Film Analysis & Photographic Services Request

TA# TC0476

Side Impact Film Analysis

- X Impact Speed
- ___ Impact Angle
- X Dummy Head wrt Vehicle Lateral
- X Dummy Head wrt Vehicle Vertical
- X Dummy Head wrt Vehicle Resultant
- ___ Cart wrt Vehicle Impact Point
- X Dummy Chest wrt Vehicle
- ___ Cart wrt Vehicle Intrusion (overhead)
- X Vehicle wrt Pole Intrusion (overhead)
- X Dummy Head wrt Pole

Other, Specify:

___

Still Photography

- ___ Copies of Still Photo Proof Sheets Required
- ___ Copies of Still Photos (4X5) Required
- X Pre Test Documentation Photographs
- X Post Test Documentation Photographs

High Speed Photographic Requirements

- 1 Copies of High Speed Film Required
- ___ Copies of High Speed Film Required in VHS Format
- 1 Digitization of Driver/ Passenger Kinematics
- ___ Format

High Speed Cameras for Side Impact

On-Board Vehicle

- X Front Dummy from Vehicle Hood
- X Front Dummy from Opposite Window Opening
- ___ Rear Dummy from Opposite Window Opening .
- ___ Rear Dummy from Vehicle Trunk
- X View of Front Seat to Show Dummy Interaction with Trim from Front (Fiber Optic)
- X View of Front Seat to Show Dummy Interaction with Trim from Rear

Floor Coverage

__X__ Full Left View of Impact
__X__ Full Right View of Impact
__X__ Front 3/4 View of Impact
__X__ Rear 3/4 View of Impact
_____ View of Cart for Velocity determination

Pit Coverage

__X__ View of impacted side of vehicle with pole
_____

Overhead Coverage

__X__ Overall view of impacted vehicle side including pole
_____ View of impacted vehicle side focus on front door opening area

All Other High Speed Photography

_____

Instrumentation and Data Processing Request

TA# IC0478

Primary Vehicle Structural Instrumentation - Side Impact

	ACCELEROMETERS:	Long	Vert	Lat
	L/ A-PILLAR_INSIDE_@_ROCKER			
	L/ A-PILLAR_INSIDE_@_HINGE			
	R/ A-PILLAR_INSIDE_@_HINGE			
X	L/ F_DOOR_@_BELTLINE_MID			X
X	L/ F_DOOR_OVER_ARMREST			X
X	L/ F_DOOR_REAR_OF_SEAT_H-PT			X
X	L/ F_DOOR_SPEAKER_HOLE			X
X	L/ B-PILLAR_INSIDE_@_ROOF			X
X	L/ B-PILLAR_INSIDE_@_BELTLINE			X
X	L/ B-PILLAR_INSIDE_@_ROCKER			X
X	L/ R_DOOR_@_BELTLINE_MID			X
X	L/ R_DOOR_OVER_ARMREST			X
X	L/ ROCKER_@_FRONT_SEAT_MID	X	X	X
X	L/ 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_@_C/L			
	FLOOR_XMBR_@_L/F_SEAT_C/L			
	FLOOR_XMBR_@_R/F_SEAT_C/L			
	C/L_TUNNEL_@_FRONT_SEAT			
	REAR_FLOOR_PAN_ABOVE_AXLE			
X	REAR FUEL INERTIA SWITCH	X	X	X

Primary Vehicle Systems Instrumentation

SENSOR ACCELS:

X See Sensor Map

MONITOR AIR BAG SENSORS:

X See Sensor Map
____ Monitor Closure of Each Specified Sensor
____ Monitor Closures of Single Pt Elect Sensor

MONITOR AIR BAGS STATUS:

X Driver Side Airbag Squib Voltage
X Driver Side Airbag Squib Current
____ Driver Bag Pressure
____ Passenger Squib Voltage
____ Passenger Squib Current
____ Passenger Bag Pressure
____ Passenger Inflator Pressure

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

STEERING COLUMN:

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

SWITCHES:

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

FUEL SYSTEM:

X Inertia Fuel System Cut-Off Switch

ANGULAR MOTION SENSORS

_____
_____

VEHICLE STRING POTS

_____
_____

List of Test Contacts

TA# TC0476

	Last name, First name	Phone	Pager	Prots
Requestor	Wroten, Mery	33-71739	MWRO	MWROTEN1
Approving supervisor	Arthers, Kirk	39-05156	KART	KARTHUR9
Build coordinator	Meier, Emory	84-67542	EMEI	EMEIER
Additional contact	C. Jackson	32-37989	CJAC	CJACKS24
Test engineer				
Other				
Sensor	Kemnitz, Erich	24-81602	EKEM	EKEMNITZ

	Last name	Phone	Pager	Prots
Taloon	McHale, Mike	32-39821	MMCH	MMCHALE
Instrument panel				
Restraints				
Air bag (driver)				
Air bag (passenger)				
Steering column				

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VEHICLE SAFETY PACKAGE LAB WORK ORDER

TA#: TC0476

DATE	MODEL	YEAR	CARLINE	WORK ORDER NO.
02/22/2000	SEDAN	2001	2001 FN145	TC0476

ENGINEER	PHONE	PROJ	TEST CONFIG
M.Wroten	33-71739	T558	J16

COORDINATOR	PHONE	TEST MODE
E. Meier	84-57542	15mph LH Side Pole

VIN	BUILD SHEET	TAG NUMBER
1LNHM82W3XY707687	VC190013	311[illegible]379

DUMMY/SEAT CONFIGURATION	DUMMY STANDARD	SEAT COORDINATES

SEAT POSITION

50GRP		MID POINT	XX	FULL REAR	

SEATS TO BE TESTED

LH FRT	XX	CENTER FRT		RH FRT	
LH REAR		CENTER REAR		RH REAR	
VEHICLE DELIVERED TO	D/A		BARRIER	BUILD SITE	

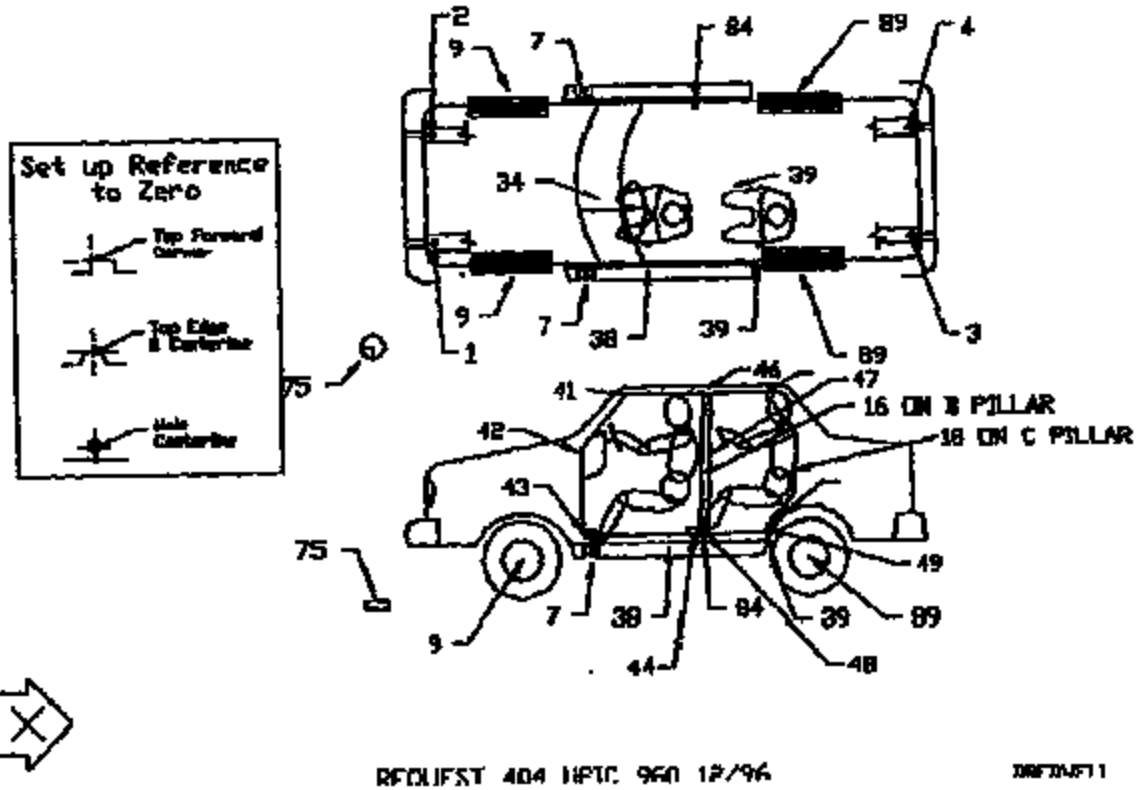
ANY QUESTIONS CONTACT:

PETER J. SIMONE
PHONE: (313) 59-46909
PAGER: (313) 705-9963

DESCRIPTION OF JOB TO BE PERFORMED:

CRTS 0011798

CONTROL POINTS (SIDE IMPACT CARD 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)



REQUEST 404 NPTC 960 12/96

DRFINFT1

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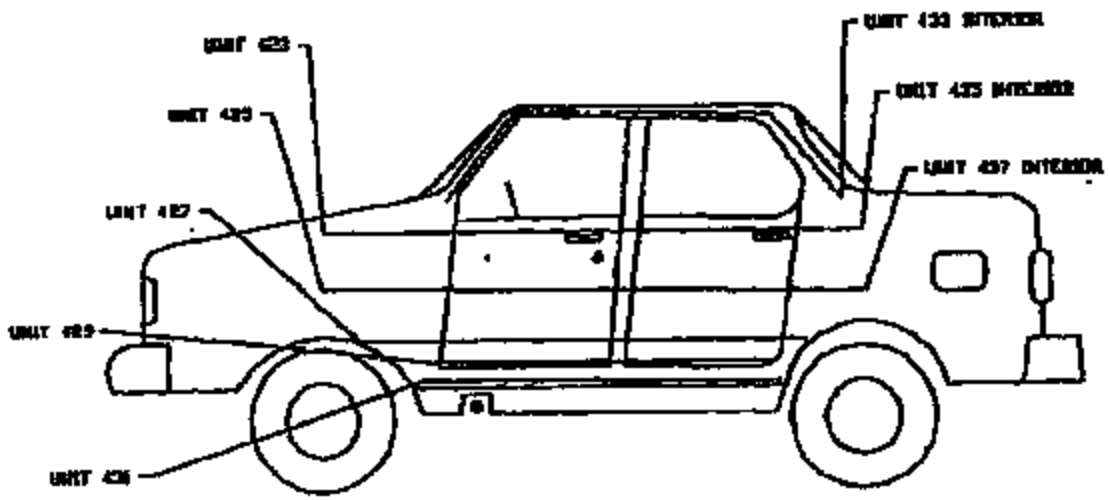
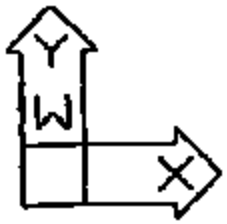
EXTERIOR & INTERIOR HORZ. SECTIONALS SIDE IMPACT
REQUEST 425,426,427,429,431,433,435,437





REQUEST 425,426,427,429,431,433,435,437 UPIC 977 10/96

MCDAVELL

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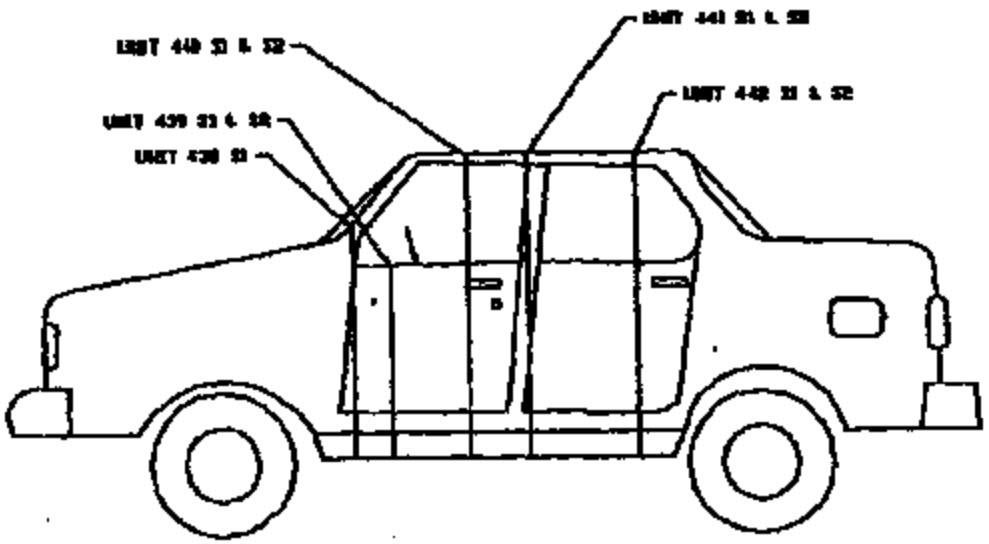
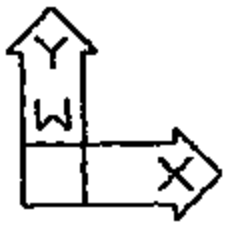
CRTS 0011798

REQUEST 438 - 442 VERT. SECTIONS SIDE IMPACT

UNITS 438 S1, 439 - 442 S1 & S2

S1 SECTIONS ARE EXTERIOR, S2 SECTIONS ARE INTERIOR





REQUEST 438 - 442 UPIC 979 10/96

DRENWELL

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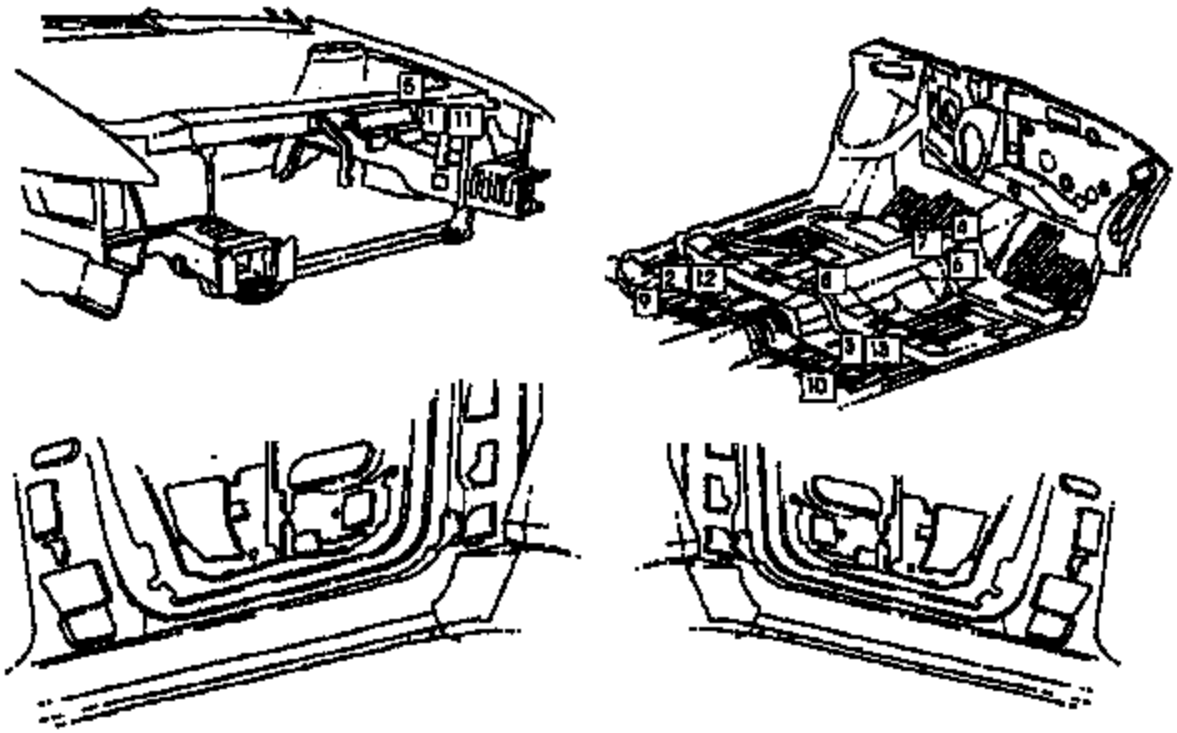
Program: 2001 BN / PN
Vehicle ID: 311W378
Build level: CP FN146 Side
Test Mode: 15mph LH Pole

SENSOR MAP

Engineer: Erich Kemnitz
Phone #: 248-1602
Date: 01/25/2000
Time: 9:30 AM



	Location Name	Type	Output	Nominal (+/-)	Sensor Channels only Max/Min	Serial #
1	L/C/FRONT RAD SUPPORT_BM		Sensor	Takata RCS No ODAS output		RCS-GEN-A??
2	L/F FLOOR PAN @ #2 XMBR CTR_BM		Sensor	Takata SCS No ODAS output		SCS-GEN-A??
3	R/F FLOOR PAN @ #2 XMBR CTR_BM		Sensor	Takata SCS No ODAS output		SCS-GEN-A??
4	CTR TUNNEL @ DASH_BM	accel	TRIAX	Near RCM		
5	L/C/FRONT RAD SUPPORT_BM	accel	LONG			
6	CTR TUNNEL @ DASH_RCM	accel	TRIAX	On RCM		RCM-GEN-A??
7	CTR TUNNEL @ DASH_TAKI	TAKATA RCM	Sensor	Takata RCM No ODAS output		
8	C/L_TNL_BETWEEN_F/SEATS_BM	accel	TRIAX			
9	L/F FLOOR PAN @ #2 XMBR CTR_BM	accel	TRIAX	Near Takata SCS Sensor		
10	R/F FLOOR PAN @ #2 XMBR CTR_BM	accel	TRIAX	Near Takata SCS Sensor		
11	L/C/FRONT RAD SUPPORT_PCS	accel	LONG	On PCS sensor		
12	L/F FLOOR PAN @ #2 XMBR CTR_SCS	accel	LAT		On SCS Sensor	
13	R/F FLOOR PAN @ #2 XMBR CTR_SCS	accel	LAT		On SCS Sensor	

Contacts: Ford: Erich Kemnitz 248-1602
Takata: Mike Mohale 323-8621

VEHICLE INFORMATION

TEST DESCRIPTION:	90 DEG. LEFT SIDE FIXED POLE
VEHICLE PROGRAM YEAR:	2001
VEHICLE MODEL NAME:	LINCOLN TOWN CAR
VEHICLE PROGRAM NAME:	VH-145
VEHICLE ID NUMBER:	311H279
CERTIFICATION VEHICLE CODE:	DV
REQUESTOR NAME:	M. BROTHER
TEST ENGINEER NAME:	

TIME AND DATE OF REPORT: 15-NOV-00 17:37:36

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ASC TO #: T- TC0476 TARGET DIMENSIONAL ANALYSIS REPORT CRASH #: 11798

** POINT COORDINATES **

UNIT NO	SIDE	DIM NO	DESCRIPTION		LONG X (INCHES)	LAT Y (INCHES)	VERT Z (INCHES)	X (INCHES CHANGED)	Y (INCHES CHANGED)	Z (INCHES CHANGED)	D (INCHES CHANGED)
074			CMM POSITIONING REF.								
		43	CMM FRONT DOOR A PILLAR @ROCKER @SIDE OF IMPACT	BEF AFT	99.08	-33.28	19.44				
		44	CMM FRONT DOOR ROCKER @& PILLAR @SIDE OF IMP.	BEF AFT	122.81	-33.17	19.00				
		53	CMM FRONT DOOR A PILLAR @ROC @SIDE OPPOSITE IMP	BEF AFT	99.71	33.45	19.22				
		54	CMM FRONT DOOR A PILLAR @ROC @SIDE OPPOSITE IMP	BEF AFT	123.04	32.86	19.07				
090			M/CONT. NOTCH & FEB/FI								
		22	FRONT ALIGNMENT POINT "A"	BEF AFT	78.74 78.60	34.61 34.54	42.60 42.68	-0.14	-0.07	0.06	0.17
		23	REAR ALIGNMENT POINT "B"	BEF AFT	184.30 184.45	34.61 34.54	42.91 43.02	0.15	-0.07	0.11	0.20
095			CONTROL NON SIDED								
		09	LEFT FRONT FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	92.85	-29.36	14.43				
		10	LEFT REAR FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	155.14	-29.31	14.24				
		14	RIGHT FRONT FRAMESET-UP HEIGHT (INBD. OF SILL)	BEF AFT	92.25	29.30	14.24				
		15	RIGHT REAR FRAME SET-UP HEIGHT (INBD. OF SILL)	BEF AFT	155.78	29.05	13.96				
411			TOP (BODY) NON SIDED								

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ABC TO #: T- TC8476 TARGET DIMENSIONAL ANALYSIS REPORT CRASH #: 11790

** POINT COORDINATES **

DET NO	SIDE	PNT NO	DESCRIPTION		LONG X (INCHES)	LAT Y (INCHES)	VERT Z (INCHES)	INCHES CHANGED X	Y	Z	D
		01	EXTRA SET UP POINT (LEFT FORMOST FRAME)	BEF	37.07	-22.27	22.89				
				AFT	39.56	-23.95	22.90	2.29	-1.68	0.01	2.84
		02	EXTRA SET UP POINT (RIGHT FORMOST FRAME)	BEF	40.07	22.93	22.07				
				AFT							
		03	EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF	231.90	-26.19	21.08				
				AFT							
		04	EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF	229.78	26.06	20.75				
				AFT							
		26	"H" POINT LOCATION ON OUTER BEF/OCCUPANT DOOR	BEF	120.67	-36.92	28.07				
				AFT							
		38	TOP OF ROCKER SILL IN LINE W/FRONT "H" PT.	BEF	120.67	-33.78	18.20				
				AFT							
		84	"H.R.T." ON ROCKER SIDE OPPOSITE OF IMPACT	BEF	129.35	33.88	17.53				
				AFT	129.35	33.88	17.53	0.00	0.00	0.00	0.00
412			TOP (BODY) SIDED POINTS								
	L	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF	62.99	-32.87	19.07				
				AFT	65.62	-33.00	16.30	2.63	-0.13	-2.77	3.82
	R	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF	63.00	32.82	19.07				
				AFT	63.06	32.79	16.85	0.06	-0.03	-2.22	2.22
	L	16	LATCH/STRIKER BOLT @C/L OR U-BOLTSTOP @B PILLAR	BEF	128.90	-33.32	31.79				
				AFT							
	R	16	LATCH/STRIKER BOLT @C/L OR U-BOLTSTOP @B PILLAR	BEF	128.99	33.40	31.53				
				AFT	129.12	33.85	31.46	0.13	0.45	-0.07	0.47
	L	18	LATCH/STRIKER BOLT @C/L OR U-BOLTSTOP @C PILLAR	BEF	175.24	-34.15	38.55				
				AFT							
	R	18	LATCH/STRIKER BOLT @C/L OR U-BOLTSTOP @C PILLAR	BEF	175.20	34.20	38.56				
				AFT	175.69	33.71	38.15	0.49	-0.49	-0.41	0.81

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ASC TO #: T- TC0476 TARGET DIMENSIONAL ANALYSIS REPORT CRASH #: 11798

UNIT NO	SIDE	PNT NO	DESCRIPTION		** POINT COORDINATES ** INCHES LONG X	LAT Y	VERT Z	INCHES CHANGED X	Y	Z	D
	L	89	END OF REAR SPINDLE @ CENTERLINE(WHEELHUBS)	BEF	186.97	-32.75	16.30				
				AFT	185.99	-32.87	15.59	-0.98	-0.12	-0.71	1.22
	R	89	END OF REAR SPINDLE @ CENTERLINE(WHEELHUBS)	BEF	186.90	32.70	16.20				
				AFT	187.18	31.17	15.54	0.28	-1.53	-0.66	1.69
650			BLANK UNIT POINTS								
		01	1 SEE COMMENTS PAGE	BEF	94.29	-30.37	15.64				
				AFT							
		02	2 SEE COMMENTS PAGE	BEF	150.60	-30.49	15.07				
				AFT							
		03	3 SEE COMMENTS PAGE	BEF	95.32	30.37	15.30				
				AFT	95.27	30.69	15.30	-0.05	0.32	0.00	0.32
		04	4 SEE COMMENTS PAGE	BEF	151.96	30.12	14.71				
				AFT	151.96	29.76	14.72	0.00	-0.36	0.01	0.36
		05	5 SEE COMMENTS PAGE	BEF	97.98	-32.04	29.90				
				AFT							
		06	6 SEE COMMENTS PAGE	BEF	114.77	-31.82	40.92				
				AFT							
		07	7 SEE COMMENTS PAGE	BEF	117.30	-32.17	37.08				
				AFT							
		08	8 SEE COMMENTS PAGE	BEF	124.67	-31.97	29.69				
				AFT							
		09	9 SEE COMMENTS PAGE	BEF	136.87	-22.63	58.15				
				AFT							
		10	10 SEE COMMENTS PAGE	BEF	131.83	-30.51	40.37				
				AFT							
		11	11 SEE COMMENTS PAGE	BEF	129.23	-30.59	21.23				
				AFT							

* VALUE HAS TRANSLATED

TIME AND DATE OF REPORT: 15-NOV-00 17:37:46

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ASC TO #: T- TC9474 TARGET DIMENSIONAL ANALYSIS REPORT CRASH #: 11798

** POINT COORDINATES **

UNIT NO	SIDE	PNT NO	DESCRIPTION		LONG X	LAT Y	VERT Z	X	Y	Z	D
					INCHES				INCHES CHANGED		
		12	12 SEE COMMENTS PAGE	BEF AFT	123.21	-15.59	16.70				
		13	13 SEE COMMENTS PAGE	BEF AFT	110.34	0.56	23.24				
		14	14 SEE COMMENTS PAGE	BEF AFT	123.28	15.36	16.92				
		15	15 SEE COMMENTS PAGE	BEF AFT	157.97	-31.88	40.67				
		16	16 SEE COMMENTS PAGE	BEF AFT	166.83	-32.49	35.48				
		17	17 SEE COMMENTS PAGE	BEF AFT	93.41	0.01	26.28				
		18	18 SEE COMMENTS PAGE	BEF AFT	116.36	-32.07	15.43				
		19	19 SEE COMMENTS PAGE	BEF AFT	164.84	-31.74	15.02				
		20	20 SEE COMMENTS PAGE	BEF AFT	115.11	32.08	15.21				
		21	21 SEE COMMENTS PAGE	BEF AFT	164.64	31.58	14.67				

* VALUE WAS TRANSLATED

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ASC TO #: T- TC0476 TARGET DIMENSIONAL ANALYSIS REPORT CRASH #: 11798

** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	51			BELTLINE EXTERIOR SECT			
			1	BEFORE	74.98	-34.87	41.34
			1	AFTER	77.67	-34.81	40.58
			2	BEFORE	87.63	-35.65	41.34
			2	AFTER	92.48	-35.06	40.44
			3	BEFORE	90.09	-35.82	41.34
			3	AFTER	93.56	-35.66	40.43
			4	BEFORE	106.63	-36.50	41.34
			4	AFTER	100.03	-34.23	40.62
			5	BEFORE	129.70	-37.02	41.34
			5	AFTER	106.93	-31.24	40.61
			6	BEFORE	133.58	-36.99	41.34
			6	AFTER	113.32	-27.53	40.49
			7	BEFORE	152.44	-37.03	41.34
			7	AFTER	119.19	-23.65	40.34
			8	BEFORE	167.97	-36.83	41.34
			8	AFTER	123.07	-20.97	40.36
			9	BEFORE	179.51	-36.58	41.34
			9	AFTER	125.74	-19.51	40.39
			10	BEFORE	183.83	-36.55	41.34
			10	AFTER	127.69	-19.16	40.45
			11	AFTER	128.55	-19.18	40.45
			12	AFTER	129.36	-19.63	40.48
			13	AFTER	132.18	-21.04	40.67
			14	AFTER	133.06	-21.20	40.35

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			15	AFTER	163.39	-29.29	41.06
			16	AFTER	167.13	-33.99	41.40
			17	AFTER	174.43	-36.06	41.46
			18	AFTER	178.99	-37.78	41.72
			19	AFTER	180.21	-35.32	41.14
			20	AFTER	186.27	-36.04	41.49
425	81			MIDLINE EXTERIOR SECT			
			1	BEFORE	75.43	-37.24	31.50
			1	AFTER	78.80	-36.97	30.69
			2	BEFORE	86.92	-37.87	31.50
			2	AFTER	90.69	-37.27	30.64
			3	BEFORE	98.76	-38.07	31.50
			3	AFTER	92.47	-37.69	30.43
			4	BEFORE	110.23	-38.73	31.50
			4	AFTER	102.64	-34.01	30.48
			5	BEFORE	130.88	-39.06	31.50
			5	AFTER	113.46	-28.28	30.47
			6	BEFORE	132.68	-39.11	31.50
			6	AFTER	121.53	-23.09	30.38
			7	BEFORE	149.63	-39.14	31.50
			7	AFTER	123.88	-21.43	30.34
			8	BEFORE	172.00	-38.99	31.50
			8	AFTER	125.14	-20.38	30.31
			9	BEFORE	176.22	-39.19	31.50
			9	AFTER	127.02	-19.86	30.31

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
					INCHES		
			10	AFTER	128.47	-20.01	30.31
			11	AFTER	131.50	-21.32	30.51
			12	AFTER	132.04	-22.01	30.46
			13	AFTER	133.57	-23.78	30.59
			14	AFTER	136.19	-25.33	30.69
			15	AFTER	151.70	-31.35	31.31
			16	AFTER	163.27	-35.50	31.75
			17	AFTER	169.62	-37.78	32.02
			18	AFTER	171.49	-36.67	30.89
			19	AFTER	175.07	-37.29	31.01
427	81			CHARACTER LINE EXT SECT			
			1	BEFORE	78.79	-36.93	23.62
			1	AFTER	82.45	-36.54	22.86
			2	BEFORE	87.22	-37.35	23.62
			2	AFTER	91.05	-36.53	22.72
			3	BEFORE	98.33	-37.35	23.62
			3	AFTER	99.33	-36.75	22.54
			4	BEFORE	108.58	-38.05	23.62
			4	AFTER	105.98	-32.12	22.50
			5	BEFORE	130.28	-38.21	23.62
			5	AFTER	117.13	-27.13	22.59
			6	BEFORE	132.59	-38.36	23.62
			6	AFTER	121.56	-23.40	22.52

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** SECTIONALS **

UNIT NO	SECTN NO	SIZE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			7	BEFORE	143.44	-38.40	23.62
			7	AFTER	124.52	-21.24	22.44
			8	BEFORE	166.48	-38.20	23.62
			8	AFTER	126.51	-20.62	22.46
			9	BEFORE	170.89	-38.25	23.62
			9	AFTER	130.13	-21.07	22.61
			10	AFTER	131.38	-21.40	22.59
			11	AFTER	131.60	-22.55	22.64
			12	AFTER	138.20	-25.96	22.92
			13	AFTER	143.48	-28.02	23.10
			14	AFTER	151.41	-31.46	23.60
			15	AFTER	156.35	-35.99	24.03
			16	AFTER	167.41	-35.42	22.99
			17	AFTER	169.56	-36.79	22.90
429	81			BOTTOM OF DOOR EXT SECT			
			1	BEFORE	88.91	-35.77	16.46
			1	AFTER	93.06	-34.35	15.60
			2	BEFORE	107.53	-36.04	16.37
			2	AFTER	110.82	-29.24	15.13
			3	BEFORE	131.36	-36.35	16.35
			3	AFTER	120.87	-25.47	14.77
			4	BEFORE	132.42	-36.19	16.24
			4	AFTER	124.22	-21.92	14.56
			5	BEFORE	151.06	-36.27	16.24
			5	AFTER	126.19	-21.05	14.70

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** SECTIONALS **

GRP NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
					INCHES		
			6	BEFORE	168.09	-36.20	16.13
			6	AFTER	128.53	-21.24	14.45
			7	AFTER	130.46	-21.65	14.63
			8	AFTER	131.60	-22.29	14.36
			9	AFTER	132.71	-22.75	14.69
			10	AFTER	148.45	-27.76	15.68
			11	AFTER	166.43	-34.52	16.45
431	81			ROCKER PANEL EXT SECT			
			1	BEFORE	90.58	-34.05	17.88
			1	AFTER	93.14	-33.77	15.54
			2	BEFORE	98.22	-34.07	17.76
			2	AFTER	101.45	-31.64	15.20
			3	BEFORE	120.85	-34.13	17.52
			3	AFTER	108.64	-29.39	14.73
			4	BEFORE	131.85	-34.13	17.39
			4	AFTER	115.54	-26.88	14.09
			5	BEFORE	147.22	-34.18	17.34
			5	AFTER	119.16	-25.10	13.86
			6	BEFORE	166.31	-34.30	17.13
			6	AFTER	121.41	-23.58	13.71
			7	AFTER	123.51	-21.78	13.50
			8	AFTER	124.32	-20.82	13.35
			9	AFTER	126.28	-20.55	13.42
			10	AFTER	129.00	-21.12	13.62

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** SECTIONALS **

INT NO	SECN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			11	AFTER	130.76	-21.78	13.77
			12	AFTER	132.59	-22.31	14.09
			13	AFTER	137.08	-23.72	14.55
			14	AFTER	148.65	-27.20	15.16
			15	AFTER	164.70	-32.97	15.99
			16	AFTER	94.88	-34.62	16.28
432	81			ROOF LINE INTERIOR SECT			
			1	BEFORE	99.30	-28.89	49.12
			1	AFTER	102.16	-27.15	48.36
			2	BEFORE	112.43	-24.46	56.98
			2	AFTER	114.10	-21.34	57.19
			3	BEFORE	116.91	-23.66	58.20
			3	AFTER	118.95	-18.84	59.16
			4	BEFORE	124.04	-22.94	59.07
			4	AFTER	132.46	-13.57	59.78
			5	BEFORE	135.94	-22.16	59.84
			5	AFTER	147.26	-16.09	60.32
			6	BEFORE	143.63	-22.40	59.47
			6	AFTER	157.81	-19.25	59.56
			7	BEFORE	163.97	-23.57	58.18
			7	AFTER	166.07	-21.91	58.23
435	81			BELT LINE INTERIOR SECT			
			1	BEFORE	100.45	-32.26	42.46
			1	AFTER	104.87	-29.00	41.90

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** SECTIONALS **

UNIT NO	SECN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	107.33	-32.21	42.40
			2	AFTER	109.72	-26.06	41.69
			3	BEFORE	125.54	-32.43	42.91
			3	AFTER	124.30	-18.23	42.15
			4	BEFORE	129.58	-32.65	42.98
			4	AFTER	128.80	-16.74	41.95
			5	BEFORE	131.17	-30.86	42.91
			5	AFTER	132.34	-15.08	41.26
			6	BEFORE	135.52	-30.81	42.38
			6	AFTER	135.99	-15.51	41.64
			7	BEFORE	137.32	-32.73	42.89
			7	AFTER	138.62	-18.12	41.77
			8	BEFORE	144.59	-32.67	42.94
			8	AFTER	145.57	-20.44	42.50
			9	BEFORE	148.44	-32.14	42.71
			9	AFTER	152.29	-22.43	42.02
			10	BEFORE	151.80	-32.17	42.68
			10	AFTER	171.49	-30.55	43.66
			11	BEFORE	174.38	-32.18	42.75
437	61			HIP INTERIOR SECTION			
			1	BEFORE	94.91	-31.77	27.72
			1	AFTER	98.69	-29.64	27.07
			2	BEFORE	107.75	-31.98	27.72
			2	AFTER	109.86	-26.52	26.50
			3	BEFORE	115.71	-32.04	27.72
			3	AFTER	117.29	-22.61	26.93

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	126.77	-31.89	27.72
			4	AFTER	126.47	-27.84	26.86
			5	BEFORE	128.41	-30.76	27.72
			5	AFTER	129.62	-16.09	26.14
			6	BEFORE	134.95	-30.84	27.72
			6	AFTER	135.55	-17.07	26.18
			7	BEFORE	136.22	-31.97	27.72
			7	AFTER	138.36	-18.67	26.46
			8	BEFORE	148.67	-32.08	27.72
			8	AFTER	149.94	-22.45	26.99
			9	BEFORE	155.06	-32.34	27.72
			9	AFTER	154.05	-24.86	27.38
			10	BEFORE	164.78	-32.09	27.72
			10	AFTER	164.90	-28.65	27.72
438	41			1ST 50 MND/HINGE PLANE			
			1	BEFORE	90.55	-36.51	17.24
			1	AFTER	95.16	-35.61	21.14
			2	BEFORE	90.55	-37.32	22.78
			2	AFTER	95.47	-36.60	26.57
			3	BEFORE	90.55	-38.02	26.90
			3	AFTER	95.60	-36.58	27.48
			4	BEFORE	90.55	-38.01	30.29
			4	AFTER	95.81	-36.47	28.79
			5	BEFORE	90.55	-36.93	39.05
			5	AFTER	95.45	-36.58	33.98
			6	BEFORE	90.55	-34.72	43.21
			6	AFTER	94.96	-35.60	39.79

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	AFTER	94.54	-34.21	42.71
439	S1			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-36.85	17.55
			1	AFTER	102.27	-32.31	15.75
			2	BEFORE	98.43	-37.54	21.93
			2	AFTER	102.50	-32.99	18.65
			3	BEFORE	98.43	-38.20	26.17
			3	AFTER	102.67	-33.47	23.30
			4	BEFORE	98.43	-38.40	32.10
			4	AFTER	102.76	-33.98	27.40
			5	BEFORE	98.43	-37.05	39.57
			5	AFTER	102.69	-33.94	28.56
			6	BEFORE	98.43	-34.85	43.41
			6	AFTER	102.80	-33.86	28.96
			7	AFTER	102.59	-33.66	37.27
			8	AFTER	102.42	-33.28	41.62
			9	AFTER	102.29	-32.78	43.13
439	S2			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-31.22	21.33
			2	BEFORE	98.43	-32.19	43.24

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	ARQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
440	S1			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-37.30	17.67
			1	AFTER	123.08	-22.90	16.31
			2	BEFORE	121.65	-39.06	22.51
			2	AFTER	122.73	-22.41	23.58
			3	BEFORE	121.65	-39.80	26.62
			3	AFTER	122.77	-22.39	26.82
			4	BEFORE	121.65	-39.85	30.16
			4	AFTER	122.64	-22.23	28.56
			5	BEFORE	121.65	-39.68	36.00
			5	AFTER	122.70	-22.09	28.87
			6	BEFORE	121.65	-36.81	41.54
			6	AFTER	122.70	-22.02	33.86
			7	BEFORE	121.65	-34.54	44.26
			7	AFTER	122.52	-21.77	36.14
			8	BEFORE	121.65	-25.02	60.42
			8	AFTER	122.38	-21.49	37.15
			9	BEFORE	121.65	-23.52	61.79
			9	AFTER	122.37	-21.36	39.85
			10	BEFORE	121.65	-19.97	62.49
			10	AFTER	122.61	-21.73	44.08
440	S2			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-31.31	21.11
			1	AFTER	122.38	-20.41	28.38

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	121.65	-32.40	39.99
			2	AFTER	122.15	-19.29	37.53
			3	BEFORE	121.65	-33.20	40.68
			3	AFTER	122.15	-19.47	42.26
			4	BEFORE	121.65	-32.65	42.97
441	81			VERT SECT. @ IMPACT C/L			
			1	BEFORE	129.90	-37.28	17.44
			1	AFTER	130.50	-21.92	16.45
			2	BEFORE	129.90	-38.00	21.60
			2	AFTER	130.36	-21.08	24.82
			3	BEFORE	129.90	-38.59	25.61
			3	AFTER	130.24	-20.97	27.59
			4	BEFORE	129.90	-39.02	28.43
			4	AFTER	130.31	-20.86	28.70
			5	BEFORE	129.90	-39.07	31.42
			5	AFTER	130.23	-20.86	29.14
			6	BEFORE	129.90	-38.42	37.73
			6	AFTER	130.08	-20.34	36.13
			7	BEFORE	129.90	-36.59	42.11
			7	AFTER	130.02	-20.15	36.82
			8	BEFORE	129.90	-34.99	44.39
			8	AFTER	130.04	-20.09	37.41
			9	BEFORE	129.90	-24.69	61.00
			9	AFTER	130.03	-20.13	38.21
			10	BEFORE	129.90	-23.08	62.41
			10	AFTER	129.92	-20.01	39.33

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			11	BEFORE	129.90	-18.40	63.30
			11	AFTER	129.85	-20.02	48.19
			12	AFTER	123.01	-19.28	58.87
			13	AFTER	122.86	-19.34	53.07
			14	AFTER	129.91	-19.84	49.72
			15	AFTER	129.12	-18.57	53.18
			16	AFTER	130.01	-19.43	41.56
			17	AFTER	130.08	-19.59	41.86
			18	AFTER	132.71	-17.50	54.68
			19	AFTER	130.07	-19.92	42.26
			20	AFTER	130.18	-19.44	43.83
			21	AFTER	130.79	-17.41	51.54
			22	AFTER	130.68	-16.85	53.73
			23	AFTER	130.57	-14.90	53.96
			24	AFTER	130.17	-13.96	56.13
441	02			VERT SECT. @ IMPACT C/L			
			1	BEFORE	129.90	-30.68	20.62
			1	AFTER	129.33	-16.79	21.25
			2	BEFORE	129.90	-30.91	37.80
			2	AFTER	129.65	-16.06	26.23
			3	BEFORE	131.33	-30.77	42.75
			3	AFTER	130.54	-15.39	36.04

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** SECTIONALS **

UNIT NO	SCHN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			4	BEFORE	133.00	-28.90	49.09
			4	AFTER	131.86	-15.21	41.13
			5	BEFORE	134.58	-25.77	54.68
			5	AFTER	133.12	-14.24	45.58
			6	BEFORE	135.42	-24.11	57.64
			6	AFTER	134.18	-13.51	49.99
			7	BEFORE	135.37	-23.33	58.54
			7	AFTER	135.03	-19.37	56.53
			8	AFTER	135.62	-13.16	59.08
442	01			VERT SECT 20" AFT I/CL			
			1	BEFORE	167.85	-37.20	17.34
			1	AFTER	165.90	-35.22	17.43
			2	BEFORE	167.85	-37.93	21.85
			2	AFTER	165.42	-35.70	24.79
			3	BEFORE	167.85	-38.84	26.69
			3	AFTER	165.19	-35.92	29.13
			4	BEFORE	167.85	-38.97	33.26
			4	AFTER	165.13	-35.80	30.19
			5	BEFORE	167.85	-37.71	39.26
			5	AFTER	165.14	-35.85	30.53
			6	BEFORE	167.85	-35.98	42.87
			6	AFTER	164.93	-36.07	36.51
			7	BEFORE	167.85	-34.84	44.58
			7	AFTER	165.37	-34.54	39.44
			8	BEFORE	167.85	-25.83	59.59
			8	AFTER	165.78	-39.41	41.75

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** SECTIONALS **

UNIT NO	SCHM NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			9	BEFORE	167.85	-24.61	61.16
			9	AFTER	166.21	-31.61	44.89
			10	BEFORE	167.85	-20.61	62.15
			10	AFTER	167.70	-25.42	60.18
			11	AFTER	168.37	-22.84	62.77
			12	AFTER	166.61	-21.31	62.55
			13	AFTER	166.74	-18.89	63.55
442	52			VERT SECT 20" AFT I/CL			
			1	BEFORE	167.85	-32.17	42.62
			1	AFTER	167.03	-27.20	20.14
			2	BEFORE	167.85	-32.28	40.01
			2	AFTER	167.90	-28.86	27.73
			3	BEFORE	167.85	-32.31	38.39
			3	AFTER	167.89	-29.46	35.20
			4	BEFORE	167.85	-32.37	35.85
			4	AFTER	167.82	-29.28	40.38
			5	BEFORE	167.85	-32.12	29.94
			5	AFTER	167.51	-28.80	43.16

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** COMMENTS **

ANY AUTOMATICALLY GENERATED COMMENTS APPEAR IN THIS BOX.

THIS VEHICLE IS SET UP TO DESIGN ATTITUDE AND WILL REPORTED IN ENGLISH UNITS, USE A METRIC PRINT HEAD. SUSPENSION COMPONENTS ARE NOW IN DESIGN POSITION. COORDINATES CAN BE CONVERTED TO DESIGN PRINT VALUES BY USING THE FOLLOWING: asking for a metric print-out or

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

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

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

REMEMBER::: 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 LONGITUDINAL C/L ALONG THE ENTIRE EXTERNAL BODY (USE TAPE OR PAINT ON THE WINDSHIELD & BACKLIGHT)

SCRIBE A LONGITUDINAL C/L IN THE INTERIOR ON THE ROOF, TUNNEL/CONSOLE AND ON SEATS

MARK A LONGITUDINAL C/L ON THE OCCUPANT FRONT & REAR SEATS

SCRIBE A VERTICAL LINE ON THE LEFT & RIGHT ROOF TARGET 27.80" REARWARD OF THE FRONT EDGE OF THE MASTER CONTROL NOTCH OR CONTROL HOLE CENTER-LINE. ALSO, SCRIBE A HORIZONTAL LINE ON THE TARGETS 46.80" ABOVE THE TOP OF THE MASTER CONTROL NOTCH OR CONTROL HOLE CENTERLINE.

ANY COMMENTS OFFERED BY OPERATORS APPEAR BELOW THIS LINE:

****

UNIT 650 POINT DESCRIPTIONS ARE AS FOLLOWS:

1. N/A
2. N/A
3. R/FRONT SILL SETUP POINT.
4. R/REAR SILL SETUP POINT.

POINTS 5 THRU 16 ARE ACC'S

5. L/F DOOR
6. L/F DOOR
7. L/F DOOR
8. L/F DOOR
9. L/S B PILLAR
10. L/S B PILLAR
11. L/S B PILLAR
12. UNDER DRIVER SEAT
13. ON TUNNEL BETWEEN FRT SEATS
14. UNDER FRT PASSENGER
15. L/S REAR DOOR
16. L/S REAR DOOR
17. ON TUNNEL UNDER INST. PANEL
18. L/S SILL FRT
19. L/S SILL REAR
20. R/S SILL FRT
21. R/S SILL REAR

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** COMMENTS **

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CREATED: 11/16/00 AJR/JPT

CRASH NUMBER 11798

BARRIER QUALITY ASSURANCE AND TRACKING FORM

DATA ENGINEER:	None not on list.	WB REVIEW ENGINEER:	Ian
TEST ORDER NUMBER:	TC0076	SITE:	35
TEST ENGINEER:		TEST DESCRIPTION:	90 DEG. LEFT SIDE FIXED POLE
VEHICLE TYPE:	FN-145LWB	IMPACT TYPE:	CAR
REQUESTED SPEED:	15 MPH	TEST TYPE:	DV
CRASH DATE:	05/03/00	OK TO SKIP DATE:	05/03/00
CRASH TIME:	09:57	OK TO SKIP TIME:	10:10
TOTAL CHANNELS:	47	DUMMY CHANNELS:	0

TEST DUMMY INFORMATION

POS	NO.	TYPE	A.S.	SEAT	PYRO	OTHER
L/F	1/01	MID-SID	Y	Y		

11798

CHANNEL IDENTIFICATION			EQUIPMENT					ANOMALIES													DESCRIPTION	REBOUTION	CAT	
TEST CHANNEL	LOCATION	AXIS	TRANSDUCER	EXTENSION CABLE	CABLE	CDAS MODULE	CDAS CHANNEL	NO TRIGG.	BRAKE SIGN.	OFFSET FROM ZERO	LEVEL SHIFT	EXCEEDED FULL SCALE	UNUSUAL SIGNAL	SPIKE/DROPOUT	NOISE	SATURATED/CLIPPED	STUCK	DATA TERMINATION	DATA DISCONTINUITY	SATURATED POLARITY	LATE TRIGGERING	DATA ENGINEER REMARKS	TECHNICIAN REMARKS	DATA	SEC
21	L/S-PILLAR IN @ MISSING	LAT	45654		BGP-3	3211	7	X		X												30-64ms	Sheet metal buckled.	2	2

DISMOUNTED FOR NUMBER, POWER CABLE, COMMUNICATIONS CABLE (IF THERE WAS AN CONFAILURE):

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Schedule No. 7-7-12
Retain Until 2021

FINAL TEST REPORT

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Product Analysis and Verification
Research and Vehicle Technology

Test Order No.	T-C1941
Work Task W.O. No.	225
Test Dates	2/12/01
Date Reported	4/10/01
Sheet	1 of 4

TO: C. Olson

SUBJECT: Crash Test 12181 (90° Left Side Fixed Pole Impact at 12.9 ± 0.4 mph, 20.8 ± 0.6 km/h) – 2002.5 Crown Victoria (BN-114) 4-Door Sedan

REQUESTED BY: Vehicle Crash Safety Department, Research and Vehicle Technology – C. Olson

OBJECT: To obtain development data relative to air bag system sensors.

SUMMARY OF TEST RESULTS: See Section 1 for air bag system sensor data.

R. Liou
Product Test Engineer

Concur: M. Hamilton
Section Supervisor
Operations Engineering Section

VEHICLE DATA

Make and Model	2002.5 Crown Victoria (ZN-114) 4-Door Sedan (Attribute Prototype III)
ID Numbers	2FAFP74W51X100018, 318-W-739, PB390000
Power Train	4.6L, EFI, Automatic (4R70W) Transmission
Fuel Tank(s)	Usable Capacity: 19.5 gal. (73.8L) Test Condition: The "run dry" tank was filled with red-dyed Stoddard solvent to 95% of its rated usable capacity.
Front Seat(s)	Type: Split Bench Cover: Cloth Tracks/Position: 6-Way Power/1/2" Rearward of Mechanical Mid and Down Seat Backs/Position: Adjustable/20.0° Rear of Vertical Head Restraints/Position: Adjustable/Up Lumbar Support/Position: Powerfin
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: 2353 lb (1067 kg) Rear: 2207 lb (1001 kg) Total: 4560 lb (2068 kg)
Tires	Front: P225/60R16 — 32 psi (221 kPa) Rear: P225/60R16 — 32 psi (221 kPa) Spare: Removed
Significant Content or Accessories	Air Conditioning, Power Steering, Power Brakes, Tilt Steering Wheel

GENERAL TEST COMMENTS:

1. Test Procedure

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

- Proposed non-regulator crash test procedure.
- EFI Fuel System Stoddard Solvent Fill, ST-11 REP.A.

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's head.

2. Remarks

Crash movies, pre- and post- crash still images of the test vehicle and copies of this report are available through the Operations Engineering Section, Safety Laboratories Department, PAV. The crash still images are stored and archived on CD ROMs. The file names of the still images are listed under crash number and a three digit sequence number which are 12181001 through 12181047.

