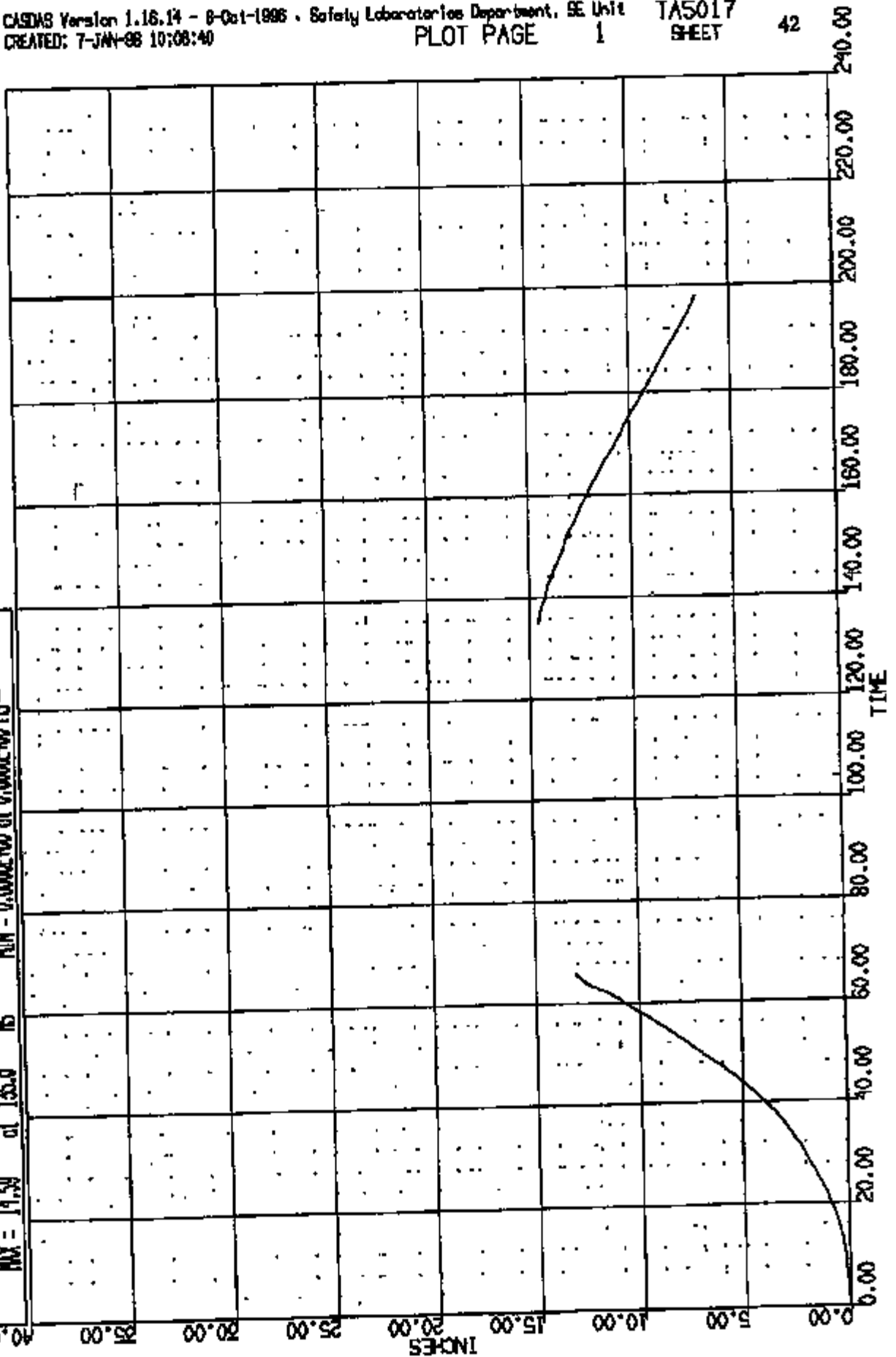
-20.00

LBFX 10¹



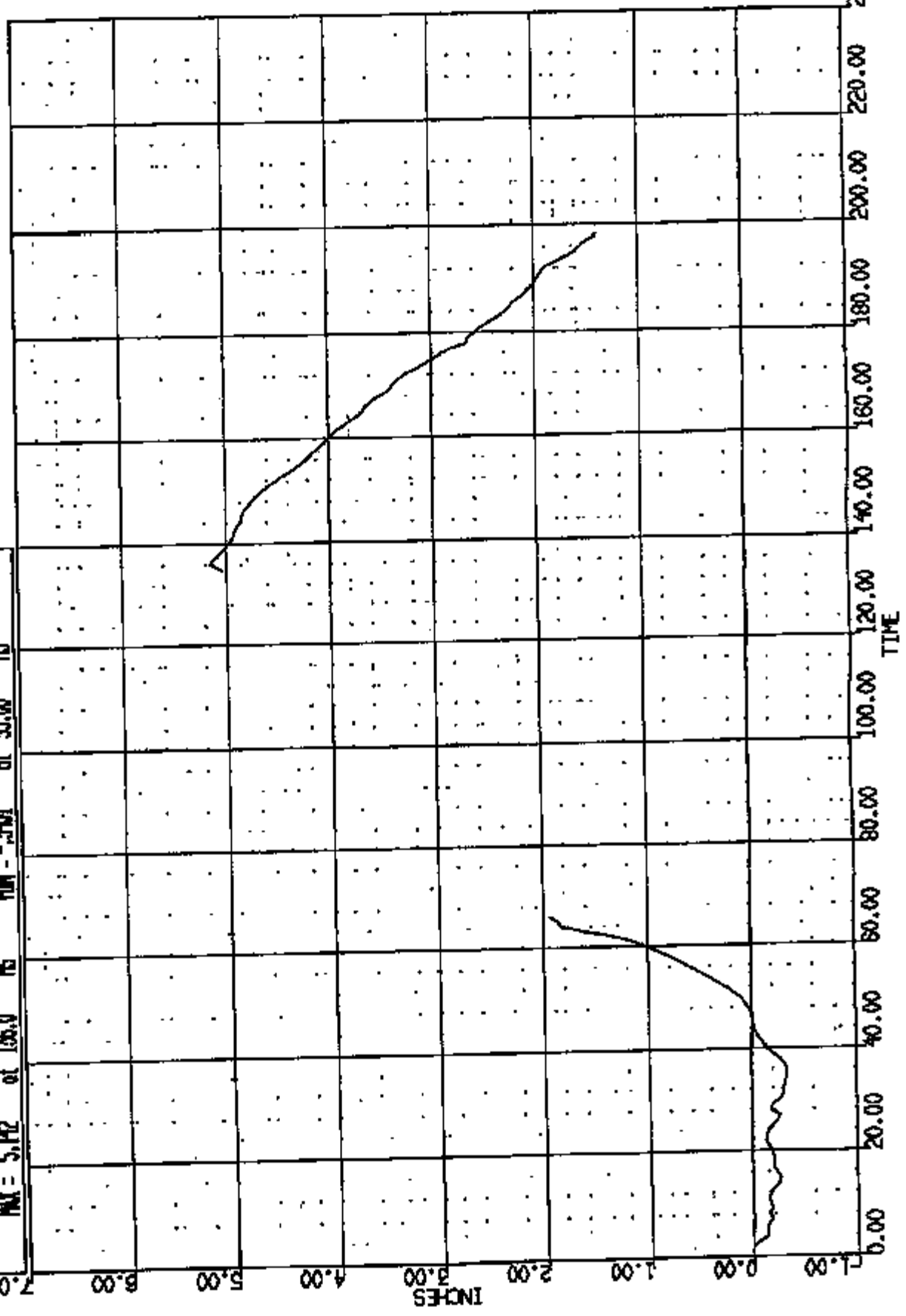
CR R: 10988 TO: TAS017 DATE: 971222 10:47:16
2000 DN-101

(0) 19010988 L S HEAD DRVR WRT L WRT AT B PL LONG DISP
MAX = 14.50 at 135.0 MS MIN = 0.000E+00 at 0.000E+00 MS
AXIS 1



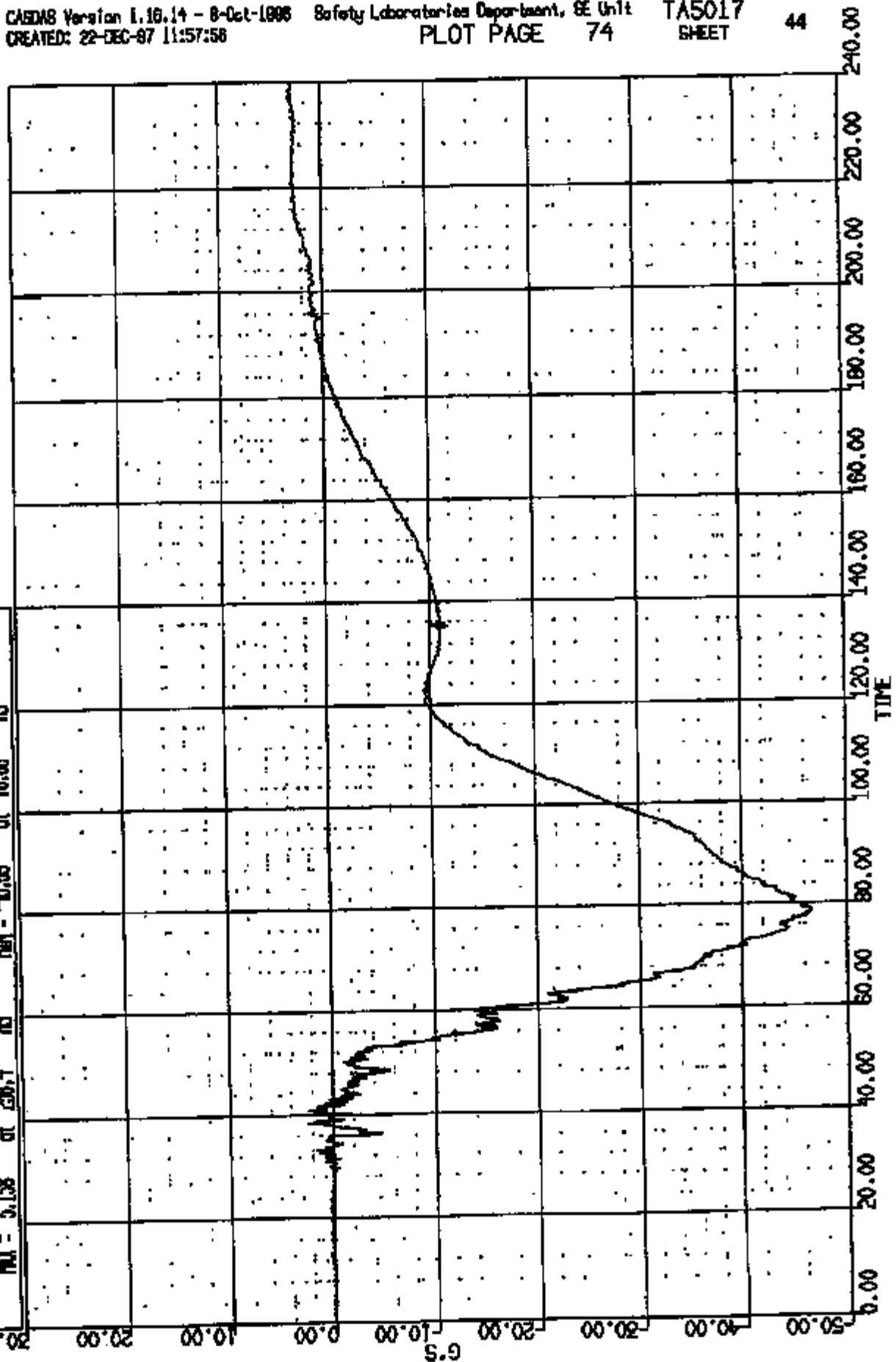
CR R: 10968 TO: TA5017 DATE: 871222 10:47:16
2000 DN-101

(0) DISCHARGE L 5 HEAD DOWN ART L INR AT B PL. VERT DISP
MAX = 5.142 at 136.0 MS MIN = -.300 at 35.00 MS
AXIS 1



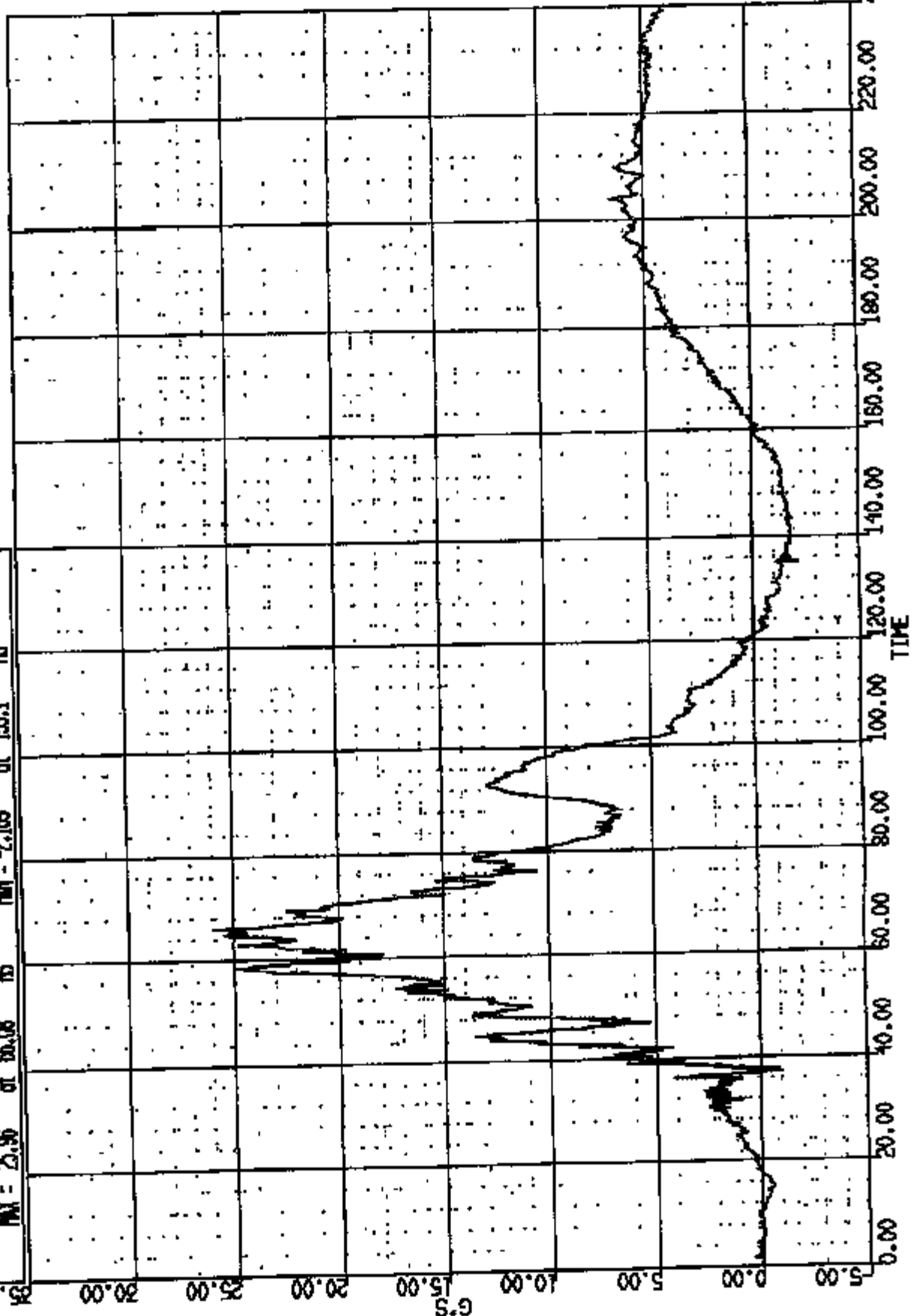
CR R# 10668 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(28) CR106881 R/F DUNNY HEAD C.G. LONG 1000X
MAX = 3.138 at 230.4 MS MIN = -6.688 at 78.88 MS
AXIS 1



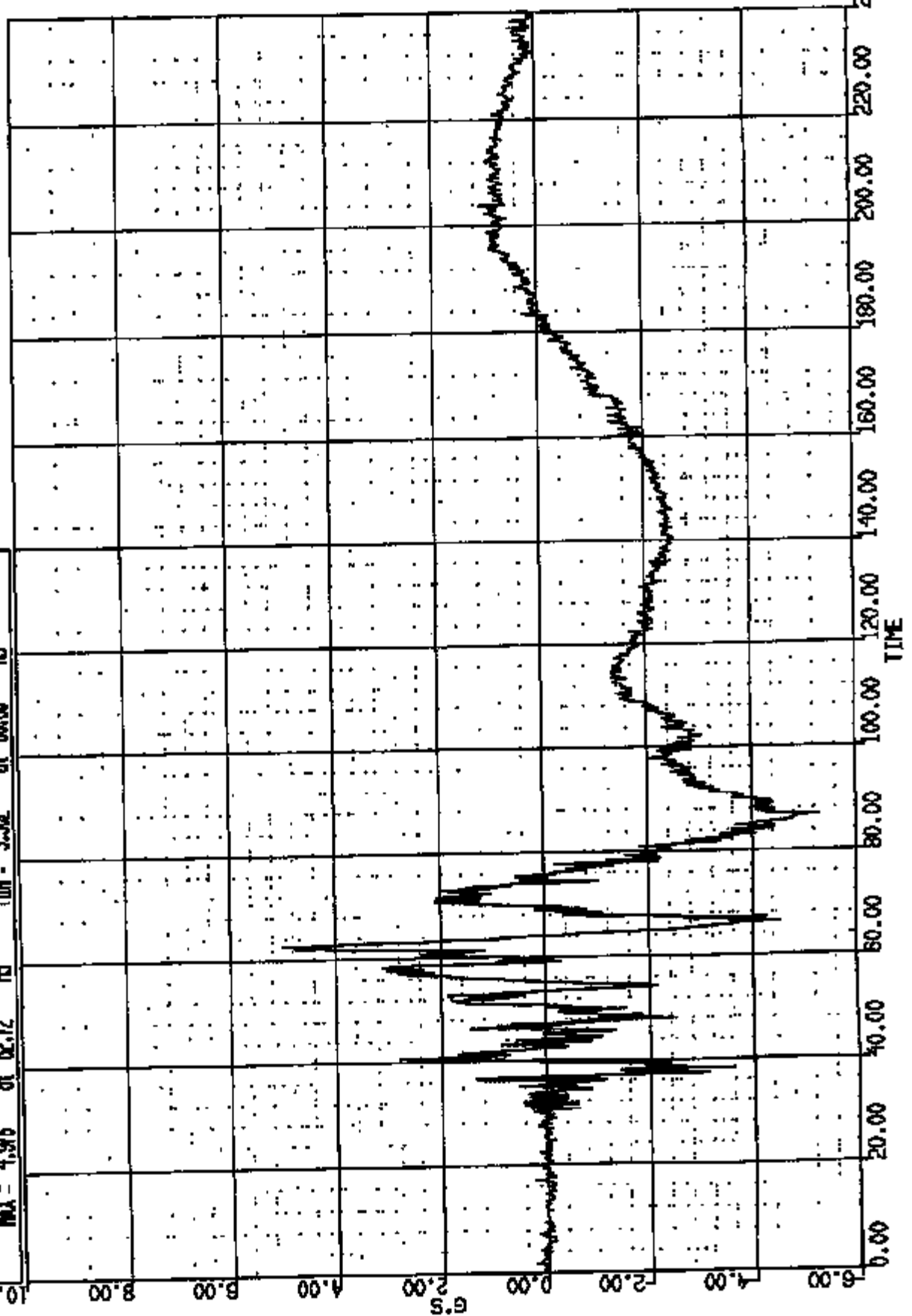
CR R: 10888 TO: TAS017 DATE: 871222 10147118
2000 DN-101

(29) CR10388T REF DUMMY HEAD C.G. VERT [0000] AXIS 1
MAX = 25.96 at 55.08 MS MIN = -2.169 at 135.1 MS



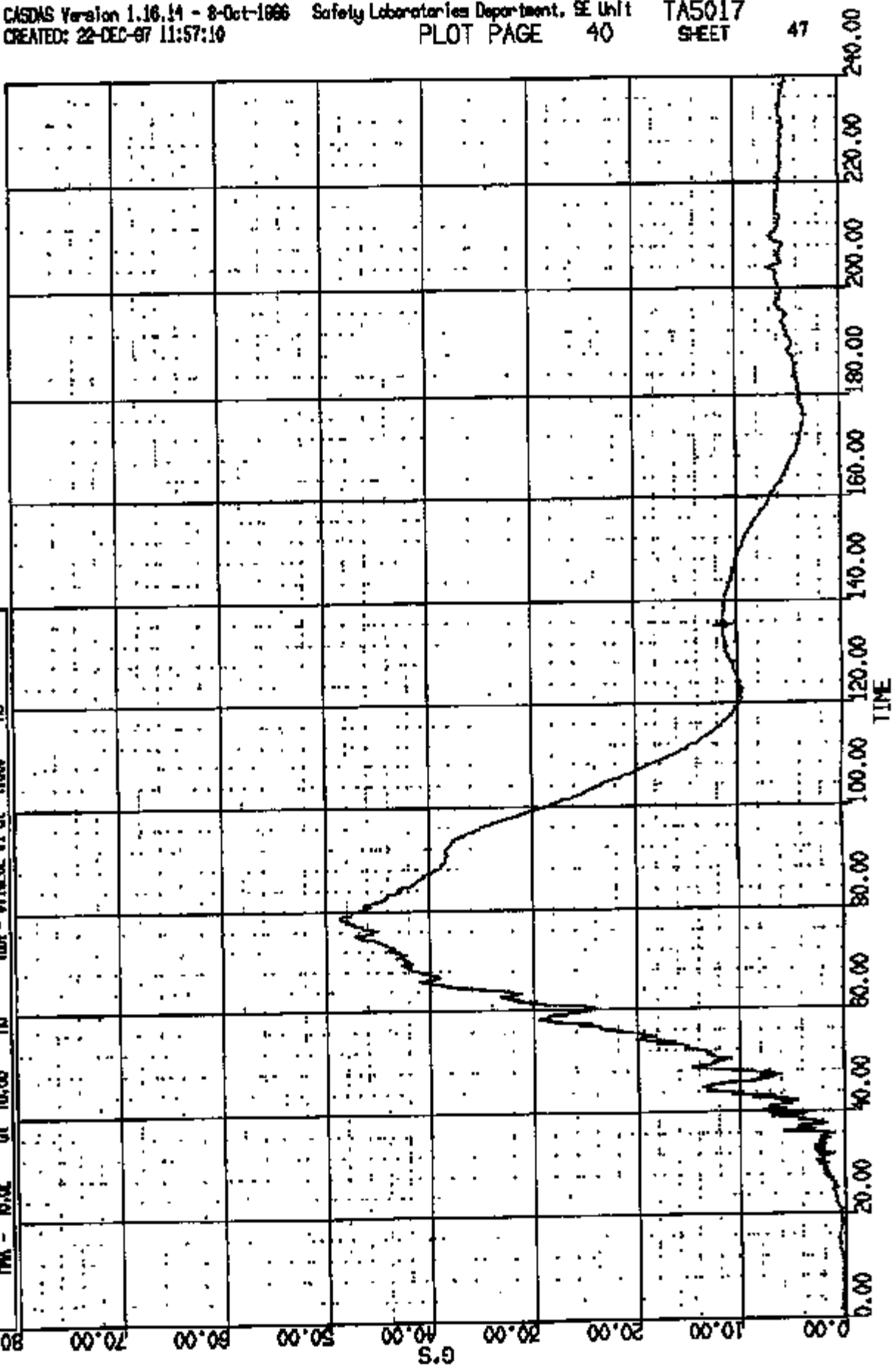
DR R: 10888 TO: TA5017 DATE: 871222 10:47:10
2000 DN-101

(30) CROSSST RT DUMMY HEAD C.G. LAT 10000
MAX = 4.976 at 62.72 MIN = -5.302 at 86.80
AXIS 1



GR R: 10968 TO: TAB017 DATE: 971222 10:47:10
 GROU: DN-101 DUR: 240.0 T1/T2: 55.8 // 105.2
 CHOU: 284 DUR: 56.0 T1/T2: 02.2 // 08.2
 CHII: 201 DUR: 15.0 T1/T2: 09.8 // 04.7

(10005) CRUISEST RVF DUMMY HEAD C.G. RES 1000C
 MAX = 48.52 at 78.88 MS MIN = 0.1823E-01 at 4.98 MS (AXIS 1)



CR R: 10668 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(31) CRUSSEI R/F DUMMY NECK UPPER LOAD FX IONIC

AXIS 1

15.2

of

91.98

MIN

75.04

of

167.7

MAX

200.00

250.00

200.00

150.00

100.00

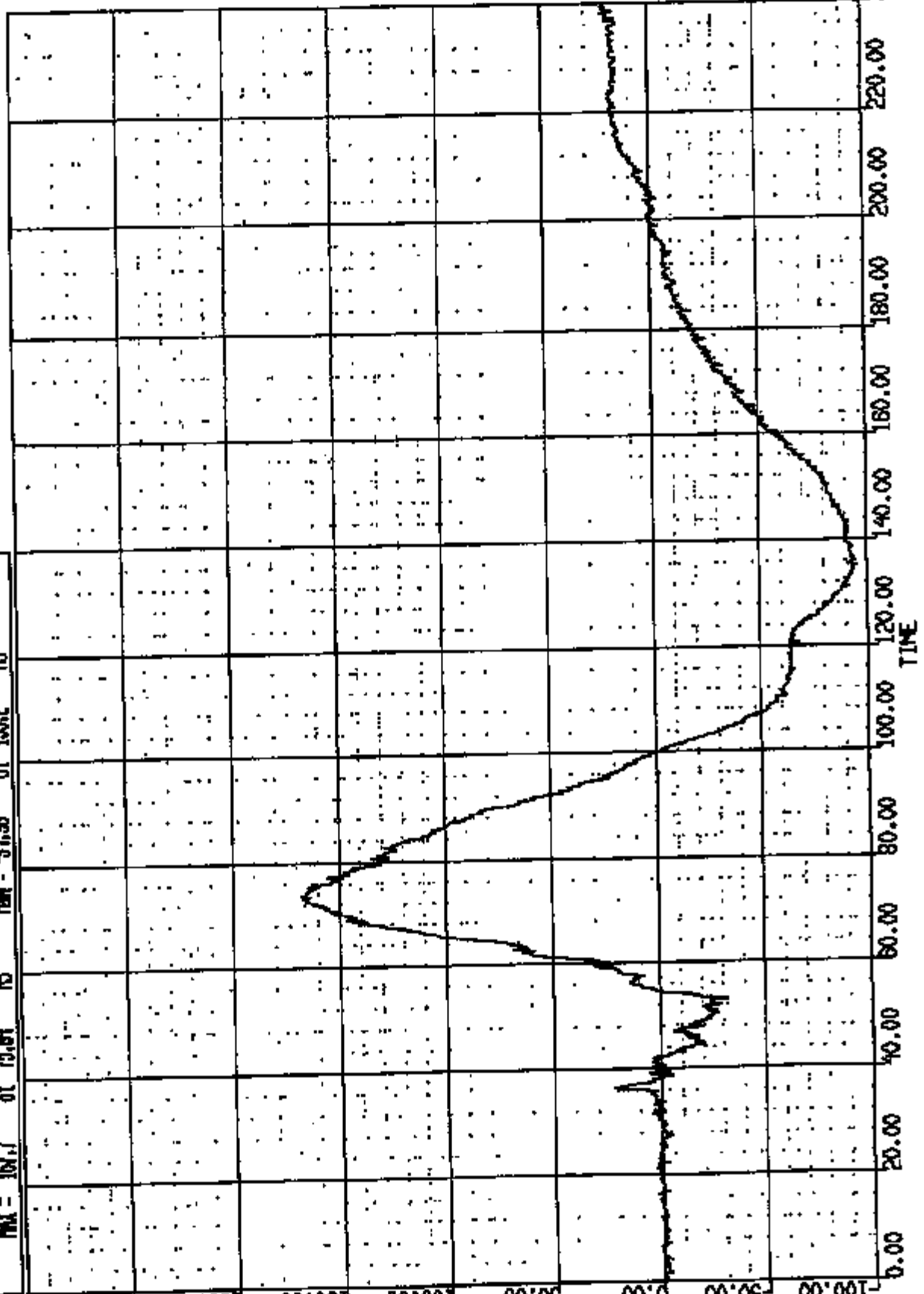
50.00

0.00

-50.00

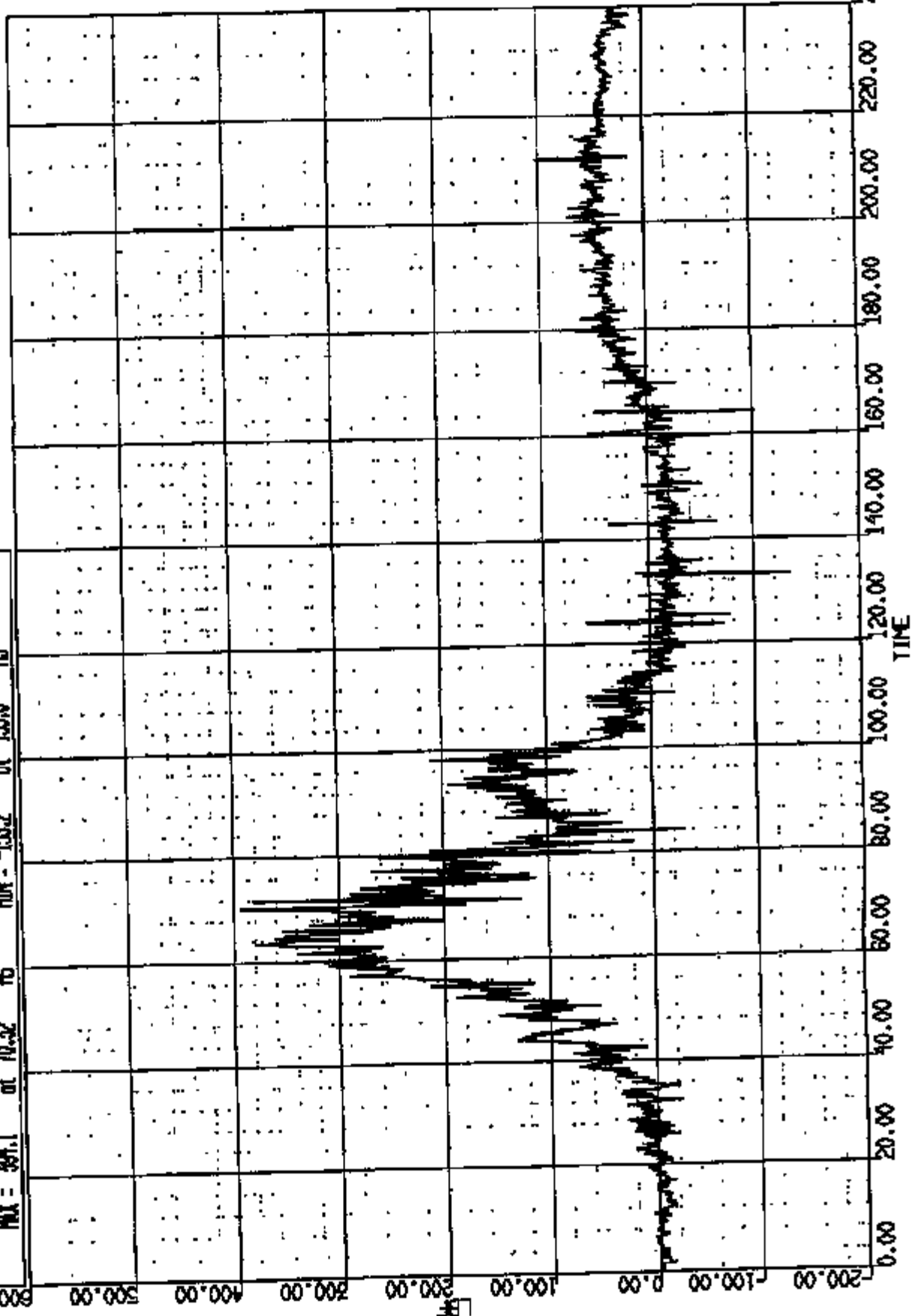
-100.00

LB



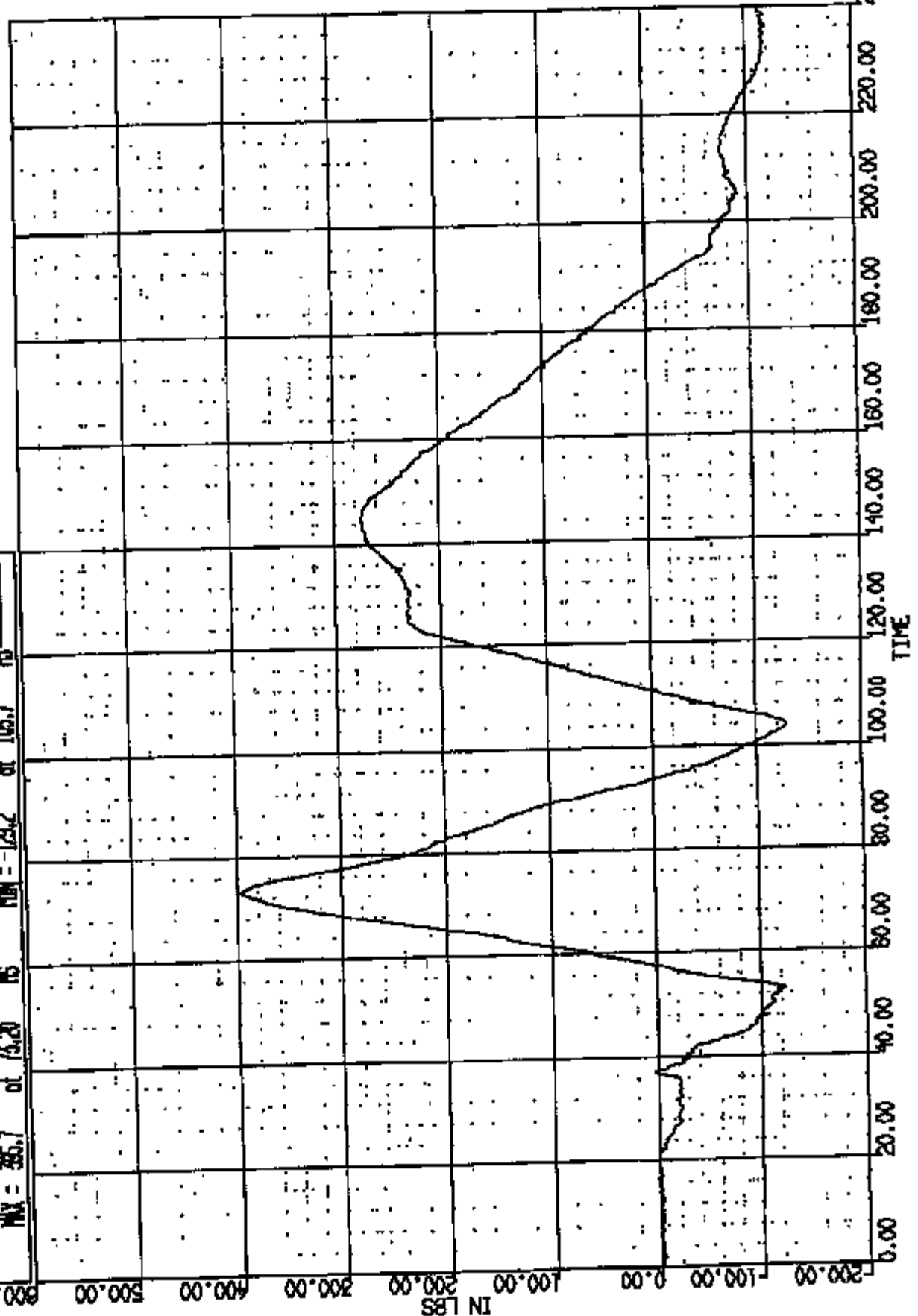
CR R: 10968 TO: TAS017 DATE: 871228 10:47:16
2000 DN-101

(32) CR10681 R/F DUMMY NECK UPPER LONG FZ LONG
MAX = 391.1 at 70.32 16 MIN = -135.2 at 133.0 16
AXIS 1



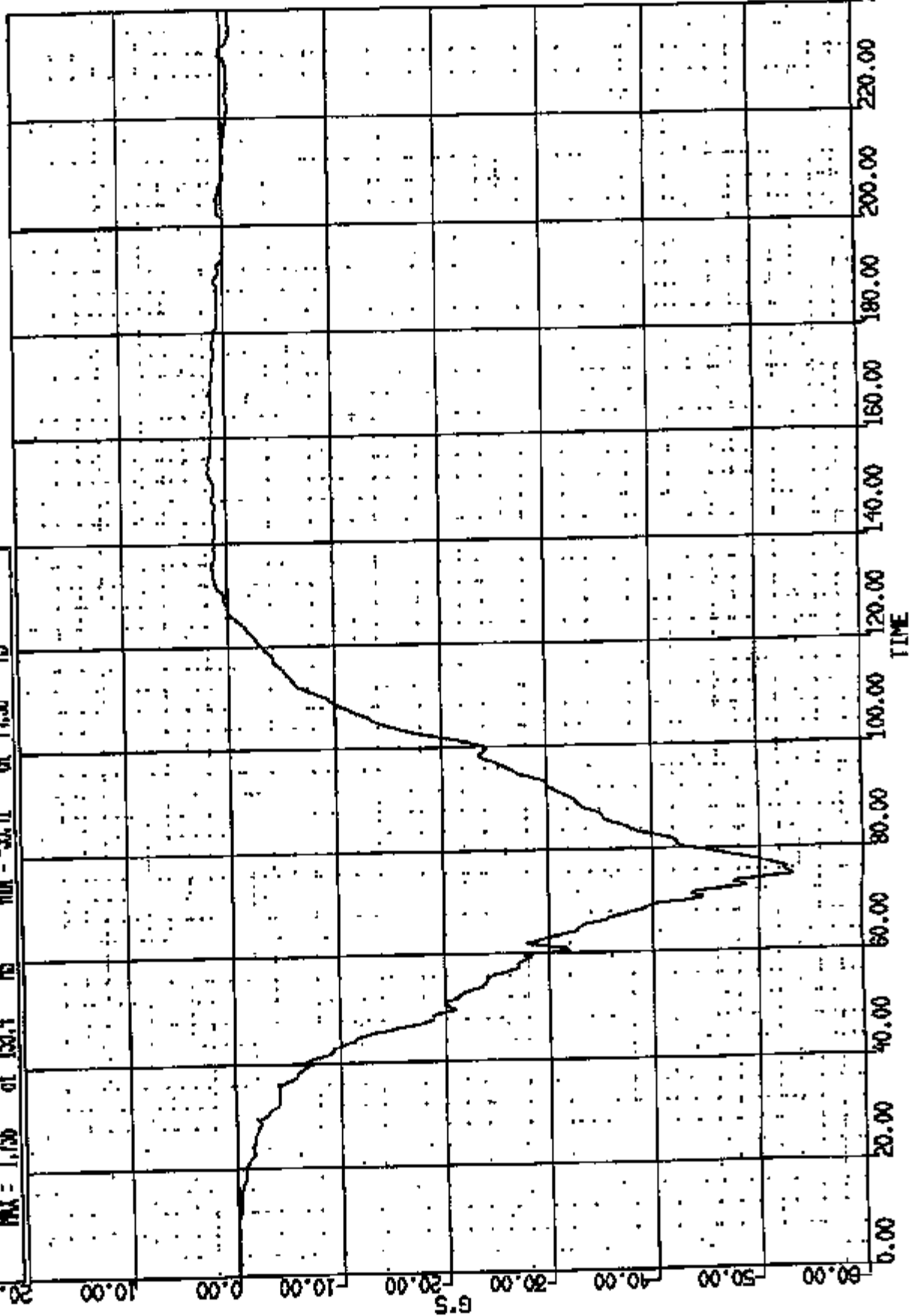
CR. R: 10688 TO: TA5017 DATE: 971228 10:47:16
2000 DN-101

(33) CROSSBT RF DUMMY NEXX UPPER LOUD IN BOX
MAX = 355.7 at 73.20 MS MIN = -123.2 at 103.7 MS
AXIS 1



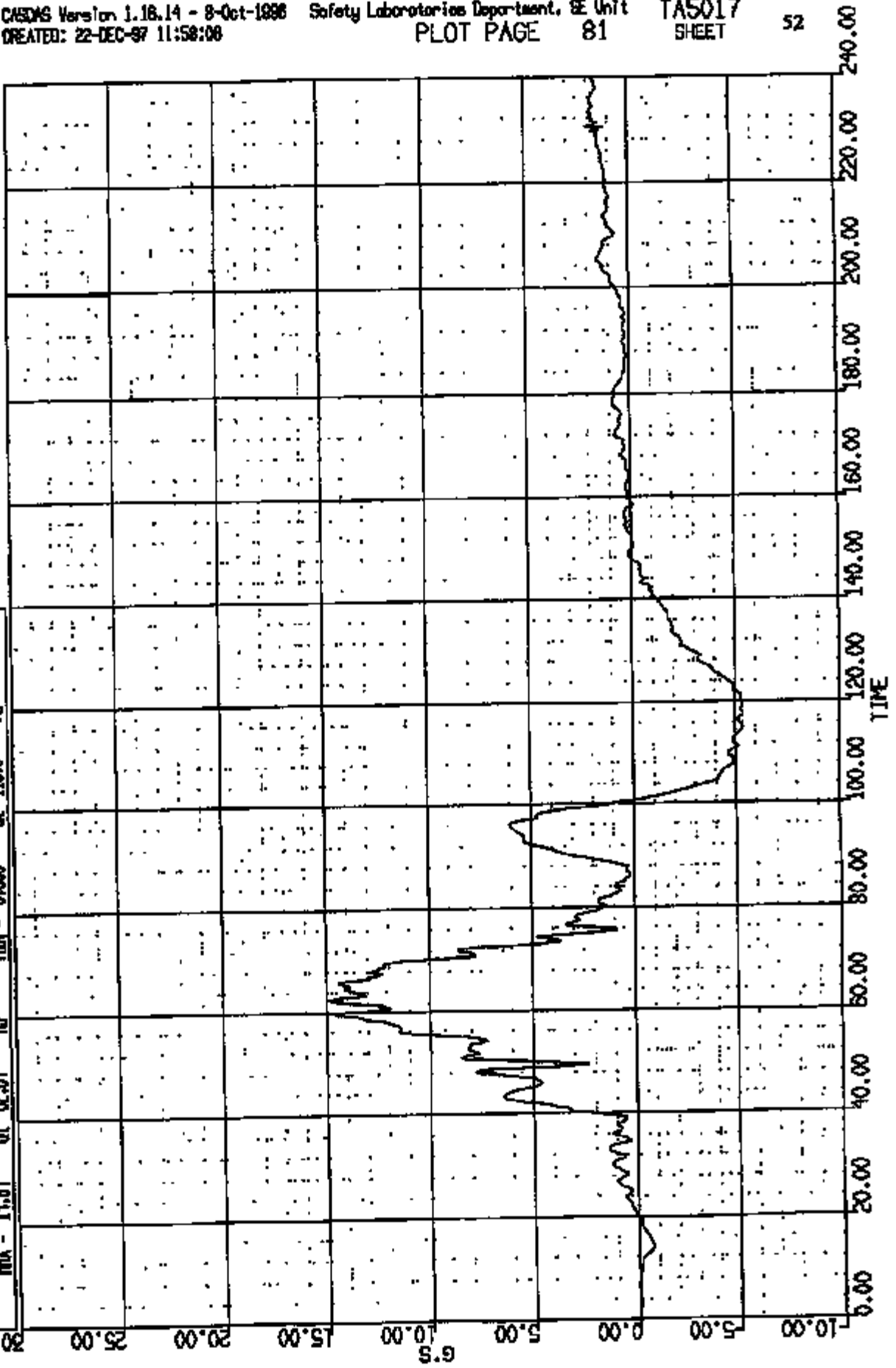
CR N: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(54) CRUISEST R/F DUMMY CREST LONG 180C
MAX = 1.756 at 153.4 MS MIN = -53.41 at 74.96 MS
AXIS 1



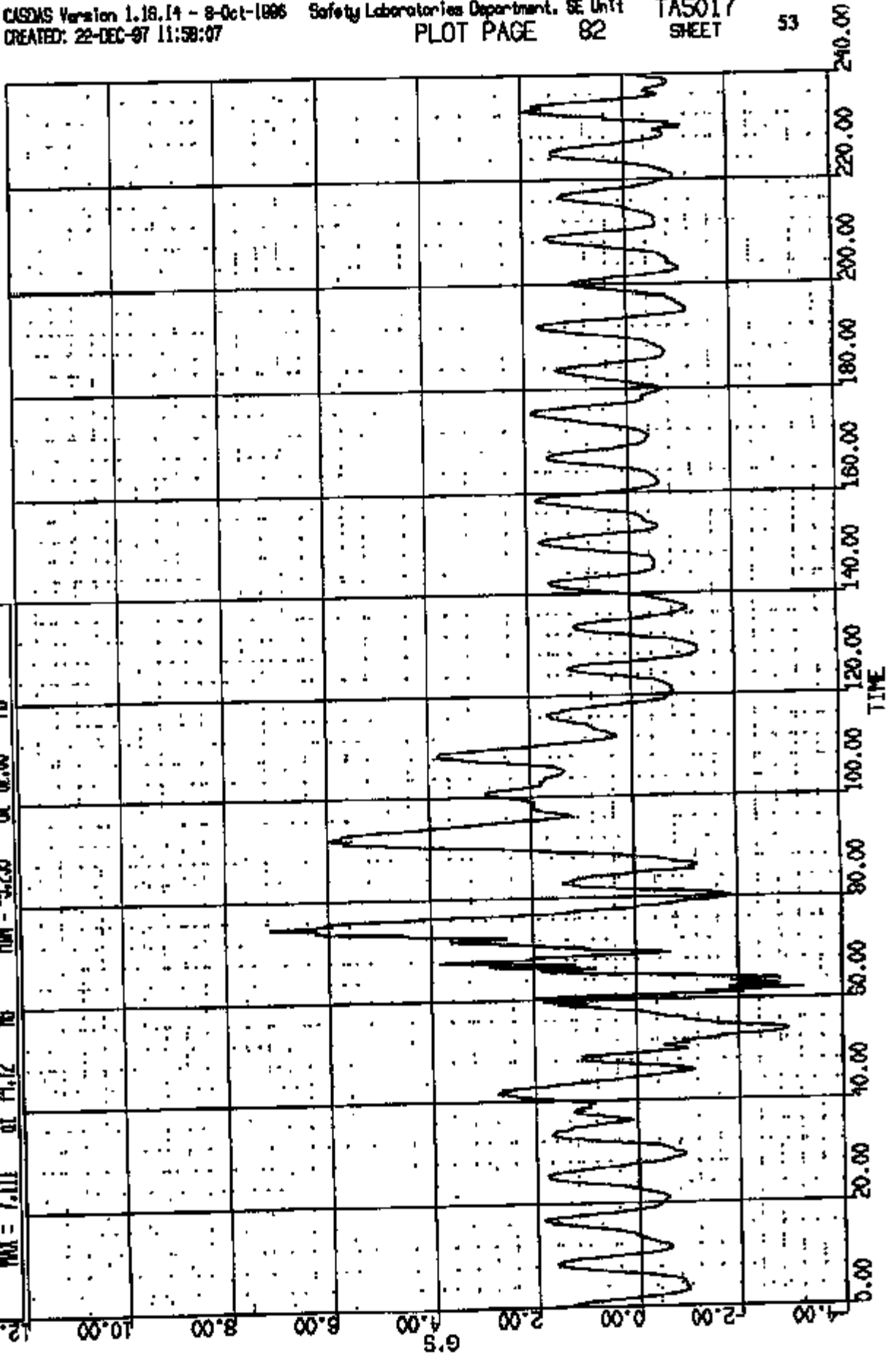
CR R: 10988 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

(25) CR10988 R/F DUMMY CHEST VERT 180C
MAX = 14.81 at 62.61 MS MIN = -5.398 at 115.0 MS AXIS 1



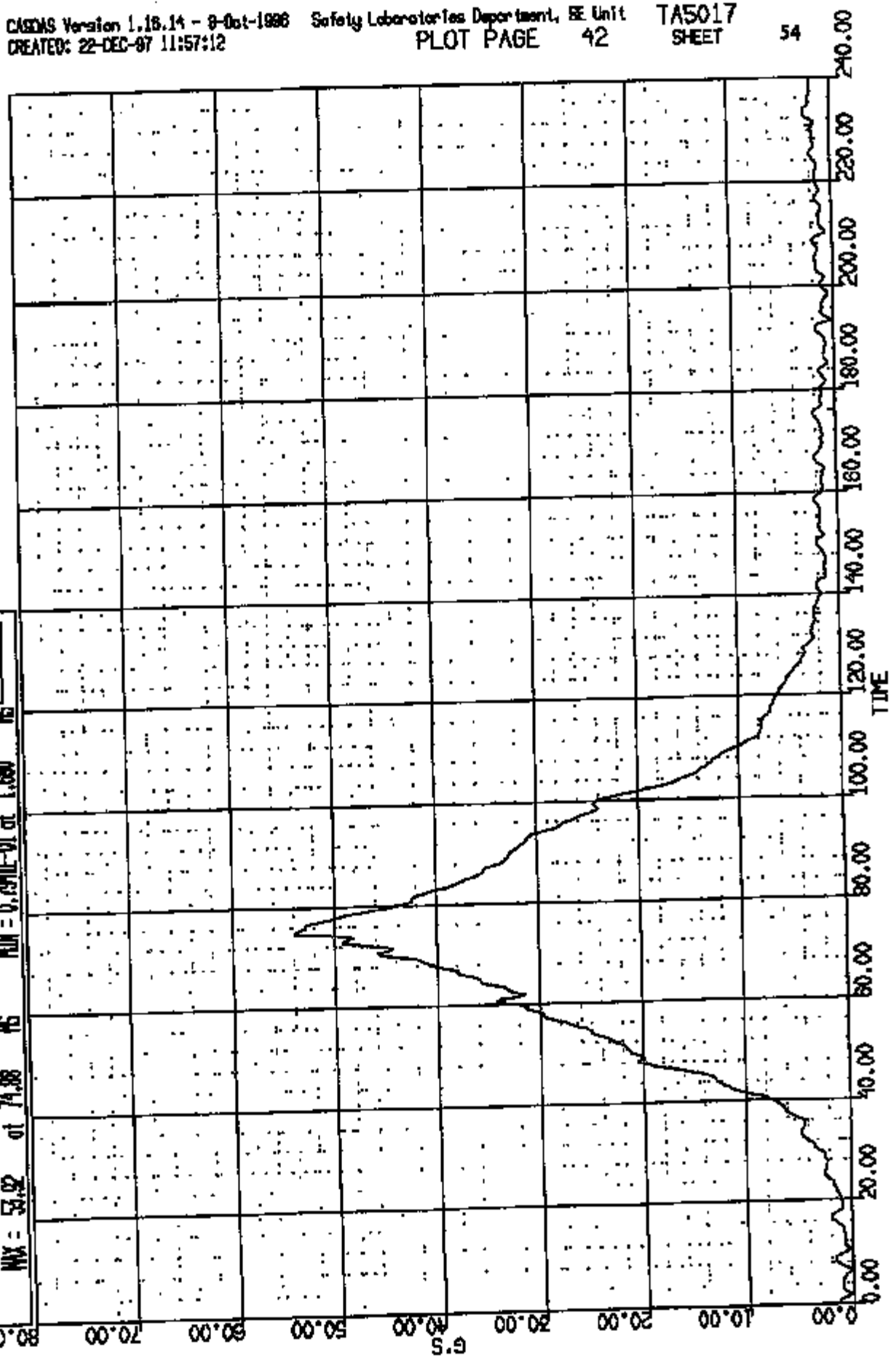
DR #: 10888 TO: TAB017 DATE: 971222 10:47:18
2000 DNI-101

(36) CROSSBT RF DUMPY CHEST LAT 180C
MAX = 7.111 at 74.72 NS
MIN = -3.236 at 62.00 NS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 871222 10:47:16
2000 ON-101
CUMDUR = 60.888 Duration time = 2.0000

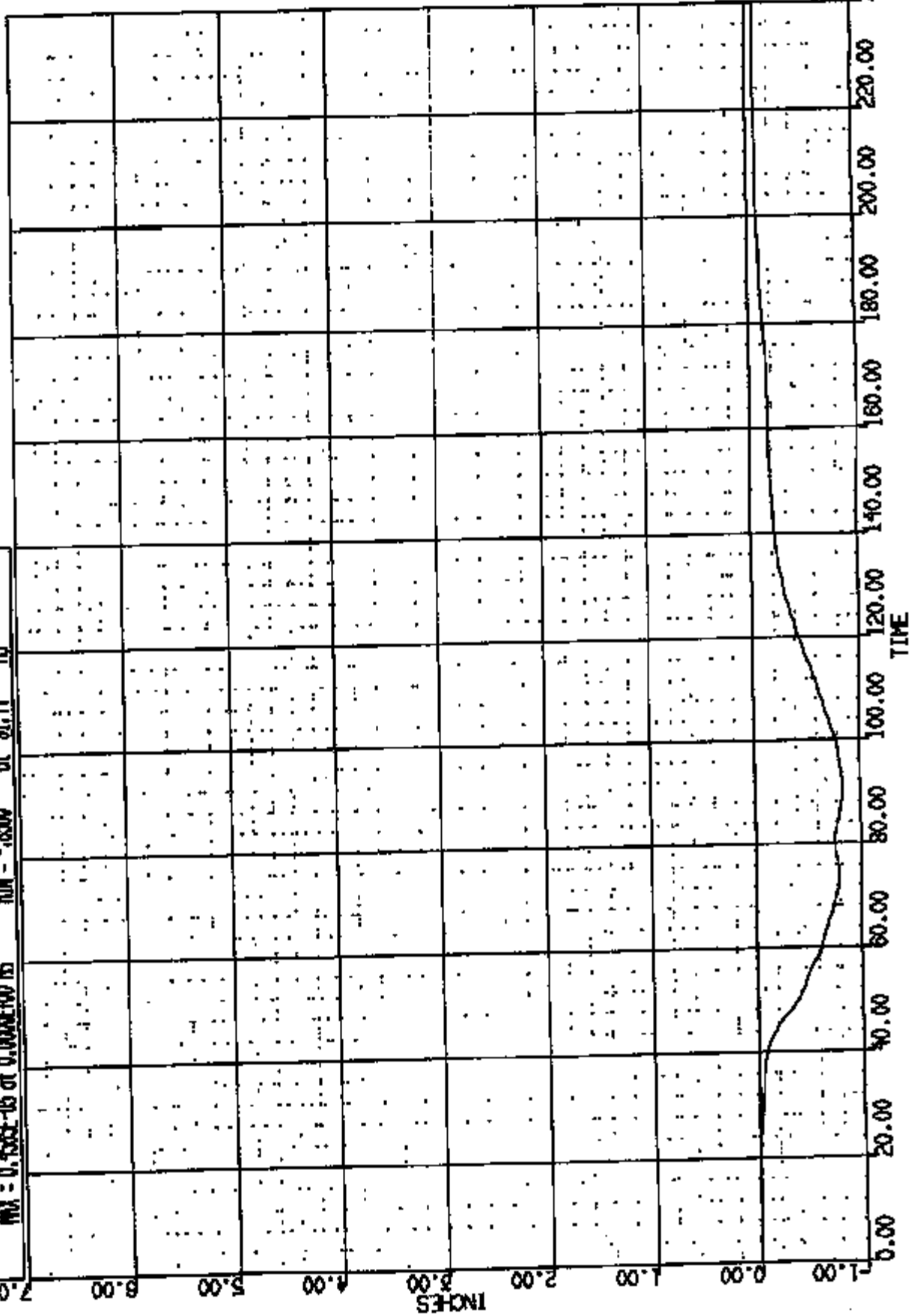
(10011) CR106881 R/F DUMY CHES RES 180C
MAX = 53.92 at 74.98 μ s MIN = 0.7911E-01 at 1.680 μ s
AXIS 1



CR R: 10889 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(37) CR106881 RAF DUMMY CHEST DEFLECTION 180C
MIN = 0.453E-03 at 0.000E+00 MS
MAX = 0.414E-03 at 91.44 MS

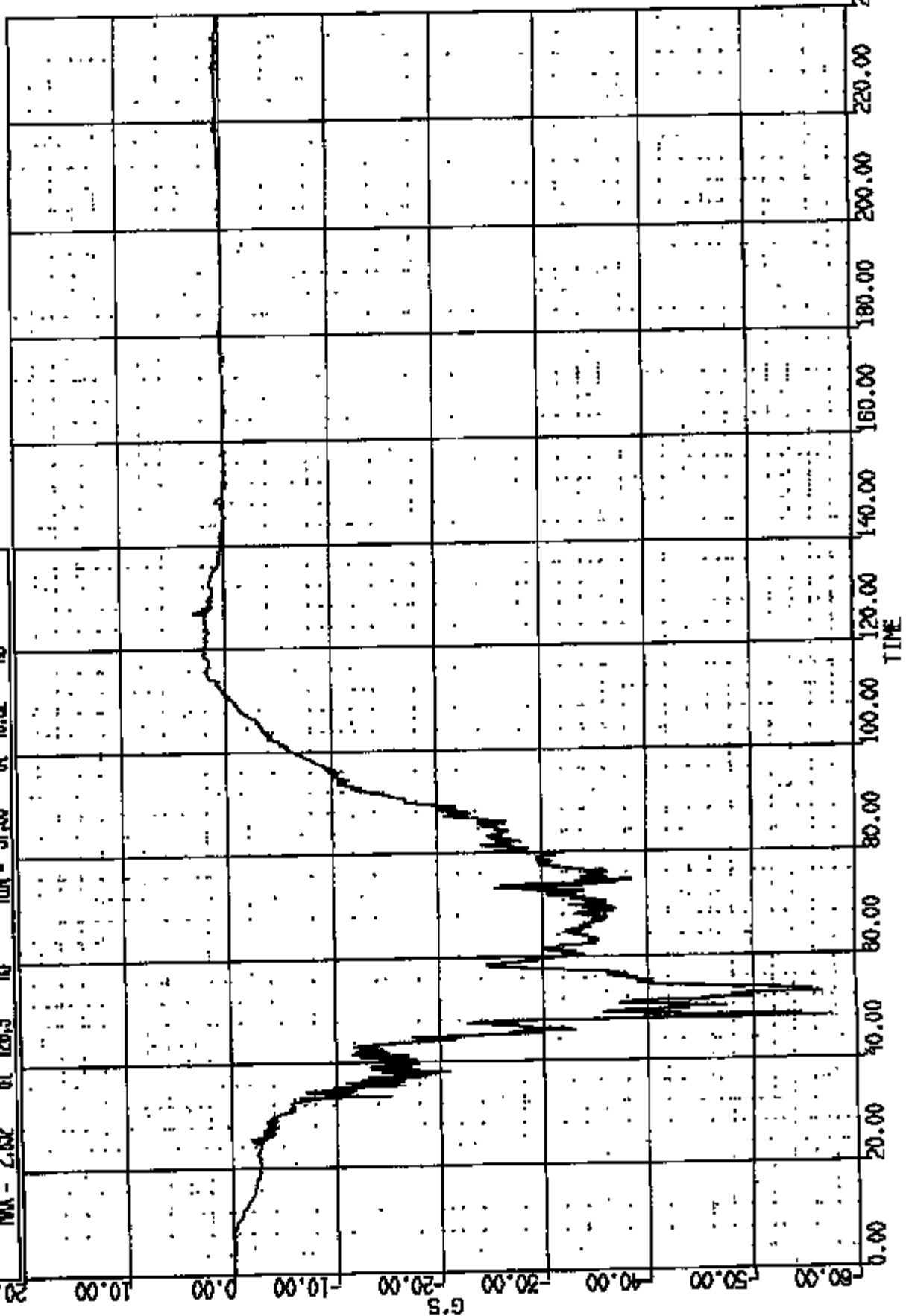
AXIS 1



CR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

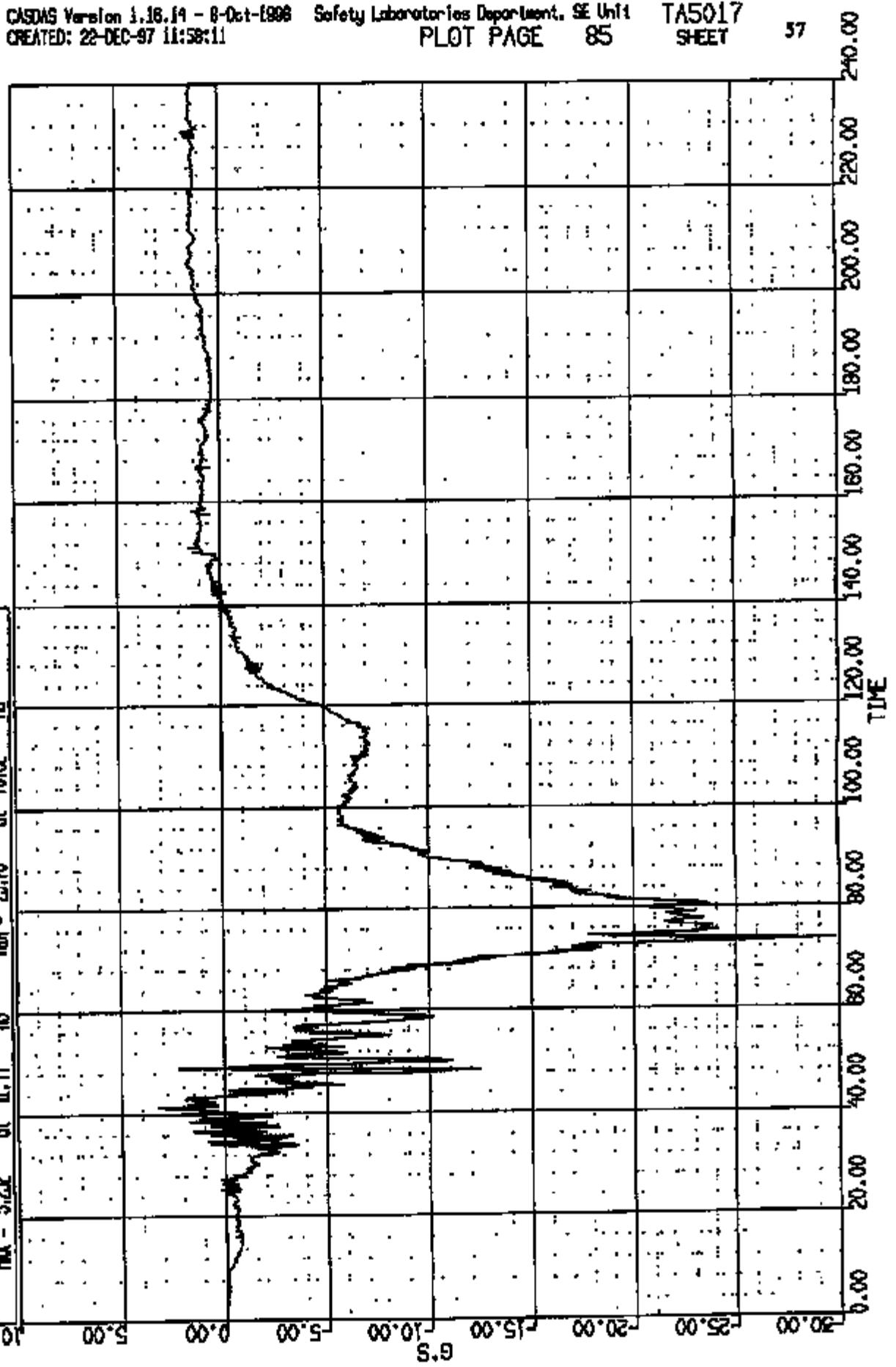
(38) CR10968 R/F DUNN PELVIS LONG LONG
MAX = 2.852 at 128.9 MS MIN = -57.66 at 10.32 MS
AXIS 1

20.00



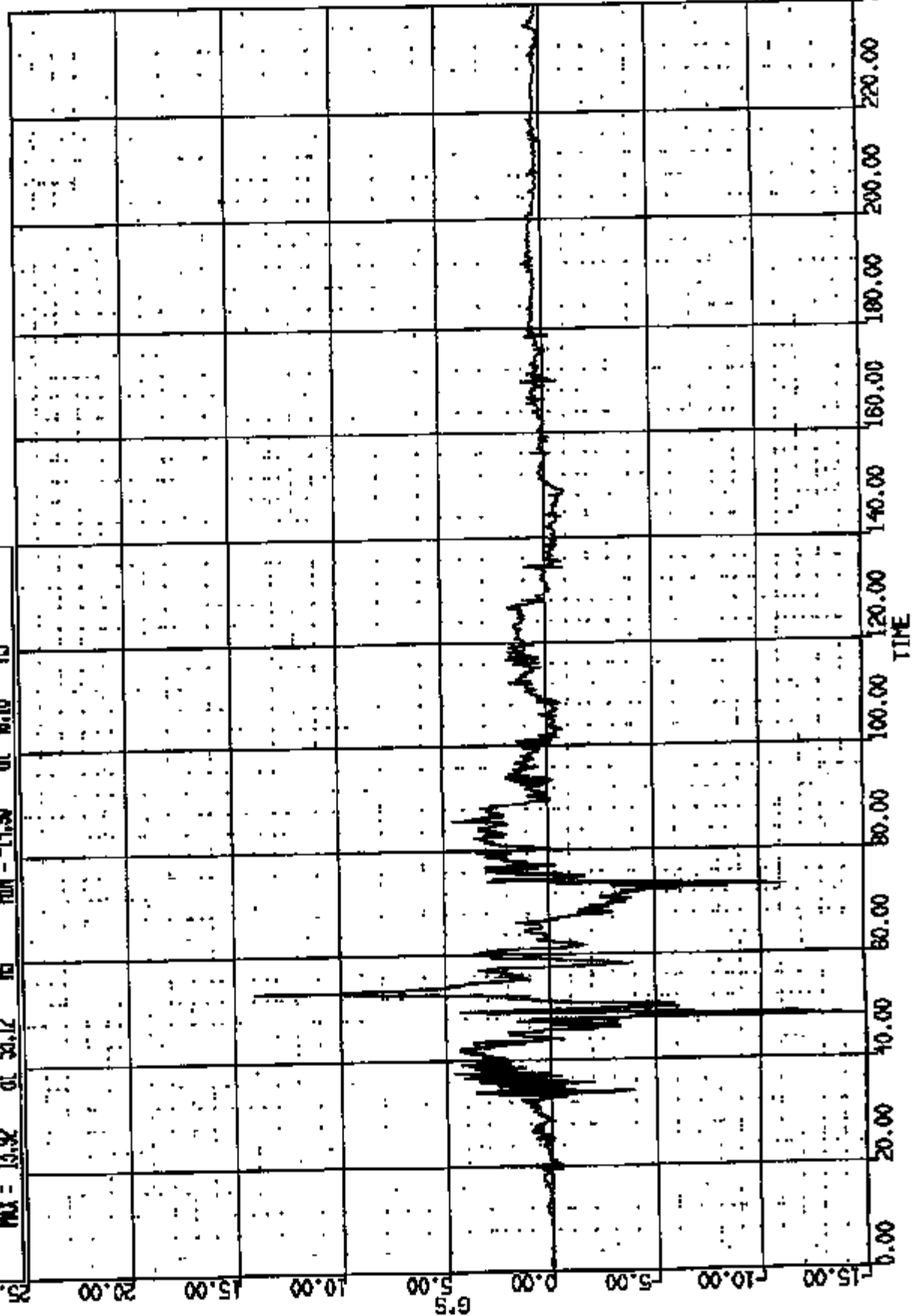
CR R: 10988 TO: TAS017 DATE: 871222 10:47:18
2000 DN-101

(59) CRUSSBT RAF DUNNY PELVIS VERT IONIC
MAX = 3.252 at 41.44 MS MIN = -29.78 at 73.52 MS
AXIS 1



GR R: 10968 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

(40) CR10968T R/F DUMMY PELVIS LNT 1000C
MAX = 13.92 at 53.12 MS MIN = -14.90 at 98.16 MS
AXIS 1

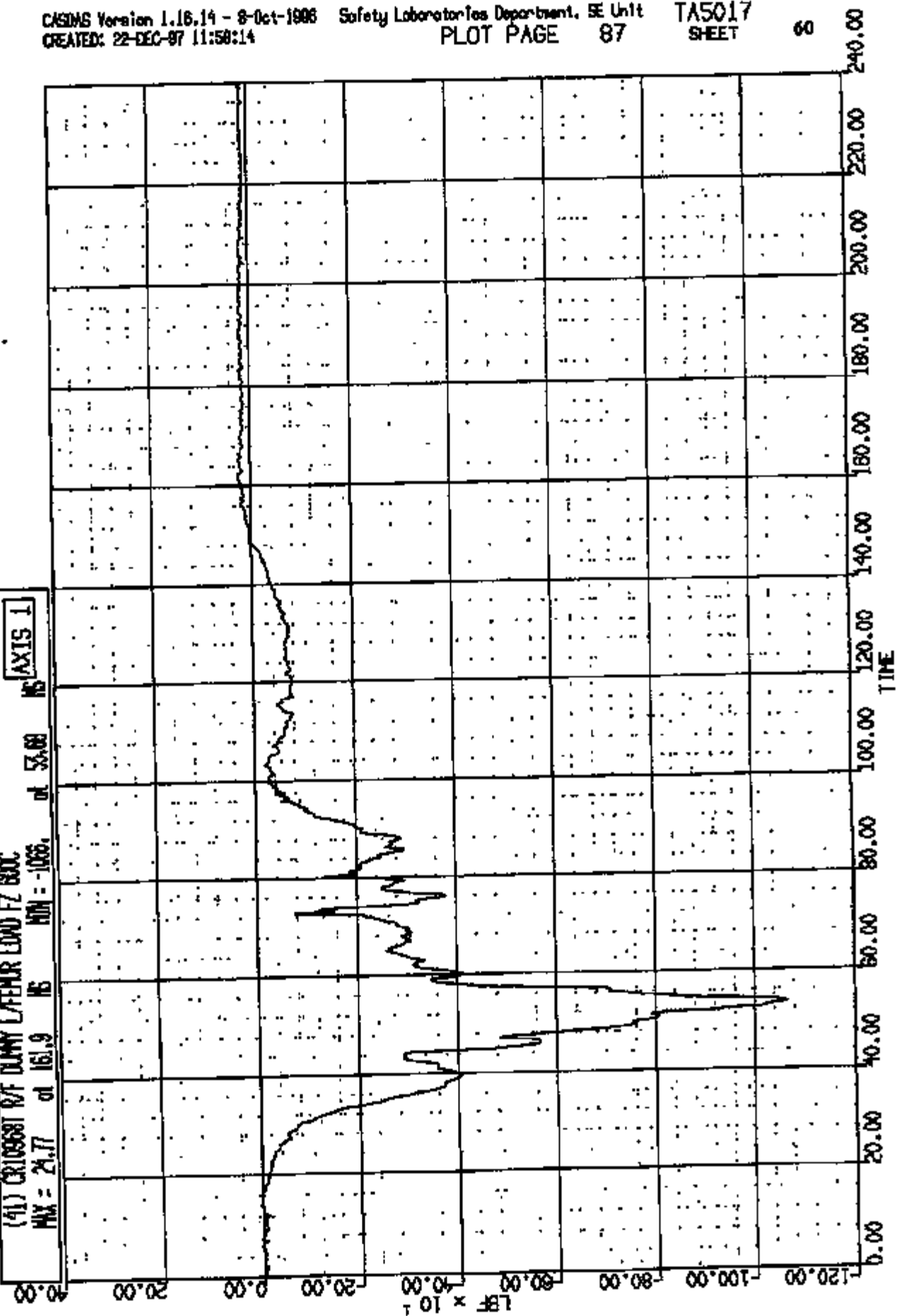


CR R: 10988 TO: TA5017 DATE: 971222 10:47:10
2000 DN-101

(91) CROSSBT W/ DUMMY LAFER LOAD FZ 800C

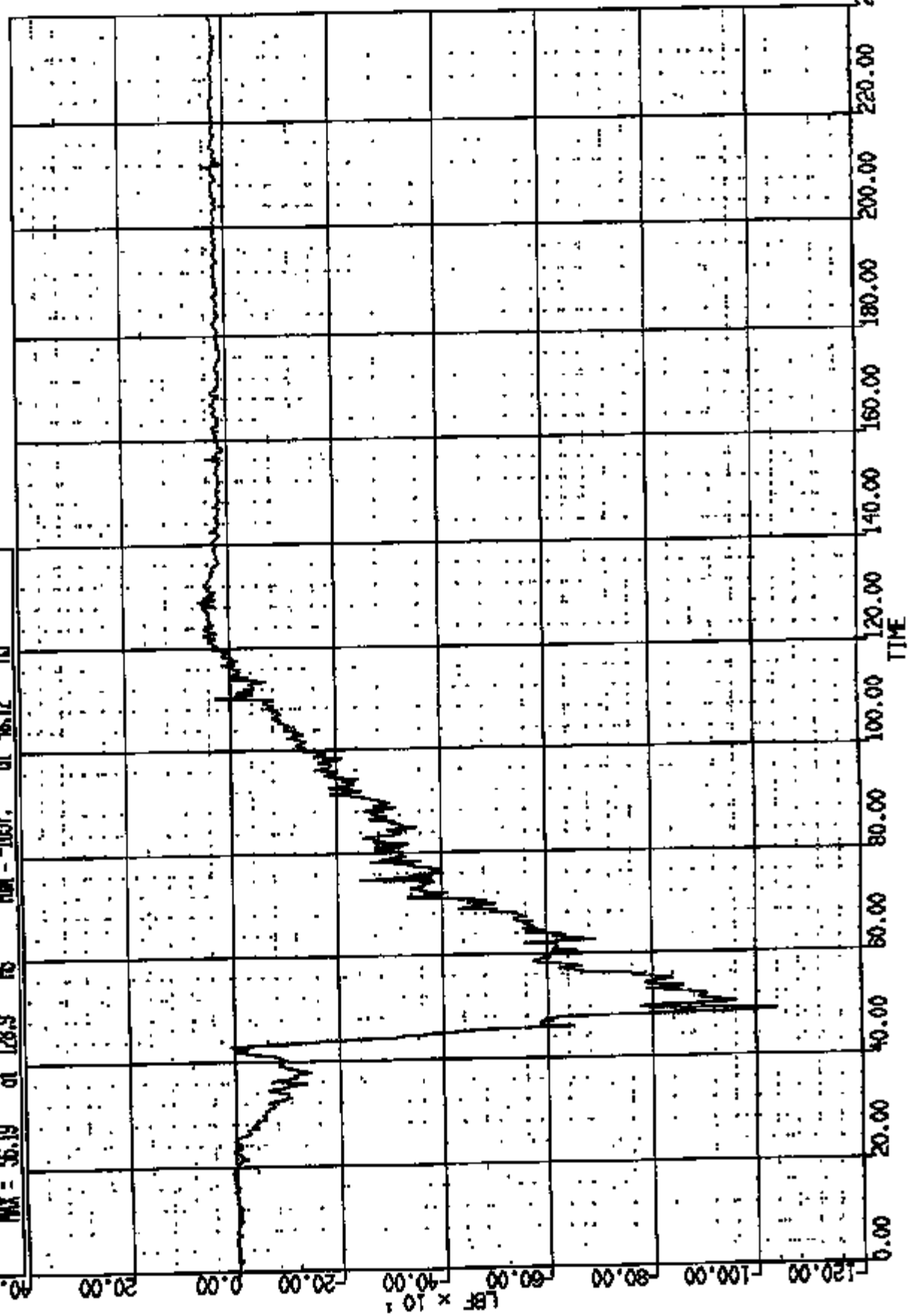
MAX = 21.77 of 161.9 MS MIN = 1055. of 53.68 MS

AXIS 1



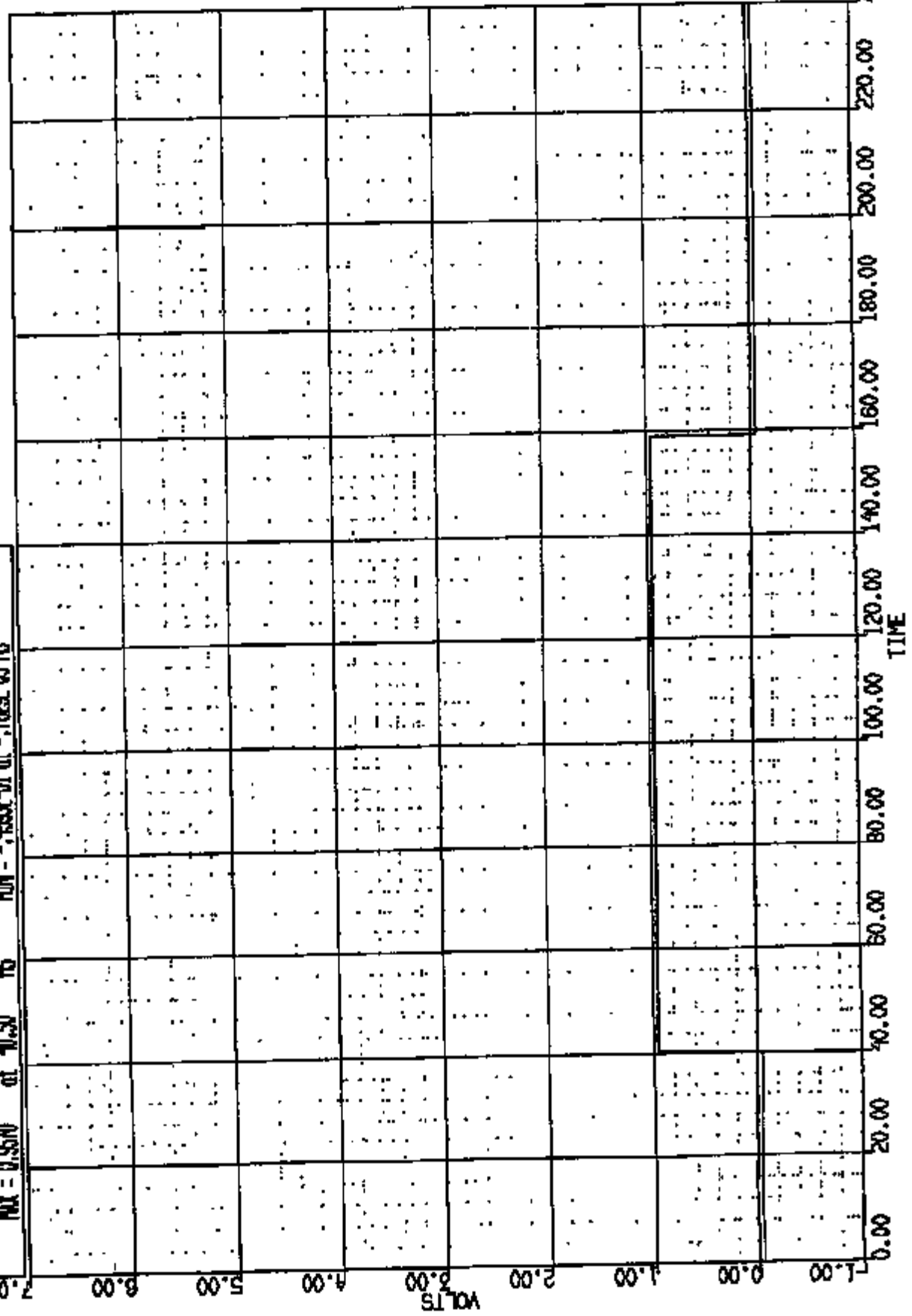
CR R: 10866 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(42) CR108881 R/F DUMMY R/F REAR LOAD FZ 800C
MAX = 56.19 at 128.9 MS MIN = -1037. at 48.72 MS
AXIS 1



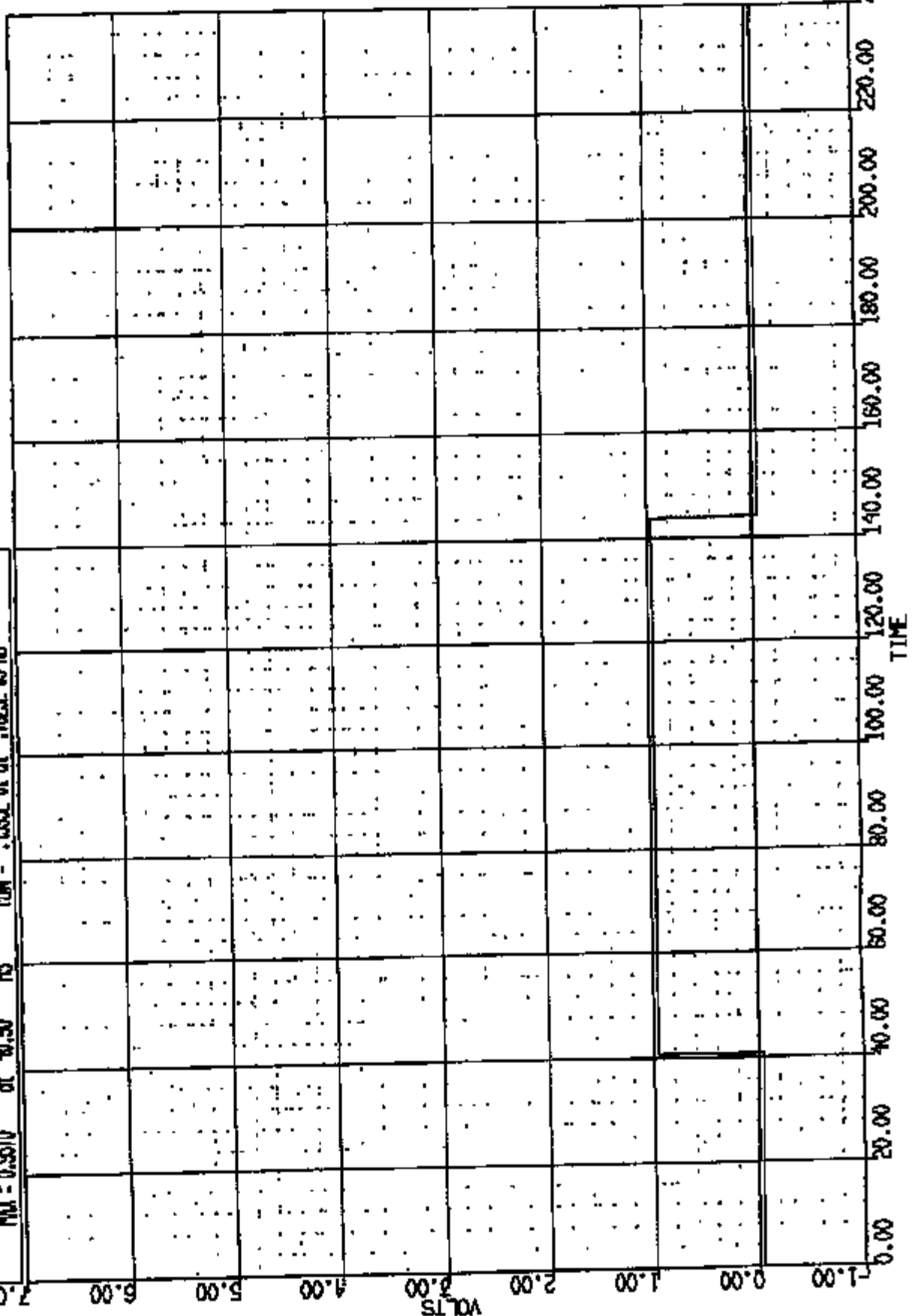
CIR # 10888 TO: TAS017 DATE: 871222 10:47:18
8000 DN-101

(57) CR10888 R/F DUMMY LABEL SH 400C
MAX = 0.570 at 40.50 MS MON = -.495E-01 at -.762E-05 MS
AXIS 1



GR N: 10888 TDS TA5017 DATE: 871222 10:47:18
8000 DN-101

(58) CR10688T R/F DUMMY RANGE SN 400C
MAX = 0.9570 at 40.50 MS MIN = -.435E-04 at -.702E-05 16
AXIS 1



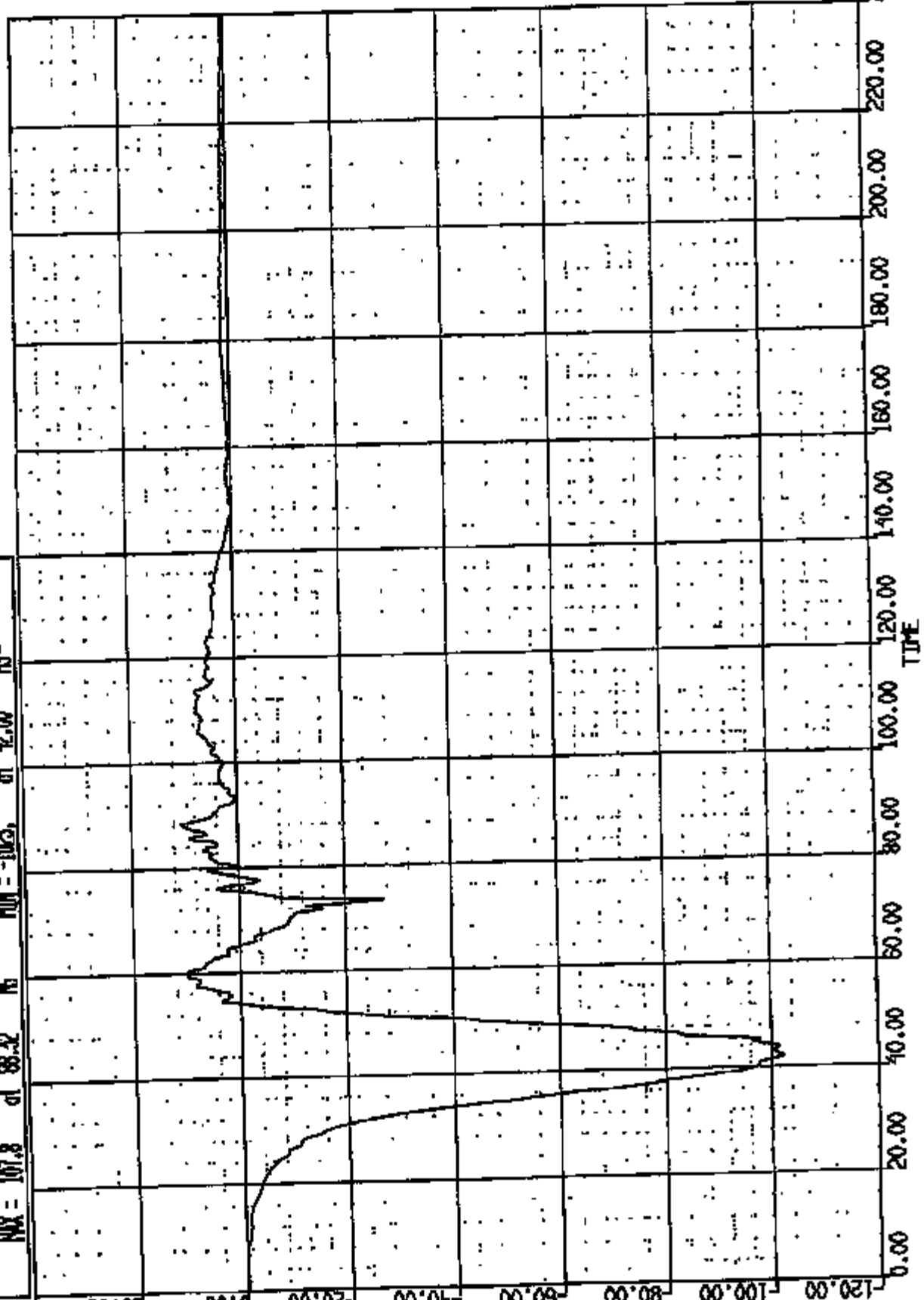
DR R: LOBBE TO: TA5017 DATE: 971228 10:47:16
2000 DN-101

(40) CRIBSST RT QUART LUP/TIBIA LIND FZ 600C

AXIS 1

MAX = 107.8 at 88.32 MS MIN = -102.5 at 92.00 MS

LBF x 10³



CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(46) CR10988T R/F BUNNY RAMP/TIBIA LOAD FZ 600C

AXIS 1

MAX = 58.81 at 88.50 MS MIN = -585.6 at 50.55 MS

200.00

100.00

0.00

-100.00

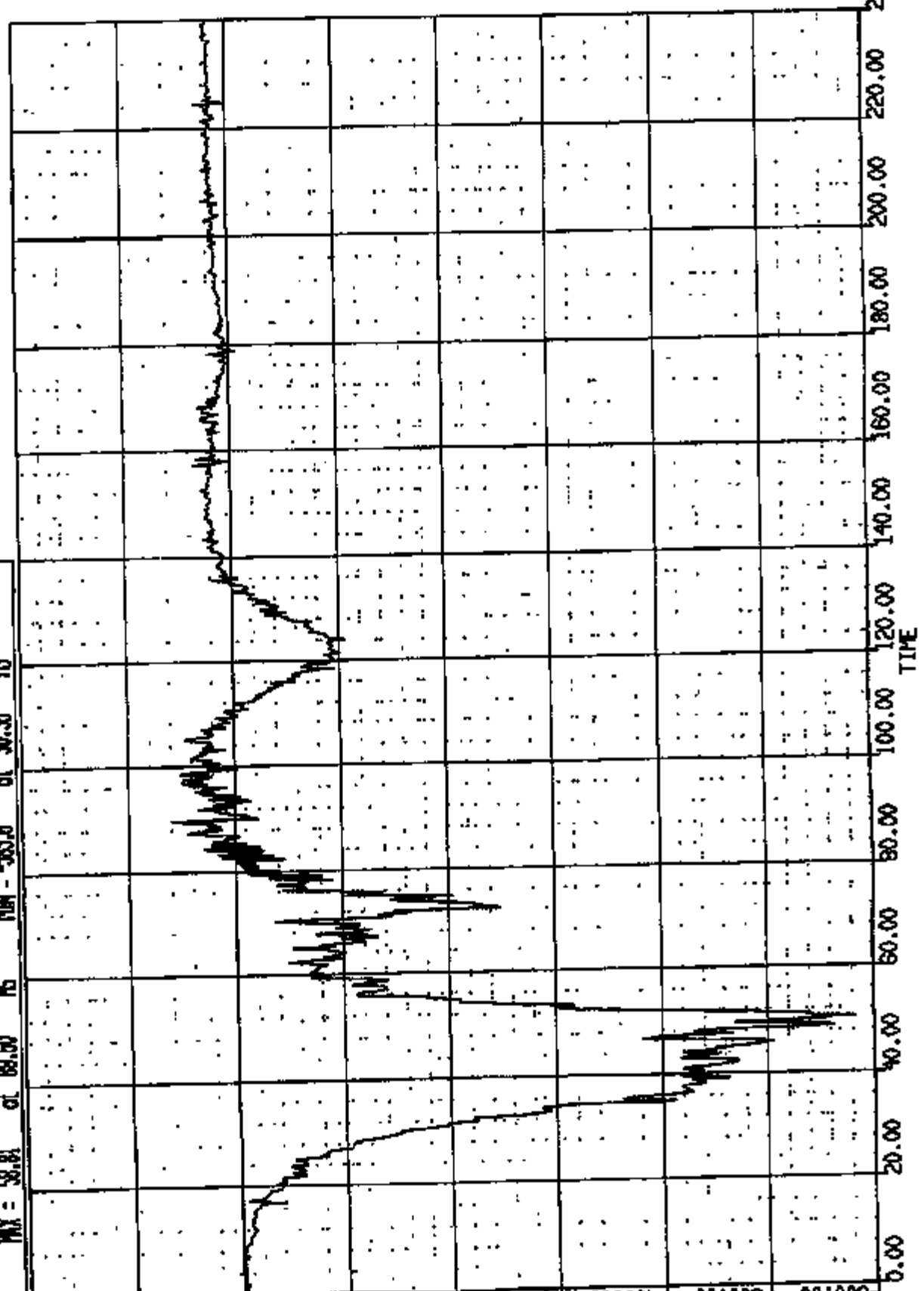
-200.00

-300.00

-400.00

-500.00

LRF



CR #: 10868 TO: TAB017 DATE: 971222 10:47:18
2000 DN-101

(44) CR106881 R/F DMMY LAP/TIBIA LOAD PK 600C

MAX = 29.5 at 97.00 MS MIN = -52.9 at 85.28 MS

AXIS 1

100.00

80.00

60.00

40.00

20.00

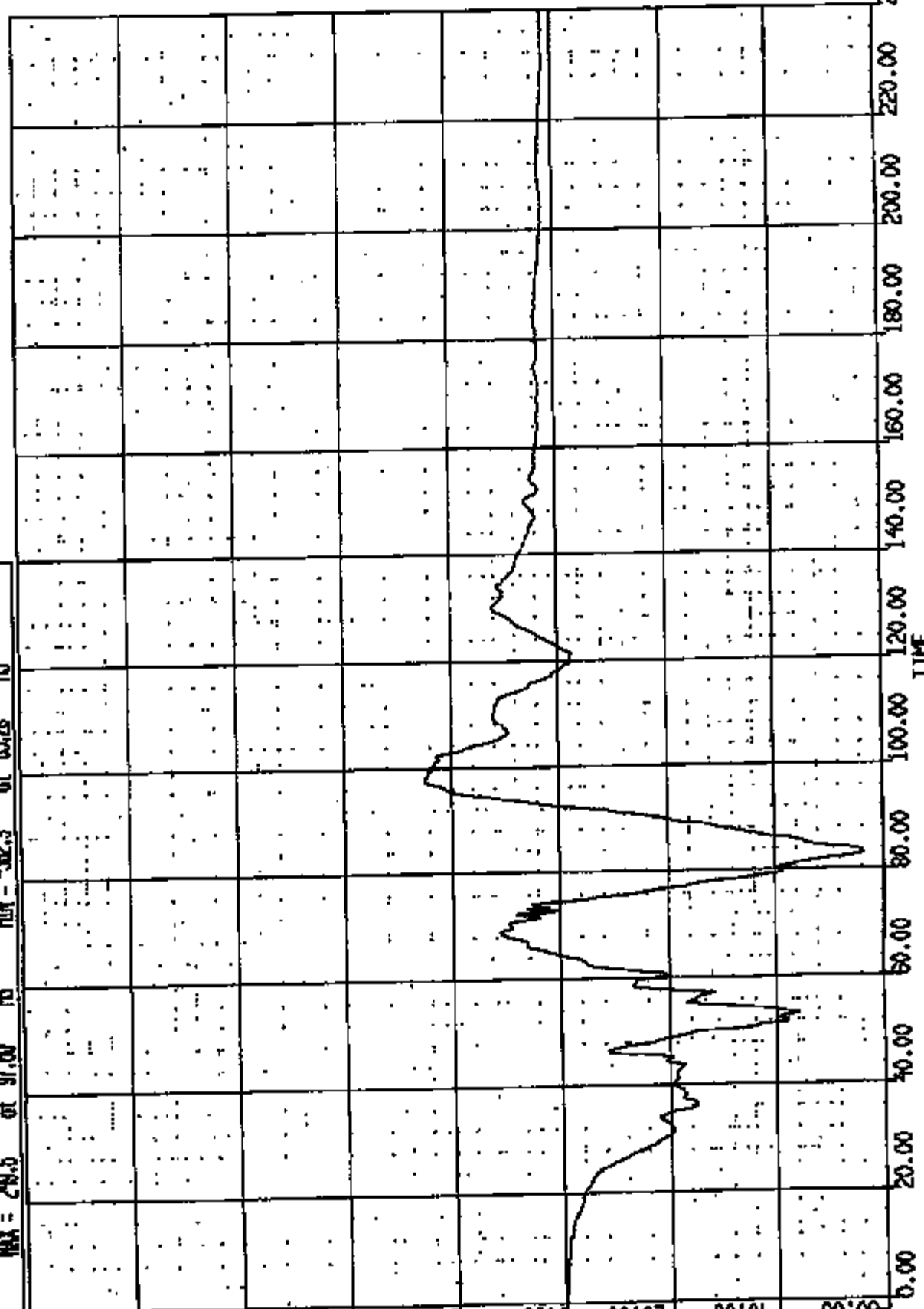
0.00

-20.00

-40.00

-60.00

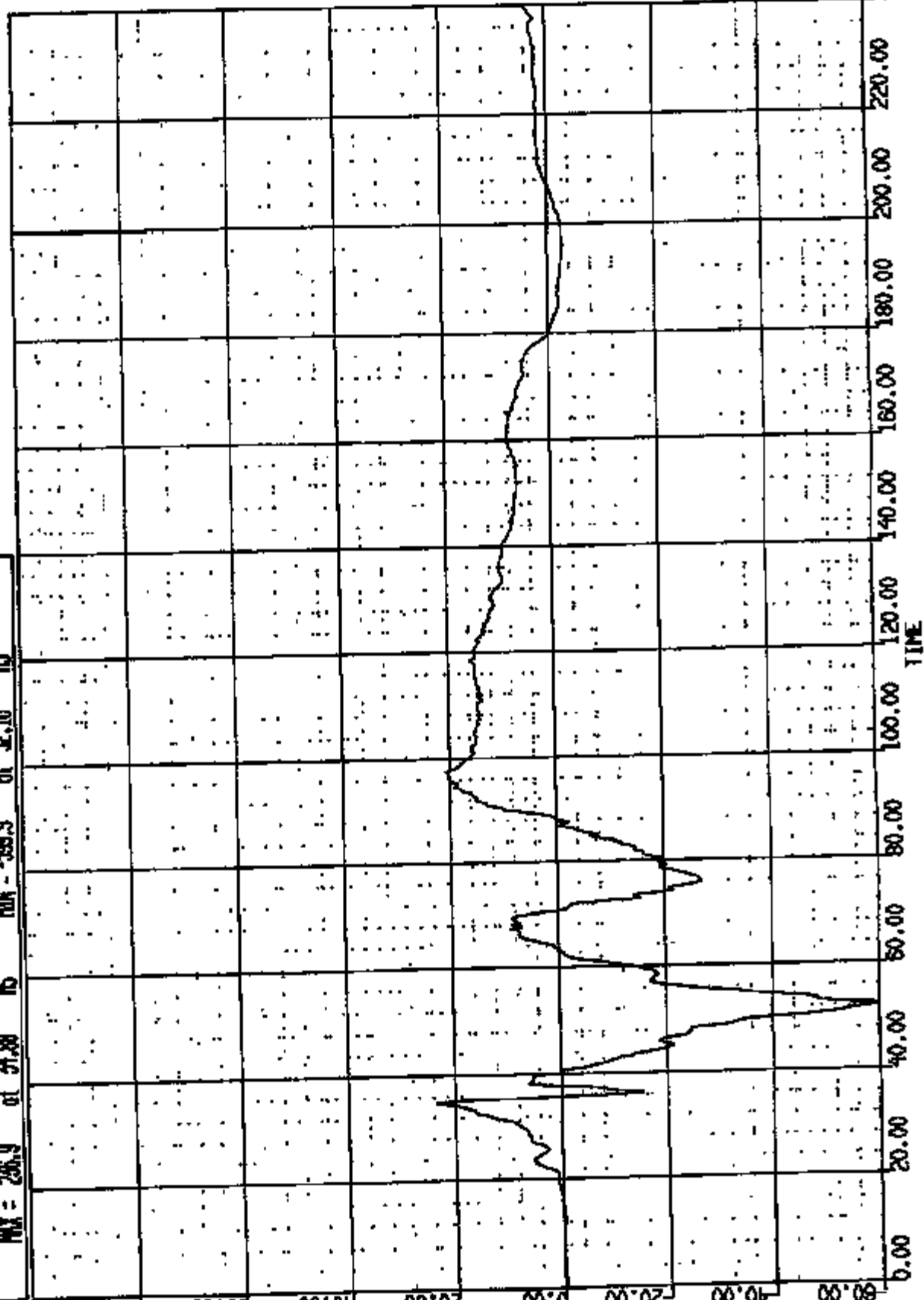
IN-LES x 10¹



CR R: LOGS TO: TAS017 DATE: 971222 10:47:18
R000 DN-101

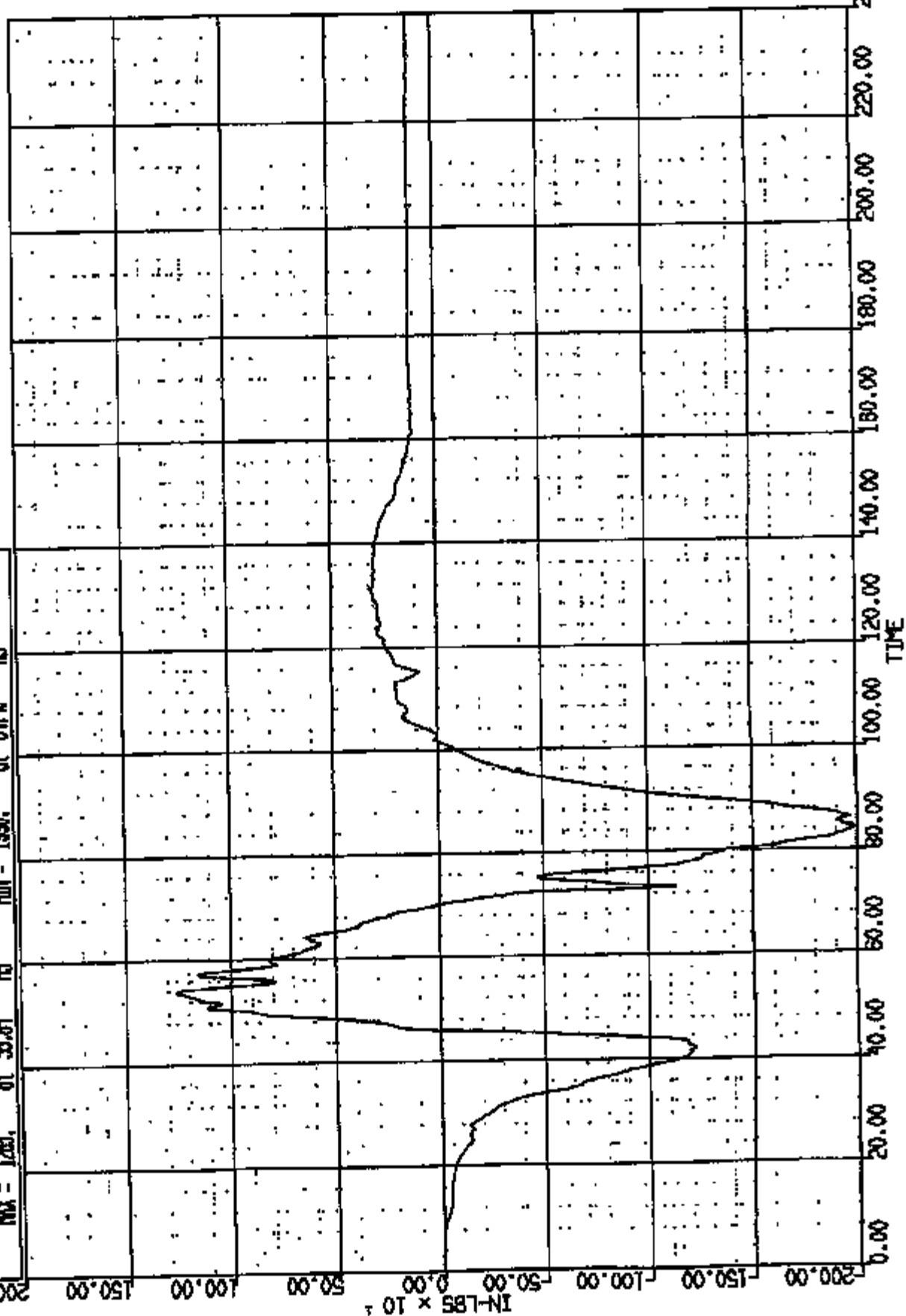
(47) CRUISSNT R/F DUMM R/UP/TIBLA LOAD FR GANC
MAX = 236.9 of 31.88 MS MIN = 399.9 of 52.16 MS
AXIS 1

100.00
80.00
60.00
40.00
20.00
0.00
-20.00
-40.00
-60.00
IN-LS x 10⁴
S87-NI



CR R: 10989 TG: TA5017 DATE: 971222 10:47:19
2000 DN-101

(46) CRUSSETT R/F DUMMY LAP/TIBIA LOAD BY 600C
MIN = 1283, at 53.84 MS MIN = -1980, at 81.41 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 871222 10:47:10
2000 DN-101

(48) CROSSBRT R/F JUMP RAMP/TIBIA LOAD NY GAGE

MAX = 96.1 at 59.88 MS MIN = 921.7 at 42.32 MS

AXIS 1

200.00

250.00

200.00

150.00

100.00

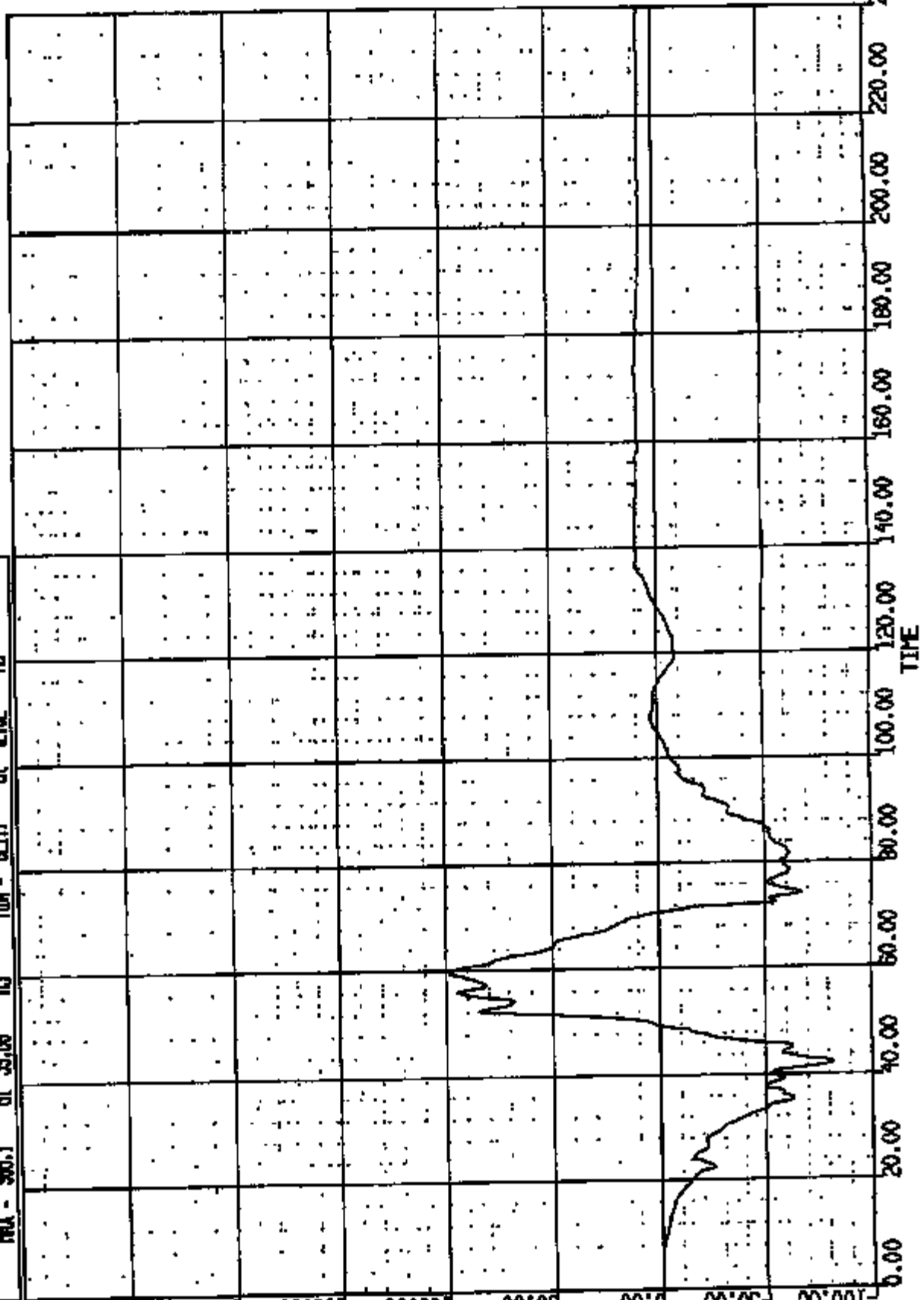
50.00

0.00

50.00

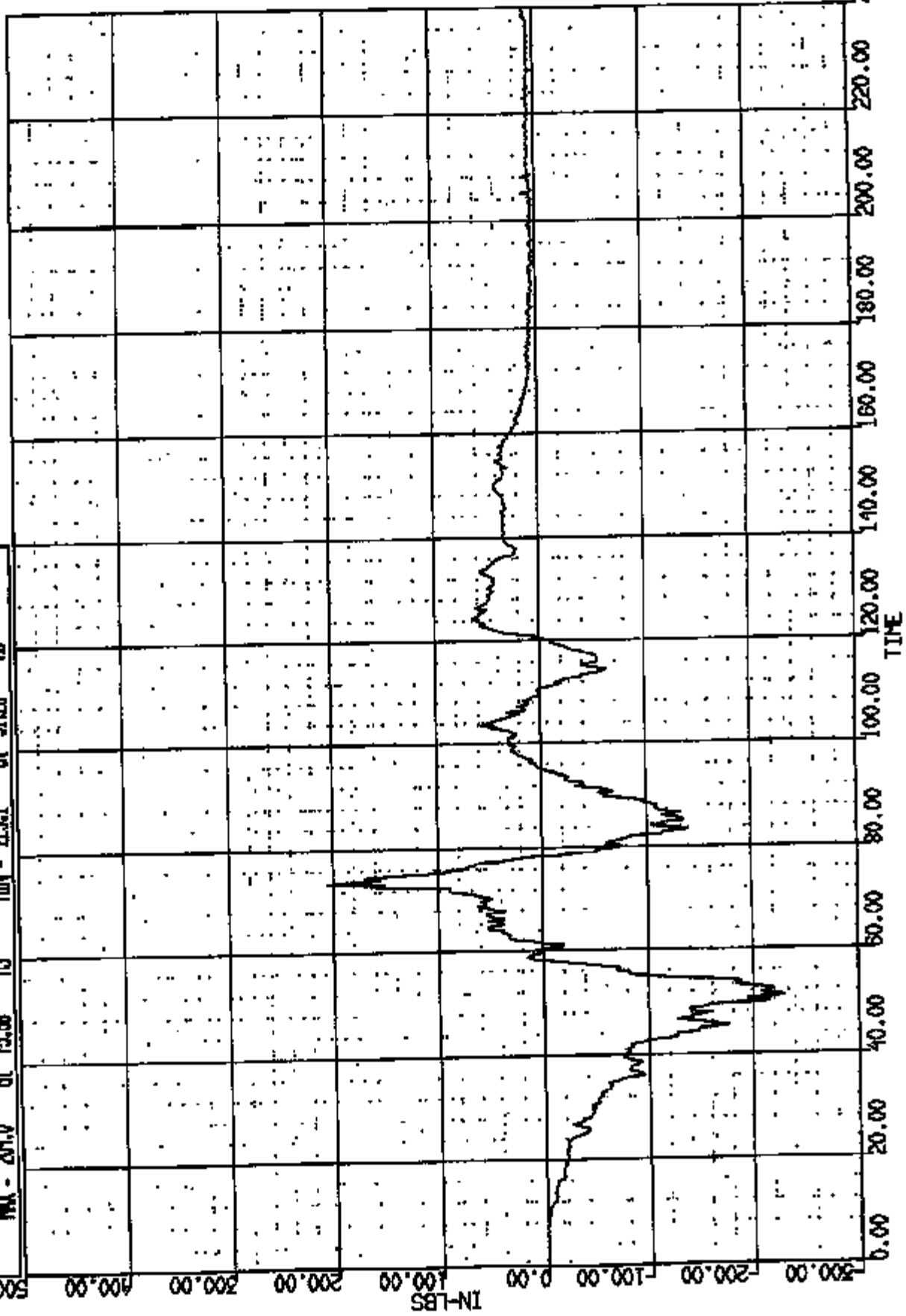
100.00

IN-LBS x 10³



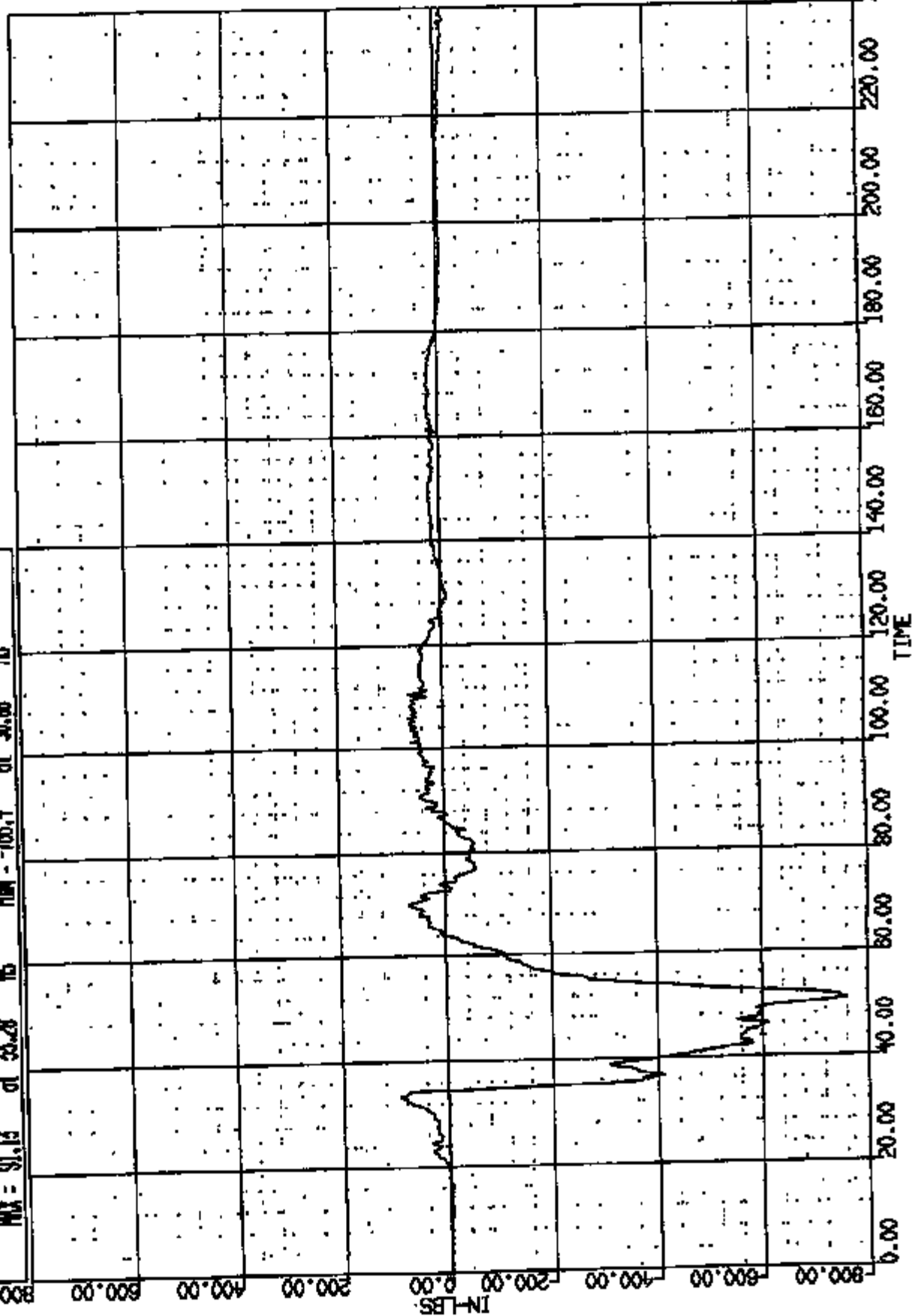
CR R: 1006# TO: TA5017 DATE: 971228 10:47:18
8000 DN-101

(49) CR106881 RT DUMM LA/OVER/TIBIA LOAD MK B00C
MAX = 204.0 at 73.68 MS MIN = -229.1 at 51.20 MS
AXIS 1



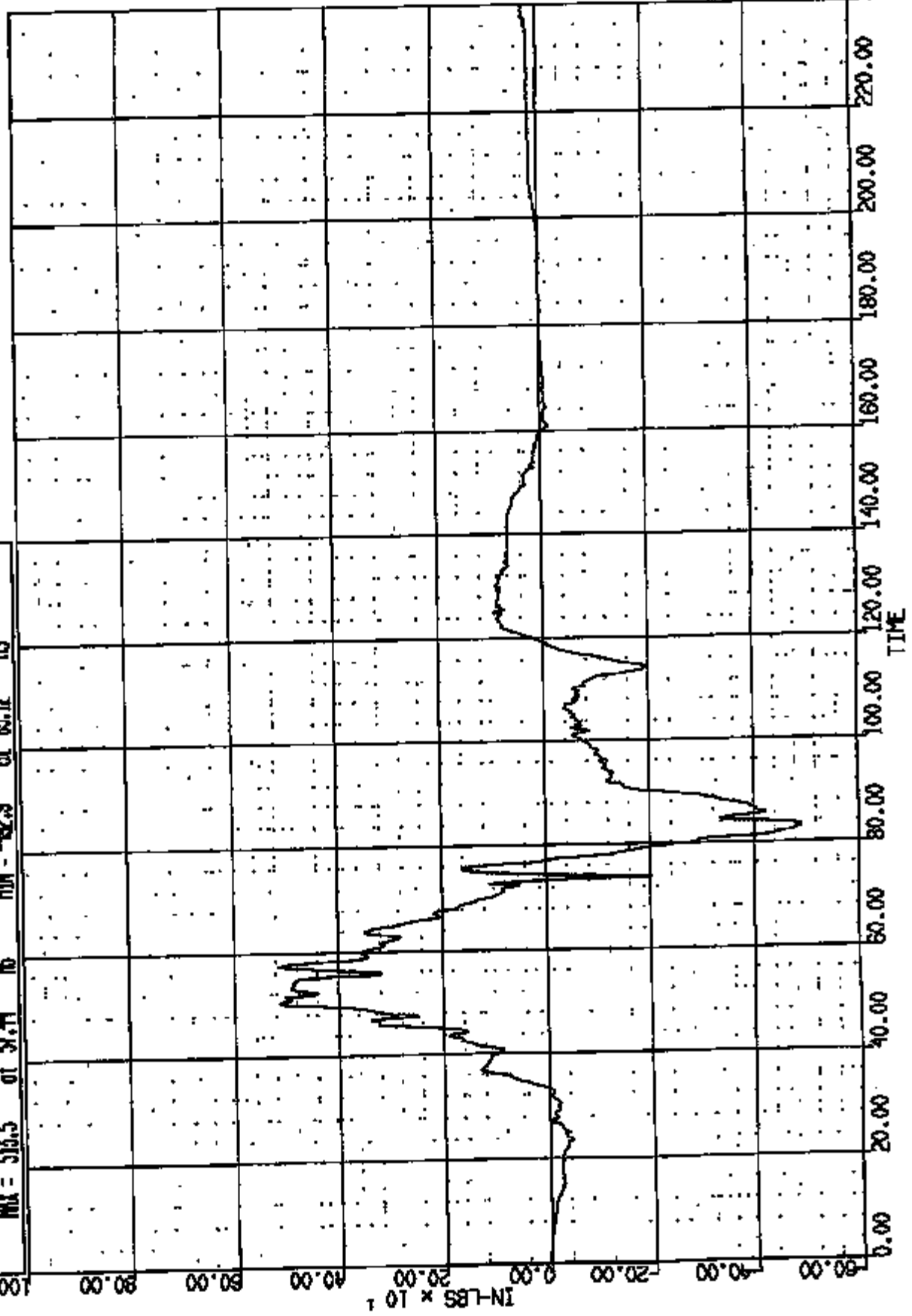
CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(51) CROSSST RAF DUMMY R/L OBER/TIBIA LOAD IN 800C
MAX = 91.13 at 33.28 MS MIN = -765.4 at 50.88 MS
AXIS 1



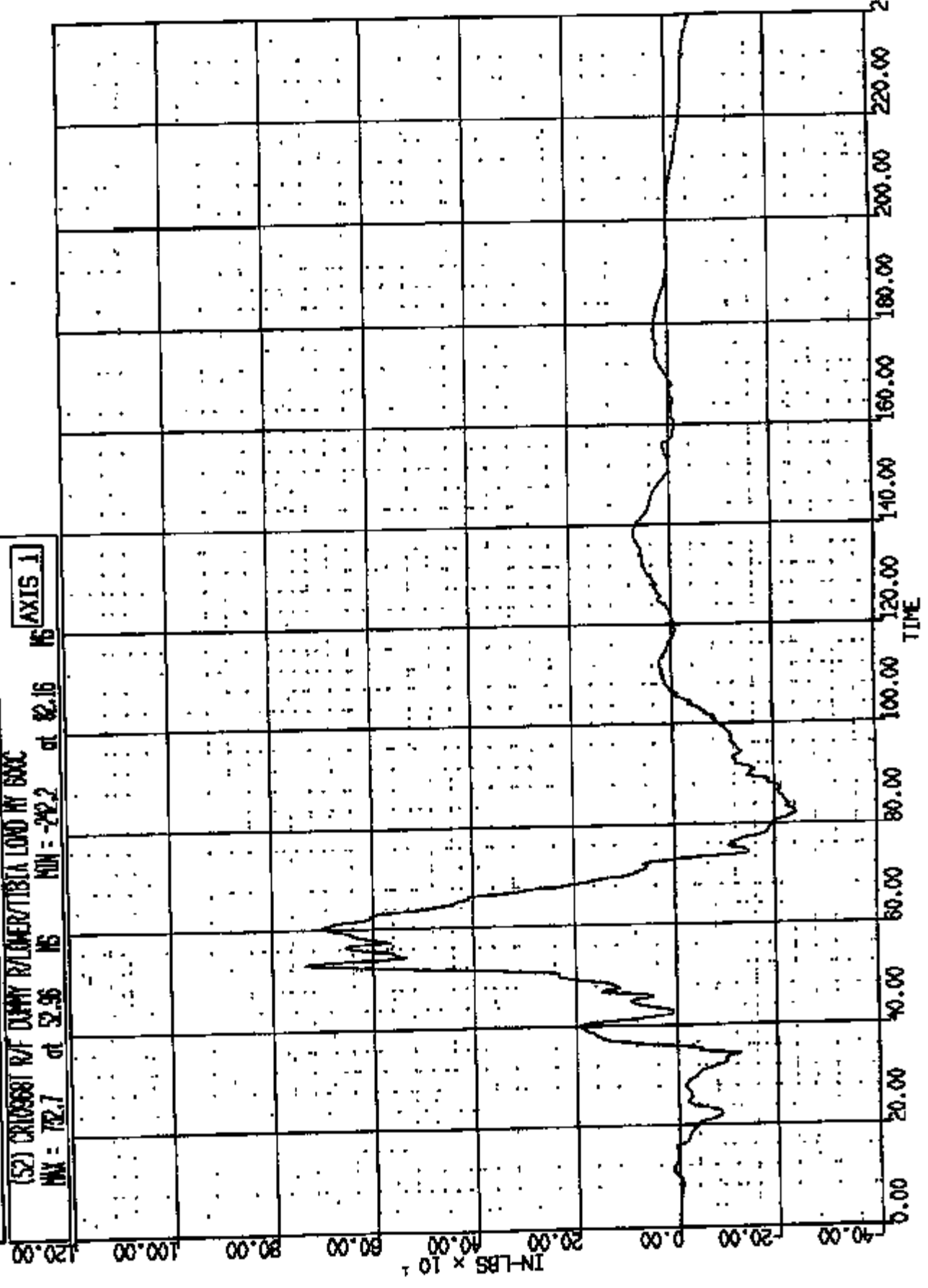
CR R: 10688 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(50) CR10688 R/F DUNKY L/CLONER/TIBIA LOAD NY 800C
MAX = 513.5 at 57.44 MIN = -42.9 at 83.12 MS
AXIS 1



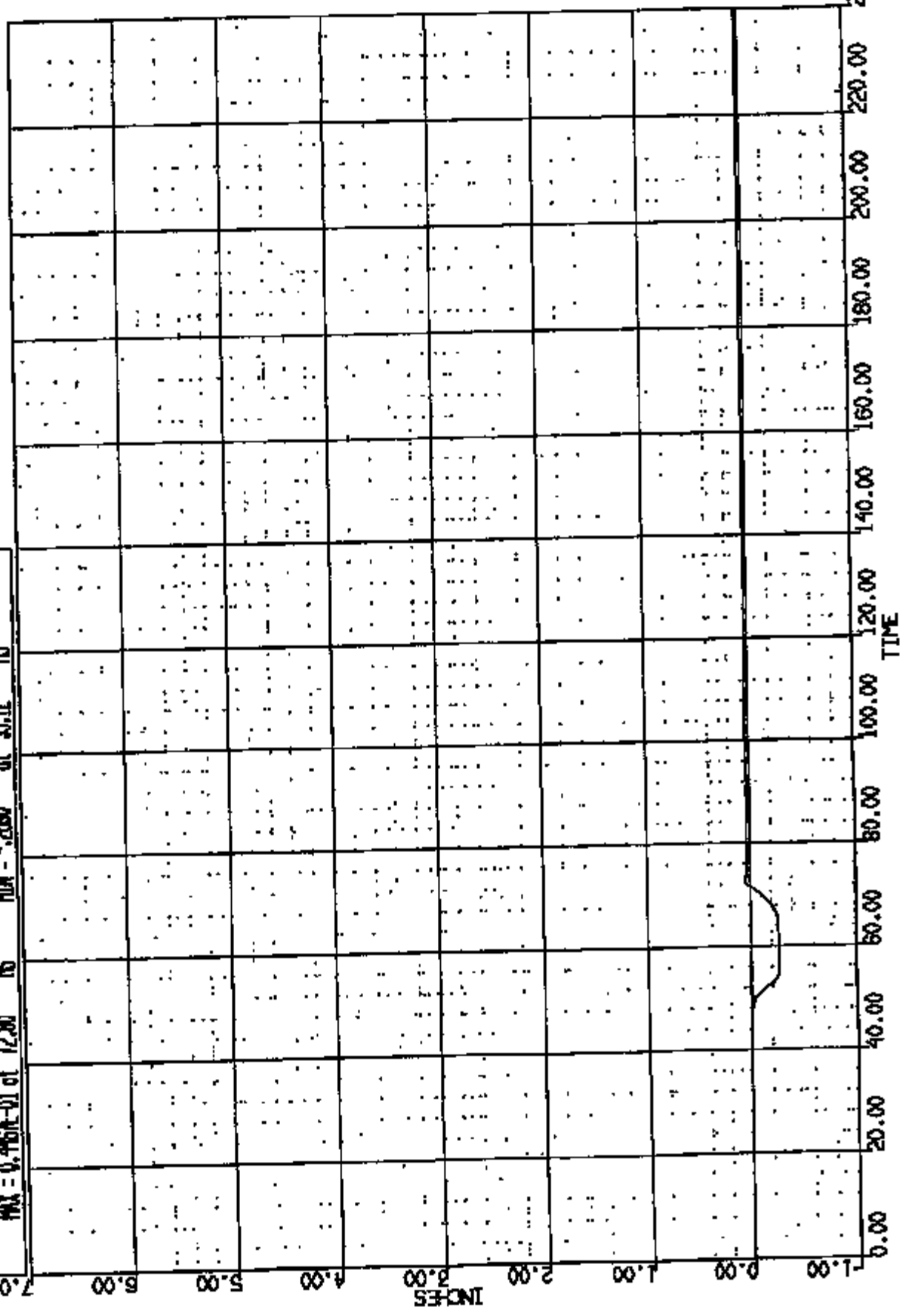
CR R: 10988 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

(52) CROSSBT RTF DUMP R/EMER/TIBIA LOAD BY 600C
MAX = 72.7 at 52.96 MS MIN = -29.2 at 82.16 MS
AXIS 1



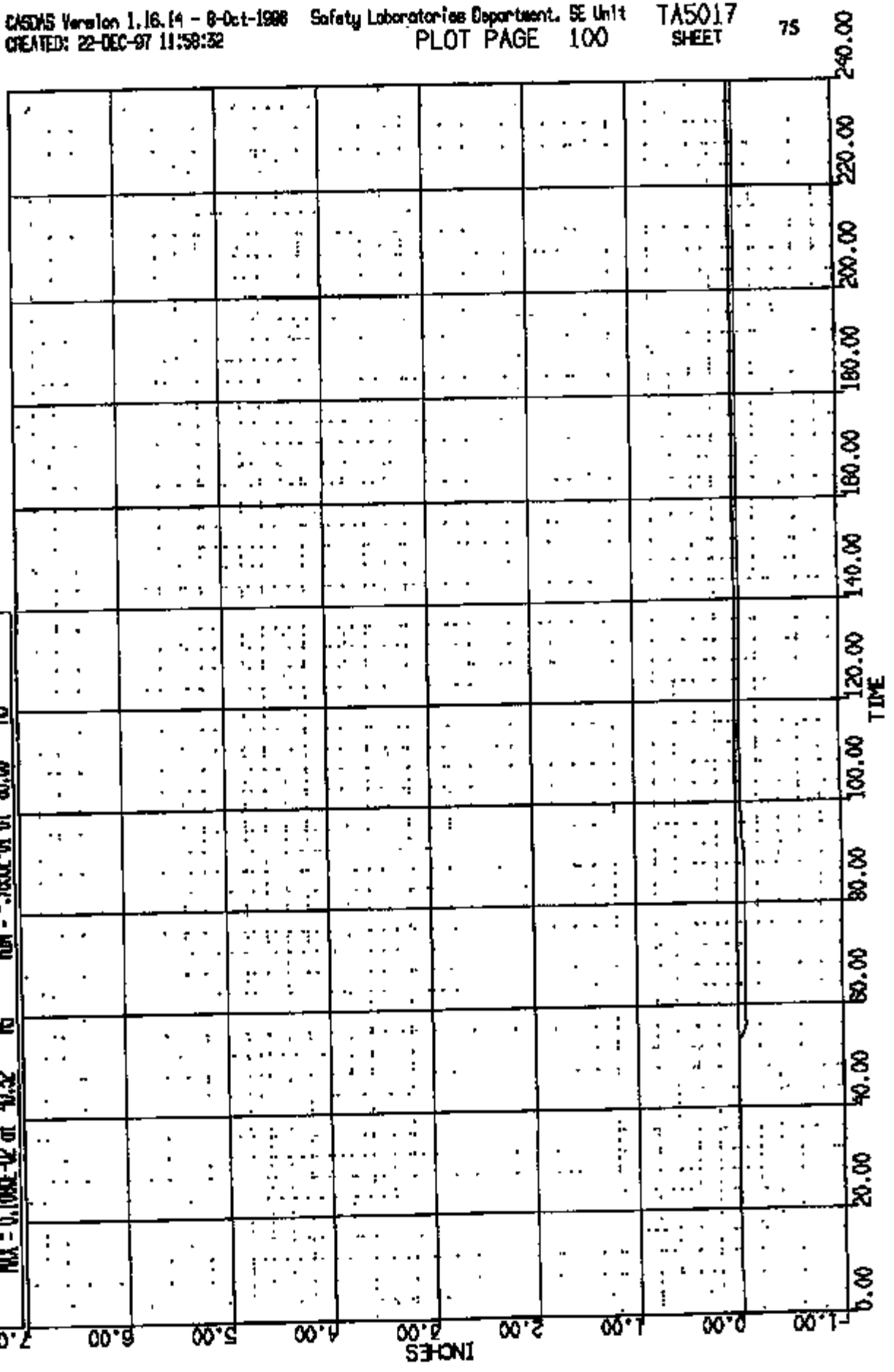
CR R: 10668 TO: TAS017 DATE: 971223 10:47:18
2000 DN-101

(53) CR10688T RAF DUMMY L/TIBIA DISP WRT FEM 18XC
MAX = 0.4637E-01 at 72.90 MS MIN = -.2390 at 55.12 MS
AXIS 1



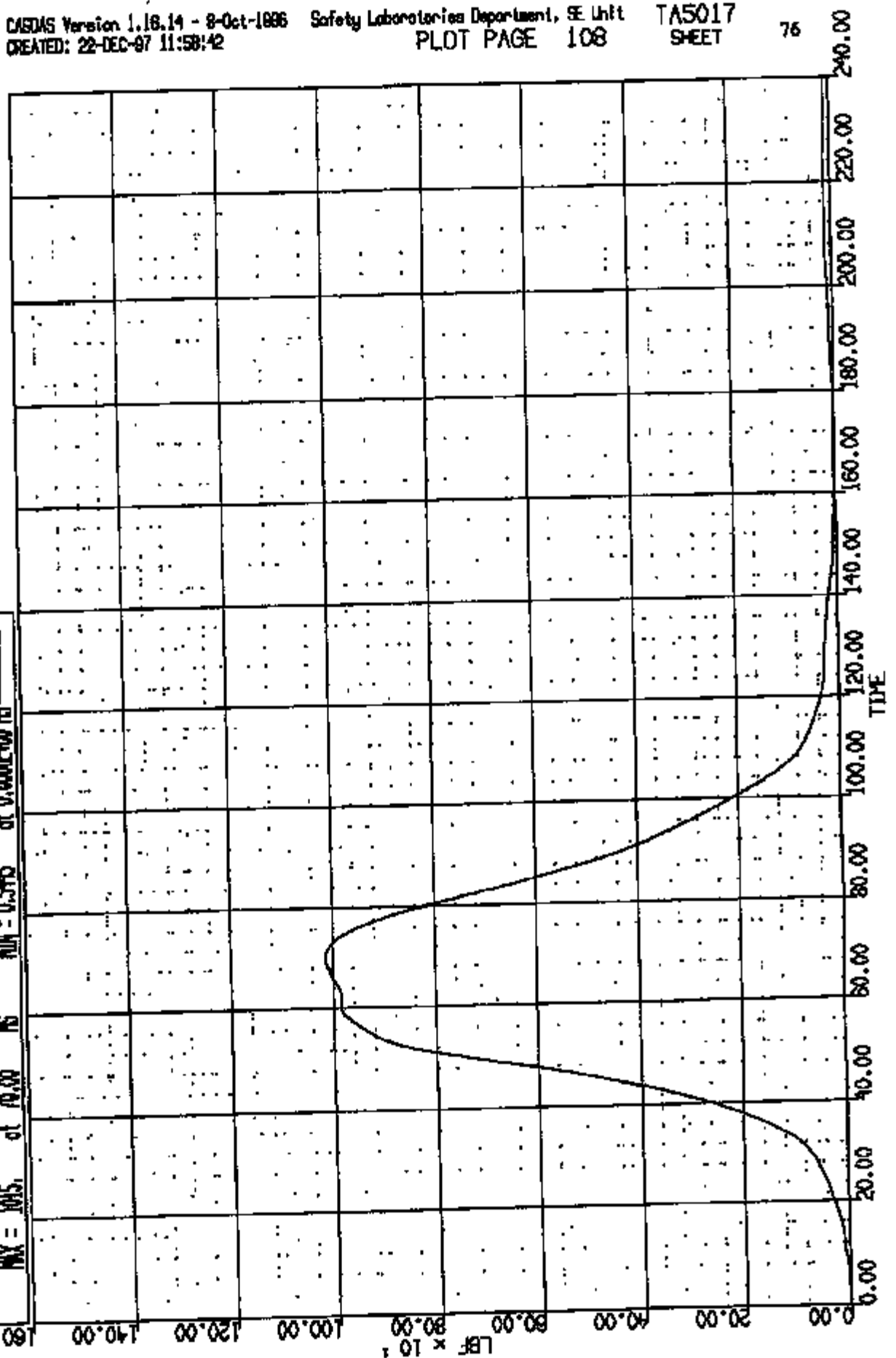
GR R: 10988 TO: TA5017 DATE: 971222 10:47:10
2000 DN-101

(54) OR10988T RVF QUARTZ R/TIBIA DISP ART FEM 180C
MAX = 0.1004E-02 at 40.32 MS MIN = -.7655E-04 at 85.00 MS
AXIS 1



CRK #: 10888 TO: TABOIT DATE: 871222 10:47:18
2000 DN-101

(62) CRIBBEST R/F LAP BELT @ ANCHOR LOAD 60C
MAX = 1015, of 70.00 MS MIN = 0.5445 of 0.000E+00 MS
AXIS 1



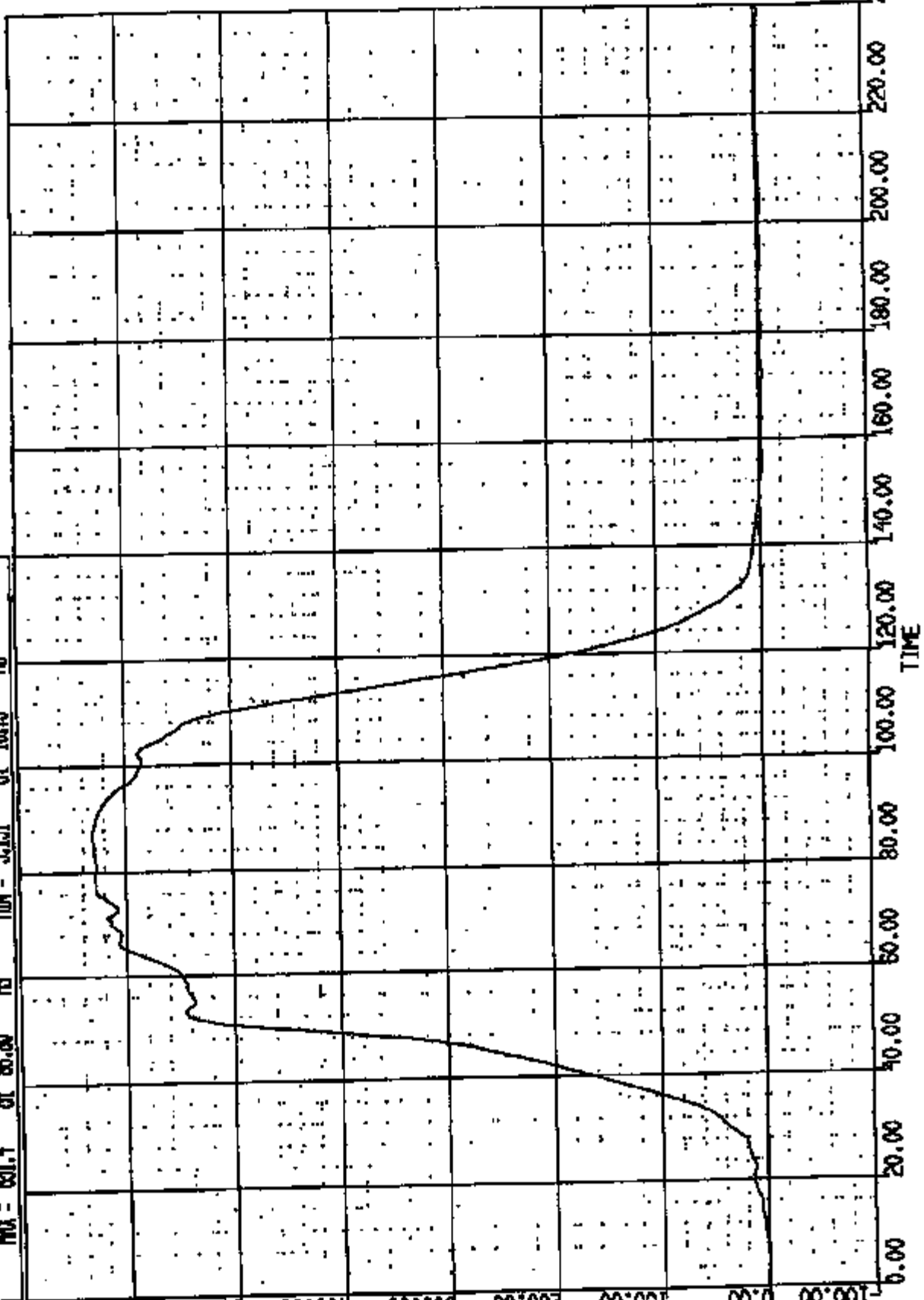
CK R: 10088 TD: TA5017 DATE: 971222 10:47:18
2000 DN-101

(63) CR00681 R/F TORSO BELT @ RETRACTOR L04 6XC

AXIS 1

MAX = 631.4 at 86.00 MS MIN = -3.751 at 101.3 MS

700.00
500.00
300.00
100.00
0.00
-100.00
-200.00
-300.00
-400.00
-500.00
-600.00
-700.00
LBF



TIME

CR N: 10988 TO: TAB017 DATE: 971228 10:47:19
2000 DN-101

(64) CRUSSETT RF TORSO BELT 8 DRUNG LOAD 60C

MAX = 51.2 at 79.04 MIN = -1.25 at 231.4

AXIS 1

140.00

120.00

100.00

80.00

60.00

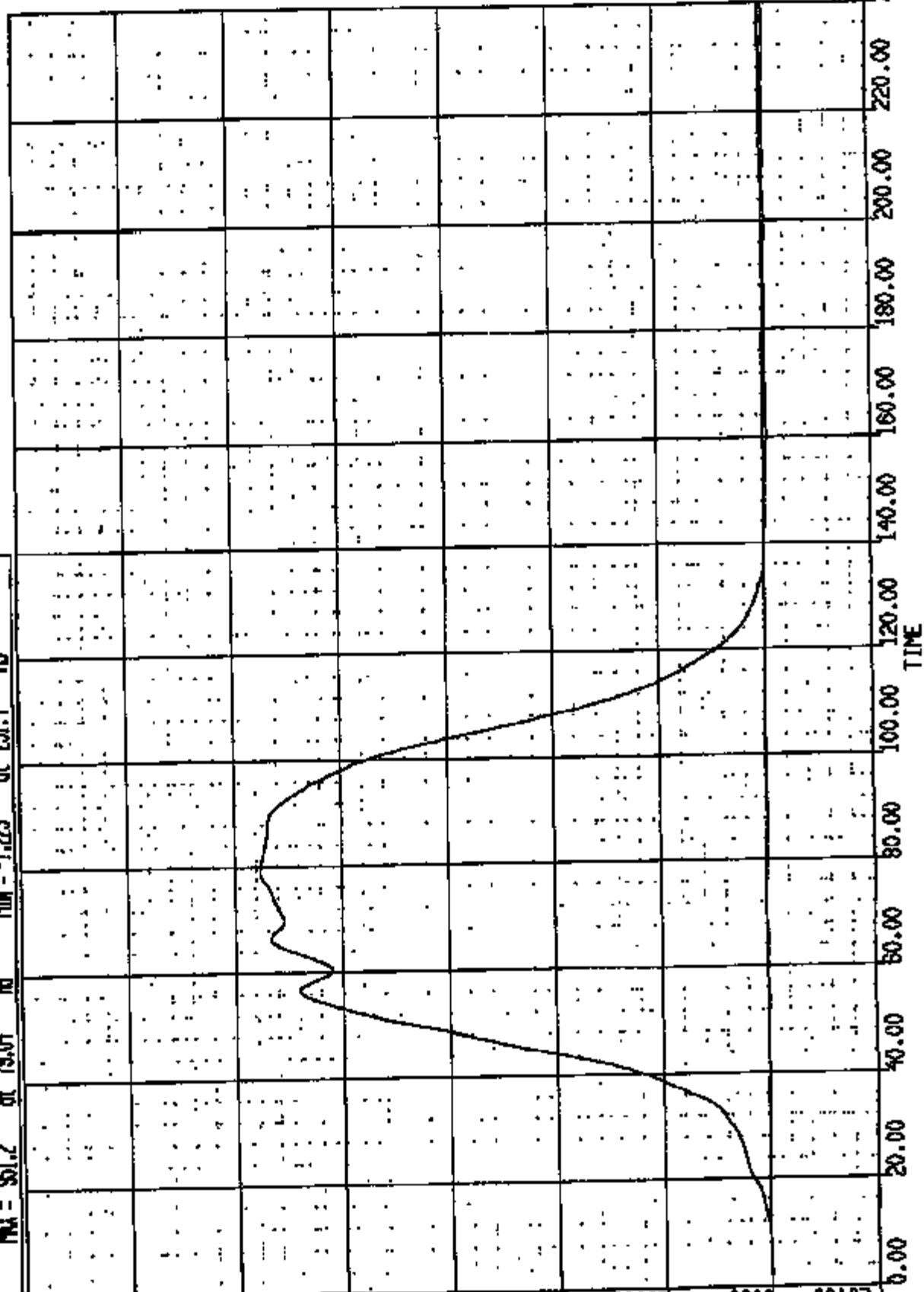
40.00

20.00

0.00

-20.00

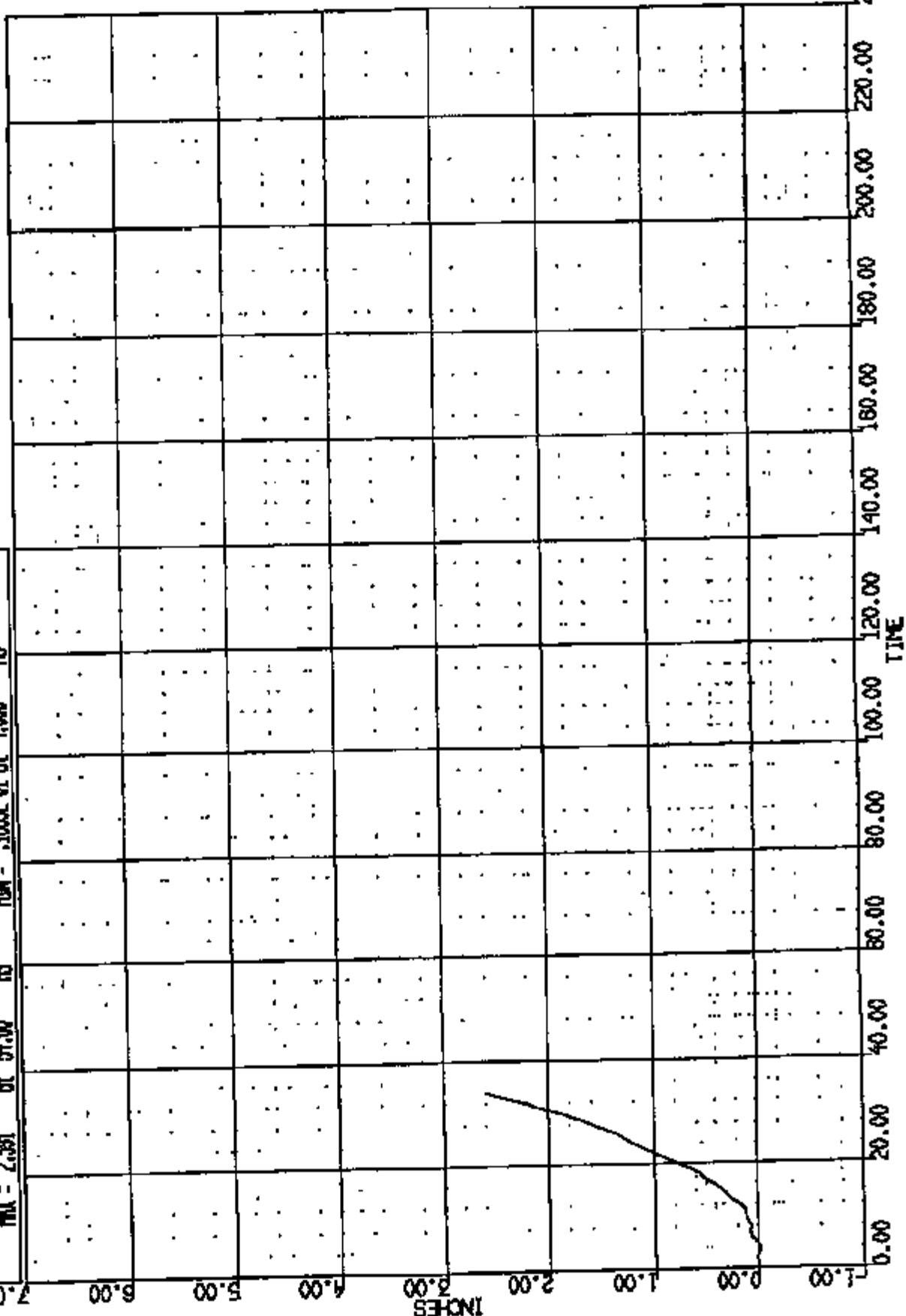
LBF x 10⁻⁴



CR R: 10568 TO: TAB017 DATE: 871222 10:47:16
8000 DN-101

(0) CXC10568 R S HEAD PSNR MRE R RMR AT B P LONG DISP
MAX = 2.591 of 31.00 16 MIN = -.1682E-01 of 1.000 16

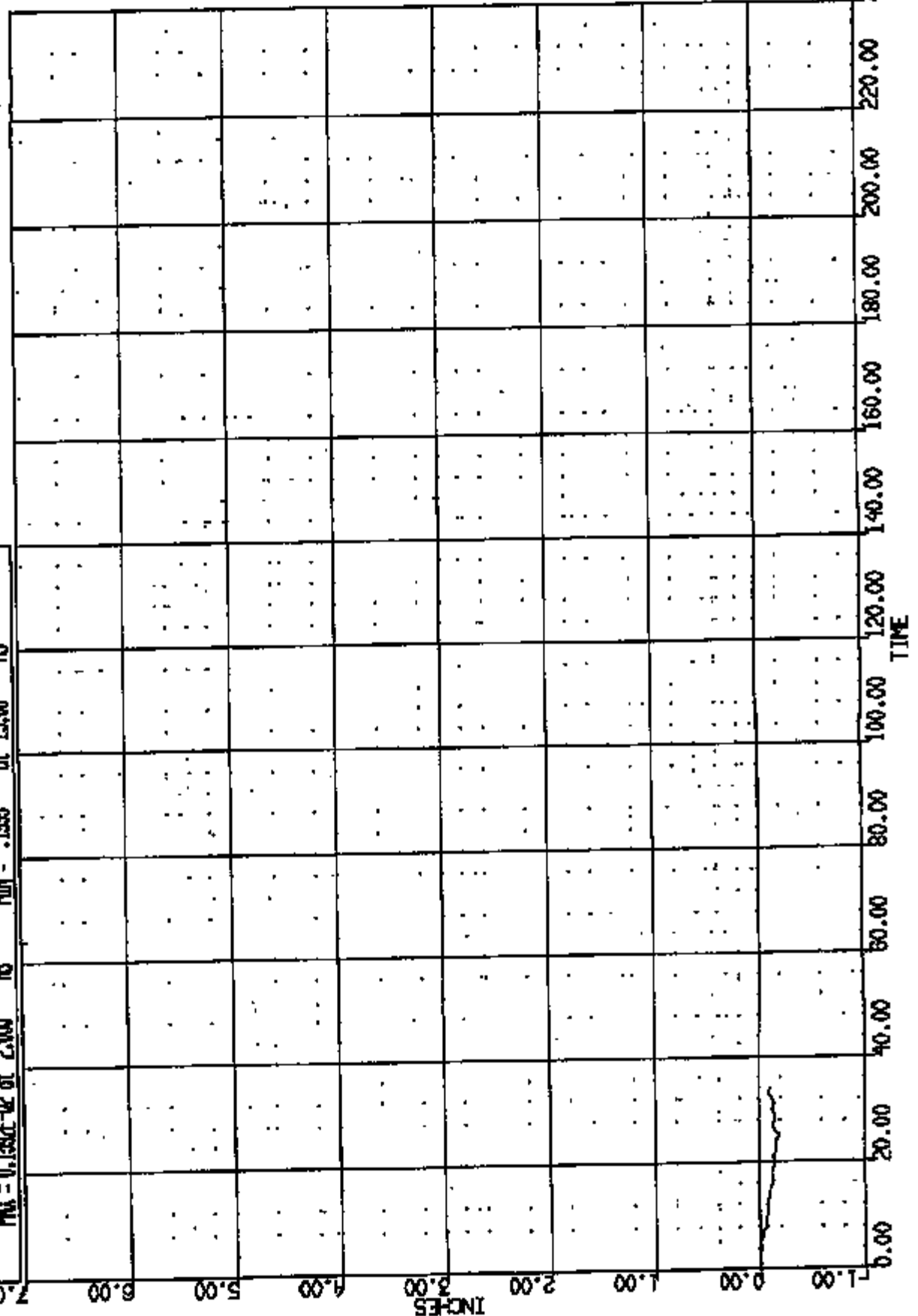
AXIS 1



CR R: 10868 TO: TAB017 DATES: 871222 10:47:18
2000 DN-101

(0) CRC10868 R S HEAD PSNER ART R RNR AT P VERT DISP
MIN = 0.1582E-02 at 2.000 MS MIN = -.1993 at 25.00 MS

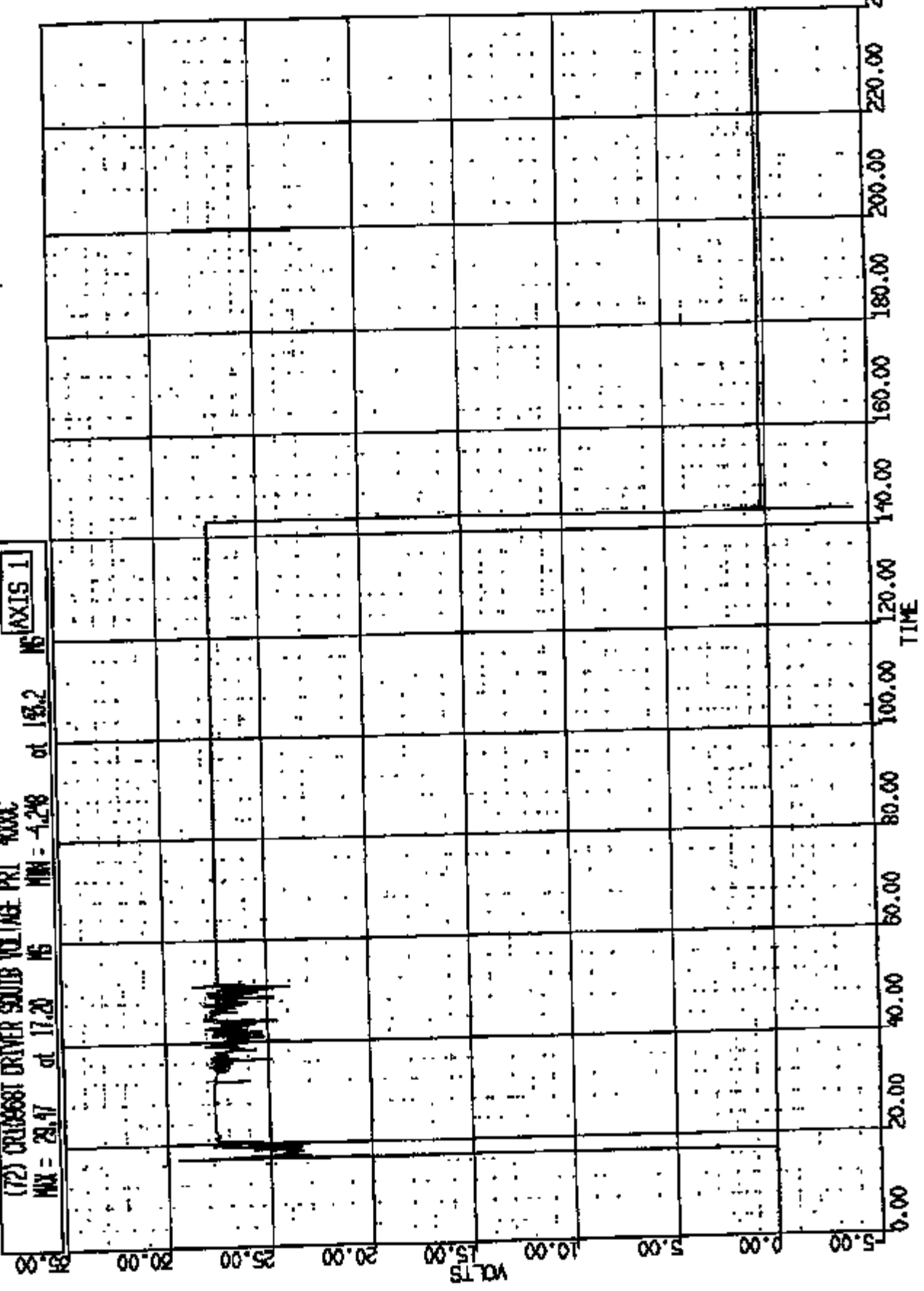
AXIS 1



CR R: 10988 TO: TA5017 DATE: 871222 10:47:16
2000 CN-101

(72) CR10688 DRIVER SQUID VOLTAGE PRI 4000C
MAX = 29.47 at 17.20 MS MIN = -4.248 at 183.2 MS

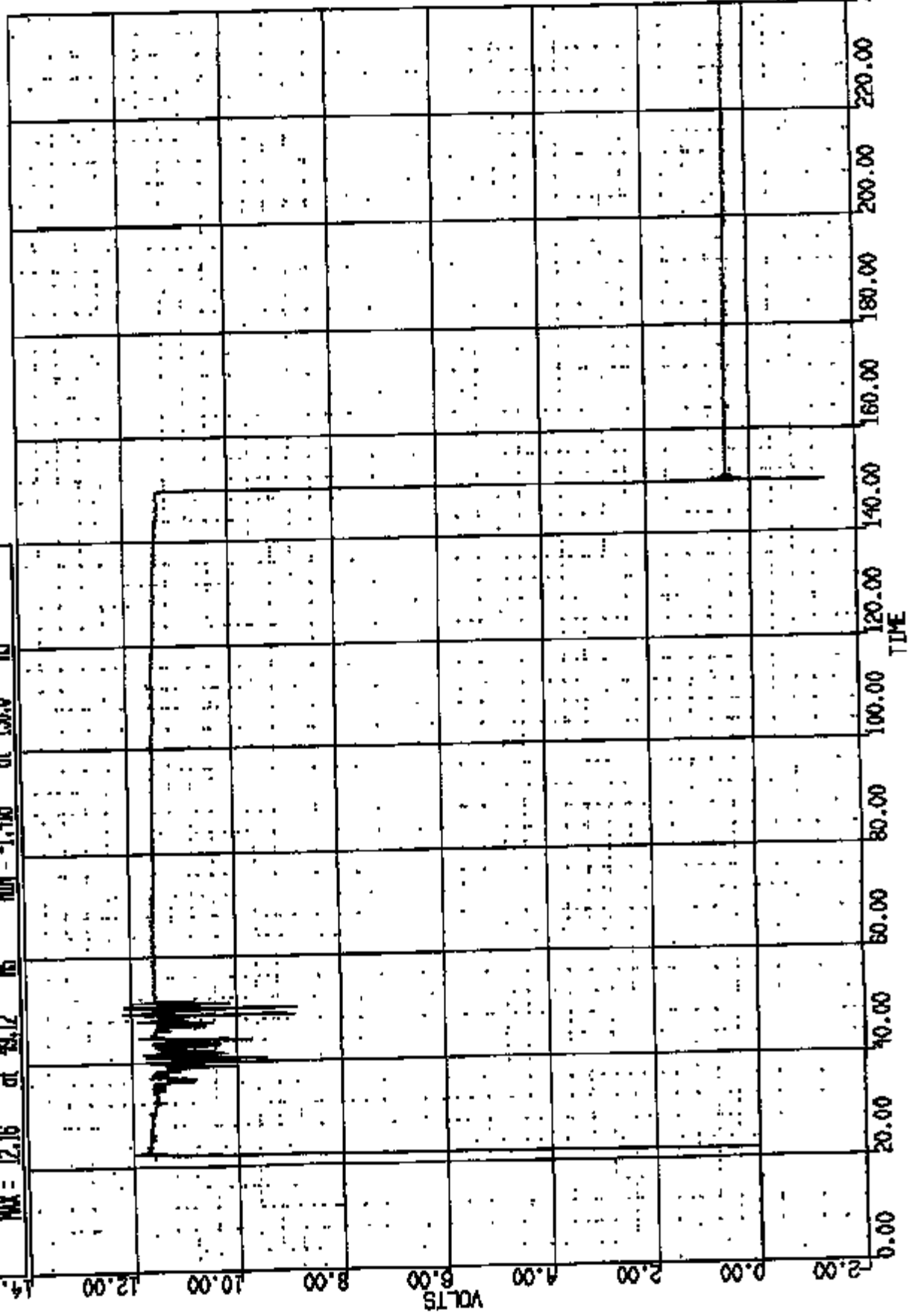
AXIS 1



CR#: 10666 TO: TAS017 DATE: 971222 10:47:16
2000 DN-101

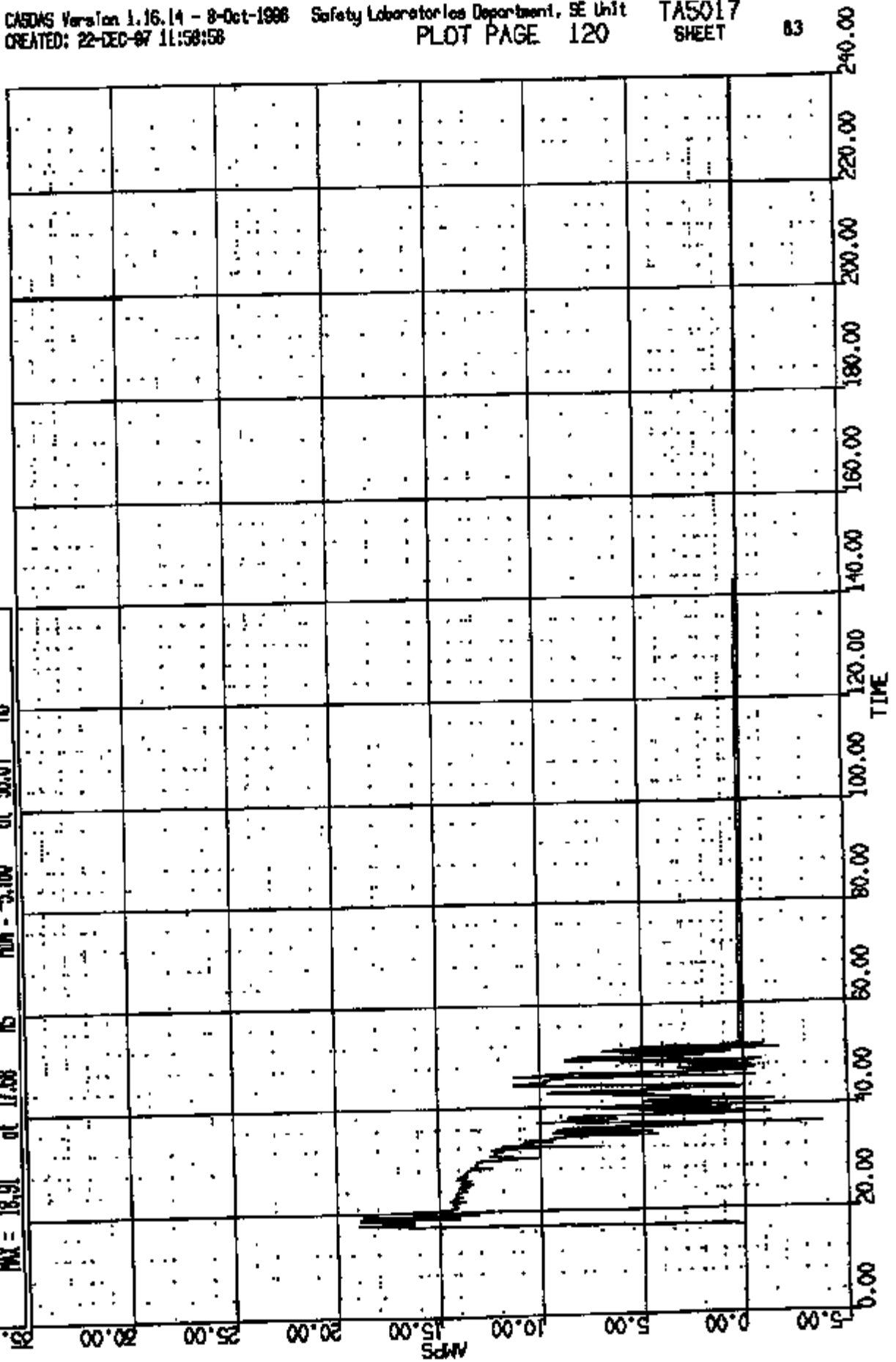
(73) CR10666T DRIVER SOLID VOLTAGE SEC 4000C
MAX = 12.16 at 49.12 MS MIN = -1.416 at 159.0 MS

AXIS 1



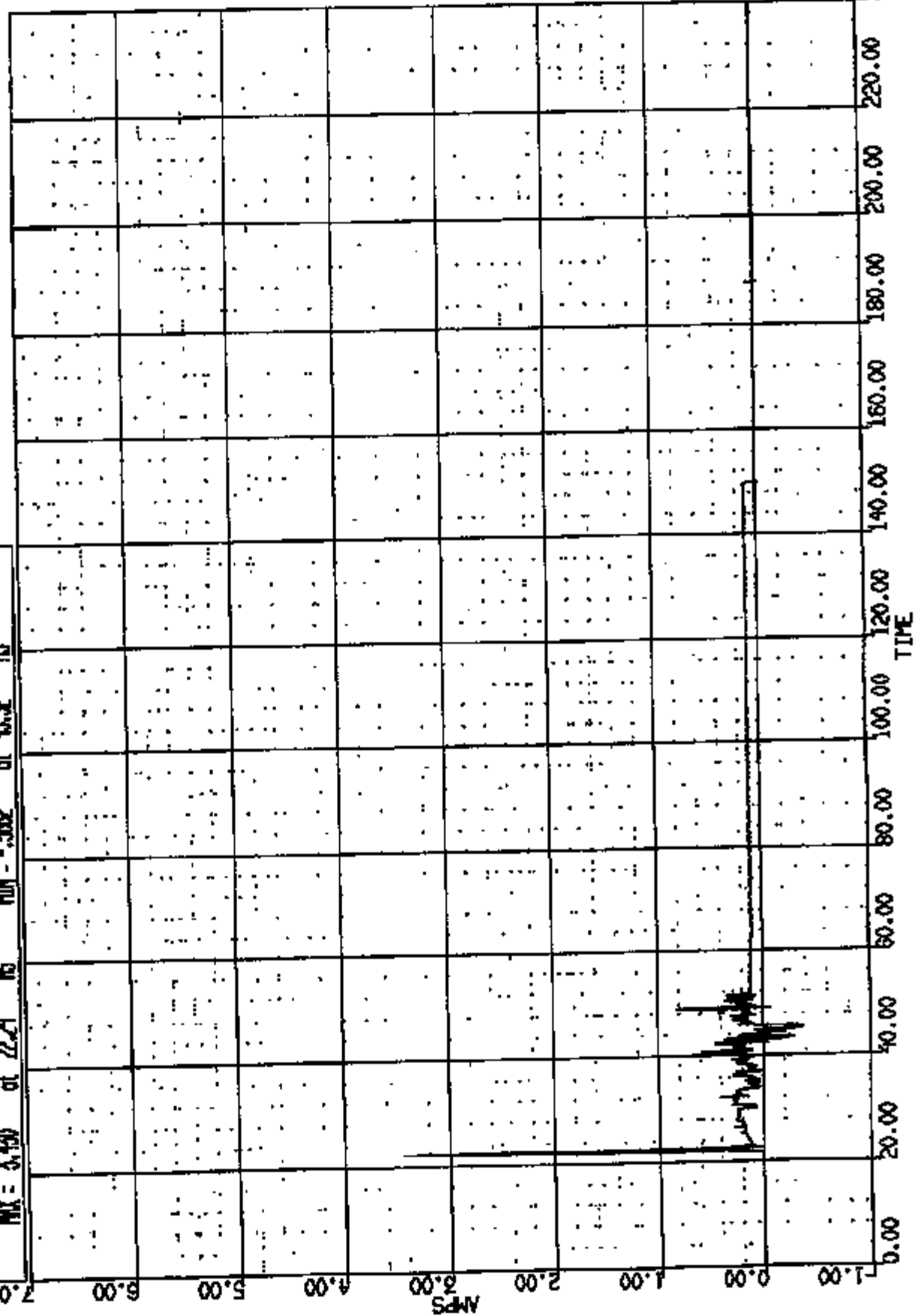
CR R: 1098B TO: TAS017 DATE: 871228 10:47:18
2000 DN-101

(74) CROSSBET DRIVER SOLID CURRENT PRI 400C
MAX = 18.91 at 17.88 MS MIN = 3.00 at 35.61 MS
AXIS 1



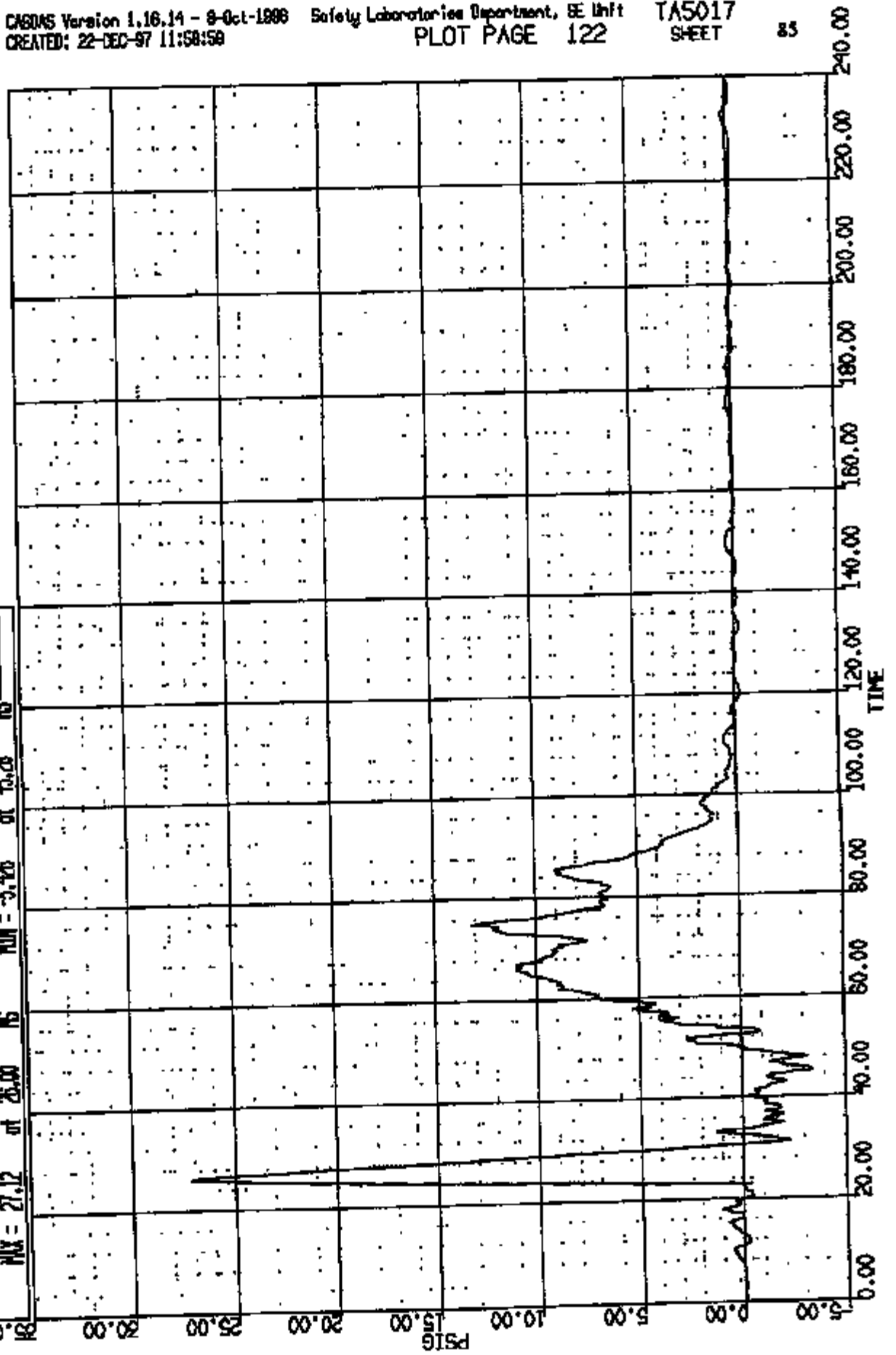
CR R: 10988 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(75) CR106881 DRIVER SOURCE CURRENT SEC 4000C
MAX = 3.150 at 22.21 MS MIN = -.3652 at 65.52 MS
AXIS 1



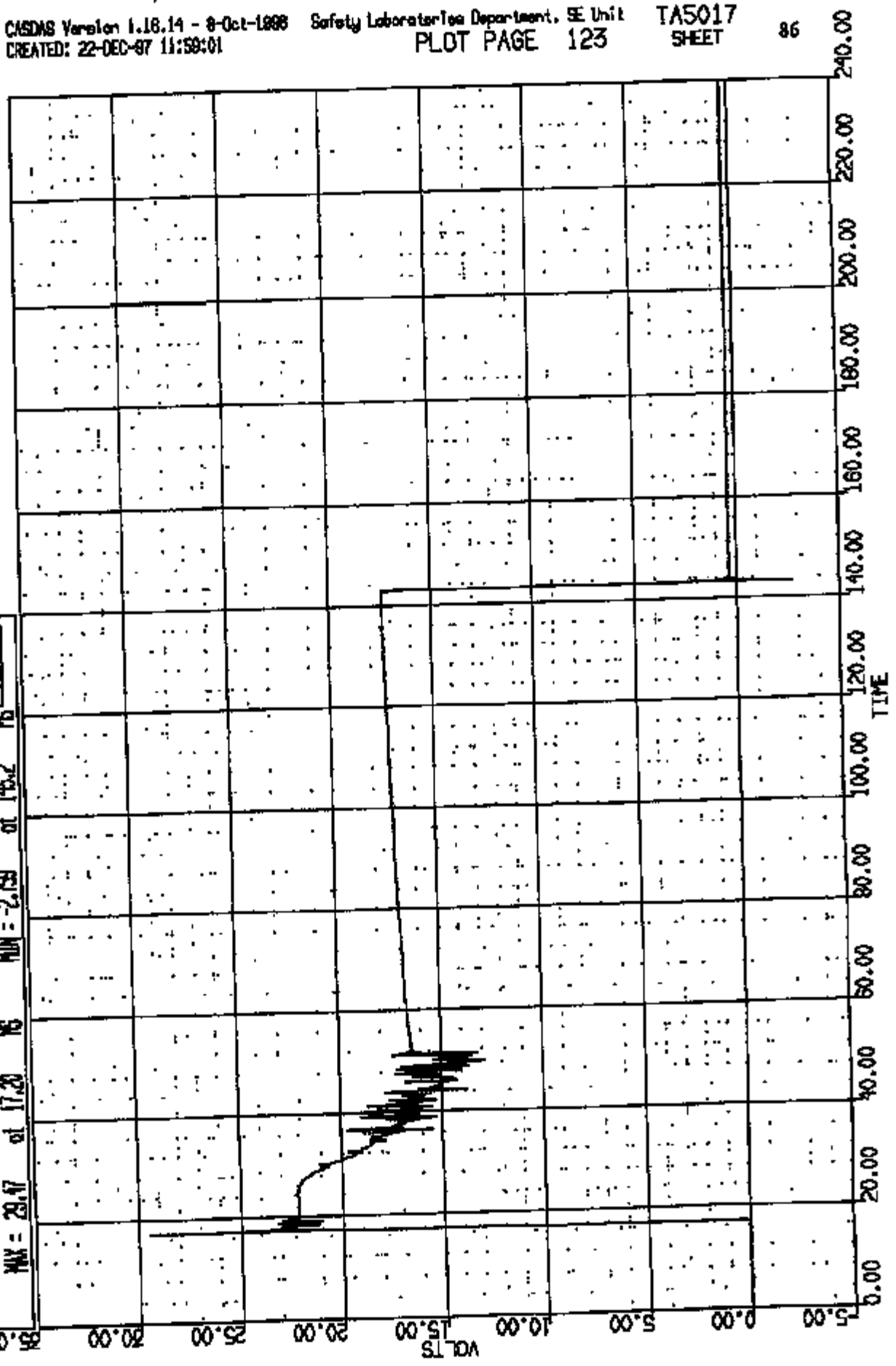
CR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(76) CROSSLINK DRYER BAG PRESSURE 10000
MAX = 27.12 at 25.00 MS
MIN = -3.426 at 15.28 MS
AXIS 1



CR #: 10988 TO: TAS017 DATE: 871222 10:47:18
2000 DNI-101

(77) CR10688T PASSENGER SOUTH VOLTAGE PRI 4000C
MAX = 29.17 at 17.20 MS MIN = -2.759 at 183.2 MS
AXIS 1

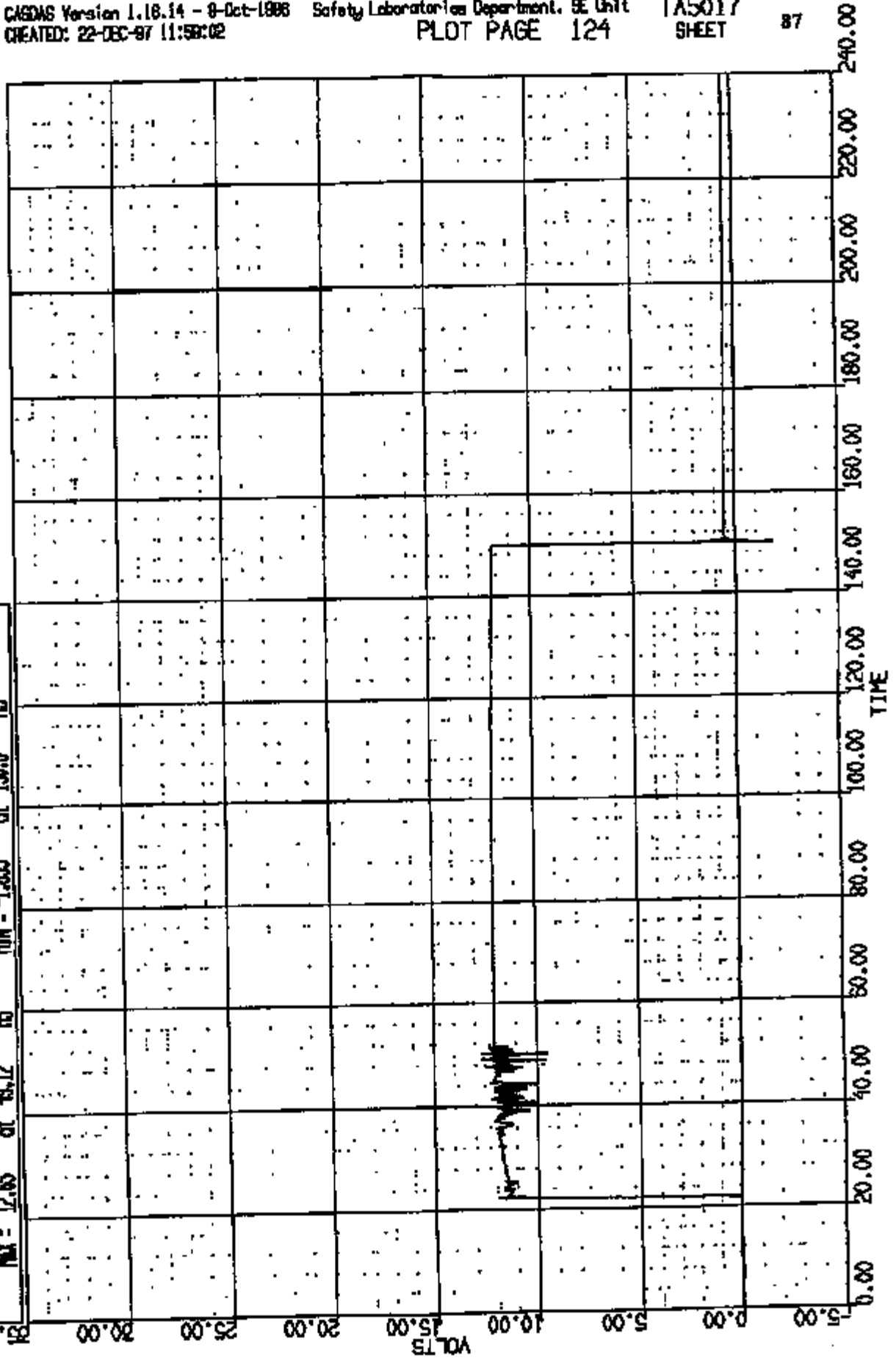


CR. N: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(78) CRU9881 PASSENGER SOUTH VOLTAGE SEC 4000C

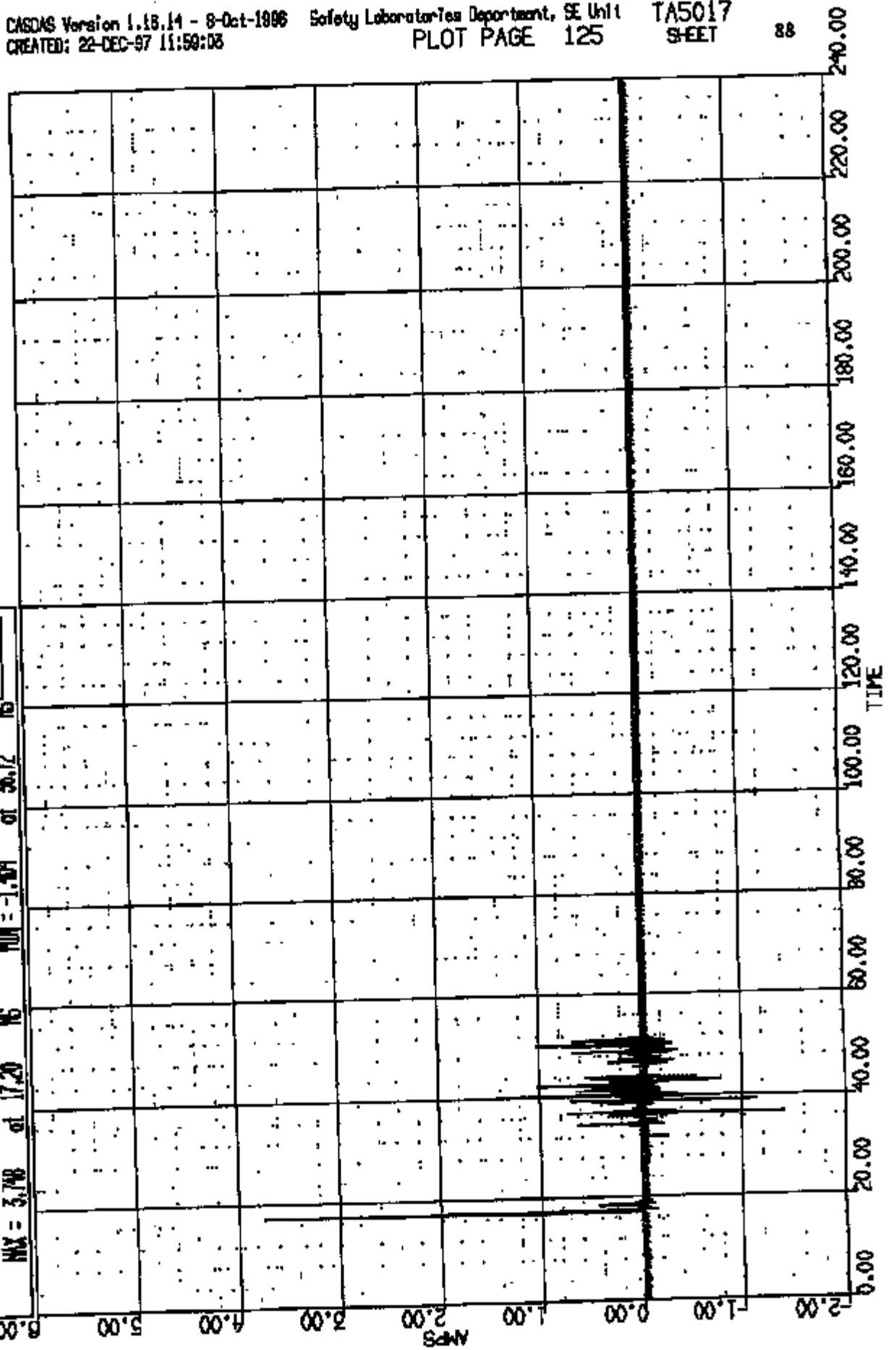
AXIS 1

MAX = 12.65 at 49.12 MS MIN = -1.855 at 150.0 MS



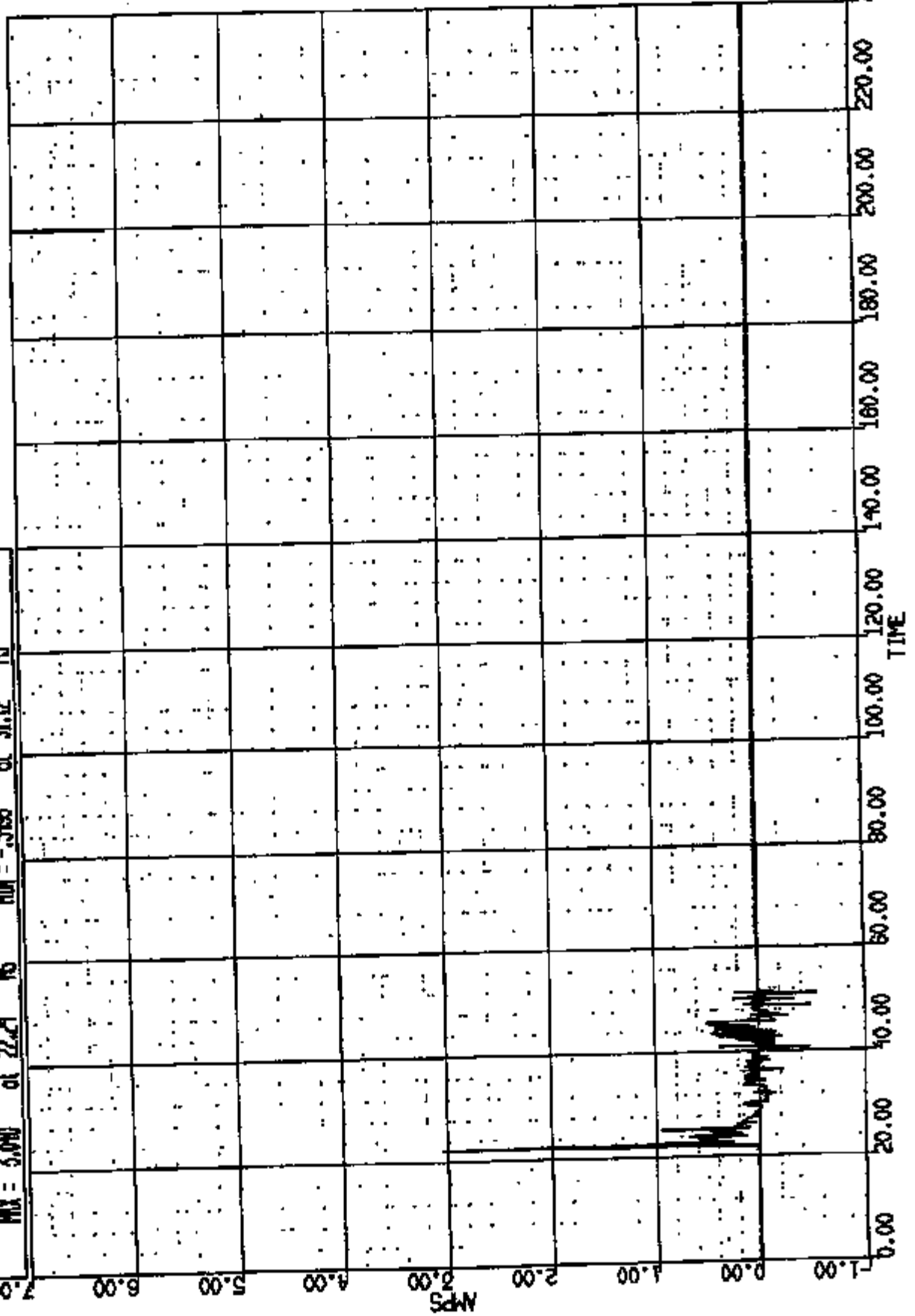
CHK R: 10068 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(79) CROSSBET PASSENGER SOLID CURRENT PRI 4000C
MAX = 3.748 of 17.20 NS MIN = -1.504 of 36.72 NS
AXIS 1



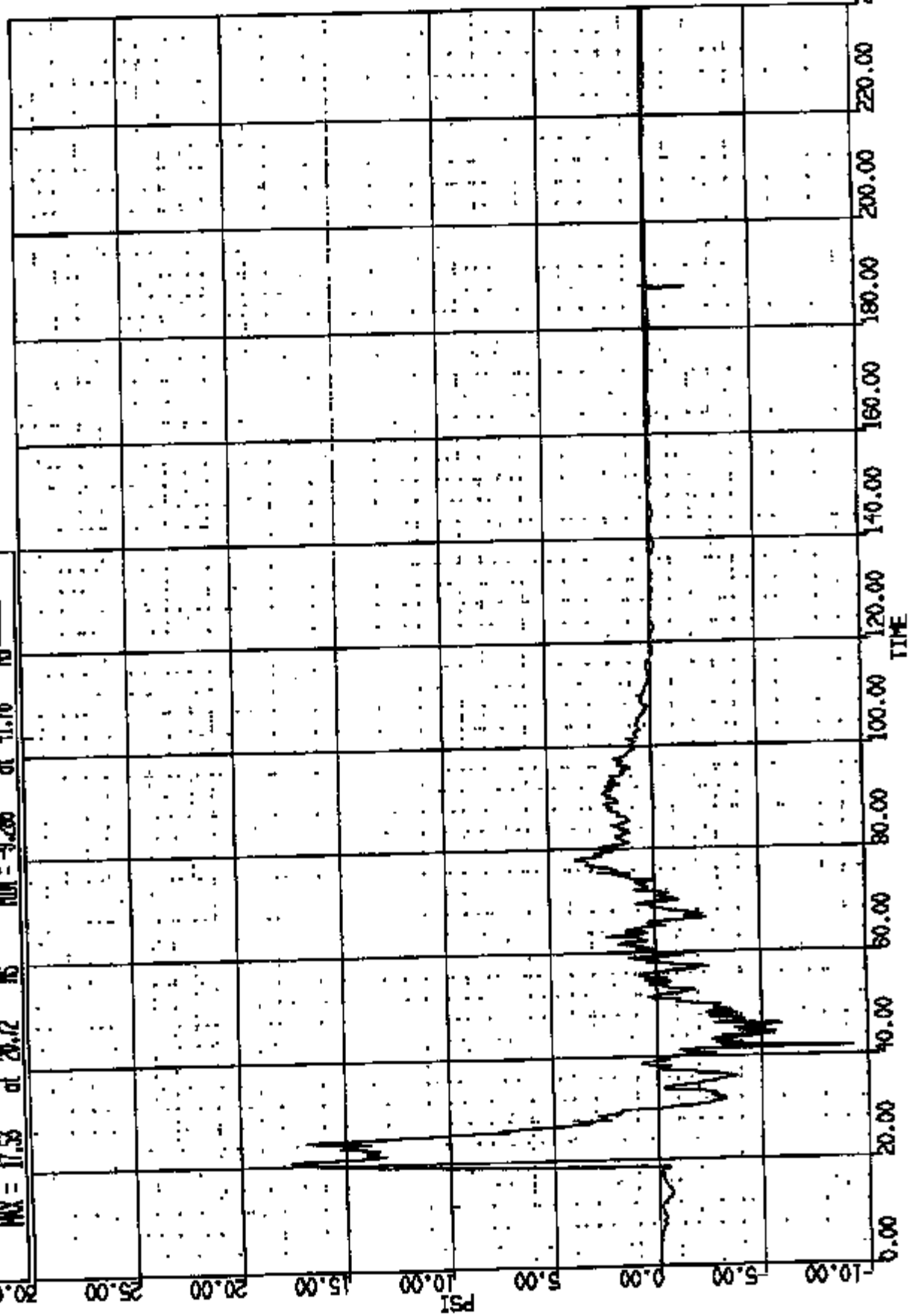
CR N: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(80) CRUGSBT PASSENGER SUBIB CURRENT SEC 4000C
MAX = 3.00 at 22.21 MS MIN = -.5088 at 51.12 MS
AXIS 1



CR R: 10688 TO: TAS017 DATE: 971228 10:47:16
2000 DN-101

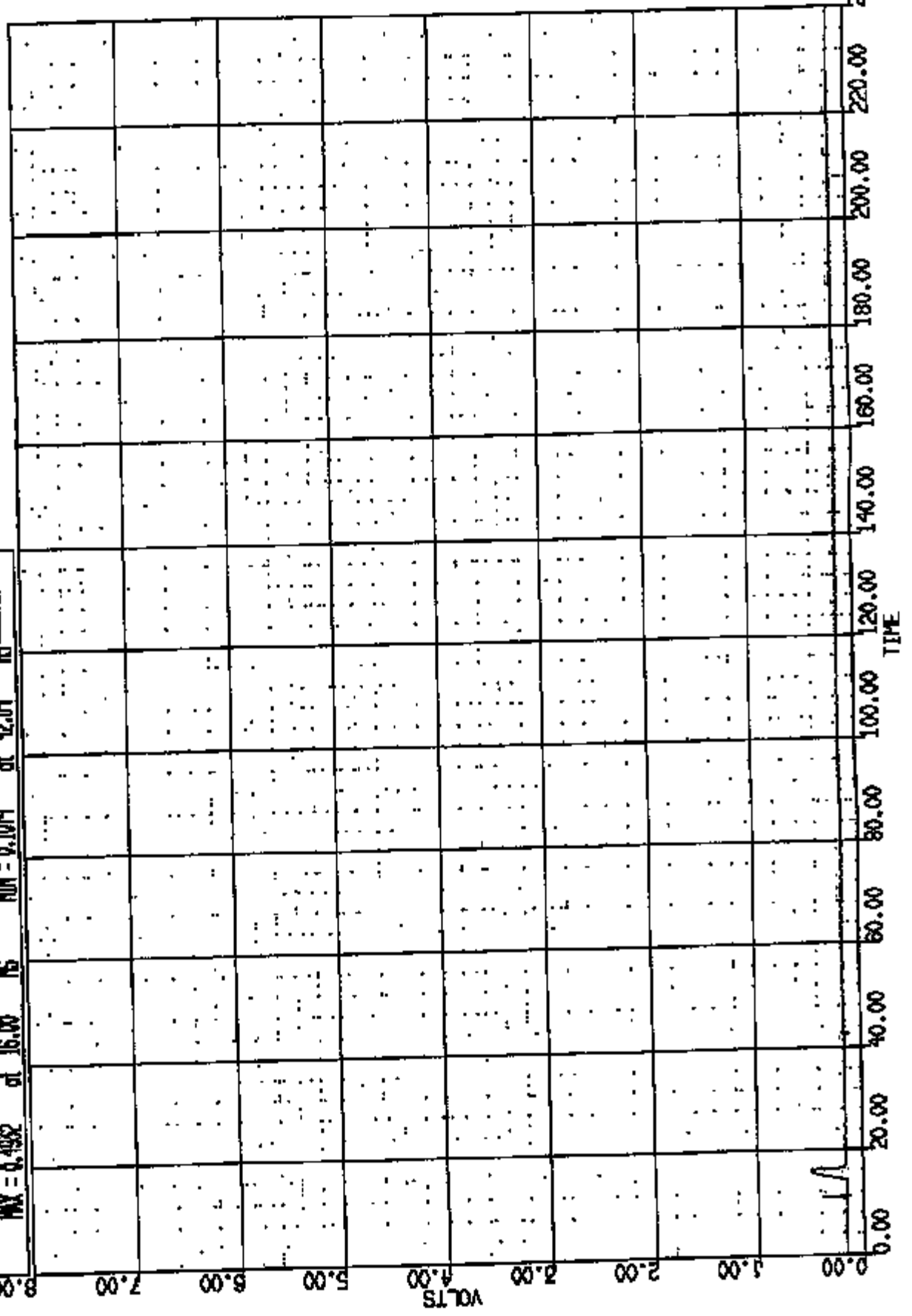
(81) CR10688 PASSENGER BAG PRESSURE 1000X
MAX = 17.53 at 29.72 MS MIN = -9.286 at 11.76 MS
AXIS 1



CR #: 10968 TO: TAS017 DATE: 871222 10:47:18
E000 DN-101

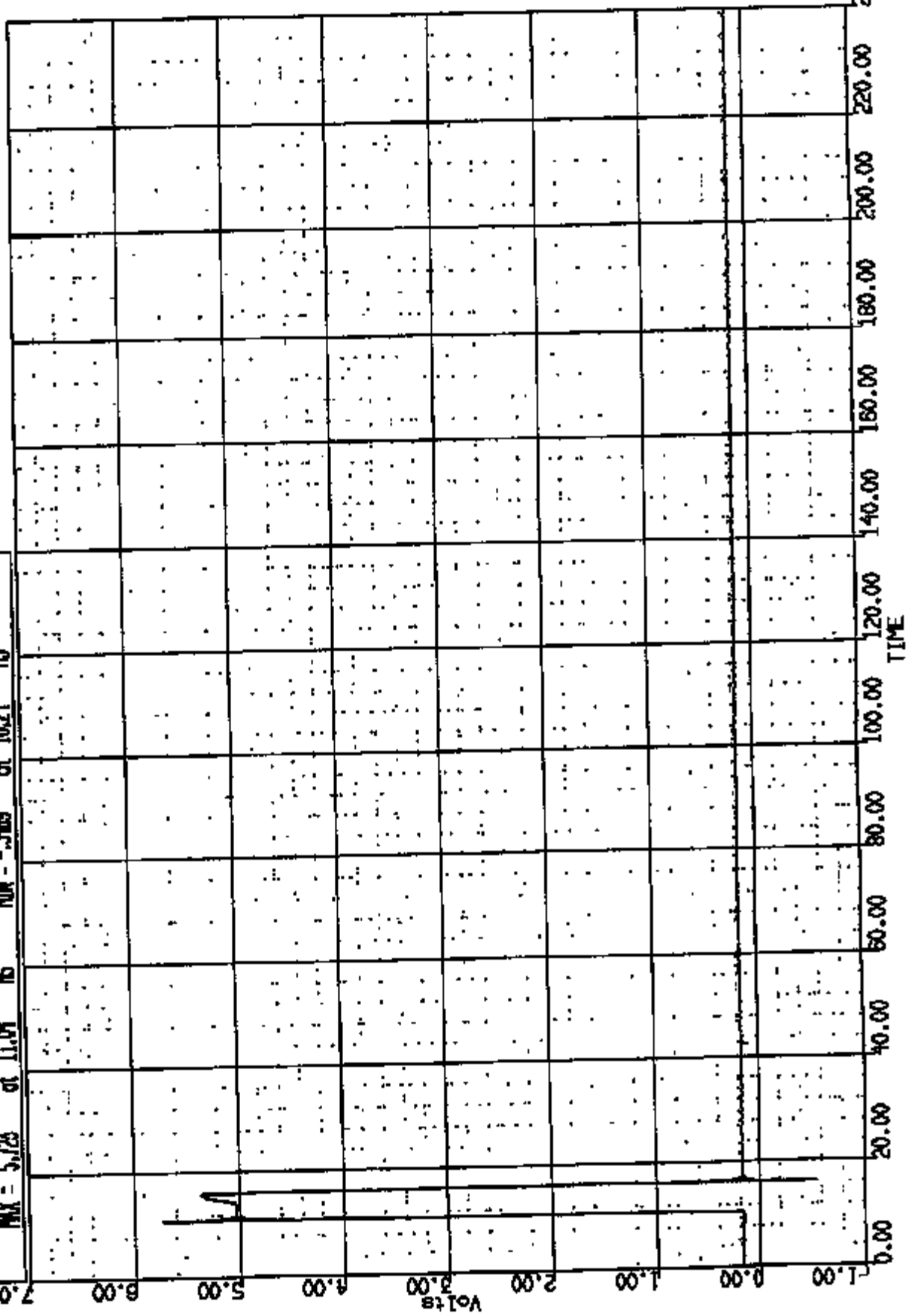
(106) CR109681 C/F FLOOR PAN @ ULD ADD I AC 4000C
MAX = 0.4932 at 16.00 MS MIN = 0.1074 at 42.64 MS

AXIS 1



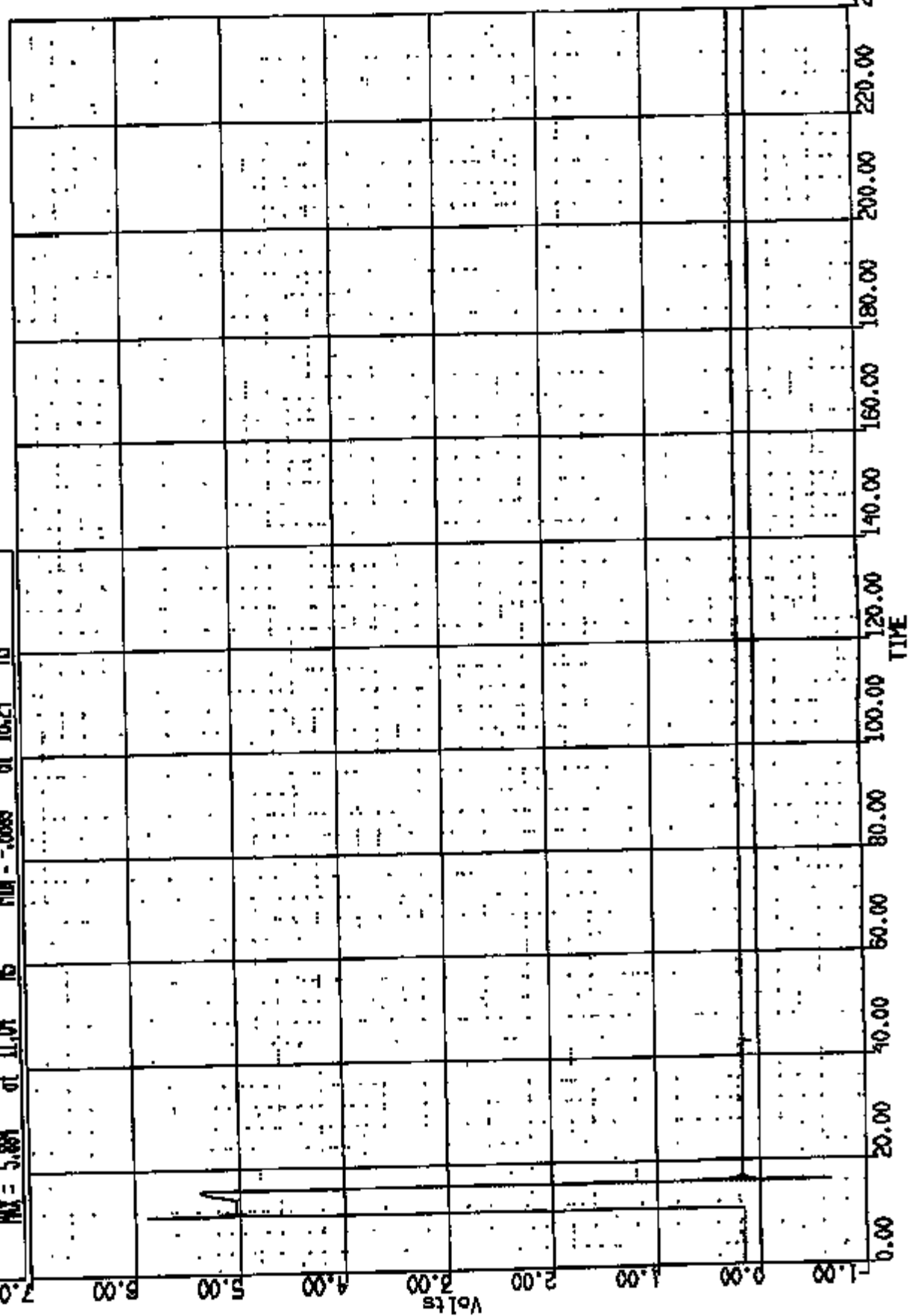
CR R: 10988 TO: TABO17 DATE: 871222 10:47:18
2000 DN-101

(107) CR16688T C/F FLOOR PAN @ LHD ACID 2 AC 400XC
MAX = 5.728 at 11.04 MS MIN = -5.669 at 16.24 MS
AXIS 1



CR N: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

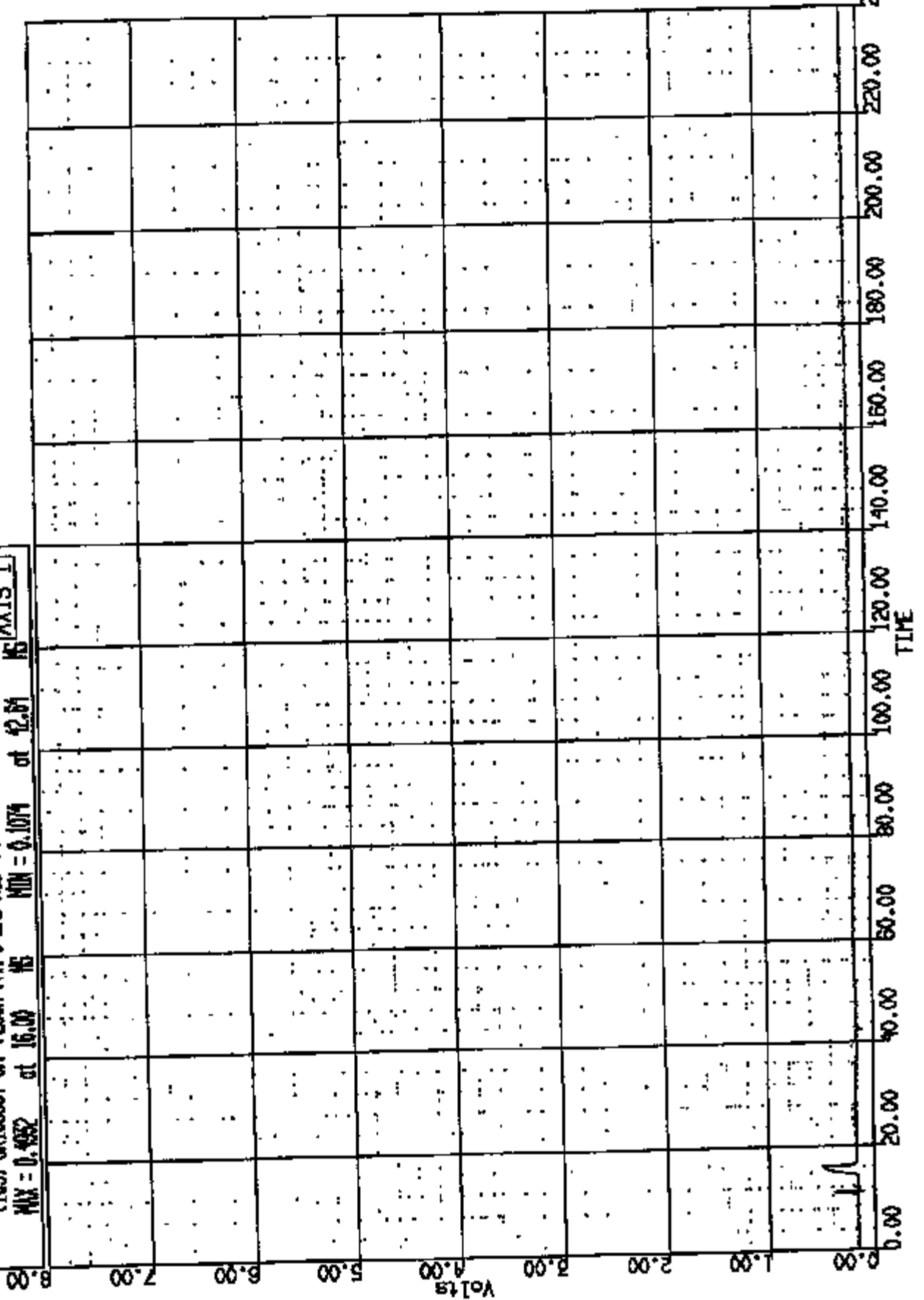
(108) EXP0688T C/F FLOOR PAN @ LHO ACD 3 AC 4000C
MAX = 5.88V at 11.04 MS MIN = -0.688V at 16.21 MS [AXIS 1]



CR R: 10968 TO: TAB017 DATE: 971222 10:47:18
2000 DNI-101

(109) CR10968T C/F FLOOR PAN @ LHD ADD 4 AC 4000C
MAX = 0.4982 at 16.00 MS MIN = 0.1074 at 42.81 MS

AXIS 1



CR R: 10968 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(110) CR109881 C/F FLOOR PAN @ LHO ACID 5 AC 4000C

