

Side Impact Barrier Test Data Sheet

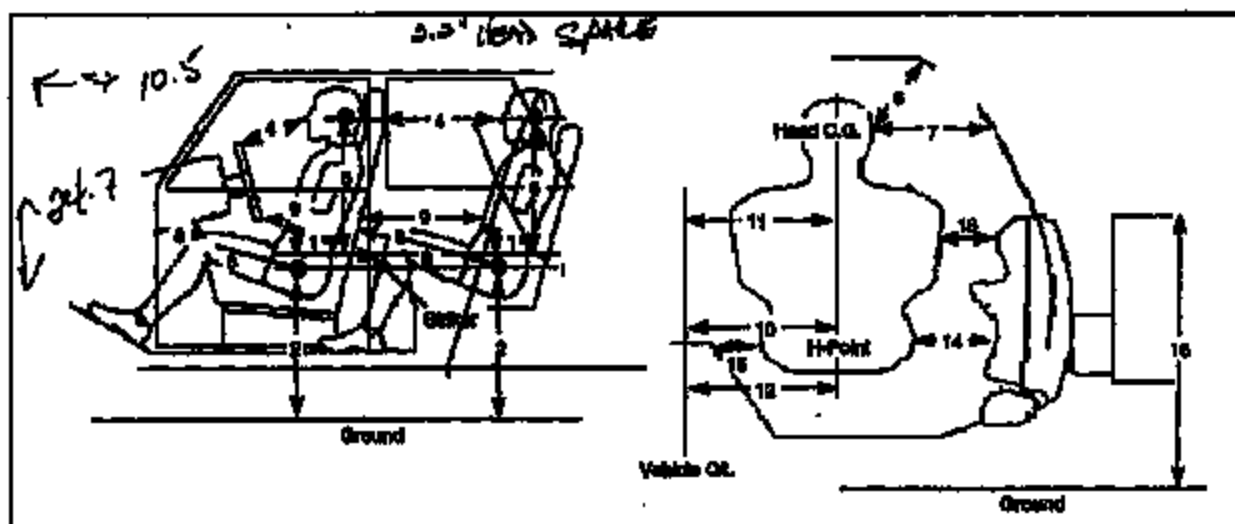
T.O. TC22GE

Crash Number 12305 Test Mode (i.e. 201, 214, Euro, LINOAP, etc) 201Test Date 5/1/07Model Year 2005 Program Name EN-114 (L.W.B.)

Occupant/Vehicle Data			Front	Rear
Dummy Serial Number			139	
Seatback Angle - Barrier Measurement (DA)			29.4	25.8
Dummy to Interior/door H-point (+/- 0.5 inch required)			24.7 Vertical	-0.5
Above/Forward (+) Below/Rearward (-)			10.3 Longitudinal	-0.2
1. H-Point to Door Sill			Vertical	4.7
Above/Forward (+) Below/Rearward (-)			Longitudinal	7.7
2. H-Point to Ground (vertical)			24.7	
3. Pelvic Angle			21.3	
4. Nose to Upper Steering/ Headrest (shortest)			16.0	
5. Head C.G. to Sill			Vertical	22.1
Above/Forward (+) Below/Rearward (-)			Longitudinal	3.5
6. Head C.G. to roof side rail (shortest)			16.6	
7. Head C.G. to window (lateral)			10.4	
8. L/Knee to I/P/Seatback (shortest)			3.8	
R/Knee to I/P/Seatback (shortest)			3.6	
9. Abdomen to lower steering/seatback (horizontal)			5.6	
10. Pelvis centerline to Vehicle centerline (lateral)			15.5	
11. Chest centerline to Vehicle centerline (lateral)			15.7	
12. Seat centerline to Vehicle centerline (lateral) (DA)			15.5	
13. Chest to Beltline (lateral, shortest)			9.4	
14. Pelvis to H-Point (lateral)			12.8	
15. Pelvis to nearest inboard hard point (lateral)			N/A	
Left Wheel to height (vertical to ground)			=	=
Right Wheel to height (vertical to ground)			=	=
16. Barrier Top to Ground @ Pullback (Vertical)			=	=
Impact Mark relative to Target			+ above/hwd - below/rear	

Roller Angle

0.7

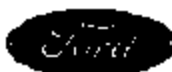


Side Impact Dummy Positioning Sheet

Crash Number	12305	
T.O.	TC220E	
Test Date	5/1/01	
Test Mode (i.e. 201, 214, Euro, LINDAP, etc)	L/201	
Model Year	2002.6	
Program Name	EN114	
Dummy Location (L/R, etc)	L/R	
Dummy Serial Number	139	
Seatback Angle - Pig Lab (Degrees)	20.0	
Seatback Angle - Actual (Degrees)	25.8	
Dummy to Interior/door H-pt Long (+/- 0.5 inch required) (inch)	-0.2	
Dummy to Interior/door H-pt Vert (+/- 0.5 inch required) (inch)	-0.5	
H-Point to Door Striker Long (inch)	7.2	
H-Point to Door Striker Vert (inch)	4.7	
H-Point to Ground (vertical) (inch)	24.7	
Pelvis Angle (Degrees)	21.3	
Head to Upper Steering/Handrest (shortest) (inch)	18.0	
Head C.G. to Striker Long (inch)	3.5	
Head C.G. to Striker Vert (inch)	22.1	
Head C.G. to roof side rail (shortest) (inch)	9.8	
Head C.G. to window (lateral) (inch)	10.4	
L/Knee to IP/Seatback (shortest) (inch)	3.8	
R/Knee to IP/Seatback (shortest) (inch)	3.5	
Abdomen to lower steering/seatback (horizontal) (inch)	5.8	
Pelvis centerline to Vehicle centerline (lateral) (inch)	15.5	
Chest centerline to Vehicle centerline (lateral) (inch)	15.7	
Seat centerline to Vehicle centerline (lateral) (in)	15.5	
Chest to Beltline (lateral, shortest) (inch)	4.4	
Pelvis to H-Point (lateral) (inch)	5.5	
Pelvis to nearest labeled hand point (lateral) (inch)	na	
L/R Wheel Sp height (vertical to ground) (mm)		
R/R 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)		

Run Number	Channel	Location Description	Axis	Transducer	Bridge	Cable 2	Cable 1	DAS Unit	DAS Chan	Ser	TO Number
12305	3	L/F DUMMY HEAD C.G. ACCEL	LAT	49705	1		BDE-3	3215	3	0	TC22GE

Exceeded Full Scale From: 88 ms To: 93 ms Data is Questionable Cause: Other No Fault Details: Dummy head hit pole

"RECORD COPY"Schedule No. 17-7-12Retain Until 2022

Inter Office

Research and Vehicle Technology

April 11, 2002

To: Manager

Subject: Crash Test No. 12606, J-B1421 Test Report Corrections, R/1

The final report of the subject crash test was corrected as follows:

Sheet 3

Remarks - The file names of the still images are listed under crash number and a three digit sequence number which are 12606001 through 12606040 was changed to "The file names of the still images are listed under crash number and a three digit sequence number which are 12606001 through 12606094".

M.A. DeShong

M. A. DeShong
Operations Engineering Section
Safety Laboratories Department

Charles E. Rove

Concur: Section Supervisor
Operations Engineering Section

corr.12606

CRTS 0012606

**"RECORD COPY"**Schedule No. 7-7-12Retain Until 2021**FINAL TEST REPORT****CONFIDENTIAL**

Product Analysis and Verification
Research and Vehicle Technology

TO:

B. Frank

Test Order No. J-82421
Work Task W.O. No. 124
Test Date 10/16/01
Date Reported 11/8/01
Sheet 1 of 4

SUBJECT:

Crash Test 12606 (90° Left Side Fixed Pole Impact at 13.0 ± 0.4 mph, 20.9 ± 0.6 km/h) - 2003 Lincoln Town Car (FN-145) 4-Door Sedan

REQUESTED BY:

Vehicle Crash Safety Department, Research and Vehicle Technology - B. Frank

OBJECT:

To obtain development data relative to air bag system sensors.

**SUMMARY OF
TEST RESULTS:**

See Section I for air bag system sensor data.

R. Ota
Engineering Technologist

Concur: M. Hamilton
Section Supervisor
Operations Engineering Section

VEHICLE DATA

Make and Model	2003 Lincoln Town Car (FN-145) 4-Door Sedan (Confirmation Prototype)	
ID Number	1LNHM81W61Y638065, 565-EL-636, VC390014	
Power Train	4.6L, EFI, Automatic (4R70W) Transmission	
Fuel Tank(s)	Usable Capacity: 19.5 gal. (73.8L) Test Condition: Empty	
Front Seat(s)	Type: Bucket Cover: Leather Tracks/Position: 6-Way Power/1.3" Forward of Mechanical Mid and Down Seat Backs/Position: Adjustable/23.8° Rear of Vertical Head Restraints/Position: Adjustable/Up Lumbar Support/Position: Power/In	
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: 2332 lb (1149 kg) Rear: 2467 lb (1119 kg) Total: 4999 lb (2268 kg)	
Tires	Front: P225/60R17 Rear: P225/60R17 Spares: Removed	32 psi (221 kPa) 32 psi (221 kPa)
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 regulations, test protocols and the Corporate test procedure's:

- . Non-regulator crash test procedure, CBP-3 dated April 16, 1998.
- . FMVSS 201 Occupant Protection in Interior Impact, dated December 14, 1999.

1.1 Ductile

The fuel system did not contain standard.

1.2 Vehicle Alignment

The test vehicle impacted an 10 inch diameter steel pole structure, rigidly attached to the barrier face. The vertical steel pole was aligned so that the point of vehicle impact was near the test dummy's left front head center of gravity.

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, FAV. 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 12606001 through 12606054.

J-R2421

C-12606

Sheet 4

TEST RESULTS:**1. Occupant Protection in Interior Impact****L. F. Dummy**

Head Injury Criteria (HIC)	101
Interval 11	69 ms
12	94 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/cannon(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/cut 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.

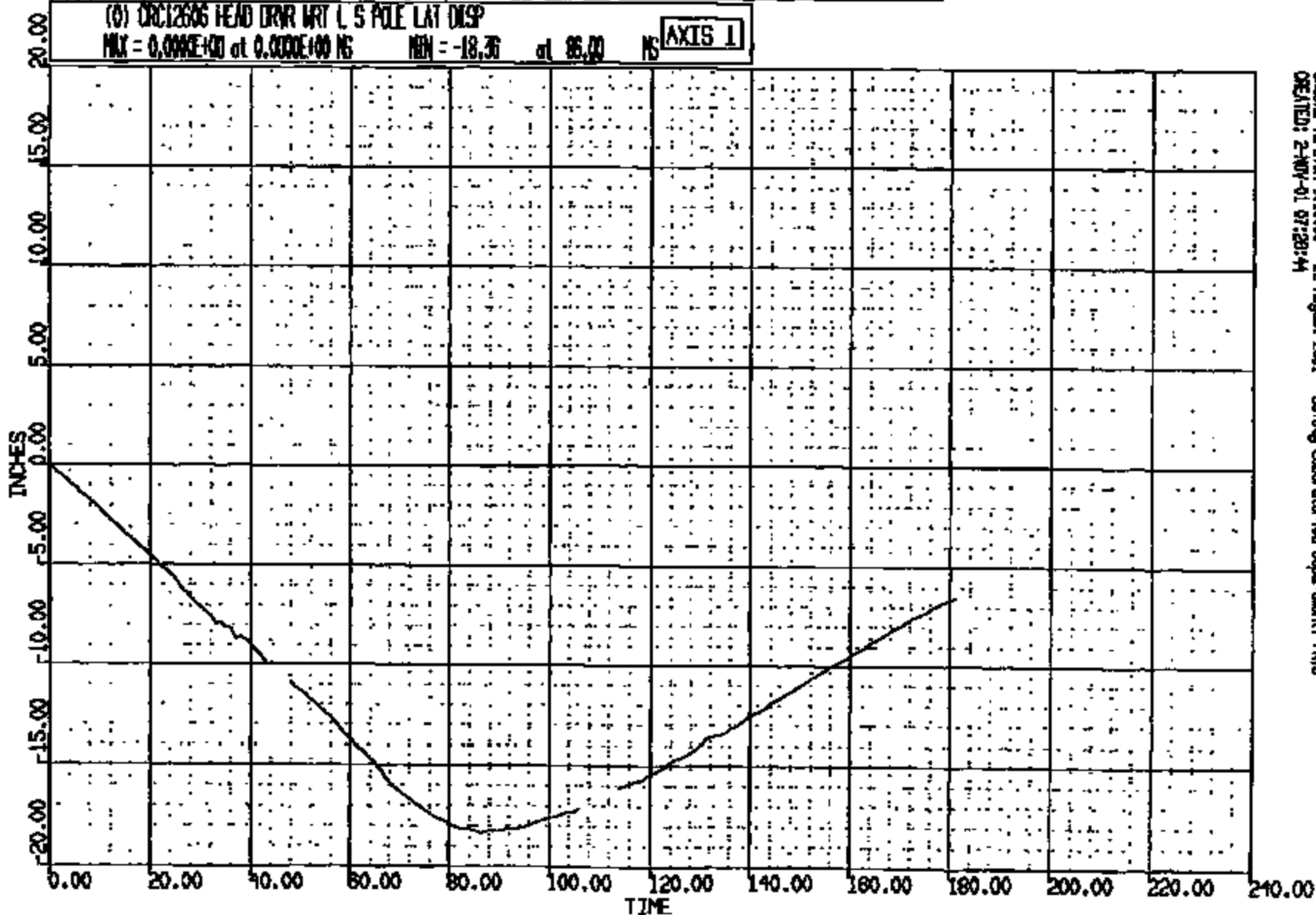
CRTS 0012606

CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
R008 FN-145

(0) CR012606 HEAD DRNR WRT L S POLE LAT DISP

MAX = 0.000E+00 at 0.000E+00 NS MIN = -18.36 at 86.00 NS

AXIS 1



CRS05 Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
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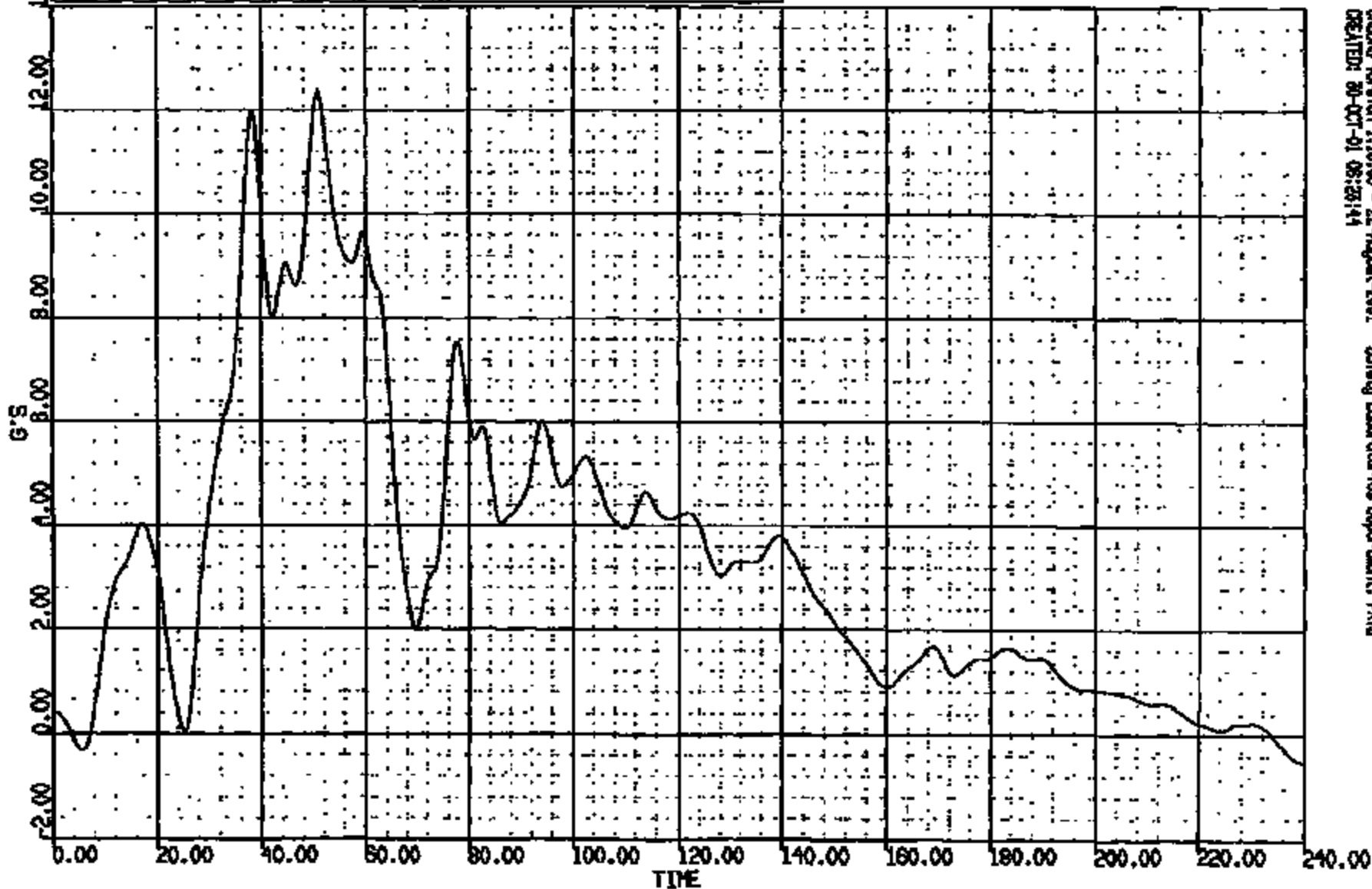
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011028 02:37:47
2003 FN-145

(42) CR12606T C/L TML BTM F/SEATS #7 LAT 60N

MAX = 12.35 at 50.01 NS MIN = -5210 at 210.0 NS

AXIS 1



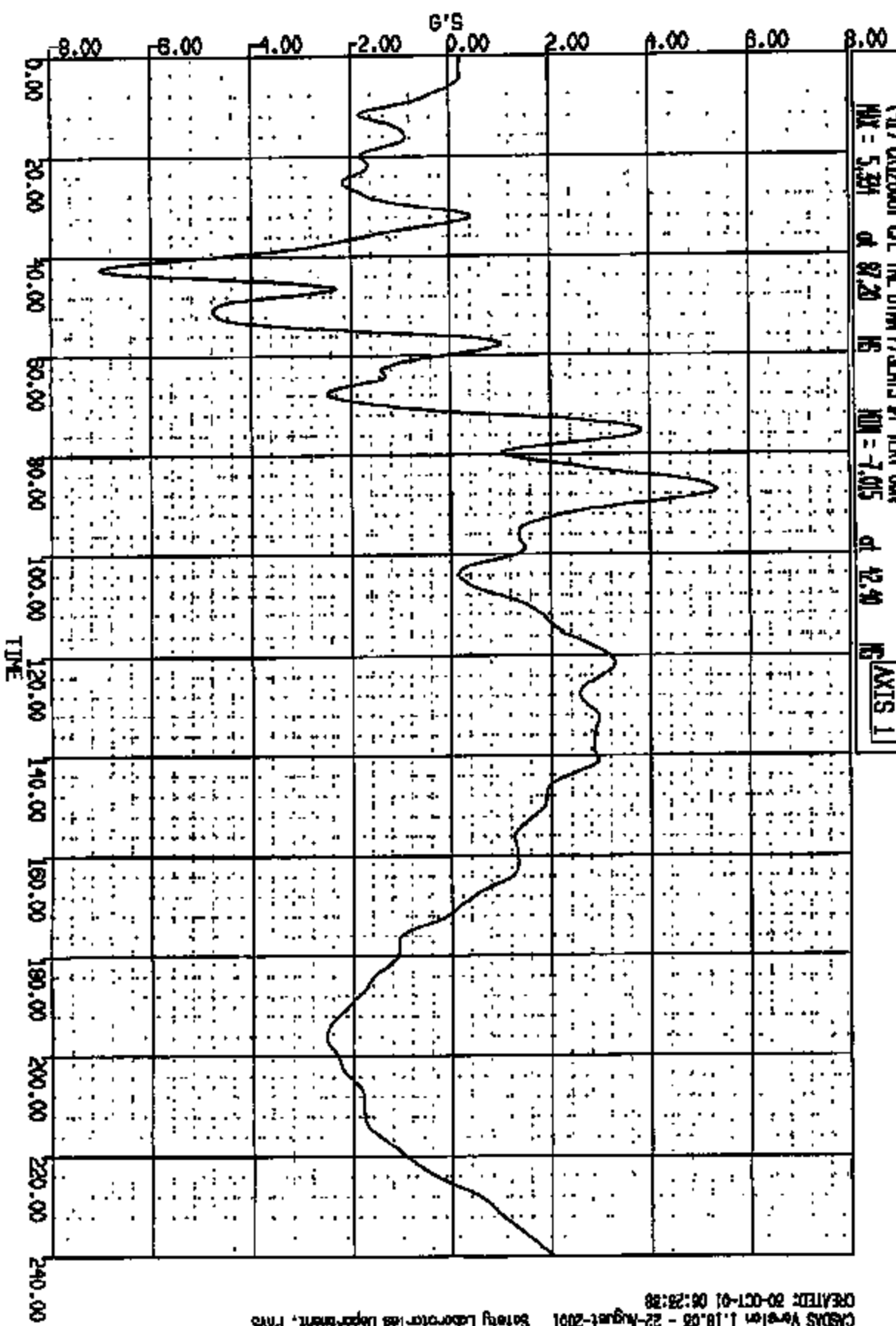
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CRIS 0012606

CR: 12806 TO: 182421 DATE: 01020 08:57:47
 2008 FN: 1145

(41) CR12806 C/L IN BTM F/SEALS #7 VERT 60M
 MAX = 5.34 d 87.20 H MIN = -7.05 d 12.40 H
 [AXIS 1]



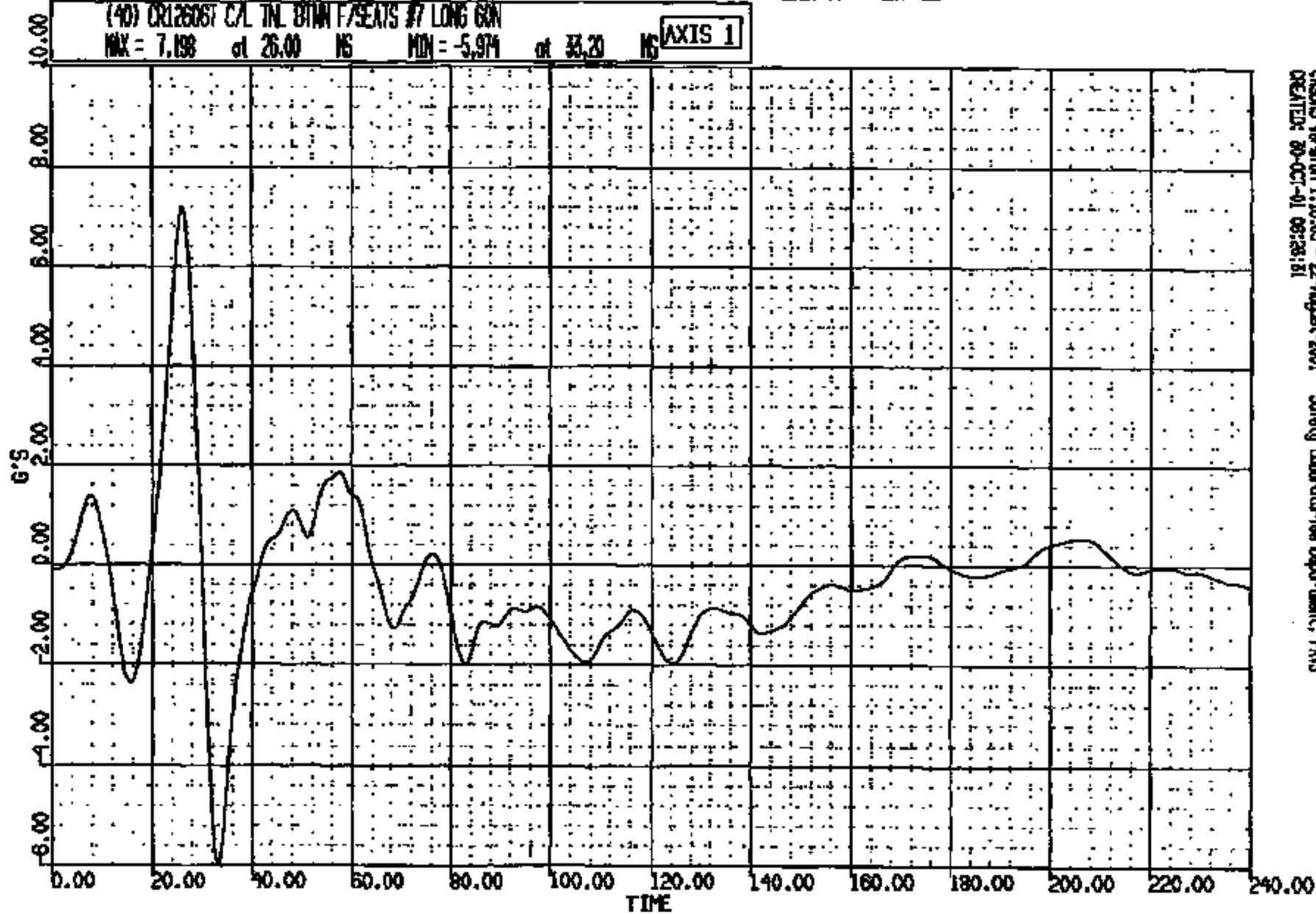
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2008 FN-145

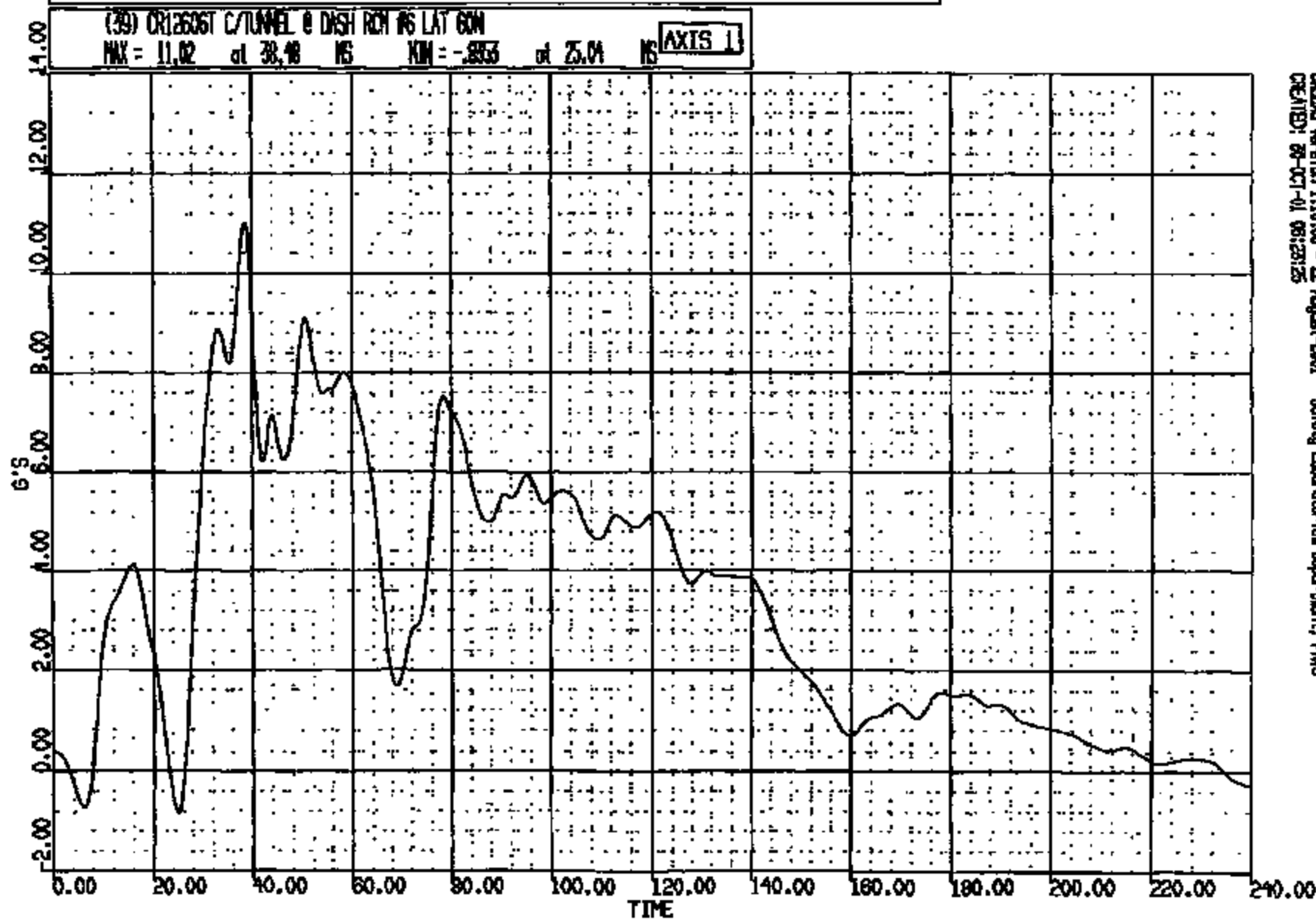
(40) CR12606T C/L TNL BTM F/SEATS #7 LONG 60N

MAX = 7.198 at 26.00 NS MIN = -5.974 at 33.20 NS

AXIS 1



CR #: 12606 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145



CASIS Version 1.15.08 - 22-August-2001 Safety Laboratories Department, PMS
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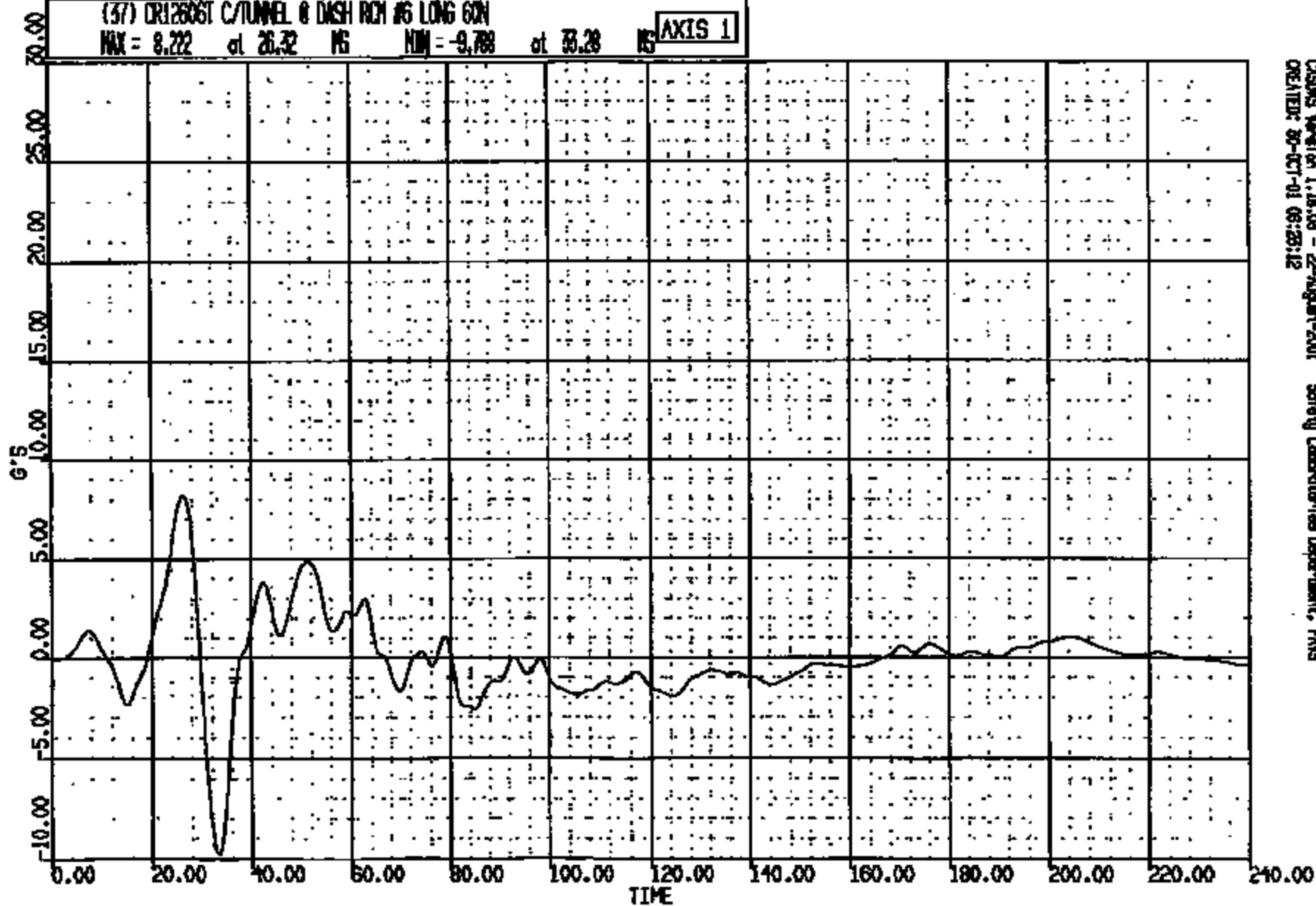
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CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(37) CR12606T C/TUNNEL @ DASH RCH #6 LONG 60N

MAX = 8.222 at 26.32 MS MIN = -9.788 at 33.28 MS

AXIS 1



CUSHS Version 1.16.06 - 22-August-2001
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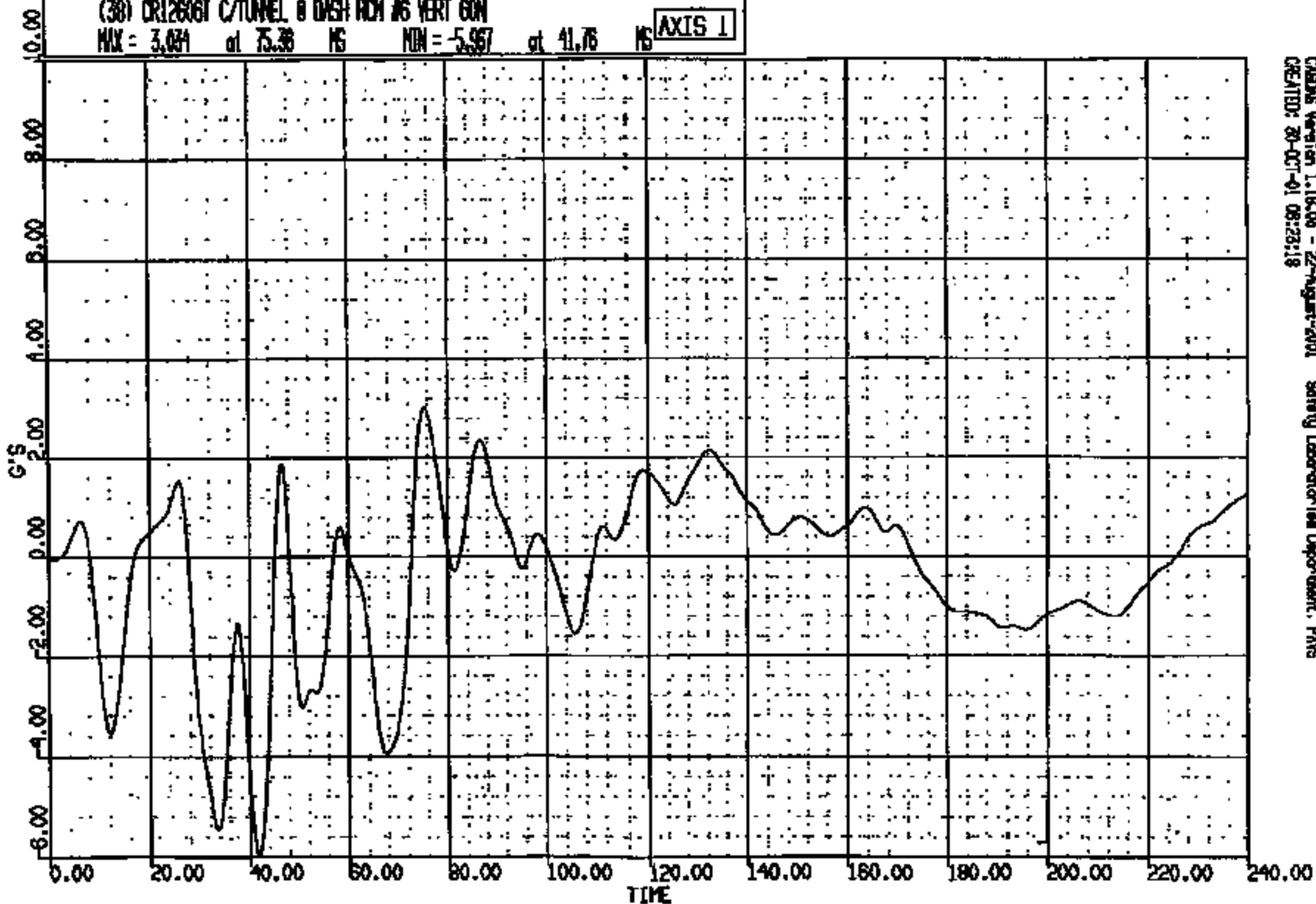
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2003 PN-143

(38) CR12606T C/TUNEL 8 DASH RCM #6 VERT 60N

MAX = 3.034 at 75.38 MS MIN = -5.957 at 41.76 MS

AXIS 1



CARDAS Version 1.18.03 - 22-August-2001 Safety Laboratory/tes Department, PMS
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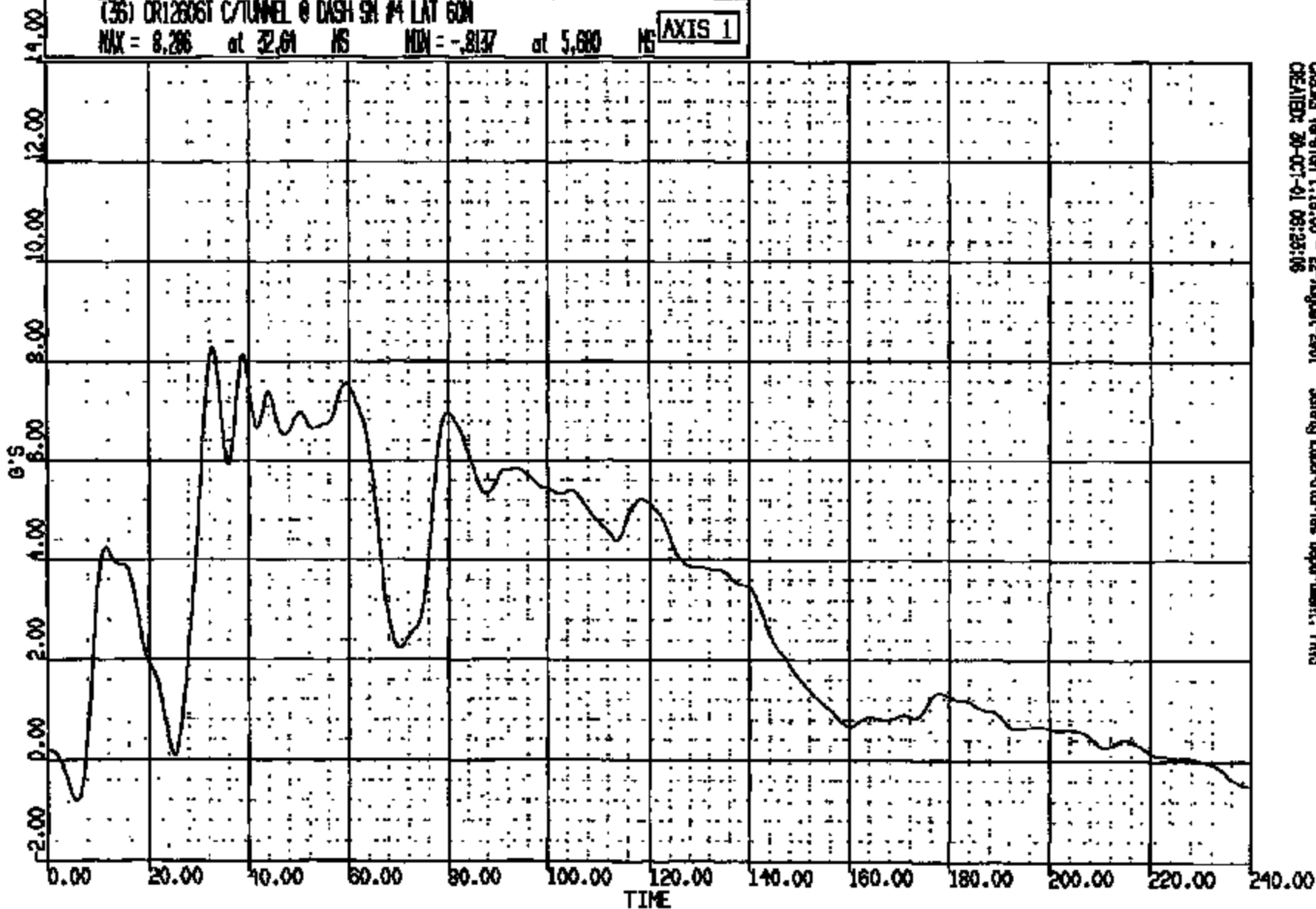
CRIS 0012606

CR #: 12606 TO: J82421 DATE: 011028 08:57:47
2008 FN-145

(35) CR12606T C/TUNNEL @ DASH SN #4 LAT 60M

MAX = 8.286 at 32.61 MS MIN = -8.137 at 5.680 MS

AXIS 1



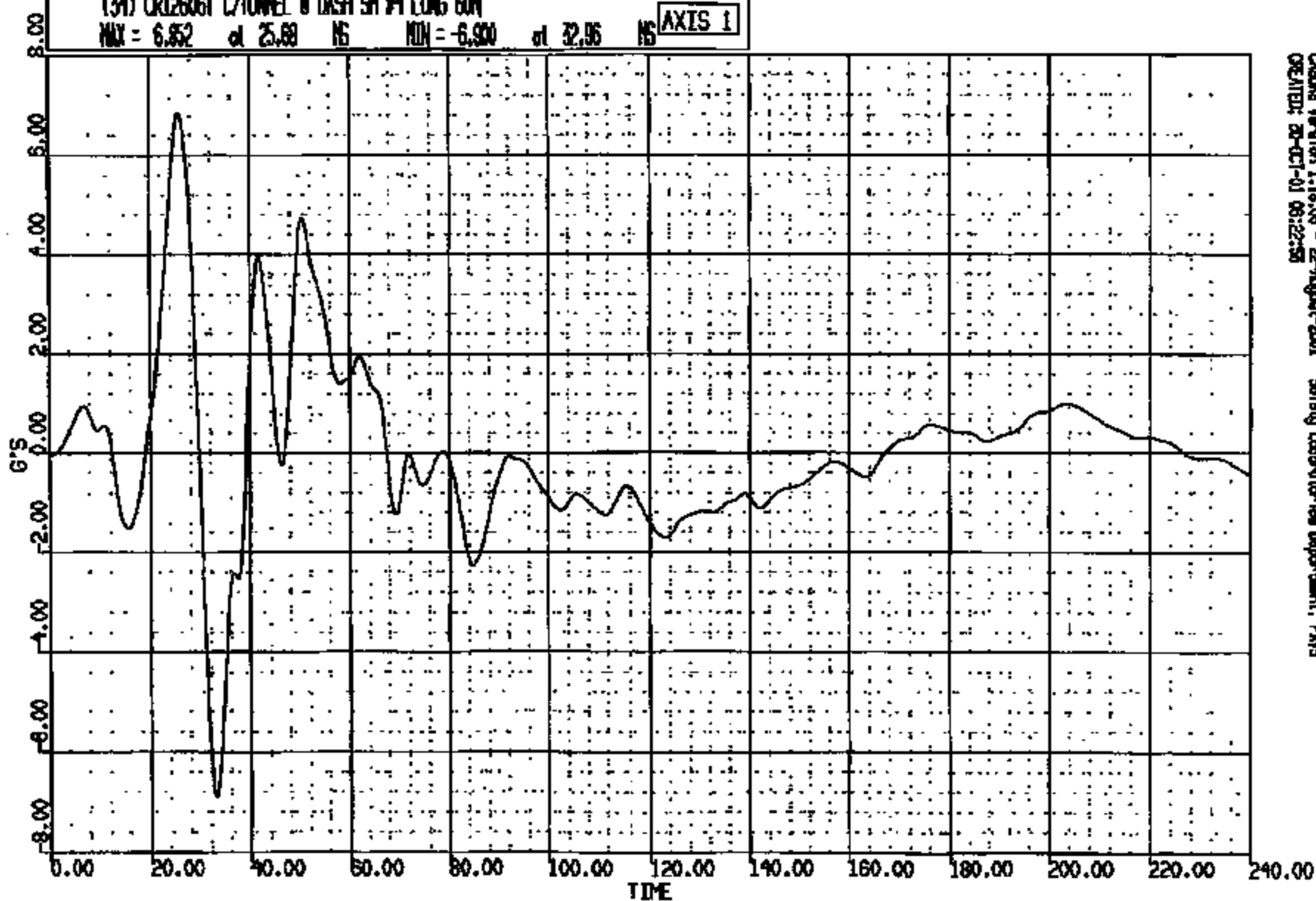
CRTS 0012606

CR RI 12808 TO: J82421 DATE: 011026 08:57:47
2008 FN-148

(34) CR12606T C/TUNNEL 8 DASH 9H #4 LONG 60H

MAX = 6.852 at 25.68 HS MIN = -6.900 at 32.95 HS

AXIS 1



CRSAS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
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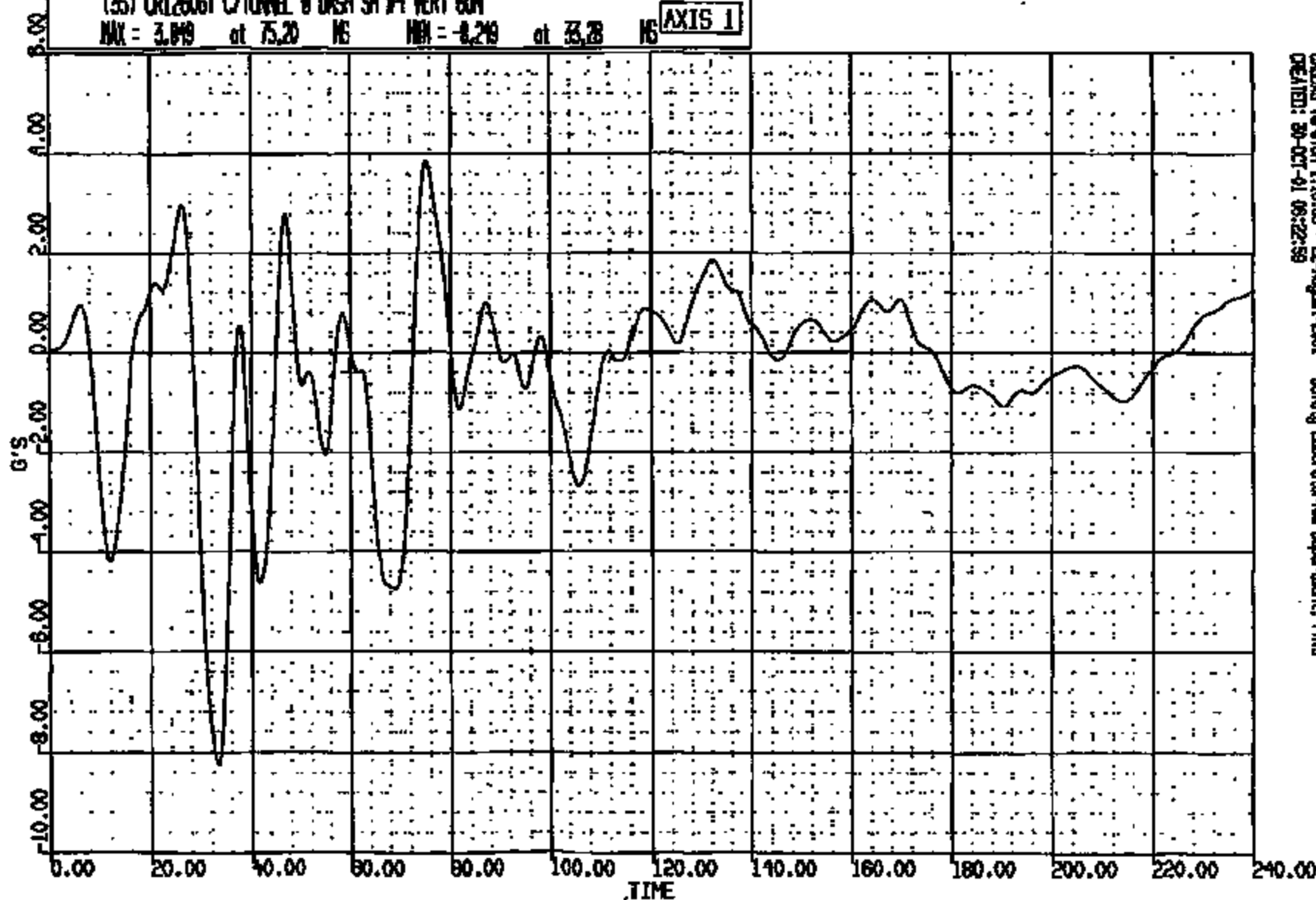
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2003 FN-145

(35) CR12606T C/TUNNEL 8 DASH SH #4 VERT 60N

MAX = 3.049 at 75.20 NS MIN = -0.249 at 33.28 NS

AXIS 1



CR12606T Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHMS
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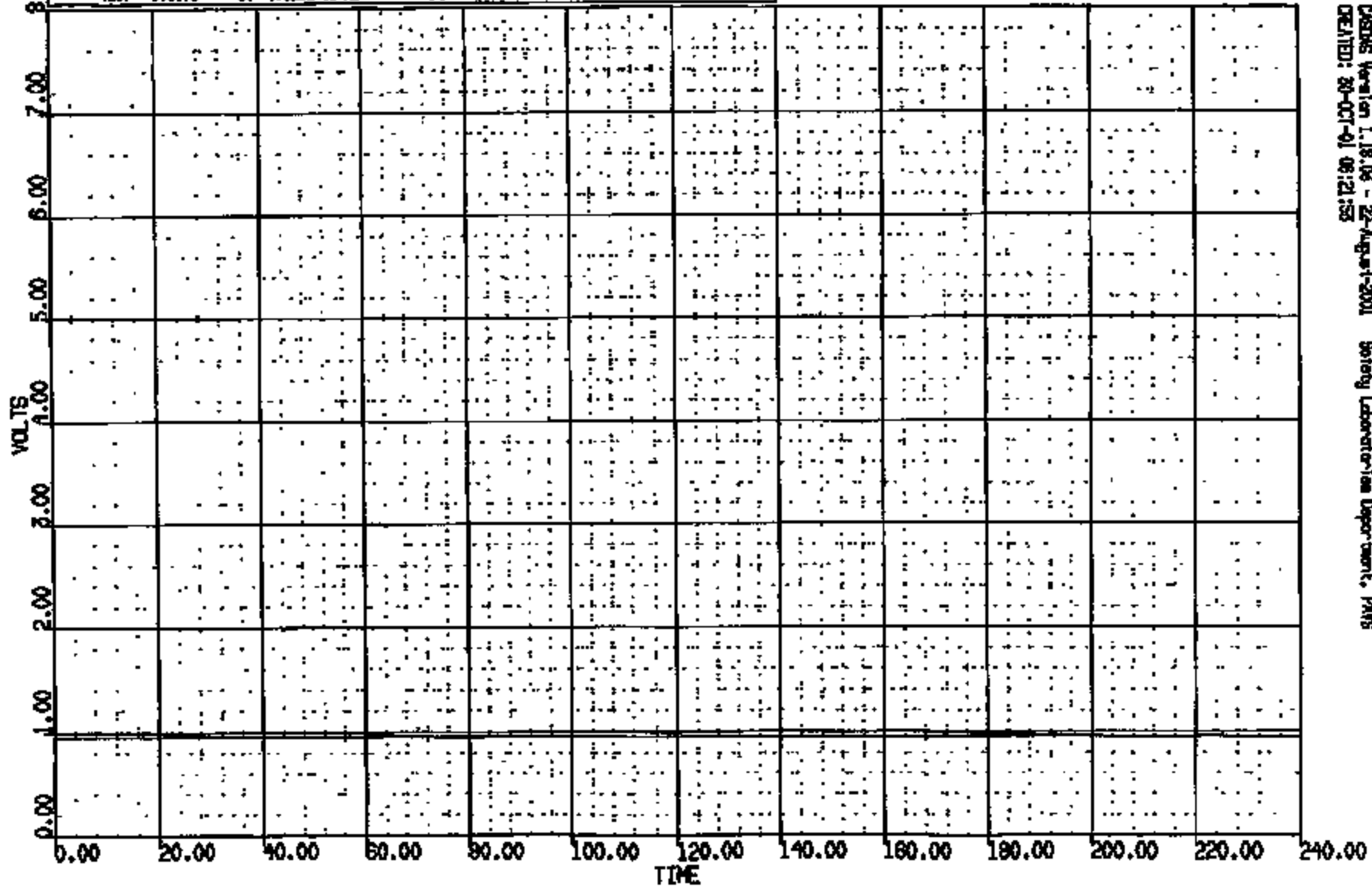
CR12606T

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-146

(24) CR12606 FUEL SHUT OFF (INERTIA) SN 4000

HUX = 0.9570 at -.762E-05 MS HON = 0.9570 at -.762E-05 MS

AXIS 1



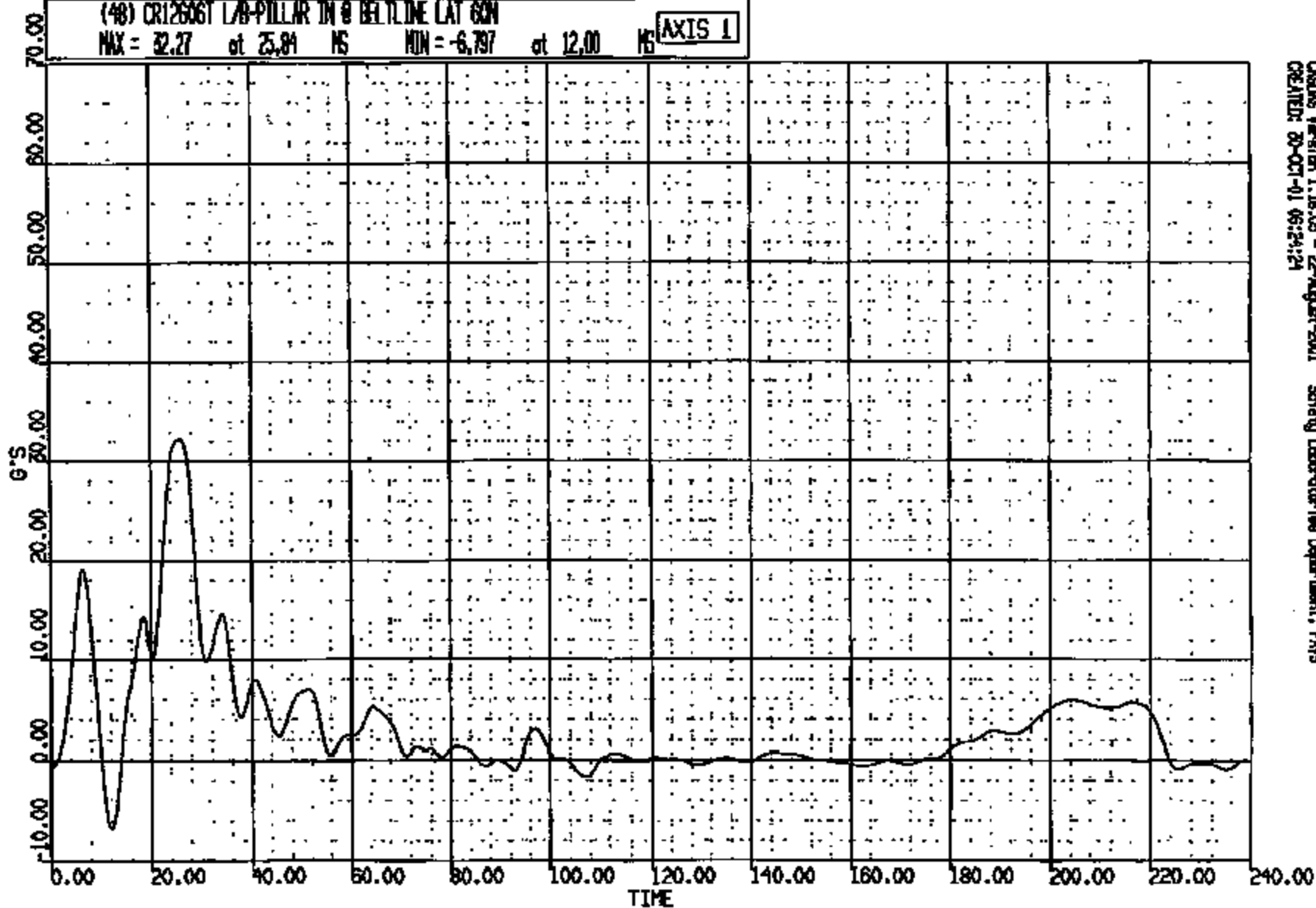
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011028 08:57:47
2002 PN-145

