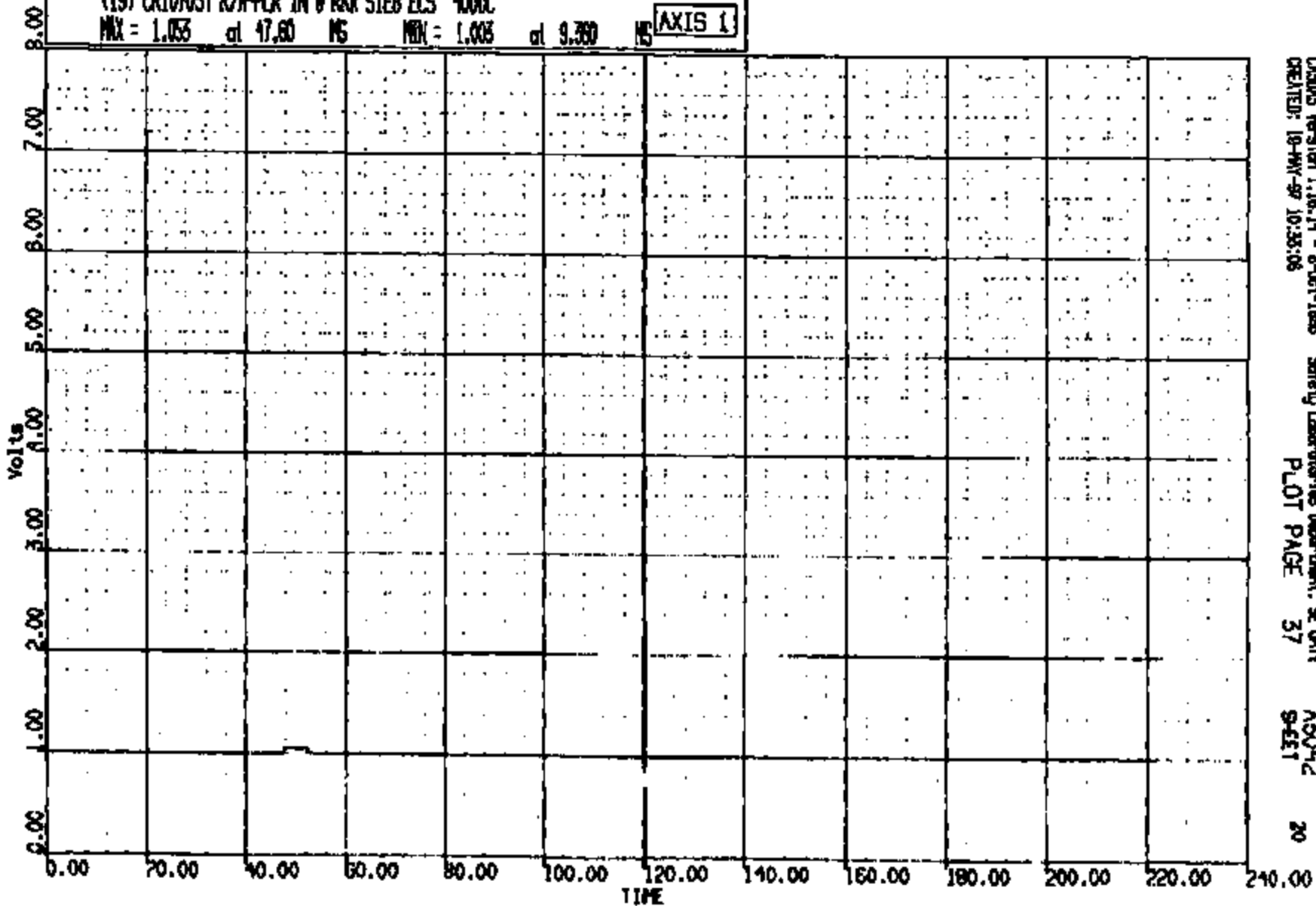


CR R: 10705 TD: TAZ042 DATE: 970516 15:59:48
1999 FN-148

(19) CR10705T R/A-PLR IN 0 RKR STEB ECS 4000C

MAX = 1.053 at 47.60 NS MIN = 1.003 at 9.360 NS

AXIS 1



CRS05 Version 1.16.14 - 8-06-1995
CREATED: 18-MAY-97 10:33:08

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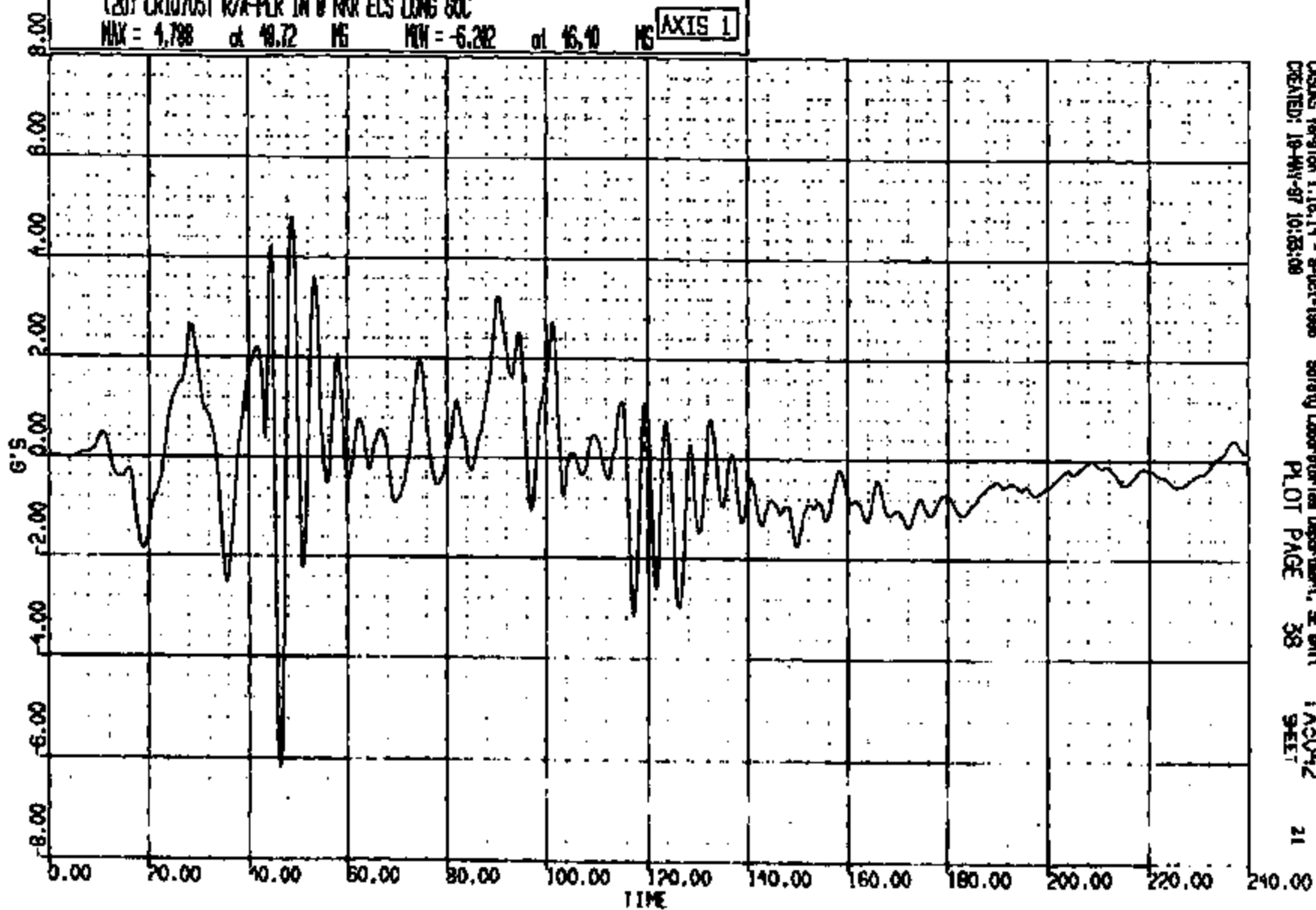
CRIS 0010705

CR RI 10705 TO: TA3042 DATE: 970516 15:39:49
1999 FN-145

(20) CR10705T R/A-PLR IN @ ROR EDS LONG 80C

MAX = 4.788 at 48.72 MS MIN = -6.282 at 16.40 MS

AXIS 1



CASMS Version 1.16.14 - 8-Oct-1996
CREATED: 19-MAY-97 10:23:08

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SHEET 21

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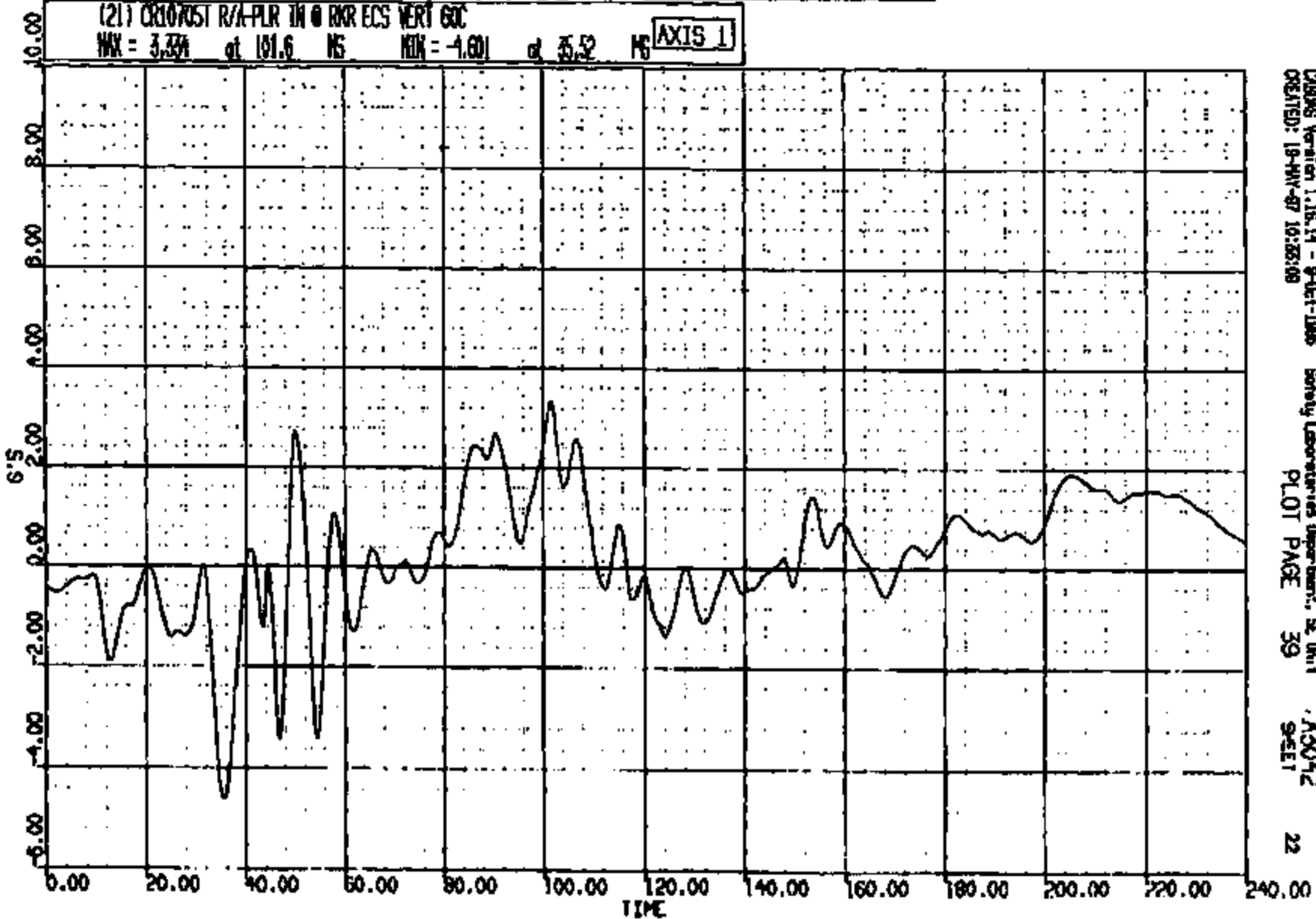
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DR R: 10705 TD: TA8042 DATE: 870518 15:39:48
1999 FN-146

(21) CR10705T R/A-PLR IN @ ROR ECS VERT GOC

MAX = 3.334 at 101.6 MS MIN = -4.601 at 35.52 MS

AXIS 1



CASMS Version 1.16.14 - 8-0-1-1998
CREATED: 18-MAY-87 10:23:08

Safety Laboratories Department, SE Unit
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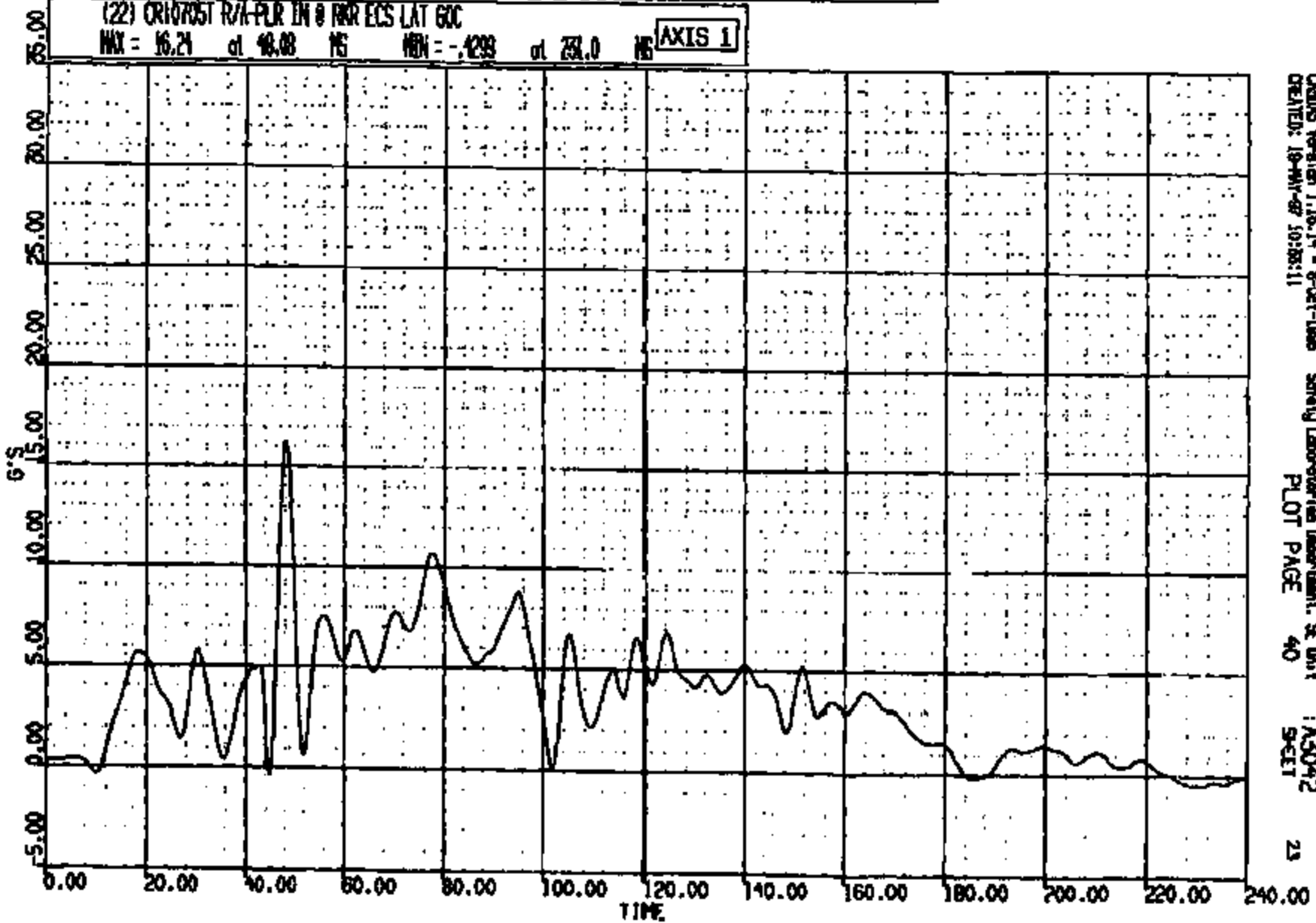
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CRIS 0010705

CR R: 10705 TO: TAZ042 DATE: 970518 13:59:48
1998 FN-145

(22) ORIGINIST R/A-PUR IN @ RNR ECS LAT GIC

MAX = 16.24 at 48.08 MS MIN = -.4233 at 231.0 MS **AXIS 1**



CREWIS Version 1.18.14 - 8-Oct-2008
CREATED: 19-May-07 10:55:11

Safety Laboratories Department, SE Unit
PLOT PAGE 40

stories Description: SE Unit
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 T: A3042
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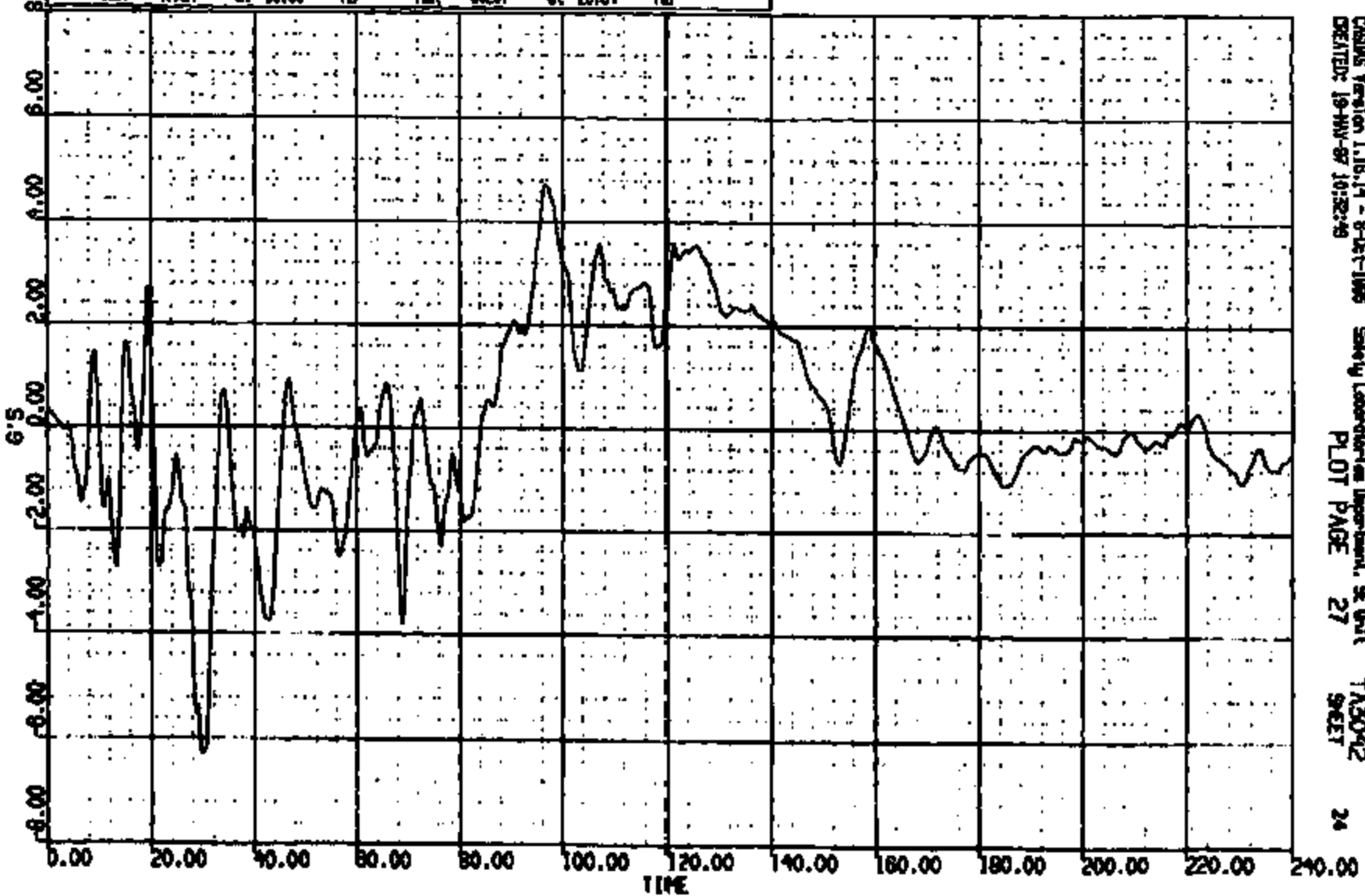
CRTS 0010705

CR R: 10705 TO: TA5042 DATE: 970518 13:58:48
1999 FN-148

(9) CR00705T L/A-PLU NEAR INERTIA SWITCH LONG BUC

MAX = 4.721 at 96.55 MS MIN = -6.287 at 29.81 MS

AXIS 1



CHSAS Version 1.16.14 - 8-Oct-1999
CREATED: 19-MAY-97 10:32:49

Safety Laboratory Department, SE Unit
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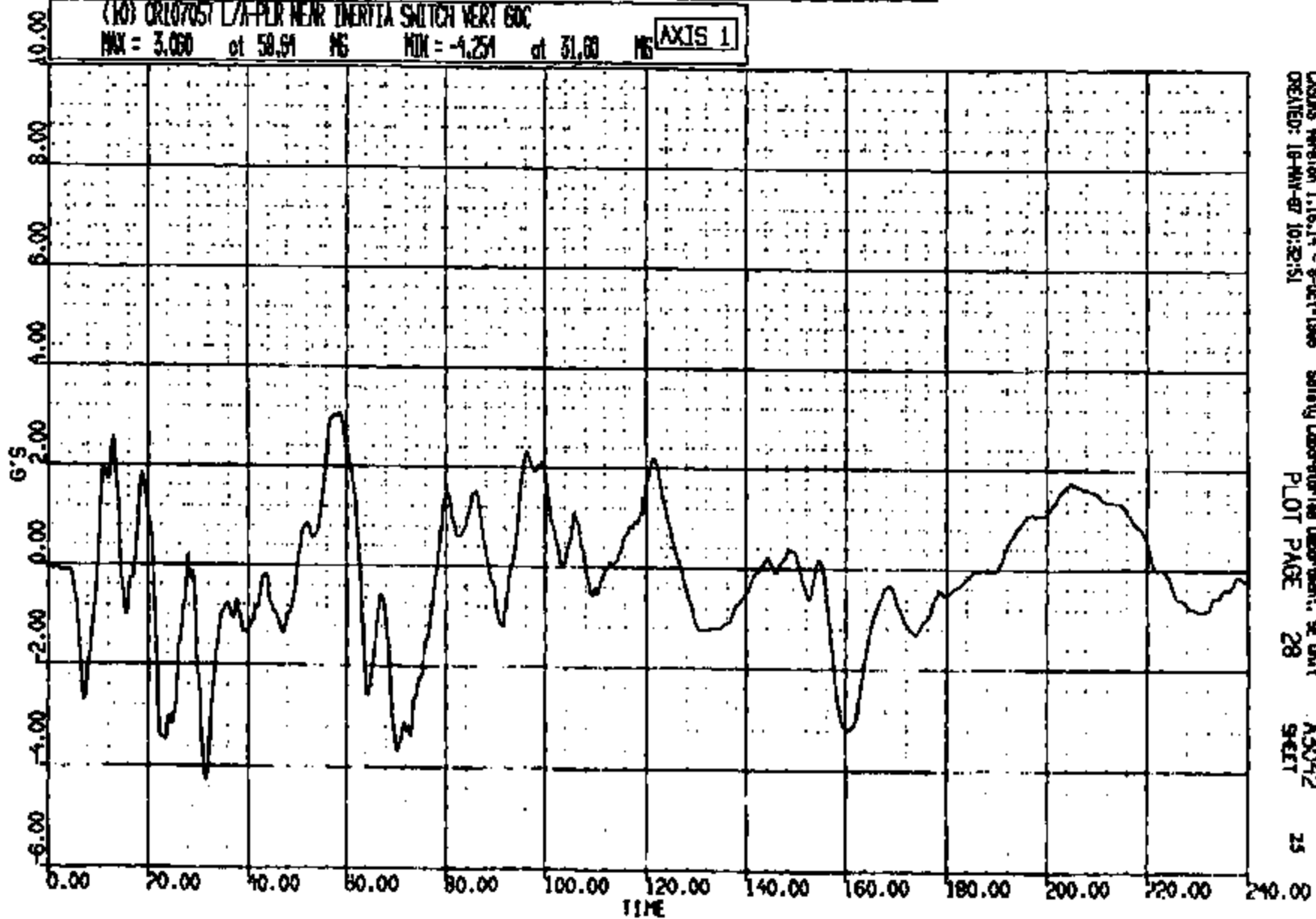
CRIS 0010705

CR R: 10705 TO: TA5042 DATE: 970515 13:59:48
1999 FN-145

(10) CR107051 L/A-PLR NEAR INERTIA SWITCH VERT GOC

MAX = 3.000 at 50.51 MS MIN = -4.251 at 31.00 MS

AXIS 1



CASINS Version 1.16.14 - 9-Dec-1998
CREATED: 16-MAY-97 10:32:51

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PLOT PAGE 28

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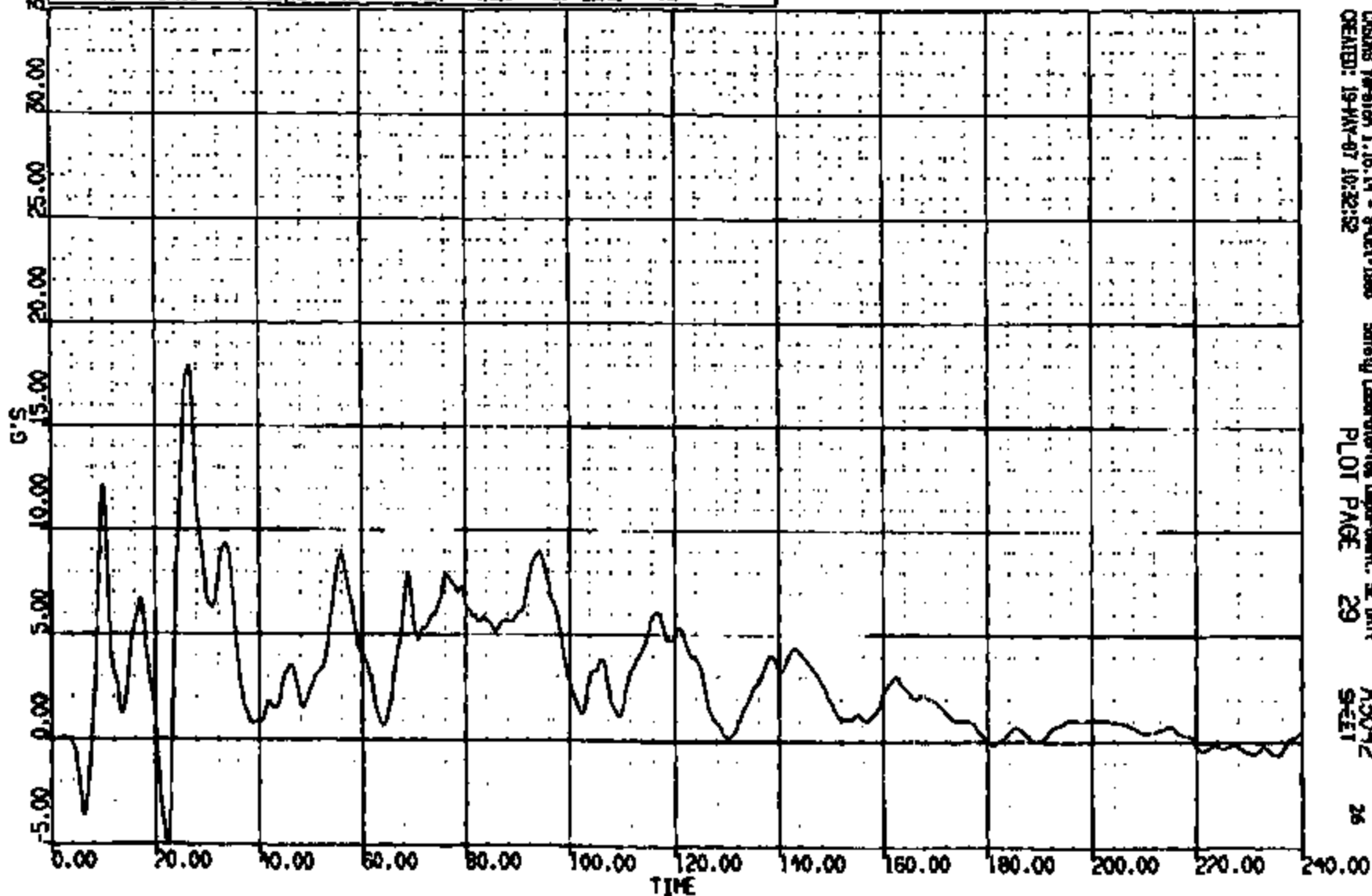
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CR R: 10708 TO: TA8042 DATE: 070510 18:50:48
1989 FN-145

(11) CR10705T L/A-FLR NEAR INERTIA SWITCH LAT 60C

MAX = 17.89 at 26.72 MS MIN = -4.918 at 22.32 MS

AXIS 1



CASAS Version 1.16.14 - 8-Oct-1988
CREATED: 19-MAY-87 10:32:32

Safety Laboratories Department, SE Unit
PLOT PAGE 29

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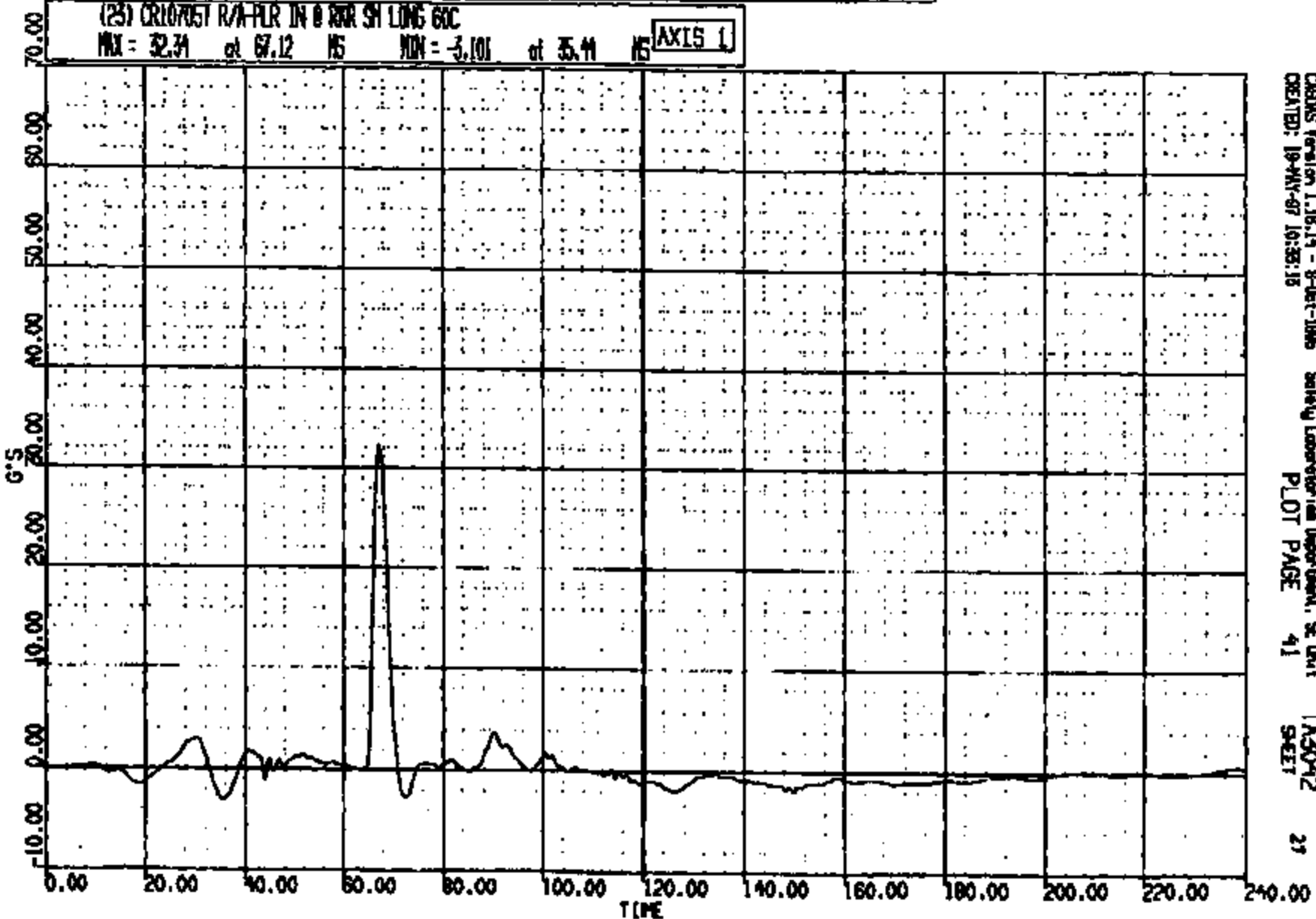
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CR R: 10705 TO: TA3042 DATE: 970515 13:29:48
1999 FN-148

(23) CR107051 R/A-PLR IN @ ROR SH LONG 60C

MAX = 32.34 at 67.12 MS MIN = -3.101 at 35.44 MS

AXIS 1



CR10705

CRJMS Version 1.16.14 - 8-Oct-1995
CREATED: 19-MAY-97 10:33:15

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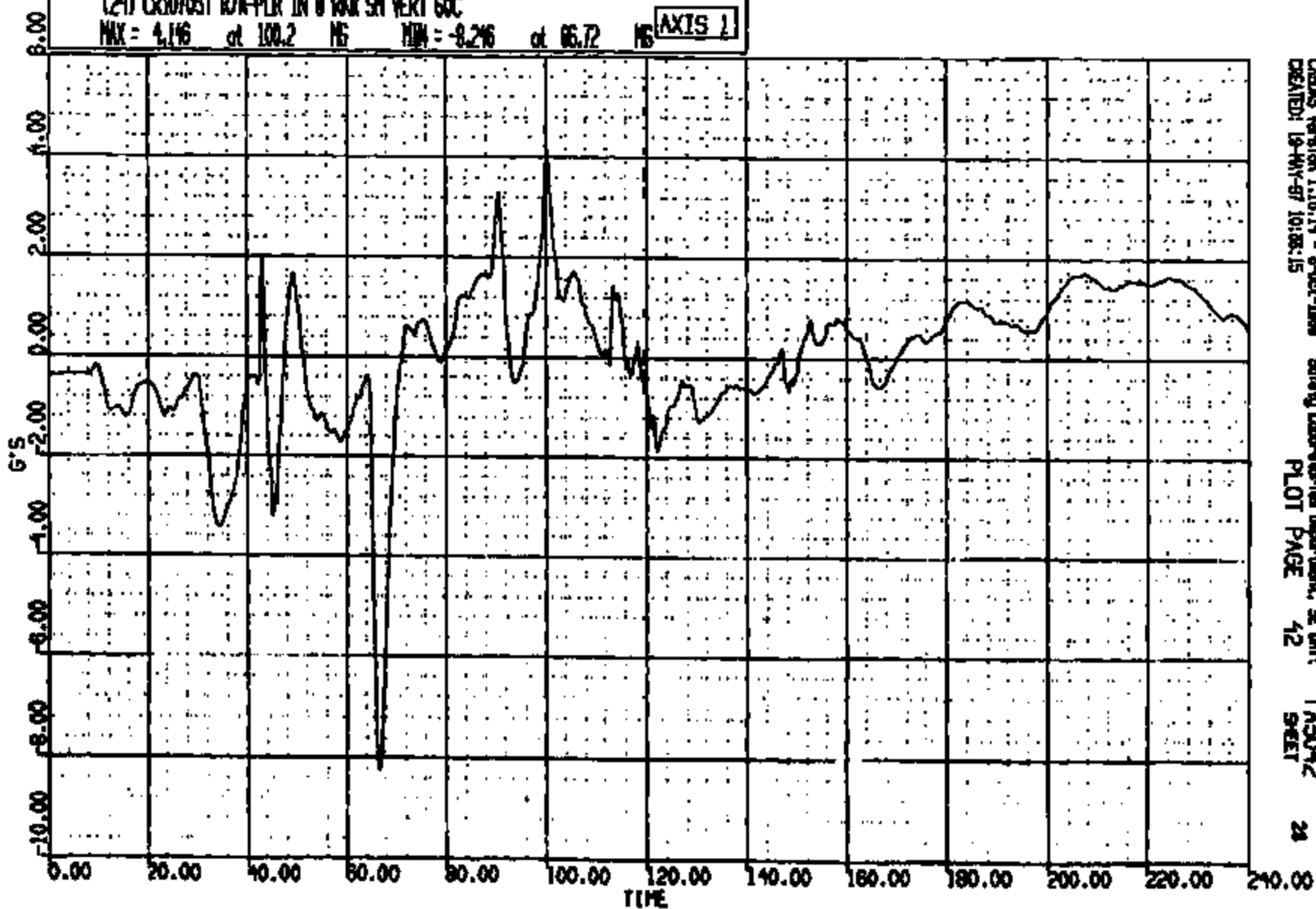
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CR R: 10705 TO: TA3042 DATE: 970616 13:39:48
1999 FN-145

(24) CR10705T R/A-PLR IN @ 800 SH VERT GOC

MAX = 4.146 at 100.2 MS MIN = -8.246 at 65.72 MS

AXIS 1



CR10705T Version 1.16.14 - 8-Oct-1998
CREATED: 19-MAY-97 10:08:15

Safety Laboratories Department, SE Unit
PLOT PAGE 42

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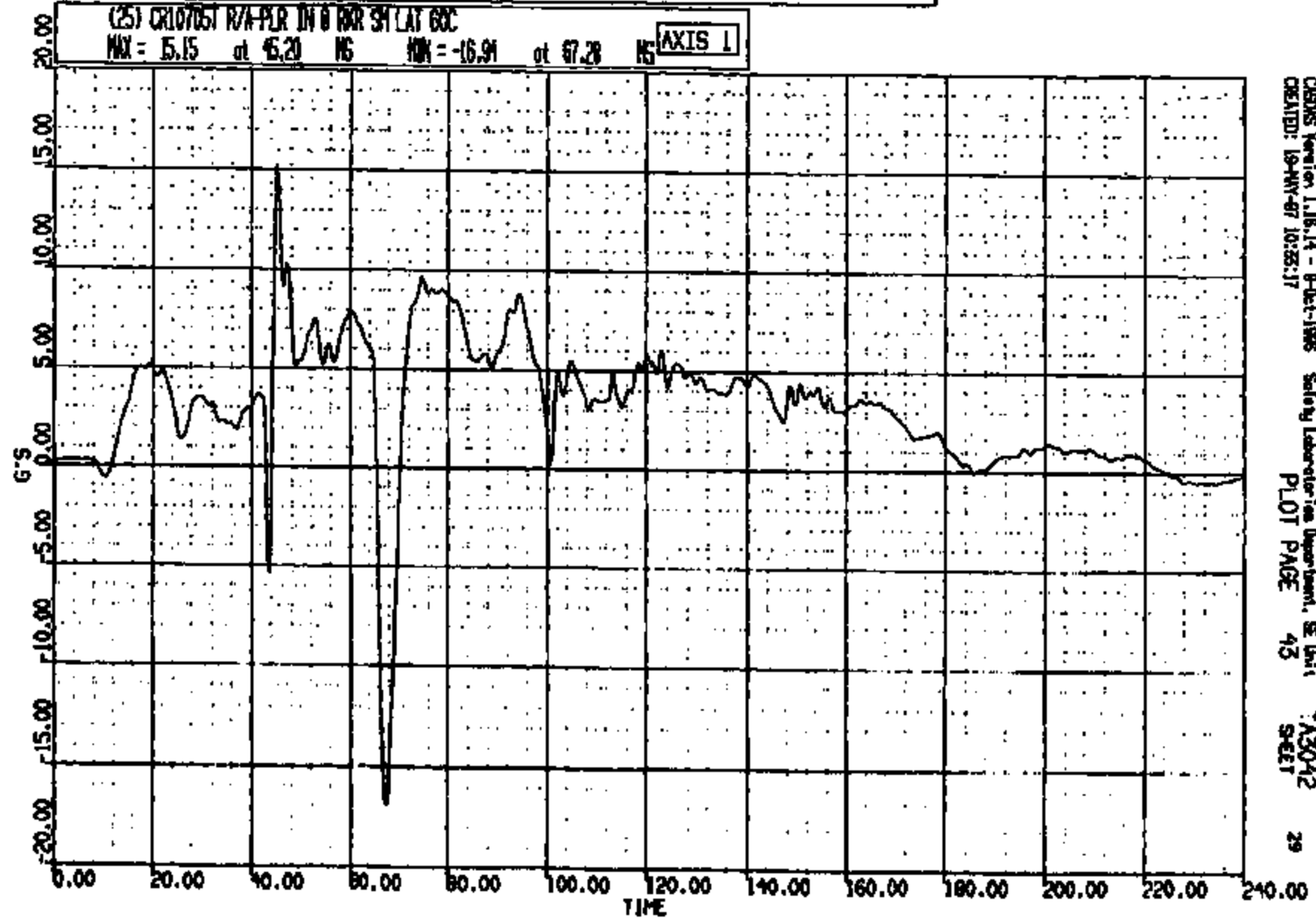
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CR10705T

CR R: 10705 TD: TAB042 DATE: 870516 15:58:48
1899 FN-145

(25) CR107051 R/A-PLR IN @ ROR SH LAT 60C
MAX = 5.15 at 45.20 NS MIN = -16.91 at 67.28 NS

AXIS 1



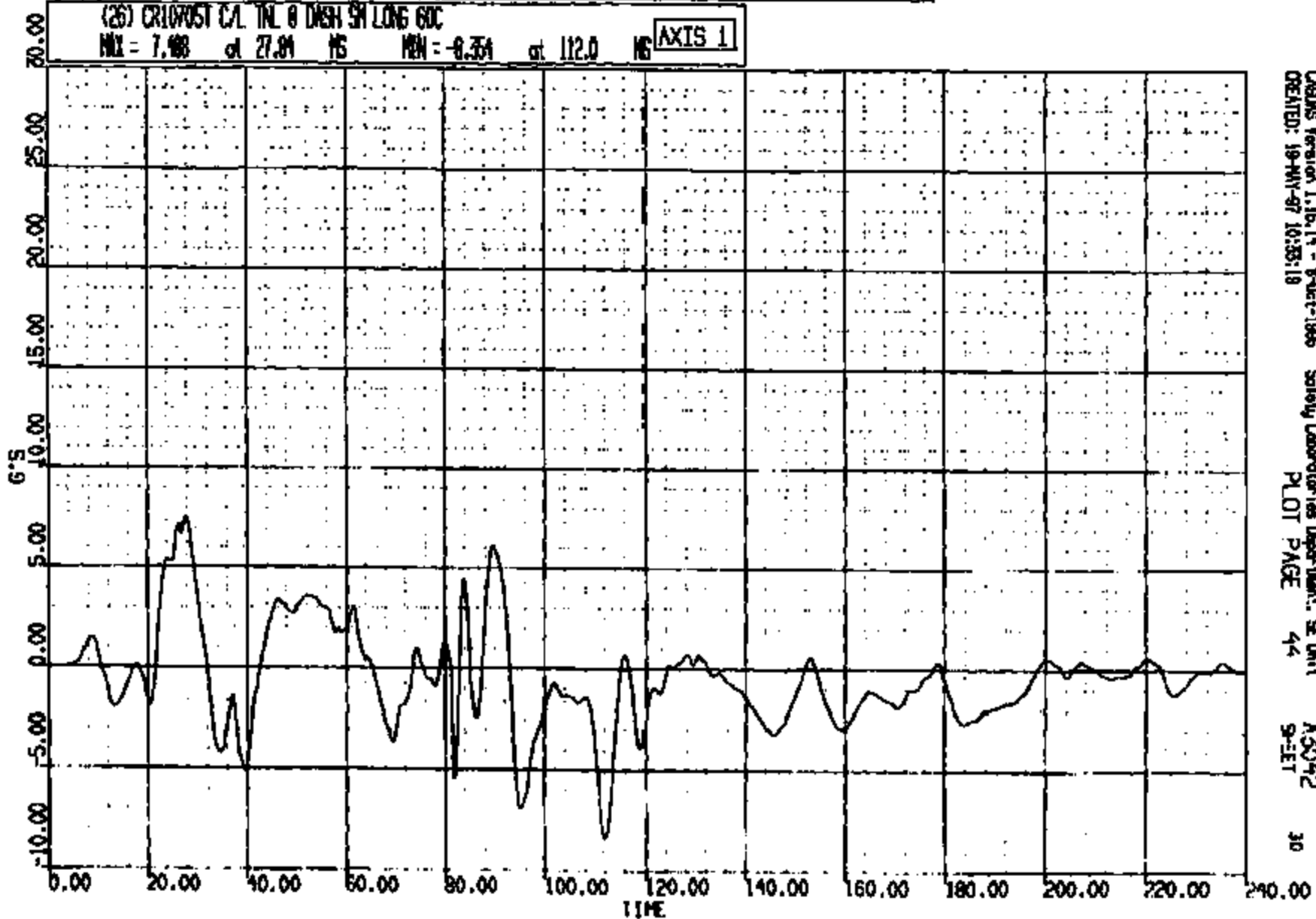
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CREATED: 19-MAY-87 10:53:17
PLOT PAGE 43
TAB042
SHEET

CR R: 10705 TO: TA5042 DATE: 970516 18:39:48
1000 FN-148

(26) CR10705T C/L TNL @ DASH SH LONG 60C

MAX = 7.988 at 27.84 MS MIN = -8.354 at 112.0 MS

AXIS 1



CADDS Version 1.16.14 - 8-Oct-1996
CREATED: 19-MAY-97 10:35:18

Safety Laboratories Department, SE Unit
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TA5042
9-SET 30

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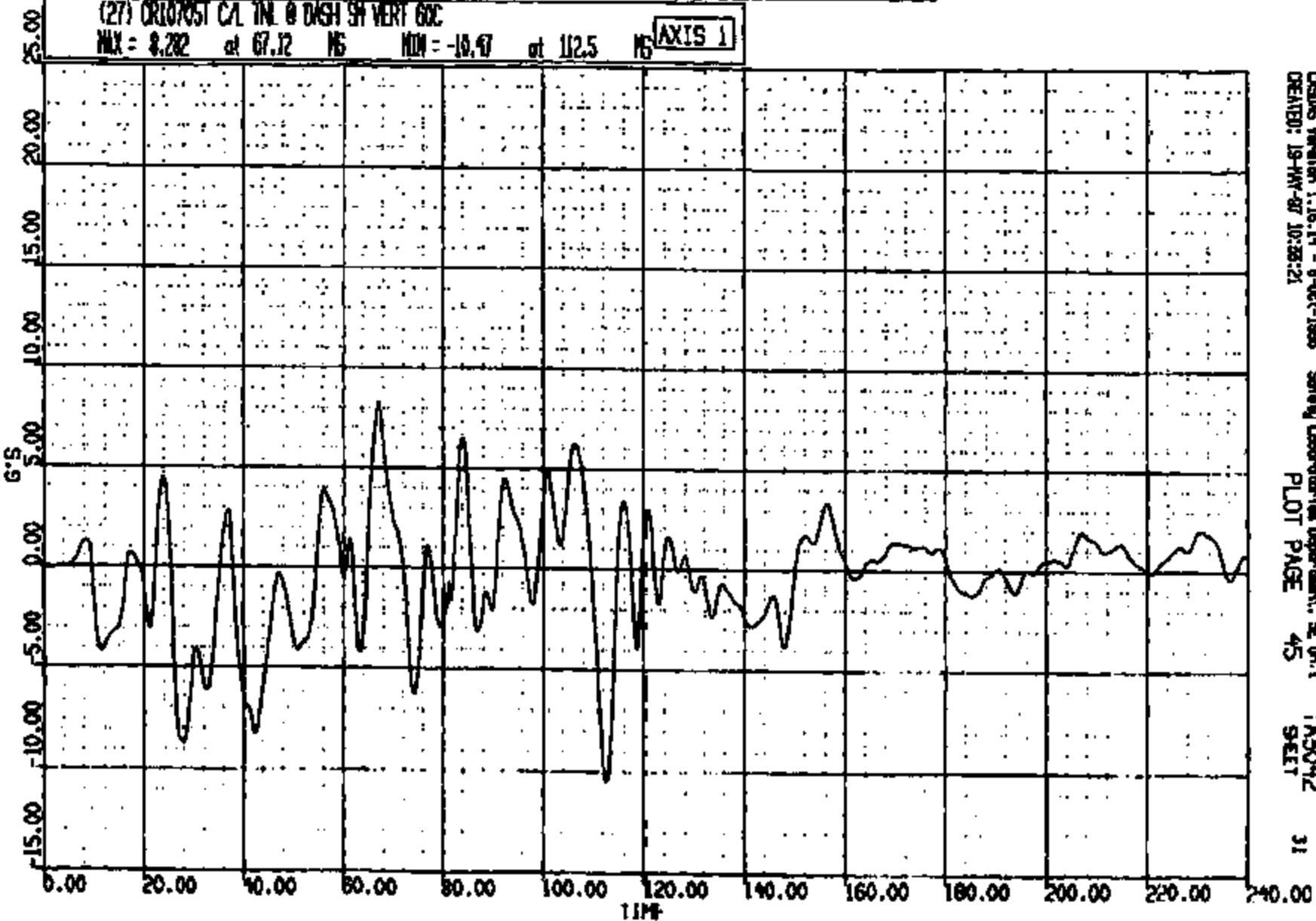
CRIS 0010705

CR #: 10705 TO: TA3042 DATE: 970918 13:38:48
1999 FN-148

(27) CR107051 C/L TNL @ DASH SH VERT GXC

MAX = 8.282 at 67.12 MS MIN = -10.47 at 112.5 MS

AXIS 1



CASUS Version 1.16.14 - 8-Oct-1998
CREATED: 19-SEP-97 10:35:21

Safety Laboratory Department, SE 10-1
PLOT PAGE 45

TA3042
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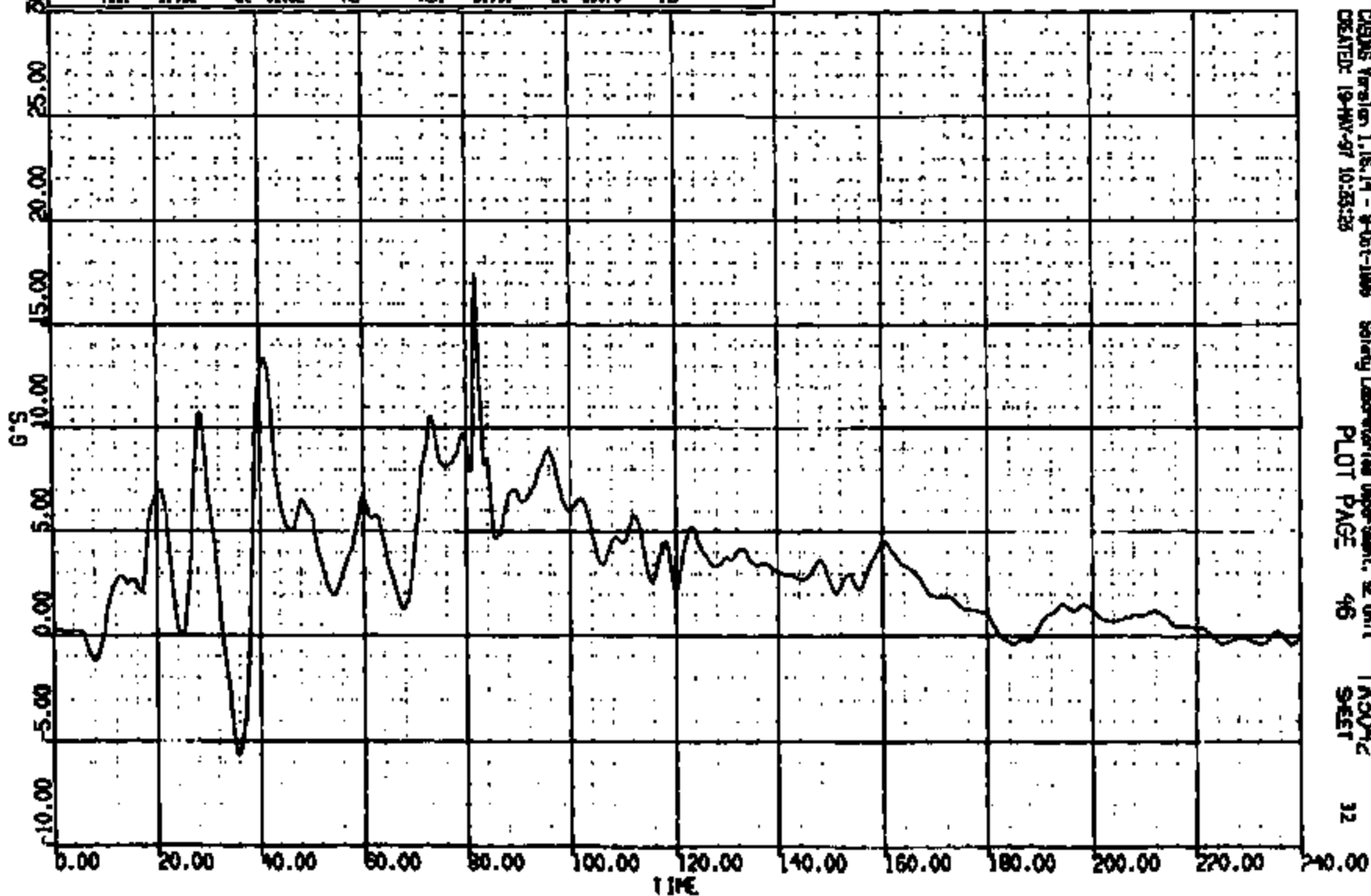
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CR R: 10705 TO: TA3042 DATE: 970518 15:39:48
1999 FN-145

(28) CR10705T CAL TNL @ DASH SH LAT 60C

MAX = 17.31 at 81.92 NS MIN = -5.705 at 35.76 NS

AXIS 1



CRS Version 1.16.14 - 8-Oct-1999
CREATED: 19-MAY-97 10:26:23

Safety Laboratory Department, SE Unit
PLOT PAGE 46

TA3042
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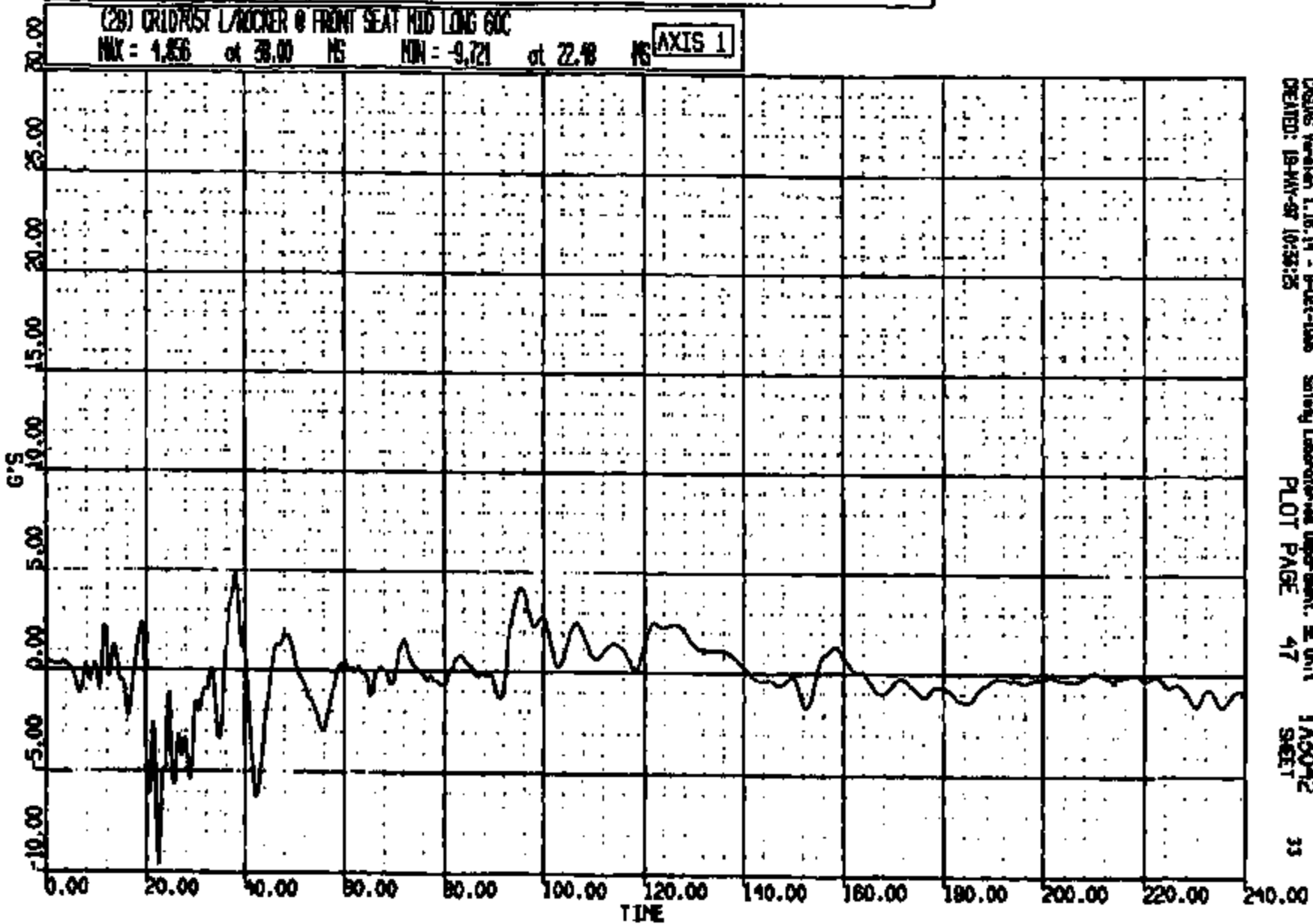
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1998 FN-145

