

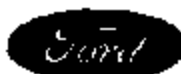
EA03-014

**FORD 12/11/03
LETTER TO ODI**

ATTACHMENT G

BOOK 6 OF 10

PART 1 OF 4



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Schedule No. 7-7-12
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FINAL TEST REPORT

CONFIDENTIAL

**Global Test Operations
Advanced Vehicle Technology**

TO: A. Taub

Test Order No. T-B5897
Work Task W.O. No. AR458
Test Dates 7/14/99
Date Reported 8/24/99
Sheet 1 of 118

SUBJECT: Crash Test 11534 (90° Left Side Fixed Pole Impact at 17.8 ± 0.4 mph, 28.8 ± 0.6 km/h) - 1999 Lincoln Town Car 4-Door Sedan

REQUESTED BY: Vehicle Crash Safety Department, Advanced Vehicle Technology - J. Abramczyk

OBJECT: To obtain development data relative to FMVSS 201.

SUMMARY OF TEST RESULTS: See Section 1 for injury criteria data.


R. Oda
Engineering Data Control Analysis


Concur: S. Lash
Section Supervisor
Operations Engineering Section

VEHICLE DATA

Make and Model	1999 Lincoln Town Car 4-Door Sedan (Production Vehicle)
ID Numbers	1LNHM81W6KY688764, 307-W-985
Power Train	4.6L, EFI, 4-Speed Automatic Transmission
Fuel Tank(s)	Usable Capacity: 19 gal. (71.9L) Test Condition: Empty
Front Seat(s)	Type: Bucket Cover: Leather Tracks/Position: 6-Way Power/Mechanical Mid and Down Seat Backs/Position: Adjustable/19.1° Rear of Vertical Head Restraints/Position: Adjustable/Down
Restraint System	LF: 3-Point Continuous Loop Active Belt and Seat Back Side Air Bag
Occupants	LF: SID/Hybrid III Instrumented Dummy
Test Weight	Front: 2415 lb (1096 kg) Rear: 2394 lb (1089 kg) Total: 4749 lb (2164 kg)
Tires	Front: P225/60R16 Rear: P225/60R16 Spare: Removed
Significant Content or Accessories	Power Brakes, Tilt Steering Wheel

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

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

Side Impact Occupant Crash Protection, ST-15 dated October 23, 1982.

1.1 Vehicle Alignment

The test vehicle impacted an 10 inch diameter steel pole structure, rigidly attached to the barrier face. The centerline of the steel pole was aligned with the lateral C.G. of the left front driver dummy.

2. Remarks

Crash movies, pre- and post-crash still images of the test vehicle and copies of this report are available only through the Operations Engineering 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 11534001 through 11534073.

TEST RESULTS:**1. Occupant Protection in Interior Impact (FMVSS 201)****L. F. Dummy****Head Injury Criteria (HIC)****496**

Interval t1

54 ms

t2

78 ms

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

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

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

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

2. Vehicle Displacement and Instrumentation Data

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

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

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

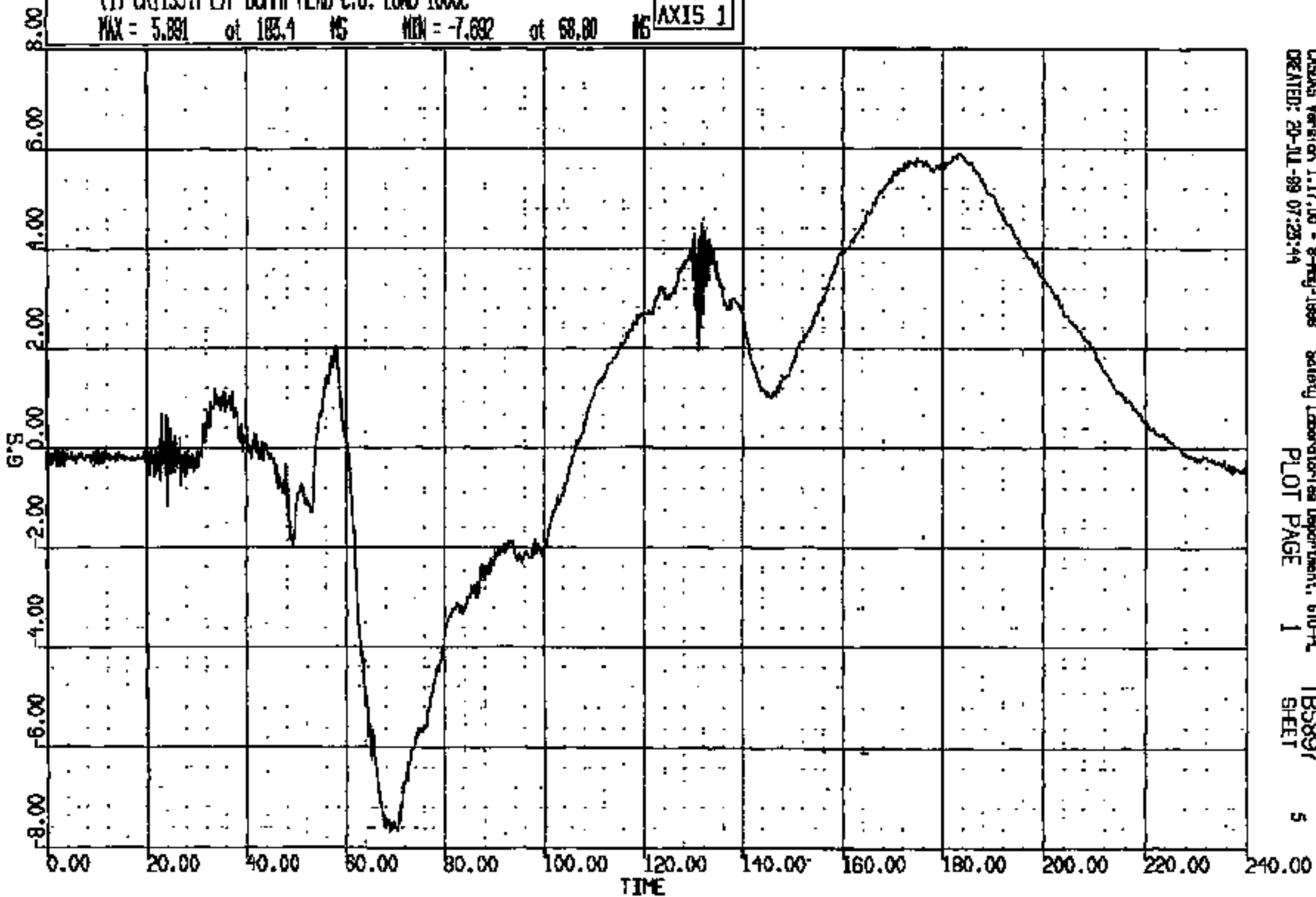
Time histories of any requested derived data (i.e. integrations, etc.) were given to the requesting activity and are not included in this report.

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(1) CR11534T L/F DUMMY HEAD C.G. LONG 1000C

MAX = 5.891 at 183.4 MS MIN = -7.692 at 68.80 MS

AXIS 1



CR11534

CRSAS Version 1.17.00 - 8-May-1998
CREATED: 20-JUL-99 07:23:44

Safety Laboratories Department, 610-R
PLOT PAGE 1

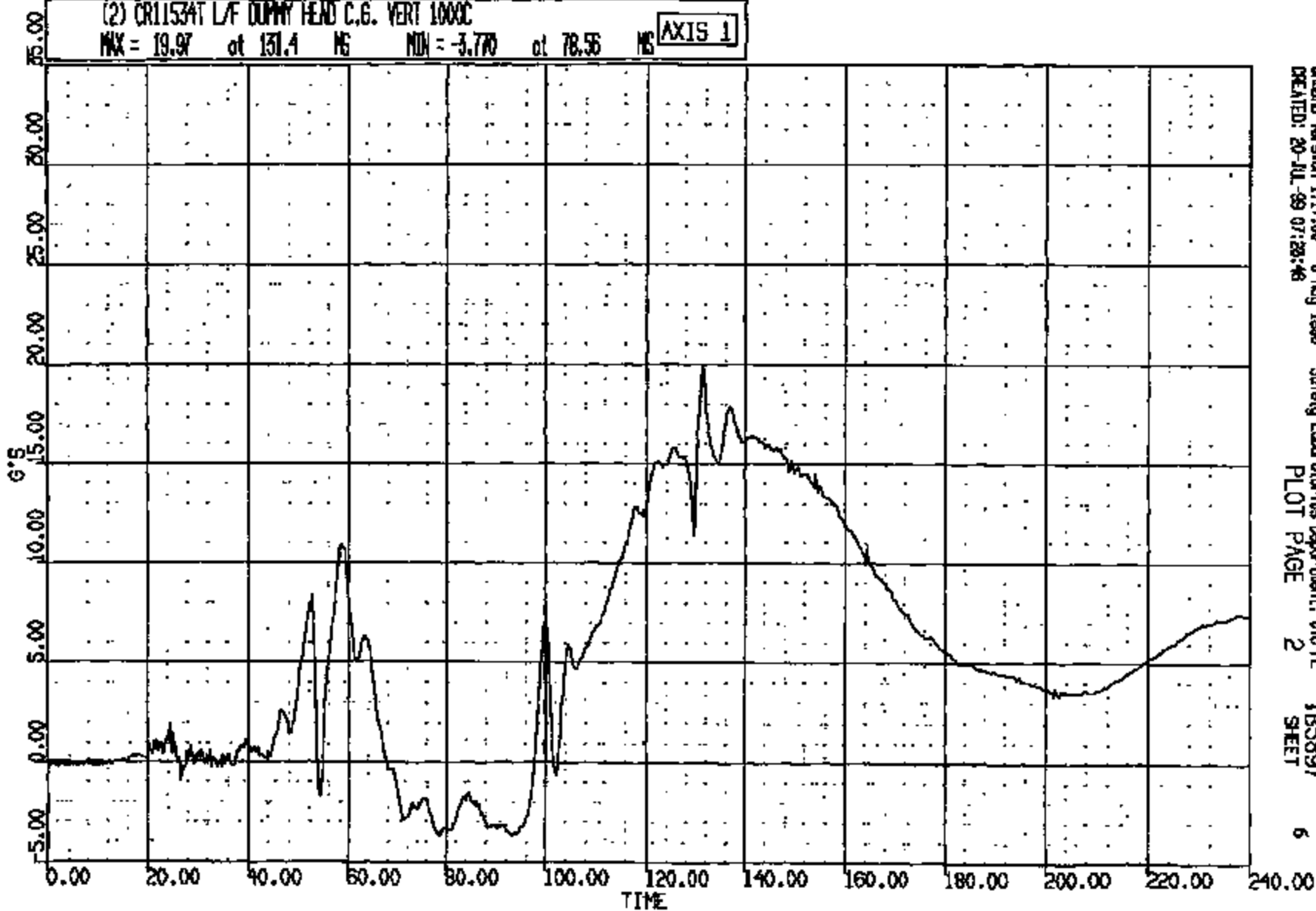
TB5897
SHEET 5

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CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(2) CR11534T L/F DUMMY HEAD C.G. VERT 1000C

MAX = 19.97 at 131.4 MS MIN = -3.770 at 78.56 MS **AXIS 1**



CRTS 0011534

CASAS Version 1.17.00 - 8-May-1999
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Safety Laboratories Department, 610-A
PLOT PAGE 2

T85897
SHEET 6

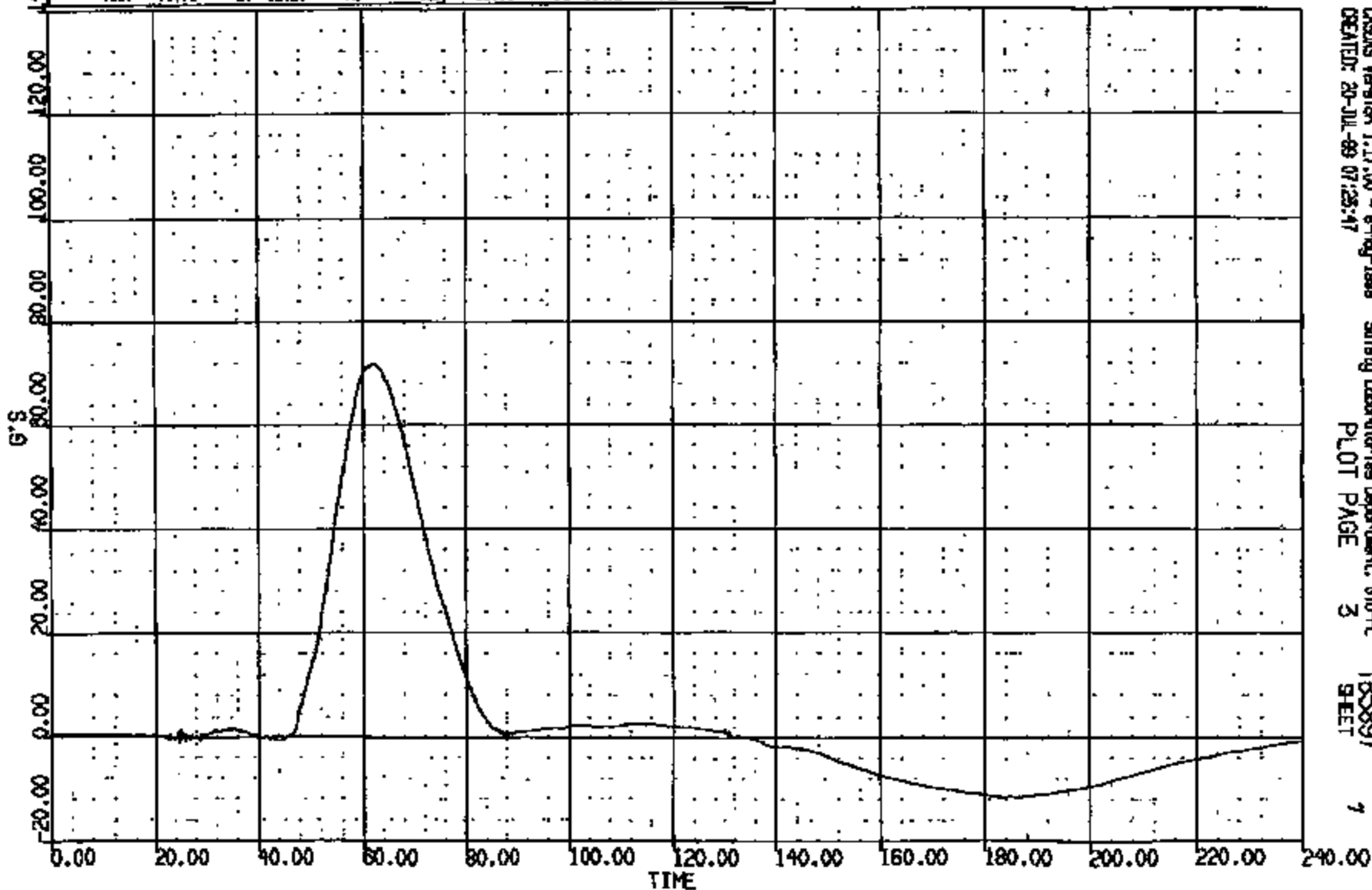
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1989 TOWN CAR MOVING DEFORMABLE 9A

(3) CR11534T L4 DUMMY HEAD C.G. LAT 1000C

MAX = 71.71 at 62.16 MS MIN = -11.68 at 184.1 MS

AXIS 1



CR15 0011534

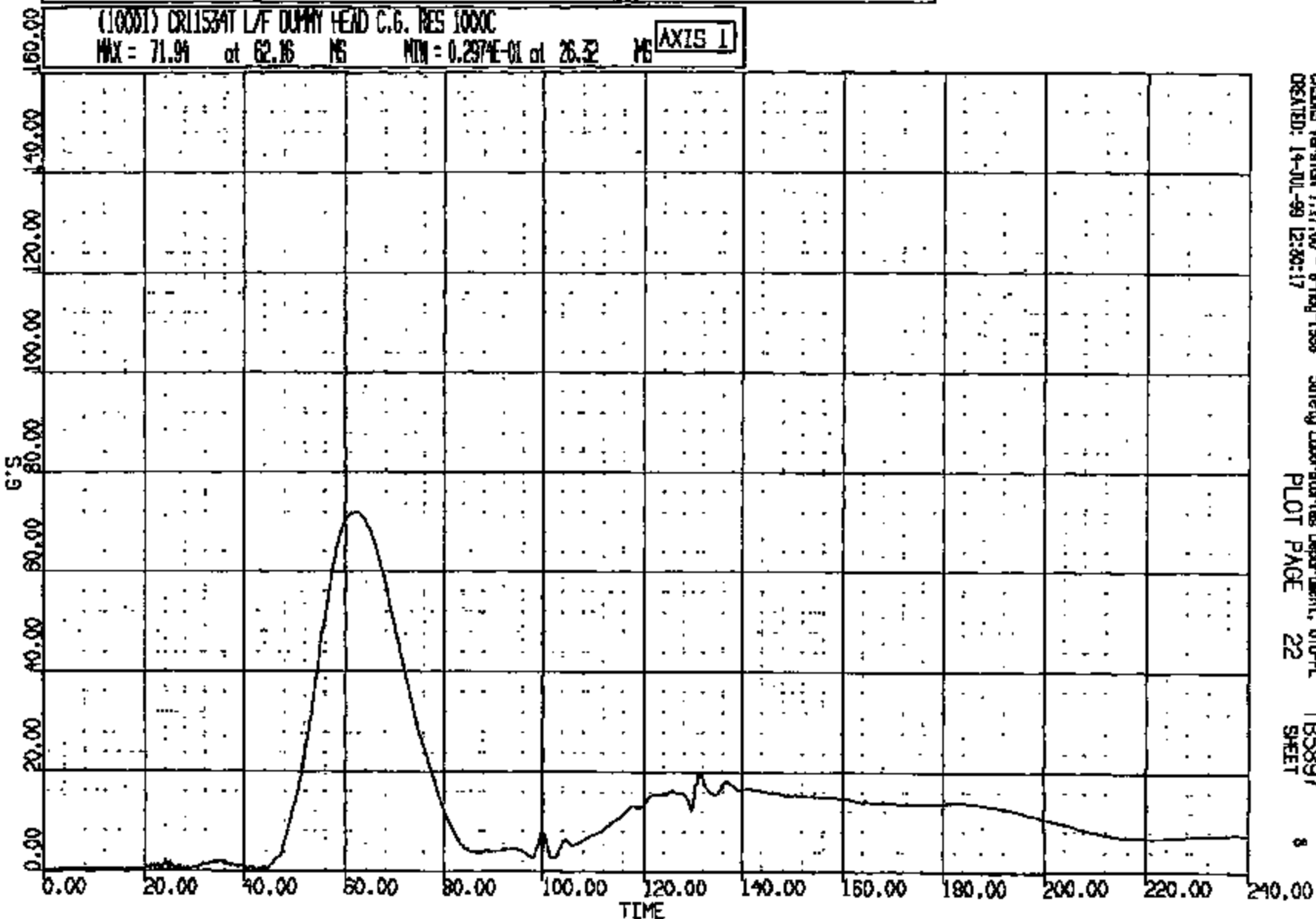
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T85897
SHEET 7

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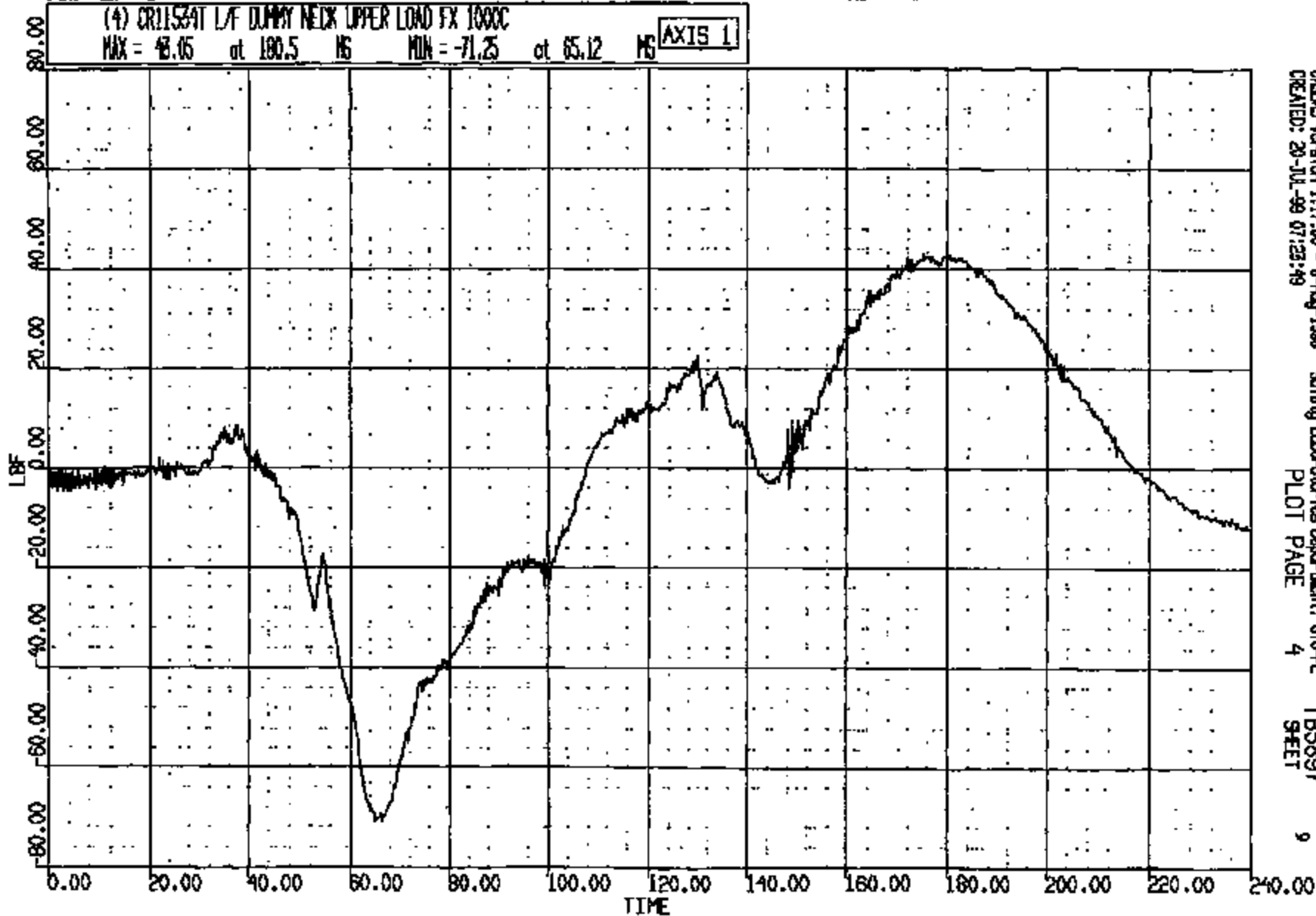
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1999 TOWN CAR MOVING DEFORMABLE BA

(4) CR11534T L/F DUMMY NECK UPPER LOAD FX 1000C

MAX = 48.05 at 180.5 MS MIN = -71.25 at 65.12 MS

AXIS 1



CHS Version 1.17.00 - 8-May-1998
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Safety Laboratories Department, 610-A
PLOT PAGE 4

TB6897
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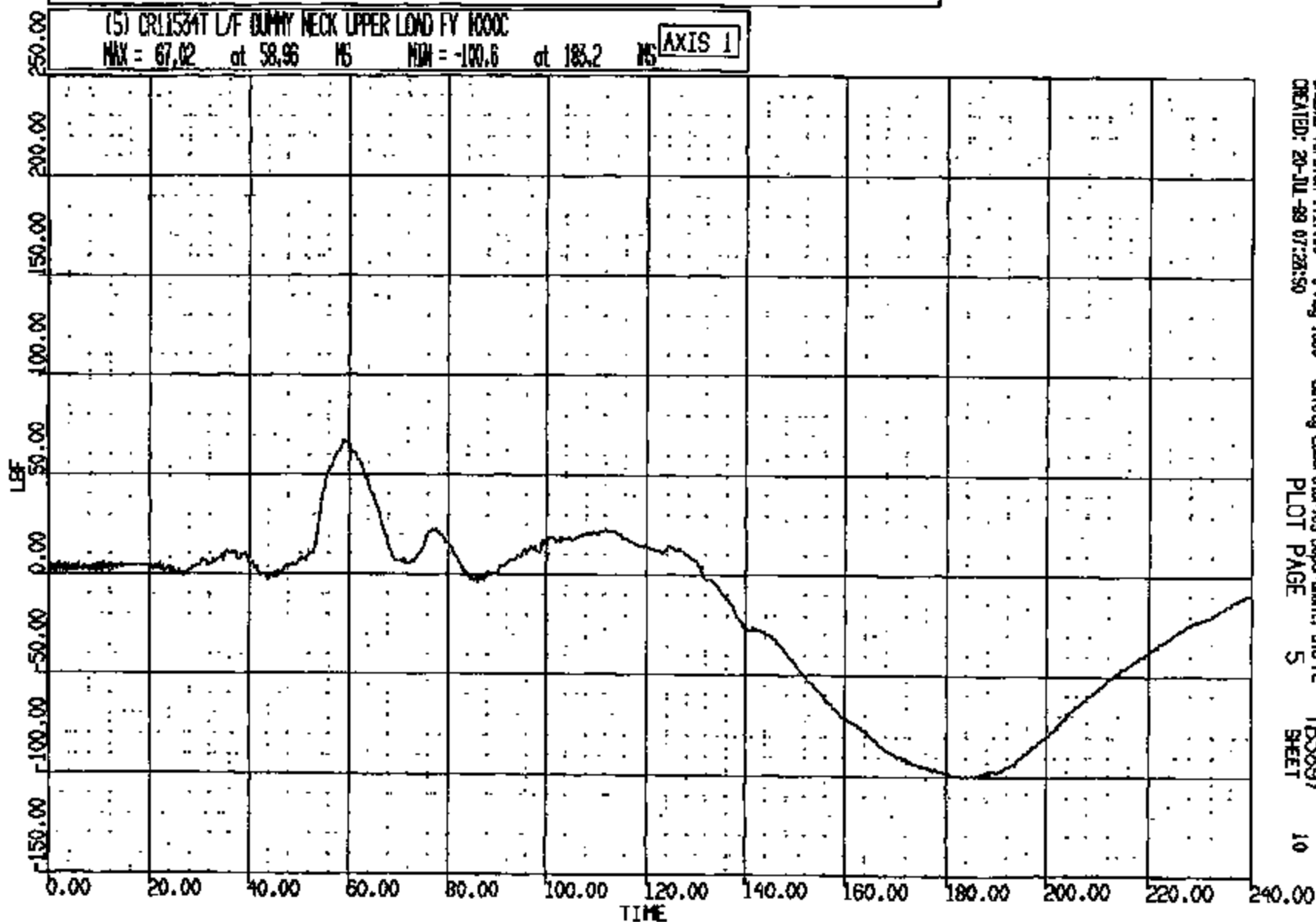
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1999 TOWN CAR MOVING DEFORMABLE BA

(5) CR11534T L/F DUMMY NECK UPPER LOAD FY 1000C

MAX = 67.02 at 58.96 MS MIN = -100.6 at 183.2 MS

AXIS 1



CRIS 0011534

CASAS Version 1.17.00 - 8-May-1998
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Safety Laboratories Department, 610-PL
PLOT PAGE 5

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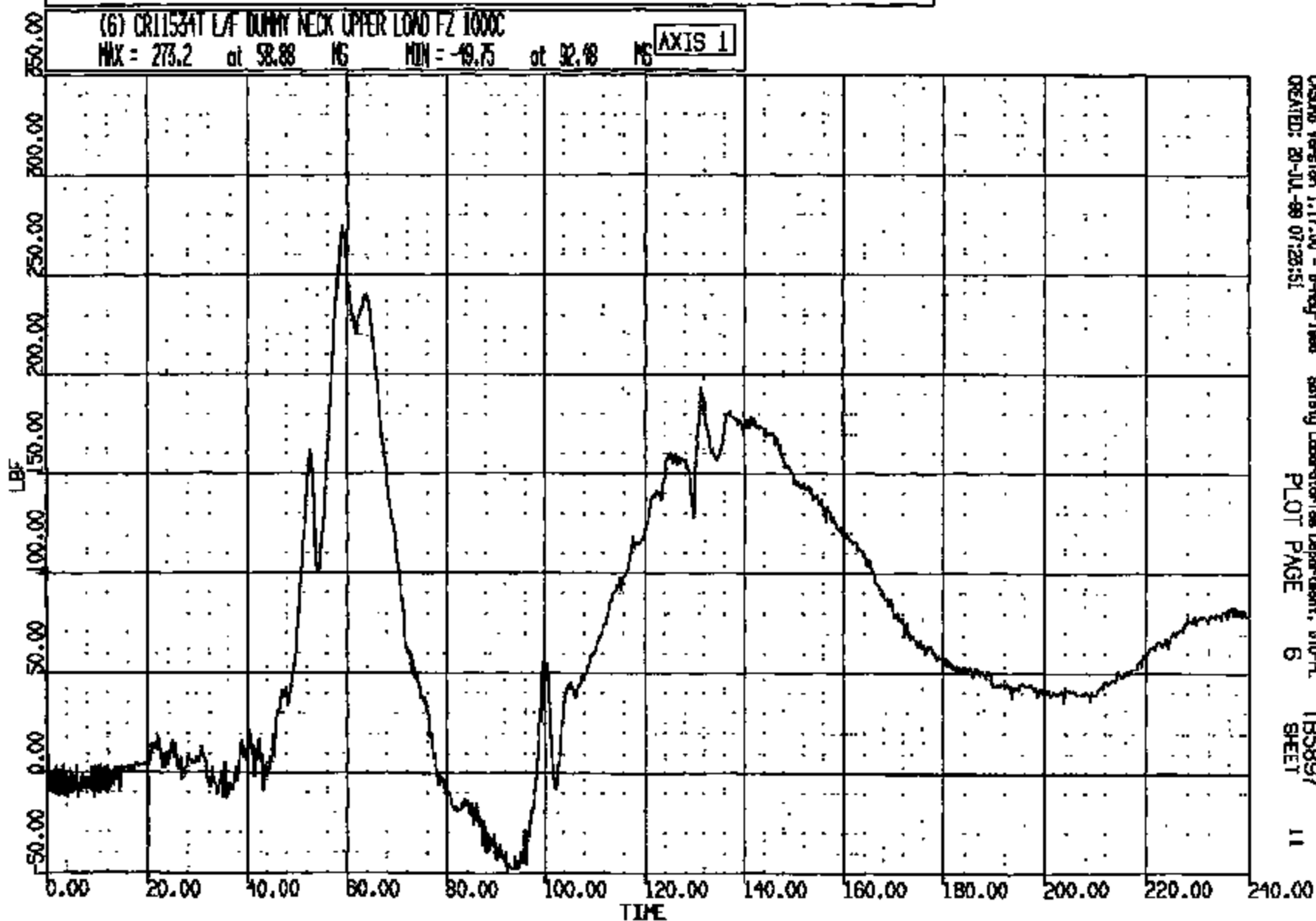
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1999 TOWN CAR MOVING DEFORMABLE BA

(6) CR11534T L4 DUMMY NECK UPPER LOW FZ 1000C

MAX = 273.2 at 58.88 MS MIN = -49.75 at 92.48 MS

AXIS 1



CRTS 0011534

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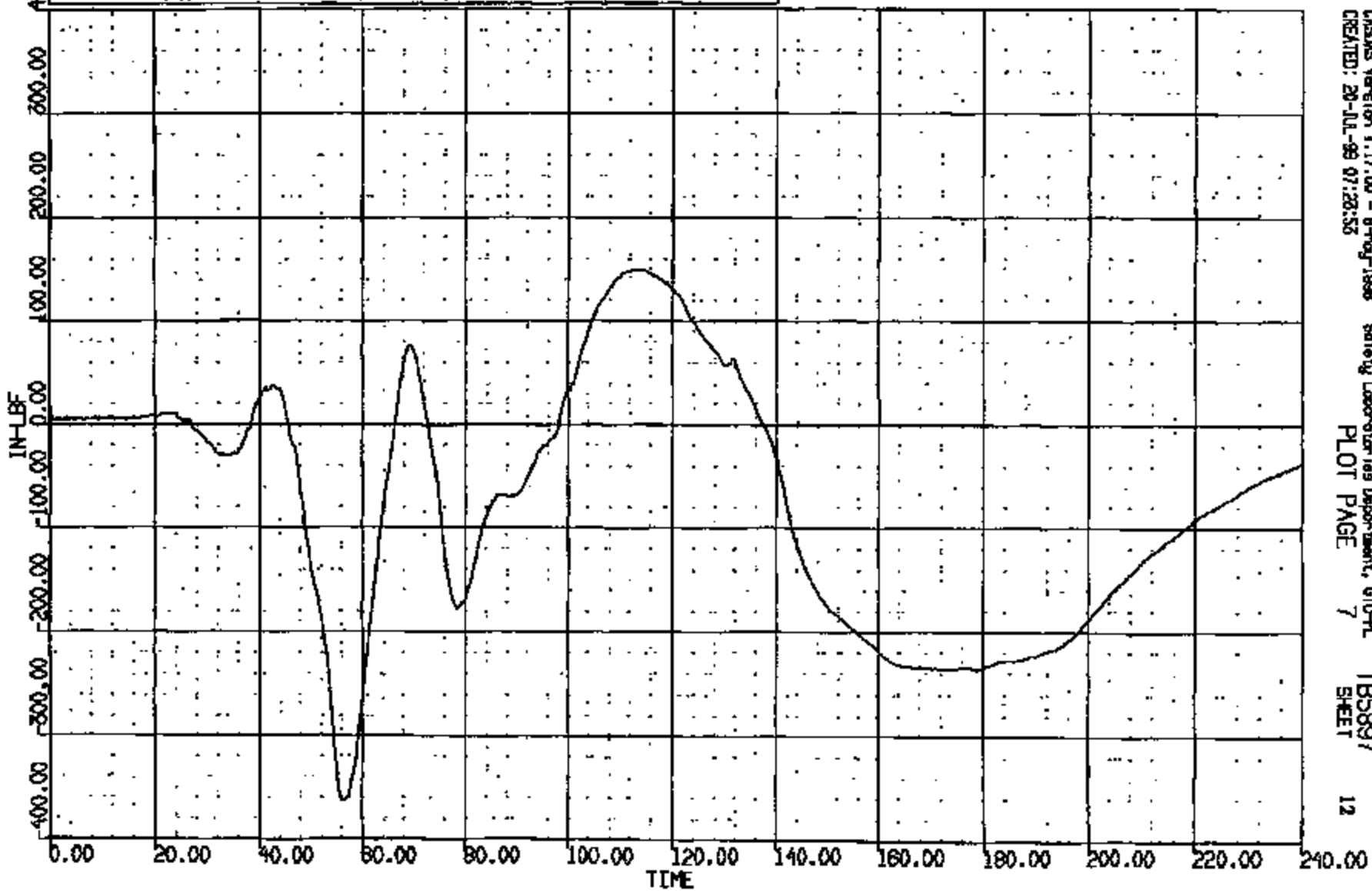
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1999 TOWN CAR MOVING DEFORMABLE BA

(7) CR11534T L/F DUMMY NECK UPPER LOAD MK 600C

MAX = 149.7 at 113.4 MS MIN = -354.4 at 56.32 MS

AXIS 1



CRIS 0011534

CASHS Version 1.17.00 - 8-Aug-1998
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PLOT PAGE 7

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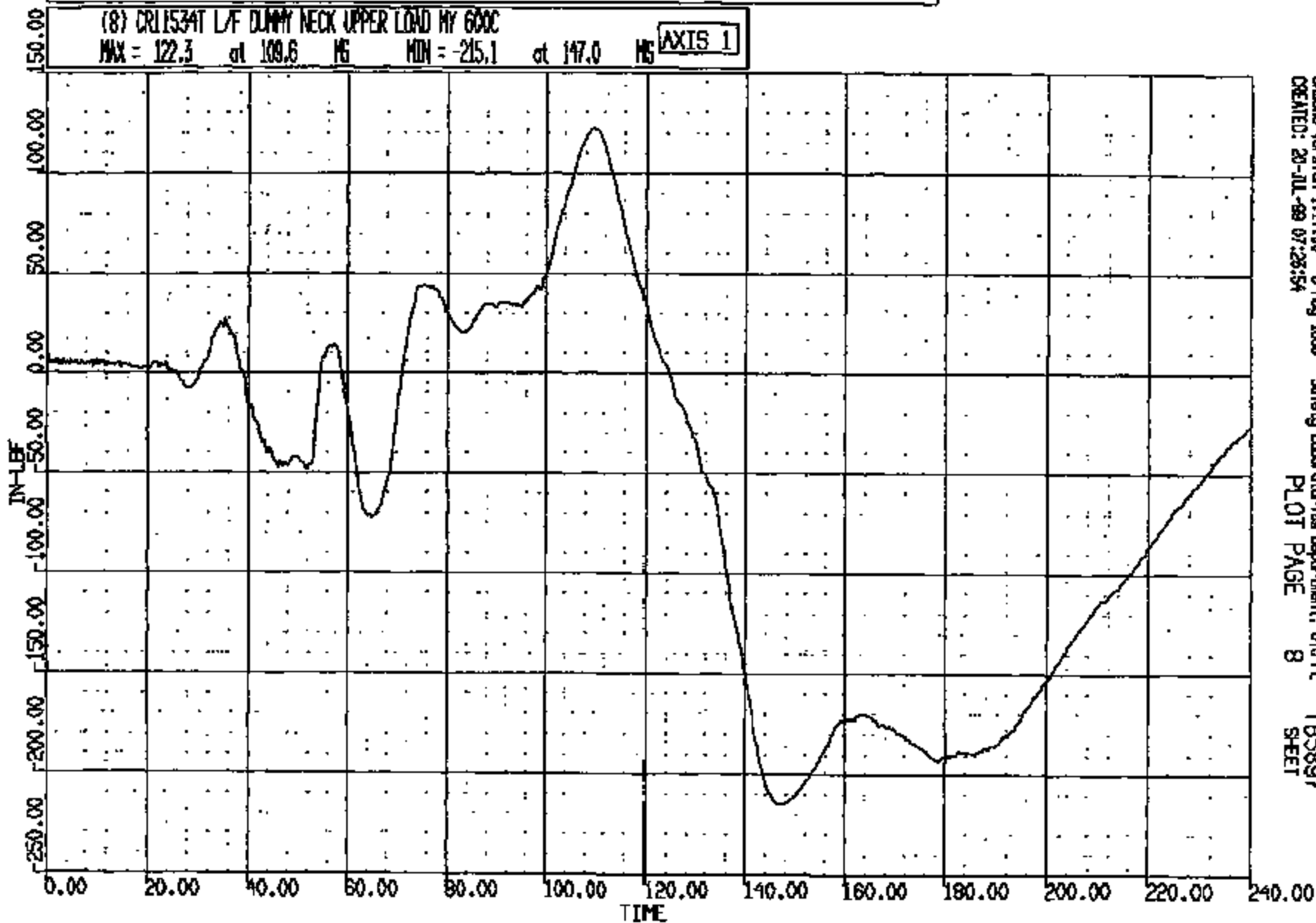
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CR R: 11554 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(8) CR11534T L/F DUMMY NECK UPPER LOAD MY 600C

MAX = 122.3 at 109.6 MG MIN = -215.1 at 147.0 MS

AXIS 1



CRIS 0011534

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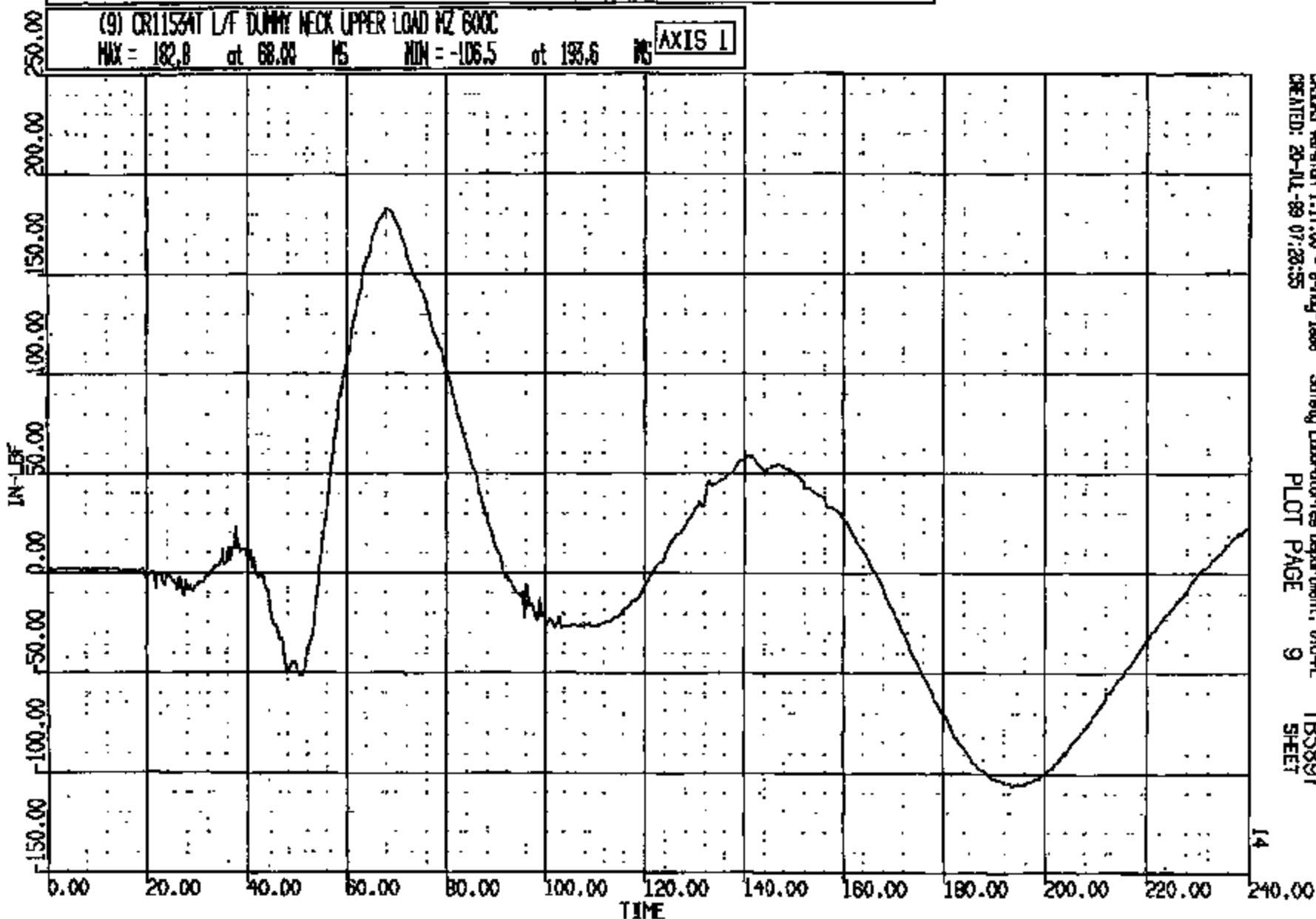
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CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(9) CR11534T L/F DUMMY NECK UPPER LOAD KZ 600C

MAX = 182.8 at 68.00 MS MIN = -106.5 at 193.6 MS

AXIS 1



CRTS 0011534

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PLOT PAGE 9

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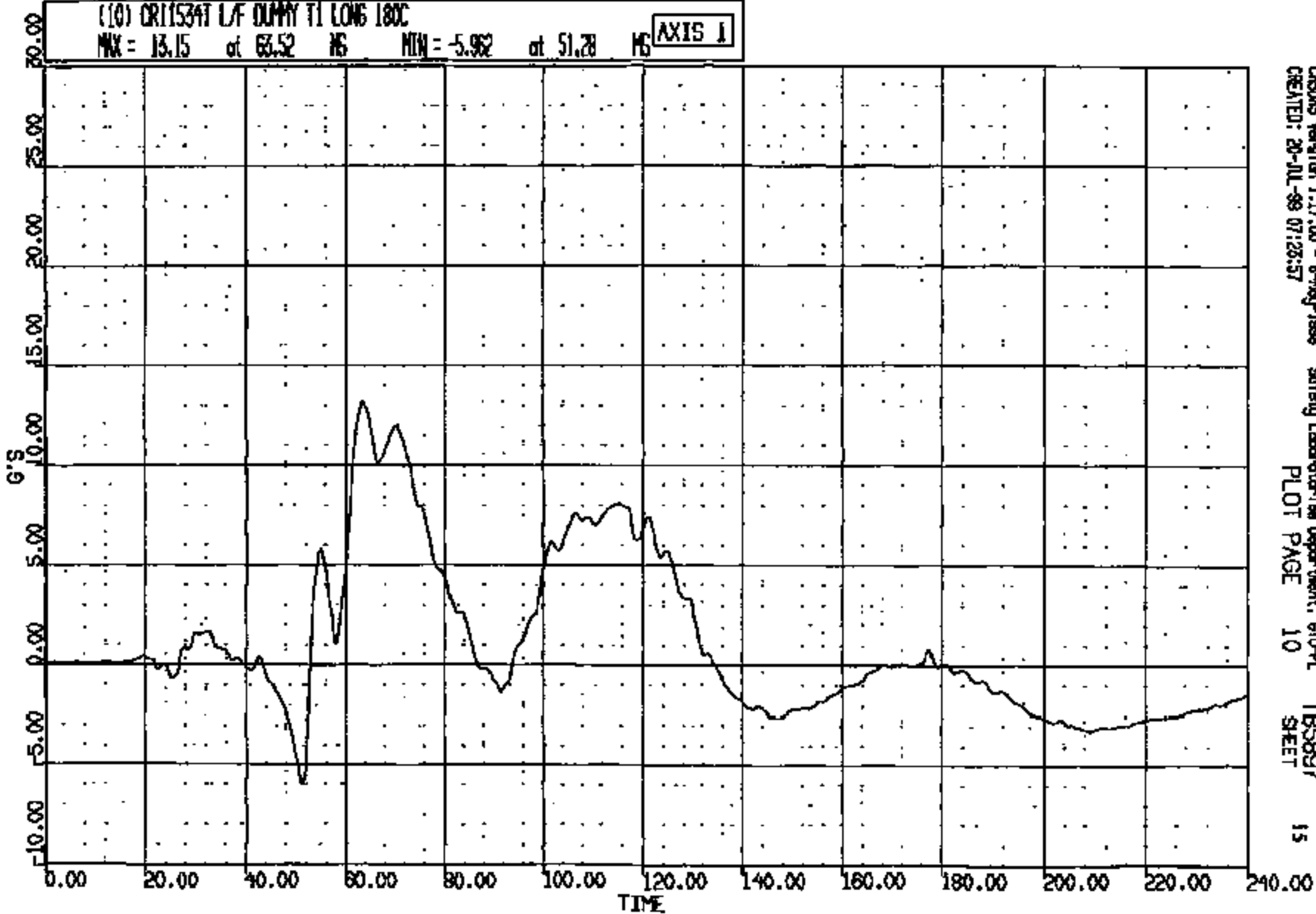
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1999 TOWN CAR MOVING DEFORMABLE BA

(10) CR11534T L/F DUMMY T1 LONG 180C

MAX = 13.15 at 63.52 MS MIN = -5.962 at 51.28 MS

AXIS 1



CR15 0011534

CASIMS Version 1.17.00 - 8-May-1999
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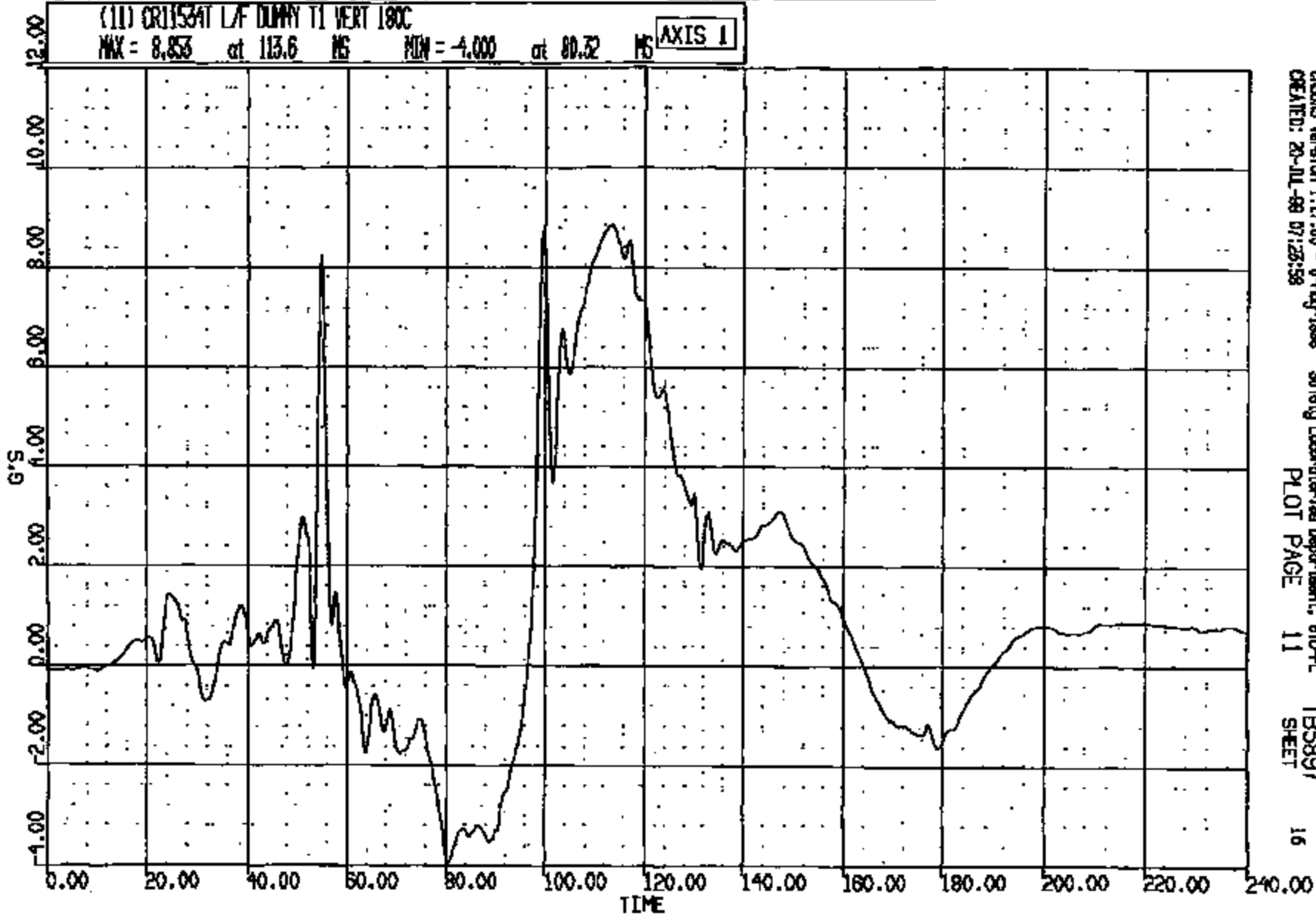
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CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE 9A