MAX = 0.4982 at 16.00 MS

MIN = 0.1074 at 11.12 MS

AXIS 1

MS

MS

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MS

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

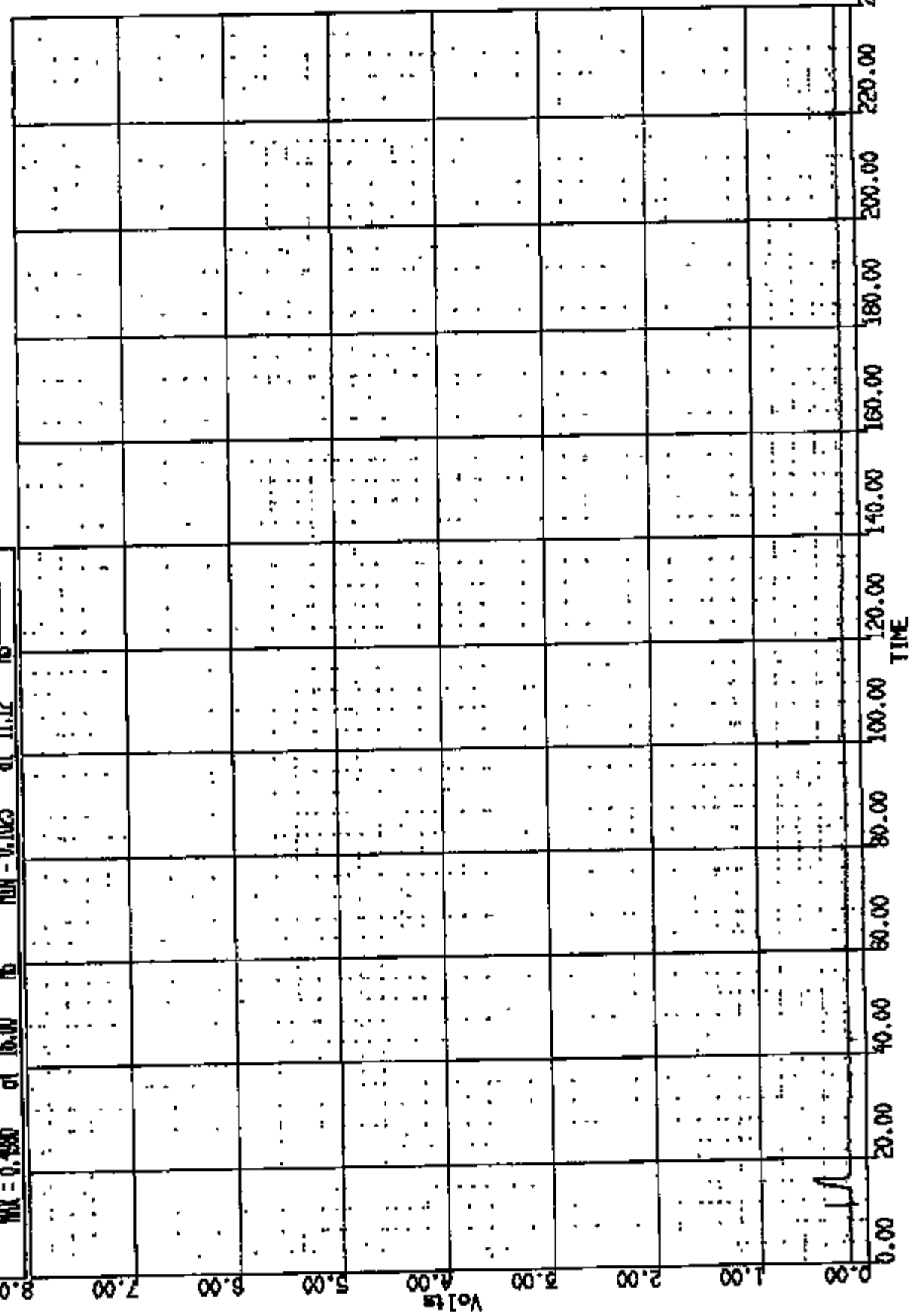
240.00

TIME

CR R: 10988 TO: TAB017 DATE: 971222 10:47:16
8000 DN-101

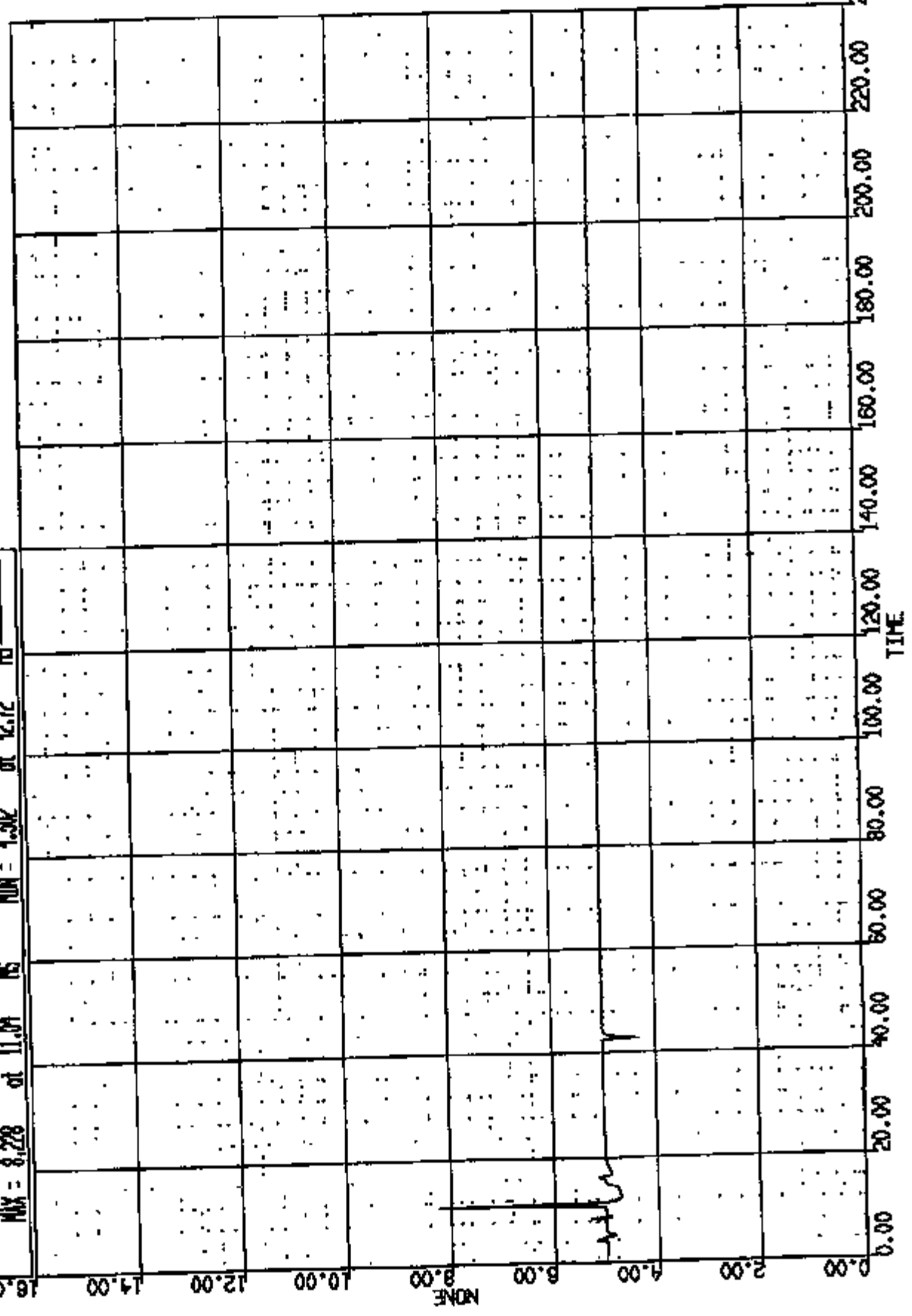
(111) CR10988T C/F FLOOR PAN @ LHO ACC 6 AC 4000C
MAX = 0.4980 at 16.00 % MIN = 0.1025 at 11.12 %

AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:19
2000 DN-101

1112 CR10988T C/F FLOOR PAN @ LHO ADD 7 AC 4000
MAX = 8.228 at 11.01 MS MIN = 4.302 at 12.72 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871222 10:47:10
2000 DN-101

(114) CRIBSBOT C/F FLOOR PAN @ LHO ACD LONG 60C

MAX = 173.1 at 63.52

MIN = -191.2 at 50.72

AXIS 1

500.00

500.00

400.00

200.00

200.00

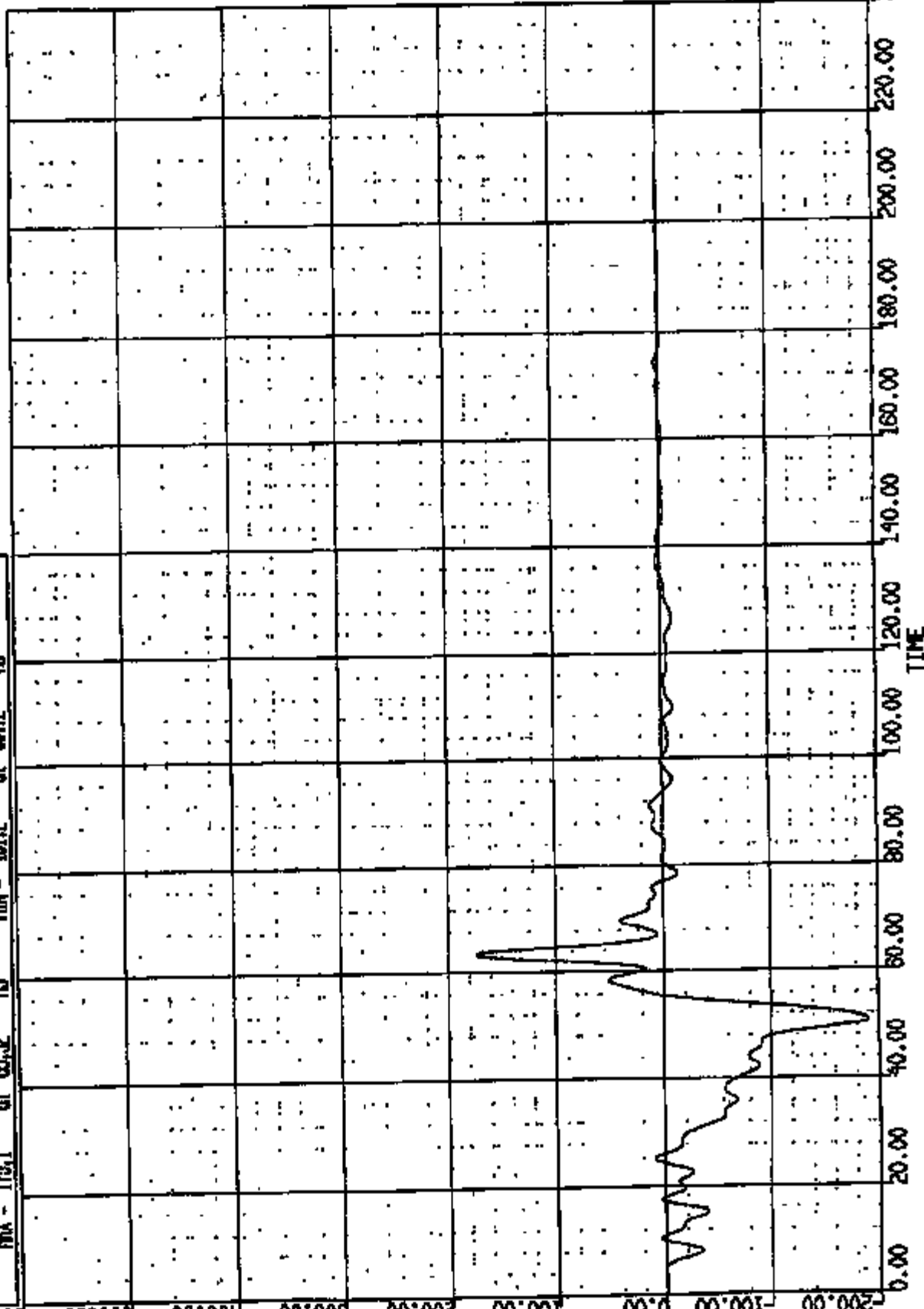
100.00

0.00

-100.00

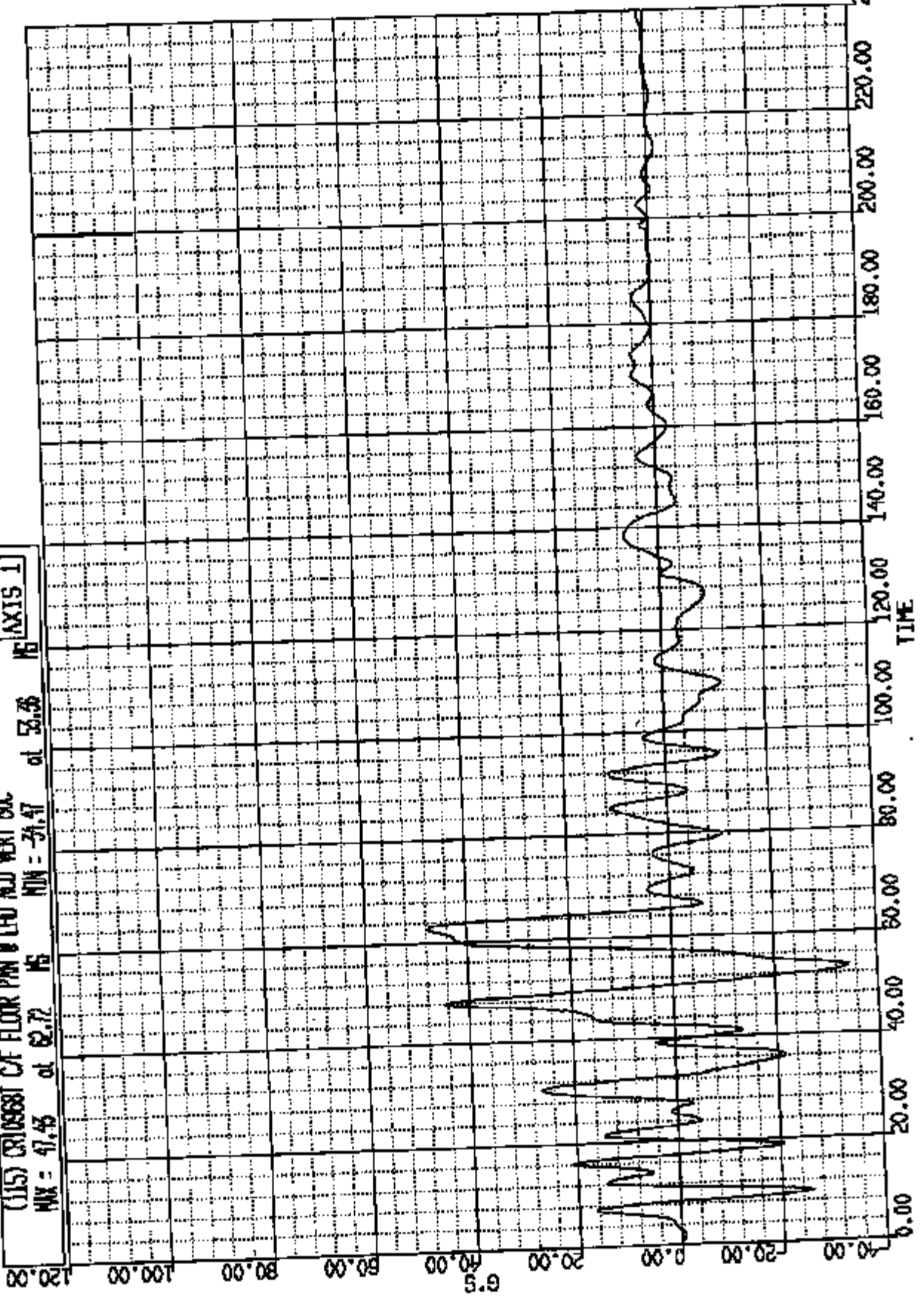
-200.00

G'S



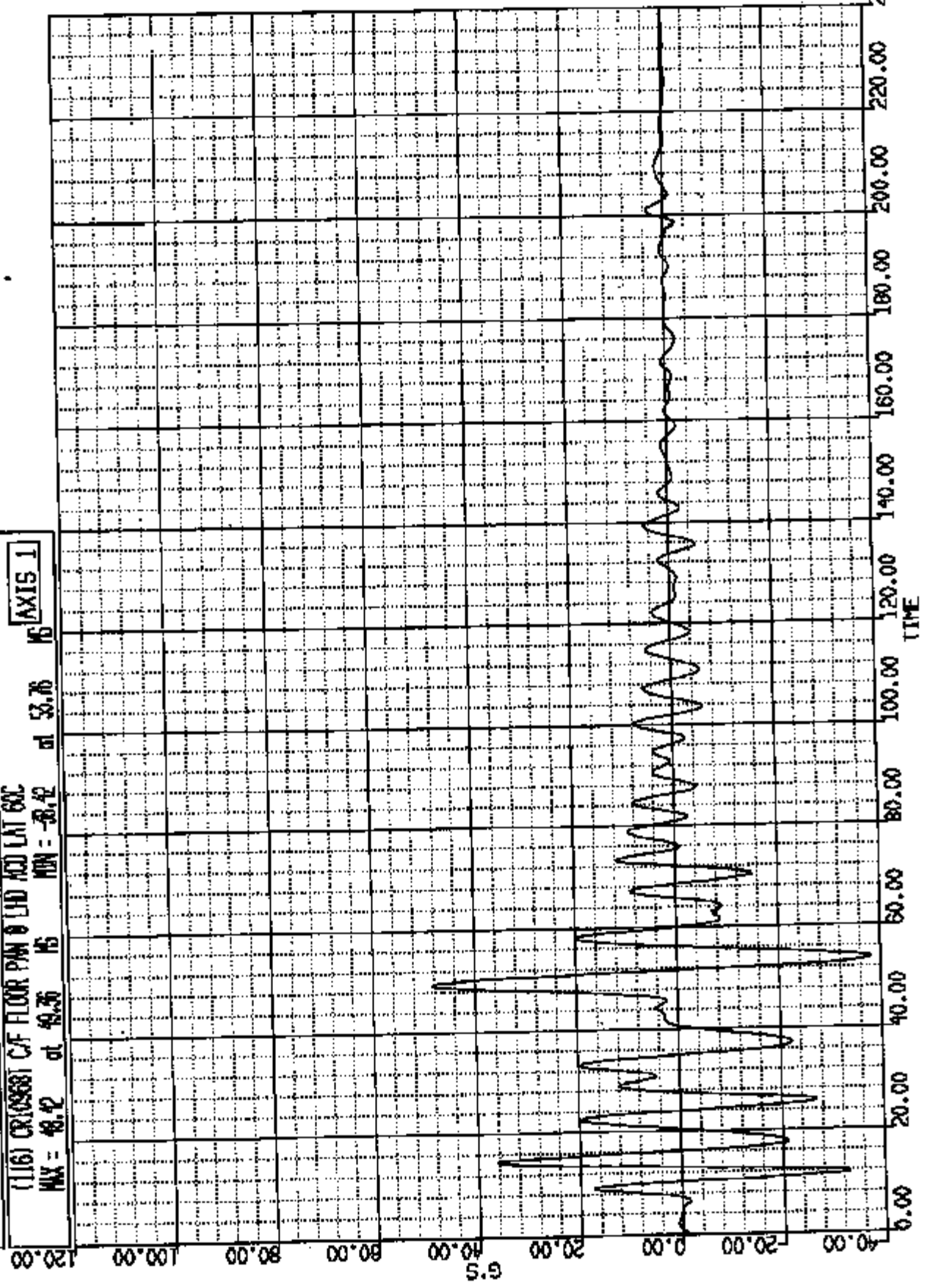
CR R= LOSS TO: TABO17 DATE: 871222 10:47:18
2000 DN-101

(115) CROSSBT C/F FLOOR PAN @ LHO AND NEXT SAC
MAX = 47.43 at 62.72 MS MIN = -31.47 at 53.56 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(116) CR10888 C/F FLOOR PAN @ LHD ACID LIT 60C
MAX = 48.42 at 49.35 MS MIN = -38.42 at 53.75 MS
AXIS 1



CR R: 10989 TO: TAS017 DATE: 971222 10:47:10
2000 DN-101

(117) CROSSBT C/F FLOOR PAN @ RD ACU I AC 400K
MAX = 0.586V at 16.08 MS MIN = 0.927E-01 at 11.28 MS

AXIS 1

8.00

7.00

6.00

5.00

4.00

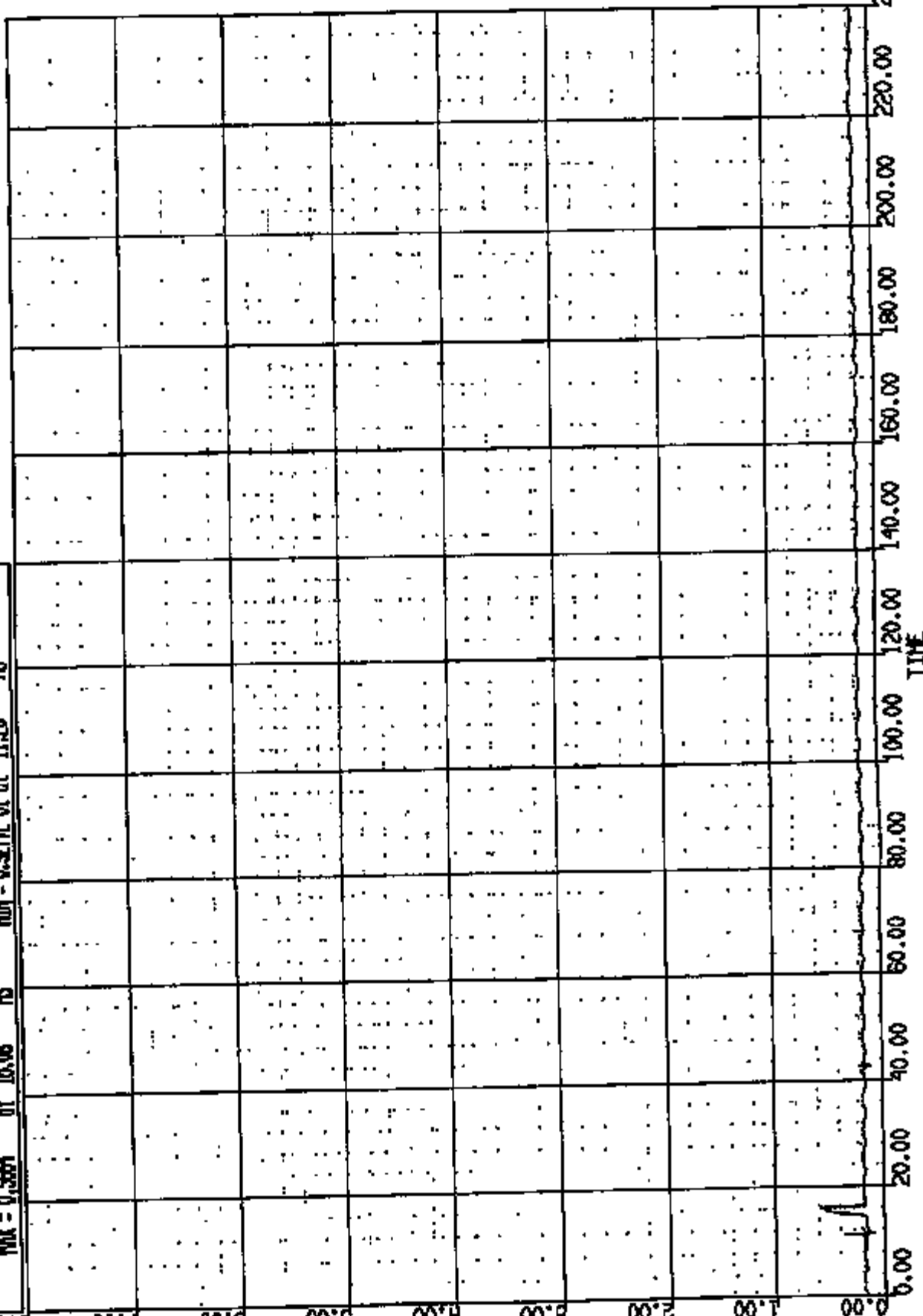
3.00

2.00

1.00

0.00

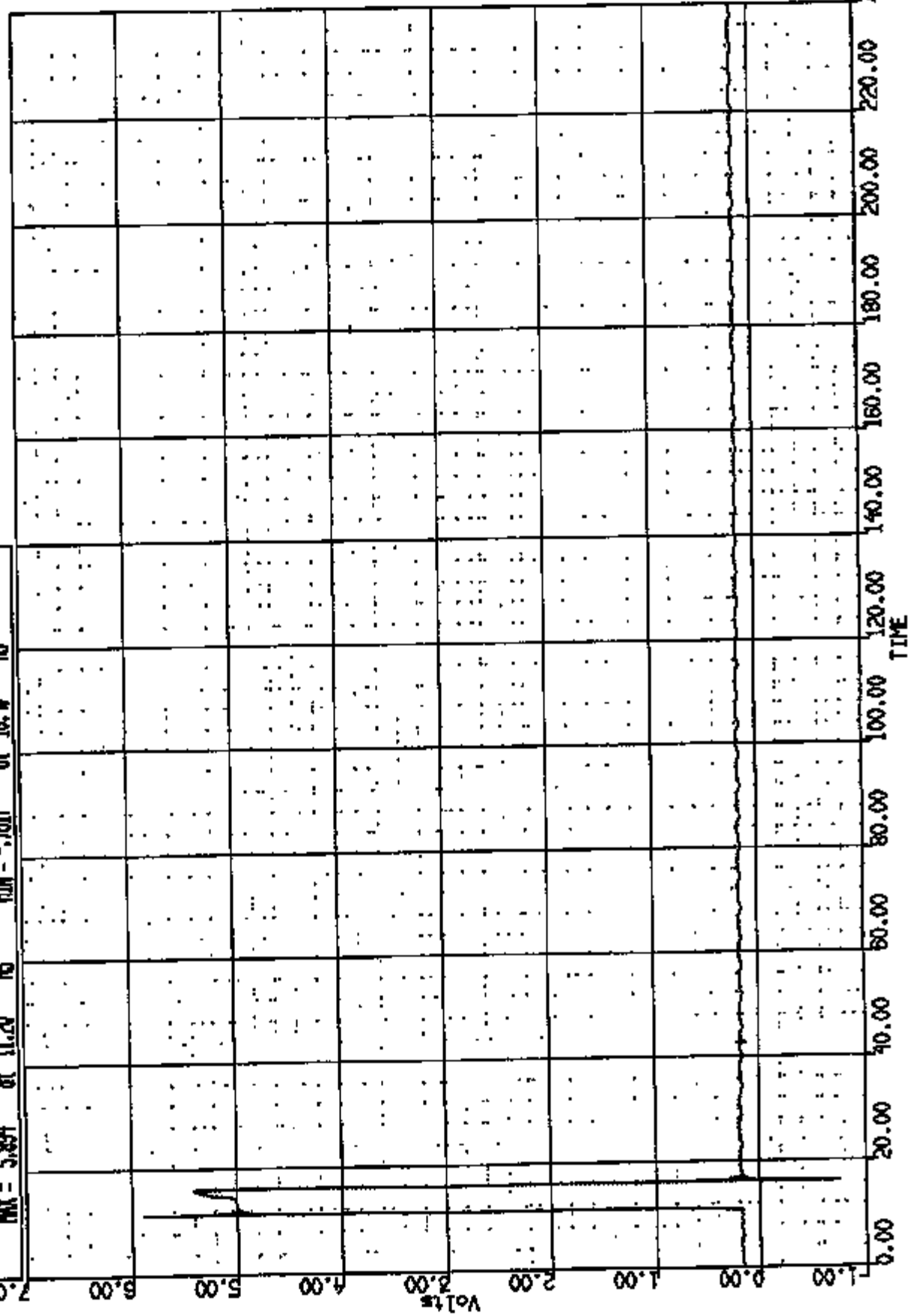
VOLTS



CR R: LOSS TO: TABOIF DATE: 871222 10:47:18
2000 DN-101

(118) CHROMSST C/F FLOOR PAN @ RD ACID 2 AC 4000C
MAX = 5.824 at 11.20 MS MIN = -.7617 at 16.40 MS

AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(119) CR10988T C/F FLOOR PAN @ RHD ADD 3 AC 400K

AXIS 1

MAX = 5.982 at 11.20 MS MIN = -.7861 at 16.40 MS

7.00

6.00

5.00

4.00

3.00

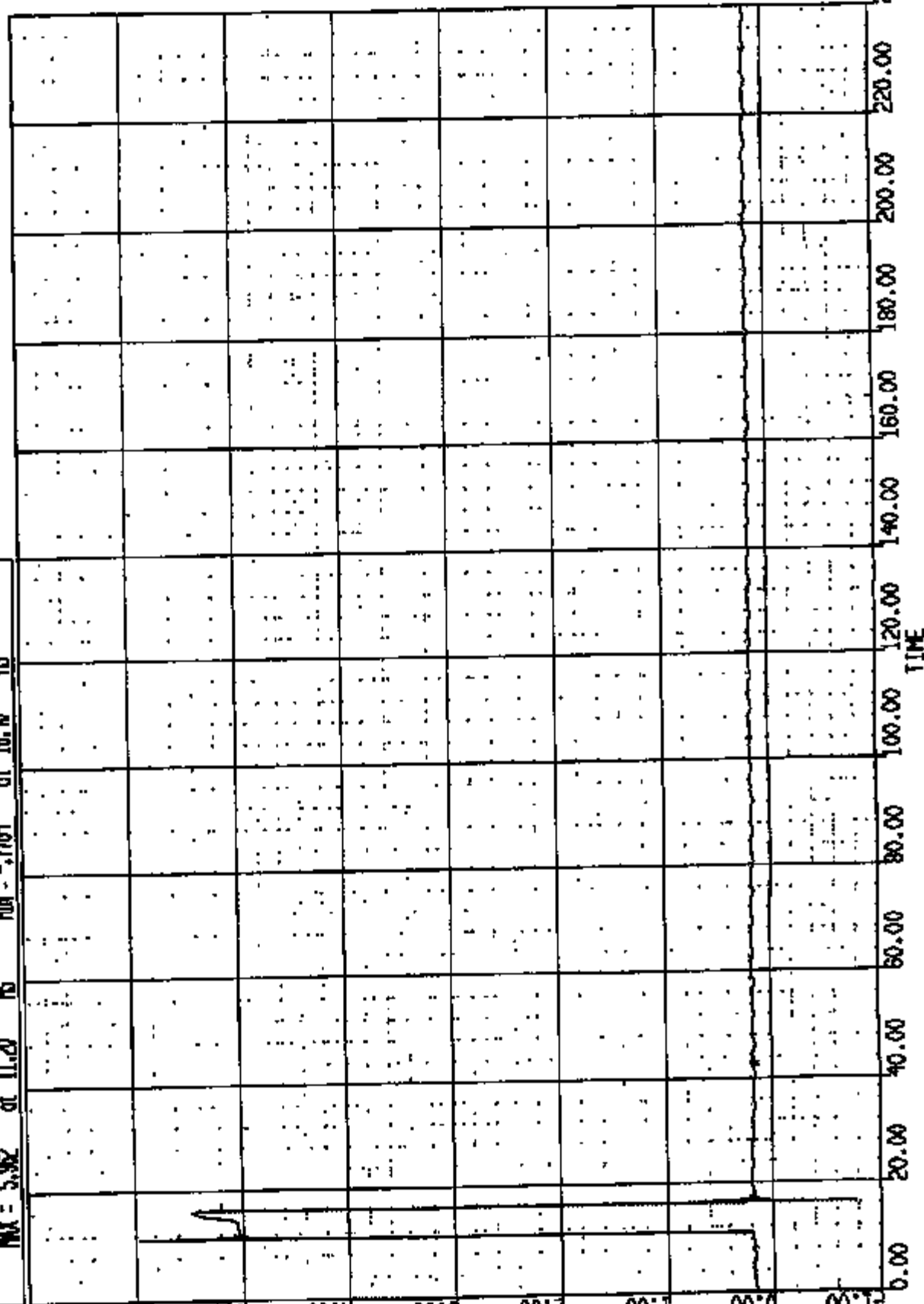
2.00

1.00

0.00

-1.00

Volts



CRK #: 10988 TO: TAS017 DATE: 971222 10:47:18
2000 DN-101

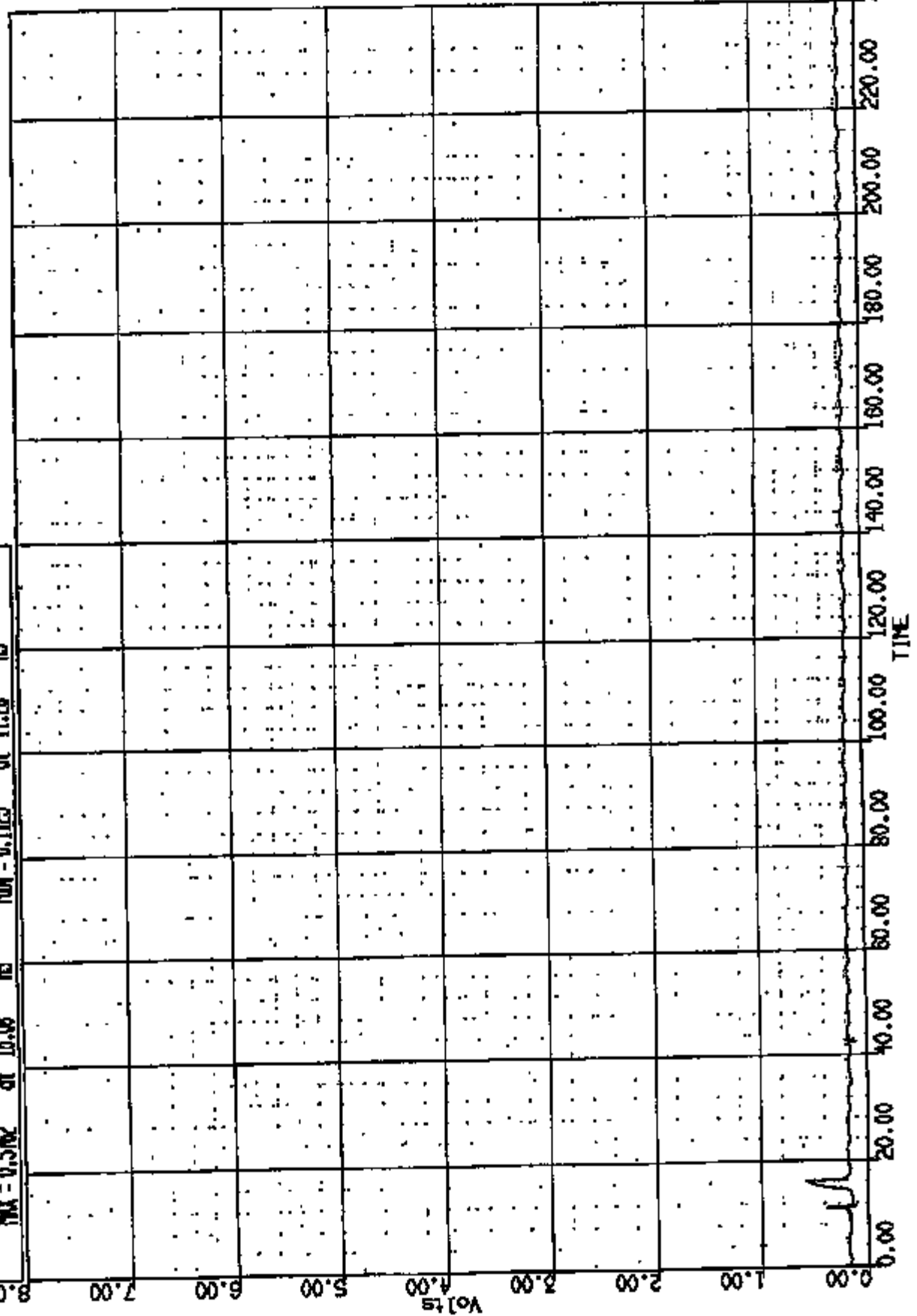
(120) CR10988T C/F FLOOR P/W 0 RD AC 400K

MAX = 0.5762 at 15.08 MS

NOM = 0.1125

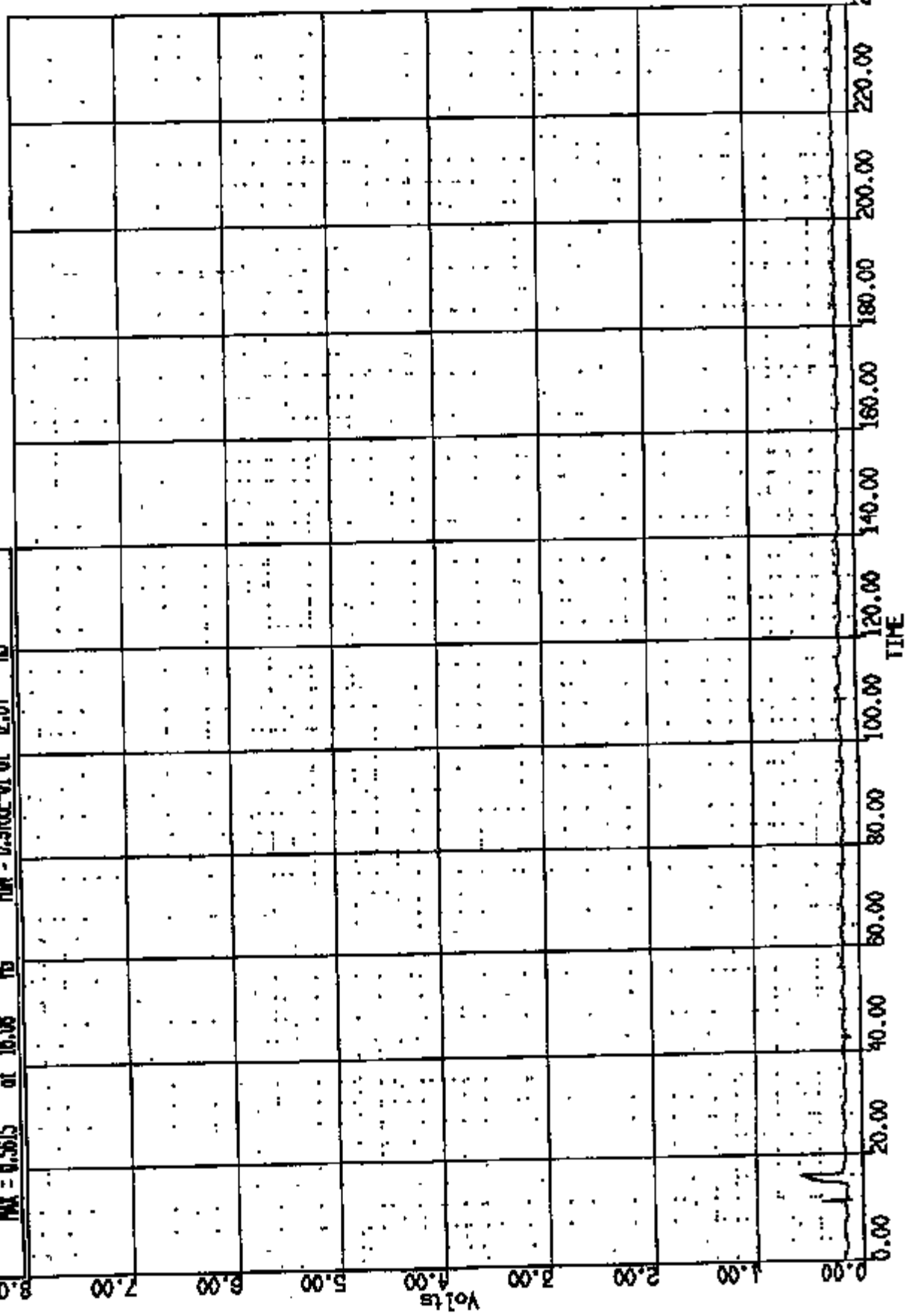
at 11.28 MS

AXIS 1



CR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

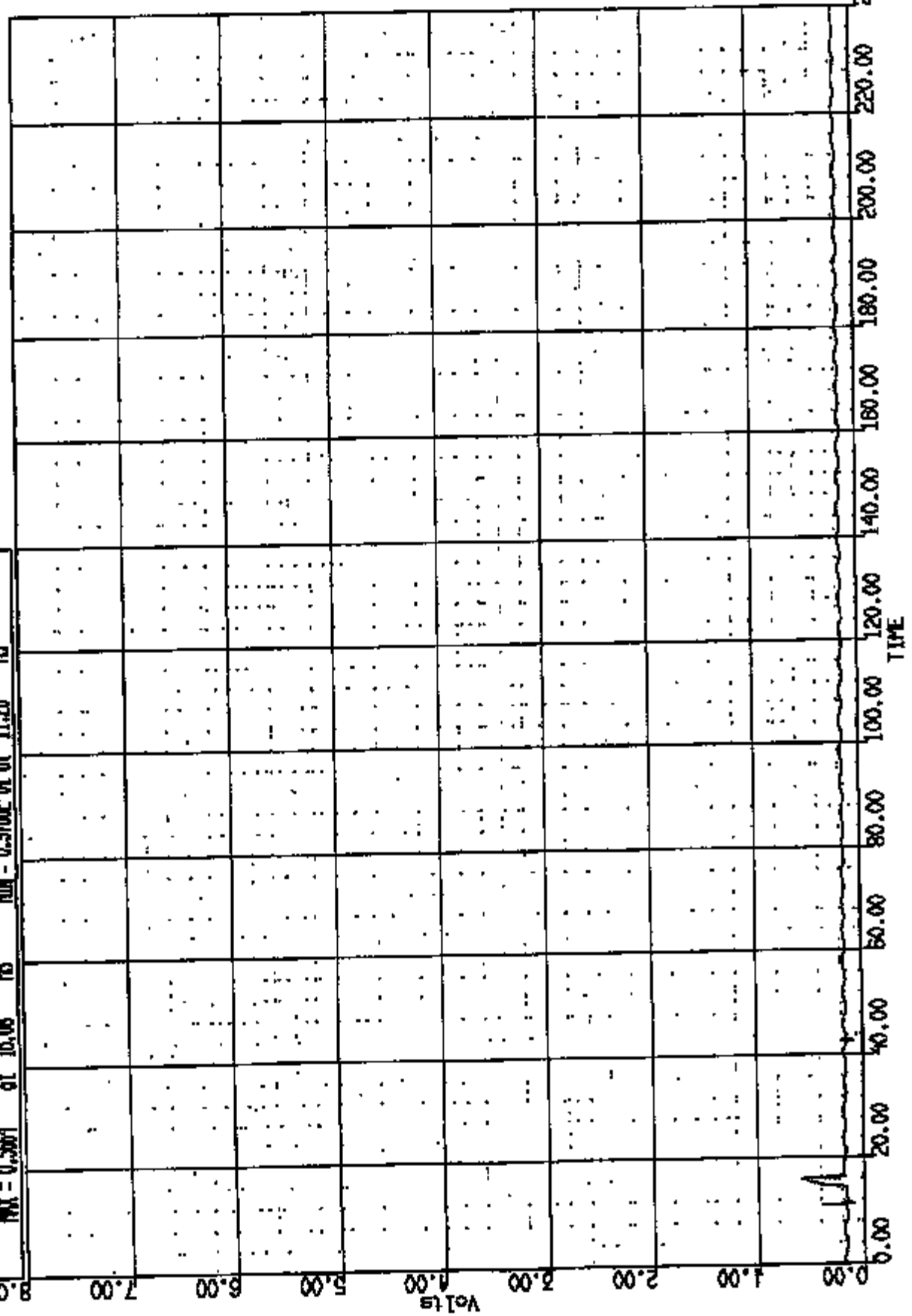
(121) CR069881 C/F FLOOR PAN @ RD ADJ 5 AC 4000C
MAX = 0.5615 at 16.08 MS MIN = 0.978E-01 at 42.04 MS
MS AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:19
2000 DN-101

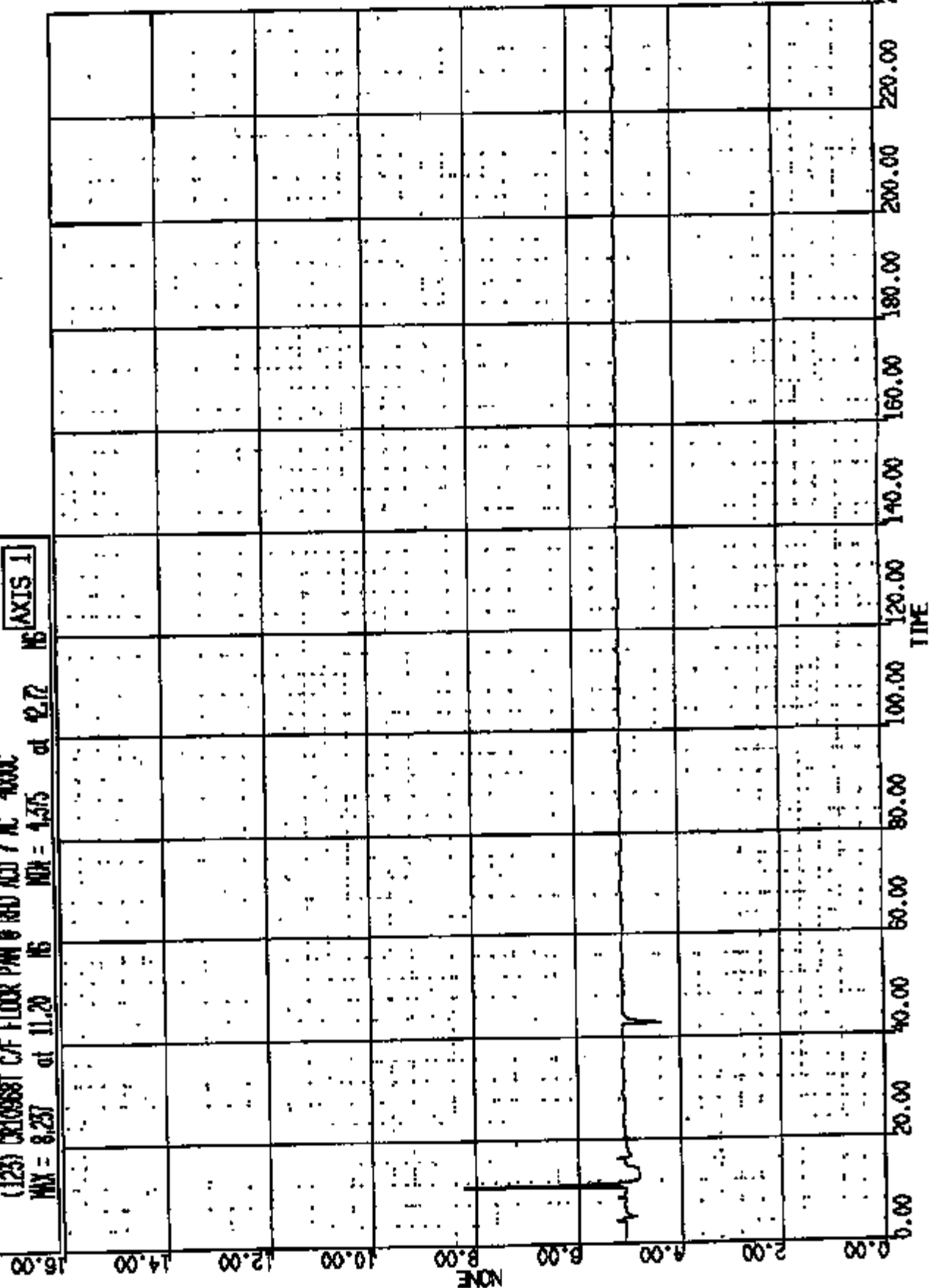
(122) CR16388T C/F FLOOR PAN @ RDJ AC 6 AC 4000C
MAX = 0.5004 at 16.08 MS MIN = 0.9705E-04 at 11.28 MS

AXIS 1



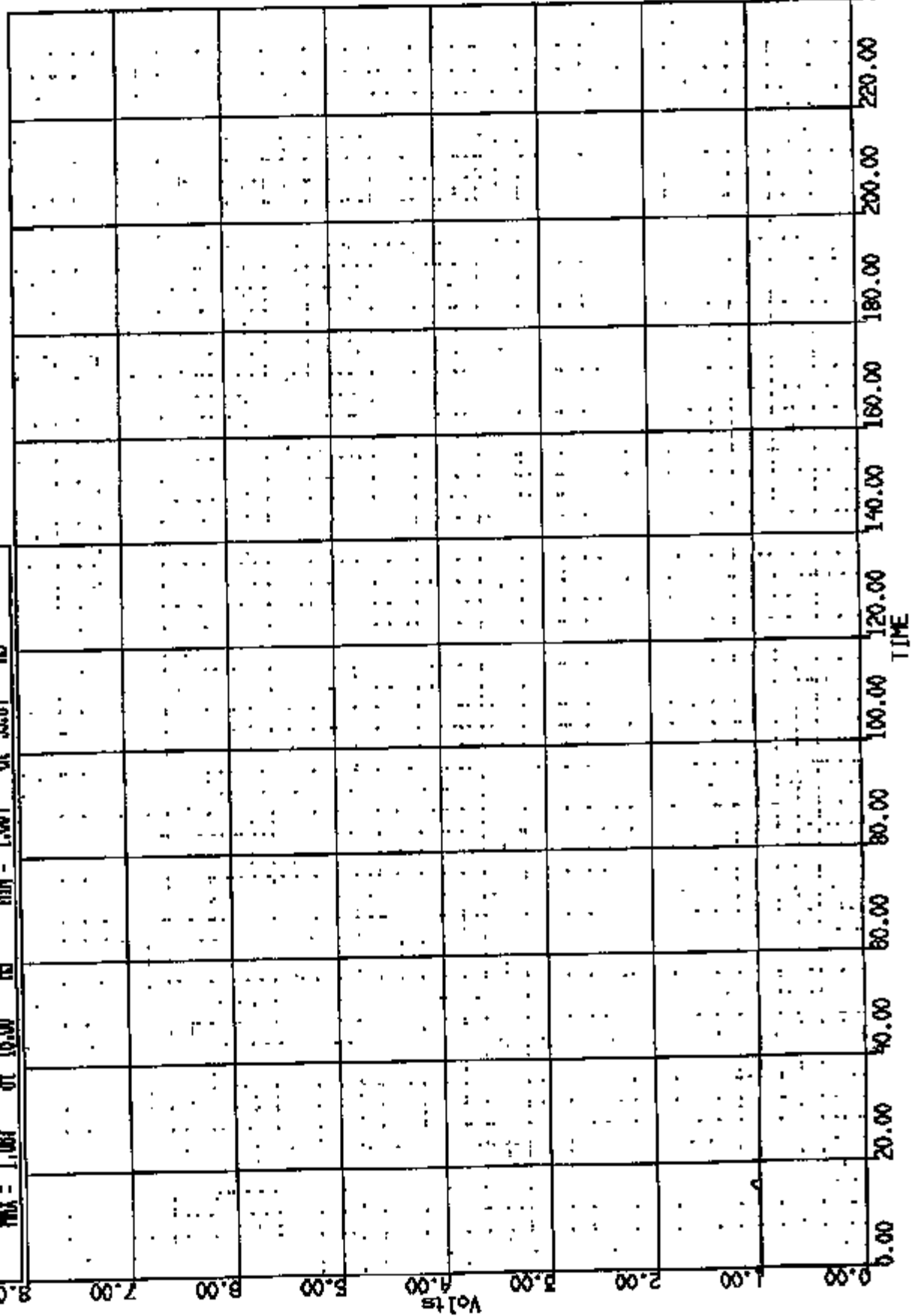
CR# R: 10908 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(123) CR10988T C/F FLOOR PM 0 RD ACID 7 AC 4000C
MAX = 8.237 at 11.20 MS MIN = 1.515 at 9.72 MS
AXIS 1



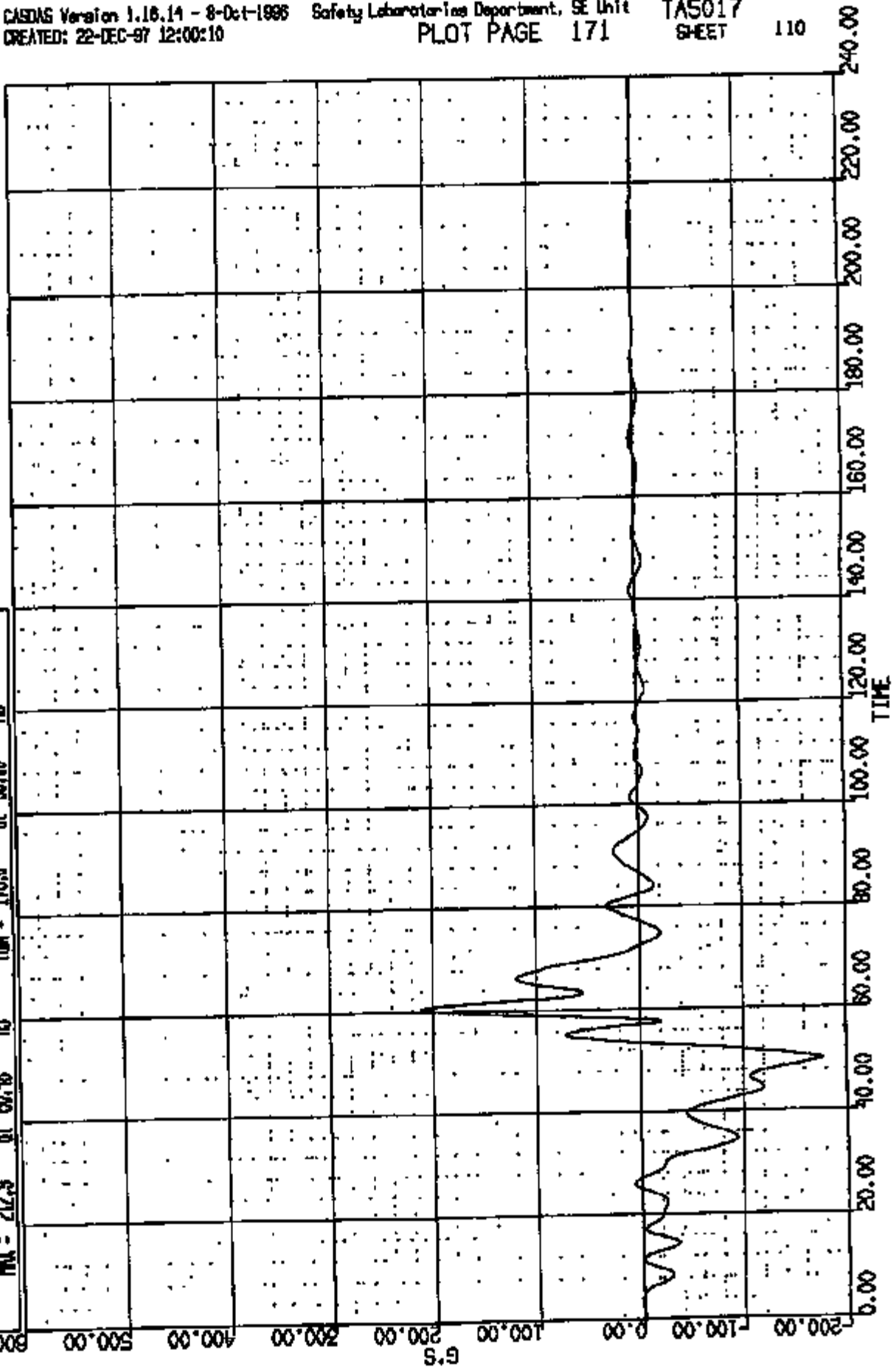
CR R: 10998 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(124) CR10998T C/F FLOOR PAN @ RHD ACID 8 AC 4000C
MAX = 1.087 at 16.00 MS MIN = 1.004 at 55.84 MS
AXIS 1



CR R: 10888 TO: TAS017 DATE: 971222 10:47:18
2000 DN-101

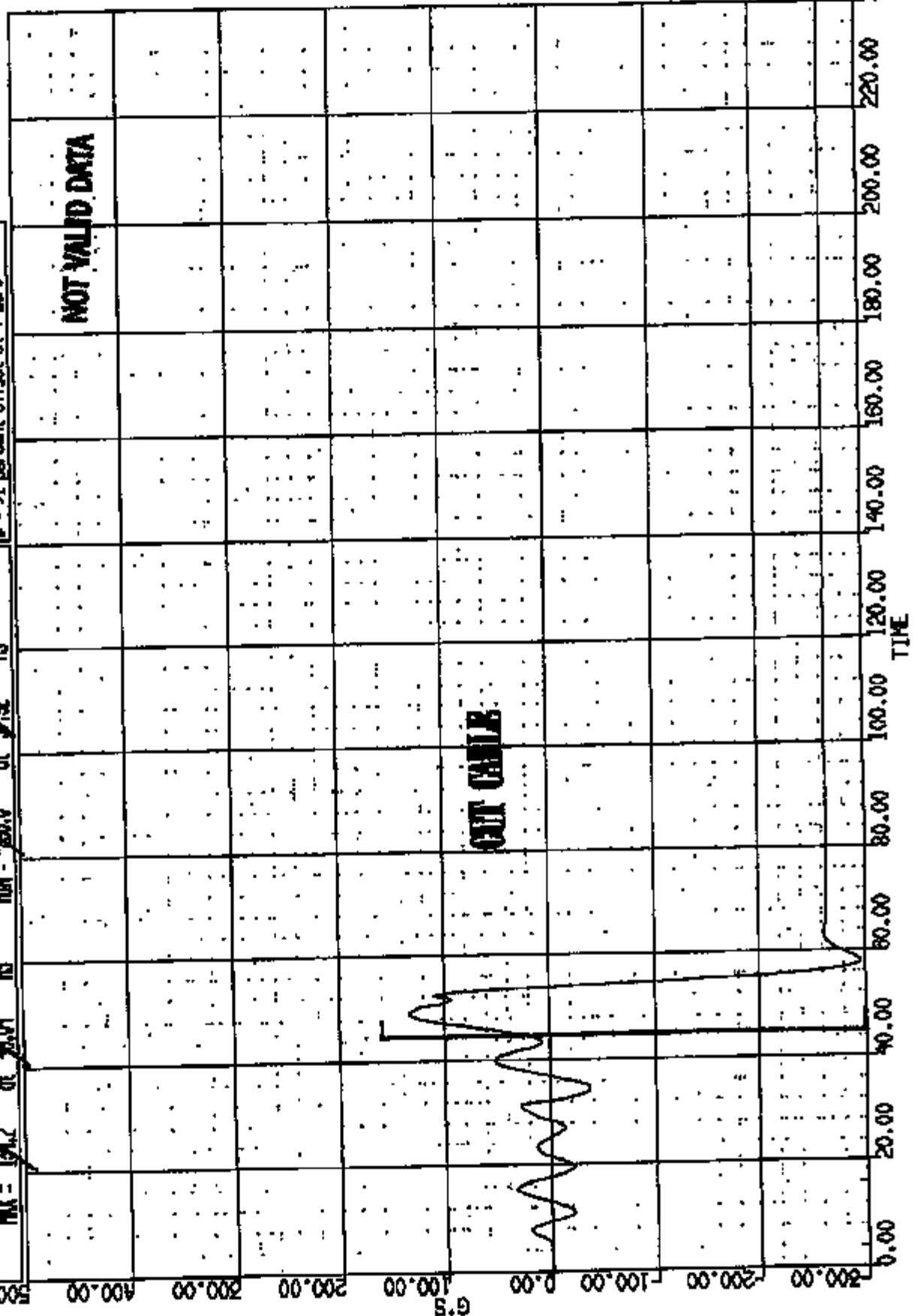
(125) CR0988T C/F FLOOR PAN @ RAD AND LONG SAC
MAX = 212.9 at 60.48 MS MIN = -178.0 at 30.00 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

* (126) CR10888T C/F FLOOR PAN @ RND AND VERT SAC
MAX = 134.2 at 25.01 MS MIN = -255.0 at 57.92 MS
AXIS 1
NOT VALID DATA

INFORMAL KEY:
e - Microboard data exceeded full scale
- >1 percent offset at T-zero



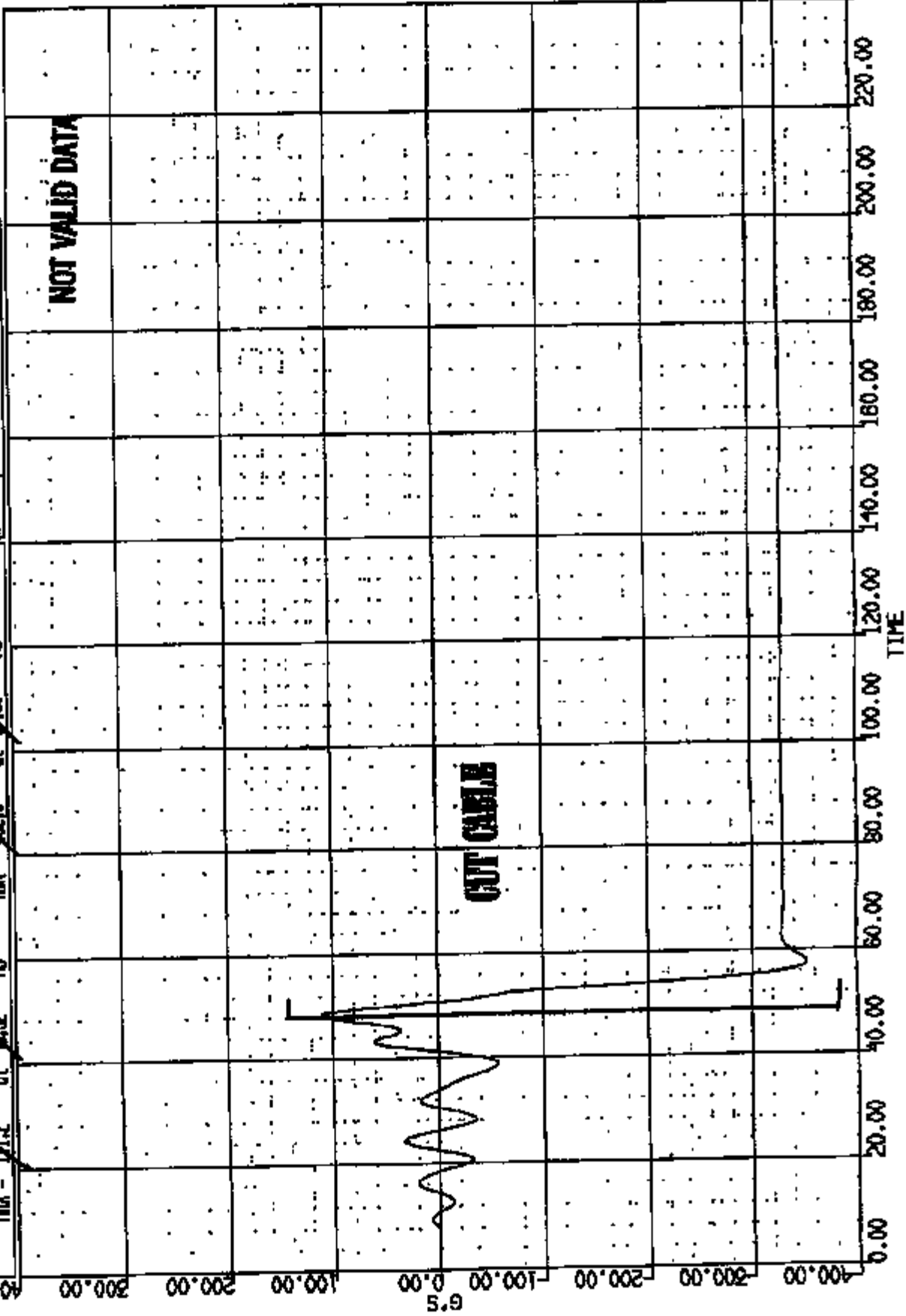
CR R: 10868 TO: TA5017 DATE: 971222 10:47:10
2000 DN-101

ANOMLY KEY:
* - Microband data exceeded full scale
- >1 percent offset at 1-zero

AXIS 1

11271 CR109881 CF FLOOR PAN @ RD AND LAT 600
MIN = 111.2 of 500.0 at 57.00
MIN = 302.5 of 500.0

400.00
300.00
200.00
100.00
0.00
-100.00
-200.00
-300.00
-400.00



CR #: 10968 TO: TAS017 DATE: 871228 10:47:18
2000 DN-101

(88) CR19681 CARD LONG SEC

MAX = 86.86 at 32.32 MS

MIN = -240.9 at 12.08 MS

AXIS 1

150.00

100.00

50.00

0.00

G.S.

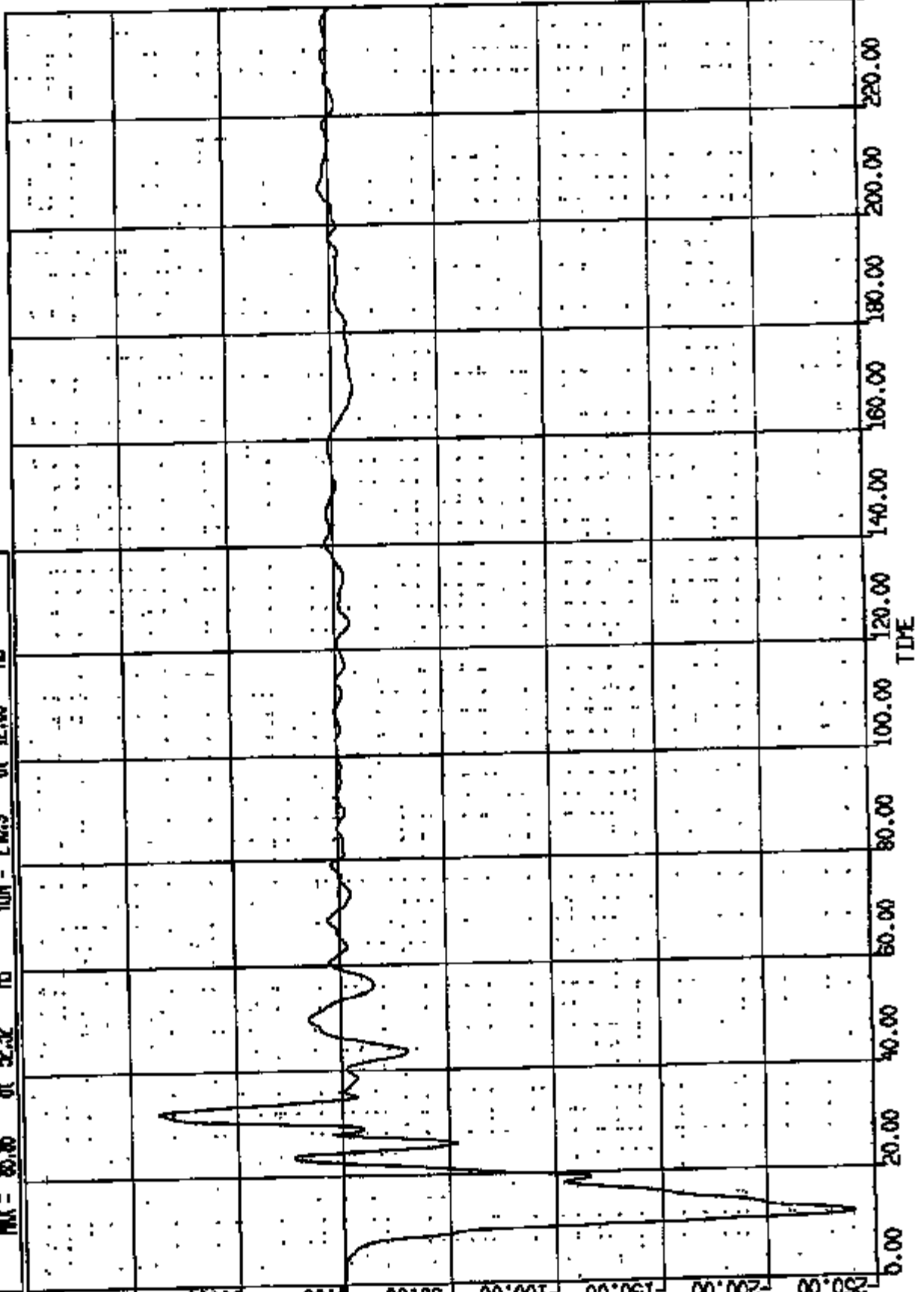
50.00

100.00

150.00

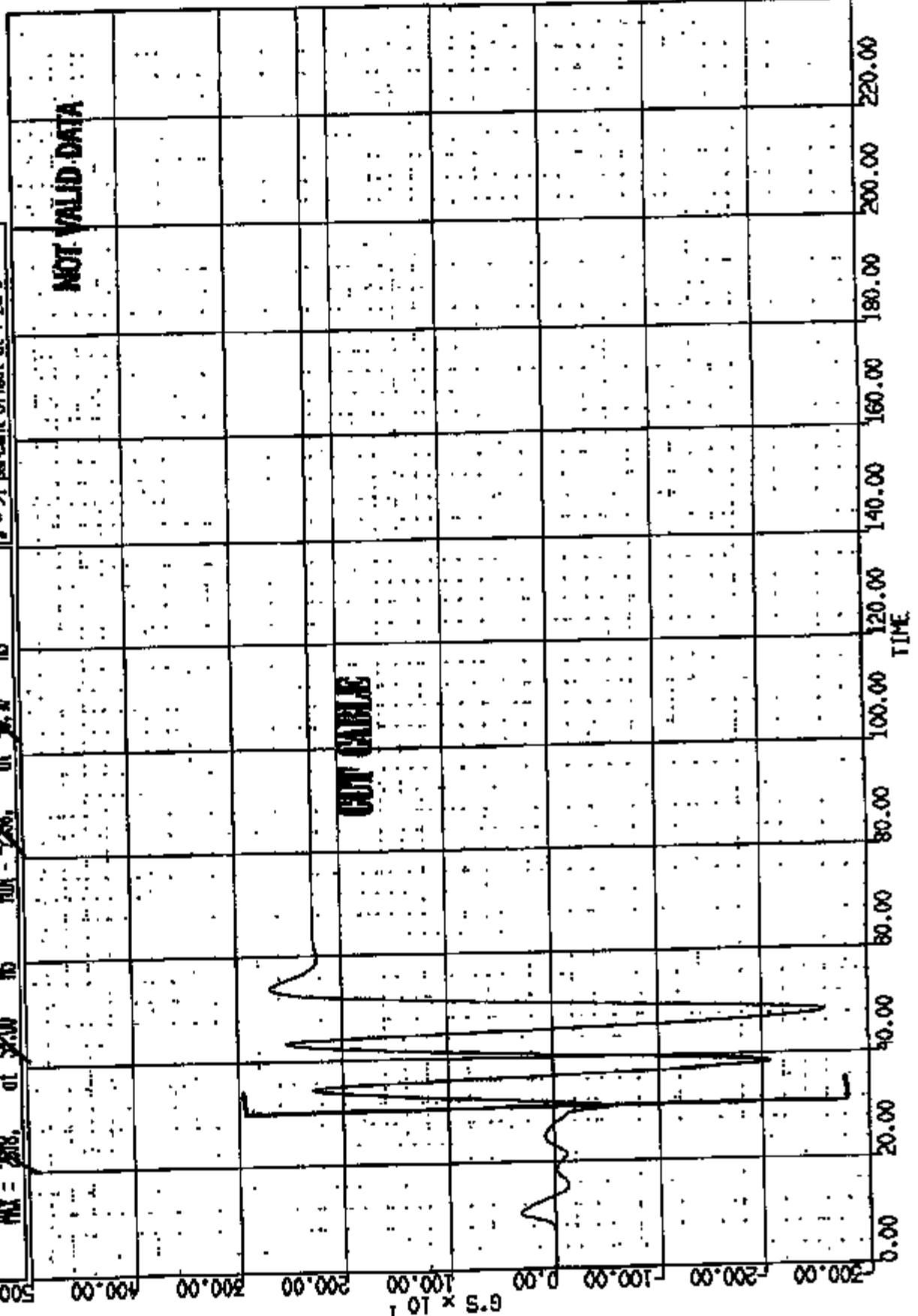
200.00

250.00



CR R: 10968 TO: TAS017 DATE: 871222 10:47:16
8000 DN-101

* (89) CROSSLIST CLOUD VERT SOC
MAX = 2008. at 53.00 MS
MIN = 226. at 98.4 MS
AXIS 1
ANOMLY KEY:
- Mismatch data exceeded full scale
- >| percent offset at 1-zero



CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

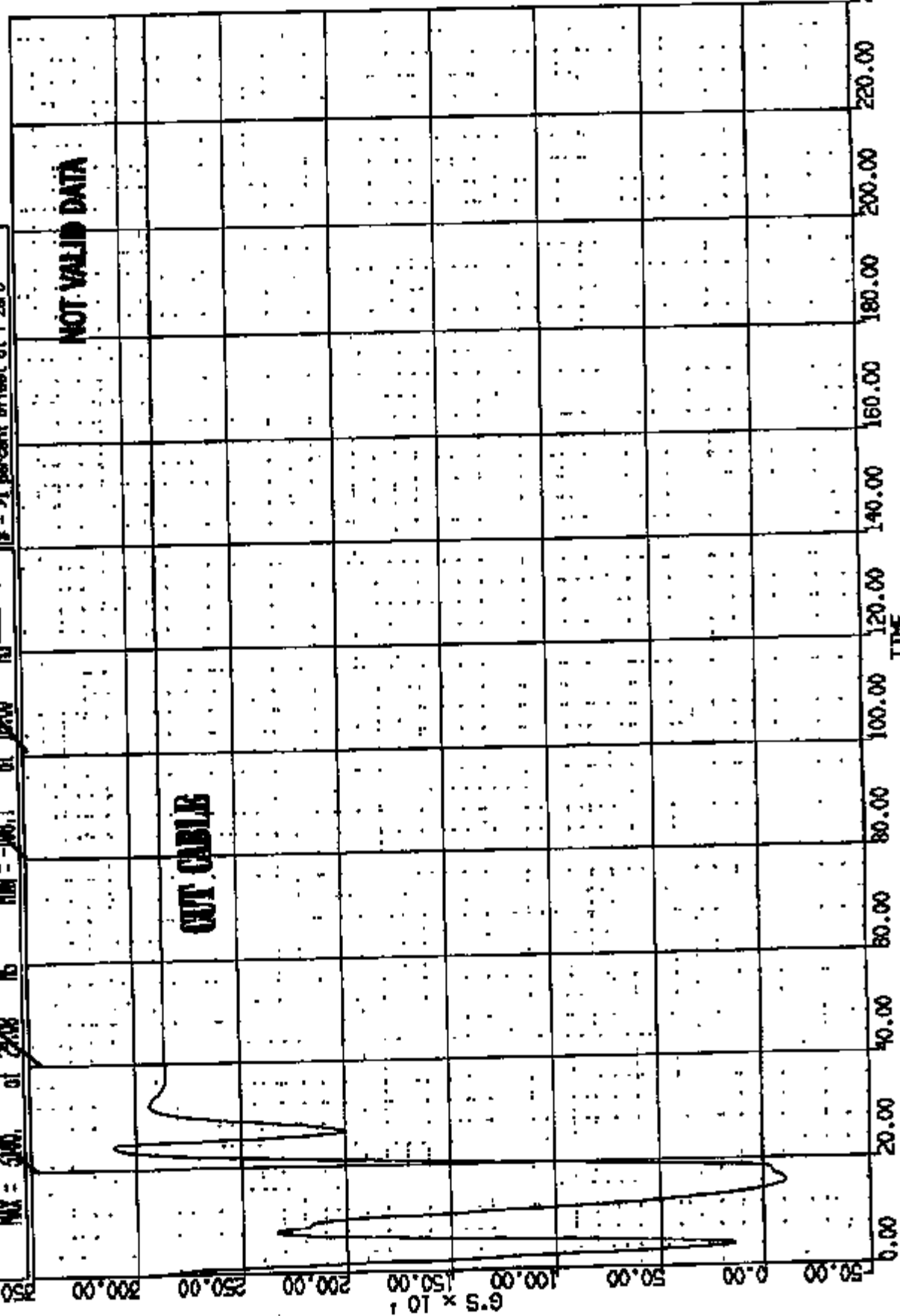
INFORMAL KEY:
● - Midband data extended full scale
□ - > 1 percent offset at T-zero

* (90) CROSSBT CTRAD LAL 6XC

MAX = 5000.0 at 2408.16

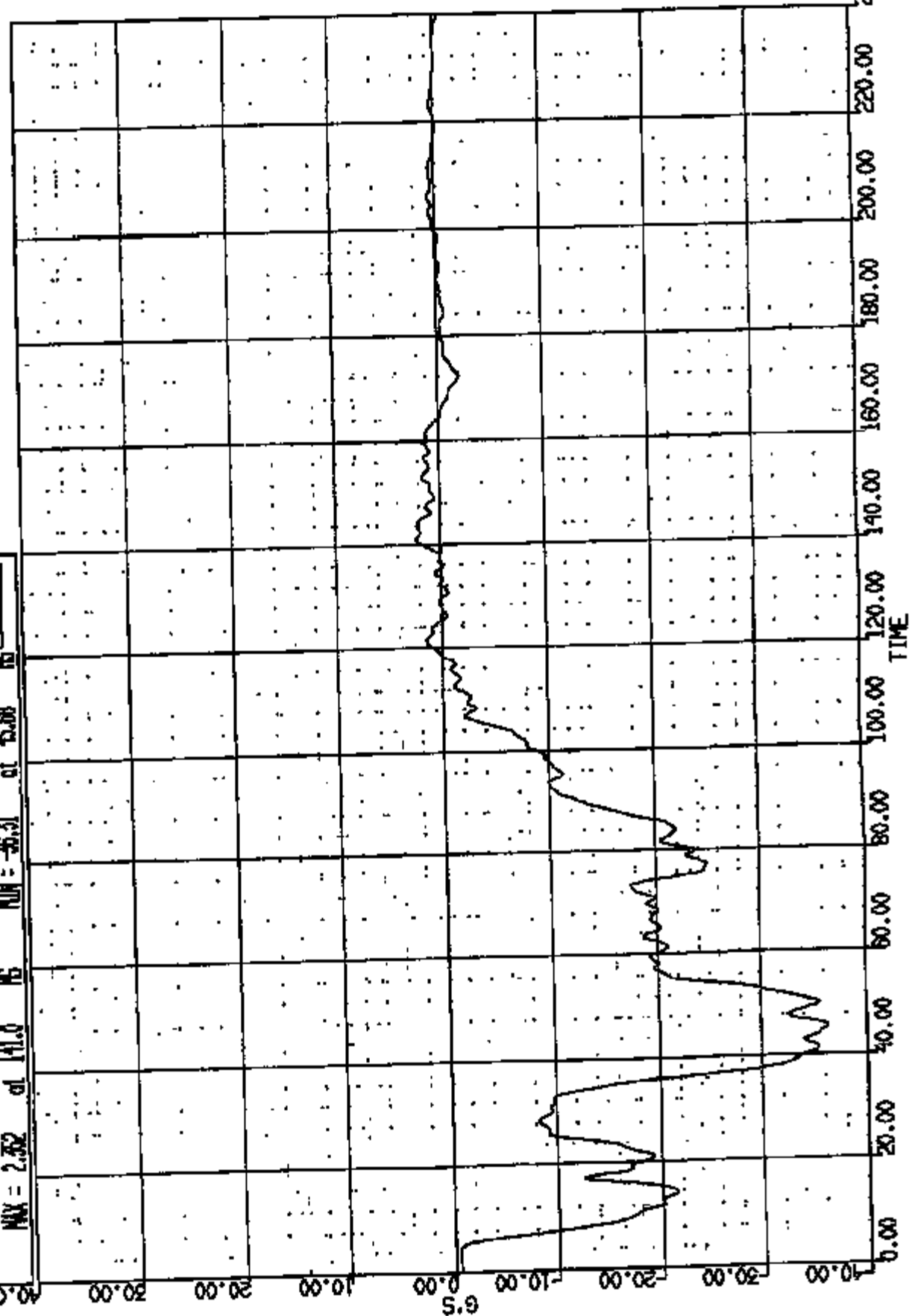
MIN = -106.1 at 1640.16

AXIS 1



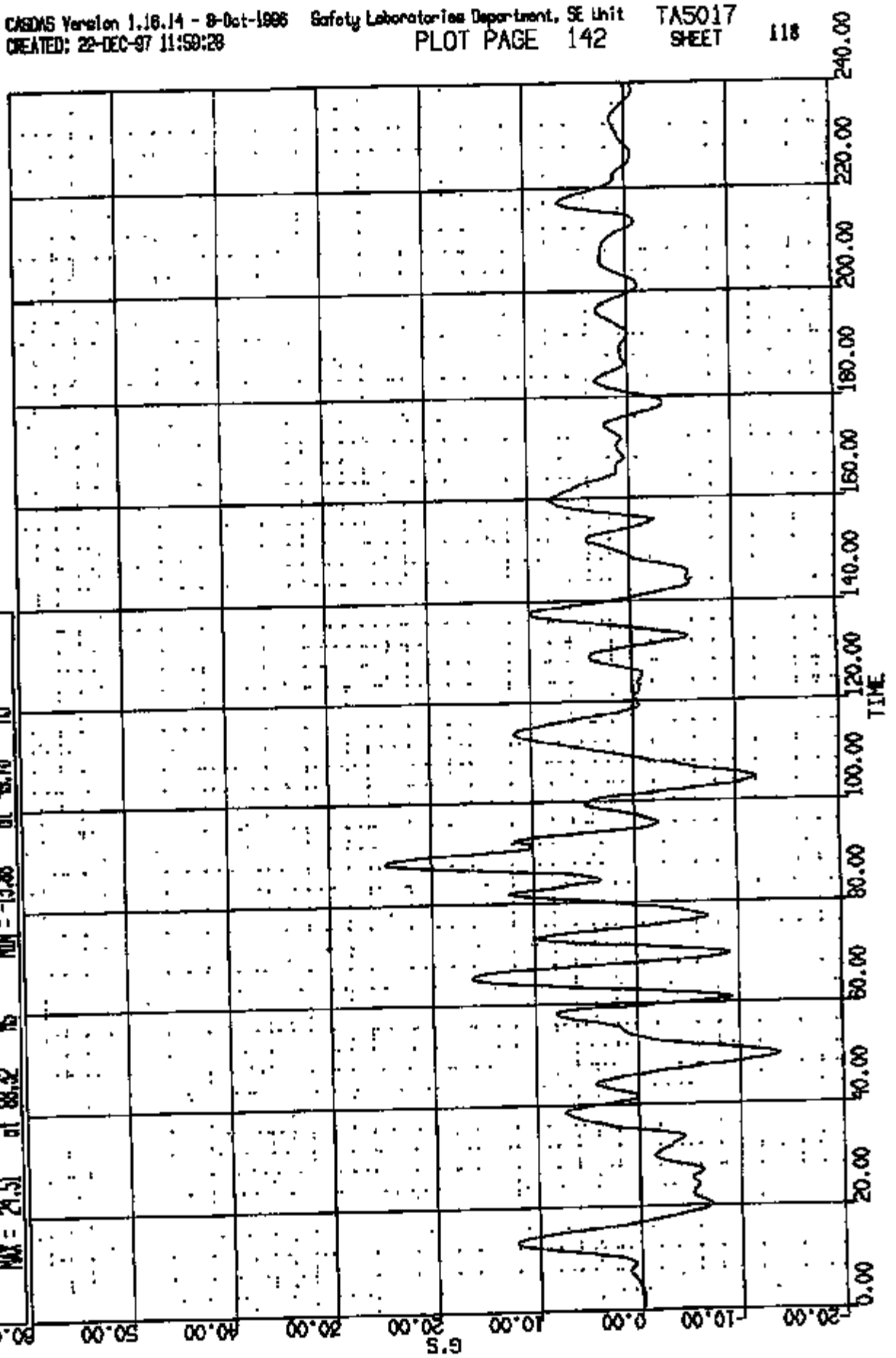
CR R: 10988 TO: TA5017 DATE: 971223 10:47:16
8000 DN-101

(94) CR10988 LAF DOOR @ BEAM LONG GUC
MAX = 2.52 at 141.0 MS MIN = -25.31 at 45.08 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(96) CROSSB L/F DOOR @ BEAM LAT 60C
MAX = 21.51 at 88.42 NS
MIN = -13.88 at 94.76 NS
AXIS 1



CR R: 10968 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(97) CROSSSECT L/F FLOOR PAN 8 #1 MER CNTR LONG SSC

MAX = 2.312 of 139.0 MS MIN = -2.86 of 65.52 MS

AXIS J

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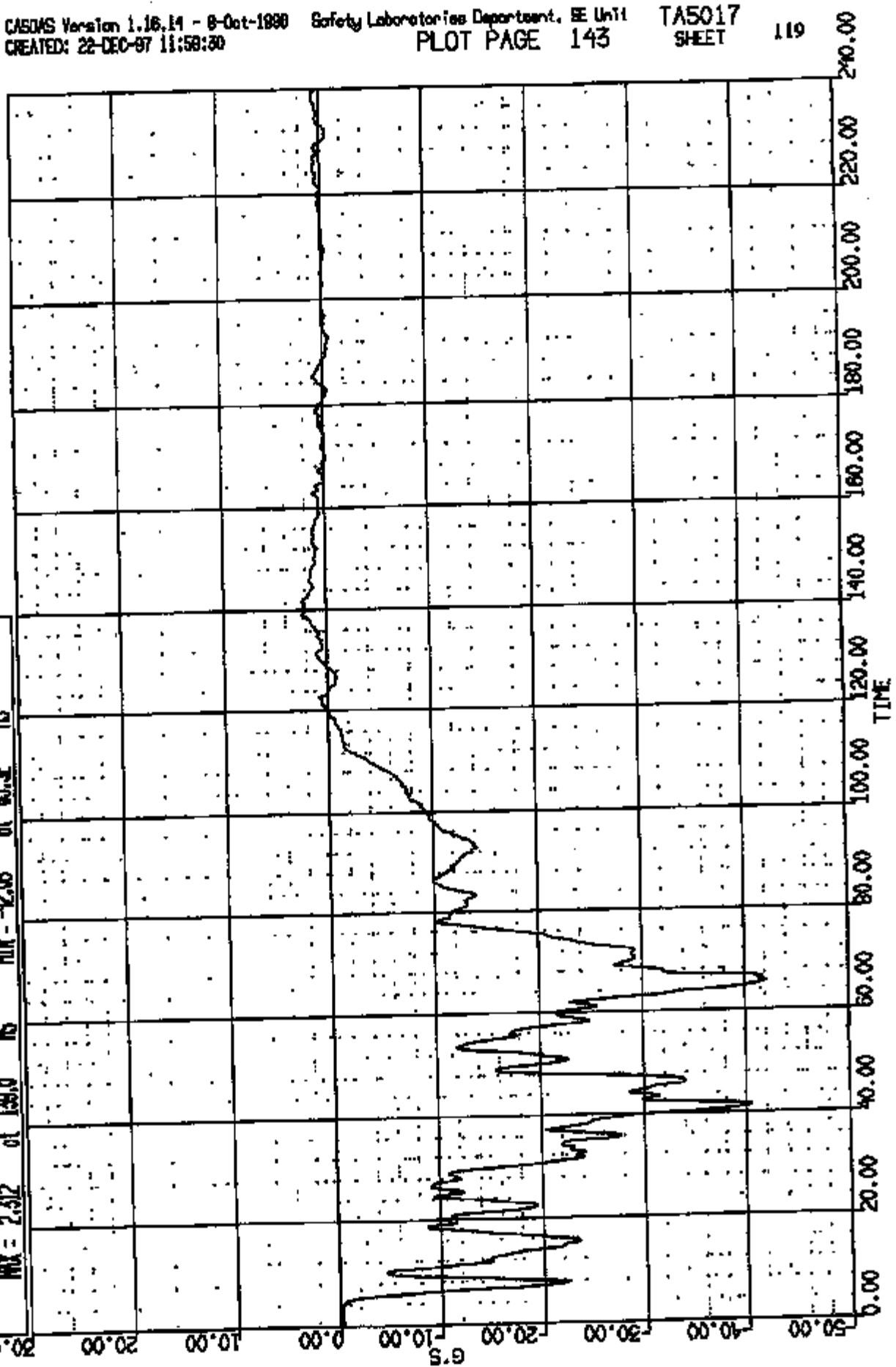
MS

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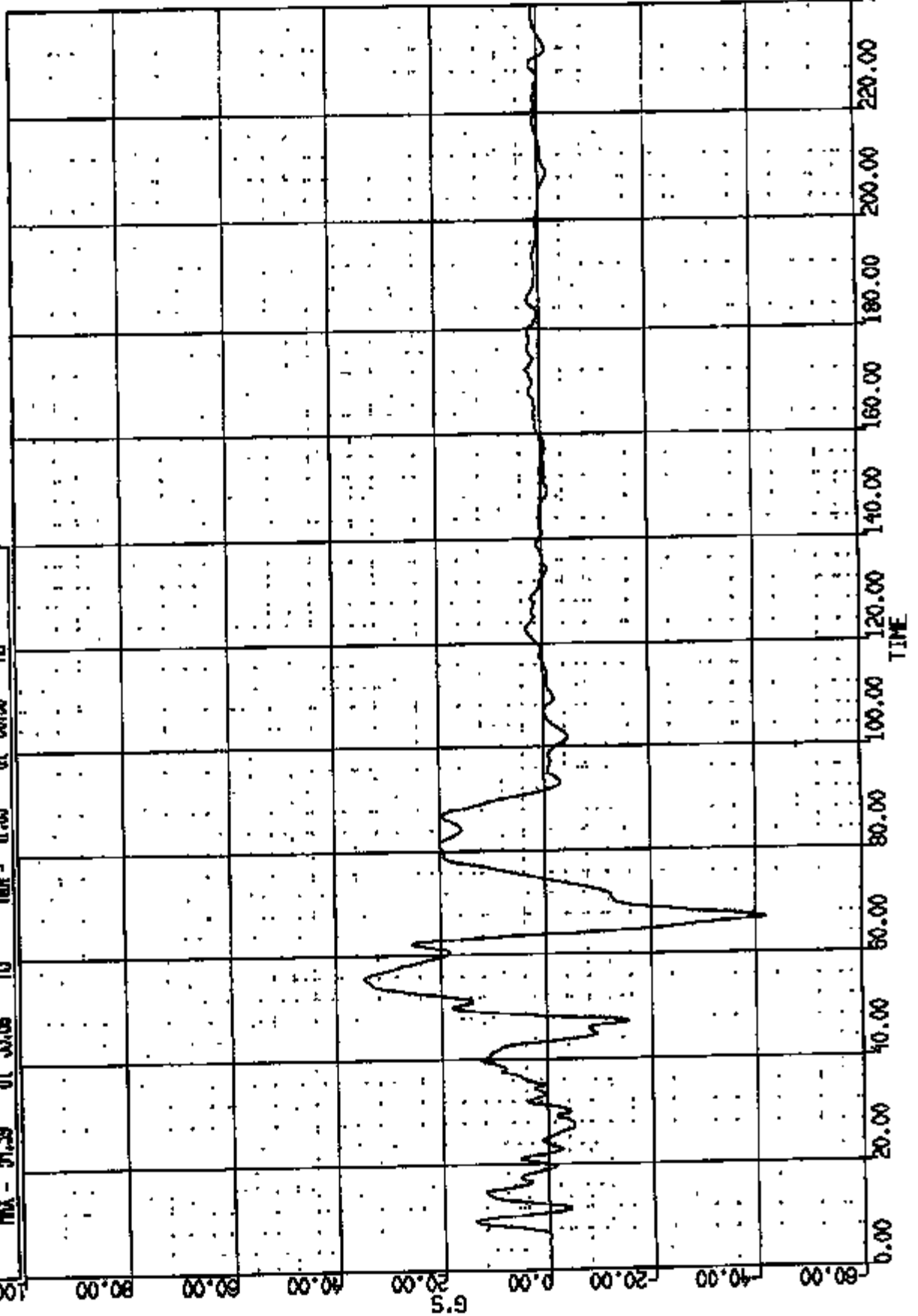
MS

MS



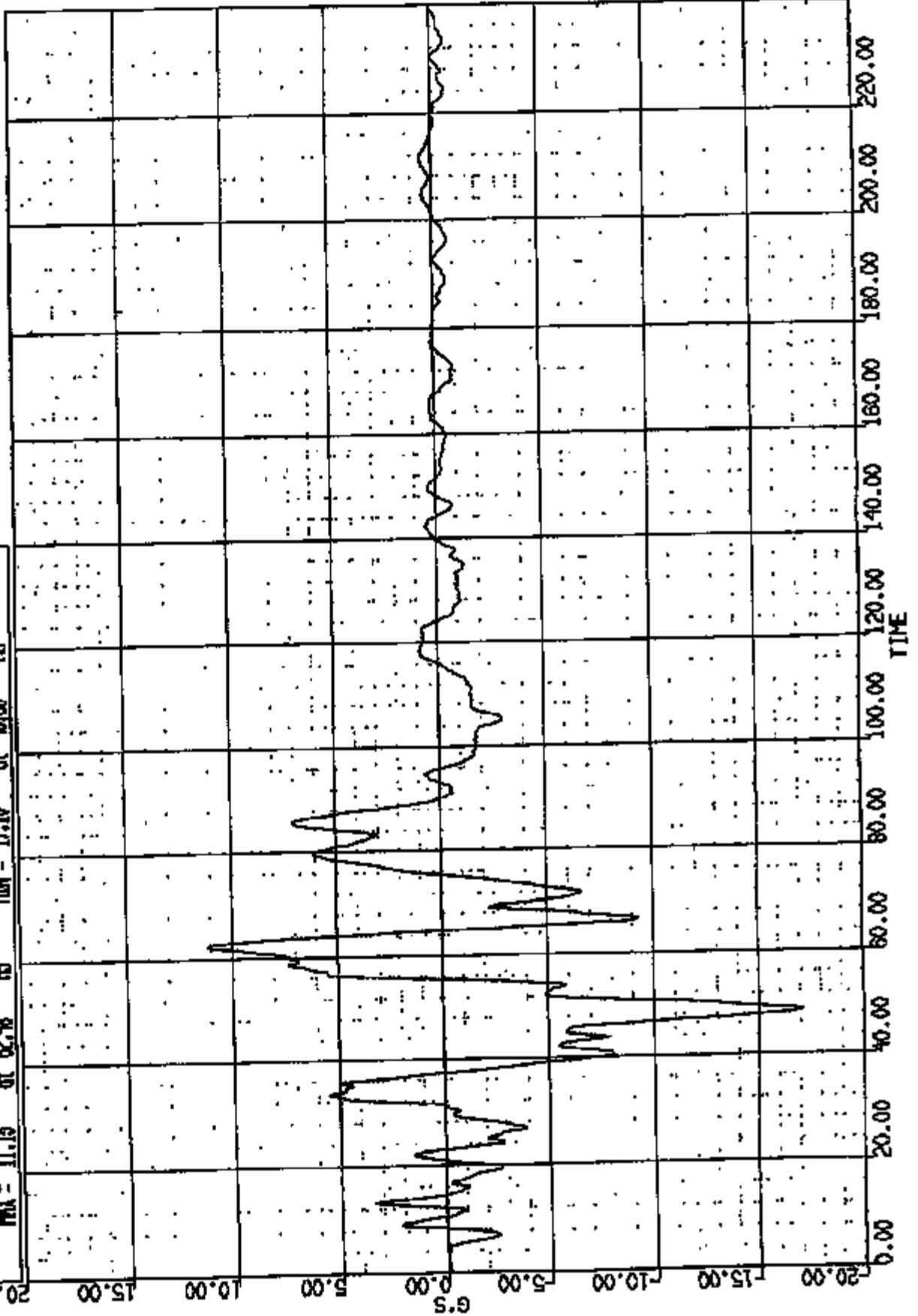
CR R: 10968 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

(98) CR109681 LF FLOOR PAN @ #1 XMR CNTR VERT GAC
MAX = 34.59 at 55.08 16 MIN = -11.89 at 66.96 16
AXIS 1



CR R: LOGS TO: TAB017 DATE: 971222 10:47:10
2000 DN-101

(90) CR196817 FLOOR PIN # 71 XMR CNR LAT 60C
MAX = 11.15 at 62.48 MS MIN = -17.10 at 96.80 MS
NO. AXIS 1



CR R: LOGS TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(100) OR10688T LM FLOOR PAN 0 42 XHR CNTR LONG 60C
MAX = 2.518 at 140.7 MS MIN = -32.80 at 62.80 MS

AXIS 1

MS

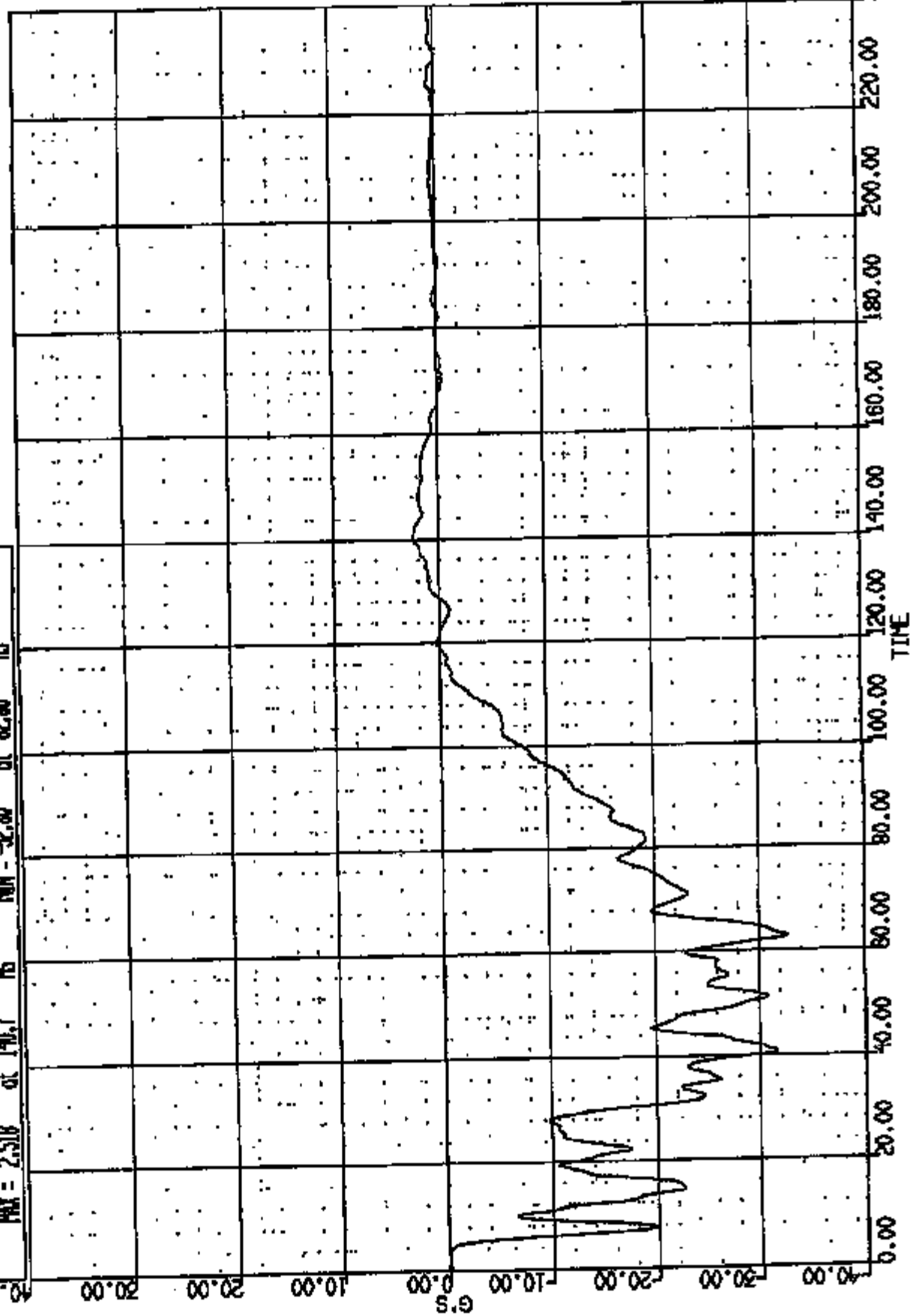
MS

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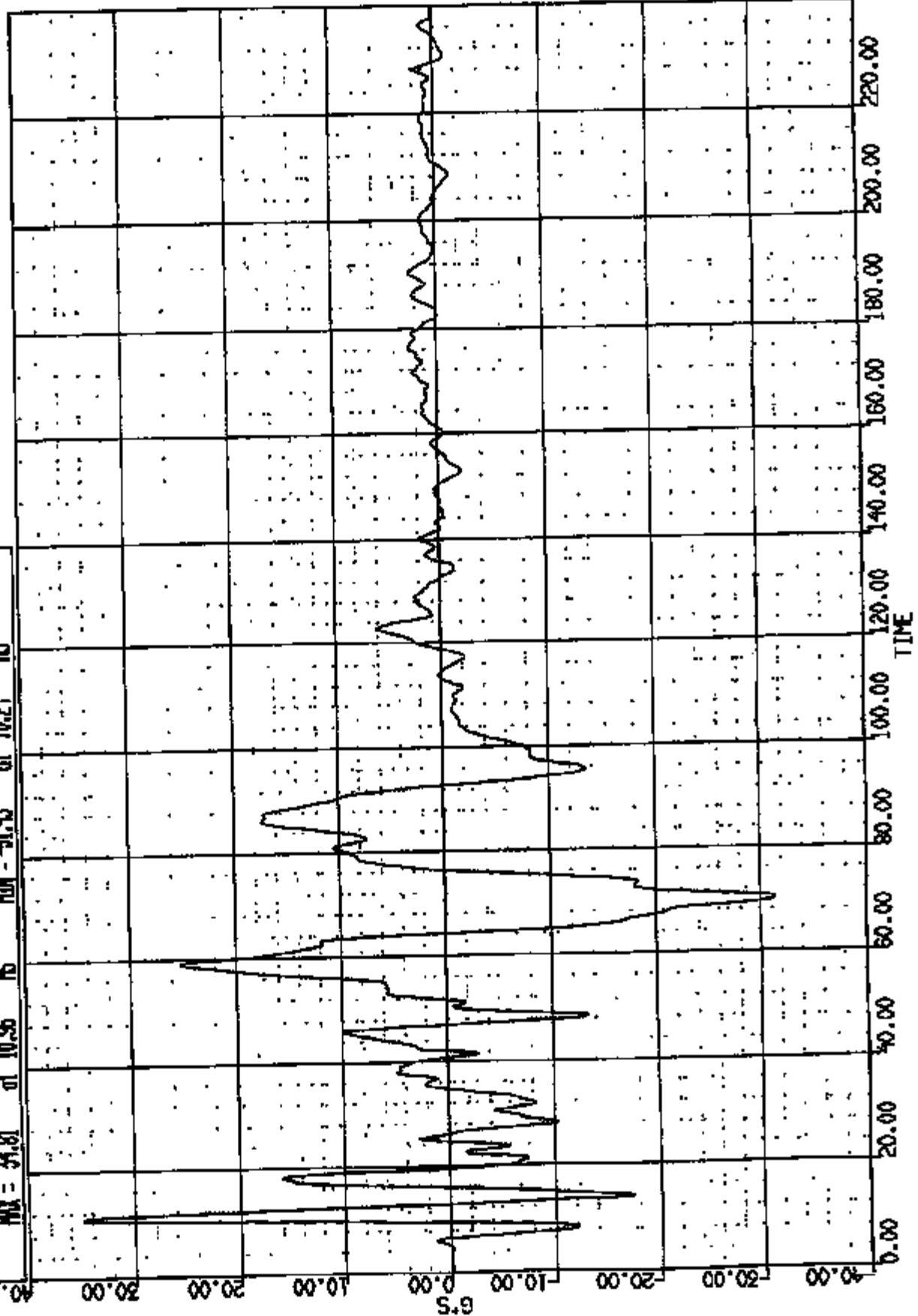
MS

MS



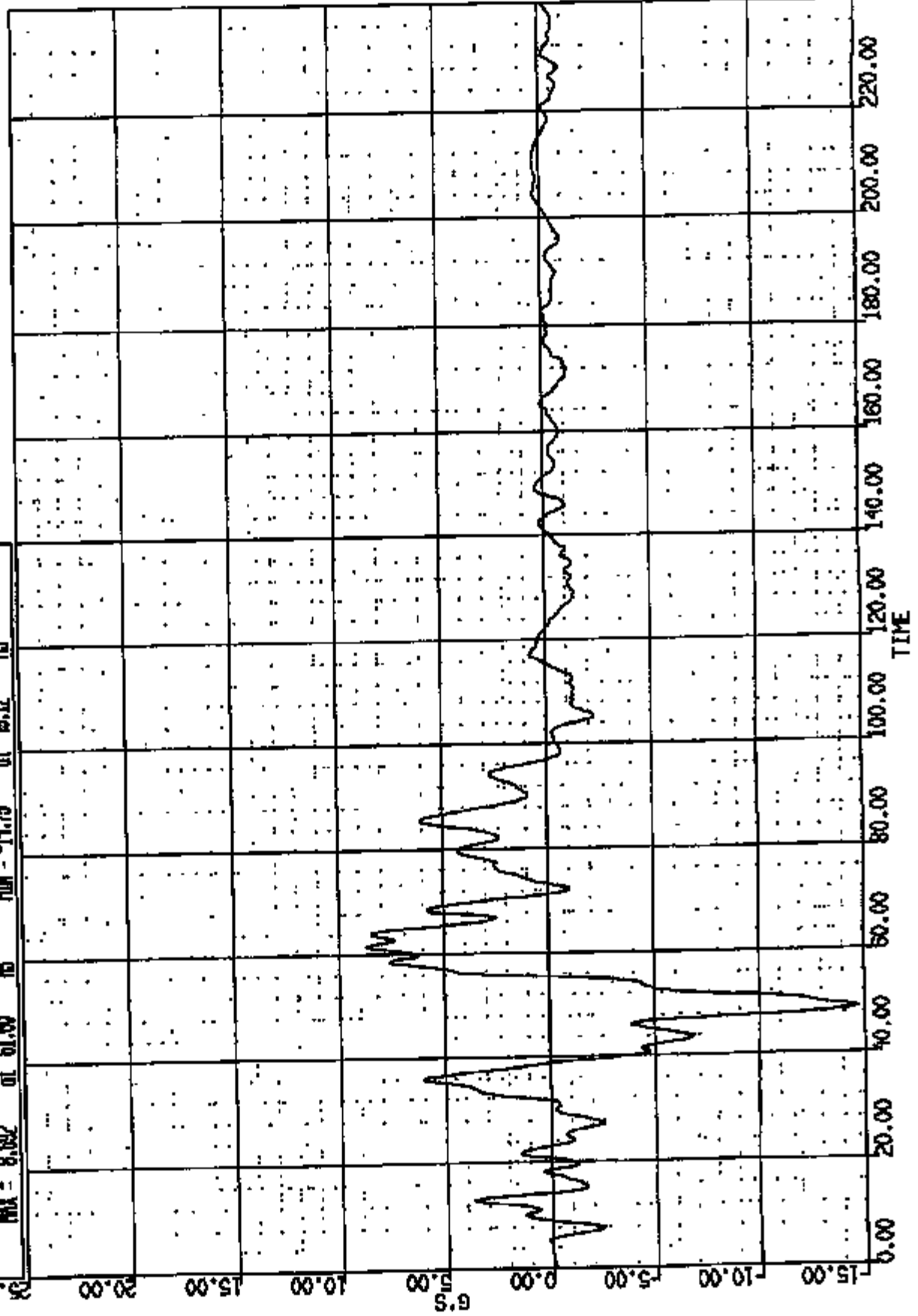
CR #: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(101) CR10687 LAM FLOOR PNL @ #2 WBR CNTR VERT BRG
MAX = 34.81 at 10.95 MS MIN = -31.45 at 70.21 MS
AXIS 1



GR N: 10988 TO: TA5017 DATE: 871222 10:47:16
2000 ON-101

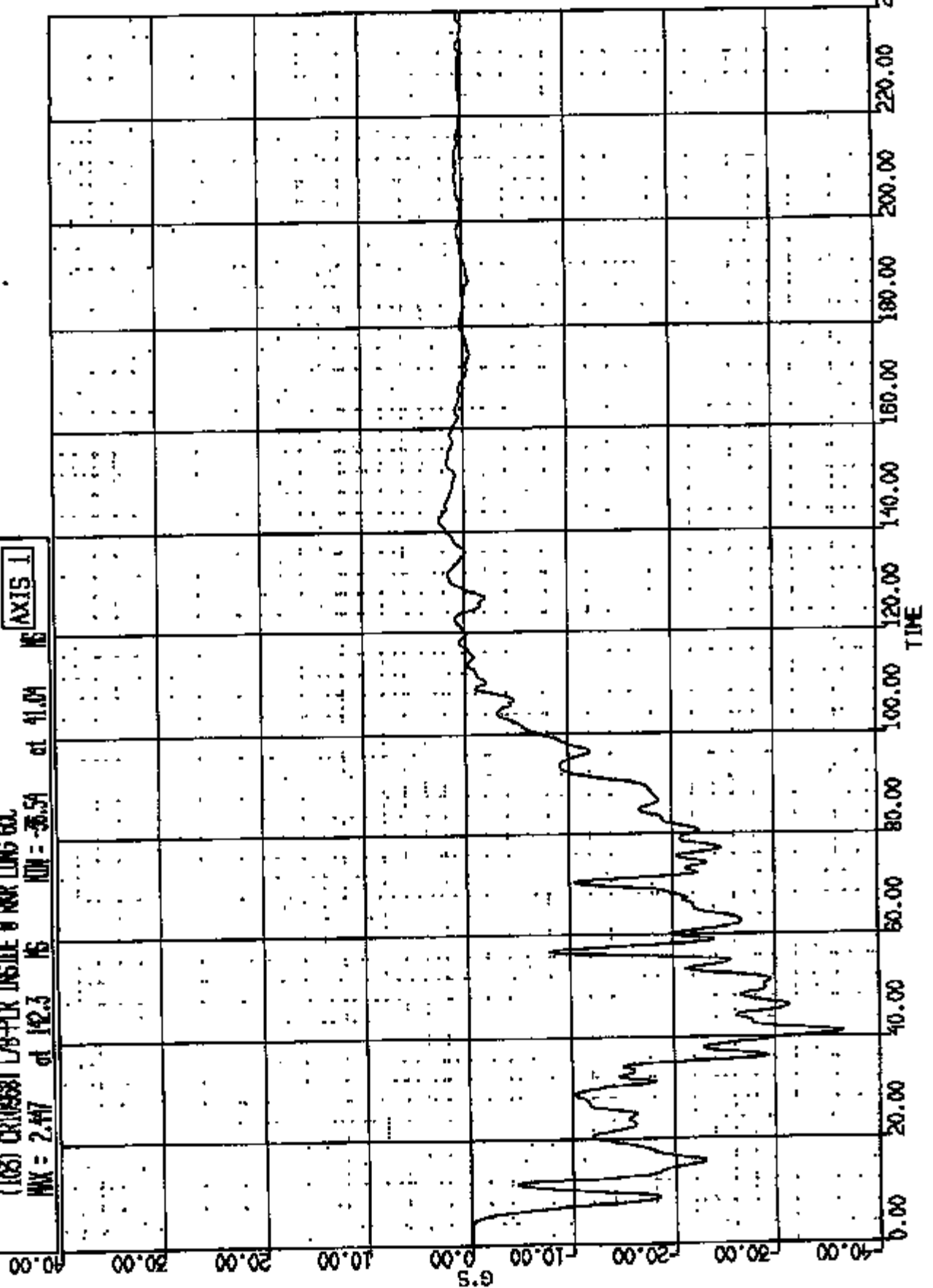
(102) CR109881 LN FLOOR PHN 6 #2 WHER CNTR LAT 69C
MAX = 8.882 at 61.60 NS MIN = -14.76 at 49.12 NS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

(106) CR10888T L78-PLR INSIDE 0 ROR LONG GC
MAX = 2.477 at 12.3 MS MIN = -36.54 at 41.04 MS

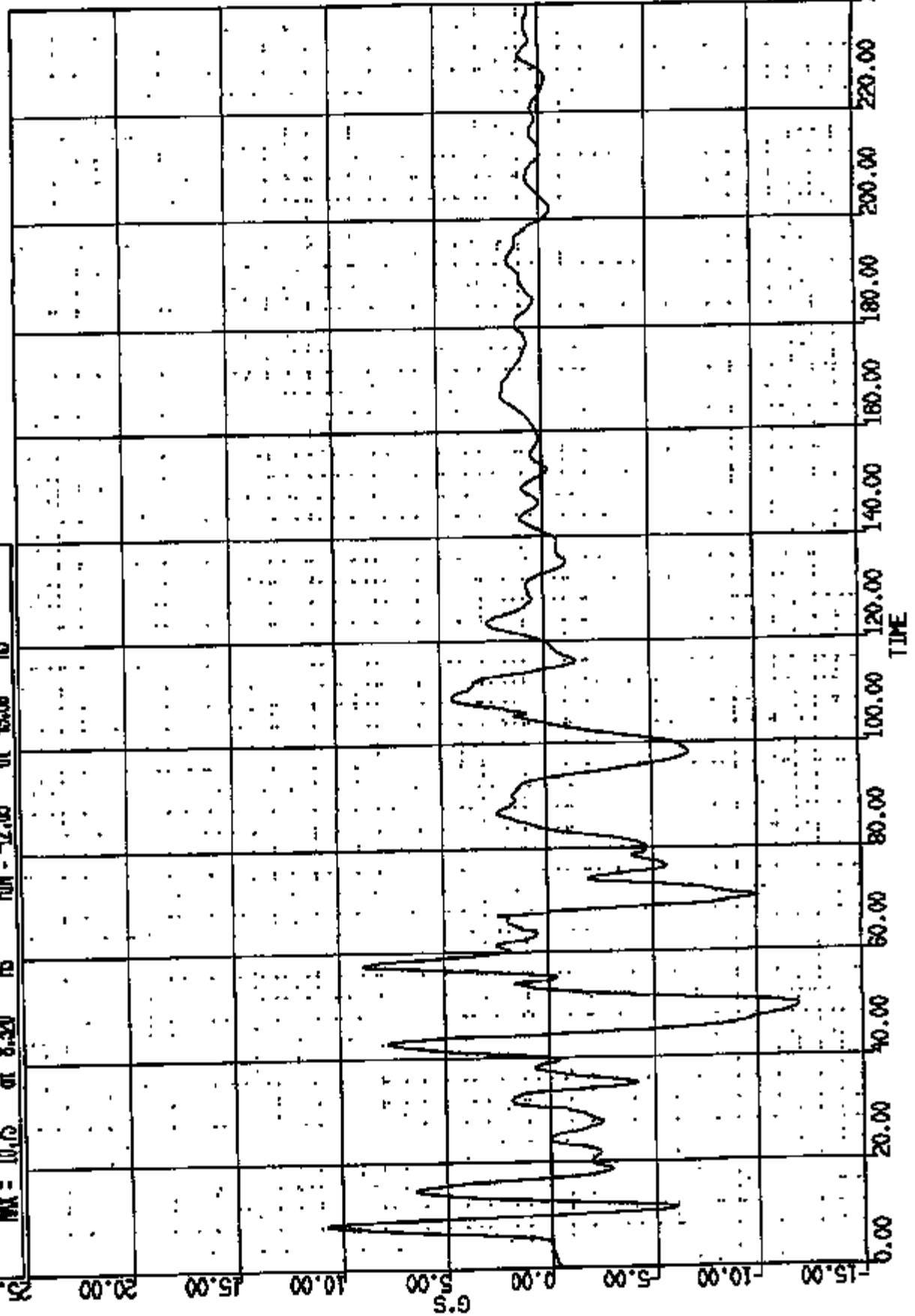
AXIS 1



CR N: 10968 TO: TAB017 DATE: 971222 10:47:19
2000 DN-101

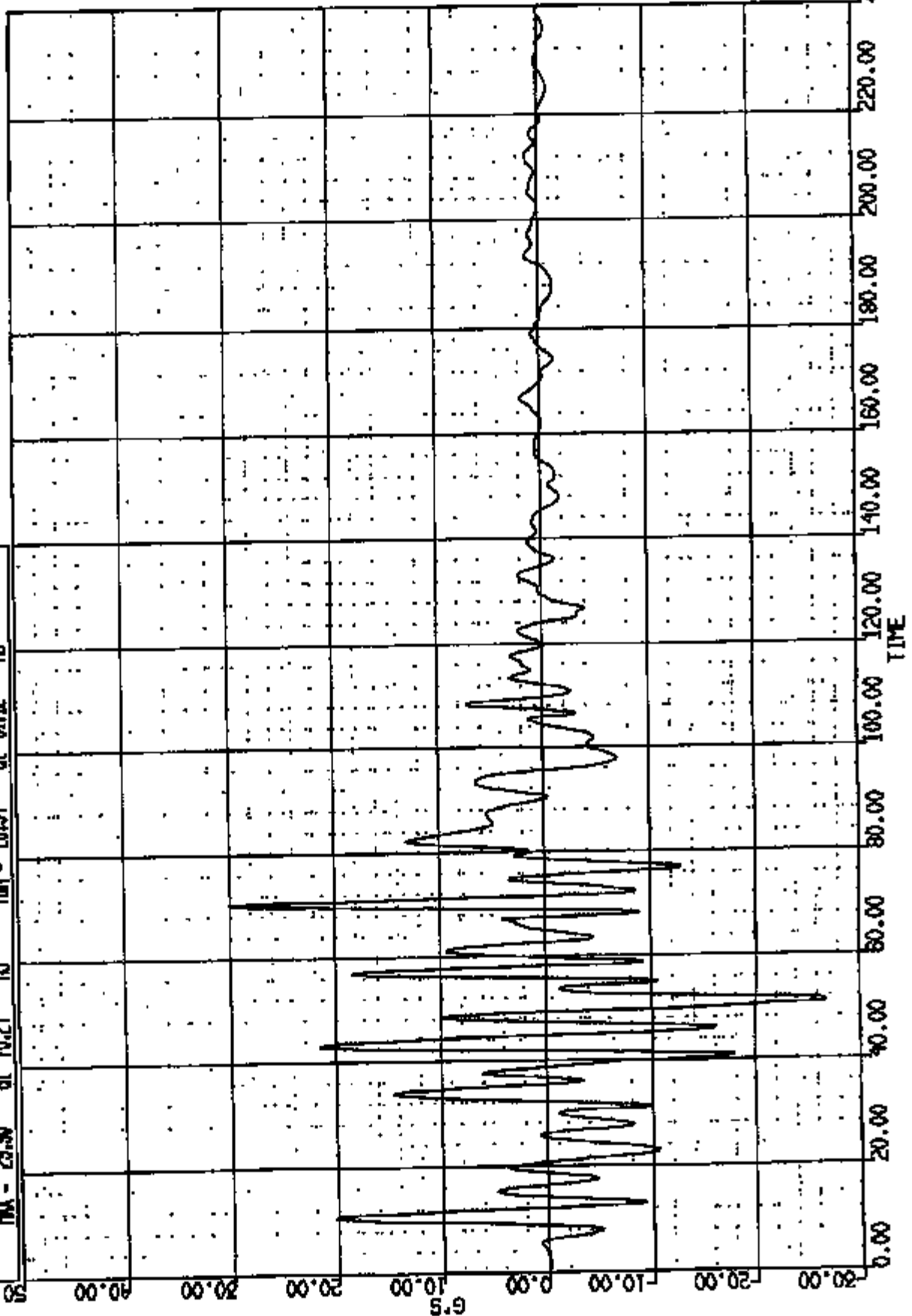
(104) CR10688T L/B-PLR INSIDE 0 PAR VERT GAC
MAX = 10.75 at 8.320 MS MIN = -12.03 at 93.68 MS

AXIS 1



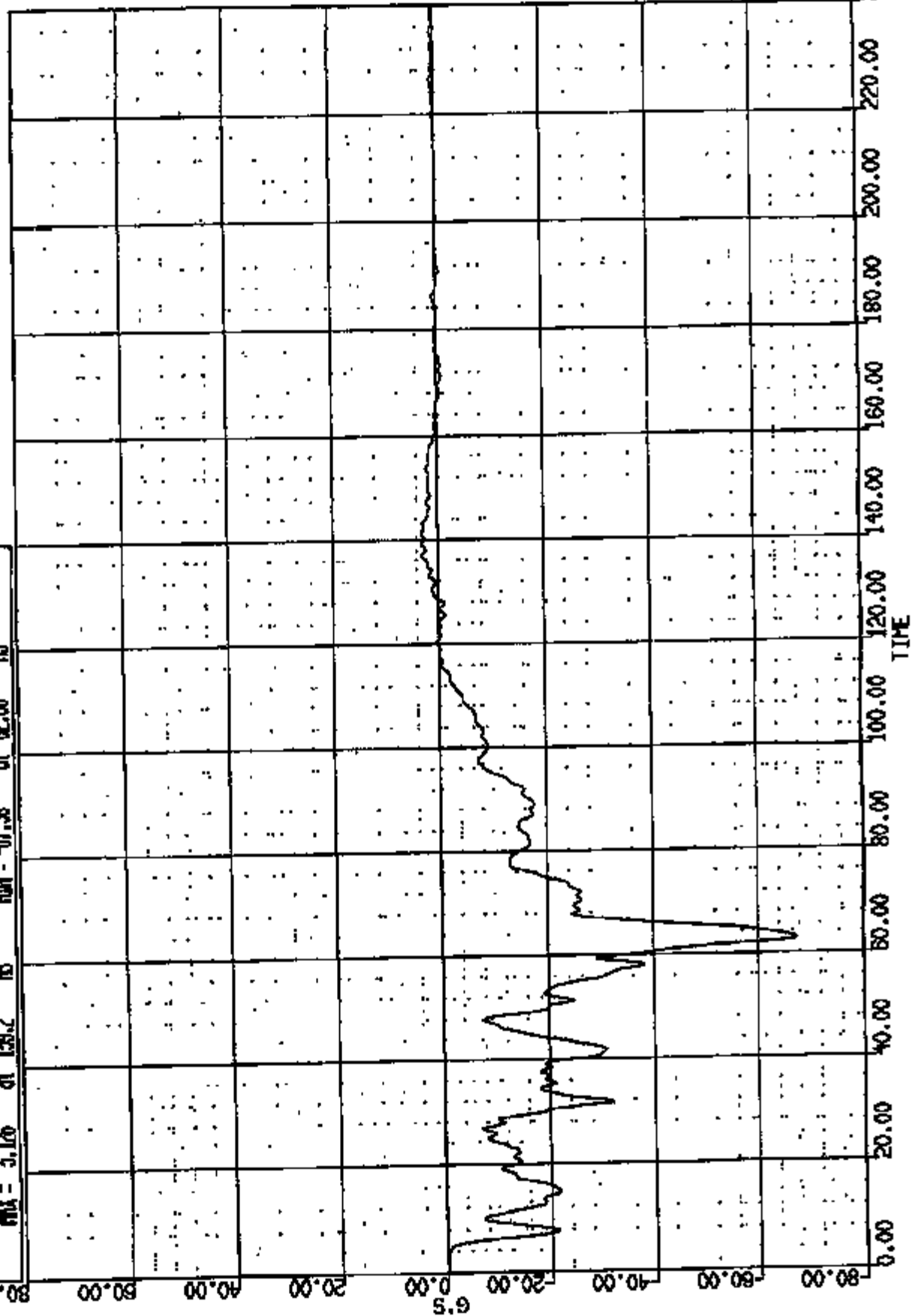
CIR R: 10008 TO: TA5017 DATE: 871222 10:47:16
8000 DN-101

(105) CR103881 LAB-PLR INSIDE 0 INR LAT 60C
MAX = 29.90 at 70.24 MS MIN = -26.94 at 51.12 MS AXIS 1



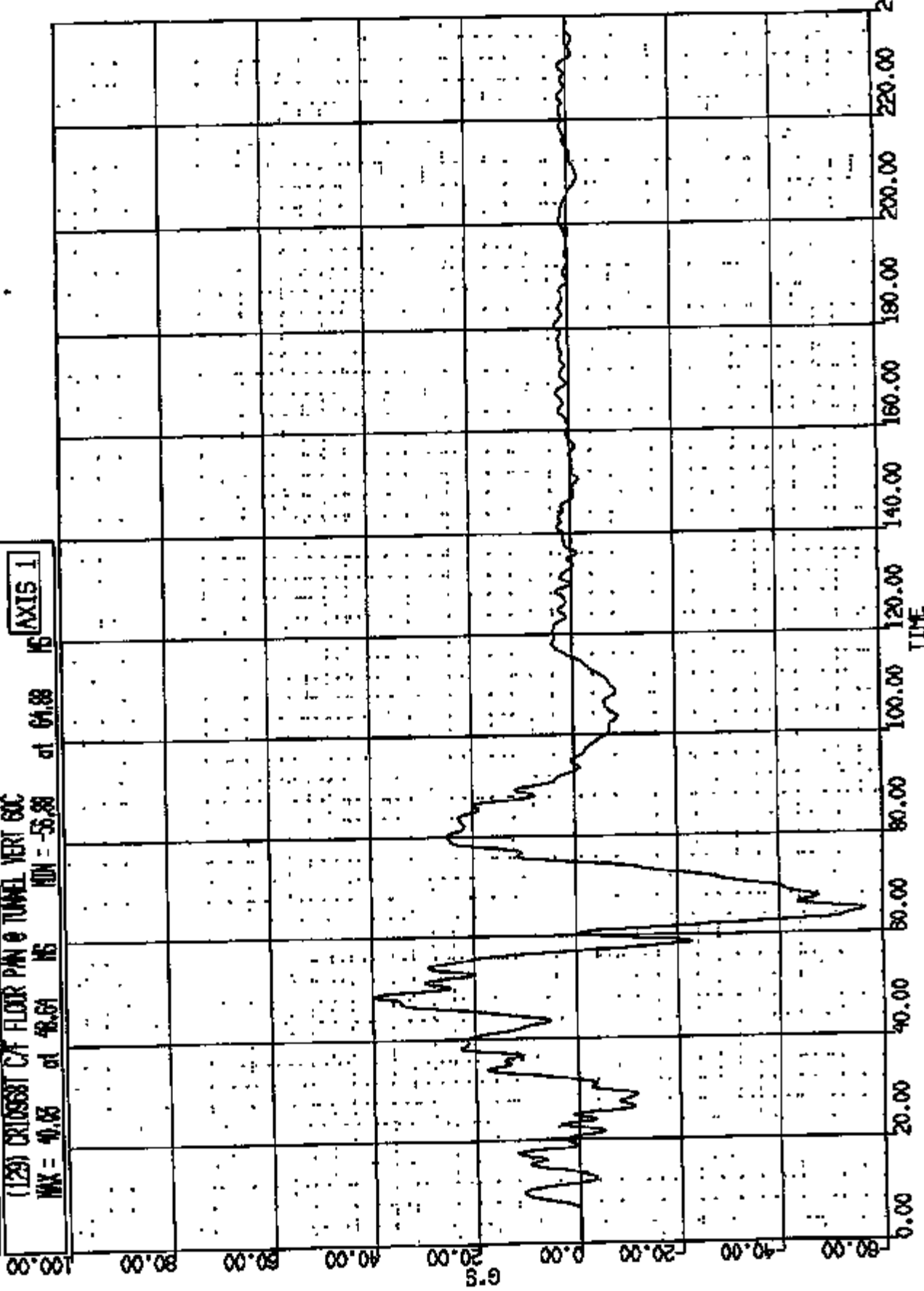
CR R: 10868 TG: TAS017 DATES: 871222 10:47:16
2000 DN-101

(128) CR(0981) C/F FLOOR PAN @ TUNNEL LONG 60C
MAX = 3.176 at 139.2 MS MIN = -67.58 at 62.88 MS
AXIS 1



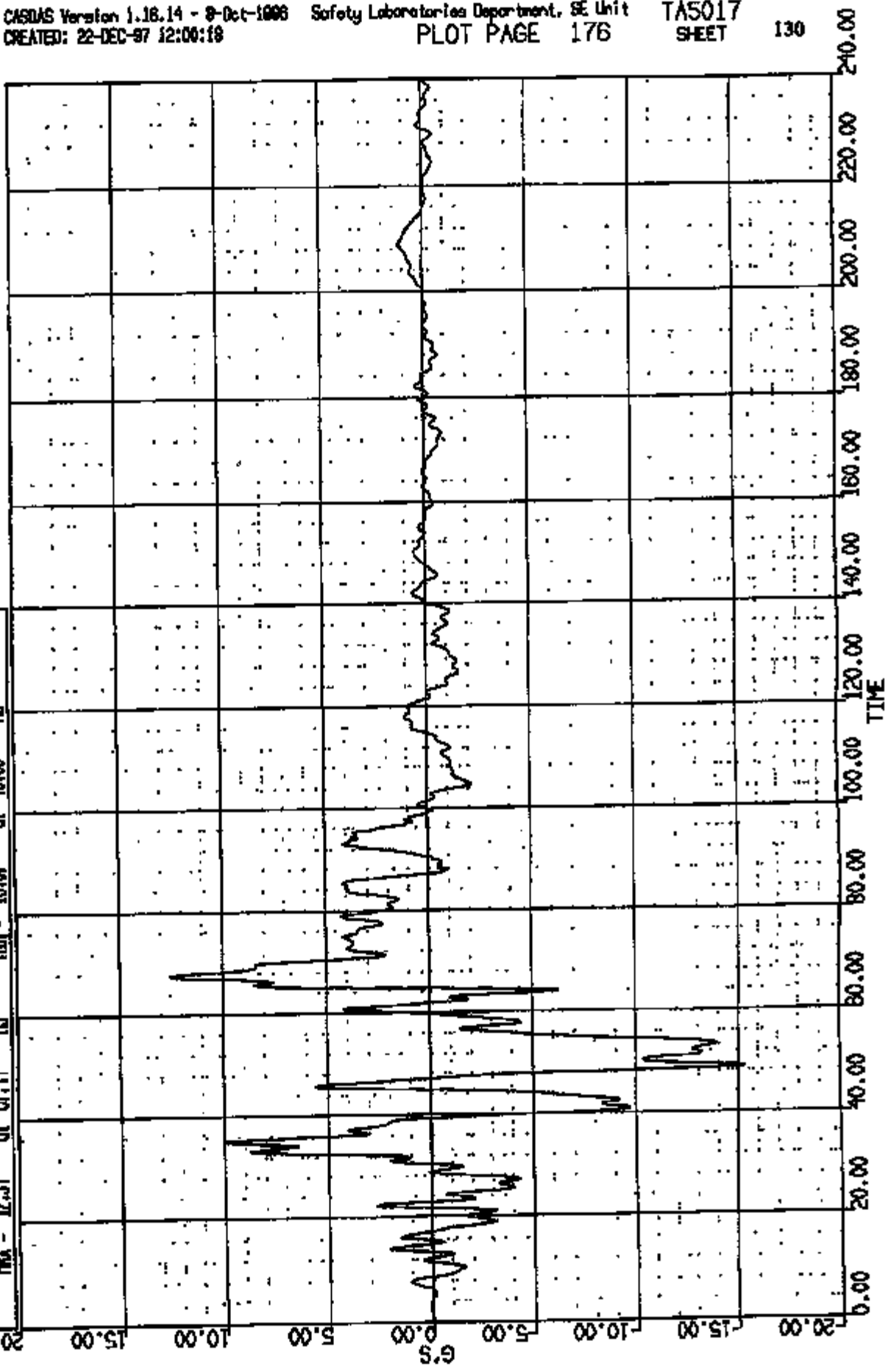
CR R: 10888 TO: TAS017 DATE: 971222 10:47:18
2000 DN-101

(129) CROSSBIT C/F FLOOR PIN @ TUNNEL VERT 60C
MAX = 40.65 at 48.64 MS MIN = -55.88 at 64.88 MS
[AXIS 1]



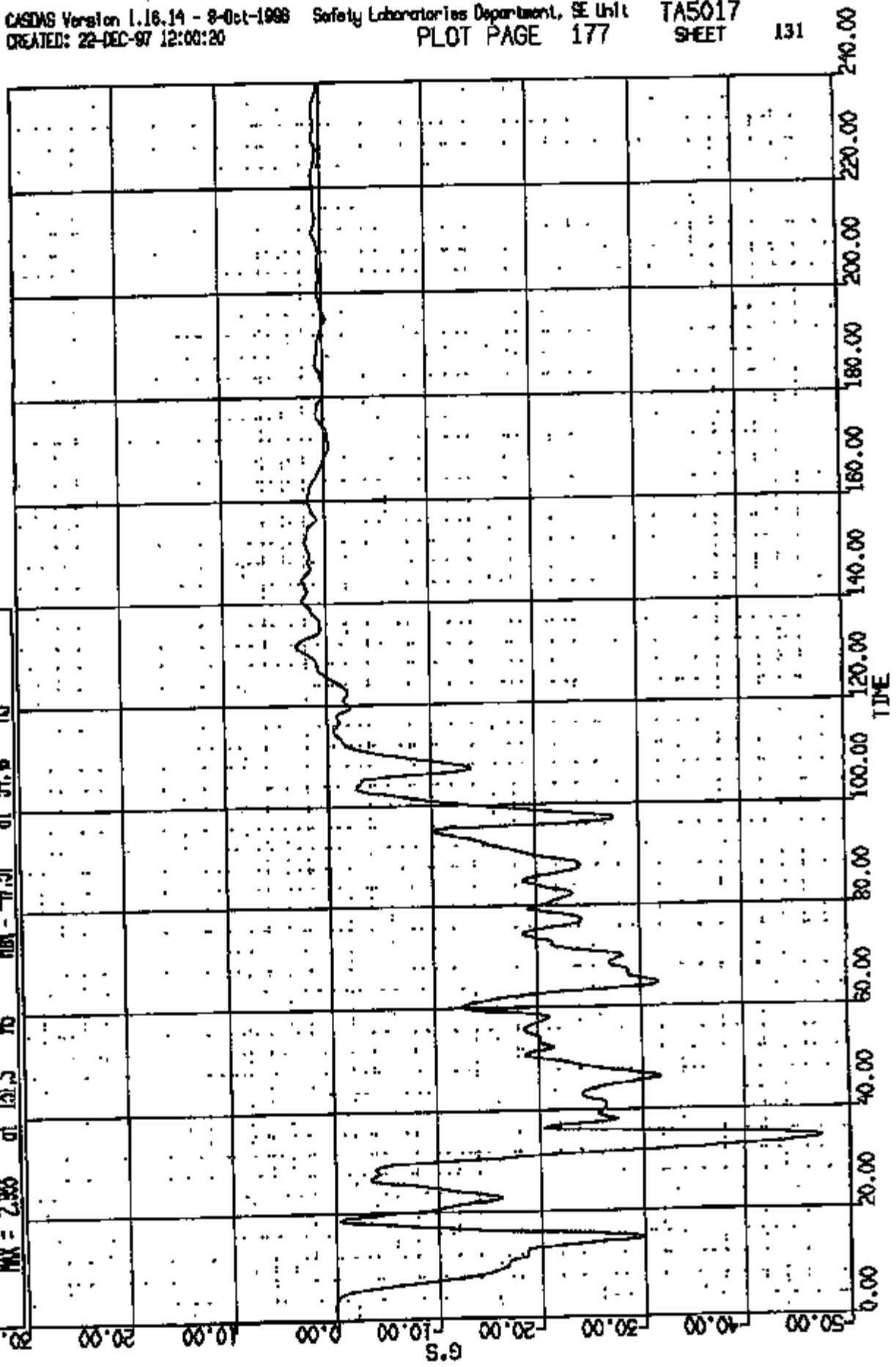
CR R: 10888 TO: TAS017 DATE: 971222 10:47:16
2000 DN-101

(130) CROSSBOT C/F FLOOR PAN @ TUNNEL LAT 60C
MAX = 12.51 at 67.44 MS MIN = -15.57 at 48.96 MS
AXIS 1



CR R: 10868 TO: TA5017 DATE: 871222 10:47:16
2000 DN-101

(131) CR10681 R/F DOOR @ BEAM LONG GDC
MAX = 2.933 at 131.5 MS MIN = -47.37 at 74.48 MS
AXIS 1

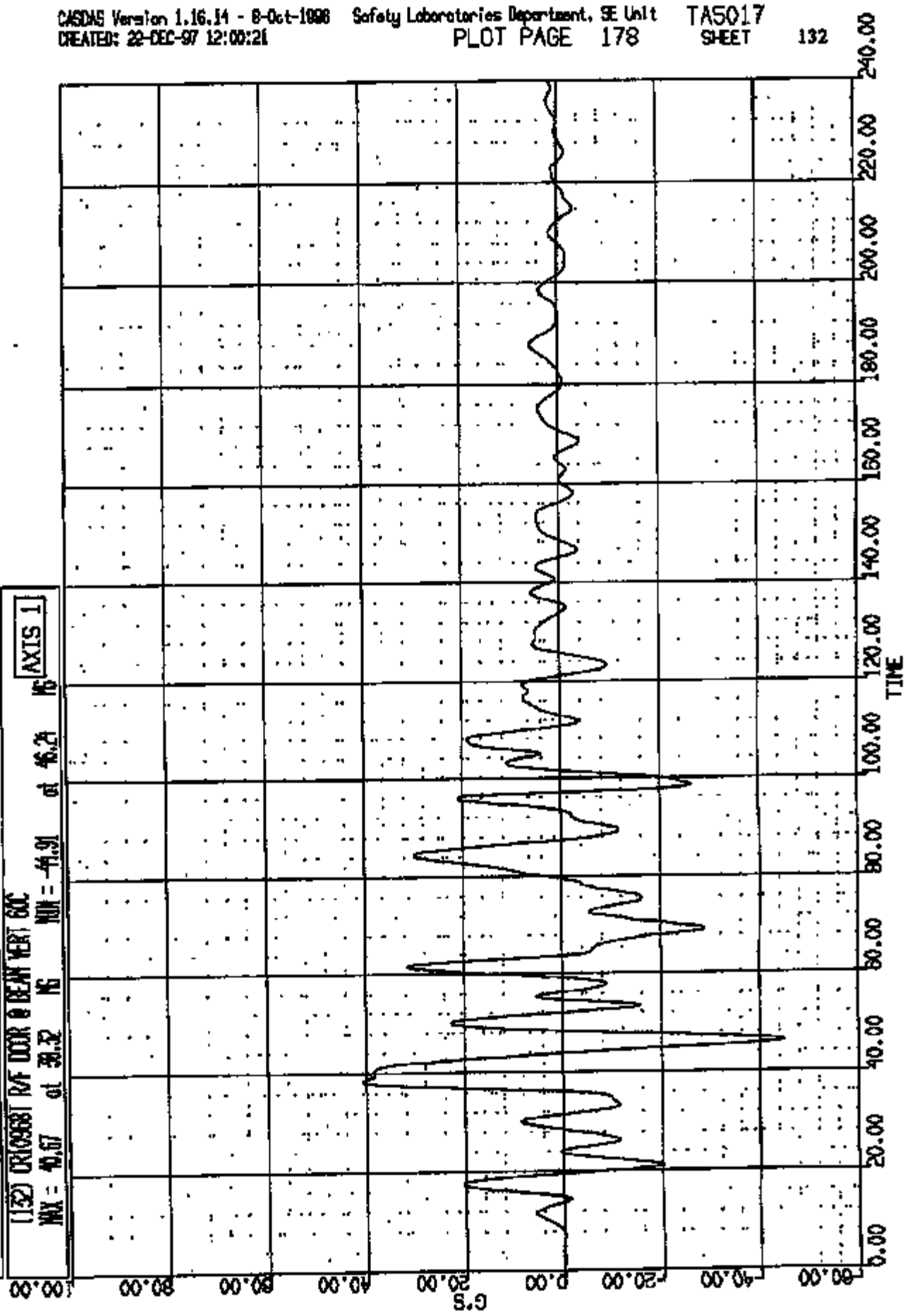


CR R: 10008 TO: TA5017 DATE: 971228 10:47:18
2000 DN-101

(132) CR100881 R/F DOOR @ BEAM HERT SOC

MAX = 40.67 at 38.32 NG MIN = -44.91 at 46.24 NG

AXIS 1



CR R: LOGS8 TO: TAS017 DATE: 971222 10:47:19
2000 DN-101

(133) CR106881 RAF DOOR @ BEAM LAT 80C

AXIS 1

MAX = 38.09 at 95.48 NS

MIN = -30.22 at 60.64 NS

120.00

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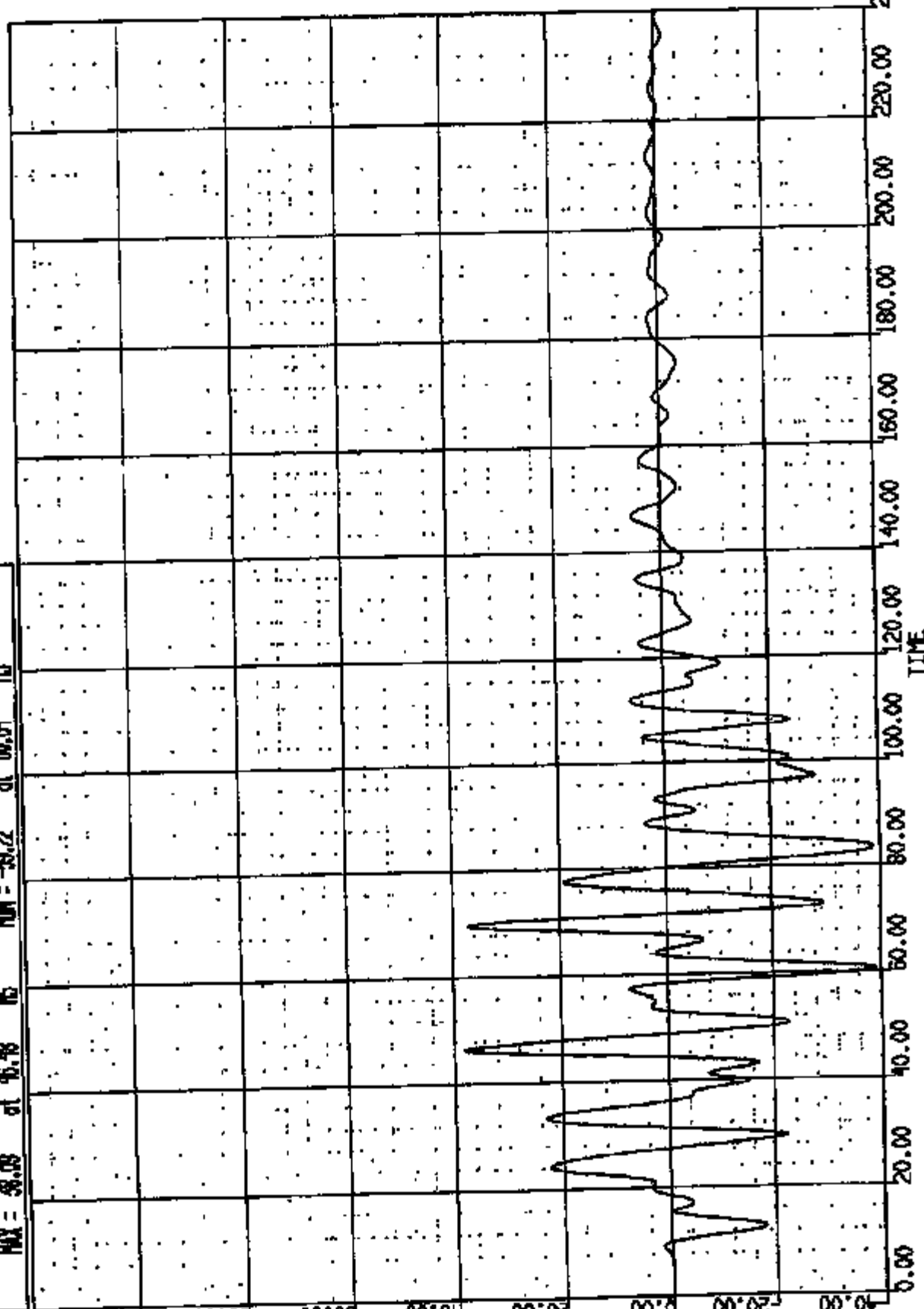
20.00

0.00

-20.00

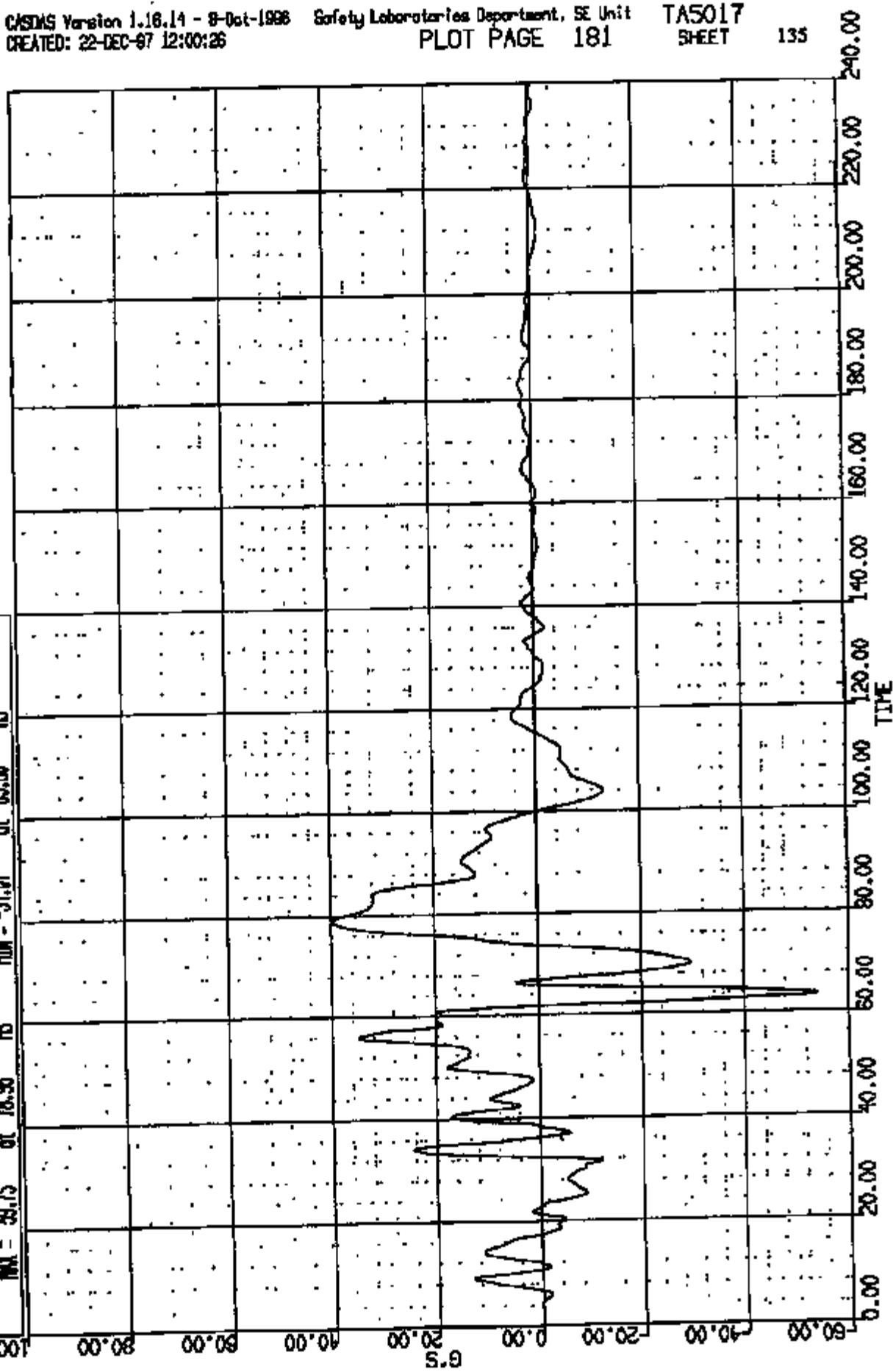
-40.00

G.S



CR R: 10968 TO: TA5017 DATE: 8Y1222 10:47:18
2000 DN-101

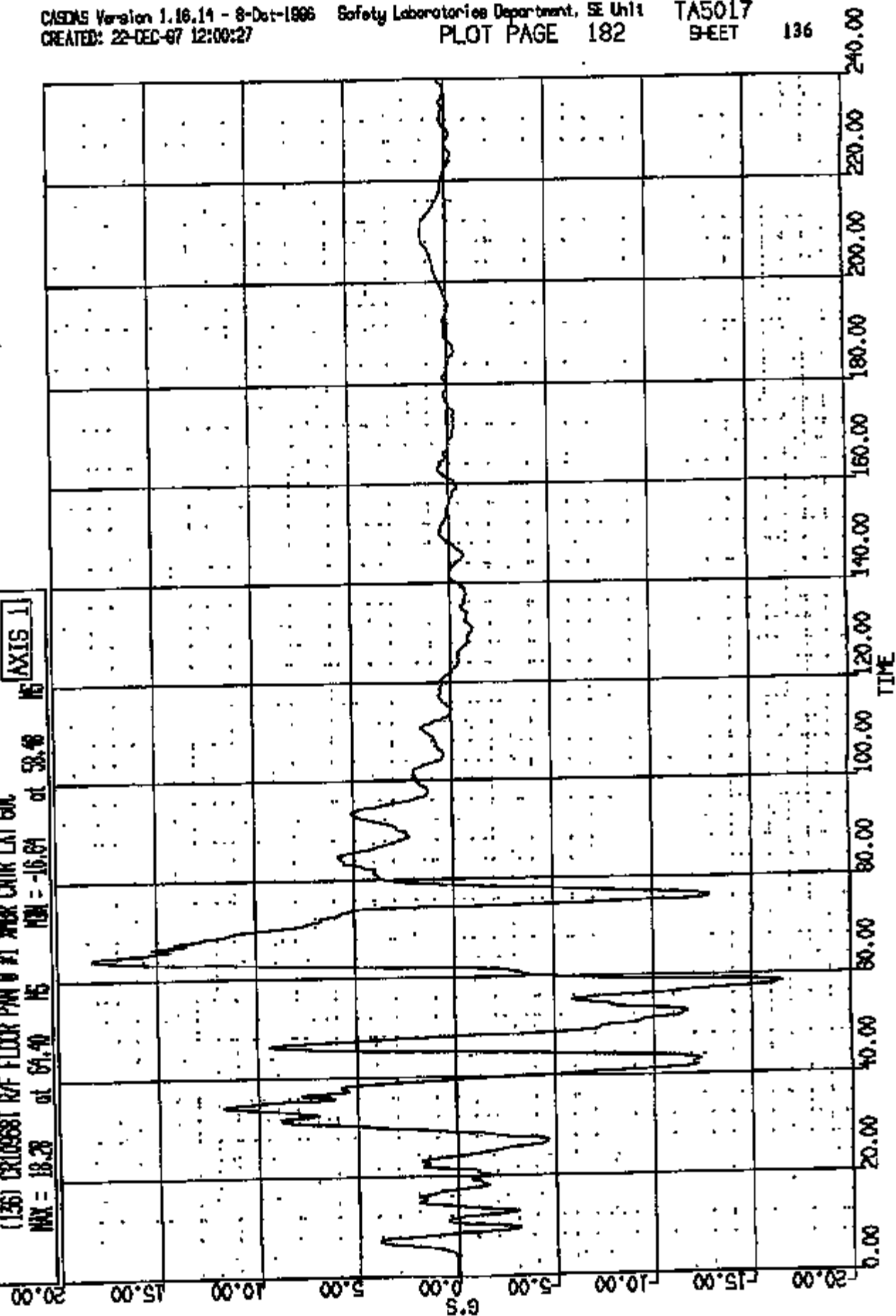
(125) CROSSBAT R/F FLOOR PAN @ 31 INCH CNTR VERT 60C
MAX = 29.75 at 78.96 MS MIN = 54.97 at 63.80 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:19
2000 DN-101

(136) CROSSST RAF FLOOR PAV 0 FT WBR CTR LAT 60C
MAX = 19.28 at 04.40 MS MIN = -16.61 at 38.46 MS

AXIS 11



CR R: JOE88 TO: TA5017 DATE: 871222 10:47:16
2000 DN-101

(137) CR10988T R/F FLOOR PAN @ #2 XBRK CHIR LONG GAC
MAX = 2.50 at 12.5 MS MIN = -41.57 at 82.72 MS

AXIS 1

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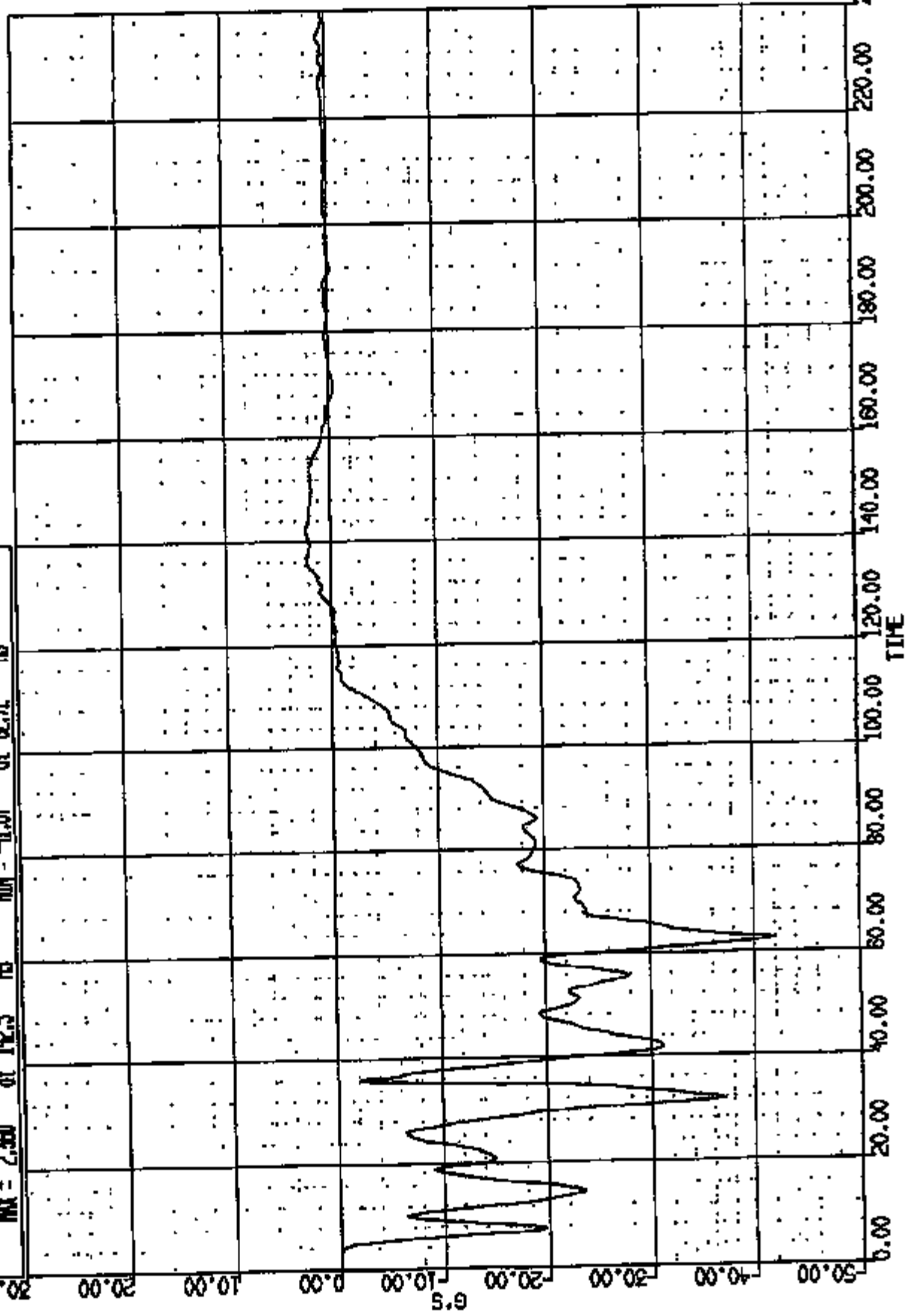
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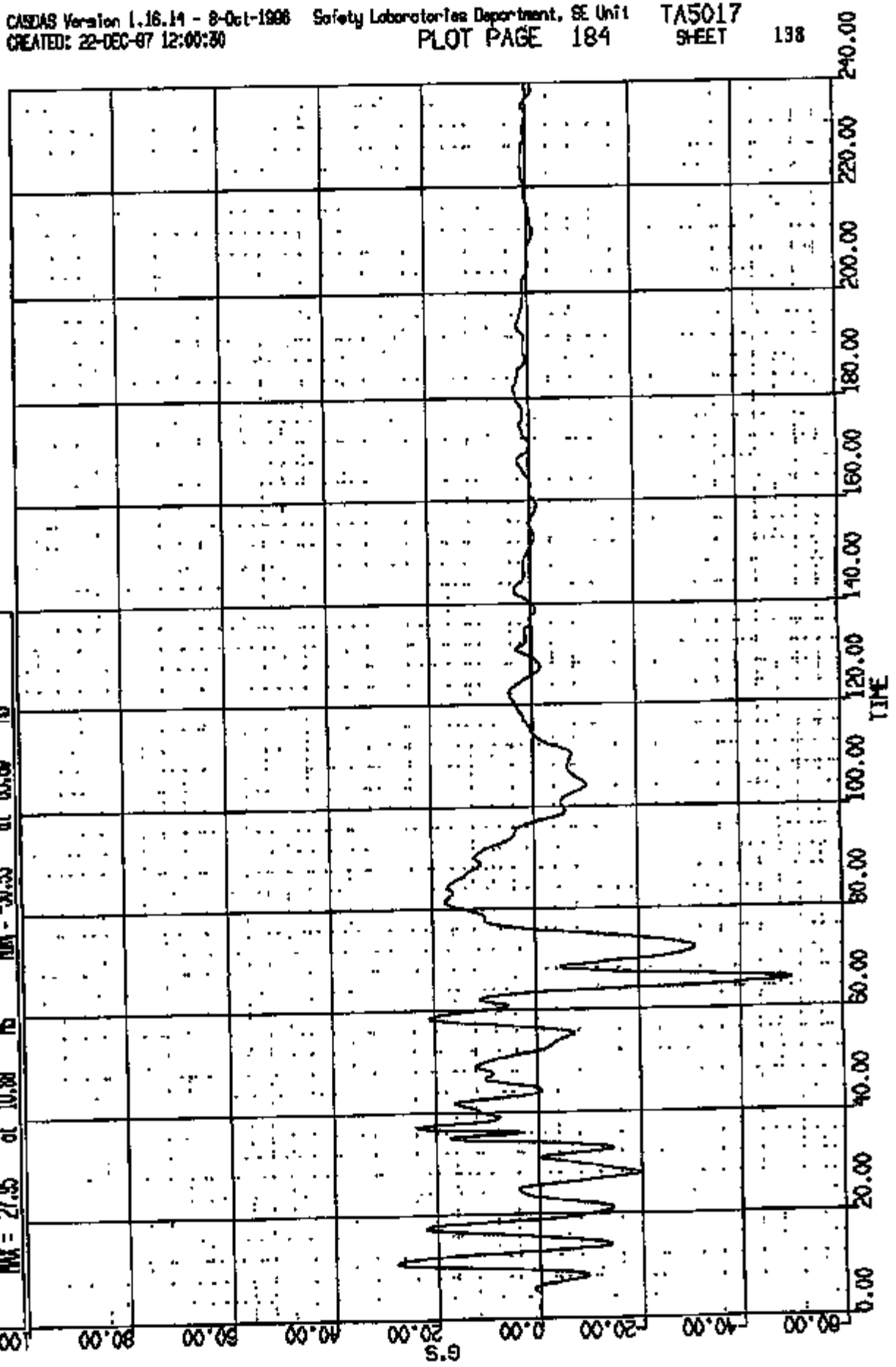
MS

MS



CR R: 10868 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

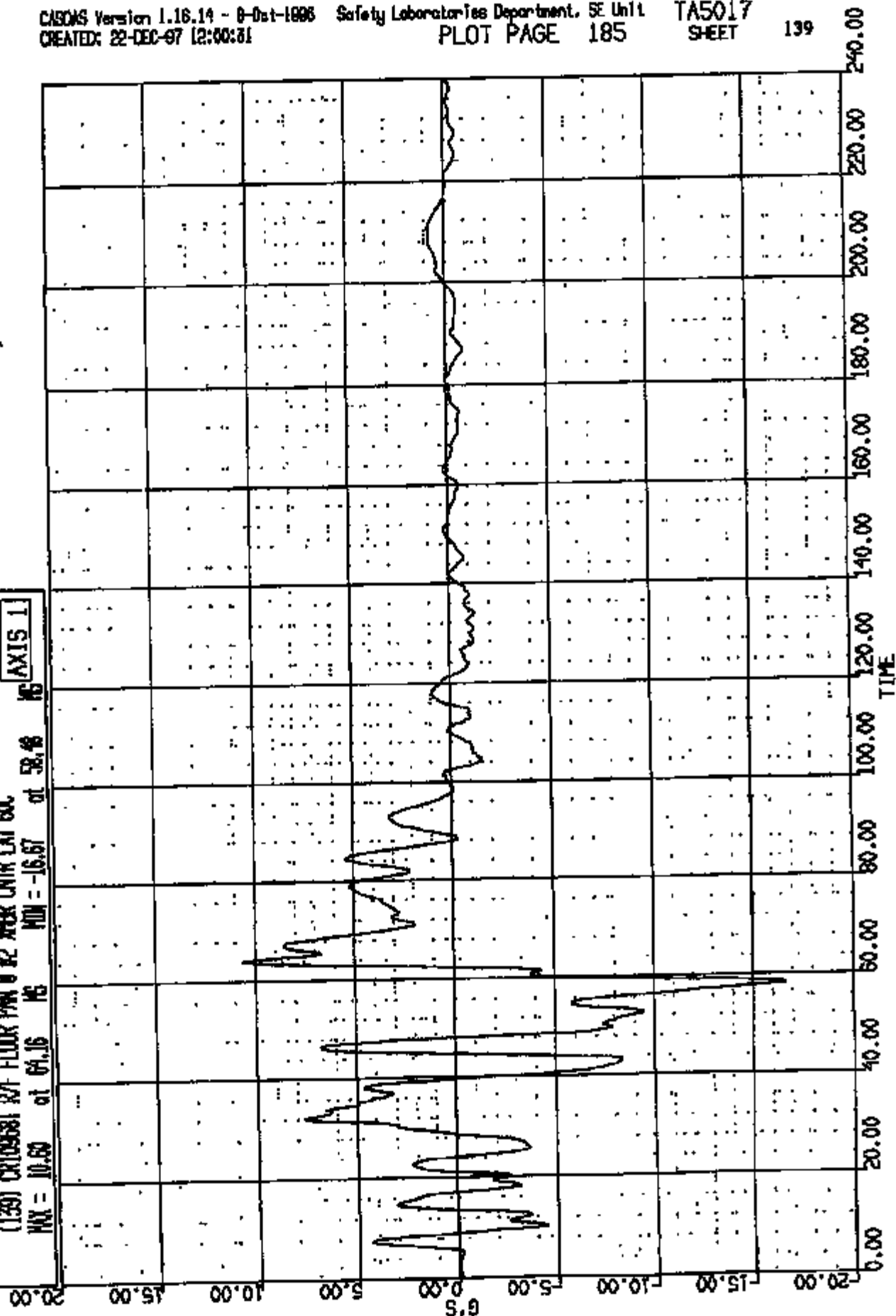
(138) CROSSST R/F FLOOR PAN @ 42 XHER CNTR VERT GAC
MAX = 27.05 at 10.98 MS MIN = -50.35 at 65.60 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 971222 10:17:18
2000 DN-101

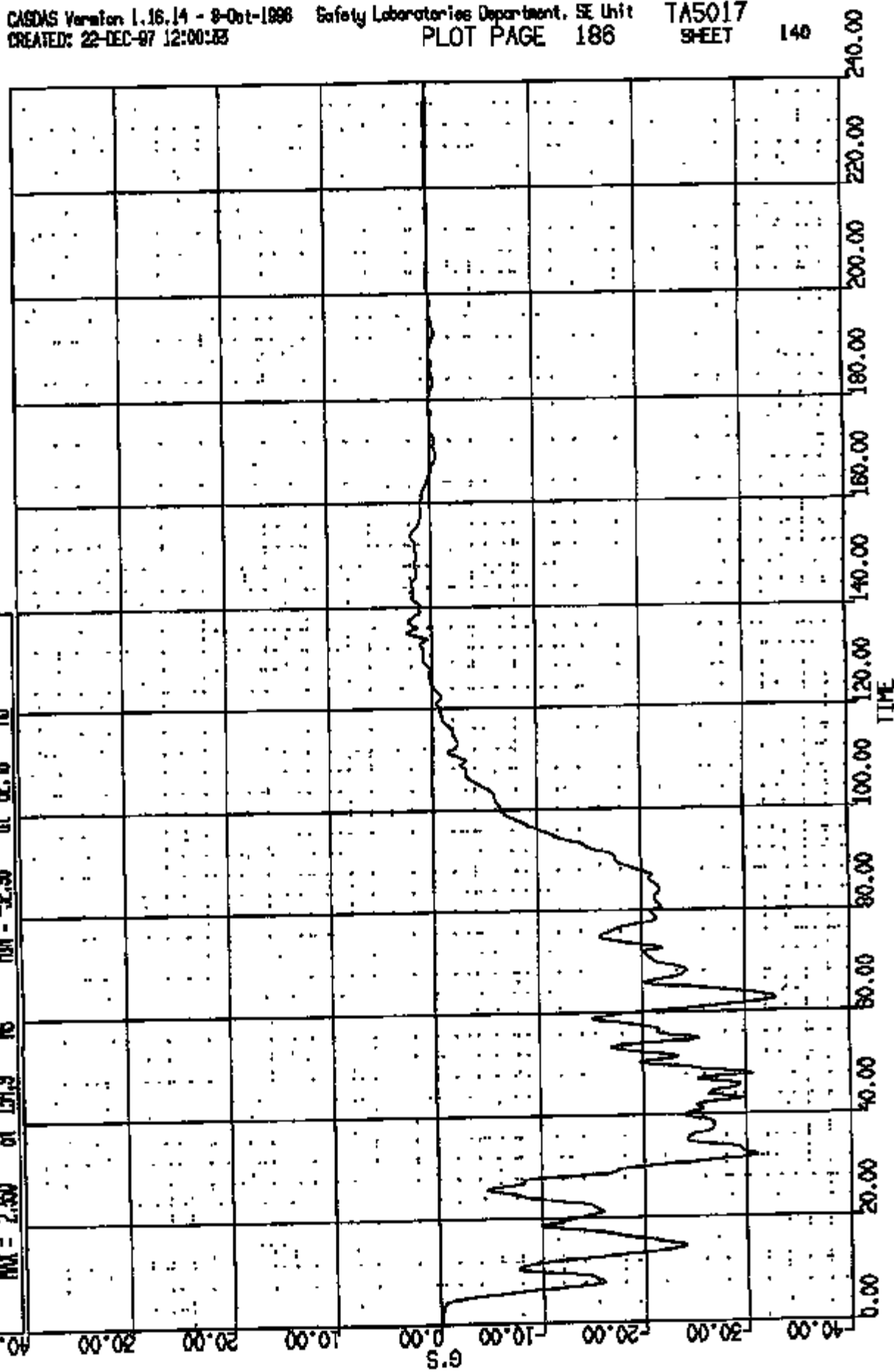
(130) CR10888 R/F FLOOR P/W 0 R2 WER CNTR LAT 60C
MAX = 10.50 at 04.16 MS
MIN = -16.57 at 58.46 MS

AXIS 1



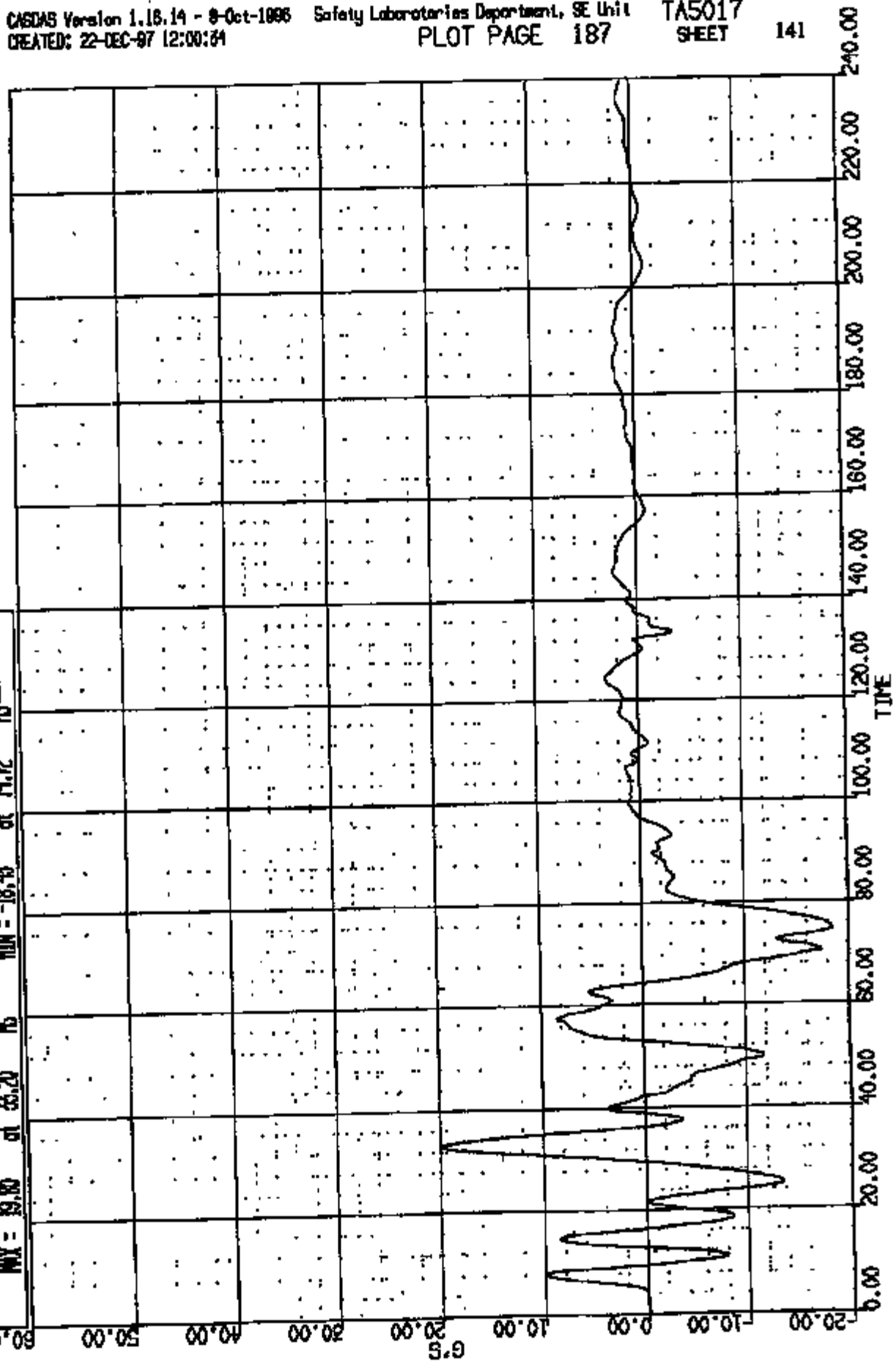
CR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(140) CRUSSEST R/B-PLR INSIDE @ ROR LONG SAC
MAX = 2.50 at 121.9 NS MIN = -2.36 at 82.8 NS
[AXIS 1]



CR R: 10966 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

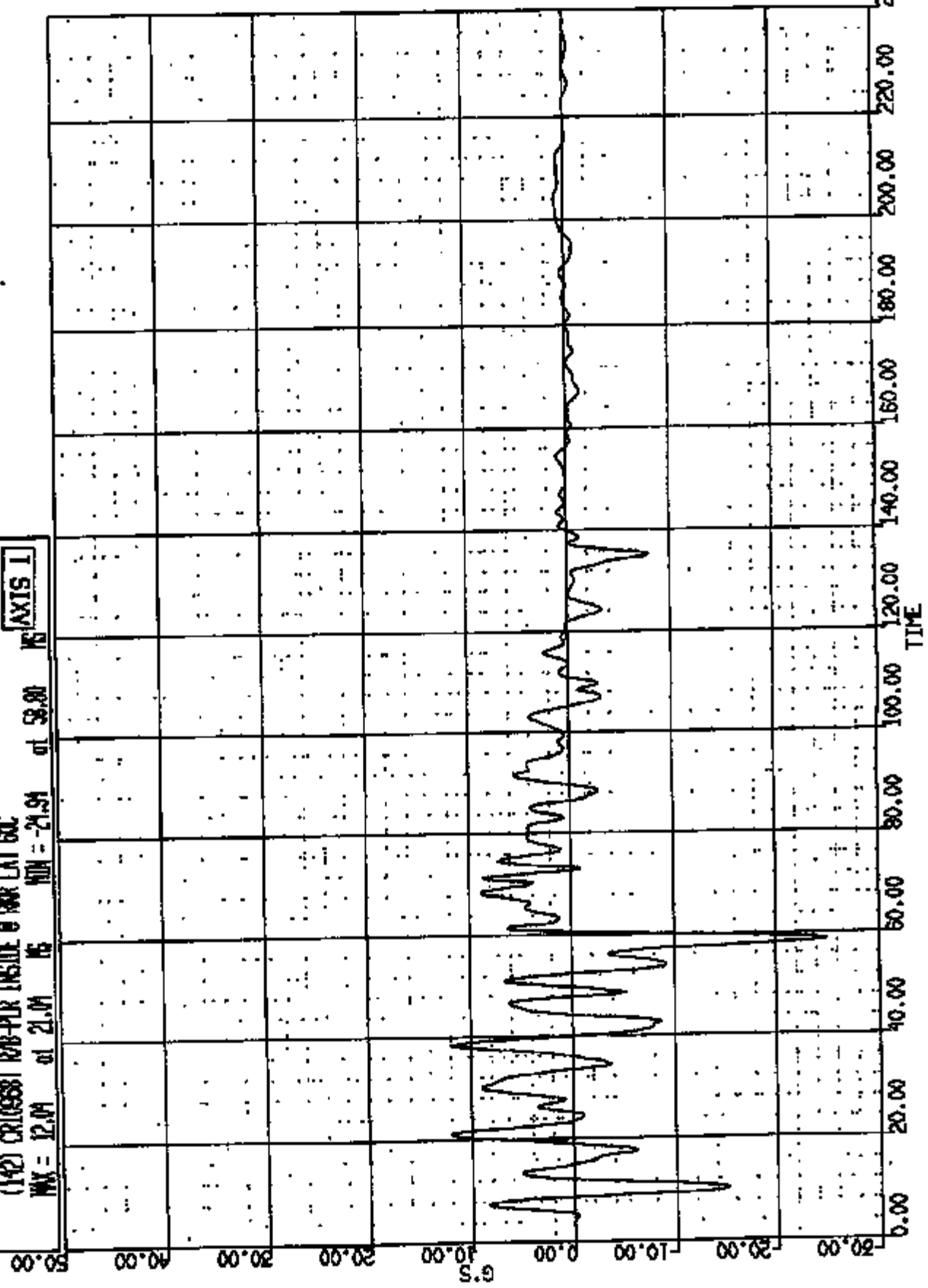
(141) CR10966 R/O-PLR INSIDE 0 RMP VERT 60C
MAX = 19.80 at 33.20 MS MIN = -18.48 at 71.72 MS
AXIS 1



CR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

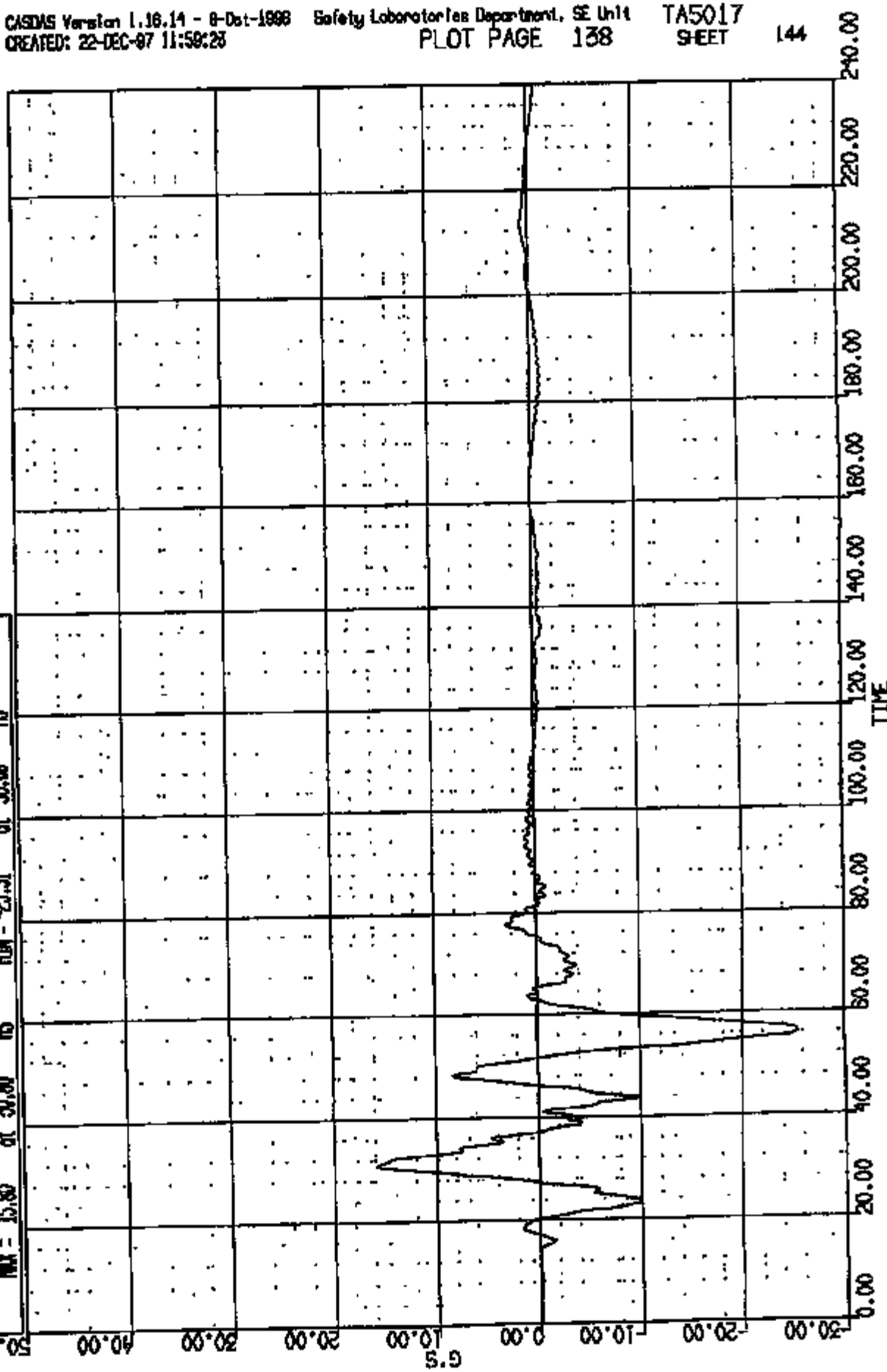
(142) CROSSBOW RIB-PIR INSIDE @ NW LAT 60C
MAX = 12.04 at 21.04 MIN = -21.91 at 58.80

AXIS 1



CR R: 10968 TO: TA5017 DATE: 971222 10:47:19
2000 DN-101

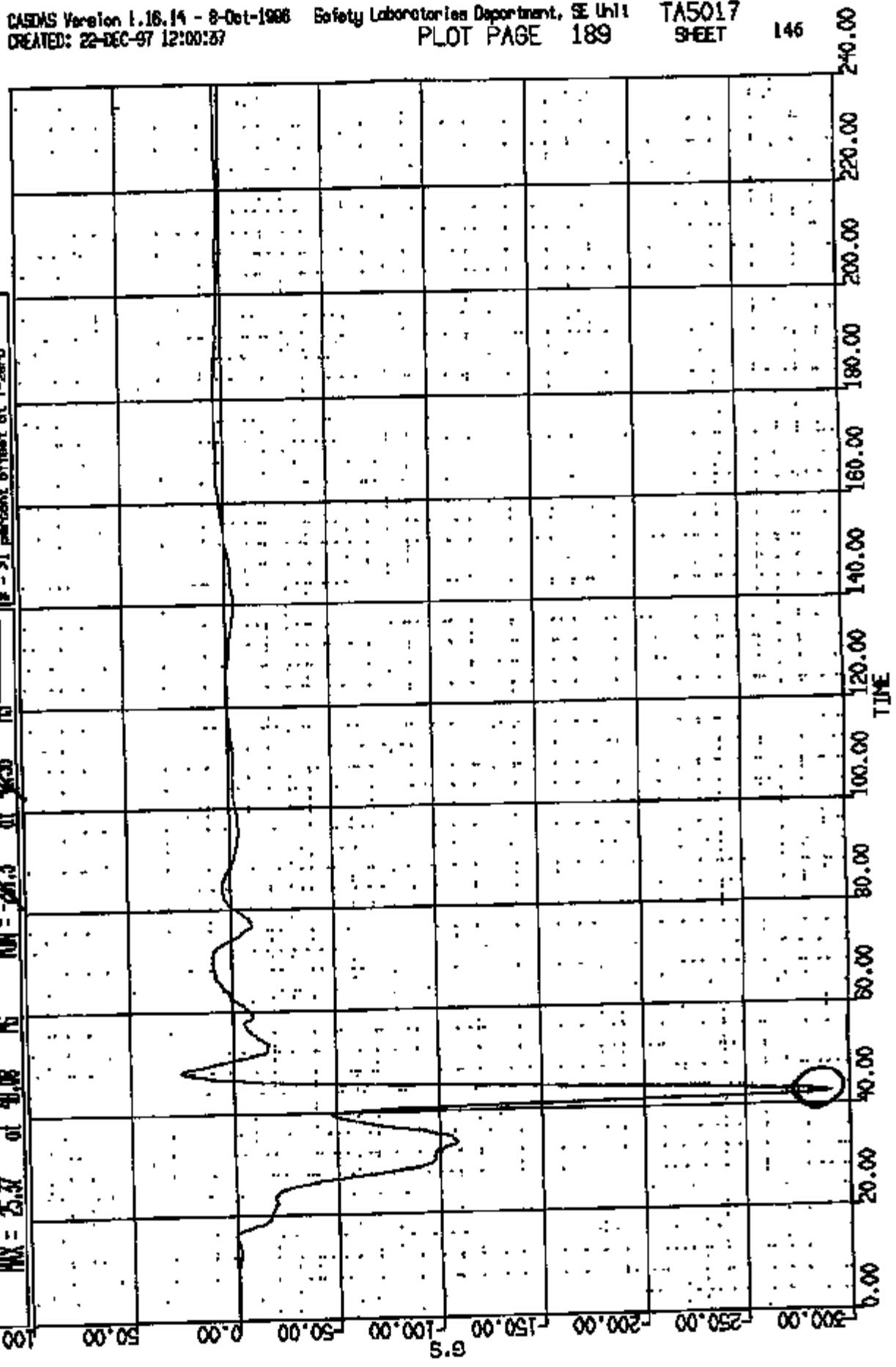
(92) CRUISE81 ENGINE TRANS TOP VERT GAC
MAX = 15.80 at 37.80 MS MIN = -25.51 at 56.08 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

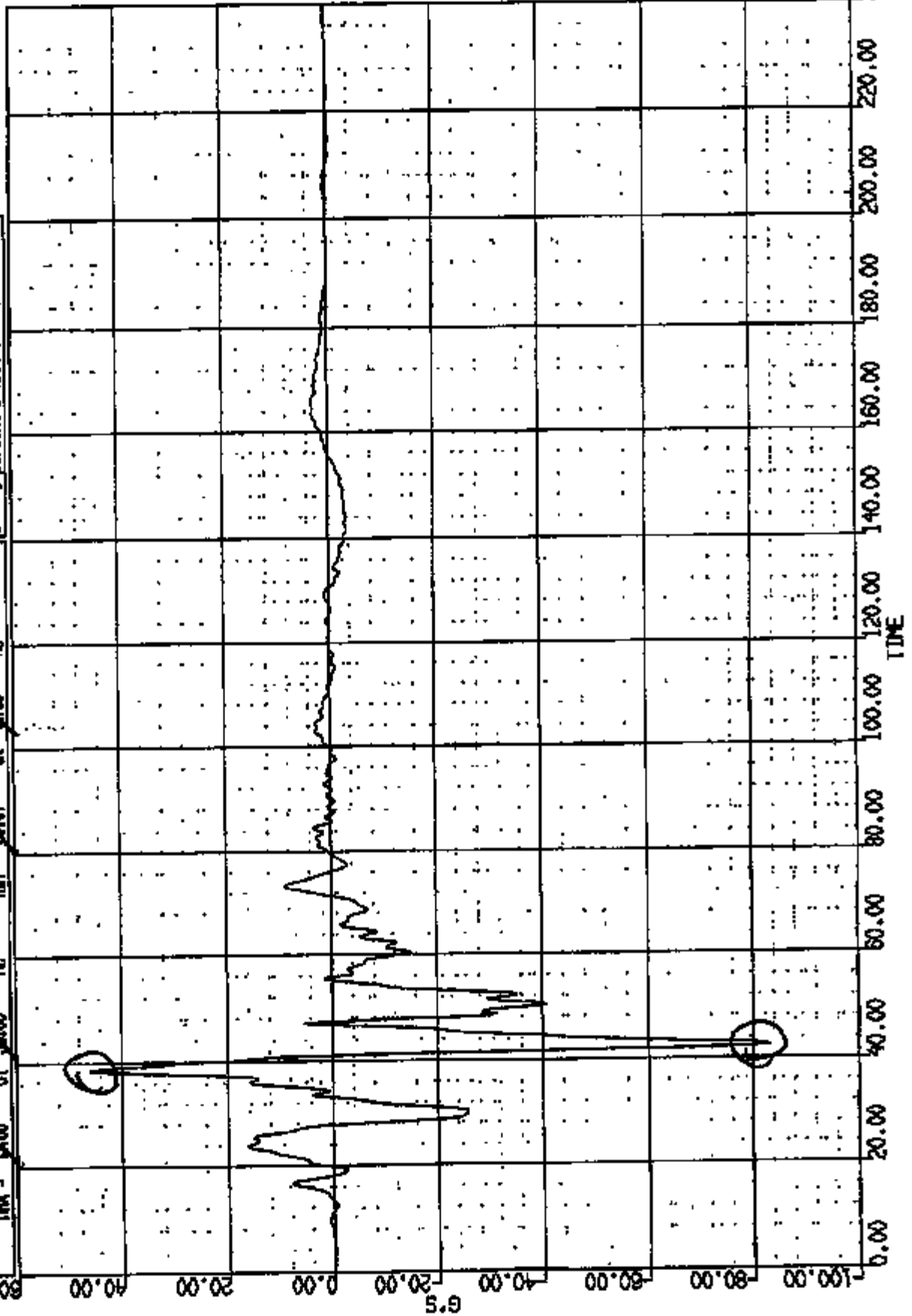
ANOMALY KEY:
e - Microboard data exceeded full scale
- > 1 percent offset at T-zero

* (143) CRUISEST ENGINE TRANS BOTTOM LONG 60C
MAX = 25.37 at 40.08 MS MIN = -221.3 at 92.55 MS
AXIS 1



CR R: 10968 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

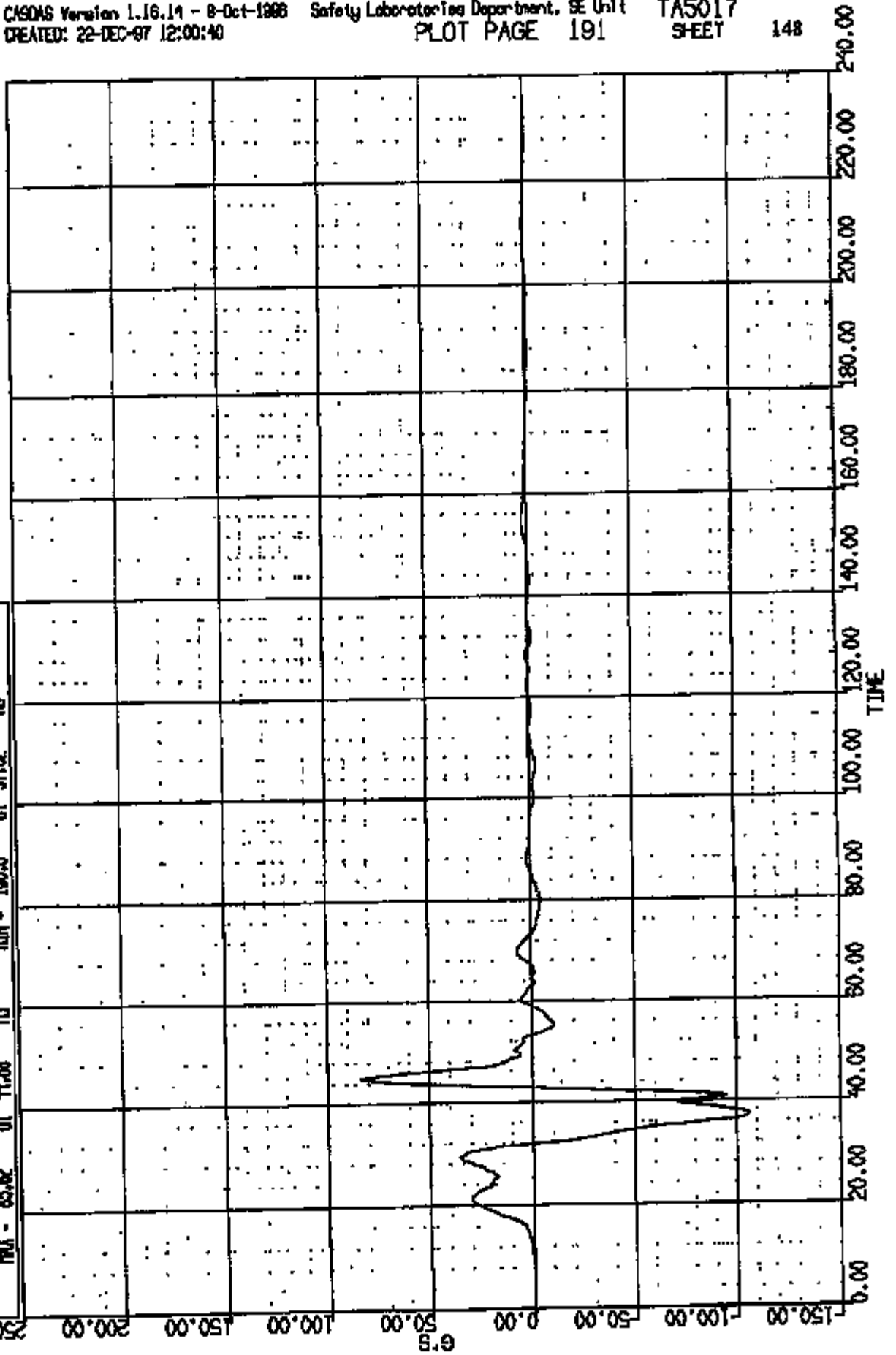
* (144) CR10968 ENGINE TRIMS BOTTOM NEXT 60C
MAX = 54.6 of 302.5 MS MIN = 58.07
AXIS 1
ANOMLY KEY:
* - Microboard data exceeded full scale
- >| percent offset at 1-zero



CR R: 10968 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

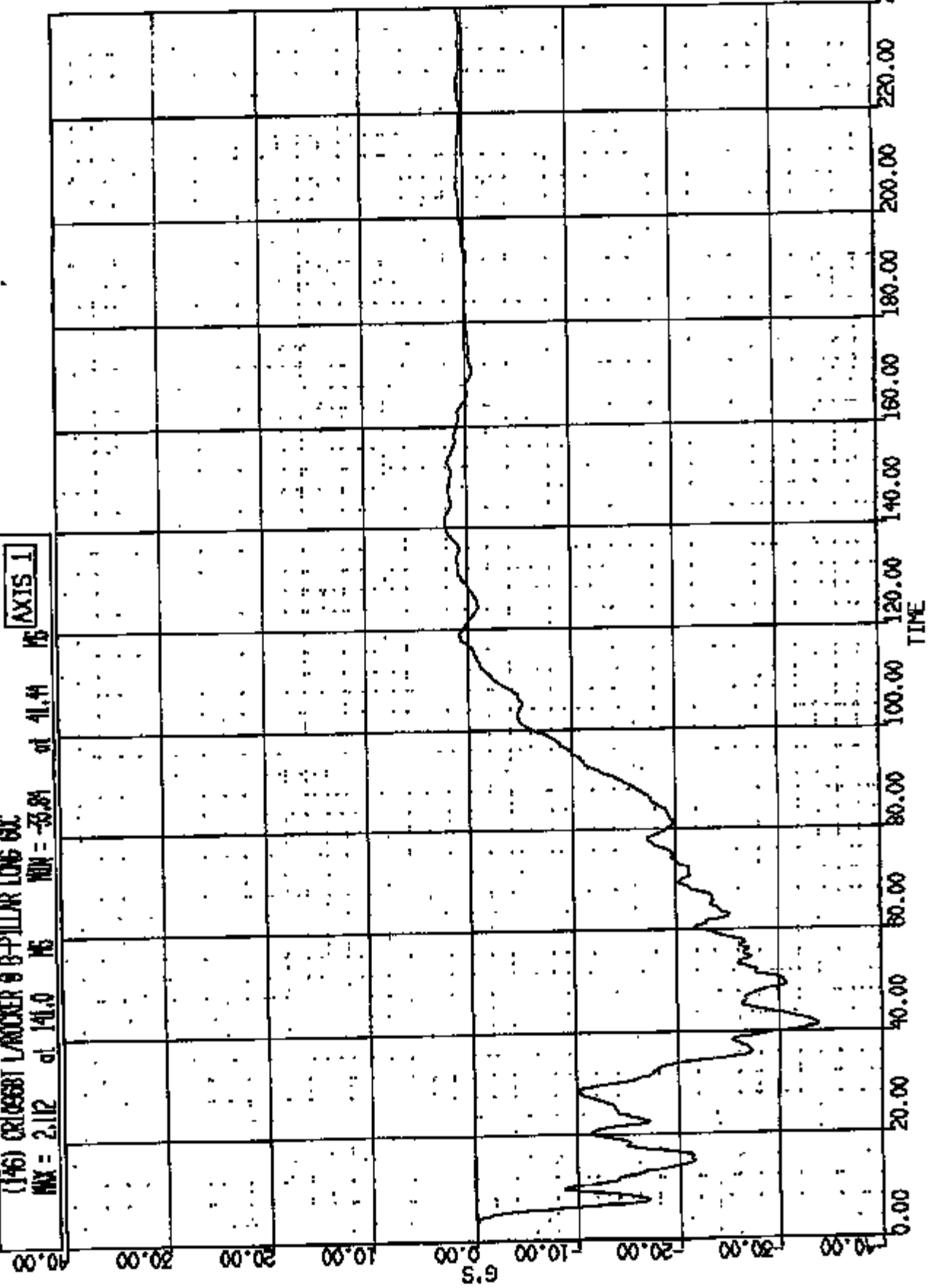
(145) CR10968T ENGINE TRIMS BOTTOM LAT SOC
MAX = 83.62 at 44.88 MS MIN = -106.6 at 37.52 MS

AXIS 1



CR R: 10668 TO: TAB017 DATE: 871228 10:47:18
2000 DN-101

(146) CRUSSETT LAUNCHER 8 B-PILLAR LONG 60C
MAX = 2.112 at 141.0 MS MIN = -33.891 at 41.44 MS
AXIS 1

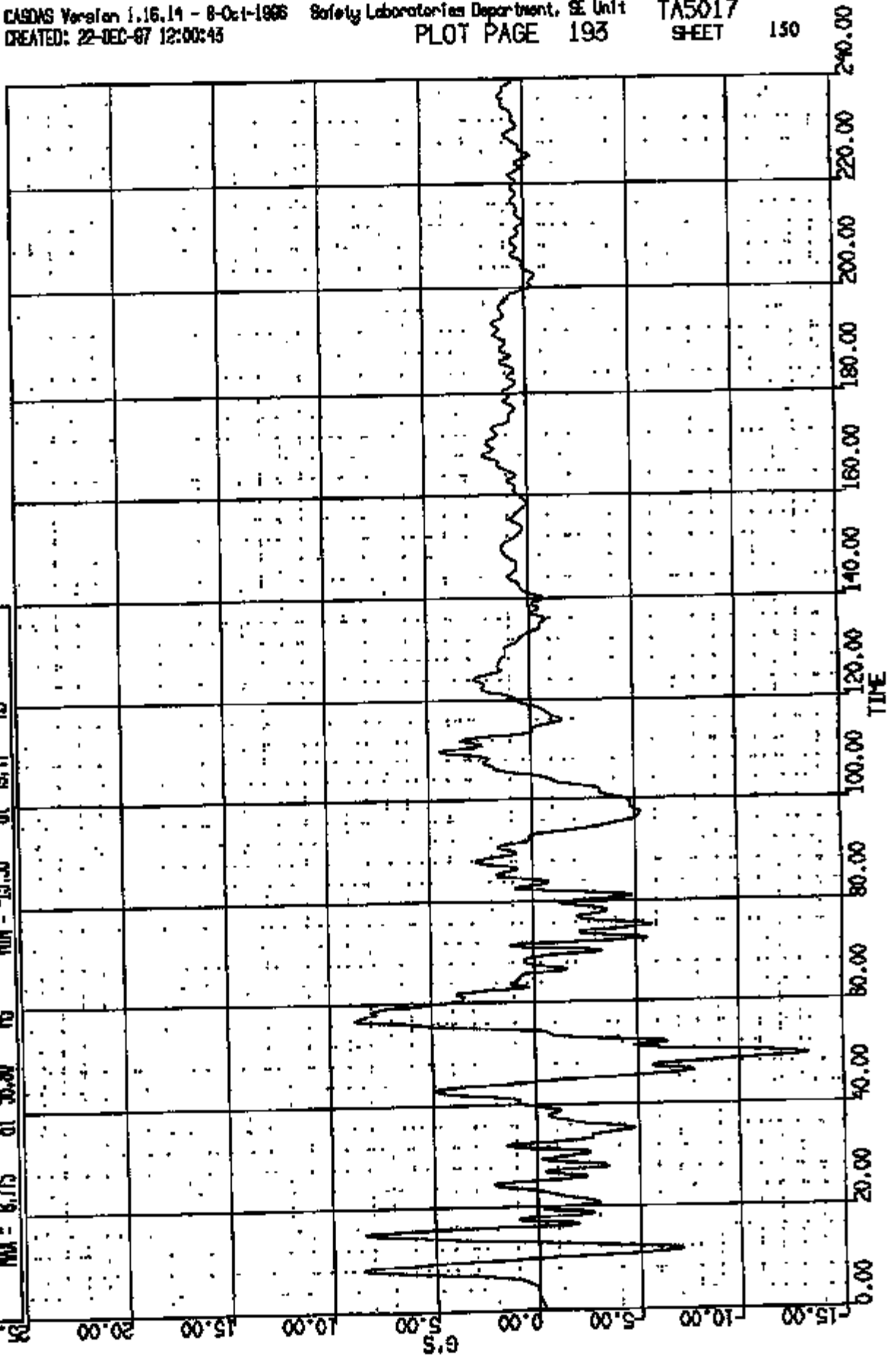


CR R: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(147) CROSSBART LADDER @ 8-PILLAR VERT 60C

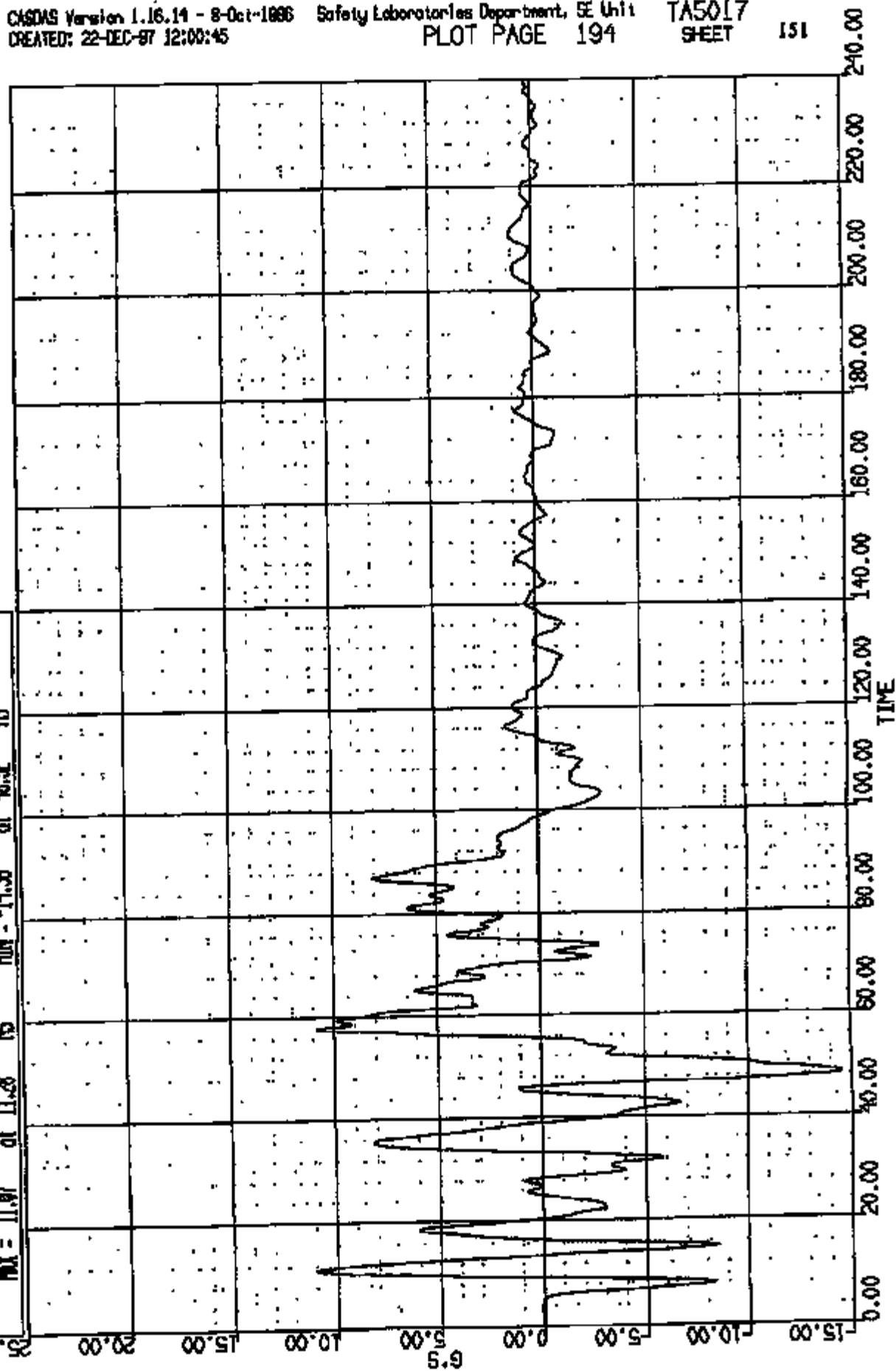
MAX = 8.75 at 55.90 MS MIN = -13.36 at 49.41 MS

AXIS 1



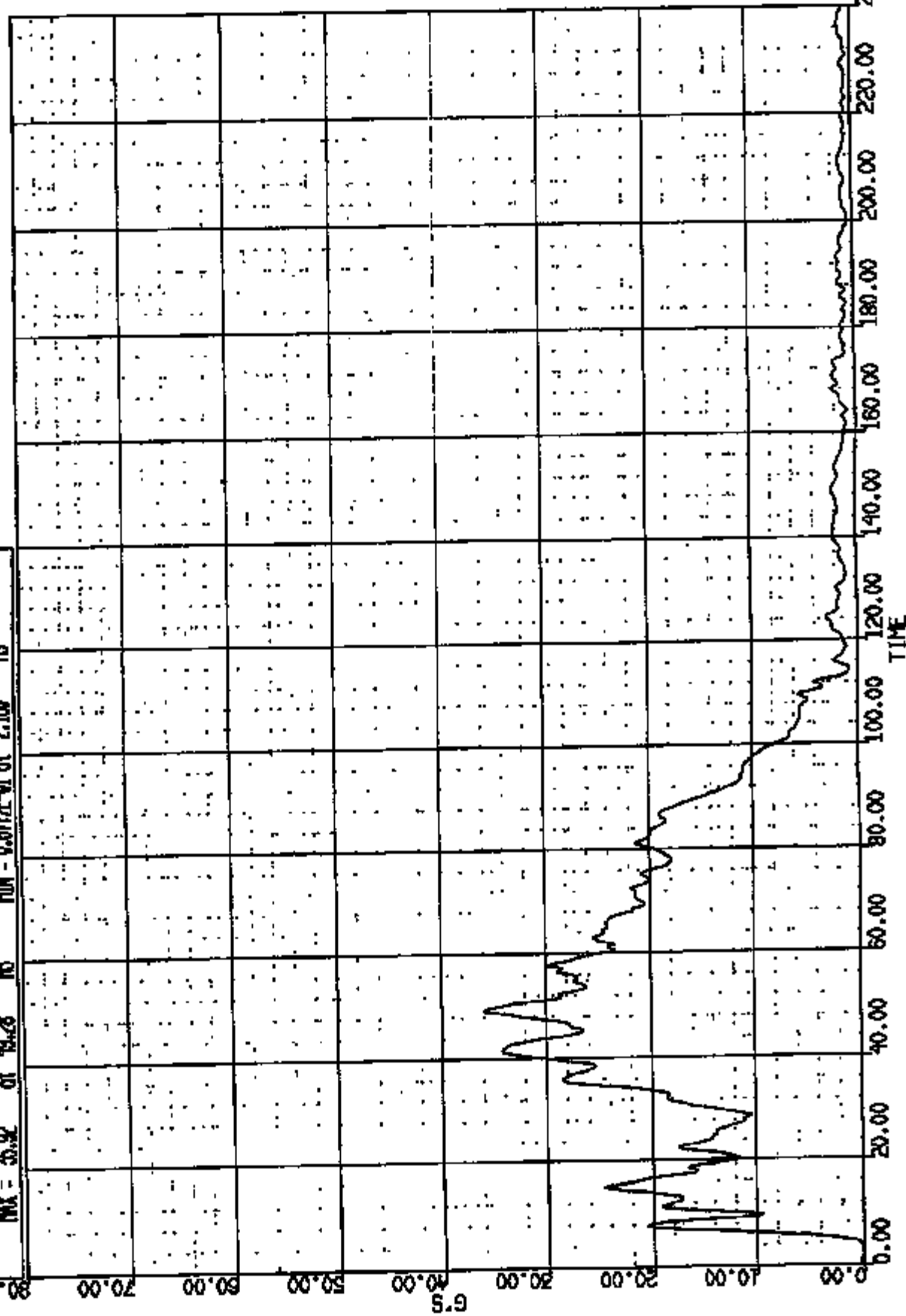
CR #: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(148) CROSSBOW LAUNCHER @ B-PILLAR LAT 60C
MAX = 11.97 at 11.28 MS MIN = -14.56 at 48.32 MS
AXIS 1



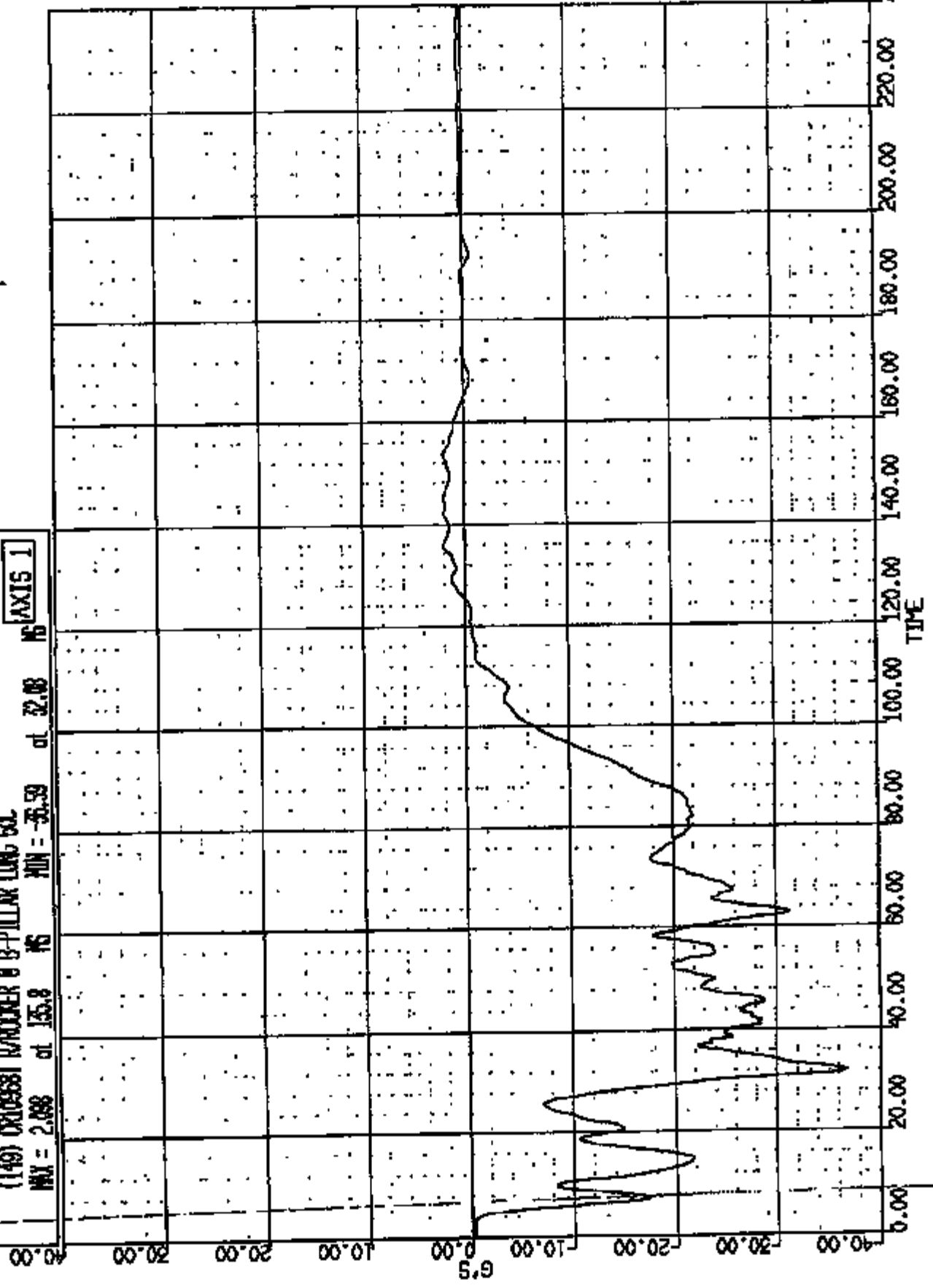
CR R: 10888 TO: TAS017 DATE: 871222 10:47:16
8000 DN-101