(29) CR10705 L/ROCKER @ FRONT SEAT MID LONG 60C

MAX = 1.856 at 38.00 MS MIN = -9.721 at 22.48 MS

AXIS 1



CASUS Version 1.16.14 - B-Oct-1998
CREATED: 18-MAY-97 10:33:25

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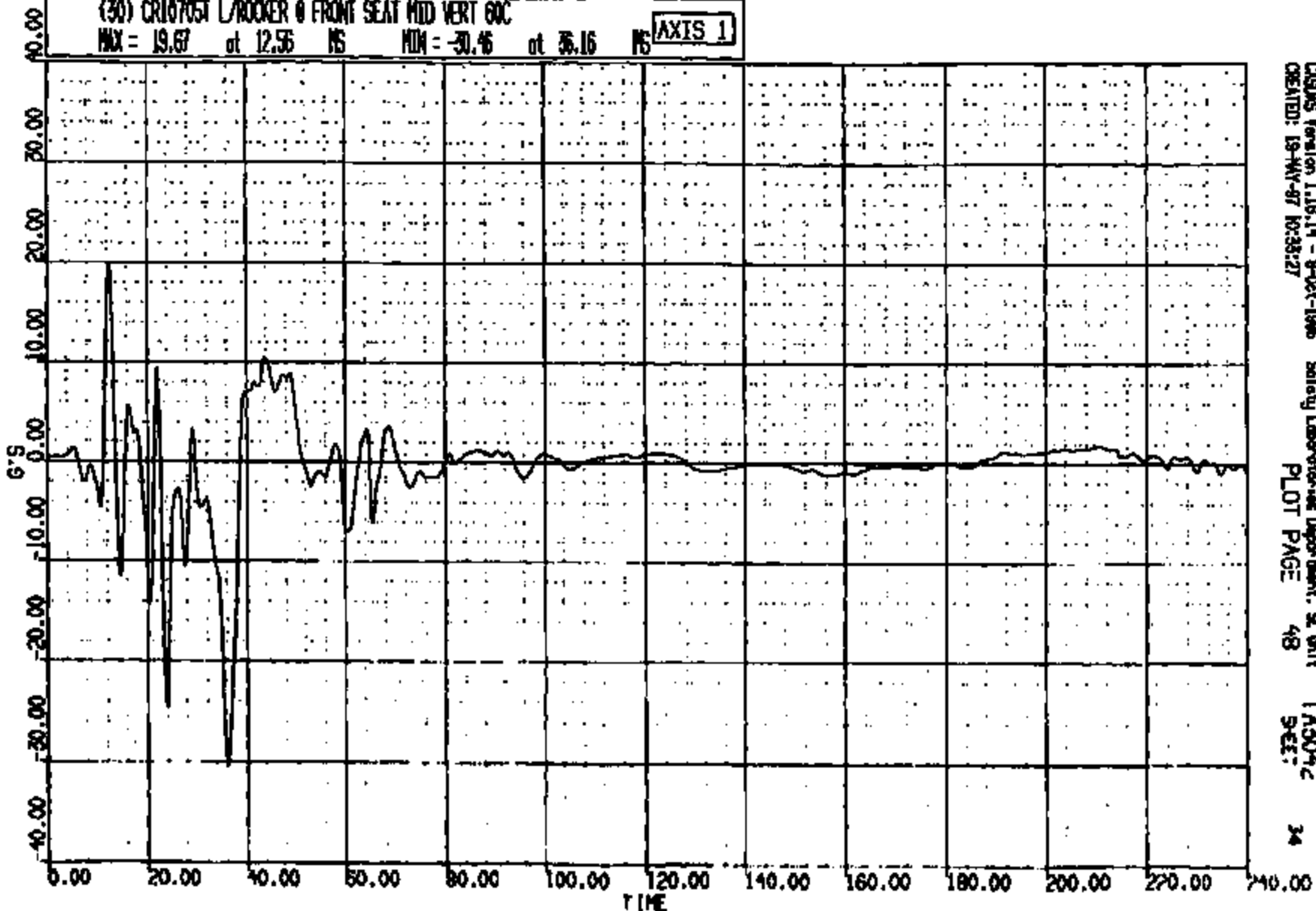
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CR R: 10705 TO: TA3042 DATE: 970516 13:58:48
1996 FN-145

(30) CR107051 L/ROCKER @ FRONT SEAT MID VERT GOC

MAX = 19.67 at 12.56 MS MIN = -30.46 at 36.16 MS

AXIS 1



CAEDS Version 1.16.14 - 9-Oct-1996
CREATED: 19-MAY-97 10:28:27

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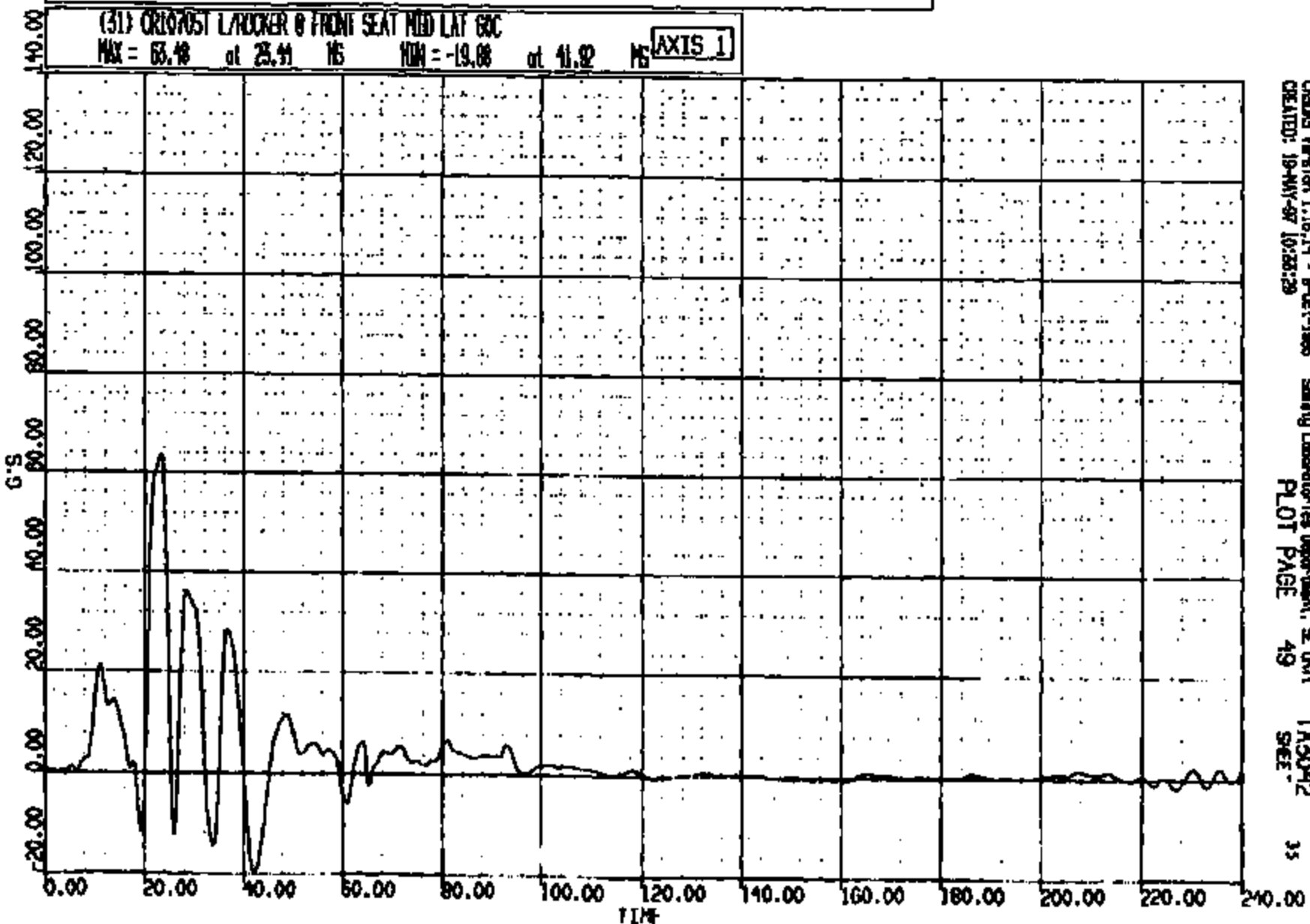
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CR R: 10705 TO: TA3042 DATE: 970516 15:39:46
1999 FN-148

(31) CR10705T L/ROCKER @ FRONT SEAT MID LAT GOC

MAX = 63.48 at 23.41 MS MIN = -19.06 at 41.92 MS

AXIS 1



CHS5 Version 1.16.14 - 8-Oct-1998
CREATED: 19-MAY-97 10:38:29

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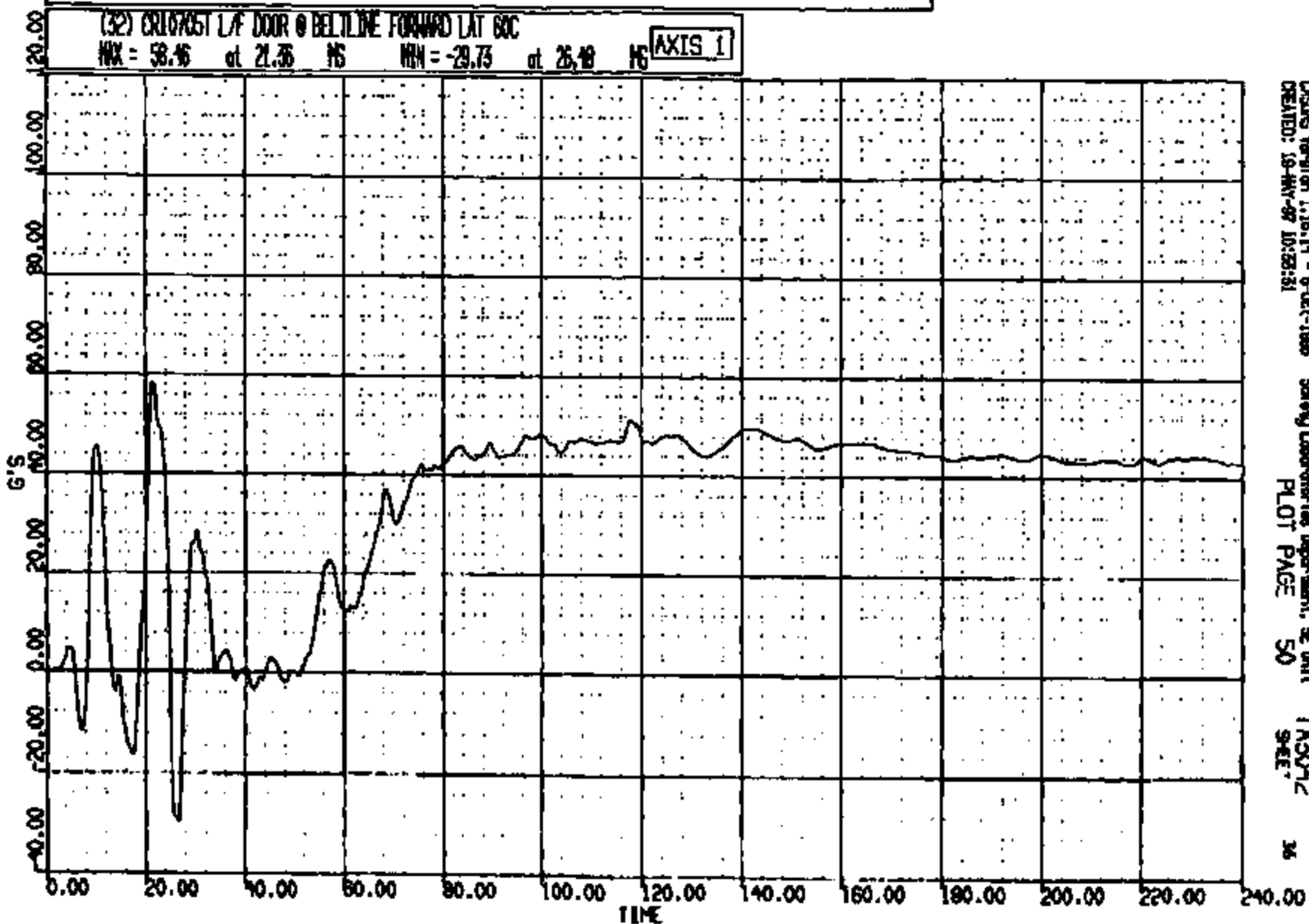
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970518 13:59:48
1999 FN-145

(32) CRUISE L/F DOOR @ BELTLINE FORWARD LAT 60C

MAX = 58.16 at 21.35 MS MIN = -29.73 at 25.48 MS

AXIS 1



CASUS Version 1.15.14 - 8 Oct 1999
CREATED: 19-NOV-97 10:28:31

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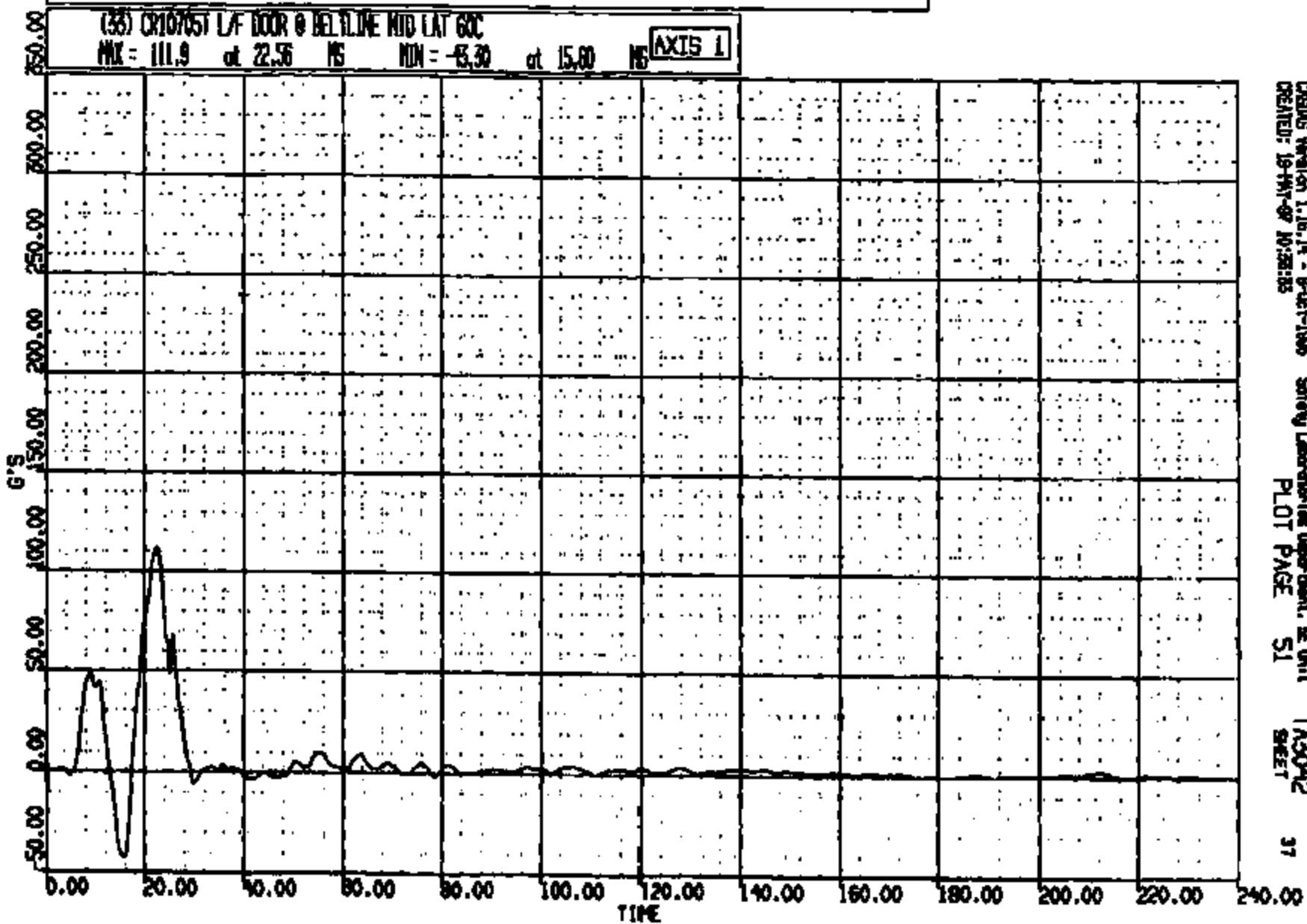
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CR R: 10705 TO: TA3042 DATE: 870518 13:59:49
1989 FN-145

(33) CR107051 LAF DOOR @ DELTLINE MID LAT 60C

MAX = 111.9 at 22.56 MS MIN = -43.30 at 15.80 MS

AXIS 1



CRTS 0010705

CRSUS Version 1.16.14 - 8-Oct-1989
CREATED: 19-MAY-87 10:38:35

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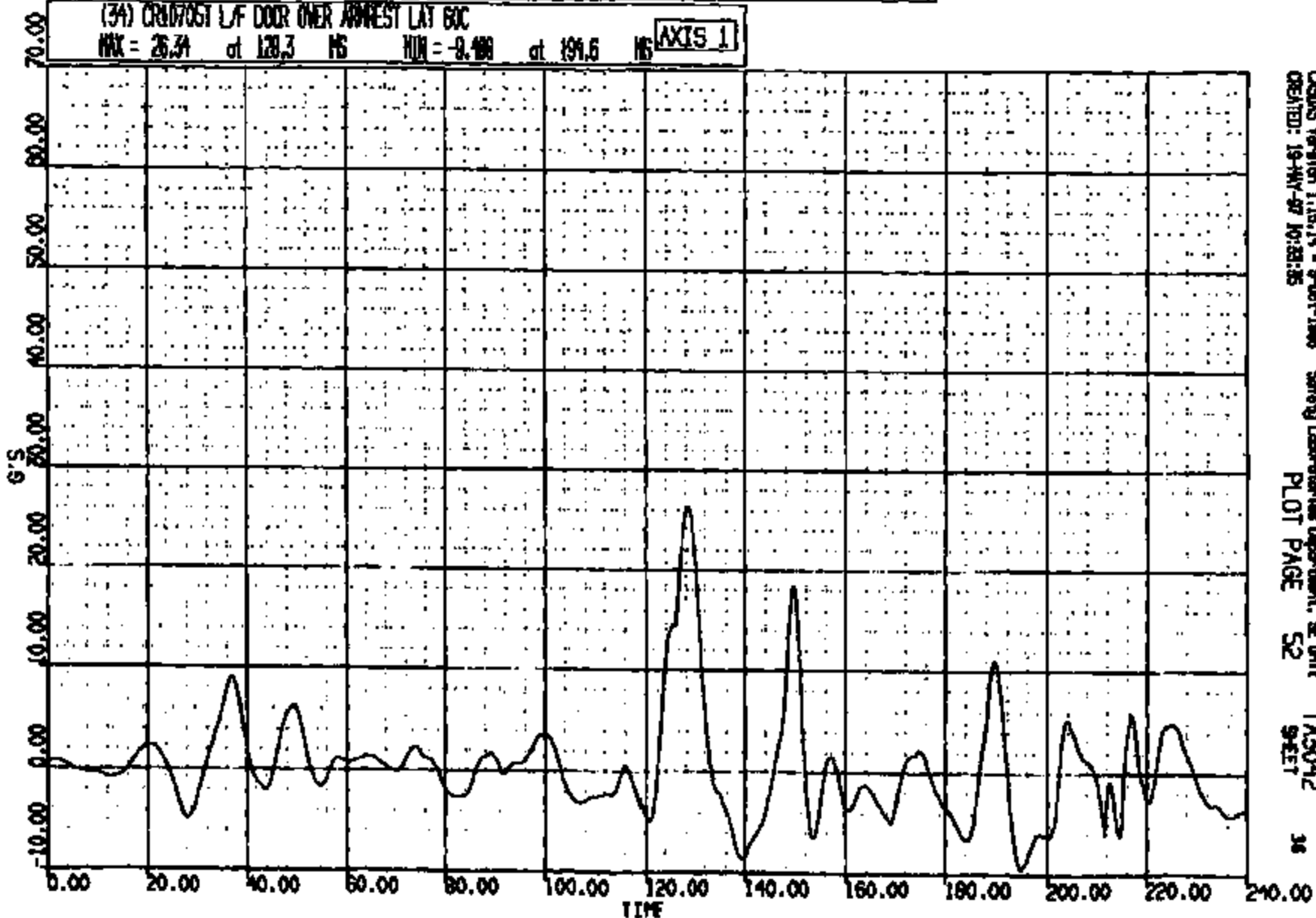
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CR R: 10705 TO: TA3042 DATE: 970518 13:39:48
1998 FN-146

(34) CR007051 L/F DOOR OVER ARREST LAT 60C

MAX = 26.34 at 128.3 MS MIN = -9.400 at 191.6 MS

AXIS 1



CASUS Version 1.16.14 - 9-Oct-1998
CREATED: 18-MAY-97 10:31:35

Safety Laboratories Department, SE Unit
PLOT PAGE 52

TA3042
94E7 36

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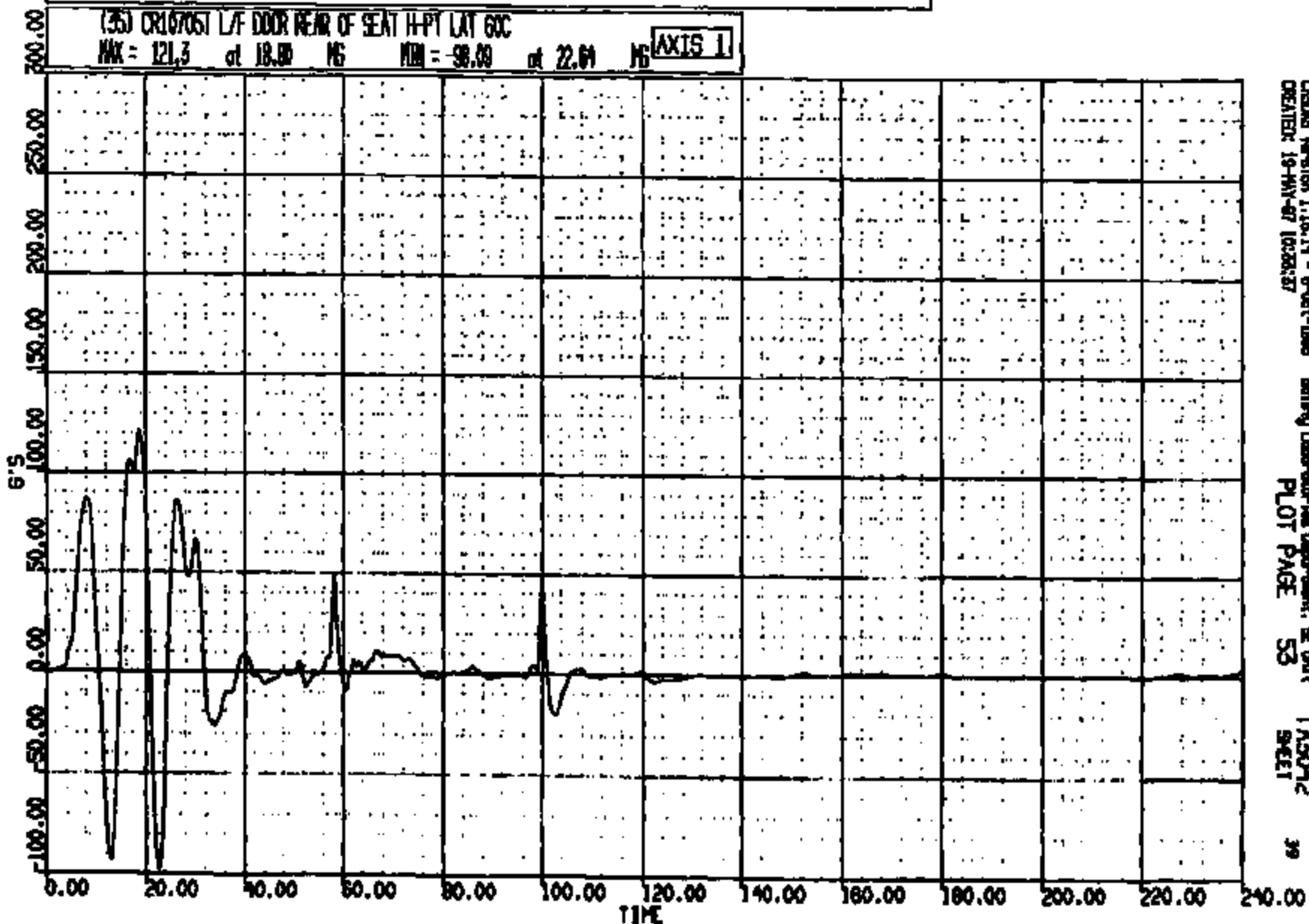
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CR R: 10705 TO: TA3042 DATE: 870518 13:29:48
1989 FN-146

(35) CR107051 L/F DOOR REAR OF SEAT H-PT LAT 60C

MAX = 121.3 at 18.80 MG MIN = -98.00 at 22.64 MG

AXIS 1



CASAS Version 1.1B.14 - 8-Oct-1986
CREATOR 18-MAY-87 10:28:37

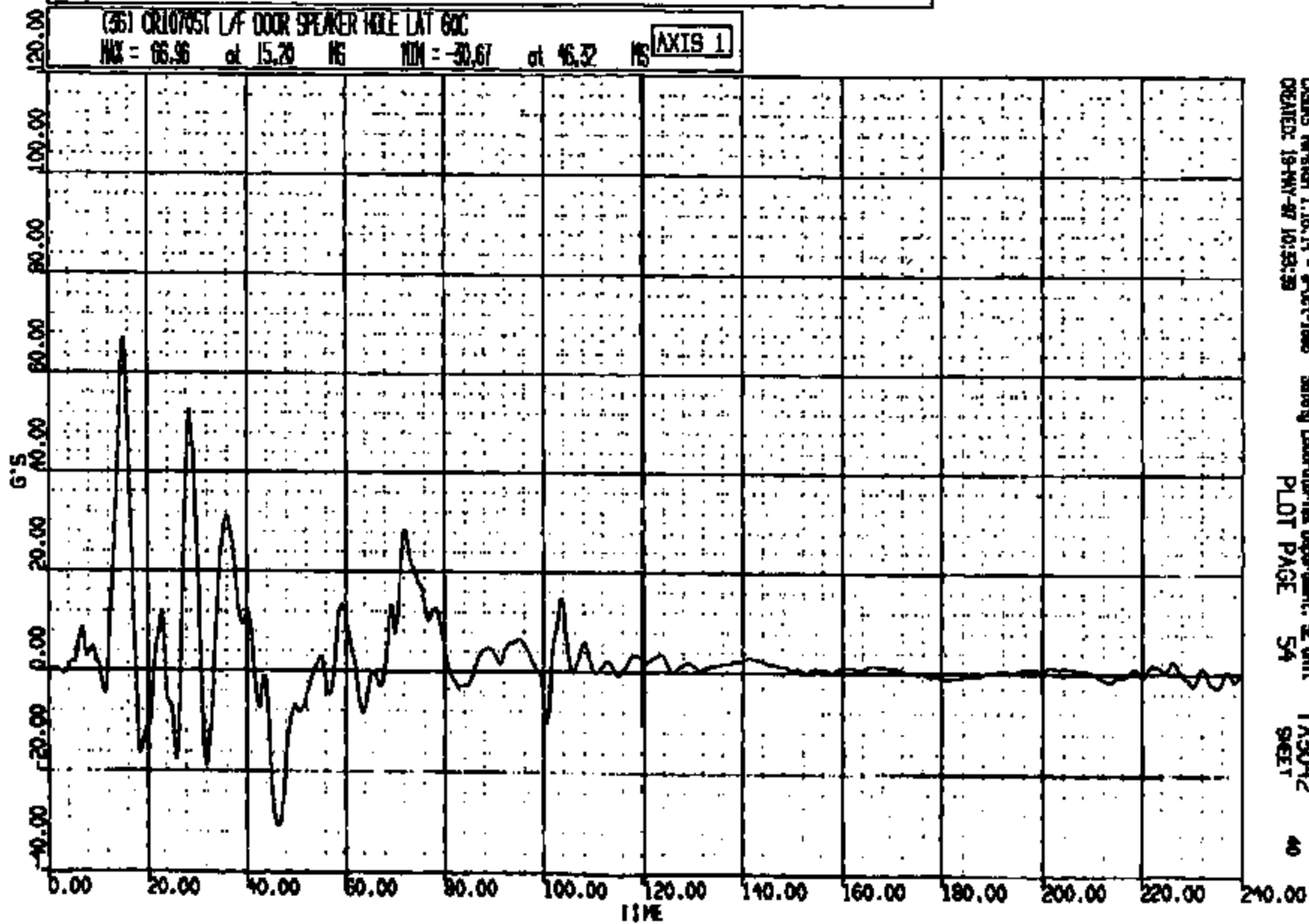
Safety Laboratory Department, SE Unit
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CRITS 0010705

CR R: 10705 TO: TA3042 DATE: 070510 13:20:40
1989 FN-146



CRIMS Version 1.16.14 - 8-Oct-1988
CREATED: 18-MAY-87 10:53:39

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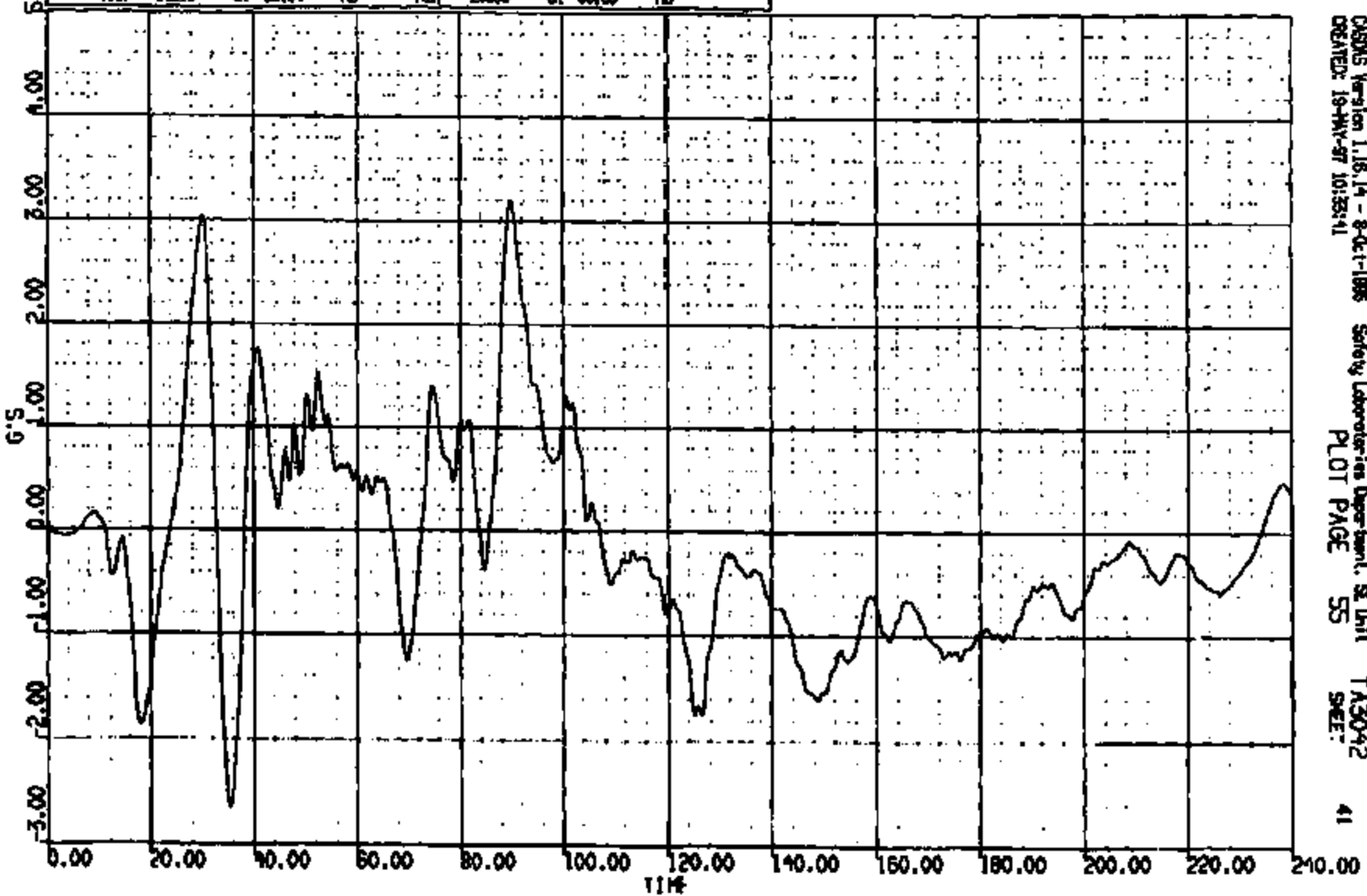
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1999 FN-145

(37) CR10705T R/ROCKER @ FRONT SEAT MID LONG 60C

MAX = 3.215 at 88.84 MS MIN = -2.658 at 35.36 MS

AXIS 1



CRS05 Version 1.16.14 - 8-Oct-1996 Safety Laboratories Department, St. Unit TA3042
CREATED: 18-MAY-97 10:53:11 PLOT PAGE 55 SHEET 41

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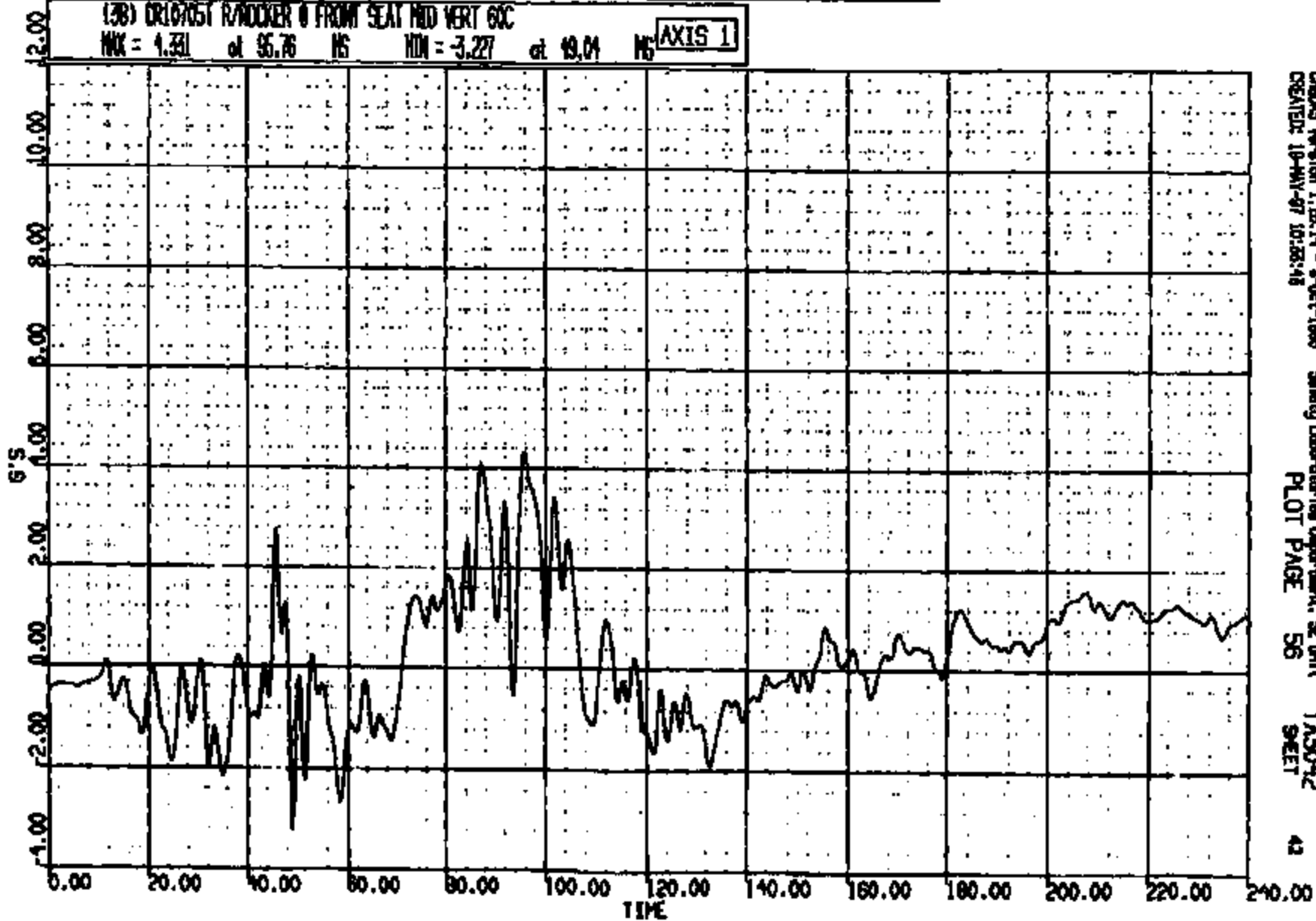
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CR R: 10705 TD: 7A5042 DATE: 970516 15:39:48
1999 FN-145

(38) CR107051 R/ROCKER @ FRONT SEAT MID VERT GOC

MAX = 4.331 at 95.76 MS MIN = -3.227 at 19.04 MS

AXIS 1



CARDS Version 1.16.14 - 8-Oct-1996
CREATED: 10-MAY-97 10:28:18

Safety Laboratory Department, SE Unit
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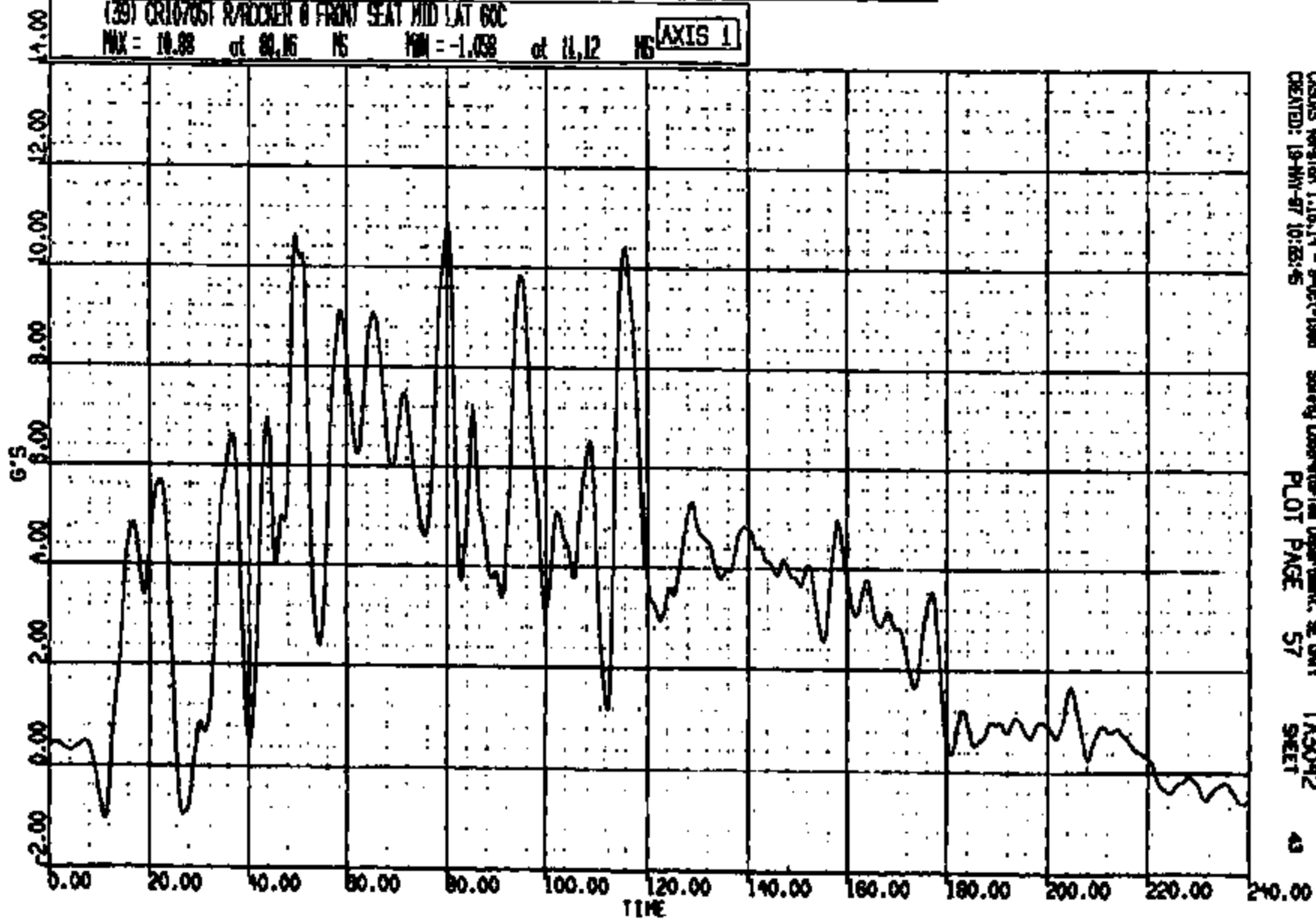
CR15 0010705

CR R: 10705 TO: TA3042 DATE: 870516 15:59:48
1988 FN-145

(39) CR107051 R/ROCKEN 8 FRONT SEAT MID LAT 60C

MAX = 10.88 at 80.16 MS MIN = -1.058 at 11.12 MS

AXIS 1



CASHS Version 1.10.14 - 8-01-1988
CREATED: 19-MAY-87 10:23:45

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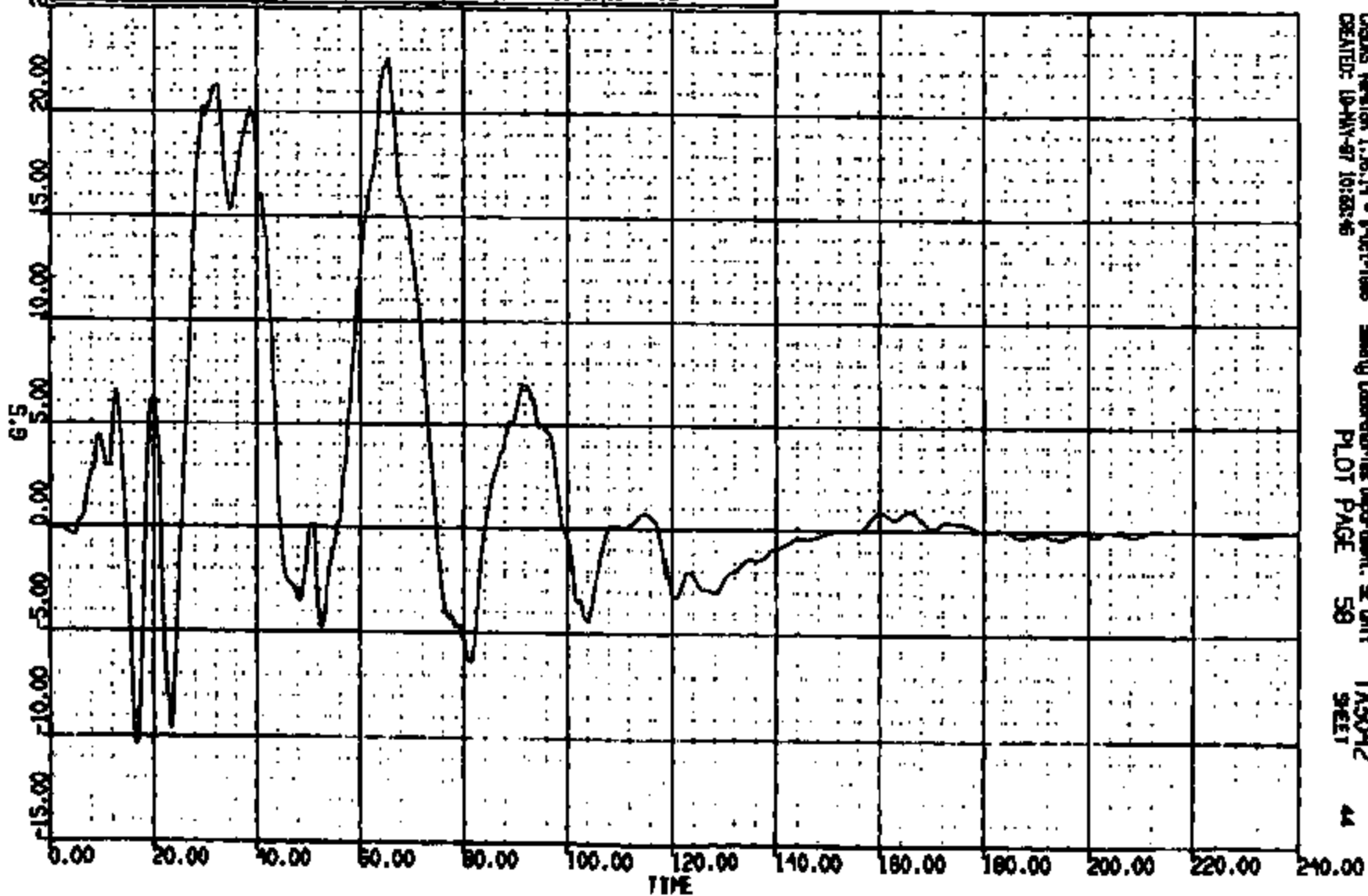
CR10705

CR R: 10705 TO: TA5042 DATE: 970516 13:59:48
1999 FN-145

(40) CR10705T L/B-PLR INSIDE # ROOF LAT 60C

MAX = 22.58 at 65.52 HS MIN = -10.39 at 16.88 HS

AXIS 1



CRS05 Version 1.16.14 - 8-Oct-1999
CREATED: 10-MAY-97 10:53:46

Safety Laboratories Department, SE Unit
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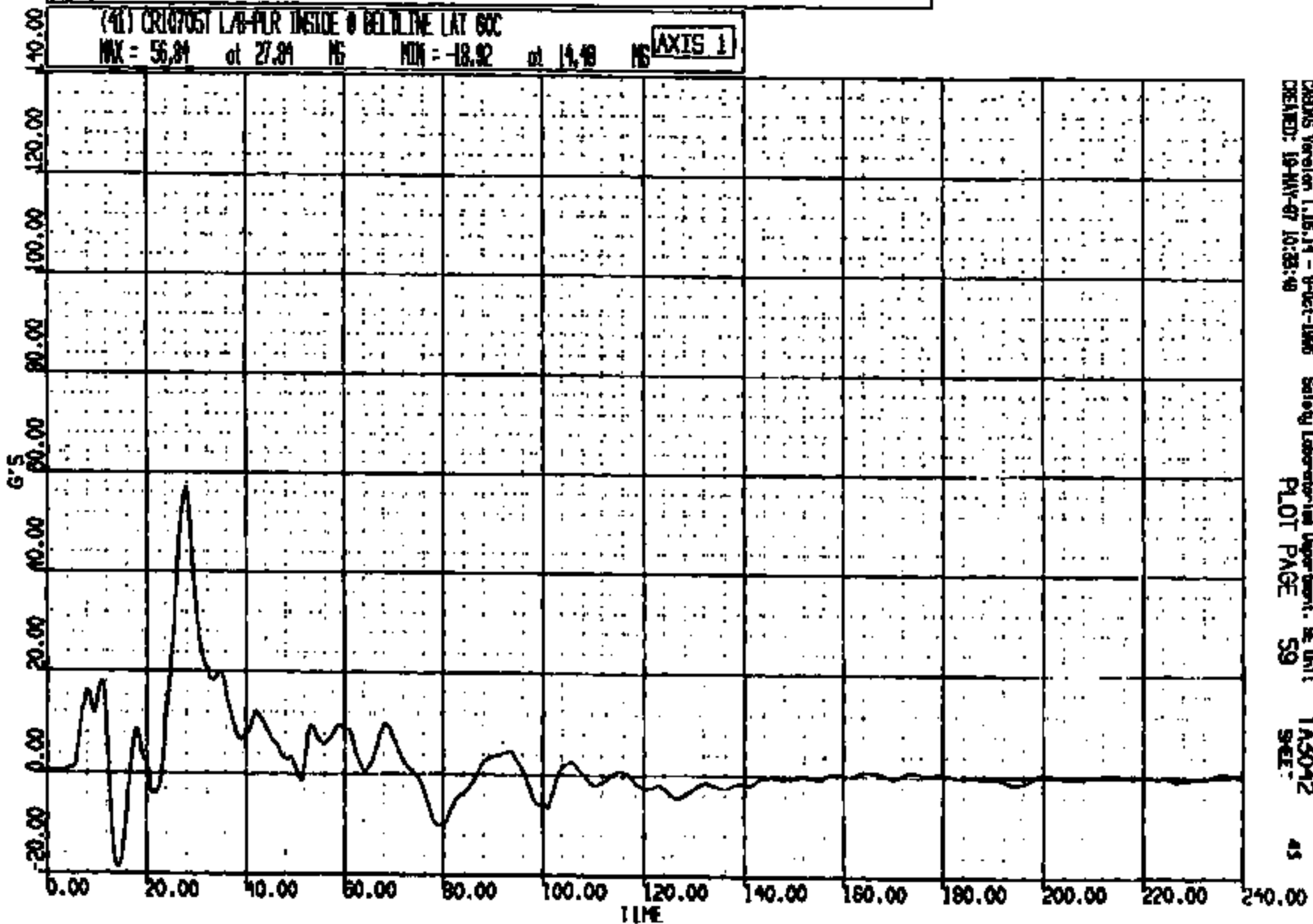
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CRIS 0010705

CR RT 10705 TO: TA3042 DATE: 870518 15:32:48
1989 FN-145



CARON Version 1.16.14 - 8-01-1986
CREATED: 19-MAY-87 10:33:49

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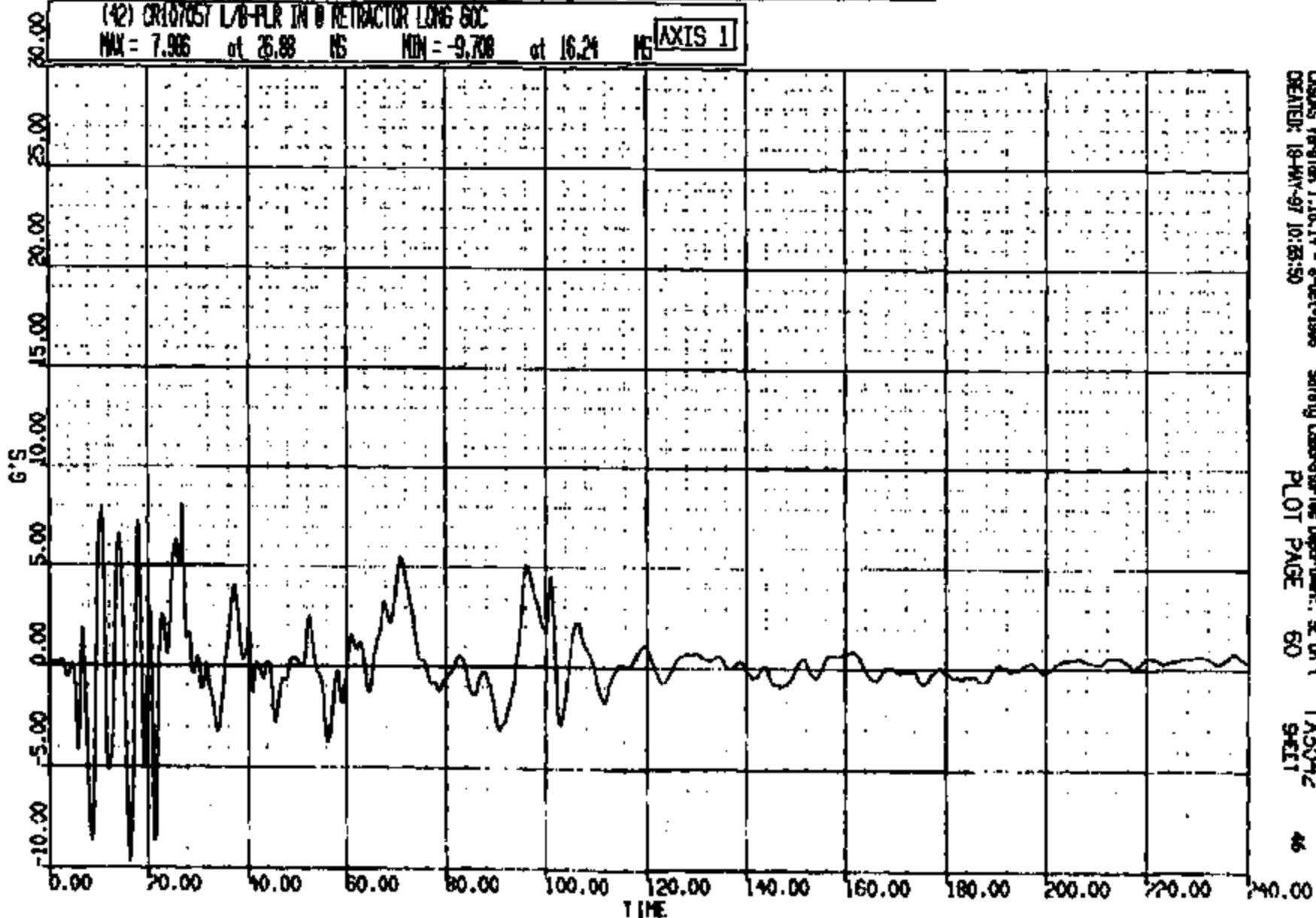
CR10705