(48) CR12606T LAD-PILLAR IN @ BELT LINE LAT 60N

MAX = 32.27 at 25.84 MS MIN = -6.797 at 12.00 MS

AXIS 1



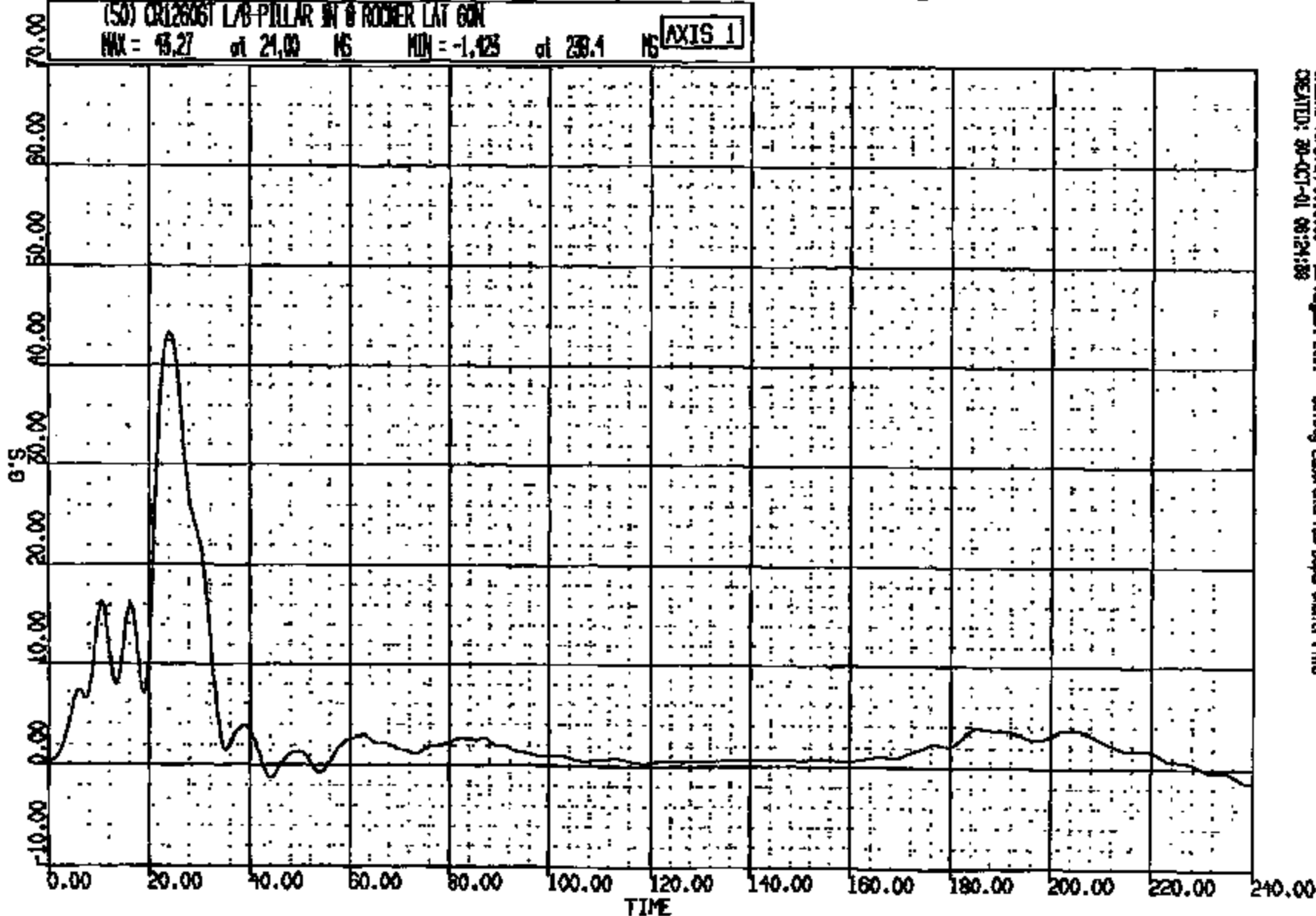
CRIS 0012606

CR #: 12808 TO: JB2421 DATE: 011028 08:57:47
2008 FZ-145

(50) CR12606 L/B-PILLAR IN @ ROOBER LAT CON

MAX = 43.27 at 21.00 NS MIN = -1.423 at 238.4 NS

AXIS 1



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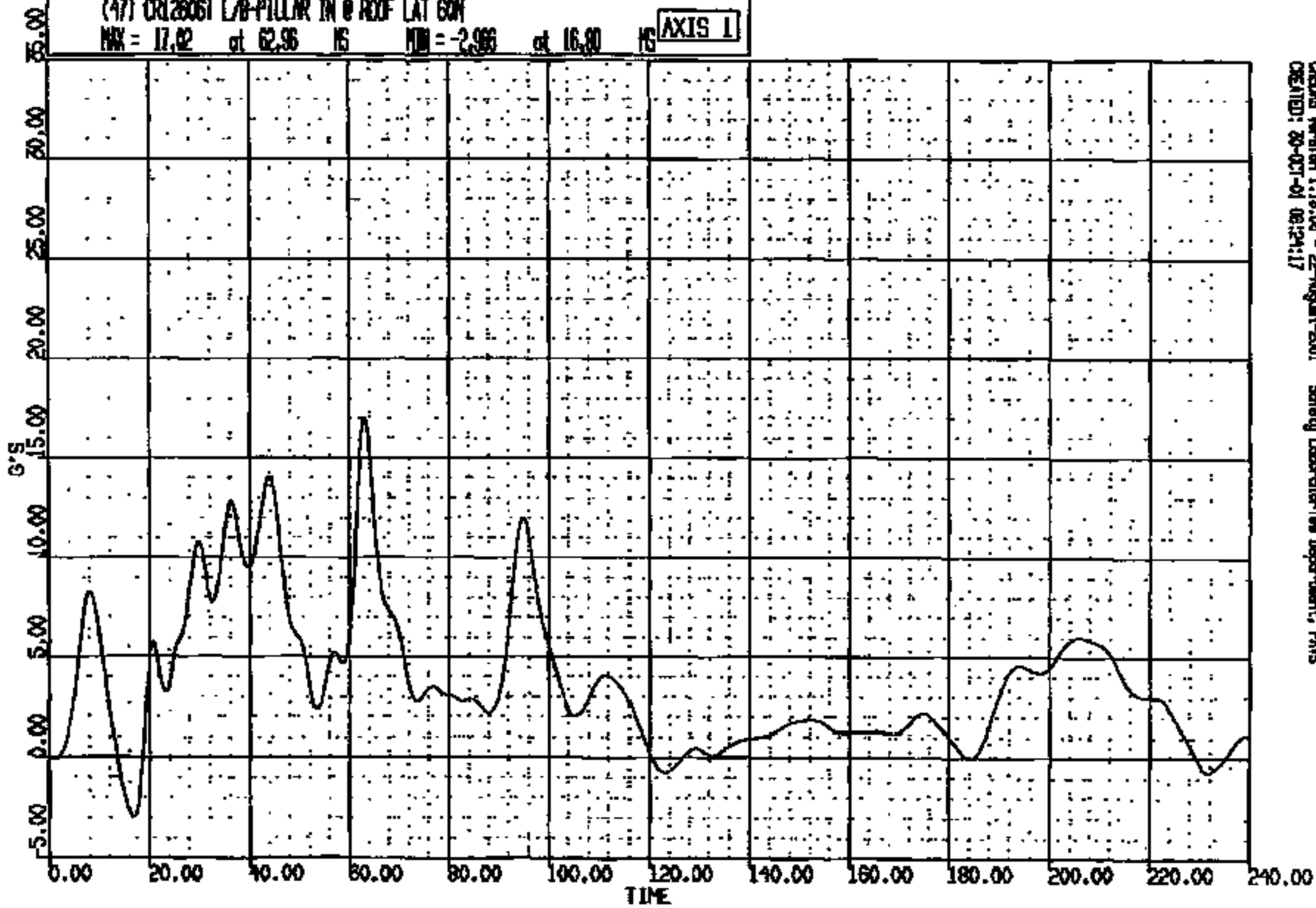
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CR R: 12606 TO: J82421 DATE: 011026 06:57:47
2003 FN-145

(47) CR12606 L/B-PILLAR IN @ ROOF LAT 60N

MAX = 17.02 at 62.96 NS MIN = -2.96 at 16.90 NS

AXIS 1



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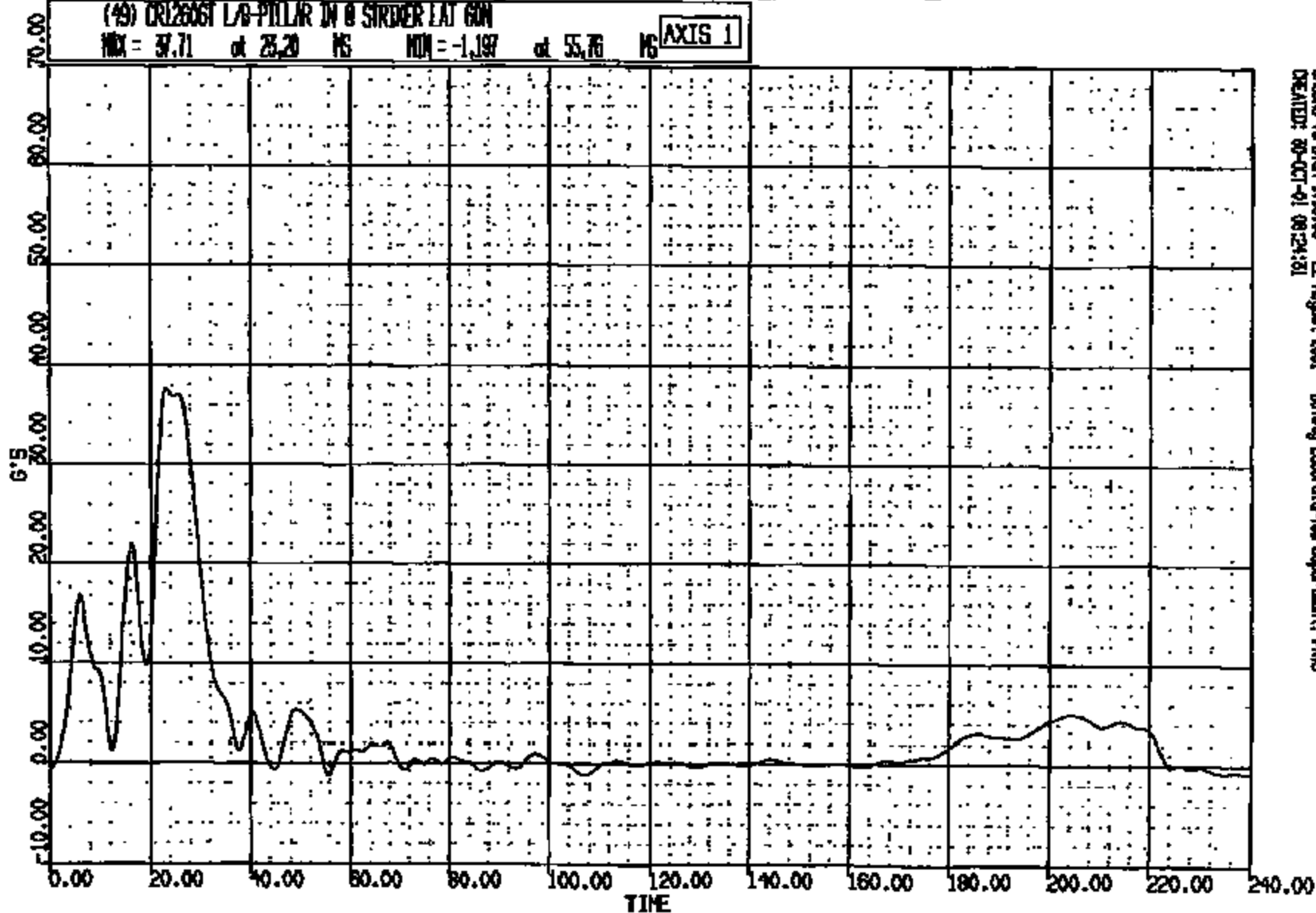
CRTS 0012606

CR #: 12606 TO: JB2421 DATE: 011028 06:57:47
2003 FN-145

(49) CR12606T L/B-PILLAR IN @ STRIDER LAT GUN

MAX = 37.71 at 25.20 MS MIN = -1.197 at 55.76 MS

AXIS 1



CASAS Version 1.18.03 - 22-August-2001
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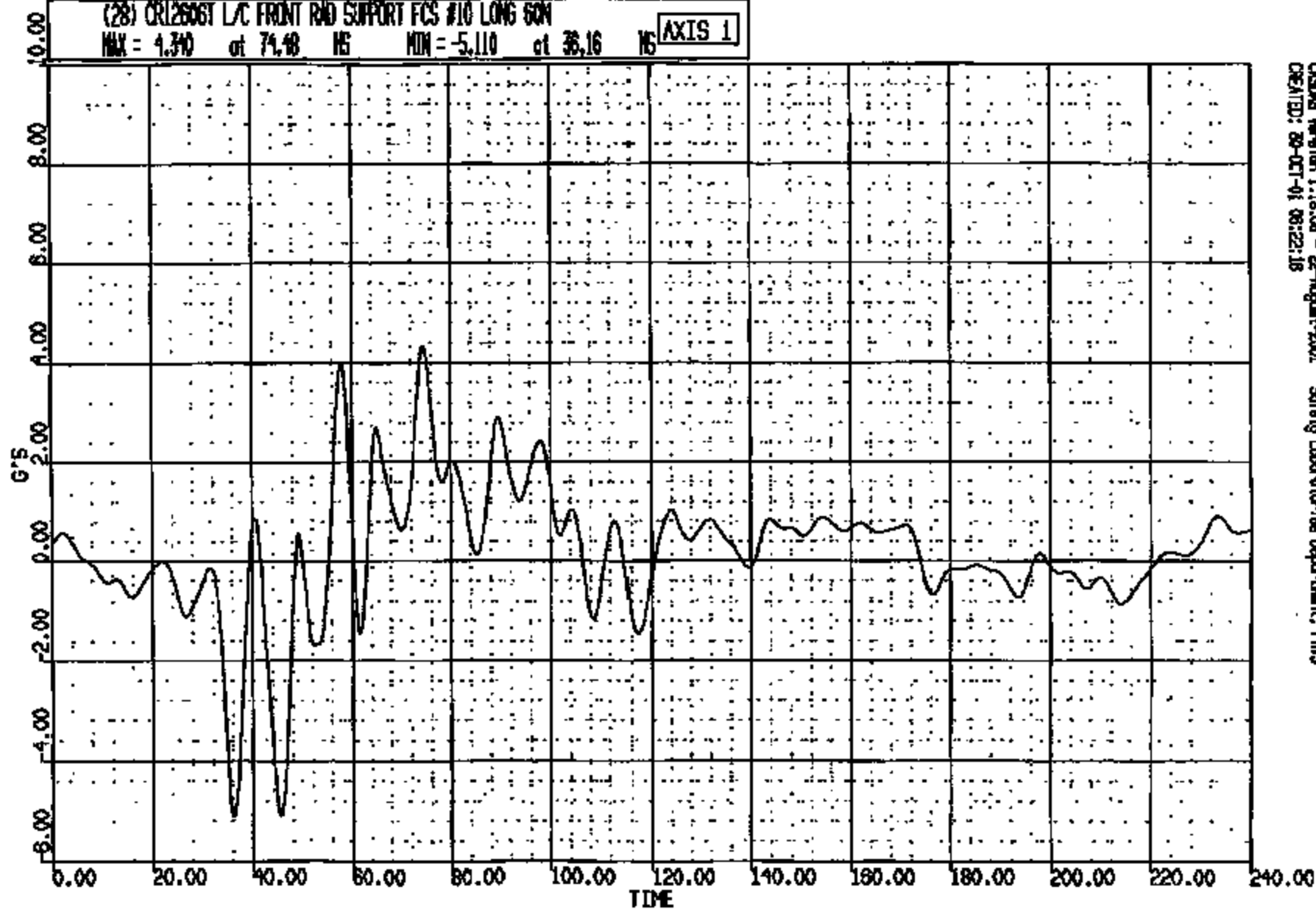
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CR R: 12606 TO: J82421 DATE: 011026 08:57:47
2006 FN-145

(28) CR12606T L/C FRONT RAD SUPPORT FCS #10 LONG 60N

MAX = 4.340 at 74.48 HS MIN = -5.110 at 36.16 HS

AXIS 1



CASINS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PHMS
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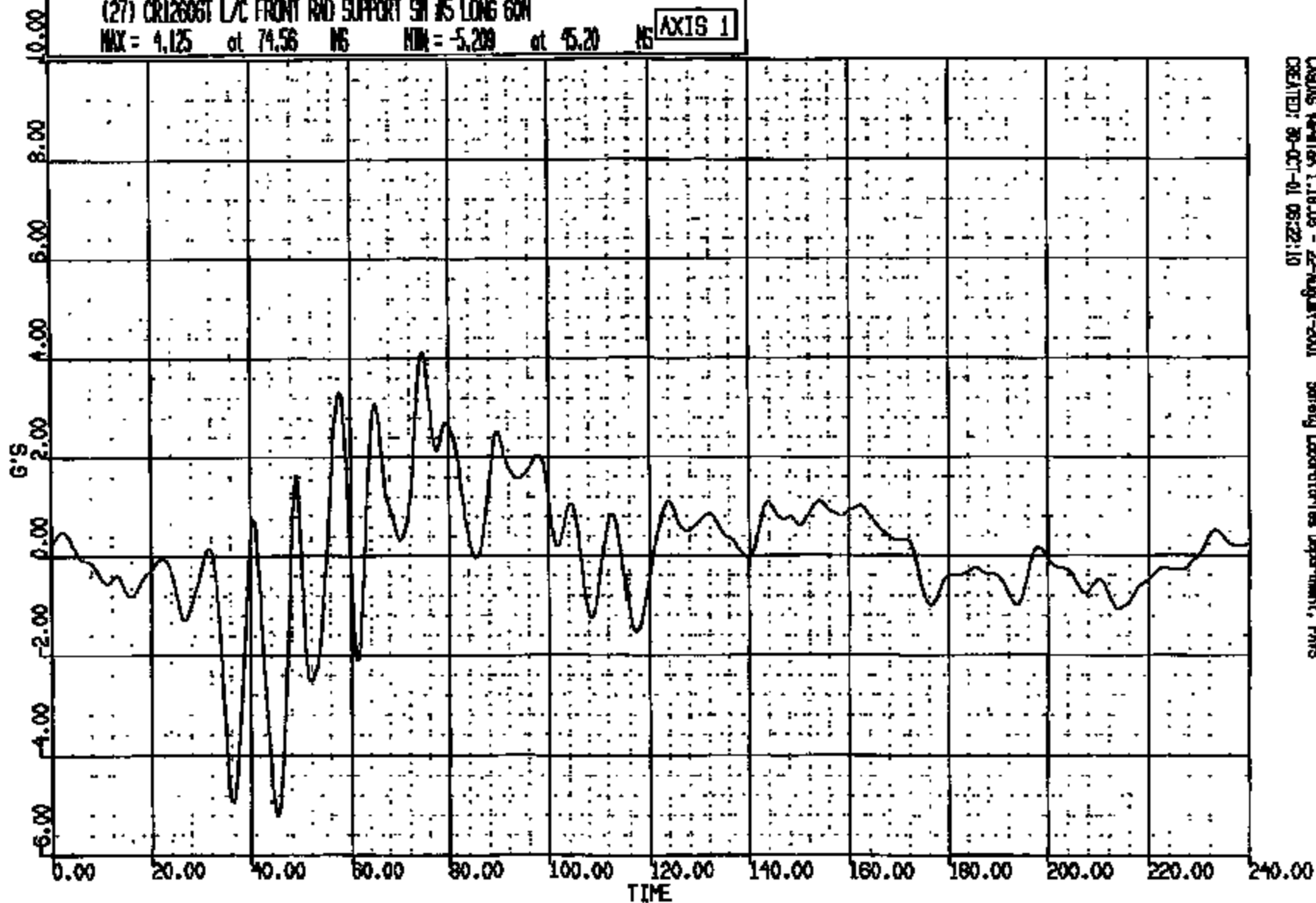
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2003 FN-148

(27) CR12606T L/C FRONT RAD SUPPORT SN #5 LONG 60N

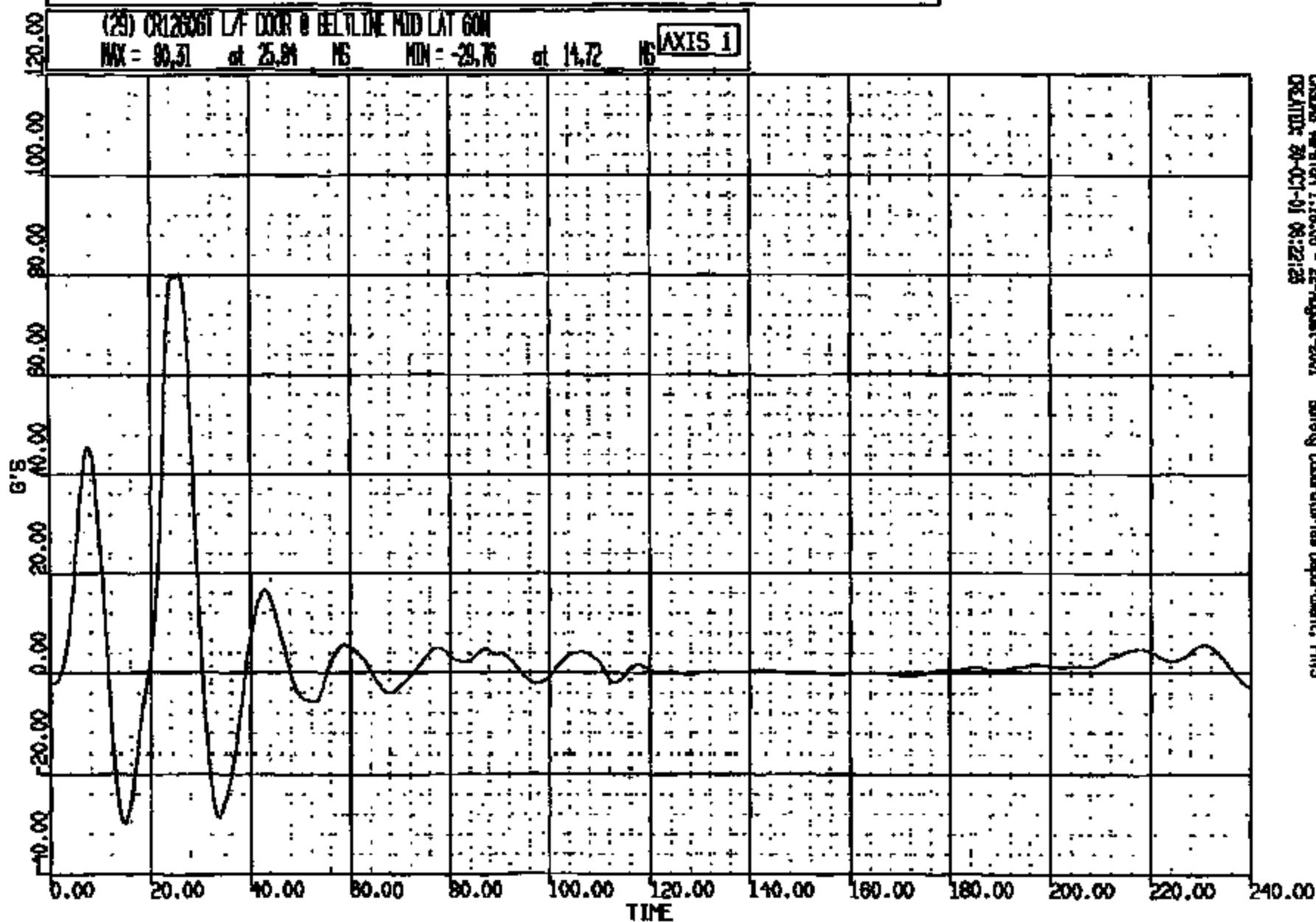
MAX = 4.125 at 74.56 MS MIN = -5.209 at 45.20 MS

AXIS 1



CRIS 0012606

CR R: 12606 TO: J82421 DATE: 011026 09:57:47
2003 FN-145



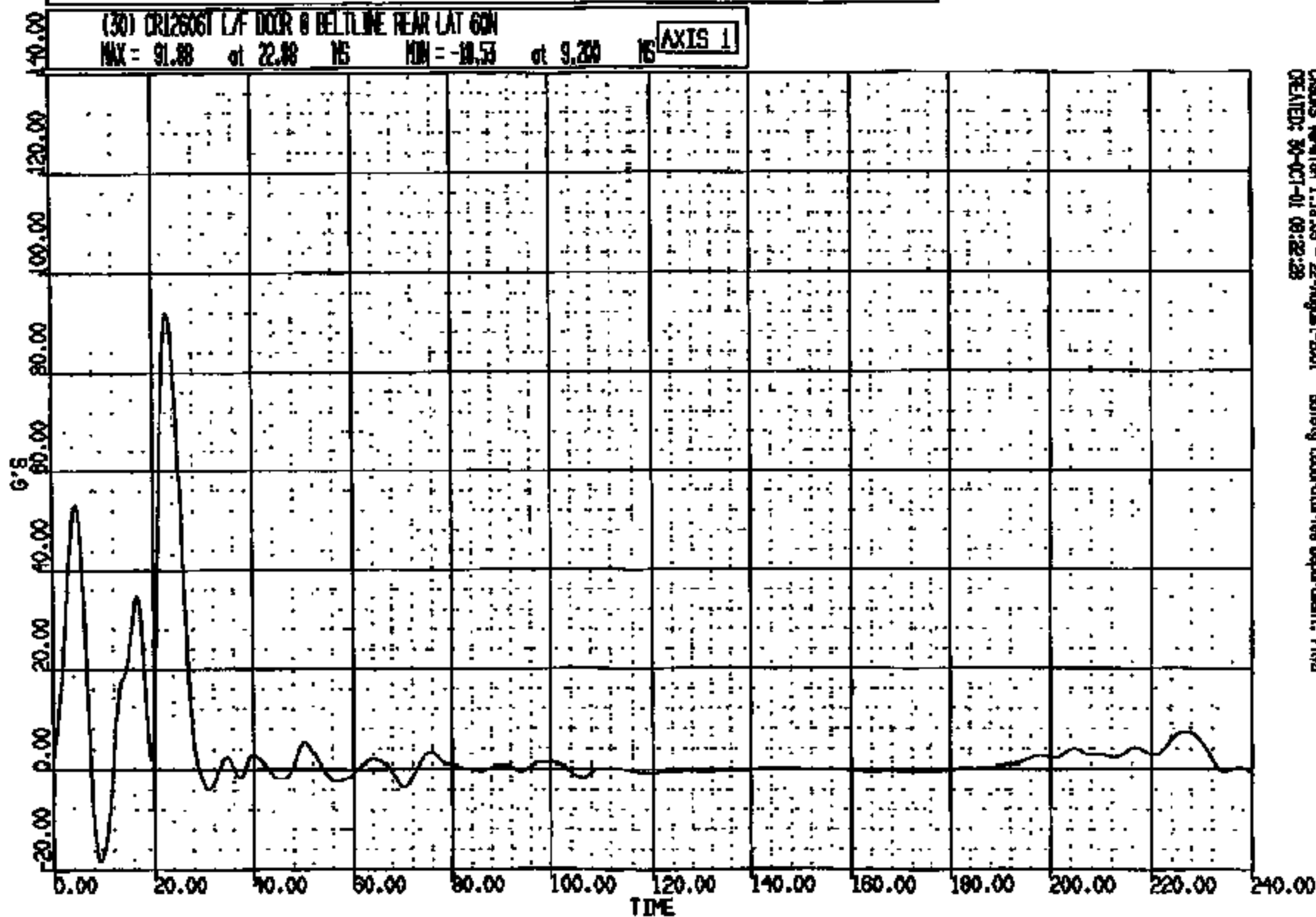
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CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(30) CR12606T L/F DOOR @ BELTLINE REAR LAT 60N

MAX = 91.88 at 22.88 NS MIN = -18.53 at 9.280 NS

AXIS 1



CR12606

CASUS Version 1.18.05 - 22-August-2001
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Safety Laboratories Department, PHS

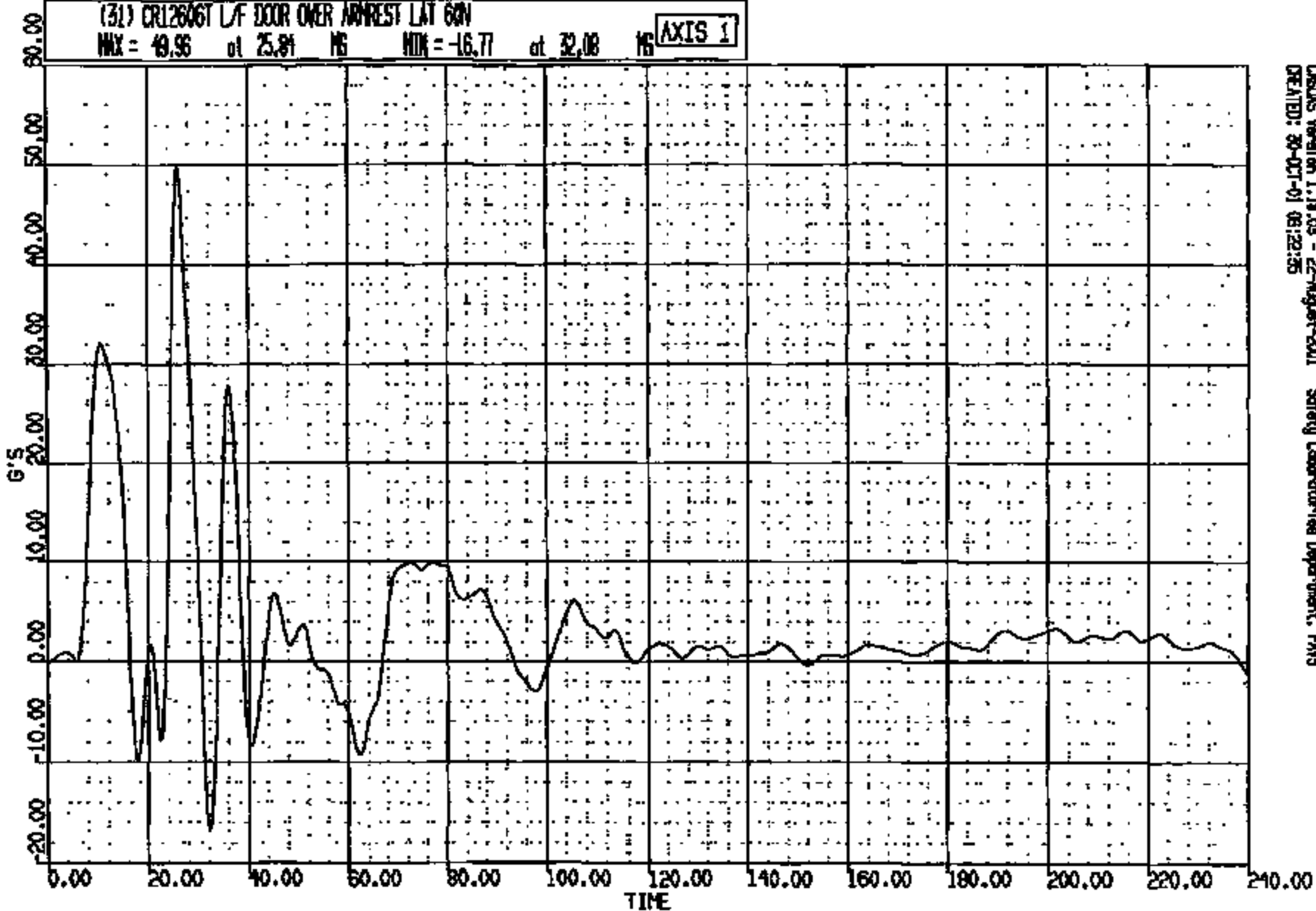
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CR R: 12806 TO: J82421 DATE: 011026 08:57:47
2003 FN-145

(31) CR12806T L/F DOOR OVER ARREST LAT 60N

MAX = 49.96 at 25.81 MS MIN = -16.77 at 32.08 MS

AXIS 1

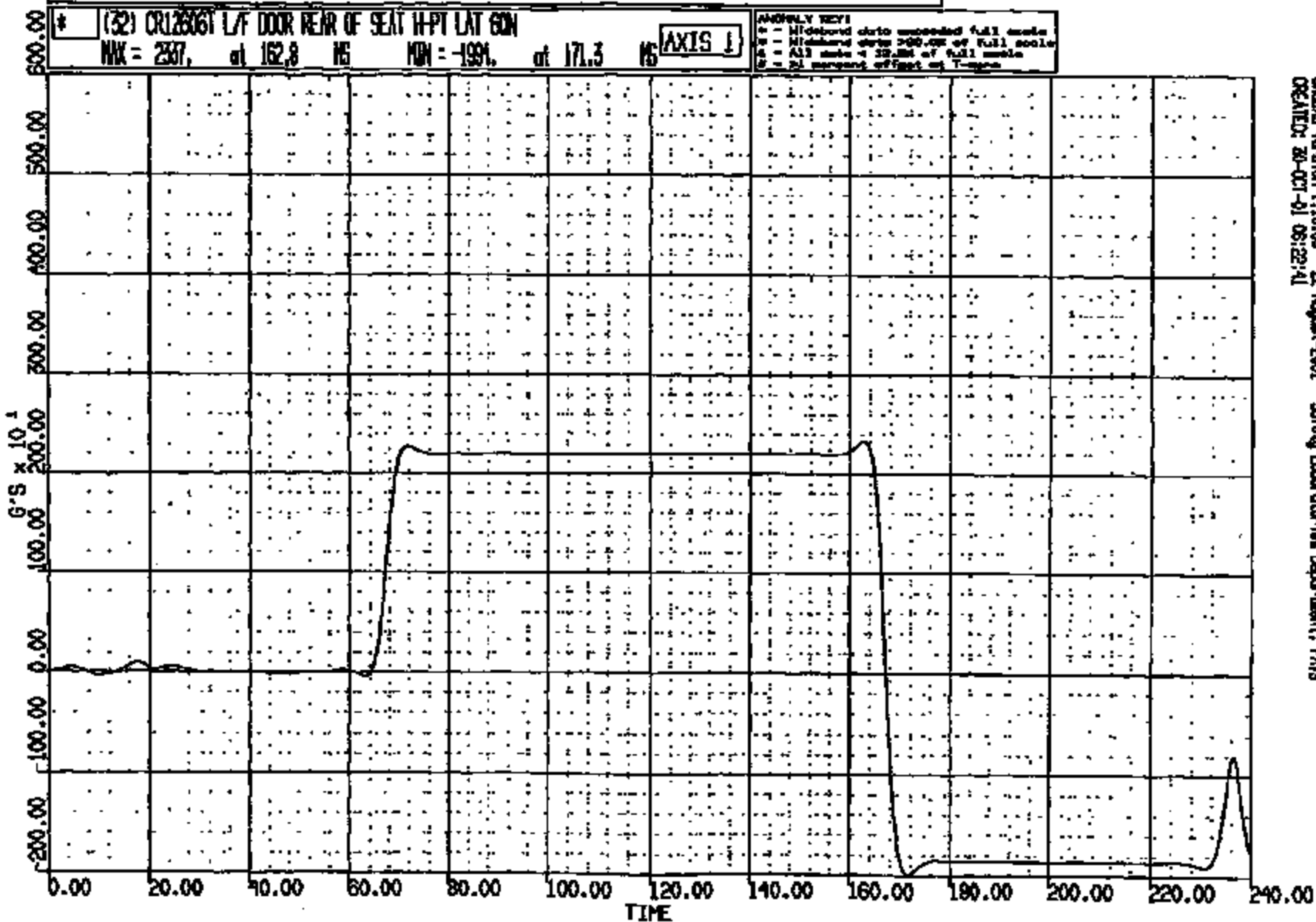


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CRTS 0012606

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2008 FN-145



CRIS 0012606

CASAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
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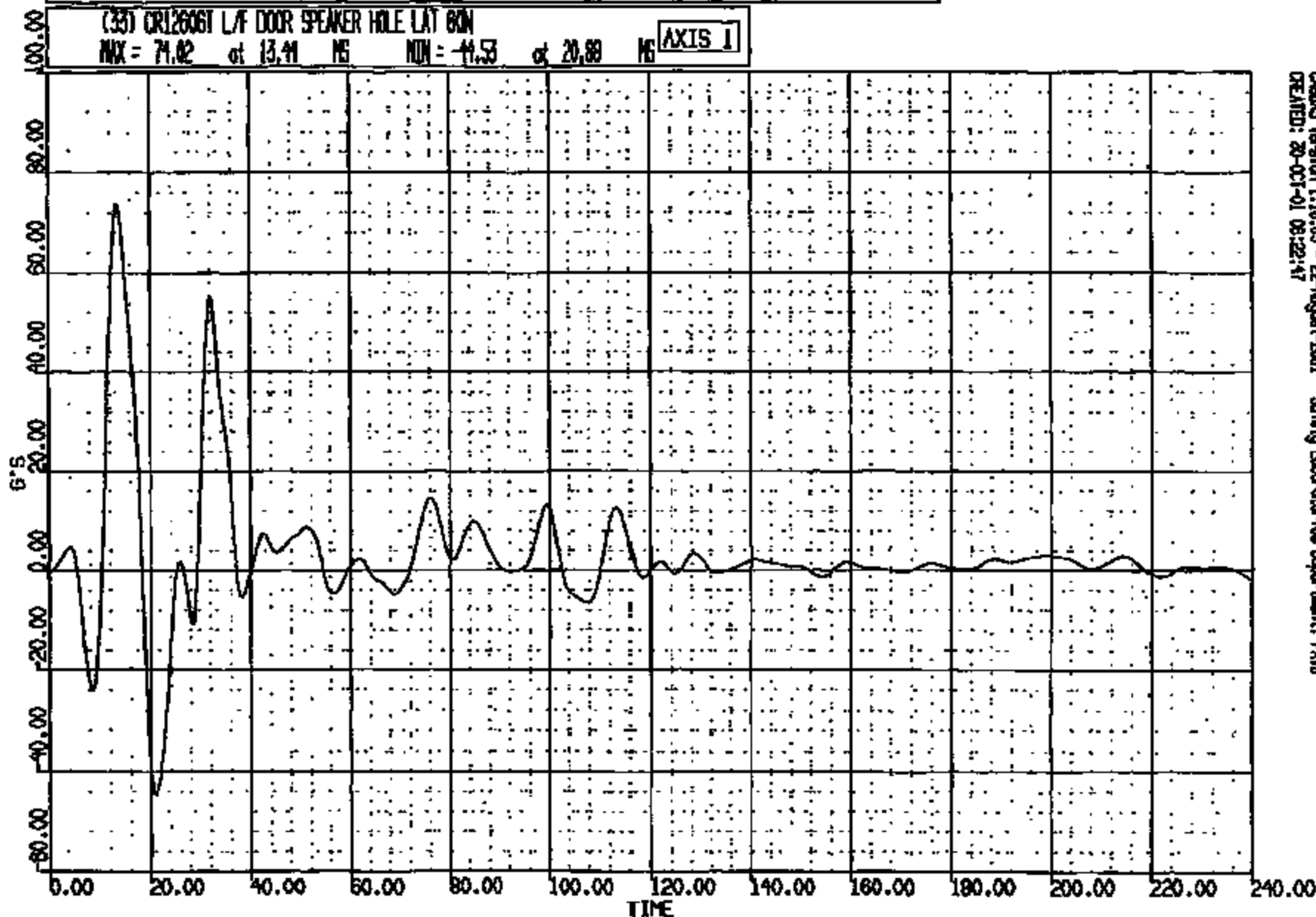
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CR R: 12008 TO: J82421 DATE: 011028 08:57:47
2003 FN-145

(33) CR12606T L/F DOOR SPEAKER HOLE LAT 80N

MAX = 74.02 at 13.41 MS MIN = -44.53 at 20.89 MS

AXIS 1

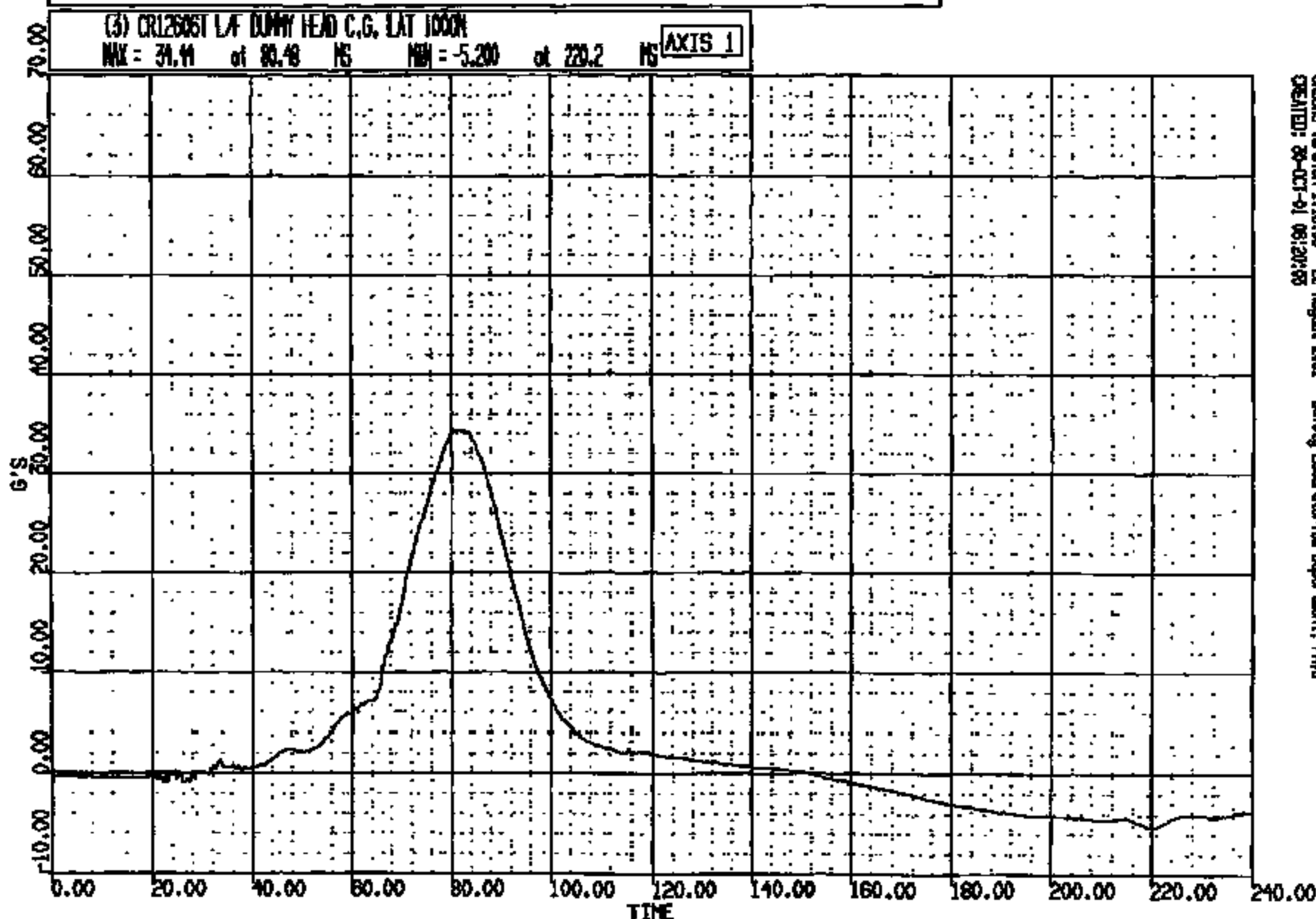


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CRIS 0012606

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2008 FN-145



CRTS 0012606

CRS006 Version 1.18.05 - 22 August 2001 Safety Laboratories Department, PMS
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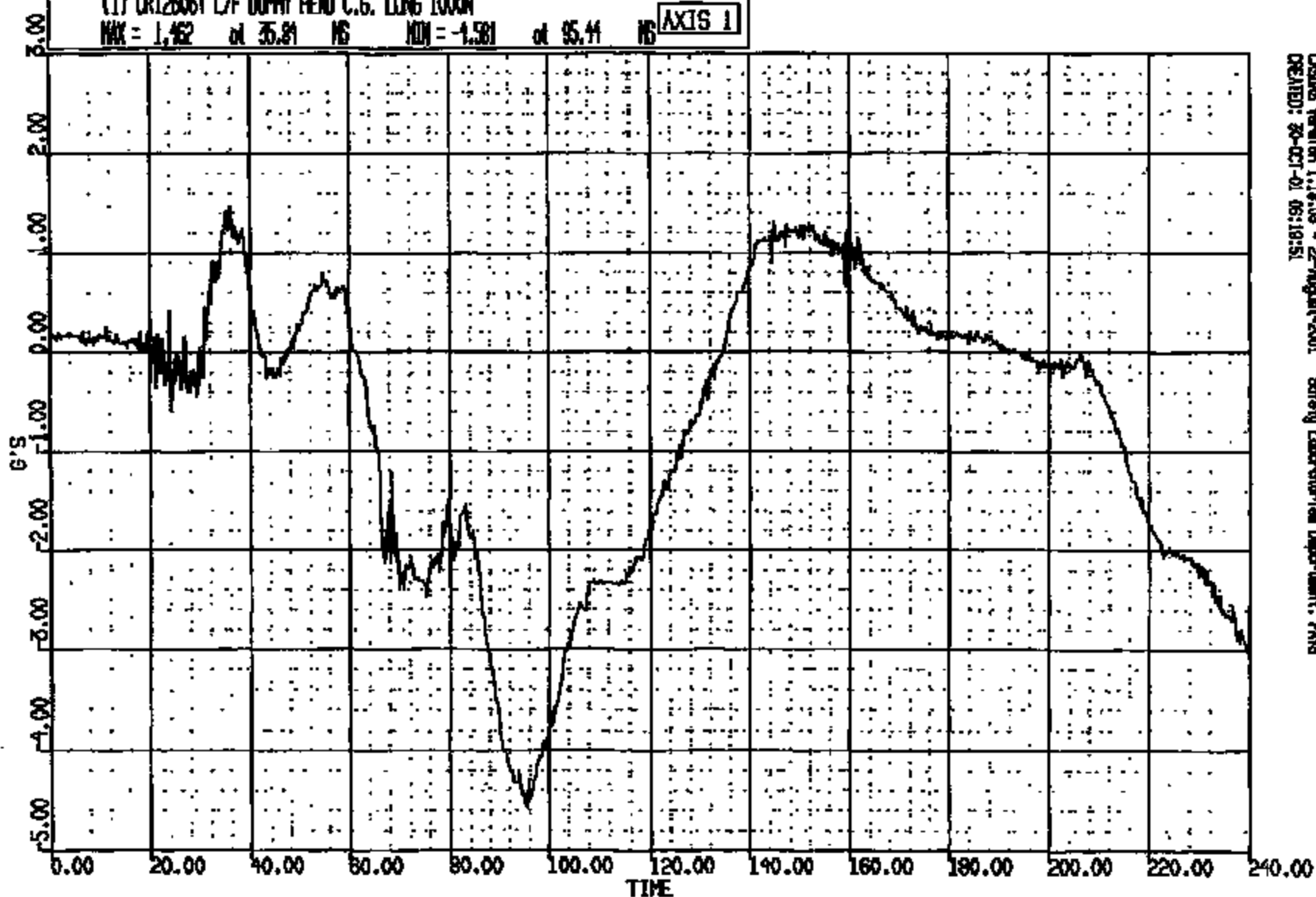
ENTIRE PAGE CONFIDENTIAL

CR R: 12606 TD: JB2421 DATE: 011028 08:57:47
2005 FN-145

(1) CR12606 L/F DUMMY HEAD C.G. LONG 1000N

MAX = 1.452 at 35.81 MS MIN = -4.581 at 95.44 MS

AXIS 1



CASING Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PWS
CREATED: 20-07-01 06:19:51

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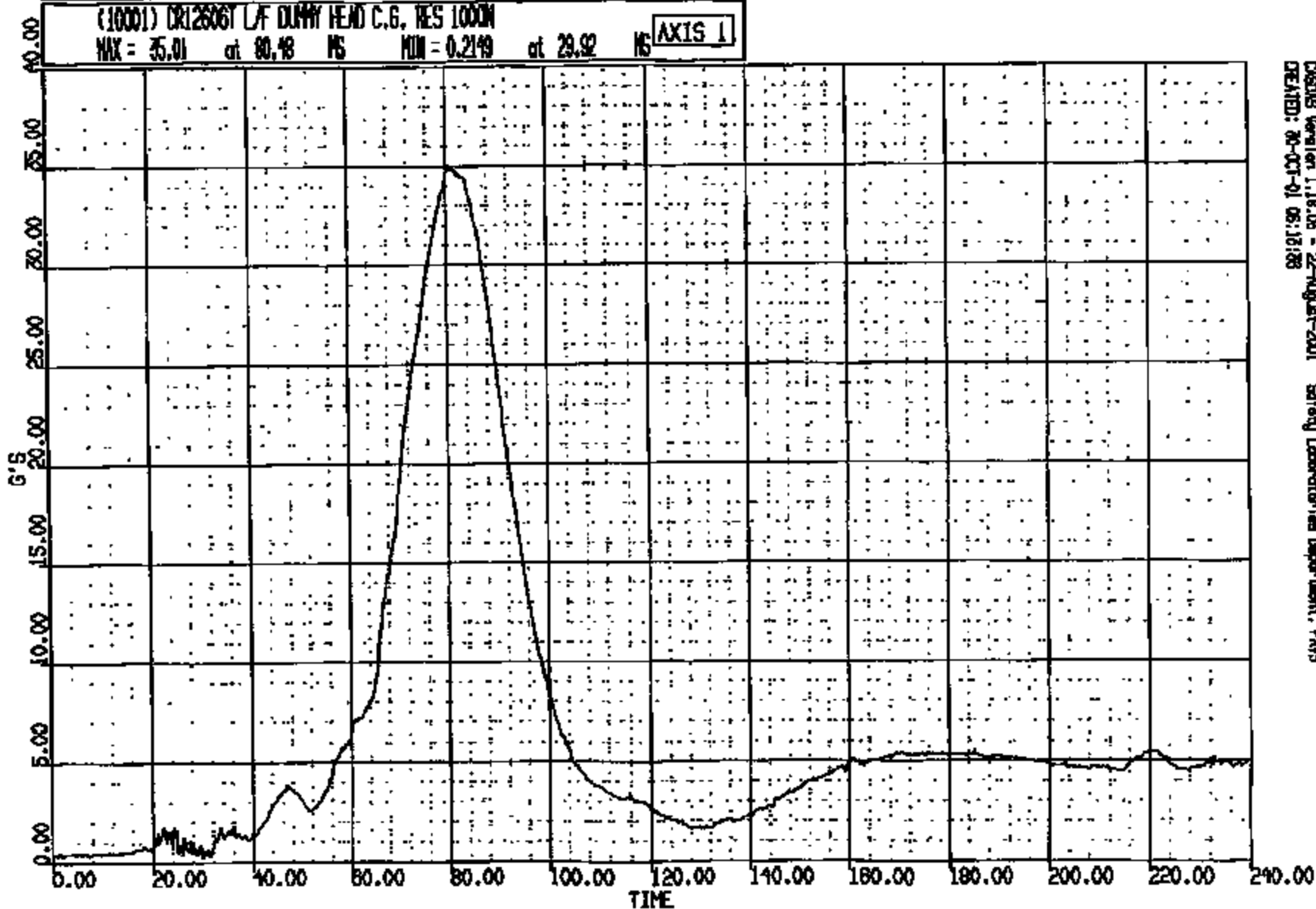
CRITS 0012606

OR R: 12808 TO: JB2421 DATE: 011028 08:57:47
 2008 FN-148
 IICU: 101. DUR: 240.0 T1/T2: 59.4 // 55.8
 IICU: 101. DUR: 58.0 T1/T2: 59.4 // 55.8
 IICU: 88. DUR: 15.0 T1/T2: 74.0 // 69.0

(10001) CR12606T LAF DUMMY HEAD C.G. RES 1000N

MAX = 35.01 at 80.48 MS MIN = 0.2149 at 29.92 MS

AXIS 1

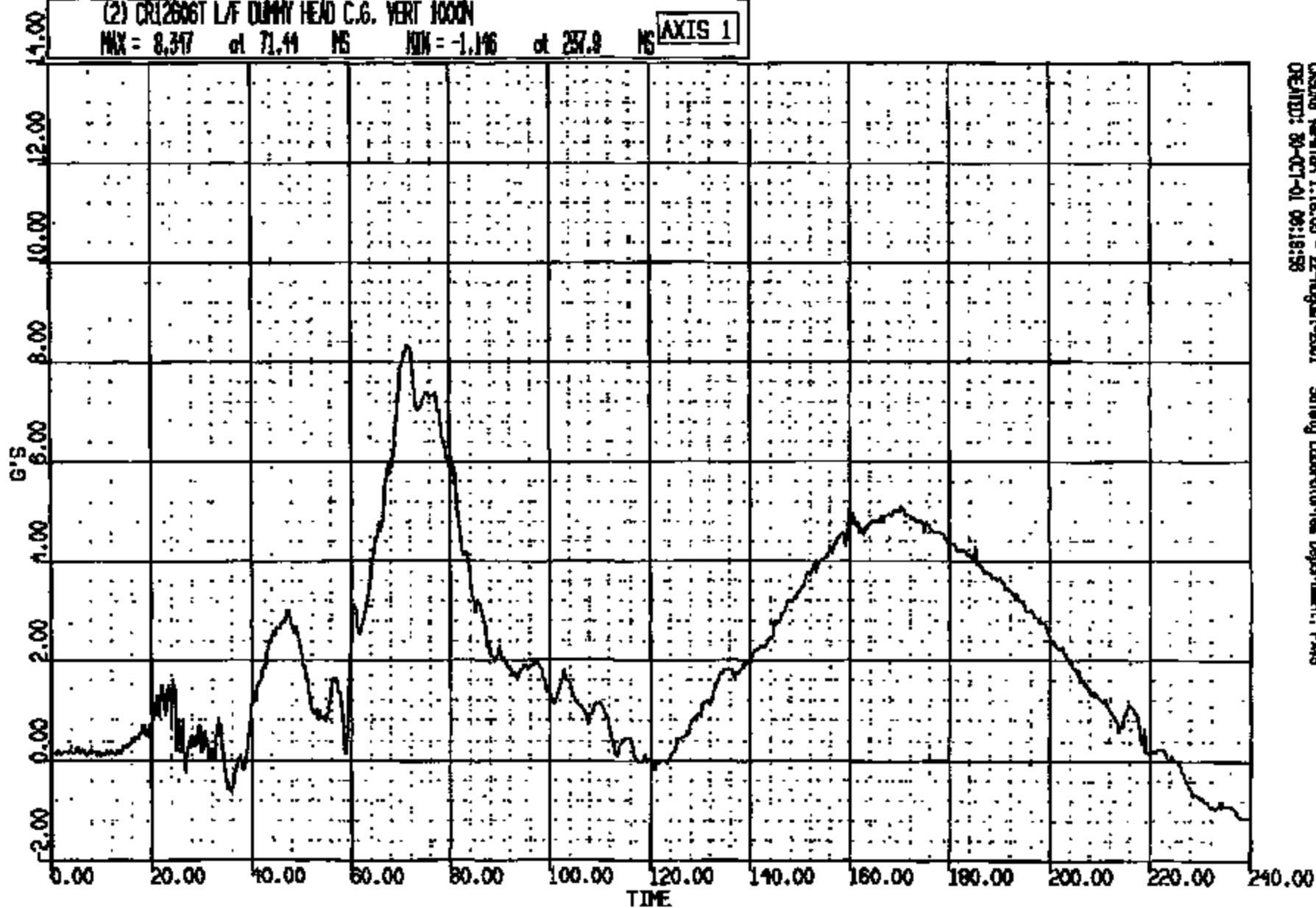


DR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145

(2) CR12606T L/F DUMMY HEAD C.G. VERT 1000N

MAX = 8.347 at 71.44 MS MIN = -1.116 at 237.9 MS

AXIS 1



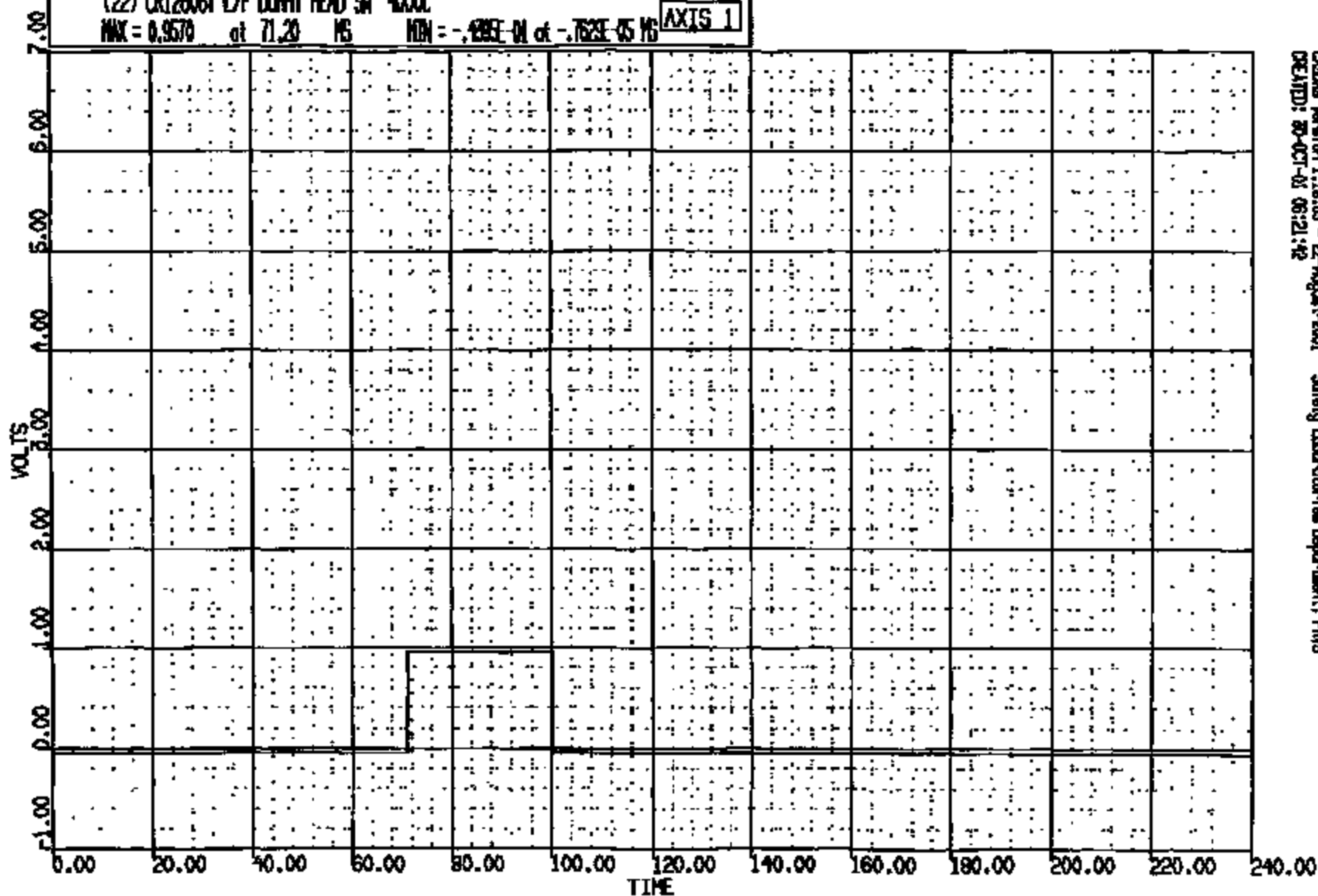
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CR R: 12606 TO: J82421 DATE: 011020 08:57:47
2003 FN-145