(11) CR11534T L/F DUMMY T1 VERT 180C

MAX = 8.853 at 113.6 MS MIN = -4.000 at 80.32 MS

AXIS 1



CRTS 0011534

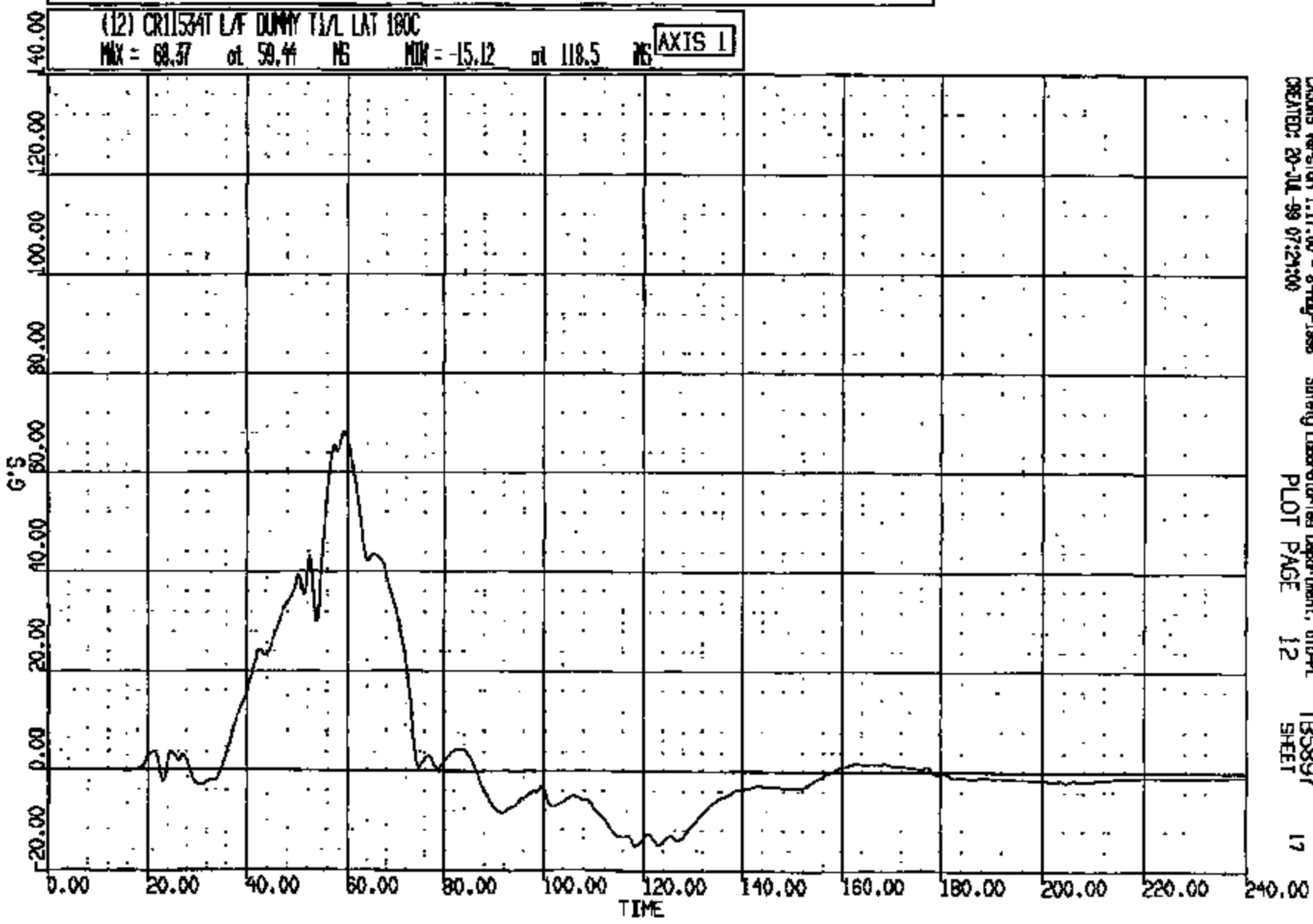
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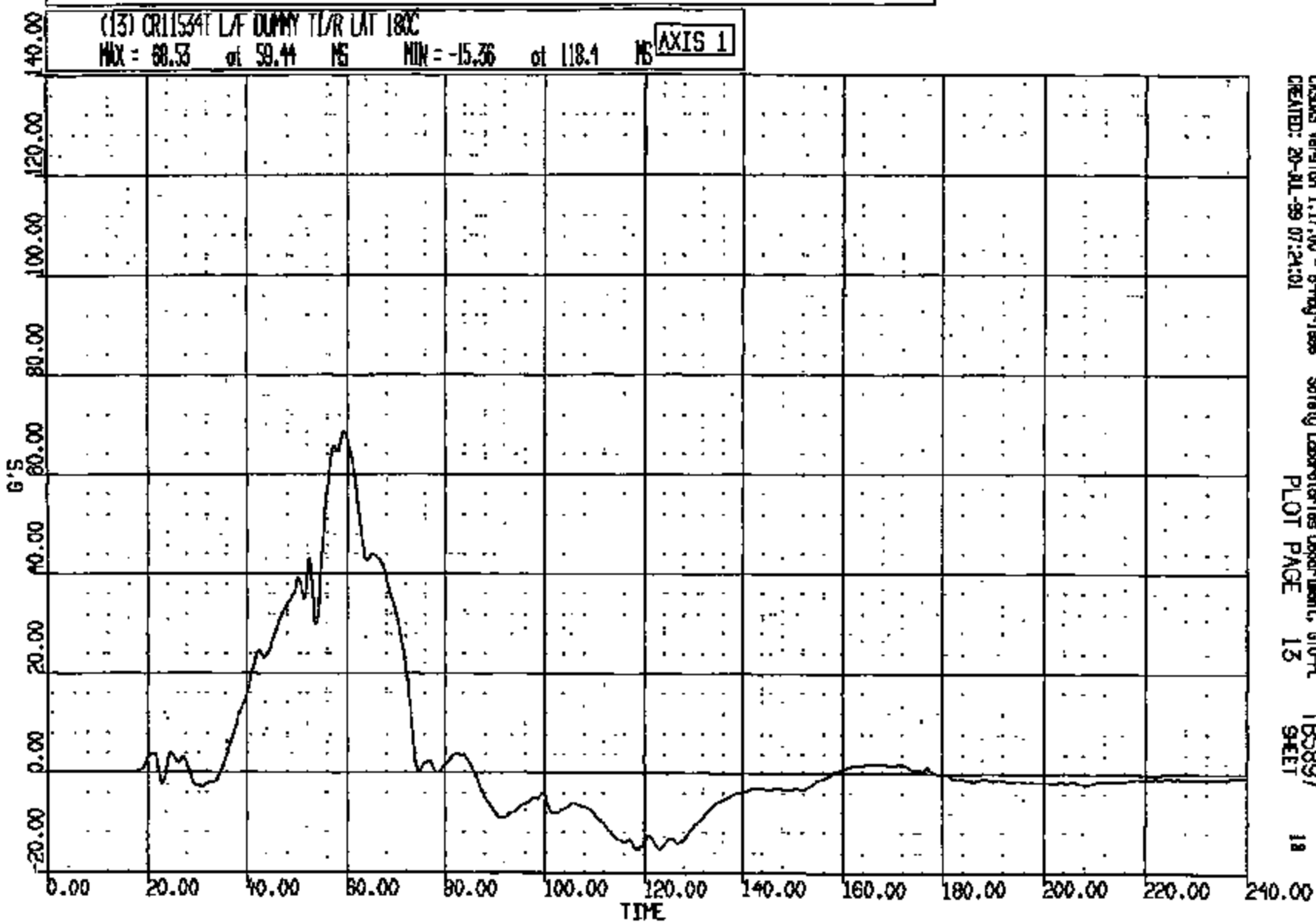
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1999 TOWN CAR MOVING DEFORMABLE BA



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1999 TOWN CAR MOVING DEFORMABLE BA



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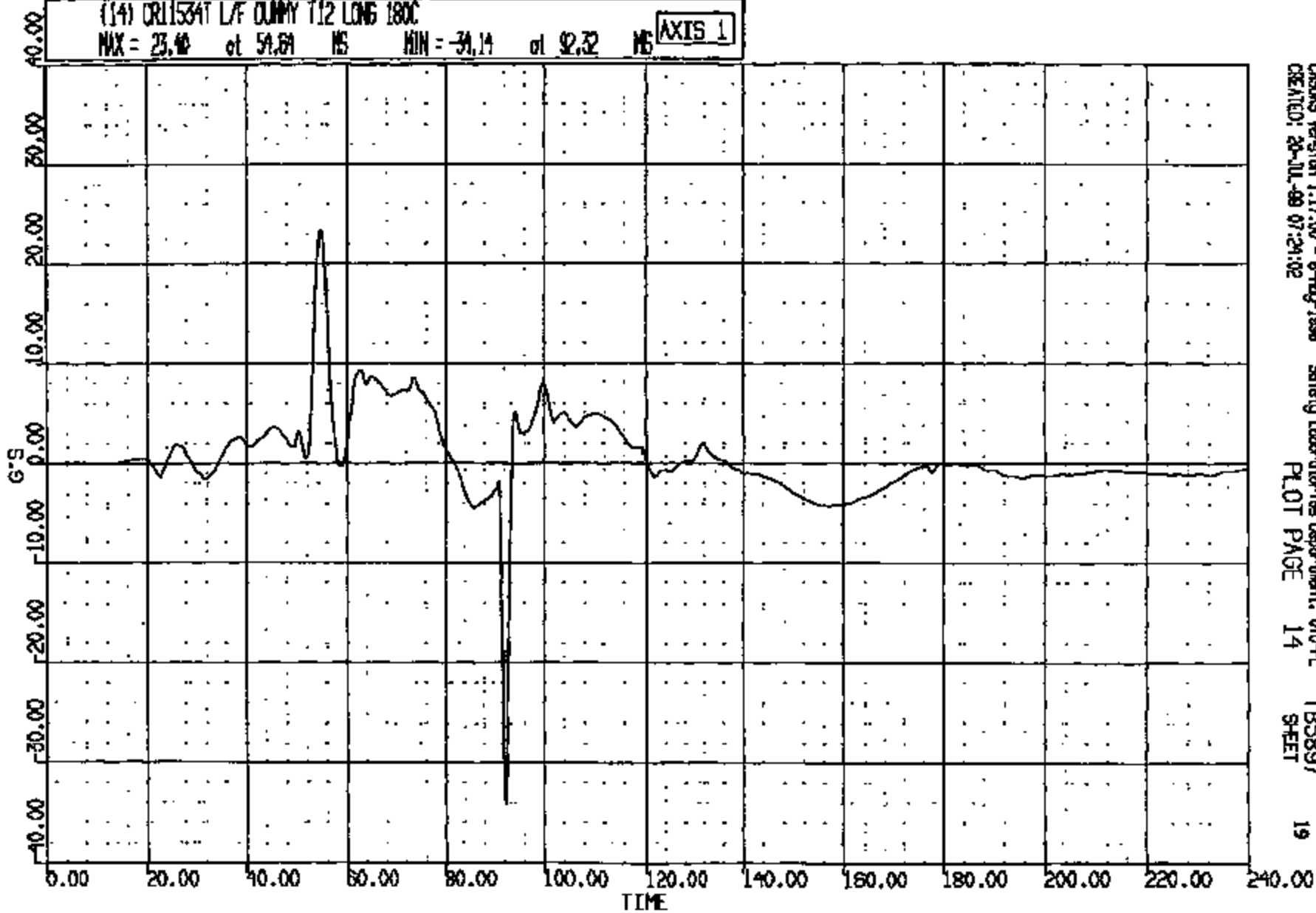
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1999 TOWN CAR MOVING DEFORMABLE BA

(14) CR11534T L/F DUMMY T12 LONG 180C

MAX = 23.40 at 51.61 MS MIN = -31.14 at 92.32 MS

AXIS 1



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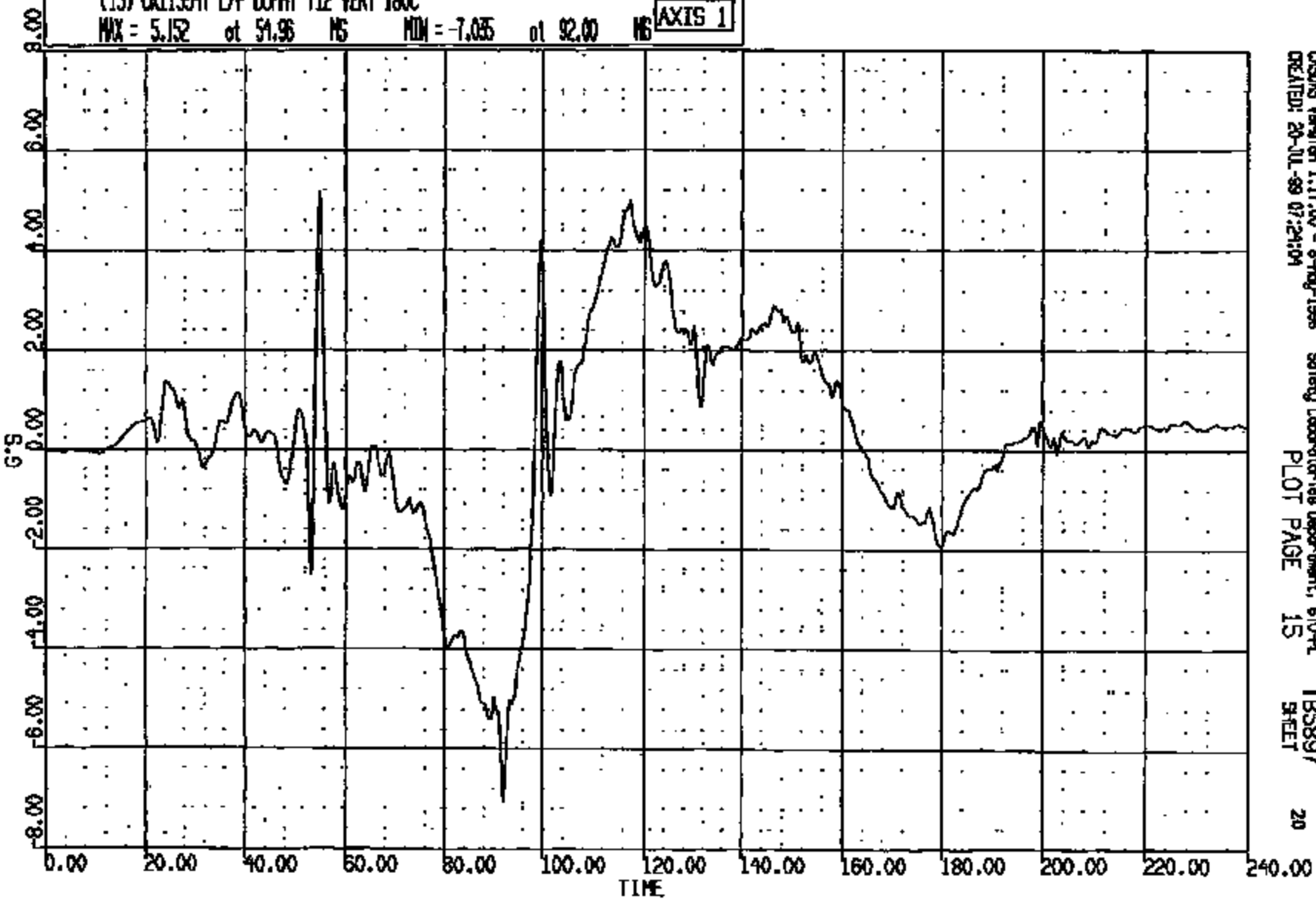
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1999 TOWN CAR MOVING DEFORMABLE BA

(15) CR11534T L/F DUMMY T12 VERT 180C

MAX = 5.152 at 51.96 MS MIN = -7.035 at 92.00 MS

AXIS 1



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Safety Laboratories Department, 610-PL
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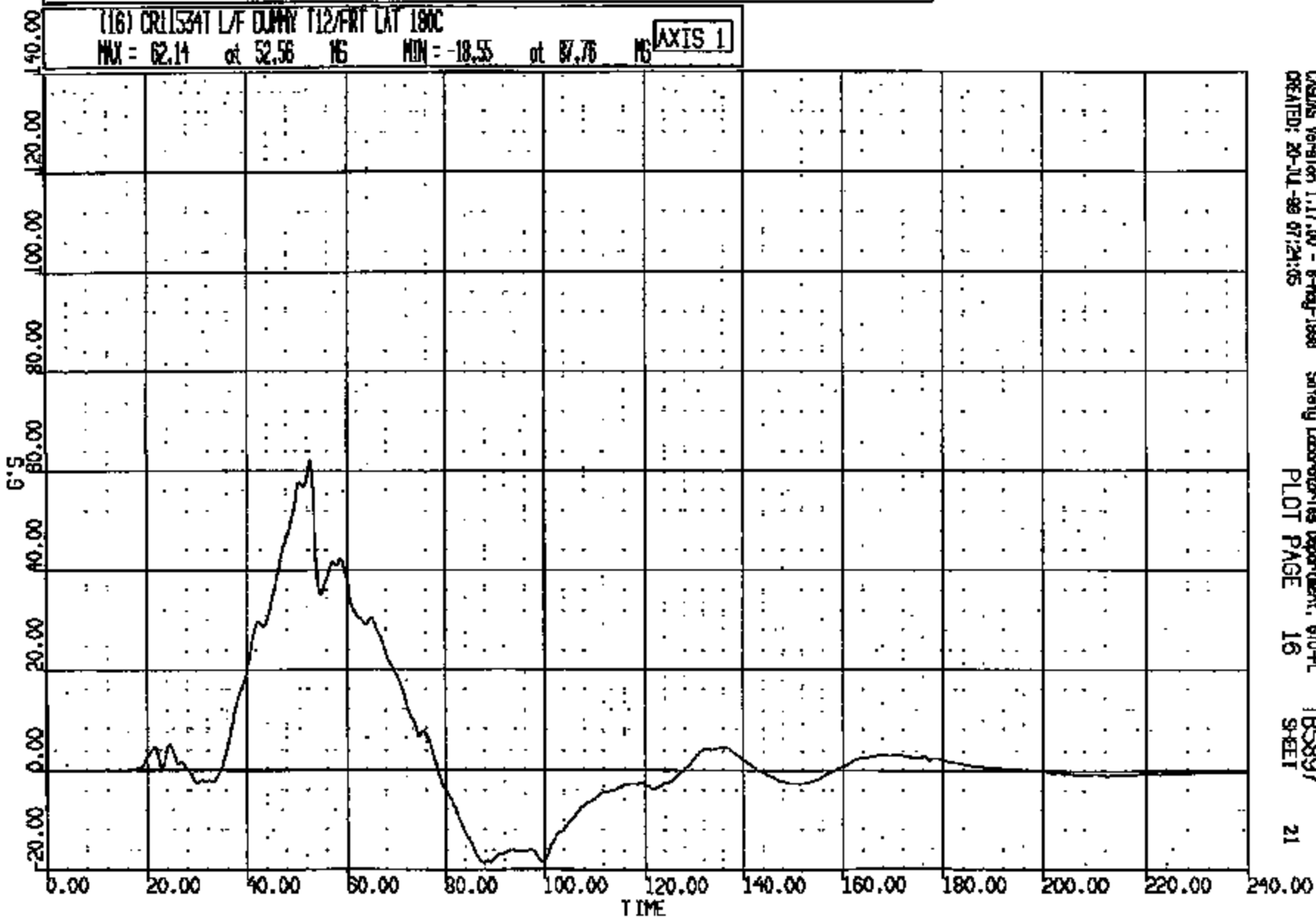
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1986 TOWN CAR MOVING DEFORMABLE BA

(16) CRU534T L/F DUMMY T12/FRT LAT 180C

MAX = 62.14 at 52.56 16 MIN = -18.55 at 87.76 16



CASDIS Version 1.17.00 - 8-May-1999
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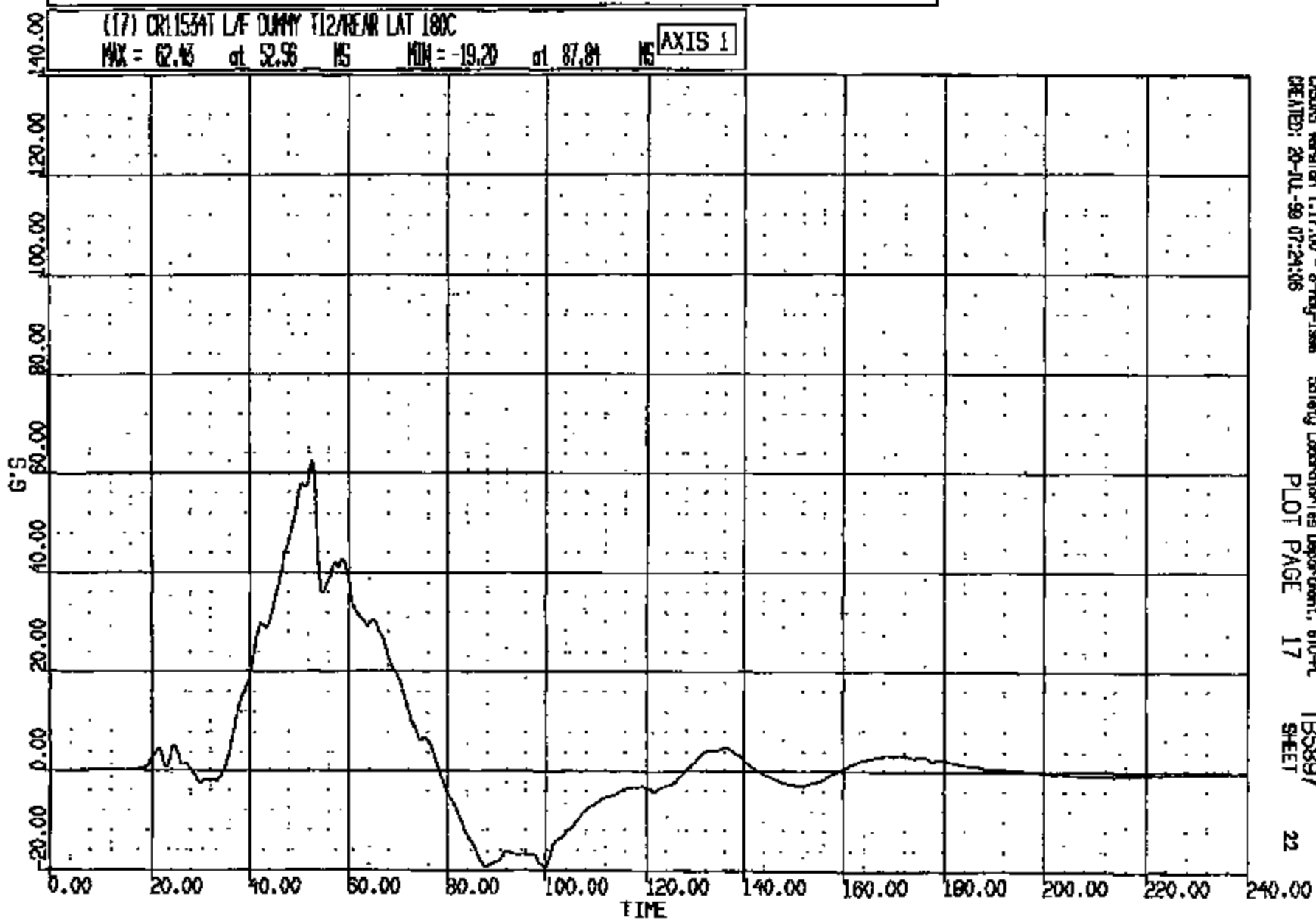
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1999 TOWN CAR MOVING DEFORMABLE BA

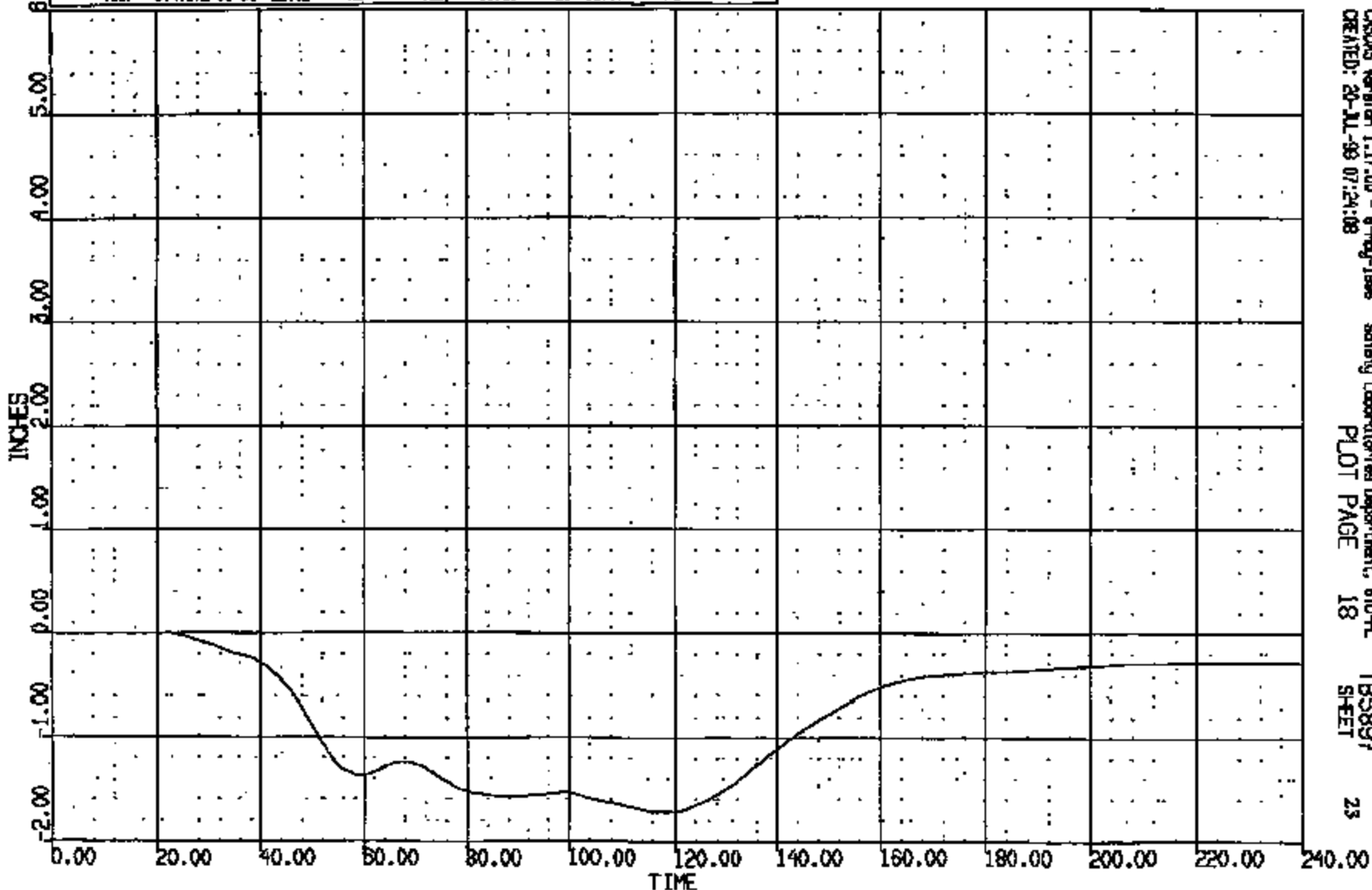


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1999 TOWN CAR MOVING DEFORMABLE BA

(18) CR11534T L/F DUMMY CHEST DEFLECTION 180C

MAX = 0.4731E-03 at 22.32 MS MIN = -1.715 at 117.7 MS

AXIS 1



CASAS Version 1.17.00 - 8-Aug-1998
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Safety Laboratories Department, 610-PL
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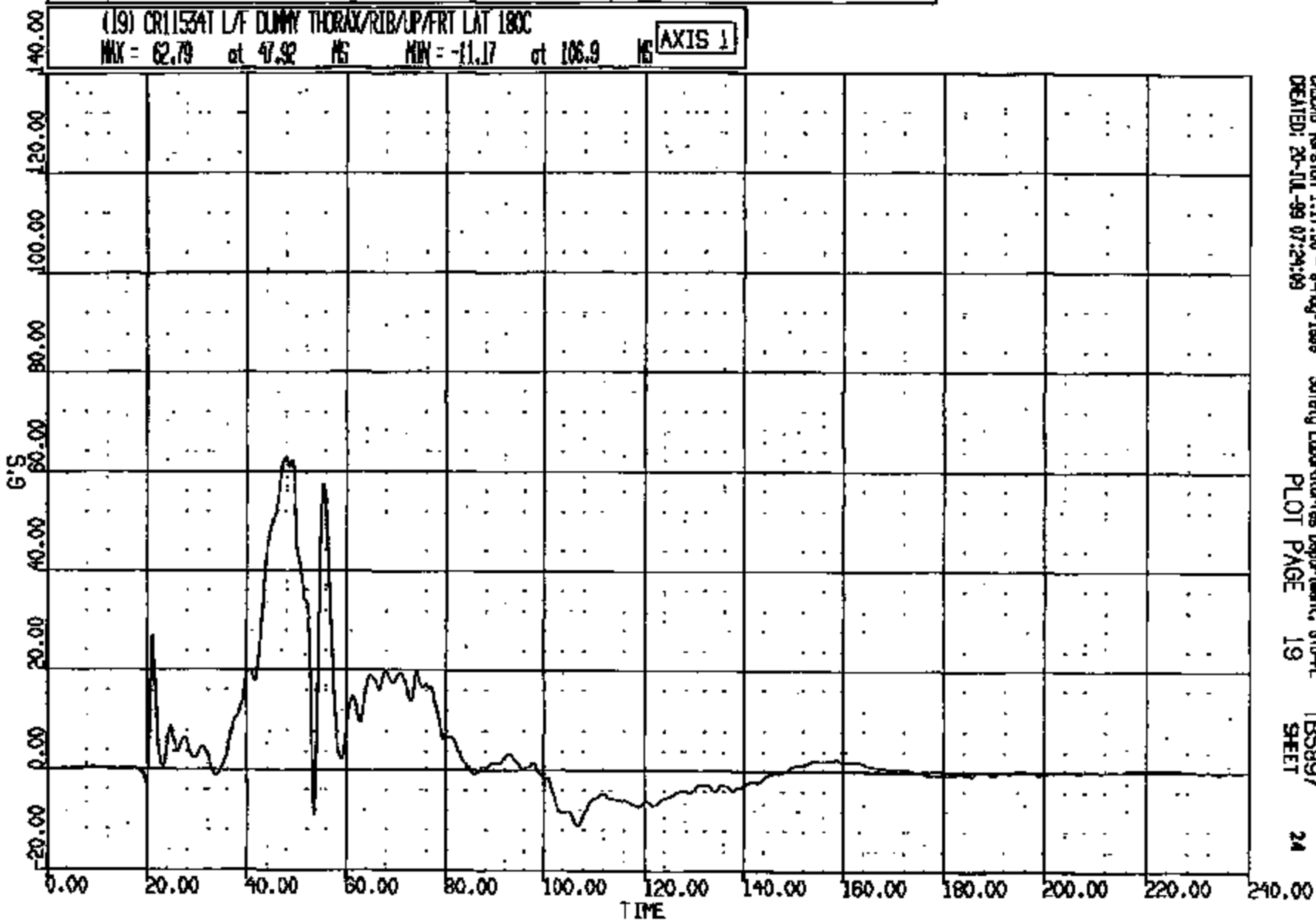
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CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(19) CR11534T L/F DUMMY THORAX/RIB/UP/FRT LAT 180C

MAX = 62.79 at 47.92 MS MIN = -11.17 at 106.9 MS

AXIS 1



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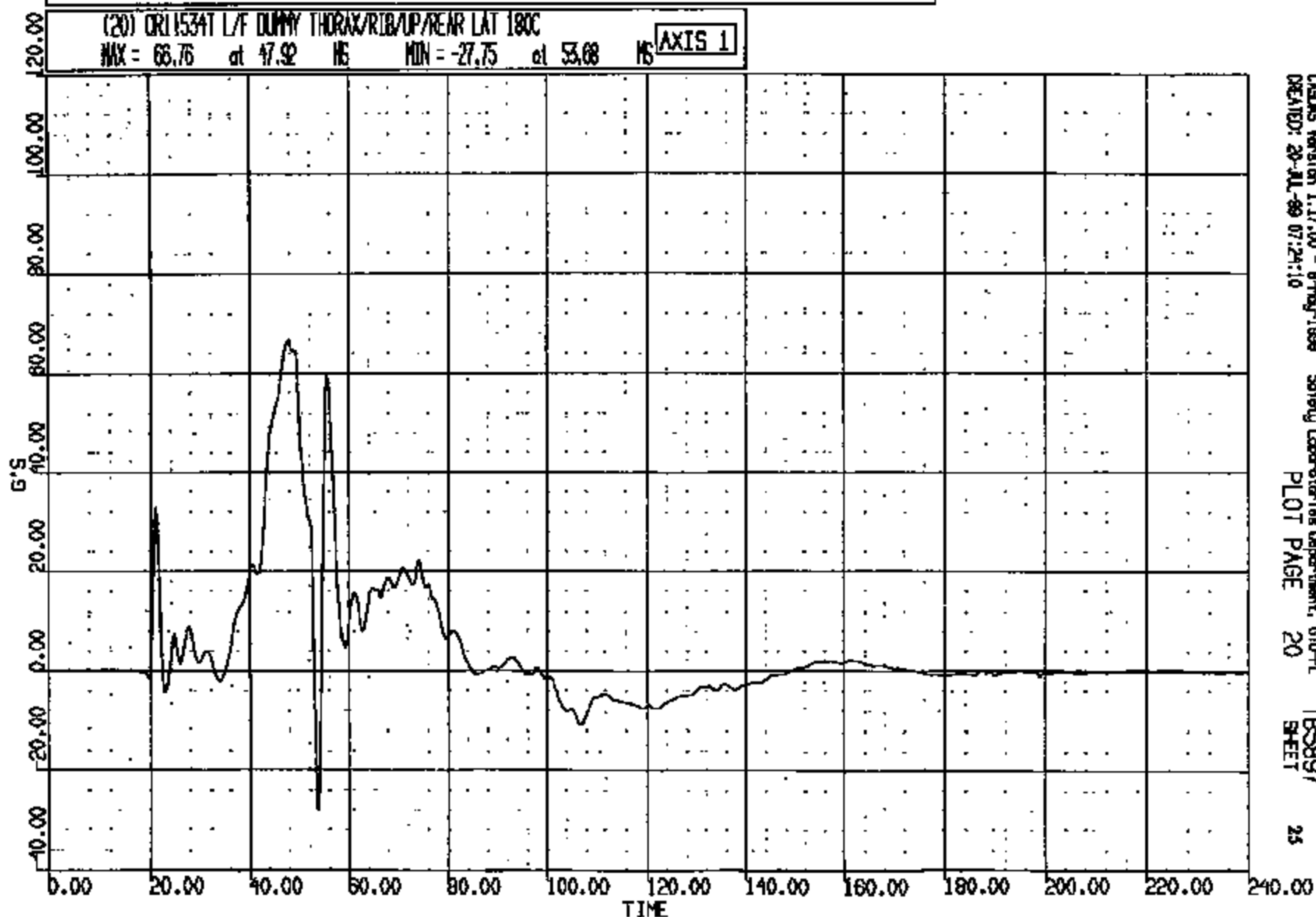
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1999 TOWN CAR MOVING DEFORMABLE BA

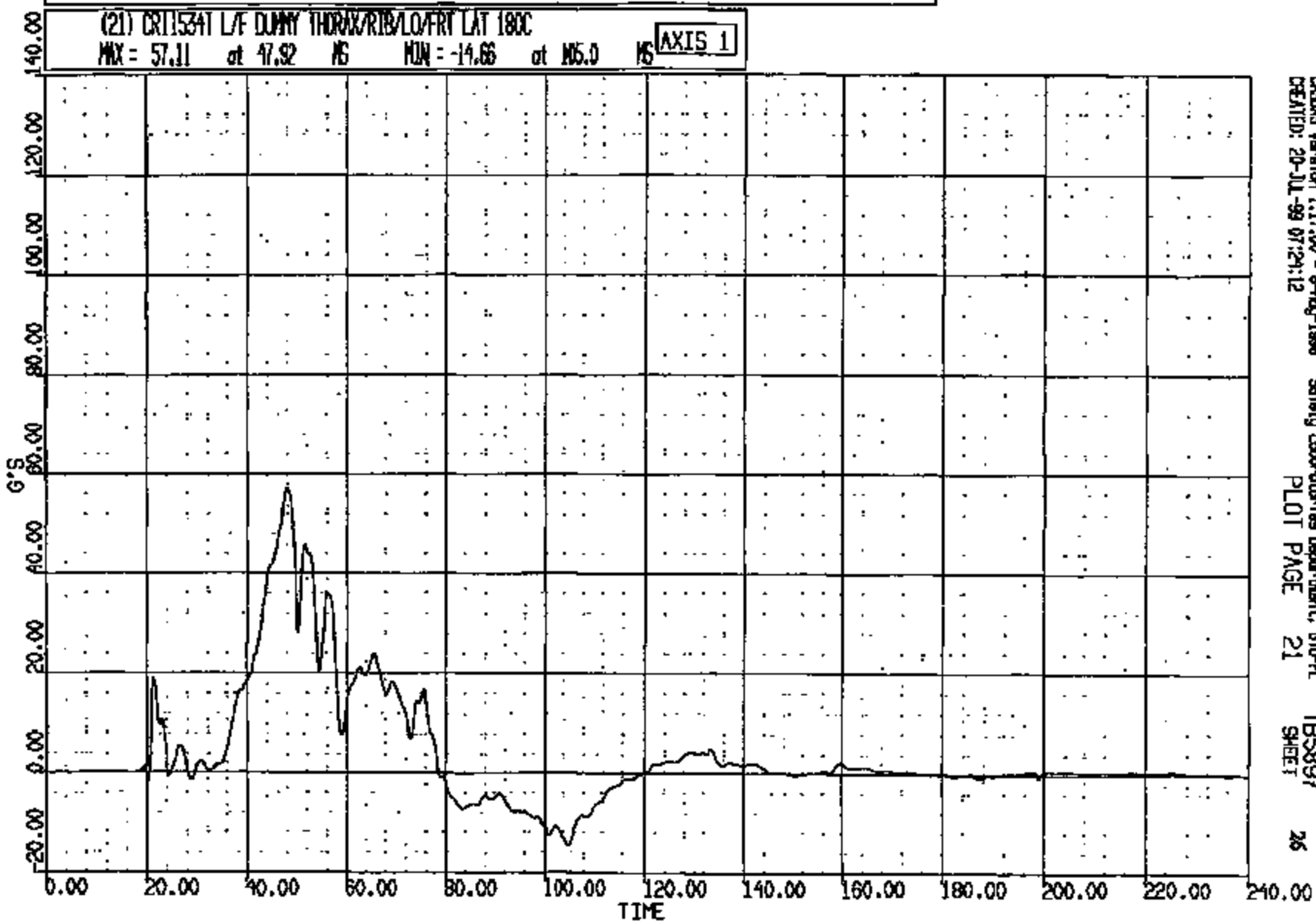


CR R: 11554 TO: TB5897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(21) CRT11534T L/F DUMMY THORAX/RIB/LO/FRT LAT 180C

MAX = 57.11 at 47.92 MS MIN = -14.66 at 105.0 MS

AXIS 1



CRSAS Version 1.17.00 - 8-Aug-1999
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Safety Laboratories Department, 610-PL
PLOT PAGE 21

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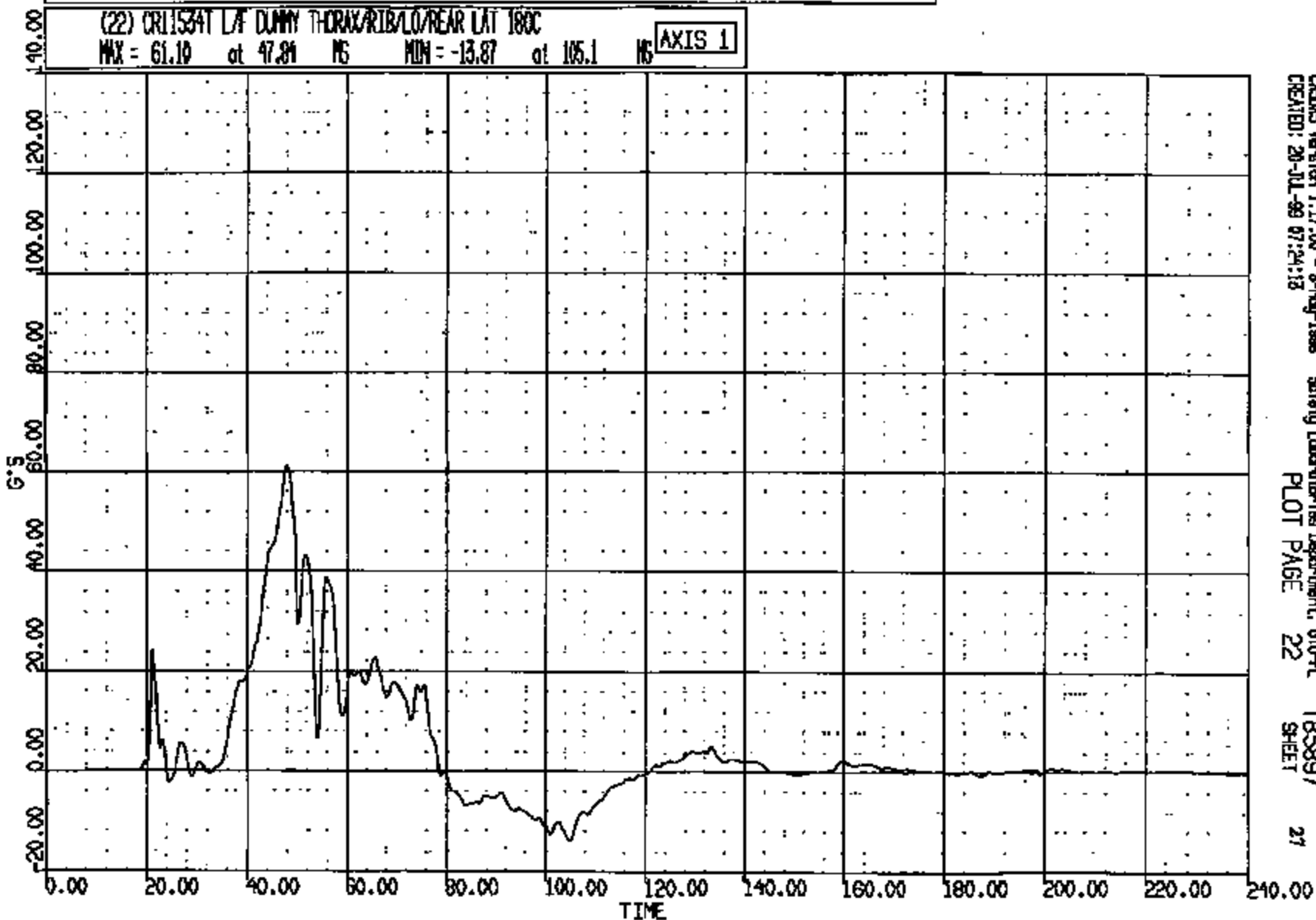
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CR R: 11534 TO: T85897 DATE: 890714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(22) CR11534T L/F DUMMY THORAX/RIB/LO/REAR LAT 180C

MAX = 61.10 at 47.84 MS MIN = -13.87 at 105.1 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1998
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Safety Laboratories Department, 670 Pl
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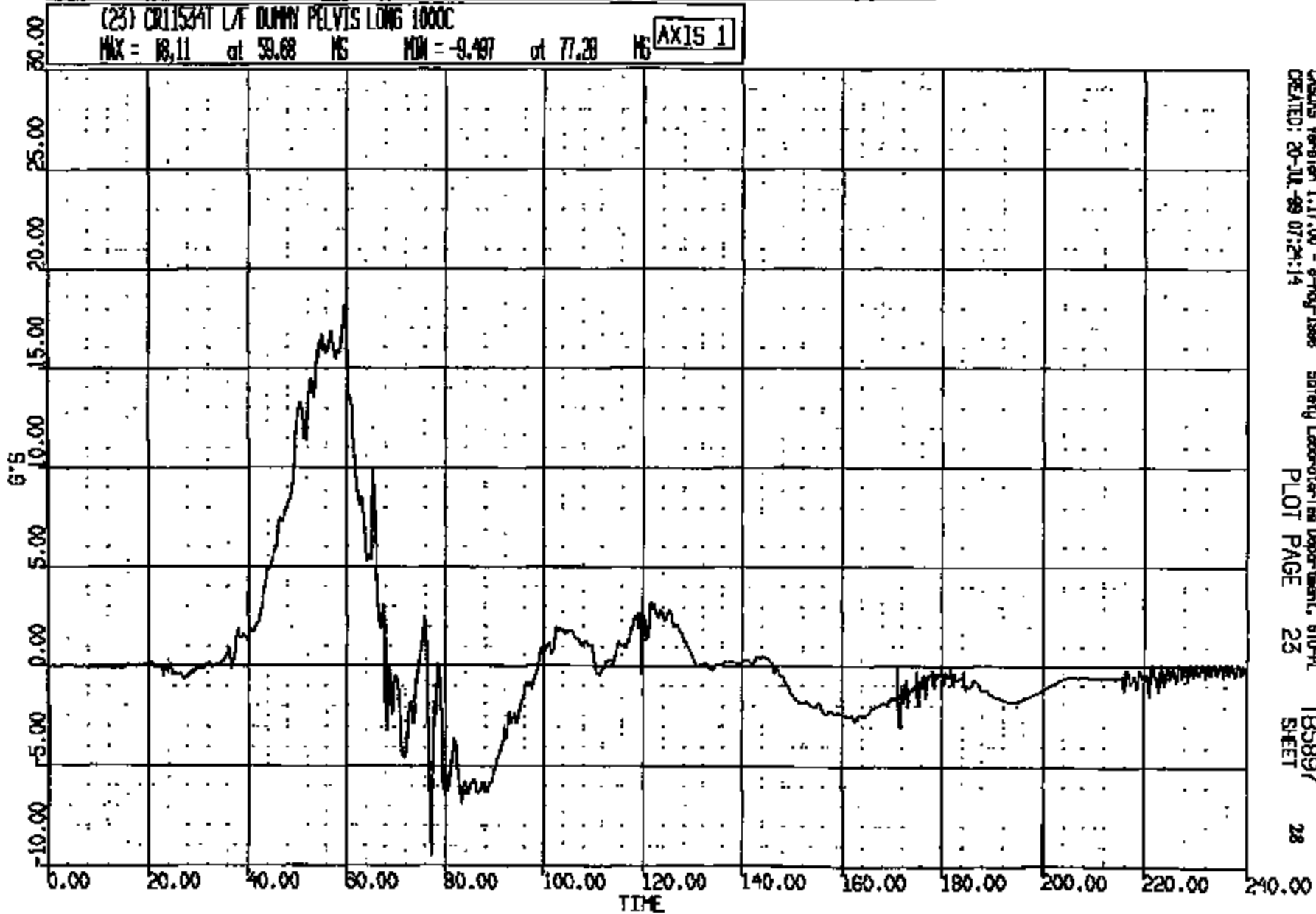
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1999 TOWN CAR MOVING DEFORMABLE BA