(10015) CR10888 LADDER @ 8-PILLAR RES 60C
MAX = 35.92 at 19.28 MS MIN = 0.5772E-01 at 2.169 MS
AXIS 1



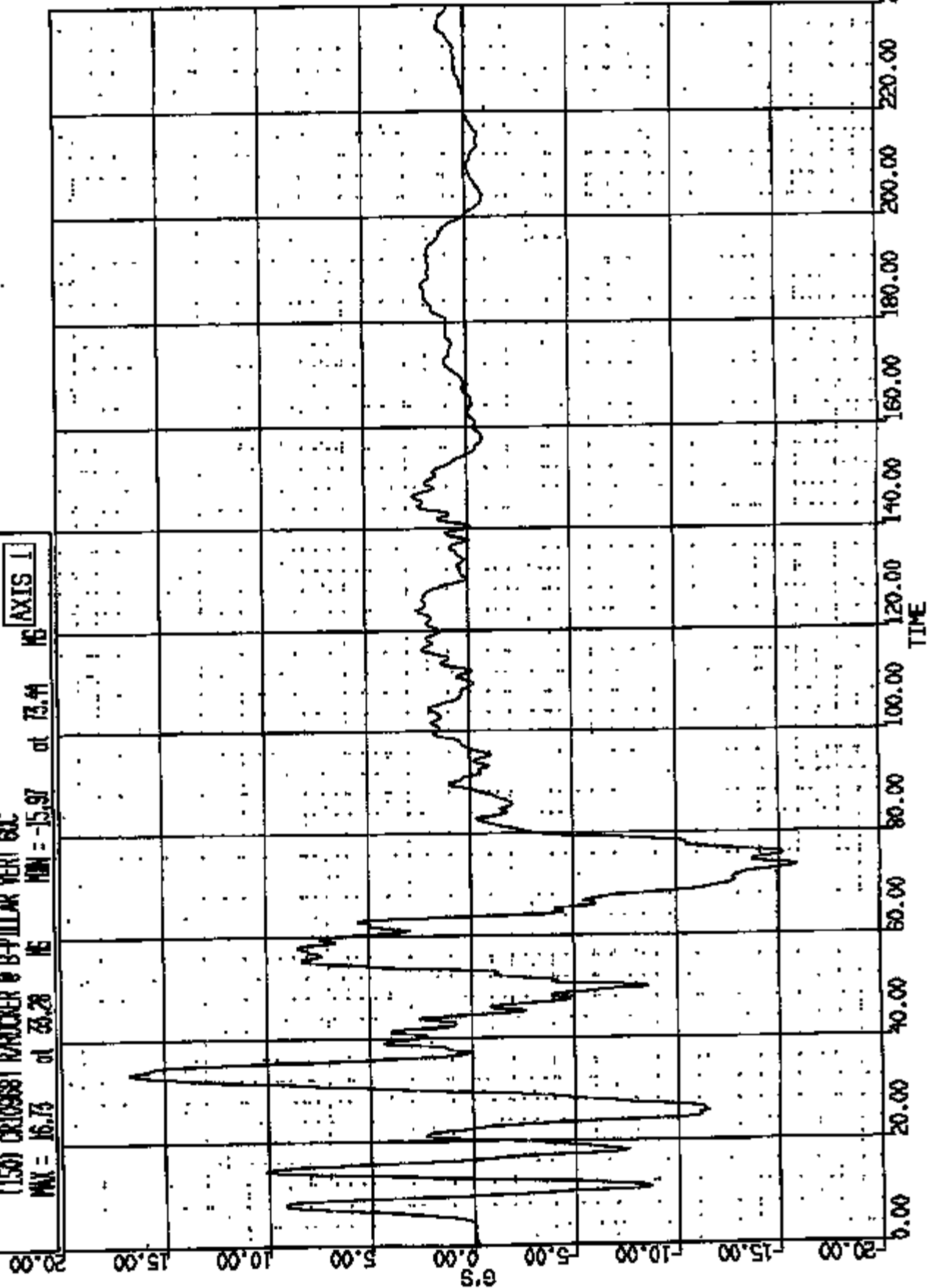
CR R: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(149) OR10581 R/ROUNDER 8 B-PILLAR LONG GSC
MAX = 2.088 at 15.8 MS MIN = -36.59 at 32.08 MS [AXIS 1]



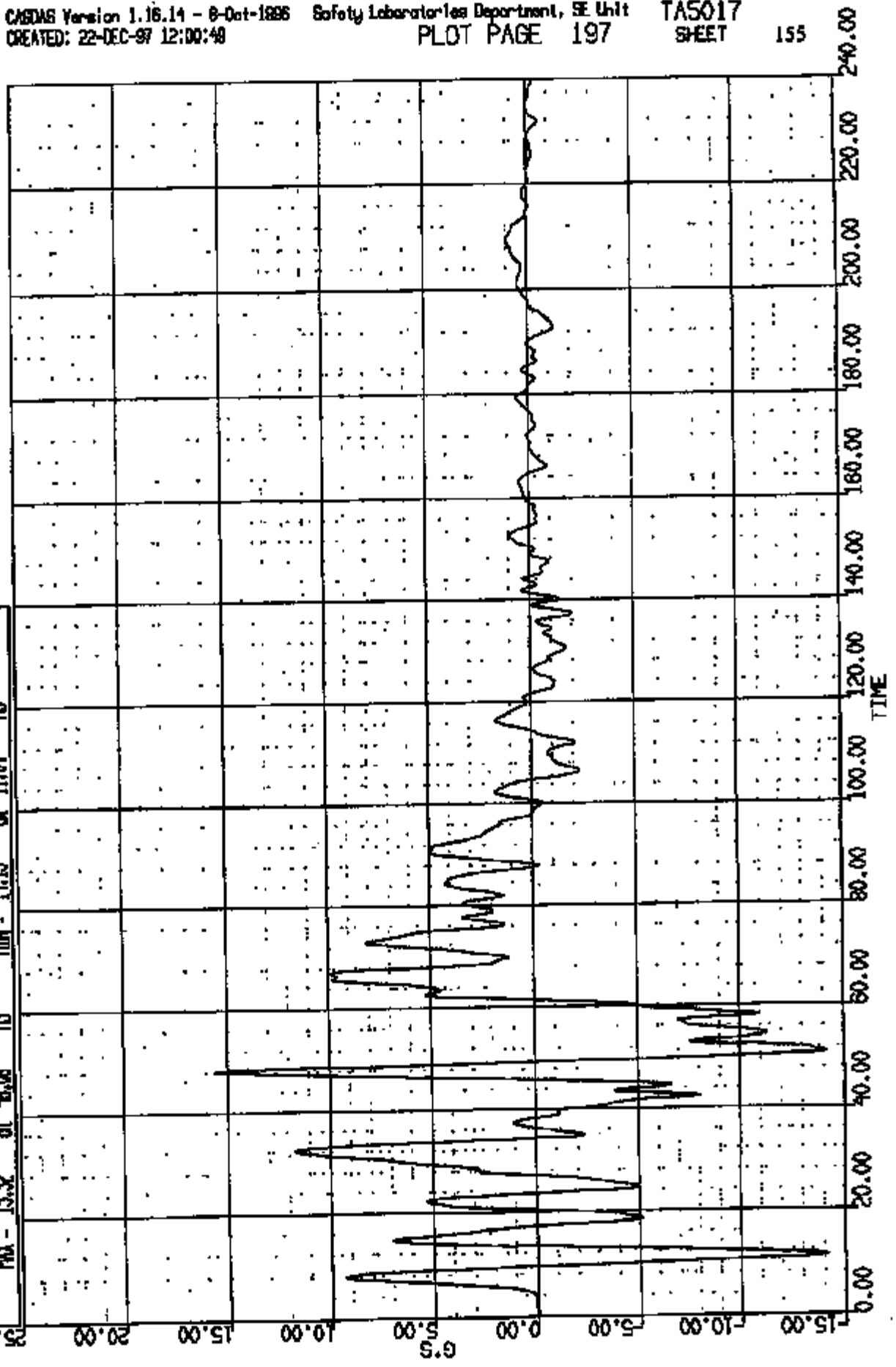
CR R: 10888 TO: TAS017 DATE: 871222 10:47:18
2000 DN-101

(150) CROSSST BRUCKER @ B-PILLAR VERT GC
MAX = 16.73 at 23.28 MS MIN = -15.97 at 73.44 MS
AXIS 1



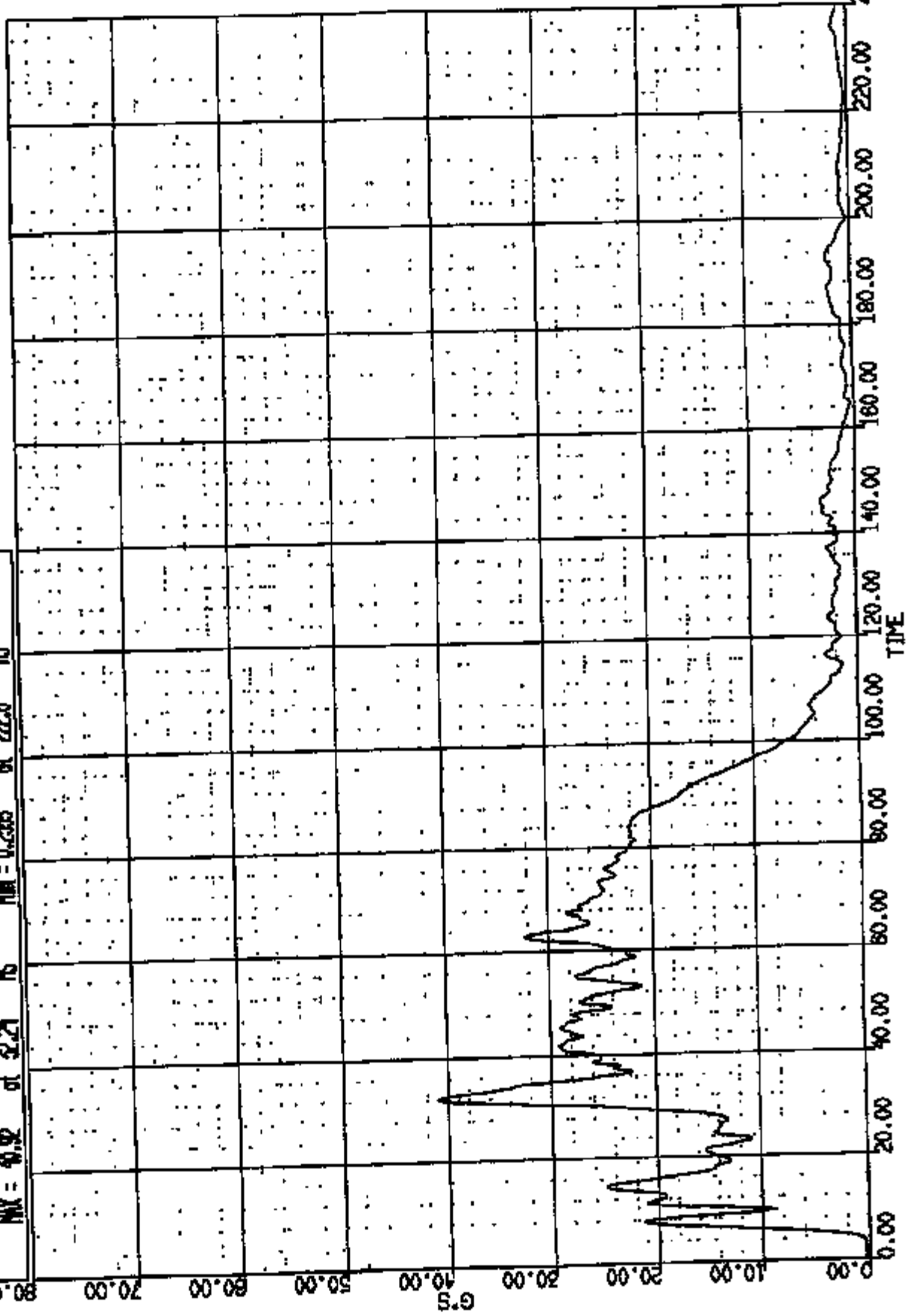
CR R1 10888 TO: TAS017 DATE: 971222 10:47:18
2000 DN-101

(151) CR109687 RATCHER @ 8-PILLAR LAT GOC
MAX = 15.52 at 48.08 MG MIN = -11.15 at 11.01 MG
AXIS J



SR R: 10688 TO: TAS017 DATE: 871222 10:47:16
2000 DN-101

(10016) CR106881 R/W/CKER 0 8-PILLAR RES GOC
MAX = 40.92 at 32.24 MS MIN = 0.2583 at 222.6 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871228 10:47:18
2000 DN-101

(82) CR16681 STEERING COLUMN LOAD FX 60XC

MAX = 182.7 at 71.80 MS MIN = -485.5 at 85.35 MS

AXIS 1

200.00

200.00

100.00

0.00

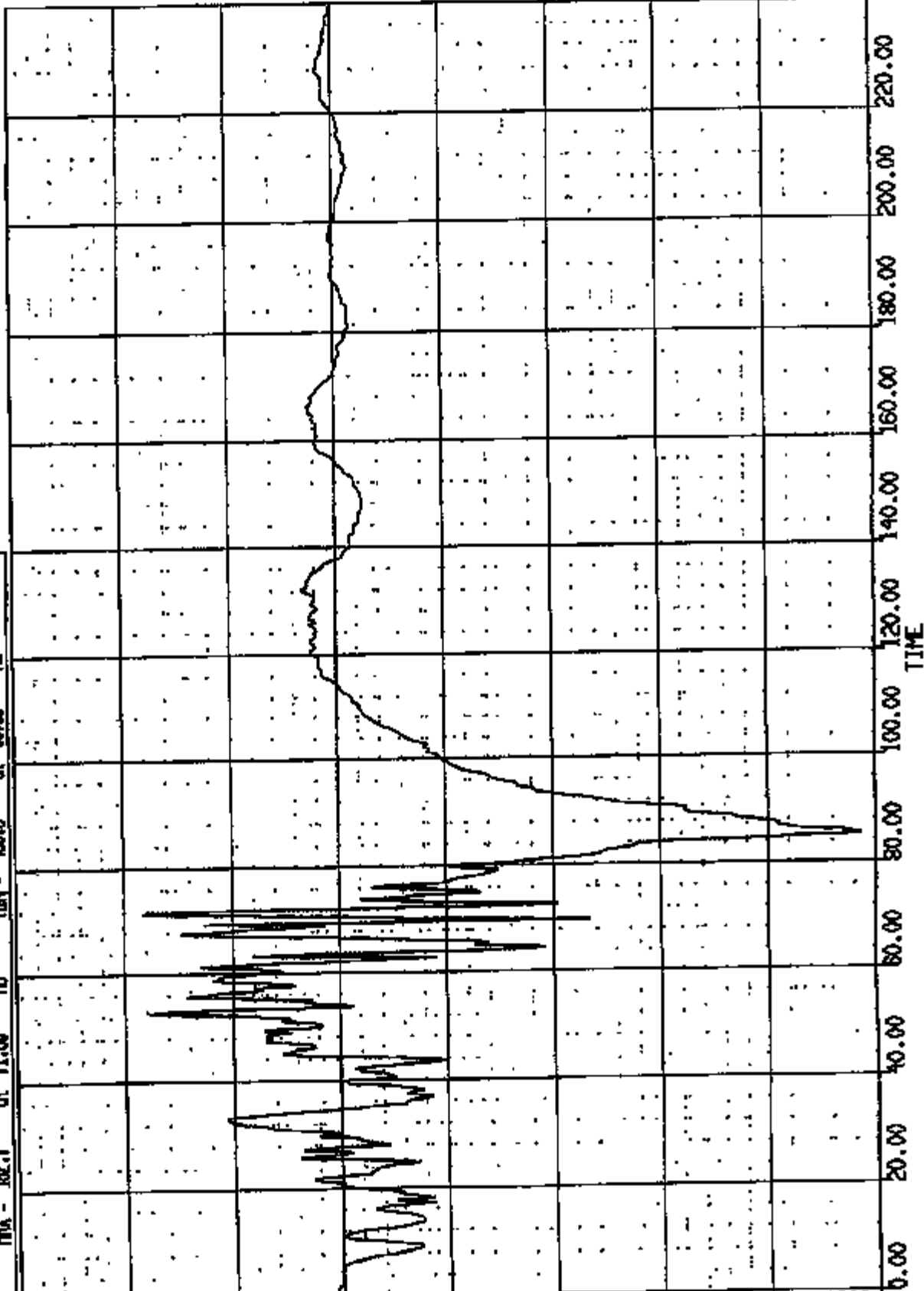
100.00

200.00

400.00

500.00

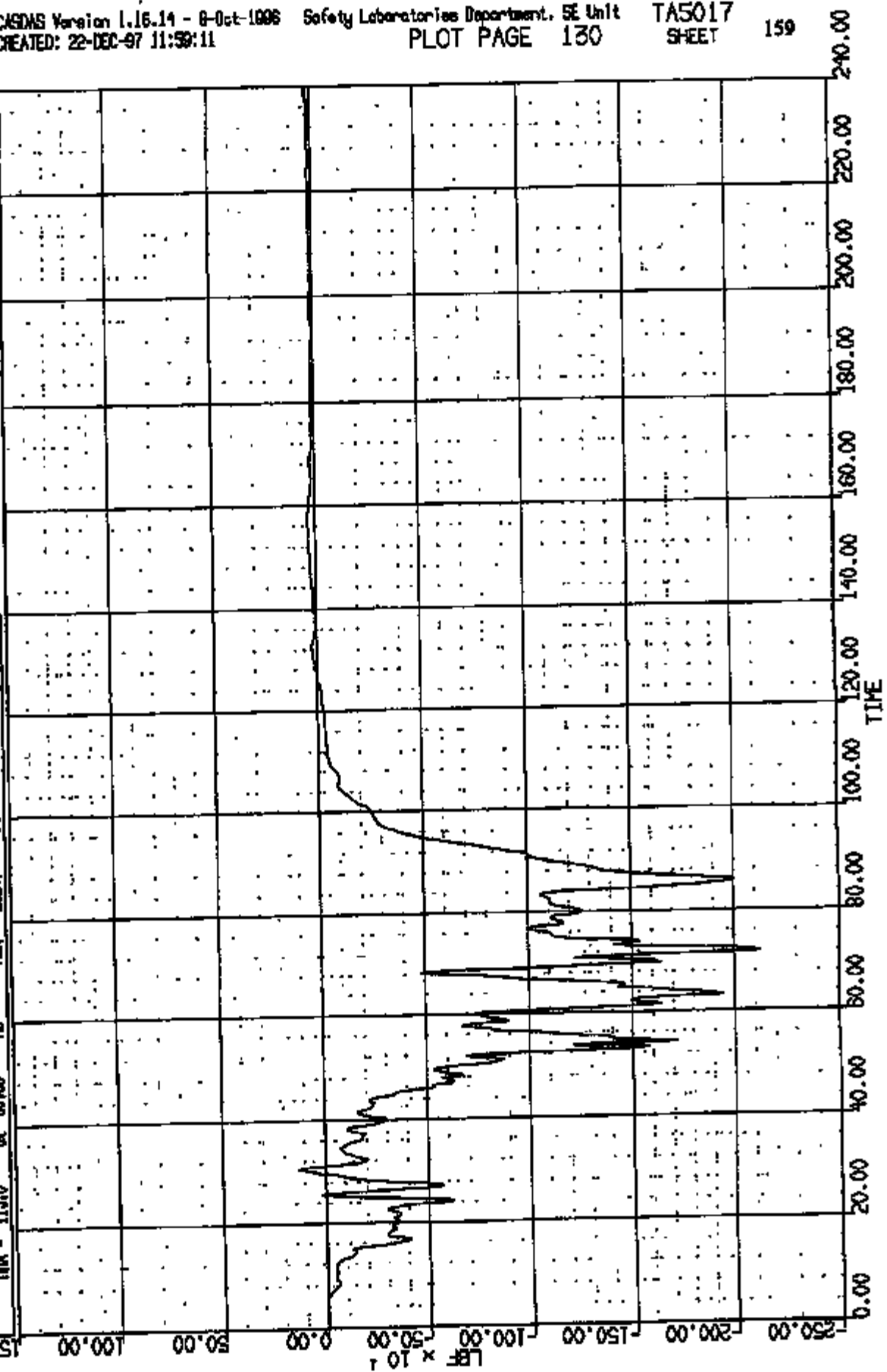
LF



CR R: 10968 TO: TAB017 DATE: 971222 10:47:18
2000 DN-101

(84) CROSSST STEERING COLUMN LOAD FZ 880C
MAX = 119.6 at 30.56 MS MIN = -2.24 at 71.92 MS
[AXIS 1]

150.00



CR R: 10988 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

(85) CRUSSETT STERLING COLUMN LOAD IN GAGE
MIN = 1818, at 56.08 MS MAX = 1282, at 78.32 MS

AXIS 1

250.00

200.00

150.00

100.00

50.00

0.00

-50.00

-100.00

-150.00

240.00

220.00

200.00

180.00

160.00

140.00

120.00

100.00

80.00

60.00

40.00

20.00

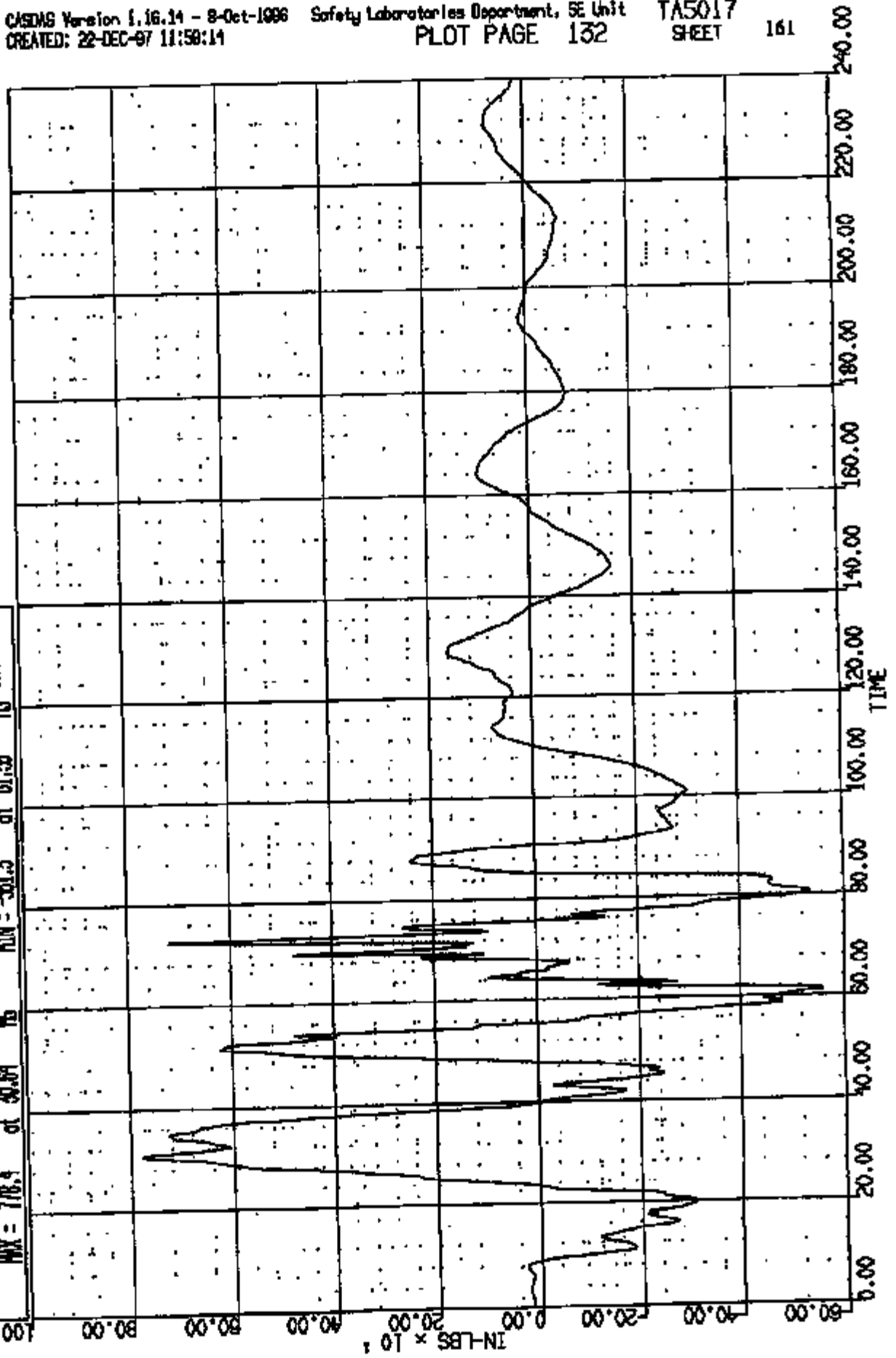
0.00

TIME

IN-LBS x 10¹

CR R: 10988 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

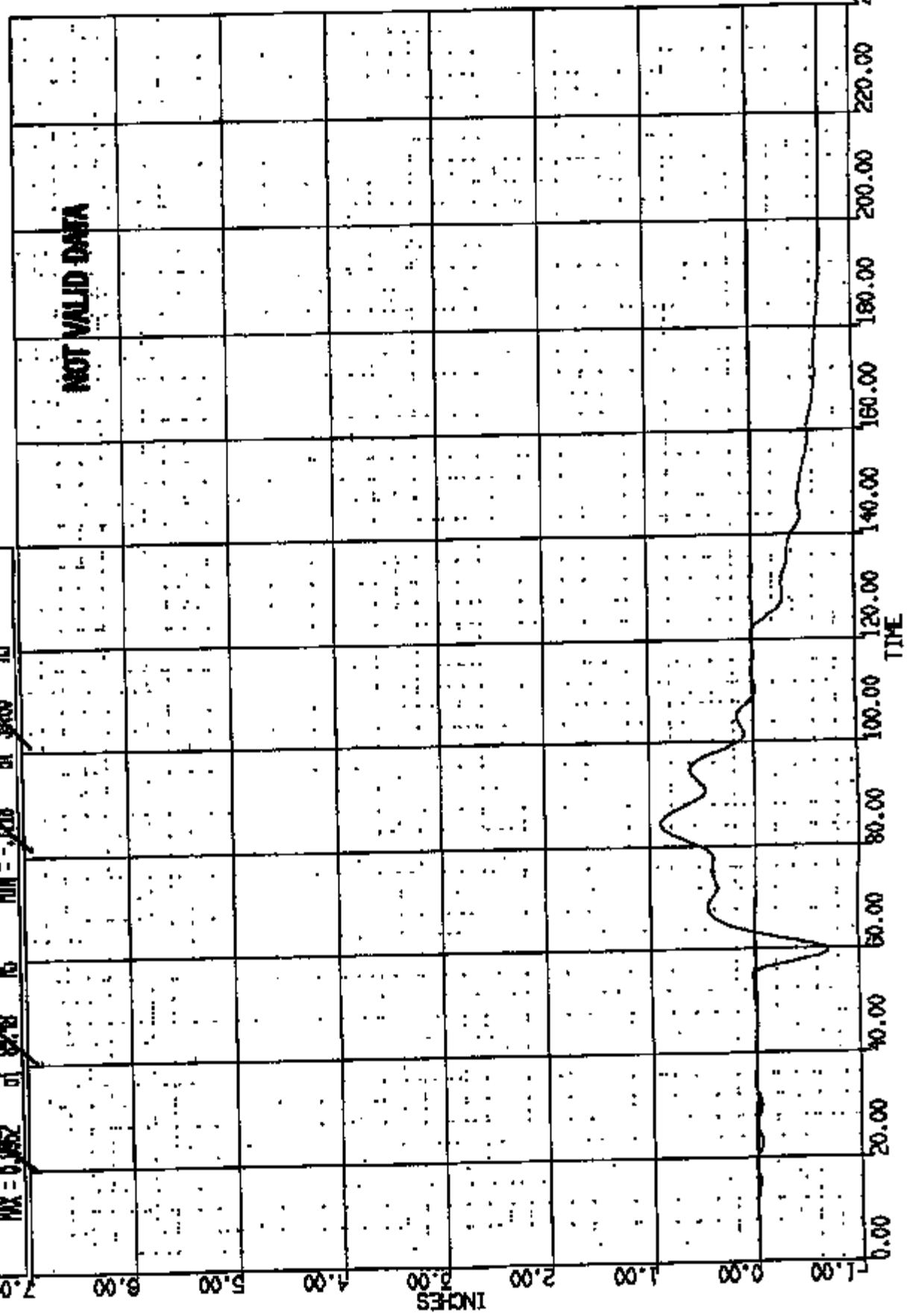
(86) CR10988T STEERING COLUMN LOAD NY 600C
MAX = 778.4 at 30.64 MS MIN = -581.3 at 61.23 MS
AXIS 1



CR R: 10968 TO: TA5017 DATE: 971222 10147:10
2000 DN-101

(87) CRUN981 SIG COLUMN TR INST PAL DISP S SOC
MAX = 0.9852 of 8248 MS MIN = -7408 of 5940 MS

AXIS 1



GR R: 10888 TO: TA5017 DATE: 871222 10:47:10
2000 DN-101

(65) CRU06881 ALTERNATE I-ZERO SM 4000C
MIN = 0.5570 at -7635E-05 NS
MAX = 0.5570 at -7635E-05 NS

AXIS 1

NS

at 27.0

NS

NS

NS

NS

NS

NS

NS

NS

NS

NS

NS

NS

NS

NS

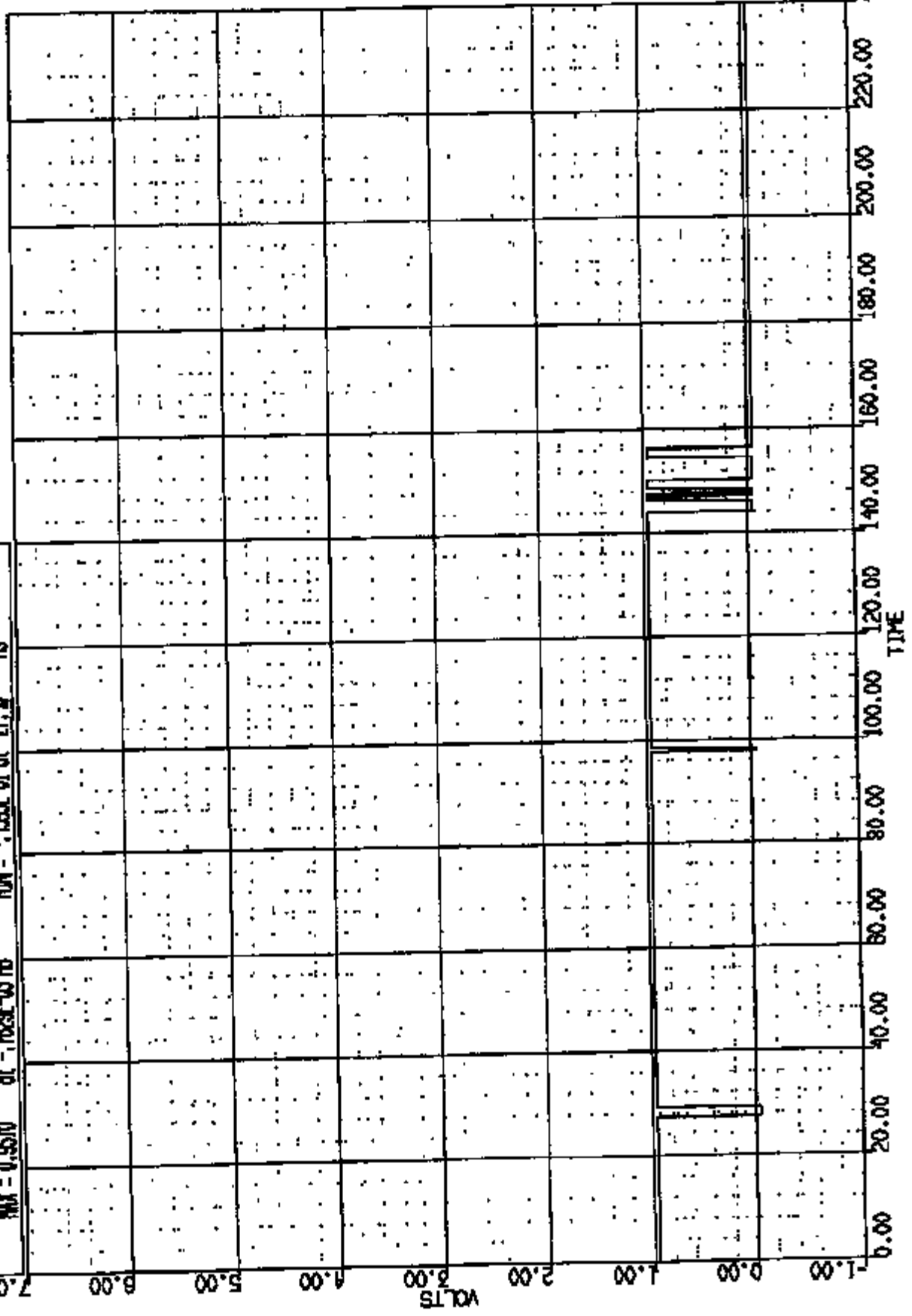
NS

NS

NS

NS

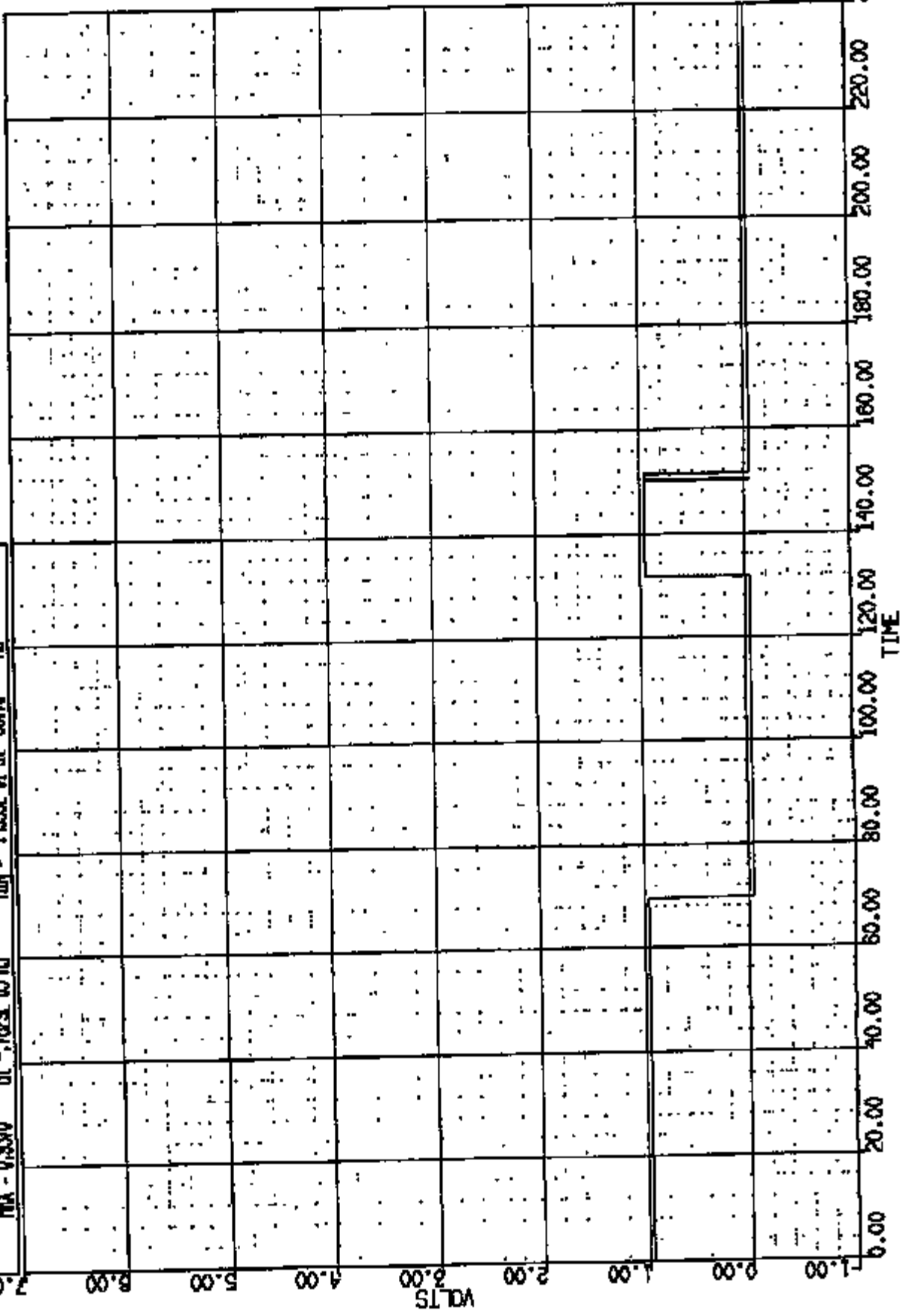
NS



CR N: 10986 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(66) CR100881 TILT MECH. BREAKAWAY SN 4000C
MAX = 0.9570 at -.782E-05 MS MIN = -.439E-01 at 69.70 MS

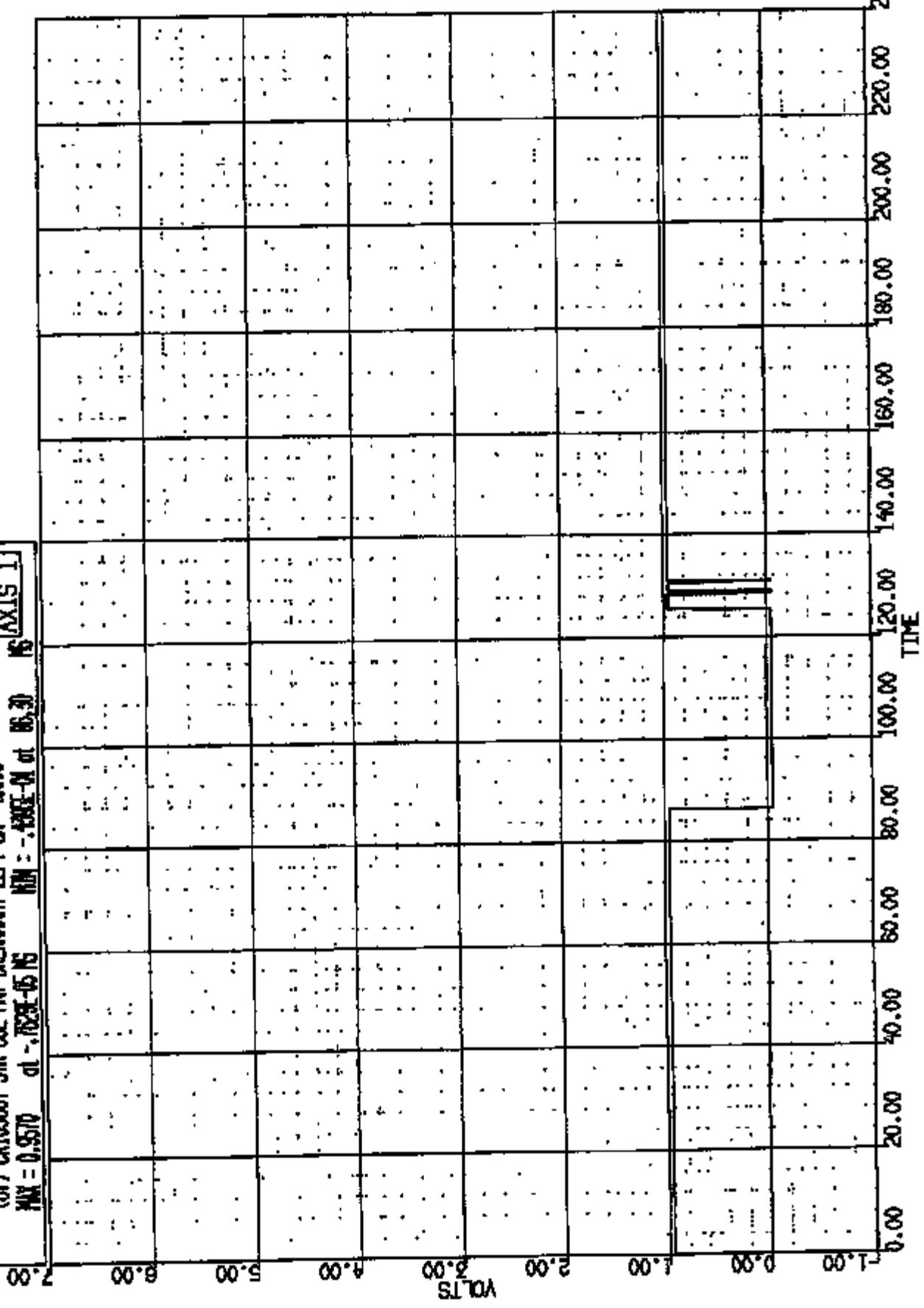
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871228 10:47:16
E000 DN-101

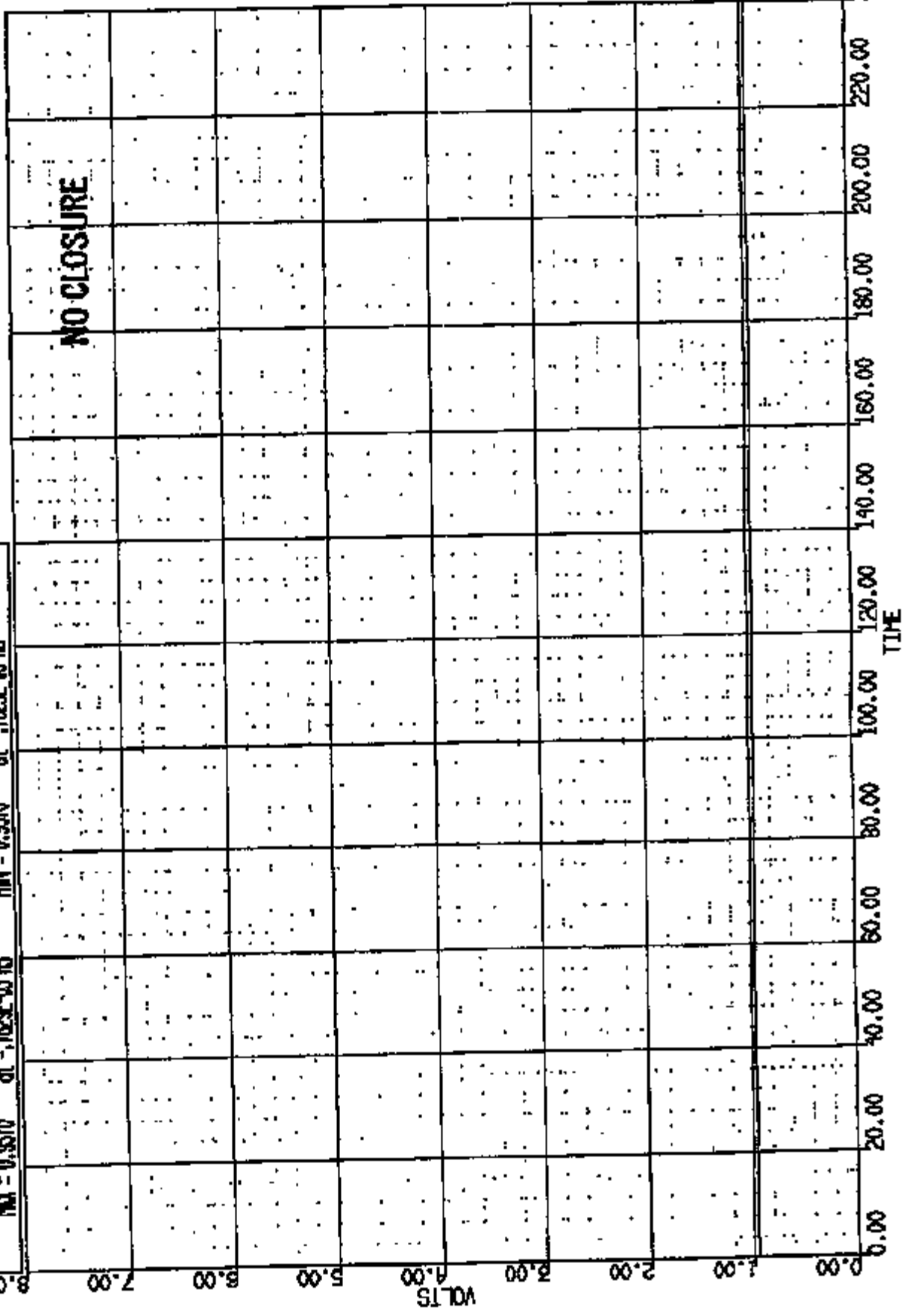
(67) CR10988T STR COL INT BREAKAWAY LEFT SW 400VC
MAX = 0.9570 dl - 7828-45 NS MIN = -1.343E-04 at 86.30 NS

AXIS 1



DR R: 10968 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(68) CR109681 STR COL INT BREAKAWAY RIGHT SA 4000
MAX = 0.9570 at -7629-45 NS MIN = 0.9570 at -7629-45 NS
AXIS 1



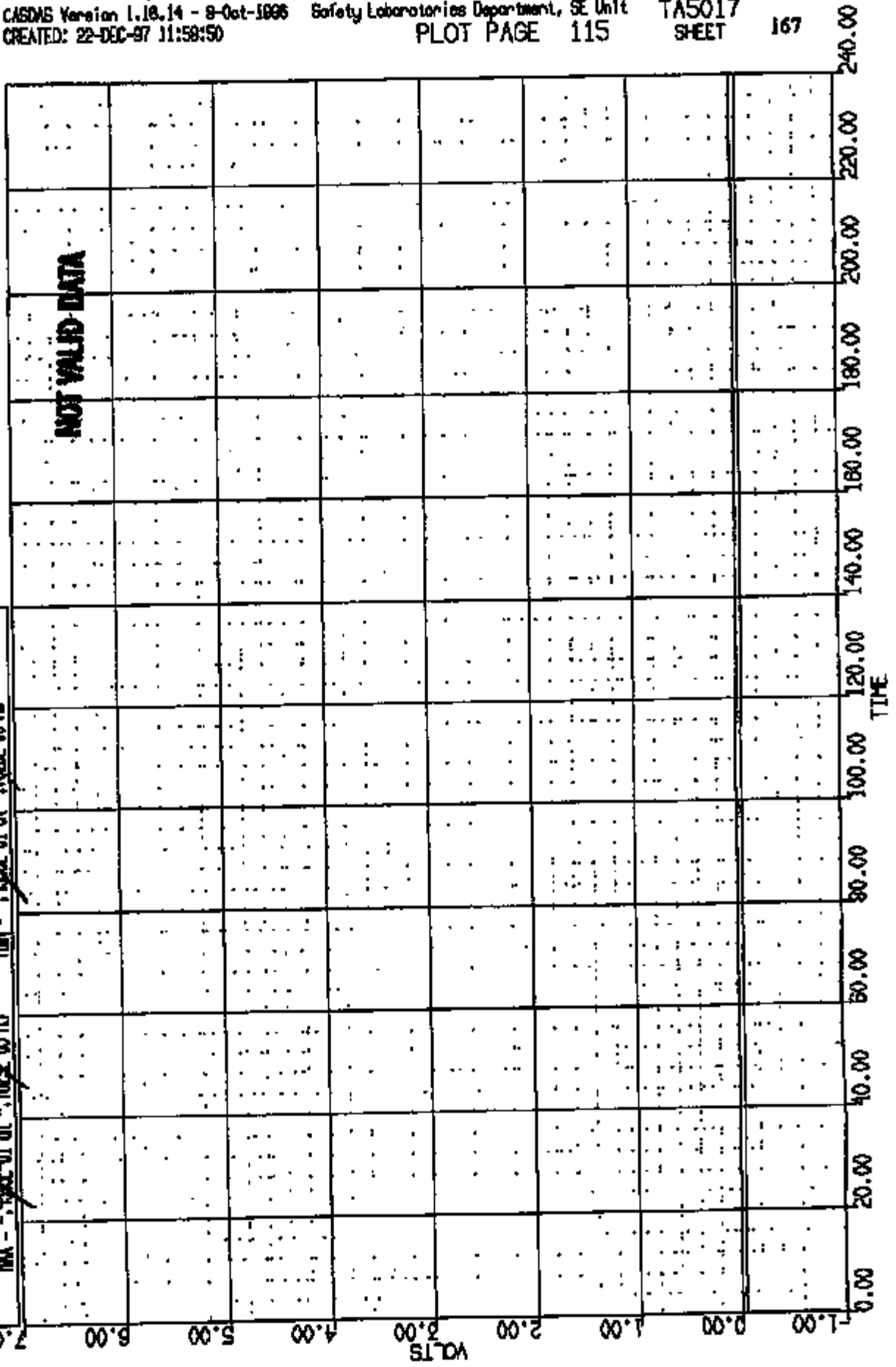
CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

(60) CRIMOSBY DECOUPLER INTERMED SWFT #1 SM 4500C

MAX = ~~4.00E-01~~ at ~~7.00E+05~~ MS

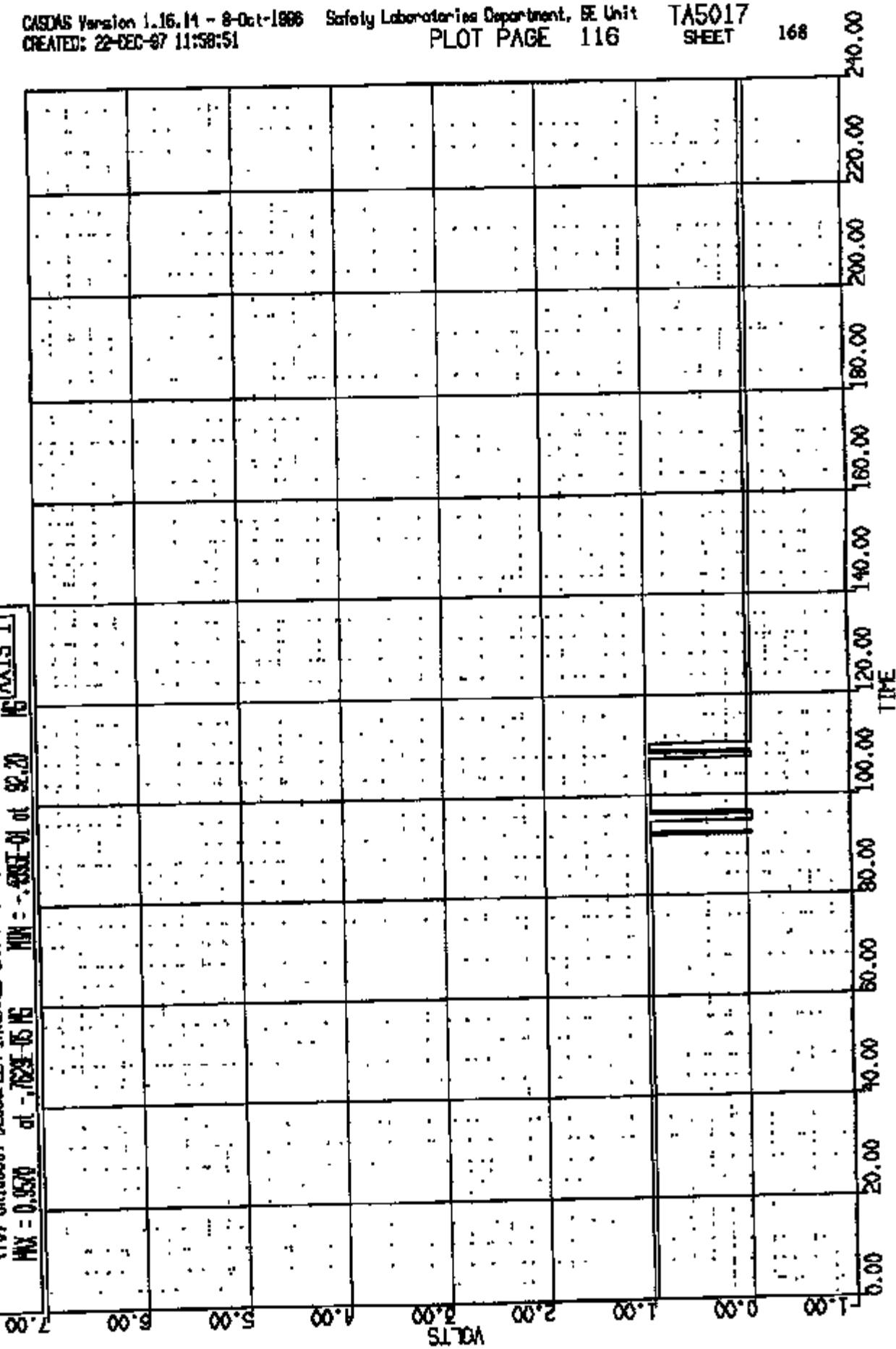
MIN = ~~5.00E-01~~ at ~~7.00E+05~~ MS

AXIS 1



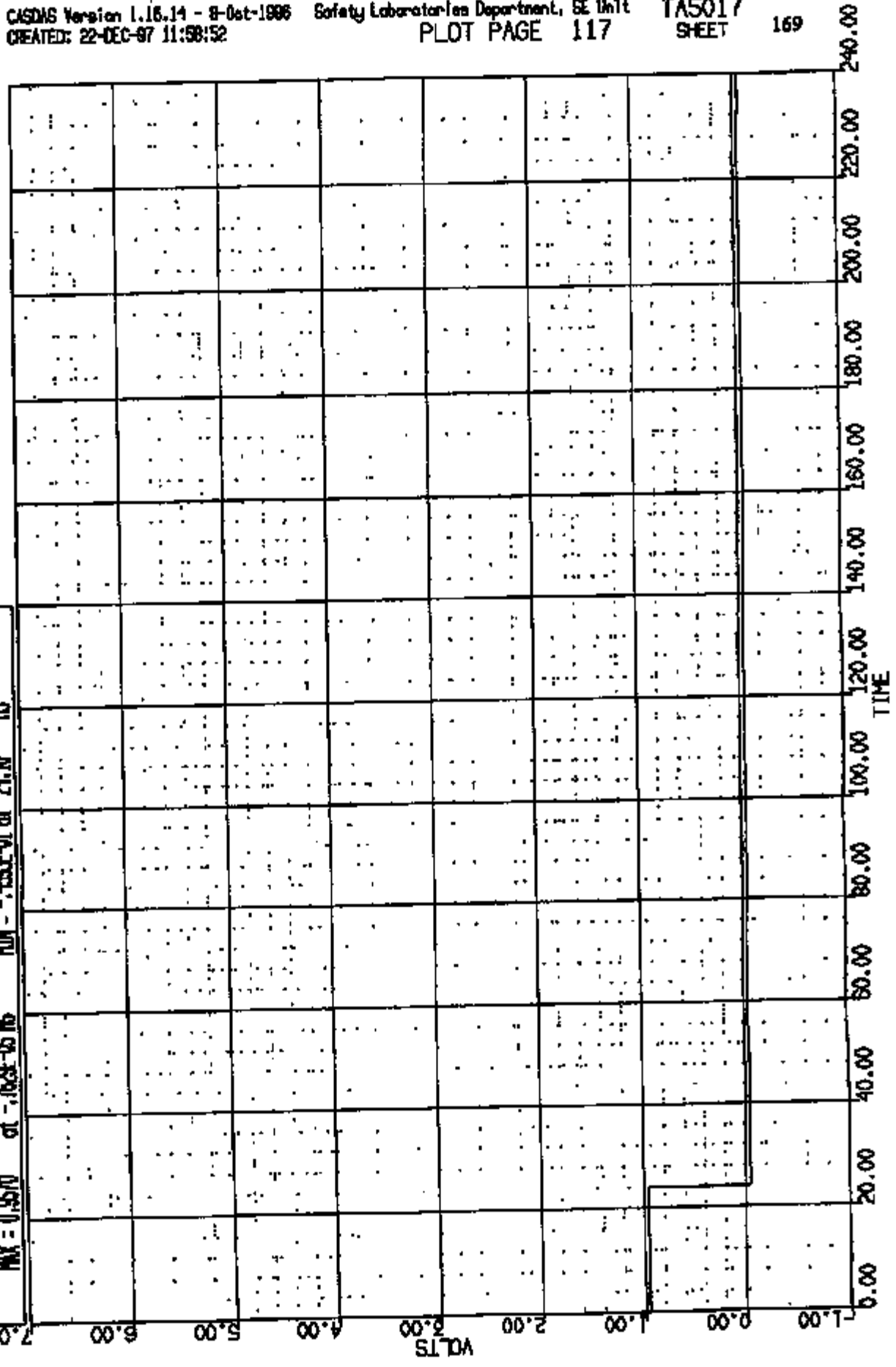
CR R: 10988 TO: TA5017 DATE: 871228 10:47:10
2000 DN-101

(70) CR109881 DECOUPLER INTERMED SWFT #2 SN 4000C
MAX = 0.9500 at -.7623E-05 HG MIN = -.933E-01 at 92.20
16 AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:18
2000 DN-101

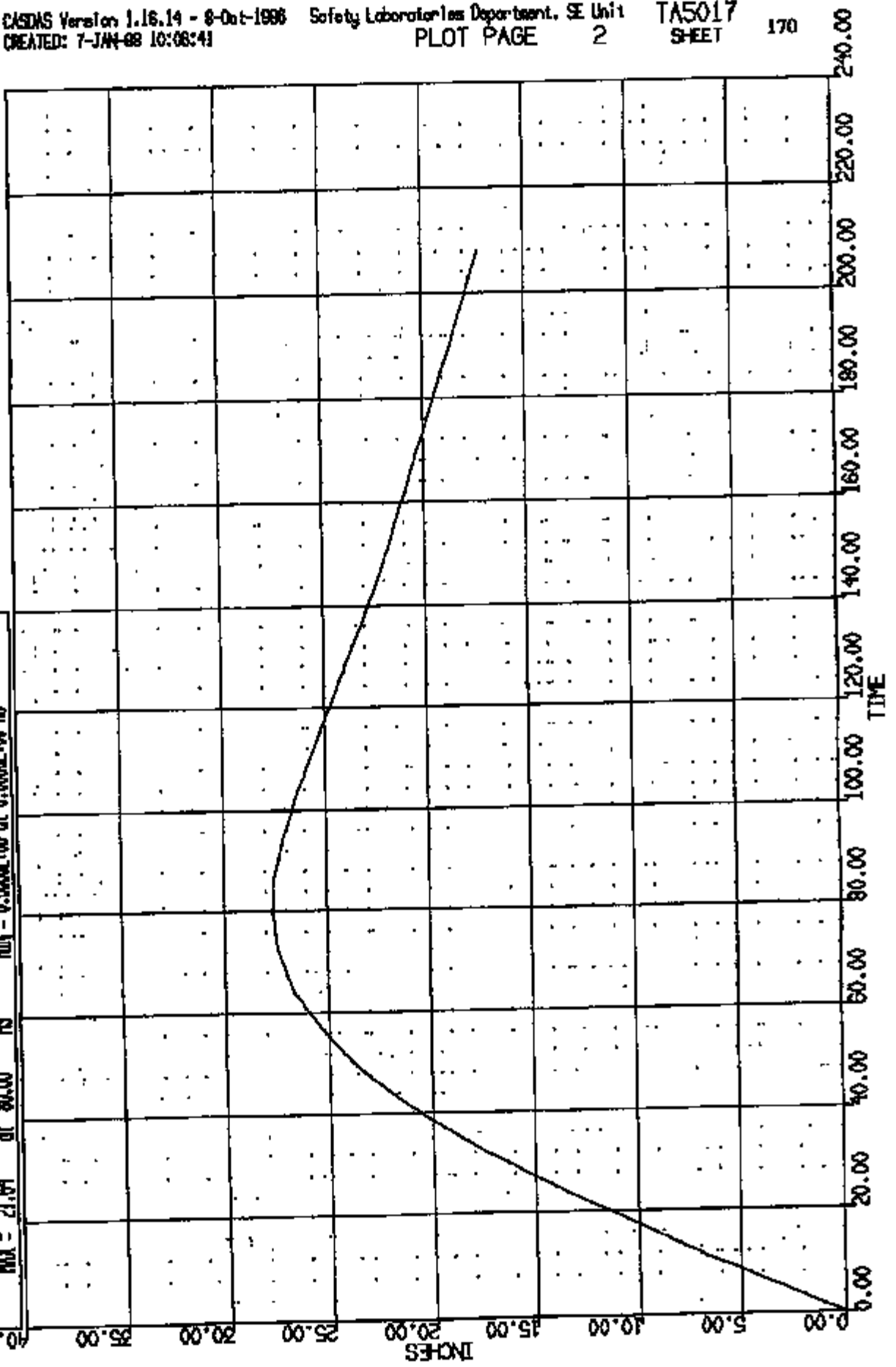
(71) CRUISER FUEL SHUT OFF (INERTIA) SW 4000C
MAX = 0.570 at -7629-45 16 NOM = -4331-01 at 24.10 16
AXIS 1



CR #: 10088 TO: TA5017 DATE: 071822 10:47:10
2000 DN-101

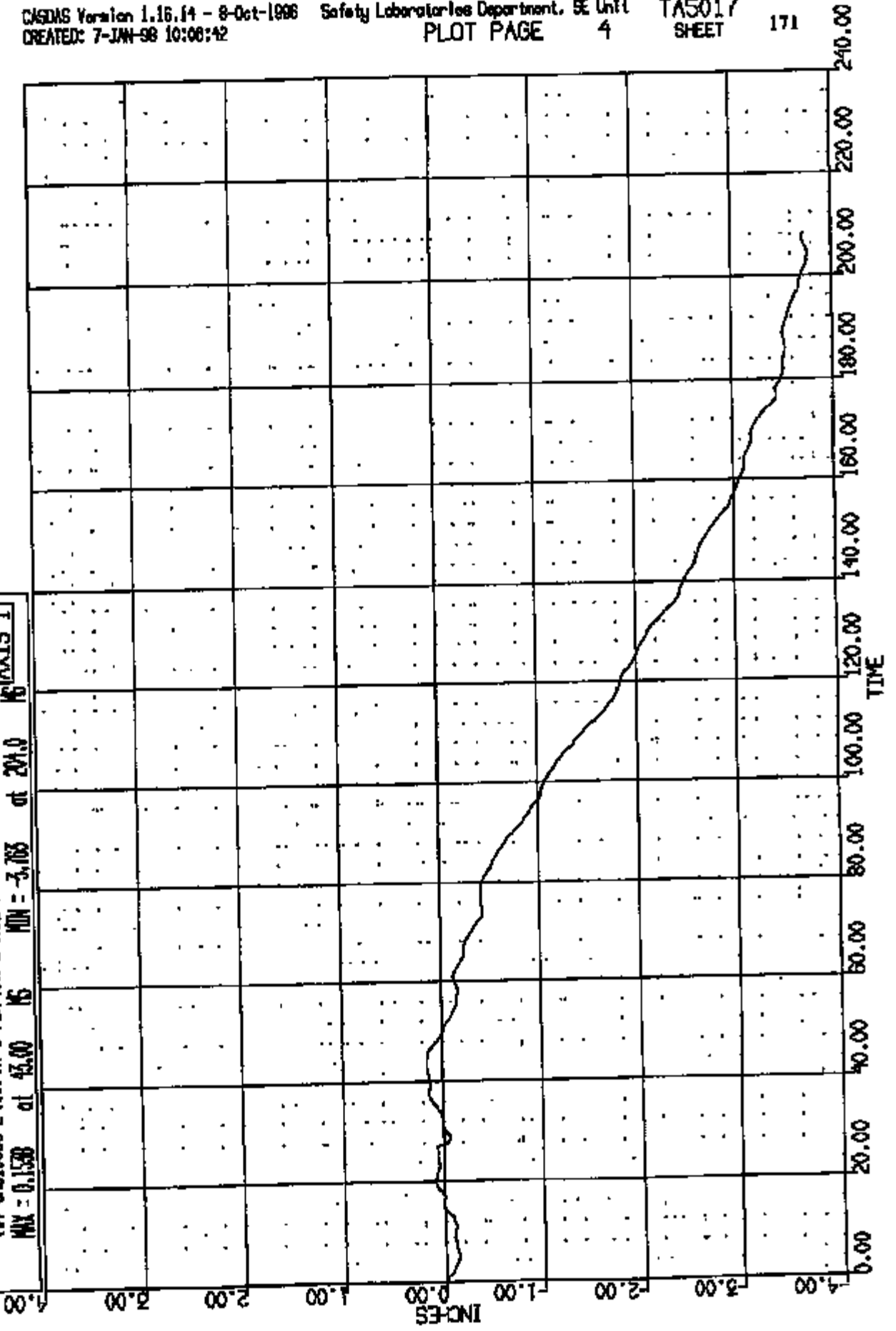
(1) CXC10968 L RNR AT B PLR ART L GRND REF LONG DISP
MAX = 27.61 at 80.00 MS MIN = 0.000E+00 at 0.000E+00 MS

AXIS 1



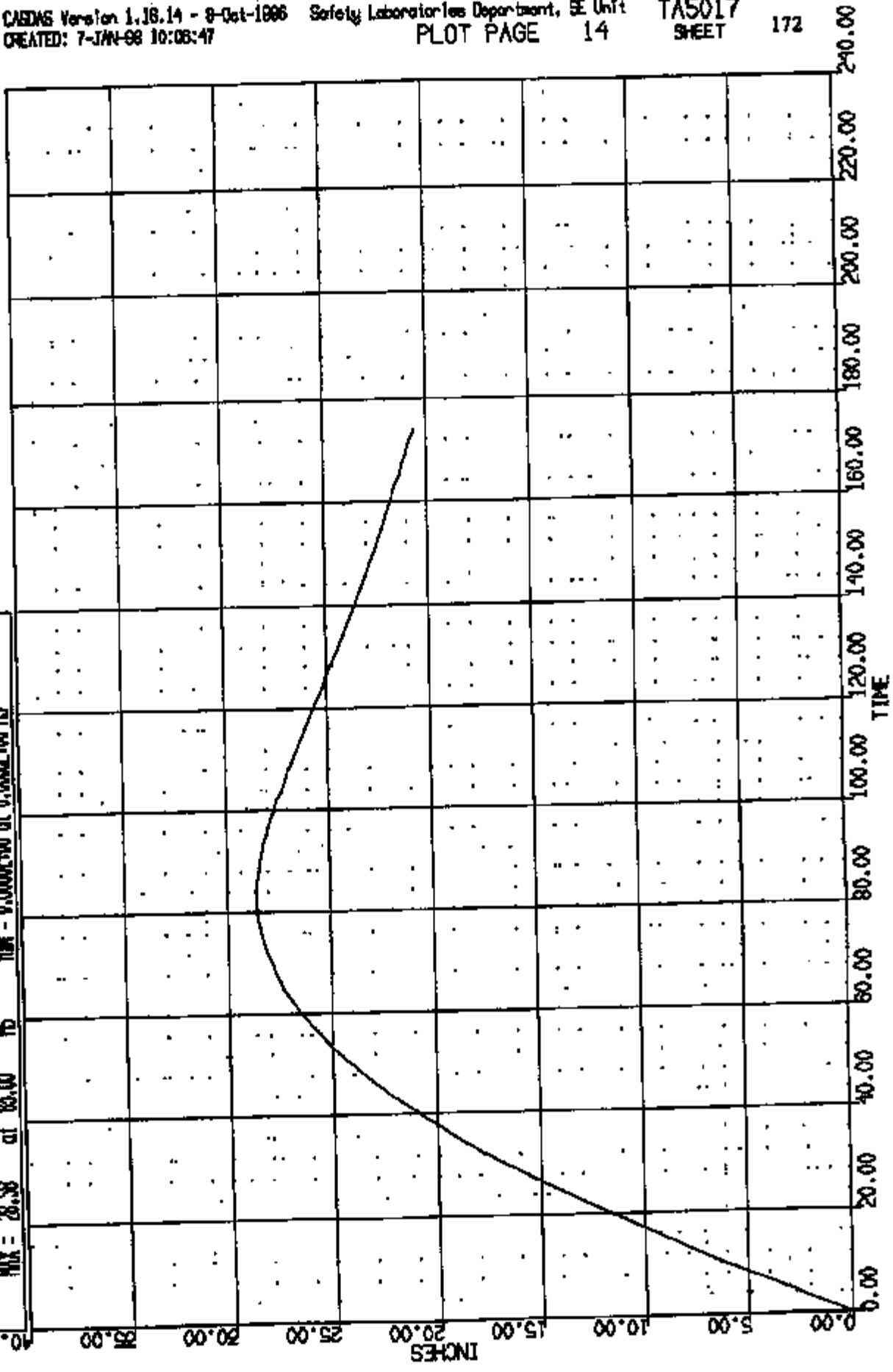
CR #: 10968 TO: TABOIT DATE: 971222 10:47:19
2000 DN-101

(0) 00C10968 L INR AT 0 PER HRT L BRND REF VERT DISP
MAX = 0.1530 at 43.00 MS MIN = -3.765 at 204.0 MS
AXIS 1



CR R: 10888 TO: TA5017 DATE: 871222 10:47:18
2000 DN-101

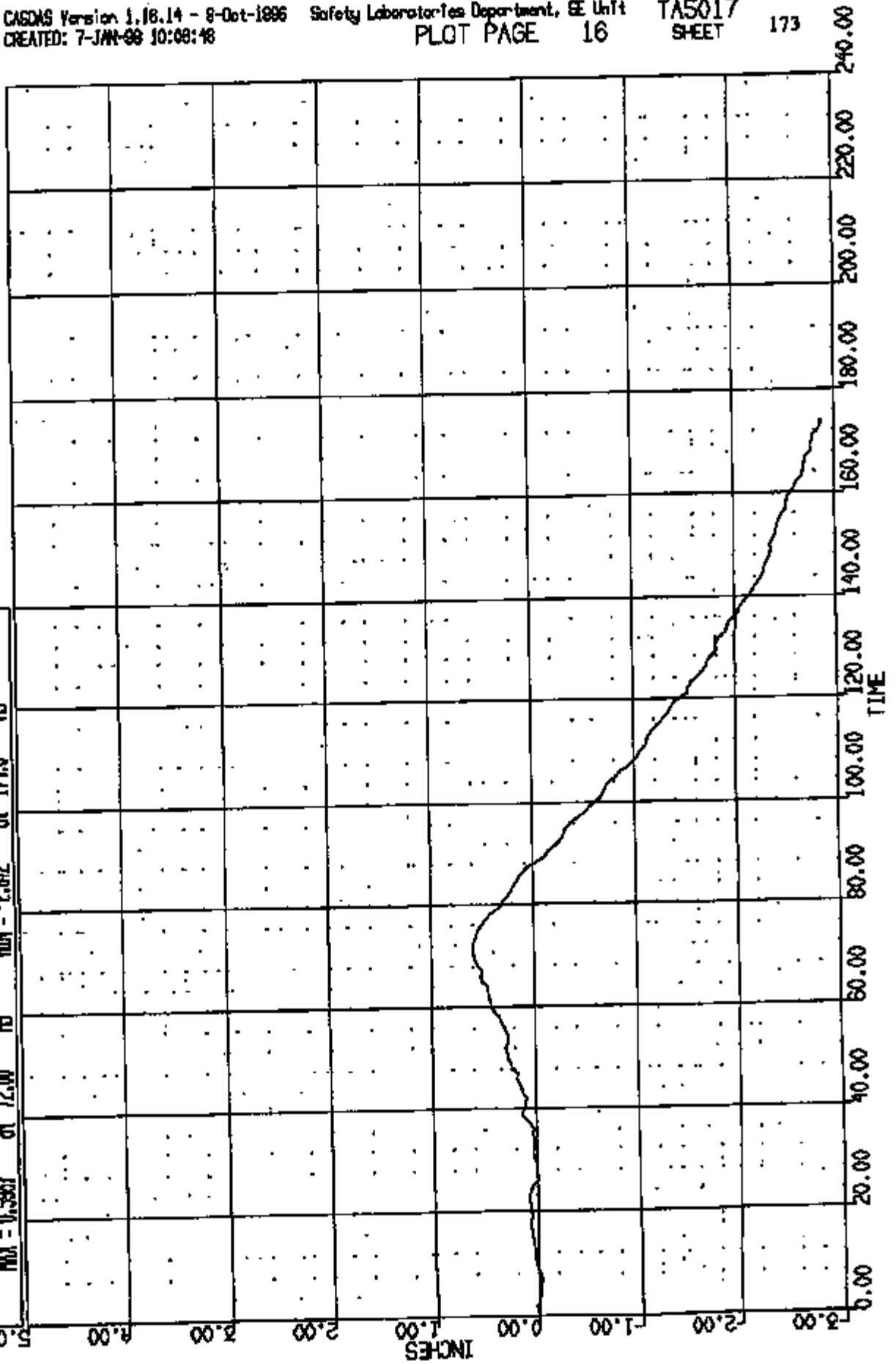
(0) EXC10888 R INR AT B PIR ART R END REF LONG DISP
MIN = 28.58 at 88.00 MS MAX = 0.0000640 at 0.0000000 MS
AXIS 1



CR R: 10988 TO: TA5017 DATE: 971222 10:47:16
2000 DN-101

(0) CR010988 R ROR AT B PLR MPT R GRND REF VERT DISP
MAX = 0.5887 at 72.00 MS MIN = -2.872 at 174.0 MS

AXIS 1



VEHICLE INFORMATION

TEST DESCRIPTION: 90 DEG. FRONT FIXED BARRIER
VEHICLE PROGRAM YEAR: 2000
VEHICLE MODEL NAME: TAURUS
VEHICLE PROGRAM NAME: DW-101
VEHICLE ID NUMBER:
CERTIFICATION VEHICLE CODE:
REQUESTOR NAME: K. SWING
TEST ENGINEER NAME: M. FOSTER

UNT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VECT Z	X	Y	Z	D	
070			SEE COMMENT SHEET								
		10	LEFT HYBRID III "H" PT REL. TO PRT/SILL/TARGET	BEP AFT	8.00		12.60				
		20	RIGHT HYBRID III "H" PT REL. TO PRT/SILL/TARGET	BEP AFT	8.10		12.90				
071			MISCELLANEOUS / SIDED								
	L	07	CONTROL NOTCH/HOLE C/L SET DR/SIDE MEAS./PASS.	BEP AFT	93.61	-26.48	14.42				
	R	07	CONTROL NOTCH/HOLE C/L SET DR/SIDE MEAS./PASS.	BEP AFT	93.42	26.49	14.32				
075			CNM POSITIONING / SIDED								
	L	41	CNM FRONT DOOR OPENING A PILLAR GROOF	BEP AFT	110.55	-23.90	256.14				
	R	41	CNM FRONT DOOR OPENING A PILLAR GROOF	BEP AFT	111.23	23.47	56.41				
	L	42	CNM FRONT DOOR OPENING* A PILLAR (& SYS.6)@BELT	BEP AFT	88.21	-30.54	39.16				
	R	42	CNM FRONT DOOR OPENING* A PILLAR (& SYS.6)@BELT	BEP AFT	87.94	30.59	39.97				
	L	43	CNM FRONT DOOR OPENING* A PILLAR (& SYS.6)@ROCKER	BEP AFT	94.85	-31.05	17.43				
	R	43	CNM FRONT DOOR OPENING* A PILLAR (& SYS.6)@ROCKER	BEP AFT	94.50	30.93	17.51				
	L	44	CNM FRONT DOOR OPENING ROCKET @ PILLAR	BEP AFT	122.84	-31.49	18.59				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 2-FEB-98 14:35:23

PAGE 1

UNIT NO	SIDE	PWT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
	R	44	CHG FRONT DOOR OPENING ROCKER @ PILLAR	REF AFT	121.50	30.92	18.09				
124			TOP (BODY) NON SIDED								
		03	STEERING RACK OR GEAR BOX @ INPUT SHAFT	REF AFT	75.43 80.27	-7.26 -8.04	24.78 24.62	4.84	-0.78	-0.16	4.91
		04	BOTTOM JET. OF ST.SHAFT (U OR RAG) @ INPUT SHAFT	REF AFT	75.33 81.05	-8.18 -7.58	26.35 27.01	4.72	0.60	0.66	4.80
		08	CONTROL POINT LEFT REAR STILL	REF AFT	158.63 158.63	-33.64 -33.64	17.09 17.09	0.00	0.00	0.00	0.00
		11	BUMPER @ LEFT CURVE FRONT	REF AFT	34.82 51.29	-23.21 -25.47	22.71 24.84	16.47	-2.26	2.13	16.76
		12	BUMPER @ LEFT MOUNTING FRONT	REF AFT	31.50 50.40	-22.07 -21.51	22.07 23.70	18.90	0.86	1.63	18.98
		13	BUMPER @ CENTERLINE FRONT	REF AFT	30.03 51.33	1.68 2.39	22.38 24.00	21.30	0.71	1.62	21.37
		14	BUMPER @ RIGHT MOUNTING FRONT	REF AFT	31.61 50.26	22.19 13.46	22.53 24.58	18.65	-0.73	2.05	20.69
		15	BUMPER @ RIGHT CURVE FRONT	REF AFT	34.07 51.23	26.15 26.54	22.66 25.74	17.16	0.39	2.58	17.36
		17	ENGINE POINT (RELATIVE)	REF AFT	57.30 66.91	4.26 3.87	38.73 39.44	9.62	-0.39	0.71	9.64
		18	COWL POINT (RELATIVE)	REF AFT	74.68	11.80	35.86				
		21	ROOF @ C/L OF VEHICLE (RELATIVE) @ (W/S)	REF AFT	107.90 107.72	-1.28 -1.86	59.98 59.85	-0.18	-0.27	-0.13	0.35
		22	RIGHT "A" PILLAR @ ROOFRAIL (W/S)	REF AFT	108.82 108.78	24.02 24.00	57.26 57.09	-0.04	-0.02	-0.17	0.16

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 2-FEB-98 14:35:23

PAGE 2

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
23			RIGHT "A" PILLAR @ BELTLINE (W/S)	BEF	82.23	31.46	42.14	0.88	0.22	-0.62	1.10
				AFT	83.11	31.68	41.52				
25			COWL RIGHT @ OCCUPANT CENTERLINE (W/S)	BEF	72.50	16.61	42.10	3.57	0.04	0.58	3.62
				AFT	76.07	16.65	42.68				
26			COWL @ C/L OF VEHICLE (W/S)	BEF	71.59	0.30	42.69	2.52	0.17	-0.51	2.58
				AFT	74.11	0.47	42.18				
27			COWL LEFT @ OCCUPANT CENTERLINE (W/S)	BEF	72.38	-13.40	42.47	1.82	0.37	-1.33	2.28
				AFT	74.20	-13.03	41.14				
29			LEFT "A" PILLAR @ BELTLINE (W/S)	BEF	81.94	-31.44	42.08	0.32	-0.26	-0.43	0.60
				AFT	82.26	-31.70	41.65				
30			LEFT "A" PILLAR @ ROOF RAIL (W/S)	BEF	109.19	-23.48	57.65	0.03	-0.07	-0.12	0.14
				AFT	109.22	-23.58	57.53				
41			STEERING COLUMN MOUNT INBOARD UPPER	BEF	92.44	-9.97	34.64	0.09	-0.02	0.52	0.53
				AFT	92.53	-9.99	35.16				
42			STEERING COLUMN MOUNT OUTBOARD UPPER	BEF	92.15	-17.22	34.50	0.25	0.06	0.27	0.43
				AFT	92.40	-17.16	34.87				
43			STEERING COLUMN MOUNT INBOARD LOWER	BEF	86.85	-9.82	32.55	0.35	0.02	0.15	0.38
				AFT	87.20	-9.80	32.70				
44			STEERING COLUMN MOUNT OUTBOARD LOWER	BEF	86.86	-17.08	32.47	0.34	0.16	-0.07	0.38
				AFT	86.90	-16.92	32.40				
46			TOP INBOARD BRAKE BRACKET	BEF	76.00	-12.48	33.16	4.45	0.64	0.69	4.55
				AFT	80.45	-11.84	33.85				
47			TOP REAR BRAKE BRACKET	BEF	80.75	-14.61	37.61	2.78	0.01	1.16	3.01
				AFT	83.53	-14.60	38.77				
48			BOTTOM INBOARD BRAKE BRACKET	BEF	75.97	-13.13	29.03	5.10	0.77	0.61	5.19
				AFT	81.07	-12.36	29.64				
49			TOP JOINT ON INTERM. STEERING SHAFT	BEF	84.50	-13.97	32.25	-0.08	0.21	-0.41	0.47
				AFT	84.42	-13.76	31.84				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 2-FEB-98 14:35:26

PAGE 3

LWT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
51	TOP/1		STEERING WHEEL PERIPHERY	BEF AFT	103.07	-13.77	47.46				
52	RIGHT/2		STEERING WHEEL PERIPHERY	BEF AFT	106.04	-7.59	40.18				
53	BOTTOM/3		STEERING WHEEL PERIPHERY	BEF AFT	107.67	-15.11	34.32				
54	LEFT/4		STEERING WHEEL PERIPHERY	BEF AFT	104.83	-21.57	41.29				
55	STEERING WHEEL HUB NOT @ C/L			BEF AFT	100.00 99.87	-14.26 -14.55	38.86 40.10	-0.13	-0.29	1.24	1.28
59	TOP SHAFT OF DECOUPLE JOINT @ SLIDE PIN			BEF AFT	82.20 83.56	-11.32 -10.00	30.60 32.03	1.36	1.32	1.43	2.37
60	BOTTOM SHAFT OF DE- COUPLE JT. @ SLIDE PIN			BEF AFT	82.25 86.64	-11.37 -11.01	30.97 30.54	4.39	0.36	-0.43	4.49
80	INSTRUMENT PANEL (REL)			BEF AFT	99.06 99.64	-26.68 -26.39	37.01 37.00	0.58	0.29	-0.01	0.65
81	UPPER COWL POINT # 81 LEFTMOST SIDE			BEF AFT	84.66 84.82	-26.48 -26.76	41.34 40.77	0.16	-0.28	-0.57	0.65
82	UPPER COWL POINT # 82 LEFT SIDE			BEF AFT	79.89 81.32	-16.38 -16.38	42.23 42.09	1.43	0.00	-0.14	1.44
83	UPPER COWL POINT # 83 CENTERLINE			BEF AFT	77.03 79.55	-0.32 -0.11	43.00 43.03	2.52	0.21	0.03	2.53
84	UPPER COWL POINT # 84 RIGHT SIDE			BEF AFT	79.69 82.37	16.23 16.56	42.47 43.07	2.68	0.33	0.60	2.77
85	UPPER COWL POINT # 85 RIGHTMOST SIDE			BEF AFT	84.50 85.11	26.04 26.97	41.36 40.80	0.61	0.93	-0.56	1.25
91	LOWER COWL POINT # 91 LEFTMOST SIDE			BEF AFT	84.60 85.22	-26.59 -26.75	37.73 37.32	0.62	-0.16	-0.41	0.76

* VALUE WAS TRANSLATED

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WPT NO	SIDE	WPT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED			
				LONG X	LAT Y	VERT Z	X	Y	Z	D
		92	LOWER COWL POINT # 92 LEFT SIDE	BEF 81.94	-15.97	39.41				
				AFT 84.44	-16.04	39.24	2.50	-0.07	0.83	2.64
		93	LOWER COWL POINT # 93 CENTERLINE	BEF 79.09	-0.39	39.41				
				AFT 82.66	-0.23	40.37	3.57	0.16	0.95	3.70
		94	LOWER COWL POINT # 94 RIGHT SIDE	BEF 81.12	15.72	39.39				
				AFT 84.78	15.87	40.80	3.66	0.15	1.41	3.93
		95	LOWER COWL POINT # 95 RIGHTMOST SIDE	BEF 84.59	26.27	38.00				
				AFT 85.31	26.43	37.28	0.72	0.16	-0.72	1.03
		96	CONTROL POINT RIGHT REAR BILL	BEF 158.93	34.05	17.68				
				AFT 158.49	33.96	17.60	0.16	-0.10	-0.08	0.20
125			TOP (BODY) SIDED							
L	11		SHOT_GUN POINT # 11 FRONT OF FENDER	BEF 47.85	-26.74	35.93				
				AFT 53.98	-25.84	36.78	6.13	0.90	0.85	6.25
R	11		SHOT_GUN POINT # 11 FRONT OF FENDER	BEF 47.98	26.78	35.88				
				AFT 55.15	25.89	38.28	7.19	-0.89	2.40	7.63
L	12		SHOT_GUN POINT # 12	BEF 56.40	-27.40	37.82				
				AFT 59.72	-22.82	41.53	3.32	4.88	3.71	6.97
R	12		SHOT_GUN POINT # 12	BEF 56.55	27.50	27.93				
				AFT 62.26	22.66	42.42	5.71	-4.84	4.49	8.73
L	13		SHOT_GUN POINT # 13	BEF 64.54	-28.21	39.01				
				AFT 67.70	-24.89	41.77	3.16	3.32	2.76	5.35
R	13		SHOT_GUN POINT # 13	BEF 64.57	28.21	39.04				
				AFT 70.19	23.25	43.36	5.62	-4.96	4.32	8.65
L	14		SHOT_GUN POINT # 14 REAR OF FENDER	BEF 70.88	-27.85	39.90				
				AFT 73.93	-26.05	40.82	3.05	1.80	0.92	3.66
R	14		SHOT_GUN POINT # 14 REAR OF FENDER	BEF 70.86	27.62	39.92				
				AFT 75.91	25.32	41.51	5.05	-2.30	1.59	5.77

* VALUE WAS TRANSLATED

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UNIT NO	SIDE	PWT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED				
				LONG X	LAT Y	VERT Z	X	Y	Z	D	
L	24		FRONT ROCKER BILL TGT. RELATED TO C/W HOLE	BEF AFT	108.05 107.55	-31.93 32.00	13.83 13.90				
R	24		FRONT ROCKER BILL TGT. RELATED TO C/W HOLE	BEF AFT	107.55 107.55	32.00 32.00	13.90 13.90				
L	27		" B " PILLAR POINT @ BELT	BEF AFT	126.71 126.46	-31.34 -31.30	40.43 40.32	-0.25	0.04	-0.11	0.28
R	27		" B " PILLAR POINT @ BELT	BEF AFT	126.11 126.18	31.44 31.29	39.14 39.06	0.07	-0.15	-0.30	0.34
L	28		" WRT " POINT ON ROCKER @ " B " PILLAR	BEF AFT	122.85 122.75	-31.43 -31.63	18.59 18.39	-0.10	-0.20	-0.20	0.30
R	28		" WRT " POINT ON ROCKER @ " B " PILLAR	BEF AFT	121.54 121.70	30.99 31.23	18.11 17.71	0.16	0.24	-0.40	0.49
L	31		LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLA	BEF AFT	125.13 124.95	-31.22 -31.30	31.10 30.90	-0.20	-0.08	-0.20	0.29
R	31		LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLA	BEF AFT	124.87 124.92	31.28 31.18	31.11 30.81	0.05	-0.10	-0.30	0.32
L	41		FRONT INBOARD TRACK TO FLOOR	BEF AFT	107.72 107.44	-6.88 -7.31	17.05 13.80	-0.28	-0.43	-3.25	3.29
R	41		FRONT INBOARD TRACK TO FLOOR	BEF AFT	107.71 107.25	6.83 7.34	17.14 14.28	-0.46	0.51	-2.86	2.94
L	42		FRONT OUTBOARD TRACK TO FLOOR	BEF AFT	107.59 107.52	-22.32 -22.64	16.18 15.18	-0.07	-0.32	-1.03	1.08
R	42		FRONT OUTBOARD TRACK TO FLOOR	BEF AFT	107.40 107.43	22.21 22.70	16.29 15.37	0.03	0.49	-0.92	1.04
L	43		REAR INBOARD TRACK TO FLOOR	BEF AFT	121.11 120.83	-5.17 -5.45	14.95 13.73	-0.28	-0.28	-1.22	1.28
R	43		REAR INBOARD TRACK TO FLOOR	BEF AFT	120.97 120.65	5.20 5.68	15.05 13.87	-0.32	0.48	-1.18	1.31

* VALUE WAS TRANSLATED

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UNT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED																																																																																																																																																																																																							
				LONG X	LAT Y	VERT Z	X	Y	Z	D																																																																																																																																																																																																				
L	44		REAR OUTBOARD TRACK TO FLOOR	BEF	121.38	-23.29	16.79	-0.14	-0.21	-0.28	0.38																																																																																																																																																																																																			
				AFT	121.24	-23.50	16.51					R	44		REAR OUTBOARD TRACK TO FLOOR	BEF	121.18	23.25	16.74	0.07	0.29	-0.30	0.42	AFT	121.25	23.54	16.44	L	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.72	-24.58	49.69	-0.18	-0.59	0.25	0.67	AFT	130.54	-25.17	49.94	R	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.87	23.94	50.29	-0.27	0.96	-0.60	1.16	AFT	130.60	24.90	49.69	L	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.10	-33.37	36.98	0.08	0.14	0.09	0.18	AFT	195.18	-33.23	37.07	R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16	AFT	195.08	33.28	36.99	141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46
R	44		REAR OUTBOARD TRACK TO FLOOR	BEF	121.18	23.25	16.74	0.07	0.29	-0.30	0.42																																																																																																																																																																																																			
				AFT	121.25	23.54	16.44					L	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.72	-24.58	49.69	-0.18	-0.59	0.25	0.67	AFT	130.54	-25.17	49.94	R	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.87	23.94	50.29	-0.27	0.96	-0.60	1.16	AFT	130.60	24.90	49.69	L	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.10	-33.37	36.98	0.08	0.14	0.09	0.18	AFT	195.18	-33.23	37.07	R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16	AFT	195.08	33.28	36.99	141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95								
L	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.72	-24.58	49.69	-0.18	-0.59	0.25	0.67																																																																																																																																																																																																			
				AFT	130.54	-25.17	49.94					R	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.87	23.94	50.29	-0.27	0.96	-0.60	1.16	AFT	130.60	24.90	49.69	L	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.10	-33.37	36.98	0.08	0.14	0.09	0.18	AFT	195.18	-33.23	37.07	R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16	AFT	195.08	33.28	36.99	141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																								
R	83		TOP BOLT UPPER BELT ATTACHMENT @ "B" PILLA	BEF	130.87	23.94	50.29	-0.27	0.96	-0.60	1.16																																																																																																																																																																																																			
				AFT	130.60	24.90	49.69					L	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.10	-33.37	36.98	0.08	0.14	0.09	0.18	AFT	195.18	-33.23	37.07	R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16	AFT	195.08	33.28	36.99	141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																								
L	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.10	-33.37	36.98	0.08	0.14	0.09	0.18																																																																																																																																																																																																			
				AFT	195.18	-33.23	37.07					R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16	AFT	195.08	33.28	36.99	141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																								
R	90		" B " POINT ON REAR QUARTER PANEL	BEF	195.03	33.17	36.88	0.05	0.11	0.11	0.16																																																																																																																																																																																																			
				AFT	195.08	33.28	36.99					141			BOTTOM (UNITIZED) SIDED								L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77	AFT	51.18	-23.85	23.59	R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																								
141			BOTTOM (UNITIZED) SIDED																																																																																																																																																																																																											
L	10		FOREMOST POINT ON FRAME	BEF	30.26	13.43	22.33	20.92	-37.28	1.26	42.77																																																																																																																																																																																																			
				AFT	51.18	-23.85	23.59					R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28	AFT	51.40	26.49	25.19	L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																			
R	10		FOREMOST POINT ON FRAME	BEF	34.67	23.19	22.59	16.73	3.30	2.60	17.28																																																																																																																																																																																																			
				AFT	51.40	26.49	25.19					L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96	AFT	59.09	-20.76	22.81	R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																																			
L	20		RAIL MID-POINT OF #10 & #30	BEF	33.87	25.81	22.31	25.22	-46.57	0.50	52.96																																																																																																																																																																																																			
				AFT	59.09	-20.76	22.81					R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89	AFT	58.95	22.70	25.07	L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																																																			
R	20		RAIL MID-POINT OF #10 & #30	BEF	47.47	22.11	22.03	11.48	0.59	3.04	11.89																																																																																																																																																																																																			
				AFT	58.95	22.70	25.07					L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46	AFT	65.56	-18.07	27.24	R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																																																																			
L	30		FORWARD OF SPRING POCKET	BEF	60.16	-20.14	24.37	5.40	2.07	2.87	6.46																																																																																																																																																																																																			
				AFT	65.56	-18.07	27.24					R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30	AFT	67.70	19.56	27.79	L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																																																																																			
R	30		FORWARD OF SPRING POCKET	BEF	60.16	20.00	24.35	7.54	-0.44	3.44	8.30																																																																																																																																																																																																			
				AFT	67.70	19.56	27.79					L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87	AFT	78.55	-17.98	22.95																																																																																																																																																																																			
L	40		POINT AFT OF SPRING POCKET	BEF	74.16	-19.47	21.46	4.39	1.49	1.49	4.87																																																																																																																																																																																																			
				AFT	78.55	-17.98	22.95																																																																																																																																																																																																							

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UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED																																																																																																																																																																																																							
				LONG X	LAT Y	VERT Z	X	Y	Z	D																																																																																																																																																																																																				
R	40		POINT AFT OF SPRING POCKET	BEF	73.82	19.29	22.12	6.78	-1.18	1.47	7.04																																																																																																																																																																																																			
				AFT	80.30	18.11	23.59					L	50		FLOOR FEM OUTBOARD OF RAIL/FRONT	BEF	86.56	-19.33	14.82	2.76	-0.91	-1.11	3.11	AFT	89.32	-20.24	13.71	R	50		FLOOR FEM OUTBOARD OF RAIL/FRONT	BEF	86.87	18.76	14.87	3.73	1.07	-1.80	4.28	AFT	90.60	19.83	13.07	L	60		MID POINT OF #40 & #70	BEF	86.78	-16.39	12.42	2.40	-0.96	-1.37	2.93	AFT	89.18	-17.37	12.05	R	60		MID POINT OF #40 & #70	BEF	86.60	15.28	13.42	3.33	1.01	-1.23	3.69	AFT	89.93	17.29	12.19	L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82	AFT	110.06	-17.14	12.19	R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15		
L	50		FLOOR FEM OUTBOARD OF RAIL/FRONT	BEF	86.56	-19.33	14.82	2.76	-0.91	-1.11	3.11																																																																																																																																																																																																			
				AFT	89.32	-20.24	13.71					R	50		FLOOR FEM OUTBOARD OF RAIL/FRONT	BEF	86.87	18.76	14.87	3.73	1.07	-1.80	4.28	AFT	90.60	19.83	13.07	L	60		MID POINT OF #40 & #70	BEF	86.78	-16.39	12.42	2.40	-0.96	-1.37	2.93	AFT	89.18	-17.37	12.05	R	60		MID POINT OF #40 & #70	BEF	86.60	15.28	13.42	3.33	1.01	-1.23	3.69	AFT	89.93	17.29	12.19	L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82	AFT	110.06	-17.14	12.19	R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44										
R	50		FLOOR FEM OUTBOARD OF RAIL/FRONT	BEF	86.87	18.76	14.87	3.73	1.07	-1.80	4.28																																																																																																																																																																																																			
				AFT	90.60	19.83	13.07					L	60		MID POINT OF #40 & #70	BEF	86.78	-16.39	12.42	2.40	-0.96	-1.37	2.93	AFT	89.18	-17.37	12.05	R	60		MID POINT OF #40 & #70	BEF	86.60	15.28	13.42	3.33	1.01	-1.23	3.69	AFT	89.93	17.29	12.19	L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82	AFT	110.06	-17.14	12.19	R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																										
L	60		MID POINT OF #40 & #70	BEF	86.78	-16.39	12.42	2.40	-0.96	-1.37	2.93																																																																																																																																																																																																			
				AFT	89.18	-17.37	12.05					R	60		MID POINT OF #40 & #70	BEF	86.60	15.28	13.42	3.33	1.01	-1.23	3.69	AFT	89.93	17.29	12.19	L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82	AFT	110.06	-17.14	12.19	R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																										
R	60		MID POINT OF #40 & #70	BEF	86.60	15.28	13.42	3.33	1.01	-1.23	3.69																																																																																																																																																																																																			
				AFT	89.93	17.29	12.19					L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82	AFT	110.06	-17.14	12.19	R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																										
L	70		AFT END OF RAIL	BEF	109.12	-16.35	13.54	0.94	-0.79	-1.33	1.82																																																																																																																																																																																																			
				AFT	110.06	-17.14	12.19					R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82	AFT	110.43	16.81	12.67	L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																										
R	70		AFT END OF RAIL	BEF	109.01	16.13	13.58	1.42	0.68	-0.91	1.82																																																																																																																																																																																																			
				AFT	110.43	16.81	12.67					L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46	AFT	109.81	-19.18	13.55	R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																										
L	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.16	-18.44	14.61	0.65	-0.74	-1.06	1.46																																																																																																																																																																																																			
				AFT	109.81	-19.18	13.55					R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27	AFT	110.28	19.18	14.23	S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																																										
R	80		FLOOR FEM OUTBOARD OF AFT END OF RAIL	BEF	109.28	19.60	14.76	1.00	0.58	-0.53	1.27																																																																																																																																																																																																			
				AFT	110.28	19.18	14.23					S10			STEERING COL. COLLAPSE								01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																																																										
S10			STEERING COL. COLLAPSE																																																																																																																																																																																																											
01			INBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00																																																																																																																																																																																																									
				AFT								02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00							AFT				09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																																																																																					
02			OUTBOARD SHEAR MODULE (SCALAR DISTANCE)	BEF	0.00																																																																																																																																																																																																									
				AFT								09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20				AFT	3.57			11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																																																																																																					
09			SCALAR DISTANCE BETWEEN POINTS #59 & #60 (U-124)	BEF	0.37			3.20																																																																																																																																																																																																						
				AFT	3.57							11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71				AFT	7.44																																																																																																																																																																																					
11			SCALAR DISTANCE BETWEEN POINTS #4 & #60 (U-124)	BEF	8.15			-0.71																																																																																																																																																																																																						
				AFT	7.44																																																																																																																																																																																																									

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UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED					
				LONG X	LAT Y	VERT Z	X	Y	Z	D		
650			BLANK UNIT POINTS									
	01	1	SEE COMMENTS PAGE	BEF AFT	128.54	-28.40	13.99					
	02	2	SEE COMMENTS PAGE	BEF AFT	71.80	-4.28	14.63					
	03	3	SEE COMMENTS PAGE	BEF AFT	56.47	3.03	39.02					
	04	4	SEE COMMENTS PAGE	BEF AFT	128.29	28.38	14.03					
	05	5	SEE COMMENTS PAGE	BEF AFT	97.18 97.23	-26.85 -27.05	14.29 14.02	0.05	-0.20	-0.27	0.34	
	06	6	SEE COMMENTS PAGE	BEF AFT	137.14 137.13	-26.81 -26.64	13.87 13.97	-0.01	0.17	0.10	0.20	
	07	7	SEE COMMENTS PAGE	BEF AFT	97.44 97.35	26.73 27.66	14.27 13.68	-0.09	0.93	-0.69	1.16	
	08	8	SEE COMMENTS PAGE	BEF AFT	137.32 137.26	26.78 26.64	13.89 13.91	-0.06	-0.14	0.02	0.15	

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** SECTIONALS **

UNIT NO	SECTN NO	SEQ NO	SIDE	NAME AND CRASH STATUS	X	Y	Z
640	81			DRIVER C/L SECTION LONG			
		1		BEFORE	105.50	-14.61	14.63
		1		AFTER	105.92	-15.09	11.68
		2		BEFORE	94.88	-14.65	14.50
		2		AFTER	102.63	-15.73	10.84
		3		BEFORE	87.74	-14.70	14.99
		3		AFTER	98.98	-16.03	9.64
		4		BEFORE	84.64	-14.70	15.06
		4		AFTER	96.09	-16.33	8.98
		5		BEFORE	81.74	-14.71	15.93
		5		AFTER	95.80	-16.24	8.94
		6		BEFORE	77.80	-14.72	20.42
		6		AFTER	95.58	-16.42	9.20
		7		BEFORE	76.72	-14.75	21.52
		7		AFTER	95.83	-16.51	10.02
		8		BEFORE	74.48	-14.75	24.70
		8		AFTER	95.39	-16.49	10.42
		9		BEFORE	75.91	-14.77	26.60
		9		AFTER	95.20	-16.46	10.48
		10		BEFORE	75.82	-14.75	27.73
		10		AFTER	94.55	-16.37	10.29
		11		BEFORE	75.82	-14.77	34.18
		11		AFTER	93.47	-16.15	10.61
		12		BEFORE	75.87	-14.75	36.27
		12		AFTER	91.25	-15.76	12.44

641 81

VEHICLE C/L SECTION LOW

TIME AND DATE OF REPORT: 2-FEB-98 14:35:26

PAGE 1

ASC TO #: T- TAD17

DIMENSIONAL ANALYSIS REPORT

CRASH #: 10968

** SECTIONALS **

UNT NO	SECTN NO	SIDE	SEC NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	1		1	BEFORE	107.27	0.00	18.65
	1		1	AFTER	106.69	-0.74	14.20
	2		2	BEFORE	98.06	0.00	18.83
	2		2	AFTER	104.33	-0.62	12.98
	3		3	BEFORE	95.51	0.00	18.88
	3		3	AFTER	101.89	-0.49	11.01
	4		4	BEFORE	93.93	0.00	19.23
	4		4	AFTER	101.94	-0.57	10.72
	5		5	BEFORE	90.11	0.00	19.44
	5		5	AFTER	99.73	-0.51	9.44
	6		6	BEFORE	87.23	0.00	19.93
	6		6	AFTER	98.16	-0.49	8.76
	7		7	BEFORE	78.68	0.00	20.56
	7		7	AFTER	97.29	-0.51	8.50
	8		8	BEFORE	76.69	0.00	21.68
	8		8	AFTER	96.78	-0.35	8.57
	9		9	BEFORE	76.40	0.00	24.76
	9		9	AFTER	94.55	-0.17	15.66
	10		10	BEFORE	74.87	0.00	25.68
	10		10	AFTER	94.41	-0.13	16.66
	11		11	BEFORE	74.40	0.00	31.34
	11		11	AFTER	94.33	-0.27	16.95
	12		12	BEFORE	74.57	0.00	37.49
	12		12	AFTER	92.62	-0.19	17.83
642	81			PASSENGER C/L SECT/LOSG			
	1		1	BEFORE	105.55	14.51	14.59
	1		1	AFTER	106.56	15.41	12.22

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PAGE 2

CRIS 0010968

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T-A5017

ASC TO #: T- TAS017

DIMENSIONAL ANALYSIS REPORT

CRASH #: 10968

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	97.31	14.47	14.50
			2	AFTER	102.73	15.88	10.60
			3	BEFORE	94.81	14.47	14.48
			3	AFTER	99.50	15.98	9.66
			4	BEFORE	92.70	14.45	14.77
			4	AFTER	97.09	16.21	8.97
			5	BEFORE	88.06	14.42	14.87
			5	AFTER	96.46	16.21	9.01
			6	BEFORE	85.40	14.41	14.85
			6	AFTER	96.25	16.31	9.40
			7	BEFORE	81.54	14.41	17.42
			7	AFTER	95.99	16.47	10.33
			8	BEFORE	76.46	14.38	21.63
			8	AFTER	95.55	16.57	10.36
			9	BEFORE	76.26	14.38	28.30
			9	AFTER	95.96	16.51	10.04
			10	BEFORE	74.63	14.36	25.35
			10	AFTER	94.10	16.25	10.68
			11	BEFORE	74.58	14.35	32.68
			11	AFTER	90.59	15.68	13.86
			12	BEFORE	74.58	14.35	38.21
			12	AFTER	86.78	14.98	17.86

CRTS 0010968

TIME AND DATE OF REPORT: 2-FEB-98 14:35:26

PAGE 3

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T-AS017

** COMMENTS **

ANY AUTOMATICALLY GENERATED COMMENTS APPEAR IN THIS BOX:

THIS VEHICLE IS SET UP TO DESIGN ATTITUDE AND WHILE REPORTED IN ENGLISH UNITS, USES A METRIC PRINT ZERO. SUSPENSION COMPONENTS ARE NOT IN DESIGN POSITION. COORDINATES CAN BE CONVERTED TO DESIGN PRINT VALUES BY USING THE FOLLOWING: asking for a metric print-out or

TO CONVERT TO METRIC DESIGN PRINT VALUES: MULTIPLY BY 25.4.
TO CONVERT TO ENGLISH DESIGN PRINT VALUES: (for most DOMESTIC VEHICLES) SUBTRACT 78.74 (2000 MM) FROM THE X VALUE AND SUBTRACT 19.69 (500 MM) FROM THE Z VALUE.

*** 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 ***

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

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

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

FOR SCRIBE TARGET EXCEPTIONS:
SEE DESIGN SET-UP SHEET: UNITS25..TOWN CAR; UNITS29..C/VIC G/MAR
UNITS37..HAT7

NOTE: PLEASE POSITION " D " RING @ " B " PILLAR
RANGERSAS OF 7/28/94 SET @ 3rd NOTCH from TOP]
ALL OTHER TRUCKS[mid position]
ALL CARS if adjustable.....[mid position]

ANY COMMENTS ENTERED BY OPERATORS APPEAR BELOW THIS LINE:

TIME AND DATE OF REPORT: 2-FEB-98 14:35:26

PAGE 1

** COMMENTS **

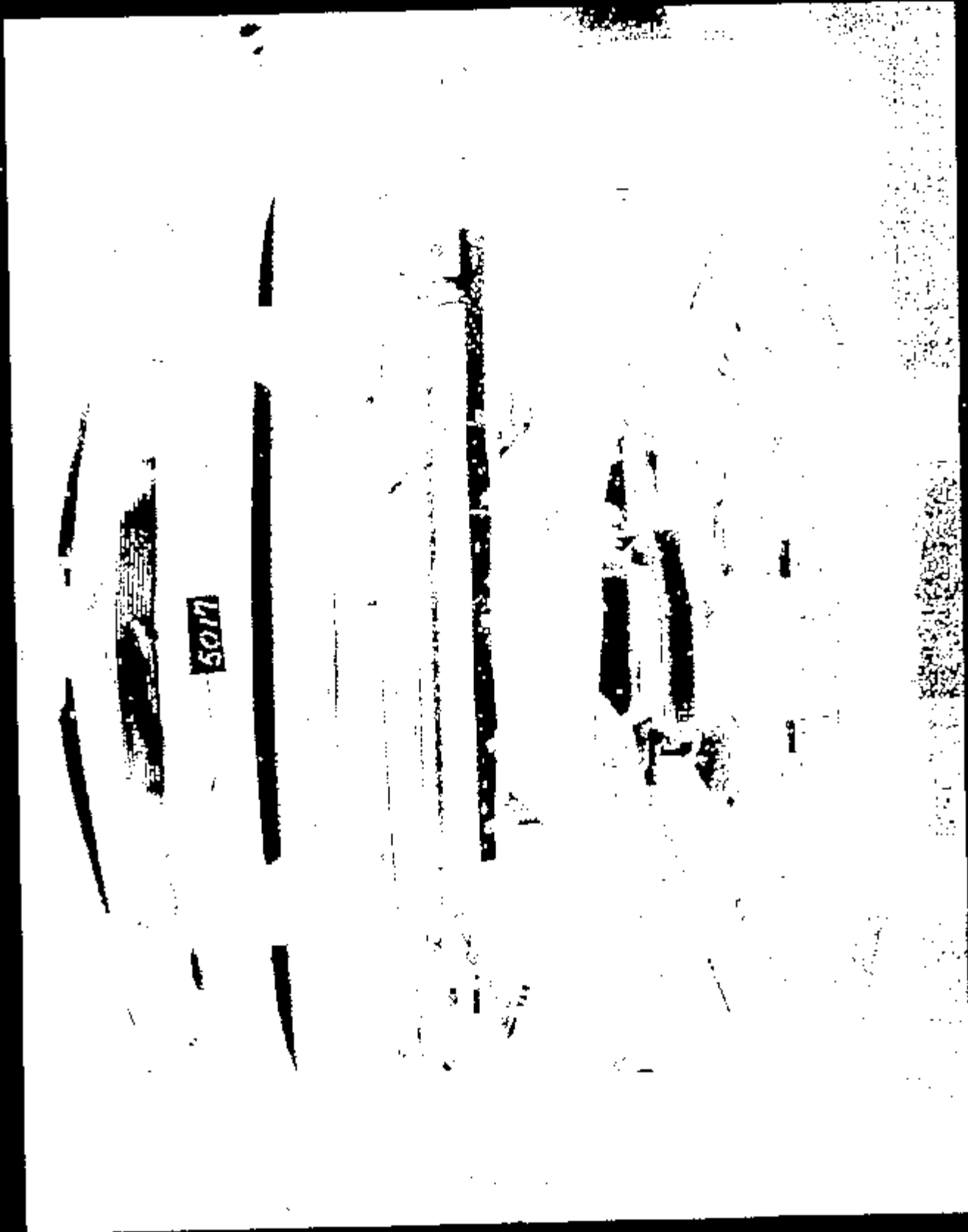
***** 650 POINT DESCRIPTION *****

- 01. ACCEL L/SILL
- 02. ACCEL @ TRANS
- 03. ACCEL @ ENGINE
- 04. ACCEL R/SILL

POST SET UP POINTS (5-8)

- 05. L/SILL FWD
- 06. L/SILL RND
- 07. R/SILL FWD
- 08. R/SILL RND

POST NOTE: DECOUPLER DECOUPLED
STEERING COLUMN AND ATTACHMENT REMOVED POINTS RELATED TO THIS WERE NOT
MEASURED FOR POST CRASH.



10968001.JPG

Image 1

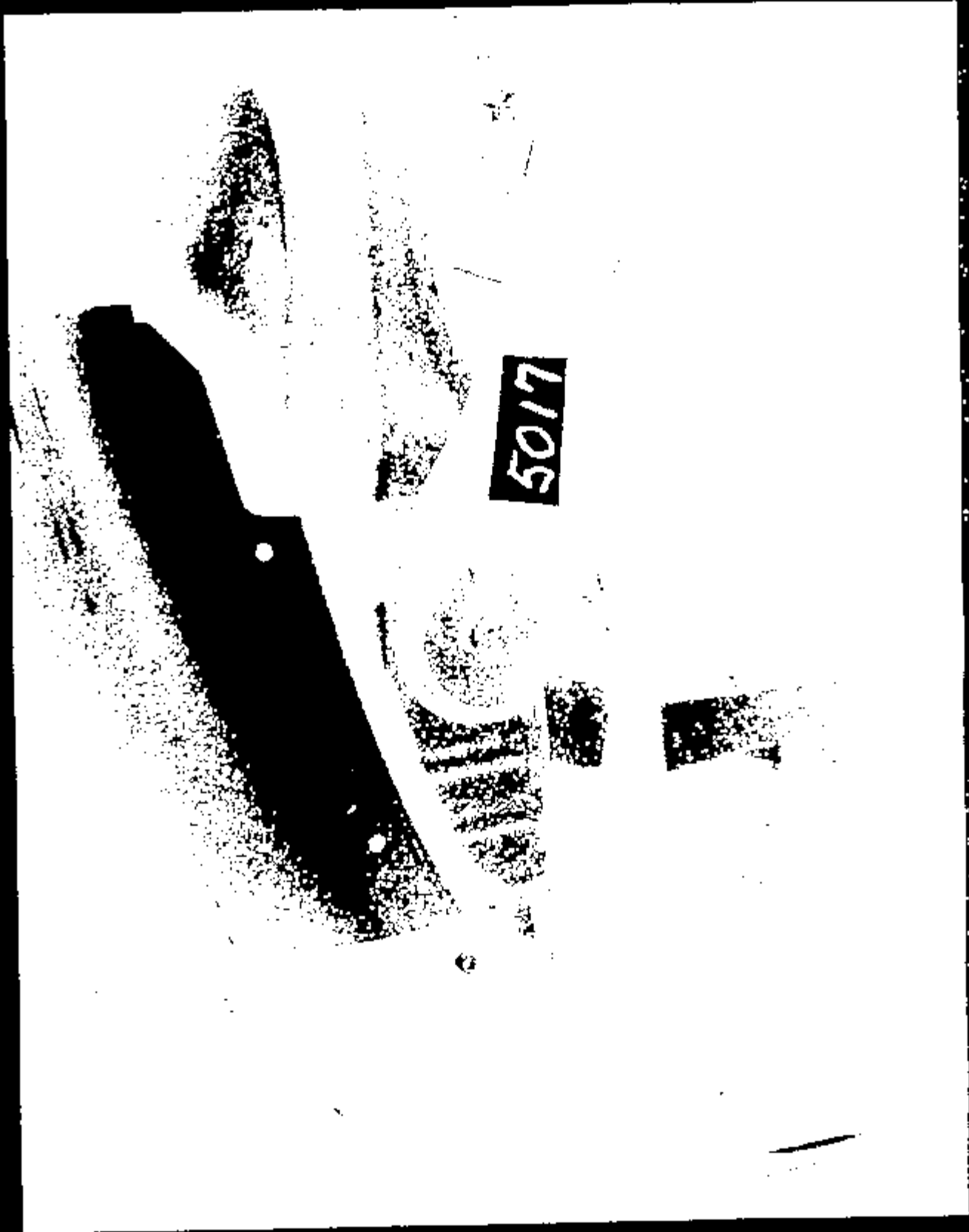


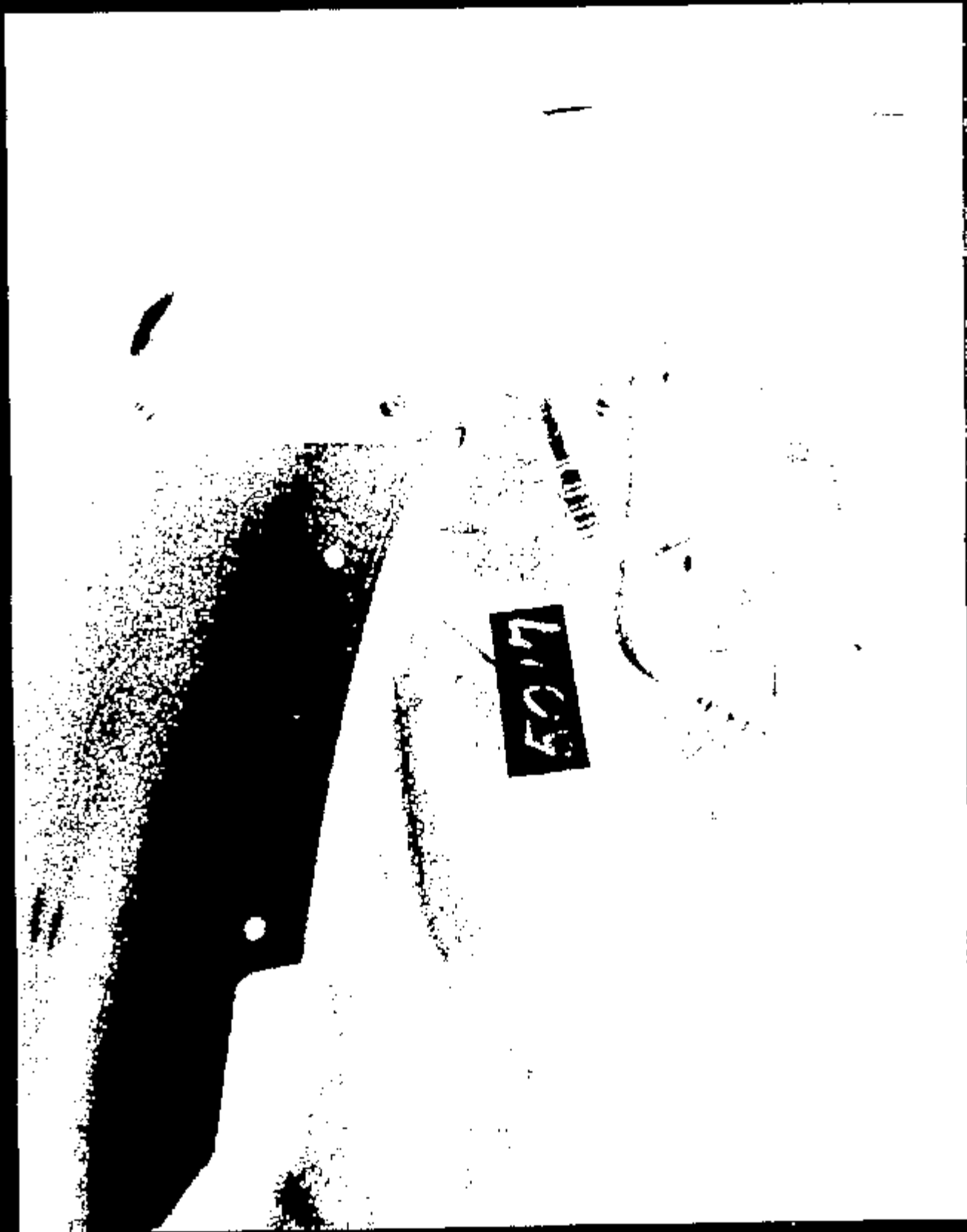
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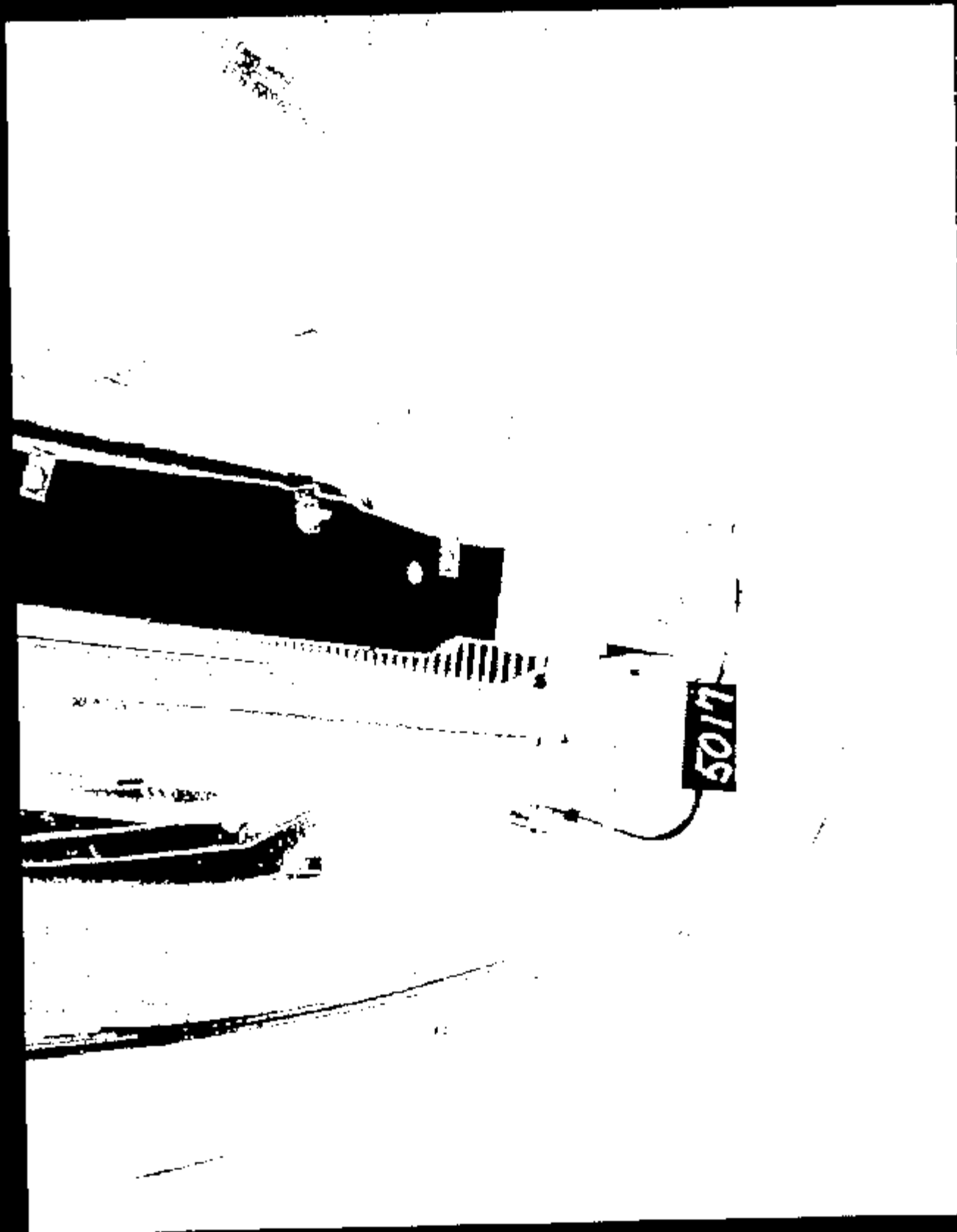


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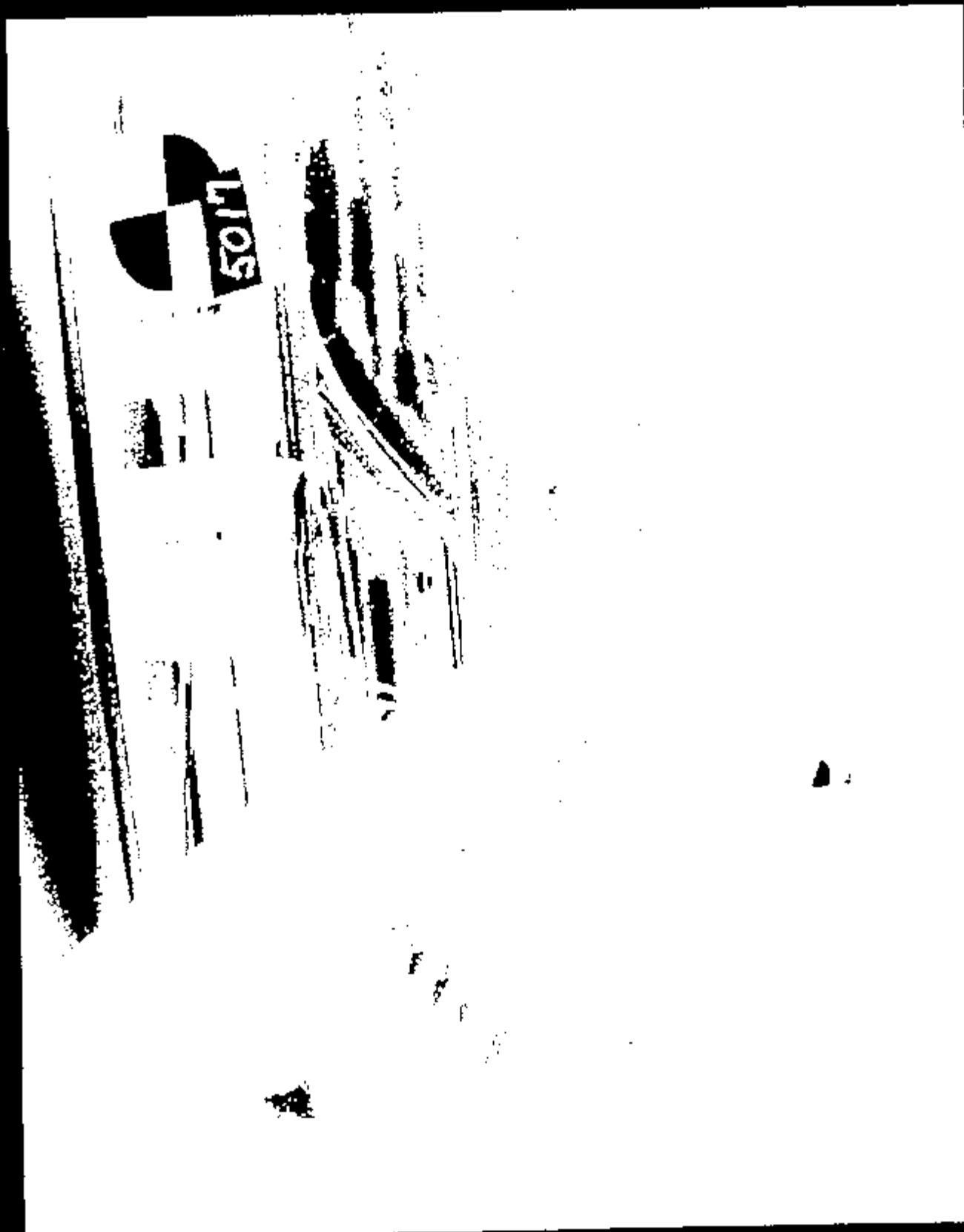


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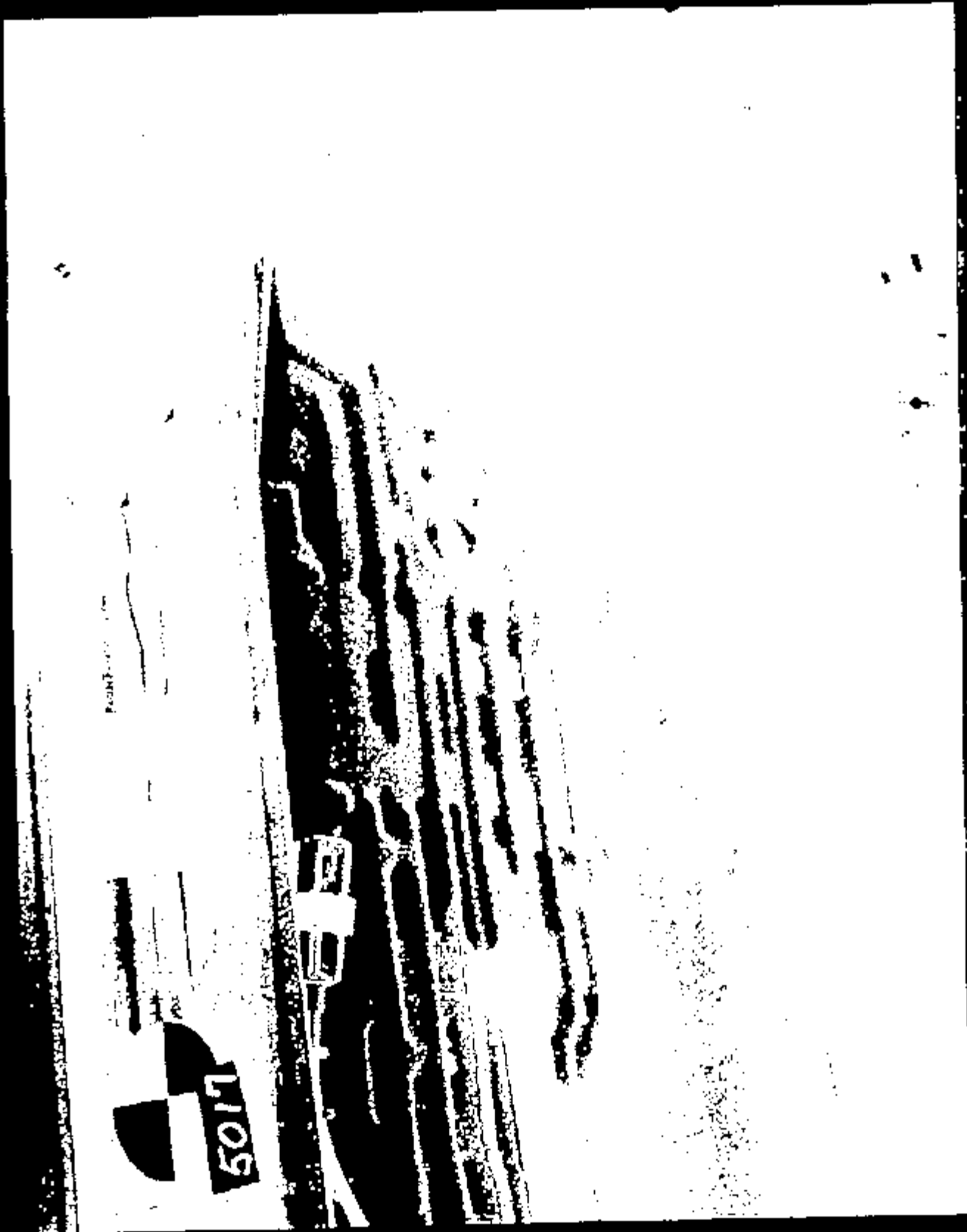
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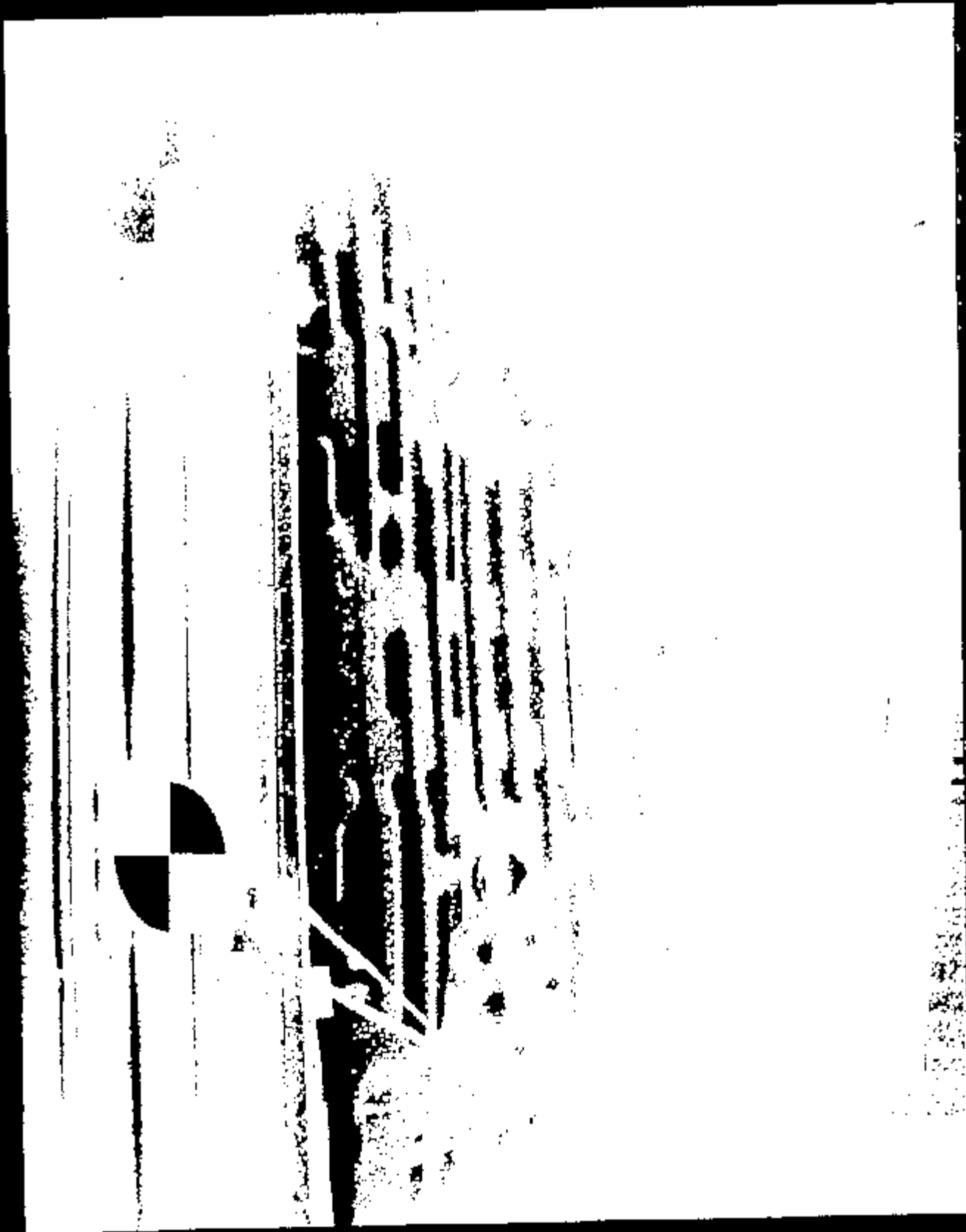
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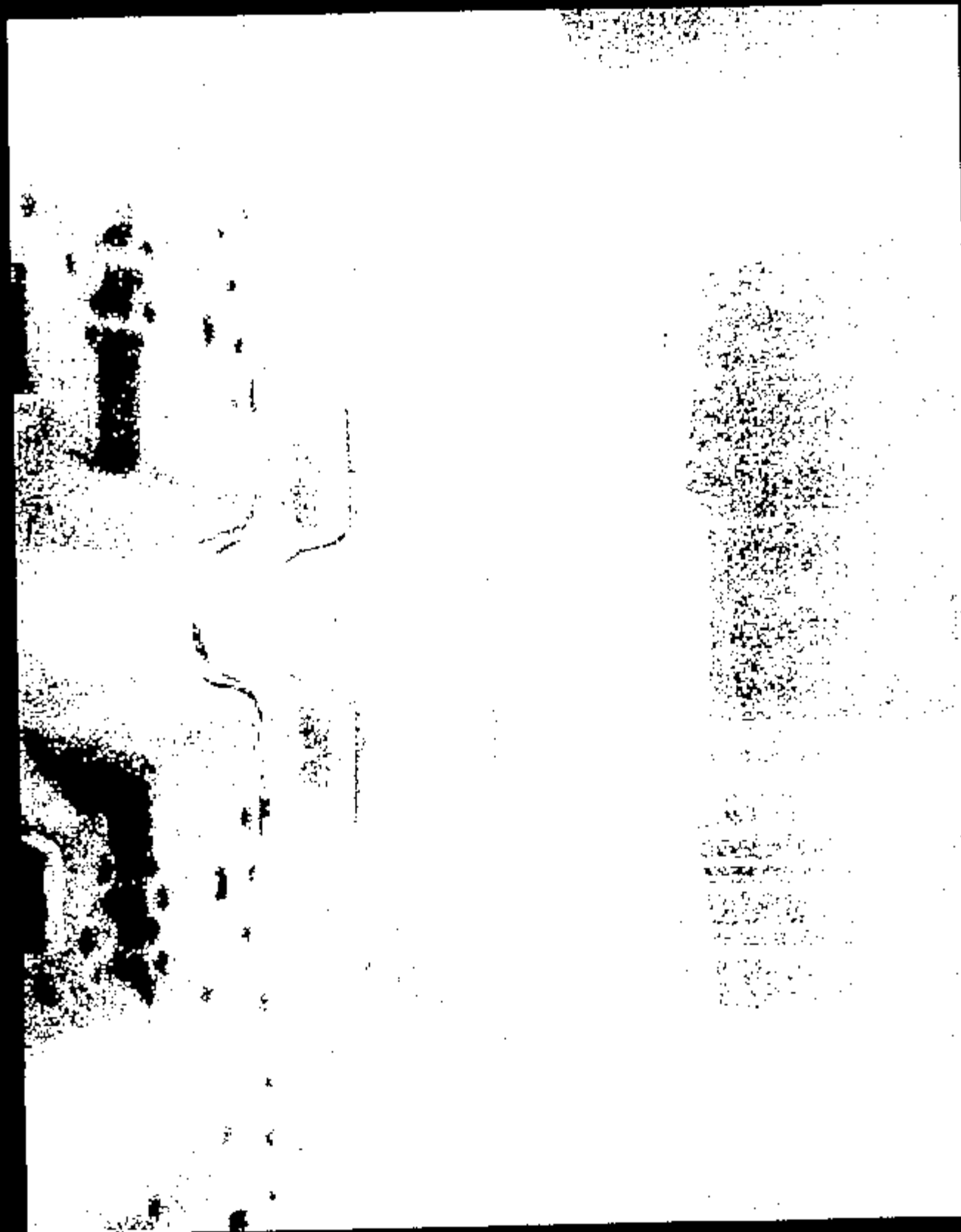
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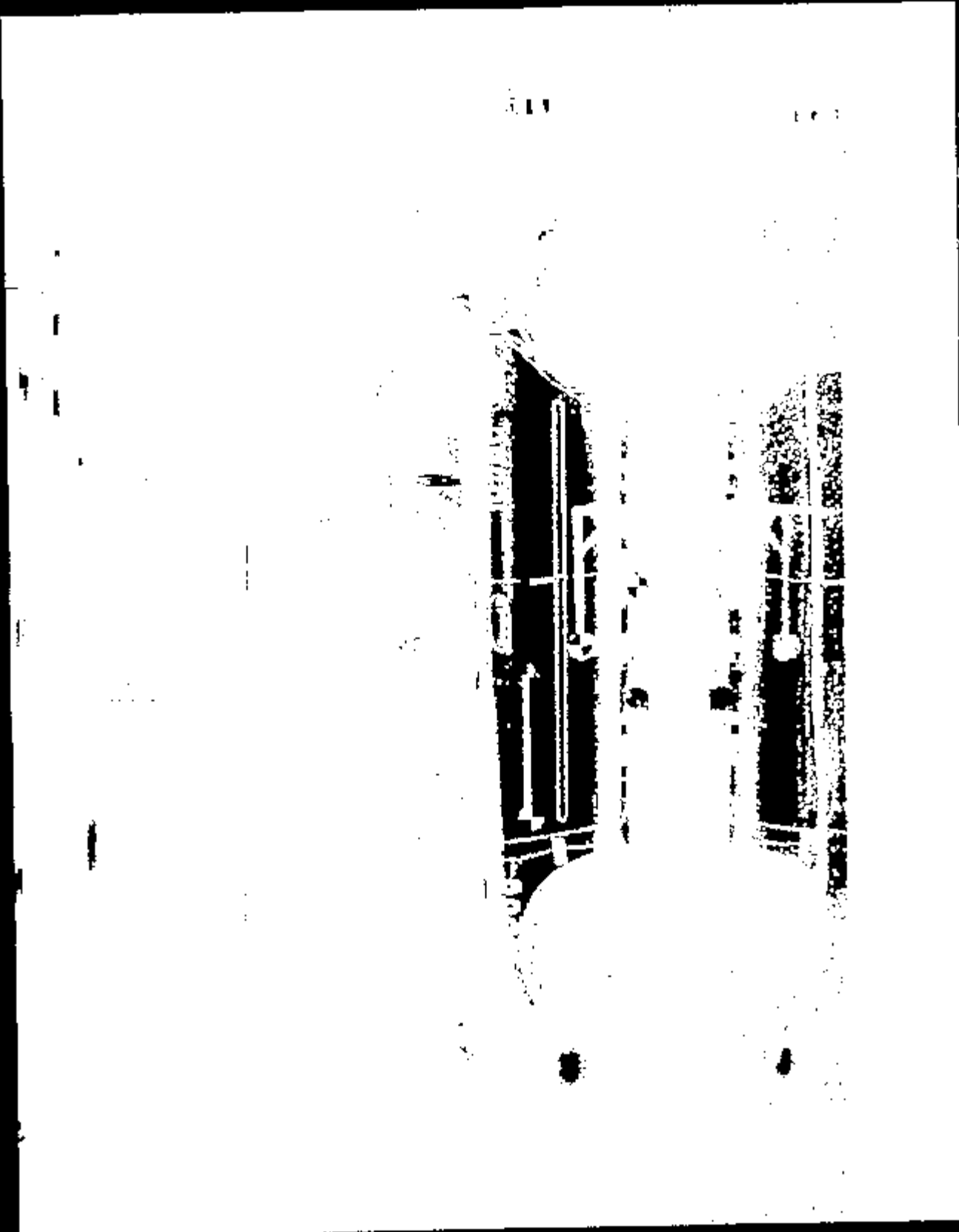
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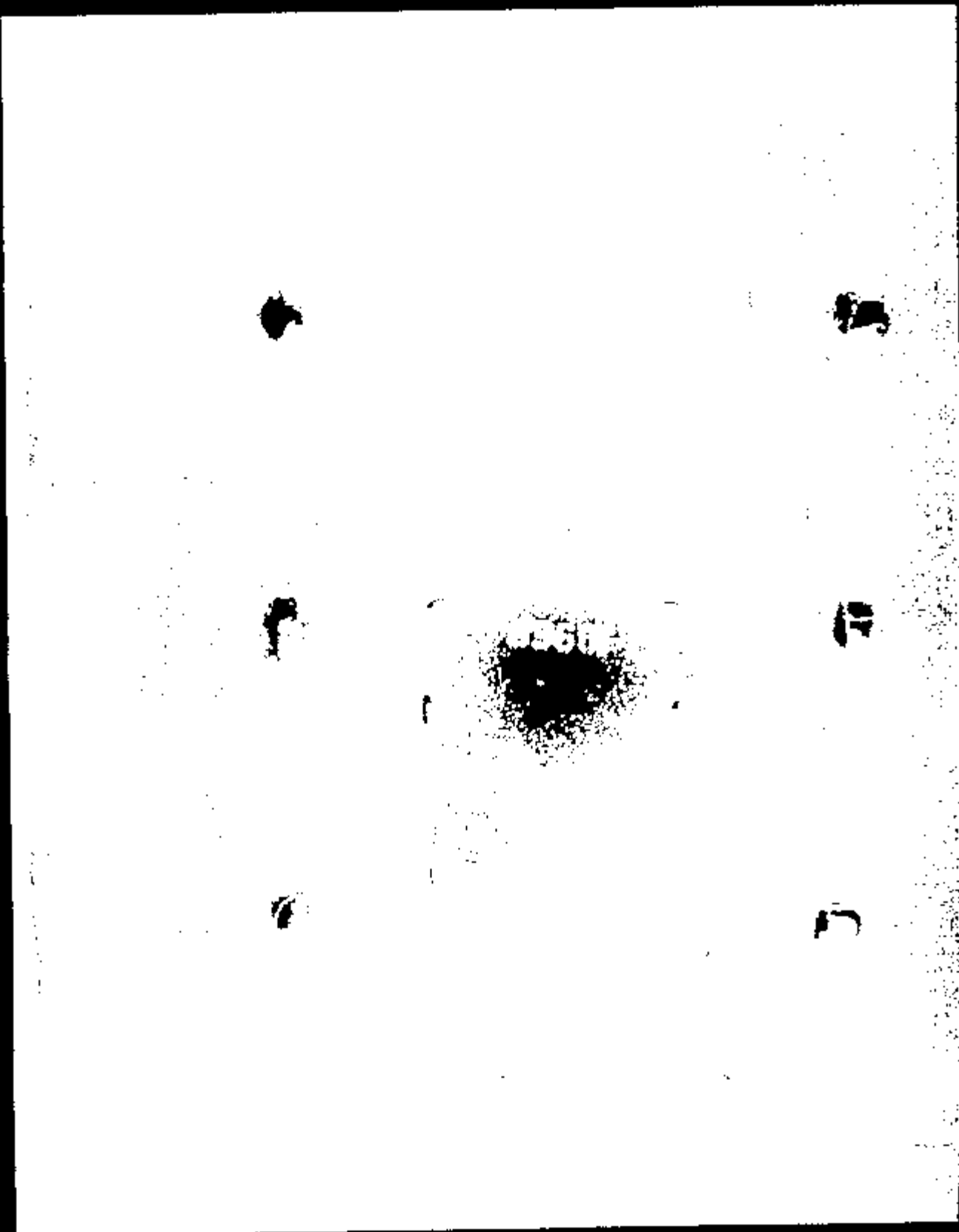
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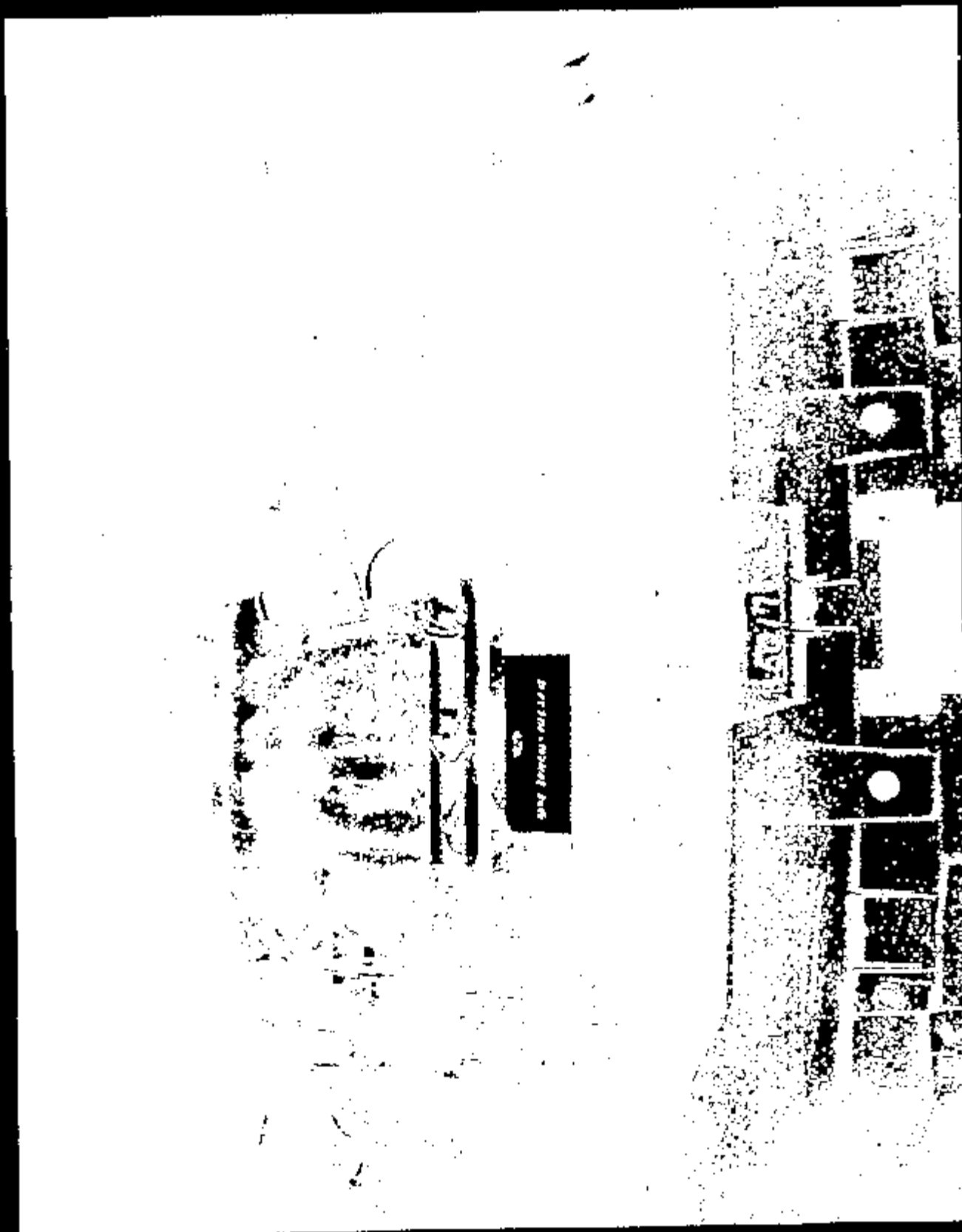


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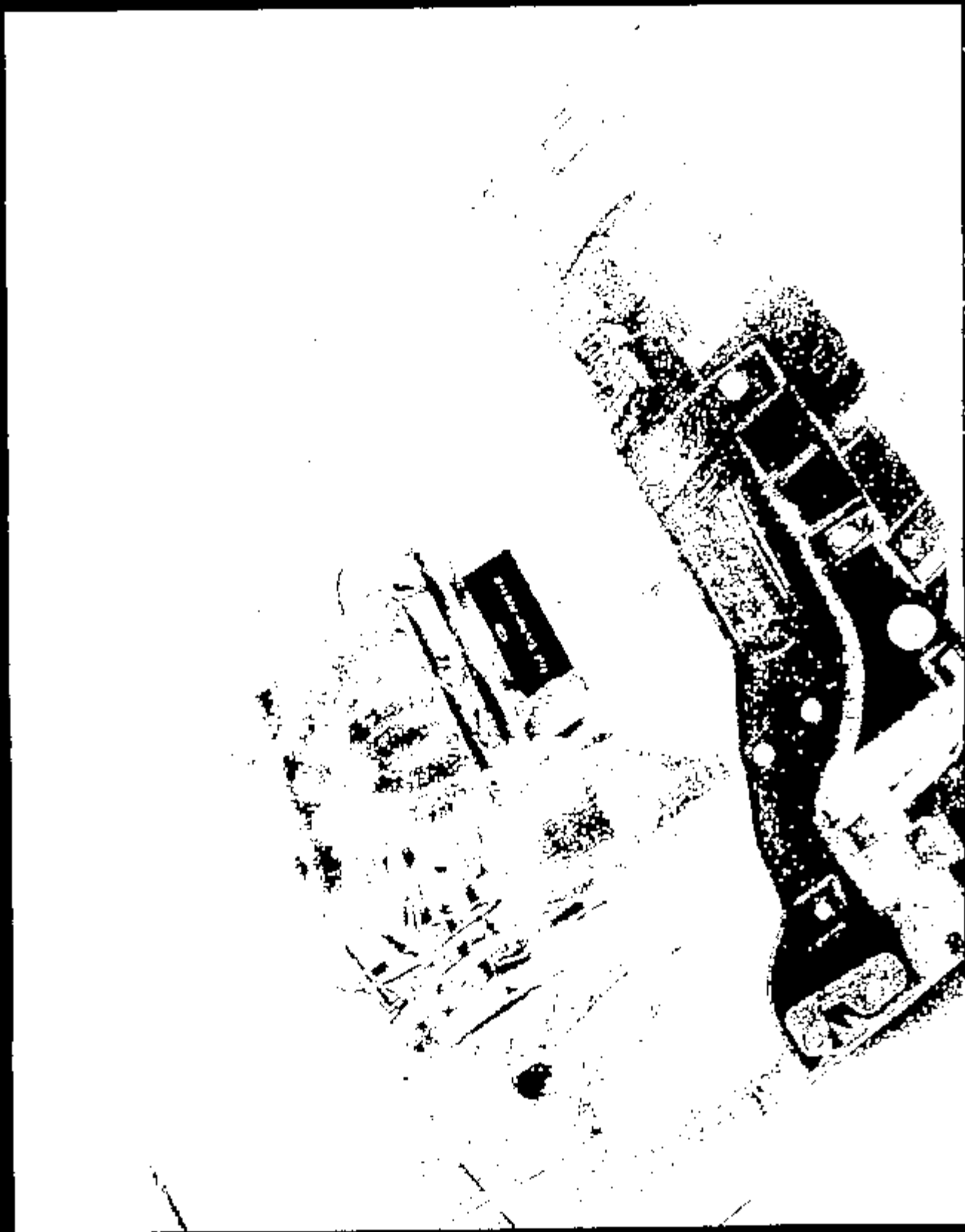
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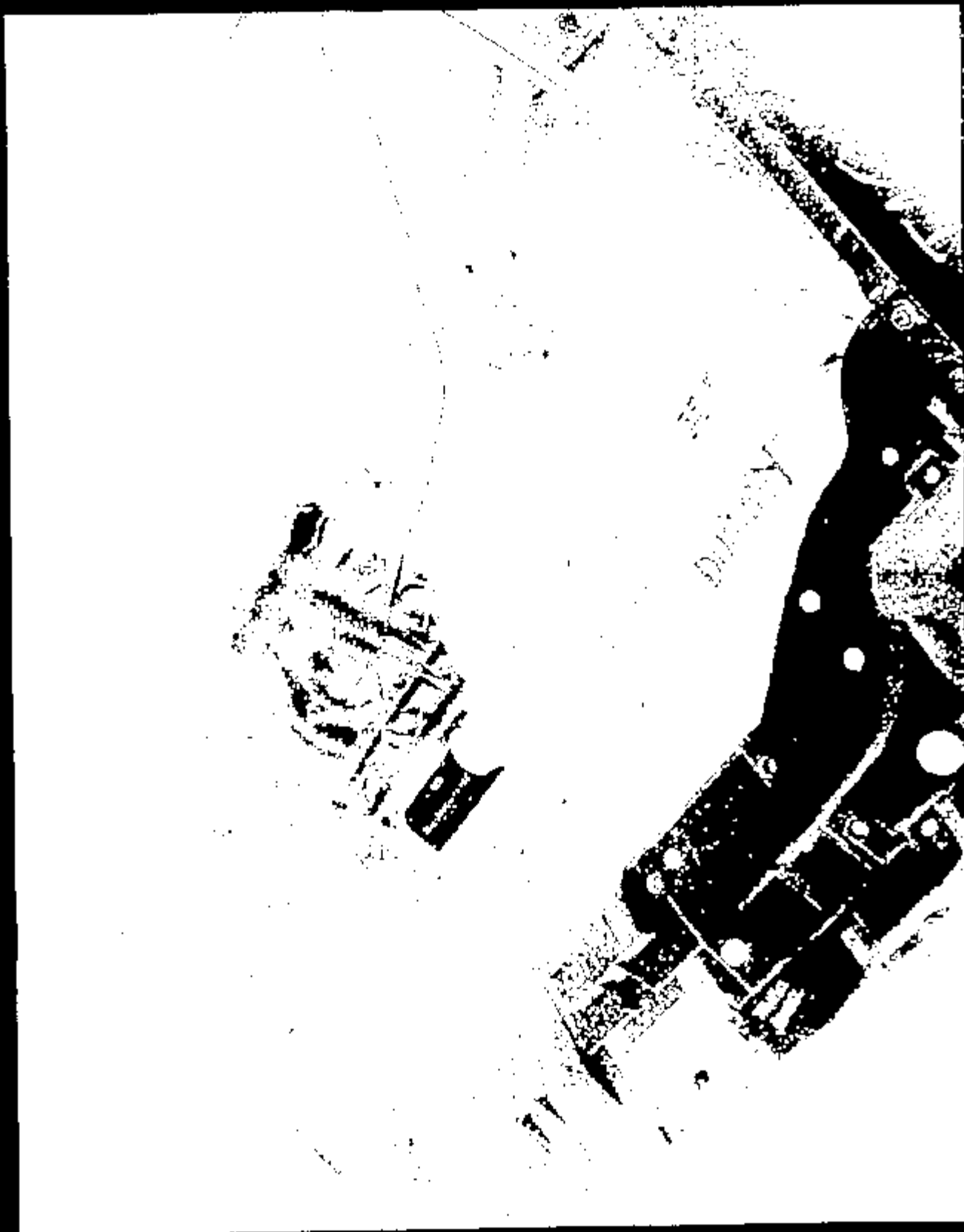
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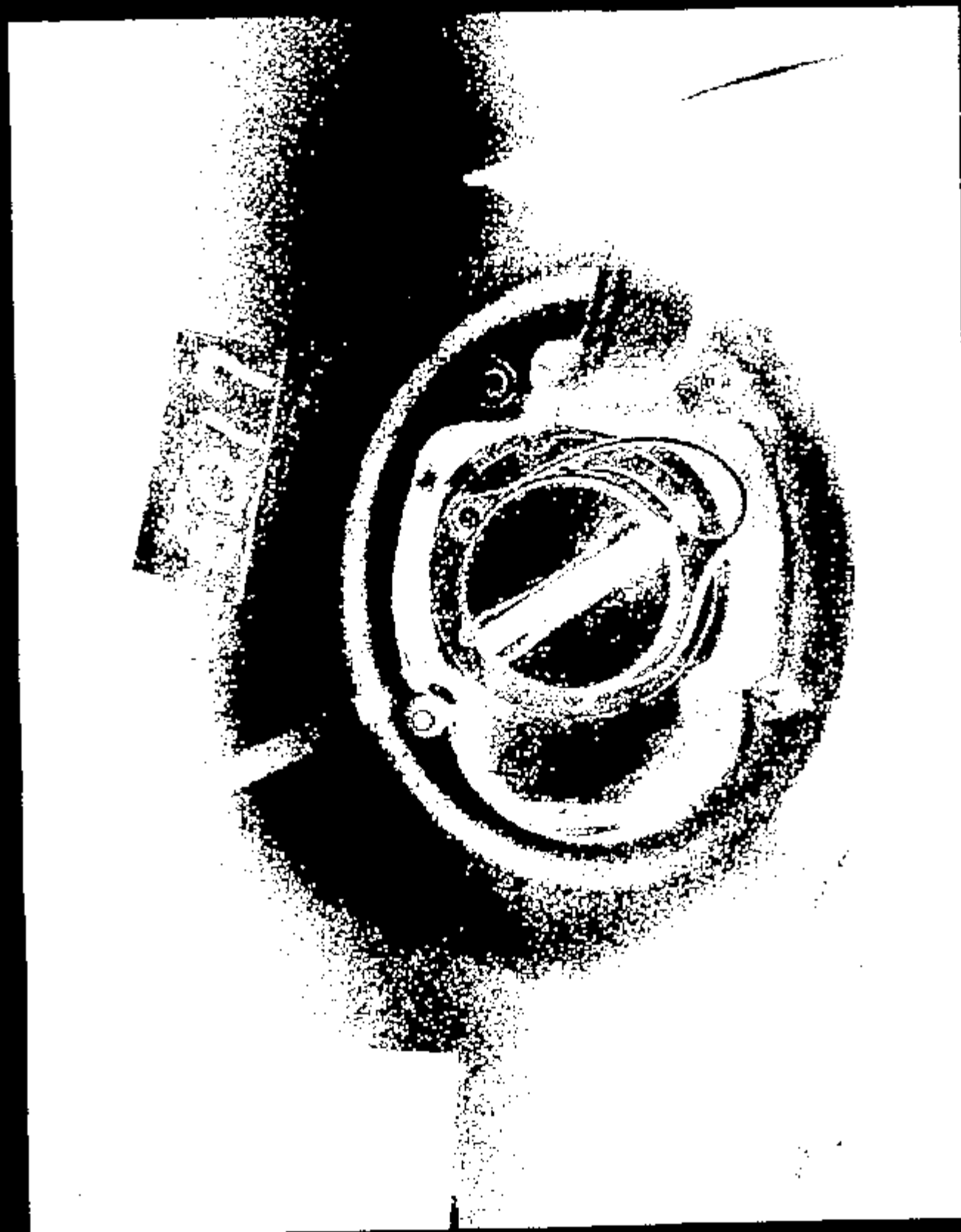
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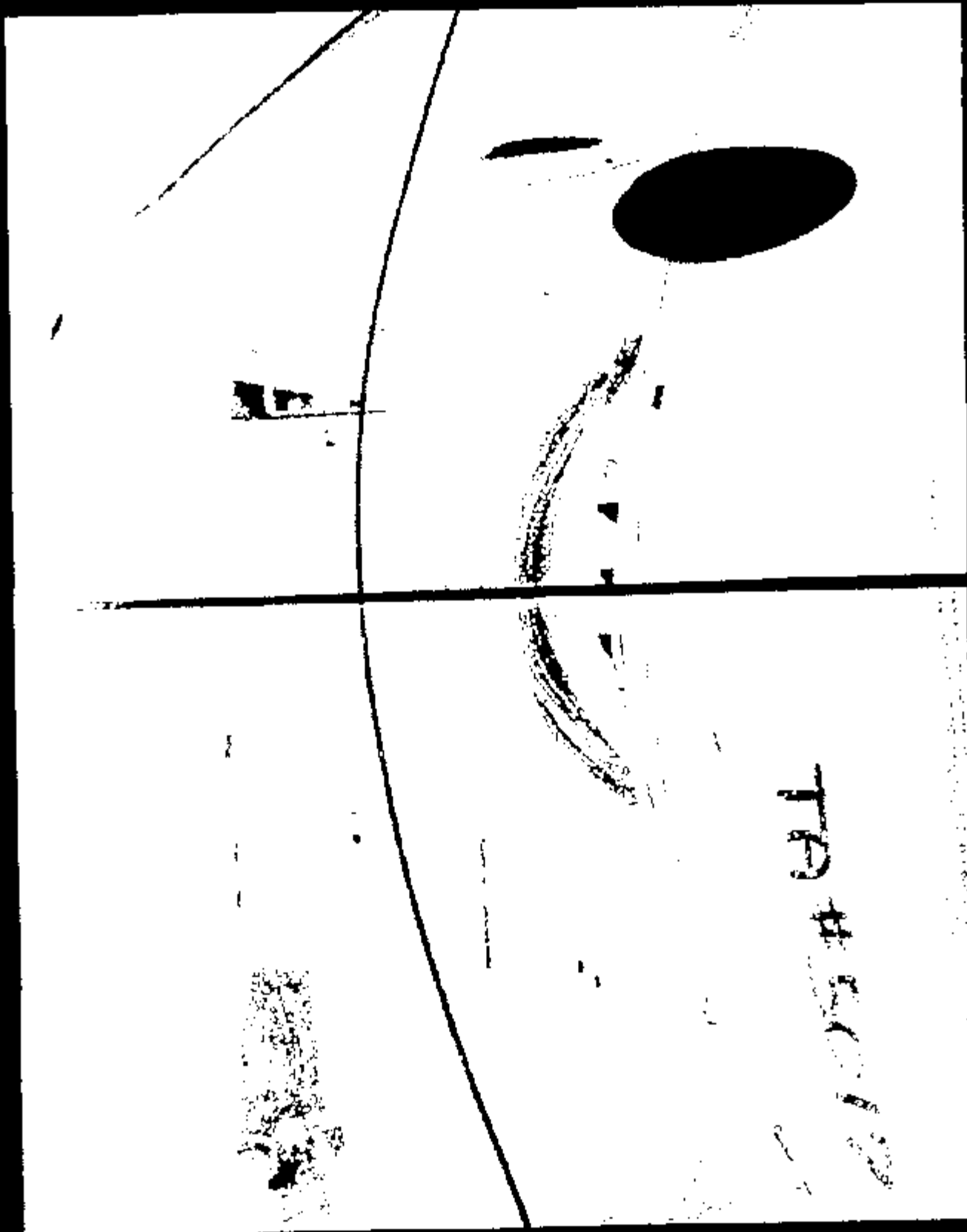


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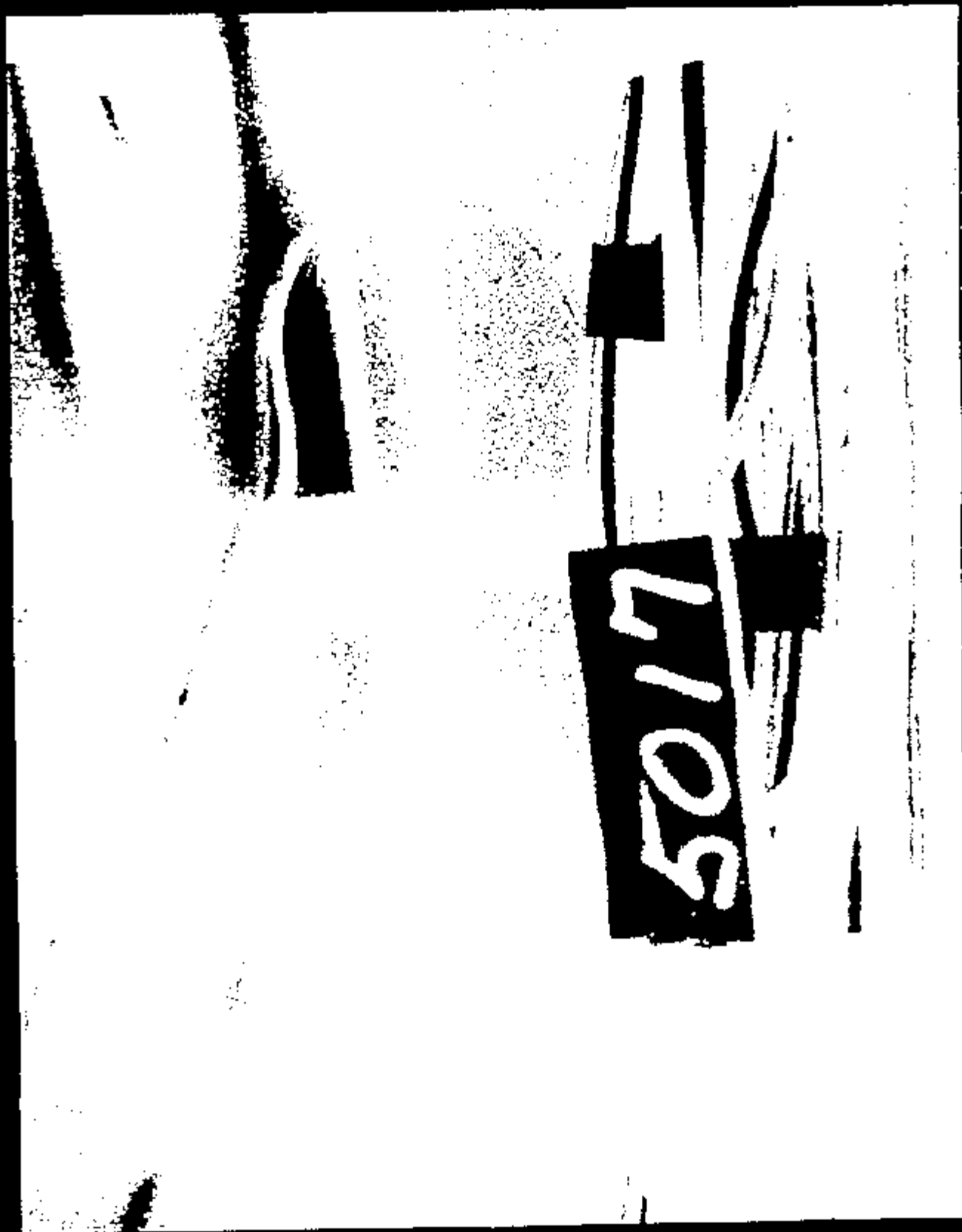
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10968029



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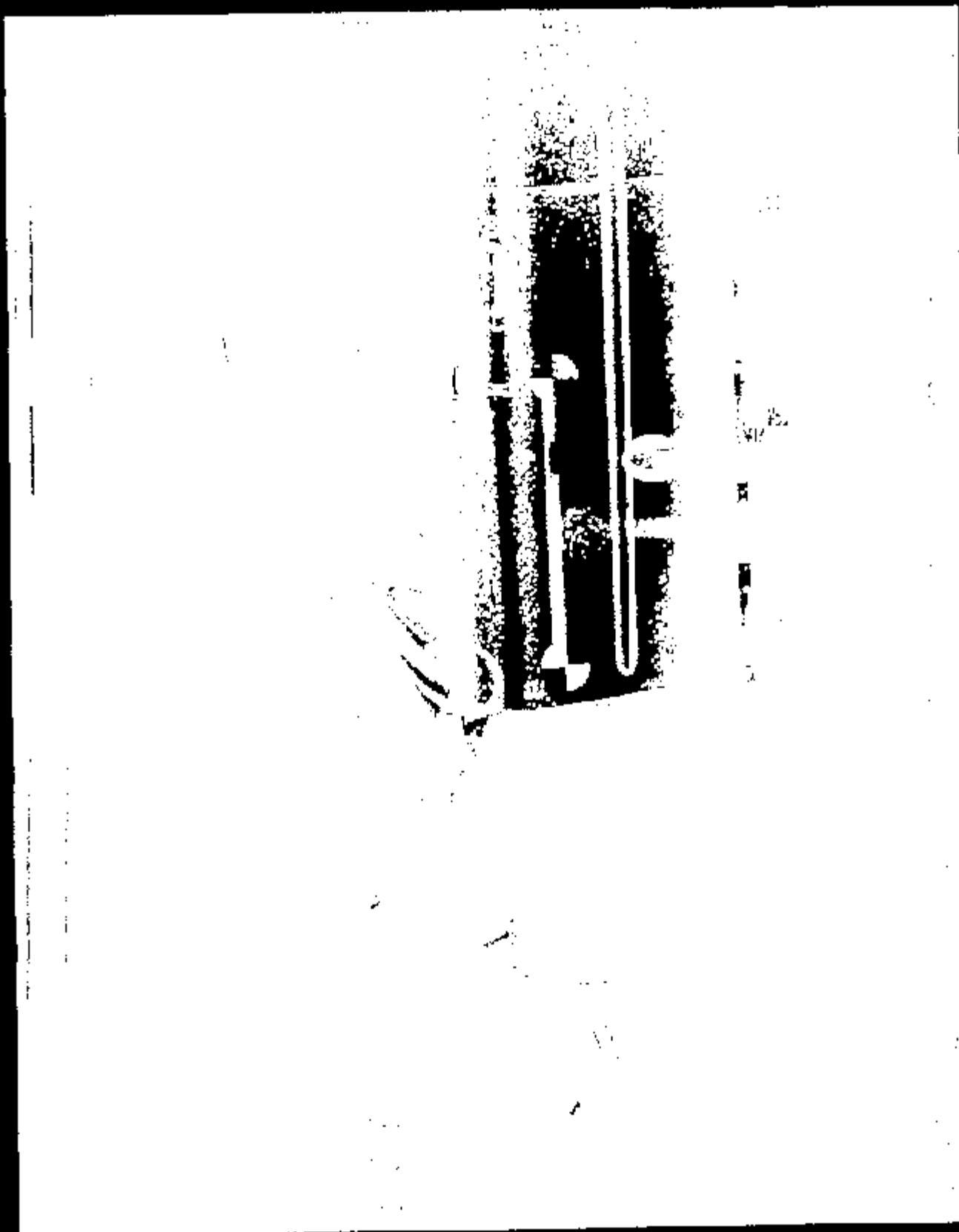
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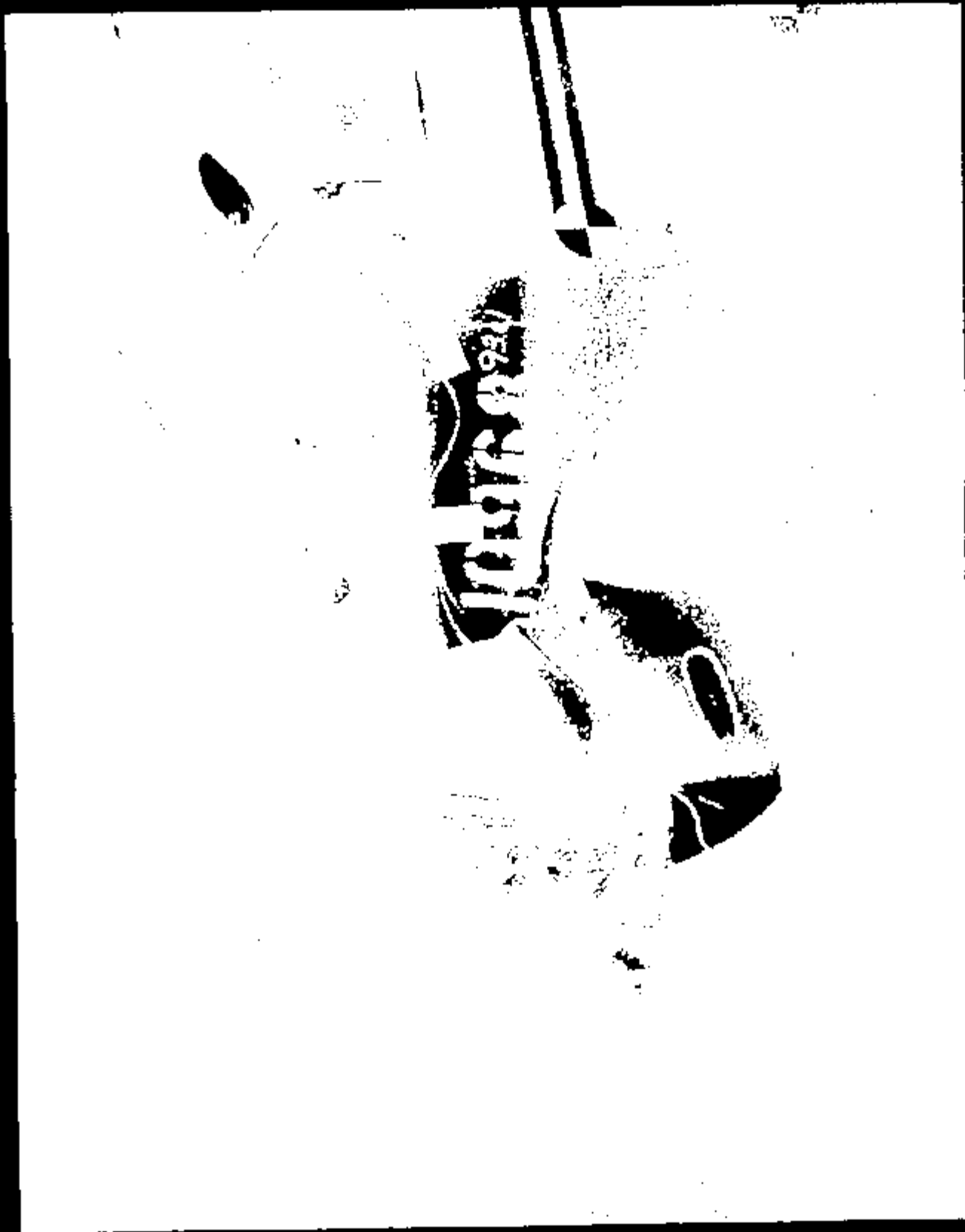


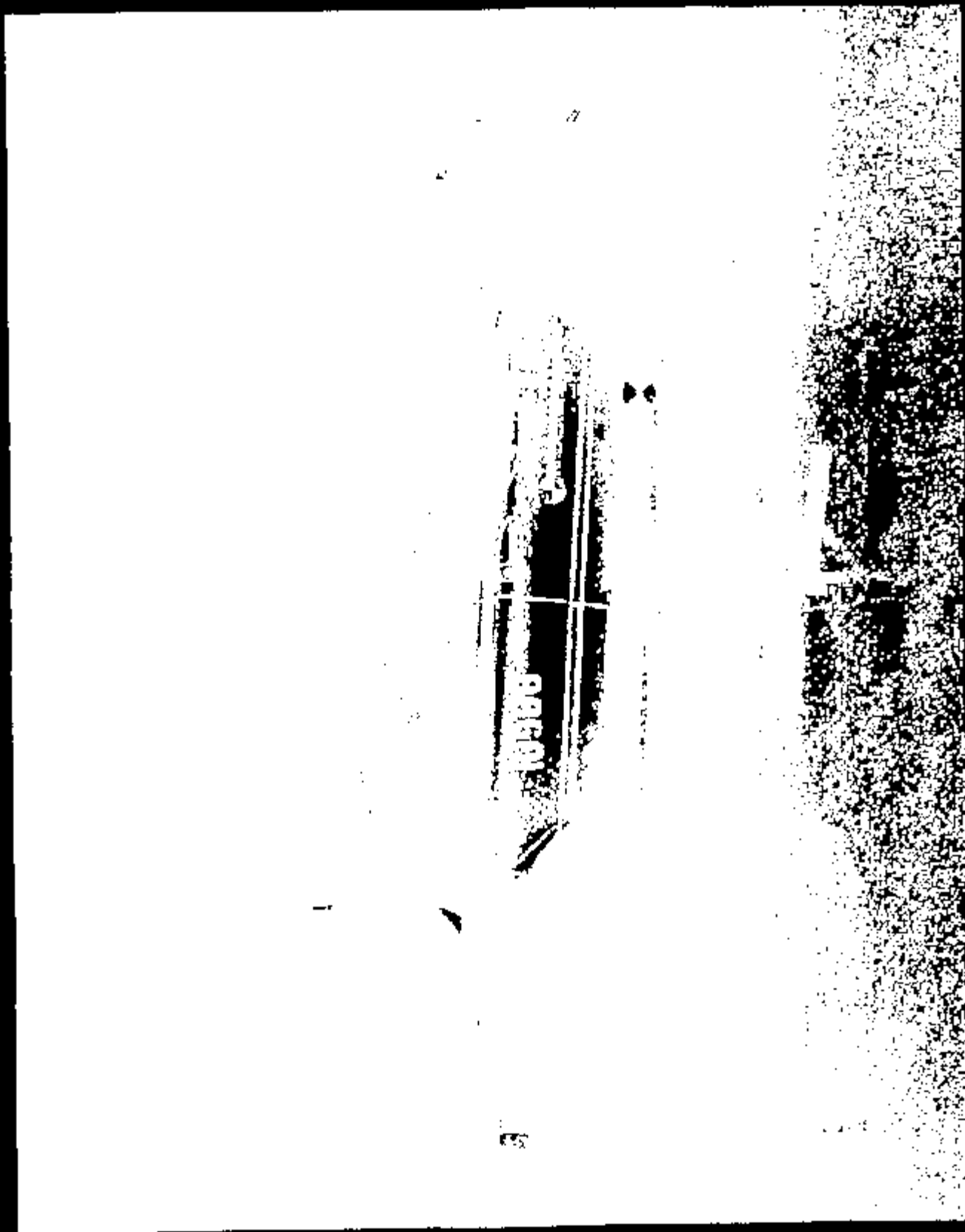
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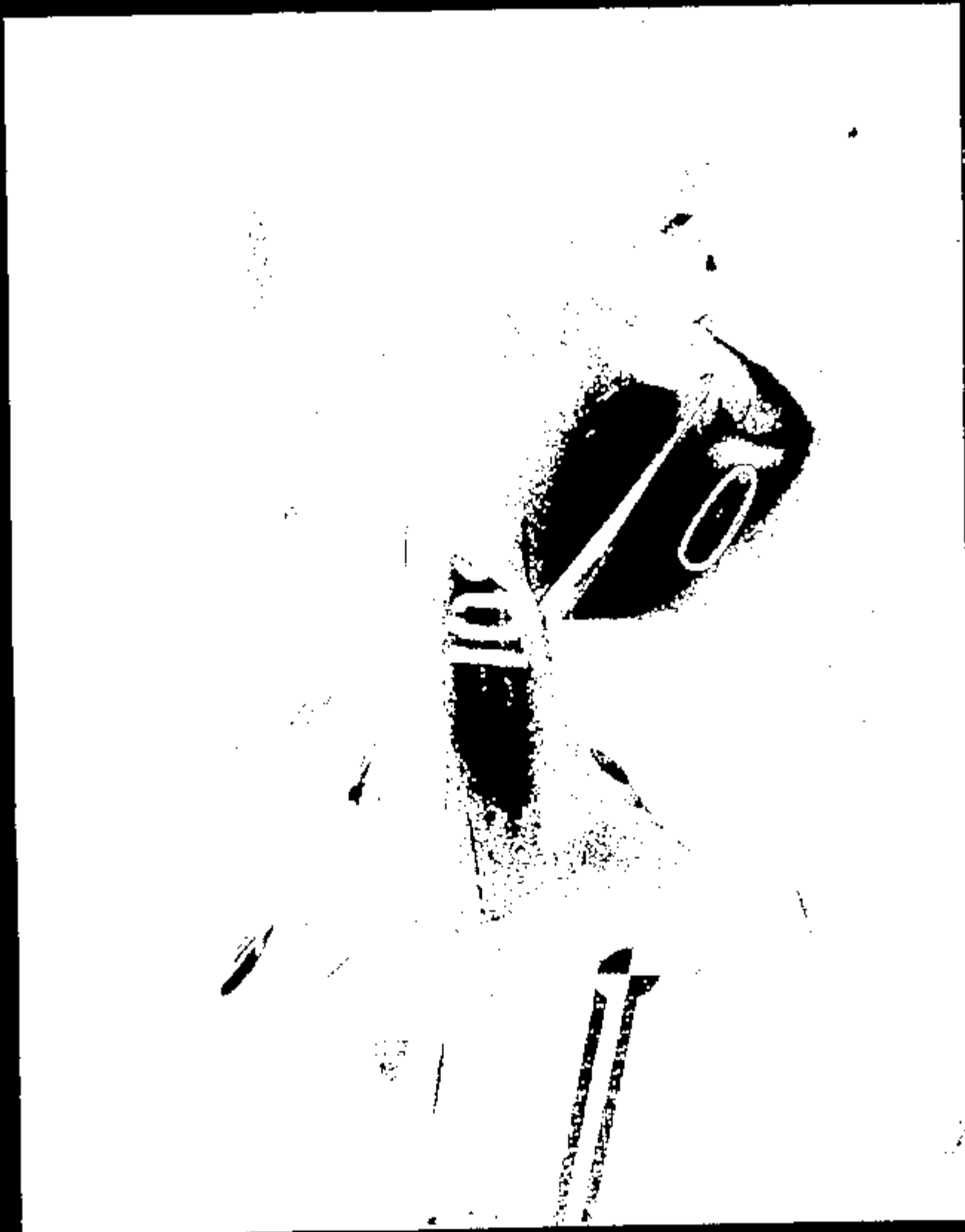


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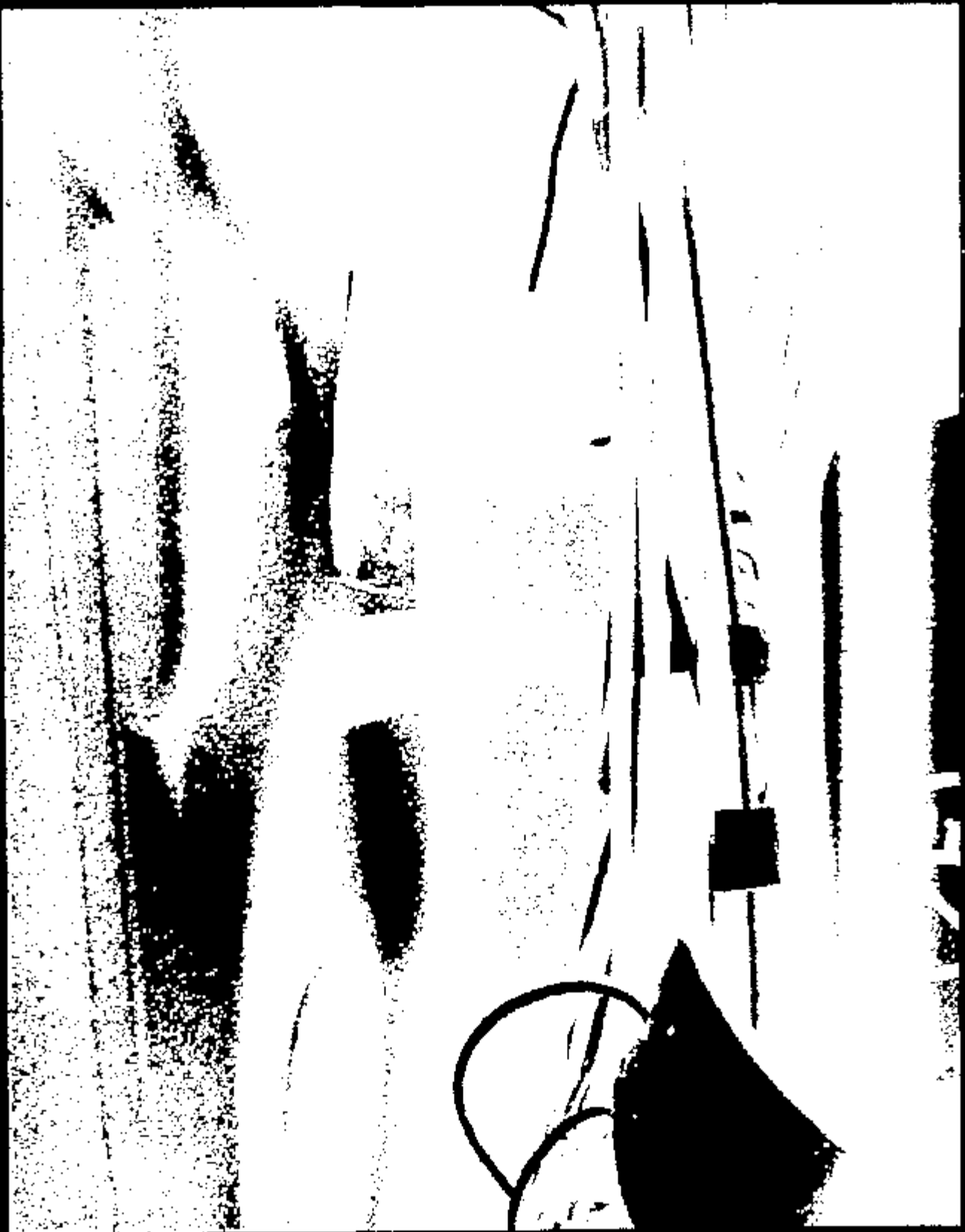


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Name 1



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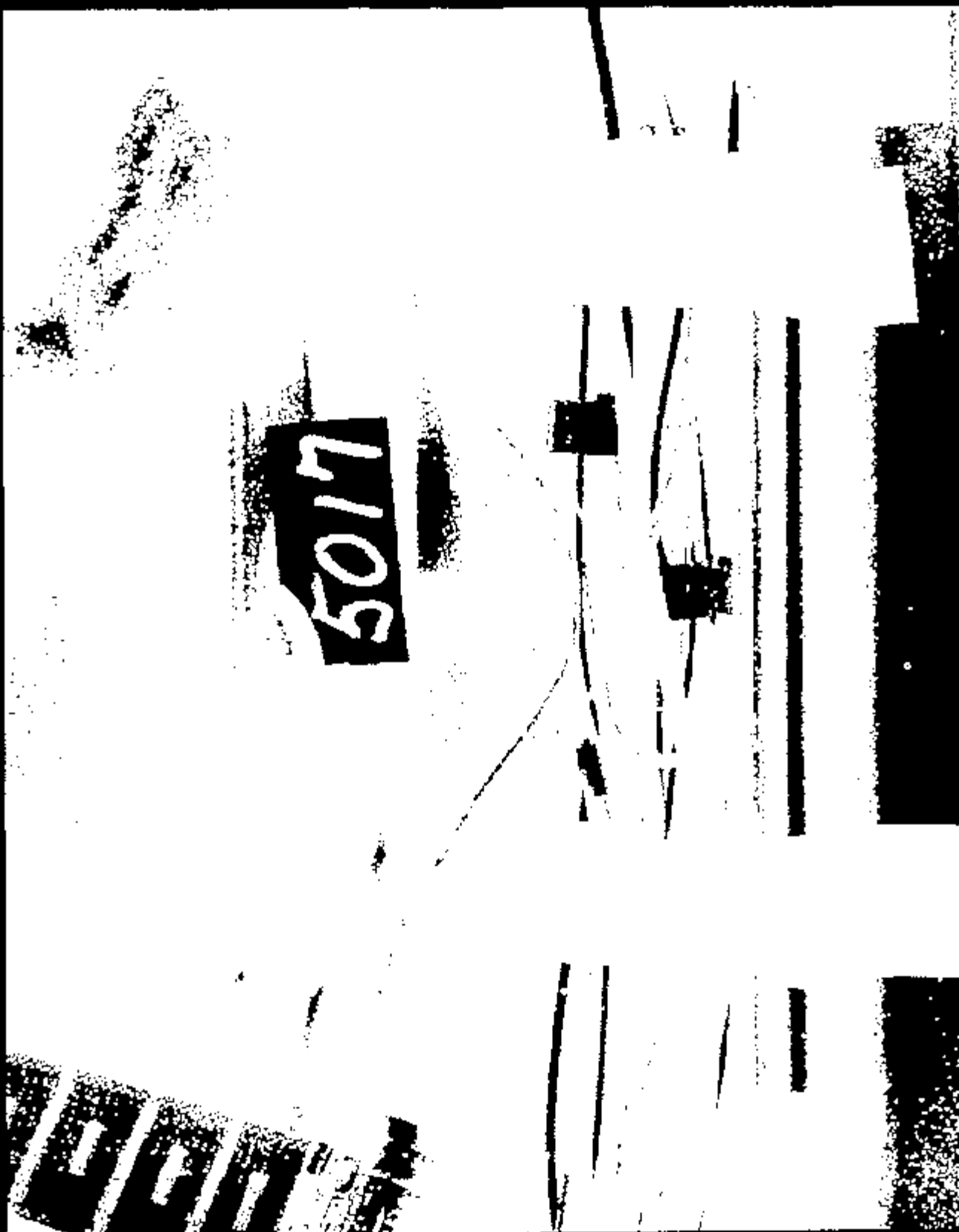
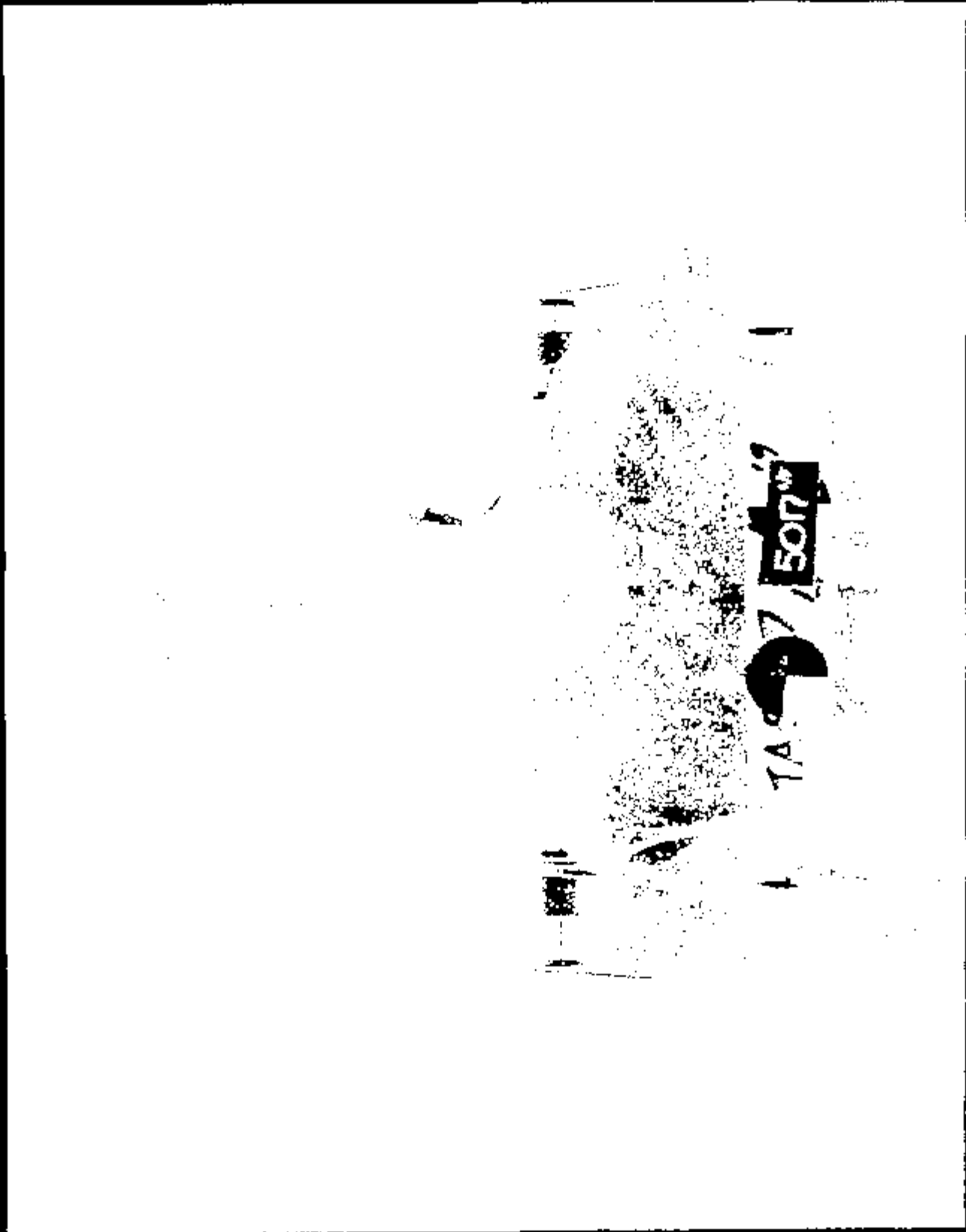


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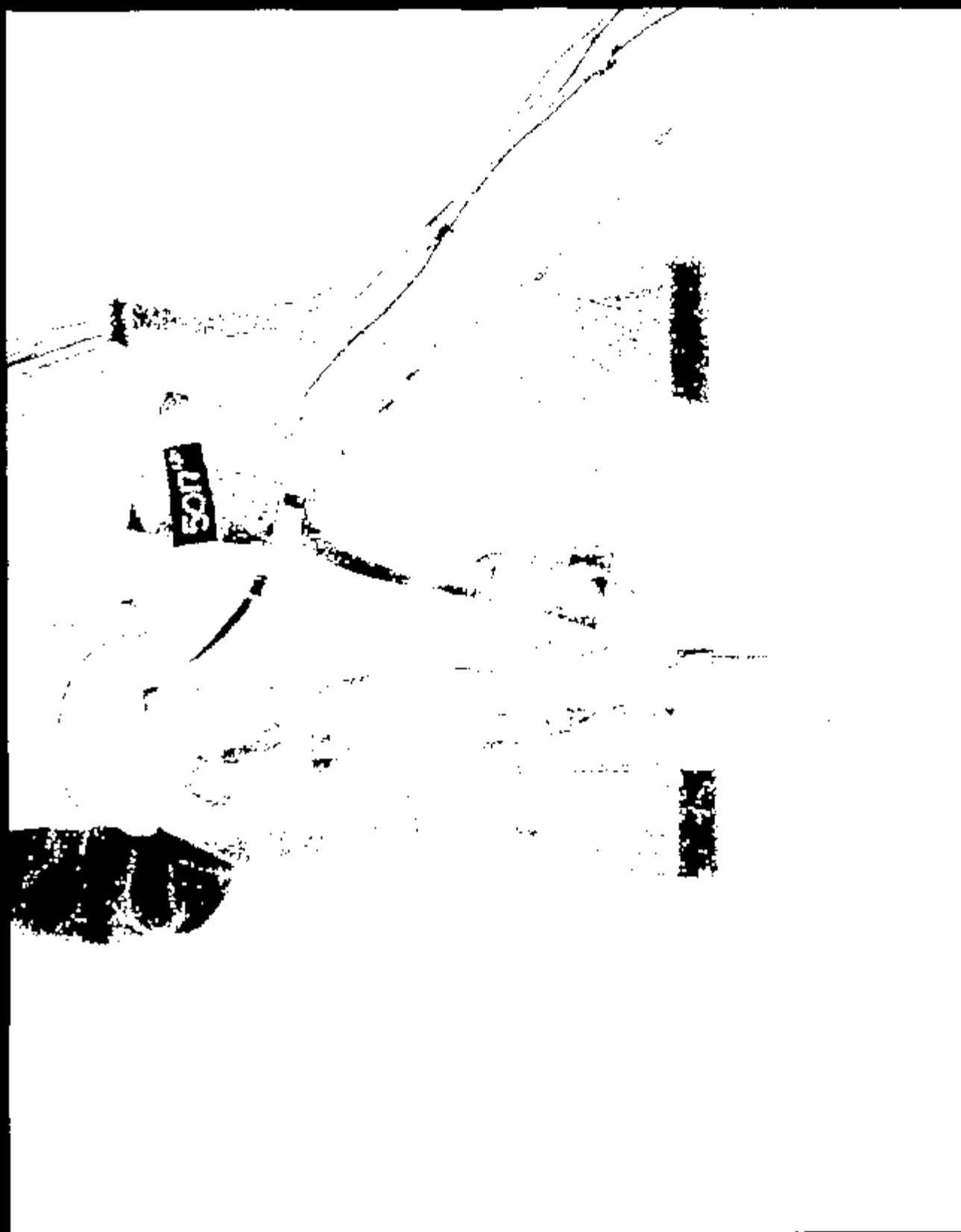
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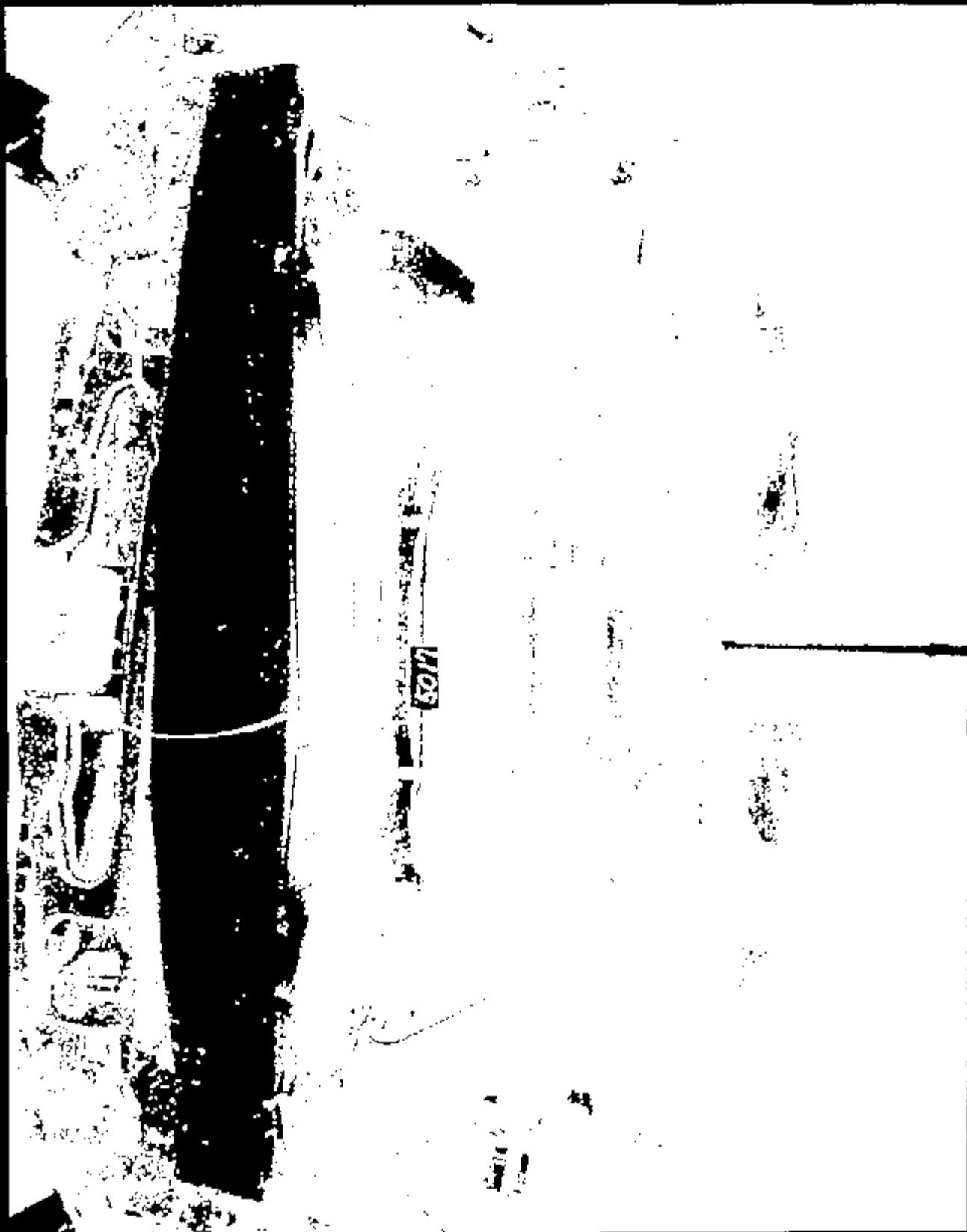
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Image 1

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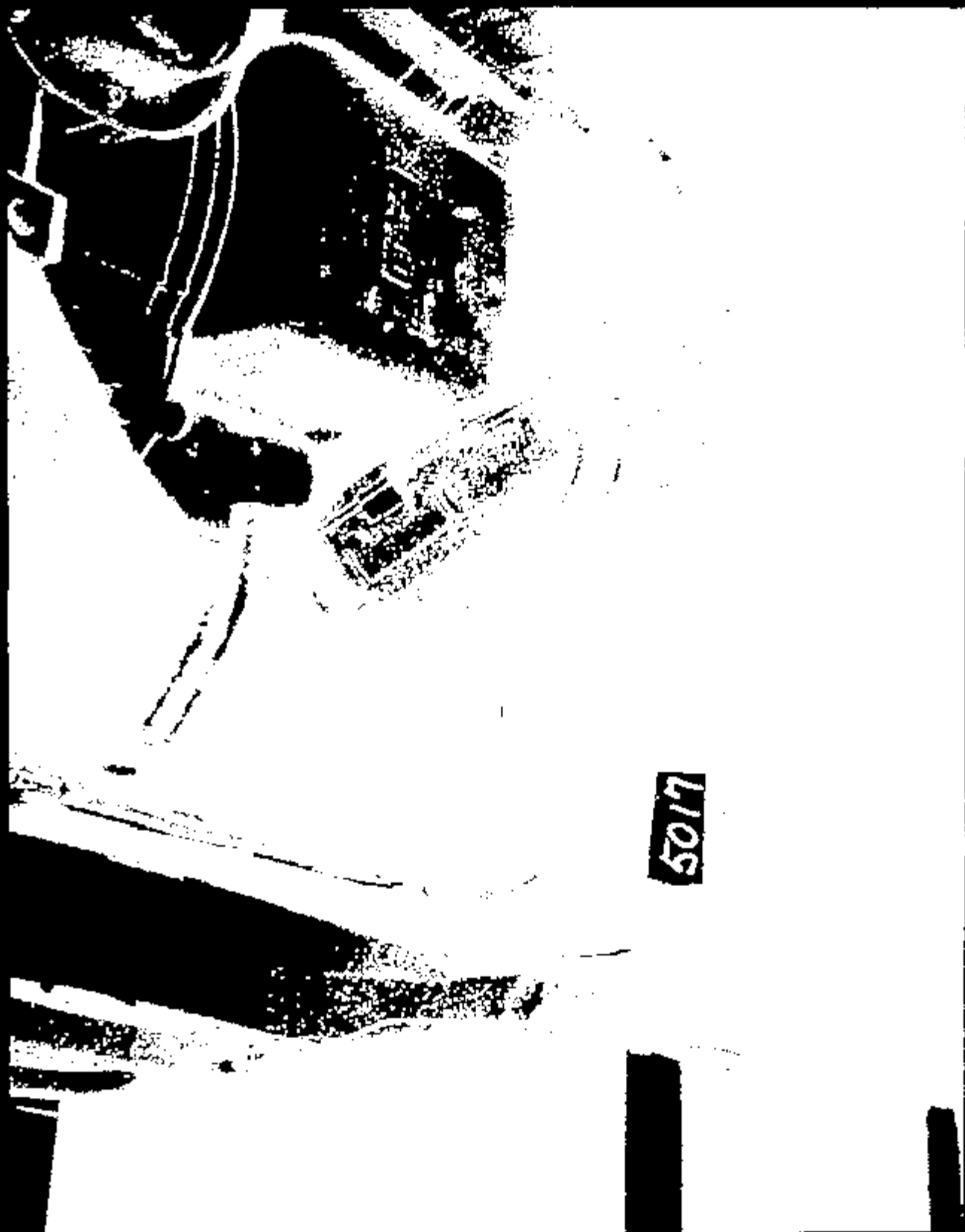
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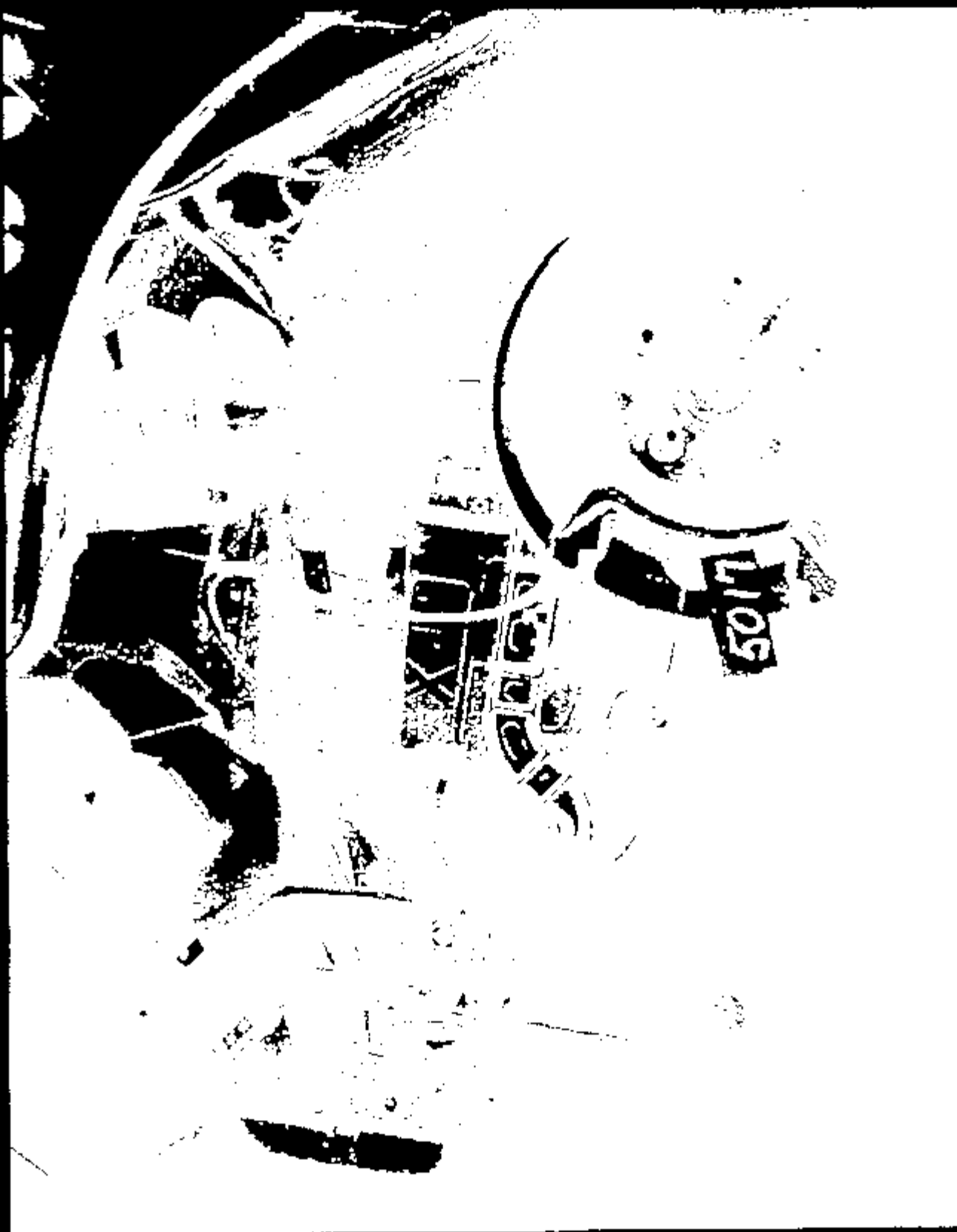
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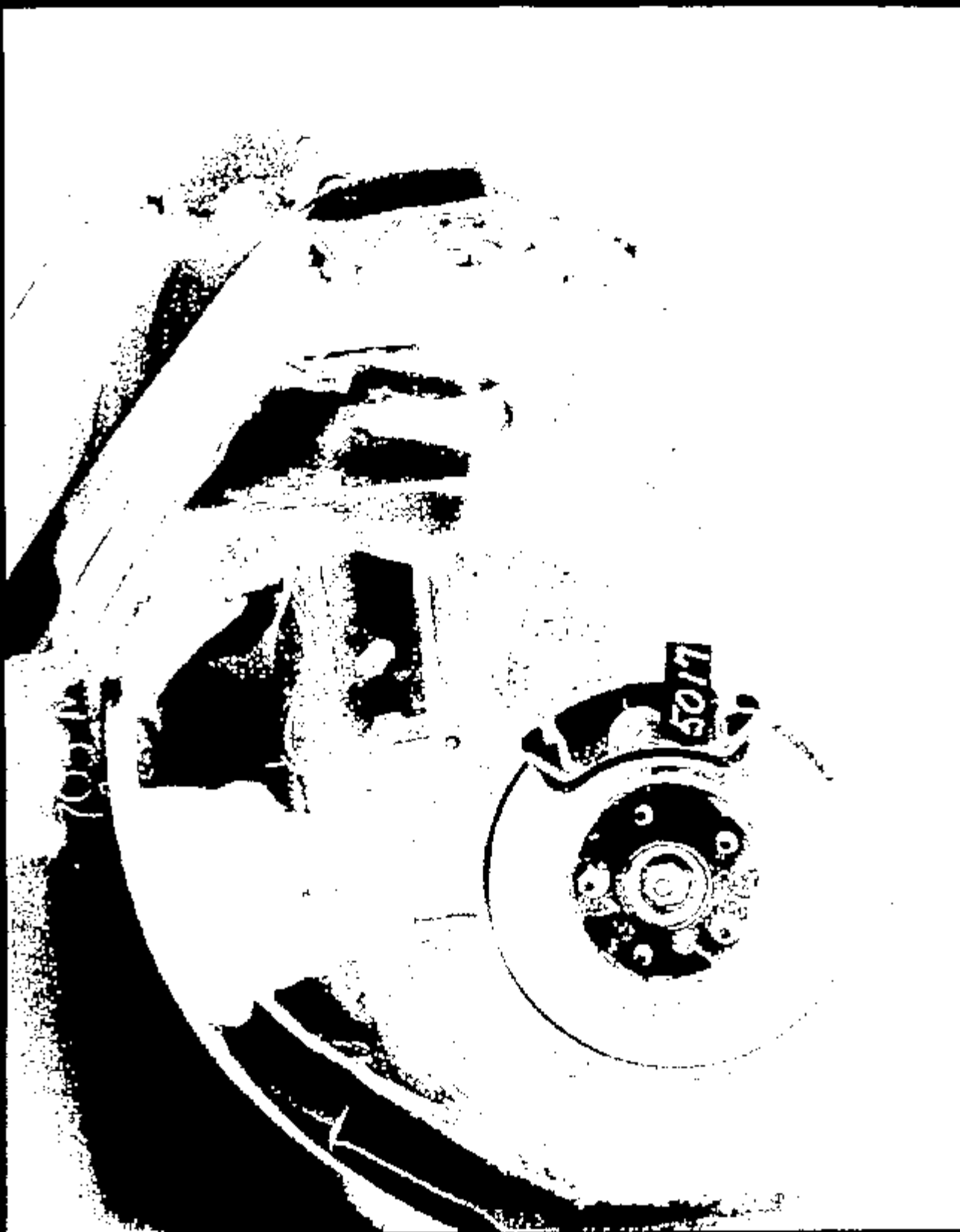
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PLC 19093601

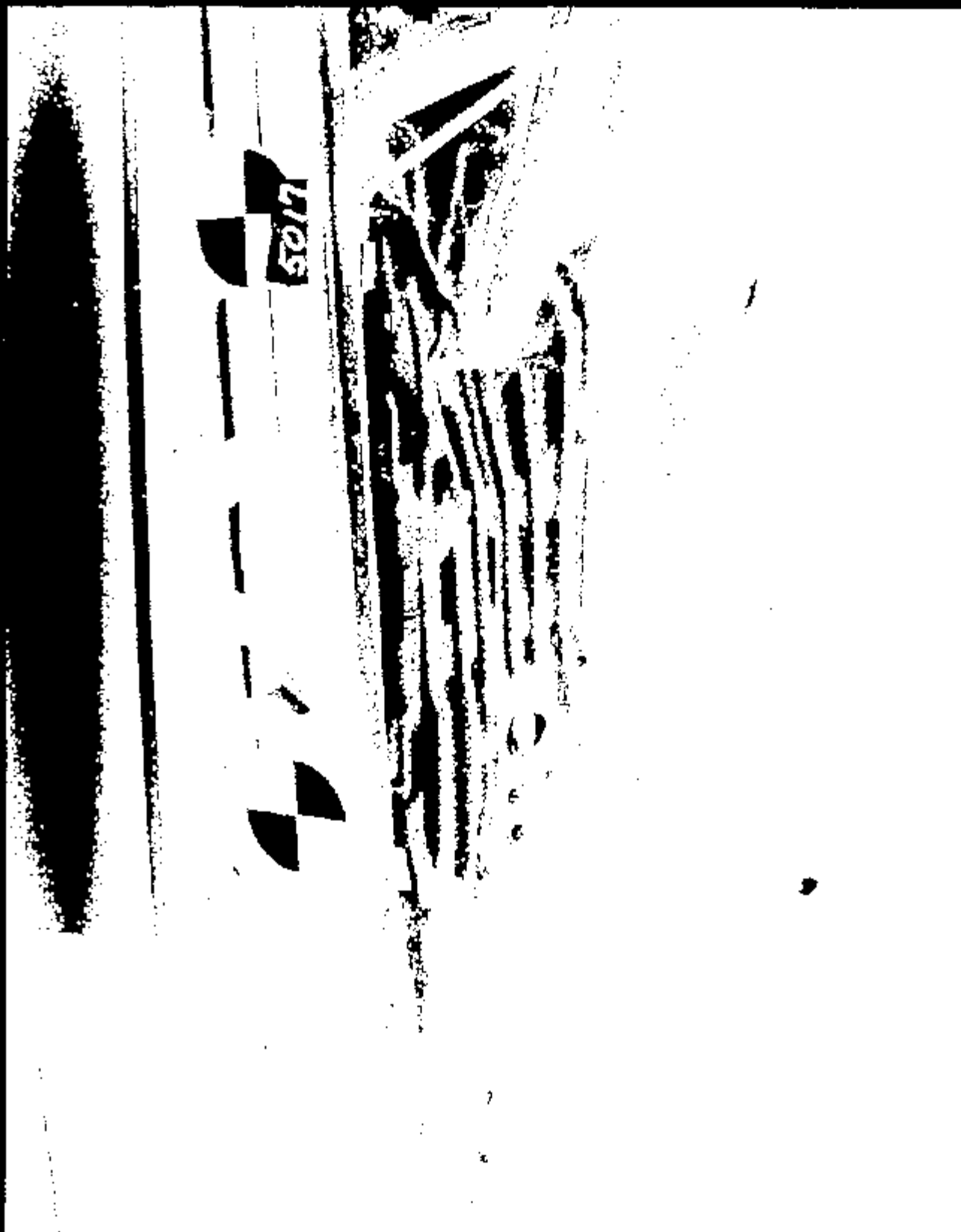
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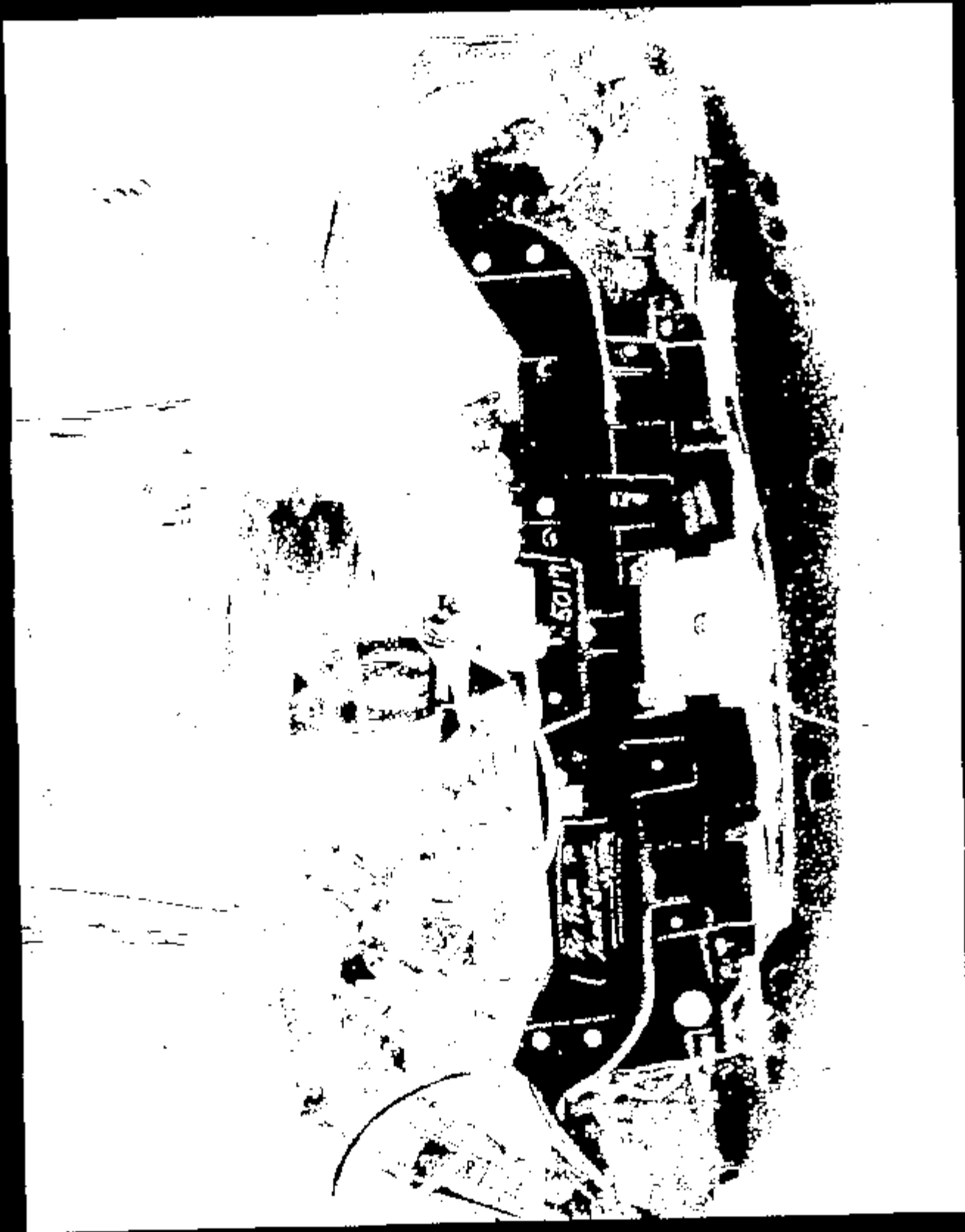
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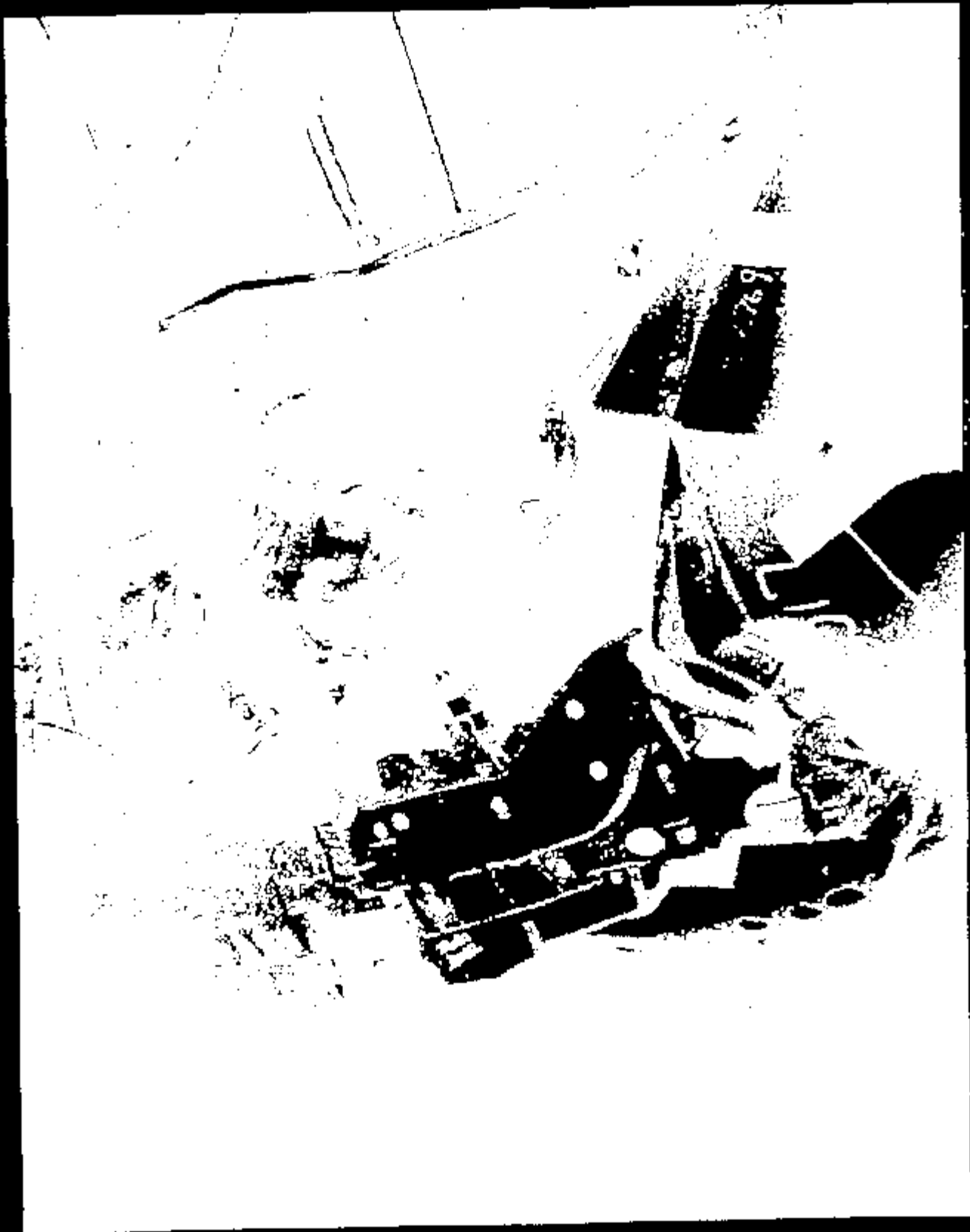
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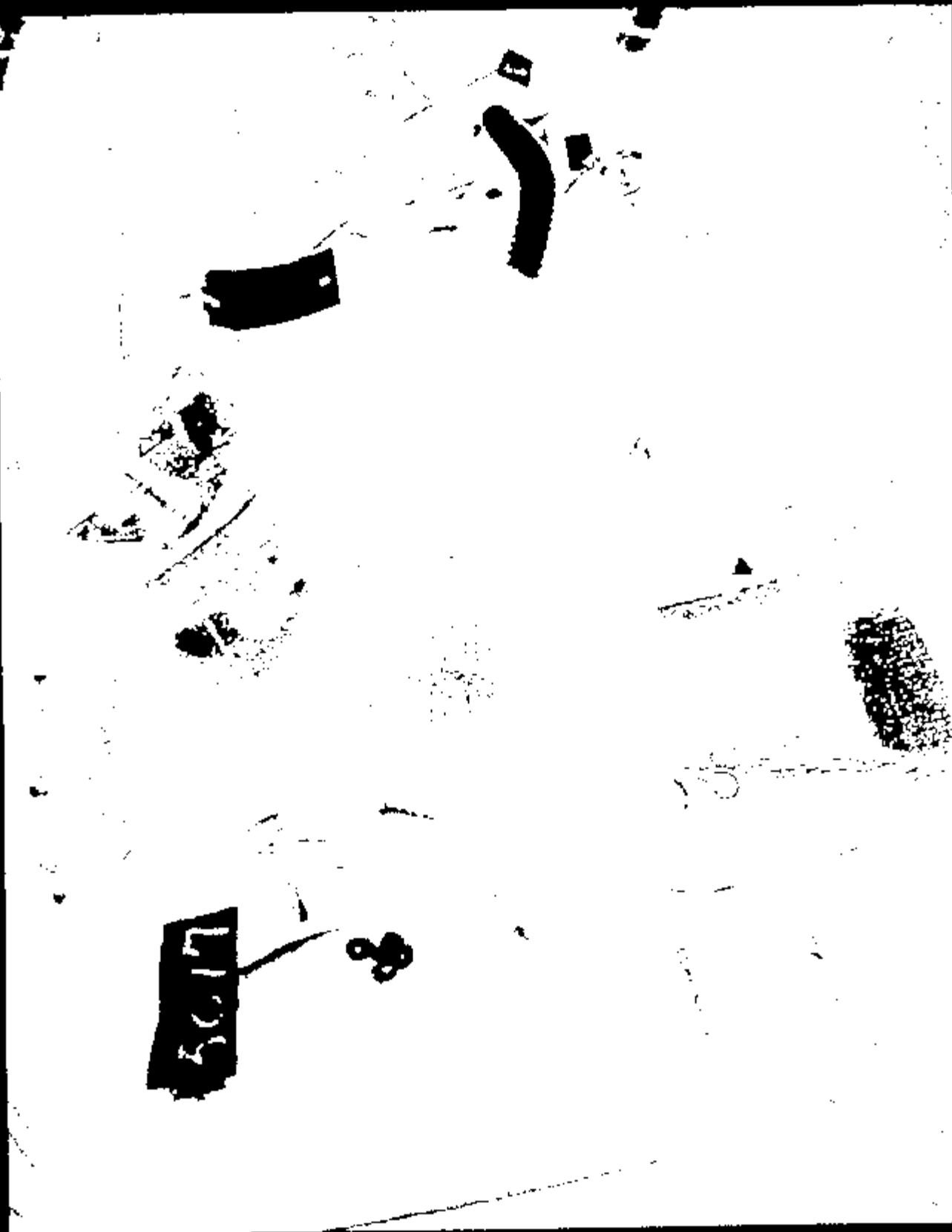


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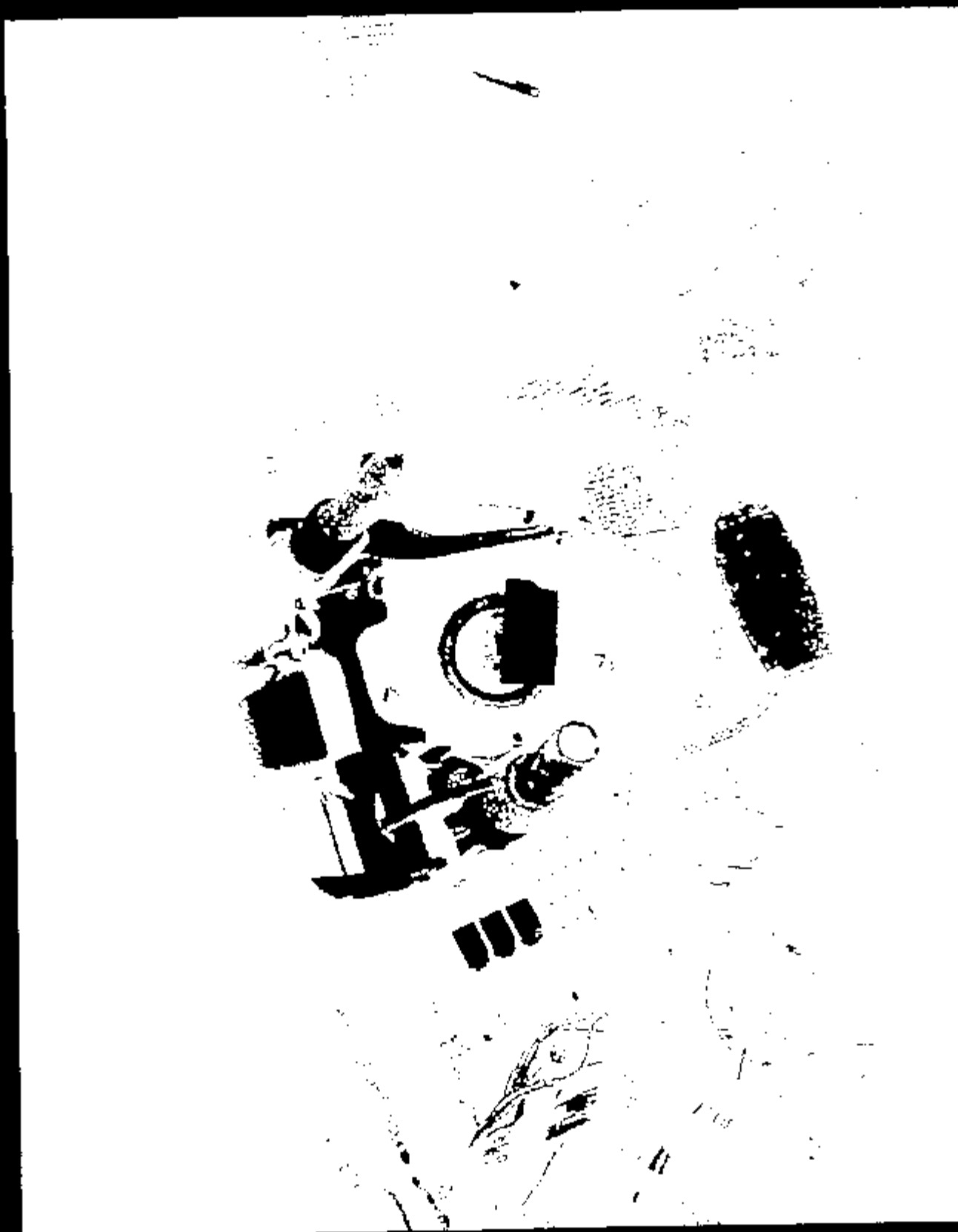
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D186-220429

TA5017



GTO Test Request

Requester/Coordinator (PROPB ID):

KEWING

KURT EWING

Testing Activity:
Crash Barrier Test Lab

Date Submitted:
05-DEC-97

Requested Completion Date:
10-OCT-97

Requestor Reference Number:

Test Procedure Number:
ST-25

Test Title and / or Subject of Test:
2000 D186 35 mph Frontal Impact

Billable Requestor Dept. No.:
T551 AV2216K

Workshop/Work Order Number:
F08

Test conducted to certify control item compliance with Government Regulations:

Yes:

No:

Billable Requestor PROPB I.D.:
KEWING

Billable Requestor Name:
KURT EWING

Complete the following two questions as indicated

1 - Rational for not replacing this test by CAE Analysis:

- No CAE Methodology or process available
- For CAE Correlation
- Insufficient confidence in CAE
- To obtain basic data for CAE
- Replacement or improvement of existing Test
- Testing is Quicker
- Mandatory or Regulatory
- Certification
- Development test for FOS
- Not applicable

Other:

(Check appropriate boxes)

2 - What is the expected Test Outcome:

- Results will meet DVP/AVR requirements
- System Component will not meet Test specification
- Unknown
- Above is Based on CAE?