CR R: 10705 TO: TA5042 DATE: 970516 15:39:48
1999 FN-145

(42) CR107057 L/B-PLR IN @ RETRACTOR LONG SOC

MAX = 7.906 at 26.88 MS MIN = -9.708 at 16.24 MS

AXIS 1



CASMS Version 1.16.14 - 8-Oct-1996
CREATED: 18-MAY-97 10:25:50

Safety Laboratory Department, SE Unit 1
PLOT PAGE 60

TA5042
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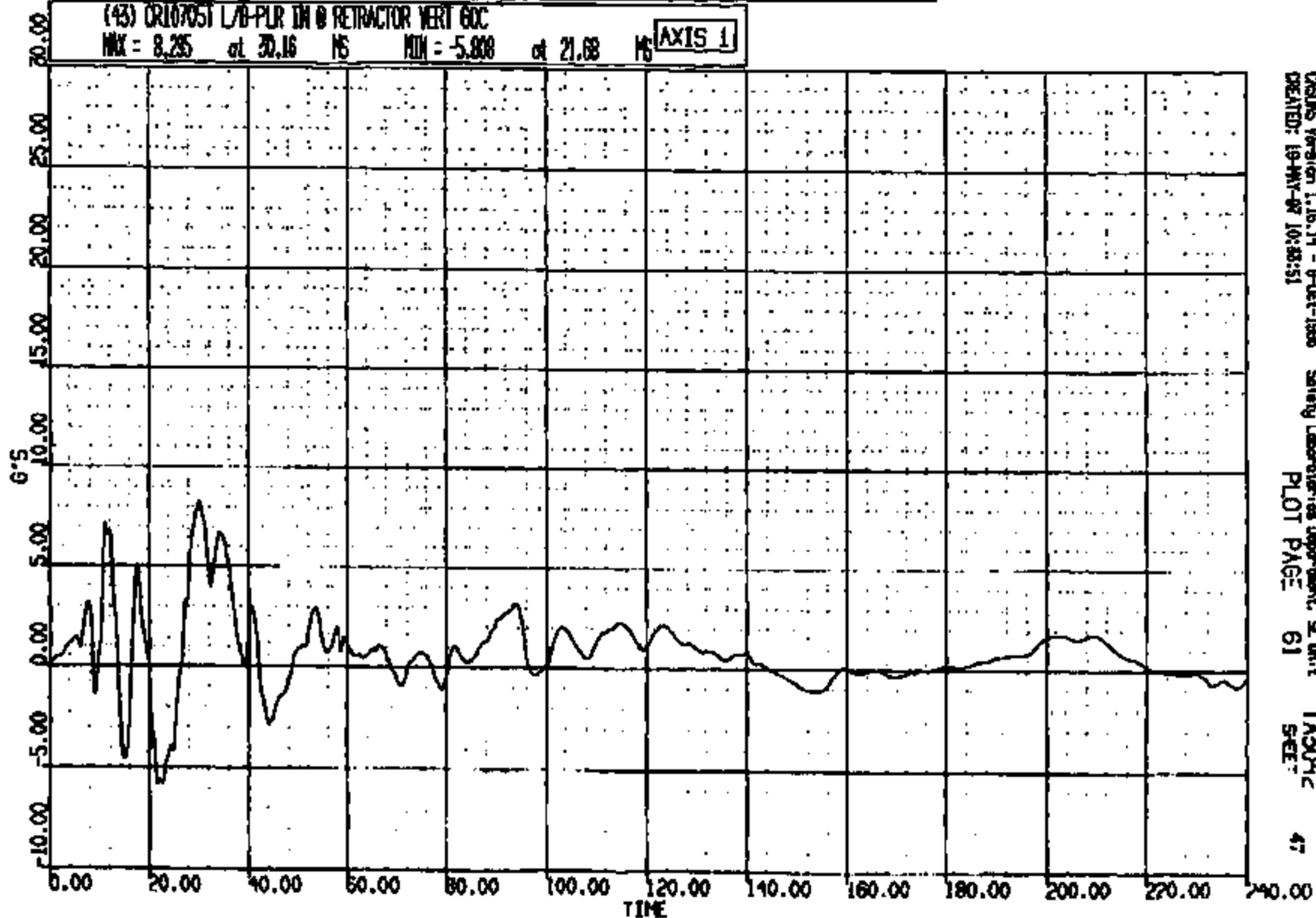
CR10705

CR R: 10705 TO: TA5042 DATE: 970518 18:59:48
1998 FN-145

(43) CR10705T L/B-PLR IN @ RETRACTOR VERT GDC

MAX = 8.285 at 30.16 MS MIN = -5.800 at 21.68 MS

AXIS 1

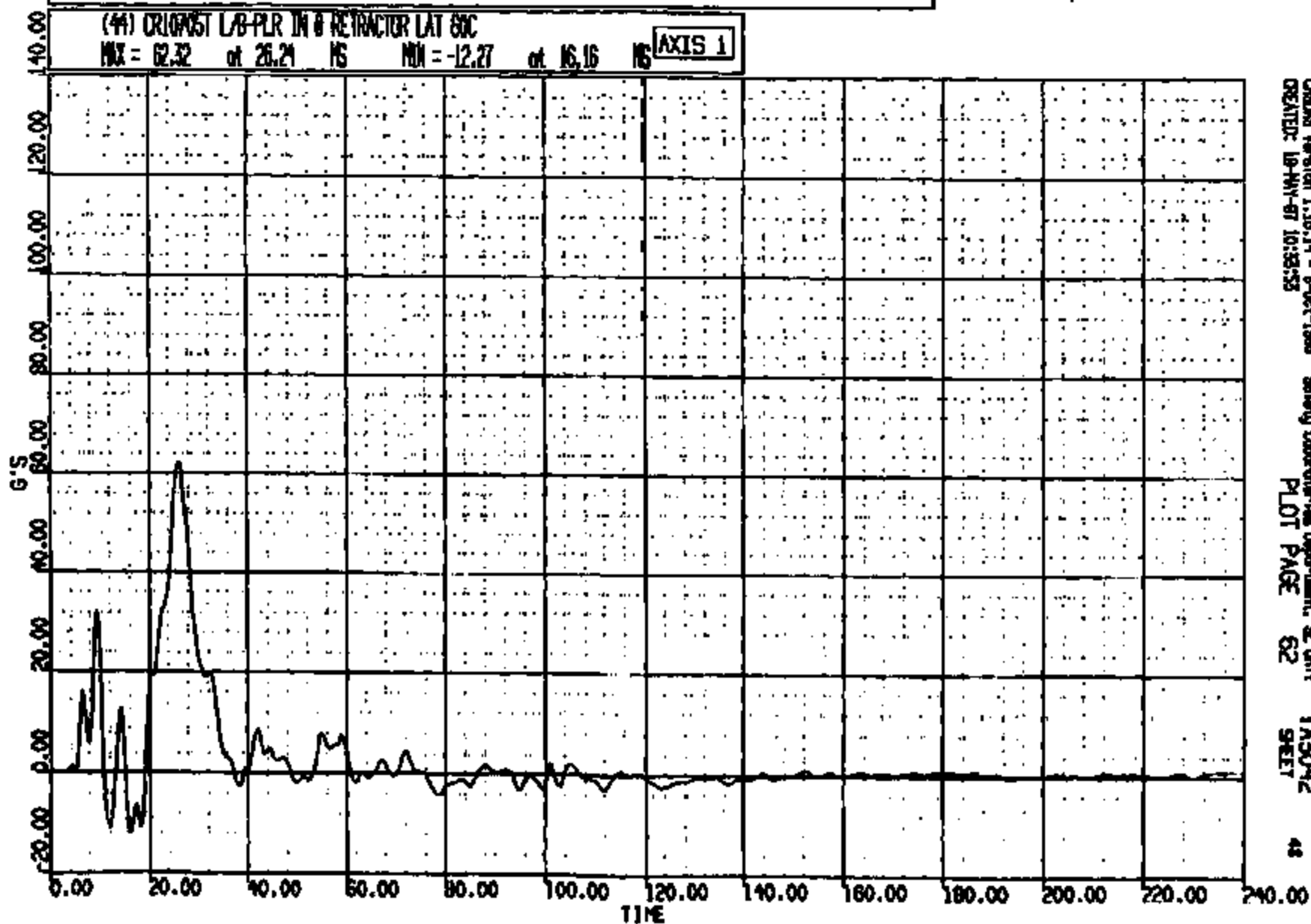


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CREATED: 19-MAY-97 10:30:51 PLOT PAGE 61 SEE 47

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CRIS 0010705

CR R: 10705 TO: TAZ042 DATE: 870518 13:38:48
1988 FN-145



CADDS Version 1.18.14 - P-06-1988
CREATED: 18-MAY-87 10:58:53

Safety Laboratories Department, St. Unit
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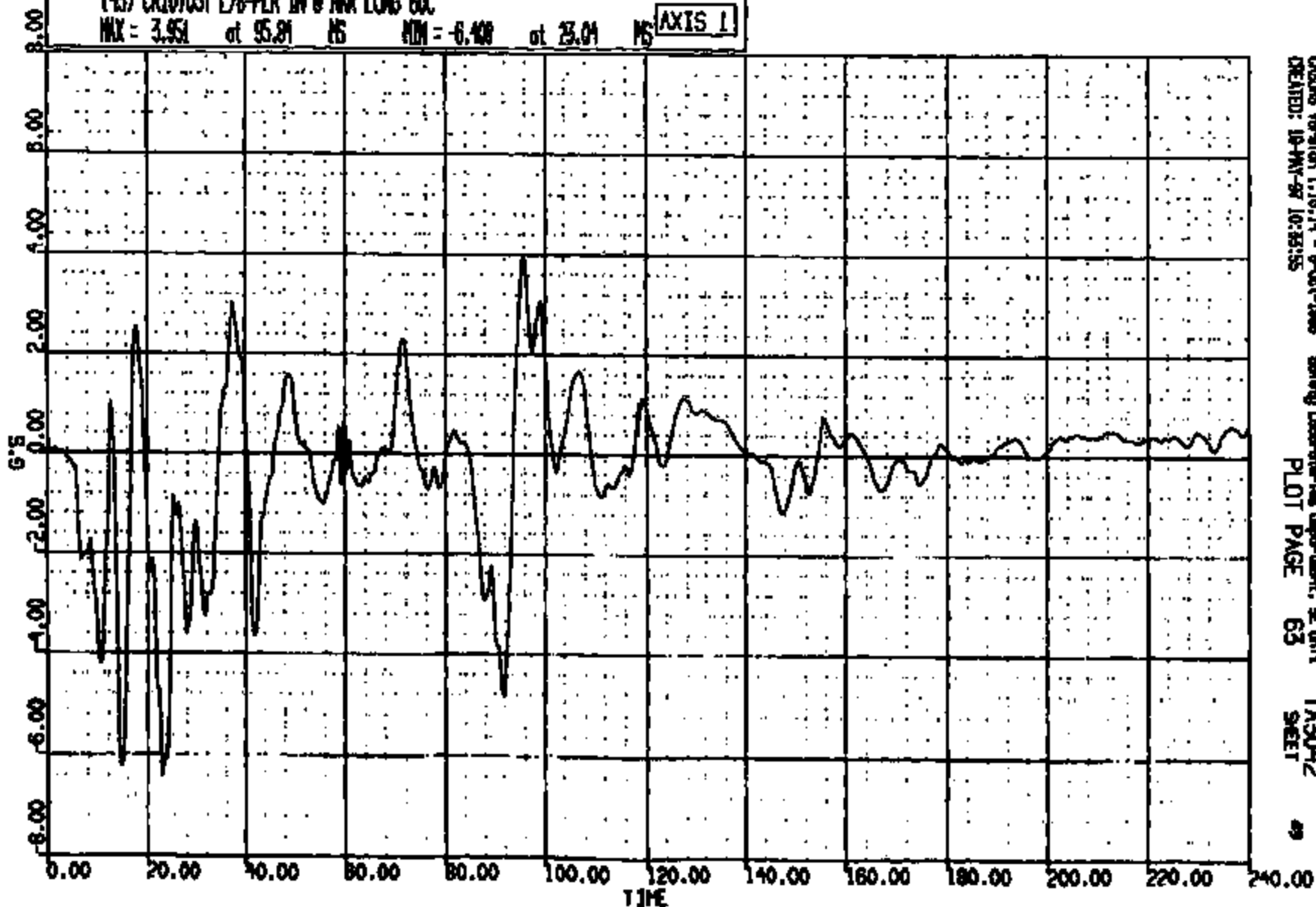
CRIS 0010705

CR #: 10705 TC: TA3042 DATE: 970518 15:39:48
1999 FN-148

(45) CR10705T L/B-PLR IN @ NR LONG 60C

MAX = 3.951 at 95.81 MS MIN = -6.408 at 23.01 MS

AXIS 1



CASMS Version 1.16.14 - 8-Oct-1998
CREATED: 19-MAY-97 10:35:55

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PLOT PAGE 63

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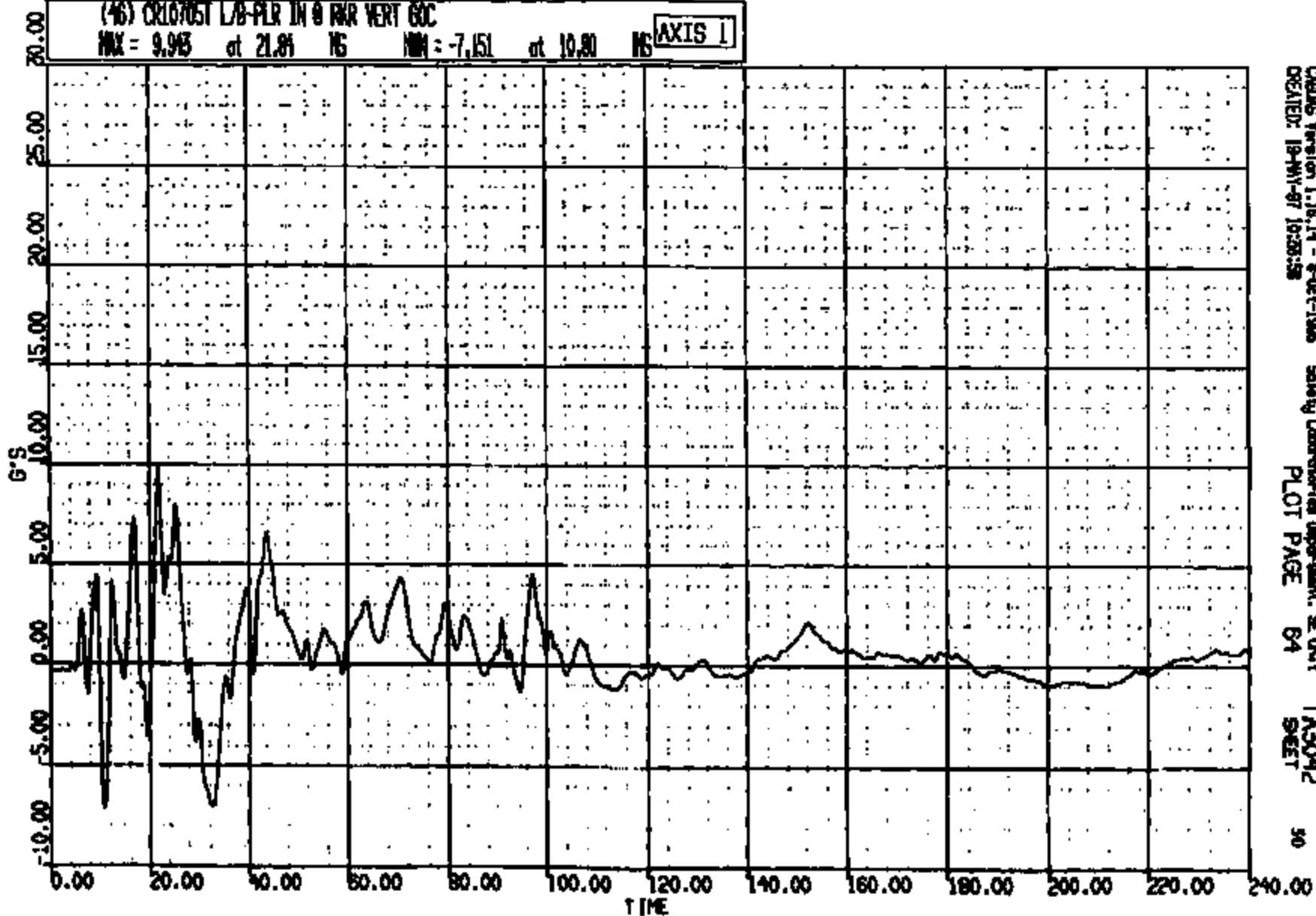
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CR R: 10705 TO: TA3042 DATE: 970518 13:39:40
1999 FN-148

(46) CR10705T L/B-PLR IN 0 RMR VERT GOC

MAX = 9.943 at 21.81 MS MIN = -7.151 at 10.80 MS

AXIS 1



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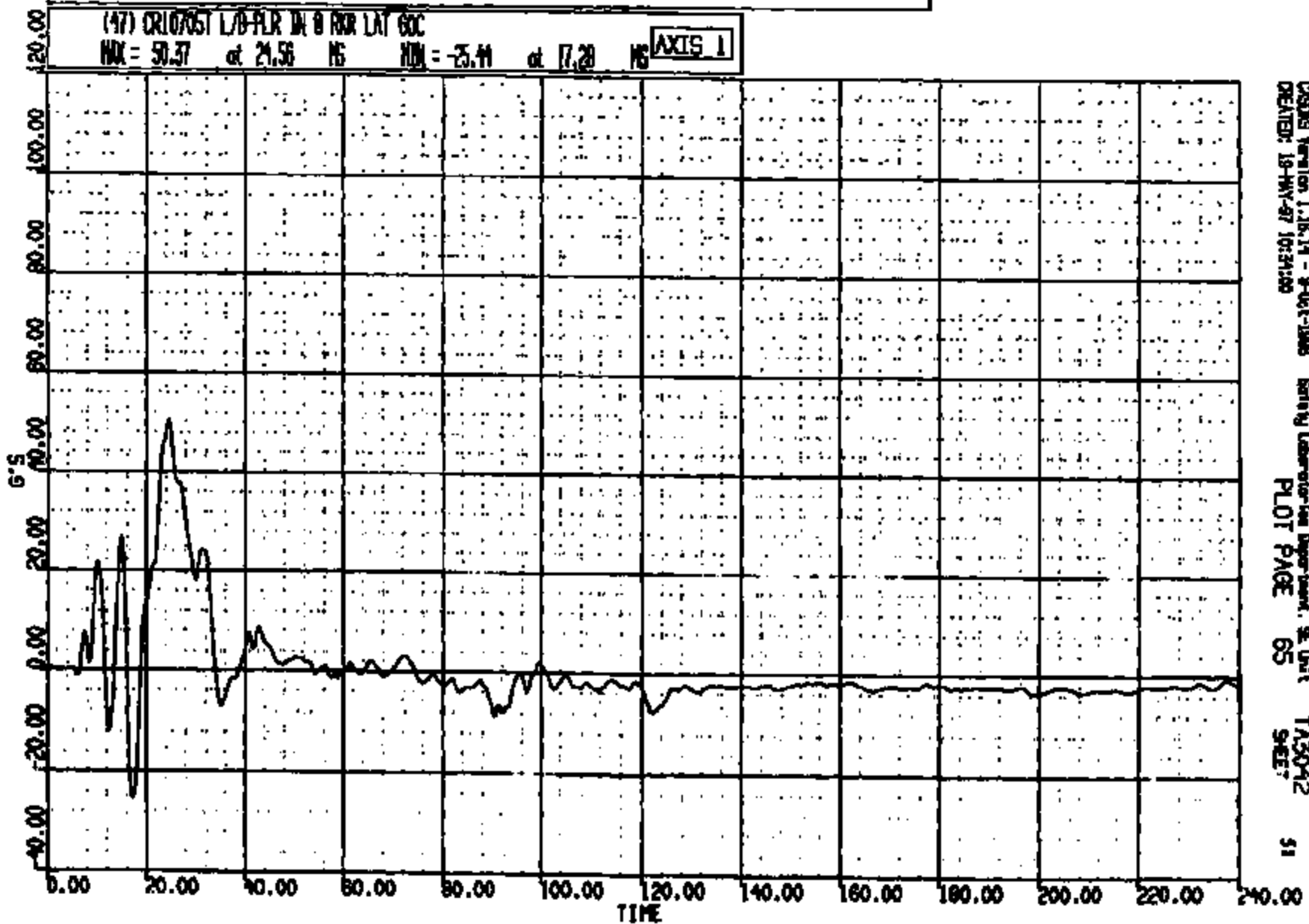
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CR R: 10705 TO: TA5042 DATE: 870516 13:59:48
1989 FN-145



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CREATED: 18-MAY-87 10:34:50

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94E7 51

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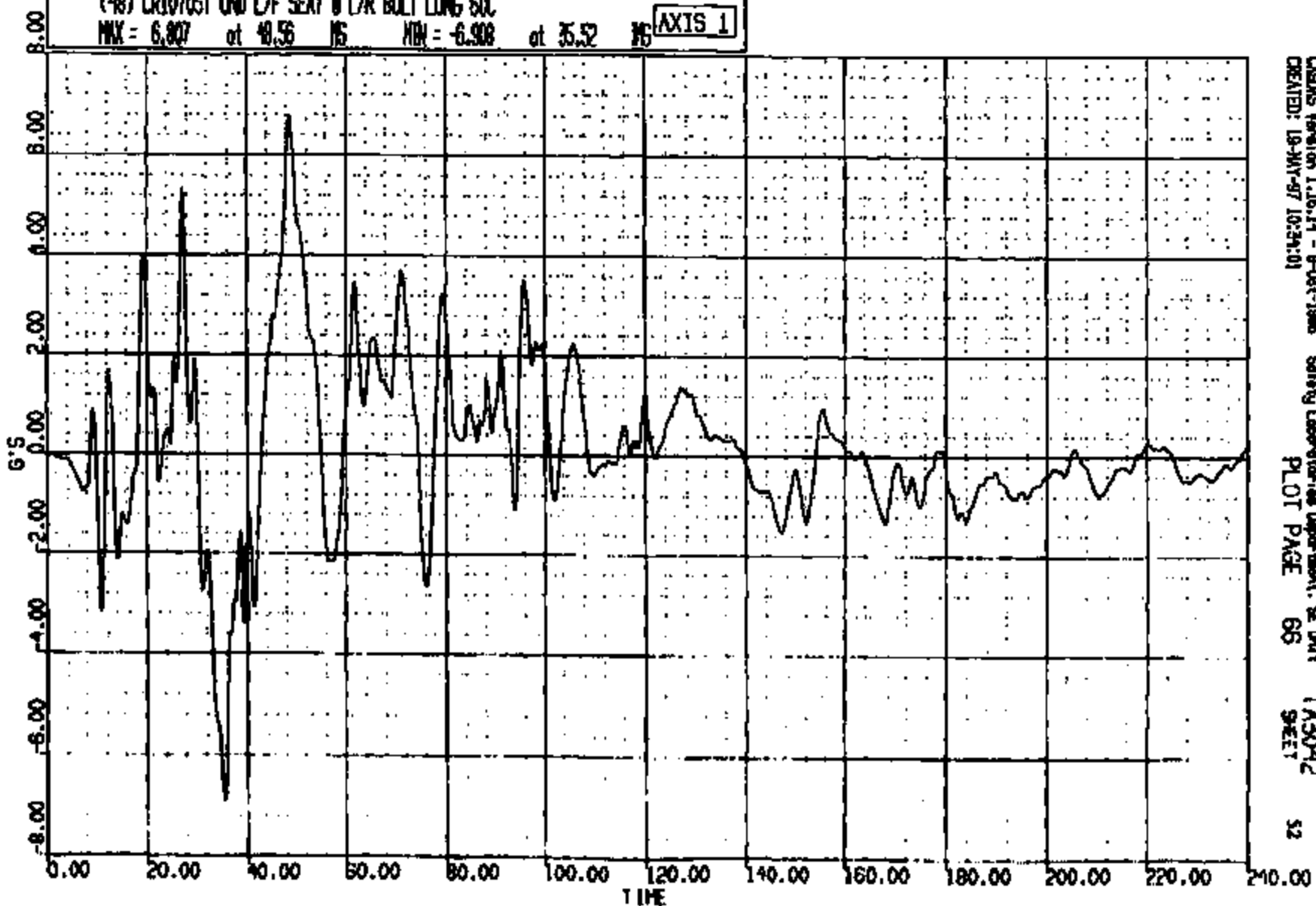
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CR R: 10705 TO: TA5042 DATE: 970518 12:39:48
1899 FN-148

(48) CR10705T UND L/F SEAT @ L/R BOLT LONG SOC

MAX = 6.907 at 40.56 MS MIN = -6.908 at 35.52 MS

AXIS 1



CAENIS Version 1.16.14 - B-Oct-1988
CREATED: 18-MAY-97 10:24:01

Safety Laboratories Department, SE Unit
PLOT PAGE 66

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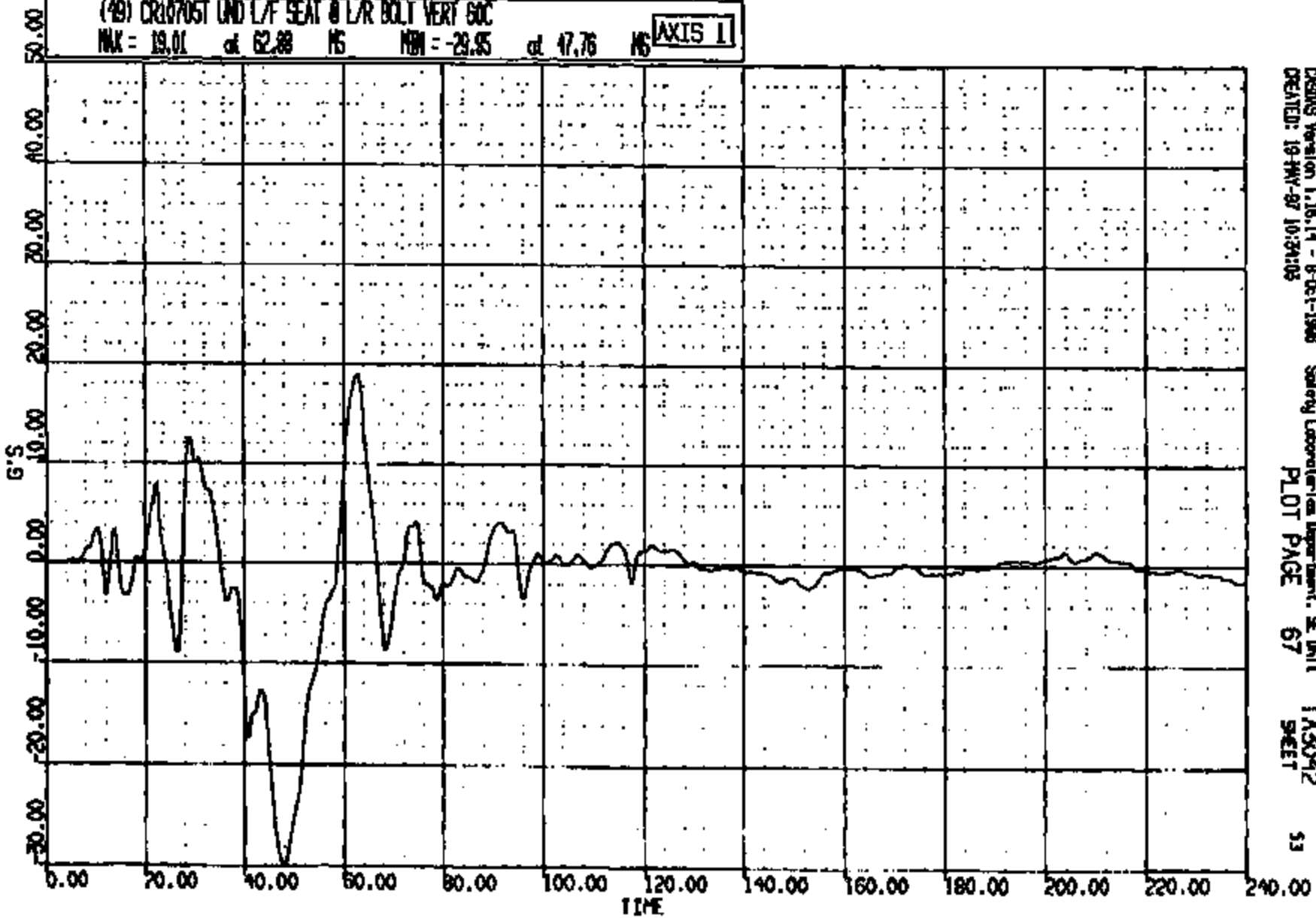
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CR R: 10705 TO: TA3042 DATE: 970516 13:59:48
1999 FN-145

(49) CR10705T UND L/R SEAT @ L/R BOLT VERT GOC

MAX = 19.01 at 62.88 MS MIN = -29.95 at 47.76 MS

AXIS 1



CRSNG Version 1.16.14 - 8-Oct-1998
CREATED: 19-FEB-97 10:34:05

Safety Laboratories Department, SE Unit
PLOT PAGE 67

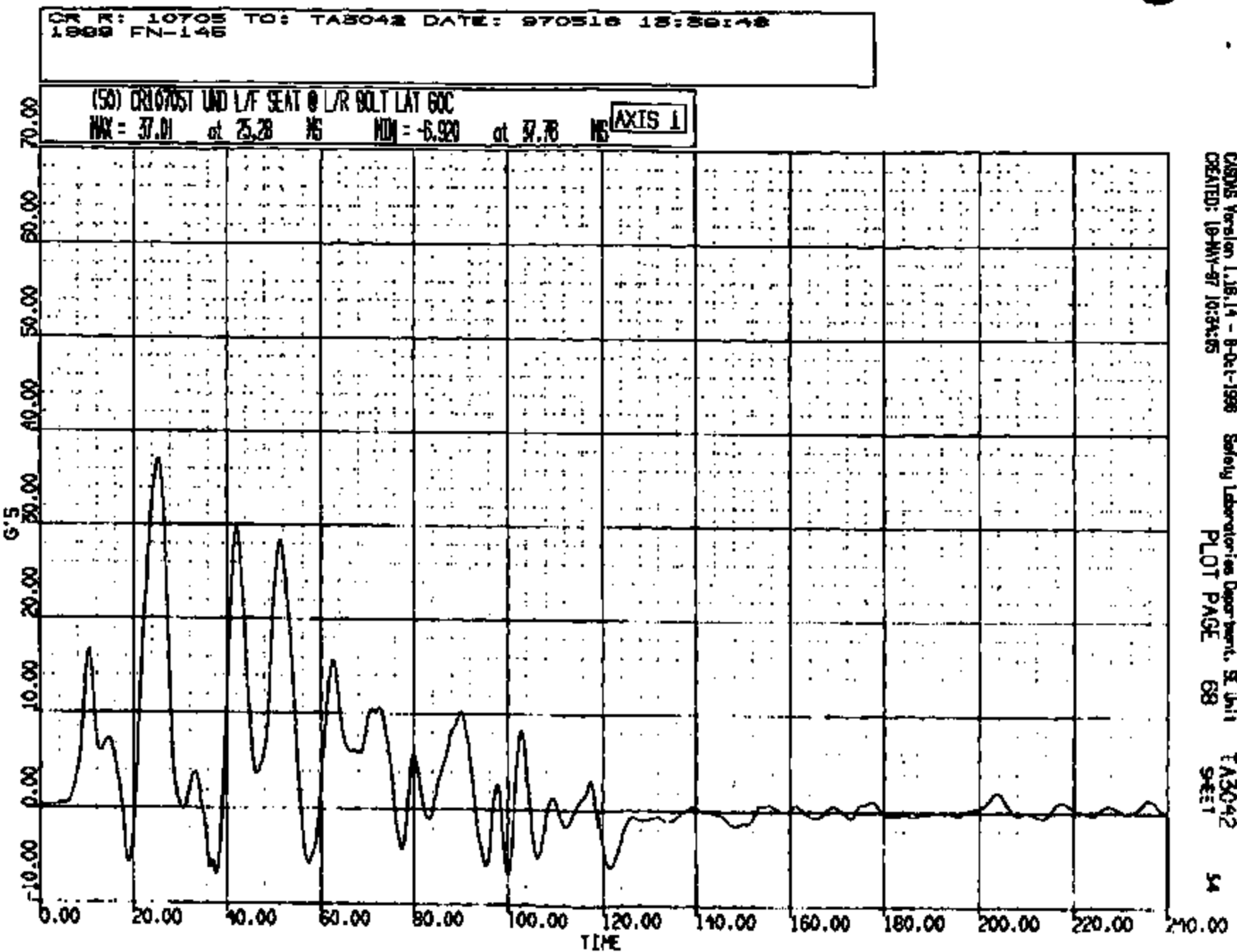
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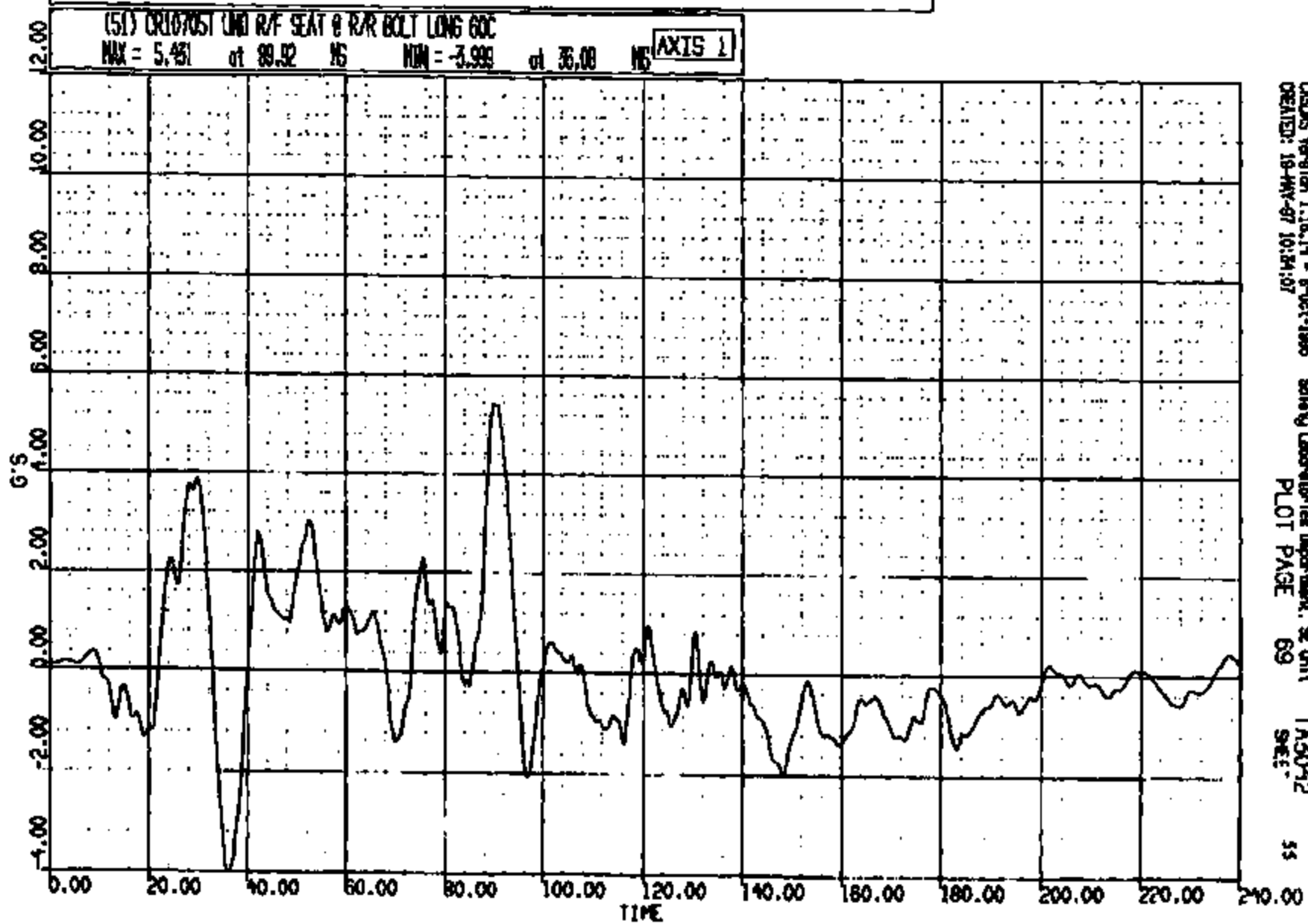
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CRIS 0010705

CR #: 10705 TO: TA3042 DATE: 970526 13:39:48
1998 FN-145



CASOS Version 1.18.14 - 8-Oct-1995
CREATED: 18-MAY-97 10:24:07

Safety Laboratories Department, SE Unit
PLOT PAGE 69

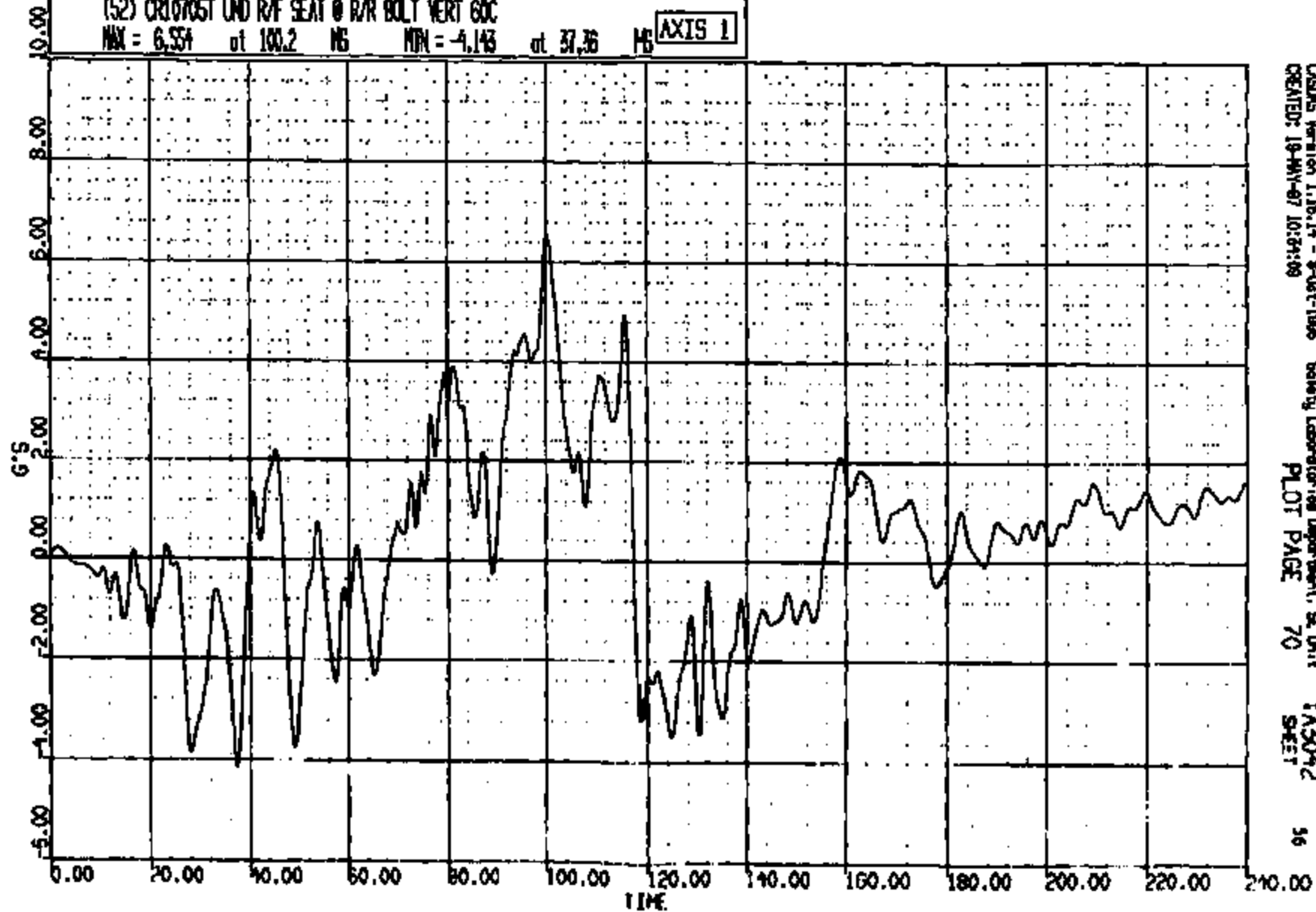
TA3042
SEE 53

ENTIRE PAGE CONFIDENTIAL

CRIS 0010705

CR 2: 10705 TO: TAB042 DATE: 970818 13:59:48
1999 FZ-148

(52) CR0705T UND R/F SEAT @ R/R BOLT VERT GOC
MAX = 6.554 at 100.2 MS MIN = -4.143 at 37.36 MS **AXIS 1**



CADDS Version 1.18.14 - 8-Oct-1996 Safety Laboratory Department, SE Unit
CREATED: 18-MAY-97 10:54:09
PLOT PAGE 70
TAB042
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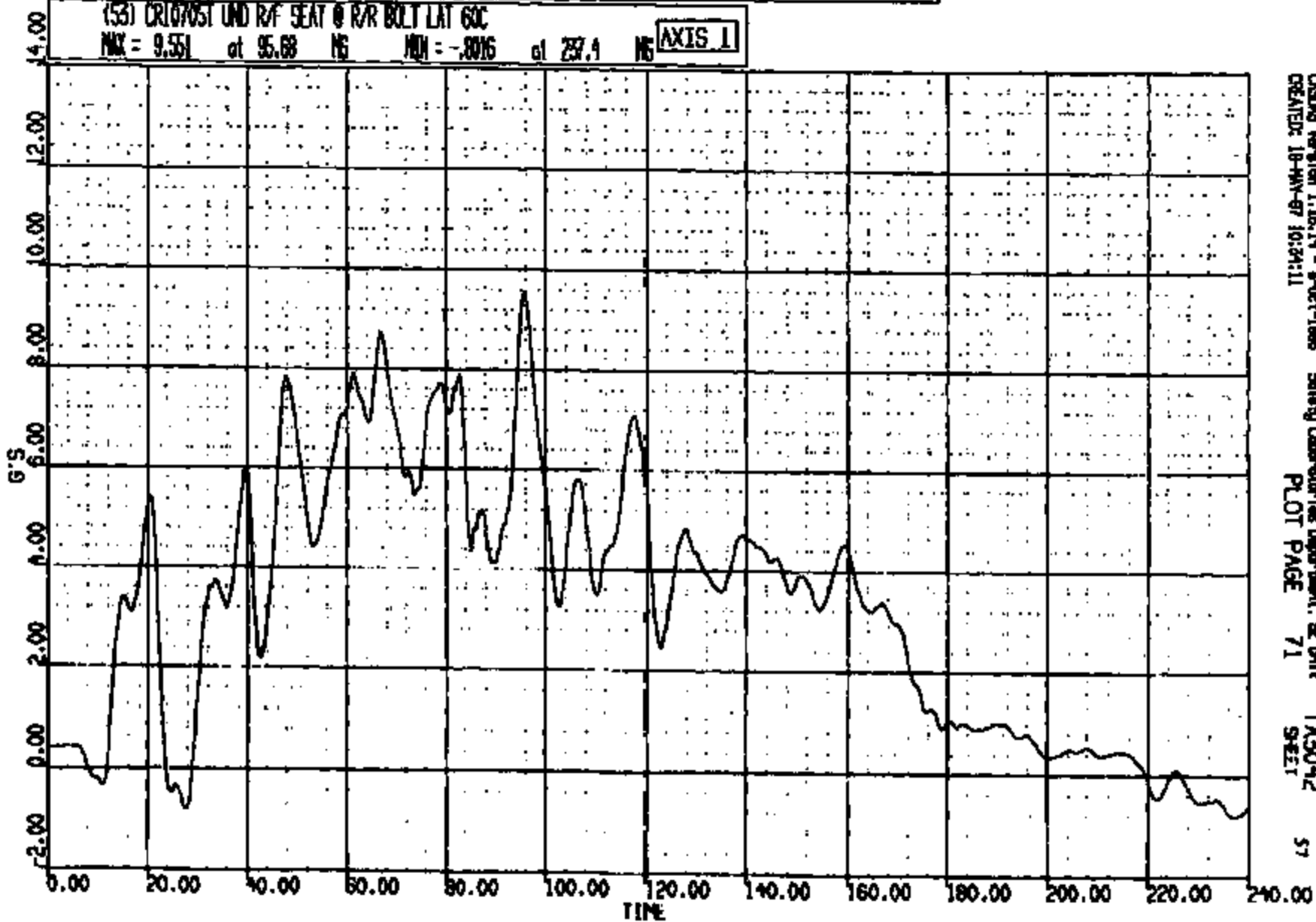
CRIS 0010705

CR R: 10705 TO: TAB042 DATE: 870518 13:38:48
1988 FN-145

(53) CR107051 UND R/F SEAT @ R/R BOLT LAT 60C

MAX = 9.551 at 95.68 NG MIN = -.8016 at 237.4 NG

AXIS 1



CISMS Version 1.1B.14 - 8-Oct-1988
CREATED: 18-MAY-87 10:24:11

Safety Laboratories Department, SE Unit
PLOT PAGE 71

TAB042
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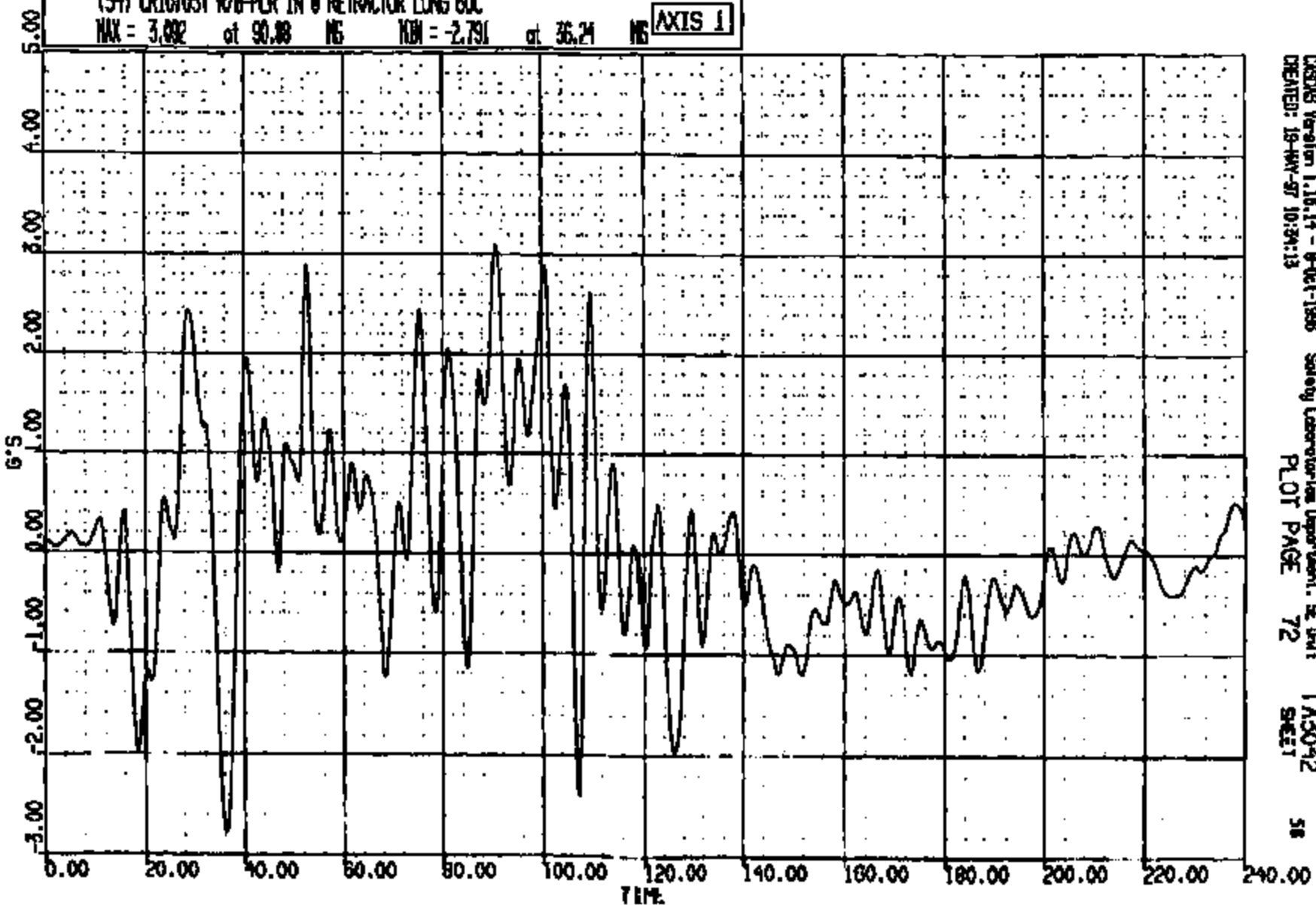
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CASMS Version 1.16.14 - 8-Oct-1998 Safety Laboratories Department, SE Unit TA3042 58
 CREATED: 18-MAY-97 10:24:13 PLOT PAGE 72 SHEET

CR R: 10705 TO: TA3042 DATE: 970618 13:59:48
 1999 FN-145

(54) CR107051 R/V-PLR IN @ RETRACTOR LONG GDC

MAX = 3.892 at 90.88 MS MIN = -2.791 at 36.24 MS **AXIS 1**



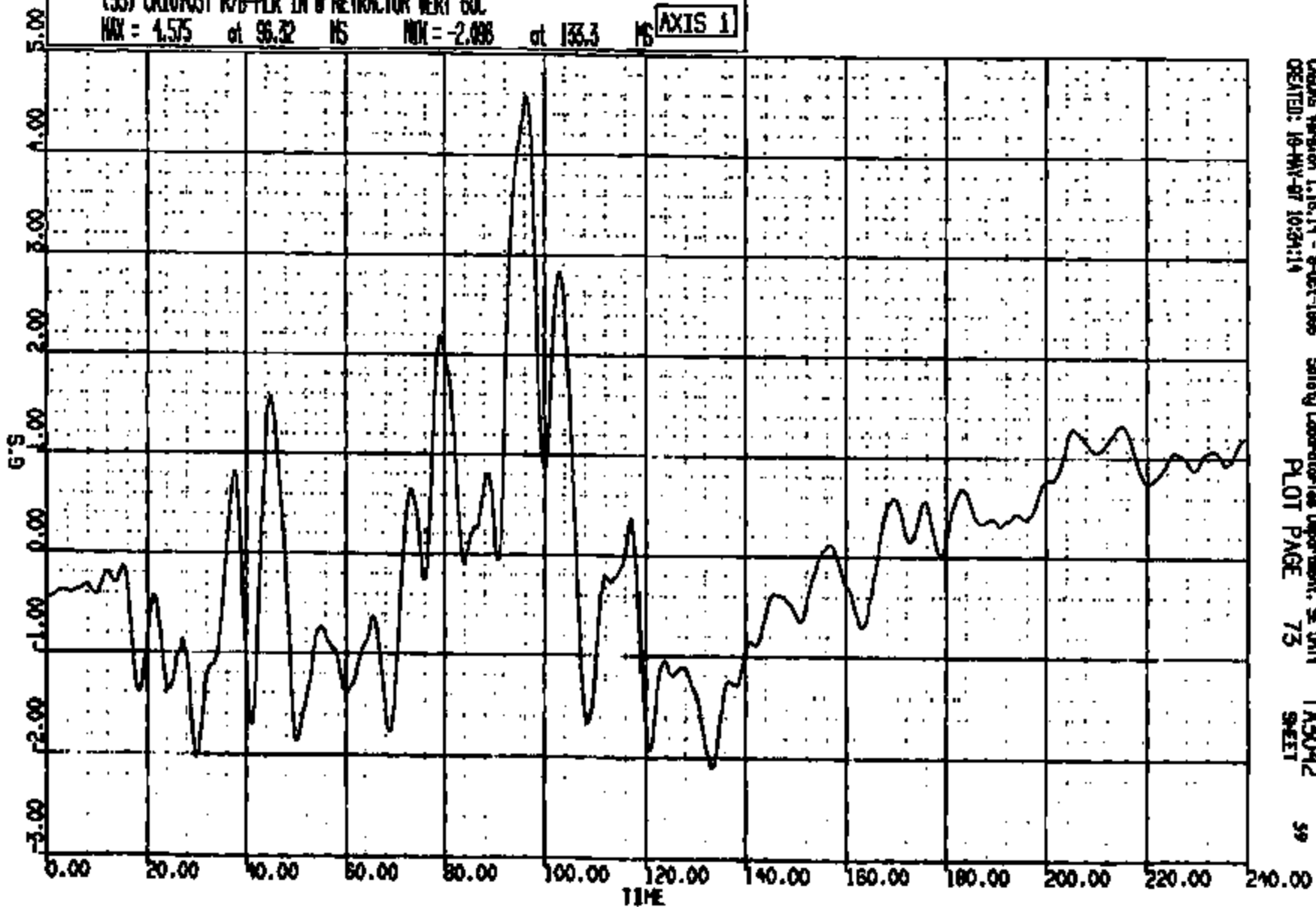
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970518 15:39:48
1998 FN-145

(55) CR10705T R/B-PLR IN @ RETRACTOR VERT 60C

MAX = 4.575 at 96.32 MS MIN = -2.096 at 133.3 MS

AXIS 1



CADMS Version 1.16.14 - 8-04-1998
CREATED: 18-MAY-97 10:24:14

Safety Laboratories Department, SE Unit
PLOT PAGE 73

TA3042
SHEET

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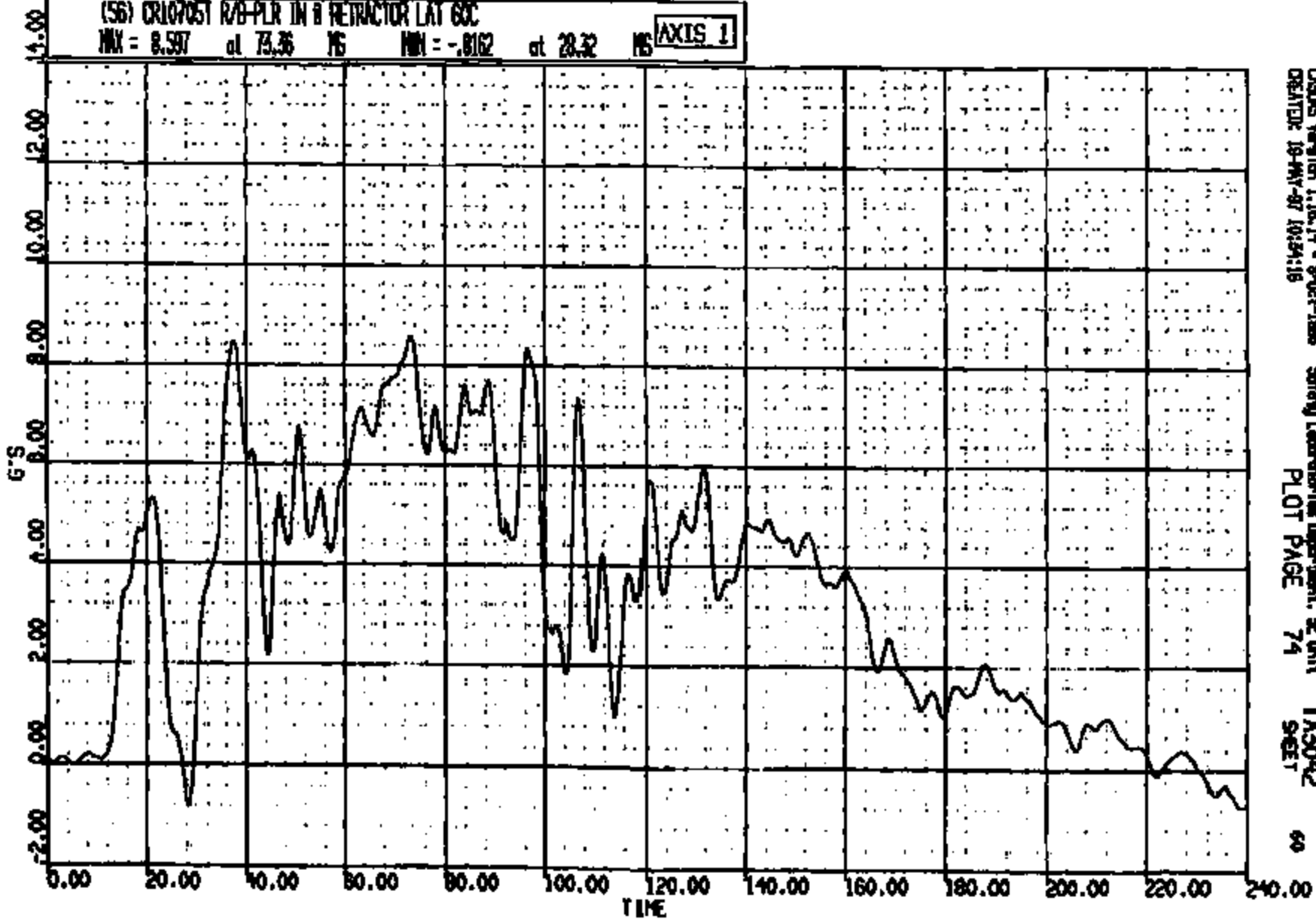
CRIS 0010705