TEST RESULTS:

1. Occupant Protection in Interior Impact

	L. F. Dummy
Head Injury Criteria (HIC)	38
Interval t1	34 ms
t2	68 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.

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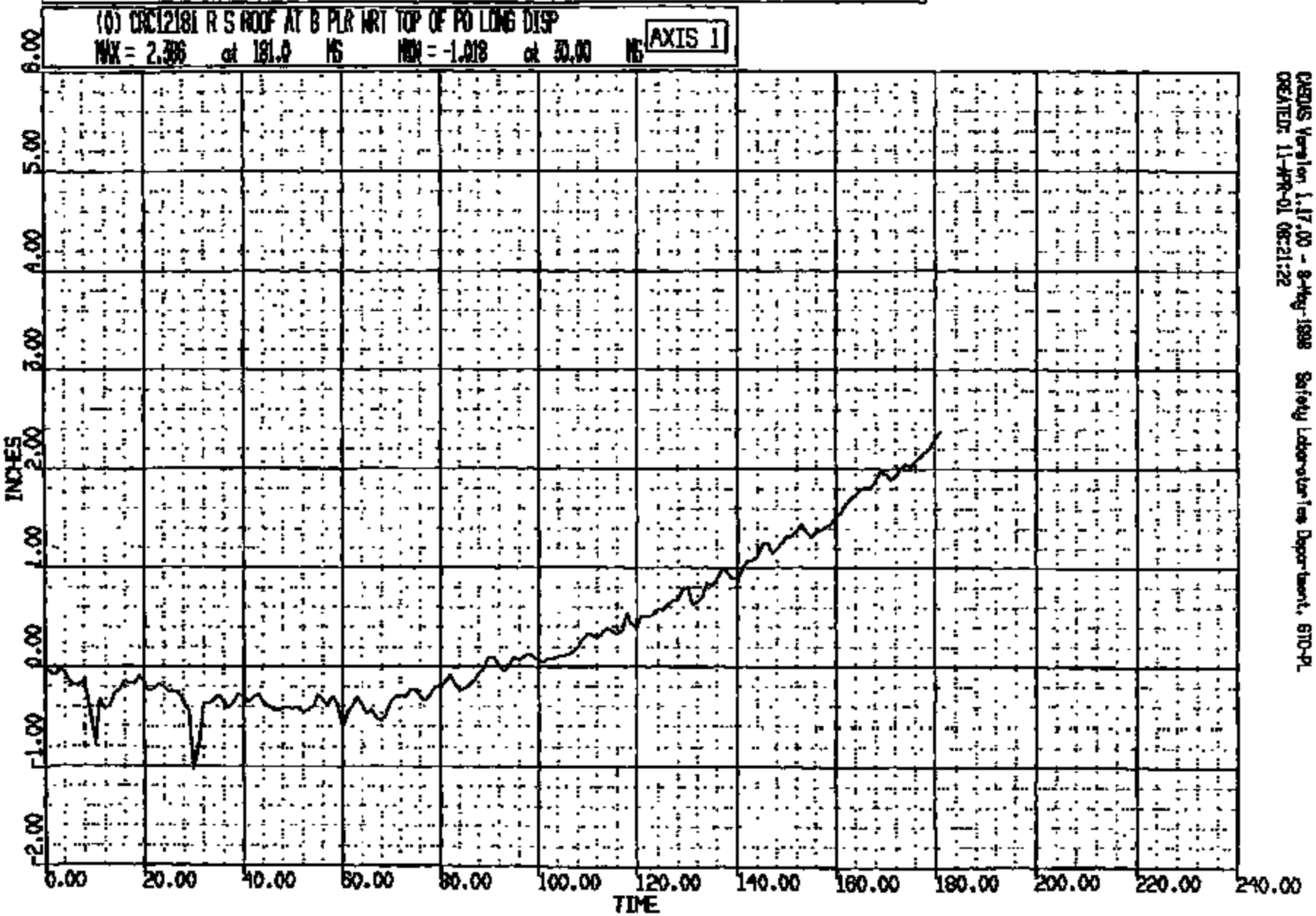

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CRTS 0012181

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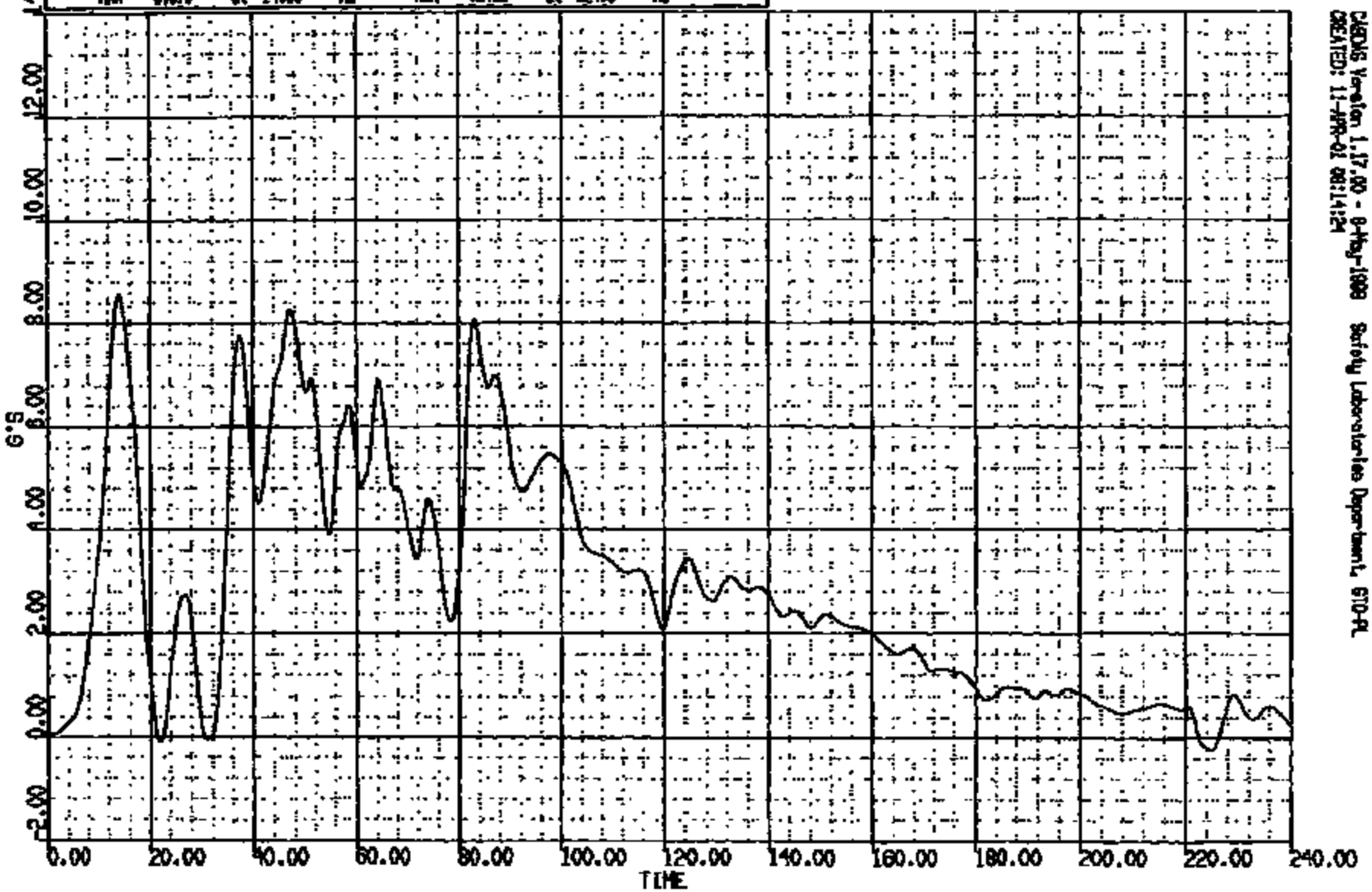
(41) CR12181T C/L INL BETWEEN F/SEATS #8 LAT 60M
MAX = 8.570 at 14.08 MS MIN = -.2162 at 221.8 MS AXIS 1



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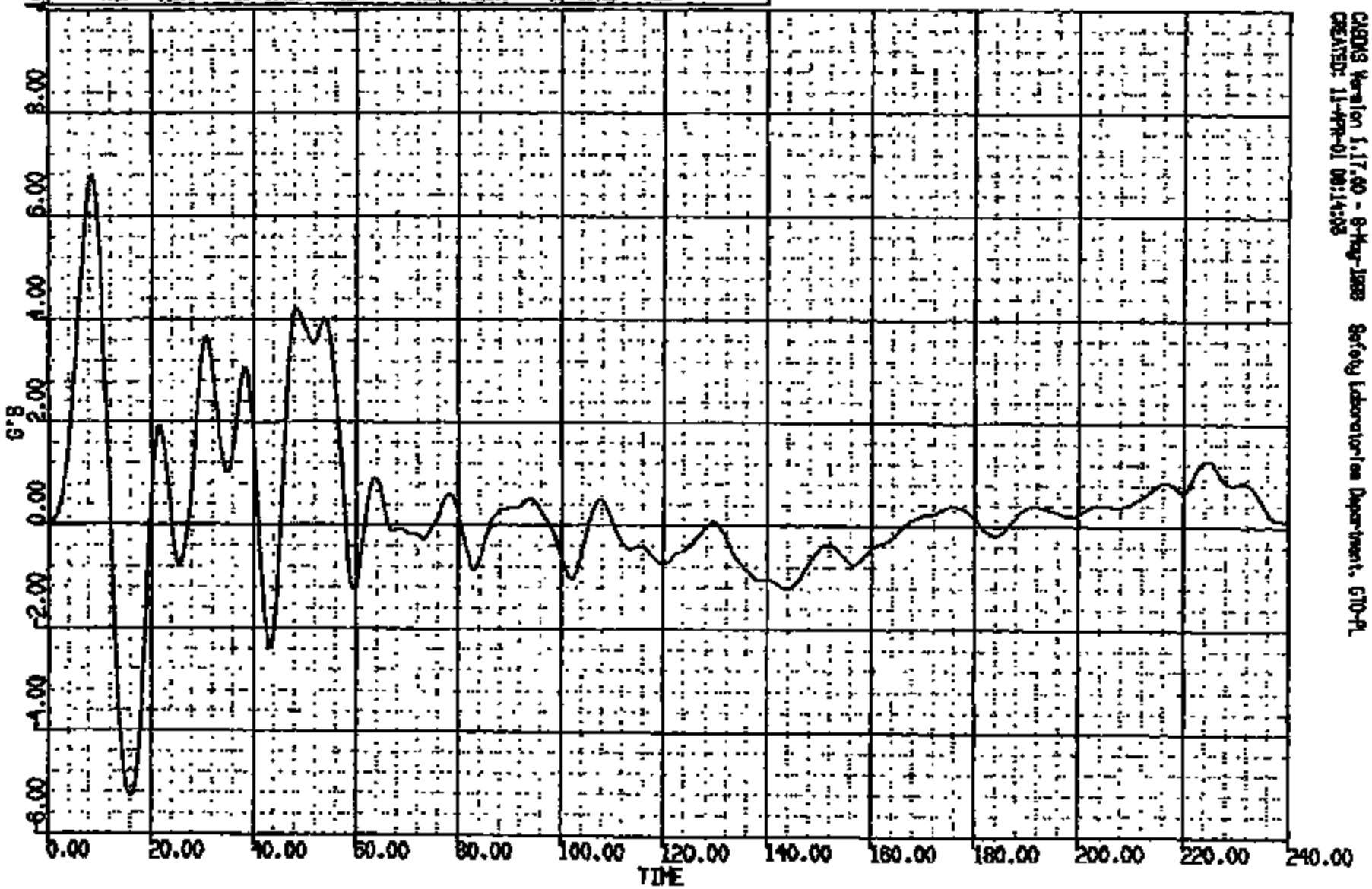
(39) DR12181T C/L INL BETWEEN F/SEATS #8 LONG BDN
MAX = 6.989 at 8.180 MS MIN = -5.270 at 16.018 MS AXIS 1



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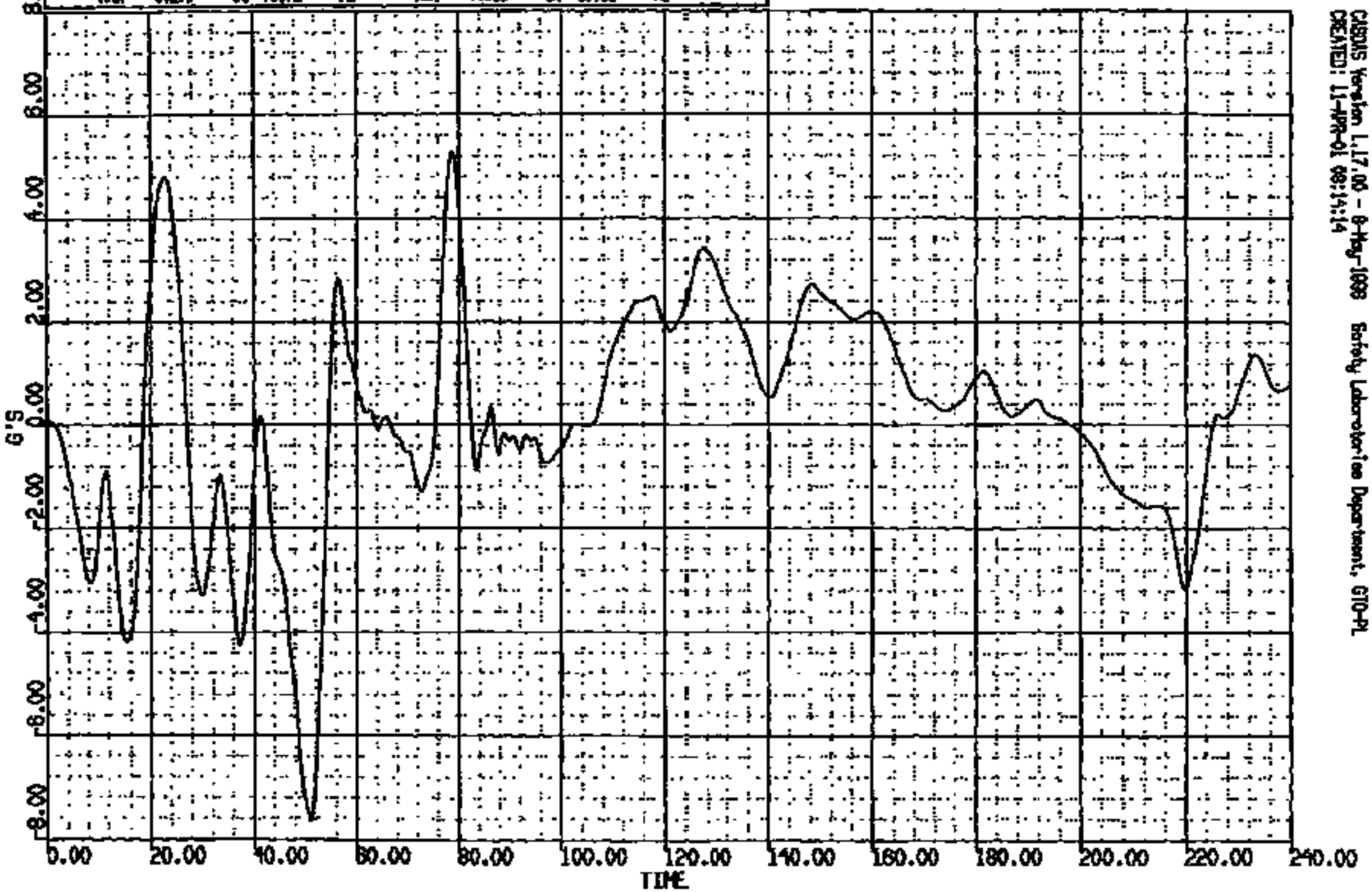
20026 CROWN VICTORIA

(46) CR12181T C/L TWL BETWEEN F/SEATS #8 VERT BOW
MAX = 5.271 at 78.72 MS MIN = -7.658 at 51.12 MS AXIS 1



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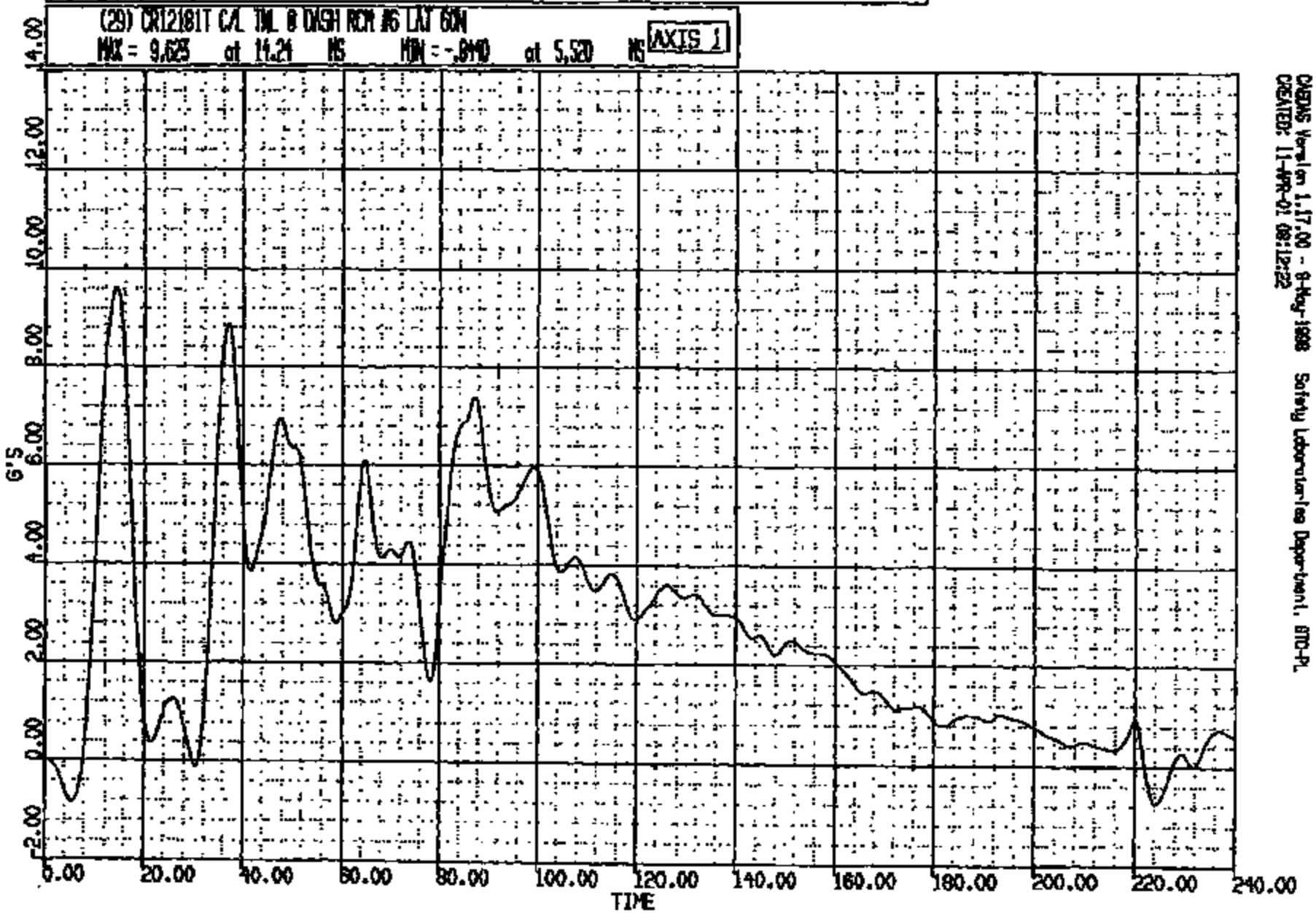

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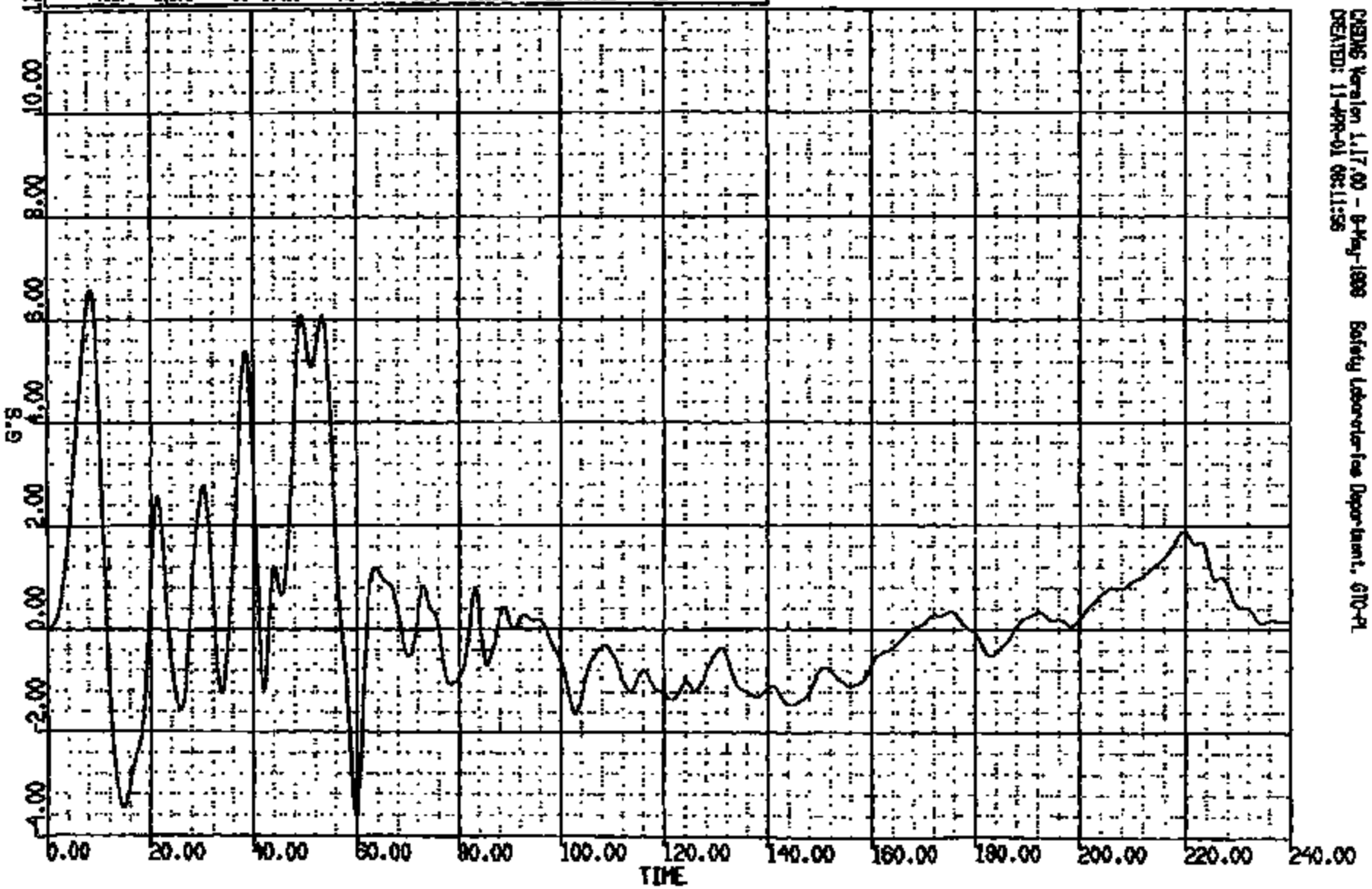
(27) CR12181T C/L TNL 9 DASH RCH #6 LONG 60M
MAX = 6.575 at 8.480 MS MIN = -3.651 at 30.92 MS AXIS 1



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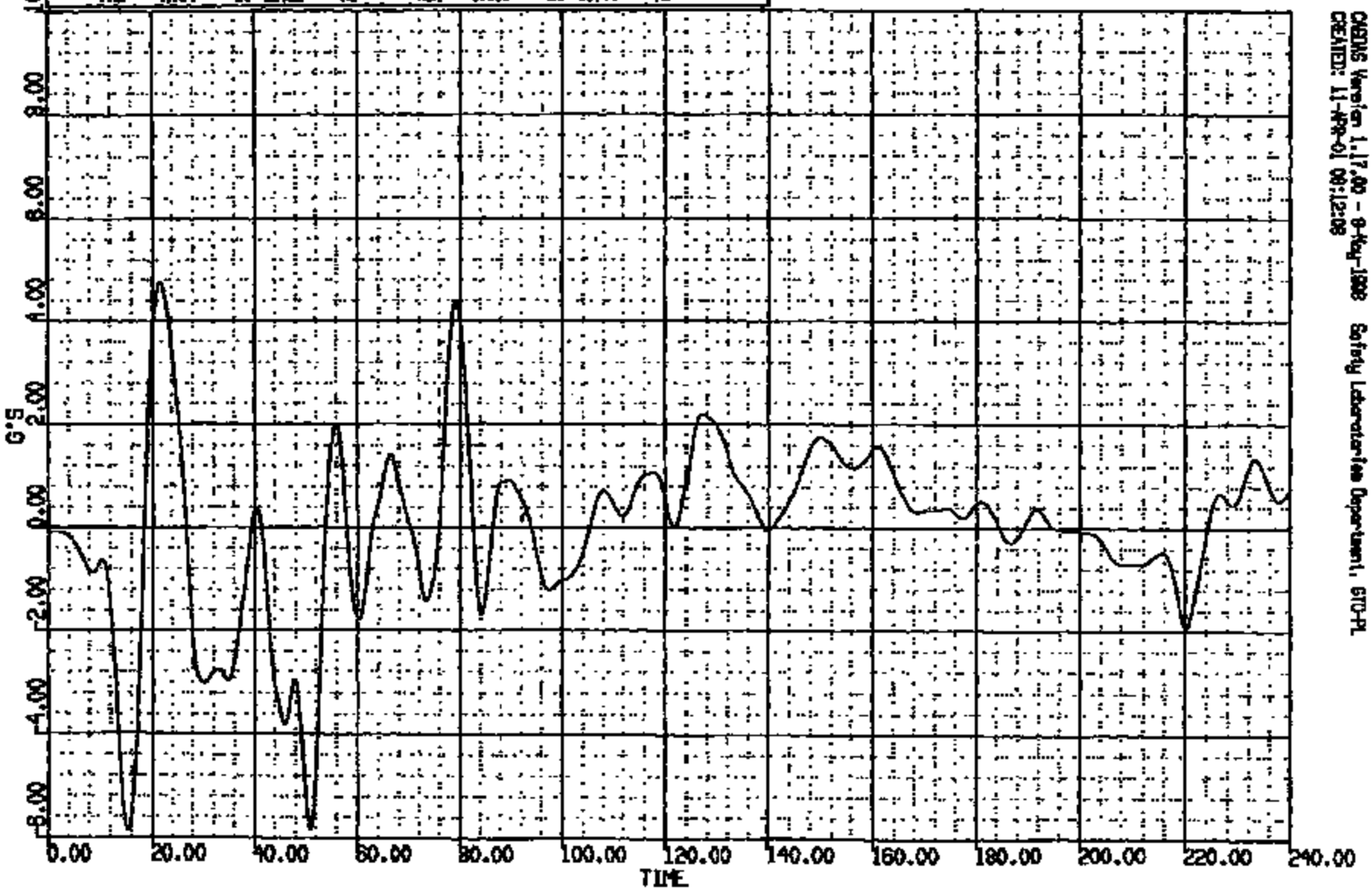
20025 CROWN VICTORIA

(28) CR12181T C/L TAL @ DASH RCH #6 VERT SCN
MAX = 4.754 at 21.52 MS MIN = -5.865 at 15.41 MS



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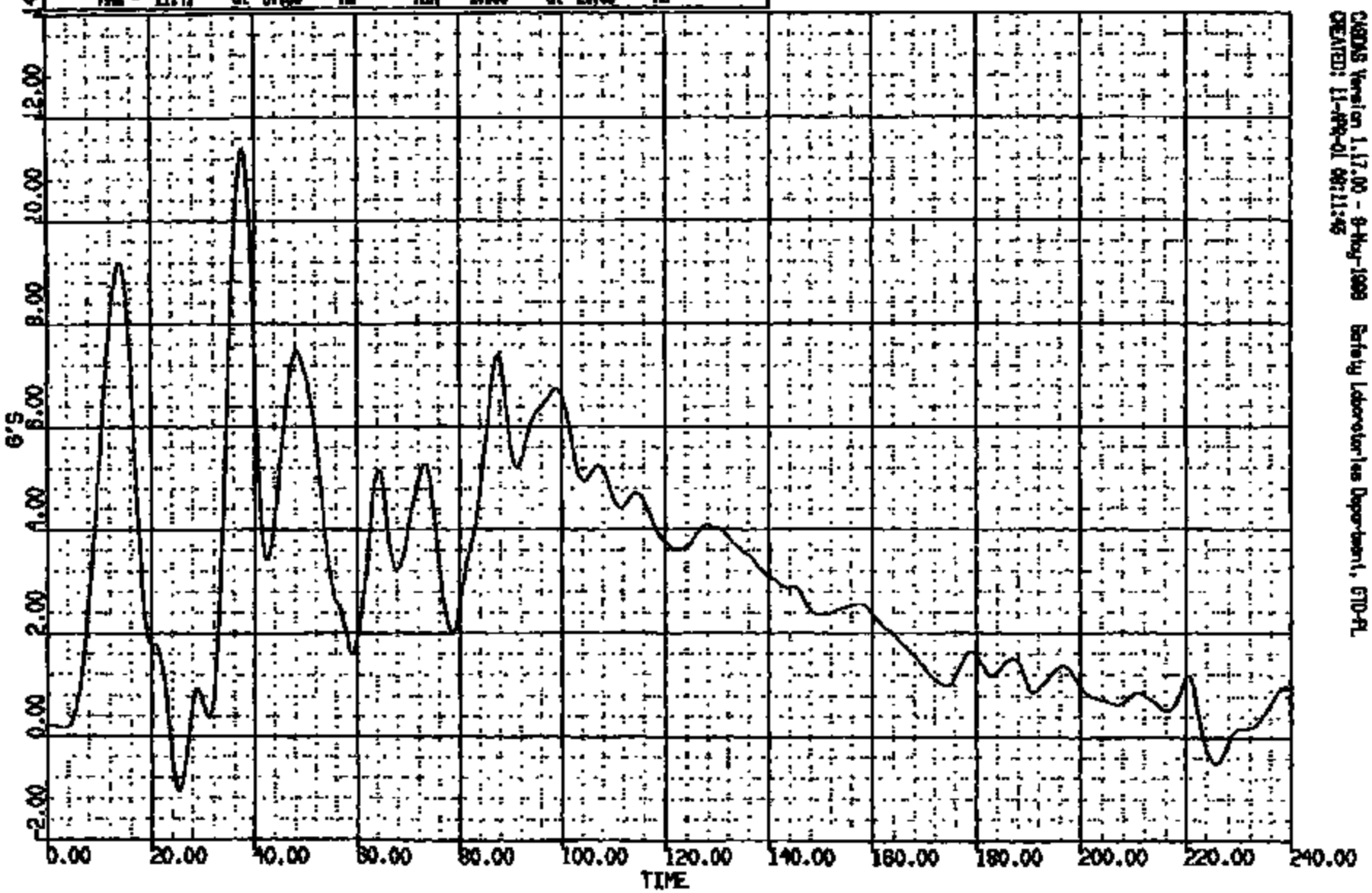
20025 CROWN VICTORIA

(26) CR121181T C/L TAL @ DASH SH #4 LAT 60N
MAX = 11.41 at 37.08 MS MIN = -1.658 at 23.35 MS

AXIS 1



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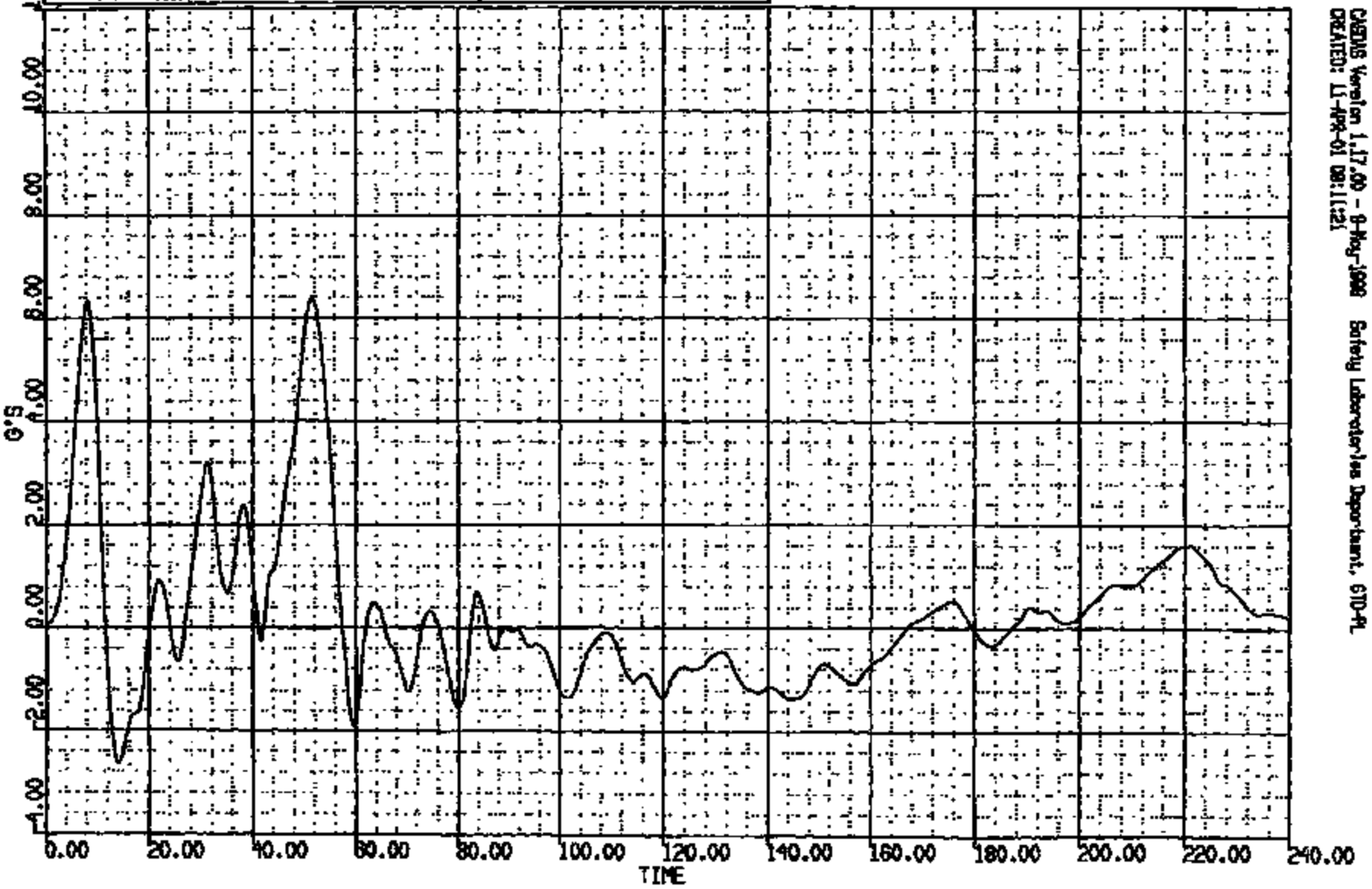
20026 CROWN VICTORIA

(24) CR12181T C/L TNL @ DASH SM M4 LONG 60M
MAX = 6.388 at 51.52 MS MIN = -2.694 at 14.16 MS AXIS 1



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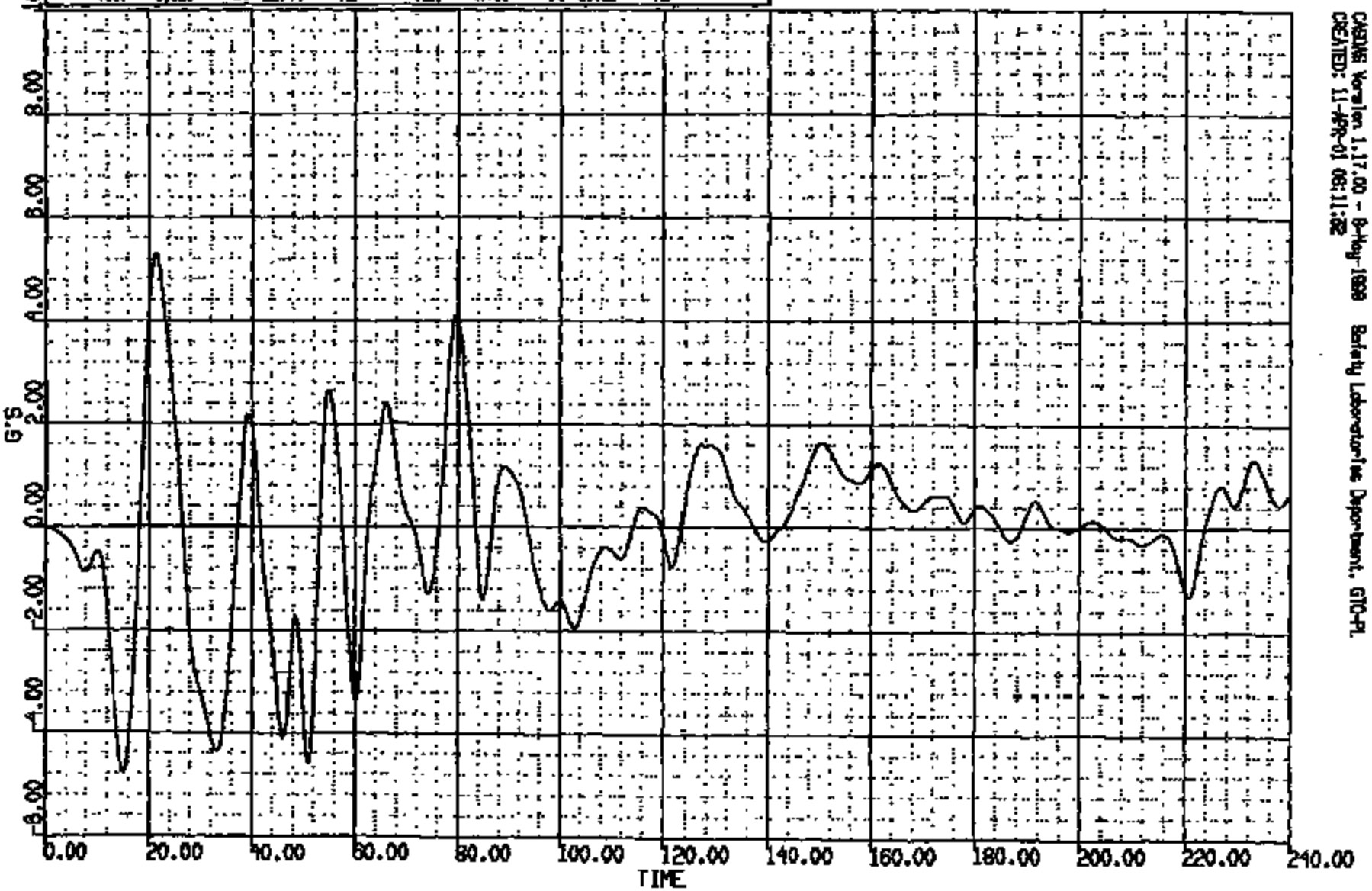
CRTS 0012181

CR R: 12191 TO: TC1941 DATE: 010212 10:21:05
2002G CROWN VICTORIA

(25) CR12191T C/L TRL @ DASH SM #4 VERT GDN
MAX = 5.315 at 21.44 MS MIN = -4.755 at 15.12 MS

AXIS 1



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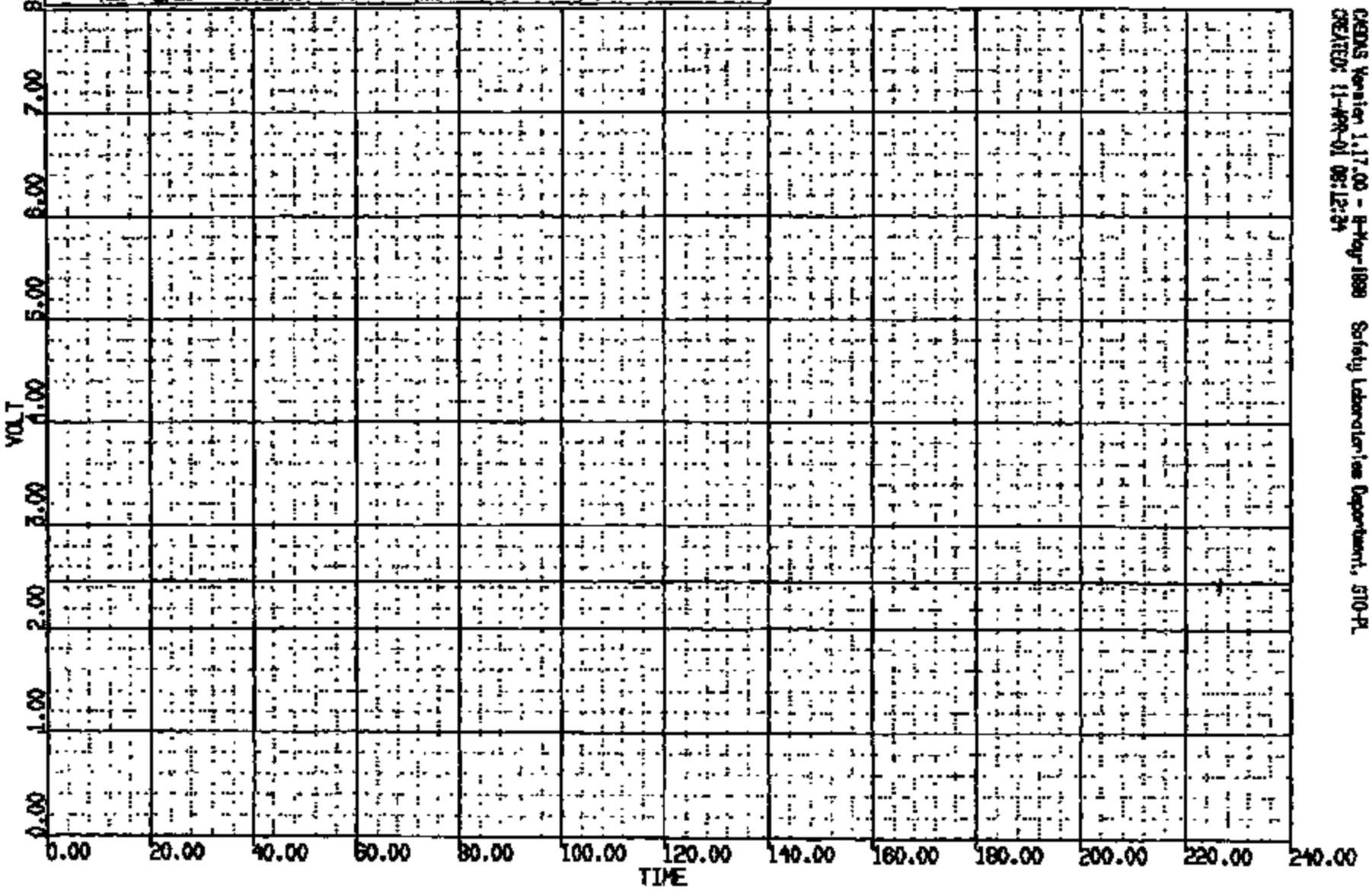
(30) CR12181T C/L TWL @ DASH TWK1 4000C
MAX = 2.495 at 226.5 MS MIN = 2.358 at 226.3 MS AXIS 1



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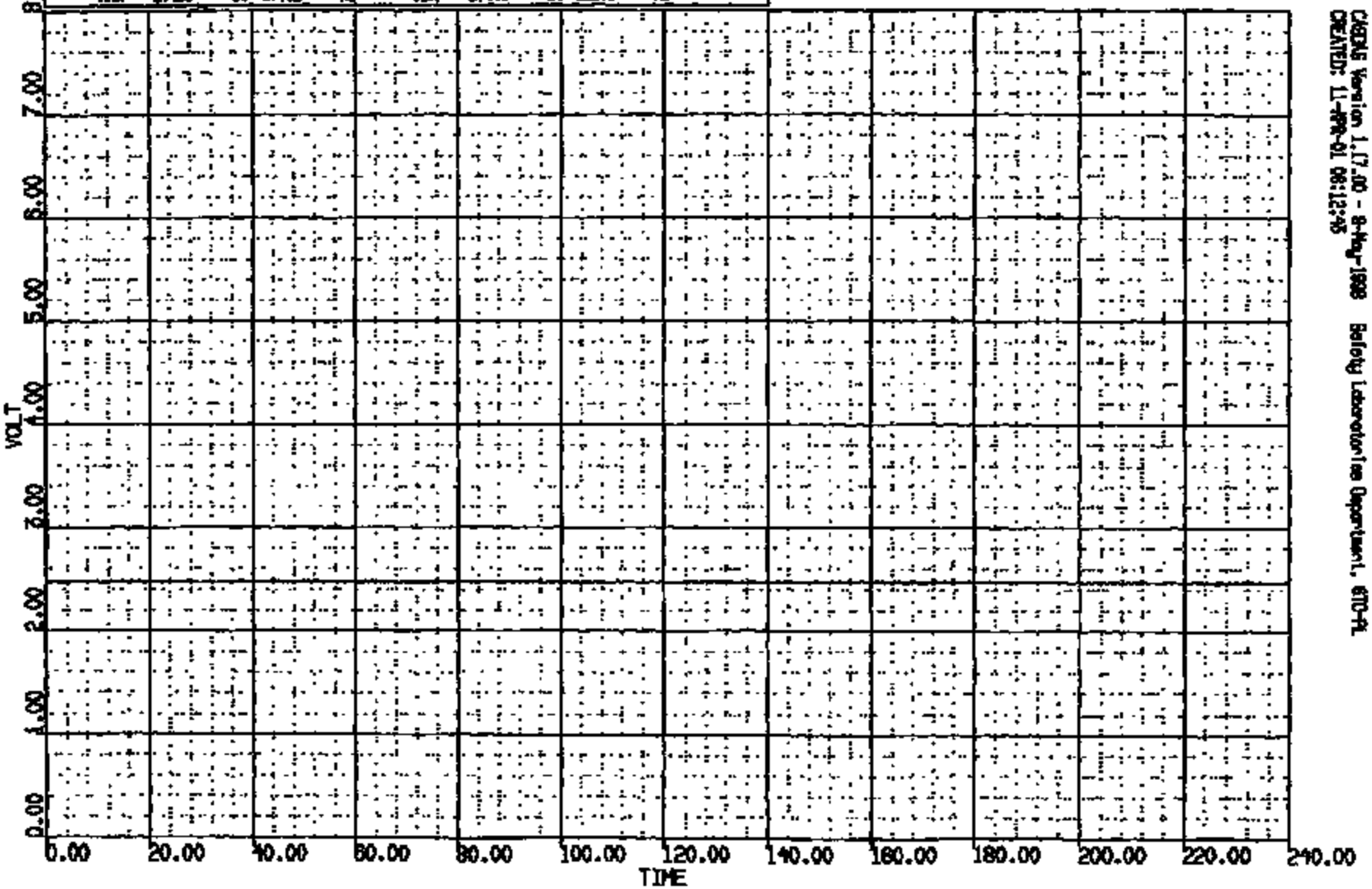
20025 CROWN VICTORIA

(31) CR12181T C/L TAL & DASH TAK2 4000C
MAX = 2.480 at 37.52 MS MIN = 2.416 at 226.3 MS AXIS 1



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CRTS 0012181

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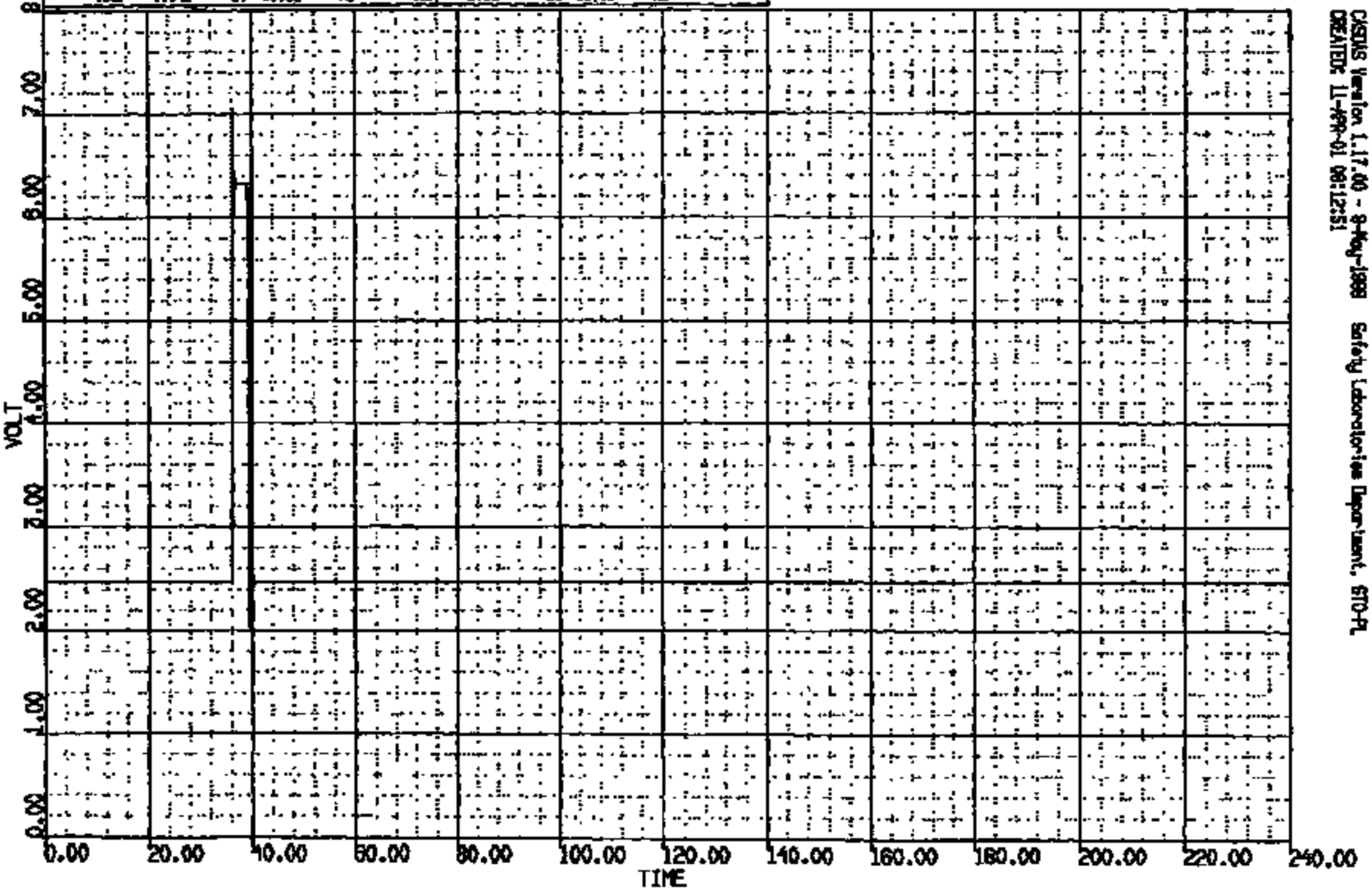
20025 CROWN VICTORIA

(32) CR12181T C/L TAL @ DASH TAK3 4000C
MAX = 7.046 at 35.32 MS MIN = 2.017 at 39.68 MS AXIS 1



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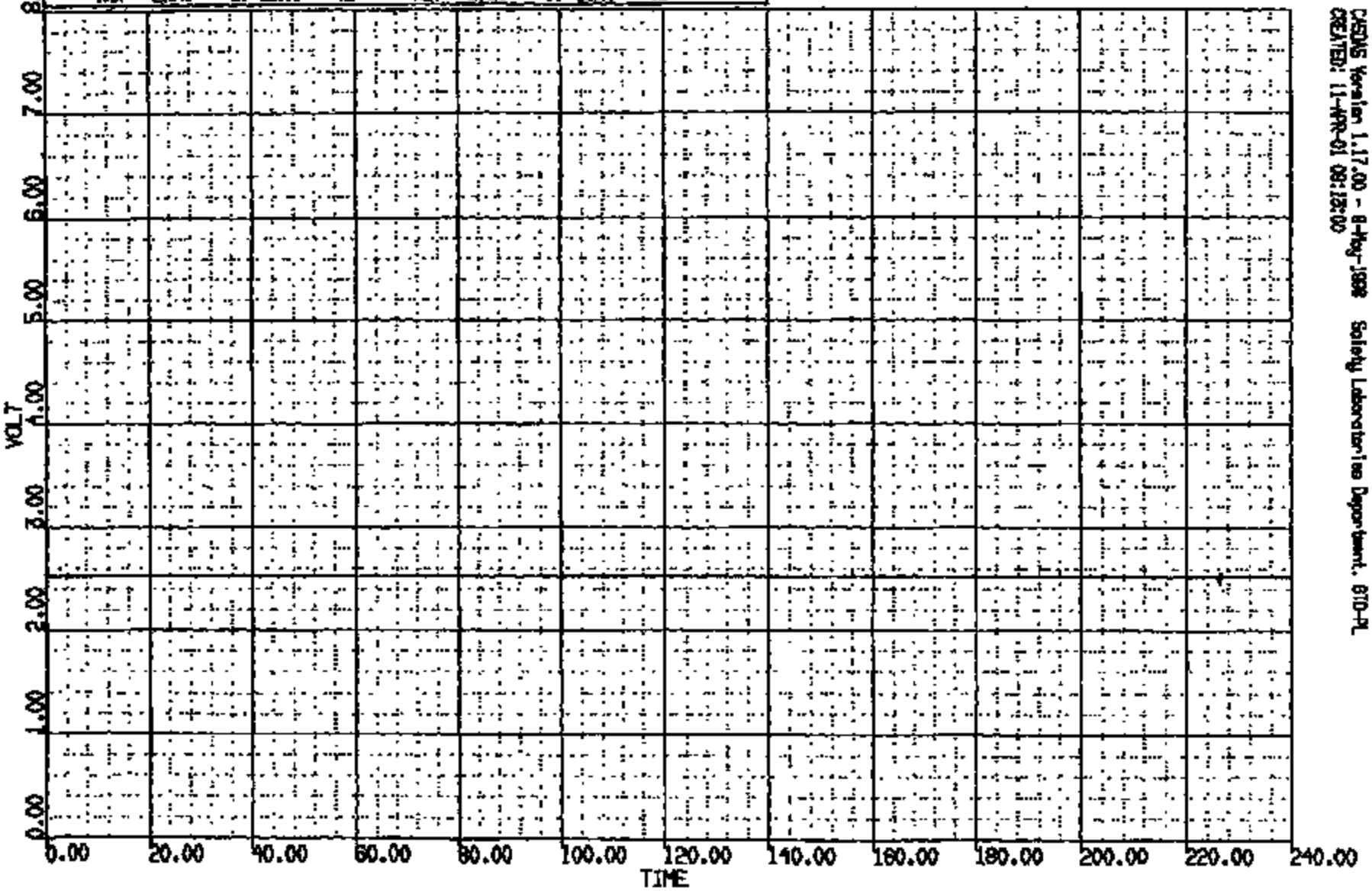
CRTS 00121181