Other:

VIN# 1FALP5351VB215555

EN: 3L 2V FFV

K. Ewing
12/16/97

(Check appropriate boxes)

Test Purpose/Test Procedure or Description of Test:

Frontal Impact Performance Development

Custom Test Procedure T667-229 - REFERENCE ST-25

ENGINE/TOWNS: 3L 2V FFV AVALAN

TIRE SIZE: P205 65R15 FRONT PRESSURE: 30 psi
REAR PRESSURE: 30 psi

STORAGE: 2 gal.

TEST WEIGHTS: FRONT: 2285
REAR: 1565
TOTAL: 3854

"RECORD COPY"
Schedule No. 2-7-12
in Until 2012

Signature Approvals (As Required for Control Purposes)

Requesting Engineer: KURT EWING

Testing Engineer: _____

Requesting Supervisor/Manager: JIM ROLAND

Testing Supervisor: _____

Request Instructions

TA5017

Ensure this is the latest version of the document

Subject: TDW Requester Comment Transfer...

Person Logged: KURT EWING

Date/Time of note: 05-DEC-97 07:28:47

Description:

Note:

TEST OBJECTIVE: DEVELOPMENT

Advanced Restraint Sensor Development
Occupant Performance (FMVSS 208)
Windshield Retention (FMVSS 212)
Windshield Zone Intrusion (FMVSS 219)
Door Openability
Fuel System Integrity (FMVSS 301):

CONDUCT POST TEST PRESSURE CHECK

TEST SETUP: Impact vehicle into 90 degree rigid barrier @ 35 mph.
Reference ST-25.

RATED FUEL CAPACITY: 16 gal. *2 gallons.* Fill to ~~25~~ *15* gal.
RATED LUGGAGE LOAD: 200 lb.

W. Ewing
12/16/97

OCCUPANT TYPE: Left Front: 50th% Hybrid III
Rgt. Front: 50th% Hybrid III

RESTRAINT SYSTEM: ~~BELT~~ ~~PIRD~~ ~~ESBT~~ ~~FRONTAL BAG~~ ~~SIDE BAG~~

	BELT	PIRD	ESBT	FRONTAL BAG	SIDE BAG
Left Front:	<i>1</i>	X	<i>3</i>	X	
Rgt. Front:	<i>1</i>	X		X	

?
W. Ewing
12/16/97

DUMMY POSITIONING: ST-25 DRIVER FOOT REST: YES

SENSOR SYSTEM: Driver Stage 1: Remote deploy @ 17 ms
Driver Stage 2: Remote deploy @ 22 ms
Passenger Stage 1: Remote deploy @ 17 ms
Passenger Stage 2: Remote deploy @ 22 ms

Request Instructions

TA5017

Always use the latest version of this document

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)

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

DIMENSIONAL ANALYSIS: 106 138 150 160 506 642

132 140 153 168 640 ~~647~~ ~~648~~

136 142 156 172 641

K. Ewing
12/16/97

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

STILL PHOTO: Std. Pre & Post Test Photographs
Close ups of sensor instrumentation on vehicle front and floor.

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. ~~Onboard Front Door Left~~
8. ~~Onboard Front Door Right~~
9. Off-board Overall Left
10. Off-board Overall Right

YELITE

K. Ewing 12/16/97

Request Instructions

TA5017

Drawn this is the latest version of the document

- 11. Off-board Overall Overhead
- 12. Off-board B-Pillar Forward Left (Need Dummy Kinematics)
- 13. Off-board B-Pillar Forward Right (Need Dummy Kinematics)
- 14. Off-board A-Pillar Forward Overhead
- 15. OFF BOARD A-PILLAR Fwd. 7ft

REVIEW SIGHTING
WITH REQUESTOR

K. Ewing
12/16/97

Total On-board Cameras= 16
Total Off-board Cameras= 4x9

- 16) Dummy KINEMATICS LEFT
- 17) Dummy KINEMATICS RIGHT

K. Ewing
12/21/97

Total Cameras= ~~4x9~~ 15

K. Ewing
12/16/97

Number of Film Copies= 1

Digitized Film: B-Pillar Forward Left
B-Pillar Forward Right

SPECIAL BUILD INSTRUCTIONS

Update Vehicle as follows:

- 1. 3.0L 2V engine. ✓
- 2. Flex Fuel System ✓
- 3. Floorpan mods to accept RHD air bag sensor. ✓
- 4. New LHD & RHD air bag sensor modules. ✓
- 5. Left front seat belt assembly (800 lbf. CFR) ✓
- 6. Right front seat belt assembly (600 lbf. CFR). ✓
- 7. Prep stg column for full instrumentation (see instrumentation request). ✓
- 8. Adjustable pedal hardware. ✓
- 9. Level "D7" driver air bag. ✓
- 10. Level "P12" passenger air bag. ✓
- 11. Rear spring supports acceptable if required to maintain ride heights.

Note: Permissible to use non-FV level hardware for fuel system components rear of supply line assembly.

Request Instructions

TA5017

Printed with the latest version of the document

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 Pkg. Tray,
Interior Trim, Exhaust.

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

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

RIDE HEIGHTS:

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

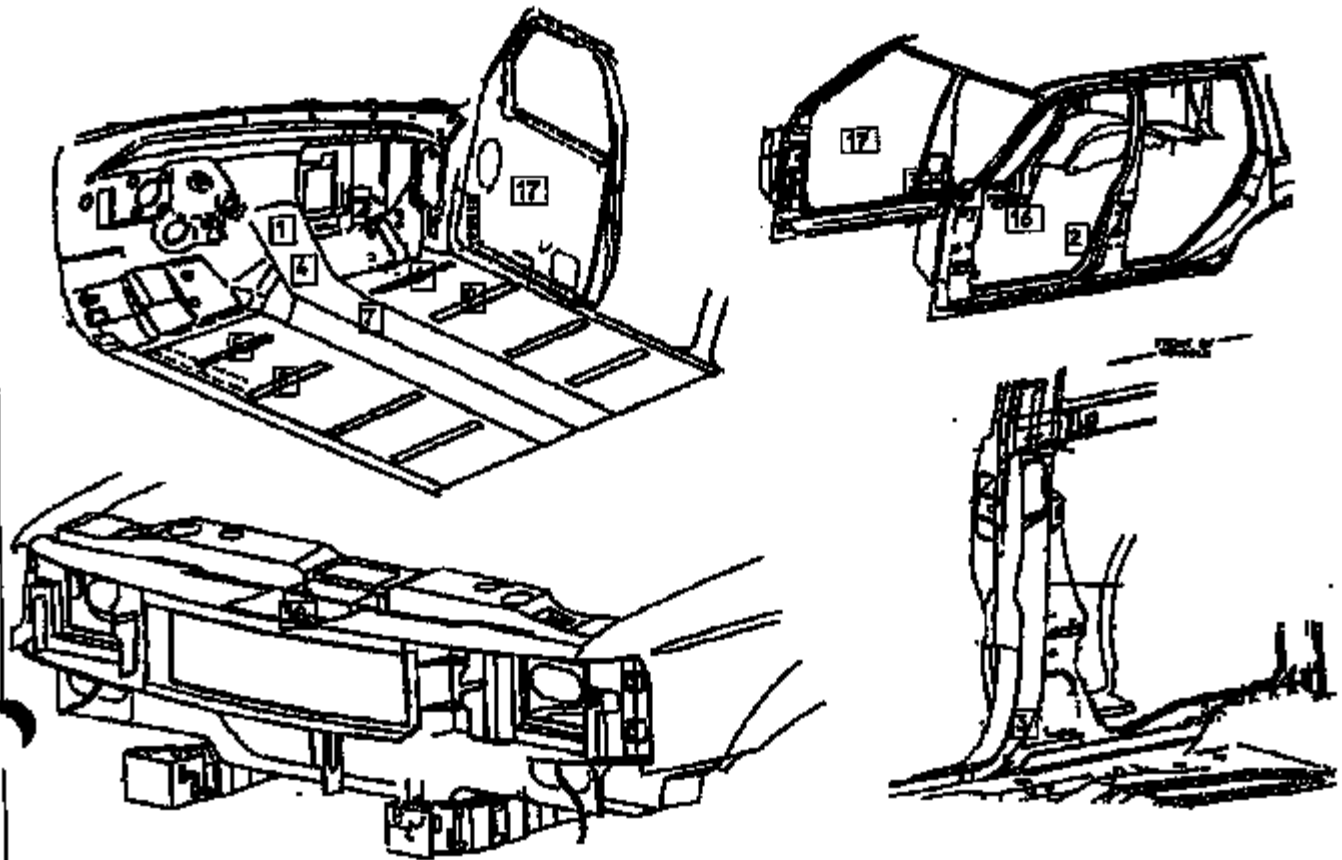
CONTACTS: NAME PHONE PAGER

Requestor: K. Ewing 24-86185 KEWI (313-660-6991)
Sld. Coord: B. Pagano 32-30645 BEAG (313-705-8011)
Supervisor: M. Jurosek 32-39958 MJUR (313-705-9990)

SENSOR MAP

Program: D188
 Vehicle ID: DC0429
 Build level: AP
 Test Mode: 35mph 90 degree

Engineer: Mike Amin
 Phone #: 93-78274
 Date: 12/5/97
 Time: 12:12 PM



SENSOR CHANNELS ONLY

Location Name	Supplier	Output	Nominal (+/-)	Max/Min	Serial #
1 FRT_FLOOR_PAN_B_C/L (LHD RCH Location)	ACD1	Fa. Pret.		38004	563-2 dir137
	ACD2	Dr. Bag	0		
	ACD3	Pa. Bag	0		
	ACD4	Dr. S. Ba	0		
	ACD5	Pa. S. Ba	0		
	ACD6	Dr. Pret.	0		
	ACD7	Seifing			
	ACD8	STEAM	5		
1 FRT_FLOOR_PAN_B_C/L	_ECS accel	TRIAN	On MARCH		
2 L/S-PLR_LOWER_LOWER	_SH accel	TRIAK			
3 R/S-PLR_UPPER_LOWER	_SH accel	TRIAN			
4 FRT_FLOOR_PAN_B_C/L (RHD RCH Location)	ACD1	Pa. Pret.		38004	579-4 dir118
	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_PANEL_C/L	_SC3 accel	TRIAK	On BCH		
5 FLR_JOBB_R_L/F_BEAT_C/L	_SH accel	TRIAK	Near SC3		
6 FLR_JOBB_R_R/F_BEAT_C/L	_SH accel	TRIAK	Near SC3		
5 FLR_XNBR_R_L/F_BEAT_C/L	ACD	None	SC3 Sensor		112097B
6 FLR_JOBB_R_R/F_BEAT_C/L	ACD	None	SC3 Sensor		
7 C/L_TIL_RETURN_F/BEATS	_SH accel	TRIAK			
8 RR_FLR_JOBB_R_L/F_BEAT_C/L	_SH accel	TRIAK			
9 RR_FLR_XNBR_R_R/F_BEAT_C/L	_SH accel	TRIAK			
10 C/RAD UP FRT	_ACD	None	FCS		
10 C/RAD UP FRT	_SH accel	TRIAK	Next to FCS		
16 L/F_DOOR_R_BELTLINE_MID	_SH accel	TRIAK			
17 R/F_DOOR_R_BELTLINE_MID	_SH accel	TRIAK			

FCS BOX SERIAL NUMBER: 07D897A

Note: All ACD supplier parts require 12V supply

DUMMY MEASUREMENT REPORT
CRASH BARRIER

N NUMBER 10968
TEST ORDER NUMBER TA5017

DUMMY POSITION LEFT
DUMMY ABBREV 50H3

FRONT

ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG (HYB II) / KNEE (HYB III) TO INST PANEL LEFT	3.60
LEG (HYB II) / KNEE (HYB III) TO INST PANEL RIGHT	3.20
ROCKER TARGETS TO GROUND FRONT	7.50
ROCKER TARGETS TO GROUND REAR	7.20
NOSE TO STEERING WHEEL	14.40
NOSE TO INSTRUMENT PANEL	
INSTRUMENT PANEL TO TORSO	
STEERING WHEEL TO TORSO	7.10
STEERING WHEEL TOP LEGS	1.60
KNEE SPREAD OS-OS (HYB II) / CL-CL (HYB III)	9.40
SEAT BACK ANGLE	27.00
PELVIC ANGLE	23.50
HEAD ANGLE	0.10
ROCKER ANGLE	0.20
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	NRT FRT RKR TGT
------------------------------	--------------------

HEAD LAT	15.20
HEAD VERT	38.20
HEAD LONG	13.20

SHOULDER LAT	
SHOULDER VERT	
SHOULDER LONG	

H-POINT LAT	10.70
H-POINT VERT	12.70
H-POINT LONG	8.00

O/S KNEE BOLT LAT	11.00
O/S KNEE BOLT VERT	17.10
O/S KNEE BOLT LONG	-6.60

DUMMY MEASUREMENT REPORT
CRASH BARRIER

RUN NUMBER 10968
ST ORDER NUMBER TA5017

DUMMY POSITION RIGHT
DUMMY ABBREV 50H3

FRONT

ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG (HYB II)/KNEE (HYB III) TO INST PANEL LEFT	4.10
LEG (HYB II)/KNEE (HYB III) TO INST PANEL RIGHT	4.00
ROCKER TARGETS TO GROUND FRONT	7.40
ROCKER TARGETS TO GROUND REAR	7.20
NOSE TO STEERING WHEEL	
NOSE TO INSTRUMENT PANEL	21.00
INSTRUMENT PANEL TO TORSO	18.30
STEERING WHEEL TO TORSO	
STEERING WHEEL TOP LEGS	
KNEE SPREAD OS-OS (HYB II)/CL-CL (HYB III)	7.90
SEAT BACK ANGLE	26.70
PELVIC ANGLE	24.80
HEAD ANGLE	0.20
ROCKER ANGLE	0.40
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
HEAD LAT	15.10
HEAD VERT	38.70
HEAD LONG	12.80

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	10.50
H-POINT VERT	13.00
H-POINT LONG	8.50

O/S KNEE BOLT LAT	12.20
O/S KNEE BOLT VERT	15.80
O/S KNEE BOLT LONG	-6.90



FINAL TEST REPORT

Global Test Operations
Advanced Vehicle Technology

"RECORD COPY"	
Schedule No.	<u>2-2-12</u>
Retire Until	<u>2018</u>

TO: J. Boland

Test Order No.	T-A6184
Work Task W. O. No.	F09
Test Date	1/8/98
Date Reported	5/20/98
Sheet	1 of 168

SUBJECT: Crash Test 10974 (30° Right Front Fixed Barrier Impact at 31.2 ± 0.4 mph, 50.2 ± 0.6 km/h) - 2000 Taurus (D186) 4-Door Sedan

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

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:  5/20/98
R. Burns
Section Supervisor
Operations Engineering Section


C. McCreadie
Product Test Engineer

VEHICLE DATA:

Make and Model 2000 Taurus (D186) 4-Door Sedan
ID Numbers 1FALP52U4VG201653, 313-T-316, DC0425
Power Train 3.0L, EFI, Automatic (AK4N) Transaxle
Fuel Tank(s) Usable Capacity: 18.0 gal. (68.1L)
 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
 Tracks/Position: LF: 6-Way Power/Mechanical Mid and Down
 RF: Manual/Mechanical Mid
 Seat Backs/Position: Adjustable/LF: 26.1° Rear of Vertical, RF: 26.7° Rear of Vertical
 Head Restraints/Position: Adjustable/Up
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: 2312 lb (1049 kg)
 Rear: 2008 lb (911 kg)
 Total: 4320 lb (1960 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 RBF. 4.
- 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 CD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 10974001 through 10974074.

TEST RESULTS:

1.0 Occupant Injury Data (FMVSS 208)

	<u>L. F. Dummy</u>	<u>R. F. Dummy</u>
Head Injury Criteria (HIC)	156	302
Interval t1	81 ms	83 ms
t2	117 ms	119 ms
Chest resultant acceleration level at 3 ms cumulative duration	30 g	36 g
Chest Deflection (Hybrid III)	0.8 in	0.6 in
Peak axial compression load:		
Left femur	258 lb	681 lb
Right femur	290 lb	708 lb
Peak axial tension load:		
Left femur	114 lb	144 lb
Right femur	101 lb	35 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.

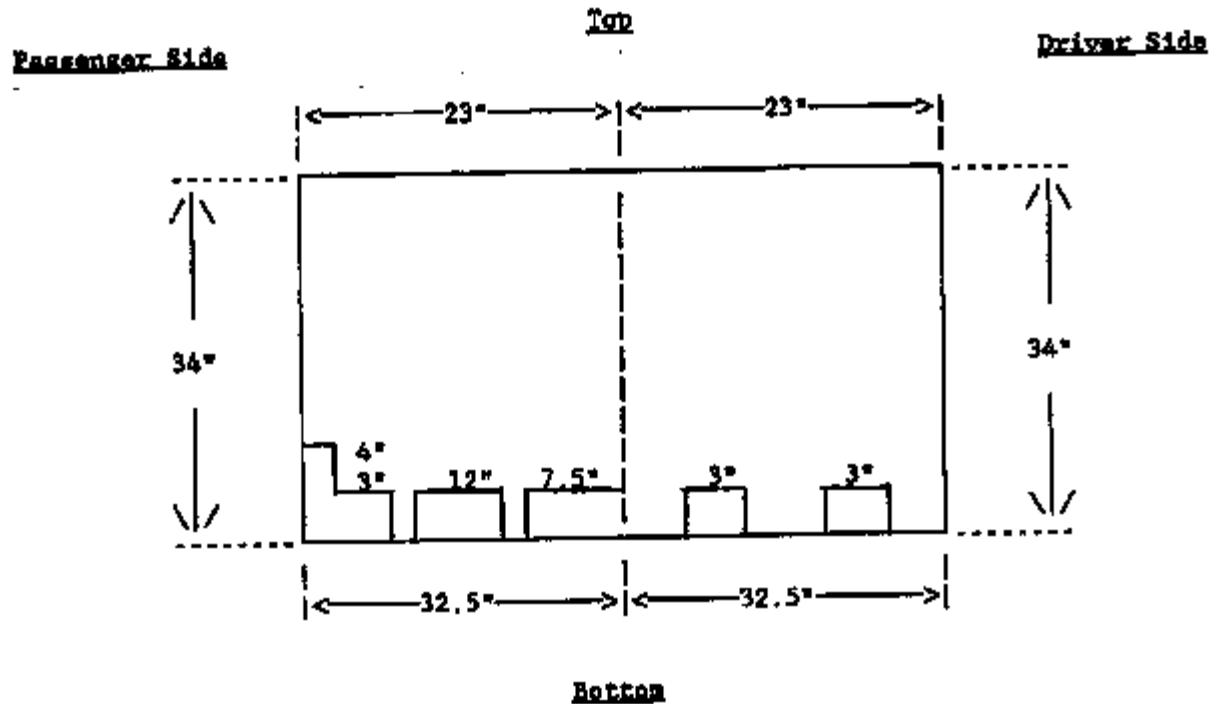
Time histories of the air bag/sensor(s) are included in this report.

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 93%.

The passenger side windshield mounting retention at ambient room temperature was 70%.

**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.

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.

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: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

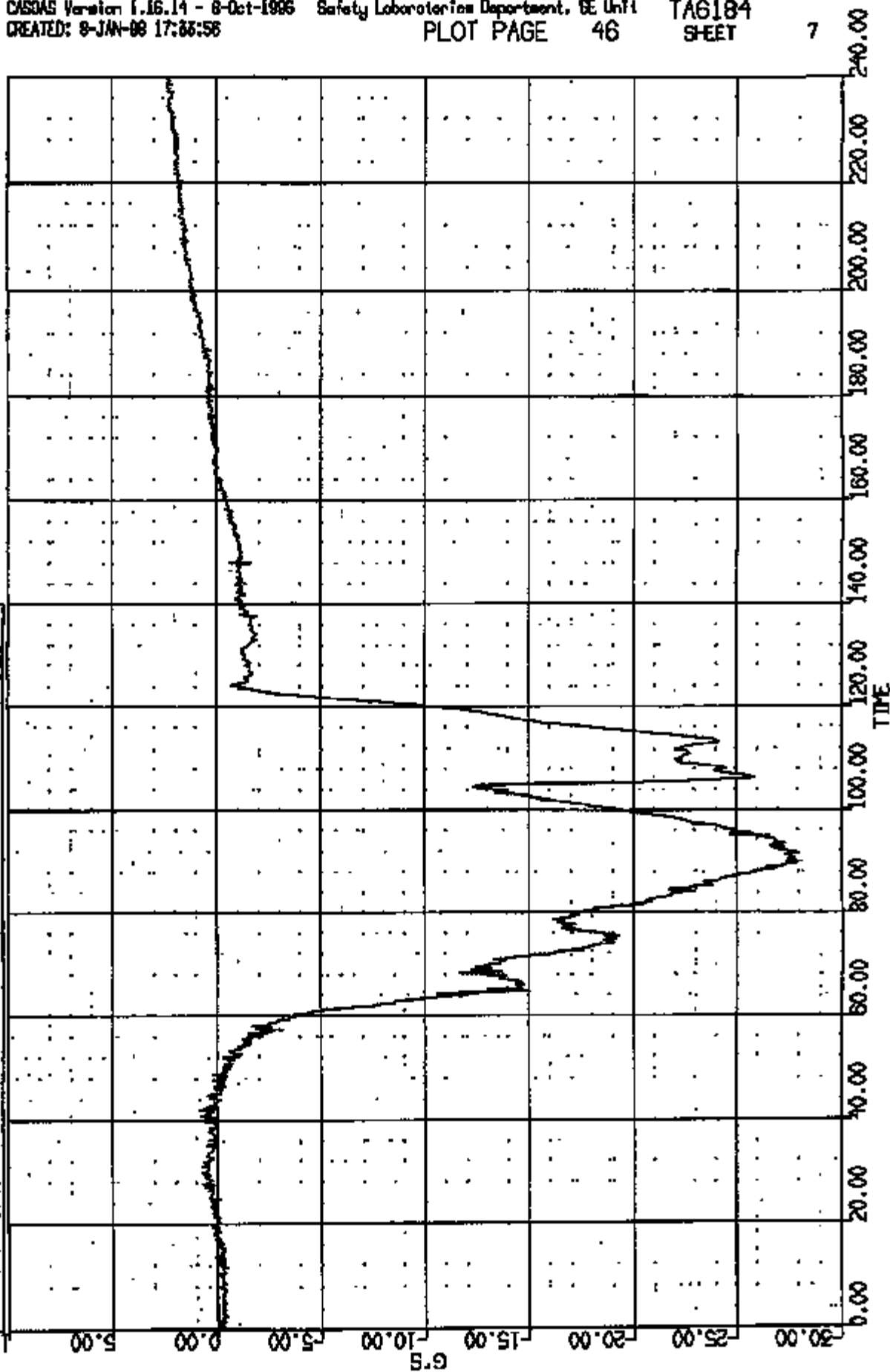
(1) CR10974 LF DUMMY HEAD C.S. LONG 1000C

MAX = 2.96 at 28.3 MS

MIN = -28.12

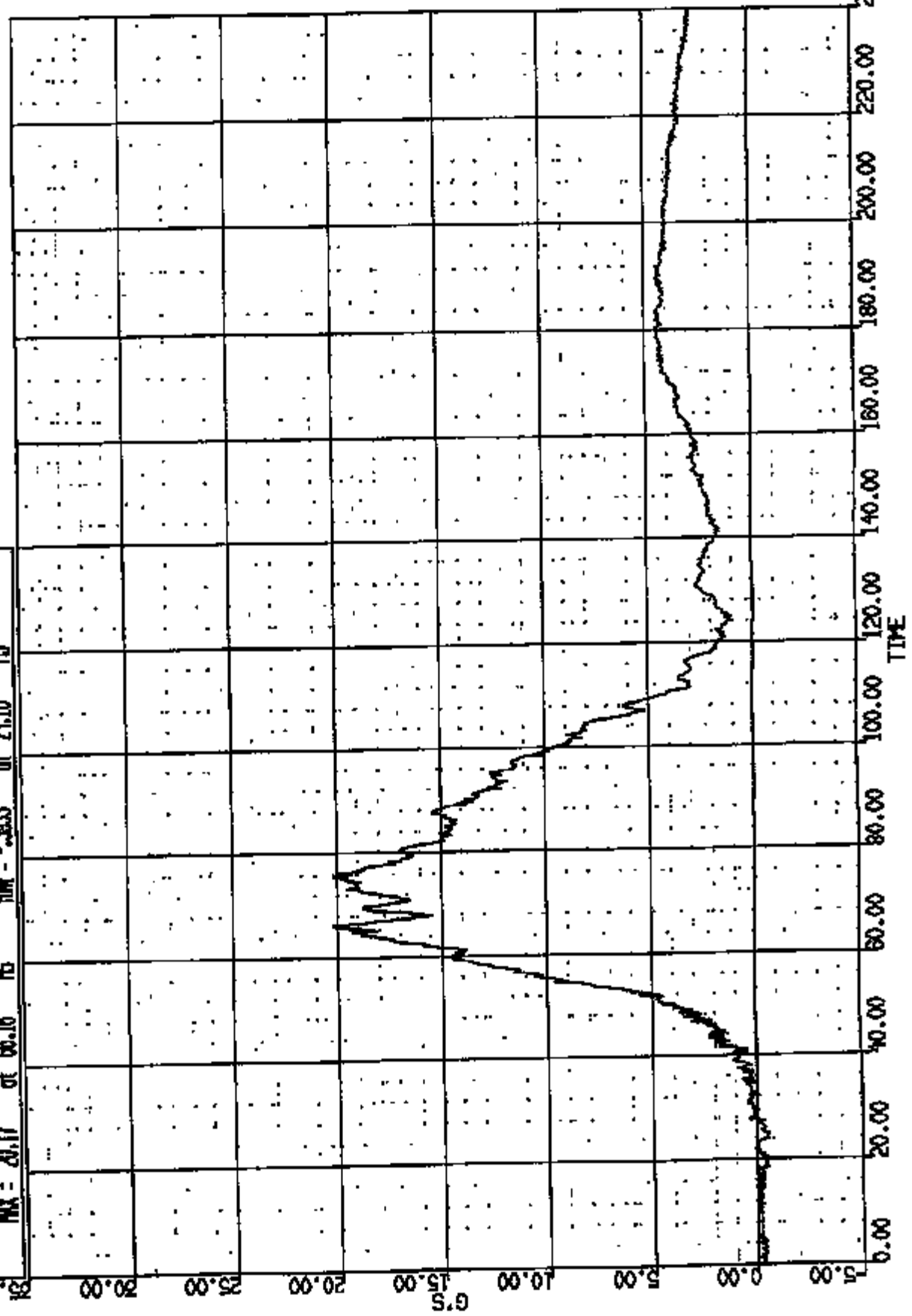
at 90.08 MS

AXIS 1



CR R: 10874 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

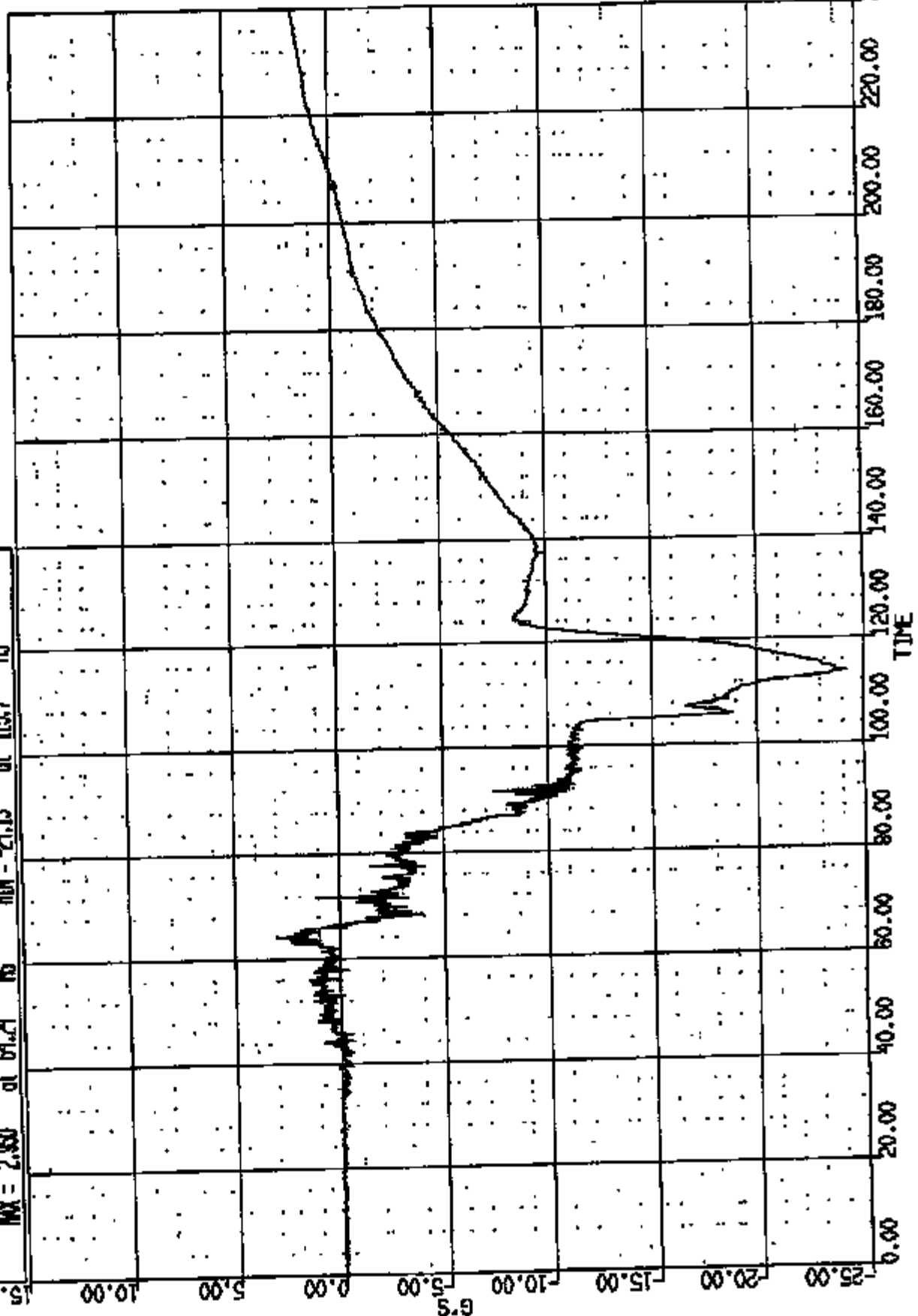
(2) ORIENTAT LAF DUMMY HEAD C.G. VERT 1000C
MAX = 20.17 at 66.16 MS MIN = -5.555 at 21.15 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-180 2000 D-188

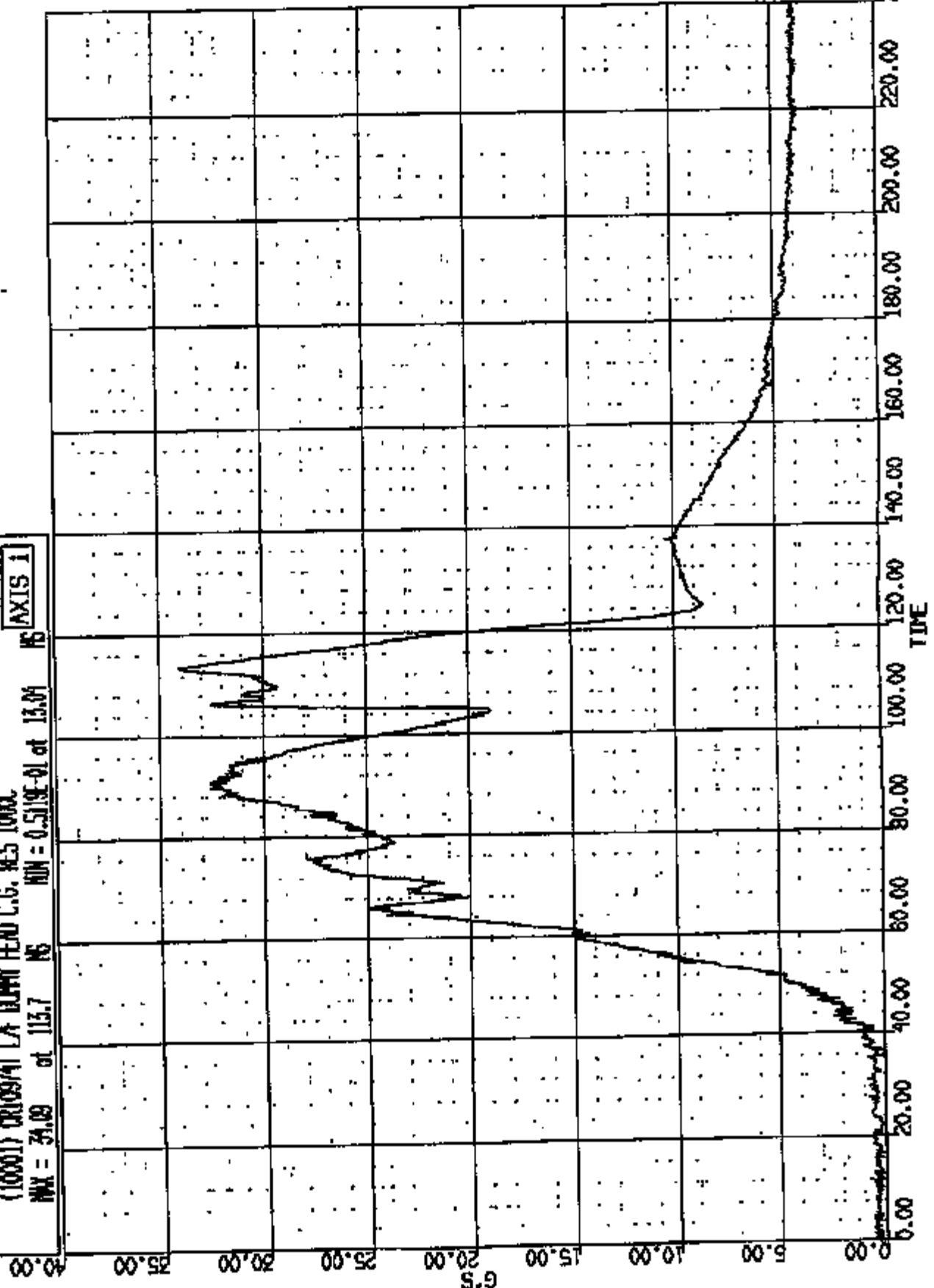
(3) CRIBSTAT L/F DUMM HEAD C.G. LAT 1000C
MAX = 2.950 at 61.24 MS MIN = -21.15 at 113.7 MS

AXIS 1



CR R: 10874 TO: TAG184 DATE: 080108 18:30:24
2000: D-1186 2000 D-1186
THRU: 188: DUR: 240.0 T1/T2: 01.8 // 121.
75: DUR: 15.0 T1/T2: 01.4 // 98.4

(10001) CRUSAT LF BLMMI HEAD C.G. RES 100K
MAX = 31.09 at 113.7 MS MIN = 0.519E-01 at 13.01 MS
[AXIS 1]



CRT R: 10974 TO: TAB184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

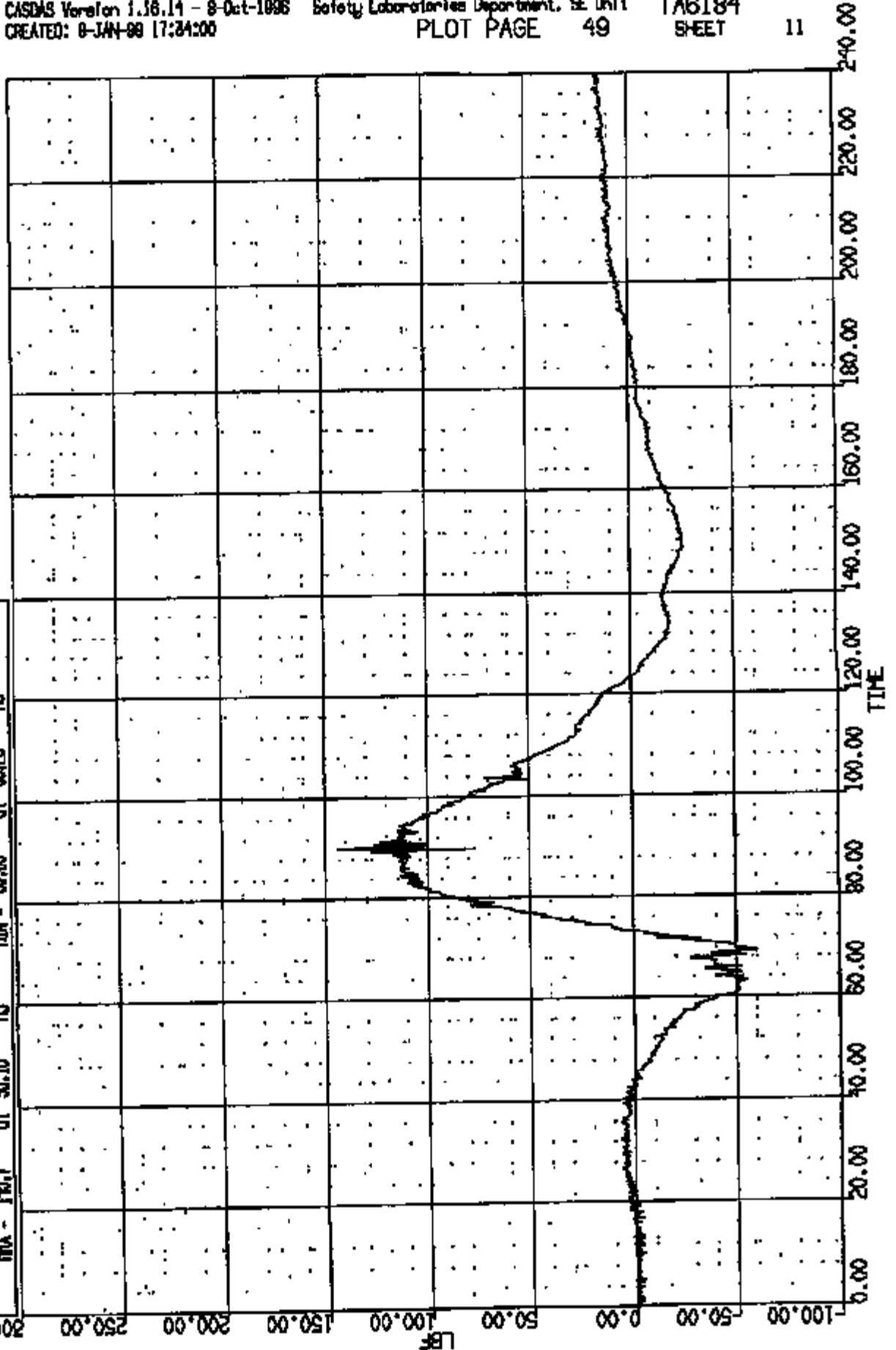
(4) CRUSH/T L/F DUMPT NECK UPPER LOAD FX 1000C

MAX = 145.7 at 90.16 MS

MIN = -60.08

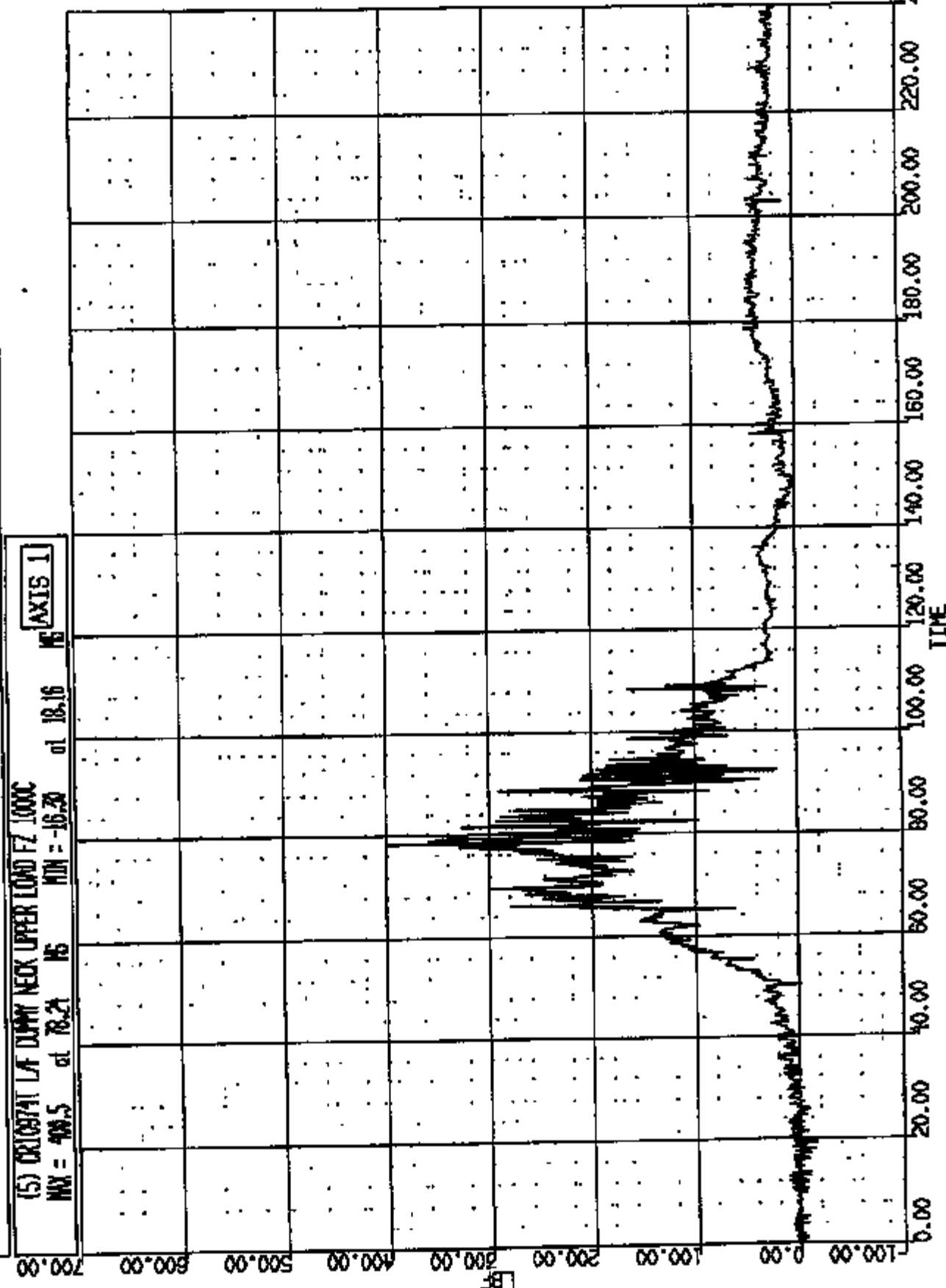
at 63.28 MS

AXIS 1



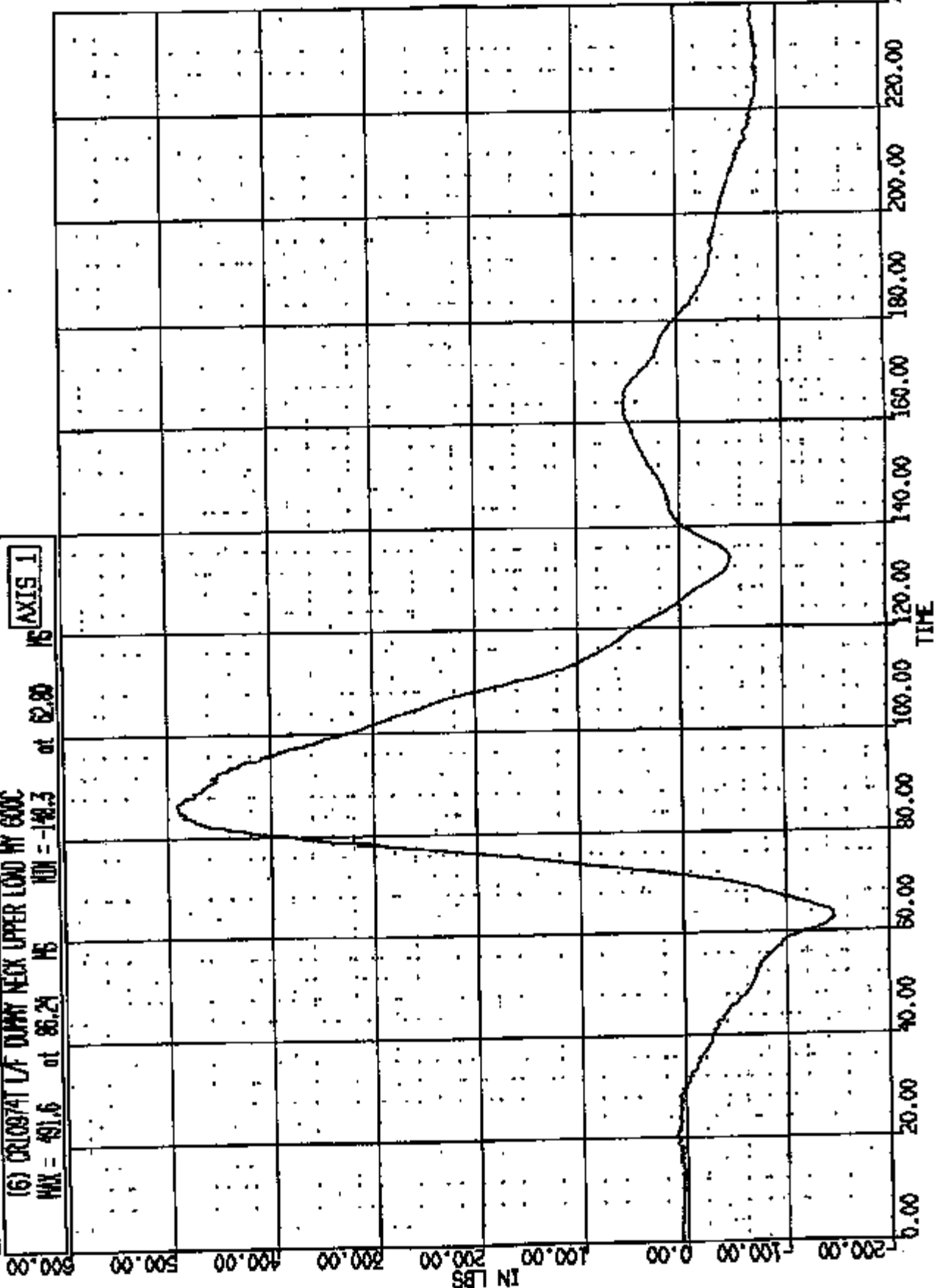
CR R: 10874 TO: TAB184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(5) ORIGINAL LAF DUMMY NECK UPPER LOAD FZ 1000C
MAX = 488.5 at 78.21 MS MIN = -16.30 at 18.16 MS
[AXIS 1]



CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
2000 D-188 2000 D-188

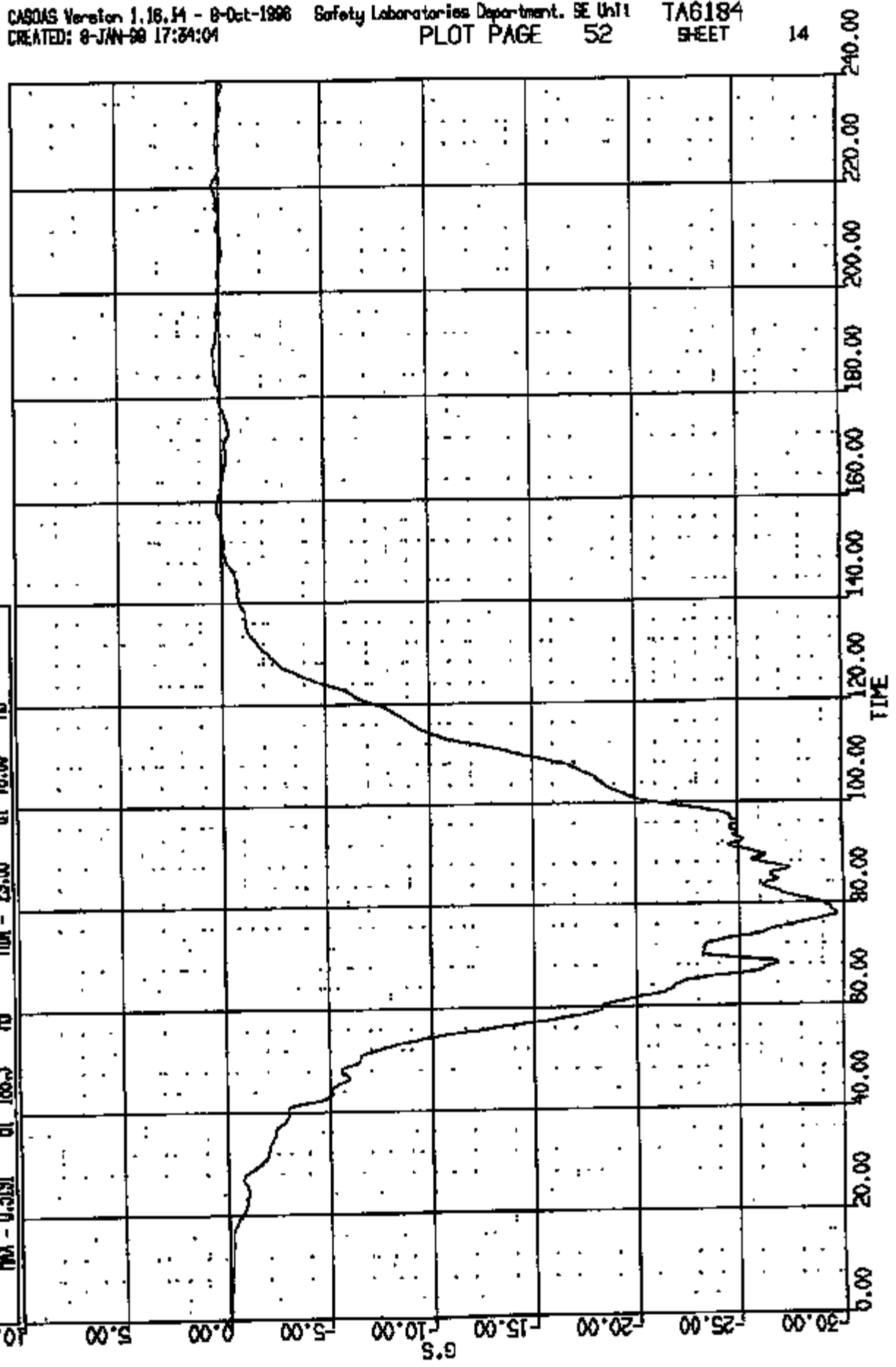
(6) CR0874T L/F DUMMY NECK UPPER LOAD BY G00C
MAX = 491.6 at 86.24 MS MIN = -148.3 at 62.80 MS
AXIS 1



DR R: 10874 TO: TA6184 DATE: 080108 16:30:24
2000 D-188 2000 D-188

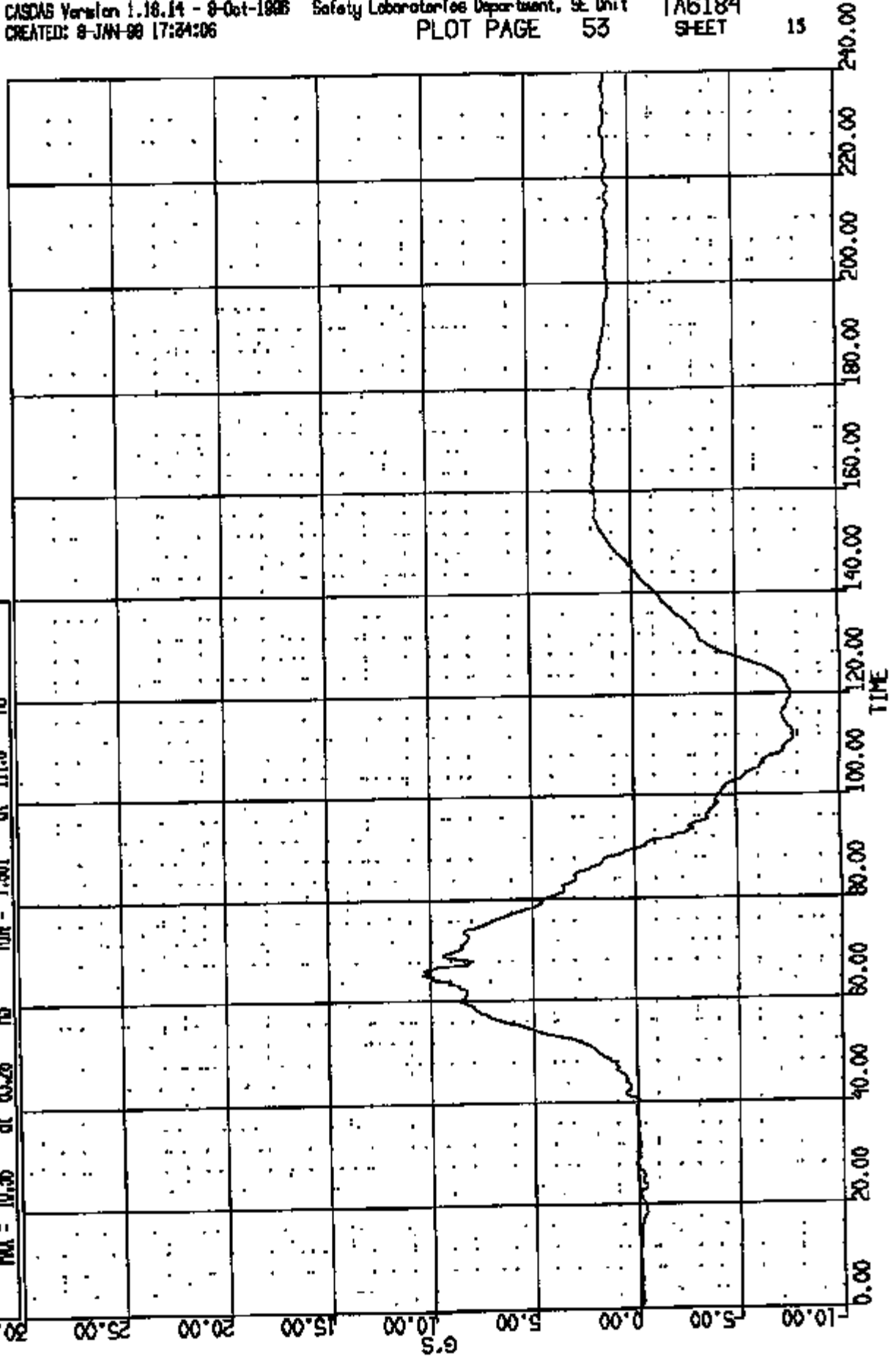
(7) CR1074T LAF BUMP CHEST LONG 180C
MAX = 0.3191 at 188.5 MS MIN = -29.85 at 78.00 MS

MS AXIS 1



CR R: 10974 TO: TAG184 DATE: 980108 15:30:24
2000 D-186 2000 D-186

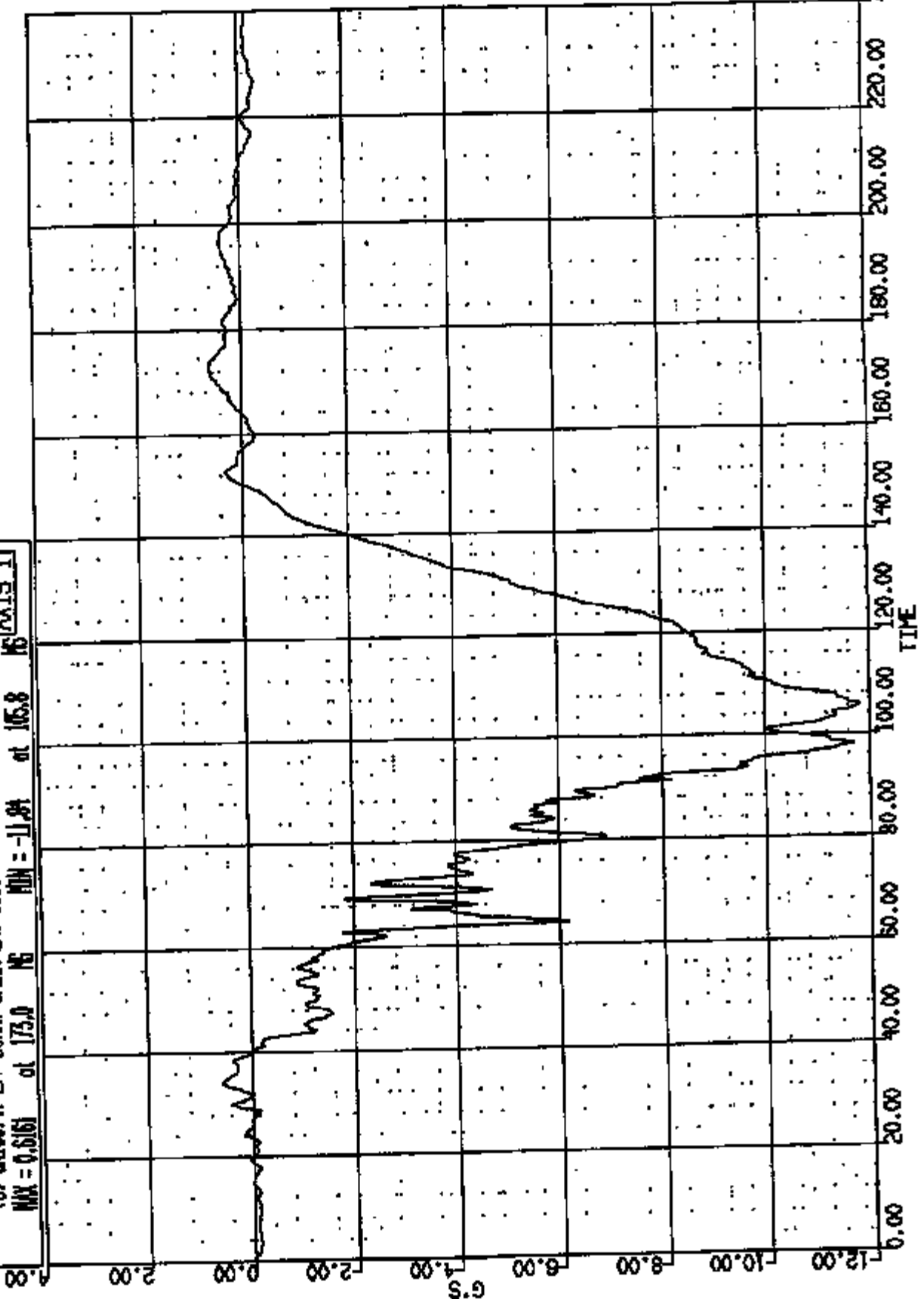
(8) CRUG9741 LAF DUMMY CHEST WERT 180C
MAX = 10.35 at 65.28 MS MIN = -7.901 at 111.6 MS [AXIS 1]



CR#: 10874 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

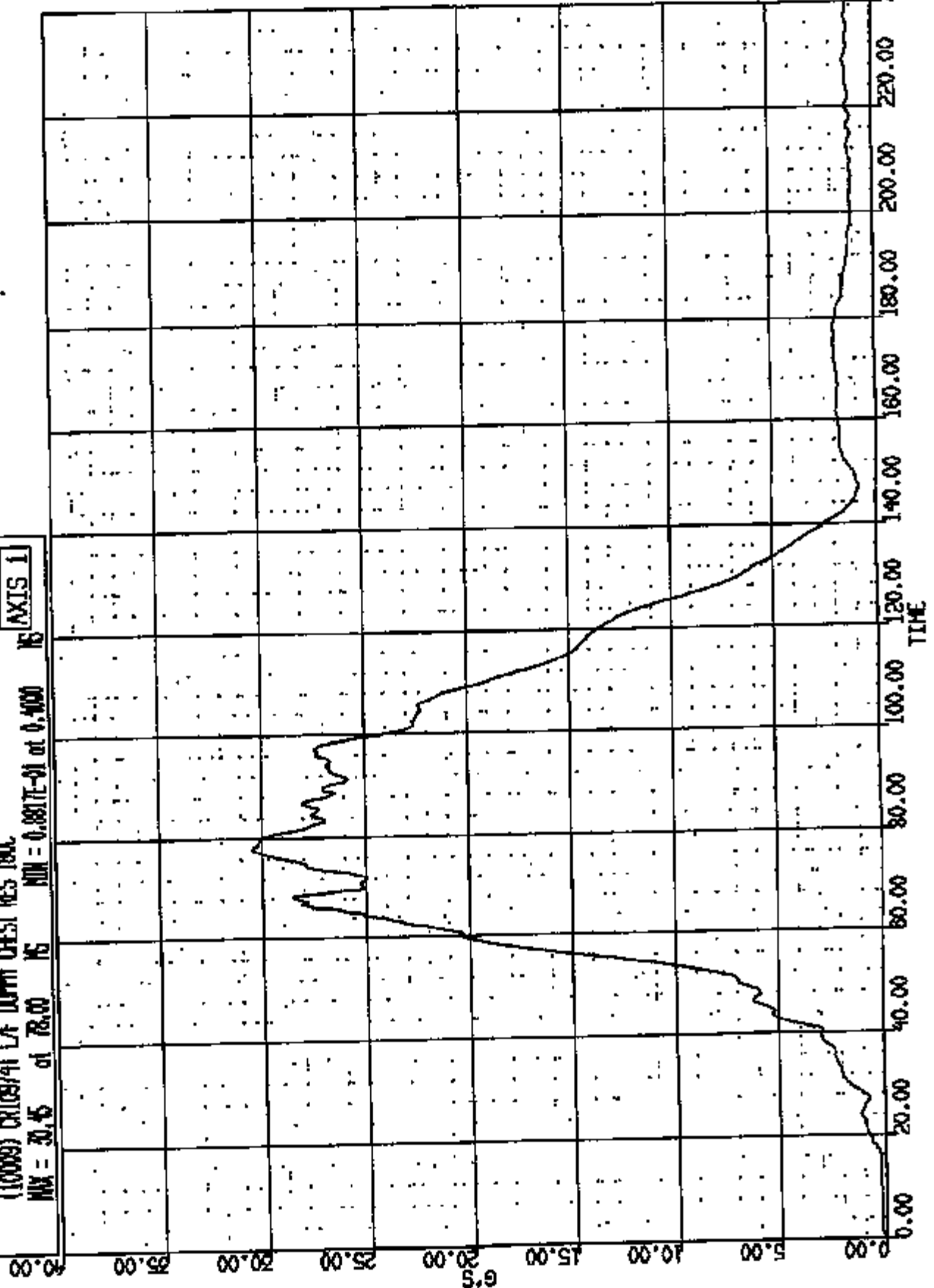
(9) CR10874T L/F DUMMY CHEST LAT 180C
MAX = 0.5161 at 175.0 MS MIN = -11.24 at 165.8 MS

AXIS 1



CR R: 100974 TO: TAG184 DATE: 980108 16:30:24
2000 D-188 2000 D-188 Duration time = 2.9898
CUMDUR = 30.030

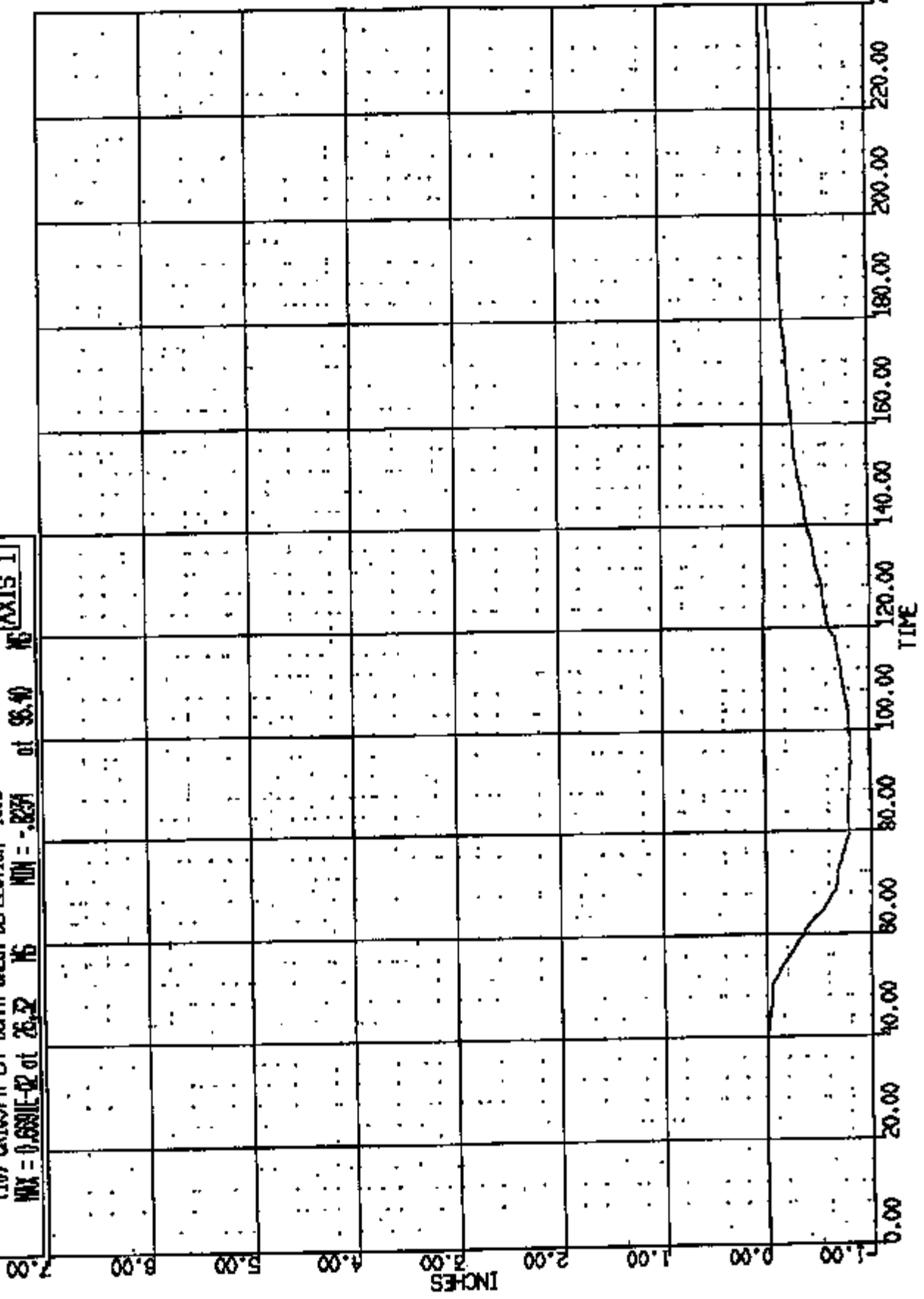
(10098) CR10974 LAF DUMPY CHEST RES 18AC
MAX = 30.45 at 78.00 MS MIN = 0.8817E-01 at 0.4000 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(10) CRUSPAT LF DUMMY CHEST DEFLECTION 180C
MAX = 0.6881E-02 at 26.32 MS MIN = -.8271 at 96.40 MS

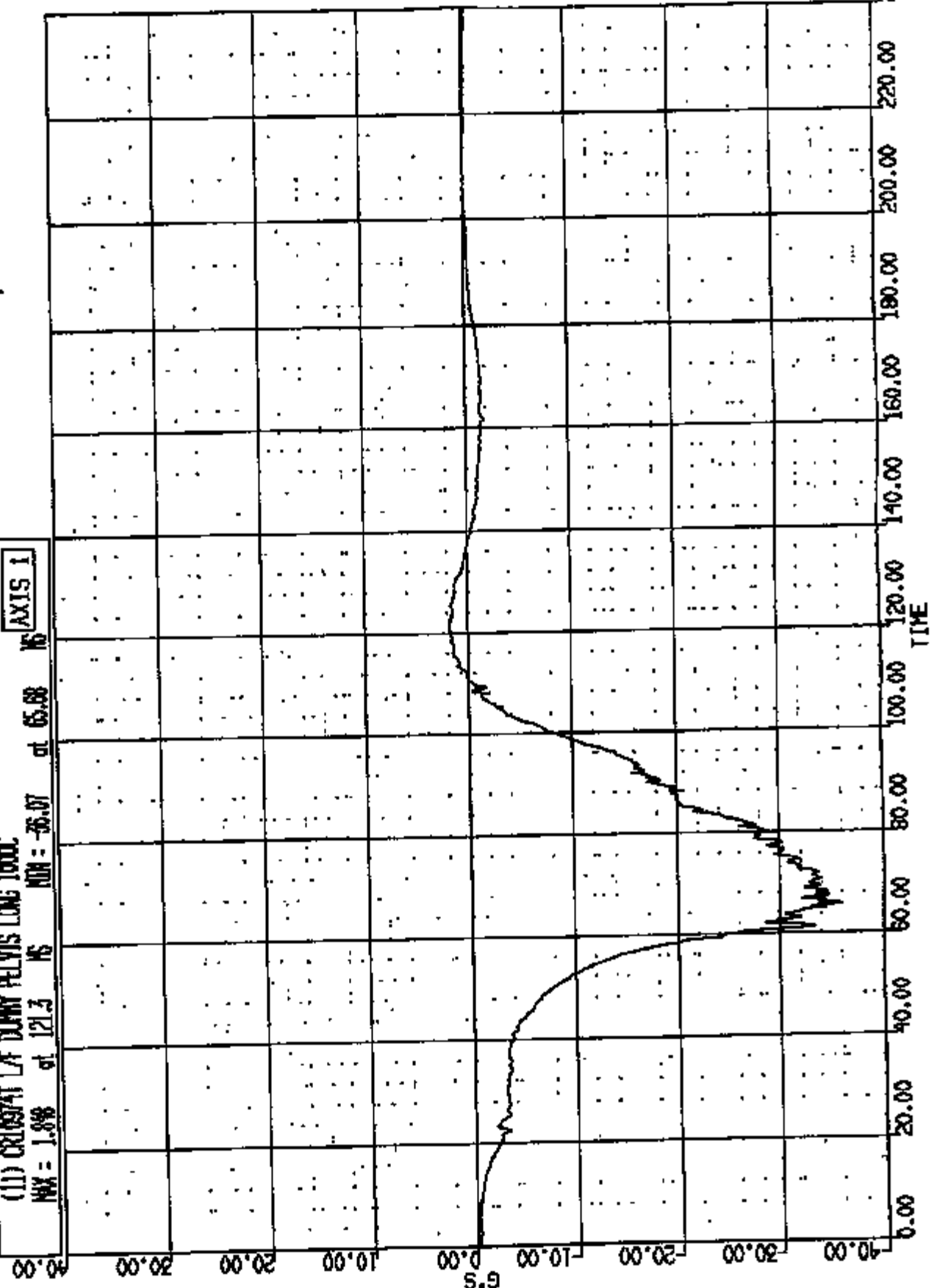
AXIS 1



CR R: 10974 TO: TA6184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

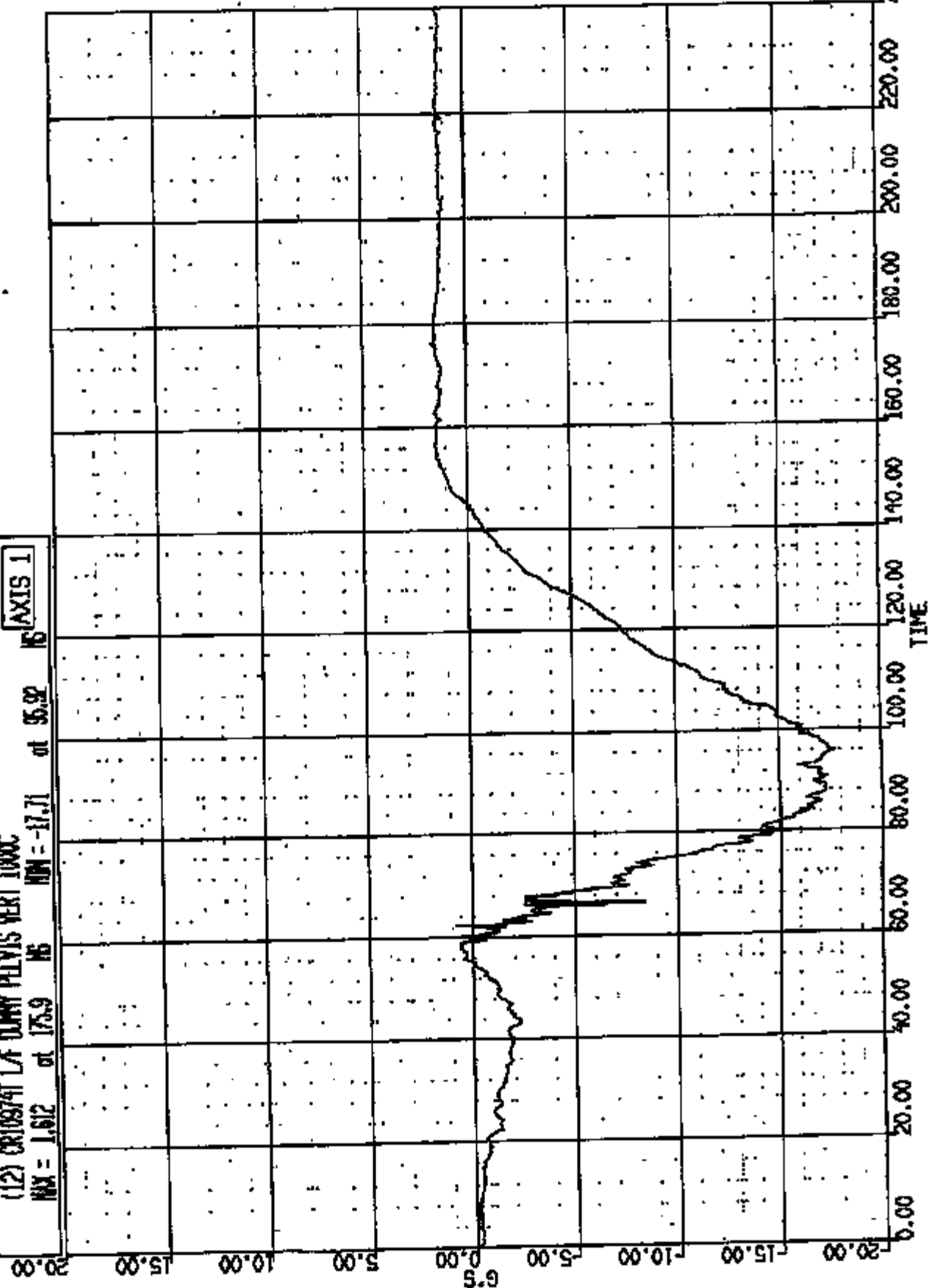
(11) CRUISE AT LA DUNNY PELVIS LONG 1000
MAX = 1.898 at 121.3 MS MIN = -35.07 at 65.68 MS

AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(12) CR109741 LF DUMY PELVIS VERT 100C
MAX = 1.612 at 175.9 MS MIN = -17.71 at 95.92 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 960108 18:30:27
2000 D-186 2000 D-186

(13) CRUSAT LA DUMY PELVIS LAT 1000C

MAX = 0.8917 at 28.5 N6

MIN = -15.90

at 83.92 N6

AXIS 1

20.00

15.00

10.00

5.00

0.00

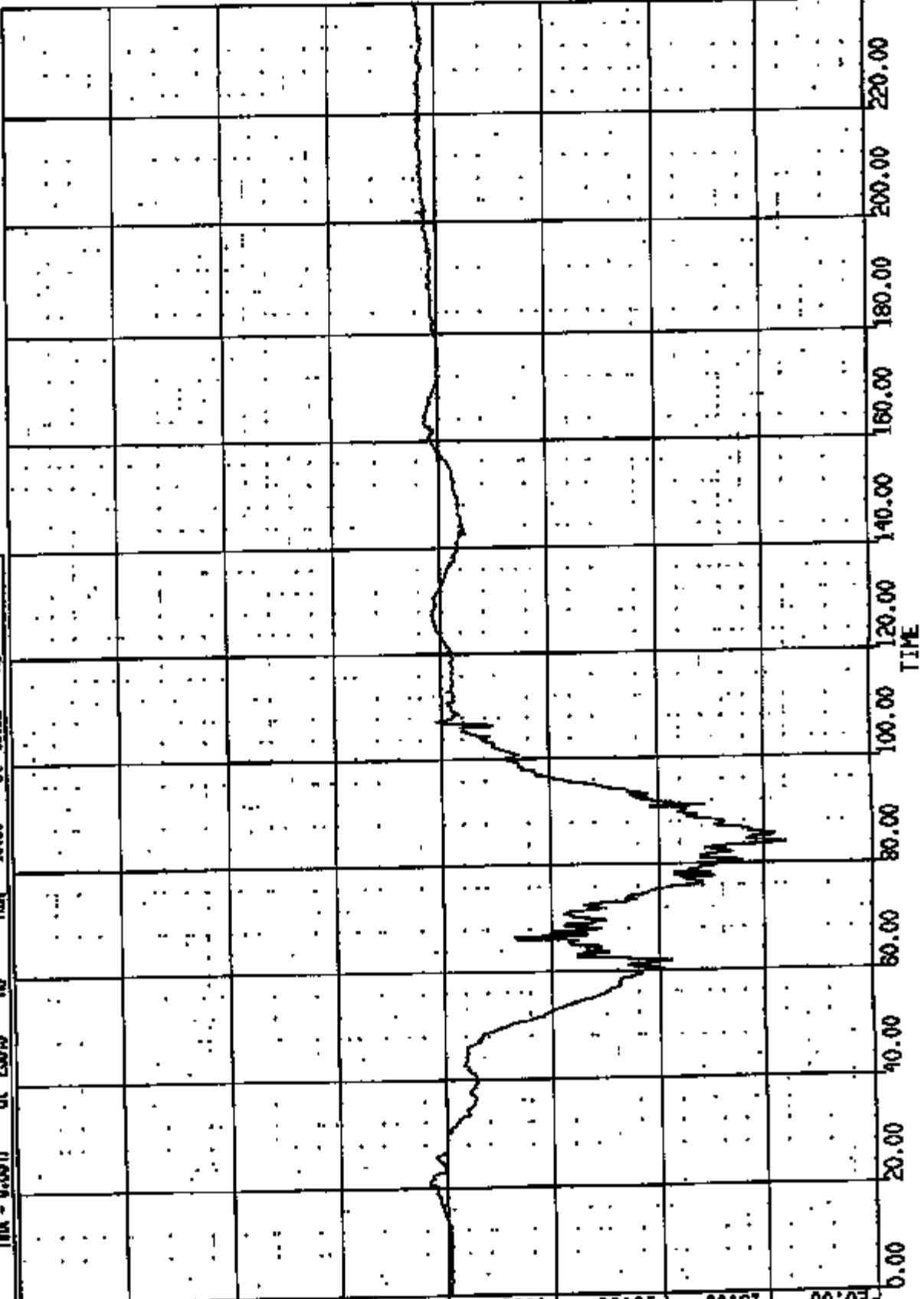
-5.00

-10.00

-15.00

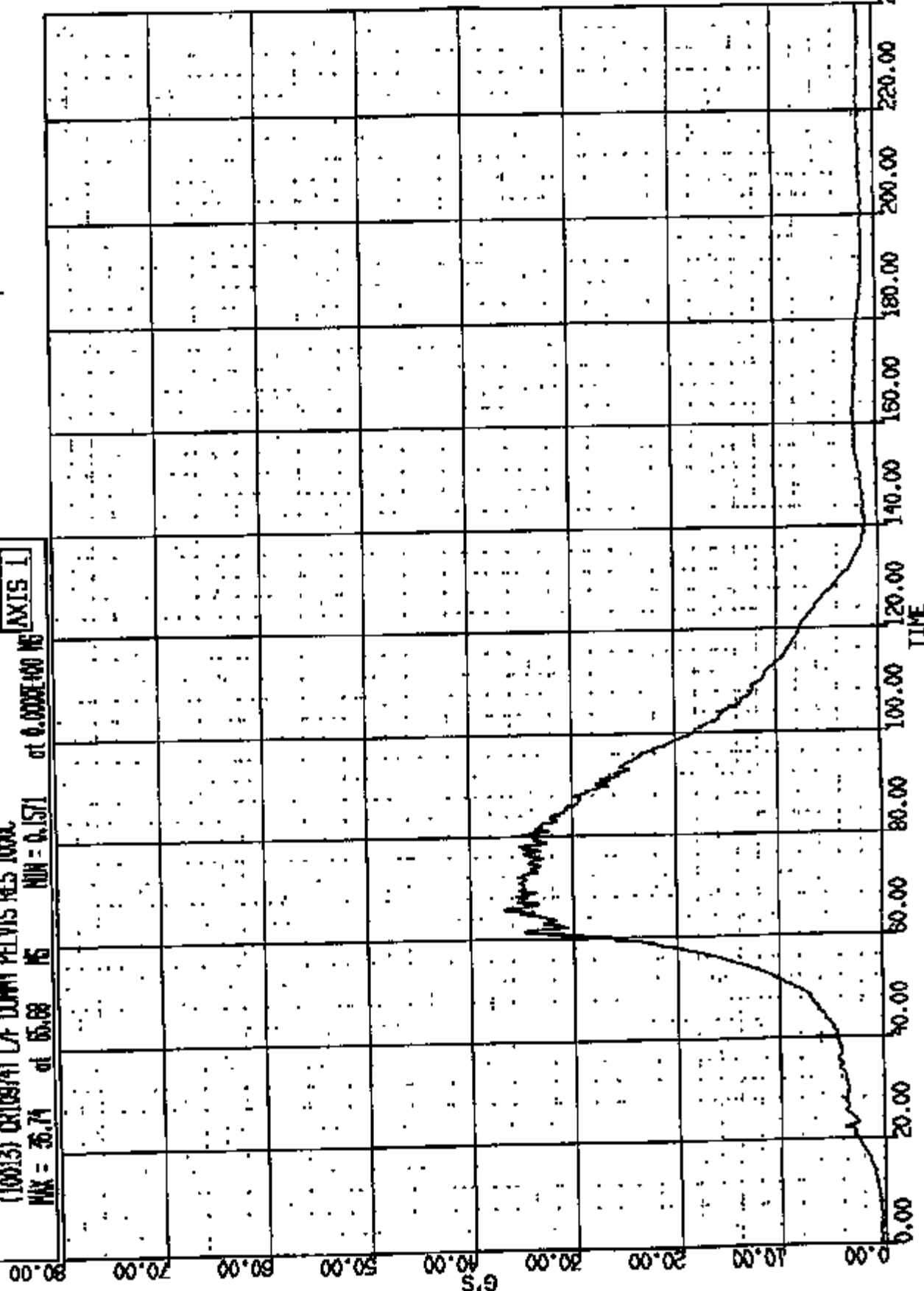
-20.00

G.S



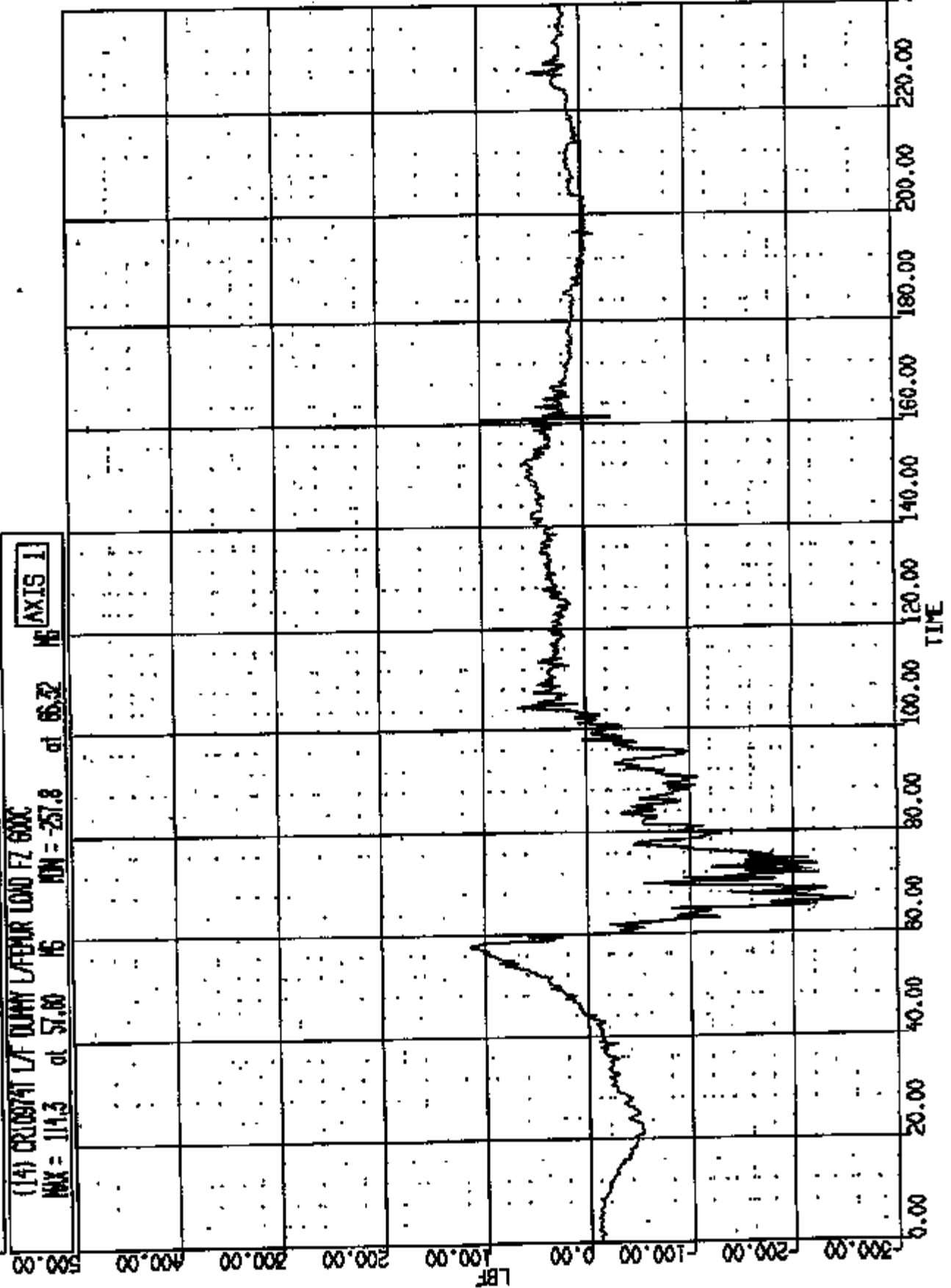
CR R: 10874 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(10013) CR109741 LF DUMMY PELVIS RES 1000C
MAX = 36.74 at 65.88 MS MIN = 0.1571 at 0.0000E+00 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

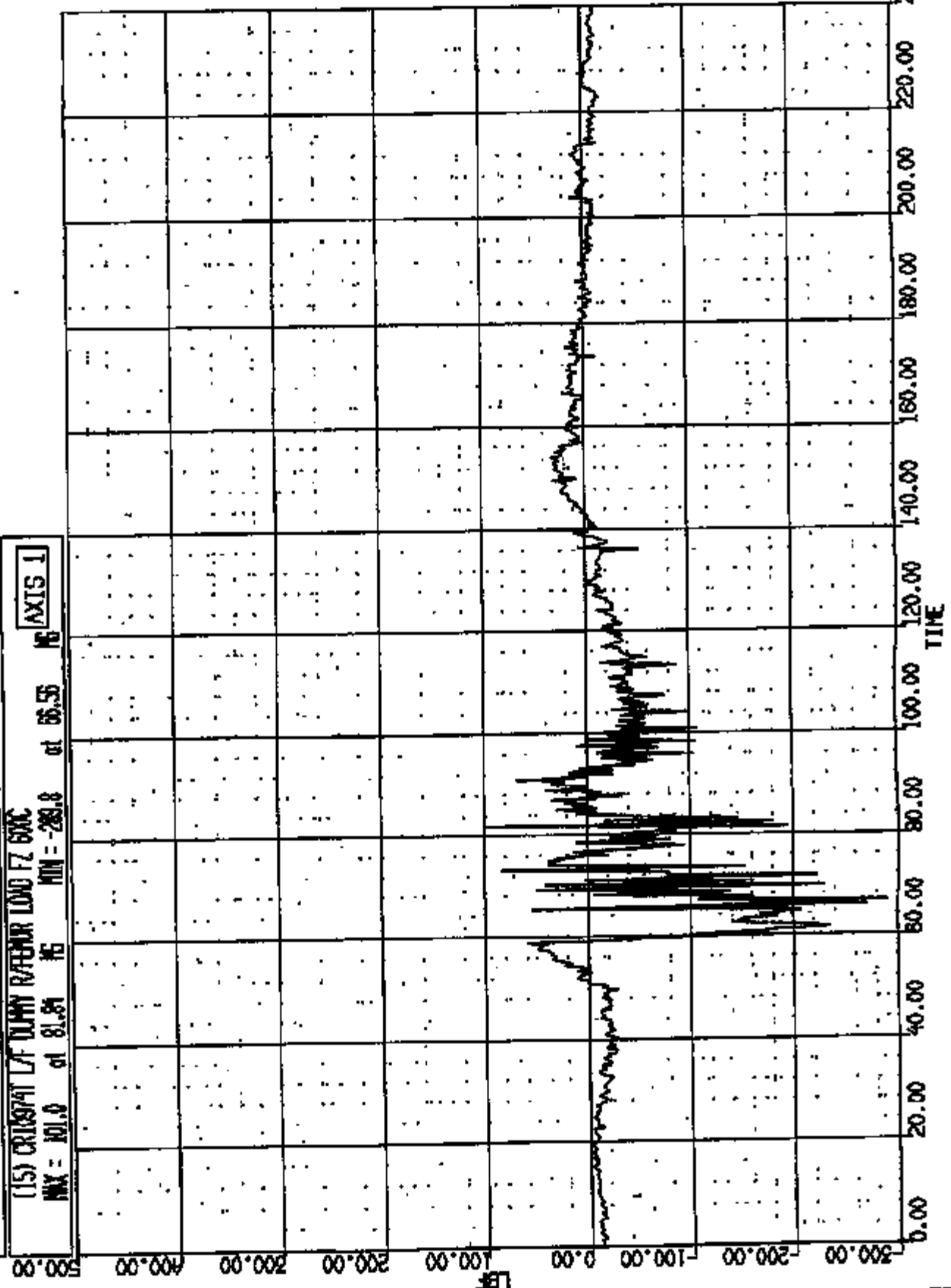
(14) CR10974T L/F QUANTUM LAFEMUR LOAD FZ 600C
MAX = 114.3 at 57.00 MS MIN = -257.8 at 66.32 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 980108 16:50:24
2000 D-108 2000 D-186

(15) CRUSPAT LAF DUMY RAEGR LIND FZ 60K
MAX = 101.0 at 81.81 MS MIN = -280.8 at 66.53 MS

AXIS 1



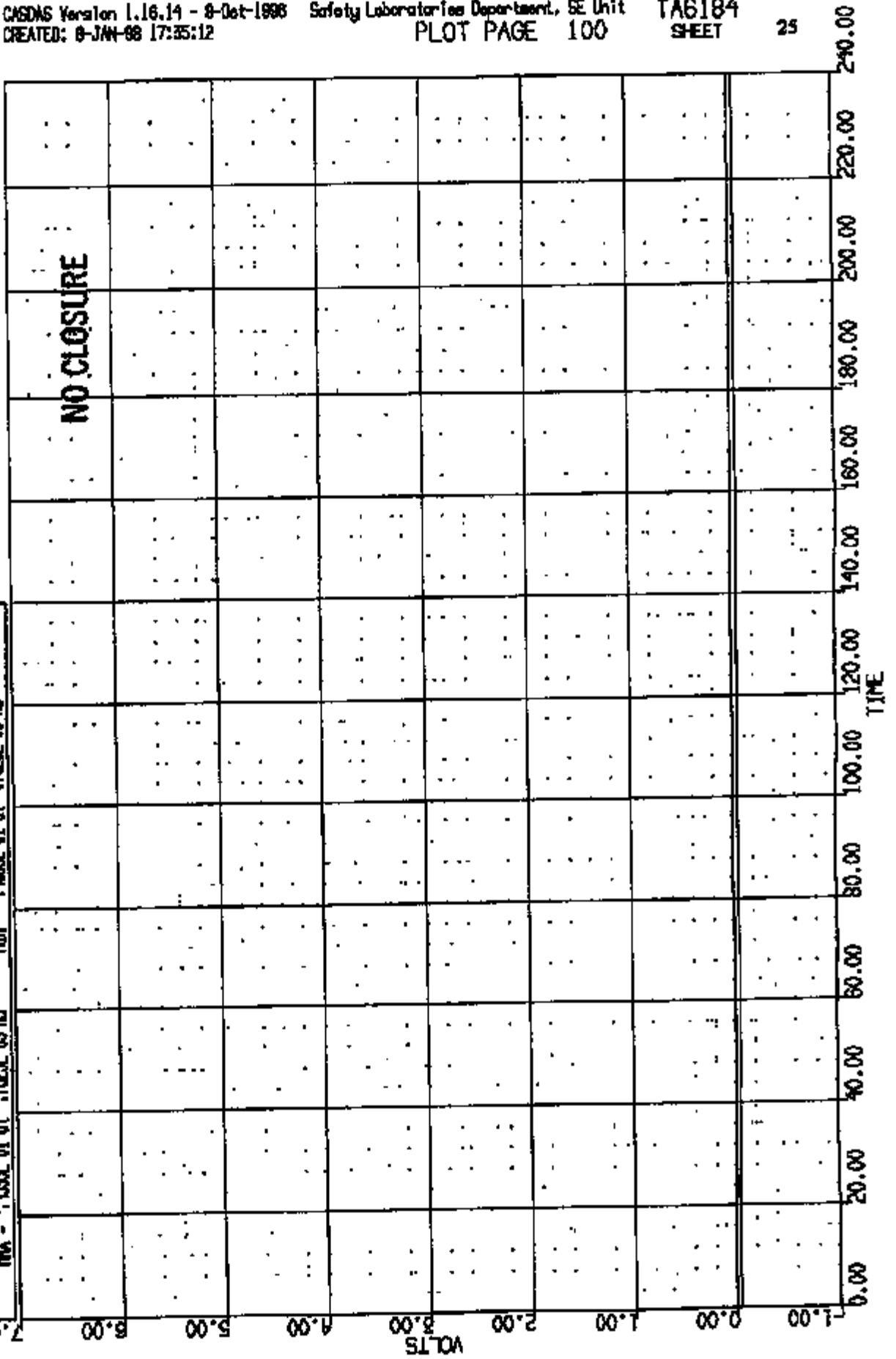
CR R: 10974 TAG184 DATE: 980108 16:50:24
2000 D-186 2000 D-186

(SS) CRUISE AT LF DUMMY LANE IN 6000

MAX = -.499E-01 at -.763E-05 HS

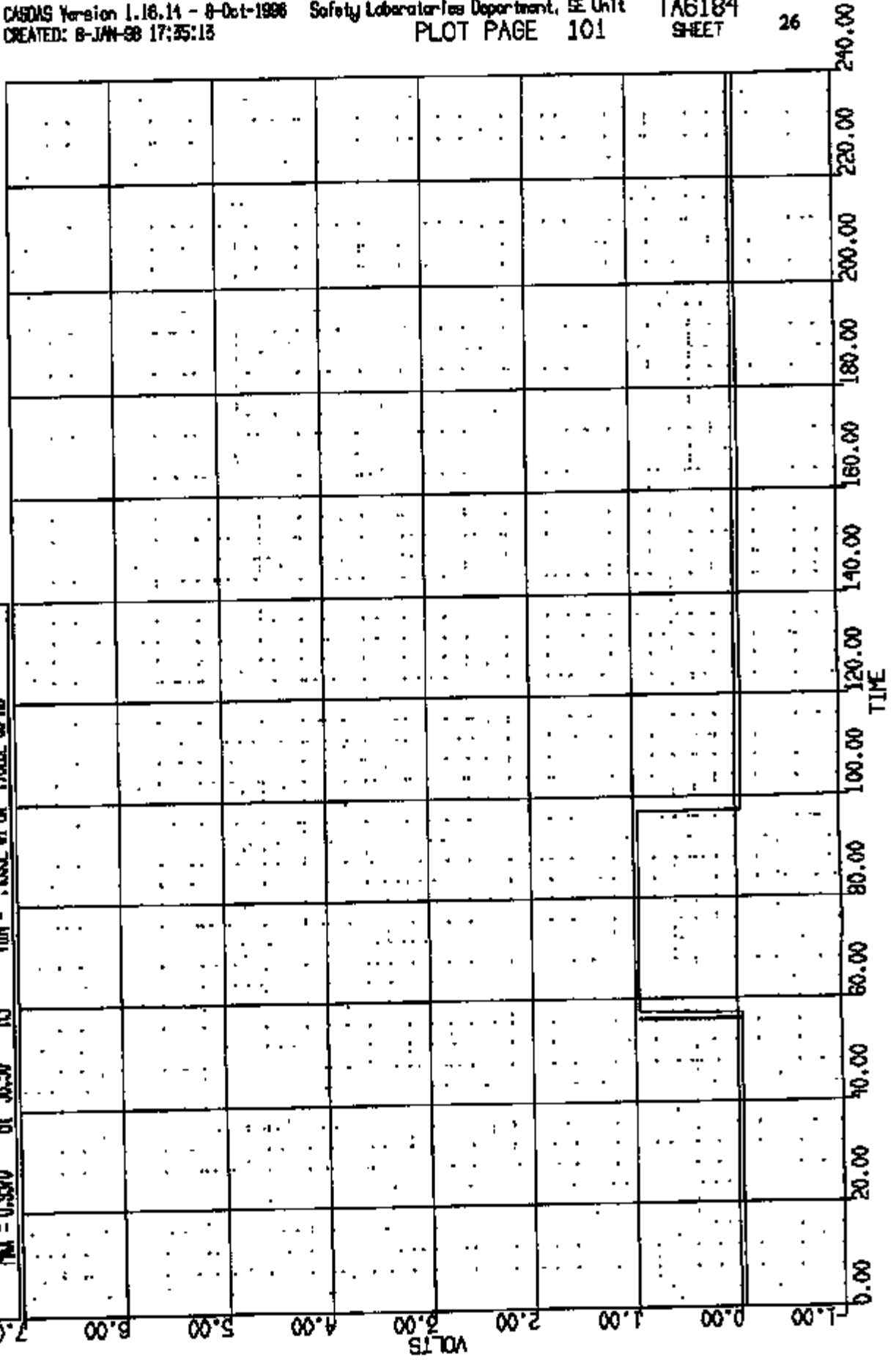
MIN = -.499E-01 at -.763E-05 HS

AXIS 1



CR R: 10974 TO: TAG184 DATE: 980108 18:30:24
2000 D-186 2000 D-186

(56) CRISTATI LA DUMY RANEE SA 4000
MAX = 0.9570 at 58.30 MS MIN = -.085E-01 at .703E-05 MS
AXIS 1



CR R: 10974 TO: TAB184 DATE: 980108 18:30:24
2000 D-186 2000 D-186

(16) CR109741 LF DUMP LAP/TIBIA LOAD FZ BWC

MAX = 132.3 at 73.92 16 MIN = -213.9 at 97.12 16

AXIS 1

150.00

100.00

50.00

0.00

LB

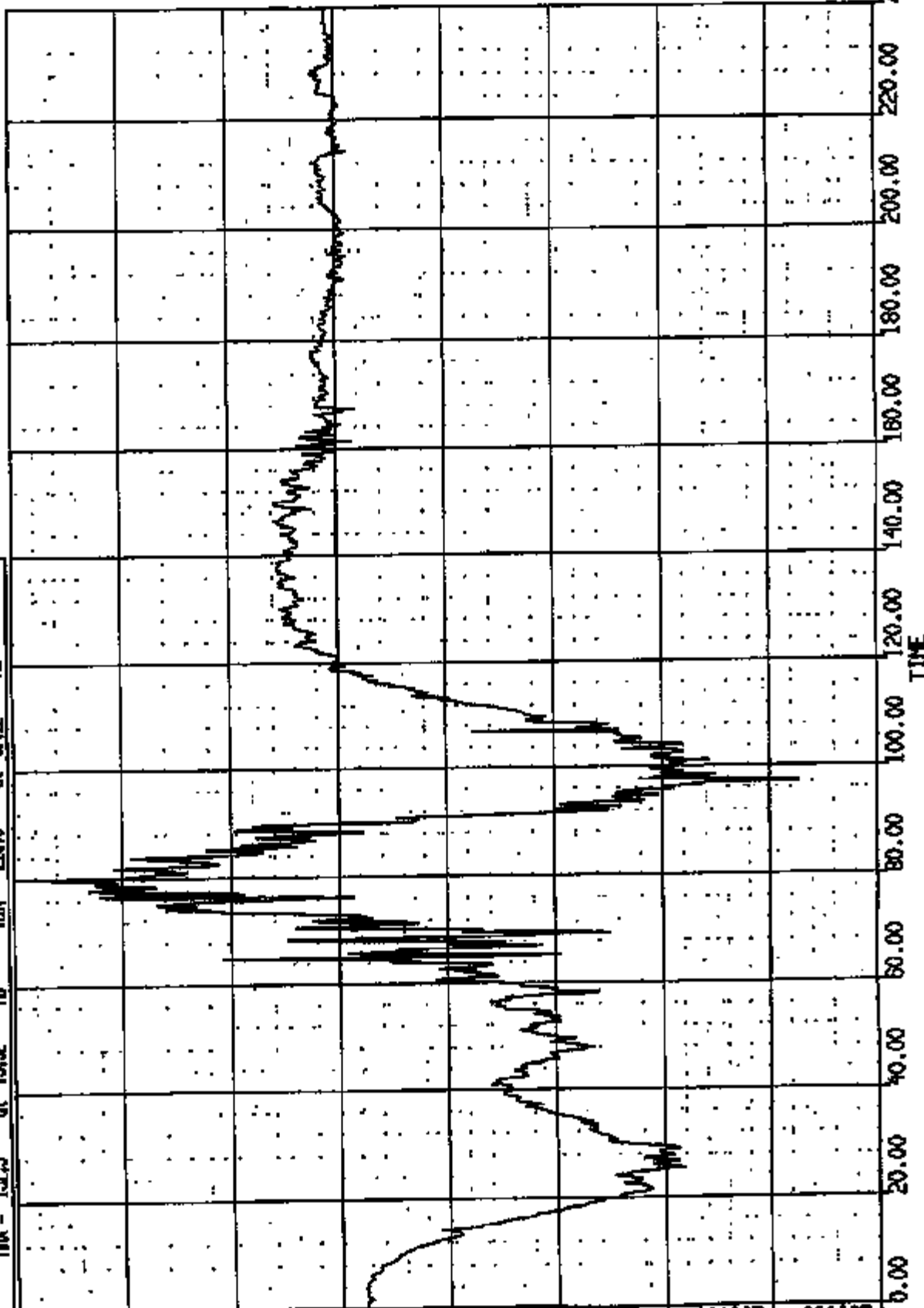
-50.00

-100.00

-150.00

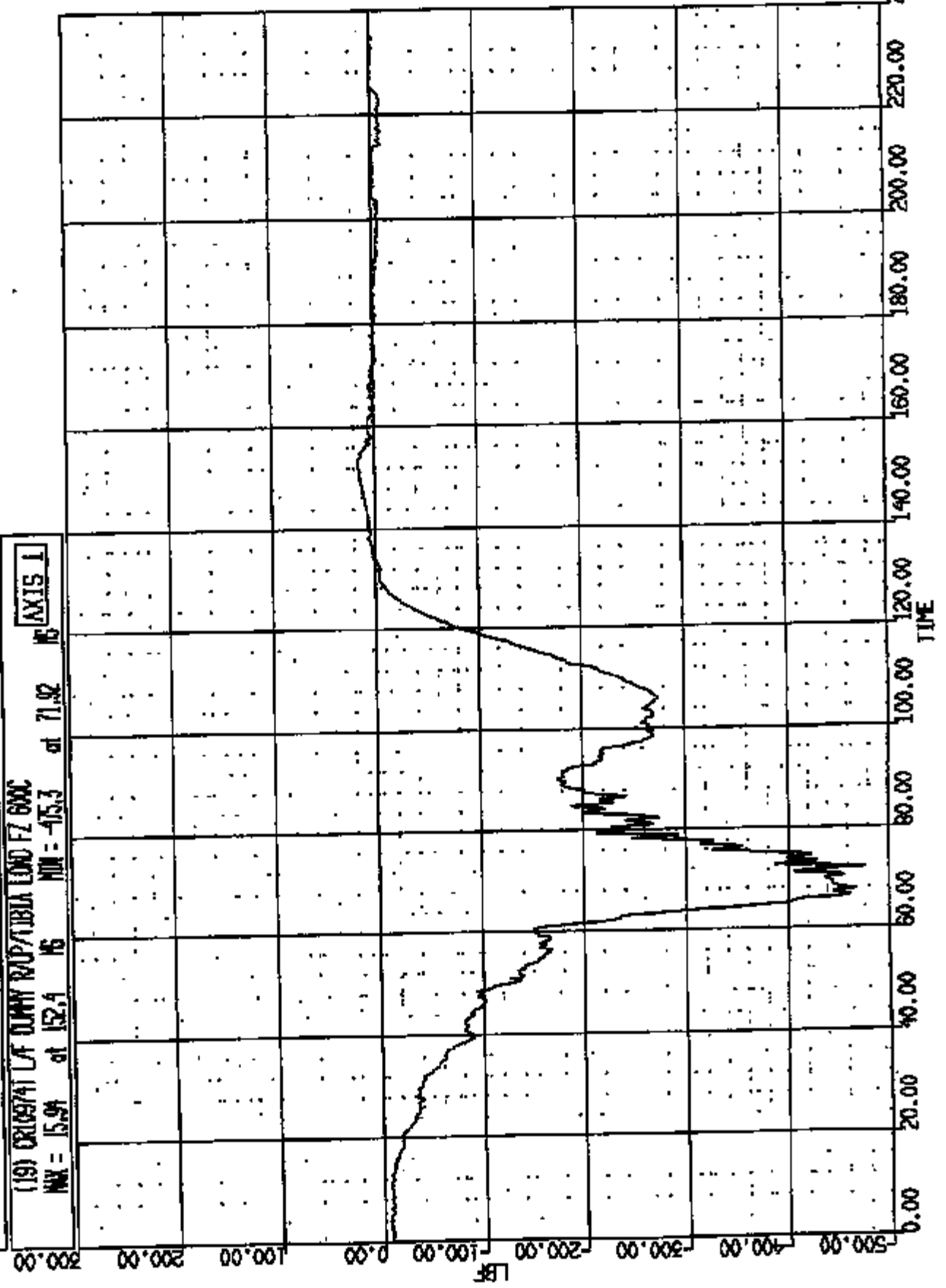
-200.00

-250.00



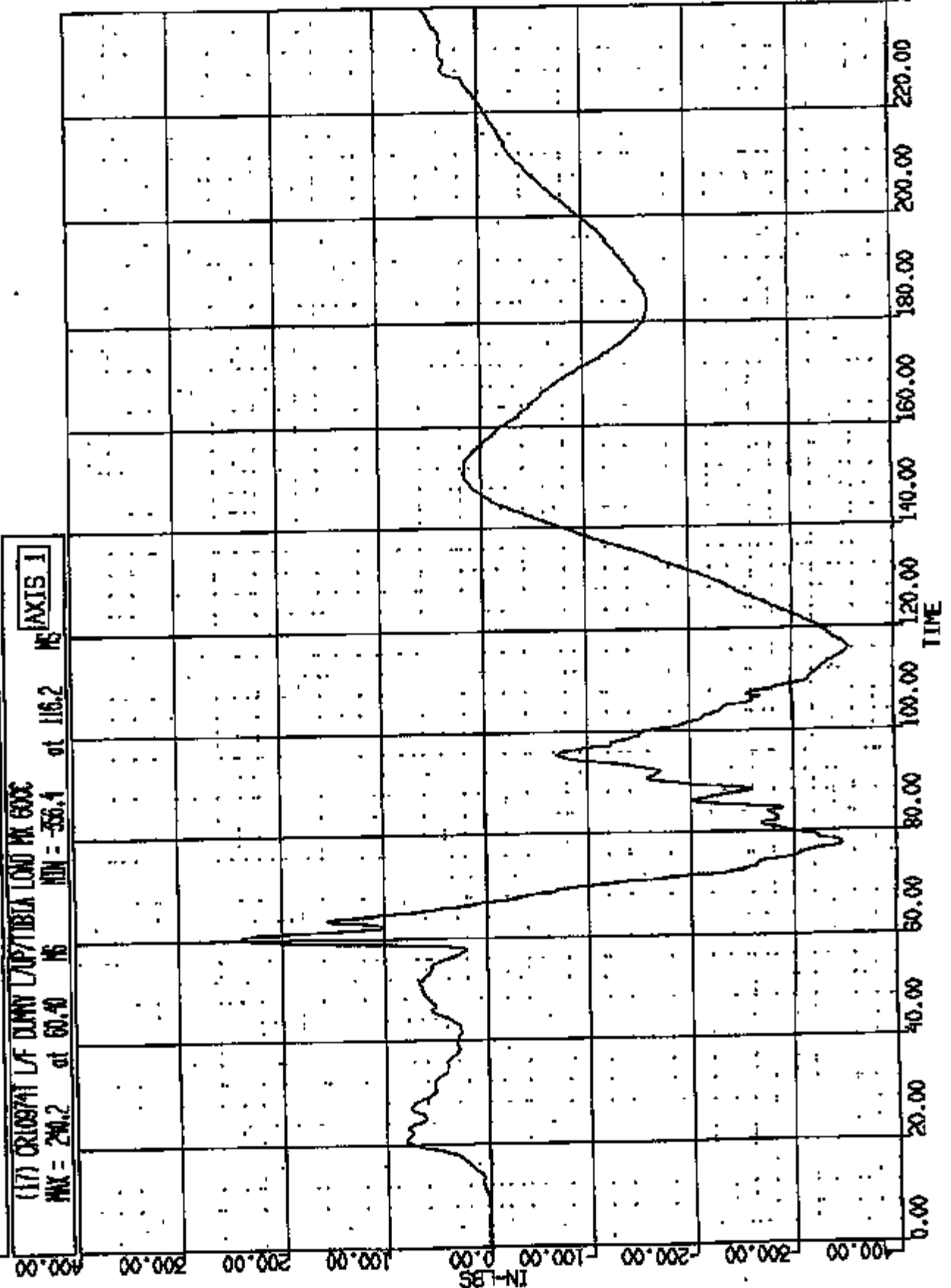
CR #: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-185 2000 D-188

(19) CR109741 LF DUMY RAMP/TUBIA LEND FZ 60AC
MAX = 15.94 at 152.4 16 MIN = -45.3 at 71.92 16
[AXIS 1]



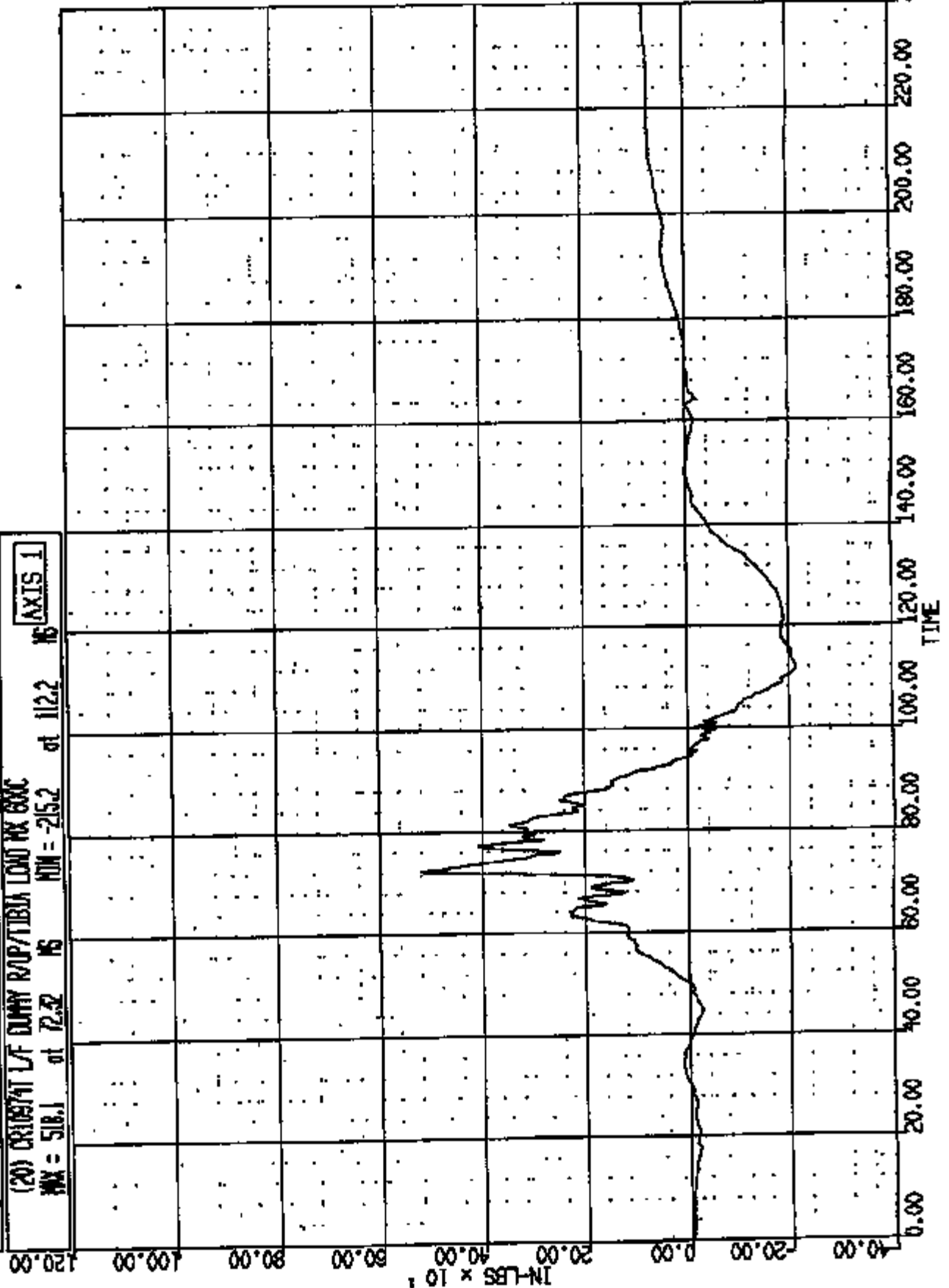
CR R: 10074 TO: TAB184 DATE: 880108 18:30:24
E000 D-188 2000 D-188

(17) ORLOGPAT LF DUNN LAP/TIBIA LOND PA 600C
MAX = 240.2 at 60.40 MS MIN = -356.1 at 116.2 MS [AXIS 1]



CR R: 10974 TO: TA6184 DATE: 980108 18:30:24
2000 D-186 2000 D-186

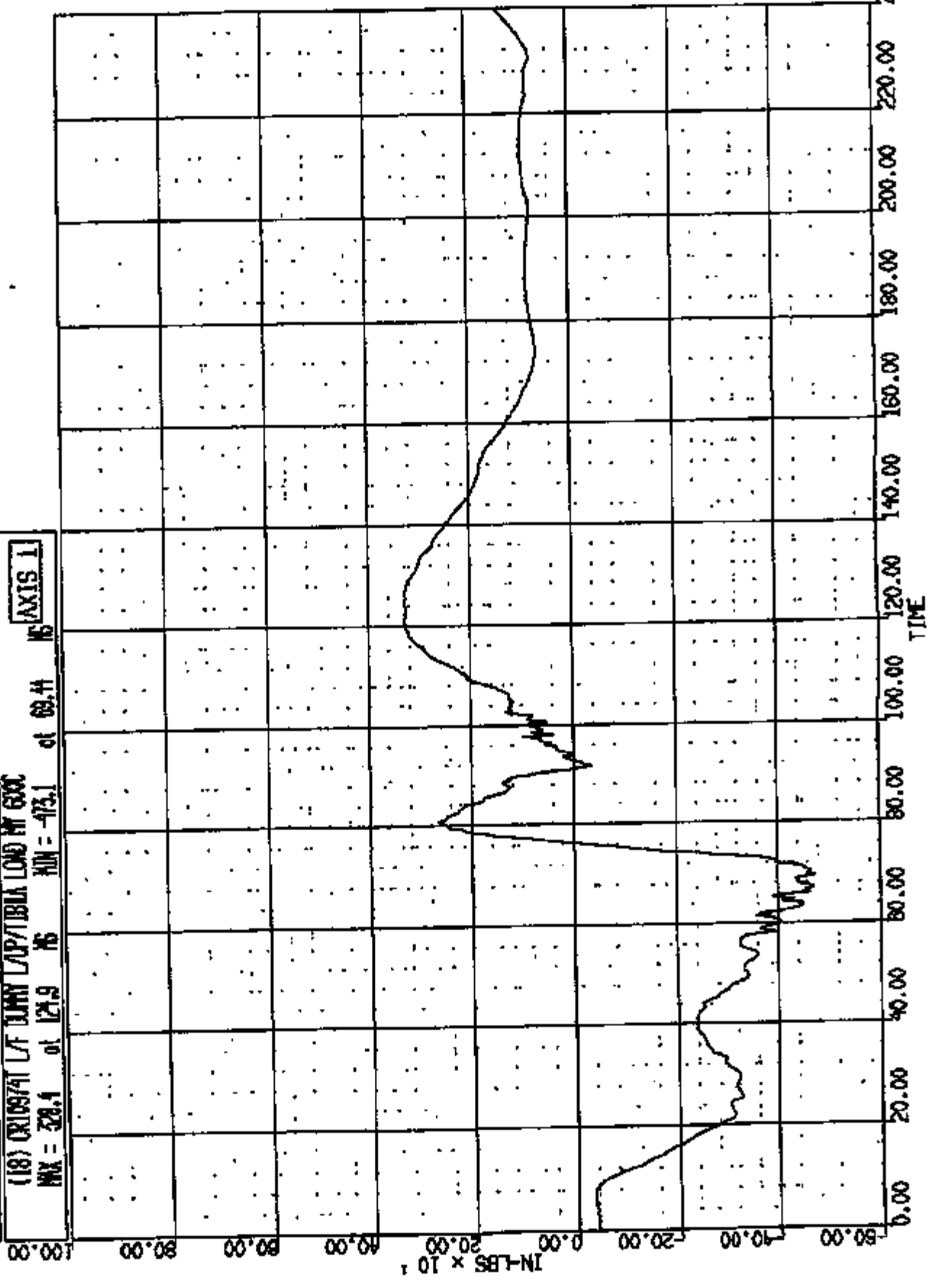
(20) ORIGIN: LF DUMMY RAPT/TIBIA LOAD AXI GNC
MAX = 518.1 at 72.32 MS MIN = -215.2 at 112.2 MS
AXIS 1



CR R: 10874 TO: TAG184 DATE: 80108 16:30:24
2000 D-188 2000 D-188

(18) ORIGINAL LF DUMP CAPTURED LOAD MT 6000
MAX = 328.4 at 121.9 MS MIN = -473.1 at 69.4 MS

Y-AXIS 1



CR R: 10874 TC: TAG184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(21) CRUSH/TI LF DUMY RAPT/TIBIA LOAD BY GRAC

MAX = 66.55 at 137.7 MS MIN = -137.6 at 66.80 MS

AXIS 1

250.00

200.00

150.00

100.00

50.00

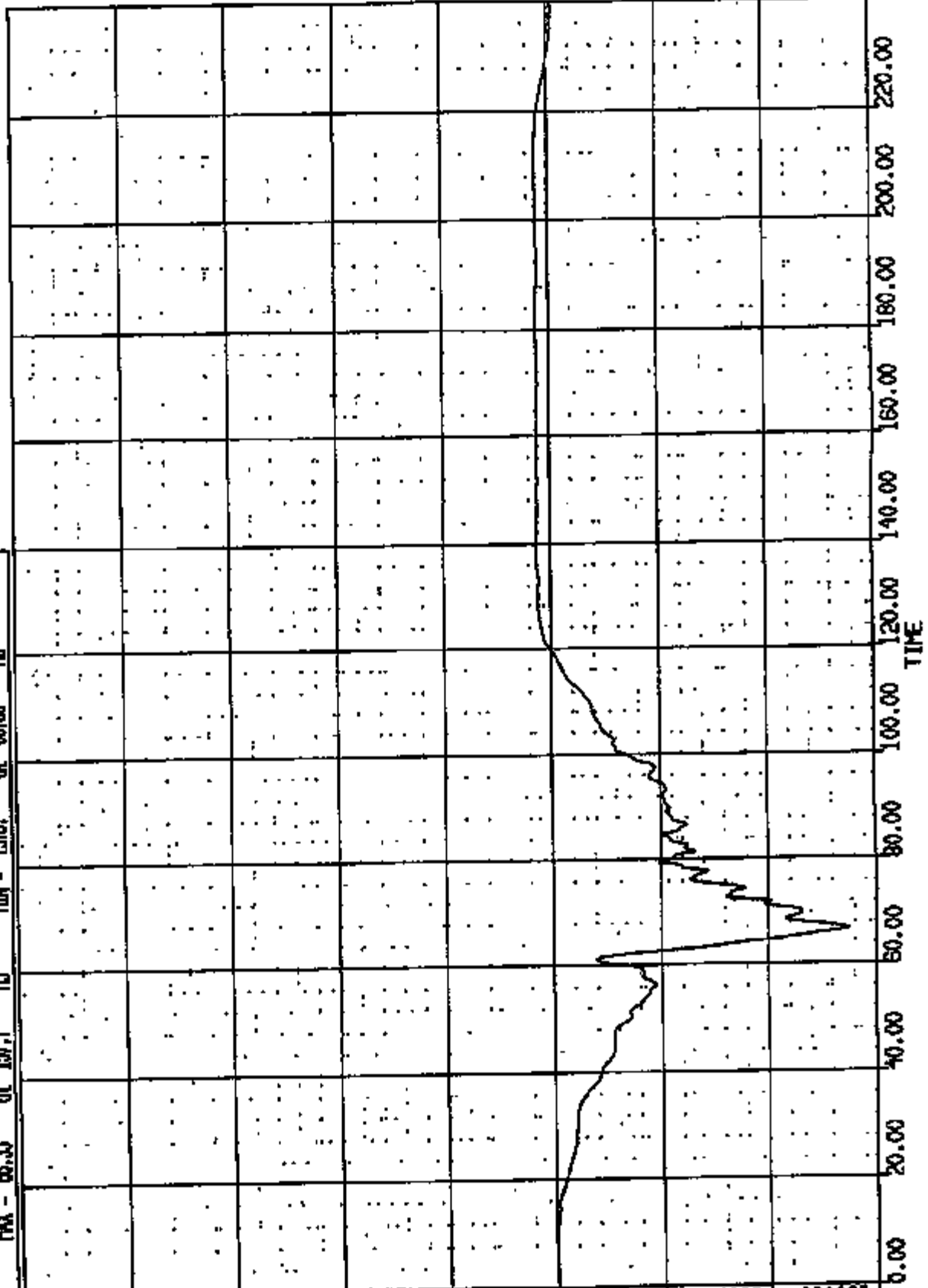
0.00

-50.00

-100.00

-150.00

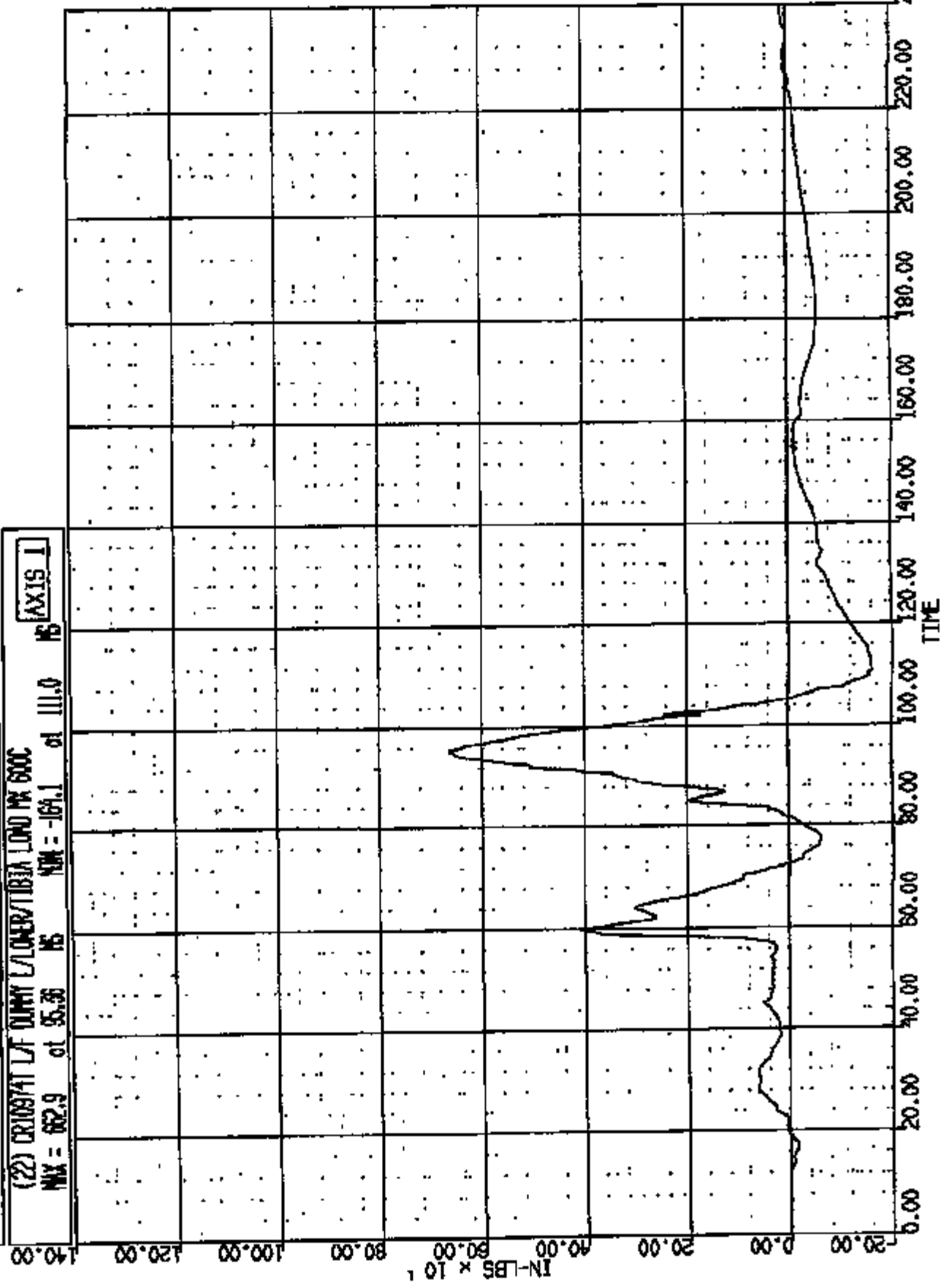
IN-LES x 10⁴



CR R: 10974 TO: TA6184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(22) CR10974T LAF DUMMY L/OBER/TIBIA LOAD PK 600C
MAX = 682.9 of 95.36 MS MIN = -164.1 of 111.0 MS

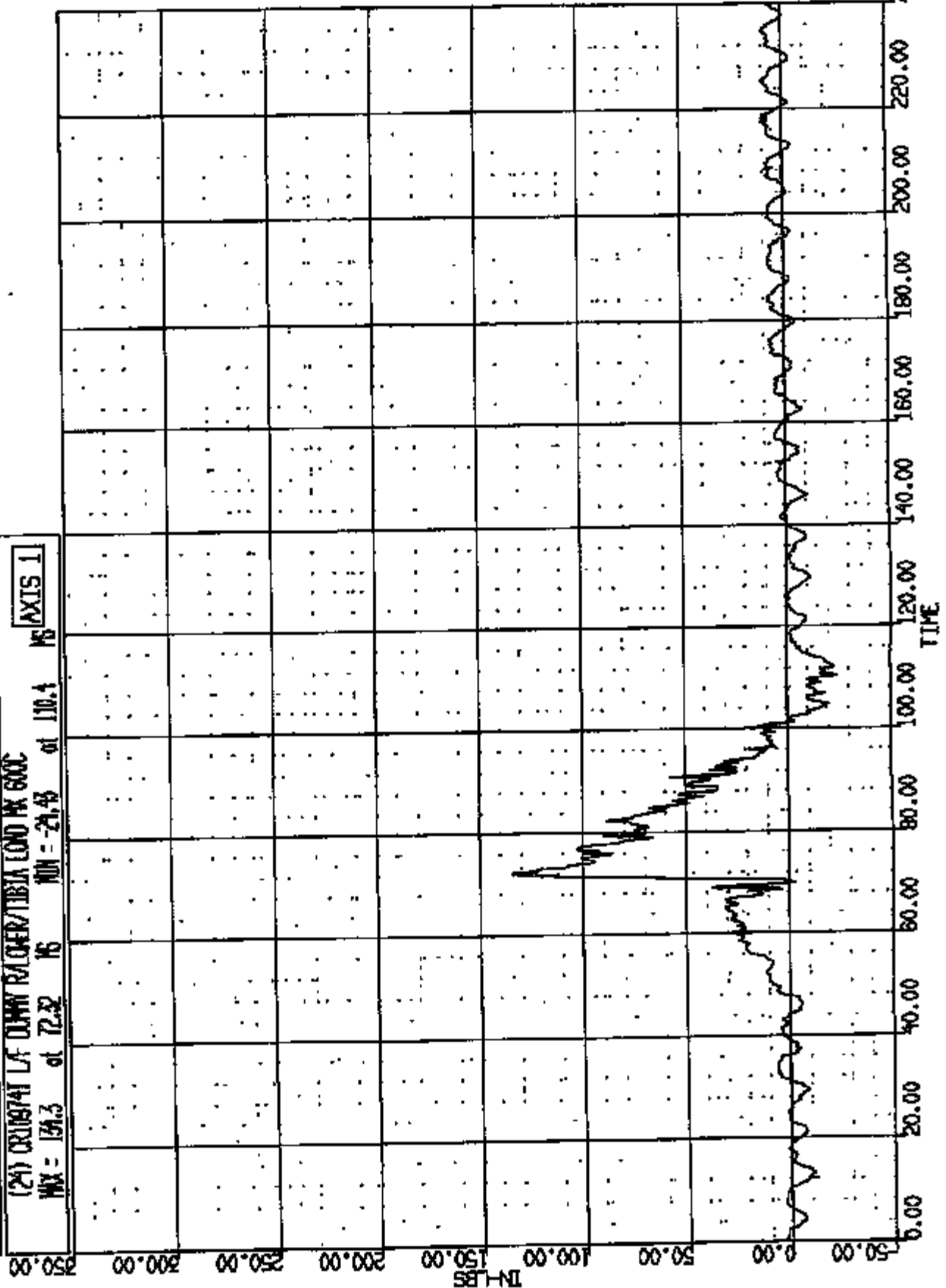
AXIS 1



CR #: 10974 TO: TABLER DATE: 880108 18:30:24
2000 D-188 2000 D-188

(2) CRUSH/TI F DUMM R/CLER/TIBIA LOAD PK 600C
MAX = 151.3 at 72.32 MS MIN = -21.45 at 110.4 MS

AXIS 1

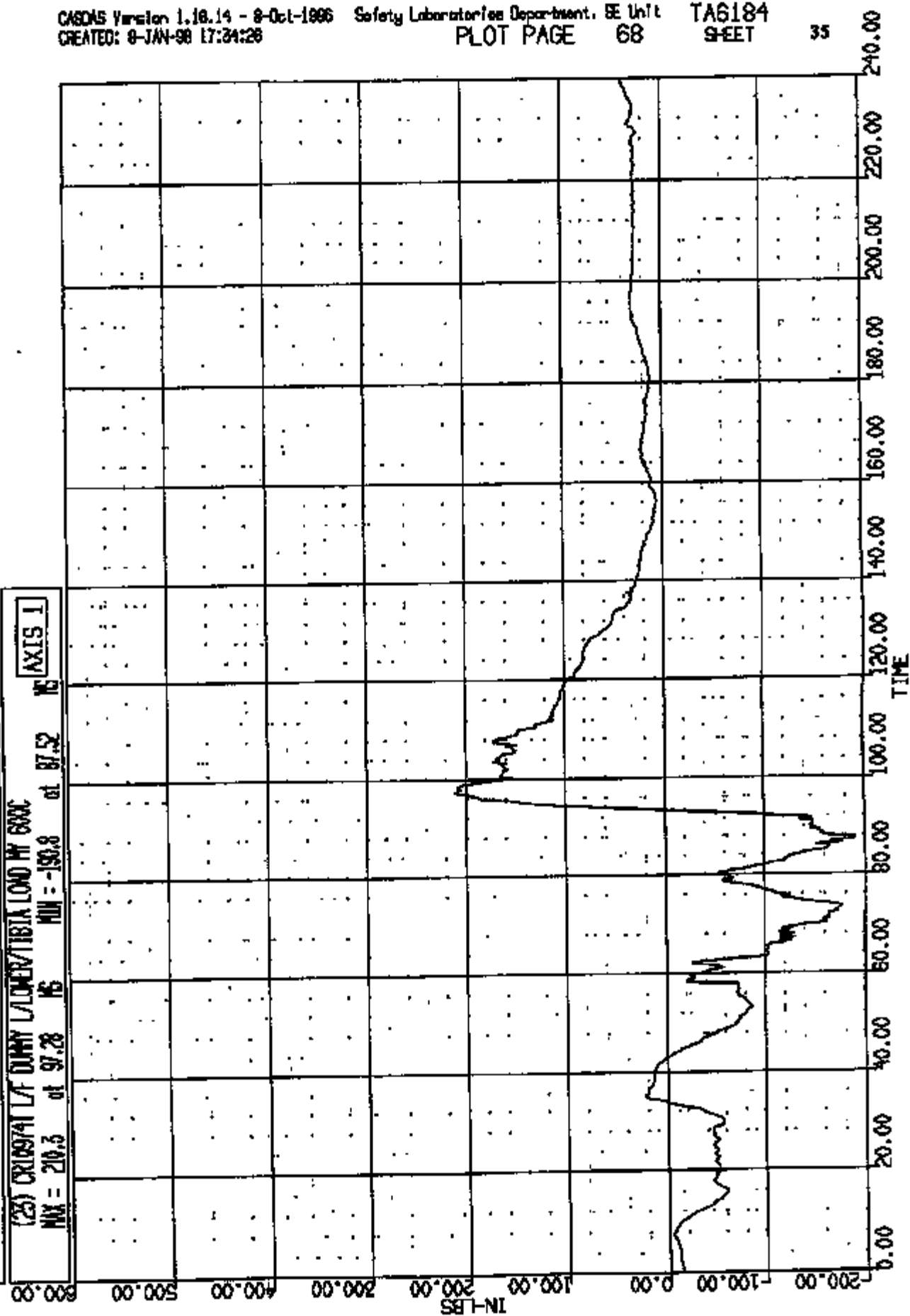


SK R: 10874 TO: TAG184 DATE: 860108 18:30:24
2000 D-186 2000 D-186

(25) CRUSHA/T/ DURY L/DMRT/IBIA LOAD M 600C

MAX = 210.3 at 97.28 MS MIN = -150.8 at 87.52 MS

AXIS 1

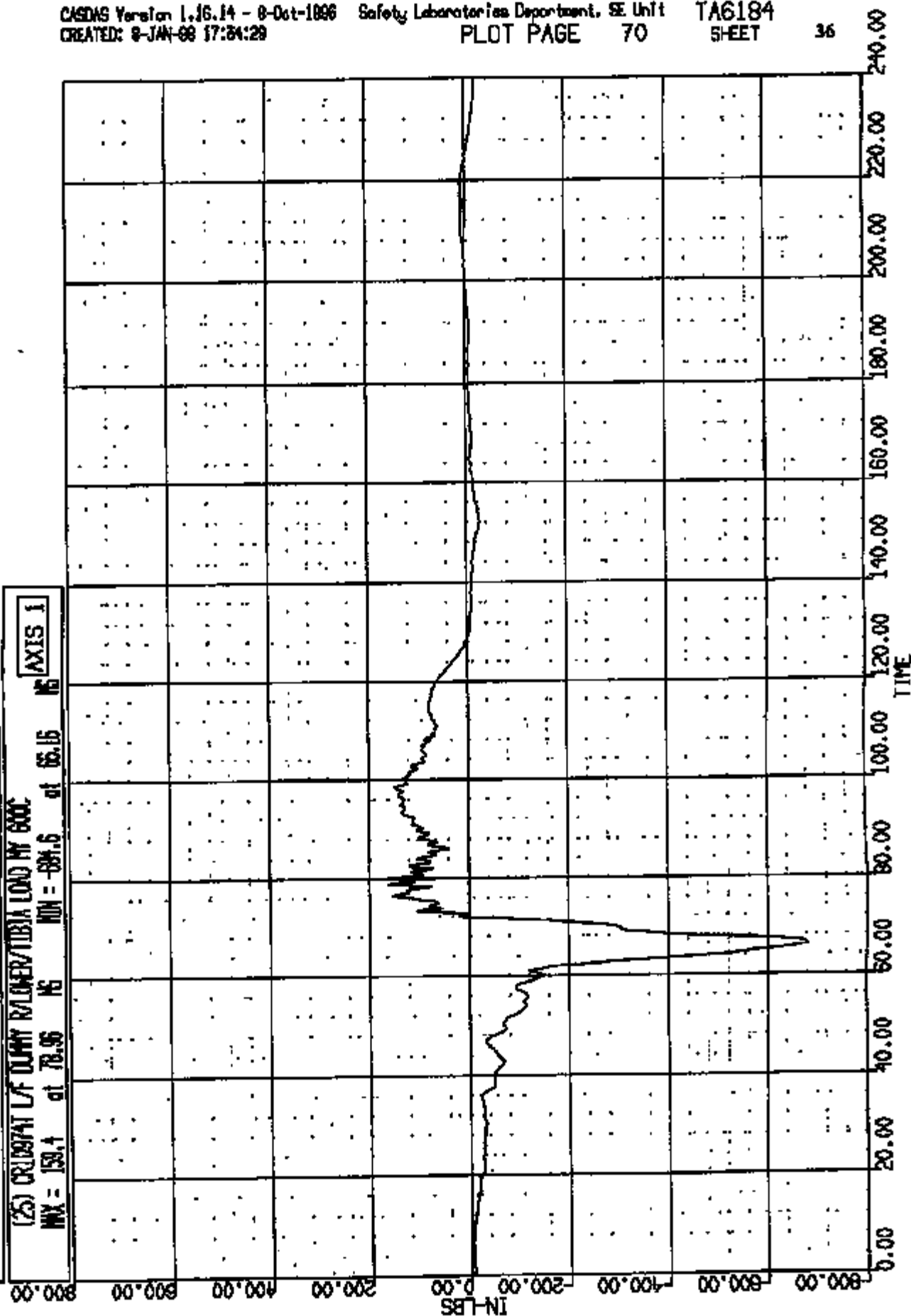


CR R: 10874 TO: TAG184 DATE: 980108 18:20:24
2000 D-188 2000 D-188

(25) CRIBSTAT L/F DUMM R/CLM/R/TIBIA LOAD NY 600C

MAX = 150.4 at 78.96 IG MIN = -281.5 at 65.15 IG

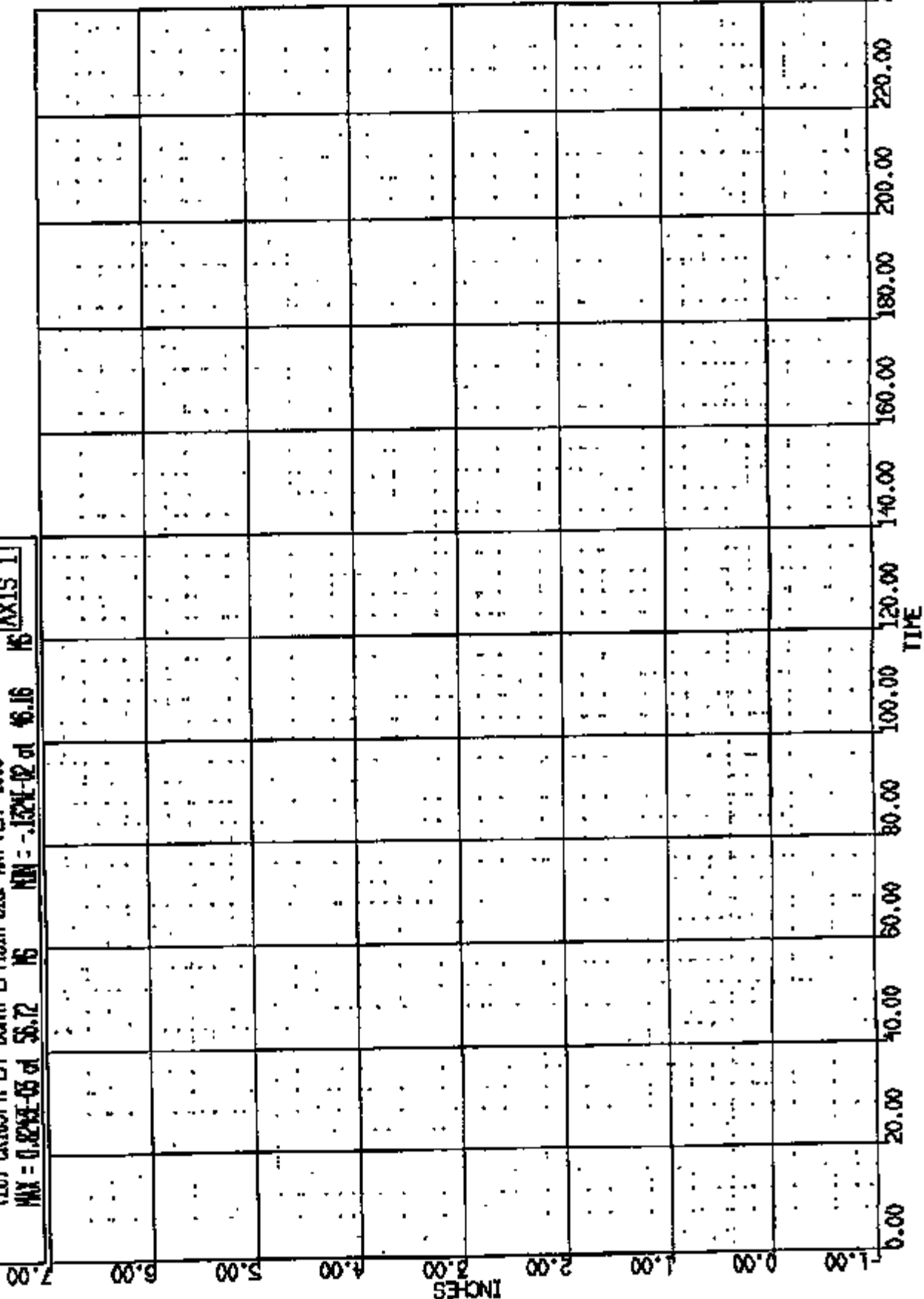
AXIS 1



CR R: 10974 TO: TA6184 DATE: 860108 18:30:24
2000 D-188 2000 D-188

(26) CR10974 LAF DUMMY L71818A DISP ART PEN 180C
MAX = 0.8294E-05 of 58.72 MS MIN = -.1324E-02 of 46.16 MS

AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(27) CR109741 LAF DUMMY RT/TIBIA DISP WRT FEM 180C

MAX = 0.1427E-01 at 98.76 MS MIN = -.7594E-03 at 63.12 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

2.00

1.00

0.00

-1.00

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

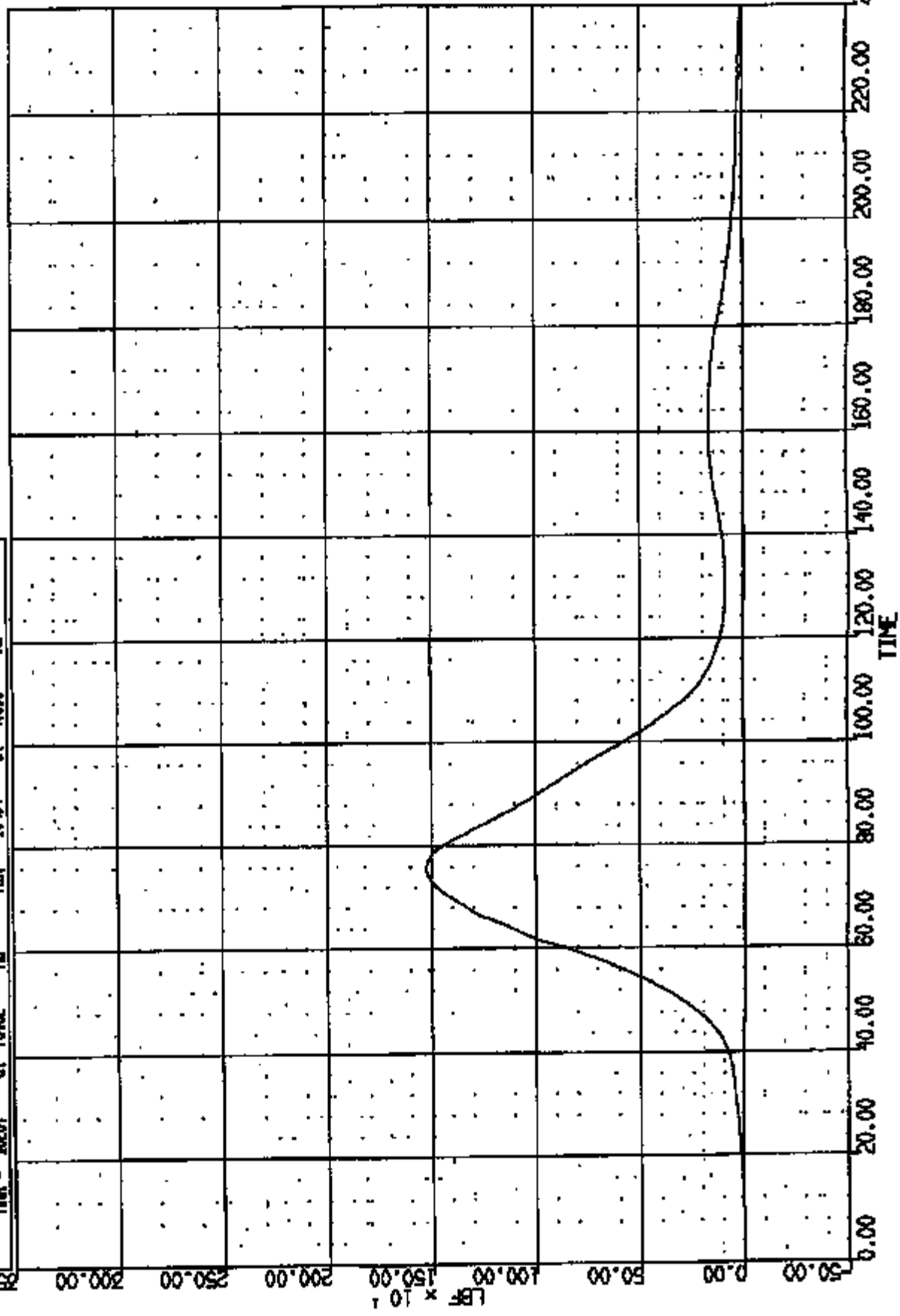
TIME

CR R: 10874 TO: TAG184 DATE: 080108 16:30:24
2000 D-188 2000 D-188

(59) ORIGINAL LF LAP BELT @ ANCHOR LOAD 600
MAX = 152.6 at 75.32 MS MIN = -1.474 at 1.991 MS

AXIS 1

250.00



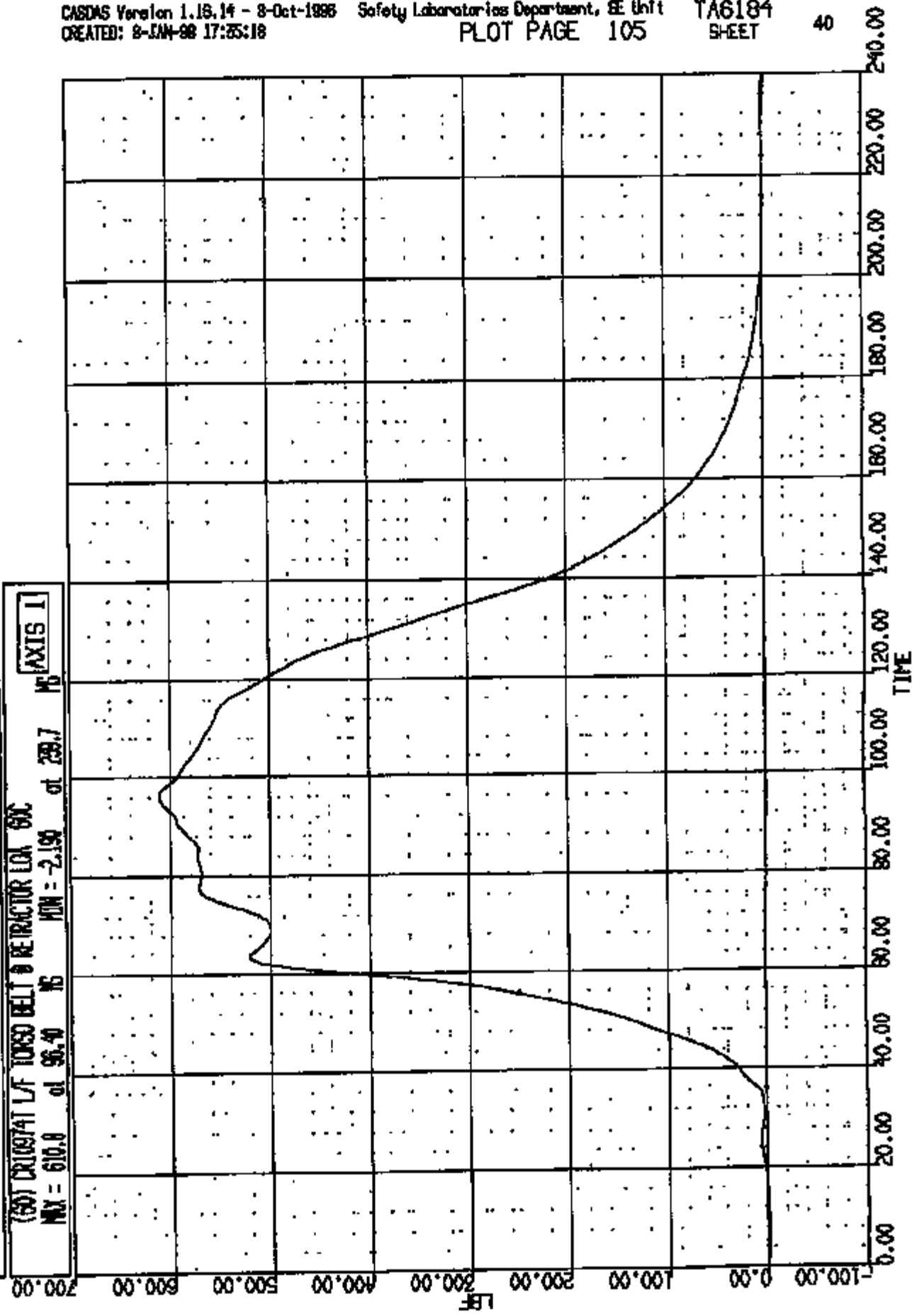
CR: R: 10874 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(50) CRUSHTAT LF TORSD BELT @ REINFORCER LGA 60C

MAX = 610.0 of 96.40 MS

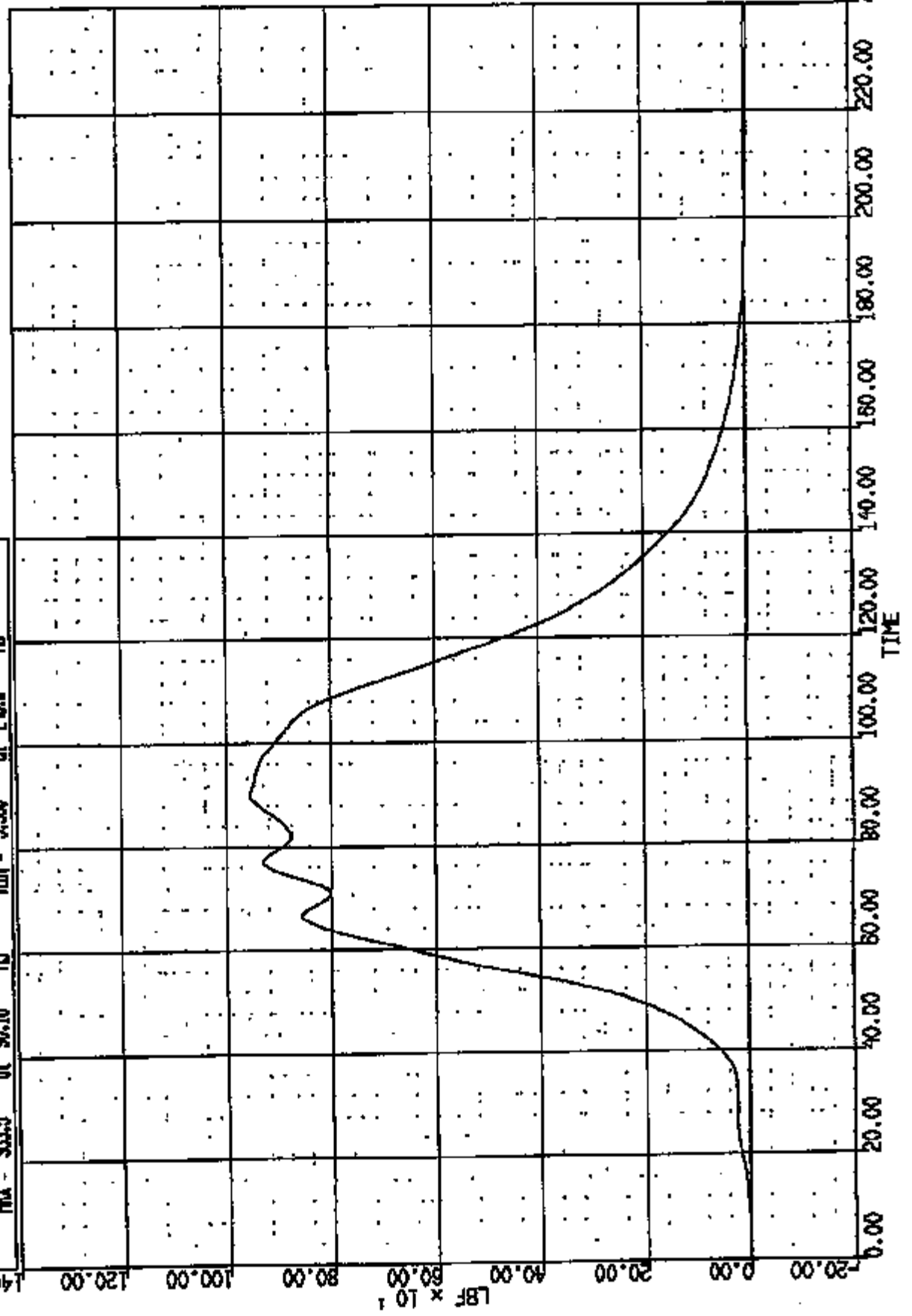
MIN = -2.190 of 239.7 MS

AXIS 1



DR K: 10974 TO: TAB184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(61) CRUSH41 LF TORSO BELT 0 DRING LOAD 60C
MAX = 955.3 at 90.16 MS MIN = -5.350 at 240.0 MS
[AXIS 1]

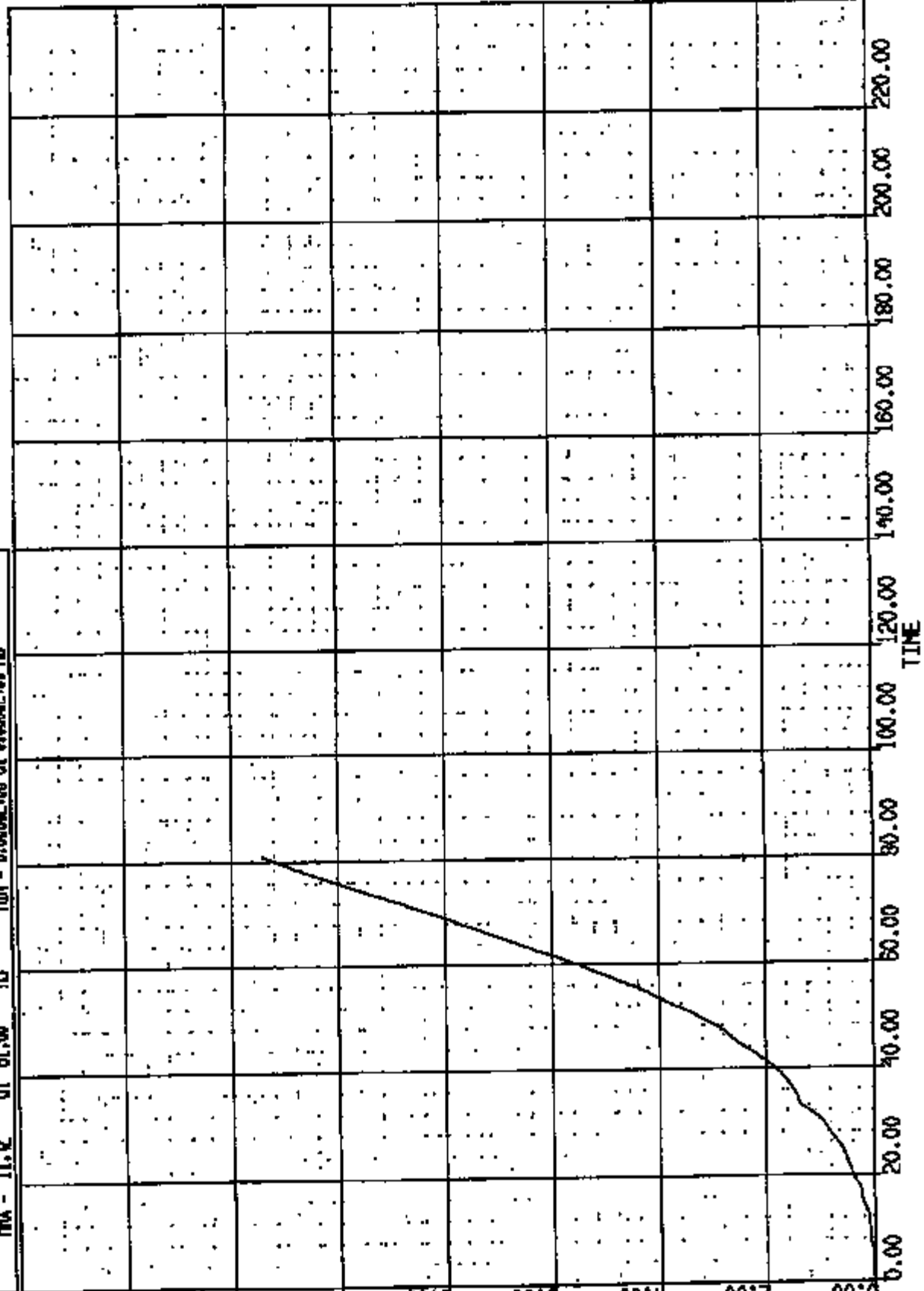


CR R: 10874 TO: TAG184 DATE: 080108 18:50:24
2000 D-188 2000 D-188

(0) CXC10974 L S HEAD DERR ART L RWR AT B PL LONG DISP
MAX = 11.42 at 81.00 MS MIN = 0.0000E+00 at 0.0000E+00 MS

AXIS 1

16.00
14.00
12.00
10.00
8.00
6.00
4.00
2.00
0.00
INCHES



CRTS 0010974

CR R: 10974 TO: TAG184 DATE: 080108 18:30:24
2000 D-188 2000 D-188

(0) CRC10974 L5 HEAD DRIVE ART L ROR AT B PL VERT DISP

MAX = 2.00 at 81.00 MIN = -.2000 at 45.00

AXIS 1

7.00

6.00

5.00

4.00

3.00

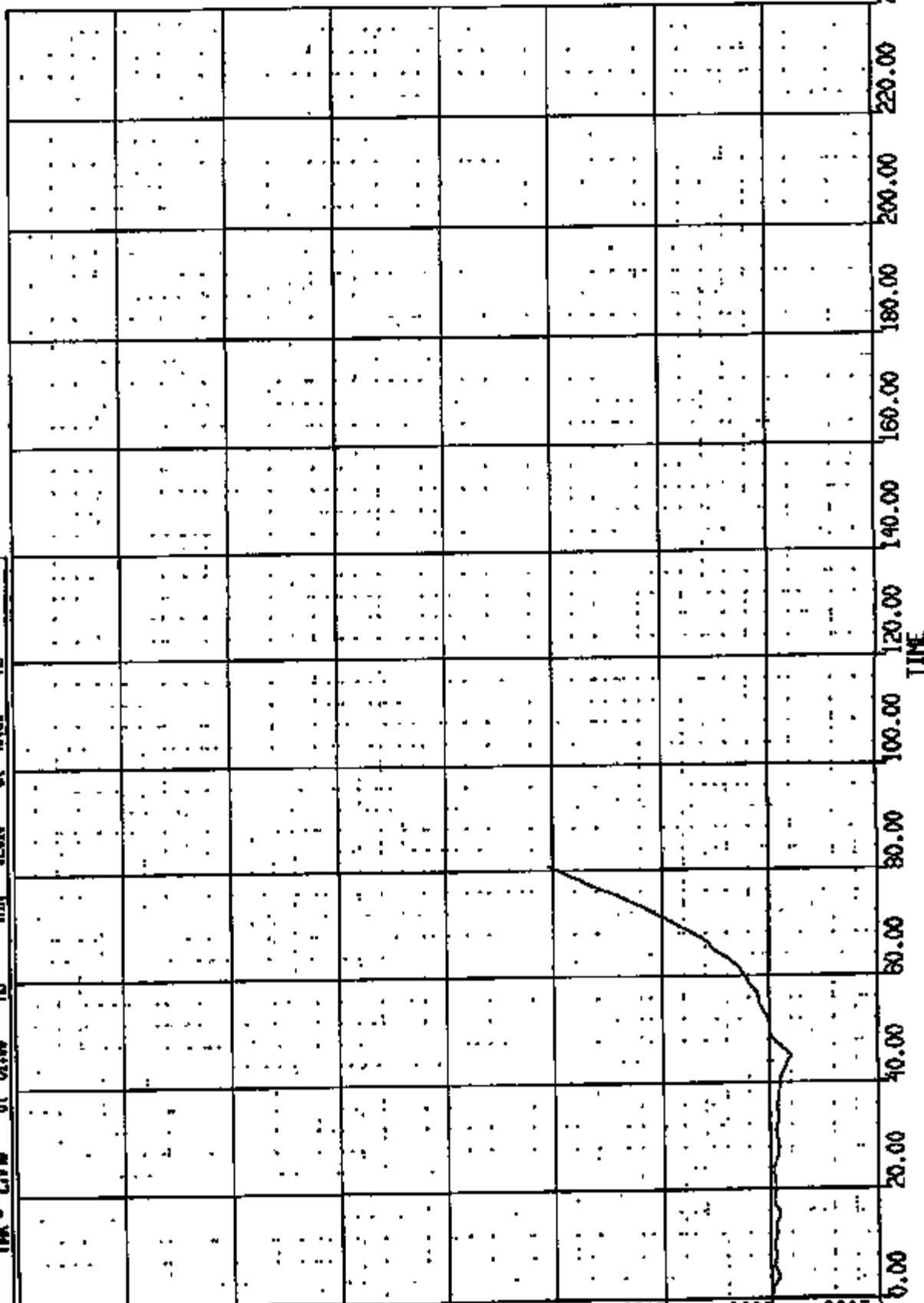
2.00

1.00

0.00

-1.00

INCHES



CR R: 10874 TD: TA6184 DATE: 980108 16:50:24
2000 D-186 2000 D-186

(28) CR109741 R/F DUMMY HEAD C.G. LONG LOGIC

MAX = 2.421 MS at 221.6 MS MIN = -33.69 MS at 97.12 MS

AXIS 1

40.00

30.00

20.00

10.00

0.00

-10.00

-20.00

-30.00

-40.00

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

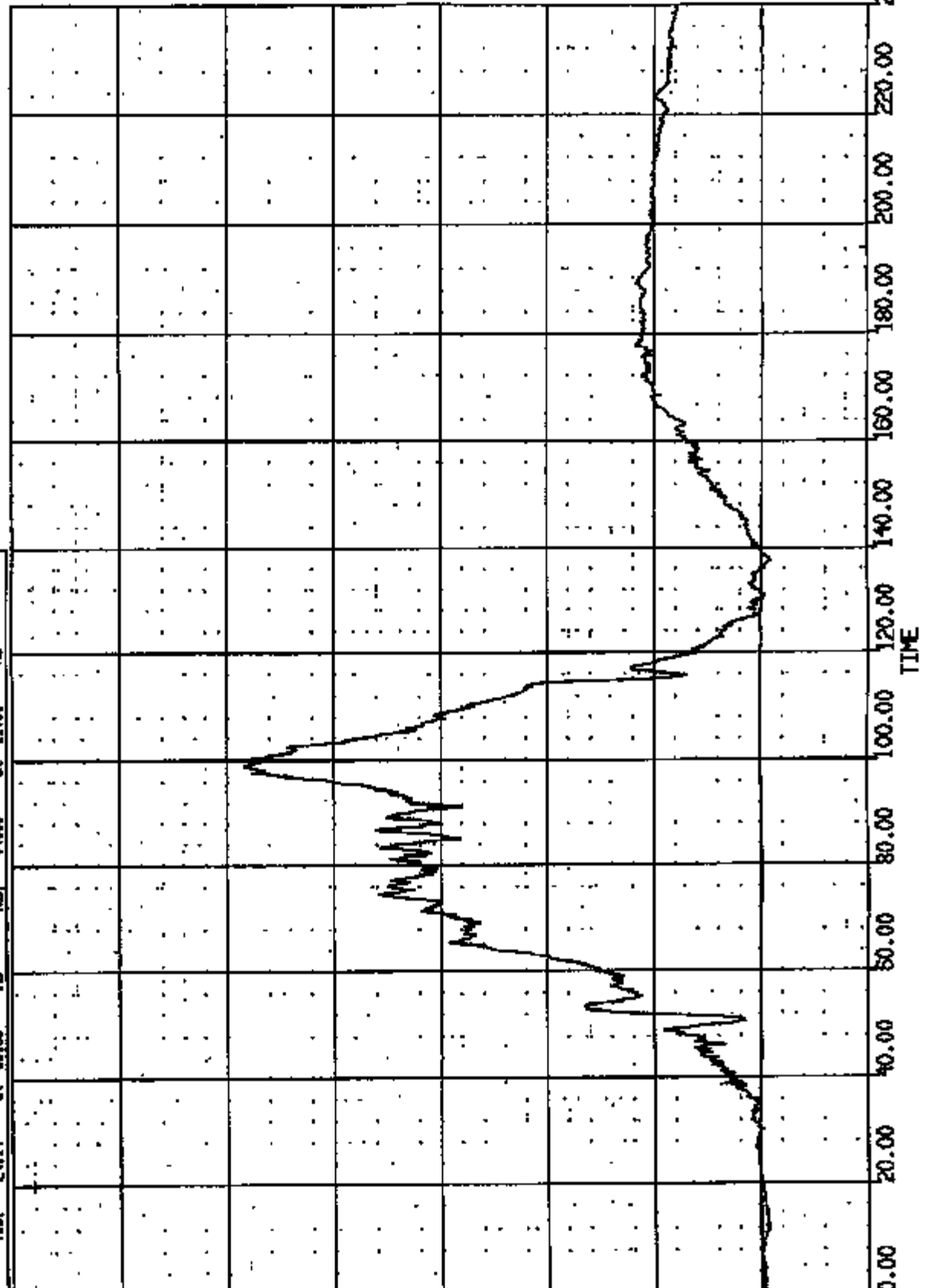
CR R: 10974 TO: TAG184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(29) CR09741 R/F DUMBY HEAD C.G. WERT 1000C

MAX = 24.14 at 98.55 MS MIN = -4.665 at 11.80 MS

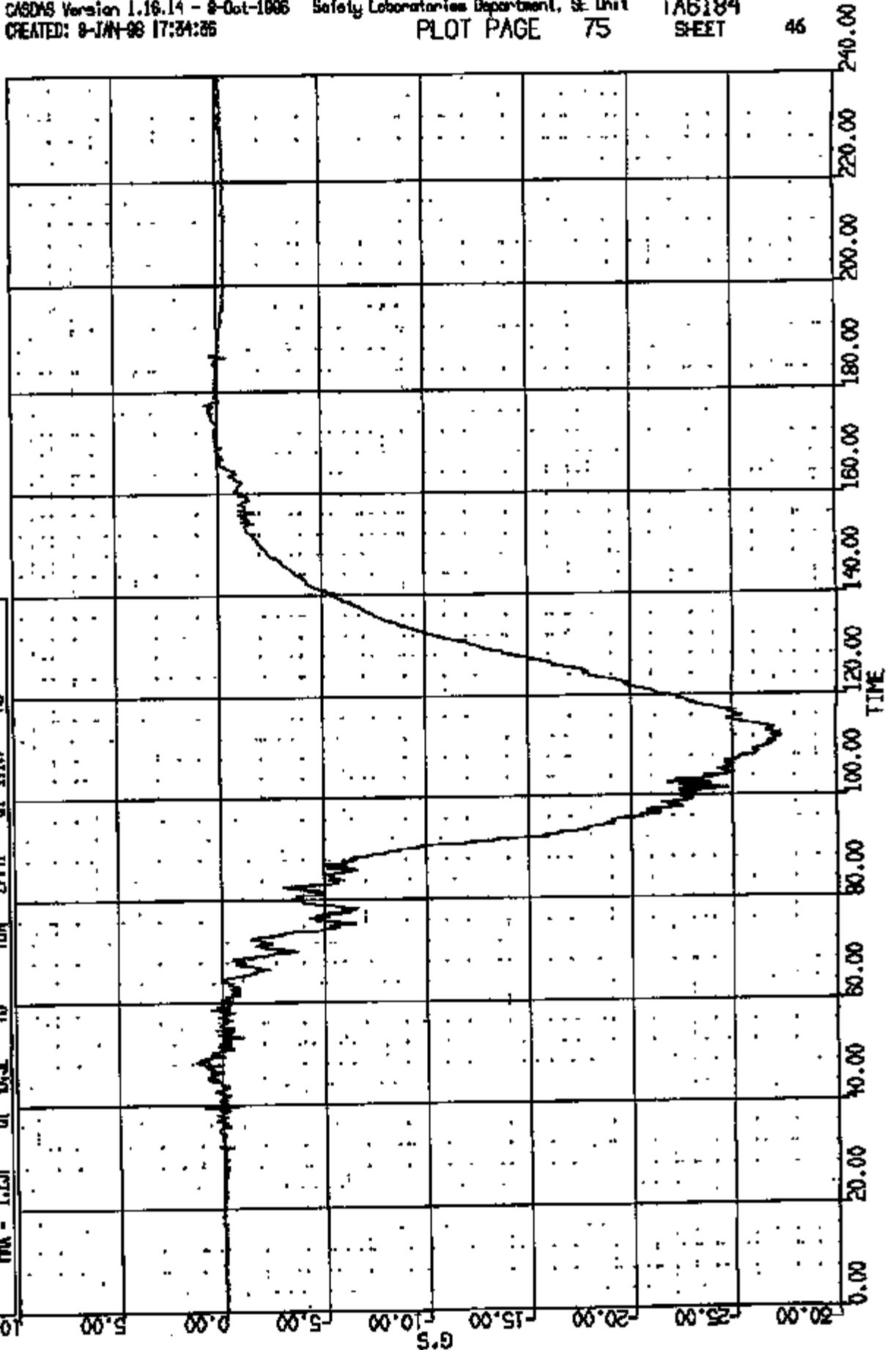
AXIS 1

35.00
30.00
25.00
20.00
15.00
10.00
5.00
0.00
-5.00
G.S



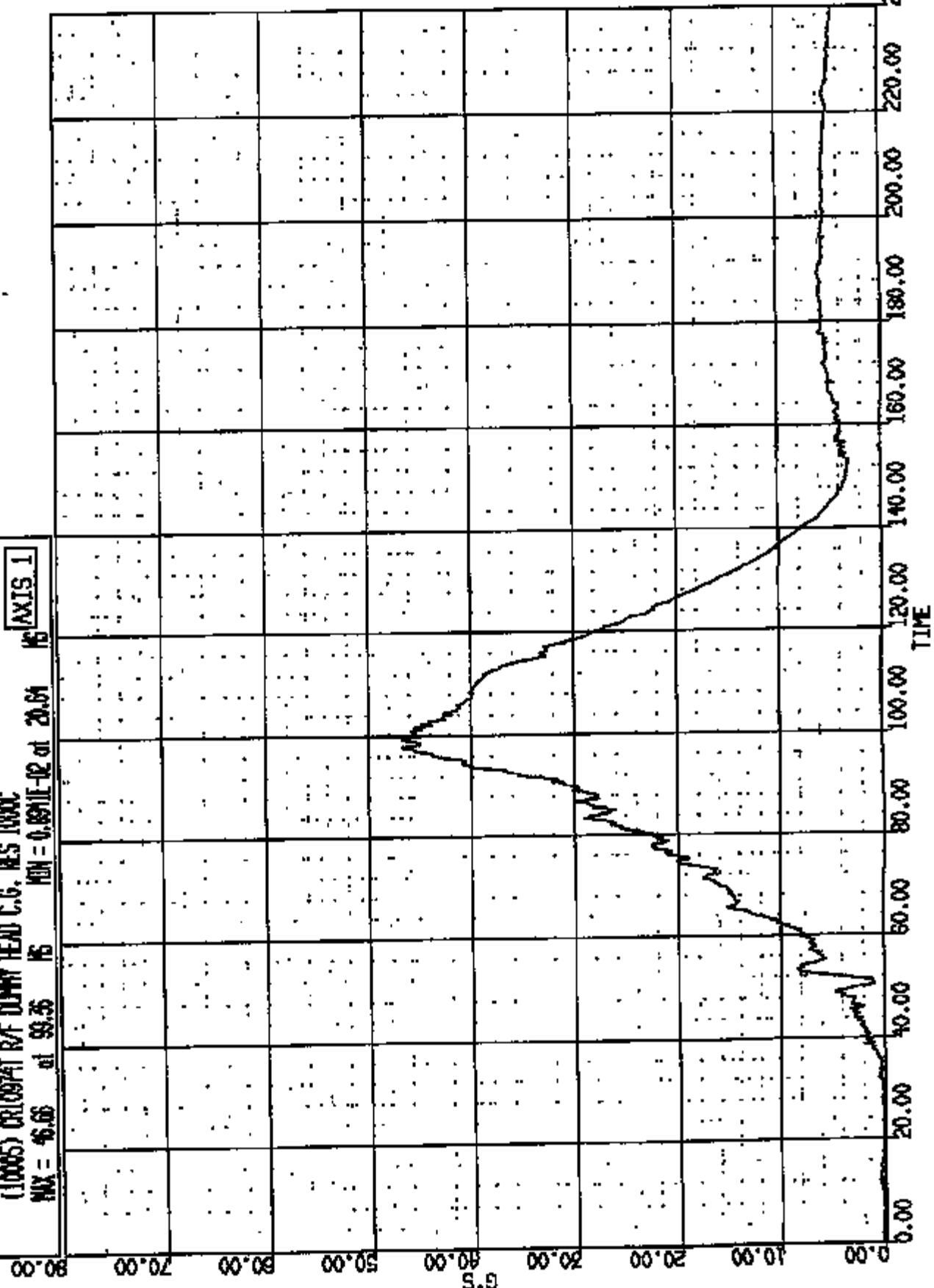
CR R: 10874 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(30) CR108741 R/F DUMM HEAD C.G. LAT 10000
MAX = 1.27 at 8.32 16 MIN = -27.41 at 111.7 16
[AXIS 1]



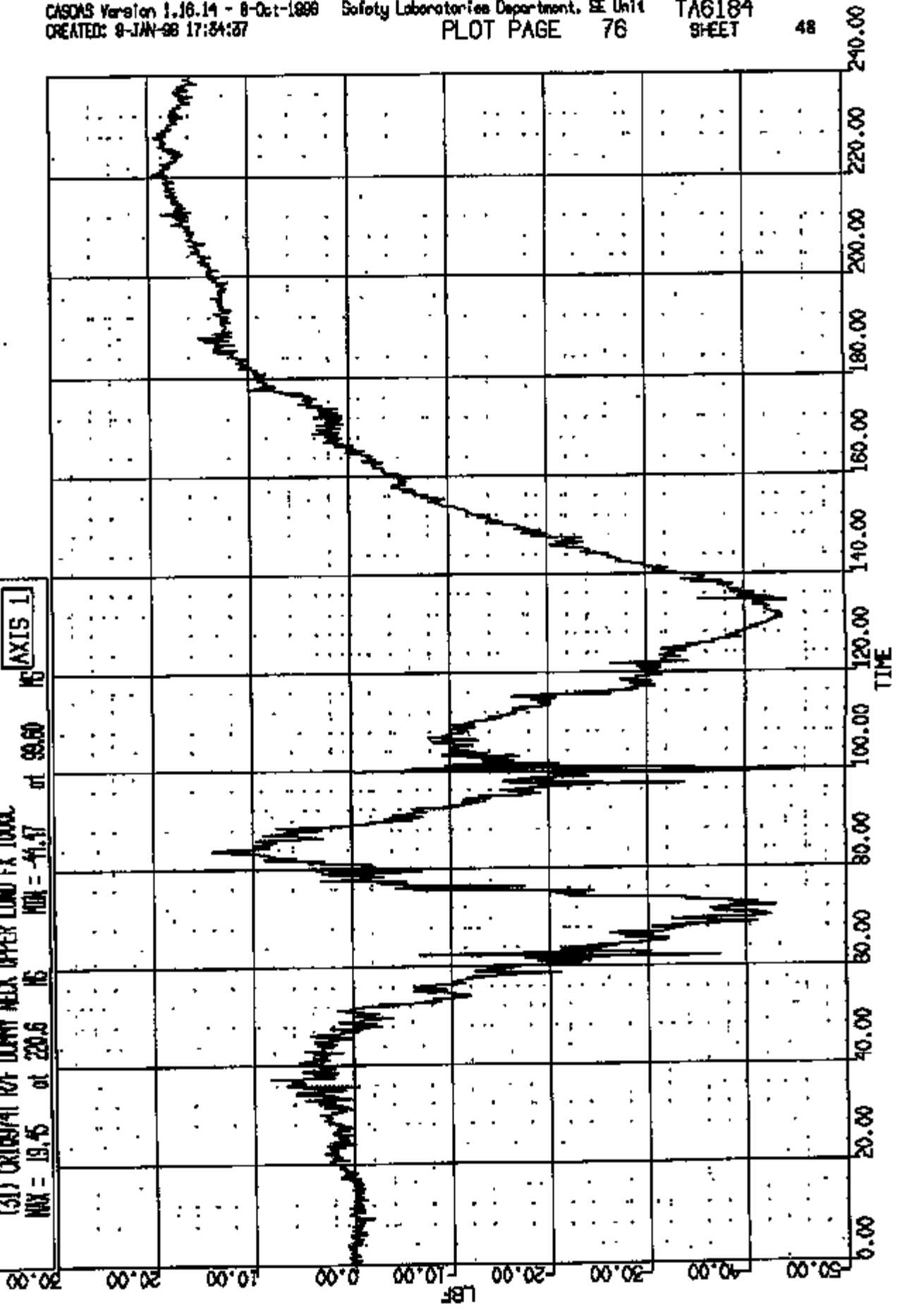
CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
CROO: D-1188 2000 D-1188
HHO: 502: DUR: 240.0 T1/T2: 75.5 127:
HHO: 182: DUR: 55.0 T1/T2: 85.4 119:
HHO: 182: DUR: 15.0 T1/T2: 98.8 108:

(10065) CR10974 R/F DUMMY HEAD C.G. RES 1000C
MAX = 46.66 at 99.35 MS MIN = 0.891E-02 at 20.84 MS
[AXIS 1]



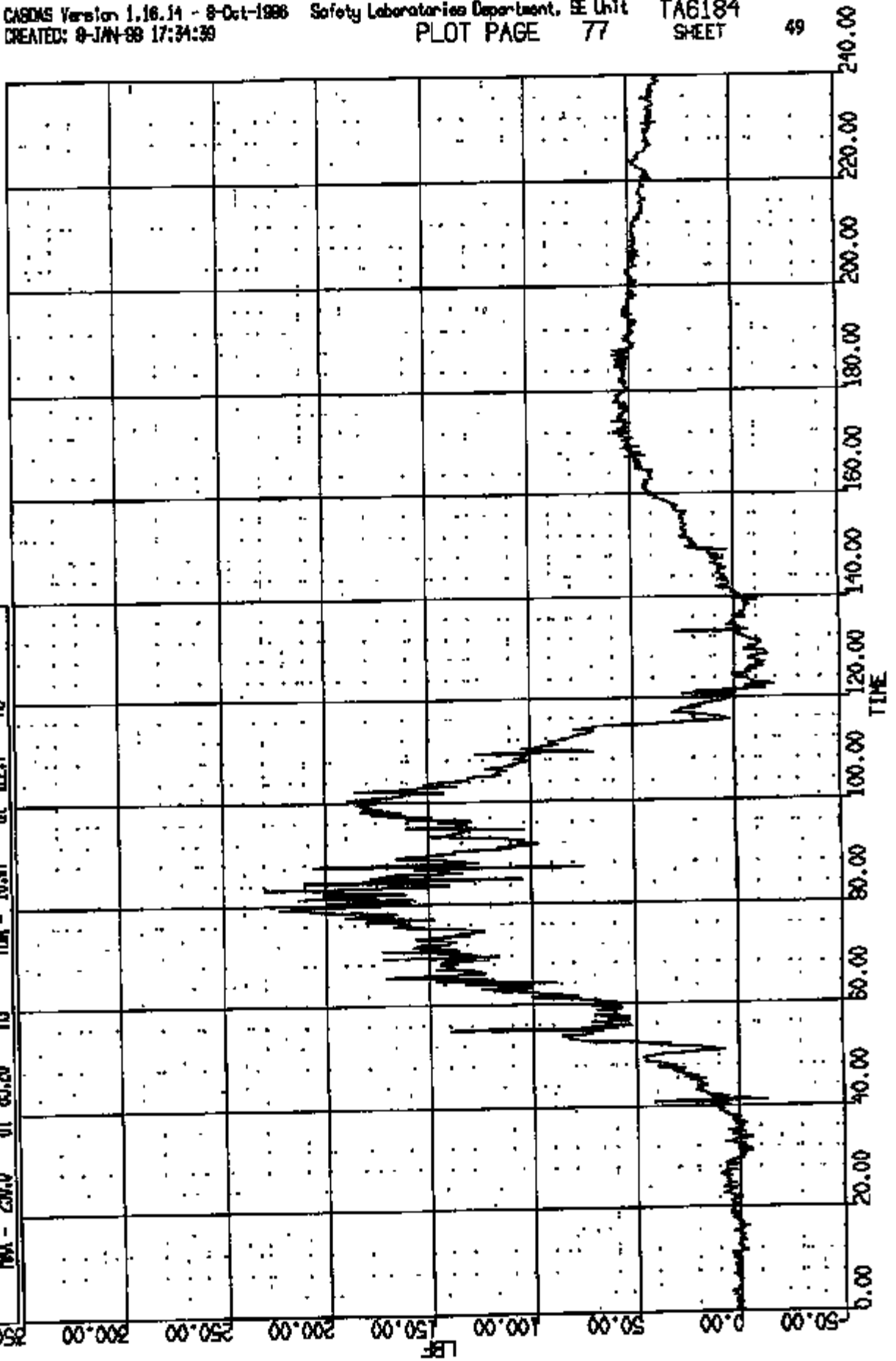
CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
2000 D-186 2000 D-186

(31) ORIGINAL R/F DUMMY NECK UPPER LIND FX 100XC
MAX = 19.45 at 220.6 MS MIN = -41.97 at 99.60 MS [AXIS 1]



CR R: 10874 TO: TAG184 DATE: 960106 16:50:24
2000 D-186 2000 D-186

(32) ORIGINAL RF DUMMY NECK UPPER LOAD FZ 1000C
MAX = 230.0 at 83.20 MS MIN = -18.07 at 122.7 MS
AXIS 11



CR R: 10974 TO: TAG184 DATE: 980108 18:30:24
2000 D-186 2000 D-186

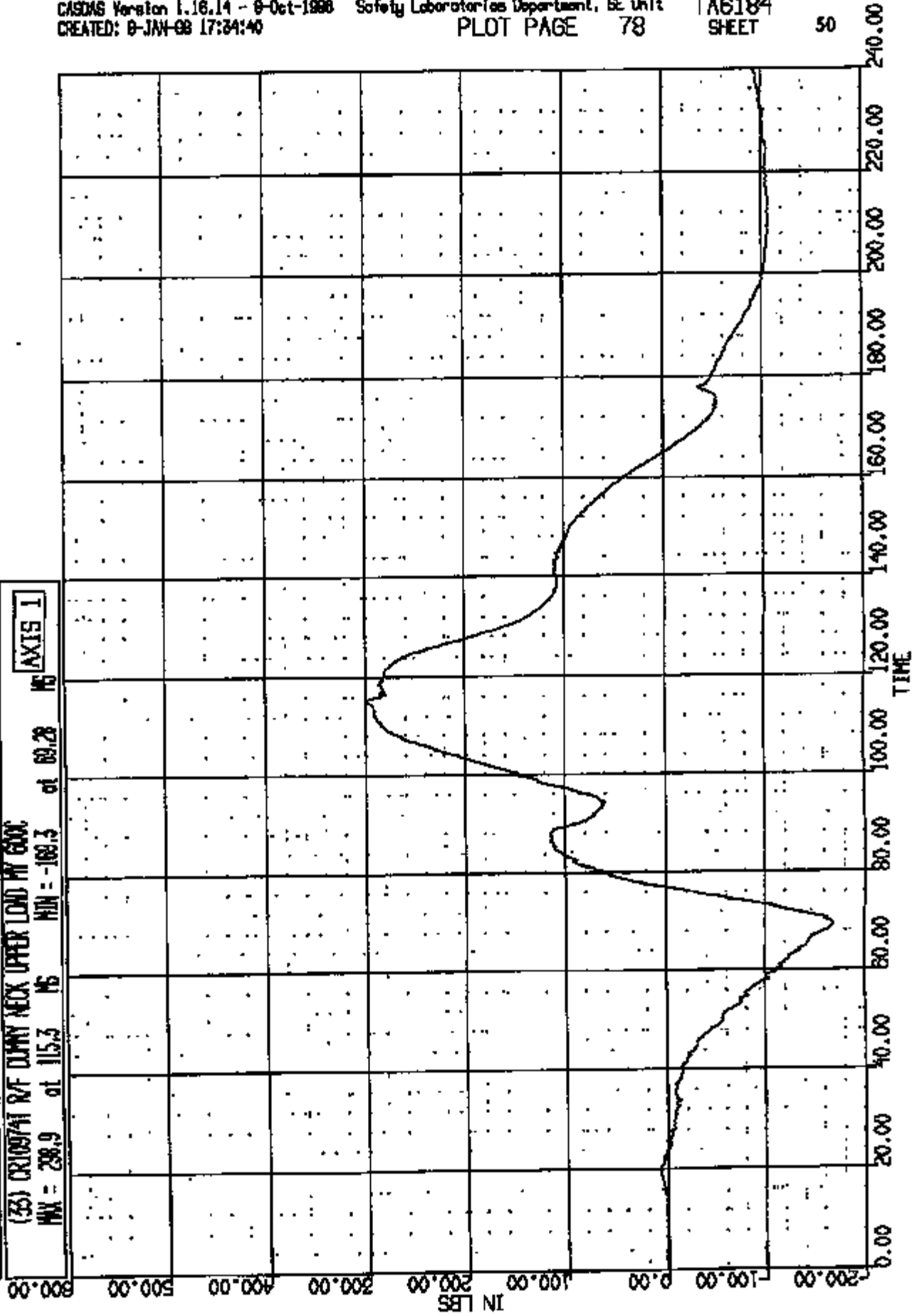
(33) CR109741 R/F DUNNY NECK UPPER LOAD MY G000