CR R: 10705 TD: TA3042 DATE: 970616 13:36:48
1999 FN-145

(56) CR10705T R/V-PLR IN RETRACTOR LAT 60C

MAX = 8.597 at 73.36 MS MIN = -.8162 at 28.32 MS

AXIS 1



CR10705T Version 1.16.14 - 9-01-1999
CREATED: 19-MAY-97 10:34:15

Safety Laboratory Department, E Unit
PLOT PAGE 74

TA3042
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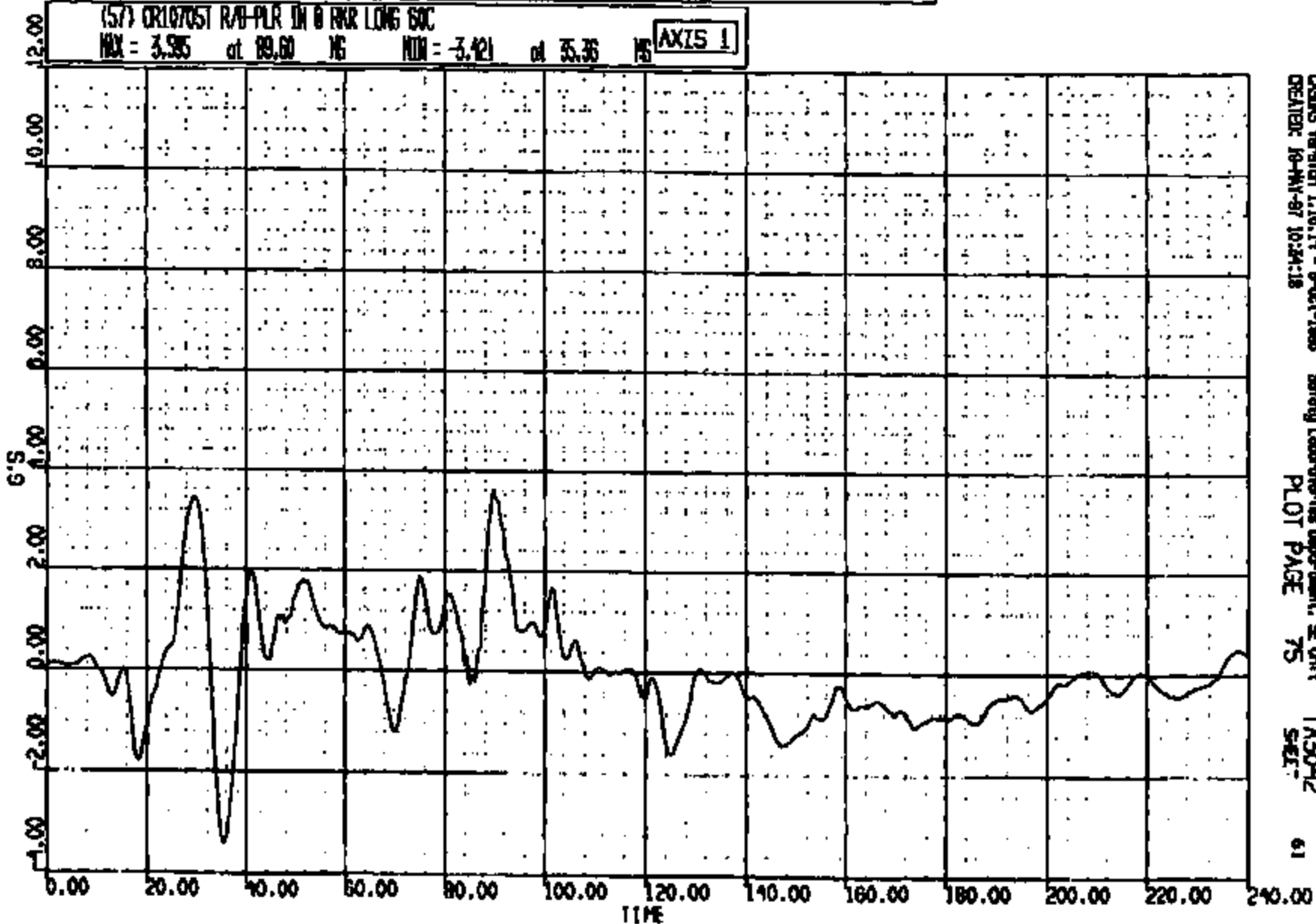
CR10705T

CR R: 10705 TO: TA3042 DATE: 970518 13:59:48
1999 FN-145

(57) CR10705T R/V-PLR IN @ R/R LONG 60C

MAX = 3.585 at 89.60 MS MIN = -3.421 at 35.36 MS

AXIS 1



CRMS Version 1.6.14 - 8-Oct-1995
CREATED: 18-MAY-97 10:24:18

Safety Laboratories Department, SE Unit
PLOT PAGE 75

TA3042
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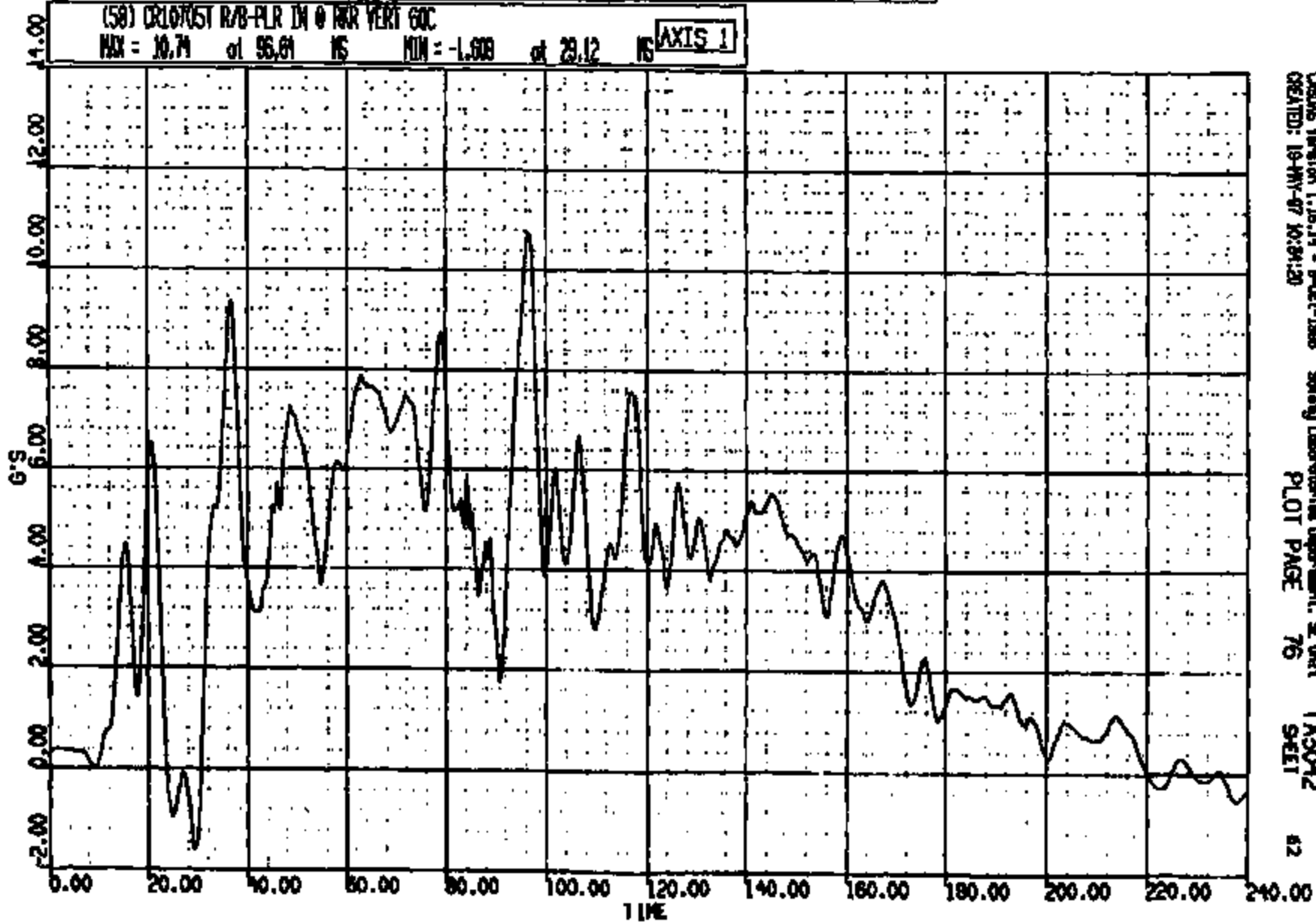
CRIS 0010705

CR R: 10705 TO: TA5042 DATE: 970519 15:59:48
1999 FN-148

(58) CR10705T R/B-PLR IN @ NR VERT 60C

MAX = 10.74 at 95.61 NS MIN = -1.008 at 23.12 NS

AXIS 1



CASINS Version 1.16.14 - 9-Oct-1999
CREATED: 19-MAY-97 10:54:20

Safety Laboratories Department, SE Unit
PLOT PAGE 76

TA5042
SET 82

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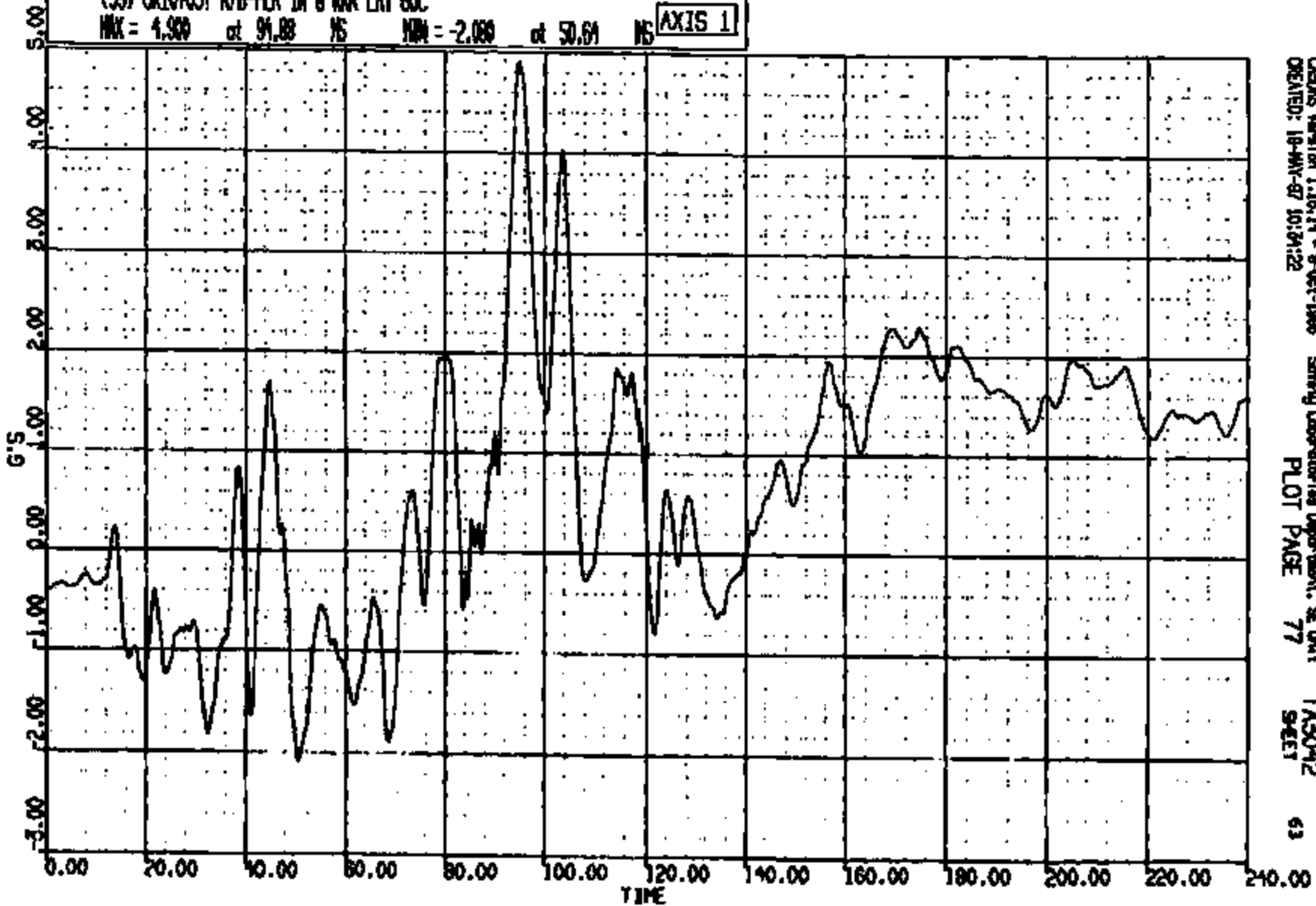
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970516 15:59:46
1999 FN-145

(59) CR10705T R/V-PLR IN 8 R/R LAT 60C

MAX = 4.900 at 94.88 NS MIN = -2.000 at 50.64 NS

AXIS 1



CRS Version 1.16.14 - 9 Oct 1995
CREATED: 18-MAY-97 10:04:22

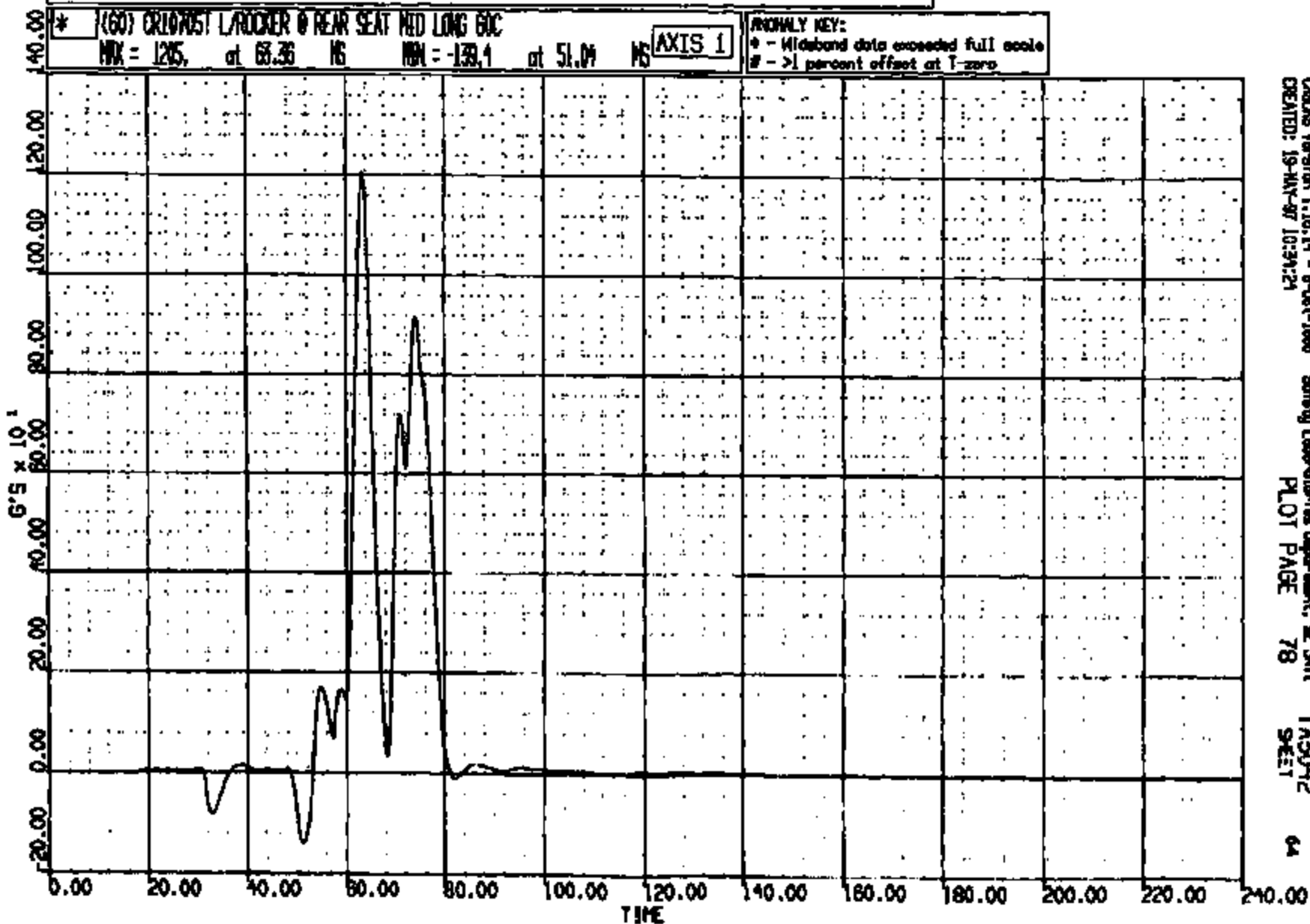
Safety Laboratories Department, SE Unit
PLOT PAGE 77

TA3042
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CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 070518 18:59:48
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CASAS Version 1.16.14 - 8-Oct-1996 Safety Laboratories Department, E.J. 1A3042 64
CREATED: 19-MAY-97 10:34:21 PLOT PAGE 78 SHEET

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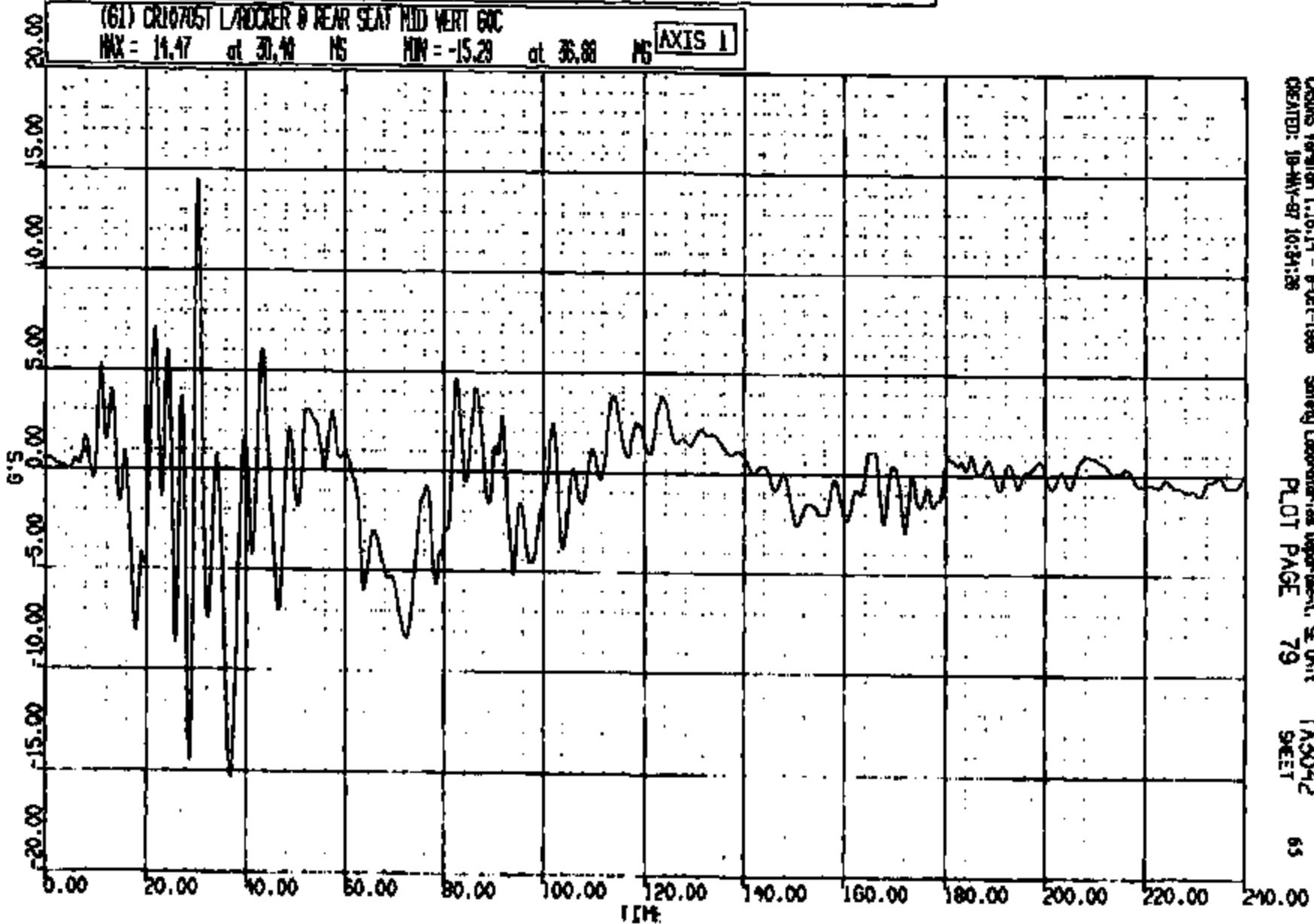
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970616 13:59:48
1999 FN-148

(61) CR10705T L/ROCKER @ REAR SEAT MID VERT GOC

MAX = 14.47 at 30.40 MS MIN = -15.29 at 36.88 MS

AXIS 1



CASIMS Version 1.16.14 - 8-Oct-1996
CREATED: 18-MAY-97 10:34:28

Safety Laboratories Department, SE Unit

TA3042
PLOT PAGE 79 SHEET

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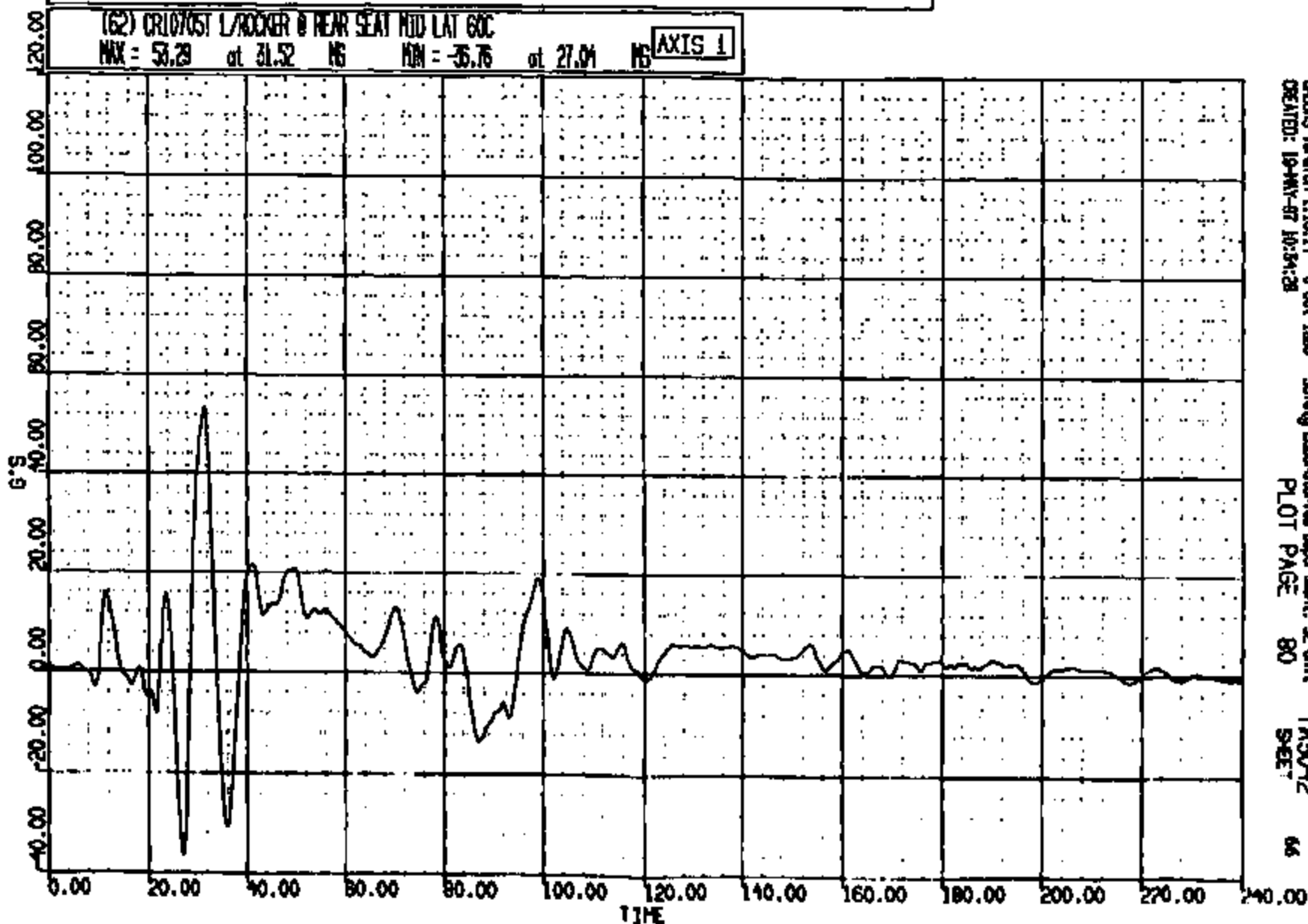
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970516 15:59:48
1998 FN-146

(62) CR10705T L/ROCKER @ REAR SEAT MID LAT 60C

MAX = 53.29 at 31.52 MS MIN = -35.76 at 27.04 MS

AXIS 1



CASYS Version 1.16.14 - 8-Oct-1998
CREATED: 19-MAY-97 10:54:28

Safety Laboratories Department, SE Unit
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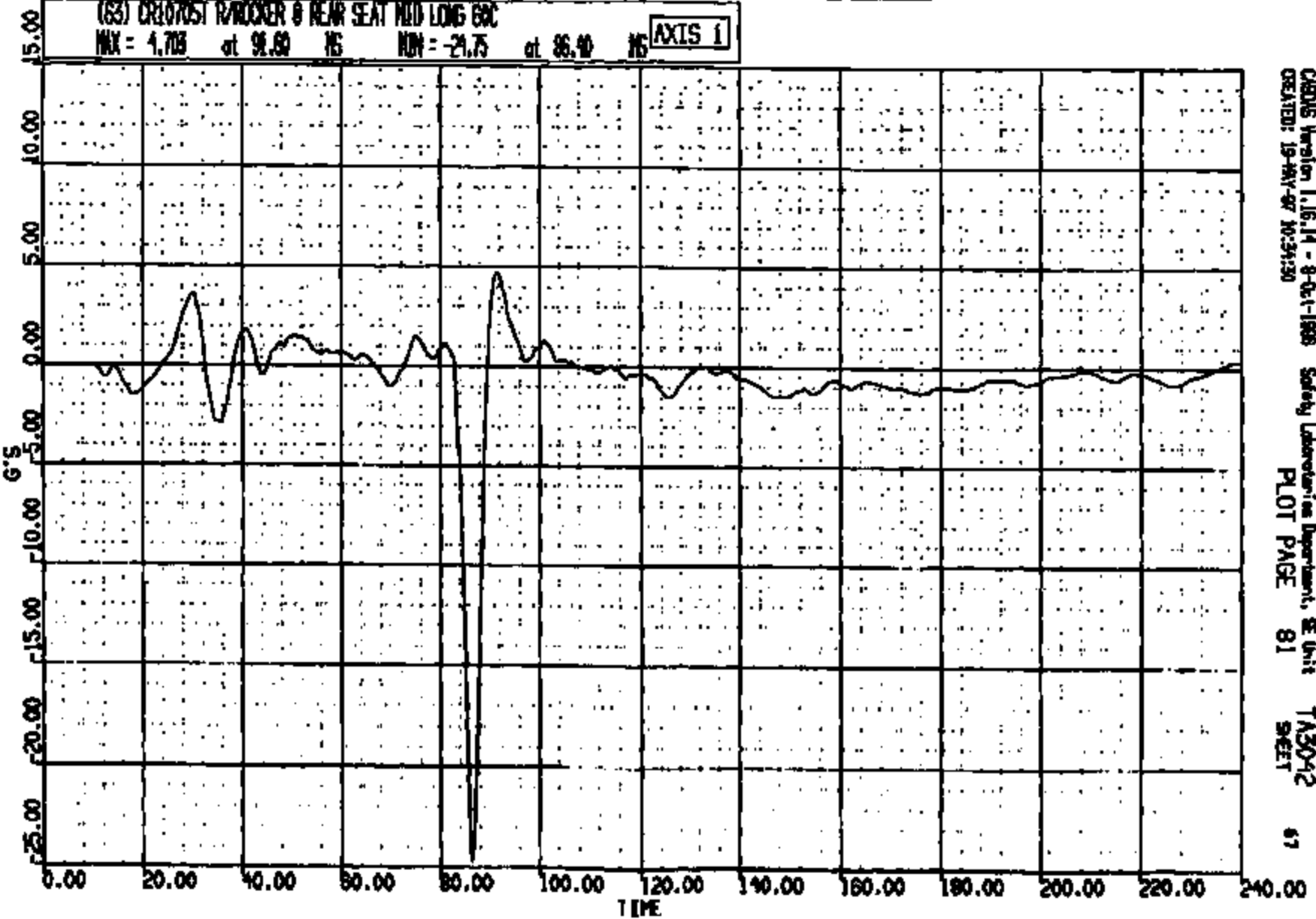
CRIS 0010705

CR R: 10705 TD: TA3042 DATE: 970518 15:59:48
1999 FN-148

(63) CR10705T W/ROCKER @ REAR SEAT MID LONG GRC

MAX = 4.708 at 91.80 HS MIN = -21.75 at 86.40 HS

AXIS 1



CADDS Version 1.16.14 - 8-Oct-1999
CREATED: 19-MAY-97 10:34:30

Safety Laboratories Department, SE Unit
PLOT PAGE 81

TA3042
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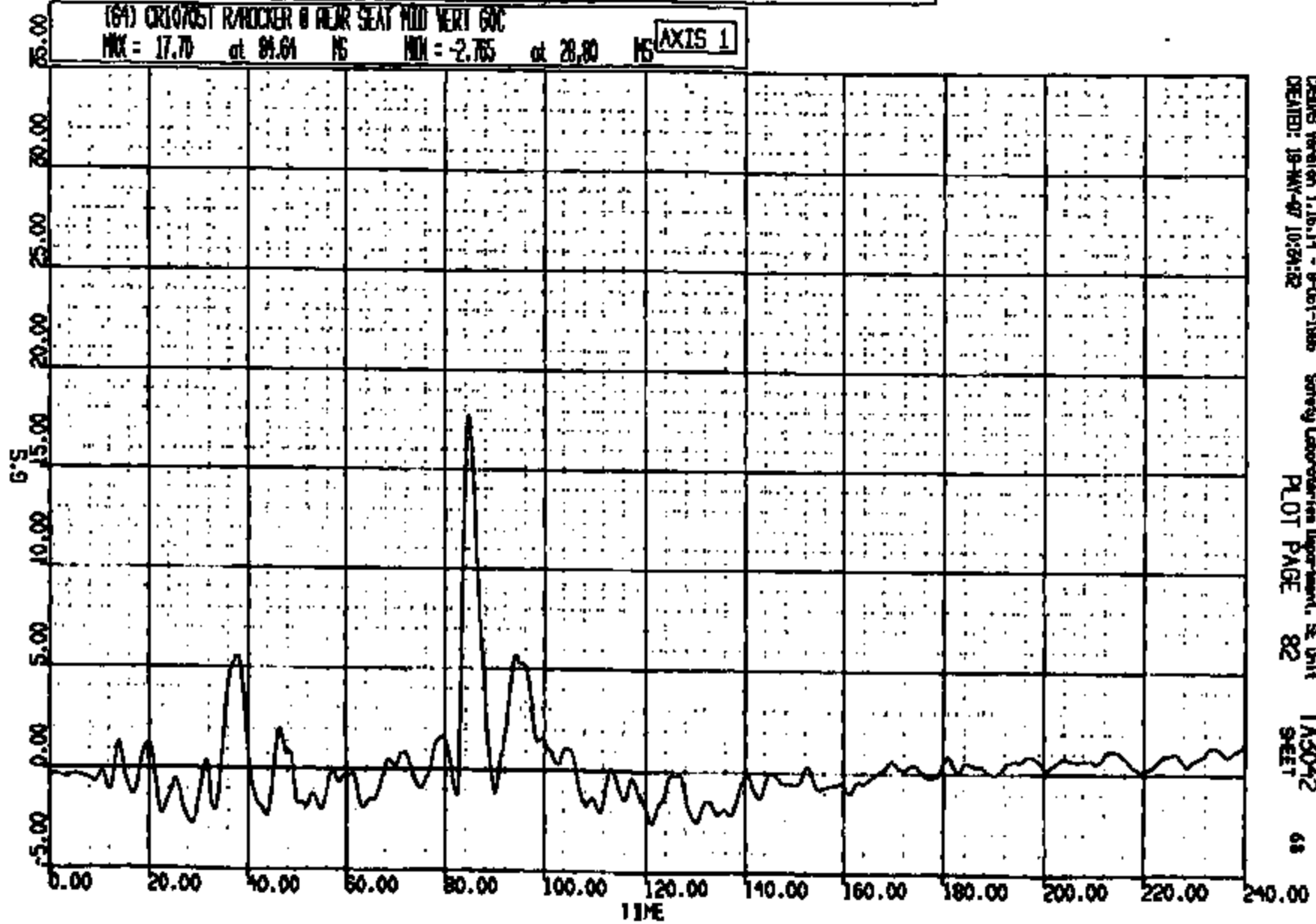
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 870816 15:38:48
1989 FN-148

(64) CR107051 R/ROCKER @ REAR SEAT MID VERT GOC

MAX = 17.70 at 84.64 NS MIN = -2.765 at 28.80 NS

AXIS 1



CRS0010705
CREATED: 18-MAY-97 10:24:12
Safety Laboratory Department, SE Unit
PLOT PAGE 82
TA3042
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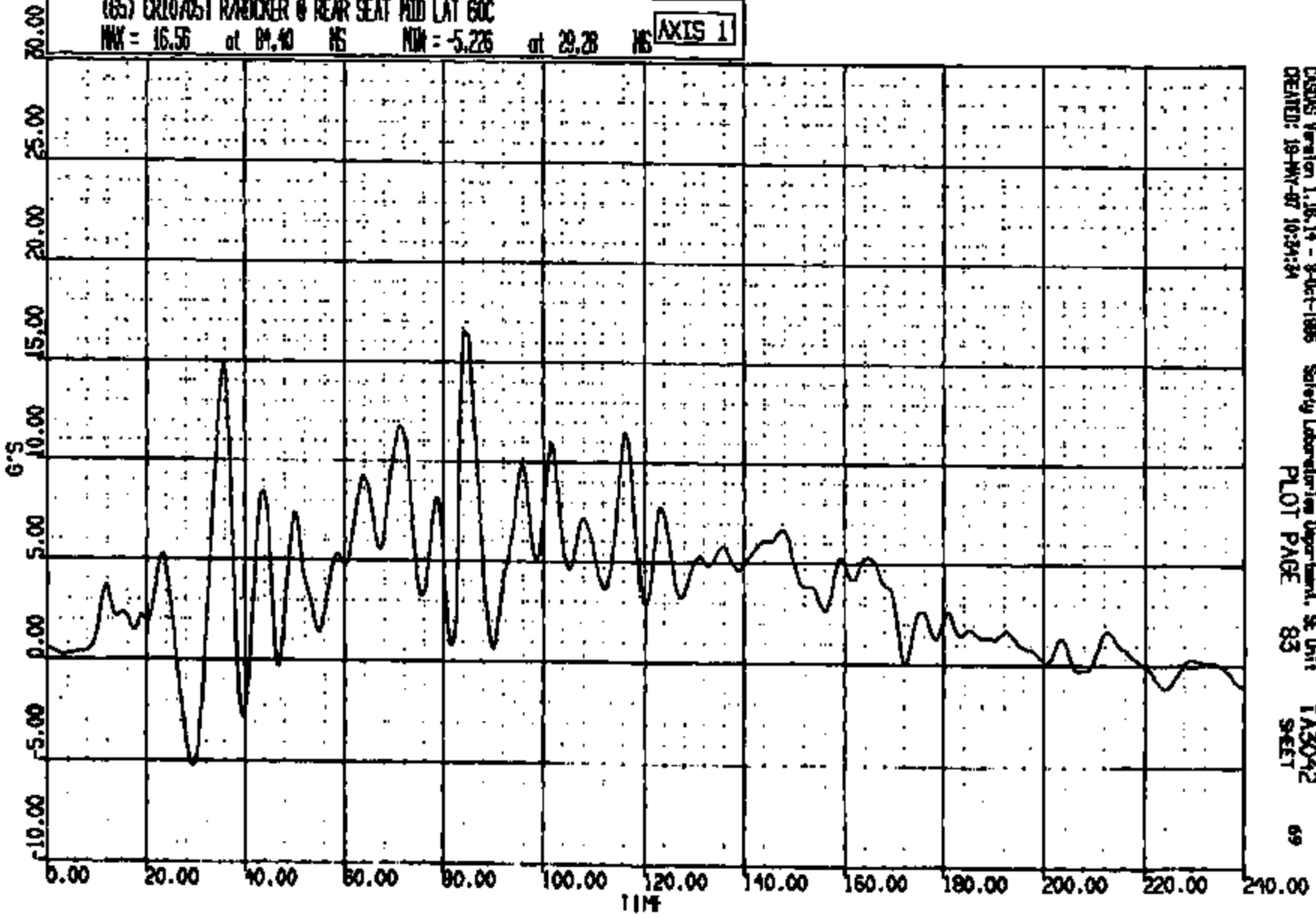
ENTIRE PAGE CONFIDENTIAL

CR R: 10705 TO: TA3042 DATE: 270816 13:30:48
1999 FZ-148

(85) CR107051 R/VICKER @ REAR SEAT MID LAT 60C

NVA = 16.56 at 04.40 HS NVA = -5.226 at 29.28 HS

AXIS 1



CASIS Version 1.16.14 - 9-Oct-1995 Safety Laboratory Department, SE Unit TA3042 69
CREATED: 19-MAY-97 10:24:34 PLOT PAGE 83 SHEET

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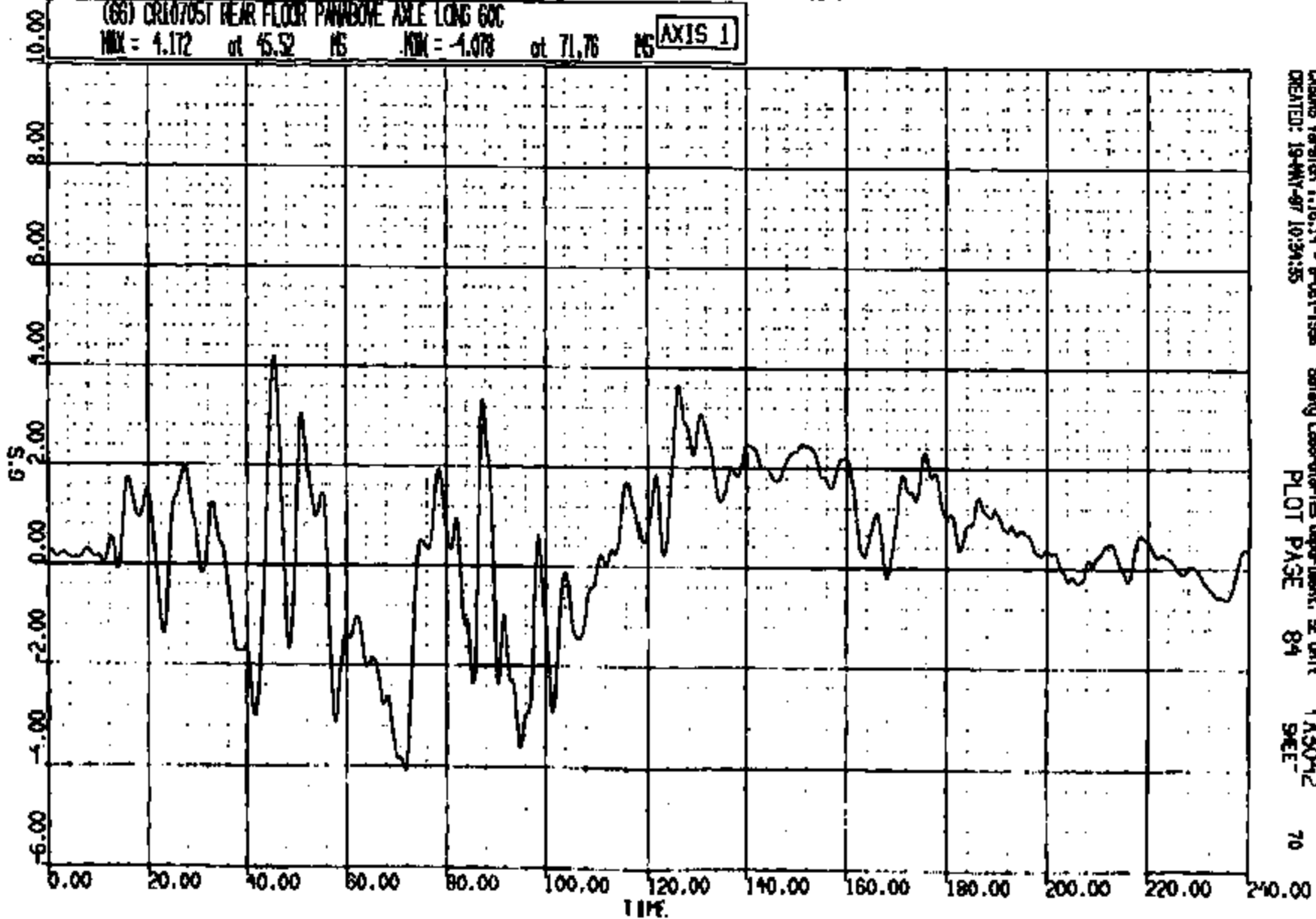
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970518 13:58:48
1999 FN-148

(66) CR10705T REAR FLOOR PANBONE AXLE LONG GOC

MAX = 4.172 at 45.52 MS MIN = -1.078 at 71.76 MS

AXIS 1



CASIMS Version 1.16.14 - 8-04-1998
CREATED: 19-APR-97 10:34:35

Safety Laboratories Department, SE Unit
PLOT PAGE 84

TA3042
SEE 70

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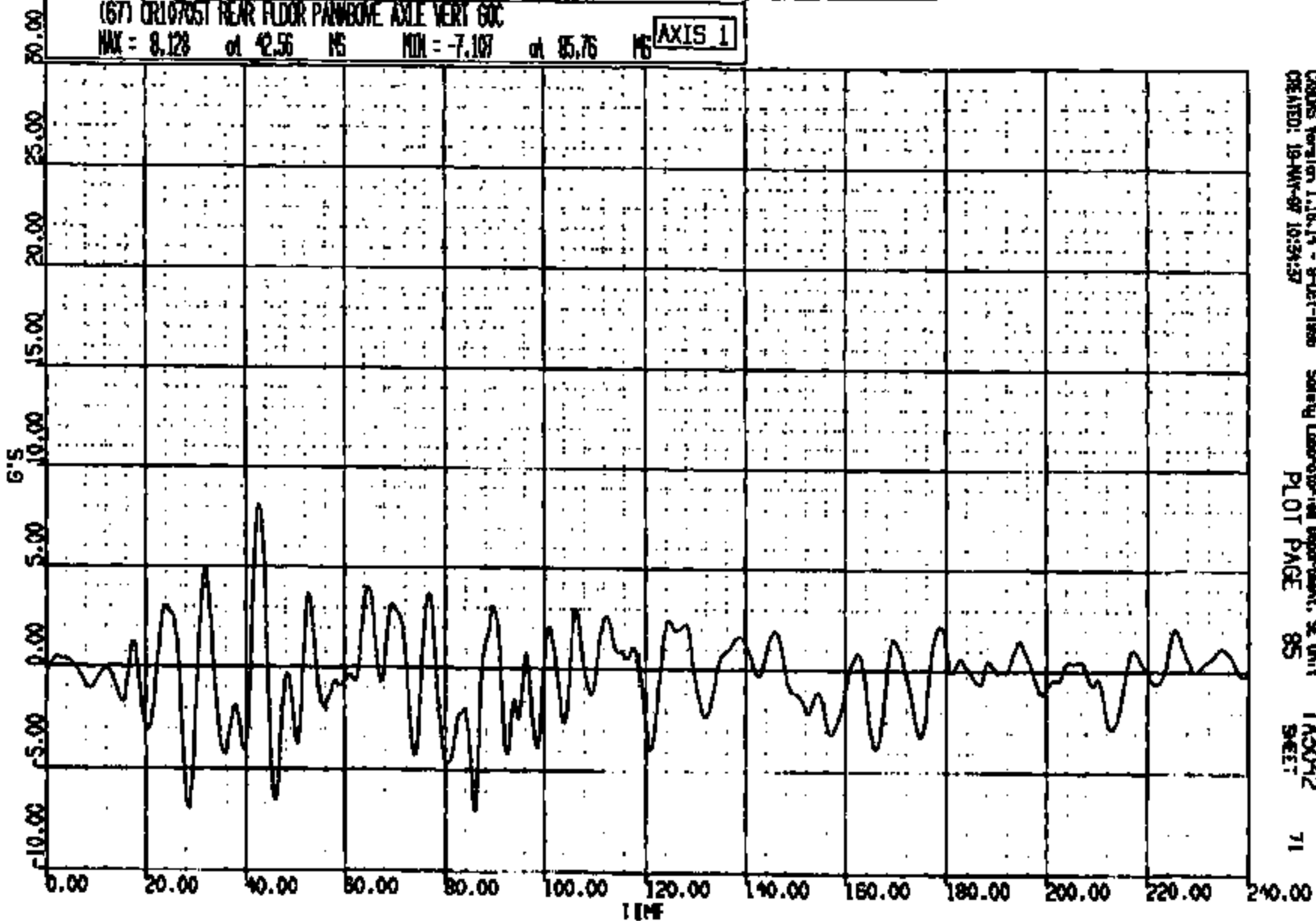
CRIS 0010705

CR R: 10705 TO: TAB042 DATE: 870518 15:39:48
1999 FN-145

(67) CR10705T REAR FLOOR PAN/BONE AXLE VERT GOC

MAX = 8.128 at 42.56 MS MIN = -7.107 at 85.76 MS

AXIS 1



CADDS Version 1.18.14 - 8-01-1995
CREATED: 18-MAY-97 10:34:37

Safety Laboratory Department, SE Unit
PLOT PAGE 85

TAB042
SHEET 71

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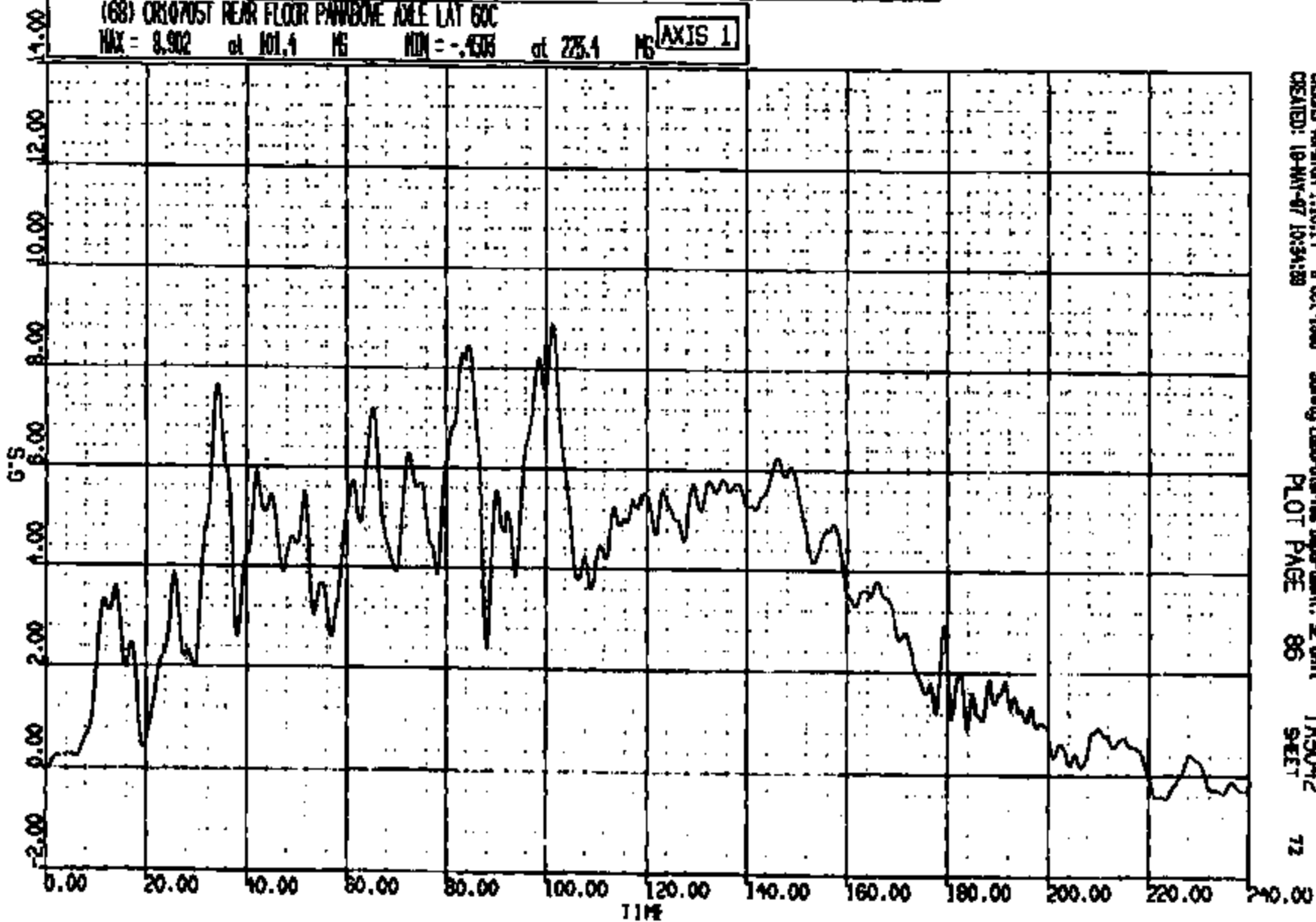
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970515 13:59:45
1999 FN-146

(68) CR10705T REAR FLOOR PANWONE AXLE LAT 60C

MAX = 8.902 at 101.4 MS MIN = -.4308 at 225.4 MS

AXIS 1



CADENS Version 1.16.14 - 8 Oct 1998
CREATED: 18-MAY-97 10:34:18

Safety Laboratories Department, SE Unit
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TA3042
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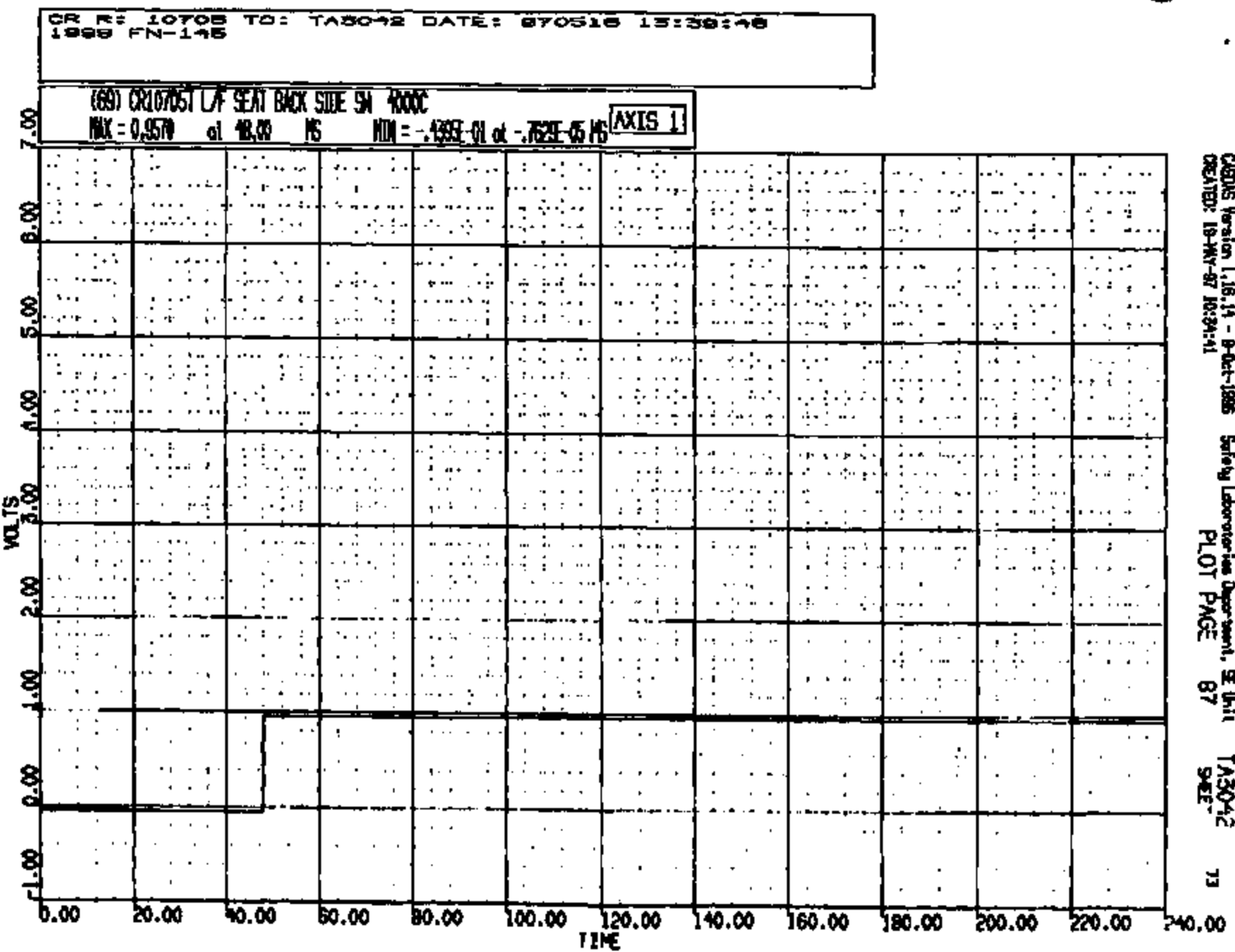
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CRIS 0010705

CADDS Version 1.16.14 - 8-Oct-1986
 CREATED: 18-MAY-87 10:34:41

Safety Laboratories Department, SE Unit
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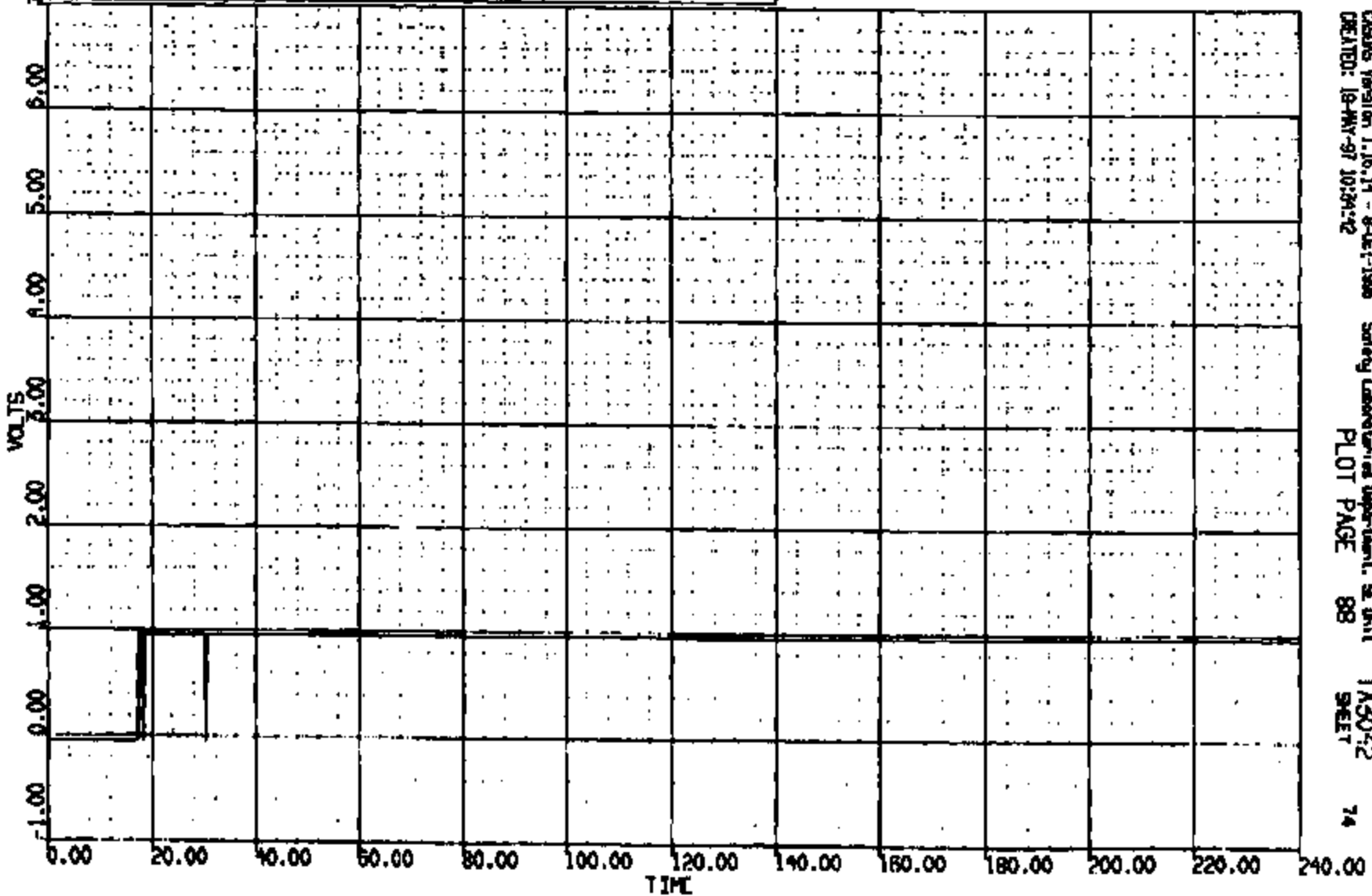
CRIS 0010705