CR #: 12181 TO: TC1941 DATE: 010212 10:21:06
20026 CROWN VICTORIA

(35) CR12181T C/L TAL @ DASH TAK4 4000C
MAX = 2.549 at 226.5 MS MIN = 2.451 at 226.3 MS

AXIS 1



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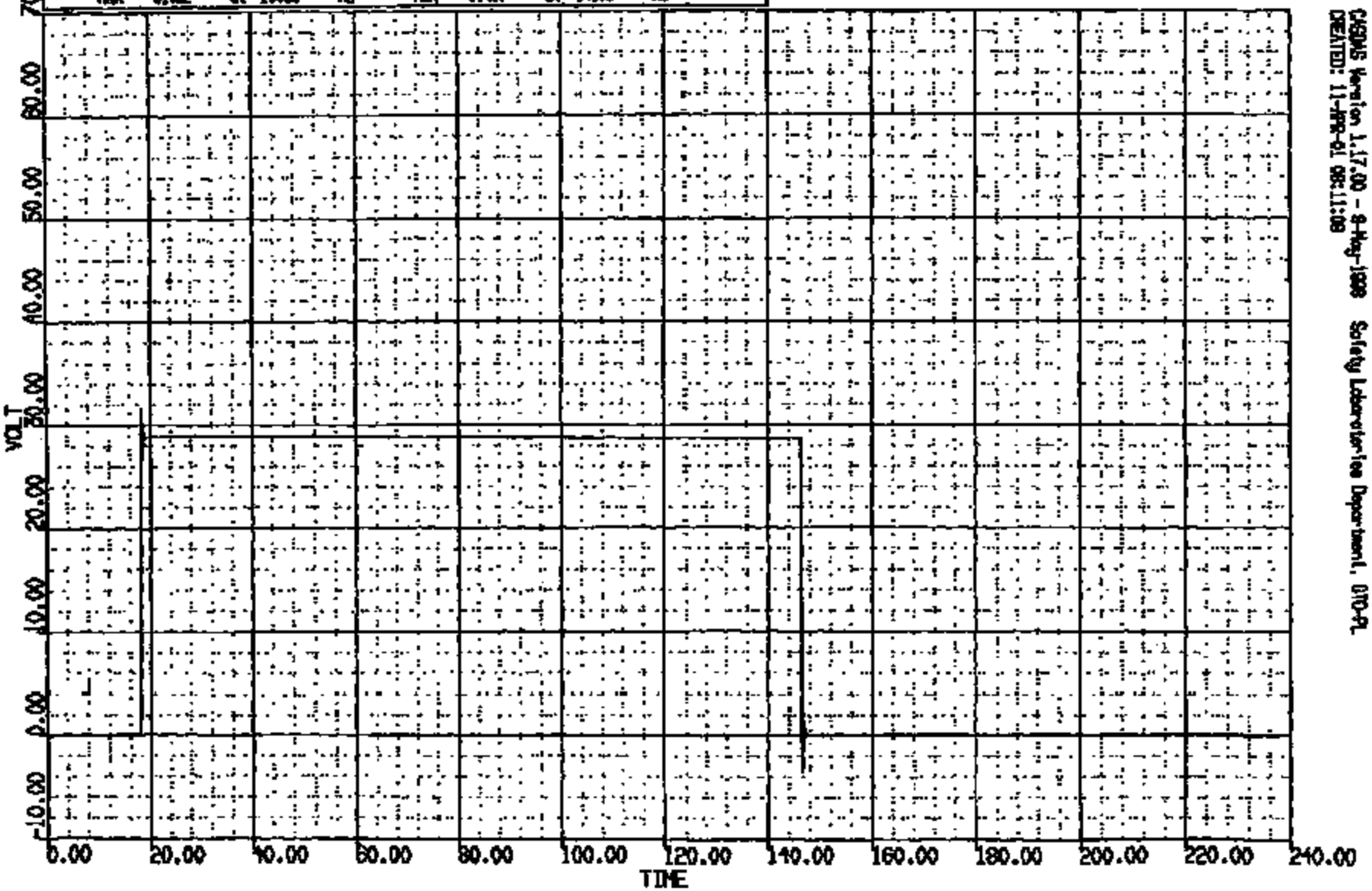
CRTS 0012181

CR RI 12181 TCI TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(23) CR12181T DRIVER SIDE A/B VOLTAGE 4000C
MAX = 31.62 at 18.32 MS MIN = -3.167 at 146.6 MS AXIS 1



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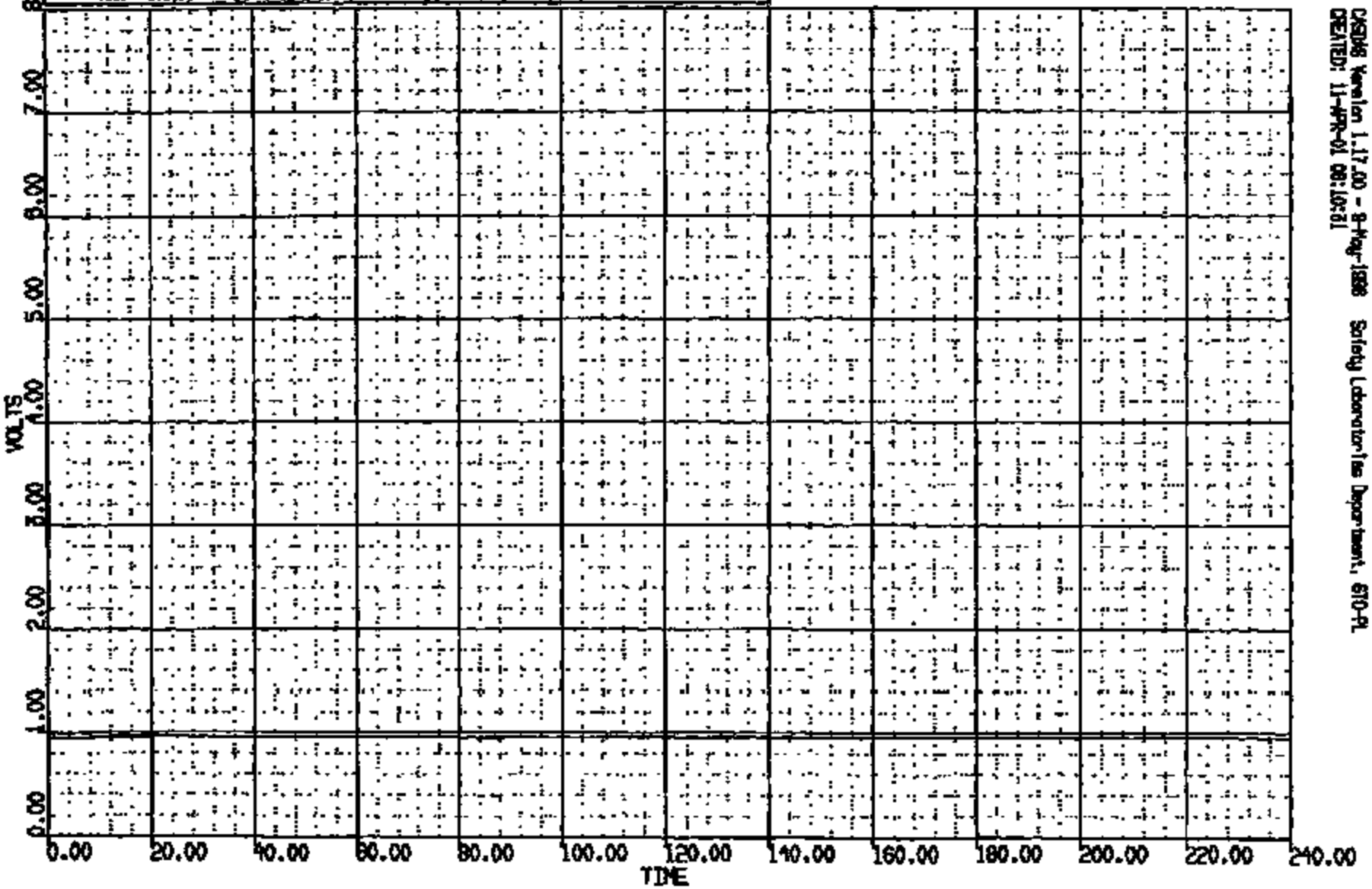
CRTS 0012181

CR #: 12191 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(20) CR12181T FUEL SHUT OFF (INERTIA) SW 4000C
MAX = 4.95V@ at -.7629E-05 MS MIN = 0.95V@ at -.7629E-05 MS AXIS 1



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CRITS 0012181

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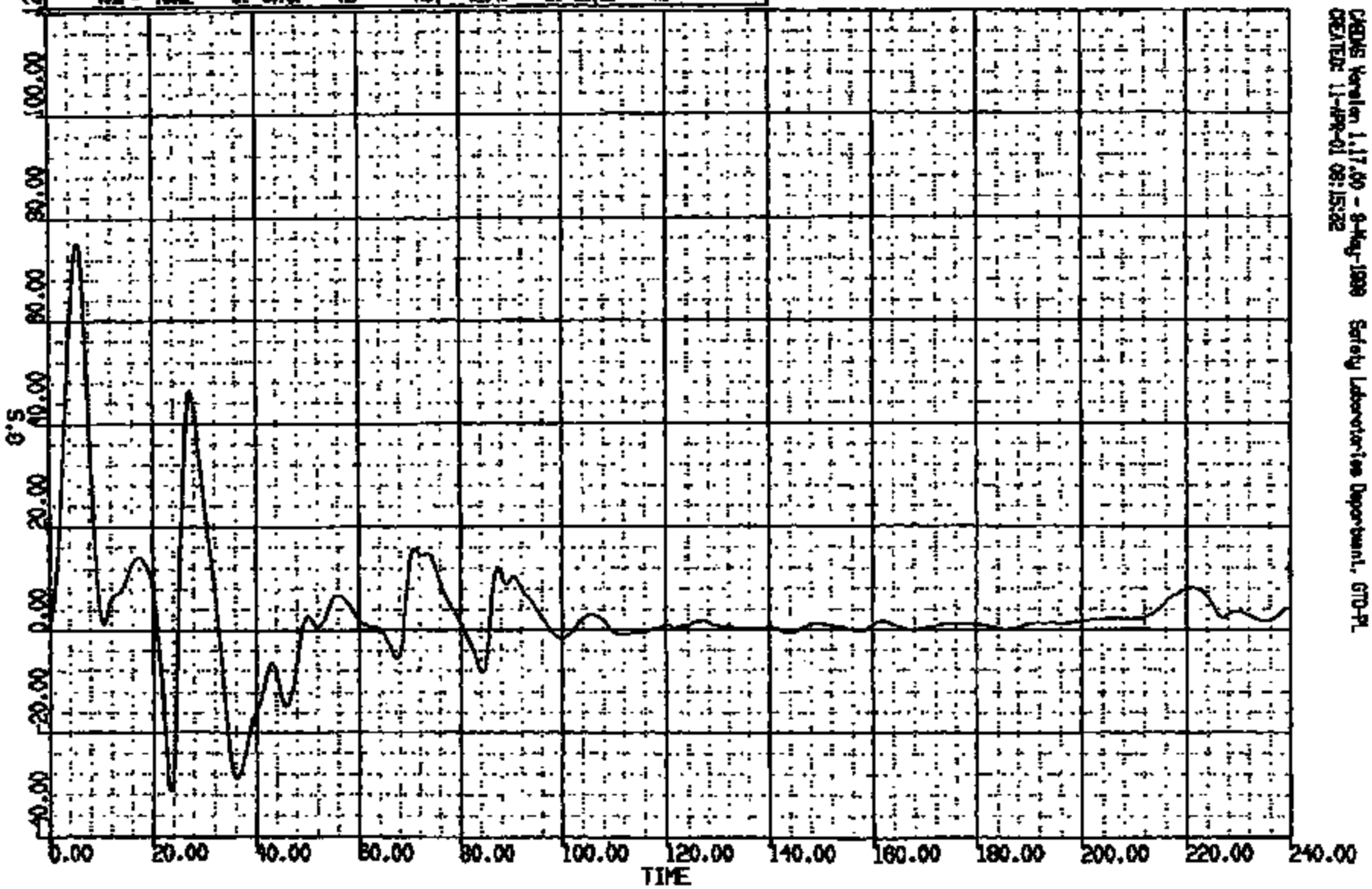
20025 CROWN VICTORIA

(47) CR12181T L/O-PILLAR IN @ BELTLINE LAT 60N
MAX = 75.92 at 5.700 MS MIN = -31.45 at 25.92 MS AXIS 1



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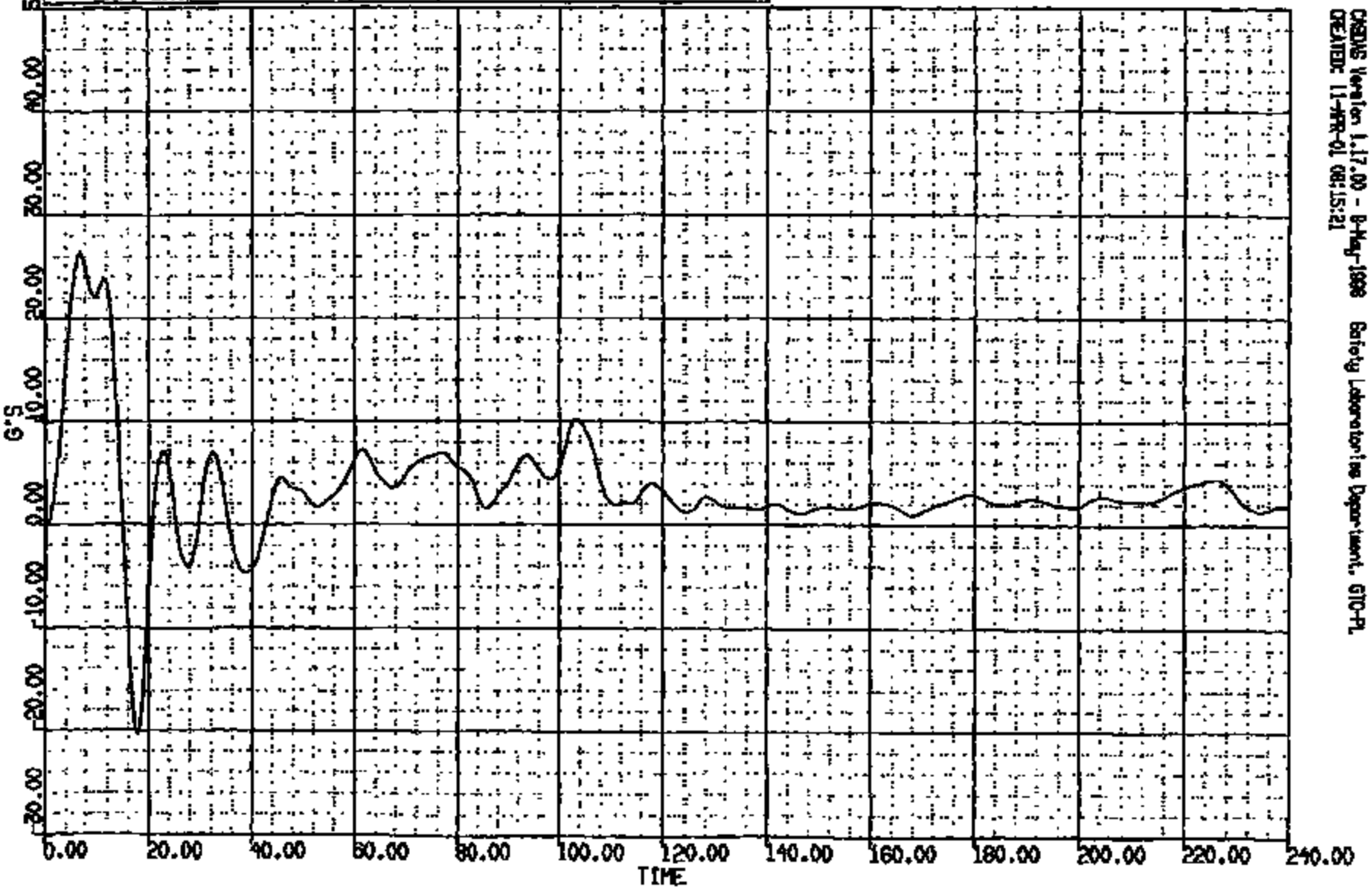
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:06
20026 CROWN VICTORIA

(46) CR12181T C/B-PILLAR IN @ ROOF LAT GON
MAX = 26.36 at 6.950 MS MIN = -20.45 at 17.84 MS

AXIS 1



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CRTS 0012181

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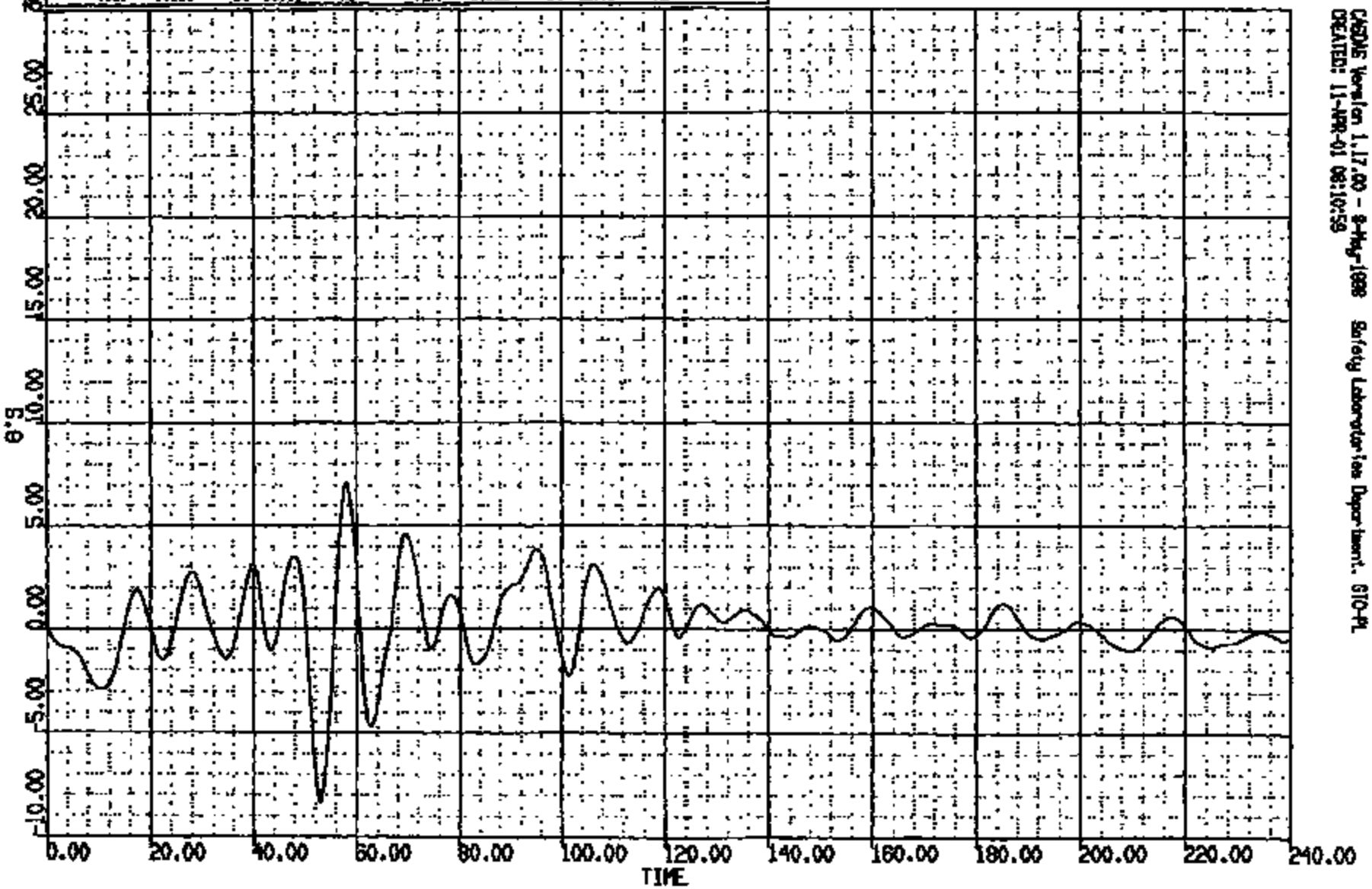
20025 CROWN VICTORIA

(22) CR12181T L/C RAD SUPPORT FCS #14 LONG 60M
MAX = 7.106 at 58.00 MS MIN = -8.352 at 52.95 MS AXIS 1



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CRTS 0012181

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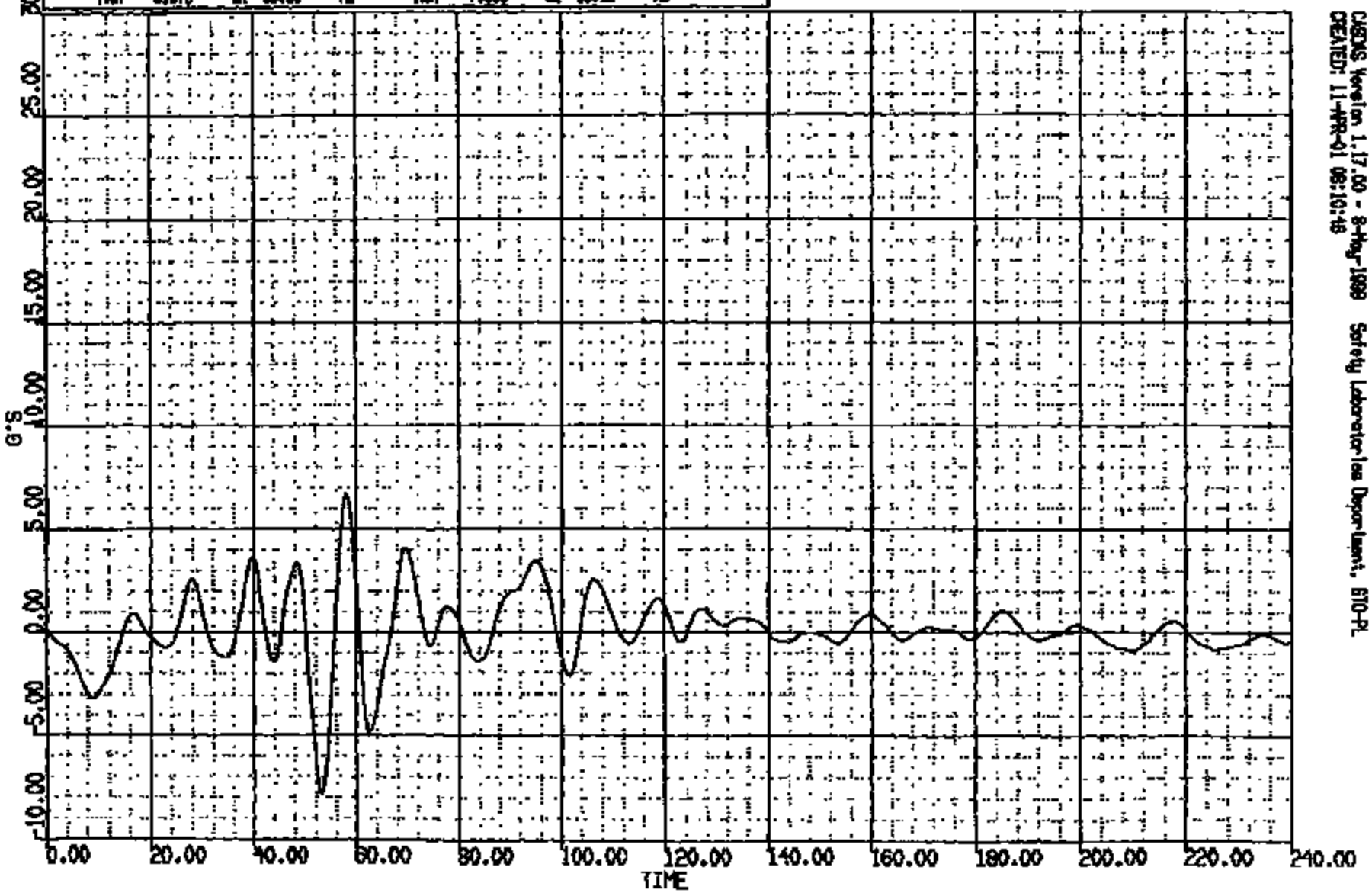
20025 CROWN VICTORIA

(21) CR12181 L/C RAD SUPPORT SN #5 LOAD 60N
MAX = 6.675 at 58.08 MS MIN = -7.553 at 53.12 MS AXIS 1



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CRTS 0012181

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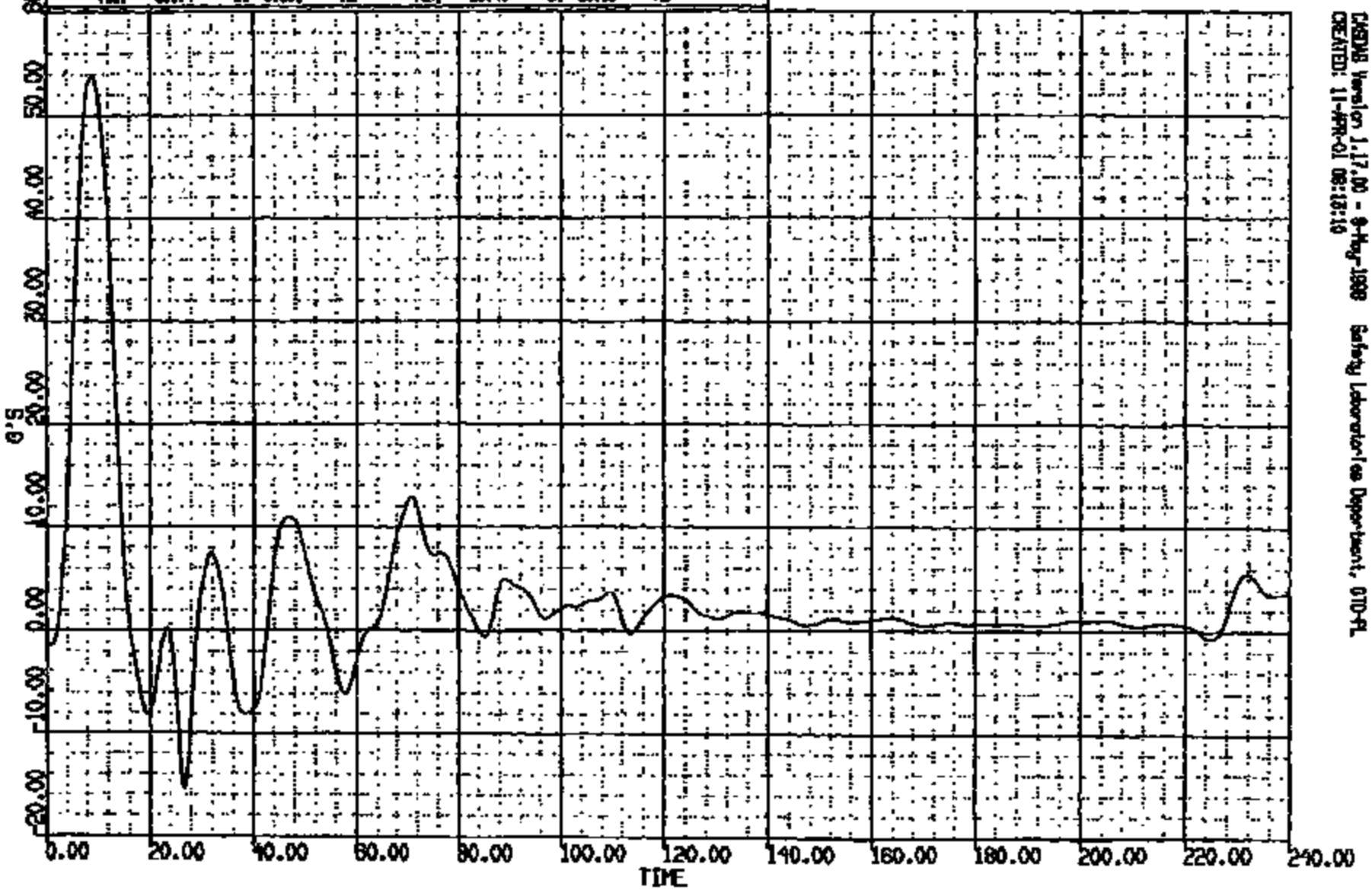
20025 CROWN VICTORIA

(3A) CR12181T L/F DOOR & BELTLINE MID LAT GON
MAX = 53.74 at 8.880 MS MIN = -15.45 at 28.80 MS AXIS 1



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CRTS 0012181

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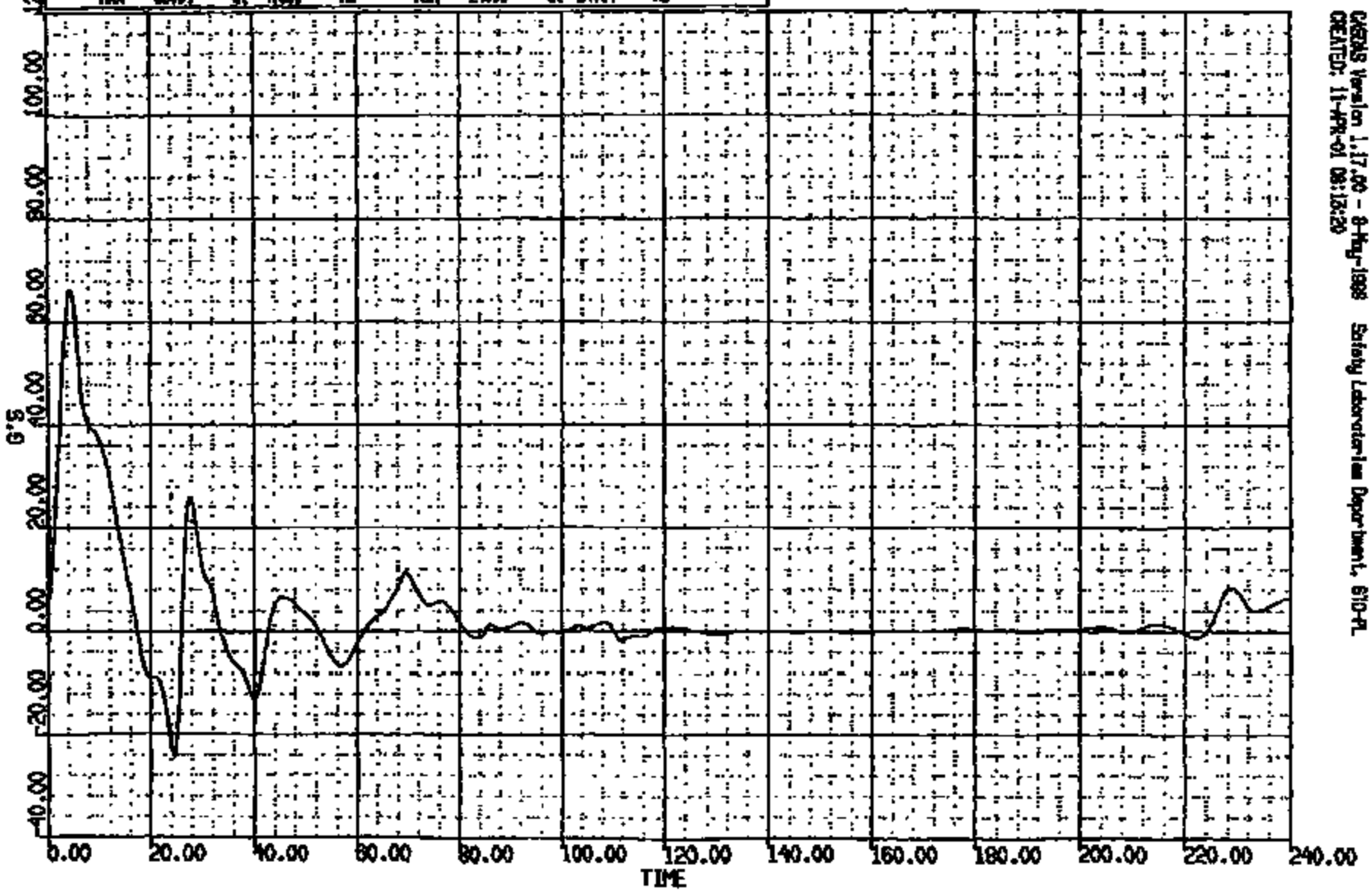
20026 CROWN VICTORIA

(45) CR12181T L/F DOOR @ BELTLINE NEAR LAT GON
MAX = 86.31 at 4.380 MS MIN = -24.55 at 21.91 MS AXIS 1



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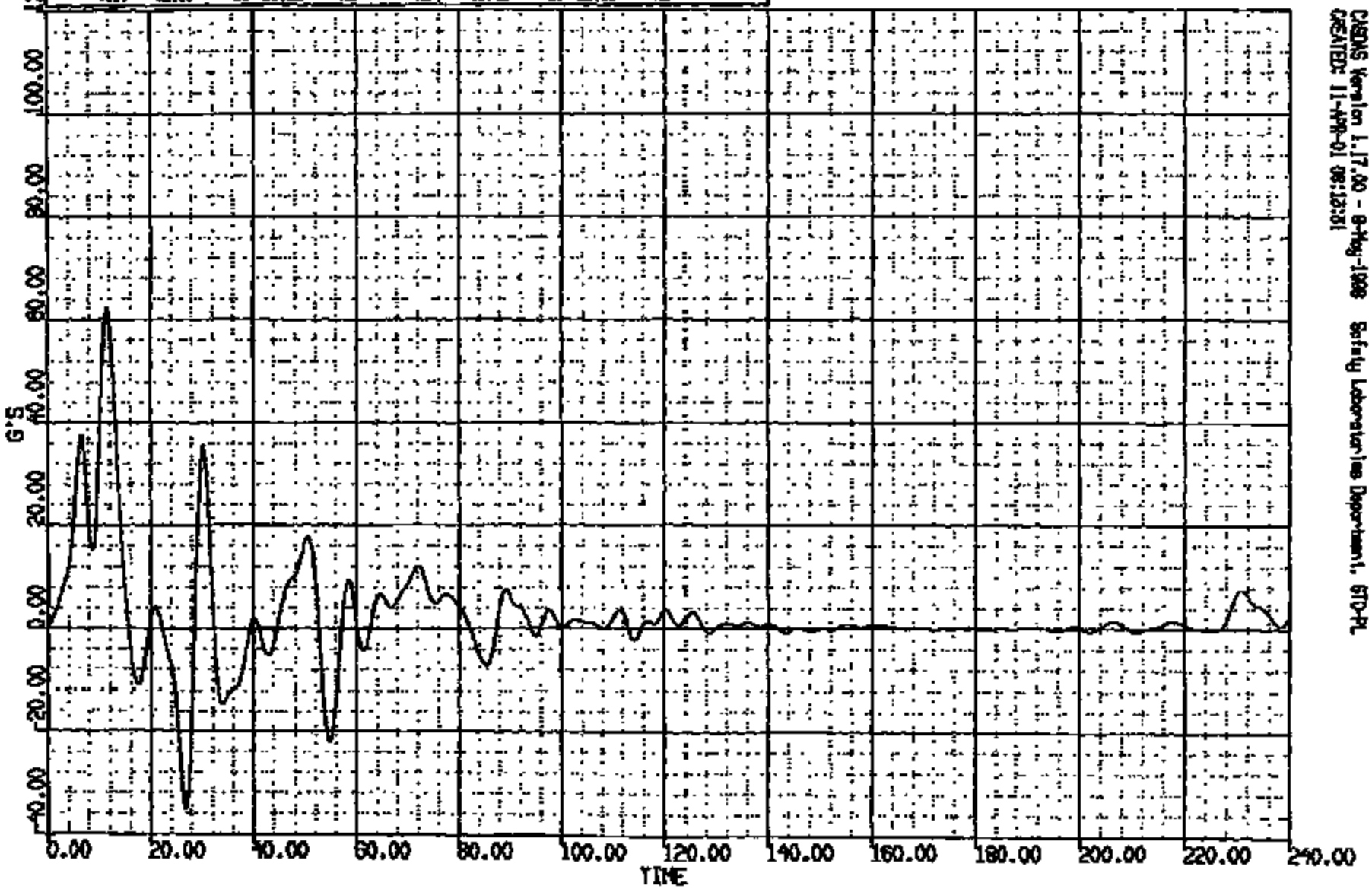
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
30028 CROWN VICTORIA

(36) CR12181 L/F DOOR OVER HARVEST LAT 60N
MAX = 62.30 at 11.52 MS MIN = -35.42 at 26.88 MS AXIS 1



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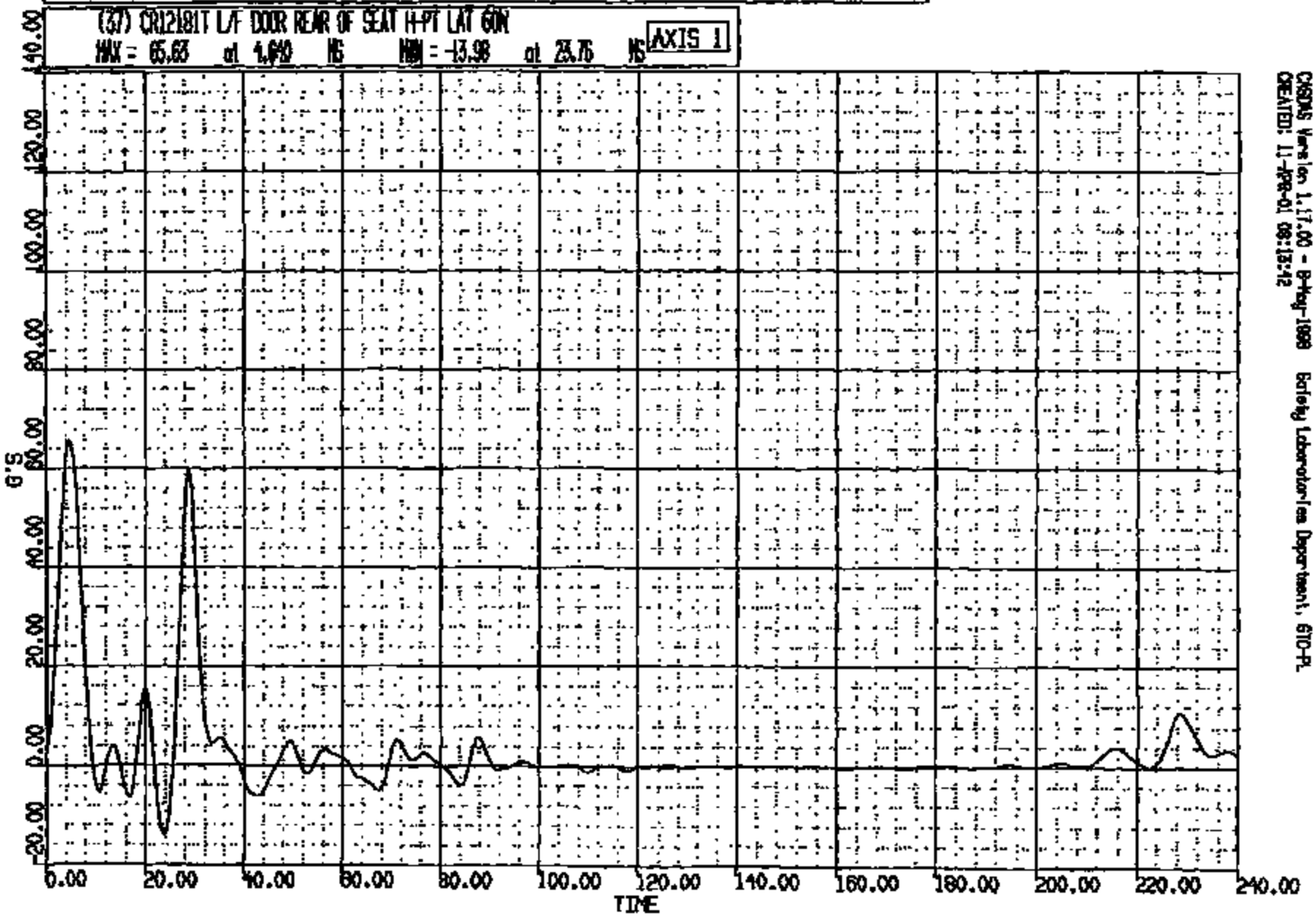
20025 CROWN VICTORIA



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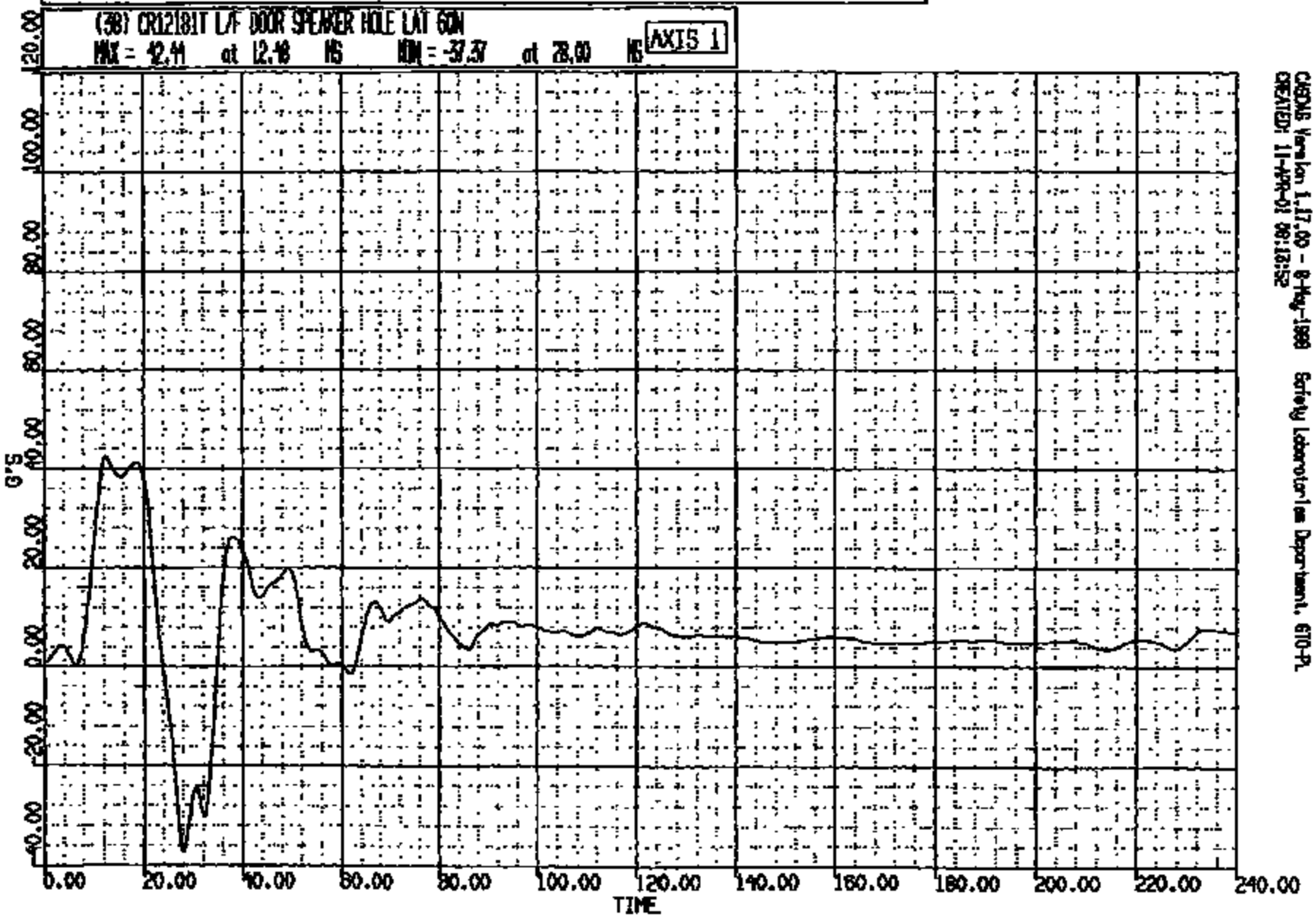
20025 CROWN VICTORIA



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CRTS 0012181

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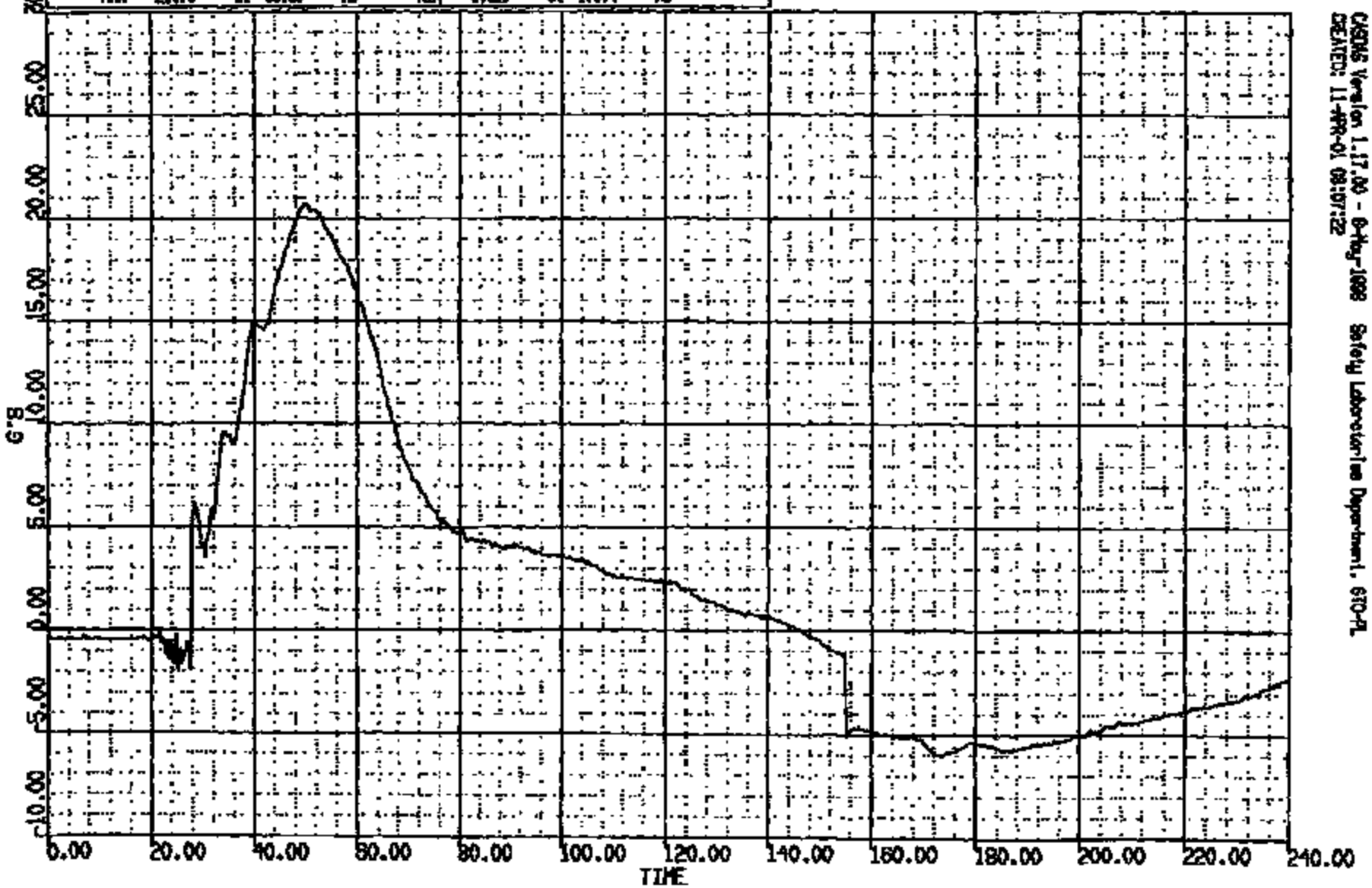
20026 CROWN VICTORIA

(3) CR12181T L/F DUMMY HEAD C.G. LAT 100GM
MAX = 20.75 at 50.08 MS MIN = -6.025 at 173.4 MS AXIS 1



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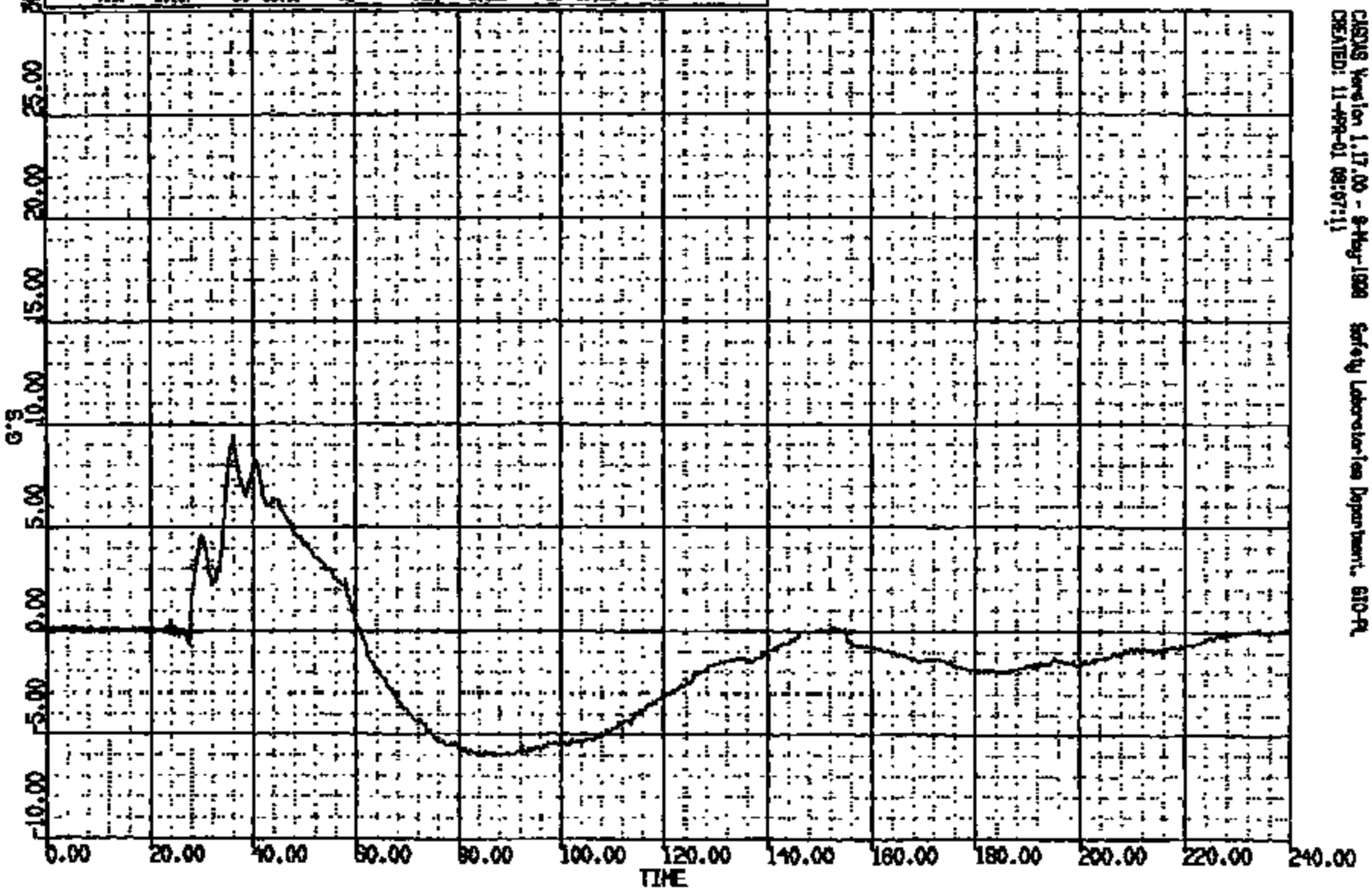
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(1) CR12181T L/F DUMMY HEAD C.G. LONG 1000N
MAX = 9.137 at 36.08 MS MIN = -6.089 at 87.12 MS

AXIS 1



CRSDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 810-PL
CREATED: 11-APR-01 08:07:11

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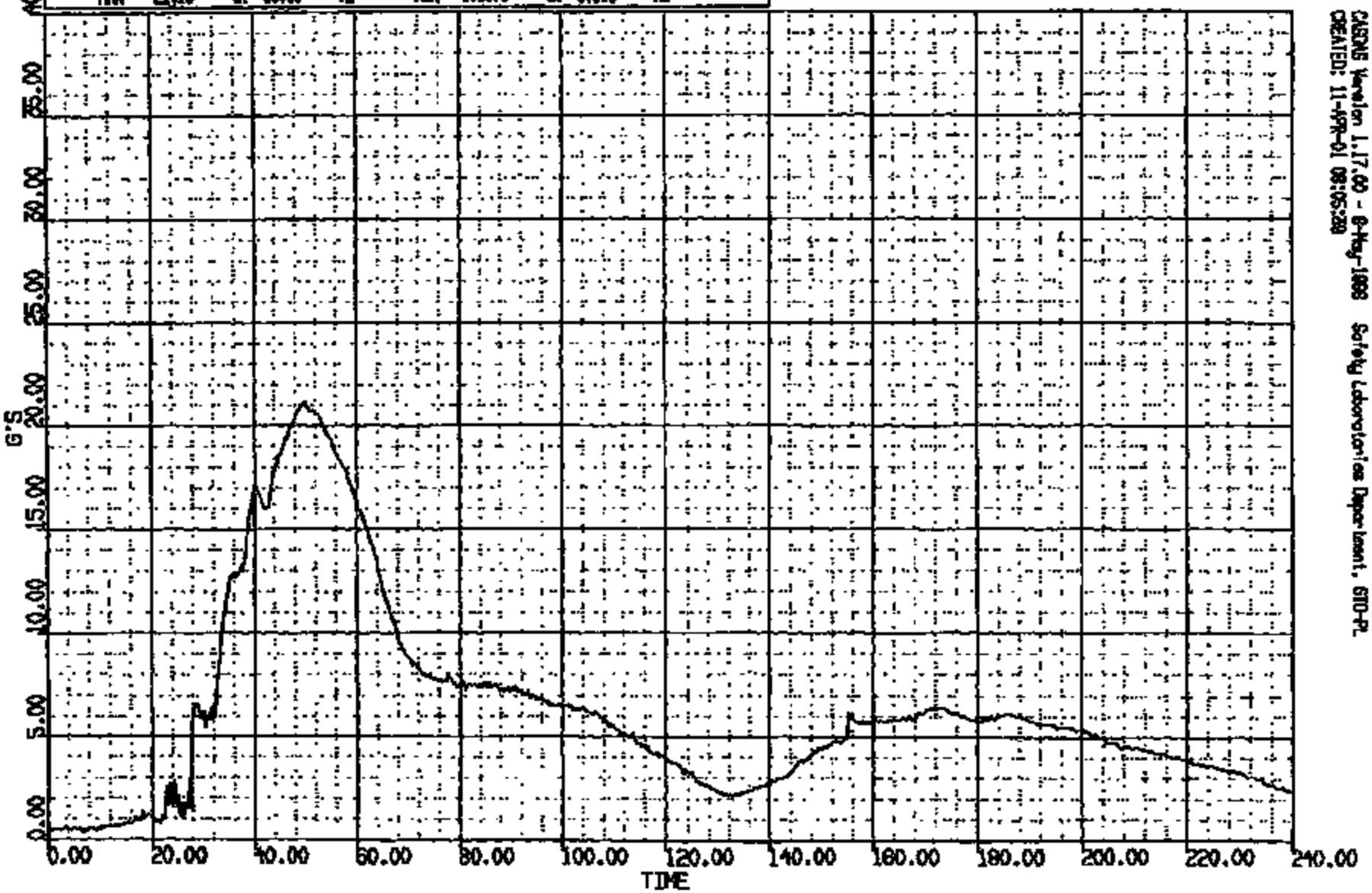
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA
HIC: 58. DUR: 240.0 T1/T2: 58.5 / 87.0
HIC: 58. DUR: 58.0 T1/T2: 58.5 / 87.0
HIC: 26. DUR: 15.0 T1/T2: 42.6 / 59.6