(23) CR11534T L/F DUMMY PELVIS LONG 1000C

MAX = 18.11 at 59.68 MS MIN = -9.497 at 77.28 MS

AXIS 1



CR15 0011534

CASAS Version 1.17.00 - 8-Aug-1998
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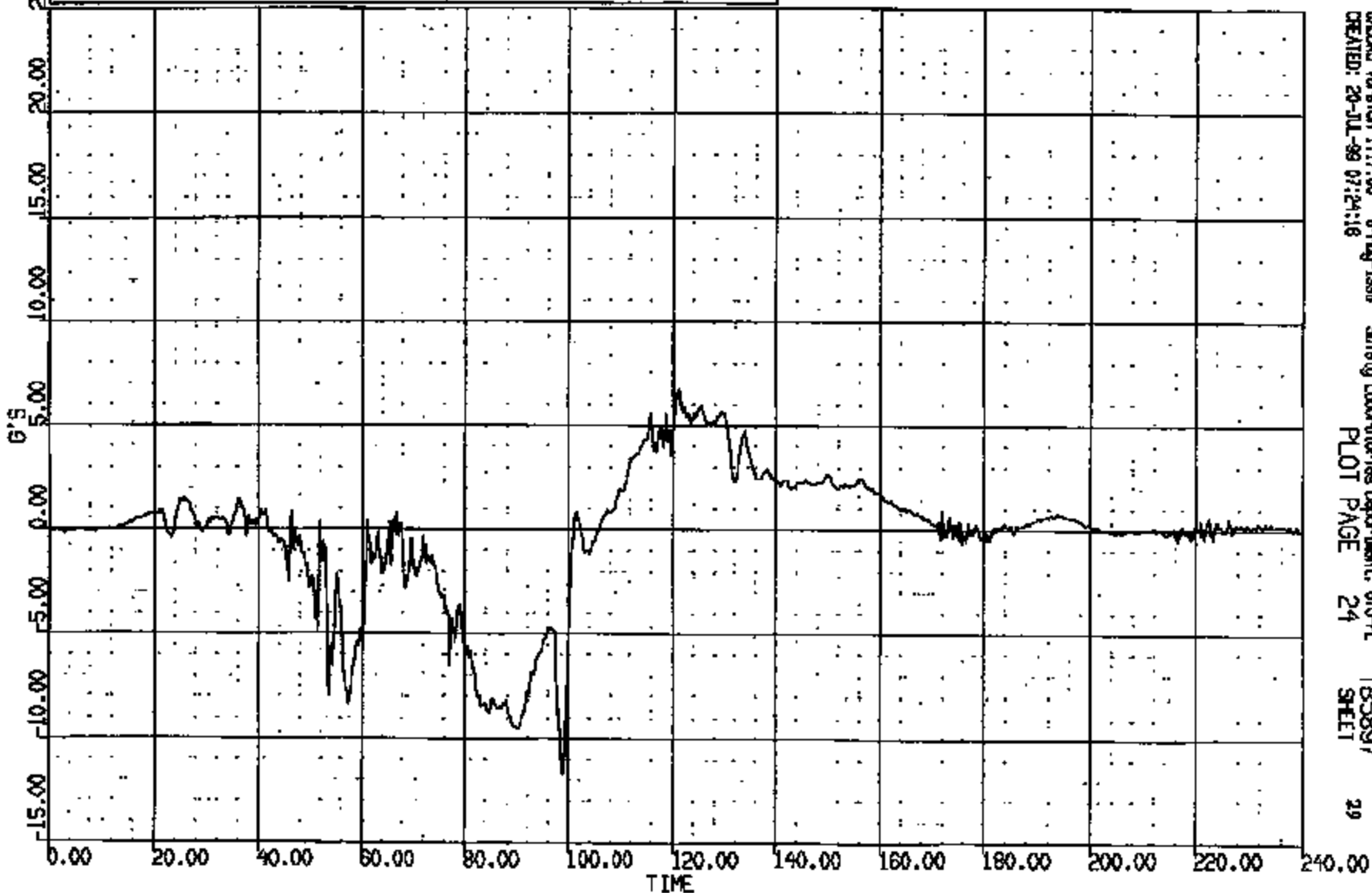
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CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE SA

(24) CR11534T L/F DUMMY PELVIS VERT 1000C

MAX = 6.734 at 121.2 MS MIN = -11.76 at 98.95 MS

AXIS 1



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Safety Laboratories Department, 610-PL
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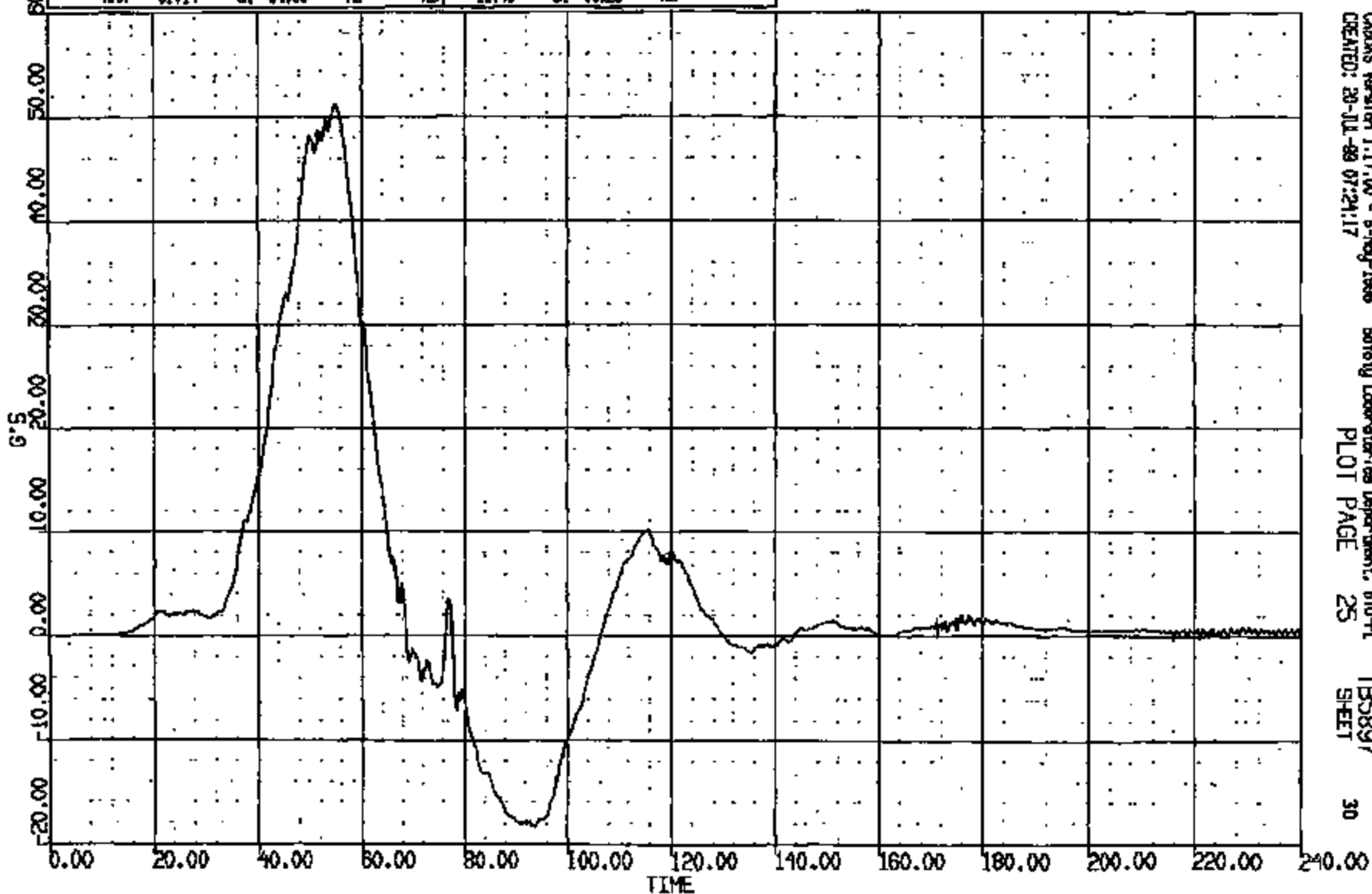
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CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(25) CR11534T L/F DUMMY PELVIS/L LAT 1000C

MAX = 51.14 at 54.88 MS MIN = -18.43 at 93.20 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
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Safety Laboratories Department, 610 Pl
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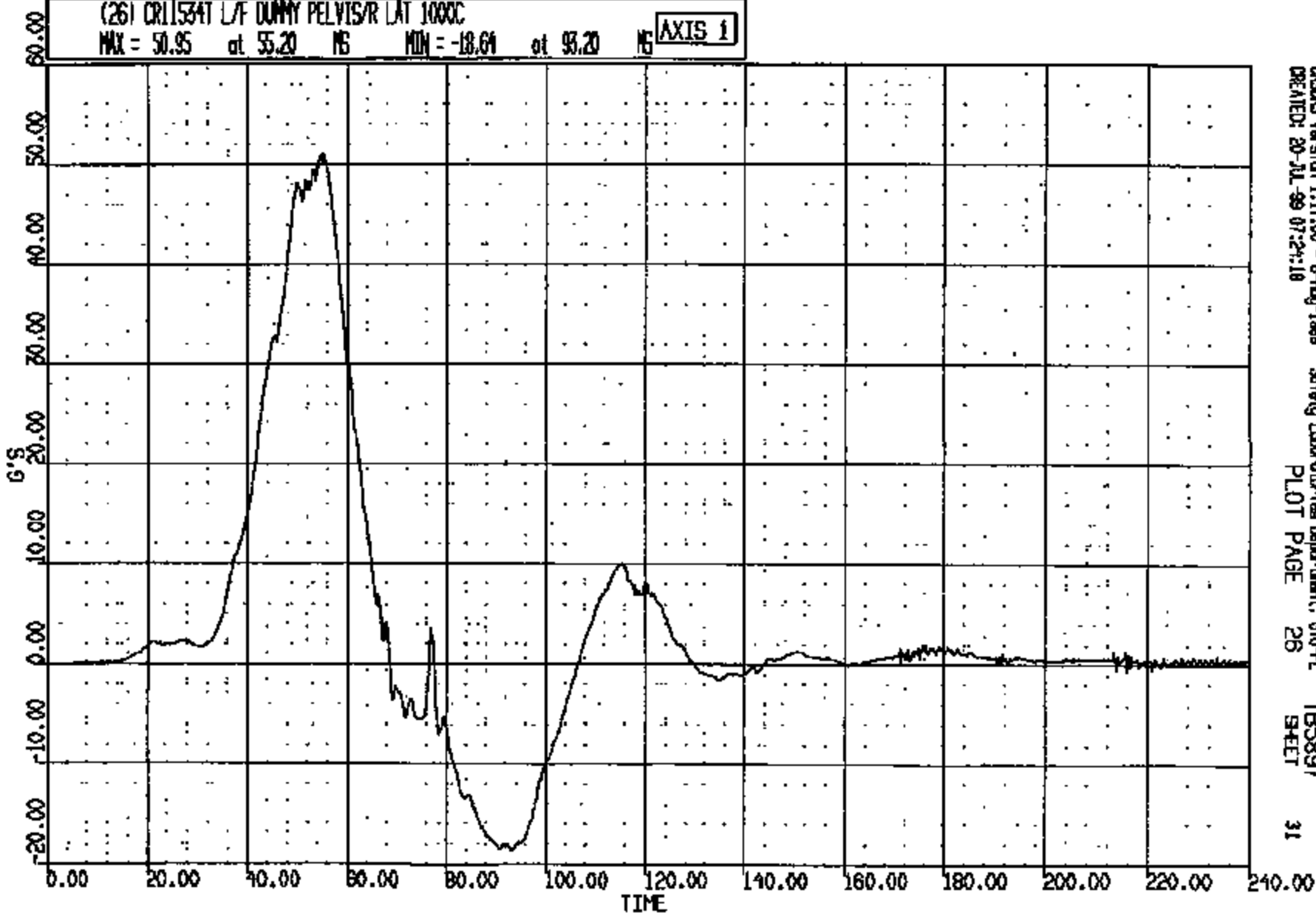
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1999 TOWN CAR MOVING DEFORMABLE SA

(26) CR11534T L/F DUMMY PELVIS/R LAT 1000C

MAX = 50.95 at 55.20 MS MIN = -18.64 at 93.20 MS

AXIS 1



CRIS 0011534

USNS Version 1.17.00 - 8-May-1999
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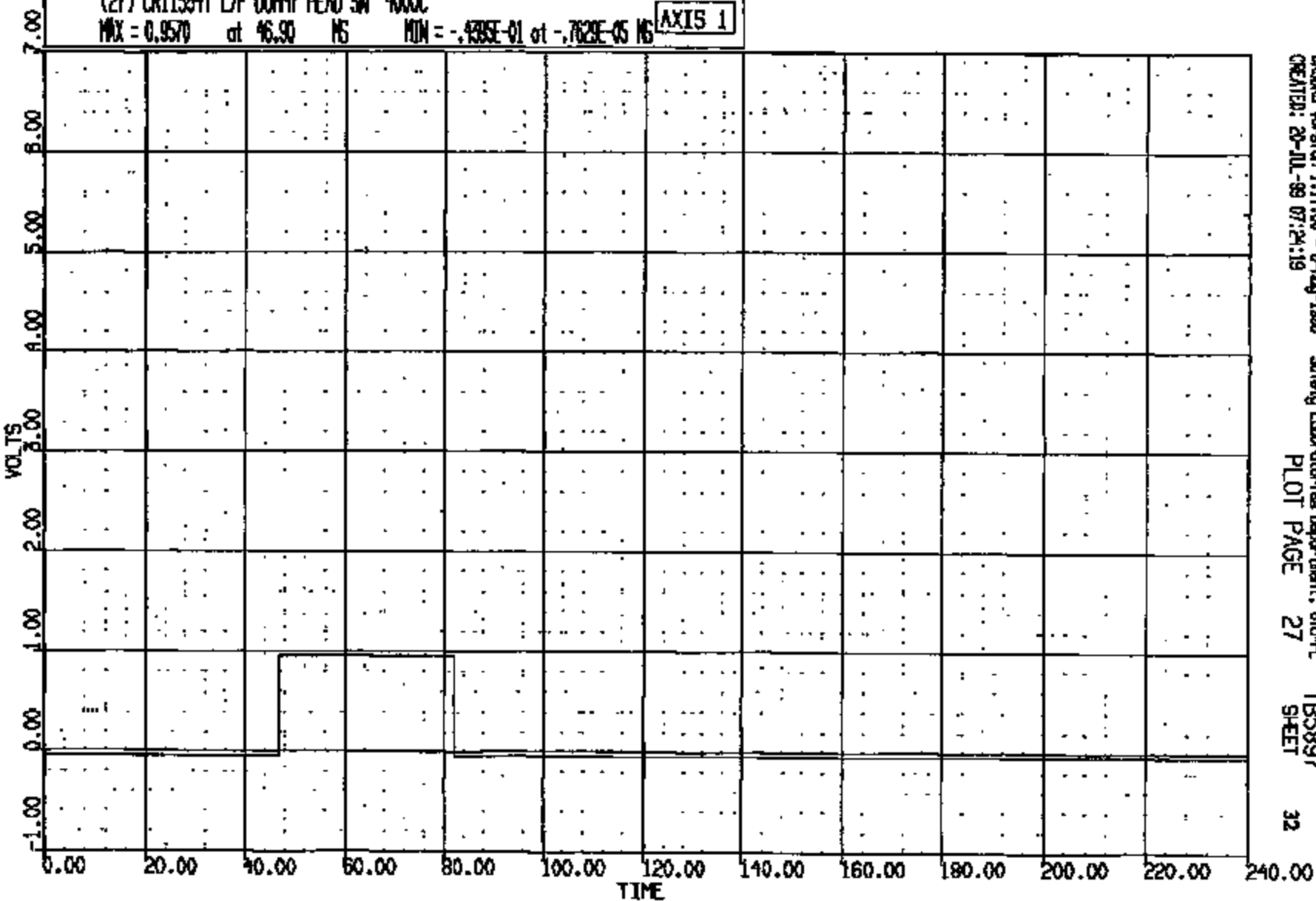
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CR R: 11534 TO: TB5897 DATE: 890714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(27) CR11534T L/F DUMMY HEAD SW 4000C

MAX = 0.9570 at 46.90 MS MIN = -.438E-01 at -.7628E-05 MS

AXIS 1



CASAS Version 1.11.00 - 8-May-1988
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Safety Laboratories Department, 610-PL
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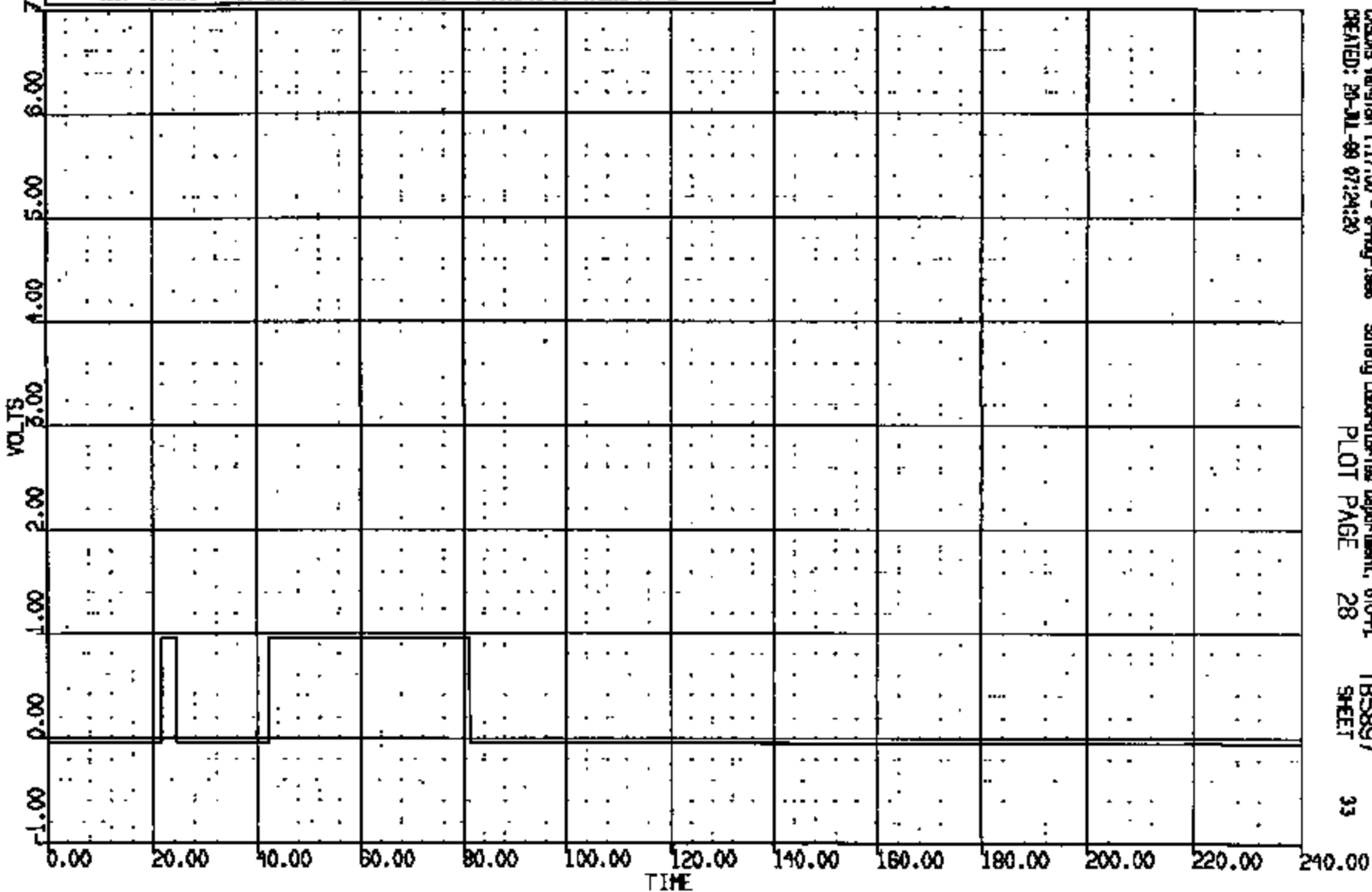
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1999 TOWN CAR MOVING DEFORMABLE BA

(28) CR11534T L/F DUMMY THORAX SN 4000C

MAX = 0.9570 at 21.60 MS MIN = -.485E-01 at -.762E-05 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
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Safety Laboratories Department, 610-PL
PLOT PAGE 28

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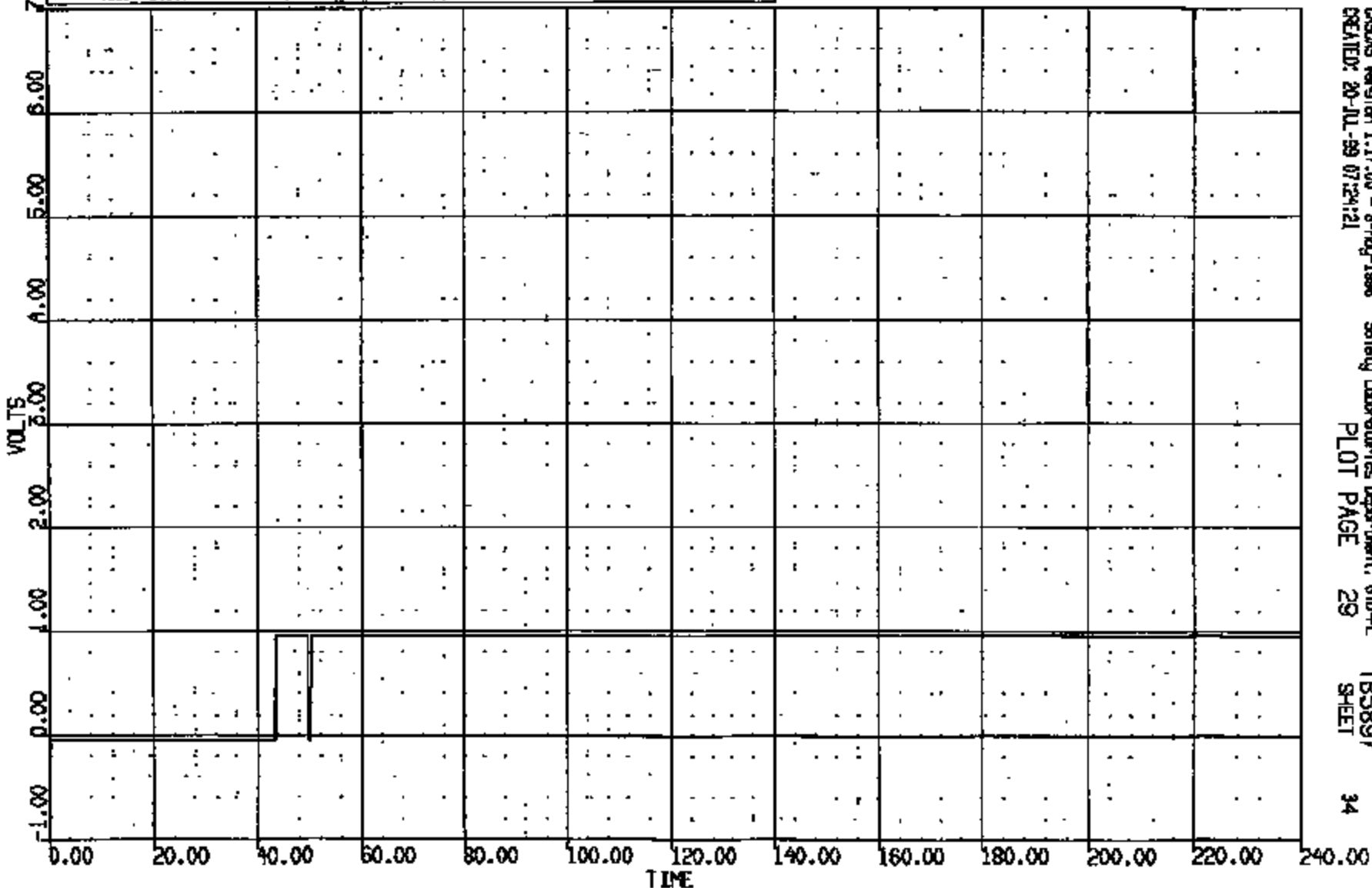
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1999 TOWN CAR MOVING DEFORMABLE BA

(29) CR11534T L/F DUMMY H-POINT SM 4000C

MAX = 0.9570 at 43.70 MS MIN = -.4895E-01 at -.7629E-05 MS

AXIS 1



CRTS 0011534

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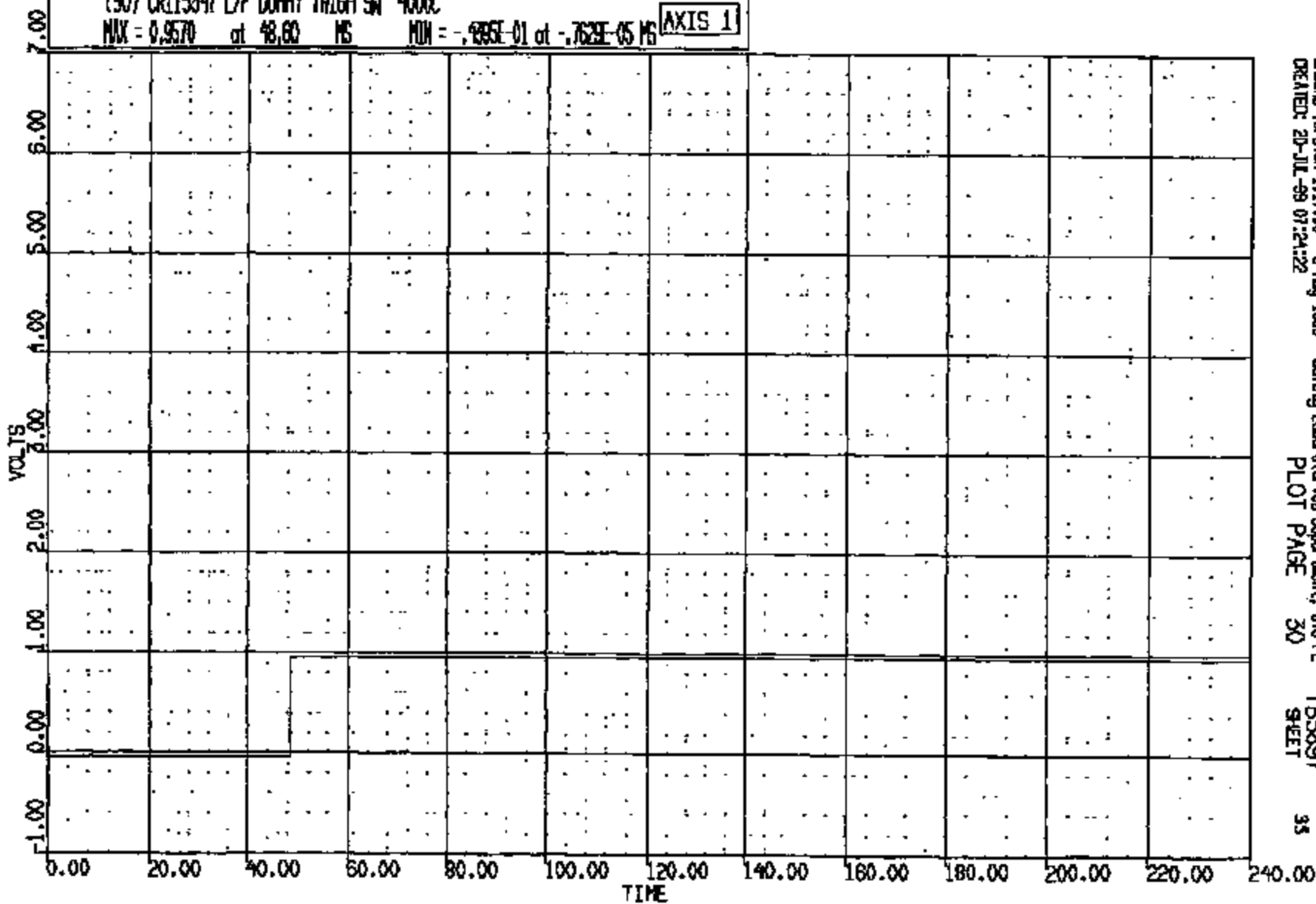
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1999 TOWN CAR MOVING DEFORMABLE BA

(30) CR115347 L/F DUMMY THIGH SW 4000C

MAX = 0.9570 at 48.60 MS MIN = -.995E-01 at -.762E-05 MS

AXIS 1



CASUS Version 1.17.00 - 8-May-1998
CREATED: 20-JUL-99 07:24:22

Safety Laboratories Department, 610-PL
PLOT PAGE 30

TB5897
SHEET

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CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

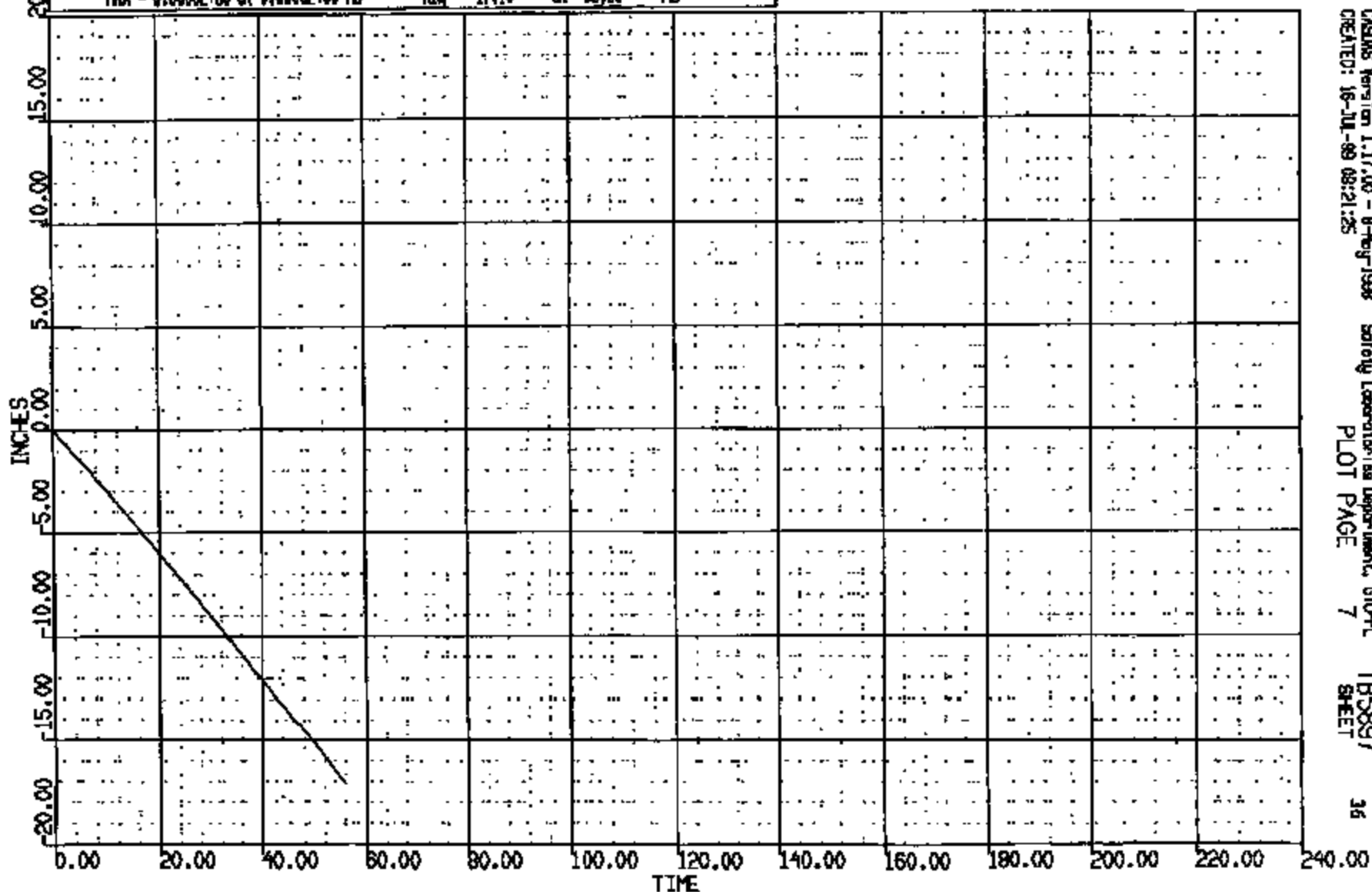
(0) CRCL1534 DRVR HEAD WRT POLE LAT DISP

MAX = 0.0000E+00 at 0.0000E+00 MS

MIN = -17.10

at 56.00

MS **AXIS 1**



CRIS 0011534

CASMS Version 1.17.00 - 8-May-1998
CREATED: 18-JUL-99 08:21:25

Safety Laboratories Department, 610-PL
PLOT PAGE 7

TB5897
SHEET 36

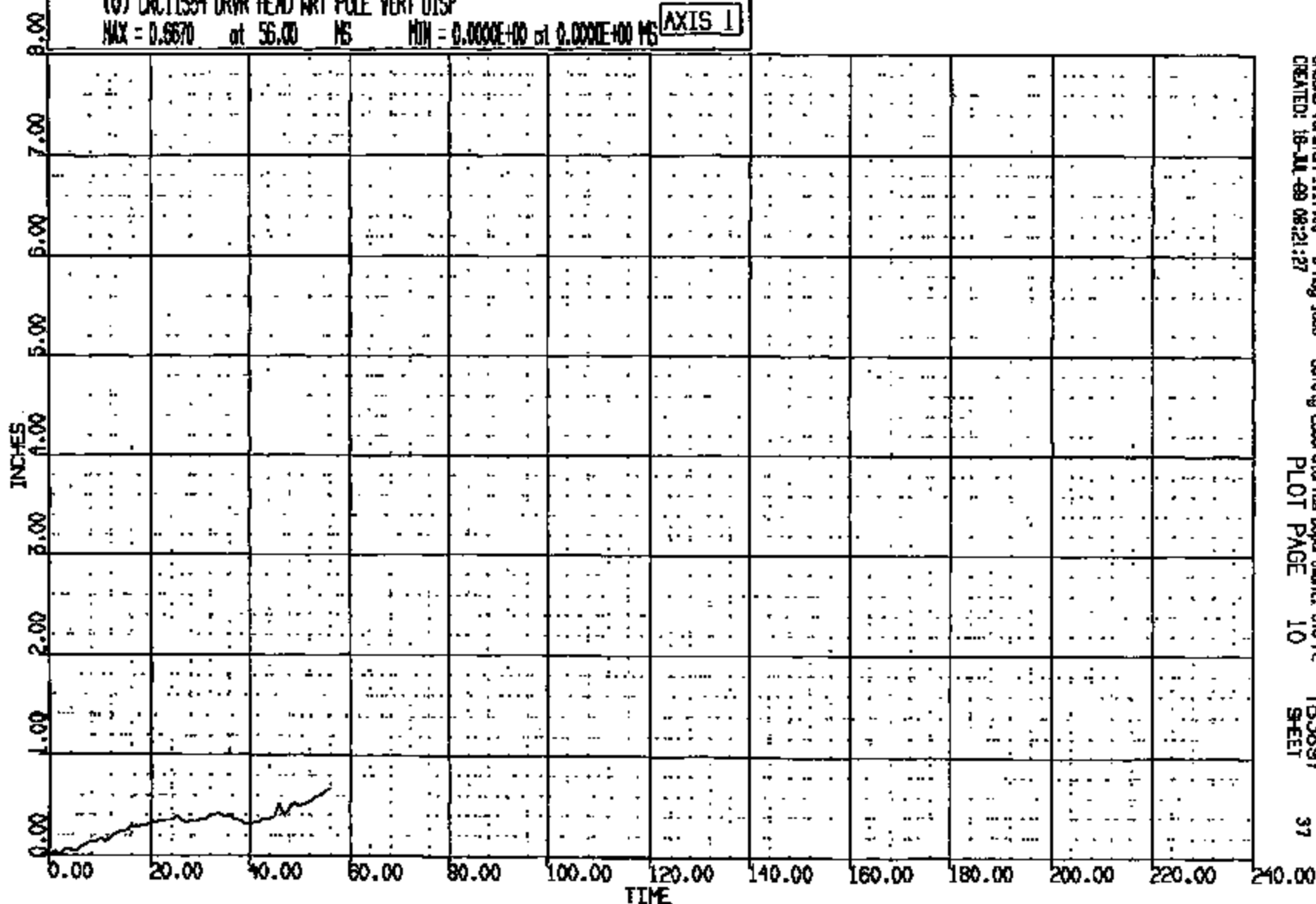
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(0) CRC11534 DRVR HEAD WRT POLE VERT DISP

MAX = 0.5670 at 56.00 MS MIN = 0.0000E+00 at 0.0000E+00 MS

AXIS 1



CRTS 0011534

CASDS Version 1.17.00 - 8-May-1998
CREATED: 18-JUL-99 08:21:27

Safety Laboratories Department, 610-PL
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T85897
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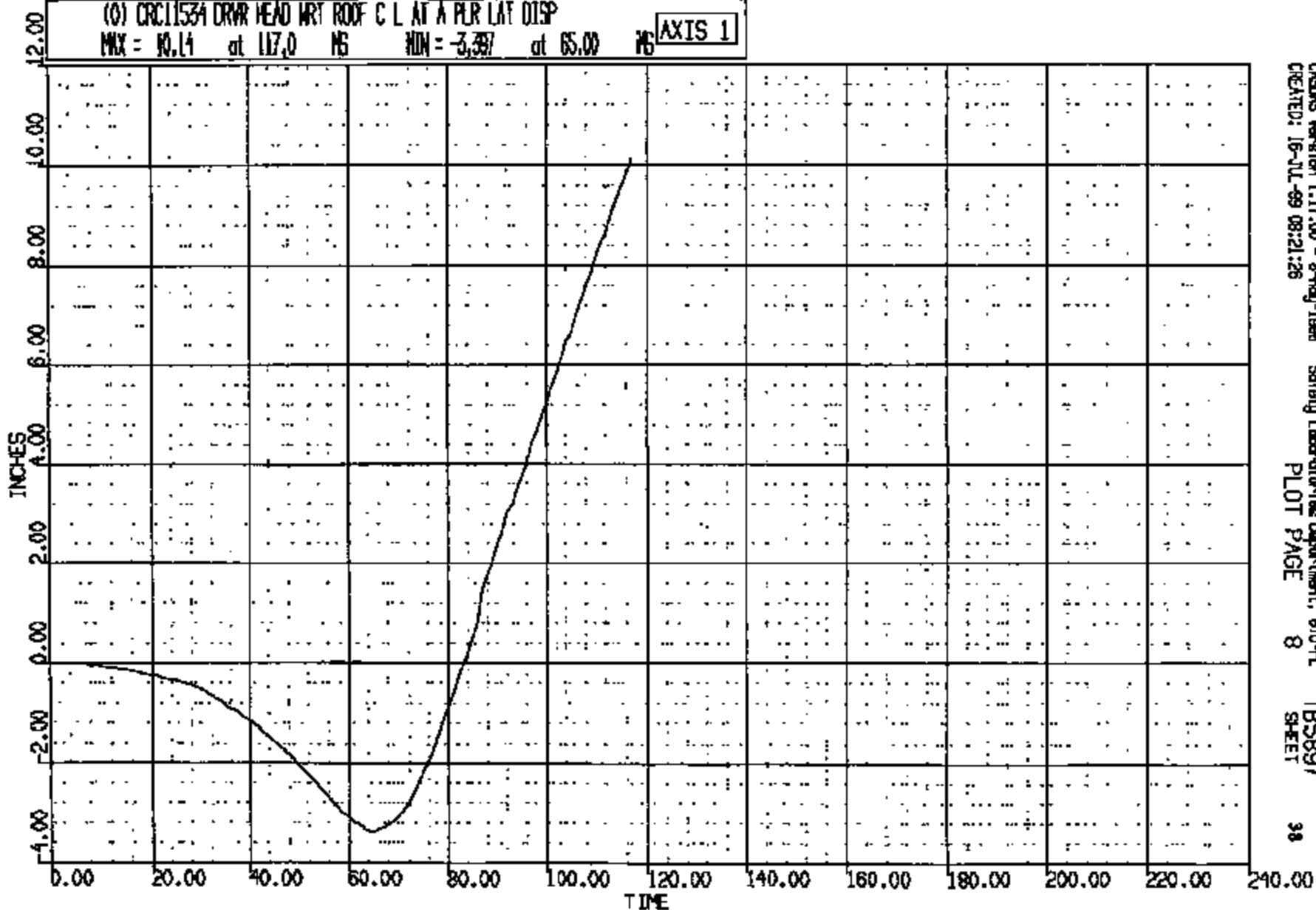
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: TB5897 DATE: 080714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(0) CRC11534 DRVR HEAD WRT ROOF C L AT A PLR LAT DISP

MAX = 10.14 at 117.0 MS MIN = -3.397 at 65.00 MS

AXIS 1



CRTS 0011534

CASDS Version 1.17.00 - 8-May-1998
CREATED: 16-JUL-99 08:21:28

Safety Laboratories Department, 610-7L
PLOT PAGE 8

TB5897
SHEET 38

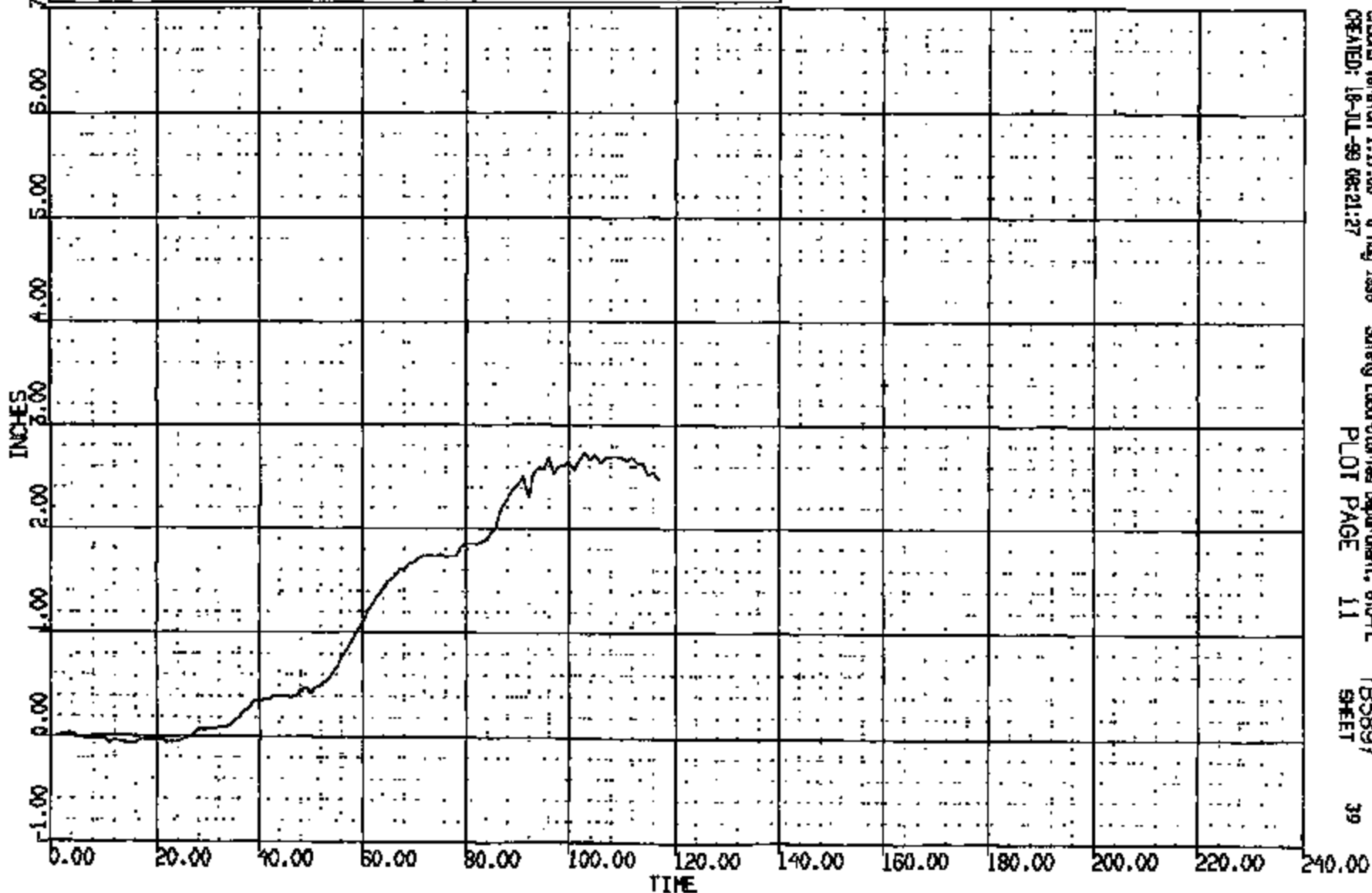
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(0) CRTS11534 DRVR HEAD WRT ROOF C L AT A FLR VERT DISP

MAX = 2.739 at 103.0 MS MIN = -.7000E-01 at 11.00 MS

AXIS 1



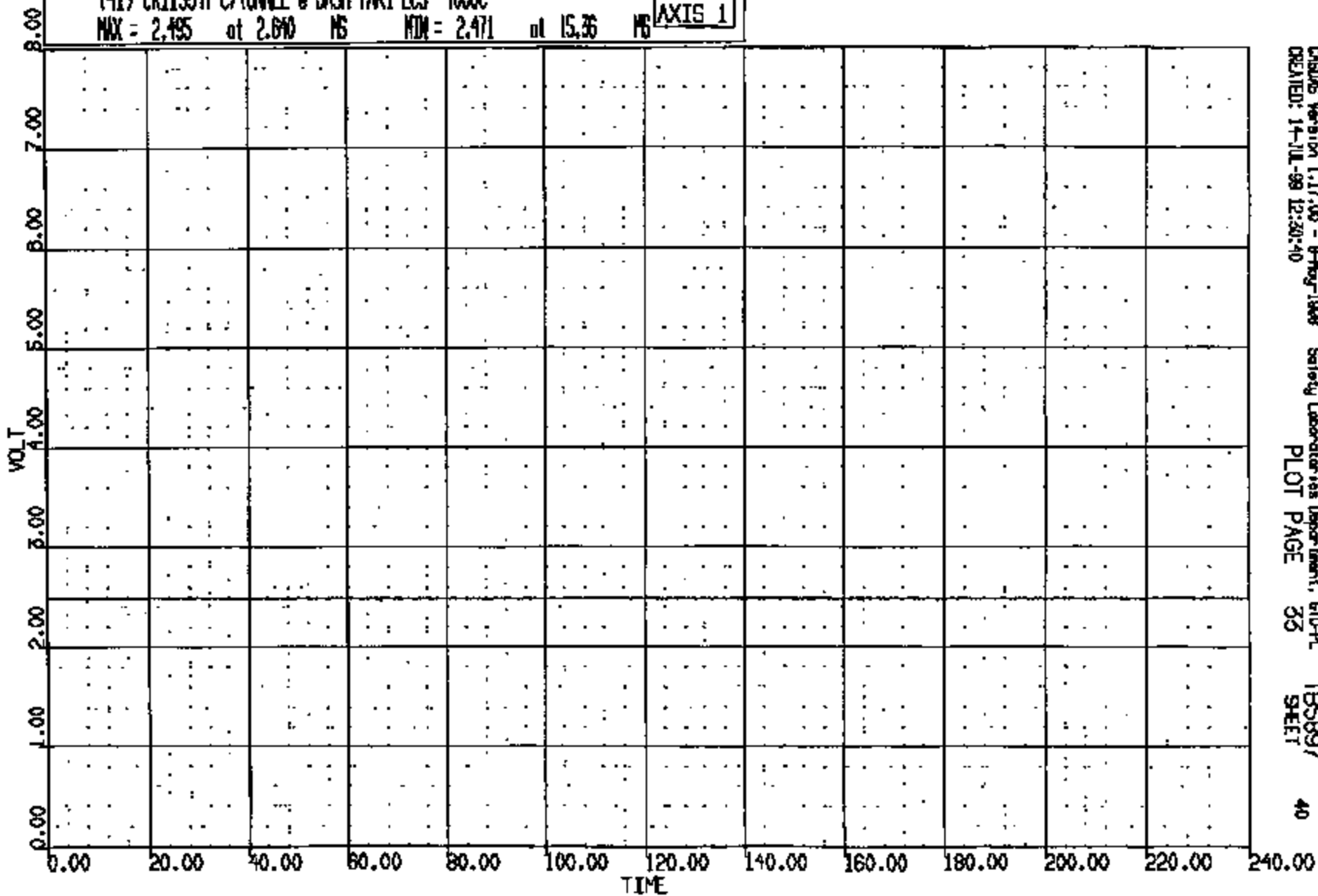
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(41) CR11534T C/TUNNEL @ DASH TAK1 ECS 4000C