MAX = 238.9 at 115.3 MS

MIN = -108.3

at 89.28 MS

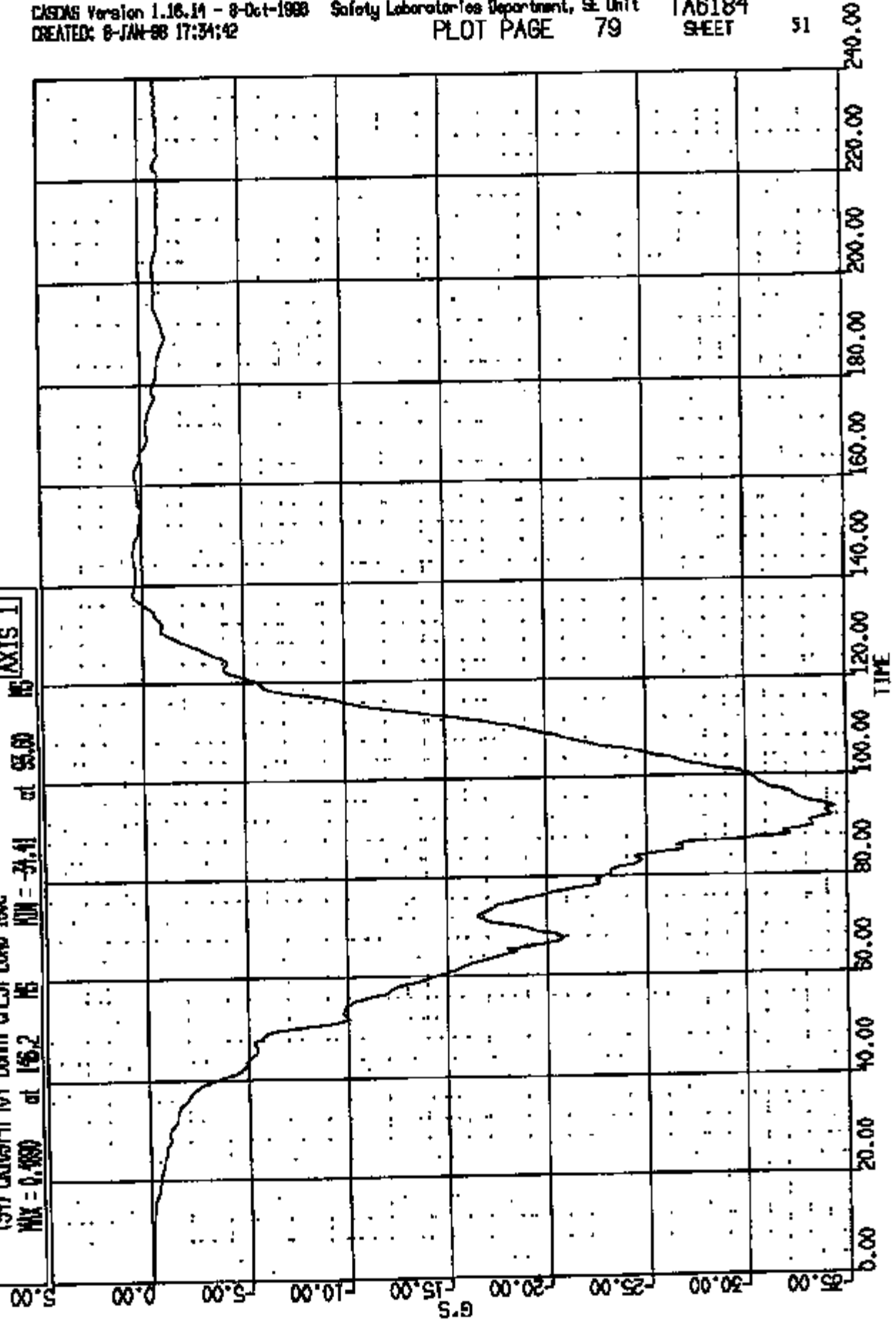
AXIS 1



CR #: 10974 TO: TAB184 DATE: 080108 16:50:24
2000 D-186 2000 D-186

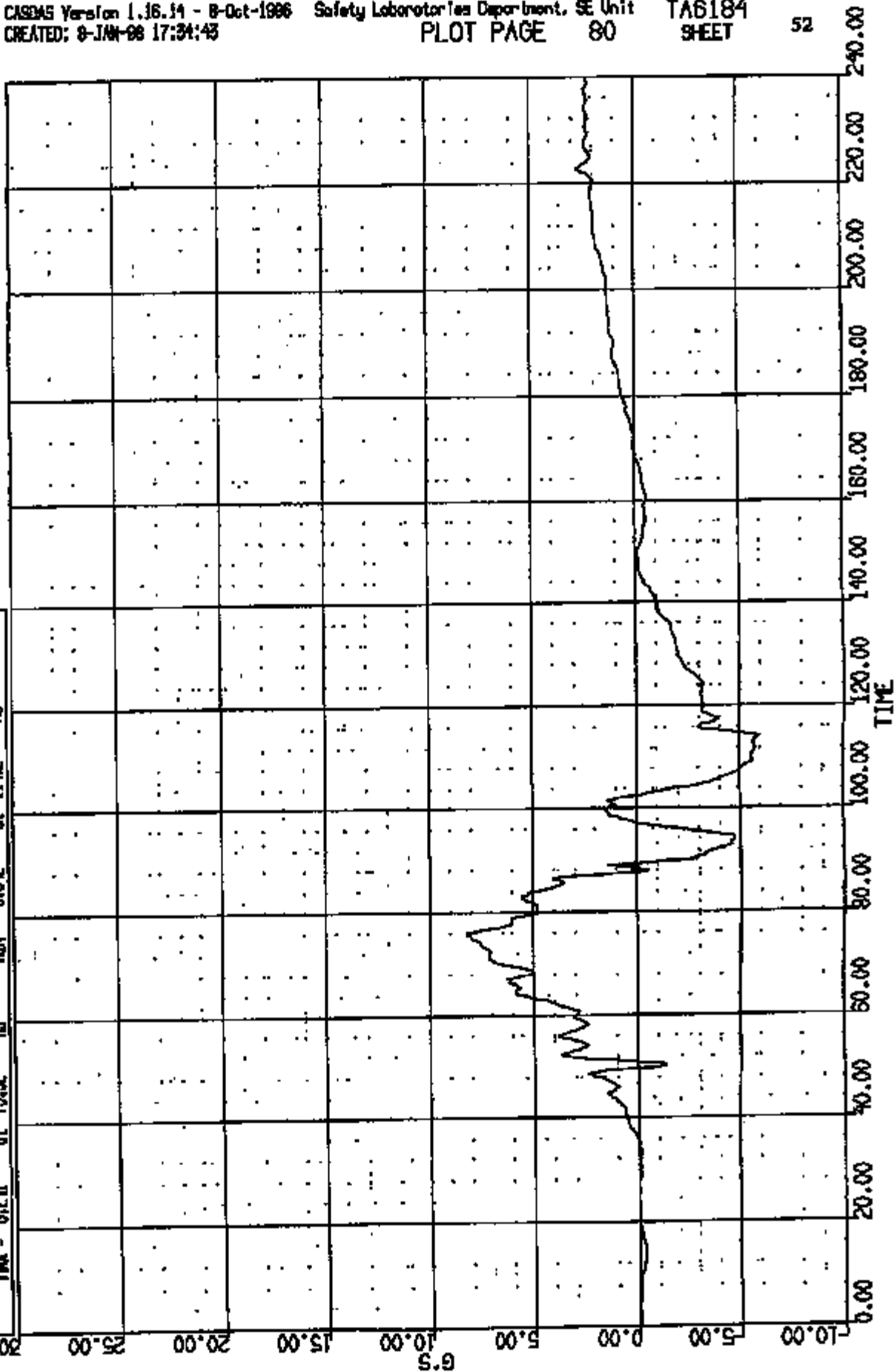
(3A) CRUS/AT RV DMMY CHEST LONG 18AC
MAX = 0.0000 at 16.2 MS MIN = -31.41 at 93.00 MS

AXIS 1



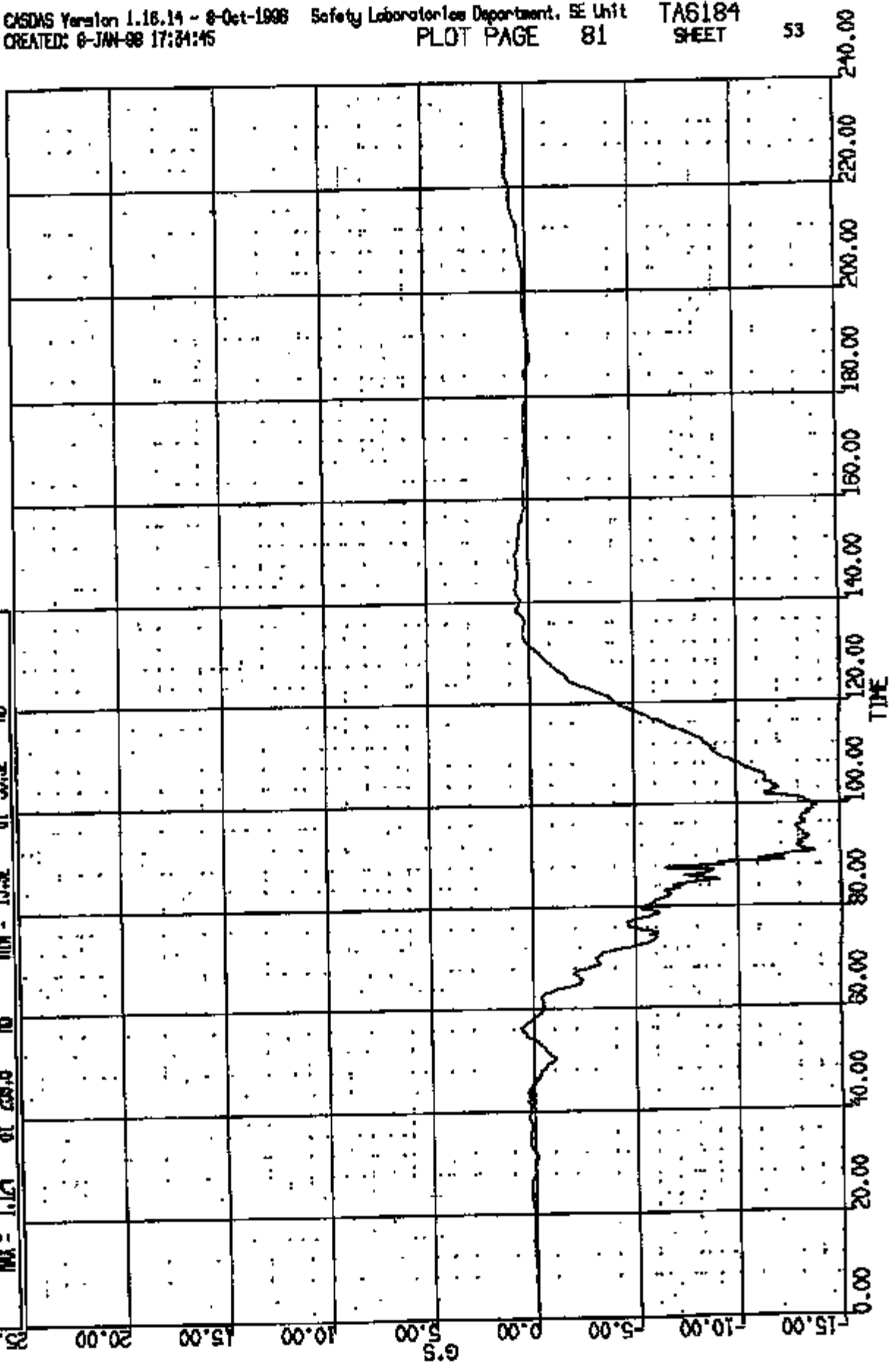
CR N: 10874 TO: TAB184 DATE: 880108 16:30:24
2000 D-186 2000 D-186

(35) CRUS/41 R/F DUMY CHEST VERT 180C
MAX = 8.211 at 75.92 MS MIN = -5.992 at 114.2 MS
AXIS 1



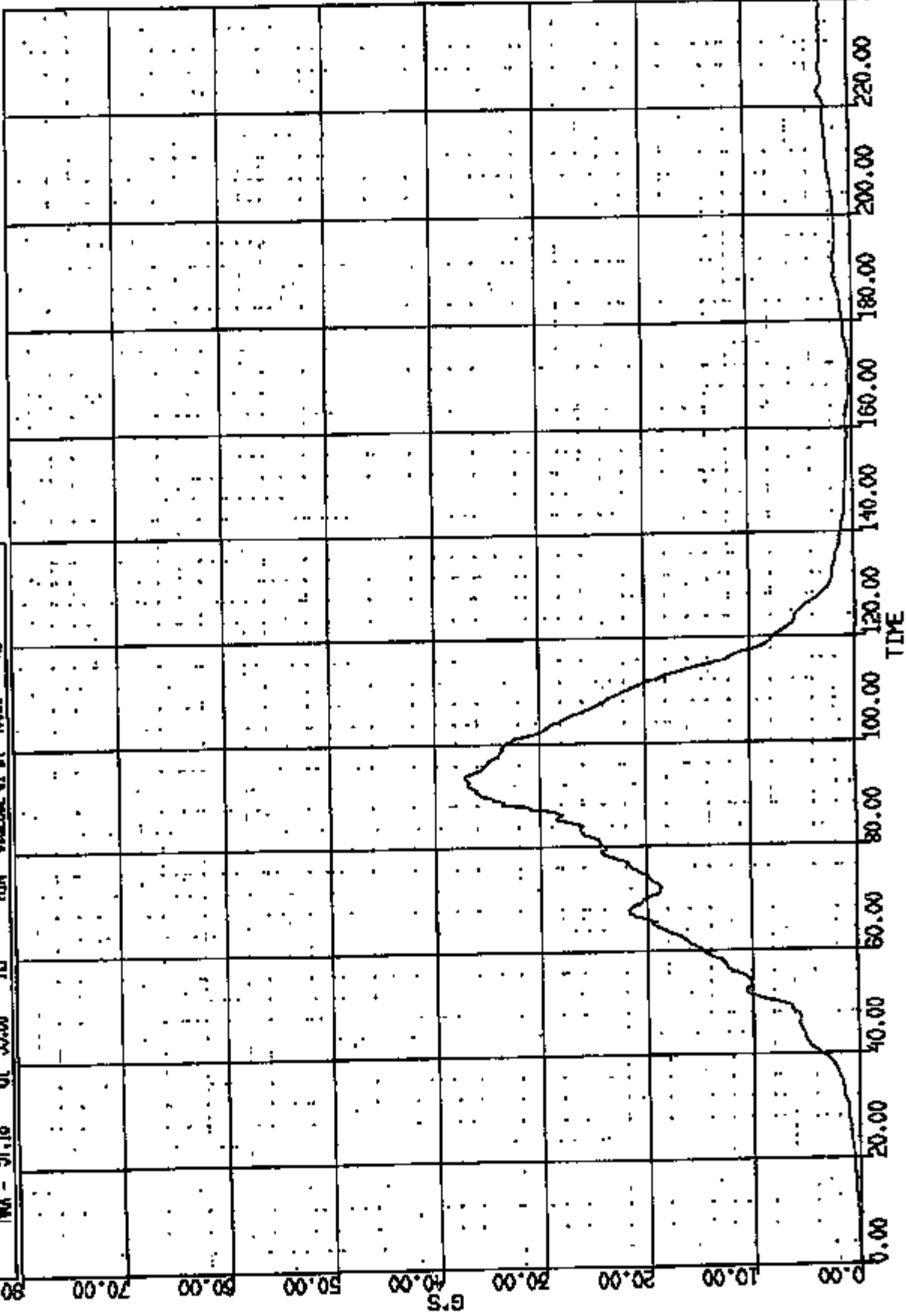
CR R: 10974 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(36) CR109741 RF DURY QUESL LAT 180C
MAX = 1.124 at 288.6 16 MIN = -13.92 at 99.52 16
AXIS 1



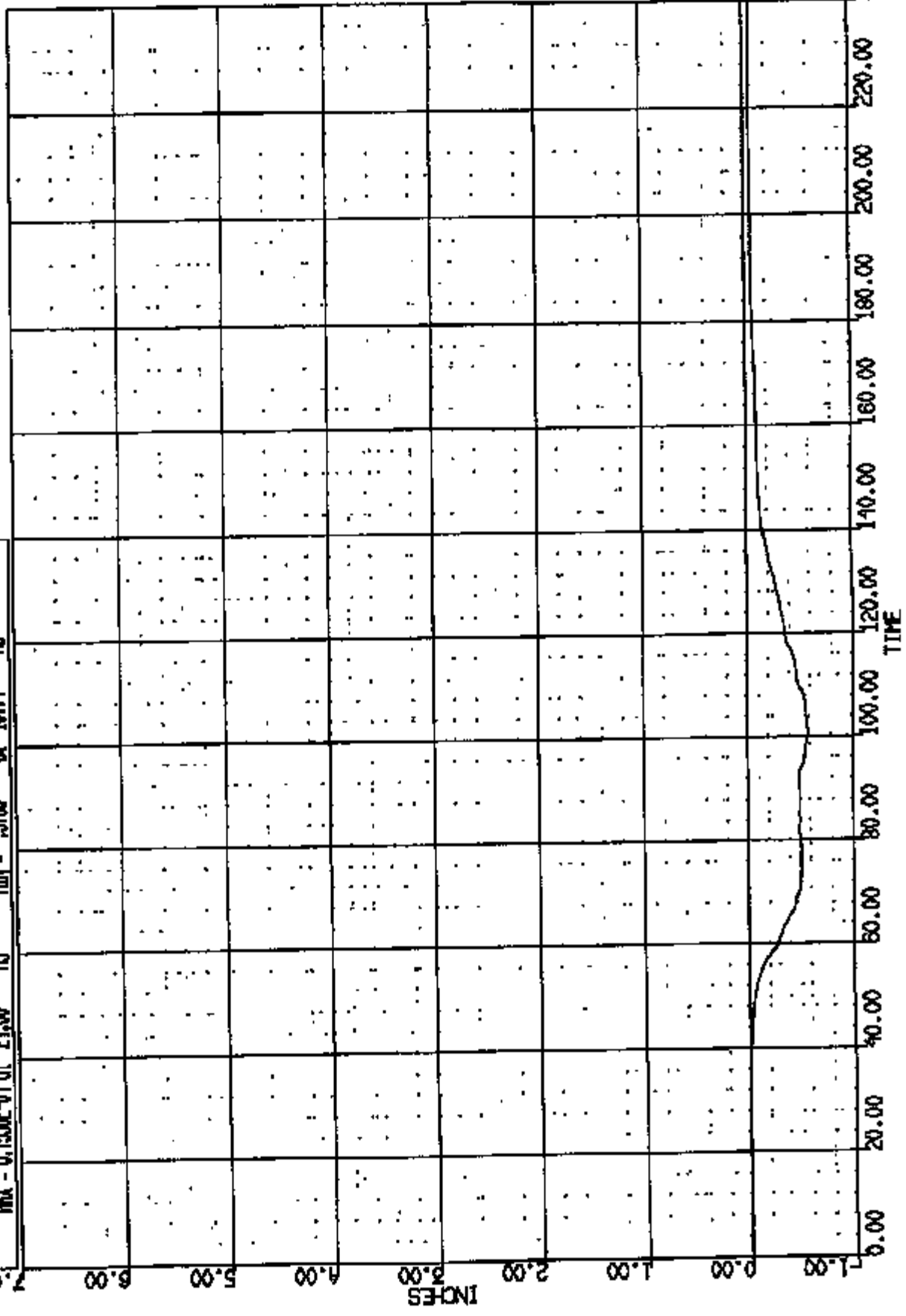
CR R: 10874 TO: TAB184 DATE: 980108 16:30:24
2000 D-188 2000 D-188 Duration time = 2.9692
CUMDUR = 26.285

(1001) ORIGINAT R/F DUMP CHEST RES 18AC
MAX = 37.18 of 95.00 MS MIN = 0.233E-01 of 1.000 MS
AXIS 1



GR N: 10674 TDI TAG184 DATE: 980108 18:30:34
2000 D-188 2000 D-188

(37) CRIBS/T1 R/F DUMMY CHEST DEFLECTION 180C
MAX = 0.750E-01 at 24.00 MS MIN = -.5780 at 101.4 MS **AXIS 1**



CR #: 10874 TO: TAG184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

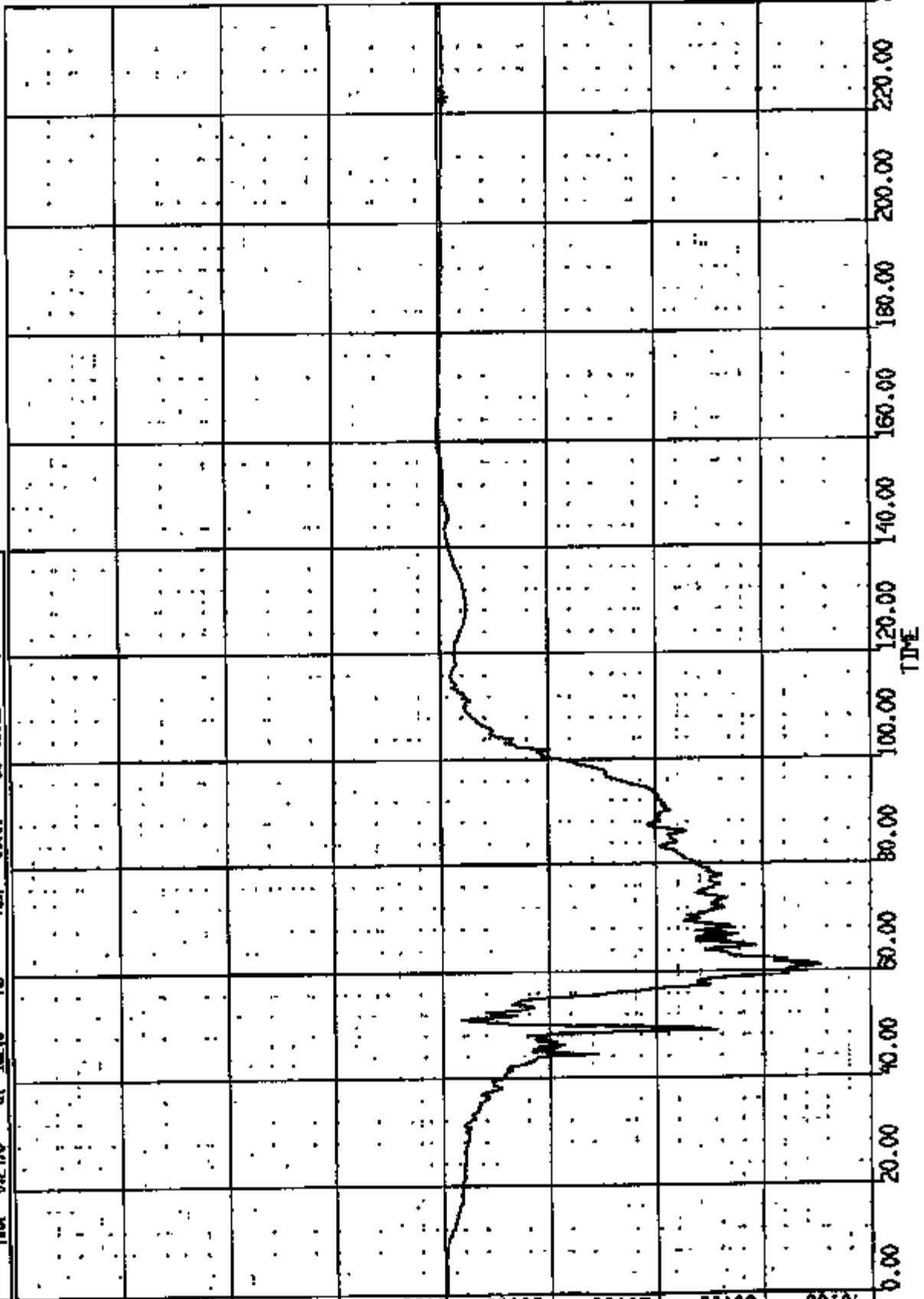
(38) CRU0974T R/F DUMMY PELVIS LONG 1000C

MAX = 0.2176 at 162.5 Ms MIN = -35.33 at 61.12 Ms

AXIS 1

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

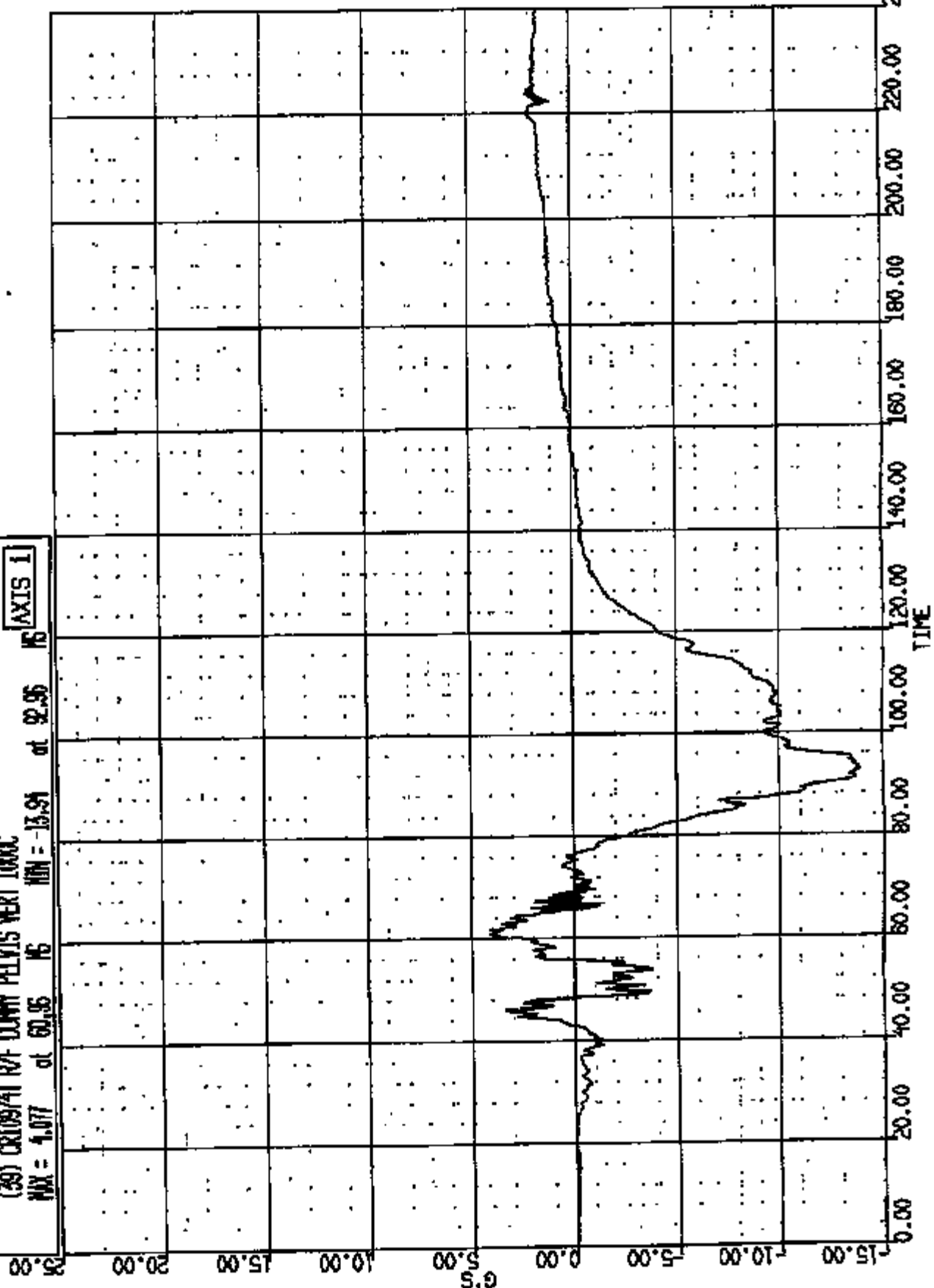
G.S



CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
2000 D-188 2000 D-188

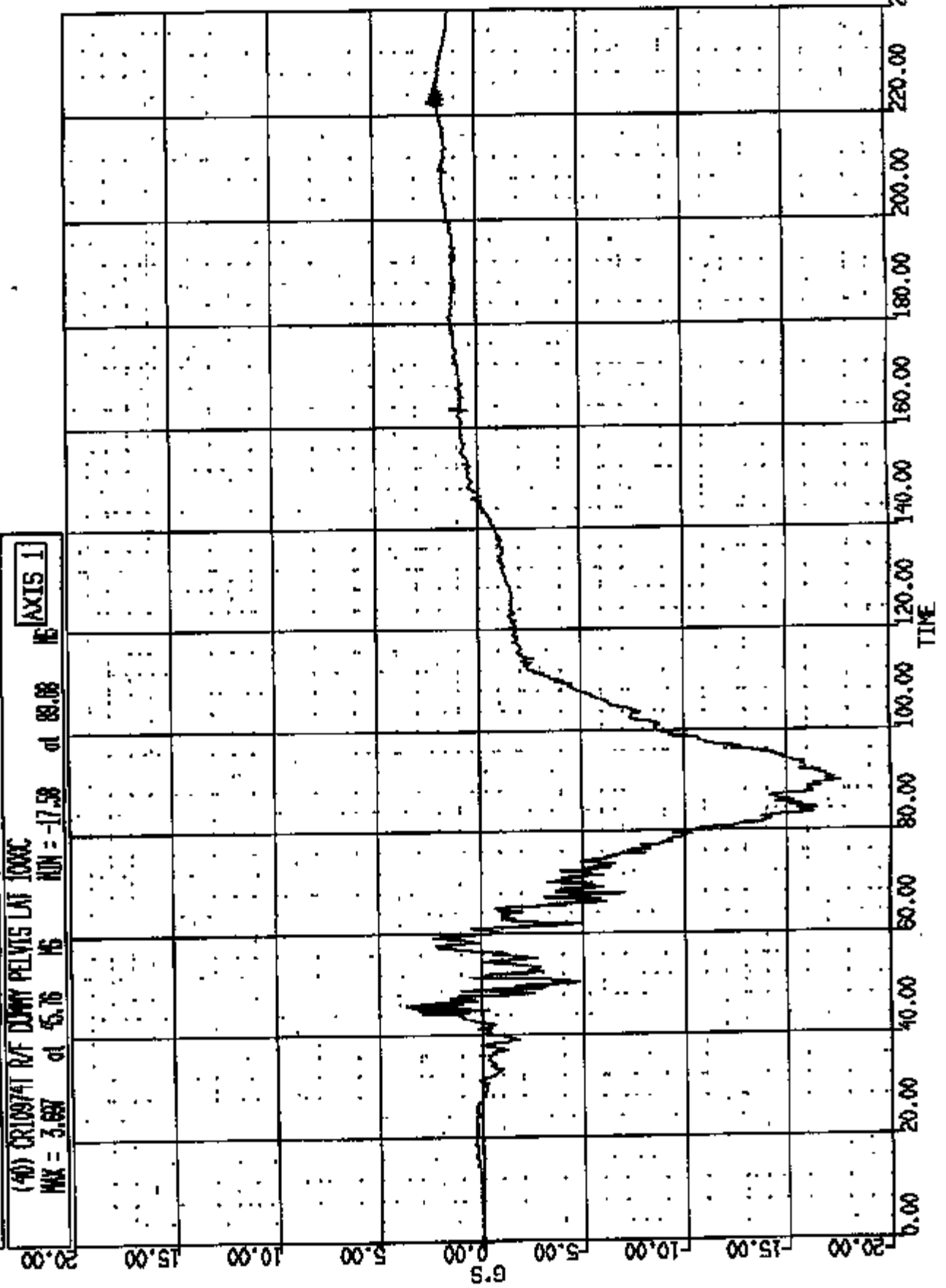
(30) CRUSG741 R/F DUMMY PELVIS VERT LOGOC
MAX = 4.077 at 60.95 MS MIN = -13.91 at 92.95 MS

AXIS 1



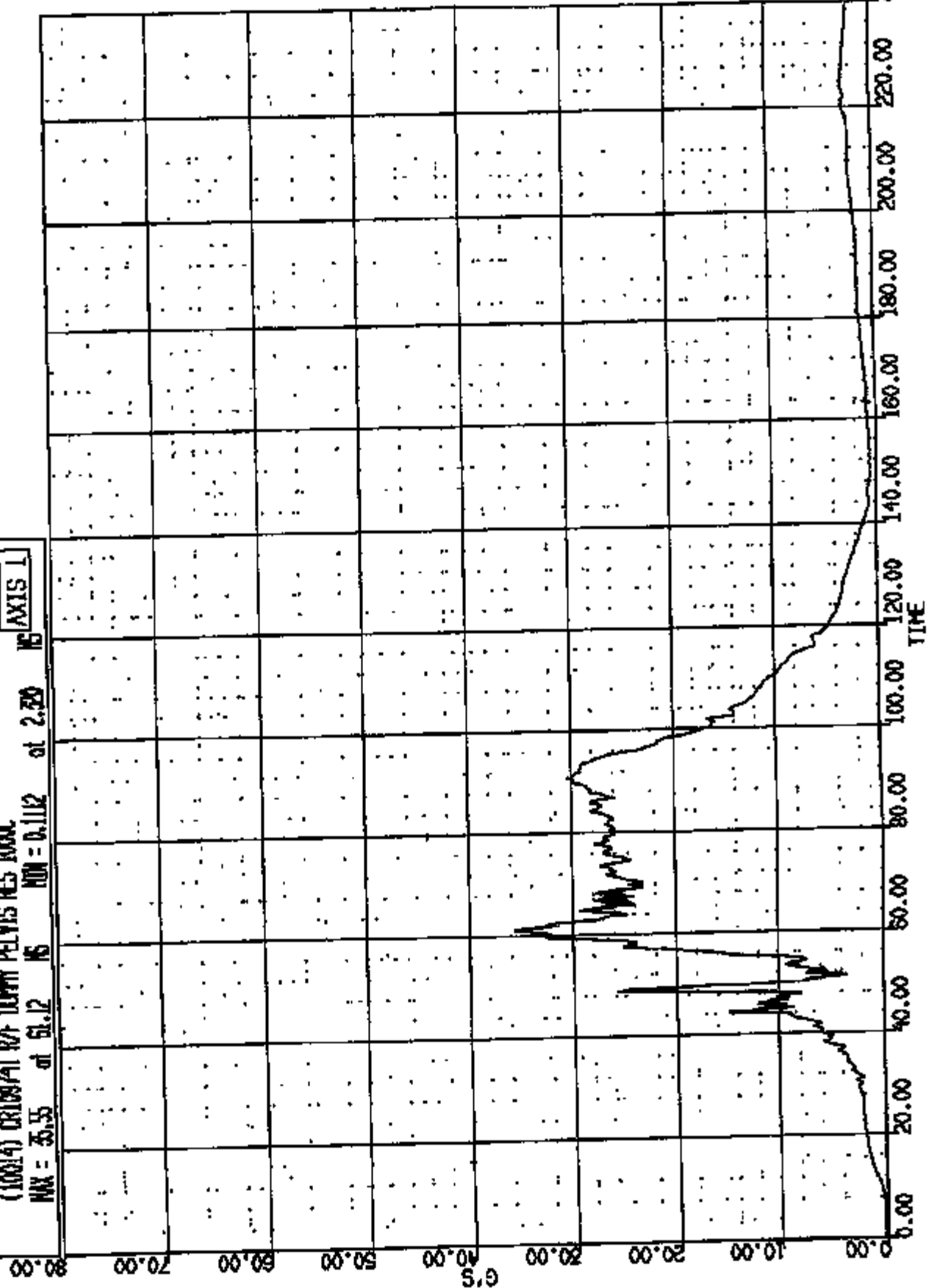
CR N: 10974 TO: TAG184 DATE: 080108 18:30:24
2000 D-186 2000 D-186

(40) CR109741 R/F DUMMY PELVIS LAF 1000C
MAX = 3.697 at 5.76 MS MIN = -17.58 at 88.88 MS
[AXIS 1]



CR R: 10974 TO: TAG184 DATE: 26108 16:50:24
2000 D-188 2000 D-188

(10014) CR1827AT R/F DUMMY PELVIS RES 1000C
MAX = 35.35 at 51.12 MS MIN = 0.1112 at 2.30 MS
16 AXIS 1



CR R: 10874 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

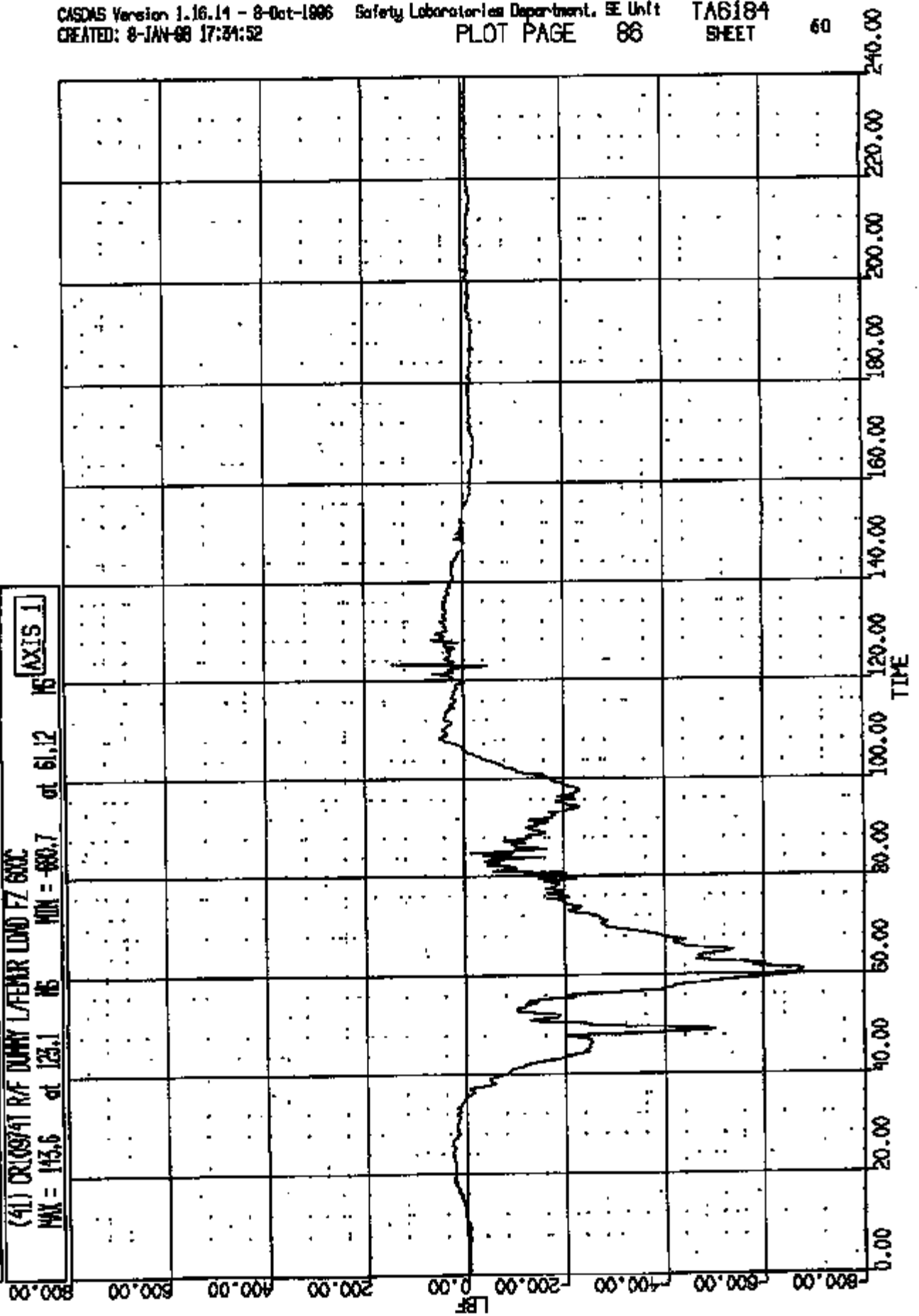
(41) CR10974 R/F DUNNY LAZAR LIND FZ 600C

MAX = 143.6 at 123.1 MS

MIN = -680.7

at 61.12 MS

AXIS 1



CR R: 10974 ID: TAB184 DATE: 980108 19:50:24
2000 D-188 2000 D-188

(42) CR189741 R/F DUMMY REFEROR LOAD FZ 600C

MAX = 35.38 at 187.6 MS MIN = -708.2 at 77.80 MS

AXIS 1

900.00

600.00

400.00

200.00

0.00

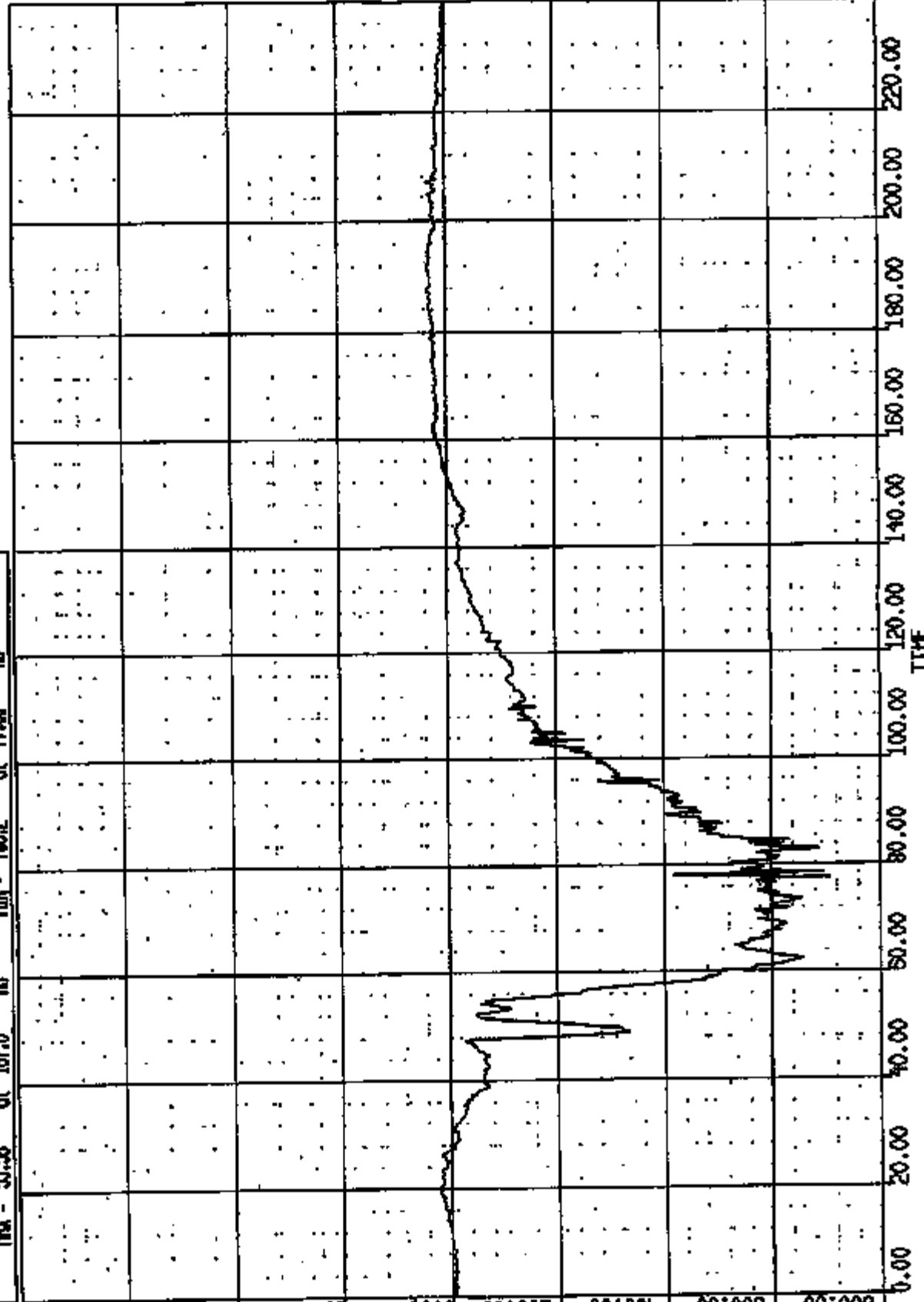
LBF

-200.00

-400.00

-600.00

-800.00



CR R: 10974 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(57) CR109741 R/F DUMBY L/NOEL SN 4000

MAX = 0.9570 at 47.00 MS

MIN = -.4953 at -.702E-05 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

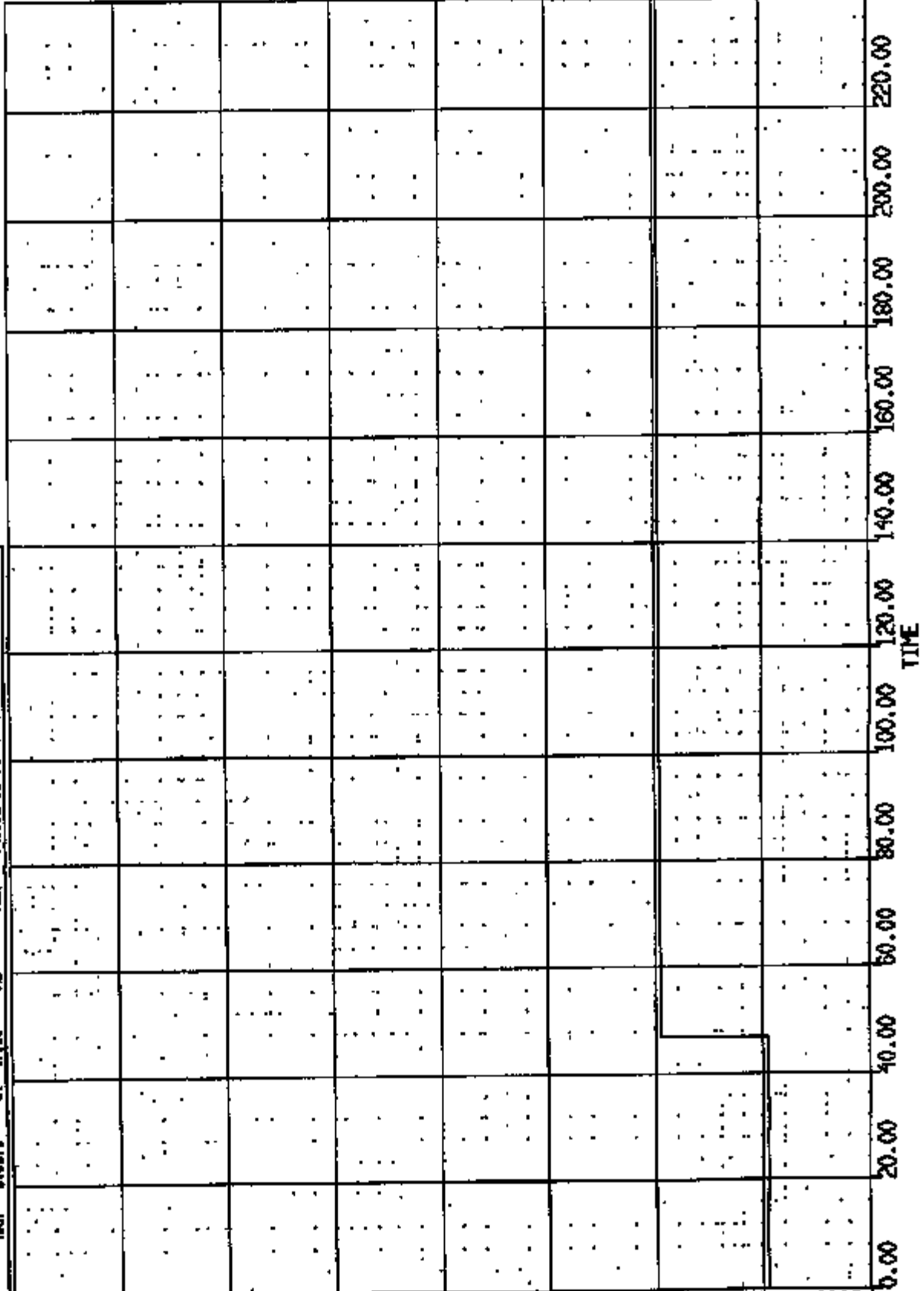
2.00

1.00

0.00

-1.00

VOLTS



CR R: 10874 TO: TAB184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(58) CRUSPAT R/F DUMMY RANGE SN 4000C

MAX = 0.9570 at 46.20 MS

MIN = -.4931-01 at -.733E-05 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

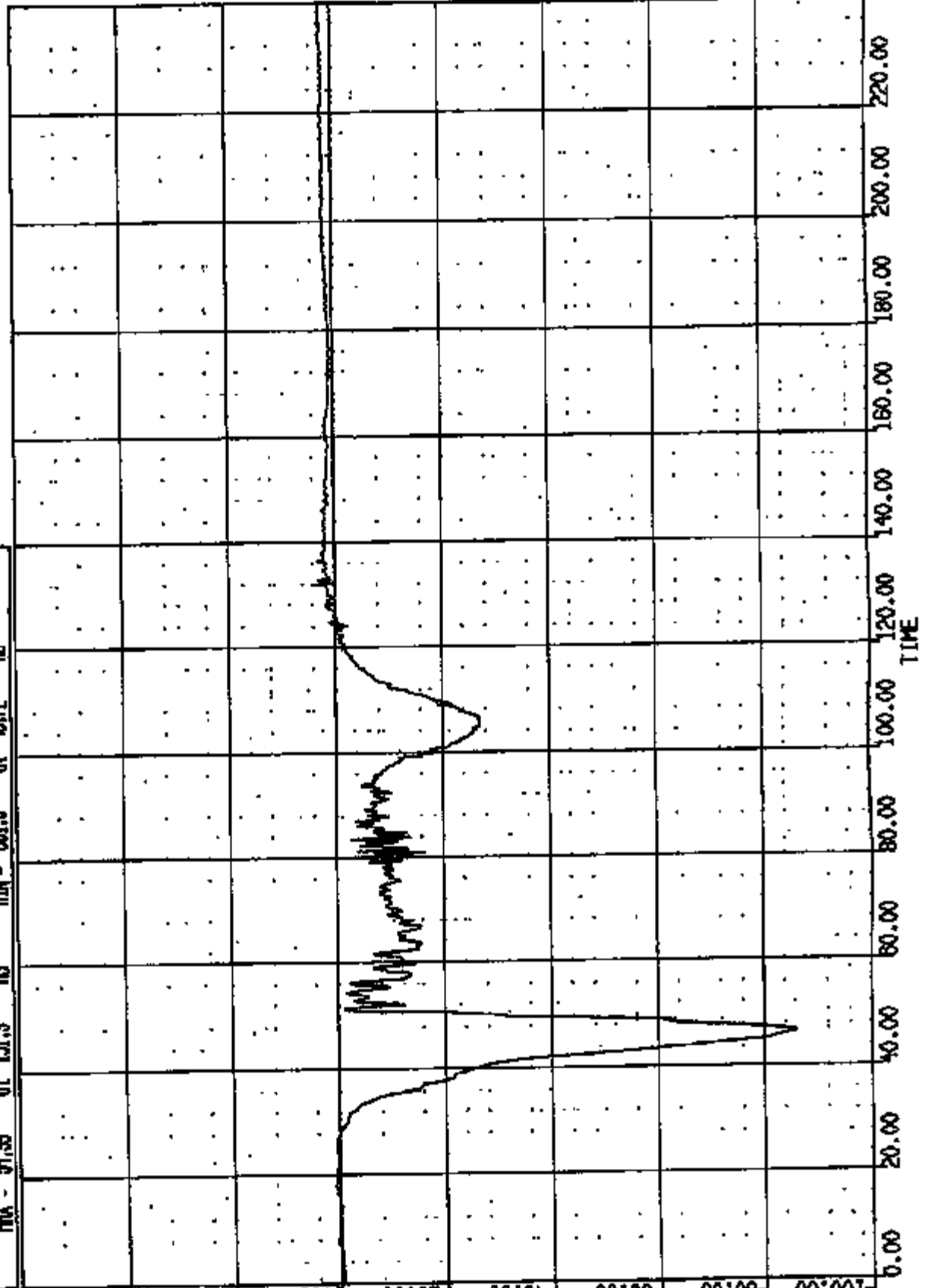
CR R: 10874 TO: TAG194 DATE: 080108 16:30:24
2000 D-186 2000 D-186

(43) CRUSH/TWIF DUMMY LAP/TIBIA LOAD FZ 600C

MAX = 71.99 at 131.9 MS MIN = 861.0 at 46.72 MS

AXIS 1

LB * 10¹



GR R: 10874 TO: TAG184 DATE: 990108 10:50:24
2000 D-188 2000 D-188

(45) CR10974T R/F DUMMY RAMP/TIBIA LOAD FZ 600C

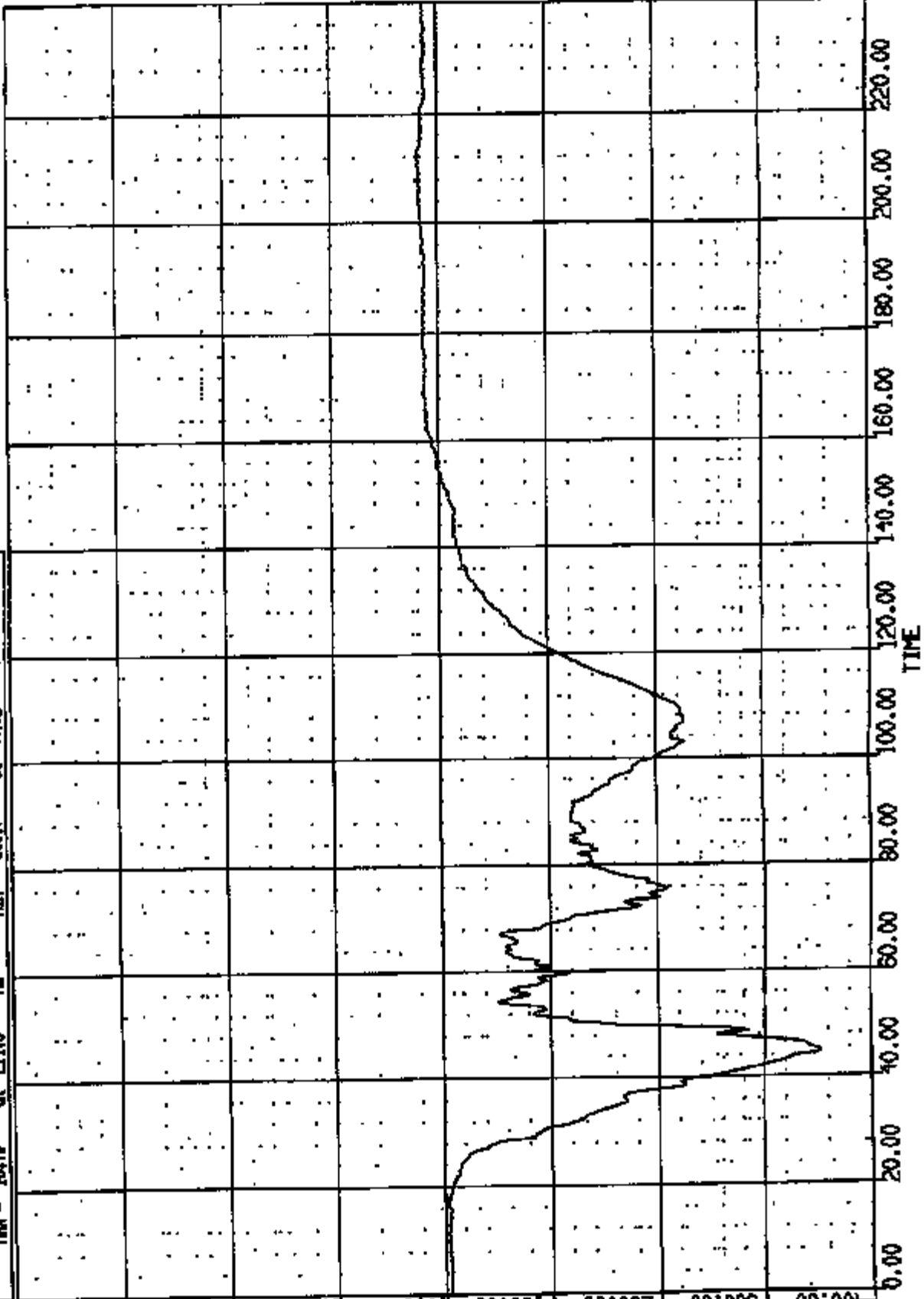
MAX = 18.70 at 211.8 MS

MIN = -333.7

at 44.72 MS

AXIS 1

400.00
200.00
0.00
-200.00
-400.00
-600.00
-800.00
-1000.00



CR R: 10974 TO: TAG184 DATE: 980108 18:50:24
2000 D-188 8000 D-188

(44) CRIBSAT R/F DUMMY LAP/TIBIA LOAD PK 6000

MAX = 426.2 at 99.91 16

MIN = -403.8

at 15.28 16

AXIS 1

100.00

90.00

80.00

70.00

60.00

50.00

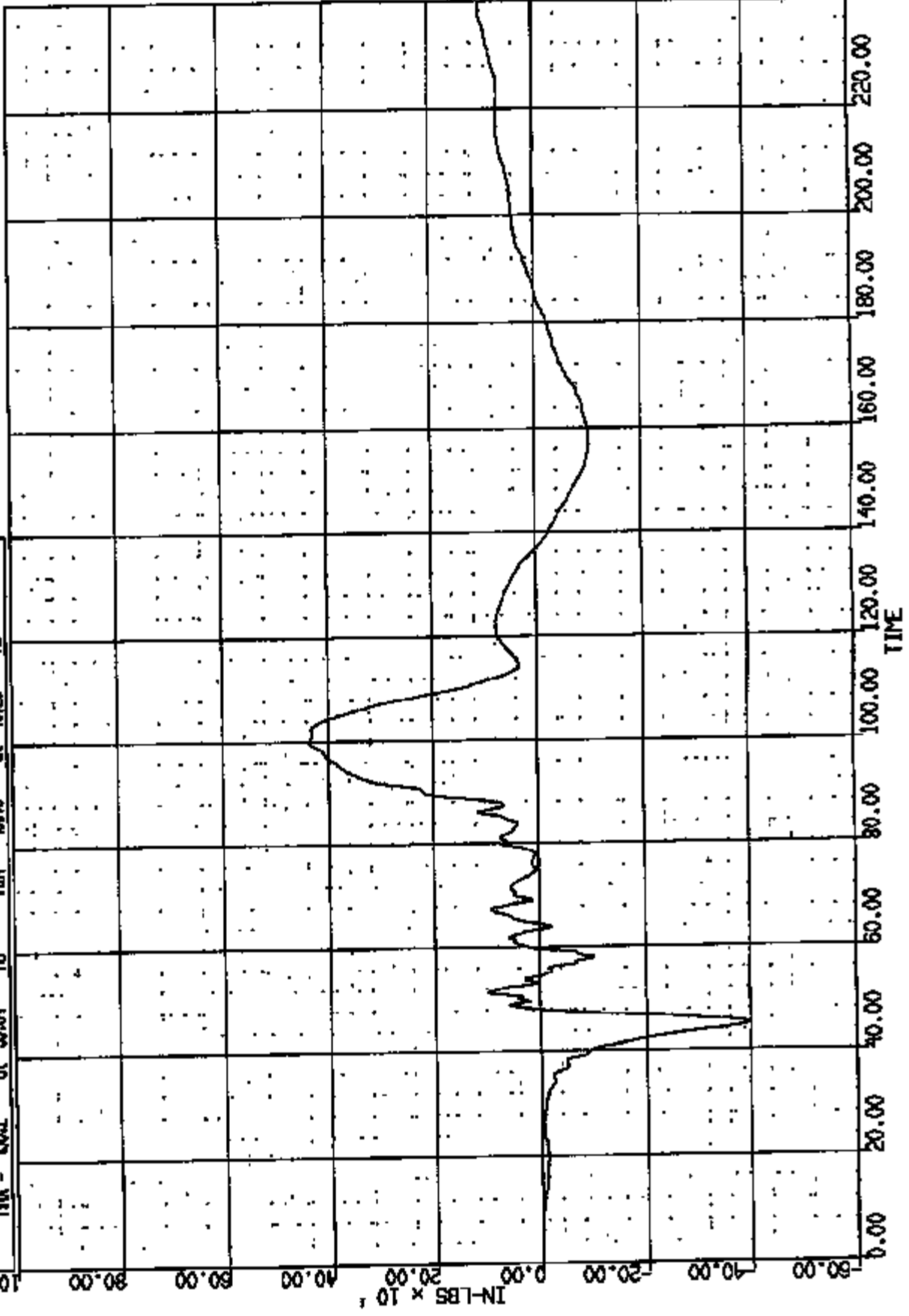
40.00

30.00

20.00

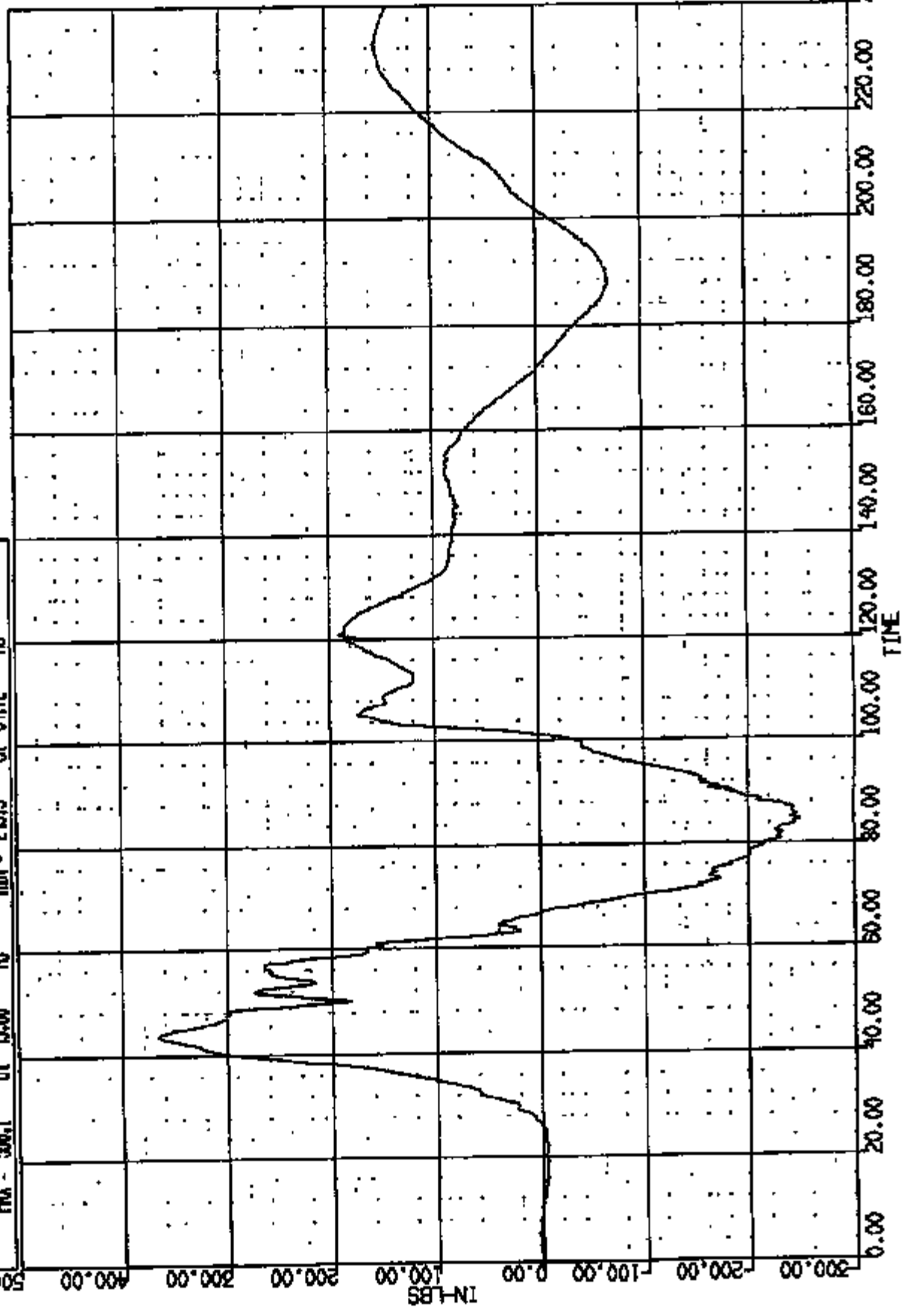
10.00

0.00



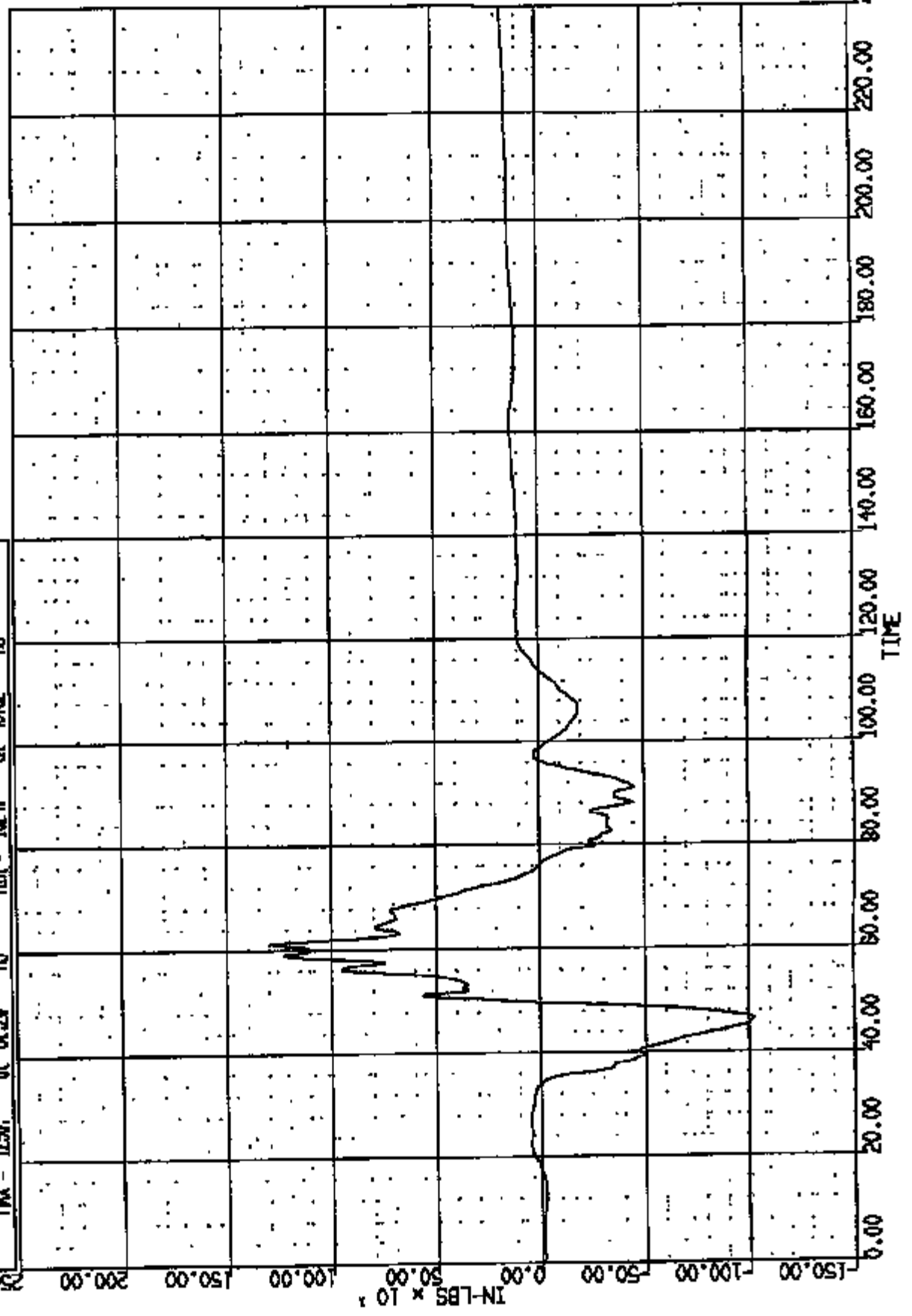
CR #: 10974 TO: TAG184 DATE: 980108 16:50:24
2000 D-188 2000 D-188

(47) CRUSAT RF DUMMY RADIATION LOAD PK 600C
MAX = 356.1 at 43.00 MS MIN = 29.5 at 81.72 MS
AXIS 1



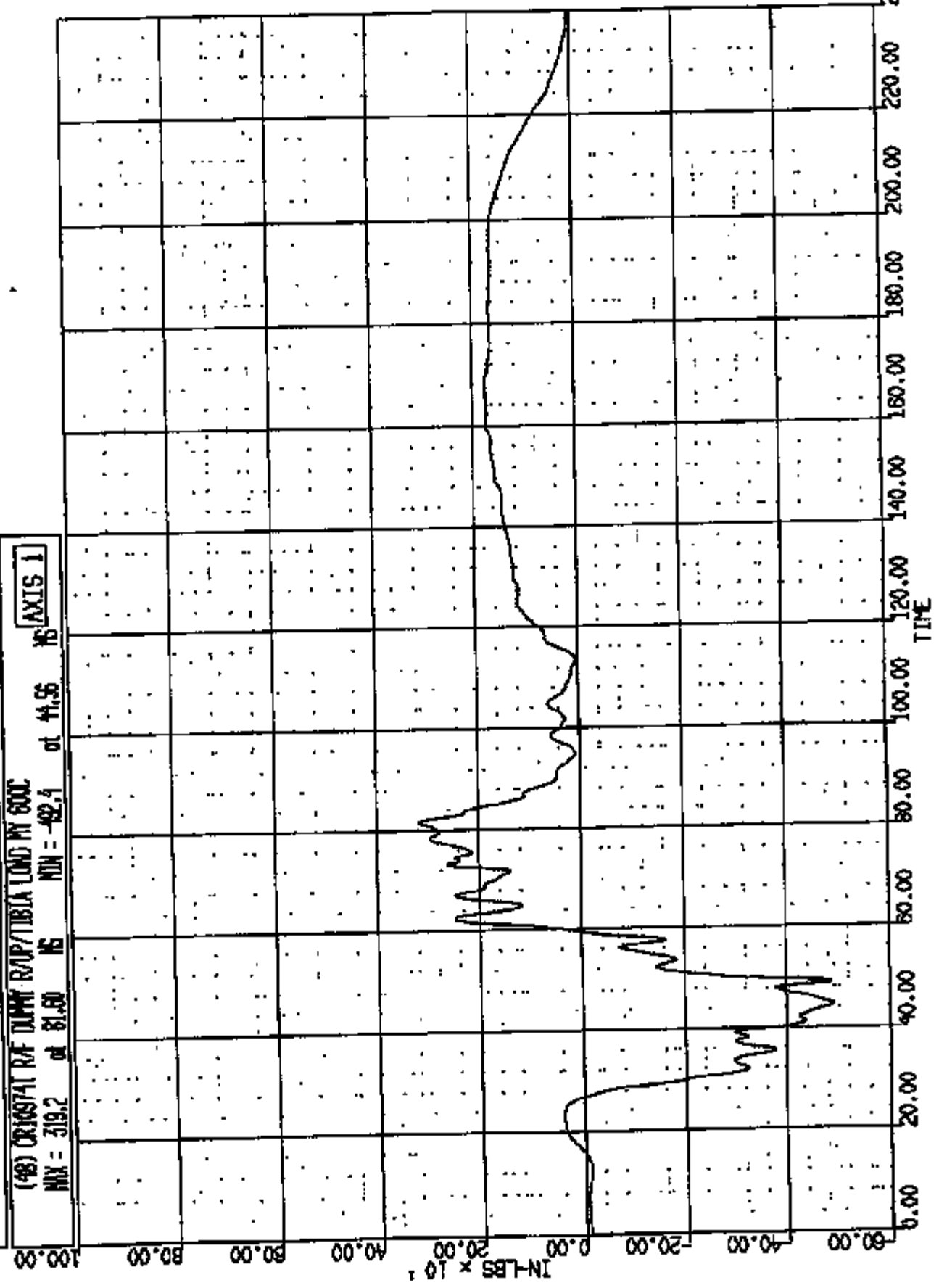
CR R: 10874 TO: TAB184 DATE: 880108 16:50:24
2000 0-188 2000 D-188

(45) CRIBSAT R/F DUMMY LAP/TIBIA LOAD MY 800C
MAX = 1290. at 61.29 MS MIN = -1024. at 46.32 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 890108 16:30:24
2000 D-186 2000 D-198

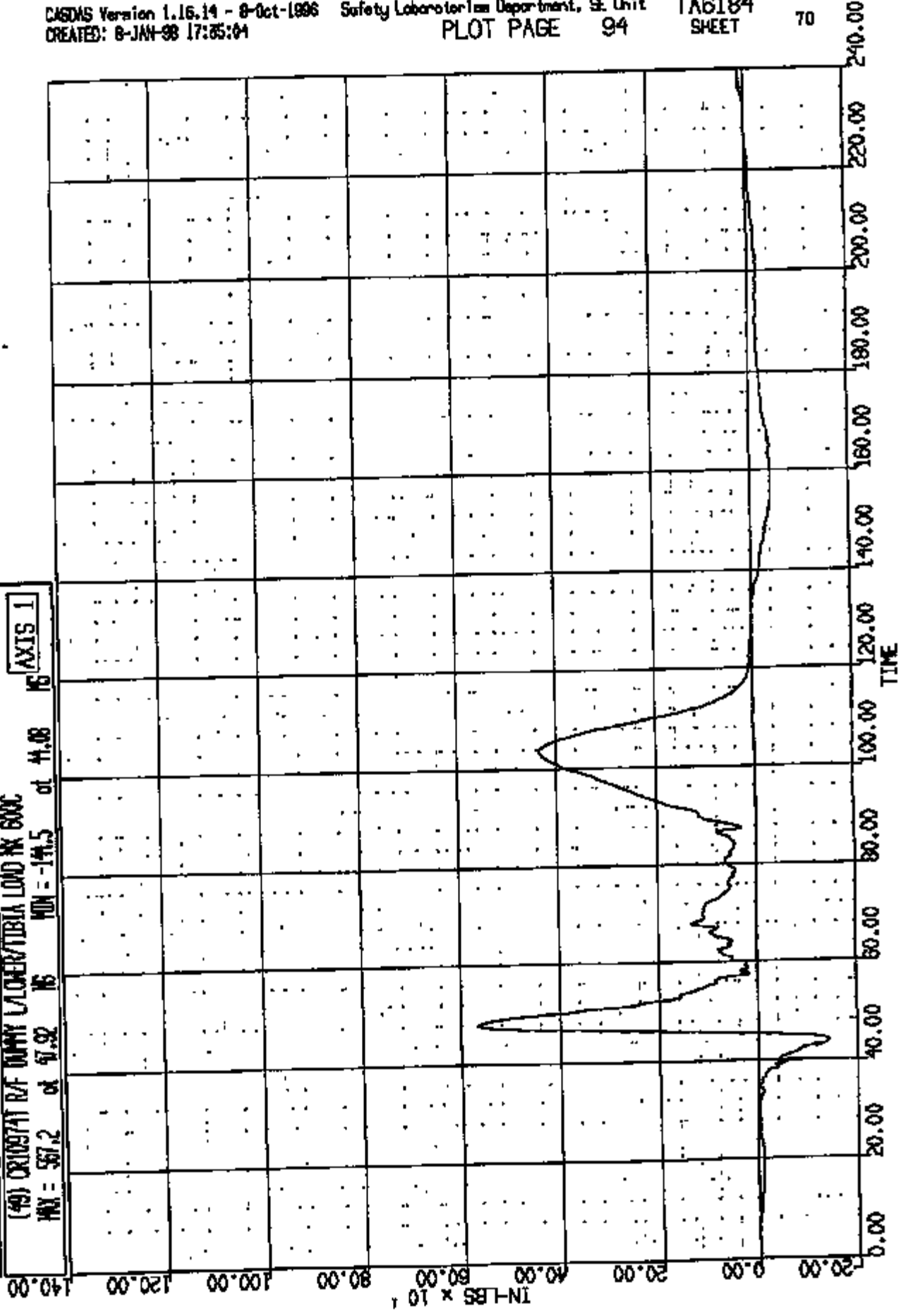
(48) ORINGTAT RAF DUMM RMP/TIBIA LOND NY 600C
MAX = 319.2 at 81.50 MS MIN = -42.4 at 41.56 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 080108 18:30:24
2000 D-188 2000 D-188

(49) ORIENTAL R/F DUMP VIBROTORIAL LOAD IN GNC
MAX = 587.2 at 57.92 MS MIN = -141.5 at 41.08 MS

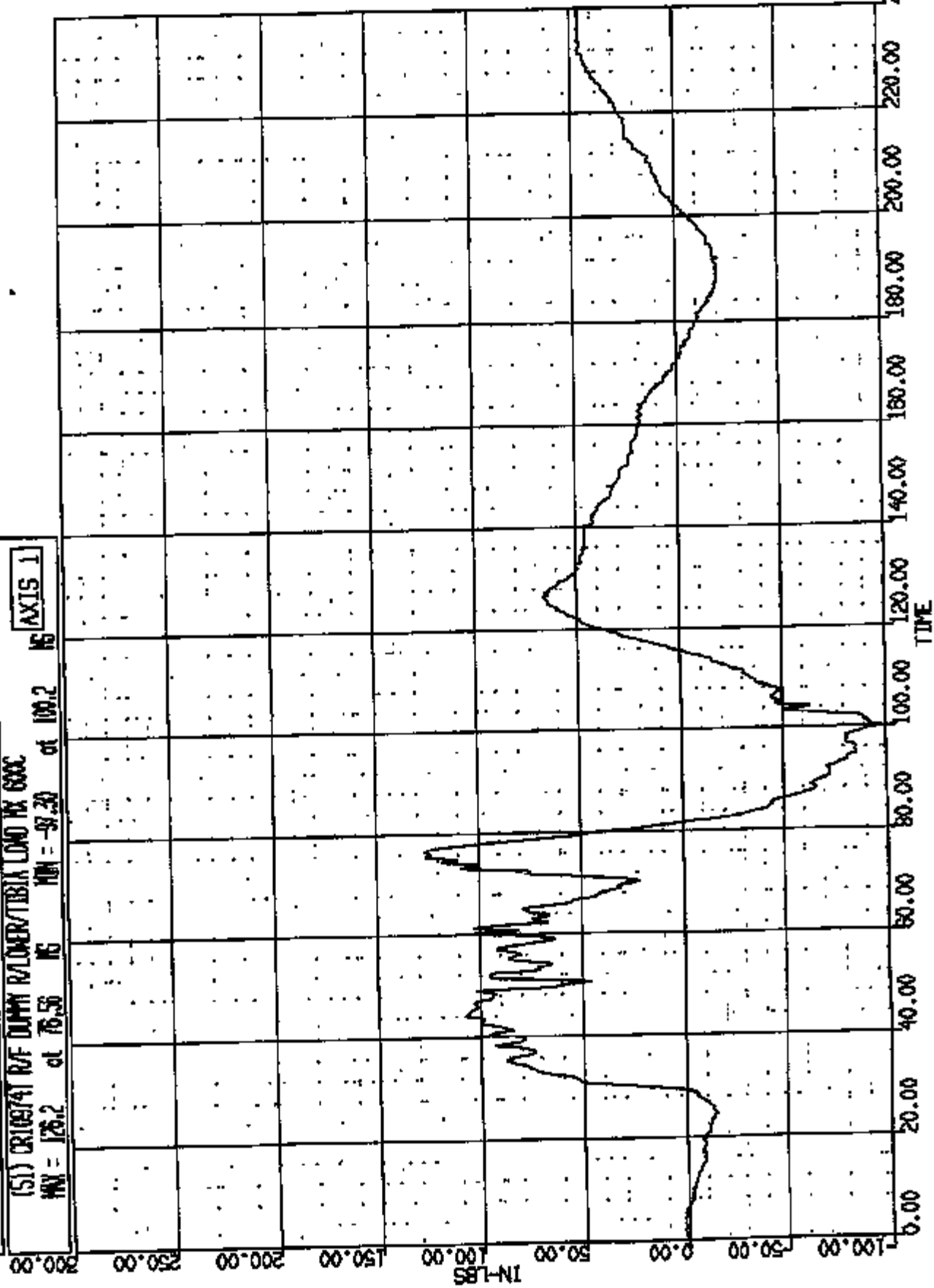
AXIS 1



CR R: 10874 TO: TAG184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

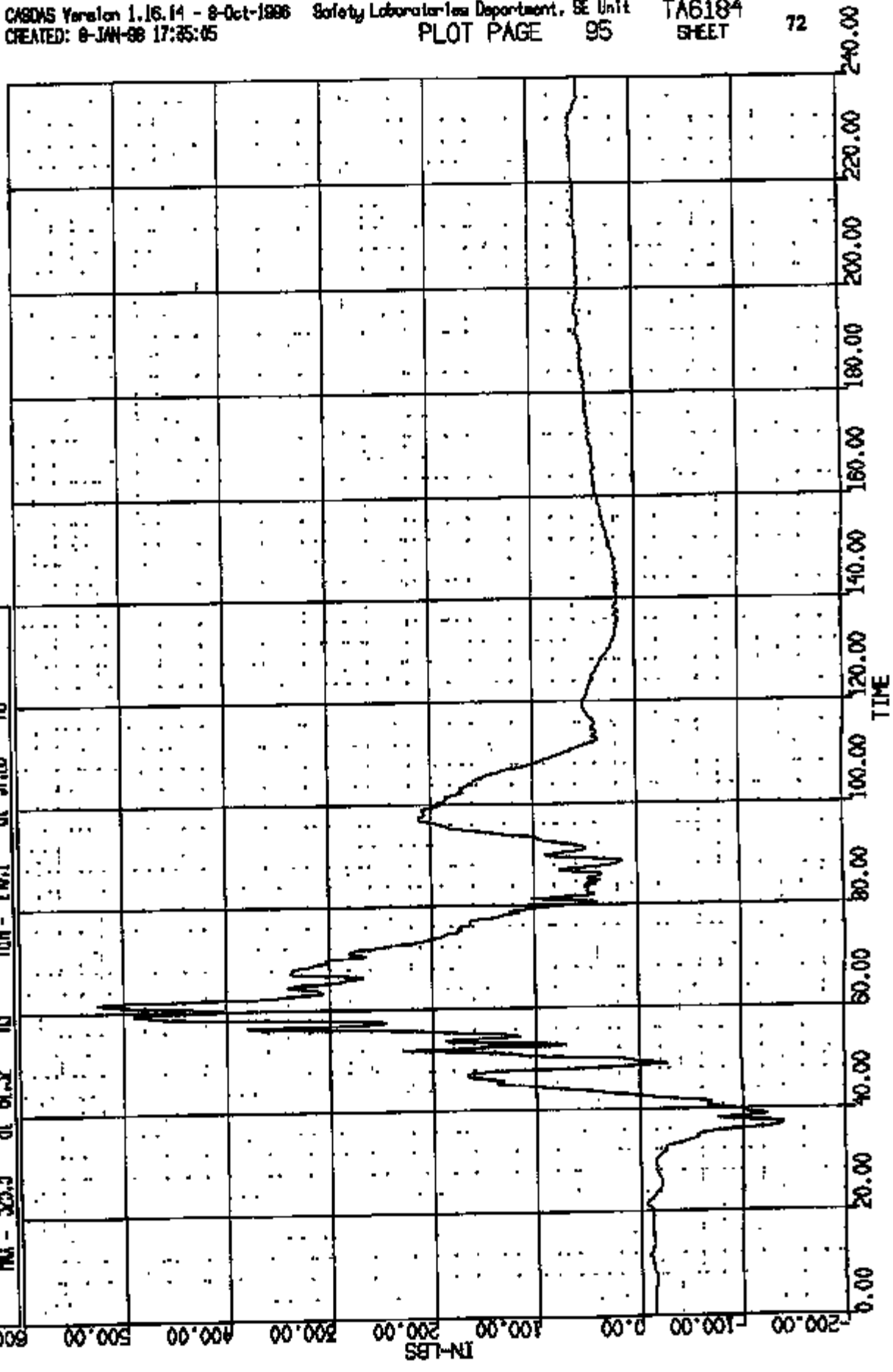
(5) CR10874 R/F DUMMY R/L OBER/TIBIA LIND IN 600C
MIN = 126.2 at 75.56 IG MIN = -97.30 at 100.2 IG

AXIS 1



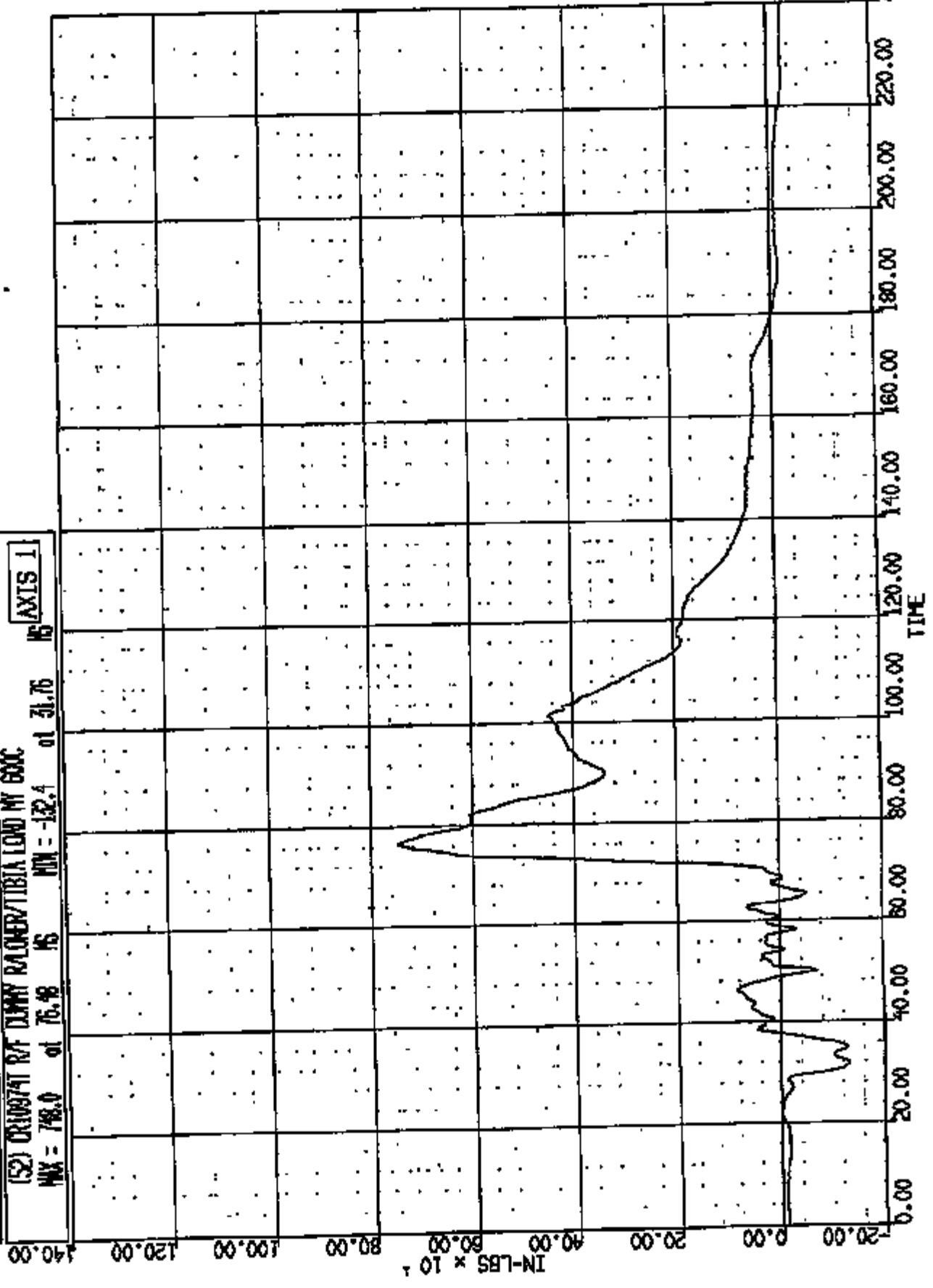
CR R: 10974 TO: TA6184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(50) ORIGINAT R/F DUMMY L/QUER/TIBIA LOAD IN 600C
MAX = 523.3 at 61.52 MS MIN = -140.1 at 37.28 MS [AXIS 1]



CR R: 10974 TO: TAG184 DATE: 980108 16:50:24
2000 D-188 2000 D-188

(S2) CRUSH/TI RT DUMMY RALPH/TIBIA LOAD MY GENC
MAX = 748.0 at 76.48 MS MIN = -132.4 at 31.76 MS
AXIS 1



CR #: 10974 TO: TAG184 DATE: 080108 18:50:24
2000 D-188 2000 D-188

(56) ORIG/AT R/F DUMP L/TIBIA DISP WRT FEM 180C
MAX = 0.1808E-03 at 49.81 MS MIN = -.2382 at 61.50 MS

AXIS 1

7.00

6.00

5.00

4.00

3.00

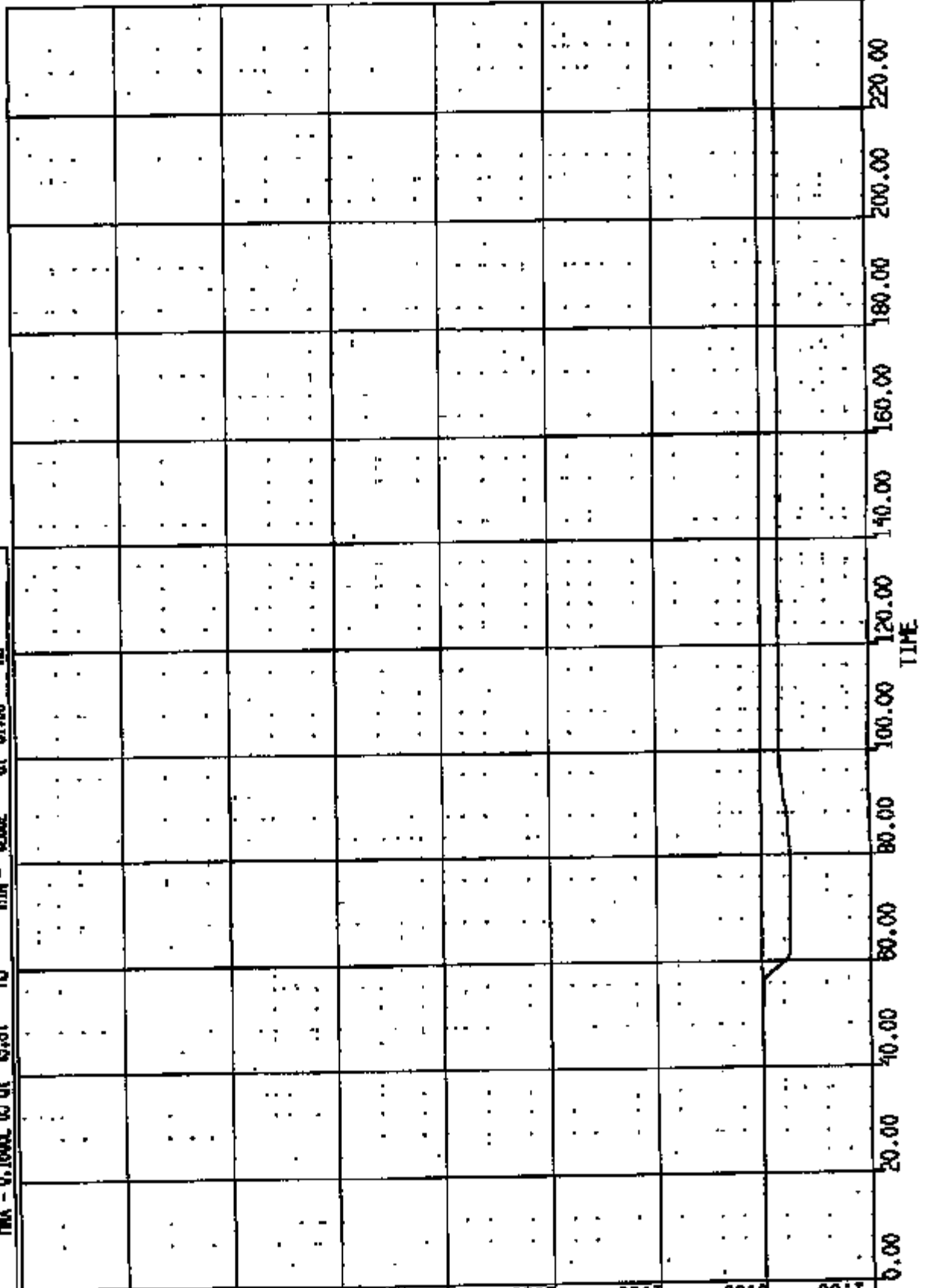
2.00

1.00

0.00

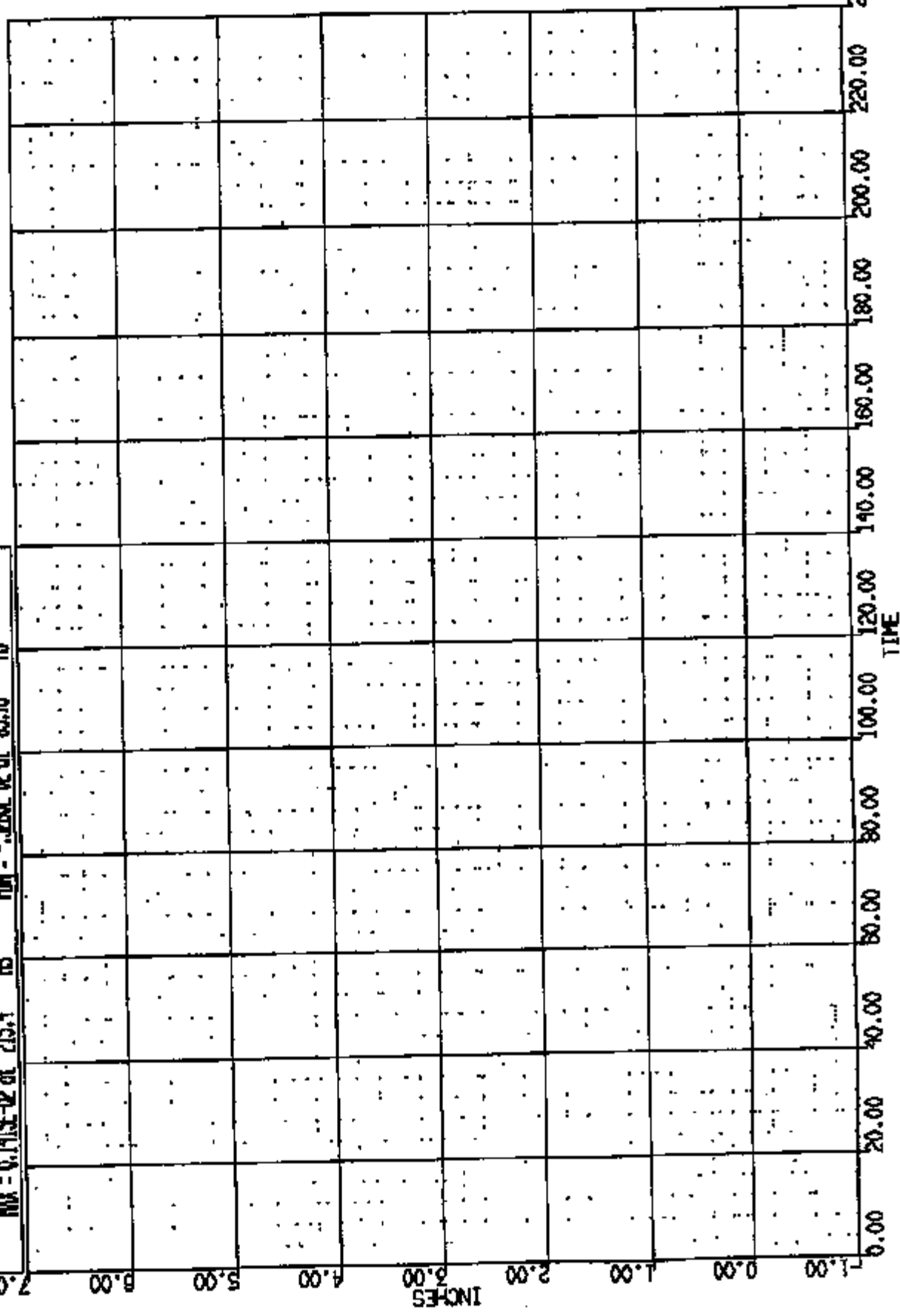
-1.00

INCHES



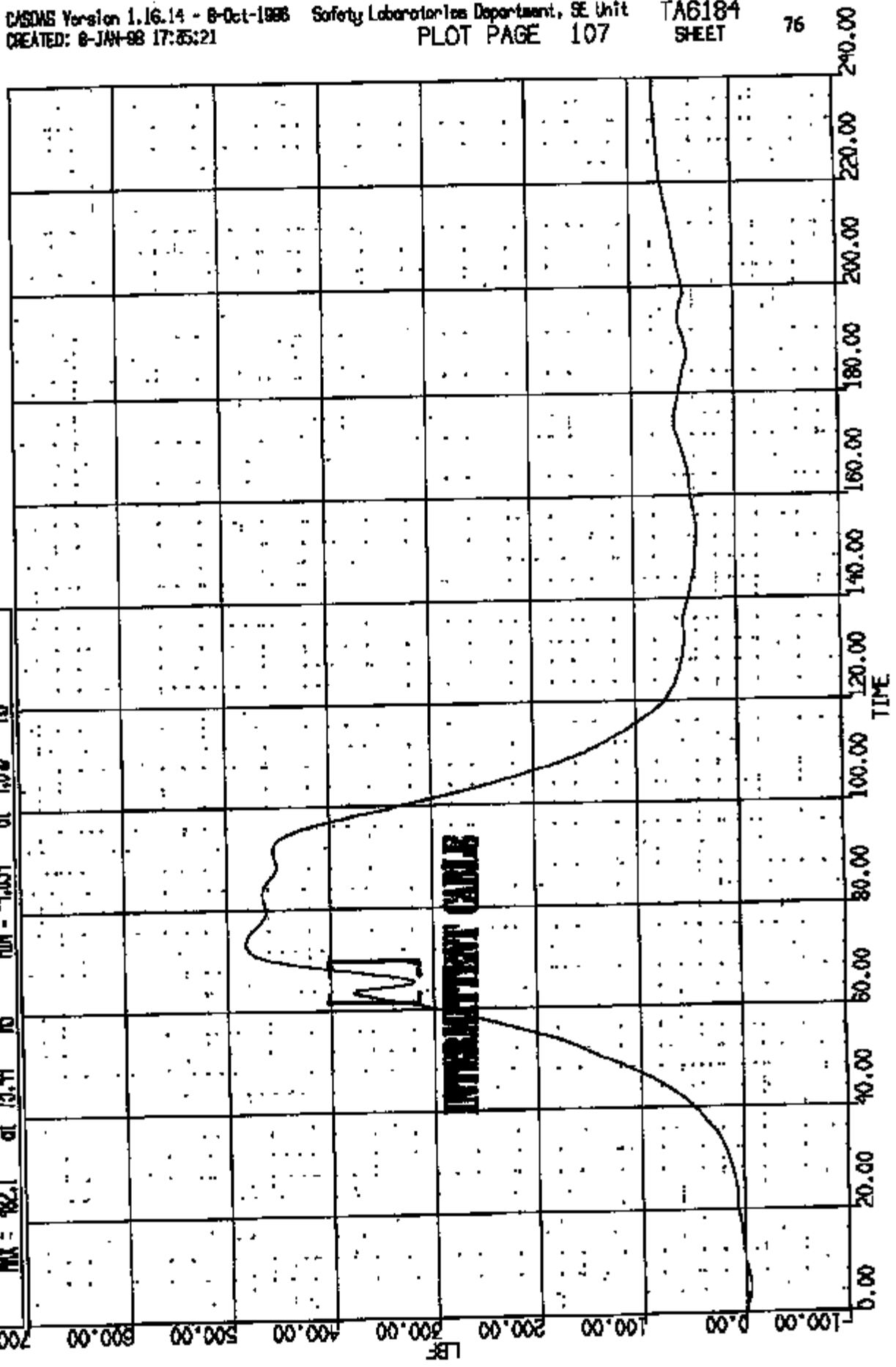
CR R: 10874 TO: TAG184 DATE: 8BO108 18:50:24
2000 D-186 2000 D-188

(54) CRUISE AT R/F DUMPT RT/TIBIA DISP INT FOR 180C
MIN = 0.145E-02 at 215.4 16 MIN = -.520E-02 at 65.76 16
AXIS 1



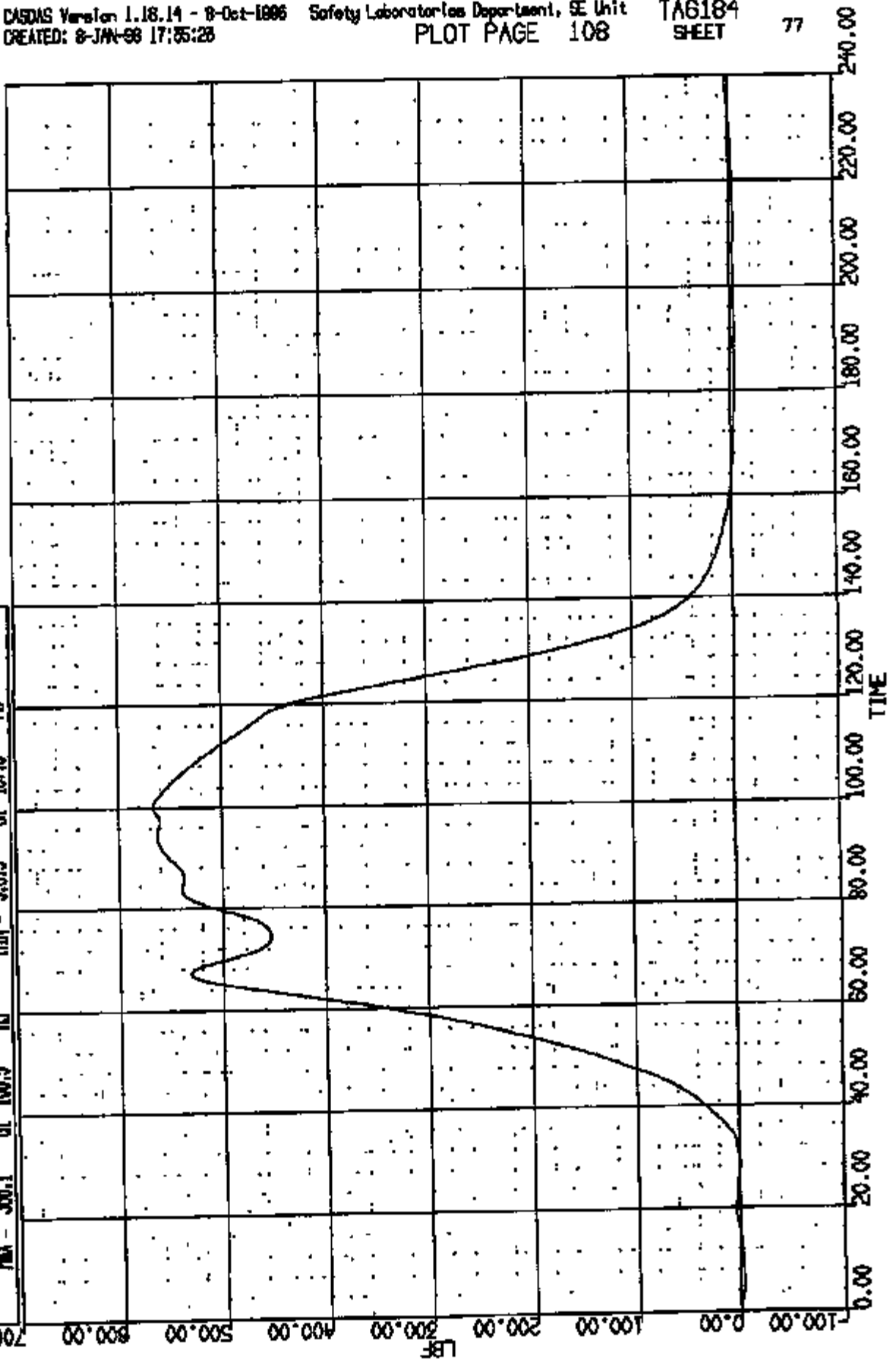
CR #: 10974 TO: TA6184 DATE: 080108 18:50:24
2000 D-186 2000 D-186

(62) CRUISAT RVF LAP BELT & ANCHOR LOAD SAC
MAX = 482.1 at 73.44 NS MIN = -1.654 at 1.690 NS
AXIS J



CR R: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

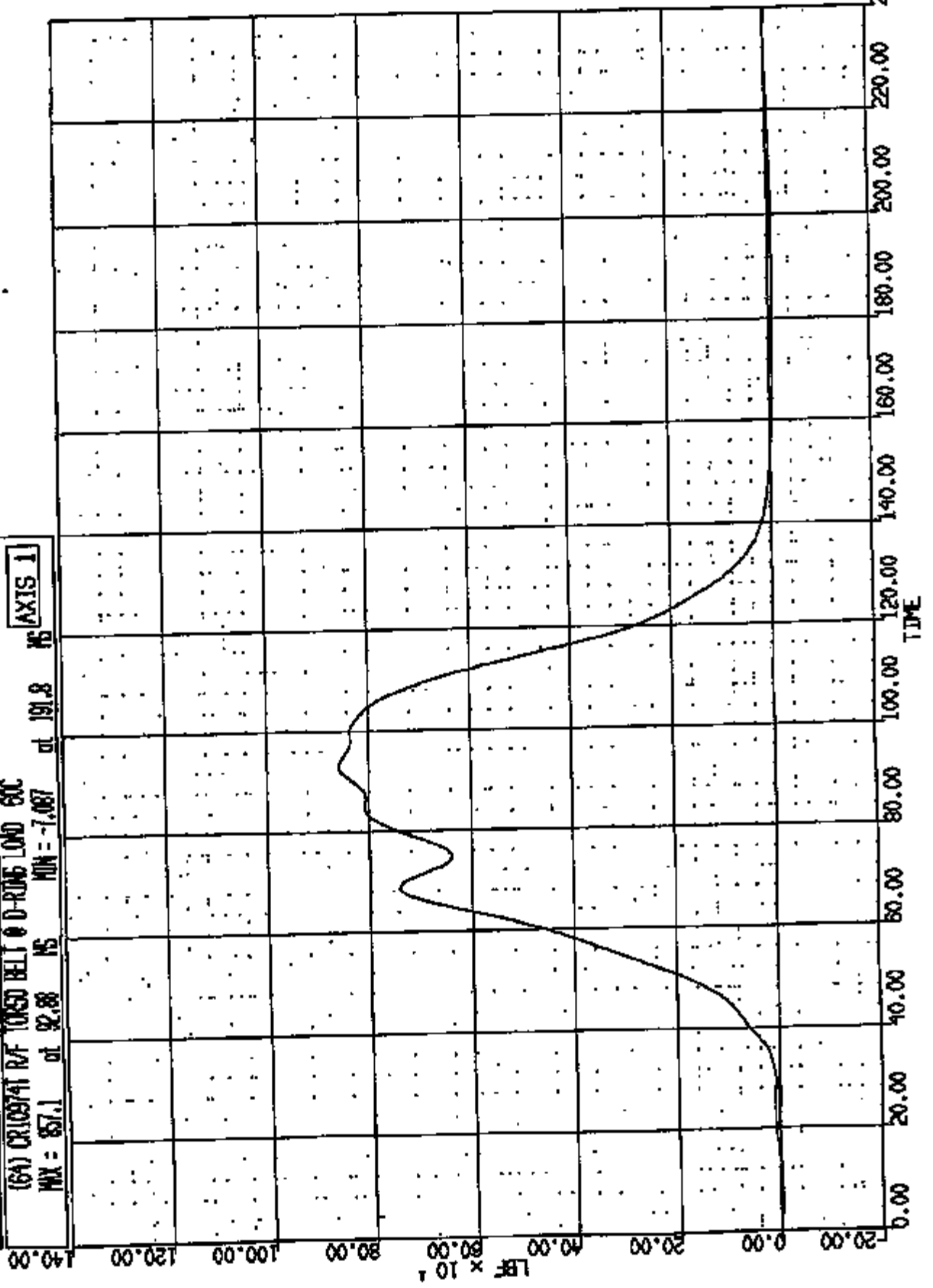
(68) CR18974T R/F TORSO BELT @ REINFORCER LDA 6XC
MAX = 586.1 at 100.3 MS MIN = -3.875 at 187.9 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:20:24
2000 D-186 2000 D-186

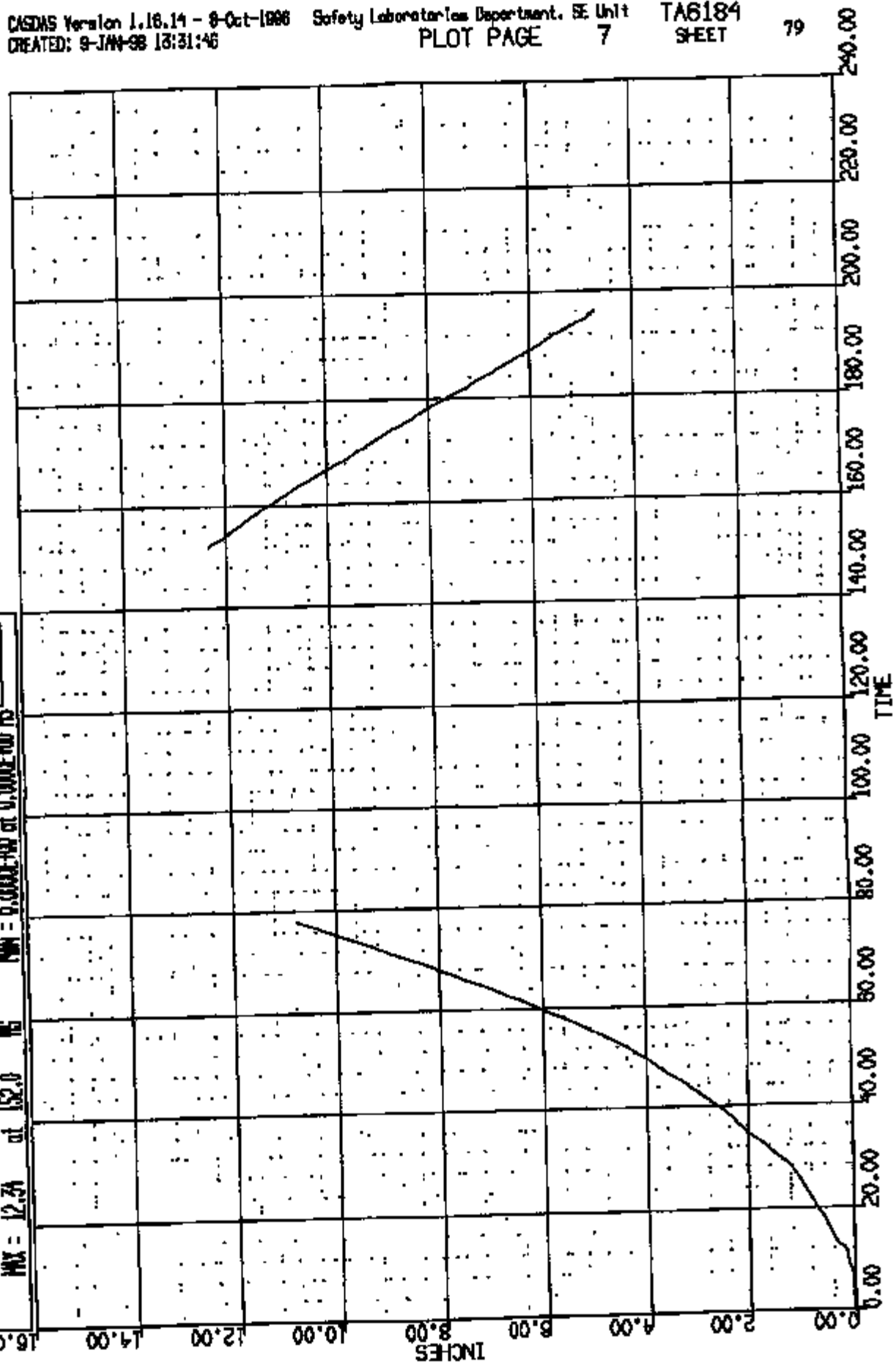
(6A) CR103741 R/F TONGU BELT @ D-RING LOAD 60C
MAX = 857.1 at 92.88 MS MIN = -7.087 at 191.8 MS

AXIS 1



CR N: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-180 3000 D-188

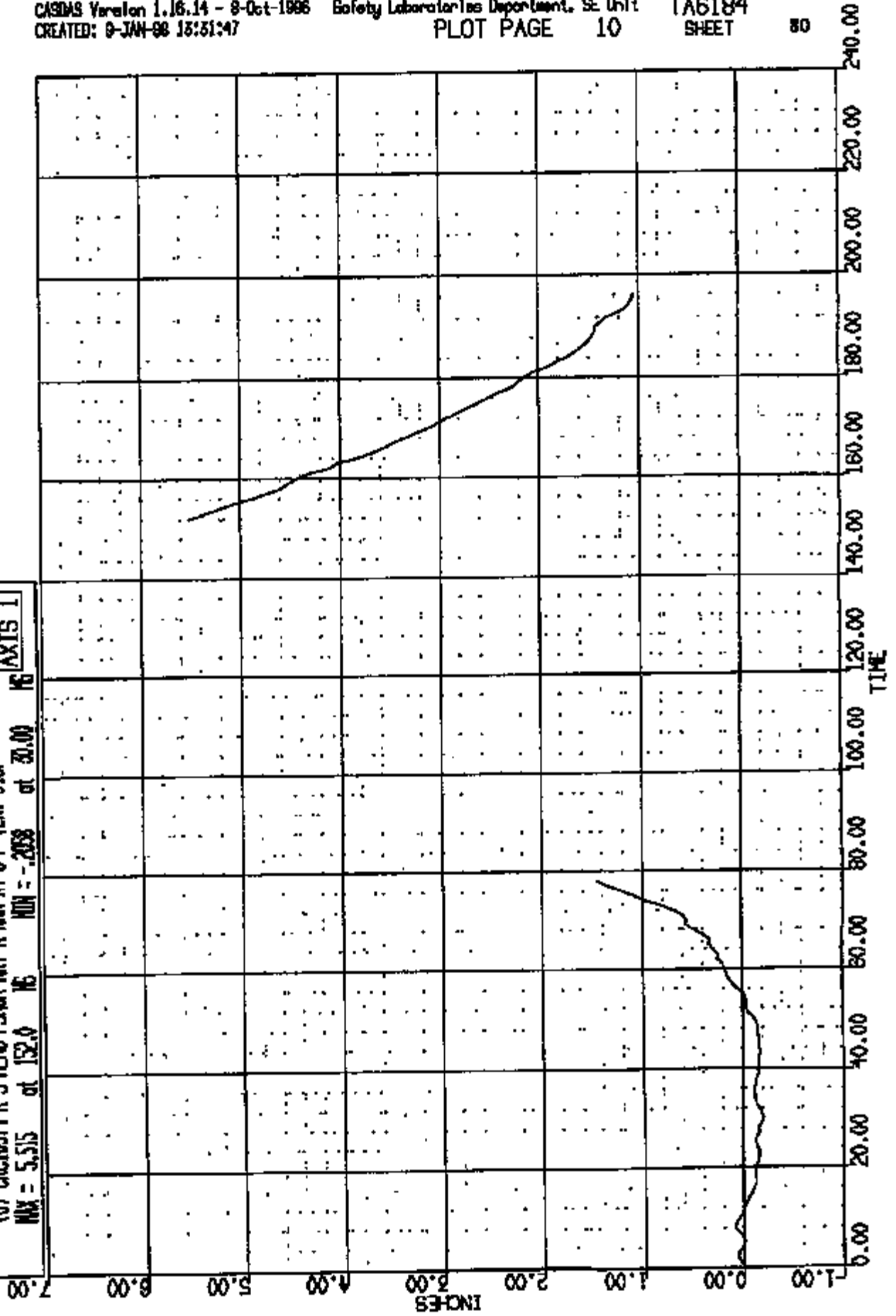
(0) CIRCULAR R S HEAD PSNR ART R ROR AT B P LONG DISP
MAX = 12.34 at 152.0 MS MIN = 0.000E+00 at 0.000E+00 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 15:30:24
2000 D-186 2000 D-186

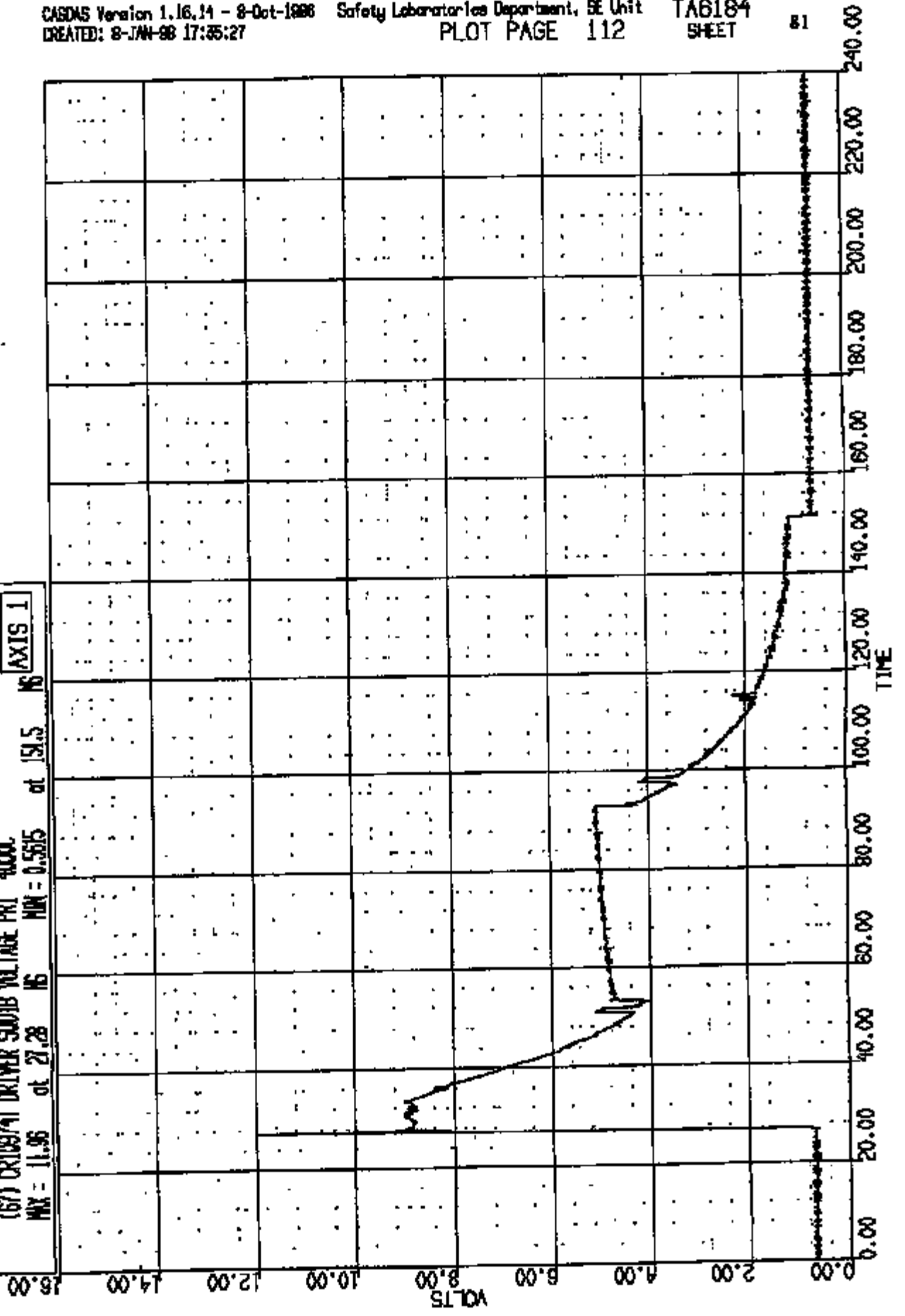
(0) CXC10974 R S HEAD PSNR ART R MR AT B P VERT DISP
MAX = 5.515 at 132.0 MS MIN = -.2038 at 30.00 MS

AXIS 1



CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
2000 D-188 2000 D-188

(67) CR10974T DRIVER SOURCE VOLTAGE PRI 4000C
MAX = 11.96 at 21.28 16 MIN = 0.5515 at 151.5 16
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(68) CRUISE/AT DRIVER SOLID CURRENT PRI 400K

MAX = 14.01 at 27.44 MS MIN = -.8226 at 53.20 MS

AXTS J

MS

MS

MS

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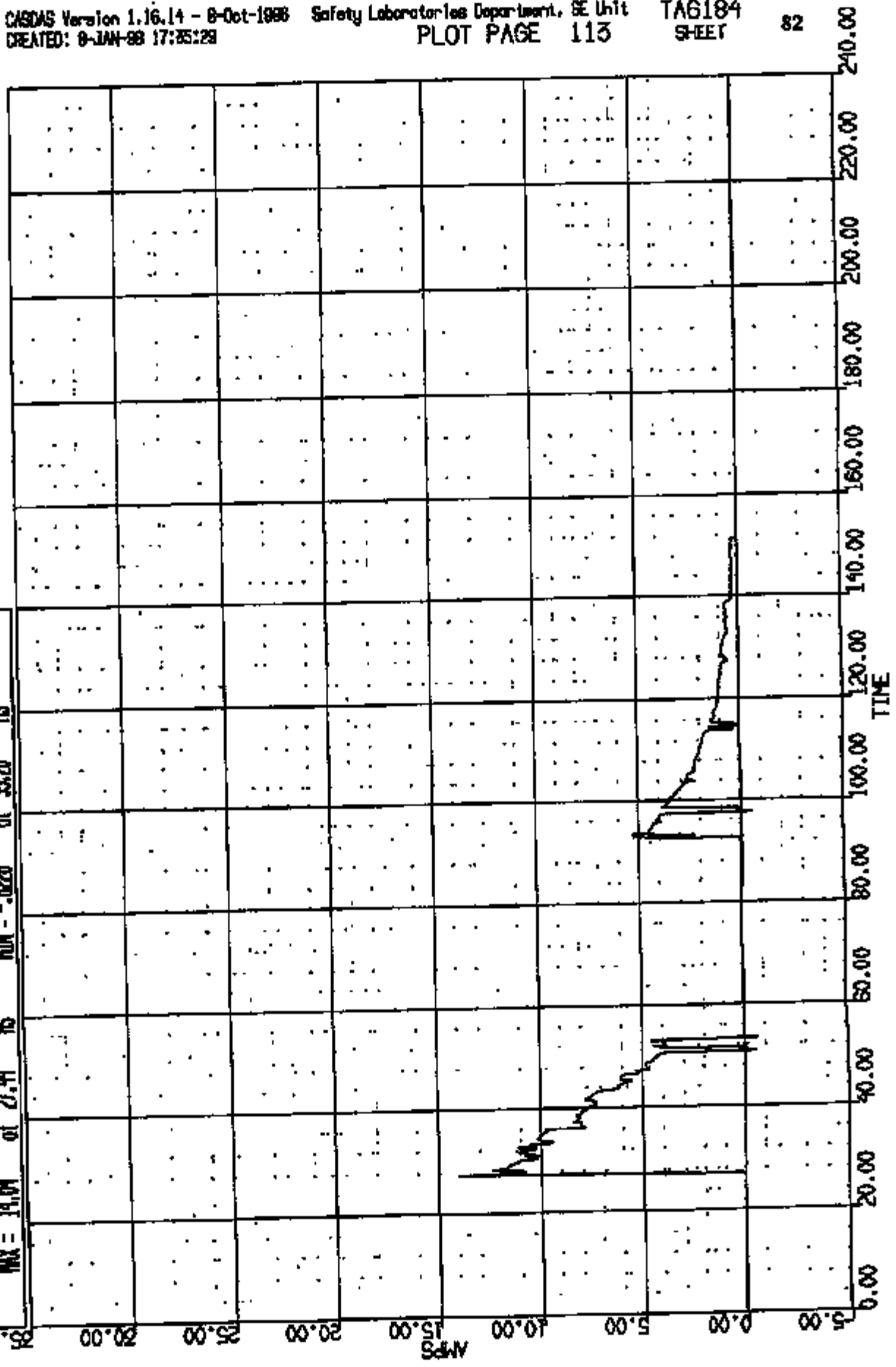
MS

MS

MS

MS

MS



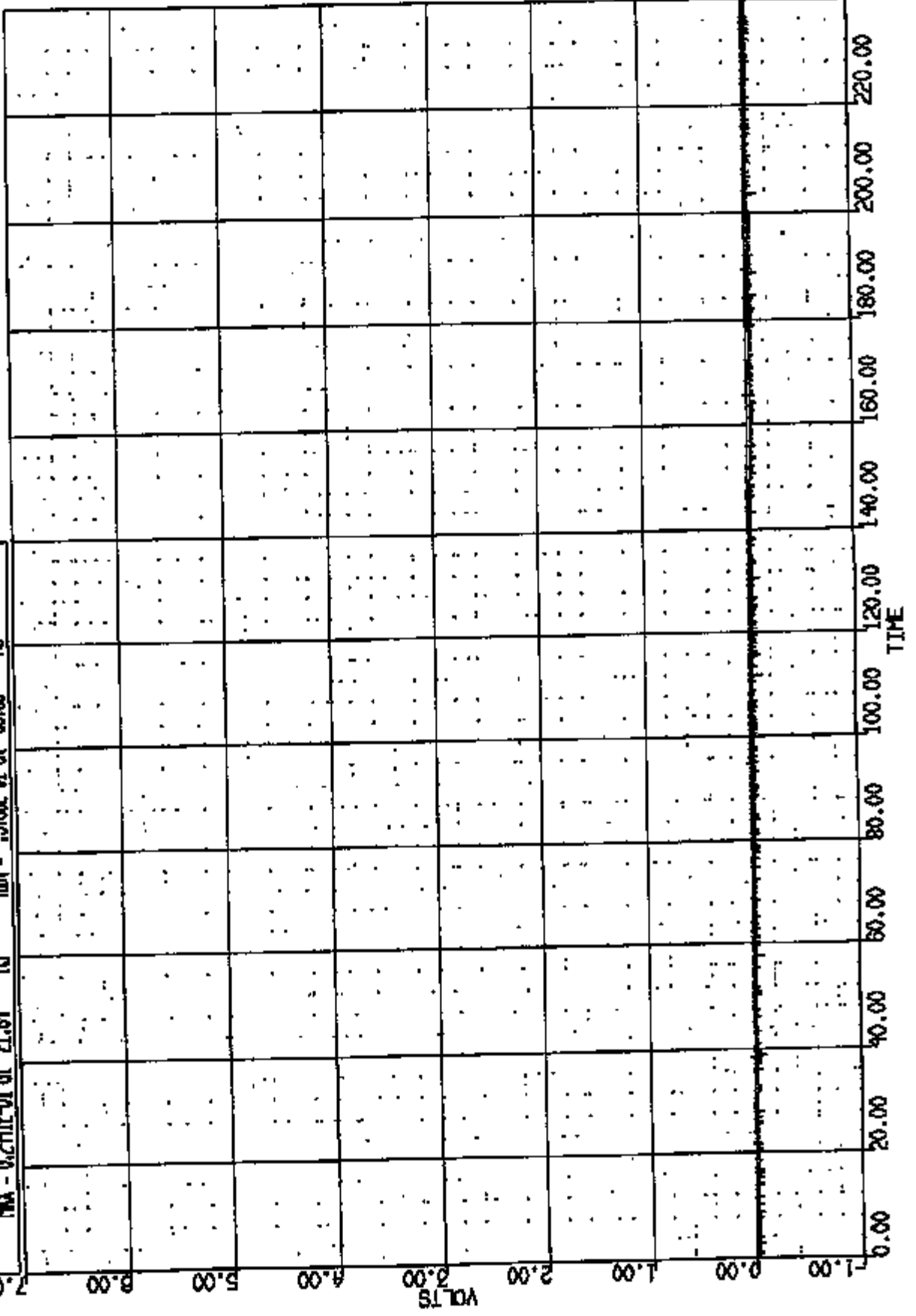
CR R: 10874 TO: TAG184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(69) CR10874T DRIVER SOURCE VOLTAGE SEC 4000C

AXIS 1

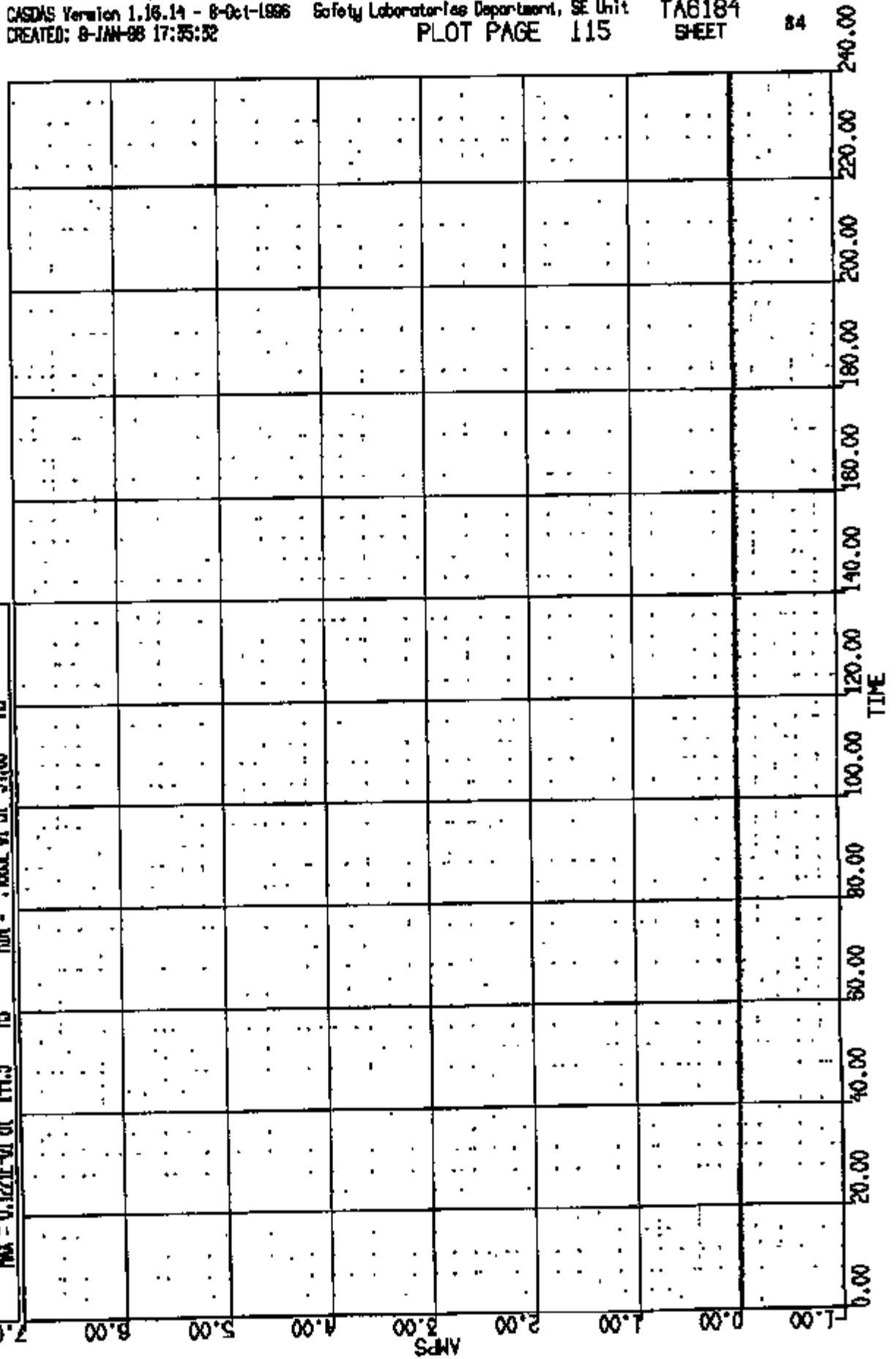
MAX = 0.241E-01 at 21.84 MS MIN = -.976E-01 at 38.08 MS

7.00



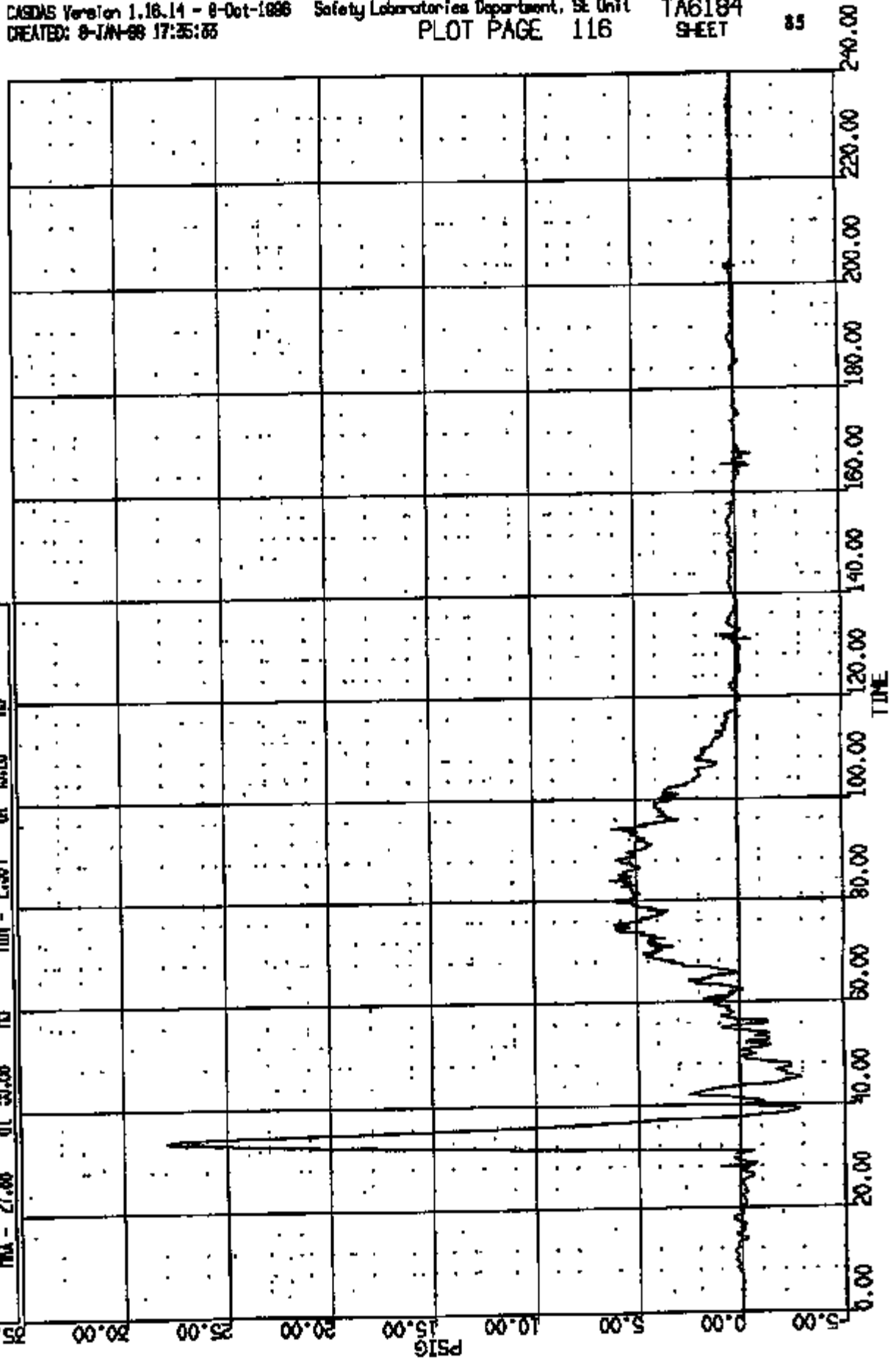
CR R: 10874 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(70) CR10974 DRIVER SUBC CURRENT SEC 4000
MAX = 0.1221E-01 at 144.3 MS MIN = -.4883E-01 at 51.88 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 990108 16:30:24
2000 D-186 2000 D-186

(71) CR10974 DRIVER BAG PRESSURE IMOC
MAX = 27.88 at 33.63 MS MIN = 2.981 at 65.28 MS [AXIS 1]



CAR #: 10874 TO: TAG184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(72) CRUISE/AT PASSENGER SEAT VOLTAGE PRI 4000C

AXIS 1

MAX = 12.33 at 27.28 MS MIN = -1.560 at 151.5 MS

14.00

12.00

10.00

8.00

6.00

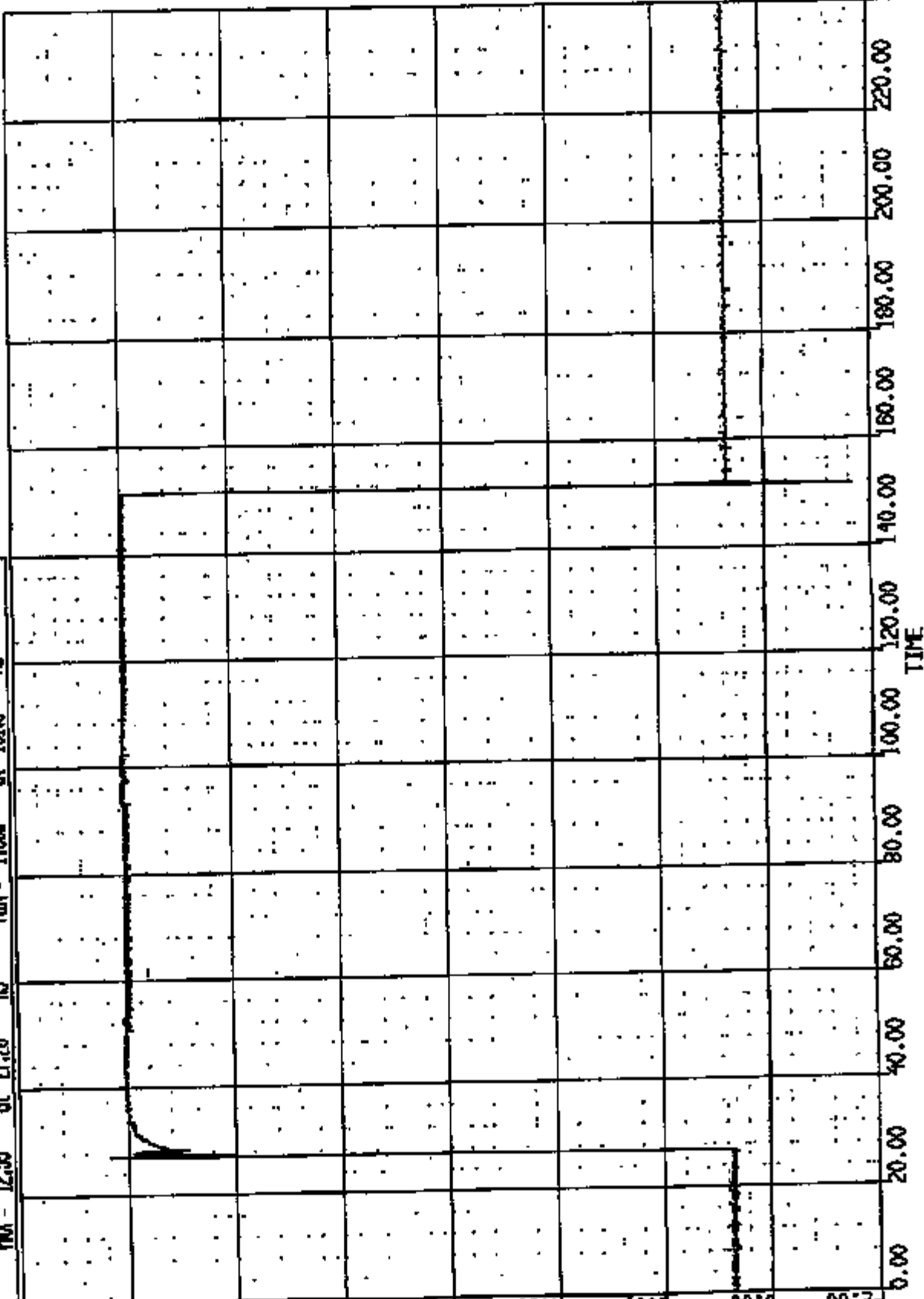
4.00

2.00

0.00

-2.00

VOLTS



CR N: 10974 TO: TAG184 DATE: 980108 18:50:24
8000 0-188 2000 0-188

(75) ORIGINAL PASSENGER SUBJ VOLTAGE SEC 4000C

MAX = 11.91 at 289.4 MS

MIN = 0.4883

at 32.40 MS

AXIS 1

18.00

14.00

12.00

10.00

8.00

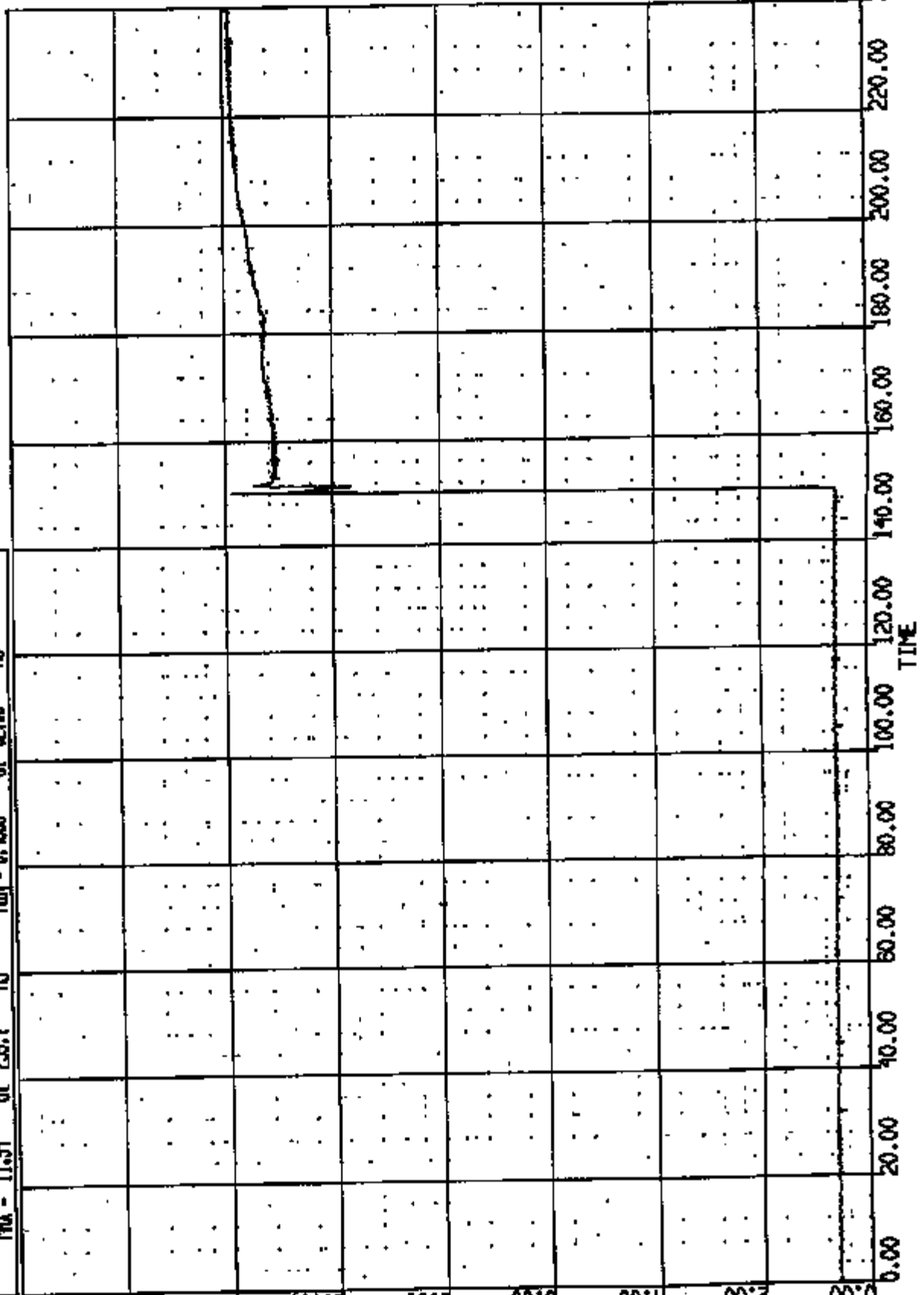
6.00

4.00

2.00

0.00

VOLTS



CR R: 10874 TO: TAB184 DATE: 880108 18:30:24
2000 D-188 2000 0-188

(74) ORIGINAL PASSENGER SOUND CURRENT PRL 4000

MAX = 13.71 at 27.41 MS

MIN = -.0226

at 53.20 MS

AXIS 1

35.00

30.00

25.00

20.00

15.00

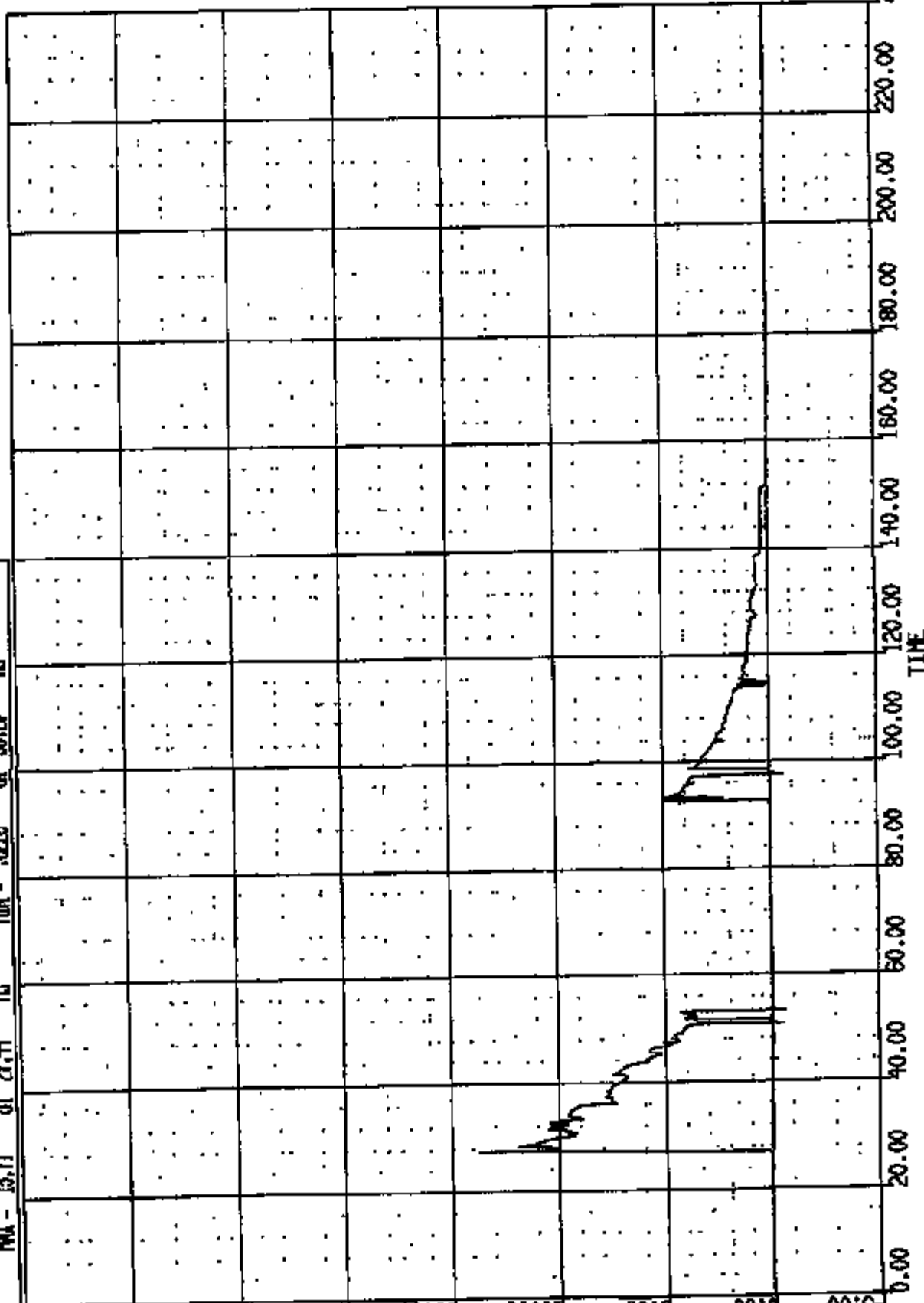
10.00

5.00

0.00

5.00

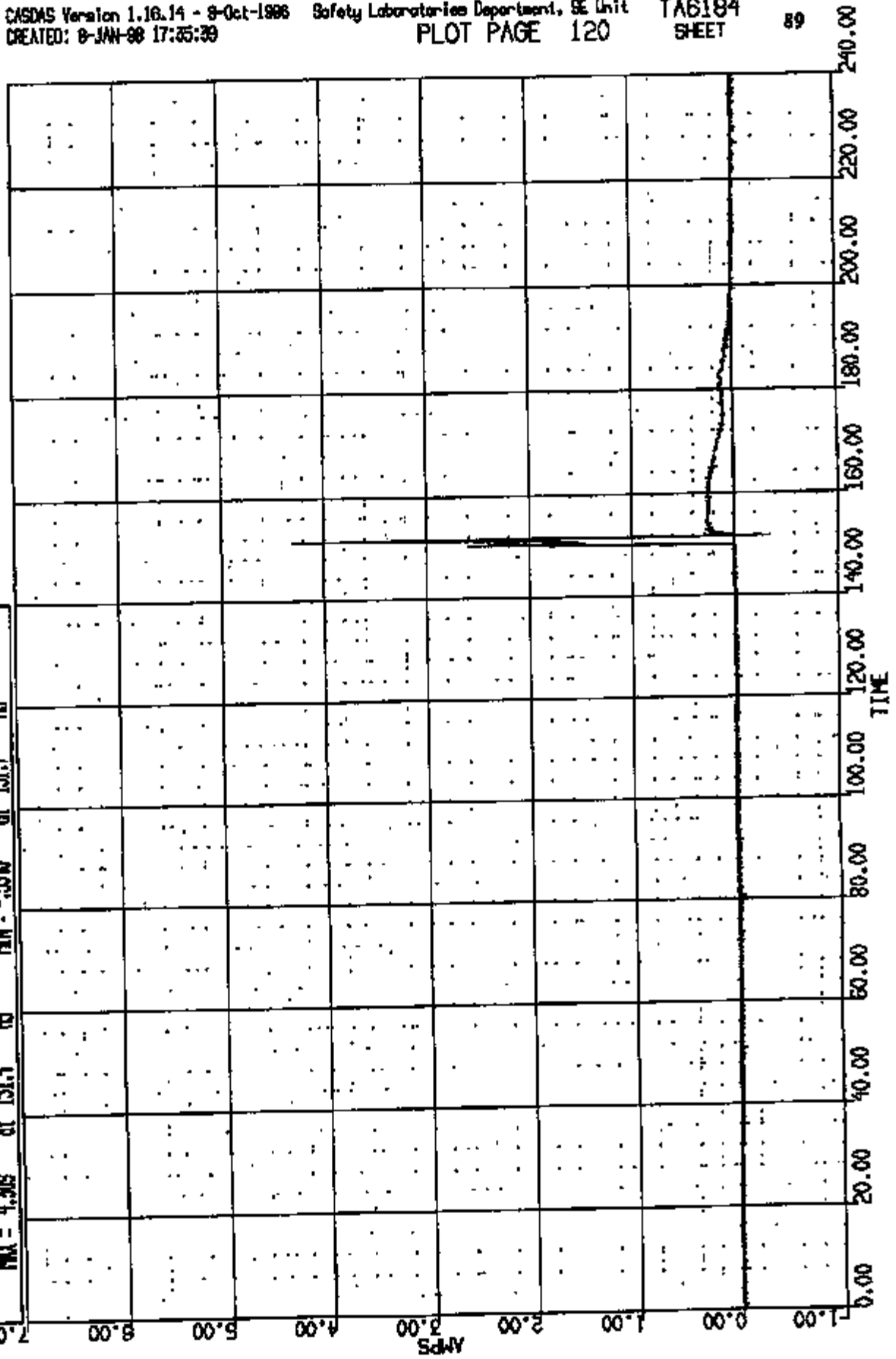
AMPS



CR R: 10874 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 8000 D-188

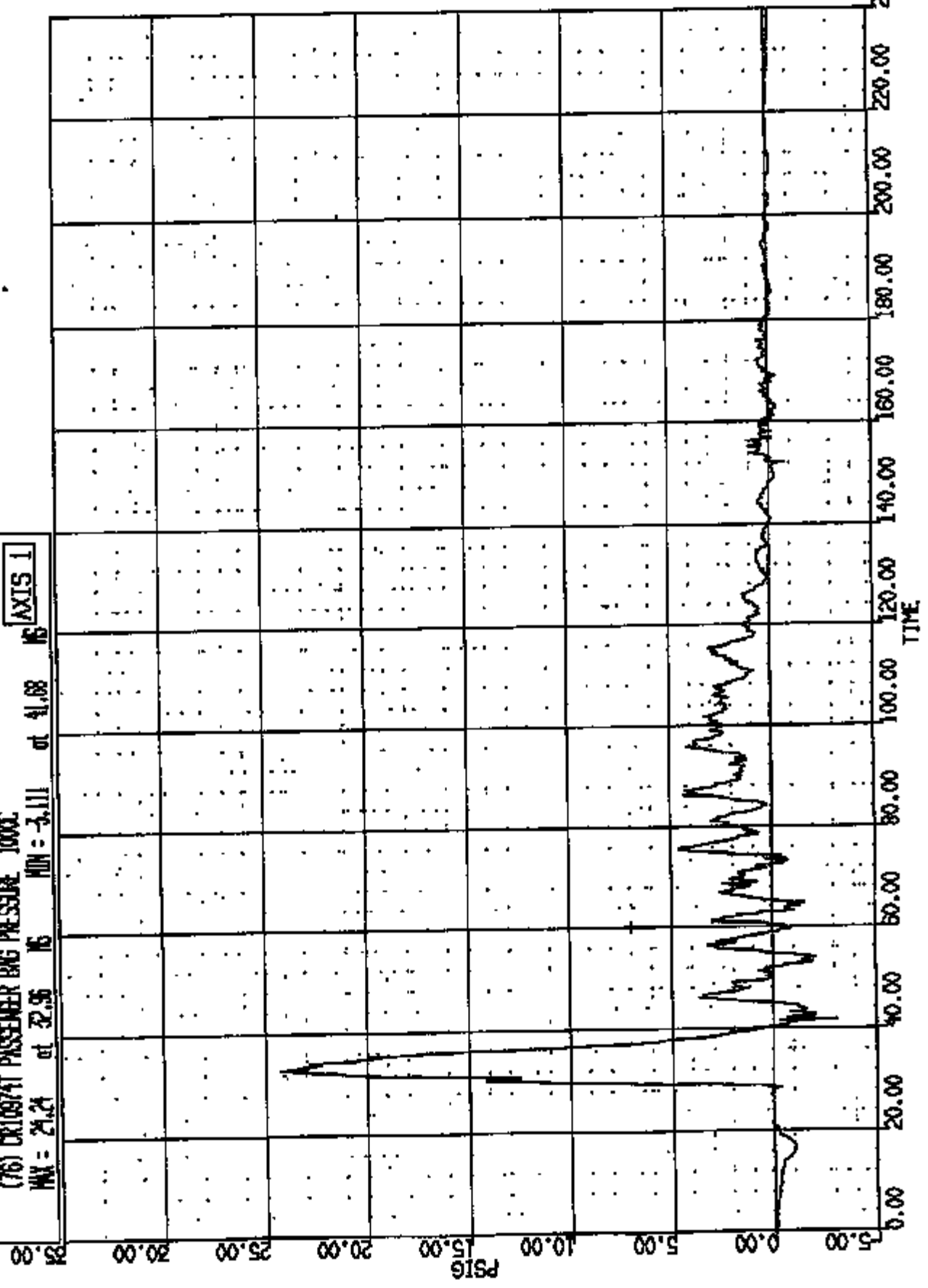
(75) CHLORINAT PARENTER SOLUB CURRENT SEC 4000
MAX = 4.306 at 151.4 MG MIN = -.5540 at 151.7 MG

AXIS 1



CR N: 10974 TOI TAG184 DATE: 880108 10:30:24
2000 D-188 2000 D-188

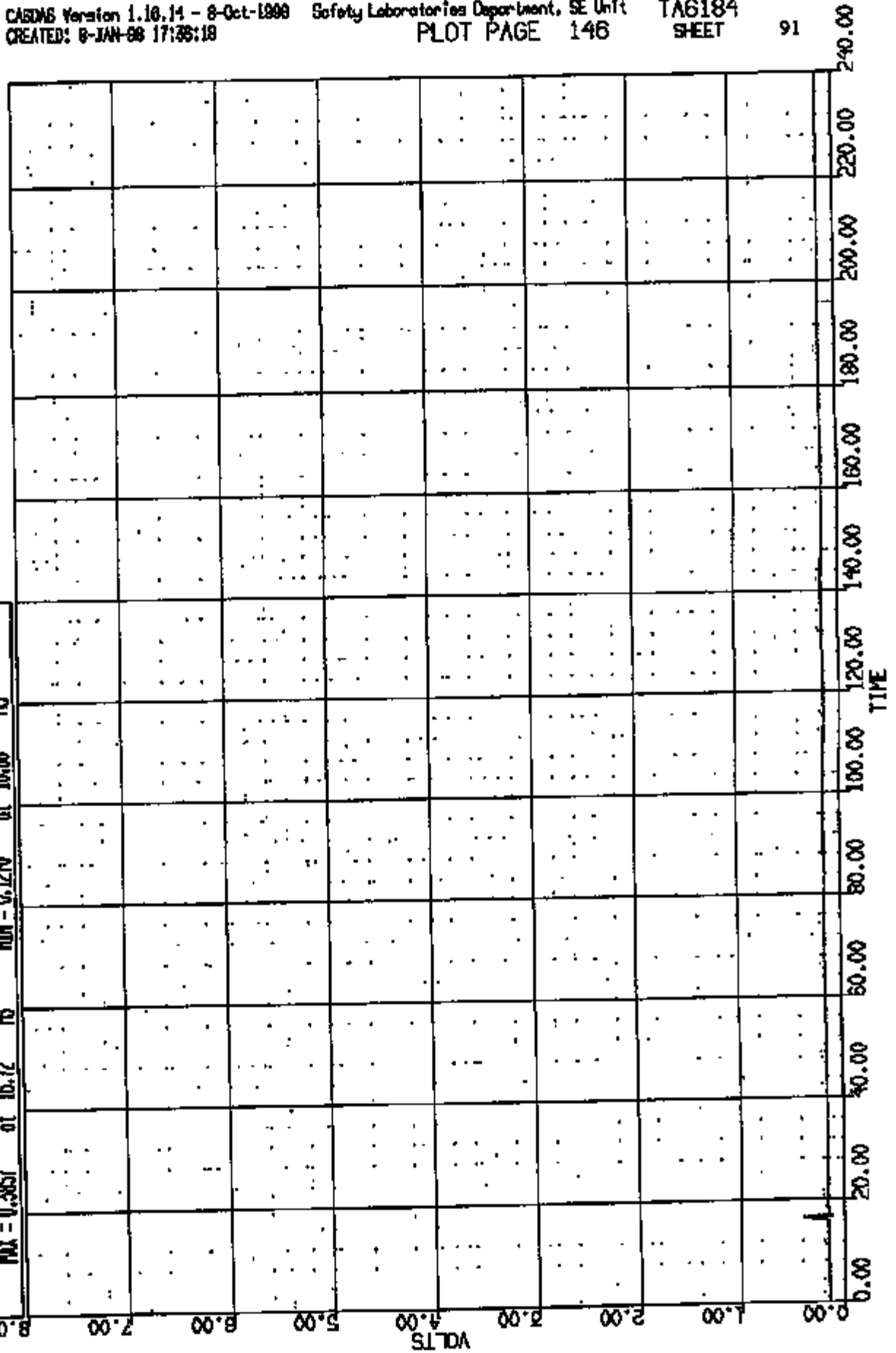
(76) ORIGINAT PASSENGER BAG PRESSURE 10000
MAX = 24.24 at 32.95 MS MIN = -3.111 at 41.88 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(101) CR10974T C/F FLOOR PAN @ LHD AC I AC 4000C
MAX = 0.3057 at 16.72 MS MIN = 0.1270 at 16.88 MS

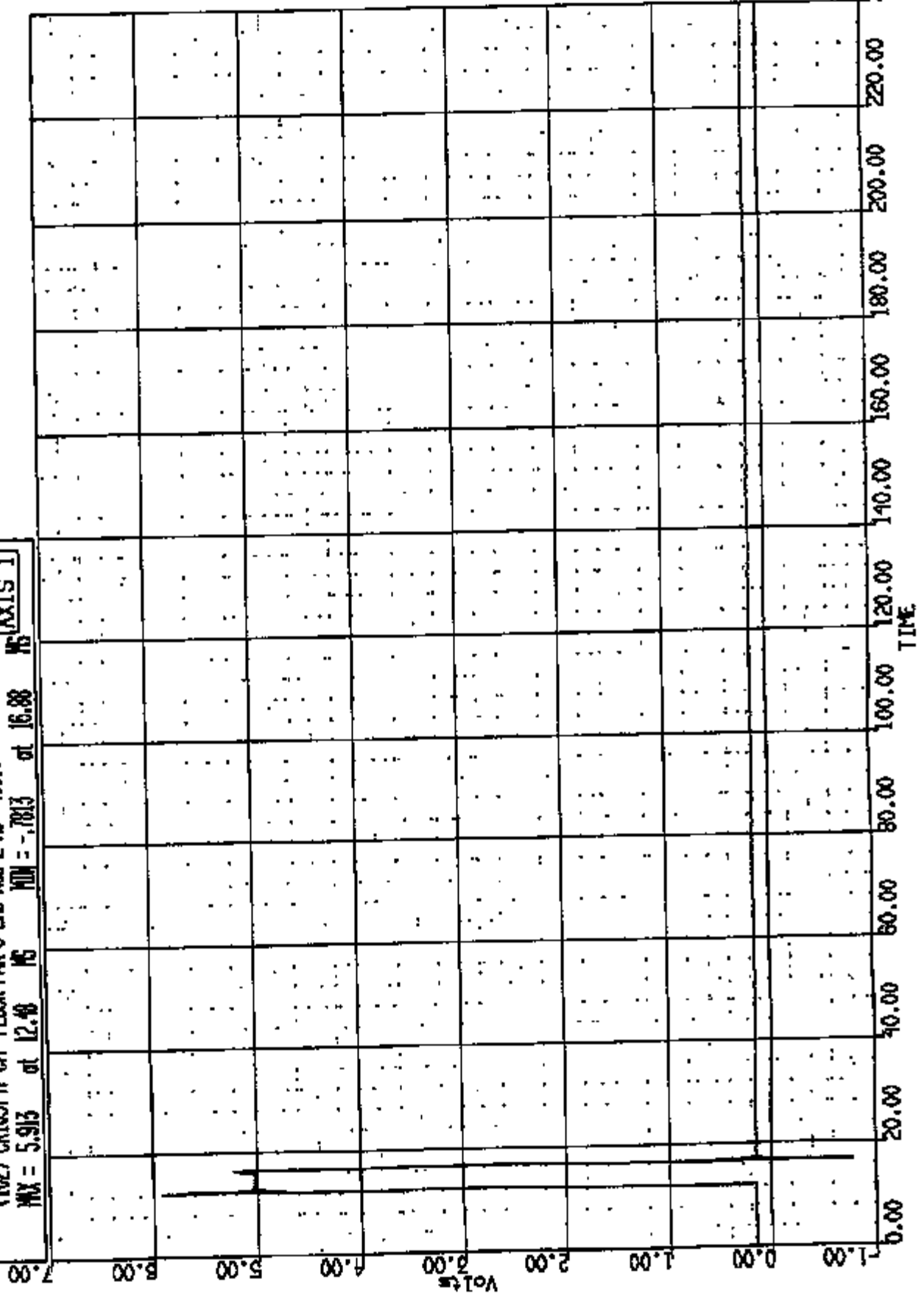
AXIS 1



CR R: 10874 TO: TA6184 DATE: 880108 16:30:24
2000 D-186 2000 D-186

(102) CR1091AT C/F FLOOR PAN @ LHD AC 2 AC 400AC
MAX = 5.913 at 12.48 MS MIN = -.7813 at 16.88 MS

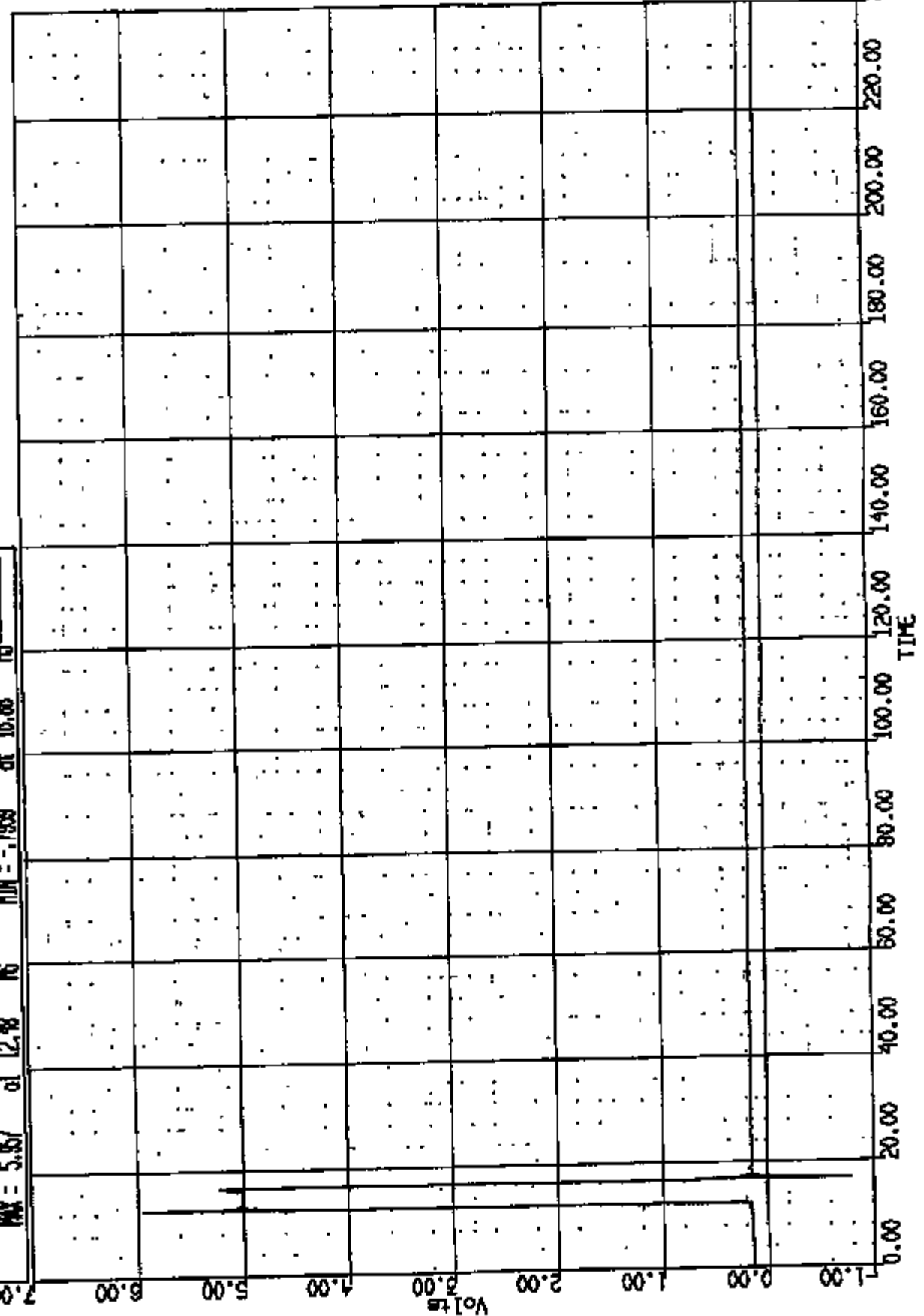
AXIS 1



CR RI 10974 TO: TAG184 DATE: 980108 18:30:24
2000 P-188 2000 D-188

(108) CR10974 CF FLOOR PAN @ LTD AC 3 AC 400C
MAX = 5.57 at 12.48 MG MIN = -.7958 at 16.88 MG

AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-186 2000 D-186

(104) CR10974T C/F FLOOR PAN @ LTD NO. 4 AC 400VAC

MAX = 0.3857 at 16.72 MS MIN = 0.1221 at 16.88 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

CR N: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 0-188 2000 0-188

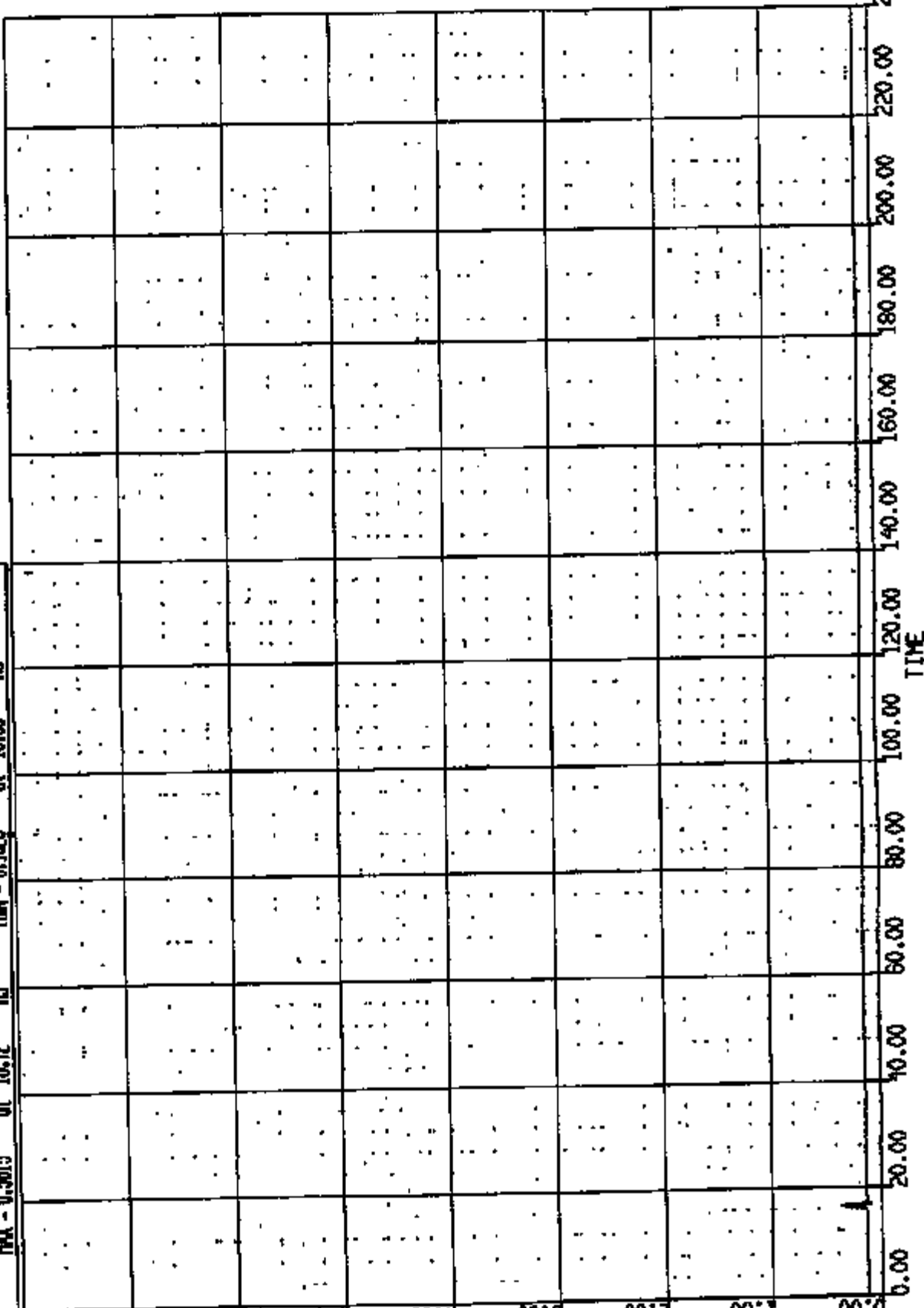
(105) CR10974T CAF FLOOR PAN @ LHO ADD 5 AC 4000C

MAX = 0.3613 at 16.72 MS MIN = 0.1025 at 16.88 MS

AXIS 1

8.00
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00

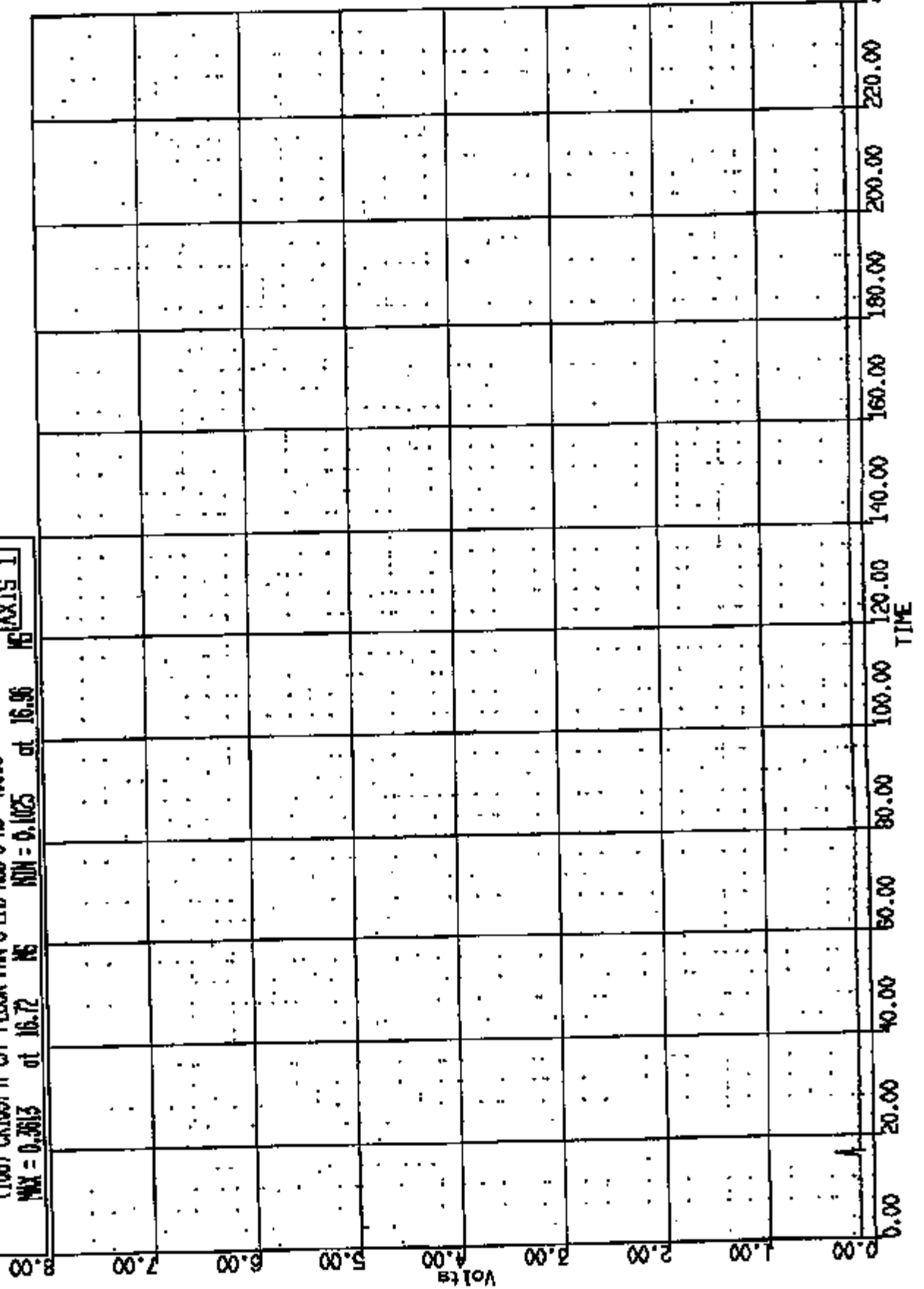
Volts



CR R: 10974 TO: TA6184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

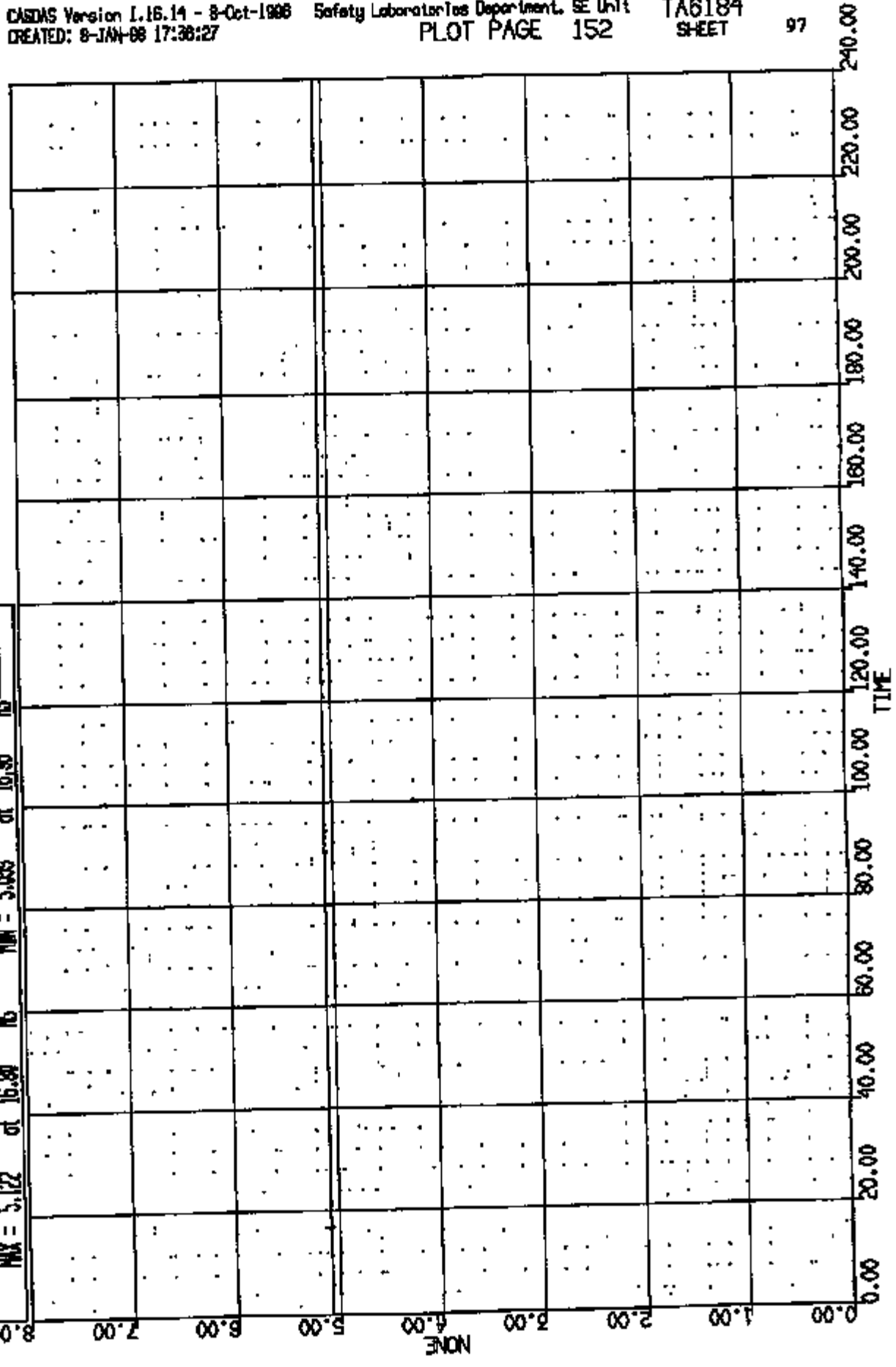
(106) CR109741 CF FLOOR PAN @ LHD ACD 6 MC 4000C
MAX = 0.3613 at 16.72 NS MIN = 0.1025 at 16.96 NS

AXIS 1



CR# R: 10674 TO: TA6184 DATE: 880108 15:30:24
2000 D-168 2000 D-168

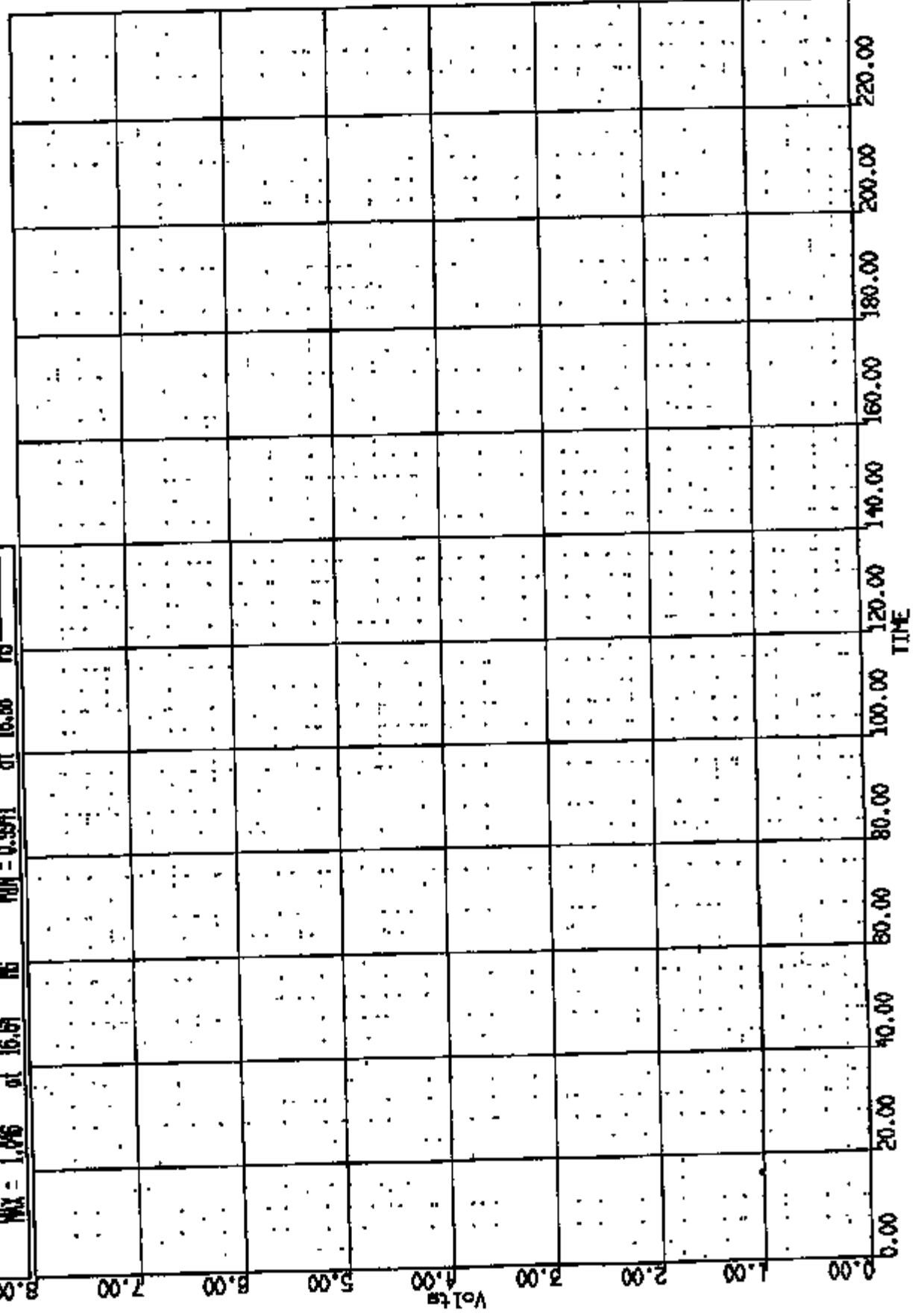
(107) CR1087AT C/F FLOOR PAN @ LHD ACC 7 AC 4000C
MAX = 5.122 at 16.80 16 MIN = 5.088 at 16.95 16
AXIS 1



CR N: 10879 TO: TAG184 DATE: 8:01:24
2000 D-186 2000 D-188

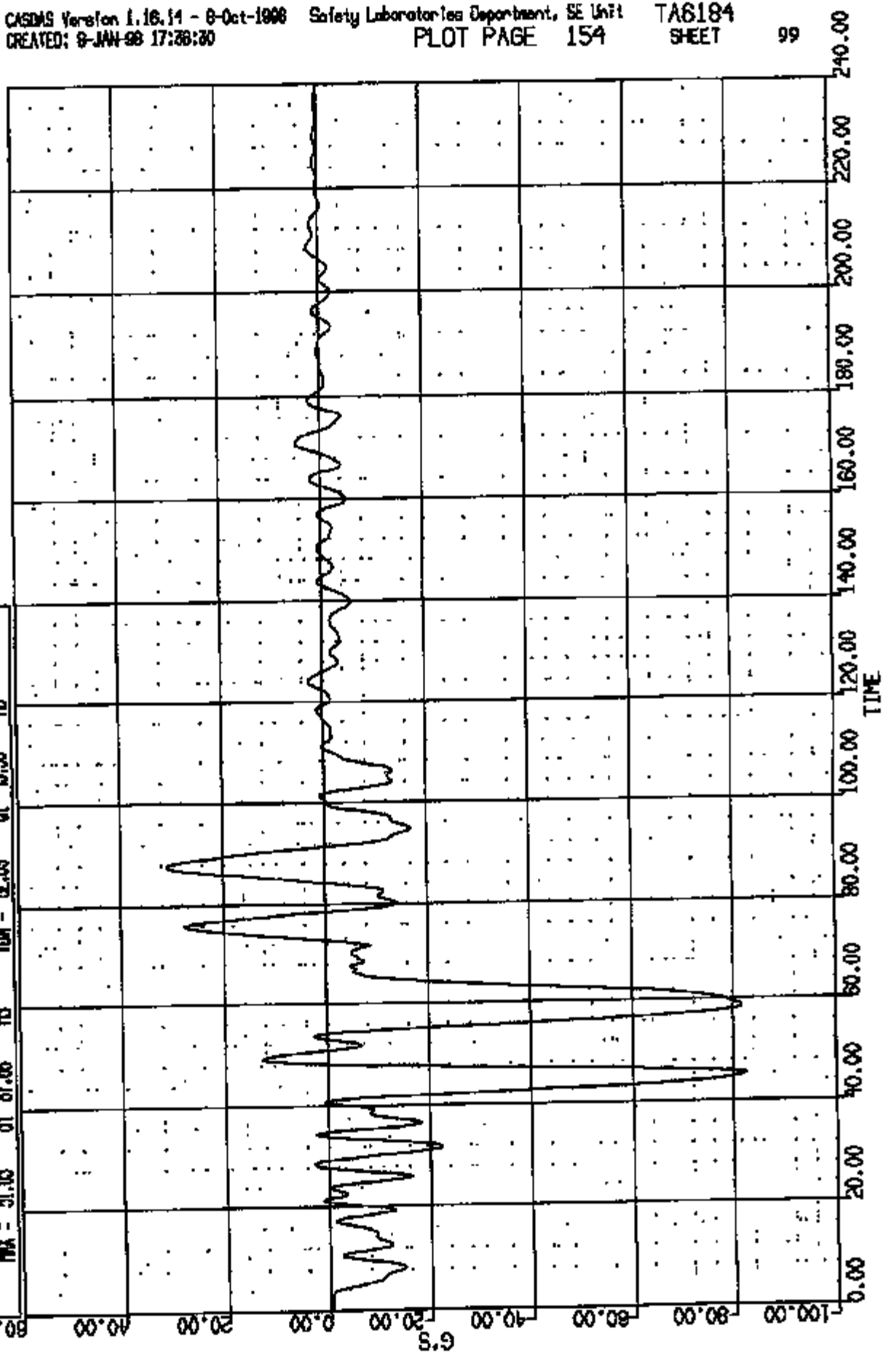
(108) CR1087AT C/F FLOOR PAN @ LHO ACD 8 AC 4000C
MAX = 1.896 at 16.61 MS MIN = 0.9941 at 16.88 MS

AXIS 1



CR R: 10974 TO: TA6184 DATE: 980108 18:50:24
2000 D-188 2000 D-188

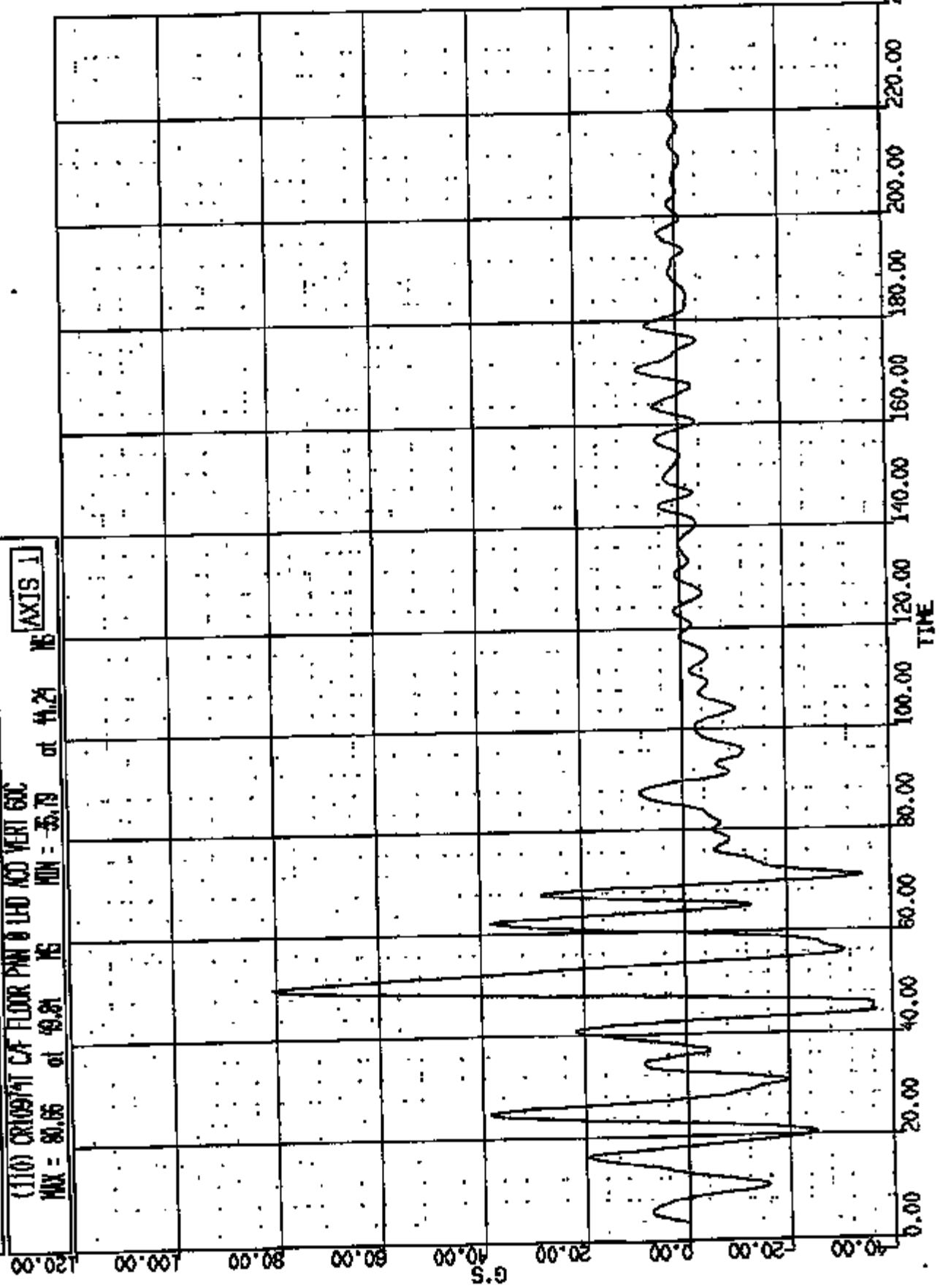
(109) CR10974 CF FLOOR PAV @ LHO AND LONG GAC
MAX = 31.05 of 87.68 MS MIN = -82.80 of 55.35 MS
AXIS 1



CR R: 10974 TO: TAB184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(110) ORIGIN: 417 FLOOR PLAN @ LHO AND VERT 600
MAX = 80.65 at 49.81 MS MIN = -35.79 at 41.24 MS

AXIS 1

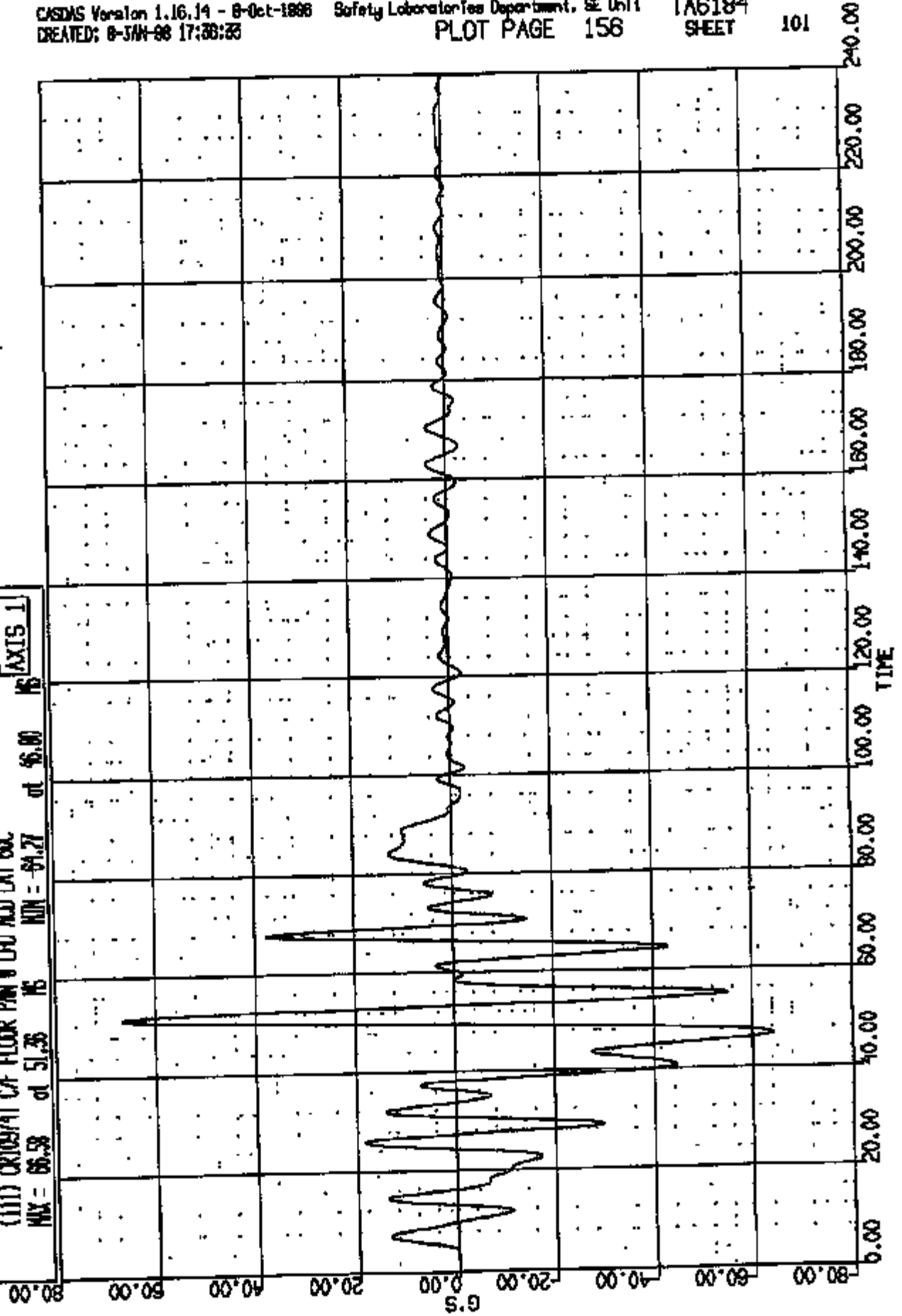


CR R: 10974 TO: TA6184 DATE: 880108 18:50:24
2000 D-166 2000 D-166

(111) ORIGIN AT C/F FLOOR PAN @ LUD ASD LAT 60C

MAX = 66.58 of 51.35 MS MIN = 61.27 of 6.00 MS

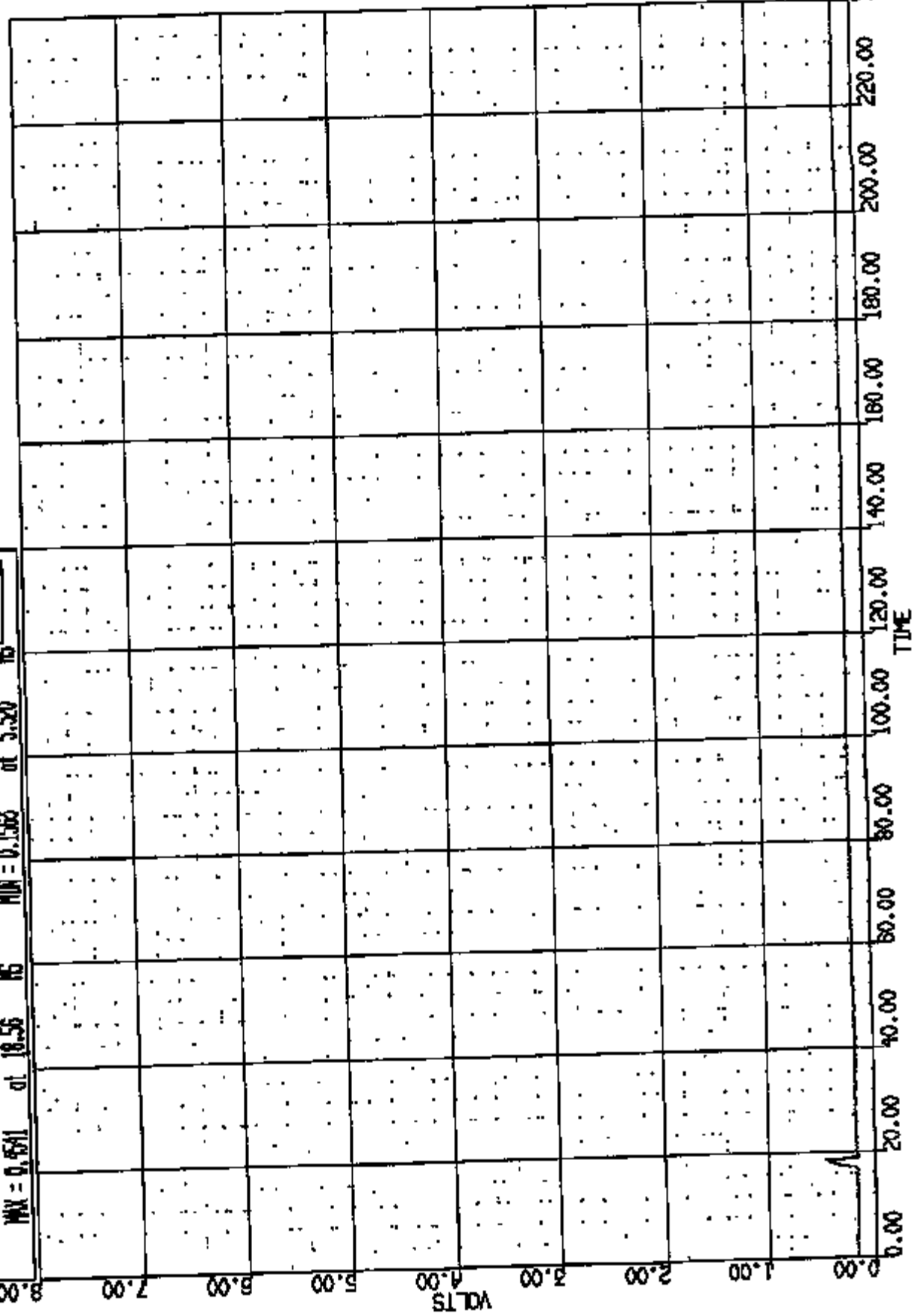
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

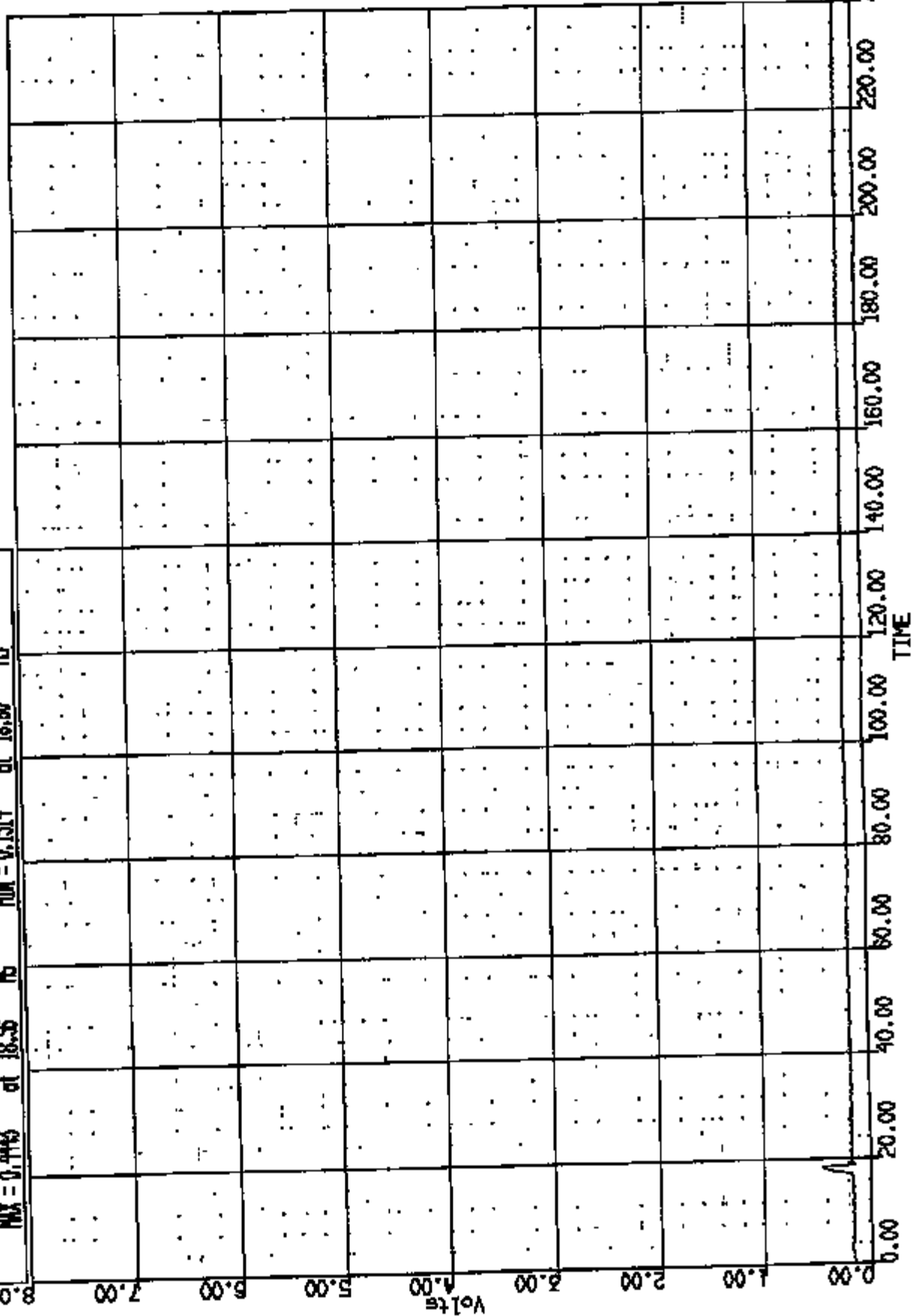
(112) ORIGIN AT C/F FLOOR PAN @ 340 ACQ 1 AC 4000C
MAX = 0.4541 at 18.56 MS MIN = 0.1563 at 5.50 MS

AXIS 1



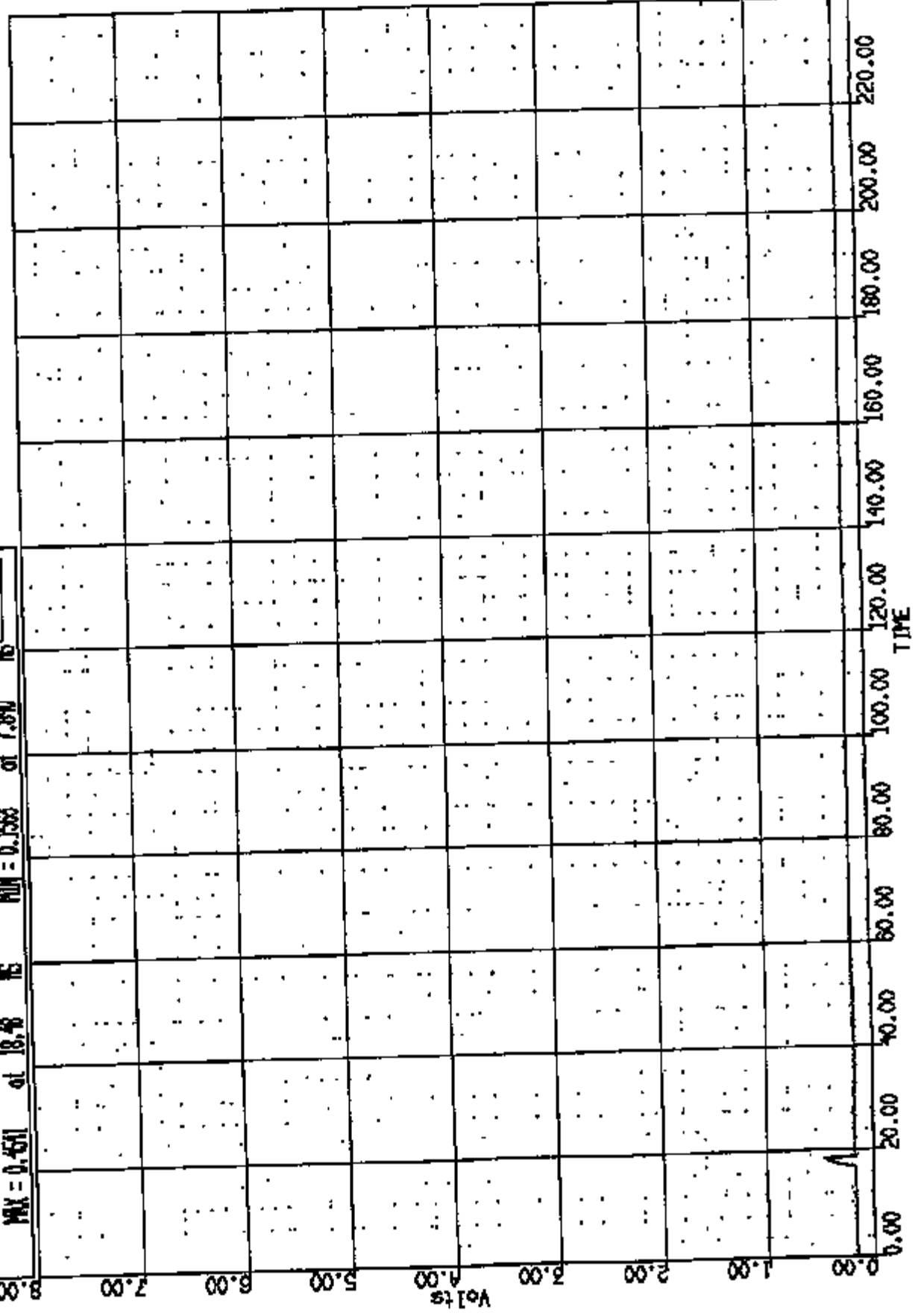
CR N: 10974 TO: TAG184 DATE: 980108 16:50:24
2000 D-186 2000 D-186