(1000) CR12181T L/F DUMMY HEAD C.G. NES 1000N
MAX = 21.16 at 50.08 MS MIN = 0.3076 at 6.880 MS AXIS 1



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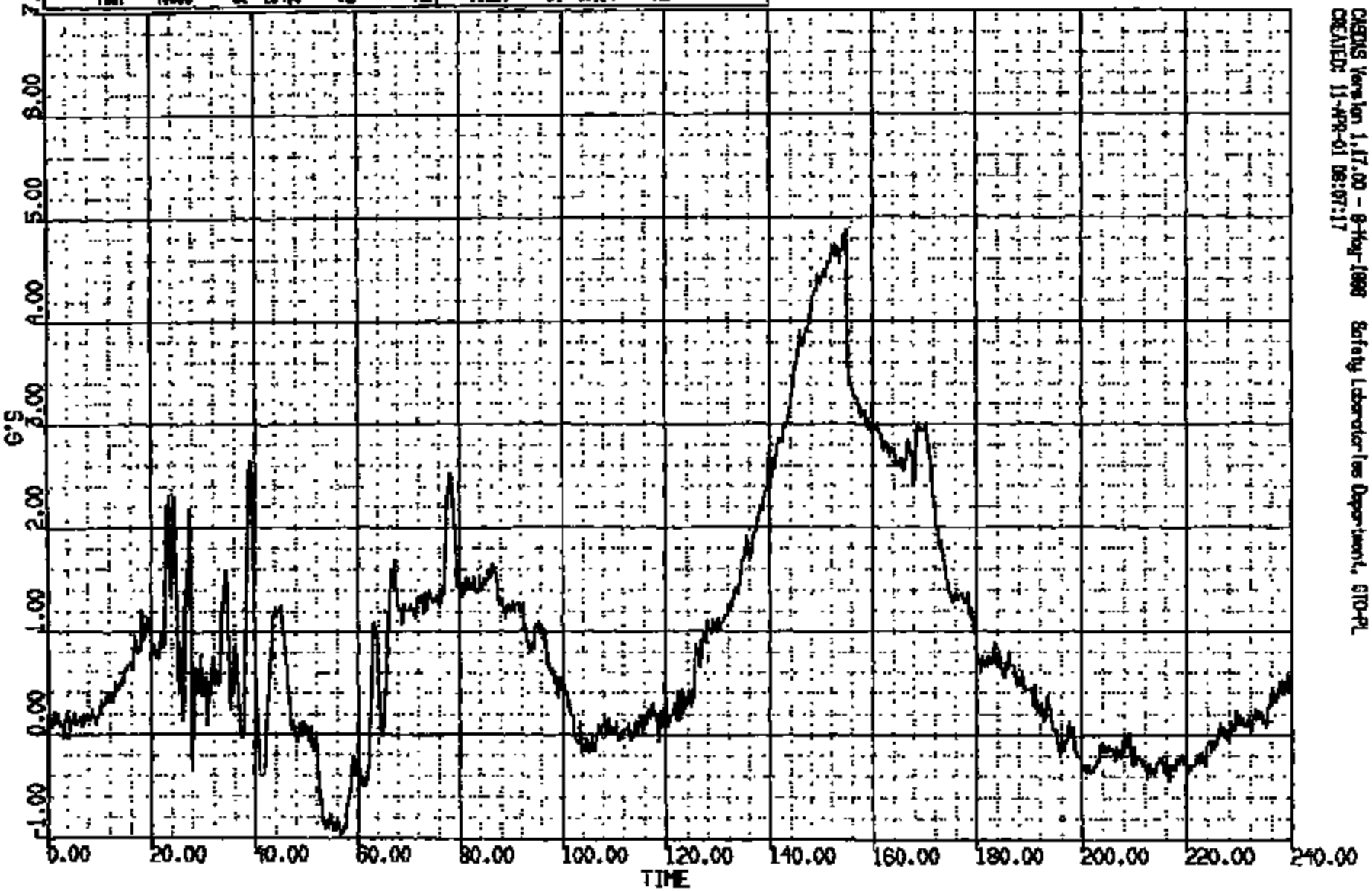
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(2) CR121181T L/F DUMMY HEAD C.G. VERT 1000N
MAX = 4.085 at 154.9 MS MIN = -.9921 at 56.64 MS AXIS 1



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CREATED: 11-APR-01 08:07:17

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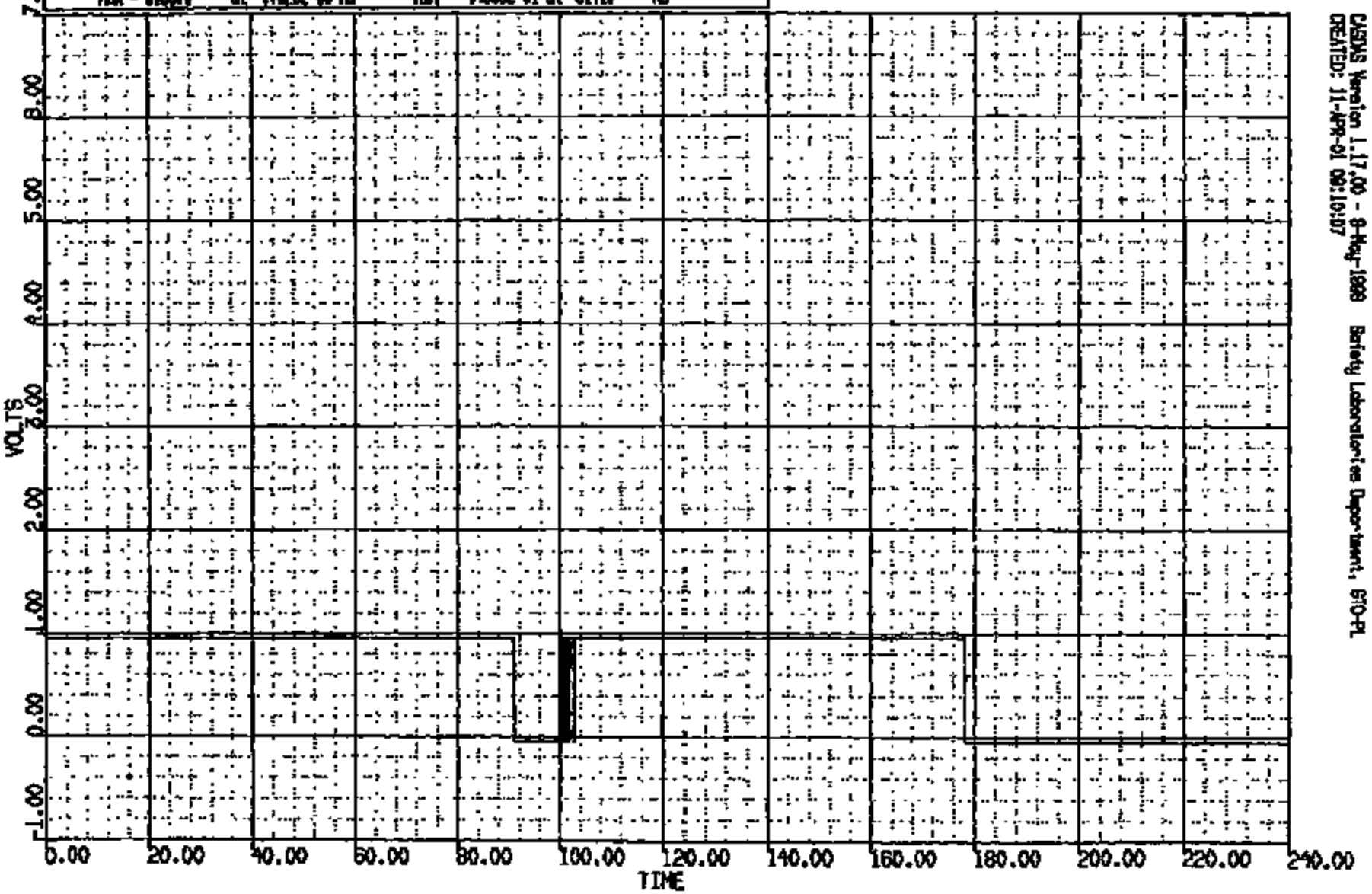
CRTS 0012181

CR R: 12161 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(18) C012181T L/F DUMMY HEAD SN 4000C
MAX = 0.5570 at -.7029E-05 MS MIN = -.5955E-01 at 91.10 MS



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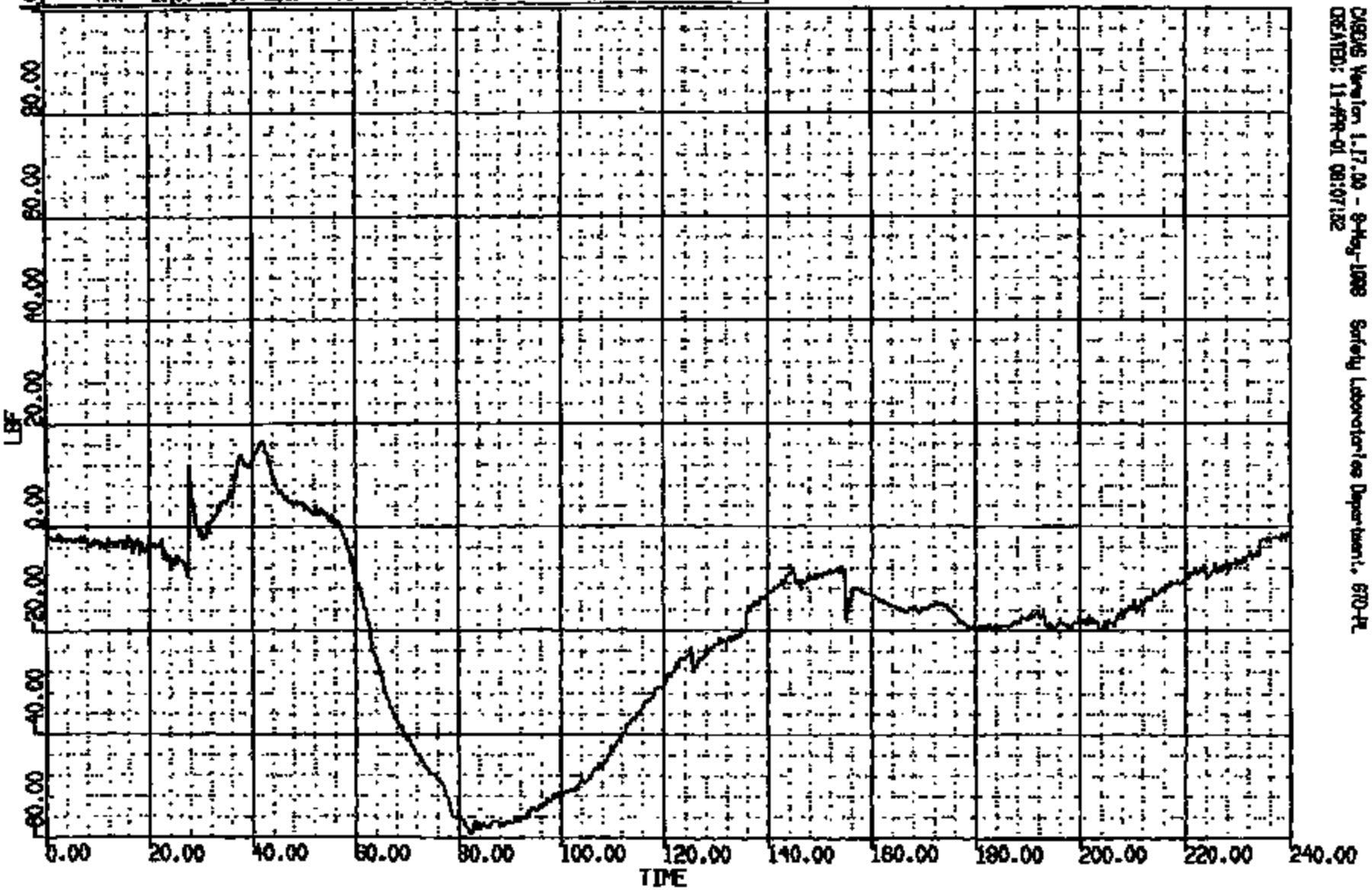
CRTS 0012181

CR #: 12181 TC: TC1041 DATE: 010212 10:21:05
2002S CROWN VICTORIA

(4) CR12181T L/F DUMMY NECK UPPER LOAD FX 1000N
MAX = 16.54 at 42.00 MS MIN = -59.26 at 82.00 MS AXIS 1



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CREATED: 11-APR-01 08:07:32

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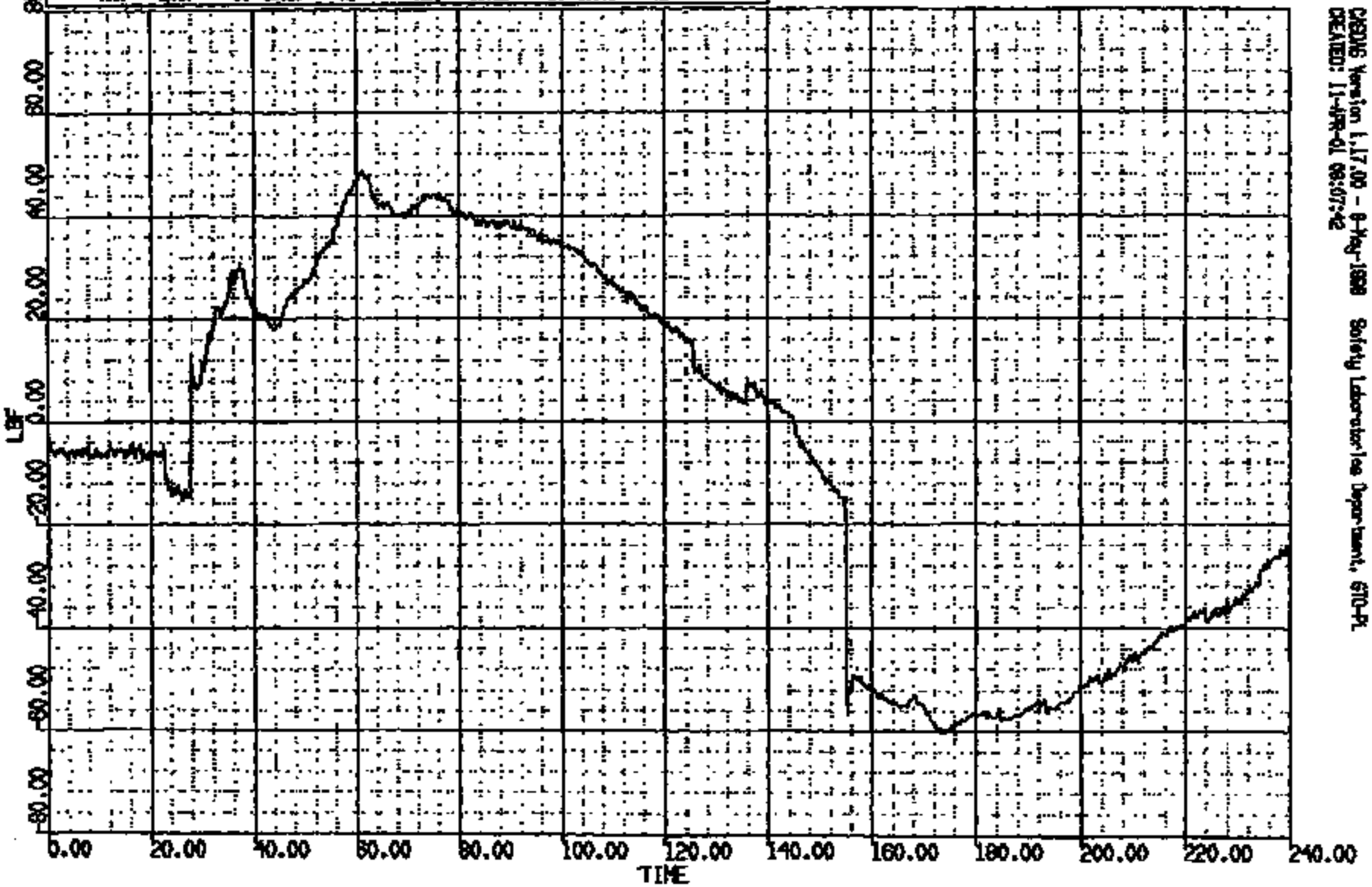
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(5) DRI2181T L/F DUMMY NECK UPPER LOAD FY 100DM
MAX = 48.57 at 61.20 MS MIN = -60.52 at 173.8 MS

AXIS 1



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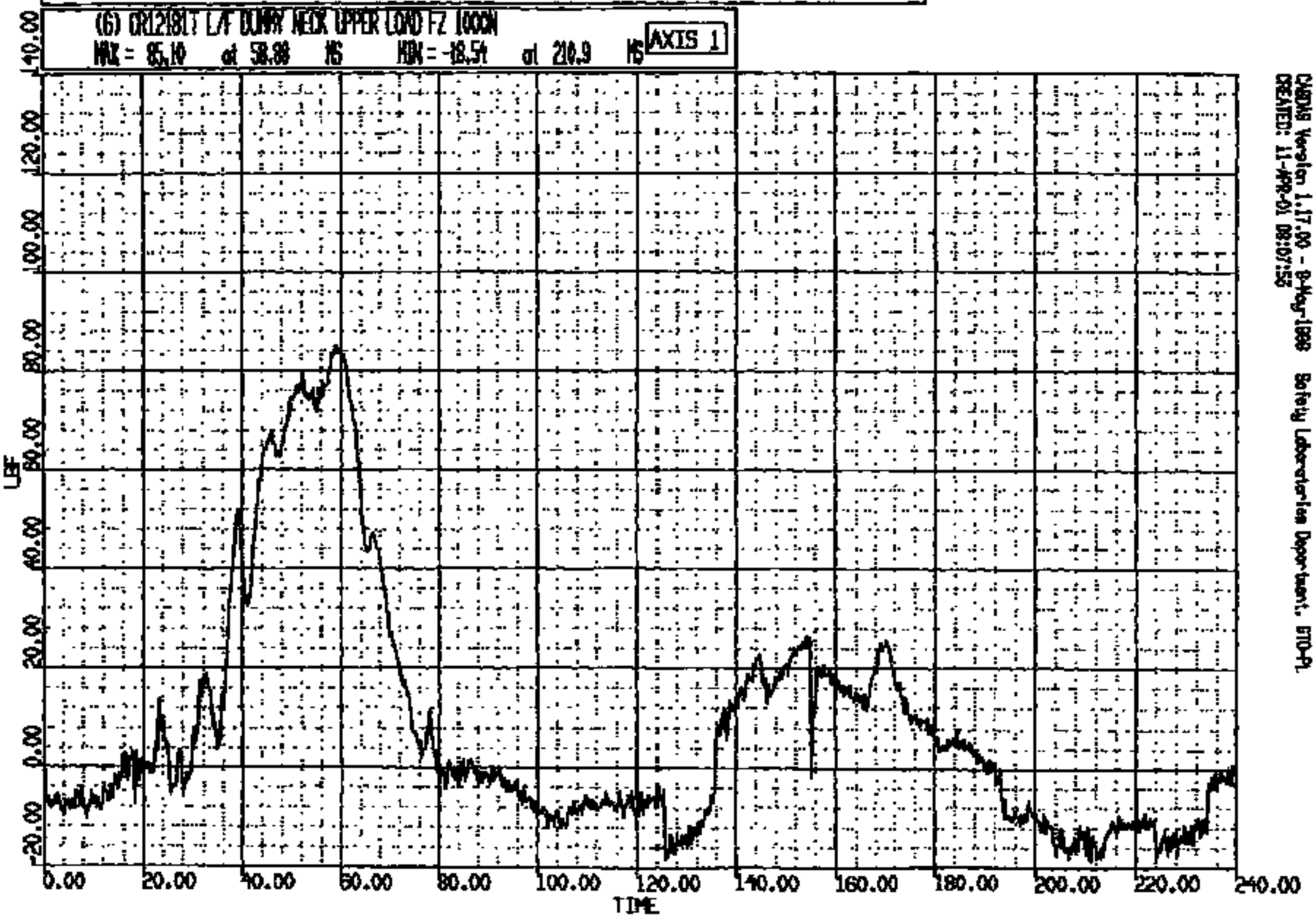
20025 CROWN VICTORIA



CHARMS Version 1.17.00 - 9-May-1988 Safety Laboratories Department, ETO-P.
CREATED: 11-APR-01 08:07:53

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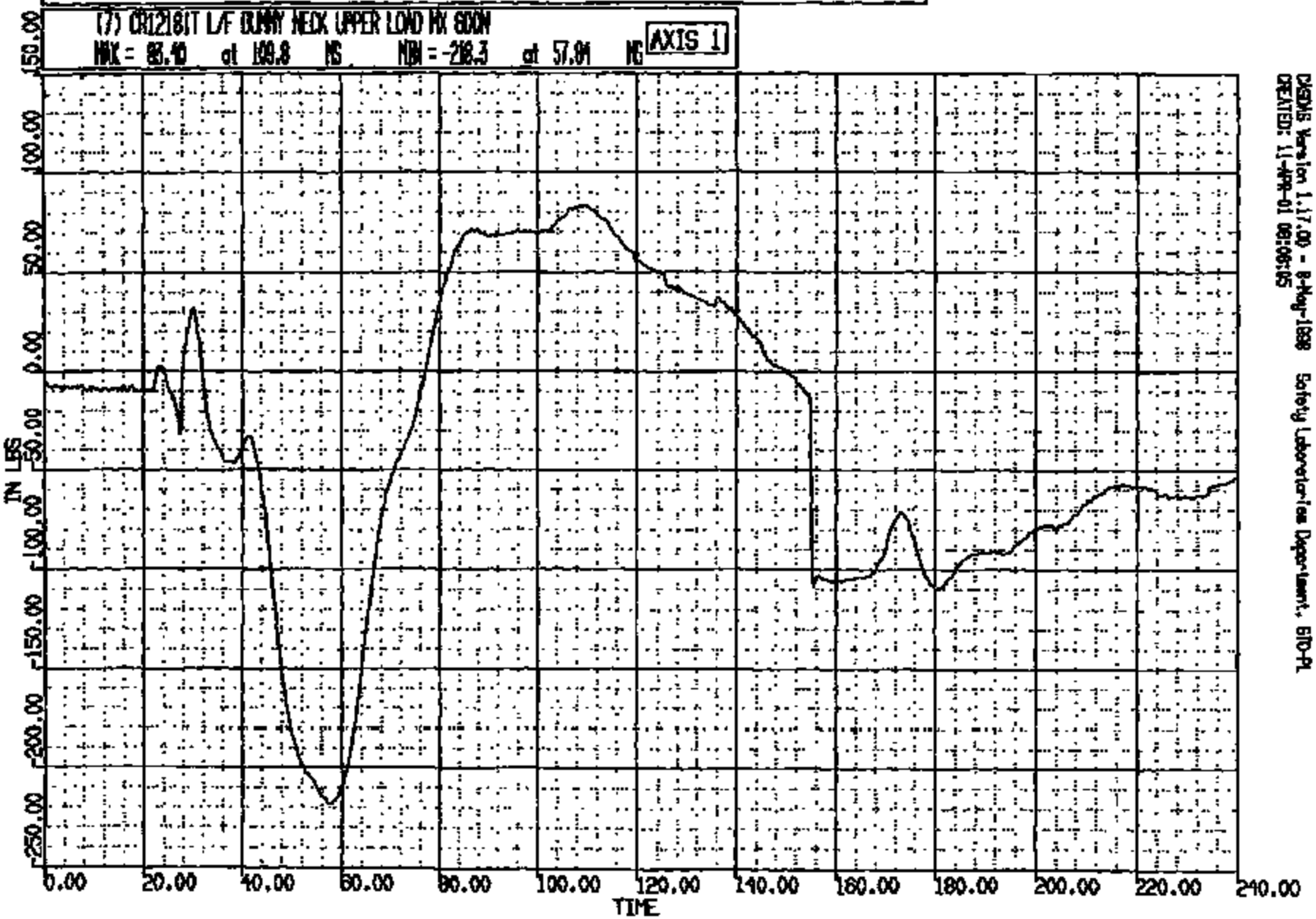
20025 CROWN VICTORIA



DASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:06:05

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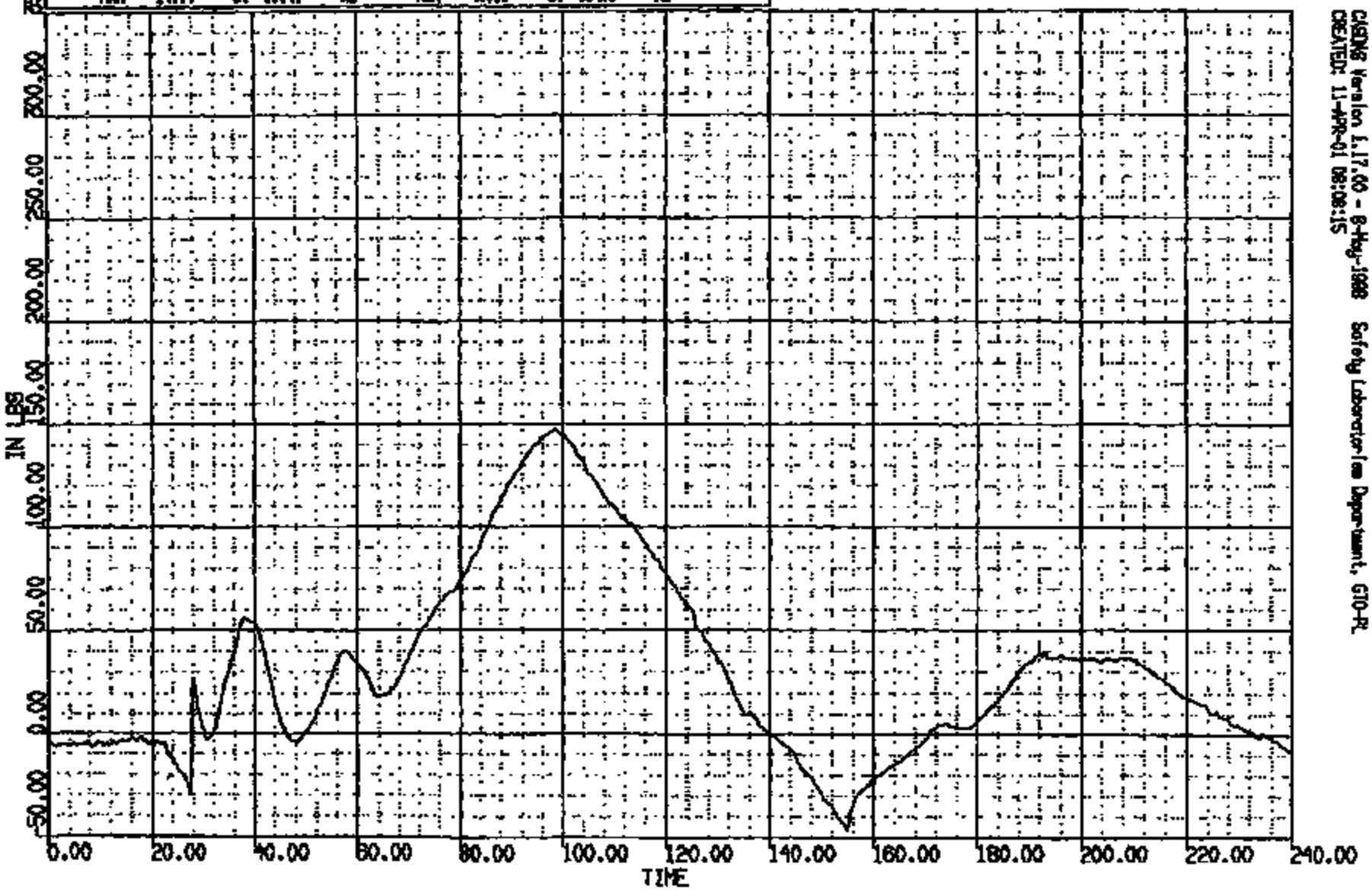
CRITS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:08
20025 CROWN VICTORIA

(8) CR12181T L/F DUMMY NECK UPPER LOAD NY GOON
MAX = 147.1 at 98.40 MS MIN = -48.69 at 154.9 MS

AXIS 1



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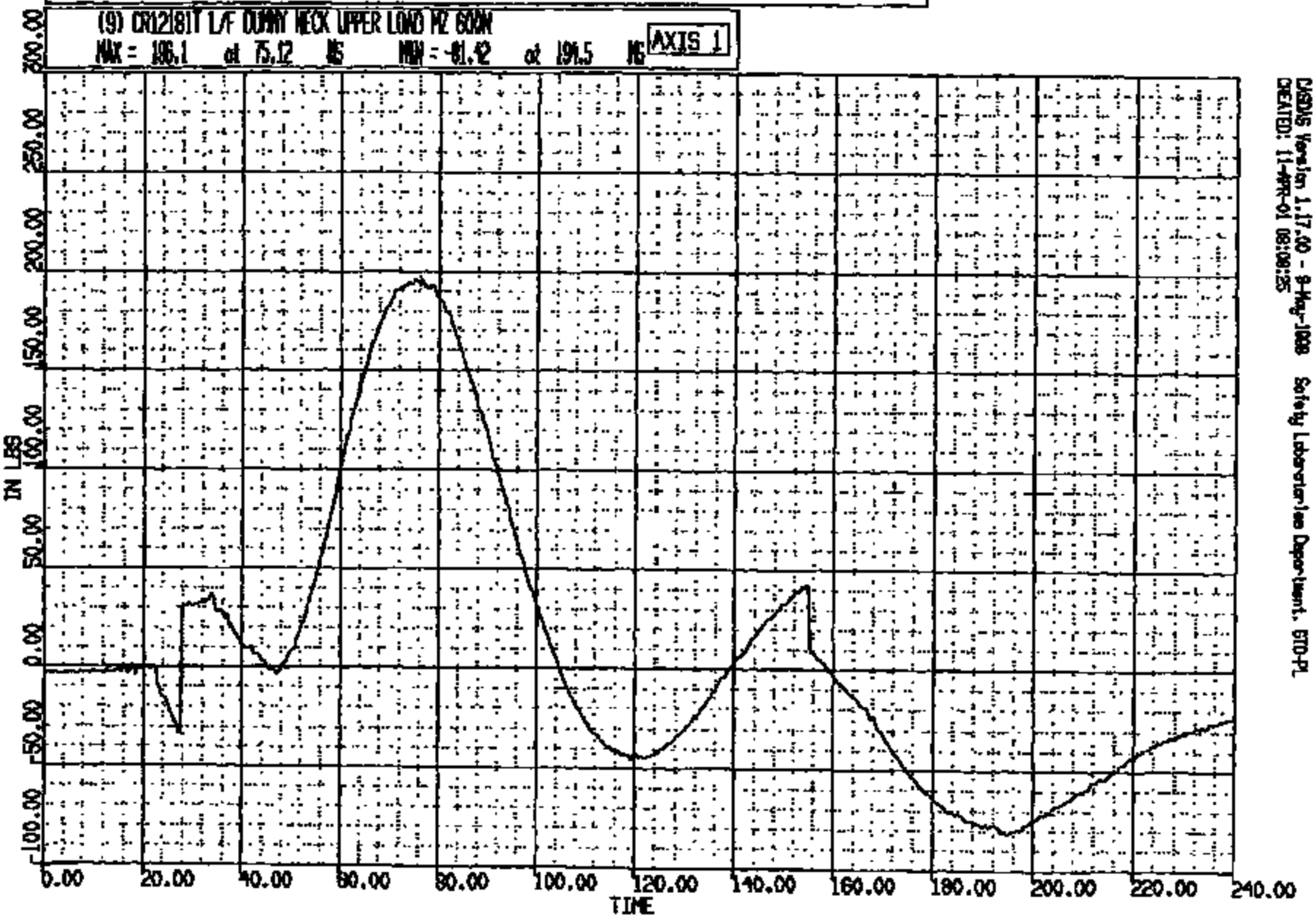
20025 CROWN VICTORIA



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CREATED: 11-APR-01 08:08:25

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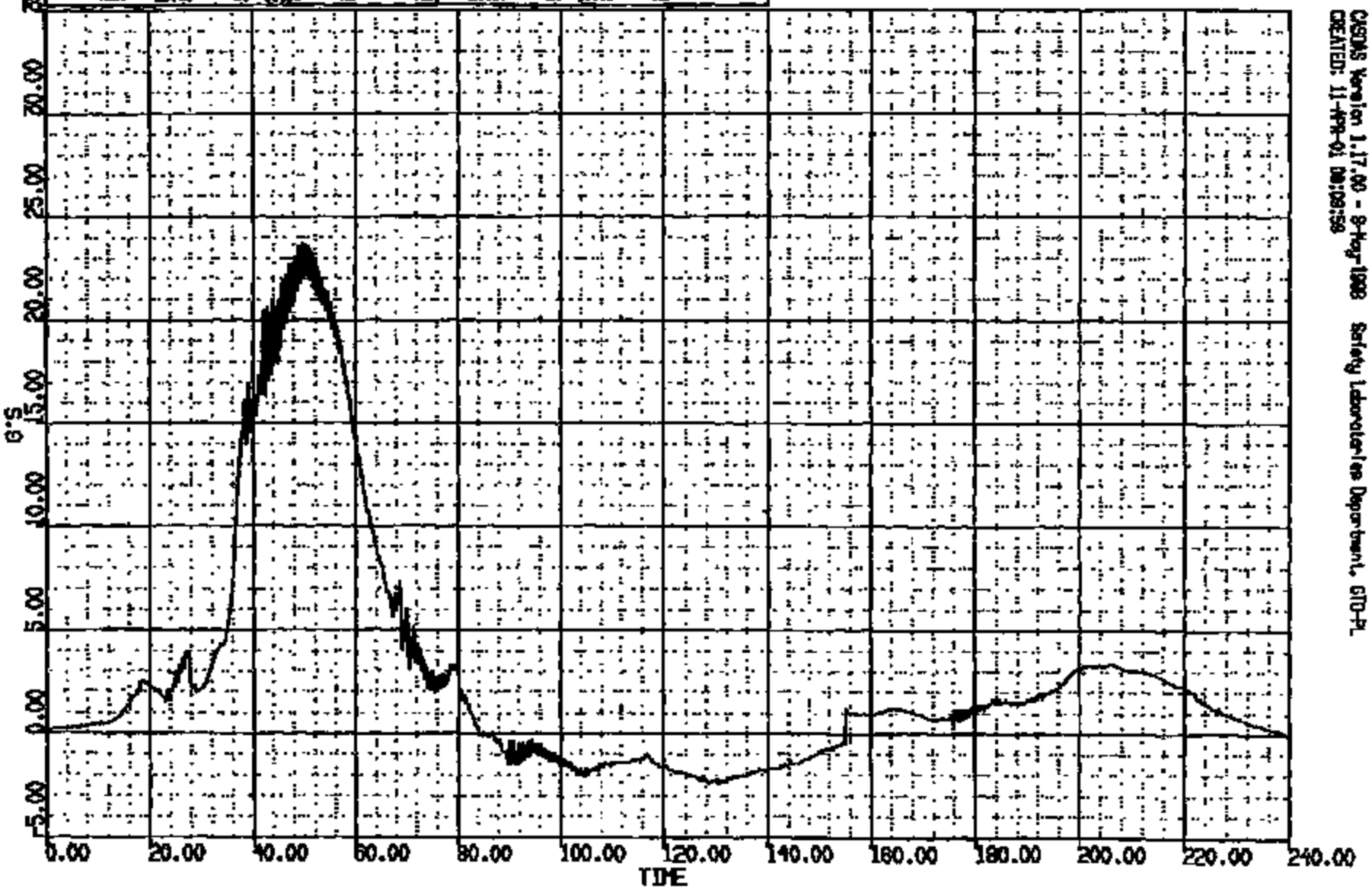
CRTS 0012181

CR R: 12161 TO: TC1941 DATE: 010212 10:21:06
20026 CROWN VICTORIA

(17) CR12181T L/F DUMMY PELVIS/L LAT 1000N
MAX = 23.63 at 50.16 MS MIN = -2.367 at 130.5 MS AXIS 1



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CREATED: 11-APR-01 08:08:58

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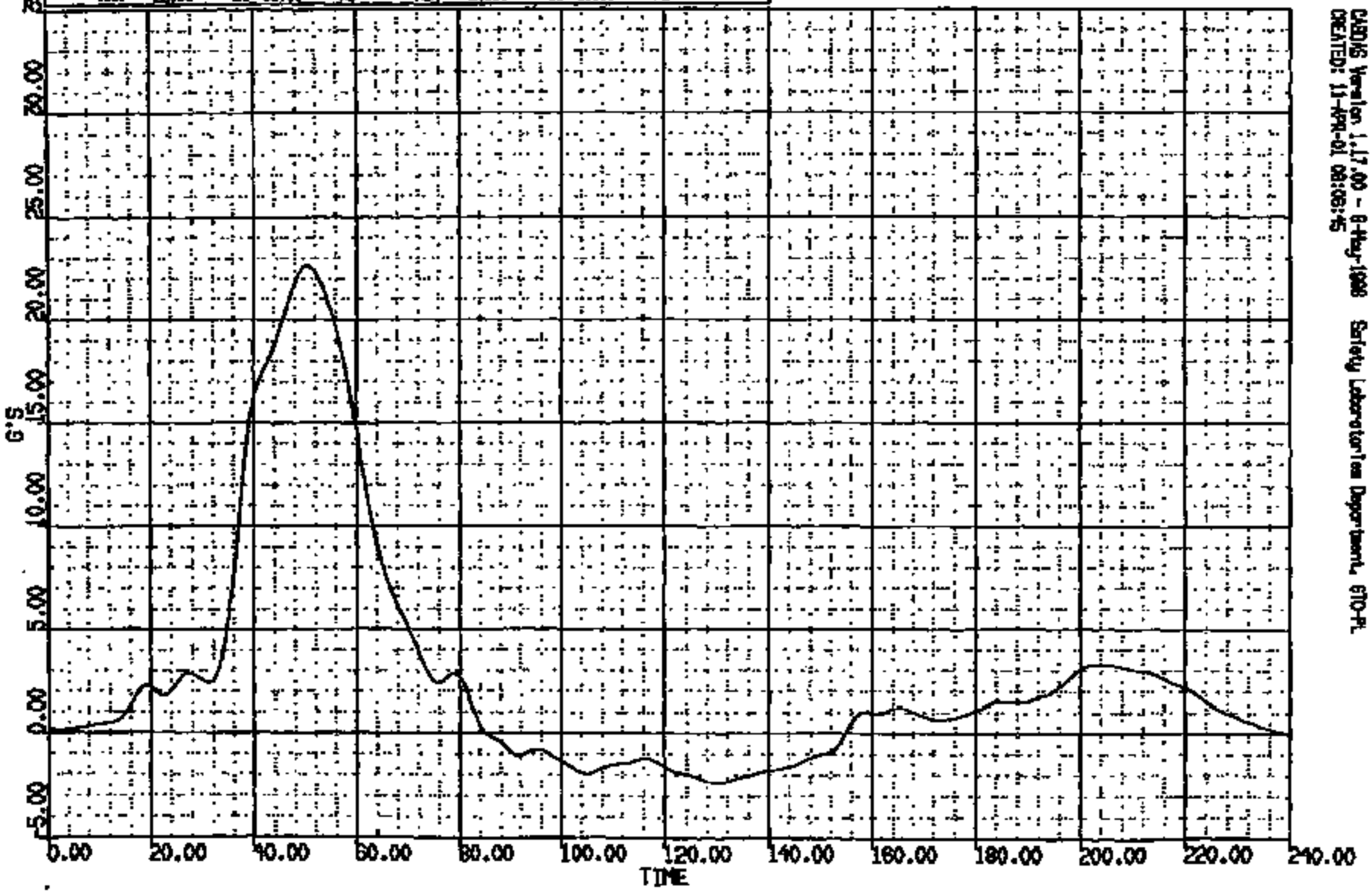
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:08
20025 CROWN VICTORIA

(17) CR12181T L/F DUMMY PELVIS/L LAT 100F
MAX = 22.65 at 50.63 MS MIN = -2.855 at 150.0 MS



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CREATED: 11-APR-01 08:08:45

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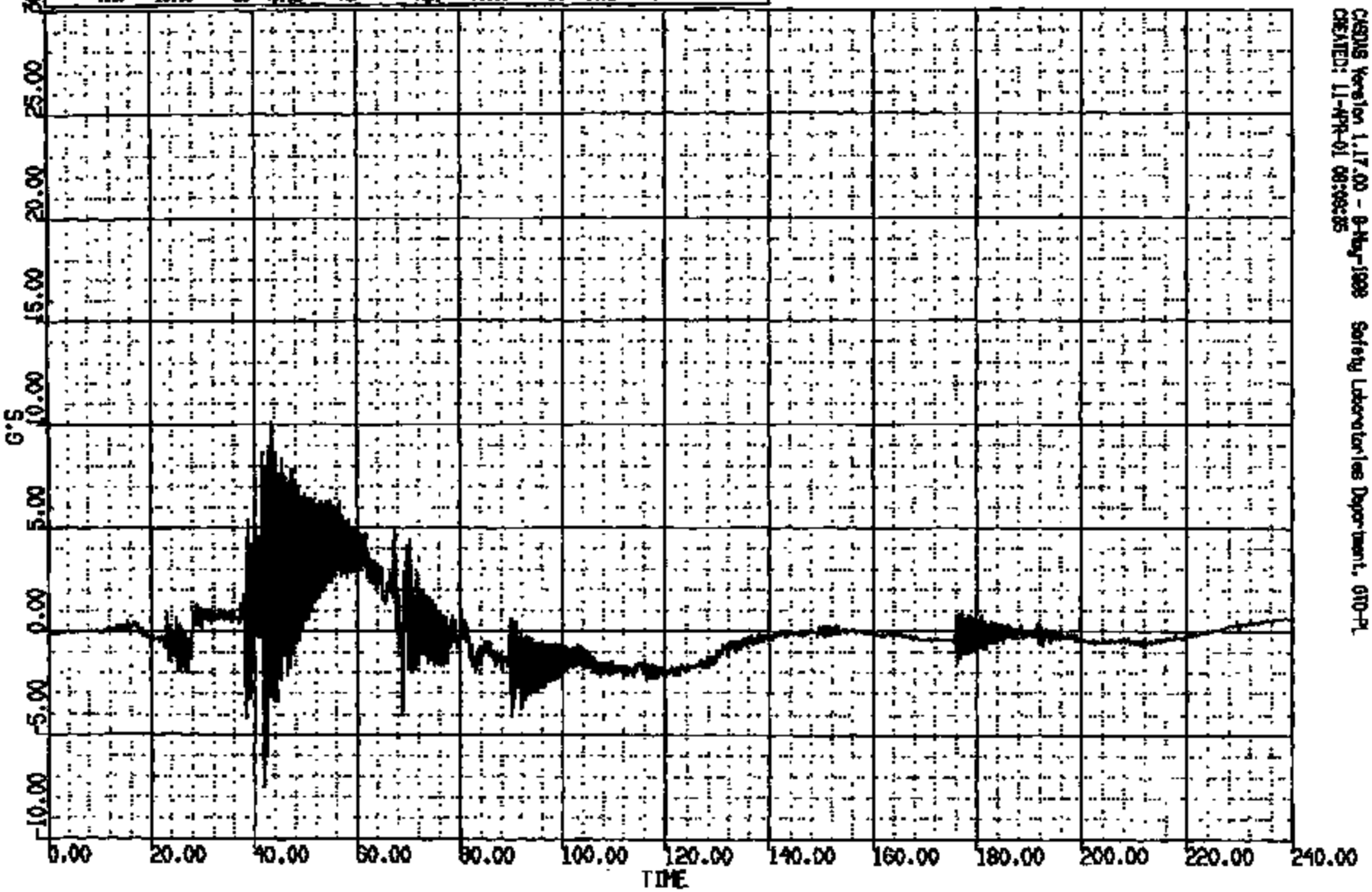
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:08
20025 CROWN VICTORIA

(15) CR121181T L/F DUMMY PELVIS LONG 100GN
MAX = 10.09 at 43.52 MS MIN = -7.563 at 41.92 MS AXIS 1



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CREATED: 11-APR-01 08:08:35

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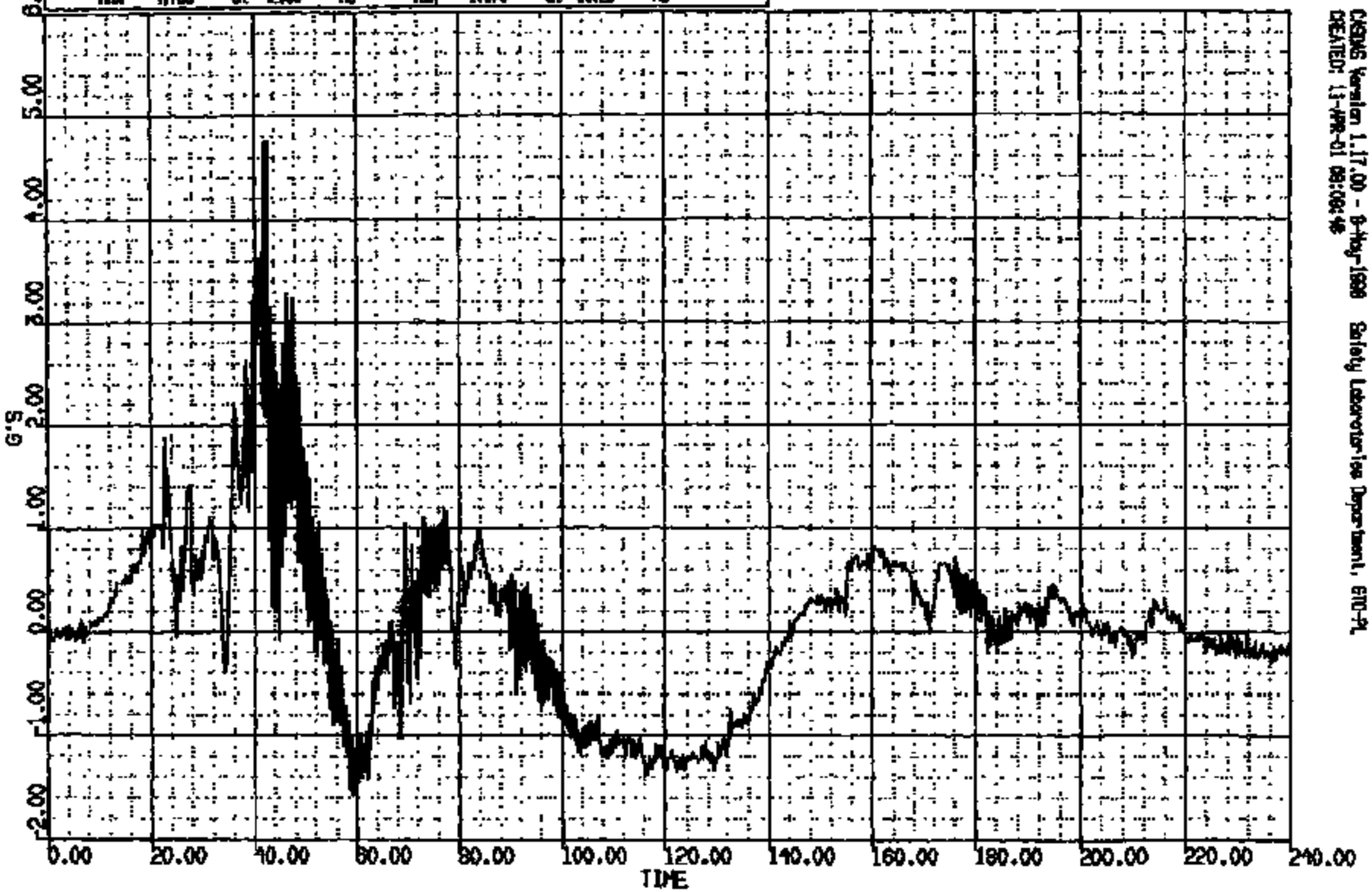
CRTS 0012181

CR R: 12191 TO: TC1941 DATE: 010212 10:21:06
20026 CROWN VICTORIA

(16) CR12181T L/F DUMMY PELVIS VERT 1000N
MAX = 4.755 at 42.56 MS MIN = -1.578 at 58.20 MS AXIS 1



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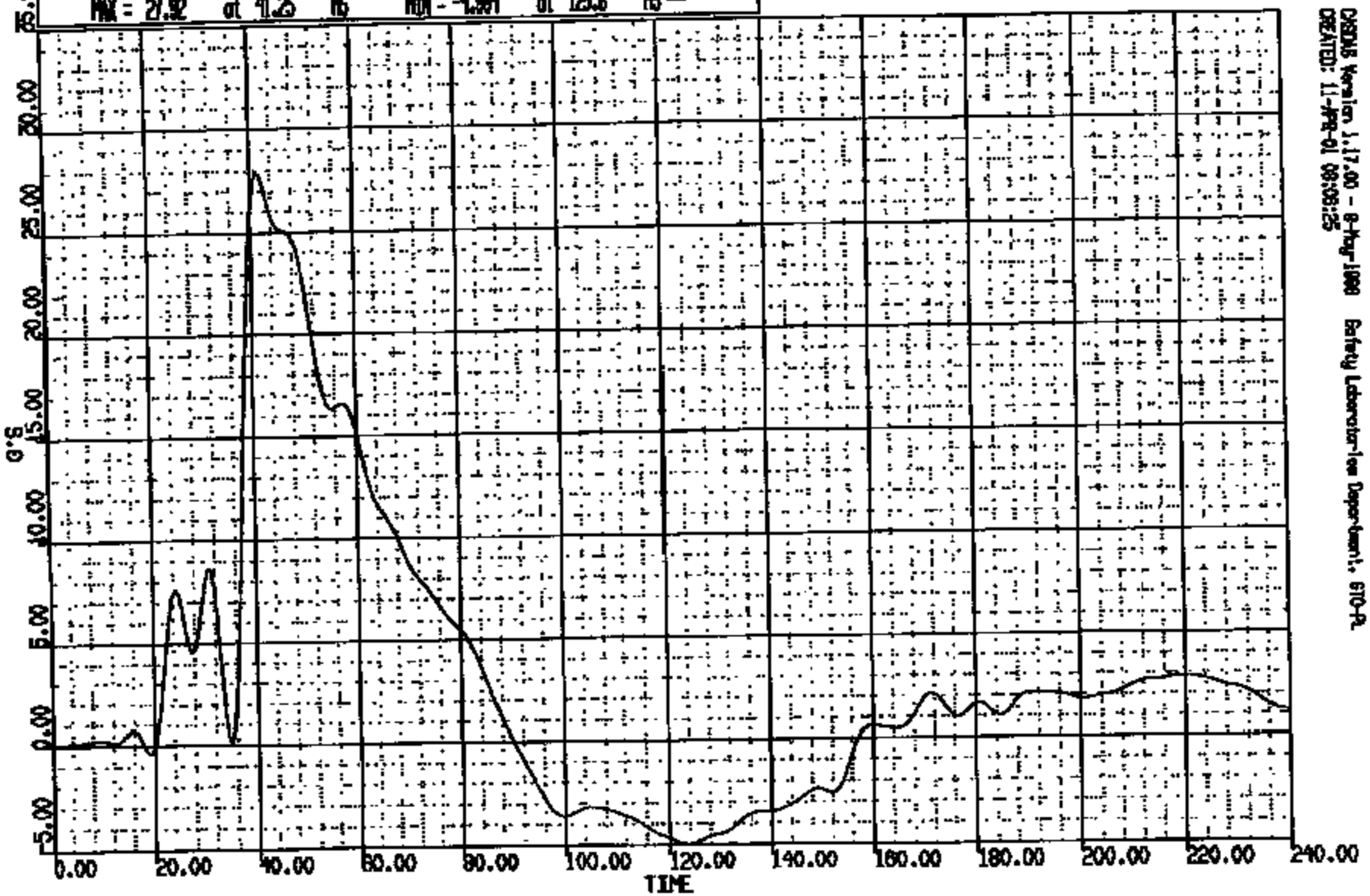
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(12) CR12181T L/F DUMMY T12/RT LAT 100F
MAX = 27.92 at 41.25 MS MIN = -4.991 at 125.8 MS AXIS 1



