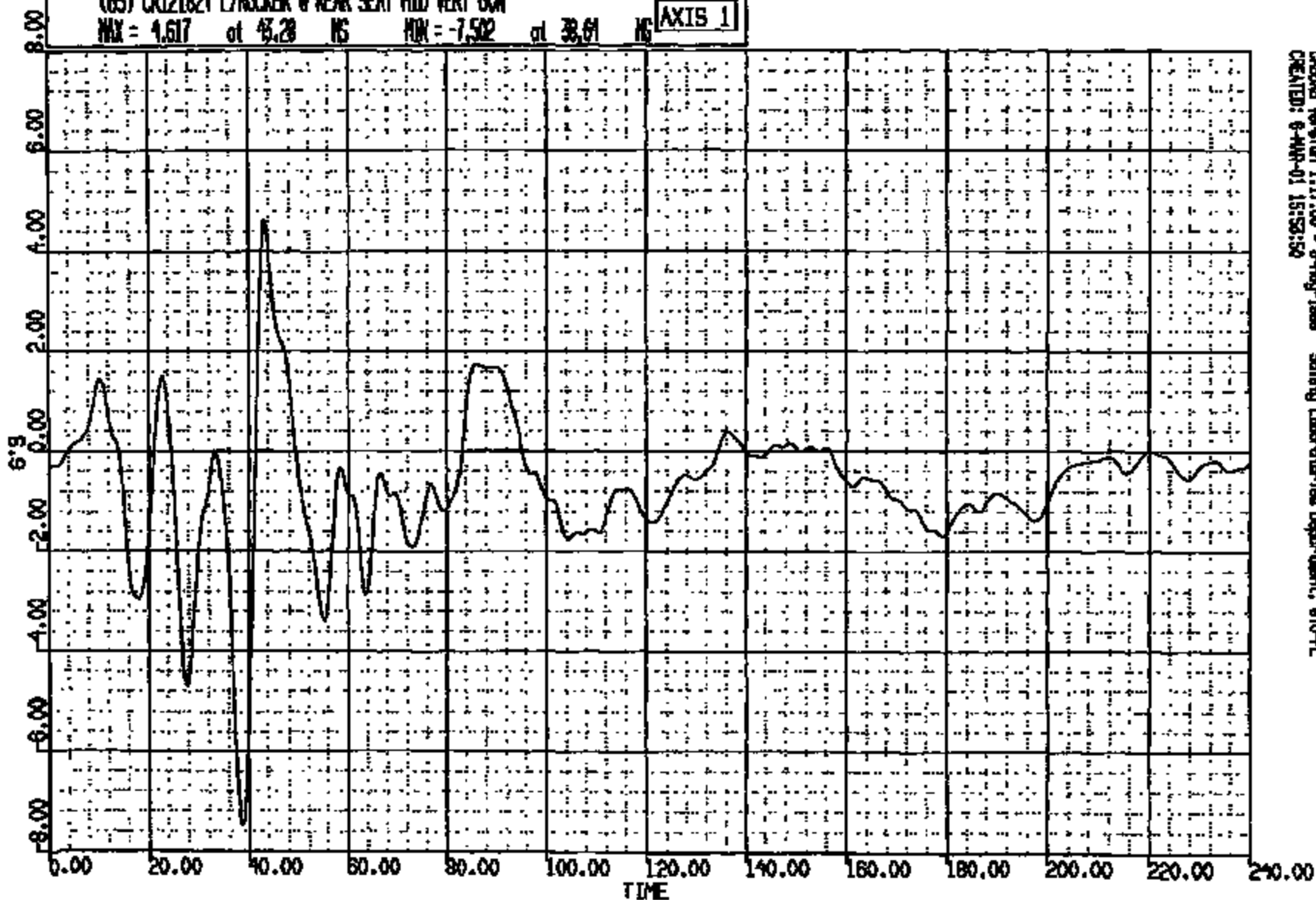


CR R: 12182 TO: TC1940 DATE: 010212 14:28:14
20025 FN-145

(65) CR121821 L/ROCKER & REAR SEAT MID VERT GCM

MAX = 4.517 at 43.28 MS MIN = -7.502 at 33.61 MS

AXIS 1



DAQS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 8-MAR-01 15:53:50

CRTS 0012182

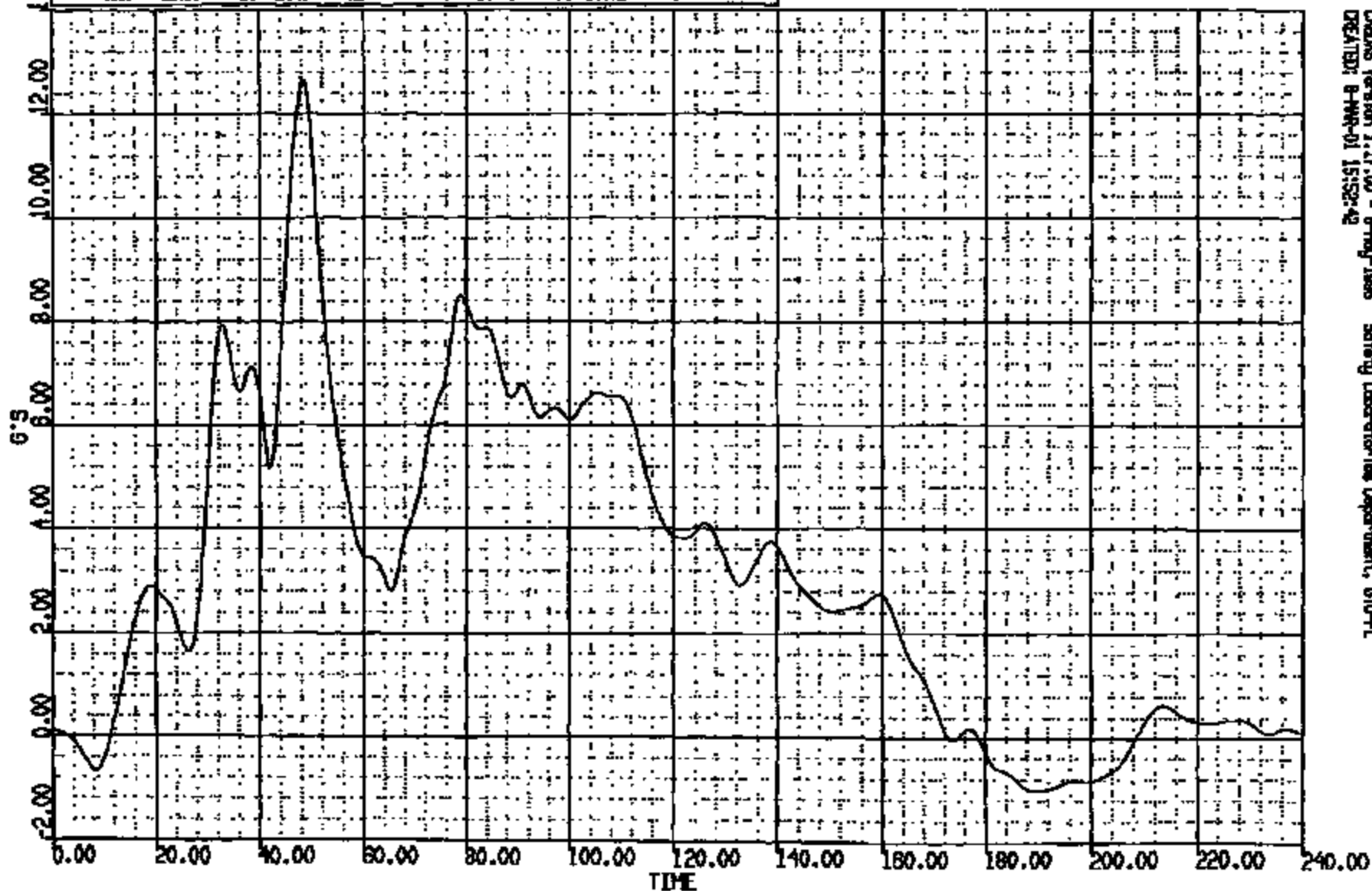
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1940 DATE: 010212 14:29:14
20025 FN-145

(57) CR12182T R/FLOOR PAN @ #2XPER SH #10 LAT 60N

MAX = 12.85 at 48.48 NS MIN = -1.008 at 189.2 NS

AXIS 1



CAEDAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, G10-PL
CREATED: 8-MAY-01 15:52:42

ENTIRE PAGE CONFIDENTIAL

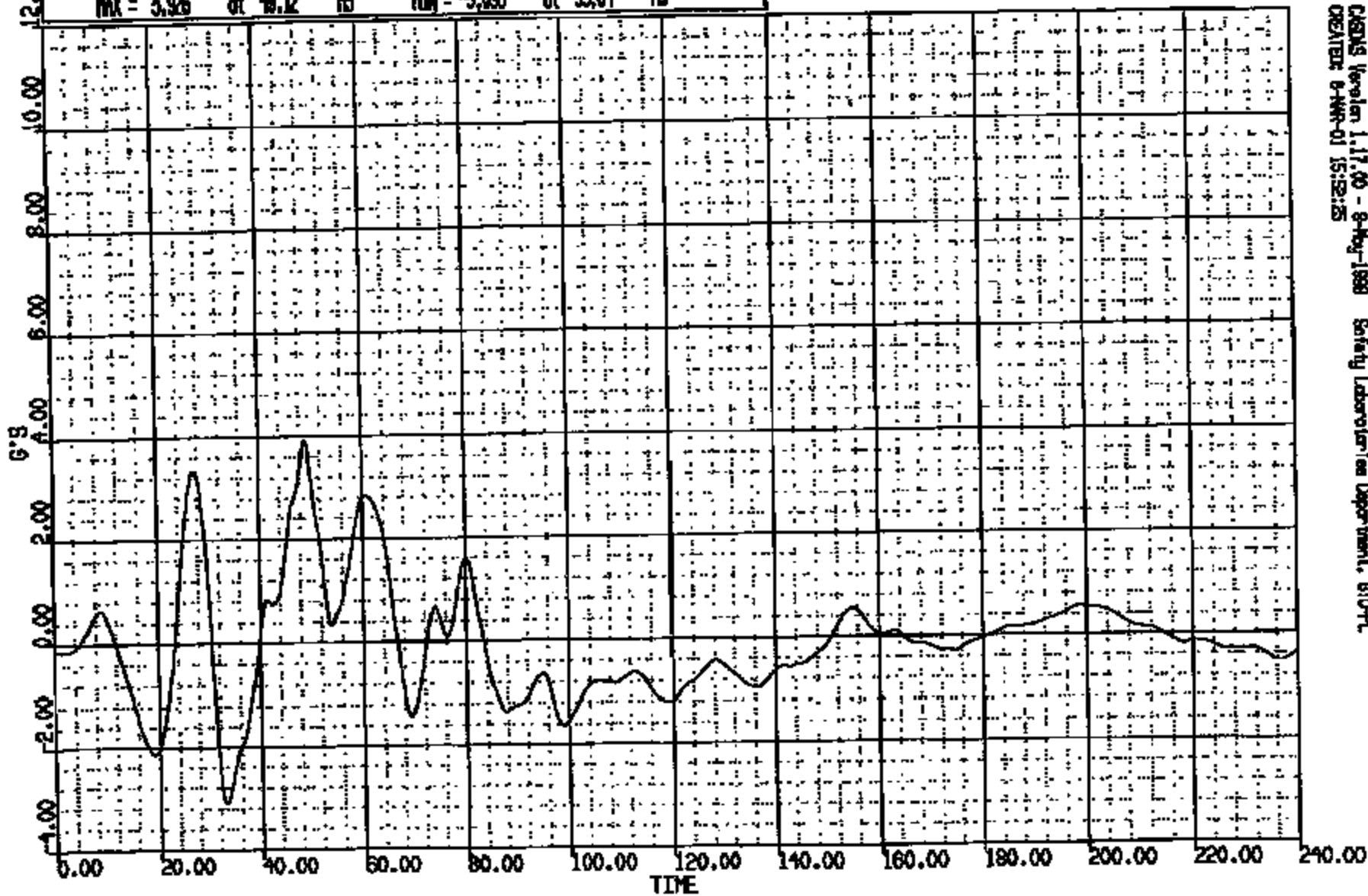
CRIS 0012182

CR R1 12182 TO: TC1240 DATE: 010212 14:28:14
20025 FN-145

(55) CR121821 R/FLOOR PAN @ #220ER SH #10 LONG 60N

MAX = 3.926 at 40.12 MS MIN = -3.095 at 33.04 MS

AXIS 1



CASAS Version 1.17.00 - 8-May-1999 Safety Laboratories Department, BTO-PL
CREATED: 8-MAY-01 15:52:25

ENTIRE PAGE CONFIDENTIAL

CRIS 0012182

CR R: 12182 TO: TC1870 DATE: 010212 14:23:14
20028 FN-146

(56) CR12182T R/FLOOR PAW 0 #200R SH 710 VERT 60N

MAX = 2.731 at 25.5 16 MIN = -8.881 at 45.41 16

AXIS 1



CRJIS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 670-PL
CREATED: 8-MAR-01 15:52:14

CRIS 0012182

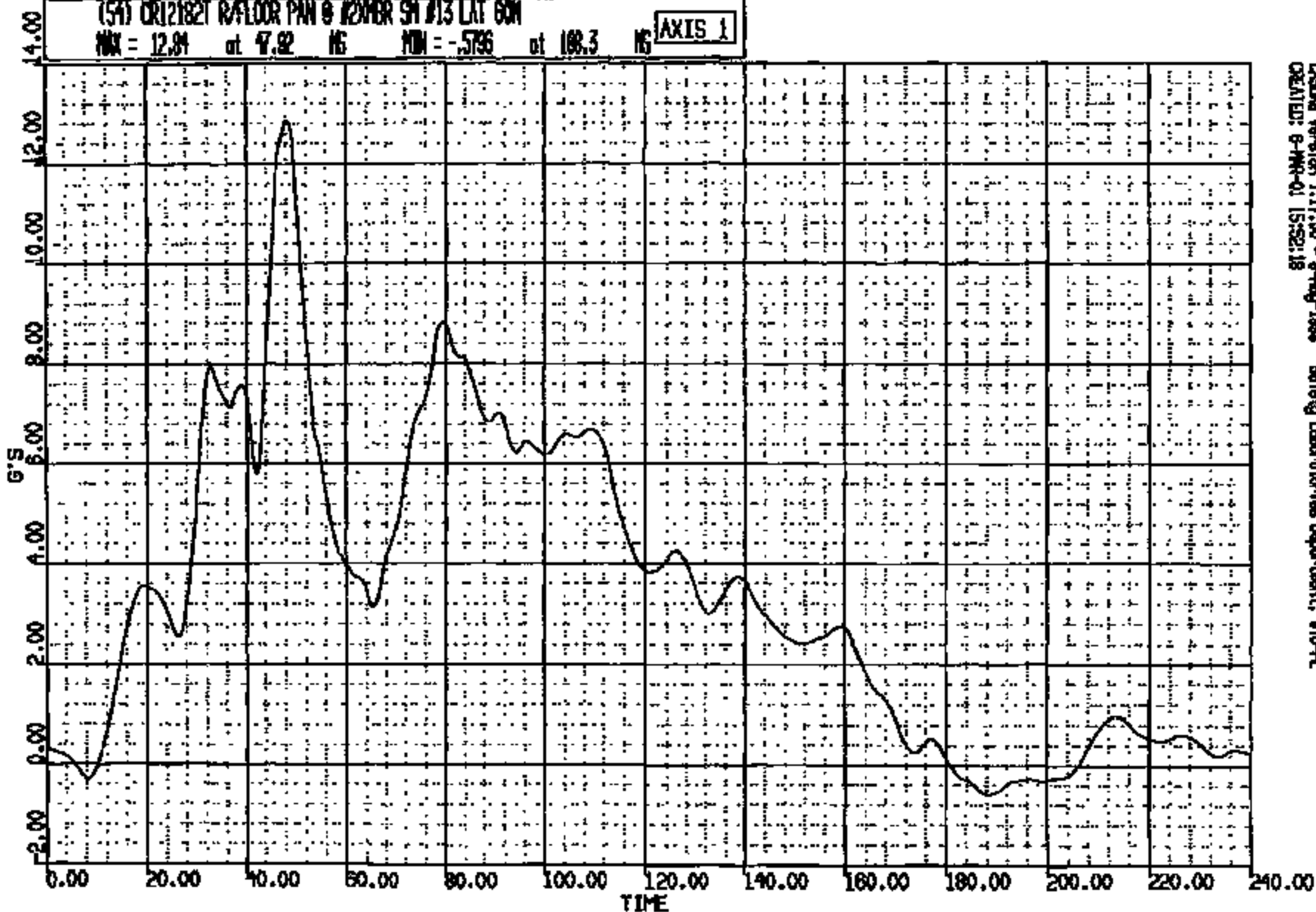
ENTIRE PAGE CONFIDENTIAL

CR R1 12182 TO: TC1940 DATE: 010212 14:20:14
20025 FN-146

(54) CR121821 R/FLOOR PAN @ #2XMR SN #13 LAT 60N

NOM = 12.84 at 47.82 NS NOM = -5736 at 188.3 NS

AXIS 1



CRTS 0012182

CASUS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-41
CREATED: 8-MAR-01 15:52:18

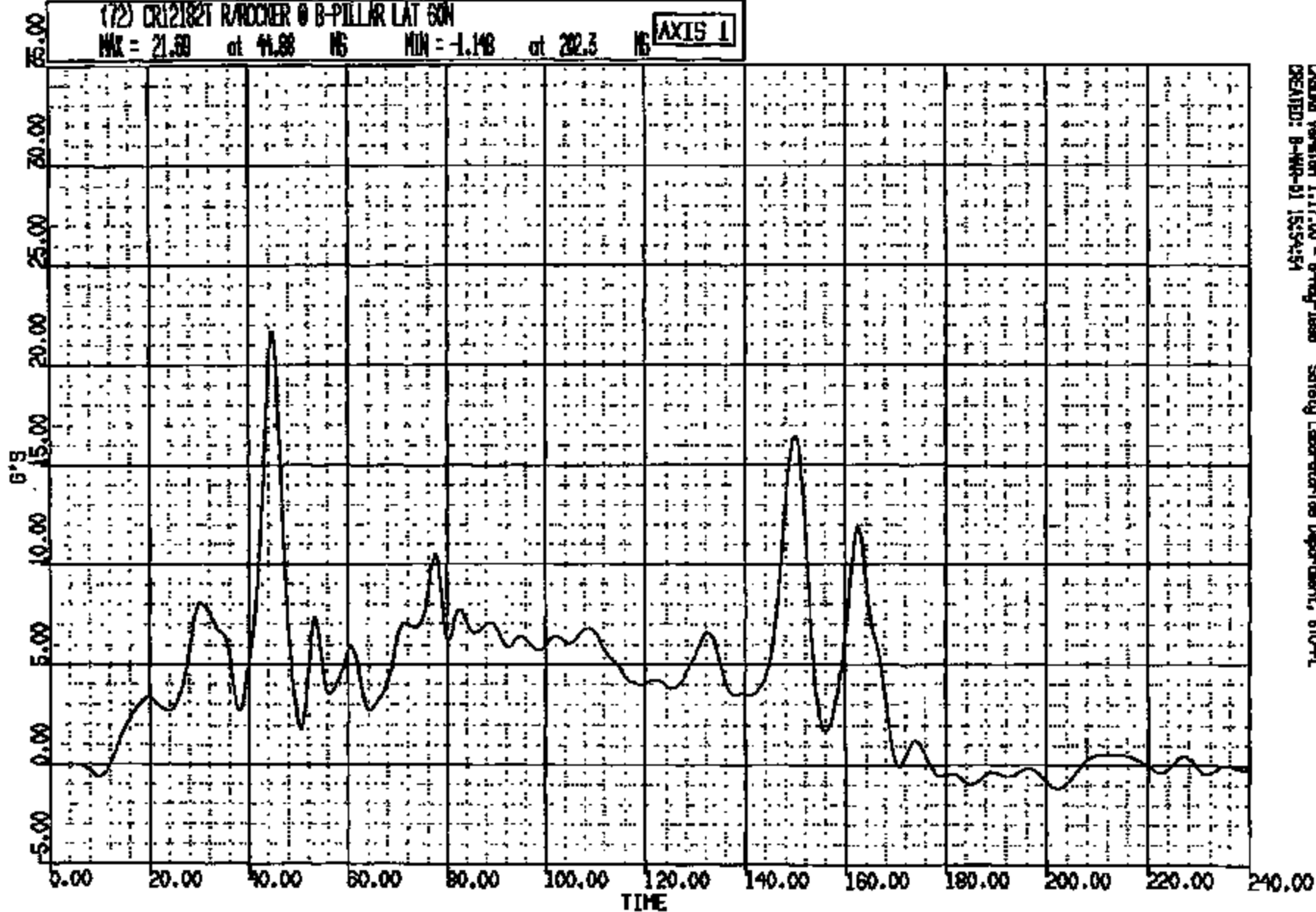
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1840 DATE: 010212 14:39:14
20025 FN-148

(72) CR121821 R/V DOCKER @ B-PILLAR LAT 60N

MAX = 21.88 at 44.88 NS MIN = -1.148 at 202.3 NS

AXIS 1



CRSMB Version 1.17.00 - 8-May-1998 Safety Laboratories Department, SIO-PL
CREATED: B-WR-B1 15:54:54

CR12182

ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1840 DATE: 010212 14:29:14
20025 FN-145

(70) CR121821 R/ROCKER @ B-PILLAR LONG GUN

MAX = 3.32 at 49.12 NS MIN = -23.17 at 159.5 NS

AXIS 1



CRSIS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, SIO-PL
CREATED: 8-MAR-01 15:54:35

ENTIRE PAGE CONFIDENTIAL

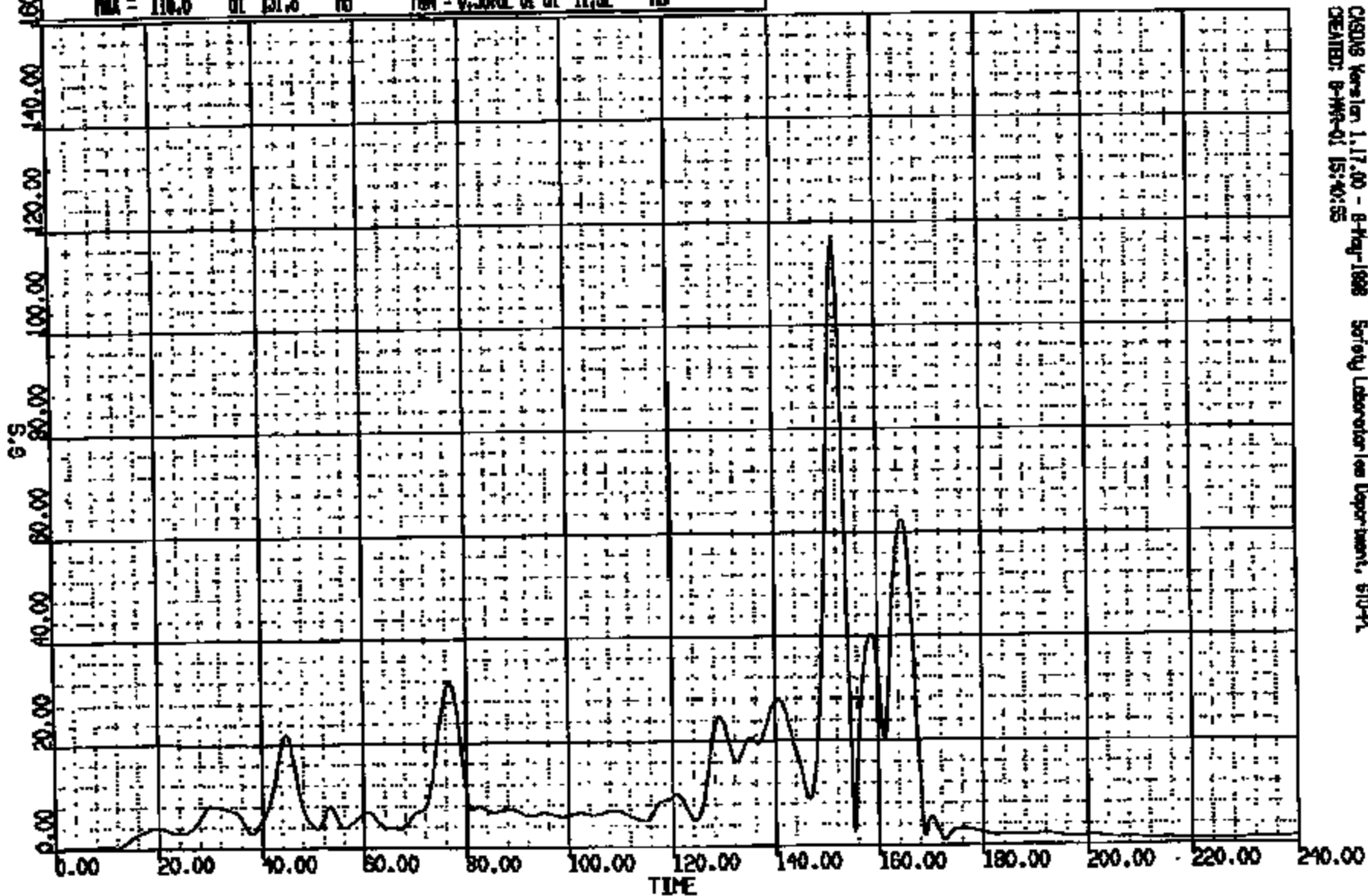
CRIS 0012182

CR R: 12182 TO: TC1940 DATE: 010212 14:29:14
20025 FN-145

(10007) CR121821 R/NOCKER @ B-PILLAR RES GUN

MAX = 116.6 at 151.8 NS MIN = 0.582E-04 at 11.92 NS

AXIS 1



CISUS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, SIO-PL
CREATED: 8-MAY-01 15:40:55

ENTIRE PAGE CONFIDENTIAL

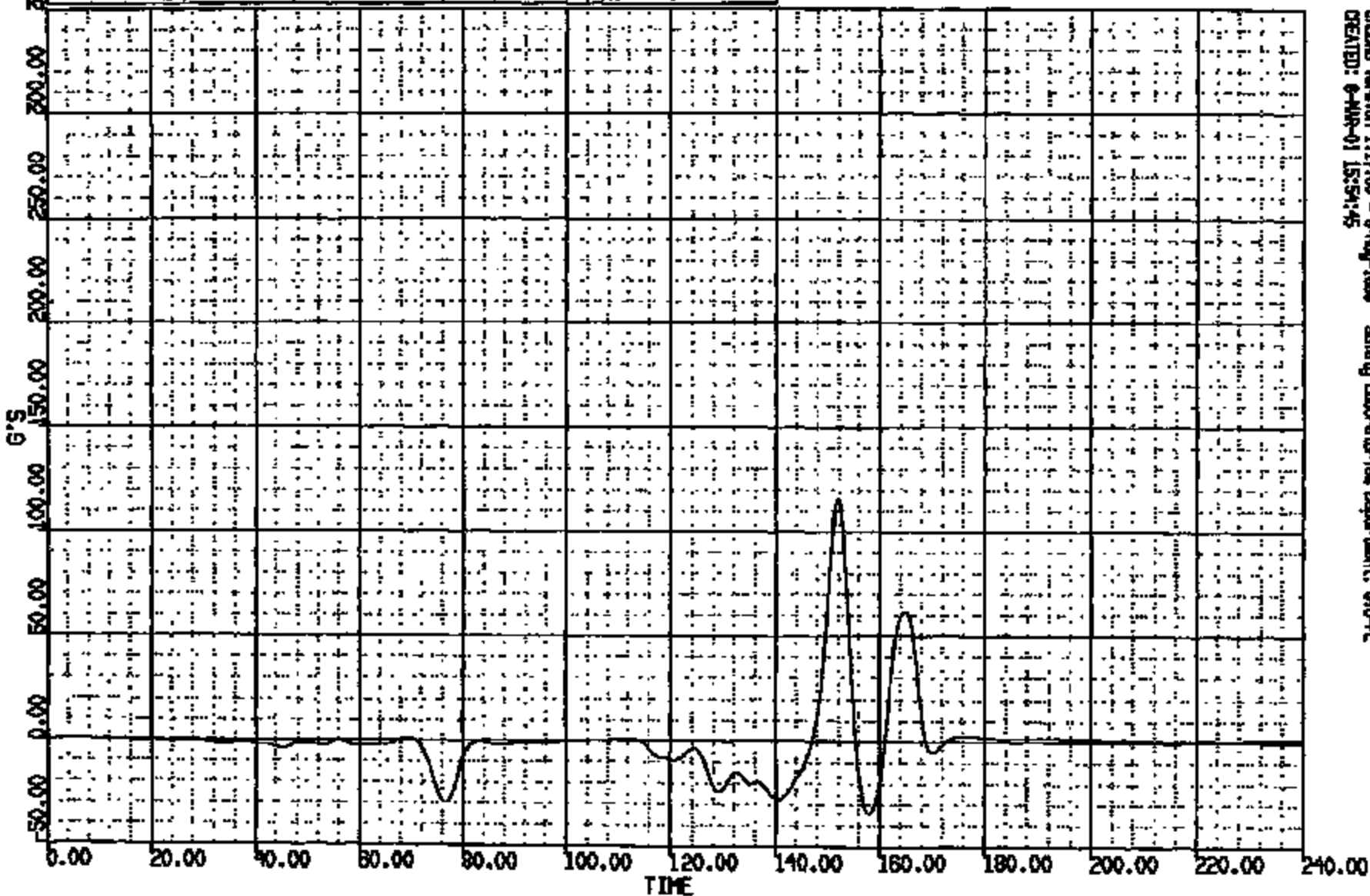
CRIS 0012182

CR R: 12182 TD: TC1840 DATE: 010212 14:29:14
80025 FN-145

(71) CR12182T R/ROCKER @ G-PILLAR VERT GCM

MAX = 115.9 at 151.9 MS MIN = -33.96 at 158.0 MS

AXIS 1



CRIS 0012182

CASAS Version 1.17.00 - 8-May-1998 Safety Laboratory Inc. Department, 010-01
CREATED: 0-MAR-01 15:54:45

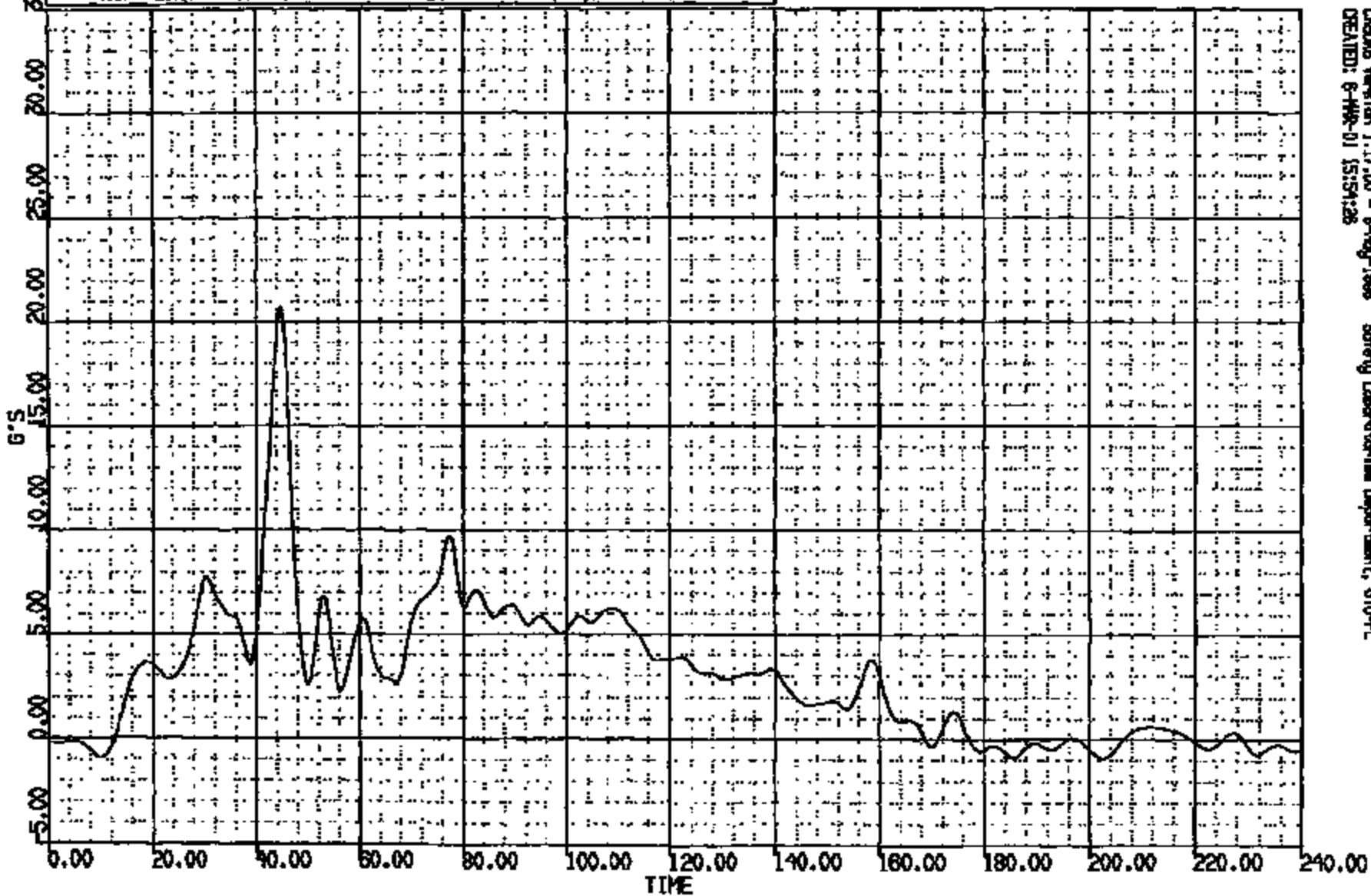
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1840 DATE: 010212 14:29:14
80025 FN-145