MAX = 2.495 at 2.640 MS MIN = 2.471 at 15.36 MS

AXIS 1



CASUS Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:30:40

Safety Laboratories Department, 610-PL
PLOT PAGE 35

T85897
SHEET 40

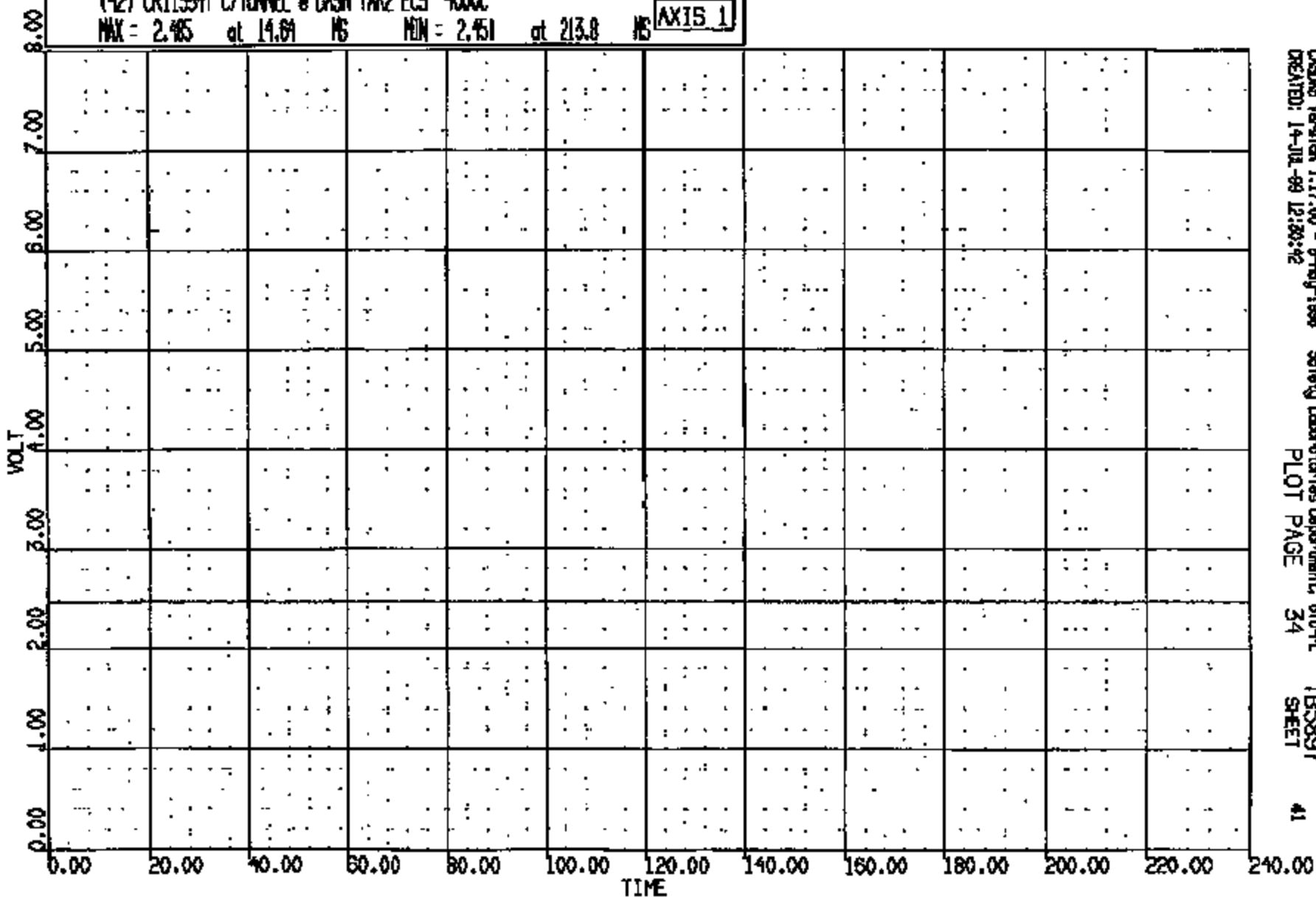
ENTIRE PAGE CONFIDENTIAL

CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(42) CR11534T C/TUNNEL @ DASH TAX2 ECS 4000C

MAX = 2.45 at 14.64 MS MIN = 2.451 at 213.0 MS AXIS 1



CASME Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:28:42

Safety Laboratories Department, 610-PL
PLOT PAGE 34

TB5897
SHEET 41

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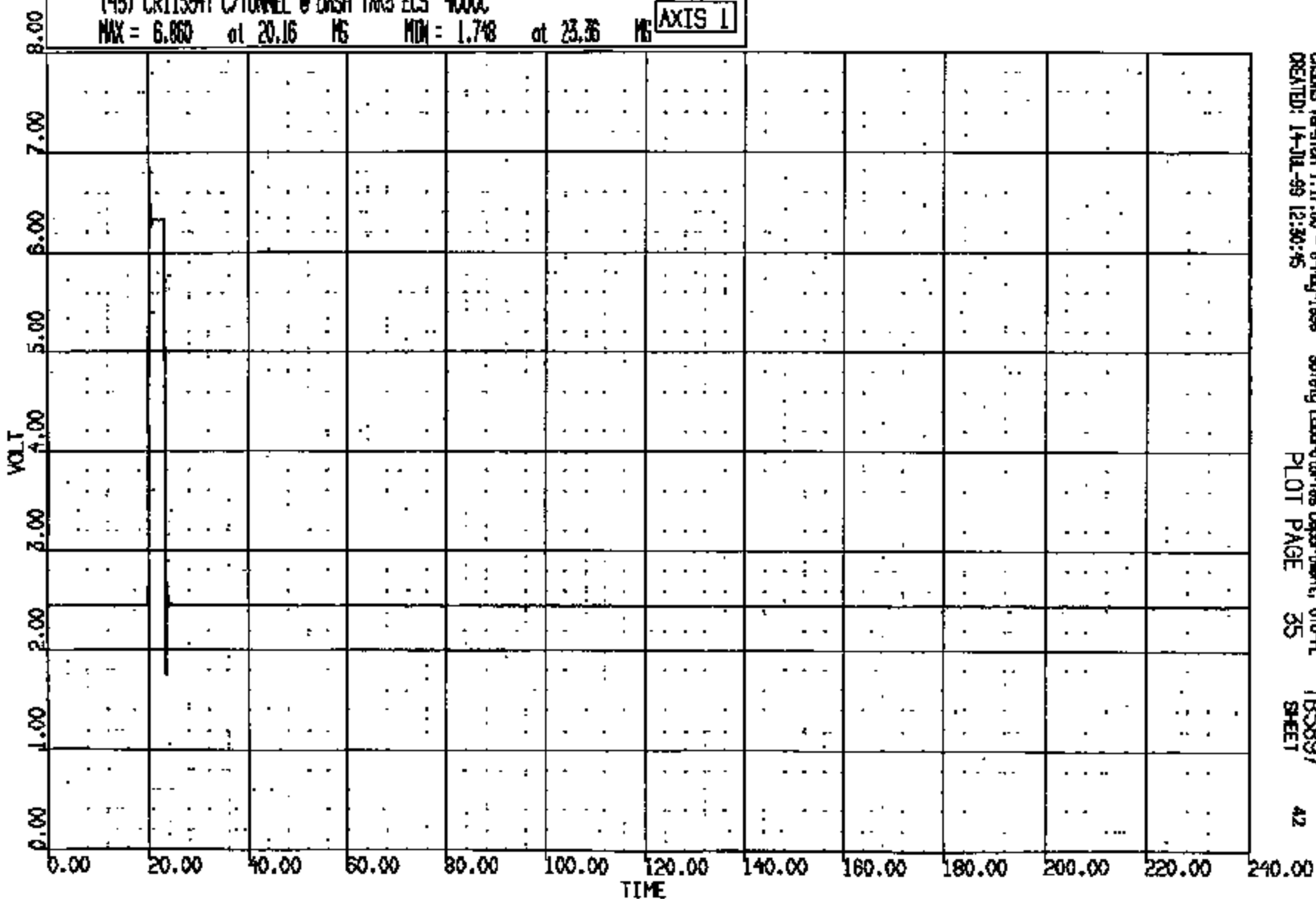
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(43) CR11534T C/TUNNEL @ DASH TAK3 ECS 4000C

MAX = 6.860 at 20.16 MS MIN = 1.748 at 23.36 MS

AXIS 1



CASMS Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:30:45

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PLOT PAGE 35

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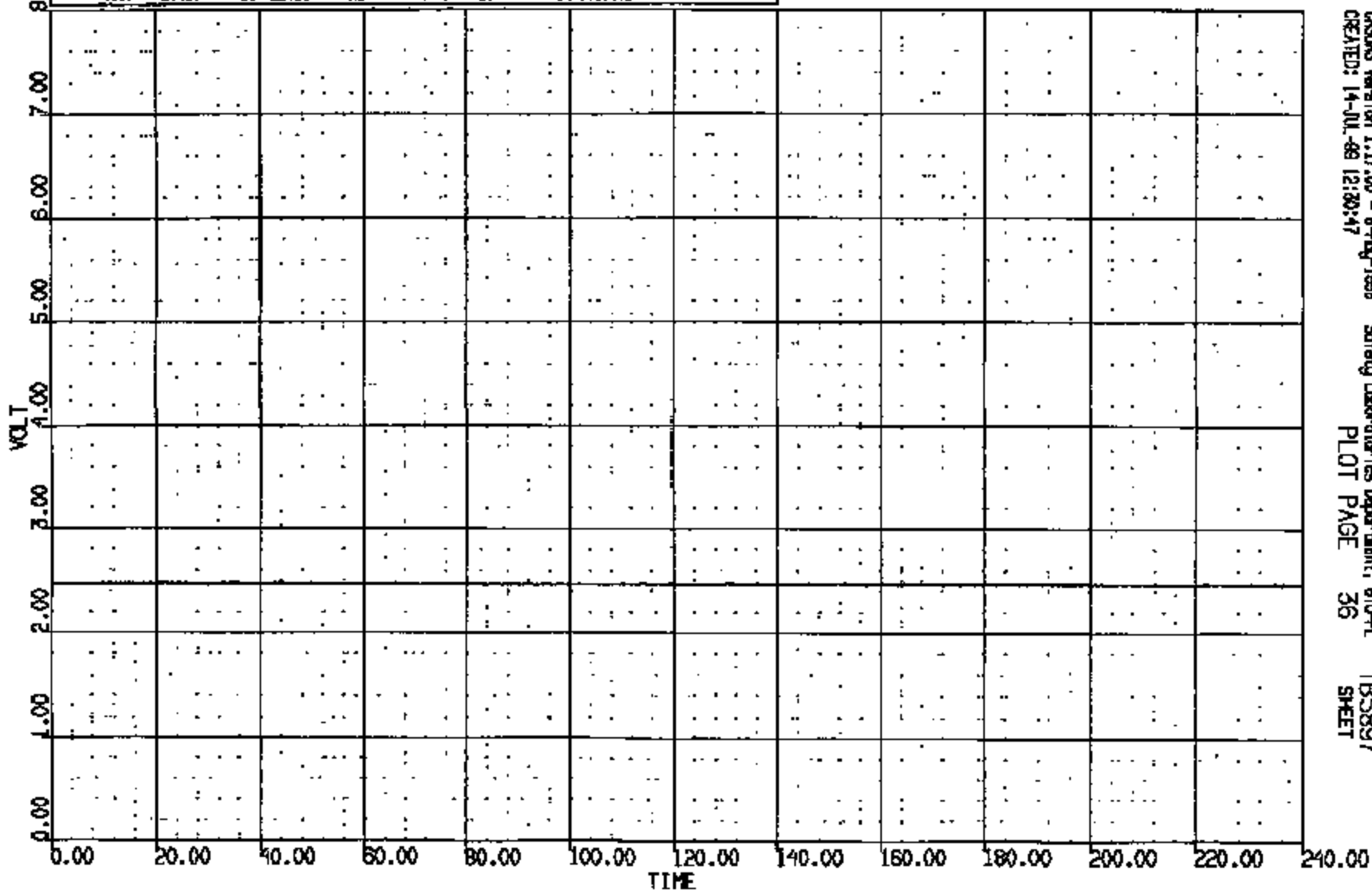
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:29
1999 TOWN CAR MOVING DEFORMABLE BA

(44) CR11534T C/TUNNEL @ DASH TAKA ECS 4000C

MAX = 2.480 at 20.16 MS MIN = 2.456 at 0.000E+00 MS

AXIS 1



CASINS Version 1.17.00 - 8-May-1999 Safety Laboratories Department, 610-PL T85897
CREATED: 14-JUL-99 12:30:47 PLOT PAGE 36 SHEET

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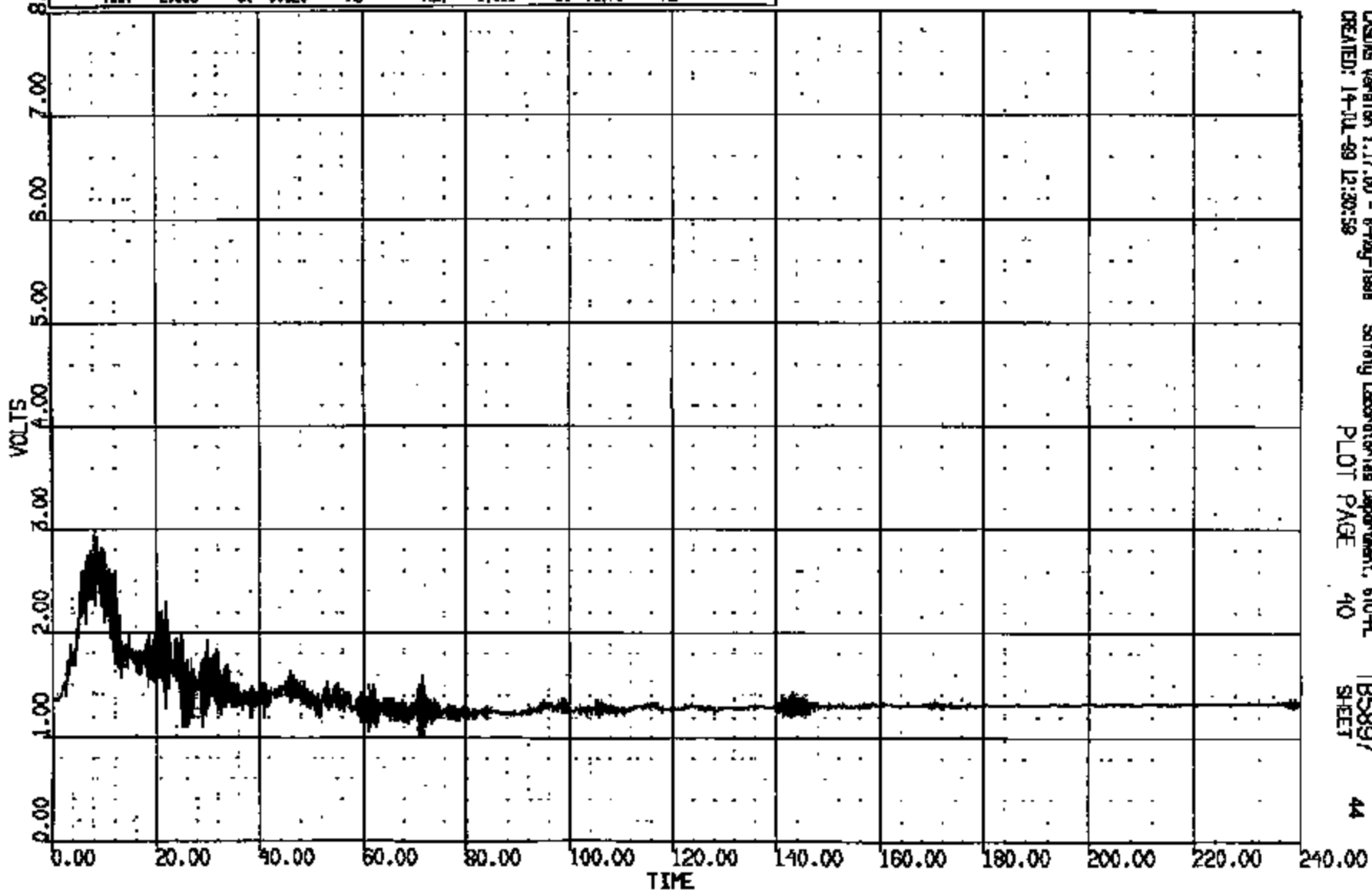
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:29
1999 TOWN CAR MOVING DEFORMABLE BA

(48) CR11534T L/F DOOR @ BELT LN MID PRS ECS 4000C

MAX = 2.983 at 9.320 MS MIN = 1.011 at 71.76 MS

AXIS 1



CASIS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:30:59

Safety Laboratories Department, SIO-FL
PLOT PAGE 40

TB5897
SHEET

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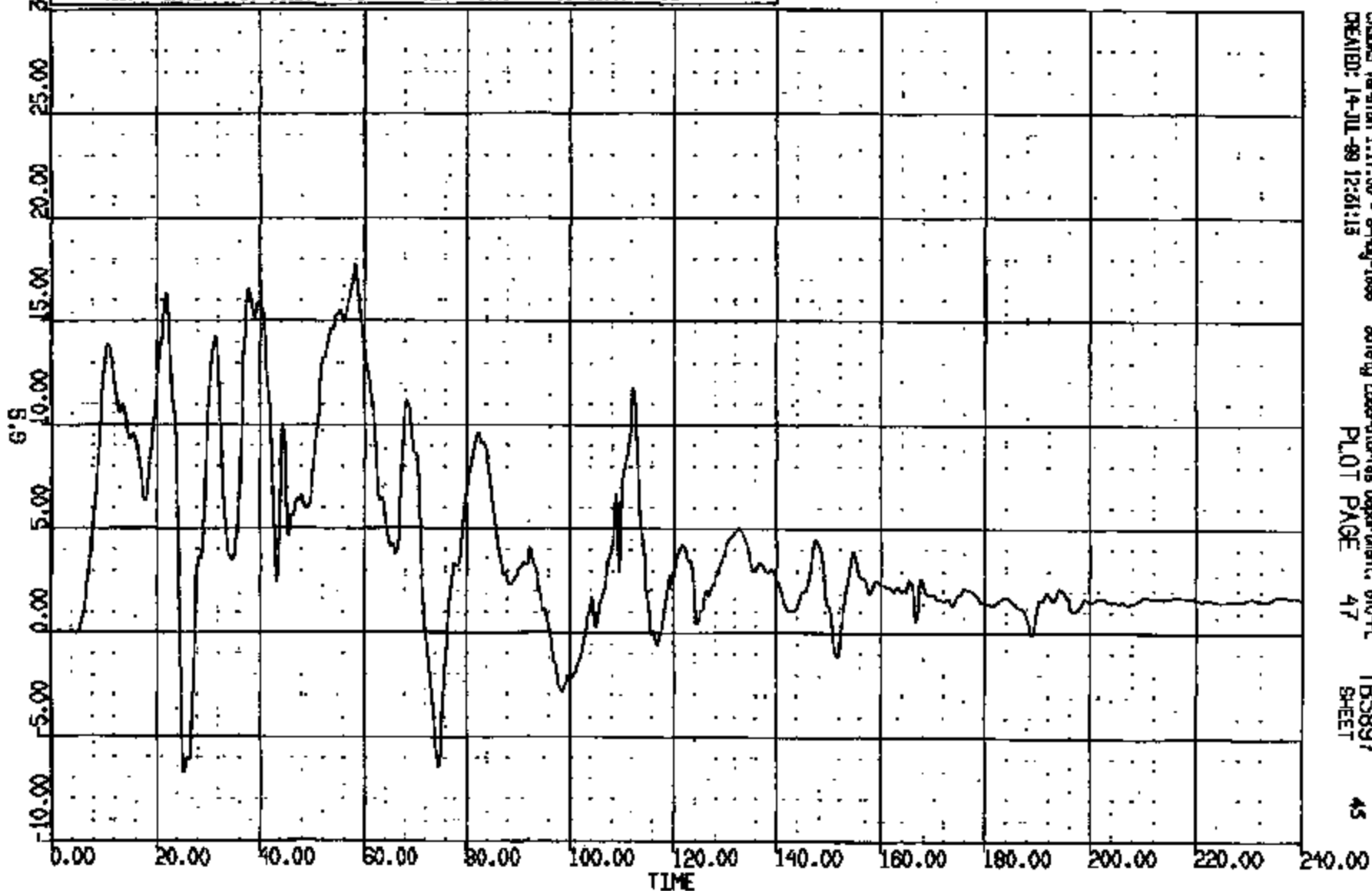
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(55) CRL1534T L/F FLRPAW @ #1 XMR SCS #19 LAT 60C

MAX = 17.72 at 58.21 MS MIN = -6.734 at 25.44 MS

AXIS 1



CASME Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:01:13

Safety Laboratories Department, 610 PL
PLOT PAGE 47

T85897
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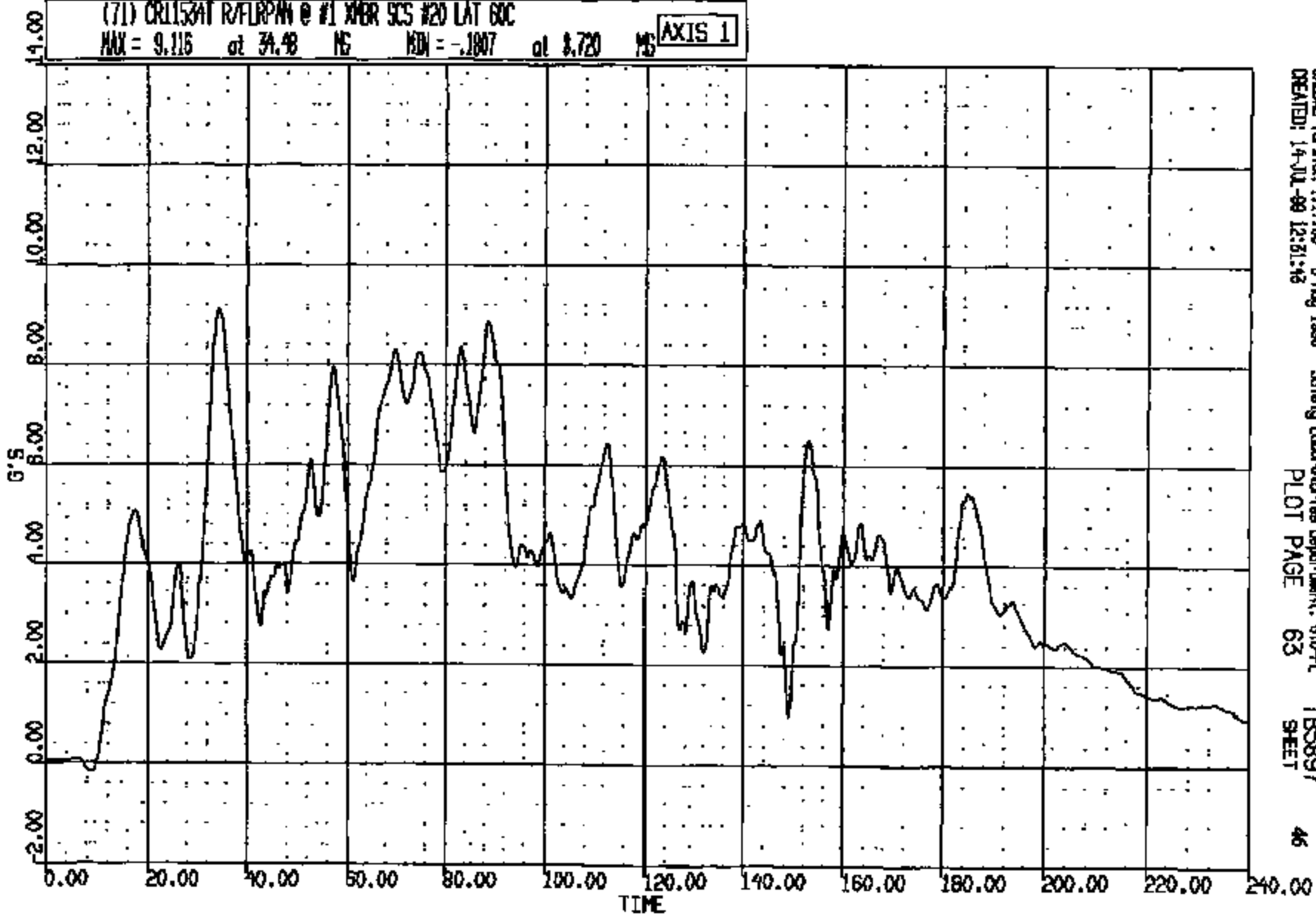
CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 890714 11:52:28
1988 TOWN CAR MOVING DEFORMABLE BA

(71) CR11534T R/FLRPHN @ #1 XMR SCS #20 LAT 60C

MAX = 9.116 at 34.48 MS MIN = -.1007 at 8.720 MS

AXIS 1



CRTS 0011534

CADDS Version 1.17.00 - 8-May-1988
CREATED: 14-JUL-89 12:51:43

Safety Laboratories Department, STD-PL
PLOT PAGE 63 SHEET

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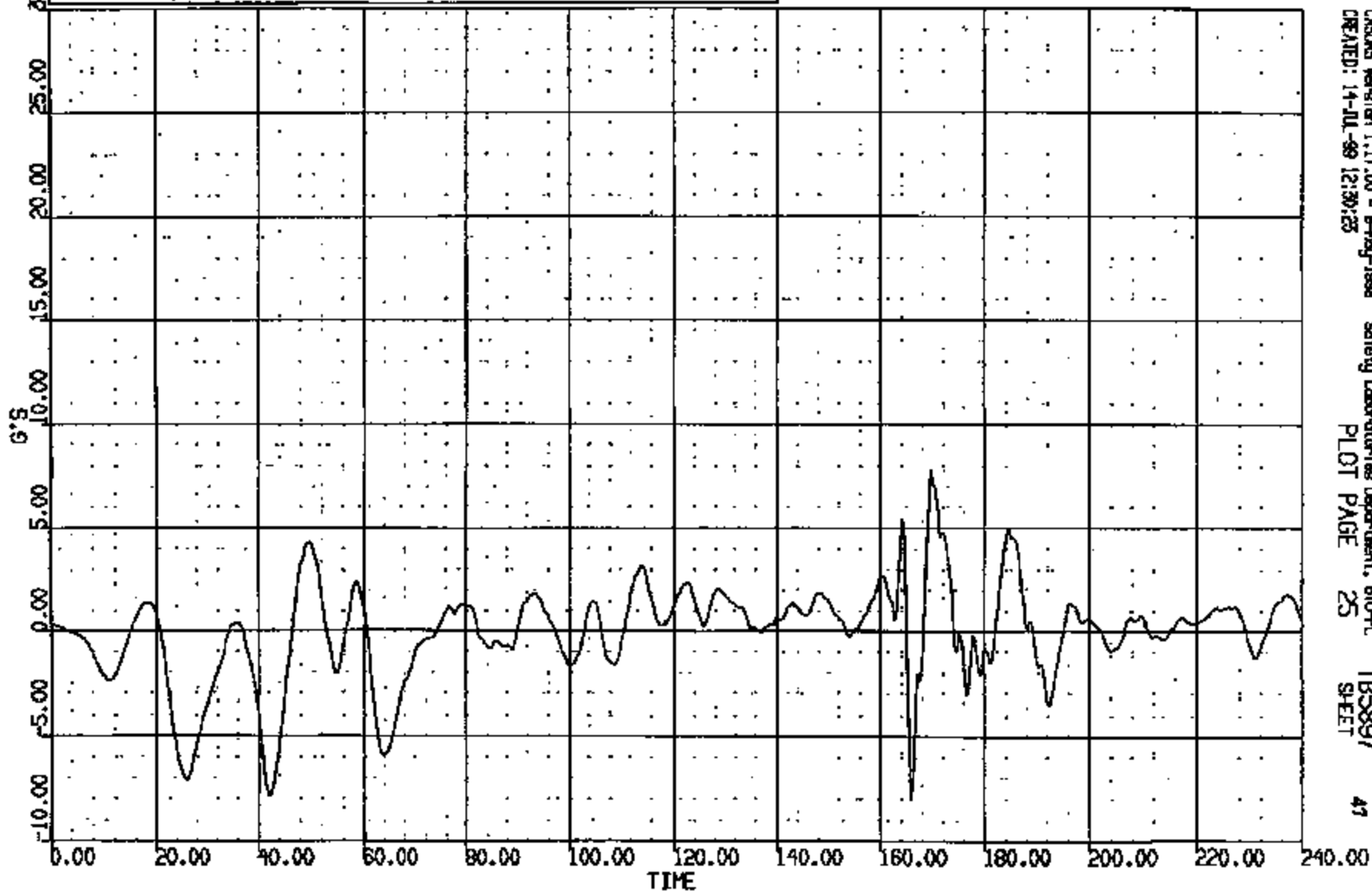
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(33) CR11534T L/C FRT RAD SUPPORT SH #5 LONG 60C

MAX = 7.762 at 169.6 MS MIN = -7.885 at 165.8 MS

AXIS 1



CRTS 0011534

CASONS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:30:23

Safety Laboratories Department, 610-PL
PLOT PAGE 25 SHEET

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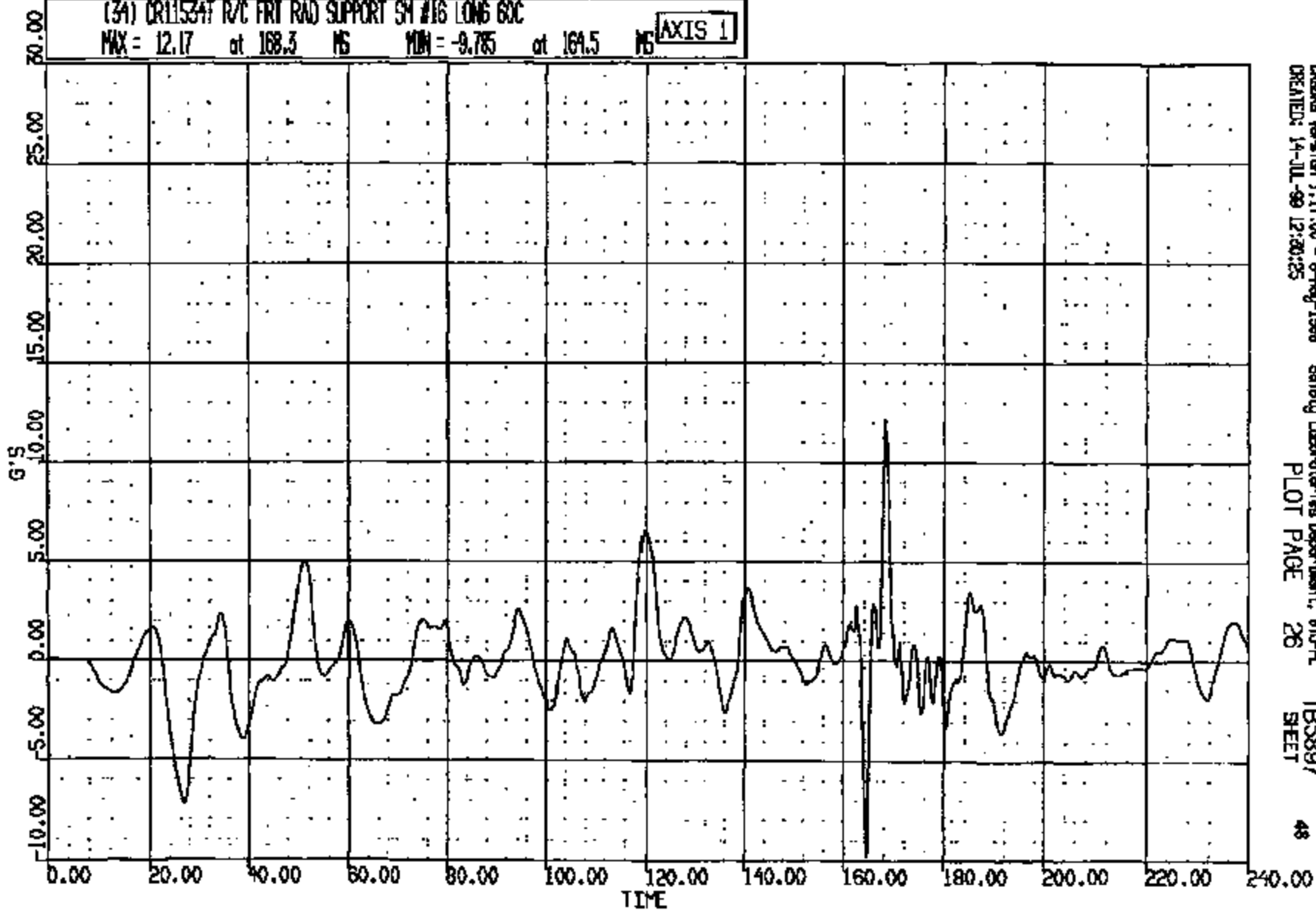
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(34) CR11534T R/C FRT RAD SUPPORT SM #16 LONG SOC

MAX = 12.17 at 168.3 MS MIN = -9.785 at 164.5 MS

AXIS 1



CASING Version 1.17.00 - 8-Feb-1998
CREATED: 14-JUL-99 12:20:25

Safety Laboratories Department, 610-FL
PLOT PAGE 26

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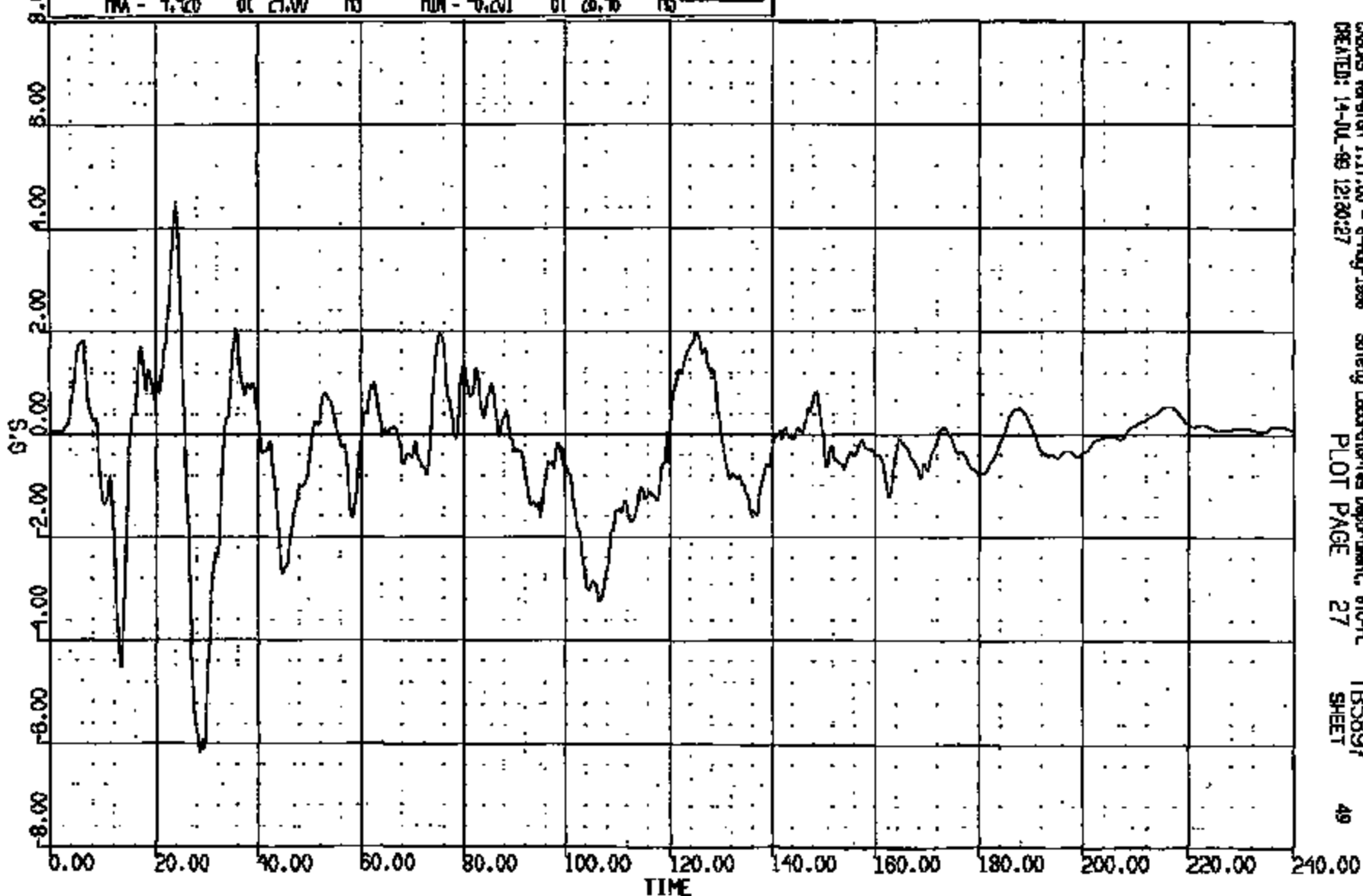
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

135) CR11534T L/A-PLR IN @ RNR LONG SOC

MAX = 4.426 at 29.00 MS MIN = -6.201 at 28.48 MS

AXIS 1

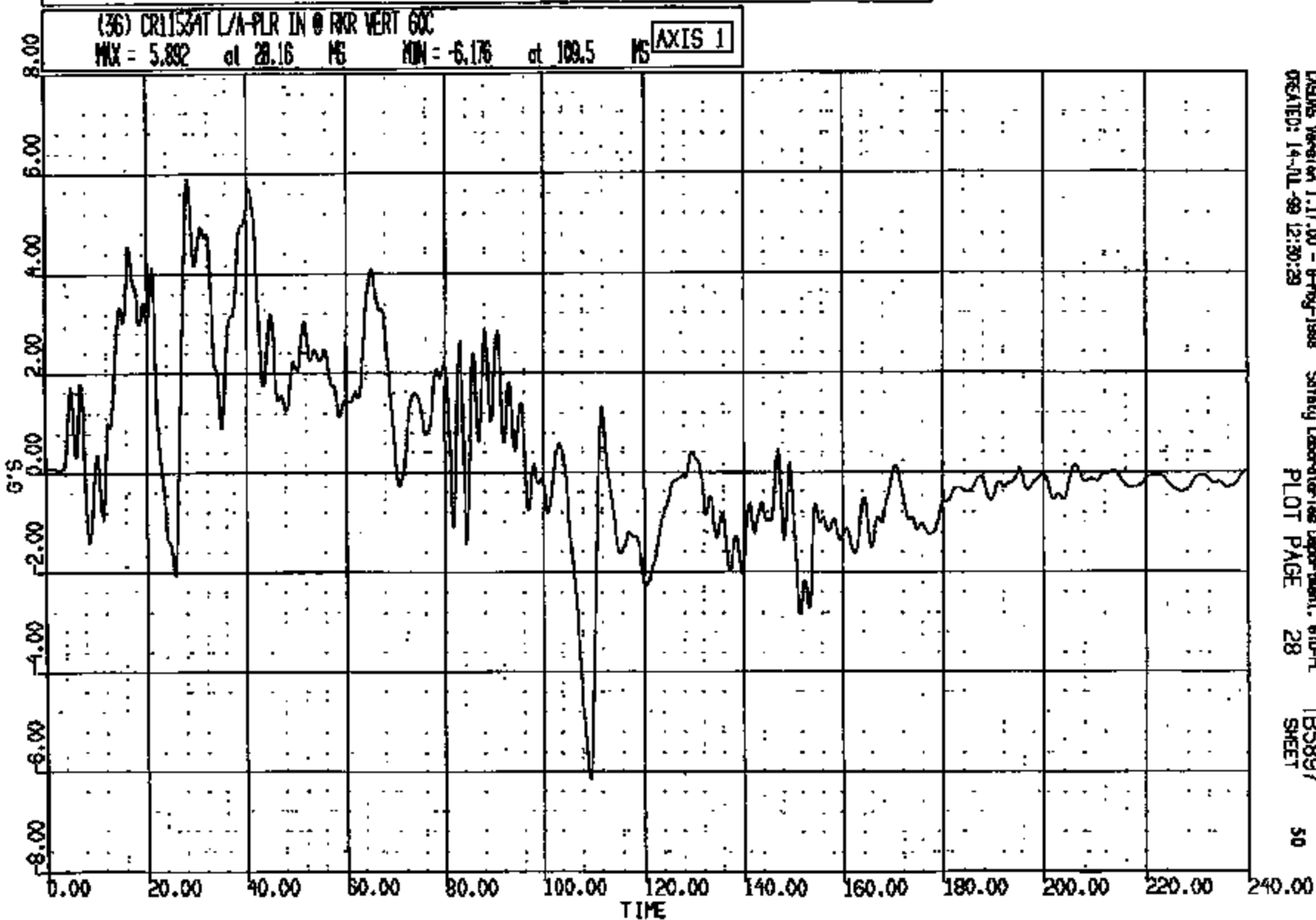


CASAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, SIO-PL TB5897
CREATED: 14-JUL-99 12:20:27 PLOT PAGE 27 SHEET 49

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CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:26
1999 TOWN CAR MOVING DEFORMABLE BA



CRS05 Version 1.17.00 - 8-Feb-1998
CREATED: 14-JUL-99 12:30:29

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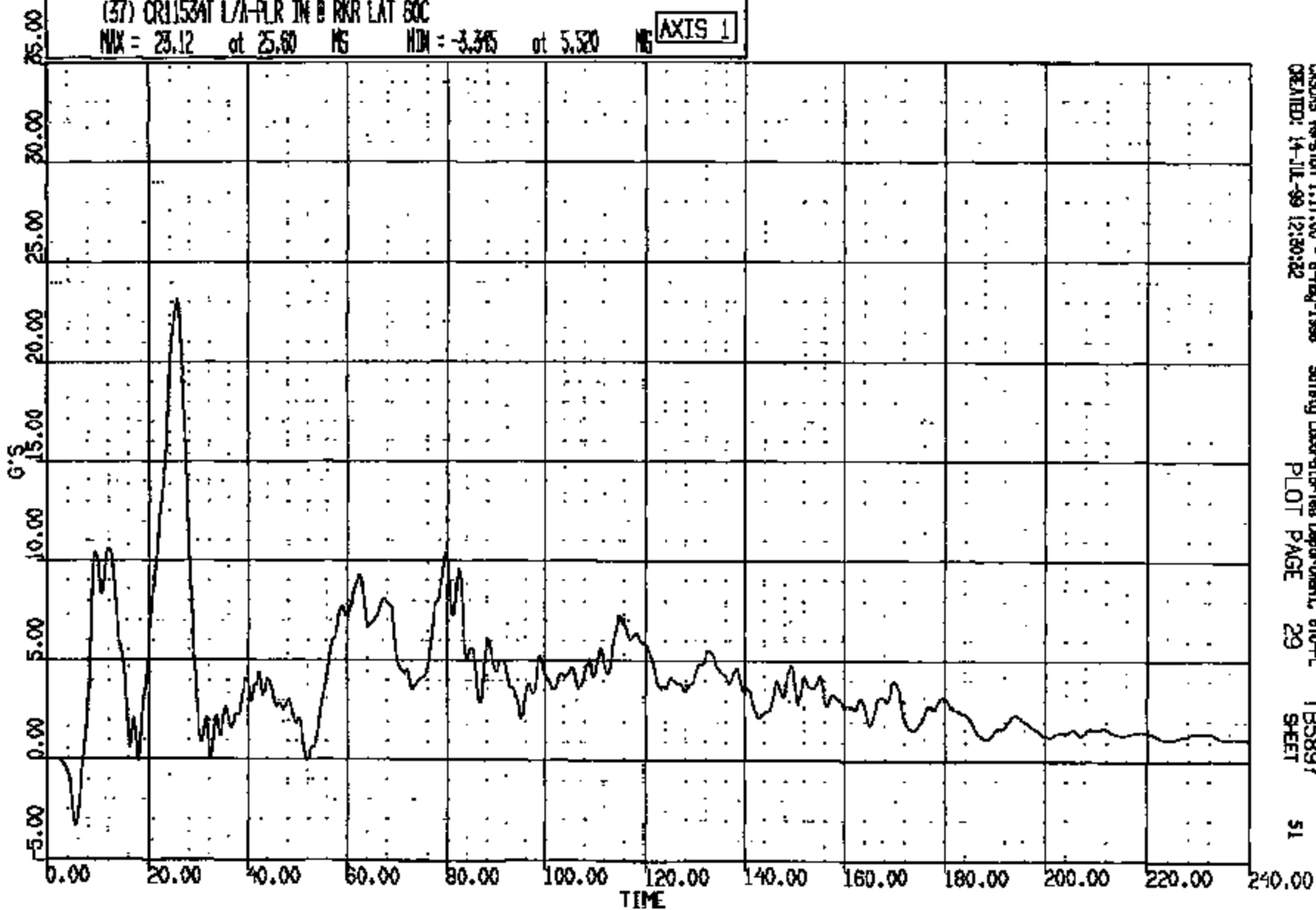
ENTIRE PAGE CONFIDENTIAL

CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:32:28
1999 TOWN CAR MOVING DEFORMABLE BA

(37) CR11534T L/A-FLR IN @ RKR LAT 60C

MAX = 23.12 at 25.60 MS MIN = -3.345 at 5.520 MS **AXIS 1**



CRTS 0011534

CASUS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:30:32

Safety Laboratories Department, 610-P
PLOT PAGE 29

TB5897
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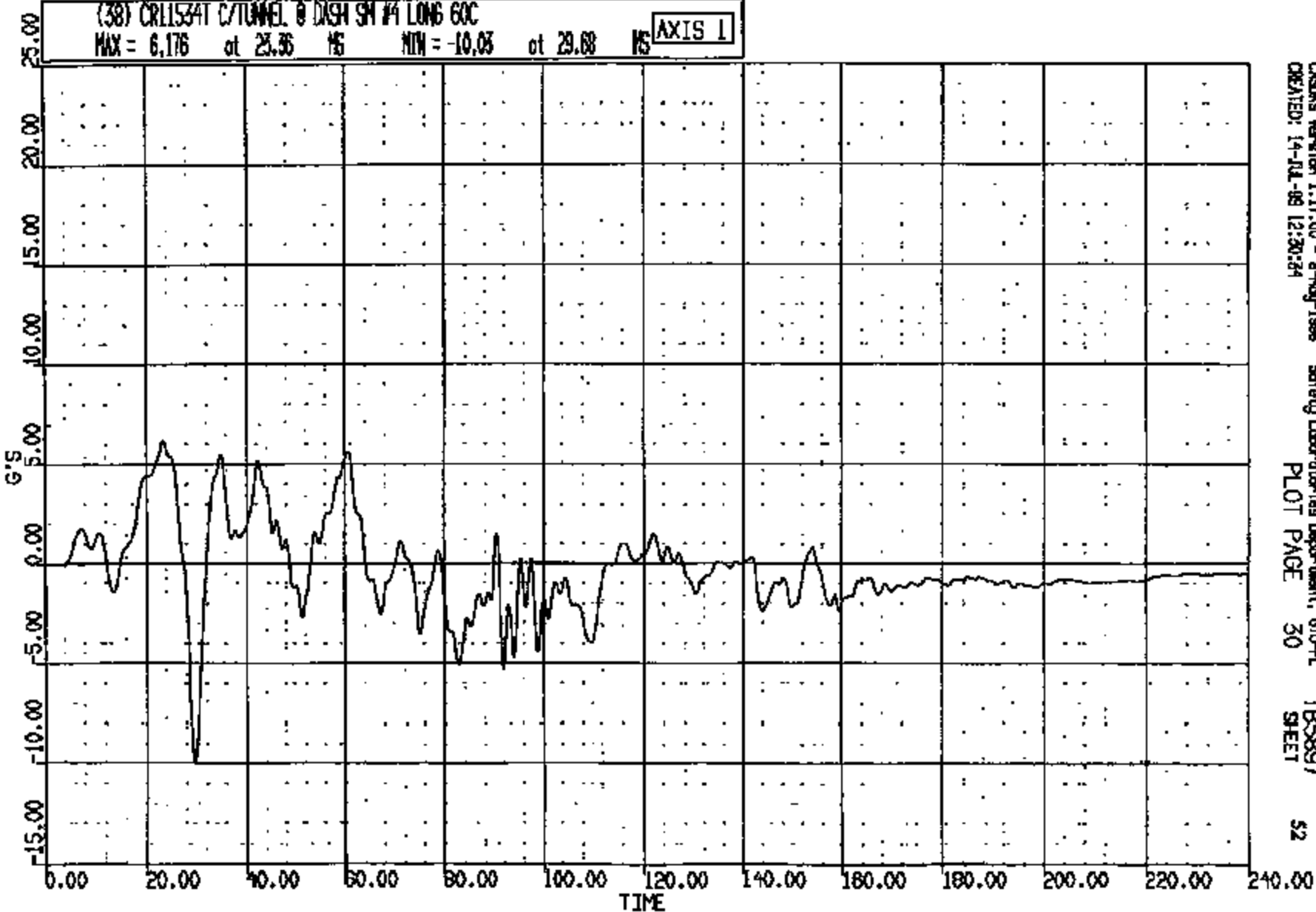
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(38) CR11534T C/TUNNEL @ DASH SH #4 LONG 60C