(22) CR12606T L/F DUMMY HEAD SN 4000C

MAX = 0.9570 at 71.20 MS MIN = -.498E-01 at -.762E-05 MS

AXIS 1



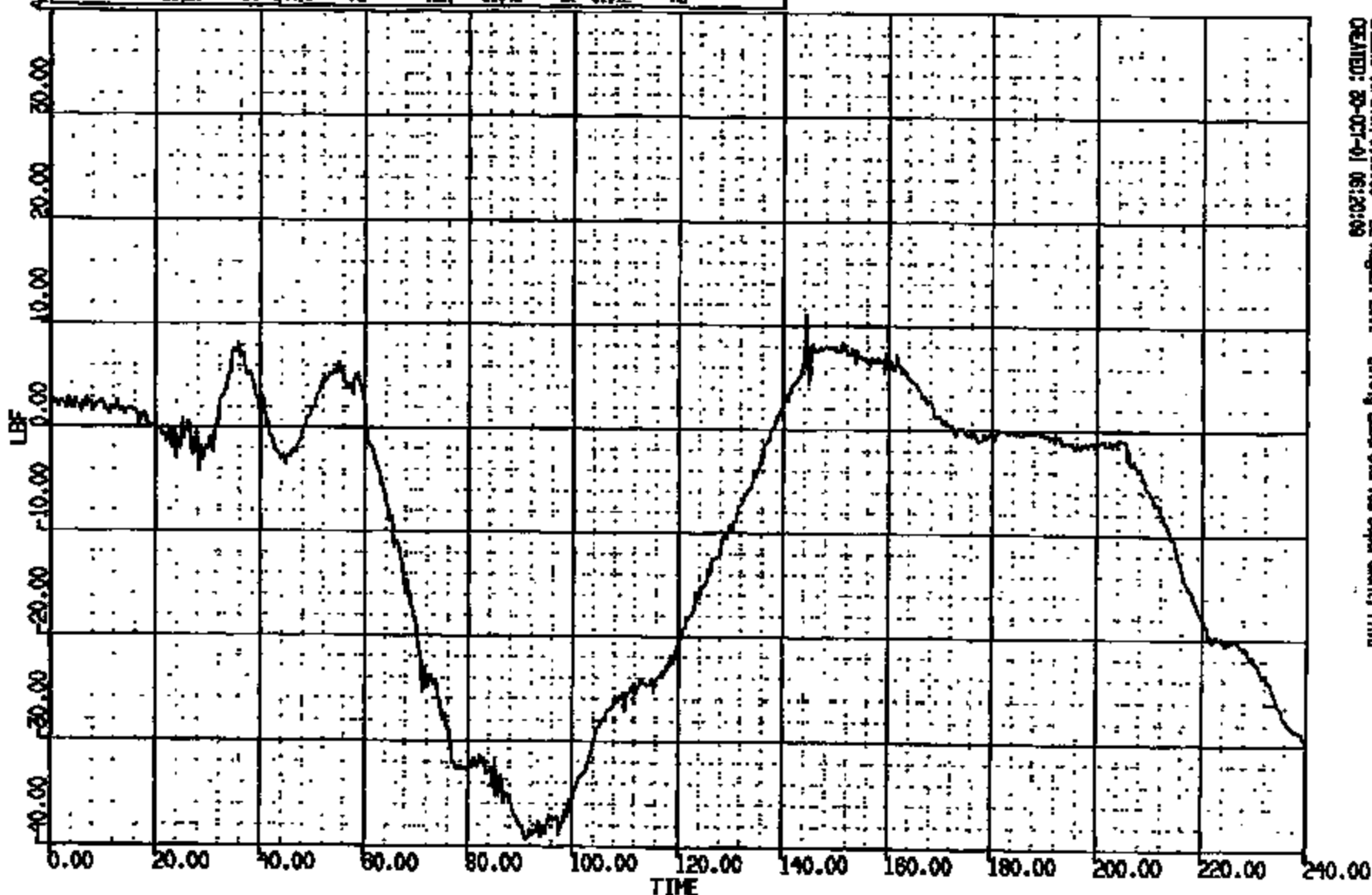
CR12606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(4) CR12606 L/F DUMMY NECK UPPER LOAD FX 100NM

MAX = 11.20 at 141.5 MS MIN = -39.46 at 94.12 MS

AXIS 1

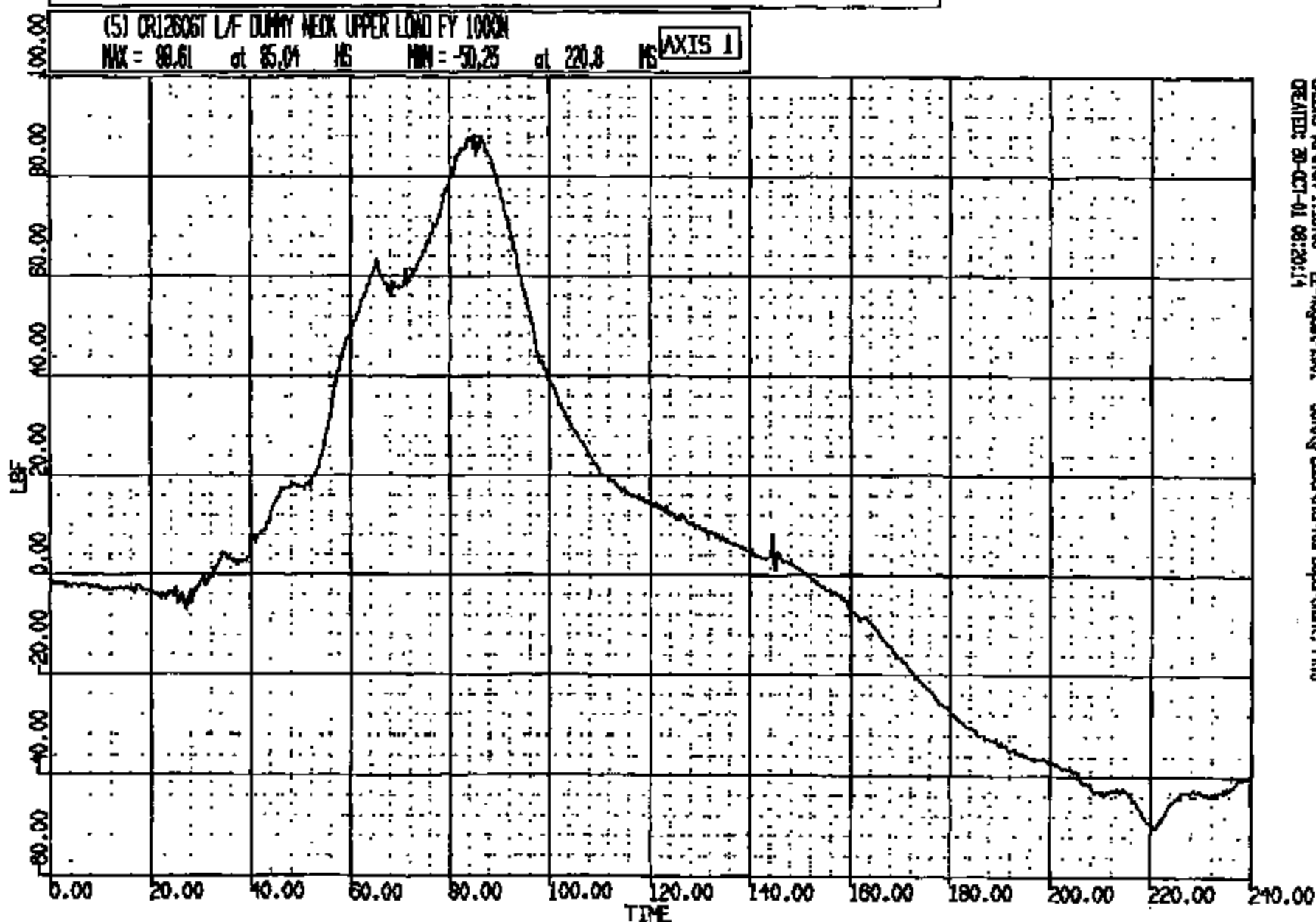


CR12606 Revision 1.18.05 - 22 August 2001 Safety Laboratories Department, PHS
CREATED: 20-07-01 08:20:08

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CR12606

CR R: 12606 TO: J82421 DATE: 011028 09:57:47
2003 FN-146

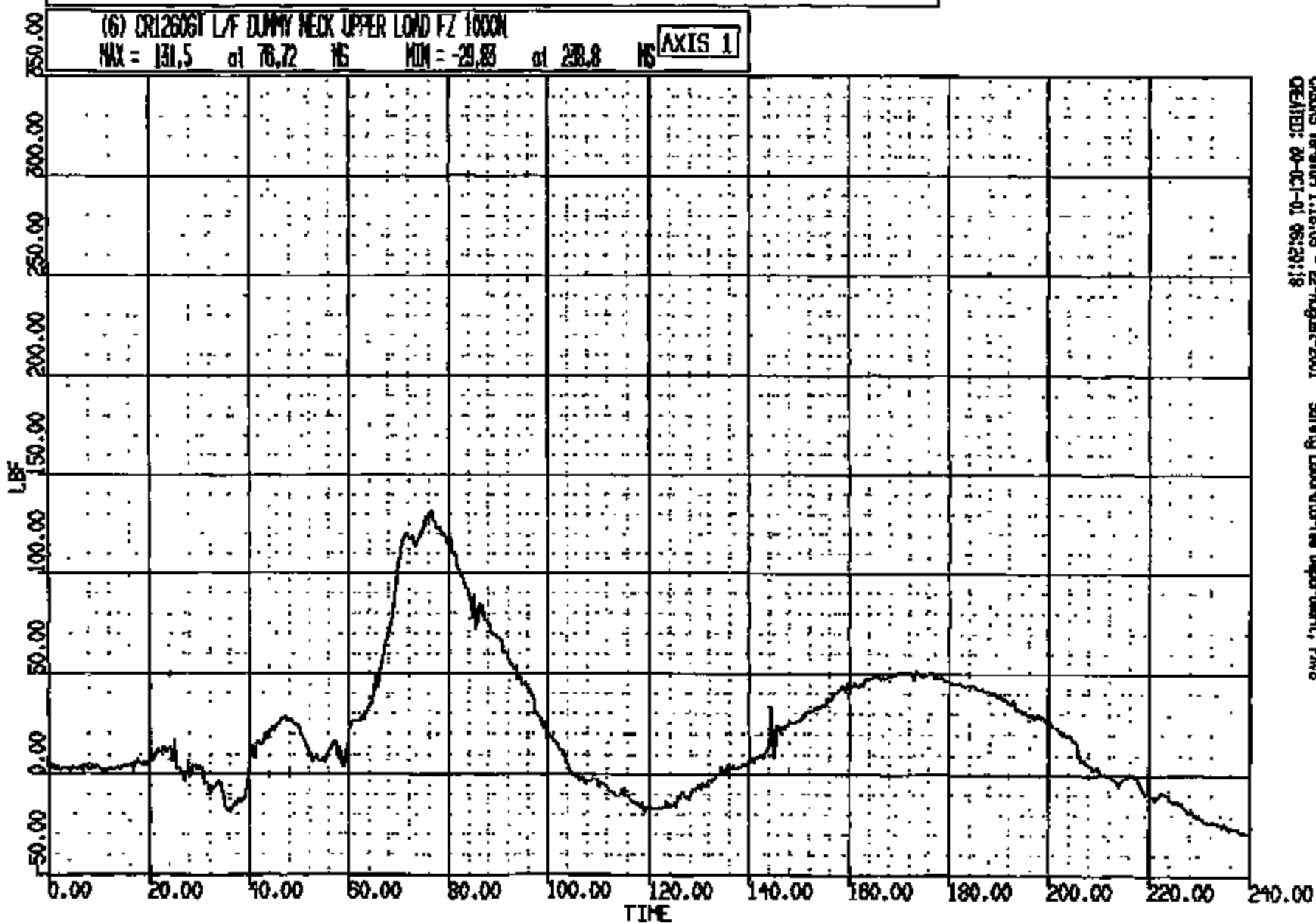


CRTS 0012606

GENS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 20-CT-01 09:20:14

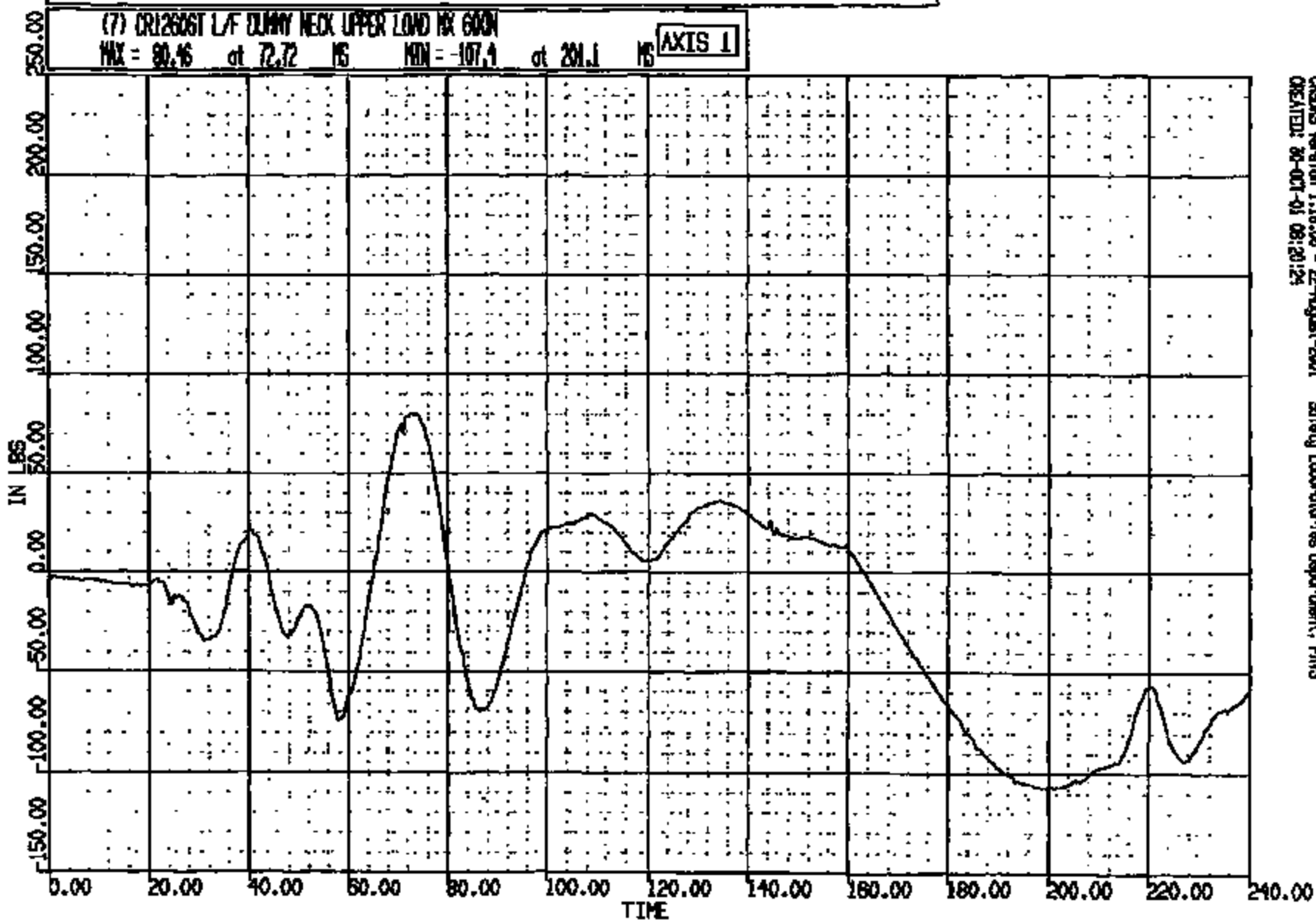
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CR R: 12806 TO: JB2421 DATE: 011026 08:57:47
2003 FN-146



CR12606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

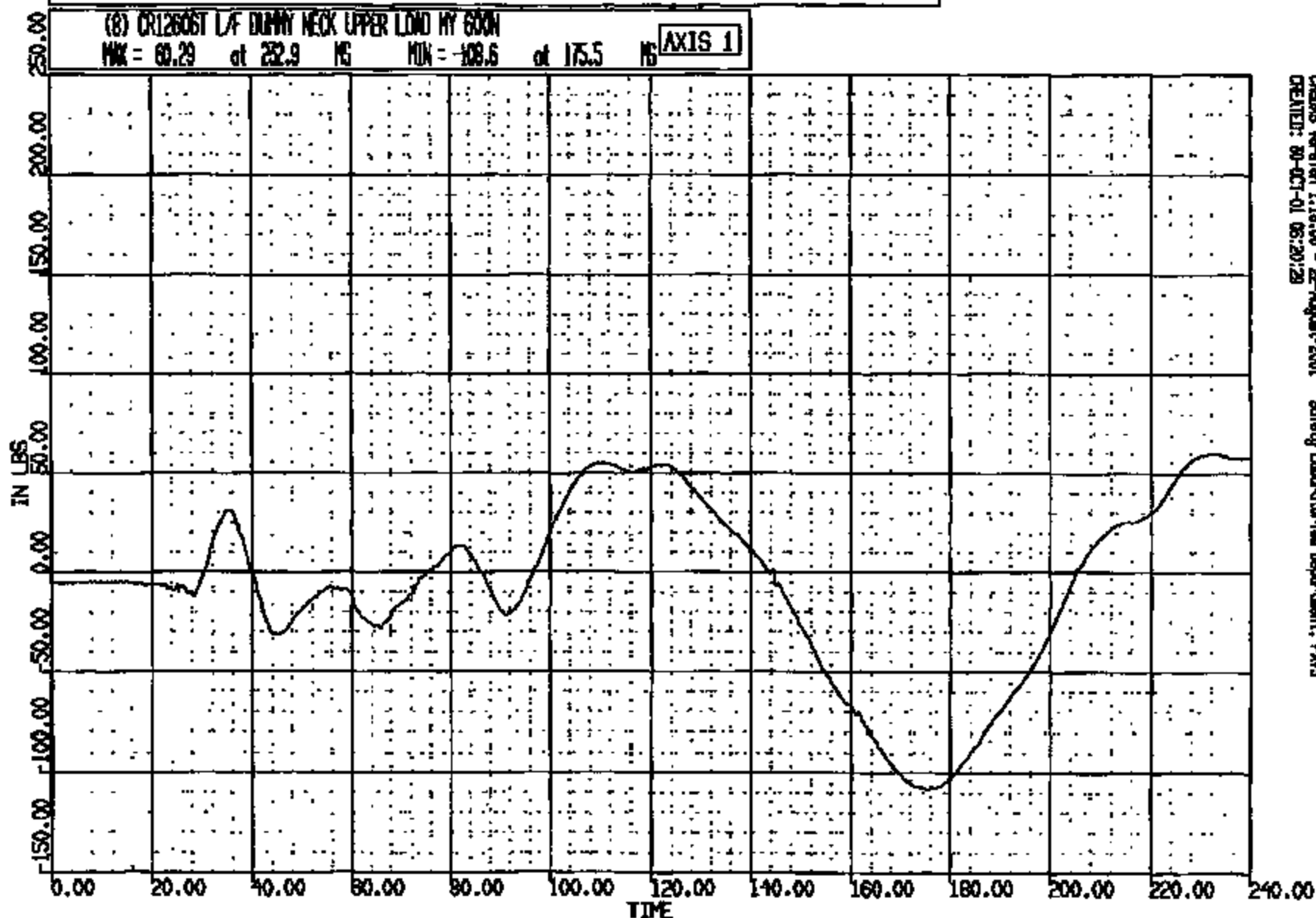


CASAS Version 1.16.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 26-OCT-01 08:20:24

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CRTS 0012606

CR #: 12606 TO: JB2421 DATE: 011028 08:57:47
2003 FN-145



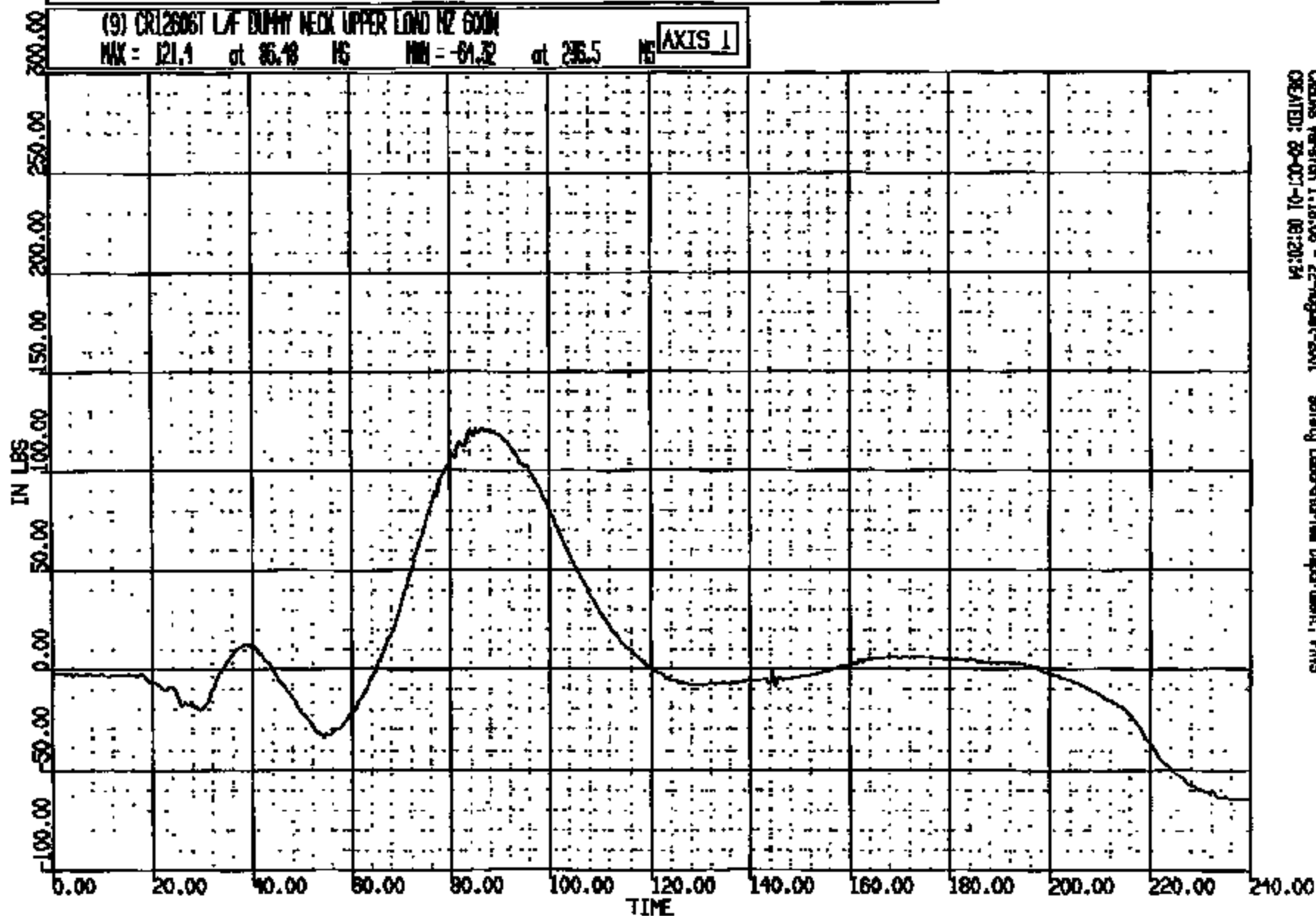
CR12606

CR R: 12606 TC: J82421 DATE: 011026 08:57:47
2005 FN-145

(9) CR12606T LAF DUMMY NECK UPPER LOAD NZ 600N

MAX = 121.1 at 85.48 HG MIN = -61.32 at 235.5 HG

AXIS 1



CRTS 0012606

CEGIS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 20-OCT-01 08:20:24

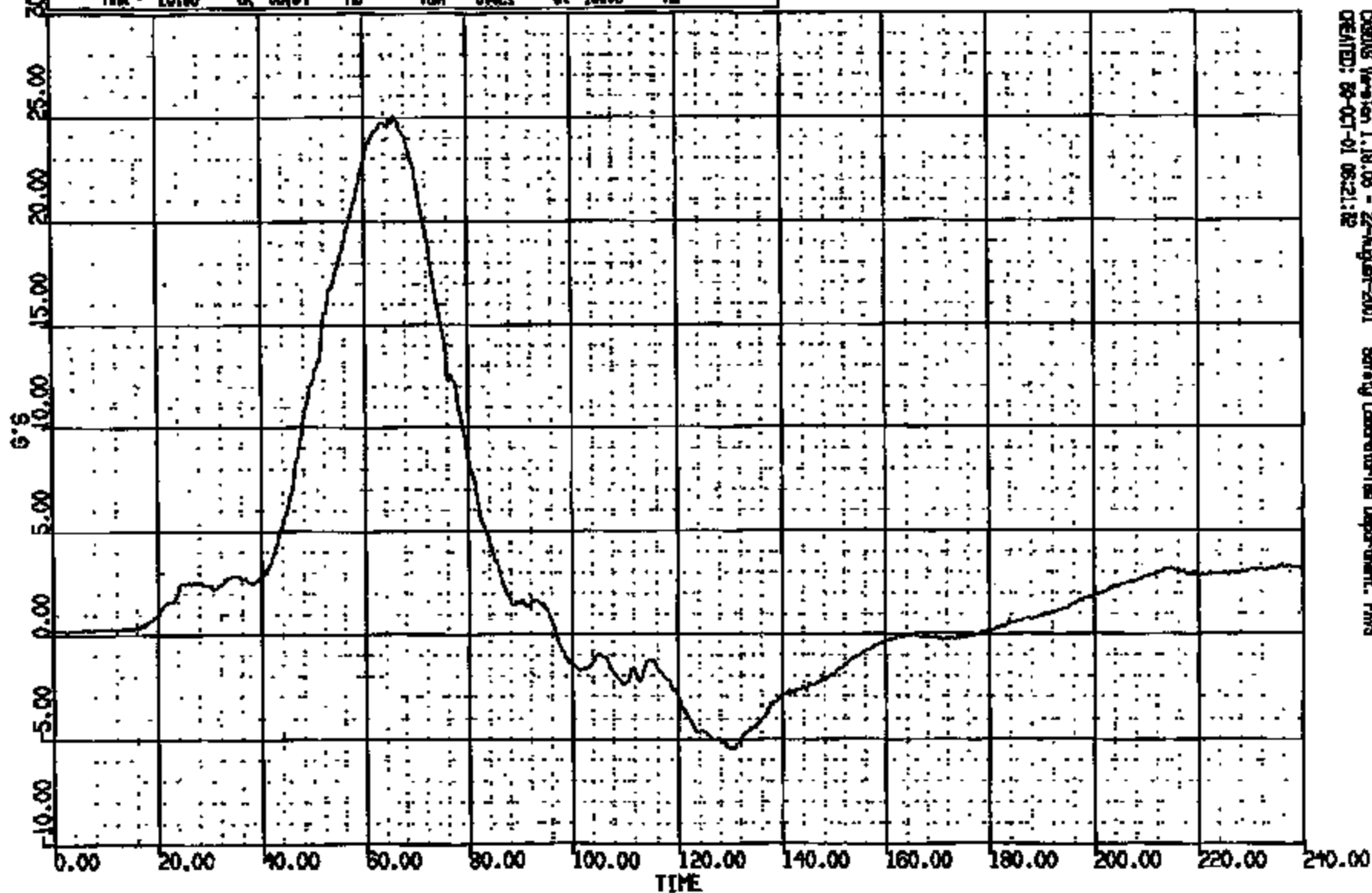
ENTIRE PAGE CONFIDENTIAL

CR R: 12606 TO: J82421 DATE: 011026 08:57:47
2003 PN-148

(20) CR126061 L/F DUMMY PELVIS/LAT 1000N

MAX = 25.06 at 65.04 MS MIN = -5.521 at 130.3 MS

AXIS 1



CRSUS Version 1.18.06 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 06-OCT-01 08:21:02

ENTIRE PAGE CONFIDENTIAL

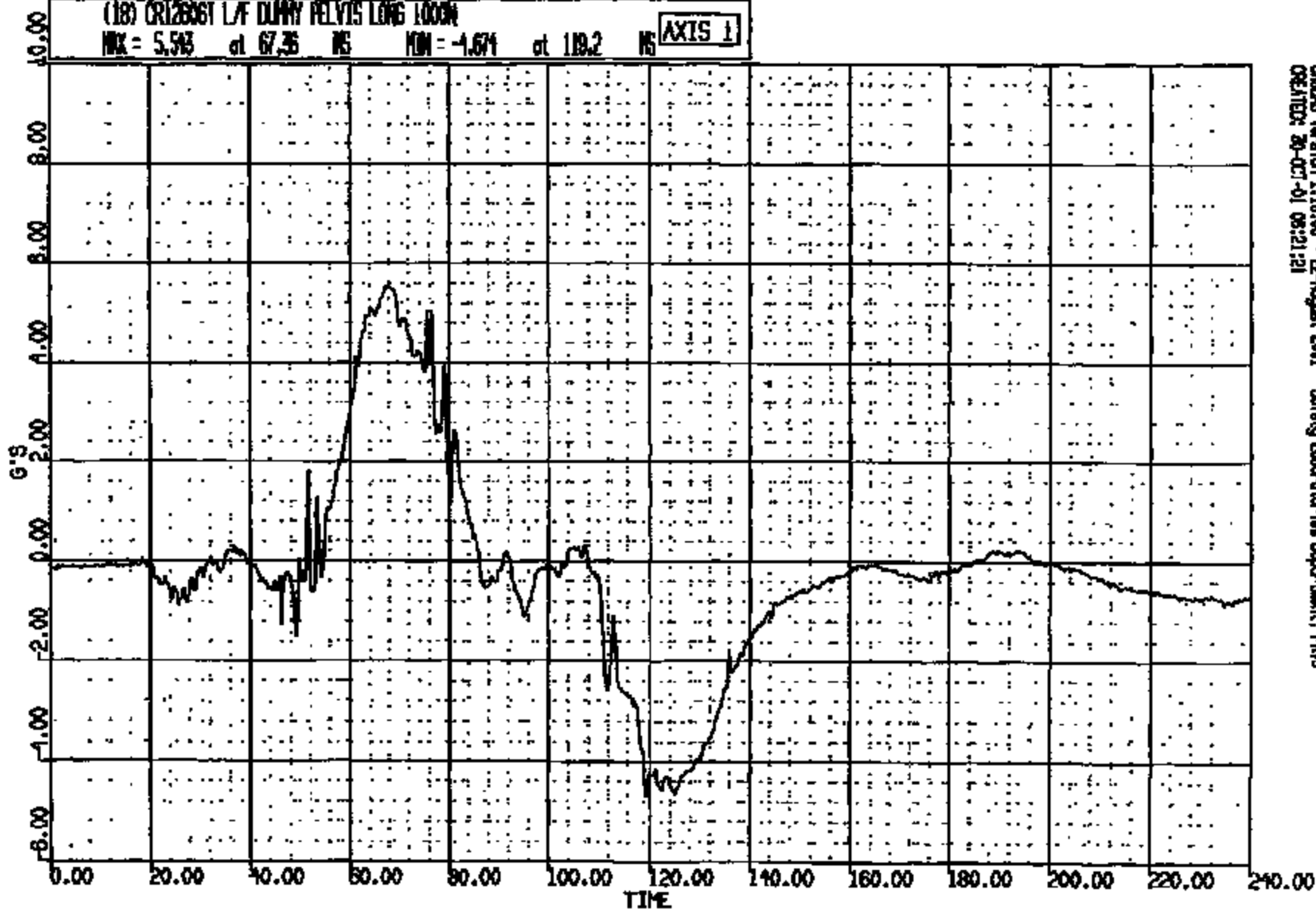
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2003 FN-146

(18) CR12606T L/F DUMMY PELVIS LONG 1000N

MAX = 5.583 at 67.35 MS MIN = -4.674 at 119.2 MS

AXIS 1



CASAS Version 1.18.06 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 26-OCT-01 08:21:21

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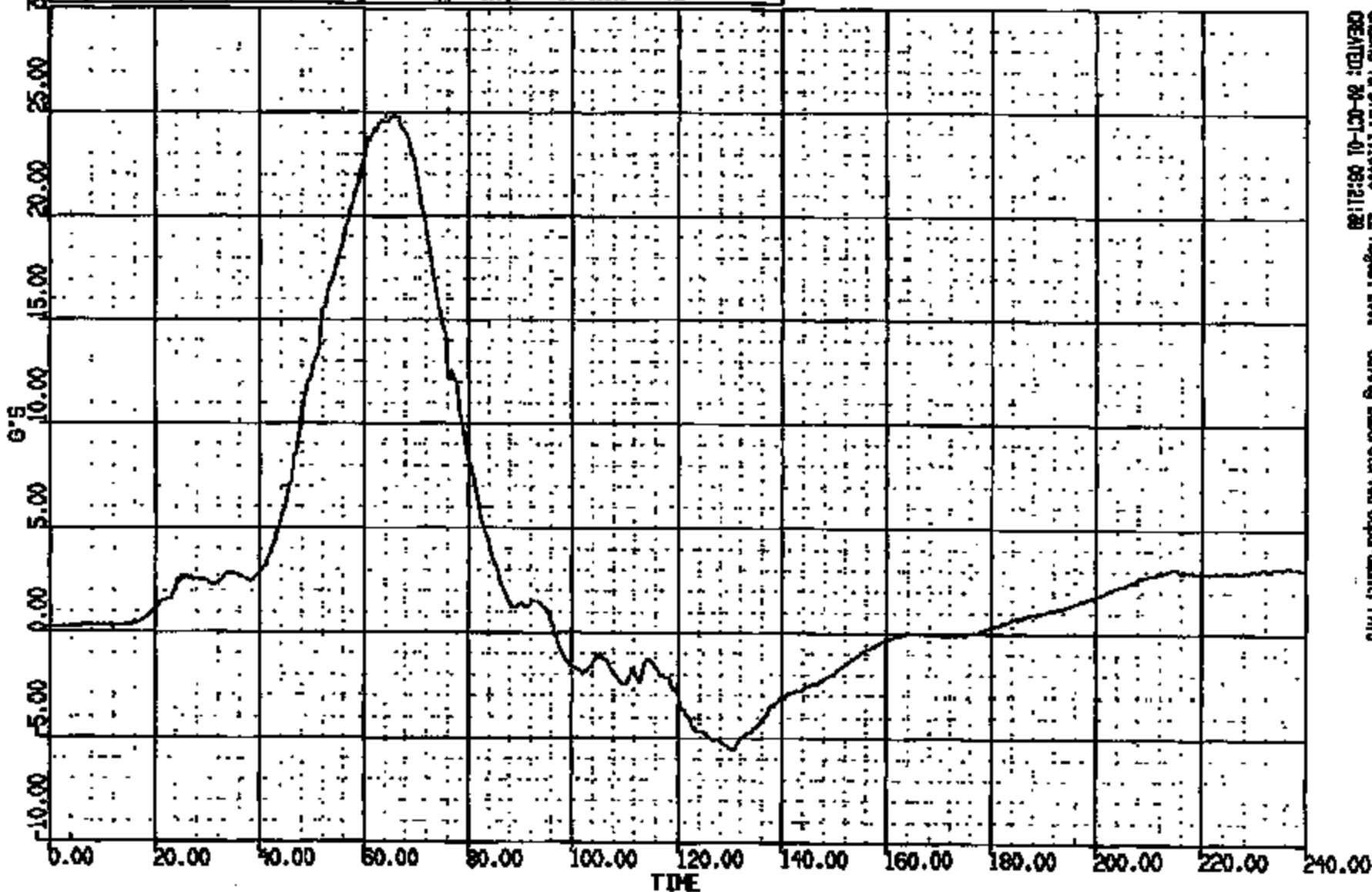
CRIS 0012606

CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
2008 FN-145

(21) CR12808T L/F DUMMY PELVIS/R LAT 1000H

MAX = 24.95 at 65.68 NS MIN = -5.563 at 130.5 NS

AXIS 1



CHSAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 28-OCT-01 08:21:28

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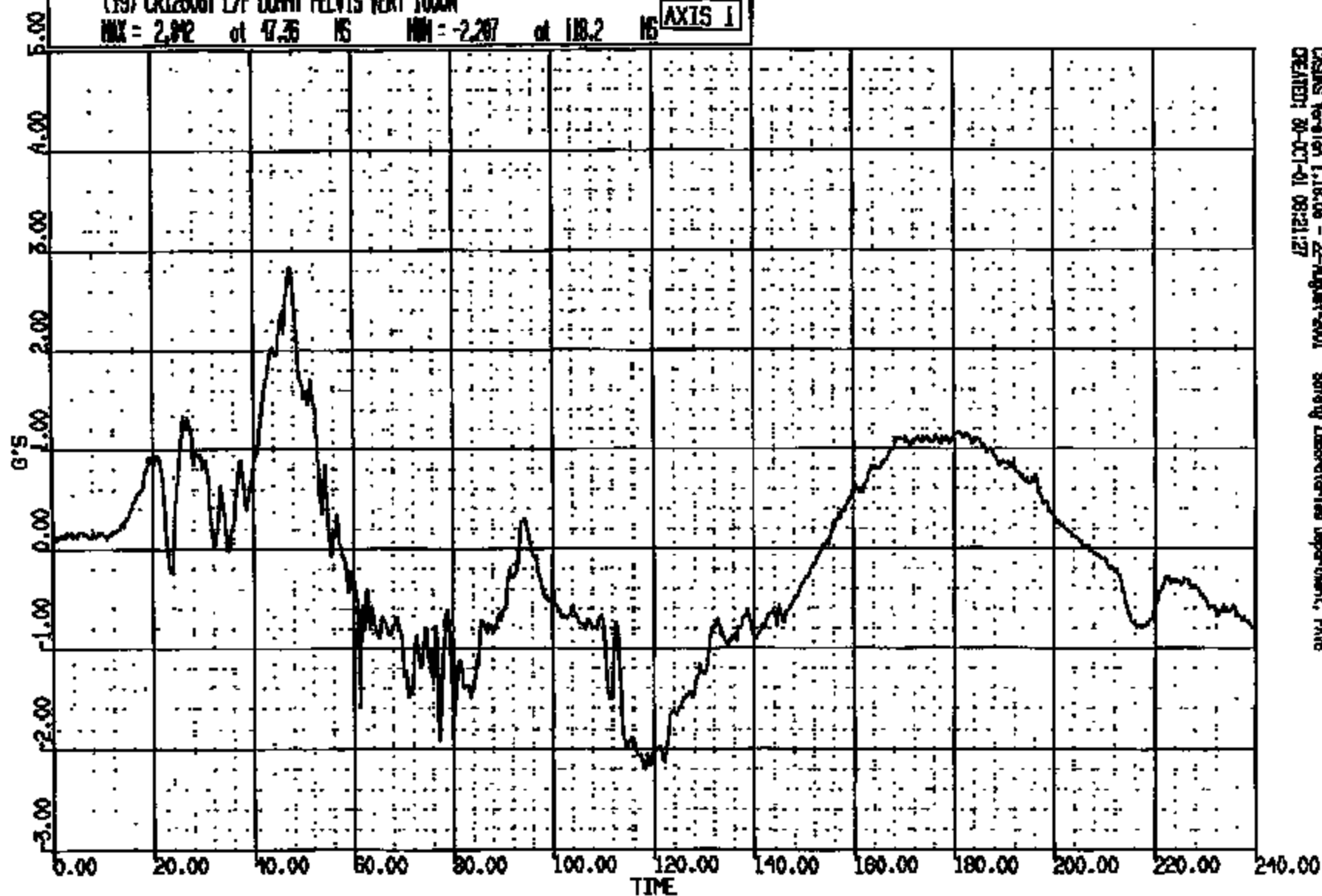
CRTS 0012606

CR R: 12808 TO: JB2421 DATE: 011026 08:57:47
2008 FN-146

(19) CR12808T L/F DUNNY PELVIS VERT 1000N

MAX = 2.942 at 47.35 MS MIN = -2.287 at 118.2 MS

AXIS 1



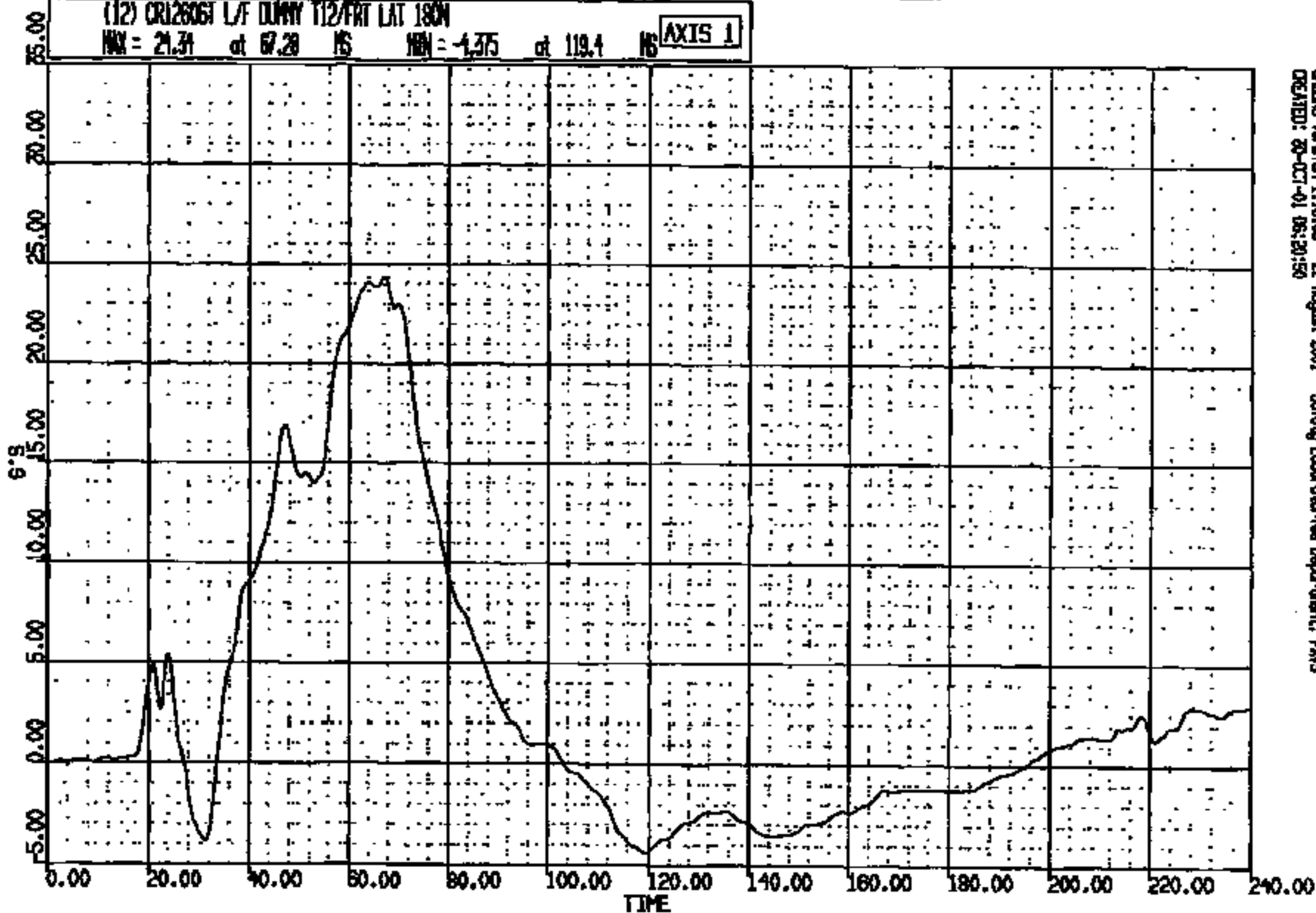
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CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2003 FN-145

(12) CR12606 L/F DUMMY T12/FRT LAT 180N

MAX = 21.31 at 67.20 MS MIN = -4.375 at 119.4 MS

AXIS 1



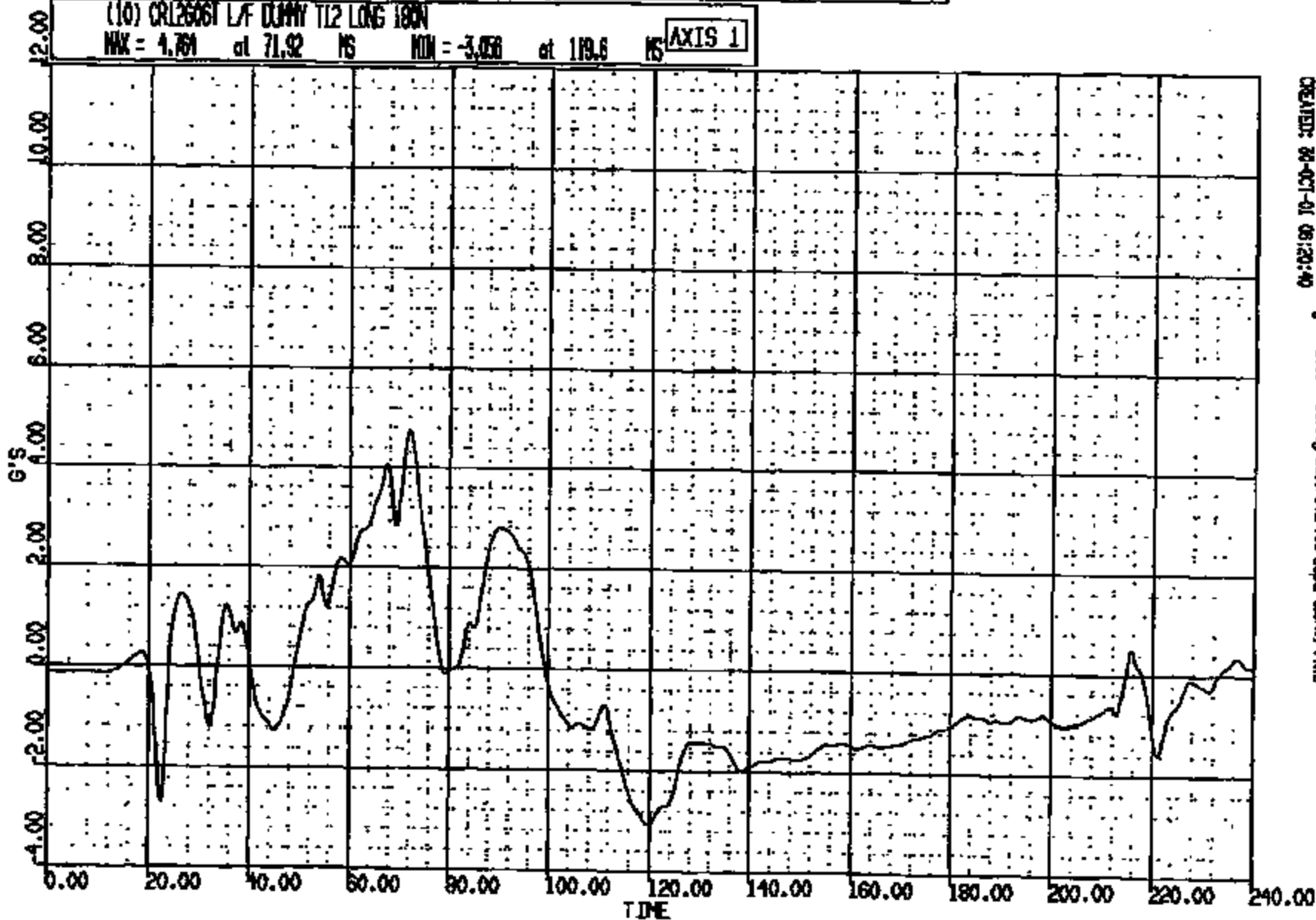
CRTS 0012606

CR R: 12606 TO: JB2421 DATE: 011028 08:57:47
2003 FN-148

(10) CR126061 L/F DUMMY T12 LONG 180N

MAX = 4.761 at 71.92 MS MIN = -3.056 at 119.6 MS

AXIS 1



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CREATED: 20-OCT-01 08:20:40

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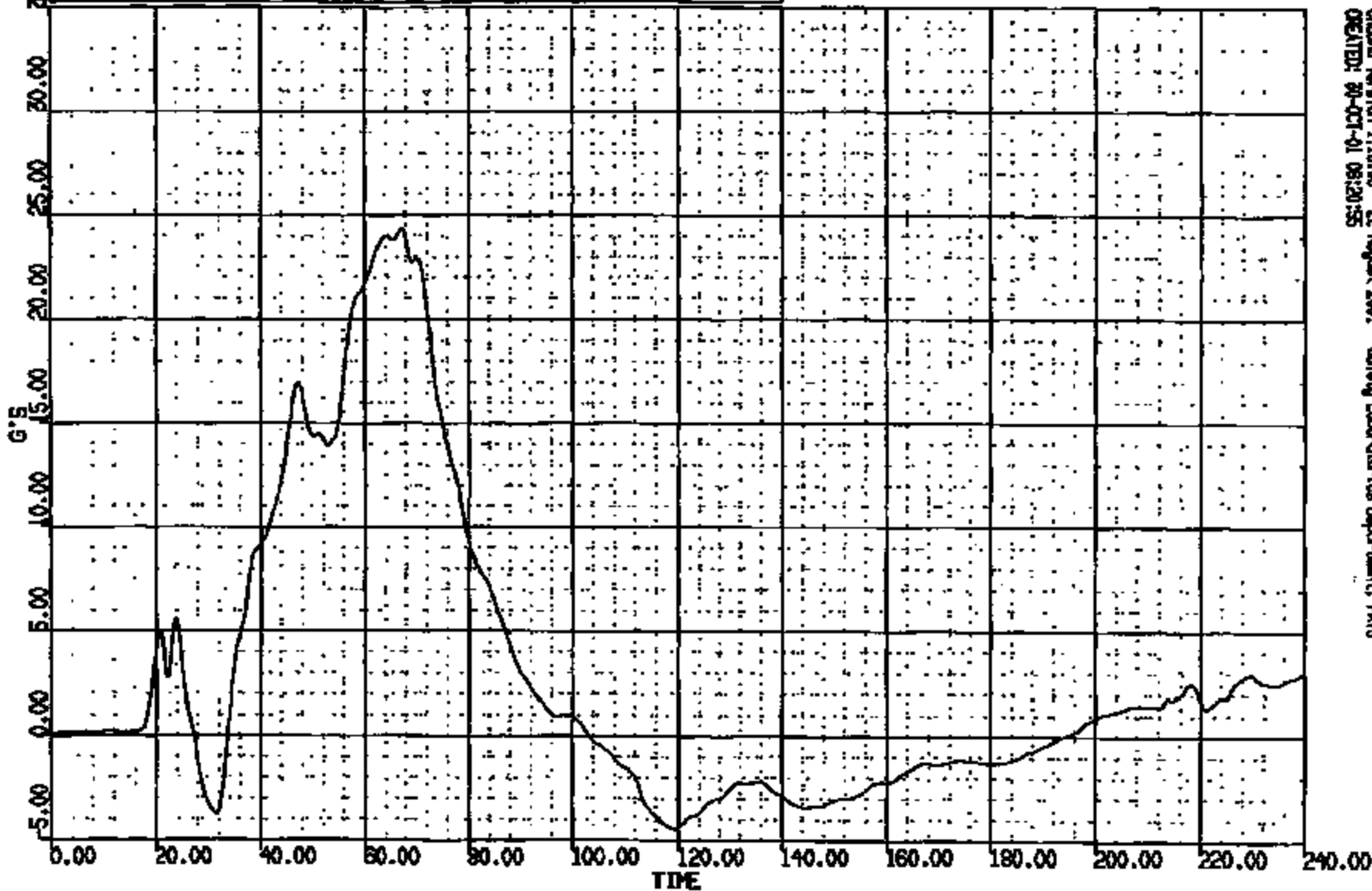
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145

(13) CR12606T L/F DUNNY T12/REAR LAT 180N

NRK = 21.31 at 67.20 HS NRK = -4.463 at 119.1 HS

AXIS 1



CRTS 0012606

CASHE Version 1.18.05 - 28-August-2001 Safety Laboratories Department, PWS
CREATED: 30-OCT-01 08:20:55

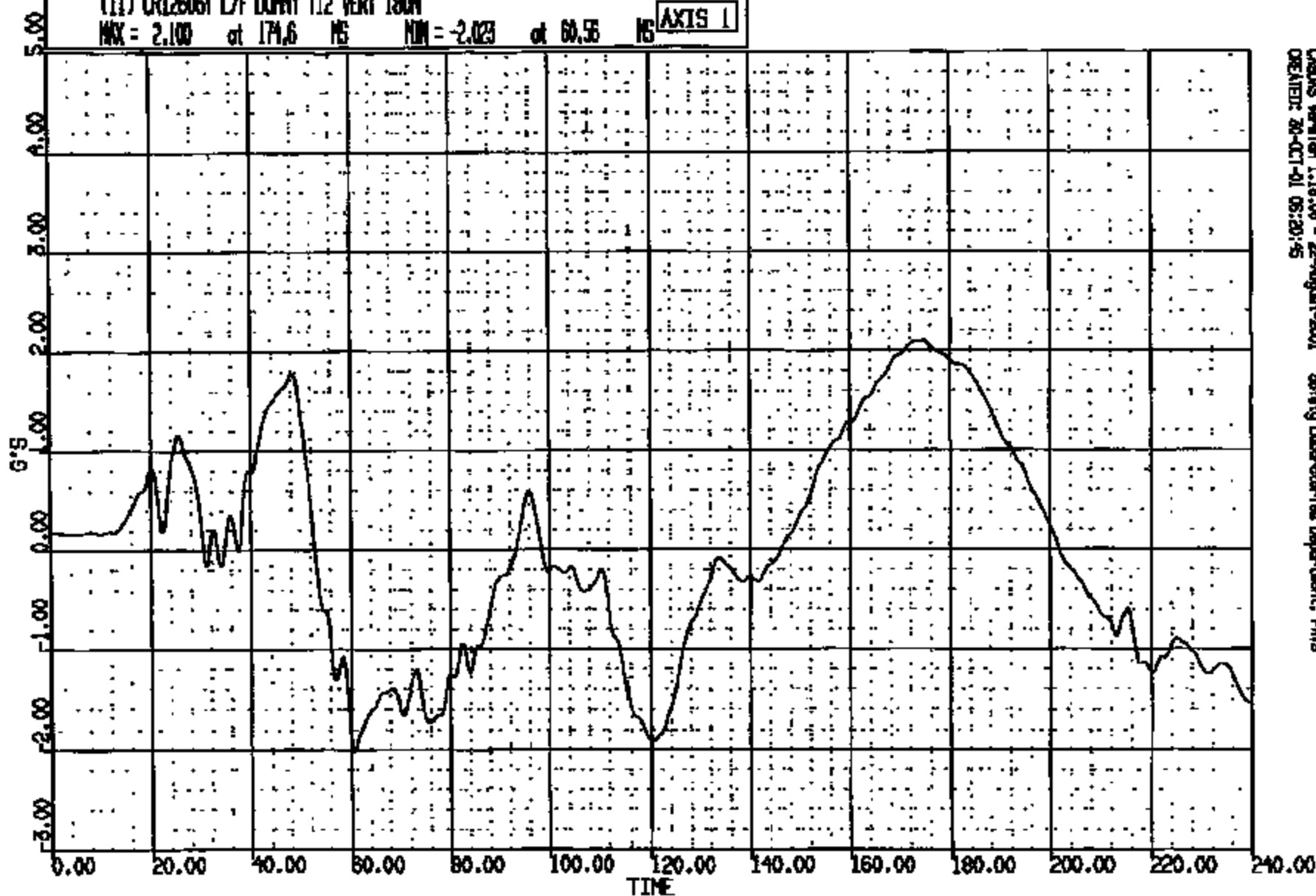
ENTIRE PAGE CONFIDENTIAL

CR#: 12806 TO: JB2421 DATE: 011026 08:57:47
2006 FN-146

(11) CR126067 L/F DUMMY T12 VERT 180N

MAX = 2.100 at 174.6 MS MIN = -2.023 at 60.56 MS

AXIS 1



CASDS Version 1.18.05 - 23-August-2001 Safety Laboratories Department, PMS
CREATED: 26-OCT-01 06:20:45