(89) CR12182T R/ROCKER @ FRONT SEAT MID LAT GCM

MAX = 20.67 at 41.72 HS MIN = -9.998 at 10.08 HS

AXIS 1



CRIS 0012182

CASMS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, GTO-PL
CREATED: 8-MAY-01 15:54:25

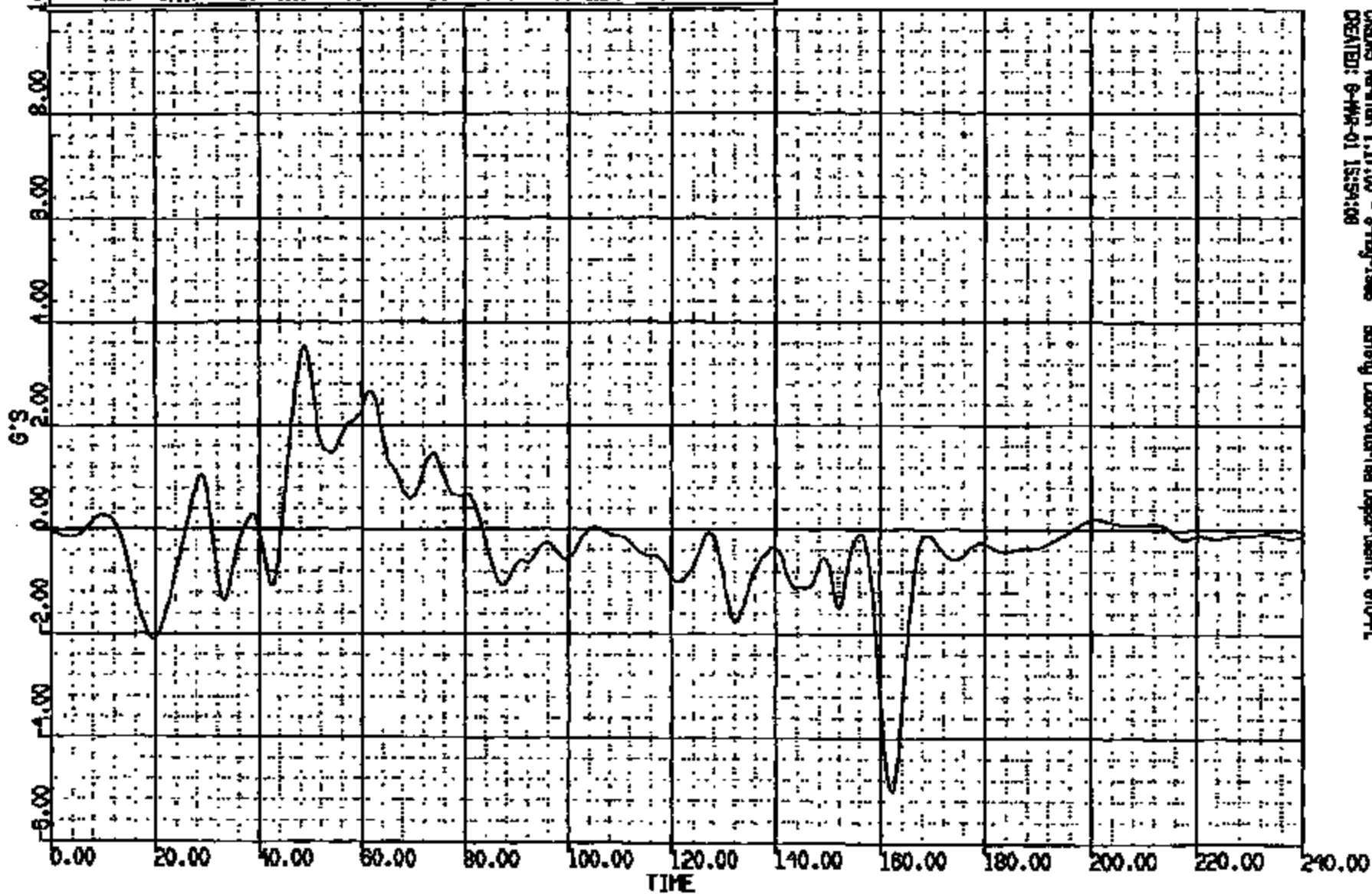
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1940 DATE: 010212 14:28:14
20025 FN-145

(67) CR12182T R/ROCKER @ FRONT SEAT MID LONG GON

MAX = 3.557 at 48.88 MS MIN = -5.006 at 162.1 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 8-MAR-01 15:59:08

ENTIRE PAGE CONFIDENTIAL

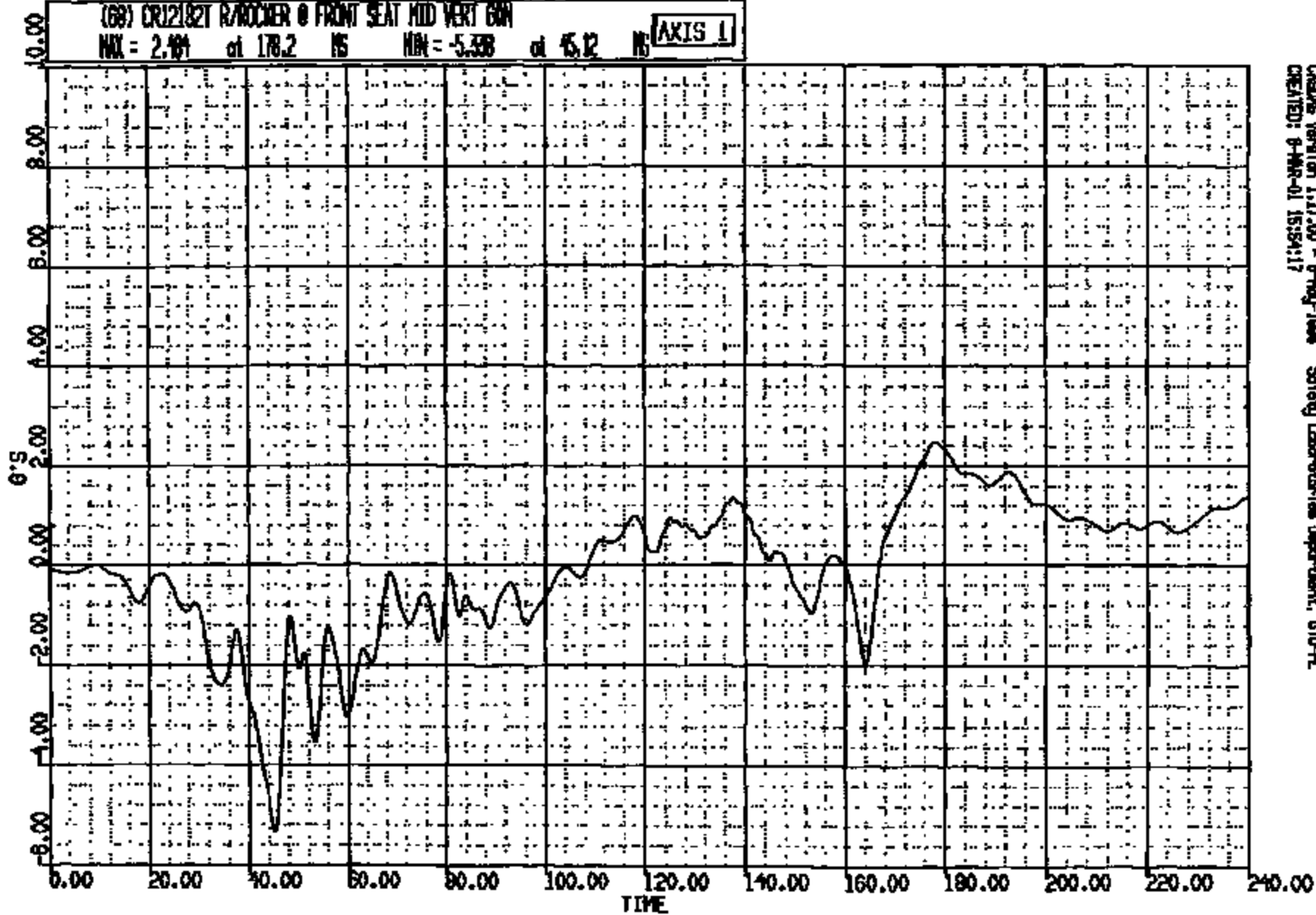
CRTS 0012182

CR R: 12182 TC: TC1840 DATE: 010212 14:29:14
20025 FN-146

(68) CR12182T R/ROCKER @ FRONT SEAT MID VERT GMM

MAX = 2.804 at 178.2 MS MIN = -5.358 at 45.12 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 8-MAR-01 15:54:17

CRTS 0012182

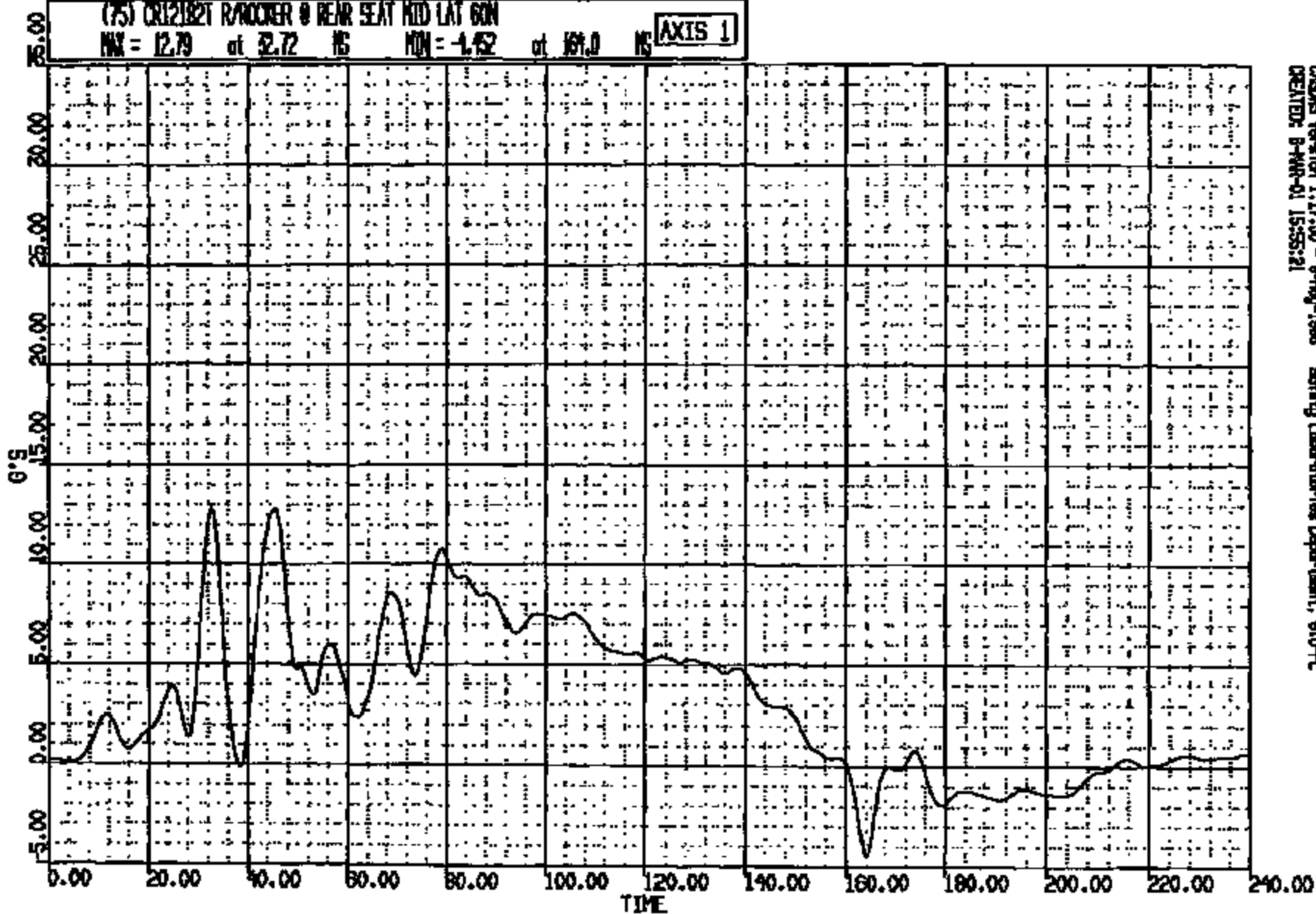
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TC: TC1840 DATE: 010812 14:28:14
20026 FN-145

(75) CR12182T R/ROCKER @ REAR SEAT MID LAT 60N

MAX = 12.79 at 32.72 HS MIN = -4.52 at 164.0 HS

AXIS 1



CASAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-PL
CREATED: 8-MAY-01 15:55:21

ENTIRE PAGE CONFIDENTIAL

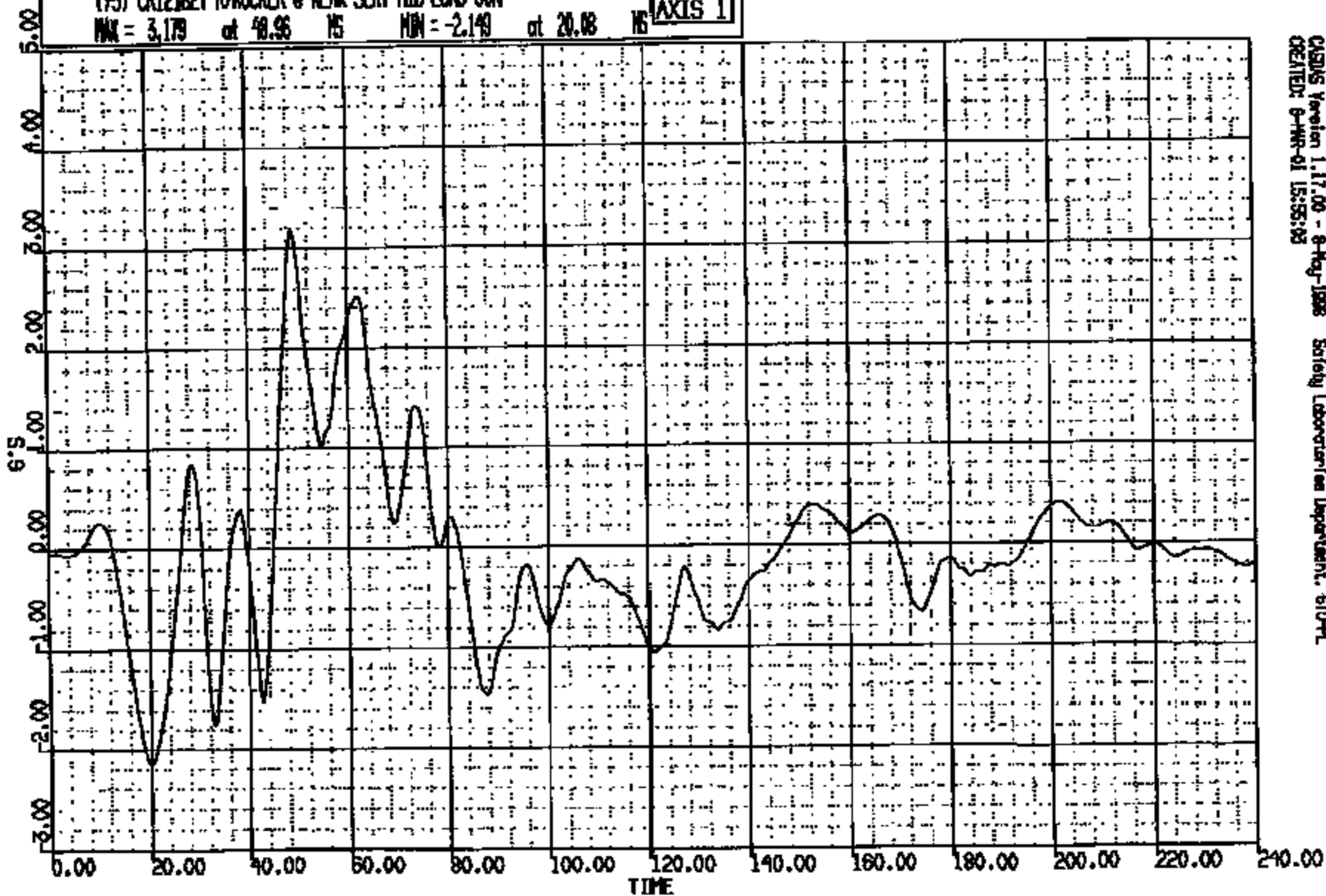
CRIS 0012182

CR R: 12182 TO: TC1840 DATE: 010212 14:28:14
20025 FN-145

(75) CR12182T R/ROCKER @ REAR SEAT MID LONG GUN

MAX = 3.179 at 48.96 MS MIN = -2.149 at 20.08 MS

AXIS 1



CRIS 0012182

CASUS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-91
CREATED: 8-MAR-01 15:55:03

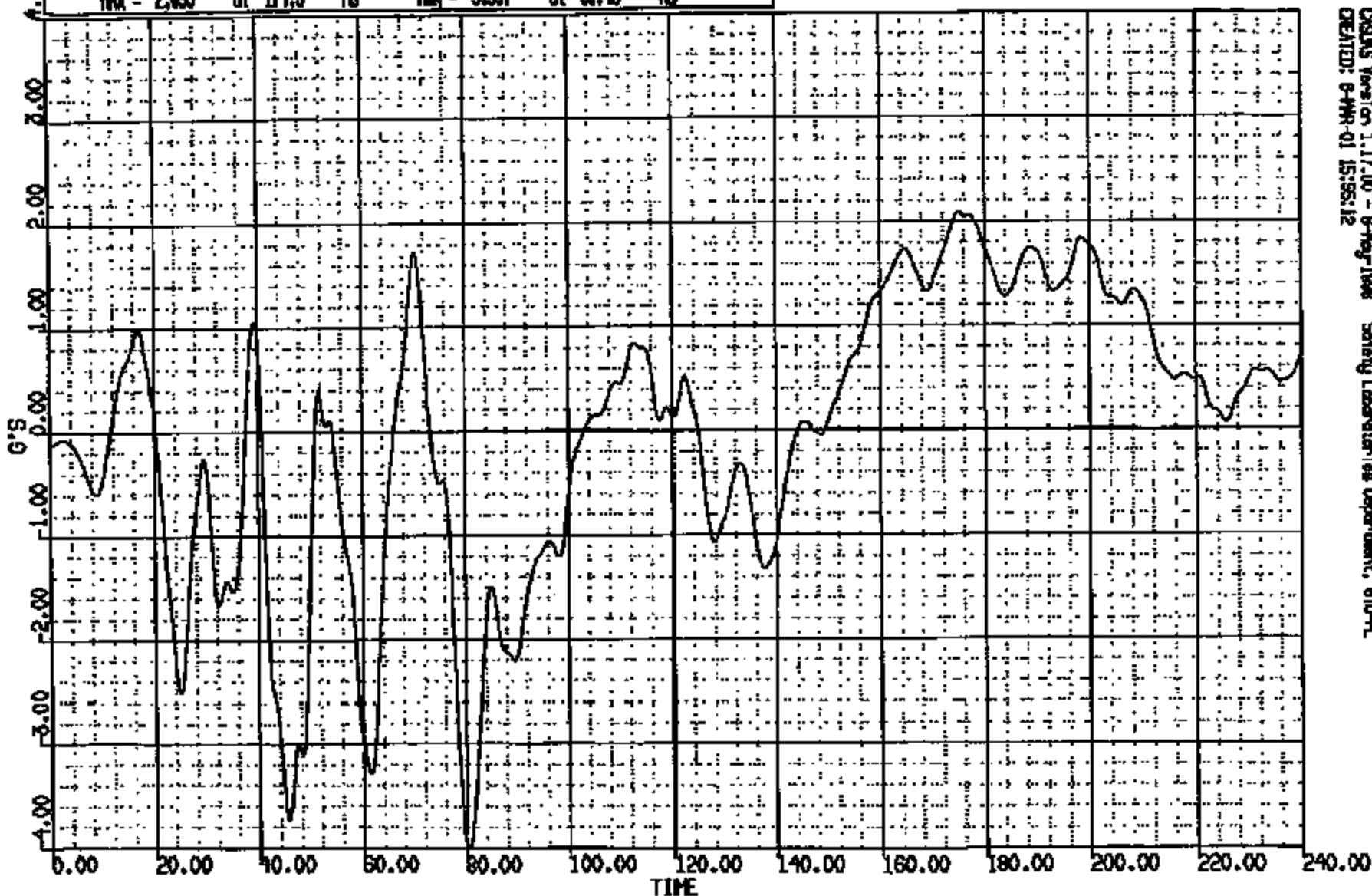
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1940 DATE: 010212 14:29:14
20025 FN-148

(74) CR12182T R/ROCKER @ REAR SEAT MID VERT GCM

MAX = 2.090 at 174.9 MS MIN = -3.997 at 80.48 MS

AXIS 1



CRSAS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-71
CREATED: 8-MAR-01 15:55:12

ENTIRE PAGE CONFIDENTIAL

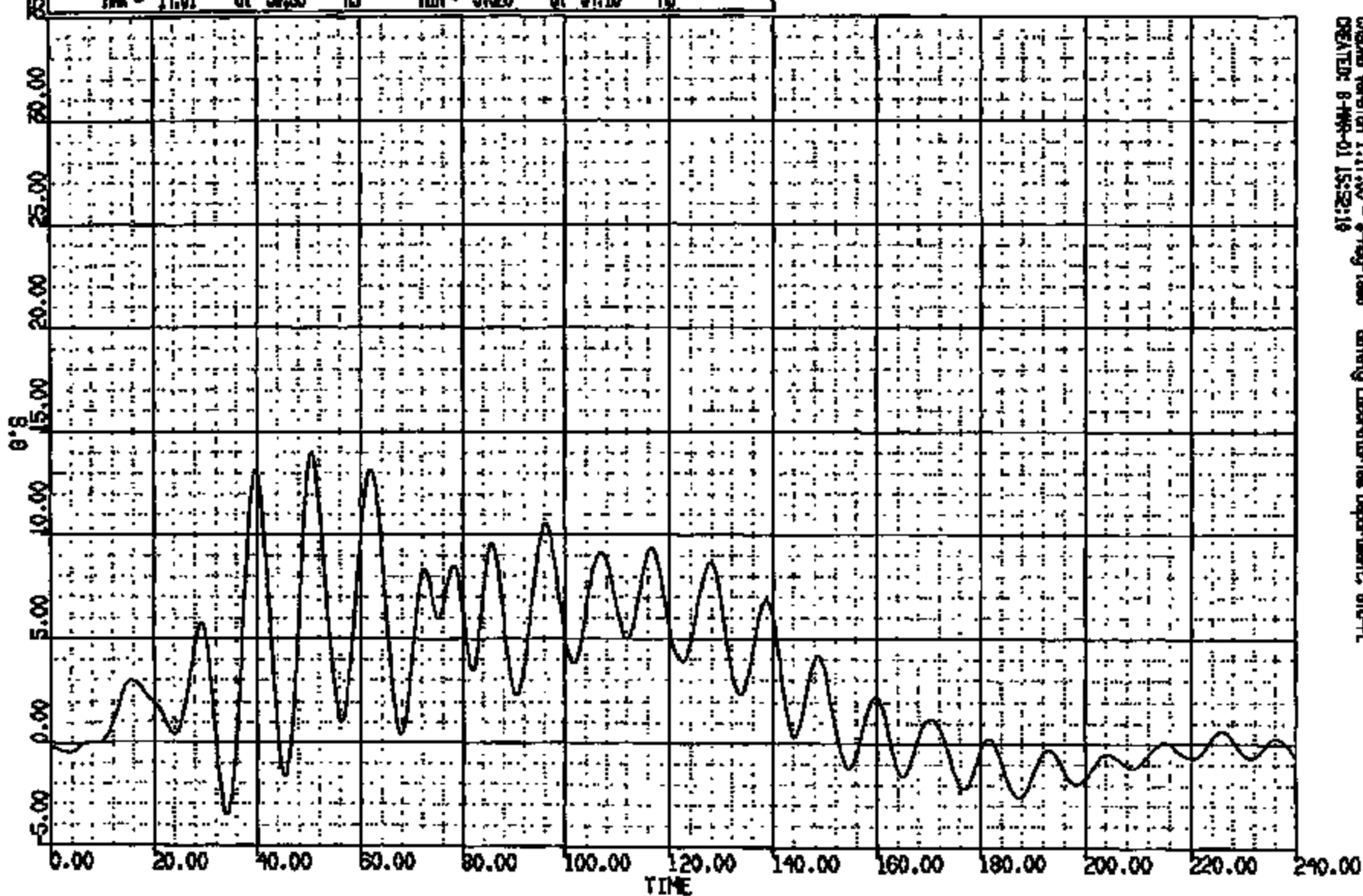
CRTS 0012182

CR R: 12182 TO: TC1940 DATE: 010212 14:29:14
20026 FN-148

(53) CR121821 TRUNK @ FUEL SWITCH LAT 60N

MAX = 14.01 at 59.56 NS MIN = -3.526 at 34.16 NS

AXIS 1



CASMS Version 1.17.00 - 8-May-1999 Safety Laboratories Department, 610-71
CREATED: 8-May-01 15:52:19

CR12182

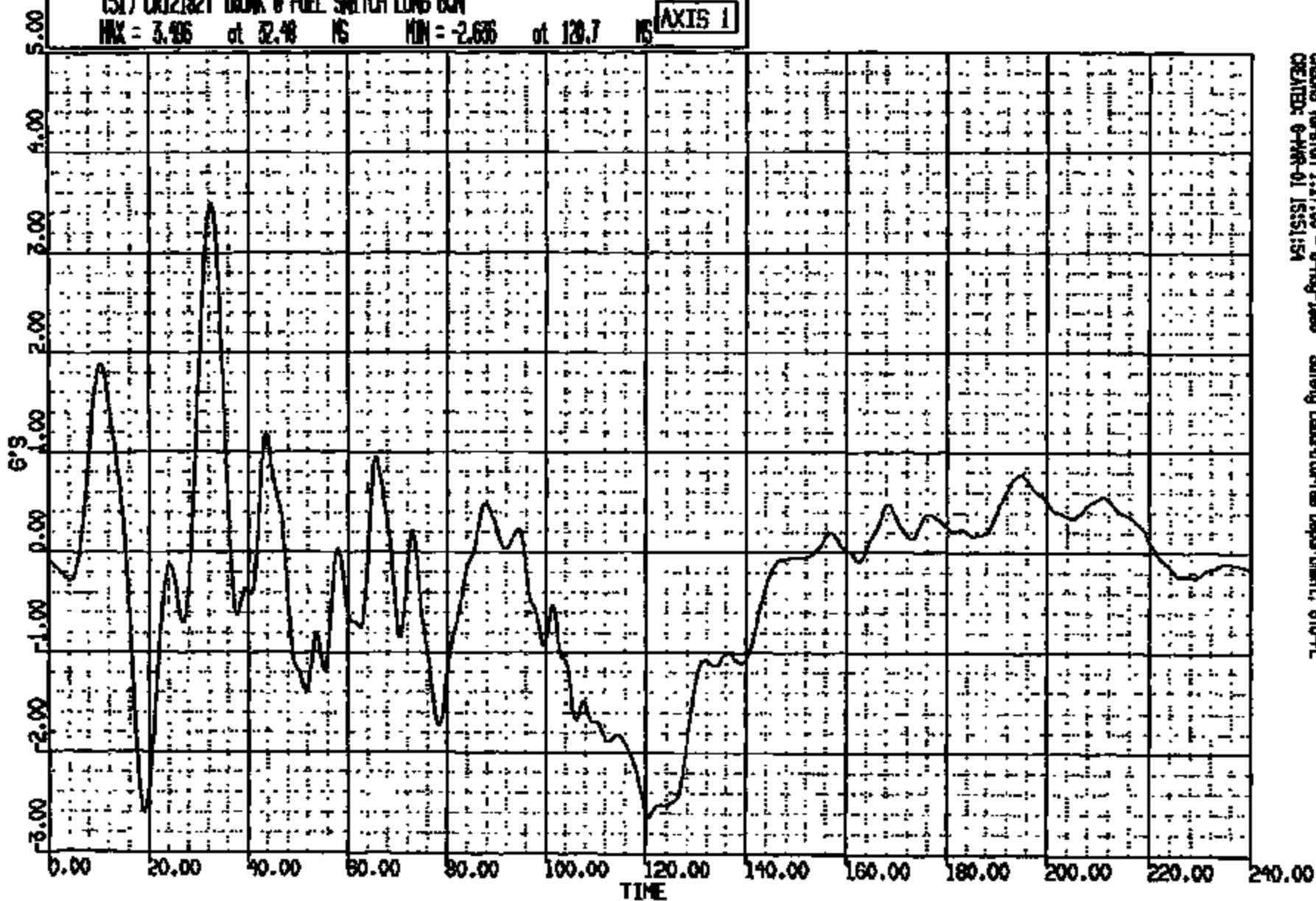
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1840 DATE: 010292 14:28:14
20025 FN-145

ISI) CR12182T TRUNK & FUEL SWITCH LONG CON

MAX = 3.486 at 32.48 MS MIN = -2.686 at 120.7 MS

AXIS 1



CADDS Version 1.17.00 - 8-May-1988 Safety Laboratory Department, 610-71
CREATED: 8-MAY-01 15:51:54

CR12182

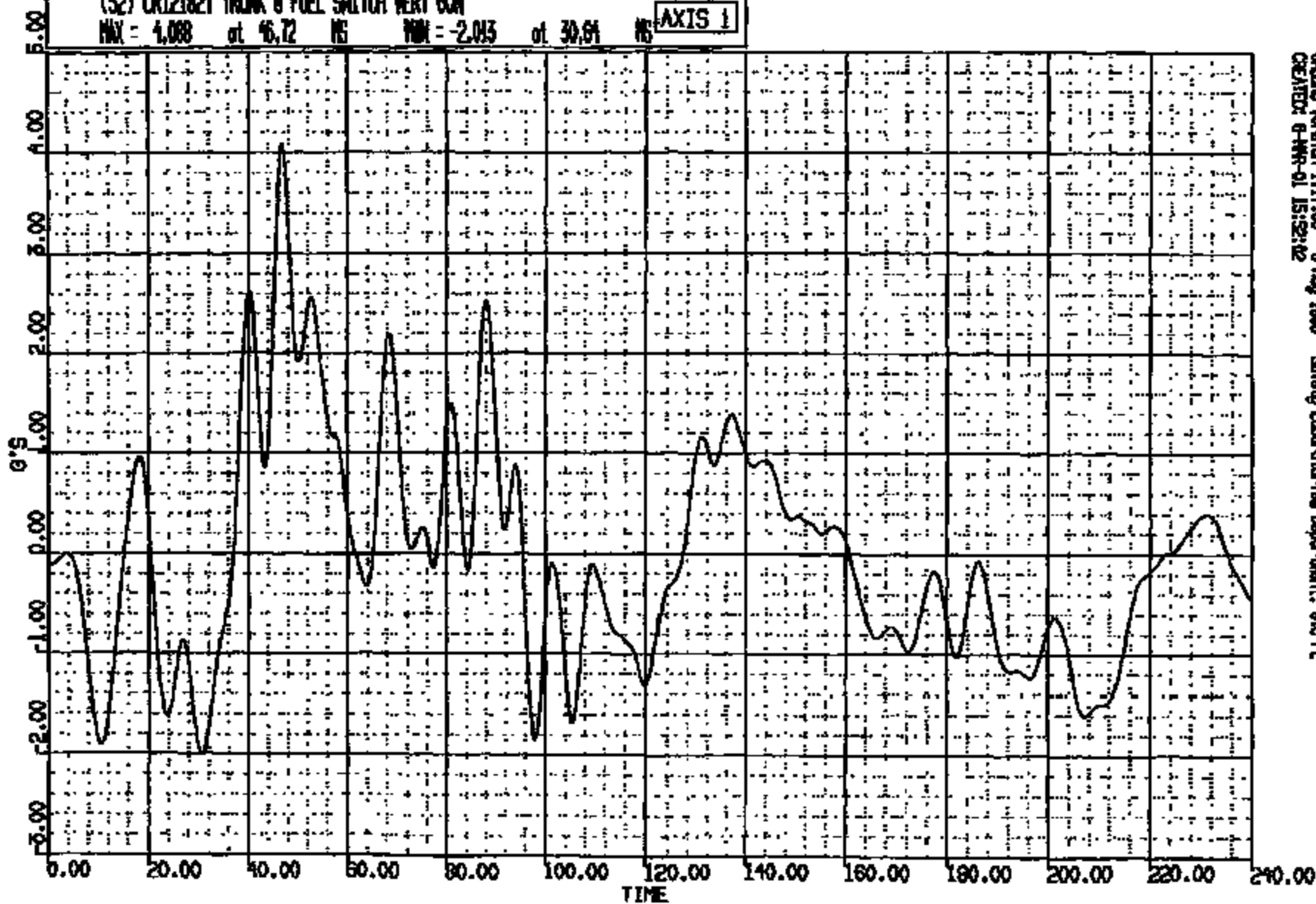
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1840 DATE: 010212 14:28:14
30026 FN-148