MAX = 6.176 at 23.35 MS MIN = -10.03 at 29.68 MS

AXIS 1



CASINS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:30:24

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PLOT PAGE 30

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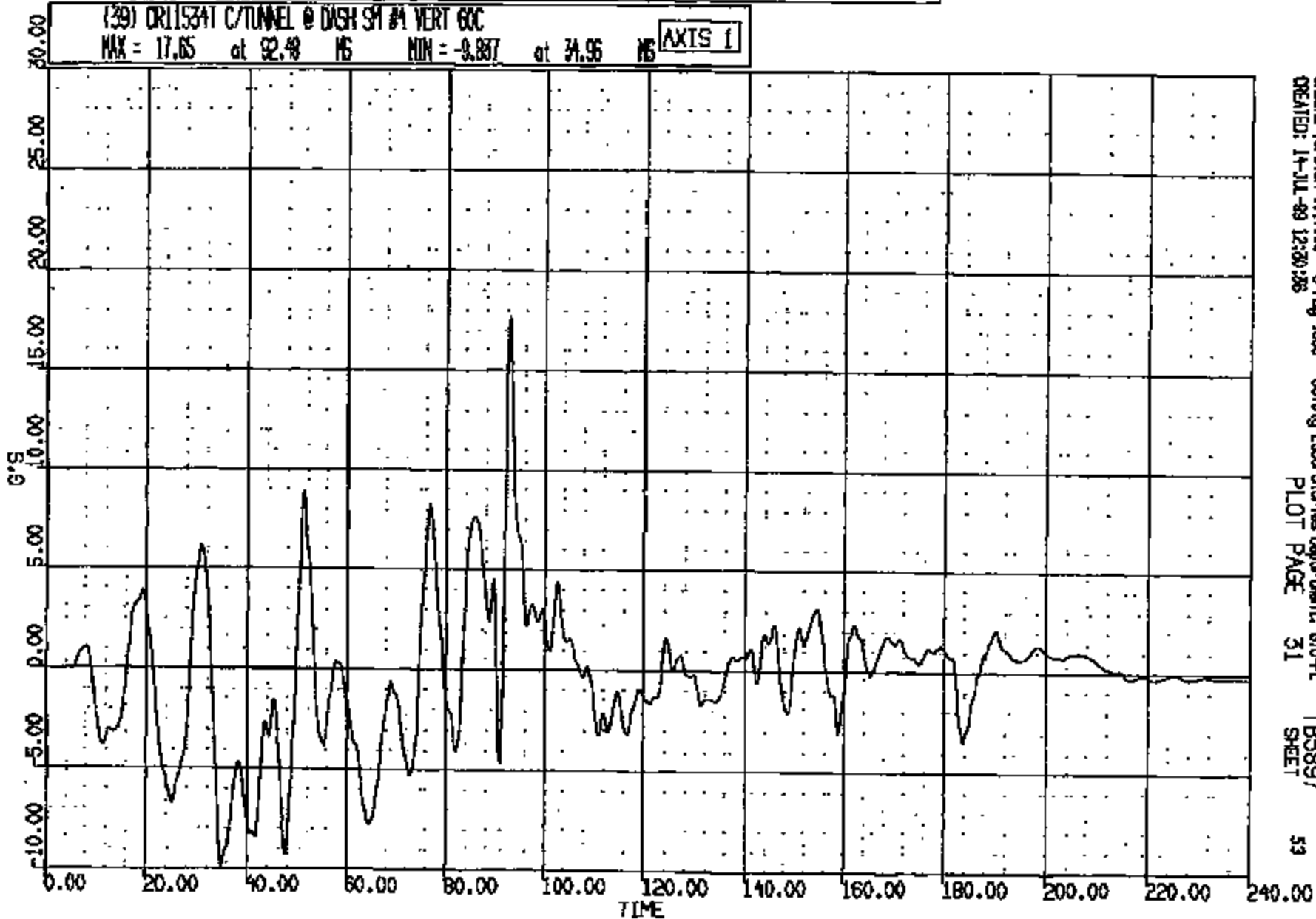
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 880714 11:52:28
1988 TOWN CAR MOVING DEFORMABLE BA

(39) CR11534T C/TUNNEL @ DASH SP #4 VERT GOC

MAX = 17.65 at 92.48 MS MIN = -9.887 at 74.96 MS

AXIS 1



CRTS 0011534

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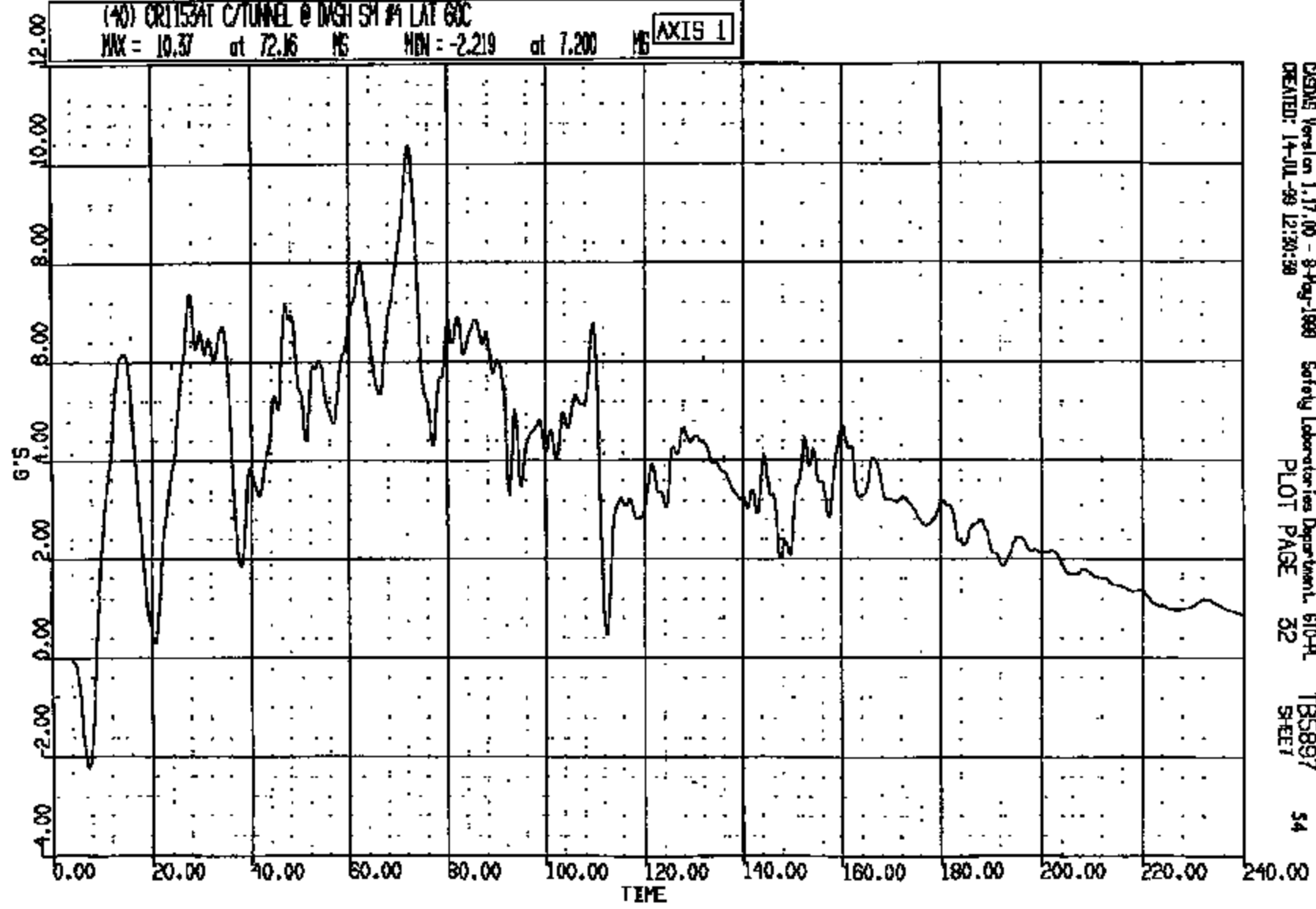
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(40) CR11534T C/TUNNEL @ DASH SH #4 LAT 60C

MAX = 10.37 at 72.16 MS MIN = -2.219 at 7.200 MS

AXIS 1



CRIME Version 1.17.00 - 8-May-1999 Safety Laboratories Department, 610-A
CREATED: 14-JUL-99 12:30:39 PLOT PAGE 32 T85897 54
SHEET

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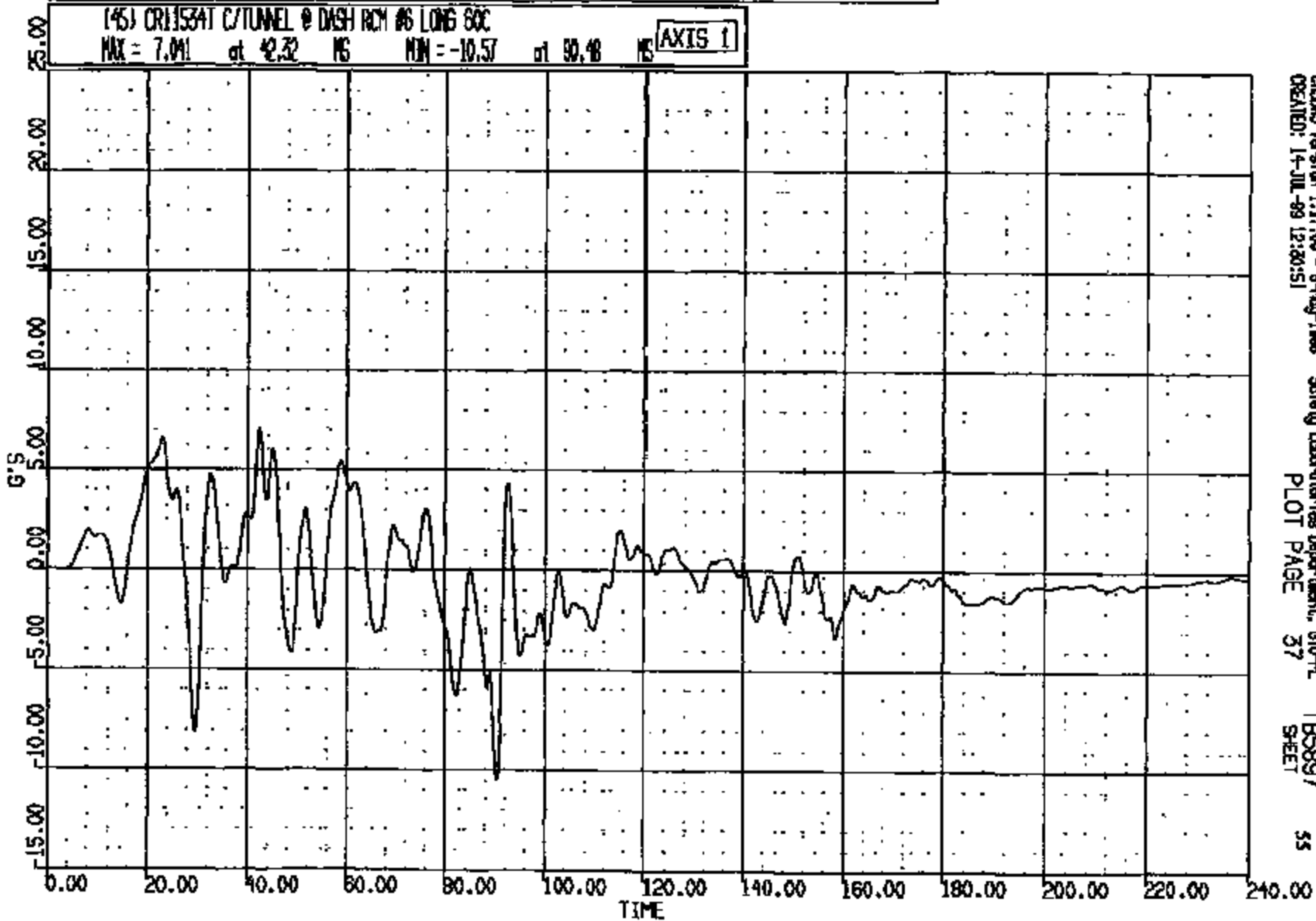
CRIS 0011534

CR R: 11584 TO: T85897 DATE: 990714 11:52:29
1999 TOWN CAR MOVING DEFORMABLE BA

(45) CR11534T C/TUNNEL @ DASH RCM #6 LONG 80C

MAX = 7.041 at 42.32 MS MIN = -10.57 at 90.48 MS

AXIS 1



CLIENTS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:20:51

Safety Laboratories Department, 610-PL
PLOT PAGE 37

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SHEET 55

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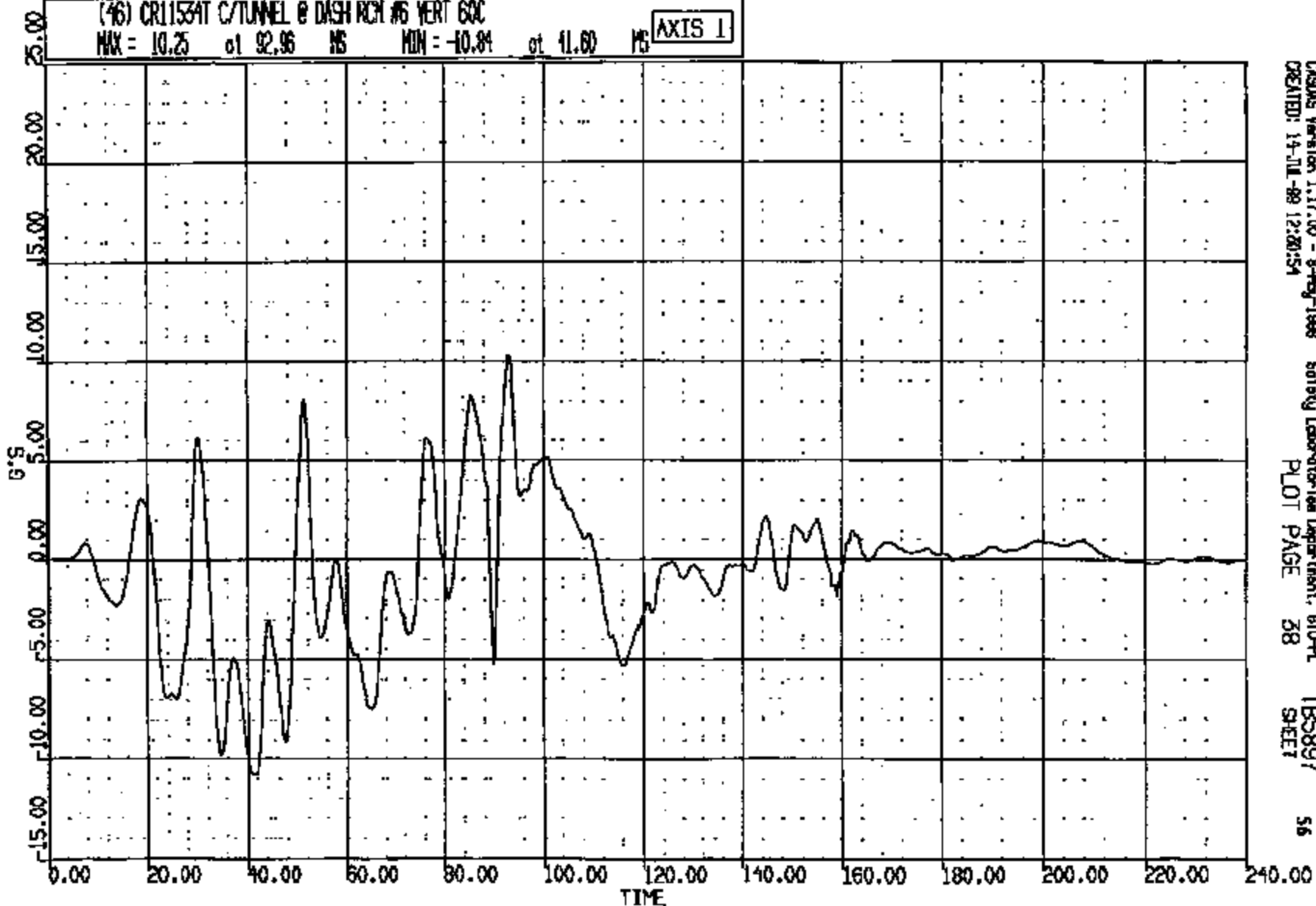
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:26
1999 TOWN CAR MOVING DEFORMABLE BA

(46) CR11534T C/TUNNEL @ DASH PCM #6 VERT GOC

MAX = 10.25 at 92.96 MS MIN = -10.84 at 11.60 MS

AXIS 1



CASINS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:20:54

Safety Laboratories Department, 610-PL
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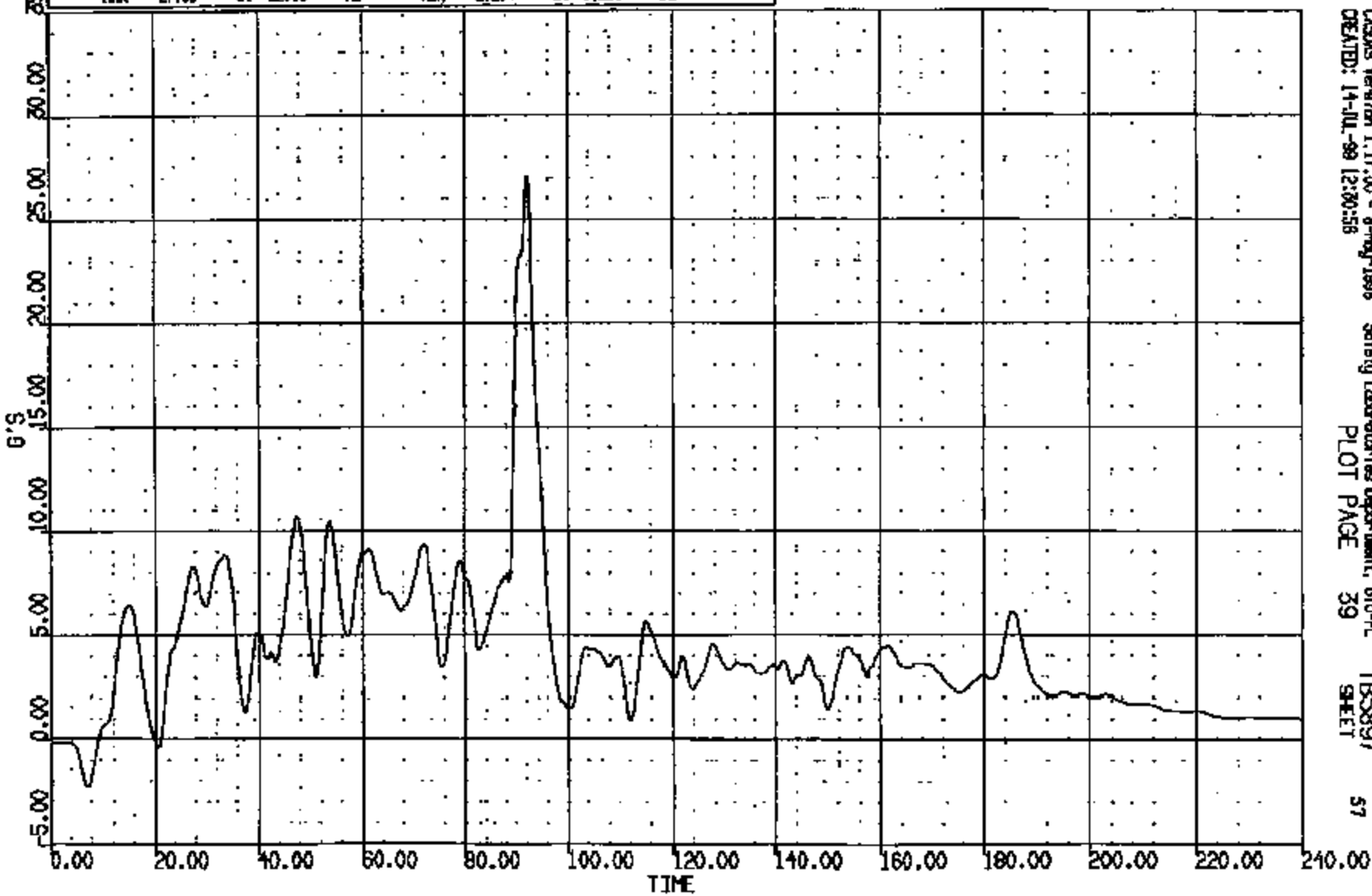
CRITS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(47) CR11534T C/TUNNEL @ DASH RCH #6 LAT 60C

MAX = 27.83 at 92.08 MS MIN = -2.284 at 7.200 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
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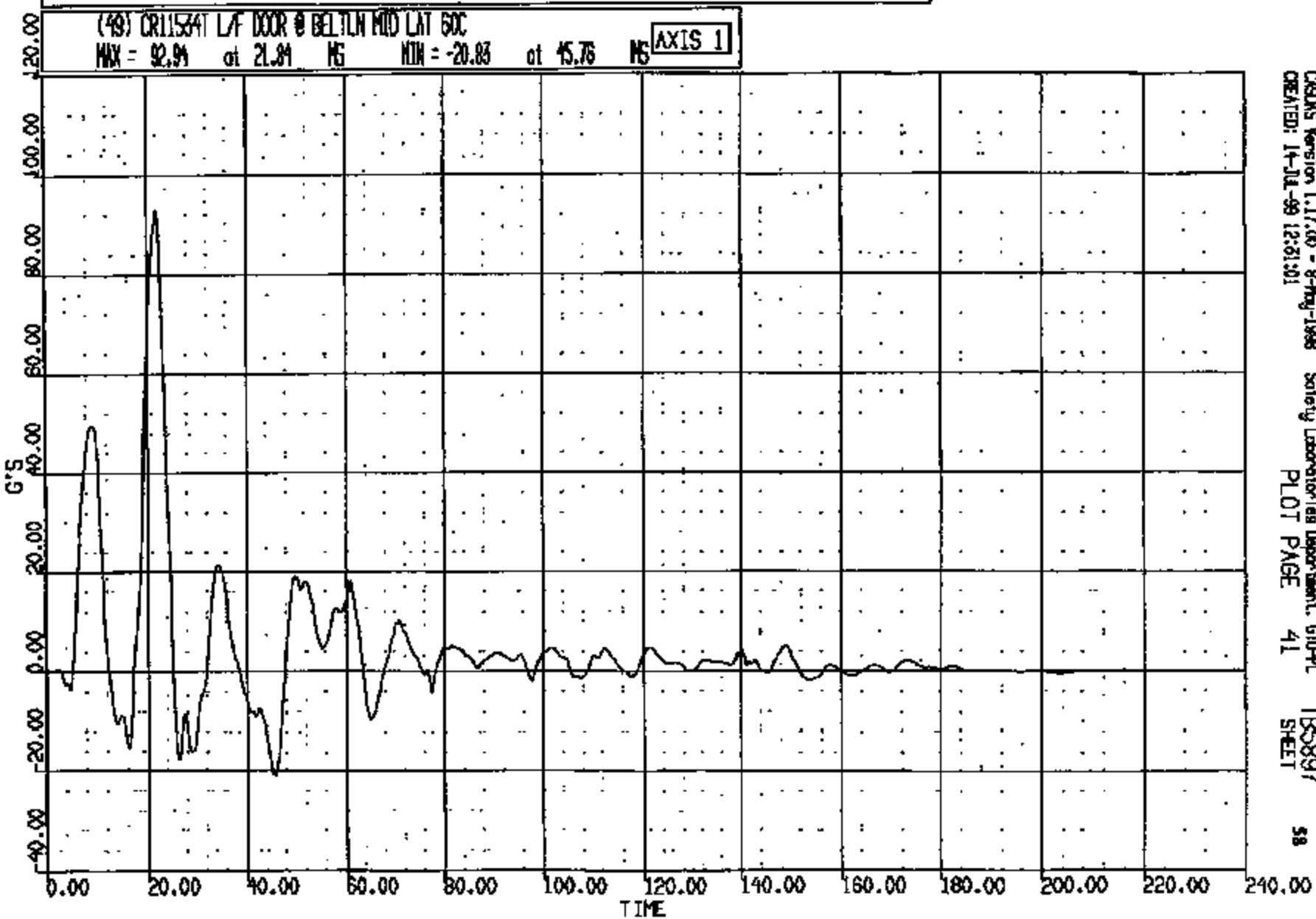
Safety Laboratories Department, G10-PL
PLOT PAGE 39

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CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1996 TOWN CAR MOVING DEFORMABLE BA



CADDS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:51:01

Safety Laboratories Department, G10-PL
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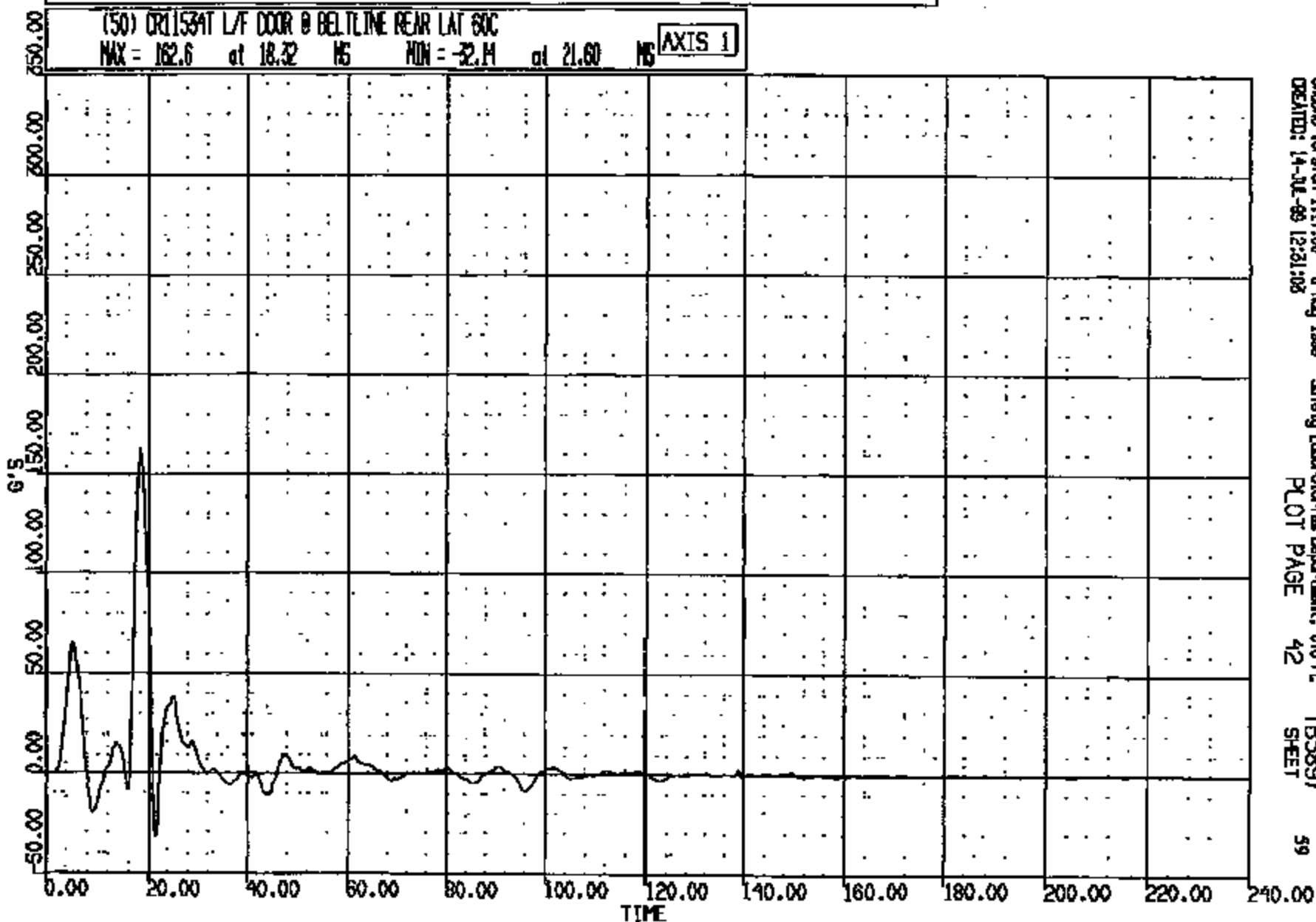
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(50) CR11534T L/F DOOR @ BELTLINE REAR LAT 60C

MAX = 182.6 at 18.32 MS MIN = -32.14 at 21.60 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:03

Safety Laboratories Department, 610-PL
PLOT PAGE 42

T85897
SHEET

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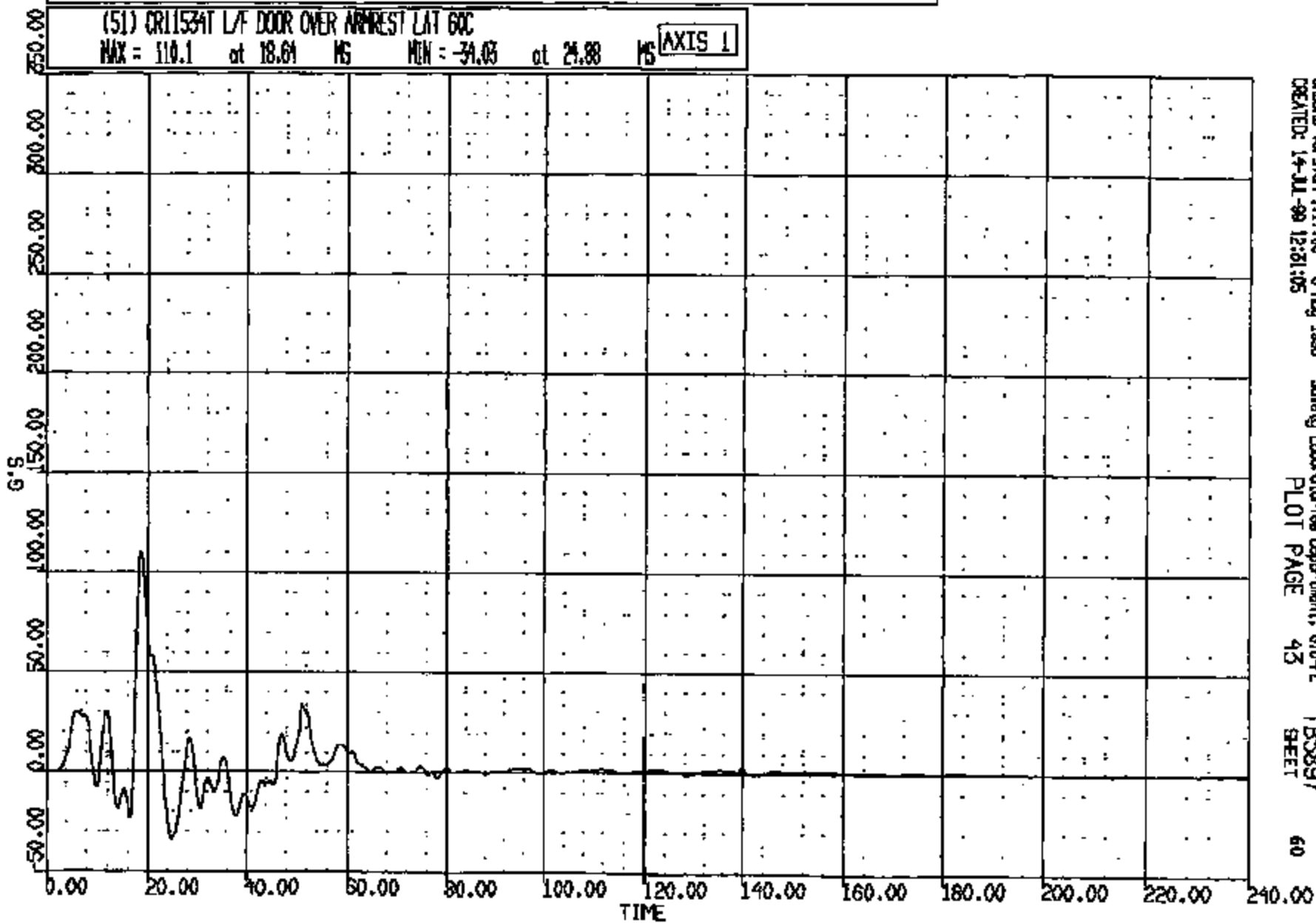
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 290714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(51) CR11534T L/F DOOR OVER ARMREST LAT 60C

MAX = 110.1 at 18.61 MS MIN = -34.03 at 24.88 MS

AXIS 1



CR15 0011534

CRS05 Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:51:05

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SHEET 60

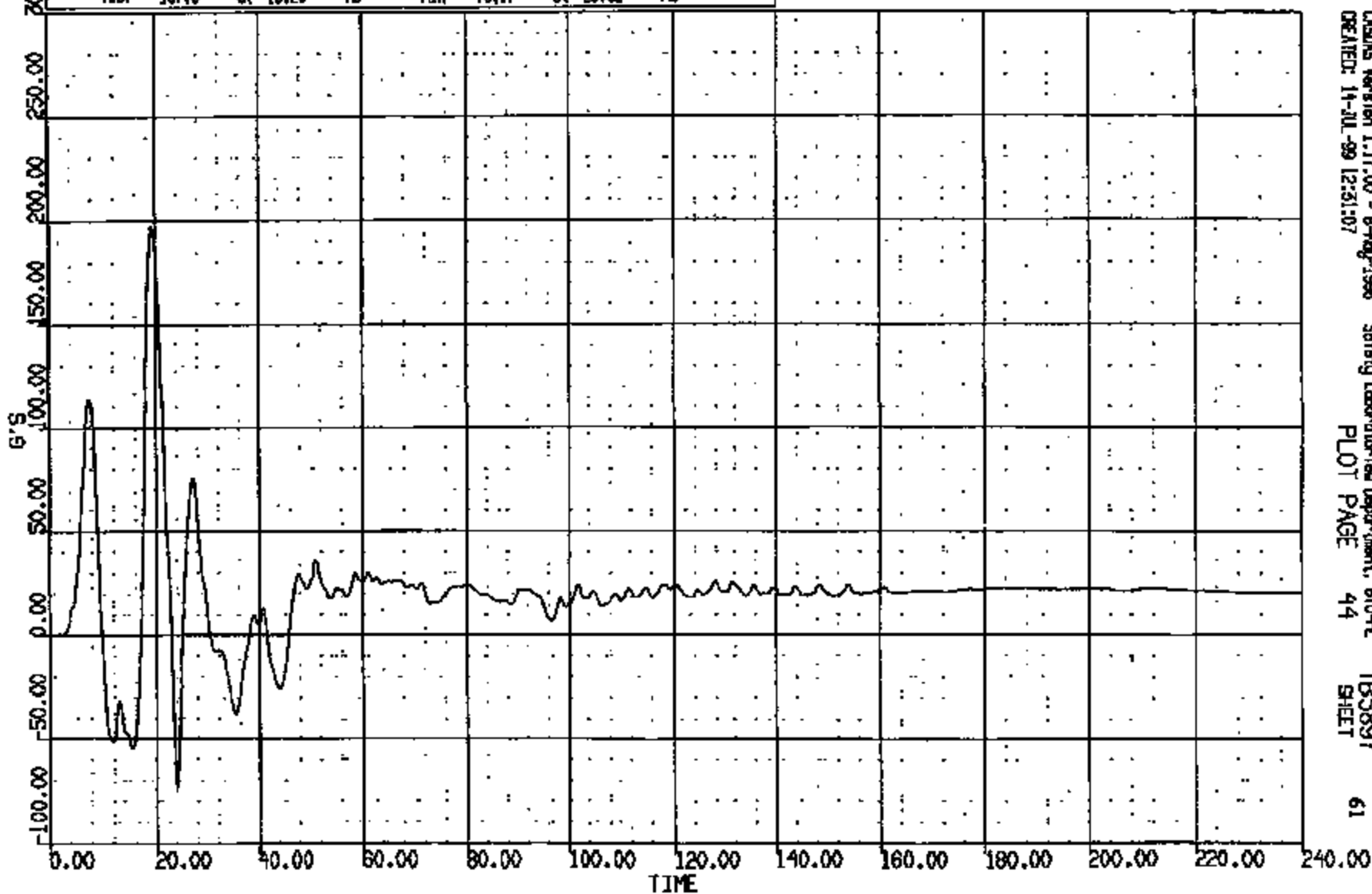
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 890714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(52) CR11534T L/F DOOR REAR OF SEAT HPT LAT 60C

MAX = 197.3 at 19.28 MS MIN = -76.07 at 23.92 MS

AXIS 1



CASINS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:07

Safety Laboratories Department, 610-R
PLOT PAGE 44

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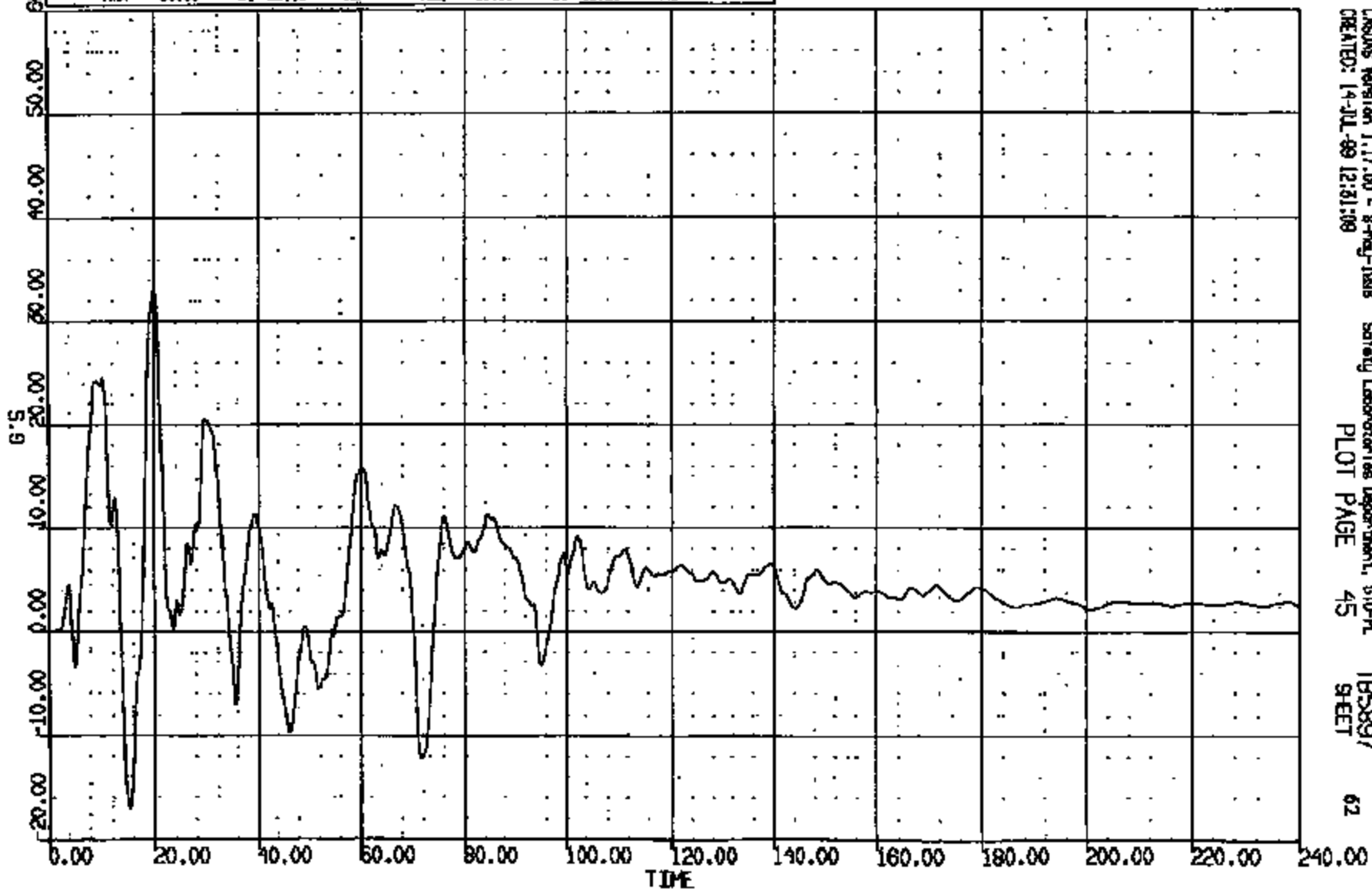
CRTS 0011534

CR R: 11554 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(53) CR11534T L/F DOOR SPEAKER HOLE LAT 60C

MAX = 33.50 at 20.08 MS MIN = -17.09 at 15.28 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:09

Safety Laboratories Department, 510-H
PLOT PAGE 45

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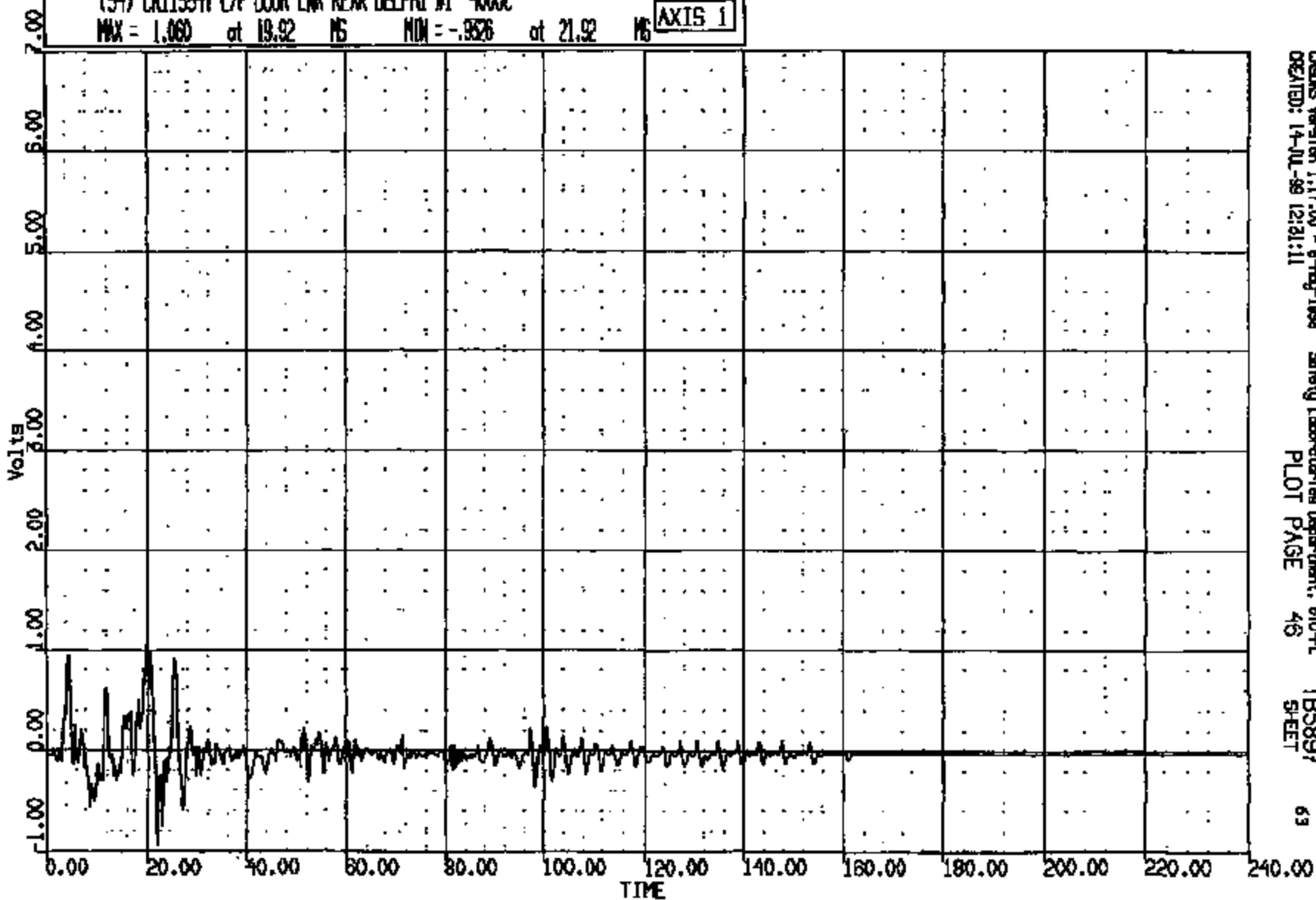
CRIS 0011534

CR R: 11534 TO: T85897 DATE: 080714 11:32:28
1999 TOWN CAR MOVING DEFORMABLE BA

(54) CR11534T L/F DOOR LWR REAR DELPHI #1 4000C

MAX = 1.060 at 19.92 MS MIN = -.9326 at 21.92 MS

AXIS 1



CR15 0011534

CAEANS Version 1.17.00 - 8 Aug 1999
CREATED: 14-JUL-99 12:21:11

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T85897
SHEET 63

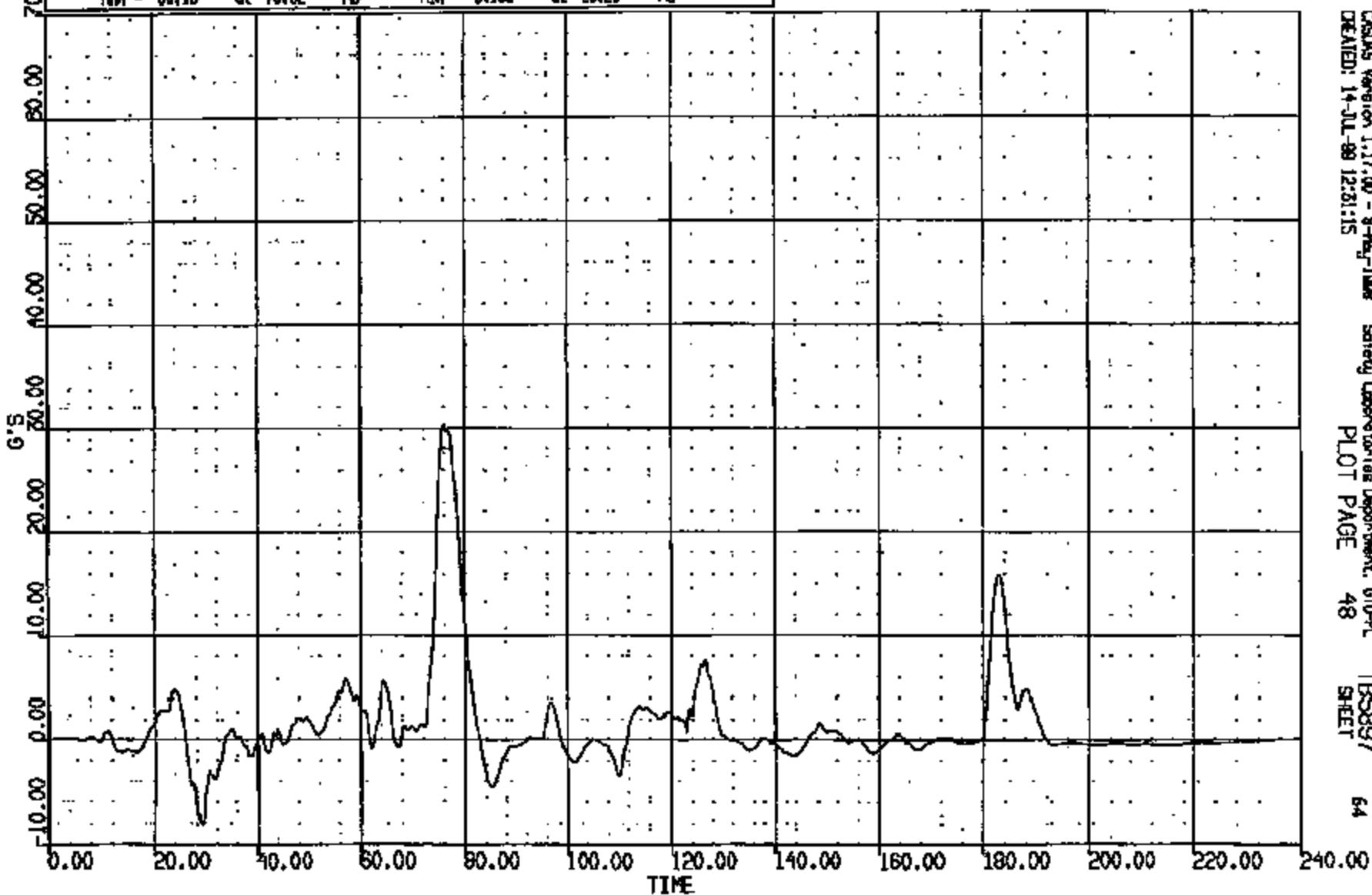
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: TBS897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(56) CR115341 L/F FLRPN 0 #2 XMR C/L #3 LONG 60C

MAX = 30.18 at 75.92 MS MIN = -8.188 at 29.20 MS

AXIS 1



CASIS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:15

Safety Laboratories Department, 610-PL
PLOT PAGE 48

TBS897
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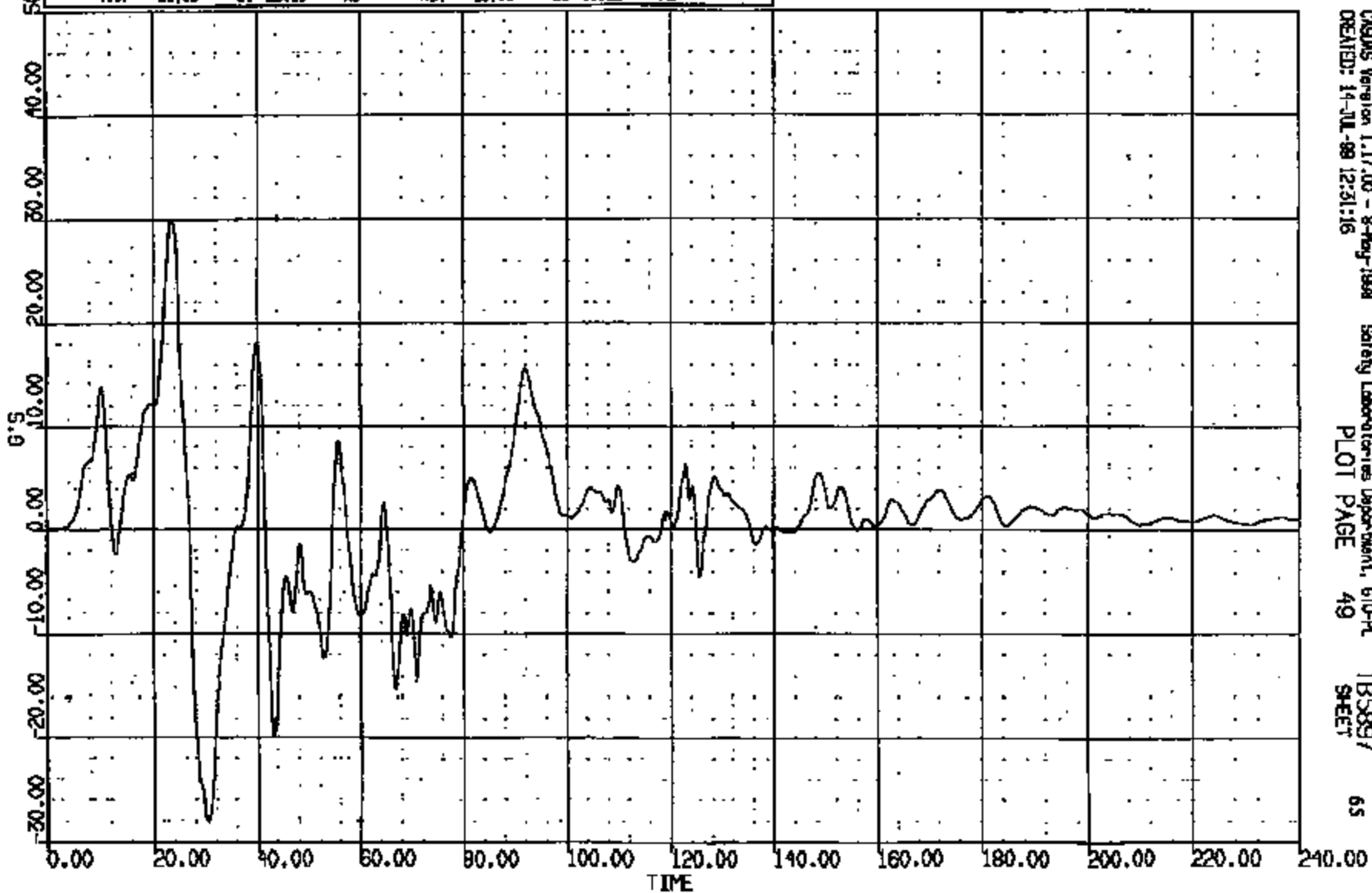
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 880714 11:52:28
1988 TOWN CAR MOVING DEFORMABLE SA