CR R: 10705 TO: TA3042 DATE: 970516 13:59:48
1999 FN-146

(70) CR10POST L/F SEAT CUSHION SIDE SN 4000C

MAX = 0.9570 at 17.50 MS MIN = -.4385E-01 at -.7628E-05 MS

AXIS 1



CASPS Version 1.16.14 - 8-Oct-1998
CREATED: 18-MAY-97 10:24:12

Safety Laboratory Department, SE Unit
PLOT PAGE 88

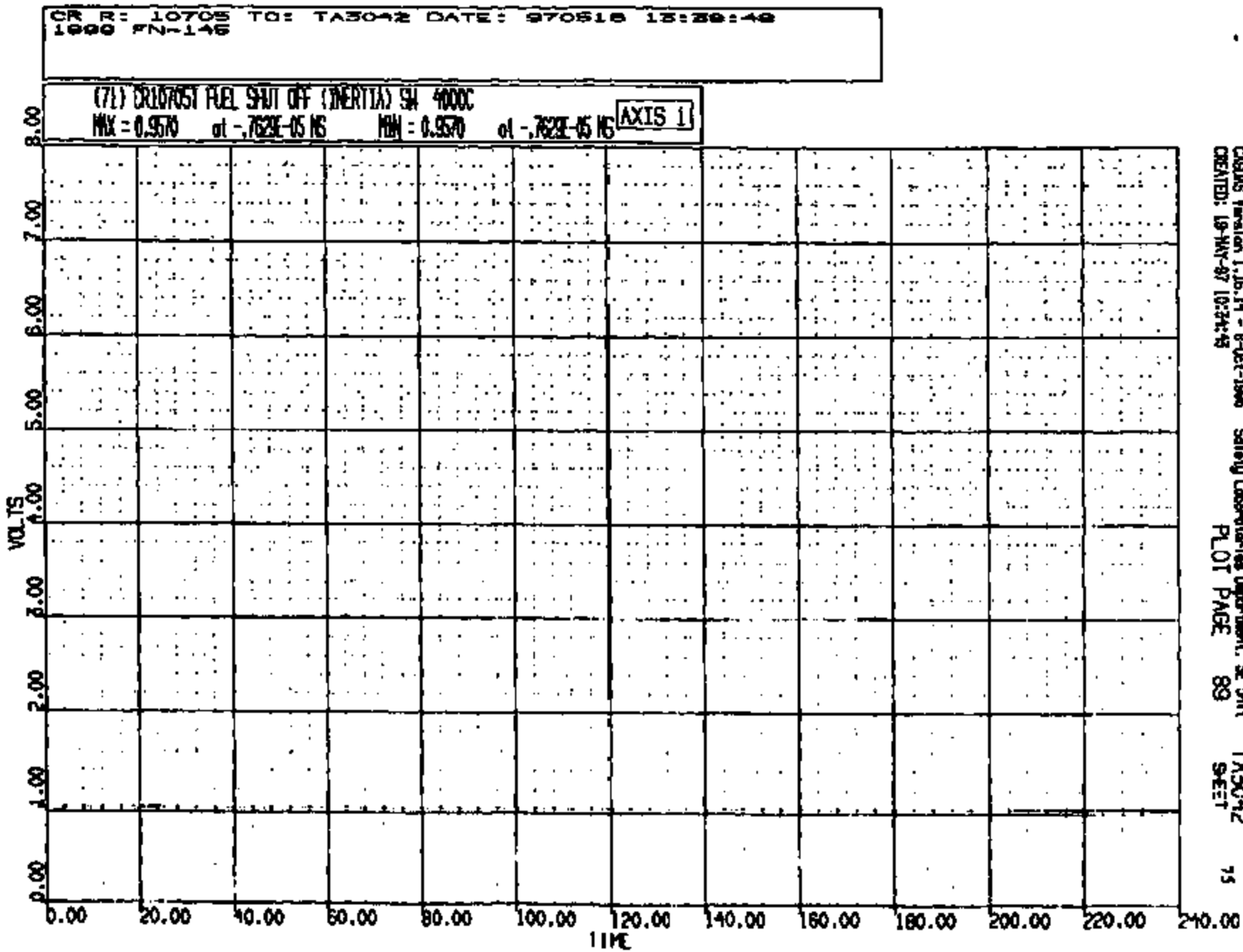
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CRIS 0010705

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CREATED: 19-MAY-97 10:34:45Safety Laboratories Department, SE Unit
PLOT PAGE 89TA3042
SHEET

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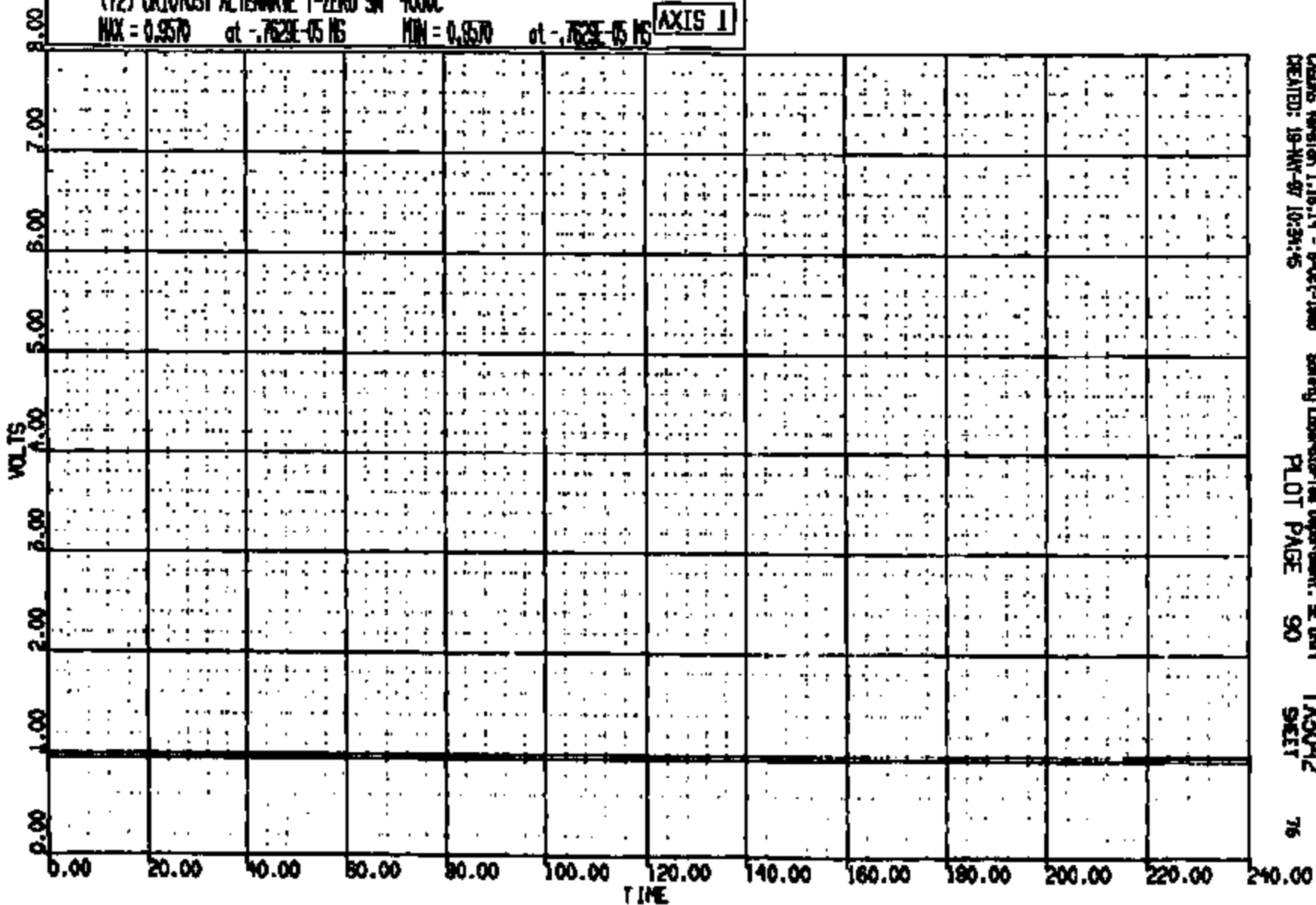
CRIS 0010705

CR R: 10705 TC: TA3042 DATE: 970816 15:59:49
1898 FN-146

(72) CR10705T ALTERNATE T-ZERO SN 4000C

MAX = 0.9570 at -7625E-05 MS MIN = 0.9570 at -7625E-05 MS

AXIS 1



CRSIS Version 1.18.14 - 8-Oct-1995
CREATED: 18-NOV-97 10:34:45

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CRIS 0010705

CR #: 10708 TO: TA5042 DATE: 870818 13:59:48
1889 FN-145

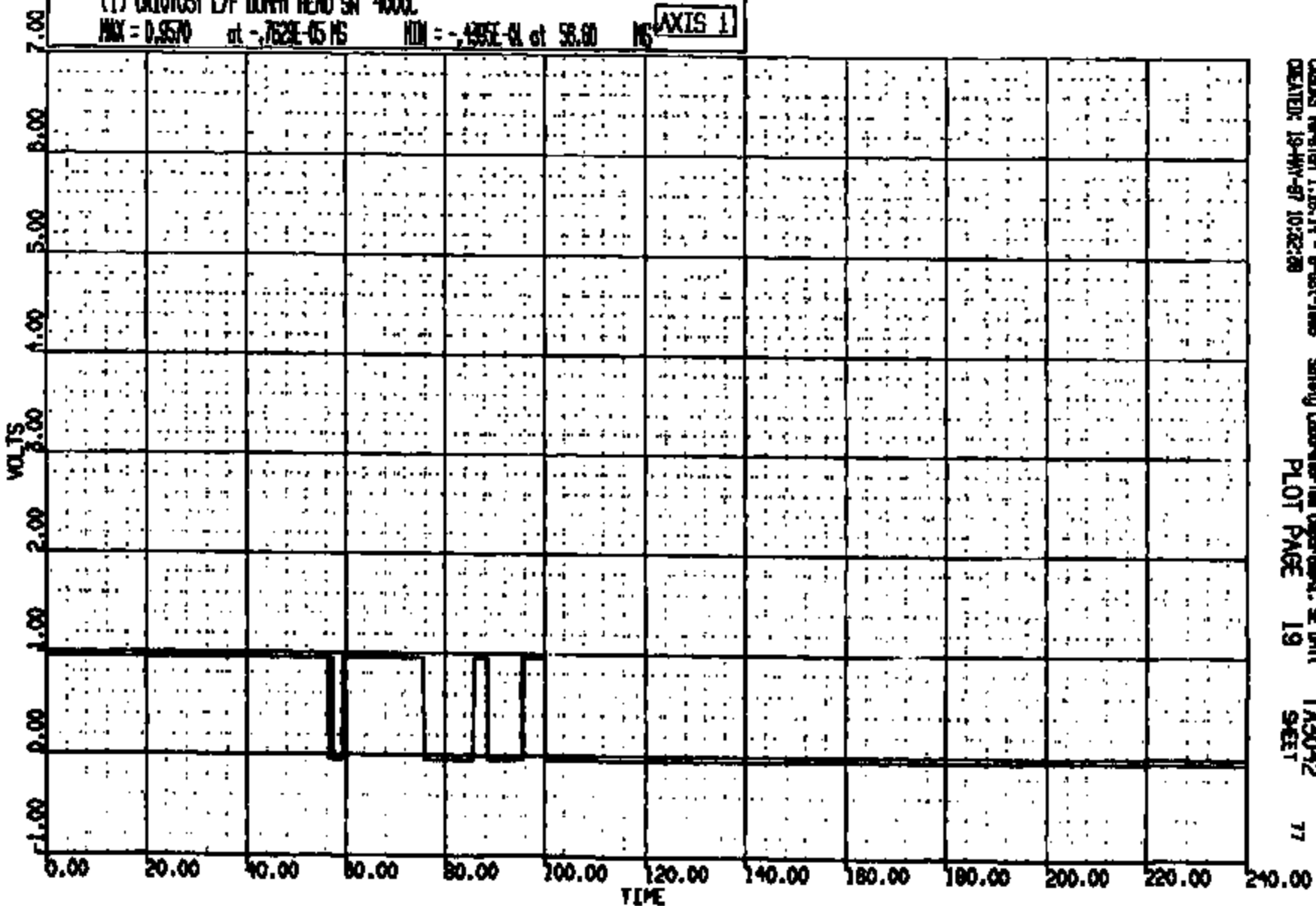
(1) CR10708 L/F DUMMY HEAD SN 4000C

MAX = 0.9570

at - .7628E-05 MS

MIN = -.435E-04 at 58.60 MS

AXIS 1



CASDS Version 1.18.14 - 8-Oct-1986
CREATOR: 19-MW-87 10:32:28

Safety Laboratory Division, SE Unit
PLOT PAGE 19

TA5042
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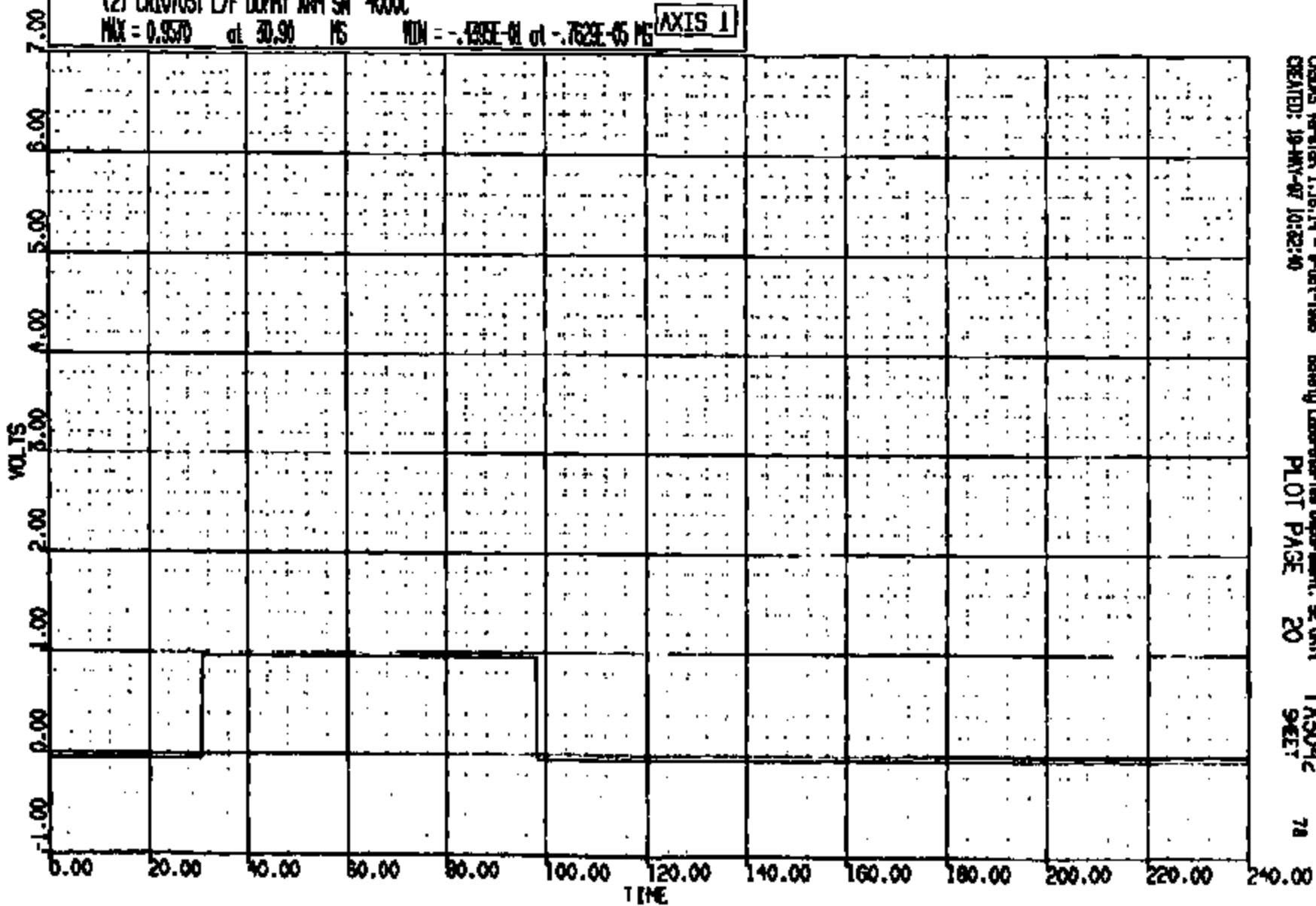
CRIS 0010705

CR R: 10705 TO: TA5042 DATE: 970516 15:59:48
1999 FN-148

(2) CR10705T L/F DUMY ARM SN 4000C

MAX = 0.9570 at 30.90 MS MIN = -.439E-01 at -.7629E-05 MS

AXIS 1



CARDS Version 1.18.14 - 8-Oct-1996
CREATED: 19-MAY-97 10:32:40

Safety Laboratory Department, SE Unit
PLOT PAGE 20

TA5042
96E7 78

ENTIRE PAGE CONFIDENTIAL

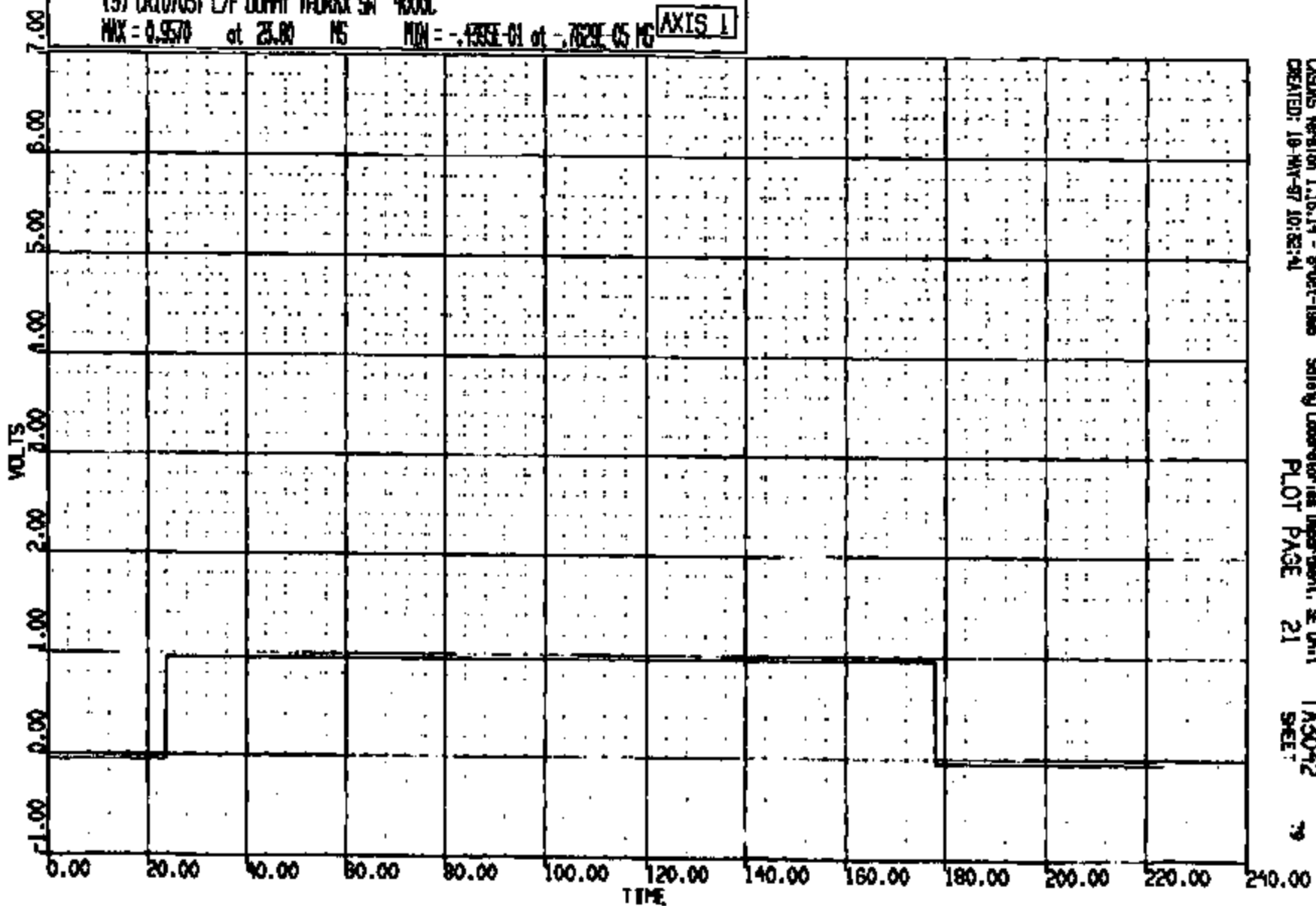
CR10705

CR R: 10705 TO: TA3042 DATE: 970910 15:58:45
1999 FN-145

(3) CR10705T L/F DUMMY THORAX SN 4000C

MAX = 0.9570 at 25.00 MS MIN = -.435E-01 at -.762E-05 MS

AXIS 1



CASMS Version 1.18.14 - 8-Oct-1998
CREATED: 18-MAY-97 10:52:41

Safety Laboratories Department, SE Unit
PLOT PAGE 21

TA3042
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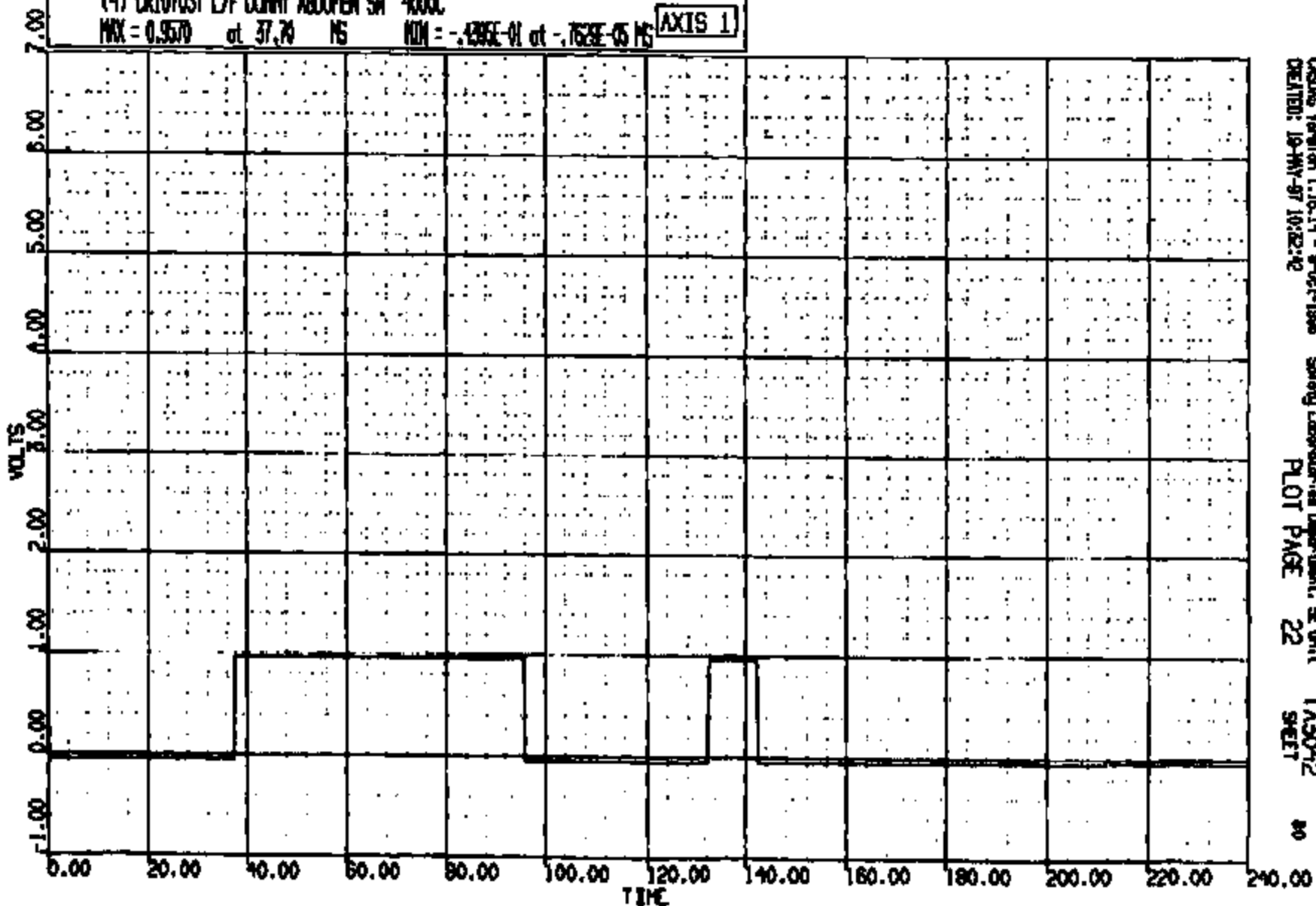
CRIS 0010705

CR R: 10705 TO: TA5042 DATE: 970818 15:59:49
1998 FN-146

(4) CR10705 L/F DUNNY ABDOMEN SM 4000C

MAX = 0.9570 at 37.70 NS MIN = -.4395E-01 at -.7635E-05 NS

AXIS 1



CASAS Version 1.18.14 - 8-04-1998
CREATED: 19-MAY-97 10:32:42

Safety Laboratory Department, SE Unit

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CRIS 0010705

CASAS Version 1.10.14 - 8-06-1988
 CREATED: 18-MAY-97 10:22:45

Safety Laboratories Department, SE Unit
 PLOT PAGE 23

TAS042
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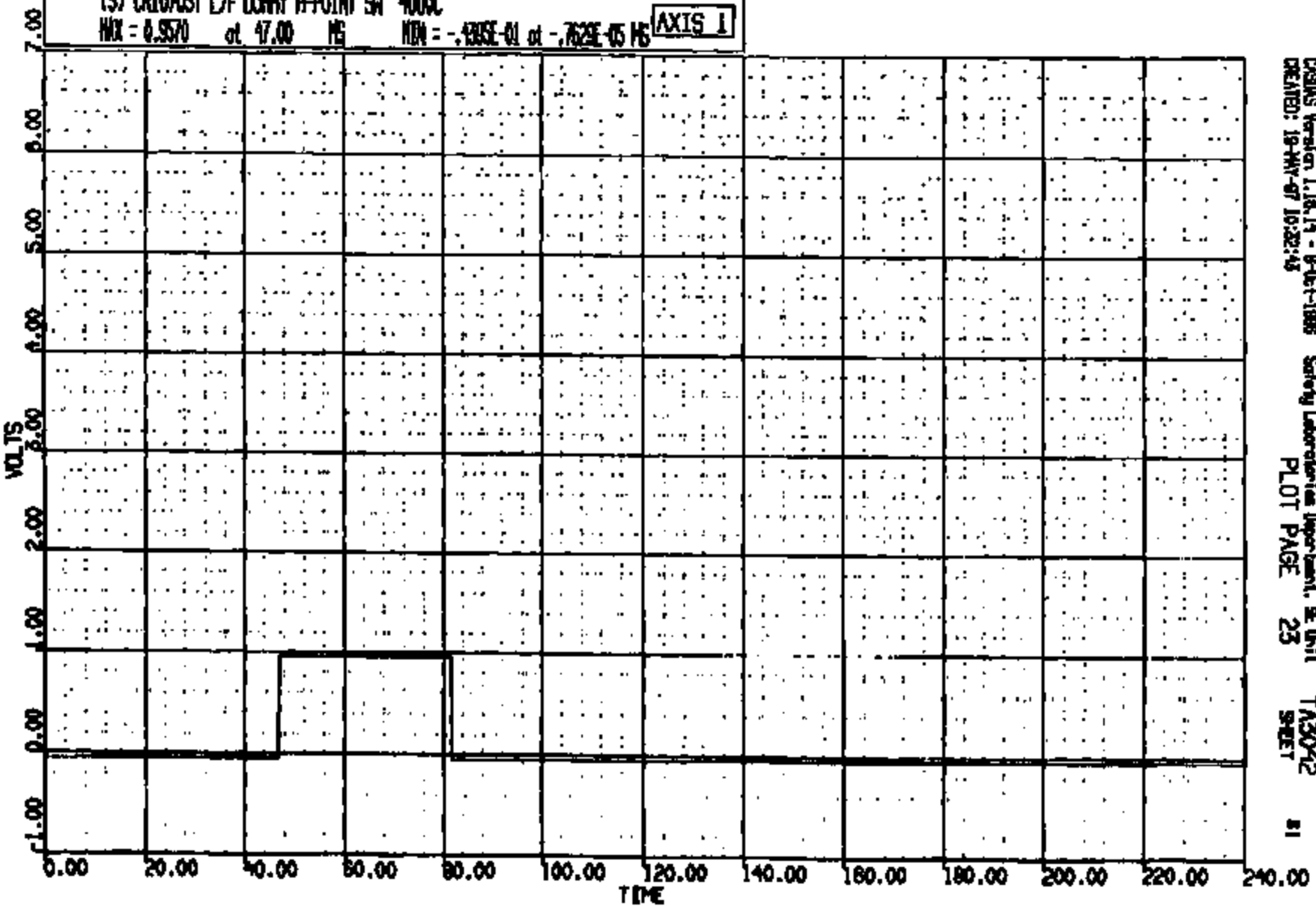
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CR R: 10Y05 TO: TAS042 DATE: 970515 15:39:48
 1999 FN-148

(S) CR10705T L/F DUNN H-POINT SH 4000C

MAX = 0.9570 at 47.00 MS MIN = -.435E-01 at -.762E-05 MS

AXIS 1



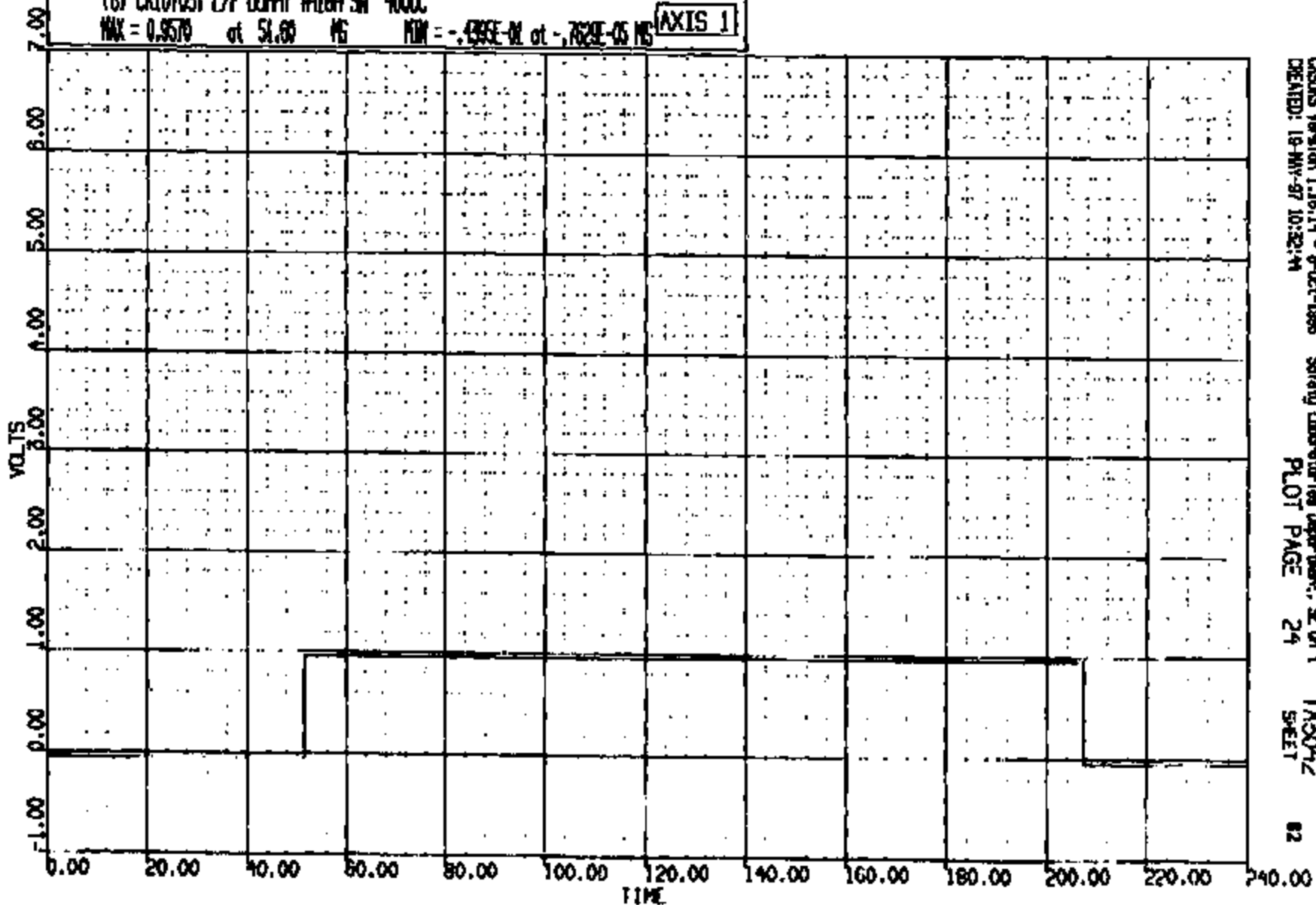
CR15 0010705

CR R: 10705 TO: TA3042 DATE: 970316 13:59:48
1899 FN-145

(6) CR107051 L/F DUMPPY THIGH SW 4000C

MAX = 0.9570 at 54.00 MS MIN = -.435E-01 at -.762E-05 MS

AXIS 1



CASMS Version 1.16.14 - 8-Oct-1998
CREATED: 19-MAY-97 10:32:14

Safety Laboratories Department, SE Unit
PLOT PAGE 24

TA3042
SHEET

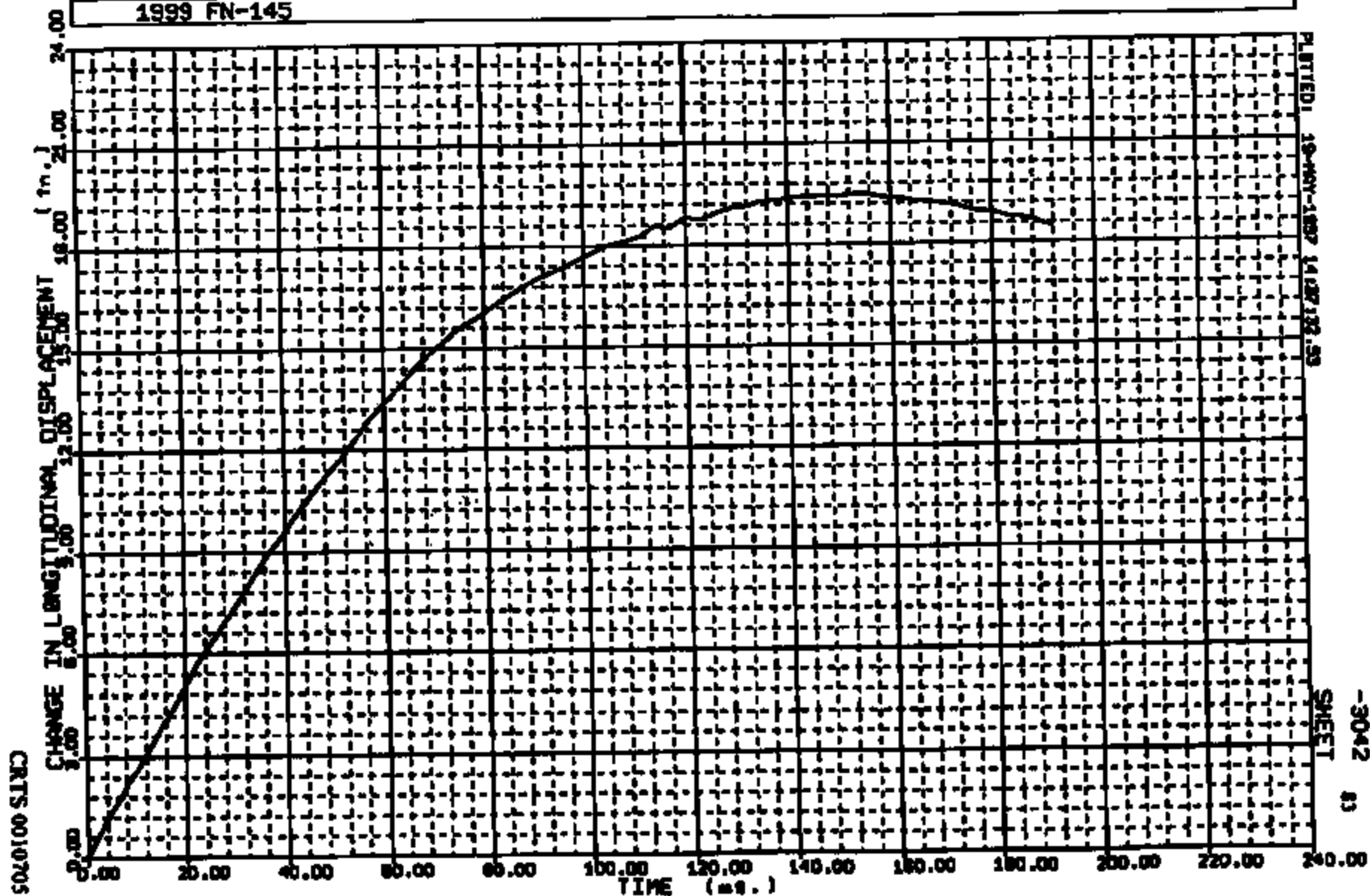
82

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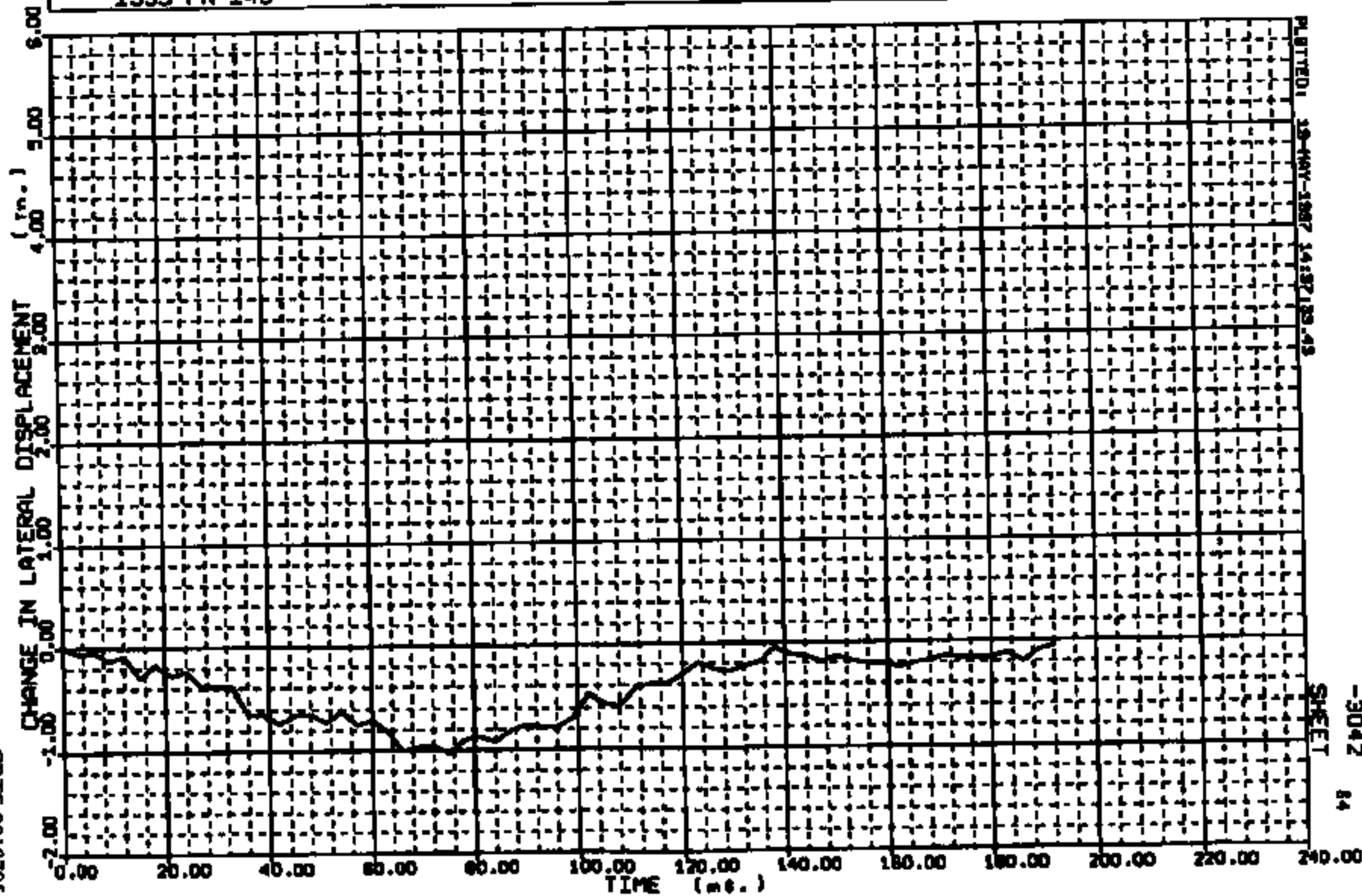
CRIS 0010705

T - AXIS: R/S ROOF AT B-PILLAR WRT TOP OF POLE MAX = 19.48 at 153.00 MIN = 0.0000E+00 at 0.00

RUN NO.	FACILITY	TEST ORDER NO.	FILM ANALYSIS METHOD	PITCH CORRECTION
10705	BARRIER	-3042	SCALE	NOT APPLIED
1999 FN-145				

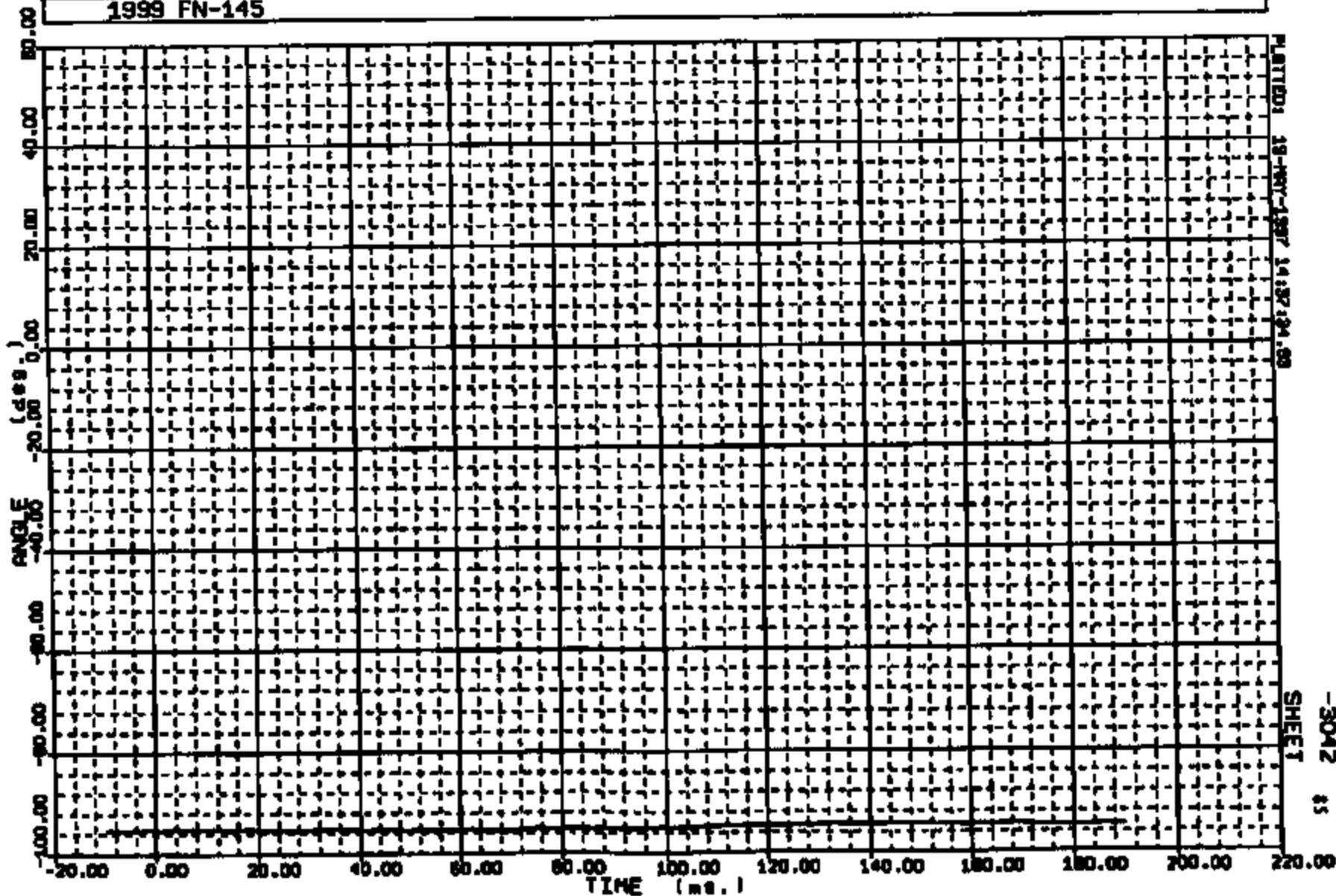


Y - AXIS:		R/S ROOF AT B-PILLAR WRT TOP OF POLE		MAX = 0.0000E+00 at 0.00		MIN = -1.029 at 75.00	
RUN NO.	FACILITY	TEST ORDER NO.	FILM ANALYSIS METHOD	PITCH CORRECTION			
10705	BARRIER	-3042	SCALE	NOT APPLIED			
1999 FN-145							



CRTS 0010705

Y - AXIS:		TOP OF VEHICLE WRT GROUND		NAK = -34.34		at 108.00		NAK = -35.80		at 69.00	
RUN NO.	FACILITY	TEST ORDER NO.	FILM ANALYSIS METHOD			PITCH CORRECTION					
10705	BARRIER	-3042	SCALE			NOT APPLIED					
1999 FN-145											



CRTS 0010705

ASC TO #: T- ZA3042

DIMENSIONAL ANALYSIS REPORT

CRASH #: 10705

VEHICLE INFORMATION

TEST DESCRIPTION:	90 DEG. LEFT SIDE FIRED POLE
VEHICLE PROGRAM YEAR:	1999
VEHICLE MODEL NAME:	FM-145
VEHICLE PROGRAM NAME:	FM-145
VEHICLE ID NUMBER:	3077824
CERTIFICATION VEHICLE CODE:	DV
REQUESTOR NAME:	D. R. FURDY
TEST ENGINEER NAME:	G. A. WILLIAMS

TIME AND DATE OF REPORT: 20-JAN-98 16:10:29

CRIS 0010705

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ABC TO #: T- TA3042

DIMENSIONAL ANALYSIS REPORT

CRASH #: 10705

** POINT COORDINATES **

UNIT NO	SIDE	PRT NO	DESCRIPTION		INCHES			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
071			MISCELLANEOUS / SIDED								
	L	07	CONTROL NOTCH/HOLE C/L SET DR/SIDE MEAS./PASS	BEF AFT	124.49	-30.49	14.81				
095			CONTROL NON SIDED								
		09	LEFT FRONT FRAME SET-UP HEIGHT (INSD. OF SILL)	BEF AFT	100.84	-29.05	14.01				
		10	LEFT REAR FRAME SET-UP HEIGHT (INSD. OF SILL)	BEF AFT	144.88	-28.50	13.92				
		14	RIGHT FRONT FRAME SET-UP HEIGHT (INSD. OF SILL)	BEF AFT	100.95 100.78	28.79 29.95	13.95 13.83	-0.17	1.16	-0.12	2.10
		15	RIGHT REAR FRAME SET-UP HEIGHT (INSD. OF SILL)	BEF AFT	147.65 147.51	28.10 28.05	13.60 13.56	-0.14	-0.05	-0.04	0.15
411			TOP (BODY) NON SIDED								
		01	EXTRA SET UP POINT (LEFT FOREMOST FRAME)	BEF AFT	26.80 39.22	-21.70 -23.61	24.57 22.47	2.42	-1.91	-2.10	3.73
		02	EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	BEF AFT	37.03 37.25	22.16 20.21	24.46 24.29	0.22	-1.93	-0.17	1.95
		03	EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF AFT	223.49 223.26	-25.03 -26.41	20.91 20.74	-0.23	-1.38	-0.17	1.61
		04	EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF AFT	223.30 223.01	24.78 23.08	20.91 20.74	-0.37	-1.70	-0.17	1.73
		26	"H" POINT LOCATION ON OUTER PRT/OCCUPANT DOOR	BEF AFT	120.03	-18.02	27.26				
		38	TOP OF ROCKER SILL IN LINE W/FRONT "H" PT.	BEF AFT	120.03	-31.54	19.51				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 20-JAN-98 14:50:30

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ASC TO #: T- 1A3042

DIMENSIONAL ANALYSIS REPORT

CHASE #: 10705

** POINT COORDINATES **

UNIT NO	SIDE	PNT NO	DESCRIPTION		INCHES			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
		57	FRONT OCCUPANT SEAT C/L (WIDTH)	REF AFT	120.45	-15.74	26.36				
		84	"W.R.T." ON ROCKER SIDE OPPOSITE OF IMPAC	REF AFT	133.12 133.12	34.03 36.03	16.33 16.32	0.00	-0.01	-0.01	0.01
412			TOP (BODY) SIDED POINTS								
L		09	END OF FRONT SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	62.94 65.16	-33.09 -33.10	19.02 15.14	2.22	-0.01	-3.88	4.47
R		09	END OF FRONT SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	63.56 63.80	32.14 32.76	19.23 18.21	0.24	-0.38	-1.02	1.11
L		16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLA	REF AFT	128.85	-31.53	31.81				
R		16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLA	REF AFT	128.90 128.98	33.53 33.49	31.71 31.66	0.08	-0.04	-0.05	0.10
L		18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLA	REF AFT	166.57	-36.47	38.55				
R		18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLA	REF AFT	166.73 166.87	36.35 33.77	38.38 38.33	0.14	-0.62	-0.25	0.68
L		89	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	177.48 177.52	-31.97 -32.45	14.36 12.72	0.04	-0.48	-1.64	1.71
R		89	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	177.46 177.62	31.77 31.30	14.11 15.62	0.16	-0.47	1.49	1.57
650			BLANK UNIT POINTS								
		01	1 SEE COMMENTS PAGE	REF AFT	112.13	-32.35	15.92				
		02	2 SEE COMMENTS PAGE	REF AFT	196.58	-32.24	15.16				

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WNT NO	SIDE	WTF NO	DESCRIPTION		** POINT COORDINATES **			INCHES CHANGED				
					LONG X	LAT Y	VERT Z	X	Y	Z	D	
		03	3	SEE COMMENTS PAGE	REF AFT	115.02	-31.85	41.17				
		04	4	SEE COMMENTS PAGE	REF AFT	124.46	-32.09	29.63				
		05	5	SEE COMMENTS PAGE	REF AFT	114.86	-31.96	34.84				
		06	6	SEE COMMENTS PAGE	REF AFT	101.86	-31.96	40.39				
		07	7	SEE COMMENTS PAGE	REF AFT	103.95	-31.87	27.85				
		08	8	SEE COMMENTS PAGE	REF AFT	92.47	-30.03	26.78				
		09	9	SEE COMMENTS PAGE	REF AFT	84.82	0.91	25.72				
		10	10	SEE COMMENTS PAGE	REF AFT	136.93	-22.92	58.31				
		11	11	SEE COMMENTS PAGE	REF AFT	134.09	-29.56	46.07				
		12	12	SEE COMMENTS PAGE	REF AFT	129.48	-20.63	29.71				
		13	13	SEE COMMENTS PAGE	REF AFT	133.79	-30.58	21.65				
		14	14	SEE COMMENTS PAGE	REF AFT	177.99	-0.16	12.63				
		15	15	SEE COMMENTS PAGE	REF AFT	93.29	30.12	22.22				
		16	16	SEE COMMENTS PAGE	REF AFT	129.50	30.64	31.74				

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** POINT COORDINATES **

INT NO	SIDE	PPT NO	DESCRIPTION		INCHES			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
17	17	SEE COMMENTS PAGE	REF AFT	113.88	32.77	15.62					
18	18	SEE COMMENTS PAGE	REF AFT	154.64	31.85	15.84					
19	19	SEE COMMENTS PAGE	REF AFT	68.91 68.79	35.40 34.59	39.69 39.85	-0.12	-0.81	0.16	0.83	
20	20	SEE COMMENTS PAGE	REF AFT	306.54 207.28	35.37 34.58	38.63 38.27	0.74	-0.78	-0.36	1.13	
21	21	SEE COMMENTS PAGE	REF AFT	100.26 100.19	30.25 30.89	15.47 15.40	-0.07	0.64	-0.07	0.55	
22	22	SEE COMMENTS PAGE	REF AFT	147.28 147.31	30.41 30.19	15.18 15.80	-0.07	-0.22	-0.18	0.29	

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	01			BELTLINE EXTERIOR SECT			
			1	BEFORE	64.91	-33.58	41.34
			1	AFTER	69.10	-35.78	37.73
			2	BEFORE	75.10	-34.66	41.34
			2	AFTER	78.91	-33.73	37.96
			3	BEFORE	86.21	-35.46	41.34
			3	AFTER	92.05	-35.38	38.03
			4	BEFORE	89.52	-35.55	41.34
			4	AFTER	94.73	-36.72	37.83
			5	BEFORE	99.98	-36.06	41.34
			5	AFTER	100.16	-34.84	38.09
			6	BEFORE	113.36	-36.88	41.34
			6	AFTER	104.24	-32.32	38.15
			7	BEFORE	132.67	-36.97	41.34
			7	AFTER	112.31	-26.97	38.43
			8	BEFORE	133.28	-37.29	41.34
			8	AFTER	117.68	-22.98	38.71
			9	BEFORE	148.82	-37.36	41.34
			9	AFTER	120.57	-20.80	38.86
			10	BEFORE	159.14	-37.24	41.34
			10	AFTER	122.27	-20.58	38.79
			11	BEFORE	173.22	-36.93	41.34
			11	AFTER	134.85	-20.85	38.81
			12	BEFORE	173.68	-36.90	41.34
			12	AFTER	127.86	-22.39	39.03
			13	BEFORE	179.76	-36.68	41.34
			13	AFTER	129.46	-24.18	39.10

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** SECTIONALS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
425	81			MIDLINE EXTERIOR SECT			
			1	BEFORE	75.12	-37.01	31.50
			1	AFTER	79.02	-37.39	27.88
			2	BEFORE	86.68	-37.62	31.50
			2	AFTER	90.86	-37.01	28.05
			3	BEFORE	87.62	-37.83	31.50
			3	AFTER	93.48	-37.98	27.68
			4	BEFORE	98.95	-38.34	31.50
			4	AFTER	100.51	-33.71	27.83
			5	BEFORE	112.94	-38.87	31.50
			5	AFTER	103.34	-32.13	28.04
			6	BEFORE	111.84	-39.05	31.50
			6	AFTER	110.93	-27.85	28.40
			7	BEFORE	122.36	-38.74	31.50
			7	AFTER	118.67	-24.81	28.59
			8	BEFORE	148.37	-38.79	31.50
			8	AFTER	118.74	-22.66	28.72
			9	BEFORE	158.70	-38.69	31.50
			9	AFTER	121.03	-20.98	28.86
			10	BEFORE	168.47	-38.55	31.50
			10	AFTER	122.27	-20.38	28.82
			11	BEFORE	185.56	-38.45	31.50
			11	AFTER	123.48	-20.16	28.90
			12	BEFORE	267.97	-38.33	31.50
			12	AFTER	125.32	-20.99	28.81