(52) CR121821 TRUNK B FUEL SWITCH VERT GCM

MAX = 4.088 at 46.72 MS MIN = -2.043 at 30.64 MS

AXIS 1



CRS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 610-71
CREATED: 8-MAY-01 15:52:12

CRIS 0012182

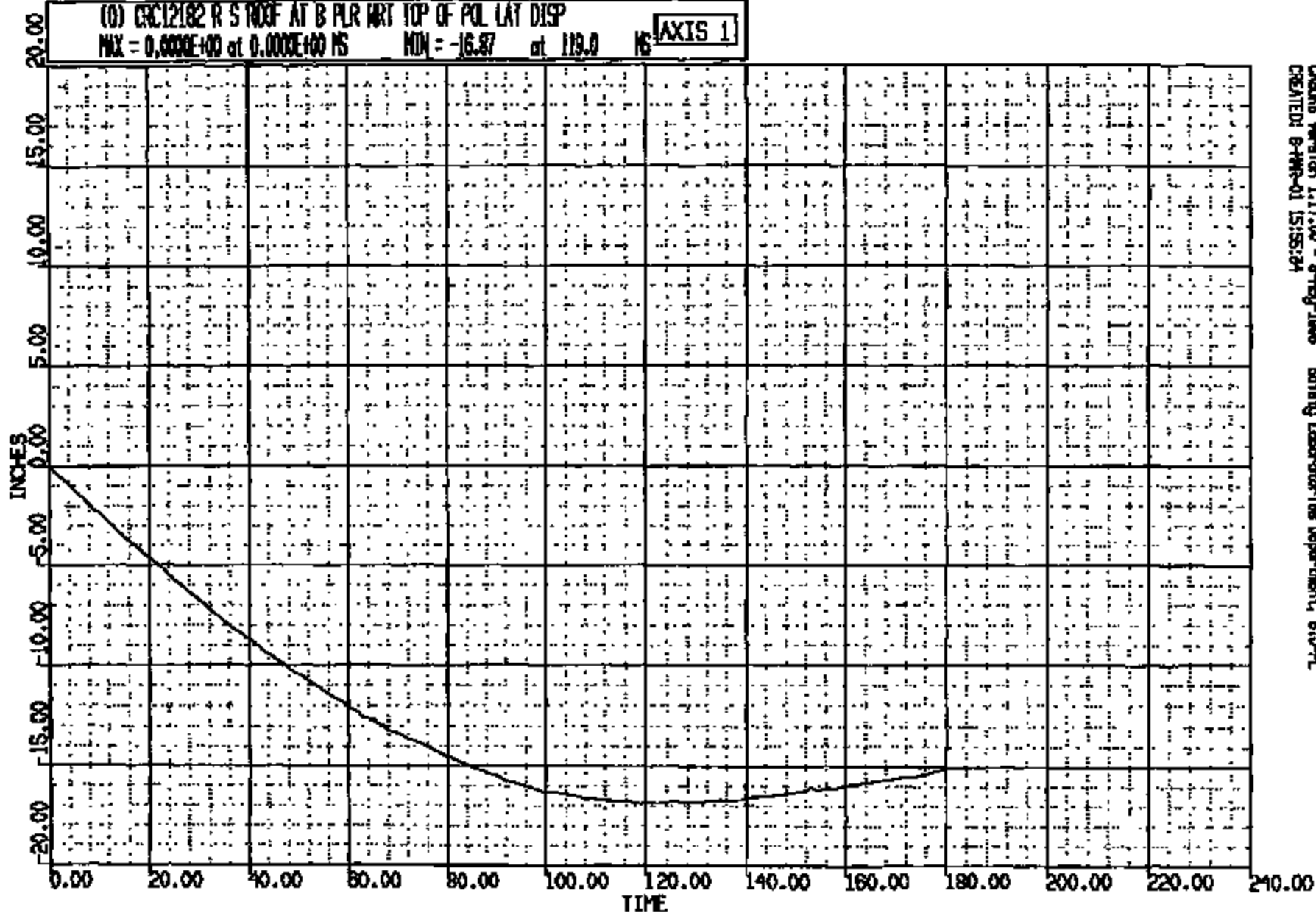
ENTIRE PAGE CONFIDENTIAL

CR R: 12182 TO: TC1940 DATE: 010202 14:29:14
20026 FN-146

(0) CR12182 R S NOOF AT B PLR MXT TOP OF POL LAT DISP

MAX = 0.000E+00 at 0.000E+00 NS MIN = -16.87 at 119.0 NS

AXIS 1



CRS Version 1.17.00 - 8-May-2008 Safety Laboratories Department, 610-PL
CREATED: 8-MAY-01 15:55:24

ENTIRE PAGE CONFIDENTIAL

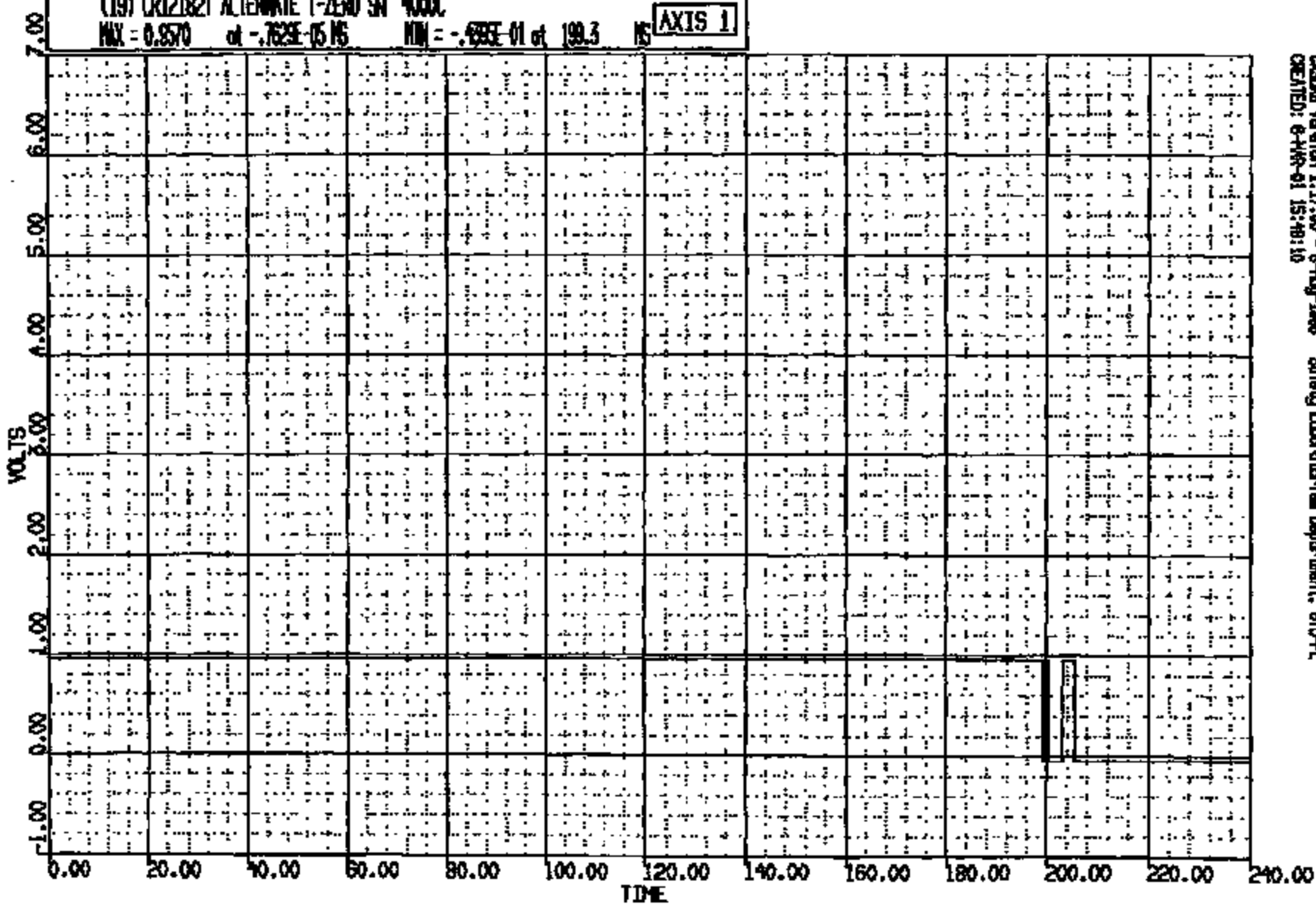
CRTS 0012182

CR R: 12182 TO: TC1840 DATE: 010212 14:28:14
20025 FN-145

(19) CR121821 ALTERNATE T-ZERO SN 4000

MAX = 0.8370 at -.7625E-15 MS MIN = -.683E-01 at 199.3 MS

AXIS 1



CASUS Version 1.17.00 - 8-May-1998 Safety Laboratory Department, SLO-PL
CREATED: 8-MAY-01 15:48:10

ENTIRE PAGE CONFIDENTIAL

CRIS 0012182

ASC TO S: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12187

VEHICLE INFORMATION

TEST DESCRIPTION:	90 DEG. LEFT SIDE FIXED POLE
VEHICLE PROGRAM YEAR:	20025
VEHICLE MODEL NAME:	FW-145LMB
VEHICLE PROGRAM NAME:	FW-145
VEHICLE ID NUMBER:	555E789
CERTIFICATION VEHICLE CODE:	DV
REQUESTOR NAME:	C. JACKSON
TEST ENGINEER NAME:	

TIME AND DATE OF REPORT: 6-MAR-01 15:38:06

CRTS 0012182

ENTIRE PAGE CONFIDENTIAL

UNIT NO	SIDE	PNT NO	DESCRIPTION	** POINT COORDINATES **			INCHES				INCHES CHANGED			
				LONG	LAT	VERT	X	Y	Z	D	X	Y	Z	D
074			CNN POSITIONING REF.											
		43	CNN FRONT DOOR A PILLAR BROCKEN SIDE OF IMPACT	REF APT	97.90	-32.93	19.21							
		44	CNN FRONT DOOR BROCKEN ON PILLAR SIDE OF IMP.	REF APT	123.93	-32.34	19.34							
		53	CNN FRONT DOOR A PILLAR BROCKEN SIDE OPPOSITE IMP	REF APT	97.78	32.75	19.34							
		54	CNN FRONT DOOR A PILLAR BROCKEN SIDE OPPOSITE IMP	REF APT	123.18	32.62	19.21							
090			M/CENT. NOTCH & PTS/WI											
		22	FRONT ALIGNMENT POINT "B"	REF APT	61.96	31.96	42.26							
					61.96	31.88	42.03	0.00	-0.16	-0.23	0.38			
		23	REAR ALIGNMENT POINT "B"	REF APT	199.31	31.92	45.41							
					199.35	31.88	45.57	0.04	-0.12	0.16	0.20			
411			TOP (BODY) NON SIDED											
		01	EXTRA SET UP POINT (LEFT FOREMOST FRAME)	REF APT	36.02	-19.23	20.88							
					36.28	-19.85	20.84	0.26	-0.62	-0.04	0.67			
		02	EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	REF APT	36.36	19.97	20.79							
		03	EXTRA SET UP POINT (LEFT REARMOST FRAME)	REF APT	232.88	-25.73	21.45							
		04	EXTRA SET UP POINT (RIGHT REARMOST FRAME)	REF APT	232.81	25.39	21.55							
		26	"H" POINT LOCATION ON OUTER PNT/OCCUPANT DOOR	REF APT	121.44	-39.11	28.64							

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 6-MAR-01 15:38:06

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12183

UNIT NO	SIDE	PNT NO	DESCRIPTION		** POINT COORDINATES **			INCHES CHANGED			
					LONG	LAT	VERT	X	Y	Z	D
					X	Y	Z				
		38	TOP OF ROCKER RILL IN LINE W/FRONT "H" PT.	BEF AFT	121.43 121.43	-33.21 -33.21	18.94 18.94				
		57	FRONT OCCUPANT SEAT C/L (WIDTH)	BEF AFT	113.05 113.05	-15.83 -15.83	27.92 27.92				
		84	"W.R.T." ON ROCKER SIDE OPPOSITE OF IMPACT	BEF AFT	130.60 130.69	33.76 33.77	19.74 19.73	0.09	0.01	-0.02	0.03
412			TOP (BODY) SIDED POINTS								
L	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	63.43 63.85	-31.78 -31.46	18.86 15.17		0.40	0.30	-3.69	3.72
R	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	63.62 63.81	31.73 31.18	18.57 14.90		0.19	-0.55	-3.67	3.72
L	16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLAR	BEF AFT	128.65 128.65	-33.79 -33.79	31.53 31.53					
R	16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLAR	BEF AFT	128.82 128.83	33.61 33.62	31.70 31.64		0.01	0.11	-0.16	0.19
L	18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLAR	BEF AFT	175.15 175.15	-34.04 -34.04	38.65 38.65					
R	18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLAR	BEF AFT	175.25 175.27	33.83 33.76	38.78 38.62		0.02	-0.09	0.04	0.10
L	89	END OF REAR SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	187.03 186.97	-34.16 -35.02	16.90 16.50		-0.06	-0.86	-0.40	0.95
R	89	END OF REAR SPINDLE @ CENTERLINE (WHEELBASE)	BEF AFT	187.07 187.30	34.33 33.50	16.52 17.31		0.23	-0.83	0.79	1.17
650			BLANK UNIT POINTS								
	01	1	SEE COMMENTS PAGE	BEF AFT	91.70 91.71	31.17 31.51	15.29 15.06	0.01	0.34	-0.21	0.41

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 6-MAR-01 15:38:09

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ASC TO #: T- TCU940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** POINT COORDINATES **

UNIT NO	SIDE	PNT NO	DESCRIPTION	INCHES			INCHES CHANGED			
				LONG X	LAT Y	VERT Z	X	Y	Z	D
02	1		SEE COMMENTS PAGE	BEF	167.20	30.27	14.96			
				AFT	167.38	29.85	15.04	0.08	-0.42	0.08 0.43

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 6-MAR-01 15:38:09

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNT NO	ACTN NO	WIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	SL			BRITAIN EXTERIOR SECT			
	1		BEFORE		64.93	-33.61	41.34
	1		AFTER		67.36	-33.78	41.19
	2		BEFORE		77.93	-34.75	41.34
	2		AFTER		79.10	-34.50	41.14
	3		BEFORE		88.80	-35.46	41.34
	3		AFTER		90.15	-35.13	41.07
	4		BEFORE		90.02	-35.55	41.34
	4		AFTER		90.73	-35.65	41.12
	5		BEFORE		99.23	-35.99	41.34
	5		AFTER		95.02	-35.33	41.32
	6		BEFORE		116.39	-36.69	41.34
	6		AFTER		100.50	-34.38	41.47
	7		BEFORE		121.37	-36.86	41.34
	7		AFTER		103.99	-33.52	41.51
	8		BEFORE		131.82	-37.05	41.34
	8		AFTER		107.80	-32.38	41.55
	9		BEFORE		133.78	-36.98	41.34
	9		AFTER		113.16	-30.57	41.60
	10		BEFORE		144.10	-36.99	41.34
	10		AFTER		117.82	-28.86	41.55
	11		BEFORE		161.05	-36.86	41.34
	11		AFTER		121.60	-27.36	41.51
	12		BEFORE		179.79	-36.50	41.34
	12		AFTER		124.59	-26.38	41.50
	12		BEFORE		186.34	-36.46	41.34
	13		AFTER		129.43	-26.11	41.45

TIME AND DATE OF REPORT: 6-MAR-01 15:38:07

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ASC TO #: T- TC1540

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

++ SECTIONALS ++

UNIT NO	SCIN NO	SIDE	SRQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			14	AFTER	125.95	-26.02	41.47
			15	AFTER	126.79	-26.14	41.58
			16	AFTER	127.60	-26.60	41.63
			17	AFTER	129.19	-27.88	41.62
			18	AFTER	129.89	-28.64	41.66
			19	AFTER	130.32	-28.97	41.71
			20	AFTER	131.29	-29.56	41.69
			21	AFTER	131.73	-30.53	41.43
			22	AFTER	139.23	-31.70	41.99
			23	AFTER	151.99	-33.44	41.85
			24	AFTER	166.33	-35.29	41.96
			25	AFTER	176.60	-36.53	42.14
			26	AFTER	180.33	-37.10	42.28
			27	AFTER	181.89	-35.99	42.11
			28	AFTER	188.47	-36.24	42.25

425 81

MIDLINE EXTERIOR SECT

1	BEFORE	74.54	-37.26	31.50
1	AFTER	75.96	-37.23	31.46
2	BEFORE	87.10	-37.98	31.50
2	AFTER	88.28	-37.61	31.41
3	BEFORE	98.41	-38.43	31.50
3	AFTER	89.47	-37.99	31.26

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNIT NO	SCIN NO	TYPE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	189.49	-38.79	31.50
			4	AFTER	92.00	-37.41	31.37
			5	BEFORE	119.31	-39.02	31.50
			5	AFTER	93.26	-36.91	31.23
			6	BEFORE	231.29	-39.20	31.50
			6	AFTER	95.04	-36.34	31.31
			7	BEFORE	132.24	-39.00	31.50
			7	AFTER	100.08	-35.04	31.37
			8	BEFORE	145.70	-39.01	31.50
			8	AFTER	106.18	-33.40	31.44
			9	BEFORE	160.47	-38.91	31.50
			9	AFTER	110.22	-32.25	31.49
			10	BEFORE	176.47	-38.89	31.50
			10	AFTER	111.75	-31.10	31.59
			11	AFTER	116.28	-30.20	31.64
			12	AFTER	118.69	-29.28	31.62
			13	AFTER	120.41	-28.61	31.69
			14	AFTER	122.31	-27.84	31.67
			15	AFTER	124.83	-26.75	31.73
			16	AFTER	125.30	-26.64	31.70
			17	AFTER	126.26	-26.65	31.71
			18	AFTER	127.51	-27.14	31.72
			19	AFTER	128.40	-27.57	31.75
			20	AFTER	129.32	-28.24	31.66

TIME AND DATE OF REPORT: 6-MAR-01 15:38:07

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ASC TO #: T- TC1960

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			21	AFTER	129.94	-28.92	31.73
			22	AFTER	130.67	-29.25	31.83
			23	AFTER	130.78	-32.02	31.68
			24	AFTER	132.97	-32.63	31.64
			25	AFTER	138.30	-33.61	31.71
			26	AFTER	146.81	-34.79	31.79
			27	AFTER	156.18	-36.21	31.97
			28	AFTER	166.38	-37.55	32.17
			29	AFTER	171.02	-38.19	32.19
			30	AFTER	172.18	-37.86	32.19
			31	AFTER	175.50	-38.24	32.12

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CHARACTER LINE EXT SECT

1	BEFORE	78.92	-37.14	23.62
1	AFTER	80.17	-37.00	23.29
2	BEFORE	87.48	-37.49	23.62
2	AFTER	88.68	-37.19	23.50
3	BEFORE	88.06	-37.44	23.62
3	AFTER	89.87	-37.22	23.28
4	BEFORE	98.27	-37.90	23.62
4	AFTER	100.20	-38.30	23.40
5	BEFORE	112.11	-38.28	23.62
5	AFTER	108.74	-33.41	23.93
6	BEFORE	130.83	-38.45	23.62
6	AFTER	113.23	-32.13	23.58

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	SCIN NO	SIZE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	BEFORE	131.73	-38.33	23.62
			7	AFTER	125.07	-31.61	23.60
			8	BEFORE	145.25	-38.17	23.62
			8	AFTER	116.71	-31.05	23.57
			9	BEFORE	160.57	-38.05	23.62
			9	AFTER	118.75	-38.10	23.57
			10	BEFORE	171.39	-37.87	23.62
			10	AFTER	120.49	-29.12	23.53
			11	AFTER	121.68	-28.44	23.58
			12	AFTER	122.67	-27.93	23.56
			13	AFTER	123.75	-27.47	23.58
			14	AFTER	124.76	-27.20	23.54
			15	AFTER	125.73	-27.13	23.62
			16	AFTER	126.97	-27.35	23.63
			17	AFTER	128.01	-27.77	23.60
			18	AFTER	129.23	-28.55	23.67
			19	AFTER	130.55	-29.53	23.73
			20	AFTER	130.68	-31.78	23.57
			21	AFTER	142.08	-33.52	23.85
			22	AFTER	159.67	-34.71	23.95
			23	AFTER	160.50	-36.10	24.21
			24	AFTER	167.50	-37.06	24.35
			25	AFTER	168.30	-37.30	24.40

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** SECTIONS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES %
			26	AFTER	170.37	-37.51	24.30
429	\$1			BOTTOM OF DOOR RHT SECT			
			1	BEFORE	89.09	-36.01	16.08
			1	AFTER	90.87	-34.97	15.70
			2	BEFORE	131.54	-36.59	16.32
			2	AFTER	106.20	-32.72	15.90
			3	BEFORE	122.32	-36.36	16.42
			3	AFTER	117.78	-30.62	15.76
			4	BEFORE	168.23	-35.80	16.36
			4	AFTER	120.21	-30.32	15.80
			5	AFTER	120.67	-36.20	15.80
			6	AFTER	120.98	-30.05	15.78
			7	AFTER	122.39	-28.89	15.77
			8	AFTER	124.22	-27.63	15.68
			9	AFTER	125.60	-27.33	15.62
			10	AFTER	127.03	-27.66	15.72
			11	AFTER	128.26	-28.08	15.68
			12	AFTER	129.99	-28.86	15.91
			13	AFTER	131.57	-29.41	16.03
			14	AFTER	131.80	-30.15	16.35
			15	AFTER	139.91	-31.19	16.47
			16	AFTER	182.74	-32.94	15.75

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** SECTIONS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			17	AFTER	161.40	-34.23	16.90
			18	AFTER	167.34	-38.11	17.00
431	81			ROCKER PANEL EXT SECT			
			1	BEFORE	91.54	-33.90	16.09
			1	AFTER	92.79	-33.25	16.30
			2	BEFORE	122.77	-34.02	16.15
			2	AFTER	104.91	-31.52	16.10
			3	BEFORE	148.10	-34.01	16.12
			3	AFTER	133.76	-28.51	16.12
			4	BEFORE	167.96	-33.92	15.97
			4	AFTER	141.02	-29.67	16.29
			5	AFTER	147.65	-30.57	16.46
			6	AFTER	186.70	-31.91	16.73
			7	AFTER	167.50	-33.42	16.80
432	81			ROOF LINE INTERIOR SECT			
			1	BEFORE	98.54	-28.90	48.02
			1	AFTER	99.03	-28.07	47.95
			2	BEFORE	114.89	-23.23	57.53
			2	AFTER	114.67	-22.82	58.34
			3	BEFORE	122.07	-22.19	58.91
			3	AFTER	121.16	-21.38	60.00
			4	BEFORE	135.53	-21.73	59.22
			4	AFTER	135.32	-19.93	60.84
			5	BEFORE	148.09	-21.33	59.78
			5	AFTER	147.45	-20.67	61.26

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ABC TO 6: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			6	BEFORE	170.63	-23.69	57.73
			6	AFTER	170.69	-23.99	58.56
			7	BEFORE	177.60	-23.53	53.68
			7	AFTER	176.77	-24.68	54.47
435	81			BELT LINE INTERIOR SECT			
			1	BEFORE	100.14	-31.98	41.38
			1	AFTER	102.93	-30.20	42.24
			2	BEFORE	104.14	-31.99	41.59
			2	AFTER	125.46	-23.99	43.11
			3	BEFORE	105.81	-31.82	41.51
			3	AFTER	128.69	-24.36	43.17
			4	BEFORE	125.21	-31.68	42.18
			4	AFTER	131.48	-23.84	42.58
			5	BEFORE	125.00	-32.06	42.26
			5	AFTER	135.43	-24.58	42.82
			6	BEFORE	129.26	-32.28	42.75
			6	AFTER	136.41	-26.68	42.78
			7	BEFORE	131.12	-30.33	42.42
			7	AFTER	144.15	-27.39	42.61
			8	BEFORE	135.11	-30.40	42.77
			8	AFTER	144.98	-26.87	42.70
			9	BEFORE	136.80	-32.38	42.80
			9	AFTER	151.30	-27.76	42.77
			10	BEFORE	144.35	-32.62	41.90
			10	AFTER	168.06	-30.45	43.41
			11	BEFORE	145.37	-31.91	42.02
			11	AFTER	173.47	-31.27	43.81

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			12	BEFORE	161.55	-31.66	42.27
			12	AFTER	175.16	-31.76	43.80
			13	BEFORE	168.46	-31.59	42.77
			13	AFTER	177.47	-30.65	44.18
			14	BEFORE	173.32	-31.44	43.54
			15	BEFORE	175.40	-31.52	43.54
			16	BEFORE	178.40	-31.54	43.54
437	81			MIP INTERIOR SECTION			
			1	BEFORE	95.40	-31.85	27.60
			1	AFTER	96.92	-30.45	27.12
			2	BEFORE	99.99	-32.05	27.60
			2	AFTER	104.55	-29.41	27.01
			3	BEFORE	109.23	-31.94	27.60
			3	AFTER	110.32	-28.42	26.98
			4	BEFORE	115.12	-31.74	27.60
			4	AFTER	116.37	-27.25	27.65
			5	BEFORE	124.91	-32.08	27.60
			5	AFTER	123.03	-25.47	27.03
			6	BEFORE	127.32	-31.70	27.60
			6	AFTER	126.88	-24.46	27.82
			7	BEFORE	128.73	-30.57	27.60
			7	AFTER	129.07	-23.22	27.52
			8	BEFORE	135.02	-30.65	27.60
			8	AFTER	135.18	-25.05	27.23
			9	BEFORE	136.30	-31.63	27.60
			9	AFTER	136.40	-26.16	27.64

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** SECTIONALS **

UNIT NO	SCHE NO	SIDE	SER NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			10	BEFORE	143.68	-31.75	27.60
			10	AFTER	143.53	-27.31	27.90
			11	BEFORE	150.24	-31.50	27.60
			11	AFTER	149.92	-28.05	27.99
			12	BEFORE	155.45	-31.86	27.60
			12	AFTER	163.47	-30.14	28.06
			13	BEFORE	163.74	-31.64	27.60
			13	AFTER	164.92	-30.36	28.17
			14	BEFORE	155.44	-31.64	27.60
			14	AFTER	167.31	-30.14	28.46
			15	BEFORE	167.56	-39.98	27.60

436 81

1ST 50 FWD/HINGE PLANE

			1	BEFORE	90.55	-33.94	43.80
			1	AFTER	91.74	-31.74	45.17
			2	BEFORE	90.55	-35.89	40.73
			2	AFTER	91.77	-32.72	44.48
			3	BEFORE	90.55	-37.66	36.04
			3	AFTER	91.67	-33.87	43.76
			4	BEFORE	90.55	-38.06	32.74
			4	AFTER	91.83	-34.98	42.27
			5	BEFORE	90.55	-39.05	28.82
			5	AFTER	91.98	-35.53	41.29
			6	BEFORE	90.55	-38.07	26.90
			6	AFTER	92.13	-36.11	39.91
			7	BEFORE	90.55	-37.49	23.18
			7	AFTER	92.26	-36.58	38.44

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ASC TO 8: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNT NO	SCRM NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			8	BEFORE	90.55	-37.11	18.84
			8	AFTER	92.48	-37.05	35.95
			9	BEFORE	90.55	-36.35	16.41
			9	AFTER	92.49	-37.21	33.59
			10	AFTER	92.49	-37.22	31.40
			11	AFTER	92.55	-37.26	29.92
			12	AFTER	92.89	-37.32	29.10
			13	AFTER	92.63	-37.43	27.69
			14	AFTER	92.51	-36.74	23.36
			15	AFTER	92.48	-36.25	19.51
			16	AFTER	92.43	-36.18	19.14
			17	AFTER	92.40	-35.74	16.92

439 R1

SECT @ 2500 BODY LINE

1	BEFORE	98.43	-34.68	43.33
1	AFTER	99.52	-33.79	43.59
2	BEFORE	98.43	-36.13	40.98
2	AFTER	99.62	-34.23	42.83
3	BEFORE	98.43	-37.94	36.46
3	AFTER	99.76	-34.58	41.64
4	BEFORE	98.43	-38.35	33.64
4	AFTER	99.94	-34.88	38.64
5	BEFORE	98.43	-38.31	29.29
5	AFTER	99.94	-34.71	37.11
6	BEFORE	98.43	-38.41	27.25
6	AFTER	99.90	-34.48	35.38

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONAL **

UNIT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	BEFORE	98.43	-37.70	22.23
			7	AFTER	99.87	-34.43	34.55
			8	BEFORE	98.43	-37.16	17.69
			8	AFTER	99.97	-34.47	33.83
			9	AFTER	99.94	-34.71	32.75
			10	AFTER	100.12	-35.05	31.41
			11	AFTER	100.26	-35.42	29.40
			12	AFTER	100.31	-35.72	27.91
			13	AFTER	100.32	-35.81	25.56
			14	AFTER	100.21	-35.10	22.24
			15	AFTER	100.20	-35.01	19.73
			16	AFTER	100.28	-34.93	19.12
			17	AFTER	100.21	-34.58	16.89

439 82

SECT # 2500 BODY LINE

1	BEFORE	98.43	-31.29	21.26
1	AFTER	99.05	-29.35	21.14
2	BEFORE	98.43	-31.94	27.24
2	AFTER	98.98	-29.76	24.38
3	BEFORE	98.43	-32.13	35.20
3	AFTER	98.84	-30.84	33.34
4	BEFORE	98.43	-31.84	40.82
4	AFTER	99.14	-31.06	42.88

440 81

VERT SECT. 20" FWD 1/CL

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ABC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONAL **

UNT NO	SCIN NO	SIDE	SWD NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	1	BEFORE			121.65	-20.89	62.26
	1	AFTER			121.84	-27.63	45.04
	2	BEFORE			121.65	-22.58	61.80
	2	AFTER			121.73	-27.54	43.94
	3	BEFORE			121.65	-23.21	61.69
	3	AFTER			121.70	-27.44	43.75
	4	BEFORE			121.65	-25.02	60.30
	4	AFTER			121.71	-27.34	43.26
	5	BEFORE			121.65	-34.66	44.26
	5	AFTER			121.69	-27.30	43.03
	6	BEFORE			121.65	-36.04	42.67
	6	AFTER			121.77	-27.33	41.65
	7	BEFORE			121.63	-36.81	41.45
	7	AFTER			121.75	-27.18	40.54
	8	BEFORE			121.65	-37.19	40.70
	8	AFTER			121.77	-27.11	38.47
	9	BEFORE			121.65	-38.12	38.42
	9	AFTER			121.84	-27.43	37.57
	10	BEFORE			121.65	-38.99	34.35
	10	AFTER			122.01	-27.92	35.73
	11	BEFORE			121.65	-38.92	29.75
	11	AFTER			122.01	-27.97	34.78
	12	BEFORE			121.65	-39.10	28.51
	12	AFTER			122.01	-27.99	32.75
	13	BEFORE			121.65	-38.58	24.43
	13	AFTER			121.96	-27.92	30.11
	14	BEFORE			121.65	-38.06	20.09
	14	AFTER			122.15	-28.13	28.54

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** SECTIONALS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			15	BEFORE	121.85	-37.25	16.99
			15	AFTER	122.15	-28.18	24.68
			16	AFTER	122.31	-28.44	20.87
			17	AFTER	122.32	-28.44	19.59
			18	AFTER	122.41	-28.67	17.67
			19	AFTER	122.52	-28.83	15.15
440	82			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-31.87	21.62
			1	AFTER	122.03	-26.17	20.90
			2	BEFORE	121.65	-31.96	23.40
			2	AFTER	121.73	-26.33	23.16
			3	BEFORE	121.65	-32.32	24.84
			3	AFTER	121.74	-26.46	24.62
			4	BEFORE	121.65	-32.36	29.41
			4	AFTER	121.73	-25.09	38.48
			5	BEFORE	121.65	-31.98	40.85
			5	AFTER	121.81	-24.98	42.83
441	81			VERT SECT. @ IMPACT C/L			
			1	BEFORE	129.90	-20.37	62.97
			1	AFTER	129.37	-27.30	45.34
			2	BEFORE	129.90	-22.08	62.60
			2	AFTER	129.20	-27.78	44.34
			3	BEFORE	129.90	-22.75	62.29
			3	AFTER	129.15	-27.87	43.73

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ASC TO 9: T- TC1948

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEC NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	4	BEFORE			129.90	-24.61	40.90
	4	AFTER			129.20	-27.81	43.14
	5	BEFORE			129.90	-34.74	44.48
	5	AFTER			129.20	-27.87	41.92
	6	BEFORE			129.90	-35.59	43.60
	6	AFTER			129.23	-27.93	39.58
	7	BEFORE			129.80	-36.09	42.92
	7	AFTER			129.32	-28.12	37.17
	8	BEFORE			129.90	-38.28	38.42
	8	AFTER			129.51	-27.99	36.58
	9	BEFORE			129.90	-39.23	32.41
	9	AFTER			129.69	-27.97	36.12
	10	BEFORE			129.90	-39.06	29.94
	10	AFTER			129.63	-28.03	35.57
	11	BEFORE			129.90	-39.21	28.59
	11	AFTER			129.50	-28.25	35.89
	12	BEFORE			129.90	-38.36	22.97
	12	AFTER			129.84	-28.32	34.53
	13	BEFORE			129.90	-37.82	18.56
	13	AFTER			129.56	-28.31	33.31
	14	BEFORE			129.90	-37.39	17.11
	14	AFTER			129.50	-28.46	31.59
	15	AFTER			129.59	-28.53	30.31
	16	AFTER			129.63	-28.70	28.56
	17	AFTER			129.47	-28.91	22.80
	18	AFTER			129.60	-29.18	20.26