(57) CR11534T L/F FLRPN 0 #2 XMR C/L #9 VERT 60C

MAX = 29.83 at 23.36 MS MIN = -28.09 at 30.32 MS

AXIS 1



CRTS 0011534

CASMS Version 1.17.00 - 8-May-1988
CREATED: 14-JUL-88 12:31:16

Safety Laboratories Department, 610-PL
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TB5897
SHEET 65

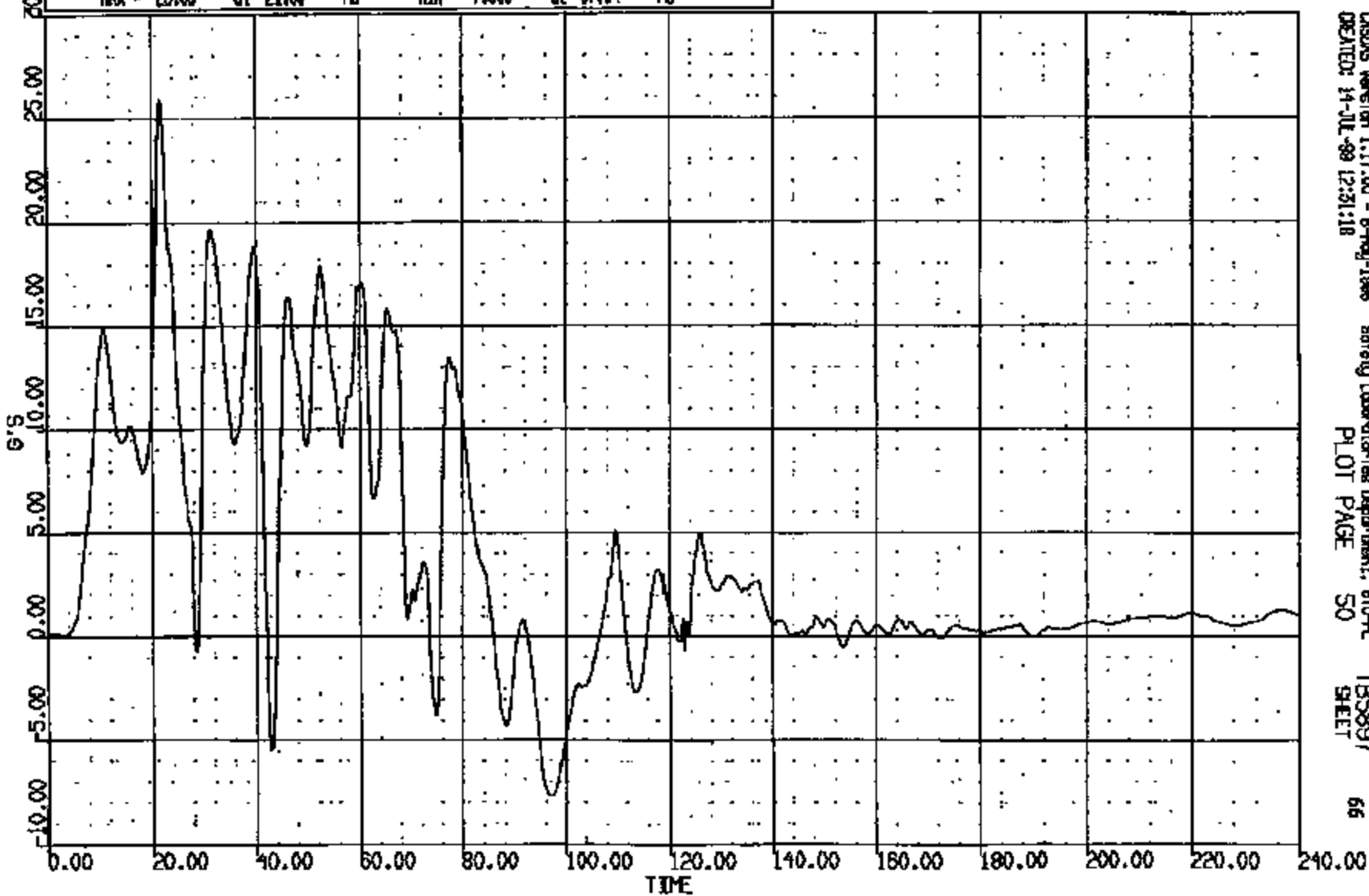
ENTIRE PAGE CONFIDENTIAL

CR #: 11534 TO: TB5897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(58) CR11534T L/F FLIPAN 0 #2 XMR C/L #9 LAT 60C

MAX = 25.88 at 21.00 MG MIN = -7.685 at 97.04 MG

AXIS 1



CASUS Version 1.17.00 - 8-May-1998
CREATOR: 14-JUL-99 12:31:18

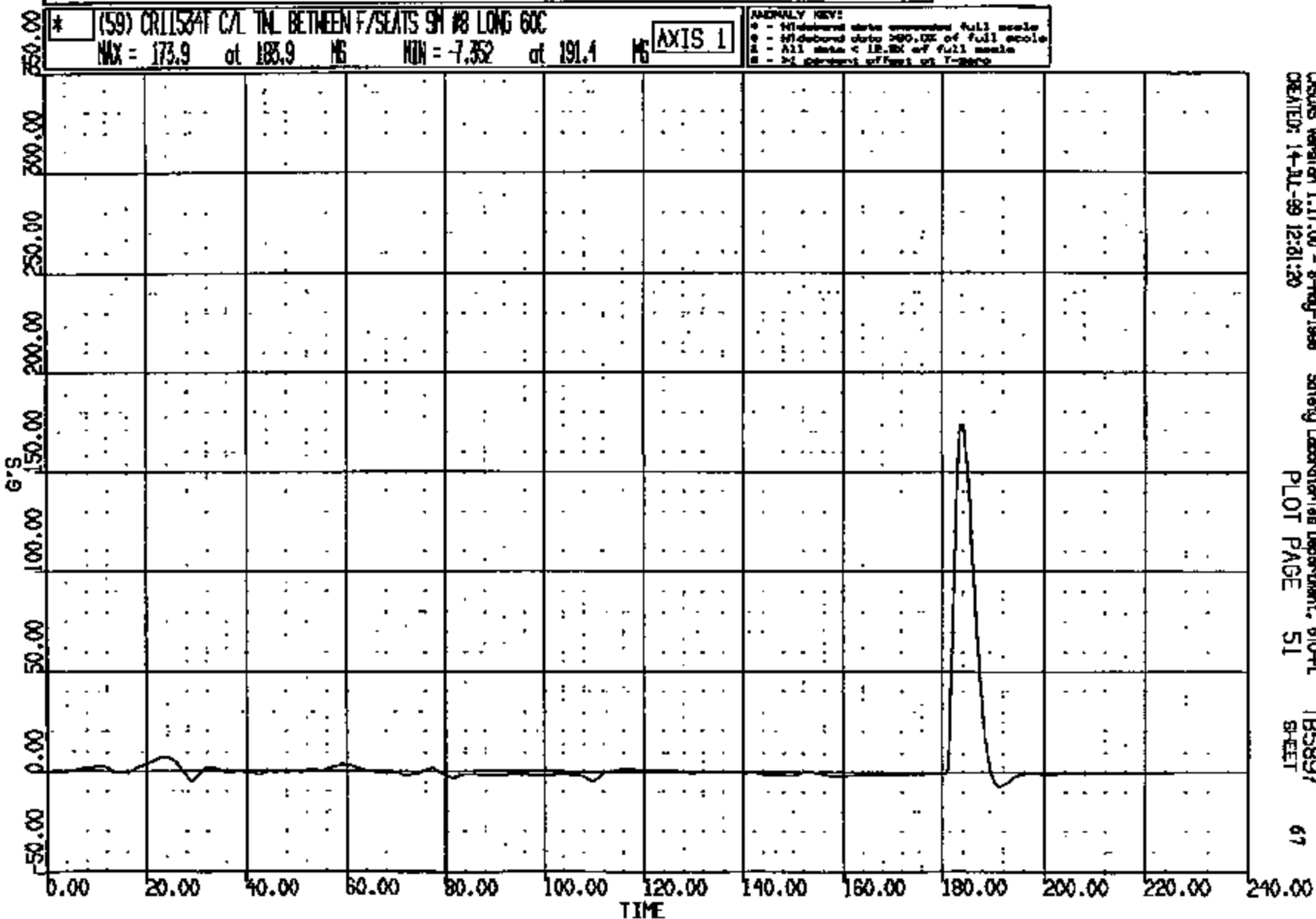
Safety Laboratories Department, 610-PL
PLOT PAGE 50

TB5897
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CRTS 0011534

CR R: 11534 TO: T85897 DATE: 880714 11:52:28
1988 TOWN CAR MOVING DEFORMABLE BA



CRTS 0011534

CASDS Version 1.17.00 - 8-Aug-1988
CREATED: 14-JUL-99 12:21:20

Safety Laboratories Department, 610-PL
PLOT PAGE 51

T85897
SHEET 67

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CR R: 11534 TO: T85897 DATE: 980714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE 9A

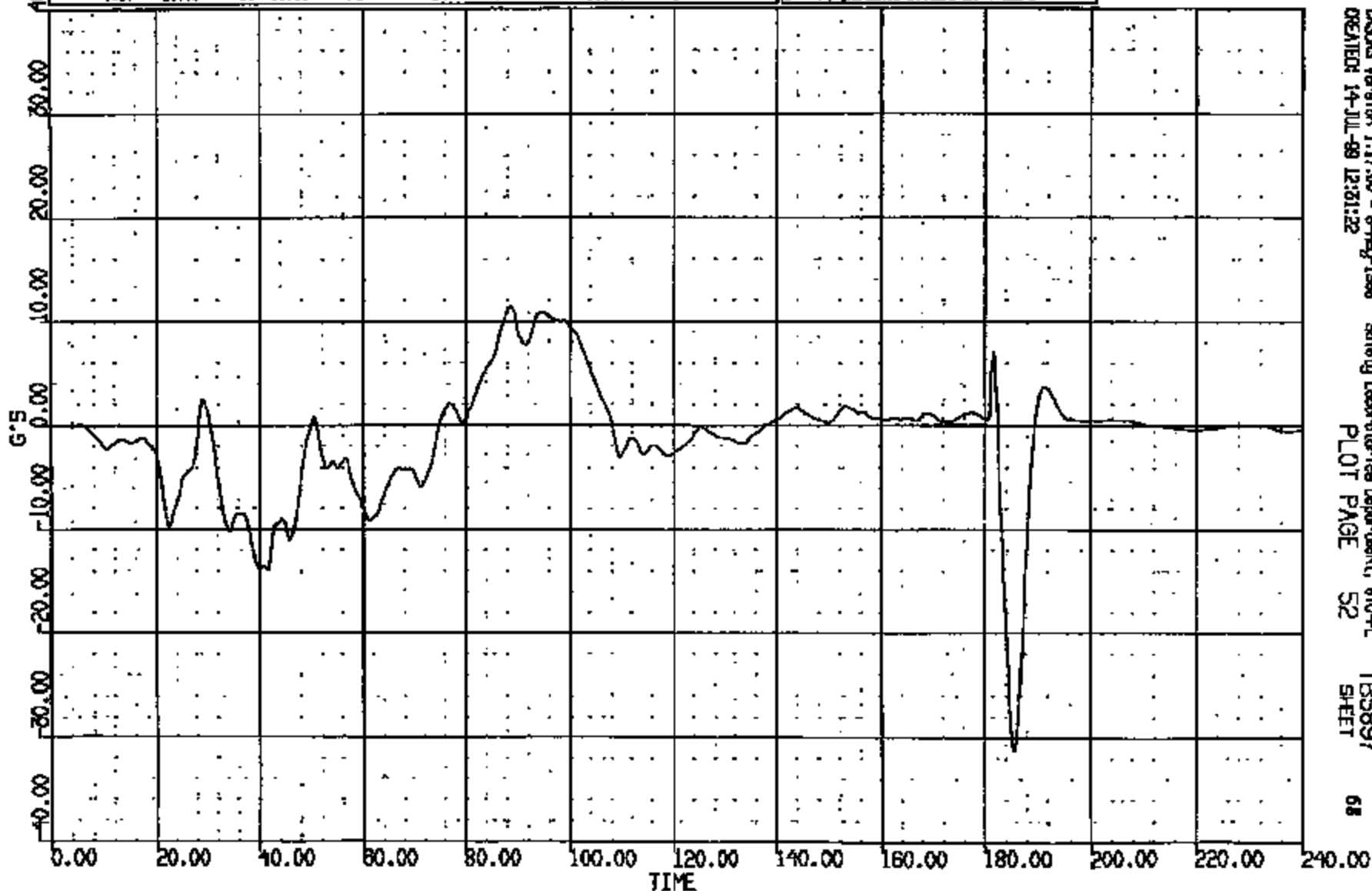
(60) CRL1534T C/L TNL BETWEEN F/SEATS SM #8 VERT GXC

MAX = 11.33 at 88.56 MG MIN = -31.33 at 185.5 MG

AXIS 1

ANOMALY KEY:

- * - Wideband data exceeded full scale
- * - Wideband data > 90.0% of full scale
- * - All data < 12.5% of full scale
- * - > 1 percent offset at 1-sec



CASAS Version 1.17.00 - 8-May-1998
CREATED 14-JUL-98 12:01:22

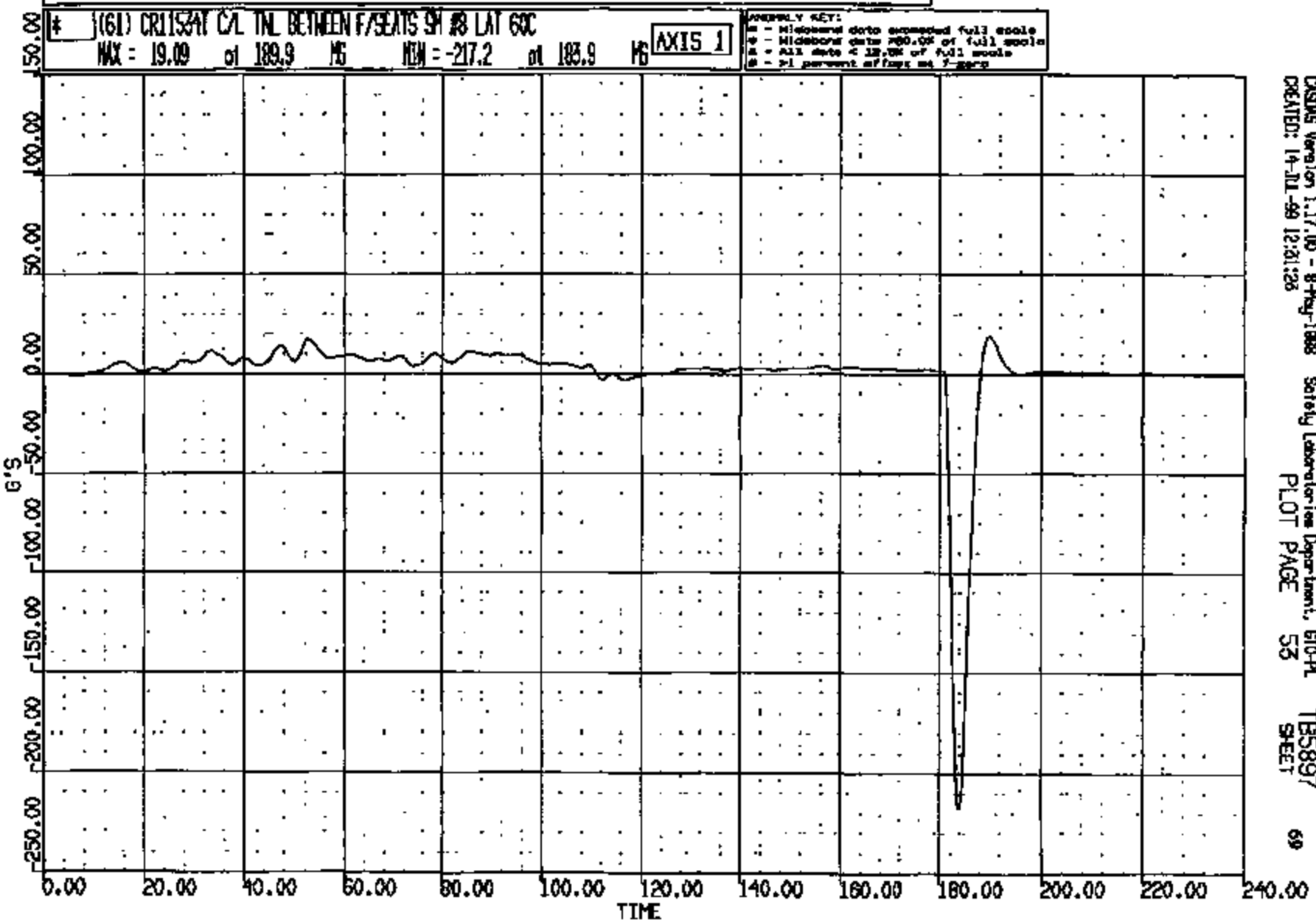
Safety Laboratories Department, 610-PL
PLOT PAGE 52

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CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA



CASUS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL TB5897
 CREATED: 14-Jul-99 12:21:26 PLOT PAGE 53 SHEET 69

ENTIRE PAGE CONFIDENTIAL

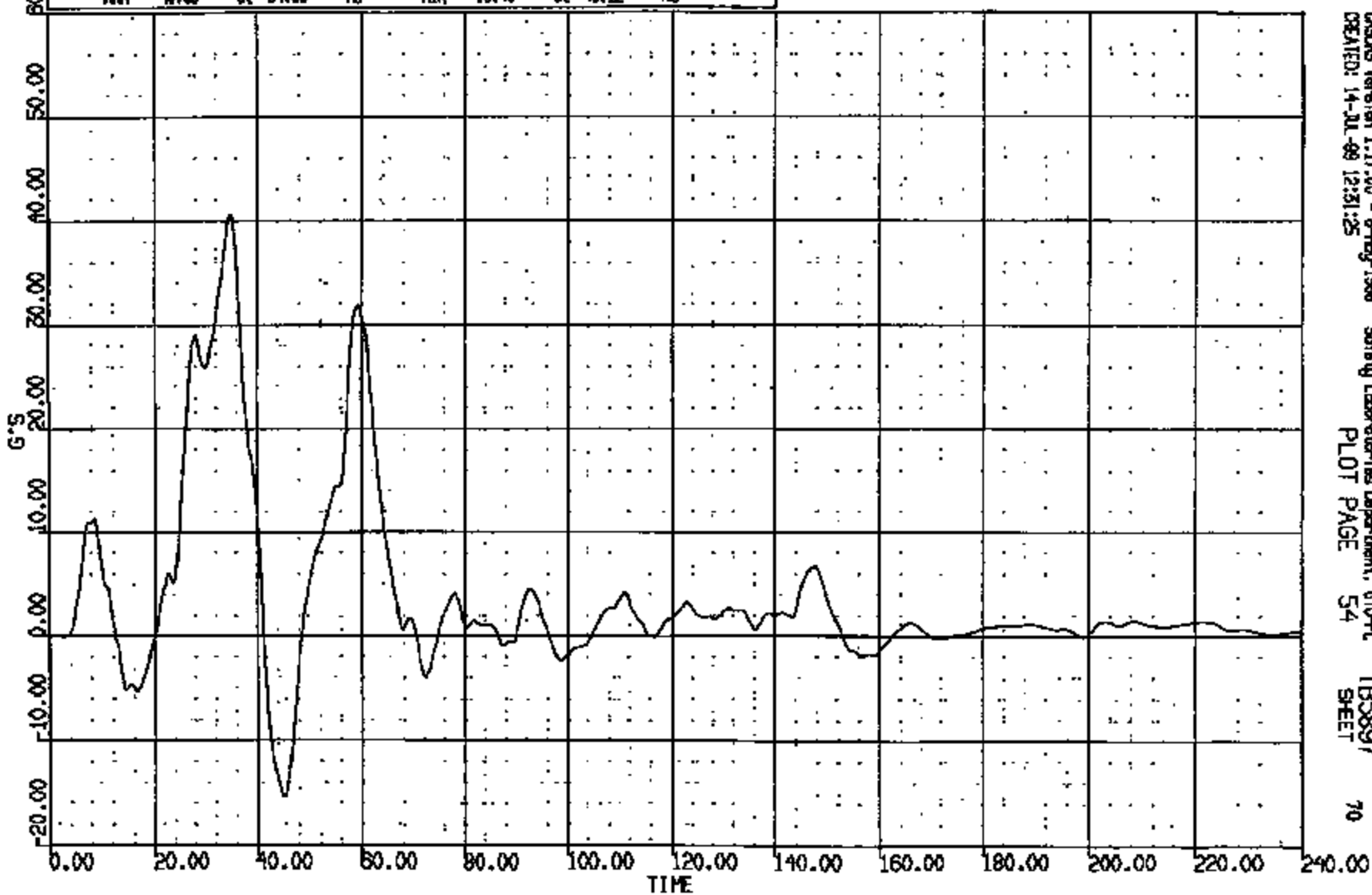
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(62) CRT1534T L/B-PLR INSIDE @ ROOF LAT 60C

MAX = 40.58 at 34.96 MS MIN = -15.46 at 45.12 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:25

Seisby Laboratories Department, 610-PL
PLOT PAGE 54

TB5897
SHEET 70

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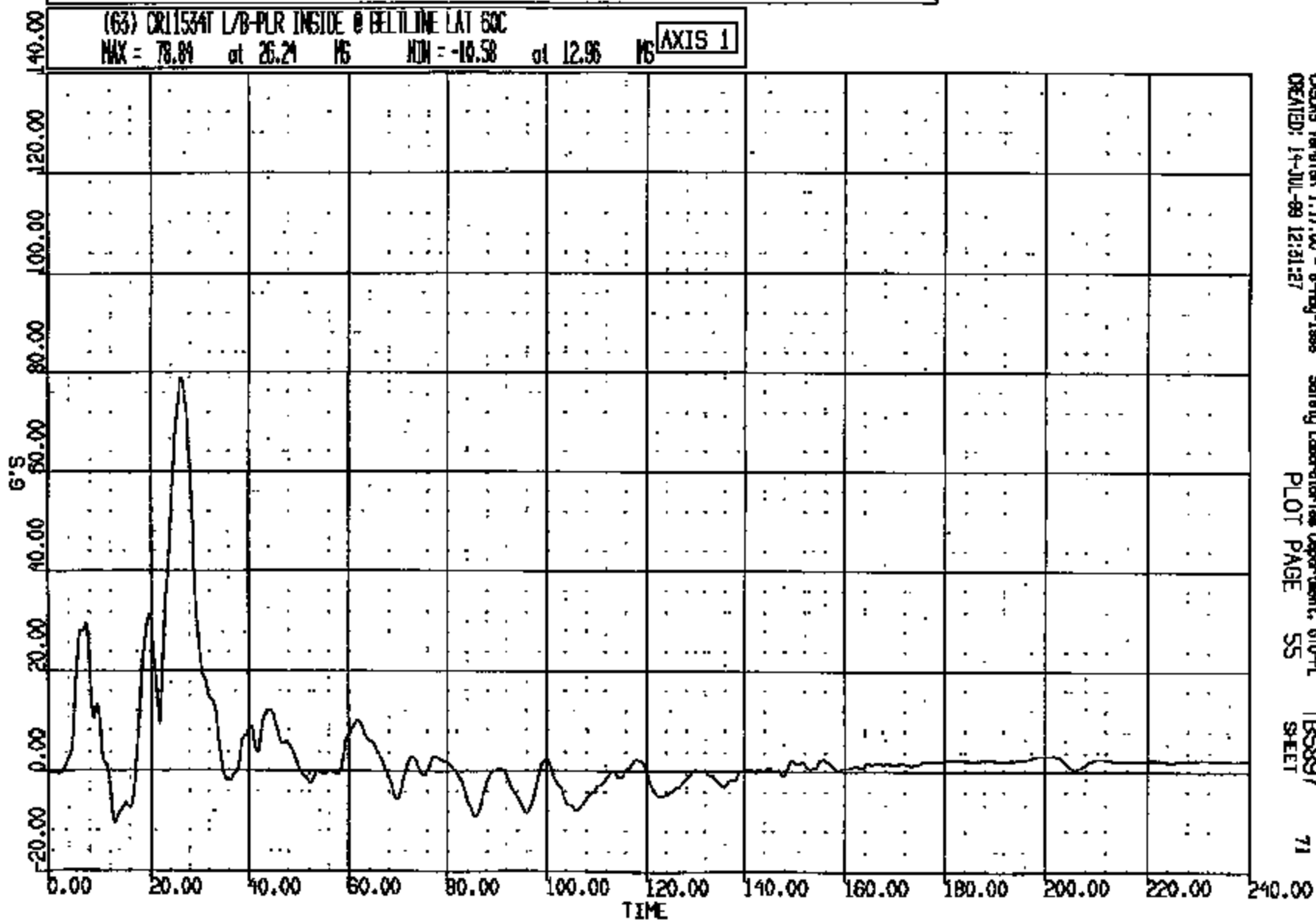
CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1000 TOWN CAR MOVING DEFORMABLE BA

(63) CR11534T L/B-PLR INSIDE @ BELTLINE LAT SOC

MAX = 78.84 at 26.24 MS MIN = -10.58 at 12.96 MS

AXIS 1



CASINS Version 1.17.00 - 8-Aug-1998
CREATED: 14-JUL-99 12:51:27

Safety Laboratories Department, 610-PL
PLOT PAGE 55

TB5897
SHEET

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ENTIRE PAGE CONFIDENTIAL

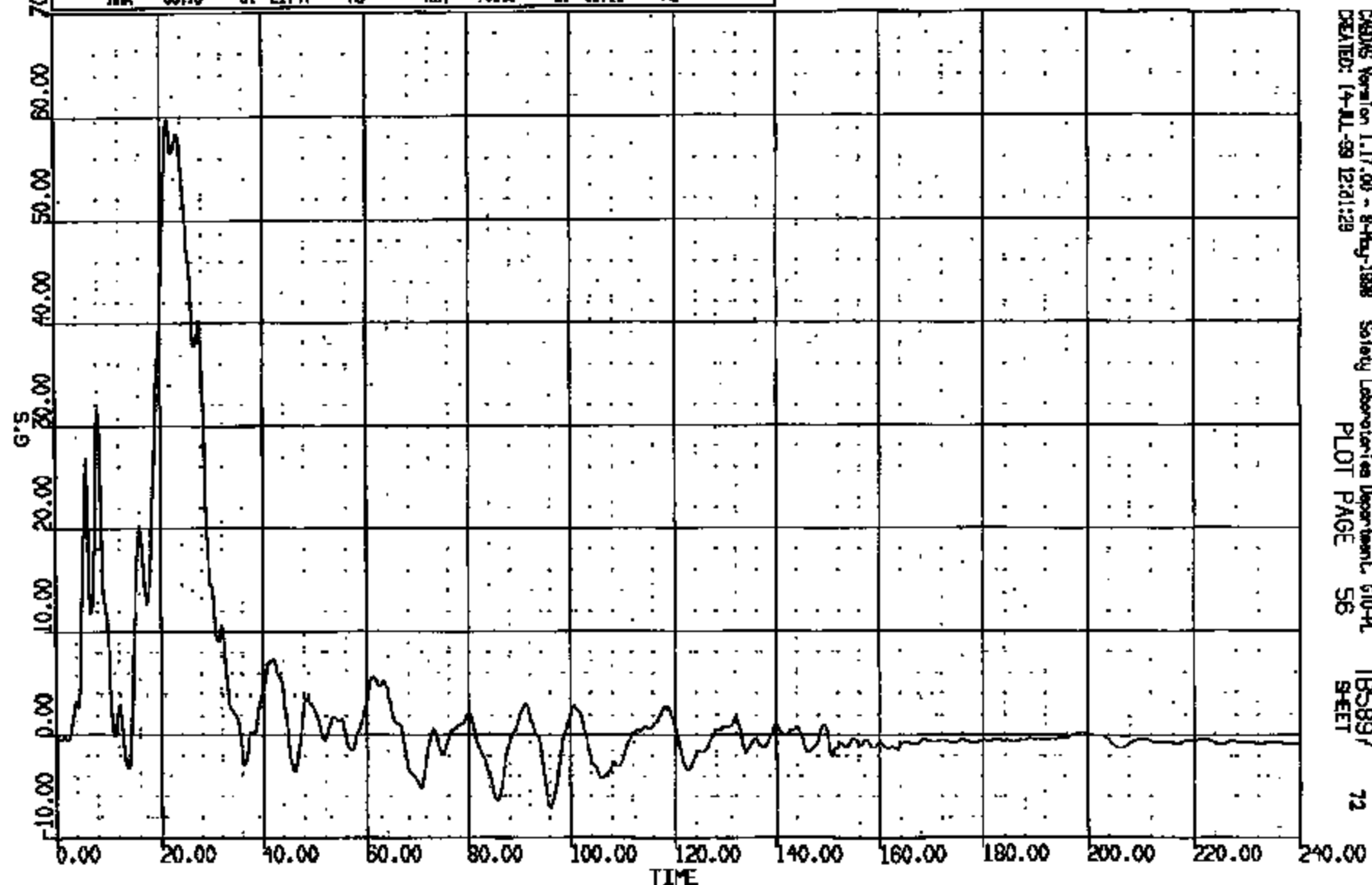
CRIS 0011534

CR R: 11534 TO: T85897 DATE: 890714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(64) CR11534T L/B-PLR INSIDE @ STRIKER LAT 60C

MAX = 59.79 at 21.44 MS MIN = -7.098 at 96.16 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-98 12:01:29

Safety Laboratories Department, 510-AL
PLOT PAGE 58

T85897
SHEET 72

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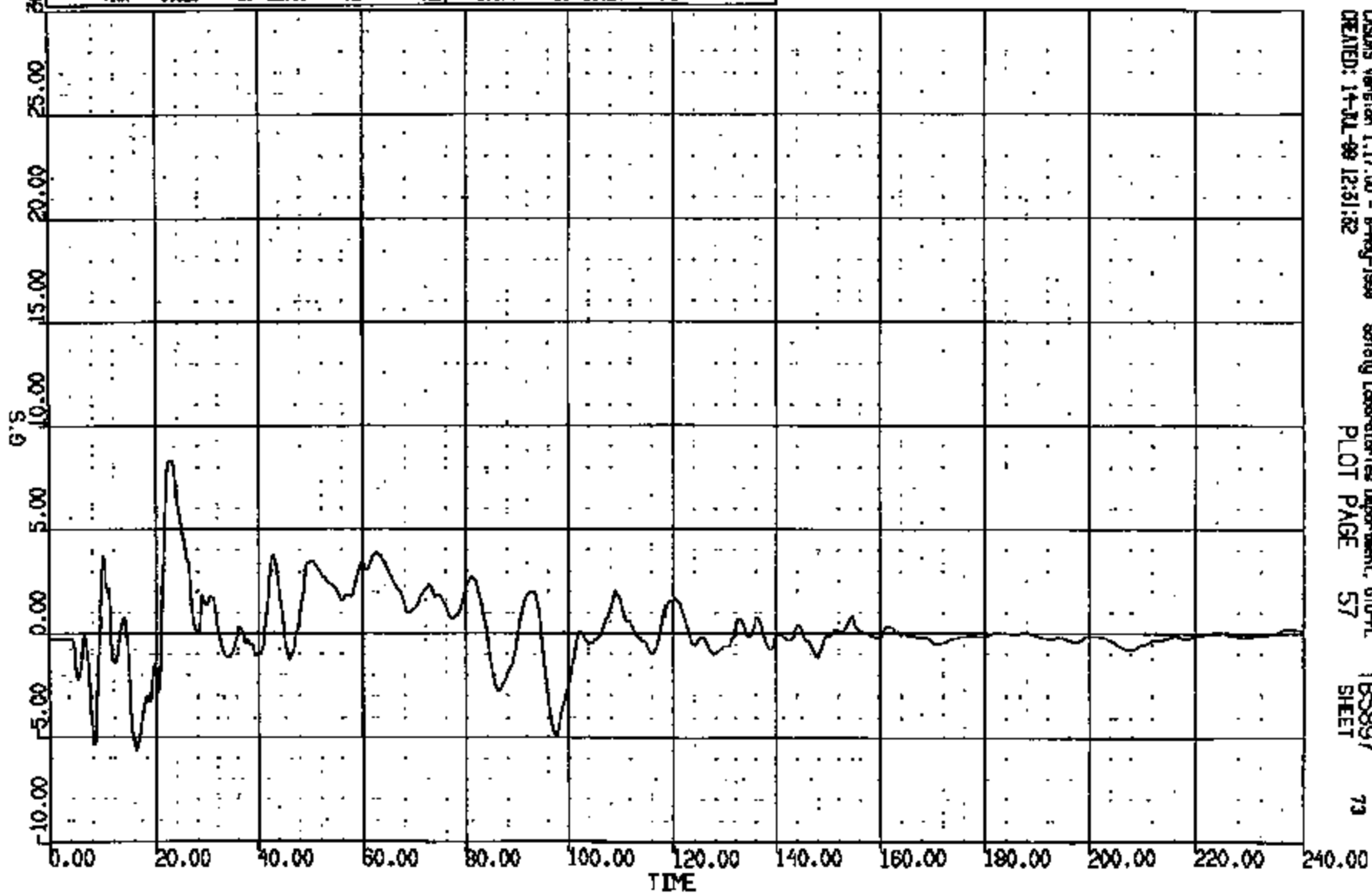
CR11534

CR #: 11554 TO: T85897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(65) CR11534T L/O-PLR INSIDE @ ROCKER LONG 60C

MAX = 8.329 at 22.00 MS MIN = -5.674 at 16.24 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:31:32

Safety Laboratories Department, 610-PL
PLOT PAGE 57

T85897
SHEET 73

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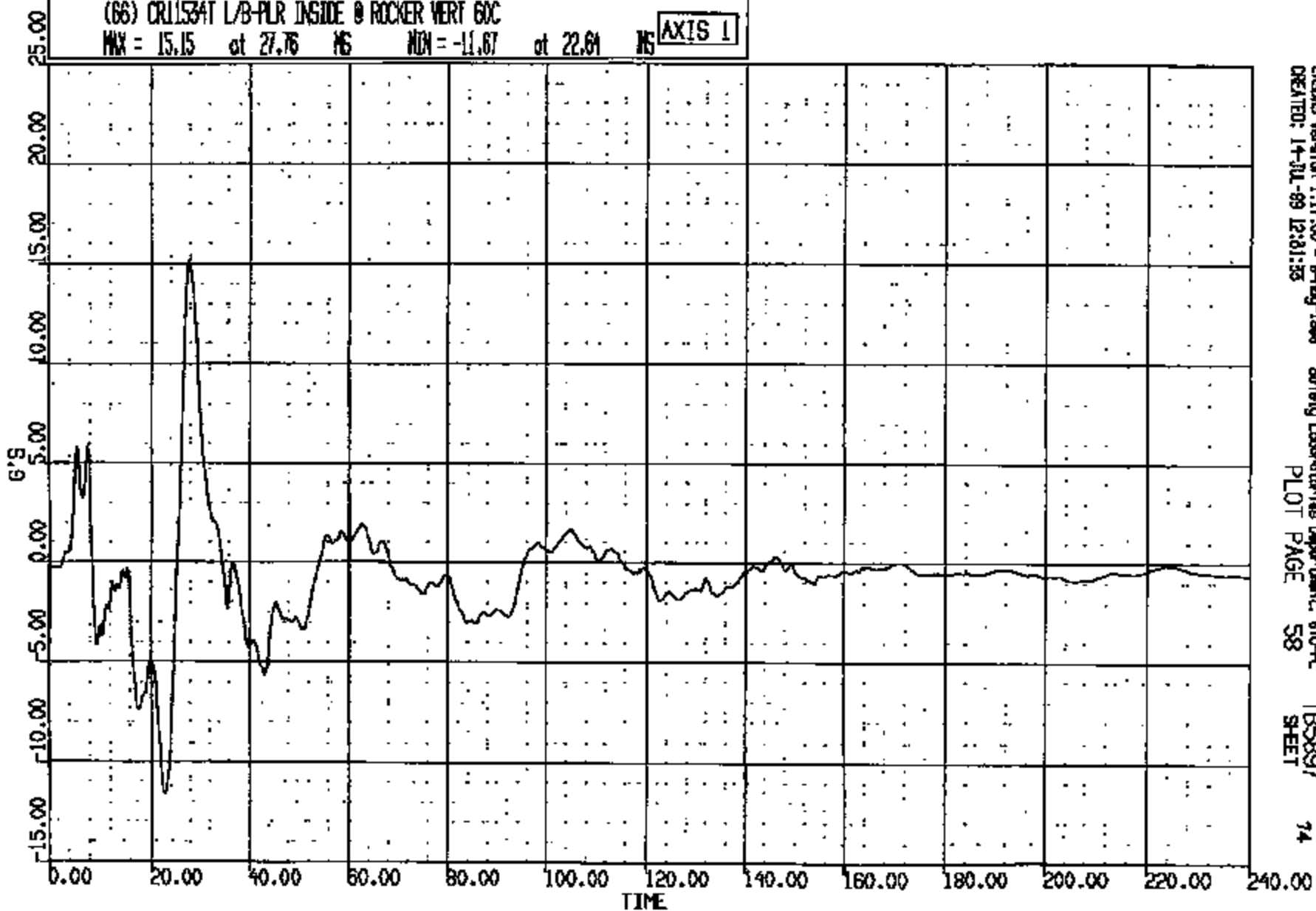
CRTS 0011534

CR R: 11634 TO: TB5897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE SA

(66) CRT1534T L/B-PLR INSIDE @ ROCKER VERT 60C

MAX = 15.15 at 27.76 MS MIN = -11.67 at 22.64 MS

AXIS 1



CASINS Version 1.17.00 - 8-Aug-1999
CREATED: 14-JUL-99 12:31:33

Safety Laboratories Department, SIO-PL
PLOT PAGE 58

TB5897
SHEET

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ENTIRE PAGE CONFIDENTIAL

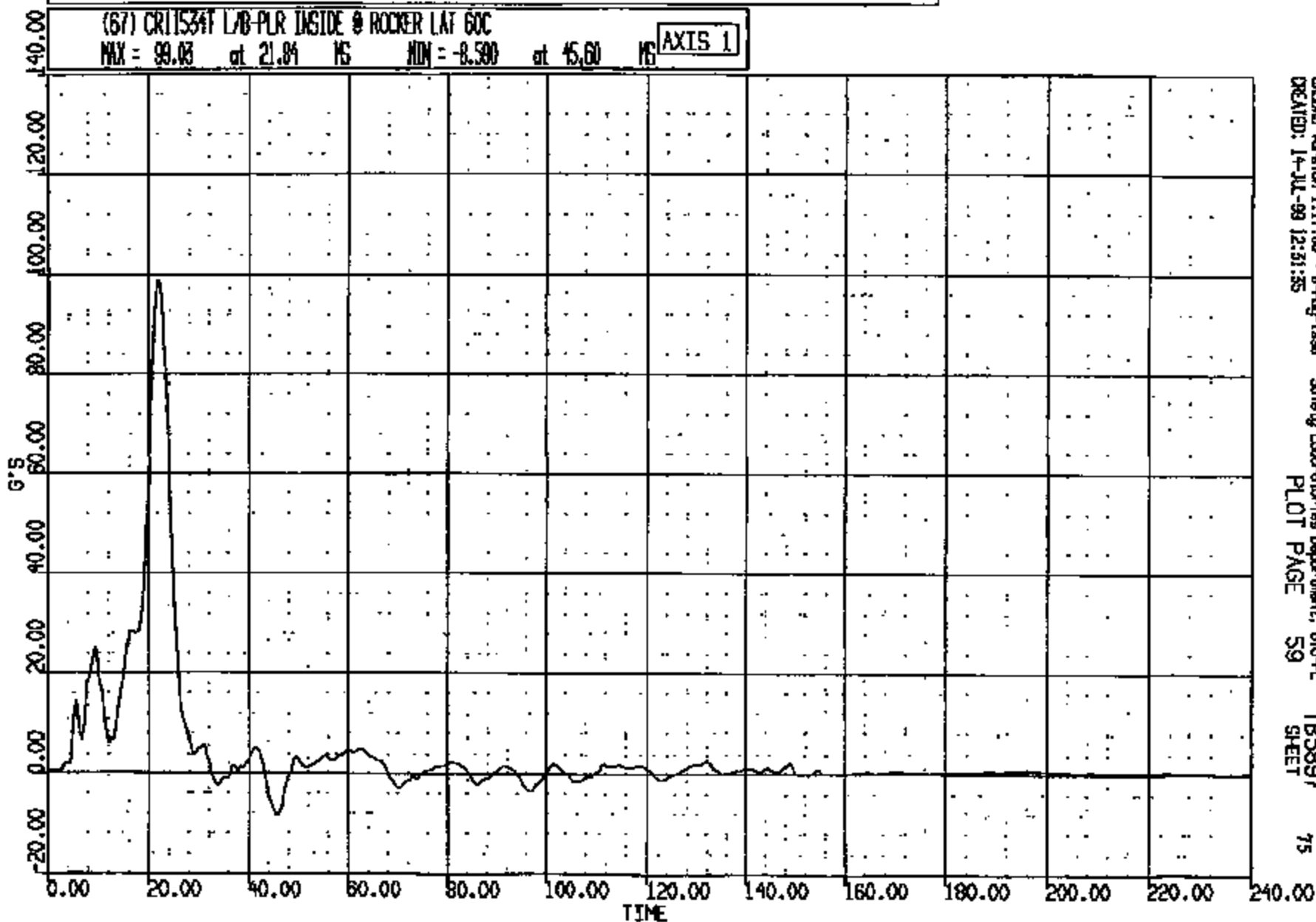
CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(67) CR11534T L/B-PLR INSIDE @ ROCKER LAT 60C

MAX = 99.03 at 21.84 MS MIN = -8.590 at 45.60 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:31:35

Safety Laboratories Department, 610-PL
PLOT PAGE 59

TB5897
SHEET

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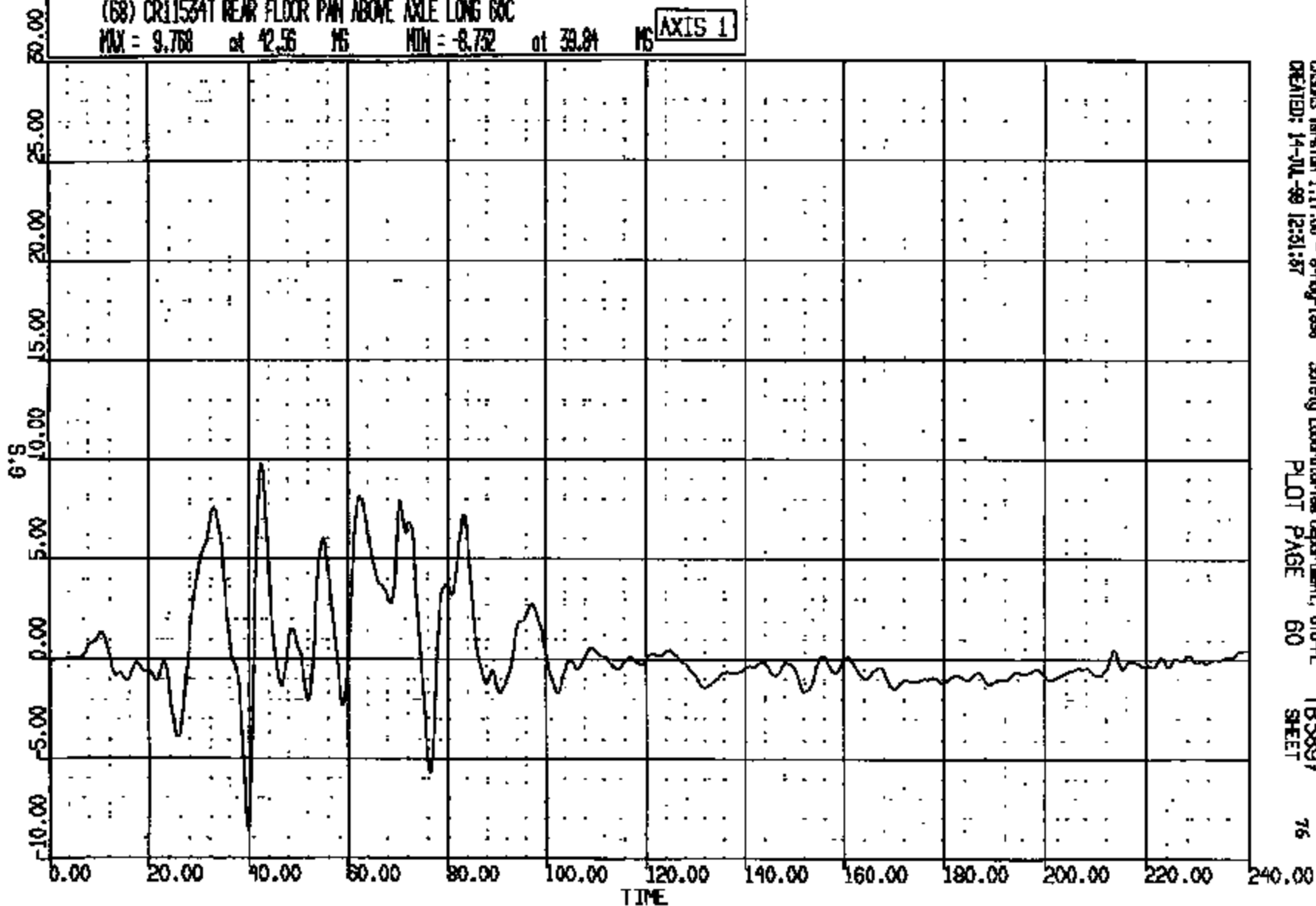
CRIS 0011534

CR R: 11534 TC: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(68) CR11534T REAR FLOOR PAN ABOVE AXLE LONG GOC

MAX = 9.768 at 42.56 MS MIN = -8.732 at 39.84 MS

AXIS 1



CASIMS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:57

Safety Laboratories Department, GTO+L
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TB5897
SHEET