427 81

CHARACTER LINE EXT SECT

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** SECTIONALS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			1	BEFORE	79.31	-36.56	23.62
			1	AFTER	83.46	-16.25	20.02
			2	BEFORE	87.34	-36.90	23.62
			2	AFTER	91.54	-35.79	20.14
			3	BEFORE	88.34	-37.49	23.62
			3	AFTER	93.57	-36.35	19.72
			4	BEFORE	98.98	-37.82	23.62
			4	AFTER	103.38	-32.02	20.80
			5	BEFORE	112.74	-38.04	23.62
			5	AFTER	110.54	-28.50	20.27
			6	BEFORE	131.17	-38.34	23.62
			6	AFTER	135.19	-25.07	20.41
			7	BEFORE	132.38	-37.78	23.62
			7	AFTER	118.45	-22.60	20.60
			8	BEFORE	146.35	-37.75	23.62
			8	AFTER	120.91	-21.29	20.70
			9	BEFORE	158.81	-37.62	23.62
			9	AFTER	122.88	-20.86	20.78
			10	BEFORE	160.62	-17.57	23.62
			10	AFTER	124.43	-21.02	20.77
			11	BEFORE	160.98	-17.49	23.62
			11	AFTER	126.30	-21.94	20.84
			12	BEFORE	162.59	-17.47	23.62
			12	AFTER	128.14	-23.72	20.99

129 81

BOTTOM OF DOOR EXT SECT

			1	BEFORE	89.33	-36.00	16.28
			1	AFTER	93.25	-32.75	12.87

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** SECTIONS **

INT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	132.02	-36.05	16.15
			2	AFTER	99.23	-30.81	12.87
			3	BEFORE	133.23	-35.59	17.44
			3	AFTER	106.23	-27.87	12.84

431 81

ROCKER PANEL EXT SECT

			1	BEFORE	91.72	-33.99	16.93
			1	AFTER	85.03	-30.66	13.96
			2	BEFORE	107.12	-34.03	16.83
			2	AFTER	96.78	-27.94	12.57
			3	BEFORE	129.43	-34.08	16.93
			3	AFTER	106.68	-25.02	13.14
			4	BEFORE	133.44	-34.04	16.93
			4	AFTER	114.59	-21.91	13.37
			5	BEFORE	148.95	-34.05	16.93
			5	AFTER	118.68	-20.31	13.05
			6	BEFORE	159.88	-34.09	16.93
			6	AFTER	119.78	-19.92	12.69

433 83

ROOF LINE INTERIOR SECT

			1	BEFORE	93.94	-29.17	45.53
			1	AFTER	96.99	-28.89	42.75
			2	BEFORE	110.39	-24.21	57.62
			2	AFTER	104.79	-26.60	49.09
			3	BEFORE	115.77	-23.56	58.03
			3	AFTER	113.12	-22.36	56.62
			4	BEFORE	130.57	-22.73	58.06
			4	AFTER	120.10	-19.73	58.06

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** SECTIONALS **

UNT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	129.62	-22.30	59.65
			5	AFTER	120.97	-18.35	57.94
			6	BEFORE	137.37	-22.19	59.70
			6	AFTER	123.89	-17.51	58.32

435 81

BELT LINE INTERIOR SECT

1	BEFORE	97.32	-32.06	42.79
1	AFTER	105.71	-28.38	39.41
2	BEFORE	102.48	-22.10	42.35
2	AFTER	109.56	-25.46	38.87
3	BEFORE	113.55	-32.05	42.50
3	AFTER	114.27	-22.56	39.49
4	BEFORE	125.82	-31.13	42.51
4	AFTER	117.69	-20.62	39.82
5	BEFORE	129.05	-32.58	42.53
5	AFTER	120.60	-19.52	39.95
6	BEFORE	131.05	-30.79	42.17
6	AFTER	123.41	-19.07	40.20

437 81

HIP INTERIOR SECTION

1	BEFORE	94.94	-31.89	31.07
1	AFTER	108.60	-25.89	27.53
2	BEFORE	106.57	-31.71	30.49
2	AFTER	111.66	-23.83	26.52
3	BEFORE	115.86	-32.17	28.69
3	AFTER	117.65	-22.92	26.61
4	BEFORE	123.56	-32.27	26.05
4	AFTER	113.99	-22.22	26.86

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** SECTIONALS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
			5	BEFORE	127.64	-32.04	30.33
			5	AFTER	115.52	-21.91	26.70
			6	BEFORE	128.51	-31.26	30.47
			6	AFTER	116.98	-21.30	27.13
438	81			1ST 80 FWD/HINGE PLANE			
			1	BEFORE	90.55	-35.93	16.33
			1	AFTER	94.73	-31.05	12.92
			2	BEFORE	90.55	-37.14	19.39
			2	AFTER	95.39	-34.75	15.90
			3	BEFORE	90.55	-38.19	27.99
			3	AFTER	95.84	-35.81	20.17
			4	BEFORE	90.55	-17.96	30.00
			4	AFTER	94.13	-36.71	24.21
			5	BEFORE	90.55	-36.58	39.47
			5	AFTER	96.10	-36.57	25.90
			6	BEFORE	90.55	-34.59	41.00
			6	AFTER	95.97	-36.66	30.17
439	81			SECT @ 7500 BODY LINE			
			1	BEFORE	98.42	-36.08	16.24
			1	AFTER	102.15	-30.34	12.91
			2	BEFORE	98.42	-37.66	22.75
			2	AFTER	102.62	-30.94	13.40
			3	BEFORE	98.42	-38.39	26.09
			3	AFTER	102.62	-31.83	15.66
			4	BEFORE	98.42	-38.24	30.00
			4	AFTER	102.75	-32.17	17.01

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	98.42	-27.38	38.35
			5	AFTER	102.81	-32.32	19.02
			6	BEFORE	98.42	-34.66	43.40
			6	AFTER	102.99	-32.90	22.18
439	S2			SECT @ 2500 BODY LINE			
			1	BEFORE	98.42	-31.45	21.52
			2	BEFORE	98.42	-32.17	27.88
			3	BEFORE	98.42	-32.28	32.99
			4	BEFORE	98.42	-32.23	38.90
			5	BEFORE	98.42	-32.08	42.53
440	S1			VERT SECT. 20' FWD 1/CL			
			1	BEFORE	121.65	-36.79	16.65
			1	AFTER	122.81	-21.07	13.26
			2	BEFORE	121.65	-38.25	23.95
			2	AFTER	122.85	-21.05	16.70
			3	BEFORE	121.65	-38.99	28.39
			3	AFTER	122.79	-21.04	20.76
			4	BEFORE	121.65	-38.84	30.17
			4	AFTER	122.65	-21.09	25.57
			5	BEFORE	121.65	-38.12	38.27
			5	AFTER	122.59	-20.48	27.34
			6	BEFORE	121.65	-37.05	40.93
			6	AFTER	122.65	-20.90	30.58
			7	BEFORE	121.65	-36.85	44.21
			7	AFTER	122.26	-20.58	35.06

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** SECTIONALS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			8	BEFORE	121.65	-35.06	60.09
			8	AFTER	122.28	-30.61	35.57
			9	BEFORE	121.65	-33.25	61.76
			9	AFTER	122.23	-30.51	38.25
			10	BEFORE	121.65	-22.28	62.04
			10	AFTER	122.14	-20.71	38.72
			11	BEFORE	121.65	-20.82	62.34
			11	AFTER	122.17	-21.17	41.18

440 02

VERT SECT. 20" FWD X/CL

	1	BEFORE	121.65	-31.36	20.85
	1	AFTER	122.41	-19.69	17.99
	2	BEFORE	121.65	-31.88	24.76
	2	AFTER	122.09	-19.34	20.01
	3	BEFORE	121.65	-32.37	38.35
	3	AFTER	122.25	-19.01	22.13
	4	BEFORE	121.65	-32.05	40.94
	4	AFTER	121.90	-19.33	35.83
	5	BEFORE	121.65	-32.04	42.50
	5	AFTER	121.89	-19.32	35.83
	6	BEFORE	121.65	-32.62	43.26
	6	AFTER	121.96	-19.24	38.26

441 01

VERT SECT. 0 IMPACT C/L

	1	BEFORE	129.90	-36.77	16.94
	1	AFTER	130.13	-24.30	13.29
	2	BEFORE	129.90	-38.74	25.71
	2	AFTER	129.88	-24.84	16.20

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** SECTIONS **

UNIT NO	SECT NO	SIZE	SSQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			3	BEFORE	129.90	-39.11	28.56
			3	AFTER	129.85	-25.15	15.29
			4	BEFORE	129.90	-38.93	30.06
			4	AFTER	129.36	-25.22	17.12
			5	BEFORE	129.90	-38.98	34.75
			5	AFTER	129.31	-25.22	18.58
			6	BEFORE	129.90	-37.00	41.23
			6	AFTER	129.25	-25.17	21.26
			7	BEFORE	129.90	-34.95	44.34
			7	AFTER	129.14	-25.23	23.38
			8	BEFORE	129.90	-24.62	68.68
			8	AFTER	129.88	-25.28	26.16
			9	BEFORE	129.90	-23.87	62.47
			9	AFTER	128.72	-24.64	27.73
			10	BEFORE	129.90	-22.11	62.50
			10	AFTER	128.77	-24.80	32.38
			11	BEFORE	129.90	-20.82	62.78
			11	AFTER	128.95	-24.60	32.04
			12	BEFORE	129.90	-19.44	63.02
			12	AFTER	128.72	-24.41	35.39

441 82

VERT SECT. @ IMPACT C/L

	1	BEFORE	129.90	-38.74	20.92
	1	AFTER	131.11	-19.74	18.24
	2	BEFORE	129.90	-38.61	28.18
	2	AFTER	130.97	-19.66	20.71
	3	BEFORE	129.90	-38.74	34.42
	3	AFTER	130.84	-19.71	27.29

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** SECTIONS **

UNIT NO	SCM NO	SIZE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	130.37	-31.62	40.38
			4	AFTER	129.80	-19.35	30.29
			5	BEFORE	130.14	-31.88	42.82
			5	AFTER	130.25	-19.58	39.57
			6	BEFORE	132.51	-28.92	50.51
			6	AFTER	130.38	-20.66	37.60
			7	BEFORE	133.92	-24.02	58.17
			7	AFTER	133.81	-18.95	48.41
			8	BEFORE	139.90	-23.12	59.06
			8	AFTER	137.27	-17.16	58.70