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ASC TO #: T- TC1940

THREE DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	SCHE NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			19	AFTER	129.61	-29.22	19.54
			20	AFTER	129.58	-29.38	17.32
441	82		VERT SECT. @ IMPACT C/L				
			1	BEFORE	128.06	-30.69	21.39
			1	AFTER	128.35	-23.82	21.49
			2	BEFORE	128.80	-30.64	30.43
			2	AFTER	129.13	-23.24	30.98
			3	BEFORE	129.82	-30.76	34.11
			3	AFTER	129.38	-23.32	34.85
			4	BEFORE	131.04	-30.58	40.79
			4	AFTER	131.86	-23.88	40.79
			5	BEFORE	132.32	-29.98	45.05
			5	AFTER	132.18	-23.67	45.08
			6	BEFORE	134.31	-28.60	52.14
			6	AFTER	134.38	-21.98	53.08
			7	BEFORE	135.84	-23.47	57.47
			7	AFTER	135.63	-20.55	59.06
442	81		VERT SECT 20" AFT I/CL				
			1	BEFORE	167.85	-20.41	62.31
			1	AFTER	166.76	-32.95	45.77
			2	BEFORE	167.85	-22.09	61.95
			2	AFTER	166.59	-33.57	44.98
			3	BEFORE	167.85	-22.79	61.77
			3	AFTER	166.55	-34.08	44.13
			4	BEFORE	167.85	-25.94	59.38
			4	AFTER	166.43	-35.33	41.92

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TARGET DIMENSIONAL ANALYSIS REPORT

CHARGE #: 12182

** SECTIONALS **

UNIT NO	SECT NO	SLIDE NO	BEFORE NAME AND CRASH STATUS	X	Y	INCHES Z
	5		BEFORE	167.85	-34.44	45.04
	5		AFTER	166.36	-35.88	40.68
	6		BEFORE	167.85	-35.05	44.27
	6		AFTER	166.30	-36.45	38.56
	7		BEFORE	167.85	-35.50	43.56
	7		AFTER	166.34	-37.14	36.73
	8		BEFORE	167.85	-36.80	41.26
	8		AFTER	166.29	-37.49	34.62
	9		BEFORE	167.85	-38.44	36.09
	9		AFTER	166.29	-37.58	32.75
	10		BEFORE	167.85	-38.72	30.18
	10		AFTER	166.36	-37.59	31.70
	11		BEFORE	167.85	-38.24	24.87
	11		AFTER	166.36	-37.46	31.11
	12		BEFORE	167.85	-37.49	19.17
	12		AFTER	166.35	-37.57	29.68
	13		BEFORE	167.85	-36.70	17.03
	13		AFTER	166.42	-37.39	27.53
	14		AFTER	166.59	-36.93	24.34
	15		AFTER	166.70	-36.83	21.20
	16		AFTER	166.79	-36.75	20.57
	17		AFTER	166.88	-36.40	18.53

442 82

VERT SECT 20" AFT I/CL

1	BEFORE	167.85	-31.87	30.96
1	AFTER	167.22	-30.68	31.75

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** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	2		BEFORE		167.05	-31.89	34.54
	2		AFTER		167.21	-30.65	35.19
	3		BEFORE		167.05	-31.90	36.79
	3		AFTER		167.23	-30.65	37.55
	4		BEFORE		167.05	-32.15	37.57
	4		AFTER		167.23	-30.90	38.37
	5		BEFORE		167.05	-32.14	39.81
	5		AFTER		167.12	-30.87	40.65
	6		BEFORE		167.05	-31.66	41.32
	6		AFTER		167.11	-30.36	42.11
	7		BEFORE		167.05	-31.58	43.24
	7		AFTER		167.10	-30.23	44.05

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATE	X	Y	INCHES Z
			14	AFTER	125.95	-25.02	41.47
			15	AFTER	126.78	-26.14	41.55
			16	AFTER	127.60	-26.60	41.63
			17	AFTER	129.19	-27.88	41.61
			18	AFTER	129.89	-28.64	41.68
			19	AFTER	130.32	-28.97	41.71
			20	AFTER	131.29	-29.56	41.69
			21	AFTER	131.73	-30.53	41.43
			22	AFTER	139.23	-31.70	41.55
			23	AFTER	151.99	-33.44	41.85
			24	AFTER	166.33	-36.29	41.96
			25	AFTER	176.60	-36.53	42.14
			26	AFTER	180.33	-37.10	42.28
			27	AFTER	181.39	-38.99	42.12
			28	AFTER	188.47	-36.24	42.25

425 81

MIDLINE EXTENSION SECT

1	BEFORE	74.54	-37.26	31.50
1	AFTER	75.96	-37.23	31.46
2	BEFORE	87.18	-37.98	31.50
2	AFTER	88.88	-37.61	31.41
3	BEFORE	98.41	-38.43	31.50
3	AFTER	99.47	-37.99	31.36

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** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	109.49	-38.79	31.50
			4	AFTER	92.00	-37.41	31.27
			5	BEFORE	119.31	-39.03	31.50
			5	AFTER	93.26	-36.91	31.23
			6	BEFORE	131.29	-39.20	31.50
			6	AFTER	95.04	-36.34	31.31
			7	BEFORE	132.24	-39.00	31.50
			7	AFTER	100.09	-35.04	31.37
			8	BEFORE	145.70	-39.01	31.50
			8	AFTER	106.19	-31.40	31.48
			9	BEFORE	160.47	-38.91	31.50
			9	AFTER	110.22	-32.25	31.49
			10	BEFORE	176.47	-38.89	31.50
			10	AFTER	113.75	-31.10	31.59
			11	AFTER	116.28	-30.20	31.64
			12	AFTER	118.69	-29.28	31.62
			13	AFTER	120.41	-28.61	31.69
			14	AFTER	122.31	-27.84	31.67
			15	AFTER	124.83	-26.75	31.73
			16	AFTER	125.30	-26.64	31.70
			17	AFTER	126.26	-26.65	31.71
			18	AFTER	127.51	-27.14	31.72
			19	AFTER	128.40	-27.57	31.75
			20	AFTER	129.33	-28.24	31.66

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** SECTIONS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			21	AFTER	129.94	-28.92	31.73
			22	AFTER	130.87	-29.25	31.83
			23	AFTER	130.78	-32.02	31.68
			24	AFTER	132.97	-32.63	31.64
			25	AFTER	138.30	-33.61	31.71
			26	AFTER	146.51	-34.79	31.79
			27	AFTER	156.18	-36.21	31.97
			28	AFTER	166.30	-37.55	32.17
			29	AFTER	171.02	-38.19	32.19
			30	AFTER	172.18	-37.86	32.19
			31	AFTER	175.50	-38.24	32.12

427 81

CHARACTER LINE EXT SECT

1	BEFORE	78.92	-37.14	23.62
1	AFTER	80.17	-37.00	23.25
2	BEFORE	87.48	-37.49	23.63
2	AFTER	88.68	-37.19	23.58
3	BEFORE	88.06	-37.44	23.62
3	AFTER	89.87	-37.22	23.28
4	BEFORE	98.27	-37.90	23.62
4	AFTER	100.20	-35.20	23.40
5	BEFORE	112.11	-38.28	23.62
5	AFTER	109.24	-33.41	23.53
6	BEFORE	130.83	-38.45	23.62
6	AFTER	113.23	-32.13	23.58

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** SECTIONS **

UNT NO	ACIN NO	SIDE	SSQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	BEFORE	131.73	-38.33	23.62
			7	AFTER	118.07	-31.61	23.60
			8	BEFORE	145.25	-38.17	23.62
			8	AFTER	116.71	-31.06	23.57
			9	BEFORE	160.87	-38.06	23.63
			9	AFTER	110.78	-30.10	23.57
			10	BEFORE	171.39	-37.87	23.62
			10	AFTER	120.49	-29.12	23.53
			11	AFTER	121.68	-28.44	23.58
			12	AFTER	122.67	-27.93	23.56
			13	AFTER	123.75	-27.47	23.58
			14	AFTER	124.76	-27.20	23.54
			15	AFTER	125.73	-27.13	23.62
			16	AFTER	126.97	-27.35	23.63
			17	AFTER	128.01	-27.77	23.60
			18	AFTER	129.23	-28.88	23.67
			19	AFTER	130.55	-29.55	23.73
			20	AFTER	130.68	-31.78	23.57
			21	AFTER	142.08	-33.83	23.88
			22	AFTER	150.67	-34.71	23.95
			23	AFTER	160.80	-36.10	24.21
			24	AFTER	167.50	-37.06	24.38
			25	AFTER	168.30	-37.30	24.40

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** SECTIONS **

INT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			26	AFTER	170.37	-37.51	24.38
429	31			BOTTOM OF DOOR EXT SECT			
			1	BEFORE	89.09	-16.01	16.08
			1	AFTER	90.67	-34.97	15.78
			2	BEFORE	131.54	-36.59	15.32
			2	AFTER	106.20	-33.72	15.90
			3	BEFORE	132.33	-36.36	16.42
			3	AFTER	117.78	-30.62	15.78
			4	BEFORE	168.23	-35.80	16.36
			4	AFTER	120.21	-30.32	15.80
			5	AFTER	120.67	-30.20	15.80
			6	AFTER	120.96	-30.05	15.78
			7	AFTER	122.39	-28.89	15.77
			8	AFTER	124.22	-27.63	15.68
			9	AFTER	125.60	-27.33	15.62
			10	AFTER	127.03	-27.66	15.72
			11	AFTER	128.26	-28.08	15.68
			12	AFTER	129.99	-28.86	15.91
			13	AFTER	131.57	-29.41	16.03
			14	AFTER	131.80	-30.15	15.25
			15	AFTER	139.91	-31.19	16.47
			16	AFTER	152.74	-32.94	16.78

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** SECTIONALS **

UNT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			17	AFTER	161.40	-34.23	15.90
			18	AFTER	167.34	-35.11	17.00

431 81

ROCKER PANEL EXT SECT

1	BEFORE	91.34	-33.90	16.09
1	AFTER	92.79	-33.25	16.20
2	BEFORE	122.77	-34.02	16.15
2	AFTER	104.91	-31.52	16.10
3	BEFORE	148.10	-34.01	16.12
3	AFTER	139.76	-28.51	16.12
4	BEFORE	167.96	-33.92	16.97
4	AFTER	141.02	-29.67	16.29
5	AFTER	147.65	-30.57	16.46
6	AFTER	155.70	-31.81	16.73
7	AFTER	167.50	-33.42	16.80

433 81

ROOF LINE INTERIOR SECT

1	BEFORE	96.54	-28.90	48.02
1	AFTER	99.03	-28.07	47.95
2	BEFORE	114.89	-23.23	57.53
2	AFTER	114.67	-22.82	58.34
3	BEFORE	122.07	-22.19	58.91
3	AFTER	121.16	-21.38	60.00
4	BEFORE	135.53	-21.73	59.22
4	AFTER	135.32	-19.93	60.84
5	BEFORE	148.09	-21.53	59.78
5	AFTER	147.45	-20.67	61.26

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** SECTIONALS **

UNIT NO	SCEN NO	SIDE	SHQ NO	BEFORE AND CRASH STATUS	X	Y	INCHES Z
			6	BEFORE	170.52	-23.69	57.73
			6	AFTER	170.69	-23.35	58.56
			7	BEFORE	177.60	-23.53	53.68
			7	AFTER	176.77	-25.68	55.47

435 81

BELT LINE INTERIOR SECT

1	BEFORE	100.14	-31.94	41.38
1	AFTER	102.93	-30.20	42.24
2	BEFORE	104.14	-31.99	41.59
2	AFTER	125.46	-23.99	43.11
3	BEFORE	105.81	-31.82	41.51
3	AFTER	128.69	-24.36	43.17
4	BEFORE	125.21	-31.68	42.18
4	AFTER	131.48	-23.84	42.58
5	BEFORE	125.80	-32.06	42.26
5	AFTER	135.43	-24.58	42.82
6	BEFORE	129.25	-32.24	42.75
6	AFTER	136.41	-25.68	42.78
7	BEFORE	132.12	-30.33	42.41
7	AFTER	144.15	-27.99	42.61
8	BEFORE	135.11	-30.40	42.77
8	AFTER	144.98	-26.87	42.70
9	BEFORE	136.80	-32.38	42.80
9	AFTER	151.30	-27.76	42.77
10	BEFORE	144.35	-32.62	41.90
10	AFTER	168.06	-30.45	43.41
11	BEFORE	145.97	-31.91	42.02
11	AFTER	173.47	-31.27	43.81

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** SECTIONALS **

INT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			12	BEFORE	151.55	-31.66	42.27
			12	AFTER	175.15	-31.76	43.80
			13	BEFORE	166.46	-31.59	49.77
			13	AFTER	177.47	-30.65	44.18
			14	BEFORE	173.32	-31.44	43.54
			15	BEFORE	176.40	-31.52	43.84
			16	BEFORE	178.40	-31.54	43.54

437 81

HIP INTERIOR SECTION

	1	BEFORE	95.48	-31.85	27.60
	1	AFTER	96.92	-30.45	27.12
	2	BEFORE	99.99	-32.05	27.60
	2	AFTER	104.55	-29.41	27.01
	3	BEFORE	109.23	-31.94	27.60
	3	AFTER	110.32	-28.42	26.98
	4	BEFORE	115.12	-31.74	27.60
	4	AFTER	116.37	-27.25	27.68
	5	BEFORE	124.91	-32.04	27.60
	5	AFTER	123.03	-25.47	27.03
	6	BEFORE	127.32	-31.70	27.60
	6	AFTER	126.88	-24.46	27.02
	7	BEFORE	128.73	-30.87	27.60
	7	AFTER	129.07	-23.23	27.52
	8	BEFORE	135.02	-20.65	27.60
	8	AFTER	135.18	-25.05	27.53
	9	BEFORE	136.30	-31.63	27.60
	9	AFTER	136.40	-26.16	27.64

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** SECTIONS **

UNT NO	SCIN NO	SIDE	SSO NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			10	BEFORE	143.60	-31.75	27.60
			10	AFTER	143.53	-27.31	27.90
			11	BEFORE	140.24	-31.50	27.60
			11	AFTER	145.92	-28.05	27.99
			12	BEFORE	155.45	-31.85	27.60
			12	AFTER	163.47	-30.14	28.06
			13	BEFORE	163.74	-31.64	27.60
			13	AFTER	164.92	-30.36	28.17
			14	BEFORE	165.44	-31.68	27.60
			14	AFTER	167.31	-30.14	28.46
			15	BEFORE	167.56	-30.98	27.60

428 81

1ST 50 FWD/RING PLANE

			1	BEFORE	90.55	-33.94	43.80
			1	AFTER	91.74	-31.74	45.17
			2	BEFORE	90.55	-35.89	46.73
			2	AFTER	91.77	-32.72	46.48
			3	BEFORE	90.55	-37.66	36.04
			3	AFTER	91.67	-33.87	43.76
			4	BEFORE	90.55	-38.06	32.74
			4	AFTER	91.83	-34.98	42.27
			5	BEFORE	90.55	-38.05	28.82
			5	AFTER	91.98	-35.53	41.29
			6	BEFORE	90.55	-38.07	26.90
			6	AFTER	92.13	-36.11	39.91
			7	BEFORE	90.55	-37.49	23.18
			7	AFTER	92.26	-36.58	38.44

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** SECTIONS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			8	BEFORE	90.85	-37.11	18.84
			8	AFTER	92.48	-37.05	35.95
			9	BEFORE	90.88	-36.35	16.41
			9	AFTER	92.49	-37.23	33.59
			10	AFTER	92.49	-37.22	31.48
			11	AFTER	92.55	-37.26	29.92
			12	AFTER	92.59	-37.32	29.18
			13	AFTER	92.63	-37.43	27.69
			14	AFTER	92.51	-36.74	23.36
			15	AFTER	92.48	-36.25	19.51
			16	AFTER	92.43	-36.18	19.14
			17	AFTER	92.40	-35.74	16.92

439 81

SECT @ 2500 BODY LINE

1	BEFORE	98.43	-34.60	43.33
1	AFTER	99.52	-33.79	43.59
2	BEFORE	98.43	-34.13	40.98
2	AFTER	99.62	-34.23	42.83
3	BEFORE	98.43	-37.94	26.44
3	AFTER	99.76	-34.58	41.54
4	BEFORE	98.43	-38.35	33.64
4	AFTER	99.94	-34.85	38.64
5	BEFORE	98.43	-38.31	29.29
5	AFTER	99.94	-34.71	37.11
6	BEFORE	98.43	-38.41	27.25
6	AFTER	99.90	-34.48	35.38

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12102

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			7	BEFORE	98.43	-37.70	22.23
			7	AFTER	99.87	-34.43	34.53
			8	BEFORE	98.43	-37.16	17.69
			8	AFTER	99.97	-34.47	33.83
			9	AFTER	99.96	-34.71	32.75
			10	AFTER	100.12	-35.05	31.41
			11	AFTER	100.26	-35.42	29.40
			12	AFTER	100.31	-35.72	27.91
			13	AFTER	100.32	-35.51	25.56
			14	AFTER	100.21	-35.10	22.24
			15	AFTER	100.20	-35.01	19.73
			16	AFTER	100.28	-34.93	19.12
			17	AFTER	100.21	-34.55	16.89

439 82

SECT @ 2500 BODY LINE

1	BEFORE	98.43	-31.29	21.26
1	AFTER	99.05	-29.35	21.14
2	BEFORE	98.43	-31.94	27.24
2	AFTER	98.98	-29.76	24.38
3	BEFORE	98.43	-32.13	35.20
3	AFTER	98.84	-30.84	33.34
4	BEFORE	98.43	-31.94	40.82
4	AFTER	99.14	-31.06	42.88

440 81

VERT SECT. 20" FWD I/CL

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** SECTIONS **

UNIT NO	SECTN NO	SIDE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	1		BEFORE		121.65	-28.89	62.26
	1		AFTER		121.84	-27.63	45.04
	2		BEFORE		121.65	-22.58	61.80
	2		AFTER		121.73	-27.54	43.94
	3		BEFORE		121.65	-23.21	61.69
	3		AFTER		121.70	-27.44	43.75
	4		BEFORE		121.65	-25.02	60.30
	4		AFTER		121.71	-27.34	43.26
	5		BEFORE		121.65	-24.66	44.26
	5		AFTER		121.69	-27.30	43.03
	6		BEFORE		121.65	-36.04	42.67
	6		AFTER		121.77	-27.33	41.65
	7		BEFORE		121.65	-36.81	41.45
	7		AFTER		121.75	-27.18	40.94
	8		BEFORE		121.65	-37.19	40.70
	8		AFTER		121.77	-27.11	38.47
	9		BEFORE		121.65	-38.12	38.42
	9		AFTER		121.86	-27.43	37.67
	10		BEFORE		121.65	-38.99	34.35
	10		AFTER		122.01	-27.92	35.73
	11		BEFORE		121.65	-38.92	29.75
	11		AFTER		122.01	-27.97	34.78
	12		BEFORE		121.65	-39.10	28.51
	12		AFTER		122.01	-27.99	32.75
	13		BEFORE		121.65	-38.58	24.43
	13		AFTER		121.96	-27.92	30.11
	14		BEFORE		121.65	-38.06	28.89
	14		AFTER		122.15	-28.13	28.54

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			15	BEFORE	121.65	-37.26	16.99
			15	AFTER	122.16	-28.18	24.68
			16	AFTER	122.31	-28.44	20.07
			17	AFTER	122.32	-28.44	19.59
			18	AFTER	122.41	-28.67	17.67
			19	AFTER	122.52	-28.83	16.15

440 82

VERT SECT. 20" FWD I/CL

1	BEFORE	121.65	-31.87	21.62
1	AFTER	122.03	-26.17	20.90
2	BEFORE	121.65	-31.95	23.40
2	AFTER	121.73	-26.33	23.16
3	BEFORE	121.65	-32.32	24.84
3	AFTER	121.74	-26.43	24.62
4	BEFORE	121.65	-32.36	39.41
4	AFTER	121.73	-25.09	38.48
5	BEFORE	121.65	-31.98	40.85
5	AFTER	121.81	-24.98	42.83

441 81

VERT SECT. 0 IMPACT C/L

1	BEFORE	129.90	-20.37	62.97
1	AFTER	129.37	-27.30	45.34
2	BEFORE	129.90	-22.08	62.60
2	AFTER	129.20	-27.78	44.34
3	BEFORE	129.90	-22.75	62.39
3	AFTER	129.15	-27.87	42.72

TIME AND DATE OF REPORT: 6-28-01 15:38:09

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ABC TO S: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

UNIT NO	SCIN NO	SIDE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	129.90	-24.61	40.90
			4	AFTER	129.28	-27.61	43.18
			5	BEFORE	129.90	-34.74	44.48
			5	AFTER	129.28	-27.87	41.92
			6	BEFORE	129.90	-25.59	43.60
			6	AFTER	129.23	-27.93	39.59
			7	BEFORE	129.90	-36.09	42.93
			7	AFTER	129.32	-28.12	37.17
			8	BEFORE	129.90	-38.28	39.43
			8	AFTER	129.51	-27.99	36.58
			9	BEFORE	129.90	-38.23	32.41
			9	AFTER	129.69	-27.97	36.12
			10	BEFORE	129.90	-35.06	29.94
			10	AFTER	129.63	-28.03	35.57
			11	BEFORE	129.90	-39.21	28.59
			11	AFTER	129.50	-28.25	35.09
			12	BEFORE	129.90	-38.38	22.97
			12	AFTER	129.84	-28.32	34.53
			13	BEFORE	129.90	-37.92	18.56
			13	AFTER	129.56	-28.31	33.31
			14	BEFORE	129.90	-37.39	17.11
			14	AFTER	129.50	-28.46	31.59
			15	AFTER	129.59	-28.53	30.31
			16	AFTER	129.63	-28.70	28.56
			17	AFTER	129.67	-28.91	23.80
			18	AFTER	129.60	-29.18	20.26

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONS **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			19	AFTER	129.61	-29.22	19.84
			20	AFTER	129.59	-29.38	17.32

441 82

VERT SECT. @ IMPACT C/L

1	BEFORE	128.08	-30.49	21.39
1	AFTER	128.35	-23.82	21.49
2	BEFORE	128.80	-30.64	30.43
2	AFTER	129.13	-23.24	30.38
3	BEFORE	129.02	-30.76	34.11
3	AFTER	129.18	-23.32	34.25
4	BEFORE	131.04	-30.58	40.79
4	AFTER	131.08	-23.88	40.79
5	BEFORE	132.32	-29.98	45.05
5	AFTER	132.18	-23.67	45.08
6	BEFORE	134.31	-26.60	52.14
6	AFTER	134.38	-21.98	53.08
7	BEFORE	135.84	-23.47	57.47
7	AFTER	135.63	-20.65	59.06

442 81

VERT SECT 20" AFT I/CL

1	BEFORE	167.85	-20.41	62.31
1	AFTER	166.76	-32.95	45.77
2	BEFORE	167.85	-22.09	61.95
2	AFTER	166.59	-32.57	44.98
3	BEFORE	167.85	-22.79	61.79
3	AFTER	166.55	-36.08	44.15
4	BEFORE	167.85	-25.94	59.38
4	AFTER	166.43	-35.33	41.92

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ABC TO #: 7- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	167.88	-34.44	45.04
			5	AFTER	166.36	-35.88	40.68
			6	BEFORE	167.85	-35.05	44.27
			6	AFTER	166.30	-36.65	38.56
			7	BEFORE	167.85	-35.50	43.56
			7	AFTER	166.34	-37.14	36.73
			8	BEFORE	167.85	-36.00	42.26
			8	AFTER	166.29	-37.49	34.62
			9	BEFORE	167.85	-36.44	36.09
			9	AFTER	166.29	-37.88	32.75
			10	BEFORE	167.85	-36.72	30.18
			10	AFTER	166.36	-37.53	31.70
			11	BEFORE	167.85	-36.24	24.87
			11	AFTER	166.36	-37.46	31.11
			12	BEFORE	167.85	-37.49	19.17
			12	AFTER	166.35	-37.57	29.68
			13	BEFORE	167.85	-36.70	17.05
			13	AFTER	166.42	-37.39	27.83
			14	AFTER	166.59	-36.93	24.34
			15	AFTER	166.70	-36.83	21.20
			16	AFTER	166.79	-36.75	20.87
			17	AFTER	166.88	-36.40	18.53

442 82

VERT SECT 20" AFT I/CL

1	BEFORE	167.85	-31.87	30.96
1	AFTER	167.22	-30.68	31.75

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ASC TO #: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12182

** SECTIONALS **

UNIT NO	BCTM NO	SIDE	REF NO	NAME AND CRASH STATUS	INCHES		
					X	Y	Z
			2	BEFORE	167.85	-31.89	34.54
			2	AFTER	167.21	-30.65	35.19
			3	BEFORE	167.85	-31.90	36.79
			3	AFTER	167.23	-30.65	37.55
			4	BEFORE	167.85	-32.15	37.57
			4	AFTER	167.22	-30.90	38.27
			5	BEFORE	167.85	-32.14	39.81
			5	AFTER	167.12	-30.87	40.68
			6	BEFORE	167.85	-31.66	41.32
			6	AFTER	167.11	-30.36	42.11
			7	BEFORE	167.85	-31.58	43.24
			7	AFTER	167.10	-30.25	44.05

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ASC TO S: T- TC1940

TARGET DIMENSIONAL ANALYSIS REPORT

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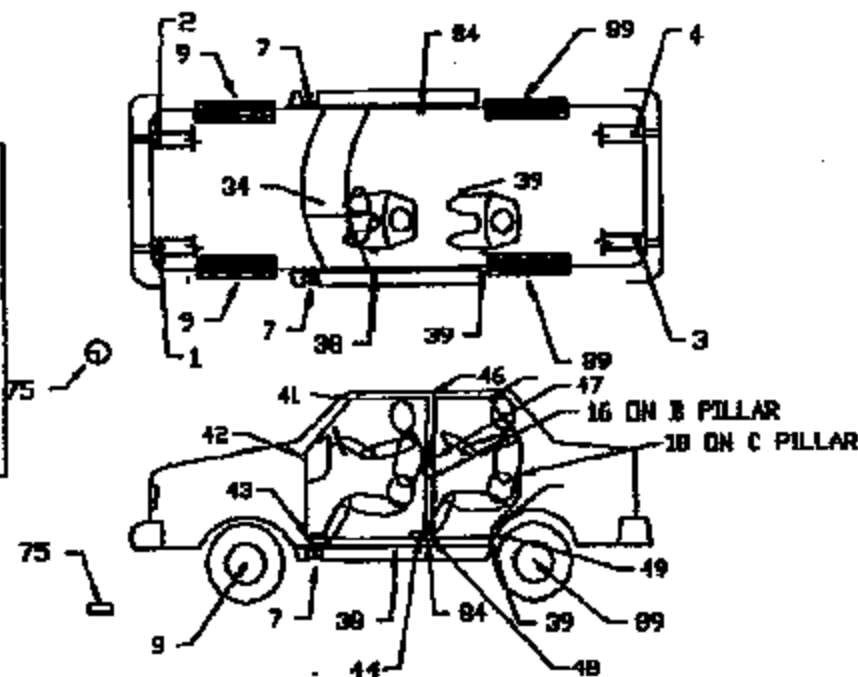
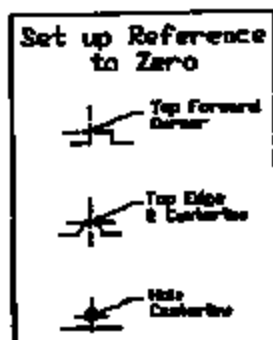
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CONTROL POINTS (SIDE IMPACT CAR) REQUEST 404
 UNIT 70 POINT 75
 UNIT 71 POINTS 7 LEFT & RIGHT
 UNIT 74 POINTS 41-44, 46-49 ON SIDE OF IMPACT
 UNIT 74 POINTS 53, 54 ON SIDE OPPOSITE OF IMPACT
 UNIT 411 POINTS 1-4, 38, 39, 84
 UNIT 412 POINTS 9, 16,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



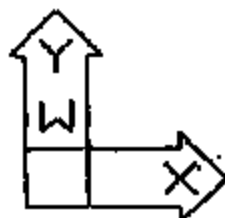
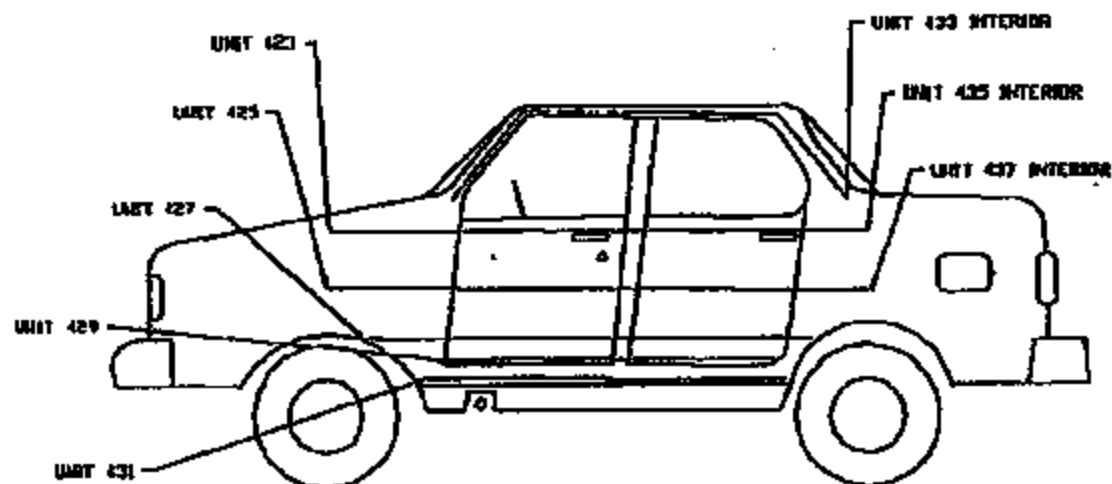
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REQUEST 423,425,427,429,431,433,435,437



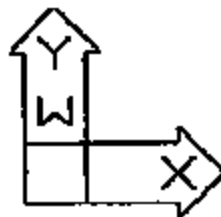
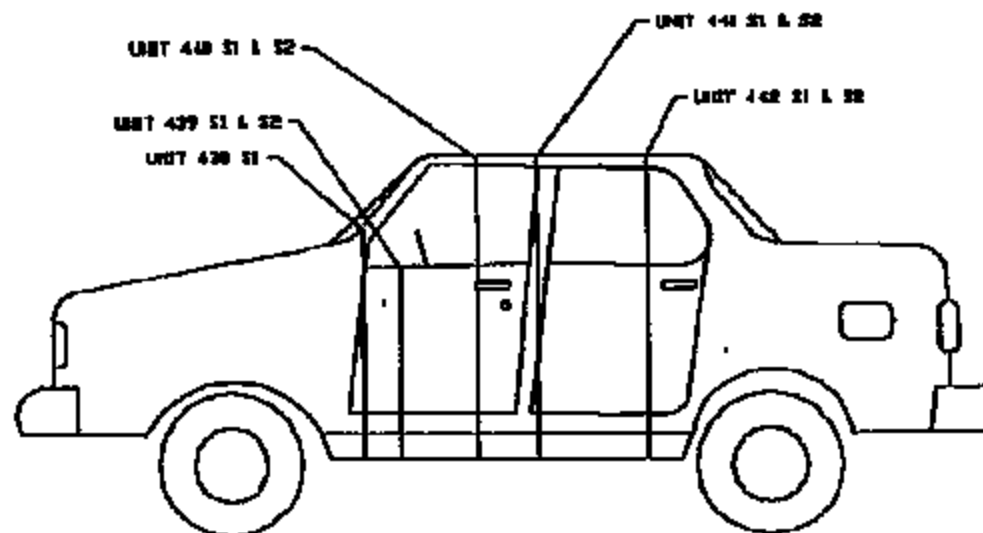
REQUEST 423,425,427,429,431,433,435,437 DPIC 977 10/96

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REQUEST 438 - 442 VERT. SECTIONS XIRE IMPACT
UNITS 438 S1, 439 - 442 S1 & S2
S1 SECTIONS ARE EXTERIOR, S2 SECTIONS ARE INTERIOR