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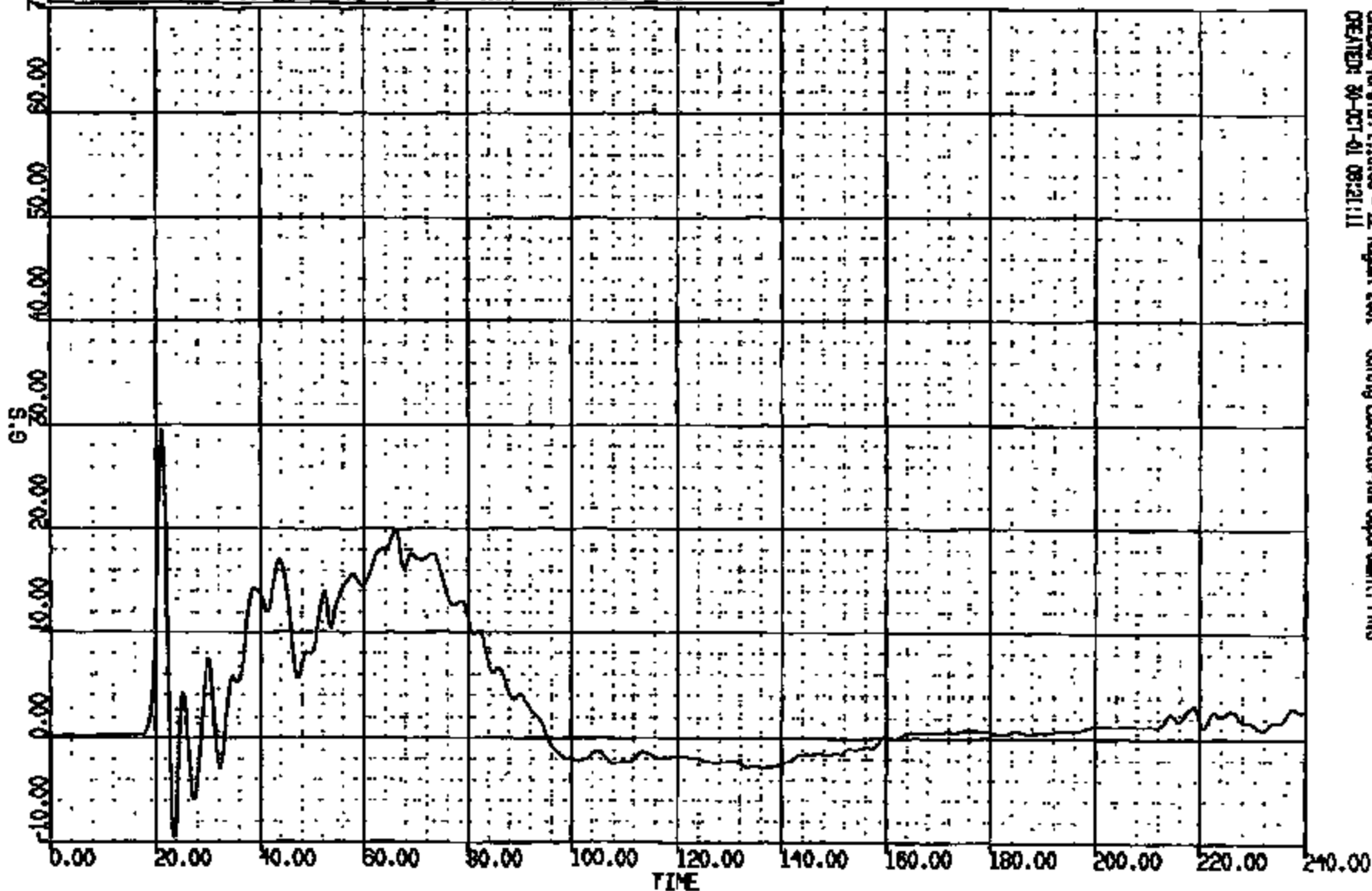
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CR R: 12506 TO: J88421 DATE: 011026 08:57:47
2003 FN-145

(16) CR12606T L/F DUMMY THORAX/RIB/LQ/FRT LAT 180N

MAX = 29.60 at 21.12 NS MIN = -9.573 at 23.52 NS

AXIS 1



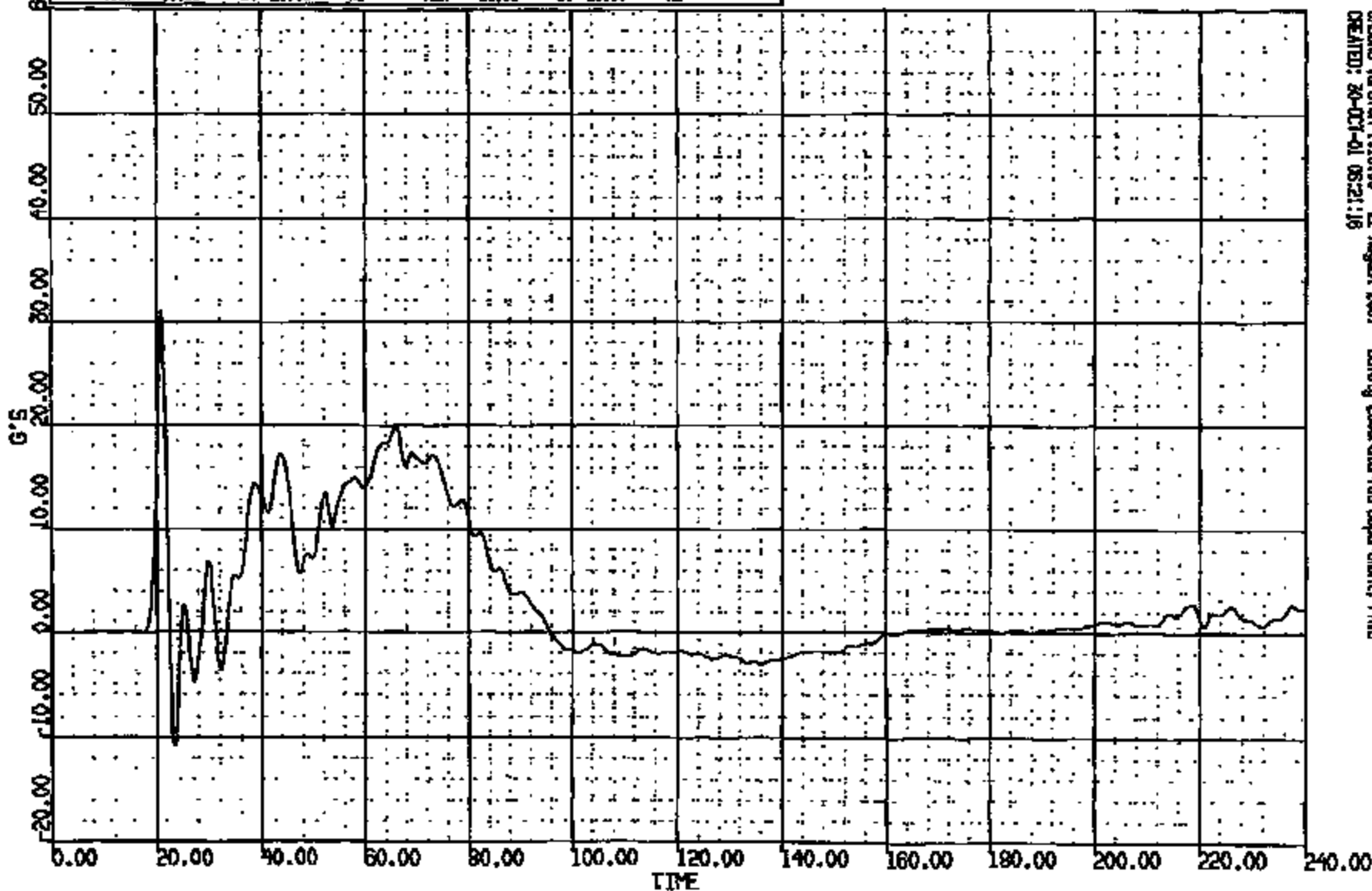
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2003 FN-145

(17) CR12606T L/F DUMMY THORAX/RIBA/LOW REAR LAT 180N

MAX = 30.95 at 20.95 MS MIN = -10.86 at 23.35 MS

AXIS 1



CRSAS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 20-07-01 08:21:16

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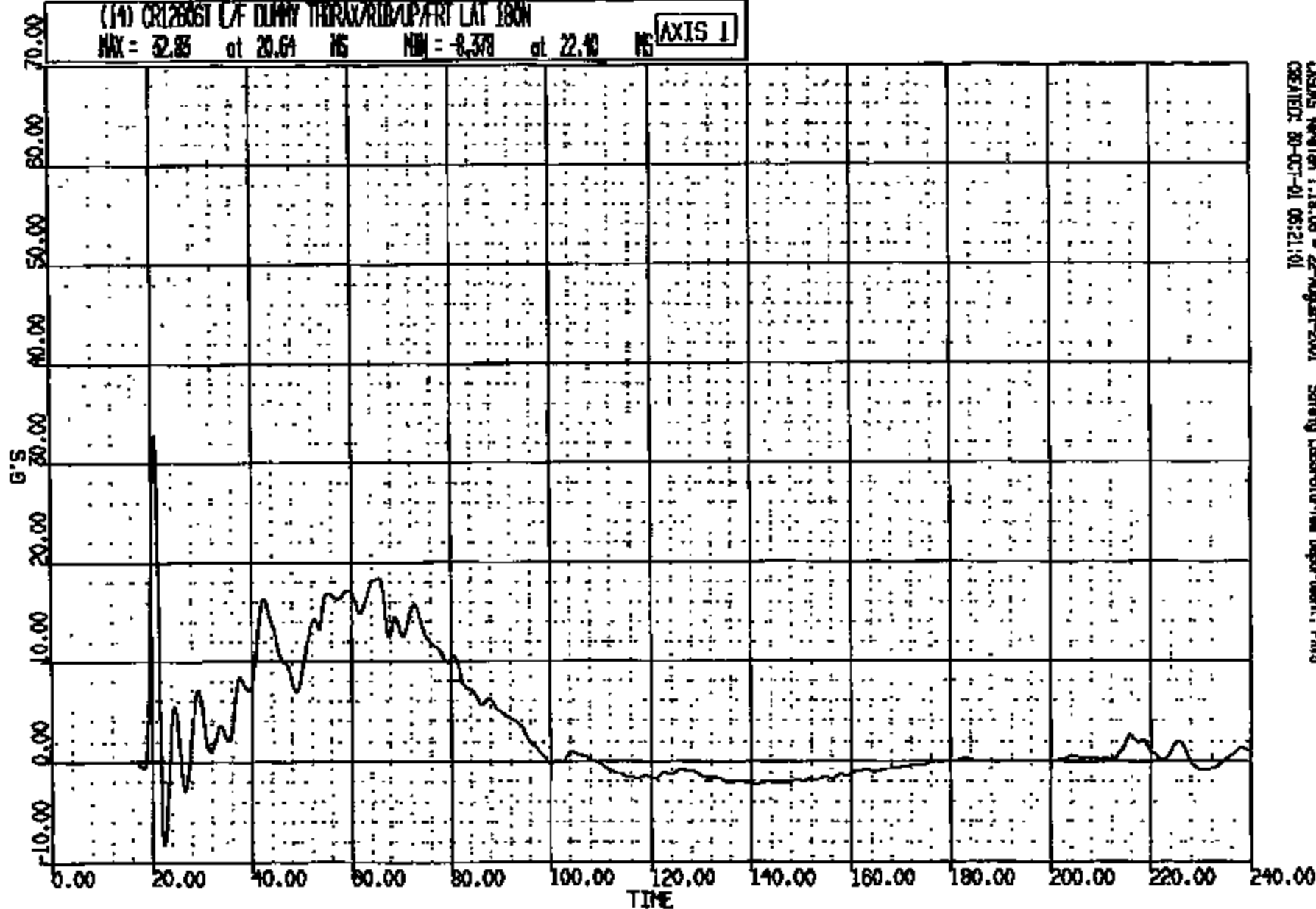
CRIS 0012606

CR R: 12808 TO: JB2421 DATE: 011028 08:37:47
2005 FN-148

(14) CR12808T C/F DUMMY THORAX/RIB/UP/RT LAT 180W

MAX = 32.85 at 20.64 MS MIN = -8.378 at 22.40 MS

AXIS 1



CRIS 0012606

CASAS Version 1.18.05 - 22-August-2001 Safety Laboratory/Inn Department, PWS
CREATED: 20-OCT-01 06:21:01

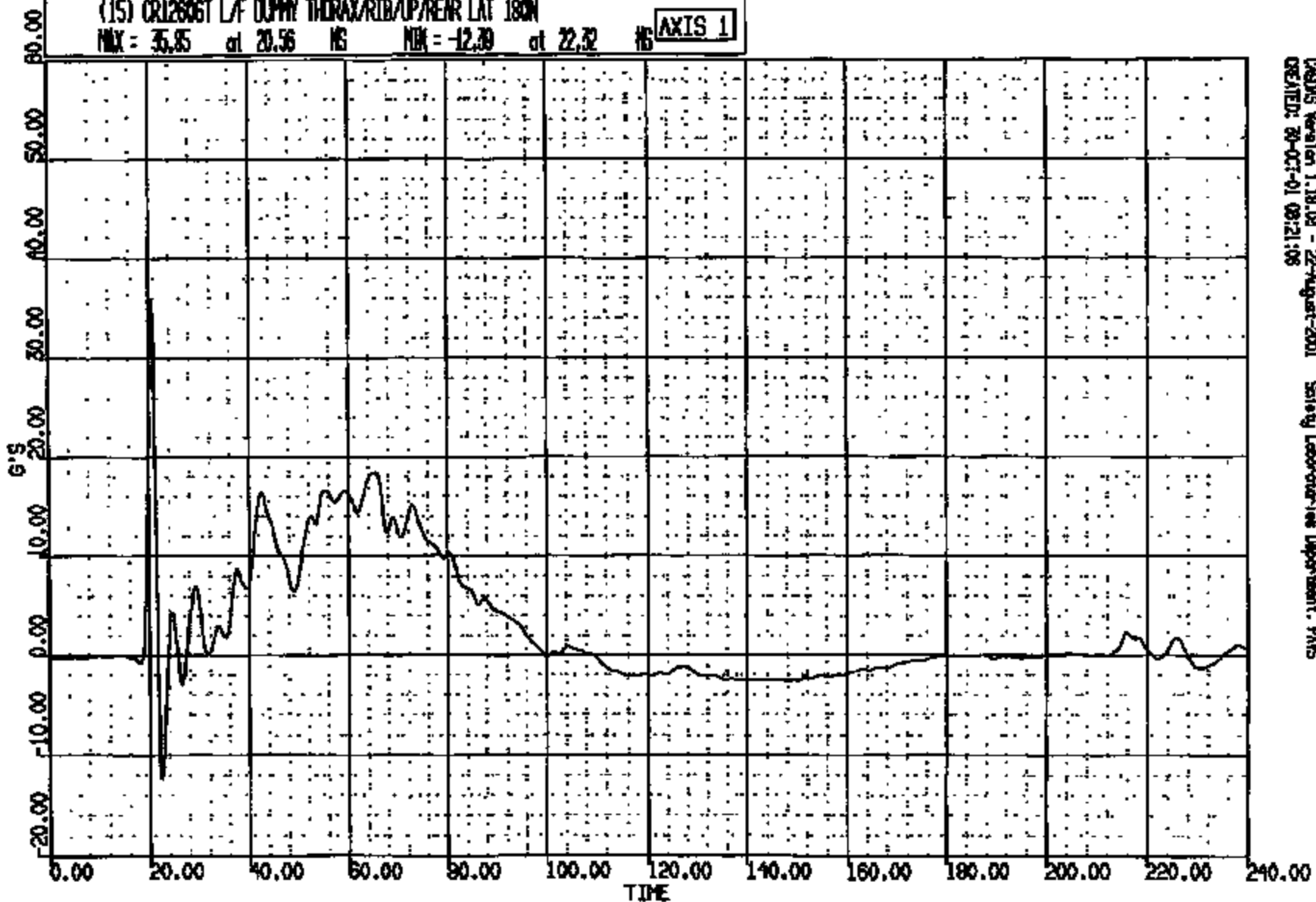
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CR R: 12608 TO: JB2421 DATE: 011026 08:57:47
2003 FN-145

(15) CR12606T L/F DUMP THORAX/RIB/UP/REAR LAT 180N

MAX = 35.85 at 20.56 MS MIN = -12.39 at 22.32 轴

AXIS 1

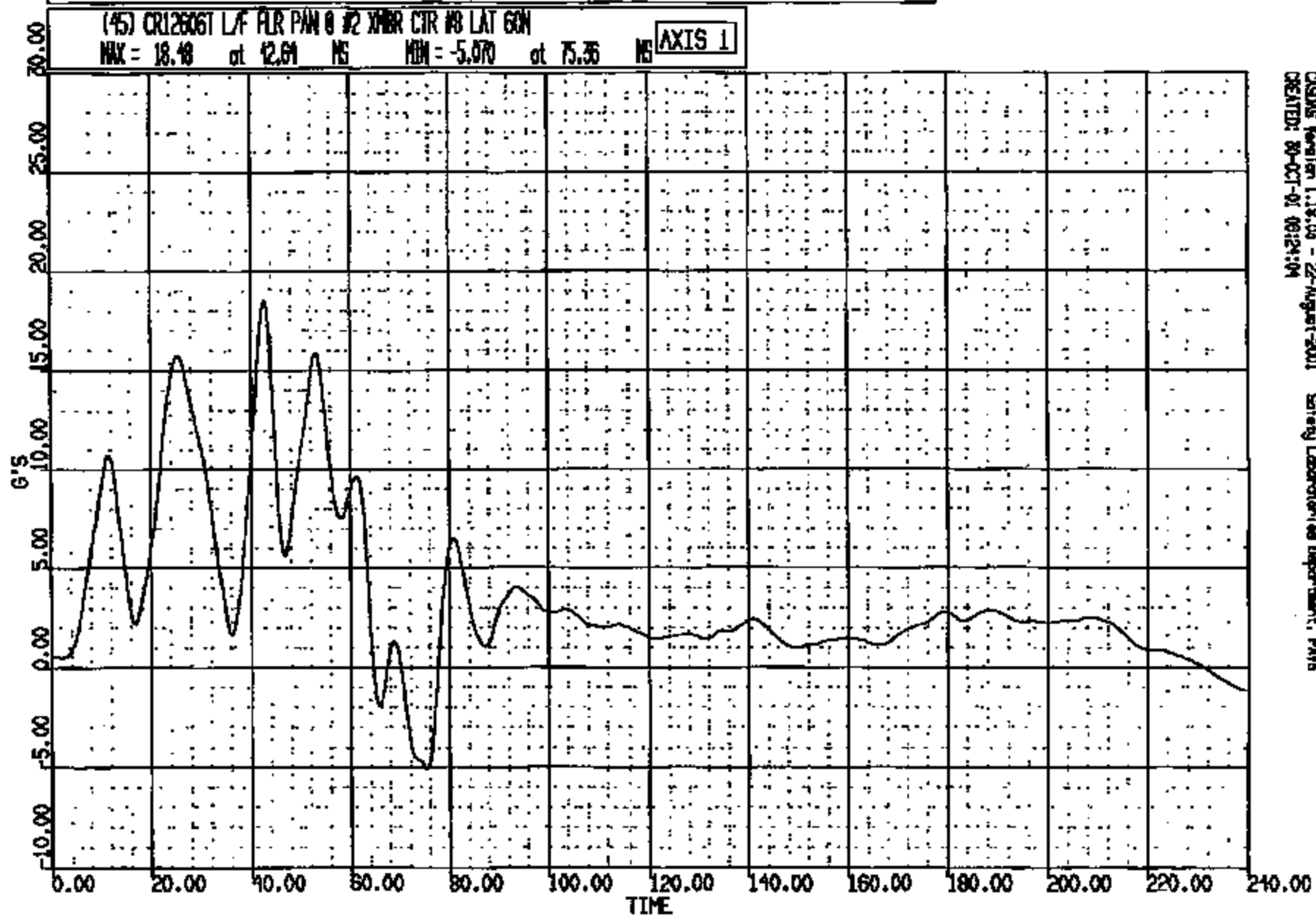


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CRTS 0012606

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2006 FN-145

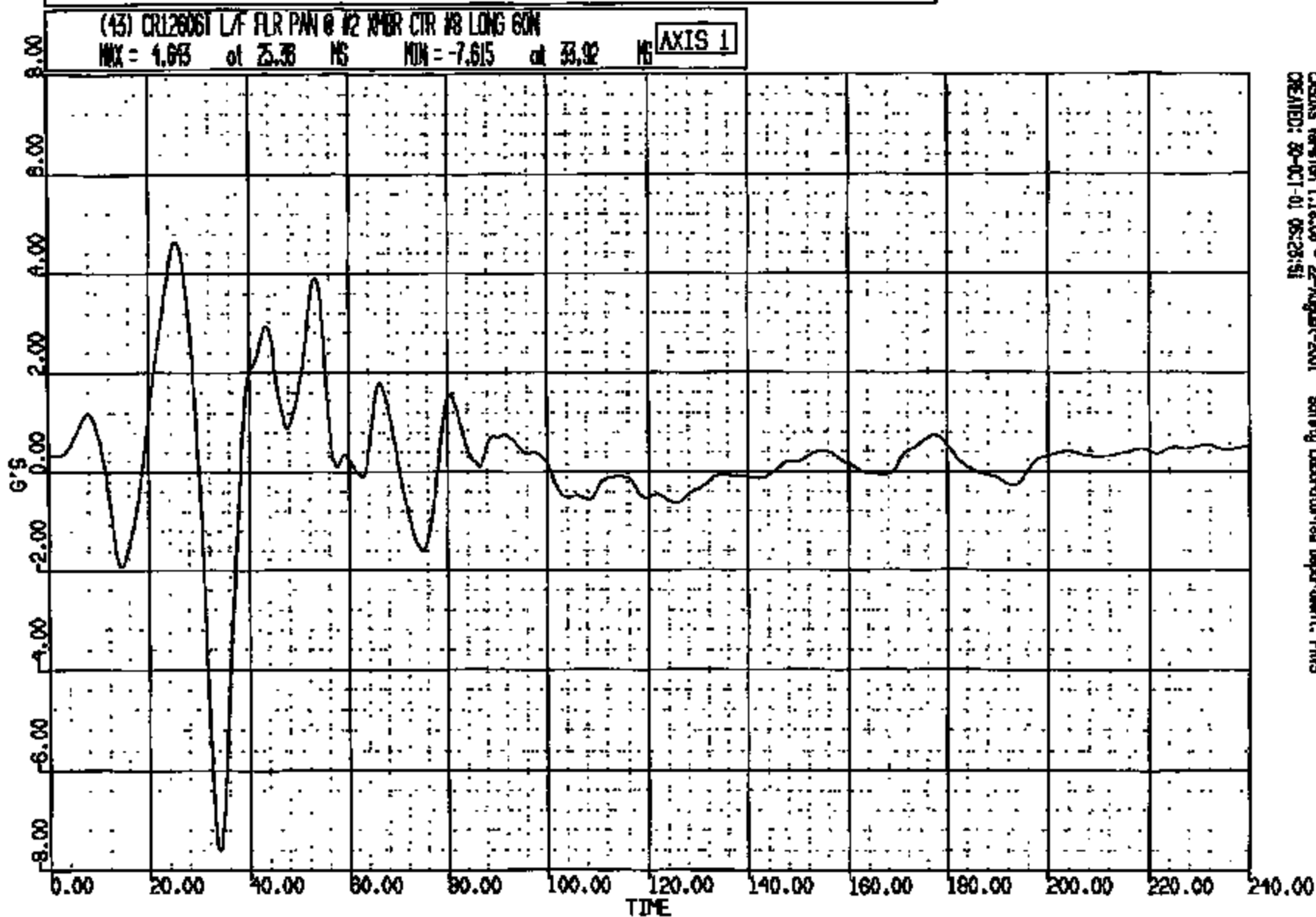


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CR R: 12808 TO: J82421 DATE: 011028 08:57:47
2008 FN-148



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CREATED: 20-OCT-01 06:28:51

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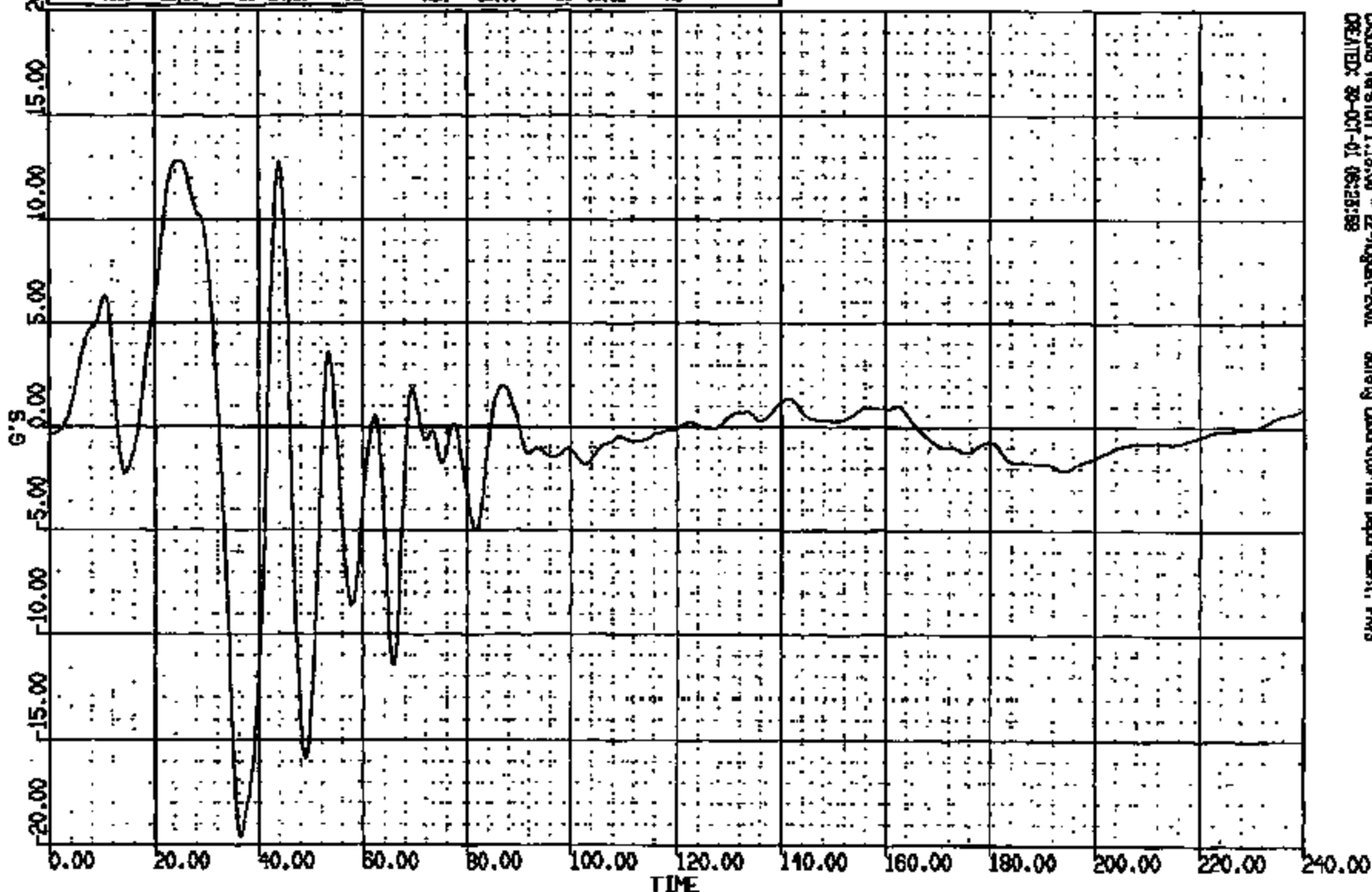
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CR R: 12808 TO: J82421 DATE: 011028 08:57:47
2008 FN-145

(44) CR12808T L/F FLR PMW 0 #2 XMR CIR J8 WERT 60N

MAX = 12.83 at 24.80 MS MIN = -19.65 at 36.32 MS

AXIS 1



CASUS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
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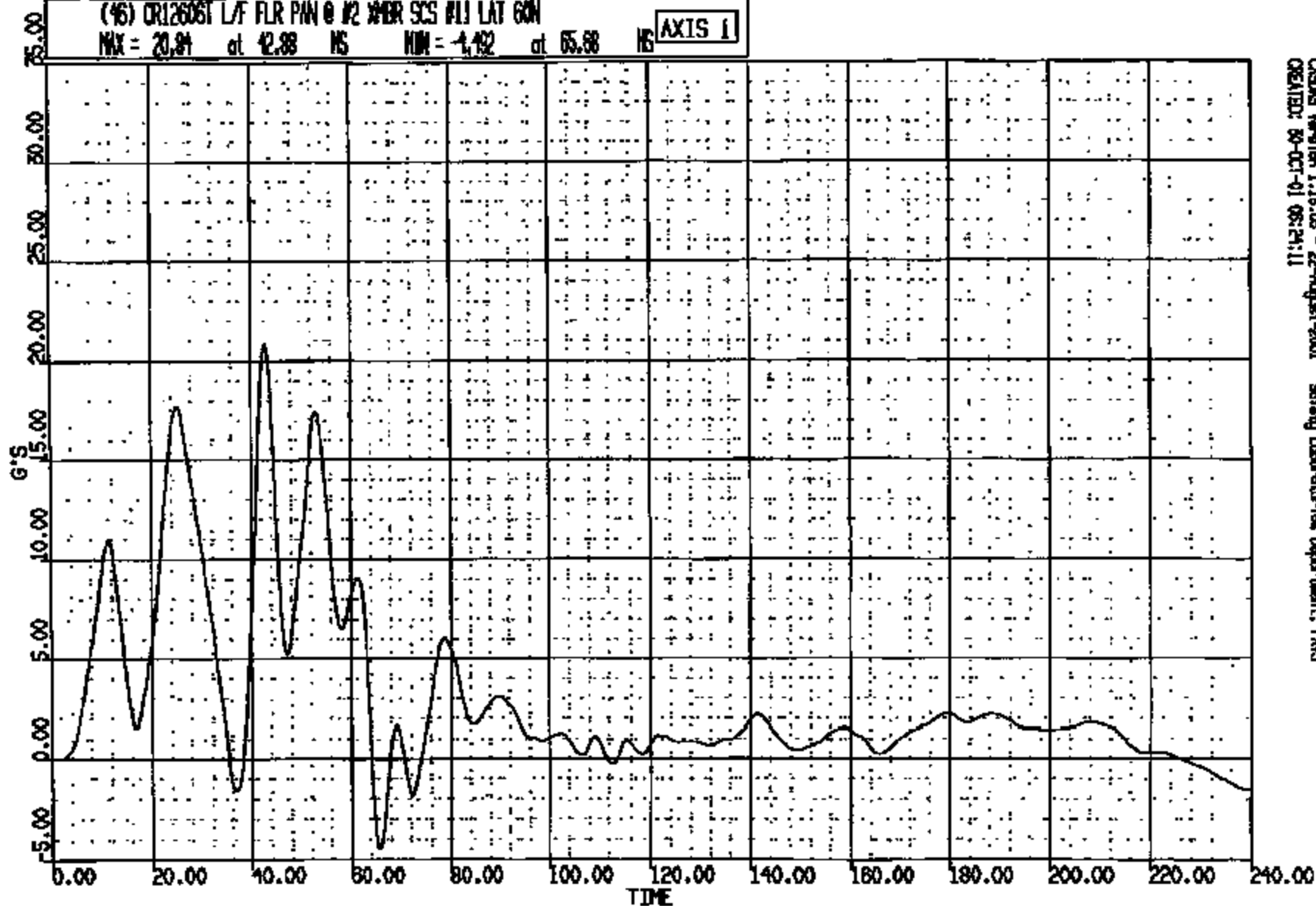
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CR R: 12606 TO: J92421 DATE: 011028 08:57:47
2003 FN-145

(46) CR126061 L/F FLR PIN @ #2 WDR SCS #11 LAT 60N

MAX = 20.91 at 42.88 NS MIN = -4.432 at 65.88 NS

AXIS 1



CISMS Version 1.18.05 - 22-August-2001
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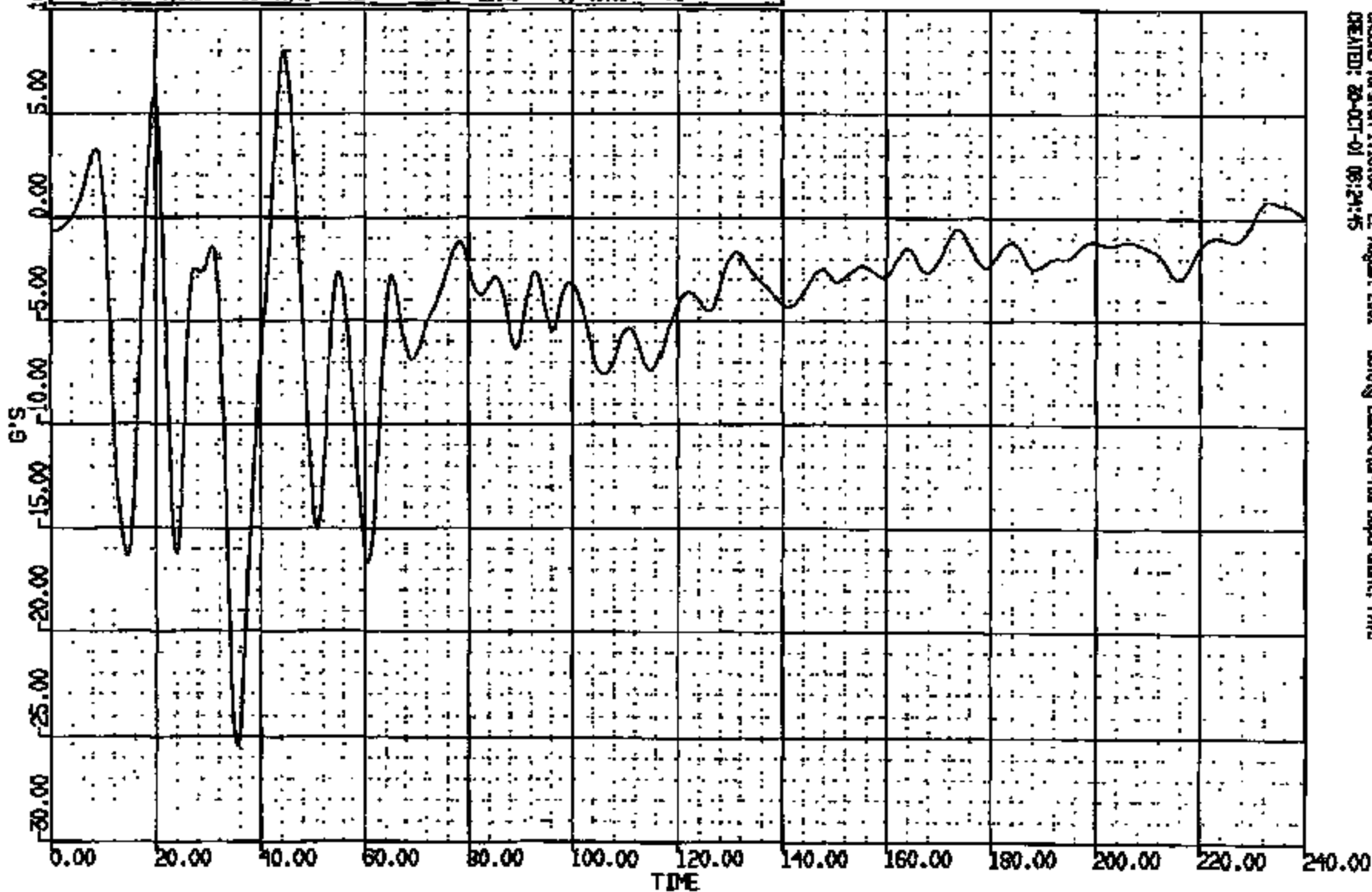
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CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145

(51) CR12606T L/R DOOR @ BELTLINE MID LAT 60N

MAX = 7.918 at 41.40 MS MIN = -25.45 at 35.35 MS

AXIS 1



CASINS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 20-OCT-01 08:21:45

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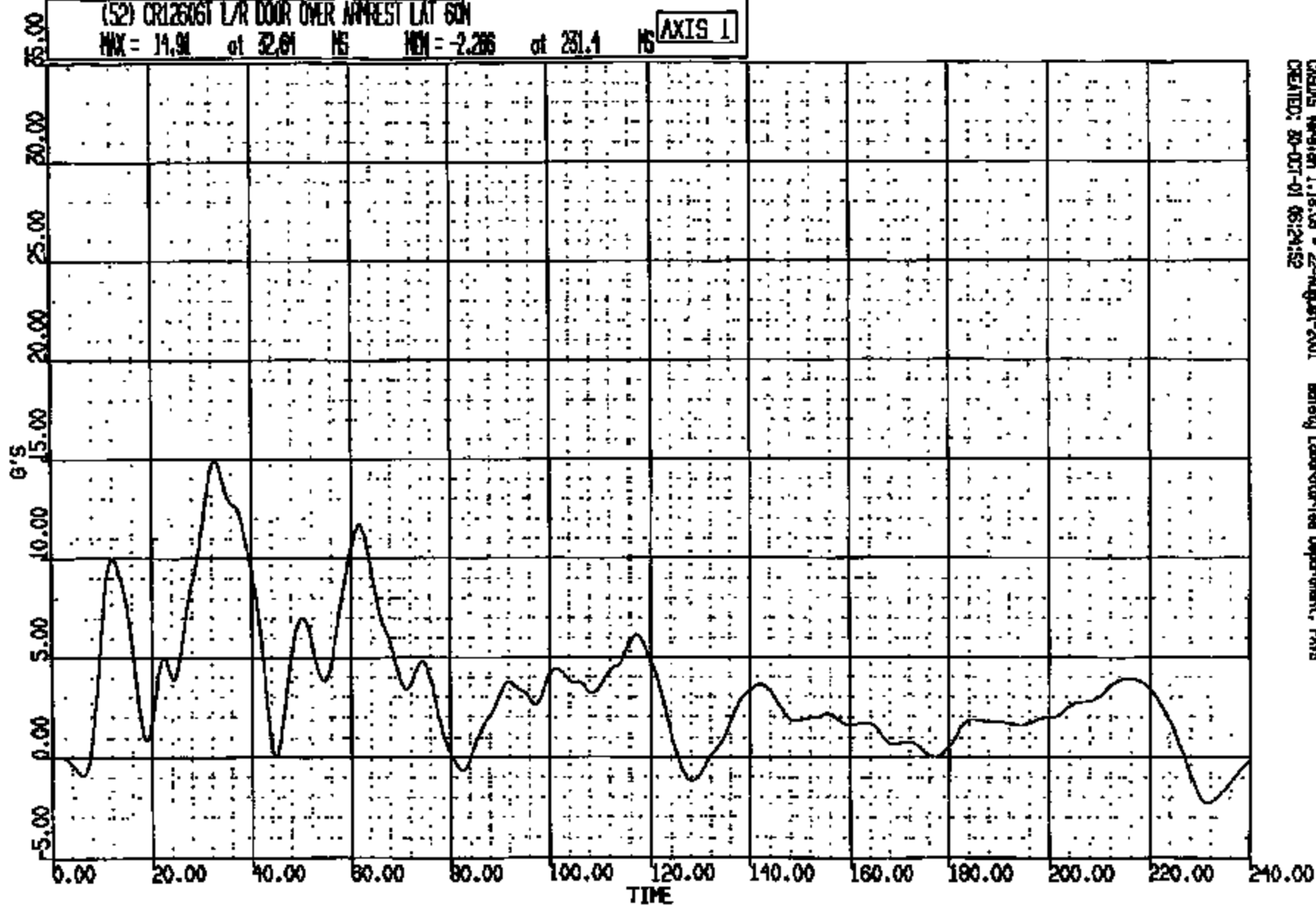
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CN R: 12606 TO: JB2421 DATE: 011028 08:57:47
2008 FZ-145

(52) CR12606 L/R DOOR OVER AIRCRAFT LAT 60N

MAX = 14.91 at 32.61 MS MIN = -2.286 at 231.4 MS

AXIS 1



CMS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PMS
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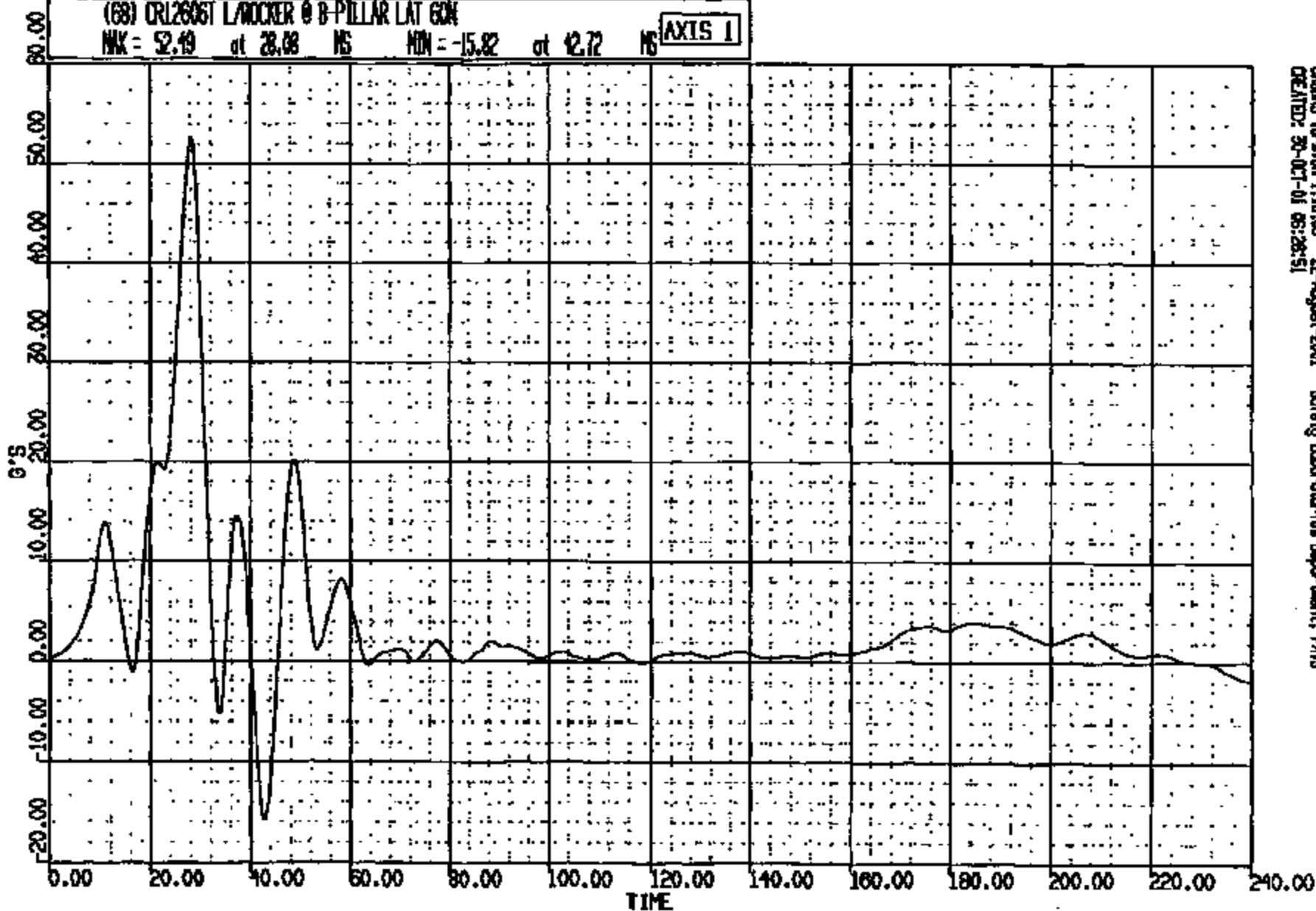
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CR R: 12606 TO: J22421 DATE: 011028 08:57:47
2003 FN-145

(68) CR12606T L/DOCKED @ B-PILLAR LAT 60N

MAX = 52.19 at 28.08 MS MIN = -15.82 at 42.72 MS

AXIS 1



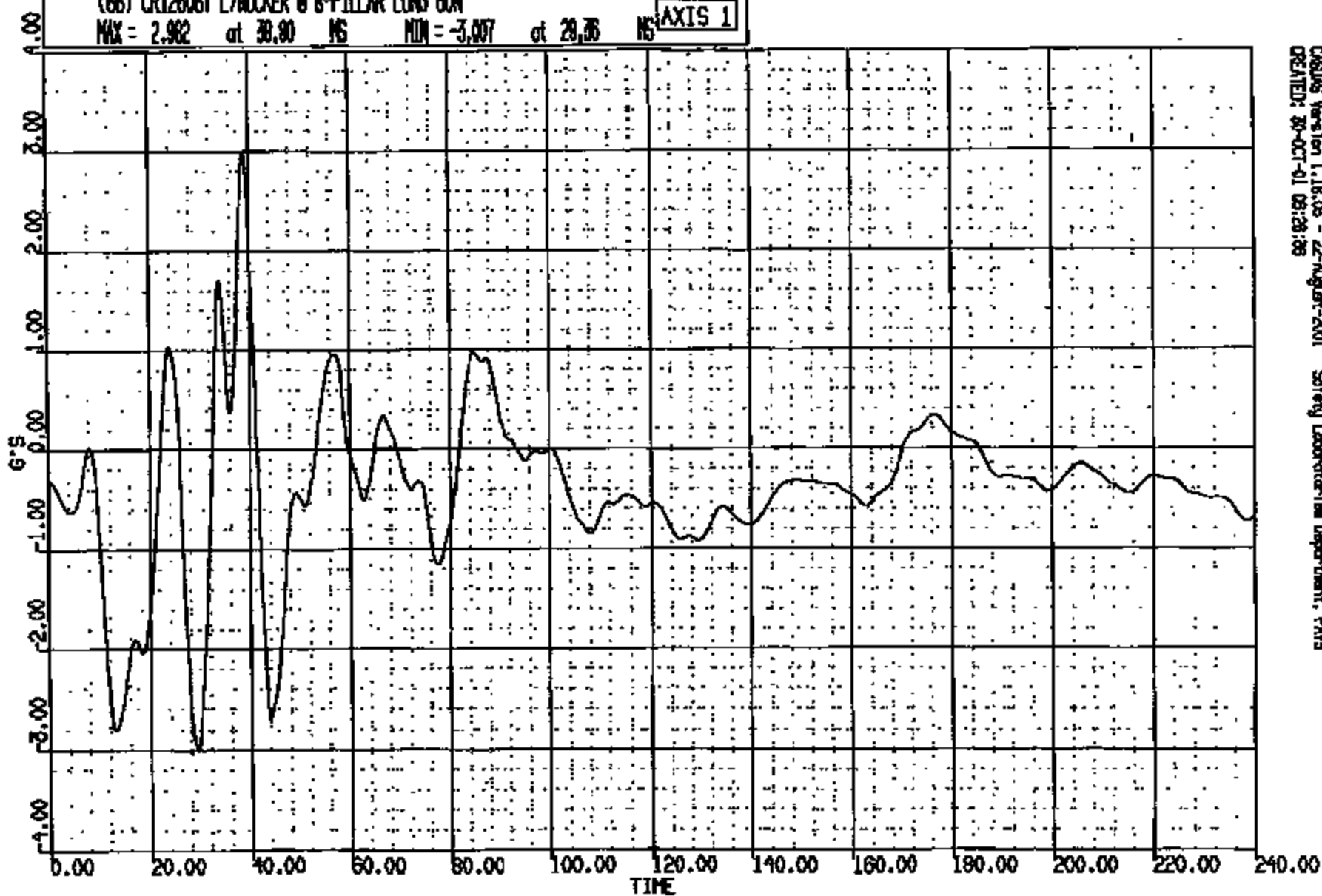
CR12606

CR RI: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(66) CR126061 L/ROCKER @ B-PILLAR LONG GON

MAX = 2.962 at 38.90 NS MIN = -3.007 at 29.35 NS

AXIS 1



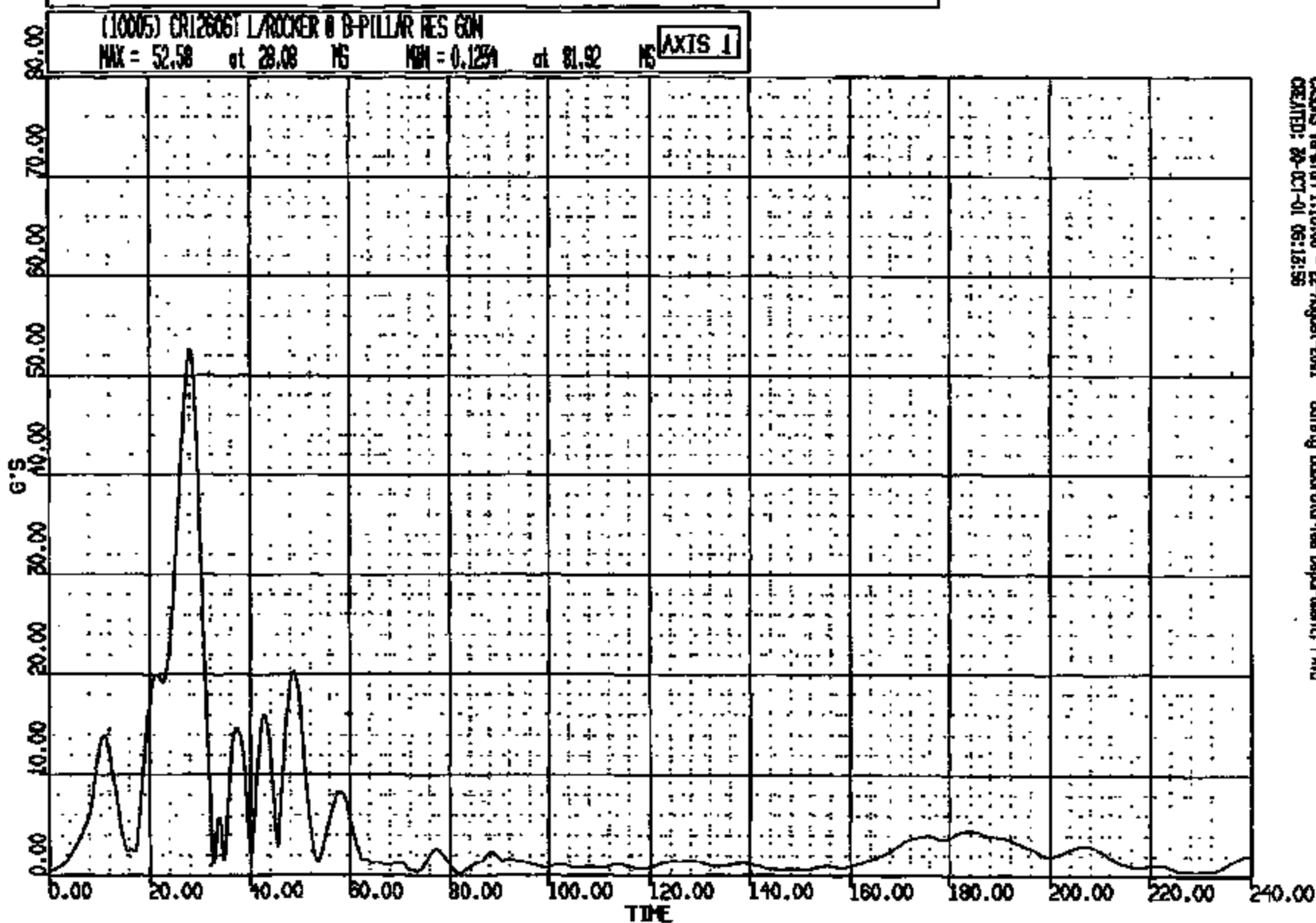
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Safety Laboratory Department, PHS

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CRIS 0012606

CR R: 12606 TO: J82421 DATE: 011028 08:57:47
2003 FN-14E

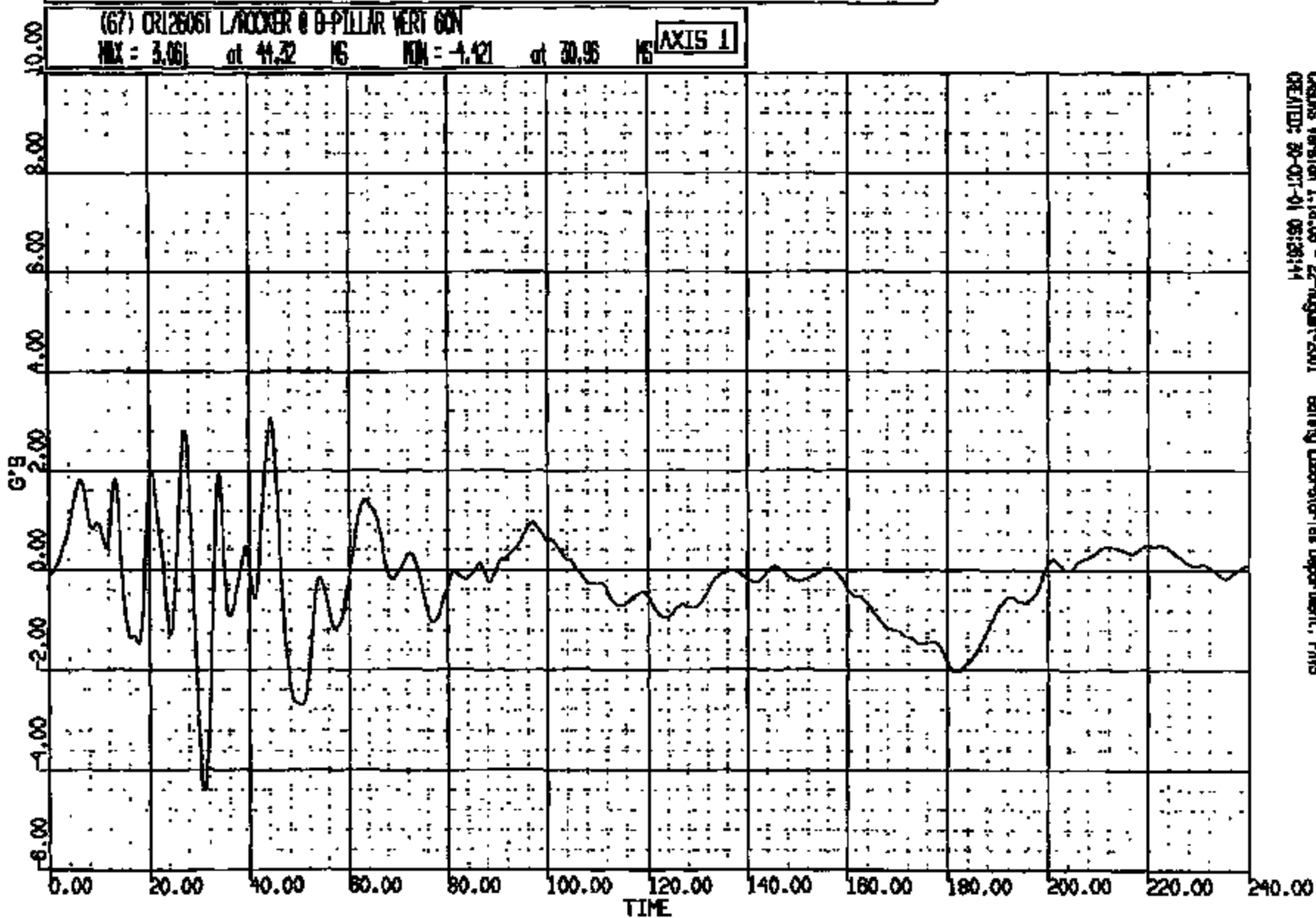


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CRTS 0012606

CR R: 12608 TO: J52421 DATE: 011028 08:57:47
2008 FN-145



CRSIS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 20-07-01 08:28:44

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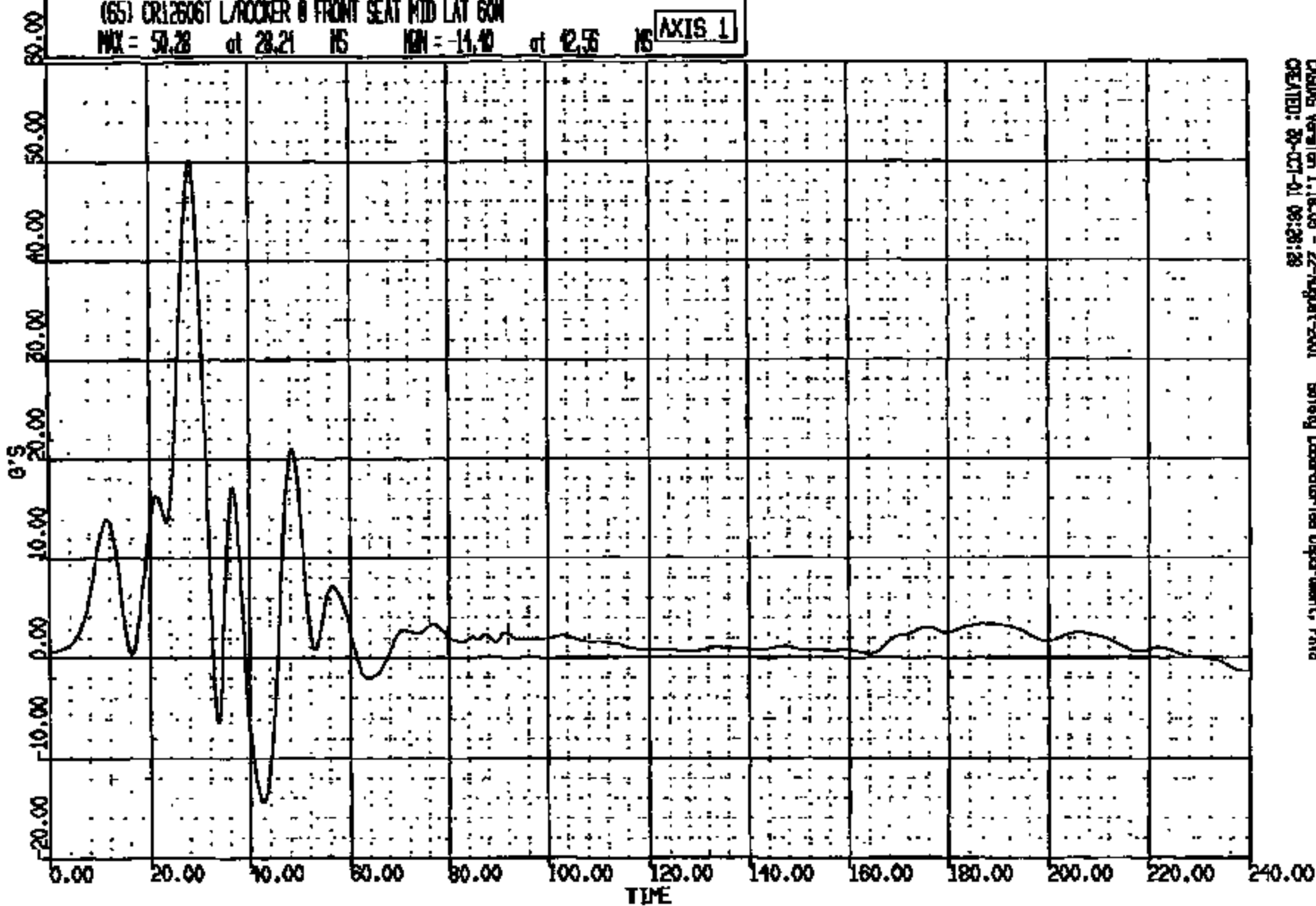
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CR R: 12606 TO: J82481 DATE: 011026 08:57:47
2005 FN-146