(113) CRUSHT C/F FLOOR PIN @ RD AD 2 AC 400C
MAX = 0.4463 at 18.55 MS MIN = 0.1514 at 18.80 MS
MS AXIS 1



CR R: 10974 TO: TAG184 DATE: 090108 16:50:24
2000 D-186 2000 D-186

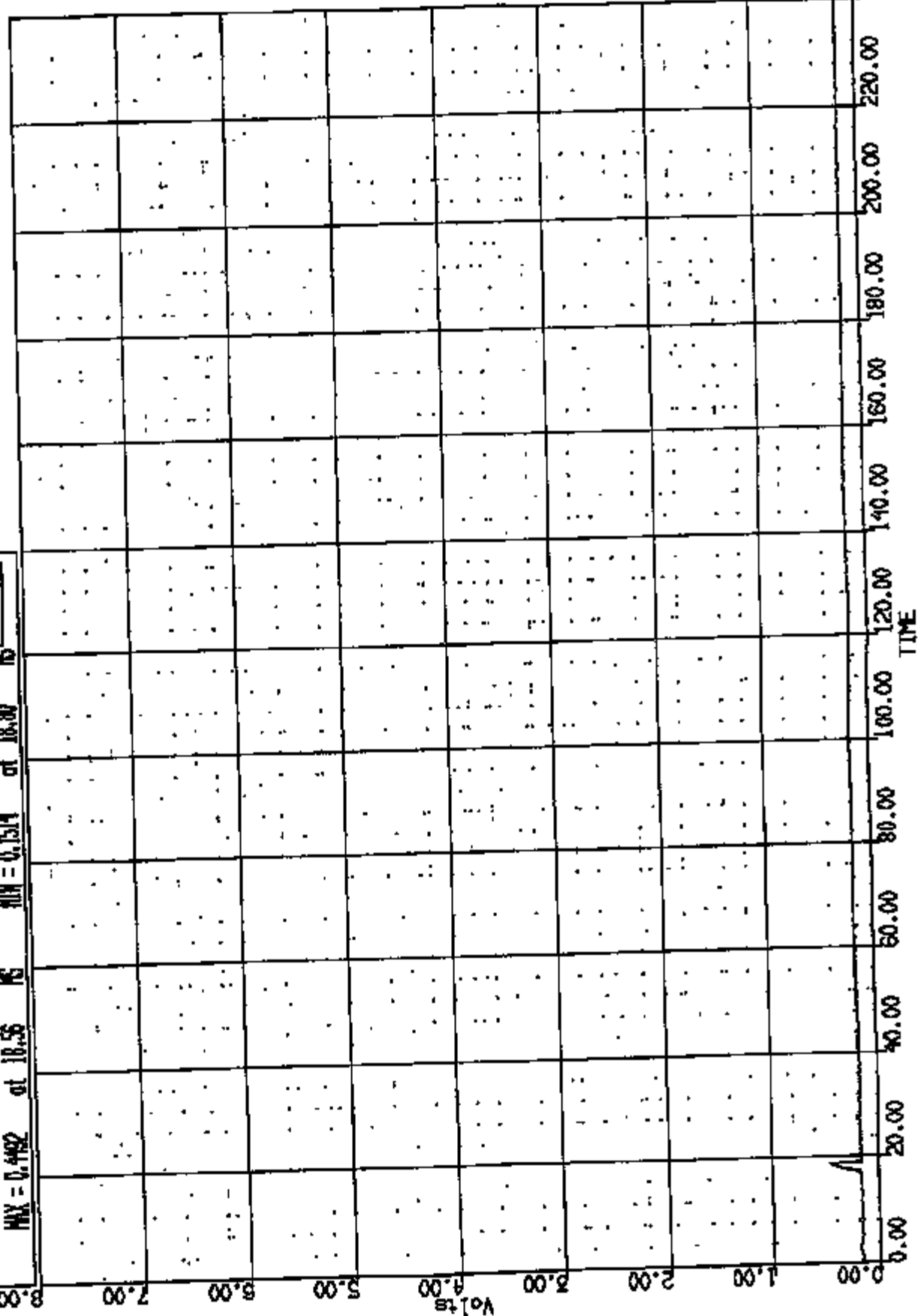
(114) CROGSTAT C/F FLOOR PAN @ RD ACQ 3 AC 4000C
MAX = 0.4511 at 18.48 MS MIN = 0.1553 at 7.890 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880109 16:50:27
2000 D-188 2000 D-188

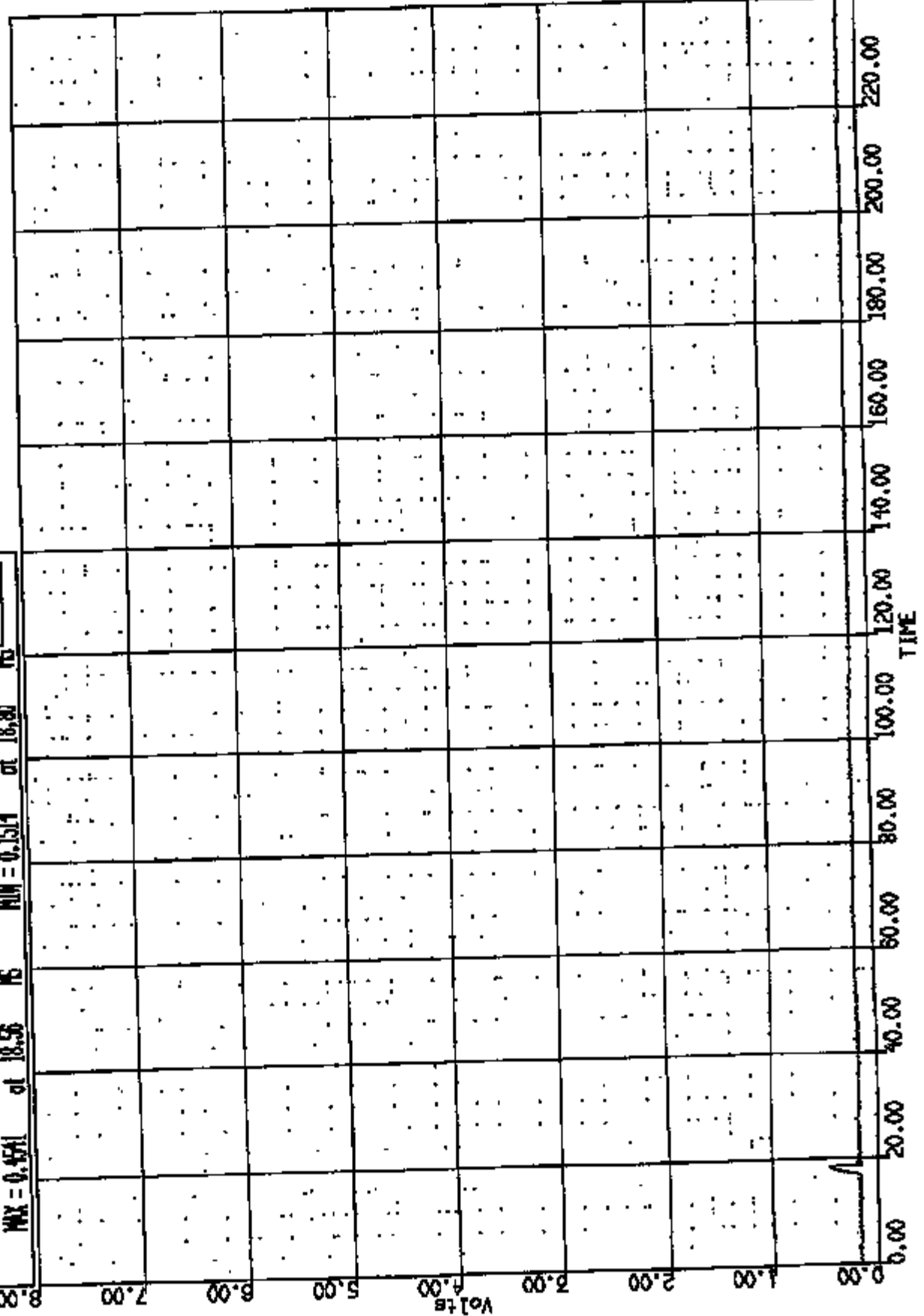
(115) CHROMSTAT C/F FLOOR PAN @ RAD ACQ 4 MC 4000C
MAX = 0.4482 at 18.56 MS MIN = 0.1514 at 18.80 MS

AXIS 1



CR R: 10974 TO: TA8184 DATE: 86108 18:50:24
2000 D-188 2000 D-188

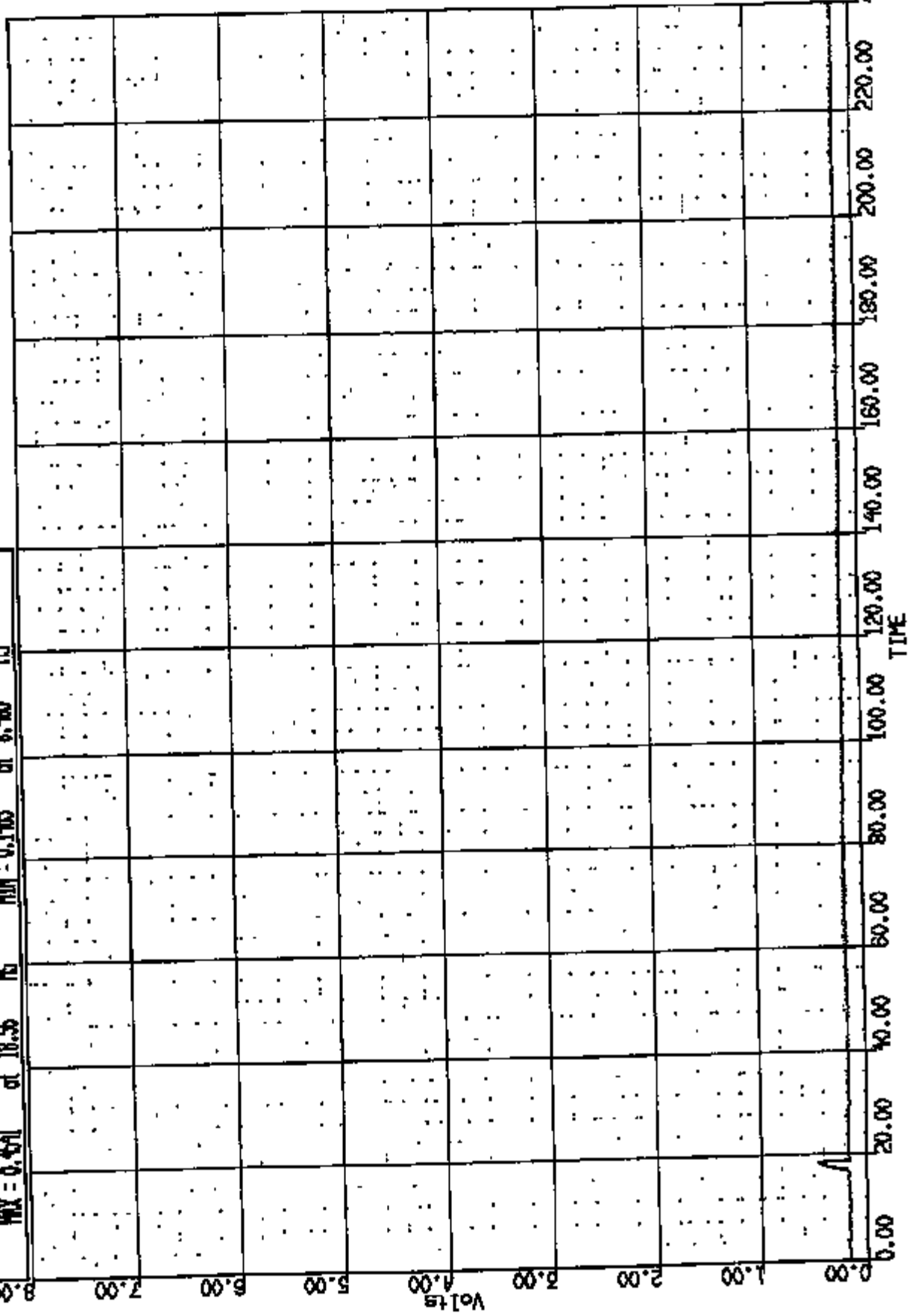
(116) CR10974T C/F FLOOR PAN @ RHD ADD 5 AC 4000C
MAX = 0.4541 at 18.56 MS MIN = 0.1514 at 18.91 MS
AXIS 1



CR R: 10974 TO: TAG184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(117) CRIGSTAT C/F FLOOR PAN @ RAD ACID 6 AC 4000C
MAX = 0.451 at 18.55 MS MIN = 0.145 at 8.40 MS

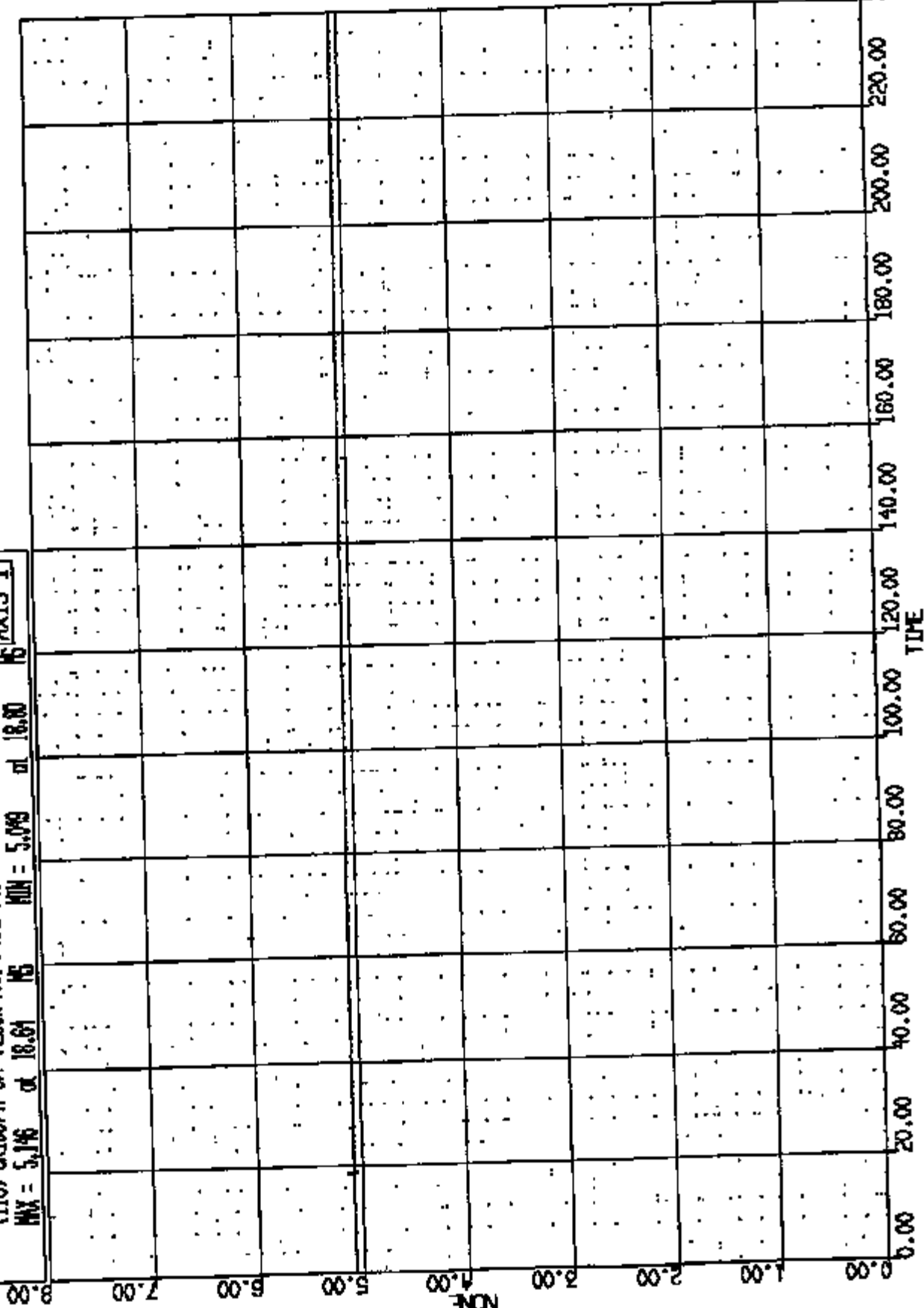
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-180

(118) ORIGINAT C/F FLOOR PAN @ RHD ACD 7 AC 4000C
MAX = 5.146 at 18.61 MS MIN = 5.099 at 18.80 MS

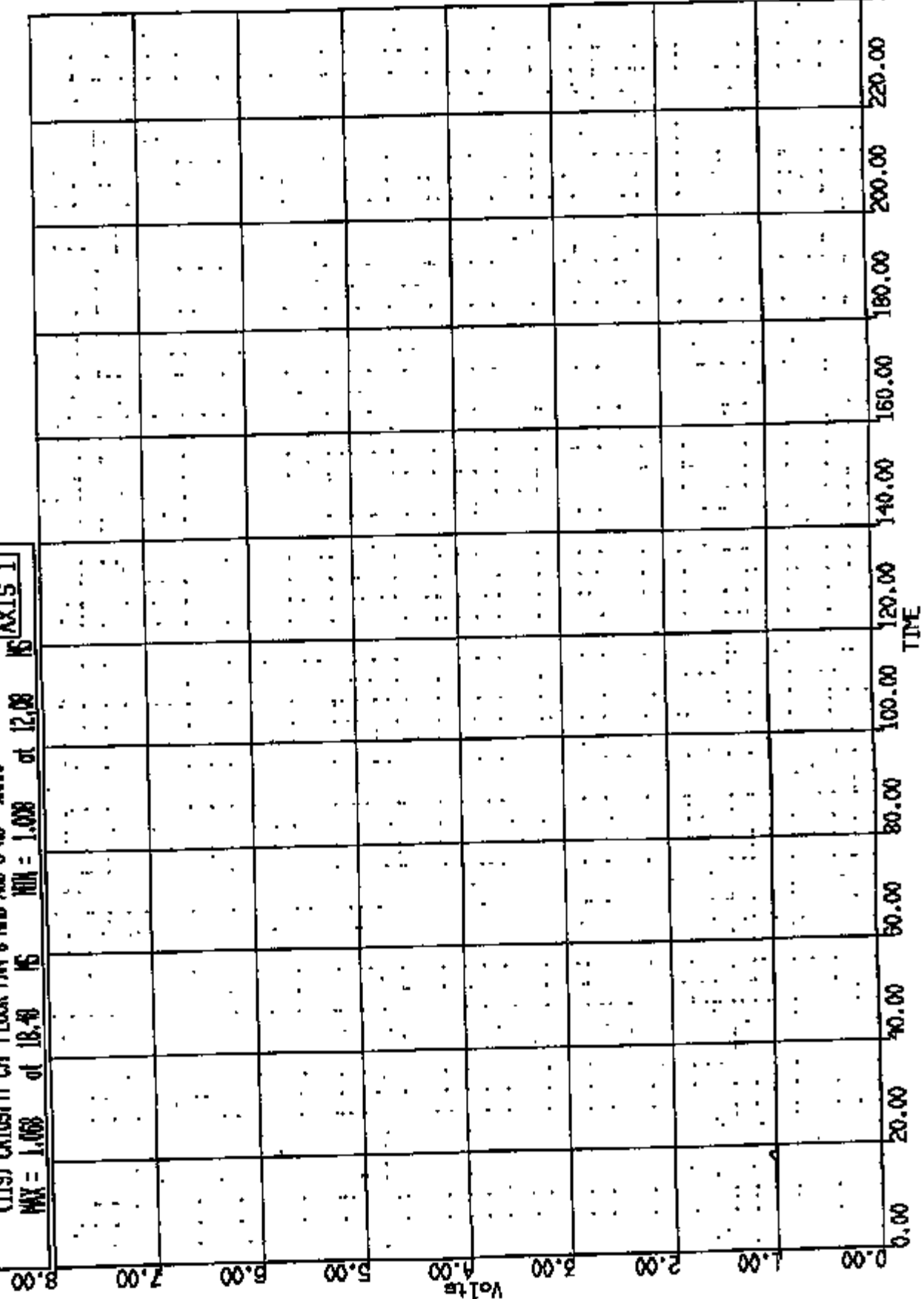
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 18:50:24
2000 0-186 2000 D-186

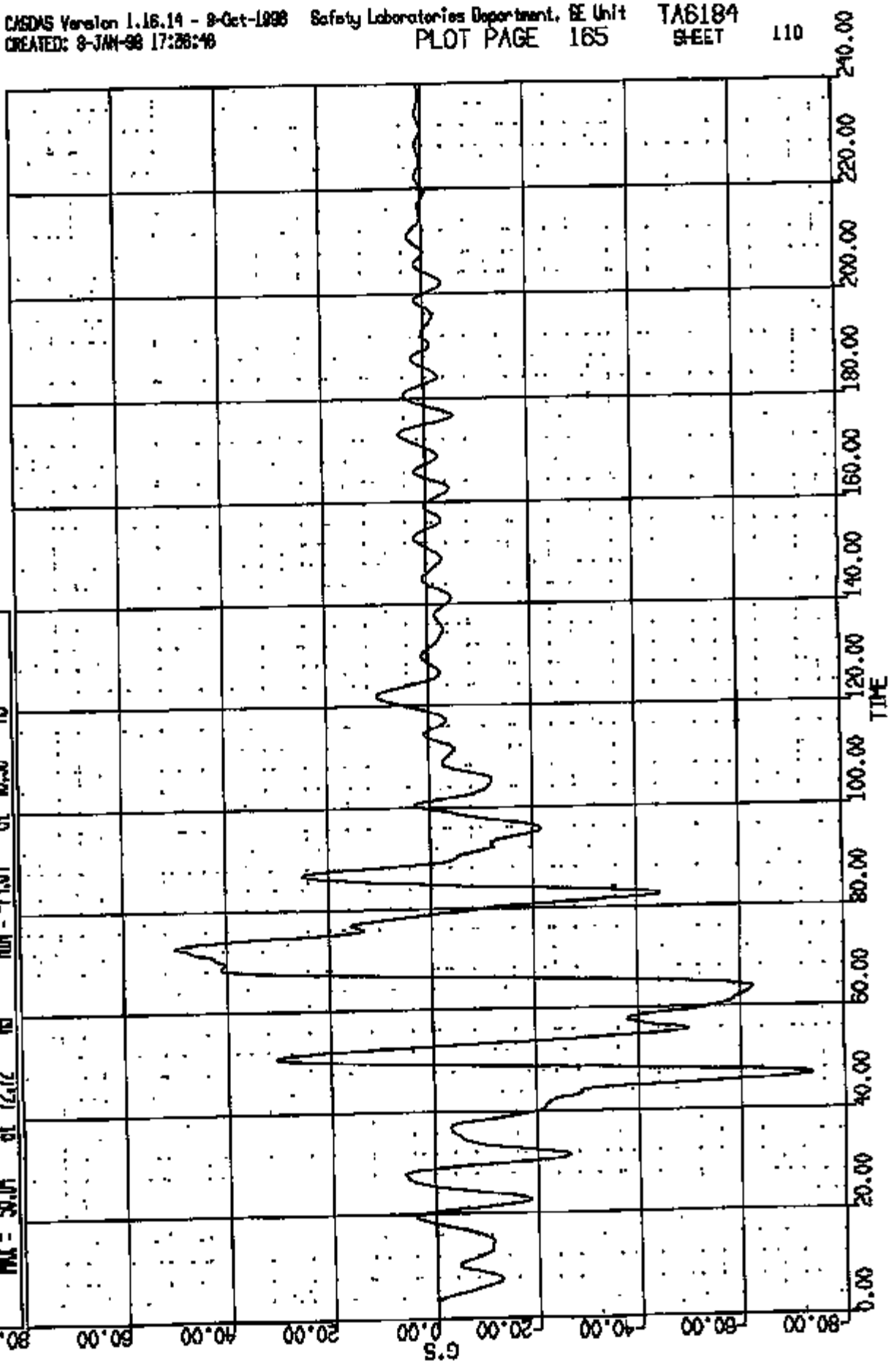
(119) CR10974T CAF FLOOR PAN @ RD ACID 8 AC 4000C
MAX = 1.008 at 18.40 MS MIN = 1.008 at 12.00 MS

AXIS 1



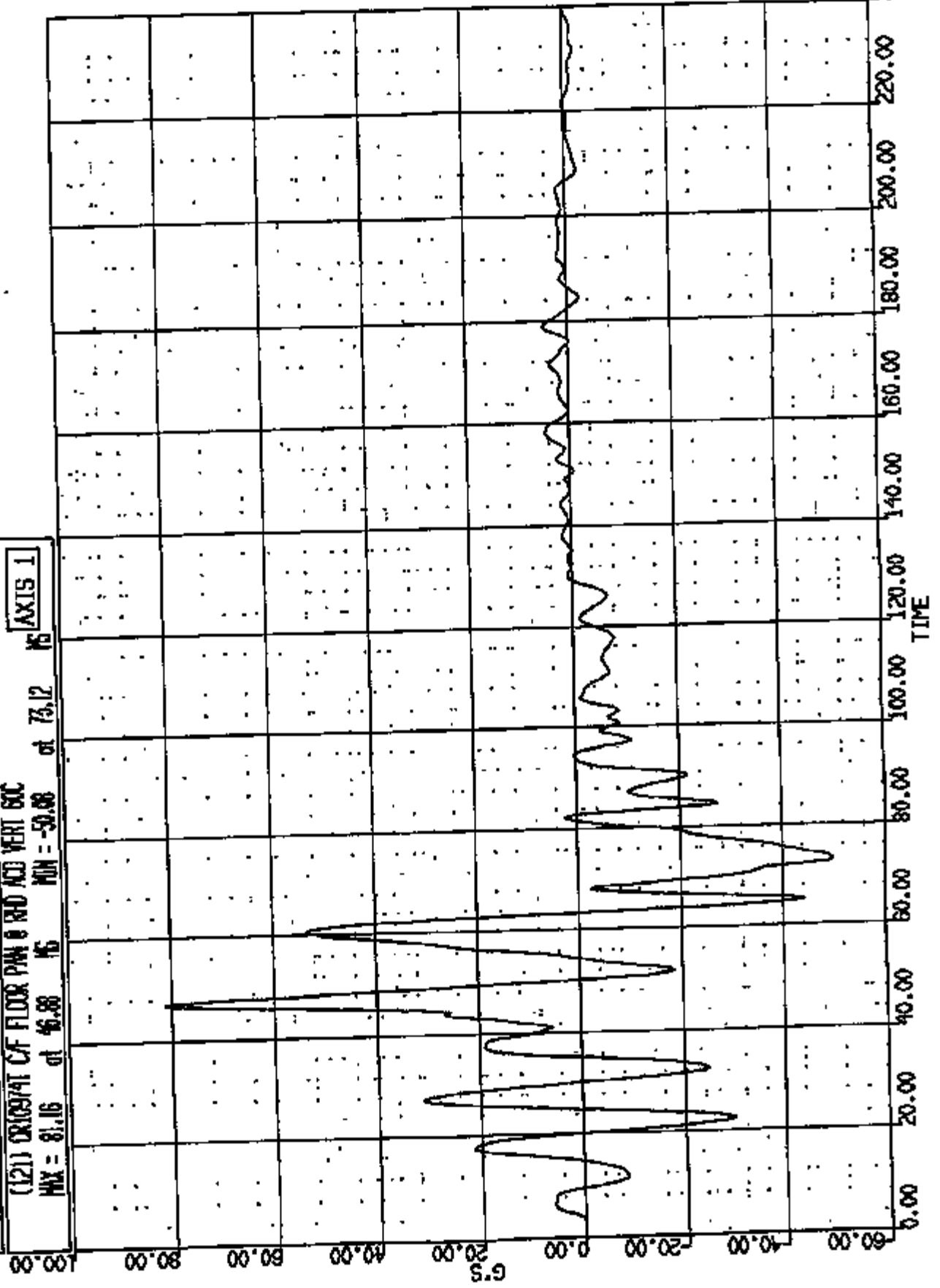
DR R: 10974 TO: TAB184 DATE: 980108 16:50:24
2000 D-188 2000 D-188

(12N) ORIGINAT C/F FLOOR PAN @ RAD ACQ LONG GAC
MAX = 59.01 at 72.72 MS MIN = -74.04 at 46.96 MS
AXIS 1



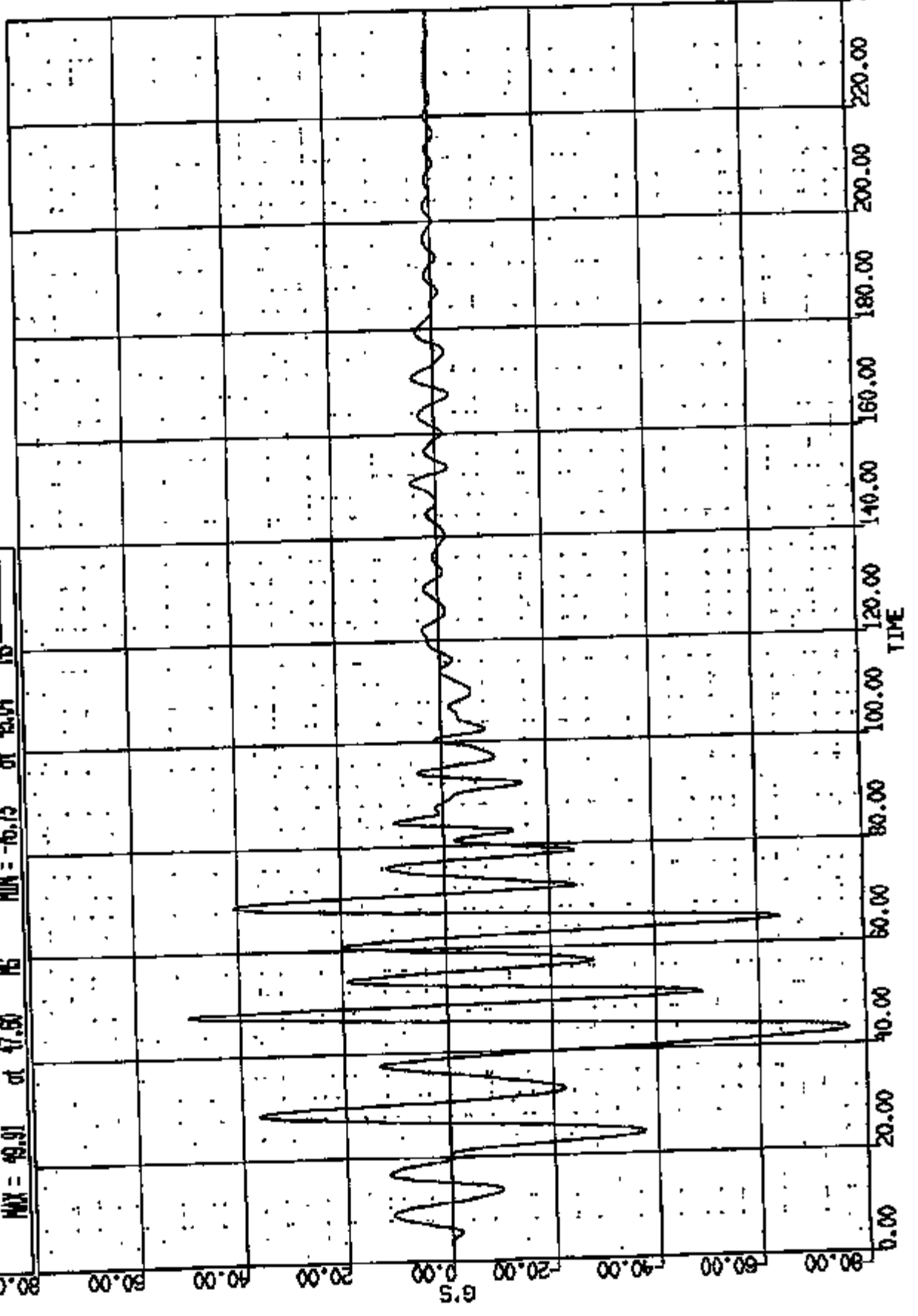
GR R: 10974 TO: TAS184 DATE: 980108 16:50:24
2000 D-168 2000 D-198

(121) ORIGINAL C/F FLOOR PAN @ RD AND VERT 60C
MAX = 81.16 at 46.88 MS MIN = -50.98 at 73.12 MS
AXIS 1



CR N: 10974 TO: TAG184 DATE: 080108 18:30:24
2000 D-188 2000 D-188

(122) ORIGIN AT C/F FLOOR PAN @ MID AND LAT SAC
MAX = 49.91 at 17.50 MS MIN = -76.73 at 43.04 MS AXIS 1



CR N: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(77) CRUSHTAT LAMP LONG GUC

AXIS 1

MAX = 29.16 at 25.88 MS

MIN = -5.25 at 50.80 MS

100.00

80.00

60.00

40.00

20.00

G'S

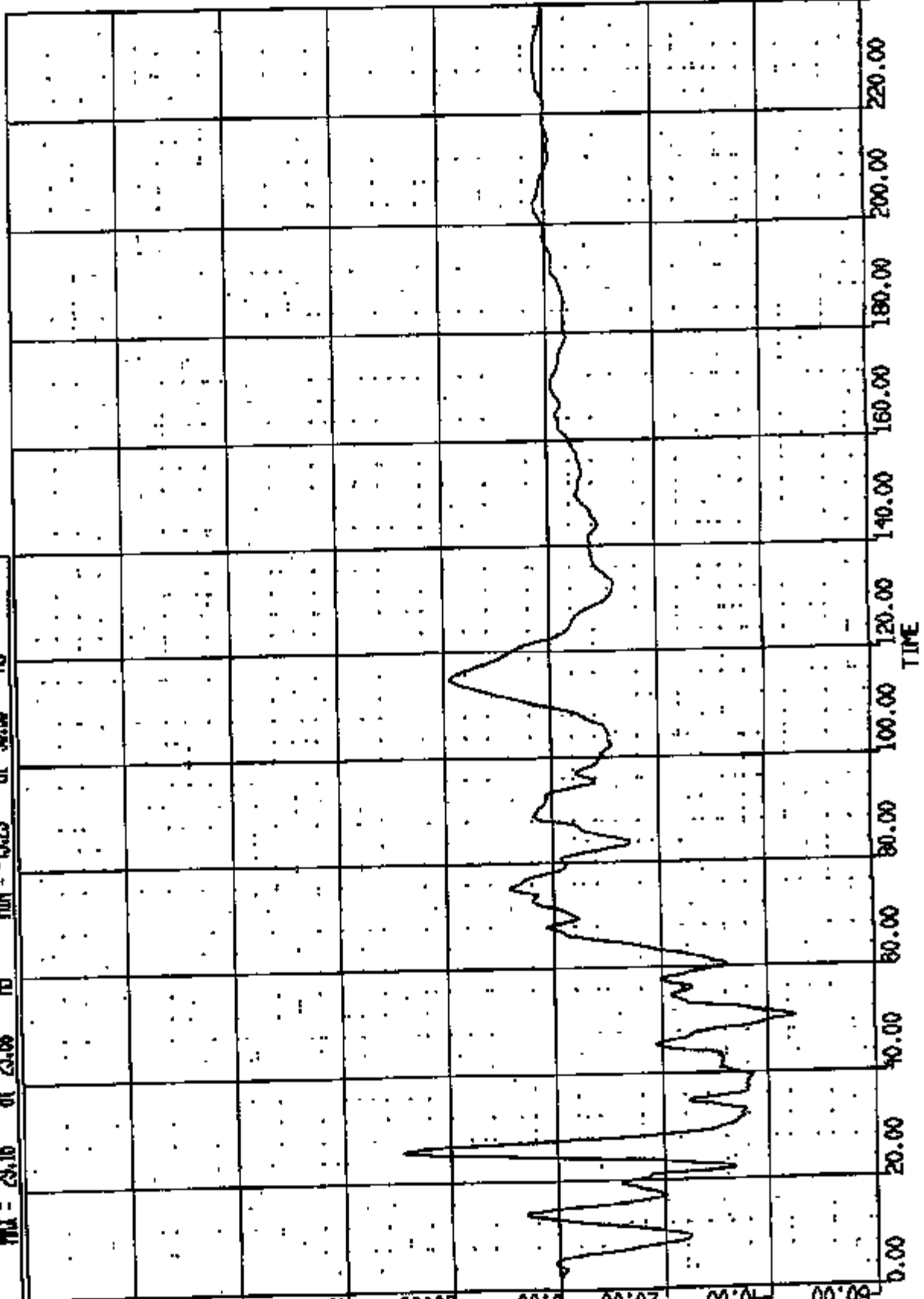
0.00

-20.00

-40.00

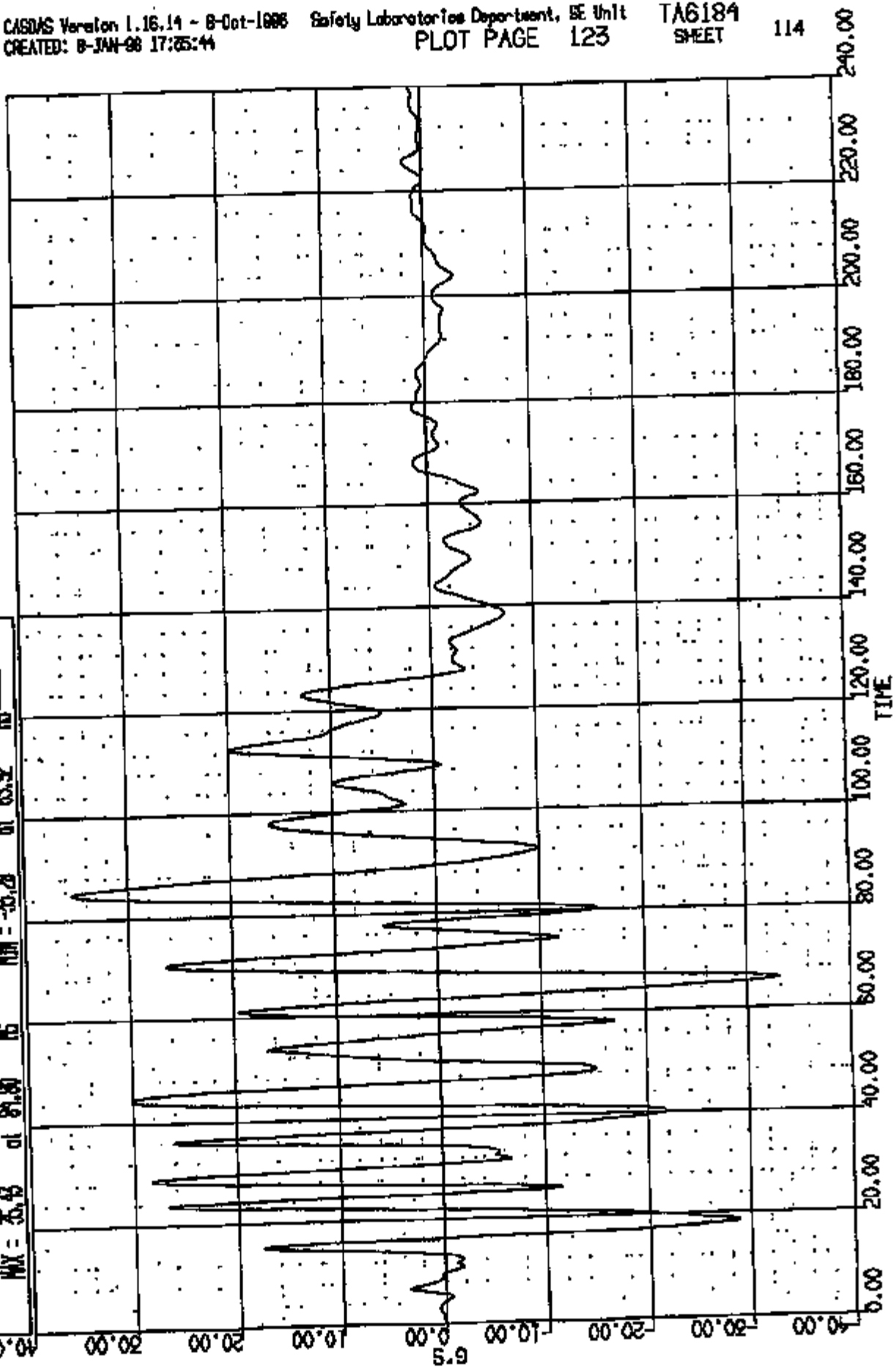
-60.00

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



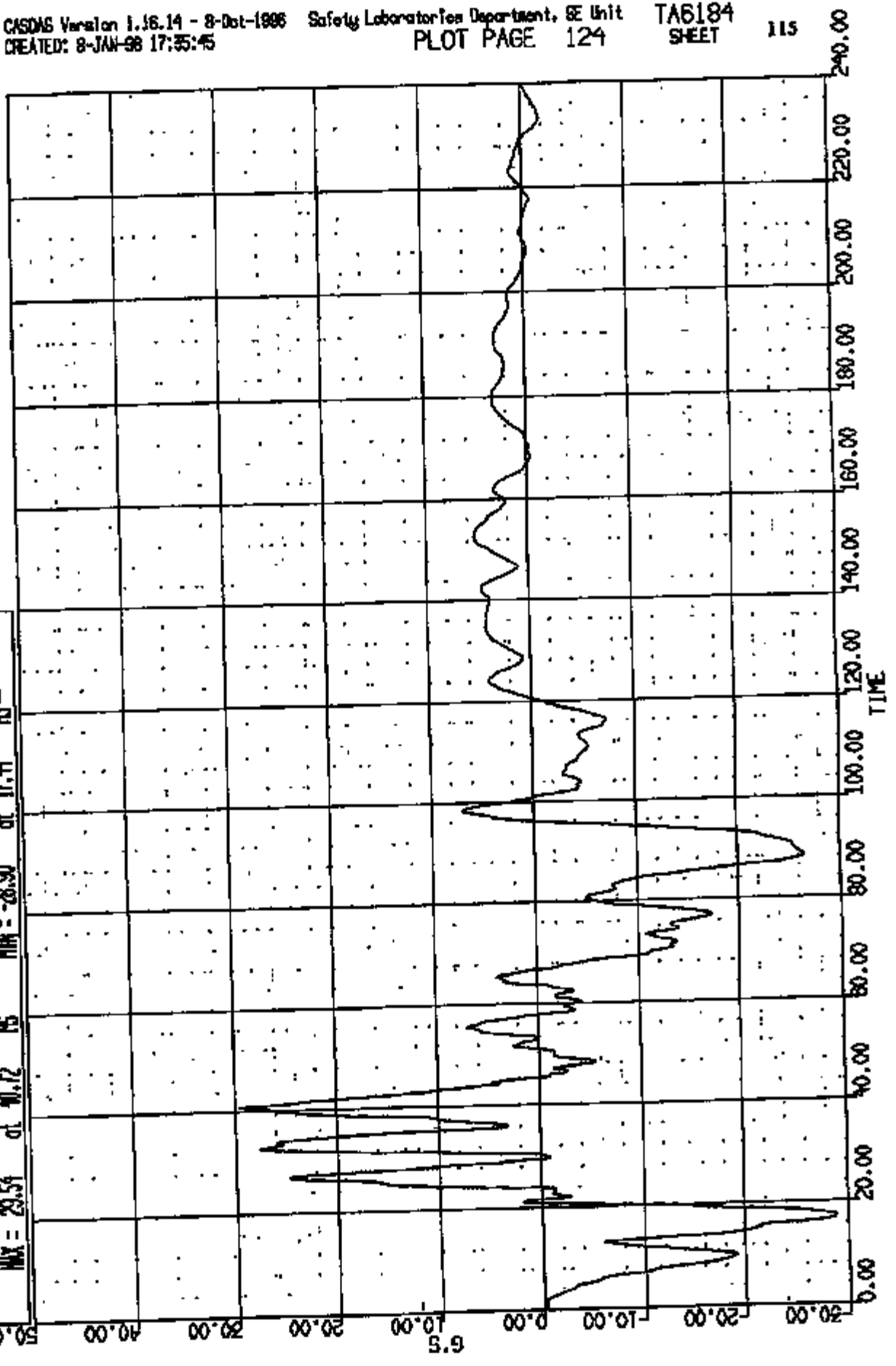
CR R: 10974 TO: TA6184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(78) CRUSTAL LAND VERT SAC
MAX = 35.43 at 81.80 MS
MIN = -33.28 at 65.92 MS
AXIS 1



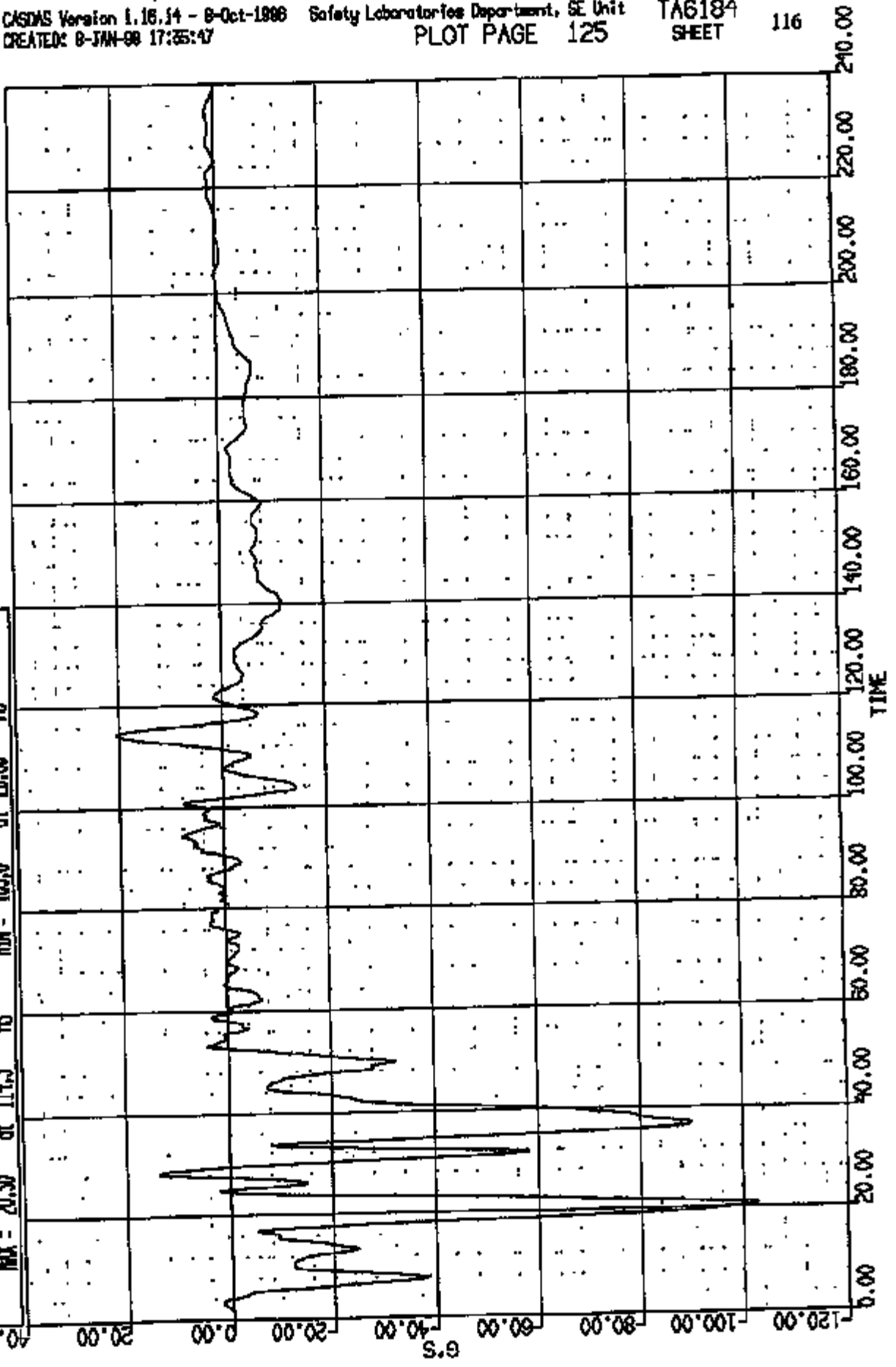
CR R: 10874 TO: TAB184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(79) CR10874T L/RND LAT GNC
MAX = 29.54 at 10.72 15
MIN = -28.90 at 17.41 16
AXIS 1



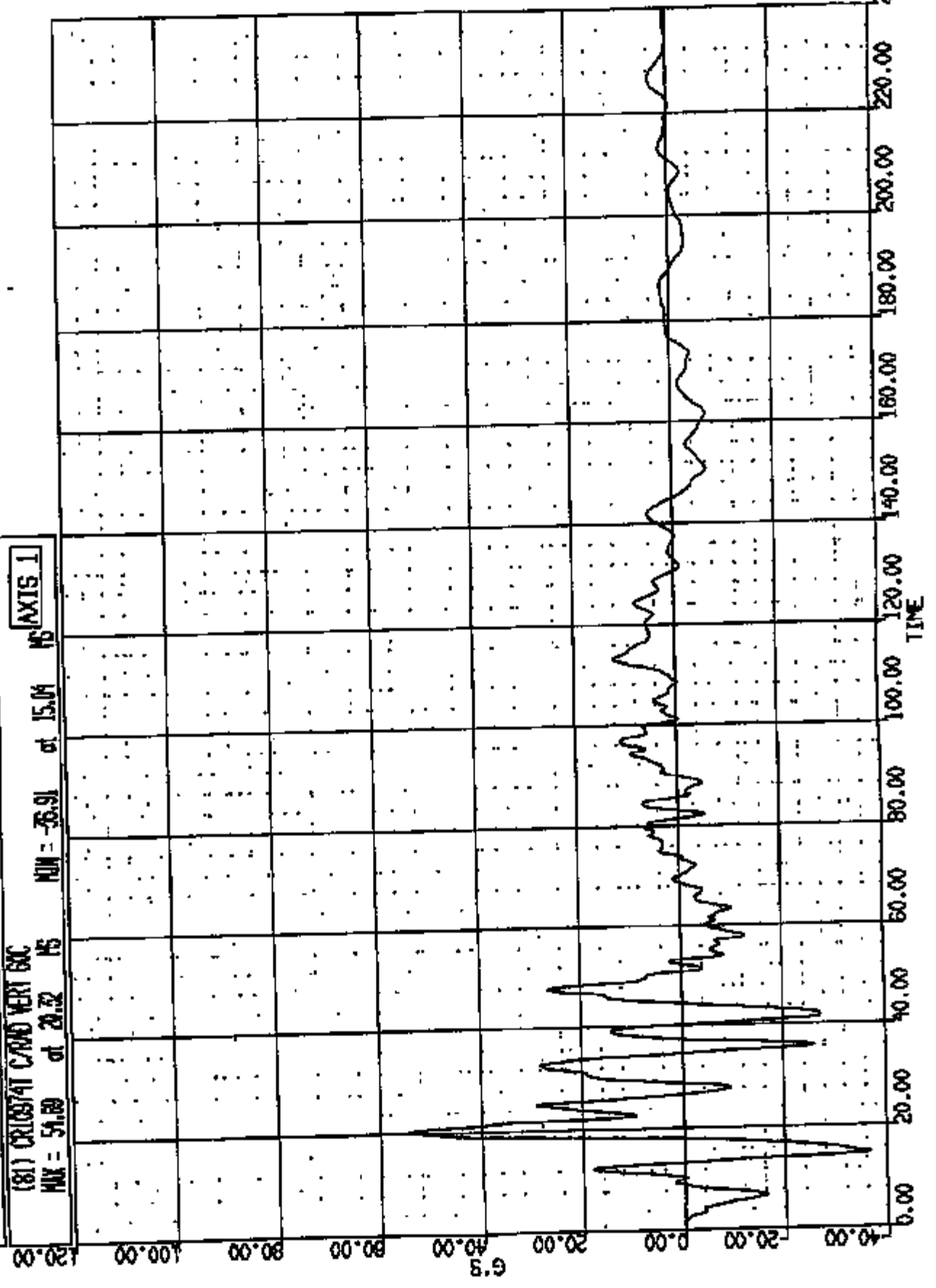
CRF R1 10874 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-198

(80) CR010741 CARD LONG 8XC
MAX = 20.50 at 14.5 16 MIN = -105.0 at 20.80 16
AXIS 1



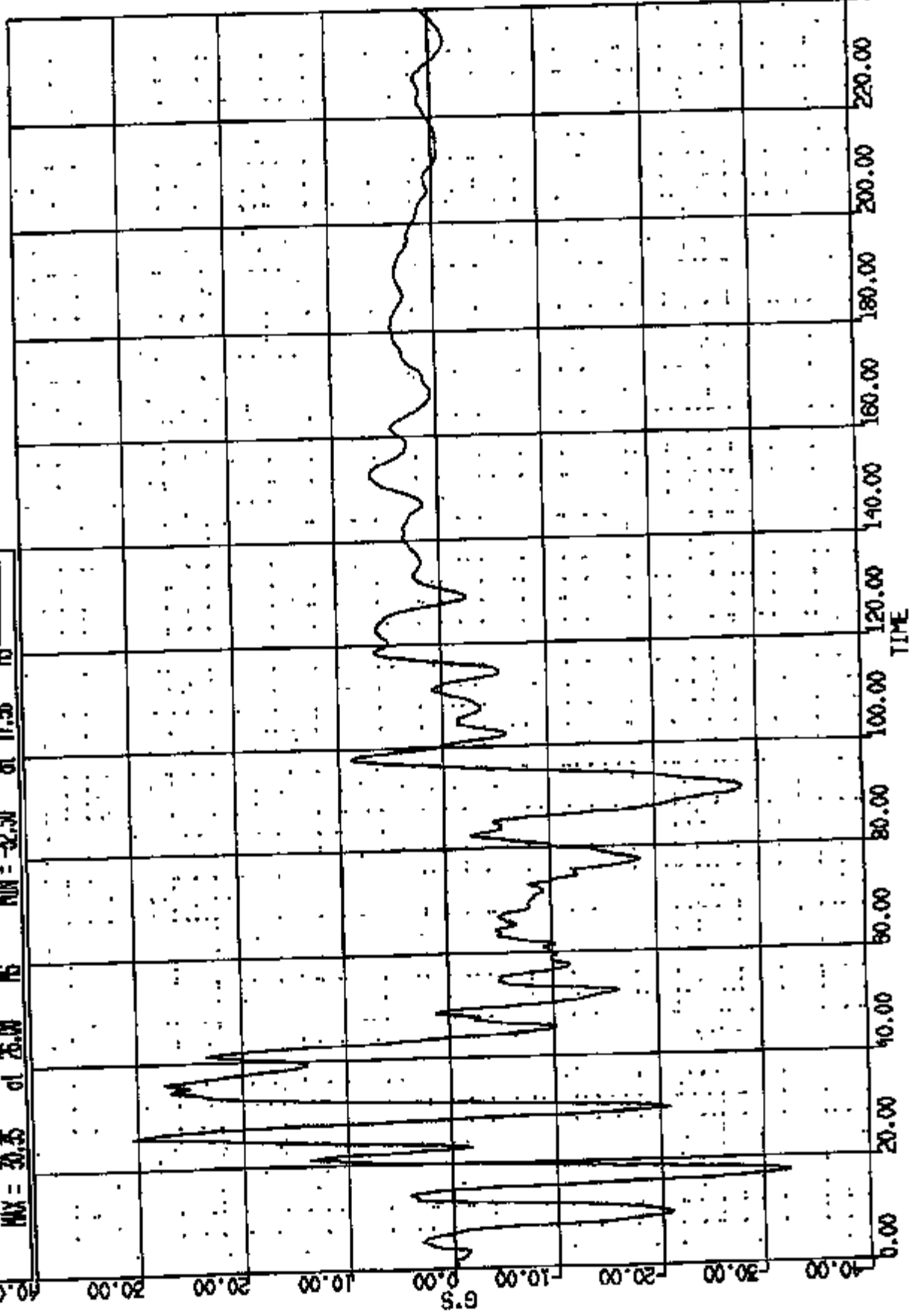
CR #: 10874 TO: TA6184 DATE: 080108 18:30:24
2000 D-186 2000 D-186

(81) CRISTAL CARNO VERT BAC
MAX = 51.80 at 28.32 MS
MIN = -36.91 at 15.04 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(82) CRU8741 CARNO LAT EOC
MAX = 30.35 of 25.00 MS
MIN = -32.50 of 17.35 MS
AXIS 1



CR R: 10074 TO: TAG184 DATE: 980108 16:30:24
2000 D-186 2000 D-186

(83) CR10974T BRAND LONG SOC
MAX = 31.41 at 05.40 MS
MIN = 80.97 at 37.52 MS

AXIS 1

50.00

40.00

30.00

20.00

10.00

0.00

-10.00

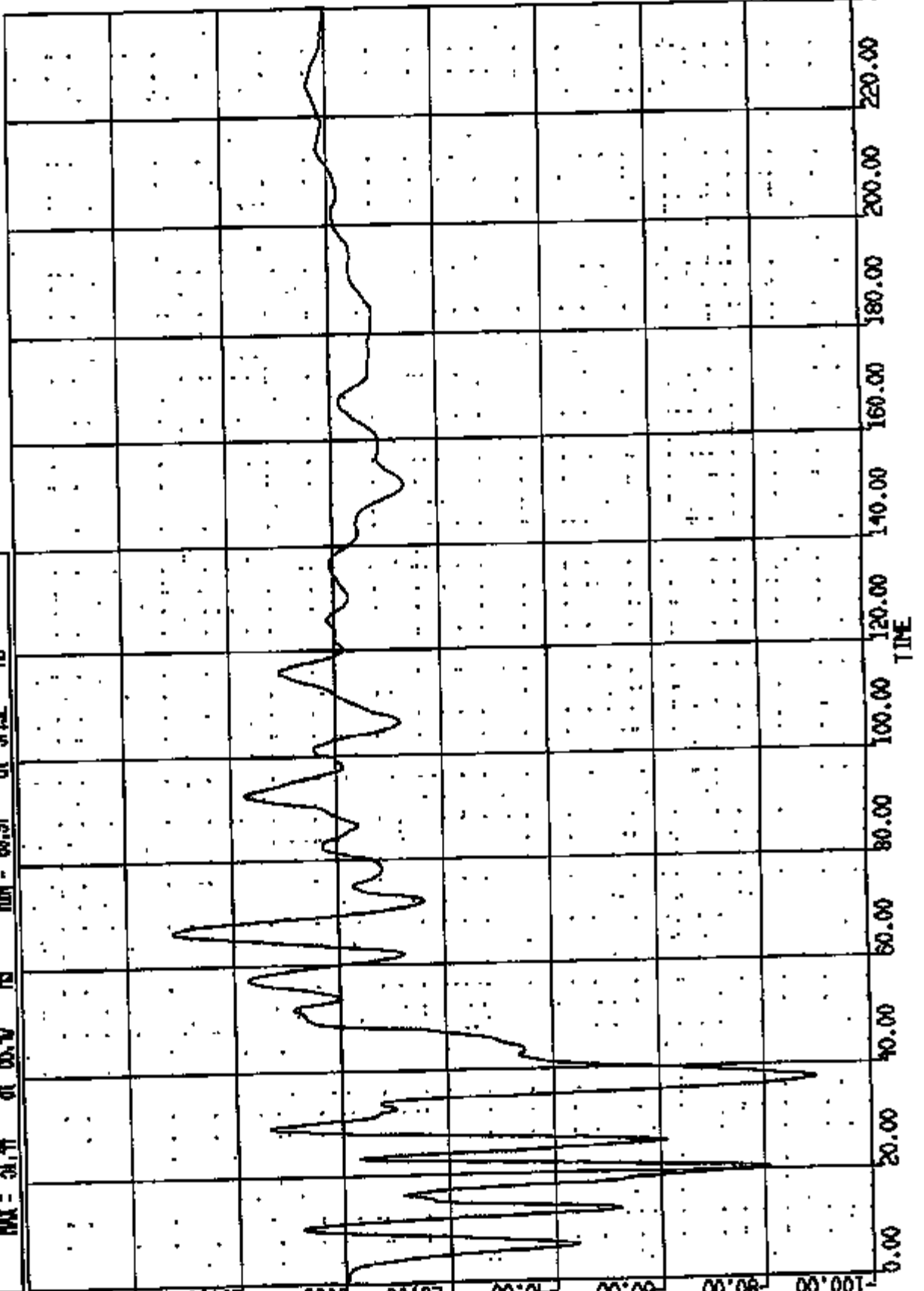
-20.00

-30.00

-40.00

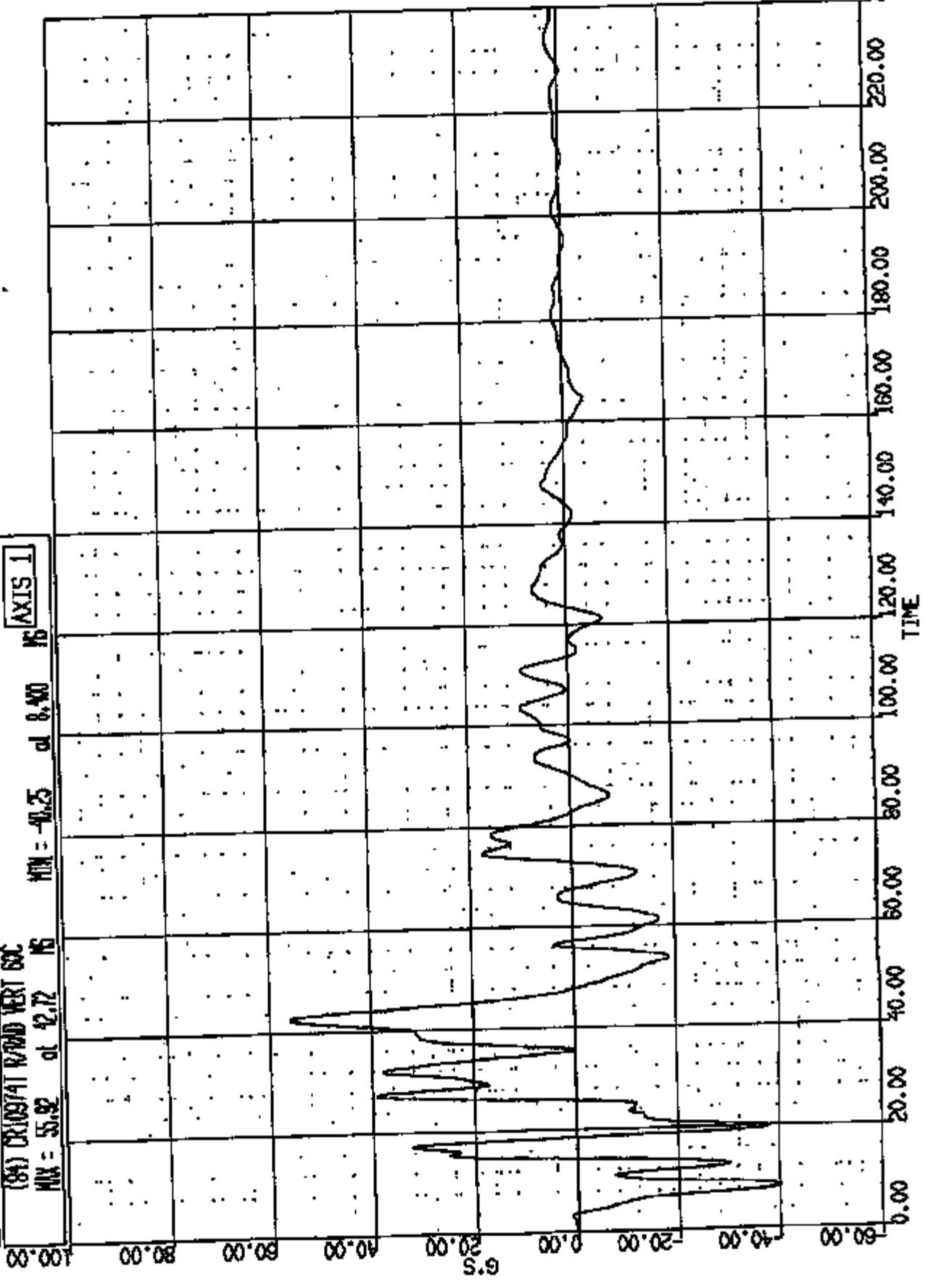
-50.00

G.S



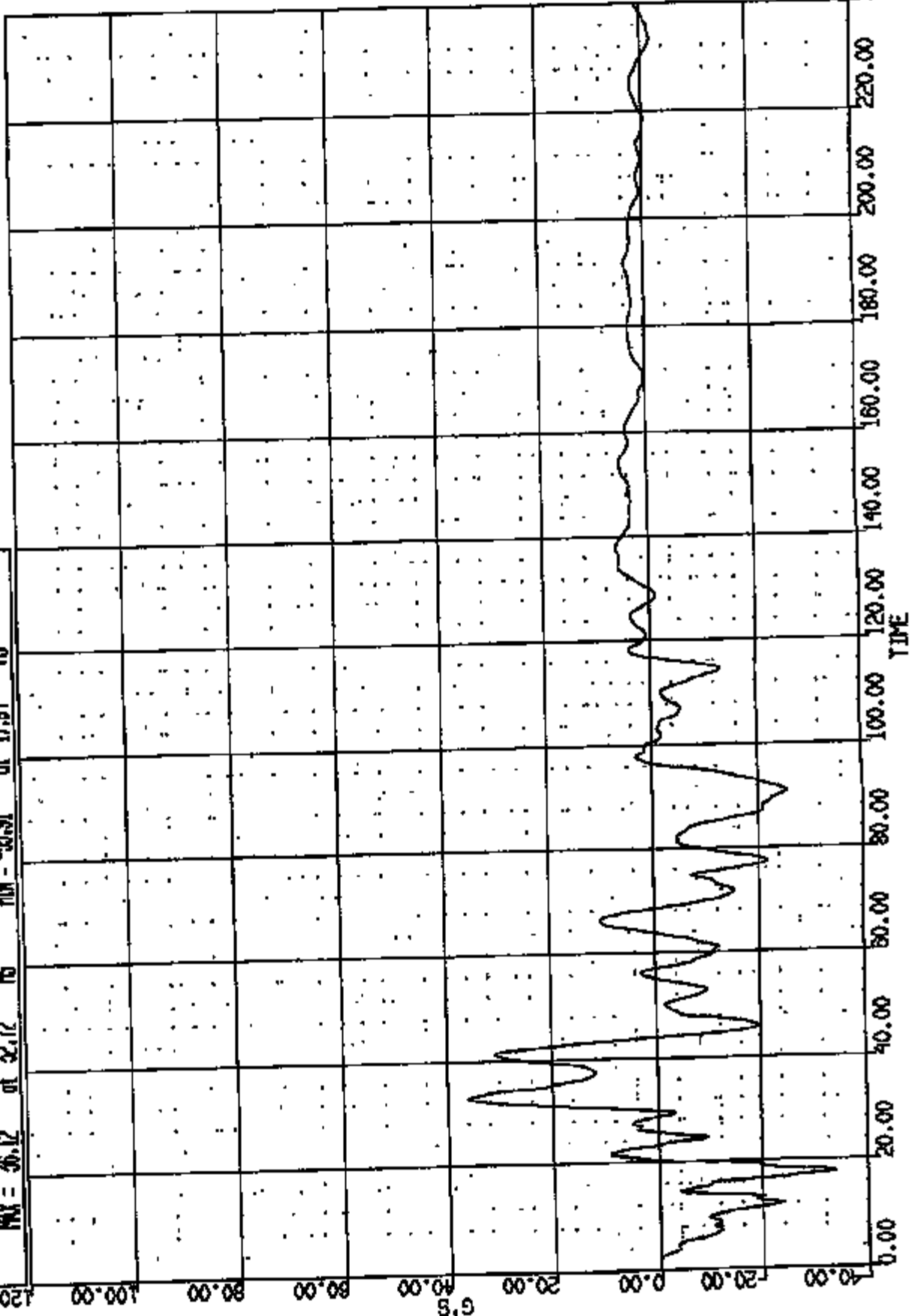
CR N: 10874 TO: TAB184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(84) DRUGS/TI RAMP VERT SOC
MIN = 55.92 at 42.72 16
MIN = -40.25 at 8.40 16
AXIS 1



CR R: 10874 TO: TAG184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(85) CR10974 R/RWD LAT 60C
MIN = 36.12 at 32.72 MS
MIN = 33.91 at 17.94 MS
AXIS 1

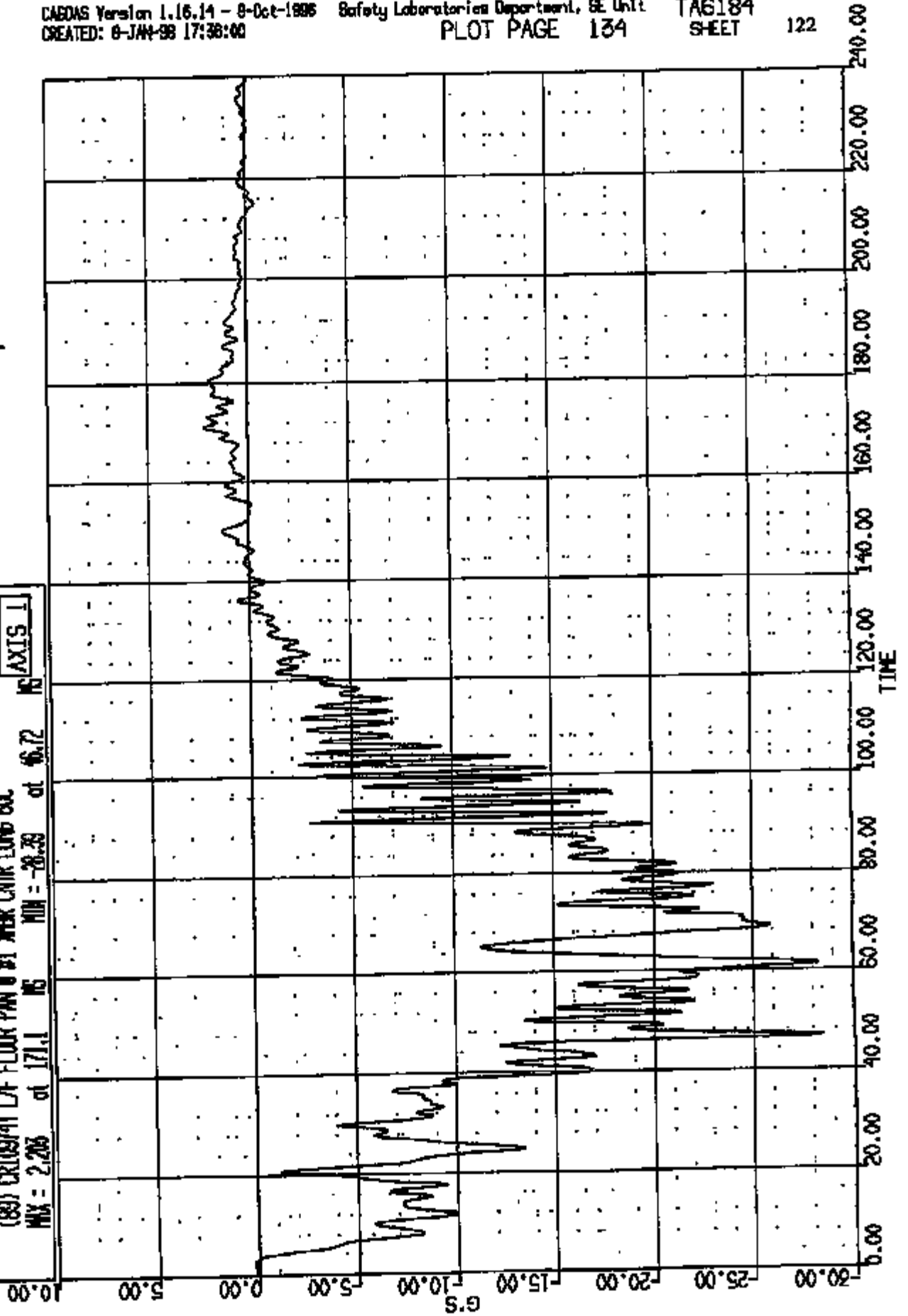


CR R: 10974 TO: TAG184 DATE: 8/10/98 16:50:24
2000 D-188 2000 D-188

(80) EXLOS/AT LF FLOOR PAN 0 #1 WER CNTR LONG 80C

MAX = 2.206 at 171.1 MS MIN = -8.39 at 66.72 MS

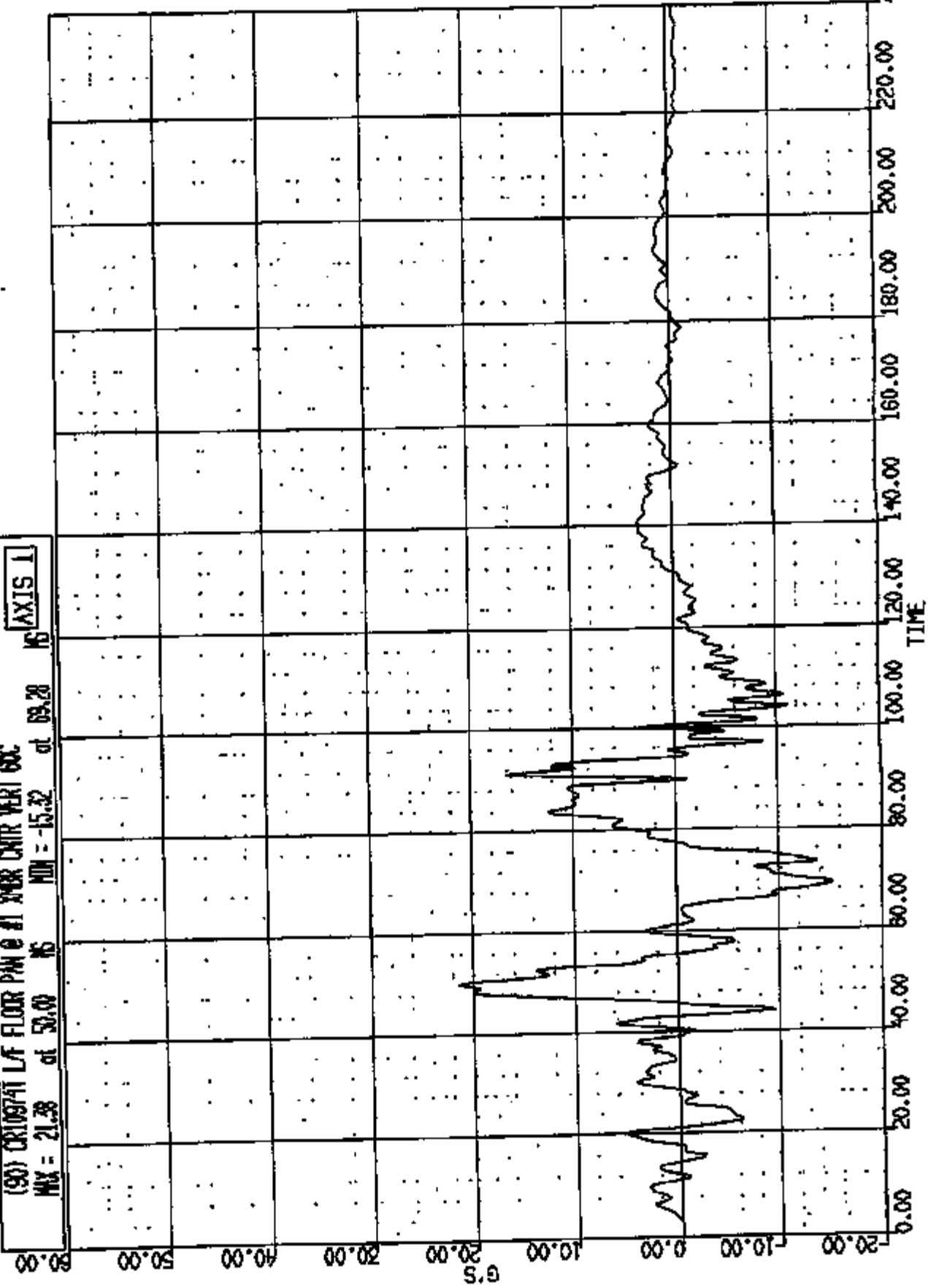
AXIS 1



CM R: 10874 TO: TAG184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

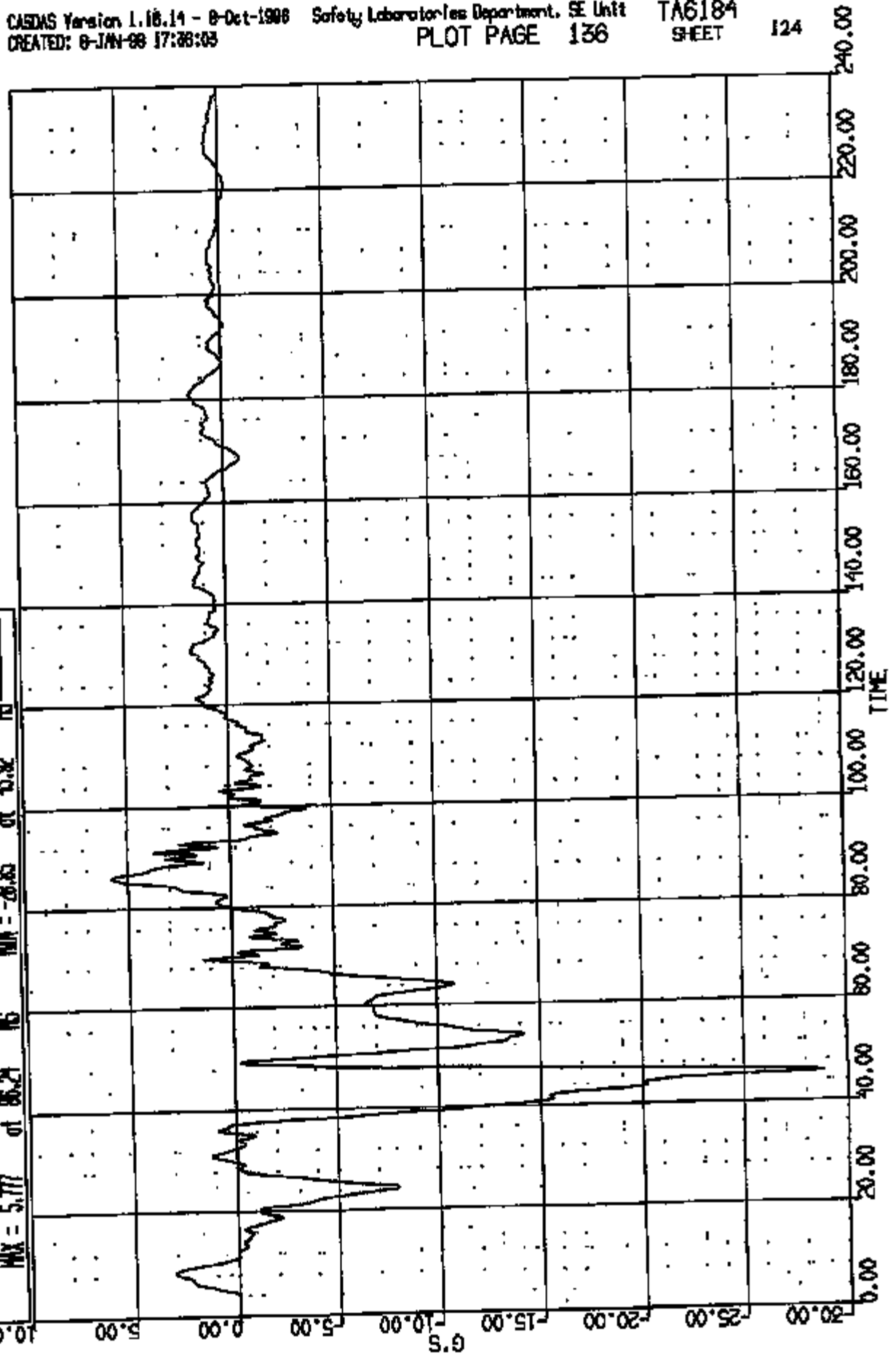
(90) CRUSH/AT LF FLOOR PANEL AT XMR CHIR VERT 60C
MAX = 21.38 at 50.00 MS MIN = -15.32 at 89.28 MS

AXIS 1



CR R: 10674 TO: TA6184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(91) CRUSG741 L/F FLOOR PAN @ #1 WATER CONTN LAT 60C
MAX = 5.777 at 86.24 MS MIN = -28.85 at 45.92 MS
AXIS 1

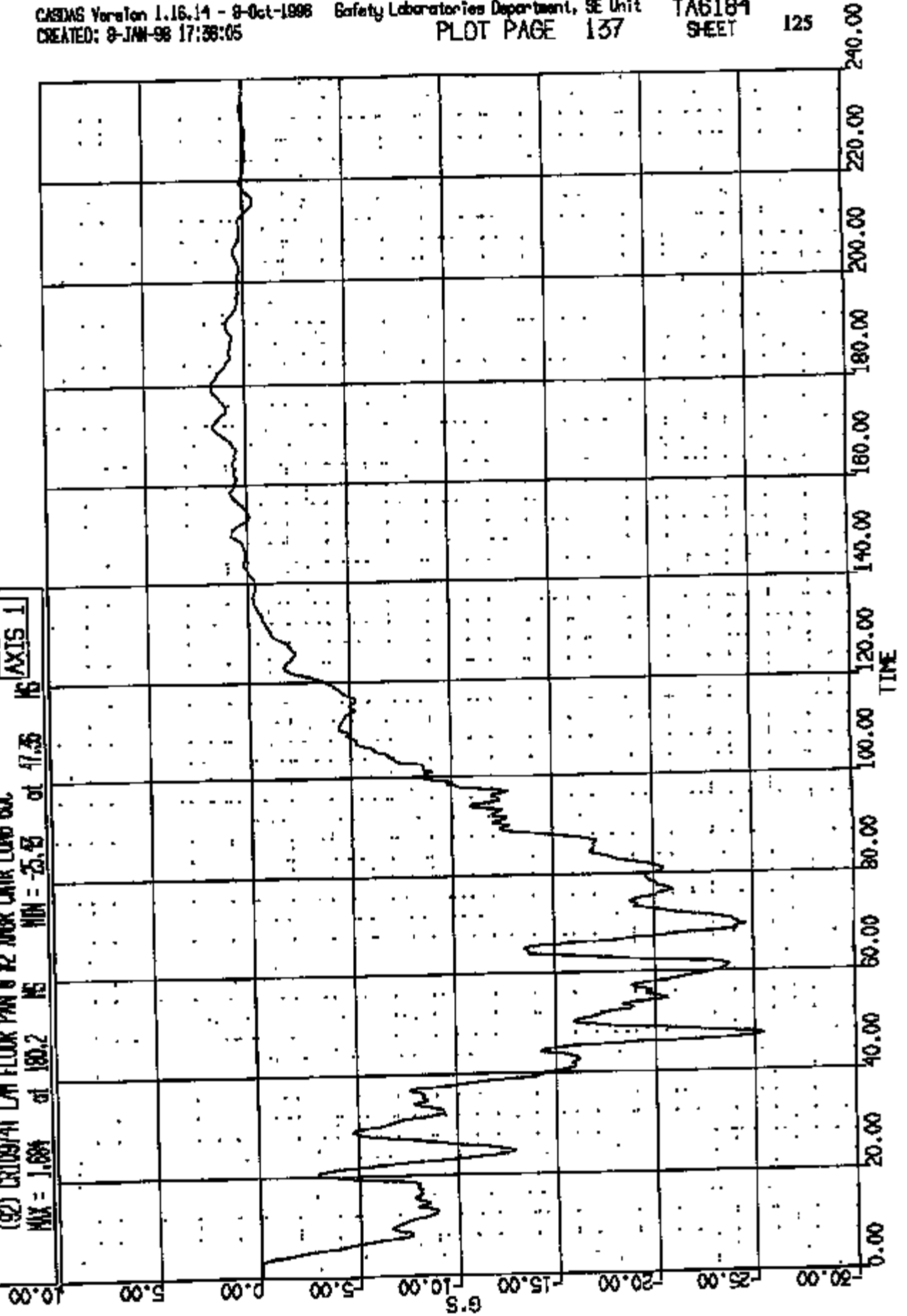


CR R: 10974 TO: TA6184 DATE: 080108 18:30:24
2000 D-186 2000 D-186

(92) CR10974T LAM FLOOR PAN 6 12 YEAR CNTR LONG GSC

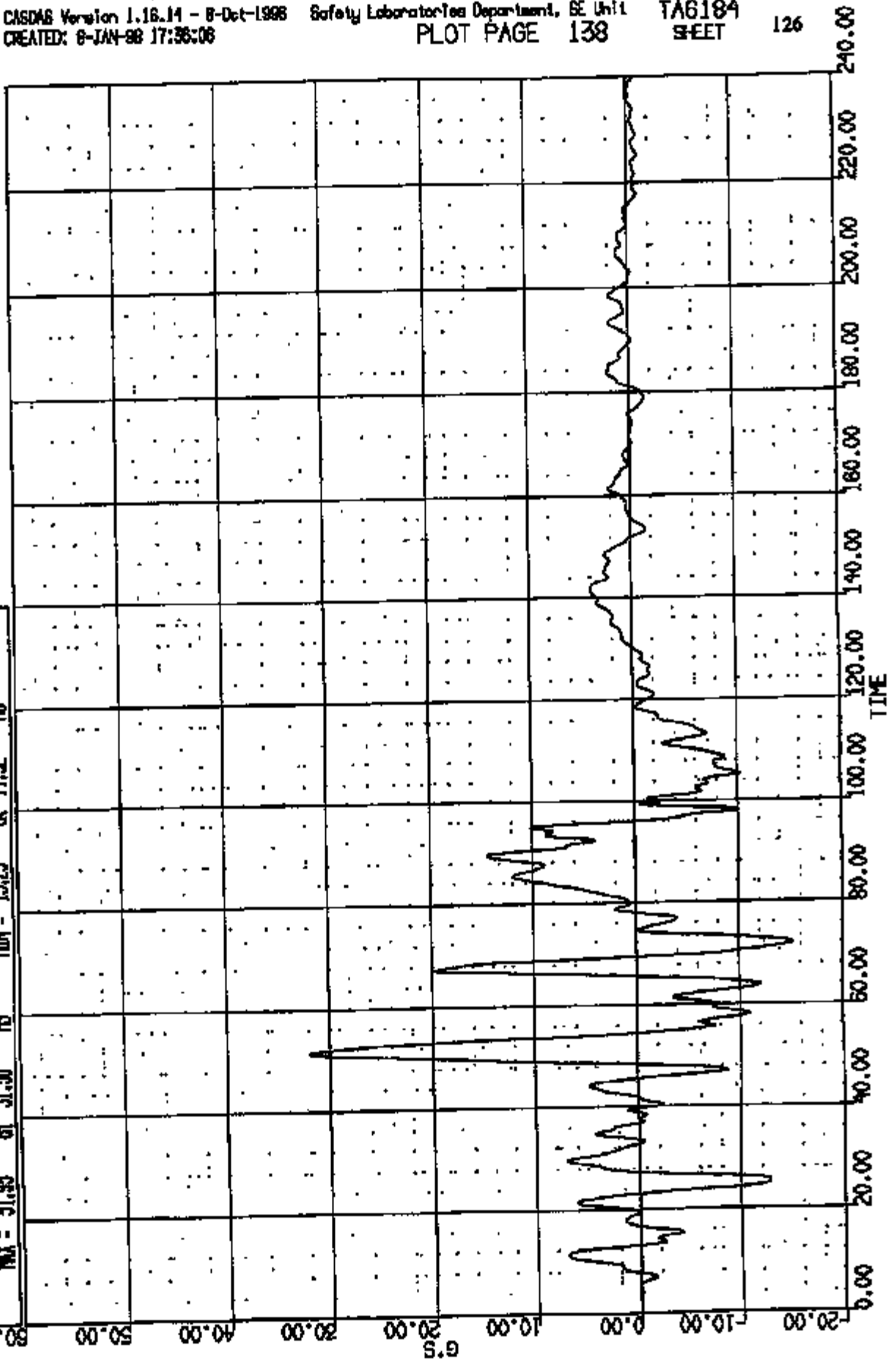
MAX = 1.884 at 180.2 MS MIN = -25.43 at 47.35 MS

AXIS 1



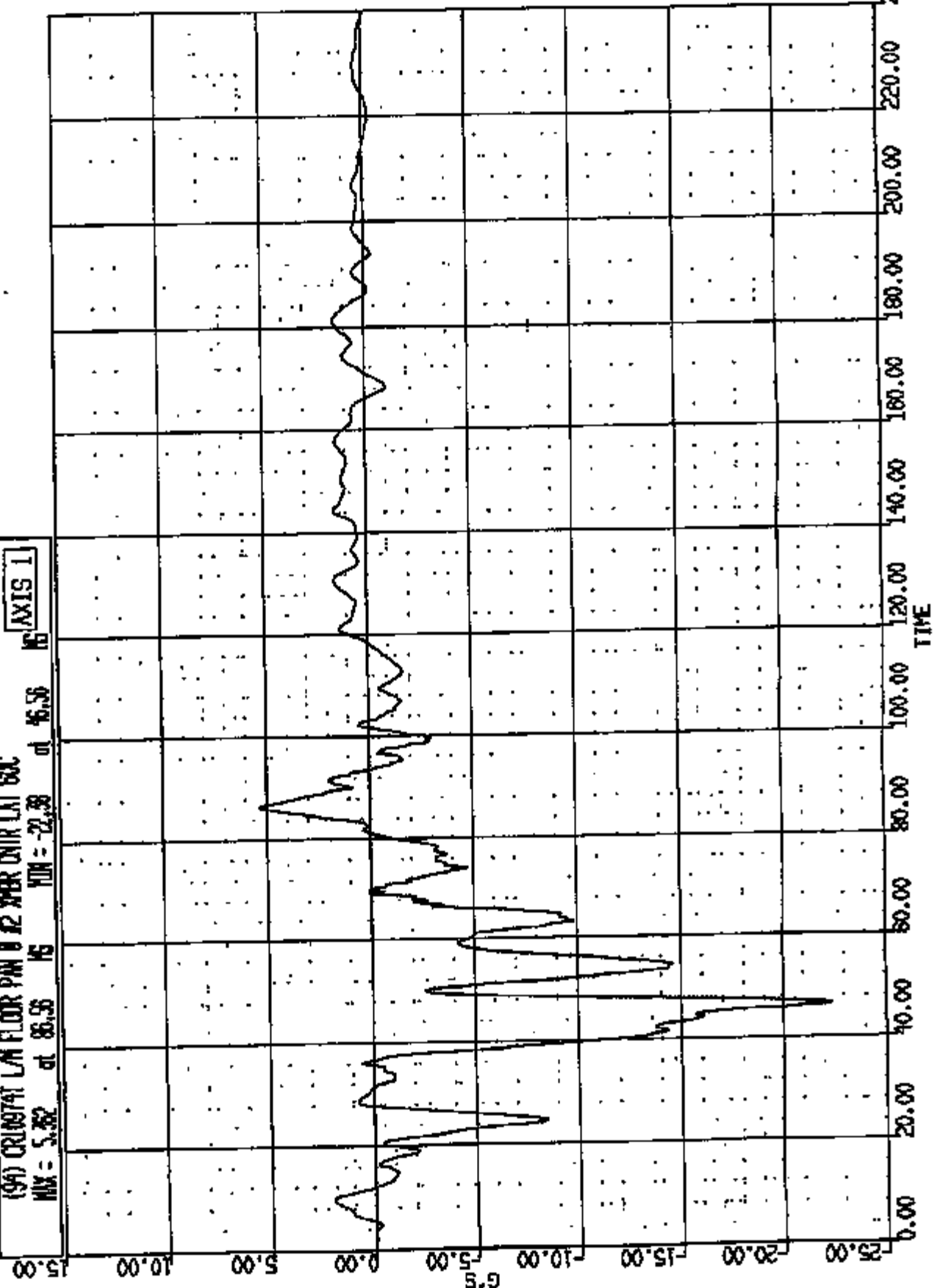
CR R: 10974 TO: TAG184 DATE: 080108 16:30:24
2000 D-188 2000 D-188

(93) CR109741 L/A FLOOR P/W 8 22 NBR CNTR VERT GUC
MAX = 31.93 at 51.36 MS MIN = -15.29 at 71.92 MS
AXIS 1



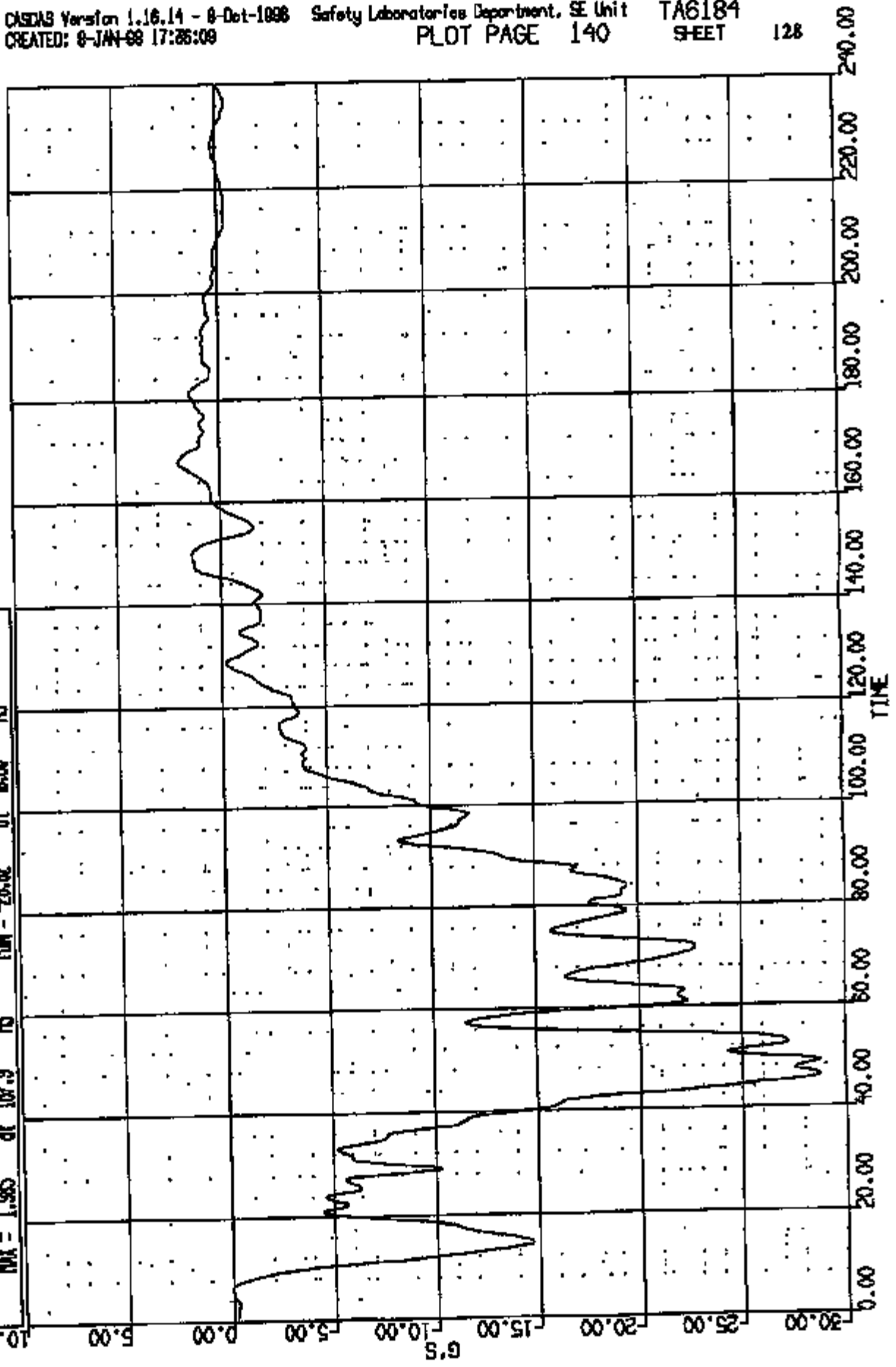
CR R: 10974 TO: TA6184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(94) CRUIG741 LA FLOOR PAN 0 12 XPER CNTR LAT 800
MIN = 5.362 at 86.56 MS MAX = 21.38 at 16.56 MS
AXIS 1



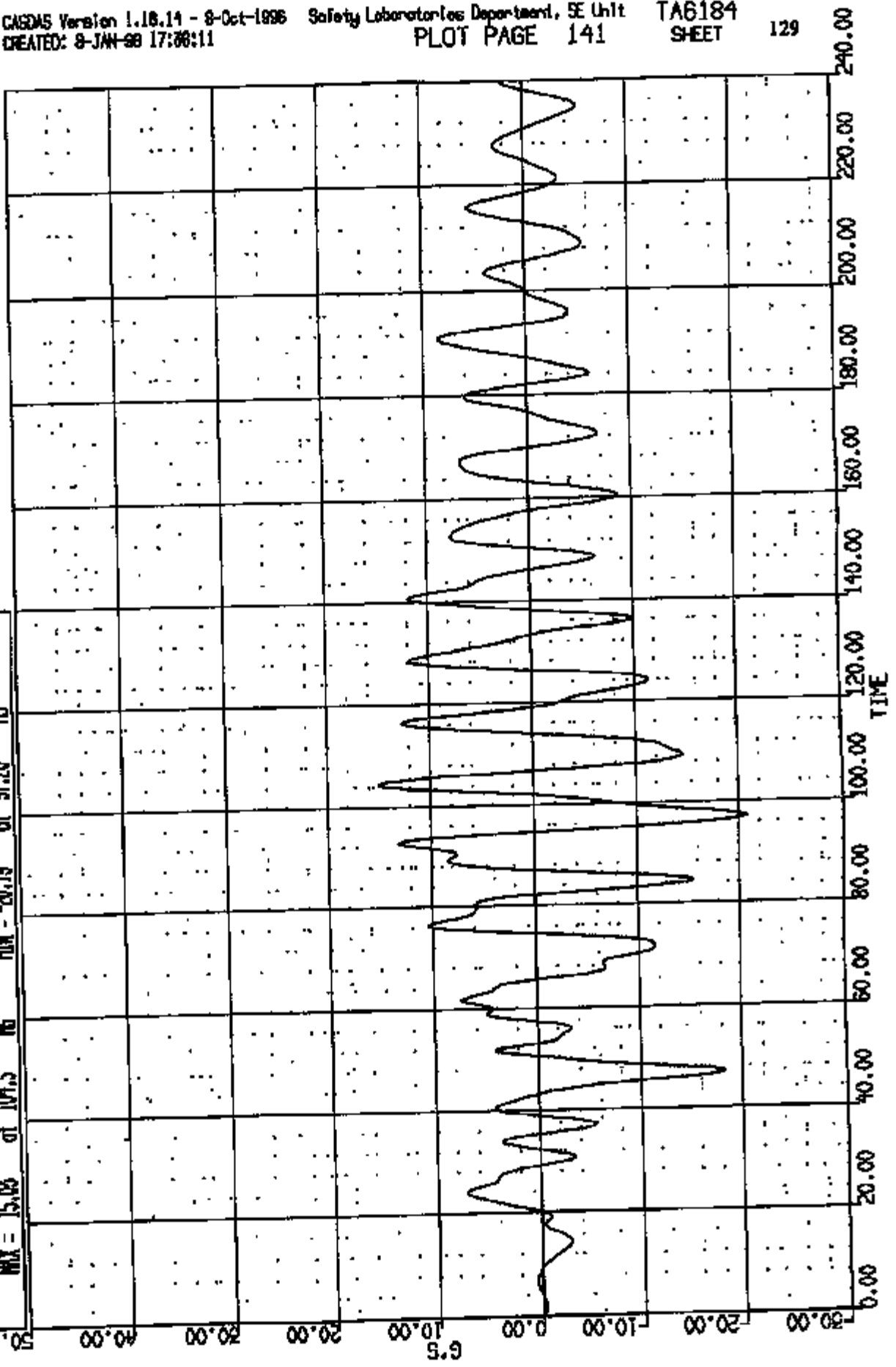
CR R: 10974 TO: TAG184 DATE: 980108 16:30:24
2000 D-188 2000 D-188

(95) CR10974 LAF DOOR @ BEAM LONG 600
MAX = 1.985 of 187.9 16 MIN = -28.82 of 48.80 16
AXIS 1



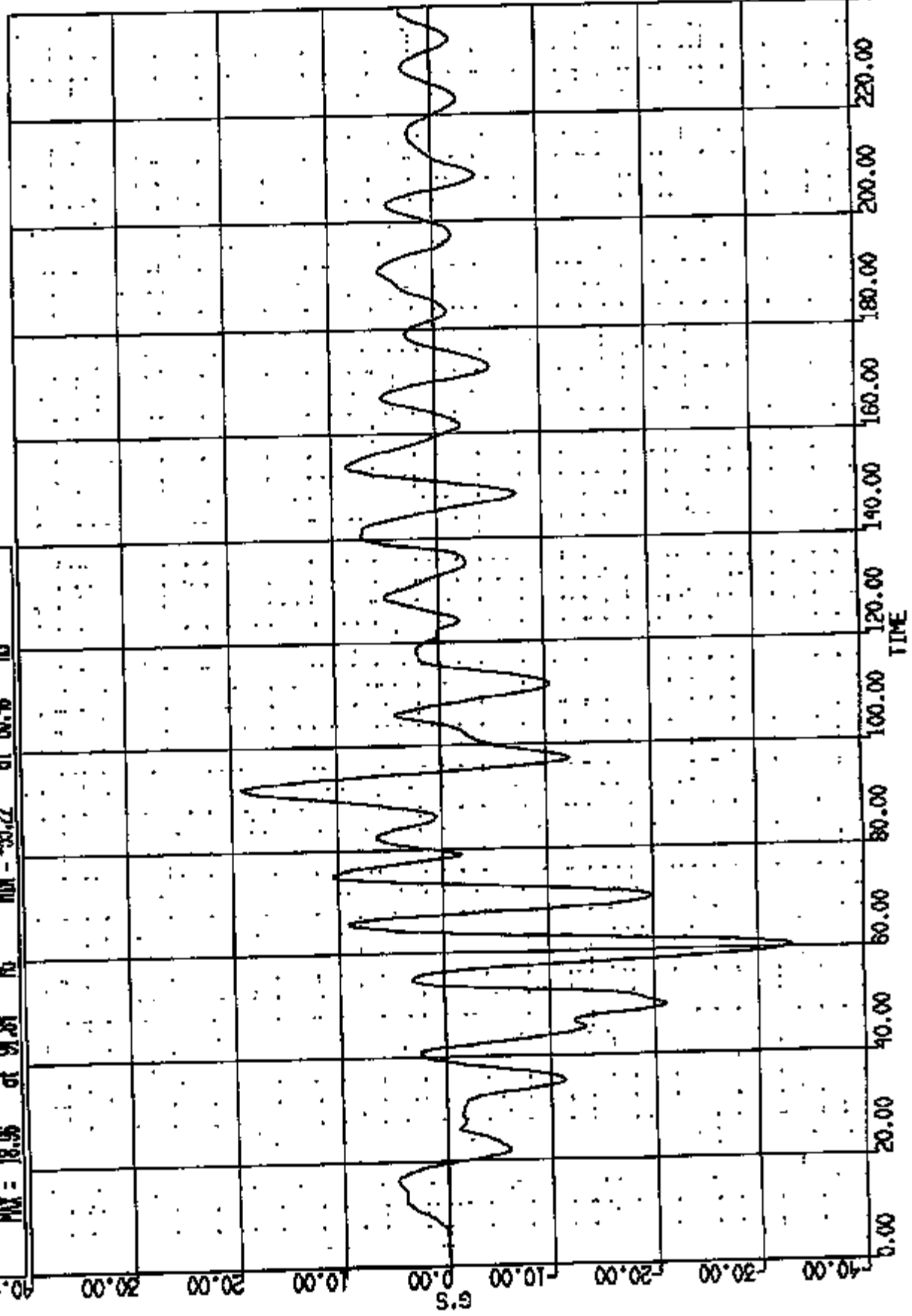
CR R: 10974 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(86) CR109741 LAF DOOR @ BEAM VERT 6AC
MAX = 15.03 at 104.5 MG MIN = -20.79 at 97.20 MG
AXIS 1



CR R: 10974 TO: TA6184 DATE: 98C-08 18:30:24
2000 D-188 2000 D-188

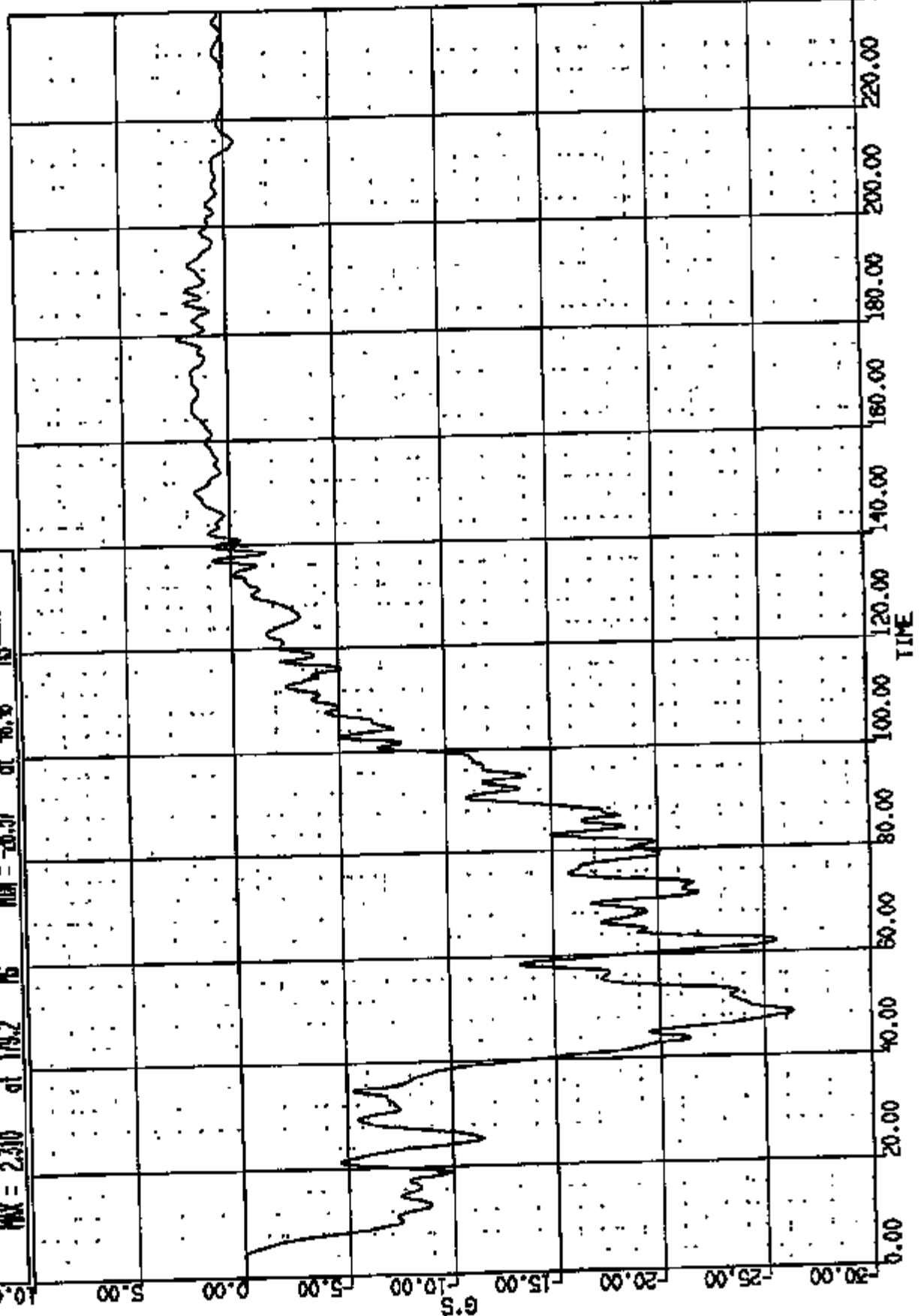
(97) CRUSH/AC LF DOOR @ BEAM LAY 60C
MAX = 18.95 at 91.81 MS
MIN = -33.22 at 80.48 MS
[AXIS 1]



CR R: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

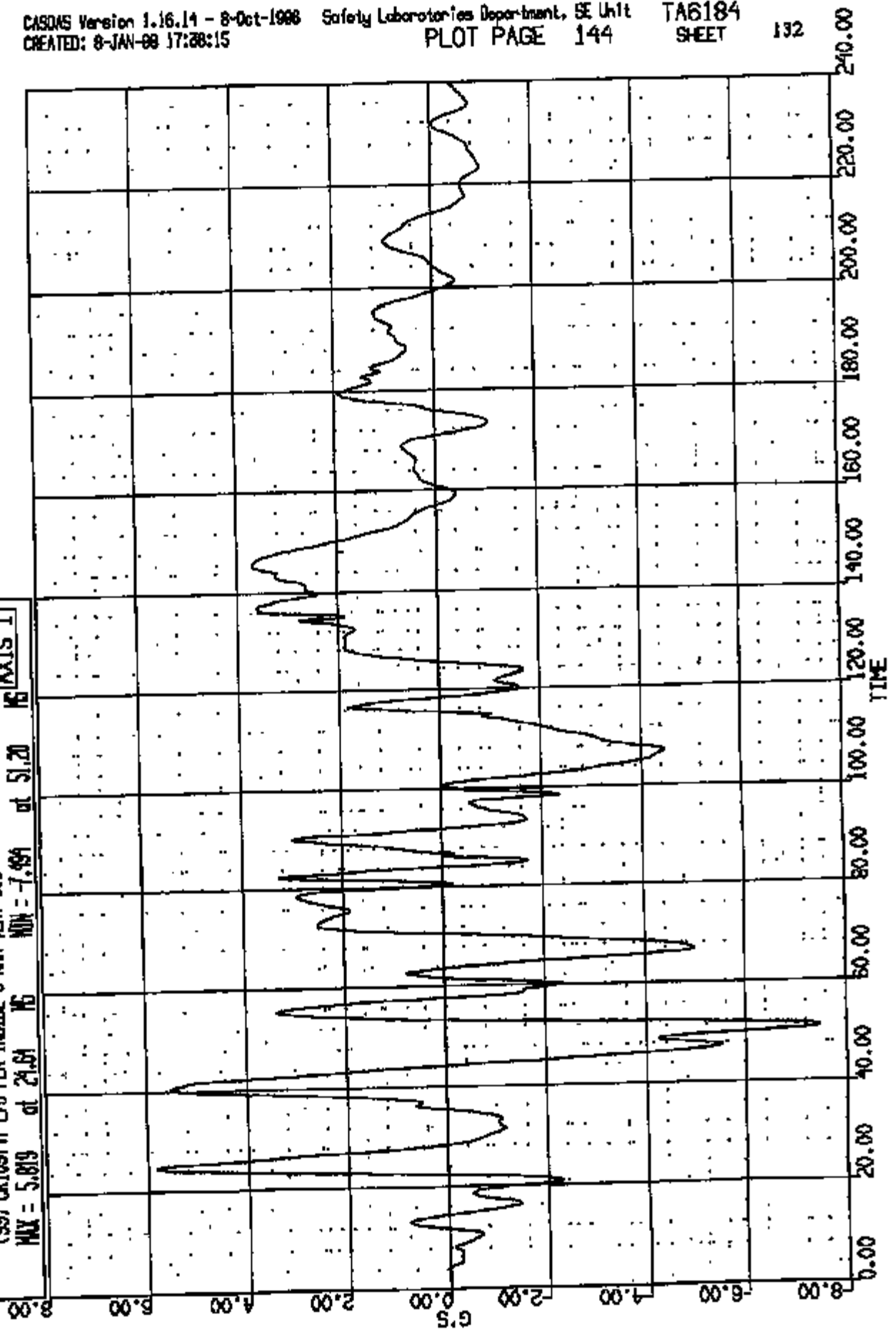
(98) CR10974T L/B-PLR INSIDE @ R/R LONG 80C
MAX = 2.310 at 179.2 MS MIN = -26.37 at 48.48 MS

AXIS 1



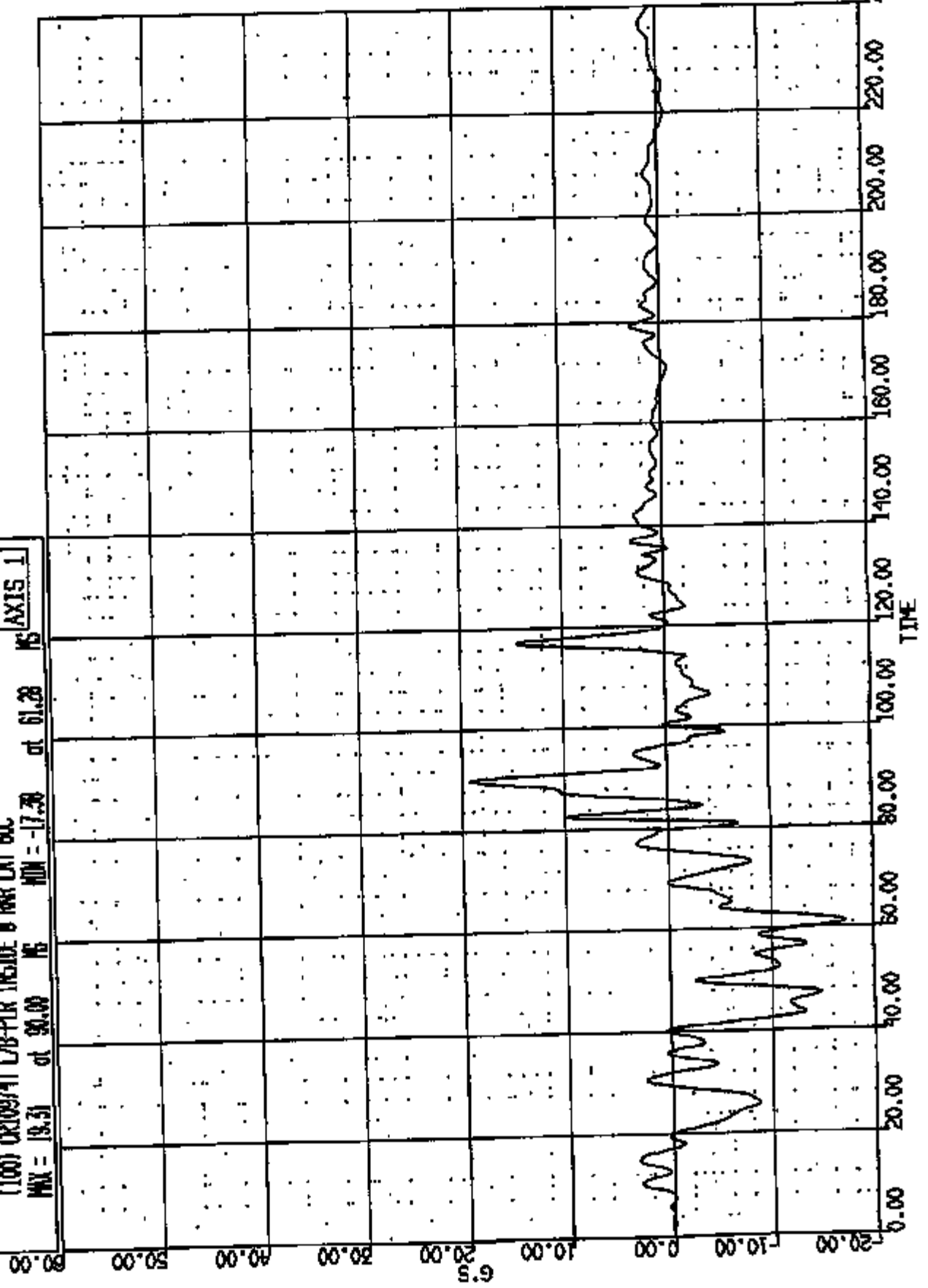
CR R: 10874 TO: TA6184 DATE: 080108 16:20:24
2000 D-188 2000 D-188

(99) CR109741 LAB-PUR INSIDE 0 INR VERT 60C
MAX = 5.819 at 21.61 16 MIN = -7.994 at 51.20 16
AXIS 1



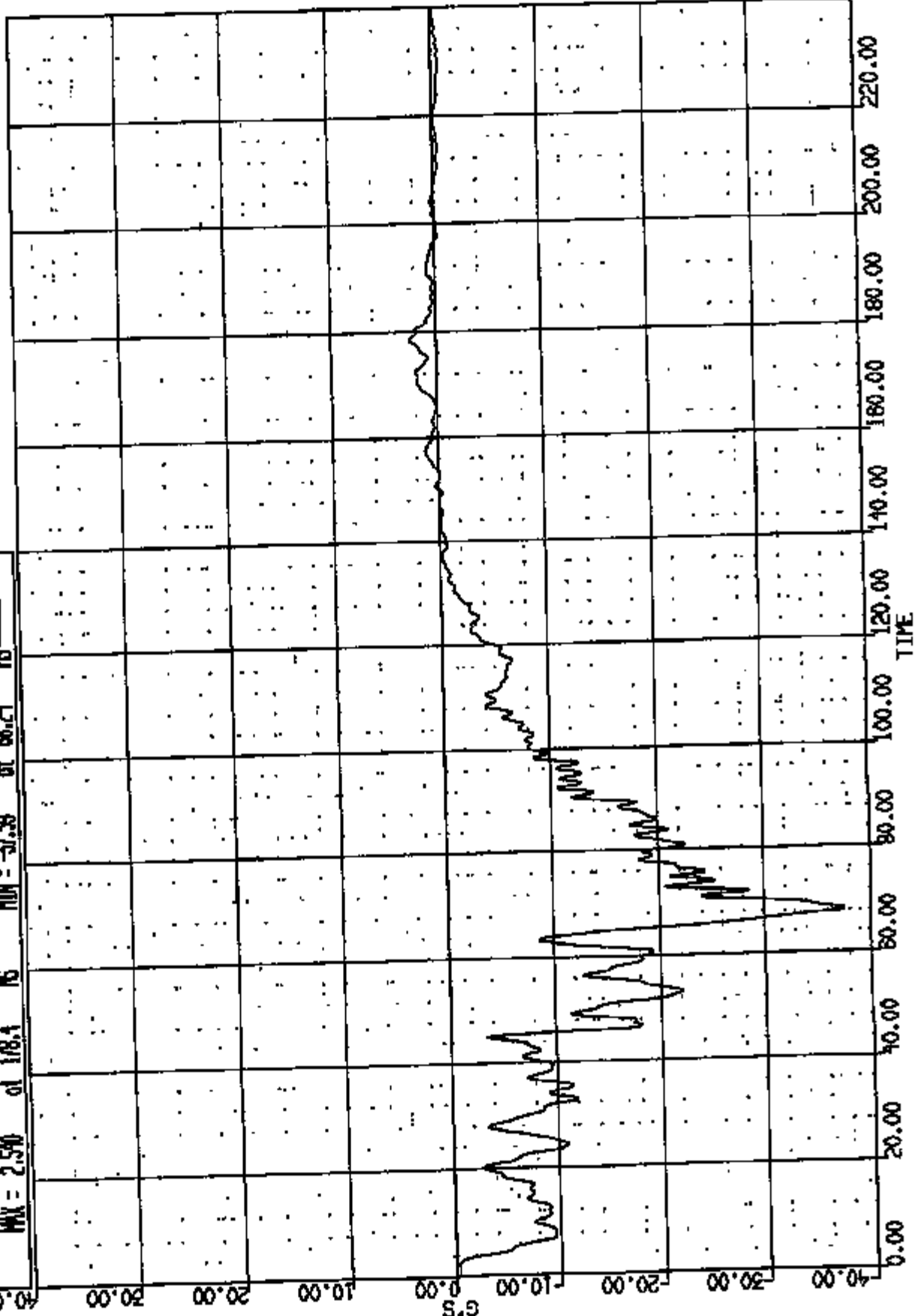
CR N: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-198 2000 D-198

(100) CR(0974) L/B-PLR INSIDE 8 INR LAT 60C
MAX = 19.51 at 30.00 MS MIN = -17.30 at 61.28 MS
AXIS 1



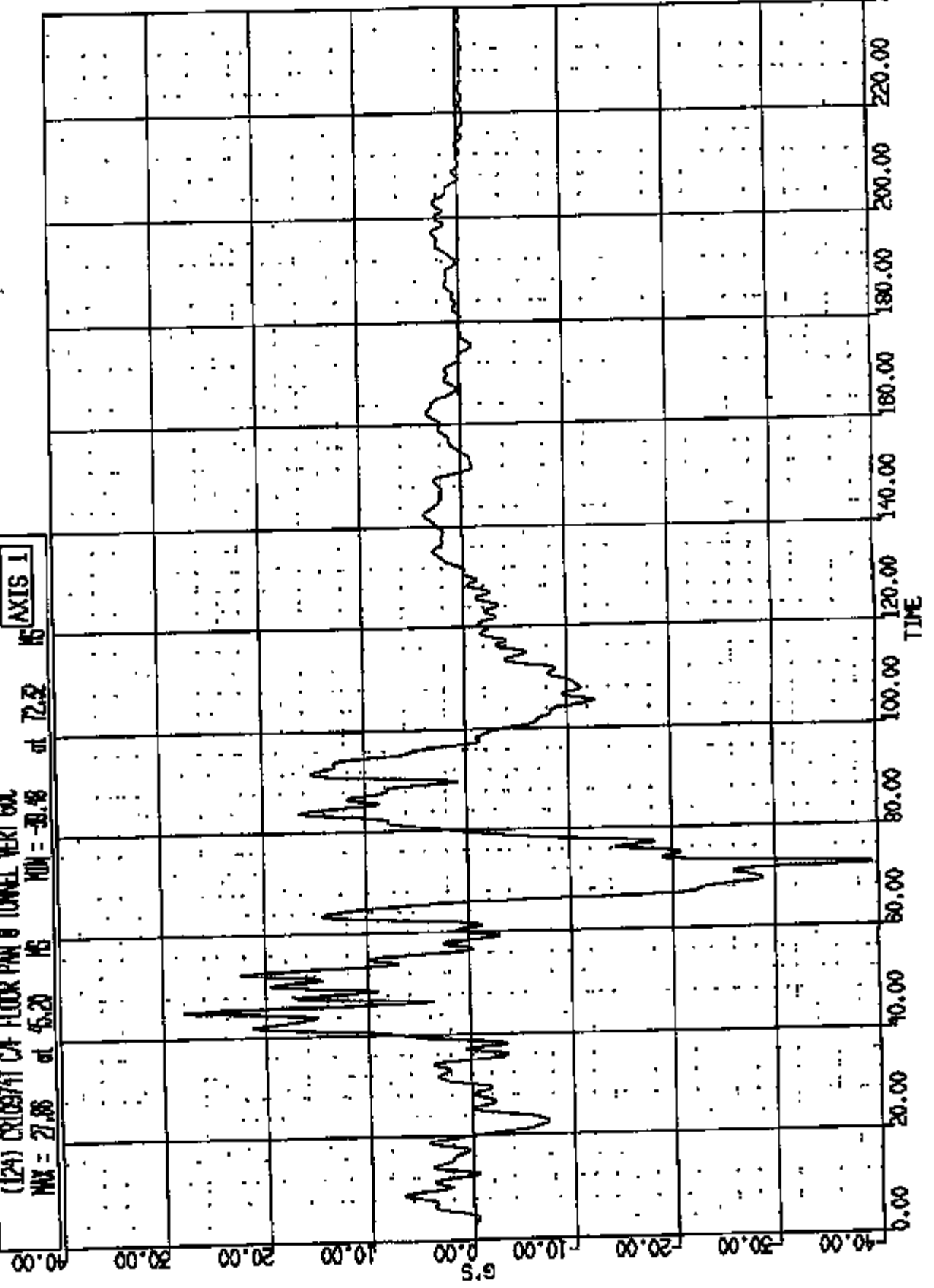
CR R: 10974 TO: TAG184 DATE: 980108 16:30:24
2000 D-186 2000 D-186

(123) CR10974T C/F FLOOR PAN @ TUNNEL LONG 60C
MAX = 2.50 of 178.4 MS MIN = -37.93 of 88.24 MS
AXIS 1



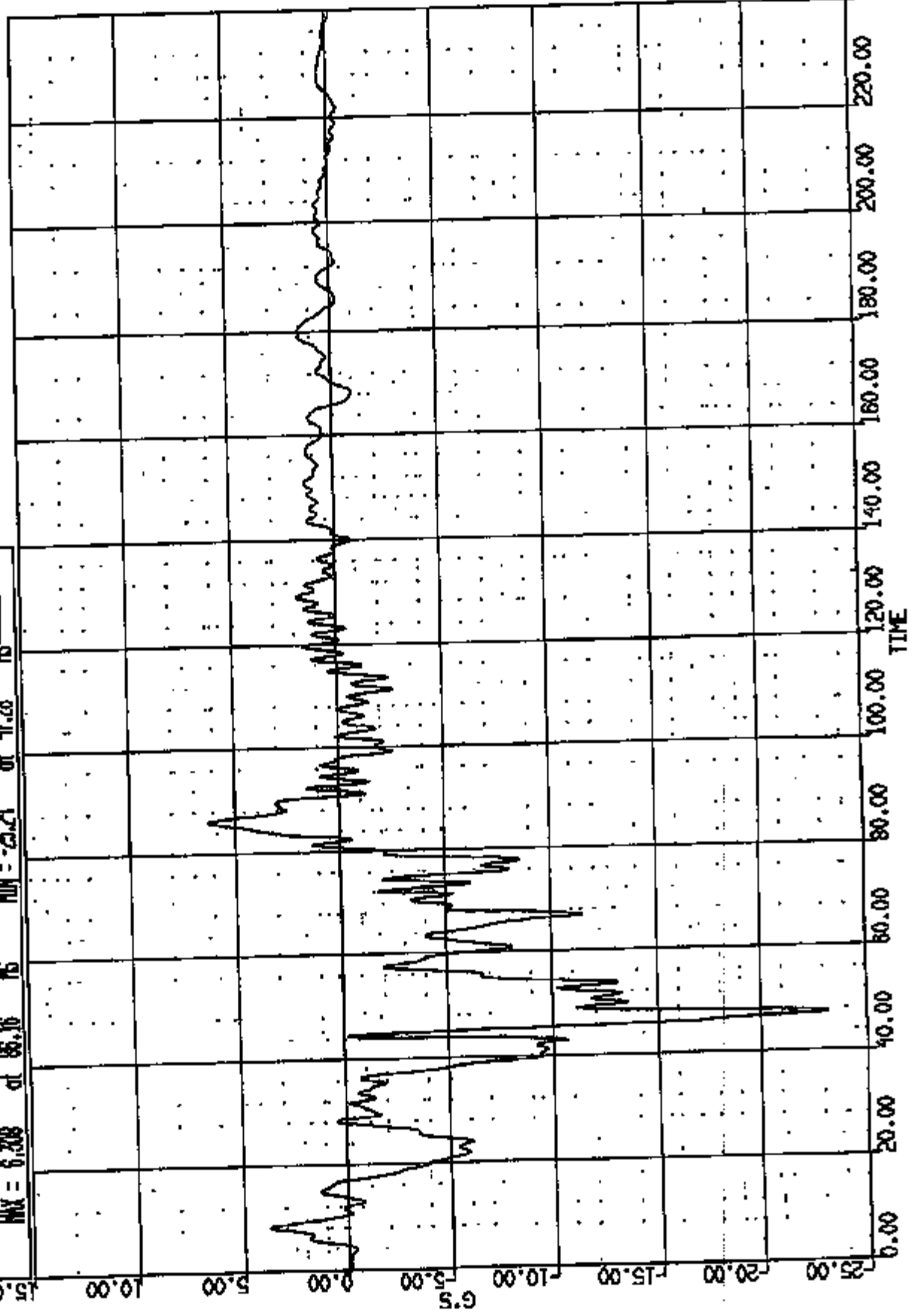
CR R: 10974 TO: TAG184 DATE: 980108 16:50:24
2000 D-186 2000 D-186

(124) CR109741 CA FLOOR PAN 8 TUNNEL VERT GAC
MAX = 27.86 at 5.20 MS MIN = -31.48 at 72.32 MS AXIS 1



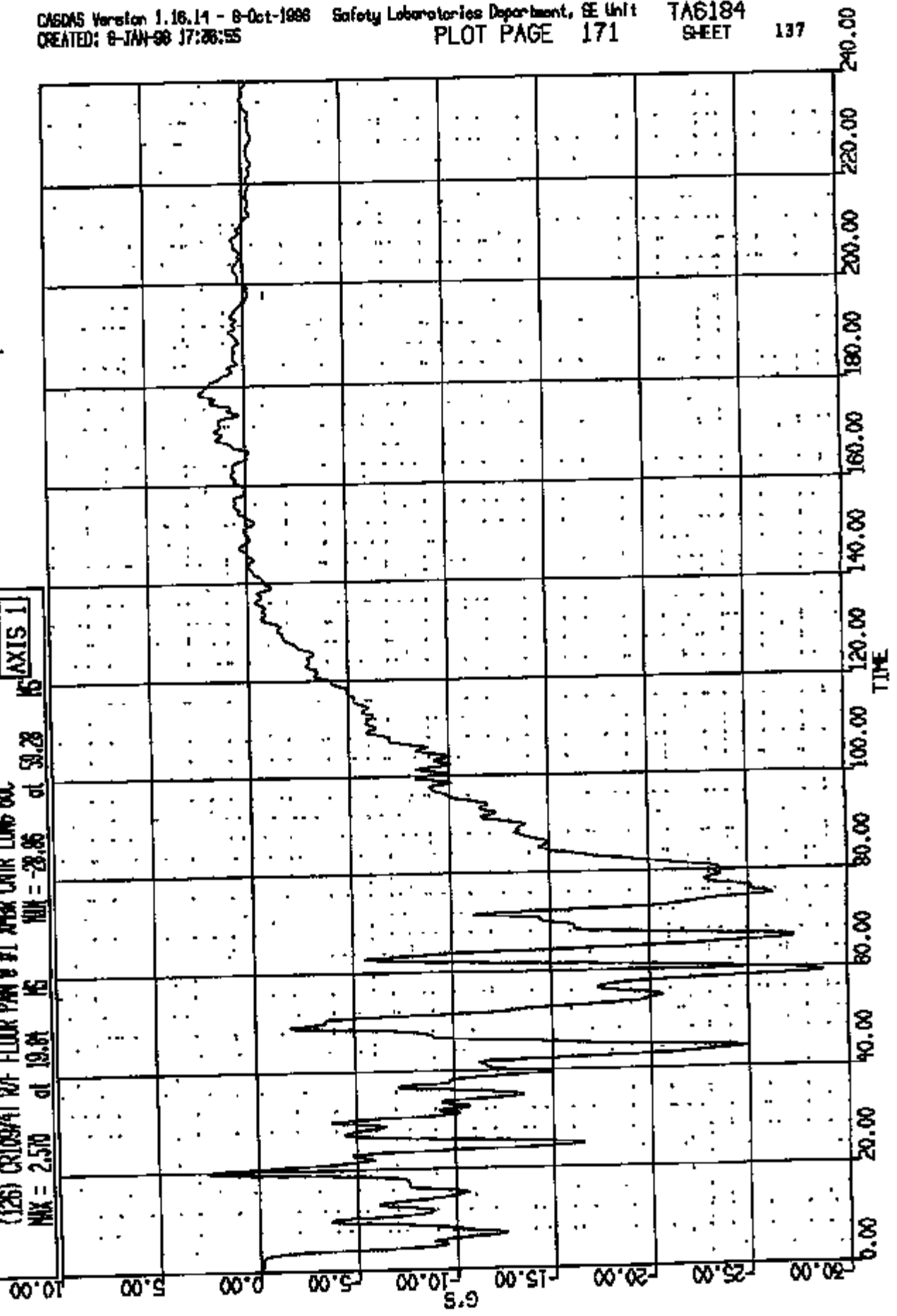
CR #: 10974 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(125) ORIGINAT C/F FLOOR PAN @ TUNNEL LAT 60C
MAX = 6.308 at 88.16 MS MIN = -23.21 at 47.28 MS
AXIS 1



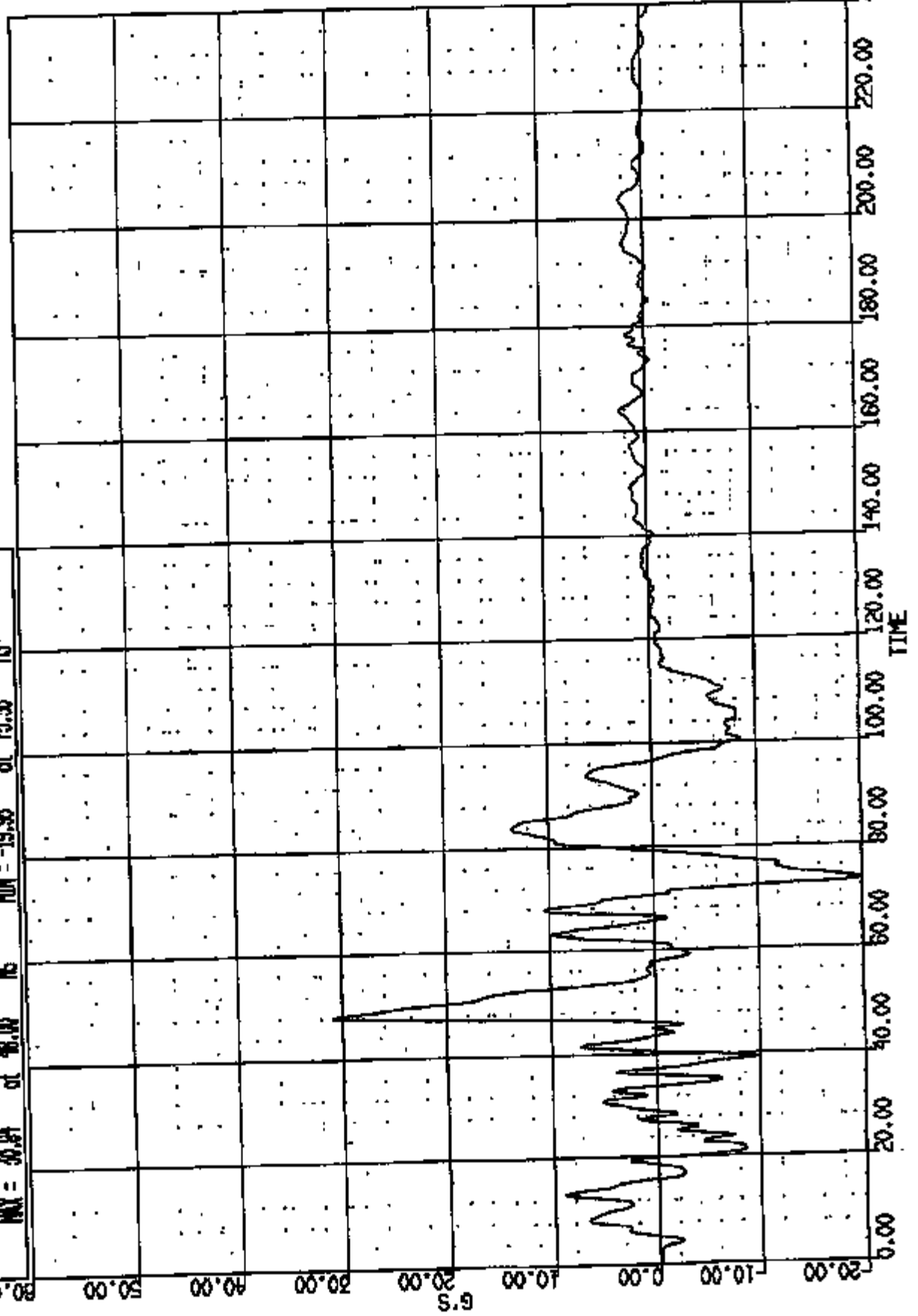
CR R: 10874 TO: TAG184 DATE: 860108 16:50:24
2000 D-186 2000 D-186

(126) CRUSH/RT R/F FLOOR PAN @ #1 WPKR CNTR LONG 600
MAX = 2.570 at 19.04 MS MIN = -28.86 at 59.28 MS
AXIS 1



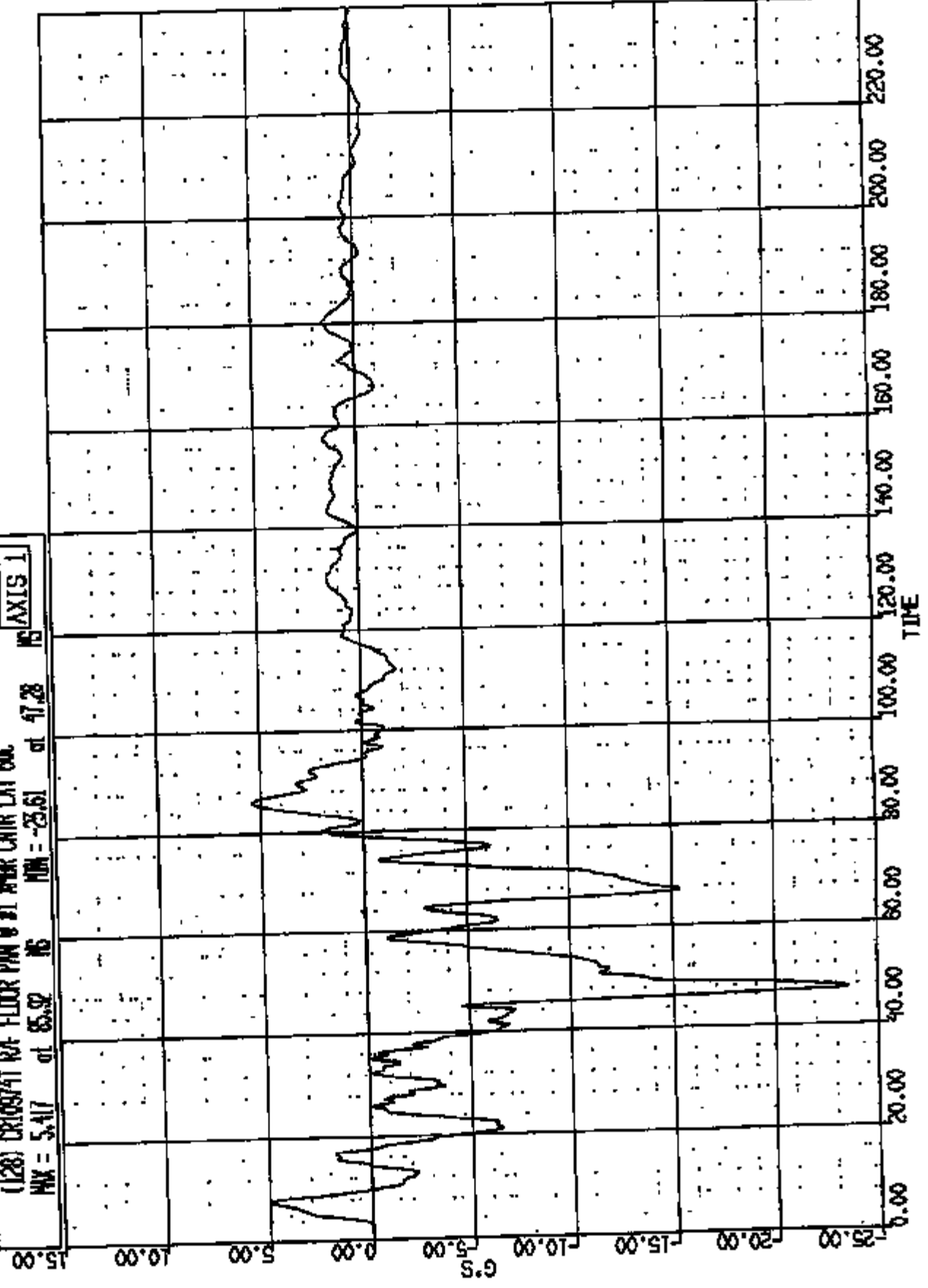
CR R: 10874 TO: TA6184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(127) CR0824T R/F FLOOR PAN 8 FT XMR CNTR VERT 60C
MAX = 30.87 at 48.00 MS MIN = -19.96 at 73.36 MS
AXIS 1



CR R: 10074 TO: TA6184 DATE: 990108 16:50:24
2000 D-186 2000 D-186

(128) CR10341 R/F FLOOR PIN @ 81 WATER CONTR LAT 60C
MAX = 5.417 at 85.92 MS MIN = -25.61 at 47.28 MS
NO AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(129) OR010974T R/M FLOOR PAN 0 72 XHR CUR LOWS SAC
MAX = 1.011 at 178.5 MS MIN = -21.51 at 81.12 MS

AXIS 1

MS

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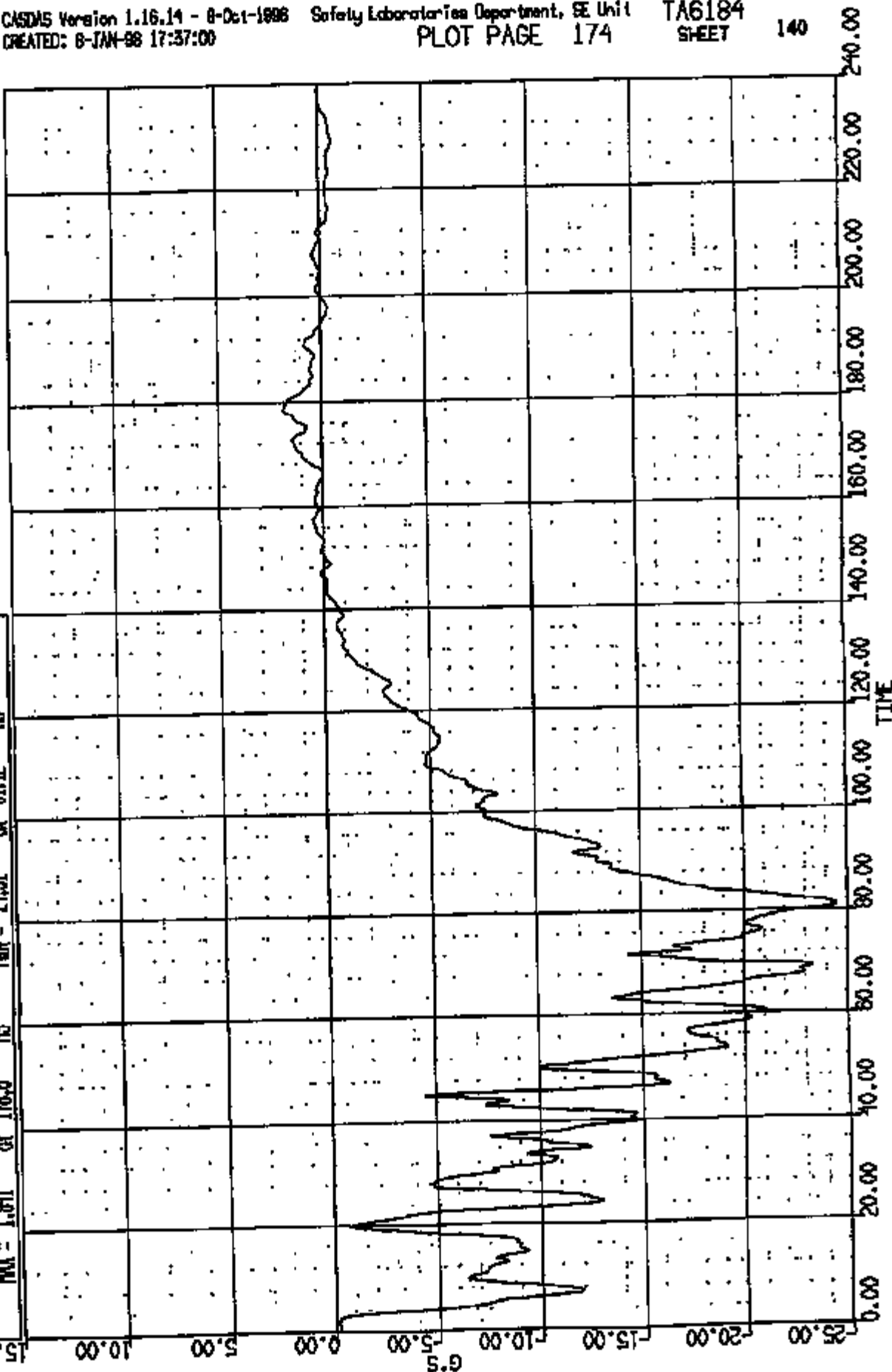
MS

MS

MS

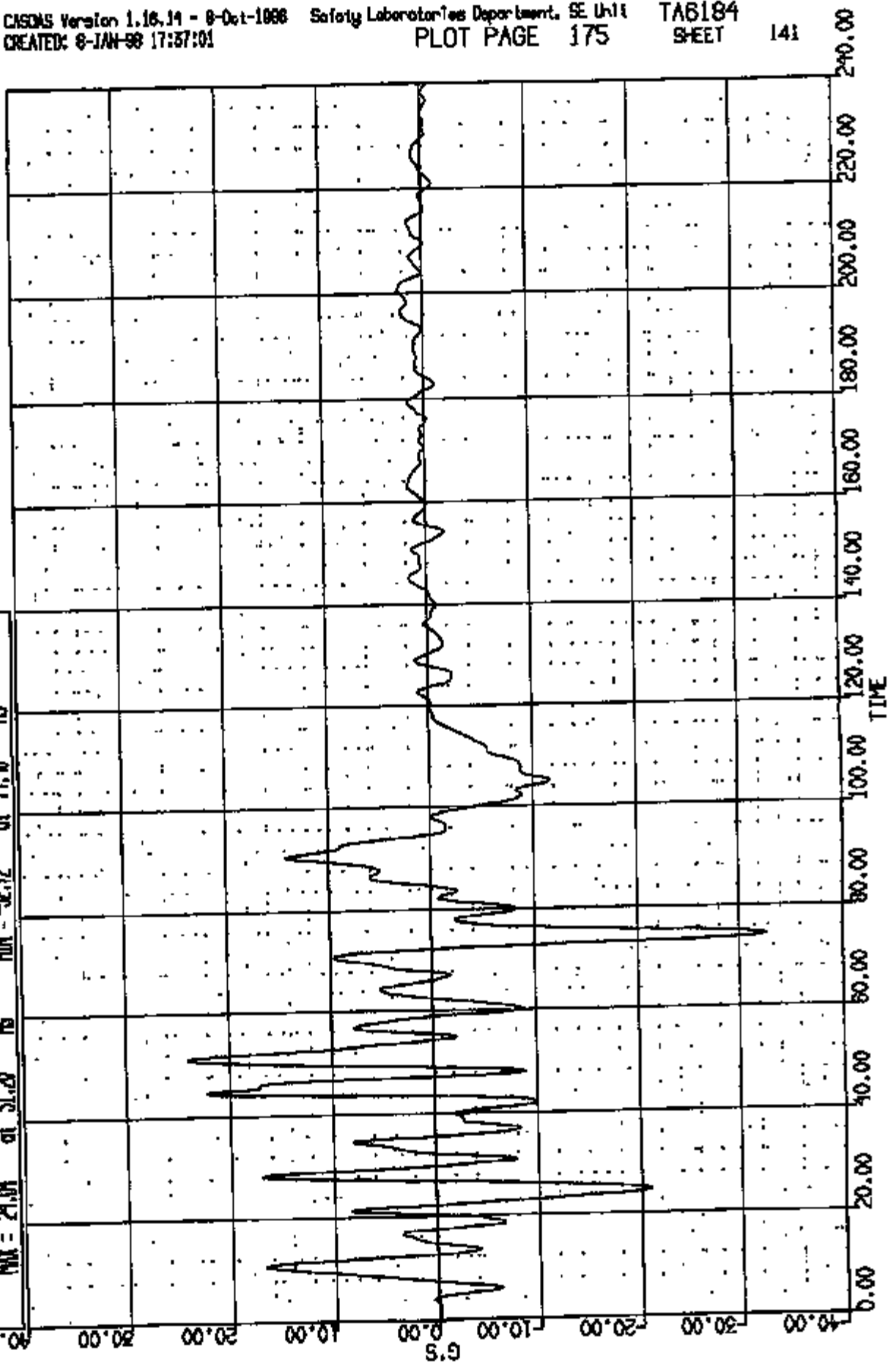
MS

MS



CR R: 10974 TO: TAB184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

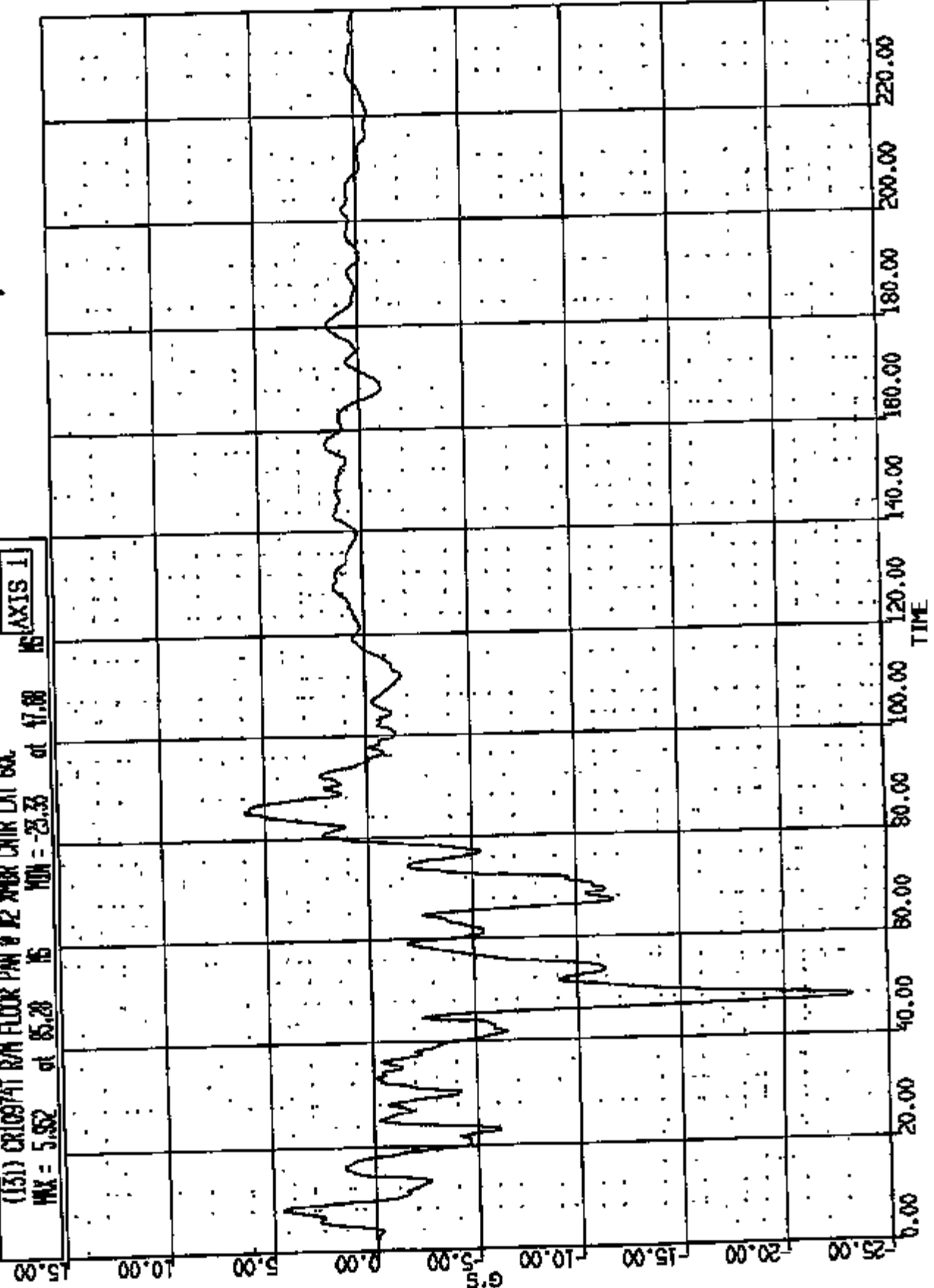
(136) CR10974T R4M FLOOR PAN @ #2 XBRK CHIR VERT GUC
MAX = 21.01 at 51.23 MS MIN = -32.72 at 74.40 MS
AXIS 1



CR R: 10974 TO: TAS184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

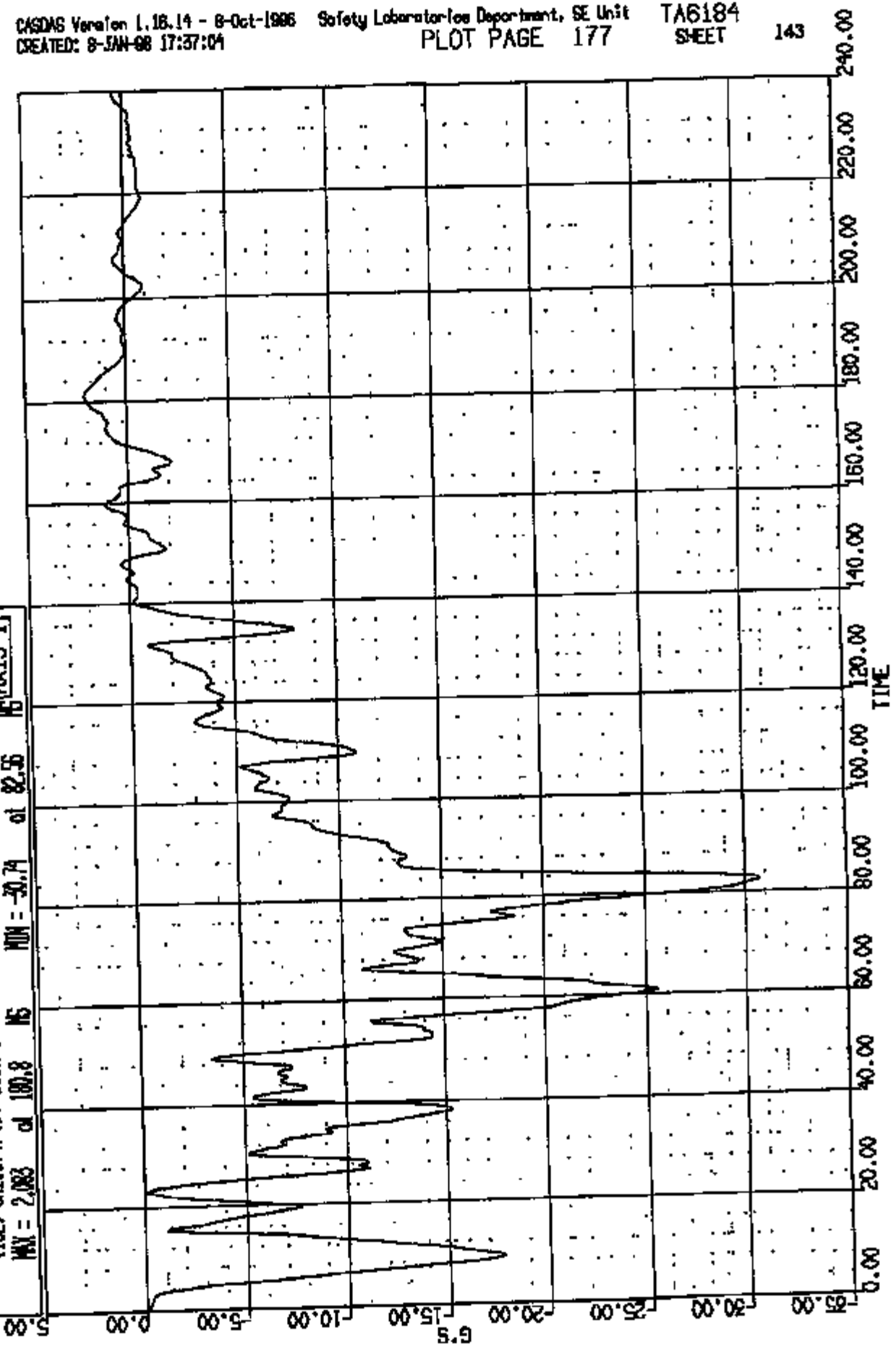
(131) CRISTAT RM FLOOR PAN @ 12 XHR CHIR LAT 6XC
MAX = 5.582 at 65.28 16 MIN = -23.33 at 17.88 16

MS(Axis 1)



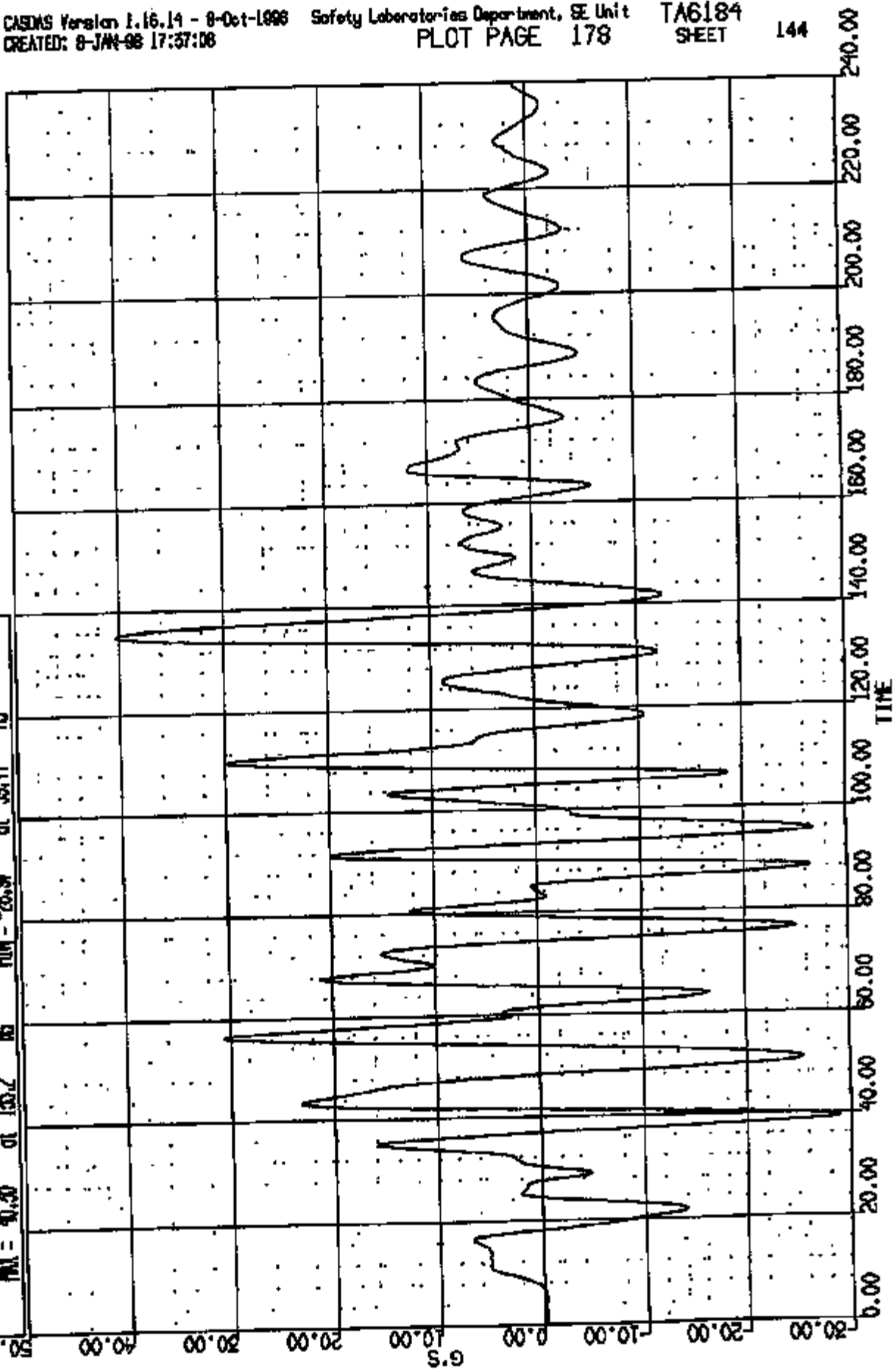
CR R: 10974 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

1132) CRISTAT R/F DOOR @ BEAM LONG GUC
MAX = 2.083 at 100.8 MS MIN = -30.74 at 82.56 MS
AXIS 1



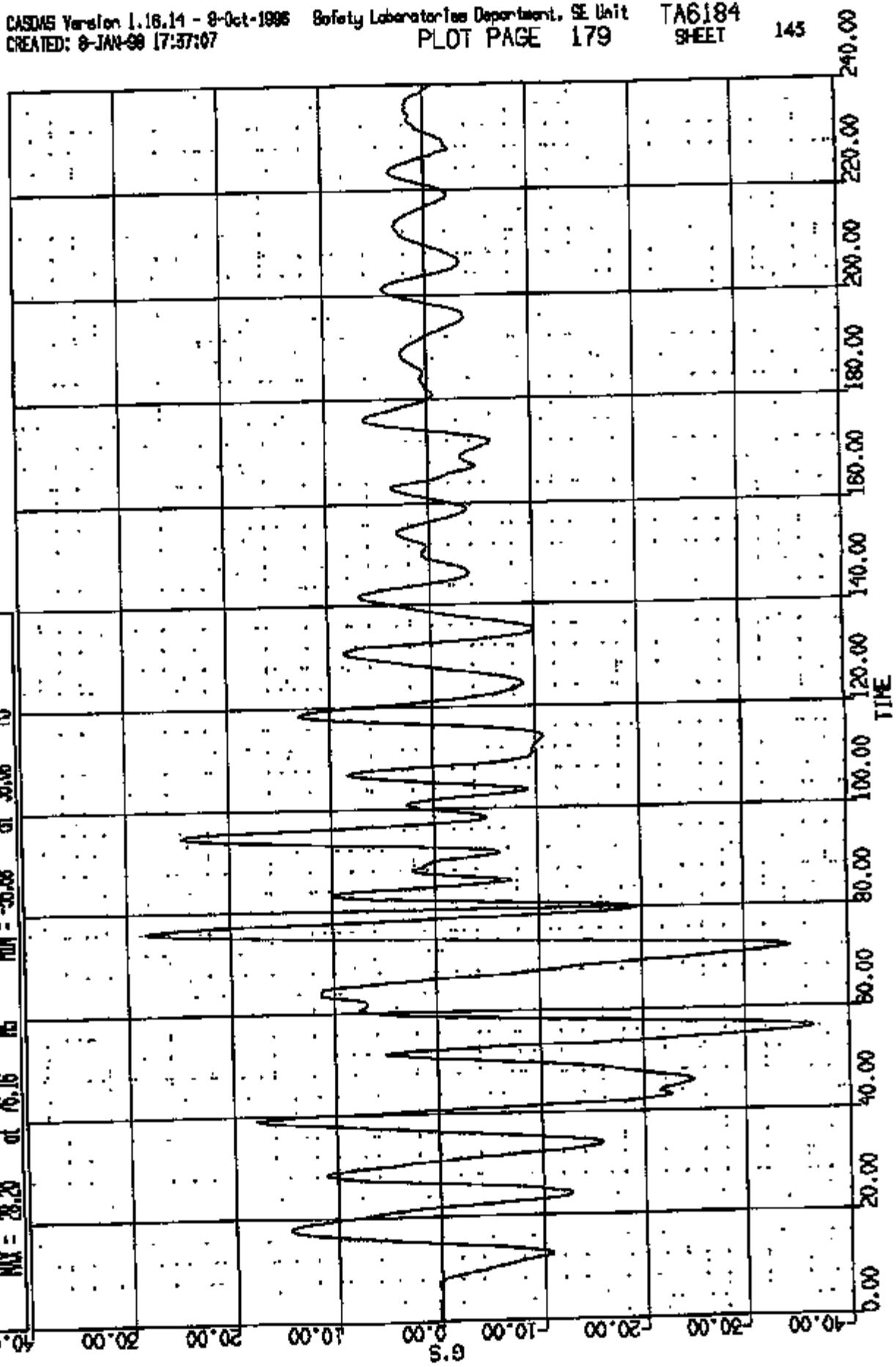
CIN R: 10874 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

(133) ORIGINATI R/F DOOR @ BEAM VERT GUC
MAX = 41.30 at 135.2 MS MIN = 28.97 at 38.44 MS
AXIS 1



CR R: 10874 TO: TA6184 DATE: 880108 18:20:24
2000 D-186 2000 D-186

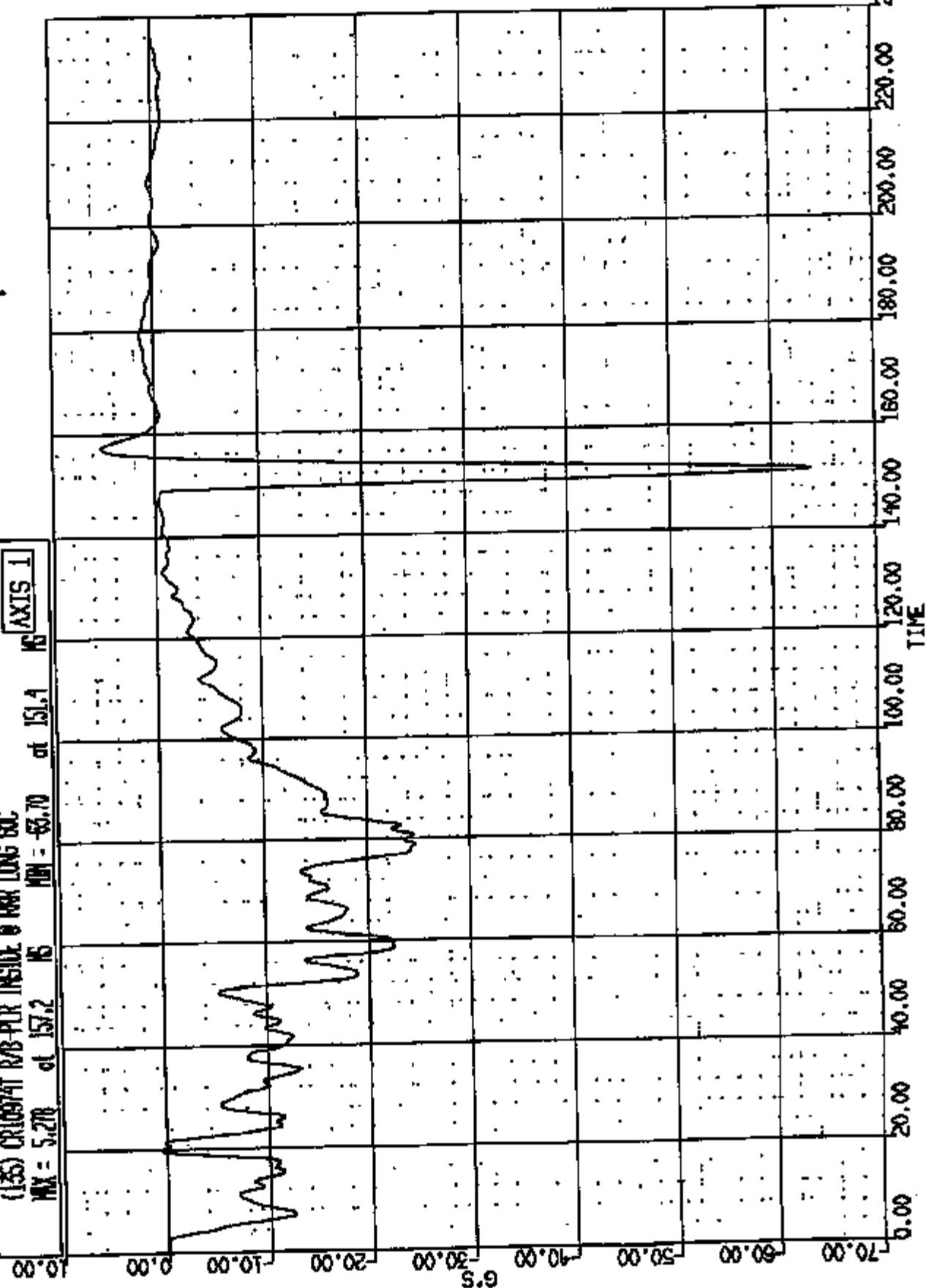
(134) CR103741 RAF DOOR @ BEAM LAT 60C
MAX = 28.20 at 76.16 MS
MIN = -35.88 at 55.08 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: SB0108 16:50:24
2000 D-188 2000 D-188

(135) CRUCIANT R/B PLR INSIDE @ RR LONG SOC
MAX = 5.278 at 157.2 MS MIN = 63.70 at 151.4 MS

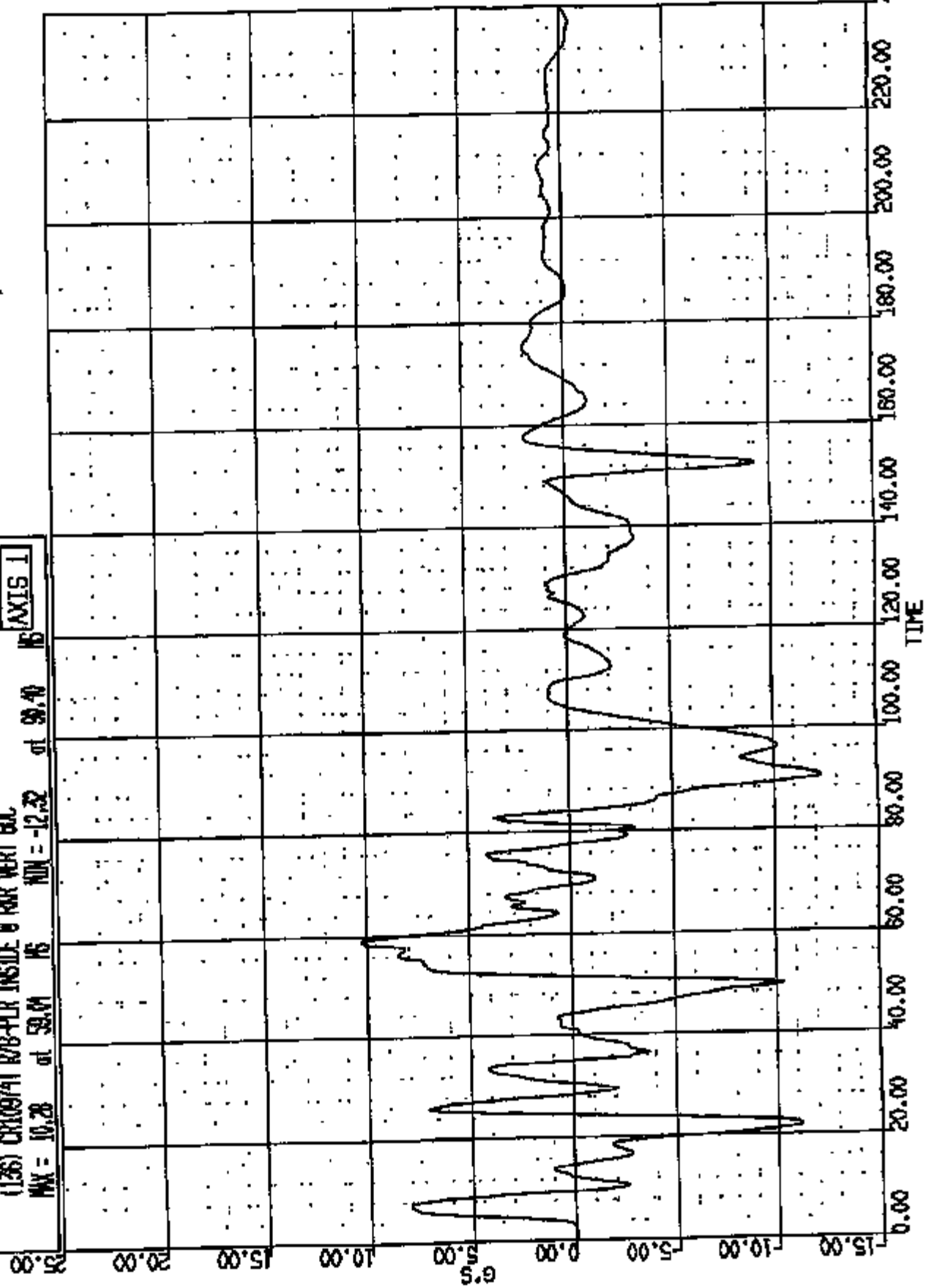
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-186 2000 D-186

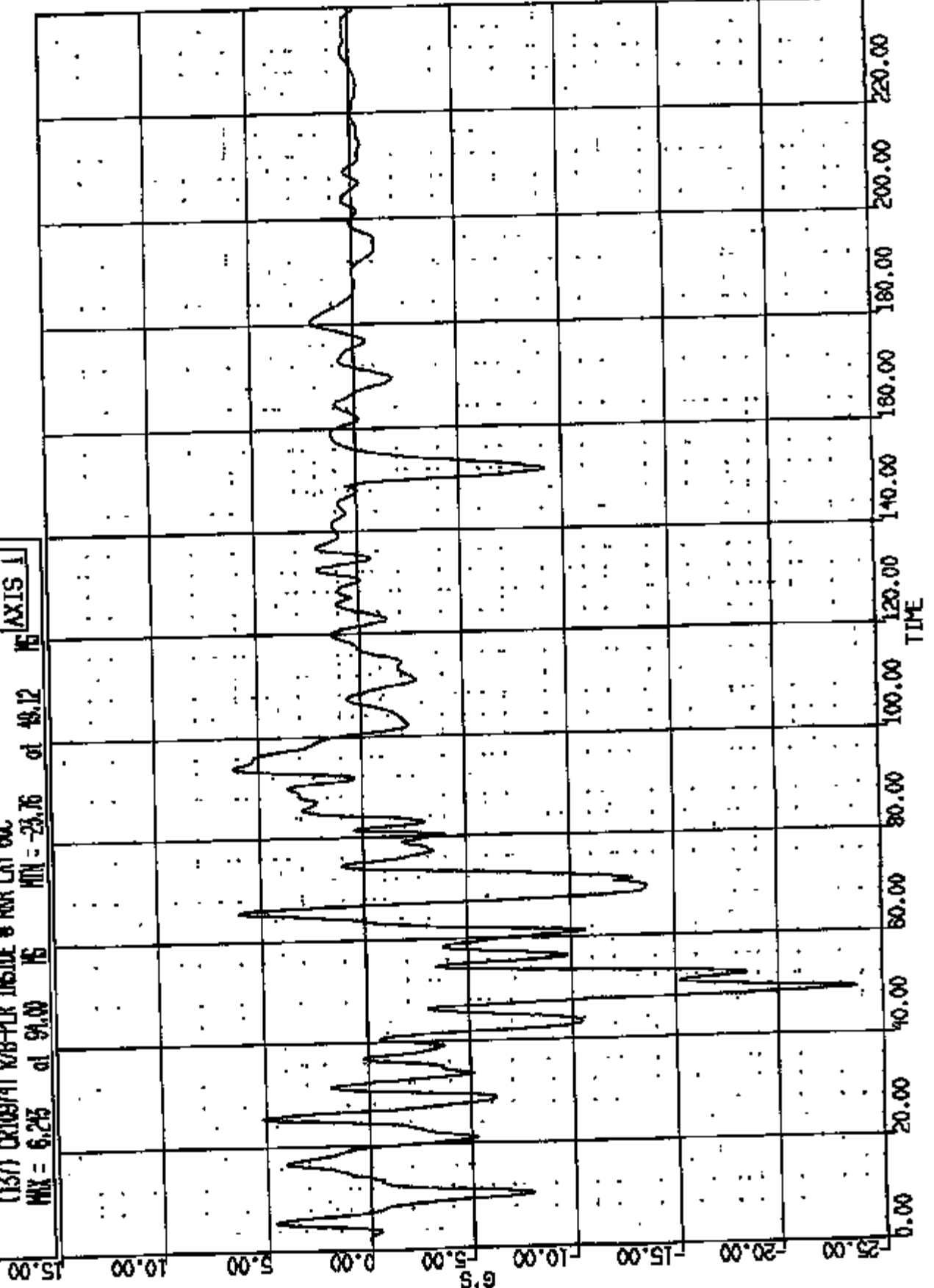
(126) CRYLOG741 R03-PLR INSIDE 0 R03 VERT 60C
MAX = 10.28 at 38.04 MS MIN = -12.32 at 98.40 MS

AXIS 1



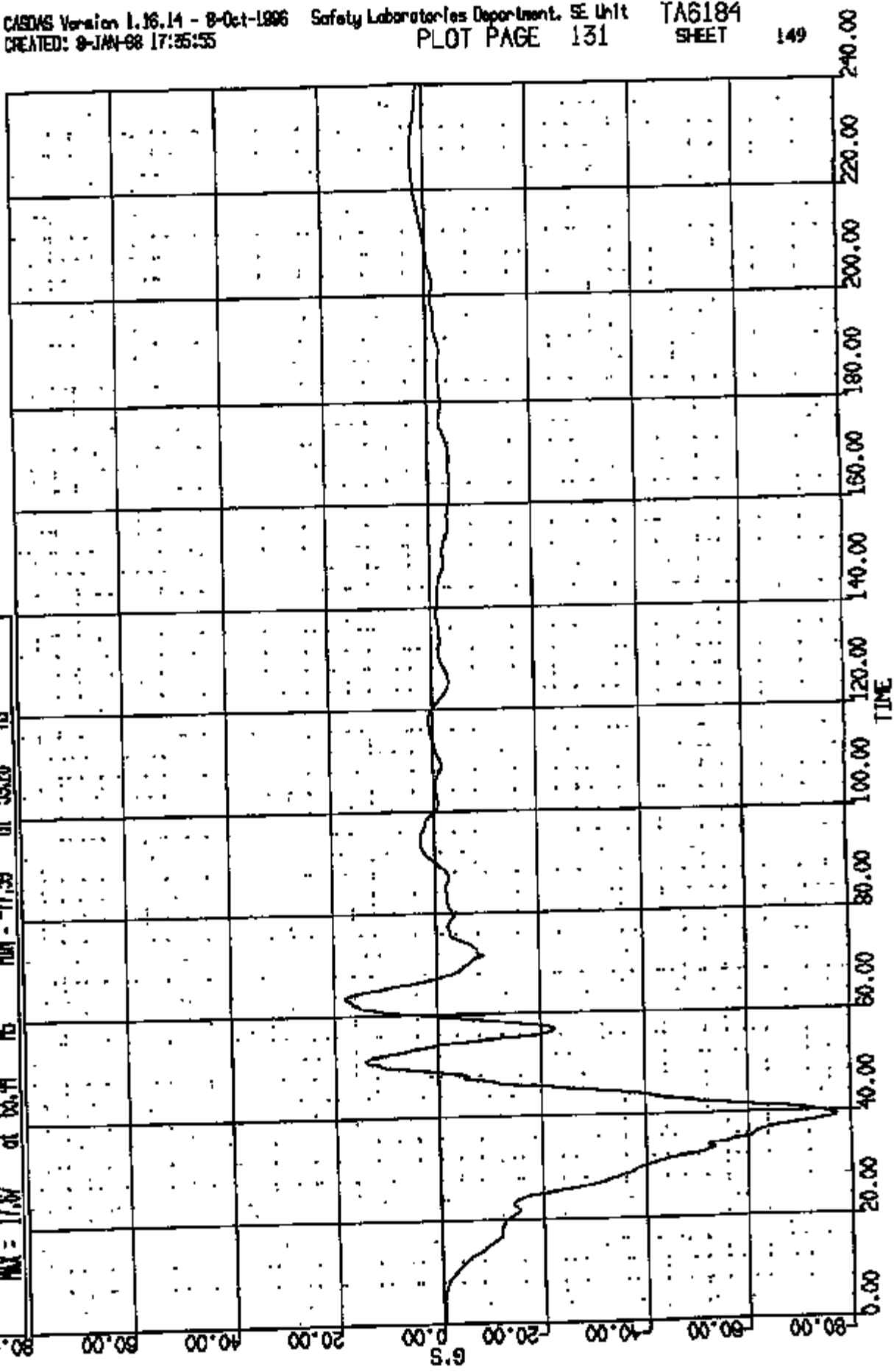
CR R: 10974 TO: TA6184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(137) CR10974T R08-PLR INSIDE @ RNR LAT 60C
MAX = 6.215 of 91.00 MS
MIN = -23.76 of 48.12 MS
AXIS 1



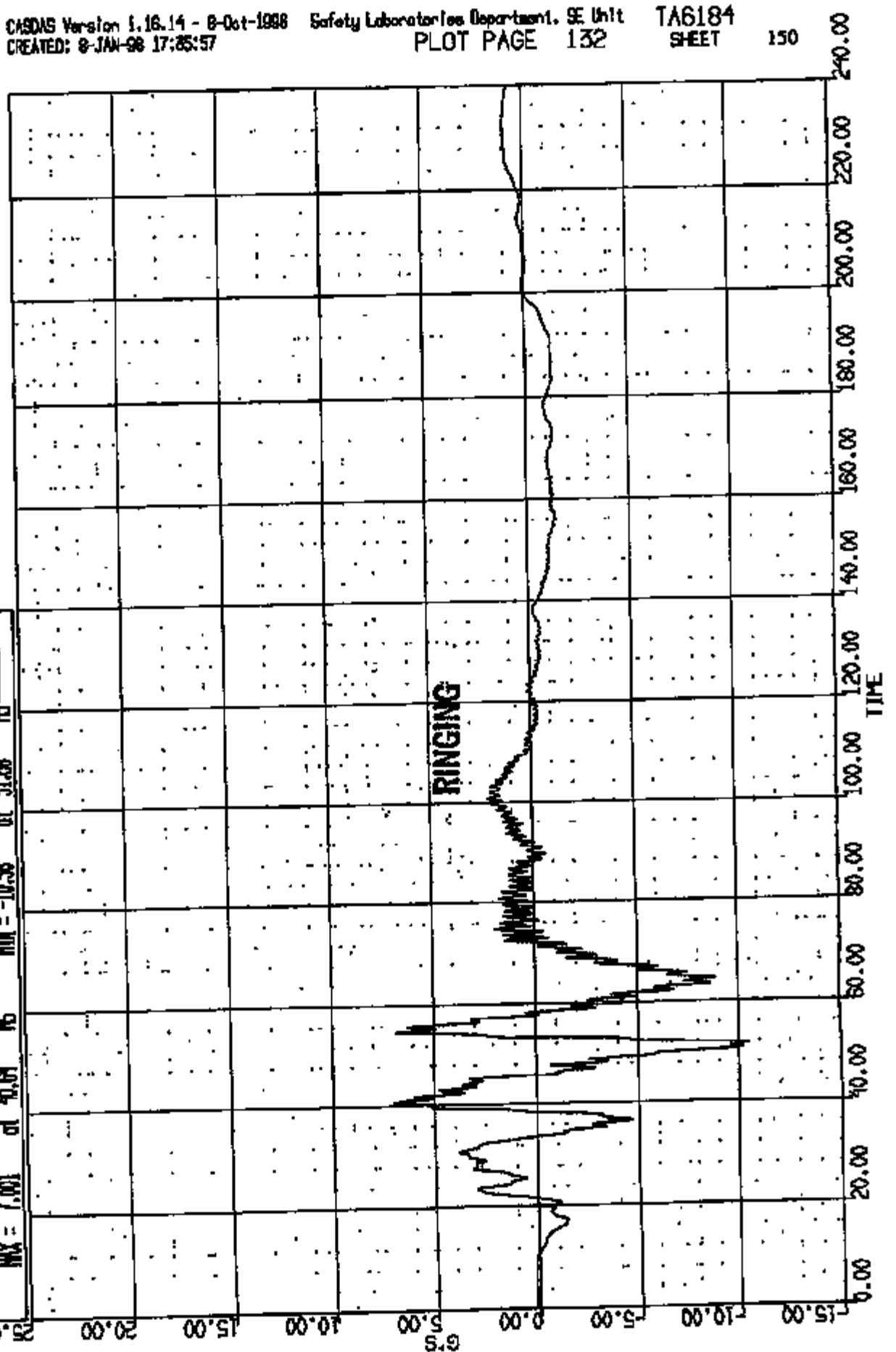
CR #: 10974 TO: TA6184 DATE: 880108 18:50:24
2000 D-188 2000 D-188

(86) CRUISE/AT ENGINE TRMS TOP LONG GC
MAX = 17.87 at 63.94 MS MIN = -77.39 at 39.23 MS
AXIS 1



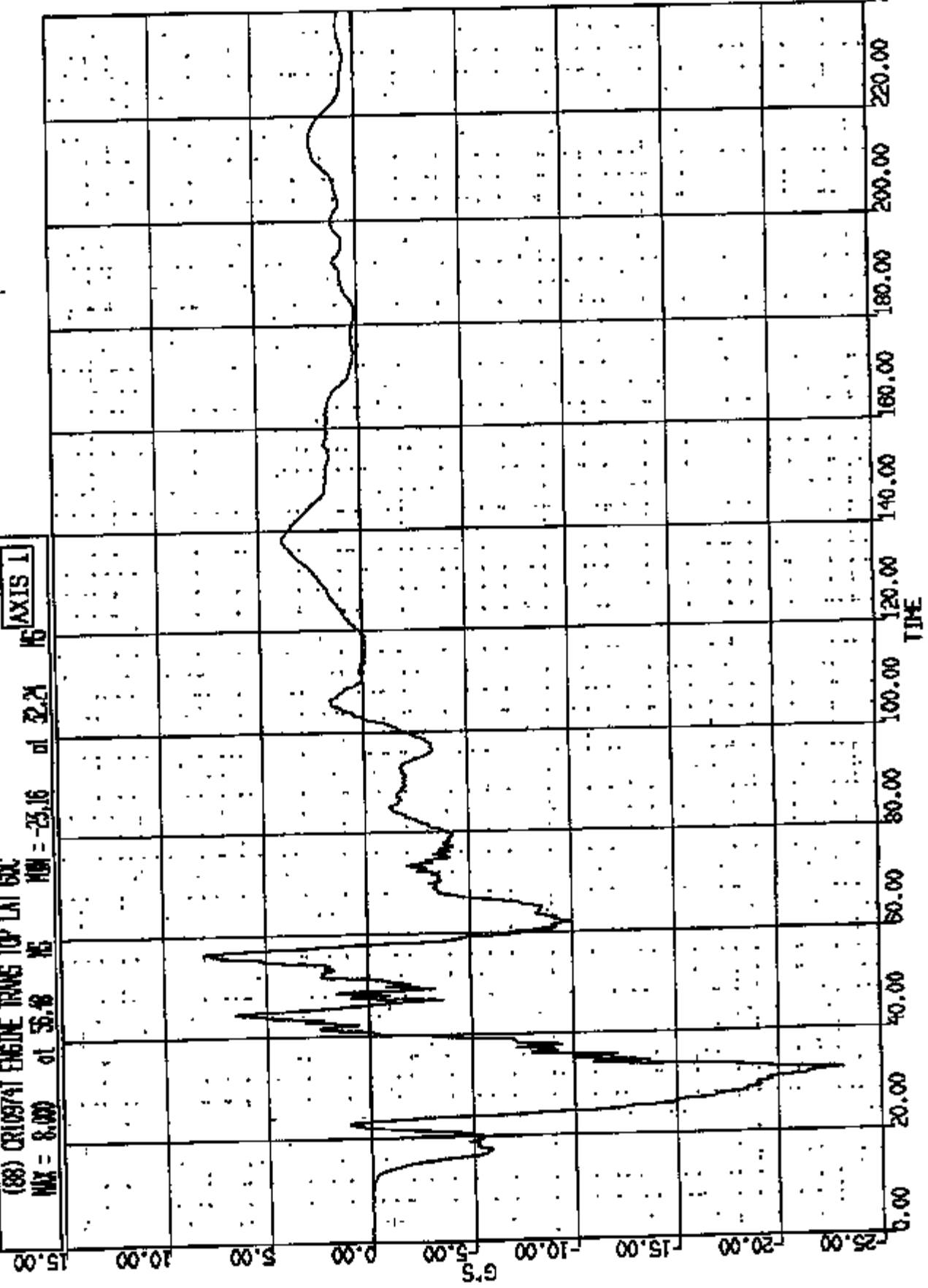
CR R: 10874 TO: TAG184 DATE: 980108 16:30:24
2000 D-186 2000 D-186

(87) CRUISE/AT ENGINE TRNS TOP VERT 6AC
MAX = 7.001 at 40.64 MS MIN = -10.56 at 51.68 MS
AXIS 1



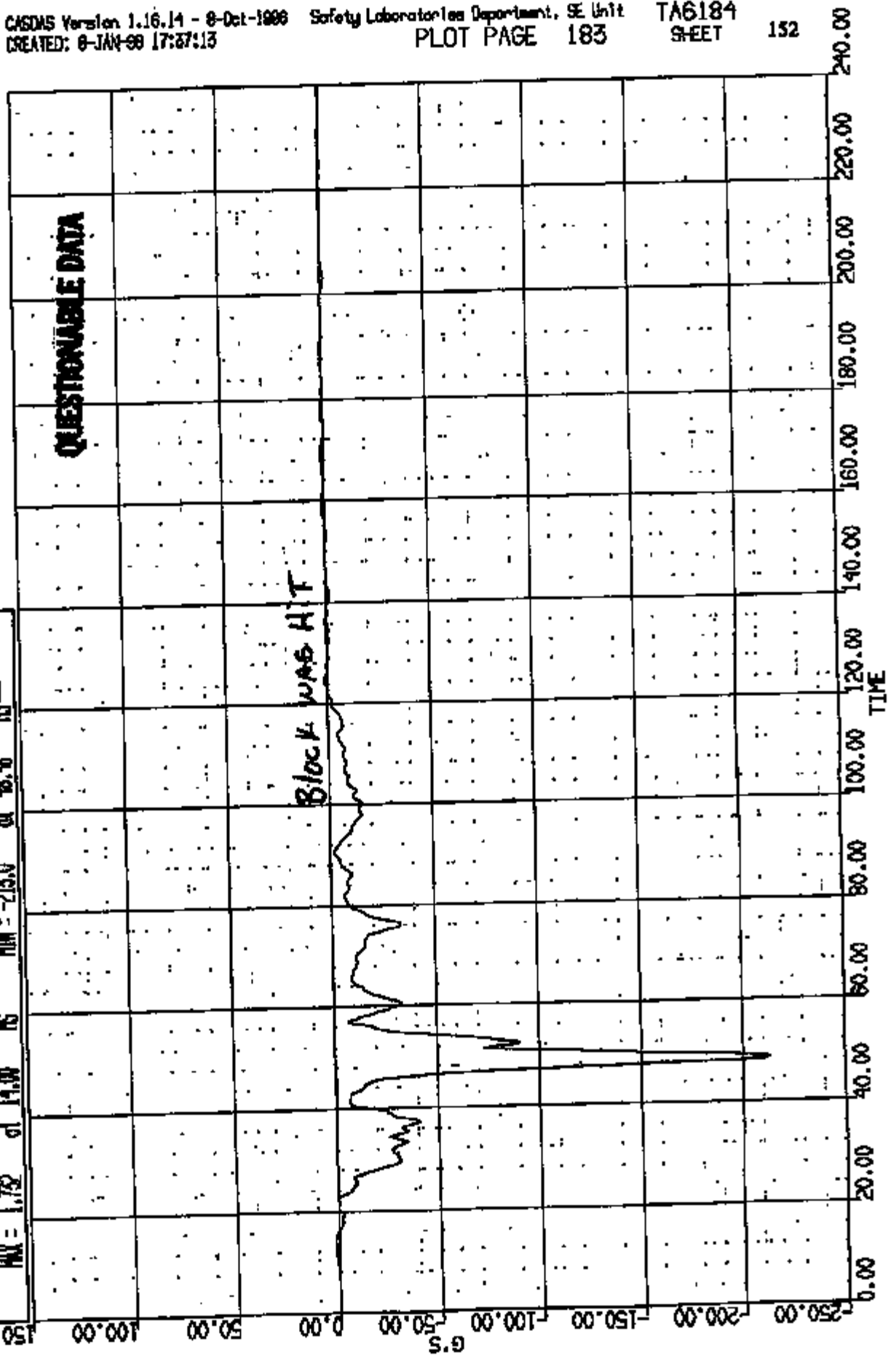
CR R: 10674 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(88) CRUISE/AT ENGINE TRNG TOP LAT GUC
MAX = 8.000 of 55.8 NS MIN = -25.16 of 32.21 NS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(138) CR10974T ENGINE TRING BOTTOM LONG GOC
MAX = 1.732 of 14.00 MS MIN = 213.0
AXIS 1



CR R: 10974 TO: TAG184 DATE: 880108 16:30:24
2000 D-188 2000 D-188

* (139) ORIGIN AT ENGINE TRIMS BOTTOM VERT GOC

MAX = 136.7 at 42.8

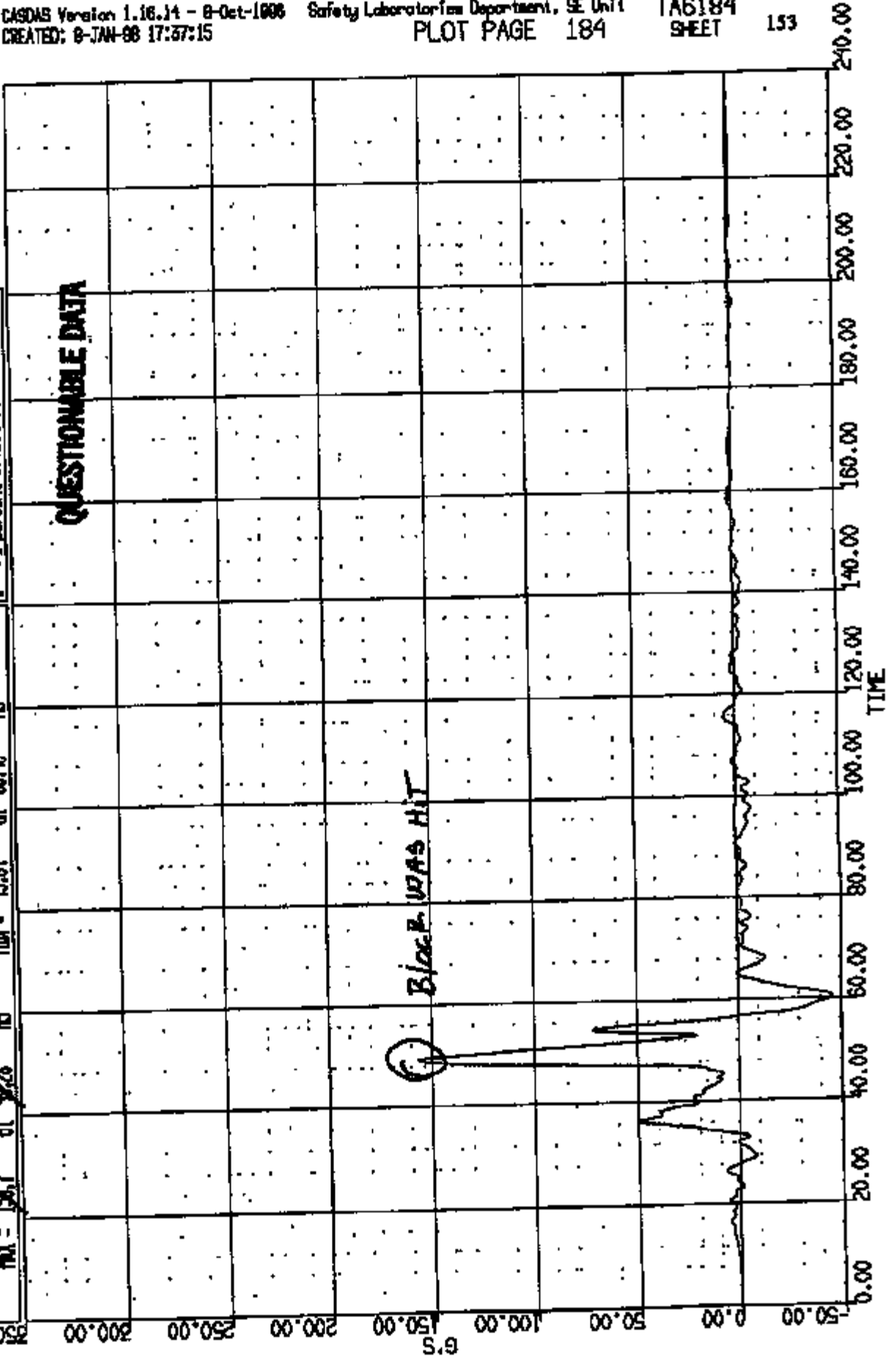
MIN = -45.81

at 60.40

AXIS 1

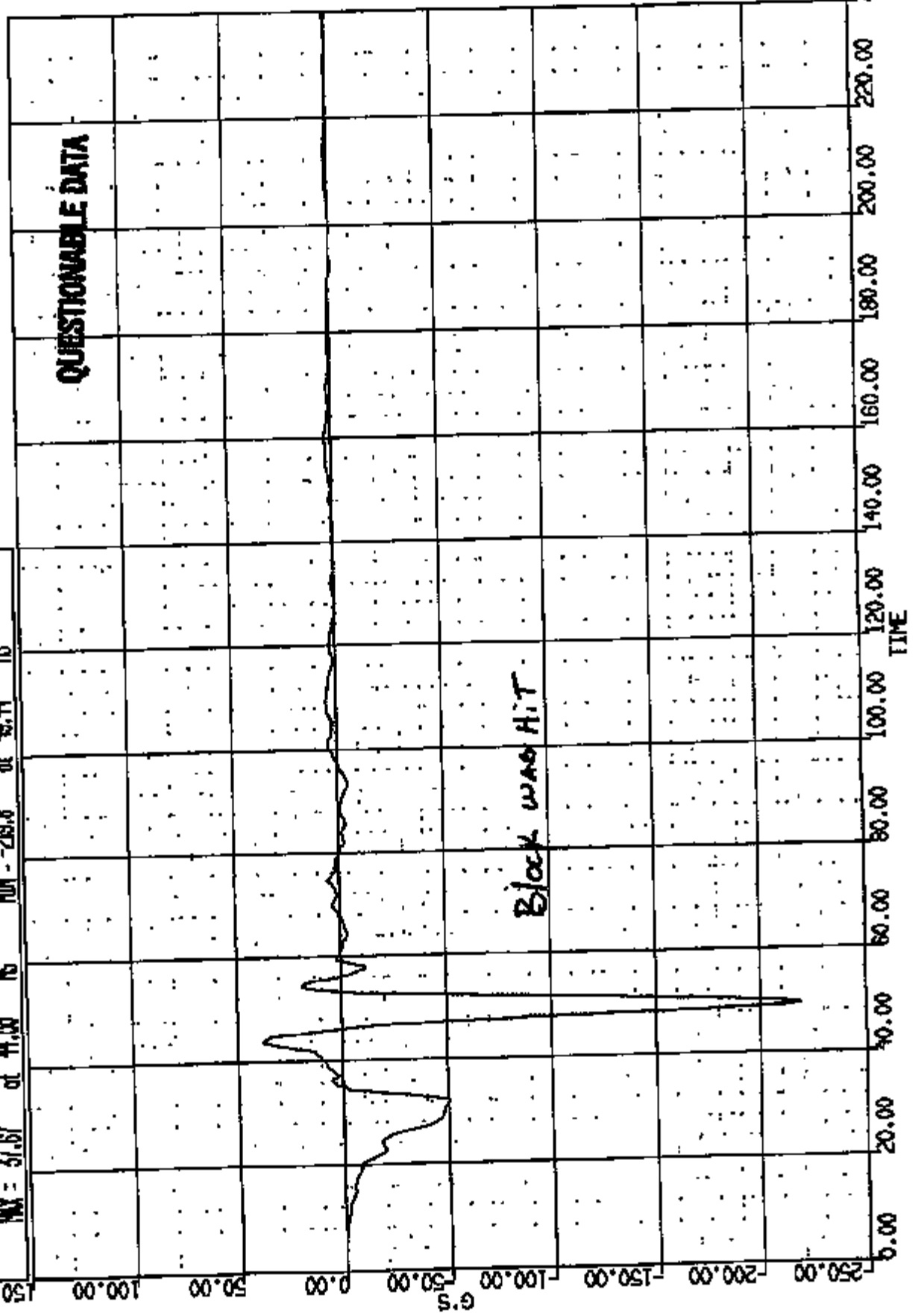
ADDITIONAL KEY:

o - Midboard data exceeded full scale
- >1 percent offset at 1 zero



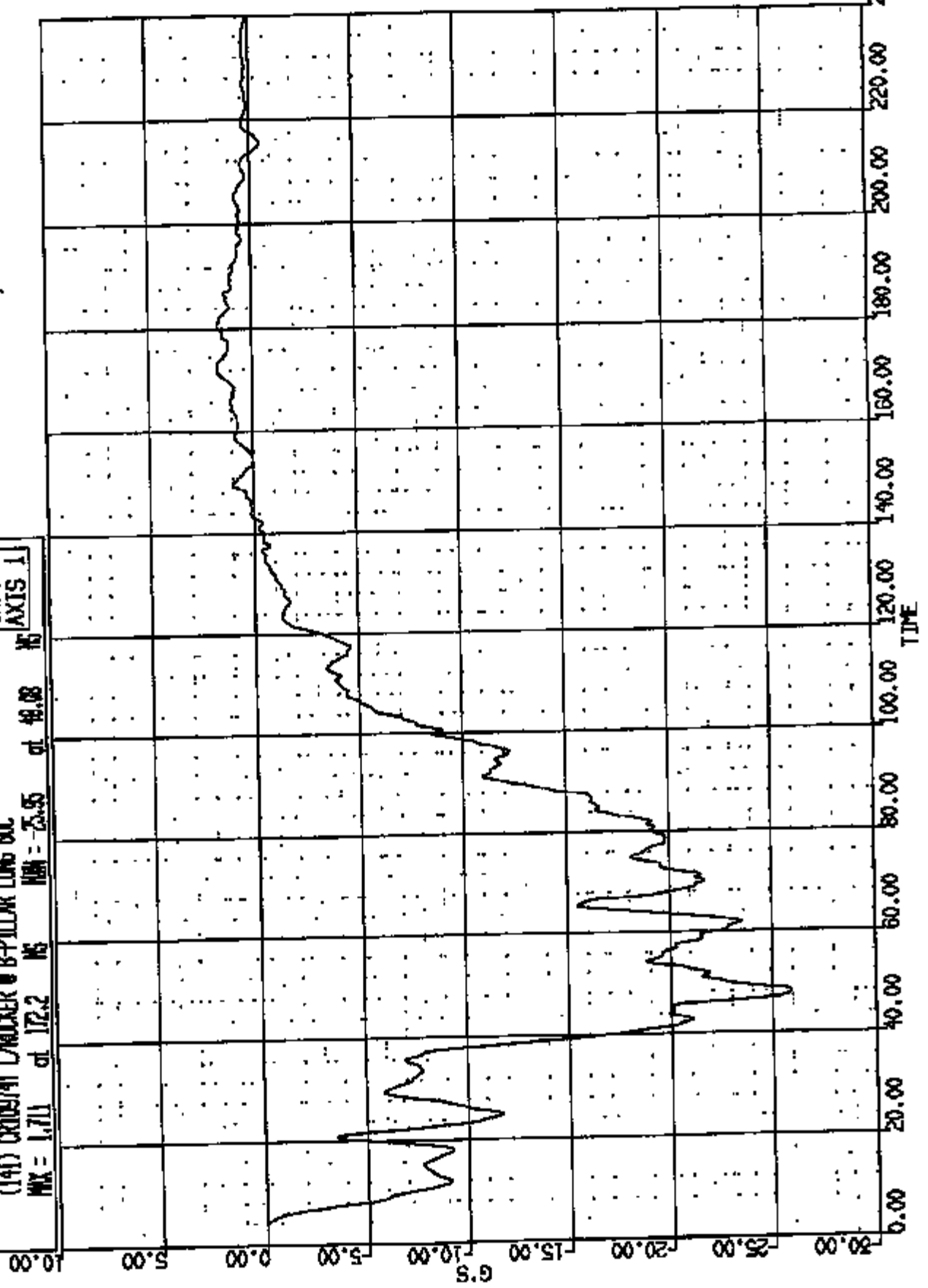
CR R: 10974 TOI TA6184 DATE: 980108 16:30:24
2000 D-180 2000 D-180

(140) CRUISE/AT ENGINE TRING BOTTOM LAT GRC
MAX = 37.67 at 11.00 NS MIN = -29.8 at 49.44 NS
AXIS 1



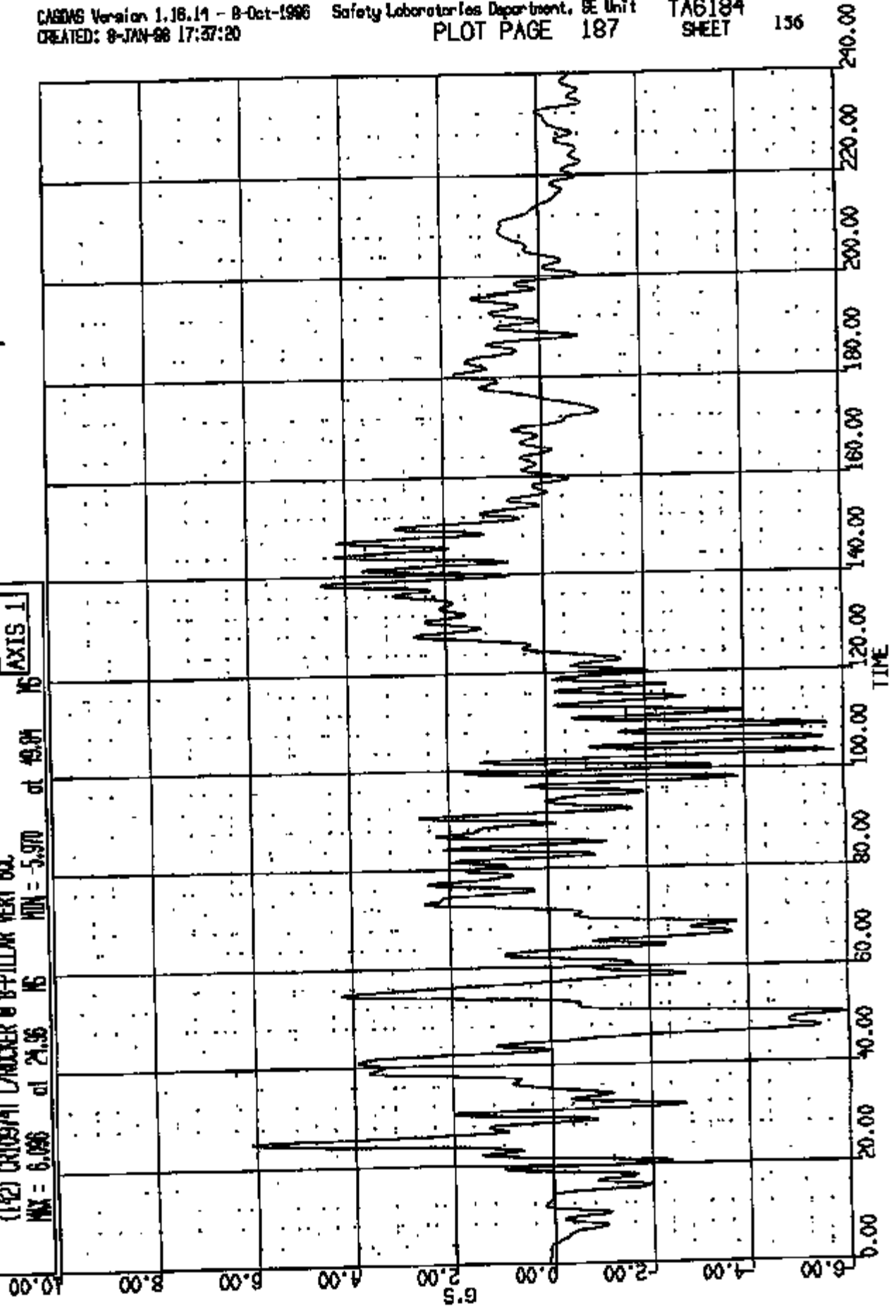
CR R: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-186 2000 D-186

(141) CRISTAT L/MOORE @ B-PILLAR LONG SEC
MAX = 1.711 at 172.2 MS MIN = -25.55 at 48.08 MS
AXIS 1



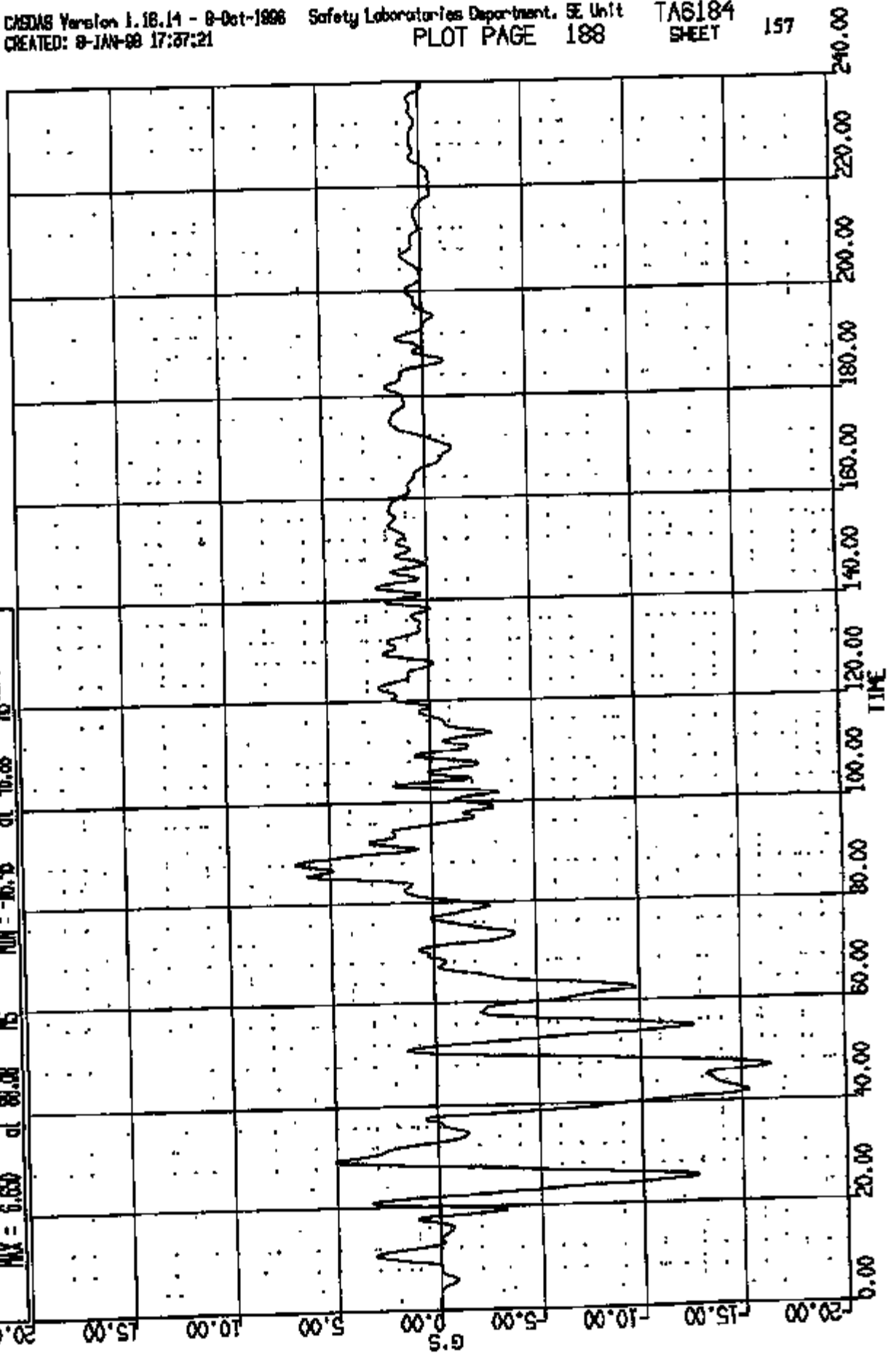
CR R: 10874 TO: TA6184 DATE: 980108 18:30:24
2000 D-186 2000 D-186