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CREATED: 11-APR-01 08:08:25

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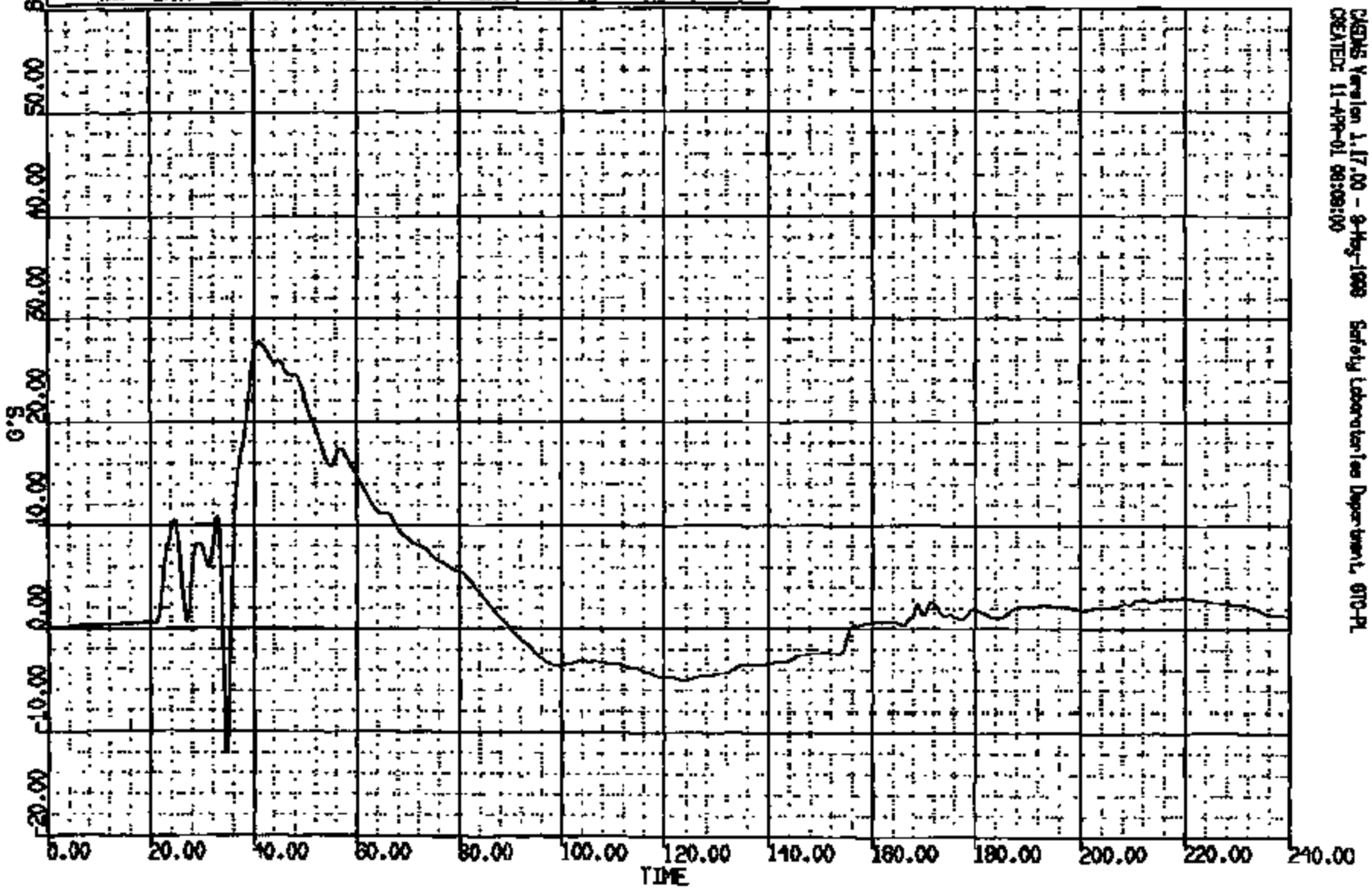
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
2002B CROWN VICTORIA

(12) CR12181T L/F DUMMY T12/RT LAT 180N
MAX = 27.73 at 40.96 MS MIN = -12.11 at 34.80 MS AXIS 1



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CREATED: 11-APR-01 08:08:00

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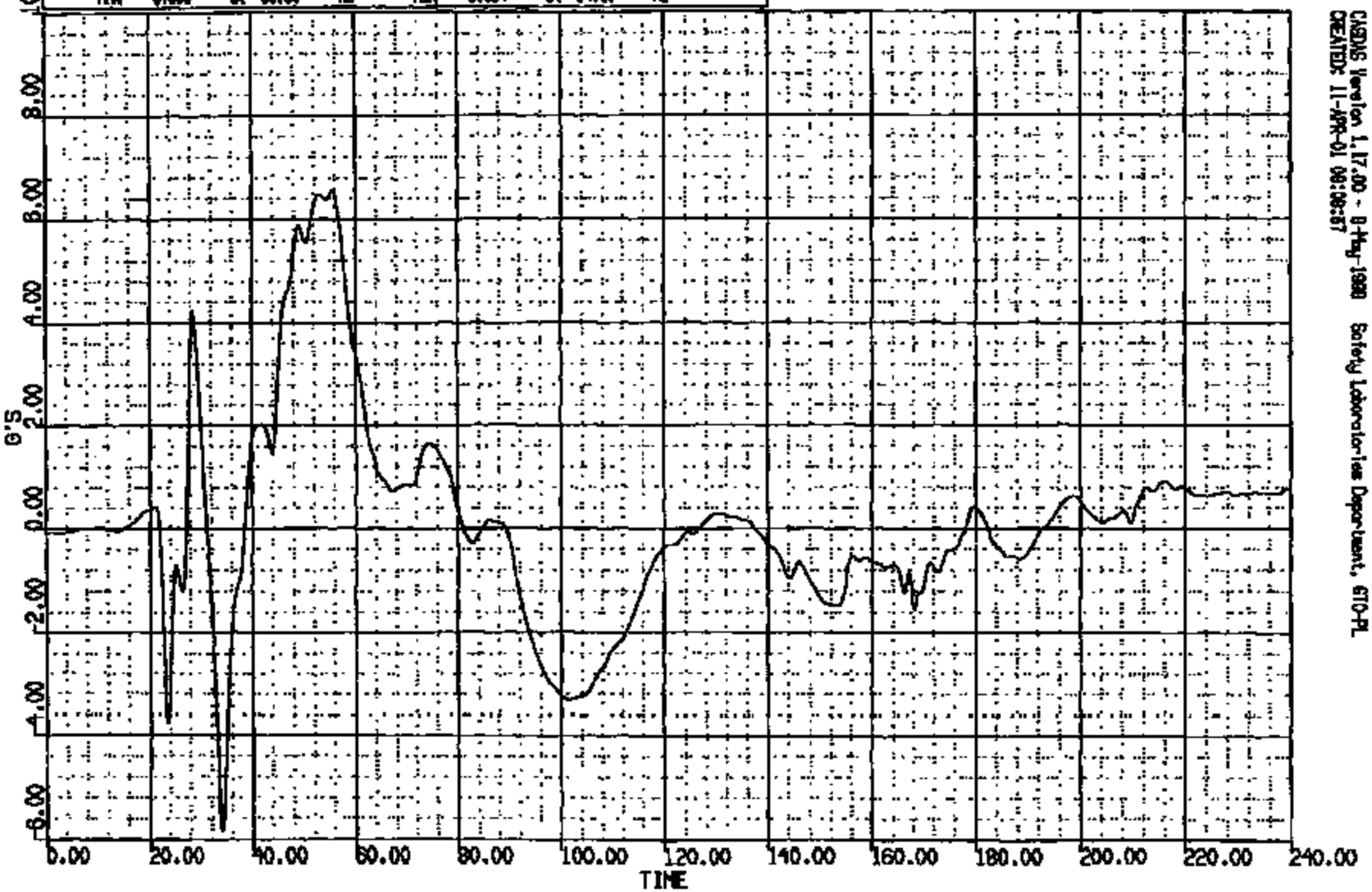
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(10) CR12181T L/F DUMMY T12 LONG 180N
MAX = 6.559 at 55.60 MS MIN = -5.891 at 34.00 MS AXIS 1



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CREATED: 11-APR-01 08:06:07

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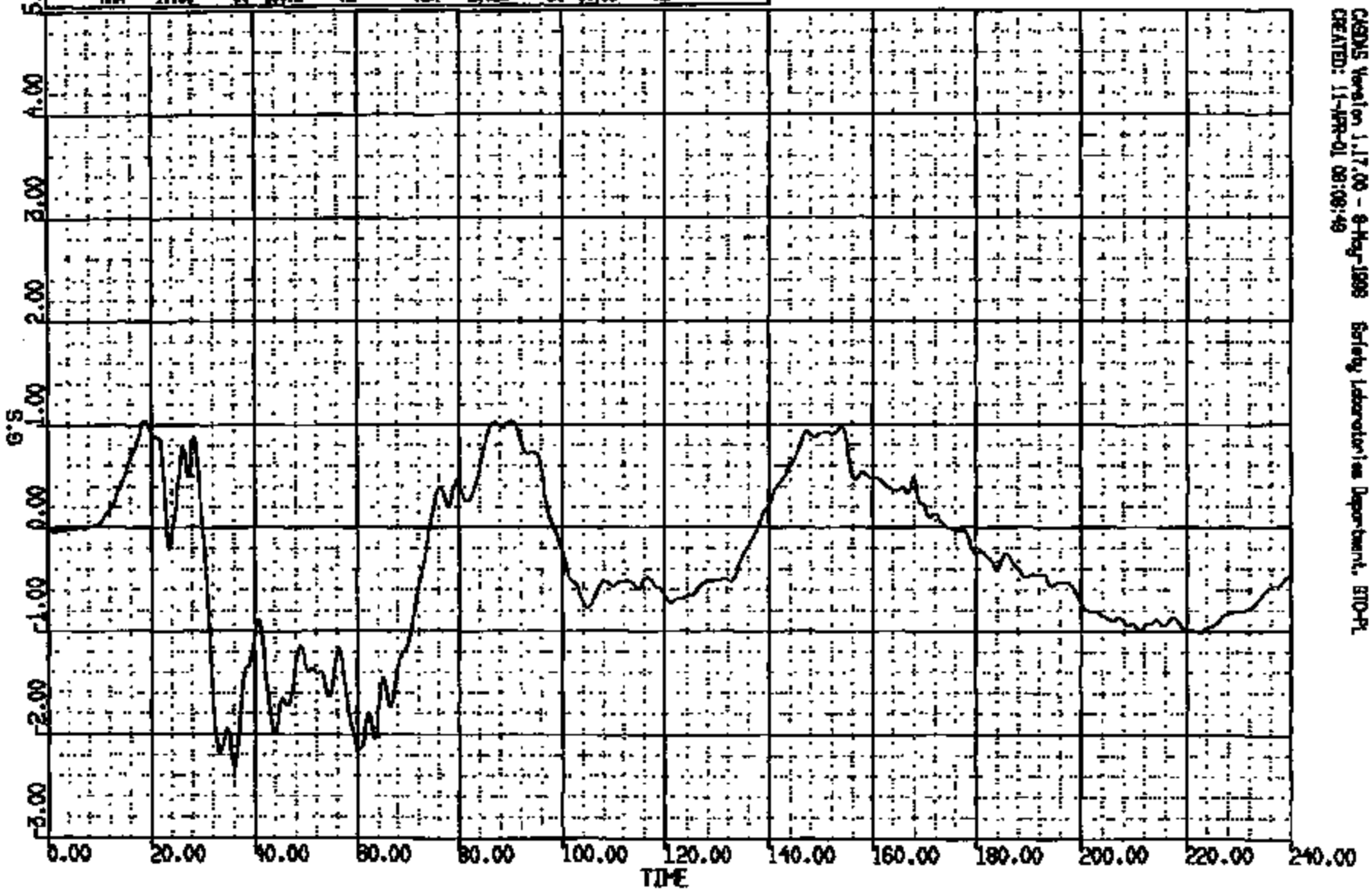
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(11) CR121811 L/F DUMMY T12 VERT 180N
MAX = 1.089 at 18.72 MS MIN = -2.521 at 36.08 MS AXIS 1



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CREATED: 11-APR-01 08:08:49

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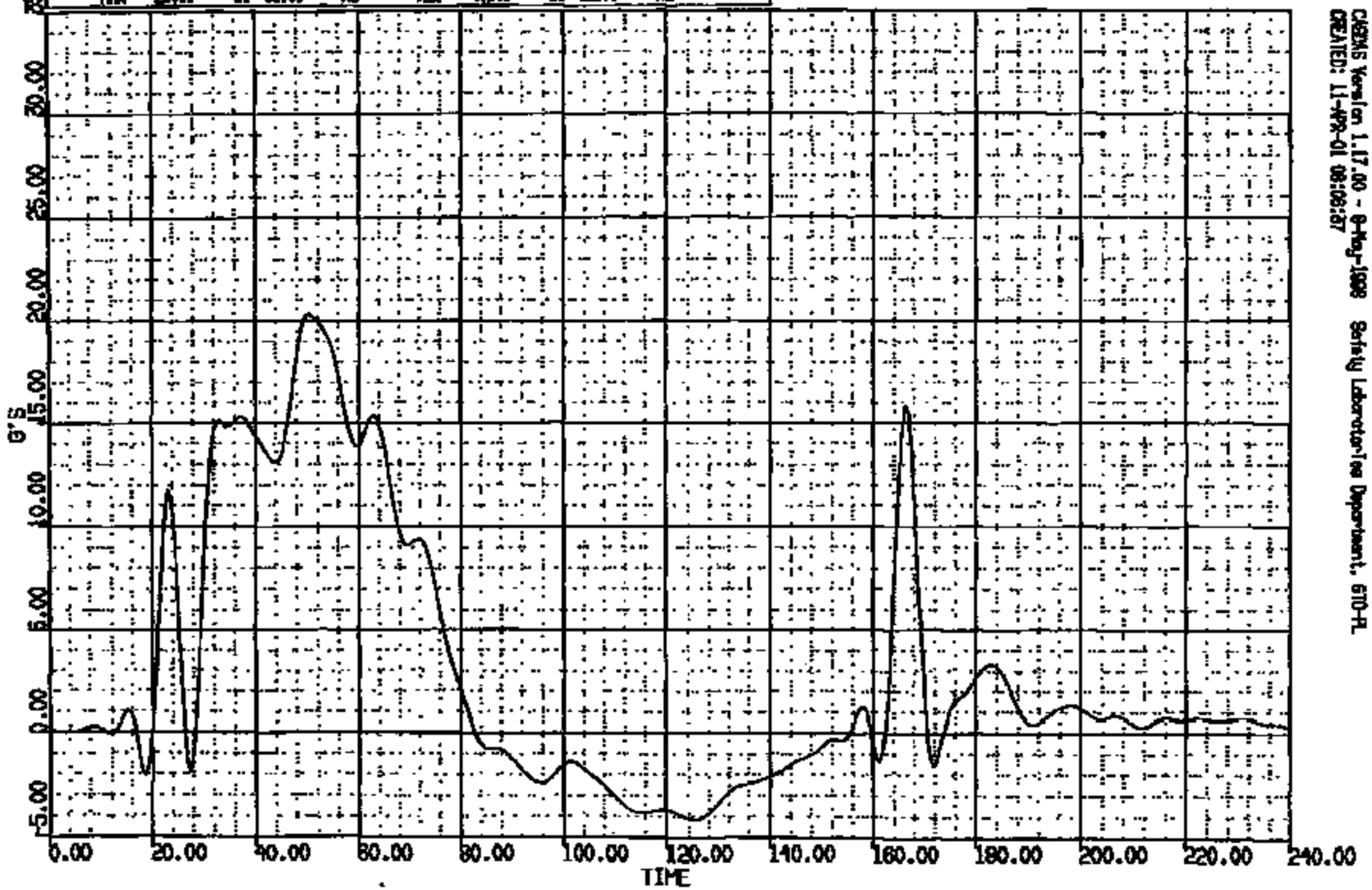
CRTS 0012181

CR #: 12181 TO: TC1941 DATE: 010212 10:21:05
S0025 CROWN VICTORIA

(14) CR12181T L/F DUMMY THORAX/RIB/LOWRT LAT 100F
MAX = 20.31 at 30.63 MS MIN = -4.140 at 125.0 MS

AXIS 1



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CREATED: 11-APR-01 08:08:57

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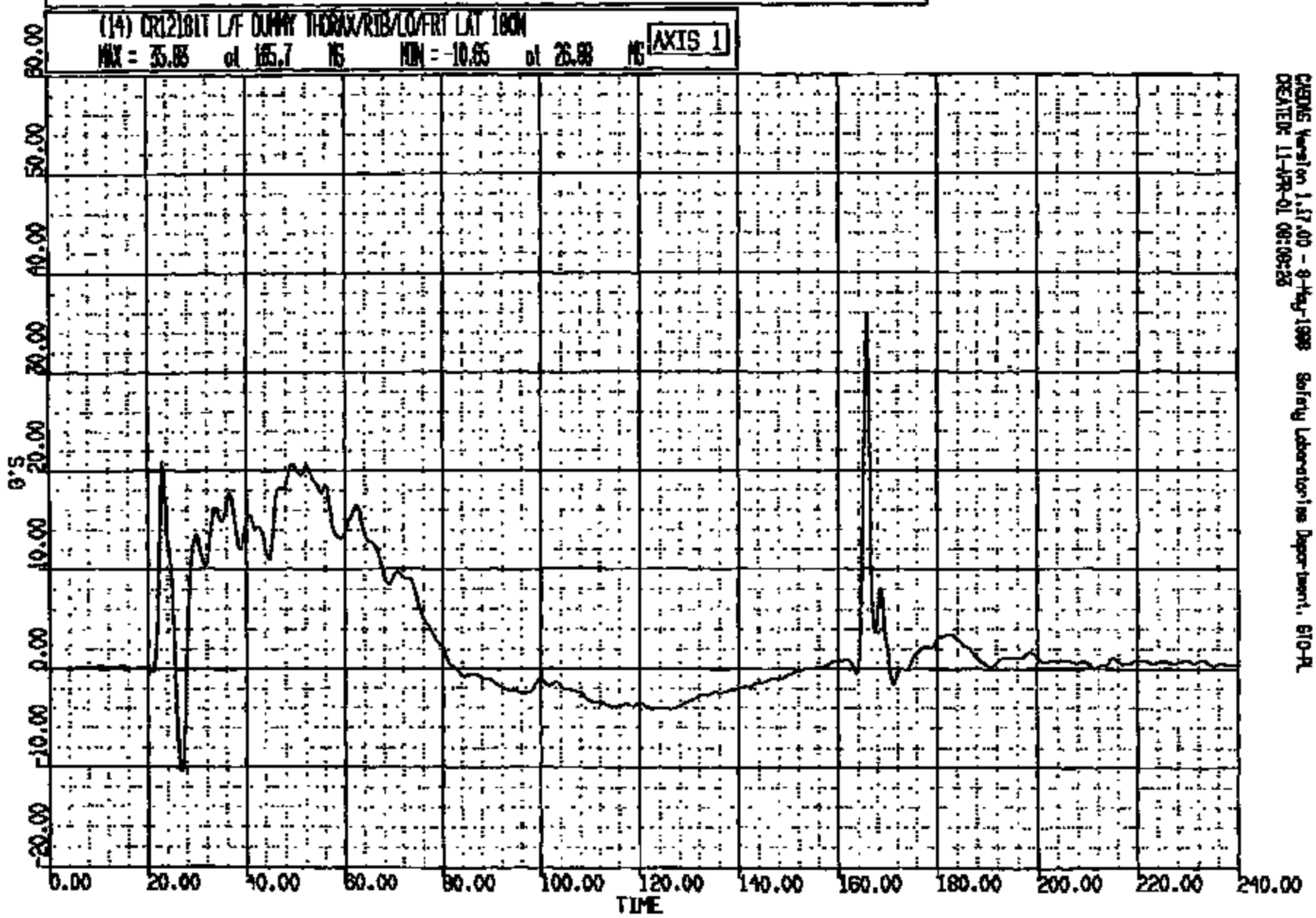
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA



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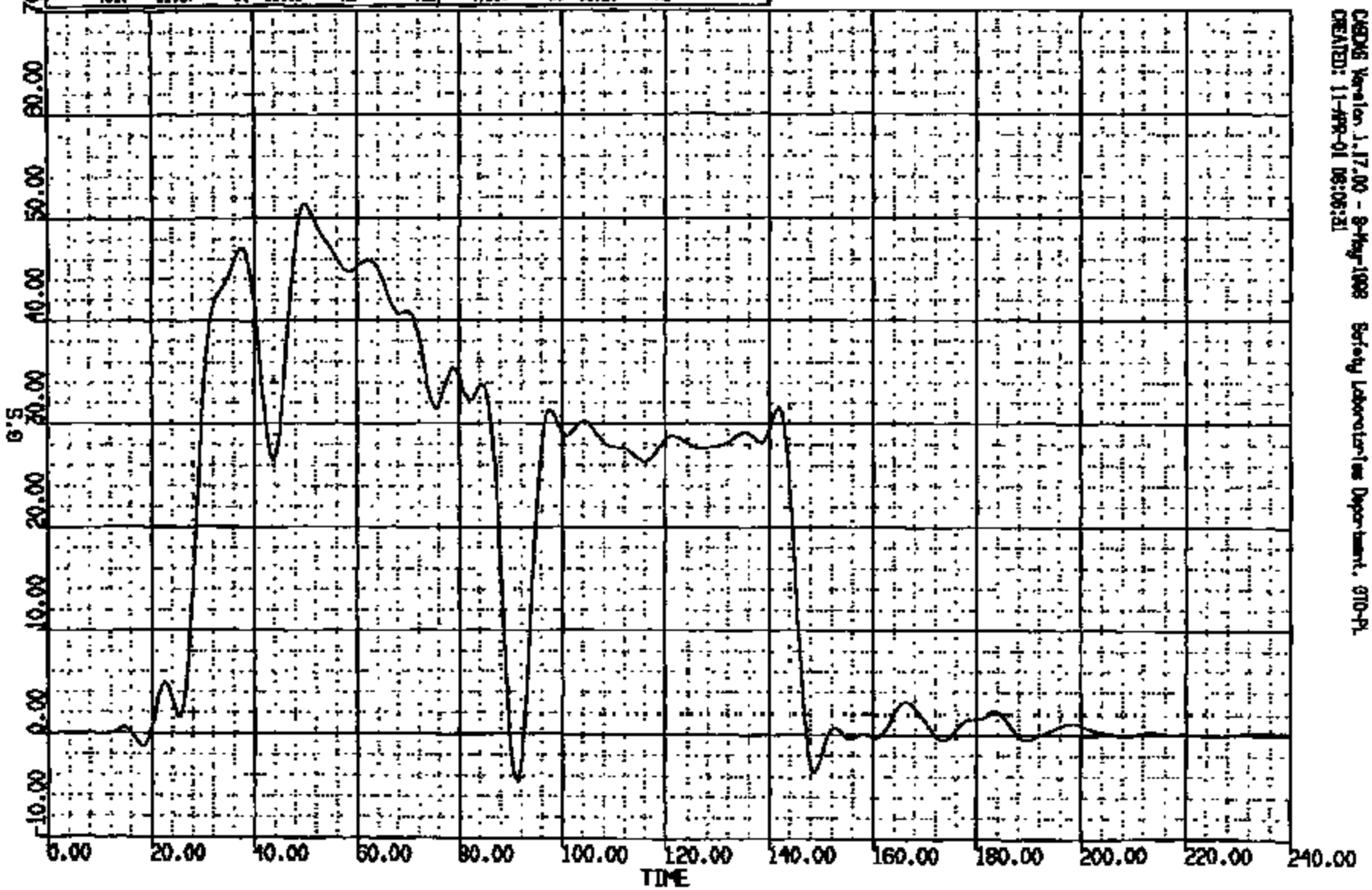
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(13) CR12181T L/F DUMMY THORAX/RIB/UPPERT LAT 100F
MAX = 51.37 at 50.00 MS MIN = -4.587 at 91.25 MS AXIS 1



CARDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 070-PL
CREATED: 11-APR-01 08:06:31

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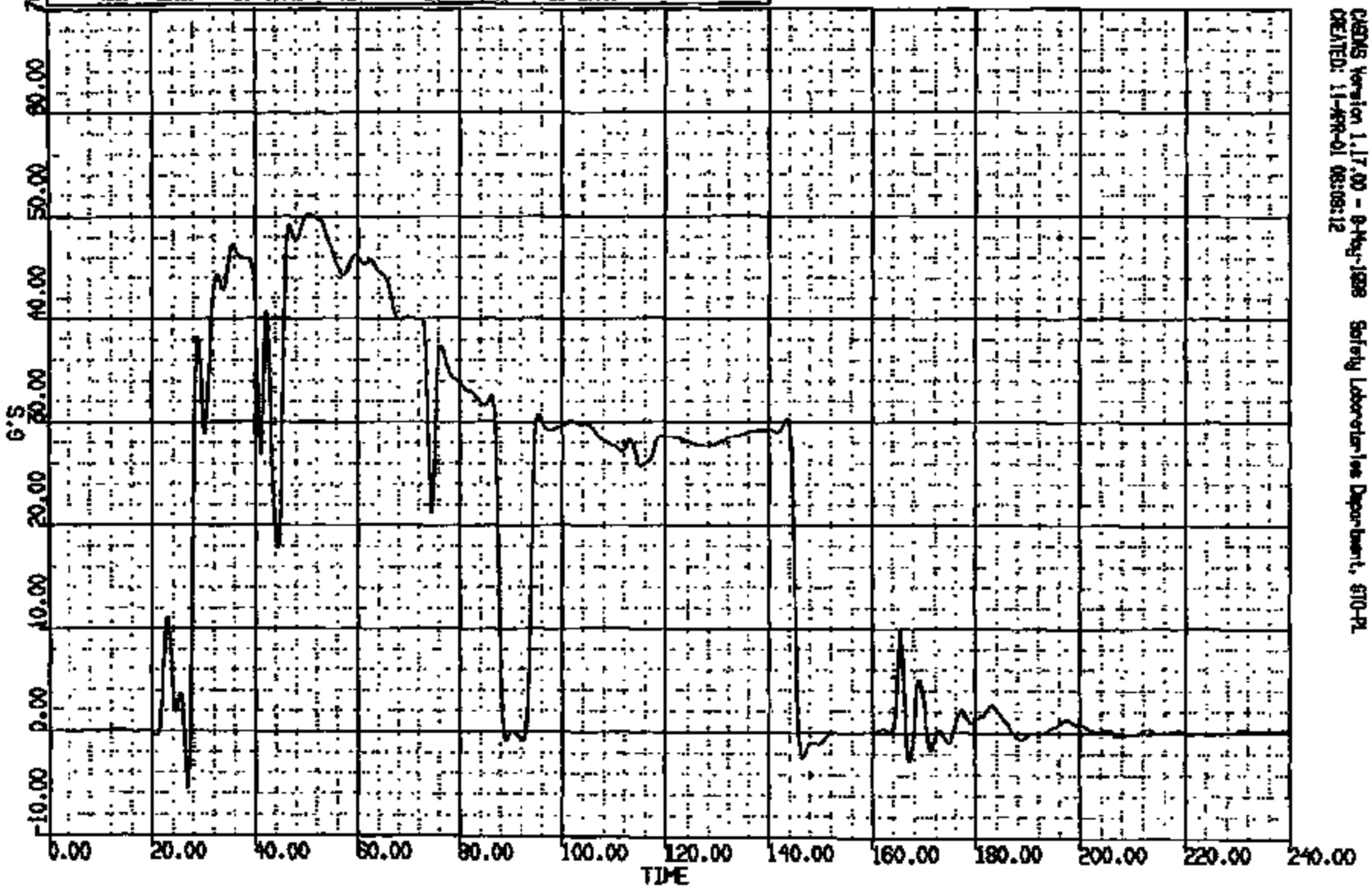
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:06
20025 CROWN VICTORIA

(15) CR12181 L/F DUMMY THORAX/RIB/AP/FRT LAT IMPN
MAX = 50.17 at 59.40 MS MIN = -5.063 at 26.88 MS

AXIS 1



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CREATED: 11-APR-01 08:08:12

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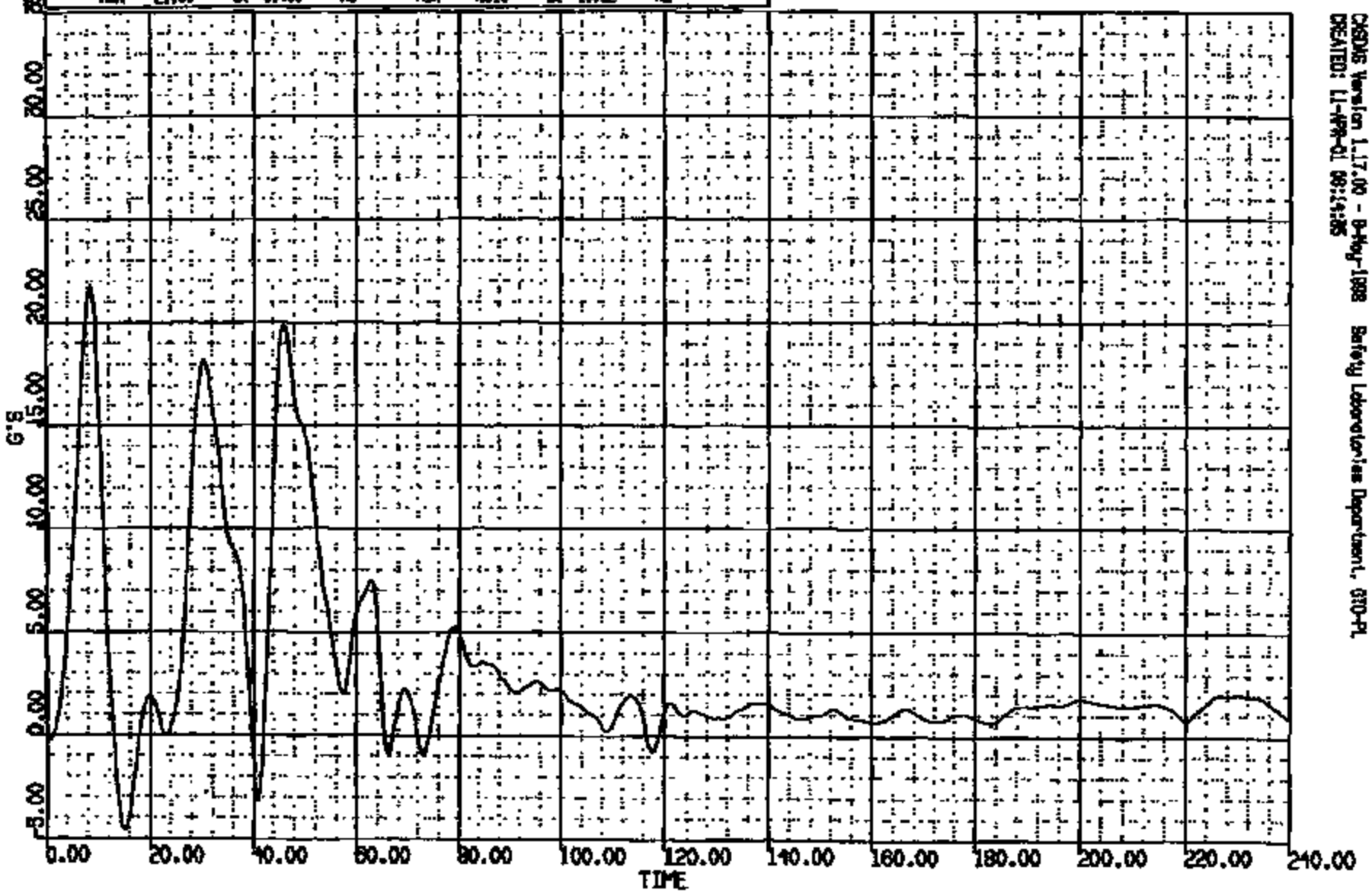
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(42) CR12181T L/FLOOR PAN @ #2/#3R SM #12 LAT GSM
MAX = 21.80 at 8.160 MS MIN = -4.616 at 15.12 MS

AXIS 1



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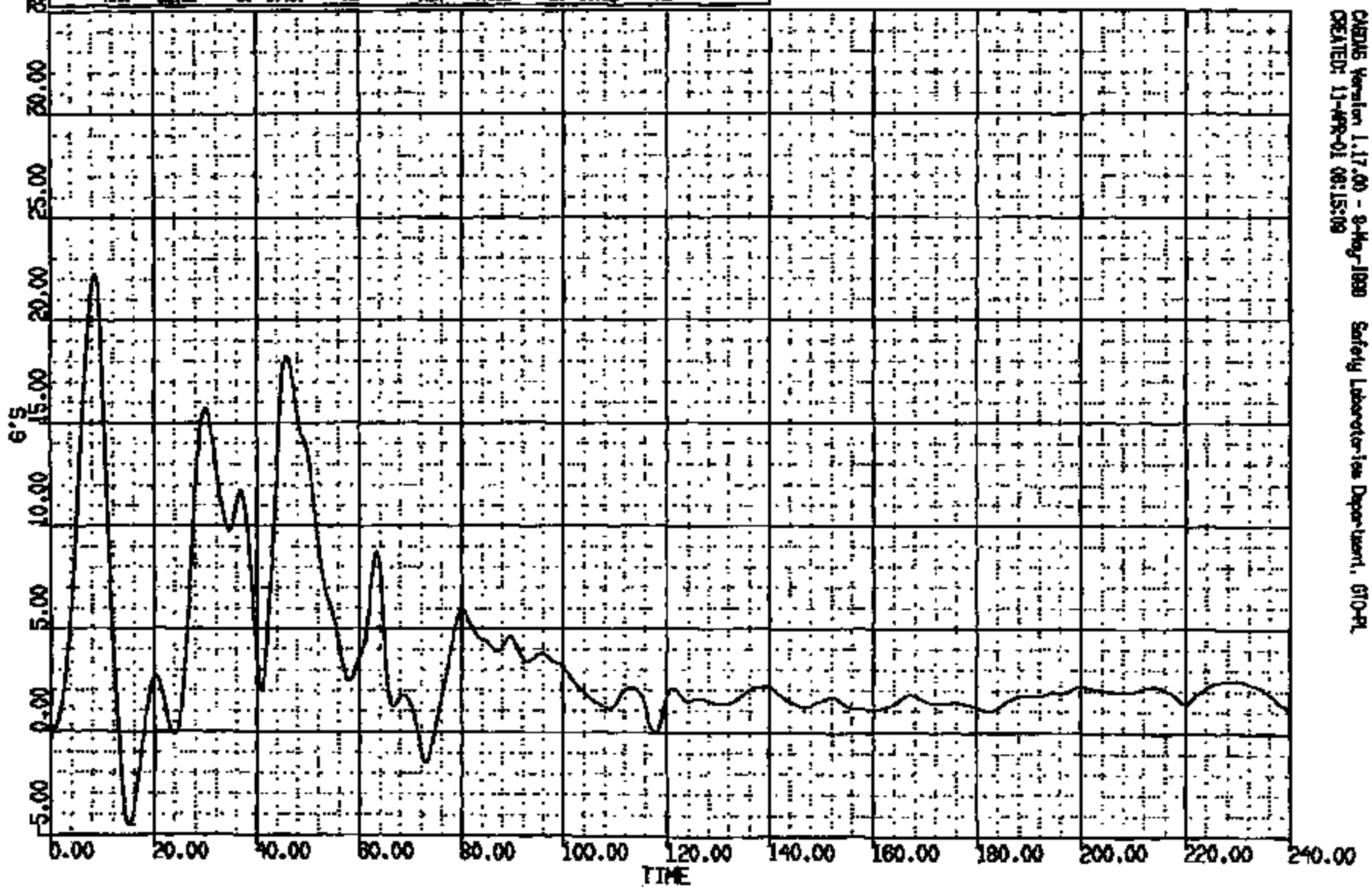
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010232 10:21:05
20025 CROWN VICTORIA

(45) CR12181T LA/FLOOR PAN @ #2/MBR SN #9 LAT 60N
MAX = 22.28 at 8.180 MS MIN = -4.552 at 15.12 MS AXIS 1



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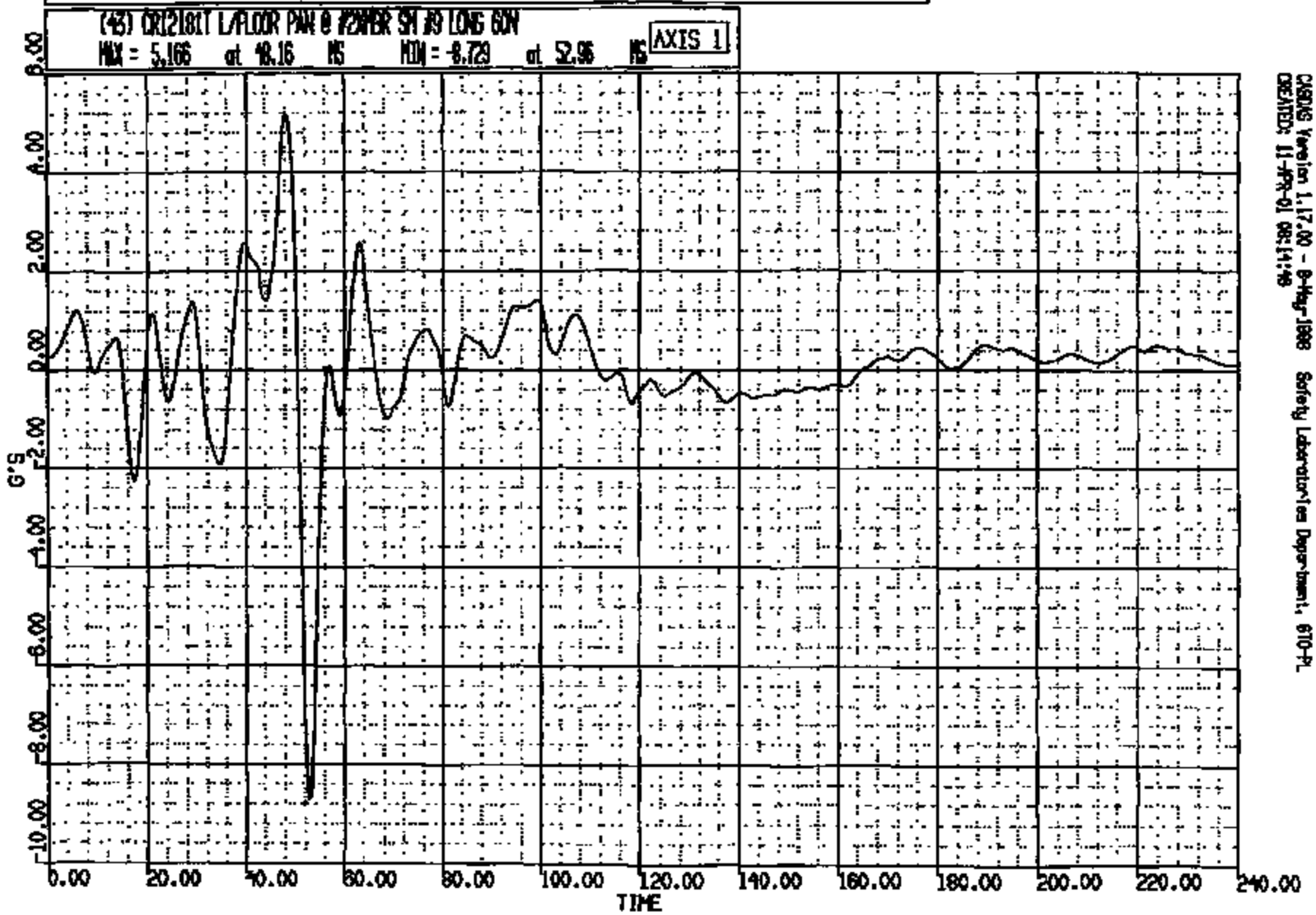
CRTS 0012181

CR #: 12181 TO: TC1841 DATE: 010212 10:21:05
20026 CROWN VICTORIA



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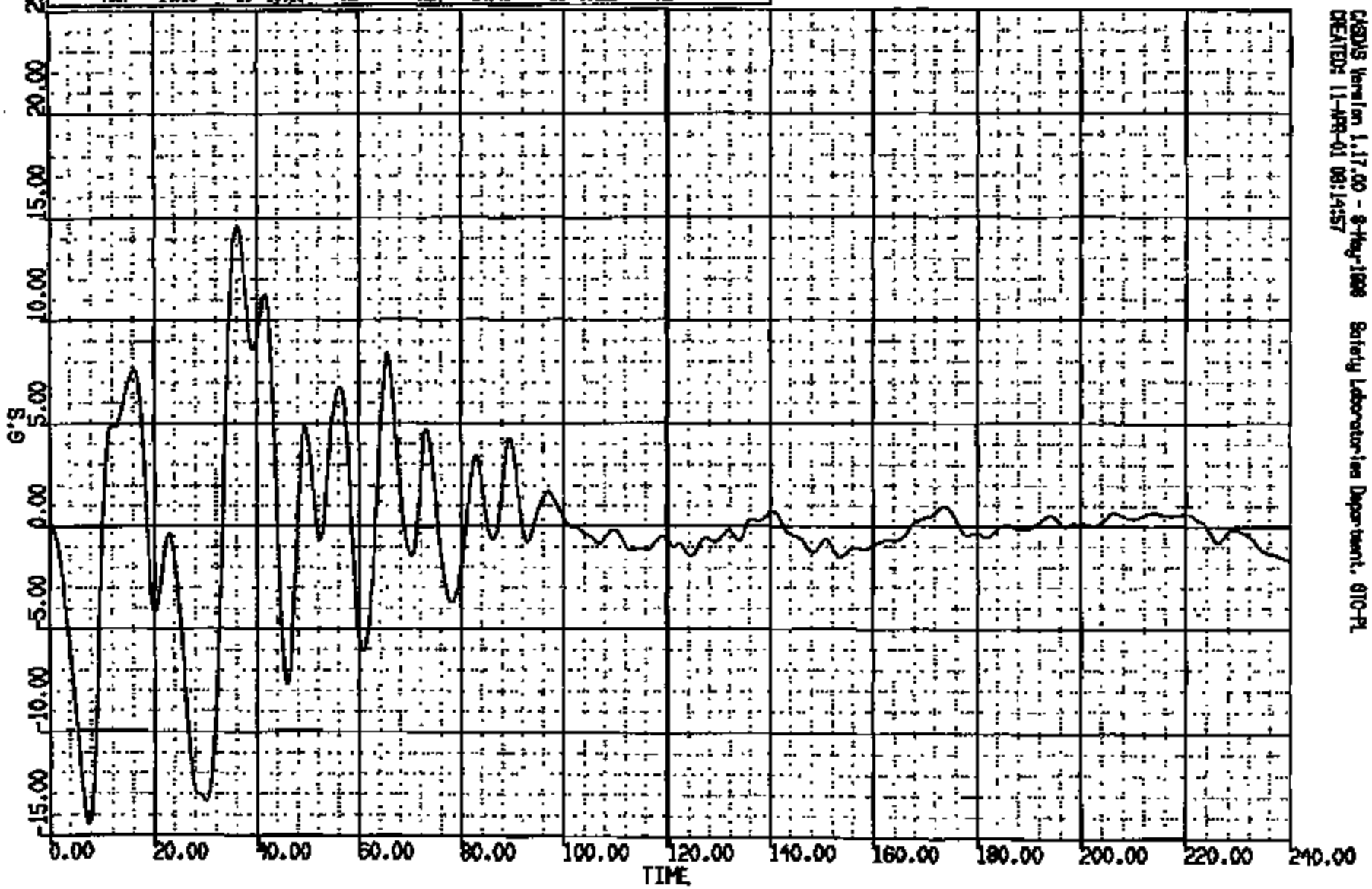
CRTS 0012181

CR #: 121181 TC: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(44) CR121181T L/FLOOR PAN @ 22MBR SN #9 VERT 60N
MAX = 14.58 at 36.16 MS MIN = -14.48 at 7.520 MS AXIS 1



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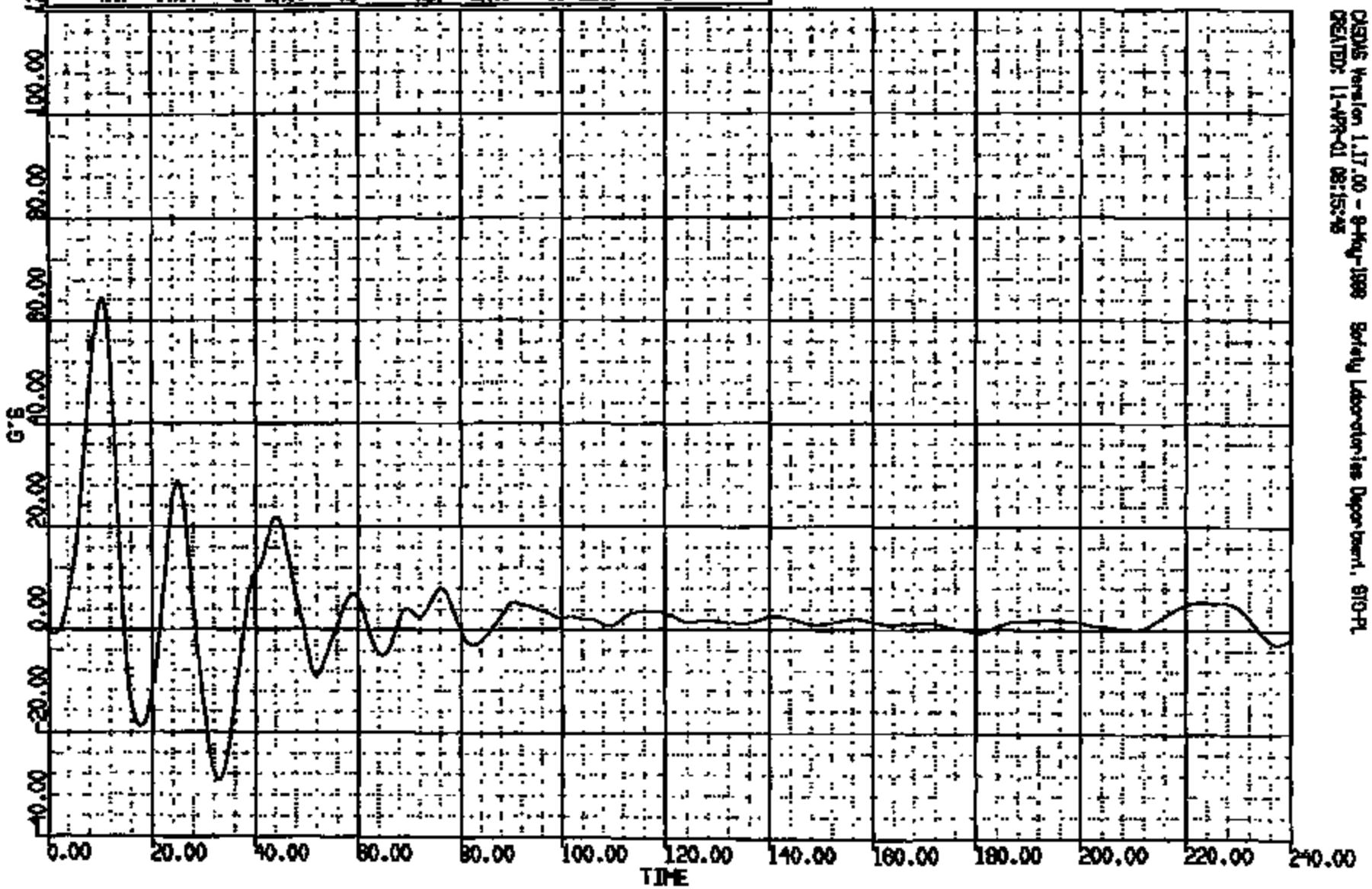
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:06
20025 CROWN VICTORIA

(48) CR12181T L/R DOOR @ BELTLINE MID LAT 60N
MAX = 61.34 at 10.61 MS MIN = -29.05 at 52.96 MS

AXIS 1



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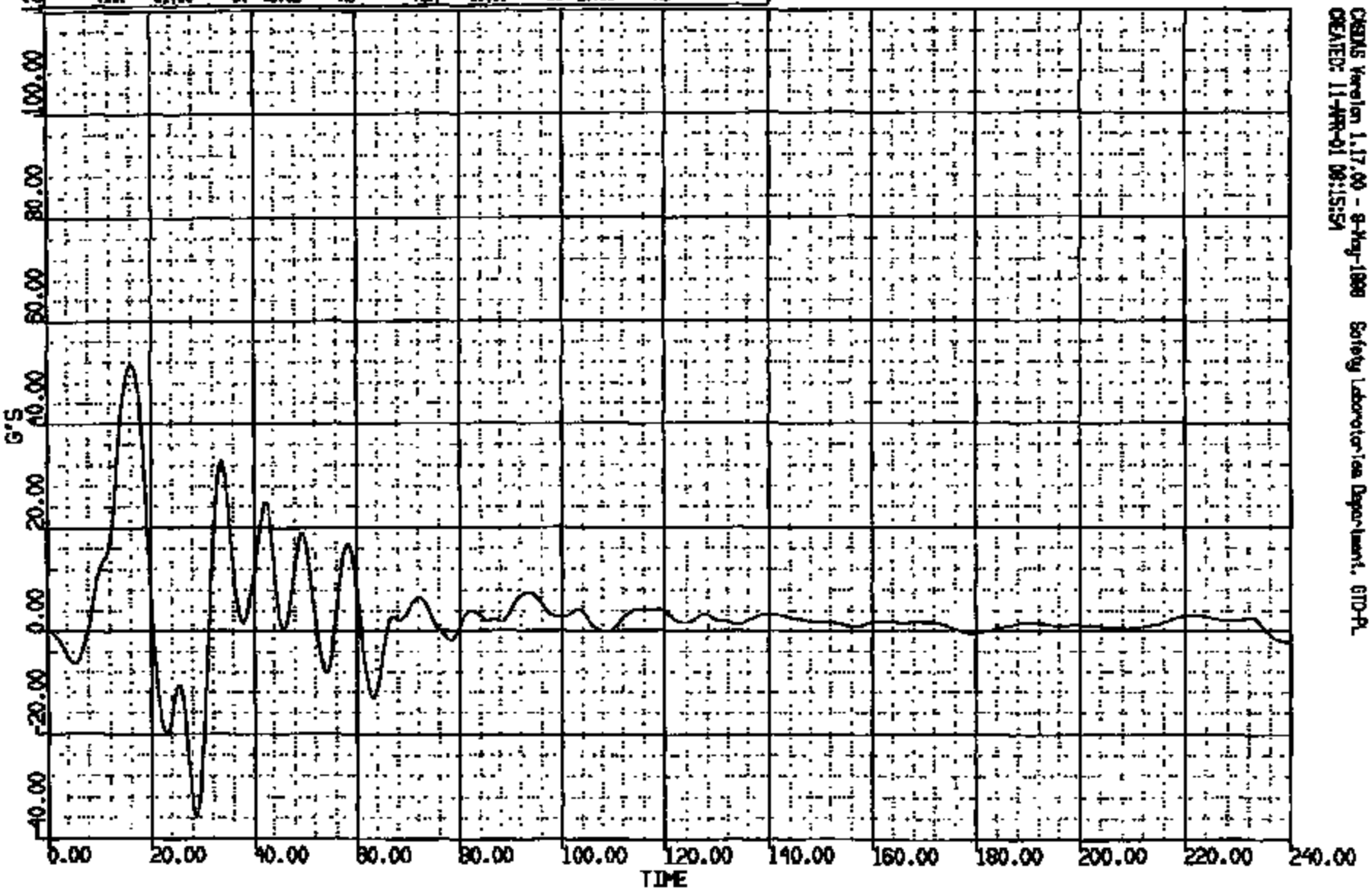
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(49) CR12181T L/R DOOR OVER ARMREST LAT SCN
MAX = 51.30 at 16.32 MS MIN = -35.97 at 28.80 MS AXIS 1



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CREATED: 11-APR-01 08:15:54

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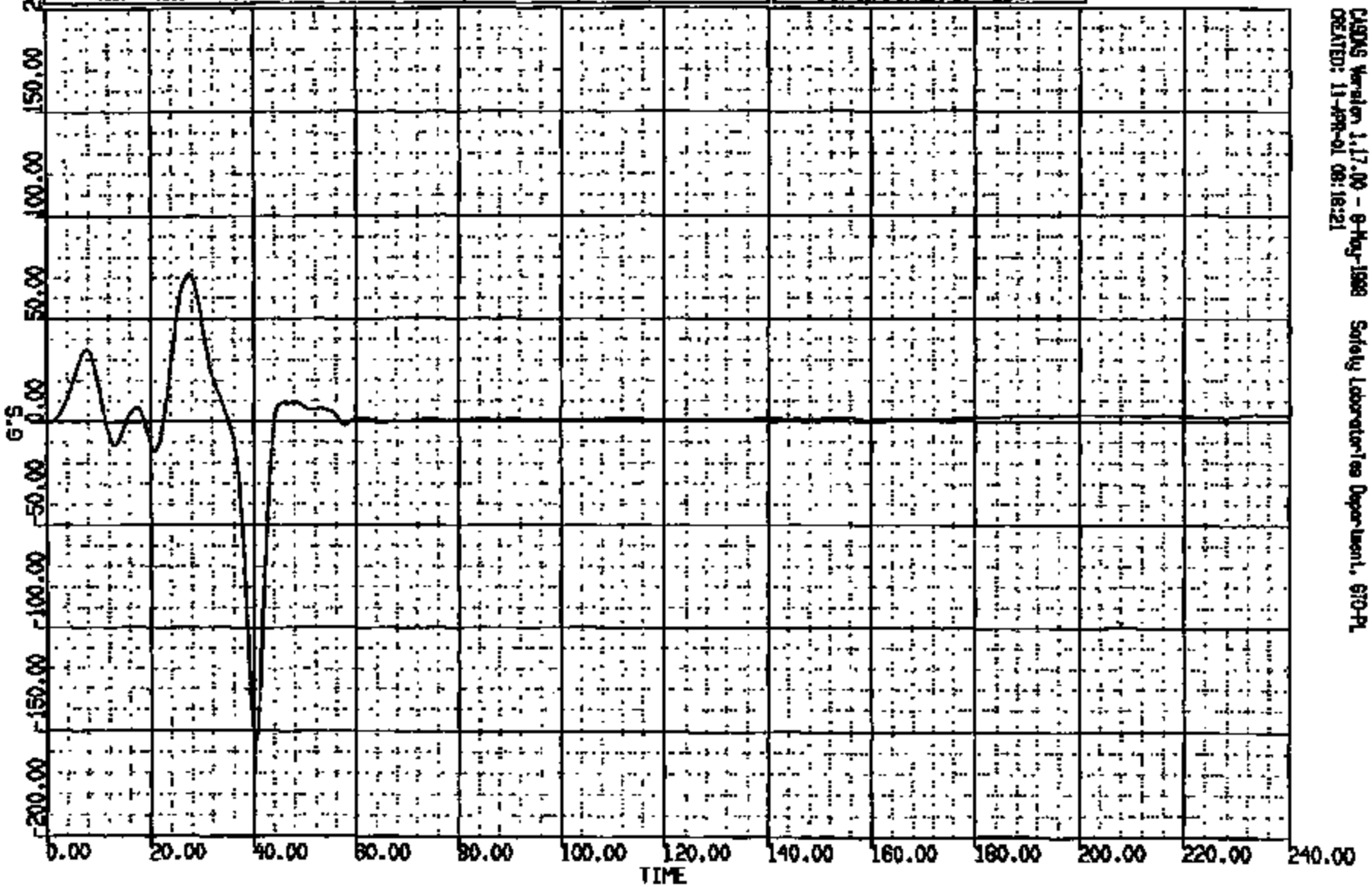
CRTS 0012181