(65) CR12606T L/ROCKER 0 FRONT SEAT MID LAT 60N

MAX = 50.28 at 28.21 NS MIN = -14.40 at 42.55 NS

AXIS 1



CASMG Version 1.18.03 - 22-August-2001 Safety Laboratory/Lean Department, PAVE
CREATED: 20-OCT-01 08:28:28

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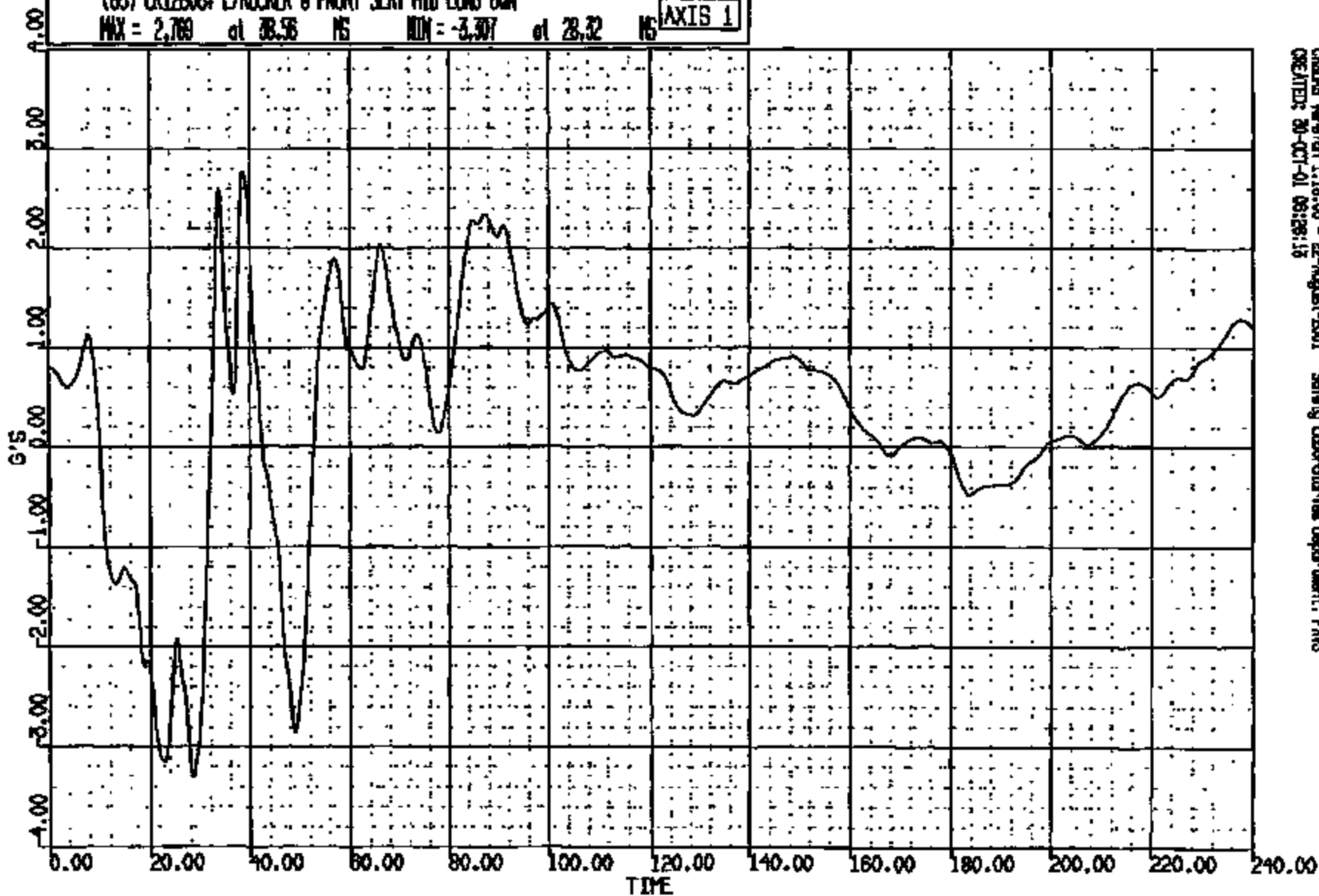
CRTS 0012606

CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
2005 FN-145

(63) CR12606 L/ROCKER 8 FRONT SEAT MID LONG 60N

MAX = 2.769 at 38.56 MS MIN = -3.307 at 28.32 MS

AXIS 1



CASIM Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PMS
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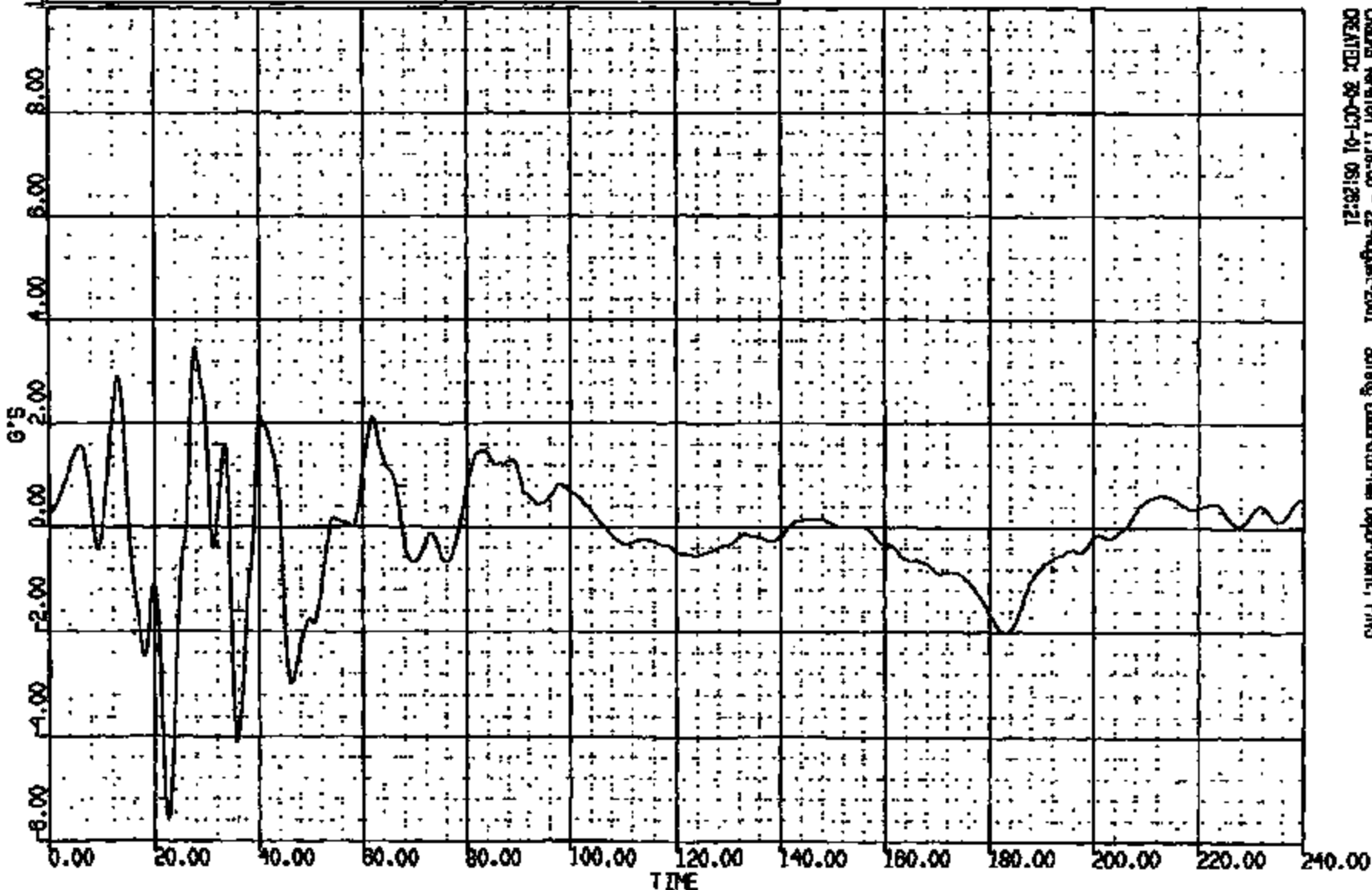
CRTS 0012606

CR R: 12808 TO: JB2421 DATE: 011026 08:57:47
R008 FN-148

(64) CR12606T LADDER @ FRONT SEAT MID VERT 60W

MAX = 3.458 at 27.76 MS MIN = -5.003 at 22.56 MS

AXIS 1



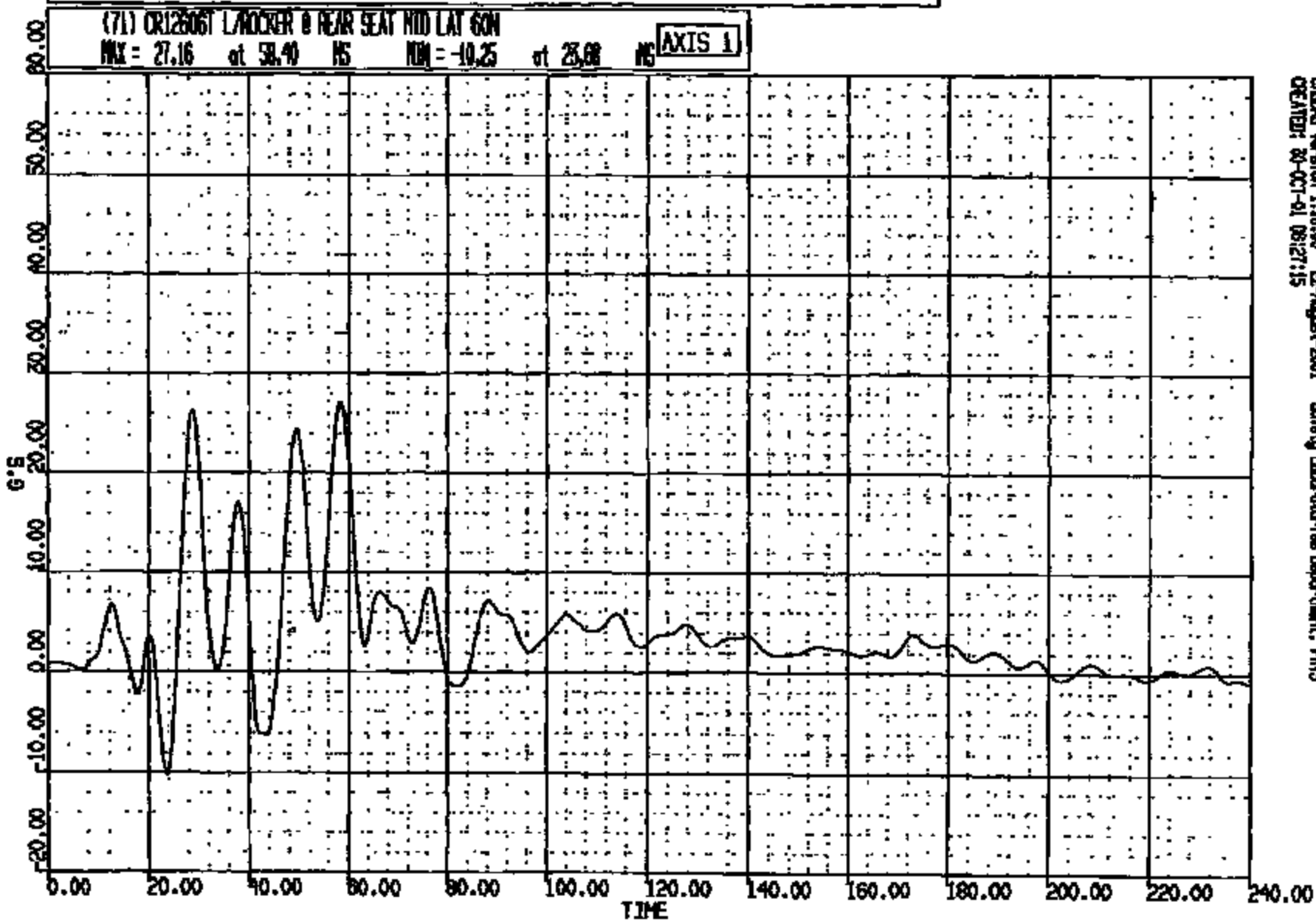
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CRIS 0012606

CR R: 12808 TD: JB2421 DATE: 011028 08:57:47
2008 FN-145



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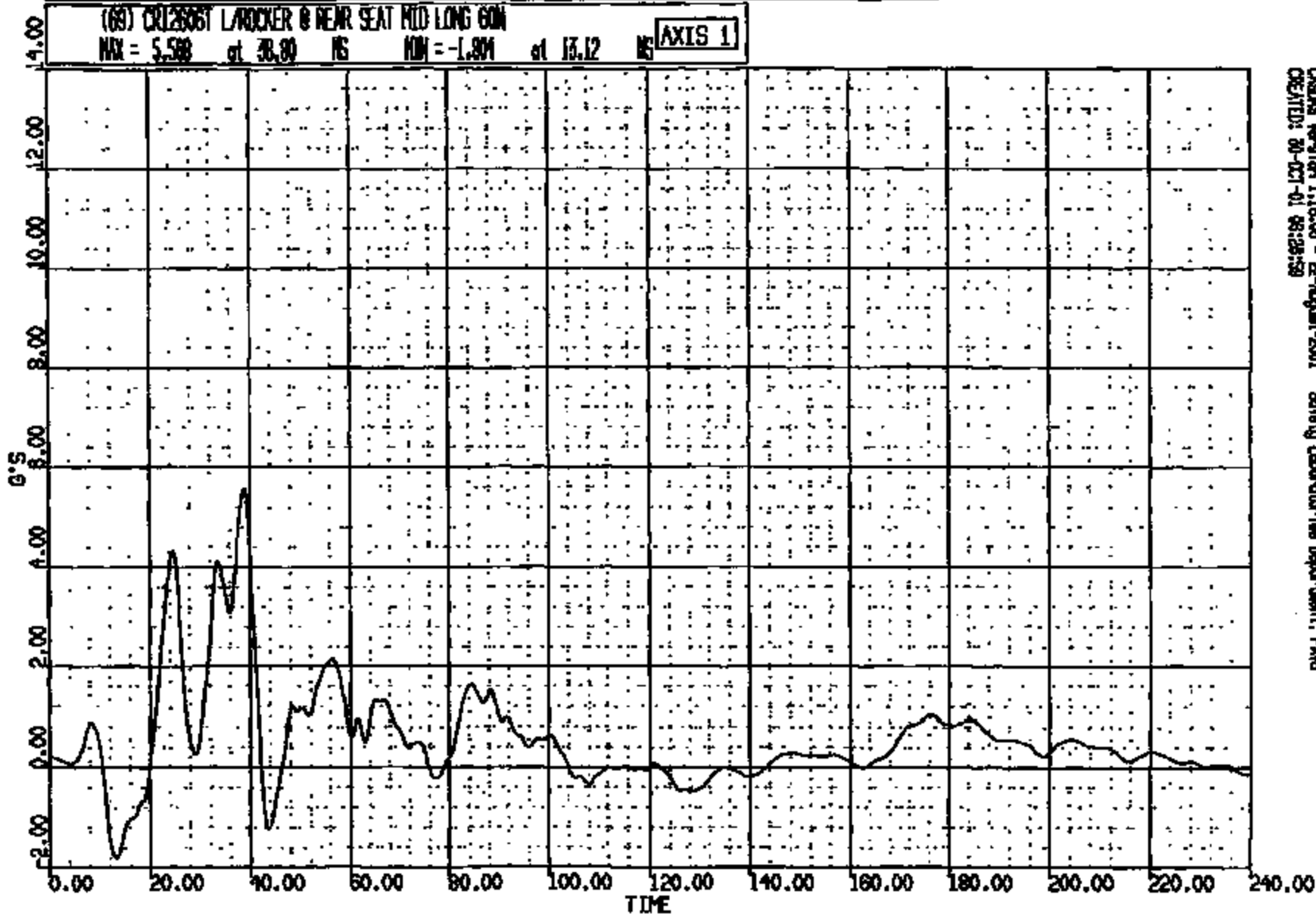
CRTS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2003 FN-145

(69) CR126061 LAVOCKER @ REAR SEAT MID LONG 60M

MAX = 5.588 at 38.80 MS MIN = -1.804 at 13.12 MS

AXIS 1

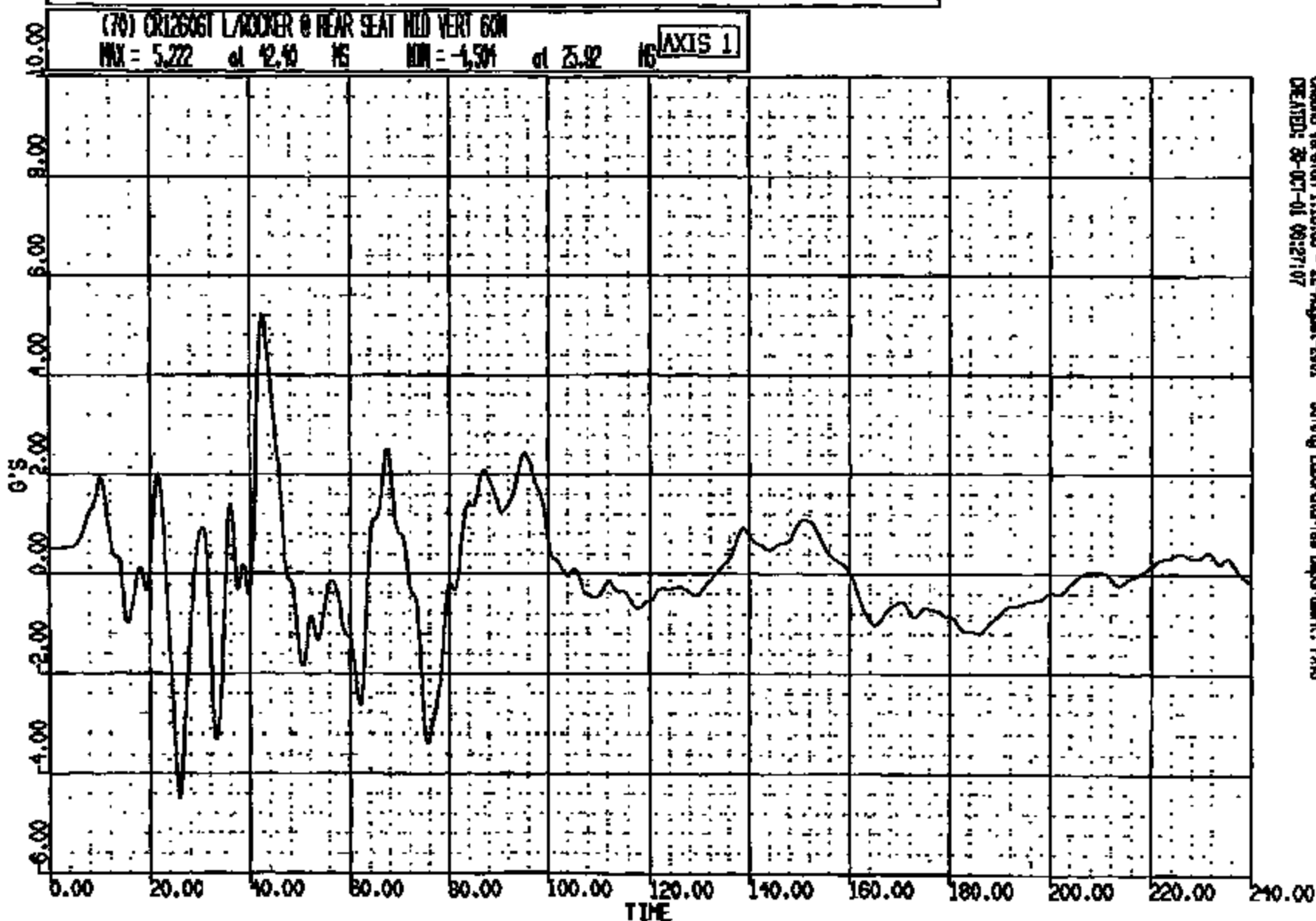


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CREATED: 26-OCT-01 08:28:59

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CRTS 0012606

CR R: 12606 TC: JB2421 DATE: 011026 08:57:47
2006 FN-146



CRAMS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 26-OCT-01 09:27:07

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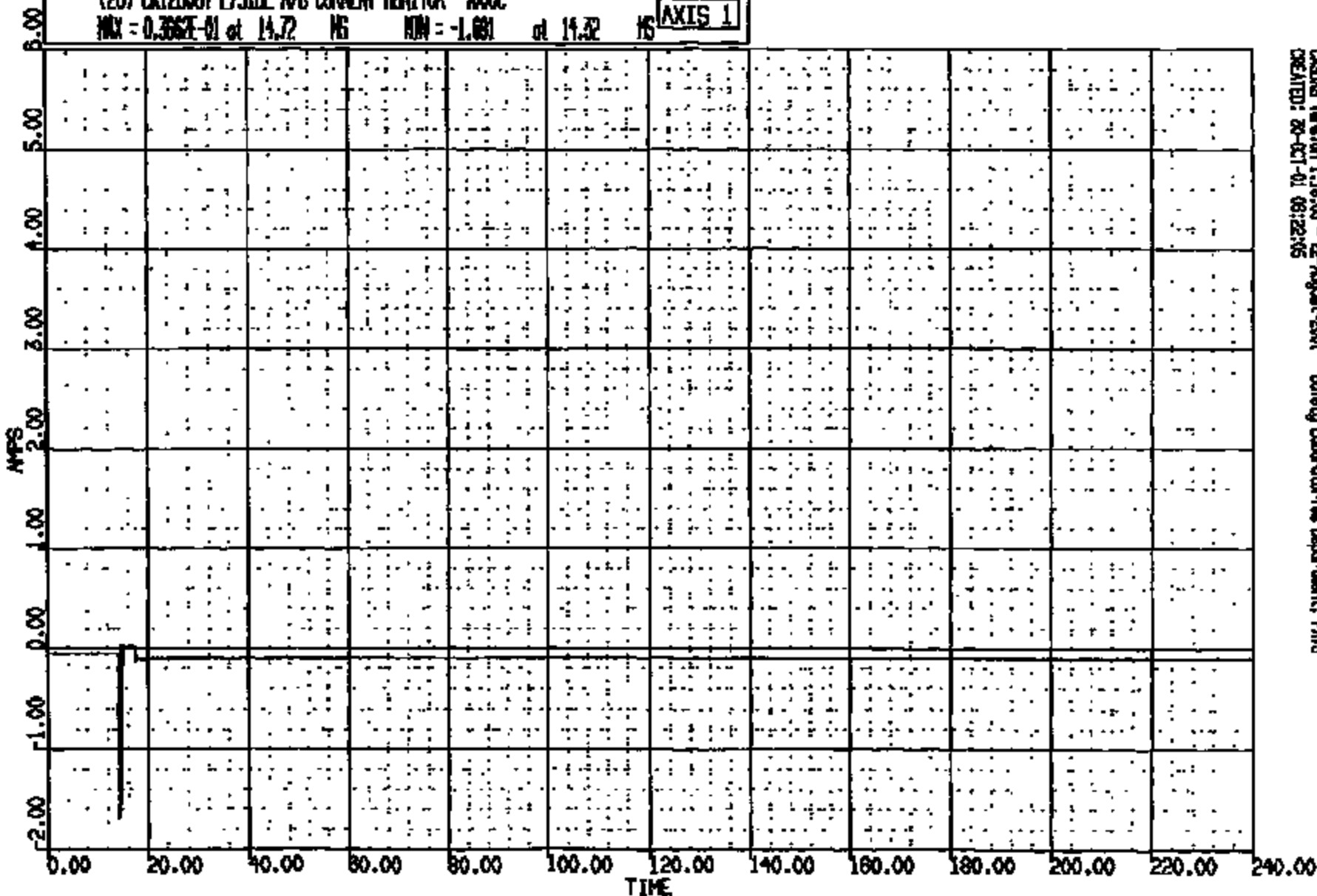
CRIS 0012606

CR #: 12606 TO: J82421 DATE: 011028 08:57:47
2005 FN-145

(26) CR12606T L/SIDE A/B CURRENT MONITOR 4000C

MAX = 0.3667E-01 at 14.72 MS MIN = -1.091 at 14.32 MS

AXIS 1

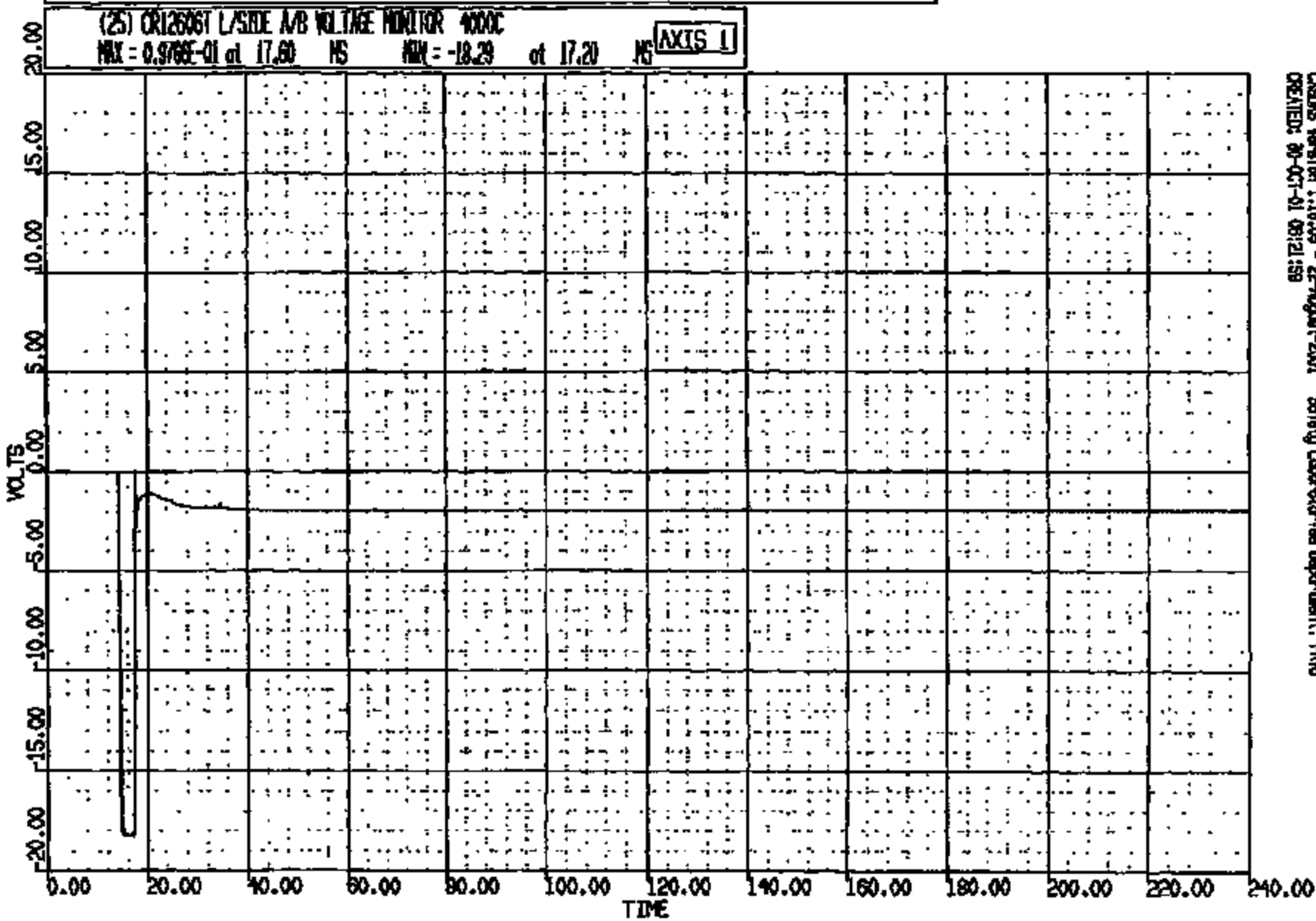


CRSUS Version 1.16.05 - 22-August-2001 Briefly Laboratory Department, PHS
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2006 FN-148



CRSIS Version 1.10.05 - 22-August-2001 Safety Laboratories Department, PHS
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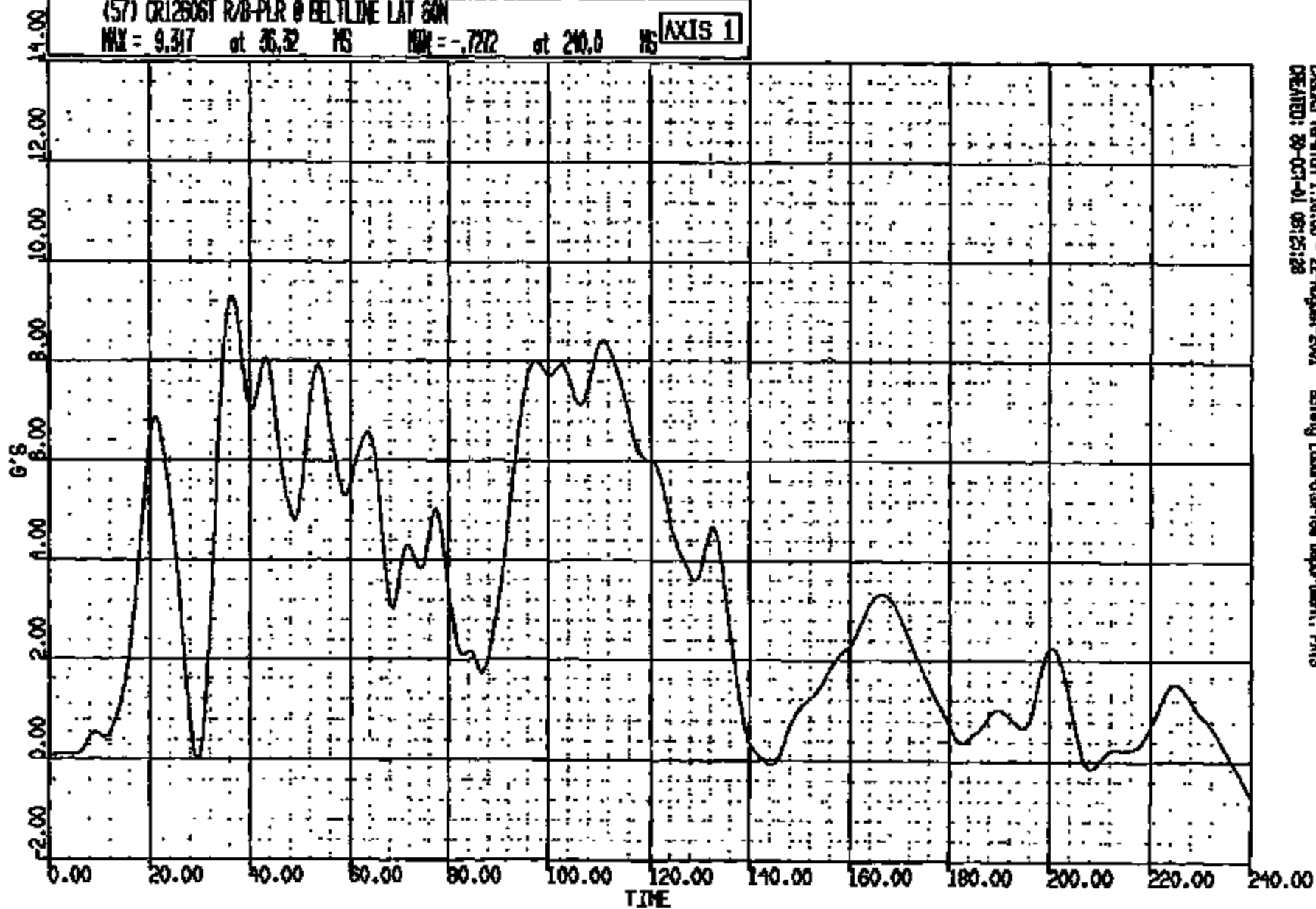
CRIS 0012606

CR R: 12606 TO: J82421 DATE: 011026 08:57:47
2006 FN-145

(57) CR12606T R/B-PLR @ BELTLINE LAT 60N

MAX = 9.317 at 36.32 MS MIN = -.7272 at 240.0 MS

AXIS 1



CRSIS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 89-OCT-01 09:25:28

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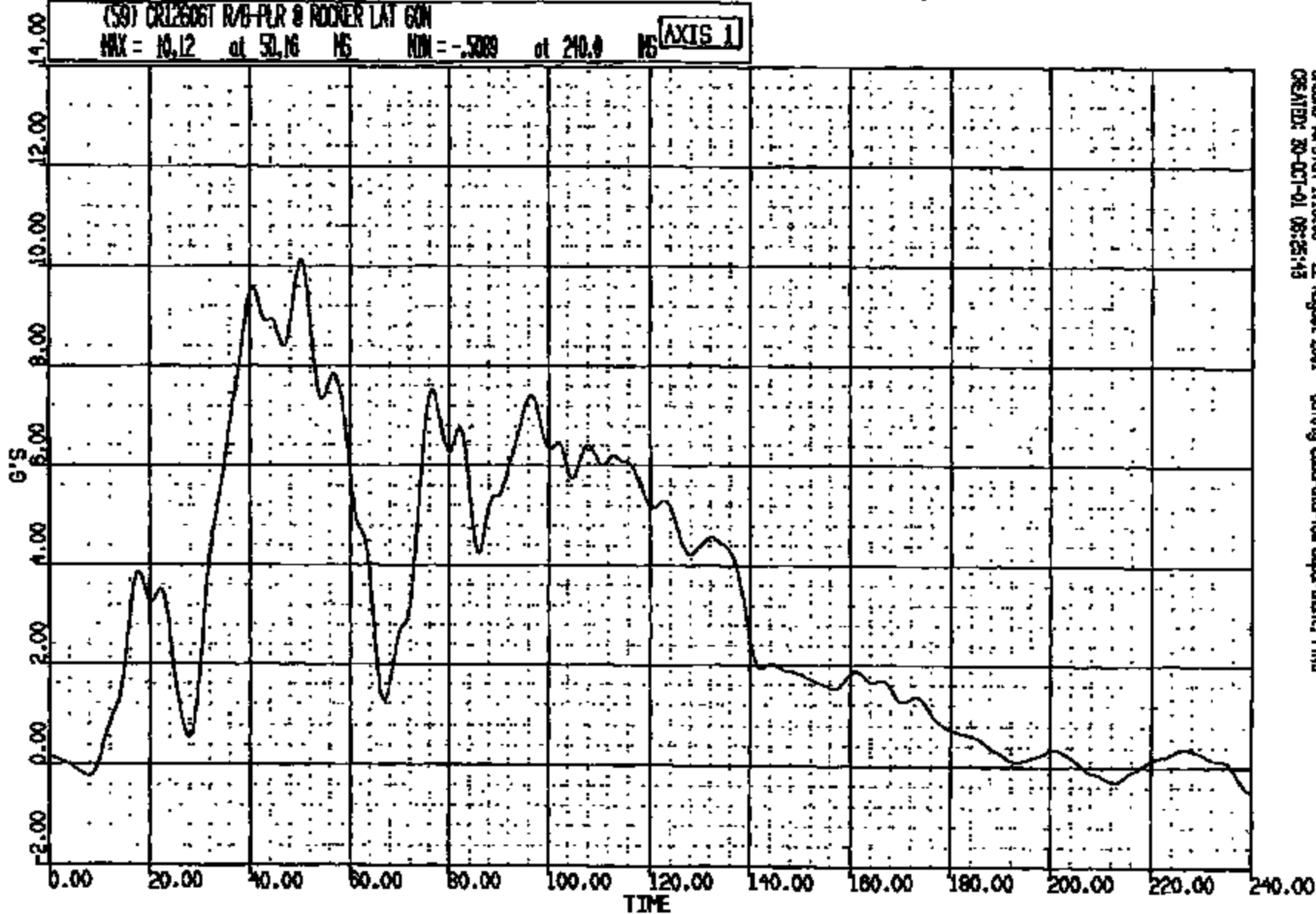
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CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
2003 FN-145

(S9) CR12606T R/V-PLR @ ROCKY LAT 60N

MAX = 10.12 at 50.16 MS MIN = -5.009 at 210.0 MS

AXIS 1



CRS06 Version 1.18.00 - 22-Aug-2001
CREATED: 20-OCT-01 08:25:43

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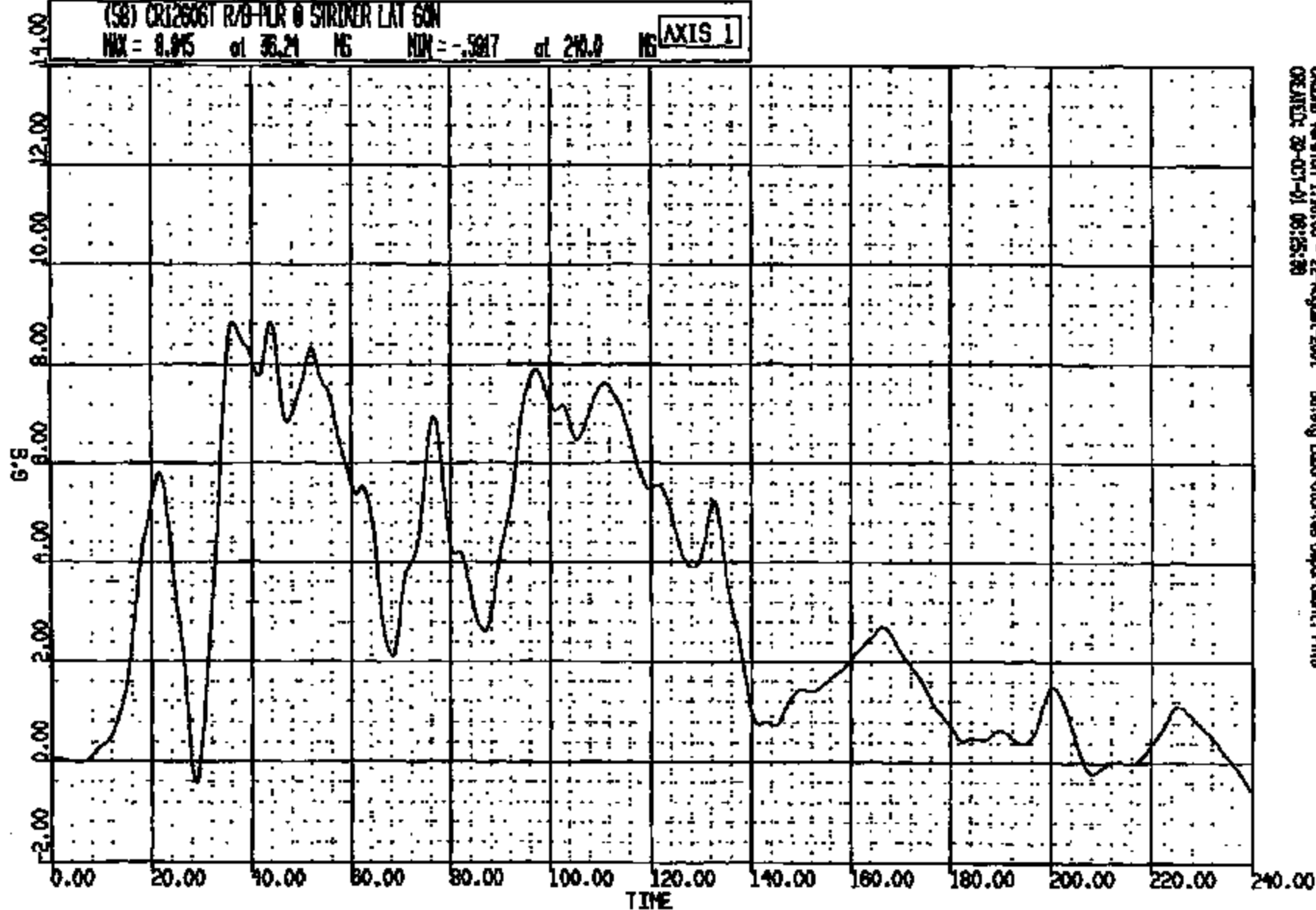
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(58) CR12606T R/B-PLR @ SINKER LAT 60N

MAX = 8.95 at 36.24 MS MIN = -5.87 at 210.0 MS

AXIS 1



CASING Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PAMS
CREATED: 20-07-01 08:55:30

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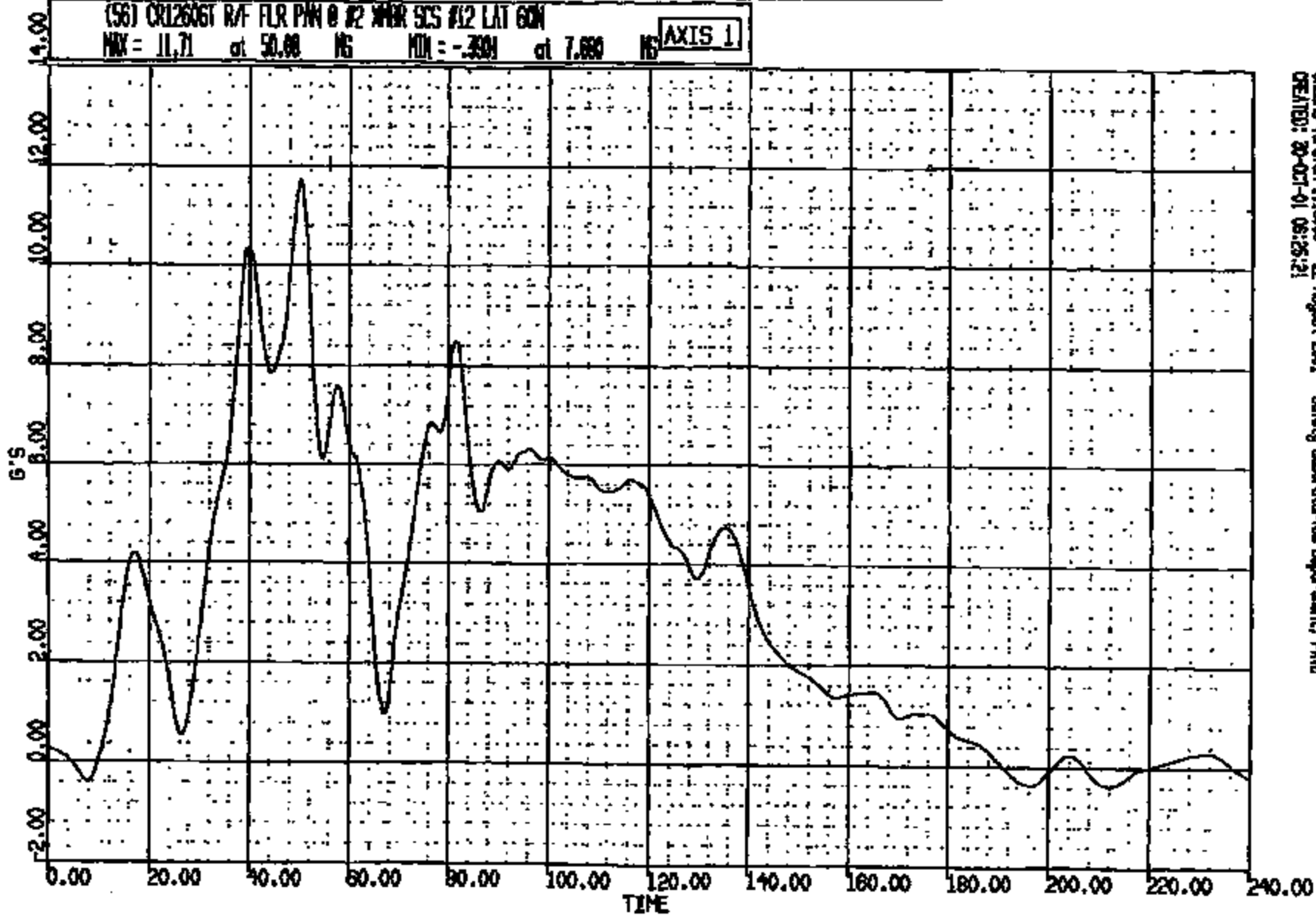
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011028 08:57:47
2003 PN-145

(56) CR12606T R/F FLR PNH @ #2 WHR SCS #12 LAT 60N

MAX = 11.71 at 50.00 NS MIN = -3.501 at 7.000 NS

AXIS 1



CASYS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PNH
CREATED: 20-07-01 08:26:21

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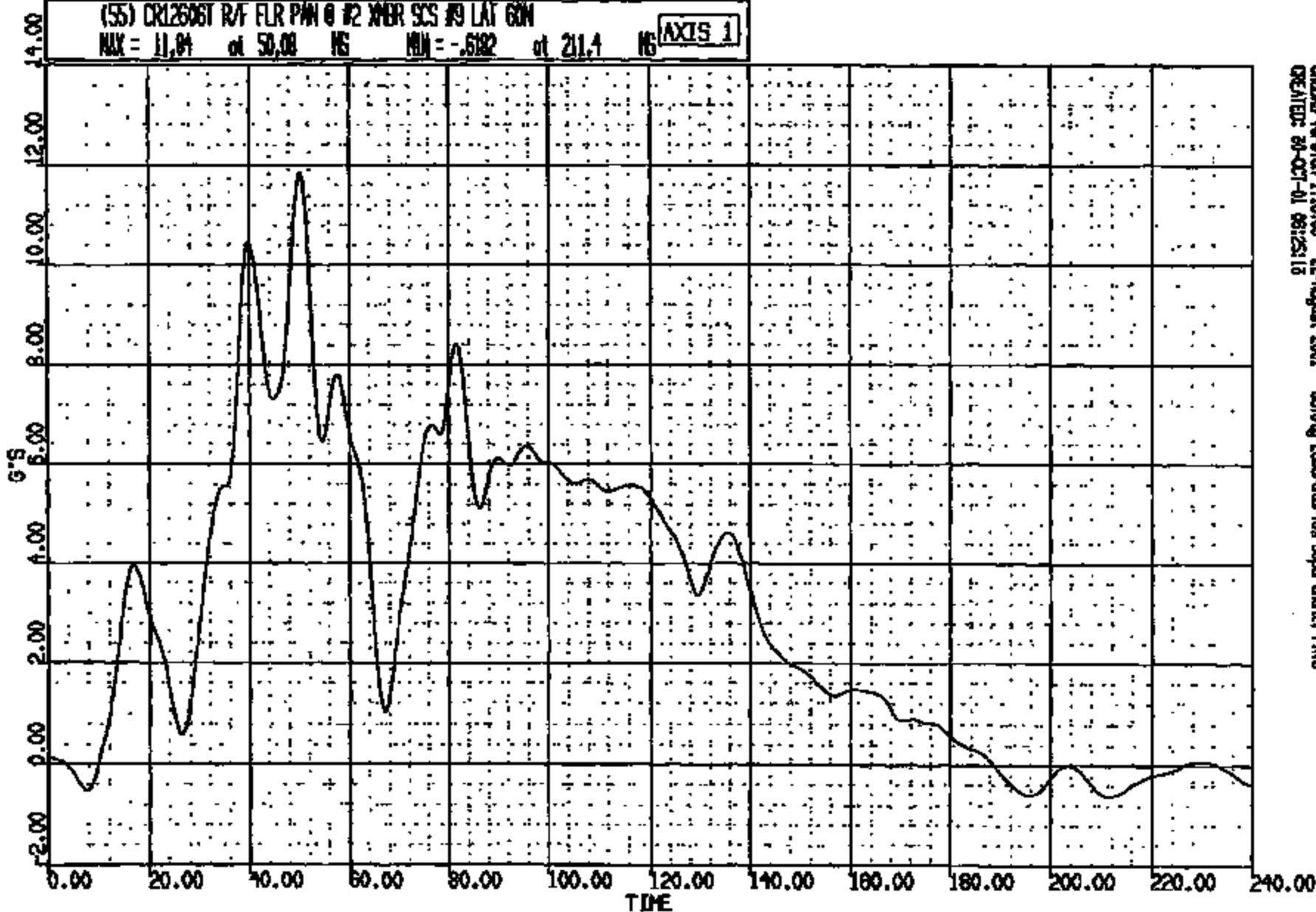
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CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
2005 FN-146

(55) CR12606T R/F FLR PWN 0 #2 XMR SCS #9 LAT 60N

MAX = 11.04 at 50.00 NS MIN = -.5182 at 211.4 NS

AXIS 1

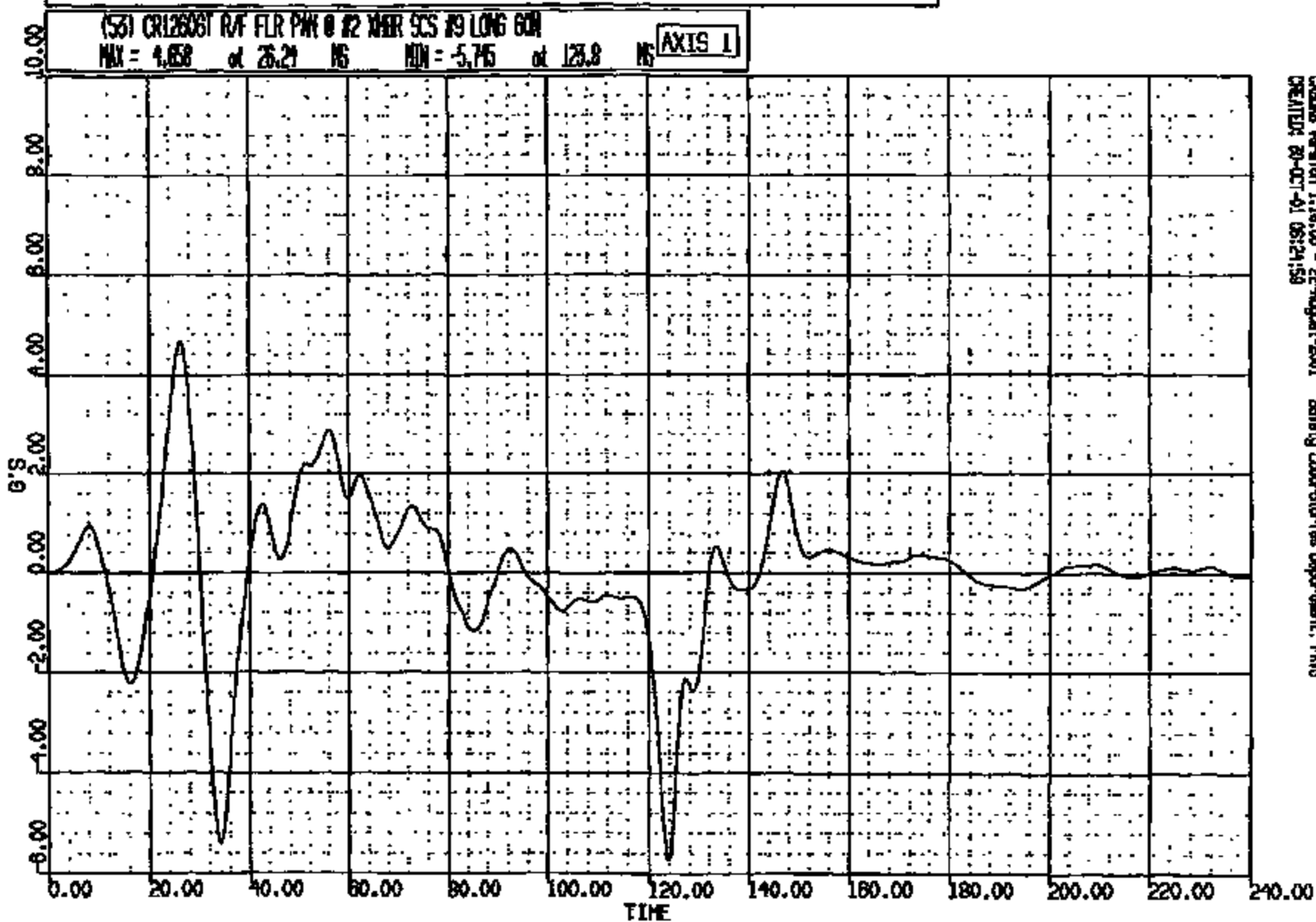


CRS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 20-OCT-01 08:25:18

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CRIS 0012606

CR R: 12606 TO: J82421 DATE: 011026 08:57:47
2003 FN-145



CRAMS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
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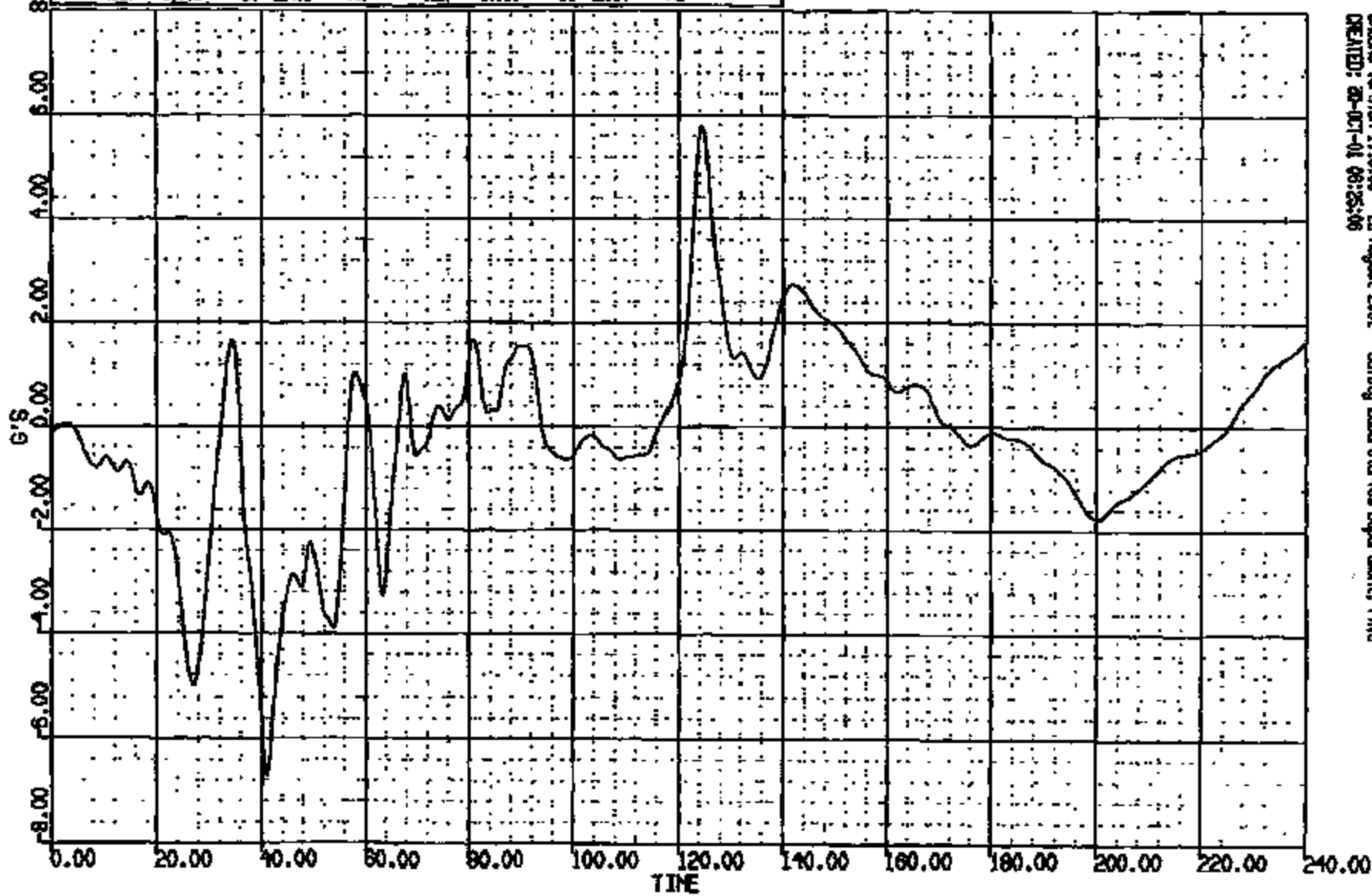
CRIS 0012606