REQUEST 438 - 442 OFIC 979 10/96

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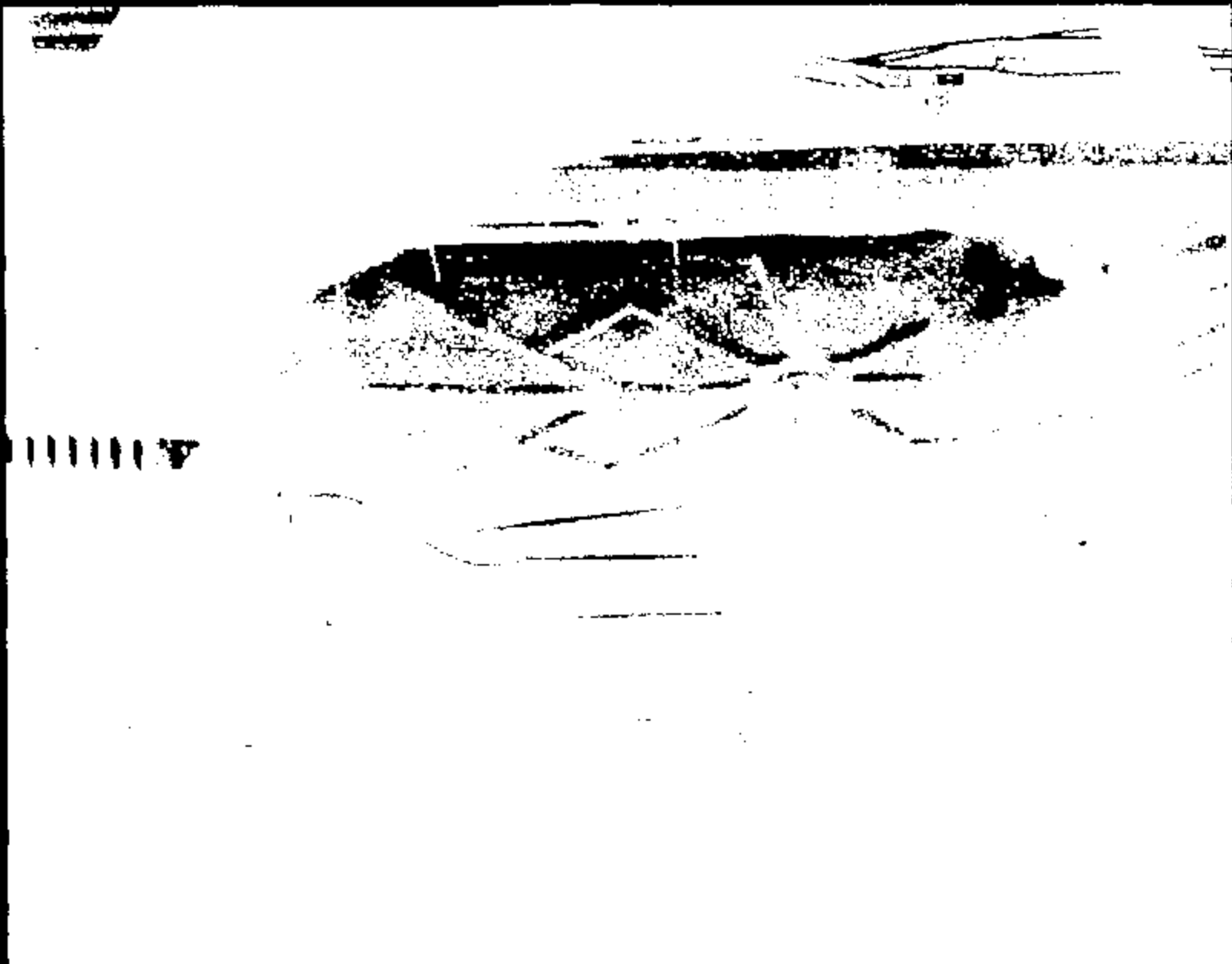


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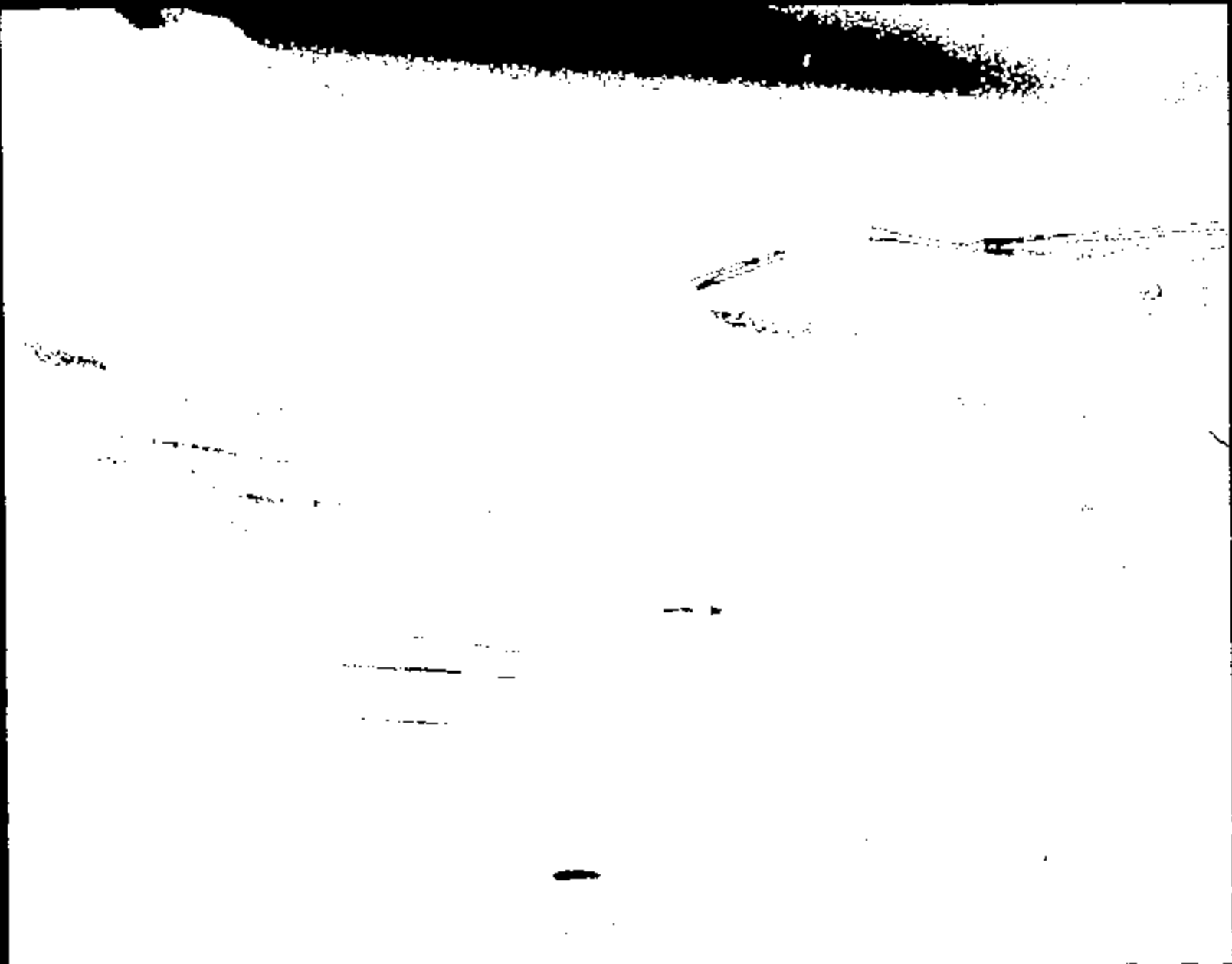


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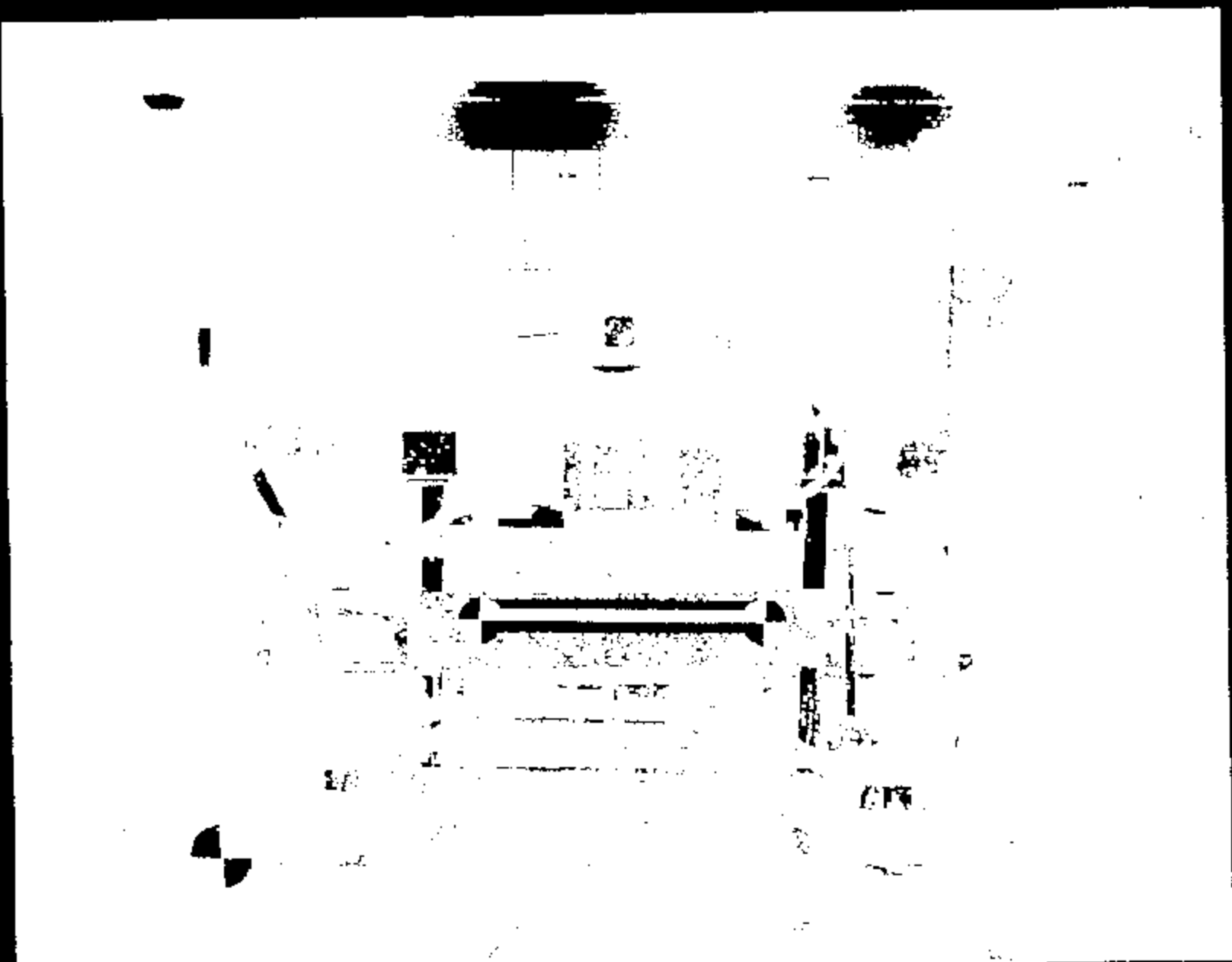


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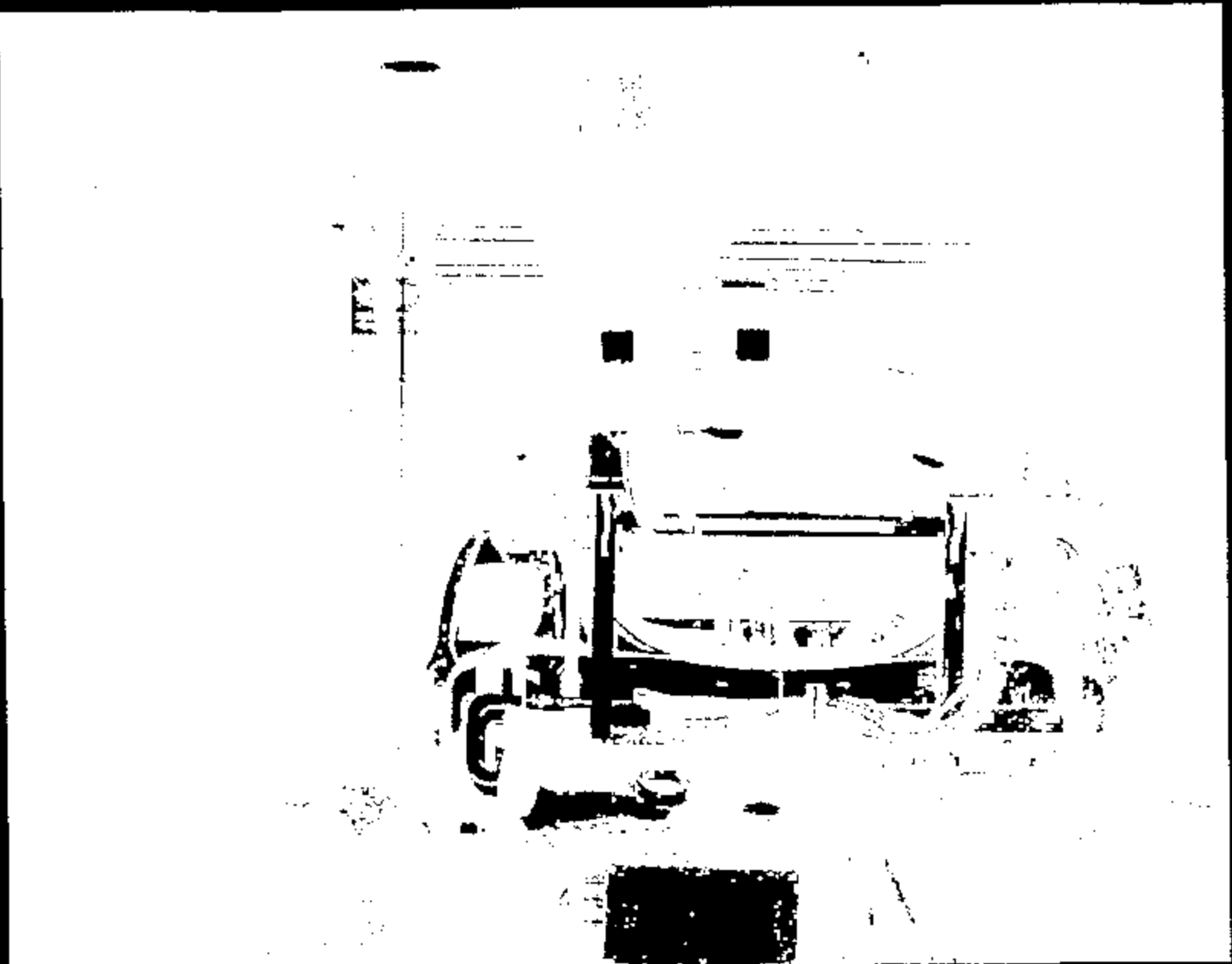
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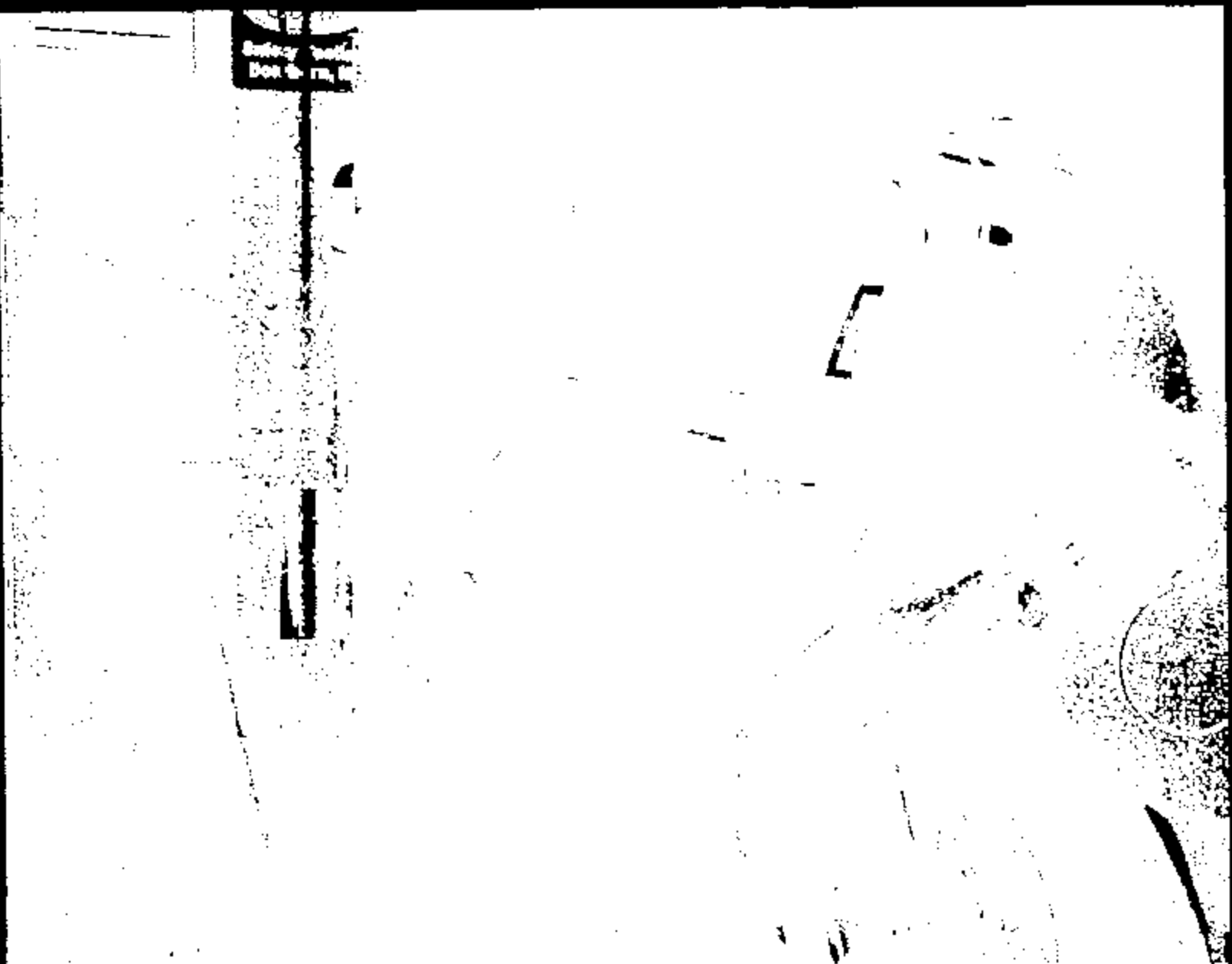
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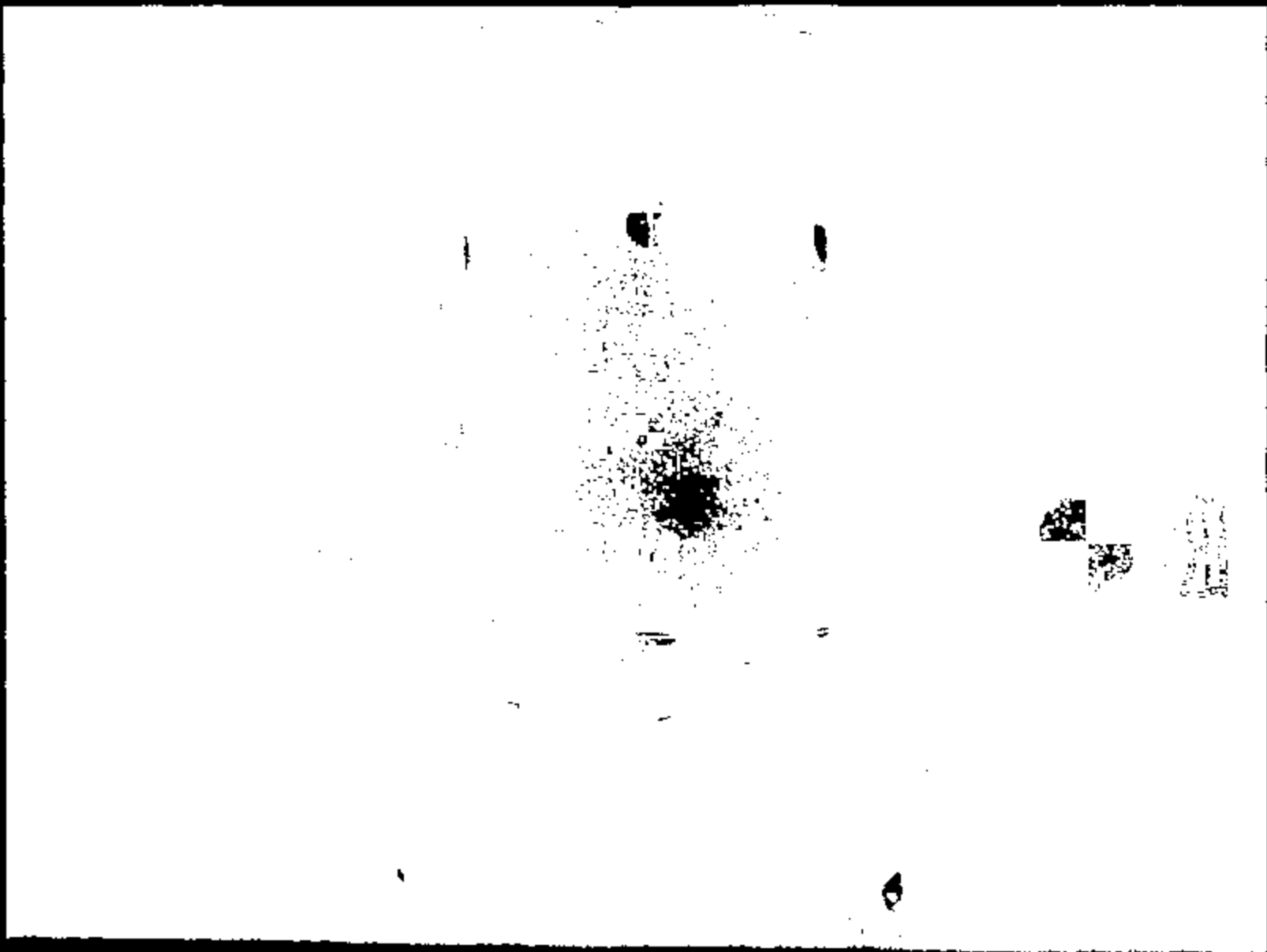
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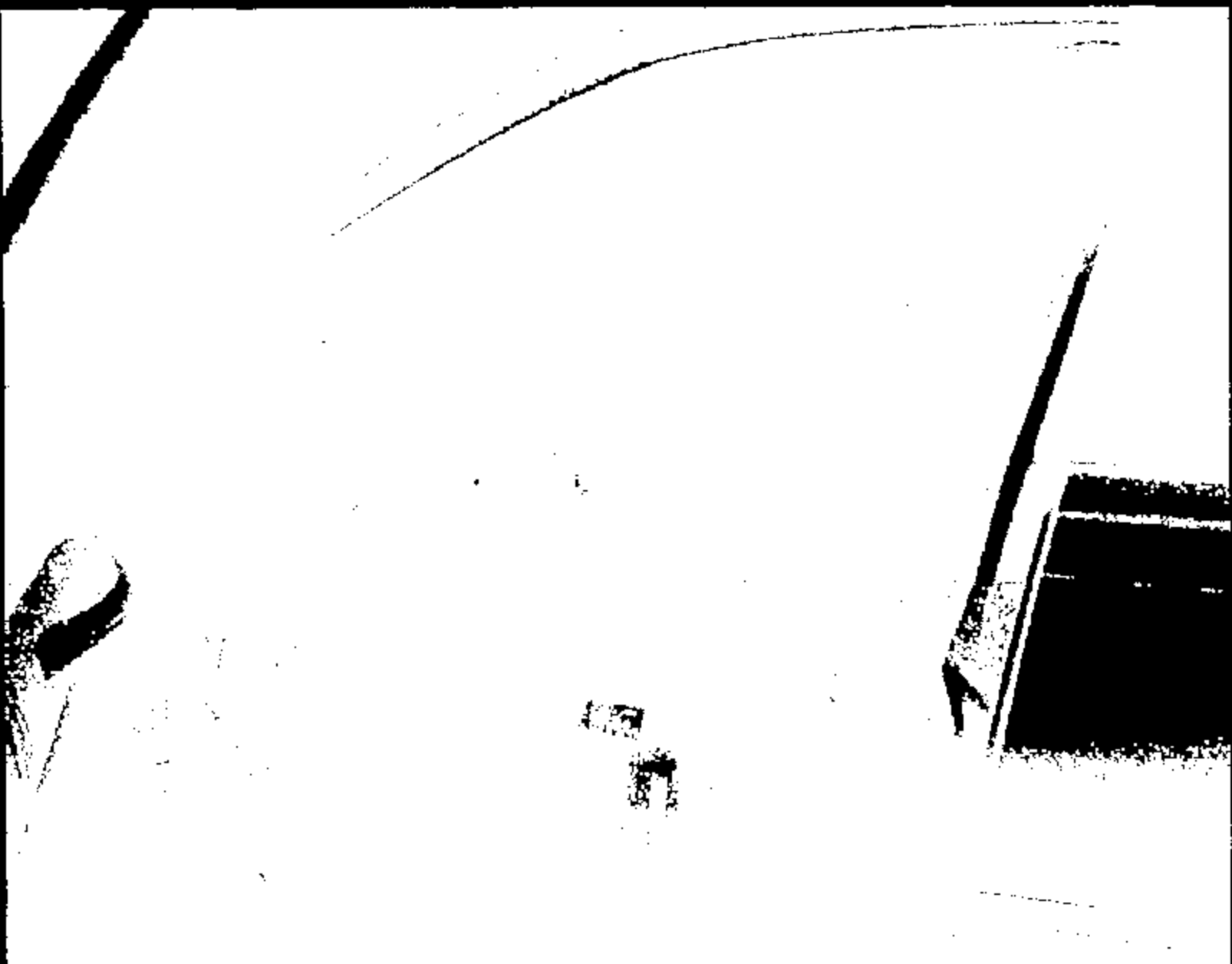


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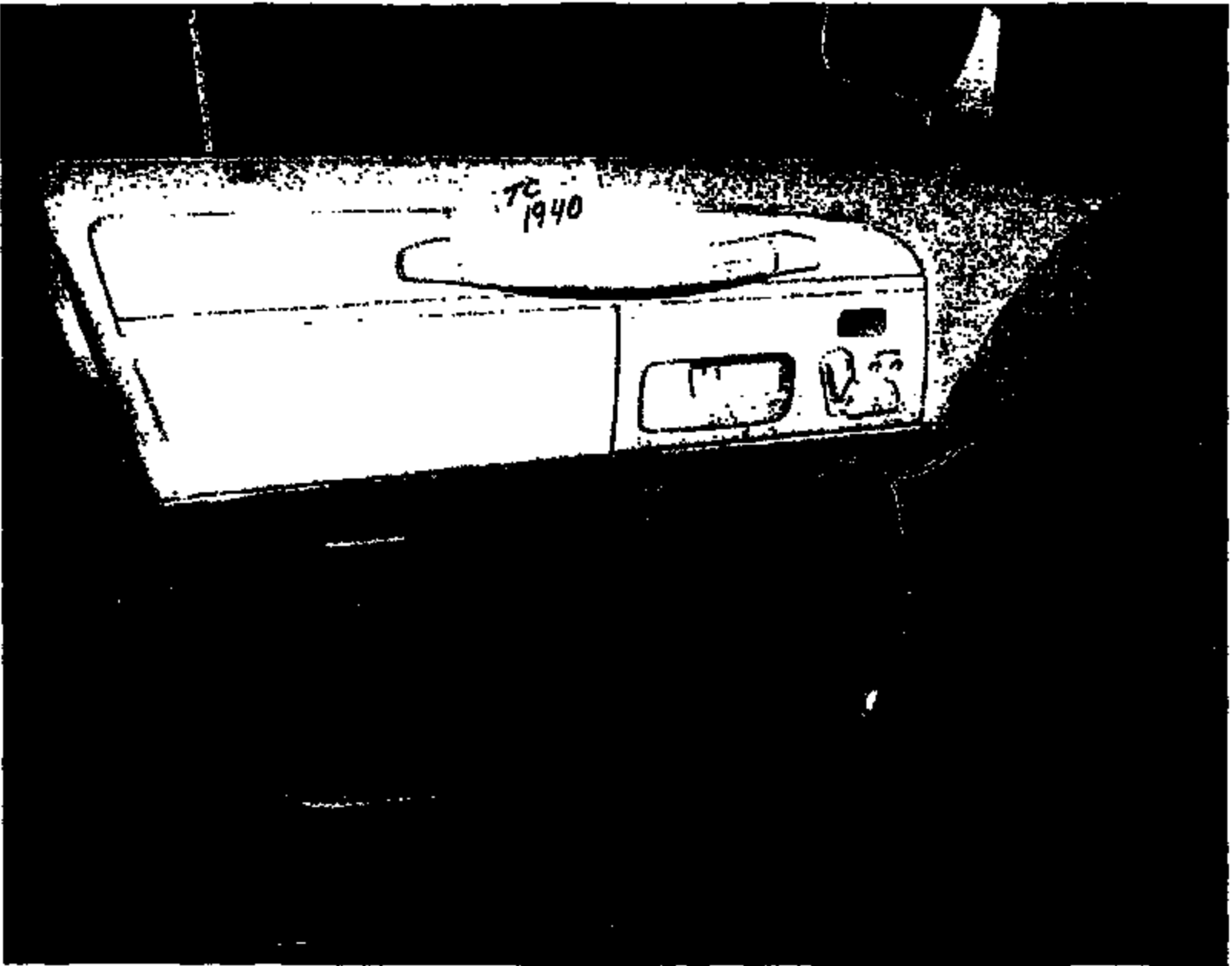
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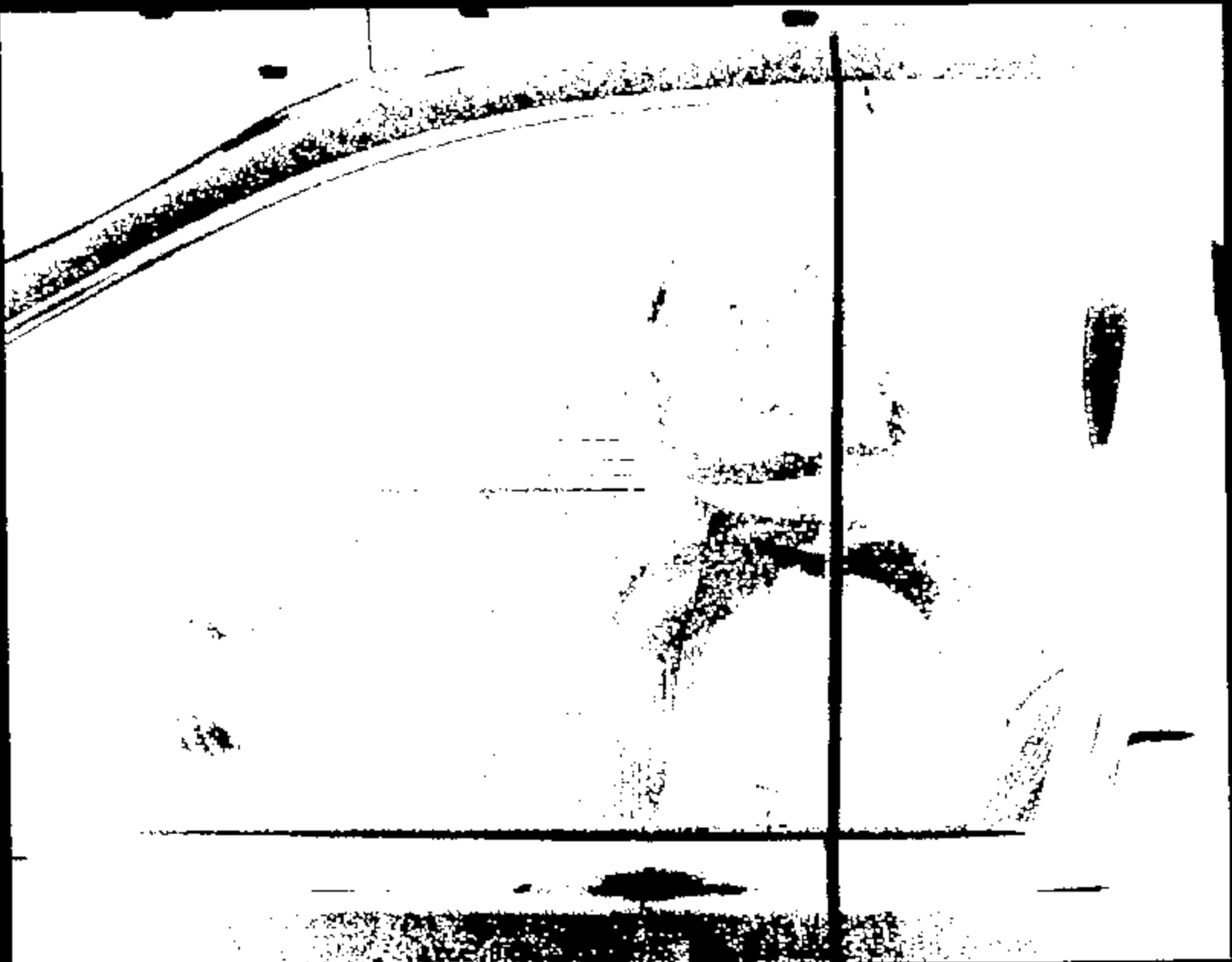
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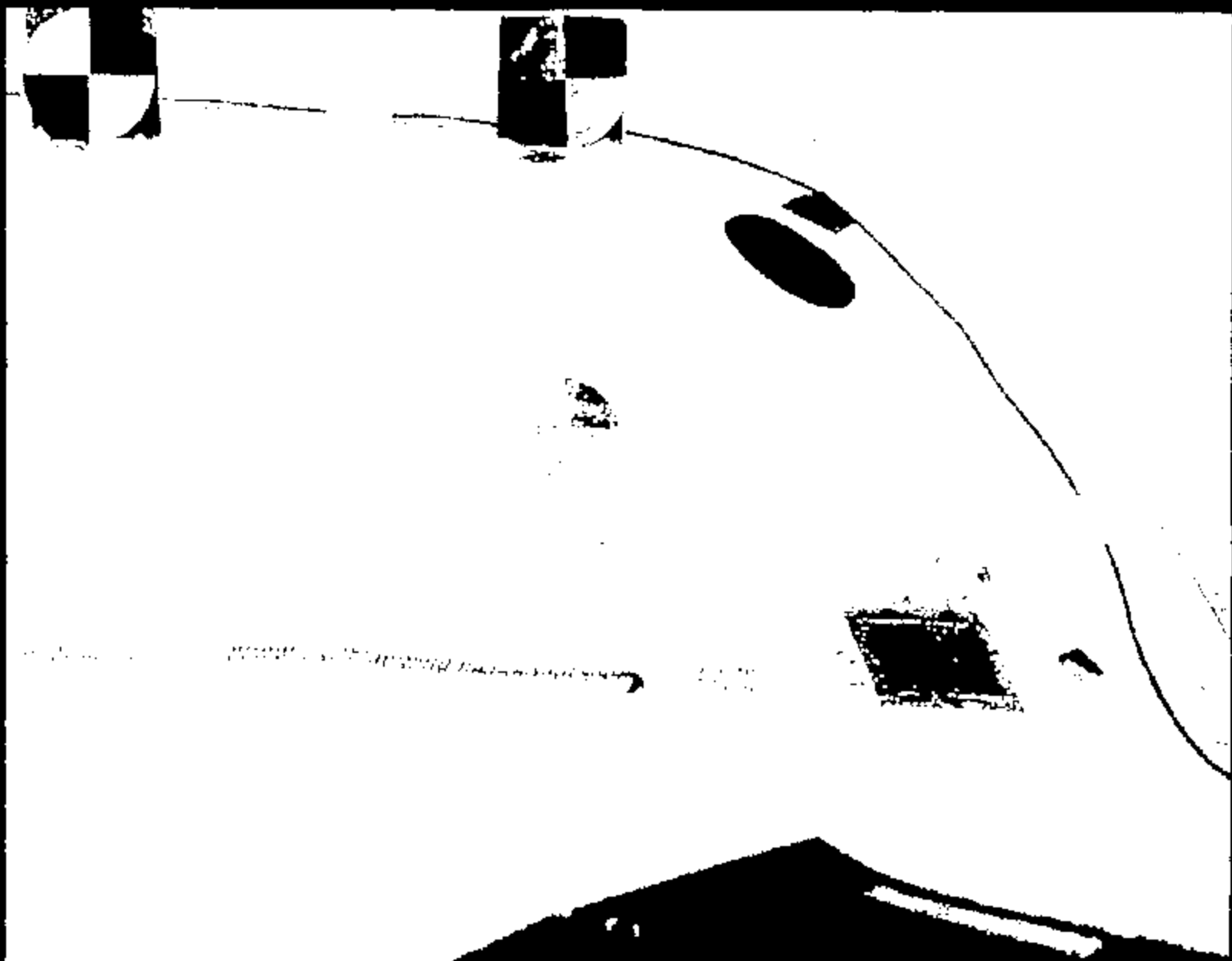
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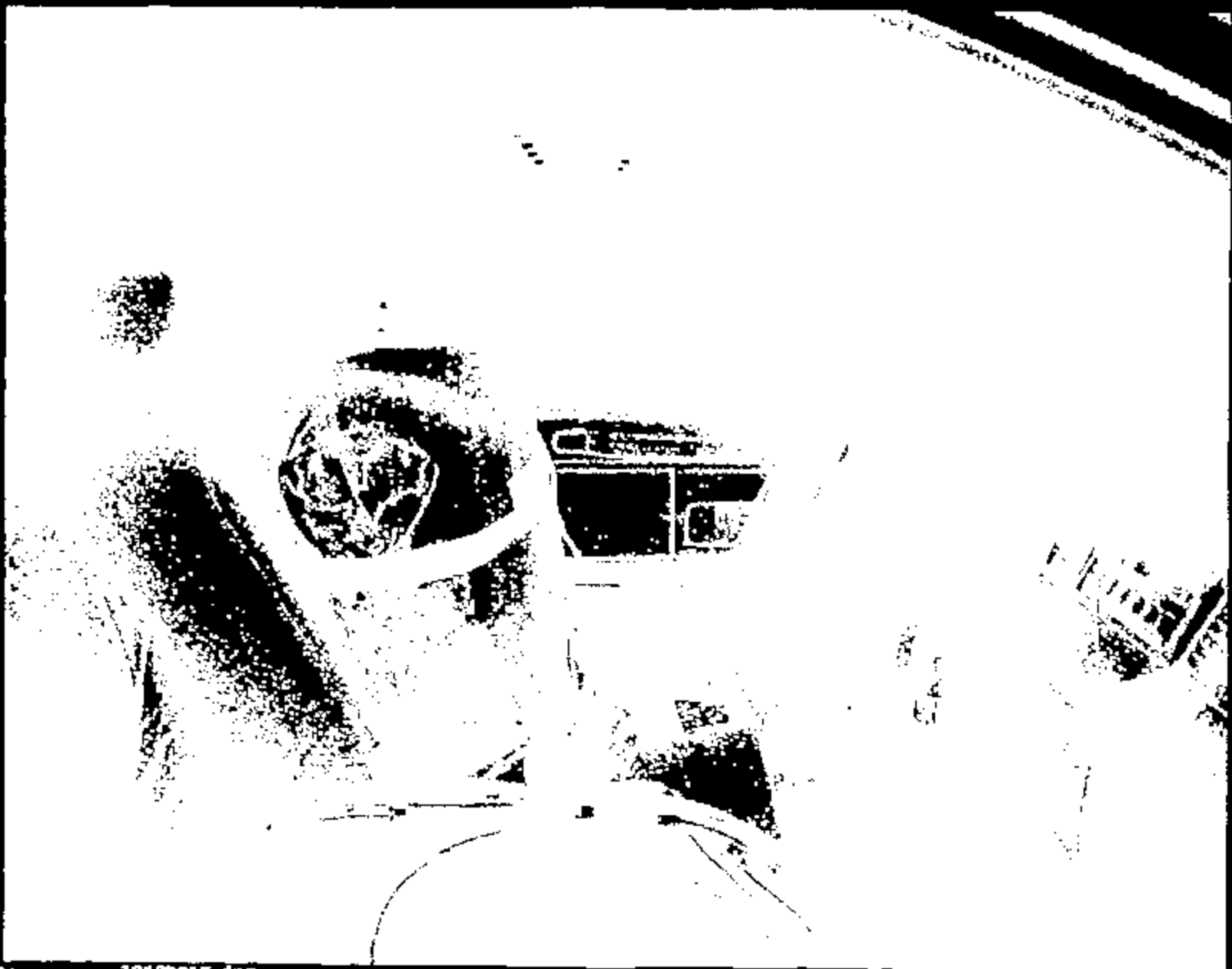