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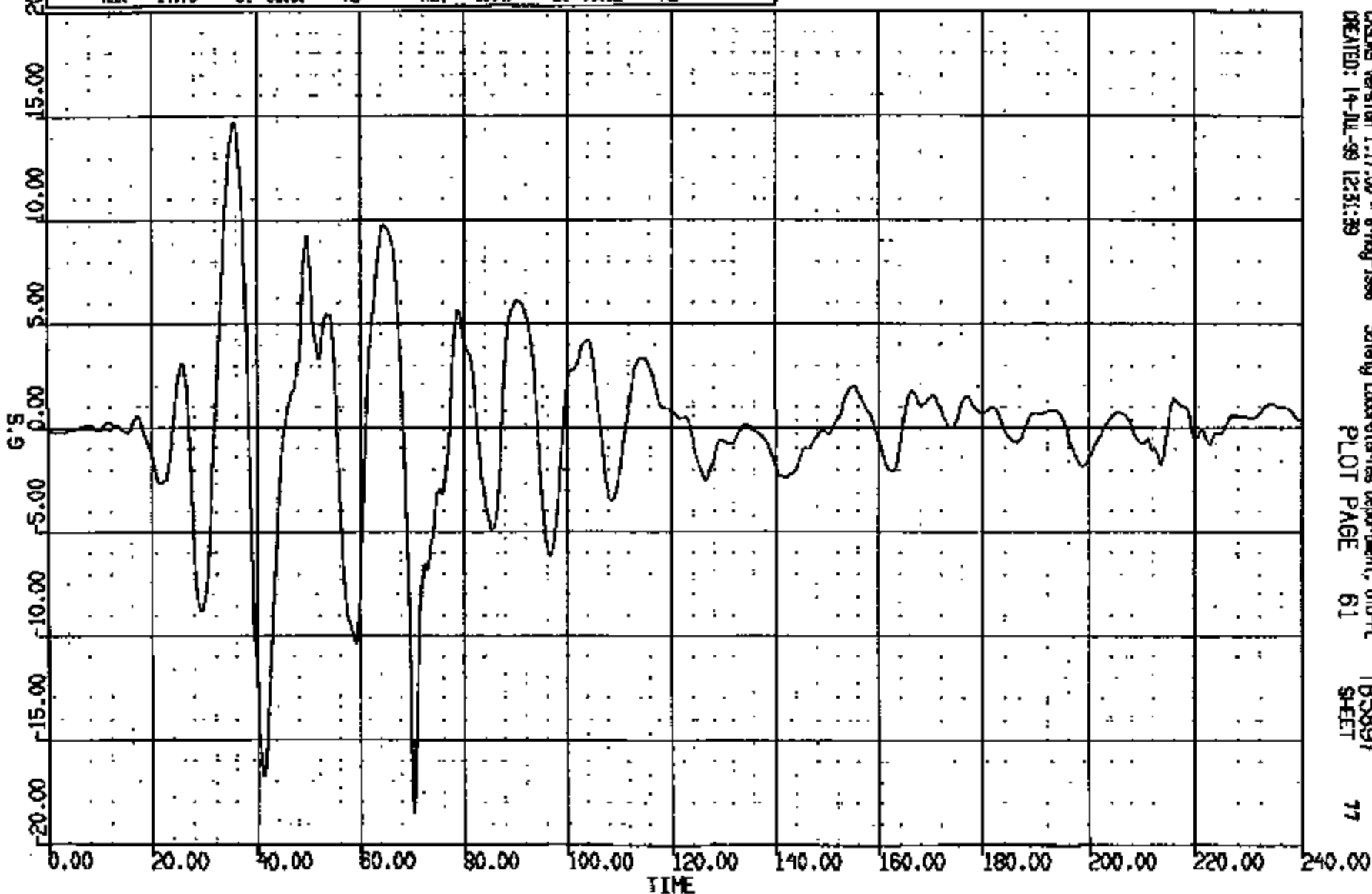
CRIS 0011534

CR R: 11384 TO: T85897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(69) CR11534T REAR FLOOR PAN ABOVE AXLE VERT GOC

MAX = 14.76 at 35.60 MS MIN = -18.47 at 70.32 MS

AXIS 1



CASME Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:39

Safety Laboratories Department, STD-PL
PLOT PAGE 61

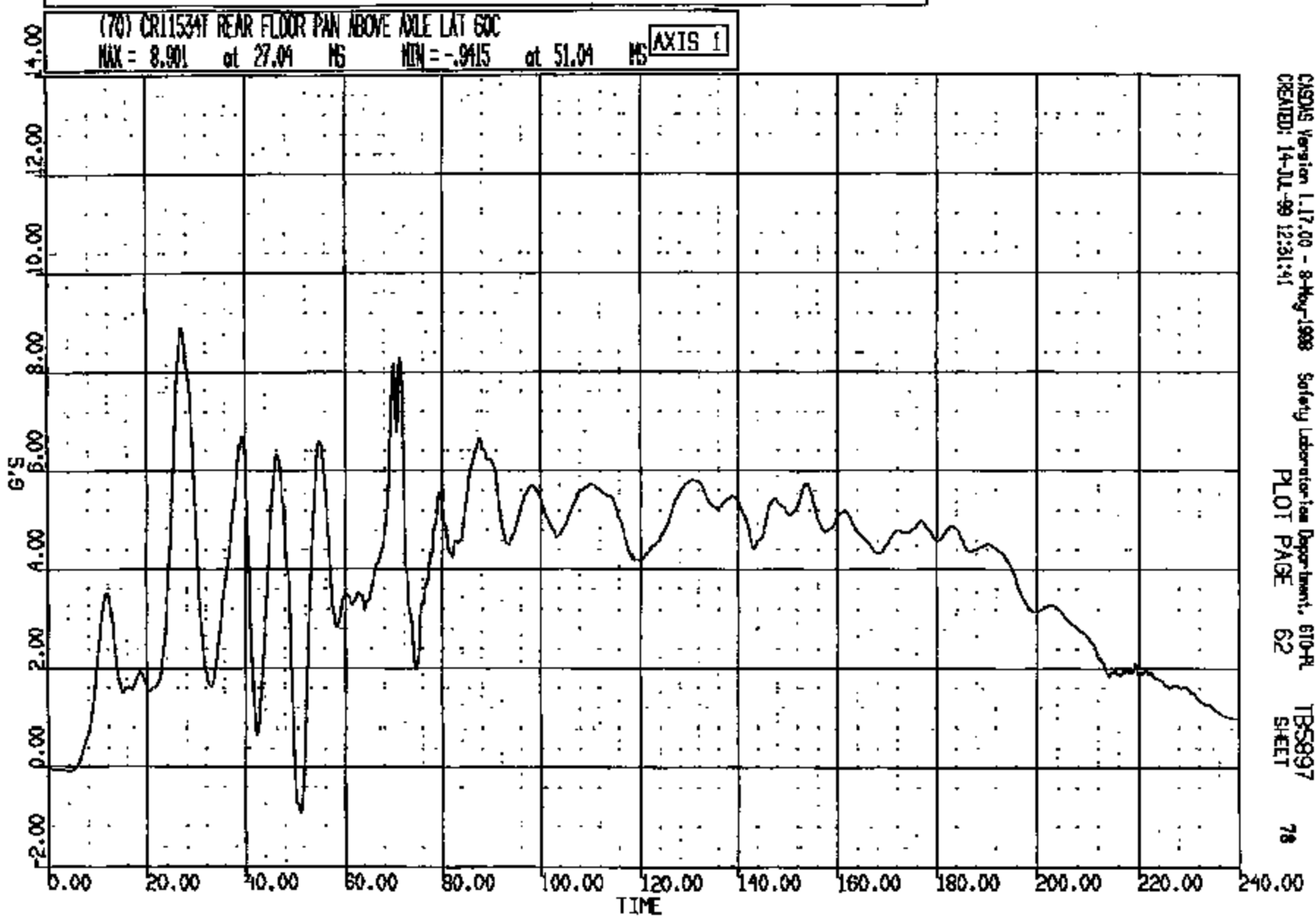
T85897
SHEET

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ENTIRE PAGE CONFIDENTIAL

CRTS 0011534

CR R: 11534 TO: TBS897 DATE: 990714 11:52:26
1999 TOWN CAR MOVING DEFORMABLE BA



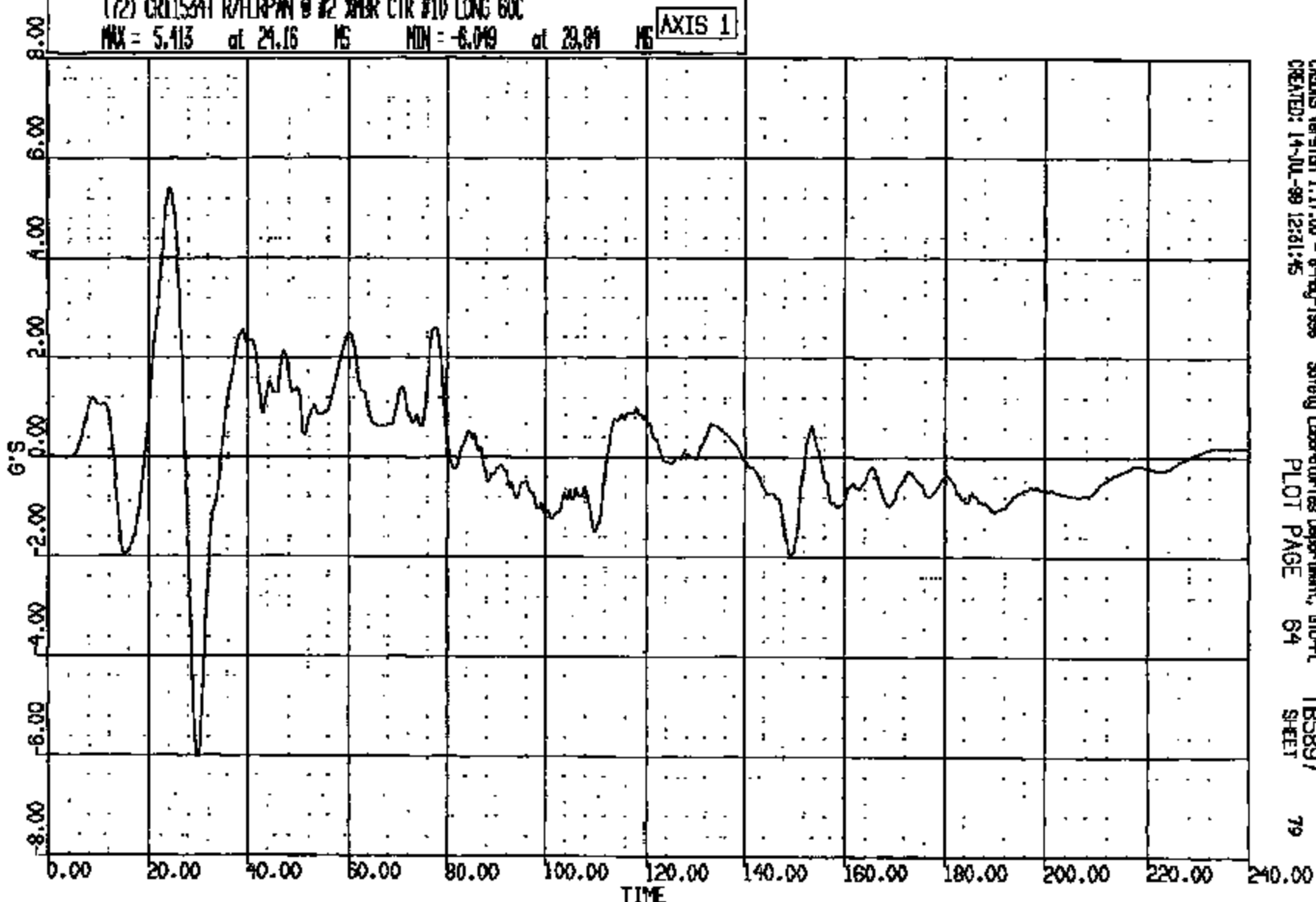
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(72) CR115341 R/FLRPN 9 #2 XMR CTR #10 LONG 60C

MAX = 5.113 at 29.16 MS MIN = -8.049 at 29.84 MS

AXIS 1



CASMS Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:31:45

Safety Laboratories Department, 810-PL
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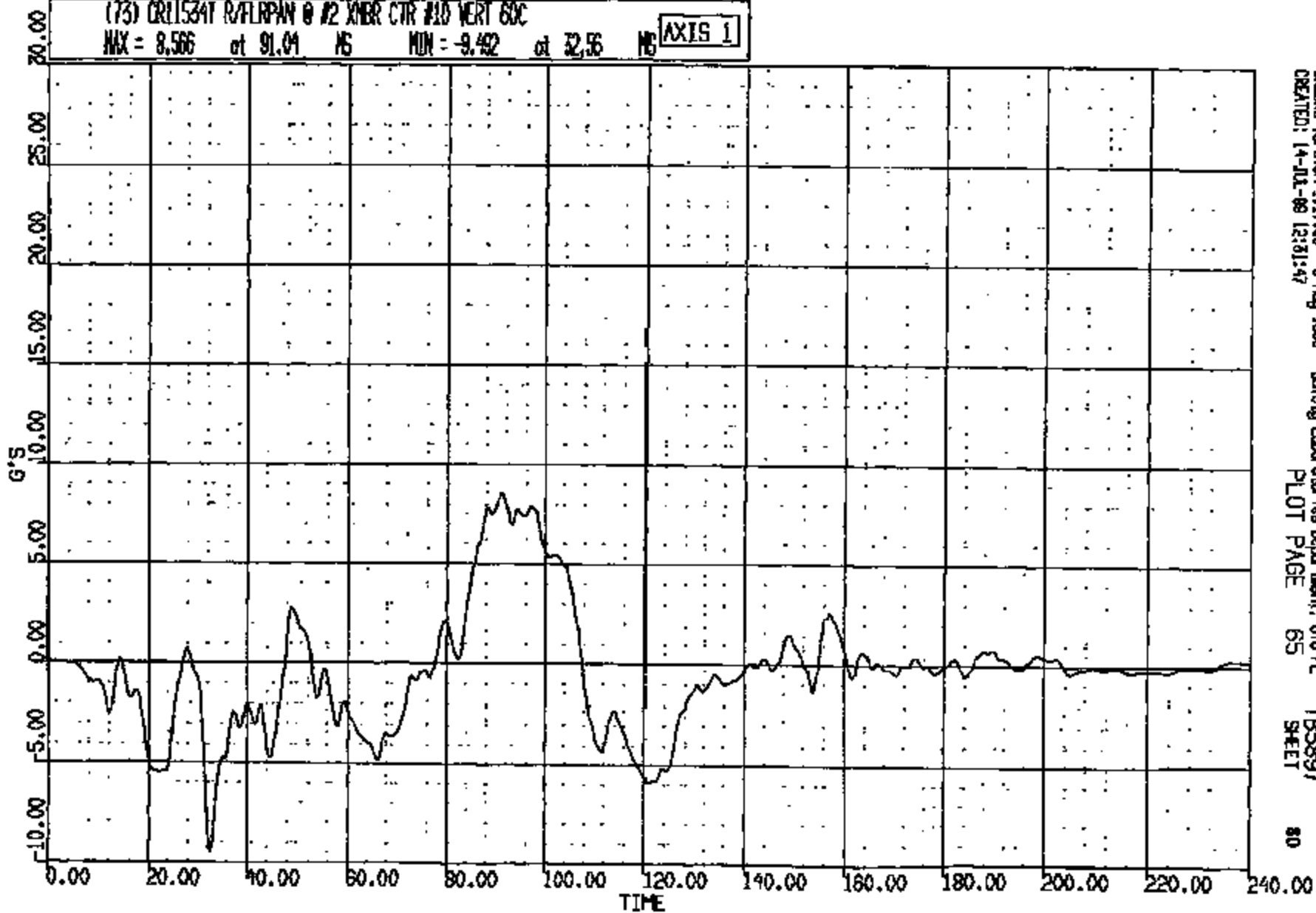
ENTIRE PAGE CONFIDENTIAL

CRIS 0011534

CR R: 11534 TO: T85897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(73) CR11534T R/FLRPN @ #2 XMR CTR #10 VERT 60C

MAX = 8.566 at 91.04 MS MIN = -9.492 at 32.56 MS **AXIS 1**



CASIM Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-98 12:31:47

Safety Laboratories Department, 610-PL
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SHEET 80

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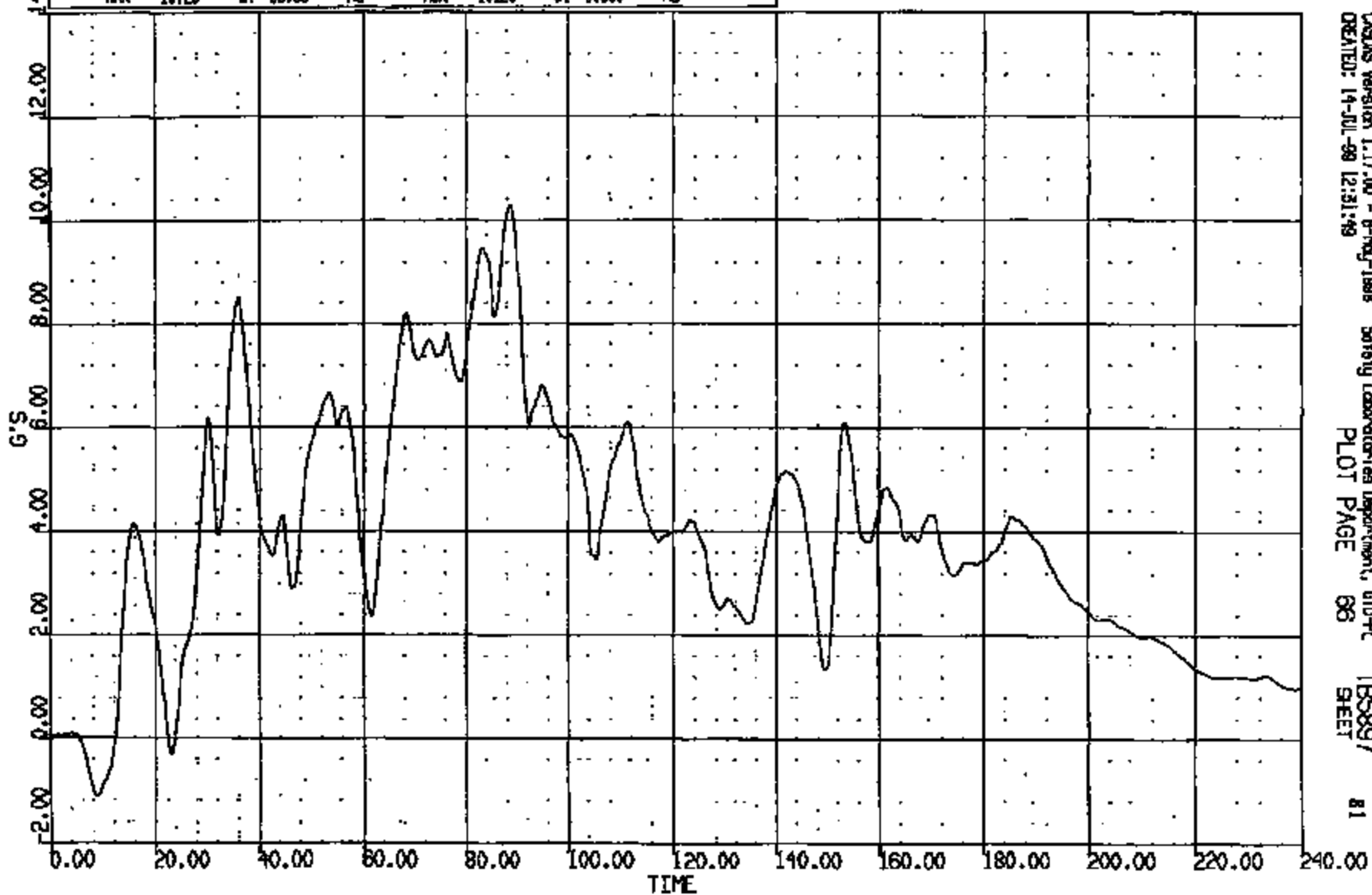
CR11534

CR R: 11534 TO: TB5897 DATE: 880714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(74) CR11534T R/FLPHN @ #2 XMR CTR #10 LAT 60C

MAX = 10.28 at 88.56 MS MIN = -1.129 at 8.560 MS

AXIS 1



CR15 0011534

CADDS Version 1.17.00 - 8-May-1988
CREATED: 14-JUL-98 12:31:49

Safety Laboratories Department, 610-PL
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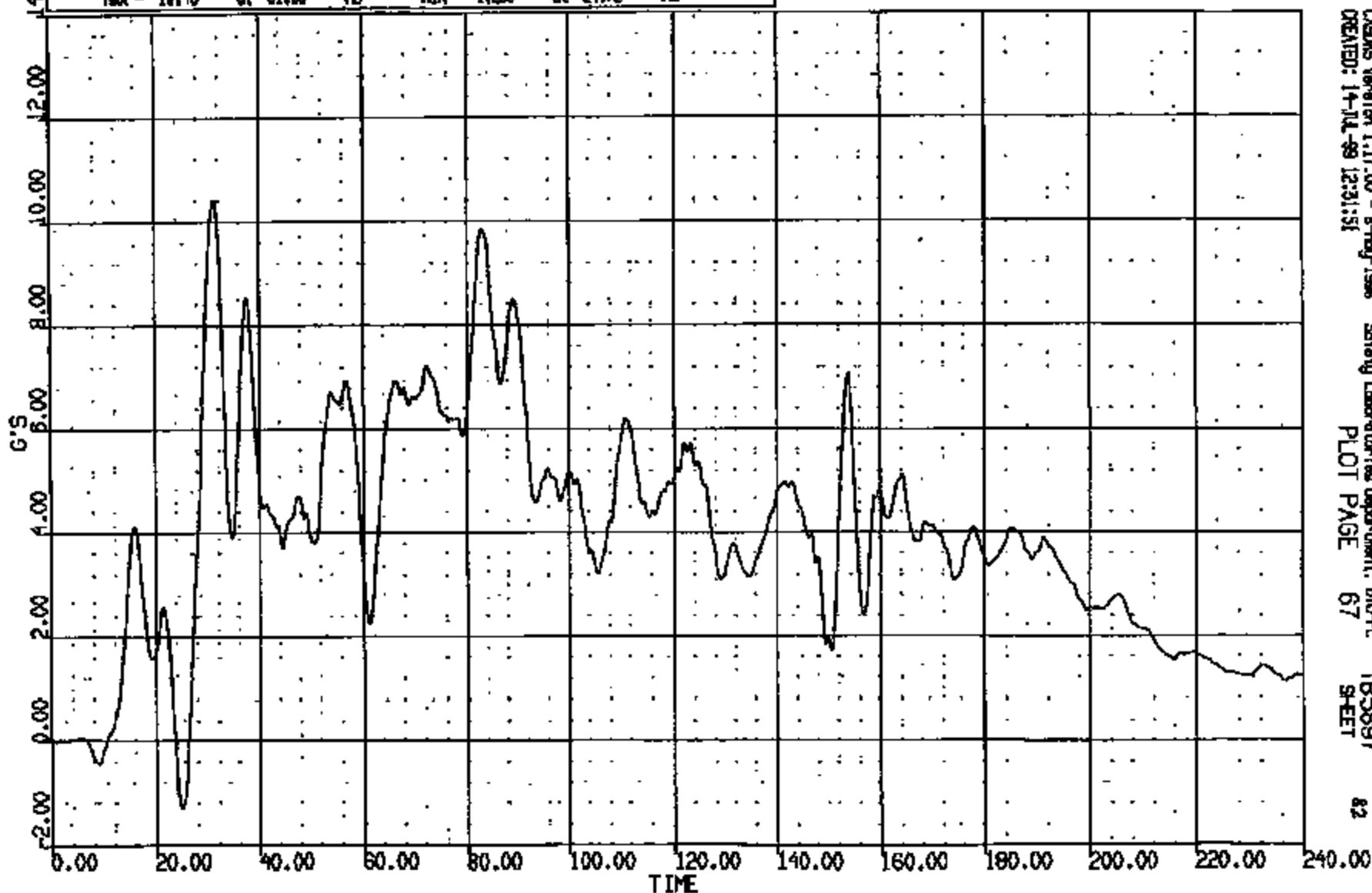
ENTIRE PAGE CONFIDENTIAL

CR #: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(75) CR11534T R/B-PLR IN 8 PKR LAT 60C

MAX = 10.43 at 31.35 MS MIN = -1.20 at 21.72 MS

AXIS 1



CASMS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:31:51

Safety Laboratories Department, 610 PL
PLOT PAGE 67

TB5897
SHEET 62

ENTIRE PAGE CONFIDENTIAL

CRTS 0011534

CR R: 11554 TC: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

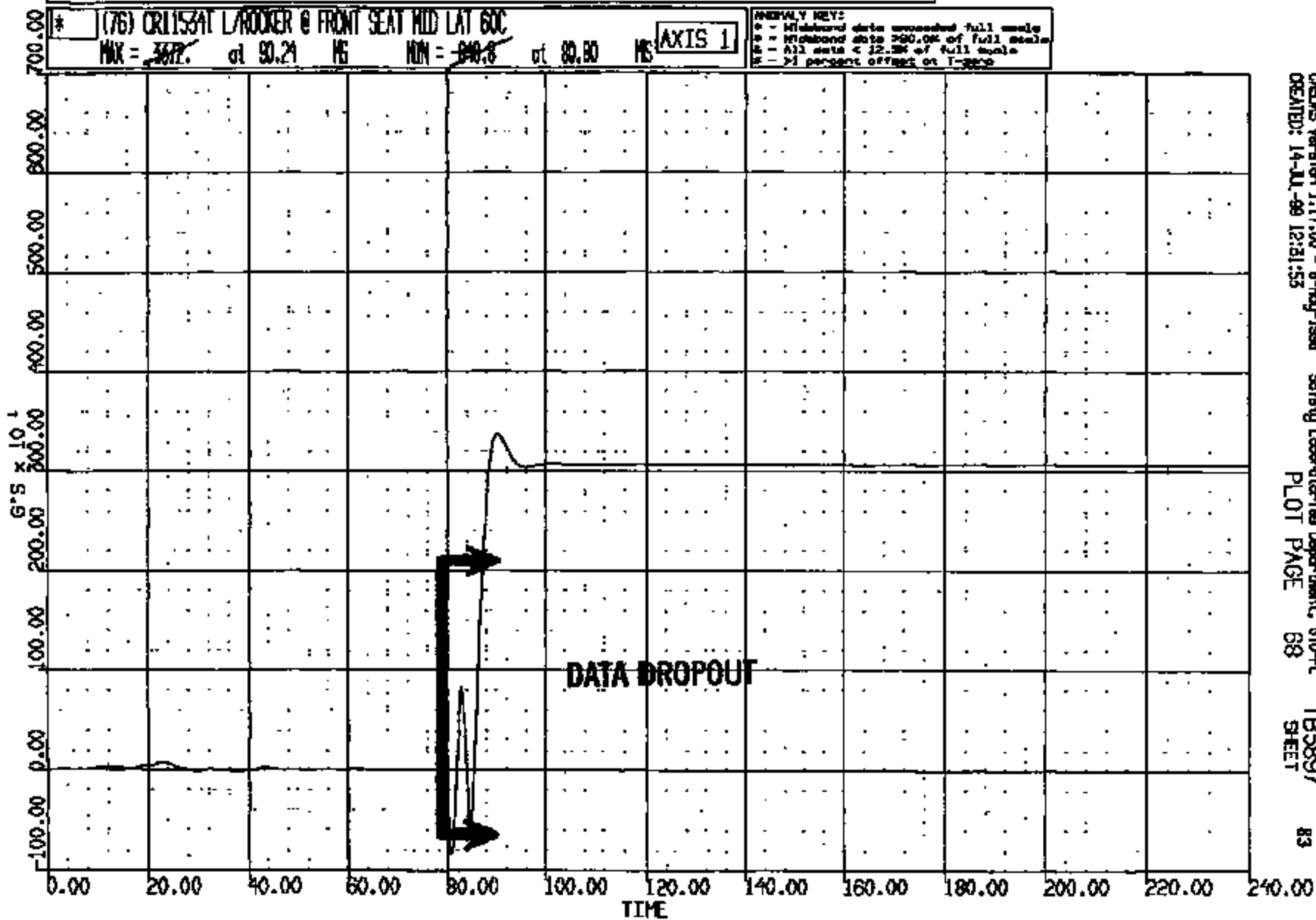
*	(76) OR1153AT L/ROCKER @ FRONT SEAT MID LAT 60C
---	---

MAX = ~~347.7~~ at 80.24 HS MIN = ~~940.8~~ at 80.50 HS

AXIS 1

ANOMALY KEY:

- * - Midband data unwound full scale
- * - Midband data 90.0% of full scale
- * - All data < 12.5% of full scale
- * - >1 percent offset on T-zero



CREDS Version 1.17.00 - 8-May-1996
CREATED: 14-Jul-99 12:31:53

Safely Laboratories Department, 670-PL
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TB5897
SHEET
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ENTIRE PAGE CONFIDENTIAL

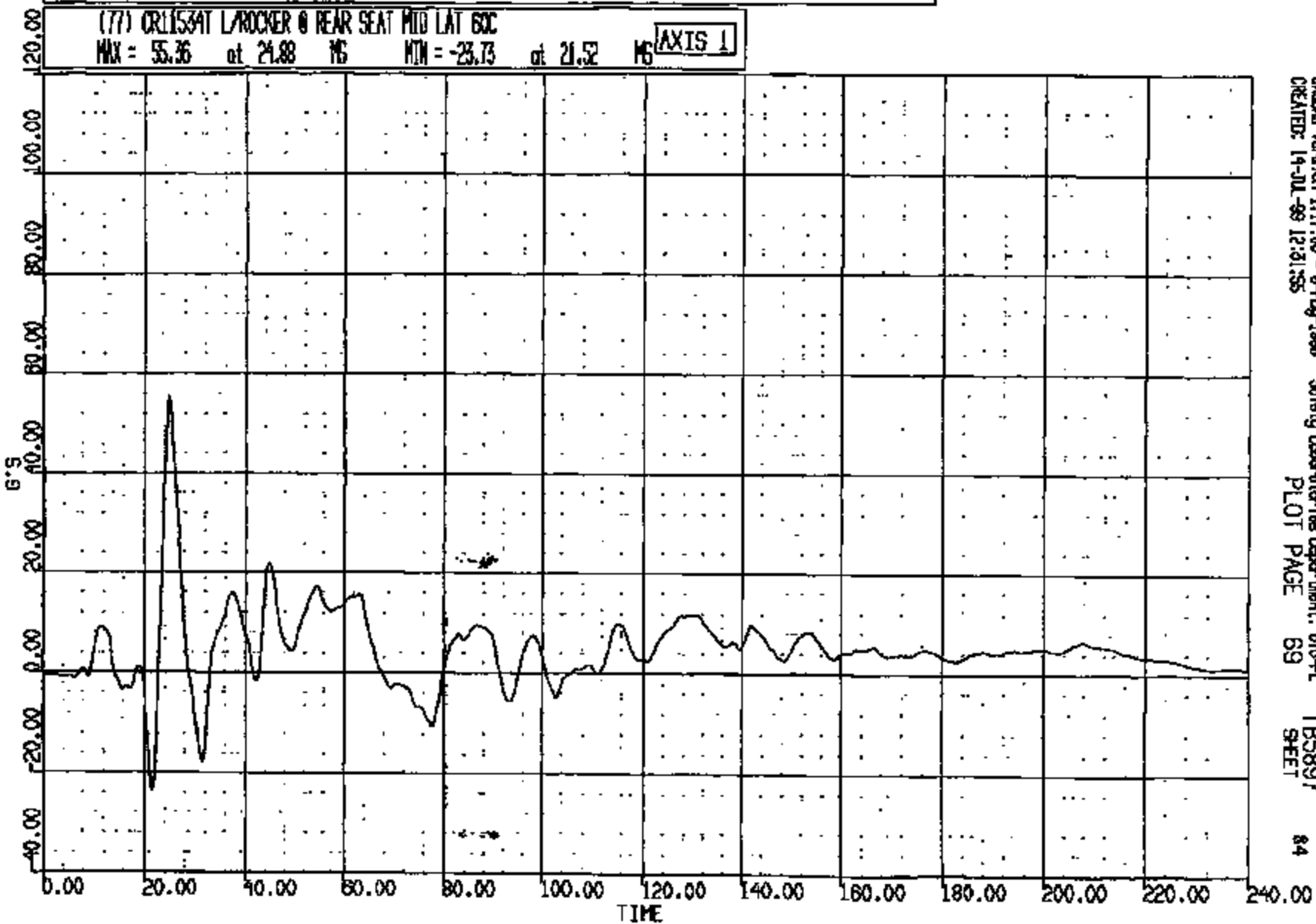
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 880714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(77) CR11534T L/ROCKER @ REAR SEAT MID LAT SOC

MAX = 55.36 at 24.88 MG MIN = -23.73 at 21.52 MG

AXIS 1



CASMS Version 1.17.00 - 8-Aug-1998
CREATED: 14-JUL-98 12:31:55

Safety Laboratories Department, 610-PL
PLOT PAGE 69

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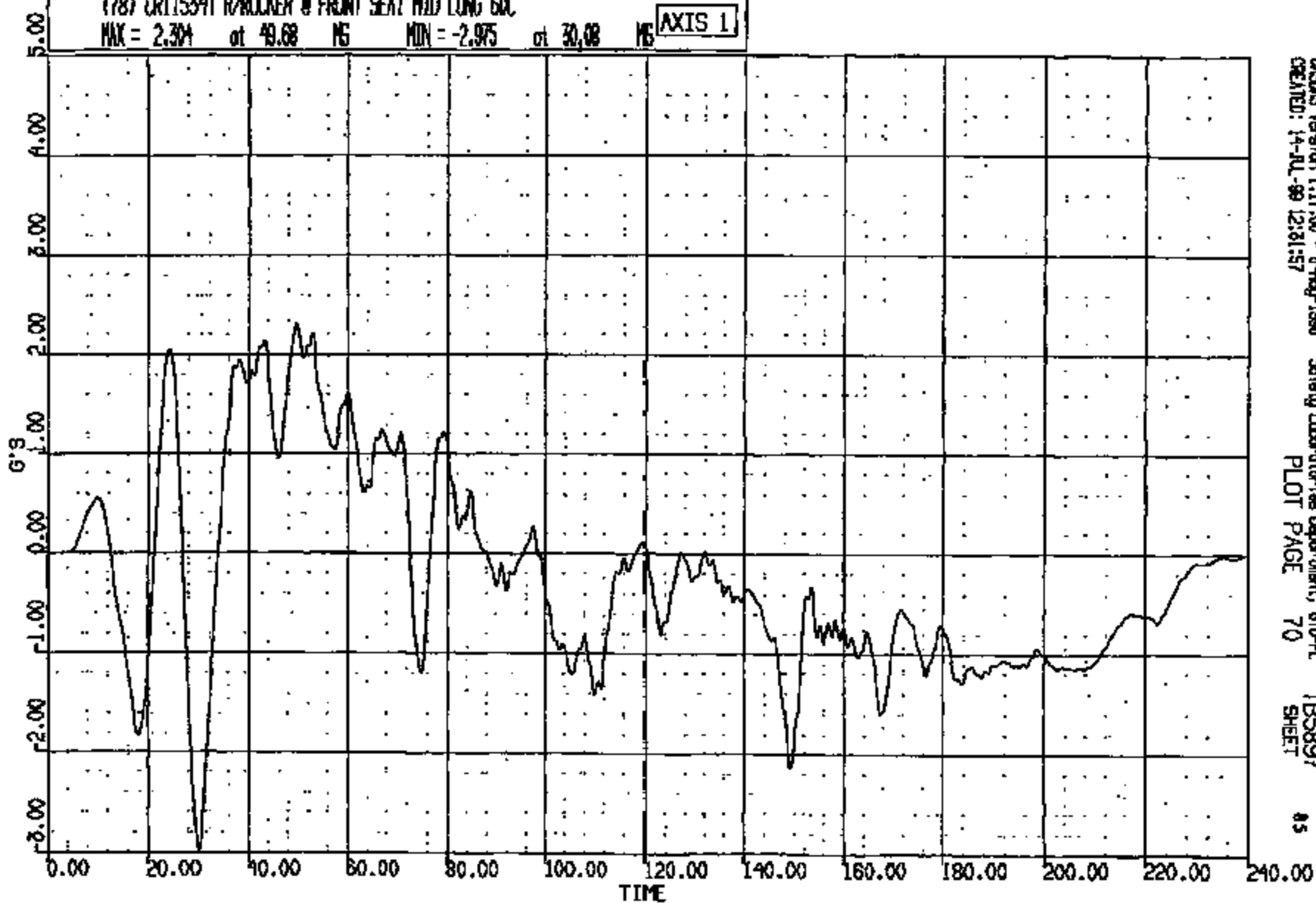
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(78) CR11534T R/ROCKER @ FRONT SEAT MID LONG GXC

MAX = 2.304 at 49.08 MS MIN = -2.975 at 30.08 MS

AXIS 1



CRS045 Version 1.17.00 - 8-May-1999
CREATED: 14-JUL-99 12:31:57

Safety Laboratories Department, 610-PL
PLOT PAGE 70

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SHEET 45

ENTIRE PAGE CONFIDENTIAL

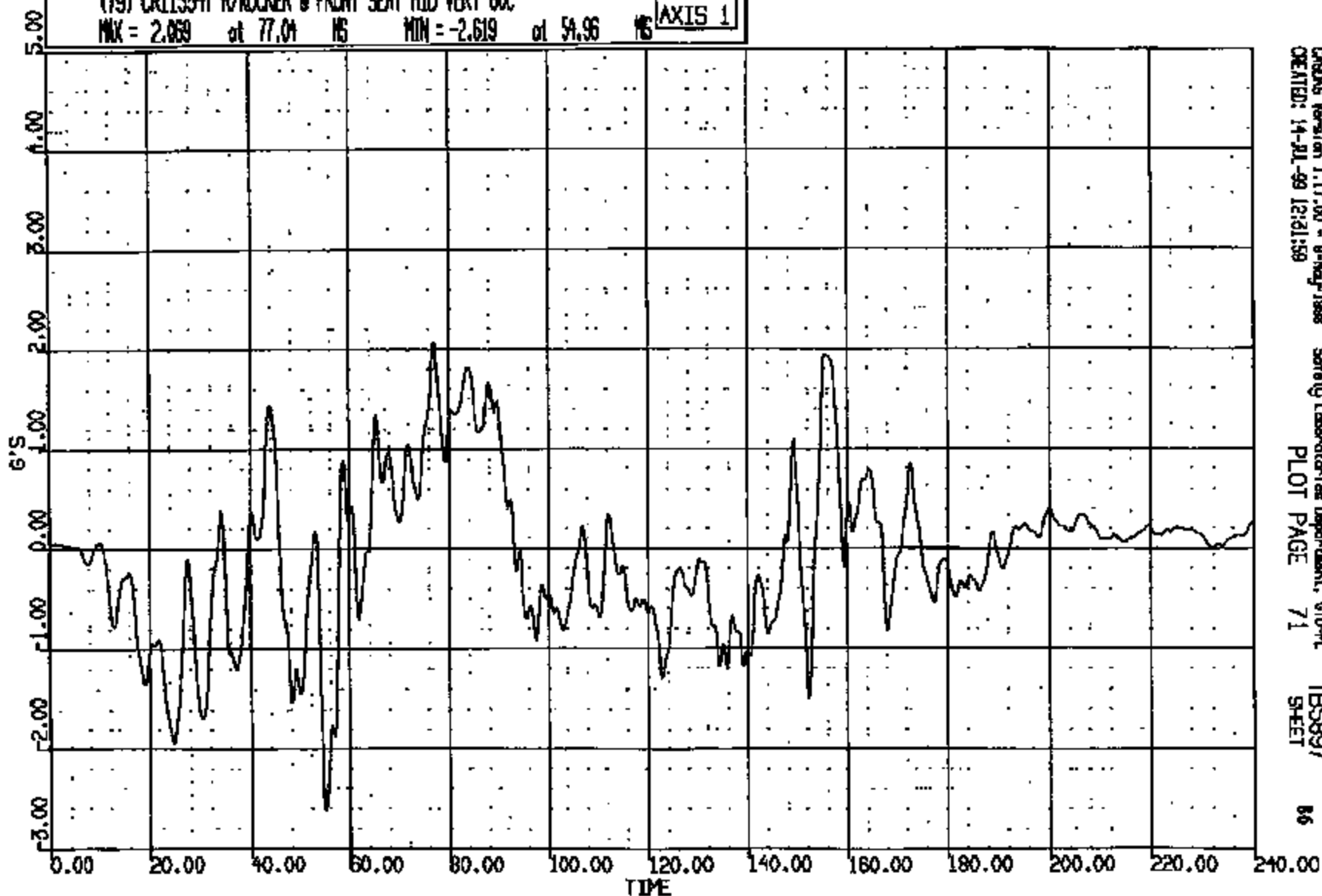
CRIS 0011534

CR R: 11534 TO: TBS897 DATE: 090714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(79) CR11534T R/ROCKER @ FRONT SEAT MID VERT GDC

MAX = 2.059 at 77.04 MS MIN = -2.619 at 54.96 MS

AXIS 1



CRTS 0011534

CADDS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:21:59

Safety Laboratories Department, GTD-FL
PLOT PAGE 71

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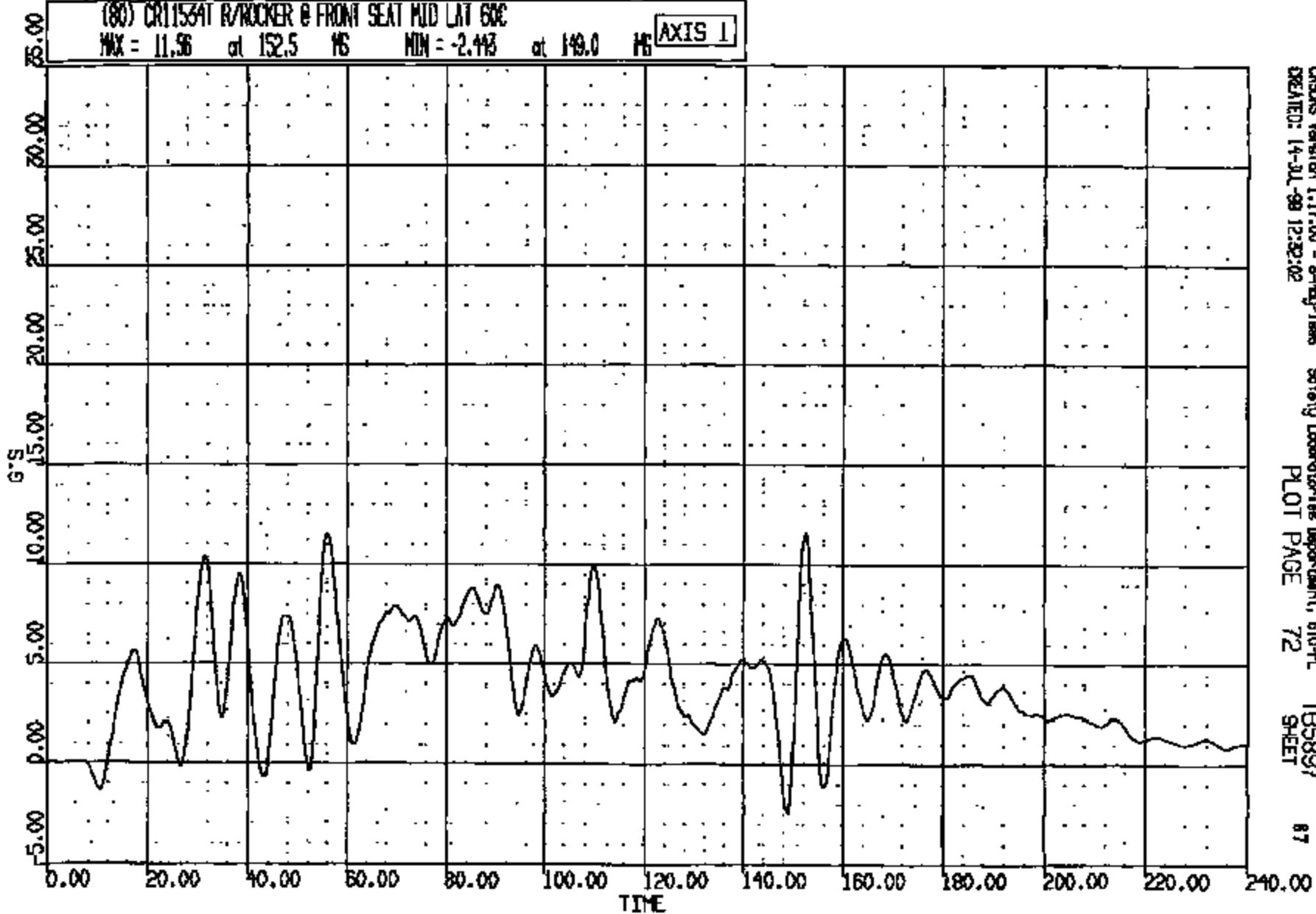
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(80) CR11534T R/ROCKER @ FRONT SEAT MID LAT 60C

MAX = 11.56 at 152.5 MS MIN = -2.443 at 149.0 MS

AXIS 1



CASDS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:52:02

Seifert Laboratories Department, 610-PL
PLOT PAGE 72

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SHEET

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ENTIRE PAGE CONFIDENTIAL

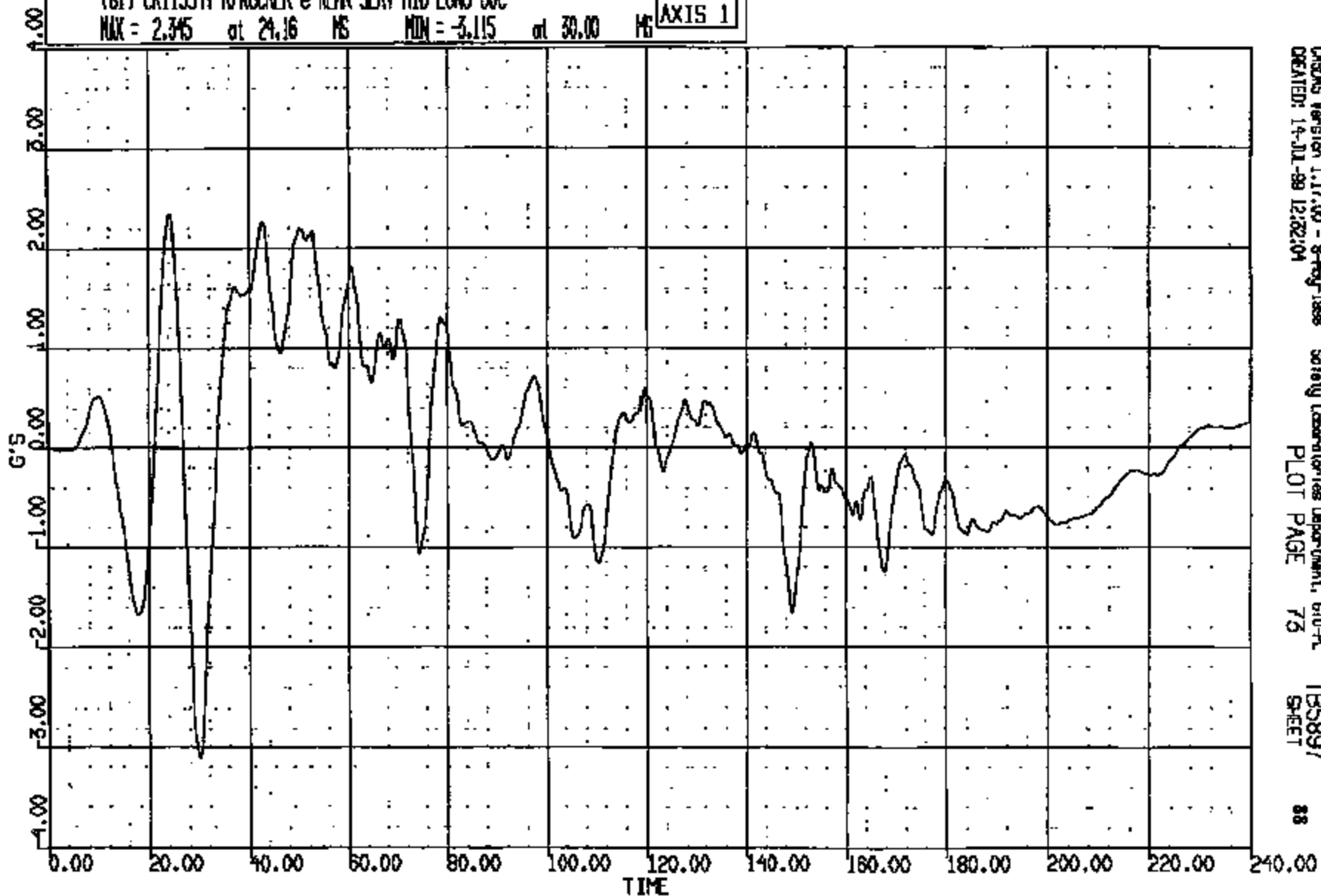
CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE GA

(81) CR11534T R/ROCKER @ REAR SEAT MID LONG 60C

MAX = 2.345 at 24.16 MS MIN = -3.115 at 30.00 MS

AXIS 1



CRS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-99 12:02:04

Safety Laboratories Department, 670-P
PLOT PAGE 75

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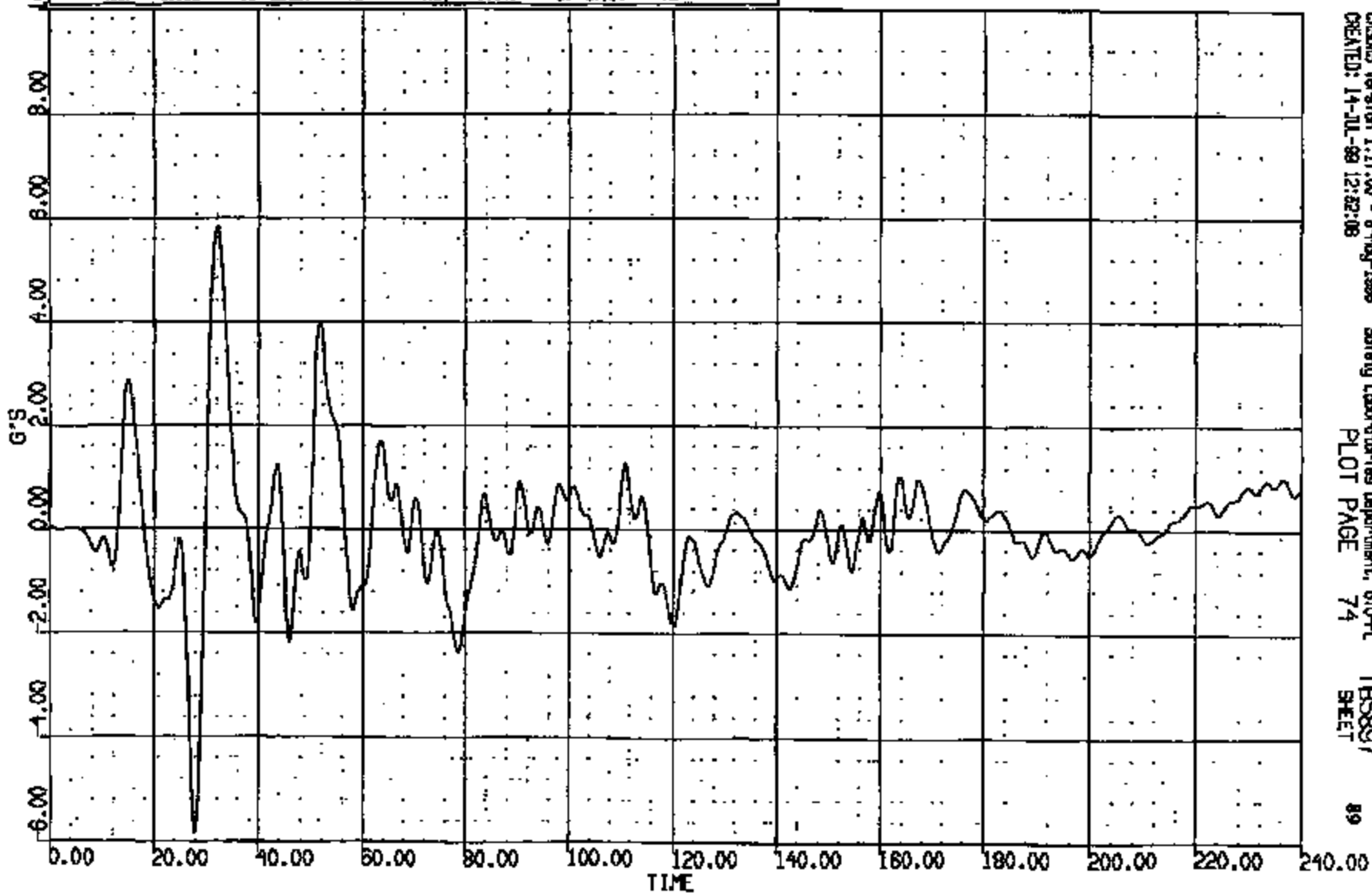
CRTS 0011534