CR #: 12181 TO: TC1941 DATE: 010212 10:21:06
20026 CROWN VICTORIA

(62) CR12181T L/ROCKER @ B-PILR LAT 60N
MAX = 71.99 at 27.36 MS MIN = -159.7 at 40.52 MS

AXIS 1



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CRTS 0012181

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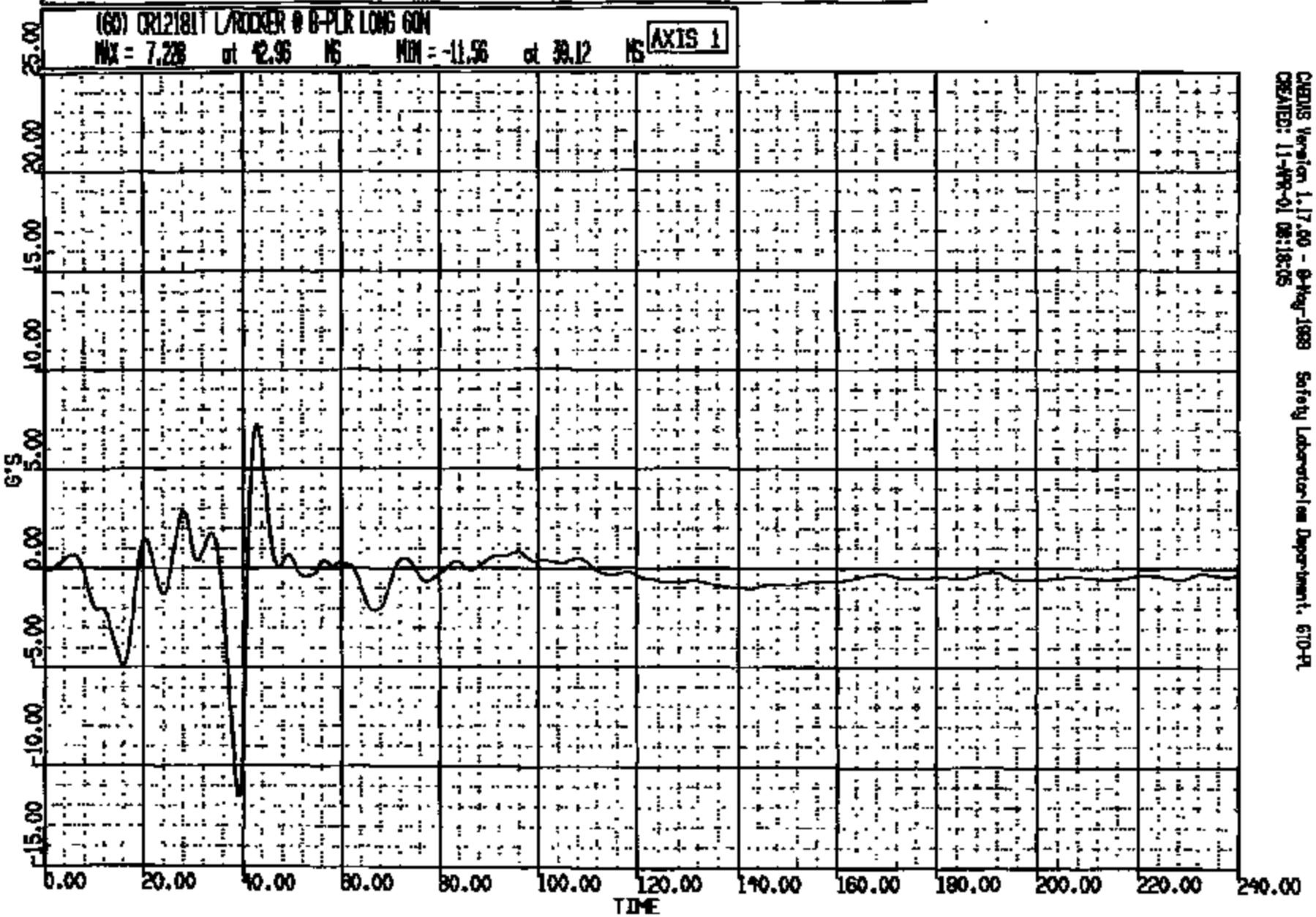
20025 CROWN VICTORIA



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CREATED: 11-APR-01 08:18:05

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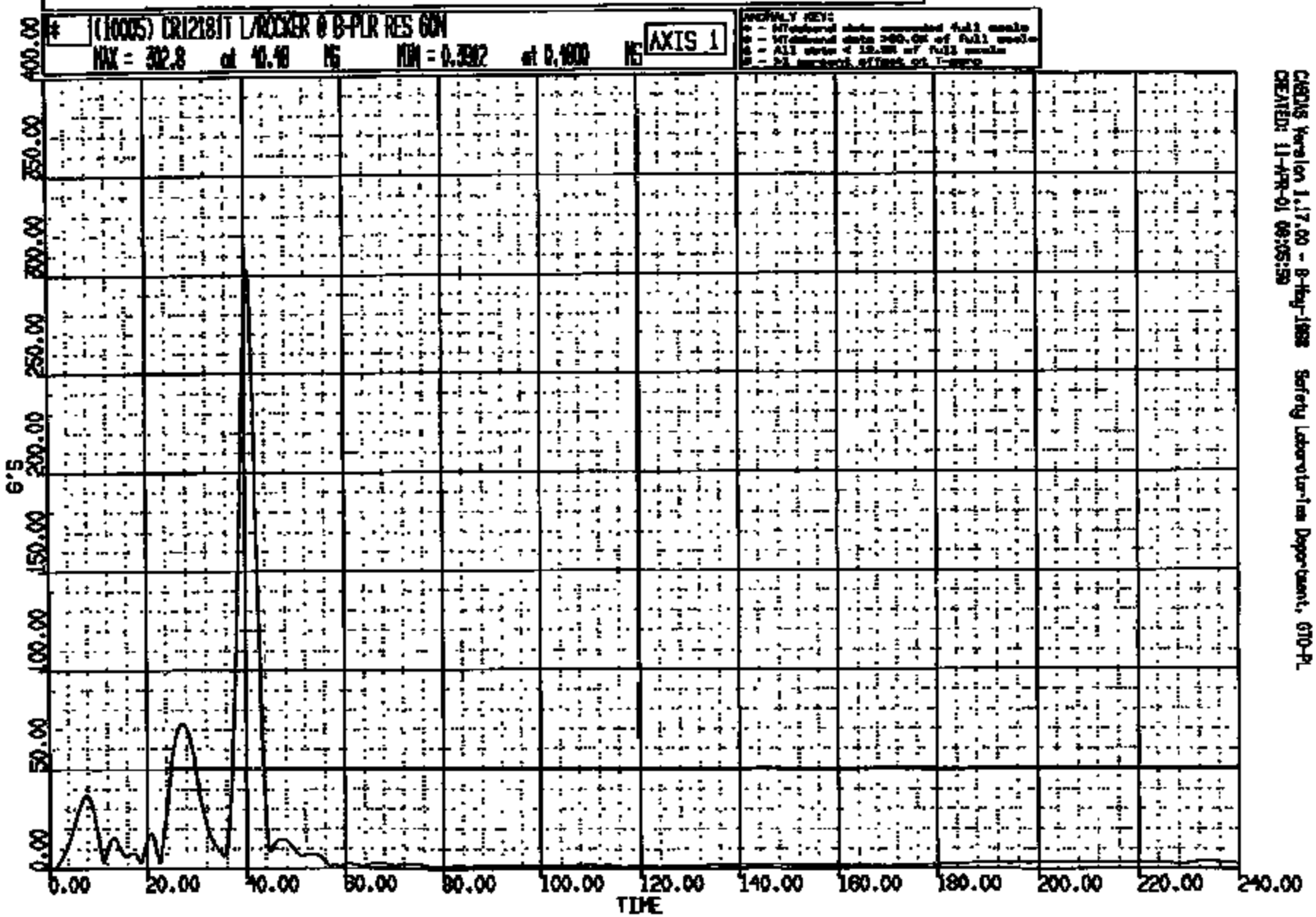
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA



CRTS 0012181

CREATED: 11-APR-01 08:05:59 CAEDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GTO-PL

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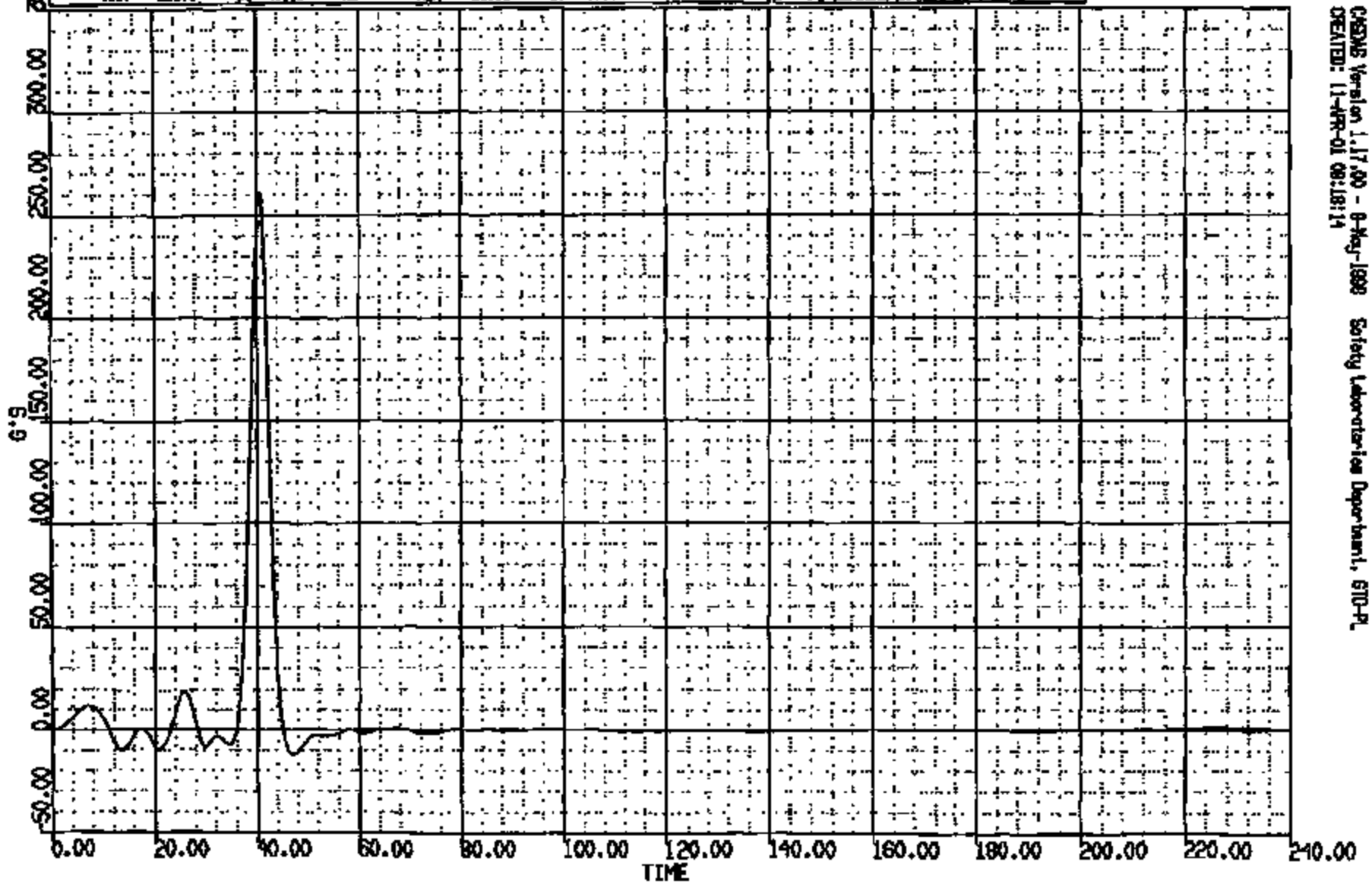
CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(61) CR12181T L/HOOKER @ B-PLR VERT 60N
MAX = 261.3 at 40.56 MS MIN = -11.91 at 46.88 MS

AXIS 1

ANOMALY KEY:
* - Minimum data exceeded full scale
# - Minimum data >80.0% of full scale
% - All data < 10.0% of full scale
@ - >1 percent offset at 1-sec



CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 670-PL
CREATED: 11-APR-01 08:18:14

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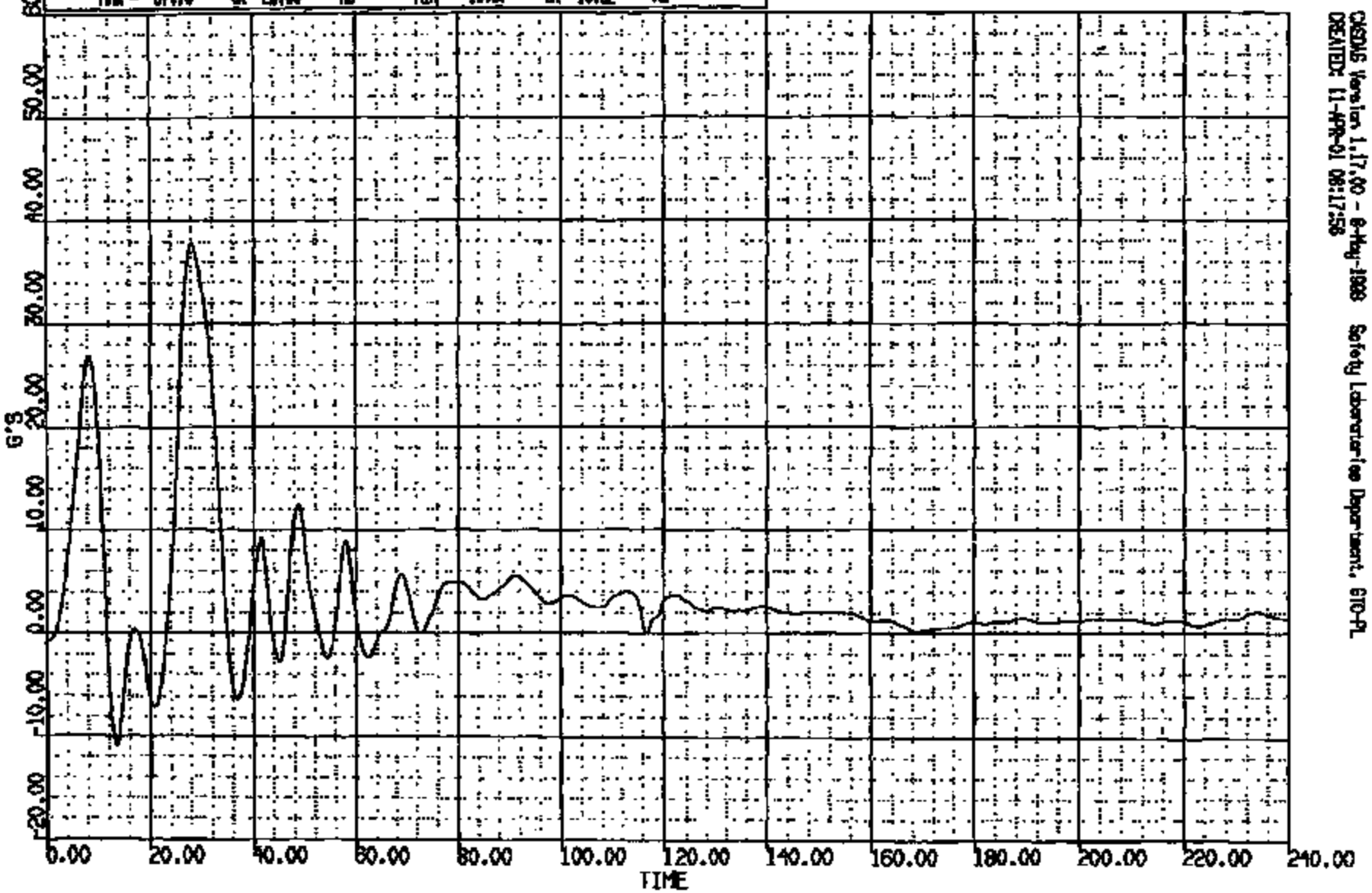
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(59) CR12181T L/ROCKER @ FRONT SEAT MID LAT GON
MAX = 37.79 at 28.08 MS MIN = -10.97 at 13.52 MS AXIS 1



CRTS 0012181

CRASHAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GTO-PL
CREATED: 11-APR-01 08:17:58

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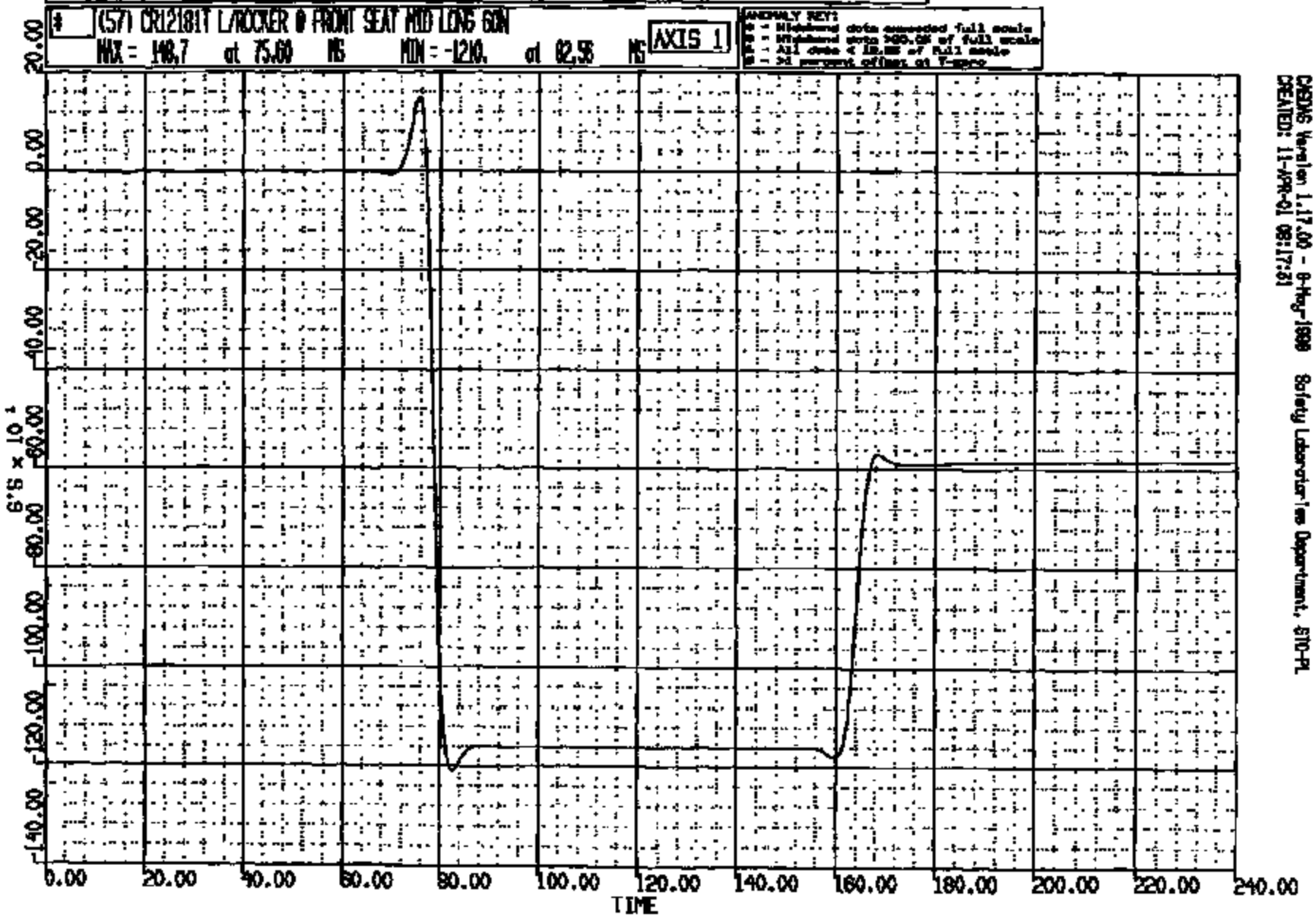
CR #: 121181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA



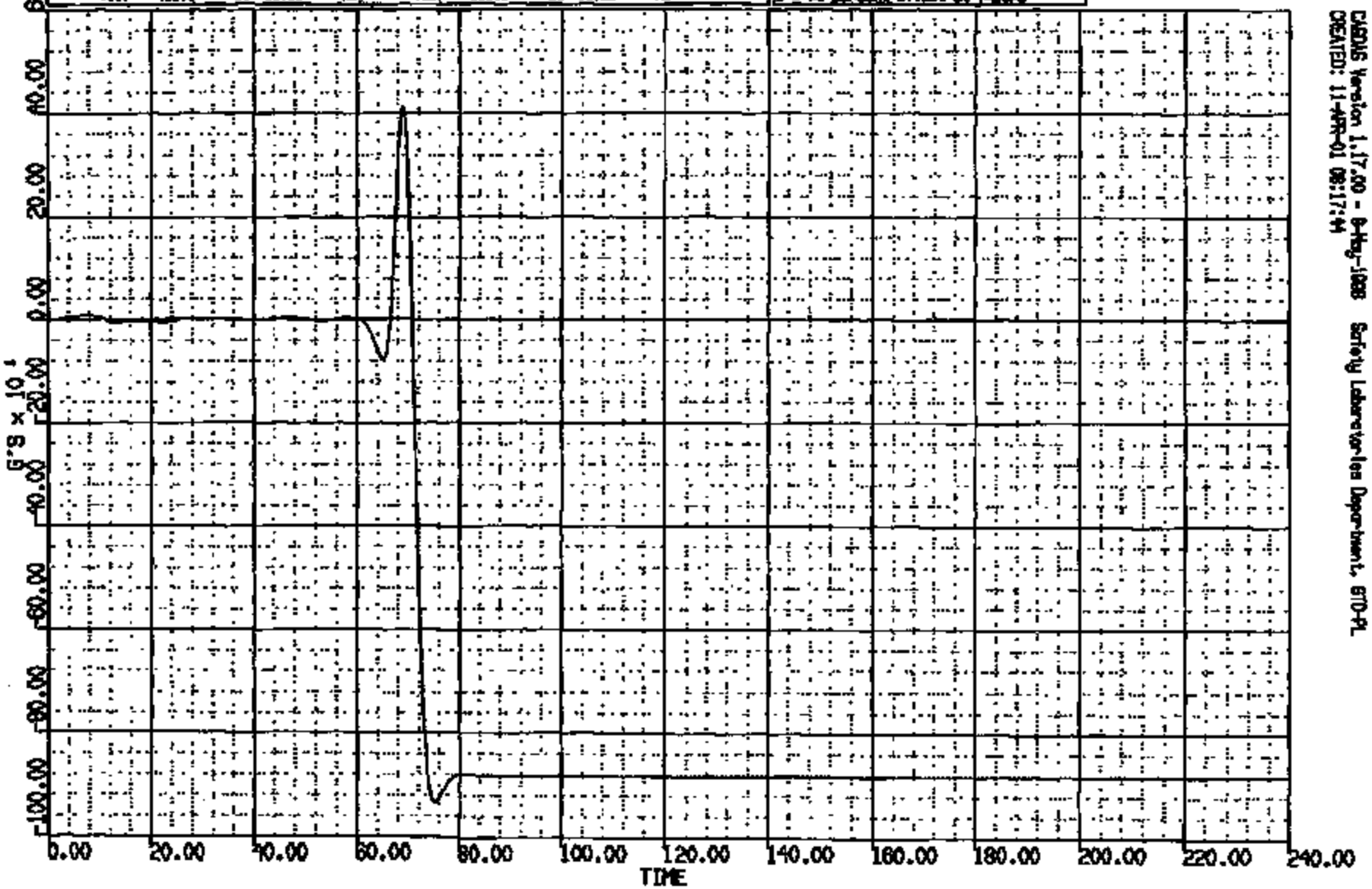
CRDAS Version 1.17.00 - 8-May-1999 Safety Laboratories Department, 810-PL
CREATED: 11-MAR-01 08:17:31

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR #: 121181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(SB) CR121181T L/ROCKER @ FRONT SEAT MID VERT 60M
MAX = 413.1 at 68.96 MS MIN = -355.3 at 75.20 MS AXIS 1



CARDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 870-PL
CREATED: 11-APR-01 08:17:44

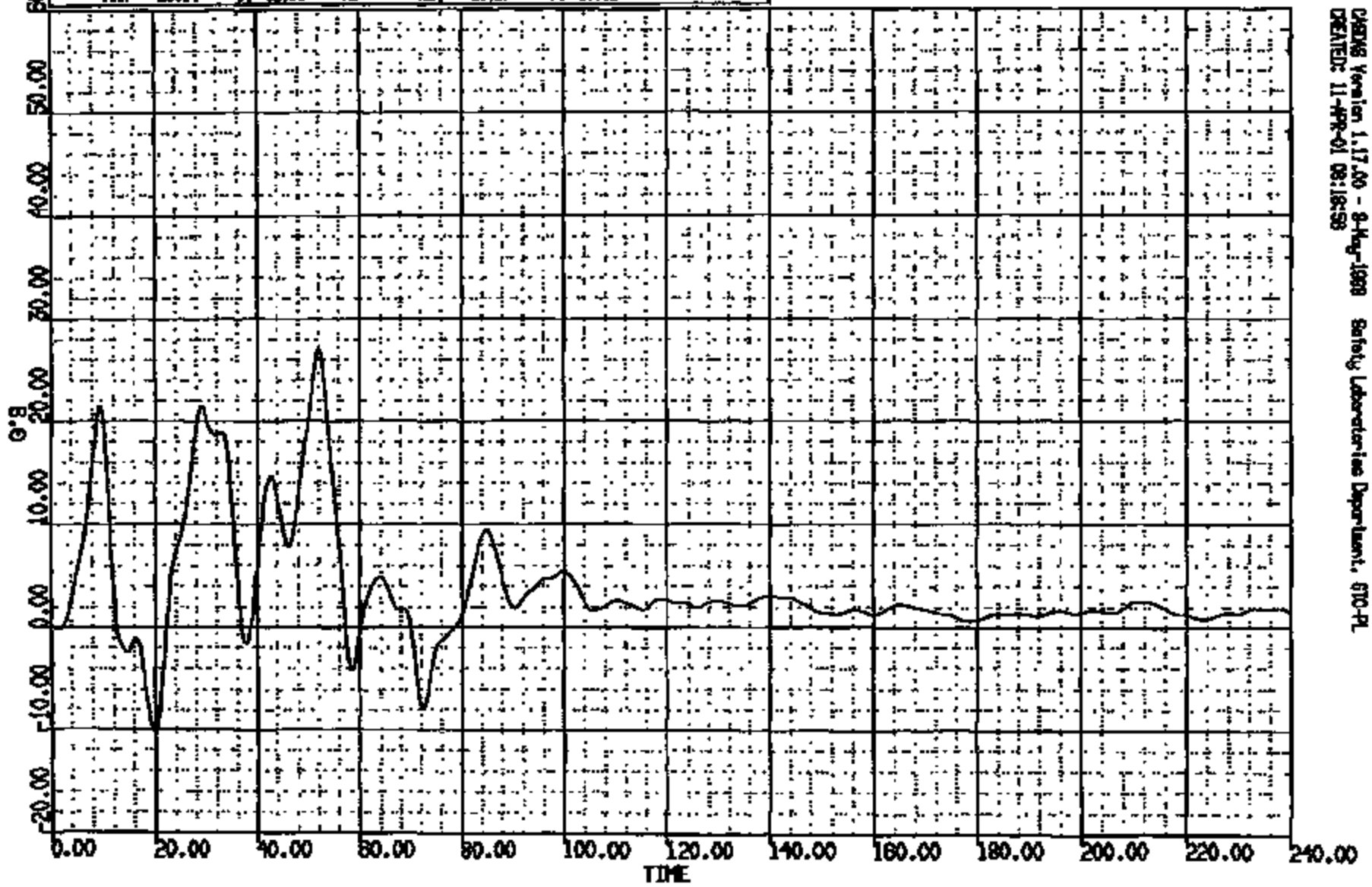
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:06
20025 CROWN VICTORIA

(65) CR12181T L/ROCKER & REAR SEAT MID LAT GCM
MAX = 26.94 at 52.08 MS MIN = -10.17 at 19.92 MS

AXIS 1



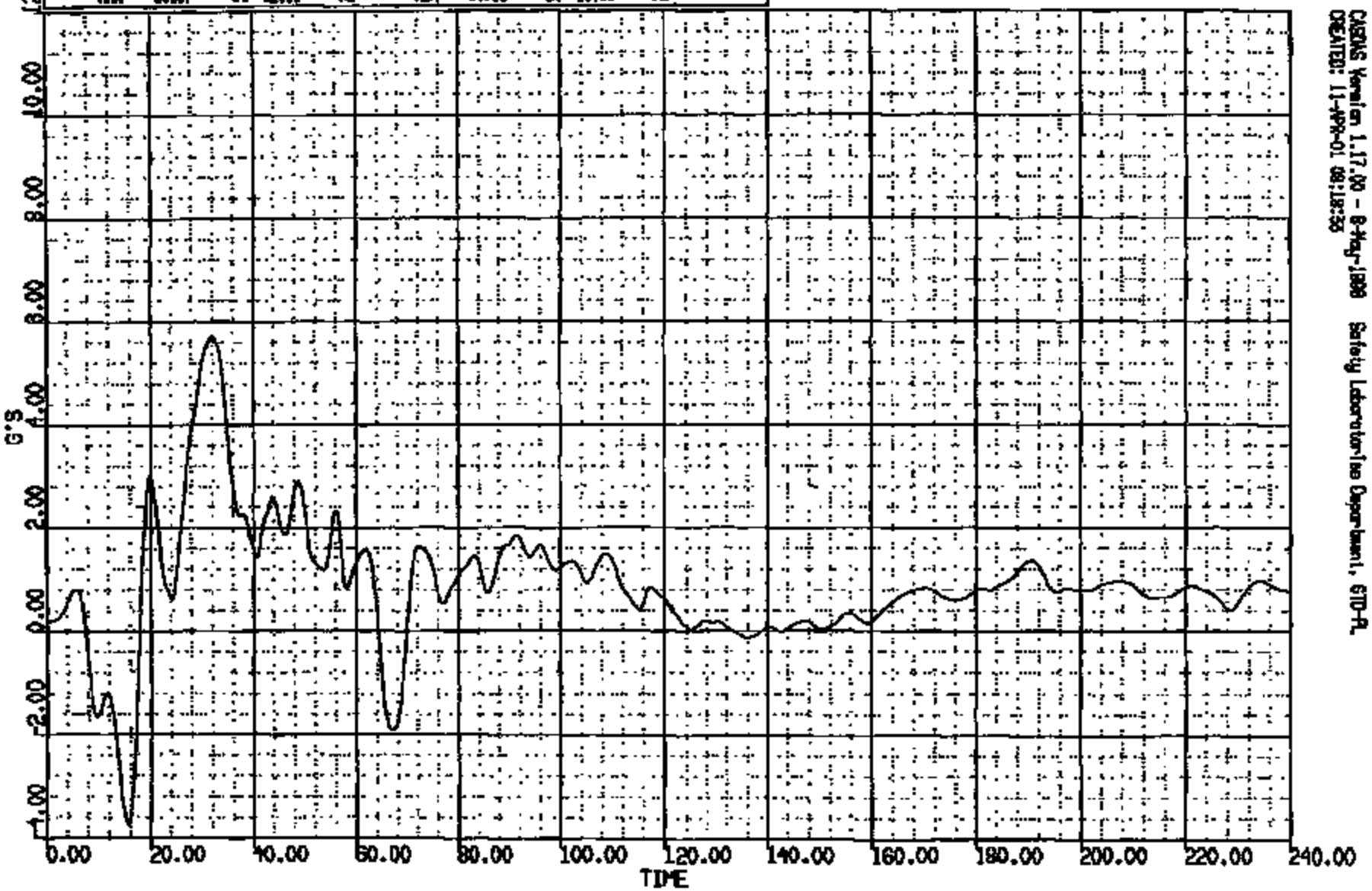
CHEKMB Version 1.17.00 - 8-May-1989 Safety Laboratories Department, GTC-PL
CREATED: 11-APR-01 08:18:59

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12191 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(63) CR12181T L/ROCKER @ REAR SEAT MID LONG 60N
MAX = 5.697 at 32.00 MS MIN = -3.753 at 15.88 MS AXIS 1



CARSIMS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GTD-PL
CREATED: 11-APR-01 08:18:35

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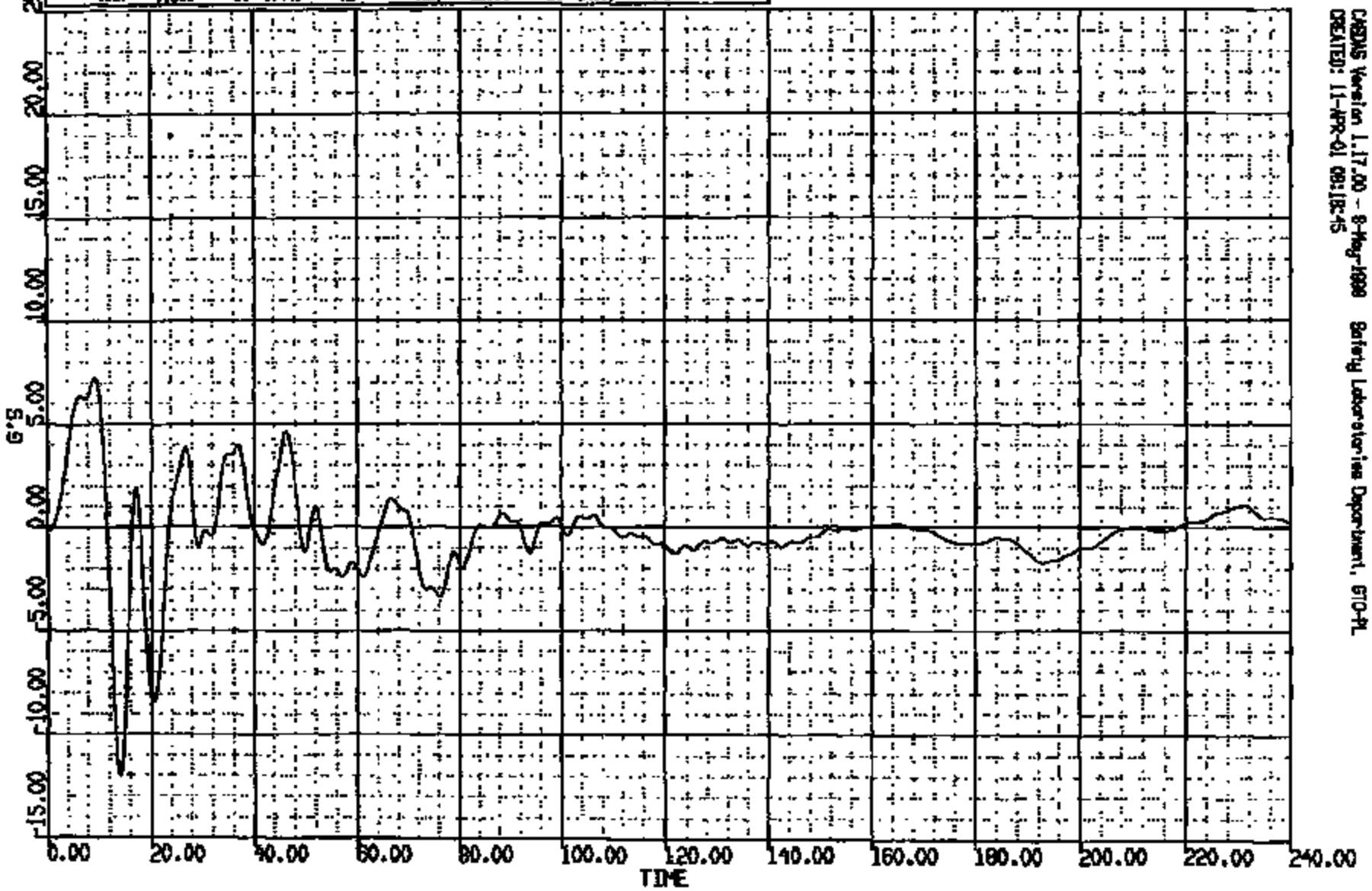
CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(64) CR12181T L/ROCKER B REAR SEAT MID VERT 60N
MAX = 7.256 at 9.440 MS MIN = -12.04 at 14.00 MS AXIS 1



CARDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:18:45

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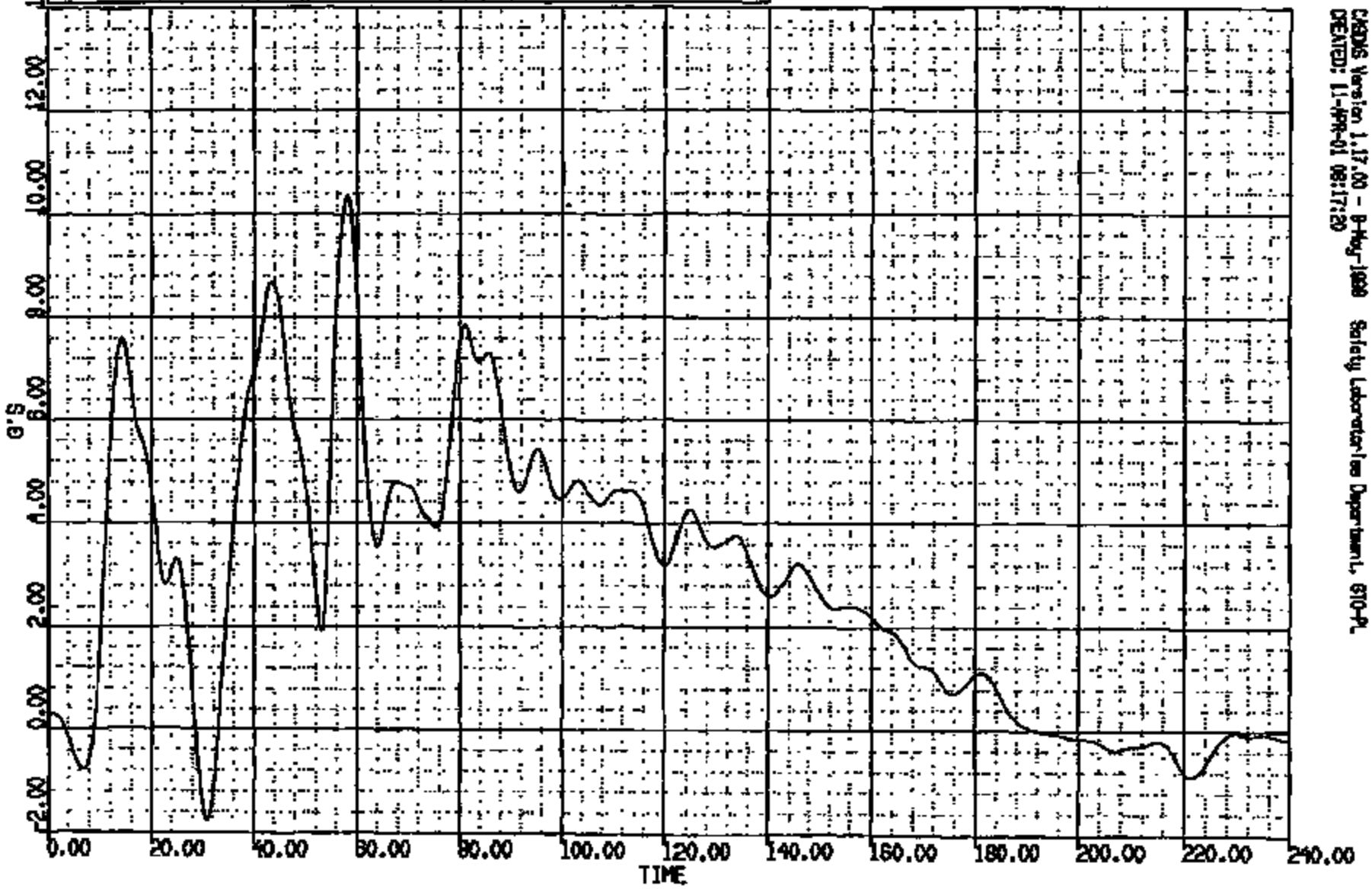
CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(56) CR12181T R/FLOOR PAN @ R2OMBR SH 7/10 LAT 60N
MAX = 10.35 at 58.16 MS MIN = -1.778 at 30.88 MS AXIS 1



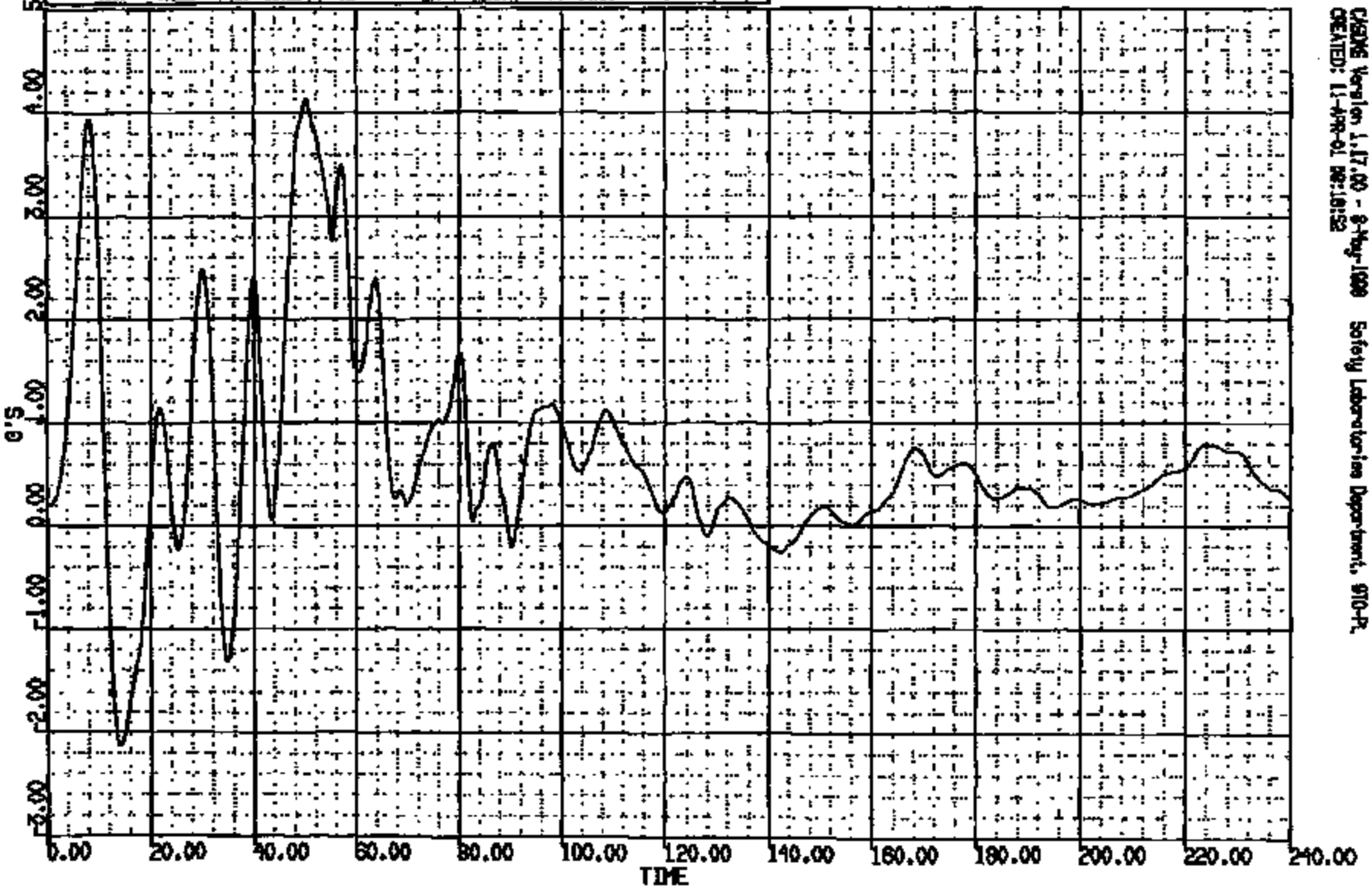
CRDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-P.
CREATED: 11-APR-01 08:17:20

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR #: 12181 TO: TC1841 DATE: 010212 10:21:03
20026 CROWN VICTORIA

(54) CR12181T R/FLOOR PAN @ #2CROSS SM #10 LONG GUN
MAX = 4.122 at 50.16 MS MIN = -2.135 at 14.16 MS AXIS 1



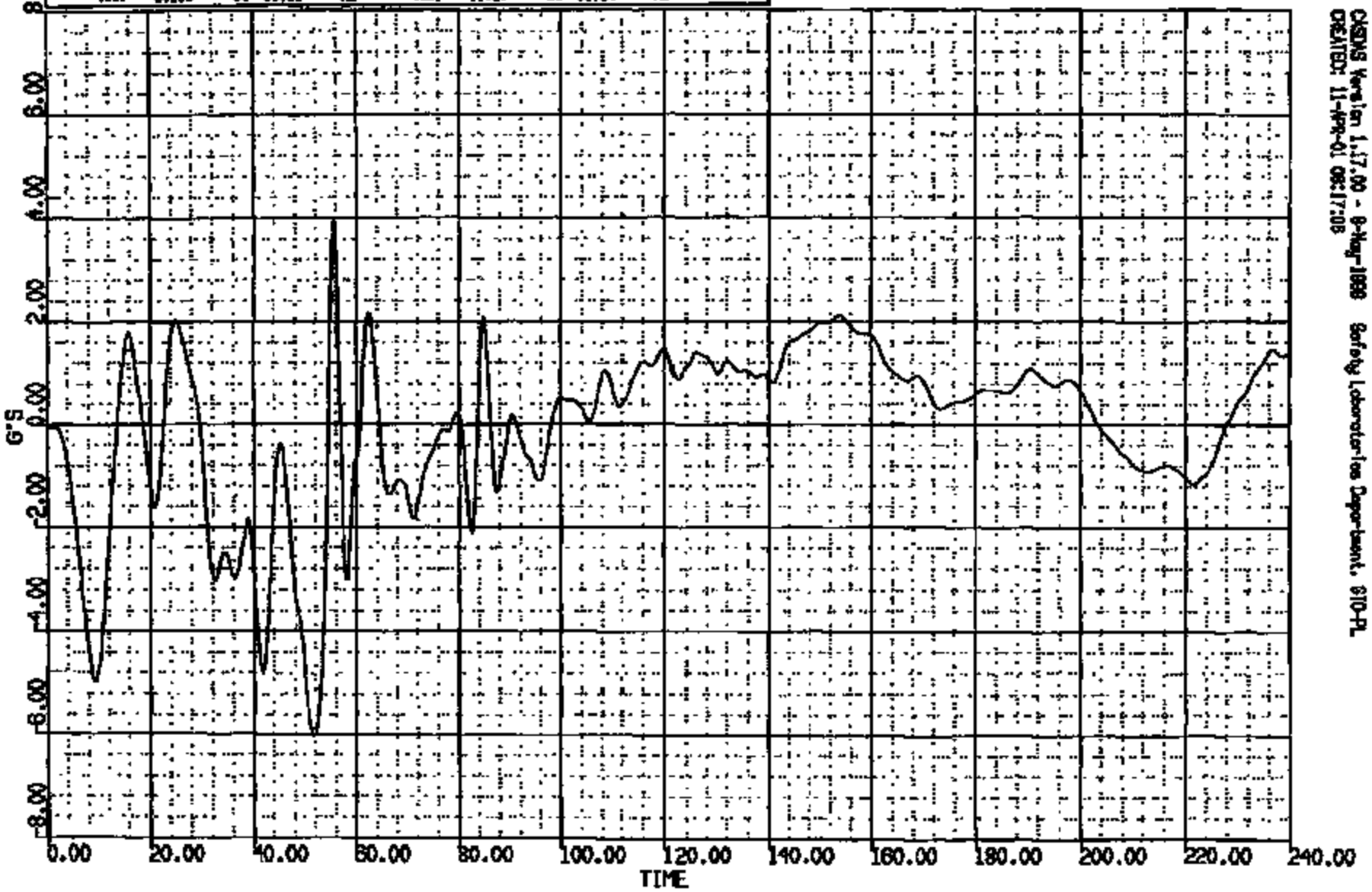
CARDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 970-P.
CREATED: 11-APR-01 08:18:52

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 0102[illegible] 10:21:05
20025 CROWN VICTORIA

(55) CR12181T R/FLOOR PAN @ #2/NBR SN #10 VERT GON
MAX = 3.958 at 55.60 MS MIN = -6.017 at 51.84 MS AXIS 1



CASDAS Version 1.17.00 - 9-May-1988 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:17:08

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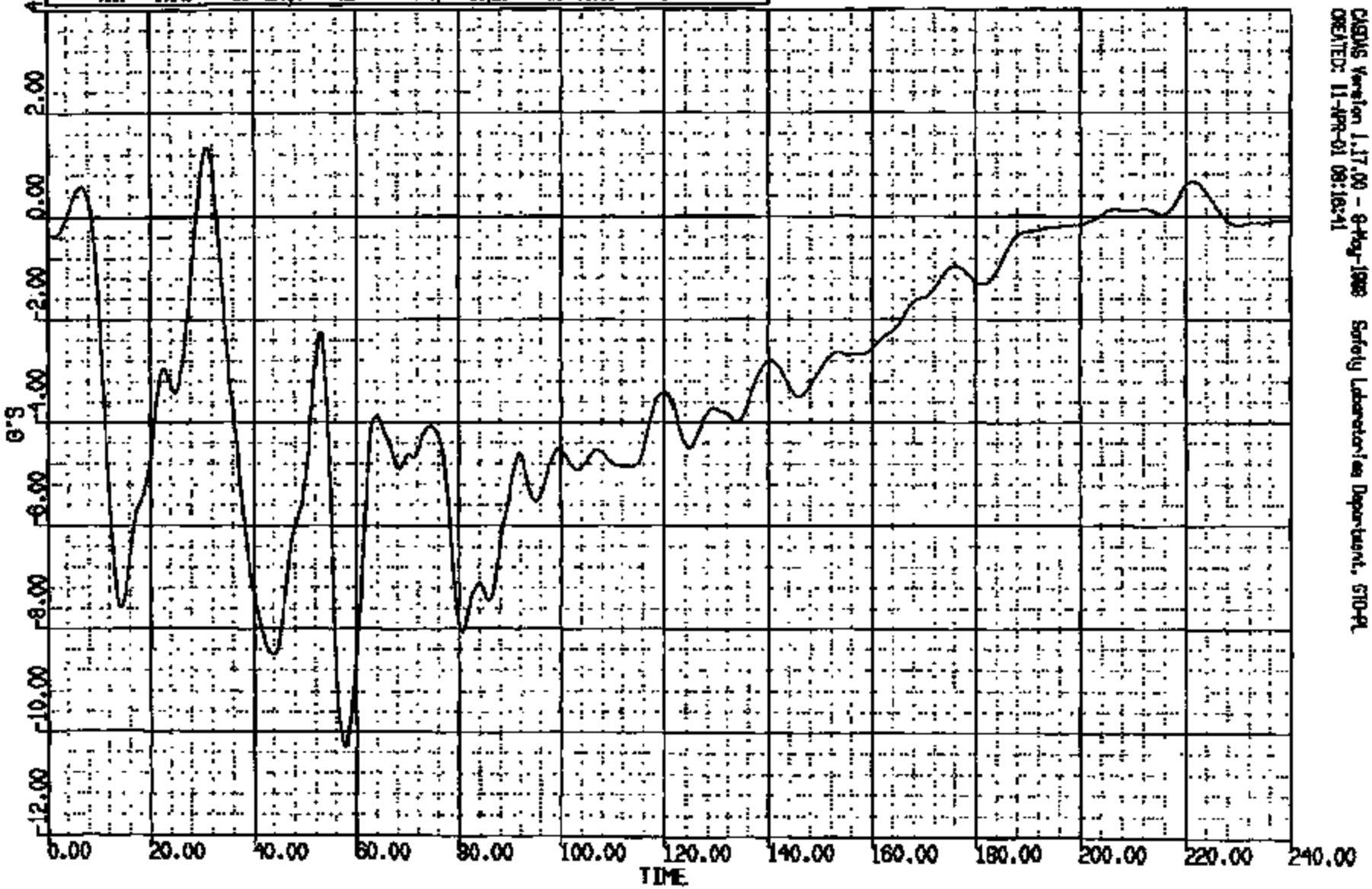
CRTS 0012181