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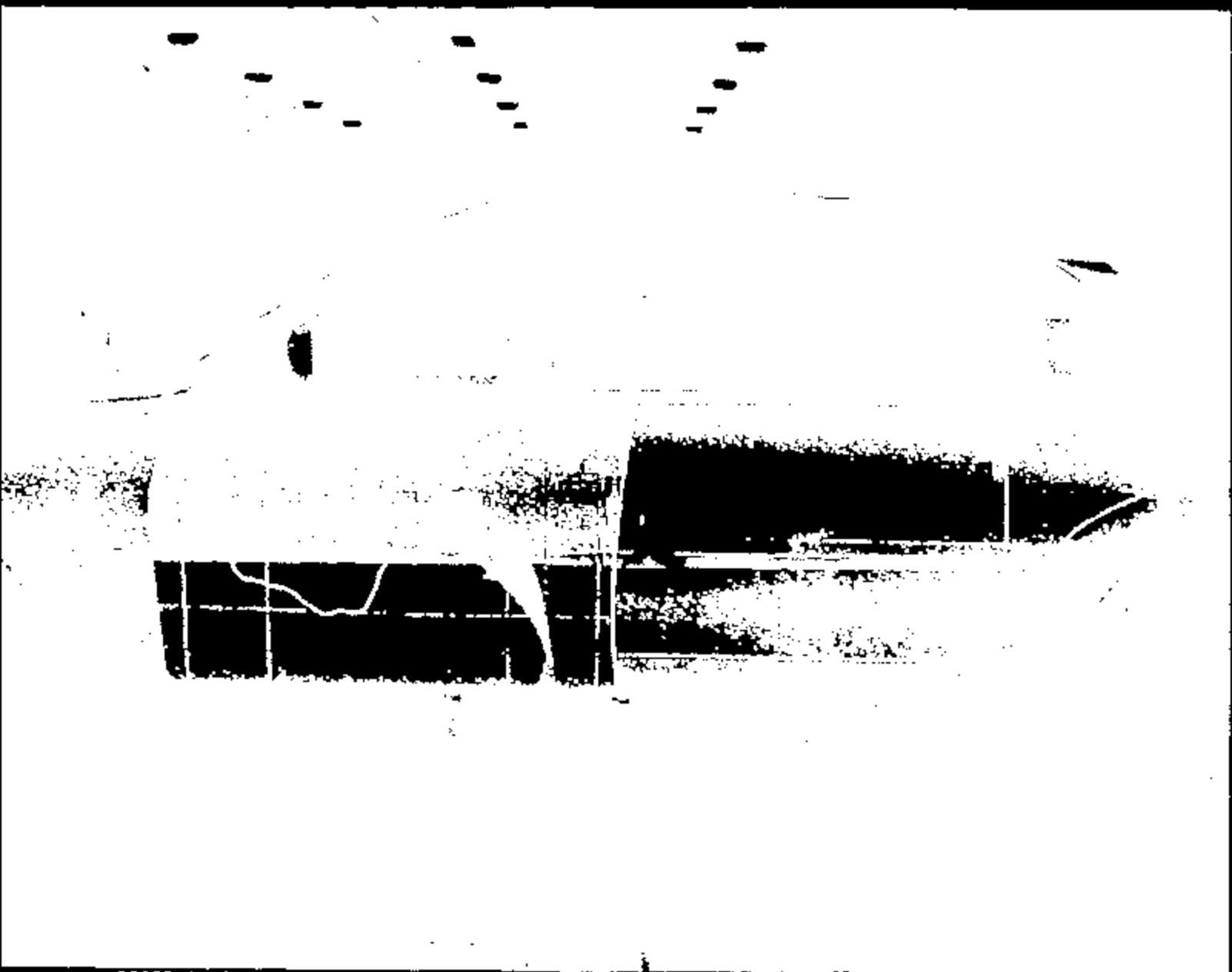


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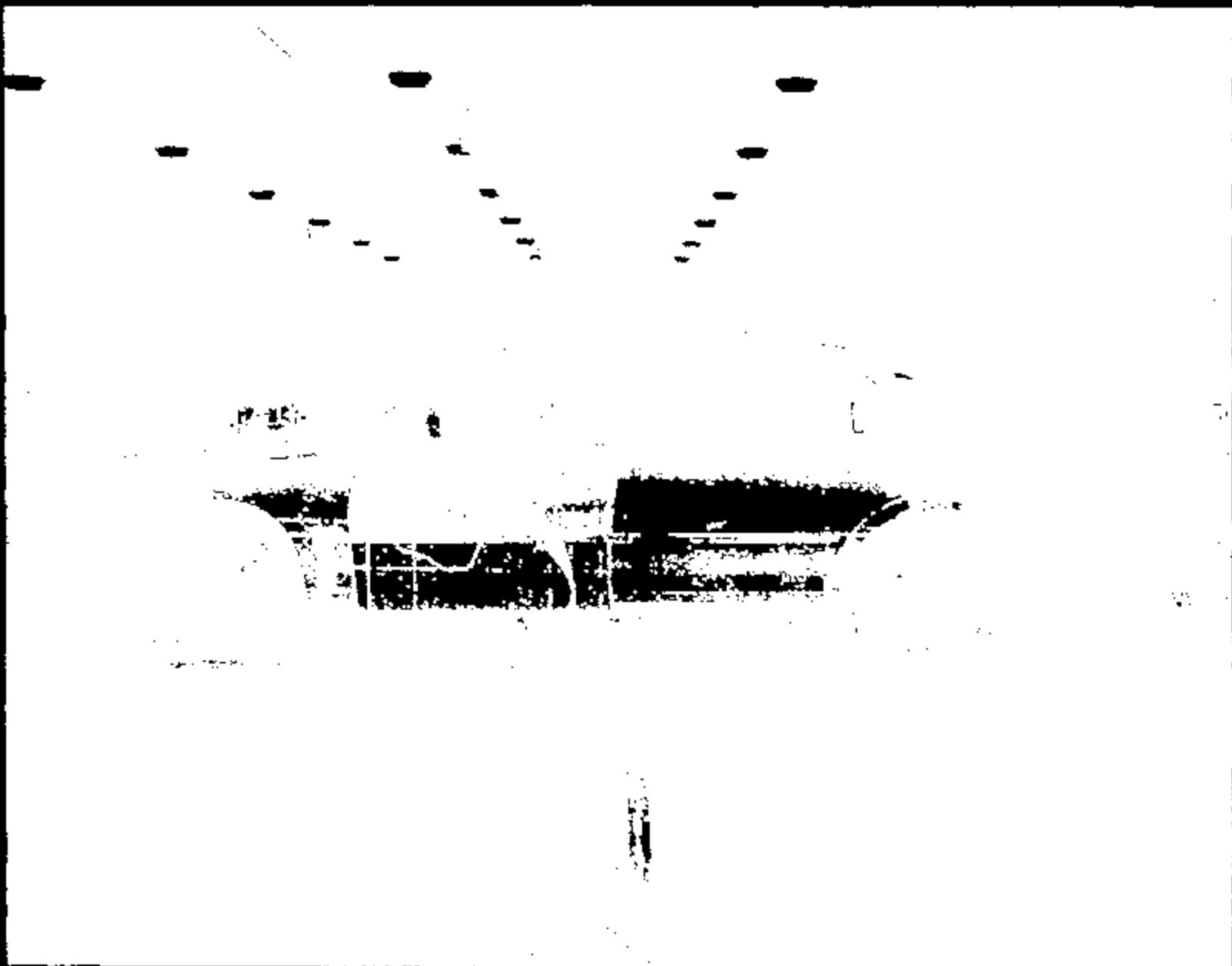
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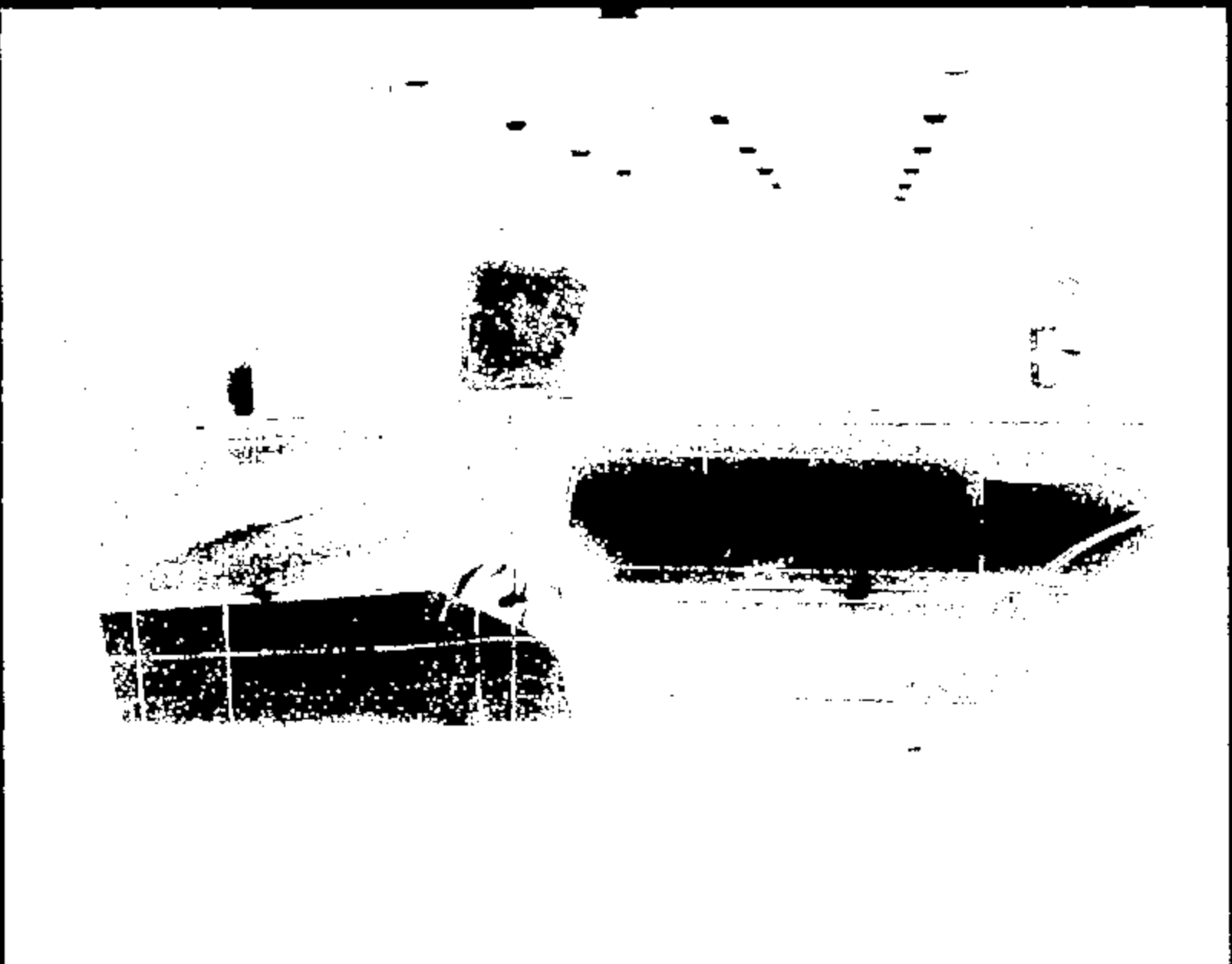


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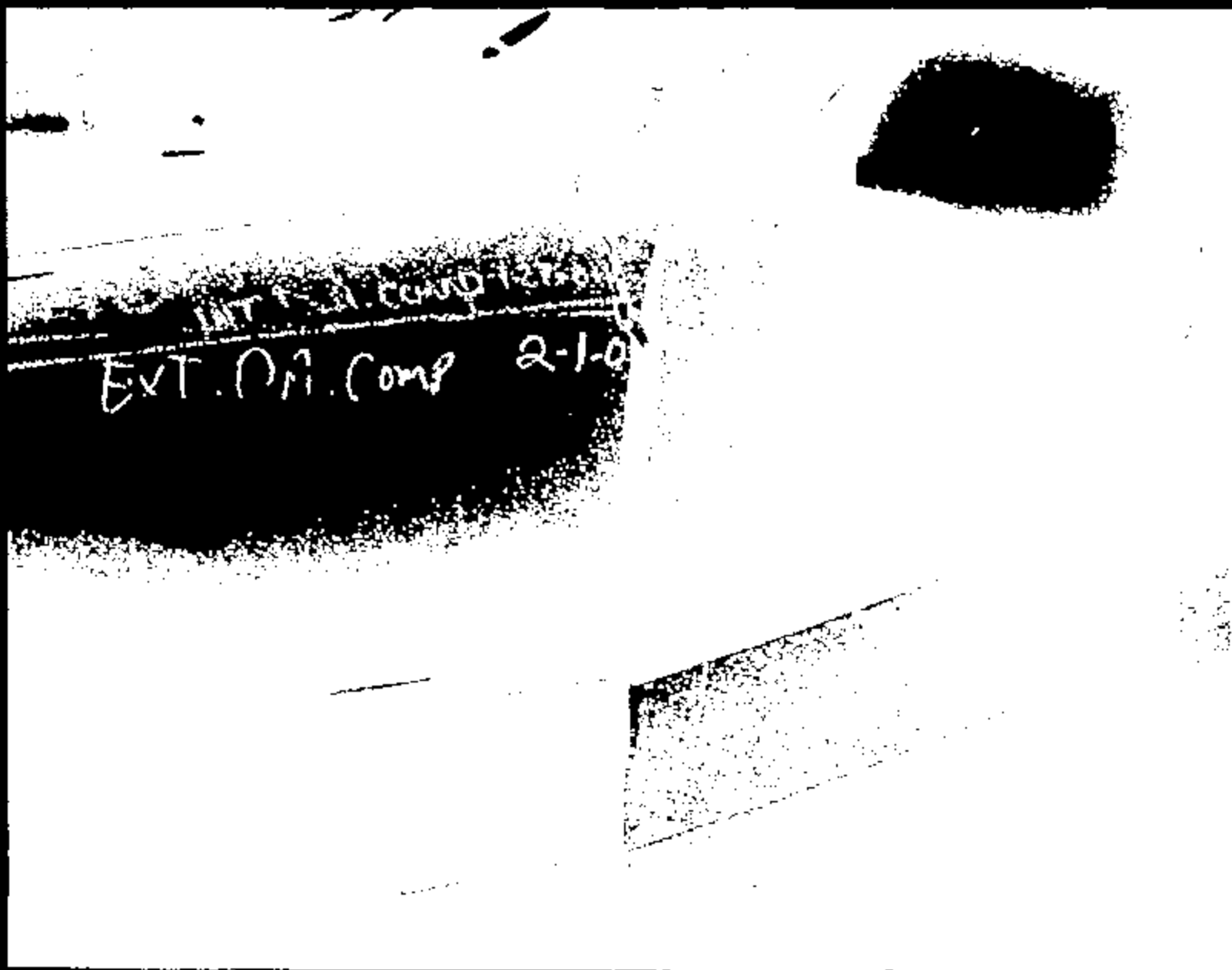


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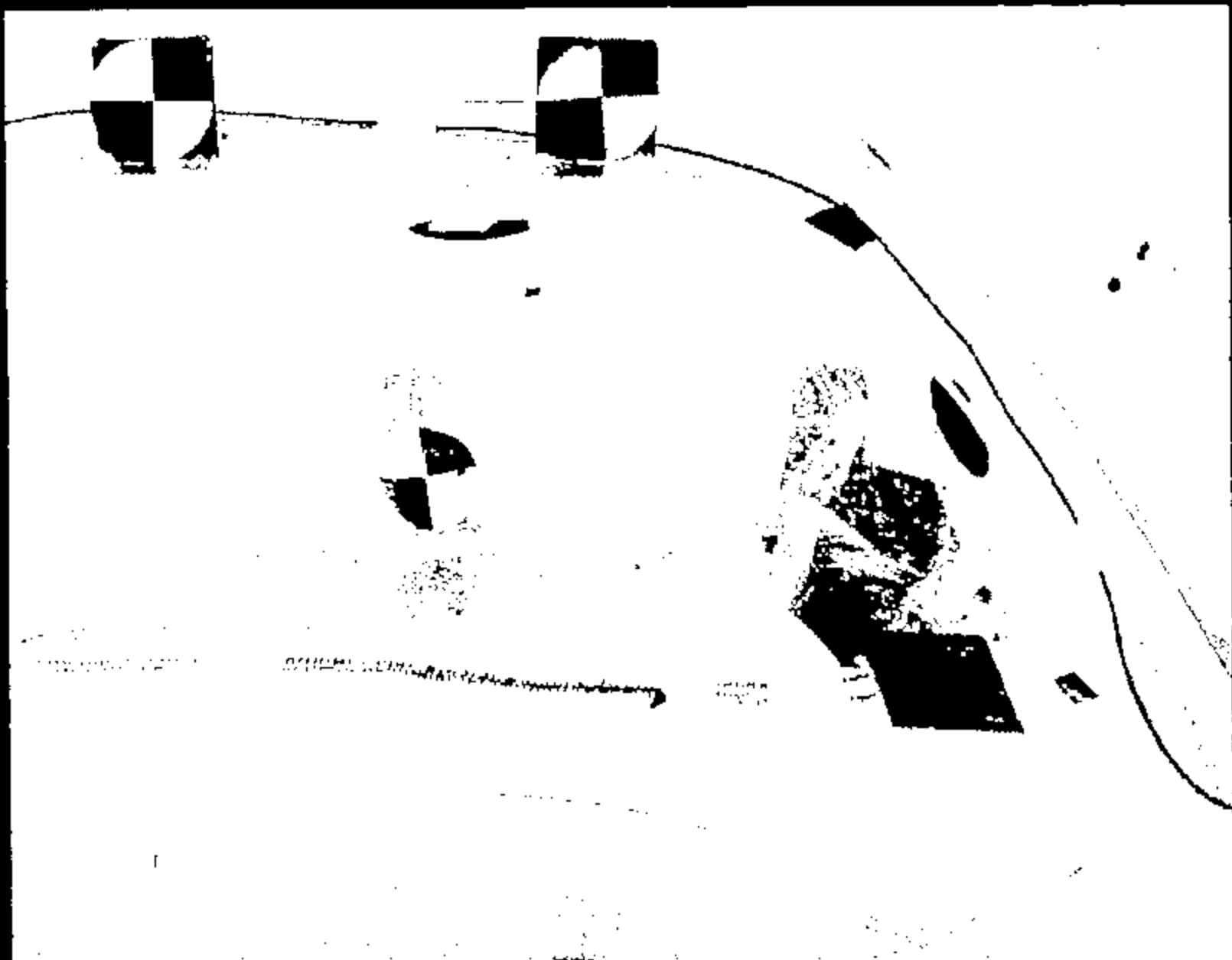


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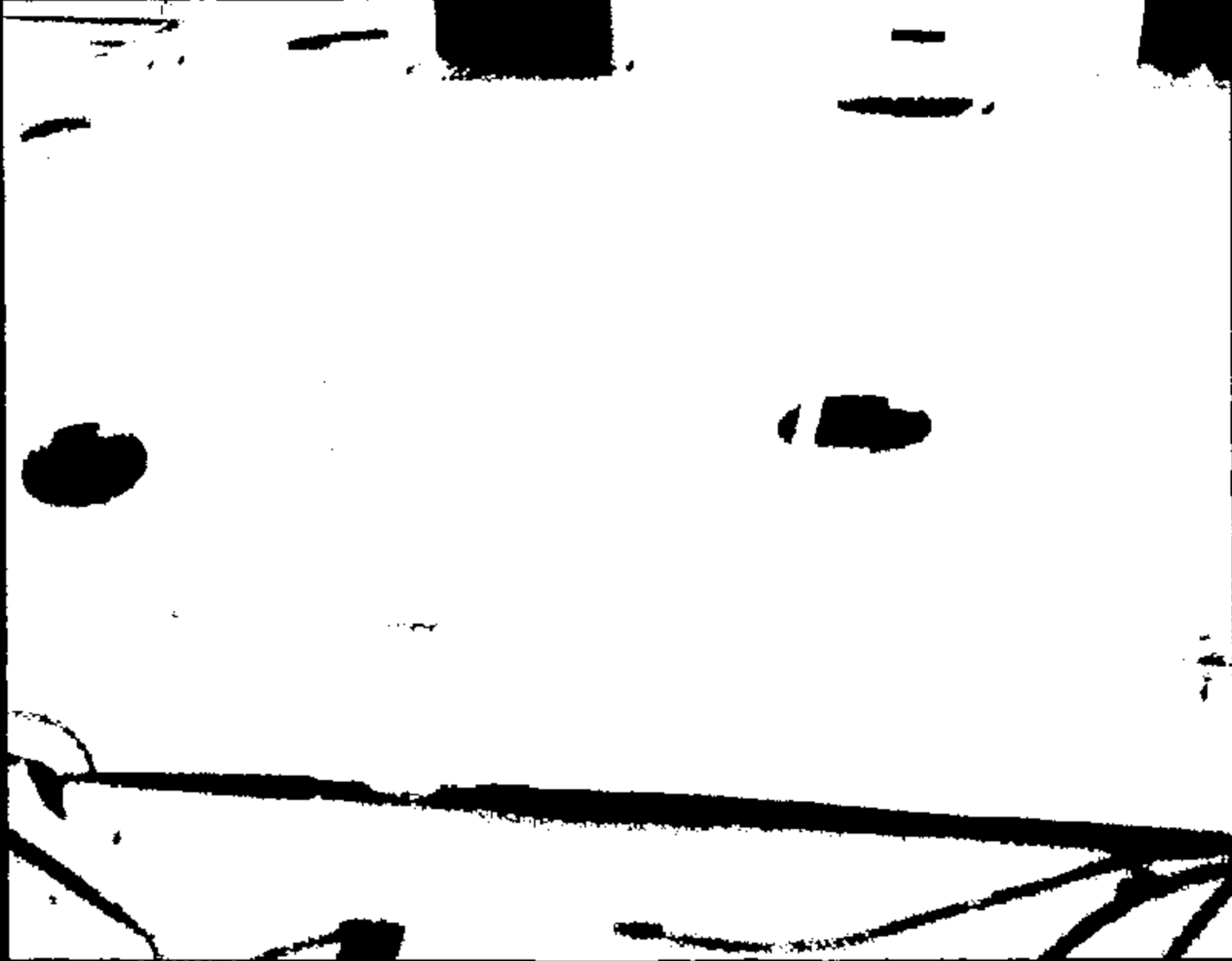
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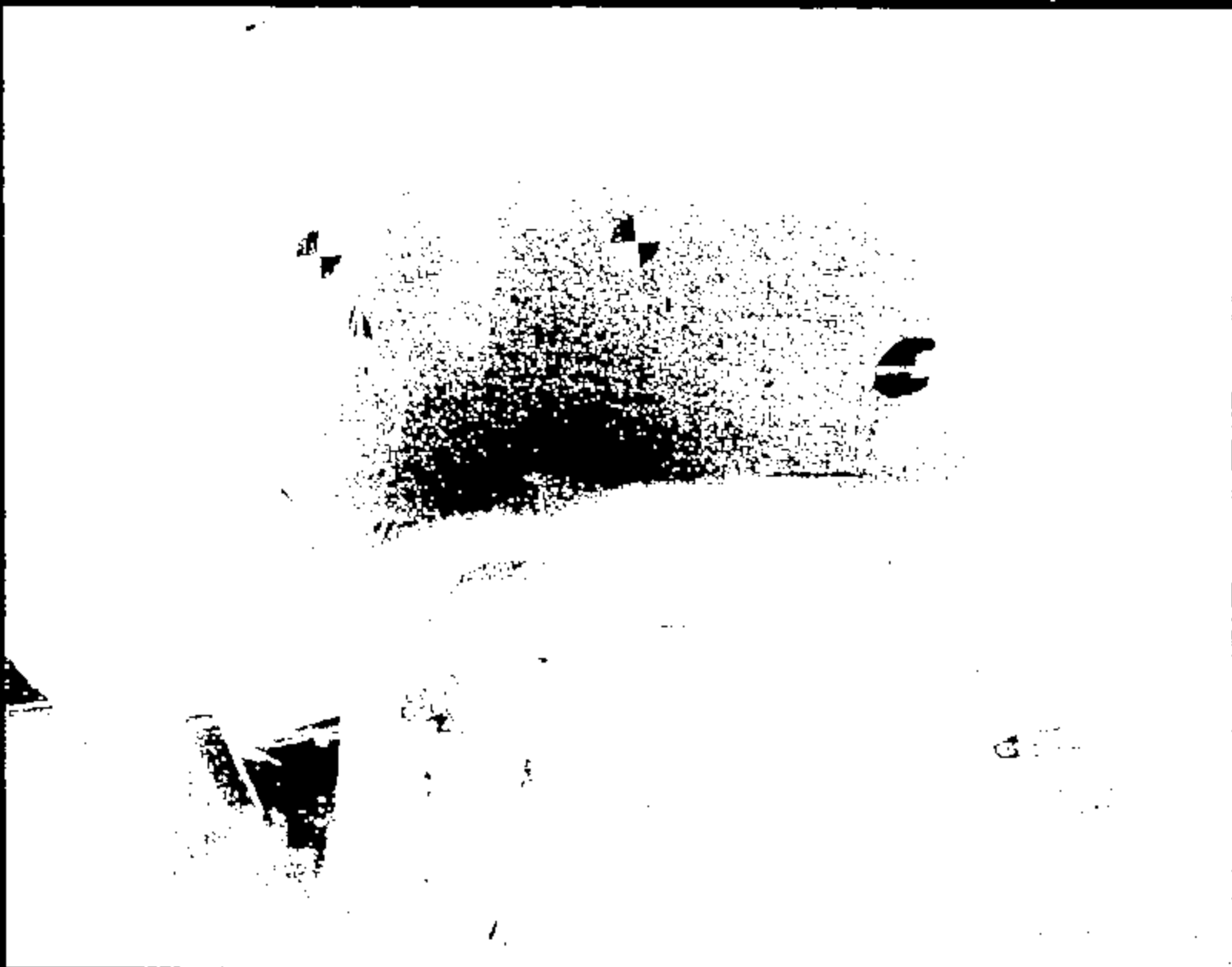