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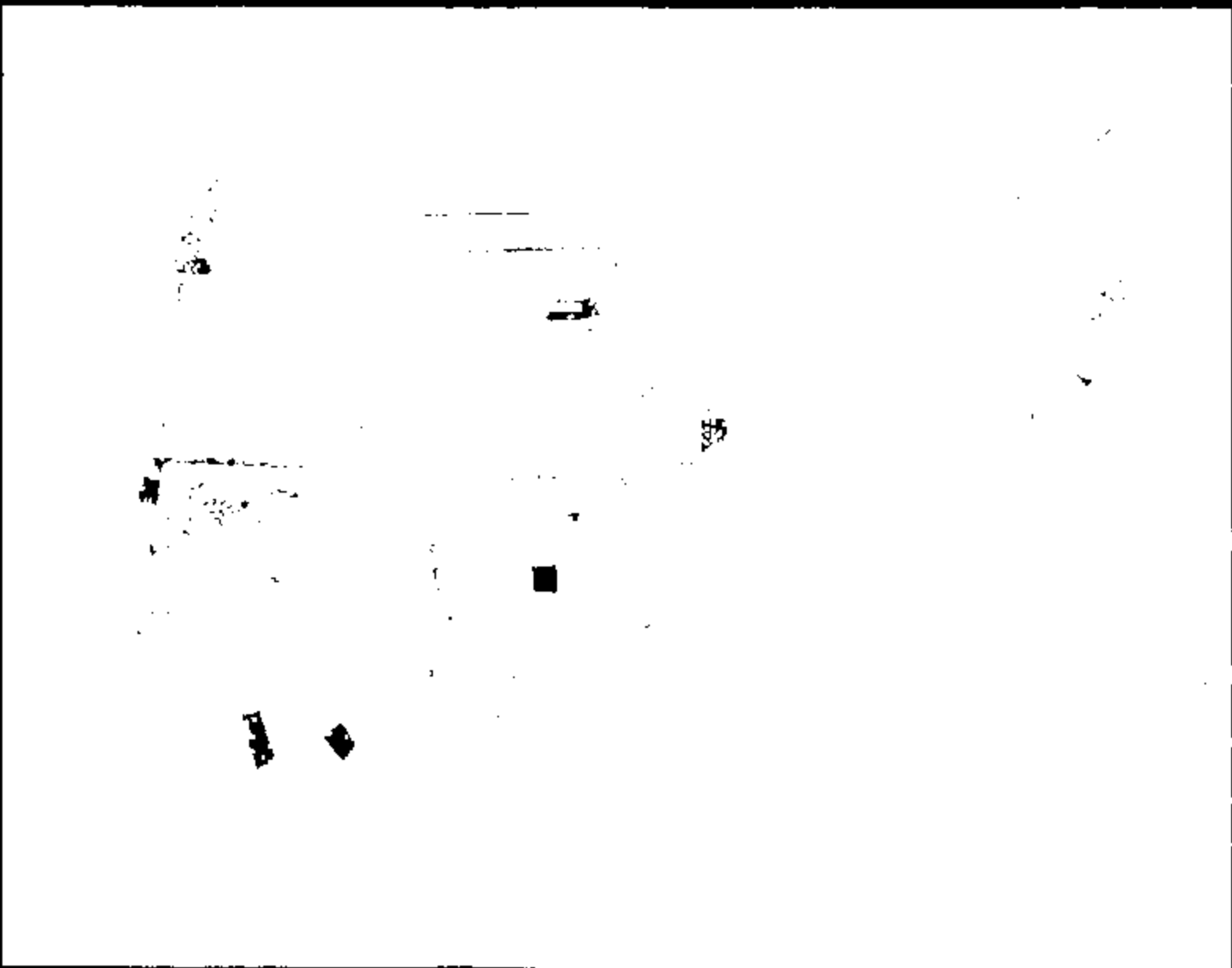
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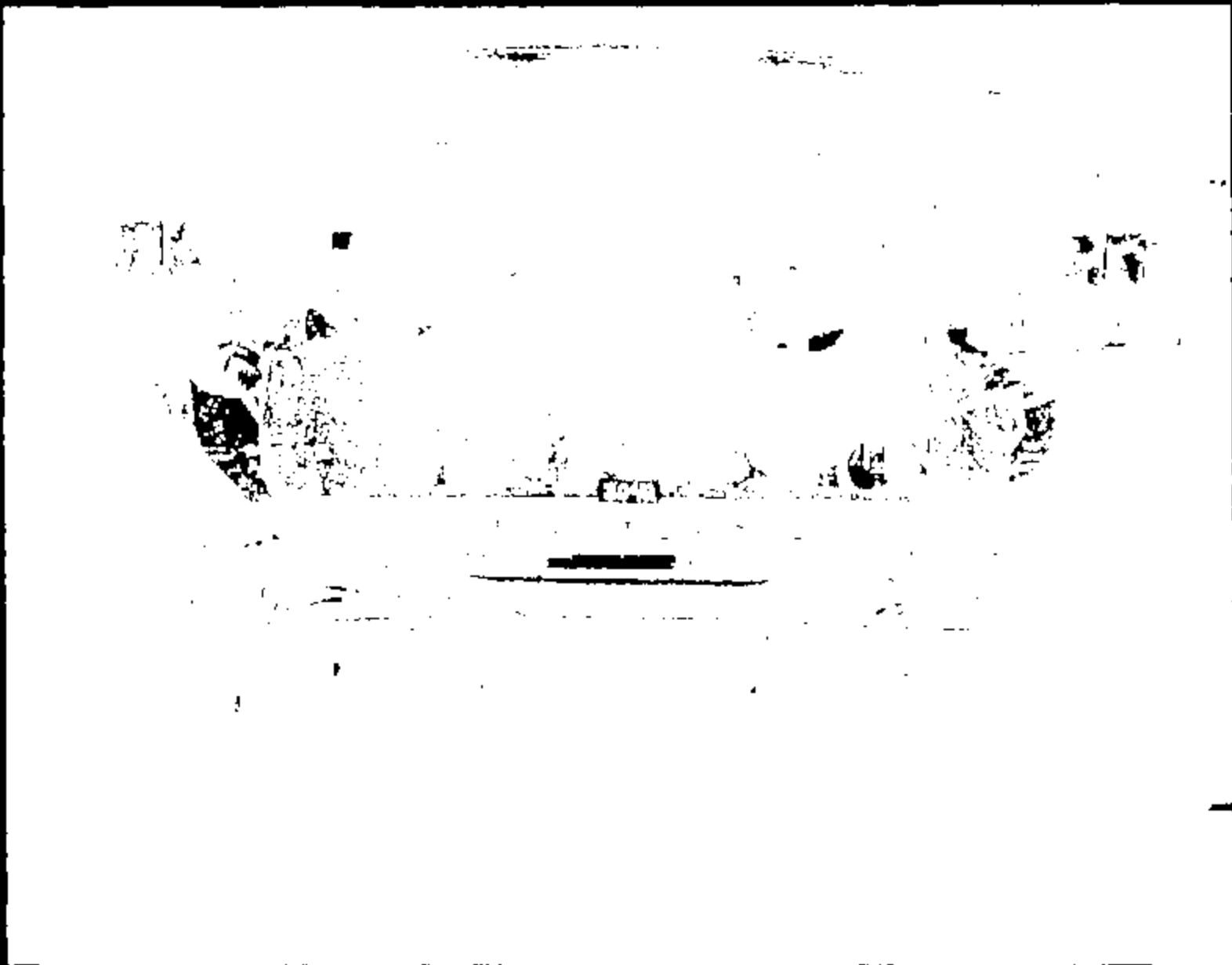
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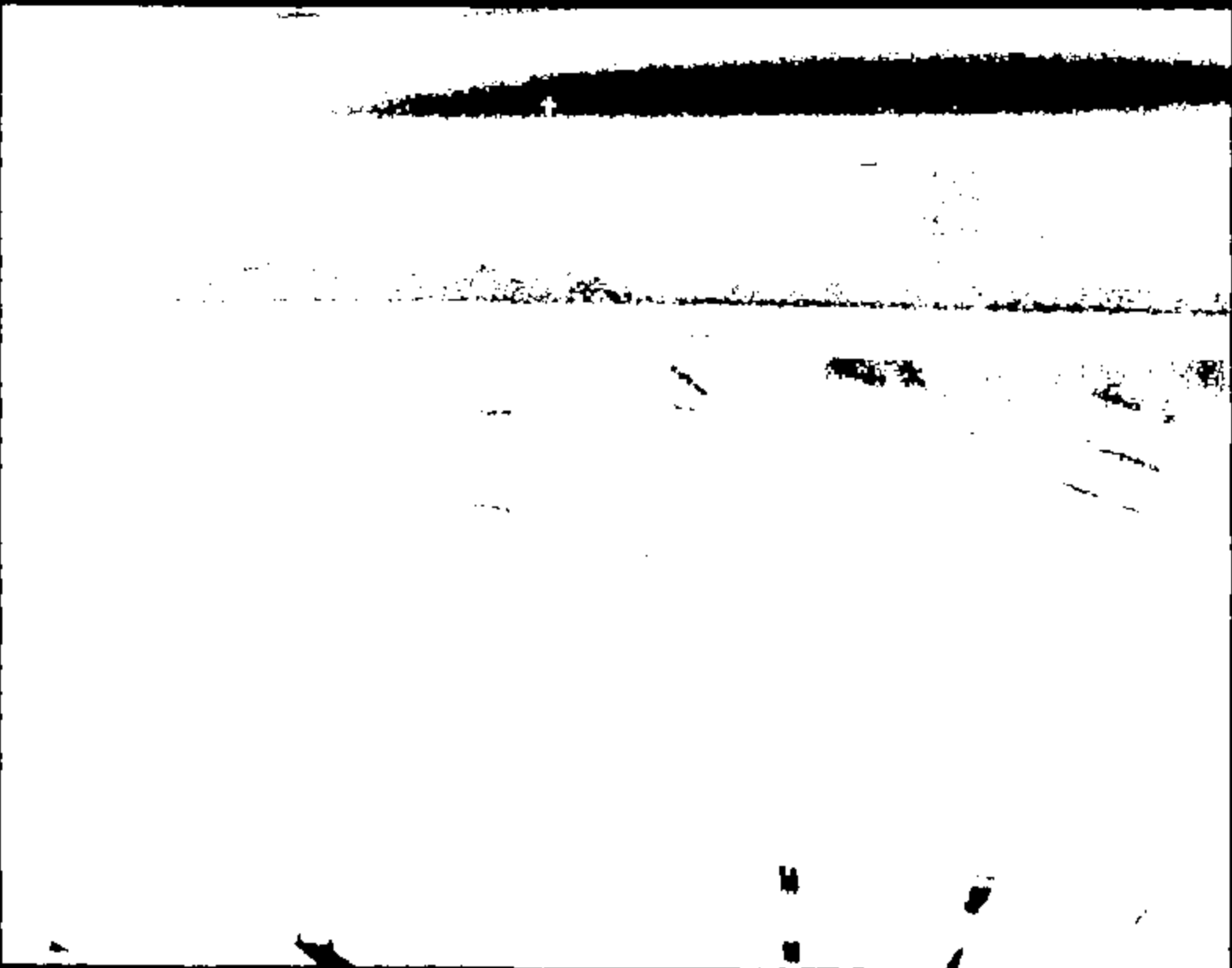
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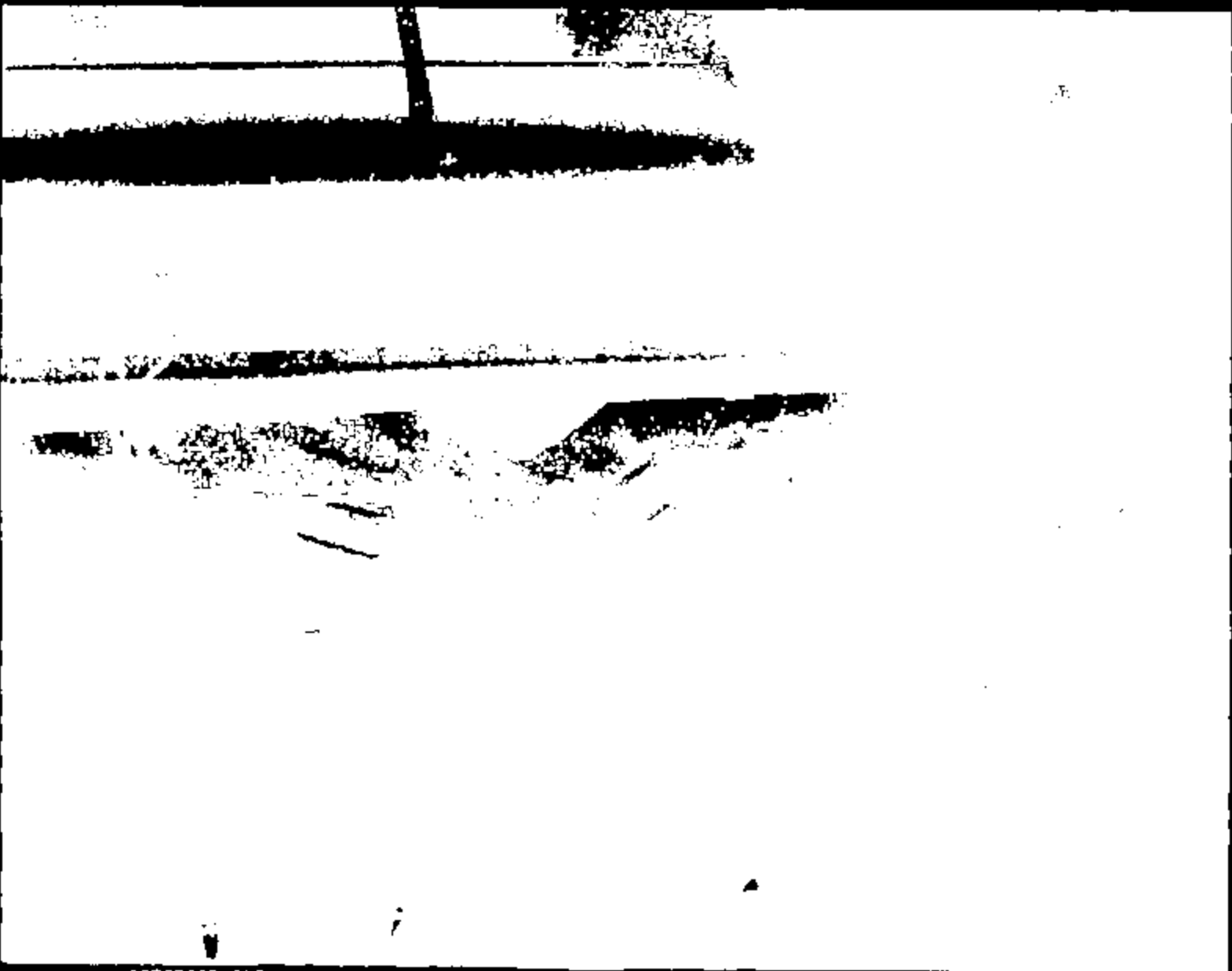
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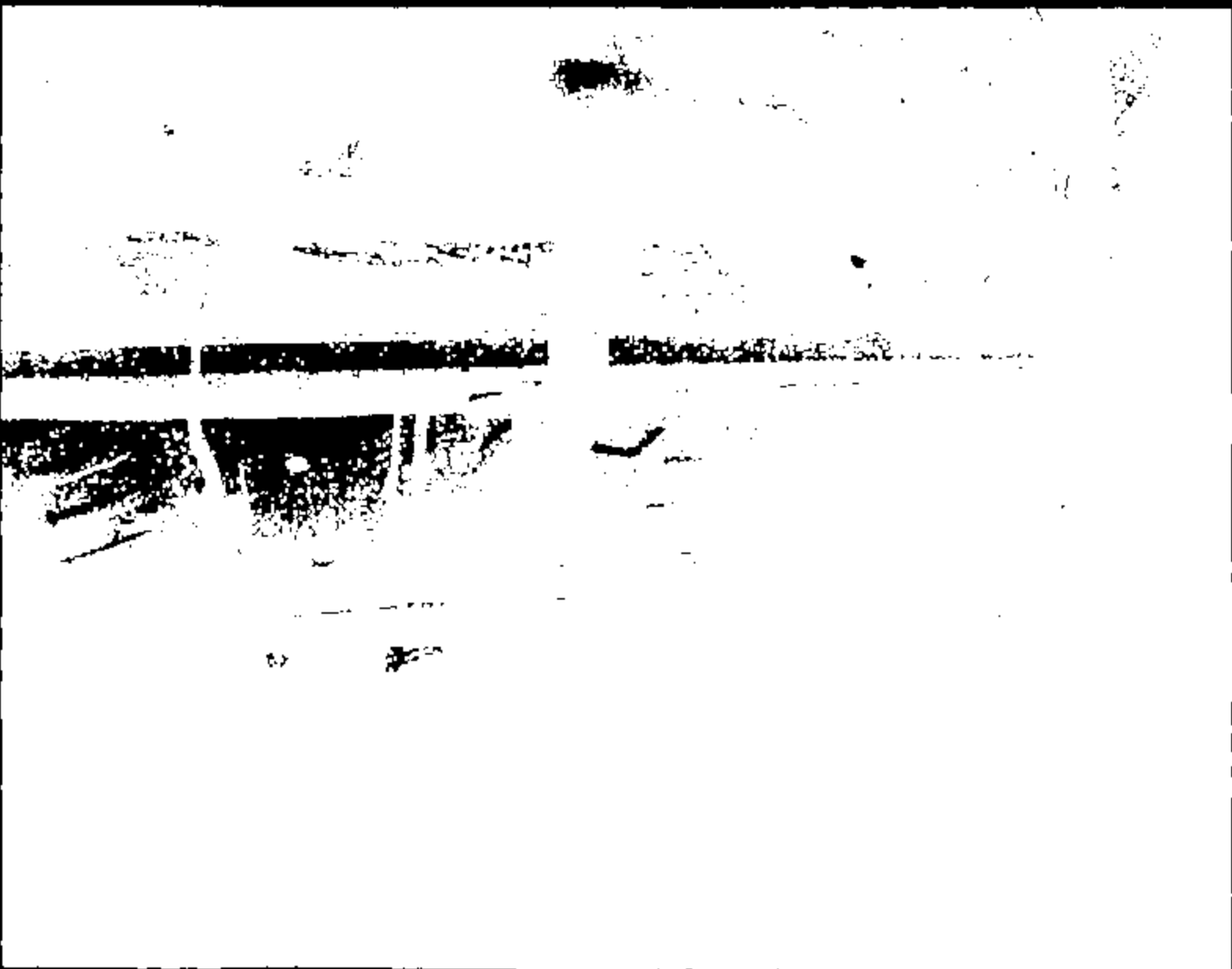
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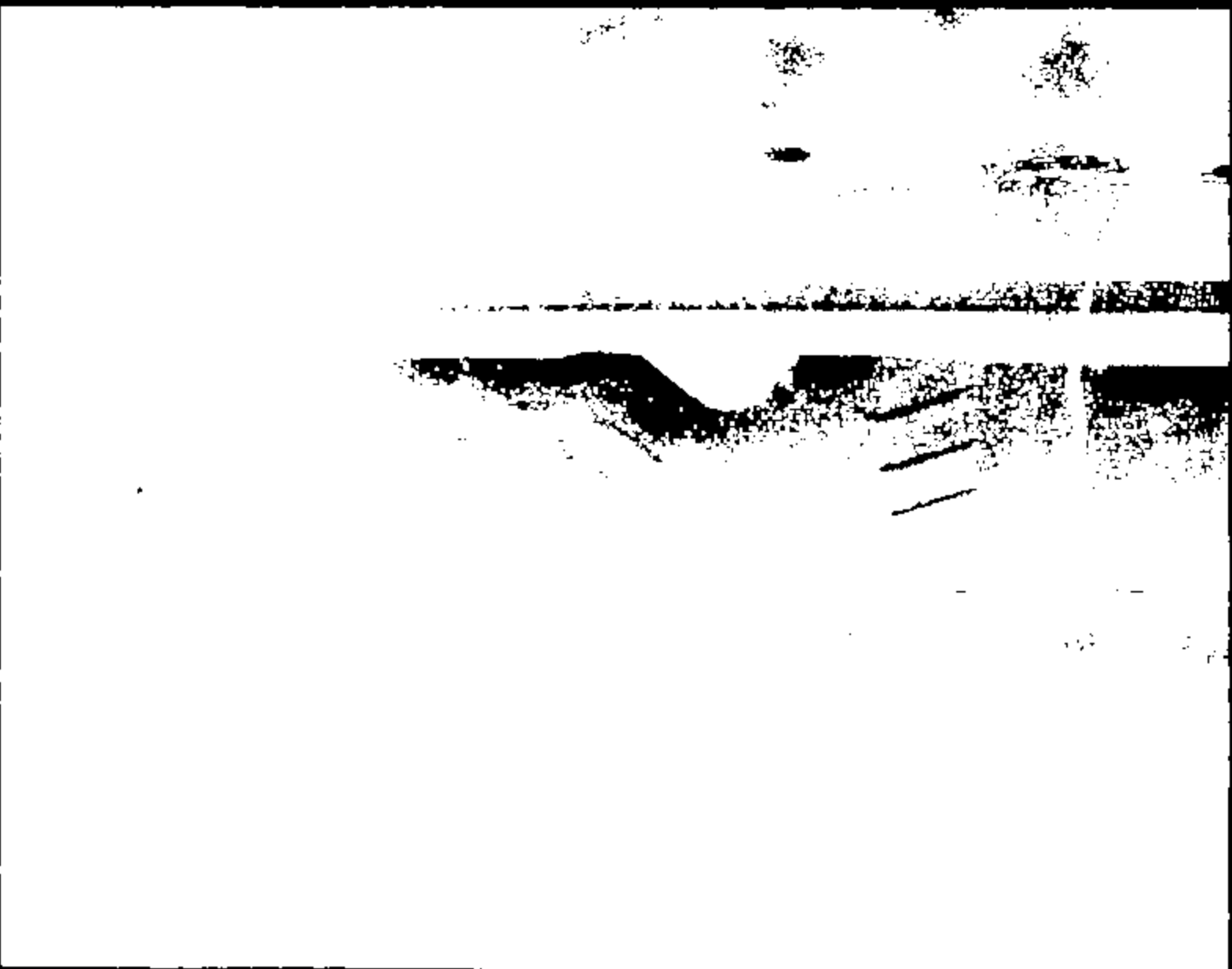
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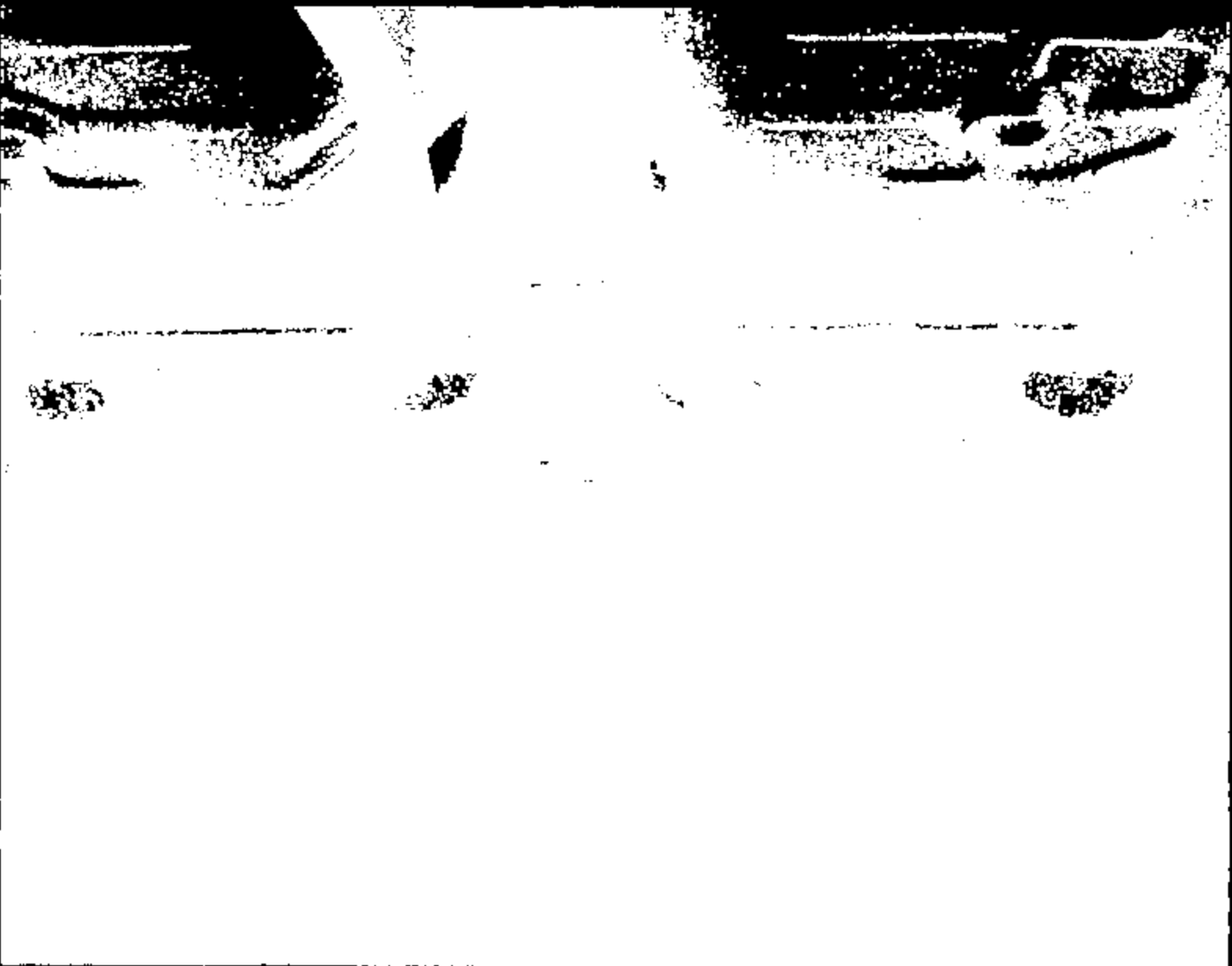
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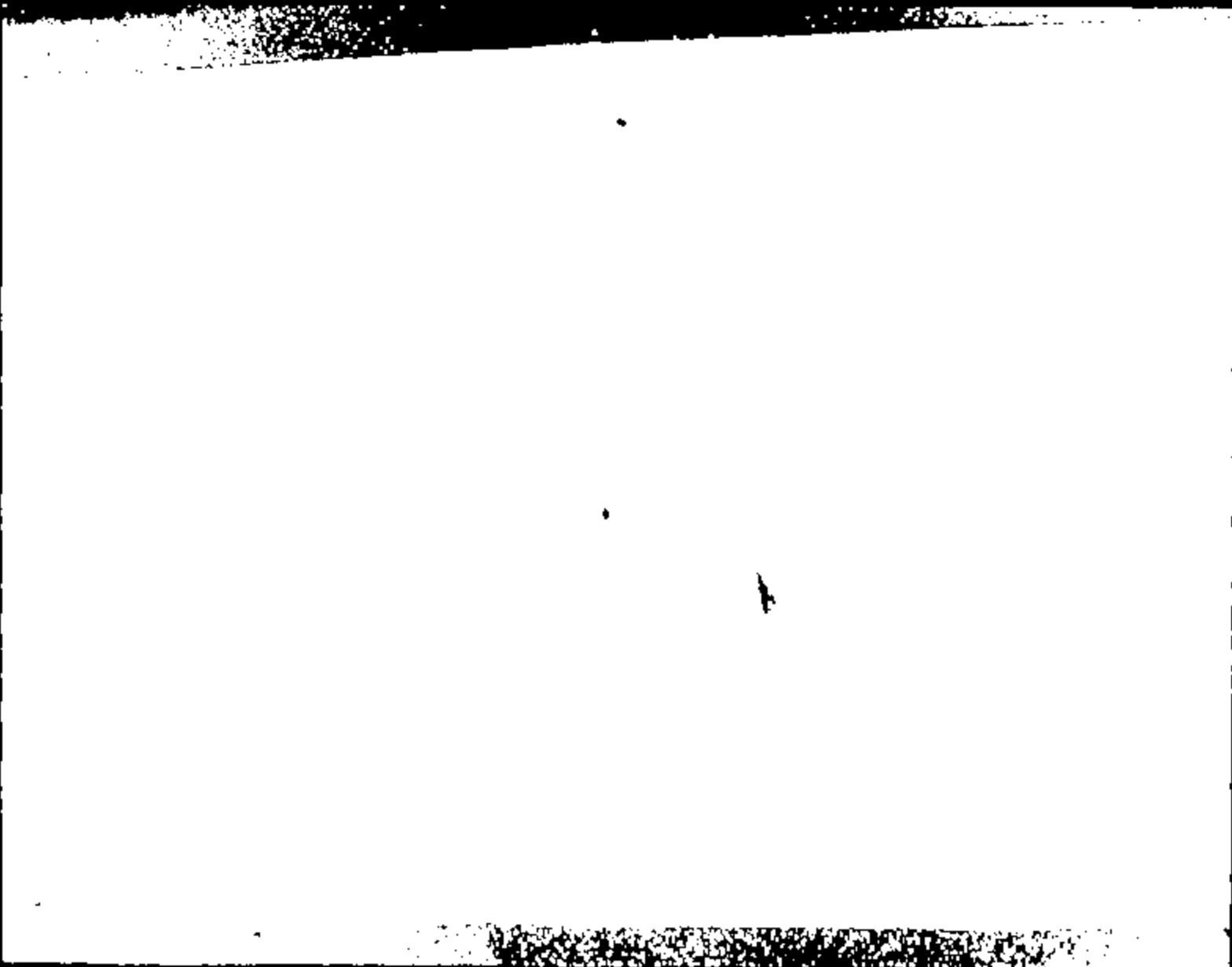
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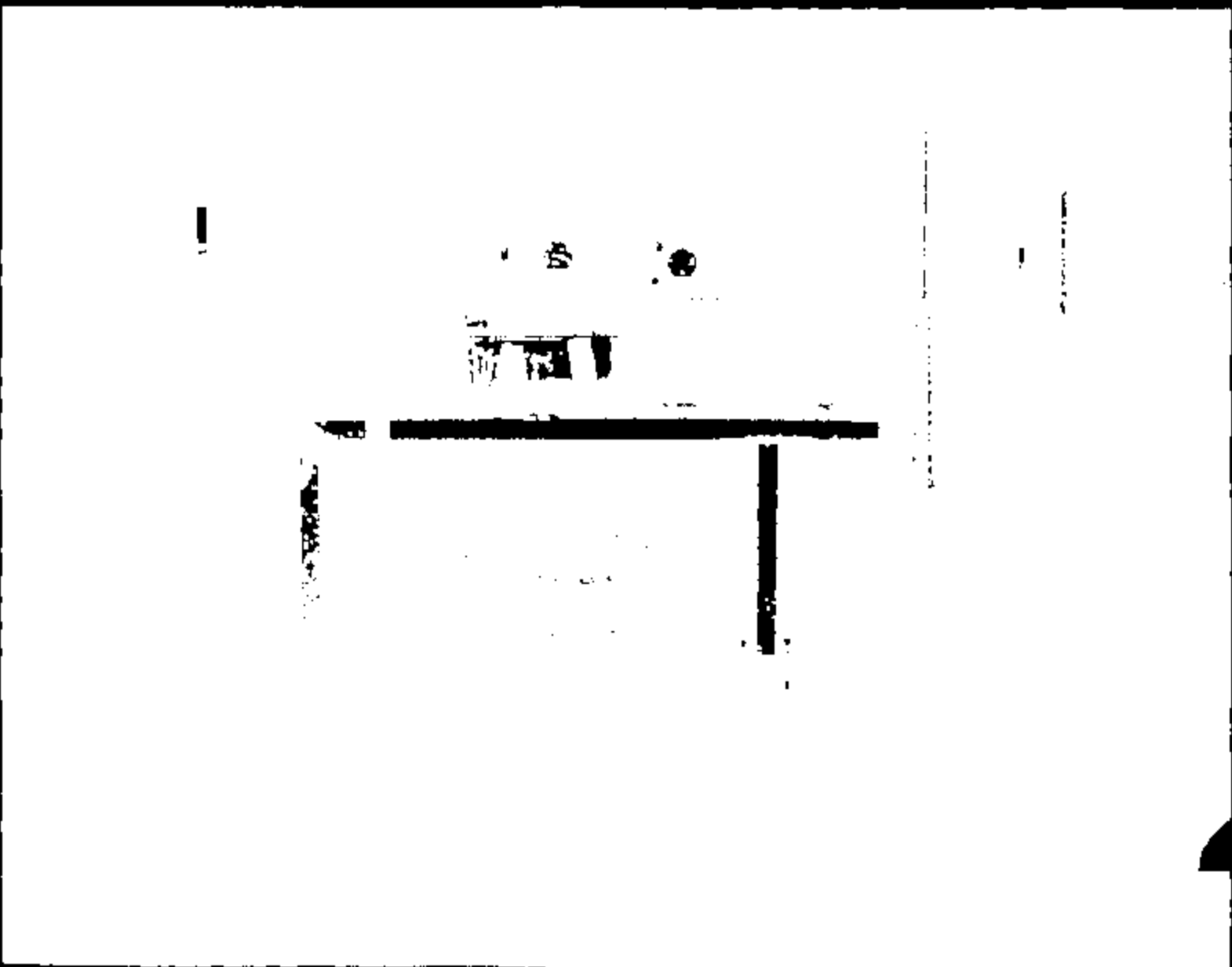
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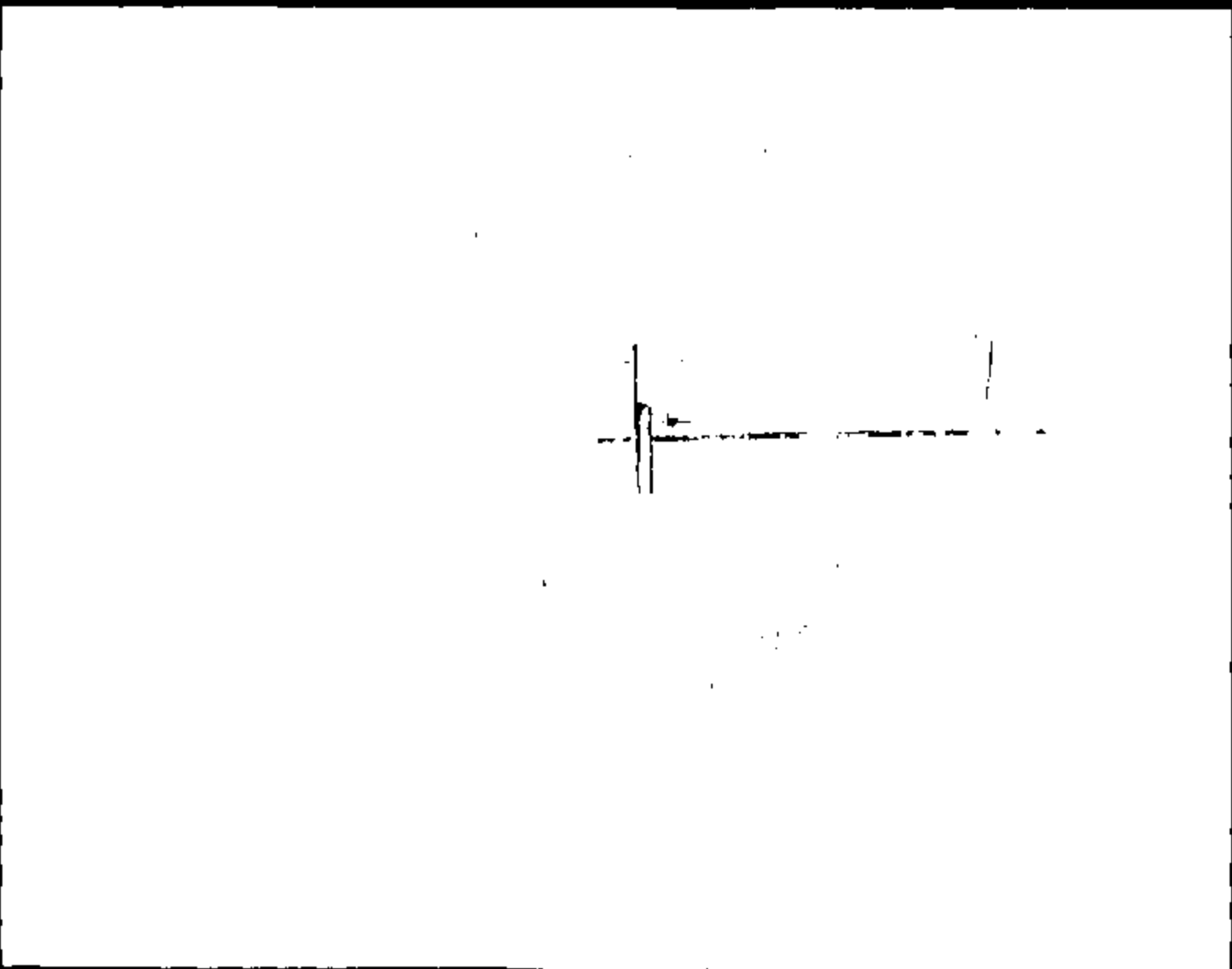
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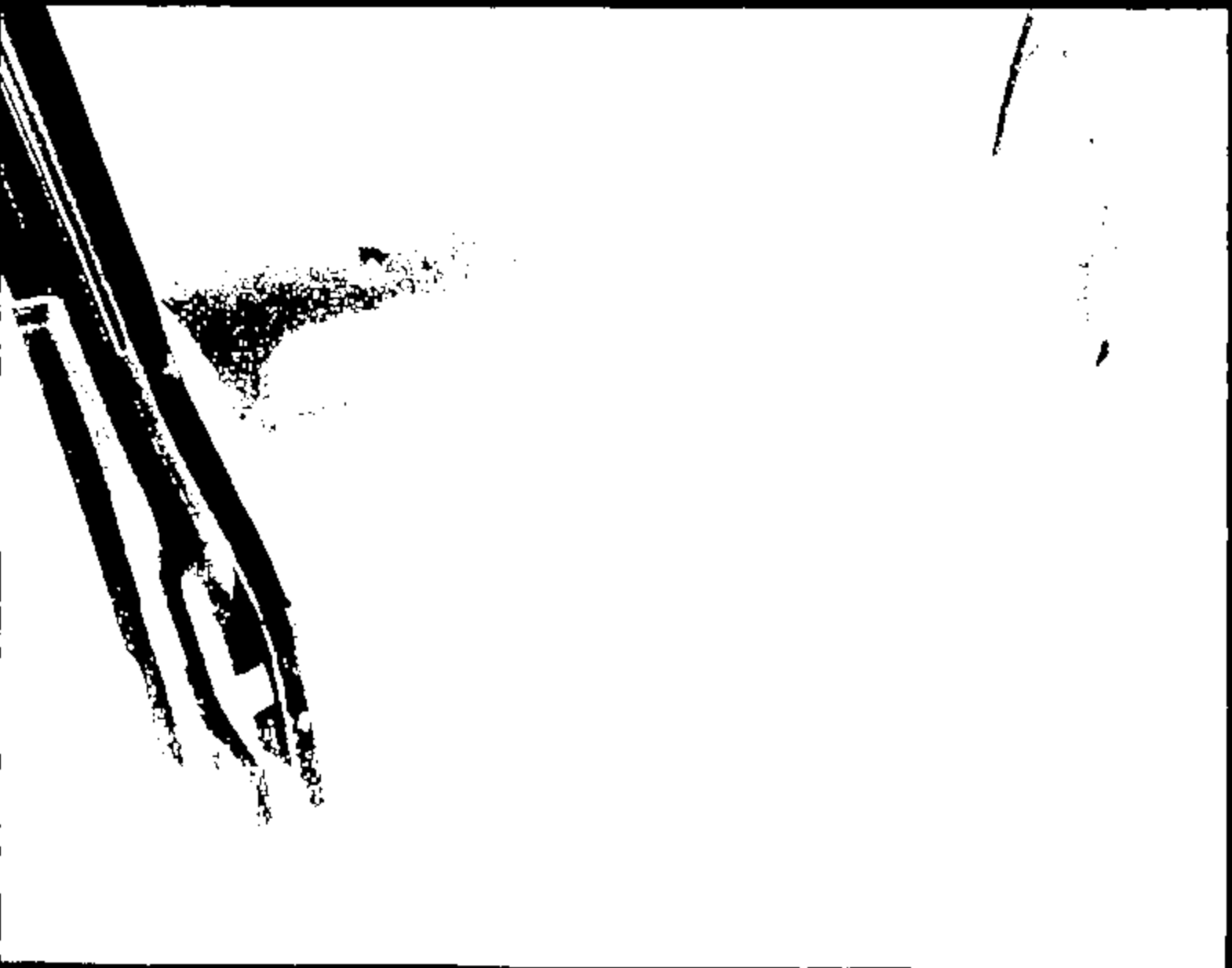
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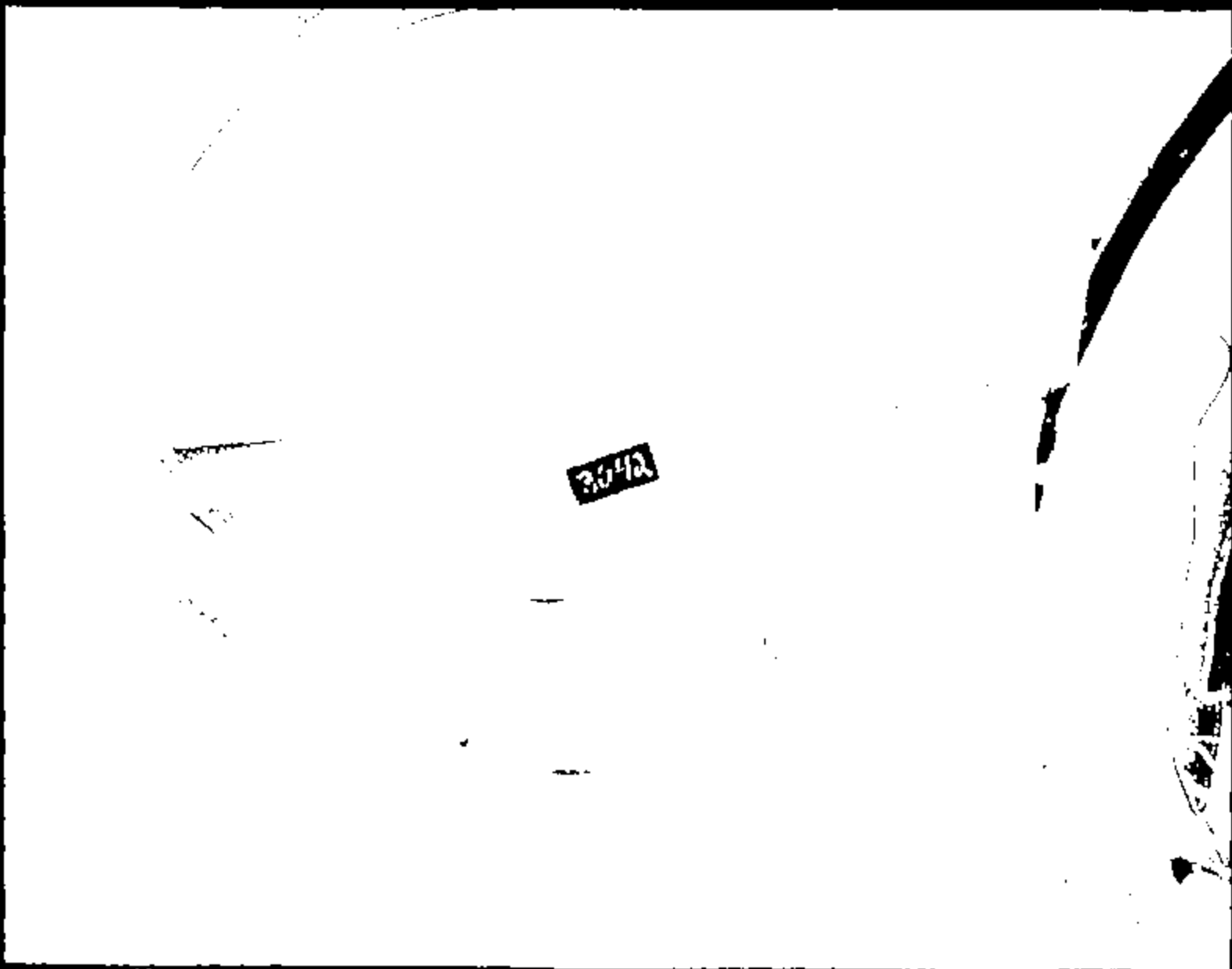
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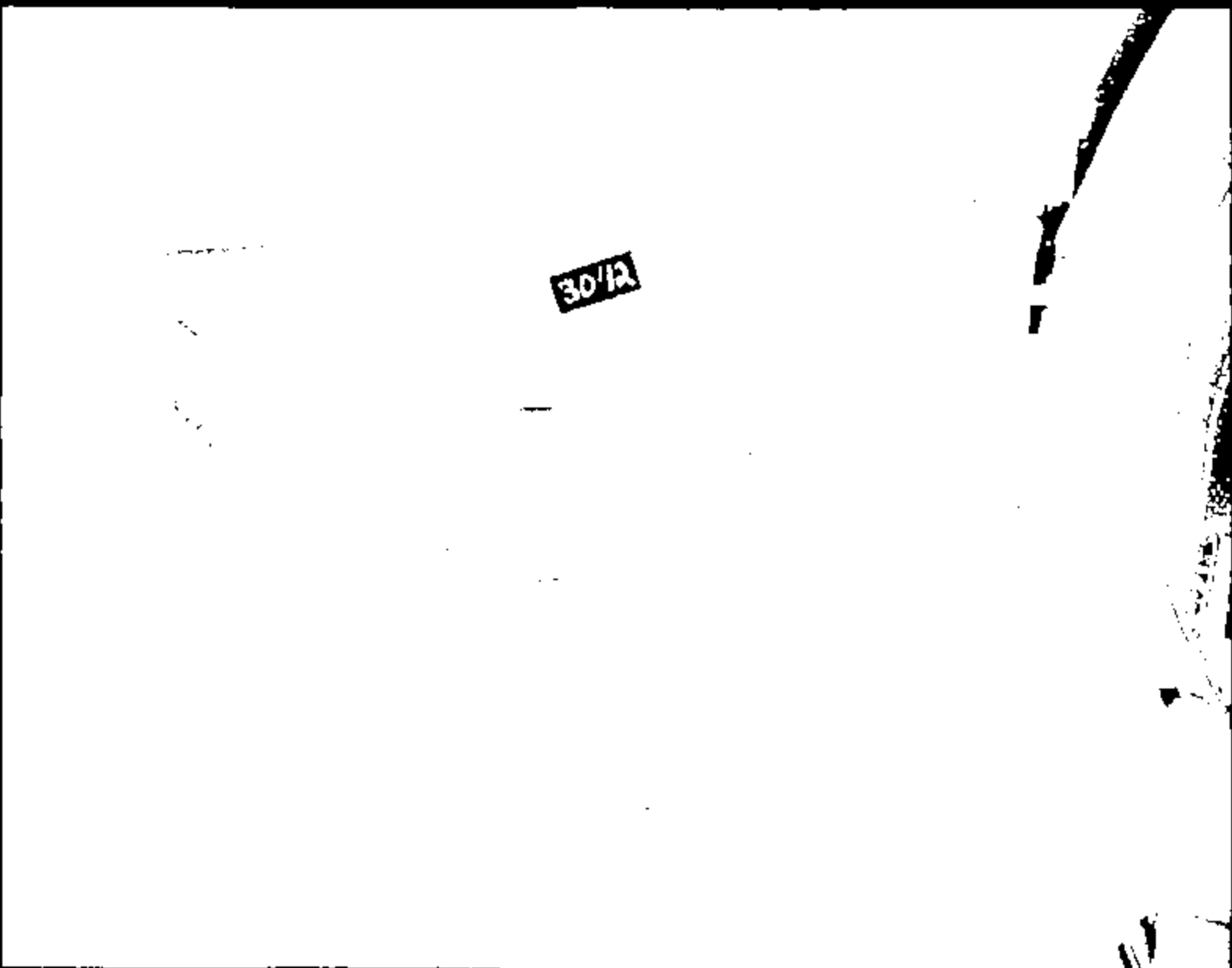
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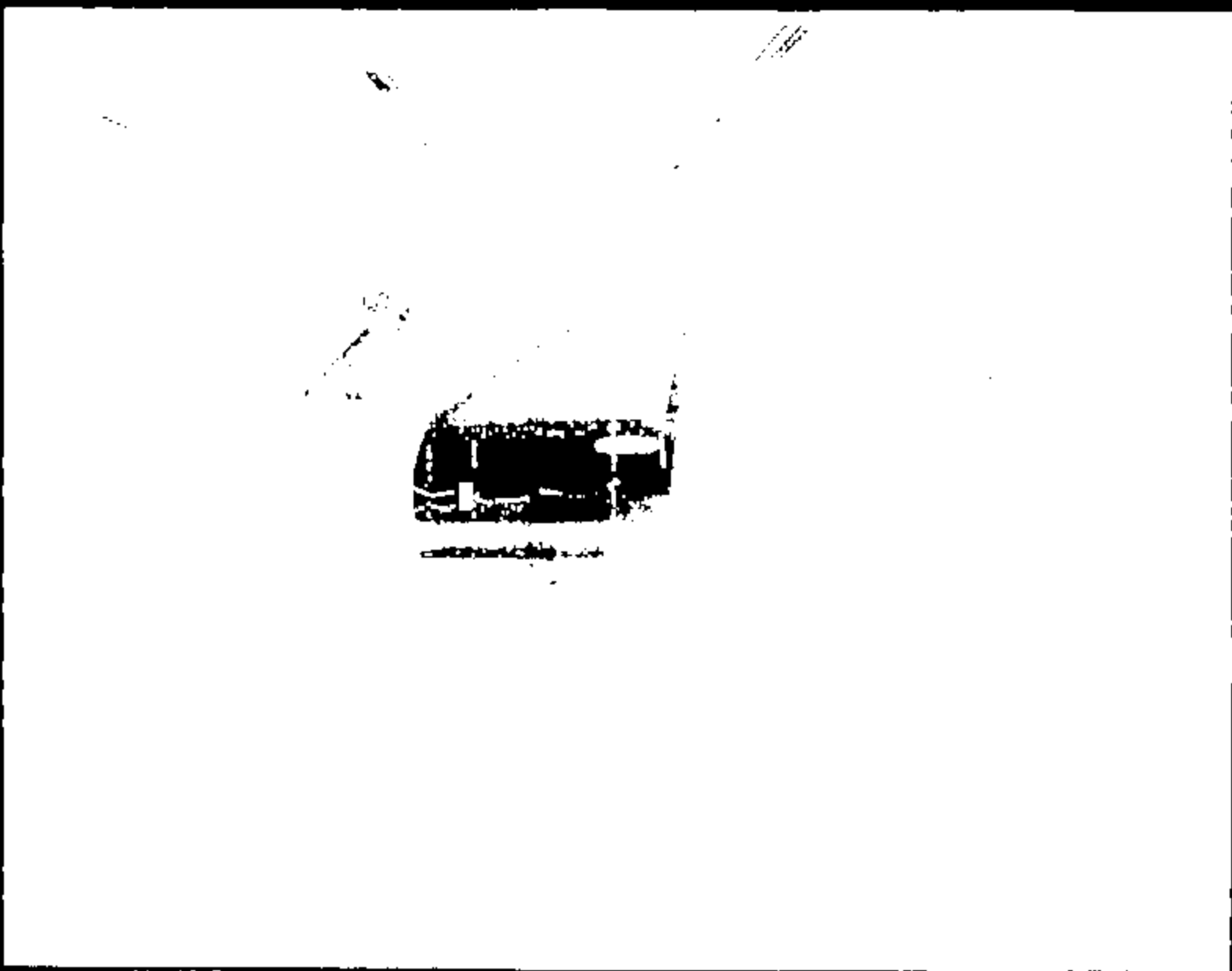
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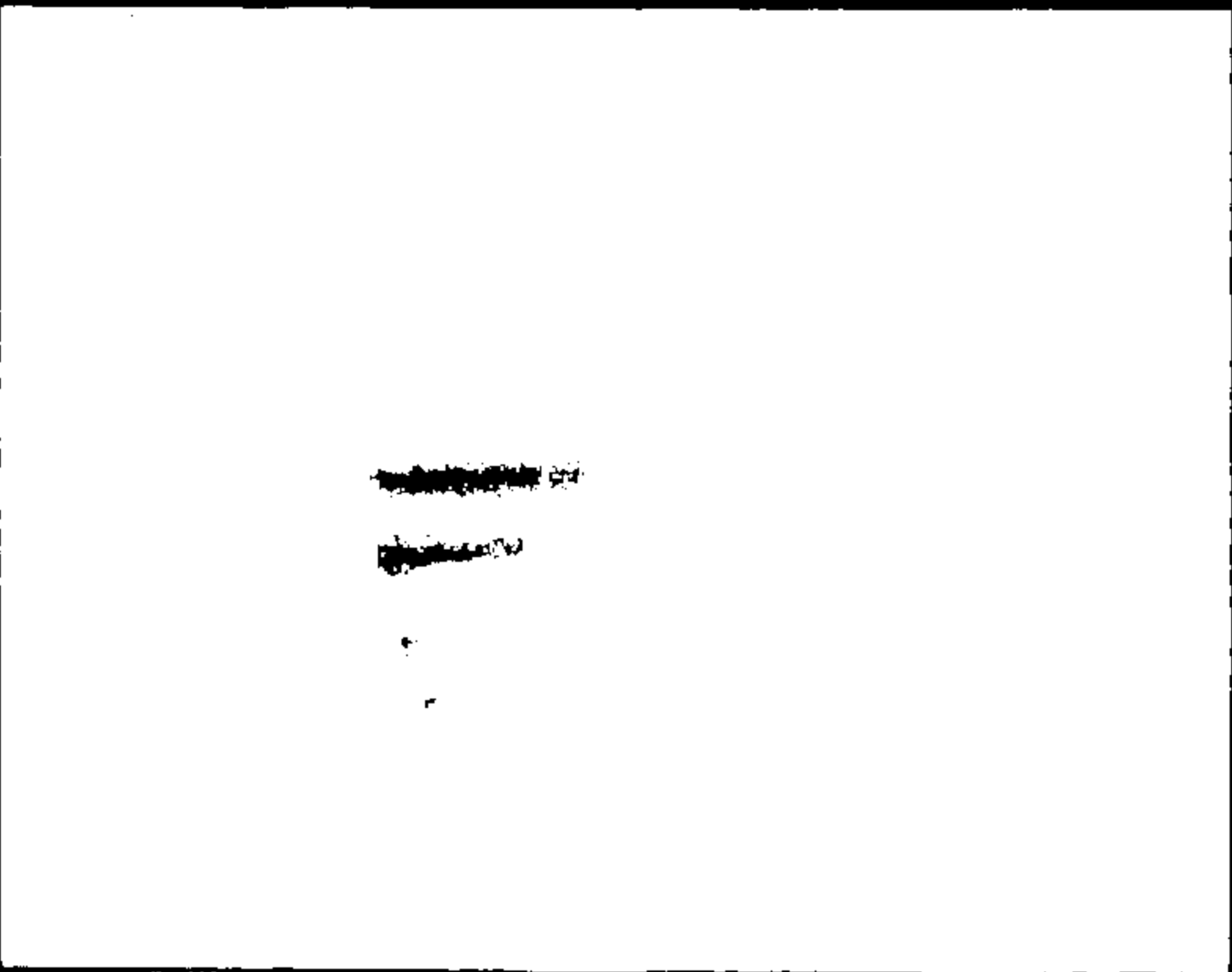
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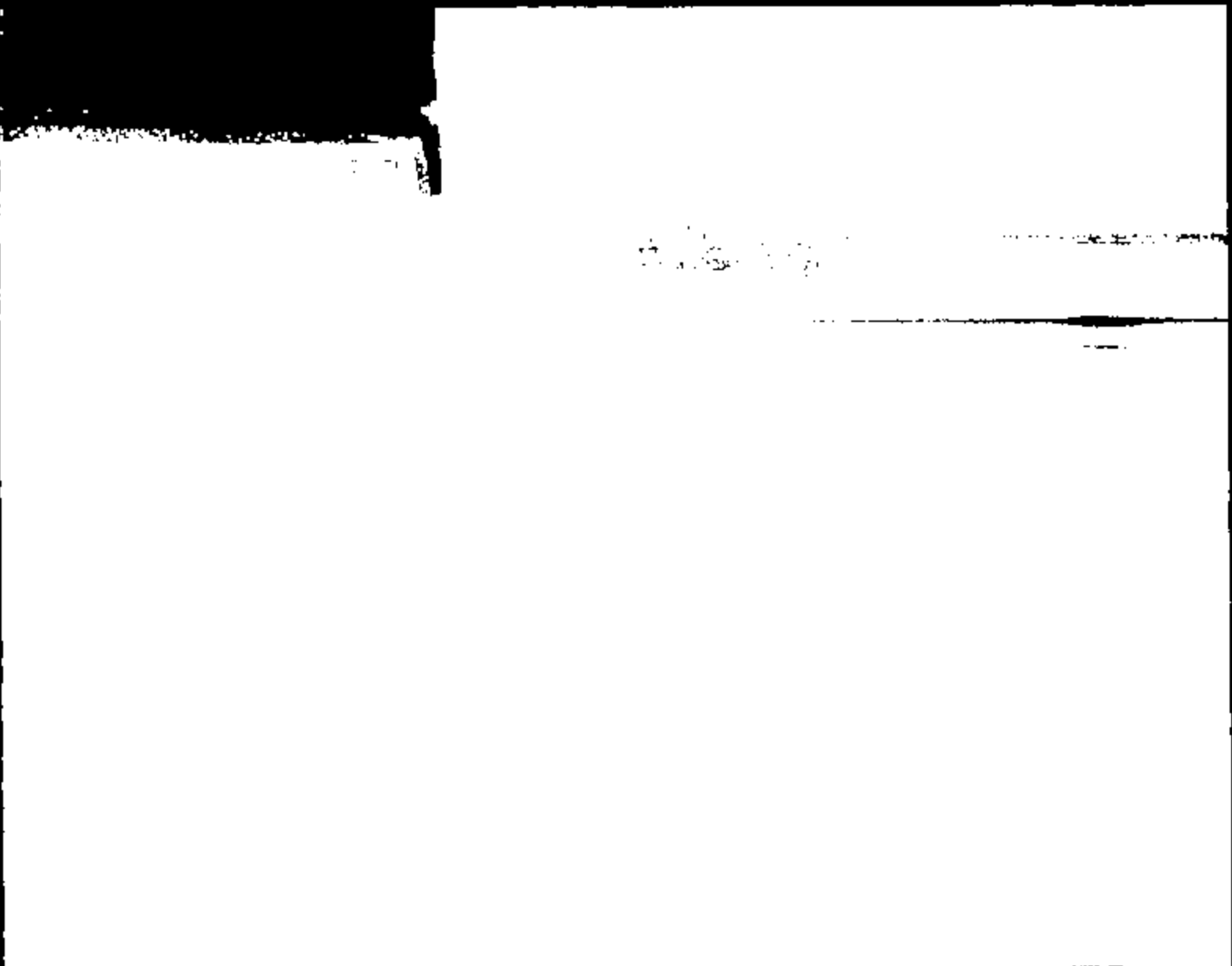
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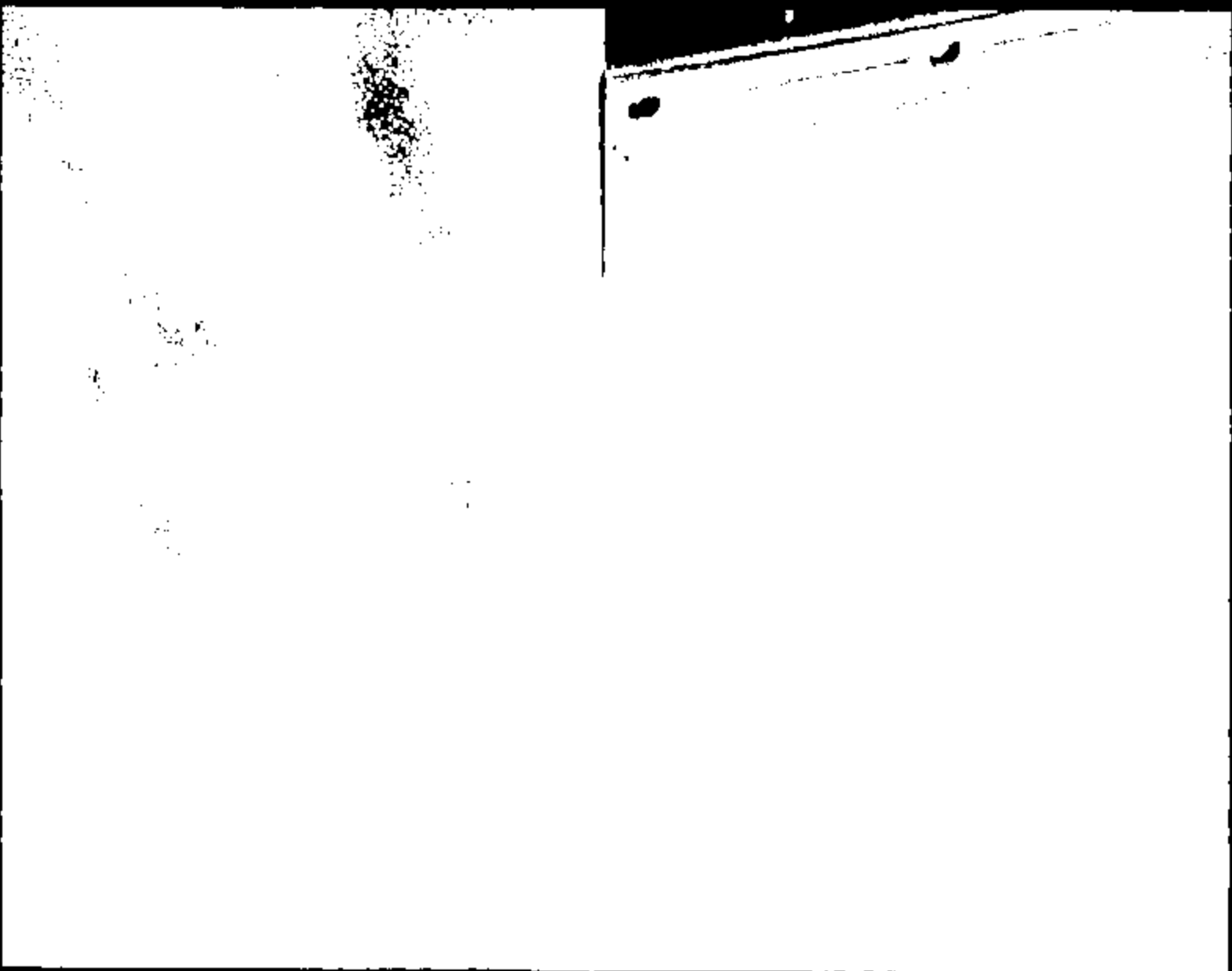
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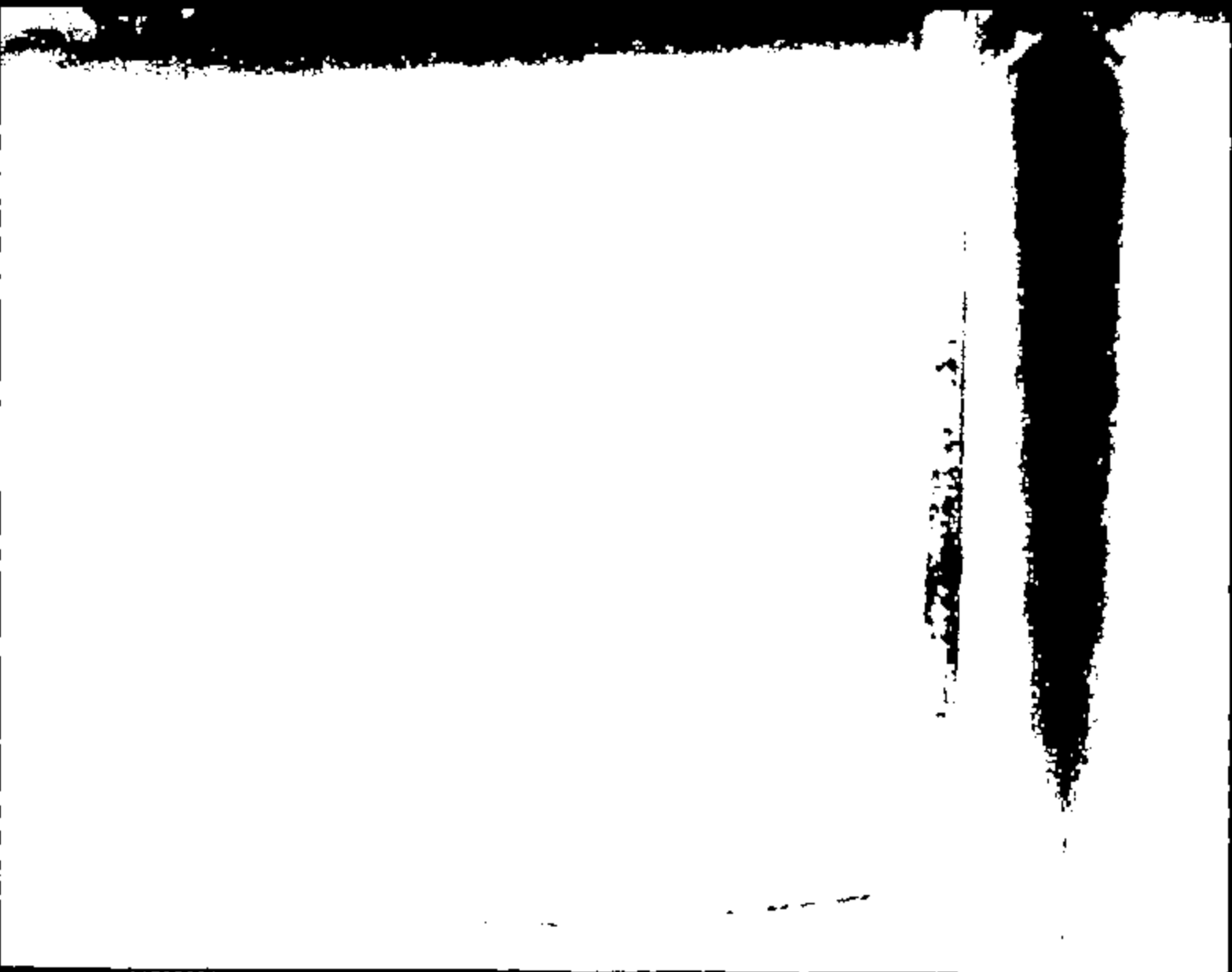
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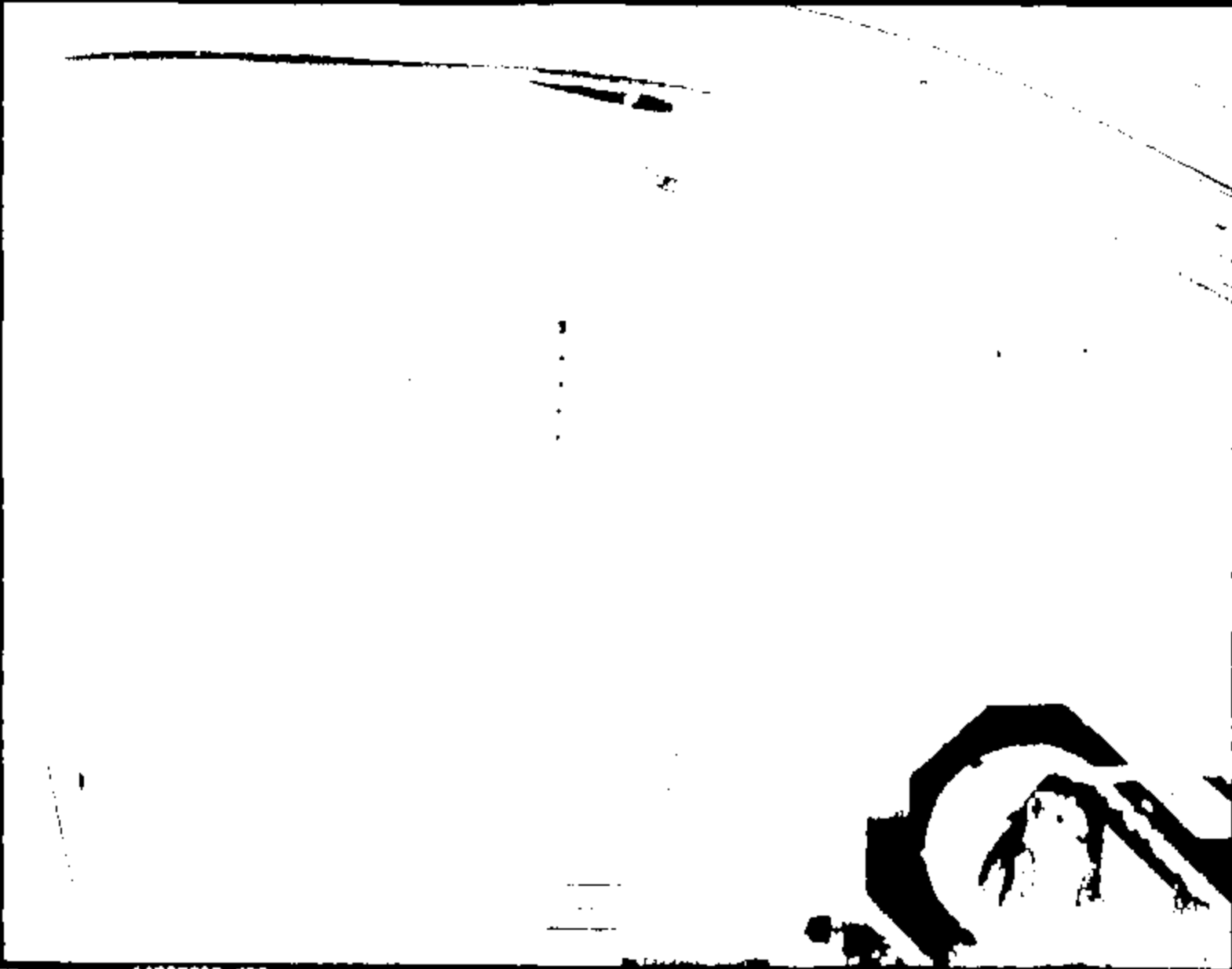
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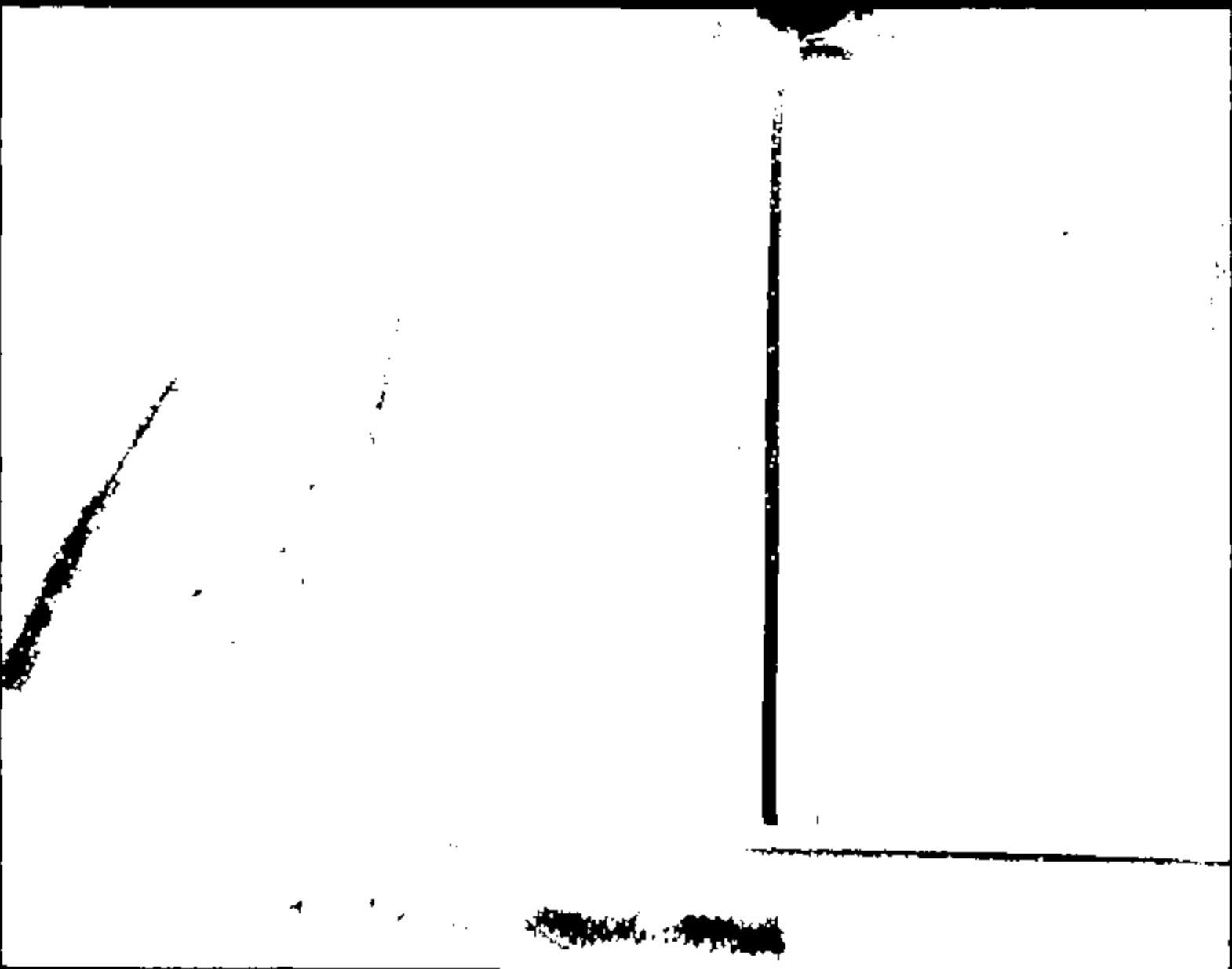
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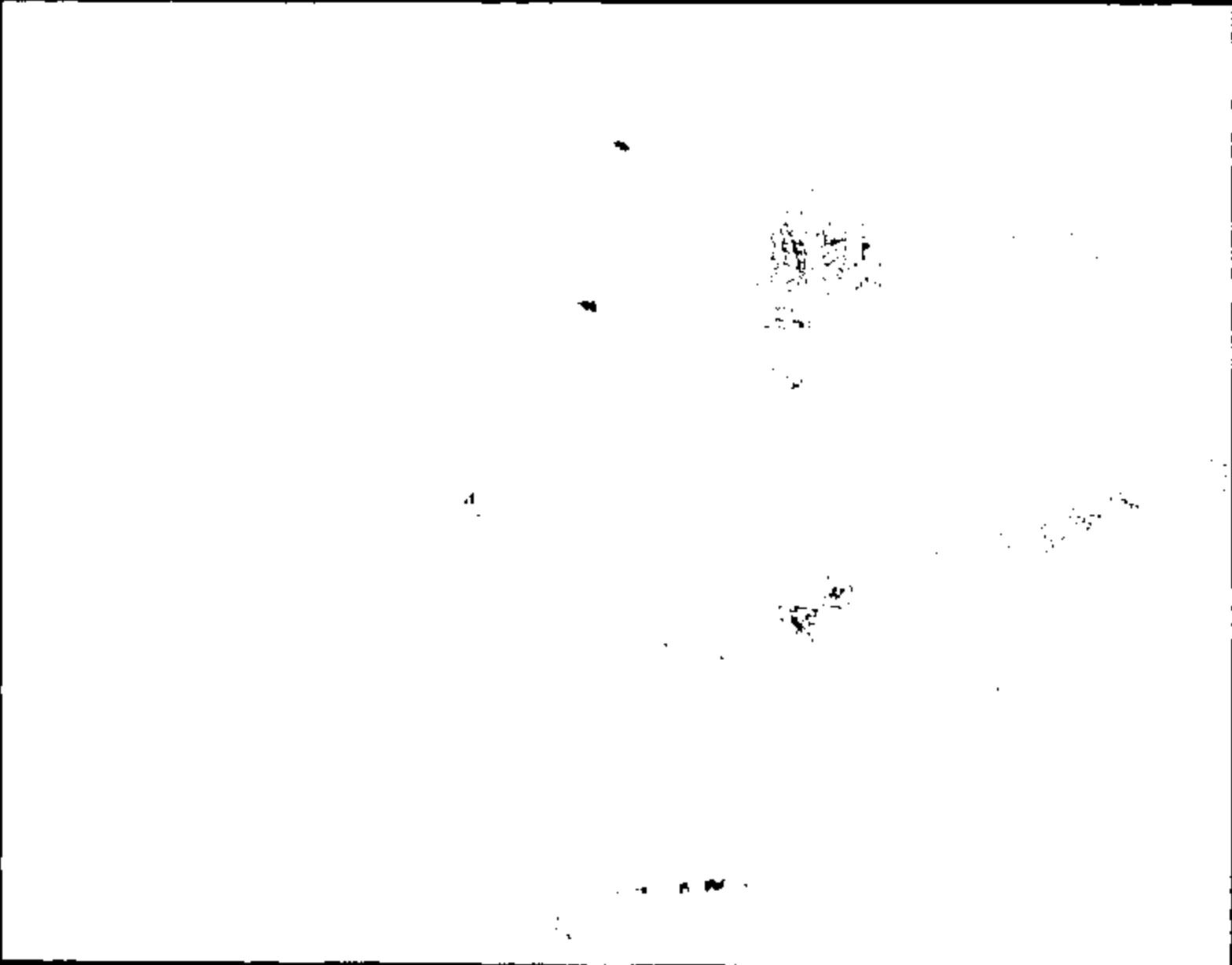
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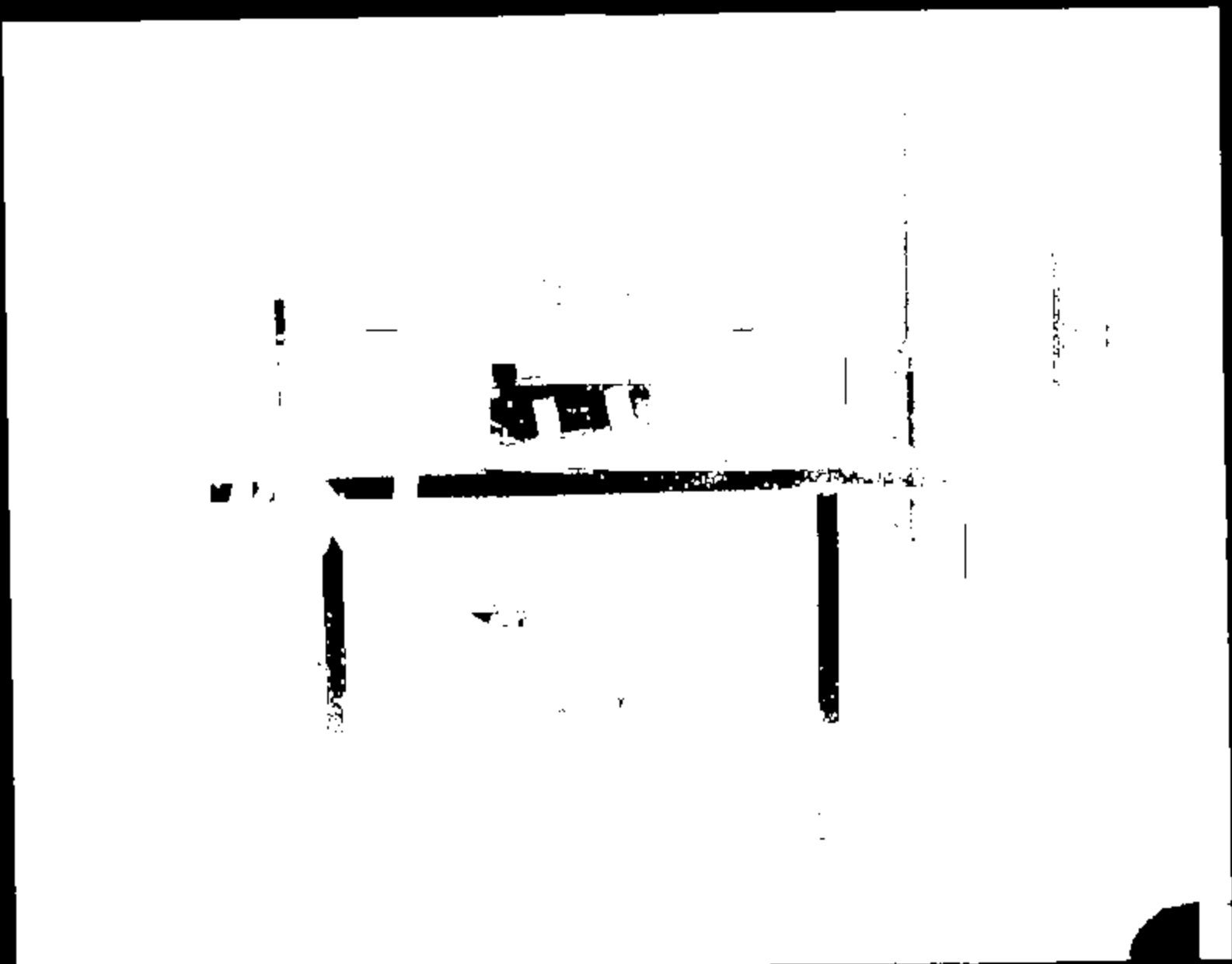
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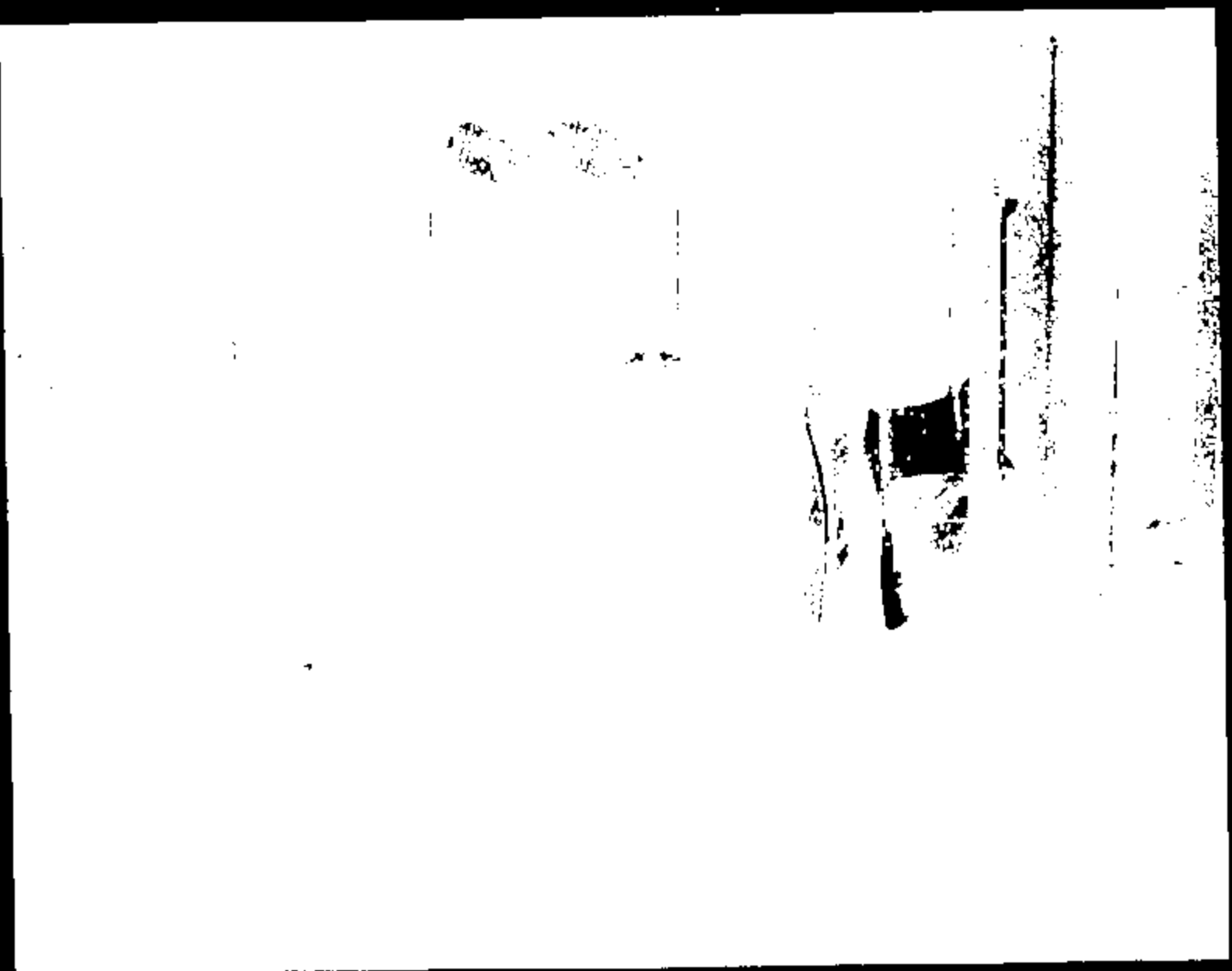
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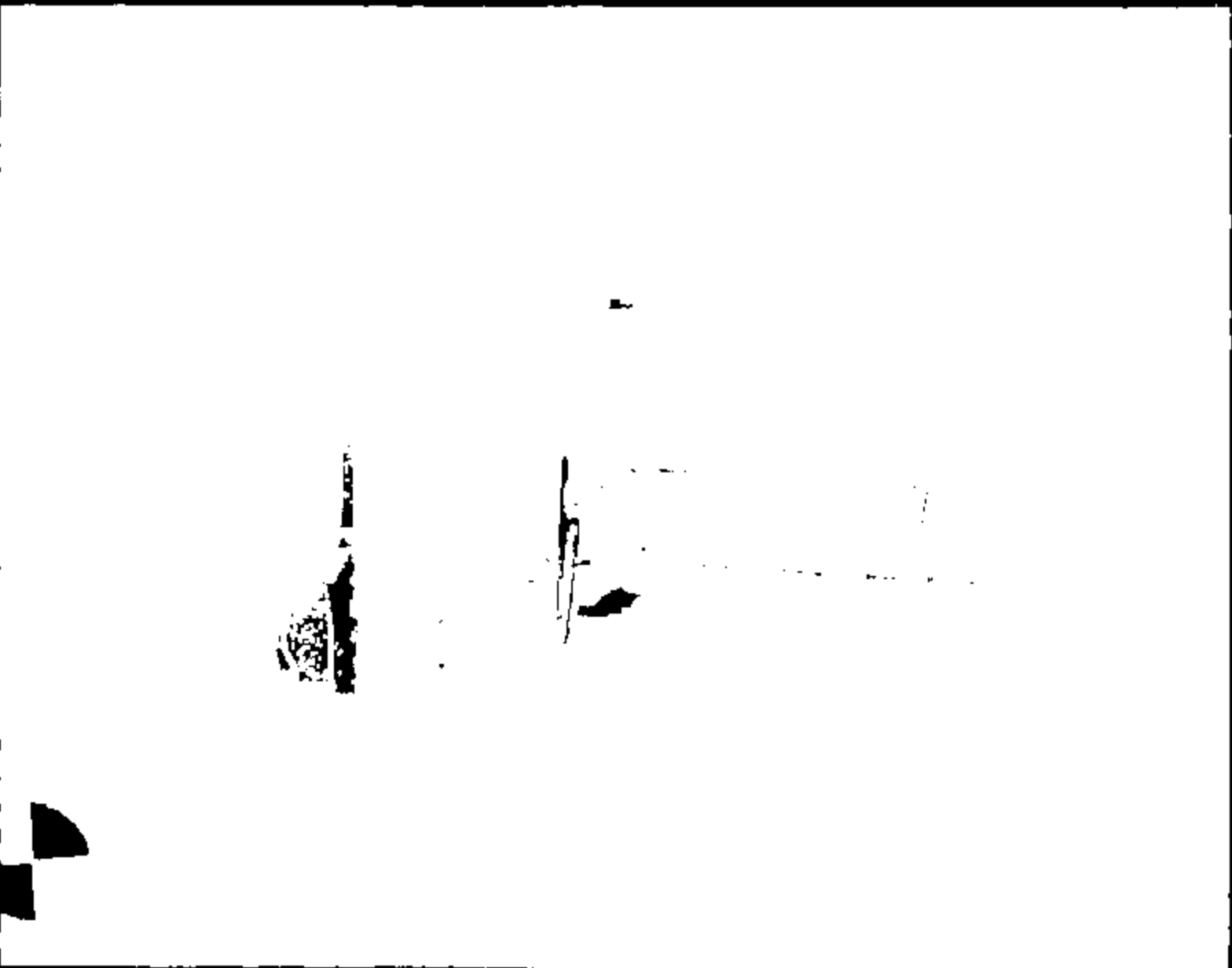
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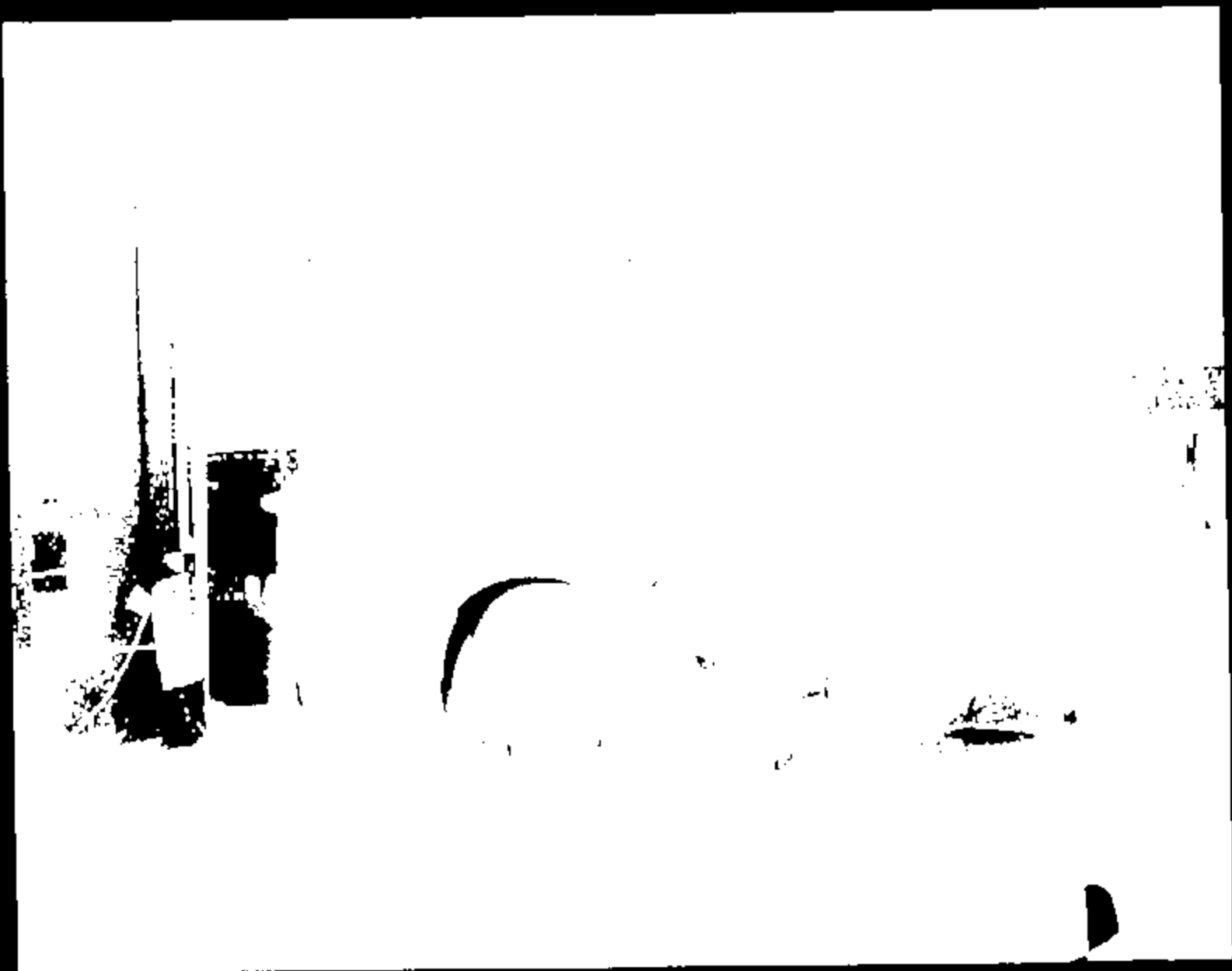
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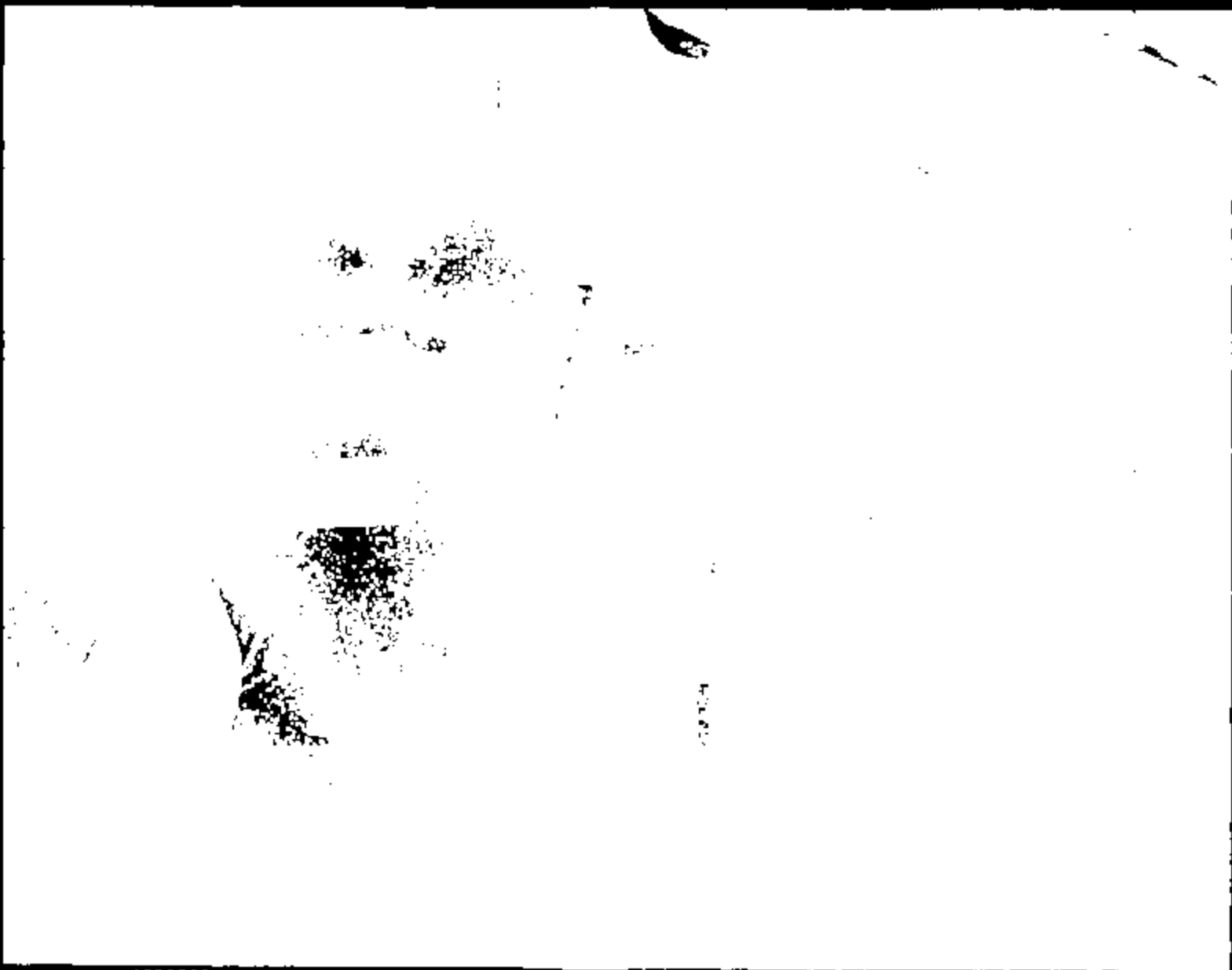
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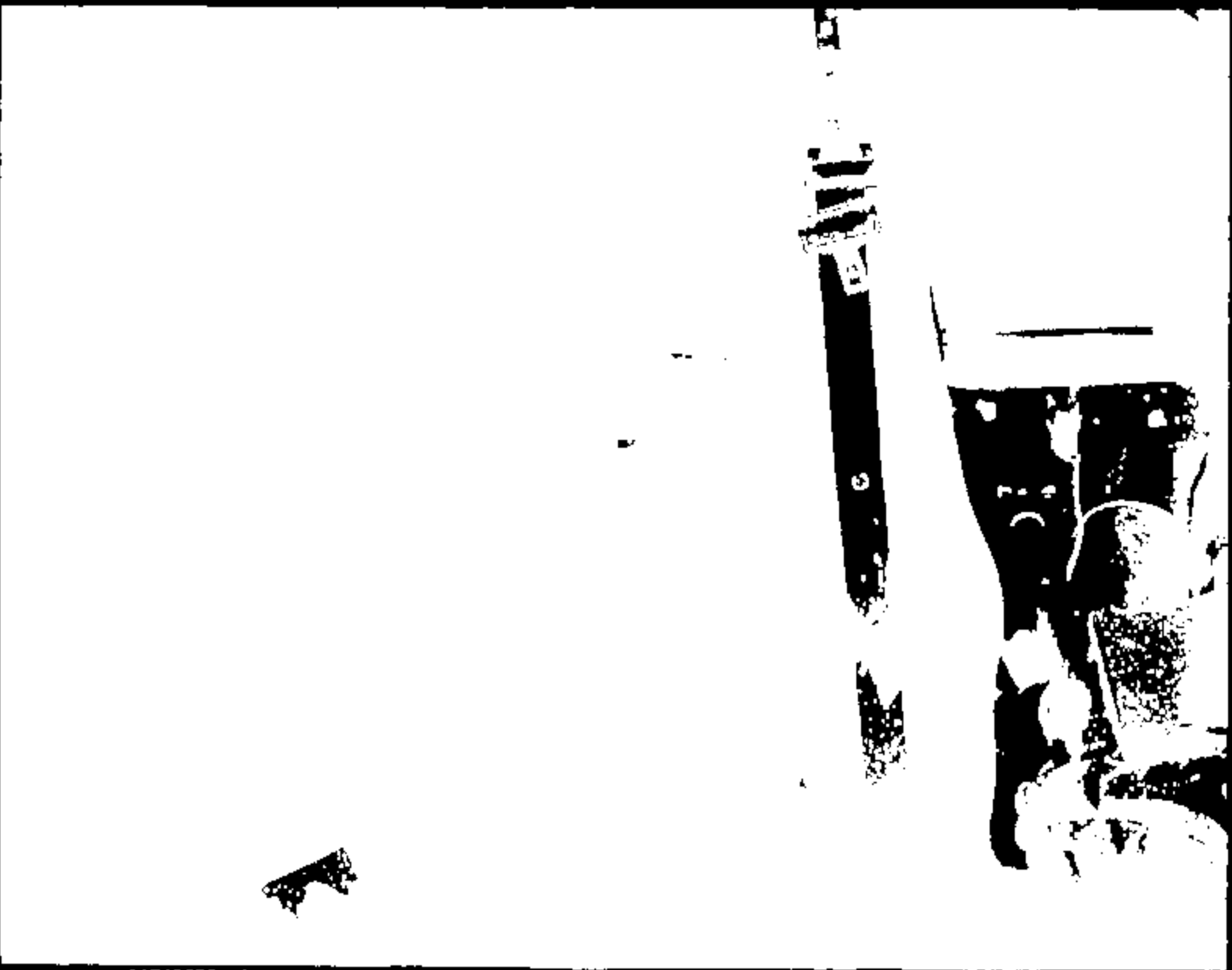
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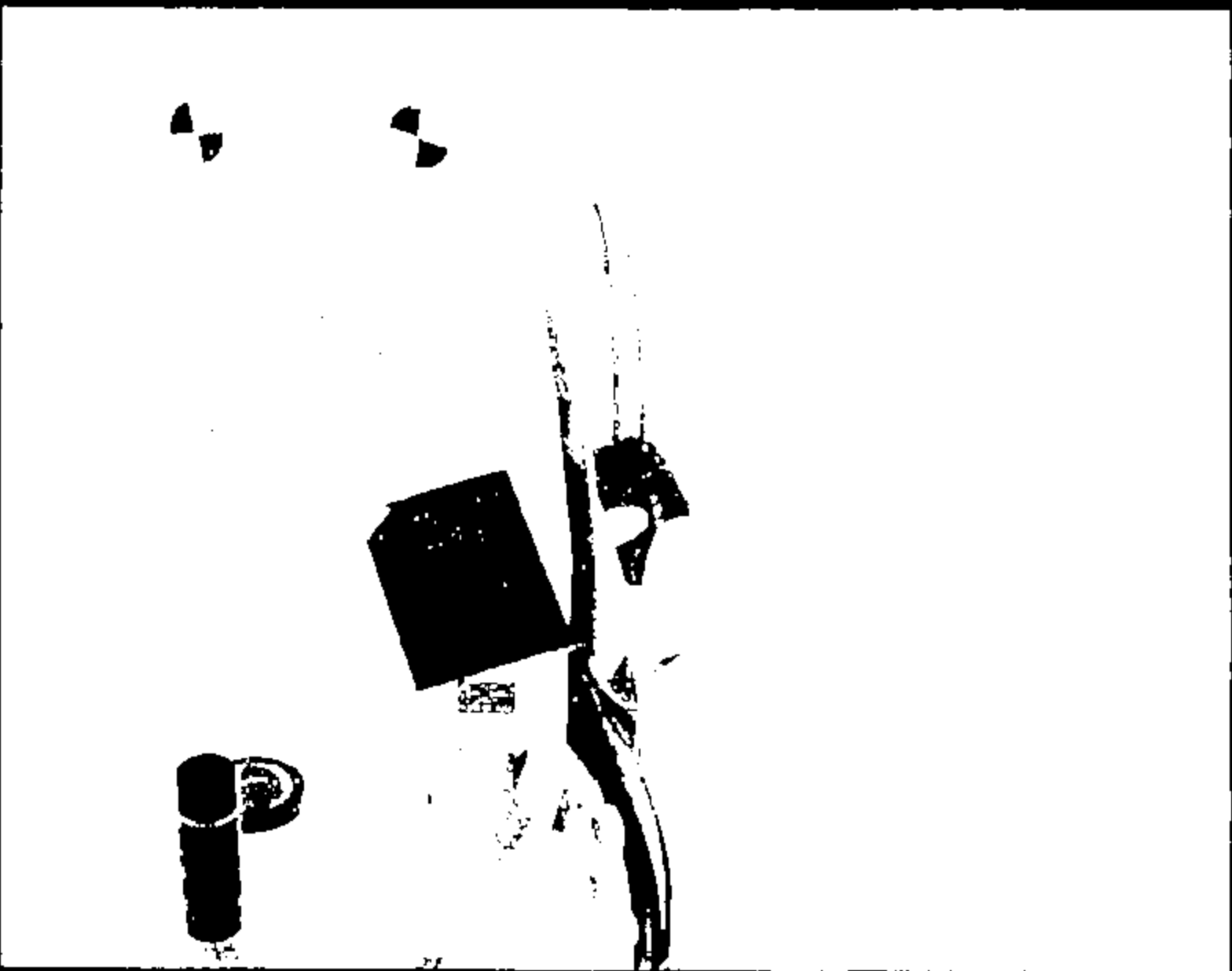
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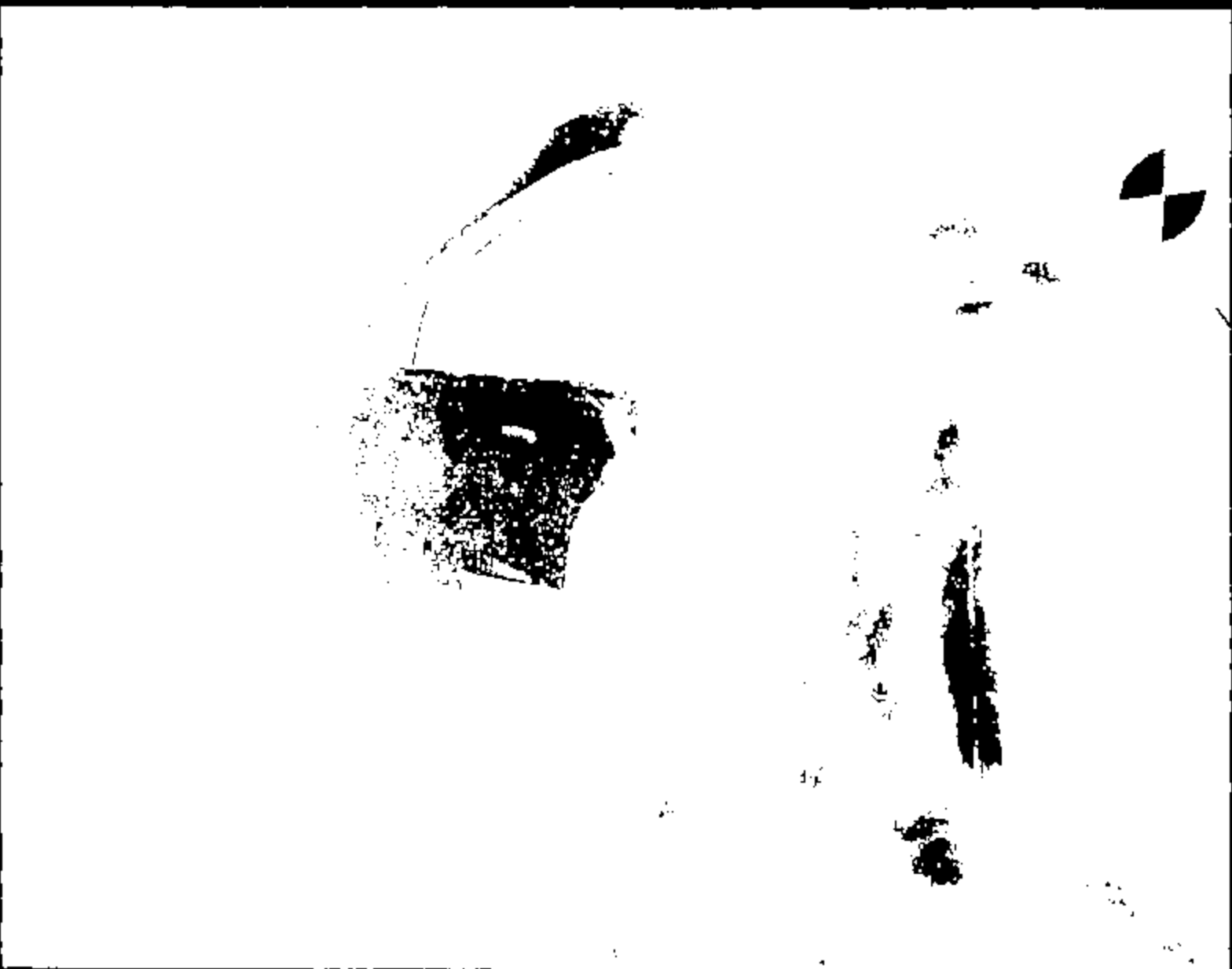
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Page 1