CR R: 121181 TO: TC1941 DATE: 010212 10:21:06
20025 CROWN VICTORIA

(53) CR121B1T R/FLOOR PAN @ #2XMBR SM #13 LAT 60M
MAX = 1.340 at 31.01 MS MIN = -10.29 at 58.00 MS AXIS 1



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CREATED: 11-APR-01 08:16:41

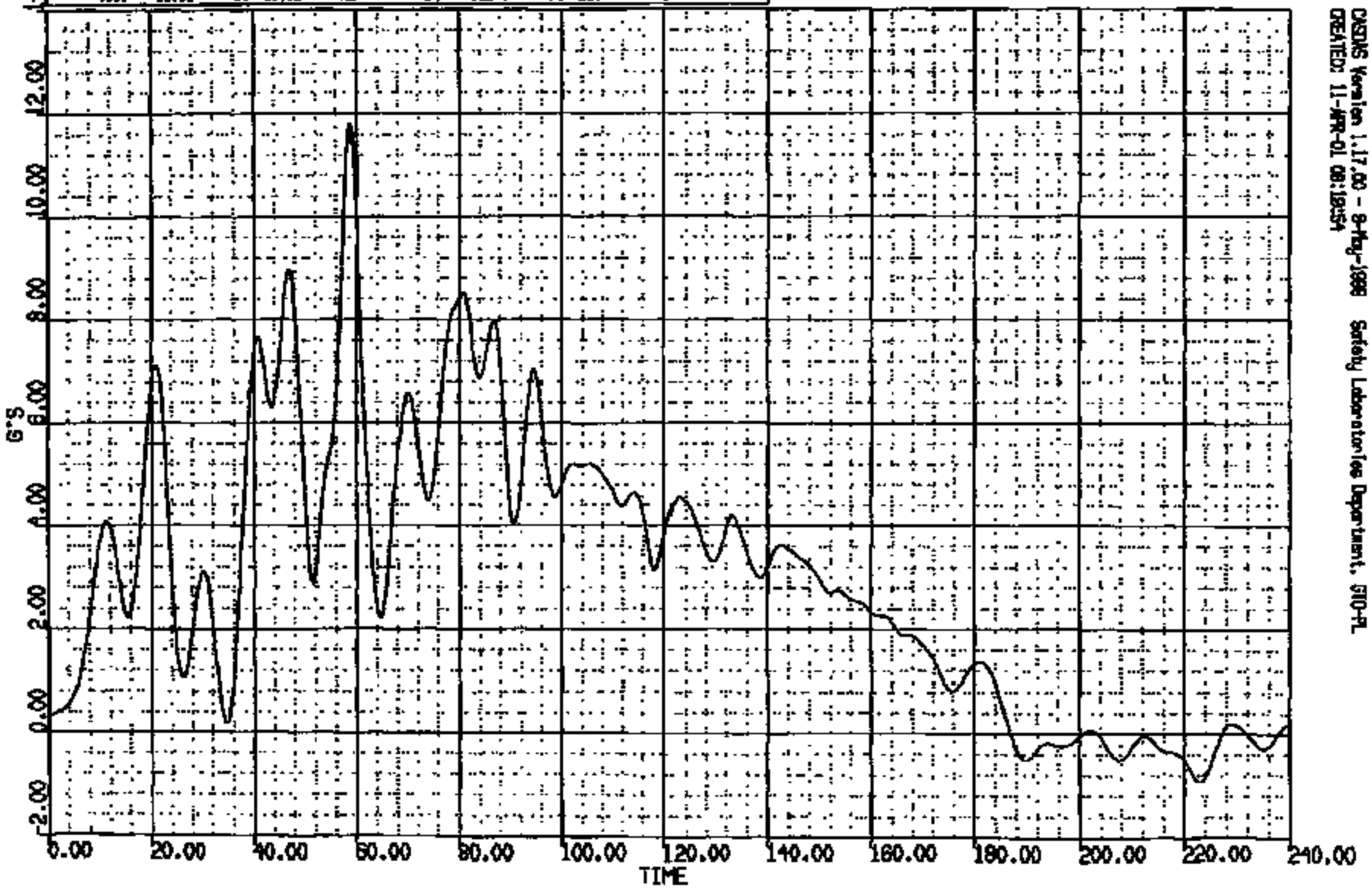
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1841 DATE: 010212 10:21:08
20025 CROWN VICTORIA

(71) CR12181T R/ROCKER @ B-PLR LAT 60W
MAX = 11.84 at 58.72 MS MIN = -.9275 at 222.9 MS

AXIS 1



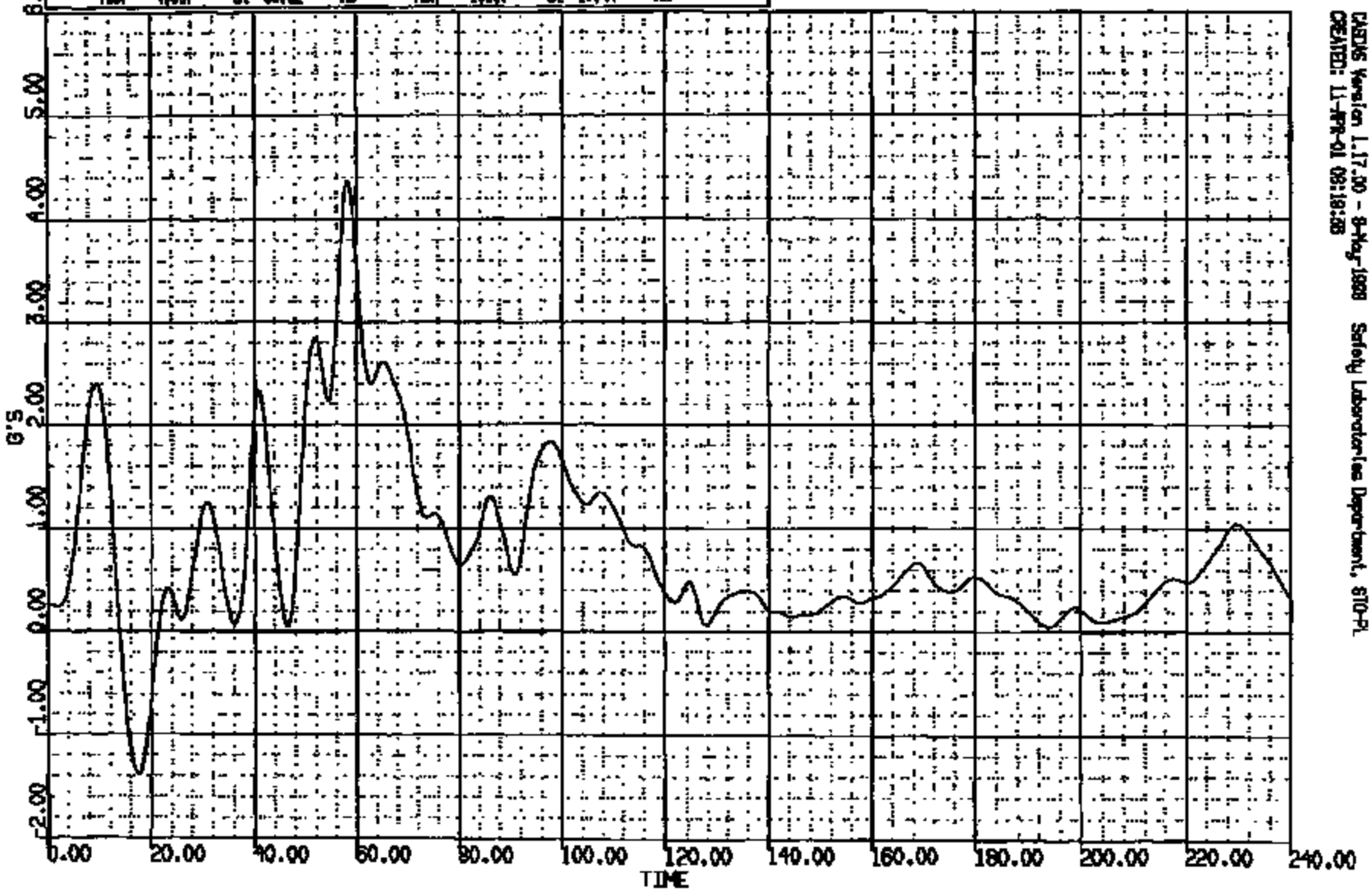
CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GTO-PL
CREATED: 11-APR-01 08:12:54

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
Z0026 CROWN VICTORIA

(69) CR12181T R/ROCKER @ B-PLR LONG GON
MAX = 4.367 at 58.52 MS MIN = -1.367 at 17.41 MS AXIS 1



CADDAS Version 1.17.00 - 8-May-1989 Safety Laboratories Department, 870-PL
CREATED: 11-APR-01 08:18:28

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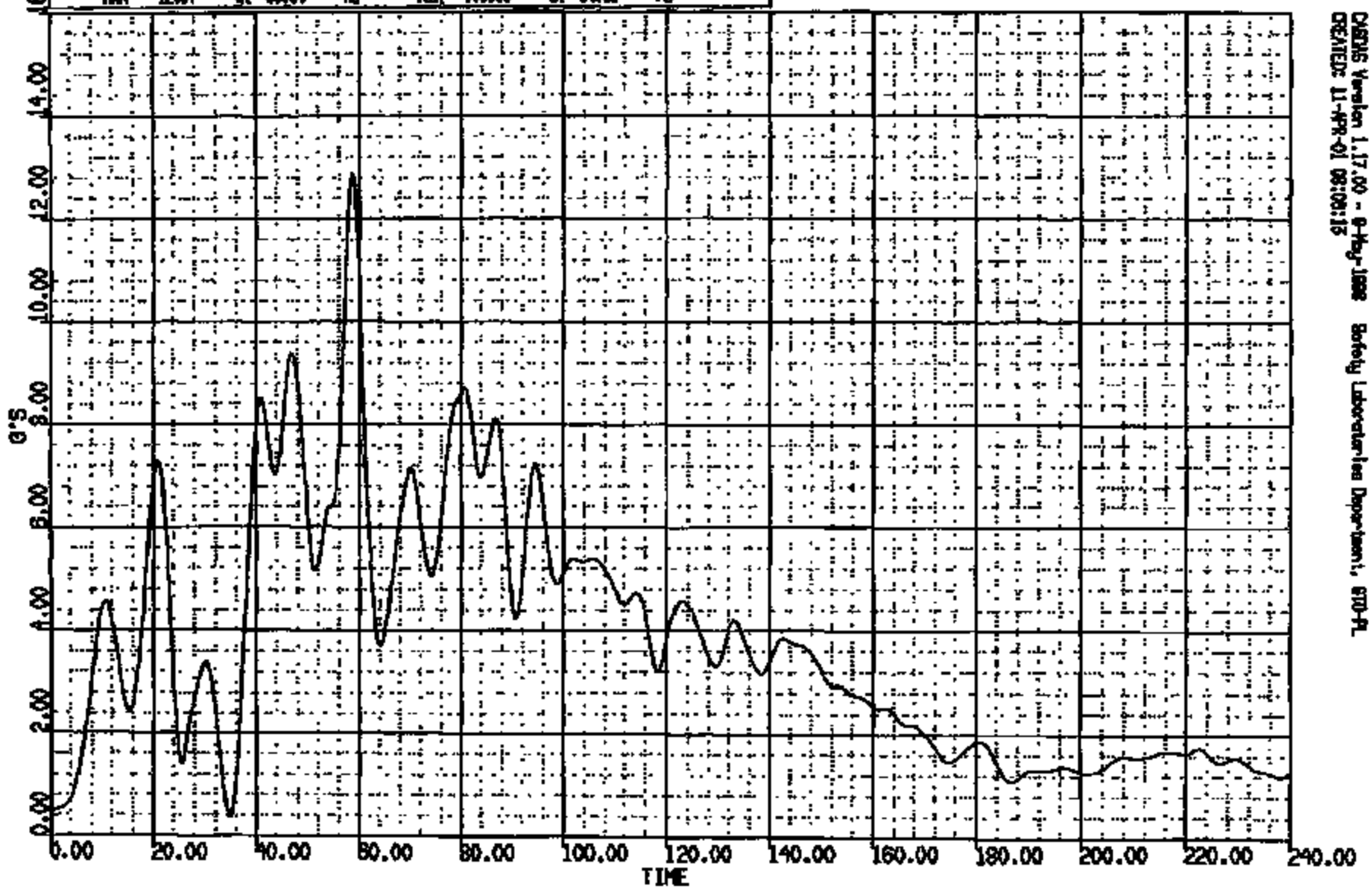
CRTS 0012181

CR R: 12181 TO: TC1841 DATE: 010212 10:21:05
20028 CROWN VICTORIA

(10006) CR12181T R/ROCKER @ B-PLR RES GON
MAX = 12.87 at 58.64 MS MIN = 0.3589 at 36.80 MS AXIS 1



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CREATED: 11-APR-01 08:08:13

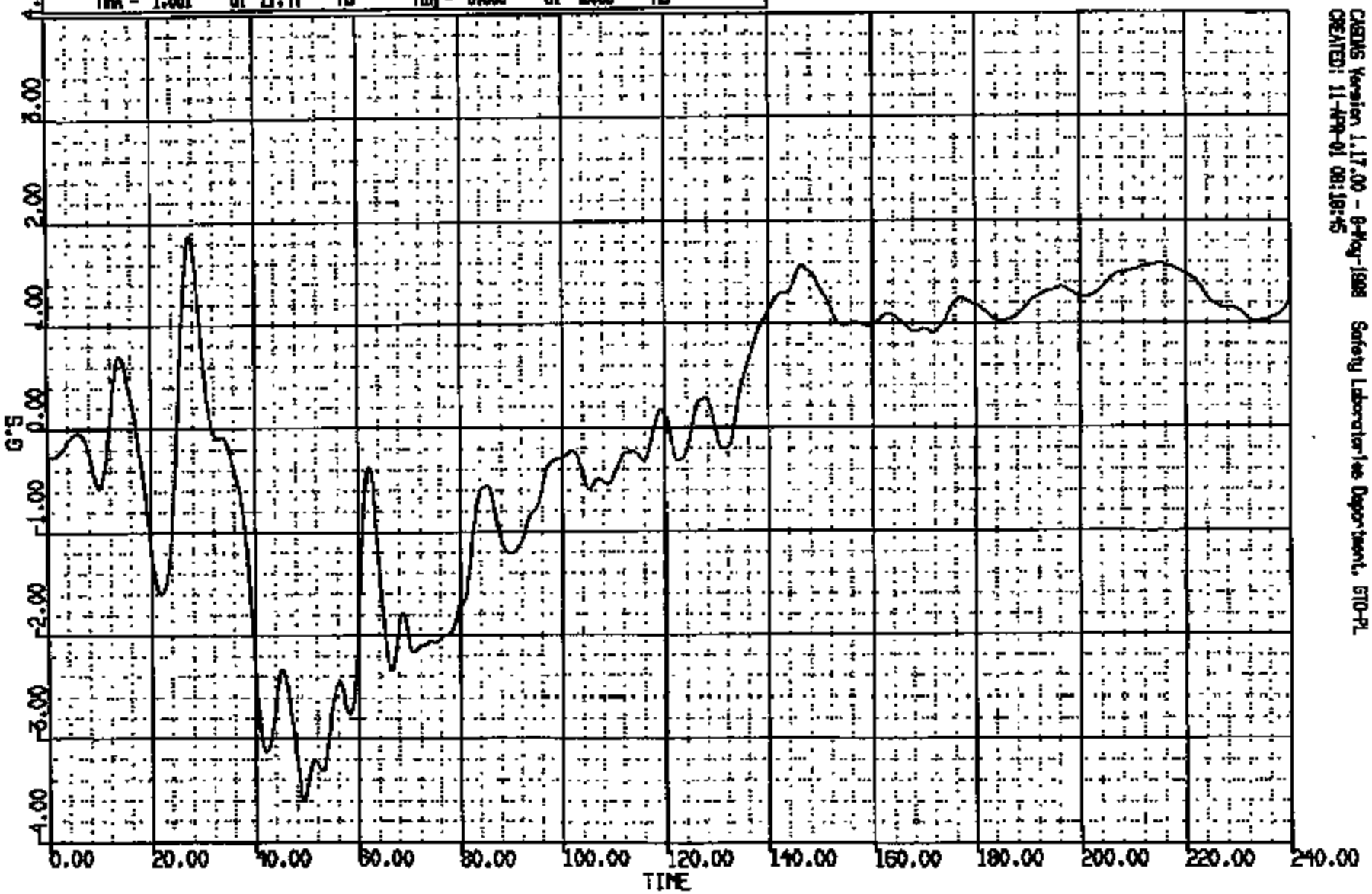
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
2002S CROWN VICTORIA

(70) CR12181T R/ROCKER @ B-PLR VERT GON
MAX = 1.881 at 27.41 MS MIN = -3.608 at 48.36 MS

AXIS 1



CASDAS Version 1.17.00 - 6-May-1998 Safety Laboratories Department, GTO-PL
CREATED: 11-APR-01 08:18:45

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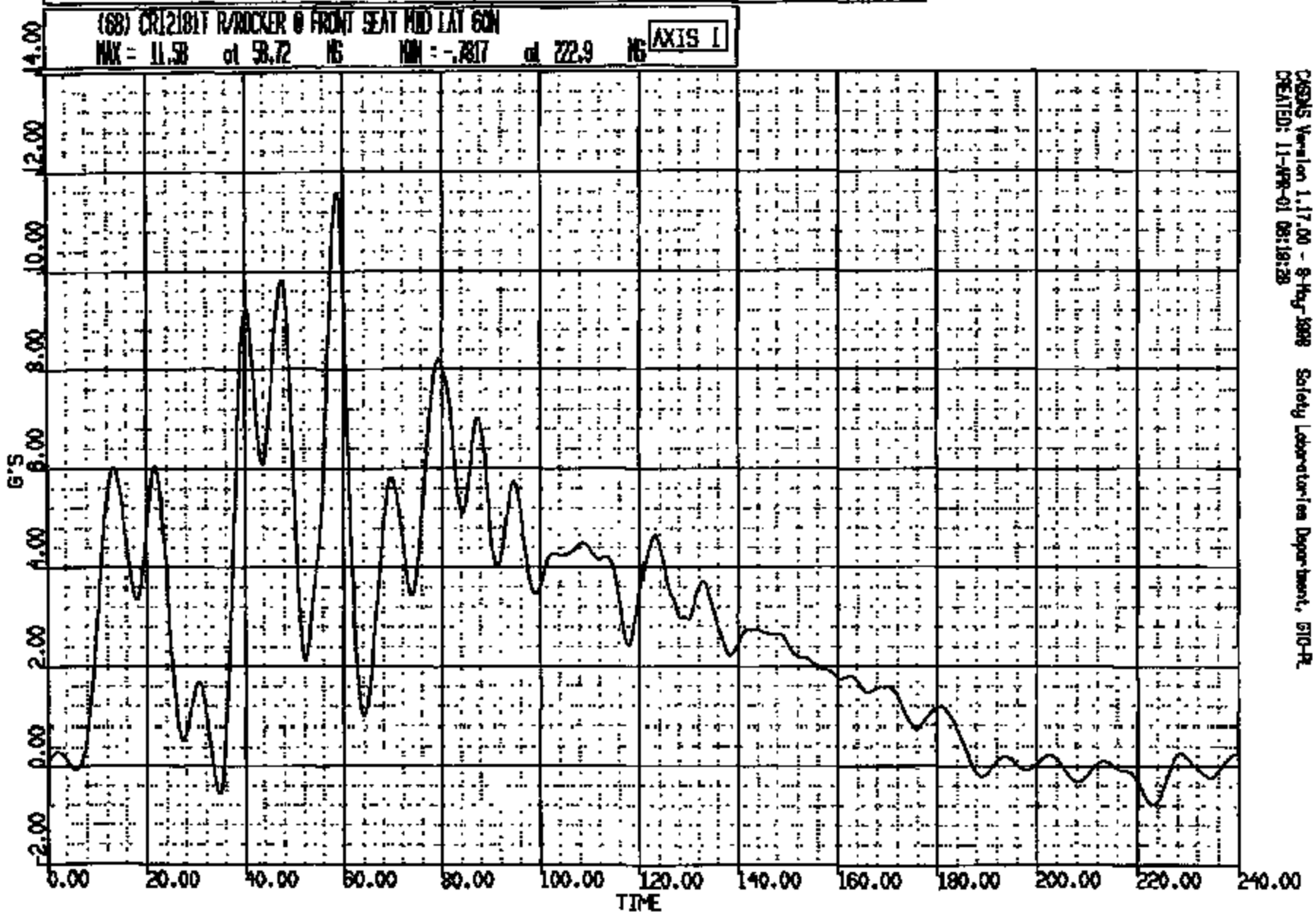
CRTS 0012181

CR R: 12181 TCI TC1841 DATE: 010[illegible] 10:21:05
20025 CROWN VICTORIA



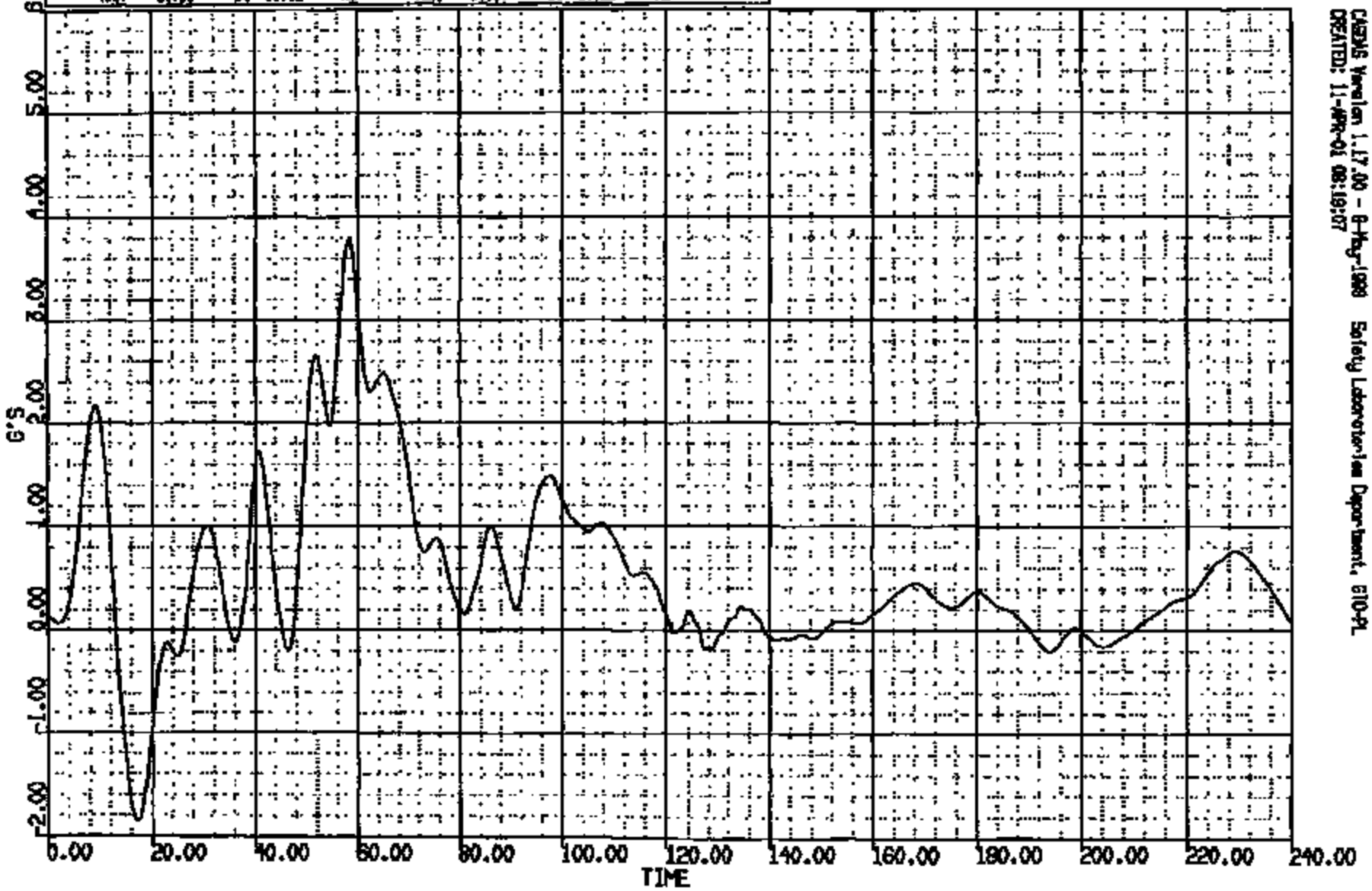
CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:18:28

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR #: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(66) CR12181T R/ROCKER @ FRONT SEAT MID LONG GON
MAX = 3.780 at 58.32 MS MIN = -1.857 at 17.20 MS AXIS 1



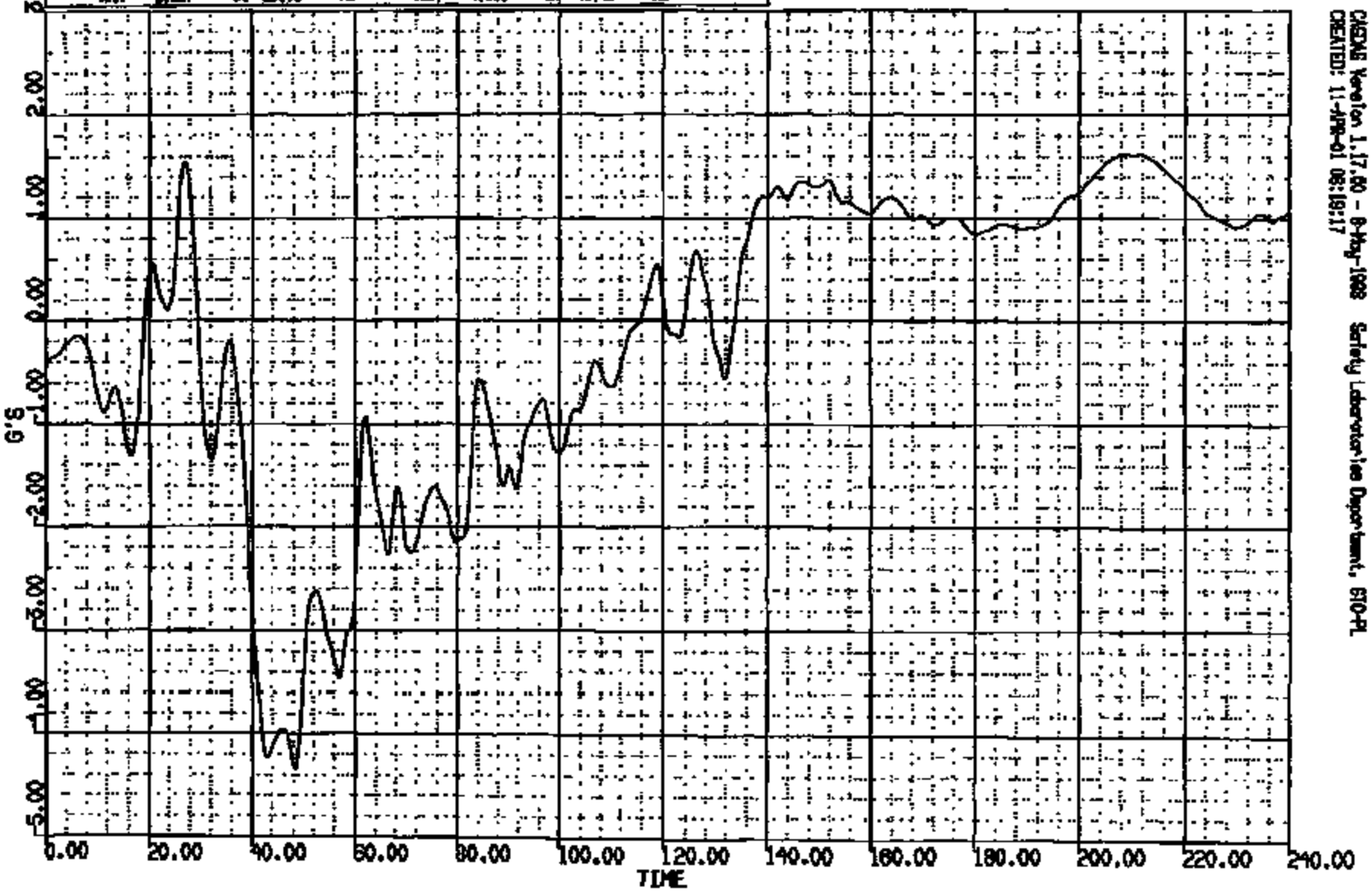
CAEDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:19:07

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12161 TO: TC1941 DATE: 0102[illegible] 10:21:05
20025 CROWN VICTORIA

(657) CR12181T R/RUDDER D FRONT SEAT MID VERT GDN
MAX = 1.627 at 208.6 MS MIN = -1.351 at 18.10 MS AXIS 1



CHEDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:18:17

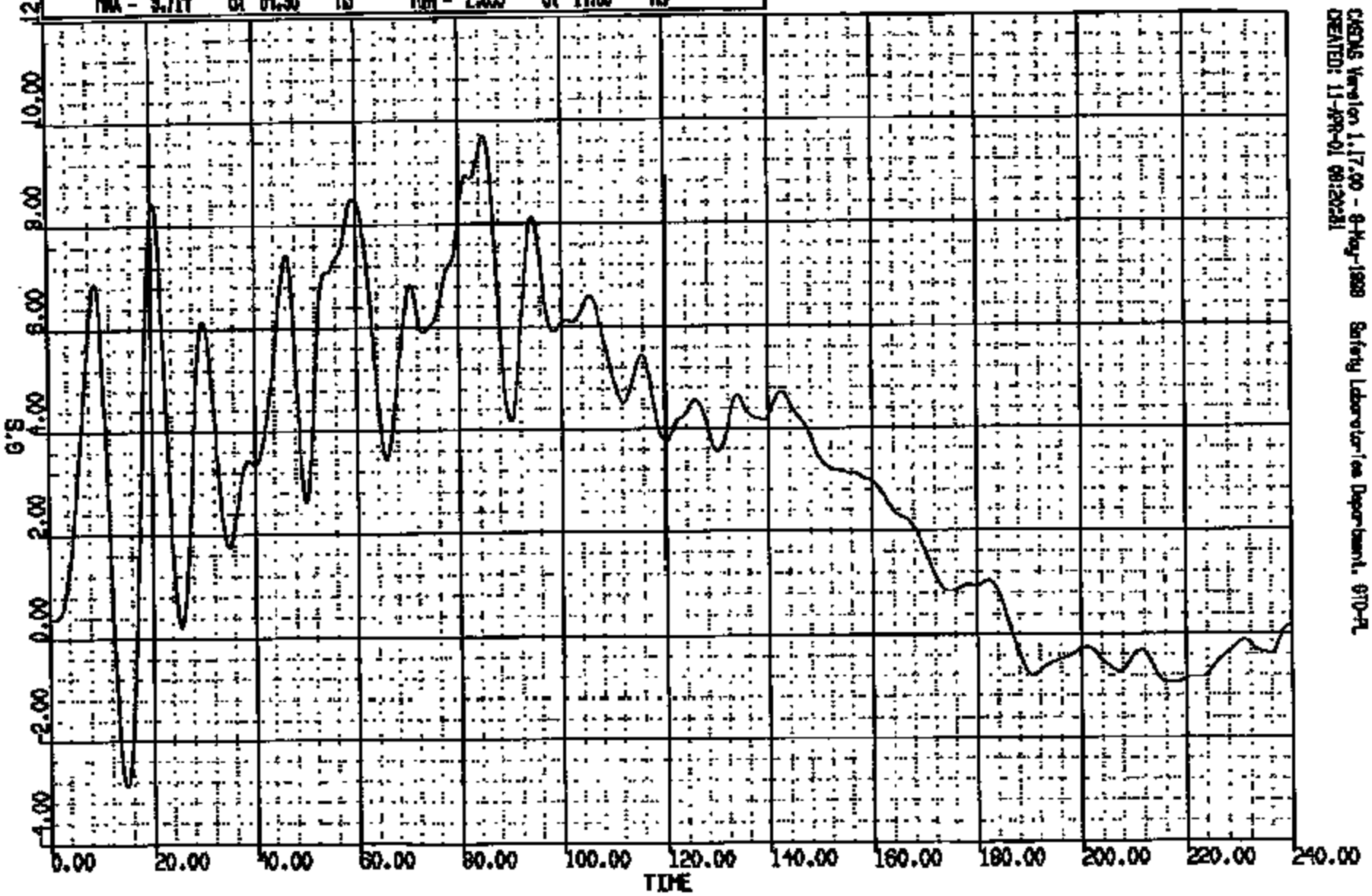
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1841 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(74) CR12181T R/ROCKER @ REAR SEAT MID LAT 60M
MAX = 9.714 at 04.95 MS MIN = -2.899 at 14.80 MS

AXIS 1



CASENG Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 970-PL
CREATED: 11-APR-01 08:20:21

CRTS 0012181

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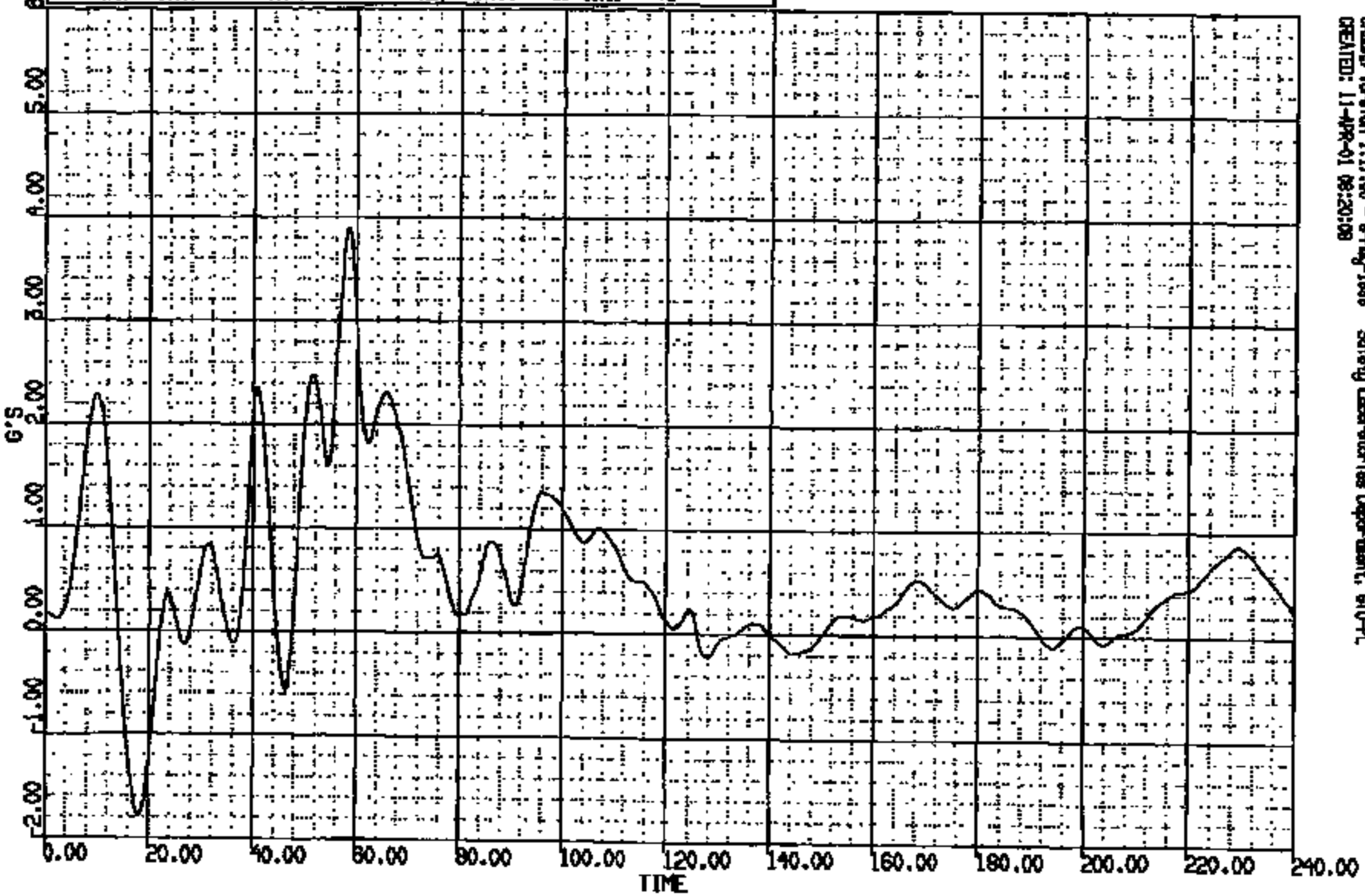
CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(72) CR12181T RAROCKER @ REAR SEAT MID LONG GCM
MAX = 3.890 at 58.40 MS MIN = -1.794 at 18.16 MS AXIS 1



CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:20:08

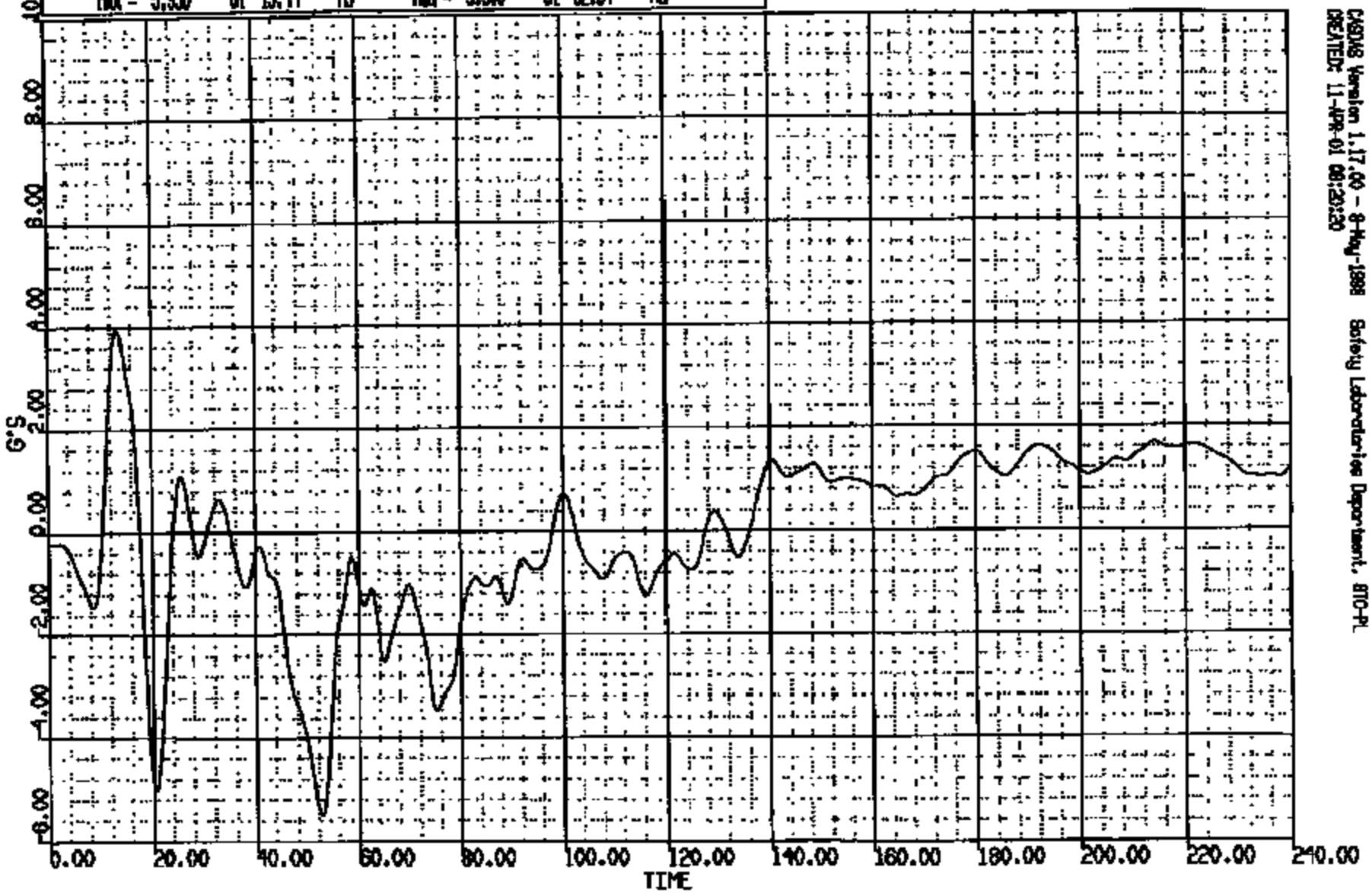
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR #: 12181 TO: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(73) CR12181T R/ROCKER @ REAR SEAT MID VERT 60N
MAX = 3.950 at 15.44 MS MIN = -5.520 at 52.69 MS

AXIS 1



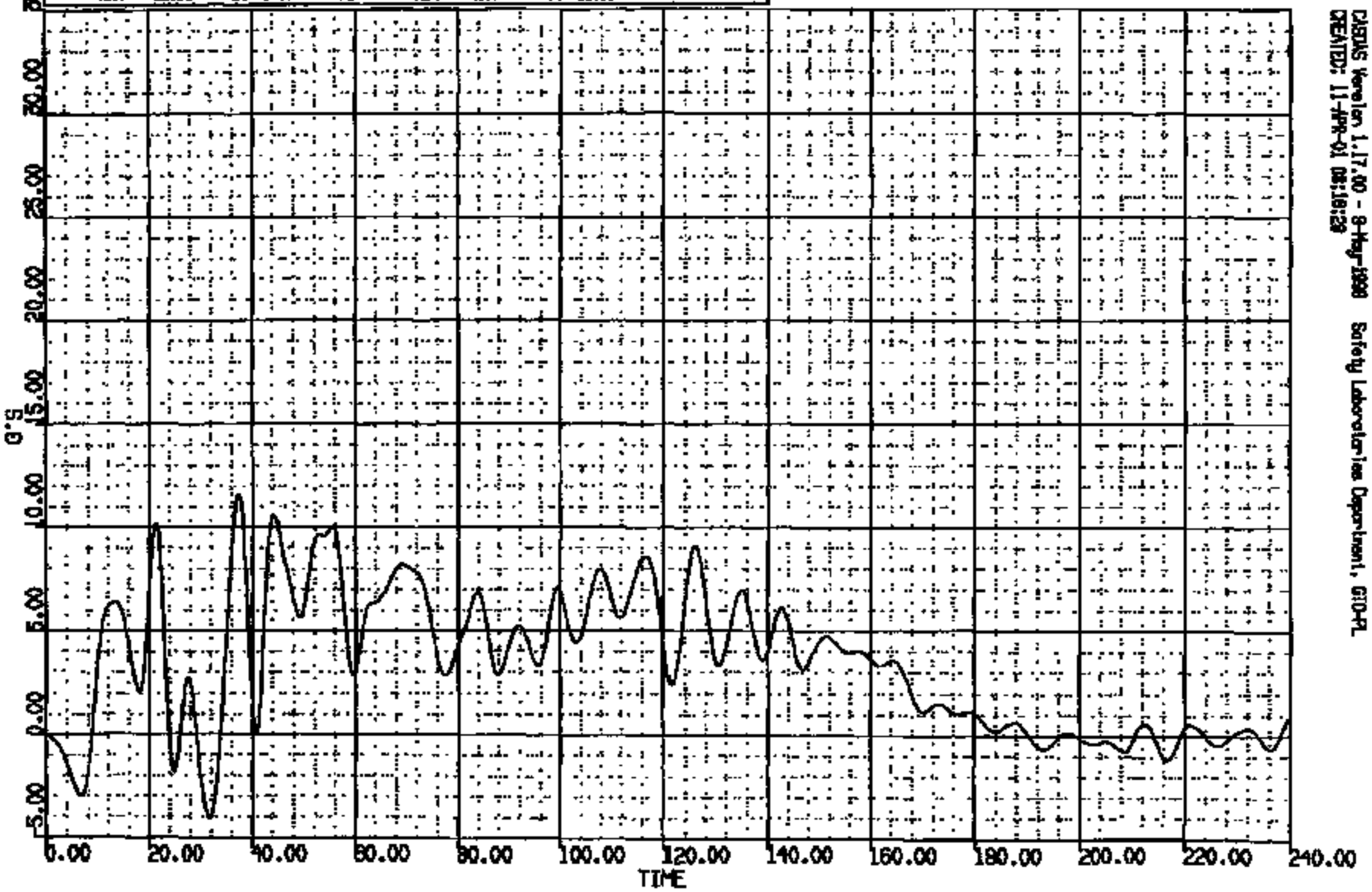
CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, BTC-PL
CREATED: 11-APR-01 08:20:20

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010222 10:21:05
20026 CROWN VICTORIA

(S2) CR12181T TRUNK @ FUEL SWITCH LAT GCM
MAX = 11.61 at 37.35 MS MIN = -4.091 at 31.88 MS AXIS 1



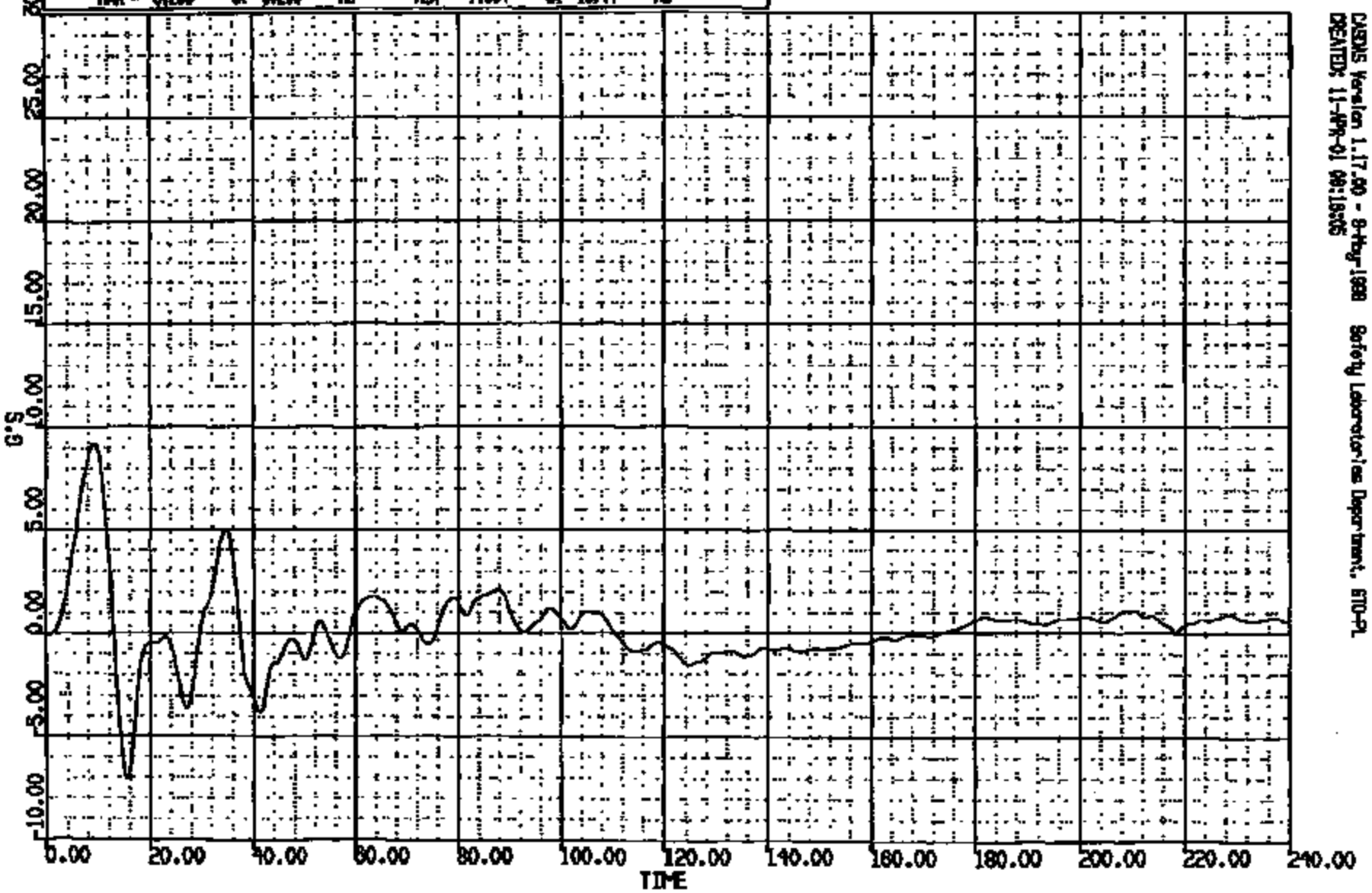
CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GM-PL
CREATED: 11-APR-01 08:18:28

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(50) CR12181T TRUNK @ FUEL SWITCH LONG GUN
MAX = 9.285 at 9.200 MS MIN = -7.084 at 15.41 MS AXIS 1



CASDAS Version 1.17.00 - 9-May-1988 Safety Laboratories Department, 6TO-PL
CREATED: 11-APR-01 08:18:36

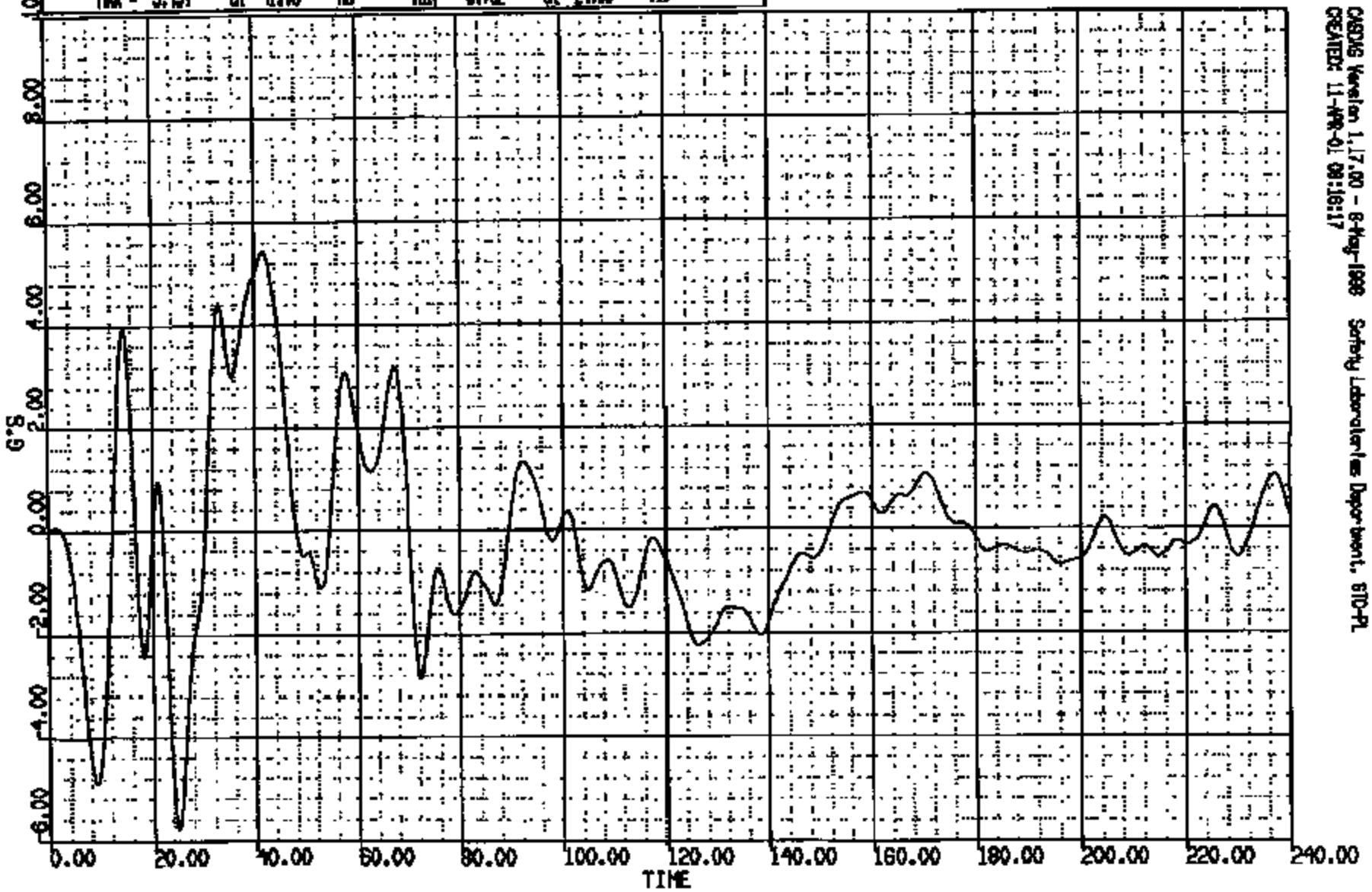
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TC: TC1941 DATE: 010212 10:21:05
20025 CROWN VICTORIA