CR R: 12606 TO: J52-21 DATE: 011026 02:57:47
2008 FN-145

(54) CR12606T R/F FLR PAN 0 #2 XPR SCS #9 VERT 60M

MAX = 5.789 at 124.5 MS MIN = -8.709 at 41.01 MS

AXIS 1



CRSIS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PAN5
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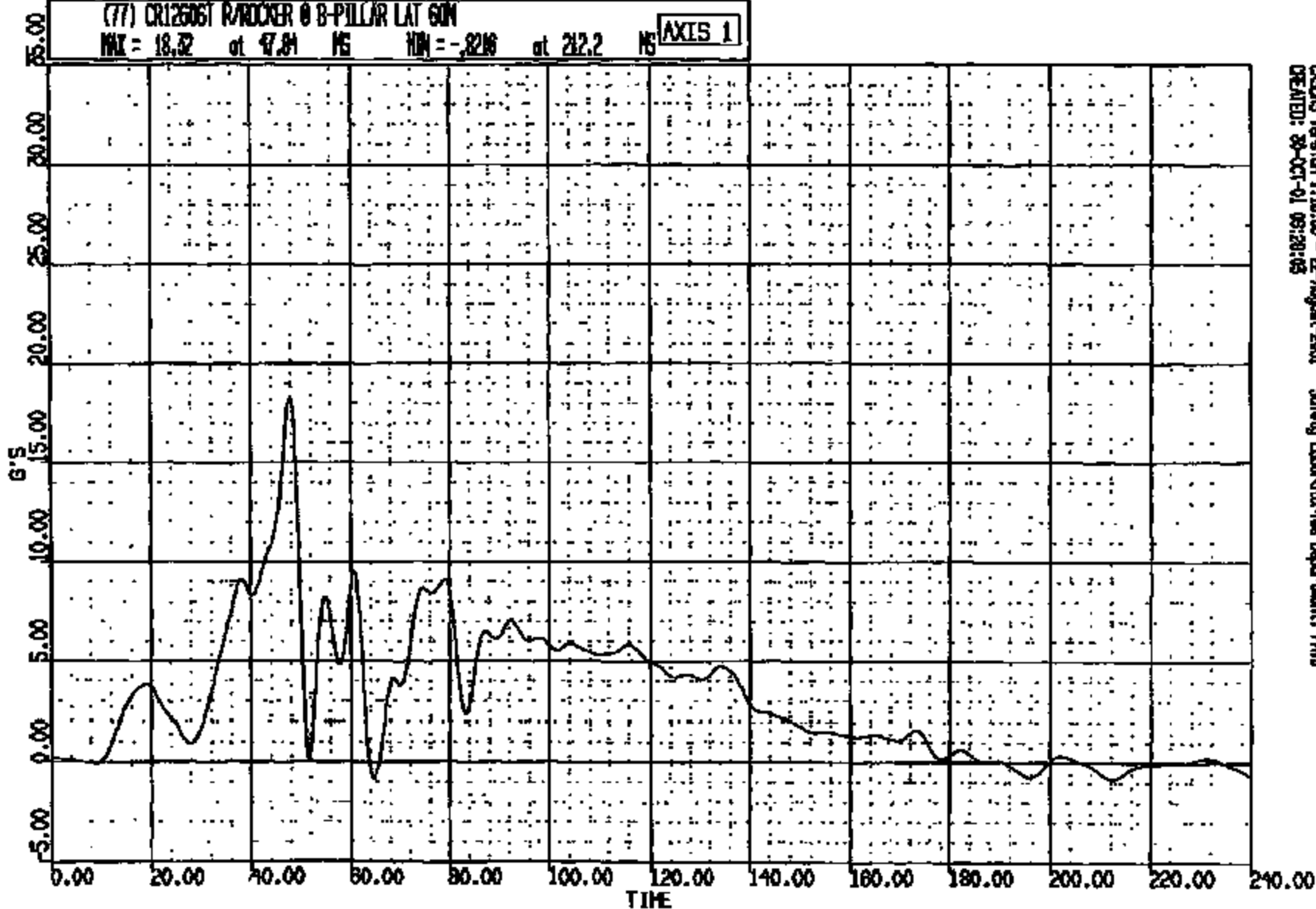
CRIS 0012606

CR R: 12808 TO: JB2421 DATE: 011028 08:57:47
2008 FN-148

(77) CR12606T RANCKER 0 B-PILLAR LAT 60N

MAX = 18.32 at 47.84 MS MIN = -.8216 at 212.2 MS

AXIS 1



CRS06 Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PHS
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ENTIRE PAGE CONFIDENTIAL

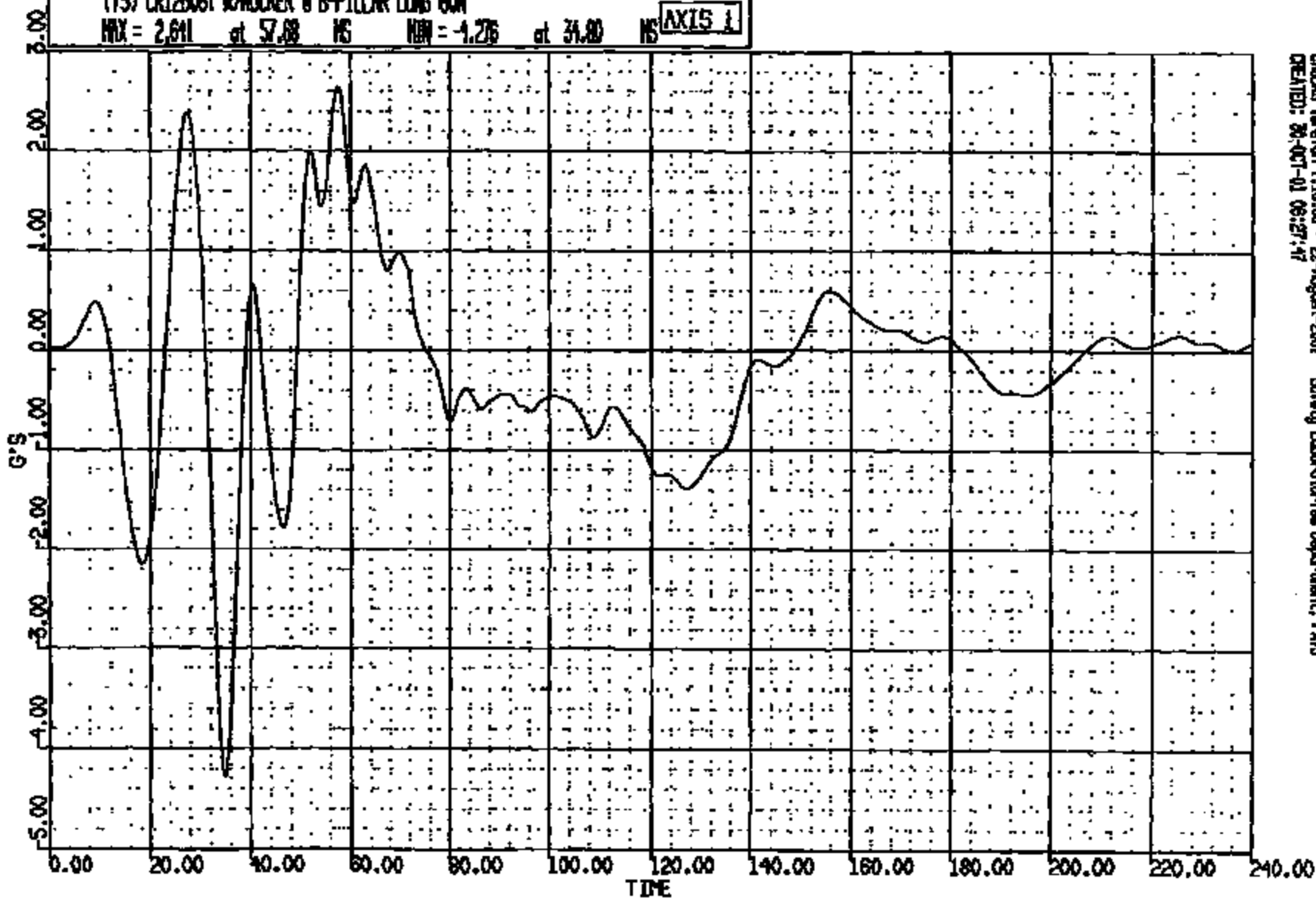
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2005 FN-145

(75) CR12606T R/ROCKNER @ B-PILLAR LONG 60M

MAX = 2.611 at 57.08 MS MIN = -4.276 at 34.00 MS

AXIS 1



CASAS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PARS
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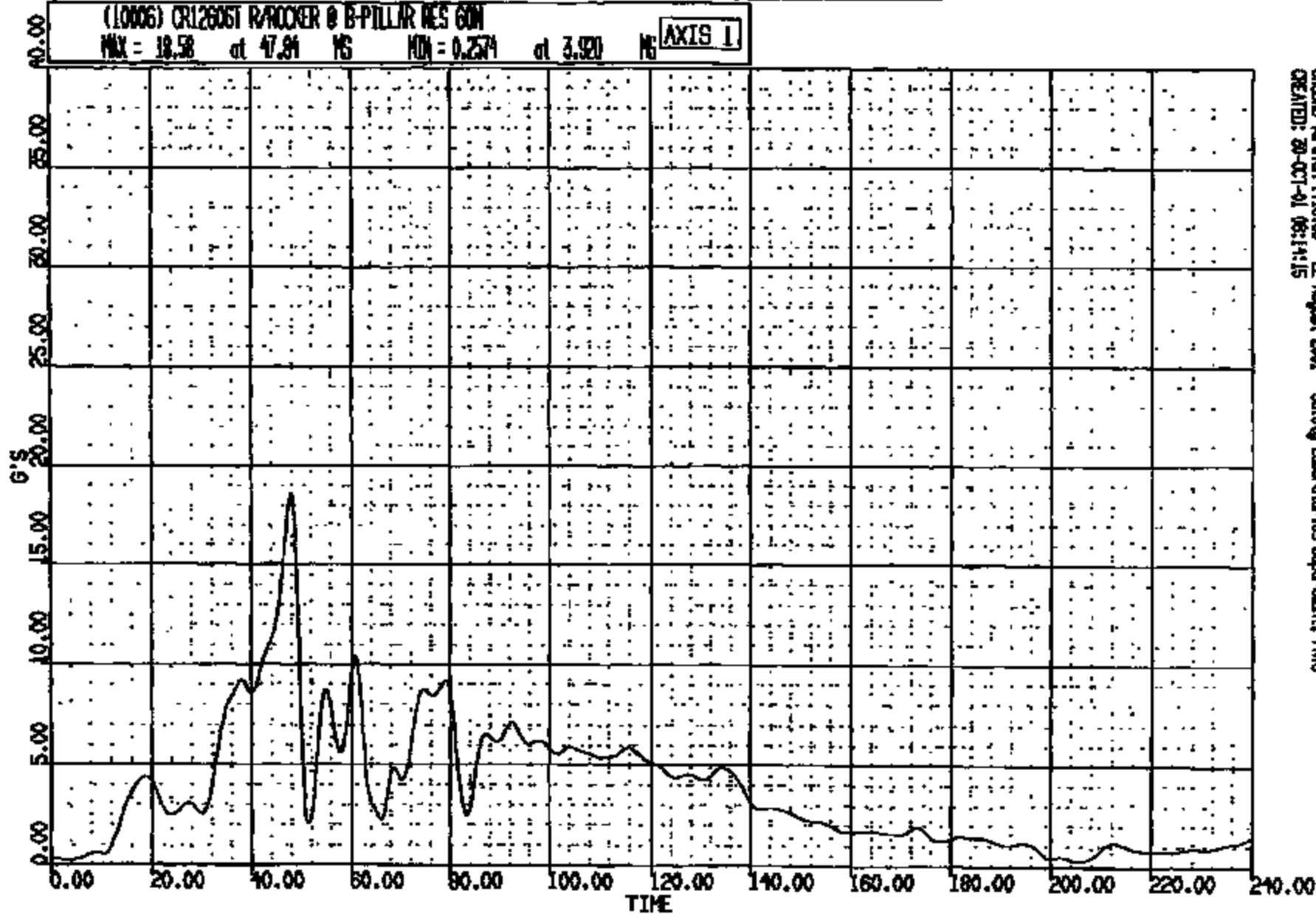
CRIS 0012606

CR R: 12806 TO: J82421 DATE: 011028 08:57:47
2005 FN-145

(10006) CR12606T R/ROCKER @ B-PILLAR RES 60N

MAX = 18.58 at 47.84 MS MIN = 0.2374 at 3.920 MS

AXIS 1



CIS016 Version 1.18.06 - 22-August-2001
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Safety Laboratories Department, PMS

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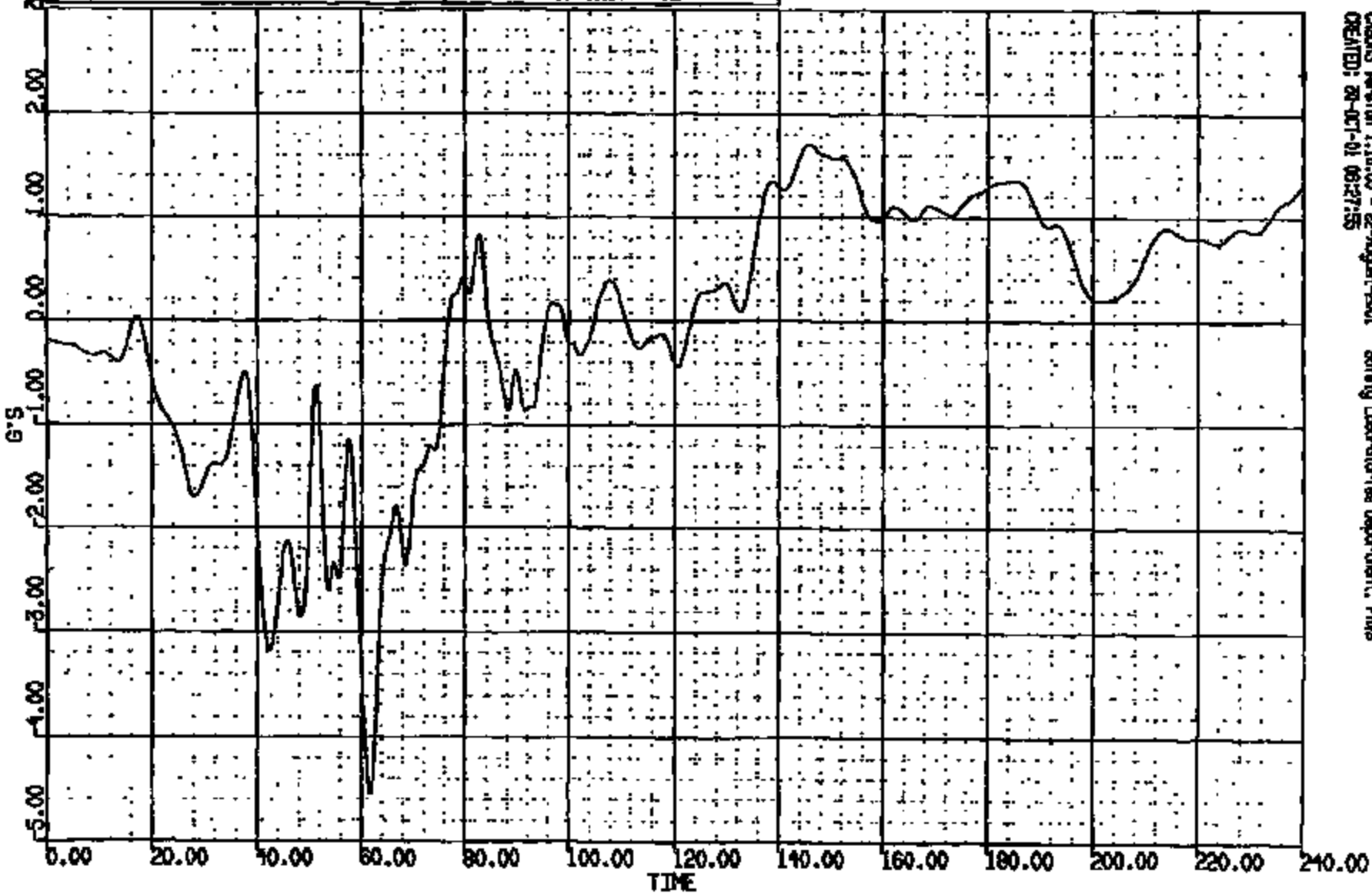
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 09:37:47
2006 FN-145

(76) CR12606T R/ROCKER @ B-PILLAR VERT GON

MAX = 1.704 at 145.8 NS MIN = -4.568 at 61.84 NS

AXIS 1



CASUS Version 1.18.09 - 22-August-2001
CREATED: 26-OCT-01 09:27:55

Safety Laboratories Department, PWS

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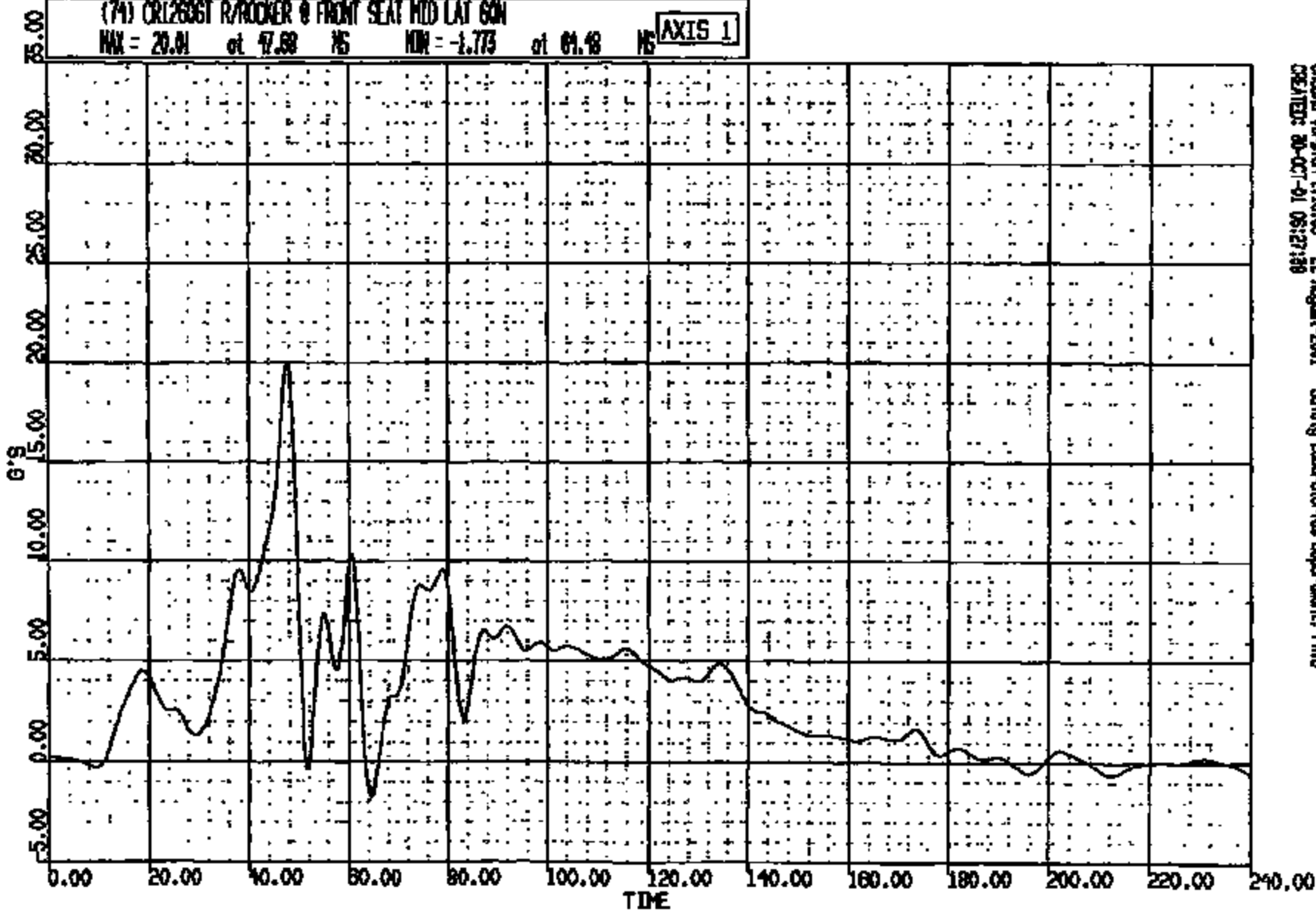
CRTS 0012606

CR R: 12806 TO: J82421 DATE: 011028 08:57:47
2005 FN-146

(74) CR12806T R/ROCKER @ FRONT SEAT MID LAT 60N

MAX = 20.01 at 47.88 MS MIN = -1.773 at 01.48 MS

AXIS 1



CASAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 20-OCT-01 08:27:38

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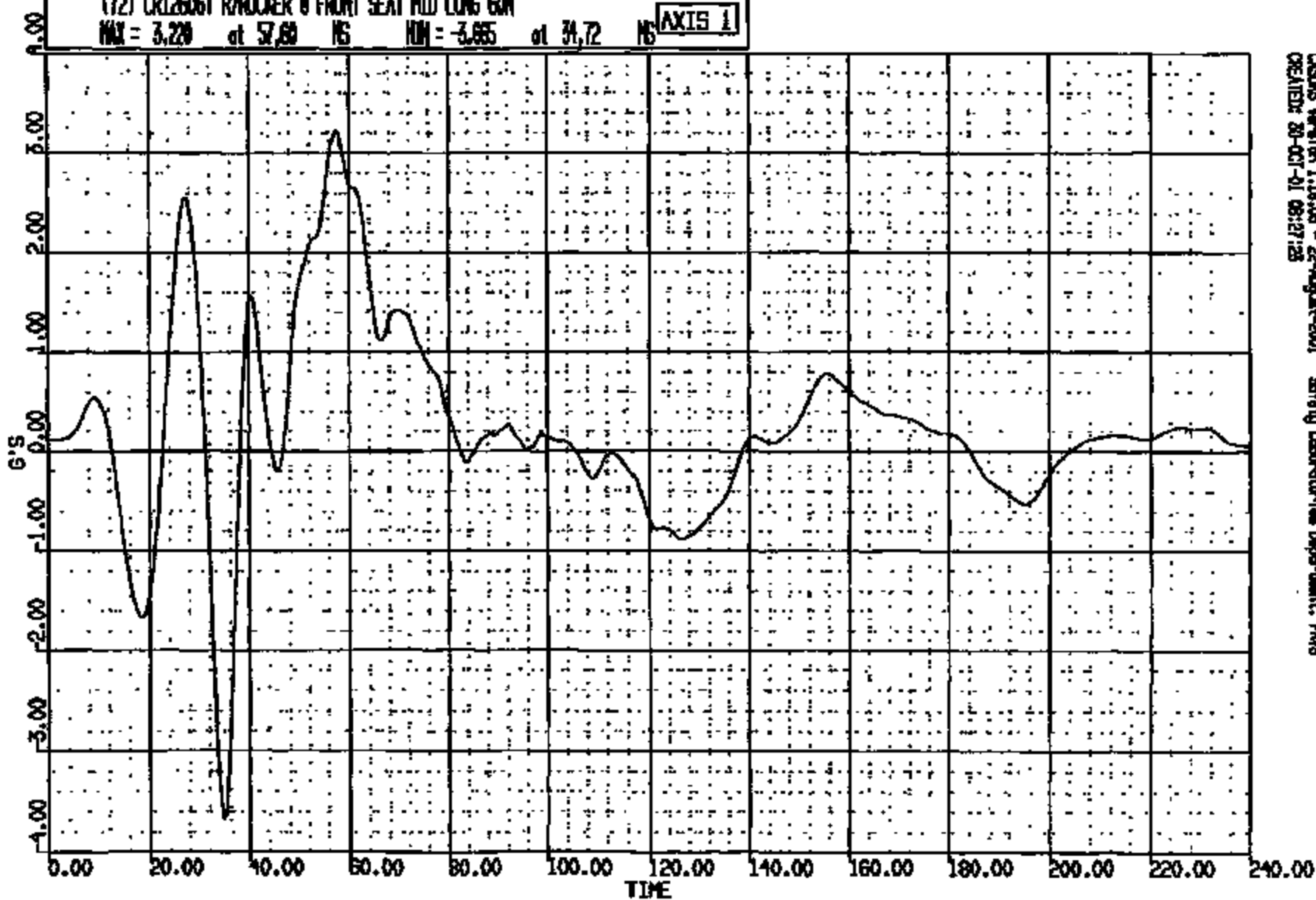
CRIS 0012606

CR R: 12606 TO: J52421 DATE: 011028 08:57:47
2003 FN-145

(72) CR12606T R/ROCKER @ FRONT SEAT MID LONG GON

MAX = 3.220 at 57.60 NS MIN = -3.955 at 31.72 NS

AXIS 1

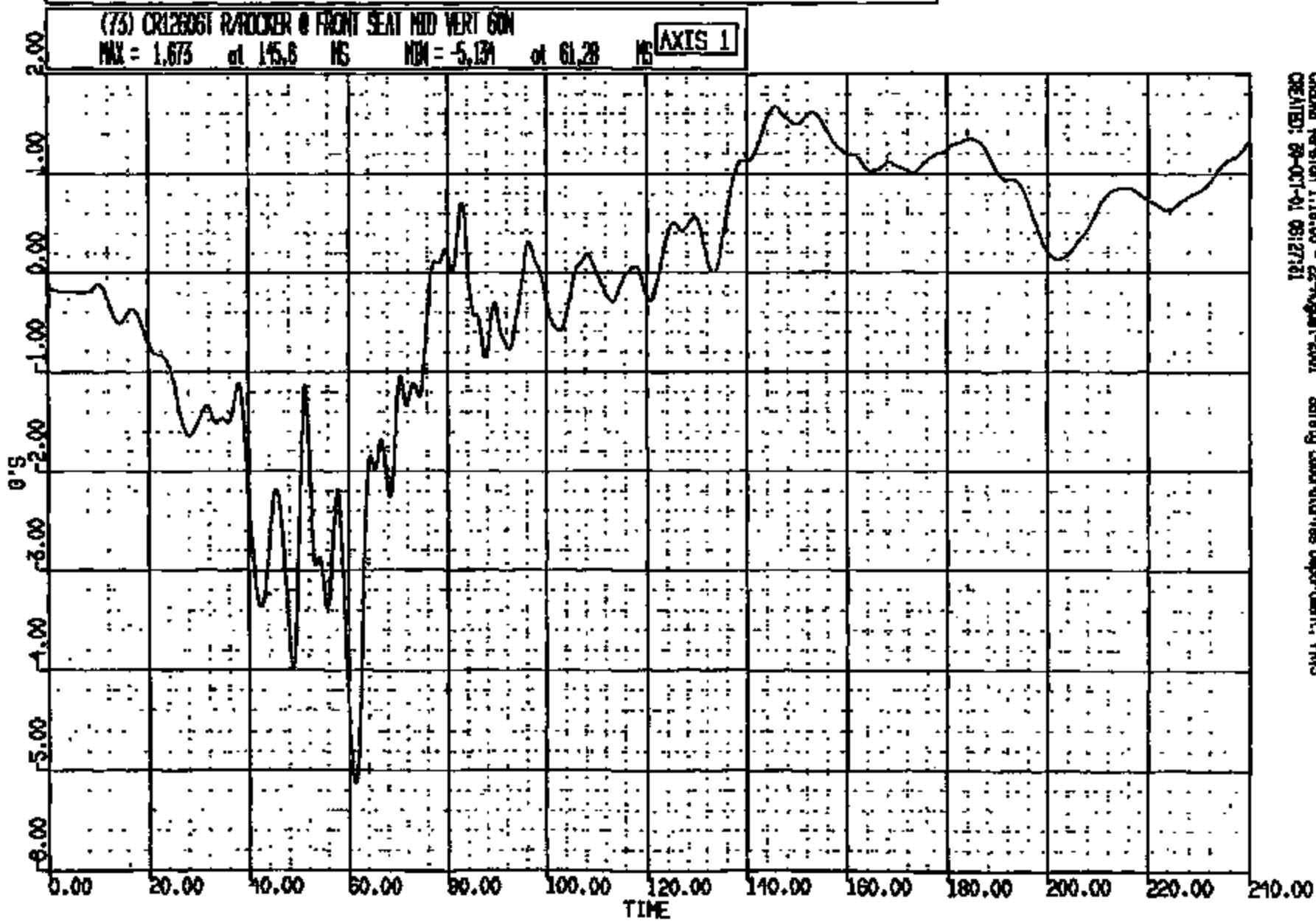


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CRIS 0012606

CR #: 12808 TO: J22421 DATE: 011025 08:57:47
2008 FN-148



CASAS Version 1.18.08 - 22-August-2001
CREATED: 28-OCT-01 08:27:01

Safety Laboratories Department, PMS

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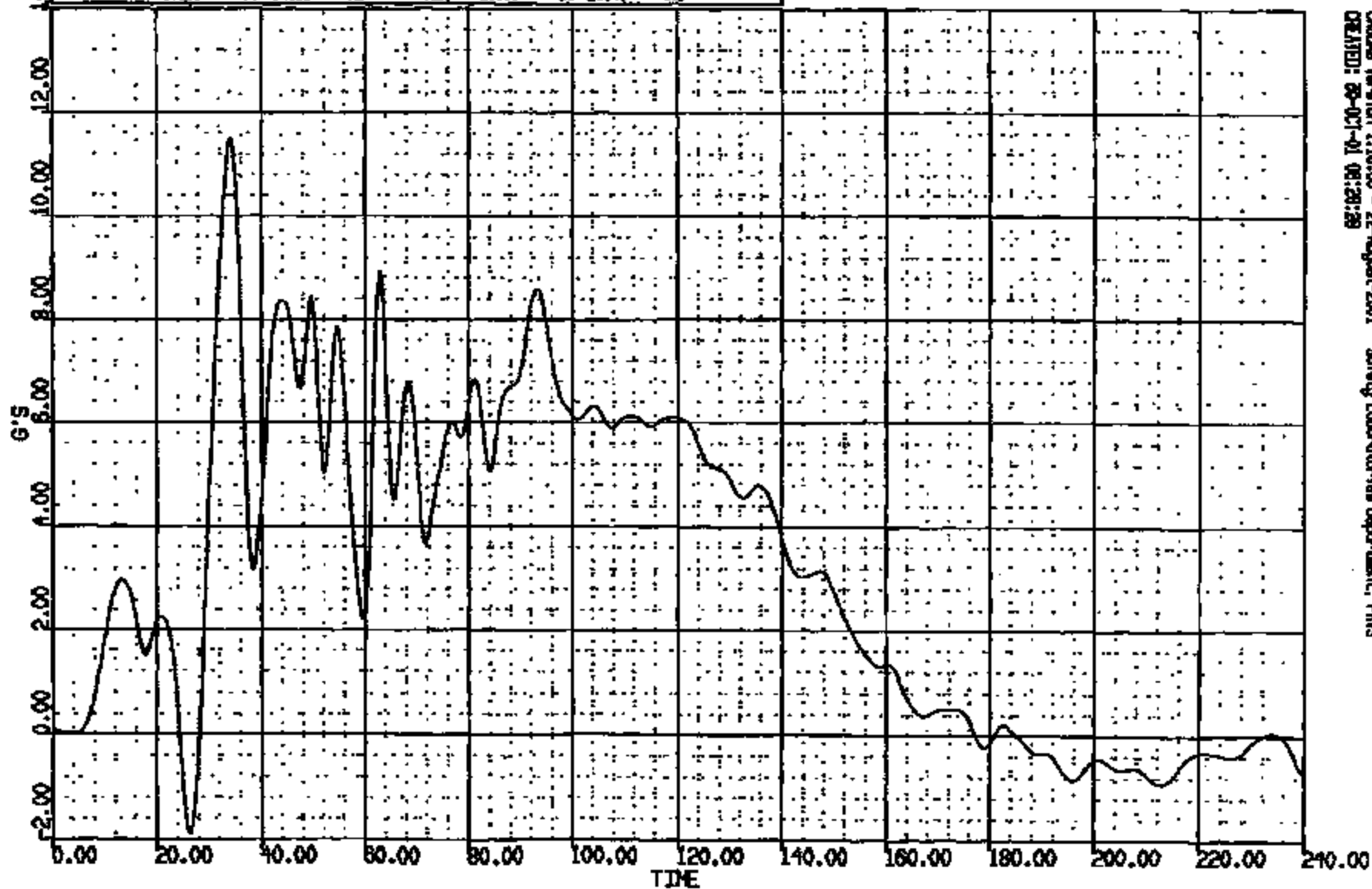
CRTS 0012606

CR R: 12606 TO: J82421 DATE: 011026 08:57:47
2003 FN-145

(80) CR126061 R/V DORNER B NEAR SEAT MOD LAT 60W

MAX = 11.50 at 34.08 NS MIN = -1.887 at 26.40 NS

AXIS 1



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CREATED: 20-01-01 08:28:28

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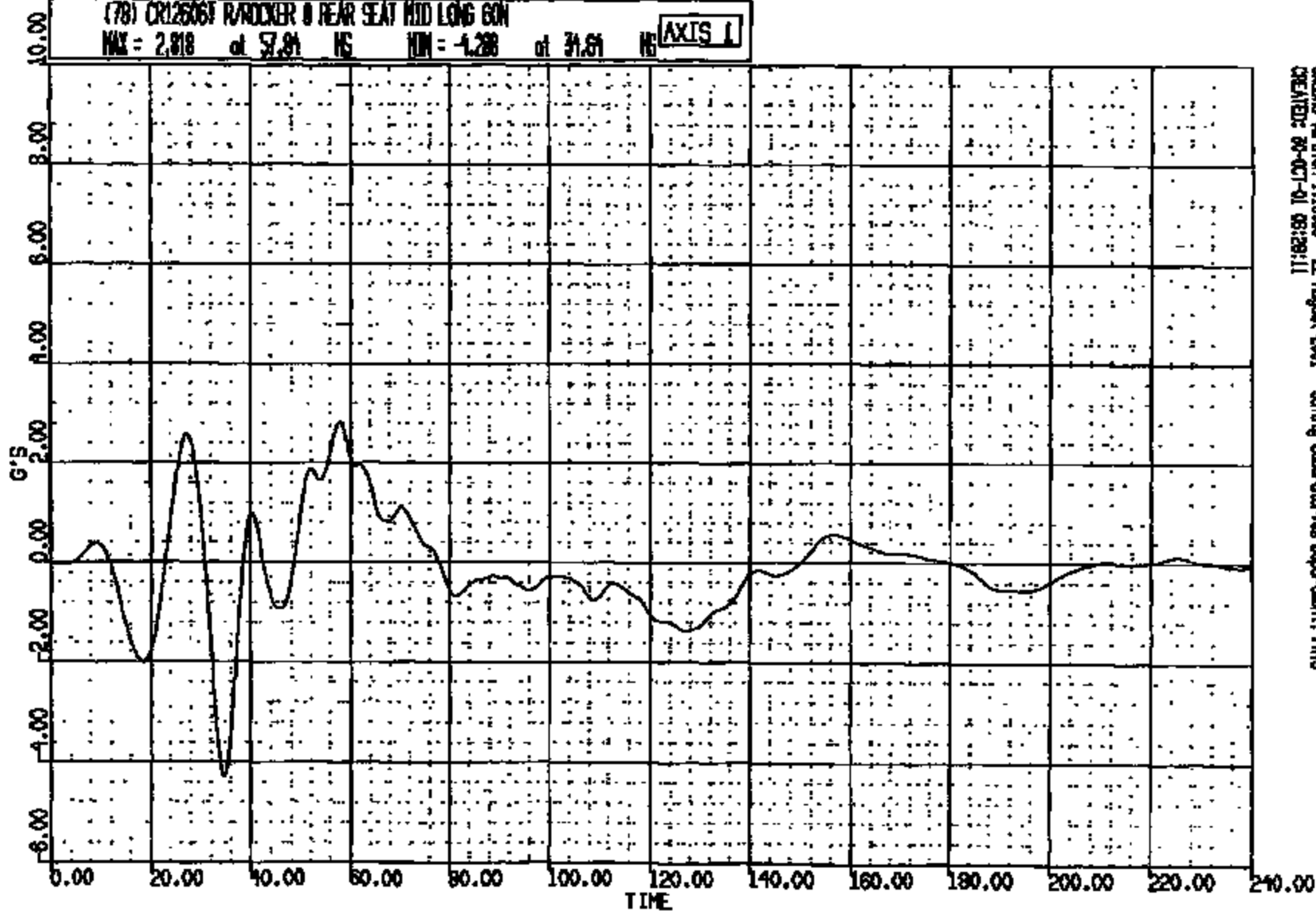
CRTS 0012606

OR R: 12806 TO: J52421 DATE: 011028 08:57:47
2005 FN-145

(78) CR128061 R/ROCKER & REAR SEAT MID LONG GON

MAX = 2.818 at 57.81 HS MIN = -4.288 at 31.61 HS

AXIS 1



CASMS Version 1.10.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 20-OCT-01 08:28:11

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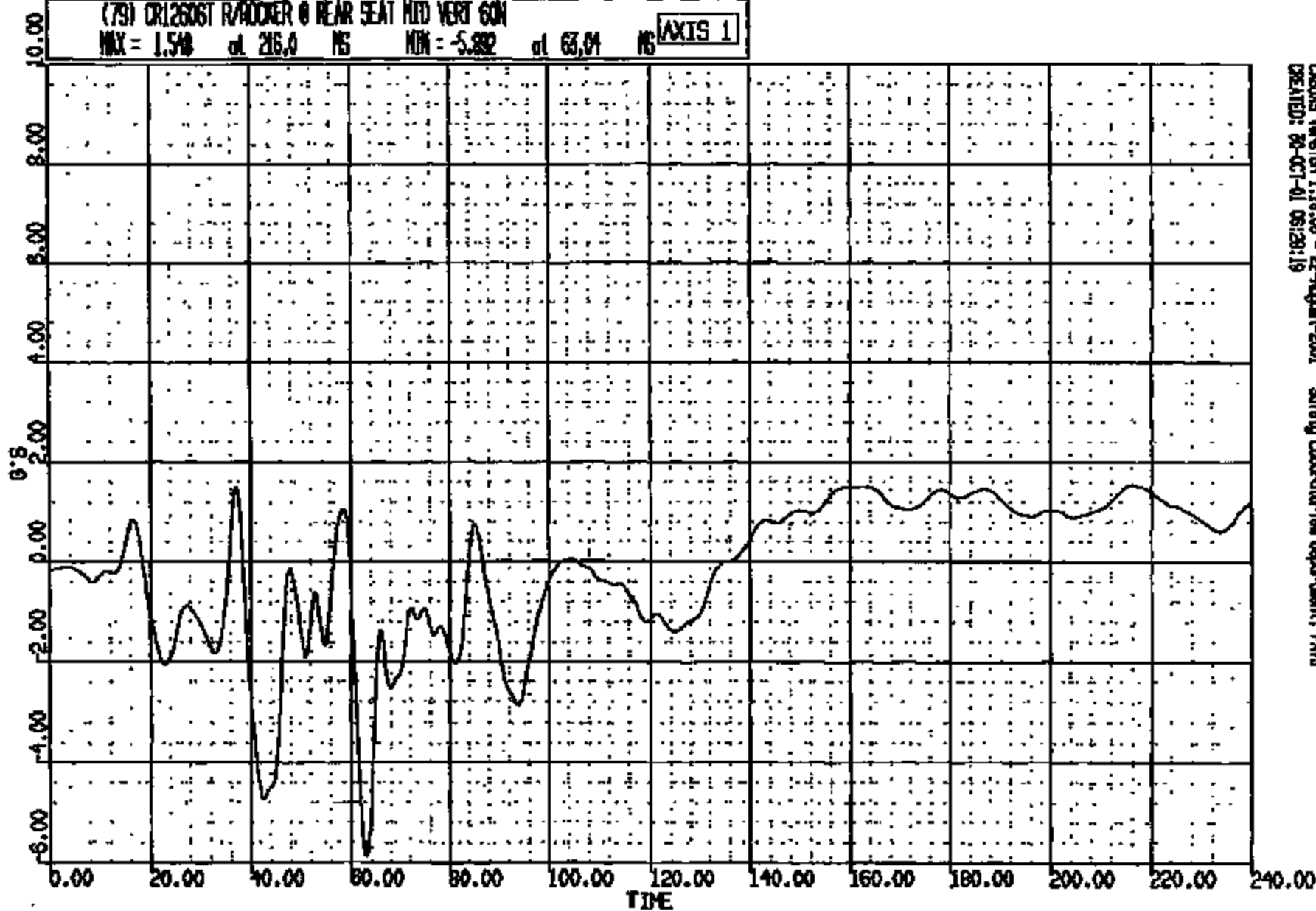
CRTS 0012806

CR #: 12808 TO: JB2421 DATE: 011028 08:57:47
2008 FN-145

(79) CR12808T R/ROCKER @ REAR SEAT MID VERT GCM

MAX = 1.540 at 216.0 MS MIN = -5.882 at 63.04 MS

AXIS 1

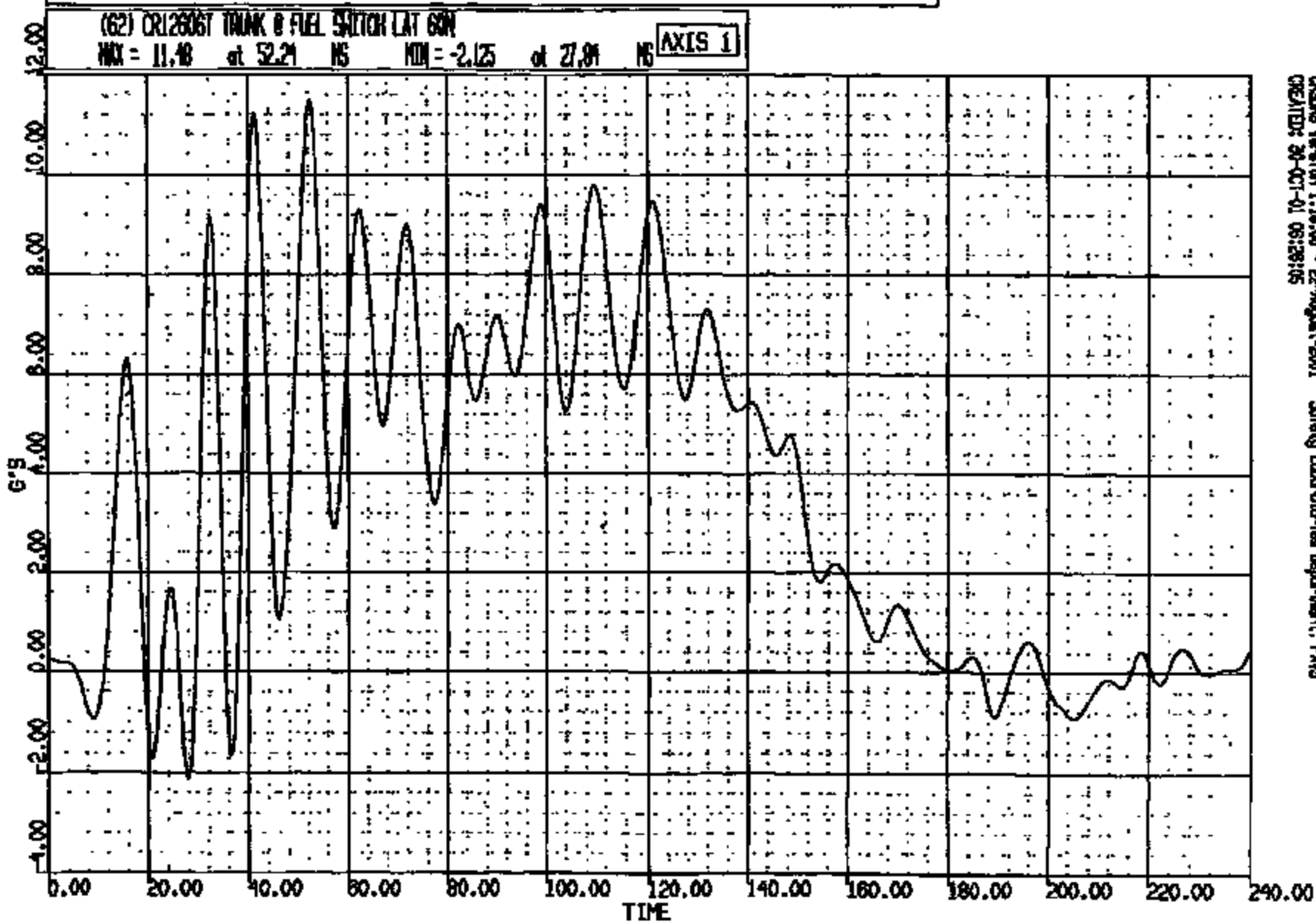


CASUS Version 1.18.05 - 22-August-2001 Safety Laboratory Department, PMS
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CRTS 0012606

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2005 FN-145

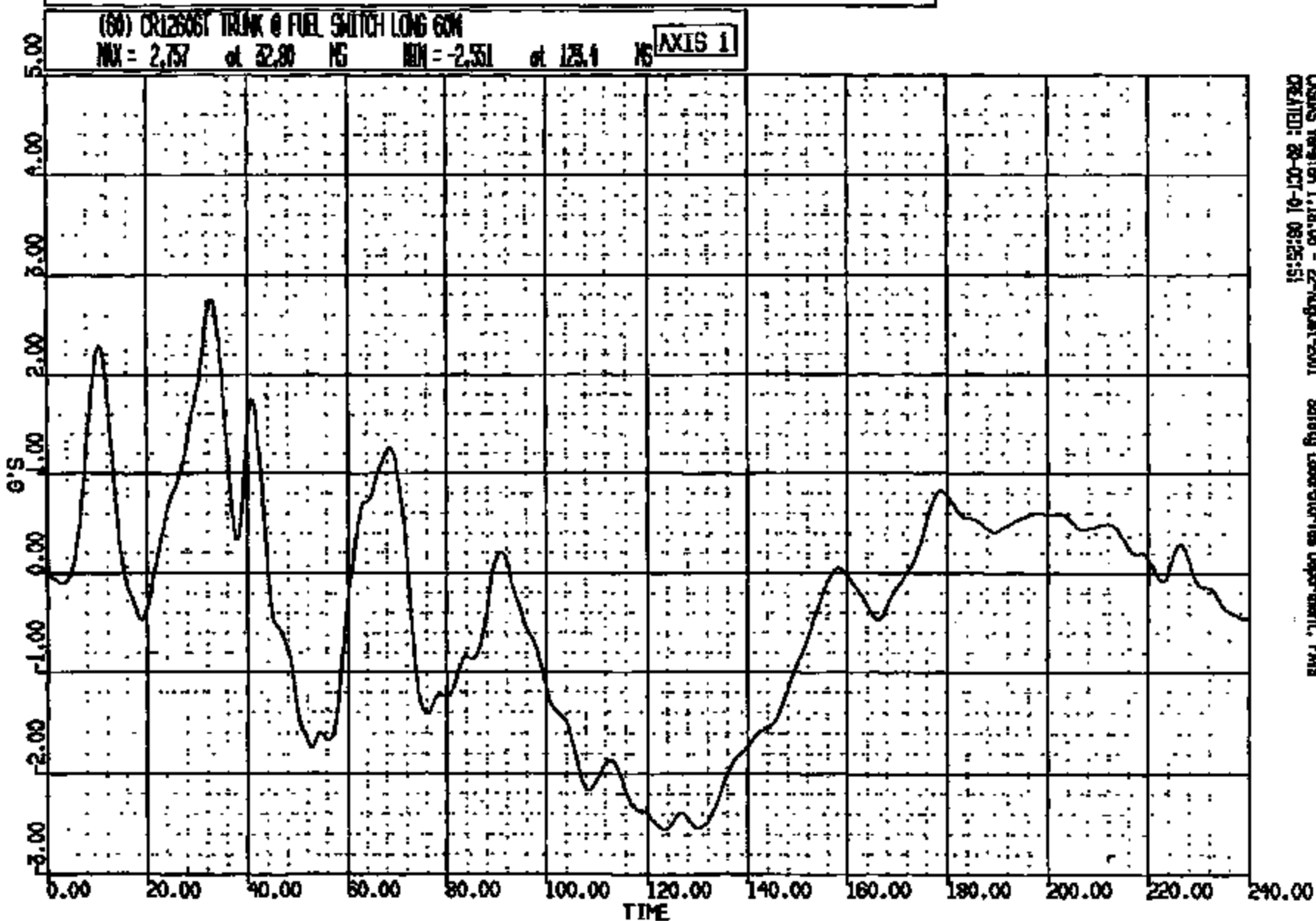


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CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145

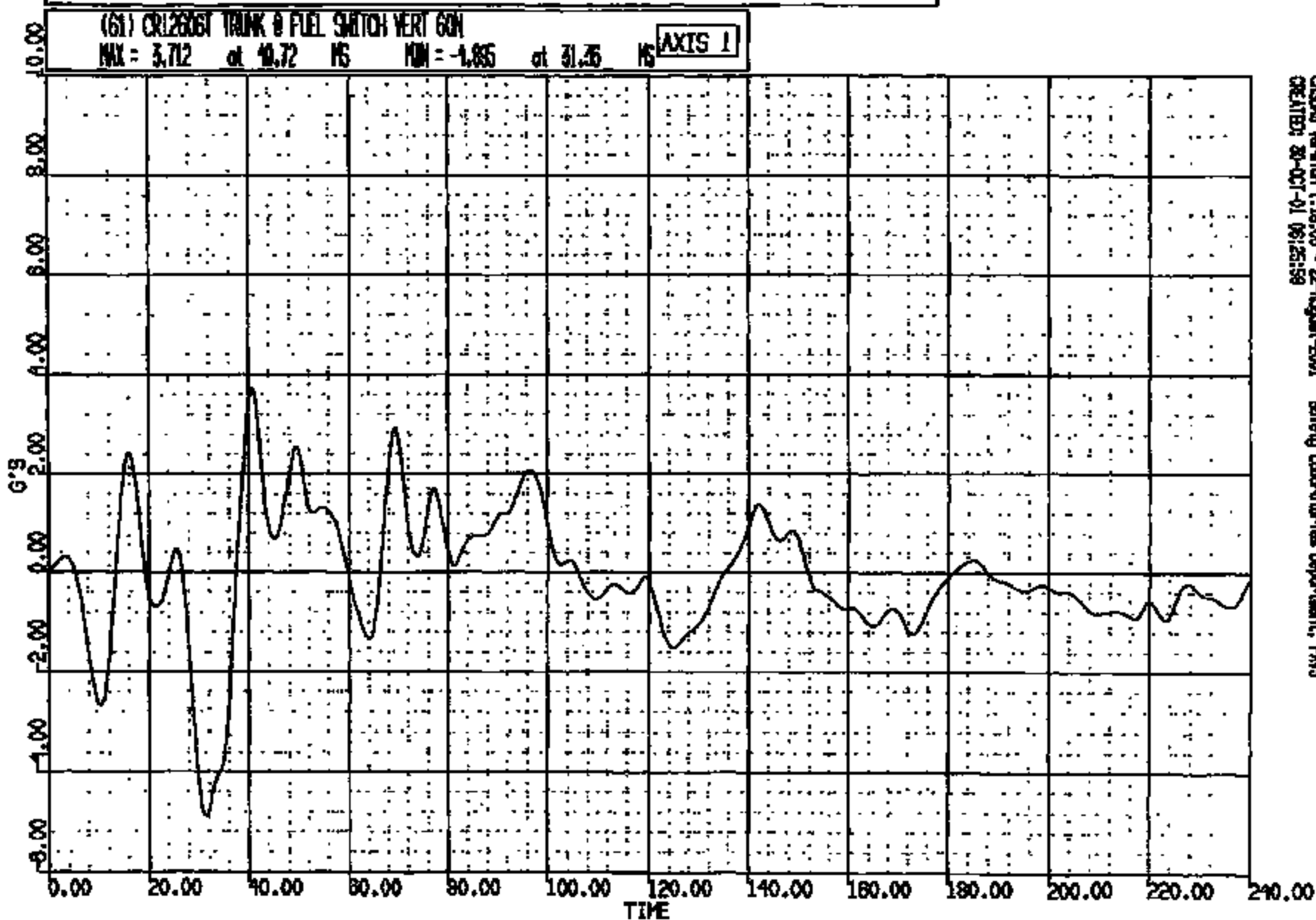


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CREATED: 26-OCT-01 08:25:51

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2003 FN-146

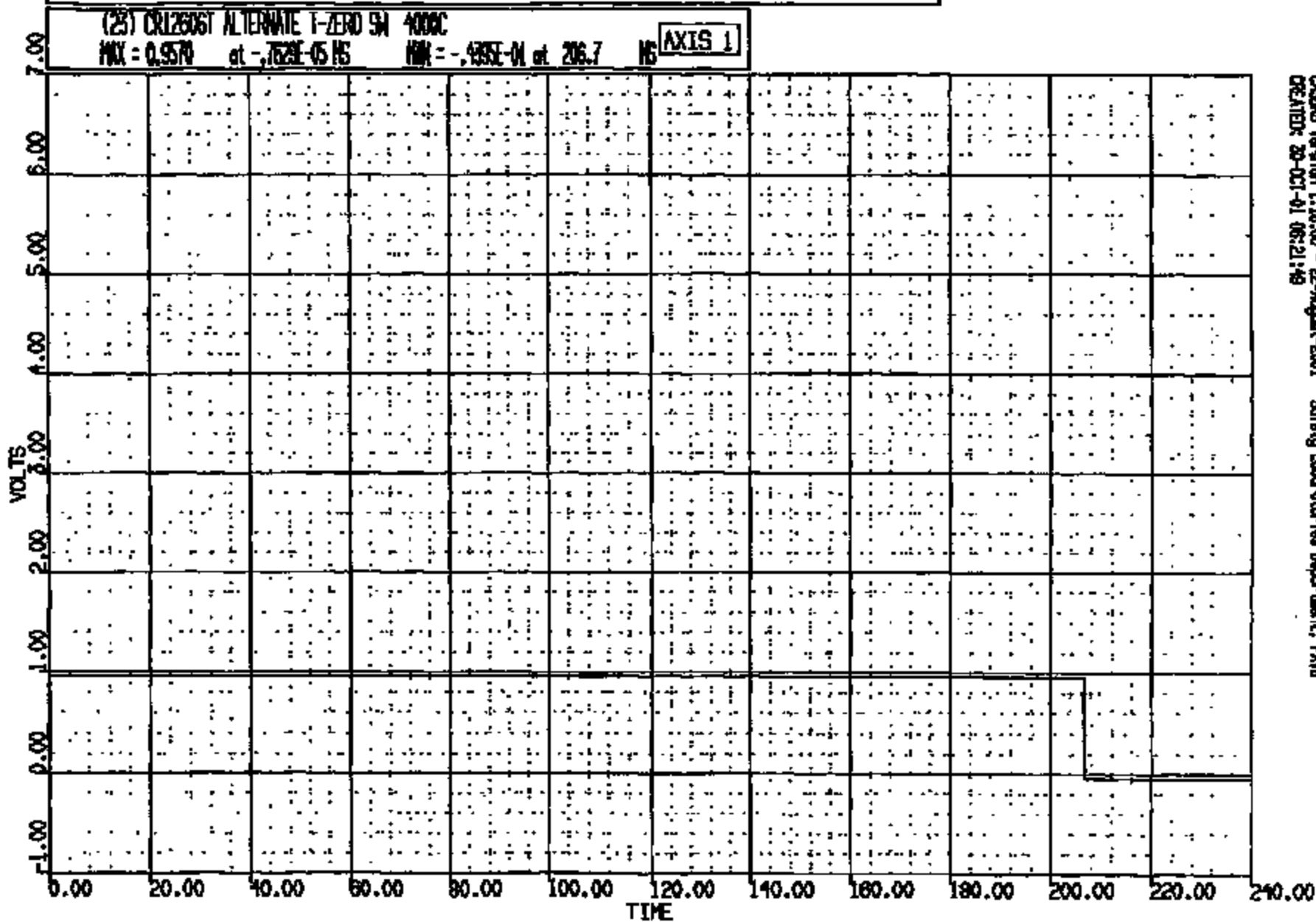


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CREATED: 20-OCT-01 09:25:59

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2008 FN-148

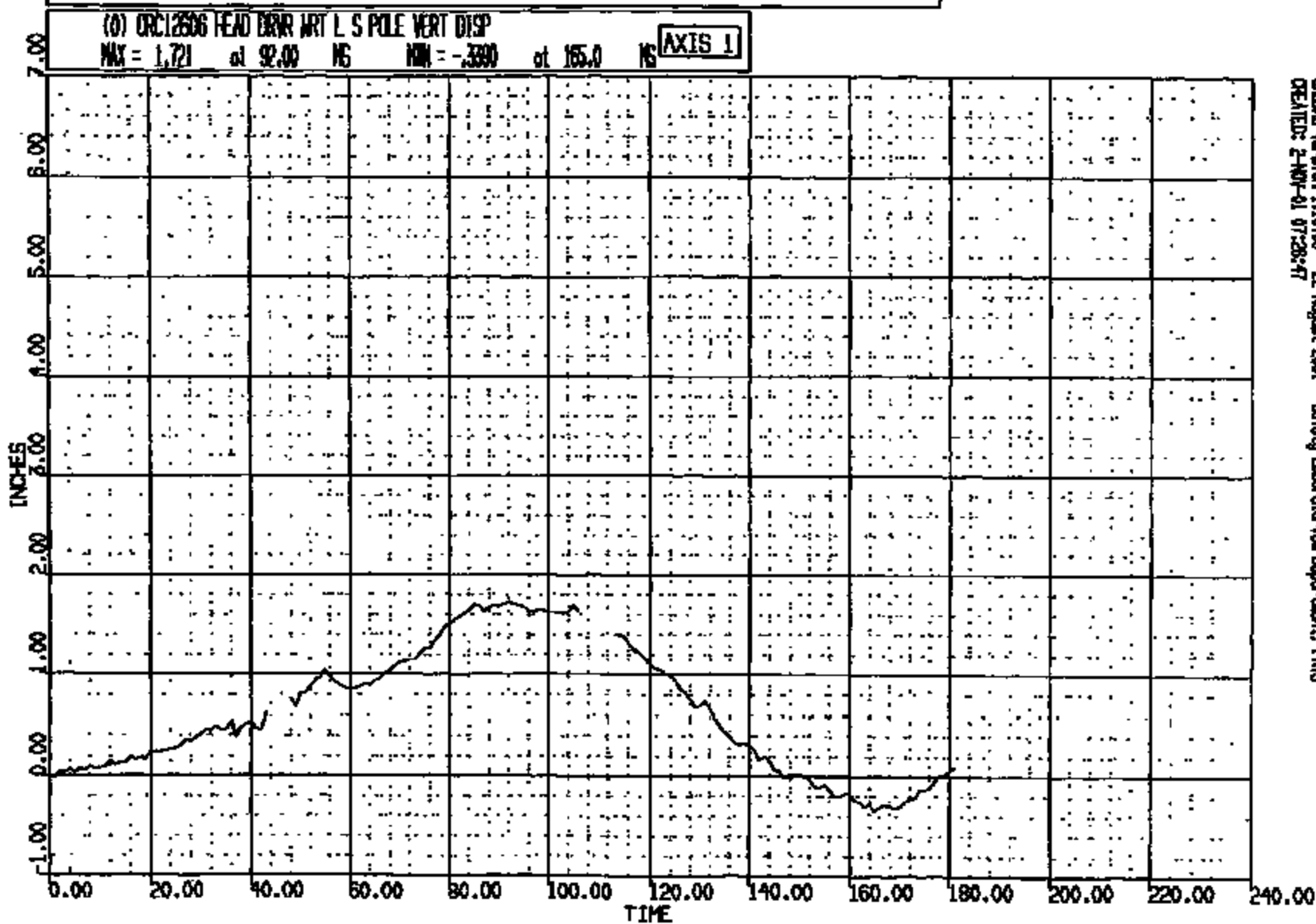


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CREATED: 20-01-01 08:21:49

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CRIS 0012606

CR R: 12806 TO: JB2421 DATE: 011026 08:57:47
2005 FN-145



CRSAS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 2-MAY-01 07:28:47

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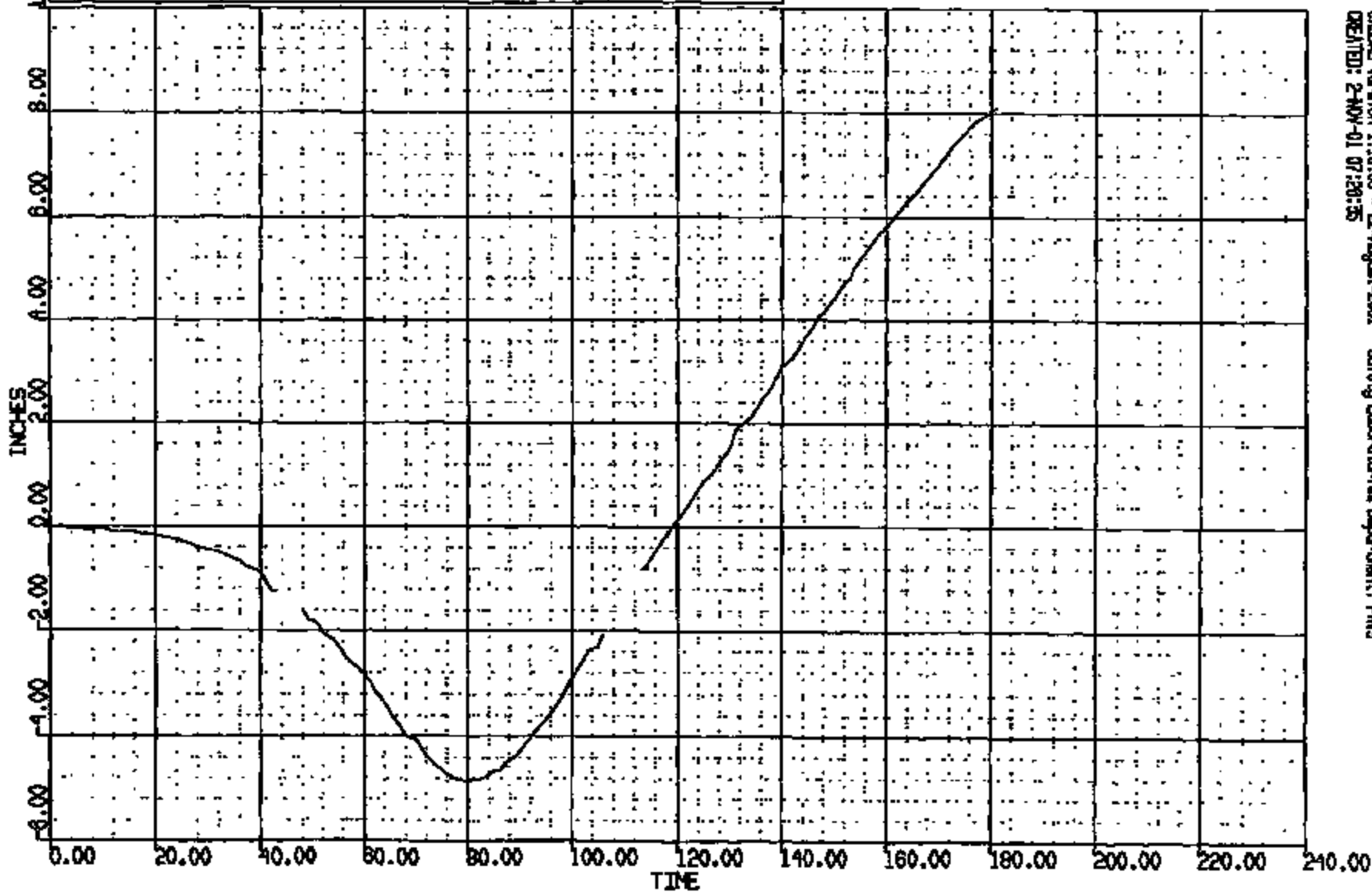
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:37:47
2003 FN-145