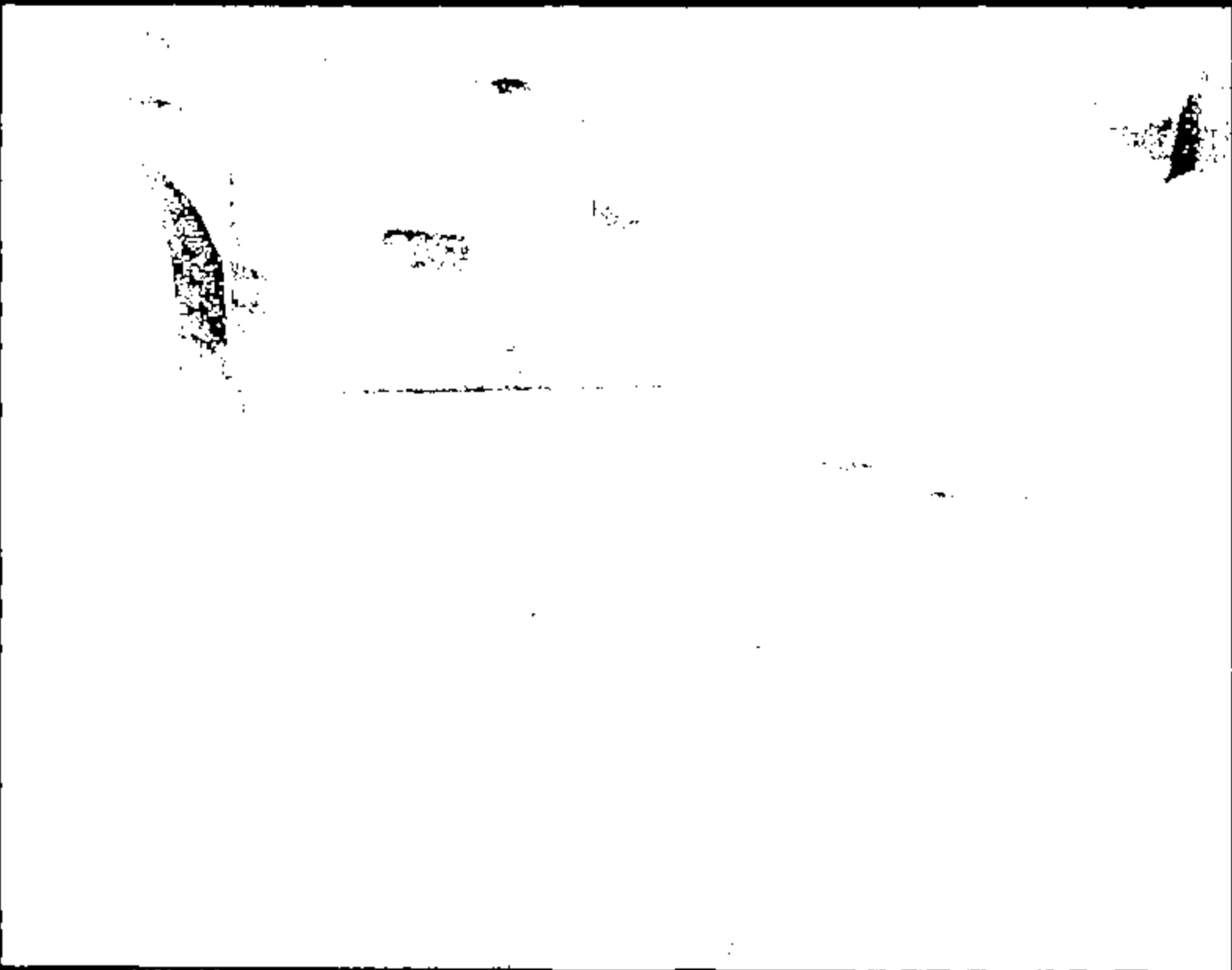
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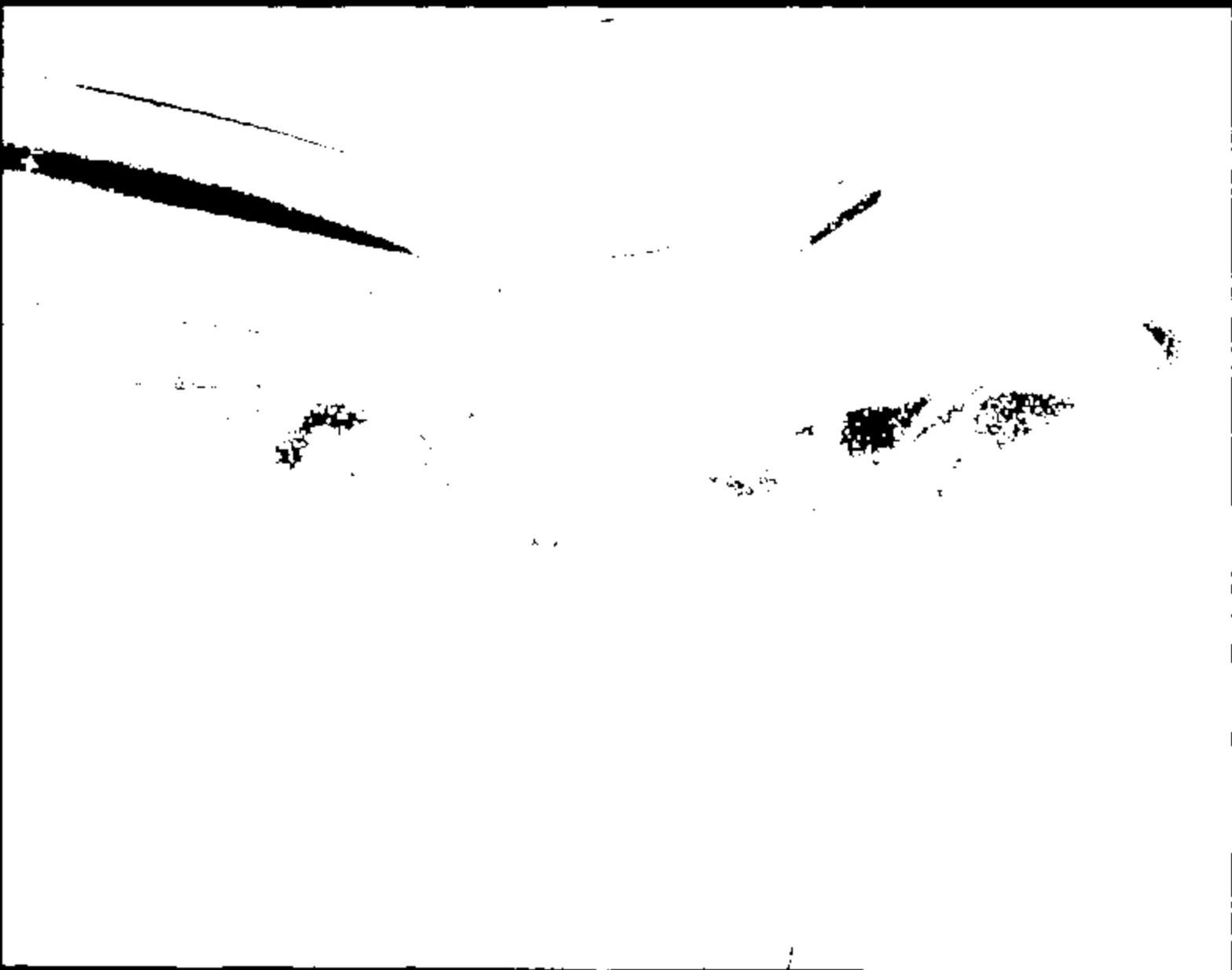
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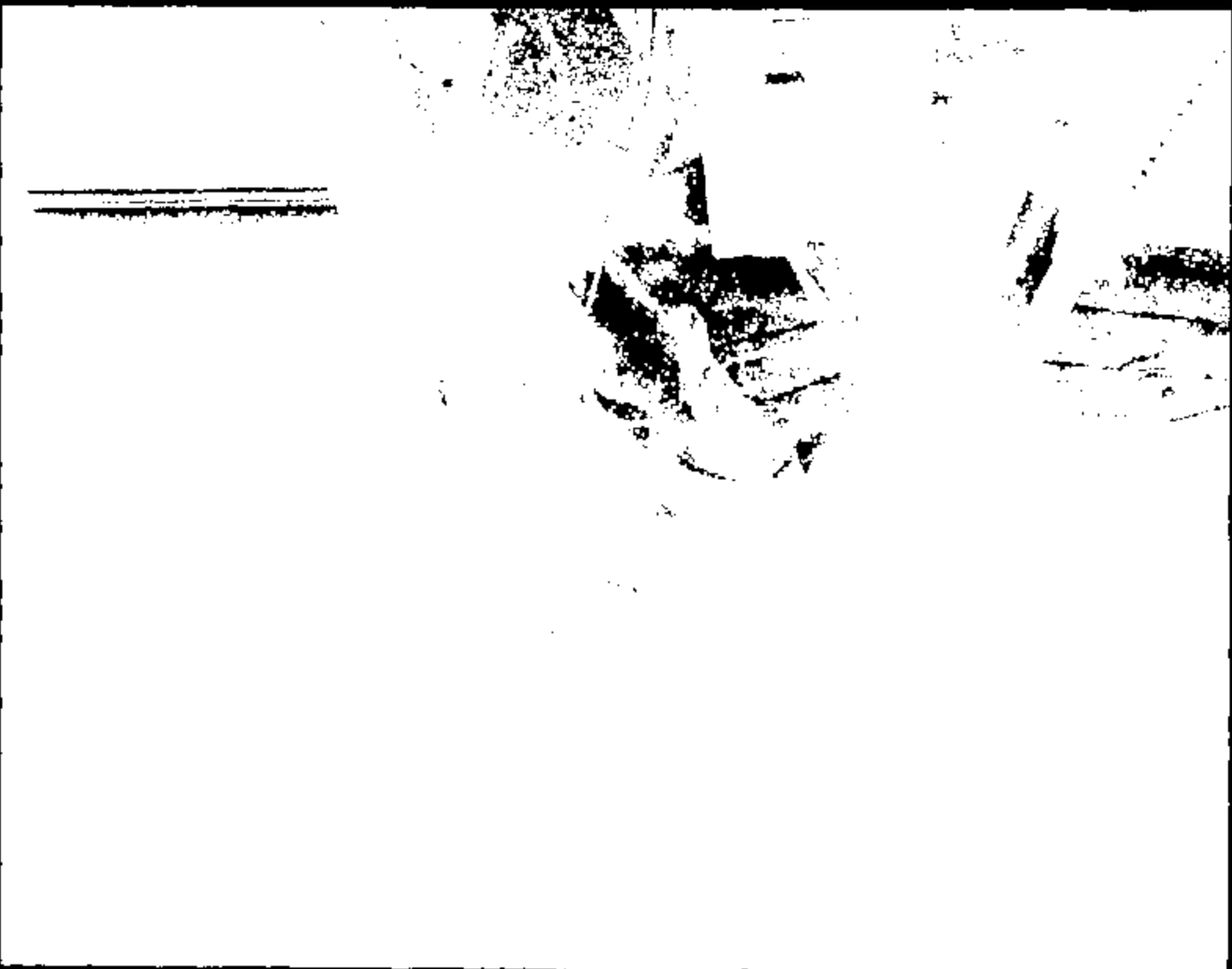
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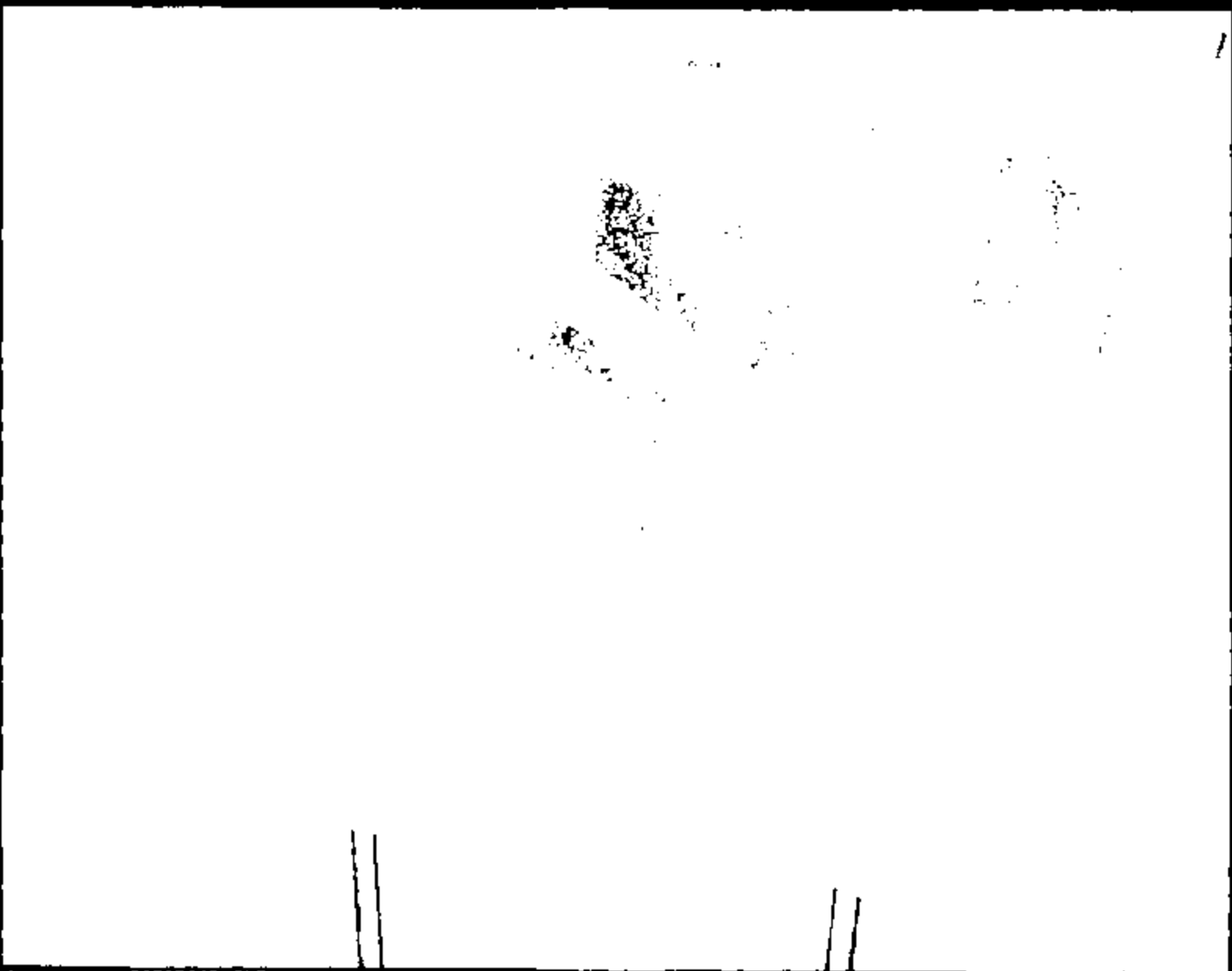
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Photo 1

CRIS 0010705



10705042.JPG

Photo 1

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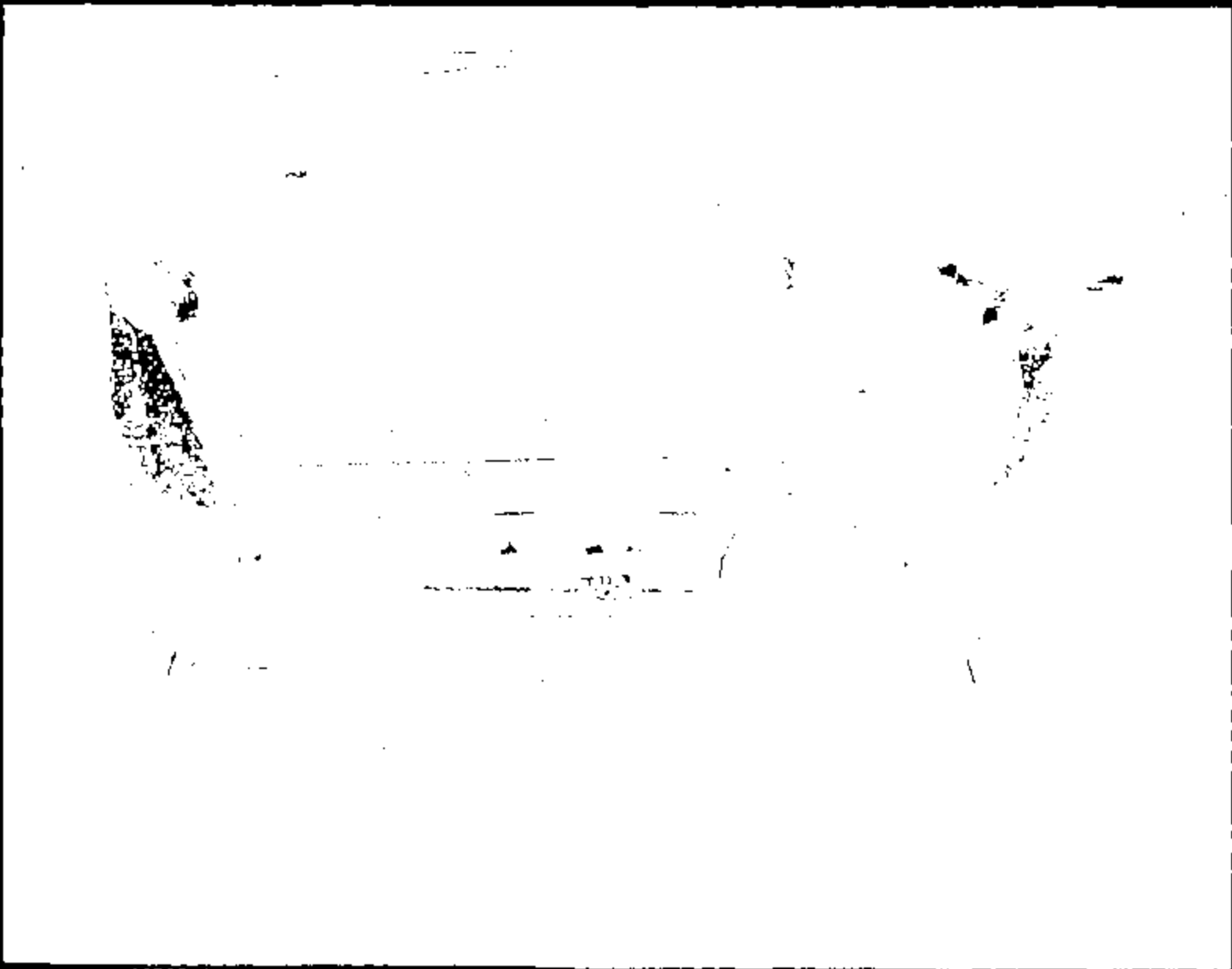


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Page 1

CRIS 001070



Frame 1

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CRTS 0010705

TEST AUTHORIZATION				TEST ORDER NUMBER: TAJ942			
TO: G. TOMAI CC: K. D. Arthur				REQUEST DATE: 4/7/87		REQUESTED COMPLETION DATE: 4/21/87	
				REQUEST NUMBER: 15-J15-4146		PROBLEM NUMBER: n/a	
				REQUESTING ACTIVITY: Vehicle Safety & C&E Technology			
TITLE OF TEST: (speed) (test description) 1989 FN145 15 mph Left Side Impact Pole				PARTS DUE DATE: n/a			
TYPE OF TEST:		VIN # or IDENTIFICATION		VEHICLE MODEL & YEAR:		PROD. OR ENG. LETTER:	
[X] VEHICLE [] BENCH [] LABORATORY [] OTHER		FF8205 - 807B24 SMELMYN3333333333		1989 FN145		n/a	
ENGINE NO. DISPL. CAPB:		TRANSMISSION:		AXLE RATIO:		TEST CONDUCTED TO	
4.0L		4F70W		n/a		CERTIFY CONTROL ITEM	
TYPE OF FUEL:		CONVERTER:		IGNITION TIMING		COMPLIANCE WITH	
none		n/a		n/a		GOV. REGULATIONS:	
CHAMBER OIL AND CAPACITY (L):		TIRE SIZE AND FLY RATING:		X No		Yes	
n/a		P225 60R16		REPORT CATEGORIES:		IF YES/GIVE CODE	
VEHICLE TEST WEIGHT:		TIRE PRESSURE (psi):		[X] ENGINEERING		MAR. REPORT TO:	
FRONT REAR TOTAL		FRONT BEAR		[X] DATA		BLDG: PDC	
2914 2305 4619		32 32		[X] RAWDATA		MAIL DROP: MD168	
						ADDRESS: SAF22	
1. OBJECT OF TEST 2. TEST PROCEDURE 3. ITEMS TO BE TESTED (NAME, NUMBER, QUANTITY)							
1) Conduct: (speed) (year) (vehicle) (load) 15 mph 1989 FN145 workhorse (mode) Left Side Impact Pole							
2) Velocity At Impact: 15 mph; Remote Fire Time: 14 ms; Positioning procedure: ST-15 Sr module No. 7-2-12 Vehicle Year: 1989 Vehicle Line: FN145 Vehicle Level: workhorse 4019m Unit 2017							
Additional Contacts: (name) (phone) (pager number) D. R. Purdy 32-30498 DPUR E. Meier 84-57542 EMEI Estimated test cost = \$38,880.00							
Test Dev. Engineer G. Williams 32-08818							
REQUESTING SECT. NO:		WORK ORDER/WORK TASK:		ISSUED/REQUESTED BY:		PHONE:	
T-551		J18		D. R. Purdy		32-30498	
						APPROVAL: K. D. Arthur 32-08188	
						TEST TYPE: n/a	
						REB: n/a	
						SIGN OFF DATE: n/a	
REQUESTER: DO NOT WRITE BELOW THIS LINE							
WORK STANDARDS NUMBER:				TEST DESCRIPTION:			
MANDATORY							
TEST ORDER NO:	CATEGORY	RESP. SECTION:	EST. COMP. DATE:	PSO	TEST ENG. INITIALS:	UNIT CODE:	TEST ORDER DATE:
PERFORMING SECTION	HOURS	MATERIAL COST	COMP. COST	PARTS DUE DATE	EST. START DATE	EST. COMP DATE	STATUS
							PERCENT COMPLETE
TOTAL							

General Request Information

Test Mode

15 mph
Left Side Impact Pole

Test Objectives: Cart (C) Vert (V) Dev (D) Audit (A) Safety Guideline (SG)

FMVSS 204 - Steering Wheel Displacement
FMVSS 208 - Frontal Occupant Protection
FMVSS 212 - Wind Shield Retention
FMVSS 214 - Side Impact Protection
FMVSS 219 - Windshield Zone Intrusion
Film Analysis
Template
FMVSS 301 - Fuel System Integrity
Rollover
Pressure Check
FMVSS 303 - NGV Fuel System Integrity
D Sensor Development
Door Operability
ECE 32 Occupant Survival Space - Rear Impact
ECE 33 Occupant Survival Space - Frontal Impact
ECE 34 Fuel System Integrity
ECE 94 Step II - Frontal Offset
ECE / M / 133 STEP II - 300mm Barrier Side Impact

Primary Test Vehicle Information

Use (Target/Built):	Built
Model Year:	1999
Vehicle Program:	FM145
Vehicle Name:	Town Car
Body Style:	sedan
Build Number:	FP6305
Tag Number:	3077824
VIN Number:	2MEEL775405000056
Fuel System Rated Capacity:	19 gal
Prototype Level:	workhorse
Drive Side:	Left Hand Drive

<<< <<< END OF SHEET >>> >>>

Special Prep/Build Instructions Primary Vehicle

Special Build Instructions

☐ Remove Side View Mirrors
☐ Remove Headrests
☐ Remove Hood
☐ Remove Arm rest
☐ Remove Bottom of Bumper Cover
☐ Cut Off Brake & Clutch Pedal
☐ Color Contrast Under Hood Components

Other, Specify:

Pyro Restraints Usage

☐ Left Front Air Bag
☐ Right Front Air Bag
☒ Left Side Air Bag
☐ Right Side Air Bag
☐ Left Pyro Retractor
☐ Left Pyro Buckle
☐ Right Pyro Retractor
☐ Right Pyro Buckle

Other, Specify:

14 ms Remote Fire Time:

(No fire time listed if sensor fired OR if no pyro restraints are used)

Special Pre-Test Preparation

Other, Specify:

*** END OF SHEET ***

Occupant / ATD Request Primary Vehicle

	Occupant 1	Occupant 2
Type	BIOBID	None
Instrumentation Level*	Development	Development
In-Vehicle Location	LF	LR
Verify: Seat Position Long	mid track travel	
Seat Position Vert	Full Down	
Seat Back Angle	20.7 degrees	
Positioning Procedure	ST-15	ST-15
Use Foot Rest	X	
Take Seat Track Video		
Special Positioning Instructions		
Dummy Adjustment (arm angle)	0 deg (BIOBID)	
Occupant Belted	YES	NO

*See Instrumentation request for detailed instrumentation information.

*** END OF SHEET ***

Test Conditions - Final Prep

T.O. #

TA3042

Final Prep Contacts

ONE of these MUST be present during weigh-up & final prep

	Test Engineer	Request Engineer	Bald Coordinator
Name:	G. Williams	D. R. Purdy	E. Miller
Phone:	33-06518	33-36488	64-67842
Pager:	GWL	DPLR	EMR

Tire Pressure

Front: 32. psi

Rear: 32. psi

Fuel System

Fuel Tank & System to Contain: none

0 gal	"	x	10 gal
FBI Level	"	x	Capacity

Weight Targets

If required weight distribution is UNACHIEVABLE, please note allowable variances.

	Curb Weight	Requested Test Weight	Acceptable Test Weight Variance		Actual Test Weight
			High (+)	Low (-)	
Front:	2,220 lbs	2,314 lbs	12 lbs		Front: _____
Rear:	1,502 lbs	2,385 lbs	12 lbs		Rear: _____
Total:	4,022 lbs	4,699 lbs	24 lbs	VALUE	Total: _____

Rated Luggage Load: 200 lbs

Simulate/Verify at Weigh-Up

Dummy Weight

On Board Cannon Count

Weight Addition (Restrictions)

Do NOT place any weight in the following locations:

☐ Air Cleaner	☐ Engine	☒ Doors
☐ Battery	☐ Fan Bafflehood	☒ Front Walls - Front
☐ Bottle - Coolant	☐ Headlamp Opns	☒ Front Walls - Rear
☐ Bottle - Washer	☐ Radiator	☒ Quarter Panels
Other: _____		☐ Trunk Floor

Ride Heights

Measure @ Test Weight

Front: 716.0 mm

Rear: 707.0 mm

Measure

Front: Wheel Up

To: Ground

Additional Remarks

<<< END OF SHEET >>>

**Discreetness Analysis Request
February Website**

Frontal Impression

[illegible]

State Government

[illegible]

Figure 1

[illegible]

Film Analysis & Photographic Services Request**Front Impact Film Analysis**

☐ Head WRT Vehicle
☐ Shoulder WRT Vehicle
☐ Rocker WRT Ground

Other, Specify:

Side Impact Film Analysis

☒ Impact Speed
☒ Impact Angle
☒ Dummy Head wrt Vehicle Lateral
☒ Dummy Head wrt Vehicle Vertical
☒ Dummy Head wrt Vehicle Resultant
☐ Car wrt Vehicle Impact Point
☒ Dummy Chest wrt Vehicle
☐ Car wrt Vehicle Intrusion (overhead)
☒ Vehicle wrt Pole Intrusion (overhead)
☒ Dummy Head wrt Pole

Other, Specify:

Rear Impact Film Analysis

Other, Specify:

Still Photography

☐ Copies of Still Photo Proof Sheets Required
☐ Copies of Still Photos (4X5) Required
☒ Pre Test Documentation Photographs
☒ Post Test Documentation Photographs

High Speed Photographic Requirements

☐ 2 Copies of High Speed Film Required
☐ Copies of High Speed Film Required in VHS Format
☐ Digitization of Driver/Passenger Kinematics
☐ Format

High Speed Cameras for Front Impact**On-Board Vehicle**

_____ Onboard - LEFT Occupant Over Shoulder
 _____ Onboard - RIGHT Occupant Over Shoulder
 _____ Onboard - Driver "D" Ring
 _____ Onboard - Driver Retractor (Lower)
 _____ Onboard - Driver Lower Torso to IP Contact, From Rear, Cross Car
 _____ Onboard - Passenger Lower Torso to IP Contact, From Rear, Cross Car
 _____ Onboard - Passenger "D" Ring
 _____ Onboard - Passenger Retractor (Lower)
 _____ Onboard - Driver Door (Left Knee to Bolster)
 _____ Onboard - Passenger Door (Knees to IP)
 _____ Onboard - Photo Sonic (Intermediate Shell) - From Floor
 _____ Onboard - Photo Sonic (Intermediate Shell) - Side View From Tunnel
 _____ Onboard - Fiber Optics (Intermediate Shell) - From Floor
 _____ Onboard - Fiber Optics (Intermediate Shell) - Side View From Tunnel

Floor Coverage

_____ Left Occupant Over Shoulder, On tripod, from rear, cross car
 _____ Right Occupant Over Shoulder, On tripod, from rear, cross car
 _____ Left Occupant Over Shoulder, In lights
 _____ Right Occupant Over Shoulder, In lights
 _____ Overall Left
 _____ Barrier to B-Pillar Left
 _____ Dummy Kinematics & Velocity Left
 _____ Overall Right
 _____ Barrier to B-Pillar Right
 _____ Dummy Kinematics & Velocity Right
 _____ Top of Barrier - Overall View of Windshield
 _____ Top of Barrier - Driver
 _____ Top of Barrier - Passenger
 _____ Left Front Rail Extension Bumper Close-up
 _____ Right Front Rail Extension Bumper Close-up

Overhead Coverage

_____ Overhead - Overall
 _____ Overhead - A-Pillar Forward
 _____ Steering Column Displacement
 _____ Scale
 _____ Resection

Pit Coverage

_____ Pit - Overall
 _____ Pit - A-Pillar Forward
 _____ Pit - L/R Frame Horns (Criscross)
 _____ Pit - L/R Front Rails #1 X/M Rearward
 _____ Pit - Steering Gear Close-up
 _____ Pit - Fuel Tank
 _____ Pieces of Plex-Glass to be removed from pit

High Speed Cameras for Side Impact**On-Board Vehicle**

- ☒ Front Dummy from Vehicle Hood
- ☒ Front Dummy from Opposite Window Opening
- ☐ Rear Dummy from Opposite Window Opening
- ☐ Rear Dummy from Vehicle Trunk
- ☒ View of Front Seat to Show Dummy Interaction with Trim from Front (Fiber Optic)
- ☒ View of Front Seat to Show Dummy Interaction with Trim from Left Rear Decklid
- ☒ View of Front Seat to Show Dummy Interaction with Trim from Center Rear Decklid
- ☒ View of Front Seat to Show Dummy Interaction with Trim from Rear Seat

Secondary Vehicle Coverage

- ☐ ON BOARD CART, Cart Centerline - View of Impact

Floor Coverage

- ☒ Full Left View of Impact
- ☒ Full Right View of Impact
- ☒ Front 3/4 View of Impact
- ☒ Rear 3/4 View of Impact
- ☒ View of Vehicle for Velocity determination

PIR Coverage

- ☒ Pole contact - view of impacted side of vehicle with pole contact
- ☒ Pole contact - overlap view of impacted side of vehicle with pole contact

Overhead Coverage

- ☒ Overall view of impacted vehicle side including pole
- ☒ View of impacted vehicle side focus on front door opening area

High Speed Cameras for Rear Impact**Floor Coverage**

- ☐ Overall Left
- ☐ Velocity Left
- ☐ Overall Right
- ☐ Velocity Right
- ☐ A-Pillar Forward Left
- ☐ A-Pillar Forward Right
- ☐ Left B-Pillar Rearward (Target)
- ☐ Right B-Pillar Rearward (Target)
- ☐ Left Side 45 Degree Angle of Contact Area (from rear)
- ☐ Right Side 45 Degree Angle of Contact Area (from front)

Overhead Coverage

- ☐ Overhead - Overall
- ☐ Overhead - A-Pillar Forward
- ☐ Overhead - B-Pillar Rearward

PIR Coverage

- ☐ PIR - Fuel Tank
- ☐ PIR - Overlap of Fuel Tank
- ☐ PIR - Filler Pipe

All Other High Speed Photography

Requested/Originator: D. R. Pardy
Design: 422597 Facility: Dallas
Delivery Prev. Copies

Request #: 10-108-0146
P&A and Photo Attachment
Page 4 of 4

Apex 10
Ver: 2.00a. 10/10/10 Rev 10, 1999
Author: Charles Pardy/CDA

CRTS 0010705

Instrumentation and Data Processing Request

Primary Vehicle Structural Instrumentation - Frontal Impact

ACCELEROMETERS:	Long	Vert	Lat
Engine/Trans Upper			
Engine/Trans Lower			
Left Rocker at B-Pillar			
Right Rocker at B-Pillar			
Left Frame at B-Pillar			
Right Frame at B-Pillar			
Left A-Pillar Inside			
Right A-Pillar Inside			
Centerline Tunnel @ Dash			
Centerline Tunnel Middle			
Centerline Tunnel @ Seat Long Centerline			
Left Floor Pan Under Seat			
Left Door Inside Top			
Left Shock Tower			
Right Floor Pan Under Seat			
Right Door Inside Top			
Right Shock Tower			
Rear Support Top - Center			
#1 Crossmember Bottom			
#2 Crossmember Bottom			
Left Front Rail Forward of Sledrunners			
Left Front Rail Forward of Shock Tower			
Right Front Rail Forward of Sledrunners			
Right Front Rail Forward of Shock Tower			
Directly Below D.A. Point # 89			
Directly Below D.A. Point # 84			

Primary Vehicle Structural Instrumentation - Side Impact

ACCELEROMETERS:	Long	Vert	Lat
U A-PILLAR INSIDE @ ROCKER			
U A-PILLAR INSIDE @ HINGE			
R A-PILLAR INSIDE @ HINGE			
X U F DOOR @ BELTLINE MID			X
X U F DOOR OVER ARMREST			X
X U F DOOR REAR OF SEAT H-PT			X
X U F DOOR SPEAKER HOLE			X
X U B-PILLAR INSIDE @ ROOF			X
X U B-PILLAR INSIDE @ BELTLINE			X
X U B-PILLAR INSIDE @ ROCKER			X
X U F DOOR @ BELTLINE MID <i>FOR ANVIL</i>			X <i>92-4-29-97</i>
X U F DOOR OVER ARMREST			
X U ROCKER @ FRONT SEAT MID	X	X	X
X U ROCKER @ REAR SEAT MID	X	X	X
X R ROCKER @ FRONT SEAT MID	X	X	X
X R ROCKER @ REAR SEAT MID	X	X	X
FRONT FLOOR PAN @ CL			
FLOOR JOINT @ LF SEAT CL			
FLOOR JOINT @ RF SEAT CL			
CL TUNNEL @ FRONT SEAT			
X REAR FLOOR PAN ABOVE AXLE	X	X	X

Primary Vehicle Structural Instrumentation - Rear Impact**ACCELEROMETERS:**

	Long	Vert	Lat
<u> </u> Left Rocker Panel at "B" Pillar	<u> </u>	<u> </u>	<u> </u>
<u> </u> Right Rocker Panel at "B" Pillar	<u> </u>	<u> </u>	<u> </u>
<u> </u> Left Frame Rail at "B" Pillar	<u> </u>	<u> </u>	<u> </u>
<u> </u> Right Frame Rail at "B" Pillar	<u> </u>	<u> </u>	<u> </u>

OTHER STRUCTURAL ACCELS:

	Long	Vert	Lat
<u> X </u> Near Fuel Inertia Switch	<u> X </u>	<u> X </u>	<u> X </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>

Secondary Vehicle Structural Instrumentation**ACCELS:**

	Long	Vert	Lat
____ MDS_CENTER_OF_GRAVITY	____	____	____
____ MDS_LEFT_FRAME_RAIL	____	____	____
____ MDS_RIGHT_FRAME_RAIL	____	____	____
____ MDS_REAR_HONEYCOMB_@_CL	____	____	____
____ MDS BUMPER_FACE_@_CL	____	____	____
____ MDS BUMPER_FACE_@_L-S	____	____	____
____ MDS BUMPER_FACE_@_R-S	____	____	____

	Long	Vert	Lat
____ Left Rocker Panel at "A" Pillar	____	____	____
____ Right Rocker Panel at "A" Pillar	____	____	____
____ Left Rocker Panel at "B" Pillar	____	____	____
____ Right Rocker Panel at "B" Pillar	____	____	____

OTHER SECONDARY VEHICLE ACCELS:

	Long	Vert	Lat
____	____	____	____
____	____	____	____

Primary Vehicle Systems Instrumentation**SENSOR ACCELS:**

☐ L/Rad Upper Front
☐ C/Rad Upper Front
☐ R/Rad Upper Front
☐ C/L Tunnel Forward
☐ C/L Tunnel Between Seats
☐
☐

Long	Vert	Lat
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	0
_____	_____	0

MONITOR AIR BAG SENSORS:

☒ See Sensor Map
☐ Monitor Closure of Each Specified Sensor
☐ Monitor Closure of Single Pt Elect Sensor

RESTRAINT LOADS:

☐ Left Belt Tongue - Strain Gaged
☐ Left Pyro-Technic Buckle Squib Voltage
☐ Left Pyro-Technic Buckle Squib Current
☐ Right Belt Tongue - Strain Gaged
☐ Right Pyro-Technic Buckle Squib Voltage
☐ Right Pyro-Technic Buckle Squib Current
☐ Left Lap Belt at Anchor Load
☐ Left Torso Belt at Retractor Load
☐ Left Torso Belt at D-ring Load
☐ Right Lap Belt at Anchor Load
☐ Right Torso Belt at Retractor Load
☐ Right Torso Belt at D-ring Load

MONITOR AIR BAGS STATUS:

☐ Driver Squib Voltage
☐ Driver Squib Current
☐ Driver Bag Pressure
☐ Passenger Squib Voltage
☐ Passenger Squib Current
☐ Passenger Bag Pressure
☐ Passenger Inflator Pressure
☒ Left Side Air Bag Squib Voltage
☒ Left Side Air Bag Squib Current

STEERING COLUMN:

☐ Stroke Break Wires
☐ Tilt Mechanism Break Wires
☐ String Pot
☐ Load Cell (5 Axis)
☐
☐

DP
 4/22/97

SWITCHES:

☐ Engine to Rad Support left
☐ Engine to Rad Support center
☐ Engine to Rad Support right
☐ Brake booster to shock tower

FUEL SYSTEM:

☒ Inertia Fuel System Cut-Off Switch

ANGULAR MOTION SENSORS

VEHICLE STRING POTS

OTHER VEHICLE SYSTEM INSTRUMENTATION

X See Sensor Map

0

Requestor/Originator: D. R. Perry
Pittsford 48567 Pacific Bomber
Detachment, Capitan

Request ID: 00-710-0146
Continuation of Request
Page 6 of 9

Rev: 2.0 Rev: 1.0 Rev: 1.0
Ver: 2.0 Rev: 1.0 Rev: 1.0
Author: C. R. Perry/Requestor/Originator

CRTS 0010705

Dummy Instrumentation - Internal

5013

L/F

ACCELS:

☐ Head C.G.
☐ Chest
☐ Pelvis

☐ Long ☐ Vert ☐ Lat
☐ Long ☐ Vert ☐ Lat
☐ Long ☐ Vert ☐ Lat

LOAD CELLS:

☐ Neck Upper Load
☐ Neck Upper Moment
☐ Neck Lower Load
☐ Neck Lower Moment
☐ Thoracic Load
☐ Thoracic Moment
☐ Lower Lumbar Load
☐ Lower Lumbar Moment
☐ L/Femur Load
☐ L/Femur Moment
☐ R/Femur Load
☐ R/Femur Moment
☐ L/Up/Tibia Moment & Load
☐ R/Up/Tibia Moment & Load
☐ L/Low/Tibia Moment & Load
☐ R/Low/Tibia Moment & Load

☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Mz

POTENTIOMETERS:

☐ Chest Deflection
☐ Knee Slider - Left
☐ Knee Slider - Right

☐ Disp
☐ Disp
☐ Disp

OTHER INTERNAL DUMMY INSTRUMENTATION:

☐
☐

Dummy Instrumentation - External**CONTACT SWITCHES:**

☐ L / Knee Contact
☐ R / Knee Contact
☐ Header

STRING POTS:

☐ Pelvis
☐ L / Knee
☐ R / Knee

OTHER EXTERNAL DUMMY INSTRUMENTATION:

☐
☐

Dummy Instrumentation - Internal

50HS

R/F

ACCELS:

☐ Head C.G.
☐ Chest
☐ Pelvis

☐ Long	☐ Vert	☐ Lat
☐ Long	☐ Vert	☐ Lat
☐ Long	☐ Vert	☐ Lat

LOAD CELLS:

☐ Neck Upper Load
☐ Neck Upper Moment
☐ Neck Lower Load
☐ Neck Lower Moment
☐ Thoracic Load
☐ Thoracic Moment
☐ Lower Lumbar Load
☐ Lower Lumbar Moment
☐ L/Femur Load
☐ L/Femur Moment
☐ R/Femur Load
☐ R/Femur Moment
☐ L/Up/Tibia Moment & Load
☐ R/Up/Tibia Moment & Load
☐ L/Low/Tibia Moment & Load
☐ R/Low/Tibia Moment & Load

☐ Fx	☐ Fy	☐ Fz
☐ Mx	☐ My	☐ Mz
☐ Fx	☐ Fy	☐ Fz
☐ Mx	☐ My	☐ Mz
☐ Fx	☐ Fy	☐ Fz
☐ Mx	☐ My	☐ Mz
☐ Fx	☐ Fy	☐ Fz
☐ Mx	☐ My	☐ Mz
☐ Mx	☐ My	☐ Mz
☐ Mx	☐ My	☐ Mz
☐ Mx	☐ My	☐ Fz
☐ Mx	☐ My	☐ Fz
☐ Mx	☐ My	☐ Fz
☐ Mx	☐ My	☐ Fz

POTENTIOMETERS:

☐ Chest Deflection
☐ Knee Slider - Left
☐ Knee Slider - Right

☐ Disp
☐ Disp
☐ Disp

OTHER INTERNAL DUMMY INSTRUMENTATION:

☐
☐

Dummy Instrumentation - External**CONTACT SWITCHES:**

☐ L / Knee Contact
☐ R / Knee Contact
☐ Header

STRING POTS:

☐ Pelvis
☐ L / Knee
☐ R / Knee

OTHER EXTERNAL DUMMY INSTRUMENTATION:

☐
☐

Dummy Instrumentation - Internal

SID

L/F

ACCELS:

☐ LF_DUMMY_HEAD_G/G
☐ LF_DUMMY_T1
☐ LF_DUMMY_T1/
☐ LF_DUMMY_T12
☐ LF_DUMMY_T12/
☐ LF_DUMMY_PELVIS
☐ LF_DUMMY_PELVIS/
☐ LF_DUMMY_THORAXRIBUP/
☐ LF_DUMMY_THORAXRIBMC/
☐ LF_DUMMY_THORAXRIBLOW

☐ Long ☐ Vert ☐ Lat
☐ Long ☐ Vert ☐ Lat - R
☐ Lat - L ☐ Lat - REAR
☐ Long ☐ Vert ☐ Lat - REAR
☐ Lat - L ☐ Lat - REAR
☐ Lat - PWT ☐ Lat - REAR
☐ Lat - PWT ☐ Lat - REAR
☐ Lat - PWT ☐ Lat - REAR

LOAD CELLS:

☐ LF_DUMMY ABDOMEN_LOAD_FRONT (EURO)
☐ LF_DUMMY ABDOMEN_LOAD_MED (EURO)
☐ LF_DUMMY ABDOMEN_LOAD_REAR (EURO)
☐ LF_DUMMY THORACIC SPINE_LOAD
☐ LF_DUMMY THORACIC SPINE_LOAD
☐ LF_DUMMY LUMBAR SPINE_LOAD
☐ LF_DUMMY LUMBAR SPINE_LOAD
☐ LF_DUMMY PUBIC_LOAD (EURO)

☐ Fy
☐ Fy
☐ Fy
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Fz
☐ Fx ☐ Fy ☐ Fz
☐ Mx ☐ My ☐ Fy

POTENTIOMETERS:

☐ LF_DUMMY_CHEST_DEFLATION (SID)
☐ LF_DUMMY_THORAXRIBUPDISP (EURO)
☐ LF_DUMMY_THORAXRIBDOWNDISP (EURO)
☐ LF_DUMMY_THORAXRIBLOWDISP (EURO)

☐ Disp
☐ Disp
☐ Disp
☐ Disp

OTHER INTERNAL DUMMY INSTRUMENTATION:

☐
☐

Dummy Instrumentation - External**CONTACT SWITCHES:**

☒ LF_DUMMY_HEAD_SW
☒ LF_DUMMY_ARM_SW
☒ LF_DUMMY_THORAX_SW
☒ LF_DUMMY ABDOMEN_SW
☒ LF_DUMMY_H-POINT_SW
☒ LF_DUMMY_THIGH_SW

OTHER EXTERNAL DUMMY INSTRUMENTATION:

☒ Left Front Seat Back Side
☒ Left Front Seat Cushion Side

SID

LR

Dummy Instrumentation - Internal**ACCELS:**

_____ L/R_DUMMY_HEAD_C.G.
 _____ L/R_DUMMY_T1
 _____ L/R_DUMMY_T11/
 _____ L/R_DUMMY_T12
 _____ L/R_DUMMY_T12/
 _____ L/R_DUMMY_PELVIS
 _____ L/R_DUMMY_PELVIS/
 _____ L/R_DUMMY_THORAX/REARUP/
 _____ L/R_DUMMY_THORAX/REAR/
 _____ L/R_DUMMY_THORAX/REARLO/

_____ Long _____ Vert _____ Lat
 _____ Long _____ Vert _____ Lat
 _____ Lat - L _____ Lat - R
 _____ Long _____ Vert _____ Lat - REAR
 _____ Lat - PRT _____ Lat - REAR
 _____ Long _____ Vert _____ Lat - REAR
 _____ Lat - L _____ Lat - REAR
 _____ Lat - PRT _____ Lat - REAR
 _____ Lat - PRT _____ Lat - REAR
 _____ Lat - PRT _____ Lat - REAR

LOAD CELLS:

_____ L/R_DUMMY ABDOMEN_LOAD_FRONT (EURO)
 _____ L/R_DUMMY ABDOMEN_LOAD_MID (EURO)
 _____ L/R_DUMMY ABDOMEN_LOAD_REAR (EURO)
 _____ L/R_DUMMY_THORACIC_SPINE_LOAD
 _____ L/R_DUMMY_THORACIC_SPINE_LOAD
 _____ L/R_DUMMY_LUMBAR_SPINE_LOAD
 _____ L/R_DUMMY_LUMBAR_SPINE_LOAD
 _____ L/R_DUMMY_PUBIC_LOAD (EURO)

_____ Fy
 _____ Fy
 _____ Fy
 _____ Fz
 _____ Fz
 _____ Fz
 _____ Fz

POTENTIOMETERS:

_____ L/R_DUMMY_CHEST_DEFLECTION (SID)
 _____ L/R_DUMMY_THORAX/REAR/DEP (EURO)
 _____ L/R_DUMMY_THORAX/REAR/COMP (EURO)
 _____ L/R_DUMMY_THORAX/REAR/LODEP (EURO)

_____ Dep
 _____ Dep
 _____ Dep
 _____ Dep

OTHER INTERNAL DUMMY INSTRUMENTATION:

Dummy Instrumentation - External**CONTACT SWITCHES:**

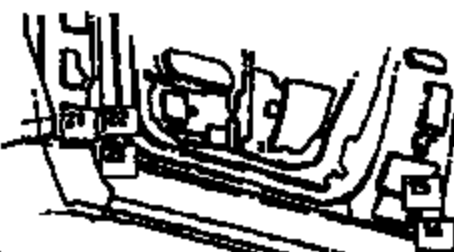
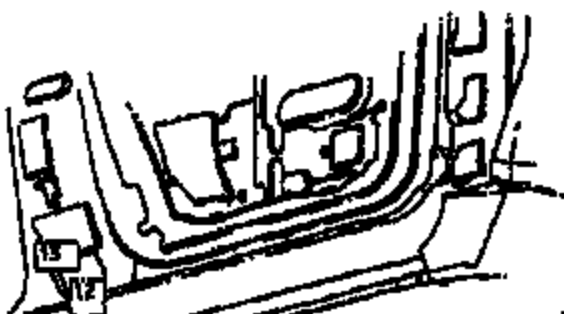
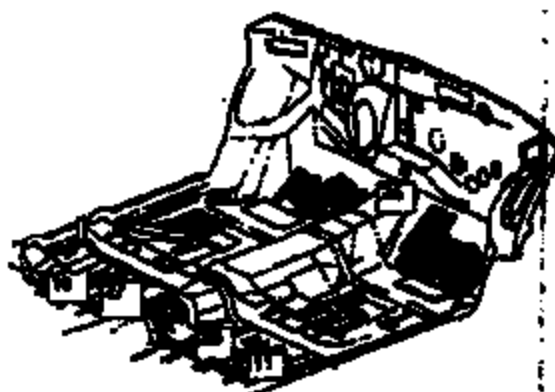
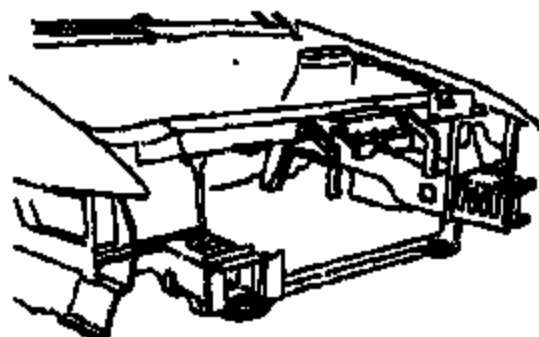
_____ L/R_DUMMY_HEAD_SW
 _____ L/R_DUMMY_ARM_SW
 _____ L/R_DUMMY_THORAX_SW
 _____ L/R_DUMMY ABDOMEN_SW
 _____ L/R_DUMMY_H-POINT_SW
 _____ L/R_DUMMY_THIGH_SW

OTHER EXTERNAL DUMMY INSTRUMENTATION:

Project: ~~XXXX~~ FAJH5
Vehicle ID: FFE206
Build level: Phase 1 - Side
Test Mode: 15 mph pole test

SENSOR MAP

Engineer: Dave Talbot
Phone #: 810-308-8301
Date: 4/24/97
Time: 12:30 PM



10+11 Monitored Through ECS Mod.
9- 4-29-97

Location Name	Type	Output	Nominal (+/-)	Sensor Channels only	
				Channel	Signal
10 UND_L/F_BEAT_R_L/R_BOLT_STE1	Siemens side	status	2.5 +/- 0.6		264
11 UND_R/F_BEAT_R_L/R_BOLT_STE1	Siemens side	status	2.5 +/- 0.6		265
12 L/R-PLR_IN_R_RDR_ON	accel	TRIAK			
13 L/R-PLR_IN_R_RETRACTOR_ON	accel	TRIAK			
14 R/R-PLR_IN_R_RDR_ON	accel	TRIAK			
15 R/R-PLR_IN_R_RETRACTOR_ON	accel	TRIAK			
16 L/R-PLR_IN_R_RDR_ON	accel	TRIAK			
17 R/A-PLR_IN_R_RDR_STE1	Siemens RCH	Pu Pres	0.0 +/- 0.6		
21a R/A-PLR_IN_R_RDR_STE2	Siemens RCH	Dr Sen	0.0 +/- 0.6		
21b R/A-PLR_IN_R_RDR_STE3	Siemens RCH	Pu Sag	0.0 +/- 0.6		
21c R/A-PLR_IN_R_RDR_STE4	Siemens RCH	Dr S Sag	0.0 +/- 0.6		
21d R/A-PLR_IN_R_RDR_STE5	Siemens RCH	Pu S Sag	0.0 +/- 0.6		
21e R/A-PLR_IN_R_RDR_STE6	Siemens RCH	Dr Pres	0.0 +/- 0.6		
21f R/A-PLR_IN_R_RDR_STE7	Siemens RCH	airfing	open		
21g R/A-PLR_IN_R_RDR_STE8	Siemens RCH	status	5.0 +/- 0.6		
22 R/A-PLR_IN_R_RDR_ON	accel	TRIAK			
23 R/A-PLR_IN_R_RDR_ON	accel	TRIAK			
24 C/L_TIL_O_BAST_ON	accel	TRIAK			
27 UND_L/F_BEAT_R_L/R_BOLT_ON	accel	TRIAK			
28 UND_R/F_BEAT_R_L/R_BOLT_ON	accel	TRIAK			