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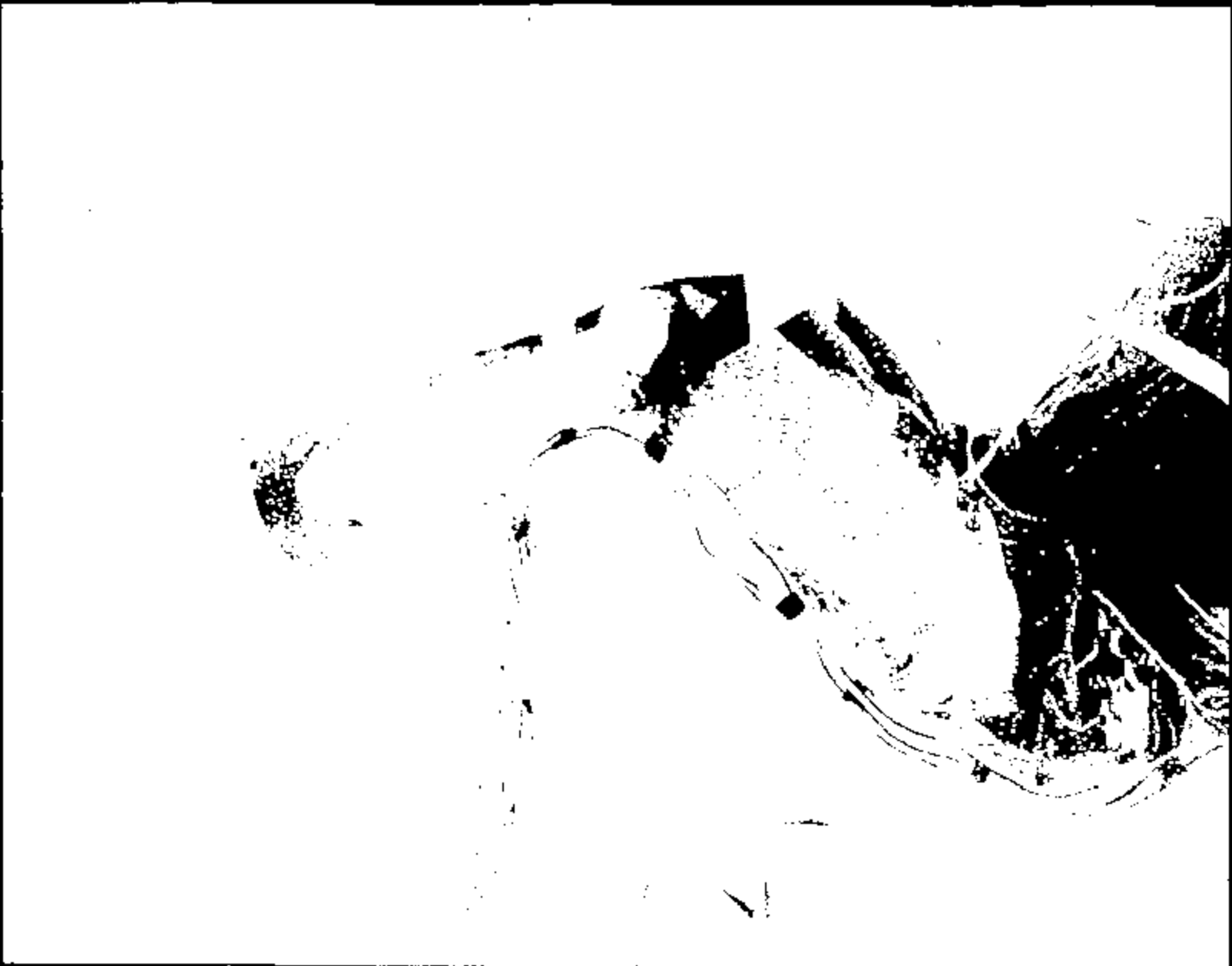
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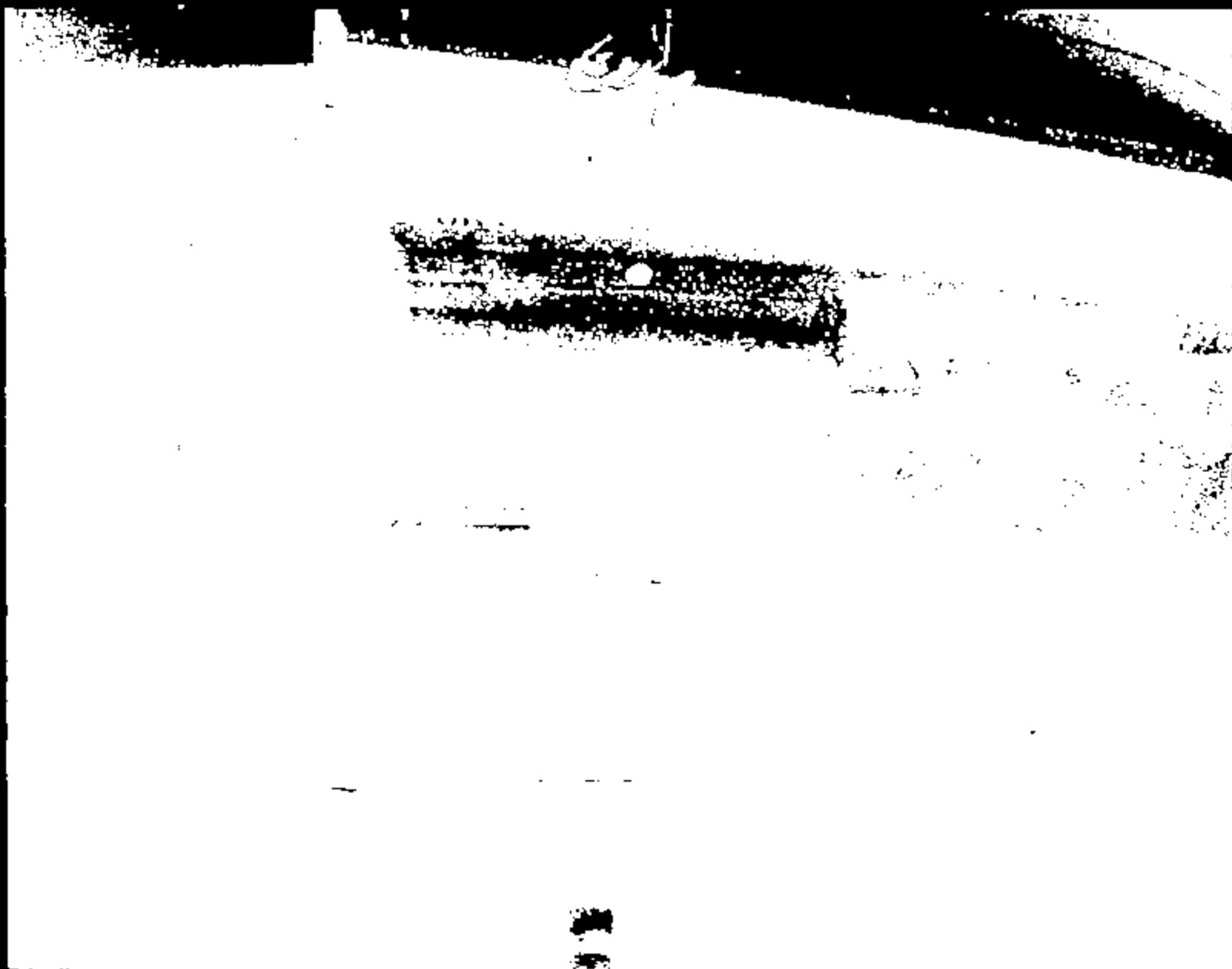
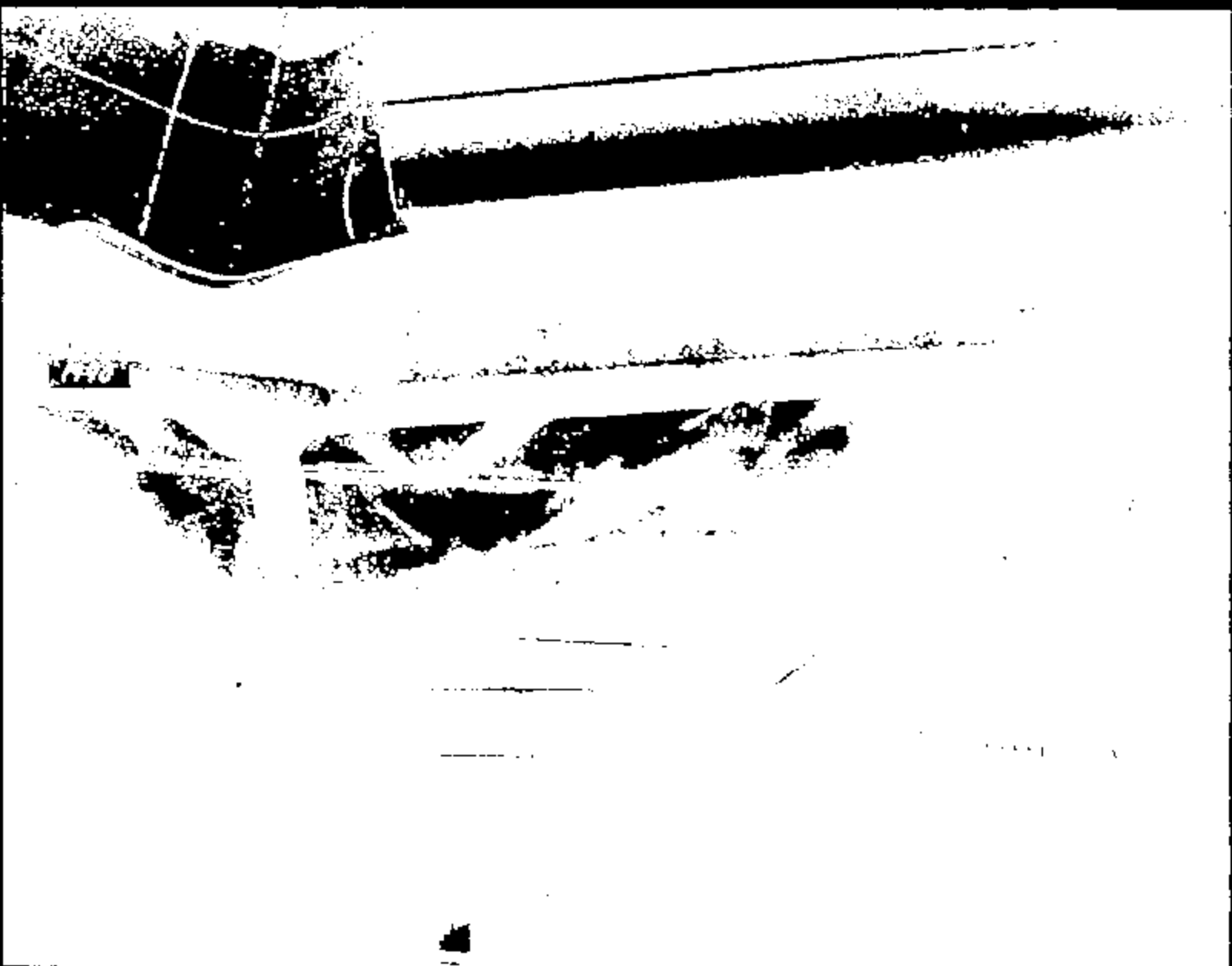


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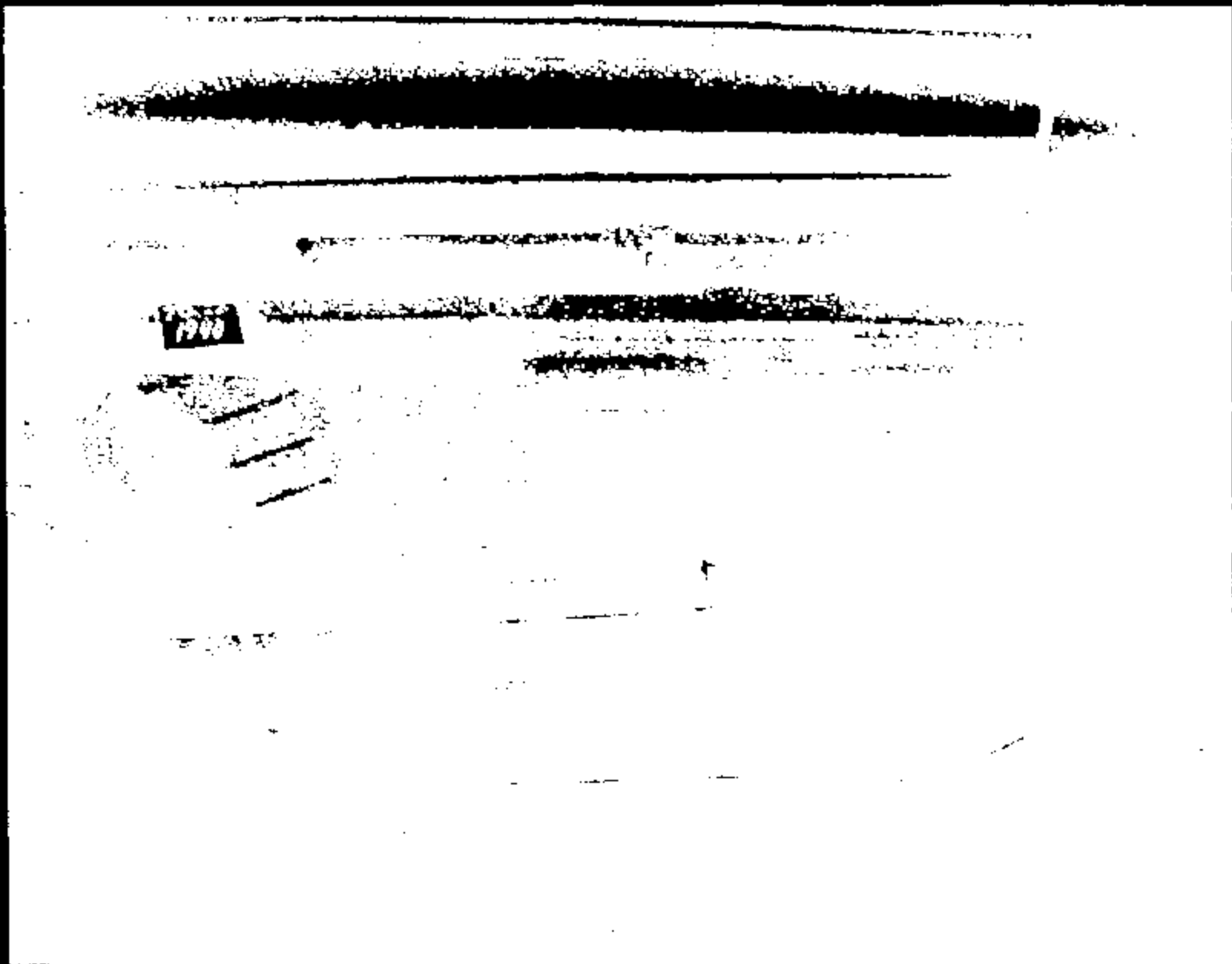
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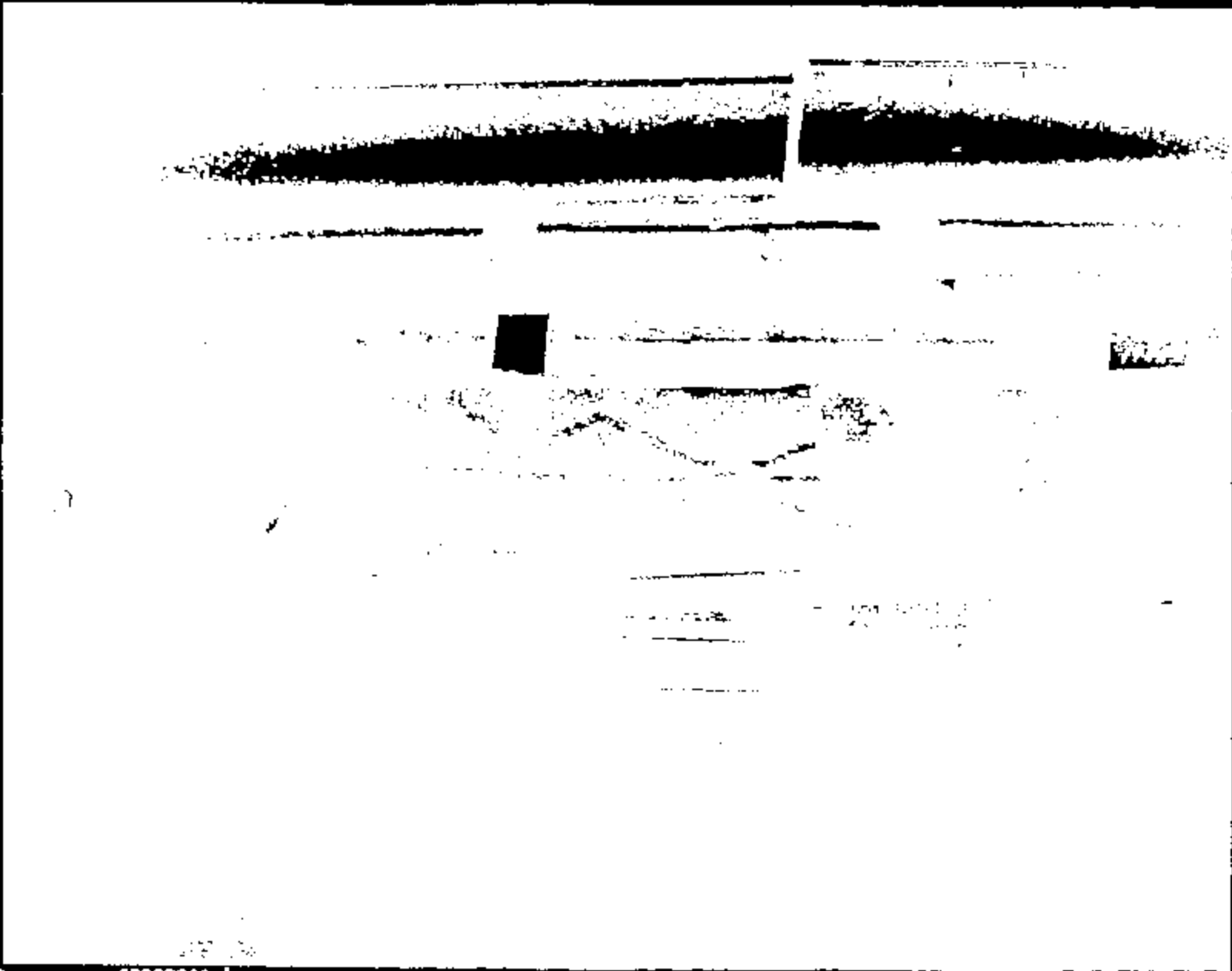


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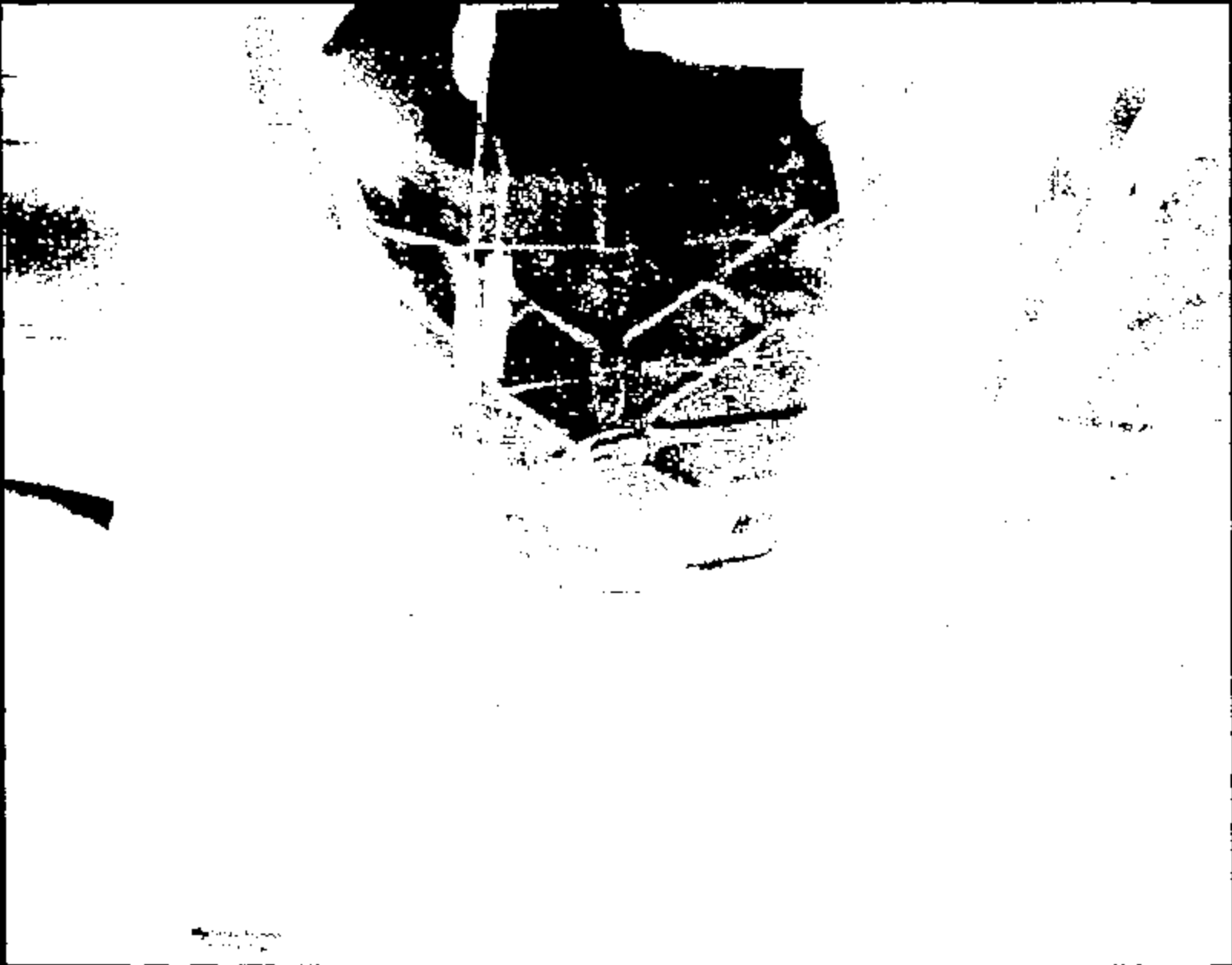
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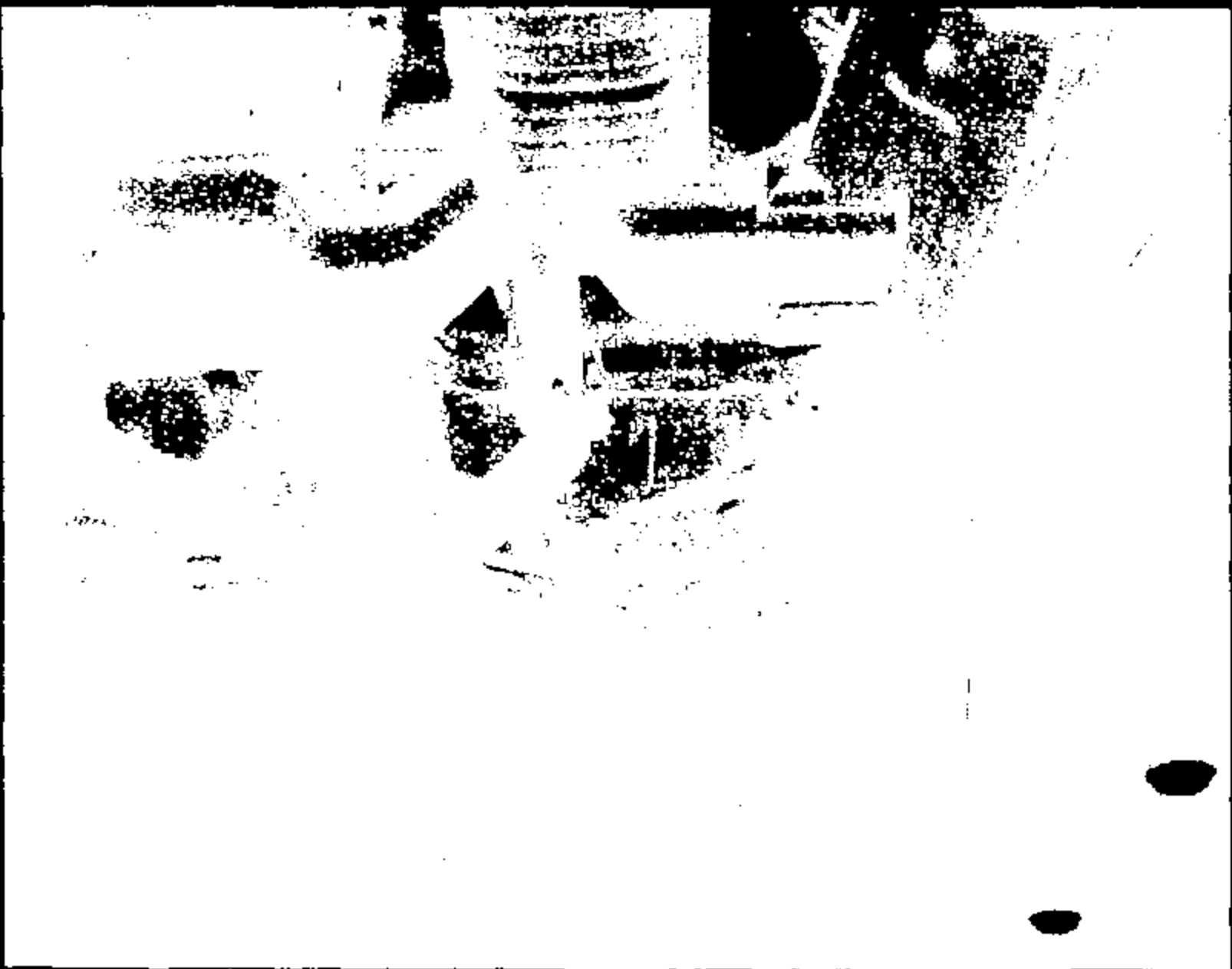
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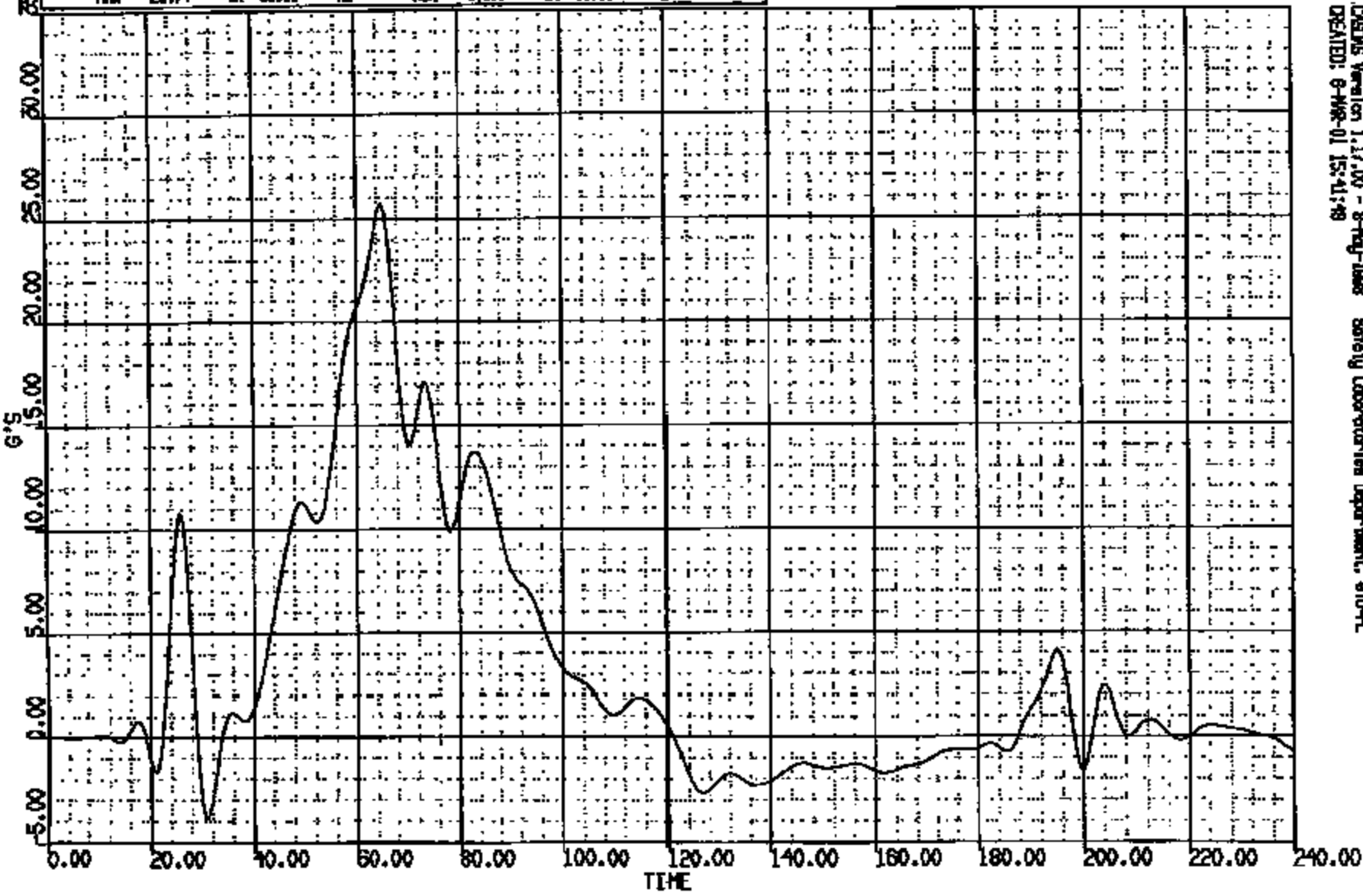
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CR #: 12182 TO: TC1940 DATE: 010212 14:28:14
20025 FN-145

(13) CR121821 LF DUMY THORAX/RTD/UP/RT LAT 100F

MAX = 25.74 at 65.00 HS MIN = -3.853 at 30.63 HS

AXIS 1



CRSIS Version 1.17.00 - 8-May-1998 Safety Laboratories Department, 410-FL
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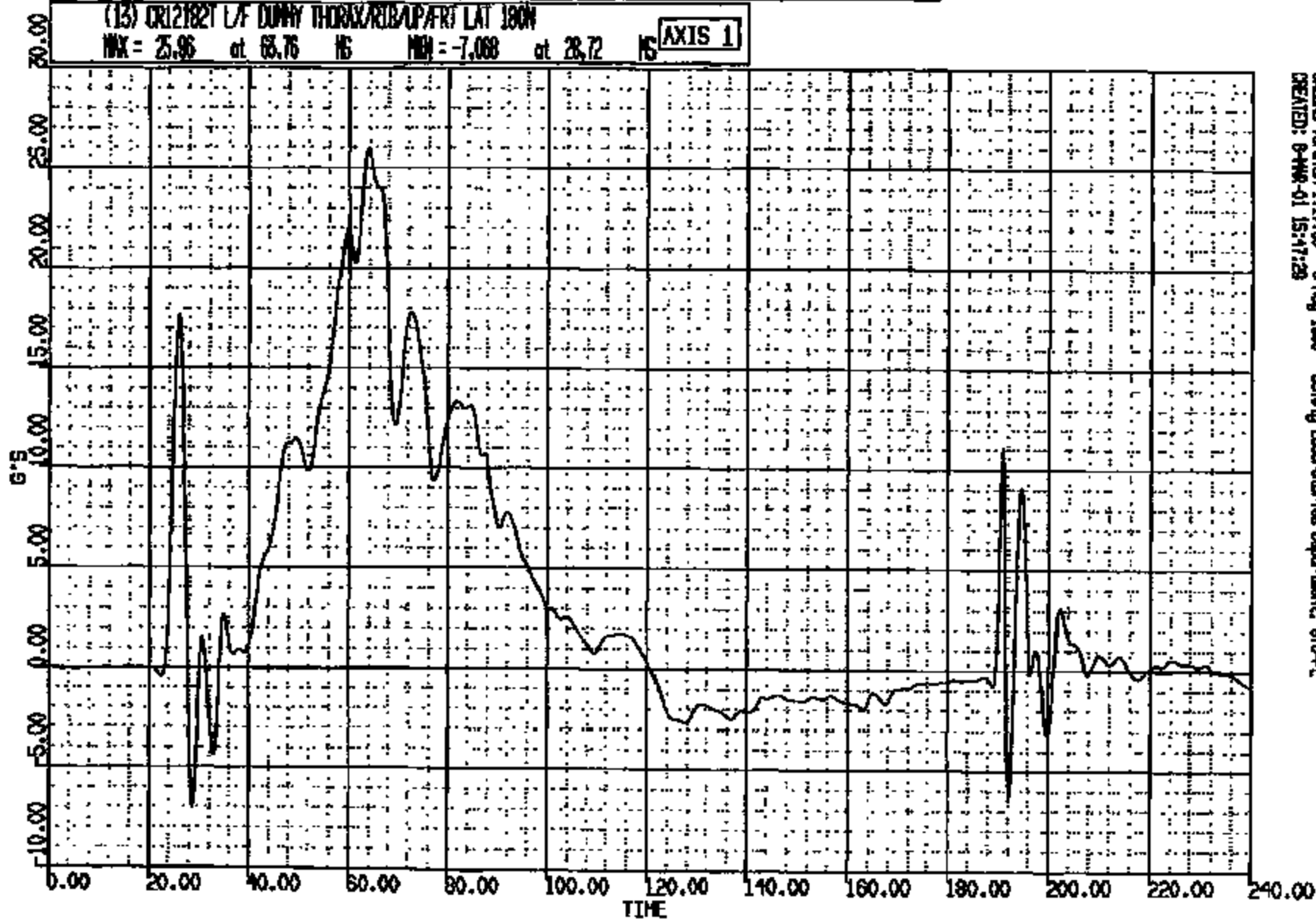
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CR 12182 TO: TC1840 DATE: 010212 14:29:14
20025 FN-145