(0) CR12606 HEAD DRVR WRT ROOF C L AT A PLR LAT DISP

MAX = 8.189 at 181.0 PG MIN = -4.859 at 80.00 PG

AXIS 1



CADDS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 2-AUG-01 07:28:35

ENTIRE PAGE CONFIDENTIAL

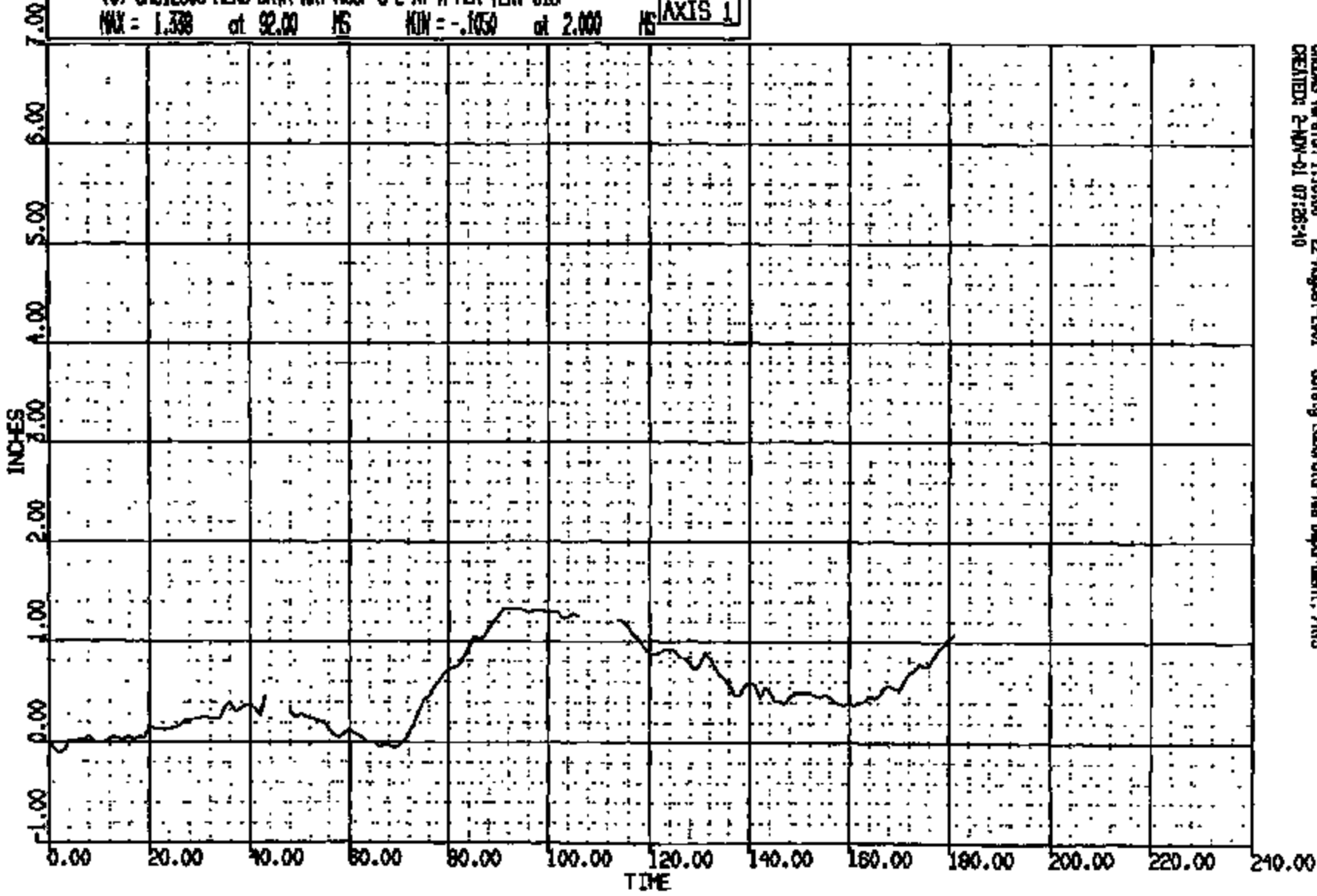
CRIS 0012606

CR #: 12606 TO: J22421 DATE: 011026 08:57:47
2003 FN-145

(1) CR12606 HEAD DRNR WRT ROOF C L AT A FLR VERT DISP

MAX = 1.338 at 92.00 HS MIN = -.1050 at 2.000 HS

AXIS 1



CR12606 Version 1.18.05 - 22-August-2001
CREATED: 2-NOV-01 07:26:10

Safety Laboratory/Jan Department, PMS

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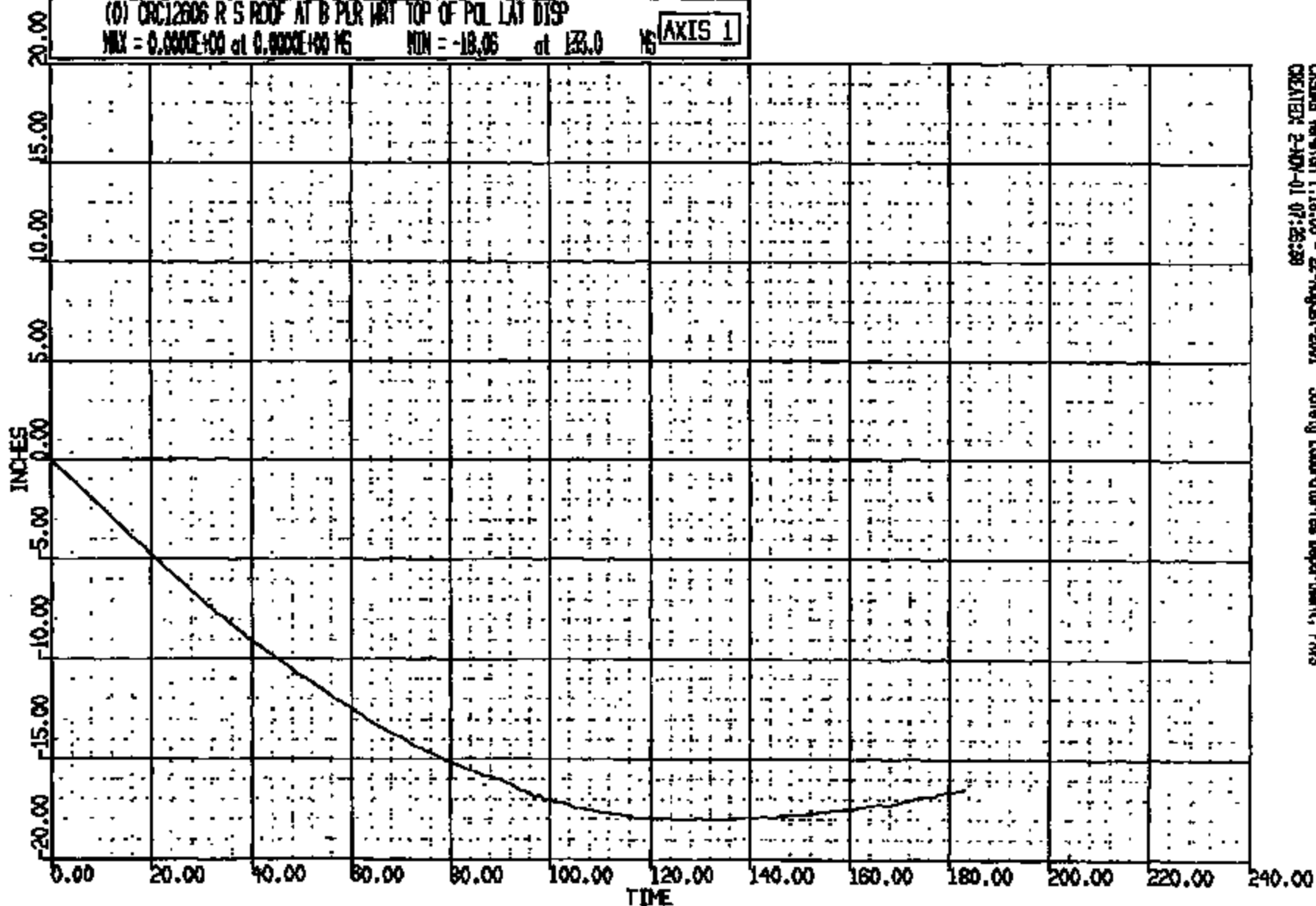
CRIS 0012606

CR R: 12606 TO: JB2421 DATE: 011026 08:57:47
2006 FN-145

(0) CRC12606 R S ROOF AT B PER WRT TOP OF POL LAT DTSP

MAX = 0.0000E+00 at 0.0000E+00 MS MIN = -18.06 at 133.0 MS

AXIS 1



CRSNG Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 2-NOV-01 07:26:20

ENTIRE PAGE CONFIDENTIAL

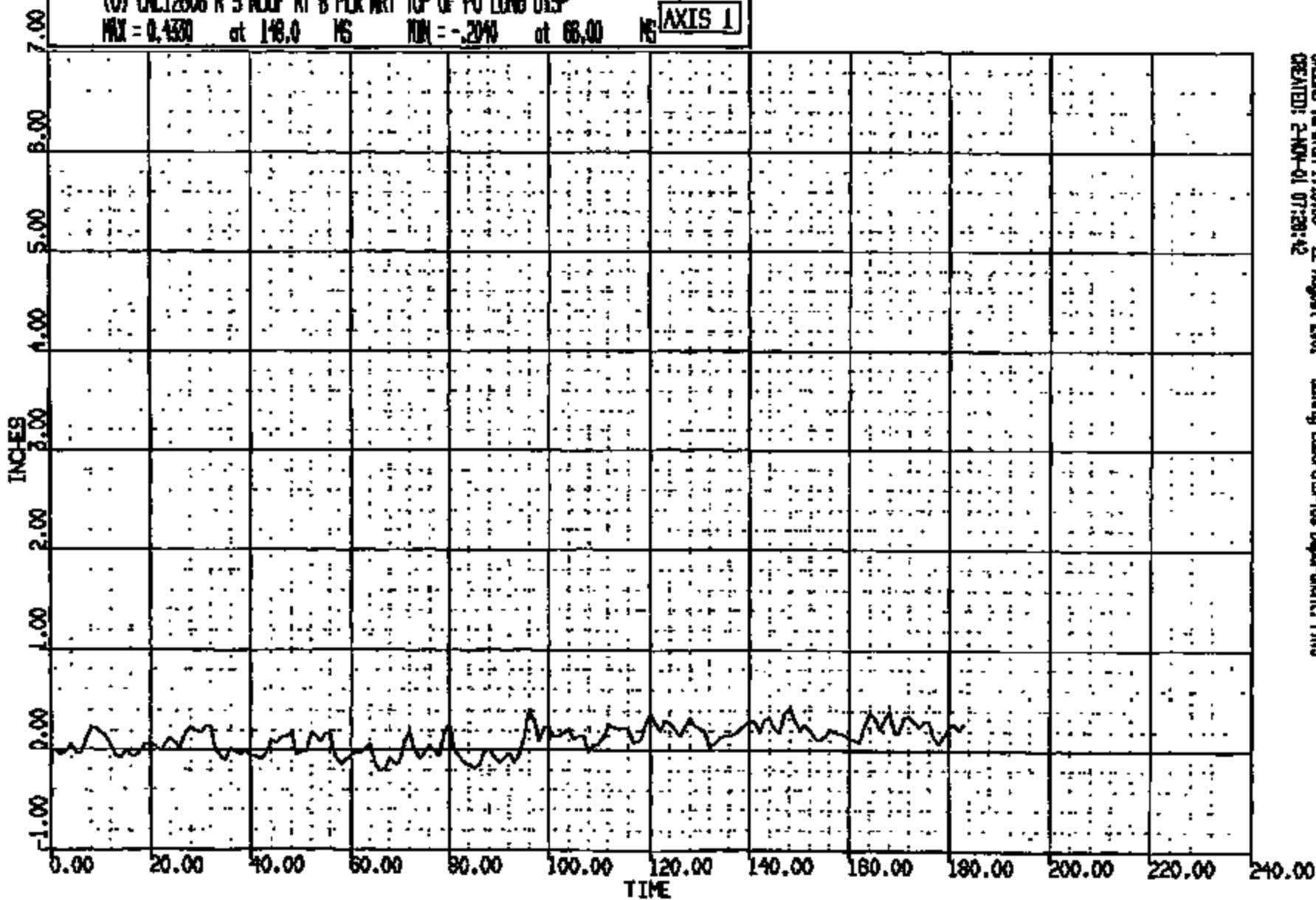
CRIS 0012606

CR R: 12808 TO: J82421 DATE: 011028 08:57:47
8008 FN 145

(0) CRC12606 R S ROOF AT 8 PLR WRT TOP OF PO LONG DISP

MAX = 0.4300 at 148.0 MS MIN = -.2040 at 68.00 MS

AXIS 1



CRSIS Version 1.18.08 - 22-August-2001
CREATED: 2-MAY-01 07:28:42

Safety Laboratories Department, PHMS

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CRIS 0012606

ASC TO #: T- JB2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

VEHICLE INFORMATION

TEST DESCRIPTION:	90 DEG. LEFT SIDE FIXED POLE
VEHICLE PROGRAM YEAR:	2003
VEHICLE MODEL NAME:	TOWN CAR
VEHICLE PROGRAM NAME:	FW-145
VEHICLE ID NUMBER:	569K656
CERTIFICATION VEHICLE CODE:	IV
REQUESTOR NAME:	R. FRANK
TEST ENGINEER NAME:	

TIME AND DATE OF REPORT: 12-NOV-01 13:34:21

CRIS 0012606

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				** POINT COORDINATES **			INCHES CHANGED				
UNIT NO	SIDE	PNT NO	DESCRIPTION		LONG X	LAT Y	VERT Z	X	Y	Z	D
074			CMN POSITIONING REF.								
		43	CMN FRONT DOOR A PILLAR ROCKER SSIDE OF IMPACT	BEF AFT	97.45	-31.67	19.68				
		44	CMN FRONT DOOR ROCKER ON PILLAR SSIDE OF IMP.	BEF AFT	123.58	-31.69	19.65				
		53	CMN FRONT DOOR A PILLAR ROCK SSIDE OPPOSITE IMP	BEF AFT	97.41	31.53	19.68				
		58	CMN FRONT DOOR A PILLAR ROCK SSIDE OPPOSITE IMP	BEF AFT	123.42	31.89	19.60				
090			M/CONT. NOTCH & PIE/PI								
		22	FRONT ALIGNMENT POINT "B"	BEF AFT	83.95 83.99	30.68 31.14	40.83 39.87	0.04	0.46	-0.16	0.49
		23	REAR ALIGNMENT POINT "B"	BEF AFT	179.09 179.16	30.68 31.10	51.57 51.90	0.07	0.42	0.13	0.45
411			TOP (BODY) NON SIDED								
		01	EXTRA SET UP POINT (LEFT FOREMOST FRAME)	BEF AFT	37.49 37.94	-19.27 -20.07	19.69 19.63	0.45	-0.80	-0.06	0.92
		02	EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	BEF AFT	39.24	19.21	19.94				
		03	EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF AFT	226.71	-25.96	22.99				
		04	EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF AFT	226.40	24.76	23.21				
		26	"H" POINT LOCATION ON OUTER FRT/OCCUPANT DOOR	BEF AFT	121.85	-39.00	28.14				

* VALUE WAS TRANSLATED

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PAGE 1

UNT NO	SIDE	PNT NO	DESCRIPTION		** POINT COORDINATES **			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
		38	TOP OF ROCKER SILL IN LINE W/FROST "H" PT.	REF AFT	121.88	-33.23	19.20				
		37	FRONT OCCUPANT SEAT C/L (WIDTH)	REF AFT	125.45	-15.95	25.87				
		24	"W.R.T." ON ROCKER SIDE OPPOSITE OF IMPACT	REF AFT	129.47	33.56	19.59	0.00	0.00	-0.01	0.01
412			TOP (BODY) SIDED POINTS								
	L	09	END OF FRONT SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	83.69	-32.00	16.94	1.65	0.31	-2.70	3.18
	R	09	END OF FRONT SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	83.72	32.13	16.86	-0.90	-0.55	-2.31	2.54
	L	16	LATCH/STRIKER BOLT SC/L OR U-BOLTTOP @ PILLAR	REF AFT	128.70	-33.63	32.02				
	R	16	LATCH/STRIKER BOLT SC/L OR U-BOLTTOP @ PILLAR	REF AFT	128.73	33.37	32.02	-0.04	0.25	-0.12	0.28
	L	18	LATCH/STRIKER BOLT SC/L OR U-BOLTTOP @ PILLAR	REF AFT	169.08	-33.90	39.65				
	R	18	LATCH/STRIKER BOLT SC/L OR U-BOLTTOP @ PILLAR	REF AFT	169.04	33.96	39.49	-0.08	-0.19	-0.04	0.21
	L	29	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	181.16	-33.97	19.42	0.13	-0.57	-2.28	2.35
	R	29	END OF REAR SPINDLE @ CENTERLINE(WHEELBASE)	REF AFT	181.20	33.91	19.57	-0.27	-0.56	-3.01	3.07
450			BLANK UNT POINTS								
		01	1 SEE COMMENTS PAGE	REF AFT	96.70	30.44	15.05	0.02	0.12	0.04	0.13

* VALUE WAS TRANSLATED

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ASC TO #: T- JB2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** POINT COORDINATES **

UNIT NO	SIDE	PNT NO	DESCRIPTION	INCHES			INCHES CHANGED			
				LONG X	LAT Y	VERT Z	X	Y	Z	D
		01	2	SEE COMMENTS PAGE	REF	157.60	30.40	15.54		
				APT	157.64	30.03	15.66	0.04	-0.37	0.12 0.39

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 12-NOV-01 13:34:23

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CRTS 0012606

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ASC TO #: T- JB2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	Z
423	81			RELATIVE EXTERIOR SECT			
			1	BEFORE	89.42	-35.36	41.34
			1	AFTER	91.11	-35.07	41.88
			2	BEFORE	107.38	-36.33	41.34
			2	AFTER	101.00	-34.07	42.24
			3	BEFORE	120.67	-36.82	41.34
			3	AFTER	109.49	-31.69	42.44
			4	BEFORE	140.37	-37.05	41.34
			4	AFTER	118.19	-28.19	42.18
			5	BEFORE	158.74	-37.00	41.34
			5	AFTER	121.27	-26.86	42.21
			6	BEFORE	172.61	-36.81	41.34
			6	AFTER	126.05	-25.58	42.27
			7	BEFORE	181.43	-36.81	41.34
			7	AFTER	128.18	-27.05	42.52
			8	AFTER	130.80	-29.31	42.50
			9	AFTER	131.61	-30.86	42.25
			10	AFTER	144.52	-32.33	42.58
			11	AFTER	158.62	-34.57	42.99
			12	AFTER	170.42	-36.39	43.01
			13	AFTER	173.89	-36.92	43.14
			14	AFTER	175.09	-35.72	42.82
			15	AFTER	181.21	-36.08	43.02

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MIDLINE EXTERIOR SECT

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ASC TO F: T- JB3431

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONS **

UNIT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			1	BEFORE	87.48	-38.17	31.50
			1	AFTER	89.72	-38.10	31.90
			2	BEFORE	109.13	-38.91	31.50
			2	AFTER	101.44	-35.82	32.12
			3	BEFORE	130.50	-39.38	31.50
			3	AFTER	114.19	-30.47	32.70
			4	BEFORE	149.59	-39.23	31.50
			4	AFTER	122.43	-26.94	32.28
			5	BEFORE	169.69	-39.13	31.50
			5	AFTER	125.11	-26.00	32.16
			6	AFTER	127.06	-26.46	32.40
			7	AFTER	129.21	-27.93	32.44
			8	AFTER	138.36	-29.09	32.35
			9	AFTER	138.58	-32.22	32.26
			10	AFTER	145.22	-34.85	32.67
			11	AFTER	161.77	-37.07	33.29
			12	AFTER	164.90	-37.49	33.24
			13	AFTER	166.23	-37.39	33.27
			14	AFTER	169.65	-37.86	33.15

427 91

CHARACTER LINE EXT SECT

	1	BEFORE	87.96	-37.84	23.42
	1	AFTER	90.27	-37.68	24.40
	2	BEFORE	109.24	-38.52	23.62
	2	AFTER	104.31	-34.31	24.51

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SSQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	126.52	-30.57	23.62
			3	AFTER	114.63	-31.02	24.45
			4	BEFORE	143.49	-30.49	23.62
			4	AFTER	119.05	-29.34	24.47
			5	BEFORE	165.00	-38.15	23.62
			5	AFTER	122.26	-27.55	24.35
			6	AFTER	124.96	-26.50	24.26
			7	AFTER	126.00	-26.76	24.31
			8	AFTER	129.13	-28.09	24.40
			9	AFTER	130.38	-29.17	24.46
			10	AFTER	130.47	-31.98	24.35
			11	AFTER	137.44	-33.05	24.69
			12	AFTER	151.29	-34.05	24.97
			13	AFTER	161.42	-35.31	25.42
			14	AFTER	162.56	-36.95	25.52
			15	AFTER	164.35	-37.19	25.42

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BOTTOM OF DOWN EXT SECT

1	BEFORE	89.13	-36.29	15.35
1	AFTER	91.12	-35.00	15.83
2	BEFORE	113.04	-34.32	15.43
2	AFTER	114.85	-30.56	16.07
3	BEFORE	131.66	-36.58	15.93
3	AFTER	120.80	-29.36	15.92

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ASC TO #: T- JB2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	132.20	-36.45	15.82
			4	AFTER	124.62	-26.77	15.97
			5	BEFORE	146.33	-36.22	16.00
			5	AFTER	127.63	-27.44	16.07
			6	BEFORE	162.23	-36.14	16.23
			6	AFTER	131.64	-39.09	16.39
			7	AFTER	131.84	-30.17	16.81
			8	AFTER	145.92	-32.30	17.44
			9	AFTER	161.39	-34.87	18.18

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ROCKER PANEL HIT SECT

1	BEFORE	92.08	-34.09	15.53
1	AFTER	84.55	-33.12	16.11
2	BEFORE	129.63	-34.03	15.65
2	AFTER	109.13	-30.23	16.18
3	BEFORE	161.47	-34.05	15.69
3	AFTER	122.48	-26.61	15.58
4	AFTER	127.80	-26.39	15.17
5	AFTER	132.41	-27.60	16.22
6	AFTER	150.90	-31.69	17.11
7	AFTER	161.04	-33.03	17.51

433 81

ROOF LINE INTERIOR SECT

1	BEFORE	99.06	-28.83	48.74
1	AFTER	100.07	-28.09	48.92

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ASC TO S: T- JR2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTION 4 **

UNT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	104.78	-27.10	52.53
			2	AFTER	105.29	-26.35	52.84
			3	BEFORE	110.92	-24.57	56.58
			3	AFTER	111.19	-23.79	57.29
			4	BEFORE	117.64	-23.44	58.44
			4	AFTER	117.06	-22.48	59.21
			5	BEFORE	125.47	-22.98	59.35
			5	AFTER	125.27	-21.10	60.78
			6	BEFORE	134.34	-22.42	59.66
			6	AFTER	133.98	-19.77	61.27
			7	BEFORE	138.60	-22.40	59.69
			7	AFTER	138.53	-19.81	62.49
			8	BEFORE	152.75	-22.76	59.44
			8	AFTER	143.32	-20.89	62.36
			9	BEFORE	164.52	-24.15	57.97
			9	AFTER	152.13	-21.65	61.96
			10	BEFORE	168.74	-25.53	56.21
			10	AFTER	163.74	-23.07	59.31

435 81

BELT LINE INTERIOR SECT

1	BEFORE	97.05	-32.24	42.25
1	AFTER	99.76	-30.87	42.18
2	BEFORE	101.08	-32.14	42.36
2	AFTER	102.02	-30.04	42.04
3	BEFORE	103.95	-32.18	42.44
3	AFTER	104.60	-29.43	42.40
4	BEFORE	105.57	-32.04	42.37
4	AFTER	106.33	-28.79	42.50

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ASC TO #: T- JR2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	113.77	-32.33	42.96
			5	AFTER	114.09	-27.00	43.00
			6	BEFORE	125.41	-32.27	43.25
			6	AFTER	125.38	-23.71	43.20
			7	BEFORE	128.56	-32.52	43.28
			7	AFTER	128.74	-23.88	43.36
			8	BEFORE	131.26	-30.50	44.36
			8	AFTER	131.52	-23.57	44.81
			9	BEFORE	135.31	-30.49	44.03
			9	AFTER	135.42	-24.42	44.08
			10	BEFORE	137.08	-32.51	43.79
			10	AFTER	136.85	-26.62	43.82
			11	BEFORE	138.40	-32.51	43.50
			11	AFTER	137.82	-26.73	41.75
			12	BEFORE	139.41	-31.96	43.50
			12	AFTER	138.83	-26.33	43.66
			13	BEFORE	149.77	-32.06	44.02
			13	AFTER	149.16	-28.32	44.68
			14	BEFORE	159.65	-31.96	44.21
			14	AFTER	158.80	-29.66	44.88
			15	BEFORE	168.15	-31.91	44.33
			15	AFTER	167.06	-30.97	45.37
			16	BEFORE	170.80	-32.06	44.35
			16	AFTER	169.21	-31.37	45.63

437 SL

HIP INTERIOR SECTION

1	BEFORE	94.92	-32.05	27.50
1	AFTER	96.44	-30.51	27.92

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ASC TO 8: T- JB2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	104.17	-32.31	27.50
			2	AFTER	104.99	-29.06	27.50
			3	BEFORE	110.98	-32.23	27.50
			3	AFTER	111.28	-27.37	27.46
			4	BEFORE	114.79	-32.05	27.50
			4	AFTER	115.11	-26.12	27.54
			5	BEFORE	125.92	-32.02	27.50
			5	AFTER	125.99	-23.81	27.94
			6	BEFORE	128.66	-30.77	27.50
			6	AFTER	129.12	-22.72	27.34
			7	BEFORE	135.01	-30.90	27.50
			7	AFTER	135.11	-24.76	28.17
			8	BEFORE	136.61	-31.97	27.50
			8	AFTER	136.65	-26.08	27.83
			9	BEFORE	143.73	-31.85	27.50
			9	AFTER	143.46	-27.18	27.95
			10	BEFORE	149.49	-32.20	27.50
			10	AFTER	157.22	-25.45	28.90
			11	BEFORE	158.13	-32.01	27.50

418 R1

1ST 50 FWD/RINGE PLANE

1	BEFORE	90.55	-36.39	15.27
2	AFTER	92.40	-34.35	15.68
2	BEFORE	90.55	-37.52	20.24
2	AFTER	92.65	-35.30	16.93
3	BEFORE	90.55	-38.43	29.13
3	AFTER	92.79	-35.98	18.76

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ASC TO #: T- JB7421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			4	BEFORE	90.55	-37.15	38.15
			4	AFTER	92.78	-36.46	21.74
			5	BEFORE	90.55	-34.50	42.80
			5	AFTER	92.97	-37.53	27.55
			6	AFTER	93.04	-37.30	28.96
			7	AFTER	92.90	-37.19	34.11
			8	AFTER	92.87	-36.11	39.77
			9	AFTER	92.16	-33.67	43.98

439 81

SECT @ 2500 BODY LINE

1	BEFORE	98.43	-36.44	15.20
1	AFTER	100.30	-33.19	15.90
2	BEFORE	98.43	-37.60	18.23
2	AFTER	100.39	-33.80	16.58
3	BEFORE	98.43	-38.73	24.80
3	AFTER	100.60	-34.67	19.62
4	BEFORE	98.43	-38.72	28.96
4	AFTER	100.59	-35.56	27.64
5	BEFORE	98.43	-37.51	38.21
5	AFTER	100.63	-36.29	29.82
6	BEFORE	98.43	-35.29	42.27
6	AFTER	100.39	-35.14	35.17
7	AFTER	100.02	-34.28	42.33
8	AFTER	99.87	-33.82	43.89

439 82

SECT @ 2500 BODY LINE

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** SECTIONALS **

UNIT NO	DCIW NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			1	BEFORE	98.43	-31.43	21.66
			1	AFTER	98.94	-29.27	21.77
			2	BEFORE	98.43	-31.47	24.80
			2	AFTER	99.36	-30.36	29.17
			3	BEFORE	98.43	-32.37	29.28
			3	AFTER	99.54	-30.71	33.52
			4	BEFORE	98.43	-32.50	31.44
			4	AFTER	99.80	-30.76	35.83
			5	BEFORE	98.43	-32.53	38.63
			5	AFTER	99.78	-30.71	42.01
			6	BEFORE	98.43	-32.19	42.13

440 S1

VERT SECT. 20" FWD 1/CL

			1	BEFORE	121.63	-36.75	15.74
			1	AFTER	122.69	-27.89	16.63
			2	BEFORE	121.65	-37.96	18.83
			2	AFTER	122.95	-27.54	20.96
			3	BEFORE	121.65	-39.18	27.31
			3	AFTER	122.43	-27.34	28.71
			4	BEFORE	121.65	-39.18	29.87
			4	AFTER	122.33	-26.94	30.33
			5	BEFORE	121.65	-38.71	36.60
			5	AFTER	122.37	-27.23	36.15
			6	BEFORE	121.65	-37.37	40.29
			6	AFTER	122.18	-27.11	37.36
			7	BEFORE	121.65	-35.41	43.40
			7	AFTER	122.12	-26.71	38.34

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APC TO #: T- J82421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES S
			8	BEFORE	121.65	-25.55	59.93
			8	AFTER	122.11	-26.46	41.35
			9	BEFORE	121.65	-24.52	60.90
			9	AFTER	122.14	-26.91	45.19
			10	BEFORE	121.65	-22.03	61.66
			10	AFTER	122.26	-23.73	61.95
			11	AFTER	122.02	-22.42	63.65
			12	AFTER	122.15	-21.73	63.75
			13	AFTER	121.81	-20.40	64.25

440 82

VERT SECT. 20° FWD I/CL

1	BEFORE	121.65	-31.66	20.70
1	AFTER	121.97	-25.15	21.98
2	BEFORE	121.65	-31.69	21.57
2	AFTER	122.17	-25.12	24.99
3	BEFORE	121.65	-32.14	24.97
3	AFTER	122.58	-24.41	39.71
4	BEFORE	121.65	-32.53	39.63
4	AFTER	122.34	-24.19	41.08
5	BEFORE	121.65	-32.15	41.00
5	AFTER	122.23	-24.51	43.06
6	BEFORE	121.65	-32.28	43.11

441 81

VERT SECT. @ IMPACT C/L

1	BEFORE	129.90	-36.86	15.94
1	AFTER	130.06	-28.71	16.81

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNT NO	SCIN NO	SIDE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			2	BEFORE	129.90	-38.03	18.87
			2	AFTER	129.74	-28.63	24.02
			3	BEFORE	129.90	-39.09	24.46
			3	AFTER	129.66	-28.54	29.08
			4	BEFORE	129.90	-39.23	34.03
			4	AFTER	129.66	-28.41	30.55
			5	BEFORE	129.90	-37.82	39.50
			5	AFTER	129.58	-28.28	34.44
			6	BEFORE	129.90	-35.26	43.81
			6	AFTER	129.74	-27.86	35.15
			7	BEFORE	129.90	-25.18	60.62
			7	AFTER	129.50	-28.03	36.51
			8	BEFORE	129.90	-23.61	61.98
			8	AFTER	129.30	-28.12	40.29
			9	BEFORE	129.90	-21.00	62.47
			9	AFTER	129.41	-27.58	45.38
			10	AFTER	130.37	-23.30	62.91
			11	AFTER	130.22	-22.06	64.92
			12	AFTER	130.17	-20.82	64.82
			13	AFTER	129.97	-19.28	66.14

441 93

VERT SECT. @ IMPACT C/L

1	BEFORE	129.90	-30.74	21.58
1	AFTER	129.93	-23.74	21.12
2	BEFORE	129.90	-30.77	30.55
2	AFTER	130.67	-23.28	31.04

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ASC TO #1 T- JE2421

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

UNIT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			3	BEFORE	125.90	-30.83	38.82
			3	AFTER	130.13	-23.37	38.59
			4	BEFORE	130.81	-30.71	41.87
			4	AFTER	130.82	-23.68	41.88
			5	BEFORE	131.72	-30.12	45.81
			5	AFTER	131.67	-23.48	45.86
			6	BEFORE	132.98	-27.97	50.71
			6	AFTER	133.03	-22.13	51.17
			7	BEFORE	134.07	-25.56	54.94
			7	AFTER	134.04	-21.04	55.80
			8	BEFORE	135.15	-23.58	58.87
			8	AFTER	135.01	-20.17	59.45

442 81

VERT SECT 20" APT I/CL

	1	BEFORE	161.85	-36.54	16.61
	1	AFTER	161.08	-35.00	18.35
	2	BEFORE	161.85	-37.89	21.88
	2	AFTER	160.95	-35.87	21.19
	3	BEFORE	161.85	-39.00	28.34
	3	AFTER	160.59	-36.44	26.73
	4	BEFORE	161.85	-38.54	36.33
	4	AFTER	160.49	-36.87	30.32
	5	BEFORE	161.85	-36.17	42.35
	5	AFTER	160.35	-36.84	36.69
	6	BEFORE	161.85	-34.88	44.75
	6	AFTER	160.28	-35.86	40.78
	7	BEFORE	161.85	-26.29	59.19
	7	AFTER	160.40	-34.88	43.04

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

** SECTIONALS **

WRT NO	SECTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			8	BEFORE	161.85	-24.42	60.95
			8	AFTER	160.67	-32.77	46.53
			9	BEFORE	161.85	-21.59	61.91
			9	AFTER	161.48	-25.44	61.45
			10	AFTER	161.94	-22.49	63.97
			11	AFTER	161.83	-21.44	64.08
			12	AFTER	161.80	-20.47	64.33
442	32			VERY SECT 30" AFT I/CL			
			1	BEFORE	161.85	-32.12	31.45
			1	AFTER	161.07	-30.11	32.40
			2	BEFORE	161.85	-32.15	36.76
			2	AFTER	161.08	-30.20	37.64
			3	BEFORE	161.85	-32.17	41.08
			3	AFTER	161.36	-30.29	41.91
			4	BEFORE	161.85	-31.88	42.14
			4	AFTER	161.14	-29.99	42.88
			5	BEFORE	161.85	-21.98	44.28
			5	AFTER	161.07	-29.99	45.05

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12606

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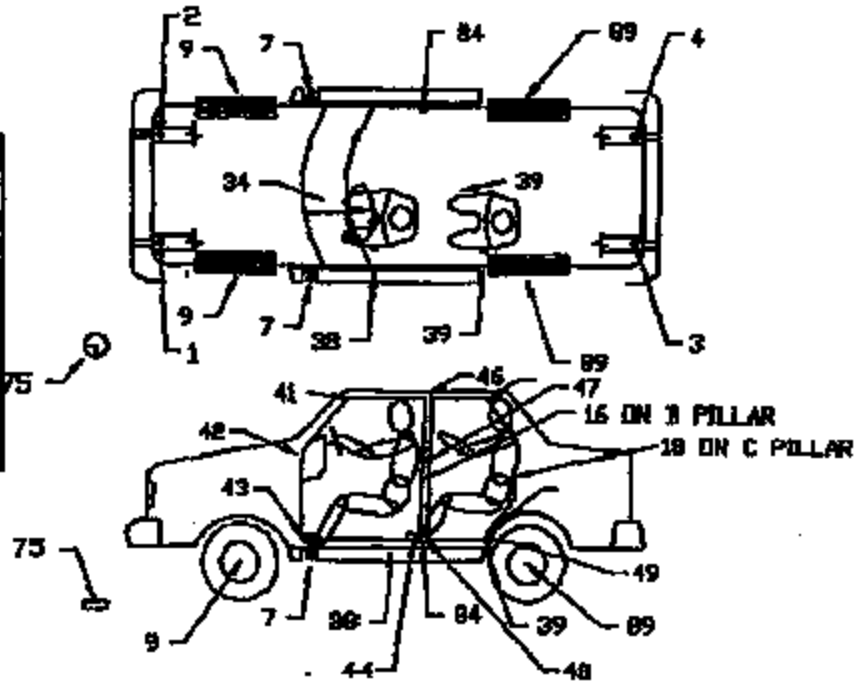
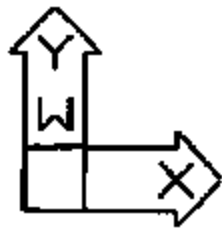
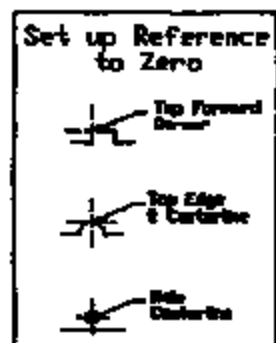
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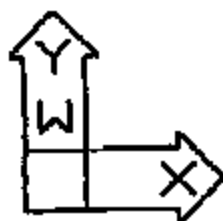
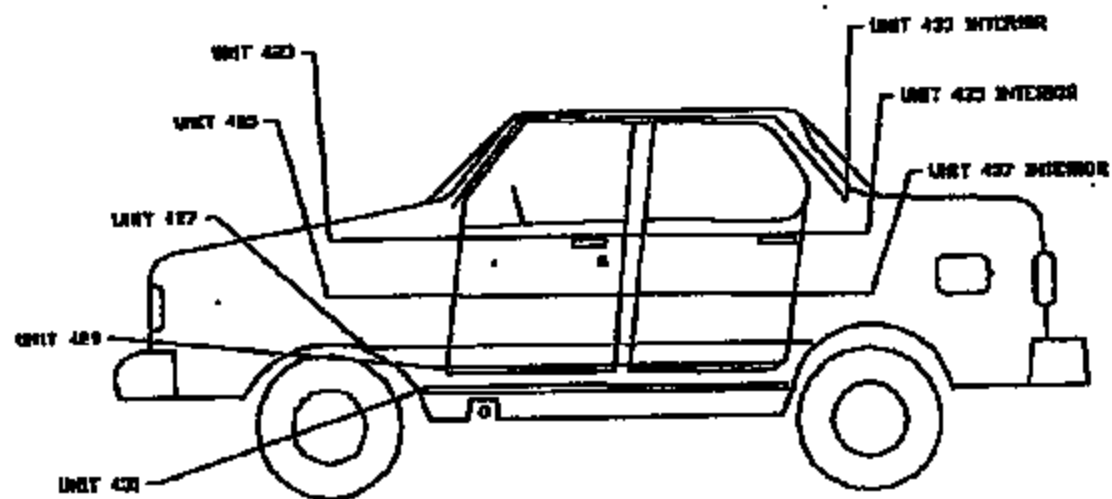
CONTROL POINTS (SIDE IMPACT CAR) REQUEST 404
 UNIT 70 POINT 75
 UNIT 71 POINTS 7 LEFT & RIGHT
 UNIT 74 POINTS 41-44, 46-49 ON SIDE OF IMPACT
 UNIT 74 POINTS 53, 54 ON SIDE OPPOSITE OF IMPACT
 UNIT 411 POINTS 1-4, 38, 39, 84
 UNIT 412 POINTS 9, 16, 18, 89 LEFT & RIGHT
 (LEFT SIDE IMPACT SHOWN)



REQUEST 404 18710 960 12/96

TESTING 1

EXTERIOR & INTERIOR SHOT SECTIONS SIDE IMPACT
 REQUEST 423,425,427,429,431,433,435,437



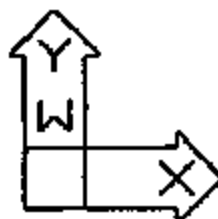
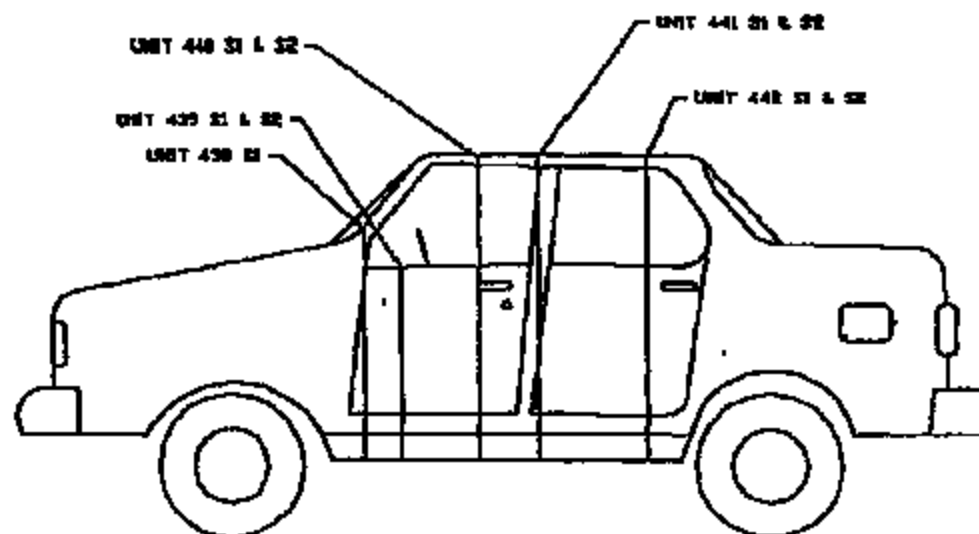
REQUEST 423,425,427,429,431,433,435,437 UPIC 977 10/96

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ENTIRE PAGE CONFIDENTIAL

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 WPC 979 10/96

INENW01.1

CRIS 0012606

ENTIRE PAGE CONFIDENTIAL

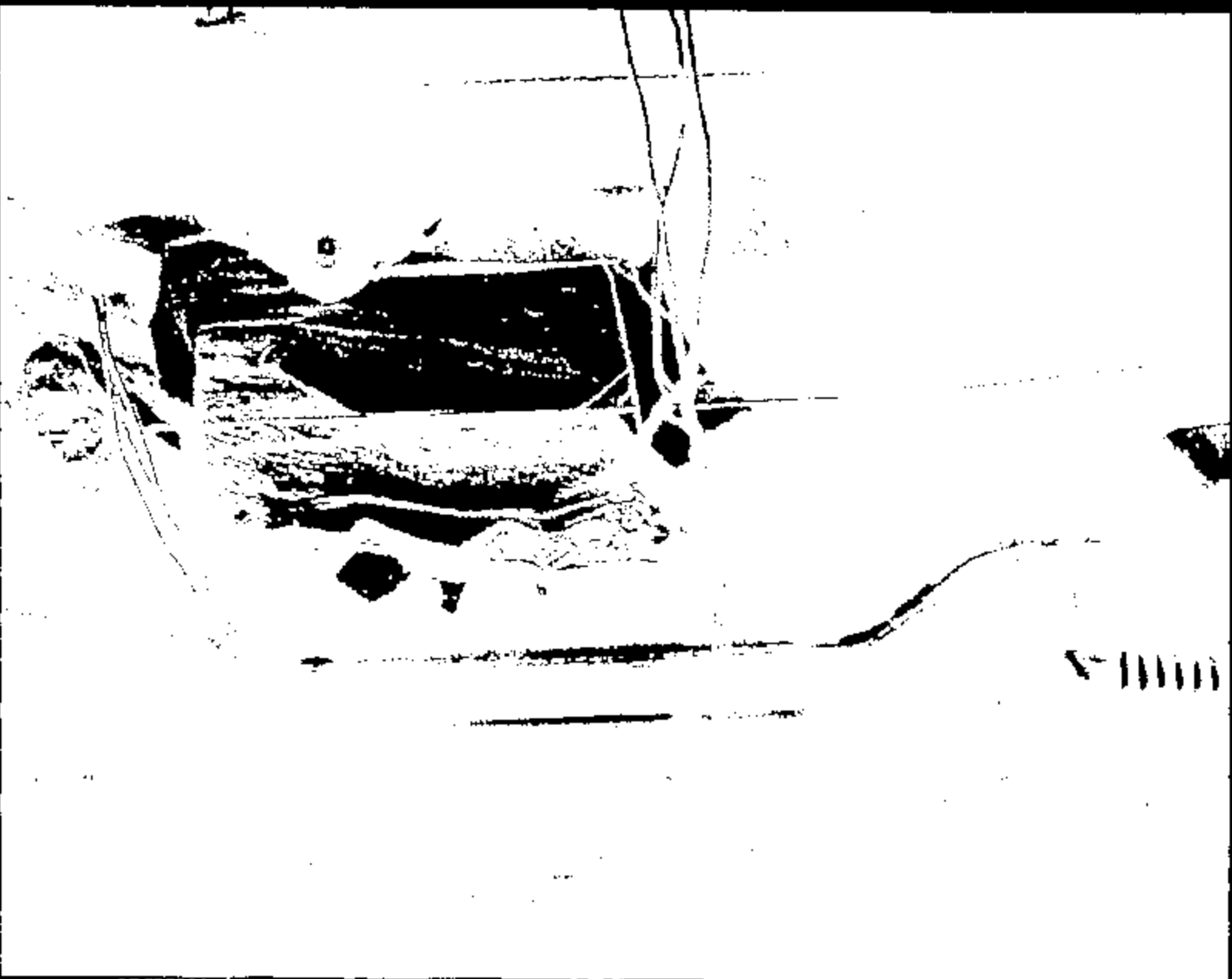


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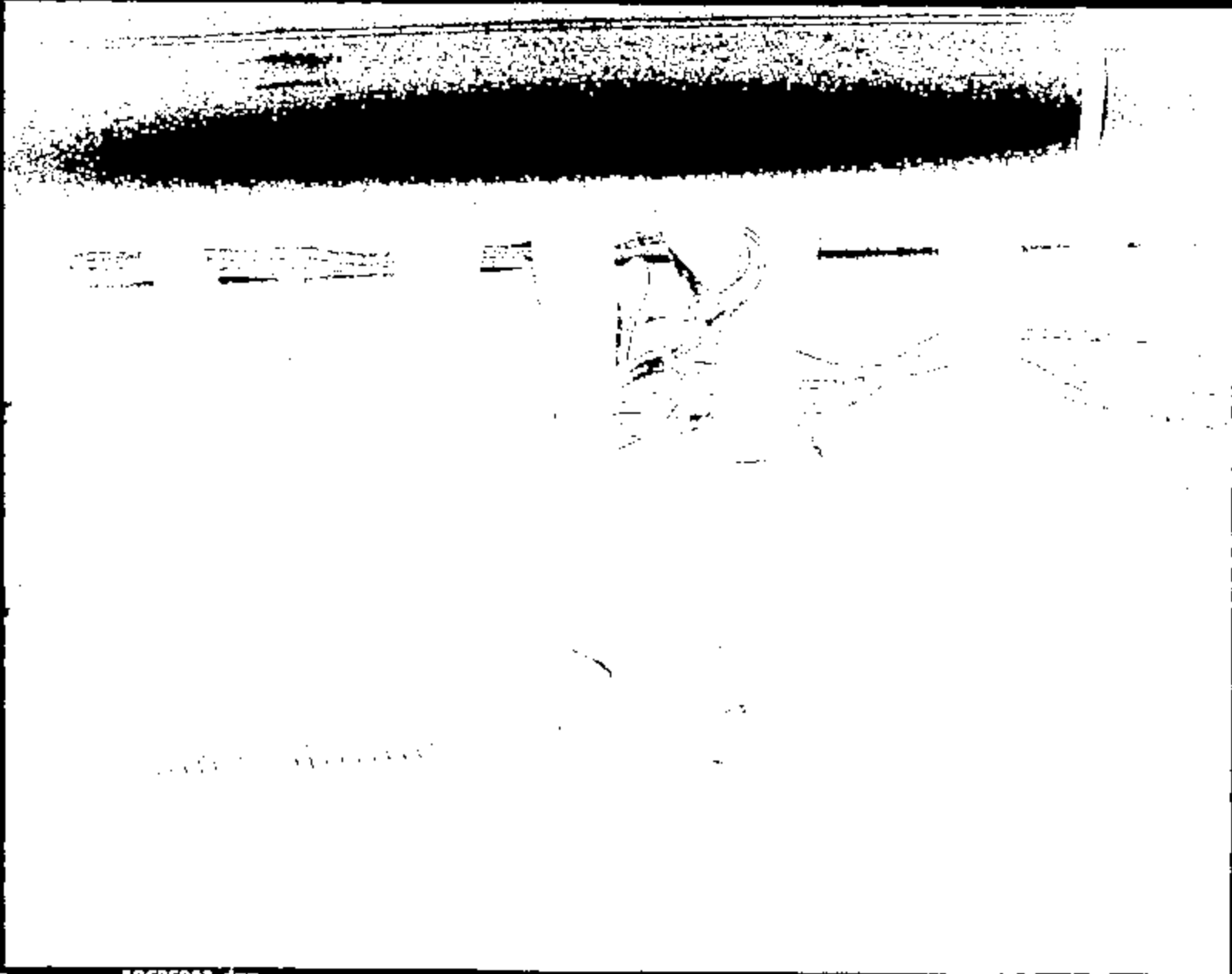
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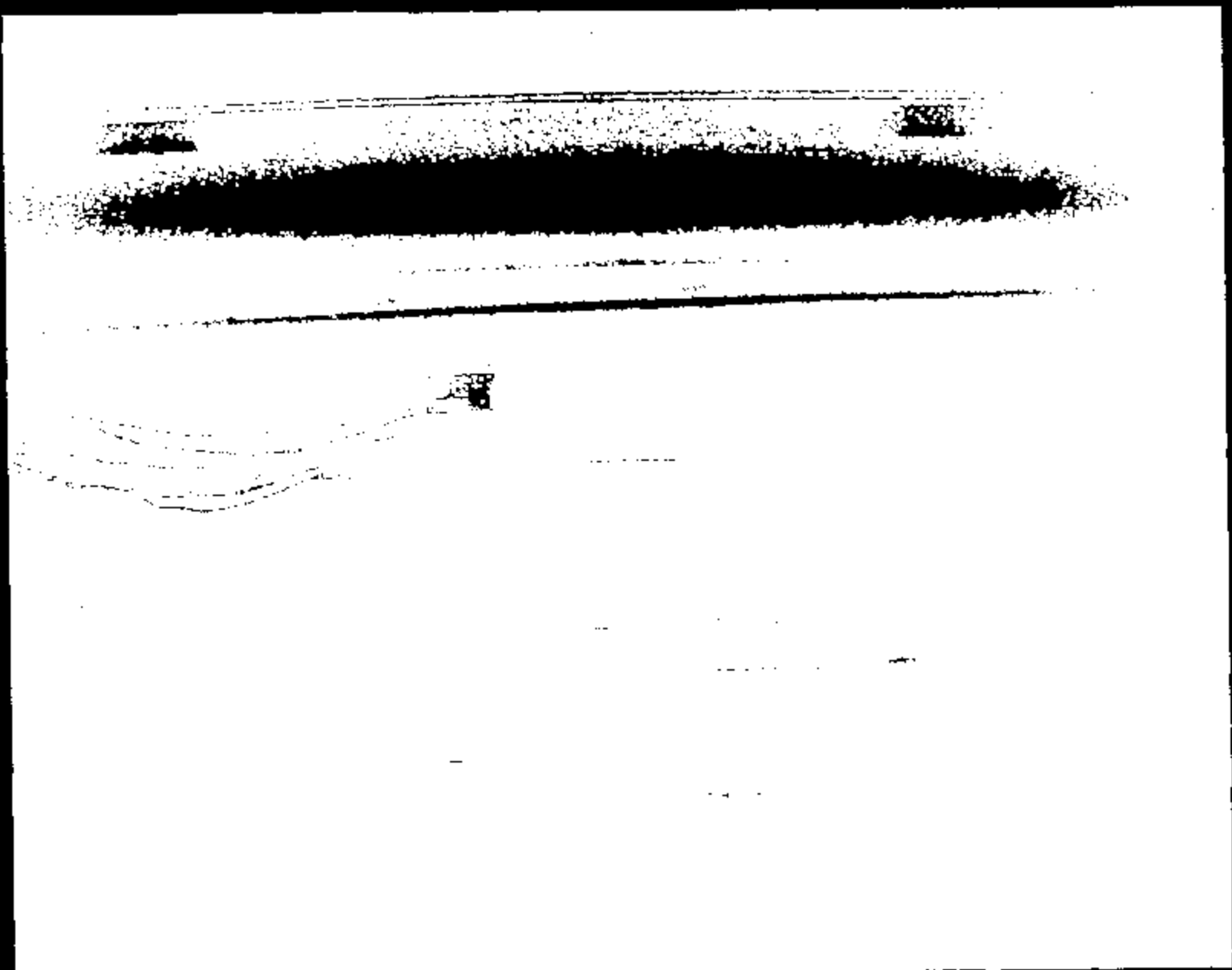