(142) CR10974T L/ROCKER @ 8-PILLAR VERT 60C
MAX = 6.096 at 21.95 MS MIN = -5.970 at 49.04 MS
AXIS 1



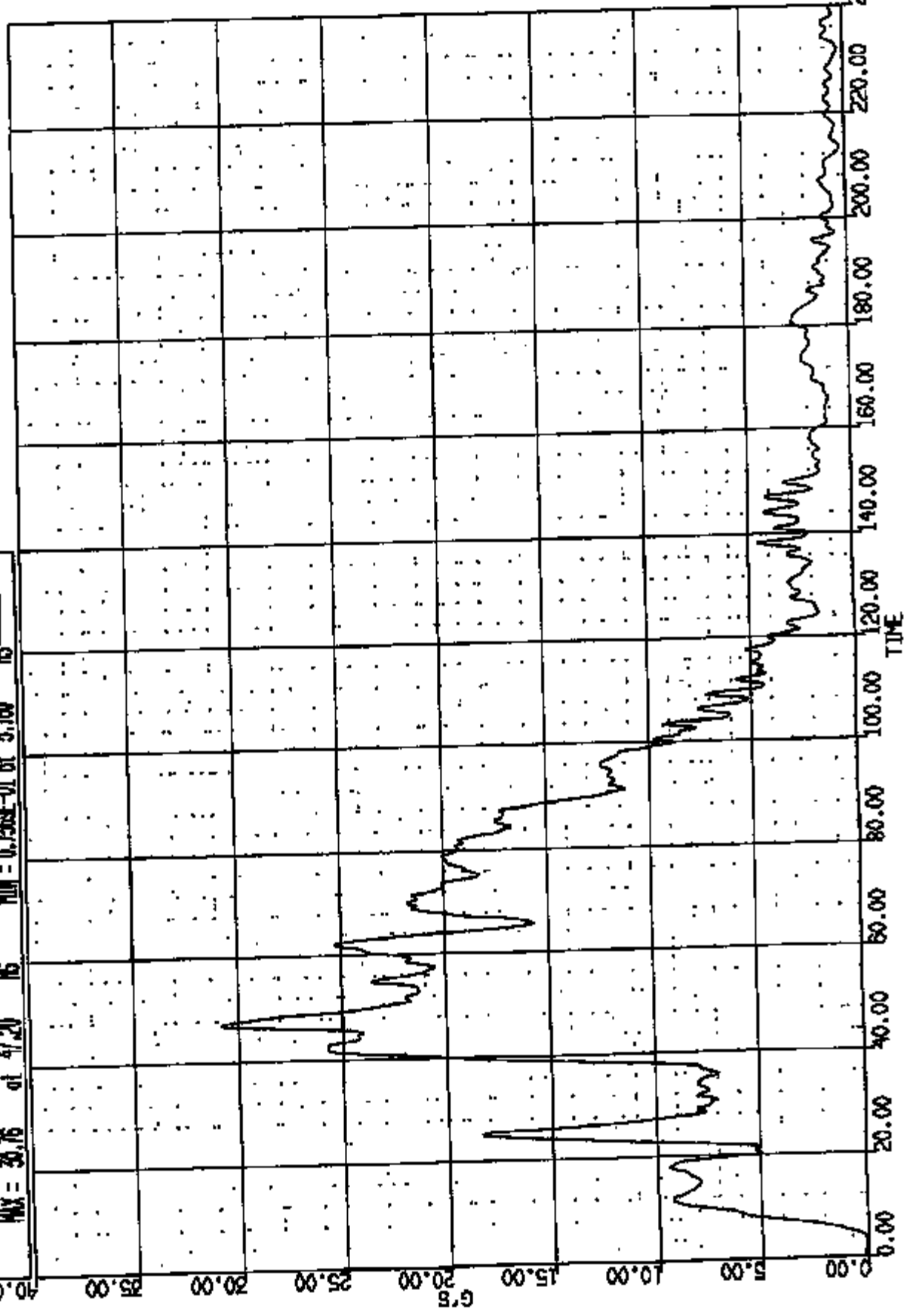
CR R: 10974 TD: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(143) CRISTAL LANCER @ 8-PILLAR LAT 60C
MAX = 6.630 at 80.00 MS MIN = -16.45 at 16.88 MS
AXIS 1



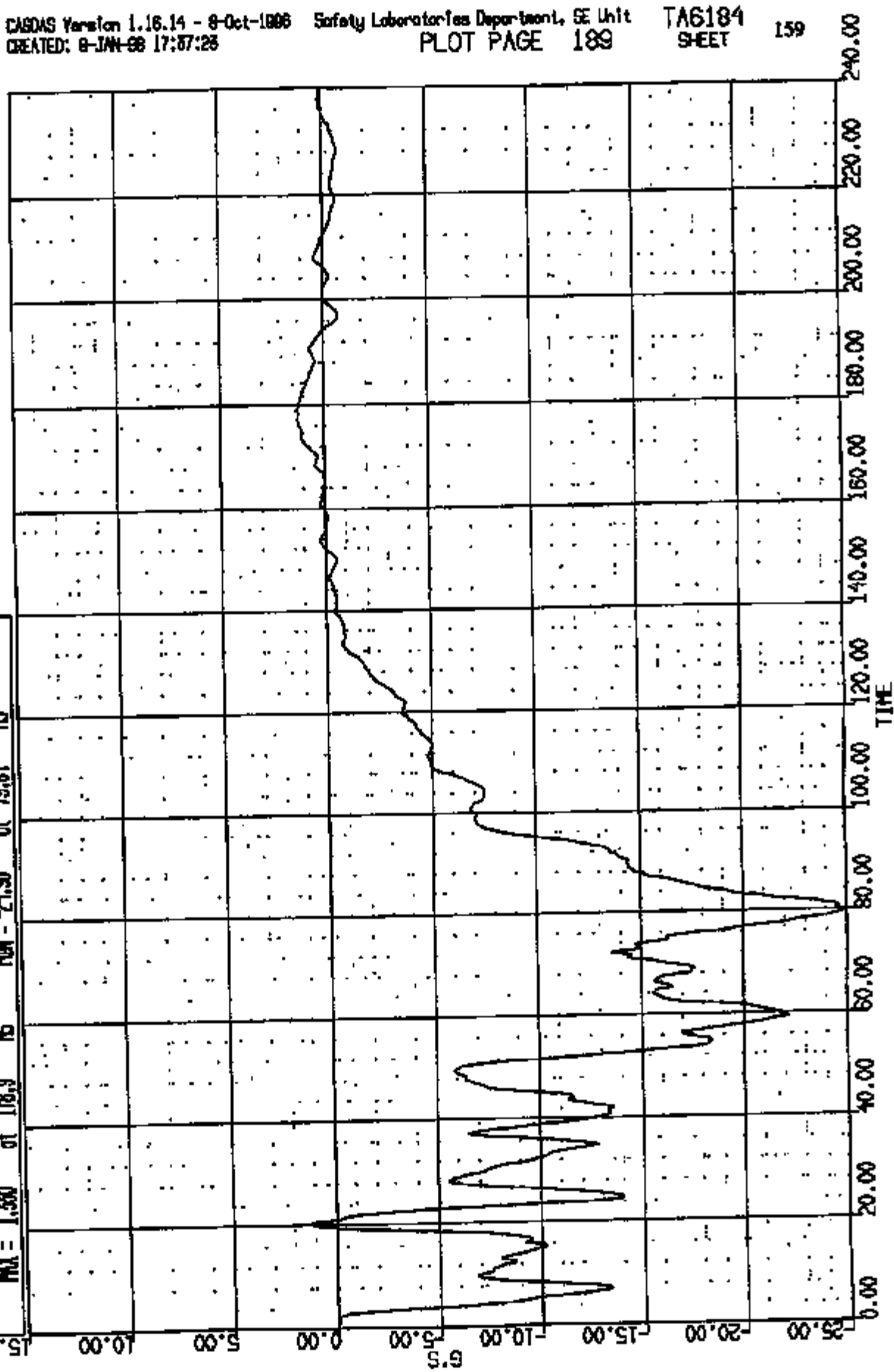
CR R: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(10015) CRUSH/AT L/ROCKER @ 8-PILLAR RES GRC
MAX = 30.76 at 47.20 16 MIN = 0.738E-01 at 3.760 16
AXIS 1



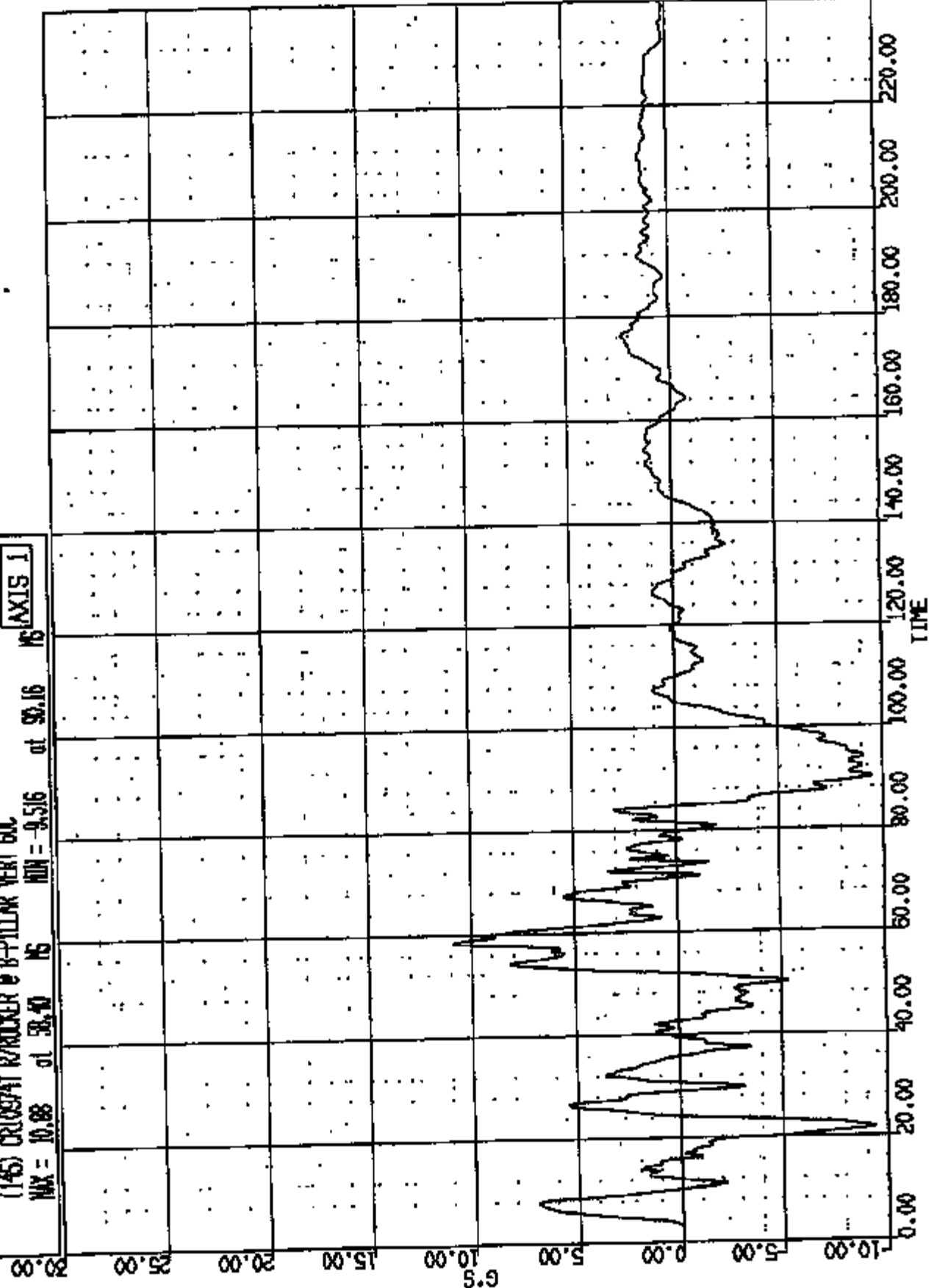
CR R: 10974 TO: TAG184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(144) CR10974T R/ROUNDER @ B-PILLAR LONG 60C
MAX = 1.350 at 178.9 MS MIN = -21.95 at 79.84 MS
AXIS 1



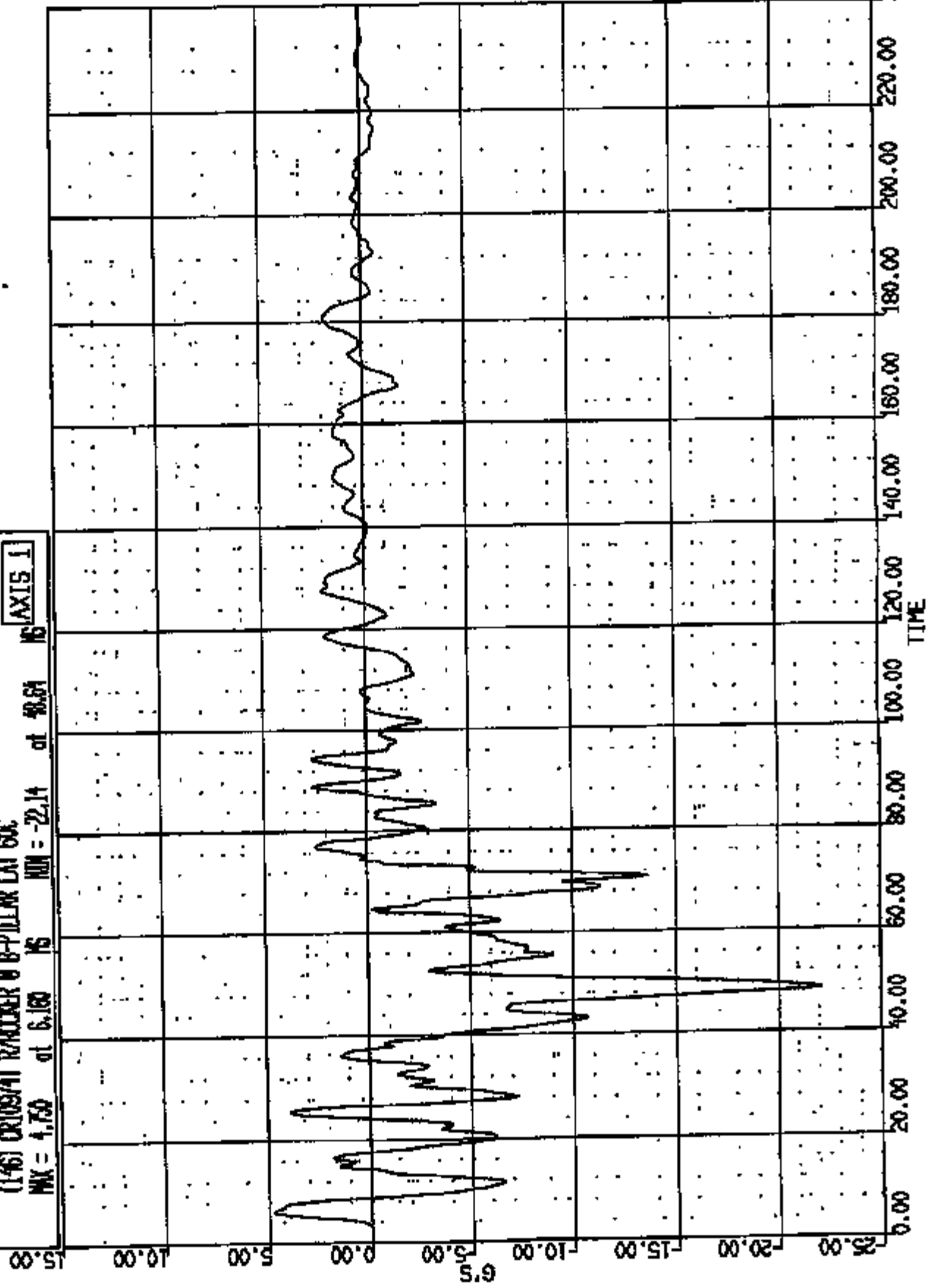
CR R: 10874 TO: TAB184 DATE: 880106 16:30:24
2000 D-186 2000 D-186

(146) CR09741 R/ROCKER @ B-PILLAR VERT 60C
MAX = 10.88 at 38.40 MS MIN = -9.516 at 90.16 MS [AXIS 1]



CR R: 10974 TO: TAG184 DATE: 980108 16:30:24
2000 0-186 2000 0-186

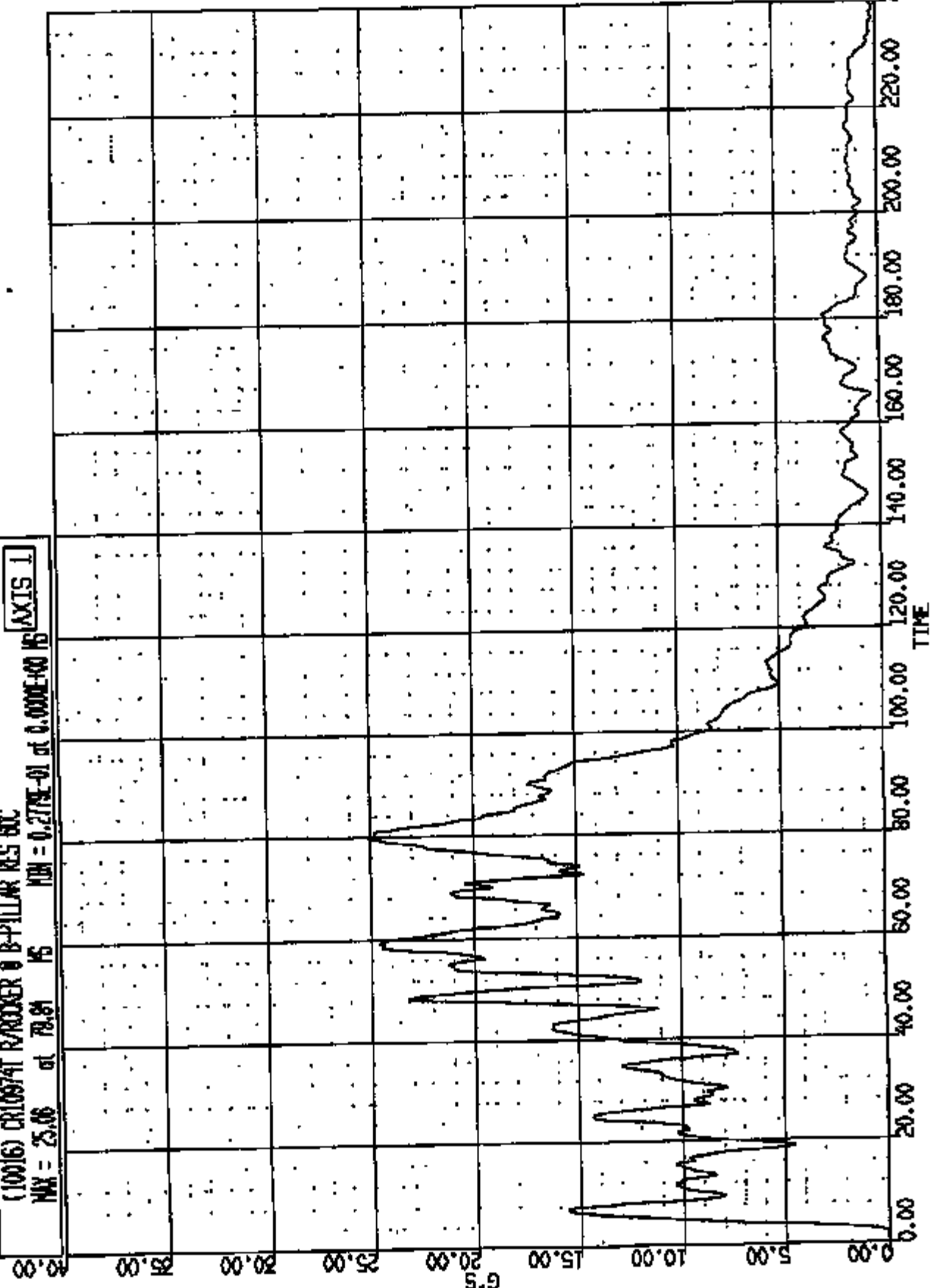
(146) CRUSHT RANDBER 0 B-PILLAR LAL 60C
MAX = 4.750 at 6.100 MS MIN = -22.14 at 90.54 MS
AXIS 1



CR R: 10974 TO: TA6184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(10016) CR10974T R/RODGER @ B-PILLAR RES 60C
MAX = 25.06 at 73.81 MS MIN = 0.279E-01 at 0.000E+00 MS

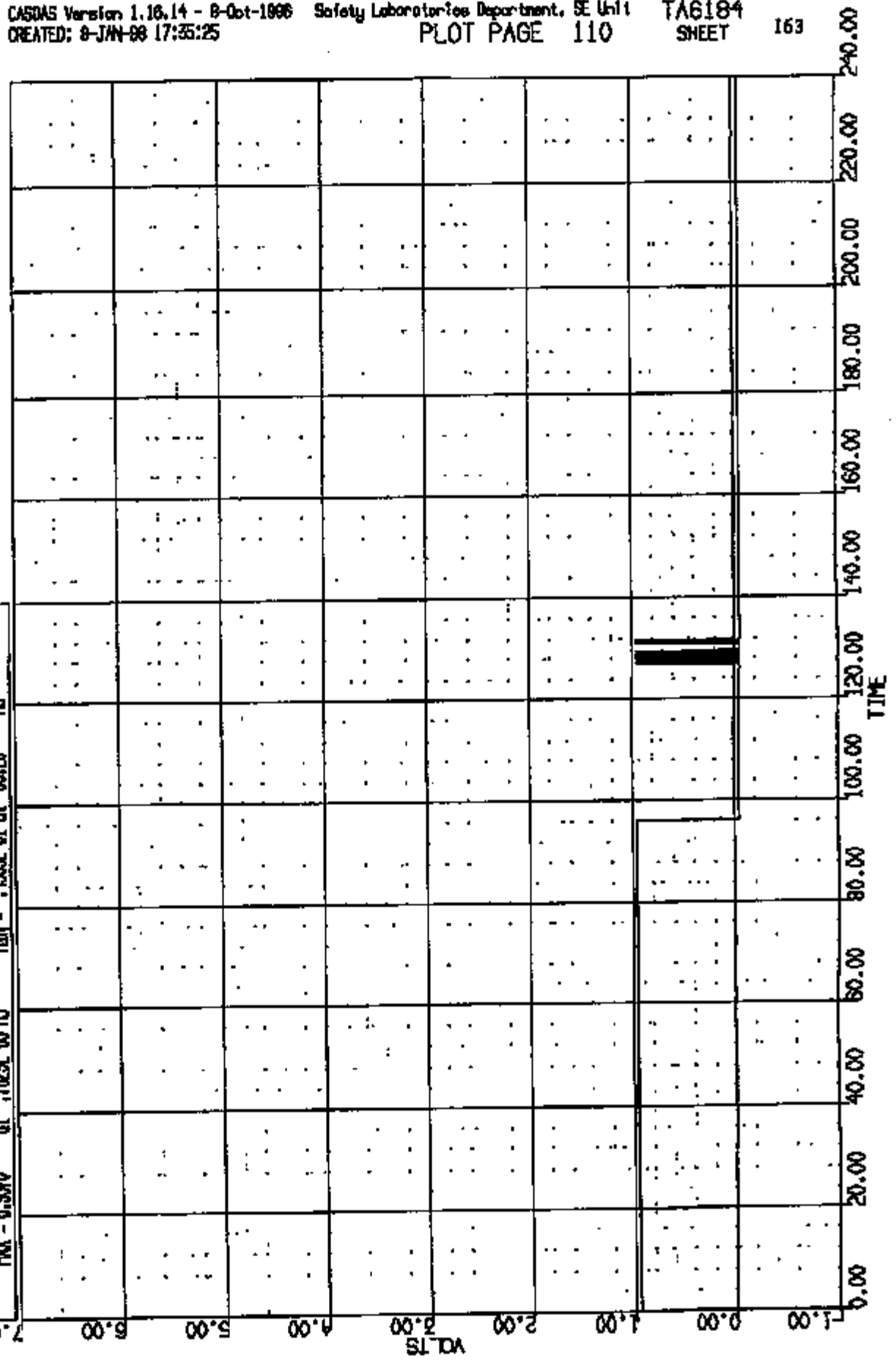
AXIS 1



CR R: 10874 TO: TAG184 DATE: 080108 16:30:24
2000 D-186 2000 D-186

(65) CRUISE/AT ALTERNATE T-ZERO SN 4000C
MAX = 0.9570 at -7023E-05 MS MIN = -4933E-01 at 96.20 MS

AXIS 1



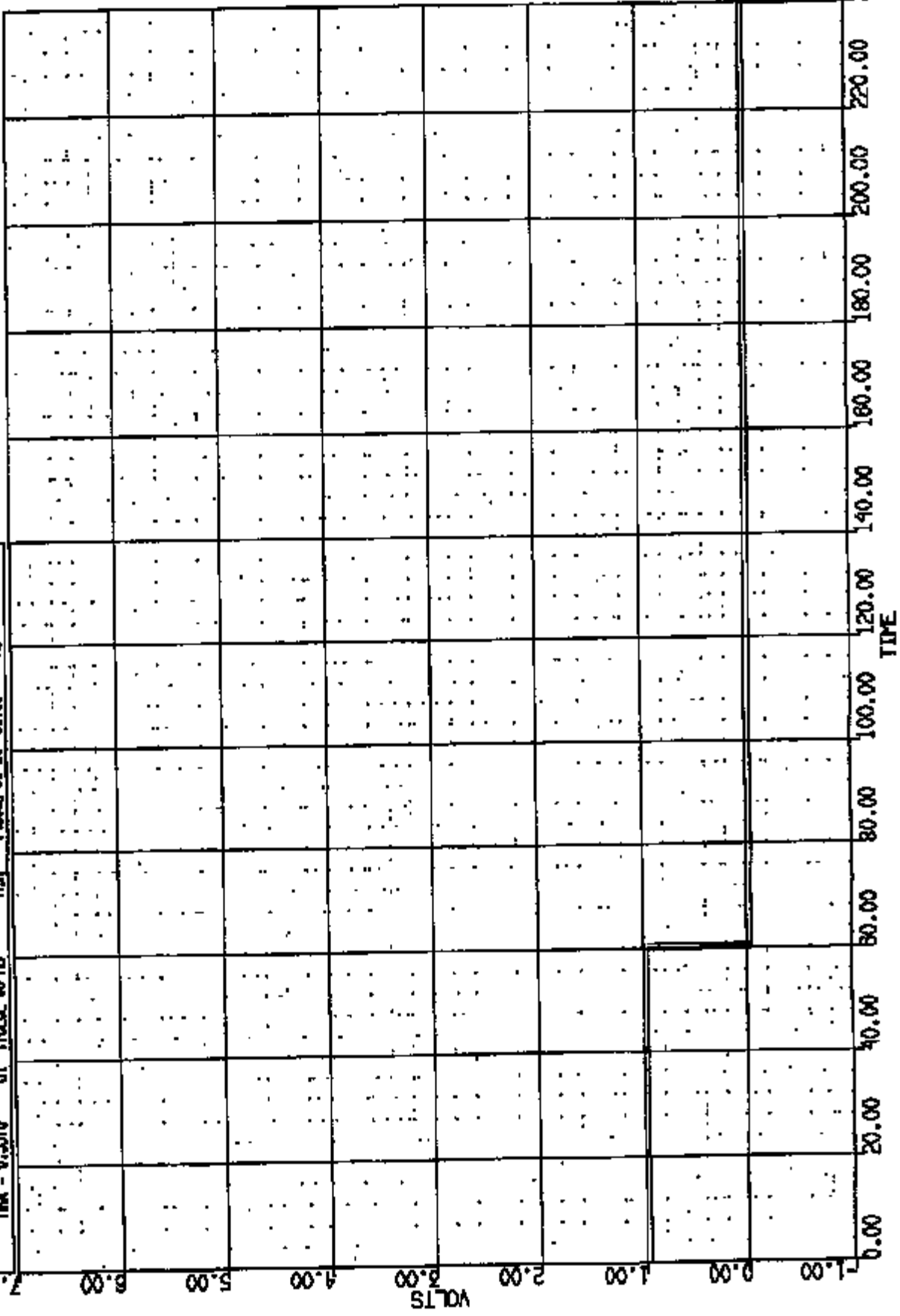
CR R: 10974 TO: TA6184 DATE: 880108 16:50:24
2000 D-188 2000 D-188

(66) ORIGINAT FUEL SHUT OFF (INERTIA) SN 4000

MAX = 0.9570 at -7623E-05 MS

MIN = -0.989E-01 at 59.90 MS

AXIS 1



CRT R: 10974 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(0) DECLINING L. RRR AT B PLR WRT L. GRAD REF LONG DISP
MAX = 31.85 at 105.0 NS RRR = 0.000E+00 at 0.000E+00 NS

AXIS 1

40.00

35.00

30.00

25.00

20.00

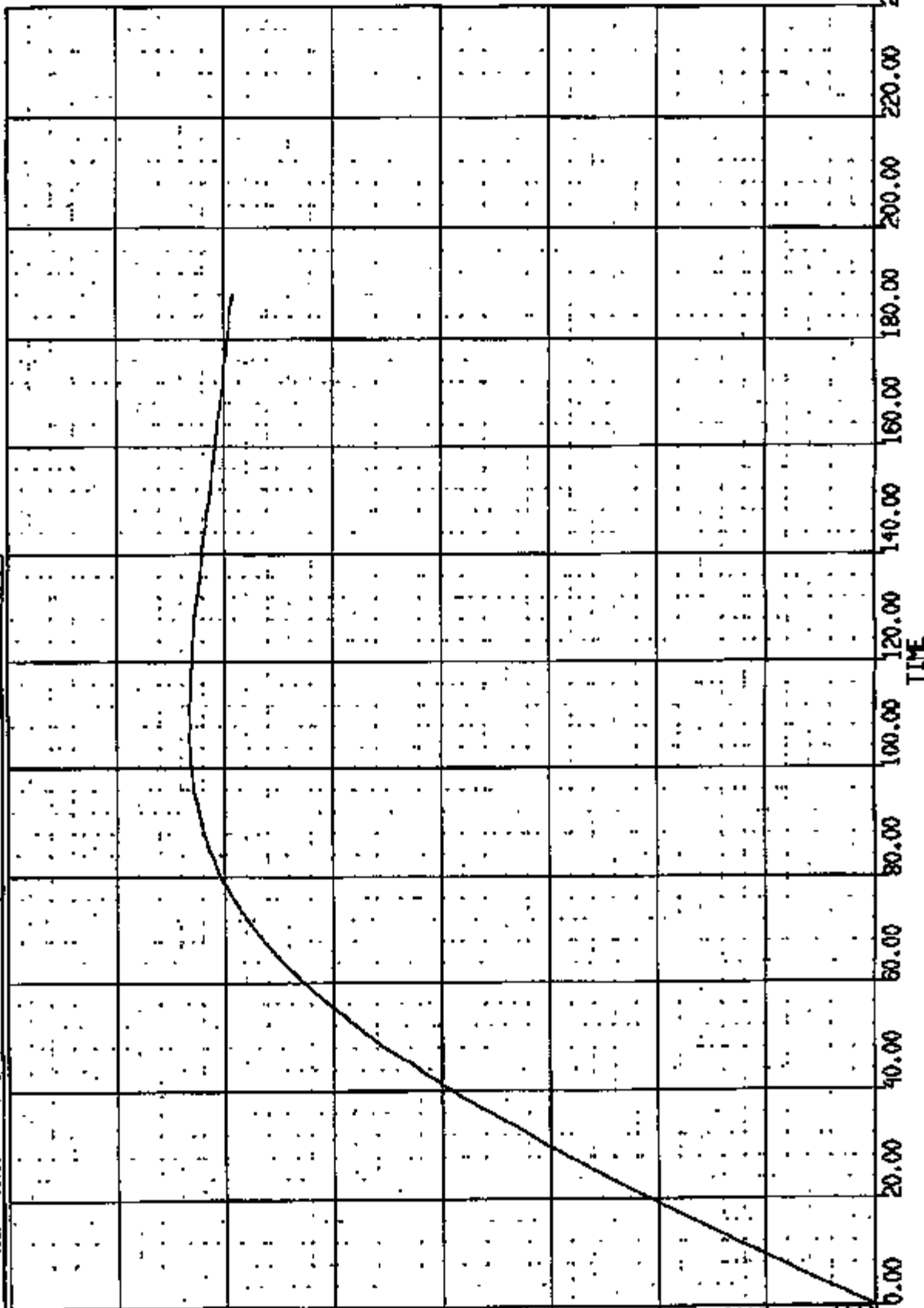
15.00

10.00

5.00

0.00

INCHES



CR R: 10974 TO: TA6184 DATE: 880108 16:30:24
2000 D-186 2000 D-186

(0) ORC10974 L BAR AT B PLR WRT L END REF VERT DISP
MAX = 0.3535E-01 at 4.000 IN MIN = -.5381 at 149.0 IN

AXIS 1

7.00

6.00

5.00

4.00

3.00

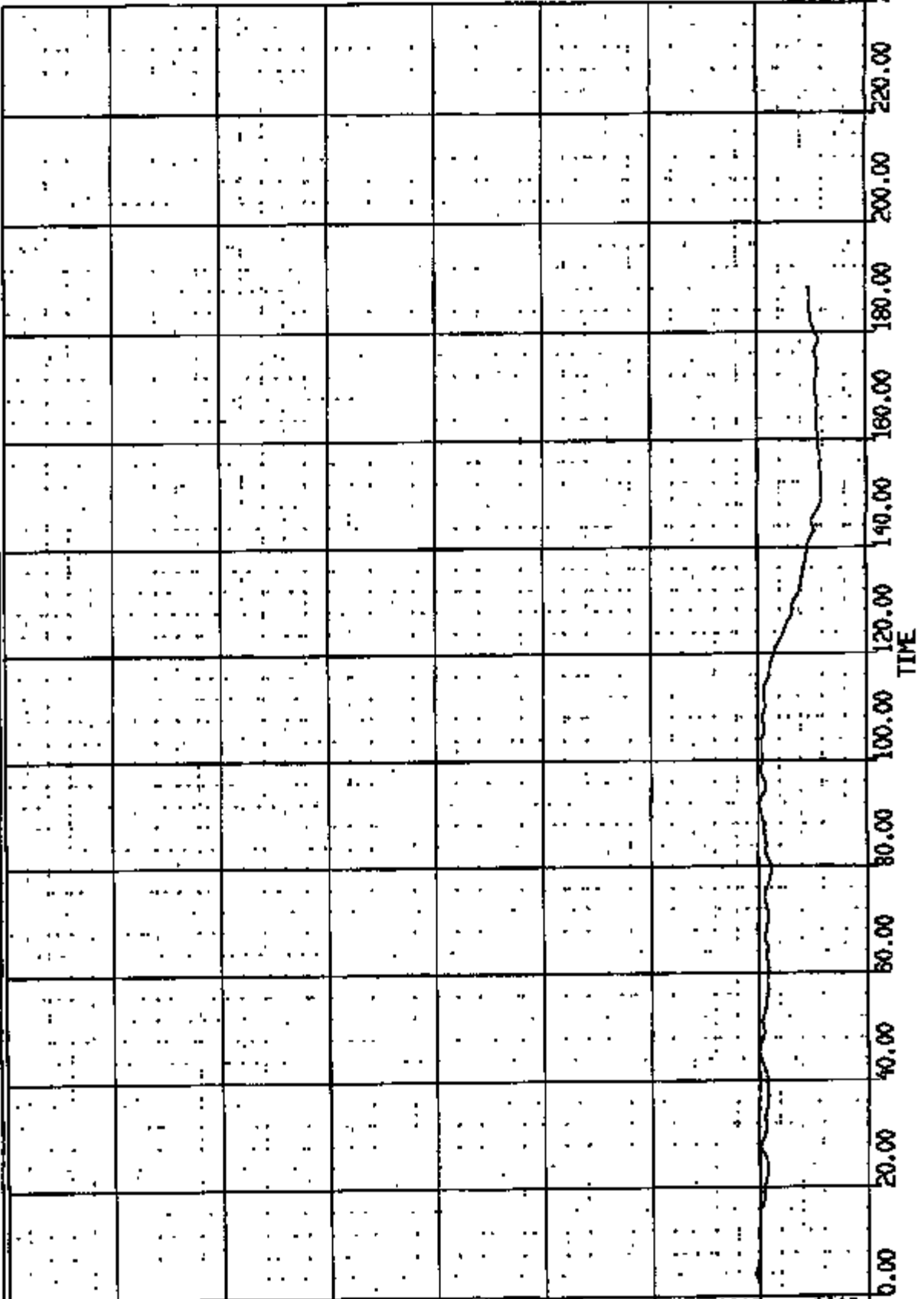
2.00

1.00

0.00

-1.00

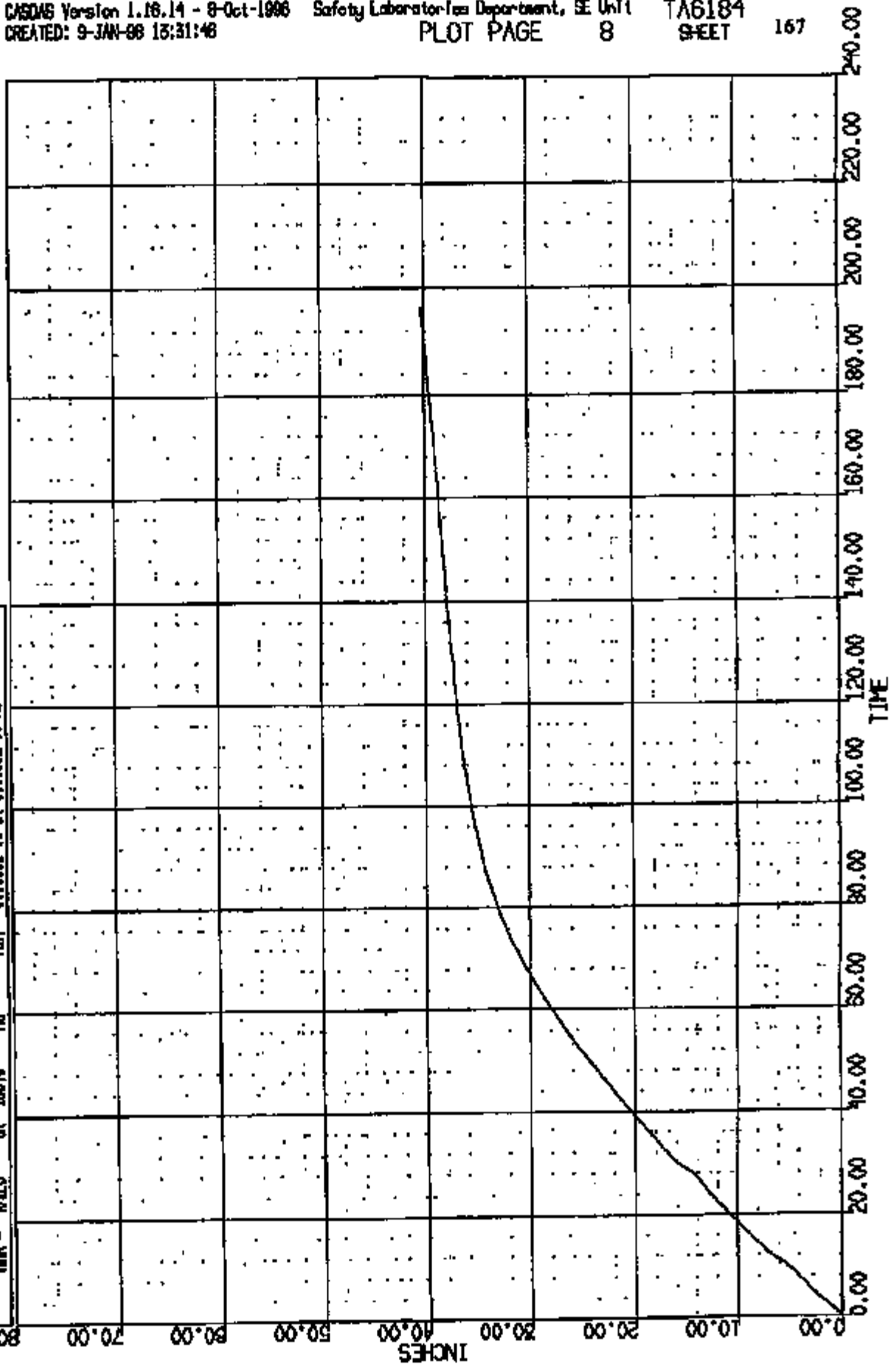
INCHES



CR R: 10874 TO: TAG184 DATE: 980108 18:30:24
2000 D-188 2000 D-188

(0) CALCUS/A R ROR AT B PER ART R GRID REF LONG DISP
MAX = 41.25 at 156.0 MS MIN = 0.0000E+00 at 0.0000E+00 MS

AXIS 1



CR R: 10874 TO: TA6184 DATE: 880108 18:30:24
2000 D-188 2000 D-188

(0) CIRCULAR R ROR AT B PER ART R GND REF VERT DISP

MAX = 0.8865 at 50.00 MS MIN = -2.215 at 196.0 MS

AXIS 1

5.00

4.00

3.00

2.00

1.00

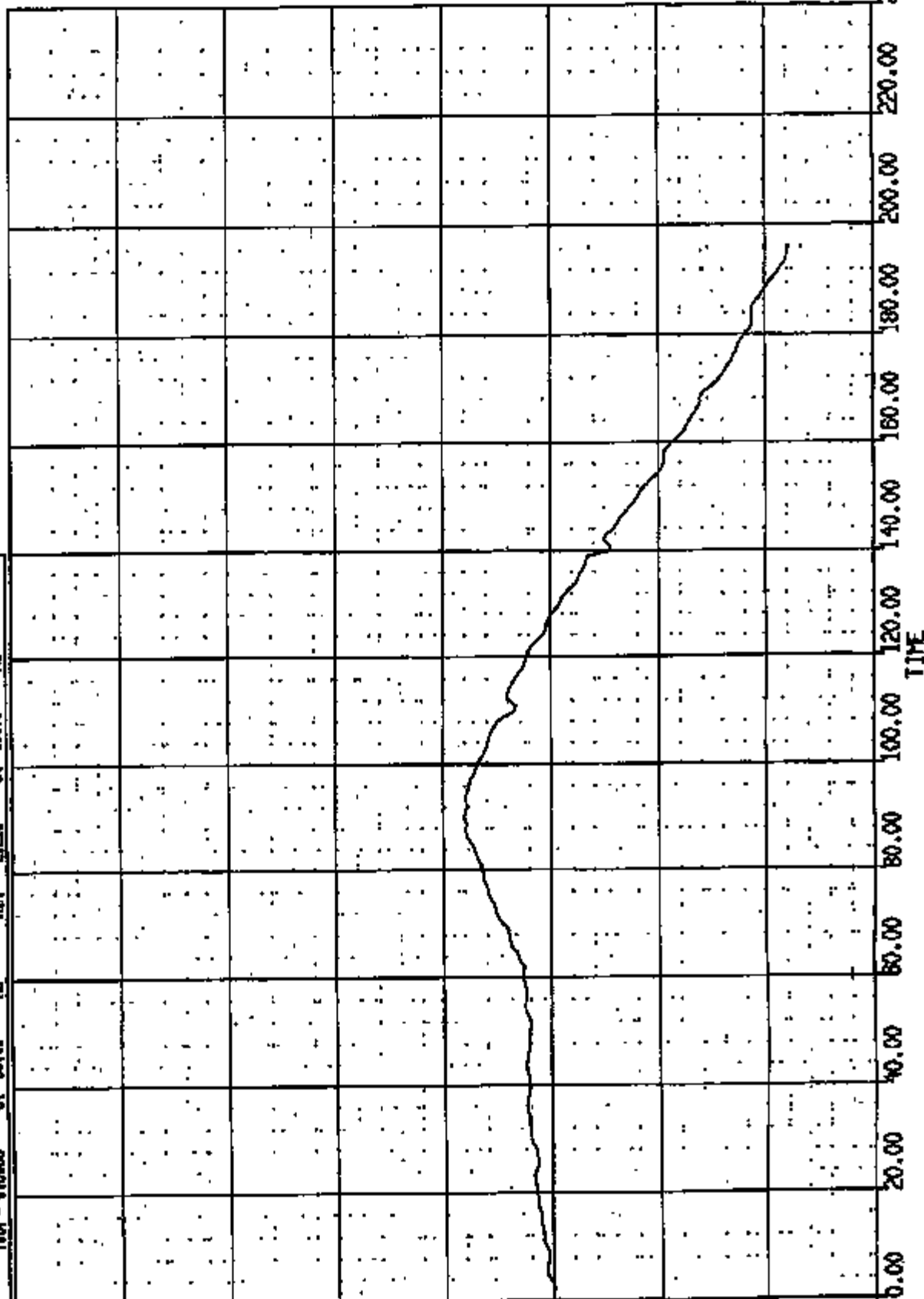
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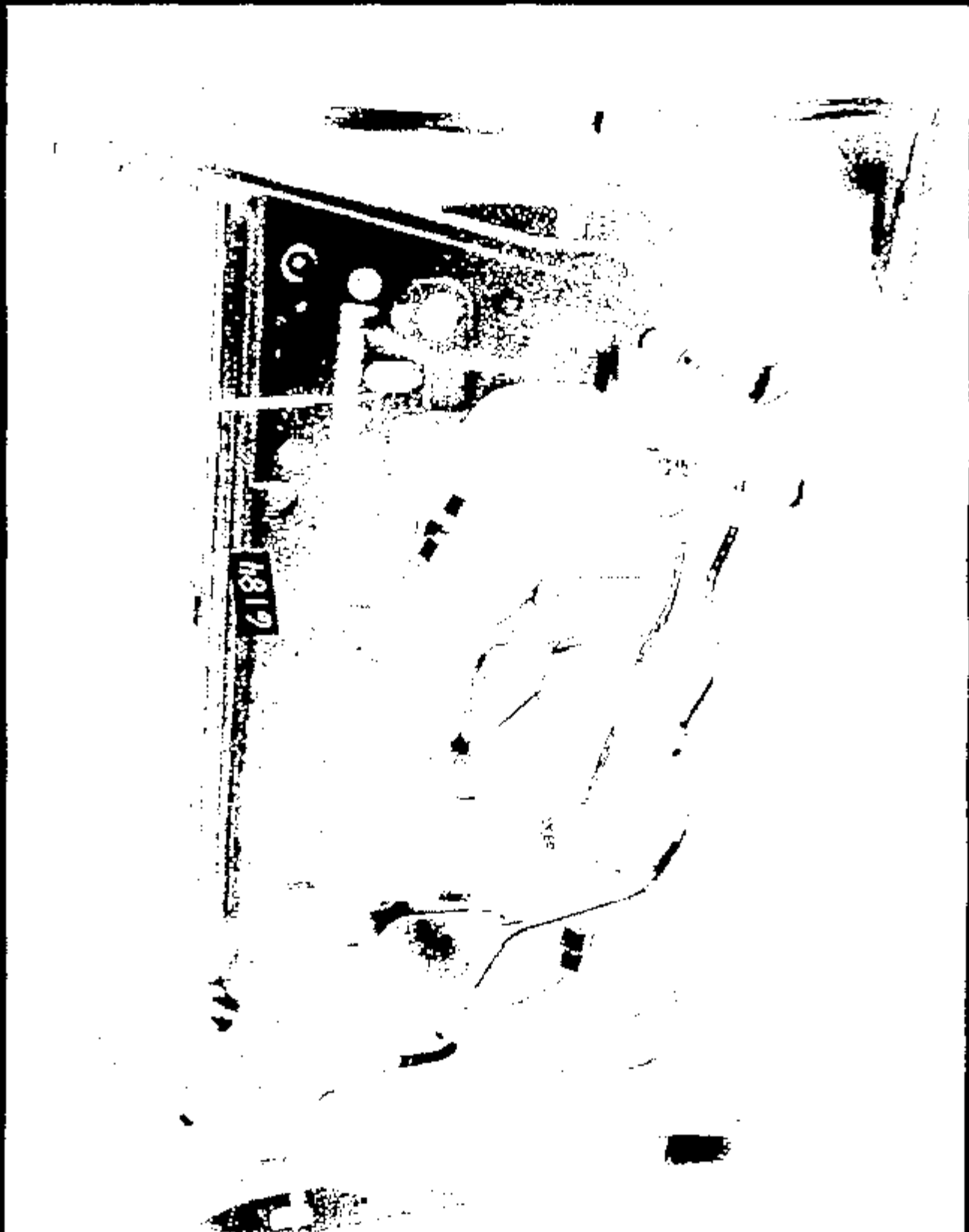
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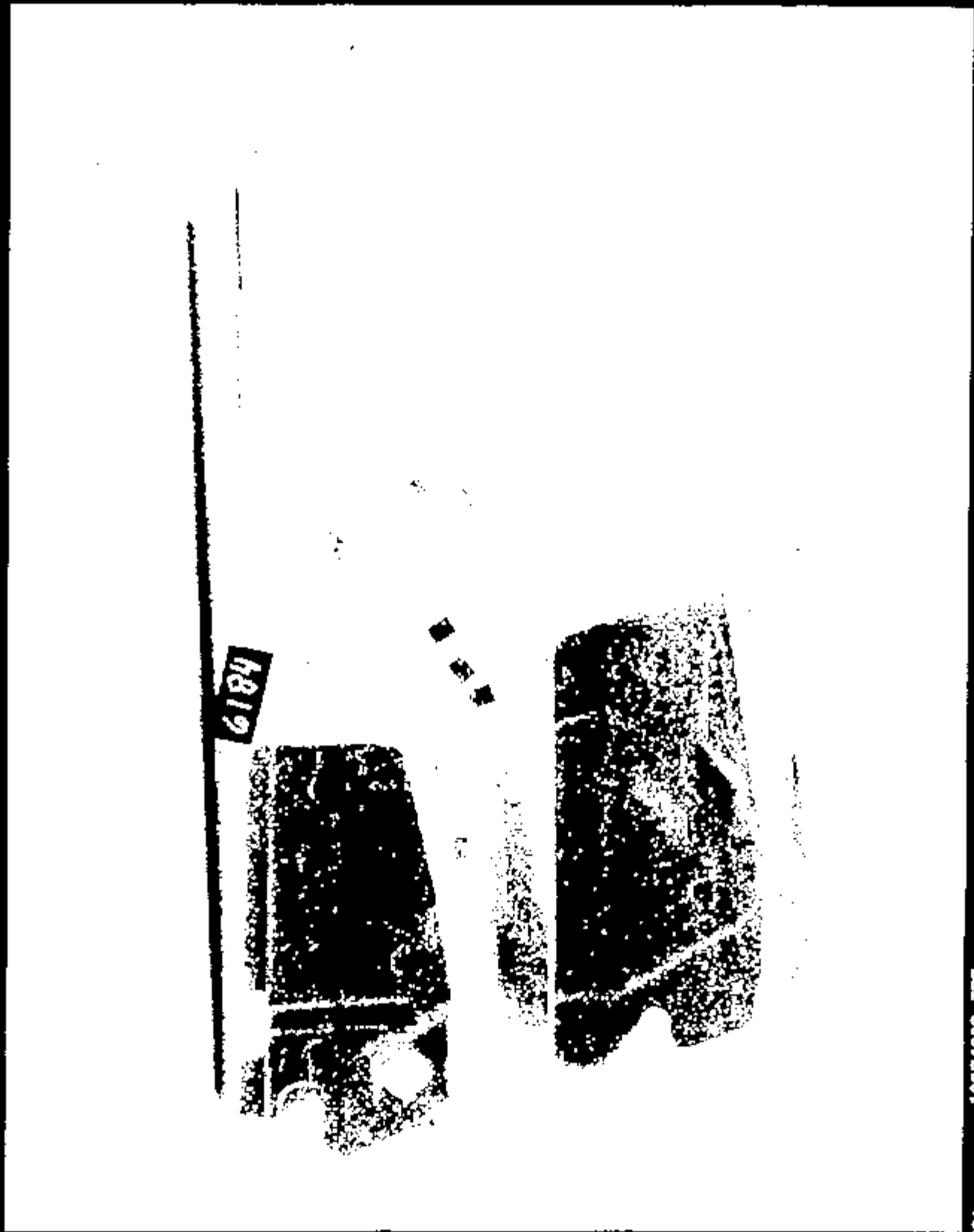
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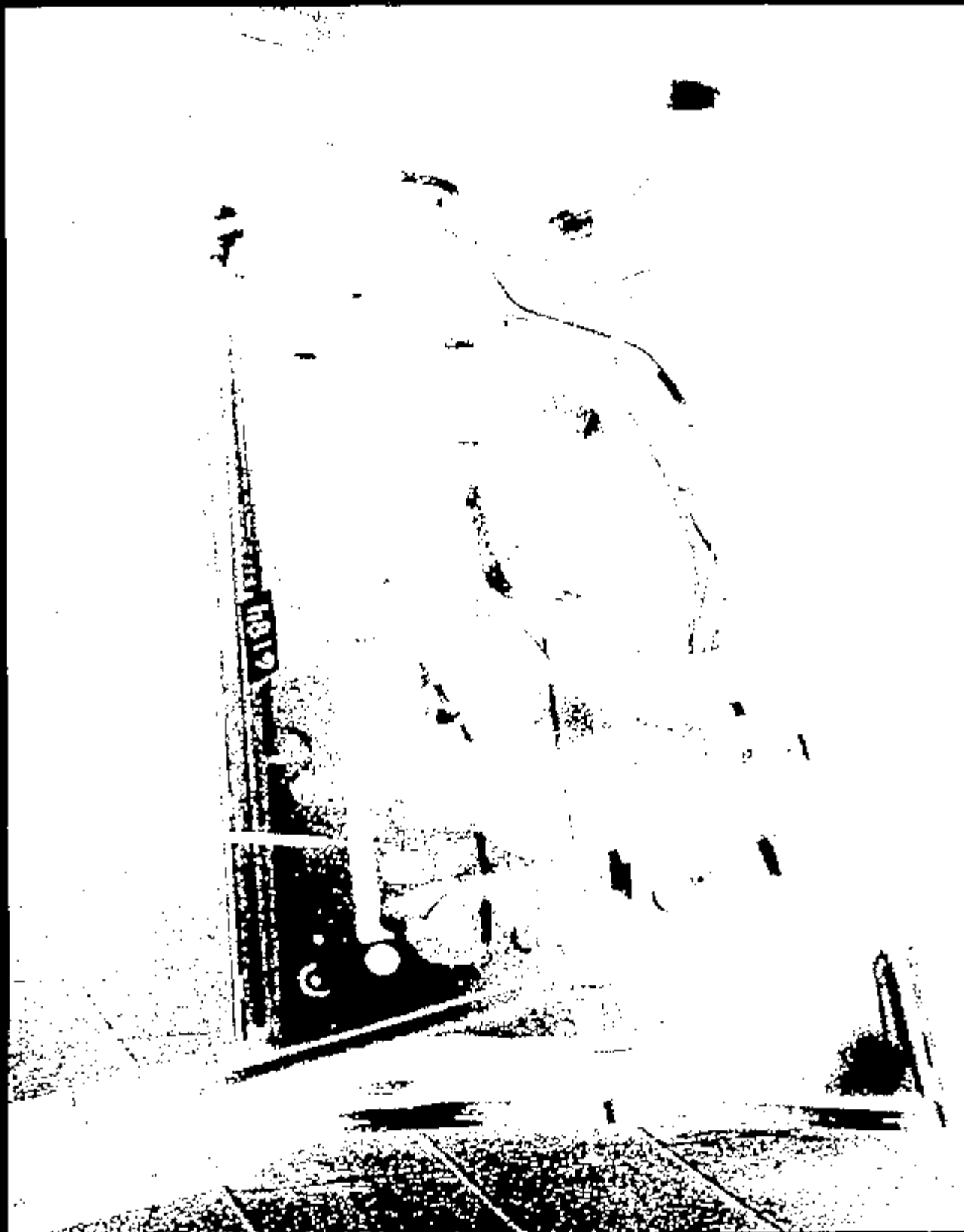
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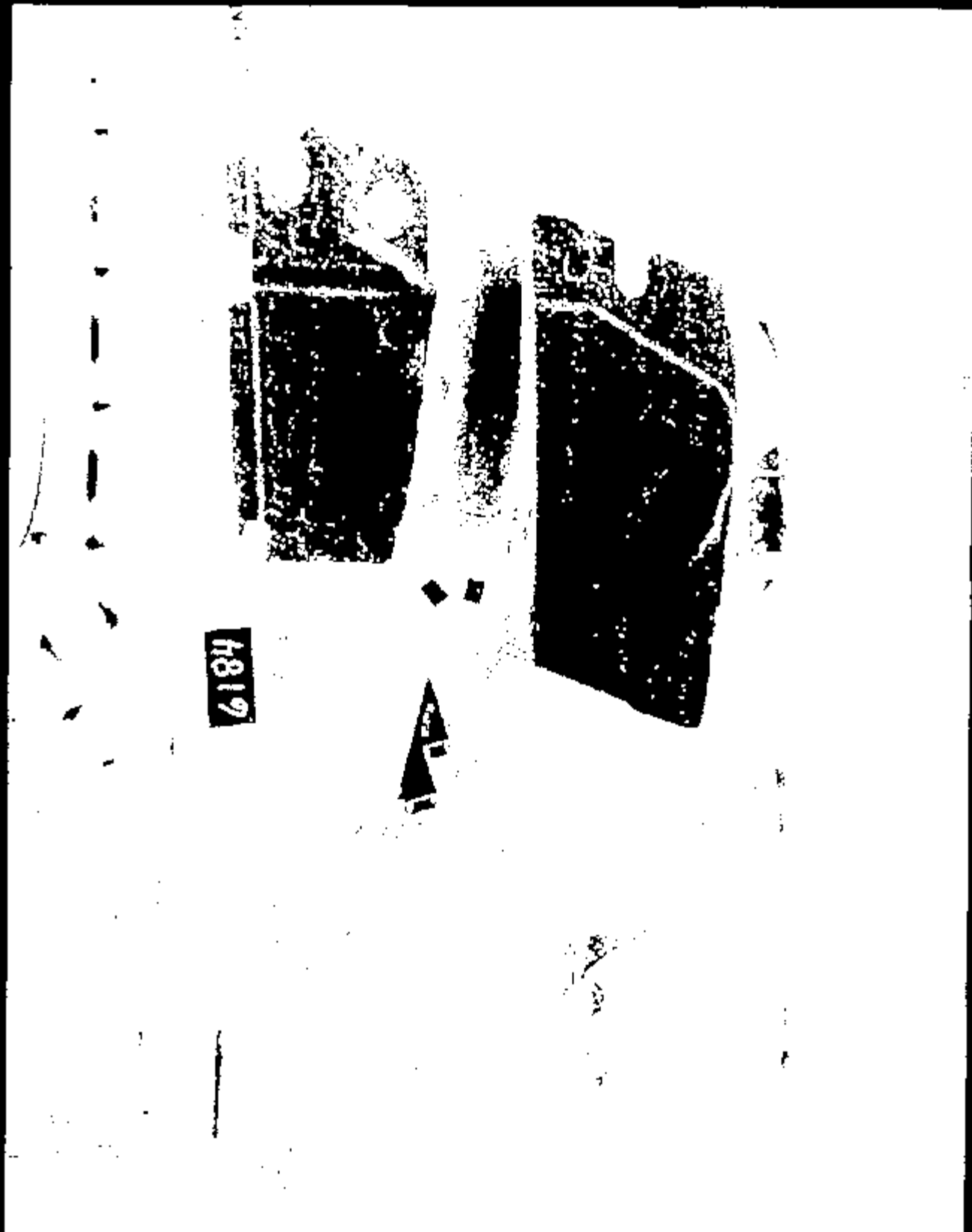
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Image 2



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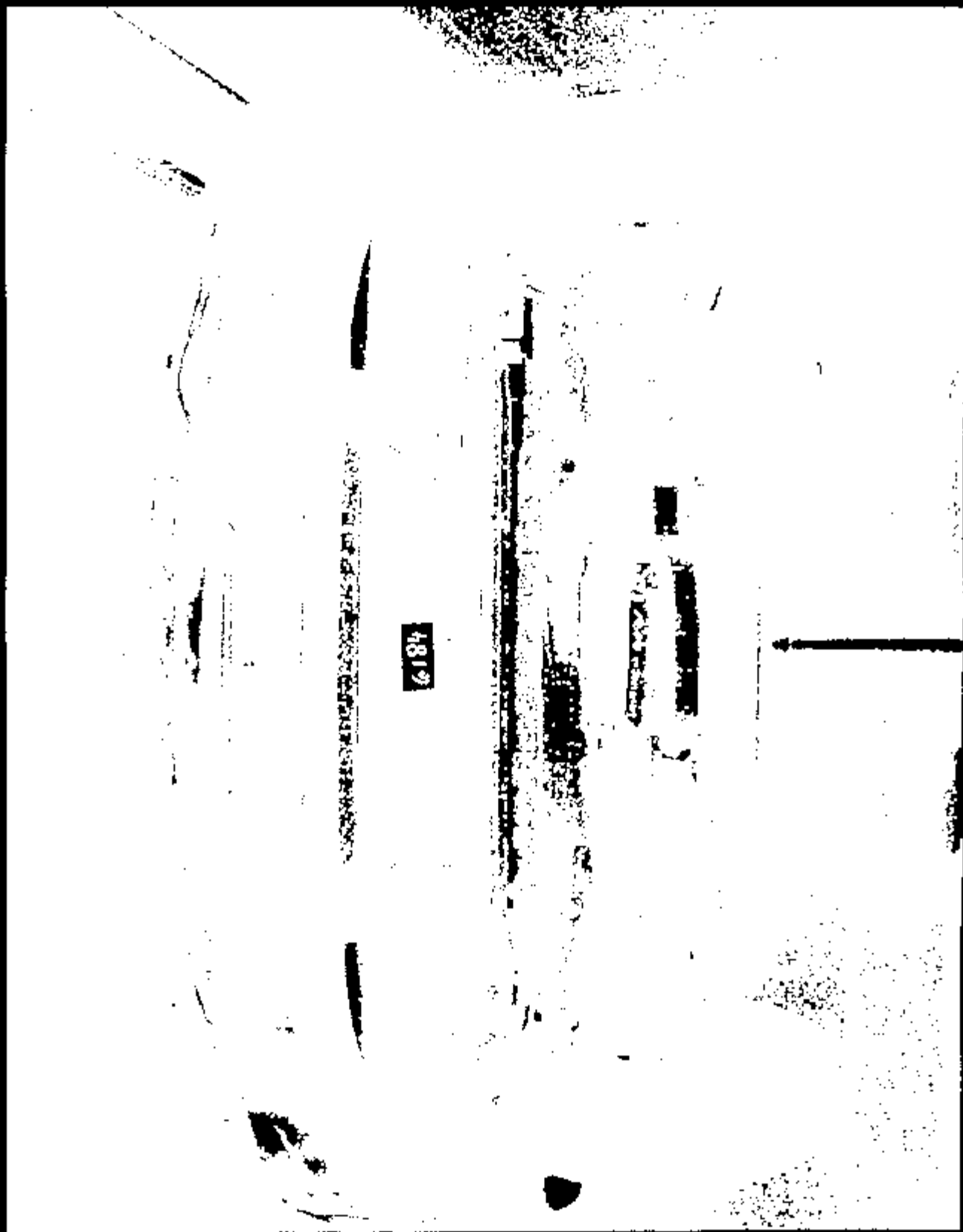
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10974005.JPG

Name:



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CRTS 0010974



10974007.JPG

Image 1

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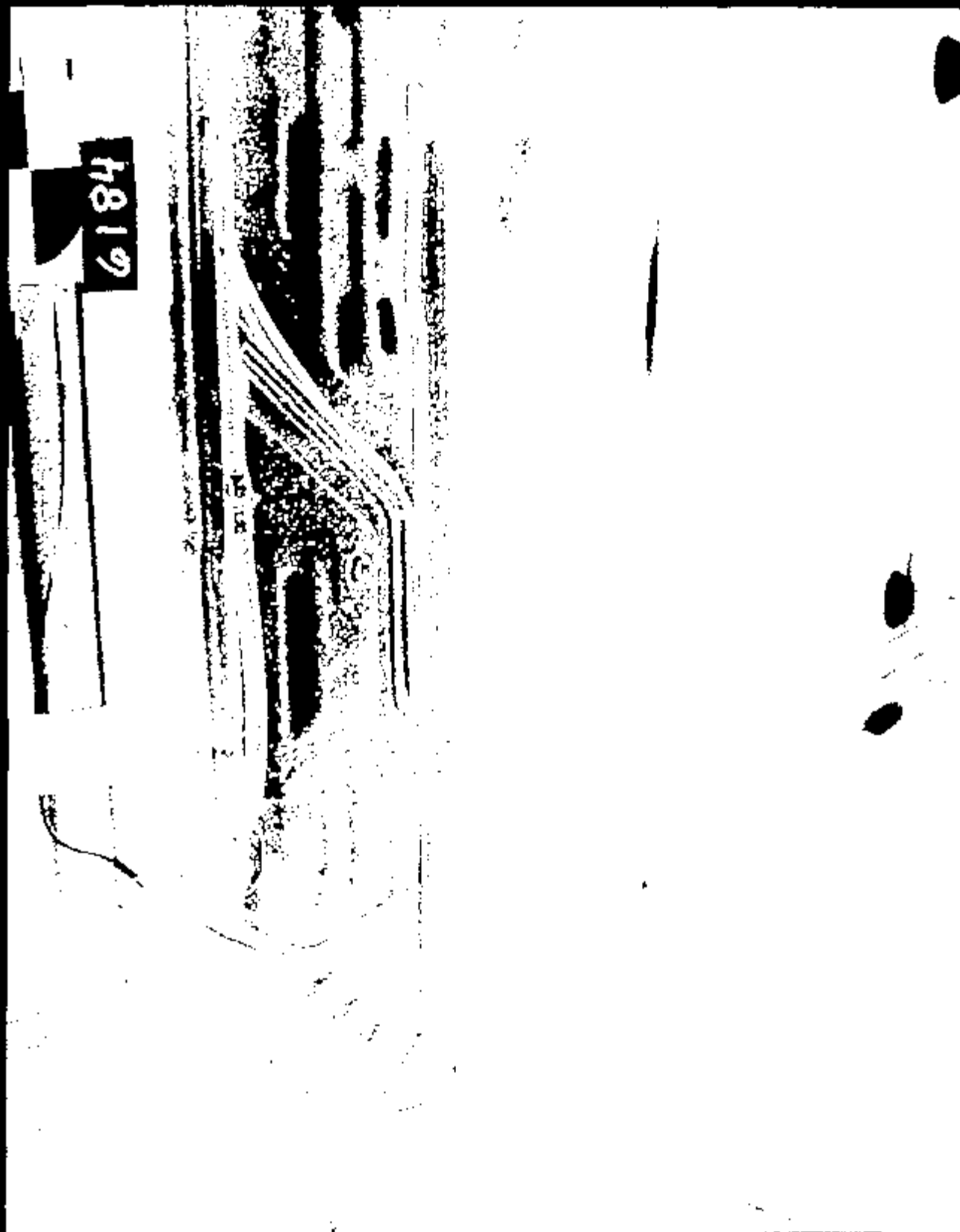
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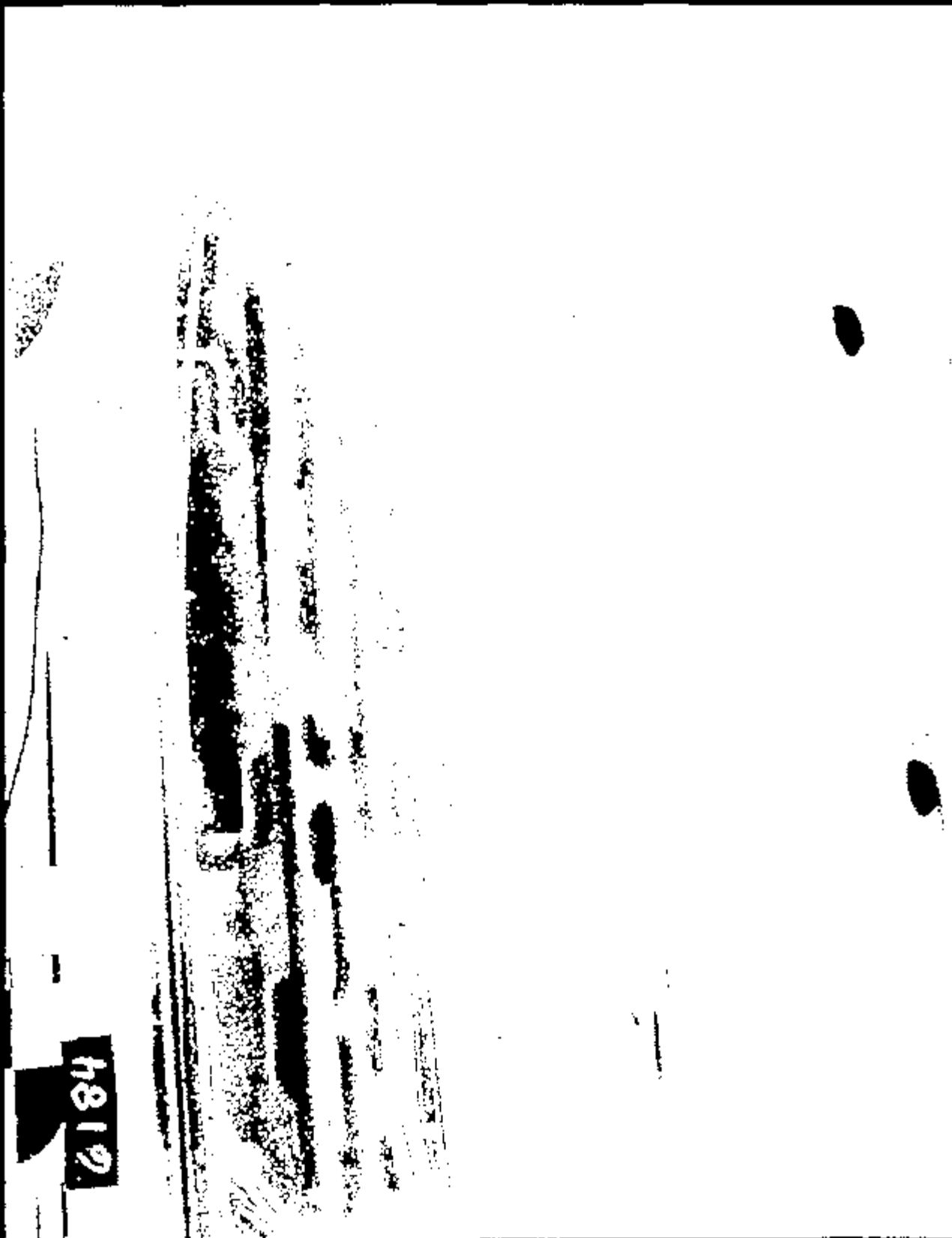
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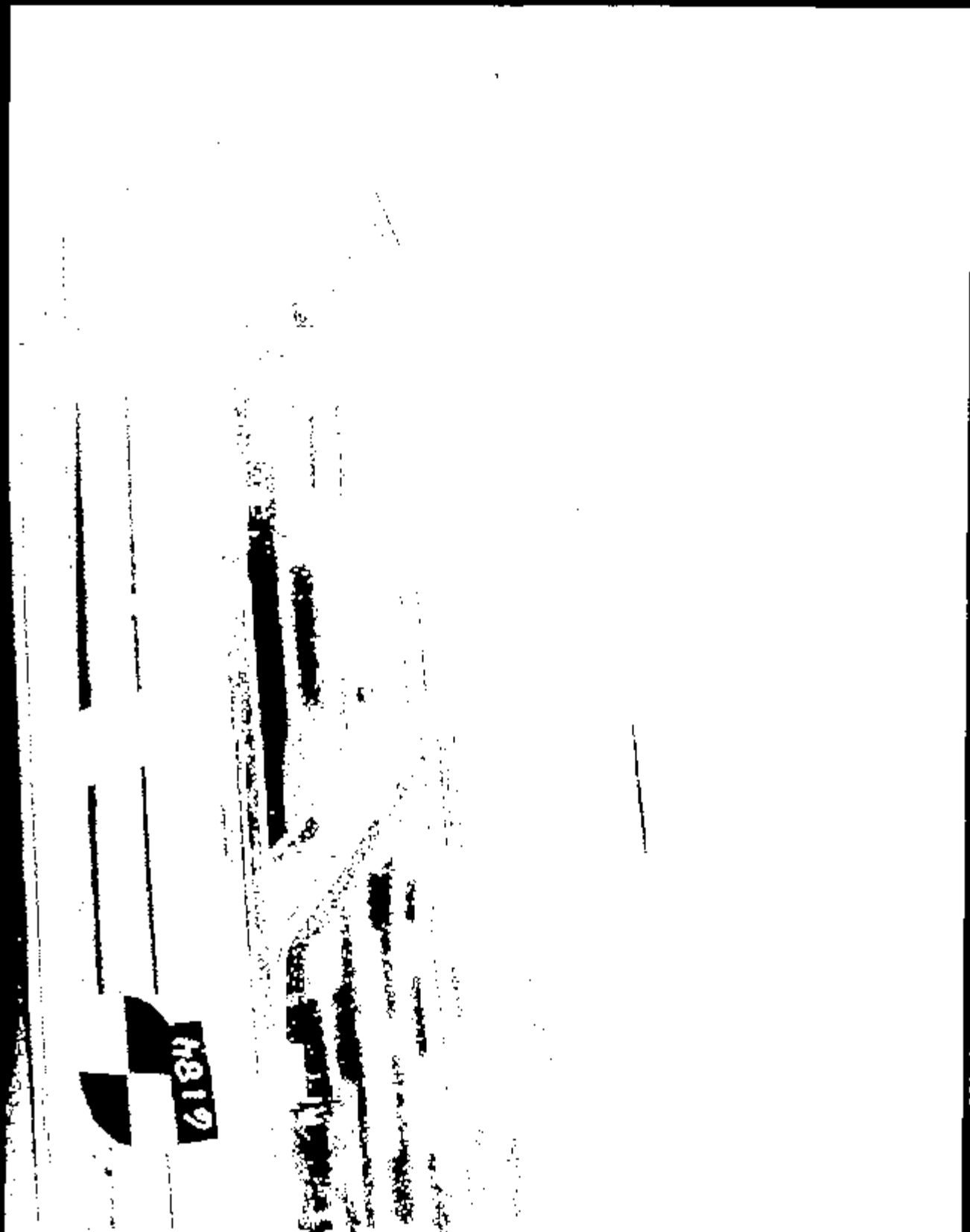
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4819

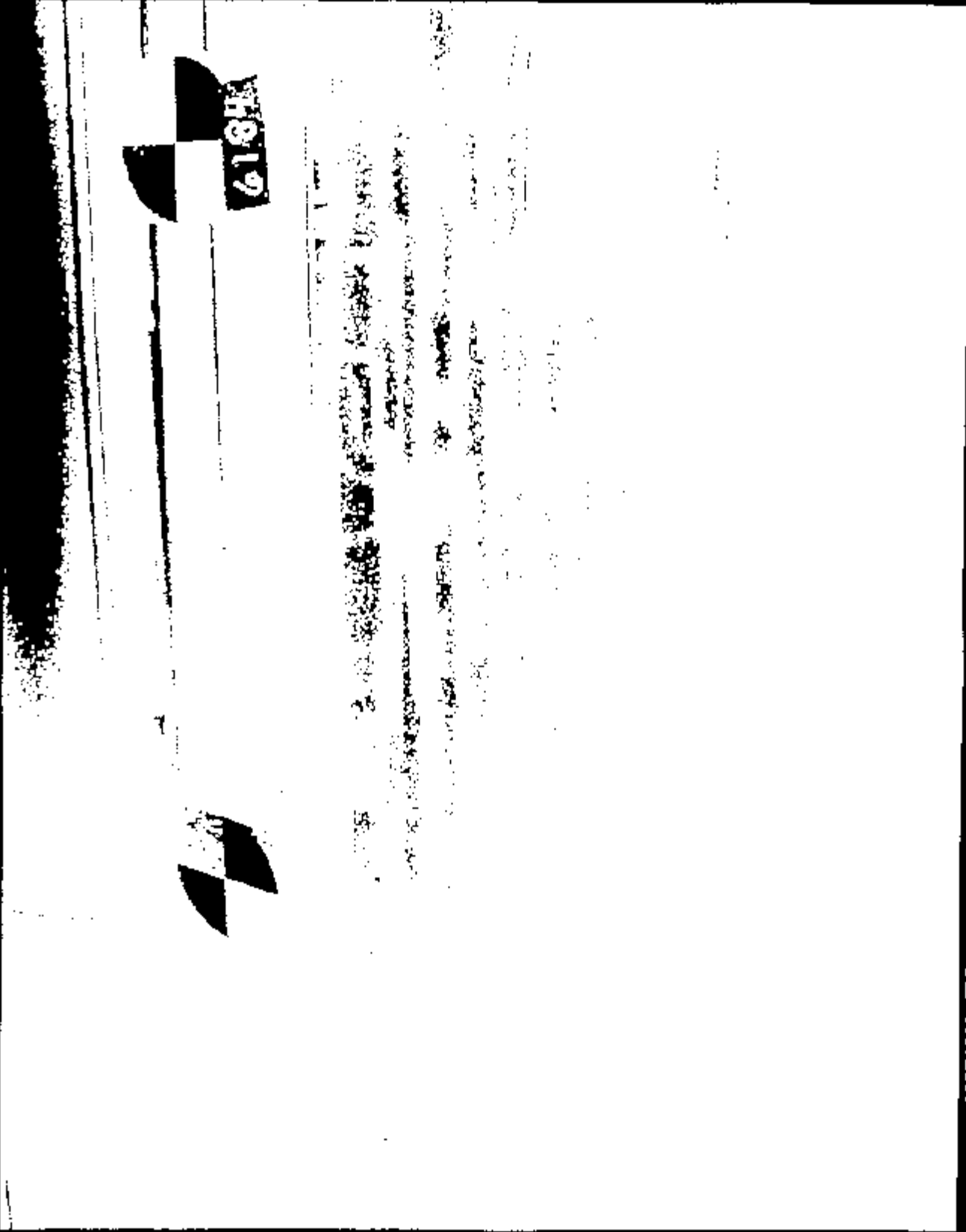
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March 1

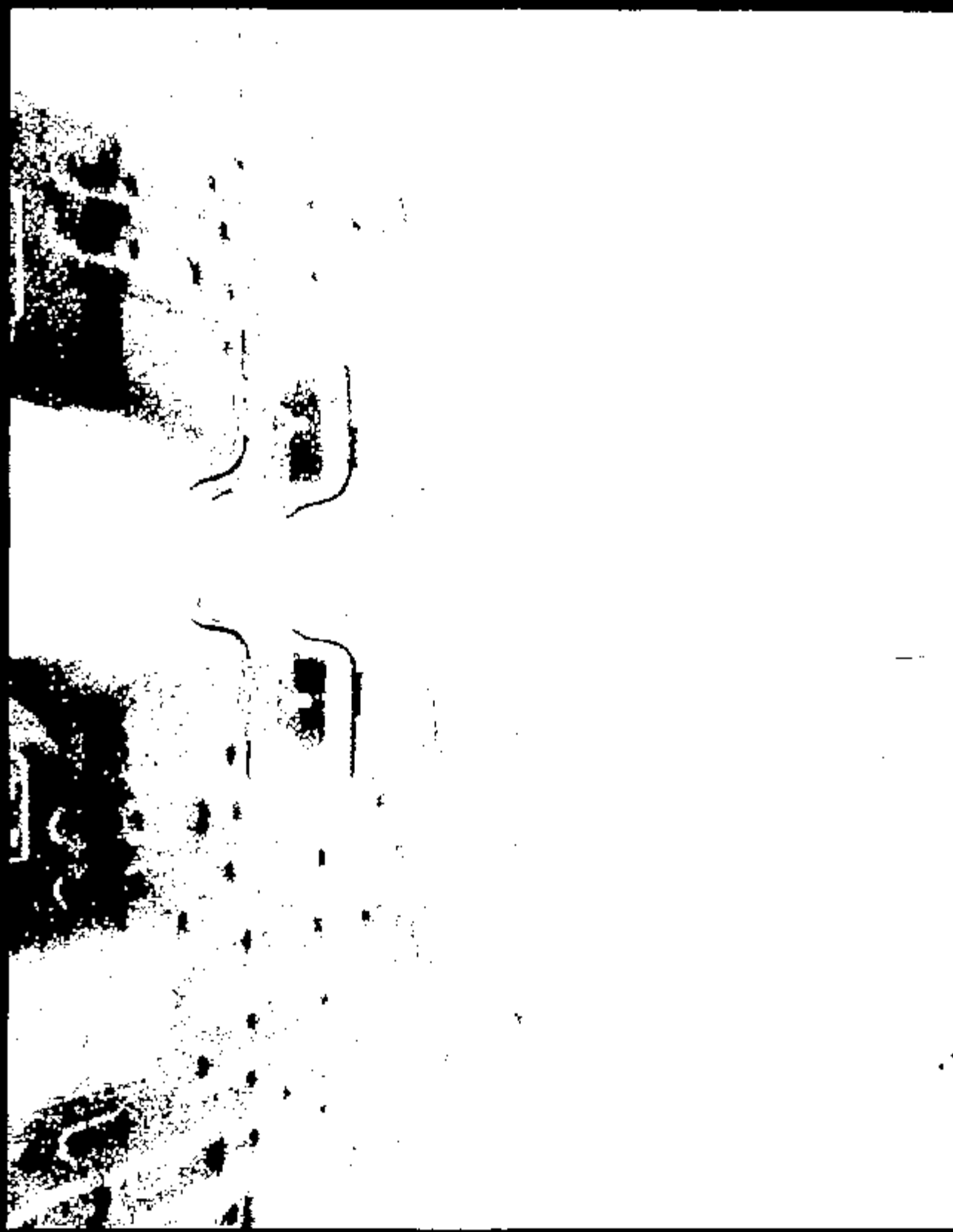


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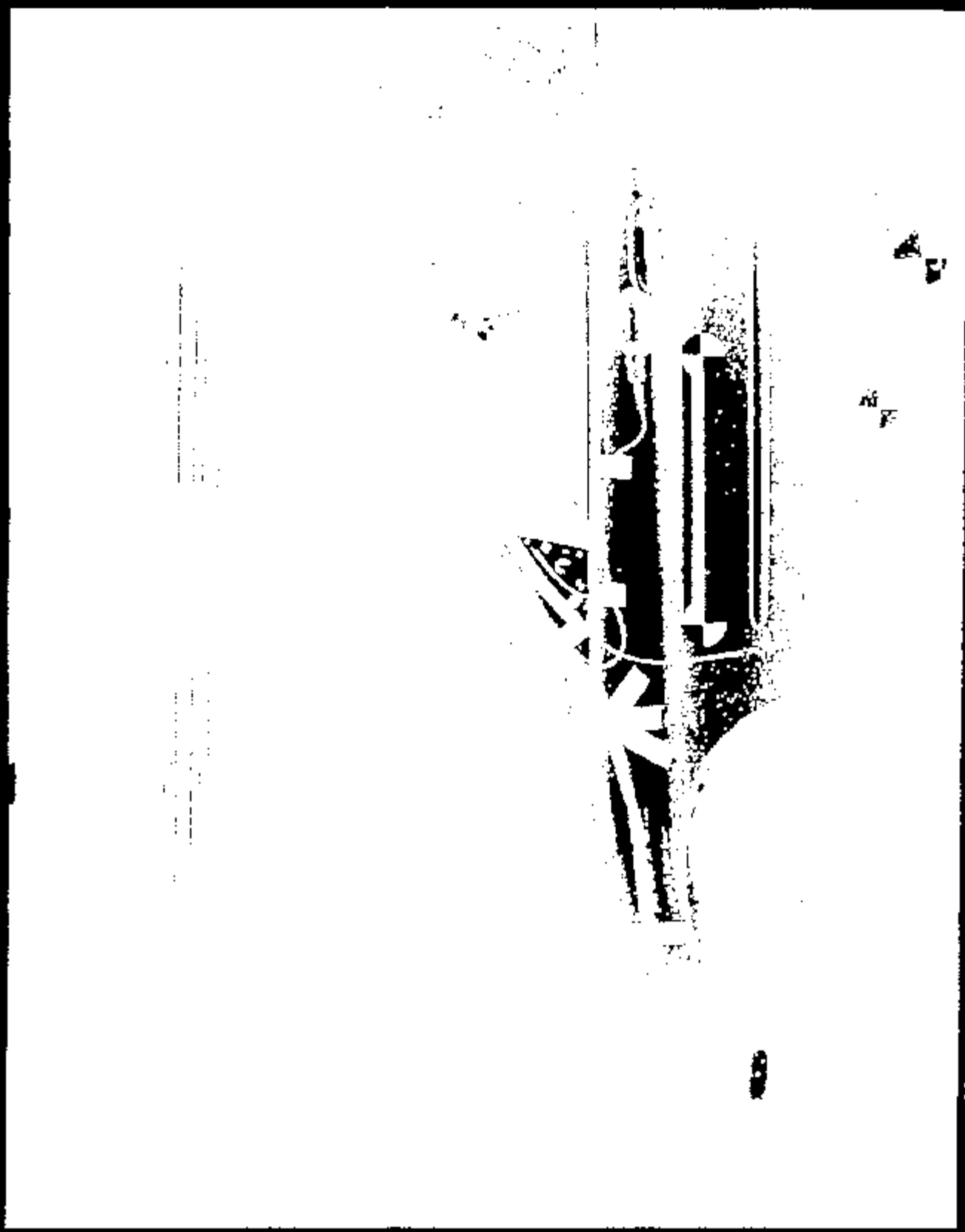


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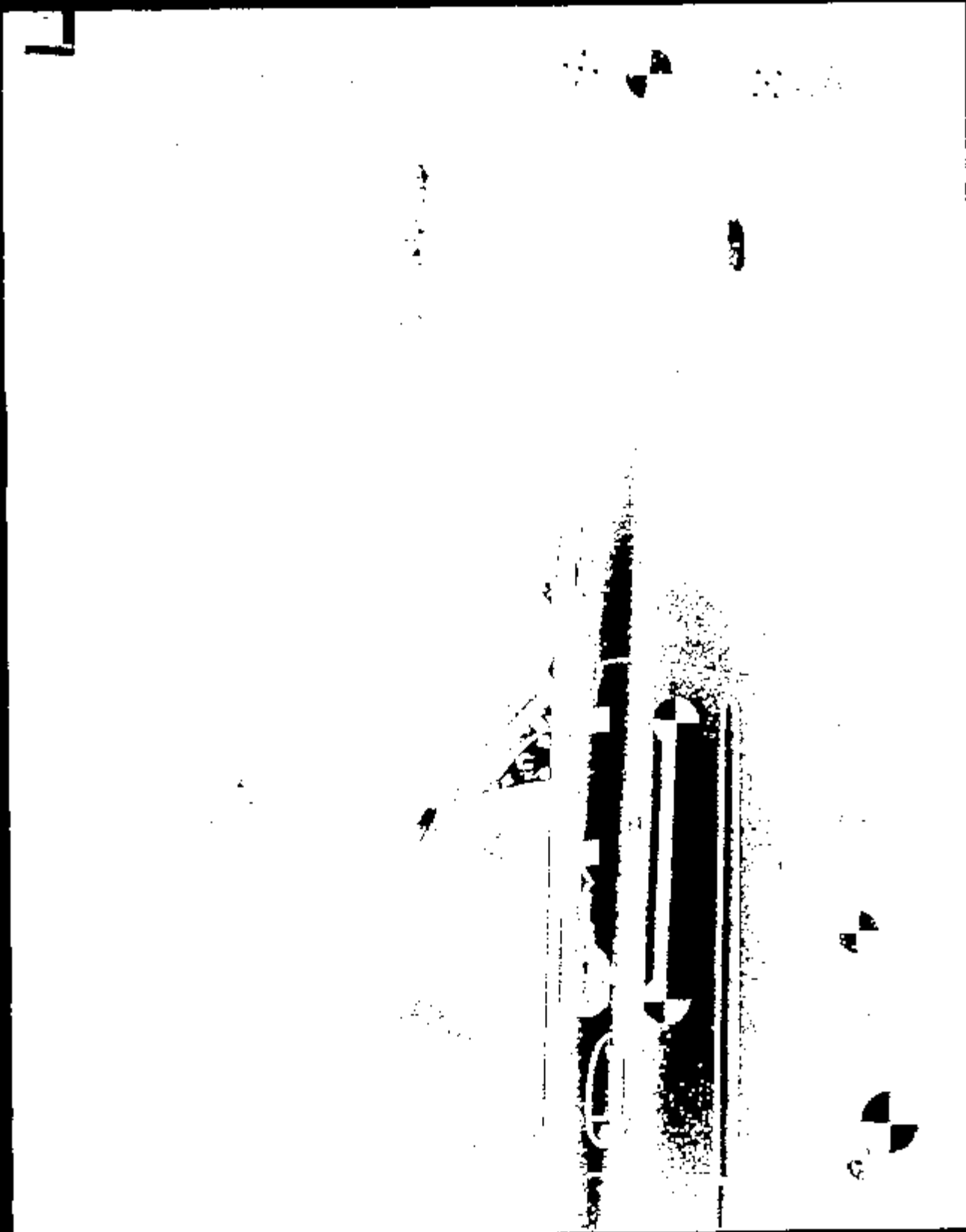
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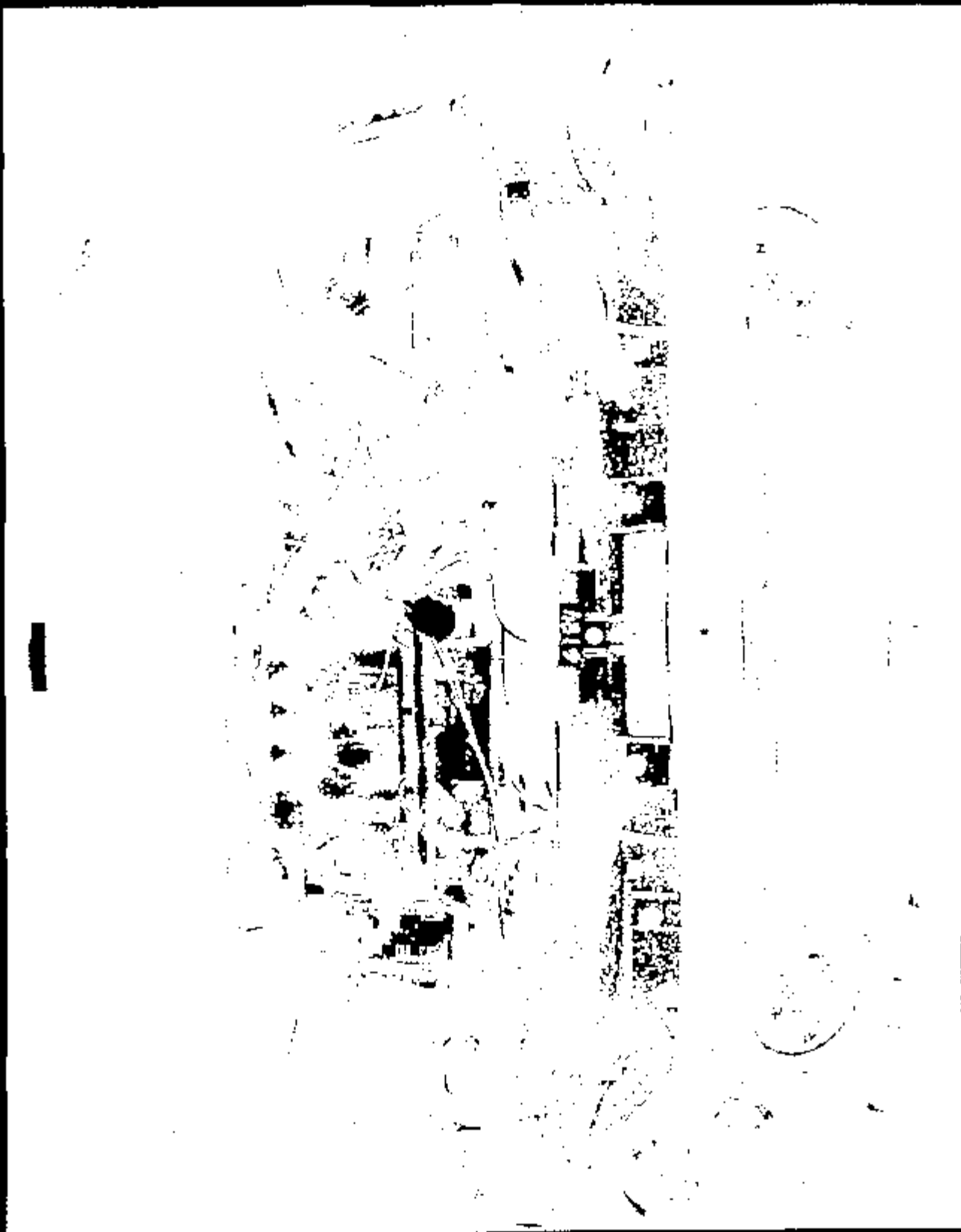
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Frame 1

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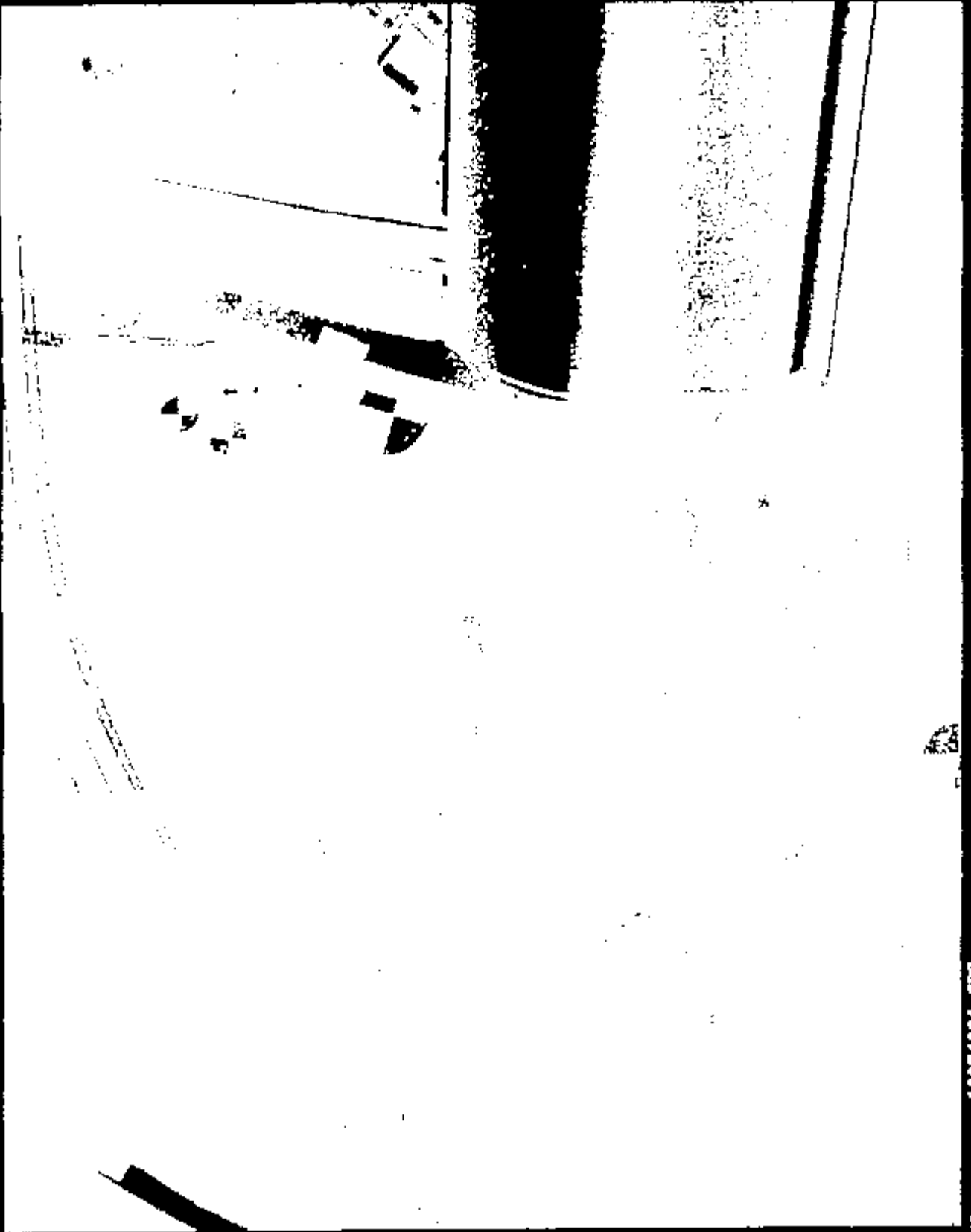
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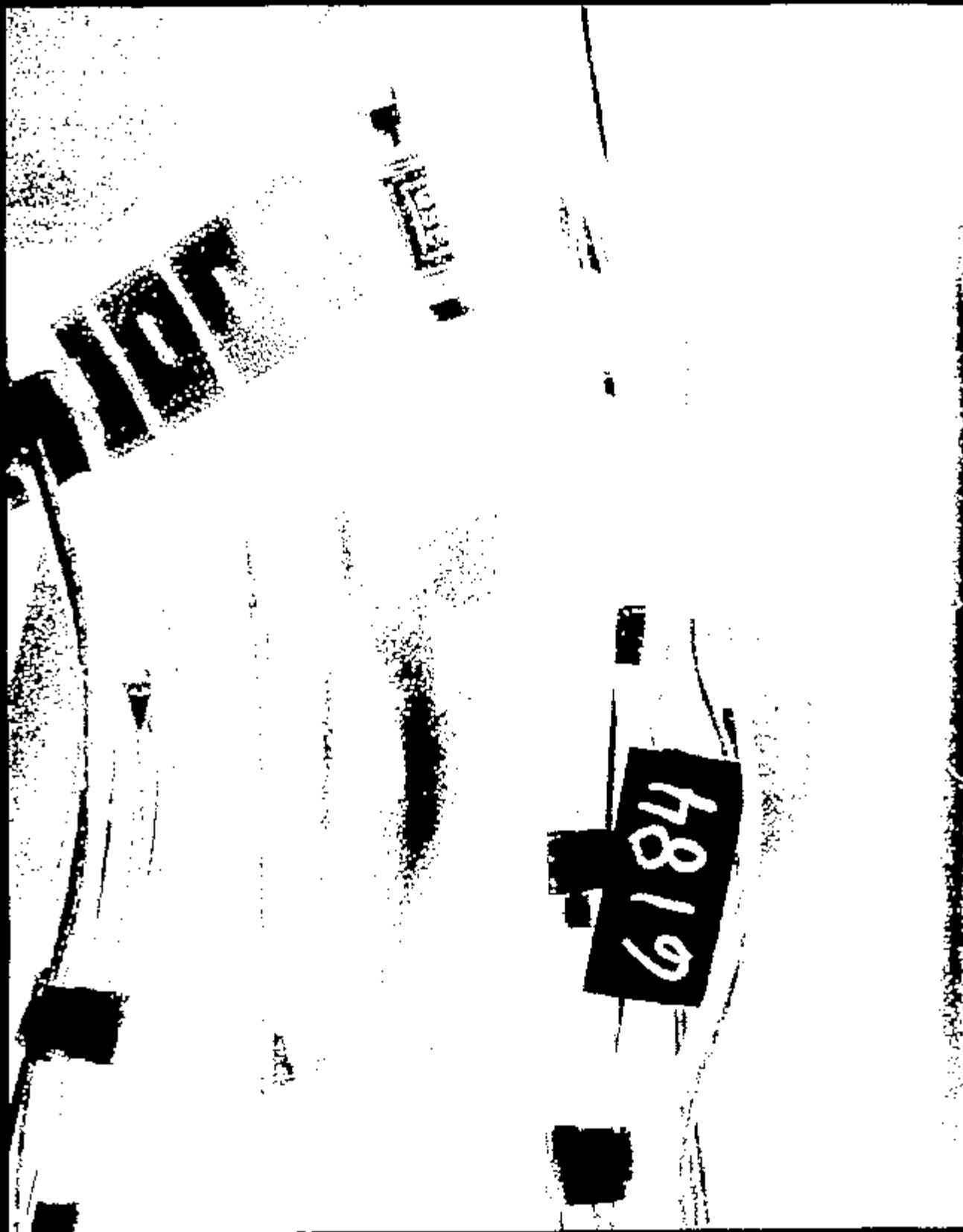
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Master 1

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Name:

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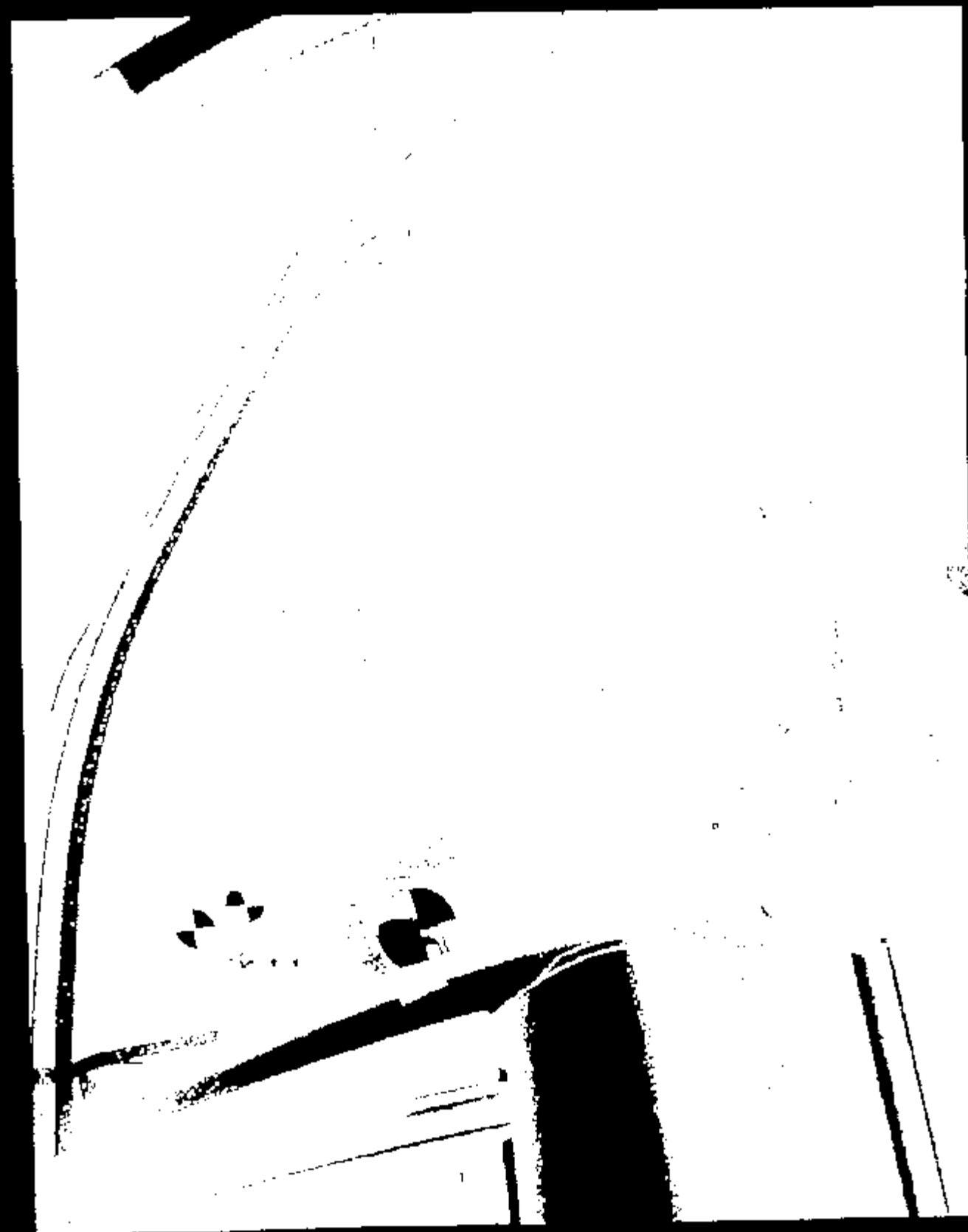
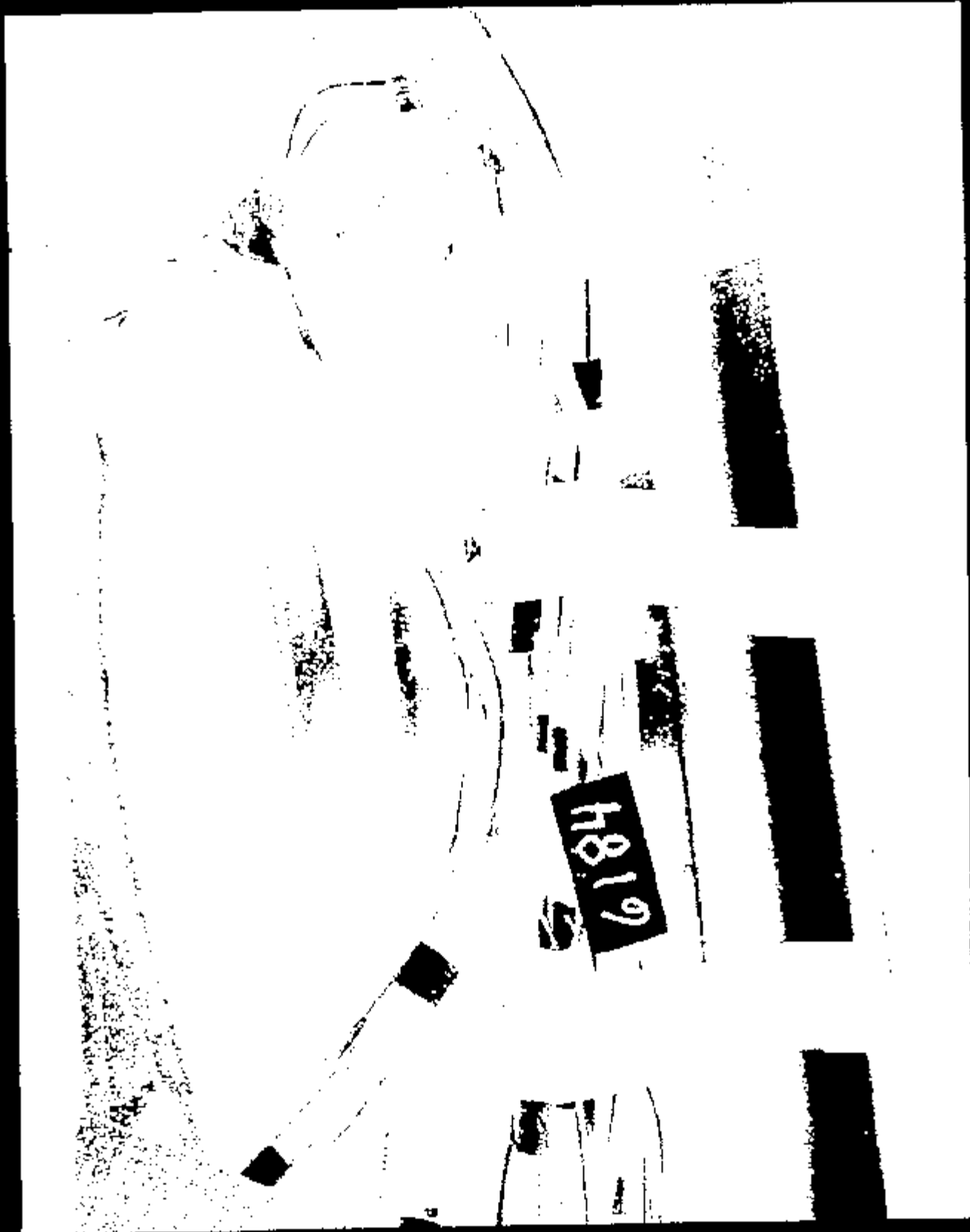


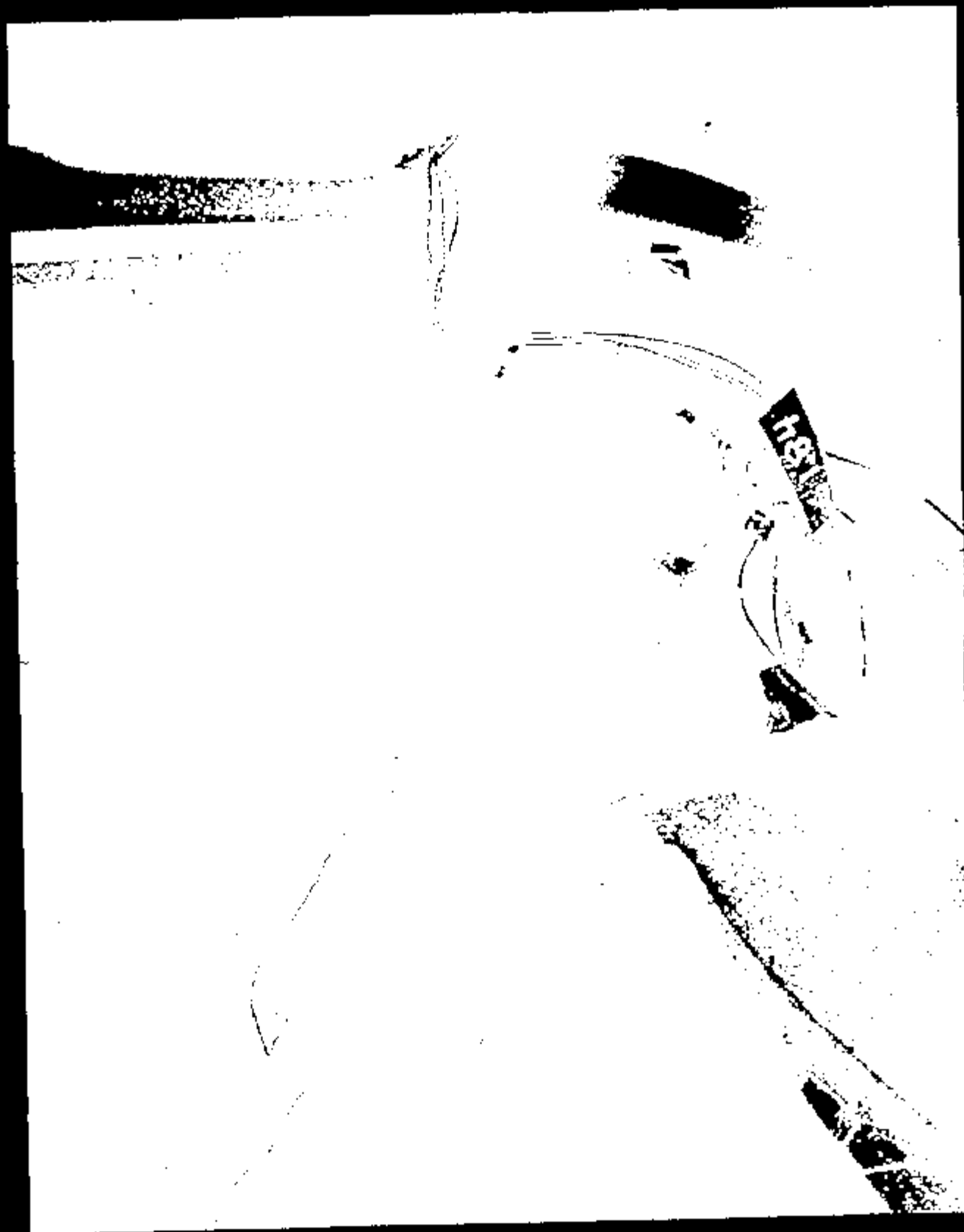
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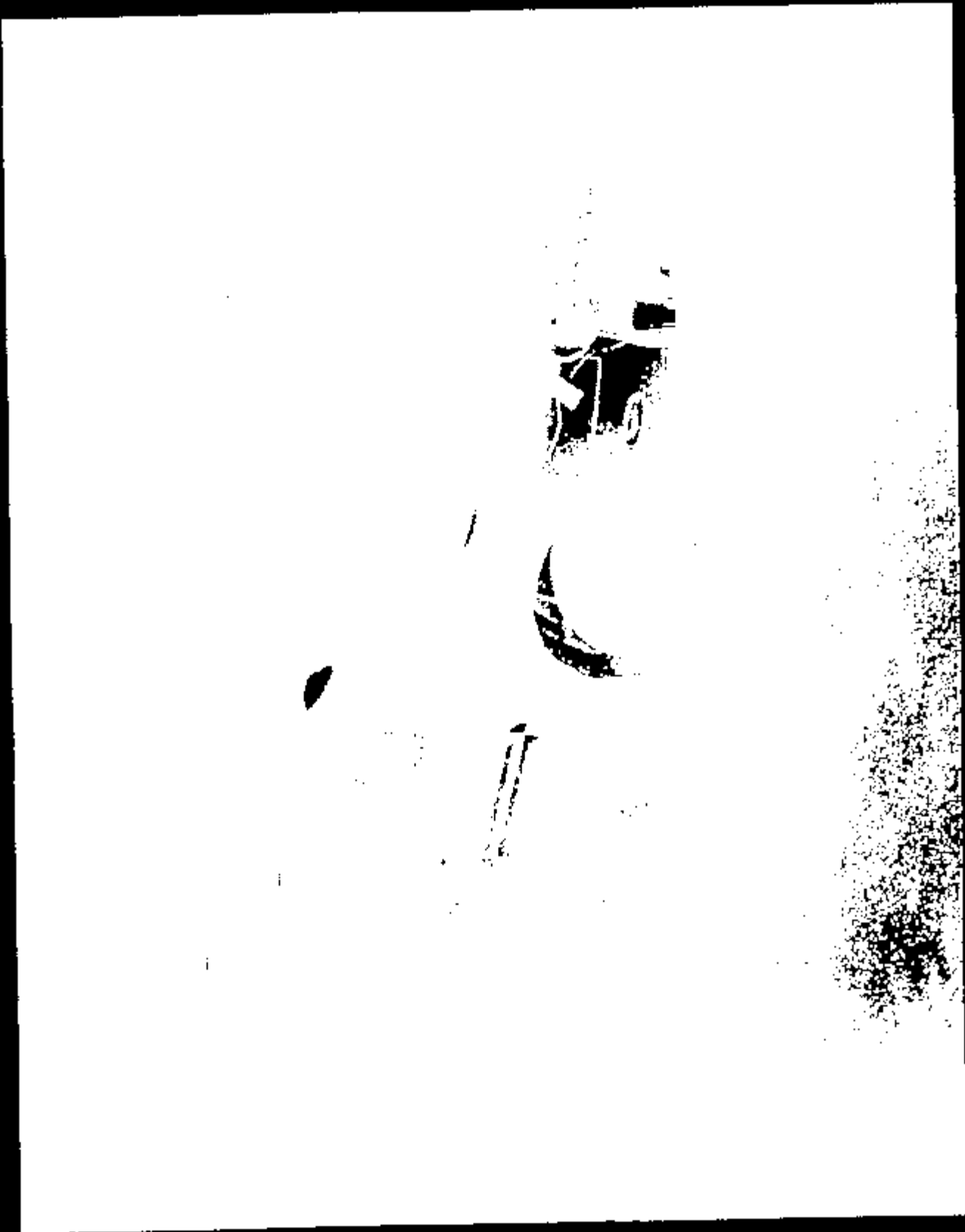
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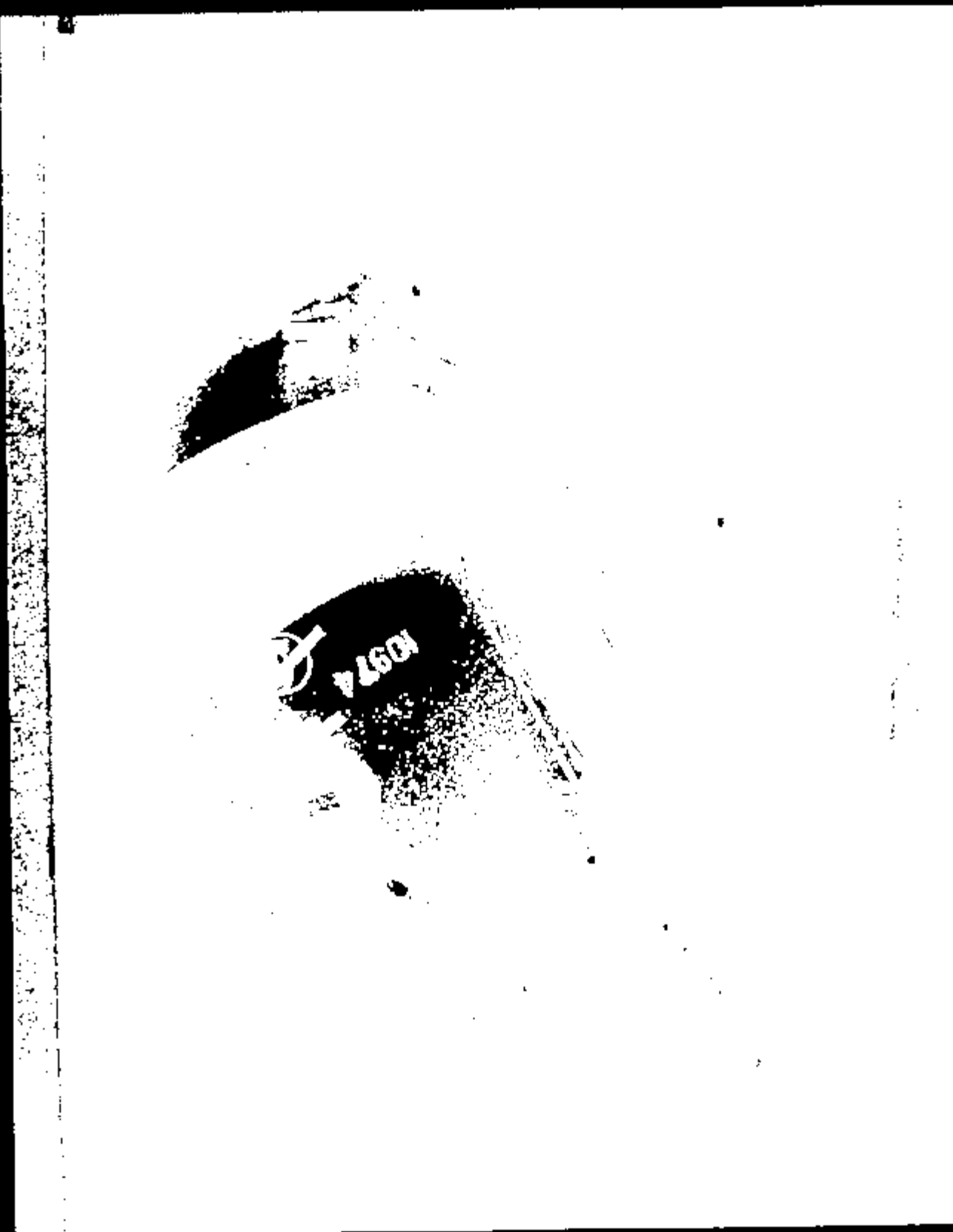
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A small, dark, circular mark or stamp located in the center of the page.



Vertical text or markings, possibly a page number or header, located in the center-right area.

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A small, dark, circular mark or stamp located in the lower left quadrant.

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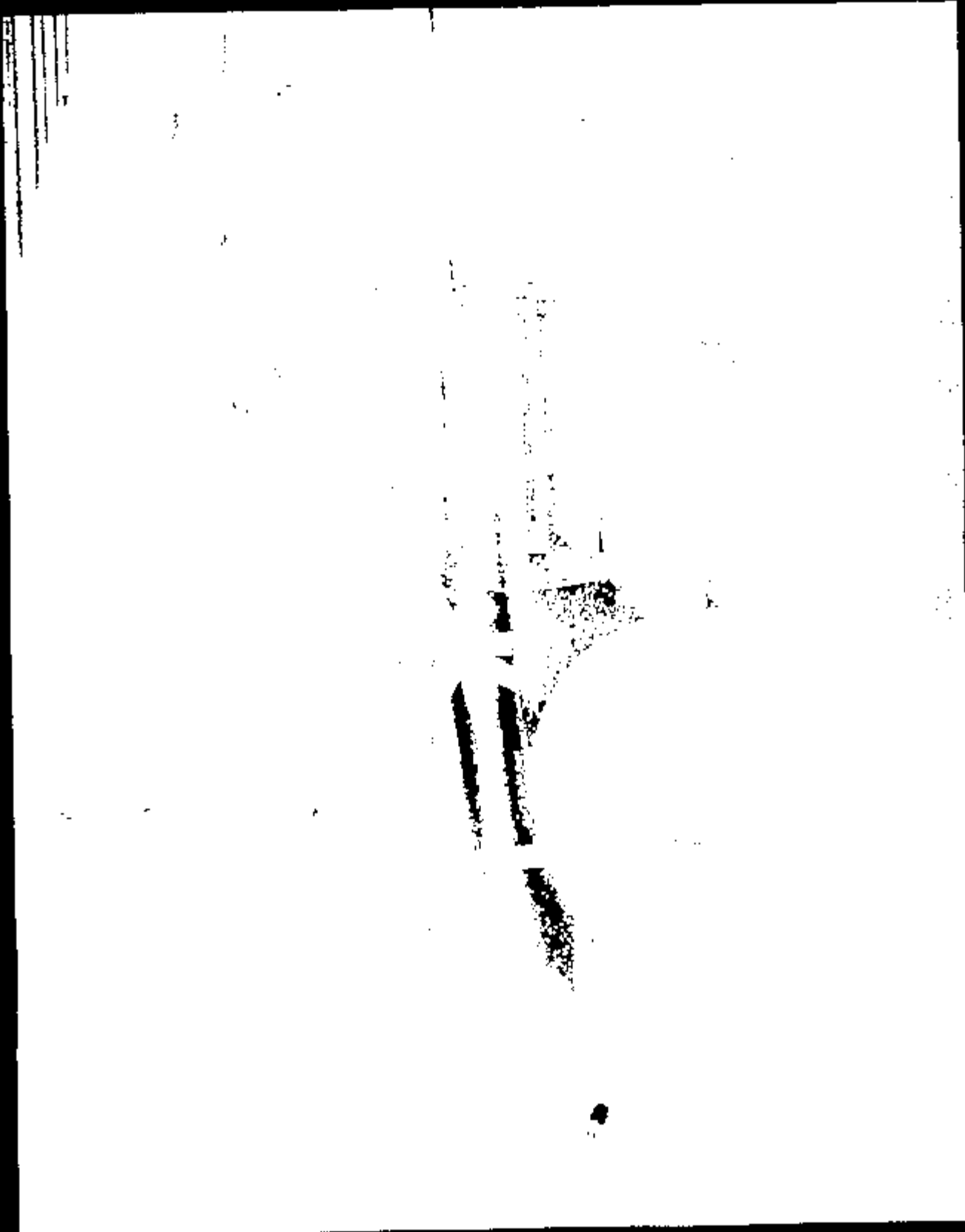
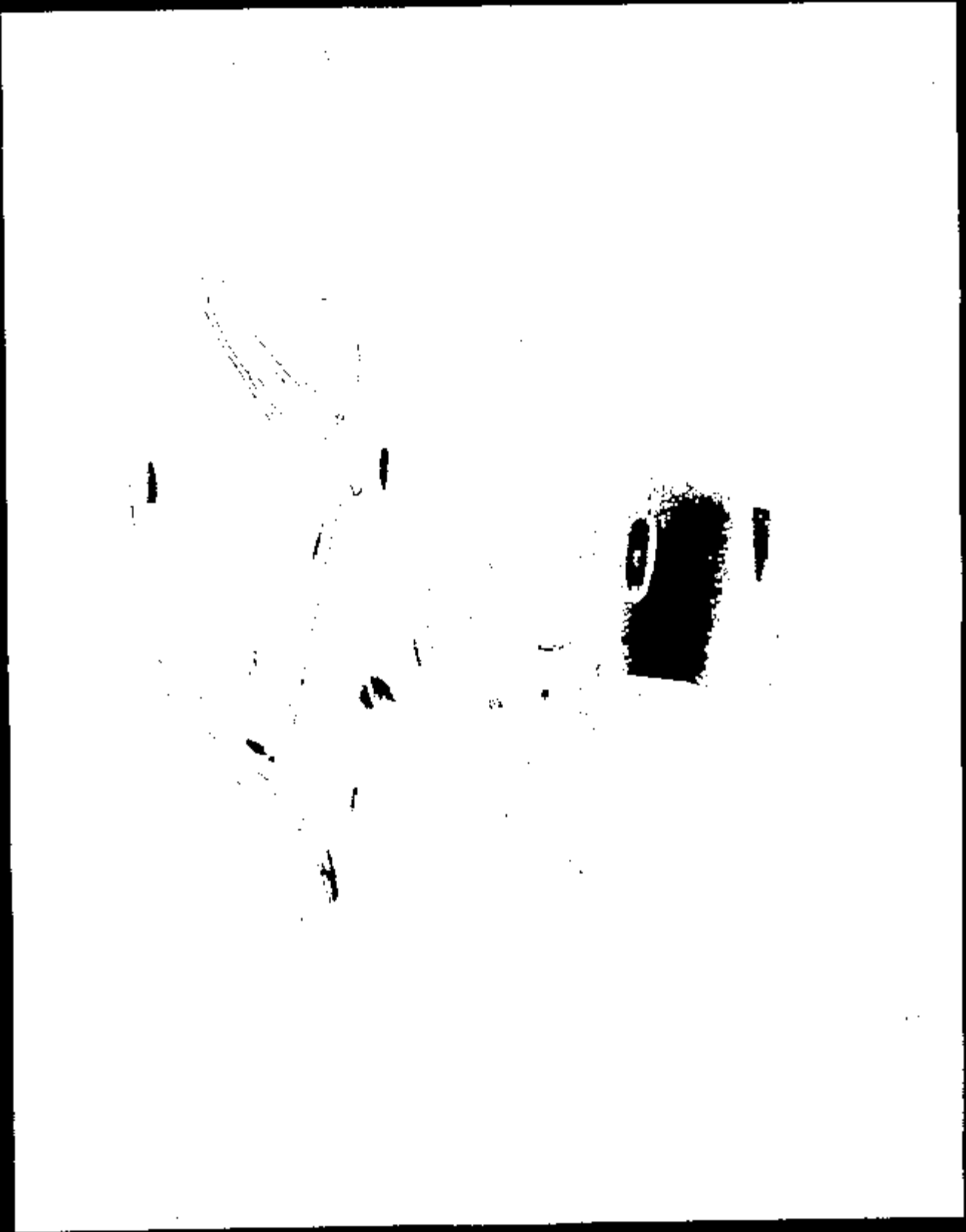
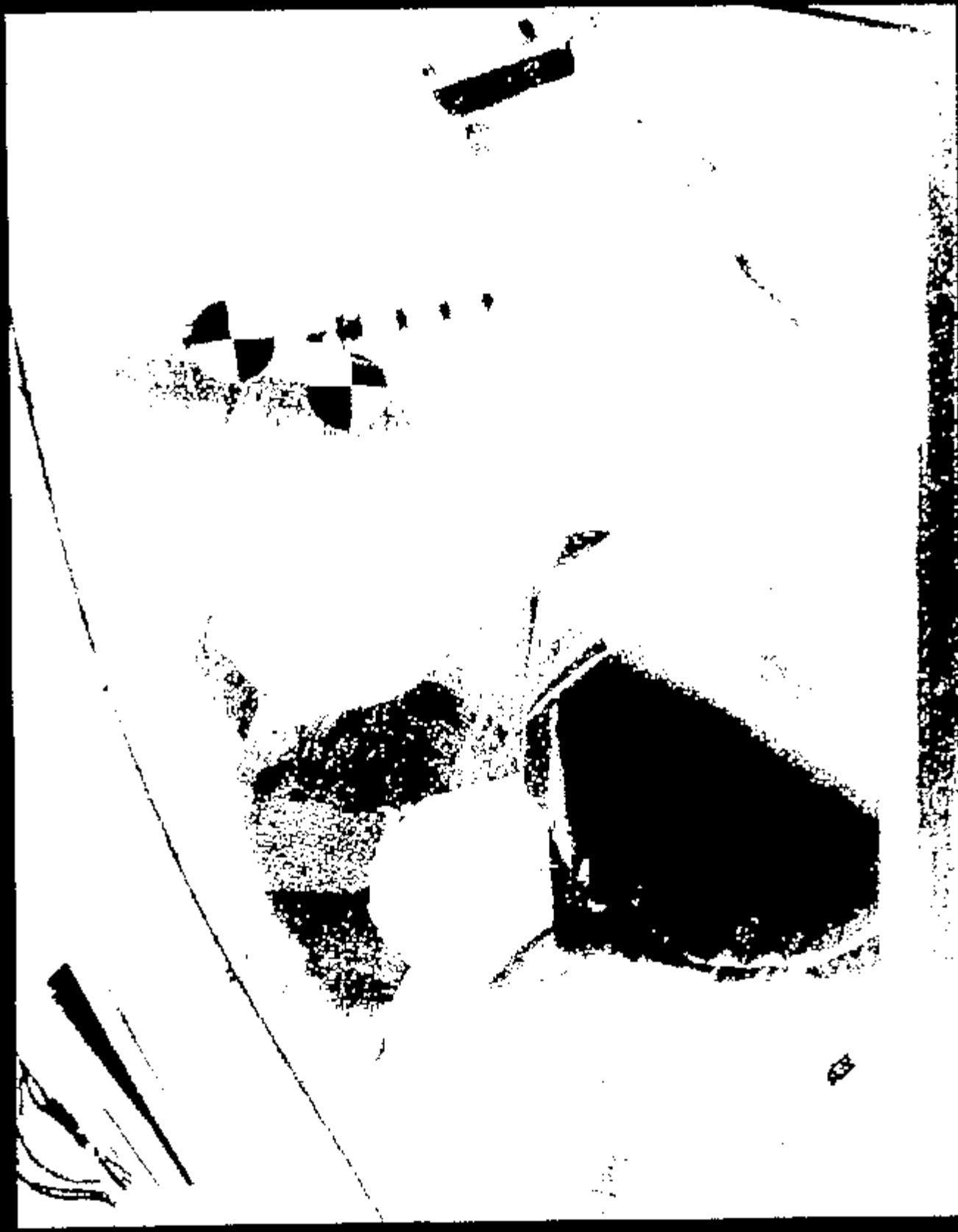


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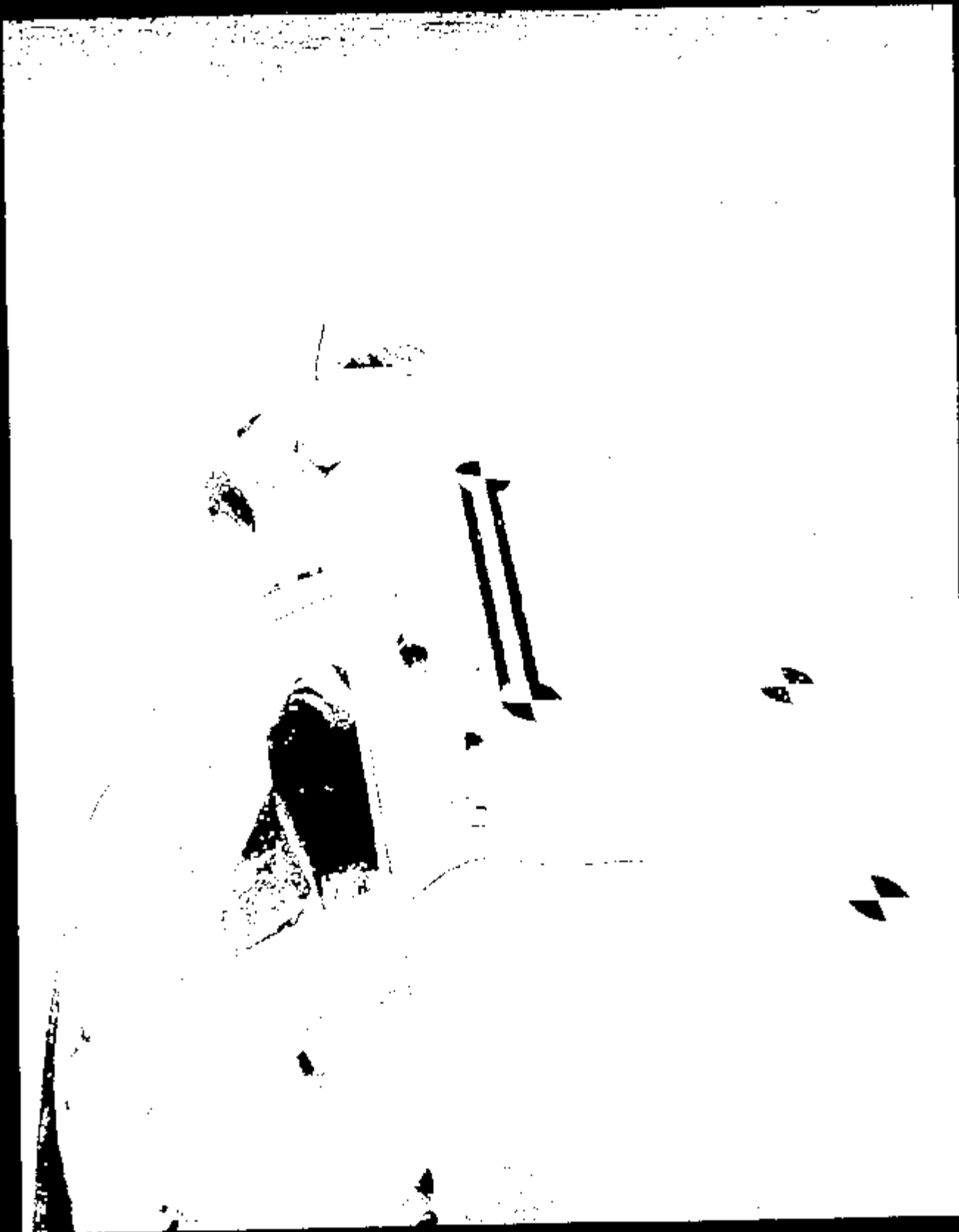
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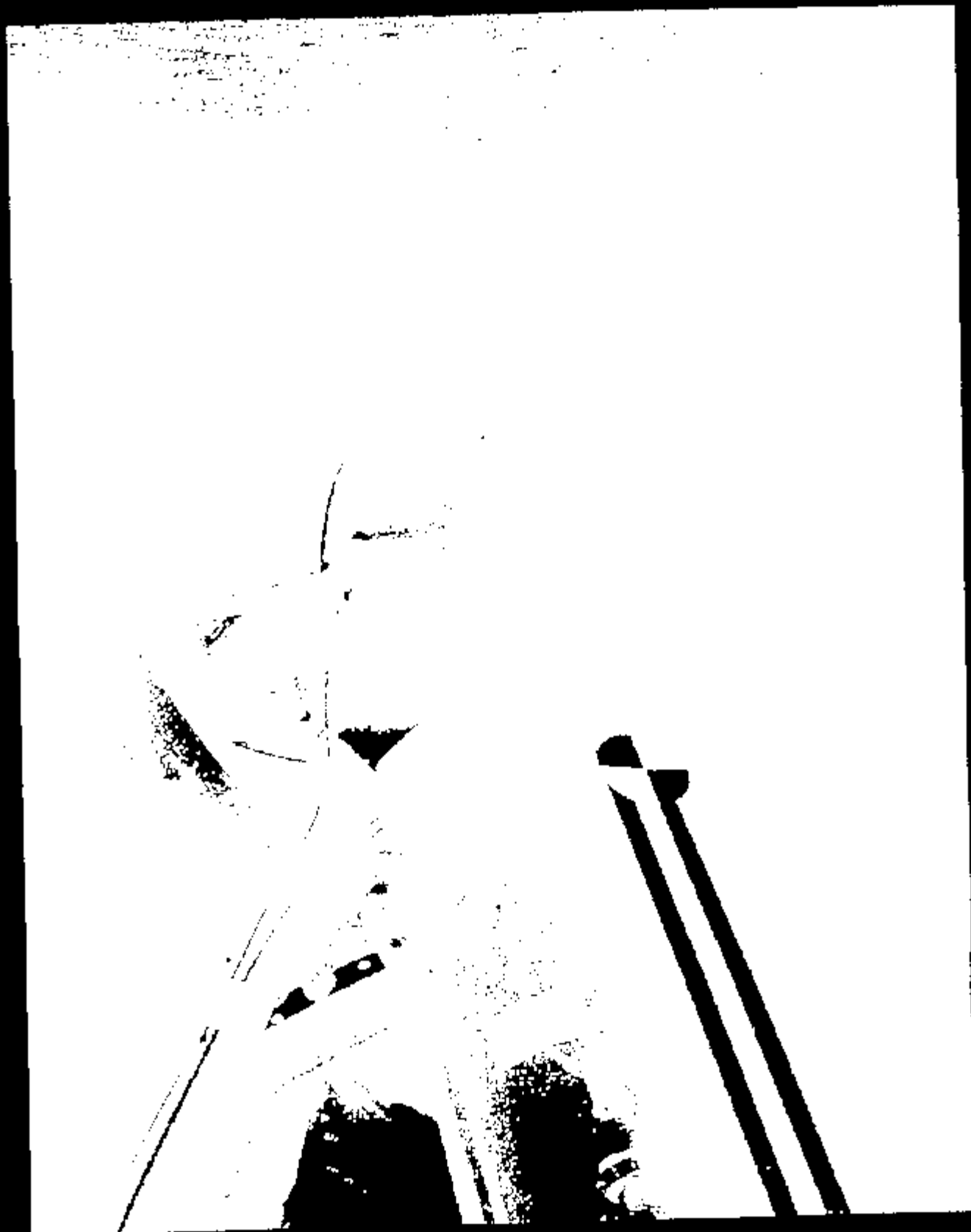
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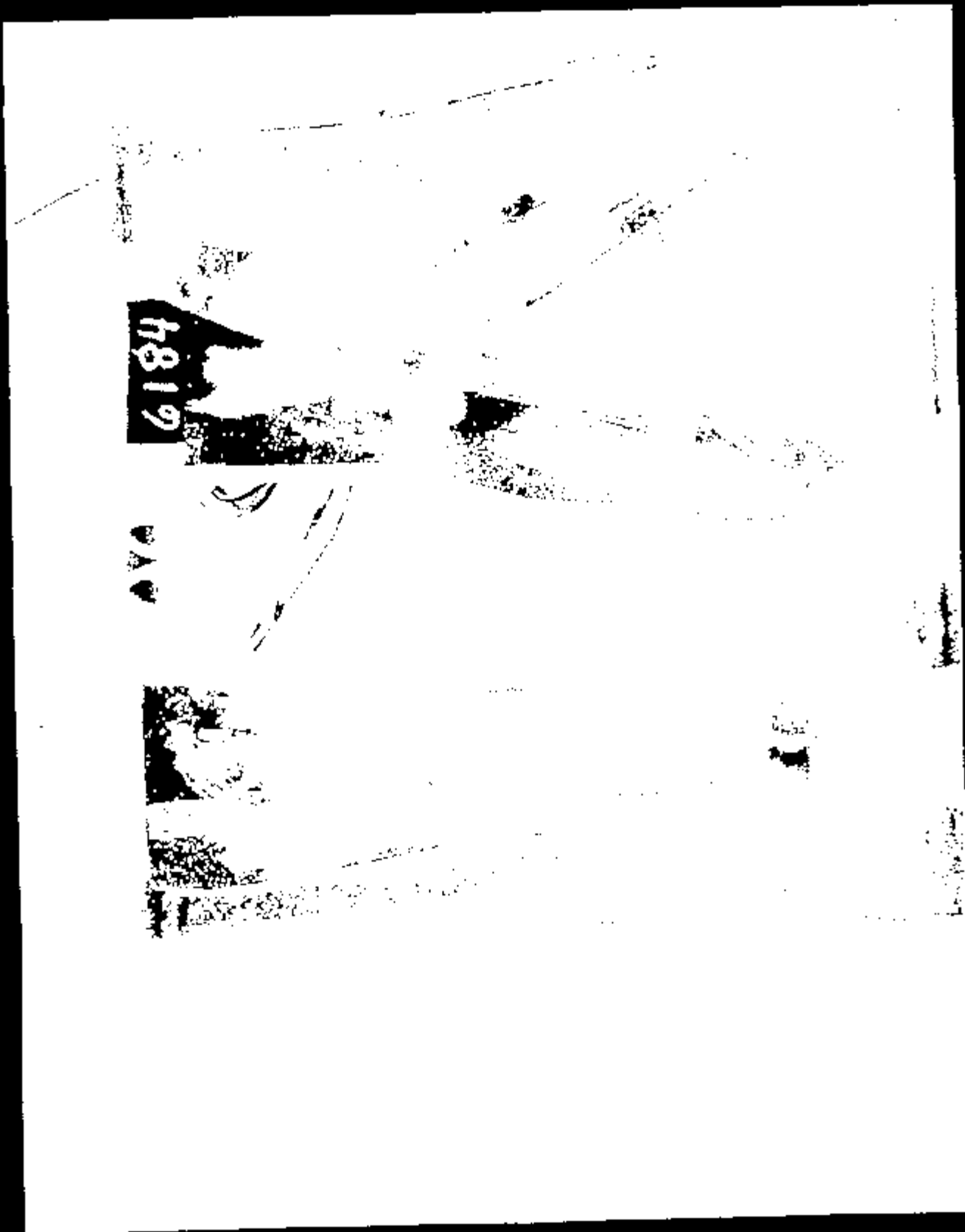
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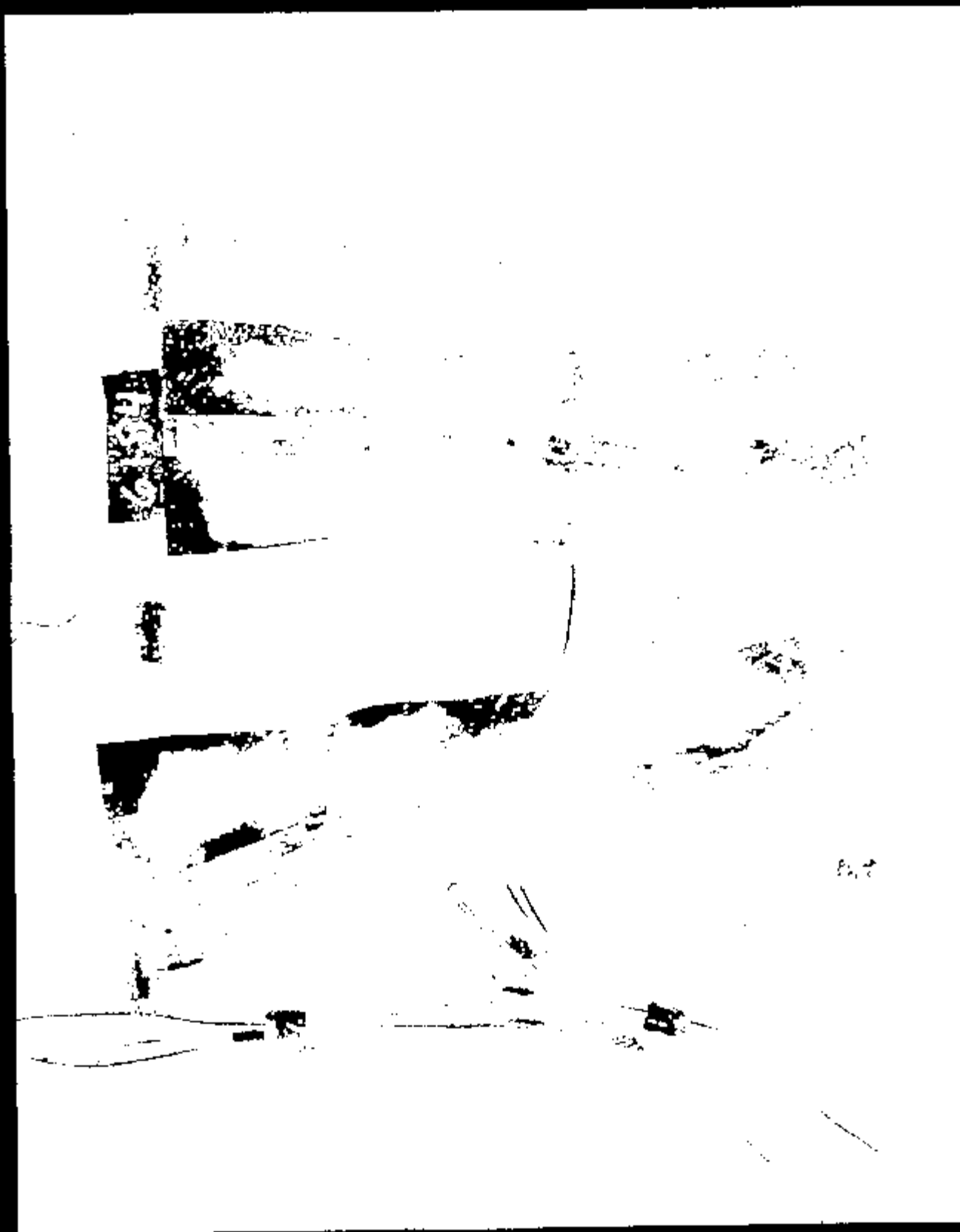
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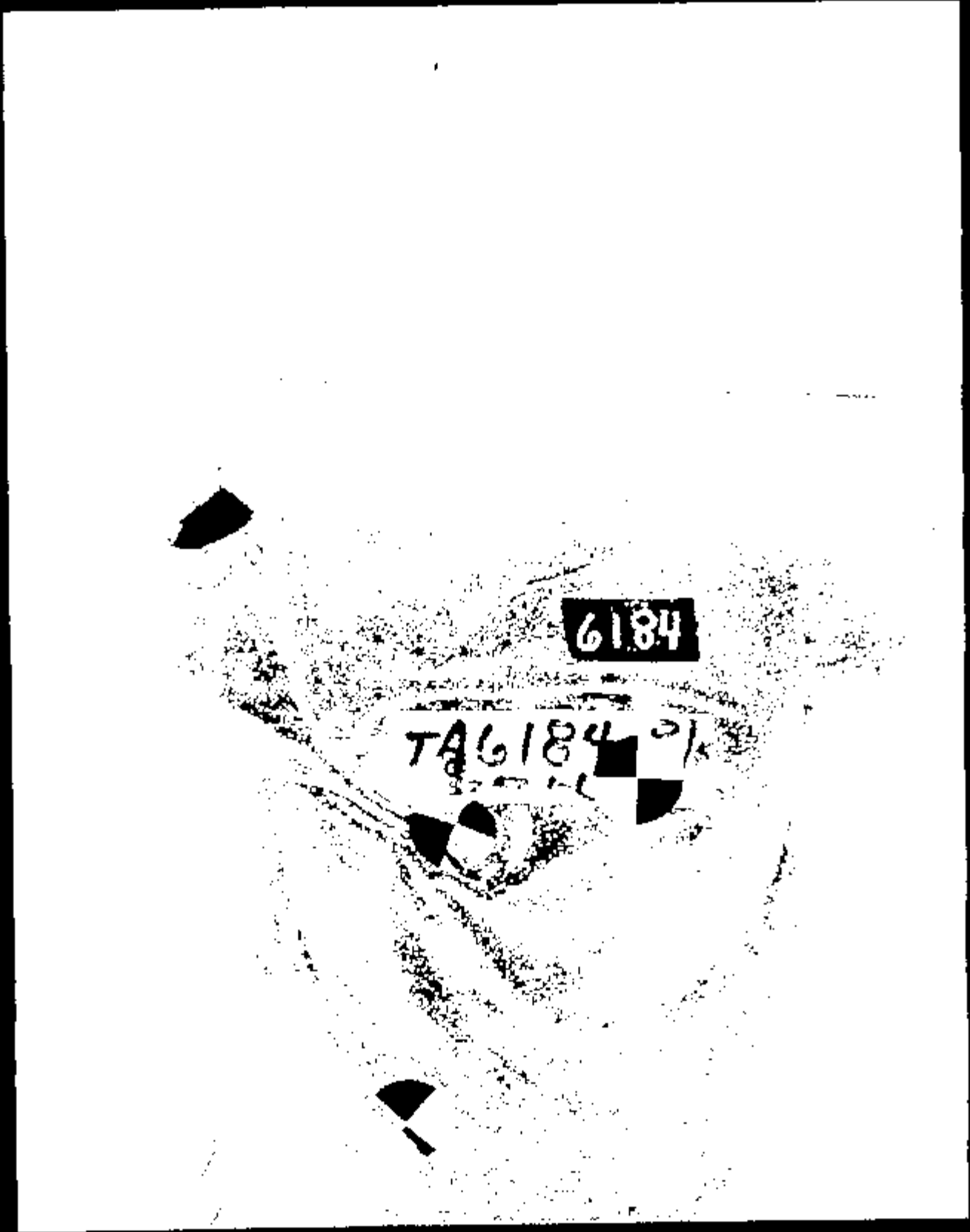
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Frame 1

CRTS 0010974



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Image 1

CRTS 0010974



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Frame 1

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Image: 10974048.JPG

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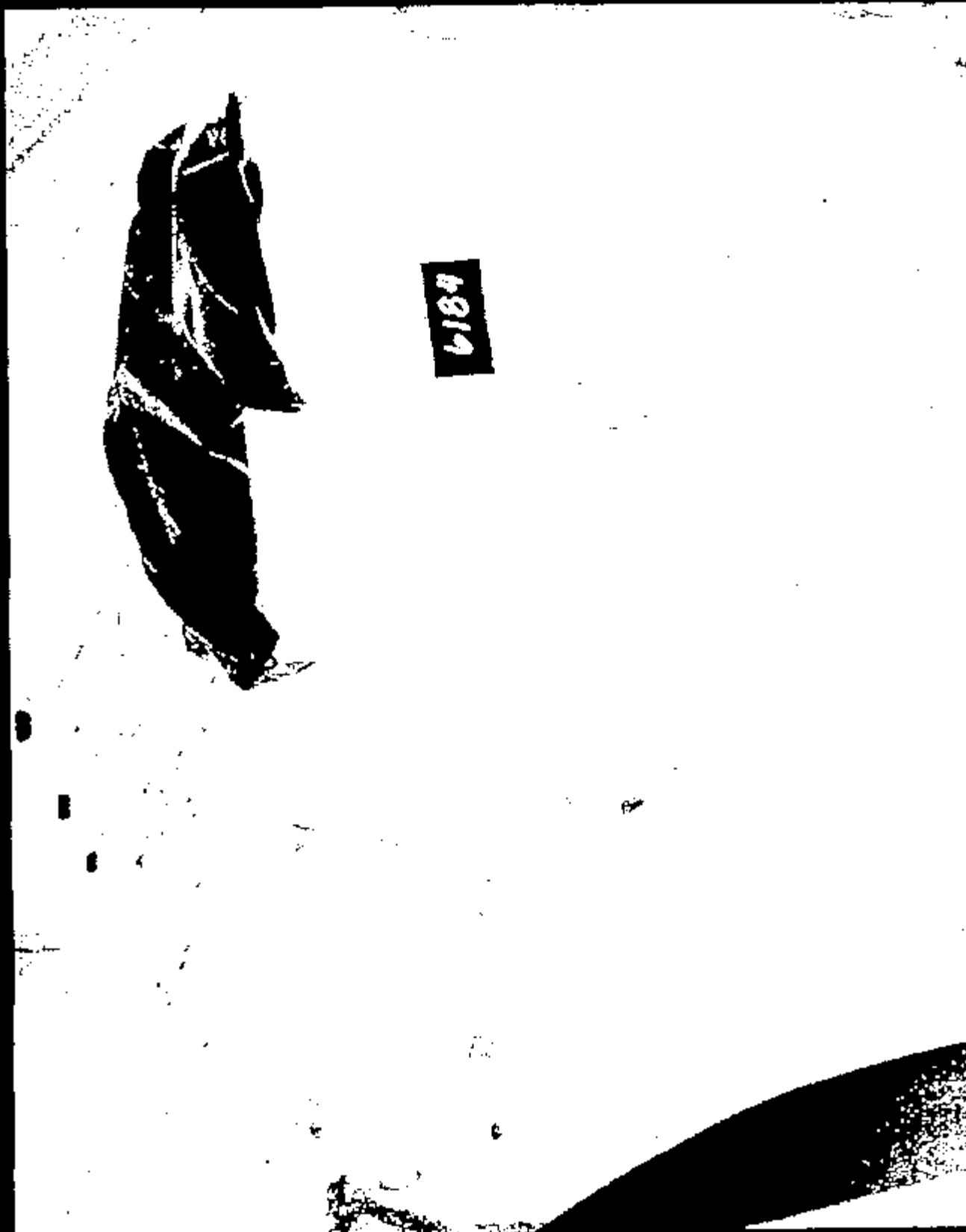
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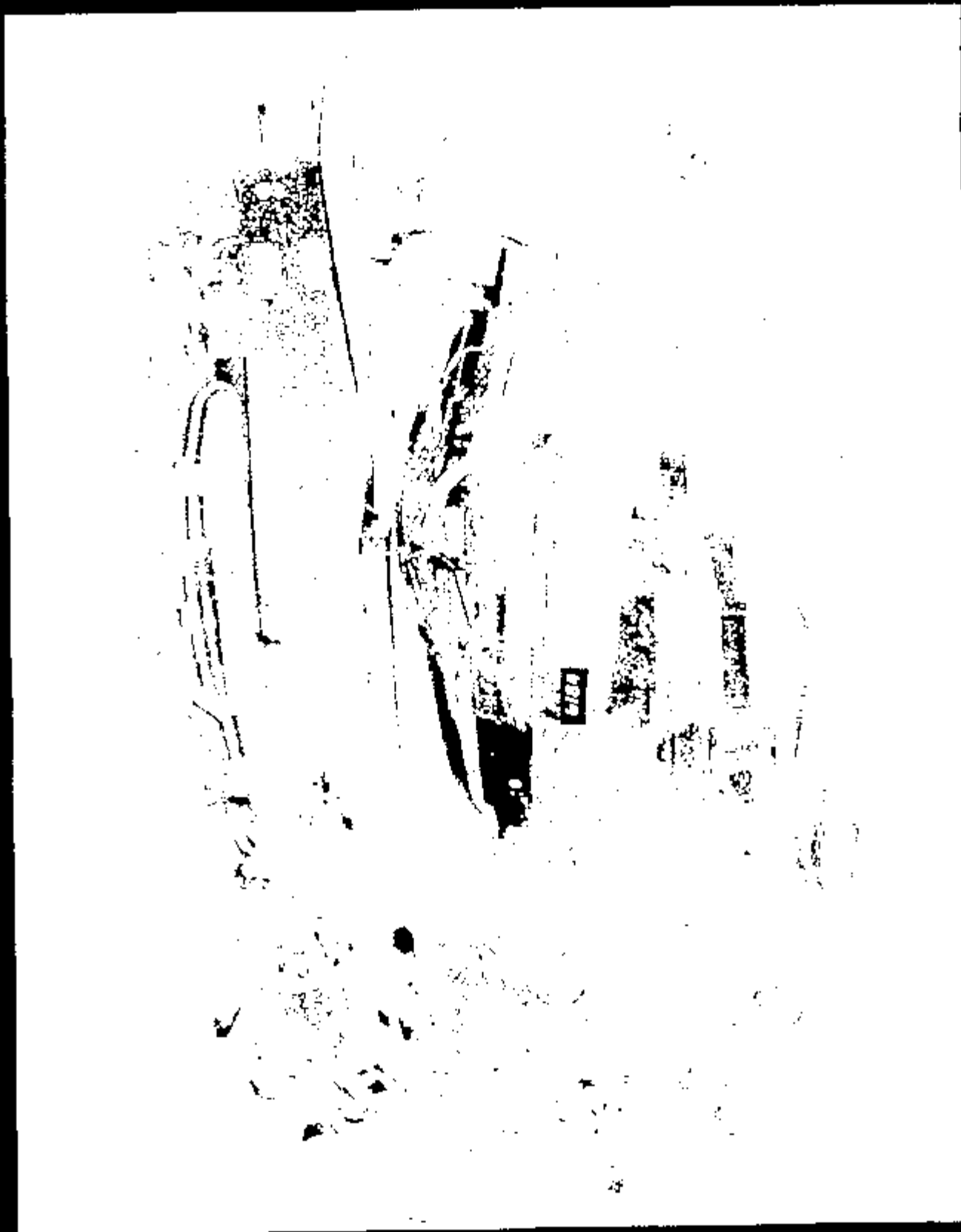


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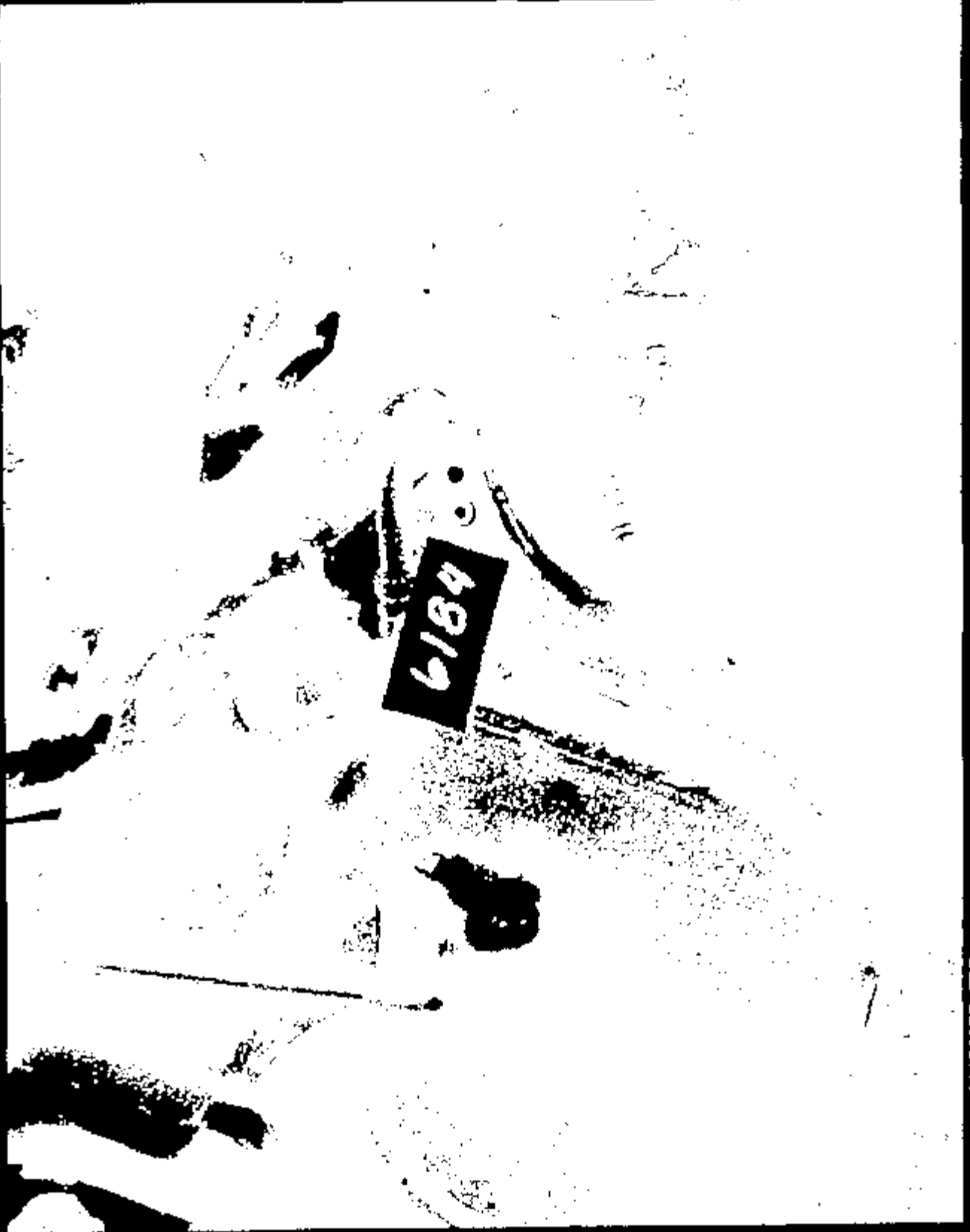
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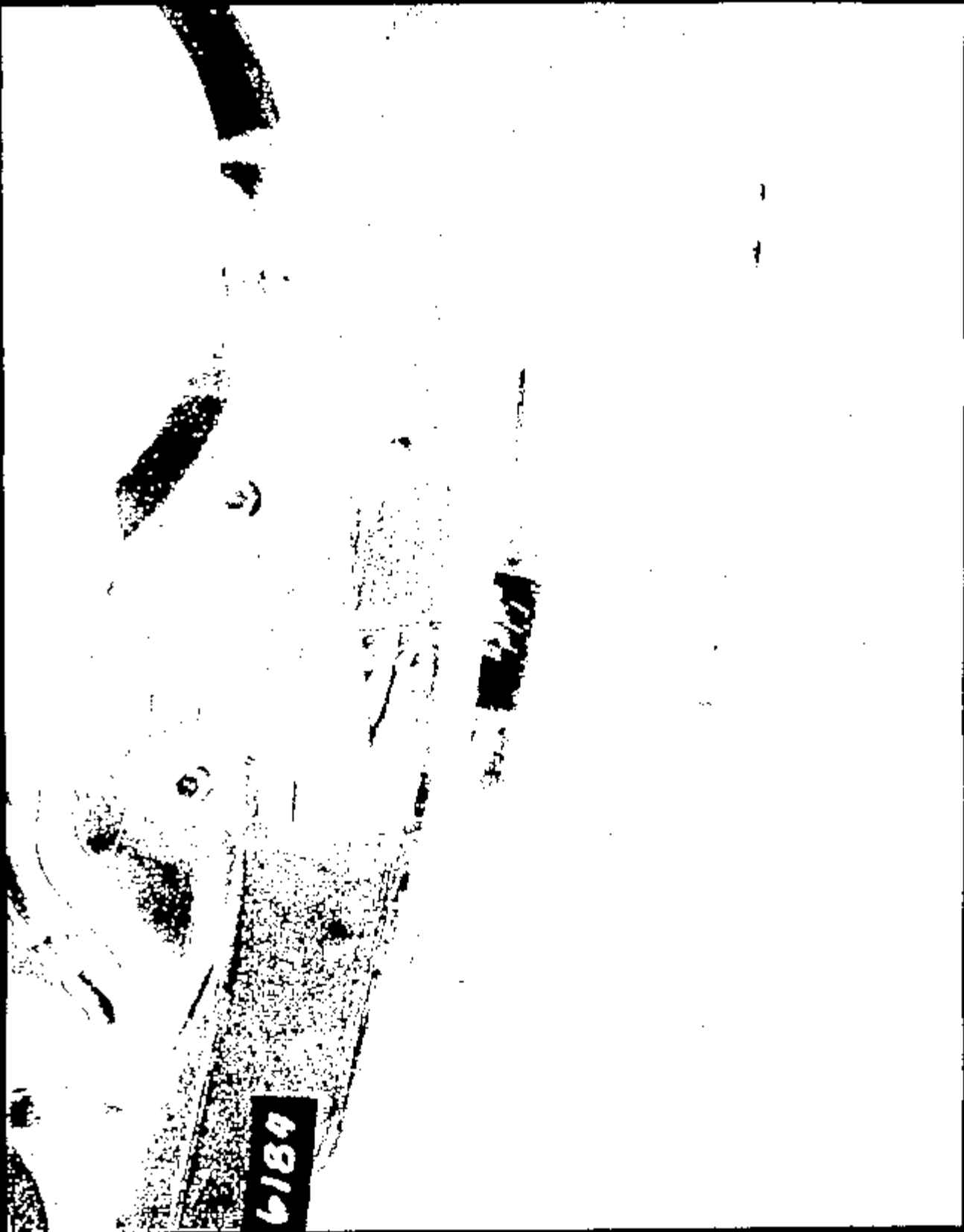
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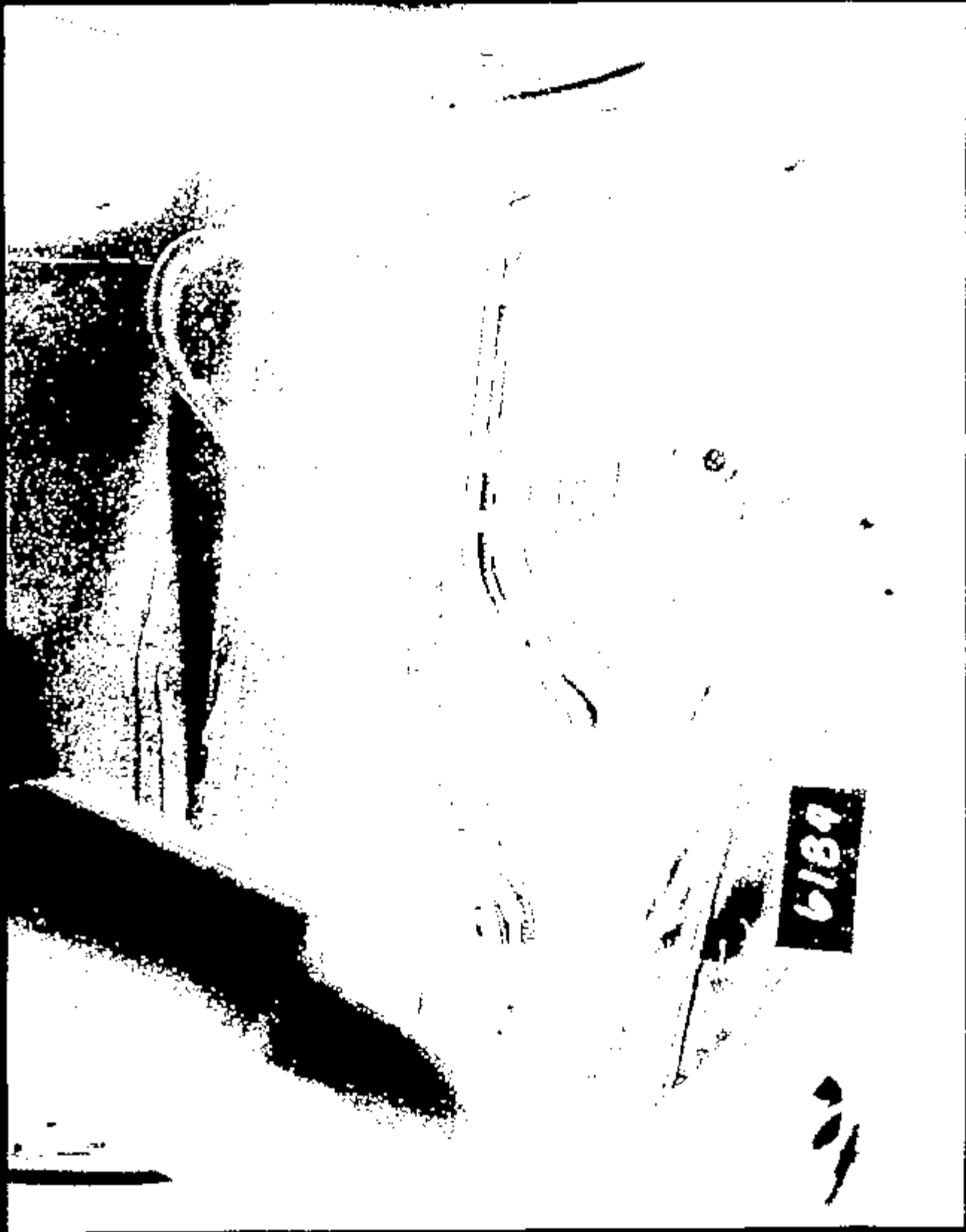
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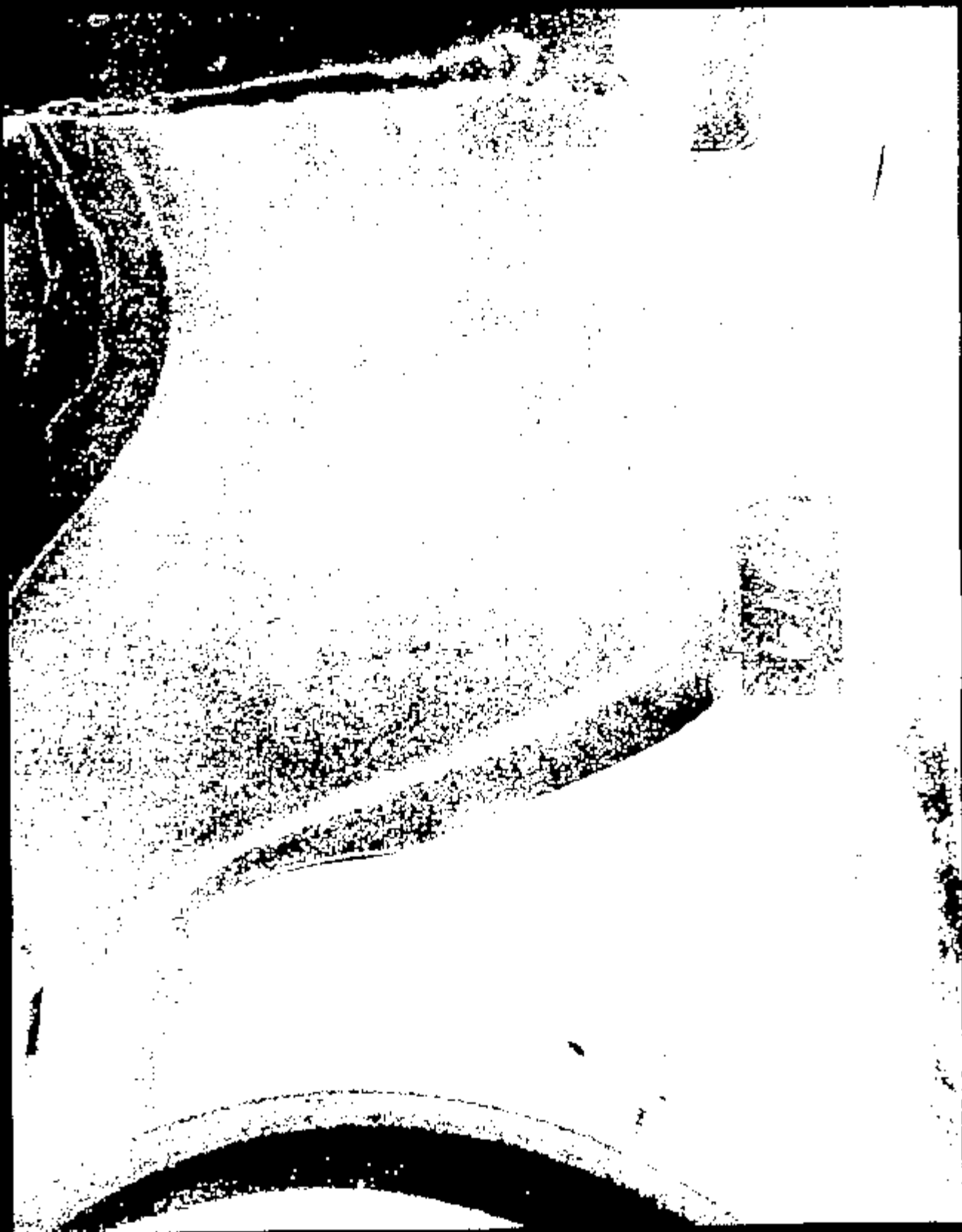
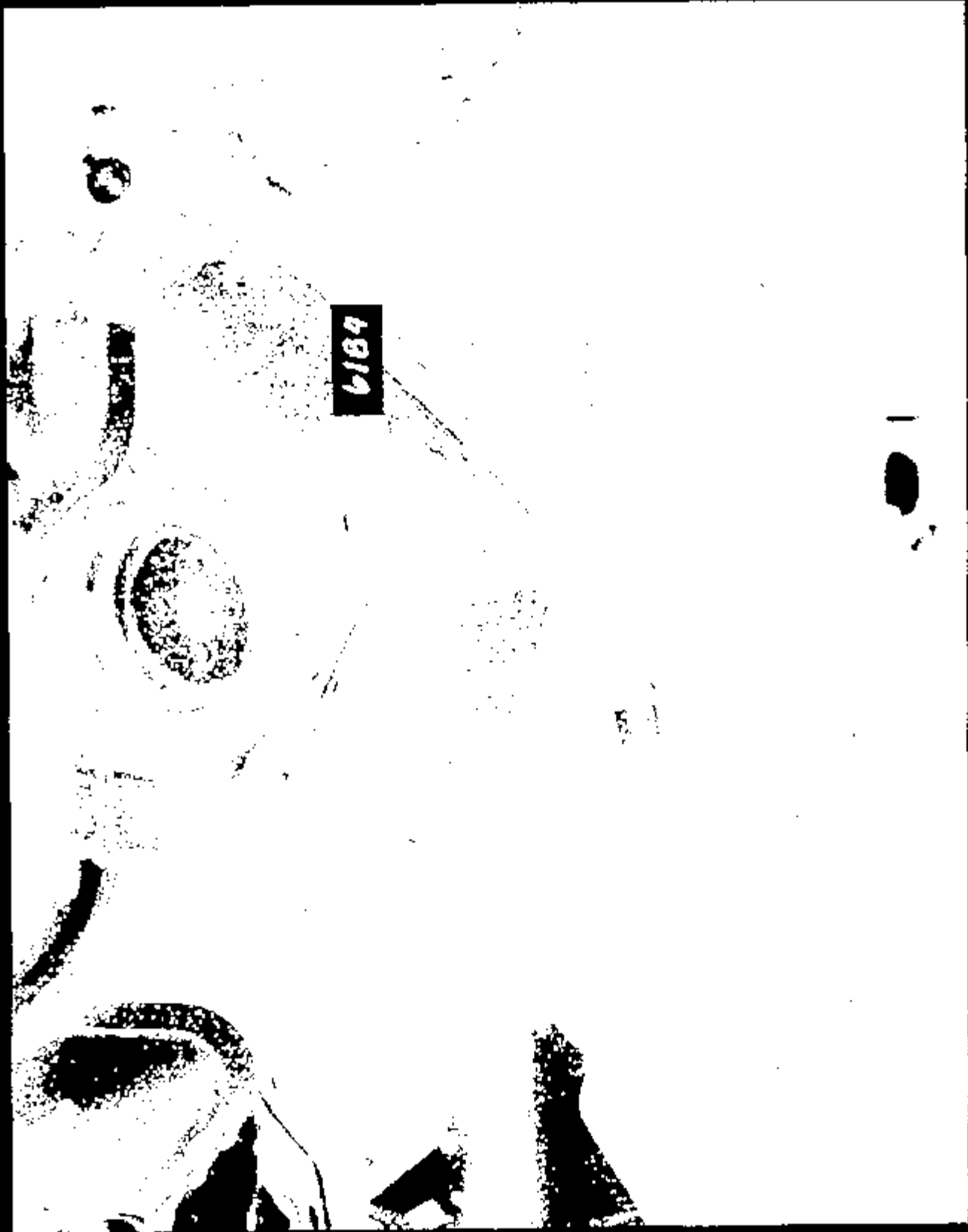


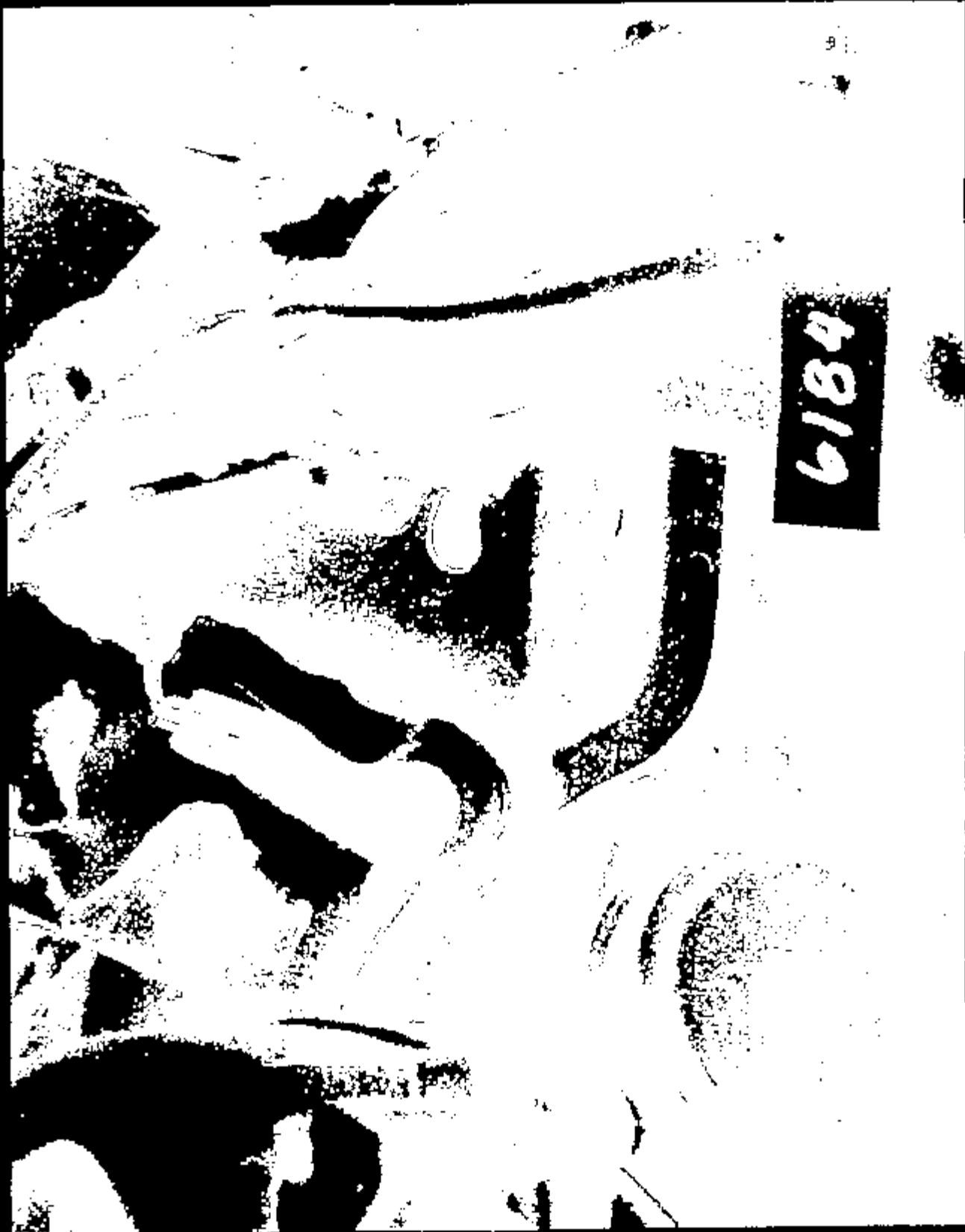
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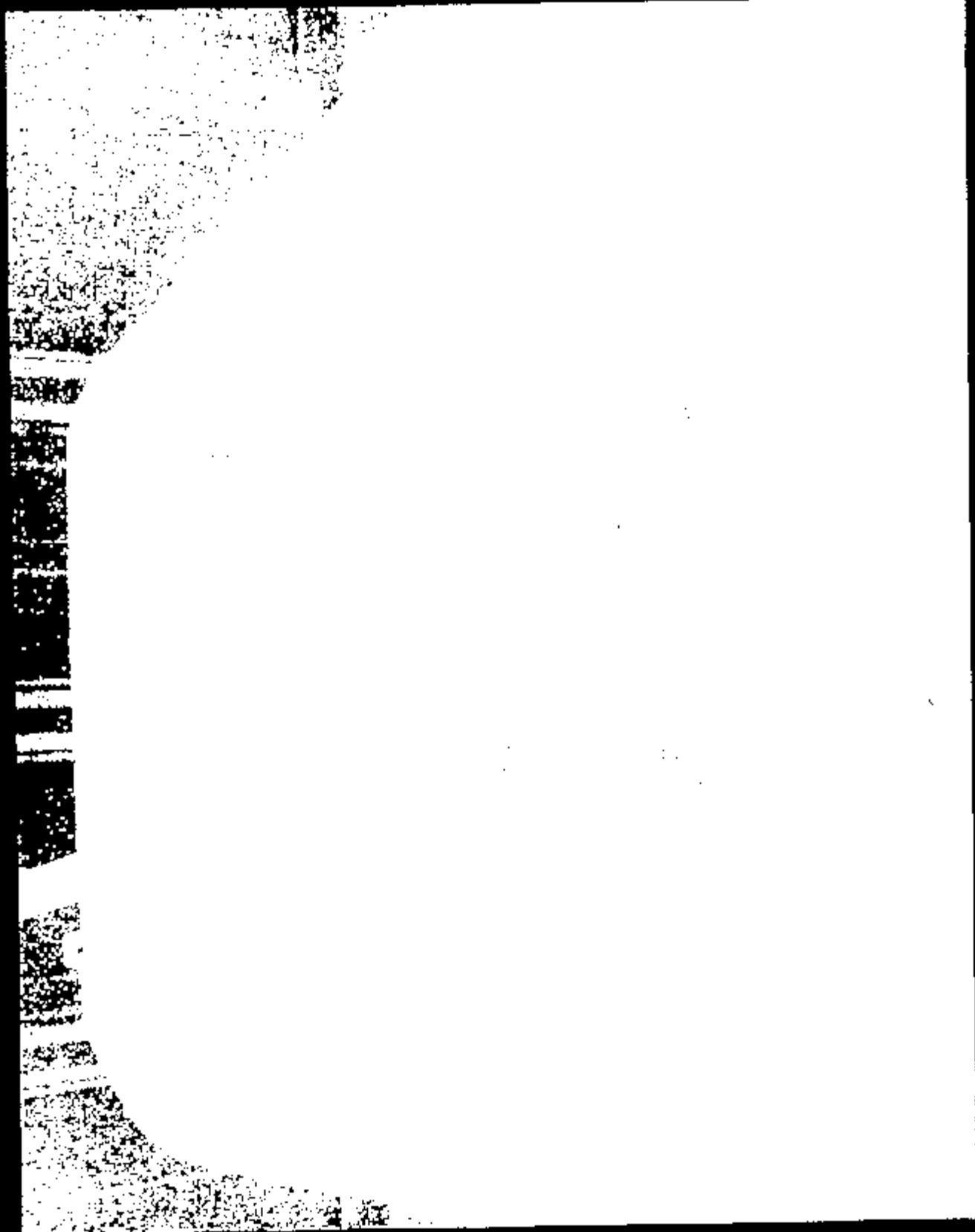
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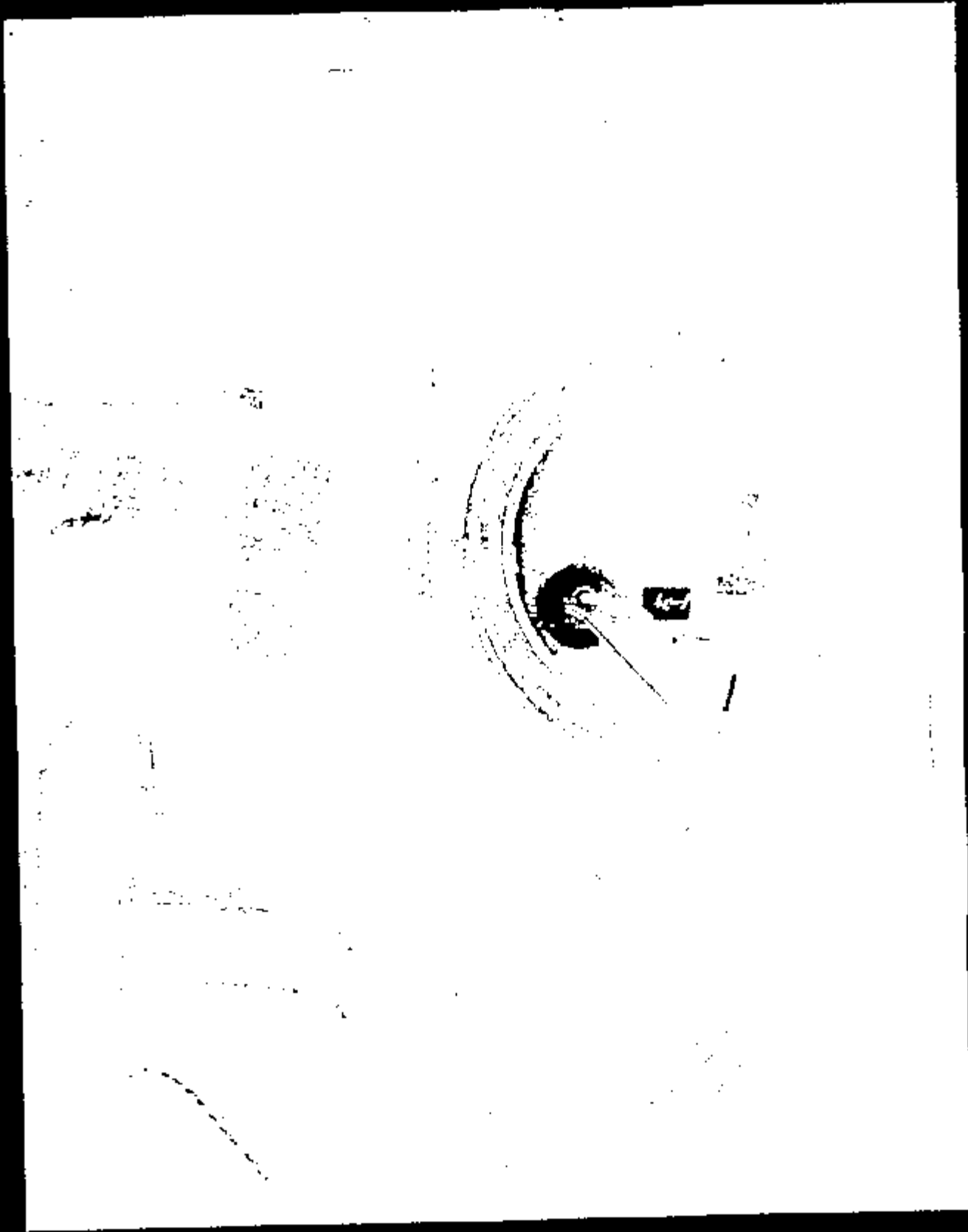
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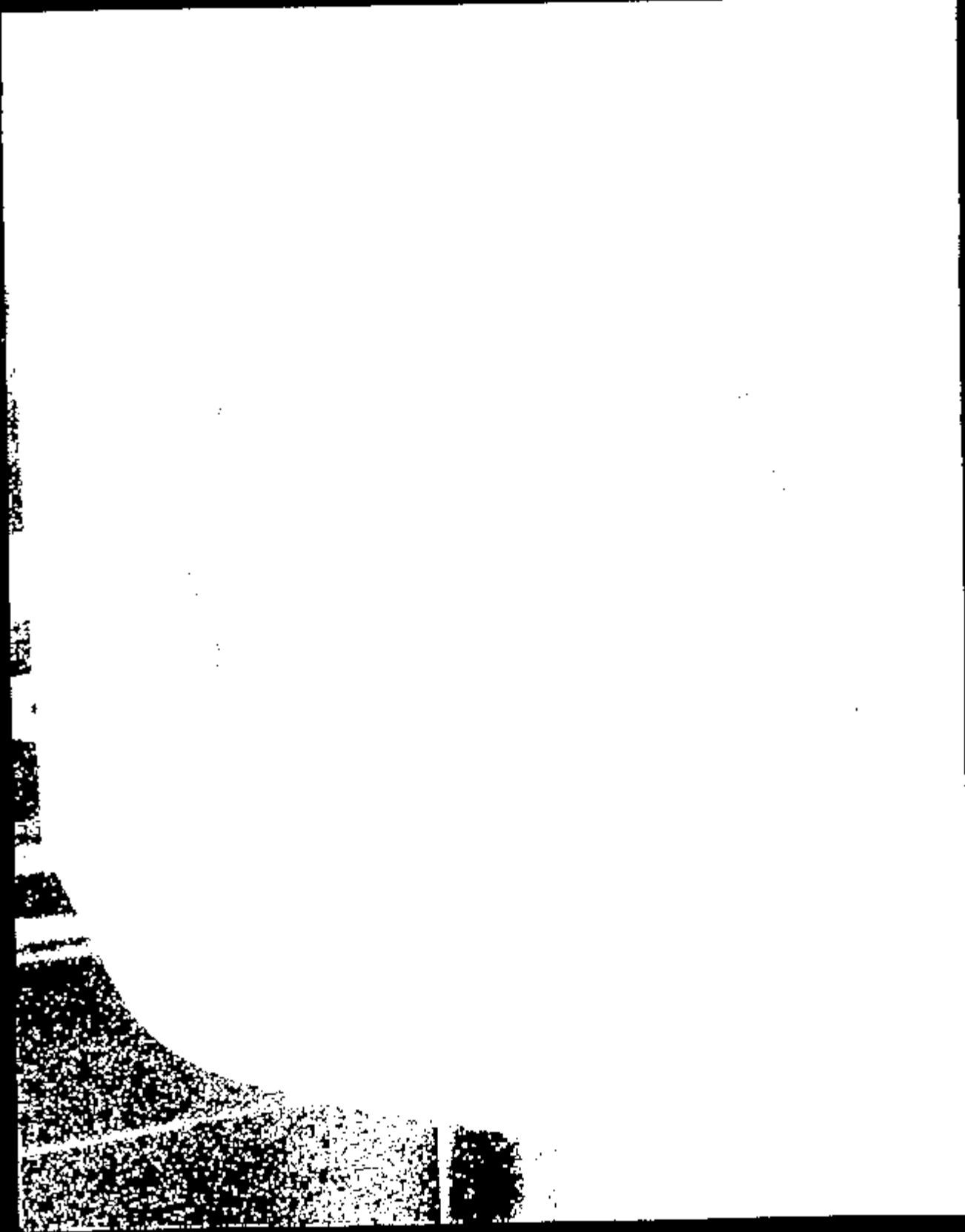
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CRTS 0010974



Name: 10974070.JPG

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Image 1

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Image: 10974073.jpg

CRTS 0010974



10974074.JPG

Image:

CRTS 0010974

TEST AUTHORIZATION

TEST ORDER NUMBER **TAS018**

TO: J. Kladonik		CC: D. FOURSTAR M. HAMILTON W. HICKMAN E. Mueller G. J. Schlichter J. WEATHERS R. andrews d. Kirby g. Lott K. E. VIMPEK		REQUEST DATE 09-30-97	REQUESTED COMPLETION DATE 10-17-97
				REQUEST NUMBER TAS018	PROBLEM NUMBER N/A
				REQUESTING SECTION AV2215A	
TITLE OF TEST D186 31 mph 30 Deg Right Angular Impact				PARTS DUE DATE 10-10-97	
TYPE OF TEST <input checked="" type="checkbox"/> VEHICLE <input type="checkbox"/> LABORATORY		VEHICLE NUMBER OR OTHER IDENTIFICATION 313T316 DC025		VEHICLE MODEL & YEAR D186 00	
ENGINE NO. DISPL. CARS. 3.0L 2V FFV		TRANSMISSION 424M		PRODUCT OR ENG. LETTER COC-0241	
TYPE OF FUEL 3030423		IGNITION TIMING N/A		TEST CONDUCTED TO CERTIFY CONTROL ITEM COMPLIANCE WITH GOVERNMENT REGULATIONS? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
CRANKCASE OIL AID CAPACITY N/A		TIRE SIZE AND PLY RATING N/A		DISPOSITION OF PARTS Boneyard	
VEHICLE TIRE WEIGHT FRONT 2510 REAR 1990 TOTAL 4500		TIRE PRESSURE FRONT 30 REAR 30		PROCUREMENT REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO CODE	
				IMPORT CATEGORIES <input checked="" type="checkbox"/> ENGINEERING <input checked="" type="checkbox"/> DATA <input checked="" type="checkbox"/> RAW DATA	
				MAIL REPORT TO: ROOM ND1232 BLDG 2	

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

DESCRIPTION	PART NO	QUANTITY
D186 AP	1FALP52LVG201653	(01)

RECORD COPY
 Machine No. 2-2-18
 Valid Until 2019

REQUESTING DEPT NO 1751	WORK ORDER/WORK TASK F09	ISSUED/REQUESTED BY EWING	PHONE 06182	APPROVAL BOLAND	TEST TYPE	RISK	SIGN-OFF DATE
WORK STANDARDS NUMBER		TITLE D186 31 mph 30 Deg Right Angular Impact					
MANDATORY				OPTIONAL			
TEST ORDER # TAS018	CATEGORY 4	RESP AGENCY TAS7	EST COMP DATE	PHO X	TEST NUMBERS UNIT CRASH	UNIT CODE 09-30-97	TEST ORDER DATE
PERFORMING SECT.	HOURS	MATERIAL COST	COMP. COST	PARTS DUE DATE	EST START DATE	EST COMP DATE	STATUS
DESIGN	0	\$	\$				
ENGINEERING	0	\$	\$				
TECHNICAL	0	\$	\$				
TOTAL	0	\$	\$				

TEST DEFINITION WORKSHEET

21-OCT-97 10:11

KURT L. EWING

TEST ORDER: W6184

TEST PROCEDURE: ST-25

REQUESTERS COMMENTS:

TEST OBJECTIVE:

DEVELOPMENT

Advanced Restraint Sensor & Air Bag Development
 Occupant Performance (FMVSS 208)
 Windshield Retention (FMVSS 212)
 Fuel System Integrity (FMVSS 301) - *CONDUCT FURTHER TEST PRELIMINARY CHECK IN*
 Door openability

TEST SETUP:

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

RATED FUEL CAPACITY:

18 gal. *Fill to 95% of rated capacity (18 x .95 = 17 gal)*

RATED LUGGAGE LOAD:

200 lb.

OCCUPANT TYPE:

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

MMM DELETE IF REQ'D TO MAKE TEST W/WT. (2 gallons minimum REQ'D.)

K. Ewing 11/25/97

K. Ewing 02/10/97

RESTRAINT SYSTEM:

Left Front:
 Rgt. Front:

BELT	TYRO BELT	FRONTAL BAG	SIDE BAG
X		X	
X		X	

DUMMY POSITIONING:

ST-25 DRIVER FOOT REST: NO

SENSOR SYSTEM:

- Driver Stage 1: Remote deploy @ 27 ms
- Driver Stage 2: Remote deploy @ 400 ms.
- Passenger Stage 1: Remote deploy @ 27 ms
- Passenger Stage 2: Remote deploy @ 150 ms.

K. Ewing 11/25/97

SEAT POSITION:

Left Front:
 Rgt. Front:

Long.	Vert.	Seat Back Angle
Mech. Mid	Full Down	26.3 (From trim)
Mech. Mid	Full Down	26.3 (From trim)

TEST DEFINITION WORKSHEET

KURT L. HWING

31-OCT-97 10:11

TEST ORDER: TAG184

TEST PROCEDURE: ST-25

SEAT PACKAGE CHECK REQUIRED ? Yes. Mark rocker target for dummy positioning @ barrier. LEFT + RIGHT FRONT SEATS.

DIMENSIONAL ANALYSIS: NONE. SEE SEAT PACKAGE CHECK.

K. Ewing
11/25/97

K. Ewing
12/14/97

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.	Off-board	Overall	Left	
8.	Off-board	Overall	Right	
9.	Off-board	Overall	Overhead	
10.	Off-board	B-Pillar Forward	Left	(Need Dummy Kinematics)
11.	Off-board	B-Pillar Forward	Right	(Need Dummy Kinematics)
12.	Off-board	A-Pillar Forward	Overhead	
13.	Off-board	A-Pillar Forward	Overhead	

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

Total Cameras 12

Number Of Copies: 1

TIGHTEN SHOT TO SHOW
CLOSER VIEW OF DUMMY
HEAD. ONLY NEED
A-PILLAR TO B-PILLAR.

K. Ewing
12/14/97

DIGITIZED FILM: B-Pillar Forward Left (CAMERA #11)
B-Pillar Forward Right (CAMERA #12)

SPECIAL BUILD INSTRUCTIONS

TEST DEFINITION WORKSHEET

KURT L. EWING

31-OCT-97 10:11

TEST ORDER: TAGIRA

TEST PROCEDURE: ST-25

1. Update vehicle as follows:

- a. steering wheel/ air bag. - '06 LEVEL *K. Ewing 11/26/97*
- b. passenger front air bag. - '06 LEVEL
- 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 2V Roll restrictor.
- g. Instrument Panel.
- h. Adjustable brake & throttle pedal assembly.
- i. 3L 2V Fuel Rail (FFV)
- j. 3L 2V Fuel Line Assy. (FFV) *K. Ewing 11/26/97*
- 1. Fuel FEM & vapor line assy.
- n. Fuel filler hose & cap. *K. Ewing 11/3/97*
- o. ~~ENGINE & TRANS MOUNT.~~

* 2. 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,
 REAR WHEEL TUBES, Exhaust System
 CAMERA #5, #6. *K. Ewing 11/26/97*

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. Ewing	24-86185	KEWI (313-660-8991)

TEST DEFINITION WORKSHEET

KURT L. EWING

31-OCT-97 10:11

TEST ORDER: ~~746184~~

TEST PROCEDURE: ~~SC-25~~

Eld. Coord: M. Dandel 24-85498
Supervisor: M. Jurosek 32-39958
GTO: ~~g. Ringsten~~ -19-83803

MOBY (313-705-8101)
MTOR (313-705-9990)
~~SPST (313-788-9922)~~

*Review
11/9/97*

TEST ENGINEERS COMMENTS:

LAB COMMENTS:

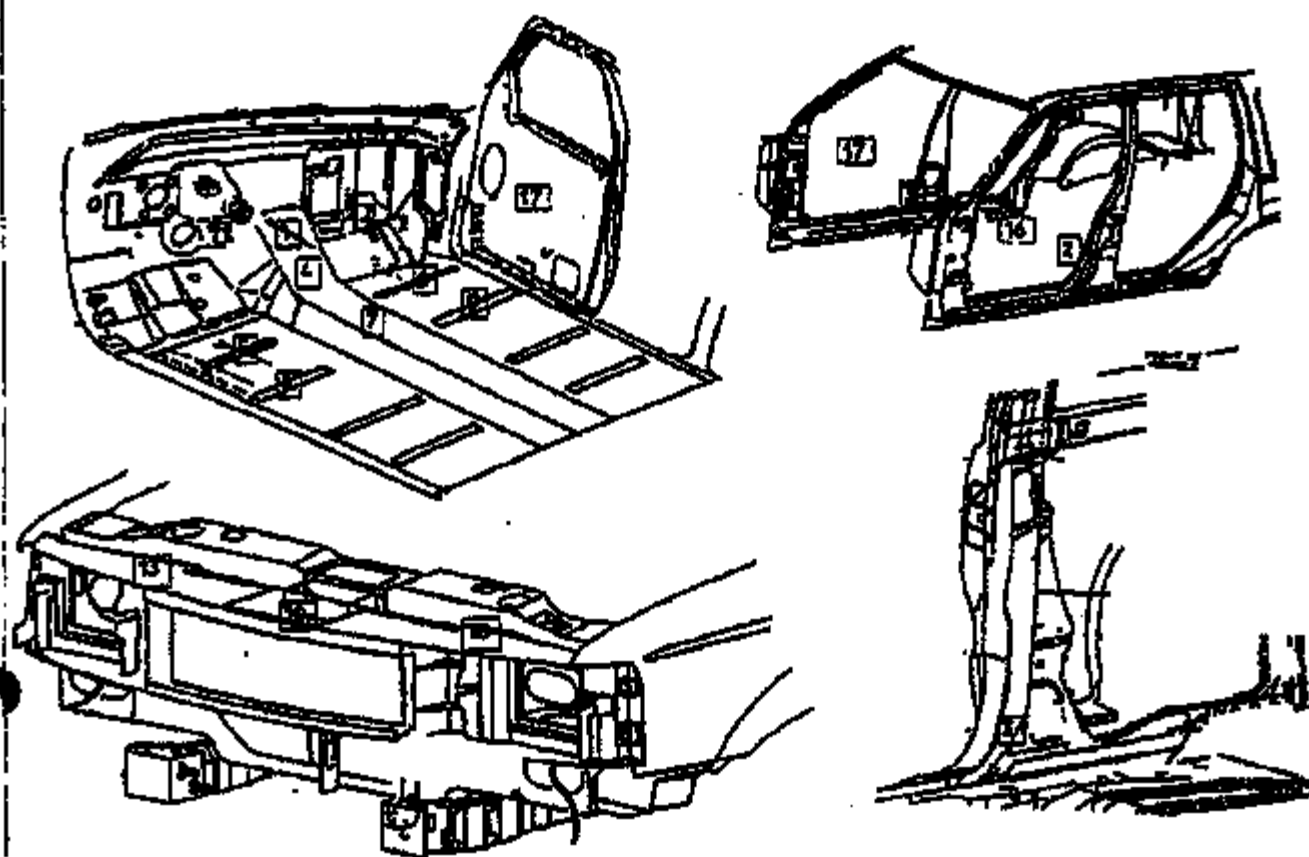
FINAL COMMENTS:

REQUESTERS FINAL COMMENTS:

Program: D186
 Vehicle ID: DC0425
 Build level: AP
 Test Mode: 31mph/30RVBarr

SENSOR MAP

Engineer: Mike Arrin
 Phone #: 24-81602
 Date: 11/11/97
 Time: 9:22 AM



Sensor Locations Only

Location Name	Supplier	Output	Nominal (+/-)	MapID	Serial #
1 FRT_FLOOR_PAN_B_C/L (LHD RCH Location)	ACD1	Pa. Pres.	0	2004	554-2 dar150
	ACD2	Dr. Bag	0		
	ACD3	Pa. Bag	0		
	ACD4	Br. S. Ba	0		
	ACD5	Pa. S. Ba	0		
	ACD6	Dr. Pres.	0		
	ACD7	Safing			
	ACD8	STMS	5		
1 FRT_FLOOR_PAN_B_C/L	_SC8	TRAX	ON	2004	584-1 dar152
2 L/R-PLR_LOWR_INNER	_SH	TRAX			
3 R/B-PLR_INNER_LOWR	_RH	TRAX			
4 FRT_FLOOR_PAN_B_C/L (RHD RCH Location)	ACD1	Pa. Pres.		2004	584-1 dar152
	ACD2	Dr. Bag	0		
	ACD3	Pa. Bag	0		
	ACD4	Br. S. Ba	0		
	ACD5	Pa. S. Ba	0		
	ACD6	Dr. Pres.	0		

Sensor Channels only

Location Name	Supplier	Output	Nominal (+/-)	Max/Min	Serial #
	ACD7	Brfing			
	ACD8	Stowt	5		
4 FRF_FLOOR_PAN_R_C/L	_SCB	TRIAK	On ACD		
5 FLR_MBR_R_L/F_SEAT_C/L	_SN	TRIAK	Near SCB		
6 FLR_MBR_R_R/F_SEAT_C/L	_SN	TRIAK	Near SCB		
5 FLR_MBR_R_L/F_SEAT_C/L		Byte	SCS Sensor		E35
6 FLR_MBR_R_R/F_SEAT_C/L		None	SCS Sensor		DCA
7 C/L_TRL_BETWEEN_F/SEATS	_SN	TRIAK			
8 RR_FLR_MBR_R_L/F_SEAT_C/L	_SN	TRIAK			
9 RR_FLR_MBR_R_R/F_SEAT_C/L	_SN	TRIAK			
10 C/RND UP FRF	_ACD	None	FCB		082407A
10 C/RND UP FRF	_SN	TRIAK	Next to FCB		(chann. B)
13 R/RND UP FRF	_ACD	None	FCB		100397F
13 R/RND UP FRF	_SN	TRIAK	Next to FCB		(chann. C)
16 L/F_DOOR_R_BELTLINE_MID	_SN	TRIAK			
17 R/F_DOOR_R_BELTLINE_MID	_SN	TRIAK			
18 L/RND UP FRF	_SN	None	FCB		102897A
18 L/RND UP FRF	_SN	TRIAK	Next to FCB		(chann. A)

DOB6 box = 092297A

Notes ALL ACD supplier parts require 12V supply.

DUMMY MEASUREMENT REPORT
CRASH BARRIER

IN NUMBER 10974
TEST ORDER NUMBER TA6184

DUMMY POSITION LEFT
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	4.20
ROCKER TARGETS TO GROUND FRONT	7.10
ROCKER TARGETS TO GROUND REAR	6.50
NOSE TO STEERING WHEEL	15.40
NOSE TO INSTRUMENT PANEL	
INSTRUMENT PANEL TO TORSO	
STEERING WHEEL TO TORSO	8.10
STEERING WHEEL TOP LEGS	1.80
KNEE SPREAD OS-OS (HYB II) / CL-CL (HYB III)	9.50
SEAT BACK ANGLE	26.10
PELVIC ANGLE	23.40
HEAD ANGLE	0.10
ROCKER ANGLE	-0.10
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
------------------------------	--------------------

HEAD LAT	14.90
HEAD VERT	37.20
HEAD LONG	13.80

SHOULDER LAT	
SHOULDER VERT	
SHOULDER LONG	

H-POINT LAT	10.60
H-POINT VERT	11.90
H-POINT LONG	8.70

O/S KNEE BOLT LAT	11.30
O/S KNEE BOLT VERT	16.30
O/S KNEE BOLT LONG	6.00

DUMMY MEASUREMENT REPORT
CRASH BARRIER

RUN NUMBER 10974
TEST ORDER NUMBER TA6184

DUMMY POSITION RIGHT
DUMMY ABBREV 50H3

FRONT

ABSOLUTE MEASUREMENTS (INCH)	MEASUREMENT
LEG (HYB II) / KNEE (HYB III) TO INST PANEL LEFT	3.90
LEG (HYB II) / KNEE (HYB III) TO INST PANEL RIGHT	3.80
ROCKER TARGETS TO GROUND FRONT	7.30
ROCKER TARGETS TO GROUND REAR	6.80
NOSE TO STEERING WHEEL	
NOSE TO INSTRUMENT PANEL	21.70
INSTRUMENT PANEL TO TORSO	17.20
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	20.10
HEAD ANGLE	0.20
ROCKER ANGLE	0.30
NECK BRACKET ANGLE	0.00
BUMPER TARGET TO GROUND	

RELATIVE MEASUREMENTS (INCH)	WRT FRT RKR TGT
HEAD LAT	15.00
HEAD VERT	38.10
HEAD LONG	12.70

SHOULDER LAT
SHOULDER VERT
SHOULDER LONG

H-POINT LAT	10.00
H-POINT VERT	12.80
H-POINT LONG	8.00

O/S KNEE BOLT LAT	11.80
O/S KNEE BOLT VERT	16.60
O/S KNEE BOLT LONG	7.00



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CONFIDENTIAL

FINAL TEST REPORT

**Global Test Operations
 Advanced Vehicle Technology**

TO:	K. Arthurs	Test Order No.	T-A7159
		Work Task W. O. No.	FO9
		Test Date	8/21/98
		Date Reported	6/30/98
		Sheet	1 of 30

SUBJECT: Crash Test 11061 (90° Front Fixed Barrier Impact at 35.4 ± 0.4 mph, 57.0 ± 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 301.

SUMMARY OF TEST RESULTS: See Section 1.0 for fuel spillage data.

Concur: 
 R. Burns
 Section Supervisor
 Operations Engineering Section


 R. Rouse
 Product Test Engineer

VEHICLE DATA:

Make and Model 2000 Taurus (D188) RHD (Right Hand Drive) 4-Door Sedan

ID Numbers 1FALP66SXWA100019, 318-T-319

Power Train 3.0L, EFI, Automatic Transaxle

Fuel Tank(s) Usable Capacity: 18.0 gal. (68.1L)
Test Condition: The "run dry" tank was filled with 3.0 gallons (11.4) of red-dyed Stoddard solvent.

Front Seat(s) Type: Bucket
Cover: Leather
Tracks/Position: LF: Manual/Mechanical Mid
RF: 6-Way Power/Mechanical Mid and Down
Seat Backs/Position: Adjustable/Not Measured
Head Restraints/Position: Adjustable/Up
Lumber Support/Position: RF: Power/Deflated

Restraint System LF & RF: 3-Point Continuous Loop Active Belt

Occupants LF & RF: Water-Filled Containers (Simulating 50th Percentile Male, Hybrid II Uninstrumented Dummies)

Test Weight Front: 2919 lb (1052 kg)
Rear: 1543 lb (700 kg)
Total: 8962 lb (1762 kg)

Tires Front: P206/65R15 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.