(13) CR12182T L/F DUNNY THORAX/REDAUPART LAT 180N

MAX = 25.95 at 63.75 HS MIN = -7.088 at 28.72 HS

AXIS 1



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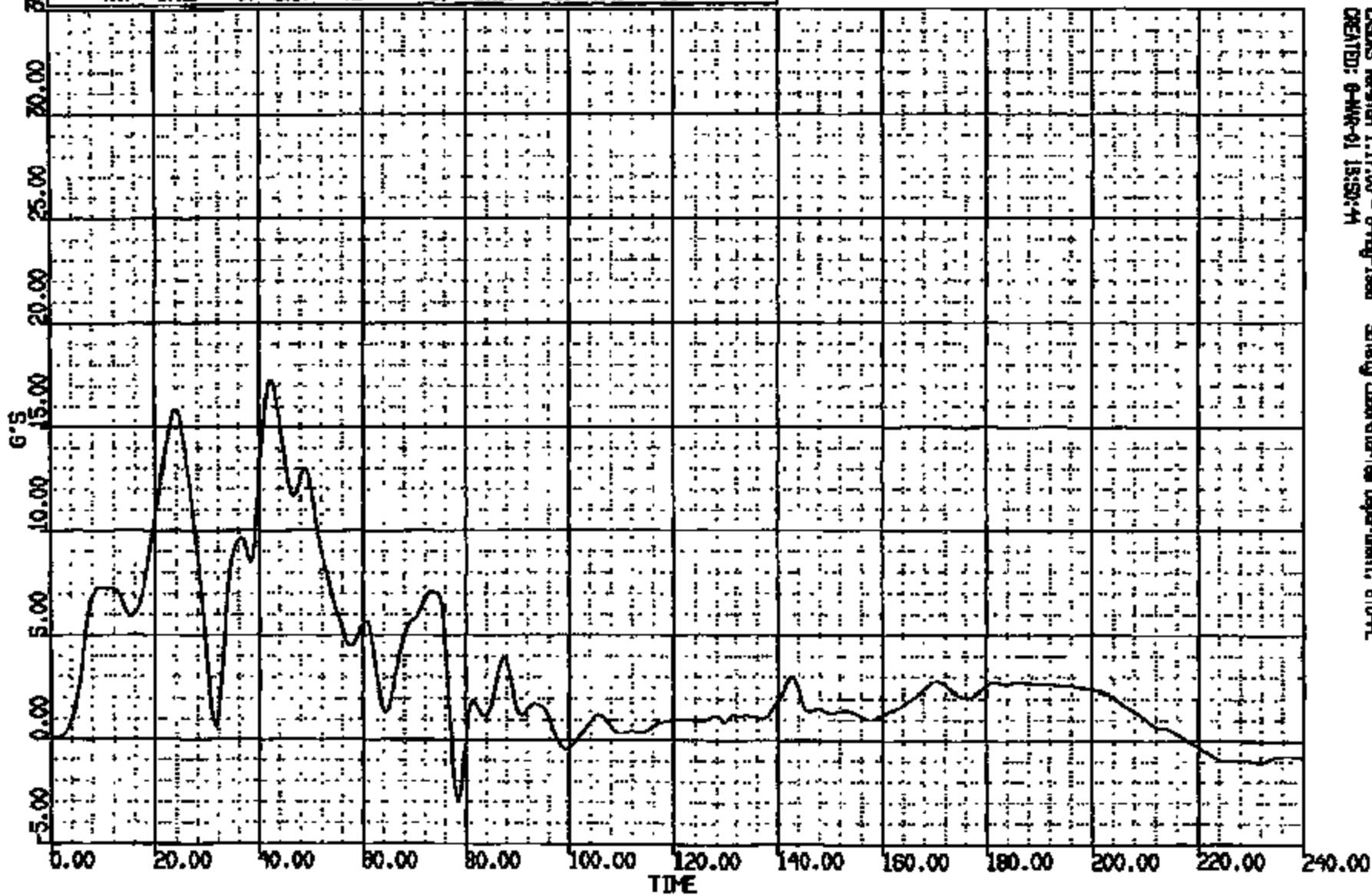
CR12182

CR R: 12182 TO: TC1040 DATE: 010212 14:29:14
20025 FN-145

(42) CR121821 L/FLOOR PAN @ 124MR SH #12 LAT GON

MAX = 17.29 at 42.21 NG MIN = -2.825 at 78.48 NG

AXIS 1



CR12182

CASUS Version 1.17.00 - 8-Aug-1998 Safety Laboratories Department, ETO-R
CREATED: 8-MAR-01 15:50:44

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VEHICLE SAFETY PACKAGE LAB WORK ORDER

TEST AUTHORIZATION				TEST AUTHORIZATION NUMBER: TC1940			
TO: Safety Lab Department				REQUEST DATE: 1/10/01		REQUESTED COMPLETION DATE: 2/28/01	
CO: Christianna Jackson Jok Astura				REQUEST NUMBER: n/a		PROBLEM NUMBER: n/a	
				REQUESTING ACTIVITY: Vehicle Crash Safety			
TITLE OF TEST: (speed) (test description) 2002.5 FN145 LWB 19 MPH LH Side Pole (10") Use Rollers				PARTS DUE DATE: n/a			
TYPE OF TEST: ☒ VEHICLE ☐ BENCH ☐ LABORATORY ☐ OTHER		VIN # or IDENTIFICATION *03A0000 -- 888H788 1LNH884461Y837670		VEHICLE MODEL & YEAR: 2002.5 FN145 LWB		PROD. OR ENG. LETTER: n/a	
ENGINE NO. DISPL. CARB: 4.8L 2V		TRANS / DRIVETRAIN: 4R70W		AXLE RATIO: n/a		TEST CONDUCTED TO CERTIFY CONTROL ITEM COMPLIANCE WITH SOV. REGULATIONS: Yes ☒ No ☐	
TYPE OF FUEL: None		CONVERTER: n/a		IGNITION TIMING: n/a		DISPOSITION OF PARTS: n/a	
GRANDPRAIR OIL AND CAPACITY (L): n/a		TIRE SIZE: P225/60R17 2002.5 FN145 LWB		REPORT CATEGORIES: ☒ ENGINEERING ☒ DATA ☒ RAW DATA		PROCUREMENT REQ? ☐ YES ☒ NO IF YES, GIVE CODE	
VEHICLE TEST WEIGHT: FRONT 2412 REAR 2183 TOTAL 4595		TIRE PRESSURE (psi): FRONT 32 REAR 32		BLDG: 2		MAIL DROP: 1228	
				ADDRESS: 23083			
1. OBJECT OF TEST 2. TEST PROCEDURE 3. ITEMS TO BE TESTED (NAME, NUMBER, QUANTITY)							
1) Conduct: (speed) 19 MPH (year) 2002.5 (vehicle) FN145 LWB (level) APS (mode) LH Side Pole (10") Use Rollers							
2) Velocity At Impact: 19 MPH 3) Vehicle Year: 2002.5 Vehicle Line: FN145 LWB Vehicle Level: APS							
Dummy Positioning Procedure: ST-15/FMVSS 201 for Pole Positioning							
Test Requester: (name) G. Jackson (phone) 33-37888 (page number) 0JAC Build Coordinator: J. Cieslak (phone) 84-53375 JOE Additional Contacts: Estimated test cost: \$20,000.00							
Test Dev. Engineer							
REQUESTING REQ. NO: TYPE	WORK ORDER/ WORK TASK: JOB	ISSUED/ REQUESTED BY: C. Jackson	PHONE: 33-37888	APPROVAL: K. Astura	TEST TYPE: n/a	PRIC: n/a	SIGN OFF DATE: n/a
COMPLETE THE FOLLOWING TWO QUESTIONS AS INDICATED:							
(Check appropriate boxes)				(Check appropriate boxes)			
I - Rational for not replacing this test by OAE analysis: ☐ No OAE Methodology or process available ☐ No OAE Conclusion ☐ Insufficient confidence in OAE ☐ To obtain test data for OAE ☐ Replacement or improvement of existing Test ☐ Testing is Ongoing ☐ Mandatory or Regulatory ☐ Certification ☐ Development test for P&B ☐ Not applicable ☒ Other: Sensor Development				II - What is the expected Test Outcome: ☐ Results will meet DVP/MPR requirements. ☐ System Component will not meet Test specification. ☐ Unknown ☐ Above is Based on OAE? ☒ Other: Sensor Development			

VEHICLE SAFETY PACKAGE LAB WORK ORDER

General Request Information

TAM TC1940**Test Mode****13 MPH****LH Side Pole (10") Use Rollers****Test Objectives: Cert (C) Verif (V) Dev (D) Audit (A)****REGULATORY:**

☐ FMVSS 201 - Head Impact
☐ FMVSS 214 - Side Impact
☐ FMVSS 301 - Fuel System Integrity
☐ Rollover
☐ Pressure Check
☐ FMVSS 303 - NGV Fuel System Integrity
☐ ECE 34 Fuel System Integrity
☐ ECE 85 Step II 300mm Barrier Side Impact - Occupant Performance
☐ 95/27/EC - Side Impact

FORD AUTOMOTIVE OPERATIONS SAFETY DESIGN GUIDELINES:

☐ Side Impact Protection FAO Safety Design Guidelines

OTHER:

☐ D Sensor Development
☐ Other, Specify: _____

Primary Test Vehicle Information

Use (Target/Built):	Target
Model Year:	2002.5
Vehicle Program:	FN145 LWB
Vehicle Name:	Lincoln
Body / Cab Style:	Sedan
Build Number:	*C550000
Tag Number:	605H789
VIN Number:	1LNHMB4W21Y887670
Fuel System Rated Capacity (Gal):	18.8 gallons
Prototype Level:	AP3
Drive Side:	LH

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Special Prep/Build Instructions

Primary Vehicle

TA#: TC1940**Special Build Instructions**

- ☐ Car will be used for Head Impact Testing Prior to Pole Hit
- ☐ Remove Side View Mirror
- ☐ Remove Headrests
- ☐ Remove Hood
- ☐ Remove Arm rest
- ☐ Strips Seat Belts
- ☐ Remove Bottom of Bumper Cover
- ☐ Out Off Brake & Clutch Pedal
- ☐ Color Contrast Under Hood Components

Other, Specify:

- ☒ Install PCM Bracket and Takata Sensors
- ☒ Replace left front driver door with new door
- ☒ Confirm driver's front window is down
- ☒ Remove driver's front seat, give to supplier so an airbag can be installed.
- ☐ Check to see that roofanchors are on.
- ☒ Install PCM and fuel inertia switch
- ☒ Install new front driver's door trim panel

Pyro Restraints Usage

- ☐ Left Front Air Bag
- ☐ Right Front Air Bag
- ☒ Left Front Side Air Bag
- ☐ Right Front Side Air Bag
- ☐ Left Rear Side Air Bag
- ☐ Right Rear Side Air Bag
- ☐ Left Side Curtain
- ☐ Right Side Curtain
- ☐ Left Pyro Retractor
- ☐ Left Pyro Buckle
- ☐ Right Pyro Retractor
- ☐ Right Pyro Buckle

Other, Specify:

- 48-2-5-01
- ☒ Remote Fire Time: 15ms
 - (No fire time listed if sensor fired OFF if no pyro restraints are used)
 - ☐ Remote back-up Fire Time:

Special Pre-Test Preparation**Other, Specify:**

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Occupant / ATD Request

Primary Vehicle

TA# TC1840

Occupant 1

Occupant 2

Type	81D w/ Hybrid III Head and Neck	N/A
Instrumentation Level*	Instrumented	N/A
In-Vehicle Location	Left Front	N/A
Verify: Seat Position Long	1" Rearward of Mid track travel	N/A
Seat Position Vert	Full down	N/A
Seat Back Angle	28 degrees	N/A
Positioning Procedure	81-15FMVSS 201 for Pole Positioning	N/A
Use Foot Rest	N/A	N/A
Take Seat Track Video	N/A	N/A
Special Positioning Instructions	H Point Coordinates X = 3117 Y = -394 Z = 701	
Dummy Adjustment (arm angle)	N/A	N/A
Occupant Belted	Yes	N/A

*See instrumentation request for detailed instrumentation information.

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Test Conditions - Final Prep

TA#: TC1940

Final Prep Contacts

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

Test Engineer	Request Engineer	Build Coordinator
Name: _____	C. Jackson	J. Clegg
Phone: _____	82-57699	84-83376
Pager: _____	CJAC	JCIE

Test Weight

Minimum Option Weight	GVWR: _____
☒ 33% Option Weight	Wheelbase: _____
Maximum Option Weight	

Tire Pressure

Front: 32. psi	Rear: 32. psi
----------------	---------------

Fuel System

Fuel Tank & Systems to Contain: none

N/A	=	N/A	x	19.5 gallons
Full Level		%	x	Capacity

Weight Targets

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

Curb Weight	Requested Test Weight	Acceptable Test Weight Variance		Actual Test Weight
		High (+)	Low (-)	
Front: _____	2,412 lbs	Front: 19 lbs	0 lbs	Front: _____
Rear: _____	2,189 lbs	Rear: 19 lbs	0 lbs	Rear: _____
Total: _____	4,601 lbs	Total: 38 lbs	0 lbs	Total: <u>OK</u>

Rated Luggage Load: 200 lbs

Simulate/Verify at Weigh-Up
Dumney Weight

On Board Camera Count

Weight Addition (Restrictions)

Do NOT place any weight in the following locations:

☐ Air Cleaner	☐ Engine	☒ Doors
☐ Battery	☐ Fan Box/Shroud	☒ Foot Wells - Front
☐ Bottle - Coolant	☐ Headlamp Opnrs	☒ Foot Wells - Rear
☐ Bottle - Washer	☐ Radiator	☒ Quarter Panels
		☐ Trunk Floor

Other: _____

Ride Heights

Measure @ Test Weight

Front: 744 mm
Rear: 728 mm

Measure

From: Wheel Lip Opening
To: Ground

Additional Remarks

DO NOT fill tank with standard until weigh-up

$$\begin{array}{r} 177 \\ 2 \\ \hline 194 \end{array}$$

F	R	T
2412	2183	4595
194	194	
2218	1989	

1)	2219	1909
2)	2218	1960
3)	2218	1990 (+1)

4)	2412	2184 (+1)	4596 (+1)
<i>W/constant</i>			

VEHICLE SAFETY PACKAGE LAB WORK ORDER
Dimensional Analysis Request
Primary Vehicle

Task: TC1940

Side Impacts

X	404	Control Points (CAR)	Exterior
	405	Control Points (TRUCK)	Exterior
	408	Body Targets & Orientation Points (Wheel Lips)	Exterior
	411	A.B.C. Pillars	Interior
	417	Pre-Crash Lateral Seat CL's, H-Pls, etc	Exterior/Interior
	418	NHTSA Barrier face Profiles (Mid-Bumper; Mid-Stack; Top of Barrier)	Exterior
	419	European Barrier face Profiles (Mid-Bumper; Mid-Stack; Top of Barrier)	Exterior
X	421	Roof line exterior section	Exterior
X	423	Beltline exterior section (1st 80mm Body line below glass/weather strip)	Exterior
X	425	Mid-line exterior section (plan view @ 800 mm Body line)	Exterior
X	427	Character line exterior section (plan view @ 800 mm Body line)	Exterior
X	429	Bottom of door exterior section	Exterior
X	431	Roof line exterior section (1st 10 mm Body line below door opening)	Exterior
X	433	Roof line interior section	Interior
X	435	Beltline interior section	Interior
X	437	Hip line interior section	Interior
X	438	Hinge Pillar exterior section (1st 80mm Body line forward of Hinge plane)	Exterior
X	439	2500 mm Body line interior and exterior sections	Exterior/Interior
X	440	Front H-Point Mid-Seat Location interior and exterior sections (per package)	Exterior/Interior
X	441	B-Pillar interior and exterior sections (1st 80mm Body line rearward of driver)	Exterior/Interior
X	442	Rear H-Point Location interior and exterior sections (per package)	Exterior/Interior
		MOB: Position MOB centerline at left front seat SGRIP (X = 8042mm)	
		Strike windshield & backline @ left front seat centerline (y = -370mm)	
		Mark left front seat frame pivot point	
		Pre-crash accelerometer locations	
		Mark OSCAR & EuroSID H-points on exterior of left front door	

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Film Analysis & Photographic Services Request

TA#: TC1940**Impact Film Analysis**

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

Other, Specify:

Still Photography

☒ Pre Test Documentation Photographs
☒ Post Test Documentation Photographs

High Speed Photographic Requirements

☐ 1 Copies of High Speed Film Required
☐ Copies of High Speed Film Required in VHS Format
☒ Digitization of Film
☐ Format

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

2-5-01 ☒ Front Dummy from Vehicle Hood (High)
☒ Front Dummy from Vehicle Hood (Low)
☒ Front Dummy from Opposite Window Opening
☐ Front Dummy Over Shoulder from Decidid (right)
☐ Front Dummy Over Shoulder from Decidid (left)
☒ View of Front Seat to Show Dummy Interaction w/Trip from Rear (trunk left)
☒ View of Front Seat to Show Dummy Interaction w/Trip and Airbag from Front (Fiber Optic)

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Secondary Vehicle Coverage

 ON BOARD CART, Cart Centerline - View of ImpactTA#: TC1840

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

PX Coverage

 Cart contact - view of impacted side of vehicle with pole
 Cart contact - overlap view of impacted side of vehicle with cart contact
 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

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Instrumentation and Data Processing Request

TA#: TC1940**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 @ BELTLINE REAR	_____	_____	X
X	L/F DOOR OVER ARMREST	_____	_____	X
X	L/F DOOR REAR OF SEAT HFT	_____	_____	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 @ CL	_____	_____	_____
_____	FLOOR XMBR @ LF SEAT CL	_____	_____	_____
_____	FLOOR XMBR @ RF SEAT CL	_____	_____	_____
_____	CL TUNNEL @ FRONT SEAT	_____	_____	_____
_____	REAR FLOOR PAN ABOVE AXLE	_____	_____	_____
X	Near Fuel Inertia Switch	X	X	X
X	L/Rocker @ B-Pillar	X	X	X
X	R/Rocker @ B-Pillar	X	X	X

OTHER STRUCTURAL ACCELS:

	Long	Vert	Lat
_____	L/A-PILLAR @ FUEL INERTIA SWITCH	_____	_____
_____	L/B-PILLAR INSIDE @ HARNESS	_____	_____
_____	L/B-PILLAR INSIDE @ Z=650mm	_____	_____
_____	R/B-PILLAR INSIDE @ ROCKER	_____	_____
_____		_____	_____
_____		_____	_____

VEHICLE SAFETY PACKAGE LAB WORK ORDER

*Primary Vehicle Systems Instrumentation*TAF: TC1840

SENSOR ACCELS:

☒ X Gas Sensor Map

Long

Vert

Lat

FUEL SYSTEM:

☒ X Inertia Fuel System Cut-Off Switch

VEHICLE STRING POTS

OTHER VEHICLE SYSTEM INSTRUMENTATION

☐ MONITOR LEFT SIDE AIRBAG SQUIB VOLTAGE☐ MONITOR LEFT SIDE AIRBAG SQUIB CURRENT

MONITOR AIR BAG STATUS

☒ X Driver Side Air Bag Voltage

VEHICLE SAFETY PACKAGE LAB WORK ORDER

Side Dummy Instrumentation - Internal

TAG: TC1940

* Note: NO BACK-UP ACCELS ON BIOSID OR EUROSID DUMMIES

SID w/ Hybrid III Head and Neck LF

ACCELS:

☒ LF_DUMMY_HEAD_C.G.	☒ Long	☒ Vert	☒ Lat
☐ LF_DUMMY_T1	☐ Long	☐ Vert	
☐ LF_DUMMY_T1/	☐ Lat-L		☐ Lat-R
☒ LF_DUMMY_T12	☒ Long	☒ Vert	
☒ LF_DUMMY_T18	☒ Lat-FRT		☐ Lat-REAR
☒ LF_DUMMY_PELVIS	☒ Long	☒ Vert	
☒ LF_DUMMY_PELVIS	☒ Lat-L		☐ Lat-REAR
☒ LF_DUMMY_THORAX/REAR/UP	☒ Lat-FRT		☐ Lat-REAR
☐ LF_DUMMY_THORAX/REAR/	☐ Lat-FRT		☐ Lat-REAR
☒ LF_DUMMY_THORAX/REAR/	☒ Lat-FRT		☐ Lat-REAR

LOAD CELLS:

☒ LF_NECK_UPPER_LOAD	☒ Fx	☒ Py	☒ Fz
☒ LF_NECK_UPPER_MOMENT	☒ Mx	☒ My	☒ Mz
☒ LF_NECK_LOWER_LOAD	☒ Fx	☒ Py	☒ Fz
☒ LF_NECK_LOWER_MOMENT	☒ Mx	☒ My	☒ Mz
☐ LF_DUMMY ABDOMEN_LOAD_FRONT (EURO)		☐ Py	
☐ LF_DUMMY ABDOMEN_LOAD_MED (EURO)		☐ Py	
☐ LF_DUMMY ABDOMEN_LOAD_REAR (EURO)		☐ Py	
☐ LF_DUMMY_THORACIC SPINE_LOAD	☐ Fx	☐ Py	☐ Fz
☐ LF_DUMMY_THORACIC SPINE_LOAD	☐ Mx	☐ My	
☐ LF_DUMMY_LUMBAR SPINE_LOAD	☐ Fx	☐ Py	☐ Fz
☐ LF_DUMMY_LUMBAR SPINE_LOAD	☐ Mx	☐ My	
☐ LF_DUMMY_PUBIS_LOAD (EURO)		☐ Py	

POTENTIOMETERS:

☐ LF_DUMMY_CHEST_DEFLECTION (SID)	☐ Disp
☐ LF_DUMMY_THORAX/REAR/UPDISP (EURO)	☐ Disp
☐ LF_DUMMY_THORAX/REAR/CDISP (EURO)	☐ Disp
☐ LF_DUMMY_THORAX/REAR/LODISP (EURO)	☐ Disp

OTHER INTERNAL DUMMY INSTRUMENTATION:

Dummy Instrumentation - External

CONTACT SWITCHES:

☒ LF_DUMMY_HEAD_SW
☐ LF_DUMMY_ARM_SW (NOT ON SID)
☐ LF_DUMMY_THORAX_SW
☐ LF_DUMMY ABDOMEN_SW
☐ LF_DUMMY_HIP/POIN_SW
☐ LF_DUMMY_THIGH_SW

VEHICLE SAFETY PACKAGE LAB WORK ORDER

List of Test Contacts

TAG: TC1940

	Last name	Phone	Pager	Profs
Requestor	C. Jackson	32-57899	CJAC	colsonS
Approving supervisor	K.Arthurs		KART	karthurs
Build coordinator	J. Clelak	84-53375	JCIE	tperecid
Test engineer				
Senior Engineer				
Other	Christianna Jackson	32-37899	CJAC	clack924

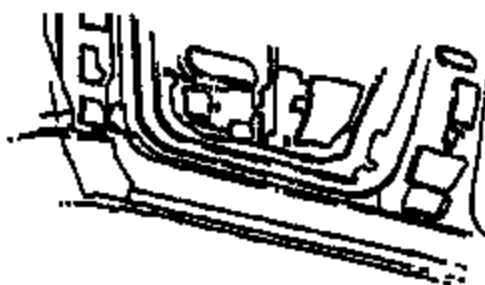
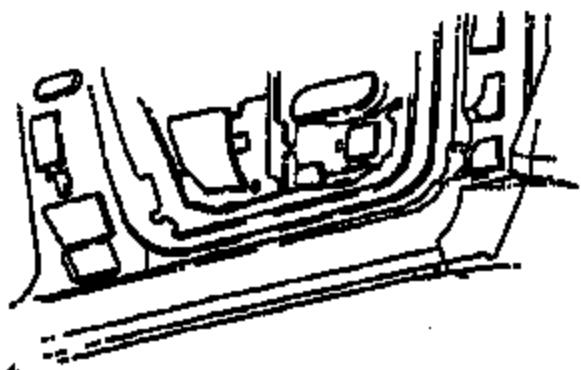
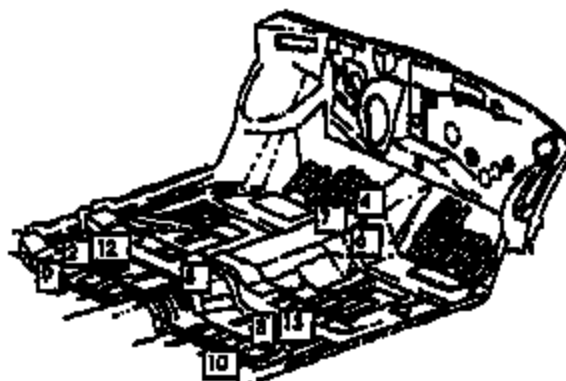
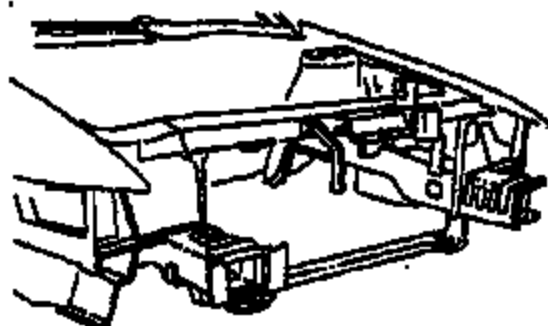
	Last name	Phone	Pager	Profs
Seats				
Instrument panel				
Restraints				
Air bag (driver)				
Air bag (passenger)				
Steering column				

[illegible]

Program: 2003 EN / FN
 Vehicle ID: 505H789
 Build level: AFS FN145
 Test Mode: 13mph NF Cart

SENSOR MAP

Engineer: Erich Kamnitz
 Phone #: 348-1802
 Date: 1/18/01
 Time: 9:30 AM



Location Name	Type	Output	Sensor Channels only		
			Nominal (+/-)	Max/min	Serial #
1 L/C FRONT RAD SUPPORT_BM	Sensor	Takata PCS No ODAS output			
2 L/F FLOOR PAN @ #2 XMBR CTR_BM	Sensor	Takata SCS No ODAS output			
3 R/F FLOOR PAN @ #2 XMBR CTR_BM	Sensor	Takata SCS No ODAS output			
4 CTR TUNNEL @ DASH_BM	occel	TRAX	Near RCM		
5 L/C FRONT RAD SUPPORT_BM	occel	LONG			
6 CTR TUNNEL @ DASH_RCM	occel	TRAX	On RCM		
7 CTR TUNNEL @ DASH_IAX1	TAKATA RCM1	Sensor	2.5v (+/- 200mV)	10 / 0 V	
CTR TUNNEL @ DASH_IAX2	TAKATA RCM2		2.5v (+/- 200mV)	10 / 0 V	
CTR TUNNEL @ DASH_IAX3	TAKATA RCM3		2.5v (+/- 200mV)	10 / 0 V	
CTR TUNNEL @ DASH_IAX4	TAKATA RCM4		2.5v (+/- 200mV)	10 / 0 V	
8 C/L IN BETWEEN SEATS	occel	TRAX			
9 L/F FLOOR PAN @ #2 XMBR CTR_BM	occel	TRAX	Near Takata SCS Sensor		
10 R/F FLOOR PAN @ #2 XMBR CTR_BM	occel	TRAX	Near Takata SCS Sensor		
11 L/C FRONT RAD SUPPORT_PCS	occel	LONG	On PCS sensor		
12 L/F FLOOR PAN @ #2 XMBR CTR_SCS	occel	LAT		On SCS Sensor	
13 R/F FLOOR PAN @ #2 XMBR CTR_SCS	occel	LAT		On SCS Sensor	

CONTACT: Ford: Erich Kamnitz 348-1802
 Telcel: Mike Mahala 323-9481

Side Impact Dummy Positioning Sheet

Crash Number	12182	
T.O.	TC1940	
Test Date	12 Feb 01	
Test Mode (I.e. 201, 214, Euro, LENCAP, etc)	L801	
Model Year	2002.5	
Program Name	FN146	
Day Location (L/F/RV, etc)	L/F	
Dummy Serial Number	139	
Seatback Angle - Plug Lab (Degrees)	109-13.8	
Seatback Angle - Actual (Degrees)	109-13.8	
Bunny to Interior/door H-pt Long (+/- 0.5 inch required) (inch)	0.2	
Bunny to Interior/door H-pt Vert (+/- 0.5 inch required) (inch)	-0.2	
H-Point to Door Striker Long (inch)	6.0	
H-Point to Door Striker Vert (inch)	2.5	
H-Point to Ground (vertical) (inch)	24.4	
Feet's Angle (Degrees)	21.0	
Head to Upper Steering/Handrest (shortest) (inch)	16.3	
Head C.G. to Striker Long (inch)	2.8	
Head C.G. to Striker Vert (inch)	22.8	
Head C.G. to roof side rail (shortest) (inch)	6.3	
Head C.G. to window (internal) (inch)	11.9	
L/Upper to L/F/Seatback (shortest) (inch)	4.2	
R/Upper to L/F/Seatback (shortest) (inch)	3.8	
Abdomen to lower steering/seatback (shortest) (inch)	6.8	
Pelvis centerline to Vehicle centerline (internal) (inch)	16.8	
Chest centerline to Vehicle centerline (internal) (inch)	16.5	
Seat centerline to Vehicle centerline (internal) (BA) (inch)	16.7	
Chest to Beltline (internal, shortest) (inch)	6.9	
Pelvis to H-Point (internal) (inch)	6.7	
Pelvis to nearest internal hard point (internal) (inch)	6.0	
L/F Wheel Sp height (vertical to ground) (mm)		
R/F Wheel Sp height (vertical to ground) (mm)		
L/R Wheel Sp height (vertical to ground) (mm)		
R/R Wheel Sp height (vertical to ground) (mm)		
Top of Barrier to Ground (inch)		
Impact Mark Relative to Target Front (X) (mm)		
Impact Mark Relative to Target Front (Z) (mm)		
Impact Mark Relative to Target rear (X) (mm)		
Impact Mark Relative to Target rear (Z) (mm)		

Side Impact Barrier Test Data Sheet

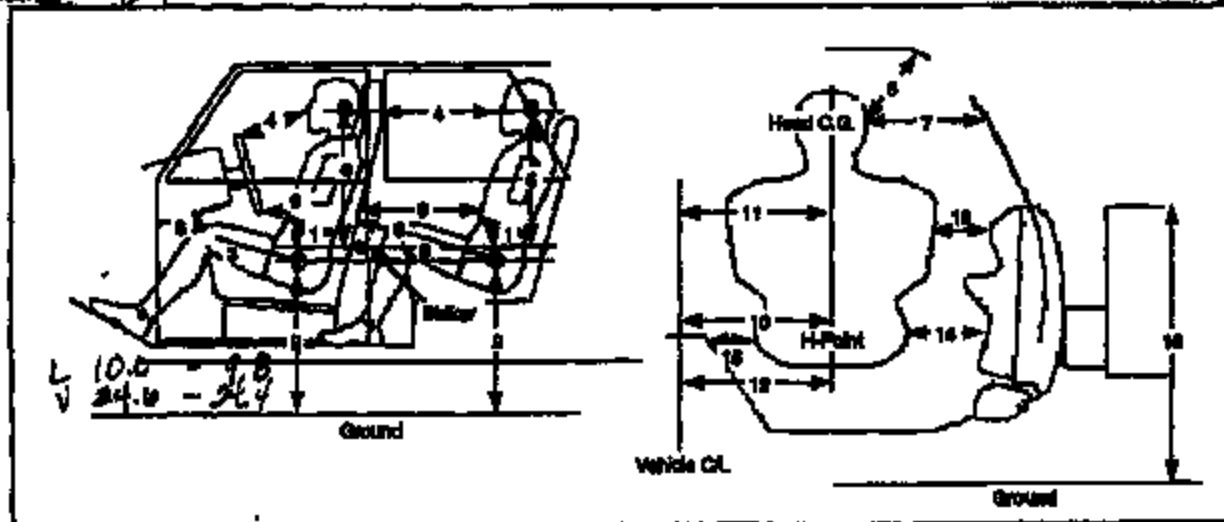
T.O. TCU940

Crash Number 12182 Test Mode (i.e. 201, 214, Euro, LINCAP, etc) SELS-DEU Test Date 12 Feb 07Model Year 2002-5 Program Name FN-145

Occupant/Vehicle Data		Front	Rear
Dummy Serial Number		124	
Seatbelt Angle - Border Measurement (QA)		13.0	
Dummy to Interior/door H-point (+/- 0.5 inch required)			
Above/Forward (+)	Below/Rearward (-)	Vertical	-0.2
		Longitudinal	0.2
1. H-Point to Door Striker		Vertical	-2.6
Above/Forward (+)	Below/Rearward (-)	Longitudinal	0.0
2. H-Point to Ground (Vertical)			24.4
3. Pelvic Angle			21.0
4. Nose to Upper Steering/ Headrest (shortest)			18.3
5. Head C.G. to Striker		Vertical	23.0
Above/Forward (+)	Below/Rearward (-)	Longitudinal	2.3
6. Head C.G. to roof side rail (shortest)			5.3
7. Head C.G. to window (lateral)			11.9
8. L/Knee to I/P/Seatback (shortest)			4.2
R/Knee to I/P/Seatback (shortest)			3.0
9. Abdomen to lower steering/seatback (horizontal)			8.9
10. Pelvis centerline to Vehicle centerline (lateral)			16.4
11. Chest centerline to Vehicle centerline (lateral)			16.5
12. Seat centerline to Vehicle centerline (lateral) (DA)			16.7
13. Chest to Beltline (lateral, shortest)			5.6
14. Pelvis to H-Point (lateral)			6.4
15. Pelvis to nearest inboard hard point (lateral)			5.0
Left Wheel to height (vertical to ground)			
Right Wheel to height (vertical to ground)			
Barrier Top to Ground @ Pullback (Vertical)			
Impact Mark relative to Target			
		+ above/two	- below/two

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HEAD REST 2



QAT Report for Run Number 12182

Run Number	Channel	Location Description	Ads	Transducer	Bridge	Cable 2	Cable 1	DAS Unit	DAS Chan	Sw	TD Number
12182	No Problems	TC1940									

CRTS 0012182