CR R: 11534 TO: T85897 DATE: 890714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(82) CR11534T R/ROCKER @ REAR SEAT MID VERT GXC

MAX = 5.862 at 32.24 MS MIN = -5.840 at 27.84 MS

AXIS 1



CASMS Version 1.17.00 - 8-May-1998
CREATED: 14-JUL-98 12:52:08

Safety Laboratories Department, 610-PL
PLOT PAGE 74

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SHEET 89

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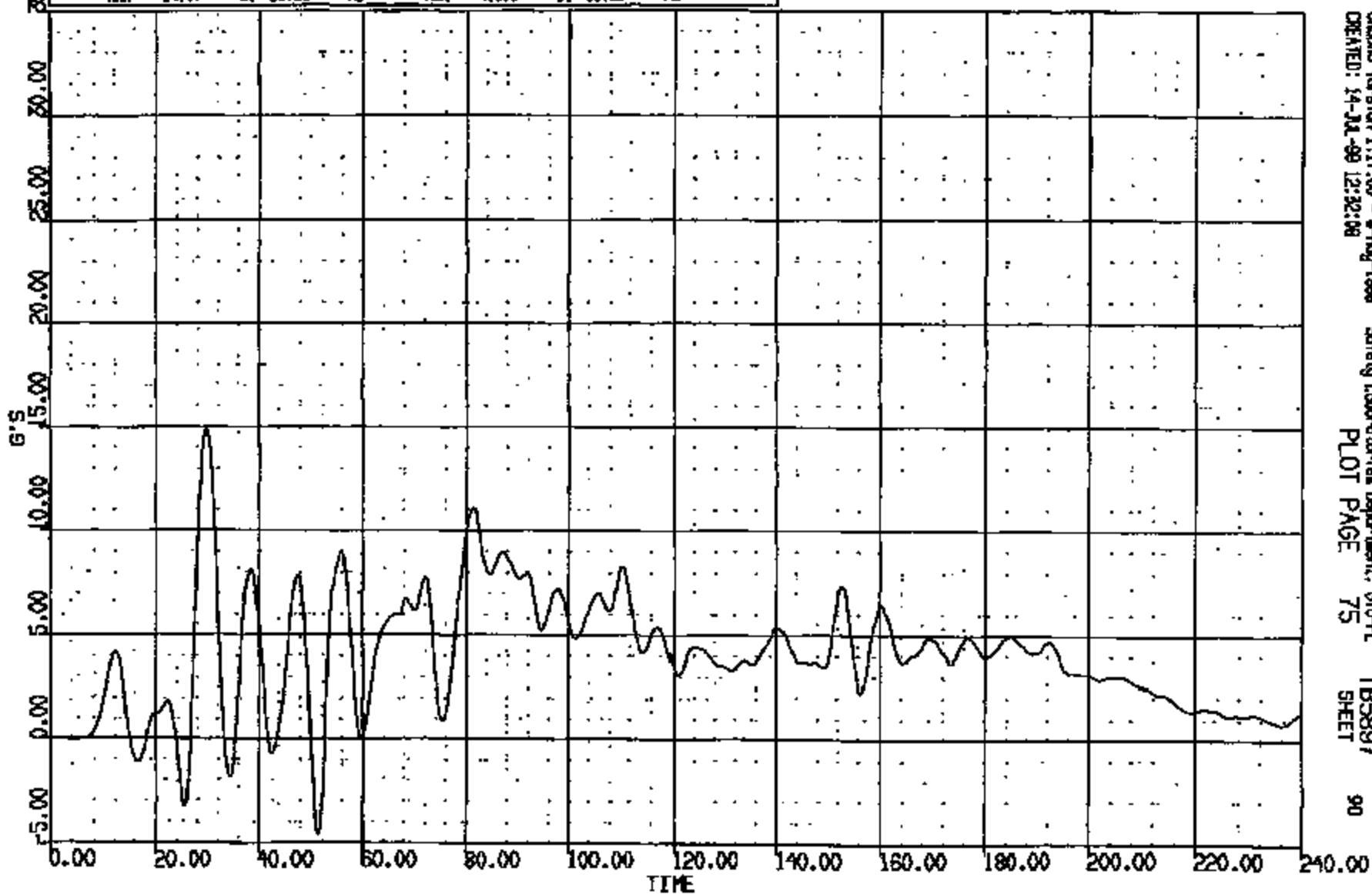
CRIS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(83) CR11534T R/ROCKER @ REAR SEAT MID LAT GDC

MAX = 14.97 at 29.60 MS MIN = -4.589 at 51.20 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1999
CREATED: 14-Jul-99 12:32:08

Safety Laboratories Department, 610-PL
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TB5897
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CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

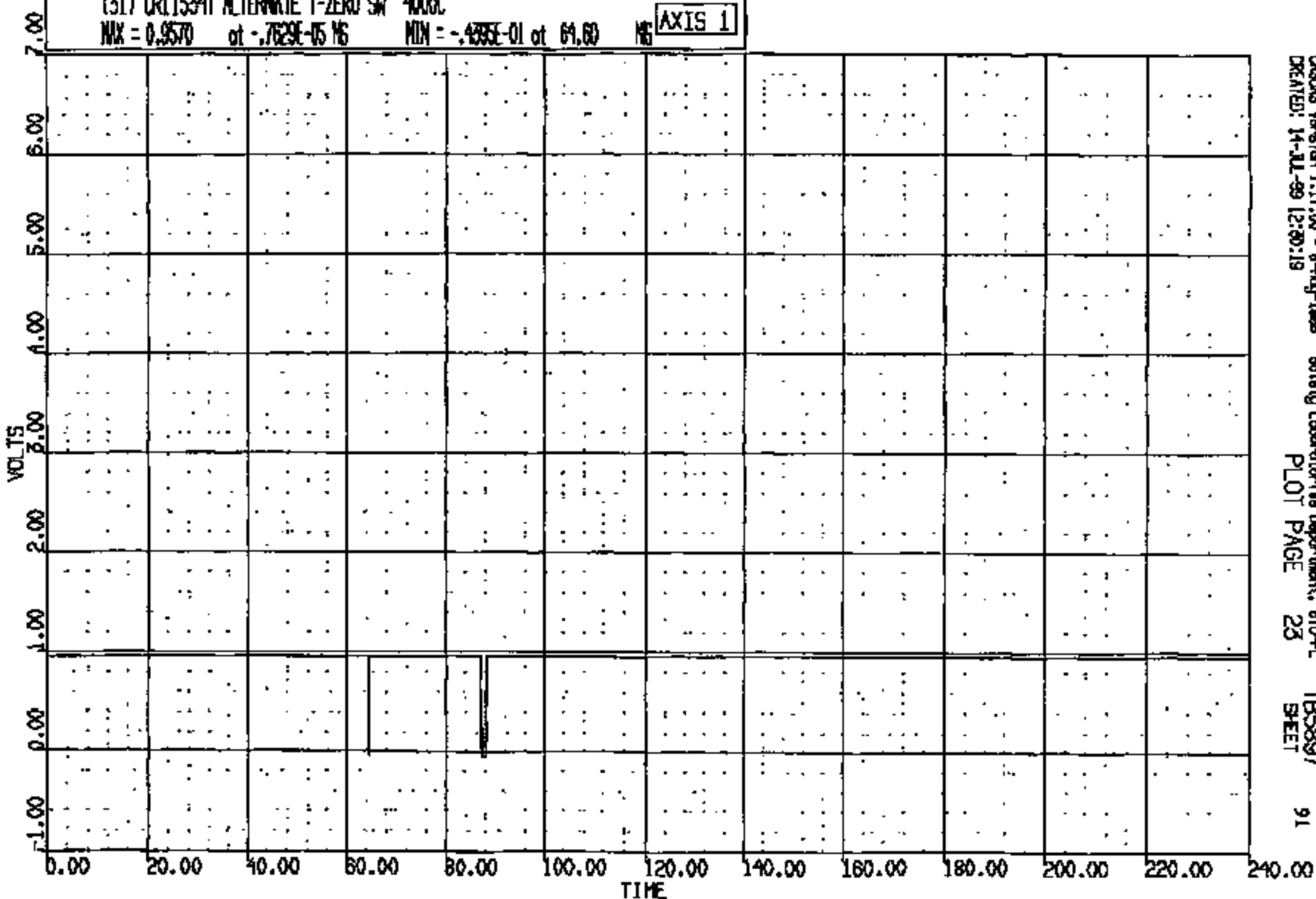
(31) CRT1534T ALTERNATE T-ZERO SW 4000C

MAX = 0.9570

at - .7529E-05 MS

MIN = -.4935E-01 at 64.60

MS **AXIS 1**



CASDAS Version 1.17.00 - 8-Aug-1998
CREATED: 14-JUL-99 12:30:19

Safety Laboratories Department, ETO-PL
PLOT PAGE 23

TB5897
SHEET 91

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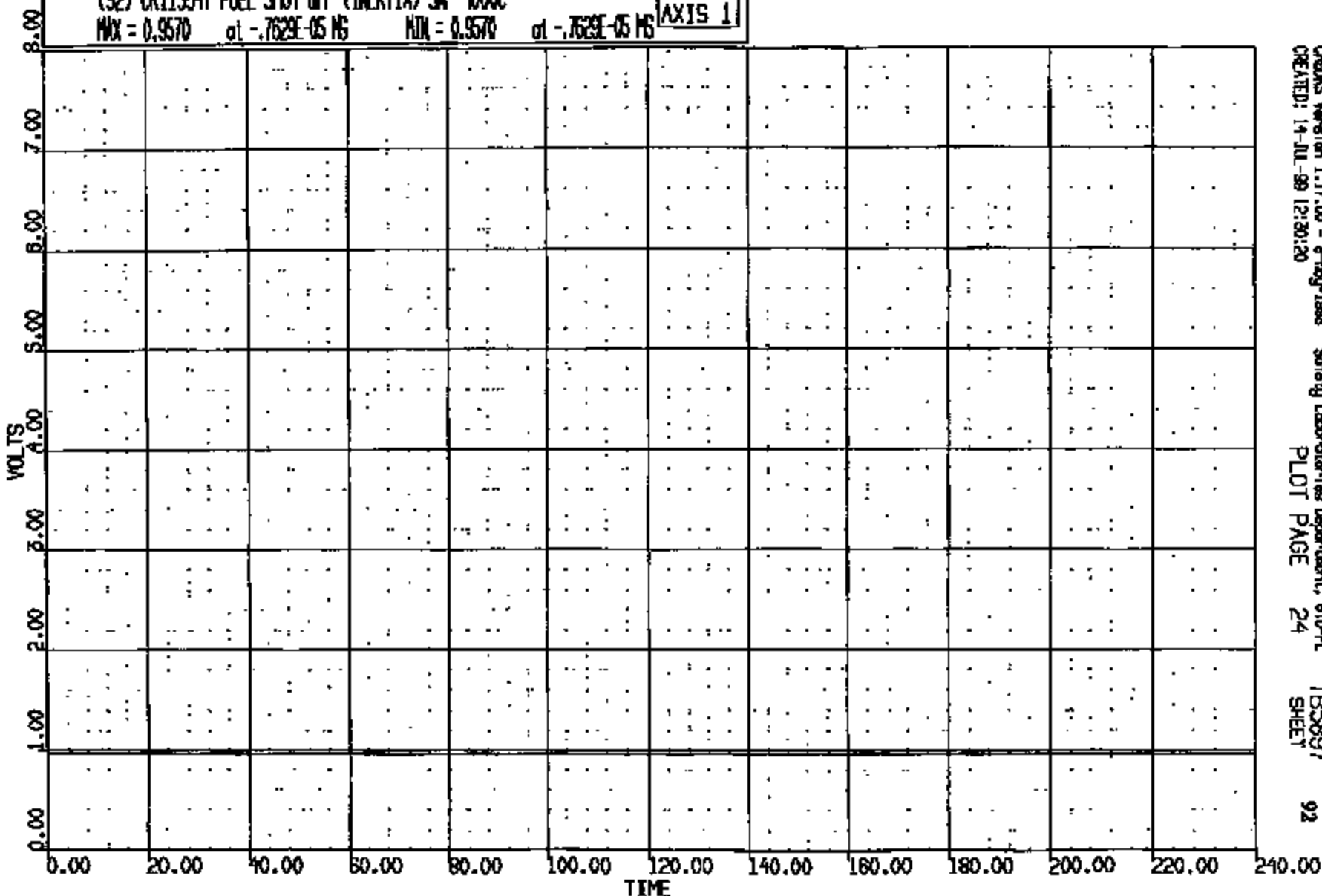
CRTS 0011534

CR R: 11534 TO: TBS897 DATE: 890714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA

(32) CR11534T FUEL SHUT OFF (INERTIA) SA 4000C

MAX = 0.9570 at -.7629E-05 MS MIN = 0.9570 at -.7629E-05 MS

AXIS 1



CADDS Version 1.17.00 - 8-Aug-1988
CREATED: 14-JUL-99 12:30:20

Safety Laboratories Department, 610-PL
PLOT PAGE 24

TBS897
SHEET 92

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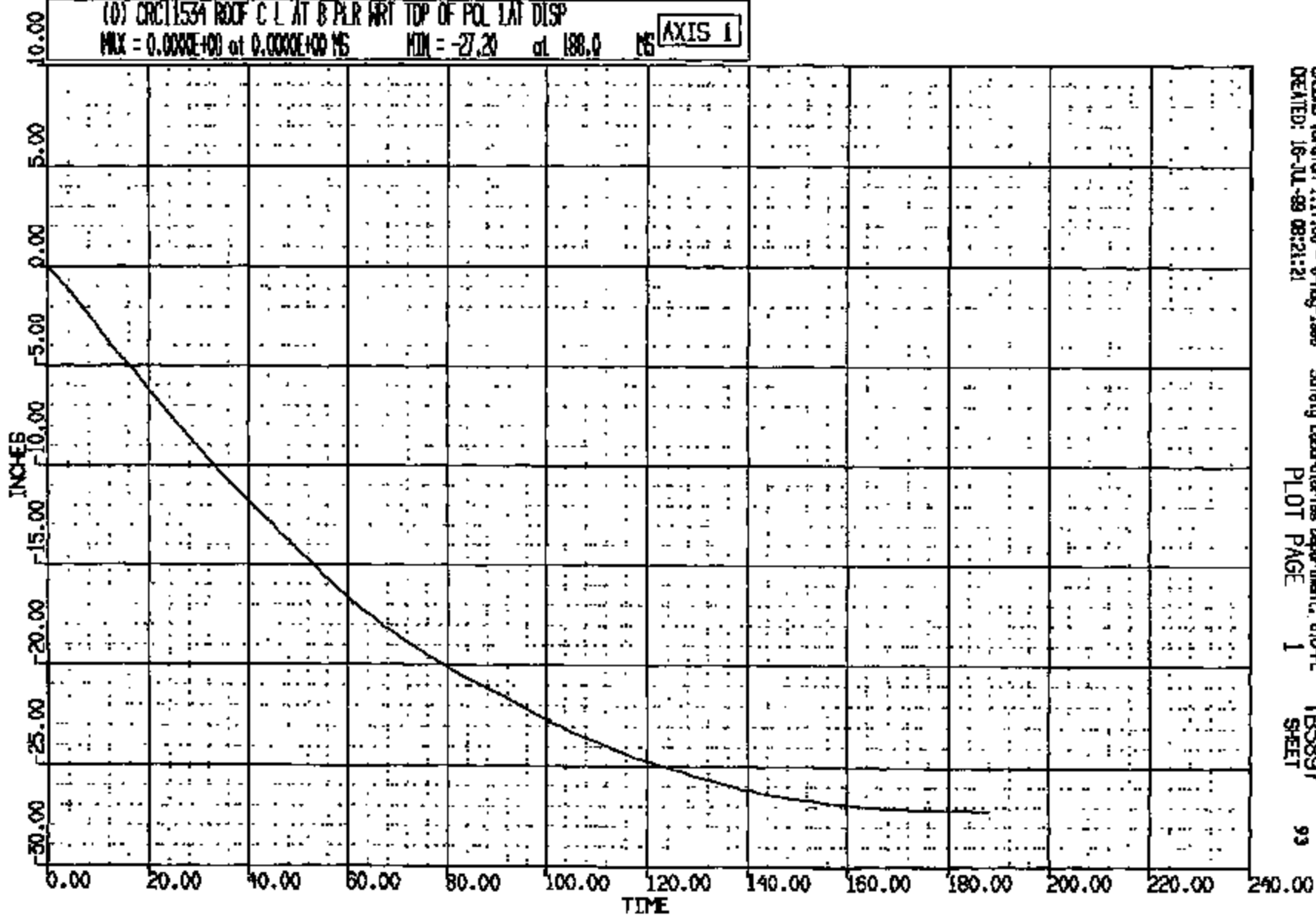
CRTS 0011534

CR R: 11534 TO: TB5897 DATE: 090714 11:52:28
1998 TOWN CAR MOVING DEFORMABLE BA

(0) CRCT1534 ROOF C L AT B PLR WRT TOP OF POL LAT DISP

MAX = 0.0000E+00 at 0.0000E+00 MS MIN = -27.20 at 188.0 MS

AXIS 1



CRIS 0011534

CASAS Version 1.17.00 - 8-Aug-1998
CREATED: 16-JUL-99 08:21:21

Safety Laboratories Department, 610-PL
PLOT PAGE 1

TB5897
SHEET 93

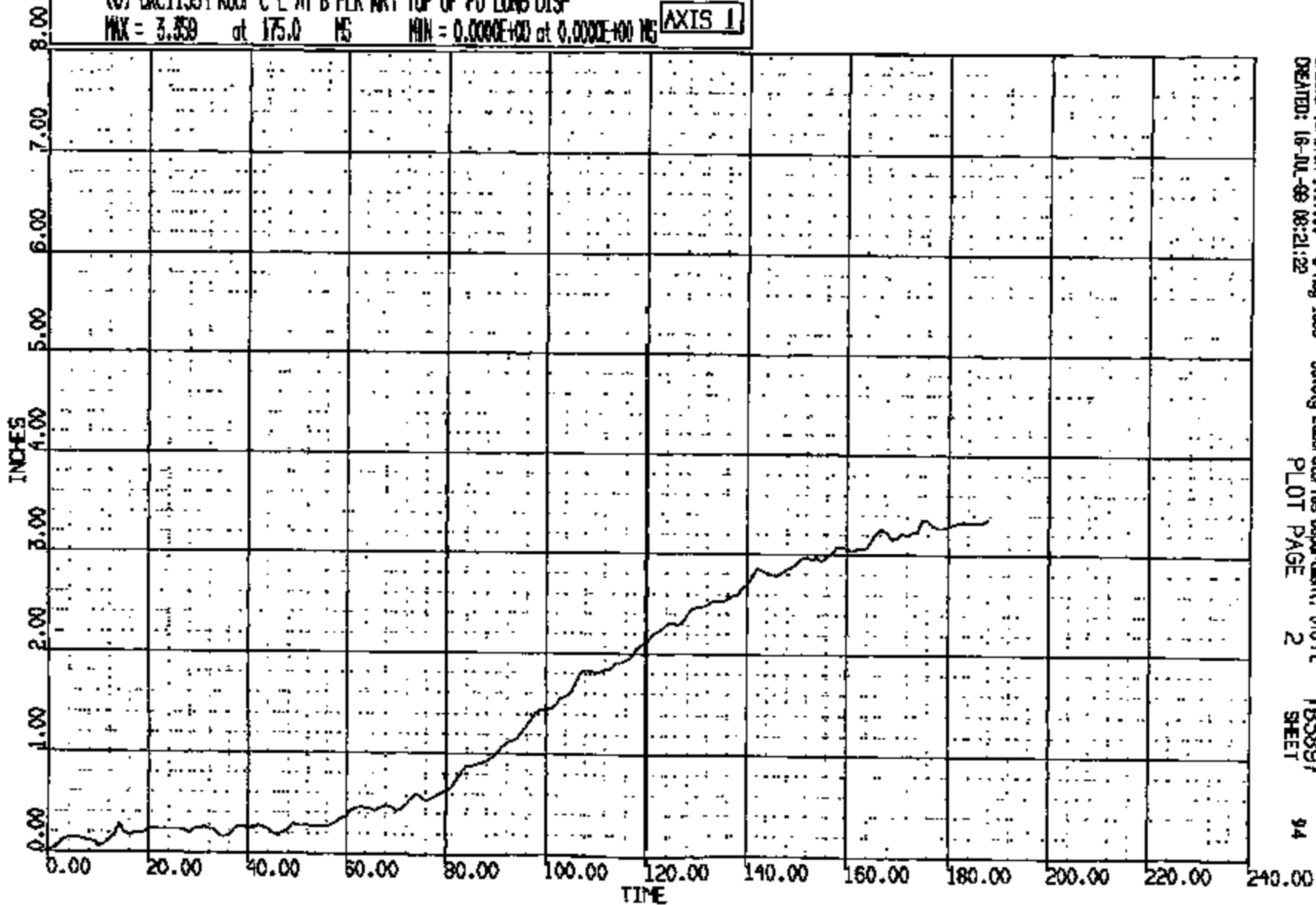
ENTIRE PAGE CONFIDENTIAL

CR R: 11534 TO: T85897 DATE: 890714 11:52:28
1899 TOWN CAR MOVING DEFORMABLE BA

(0) CRC11534 ROOF C L AT B PLR WRT TOP OF PO LONG DISP

MAX = 3.359 at 175.0 MS MIN = 0.0000E+00 at 0.0000E+00 MS

AXIS 1



CRTS 0011534

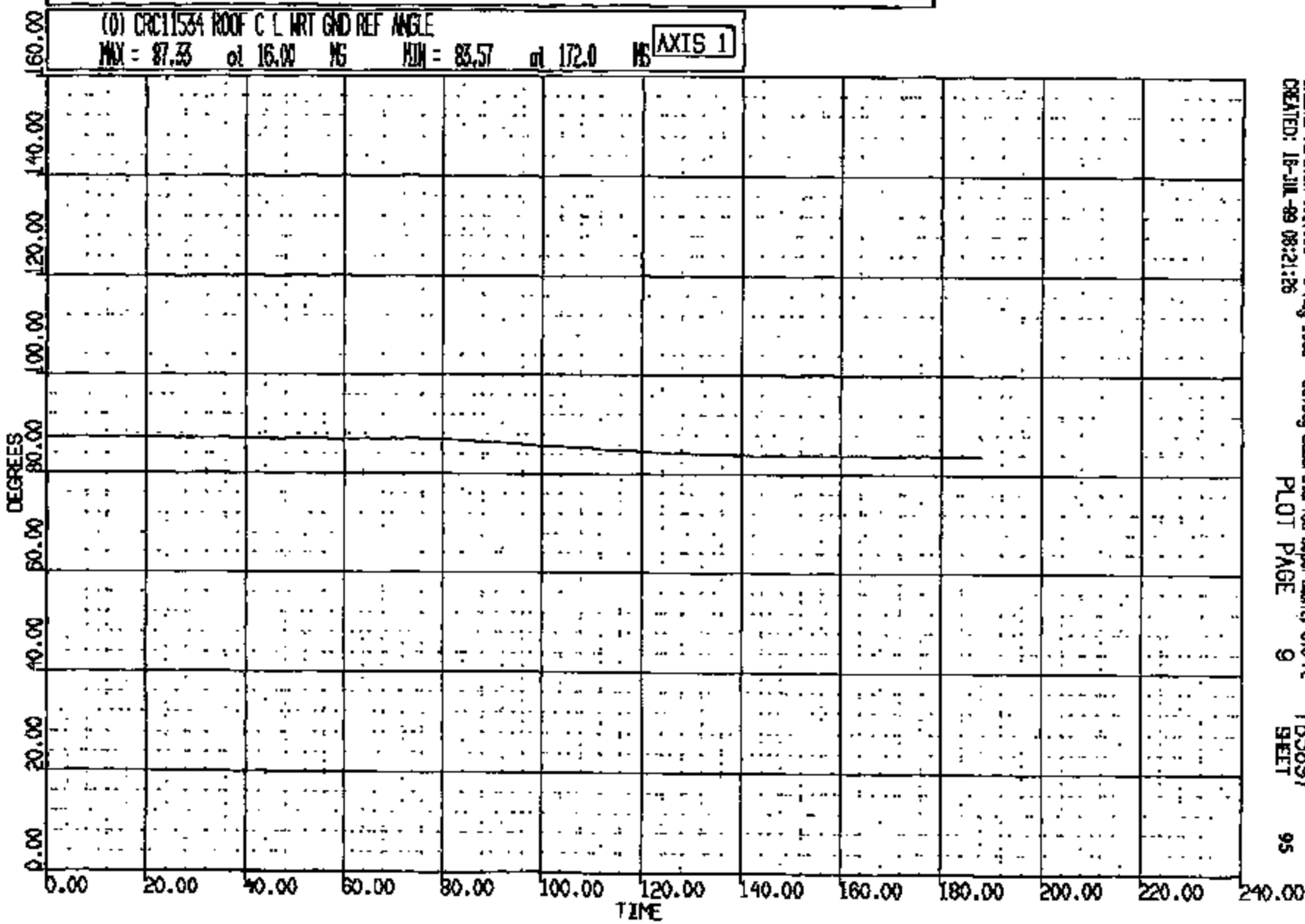
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CREATED: 16-JUL-88 08:21:22

Safety Laboratories Department, CTO-PL
PLOT PAGE 2

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CR R: 11534 TO: TB5897 DATE: 990714 11:52:28
1999 TOWN CAR MOVING DEFORMABLE BA



ASC TO #: T- TB5897

DIMENSIONAL ANALYSIS REPORT

CRASH #: 11534

VEHICLE INFORMATION

TEST DESCRIPTION: 90 DEG. LEFT SIDE FIRED POLE
VEHICLE PROGRAM YEAR: 1999
VEHICLE MODEL NAME: TOWN CAR
VEHICLE PROGRAM NAME: TOWN CAR
VEHICLE ID NUMBER: 307W885
CERTIFICATION VEHICLE CODE: DV
REQUESTOR NAME: J. E. ABRANCHIK
TEST ENGINEER NAME:

TIME AND DATE OF REPORT: 4-AUG-99 09:38:22

CRTS 0011534

ABC TO #: T- TBS497

DIMENSIONAL ANALYSIS REPORT

CRASH #: 11534

** POINT COORDINATES **

INCHES

INCHES CHANGED

UNIT NO	SIDE	PNT NO	DESCRIPTION		LONG X	LAT Y	VERT Z	X	Y	Z	D
090			M/COST. NOTCH & FES/PI								
	22		FRONT ALIGNMENT POINT "B"	BEF AFT	69.99 69.50	34.09 33.70	41.64 41.91	-0.49	-0.39	0.27	0.68
	23		REAR ALIGNMENT POINT "H"	BEF AFT	180.89 181.02	34.09 33.85	44.17 44.22	0.13	-0.24	0.05	0.28
095			CONTROL NOW SIZED								
	09		LEFT FRONT FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	88.76 92.96	-29.38 -27.52	14.01 13.39	4.20	1.86	-0.62	4.64
	10		LEFT REAR FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	149.35 147.55	-29.45 -22.47	14.08 13.11	-1.80	6.98	-0.97	7.27
	14		RIGHT FRONT FRAMESET-UP HEIGHT (INBD. OF SILL)	BEF AFT	86.01 85.62	29.31 29.63	14.26 14.54	-0.39	0.32	0.28	0.58
	15		RIGHT REAR FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	147.24 146.98	29.11 28.54	13.96 14.38	-0.26	-0.57	0.42	0.75
411			TOP (BODY) NOW SIZED								
	01		EXTRA SET UP POINT (LEFT FOREMOST FRAME)	BEF AFT	36.39 40.23	-23.00 -26.40	22.31 23.34	3.84	-3.40	0.83	5.20
	02		EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	BEF AFT	36.40 36.40	23.13 19.78	22.36 23.39	0.00	-3.35	1.03	3.50
	03		EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF AFT	226.39 224.57	-26.02 -29.00	21.33 23.09	-1.82	-2.97	1.76	3.90
	04		EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF AFT	223.57 223.12	23.20 21.85	21.28 21.33	-0.45	-3.35	0.05	3.38
	26		"H" POINT LOCATION ON OUTER PET/OCCUPANT DOOR	BEF AFT	120.51	-39.07	27.19				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 4-AUG-99 09:38:22

PAGE 1

CRIS 0011534

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T-85897

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES CHANGED			
				LONG X	INCHES LAT Y	VERT Z	X	Y	S	D
		38	TOP OF ROCKER BILL IN LINE W/FRONT "H" PT.	BEF AFT	128.51 -33.81	18.10				
		57	FRONT OCCUPANT SEAT C/L (WIDTH)	BEF AFT	-16.02					
		84	"W.R.T." OF ROCKER SIDE OPPOSITE OF IMPACT	BEF AFT	128.73 128.73	33.88 33.84	17.57 17.57	0.00	-0.04	0.00 0.04
412			TOP (BODY) SIDING POINTS							
L		09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	62.92 68.39	-33.27 -34.02	18.12 17.66	5.47	-0.75	-0.46 5.54
R		09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	63.43 61.81	31.34 32.08	18.24 18.40	-1.62	-1.26	0.16 2.06
L		10	FRONT FENDER LIP (BOTTOM SIDE) @ AXLE C/LINE	BEF AFT	62.81 68.35	-37.08 -37.98	35.05 34.83	5.44	-0.90	-0.22 5.32
R		10	FRONT FENDER LIP (BOTTOM SIDE) @ AXLE C/LINE	BEF AFT	63.43 62.74	37.12 35.84	34.95 35.35	-0.69	-1.28	0.40 1.51
L		14	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @B PILLAR	BEF AFT	128.75	-33.67	31.43			
R		16	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @B PILLAR	BEF AFT	128.94 128.85	33.34 33.92	31.73 31.71	-0.09	0.58	-0.02 0.59
L		18	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @C PILLAR	BEF AFT	169.26	-34.14	38.49			
R		18	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @C PILLAR	BEF AFT	169.41 169.45	33.99 33.61	38.57 38.39	0.04	-0.36	-0.18 0.42
L		86	REAR FENDER LIP (BOTTOM SIDE) @ AXLE C/LINE	BEF AFT	180.99 177.18	-39.44 -38.45	34.21 34.48	-3.81	0.99	0.27 3.95
R		86	REAR FENDER LIP (BOTTOM SIDE) @ AXLE C/LINE	BEF AFT	181.57 181.77	38.93 37.98	33.98 33.56	0.20	-0.95	-0.42 1.06

* VALUE WAS TRANSLATED

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** POINT COORDINATES **											
UNIT NO	SIDE	PNT NO	DESCRIPTION		INCHES			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
L	89		END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF	181.08	-32.25	15.57				
				AFT	179.18	-33.61	15.76	-1.90	-1.35	0.19	2.34
R	89		END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF	181.56	31.57	15.38				
				AFT	180.92	30.19	16.69	-0.64	-1.38	1.31	2.01
650 BLANK UNIT POINTS											
	01	1	SEE COMMENTS PAGE	REF	125.64	-25.13	25.00				
				AFT							

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** SECTIONALS **

TEST NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	81			BELTLINE EXTERIOR SECT			
			1	AFTER	77.72	-34.70	41.14
			2	AFTER	87.50	-34.39	41.18
			3	AFTER	94.50	-34.18	41.16
			4	AFTER	96.11	-34.30	41.08
			5	AFTER	101.16	-32.58	41.25
			6	AFTER	108.44	-28.03	41.24
			7	AFTER	114.90	-22.35	41.23
			8	AFTER	121.69	-15.77	41.16
			9	AFTER	126.25	-15.02	41.32
			10	AFTER	127.51	-16.19	41.36
			11	AFTER	128.06	-16.86	41.51
			12	AFTER	128.72	-17.64	41.53
			13	AFTER	129.15	-18.48	41.64
			14	AFTER	129.33	-18.76	41.64
			15	AFTER	130.37	-19.57	41.58
			16	AFTER	130.71	-20.40	40.92
			17	AFTER	141.27	-25.64	41.28
			18	AFTER	154.43	-31.80	41.74
			19	AFTER	158.03	-33.34	41.97

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
425	S1			MIDLINE EXTERIOR SECT			
			1	AFTER	80.22	-37.14	31.30
			2	AFTER	92.68	-36.70	31.26
			3	AFTER	95.23	-36.83	31.08
			4	AFTER	103.15	-31.04	31.06
			5	AFTER	114.28	-22.53	31.15
			6	AFTER	119.22	-18.26	31.08
			7	AFTER	120.81	-16.68	31.12
			8	AFTER	121.49	-16.21	31.09
			9	AFTER	123.52	-15.16	31.13
			10	AFTER	124.79	-14.95	31.36
			11	AFTER	124.44	-14.89	31.32
			12	AFTER	125.43	-15.27	31.29
			13	AFTER	126.68	-16.09	31.32
			14	AFTER	127.70	-17.08	31.31
			15	AFTER	129.40	-21.46	31.17
			16	AFTER	132.18	-24.22	31.28
			17	AFTER	138.31	-27.47	31.67
			18	AFTER	147.56	-31.53	31.91
			19	AFTER	156.54	-35.25	32.38

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
427	81			CHARACTER LINE EXT SECT			
			1	AFTER	84.49	-36.33	23.36
			2	AFTER	93.00	-35.97	23.39
			3	AFTER	95.24	-35.93	23.15
			4	AFTER	107.99	-28.23	23.49
			5	AFTER	116.20	-22.19	23.60
			6	AFTER	118.42	-19.79	23.53
			7	AFTER	120.01	-17.76	23.52
			8	AFTER	121.46	-16.56	23.32
			9	AFTER	123.56	-15.72	23.47
			10	AFTER	125.56	-15.88	23.54
			11	AFTER	127.73	-17.56	23.72
			12	AFTER	129.58	-18.93	23.99
			13	AFTER	128.65	-22.74	23.30
			14	AFTER	135.17	-25.41	23.67
			15	AFTER	146.80	-30.12	24.13
			16	AFTER	157.63	-34.59	24.75
			17	AFTER	159.08	-35.17	24.29
			18	AFTER	161.03	-35.84	24.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONAL **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
429	81			BOTTOM OF DOOR EXT SECT			
			1	AFTER	95.28	-33.35	15.66
			2	AFTER	112.25	-25.73	15.66
			3	AFTER	118.36	-21.49	15.30
			4	AFTER	119.25	-19.97	15.57
			5	AFTER	121.43	-16.75	15.39
			6	AFTER	123.44	-16.21	15.21
			7	AFTER	125.33	-16.46	15.14
			8	AFTER	127.66	-18.29	15.35
			9	AFTER	129.75	-20.69	15.88
			10	AFTER	130.29	-21.80	15.70
			11	AFTER	130.47	-21.72	15.86
			12	AFTER	142.72	-27.15	16.87
			13	AFTER	157.80	-33.30	17.23
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONALS **

UNIT NO	SECTN NO	SLIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
433	81			NOFF LINE INTERIOR SECT			
			1	AFTER	98.71	-26.89	45.47
			2	AFTER	111.06	-20.38	55.32
			3	AFTER	115.25	-18.26	55.92
			4	AFTER	118.47	-14.24	58.94
			5	AFTER	120.63	-12.71	59.31
			6	AFTER	128.27	-11.14	60.23
			7	AFTER	136.81	-11.94	61.01
			8	AFTER	144.82	-15.47	60.84
			9	AFTER	154.49	-19.72	59.70
			10	AFTER	160.61	-22.02	58.27
			11	AFTER	168.43	-24.52	56.05
			12	AFTER	175.87	-26.83	52.75
			13	AFTER	178.52	-28.21	50.64
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONAL **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
435	E1			BELT LINE INTERIOR SECT			
			1	AFTER	107.09	-25.57	41.32
			2	AFTER	110.33	-22.80	41.73
			3	AFTER	114.58	-19.31	41.78
			4	AFTER	119.03	-16.01	42.00
			5	AFTER	123.06	-14.11	42.24
			6	AFTER	125.81	-13.64	42.80
			7	AFTER	129.04	-14.22	42.29
			8	AFTER	137.15	-18.64	42.33
			9	AFTER	142.87	-20.61	42.46
			10	AFTER	149.98	-23.95	42.99
			11	AFTER	159.01	-28.25	43.87
			12	AFTER	164.84	-31.17	44.12
			13	AFTER	0.00	0.00	0.00
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	INCHES		
					X	Y	Z
437	S1			HIP INTERIOR SECTION			
			1	AFTER	100.05	-27.88	26.97
			2	AFTER	103.71	-26.72	27.02
			3	AFTER	108.02	-23.40	27.53
			4	AFTER	114.65	-18.26	27.28
			5	AFTER	123.03	-13.58	26.80
			6	AFTER	128.69	-13.32	27.08
			7	AFTER	128.71	-13.30	27.00
			8	AFTER	135.00	-16.69	26.97
			9	AFTER	136.52	-18.11	26.62
			10	AFTER	141.85	-20.57	27.02
			11	AFTER	147.68	-23.68	27.30
			12	AFTER	158.87	-28.97	27.75
			13	AFTER	0.00	0.00	0.00
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONALS **

IMP NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
438	EL			1ST 50 FWD/WING PLANE			
			1	AFTER	96.94	-33.58	16.72
			2	AFTER	97.50	-34.91	23.93
			3	AFTER	97.50	-35.14	27.30
			4	AFTER	97.40	-35.11	27.73
			5	AFTER	97.42	-34.90	28.72
			6	AFTER	97.67	-35.30	33.34
			7	AFTER	97.13	-34.41	40.17
			8	AFTER	96.79	-33.61	41.99
			9	AFTER	0.00	0.00	0.00
			10	AFTER	0.00	0.00	0.00
			11	AFTER	0.00	0.00	0.00
			12	AFTER	0.00	0.00	0.00
			13	AFTER	0.00	0.00	0.00
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEC NO	NAME AND CRASH STATUS	X	Y	INCHES Z
439	81			SECT @ 2500 BODY LINE			
			1	AFTER	104.02	-30.09	15.93
			2	AFTER	104.23	-30.71	18.71
			3	AFTER	104.20	-30.80	24.07
			4	AFTER	103.76	-30.45	27.49
			5	AFTER	103.65	-30.14	28.37
			6	AFTER	103.63	-30.02	28.84
			7	AFTER	104.28	-30.92	36.31
			8	AFTER	104.36	-30.91	41.09
			9	AFTER	104.19	-30.73	42.89
			10	AFTER	0.00	0.00	0.00
			11	AFTER	0.00	0.00	0.00
			12	AFTER	0.00	0.00	0.00
			13	AFTER	0.00	0.00	0.00
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** SECTIONALIS **

UNIT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
440	21			VERT SECT. 20" FWD 1/CL			
			1	AFTER	122.24	-15.43	16.23
			2	AFTER	122.23	-15.17	22.58
			3	AFTER	122.23	-15.17	26.10
			4	AFTER	122.30	-15.18	28.06
			5	AFTER	122.25	-15.13	28.85
			6	AFTER	122.28	-15.93	29.58
			7	AFTER	121.90	-15.71	35.42
			8	AFTER	121.89	-15.79	36.63
			9	AFTER	121.69	-15.51	37.73
			10	AFTER	121.79	-15.58	40.21
			11	AFTER	121.78	-15.79	42.34
			12	AFTER	121.83	-15.75	42.71
			13	AFTER	121.87	-15.72	43.16
			14	AFTER	121.85	-15.83	44.20
			15	AFTER	121.99	-14.36	51.23
			16	AFTER	122.15	-14.44	63.41
			17	AFTER	121.72	-13.22	63.80
			18	AFTER	121.52	-12.59	64.96
			19	AFTER	121.61	-13.93	65.75

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** SECTIONALS **

UNT NO	SCN NO	SIDE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
440	82			VERT SECT. 20" FWD I/CL			
			1	AFTER	121.70	-15.16	21.23
			2	AFTER	121.26	-14.78	23.99
			3	AFTER	121.79	-14.40	37.93
			4	AFTER	121.87	-14.14	40.11
			5	AFTER	128.77	-19.89	17.52
			6	AFTER	128.92	-19.33	29.39
			7	AFTER	128.94	-18.99	25.18
			8	AFTER	128.85	-18.69	28.47
			9	AFTER	128.86	-18.77	29.05
			10	AFTER	128.63	-18.48	29.95
			11	AFTER	128.61	-18.19	33.46
			12	AFTER	128.62	-18.14	34.93
			13	AFTER	128.58	-18.05	35.23
			14	AFTER	128.72	-17.95	35.72
			15	AFTER	128.52	-17.90	36.66
			16	AFTER	128.56	-17.46	40.67
			17	AFTER	128.40	-17.42	42.62
			18	AFTER	128.47	-17.43	43.36
			19	AFTER	128.80	-16.93	44.63

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
442	E1			VERT SECT 20" AFT I/CL			
			1	AFTER	157.36	-33.74	17.80
			2	AFTER	156.97	-34.36	20.30
			3	AFTER	156.95	-34.30	20.85
			4	AFTER	156.86	-34.23	23.71
			5	AFTER	156.56	-34.50	27.18
			6	AFTER	156.34	-34.59	29.72
			7	AFTER	156.33	-34.54	30.41
			8	AFTER	156.38	-34.47	30.98
			9	AFTER	156.02	-35.07	32.45
			10	AFTER	155.76	-35.39	35.96
			11	AFTER	156.10	-34.18	38.98
			12	AFTER	156.34	-33.88	39.70
			13	AFTER	156.78	-32.67	42.11
			14	AFTER	157.47	-30.61	45.24
			15	AFTER	159.32	-25.29	60.62
			16	AFTER	160.26	-22.95	63.52
			17	AFTER	159.61	-21.17	63.32
			18	AFTER	160.00	-17.45	64.42
			19	AFTER	0.00	0.00	0.00

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** SECTIONS **

UNIT NO	SECTION NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES E
442	82			VERT SECT 20" APT 1/CL			
			1	AFTER	159.67	-28.15	32.59
			2	AFTER	159.66	-28.30	33.94
			3	AFTER	159.54	-28.68	36.74
			4	AFTER	159.54	-28.82	39.22
			5	AFTER	159.85	-28.56	41.70
			6	AFTER	159.80	-28.74	43.88
			7	AFTER	0.00	0.00	0.00
			8	AFTER	0.00	0.00	0.00
			9	AFTER	0.00	0.00	0.00
			10	AFTER	0.00	0.00	0.00
			11	AFTER	0.00	0.00	0.00
			12	AFTER	0.00	0.00	0.00
			13	AFTER	0.00	0.00	0.00
			14	AFTER	0.00	0.00	0.00
			15	AFTER	0.00	0.00	0.00
			16	AFTER	0.00	0.00	0.00
			17	AFTER	0.00	0.00	0.00
			18	AFTER	0.00	0.00	0.00
			19	AFTER	0.00	0.00	0.00

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** 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 ERROR. 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 76.74 (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 ***

REMINER:: Paint a C/L stripe on tunnel from front seat to and including rear seat where applicable.

*** If this is a POLE IMPACT TEST, do NOT scribe cart edges. ***

ON SIDE IMPACTS FOR VEHICLES WITH A WHEELBASE OF 114 inches or less
SCRIBE (4) VERTICAL LINES on side of impact from ROCKER TO BELT LINE @:
(1) WHEELBASE C/L (2) 37" FORWARD OF WHEELBASE C/L
(3) 4" FORWARD OF WHEELBASE C/L (4) 29" REARWARD OF WHEELBASE C/L

ON SIDE IMPACTS FOR VEHICLES WITH A WHEEL BASE GREATER THAN 114 INCHES
SCRIBE (4) VERTICAL LINES on side of impact from ROCKER TO BELT LINE @:
(1) 20" (2) 53" (3) 86" REARWARD OF FRONT AXLE CENTER LINE
(4) @ WHEELBASE CENTER LINE

BELT LINE (EXTERIOR SECTION) LOCATED @ 1st INCREMENTED 50mm BODY LINE BELOW GLASS/WEATHERSTRIP

MID LINE (EXTERIOR SECTION) LOCATED @ _____ mm BODY LINE

CHARACTER LINE (EXTERIOR SECTION) LOCATED @ _____ mm BODY LINE

ROCKER LINE (EXTERIOR SECTION) LOCATED @
1st INCREMENTED 10mm BODY LINE BELOW DOOR OPENING

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** COMMENTS **

SCRIBE A VERTICAL LINE ON THE LEFT & RIGHT ROOF TARGET 37.00" REARWARD
OF THE FRONT EDGE OF THE MASTER CONTROL NOTCH OR CONTROL HOLE CENTER-
LINE. ALSO, SCRIBE A HORIZONTAL LINE ON THE TARGETS 46.00" ABOVE THE
TOP OF THE MASTER CONTROL NOTCH OR CONTROL HOLE CENTERLINE.

ANY COMMENTS ENTERED BY OPERATORS APPEAR BELOW THIS LINE:

UNIT 650 POINTS AS FOLLOWS:

1. DRIVER SEAT PIVOT POINT

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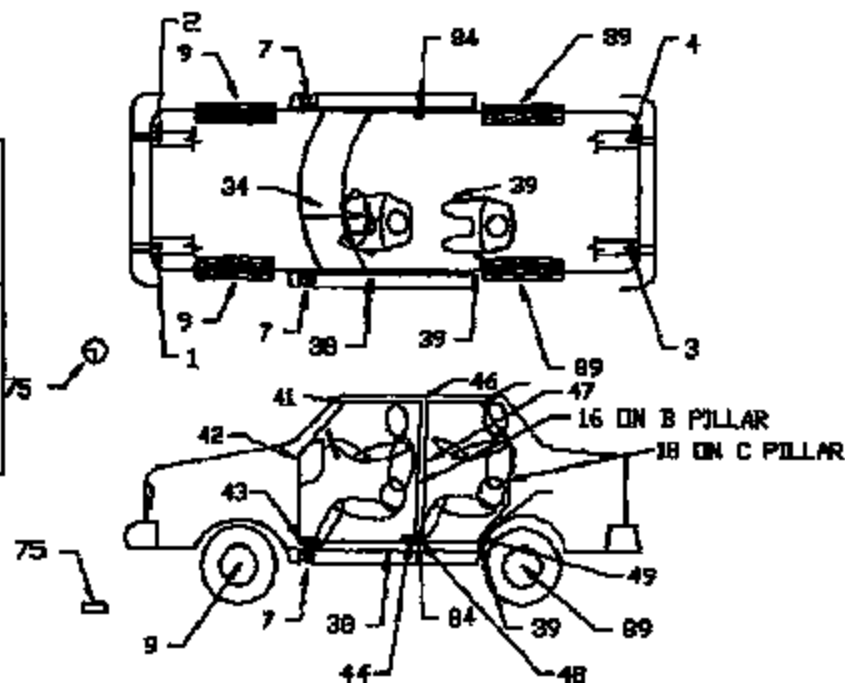
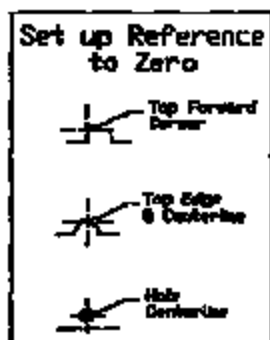
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CONTROL POINTS (SIDE IMPACT CAR) REQUEST 404
 UNIT 70 POINT 75
 UNIT 71 POINTS 7 LEFT & RIGHT
 UNIT 74 POINTS 41-44, 46-49 ON SIDE OF IMPACT
 UNIT 74 POINTS 53, 54 ON SIDE OPPOSITE OF IMPACT
 UNIT 411 POINTS 1-4, 38, 39, 84
 UNIT 412 POINTS 9, 16, 18, 89 LEFT & RIGHT
 (LEFT SIDE IMPACT SHOWN)



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TABLE 1