2. Remarks

Crash movies, pre- and post-crash still images of the test vehicle and copies of this report are available through the Operations Engineering Section, Safety Laboratories Department, GTO. The crash still images are stored and archived on CD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 11051001 through 11051051.

TEST RESULTS:**1.0 Fuel System Integrity (FMVSS 301)**

- There was fuel system spillage from the #1, 2 and 5 ejector sites upon impact, estimated to be about 1 ounce.
- The fuel system did not hold pressure during a post-crash pressure check.

2.0 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.

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 #: 11051 TO: TA7159 DATE: 880321 11:34:00
2000 D-188

(1) CR11051T L/ROCKER B B-PILLAR LONG GAC
MAX = 1.797 at 140.8 MS MIN = -30.54 at 81.41 MS

AXIS 1

40.00

20.00

20.00

10.00

0.00

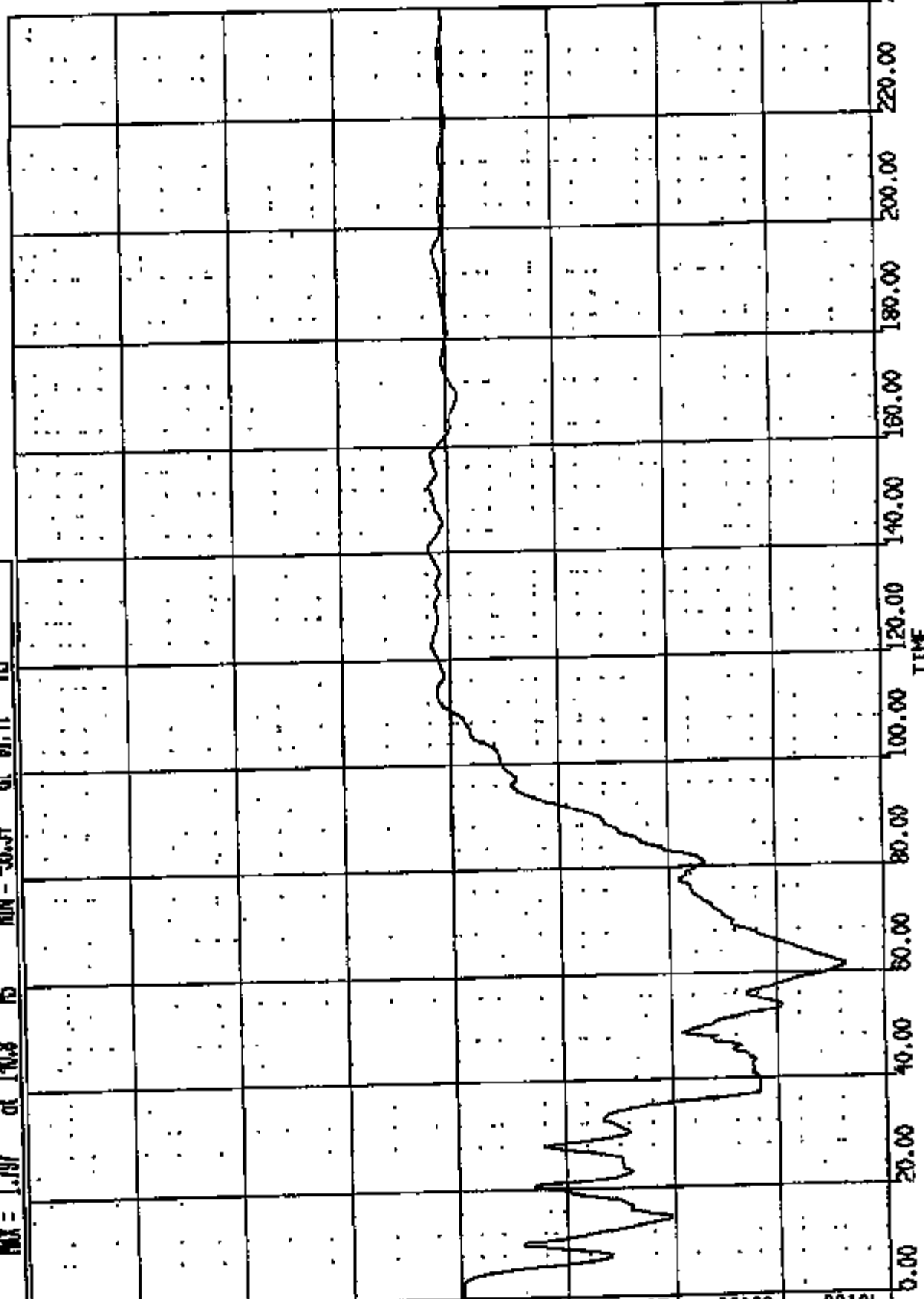
G.S

-10.00

-20.00

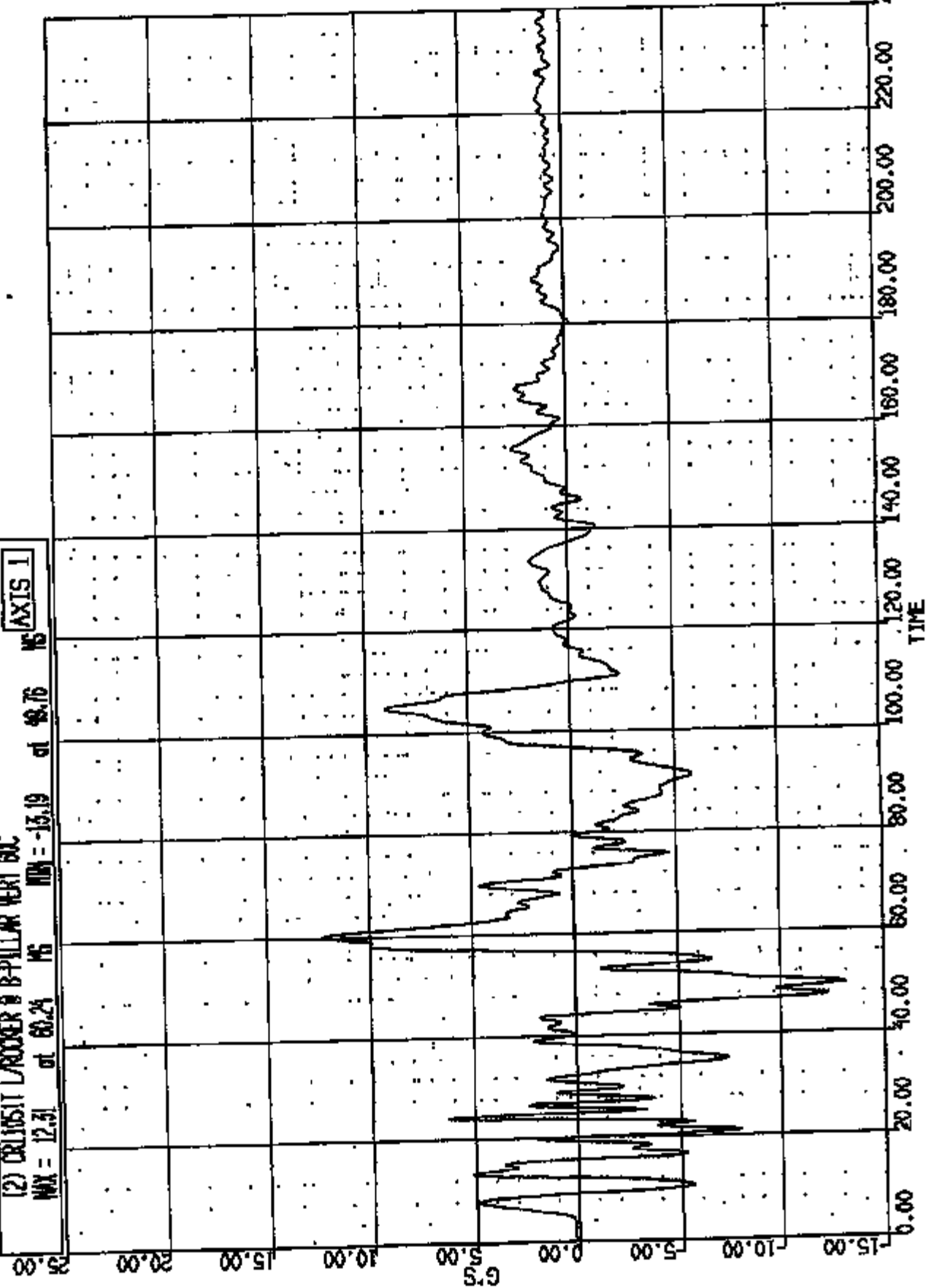
-30.00

-40.00



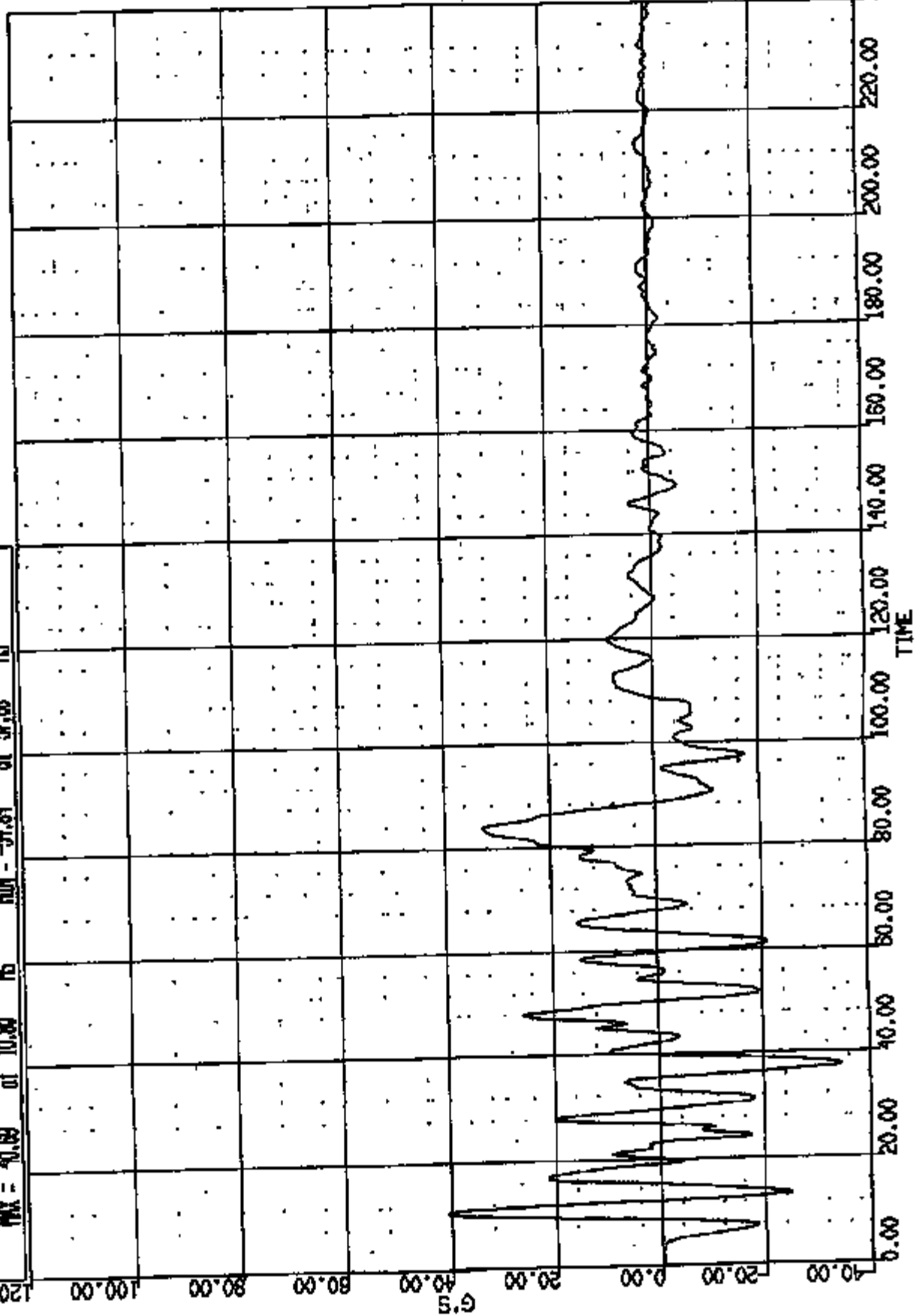
CR R: 11051 TO: TA7159 DATE: 880321 11:34:00
2000 D-188

(2) CRUISE/IT L/RUGGER @ B-PILLAR VERT SOC
MAX = 12.31 at 60.24 MG MIN = -13.19 at 93.76 MG
AXIS 1



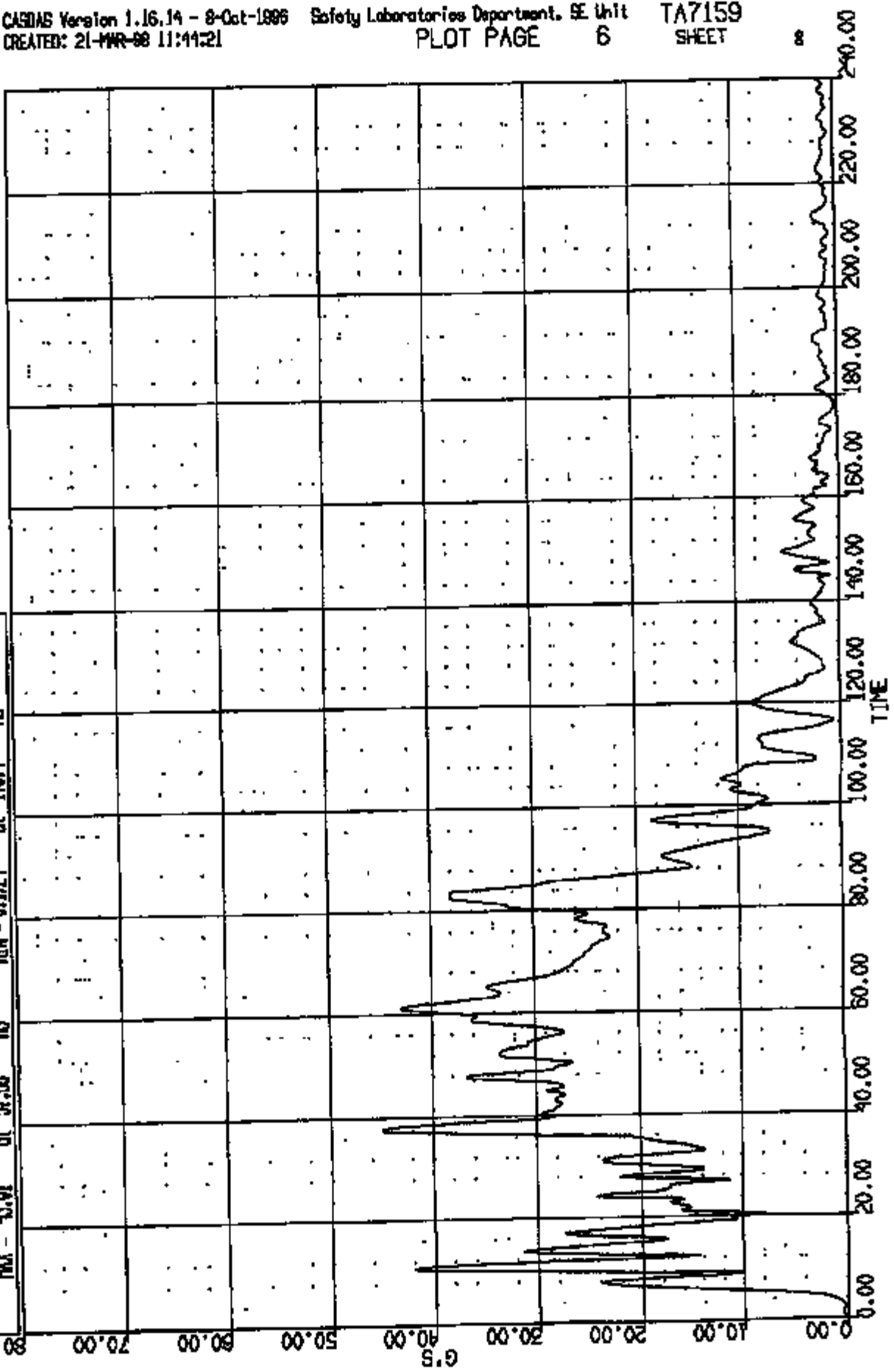
CR#: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

(3) ORIGIN: L'ANOUER @ B-PILLAR LAT 60C
MAX = 40.00 at 10.00 MS MIN = -34.84 at 57.88 MS
AXIS 1



CR R: 11051 TO: TA7159 DATE: 980321 11:24:00
2000 D-198

(10001) CRITICISIT / PROXER @ B-PILLAR RES GAC
MAX = 45.91 at 37.53 MS MIN = 0.1724 at 178.4 MS
AXIS 1



CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-188

(4) CRUISE/RADAR 0 B-PILLAR LONG GC
MAX = 1.912 at 153.4 MG MIN = -35.29 at 36.64 MG

AXIS 11

40.00

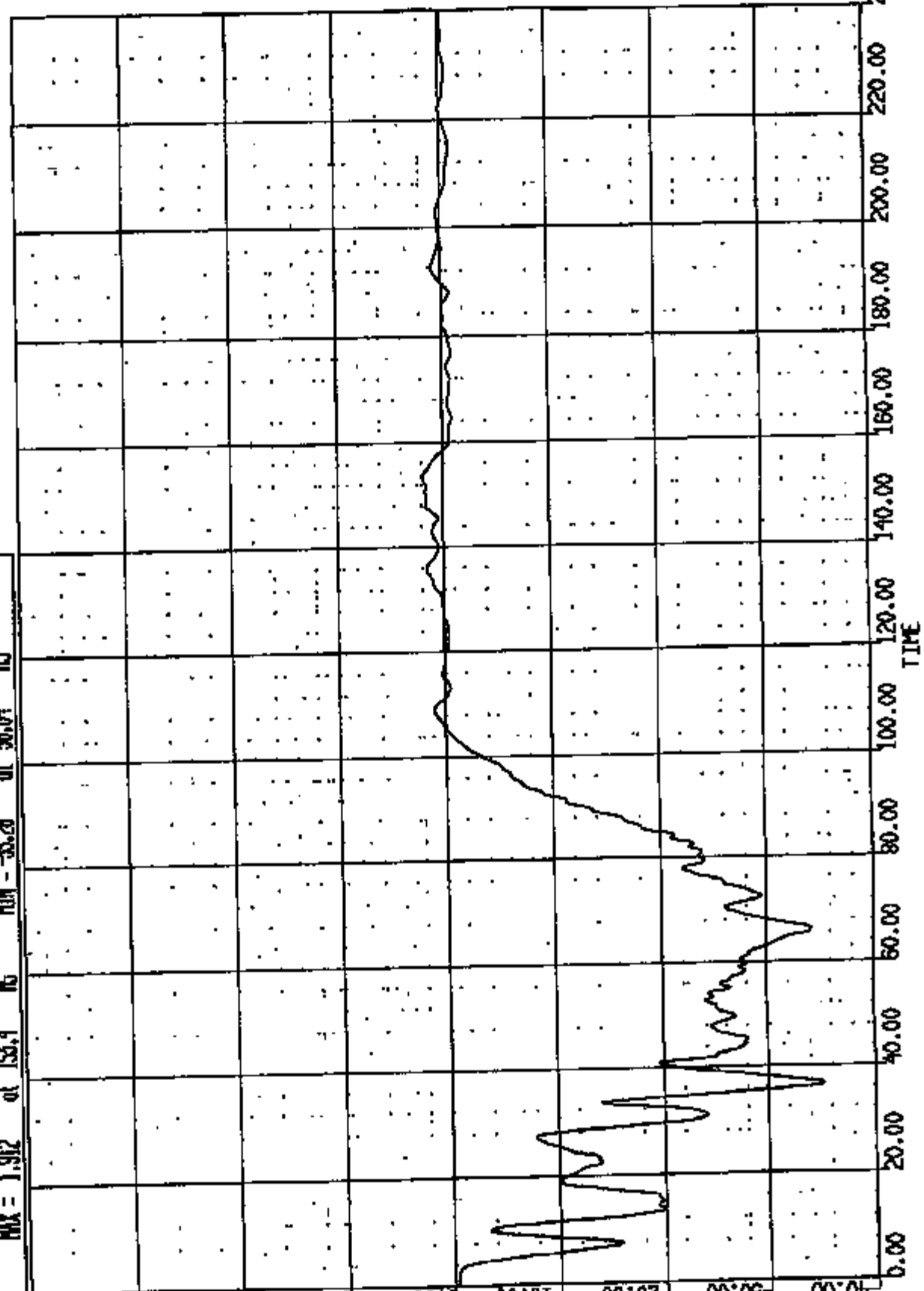
20.00

20.00

10.00

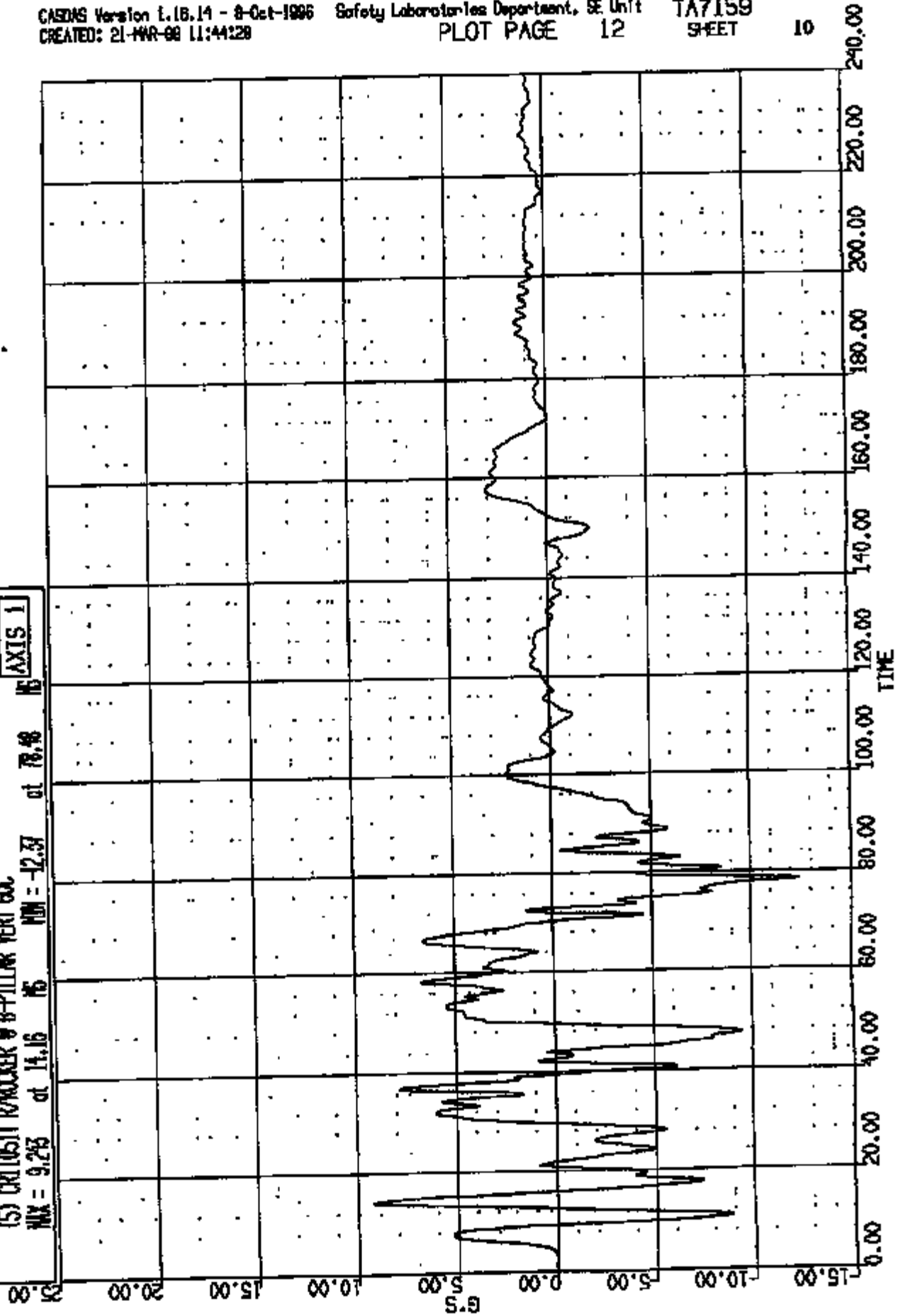
0.00

G.S



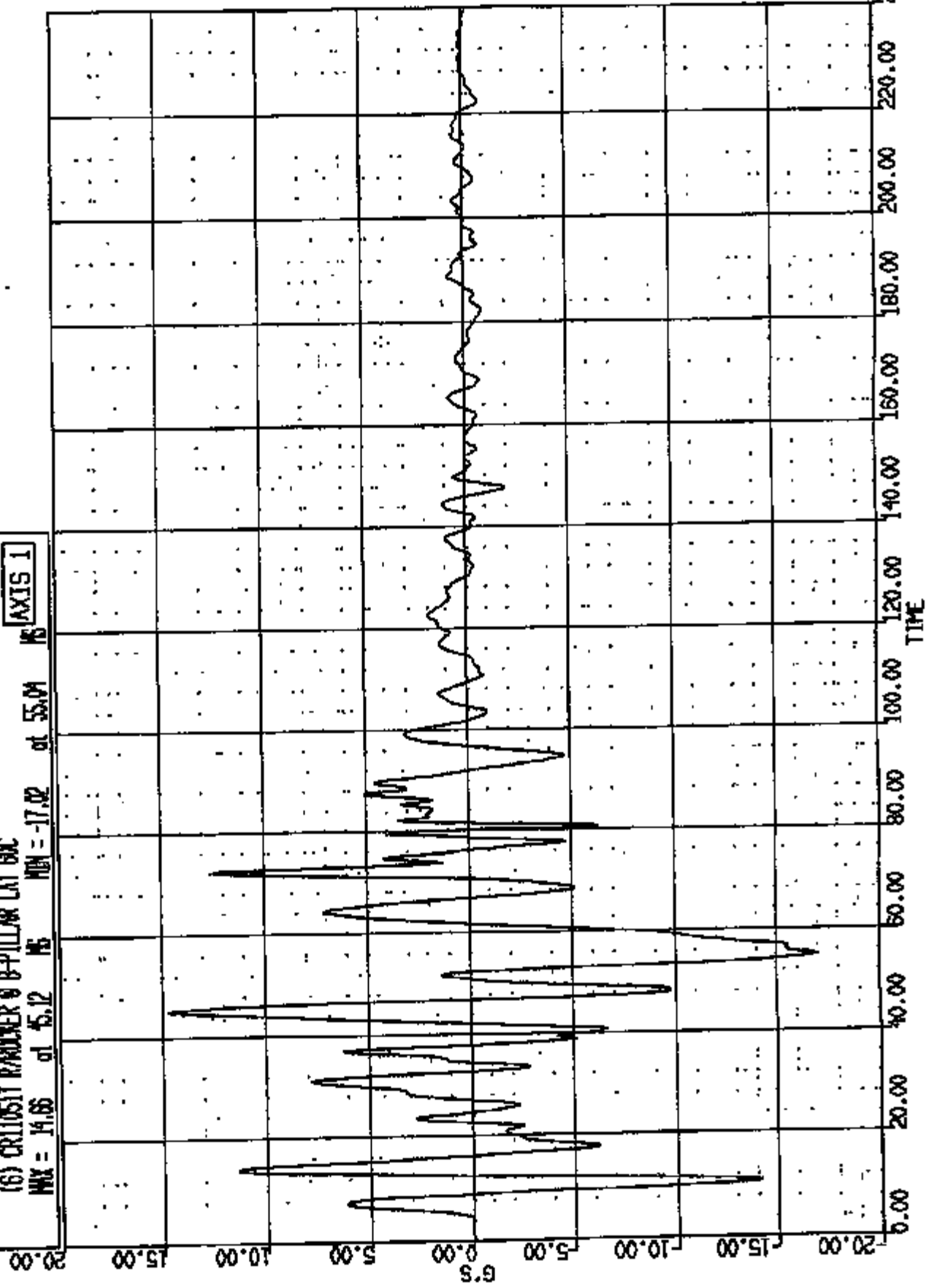
OP R: 11051 TO: TA7159 DATE: 80021 11:34:00
2000 D-188

(S) CRUISE TRACKER @ B-PILLAR VERT GAC
MAX = 9.293 at 14.16 MS MIN = -12.37 at 78.8 MS AXIS 1



CR R: 11051 TO: TA7159 DATE: 880321 11:34:00
2000 0-186

(6) CR11051 R/ROCKER @ 8-PILLAR LAT GNC
MAX = 4.66 at 45.12 MS MIN = -17.02 at 55.01 MS
AXIS 1

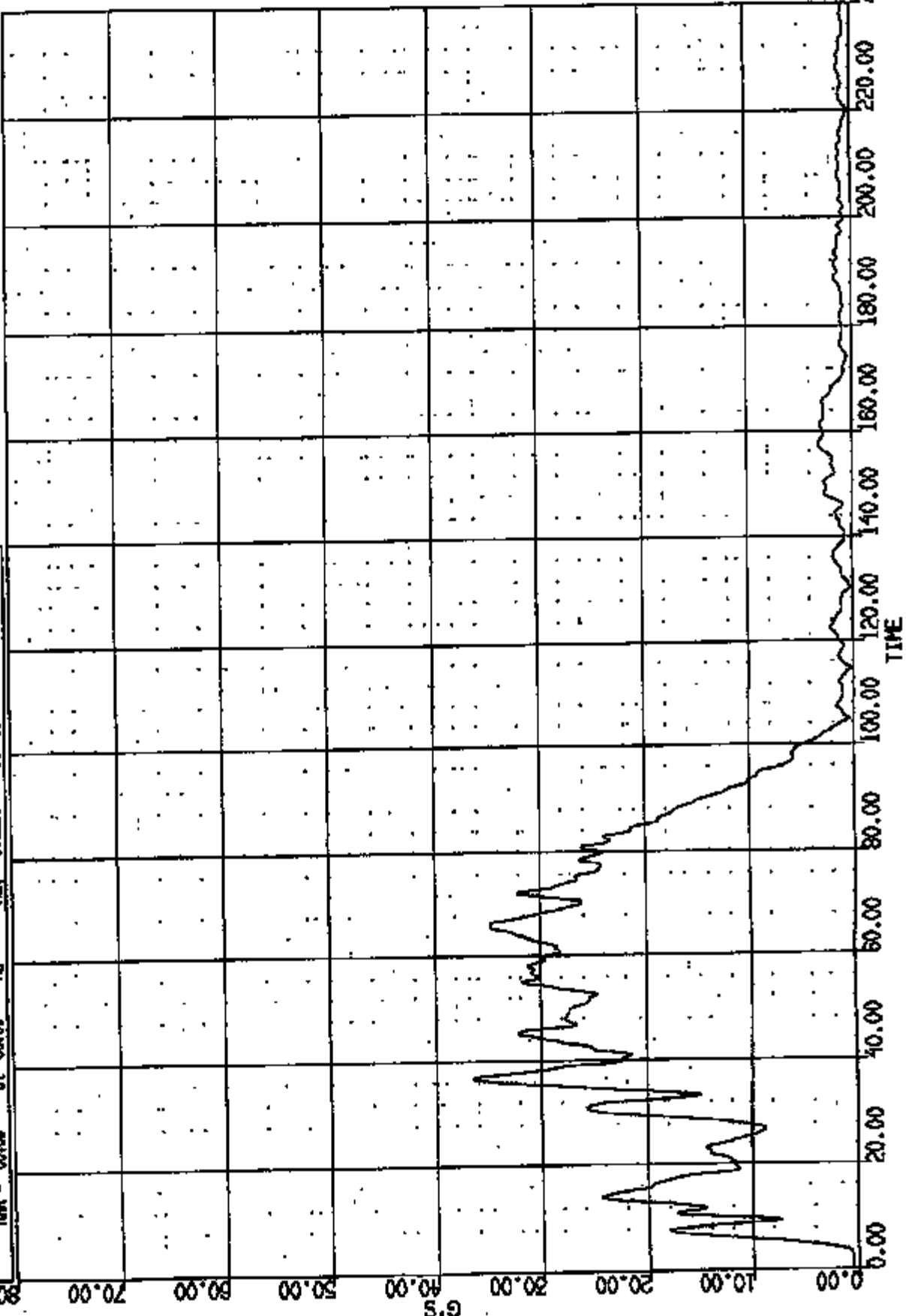


CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

(10002) CR11051T RACKER @ B-PILLAR RES 6AC
MAX = 35.50 at 35.80 MS MIN = 0.129 at 114.7 MS

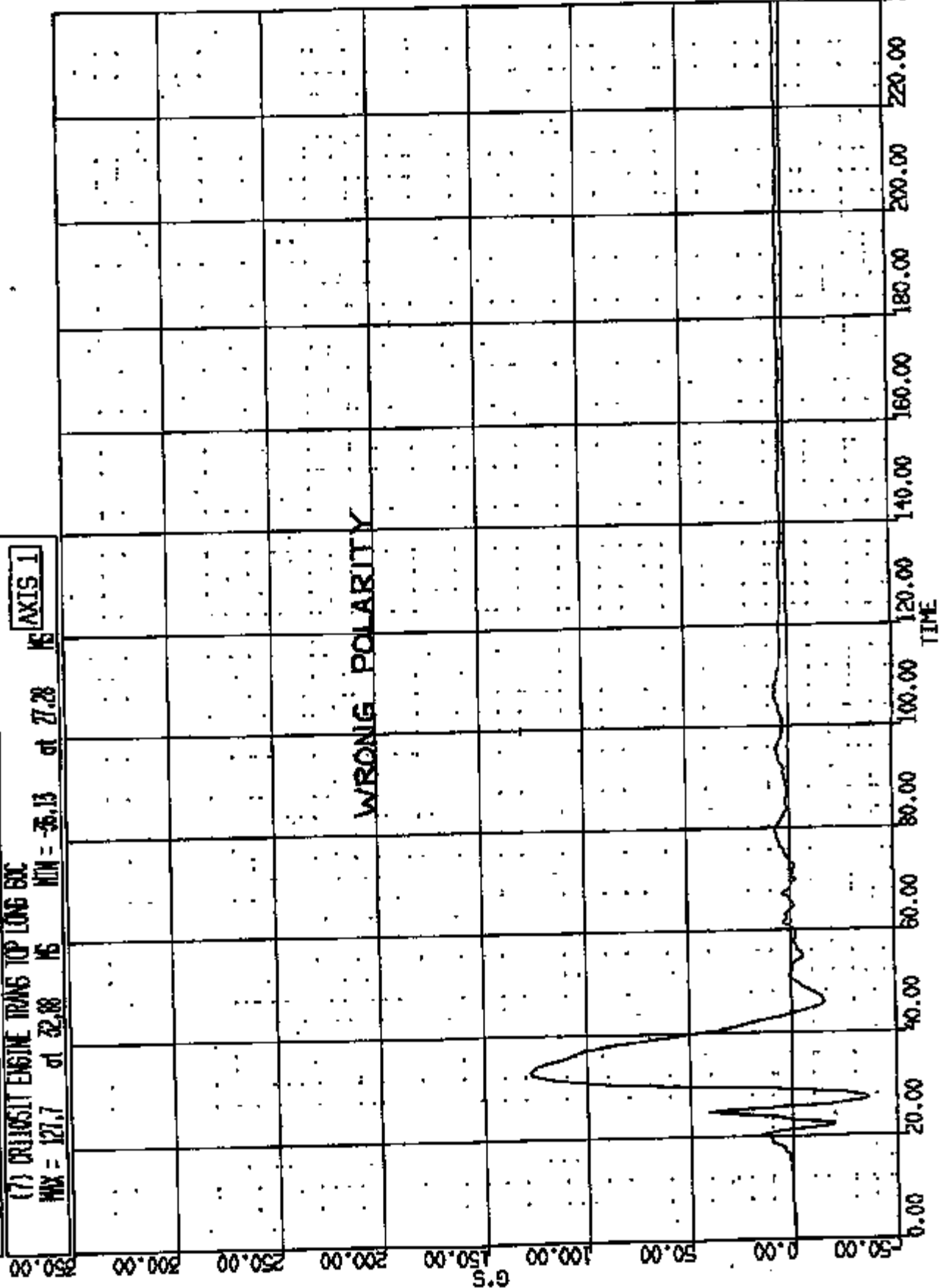
AXIS 1

80.00



CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

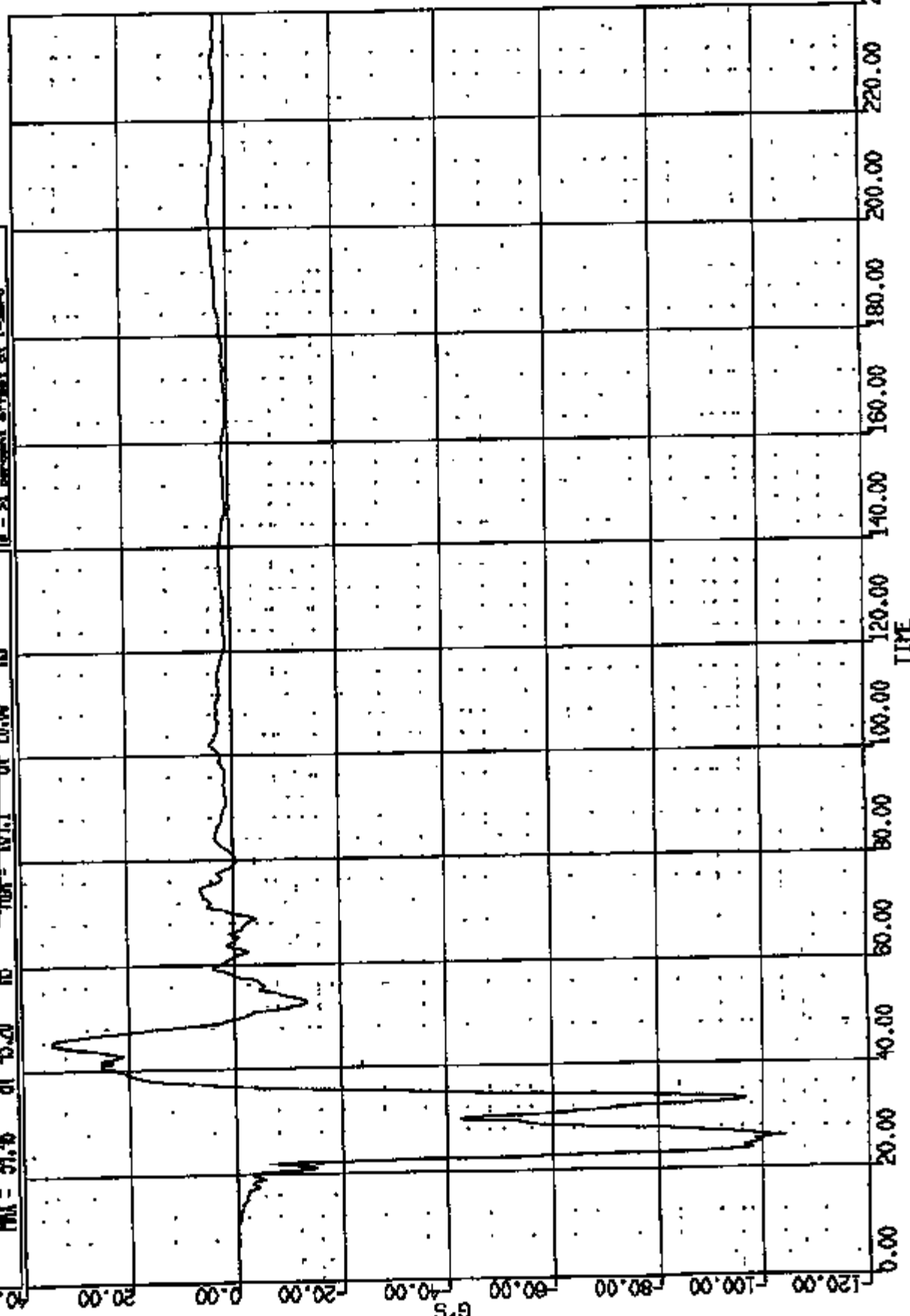
(7) CRUISER ENGINE TRNS TOP LONG BUC
MAX = 121.7 at 32.88 MS MIN = -35.13 at 27.28 MS
AXIS 1



CR N: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

AXIS KEY
* - Standard data recorded full scale
o - Standard data 50% of full scale
- - Standard data 25% of full scale
- - All data < 12.00 of full scale
- - All data < 12.00 of full scale

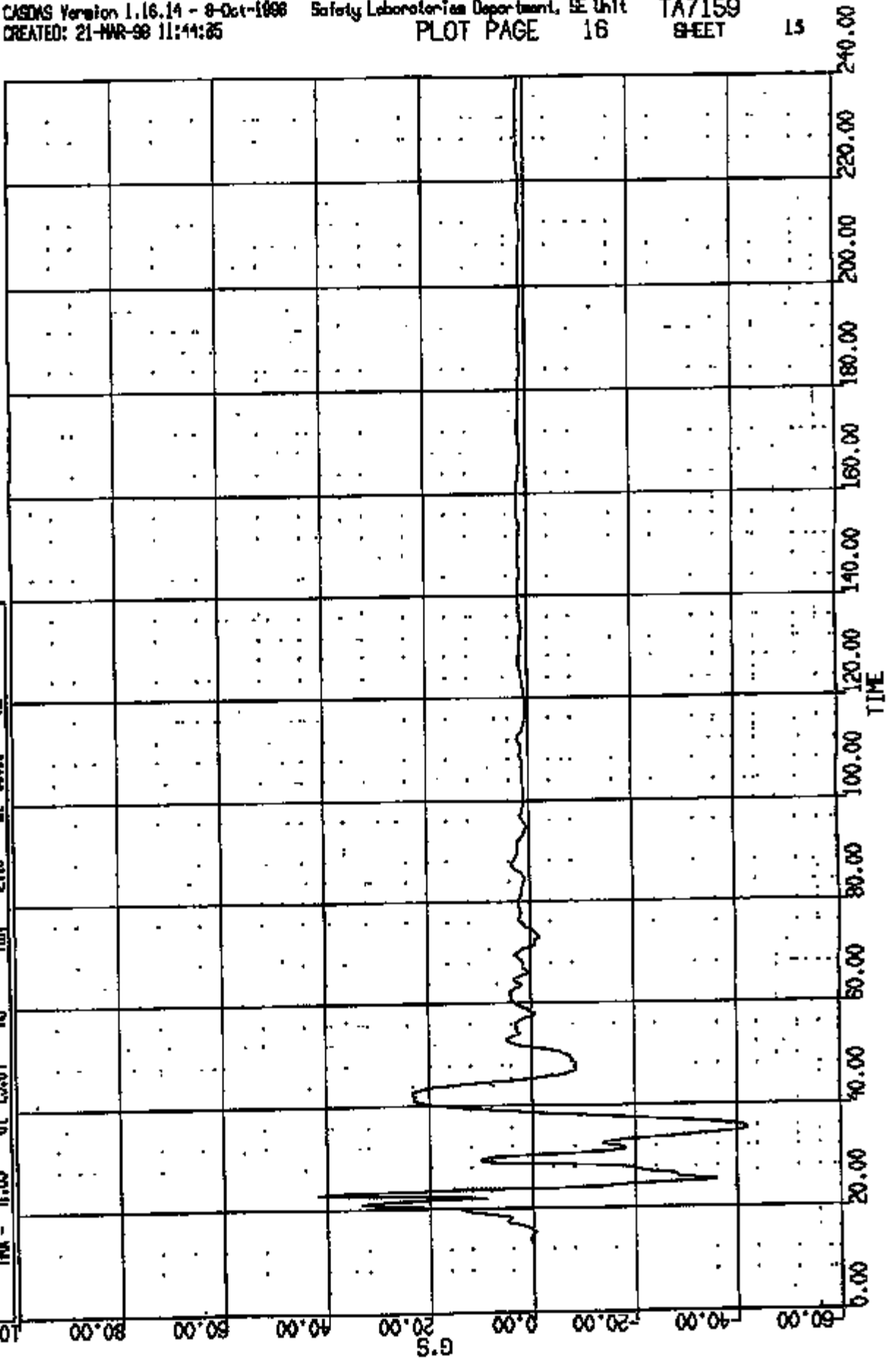
(8) CRUISE ENGINE TRNG TIP VERT GDC
MAX = 31.6 at 45.20 MS - MIN = 104.1 at 26.00 MS
NO. AXIS 1



CR R: 11051 TO: TA7159 DATE: 980521 11:34:00
2000 D-188

(9) CRUISE/ENGINE TRANS TOP LAT 60C
MAX = 41.65 at 23.04 MS MIN = -2.15 at 35.56 MS

AXIS 1

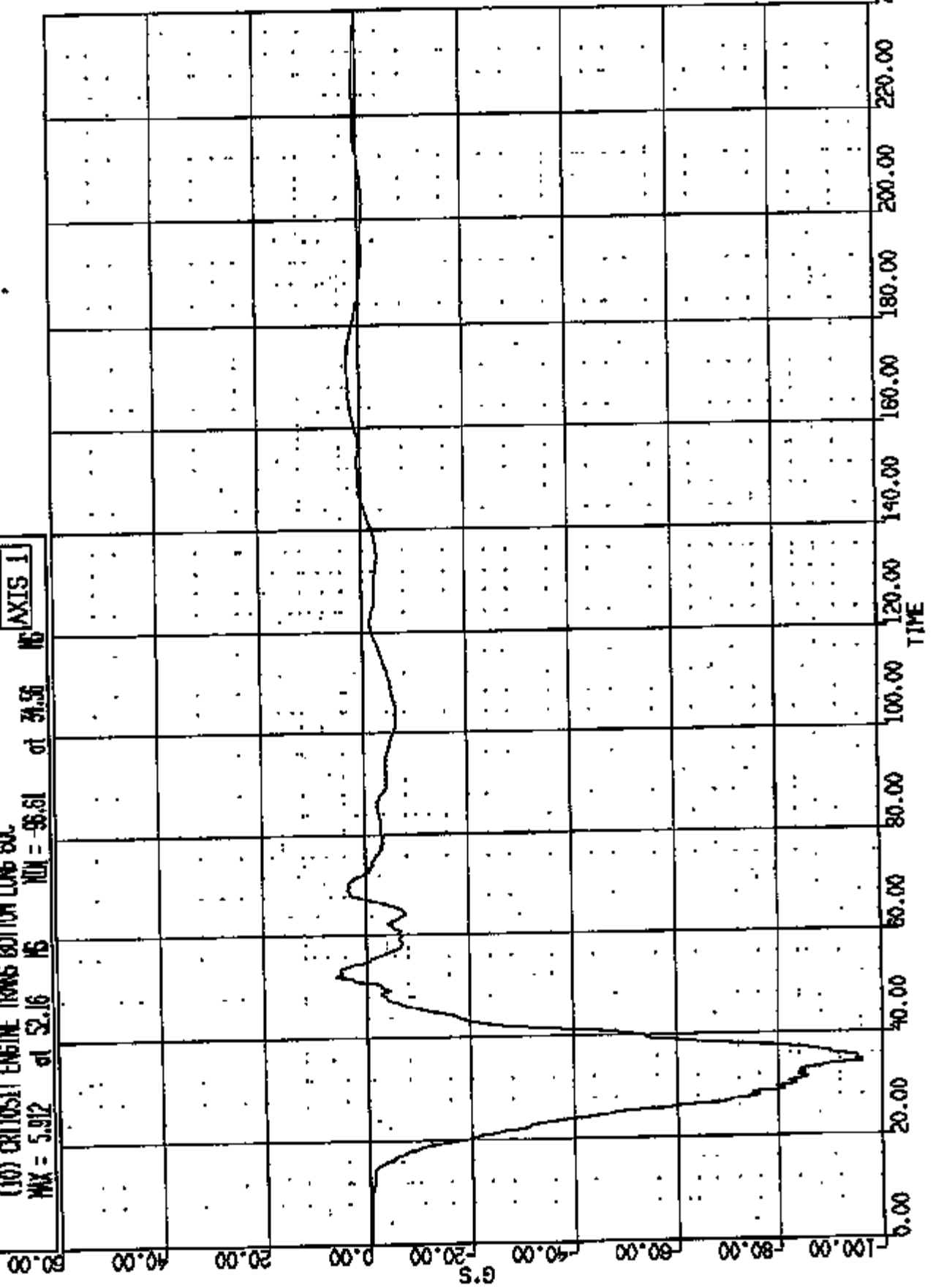


CR R: 11081 TO: TA7159 DATE: 980321 11:54:00
2000 D-188

(10) CRITICSI1 ENGINE TRNSG BOTTOM LONG 80C

MAX = 5.912 at 52.16 MS MIN = -96.61 at 31.56 MS

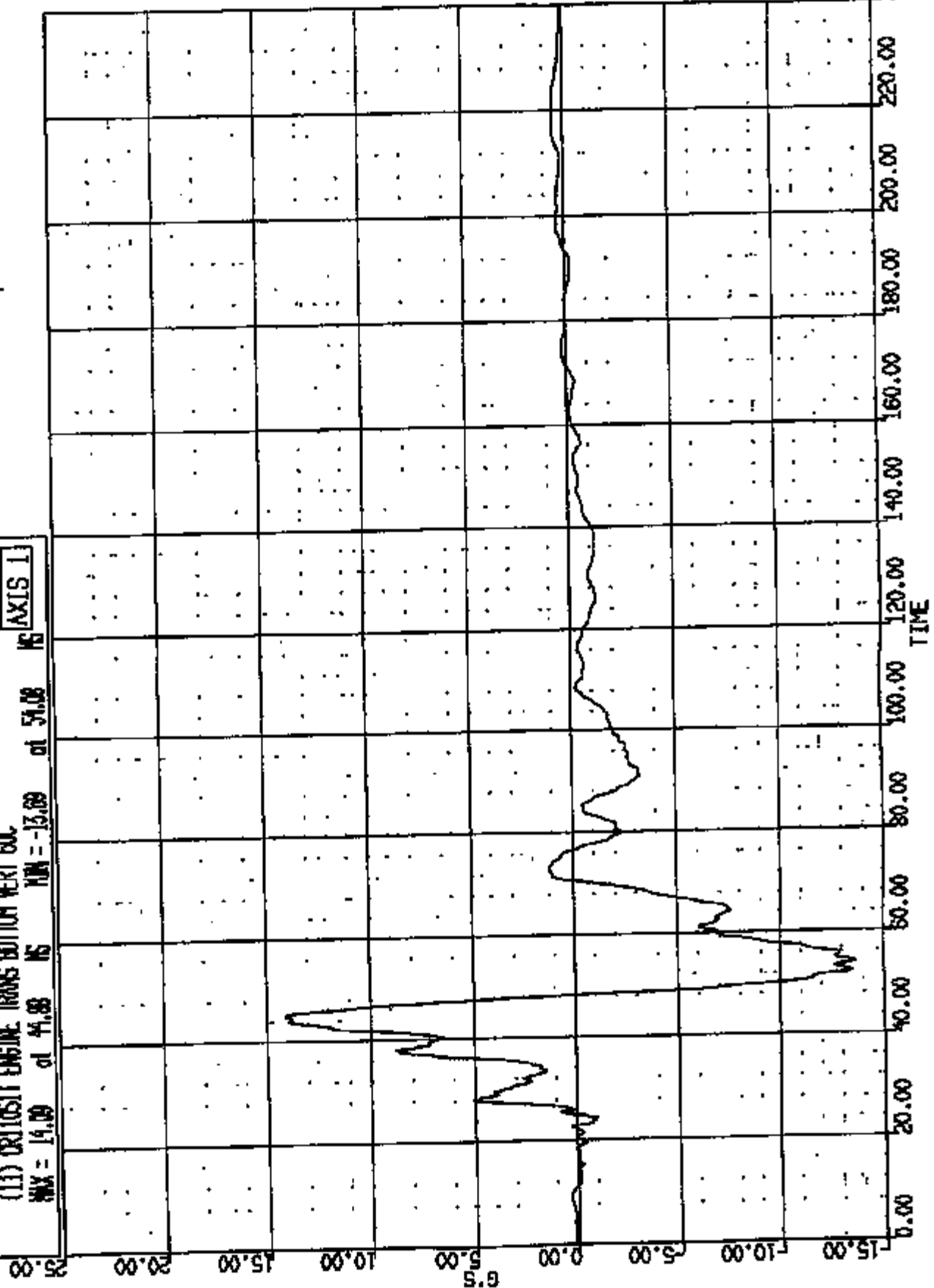
AXIS 1



CR R: 11051 TO: TAVISS DATE: 880321 11:24:00
2000 P-188

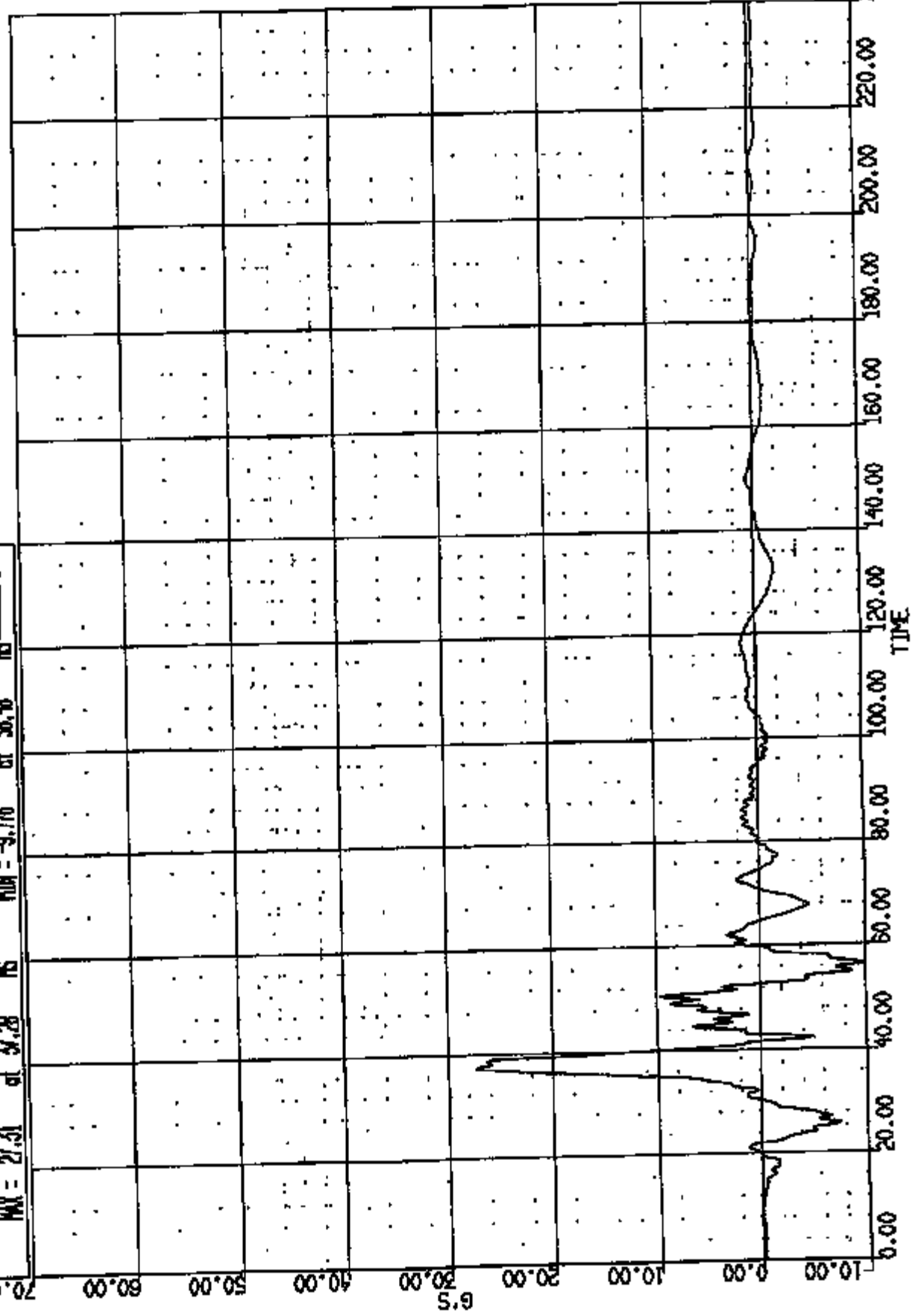
(11) CRUISE ENGINE TRANS BOTTOM WERT SOC
MAX = 14.09 at 41.88 MS MIN = -13.89 at 51.08 MS

AXIS 1



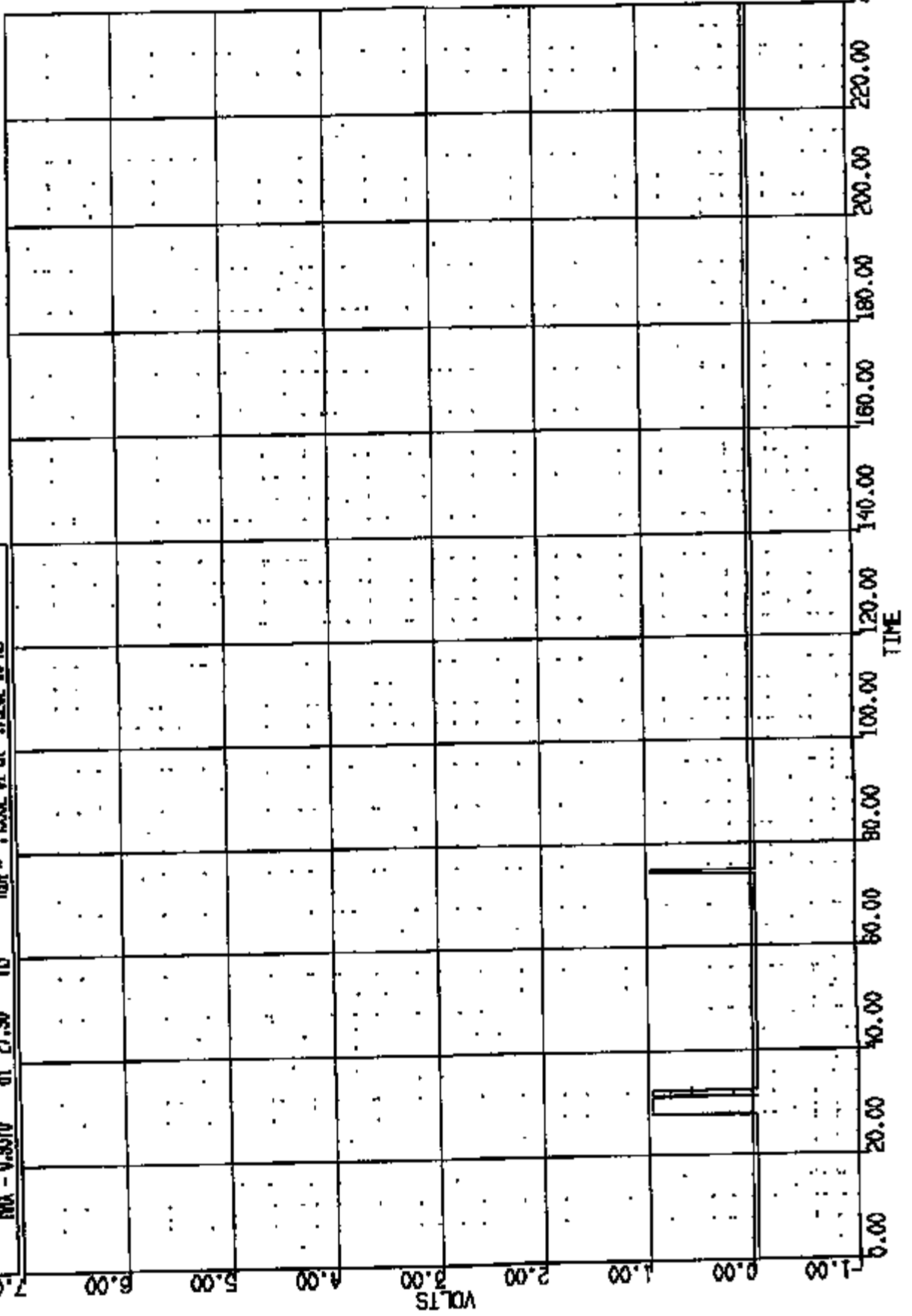
CR R: 11051 TO: TA7159 DATE: 980321 11:54:00
2000 D-186

(12) CRUISEIT ENGINE TRANS BOTTOM LAT GUC
MAX = 27.31 at 37.28 MS MIN = -9.776 at 56.46 MS
AXIS 1



CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

(13) CRIT10511 ENGINE TO DASH SW 400C
MAX = 0.9570 at 27.90 MS MIN = -.493E-01 at -.762E-05 MS
AXIS 1

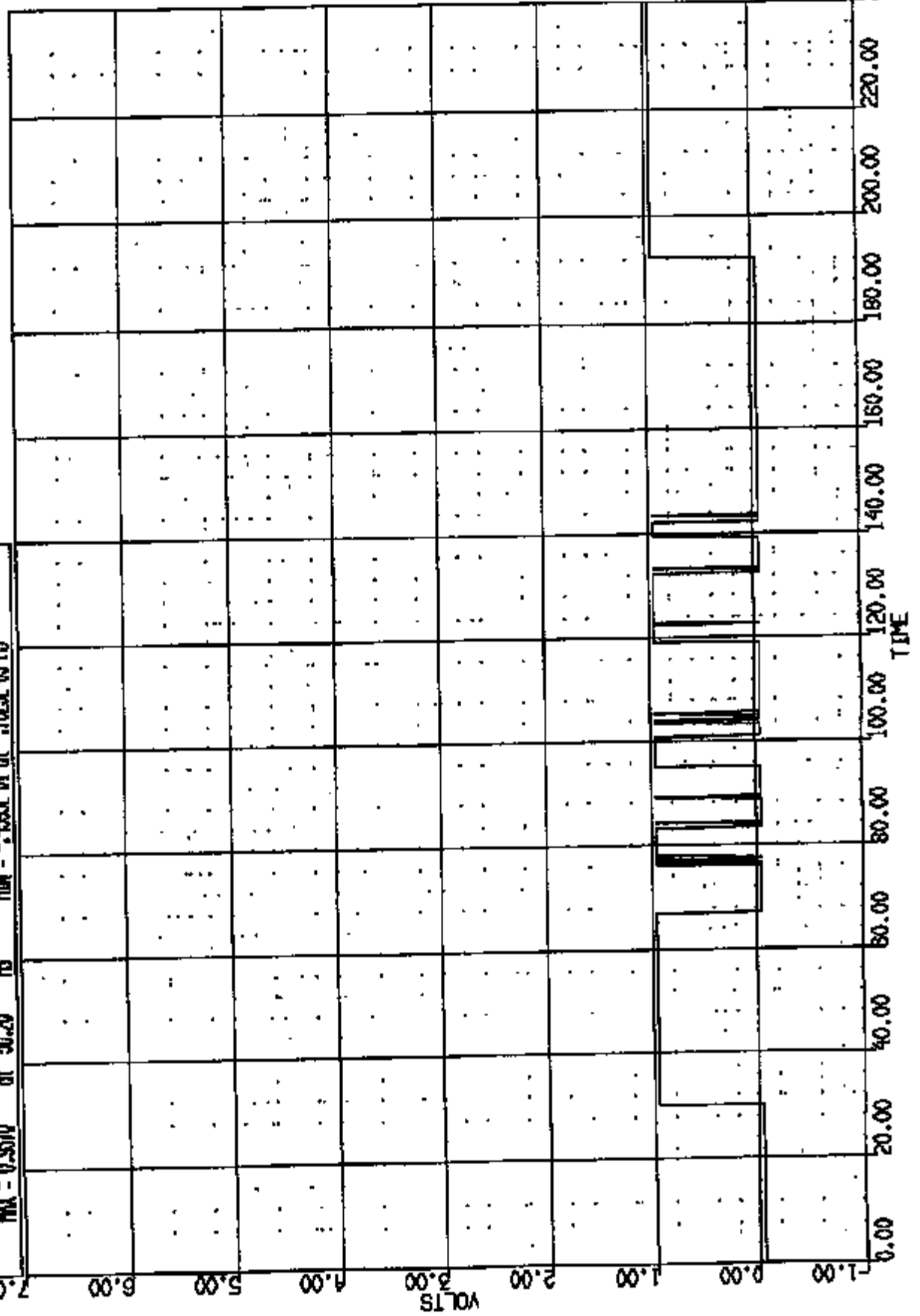


CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-18B

(14) CRUISE IT MANIPULATED TO DASH ON 4000C

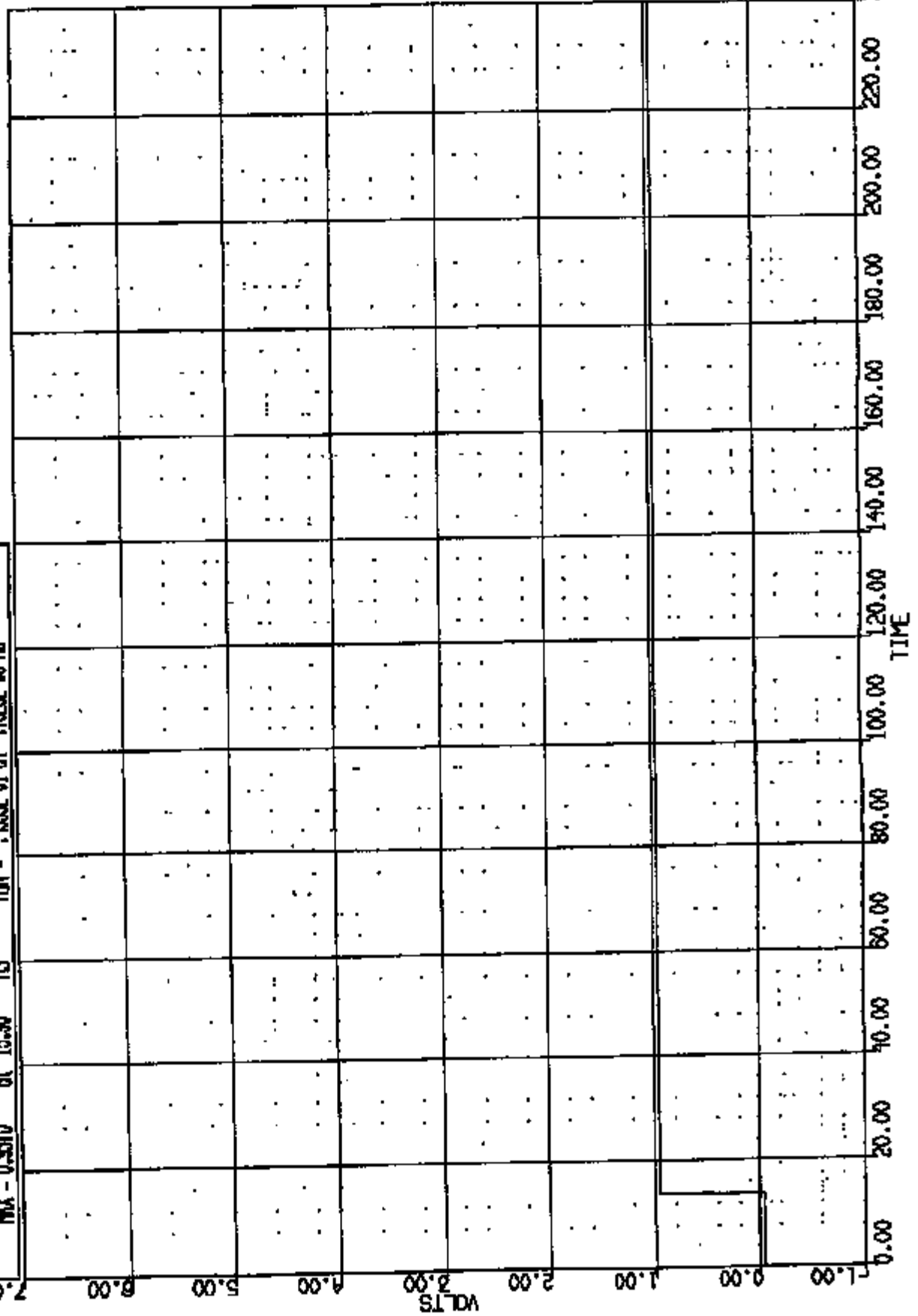
MAX = 0.9570 at 30.20 MS MIN = -.4985-VA at -.763E-05 MS

AXIS 1



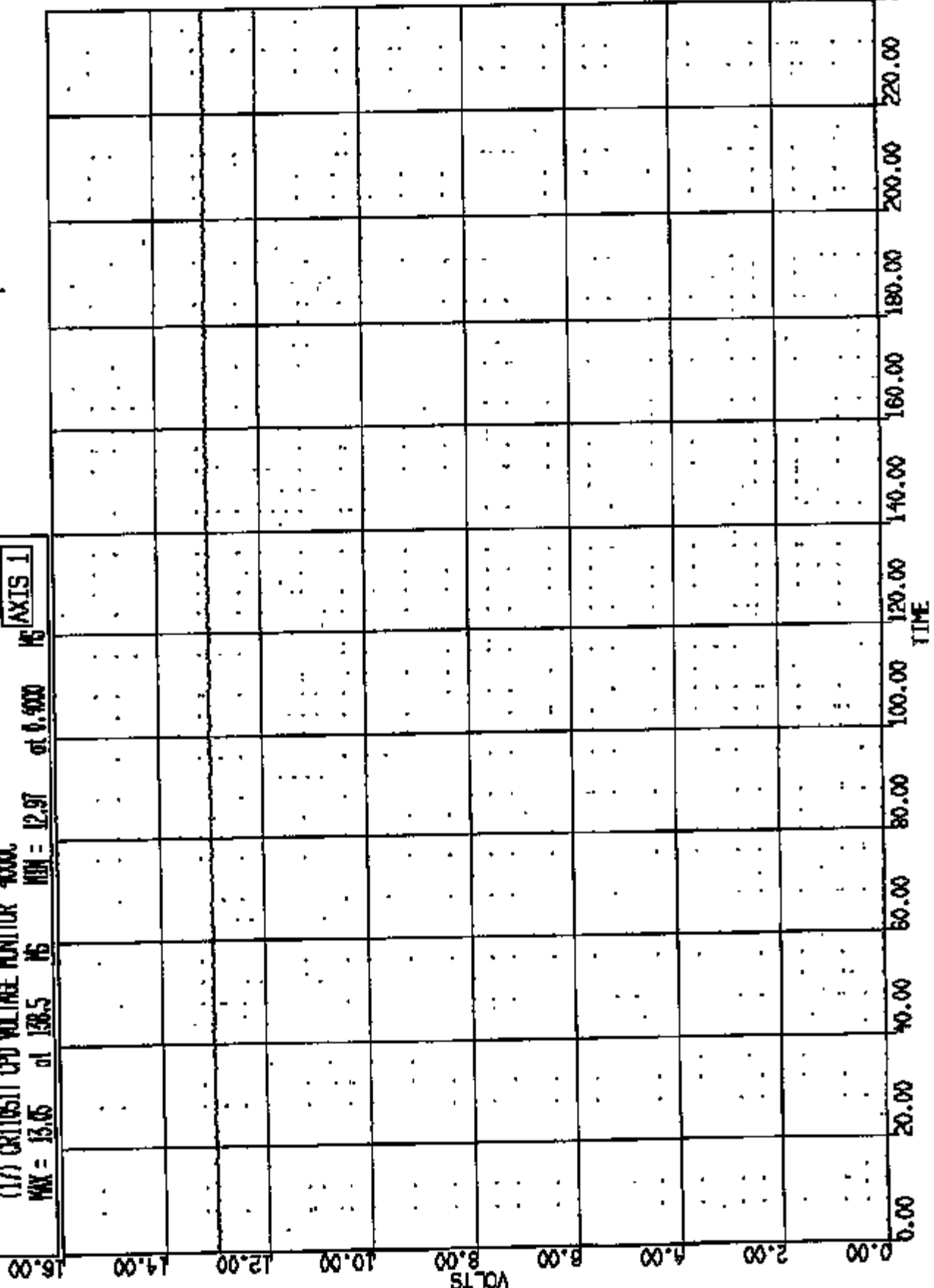
CR R: 11081 TO: TA7159 DATE: 980521 11:24:00
2000 D-188

(15) CR11051T RND SUPPORT TO ENGINE SN 4000C
MAX = 0.9570 at 13.00 MS MIN = -.4981(-) at -.7631(-) MS
AXIS 1



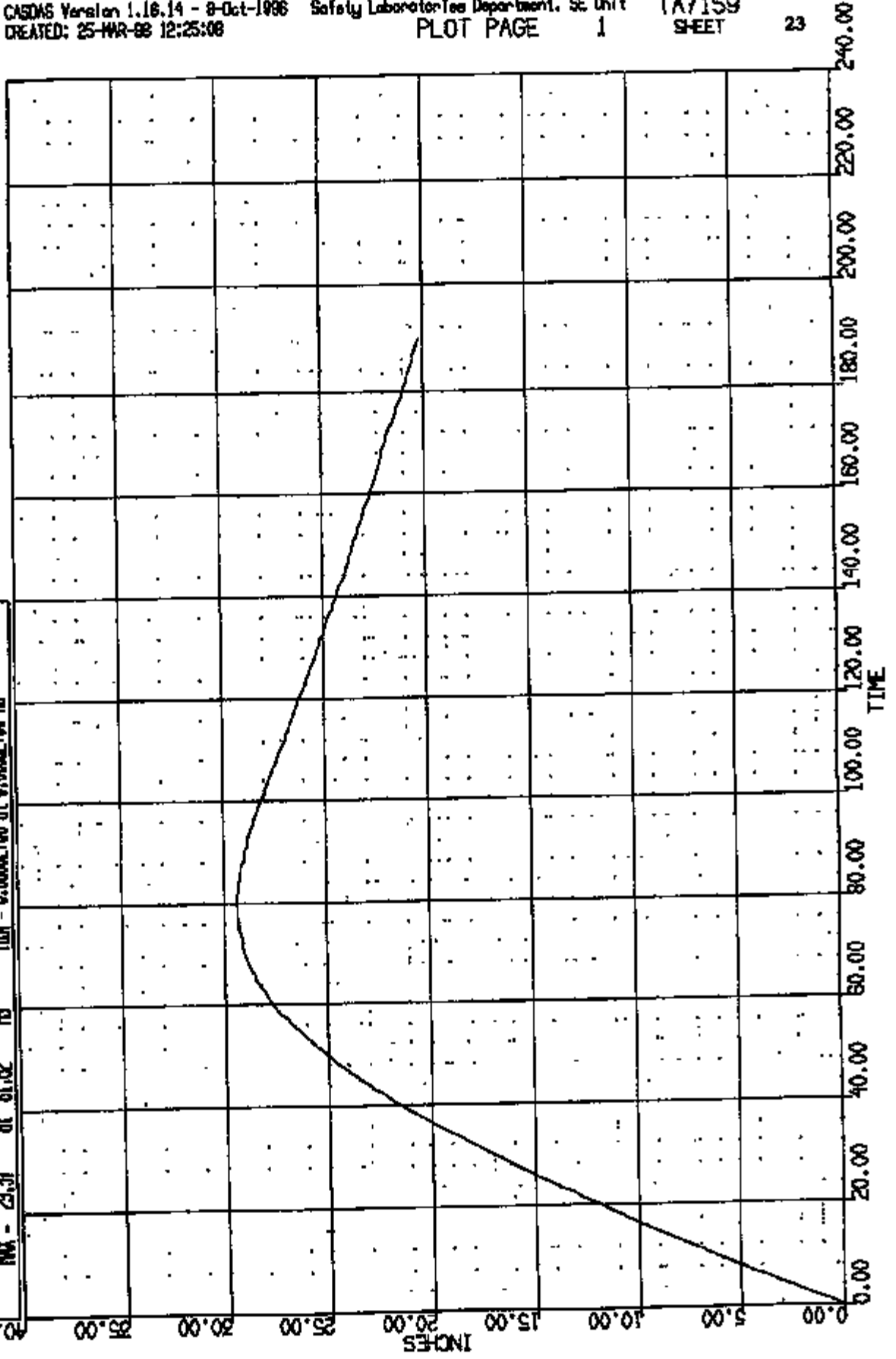
CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-198

(17) CRITICISIT CPD VOLTAGE MONITOR 4000C
MAX = 13.05 at 138.5 MS MIN = 12.97 at 0.900 MS
AXIS 1



CR R: 11051 TO: TA7159 DATE: 880321 11:34:00
3000 D-188

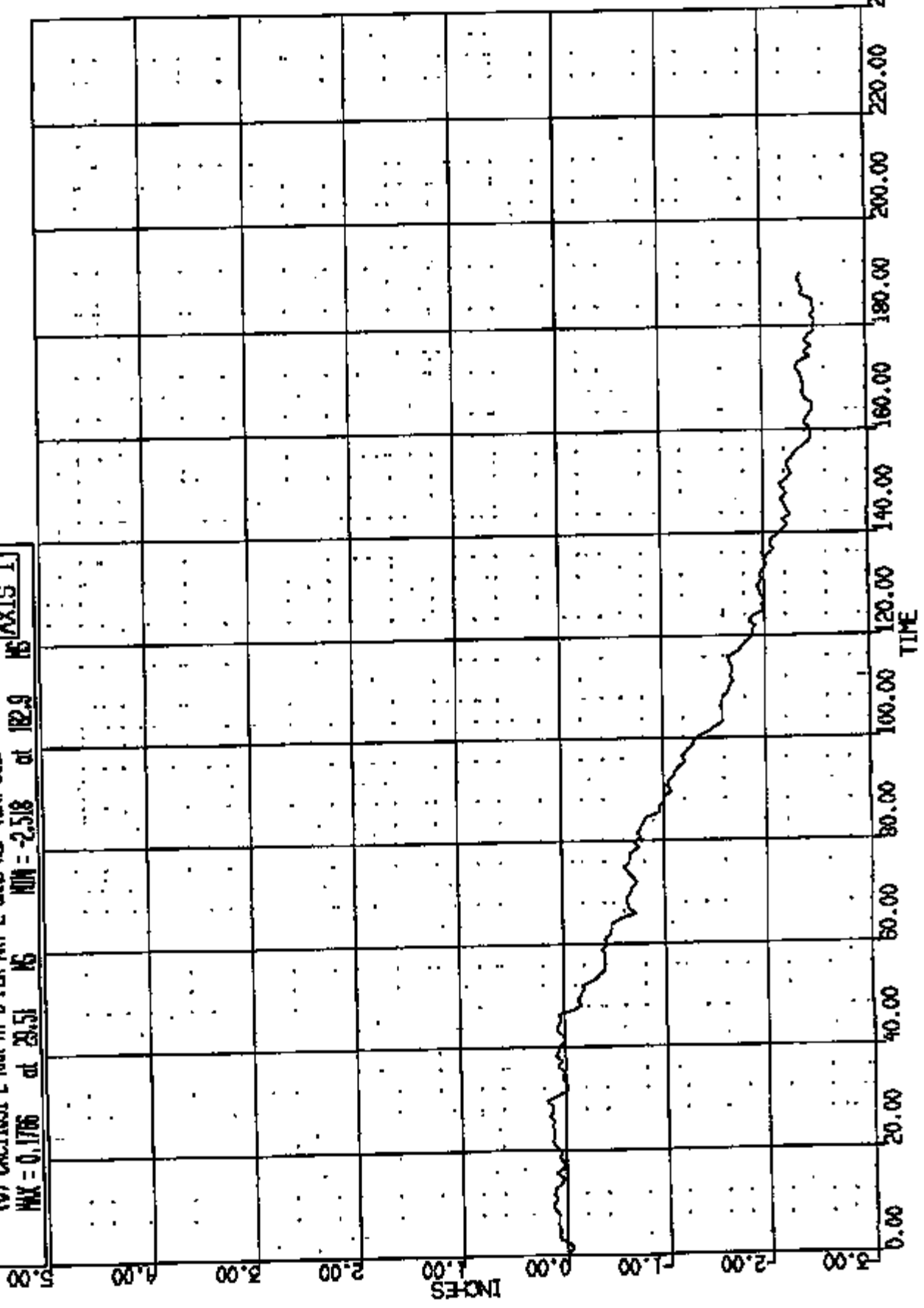
(0) CR011051 L ROR AT B PLR ART L GND REF LONG DLEP
MAX = 29.37 at 81.62 MS MIN = 0.000E+00 at 0.000E+00 MS
AXIS 1



CR R: 11051 TO: TA7159 DATE: 980321 11:24:00
2000 D-108

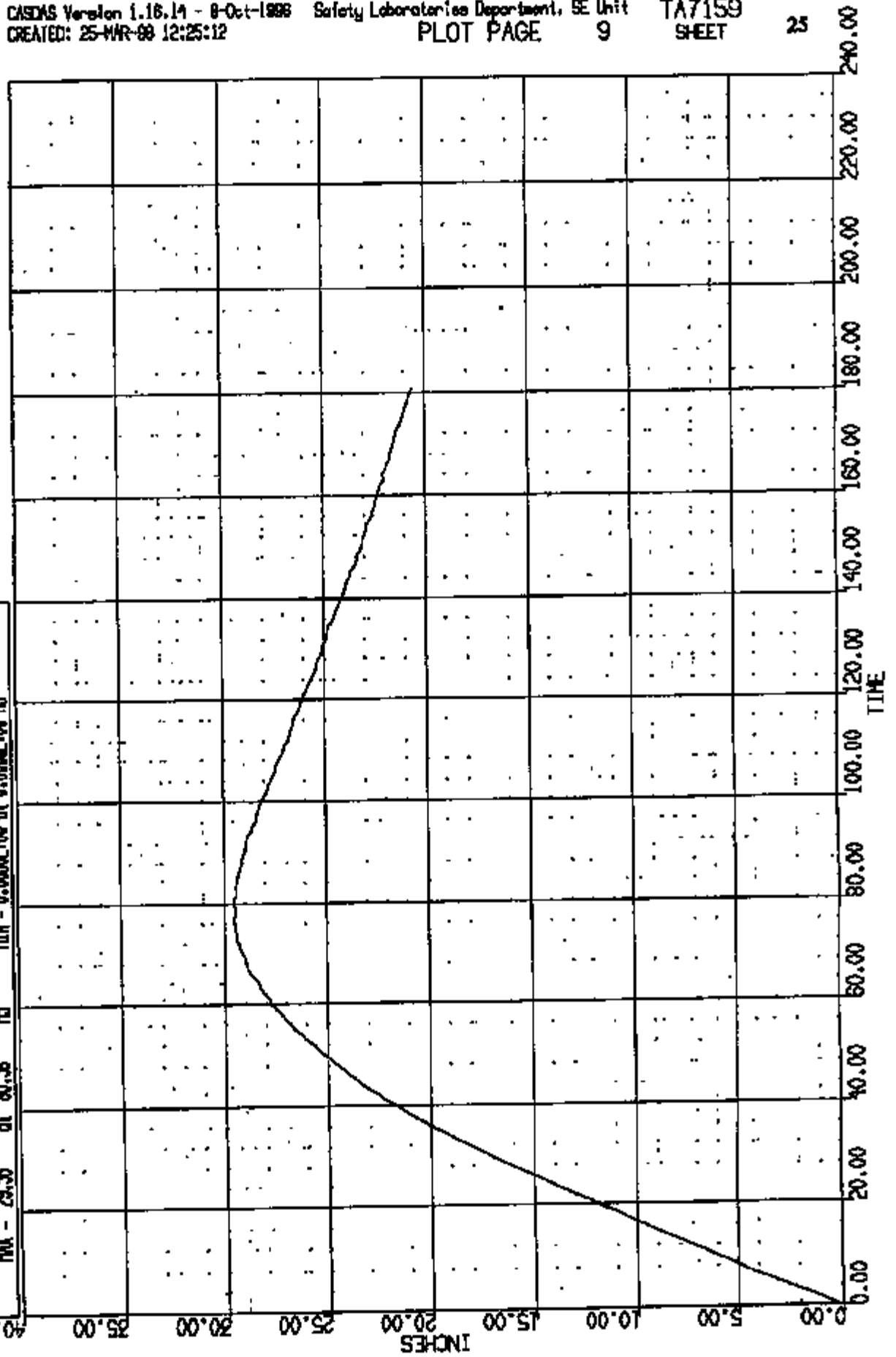
(0) EXCLUSI L RFR AT B PUR ART L GRND REF VERT DISP
MAX = 0.1766 at 23.51 MS MIN = -2.518 at 182.9 MS

AXIS I



CR R: 11051 TO: TA7159 DATE: 980321 11:24:00
2000 D-186

(0) CRCL1051 R RRR AT B PER ART R GRND REF LONG DISP
MAX = 29.56 at 80.58 IN MIN = 0.0000E+00 at 0.0000E+00 IN
AXIS 1



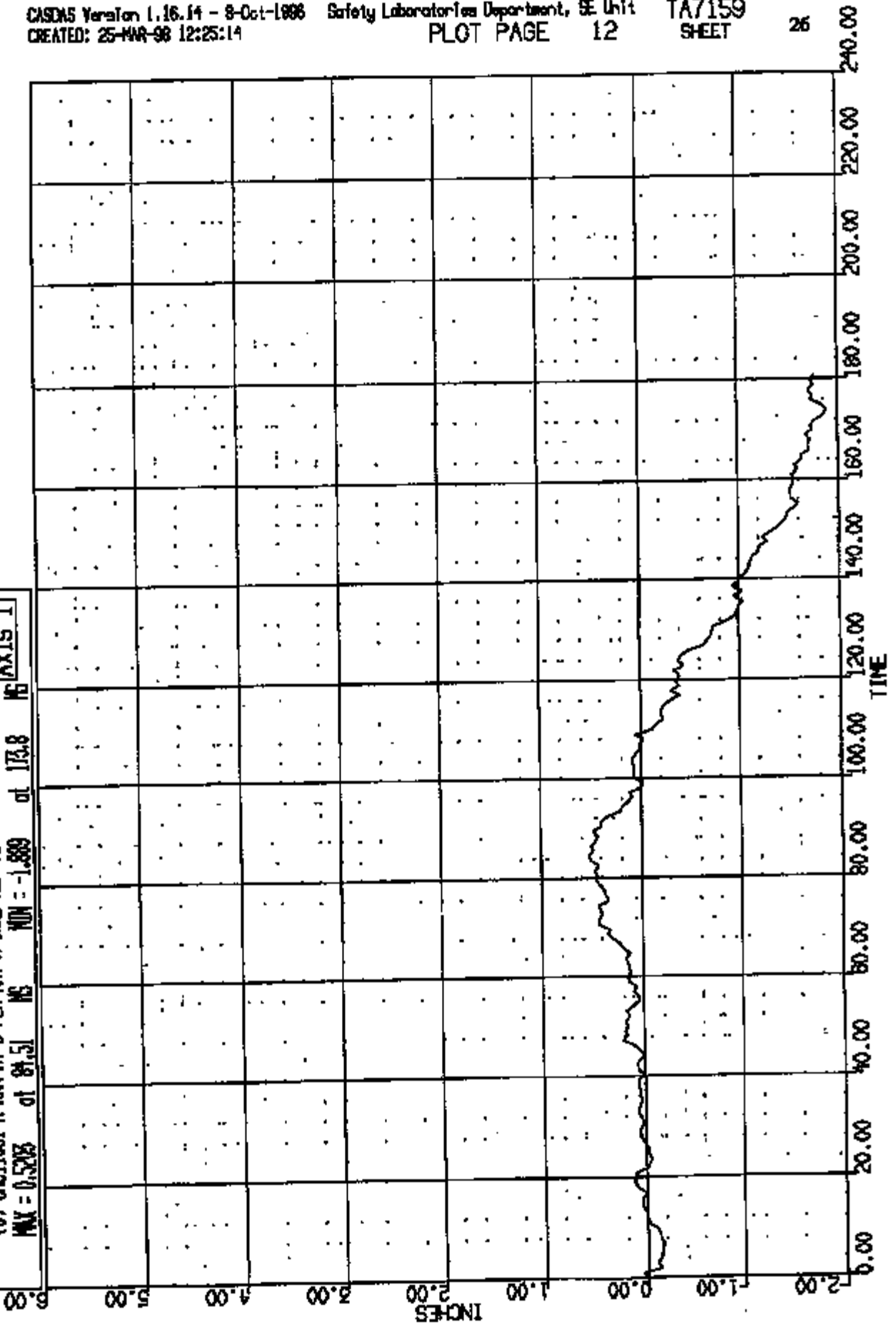
CR R: 11051 TO: TA7159 DATE: 980321 11:34:00
2000 D-186

(0) CRTS0011051 R INR AT B PLR WRT R GRND REF VERY DISP

MAX = 0.5283 at 81.51 MS MIN = -1.889 at 173.8 MS

AXIS 1

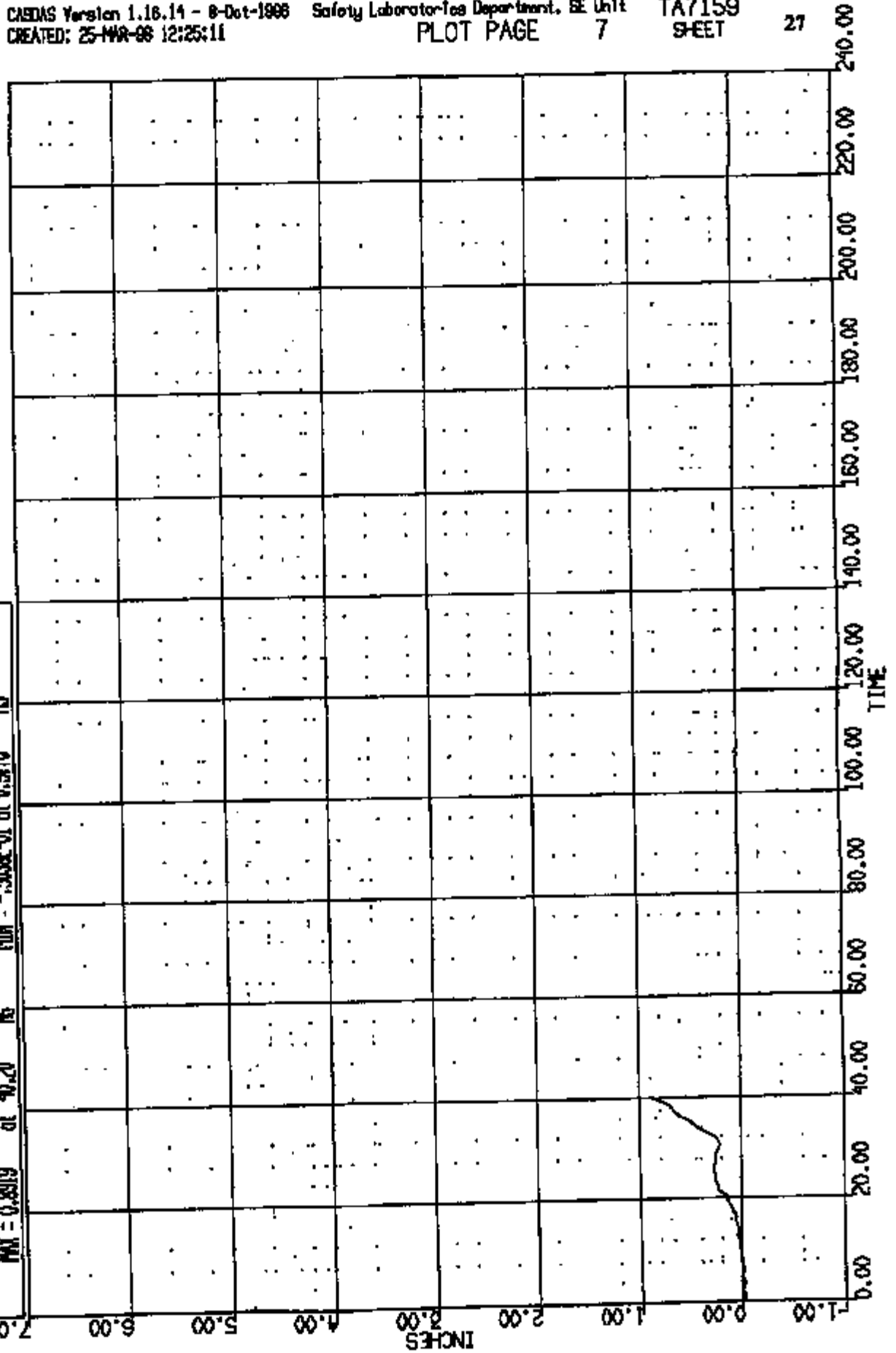
16



CR R: 11051 TO: TAPISS DATE: 980321 11:54:00
2000 D-188

(U) CRCL1051 ENG HANUFOLD MAT TOP OF ENG LONG DISP
MAX = 0.8019 at 40.20 MS MIN = -.3558-01 at 0.9370 MS

AXIS 1

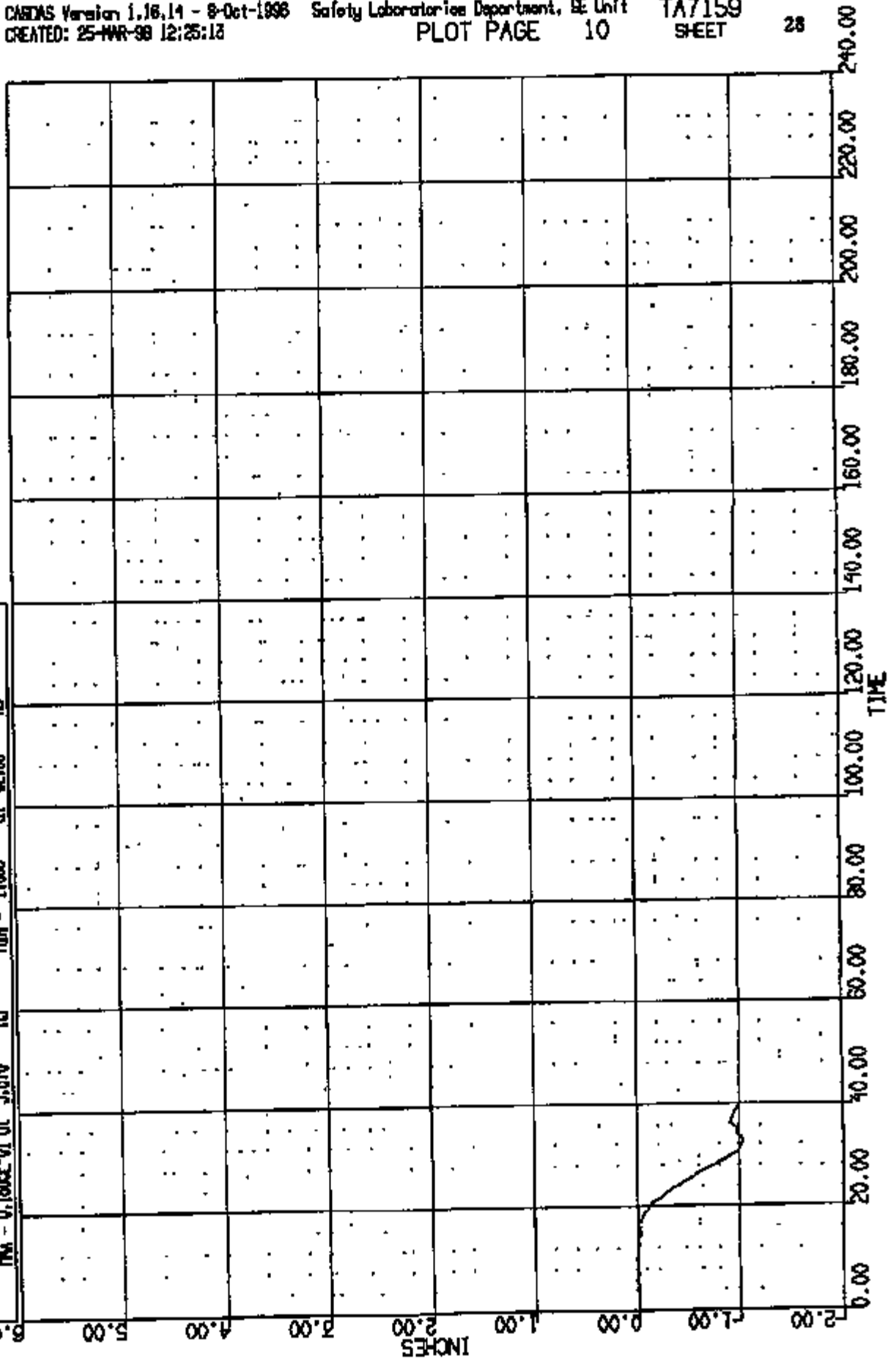


CR R: 11031 TO: TA7159 DATE: 980321 11:24:00
2000 D-186

(0) CRCL1051 ENG MANHOLD APT TOP OF ENG CAT DISP

MIN = 0.0000E-01 at 5.870 IN MAX = -1.025 IN at 32.5 IN

AXIS 1

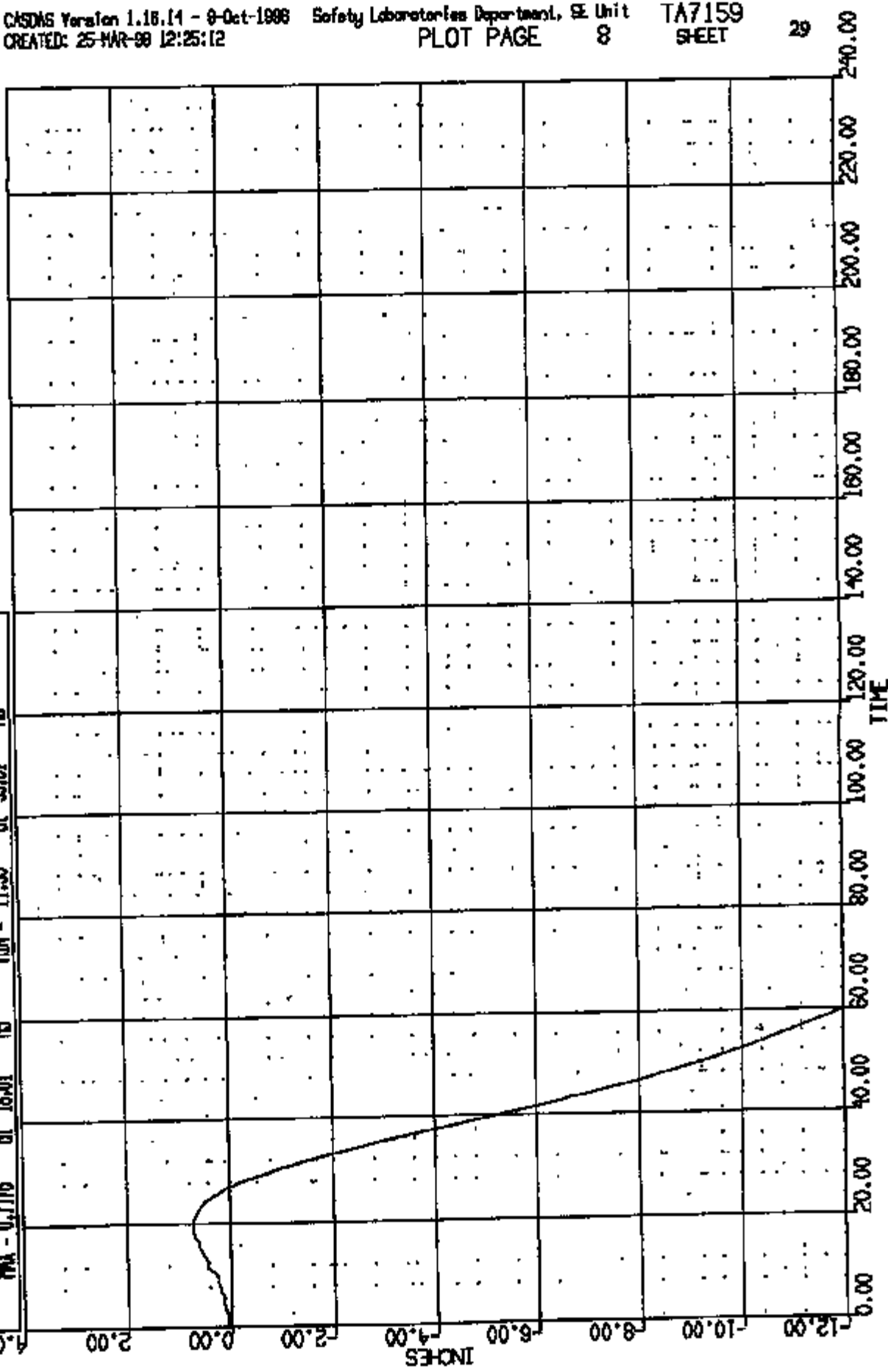


CRTS 0011051

CR R: 11051 TO: TA7159 DATE: 080321 11:34:00
2000 D-108

(1) CRCL1051 TOP OF ENG WRT ROOF C L AT A PL LONG DISP
MAX = 0.7776 at 18.61 MS MIN = -11.95 at 39.81 MS

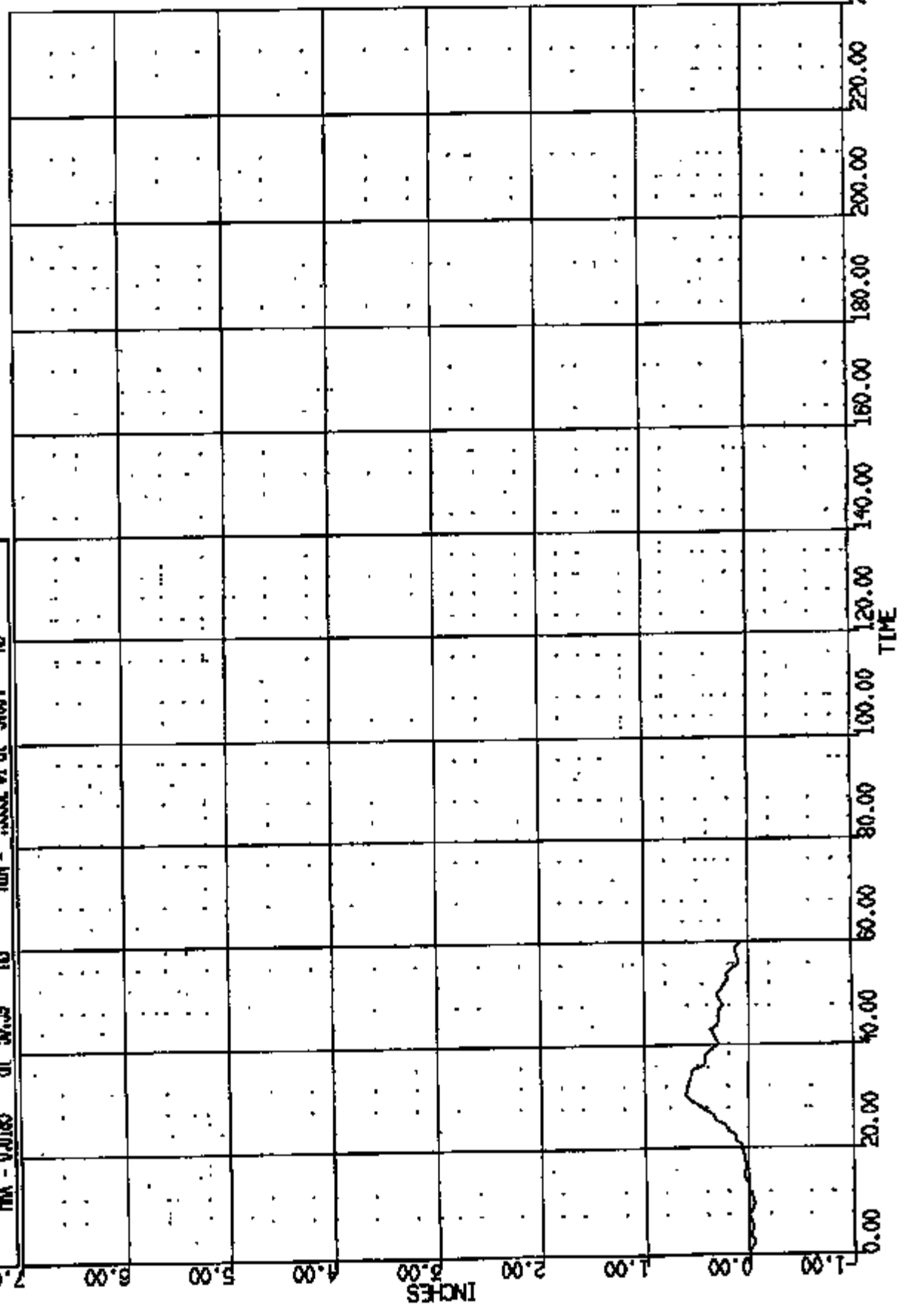
AXIS 1

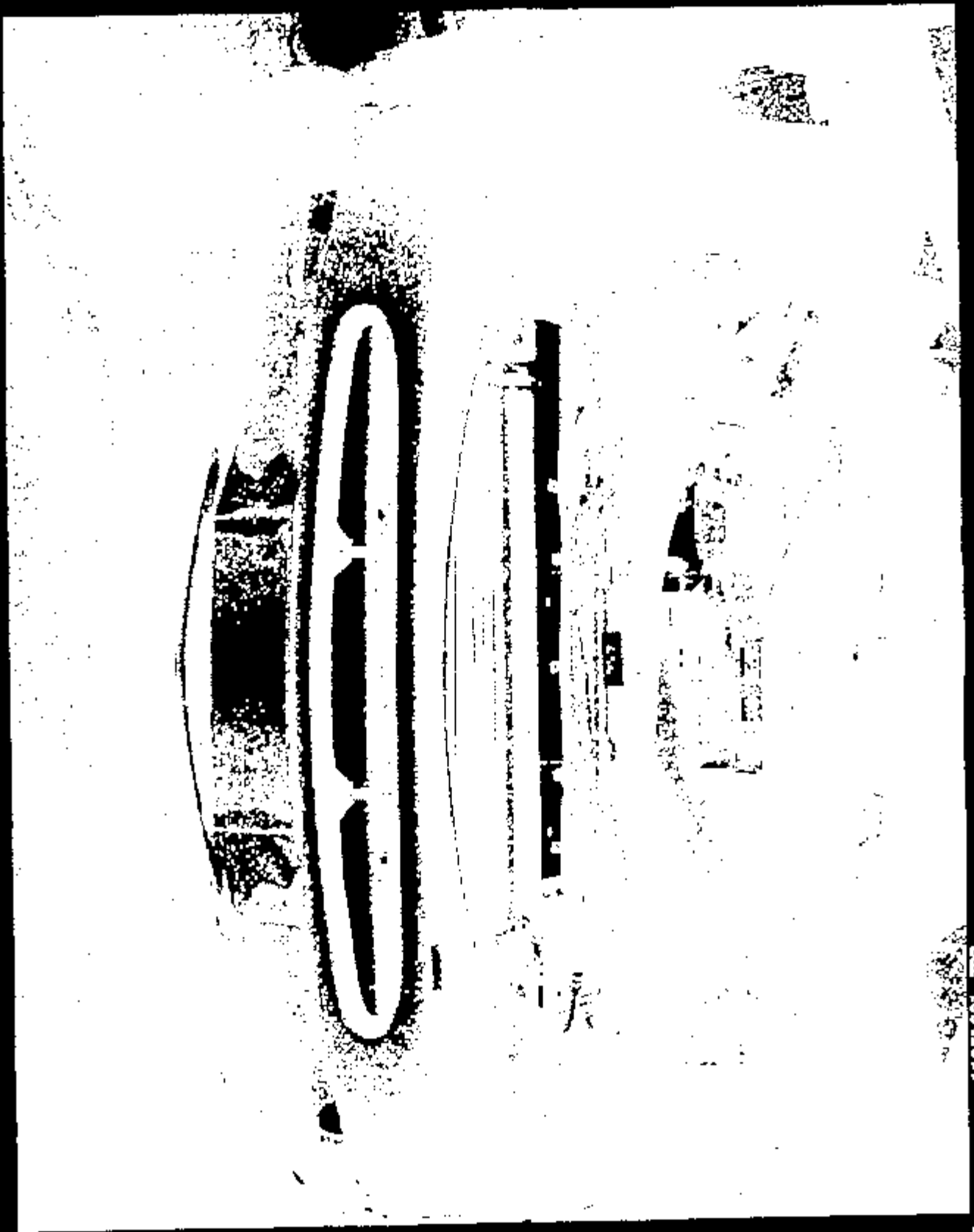


CR R: 11051 TO: TA7159 DATE: 080521 11:34:00
2000 D-188

(0) (081105) TOP OF ENG WRT ROOF C L AT A PLR LAT DISP
MAX = 0.6183 at 30.39 MS MIN = -5.88E-01 at 9.804 MS

AXIS 1





11051001.DPS

Name :

CRTS 0011051

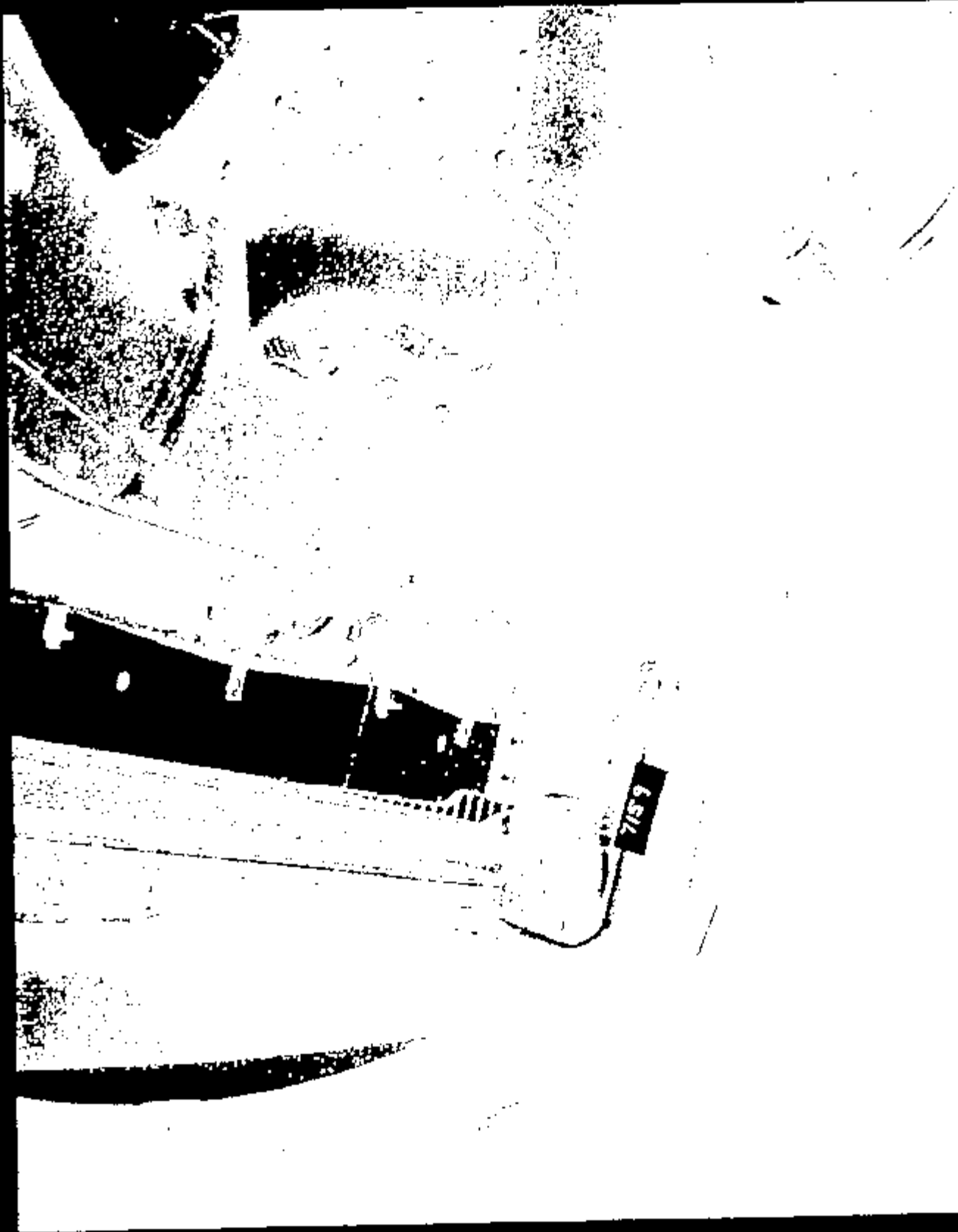


Image: 11051002.JPG

CRTS 0011051



Memo: 11051003.JPG



11051004.JPG

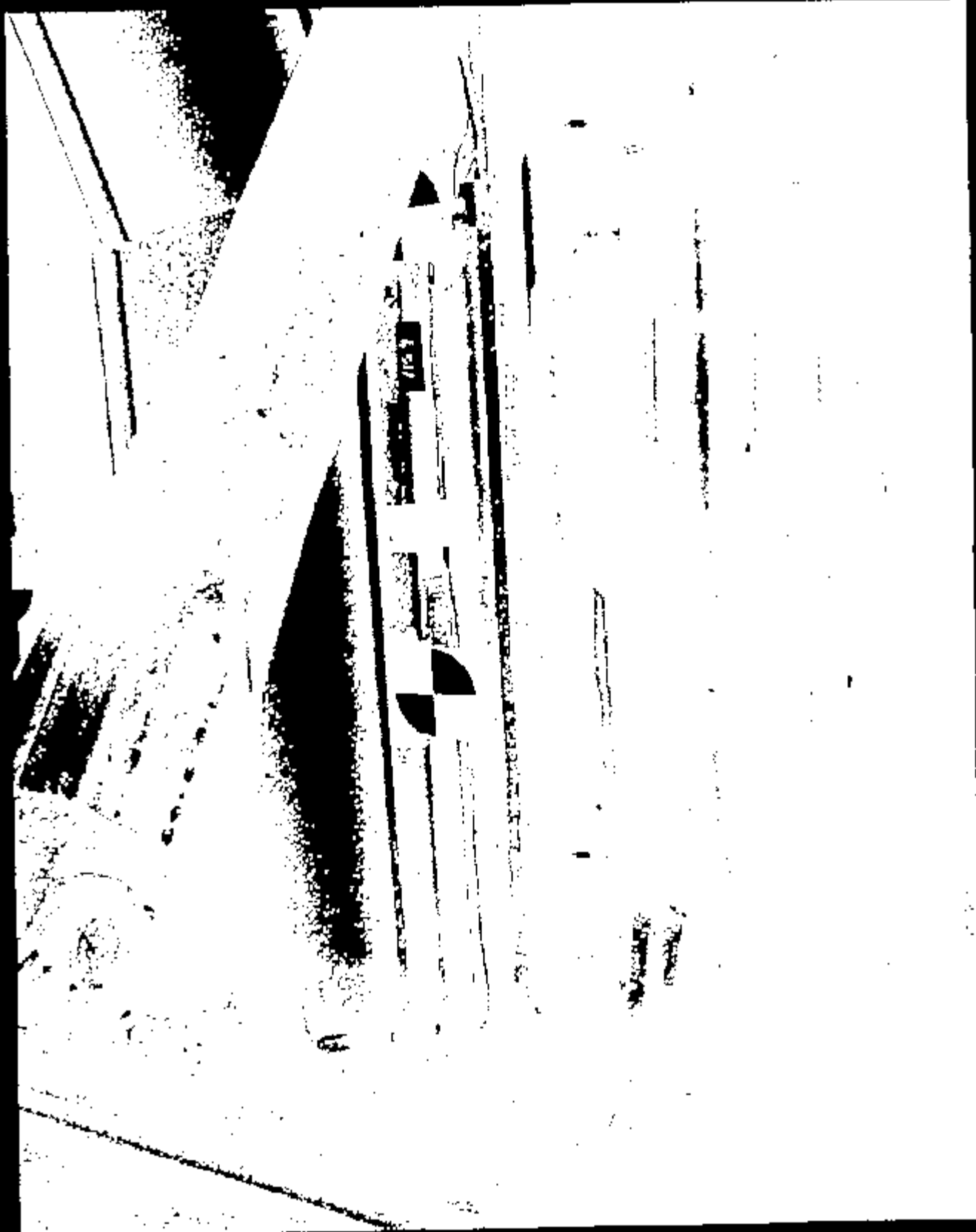
Name:

CRTS 0011051



Name: 11051005 .JPG

CRTS 0011051



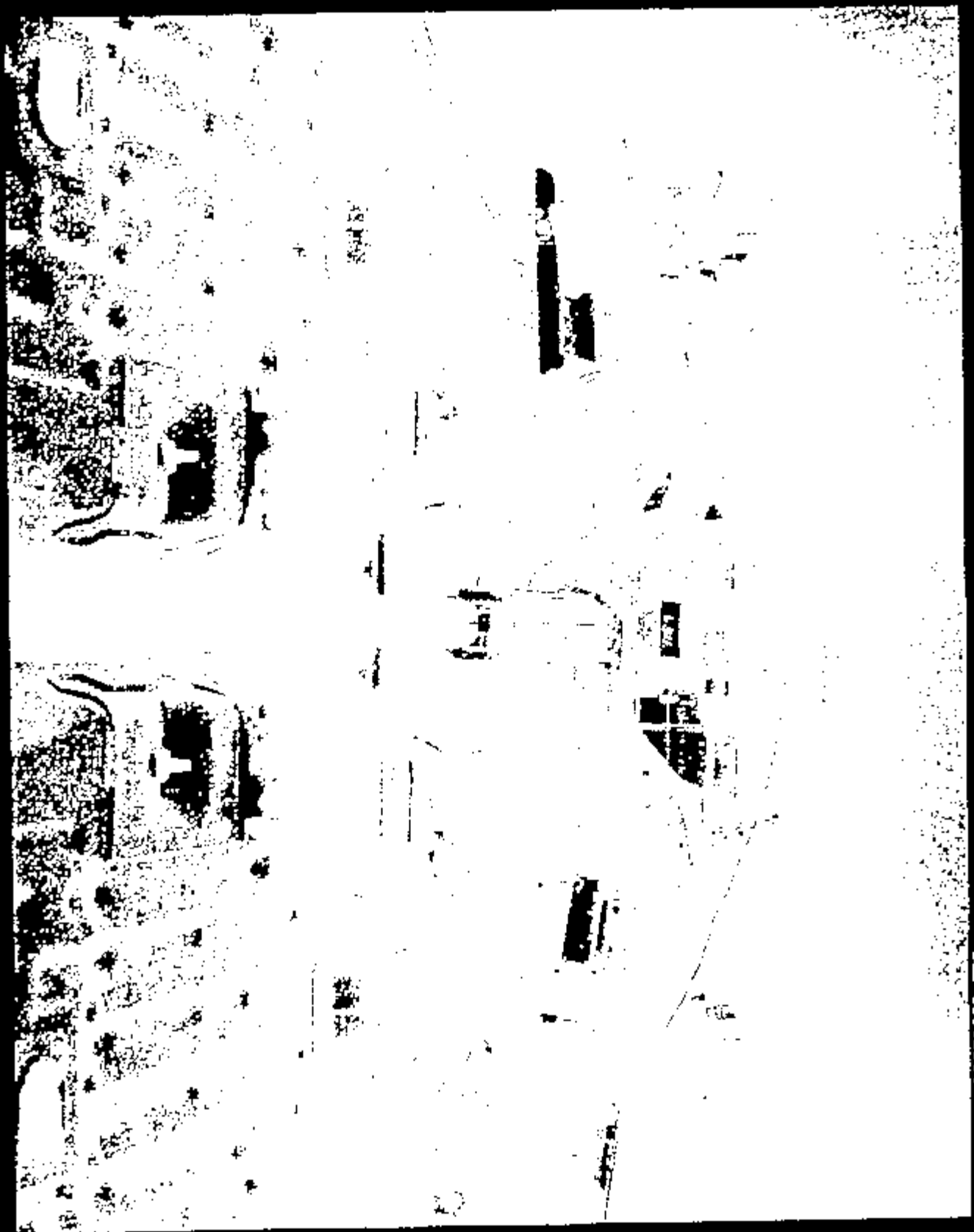
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CRTS 0011051



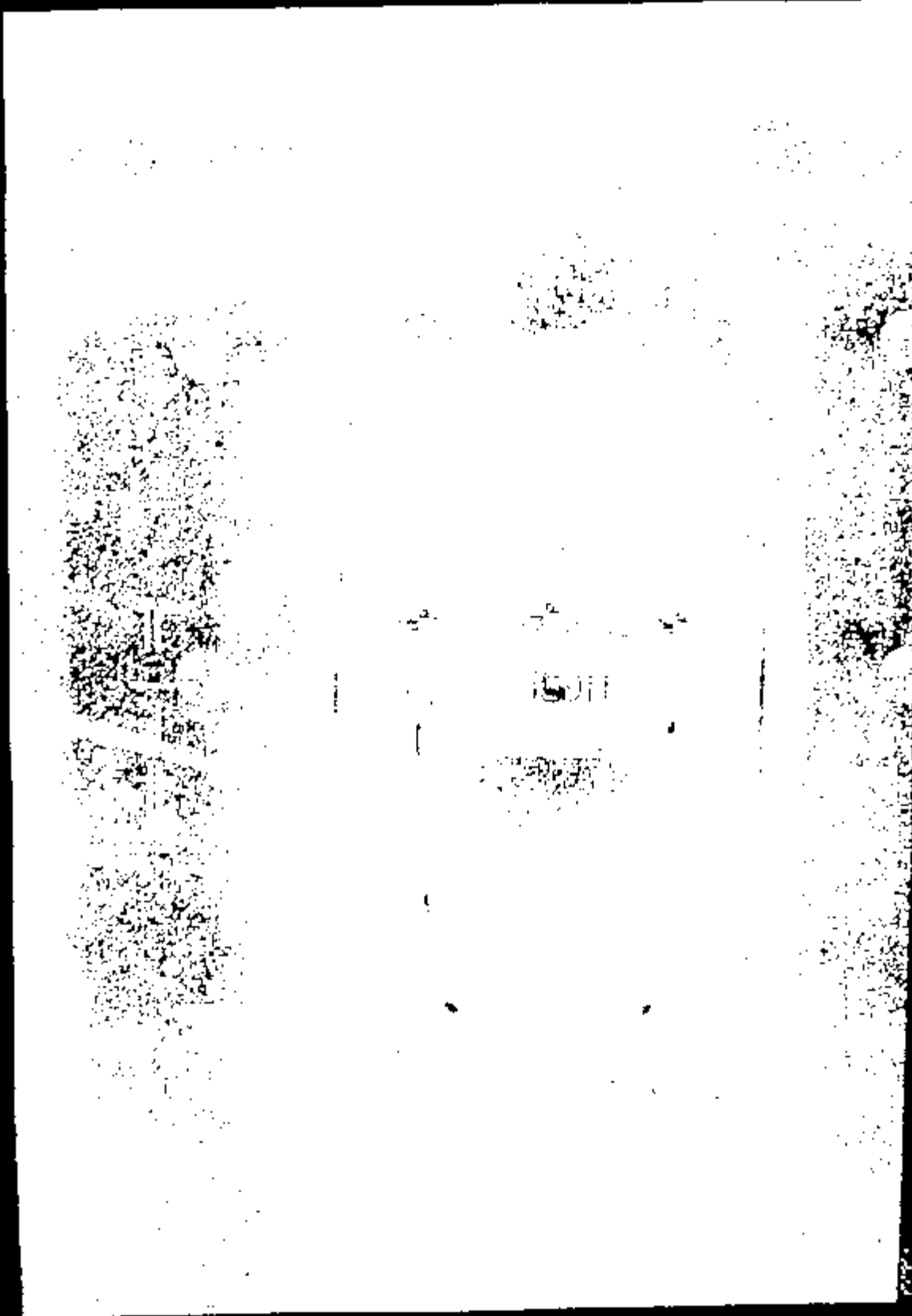
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CRTS 0011051



11051008.JPG

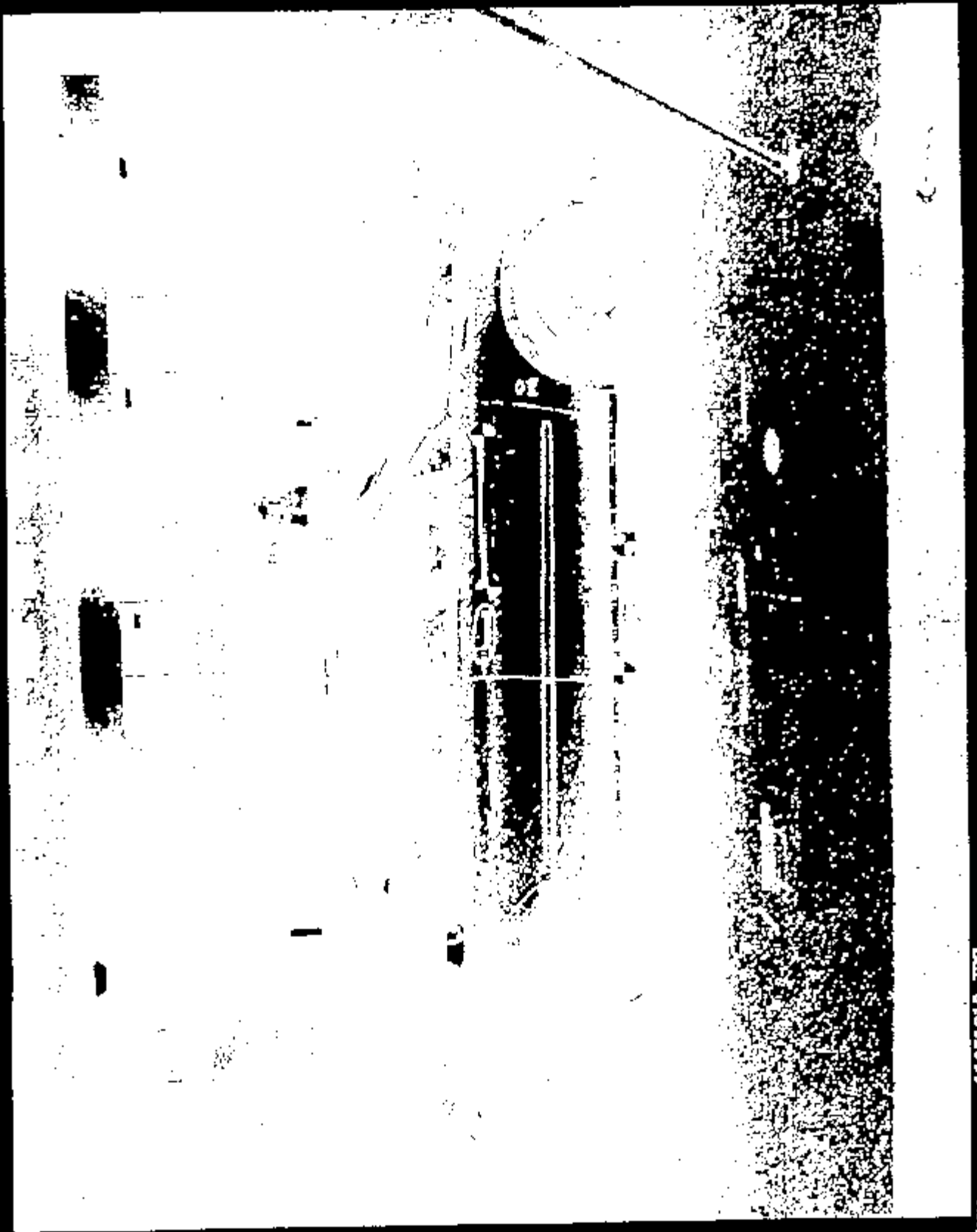
CRTS 0011051



11051009.JPG

Name:

CRTS 0011051



NAME: 11051010-373

CRTS 0011051



Name: 11051011.JPG

CRTS 0011051

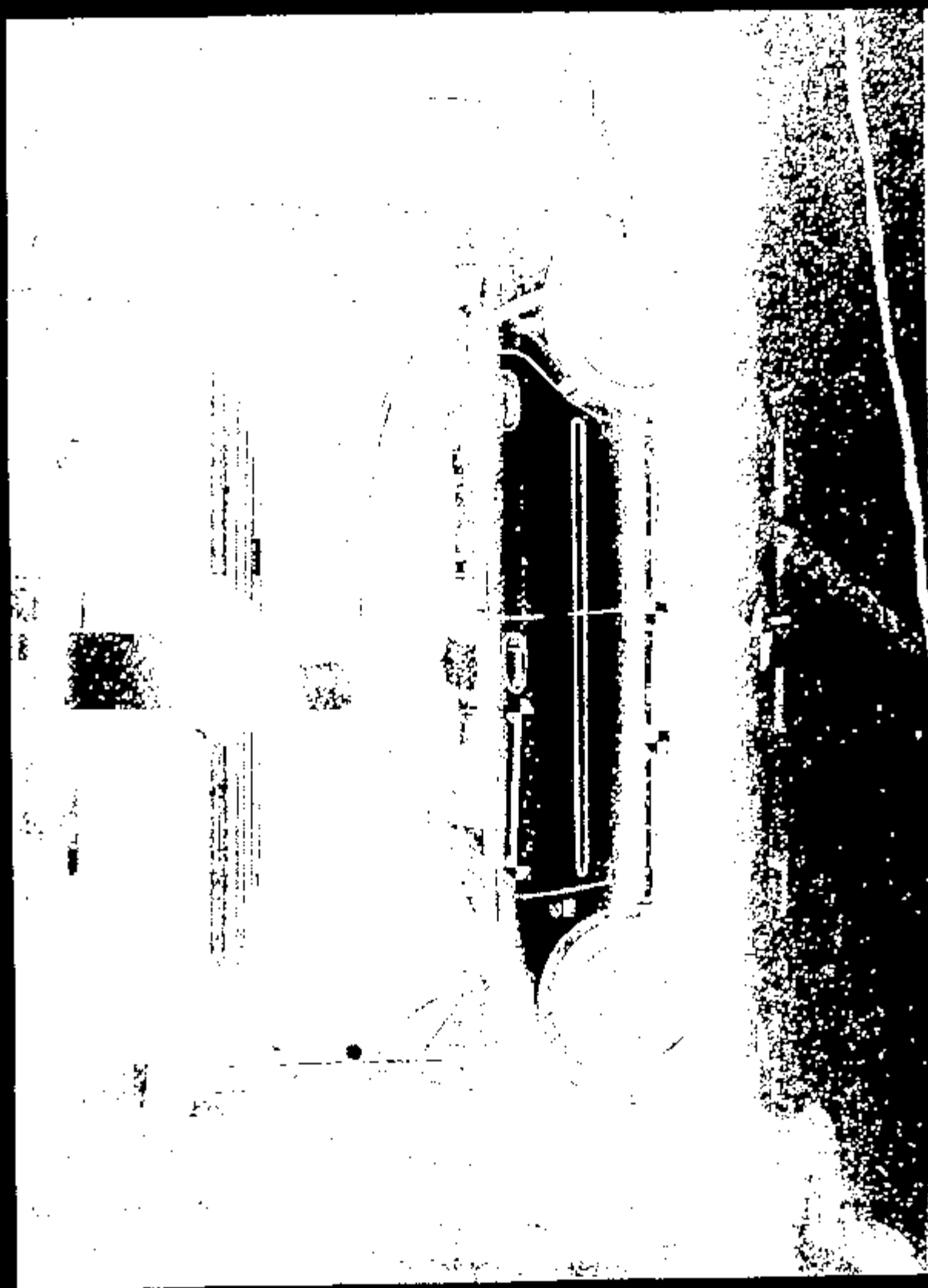
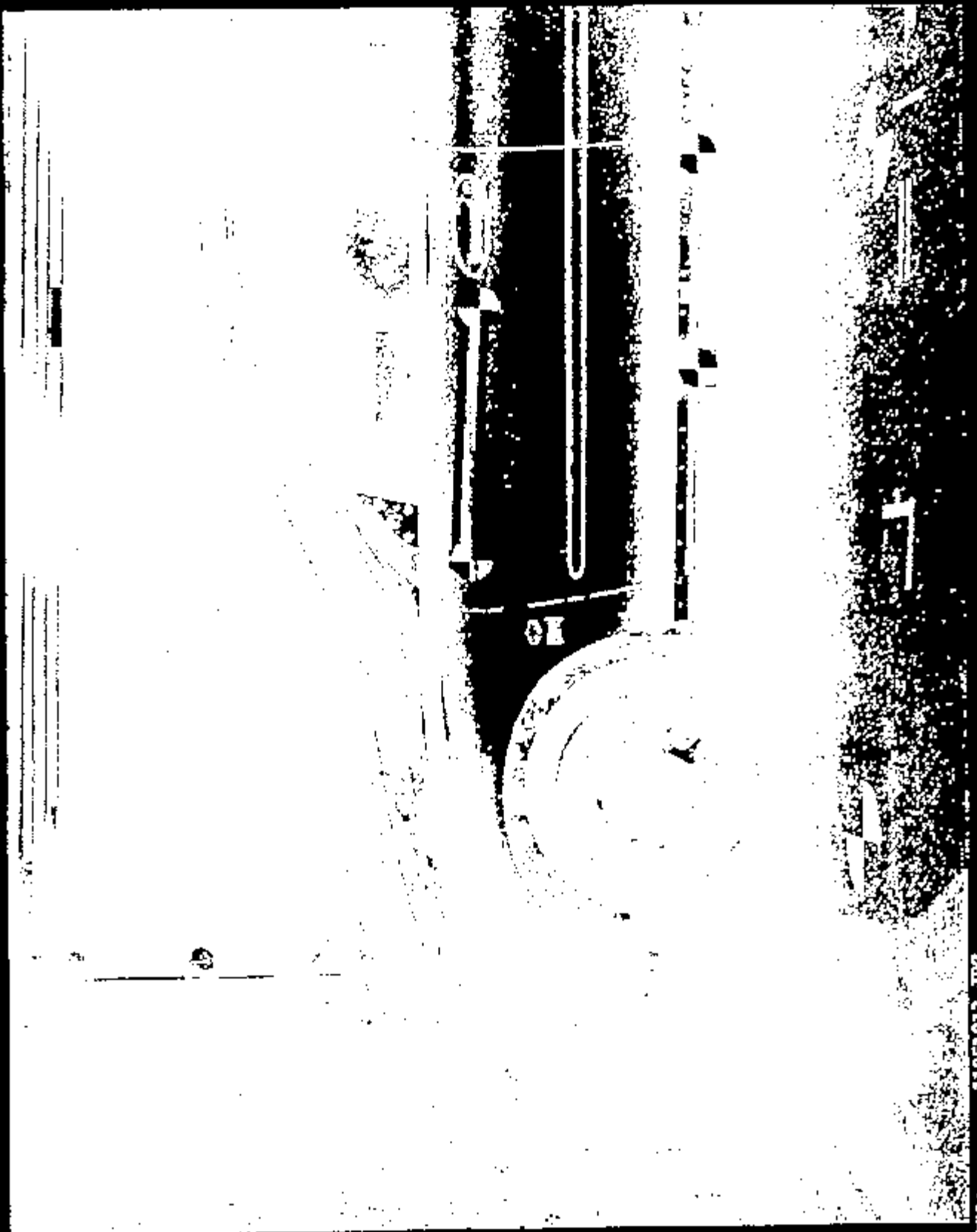
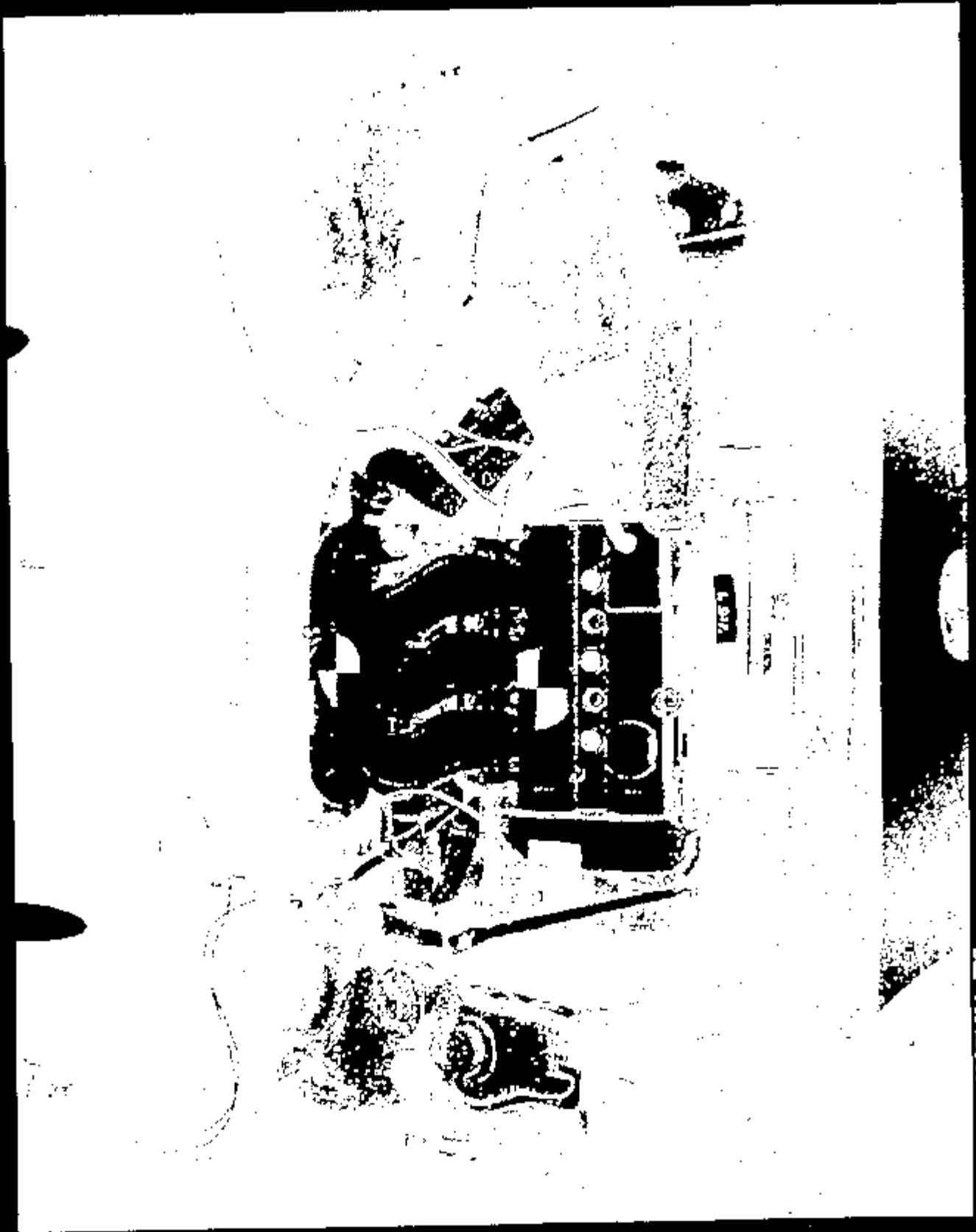


Image : 11051012.JPG

CRTS 0011051



11051013.JPG



Name : 1105101A.JPG



11051015 .JPG

CRTS 0011051

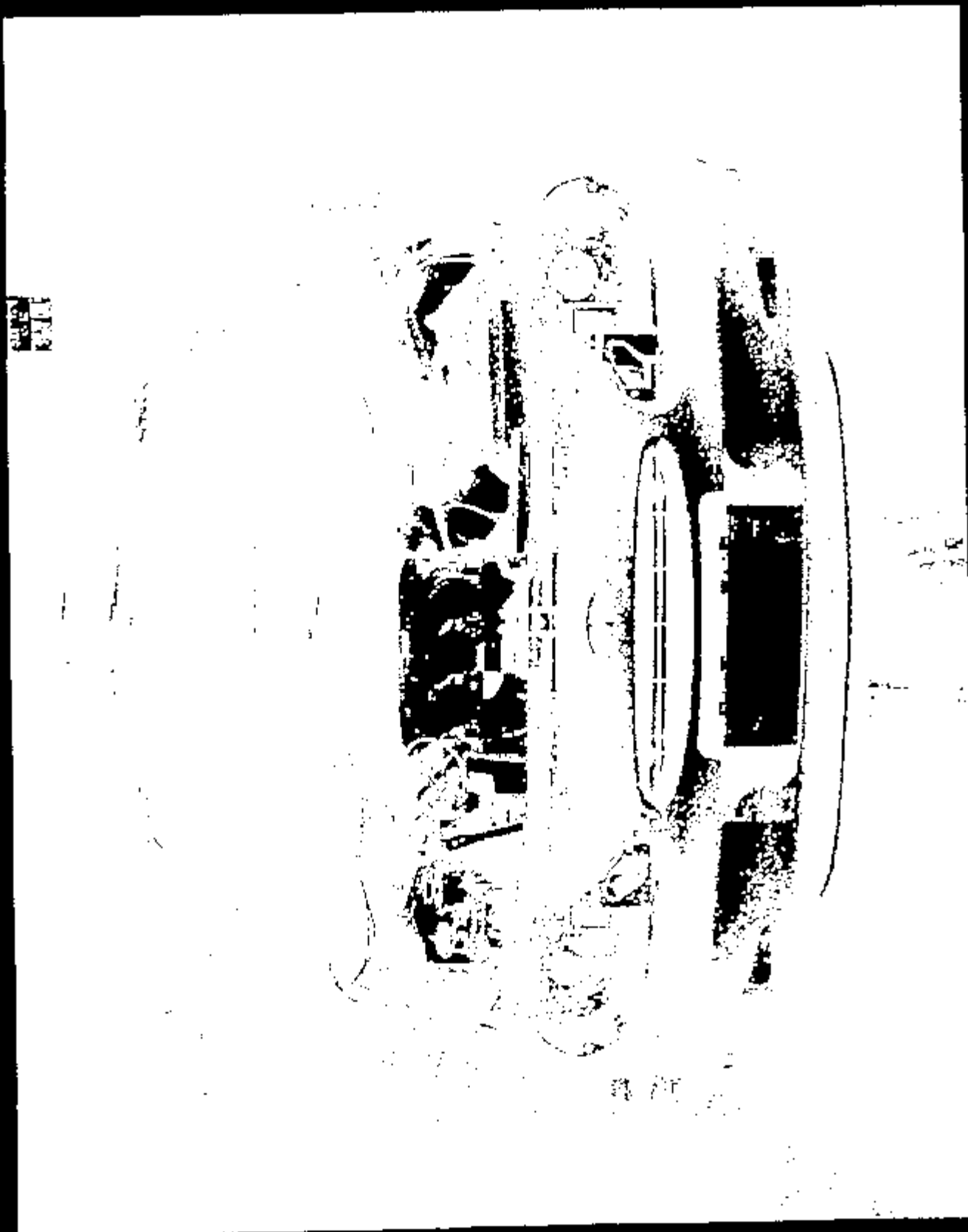


11051016.JPG

Page 1

CRTS 0011051

11051017



11051017.JPG

Frame:

CRTS 0011051



Name: 11081018.JPG



11051019.JPG

Frame 1

CRTS 0011051



Name : 11051020.JPG

CRTS 0011051



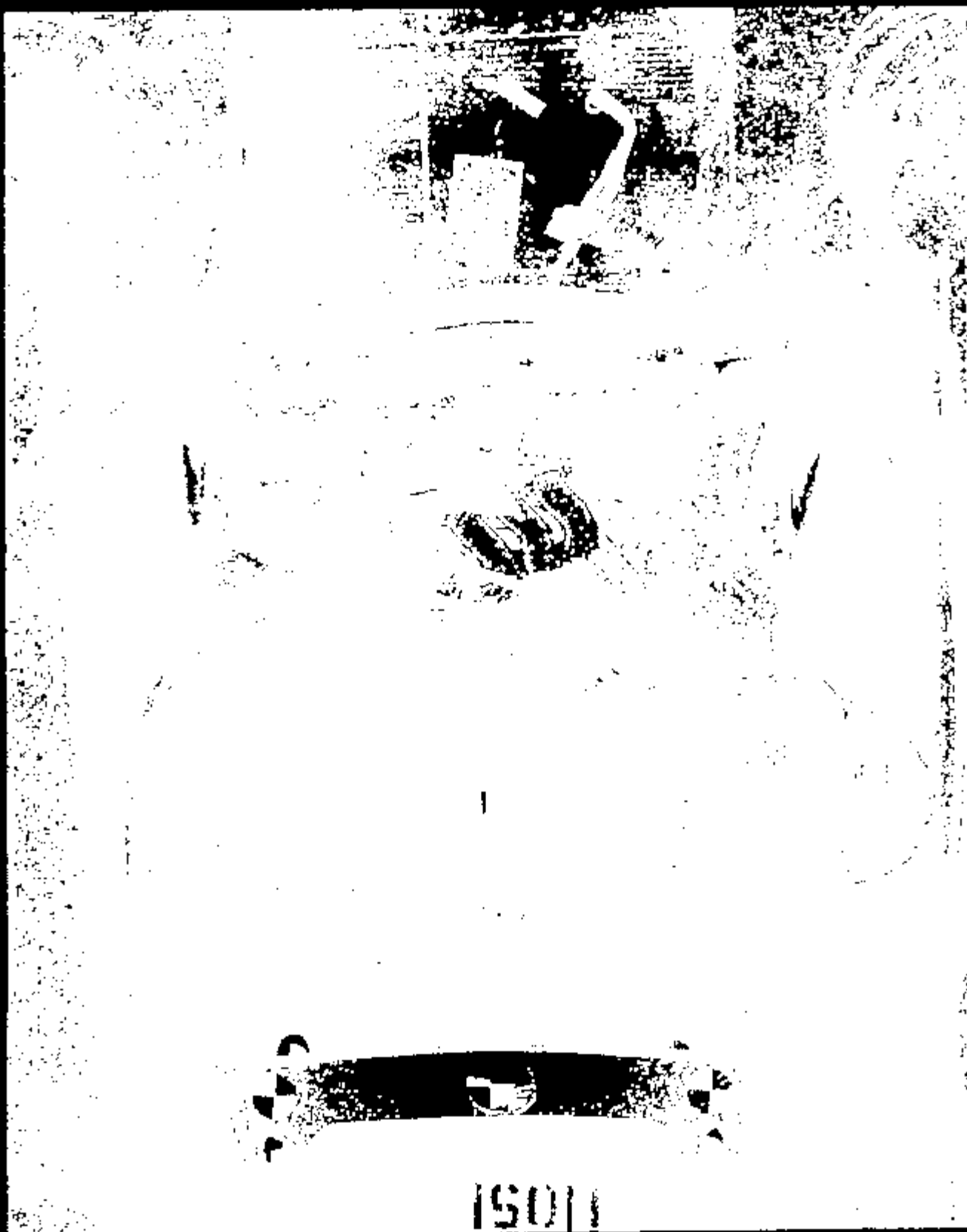
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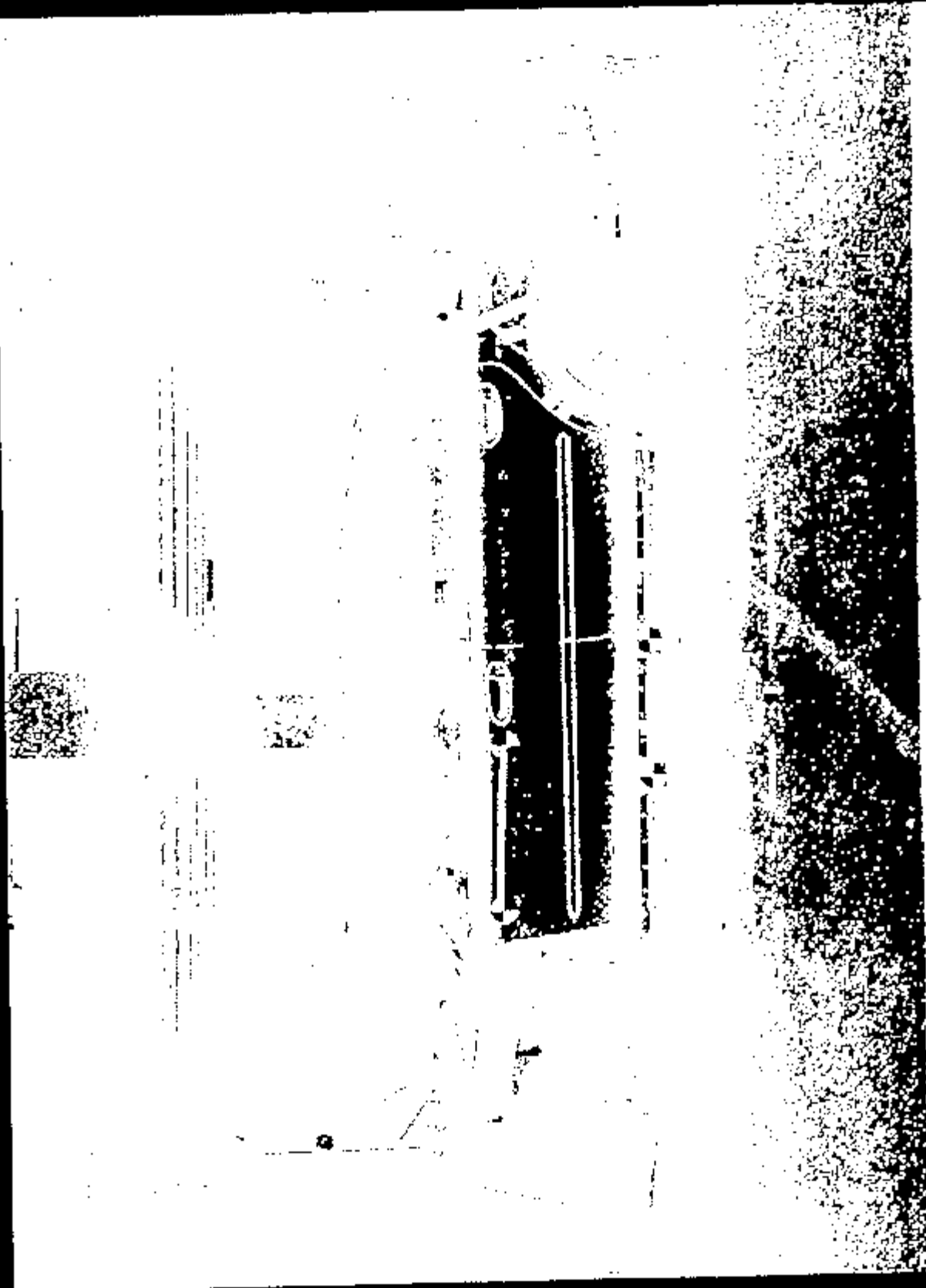


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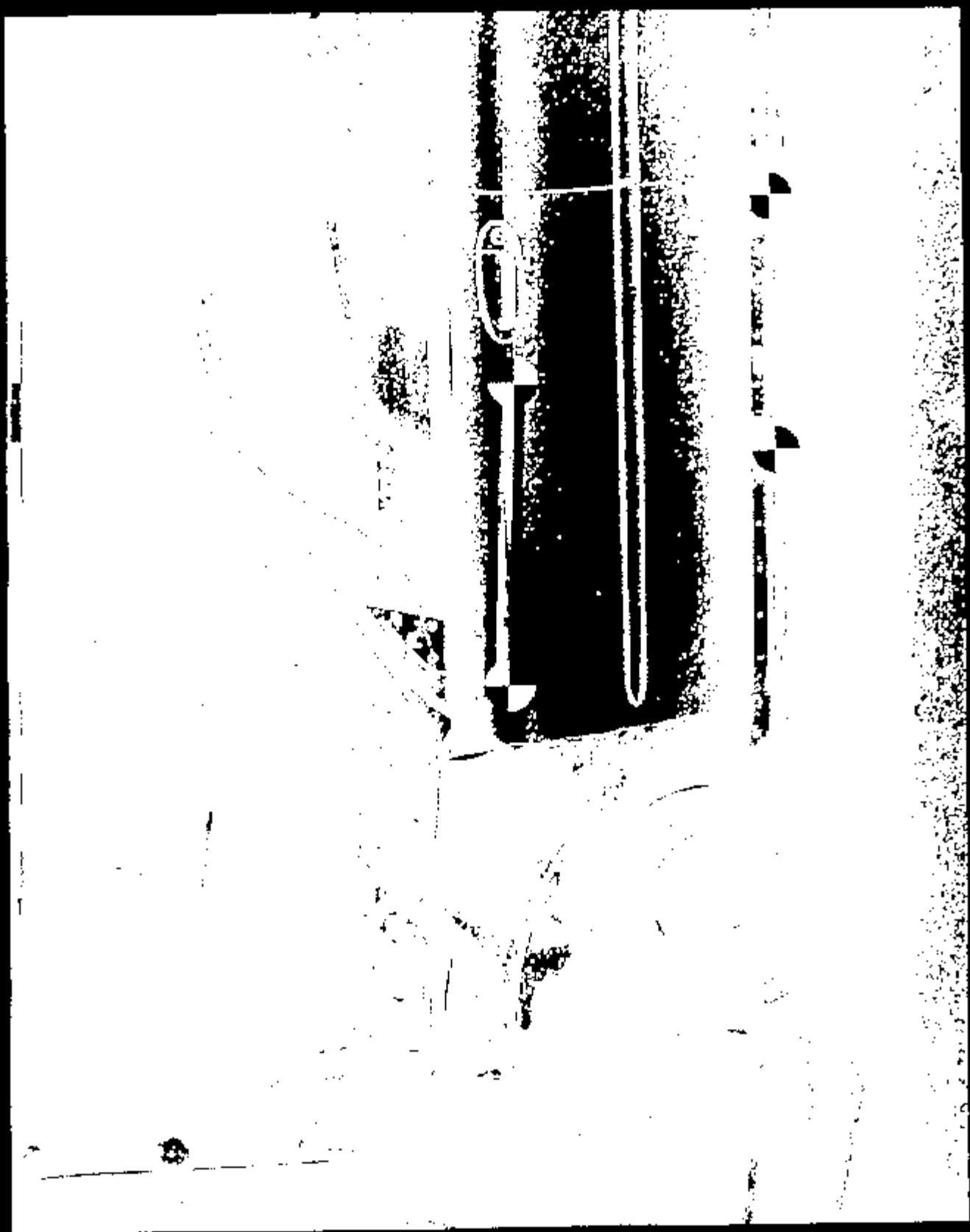


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CRTS 0011051



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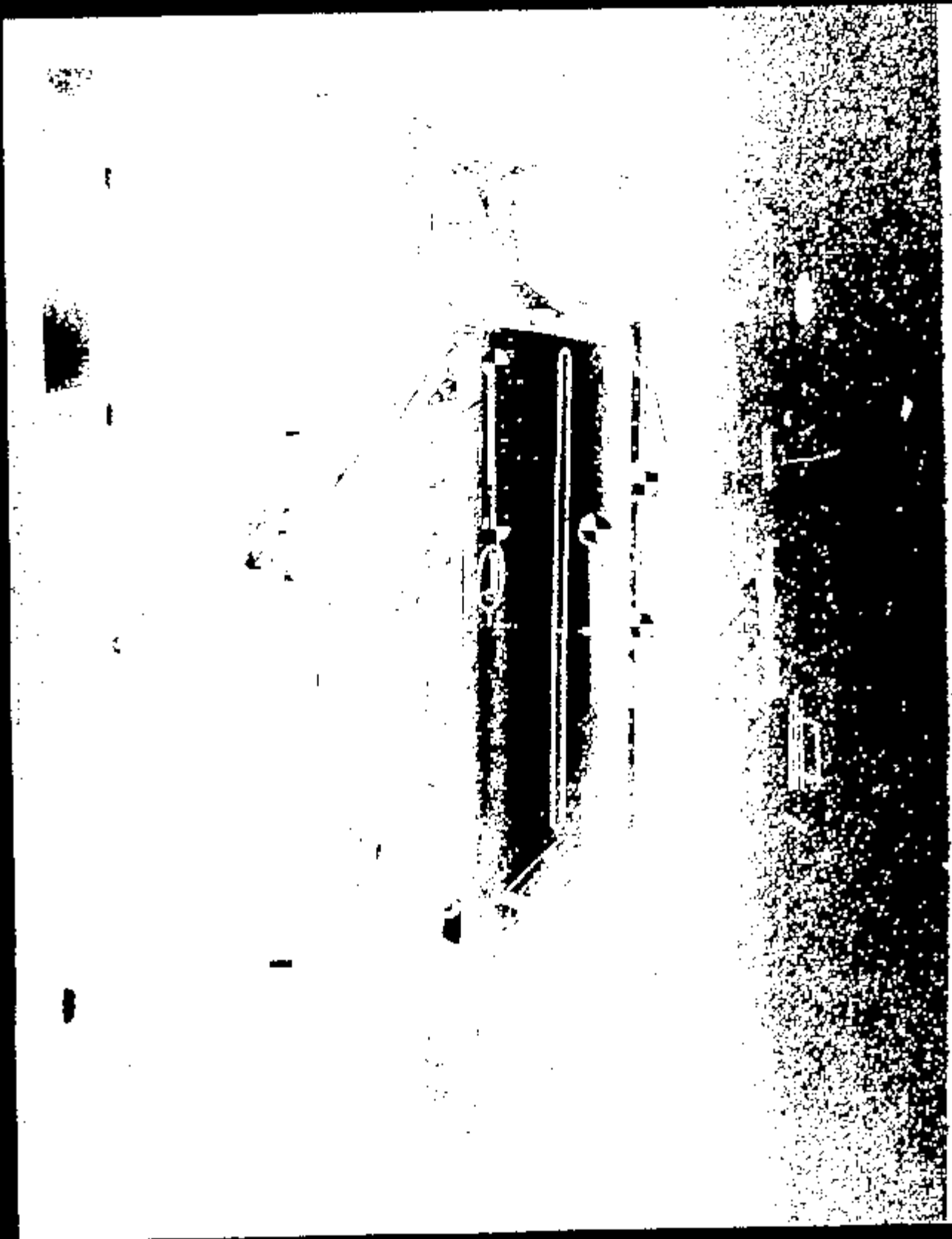


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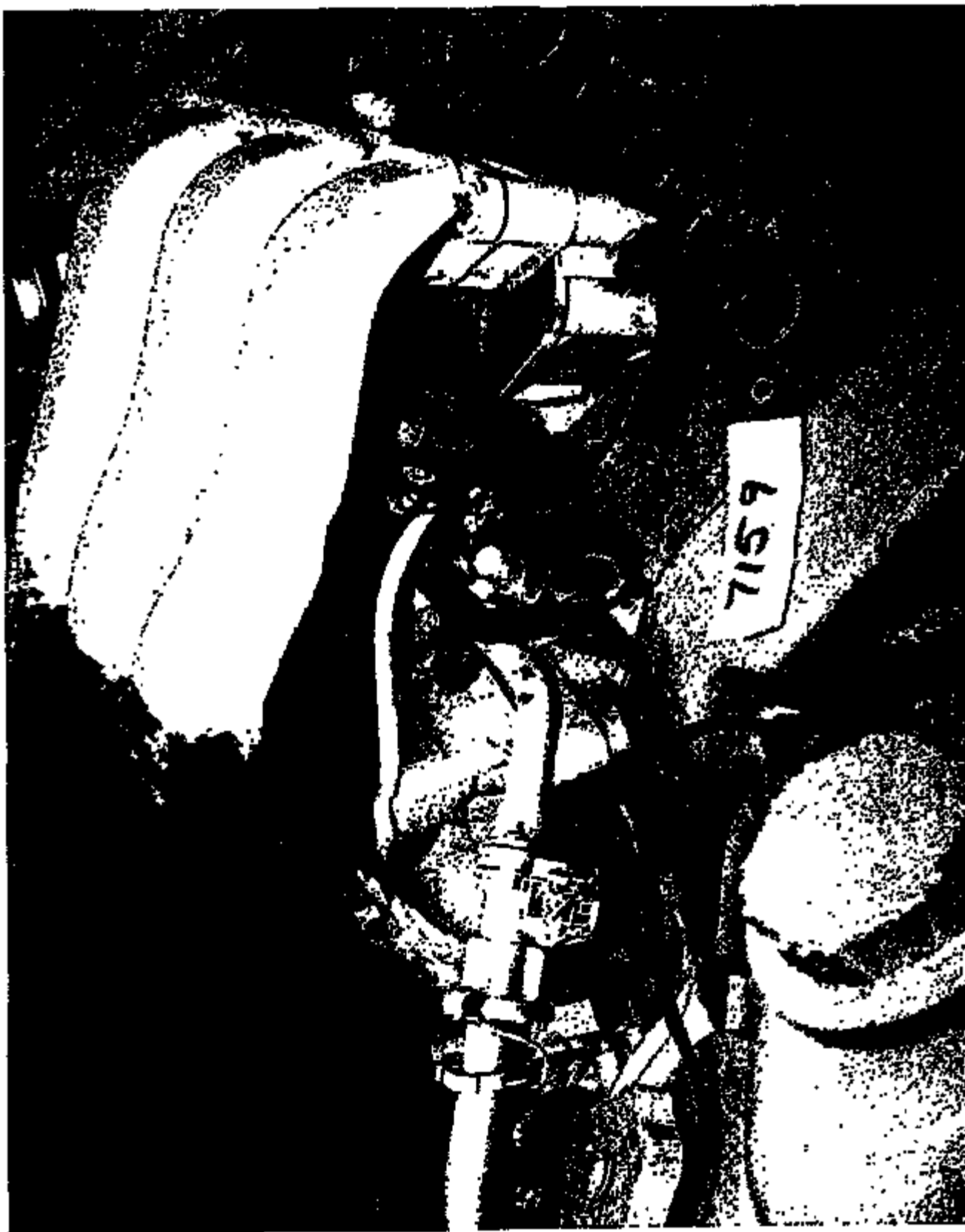


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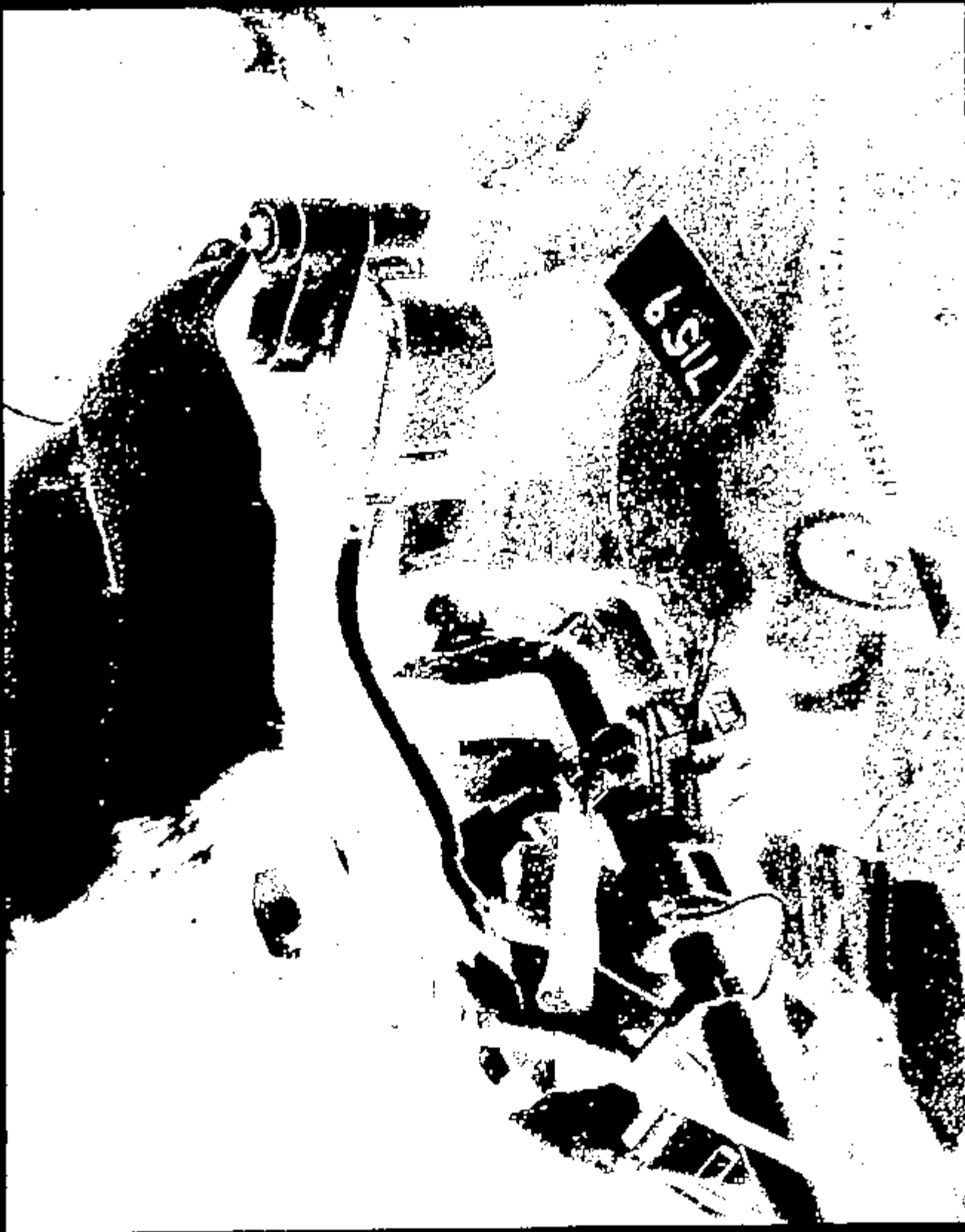


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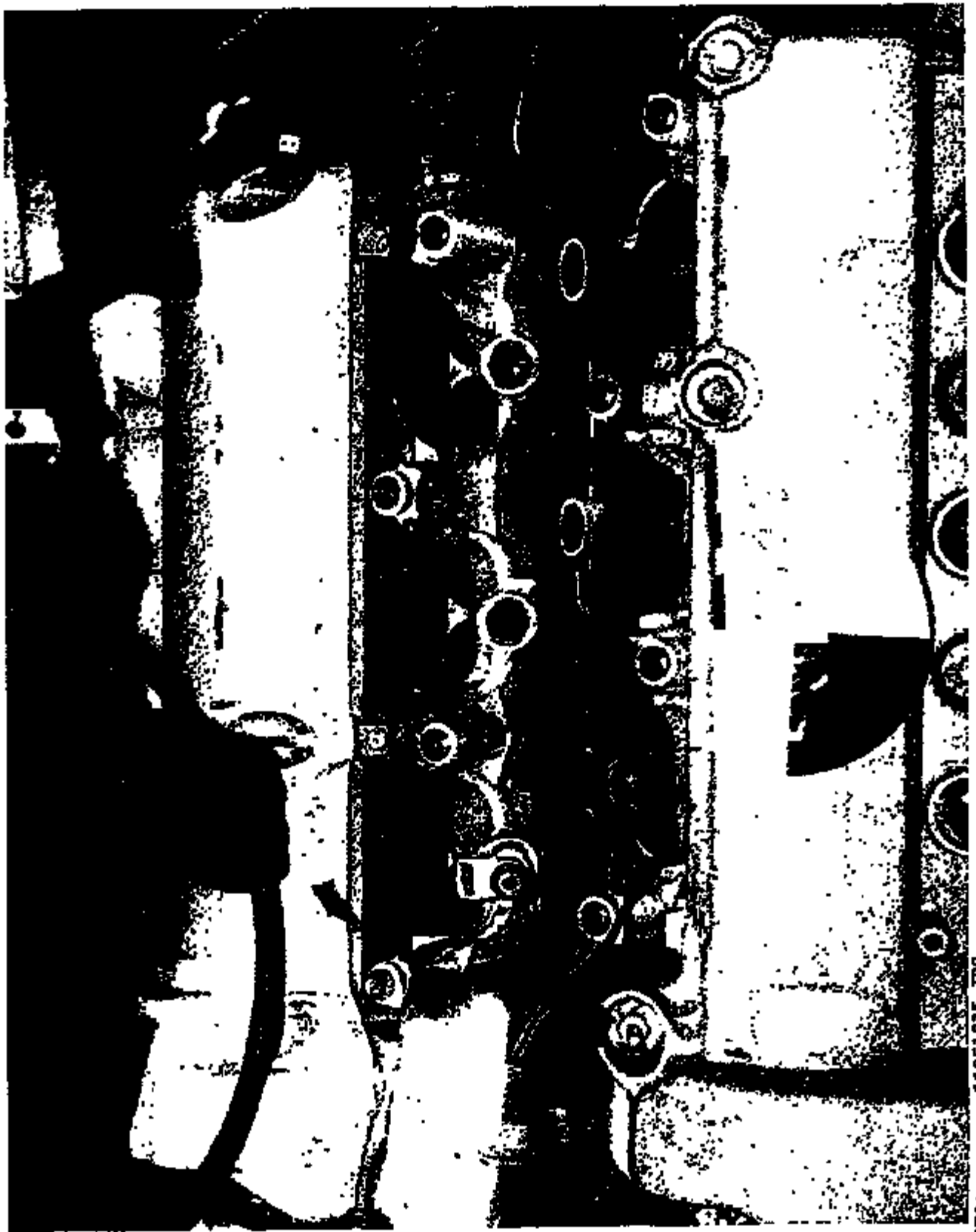
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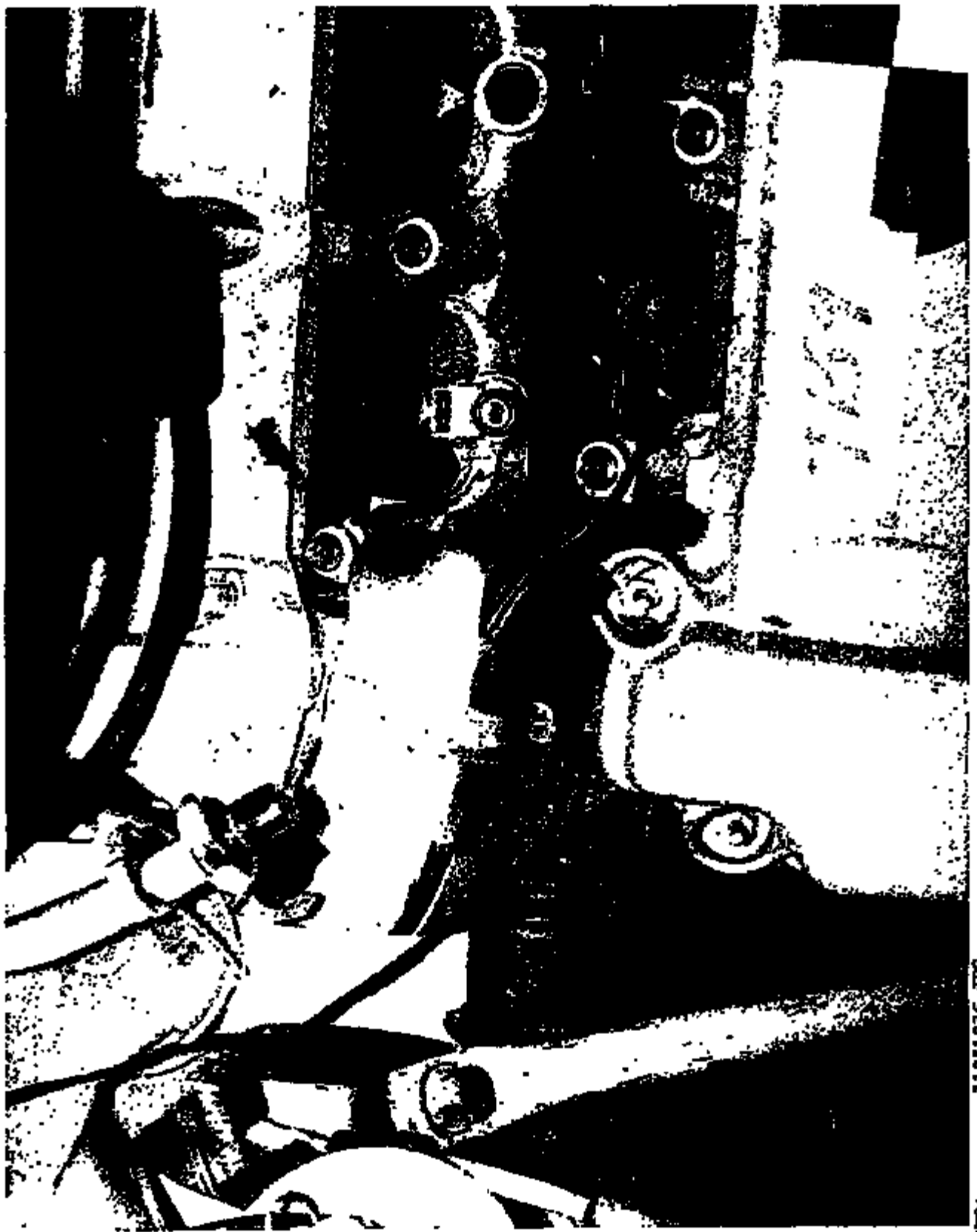
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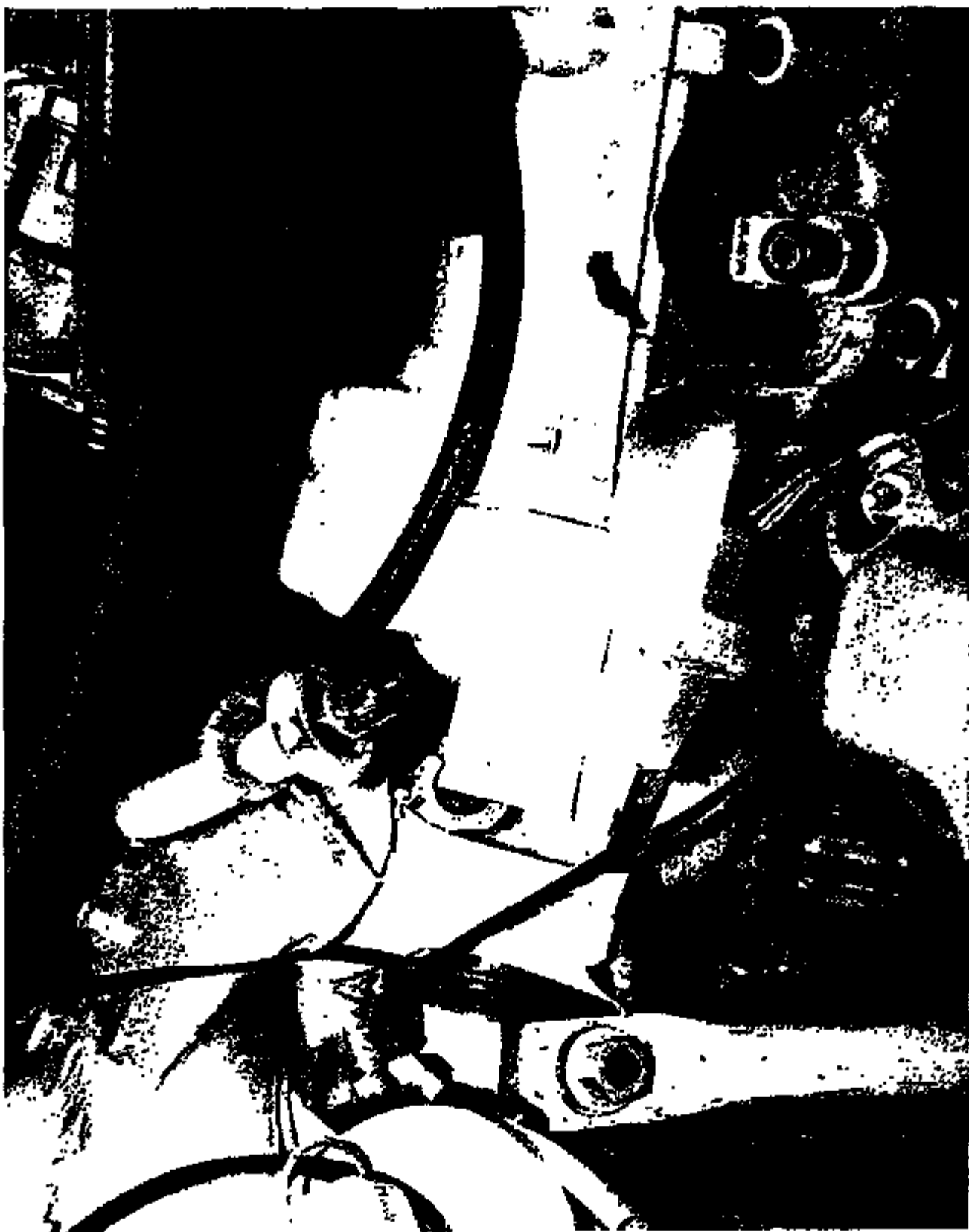
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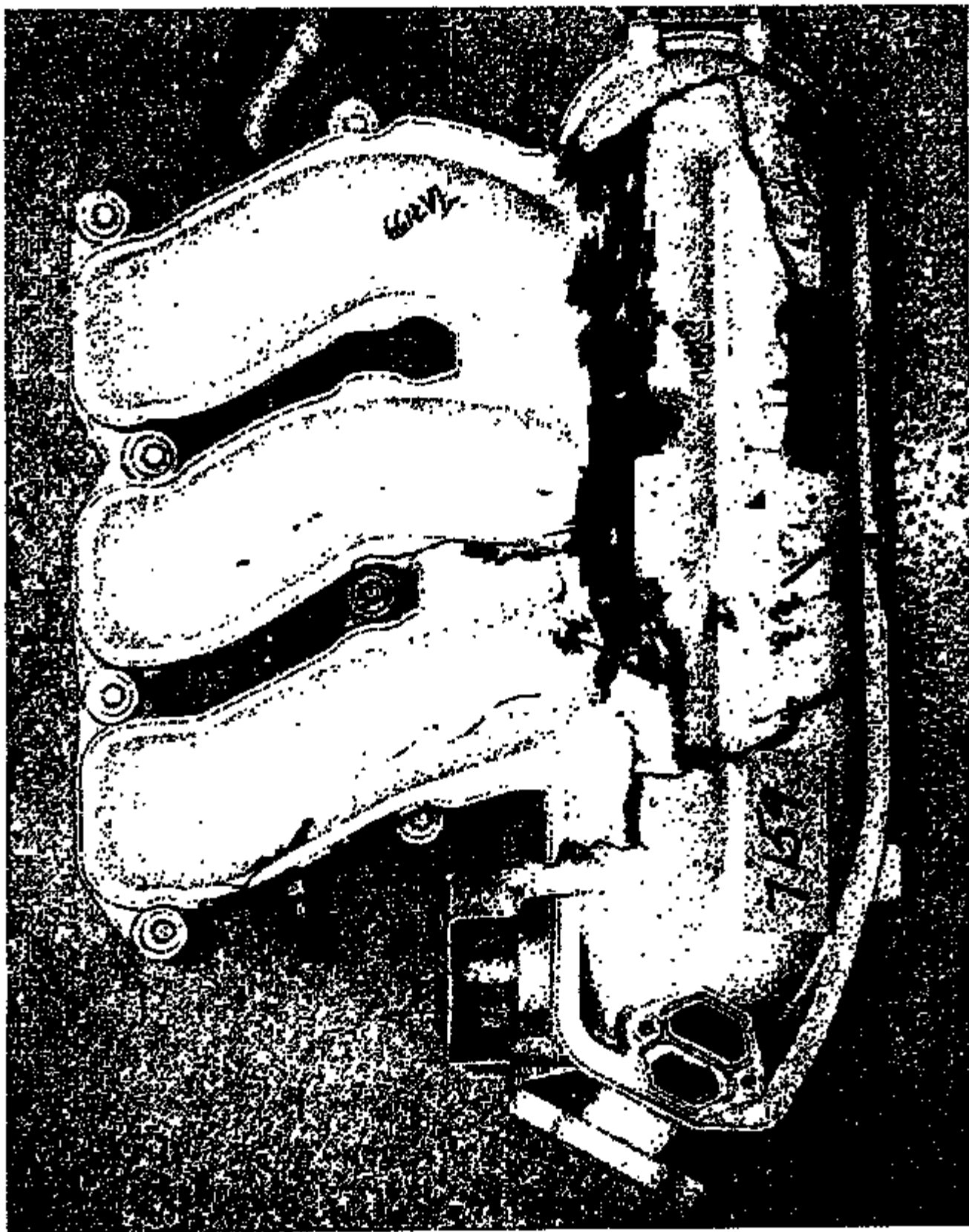
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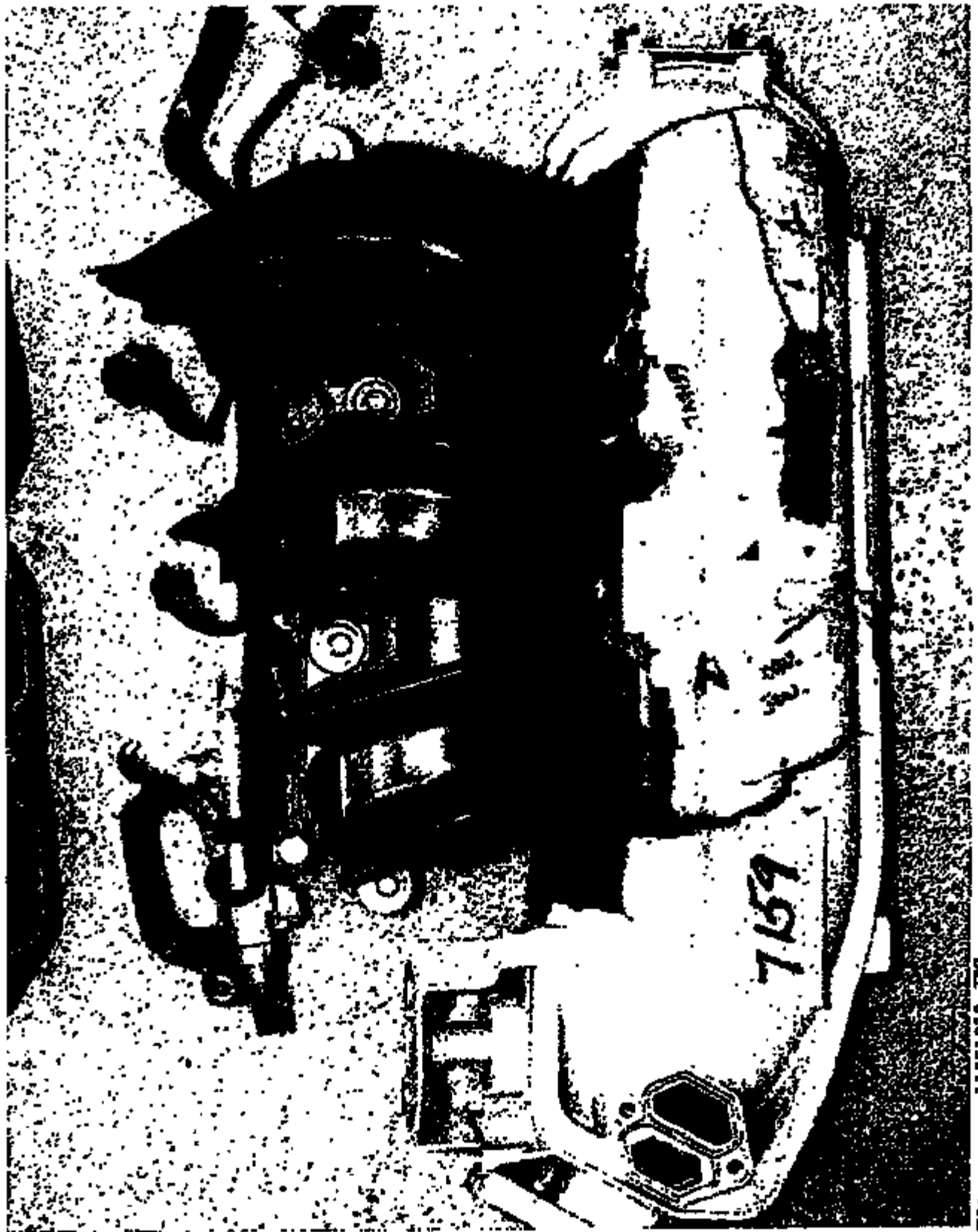


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11051038 JFD



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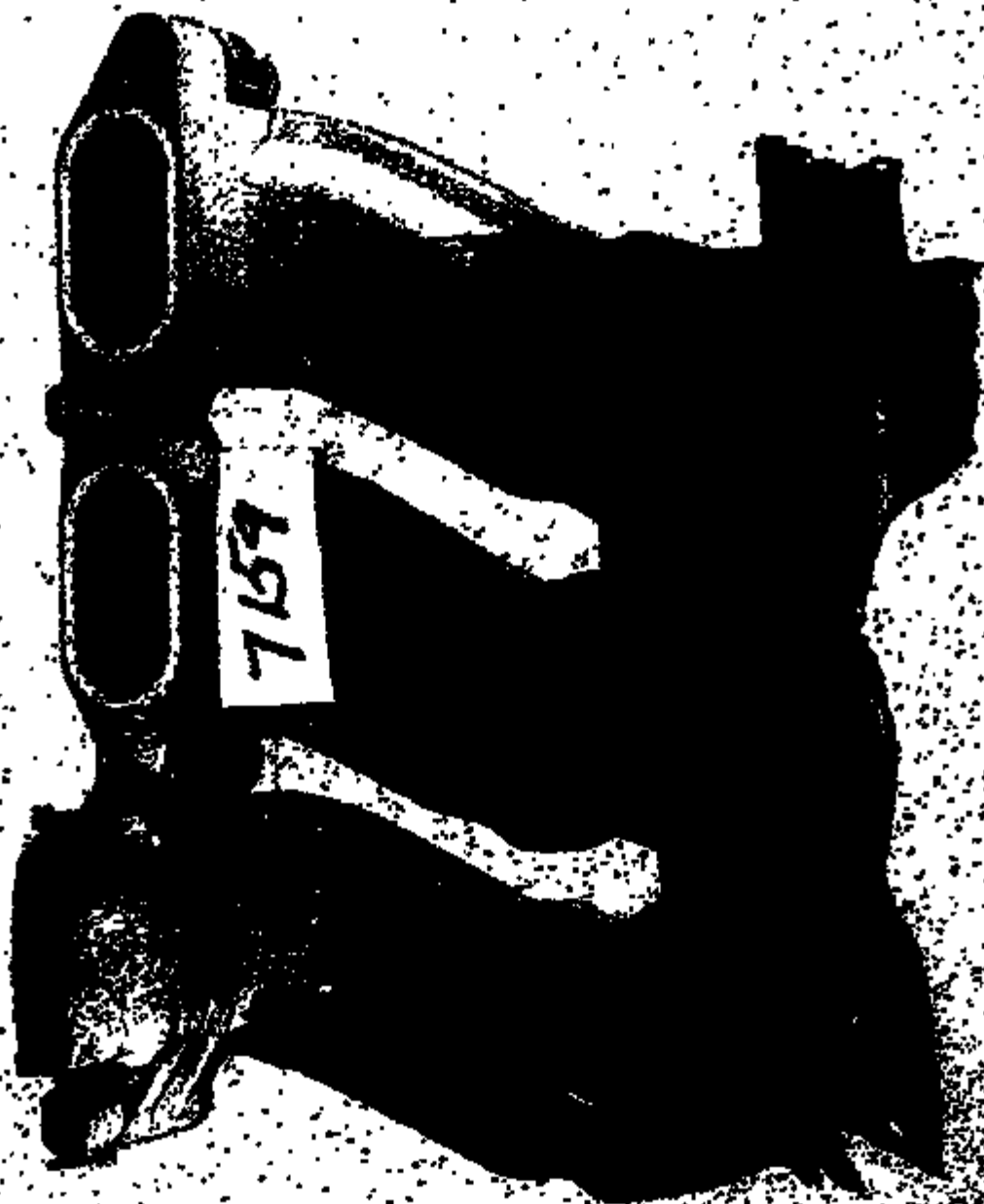
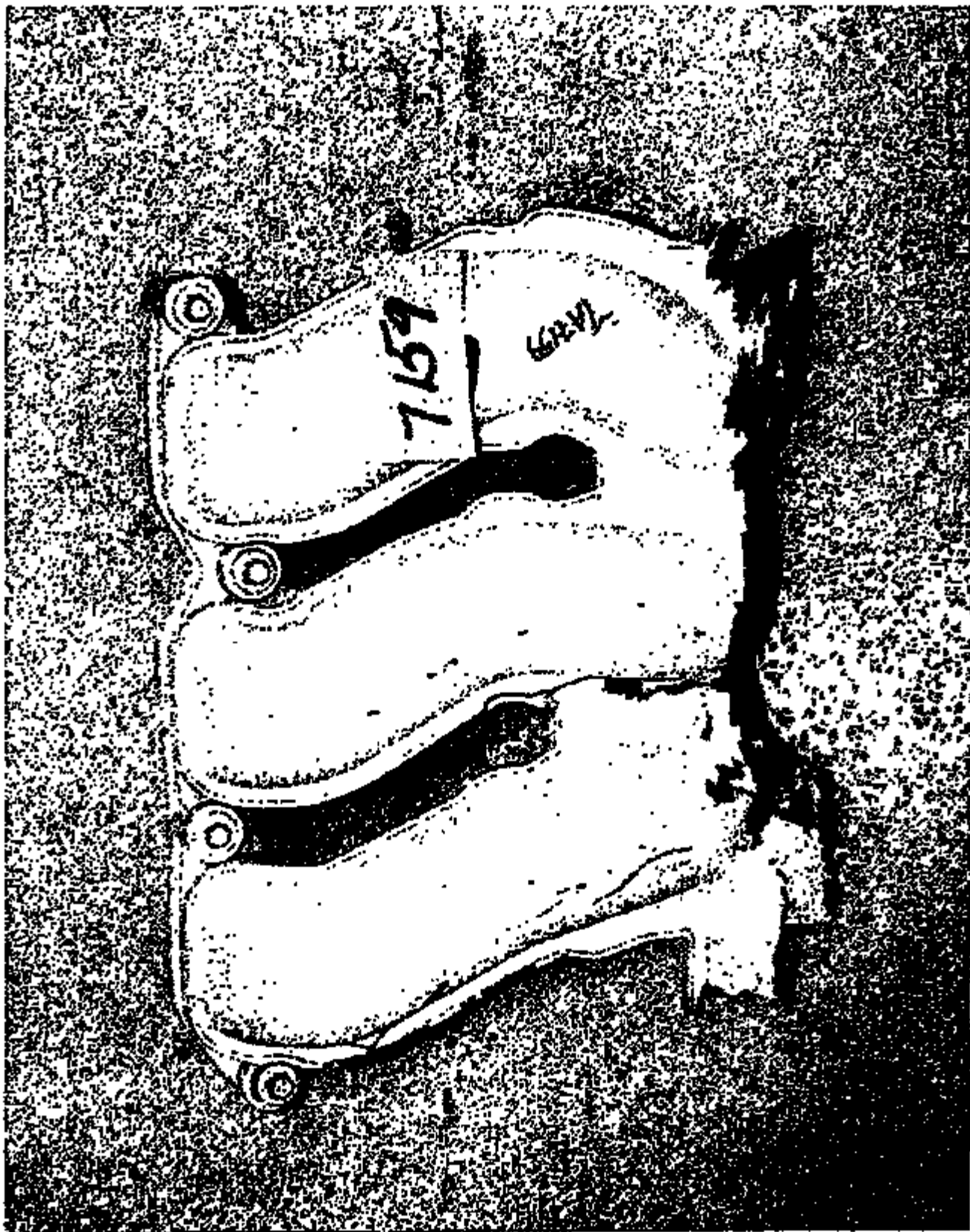


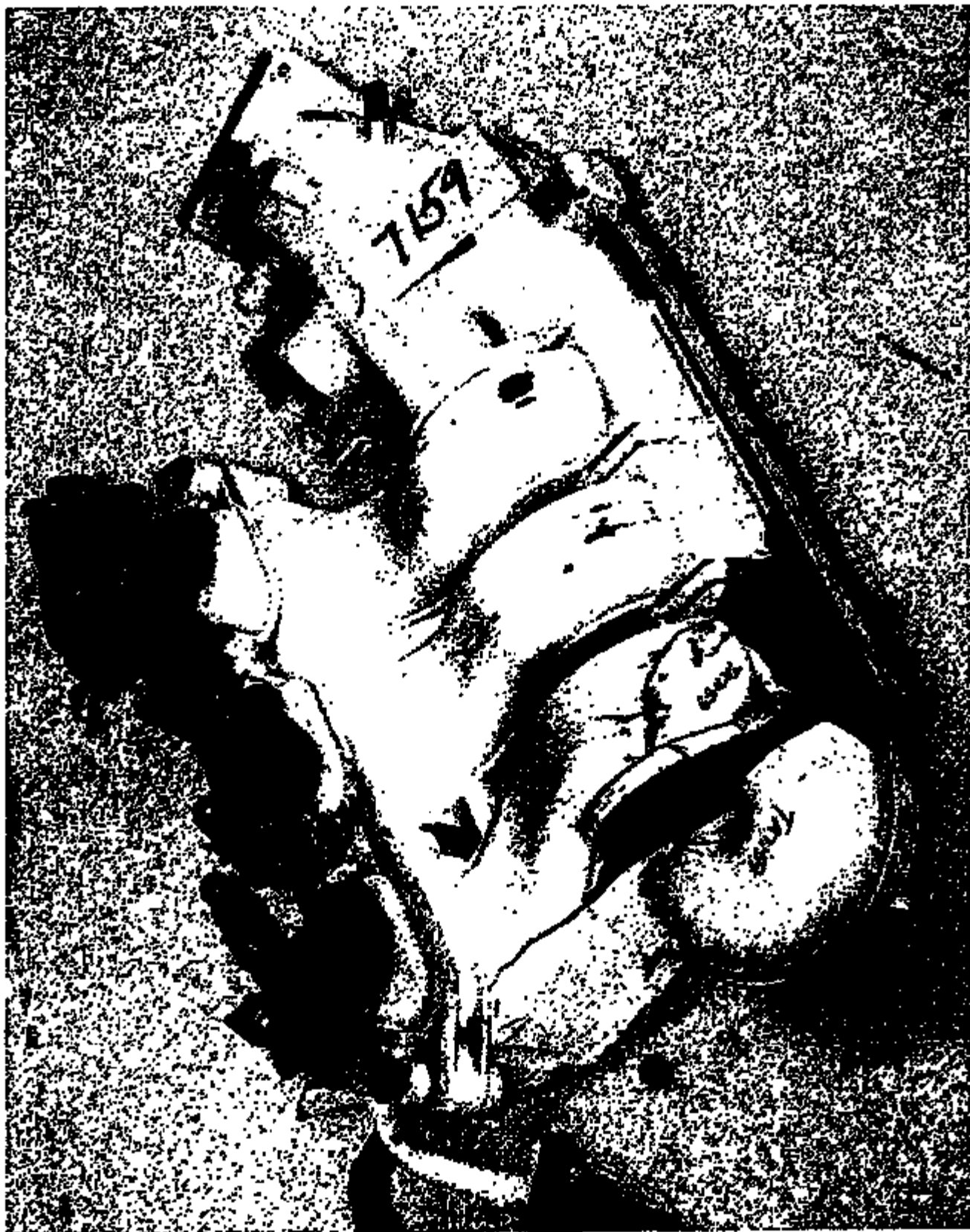
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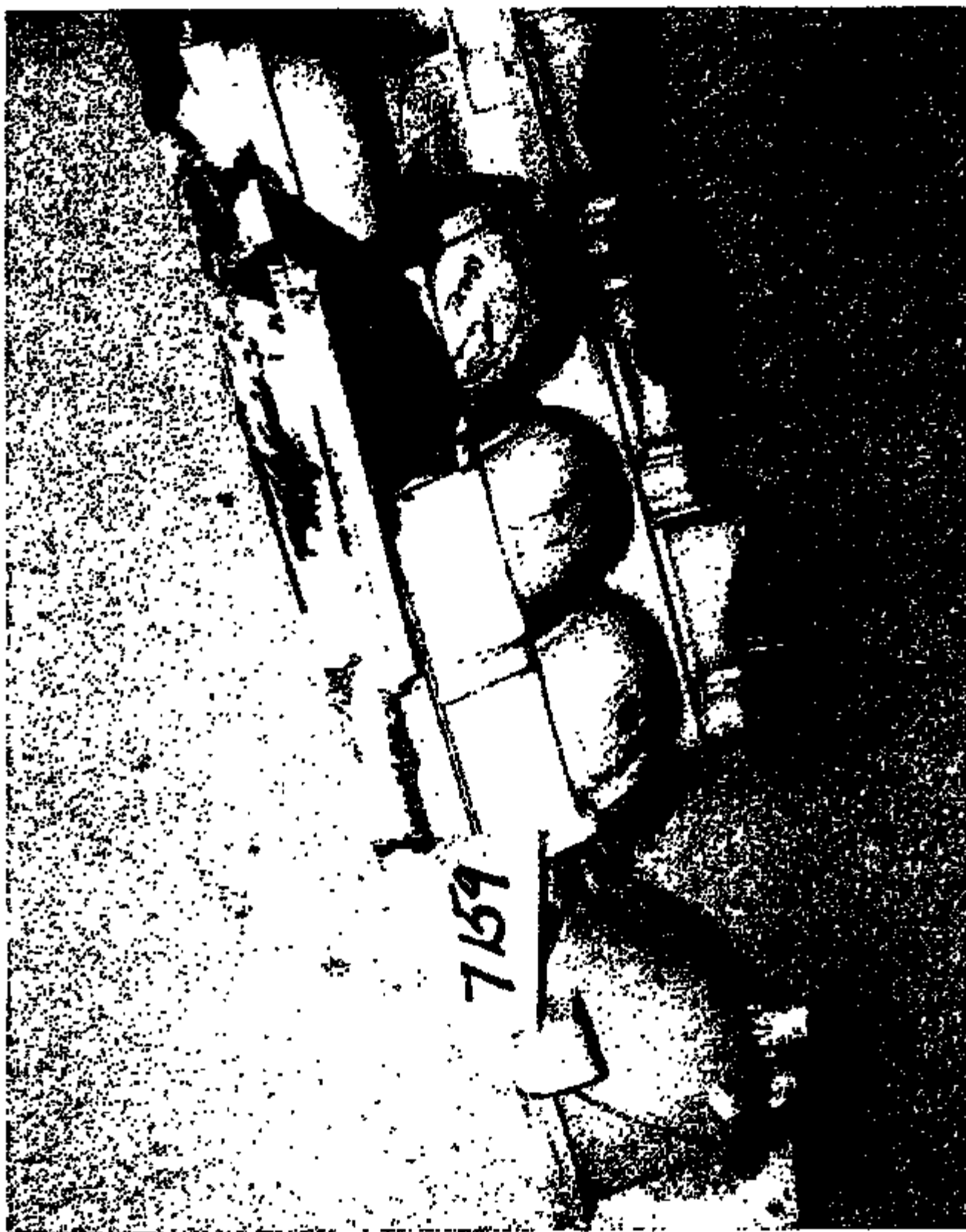


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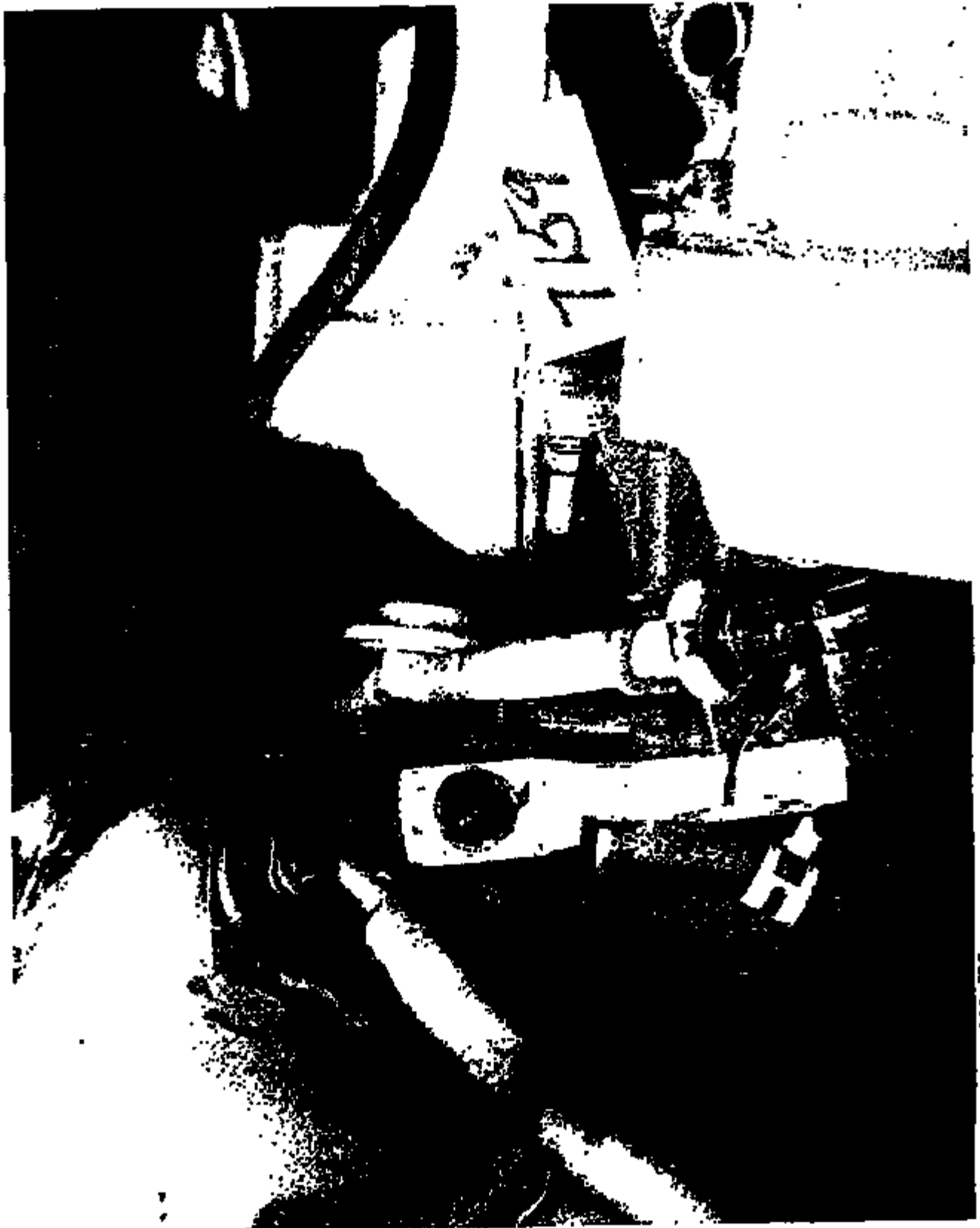
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NAME: 11051051.JPG

CRTS 0011051

 GTO Test Request		Requester/Coordinator (PROPS ID):	
		KEWING KURT EWING	
Testing Activity: Coach Barrier Test Lab	Date Submitted: 05-MAR-88	Requested Completion Date: 18-MAR-88	Requester Reference Number:
Test Procedure Number: ST-14	Test Title and / or Subject of Test: 2000 D185 S5graph 80 degree frontal Impact		
Billable Requester Dept No.: T651 AV2215A	Worktask/Work Order Number: PO9	Test conducted to certify control item compliance with Government Regulations:	
Billable Requester PROPS I.D.: KEWING	Billable Requester Name: KURT EWING	Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
Complete the following two questions as indicated 1 - Rational for not replacing this test by CAE Analysis: <input checked="" type="checkbox"/> No CAE Methodology or process available <input checked="" type="checkbox"/> For CAE Correlation <input type="checkbox"/> Insufficient confidence in CAE <input type="checkbox"/> To obtain basic data for CAE <input type="checkbox"/> Replacement or improvement of existing Test <input checked="" type="checkbox"/> Testing is Quicker <input type="checkbox"/> Mandatory or Regulatory <input type="checkbox"/> Certification <input type="checkbox"/> Development test for FSB <input type="checkbox"/> Not applicable Other:		2 - What is the expected Test Outcome: <input type="checkbox"/> Results will meet DVP/PCR requirements <input type="checkbox"/> System Component will not meet Test specification <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Above is Based on CAE? Other:	
(Check appropriate boxes)		(Check appropriate boxes)	
Test Purpose/Test Procedure or Description of Test: T657-ST-14 Barrier Collision Test - Steer Col., Windshield, Fuel Sys (Intekin Prod)			
SEE ATTACHMENTS • BARRIER TEST REQUEST • TEST INSTRUMENTATION REQUEST SHEET.		<div style="border: 2px solid black; padding: 5px; width: fit-content; margin: auto;"> <p>"RECORD COPY"</p> <p>Schedule No. <u>7-7-12</u></p> <p>Retain Until <u>2018</u></p> </div>	
Signature Approvals (As Required for Control Purpose)			
Requesting Engineer	<u>KURT EWING</u>	Testing Engineer	_____
Requesting Supervisor/Manager	<u>JM. BOLAND</u>	Testing Supervisor	_____

BARRIER TEST REQUEST

TA7159

TEST OBJECTIVE: DEVELOPMENT, FUEL SYSTEM INTEGRITY
 IMPACT SPEED (MPH): 35
 TEST PROCEDURE: ST-14
 IMPACT TEST VEHICLE FRONTALLY INTO 90 DEGREE RIGID BARRIER.

36 PLEASE CONDUCT POST TEST PRESSURE CHECK. K. Ewing
3/21/98

TEST VEHICLE TAG: 318T319
 TEST VEHICLE VIN: 1FALP638XWA100019
 MODEL: D188
 MODEL YEAR: 2000

TASK NO.: FD9
 BILLABLE DEPT: T881
 PDL: CDD-0241

FUEL: TYPE: STODDARD FULL LEVEL (GAL.): 8

TIRE PRESSURE (PSI): FRONT = 30 REAR = 30 SPARE = NA
 CURB WEIGHT (LBF.): FRONT = 2181 REAR = 1163 TOTAL = 3344
 TEST WEIGHT (LBF.): FRONT = 2289 REAR = 1590 TOTAL = 3879
 ** = 28

RIDE HEIGHTS (IN.): FRONT = LEVEL RGR +/- TO GROUND REAR = LEVEL RGR +/- TO GROUND

WEIGH UP INSTRUCTIONS:
 MAY REMOVE: EXHAUST, DECK LID, DOOR GLASS, INTERIOR TRIM.
 DO NOT PLACE WEIGHT: UNDERHOOD LOCATIONS OTHER THAN IN ENGINE (SEE BELOW).
 MAX ADD TO ENGINE: 75 LBF.
 LOAD TO TEST WEIGHT & LEVEL ROCKERS WRT GROUND.
 SPRUNG INSERTS ACCEPTABLE.

OCCUPANT TYPE: LEFT FRONT = WATER BOTTLE
 RIGHT FRONT = WATER BOTTLE

DUMMY POSITIONING: NA DRIVER FOOT-REST: NA

SEAT POSITIONING:

	LONG	VERT	BACK ANGLE (DEG.)	PKG GFK.
LEFT FRONT =	MID	FULL DWN	27.5 (FRAME)	N
RIGHT FRONT =	MID	FULL DWN	27.5 (FRAME)	N

NOTE TO PACKAGE LAB: PLEASE RECORD BODY COORDINATES OF ROCKER @ B-PILLAR TGT ALSO.

RESTRAINTS USAGE:

	BELT	PYRO BELT	FRT BAG	SIDE BAG
LEFT FRONT =	X			
RIGHT FRONT =	X			

SENSOR SYSTEM: NA

BARRIER TEST REQUEST

TA7159

DIMENSIONAL ANALYSIS: NONE

STILL PHOTO: STANDARD PRE & POST TEST
PRE & POST TEST CLOSE UPS OF FUEL RAIL, SUPPLY LINE, INTAKE MANIFOLD & ROLL RESTRICTOR.

HIGH SPEED FILM:

OFFBOARD		
1	RIGHT	OVERALL
2	LEFT	OVERALL
3	OVERHEAD	OVERALL - ENGINE CLOSE UP
4	OVERHEAD	A-PILLAR FORWARD
5	CENTER	TOP OF BARRIER, ENGINE CLOSEUP, FASTRAK-CAMERA*
6	RIGHT	TOP OF BARRIER, ROLL RESTRICTOR & FUEL RAIL CLOSEUP
7	LEFT	TOP OF BARRIER, INTAKE MANIFOLD & FUEL RAIL CLOSEUP
8	RIGHT	IN LIGHTS, ENGINE CLOSEUP FROM SIDE.
9	LEFT	IN LIGHTS, ENGINE CLOSEUP FROM SIDE.
10	PIT	A-PILLAR FORWARD
TOTAL OFFBOARD =		10
TOTAL ONBOARD =		0

11. TRIPods: ENGINE CLOSE UP
FASTRAK CAMERA.

K. Ewing
3/21/98

FILM ANALYSIS: LEFT ROCKER DISP. & VELOCITY @ B-PILLAR WRT GROUND
RIGHT ROCKER DISP. & VELOCITY @ B-PILLAR WRT GROUND
ENGINE LONG. DISP. & VELOCITY WRT ROOF TARGET

DIGITIZED FILM:

NONE			
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SPECIAL BUILD INSTRUCTIONS:

- 1 REMOVE AIR BAGS, HOOD
- 2 UPDATE INTAKE MANIFOLD, FUEL RAIL, FUEL SUPPLY LINE, IP6, ROLL RESTRICTOR, CAM COVER, ENGINE WIRING HARNESS
- 3 REMOVE IMRD MODULE & COIL PACK
- 4 INSTALL COIL ON PLUG WIRING ASY
- 5 COLOR CONTRAST UNDERHOOD COMPONENTS (INTAKE MANIFOLD MUST BE WHITE)

CONTACTS:

	NAME	PHONE	PAGER
REQUESTOR:	K. EWING	24-88165	KEWI
BLD. COORD:	B. PAGANO	82-30845	BPAG
SUPERVISOR:	K. ARTHURS	30-08168	KART

File: TA7159, Tab: REQUEST
Revised: 03/17/98
Printed: 3/17/98, 10:48 AM