(51) CR12181T TRUNK & FUEL SWITCH VERT 60M
MAX = 5.439 at 41.76 MS MIN = -5.792 at 21.88 MS

AXIS 1



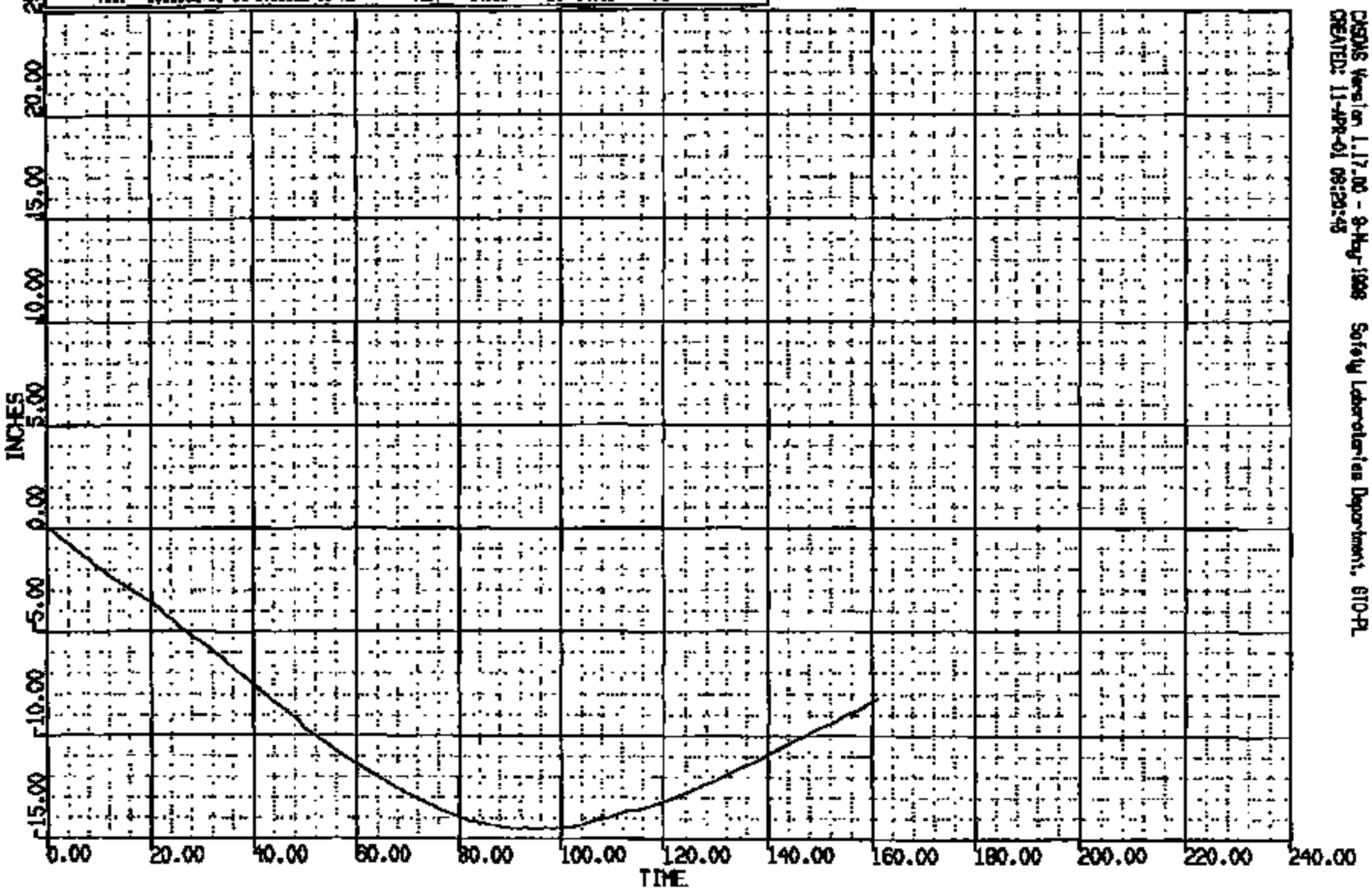
CAEDVG Version 1.17.00 - 8-May-1998 Safety Laboratories Department, STD-PL
CREATED: 11-APR-01 08:16:17

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010202 10:21:05
20026 CROWN VICTORIA

(0) CFC12181 DRVR HEAD WRT POLE LAT DISP
MAX = 0.0000E+00 at 0.0000E+00 MS MIN = -14.56 at 94.00 MS AXIS 1



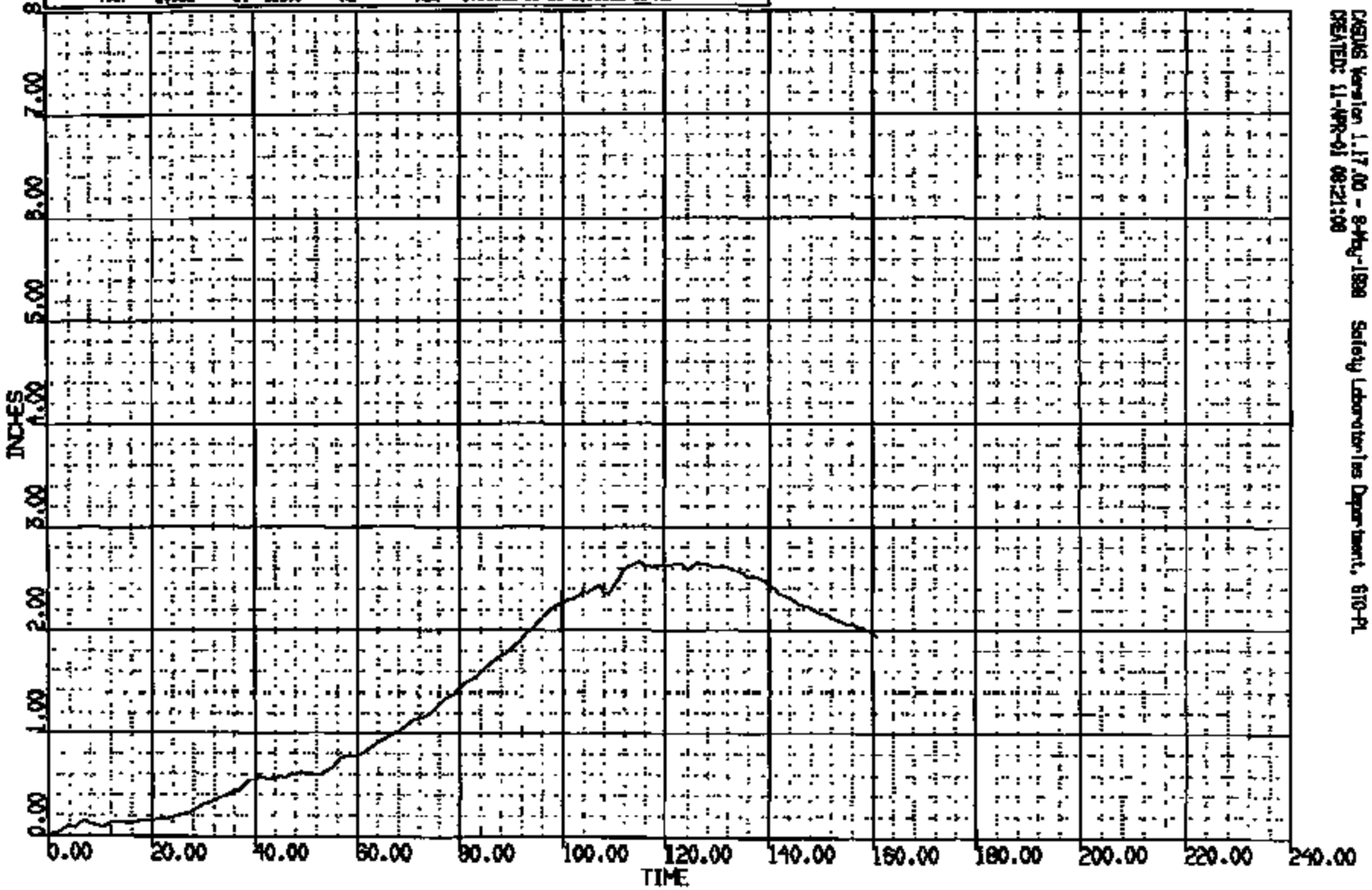
CRDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:20:45

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1841 DATE: 010212 10:21:08
20025 CROWN VICTORIA

(0) CRCD2181 DRVR HEAD NRT POLE VERT DISP
MAX = 2.861 at 115.0 MS MIN = 0.000E+00 at 0.000E+00 MS AXIS 1



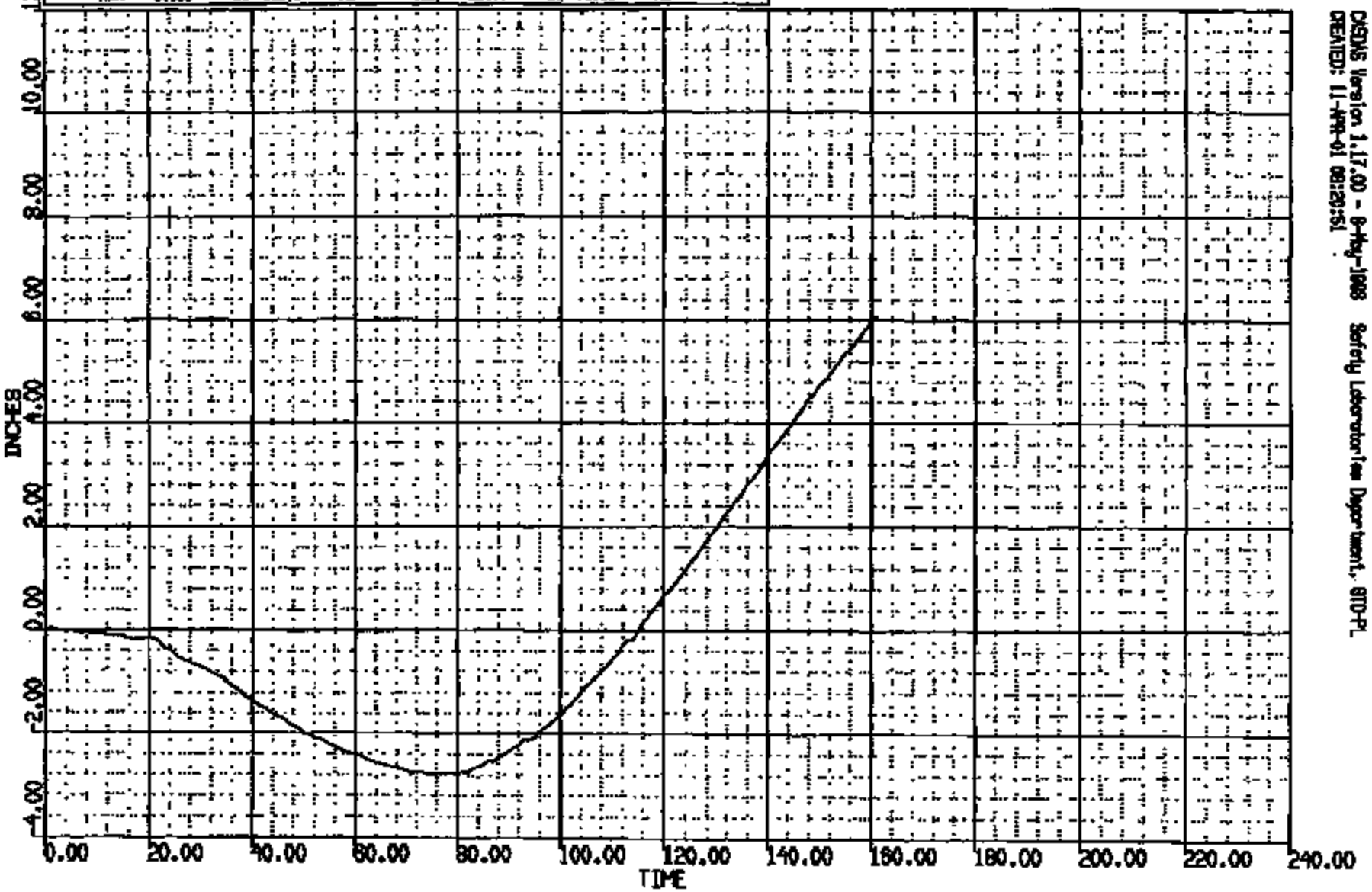
CASUAL Version 1.17.00 - 9-May-1988 Safety Laboratories Department, 610-PL
CREATED: 11-APR-01 08:21:08

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR #: 121181 TC: TC1941 DATE: 010212 10:21:05
20026 CROWN VICTORIA

(6) CRC12181 DRVR HEAD ART ROOF C L AT A PLR LAT DISP
MAX = 6.090 at 161.0 MS MIN = -2.777 at 75.00 MS AXIS 1



DASNAS Version 1.17.00 - 9-May-1988 Safety Laboratories Department, GTD-PL
CREATED: 11-APR-01 08:20:51

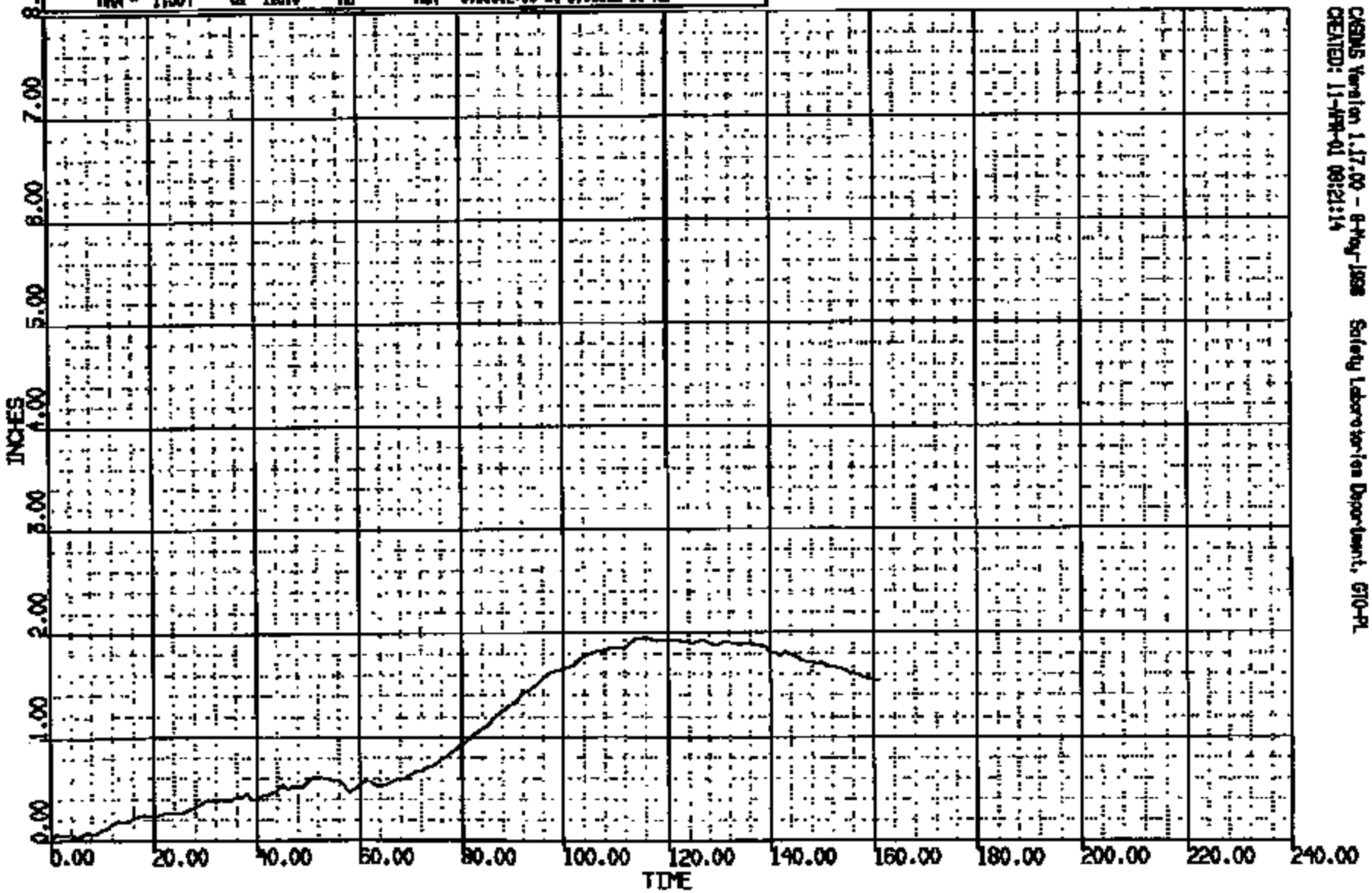
ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 0102[illegible] 10:21:05
20025 CROWN VICTORIA

(0) CRC12181 DRWR HEAD NRT ROOF C L AT A PLR VERT DISP
MAX = 1.954 at 116.0 MS MIN = 0.0000E+00 at 0.0000E+00 MS

AXIS 1

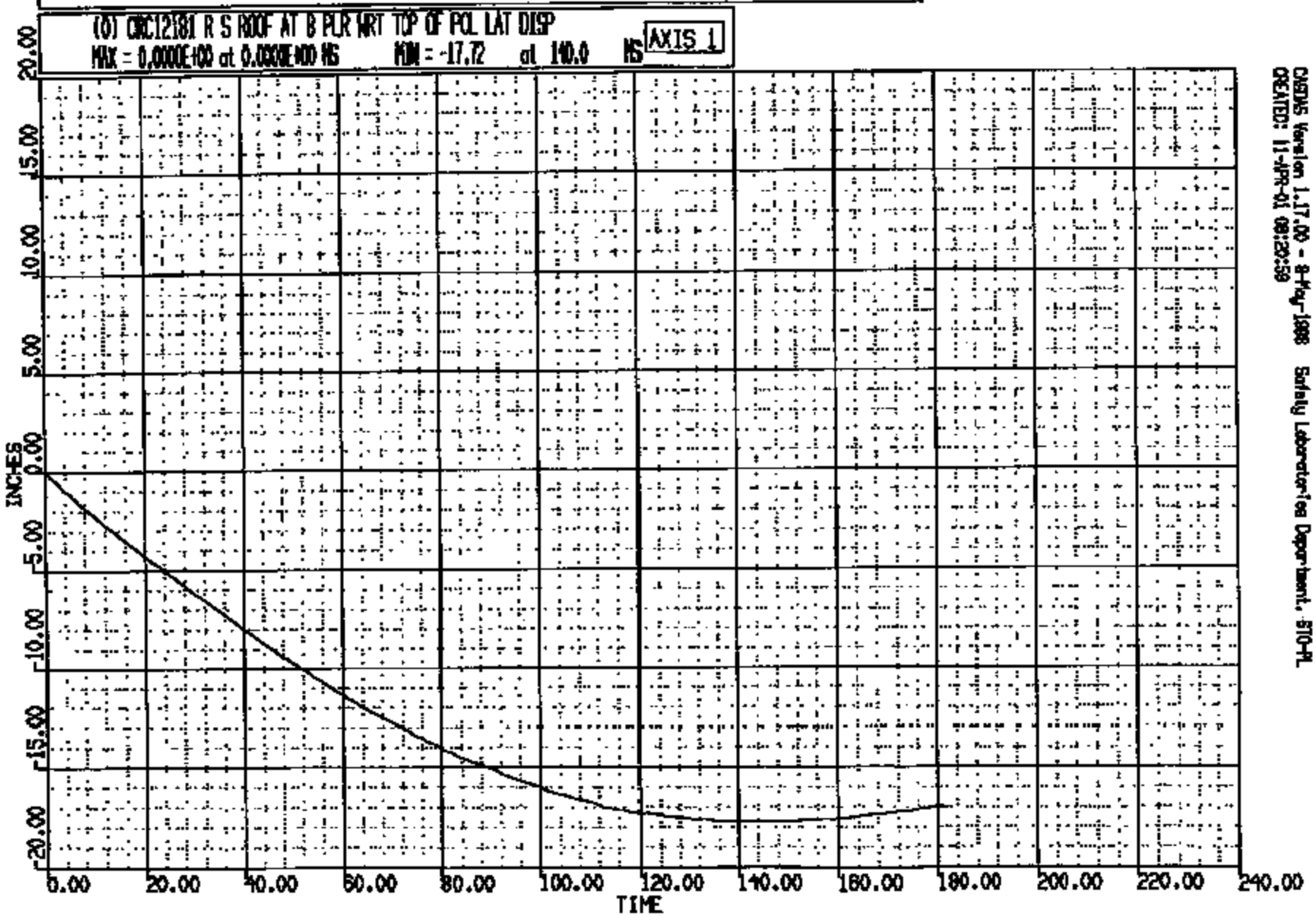


CARDS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 670-PL
CREATED: 11-APR-01 08:21:14

ENTIRE PAGE CONFIDENTIAL

CRTS 0012181

CR R: 12181 TO: TC1941 DATE: 010212 10:21:05
20035 CROWN VICTORIA



CARDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, STO-PL
CREATED: 11-APR-01 08:20:59

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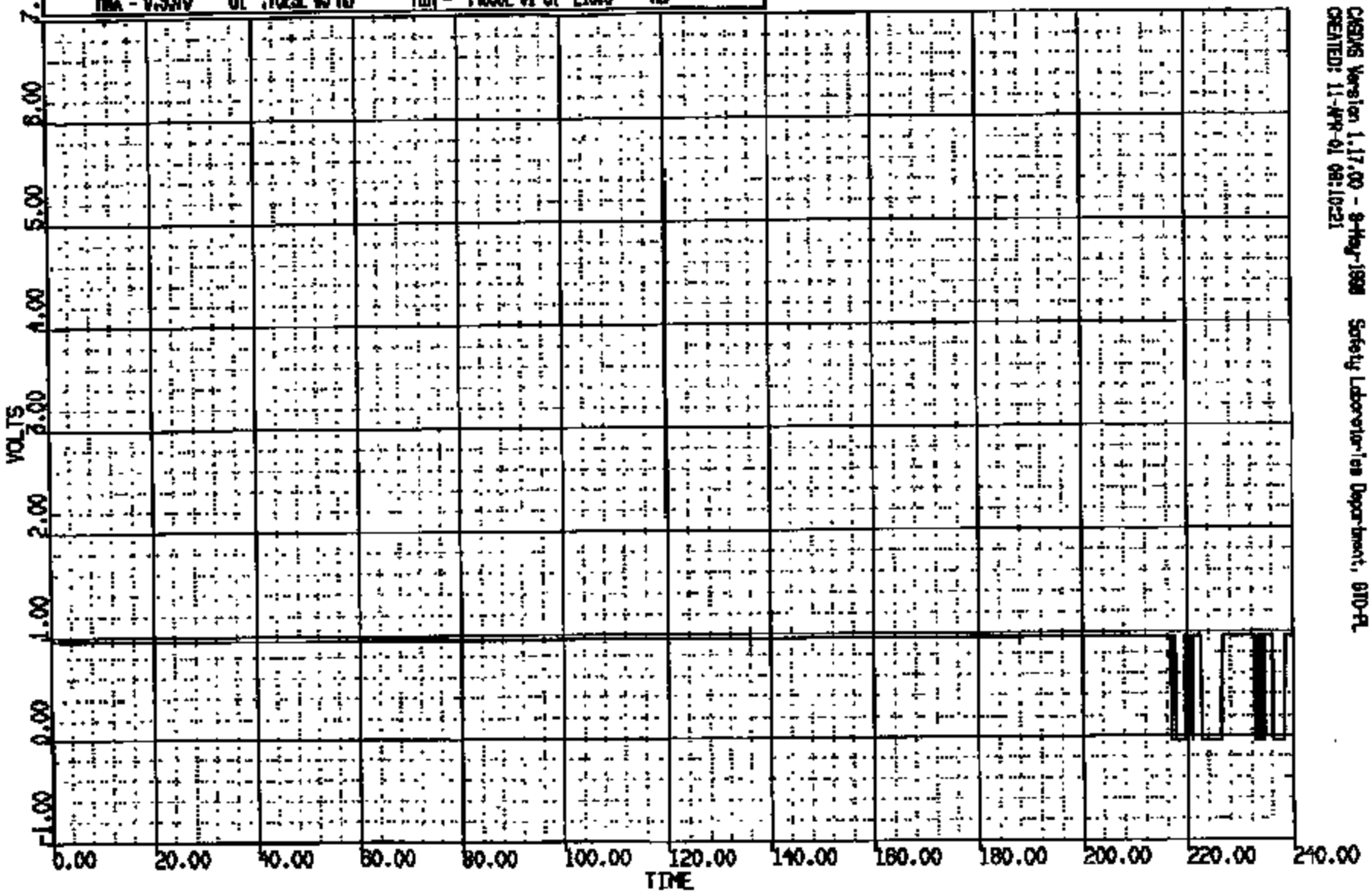
CR RI 12181 TO: TC1941 DATE: 0102[illegible] 10:21:05
20025 CROWN VICTORIA

(19) CR12181T ALTERNATE T-ZERO SH 4000C
MAX = 0.9570 at -.7629E-05 MS MIN = -.4885E-01 at 216.9 MS AXIS 1



CASDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, BTO-PL
CREATED: 11-APR-01 08:10:21

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VEHICLE INFORMATION

TEST DESCRIPTION:	90 DEG. LEFT SIDE FIXED POLE
VEHICLE PROGRAM YEAR:	20025
VEHICLE MODEL NAME:	BN-114
VEHICLE PROGRAM NAME:	CROWN VICTORIA
VEHICLE ID NUMBER:	2180739
CERTIFICATION VEHICLE CODE:	DV
REQUESTOR NAME:	C. OLSEN
TEST ENGINEER NAME:	

TIME AND DATE OF REPORT: 23-FEB-01 09:28:55

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ASC TO #: T- TC1941 TRIGHT DIMENSIONAL ANALYSIS REPORT CRASH #: 12181

UNIT NO	SIDE	PNT NO	DESCRIPTION		** POINT COORDINATES ** INCHES LONG X	LAT Y	VERT Z	INCHES CHANGED X	Y	Z	D
090			M/CONT. NOTCH & FTB/FI								
		22	FRONT ALIGNMENT POINT "B"	BEF	60.94	31.21	40.84				
				AFT	60.87	31.65	40.83	-0.07	0.44	-0.11	0.46
		23	REAR ALIGNMENT POINT "B"	BEF	190.36	31.21	45.75				
				AFT	190.25	31.62	45.91	-0.11	0.41	0.16	0.45
411			TOP (BODY) NON SIDED								
		01	EXTRA SET UP POINT (LEFT FOREMOST FRAME)	BEF	35.63	-19.31	20.60				
				AFT	35.68	-19.41	20.65	0.05	-0.10	0.05	0.12
		02	EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	BEF	35.86	19.02	20.45				
				AFT							
		03	EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF	221.65	-25.96	22.03				
				AFT							
		04	EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF	222.22	25.41	22.12				
				AFT							
		26	"H" POINT LOCATION ON OUTER FRT/OCCUPANT DOOR	BEF	122.20	-38.60	27.68				
				AFT	123.65	-29.58	28.65	0.45	9.05	0.97	9.11
		38	TOP OF ROCKER SILL IN LINE W/FRONT "H" PT.	BEF	120.71	-32.19	19.31				
				AFT							
		57	FRONT OCCUPANT SEAT C/L (MIDTH)	BEF	0.00	-15.34	0.00				
				AFT							
		84	"W.R.T." ON ROCKER SIDE OPPOSITE OF IMPACT	BEF	128.14	34.00	17.96				
				AFT	128.14	33.99	17.96	0.00	-0.01	0.00	0.01
412			TOP (BODY) SIDED POINTS								
	L	09	END OF FRONT SPINDLE @ CENTERLINE (BUMPERBARE)	BEF	63.56	-31.96	17.09				
				AFT	63.89	-31.49	15.58	0.33	0.47	-1.51	1.62

* VALUE WAS TRANSLATED TIME AND DATE OF REPORT: 23-FEB-01 09:28:55 PAGE 1

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** POINT COORDINATES **

UNIT NO	SIDE	PNT NO	DESCRIPTION		LONG X (INCHES)	LAT Y (INCHES)	VERT Z (INCHES)	X (INCHES CHANGED)	Y (INCHES CHANGED)	Z (INCHES CHANGED)	D (INCHES CHANGED)
	R	09	END OF FRONT SPINDLE @ CENTERLINE(WHEELBASE)	BEF	63.66	31.75	17.40				
				AFT	63.44	31.63	15.18	-0.22	-0.12	-2.22	2.23
	L	16	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @B PILLAR	BEF	128.71	-33.34	31.71				
				AFT							
	R	16	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @B PILLAR	BEF	128.70	33.23	31.70				
				AFT	128.66	33.89	31.76	-0.04	0.56	0.06	0.56
	L	18	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @C PILLAR	BEF	166.41	-34.57	38.91				
				AFT							
	R	18	LATCH/STRIKER BOLT @C/L OR U-BOLT@TOP @C PILLAR	BEF	166.39	34.56	38.90				
				AFT	166.33	34.54	38.98	-0.06	-0.02	0.08	0.10
	L	89	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	BEF	178.03	-34.07	16.78				
				AFT	177.43	-34.52	15.44	-0.60	-0.45	-1.34	1.54
	R	89	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	BEF	178.03	34.09	16.75				
				AFT	177.96	33.92	15.86	-0.07	-0.17	-0.89	0.91
650			BLANK UNIT POINTS								
		01	1 SEE COMMENTS PAGE	BEF	94.88	30.37	14.92				
				AFT	94.89	30.76	15.04	0.01	0.39	0.12	0.41
		02	2 SEE COMMENTS PAGE	BEF	160.38	30.27	15.21				
				AFT	160.40	29.98	15.38	0.02	-0.39	0.17	0.43

* VALUE WAS TRANSLATED

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** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	81			BELTLINE EXTERIOR SECT			
			1	BEFORE	74.21	-36.17	41.34
			1	AFTER	74.82	-33.57	41.75
			2	BEFORE	88.02	-35.25	41.34
			2	AFTER	88.69	-34.47	41.91
			3	BEFORE	98.78	-35.89	41.34
			3	AFTER	89.21	-34.66	41.82
			4	BEFORE	114.73	-36.49	41.34
			4	AFTER	91.70	-34.74	42.02
			5	BEFORE	132.27	-35.97	41.34
			5	AFTER	92.79	-34.61	41.95
			6	BEFORE	149.87	-36.83	41.34
			6	AFTER	94.33	-34.43	41.81
			7	BEFORE	165.47	-36.30	41.34
			7	AFTER	95.17	-34.41	41.86
			8	BEFORE	179.43	-35.78	41.34
			8	AFTER	96.79	-34.53	42.05
			9	AFTER	98.92	-34.41	42.20
			10	AFTER	102.76	-33.68	42.27
			11	AFTER	107.70	-32.41	42.18
			12	AFTER	114.67	-30.40	42.16
			13	AFTER	121.39	-28.66	42.24
			14	AFTER	124.79	-27.72	42.25
			15	AFTER	126.31	-27.01	42.18

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** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			16	AFTER	128.37	-25.96	42.09
			17	AFTER	128.99	-25.60	42.01
			18	AFTER	129.93	-25.32	42.01
			19	AFTER	130.95	-24.95	41.91
			20	AFTER	131.62	-24.64	41.86
			21	AFTER	133.07	-24.62	41.67
			22	AFTER	140.87	-27.44	41.95
			23	AFTER	147.69	-29.76	42.06
			24	AFTER	153.09	-31.51	42.19
			25	AFTER	159.50	-33.57	42.34
			26	AFTER	169.86	-36.78	42.60
			27	AFTER	171.11	-37.18	42.68
			28	AFTER	171.97	-35.56	41.94
			29	AFTER	178.06	-35.73	42.13
425	51			MIDLINE EXTERIOR SECT			
			1	BEFORE	75.91	-37.44	31.50
			1	AFTER	74.96	-36.75	31.97
			2	BEFORE	87.22	-37.72	31.50
			2	AFTER	82.46	-37.04	31.95
			3	BEFORE	98.60	-37.94	31.50
			3	AFTER	98.88	-37.27	31.93
			4	BEFORE	114.84	-37.96	31.50
			4	AFTER	88.83	-37.46	31.82

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** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	131.56	-38.21	31.50
			5	AFTER	96.05	-36.17	31.81
			6	BEFORE	149.52	-37.77	31.50
			6	AFTER	99.38	-35.53	31.81
			7	BEFORE	163.89	-37.44	31.50
			7	AFTER	106.47	-34.09	31.81
			8	BEFORE	167.02	-37.85	31.80
			8	AFTER	112.83	-32.64	31.92
			9	AFTER	117.23	-31.53	31.95
			10	AFTER	121.93	-29.84	31.98
			11	AFTER	123.63	-29.08	32.00
			12	AFTER	125.07	-28.14	32.01
			13	AFTER	126.61	-27.19	32.04
			14	AFTER	127.80	-26.54	32.04
			15	AFTER	128.77	-26.11	32.03
			16	AFTER	129.92	-25.68	32.09
			17	AFTER	130.78	-25.12	32.14
			18	AFTER	132.23	-25.61	31.53
			19	AFTER	133.36	-26.24	31.61
			20	AFTER	133.95	-26.53	31.56
			21	AFTER	134.65	-27.06	31.71
			22	AFTER	136.43	-27.92	31.82
			23	AFTER	145.21	-31.25	32.06

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** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			24	AFTER	156.97	-35.42	32.48
			25	AFTER	161.99	-37.10	32.67
			26	AFTER	163.17	-36.22	31.80
			27	AFTER	165.54	-36.82	31.84
427	21			CHARACTER LINE RKT SECT			
			1	BEFORE	79.79	-36.97	23.62
			1	AFTER	80.06	-36.59	23.77
			2	BEFORE	98.40	-37.22	23.62
			2	AFTER	88.20	-36.77	23.72
			3	BEFORE	114.59	-37.54	23.62
			3	AFTER	89.03	-36.74	23.67
			4	BEFORE	131.49	-37.53	23.62
			4	AFTER	99.46	-35.13	23.87
			5	BEFORE	148.81	-36.99	23.62
			5	AFTER	108.83	-33.63	23.97
			6	BEFORE	161.87	-36.29	23.62
			6	AFTER	114.31	-32.68	23.94
			7	AFTER	115.61	-32.45	24.13
			8	AFTER	117.42	-32.13	24.14
			9	AFTER	118.30	-31.75	24.16
			10	AFTER	120.17	-30.77	24.18
			11	AFTER	123.17	-29.23	24.20
			12	AFTER	126.36	-27.62	24.13

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
					INCHES		
			13	AFTER	128.51	-26.63	24.19
			14	AFTER	131.12	-25.63	24.21
			15	AFTER	132.48	-26.00	23.80
			16	AFTER	135.87	-27.23	24.03
			17	AFTER	139.90	-28.74	24.19
			18	AFTER	143.98	-30.34	24.37
			19	AFTER	149.01	-32.31	24.54
			20	AFTER	154.03	-34.24	24.61
			21	AFTER	158.48	-35.88	24.72
			22	AFTER	158.80	-35.92	24.60
			23	AFTER	158.94	-35.94	24.25
			24	AFTER	160.33	-35.69	24.09
429	#1			BOTTOM OF DOOR KEY SECT			
			1	BEFORE	89.50	-35.14	17.64
			1	AFTER	90.29	-34.35	17.46
			2	BEFORE	132.87	-35.16	17.30
			2	AFTER	109.36	-33.01	17.79
			3	BEFORE	133.39	-35.10	17.29
			3	AFTER	108.68	-31.80	17.91
			4	BEFORE	159.79	-34.36	17.49
			4	AFTER	112.01	-31.67	17.78
			5	AFTER	114.63	-31.53	17.64

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			6	AFTER	116.99	-31.35	17.57
			7	AFTER	119.12	-31.11	17.57
			8	AFTER	120.98	-30.78	17.53
			9	AFTER	123.21	-29.59	17.65
			10	AFTER	125.83	-29.25	17.69
			11	AFTER	127.10	-28.11	17.61
			12	AFTER	128.07	-27.36	17.59
			13	AFTER	128.91	-26.90	17.52
			14	AFTER	129.97	-26.54	17.54
			15	AFTER	130.93	-26.37	17.53
			16	AFTER	132.31	-26.31	17.62
			17	AFTER	133.52	-26.77	17.28
			18	AFTER	135.96	-28.15	17.39
			19	AFTER	139.74	-29.99	17.59
			20	AFTER	143.46	-31.32	17.71
			21	AFTER	144.80	-31.52	17.80
			22	AFTER	146.38	-31.49	17.99
			23	AFTER	147.46	-31.48	18.19
			24	AFTER	148.52	-31.42	18.33
			25	AFTER	149.57	-31.71	18.38
			26	AFTER	152.04	-32.34	18.34

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
					INCHES		
			27	AFTER	154.98	-33.11	18.25
			28	AFTER	157.01	-33.64	18.22
			29	AFTER	158.69	-34.01	18.18
431	81			ROCKER PANEL RET SECT			
			1	BEFORE	91.58	-34.12	16.04
			1	AFTER	92.57	-32.57	16.75
			2	BEFORE	125.72	-33.55	16.18
			2	AFTER	102.35	-32.22	16.56
			3	BEFORE	160.95	-33.07	16.17
			3	AFTER	113.17	-30.49	16.63
			4	AFTER	125.03	-28.14	16.62
			5	AFTER	126.00	-27.85	16.53
			6	AFTER	126.92	-27.27	16.55
			7	AFTER	127.44	-26.96	16.65
			8	AFTER	128.37	-26.35	16.60
			9	AFTER	128.67	-26.33	16.67
			10	AFTER	129.18	-25.98	16.96
			11	AFTER	129.57	-26.03	17.05
			12	AFTER	130.09	-25.95	16.78
			13	AFTER	130.91	-25.85	16.23
			14	AFTER	132.18	-25.95	16.17
			15	AFTER	133.86	-26.62	16.65

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	BEFORE AND CRASH STATUS	X	Y	INCHES Z
			16	AFTER	134.71	-27.00	16.98
			17	AFTER	137.80	-27.64	16.95
			18	AFTER	138.18	-27.80	17.07
			19	AFTER	138.31	-27.92	17.19
			20	AFTER	138.76	-27.95	17.01
			21	AFTER	139.28	-27.95	16.81
			22	AFTER	145.97	-29.47	16.91
			23	AFTER	149.55	-30.26	16.90
			24	AFTER	151.46	-30.68	16.87
			25	AFTER	154.36	-31.32	16.80
			26	AFTER	159.50	-32.56	16.74
433	51			ROOF LINE INTERIOR SECT			
			1	BEFORE	99.50	-28.31	49.07
			1	AFTER	99.42	-27.67	49.08
			2	BEFORE	112.27	-24.39	56.49
			2	AFTER	111.50	-23.31	57.46
			3	BEFORE	114.16	-23.45	57.89
			3	AFTER	113.42	-22.47	59.24
			4	BEFORE	123.68	-22.50	58.91
			4	AFTER	122.97	-20.56	60.57
			5	BEFORE	136.23	-22.16	59.24
			5	AFTER	135.36	-18.92	61.28
			6	BEFORE	143.61	-22.37	59.32
			6	AFTER	142.78	-20.39	61.57

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	BANK AND CRASH STATUS	X	Y	Z (INCHES)
			7	BEFORE	161.30	-23.07	58.48
			7	AFTER	160.40	-21.66	60.04
			8	BEFORE	164.51	-24.80	56.46
			8	AFTER	163.43	-23.38	57.84
435	81			BELT LINE INTERIOR SECT			
			1	BEFORE	101.40	-31.74	41.63
			1	AFTER	101.10	-29.71	41.54
			2	BEFORE	114.18	-31.96	41.75
			2	AFTER	113.68	-25.80	41.82
			3	BEFORE	125.79	-32.19	41.69
			3	AFTER	124.43	-22.54	41.71
			4	BEFORE	126.82	-32.62	41.61
			4	AFTER	125.50	-22.67	41.51
			5	BEFORE	129.41	-32.59	41.66
			5	AFTER	128.37	-21.61	41.64
			6	BEFORE	131.33	-30.63	42.00
			6	AFTER	130.80	-20.06	41.61
			7	BEFORE	135.82	-30.77	42.41
			7	AFTER	131.22	-19.04	41.95
			8	BEFORE	135.90	-31.86	42.37
			8	AFTER	135.63	-18.87	41.72
			9	BEFORE	137.15	-32.76	42.07
			9	AFTER	135.78	-19.90	41.86
			10	BEFORE	138.93	-32.72	42.12
			10	AFTER	138.12	-20.63	41.89
			11	BEFORE	140.99	-32.14	41.76
			11	AFTER	140.06	-21.32	41.93

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			12	BEFORE	161.36	-32.11	42.43
			12	AFTER	142.03	-21.49	41.79
			13	BEFORE	162.28	-32.32	42.67
			13	AFTER	161.29	-28.71	43.41
			14	BEFORE	166.54	-32.46	42.70
			14	AFTER	162.28	-29.25	43.48
			15	BEFORE	168.34	-31.67	42.35
			15	AFTER	166.18	-30.76	43.78
437	81			HIP INTERIOR SECTION			
			1	BEFORE	95.16	-31.90	27.60
			1	AFTER	95.18	-20.65	28.02
			2	BEFORE	102.42	-32.26	27.60
			2	AFTER	102.45	-29.83	28.11
			3	BEFORE	104.88	-31.32	27.60
			3	AFTER	103.97	-28.56	27.79
			4	BEFORE	112.17	-31.71	27.60
			4	AFTER	112.15	-27.22	28.13
			5	BEFORE	113.43	-32.05	27.60
			5	AFTER	113.22	-27.33	28.03
			6	BEFORE	123.78	-32.09	27.60
			6	AFTER	122.97	-23.44	27.92
			7	BEFORE	125.79	-32.19	27.60
			7	AFTER	125.09	-23.21	27.98
			8	BEFORE	126.59	-31.81	27.60
			8	AFTER	125.78	-22.79	27.88
			9	BEFORE	127.45	-31.81	27.60
			9	AFTER	126.46	-22.70	27.99

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			10	BEFORE	127.88	-31.02	27.60
			10	AFTER	128.19	-21.25	27.54
			11	BEFORE	128.27	-30.59	27.60
			11	AFTER	128.74	-26.98	27.42
			12	BEFORE	134.74	-30.82	27.60
			12	AFTER	135.03	-20.61	27.24
			13	BEFORE	135.08	-31.26	27.60
			13	AFTER	135.39	-20.91	27.09
			14	BEFORE	136.16	-31.97	27.60
			14	AFTER	138.12	-21.35	27.48
			15	BEFORE	142.64	-32.25	27.60
			15	AFTER	143.67	-24.40	27.66
			16	BEFORE	143.48	-31.72	27.60
			16	AFTER	145.11	-24.43	27.67
			17	BEFORE	144.55	-31.73	27.60
			17	AFTER	145.91	-24.75	27.83
			18	BEFORE	145.68	-32.27	27.60
			18	AFTER	146.89	-25.75	28.01
			19	BEFORE	147.82	-32.01	27.60
			19	AFTER	148.70	-26.09	27.96
			20	BEFORE	148.80	-32.31	27.60
			20	AFTER	149.77	-26.83	27.79
			21	BEFORE	154.98	-32.85	27.60
			21	AFTER	155.41	-28.80	28.24
			22	BEFORE	156.97	-32.13	27.60
			22	AFTER	155.98	-28.73	28.31
			23	BEFORE	157.50	-31.09	27.60
			23	AFTER	156.68	-28.97	28.15

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** SECTIONALS **

UNIT NO	SECN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
438	81			1ST 50 FWD/HINGE PLANE			
			1	BEFORE	90.55	-35.10	17.44
			1	AFTER	91.43	-34.13	17.62
			2	BEFORE	90.55	-37.22	21.43
			2	AFTER	91.74	-36.40	21.75
			3	BEFORE	90.55	-37.14	23.42
			3	AFTER	91.70	-36.28	22.86
			4	BEFORE	90.55	-37.86	31.61
			4	AFTER	91.68	-36.35	33.74
			5	BEFORE	90.55	-36.57	39.86
			5	AFTER	91.72	-36.91	38.18
			6	BEFORE	90.55	-33.31	43.81
			6	AFTER	91.66	-36.88	31.88
			7	AFTER	91.44	-36.57	37.05
			8	AFTER	91.27	-36.03	39.56
			9	AFTER	91.21	-35.77	40.36
			10	AFTER	91.15	-35.07	41.50
			11	AFTER	91.06	-34.67	42.11
			12	AFTER	91.02	-34.00	43.02
			13	AFTER	90.93	-33.48	43.69
			14	AFTER	90.92	-32.83	44.33
439	81			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-35.35	17.35
			1	AFTER	99.22	-33.14	17.72

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	98.43	-37.40	21.37
			2	AFTER	99.45	-34.33	19.78
			3	BEFORE	98.43	-37.37	23.48
			3	AFTER	99.56	-35.27	21.88
			4	BEFORE	98.43	-38.09	31.38
			4	AFTER	99.53	-35.13	22.95
			5	BEFORE	98.43	-36.76	40.13
			5	AFTER	99.50	-35.13	23.84
			6	BEFORE	98.43	-35.06	42.25
			6	AFTER	99.47	-35.50	27.25
			7	AFTER	99.38	-35.58	30.39
			8	AFTER	99.35	-35.44	33.19
			9	AFTER	99.22	-35.18	36.94
			10	AFTER	99.15	-34.87	39.27
			11	AFTER	99.14	-34.89	40.64
			12	AFTER	99.02	-34.66	41.53
			13	AFTER	99.03	-34.41	42.17
			14	AFTER	98.84	-33.98	42.93
			15	AFTER	98.81	-33.53	43.26
429	02			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-31.44	21.86
			1	AFTER	98.45	-29.73	21.82
			2	BEFORE	98.43	-32.26	30.30
			2	AFTER	98.59	-30.66	30.15

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** SECTIONALS **

UNIT NO	SECN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			3	BEFORE	98.43	-32.45	35.34
			3	AFTER	98.44	-30.89	35.26
			4	BEFORE	98.43	-32.41	38.77
			4	AFTER	98.65	-30.72	38.72
			5	BEFORE	98.43	-31.93	40.40
			5	AFTER	98.70	-30.16	40.60
			6	BEFORE	98.43	-31.90	42.06
			6	AFTER	99.13	-30.11	41.58
440	01			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-35.32	17.24
			1	AFTER	122.19	-30.47	17.56
			2	BEFORE	121.65	-37.51	21.46
			2	AFTER	122.03	-30.35	22.32
			3	BEFORE	121.65	-37.54	23.44
			3	AFTER	121.87	-30.01	23.28
			4	BEFORE	121.65	-38.45	29.81
			4	AFTER	121.84	-29.88	24.24
			5	BEFORE	121.65	-38.36	33.92
			5	AFTER	121.85	-29.98	26.21
			6	BEFORE	121.65	-37.35	40.26
			6	AFTER	121.92	-29.96	28.72
			7	BEFORE	121.65	-36.65	41.42
			7	AFTER	121.81	-29.89	31.97
			8	BEFORE	121.65	-34.93	42.86
			8	AFTER	121.70	-29.64	37.24
			9	BEFORE	121.65	-24.85	60.38
			9	AFTER	121.59	-29.36	60.50

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	MARK AND CRASH STATUS	X	Y	INCHES Z
			10	BEFORE	121.65	-23.38	61.54
			10	AFTER	121.51	-29.02	41.64
			11	BEFORE	121.65	-22.48	61.85
			11	AFTER	121.36	-28.62	42.26
			12	BEFORE	121.65	-19.13	62.49
			12	AFTER	121.11	-27.66	43.03
			13	AFTER	120.79	-26.52	43.50
			14	AFTER	121.40	-23.52	61.82
			15	AFTER	121.33	-22.94	62.71
			16	AFTER	121.32	-22.13	63.35
			17	AFTER	121.48	-21.57	63.34
			18	AFTER	121.39	-20.19	63.97
			19	AFTER	121.35	-19.06	64.34
			20	AFTER	121.33	-18.41	64.41
440	02			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-31.71	21.28
			1	AFTER	121.35	-25.51	21.50
			2	BEFORE	121.65	-31.83	23.71
			2	AFTER	121.26	-25.26	23.89
			3	BEFORE	121.65	-32.23	24.38
			3	AFTER	121.28	-25.24	24.59
			4	BEFORE	121.65	-32.44	38.62
			4	AFTER	120.43	-24.02	38.73
			5	BEFORE	121.65	-32.13	39.99
			5	AFTER	120.53	-23.75	40.06

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			6	BEFORE	121.65	-32.22	41.04
			6	AFTER	130.64	-23.80	42.04
441	81			VERT SECT. @ IMPACT C/L			
			1	BEFORE	131.89	-35.28	17.46
			1	AFTER	131.26	-26.31	17.48
			2	BEFORE	131.89	-37.45	21.41
			2	AFTER	131.27	-26.21	19.89
			3	BEFORE	131.89	-37.46	23.35
			3	AFTER	131.18	-26.02	22.41
			4	BEFORE	131.89	-38.26	28.99
			4	AFTER	131.15	-25.79	23.31
			5	BEFORE	131.89	-38.36	33.46
			5	AFTER	131.05	-25.64	24.28
			6	BEFORE	131.89	-37.53	39.92
			6	AFTER	131.07	-25.56	26.40
			7	BEFORE	131.89	-36.68	41.68
			7	AFTER	130.80	-25.04	30.89
			8	BEFORE	131.89	-34.90	43.20
			8	AFTER	130.96	-25.02	34.27
			9	BEFORE	131.89	-33.75	44.24
			9	AFTER	130.88	-25.02	37.12
			10	BEFORE	131.89	-31.43	50.32
			10	AFTER	130.76	-24.78	38.38
			11	BEFORE	131.89	-24.43	50.99
			11	AFTER	130.61	-24.42	39.26
			12	BEFORE	131.89	-23.88	61.61
			12	AFTER	130.55	-24.27	39.52

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** SECTIONALS **

SMT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z (INCHES)
			13	BEFORE	131.89	-22.81	62.24
			13	AFTER	130.58	-24.33	40.16
			14	BEFORE	131.89	-22.03	62.50
			14	AFTER	130.75	-24.60	40.88
			15	BEFORE	131.89	-21.11	62.72
			15	AFTER	130.86	-24.70	41.34
			16	AFTER	130.95	-24.94	41.80
			17	AFTER	130.89	-25.02	42.85
			18	AFTER	130.97	-24.93	43.35
			19	AFTER	130.95	-24.80	43.49
			20	AFTER	130.89	-24.58	43.60
			21	AFTER	130.63	-23.76	43.55
			22	AFTER	130.54	-23.50	44.97
			23	AFTER	130.89	-23.88	50.16
			24	AFTER	131.53	-22.41	62.68
			25	AFTER	131.52	-22.29	63.45
			26	AFTER	131.49	-21.67	64.69
			27	AFTER	131.65	-20.95	64.35
			28	AFTER	131.64	-20.28	65.05
441	52			VERT SECT. @ IMPACT C/L			
			1	BEFORE	129.90	-30.74	21.24
			1	AFTER	129.88	-23.20	21.43

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	FRAME AND CRASH STATUS	X	Y	Z (INCHES)
			2	BEFORE	129.90	-30.84	30.30
			2	AFTER	129.95	-20.63	29.87
			3	BEFORE	129.90	-30.76	35.27
			3	AFTER	130.00	-19.58	34.56
			4	BEFORE	129.90	-30.73	37.51
			4	AFTER	130.01	-19.33	36.92
			5	BEFORE	131.17	-30.79	41.34
			5	AFTER	131.17	-19.03	41.10
			6	BEFORE	131.93	-30.80	43.84
			6	AFTER	131.92	-18.55	43.59
			7	BEFORE	134.04	-27.72	50.84
			7	AFTER	133.61	-17.77	51.40
			8	BEFORE	136.01	-23.77	57.69
			8	AFTER	135.06	-18.88	59.23
642	81			VERT SECT 20" AFT I/CL			
			1	BEFORE	159.06	-34.38	17.71
			1	AFTER	157.57	-33.86	18.31
			2	BEFORE	159.06	-36.51	21.67
			2	AFTER	157.33	-35.01	21.12
			3	BEFORE	159.06	-36.82	23.64
			3	AFTER	157.15	-35.69	23.09
			4	BEFORE	159.06	-37.36	27.64
			4	AFTER	157.16	-35.80	23.98
			5	BEFORE	159.06	-37.72	31.45
			5	AFTER	157.18	-35.43	24.60
			6	BEFORE	159.06	-37.99	37.33
			6	AFTER	157.12	-35.42	26.26

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	BEFORE	159.06	-36.63	38.57
			7	AFTER	157.06	-35.53	28.22
			8	BEFORE	159.06	-37.41	39.52
			8	AFTER	157.01	-35.73	28.35
			9	BEFORE	159.06	-36.35	41.83
			9	AFTER	157.02	-35.60	31.78
			10	BEFORE	159.06	-34.01	43.96
			10	AFTER	156.99	-35.49	31.82
			11	BEFORE	159.06	-25.05	59.76
			11	AFTER	157.16	-34.71	37.07
			12	BEFORE	159.06	-23.97	60.74
			12	AFTER	157.52	-33.53	41.08
			13	BEFORE	159.06	-22.71	61.44
			13	AFTER	157.64	-32.86	42.51
			14	BEFORE	159.06	-22.15	61.49
			14	AFTER	157.95	-31.91	43.60
			15	BEFORE	159.06	-19.82	62.04
			15	AFTER	158.37	-30.62	44.68
			16	AFTER	159.34	-24.82	61.92
			17	AFTER	159.50	-23.99	62.86
			18	AFTER	159.59	-22.90	63.47
			19	AFTER	158.32	-21.73	63.34
			20	AFTER	158.43	-19.84	63.90
442	82			VERT SECT 20" AFT I/CL			
			1	BEFORE	159.06	-32.01	34.08
			1	AFTER	158.73	-29.25	34.21

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** SECTIONALS **

UNIT NO	SCTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	159.06	-32.09	36.83
			2	AFTER	158.82	-28.88	37.32
			3	BEFORE	159.06	-32.02	39.13
			3	AFTER	158.74	-28.32	40.82
			4	BEFORE	159.06	-32.09	40.33
			4	AFTER	158.87	-27.99	41.51
			5	BEFORE	159.06	-32.08	42.15
			5	AFTER	158.88	-27.99	42.86

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** COMMENTS **

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