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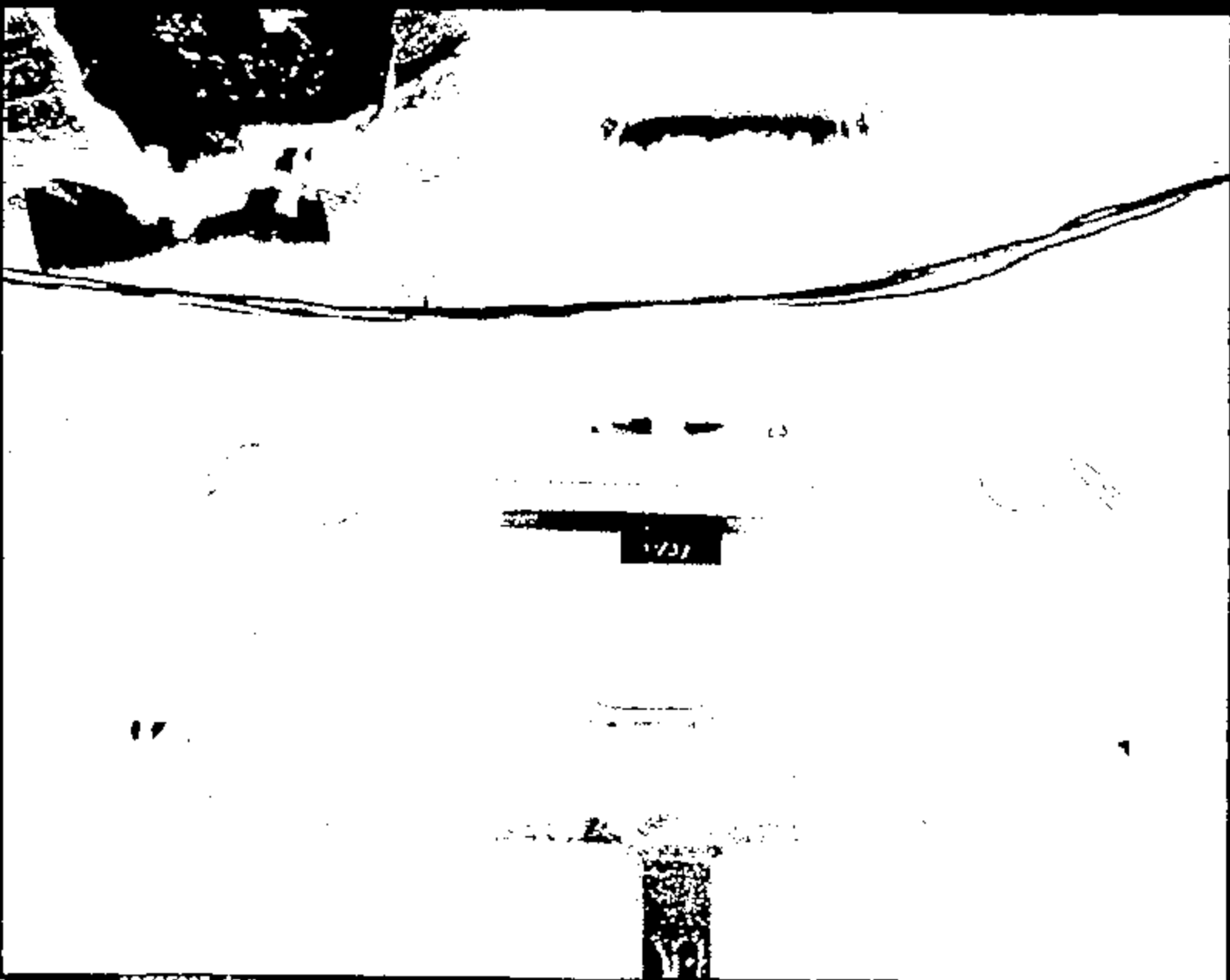
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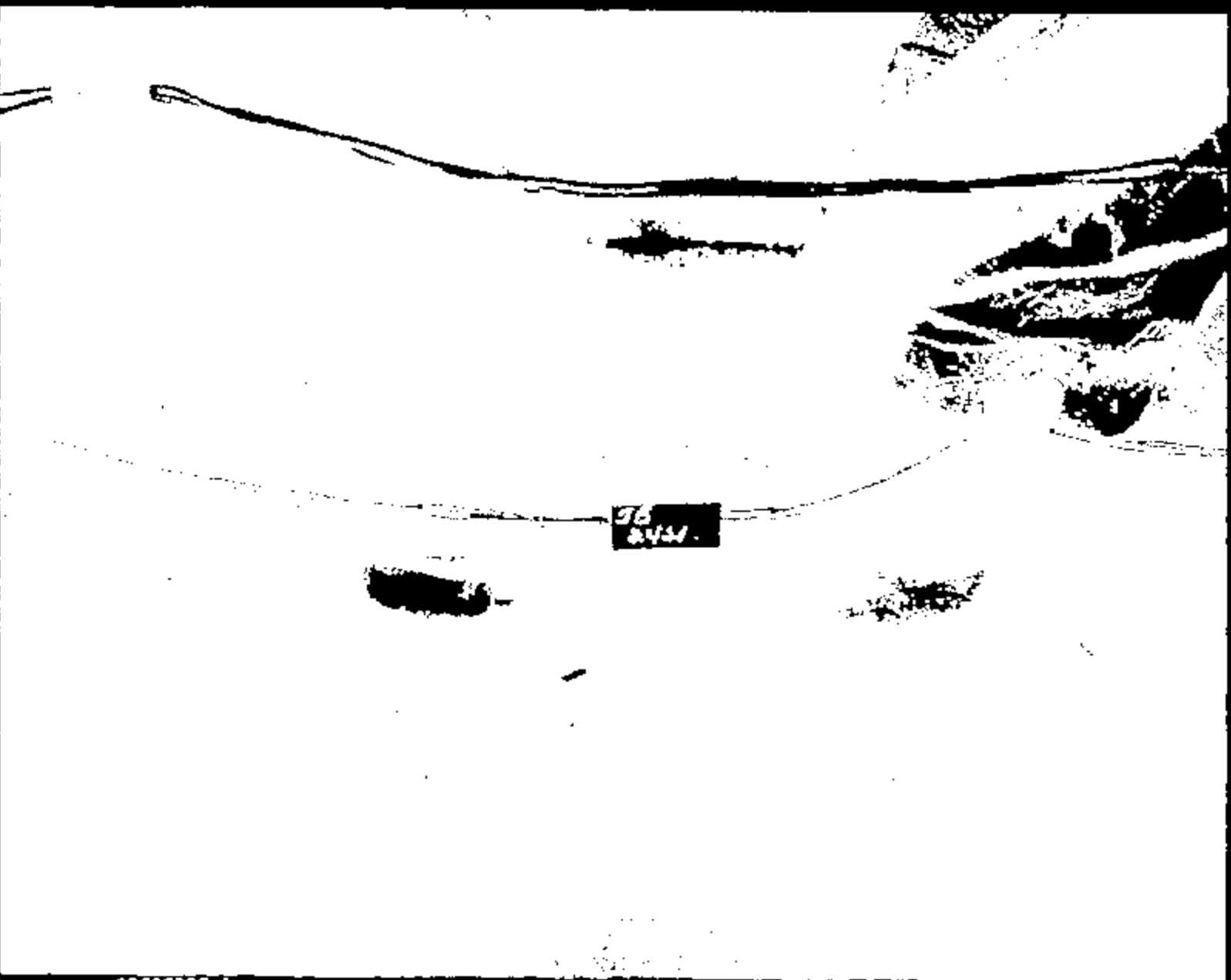
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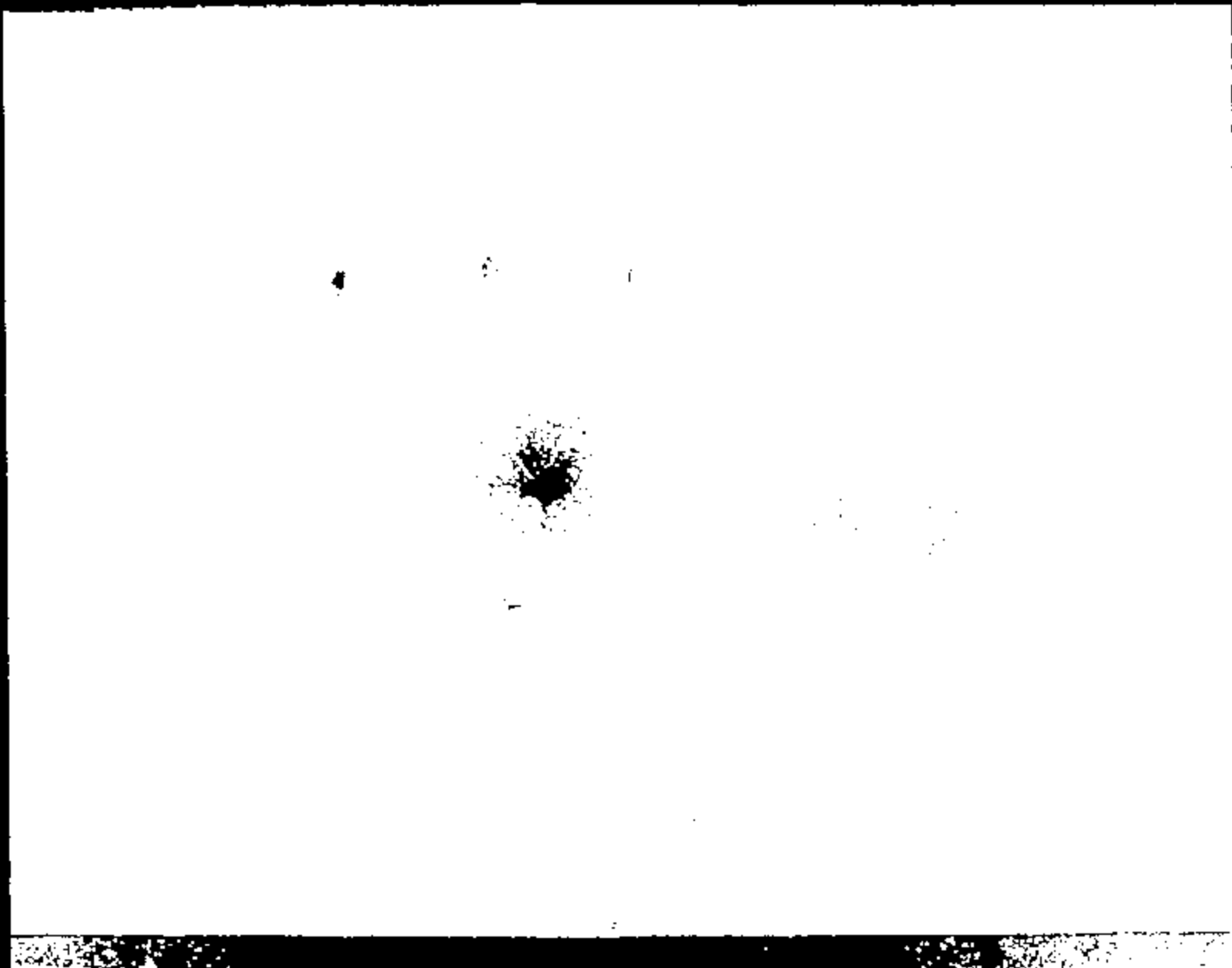
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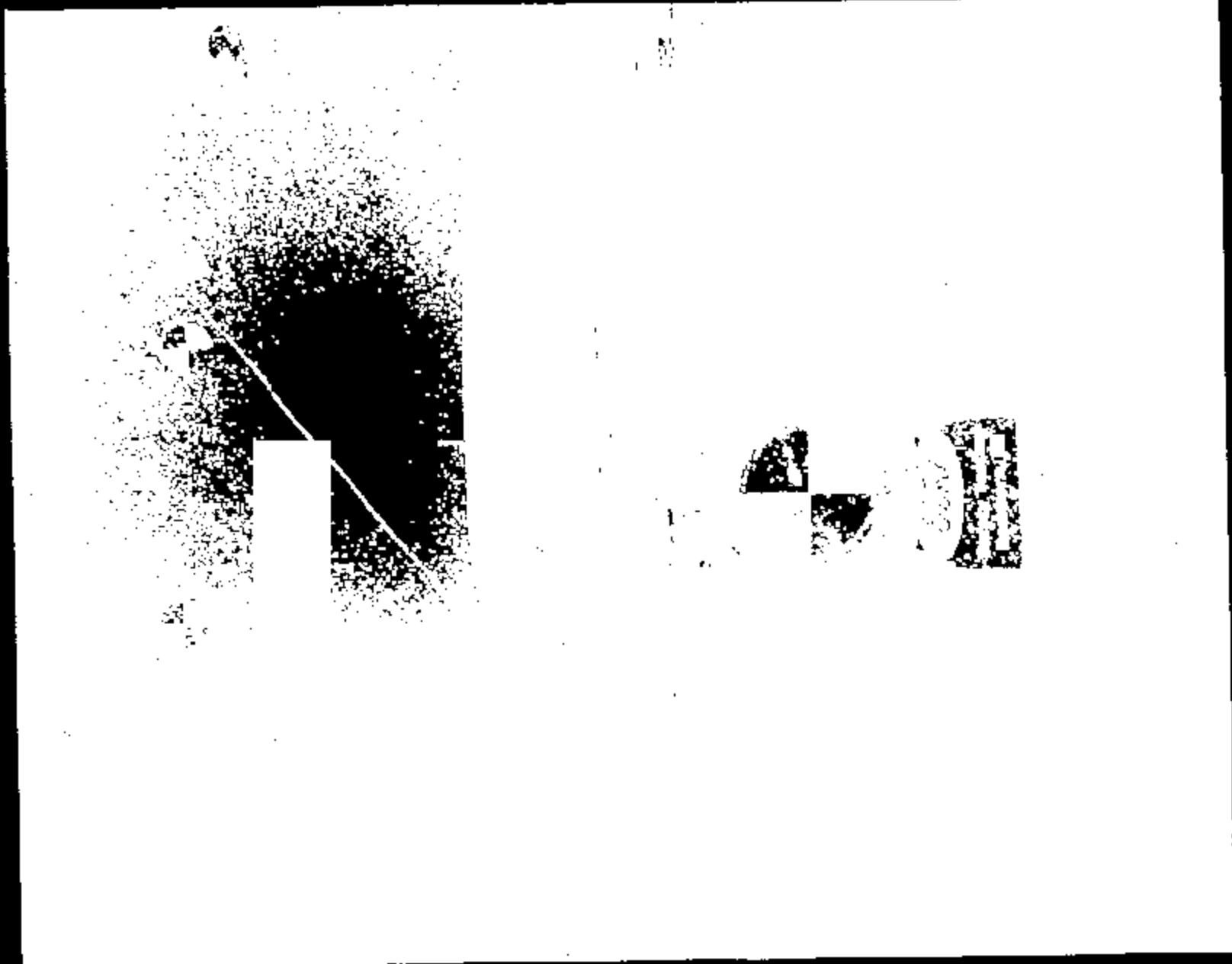
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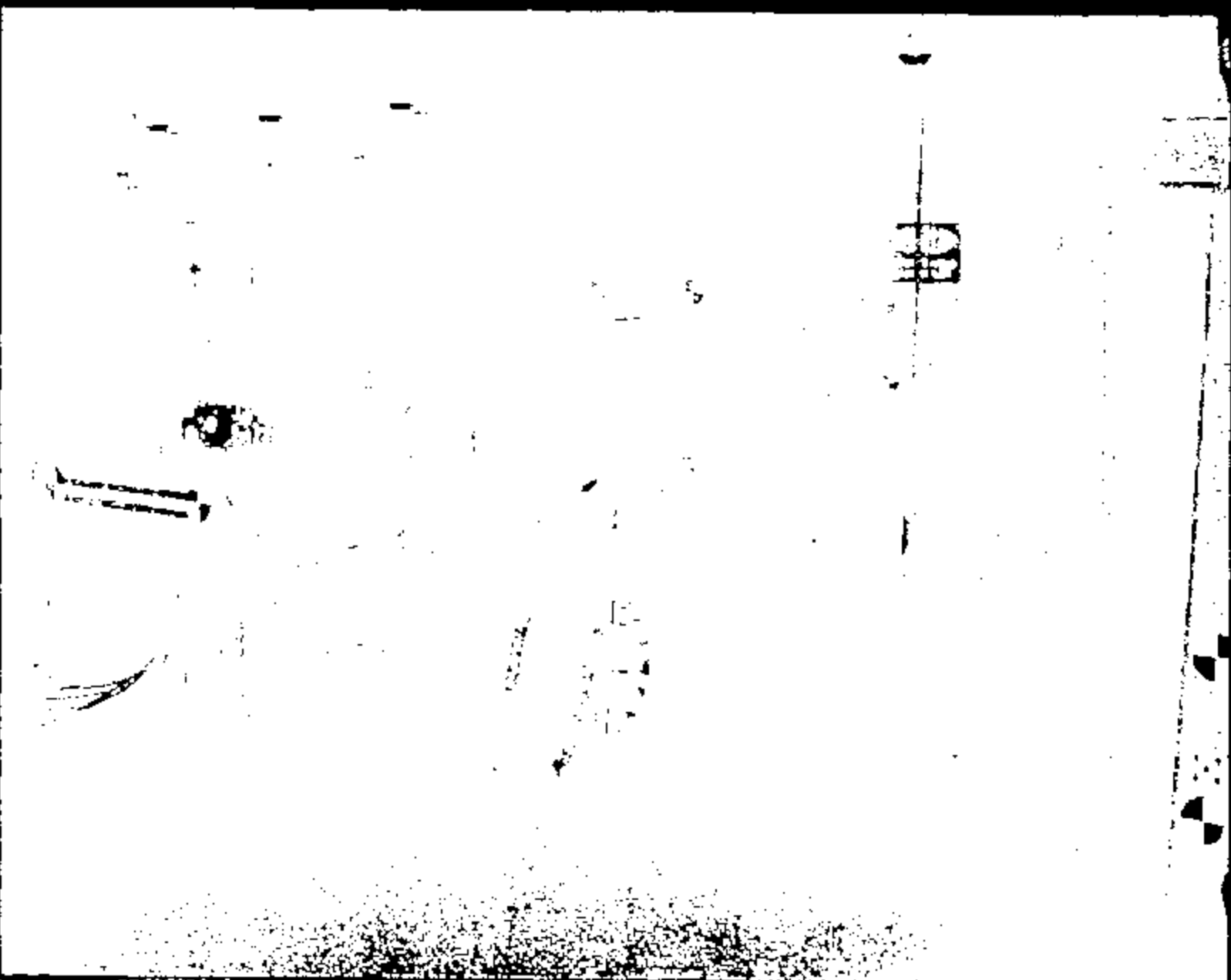
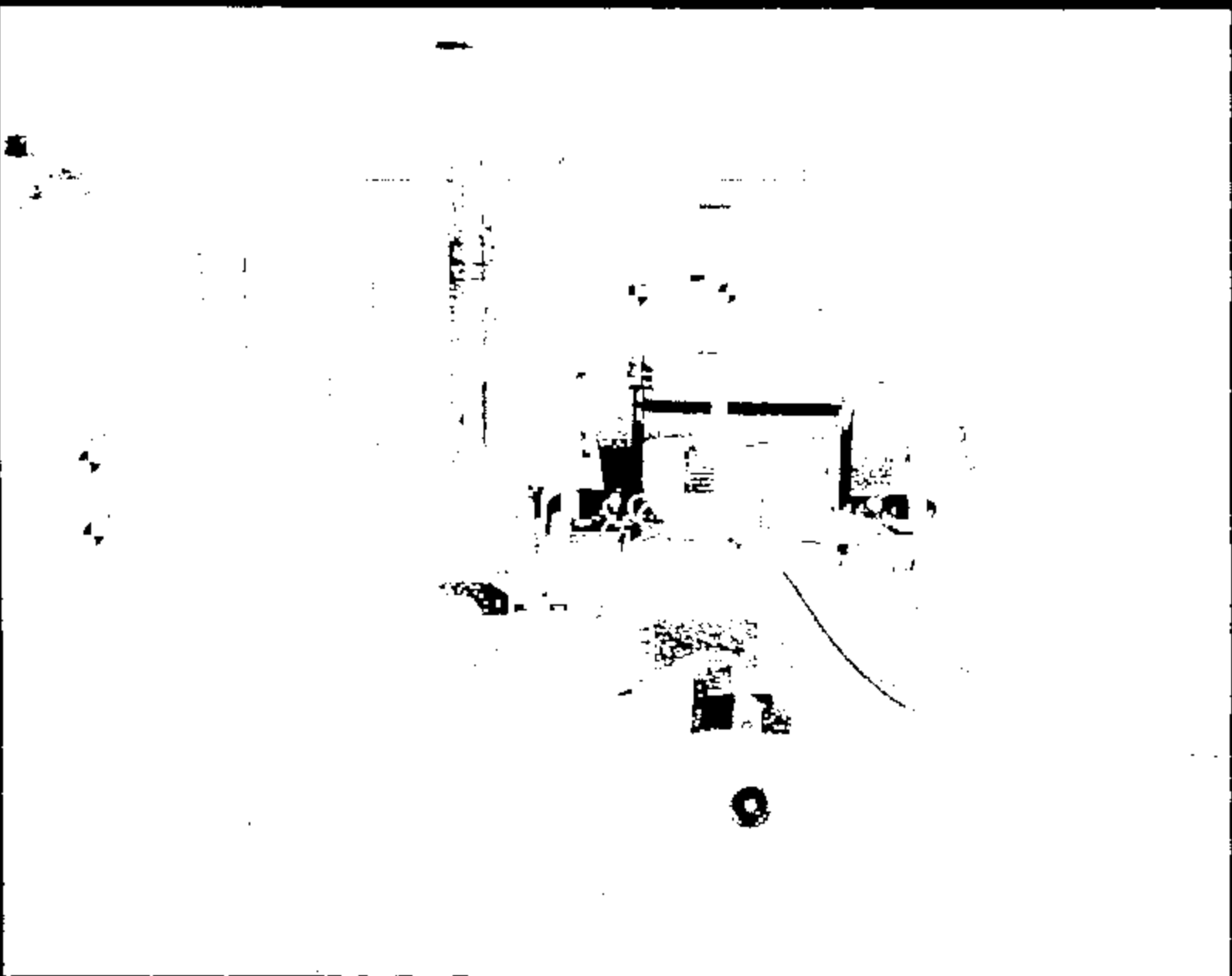


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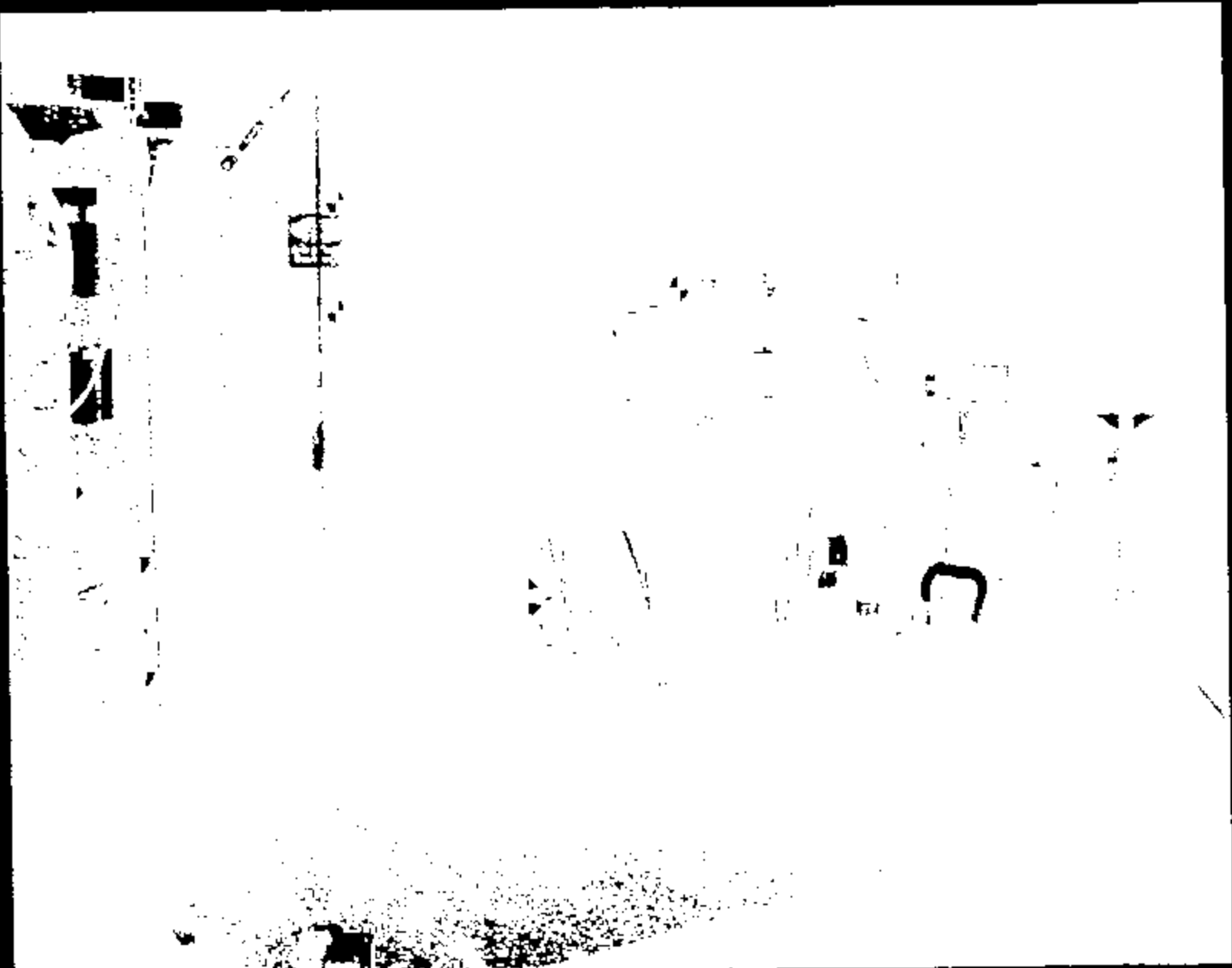
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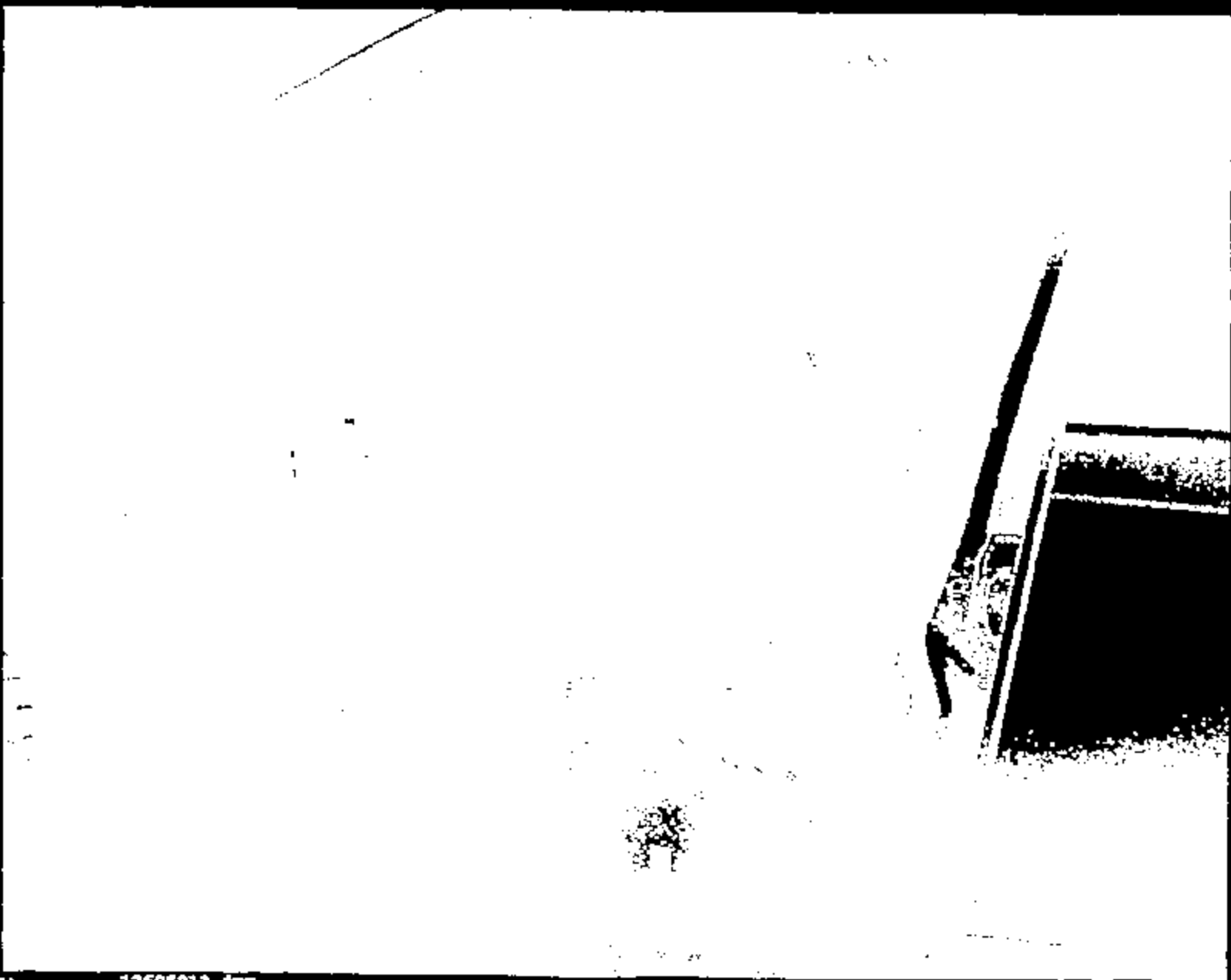
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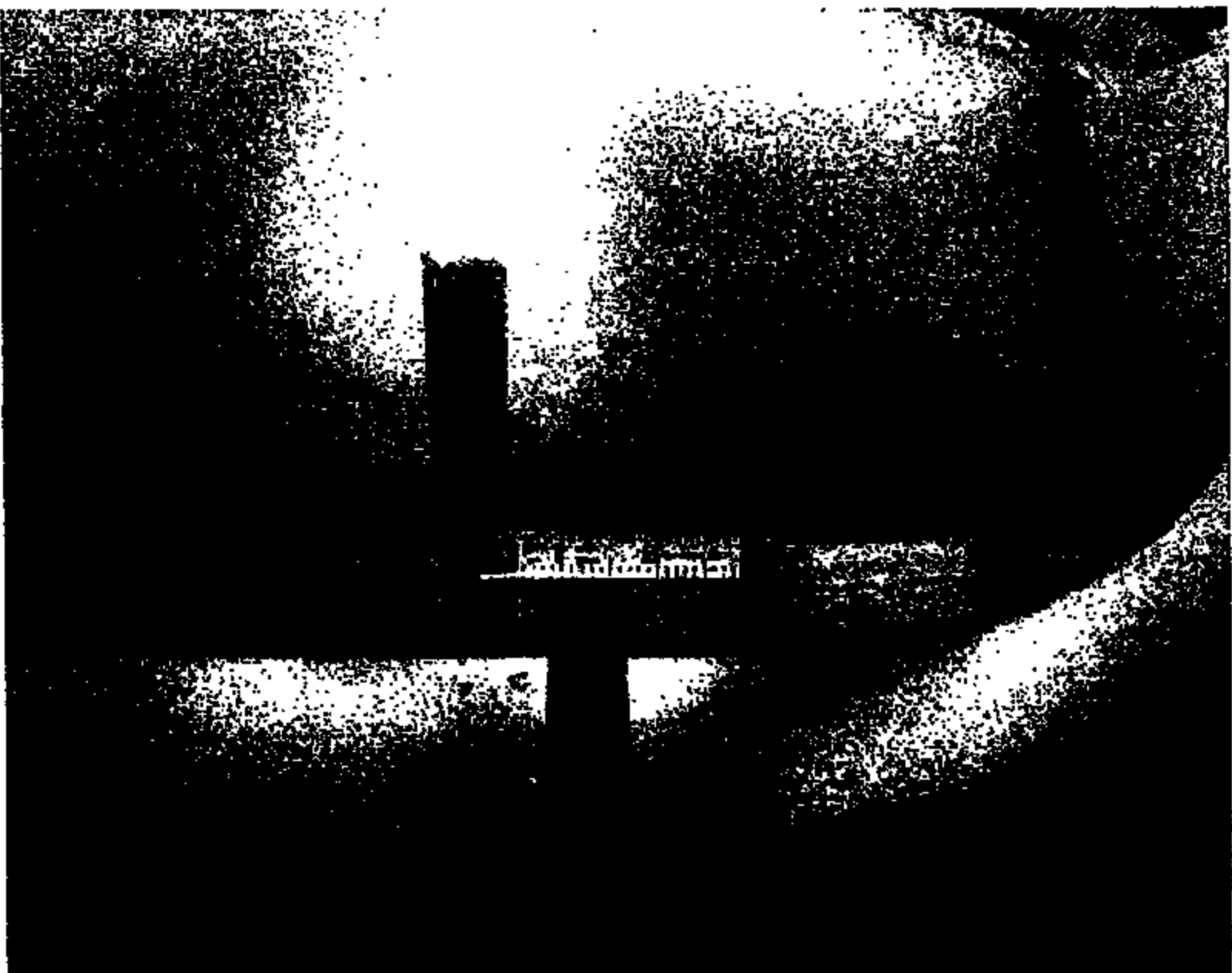
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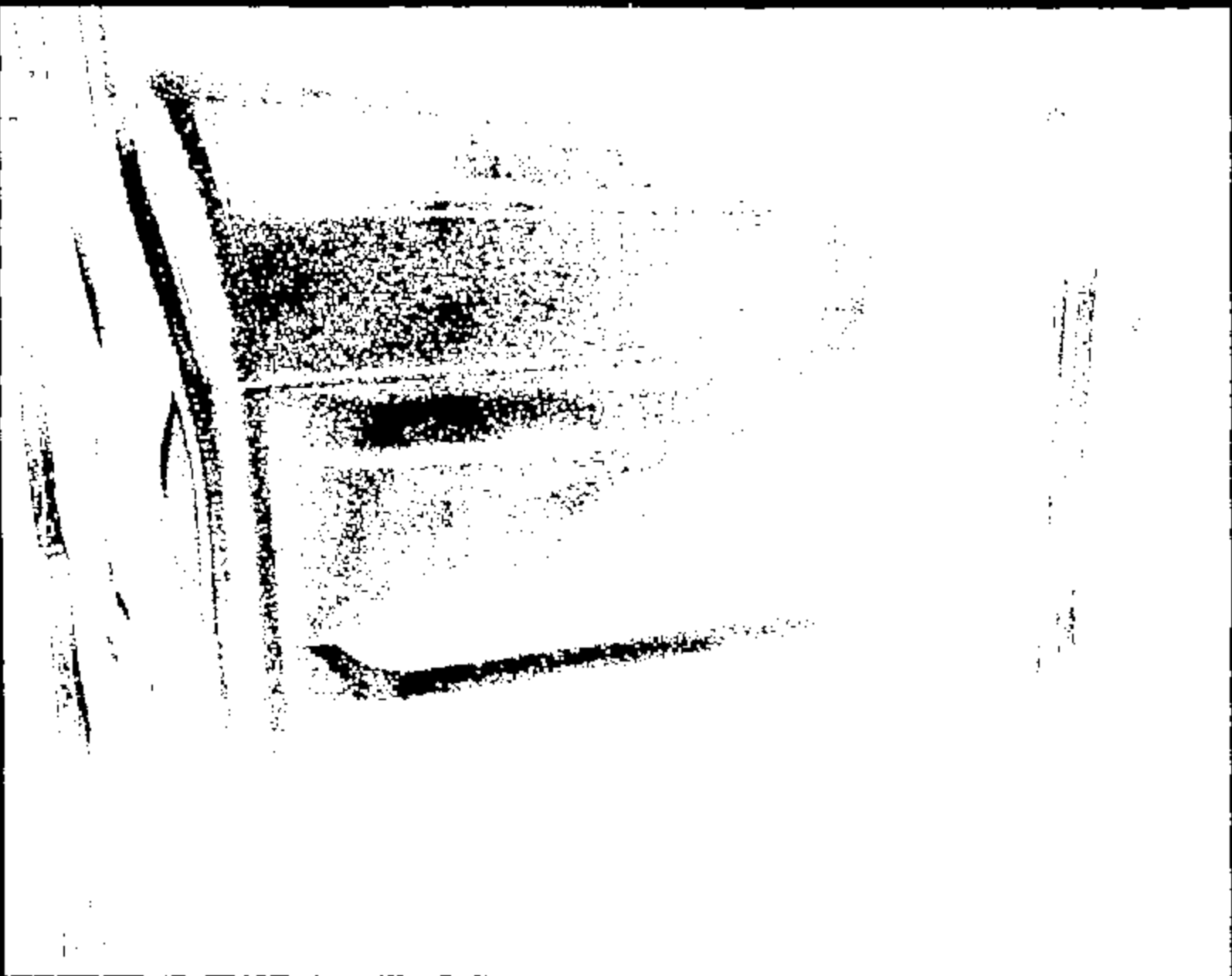
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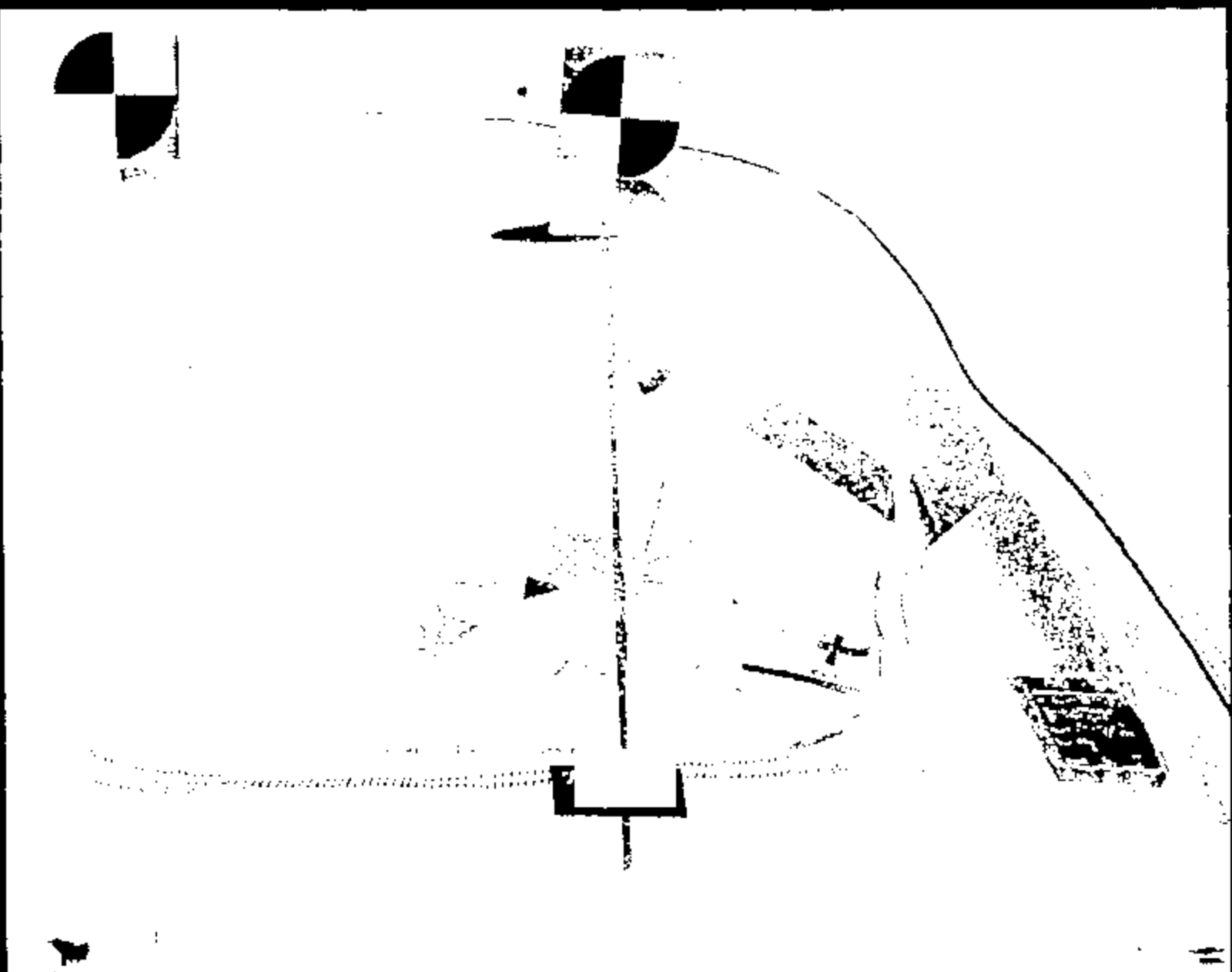
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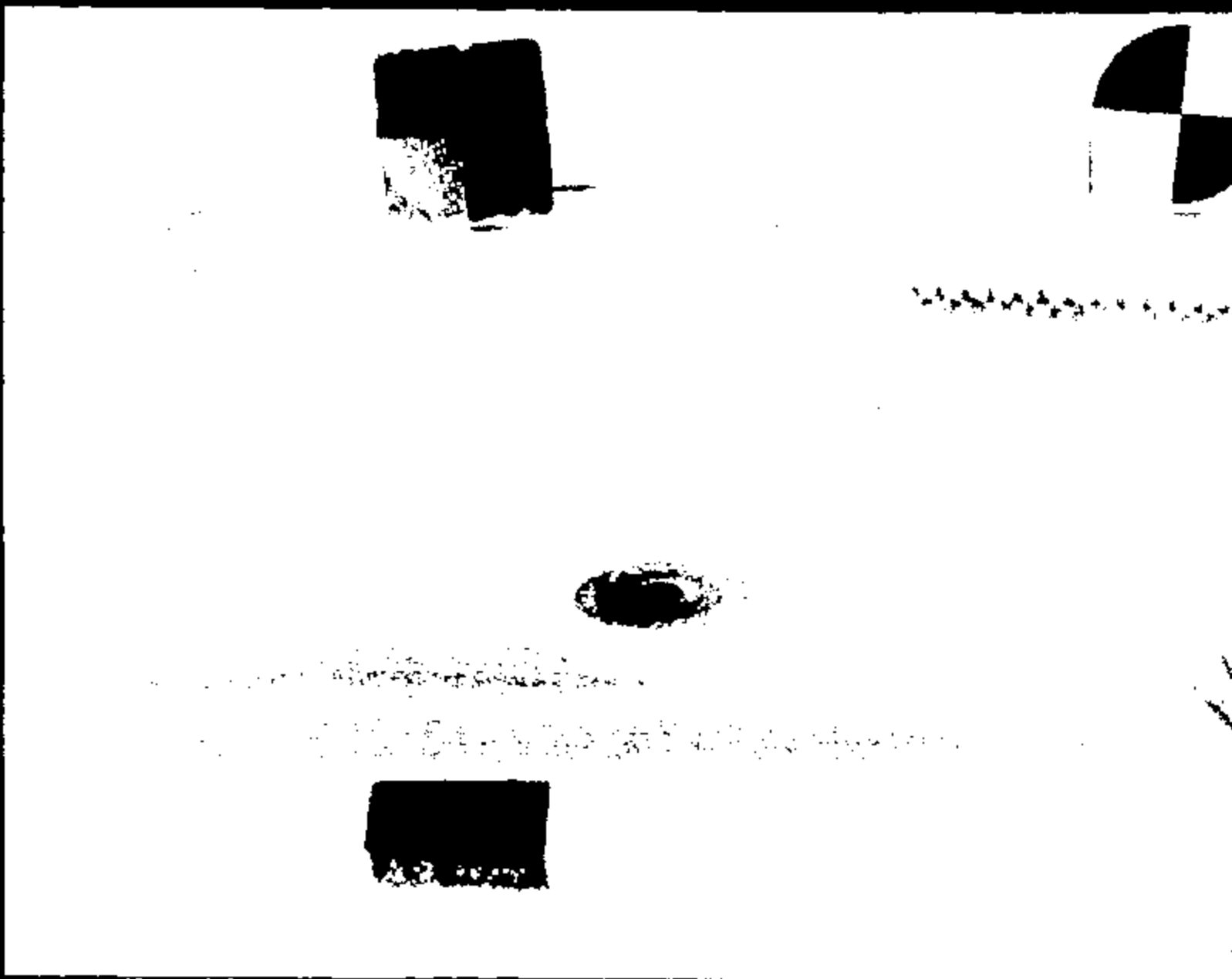


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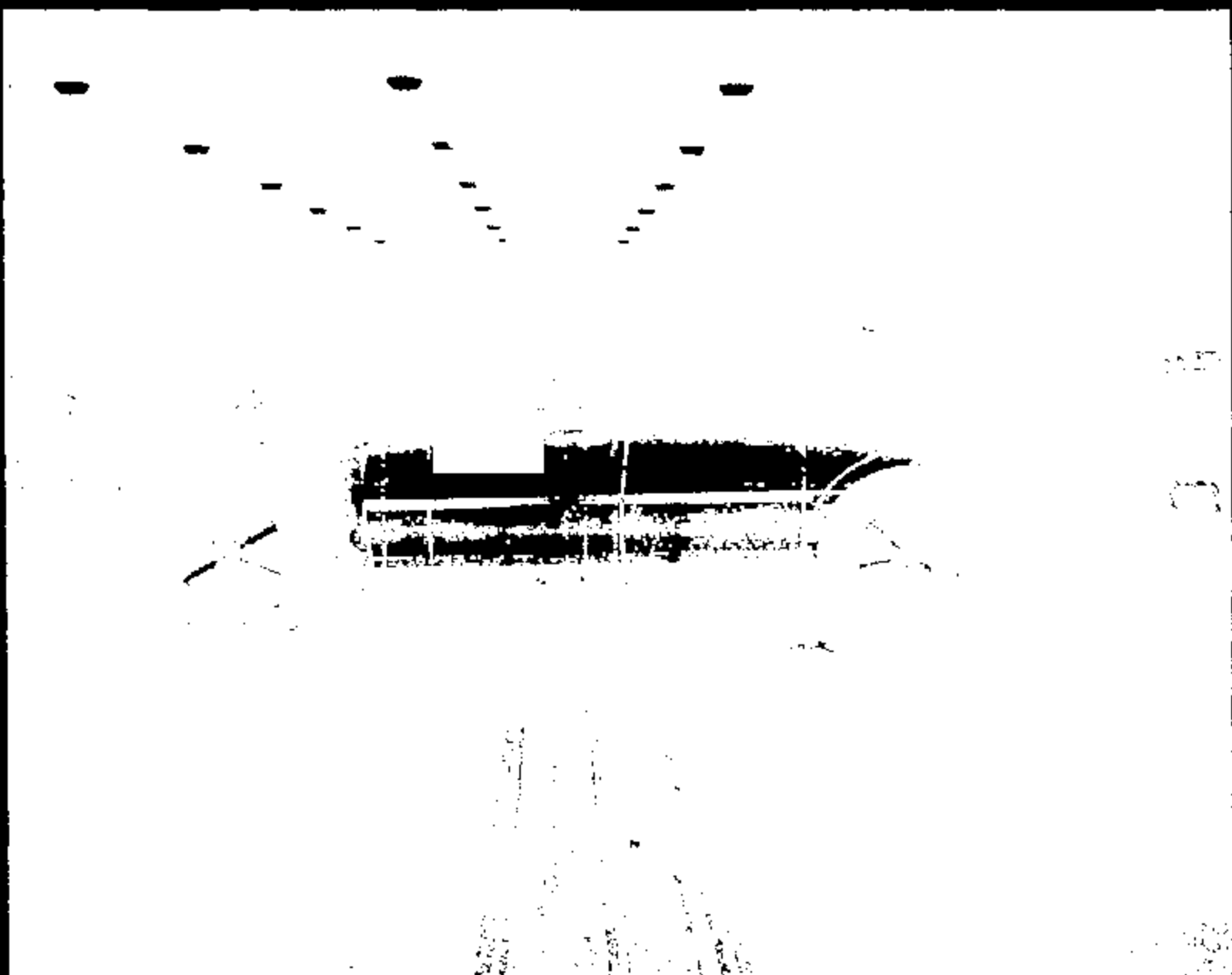
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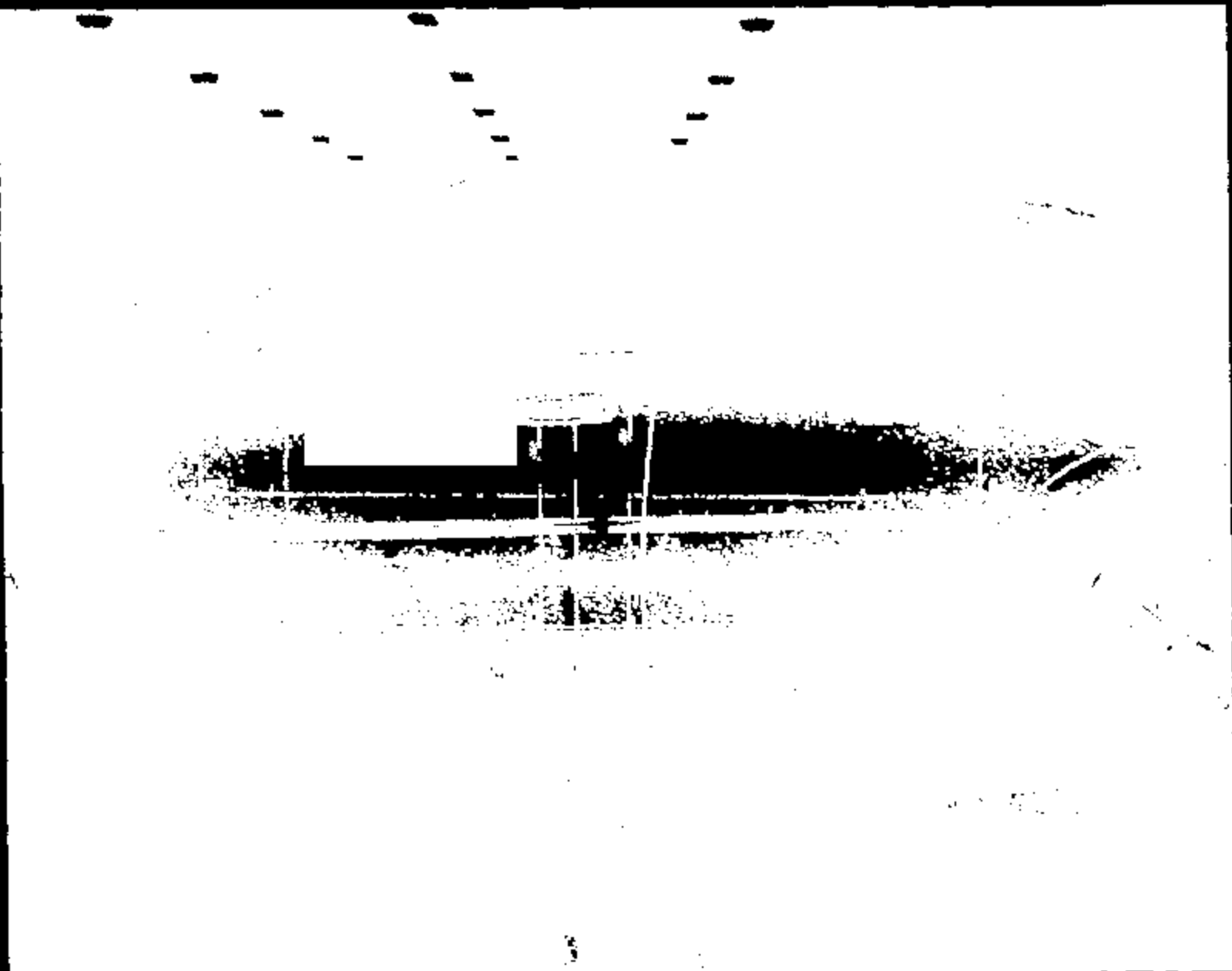
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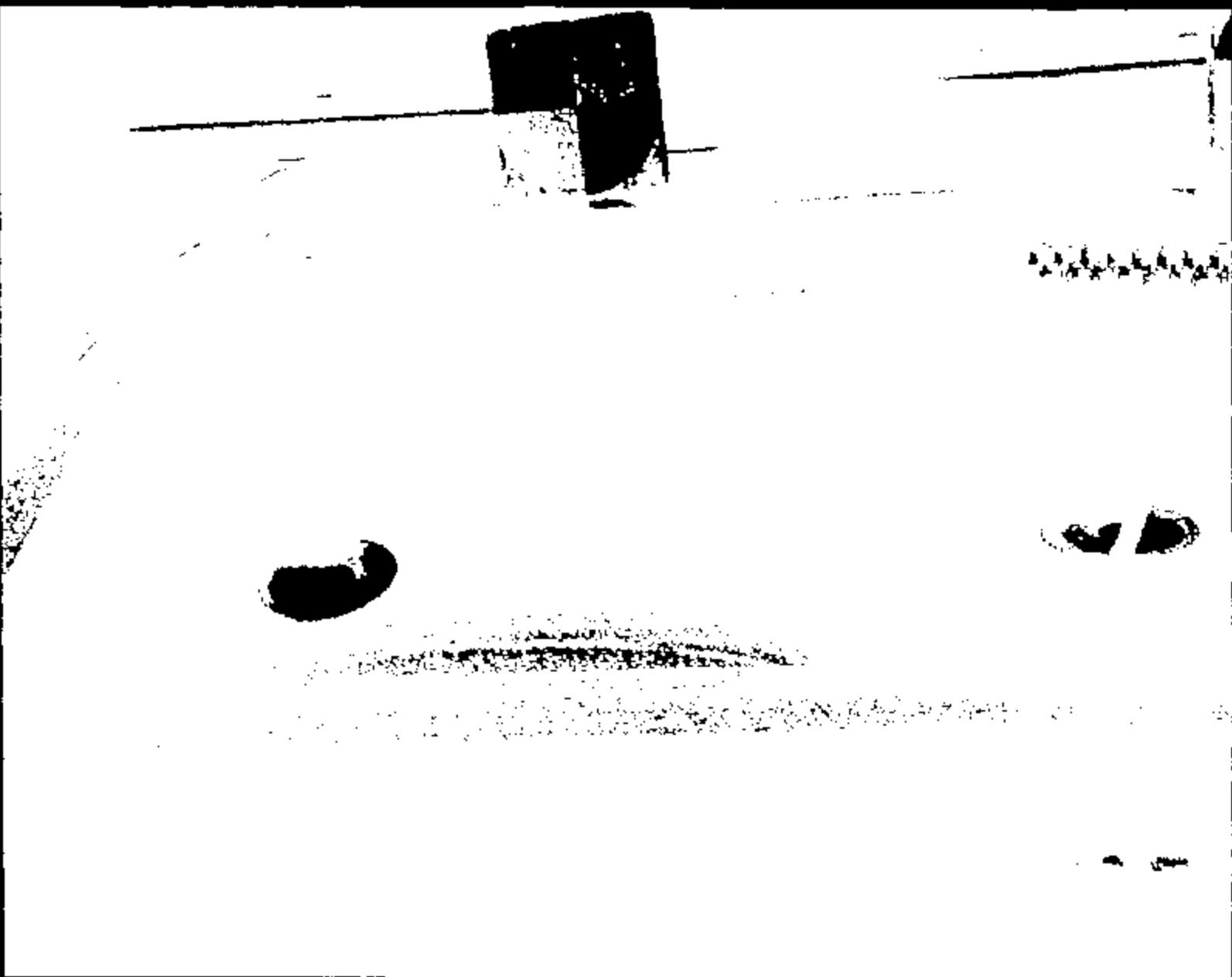
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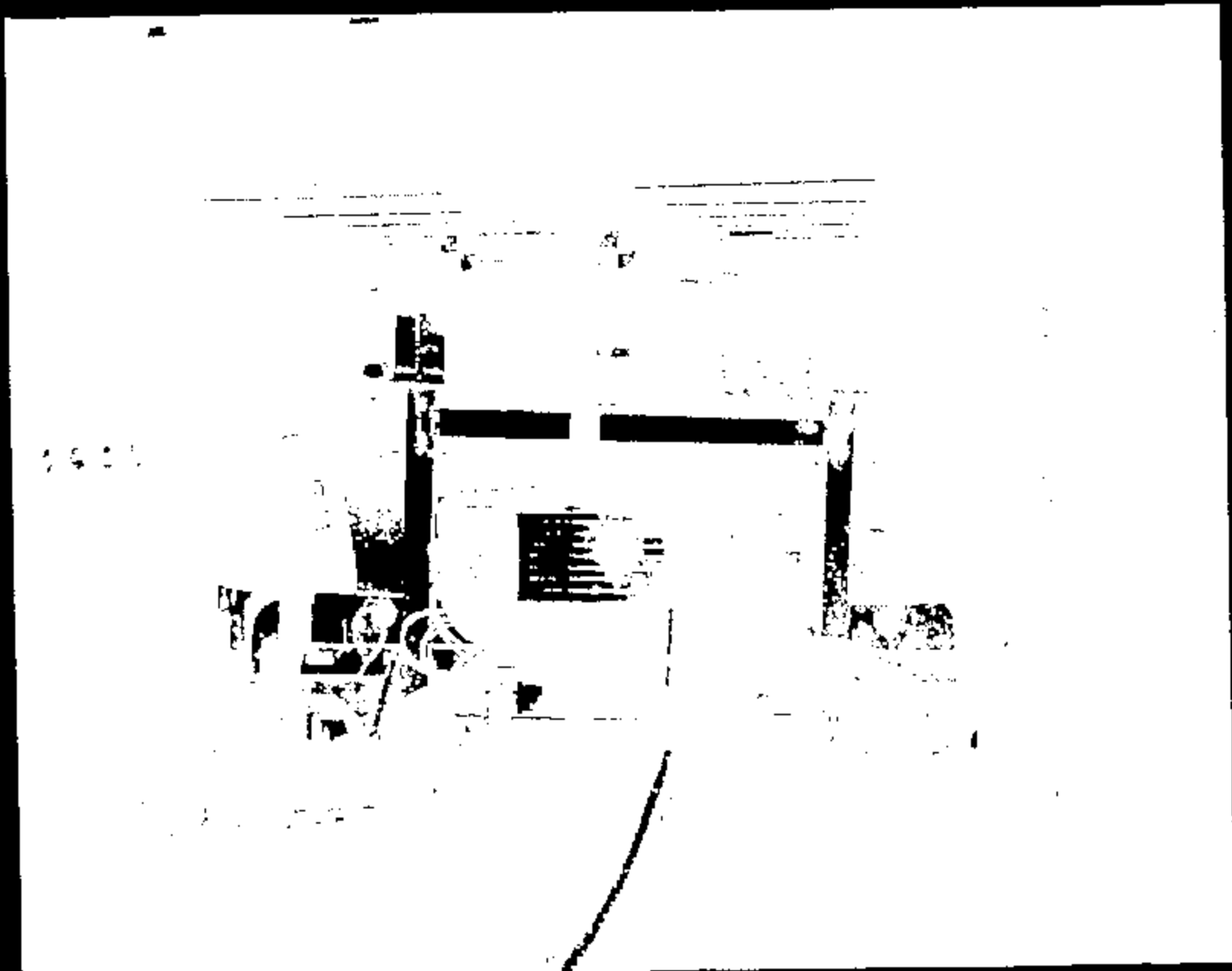
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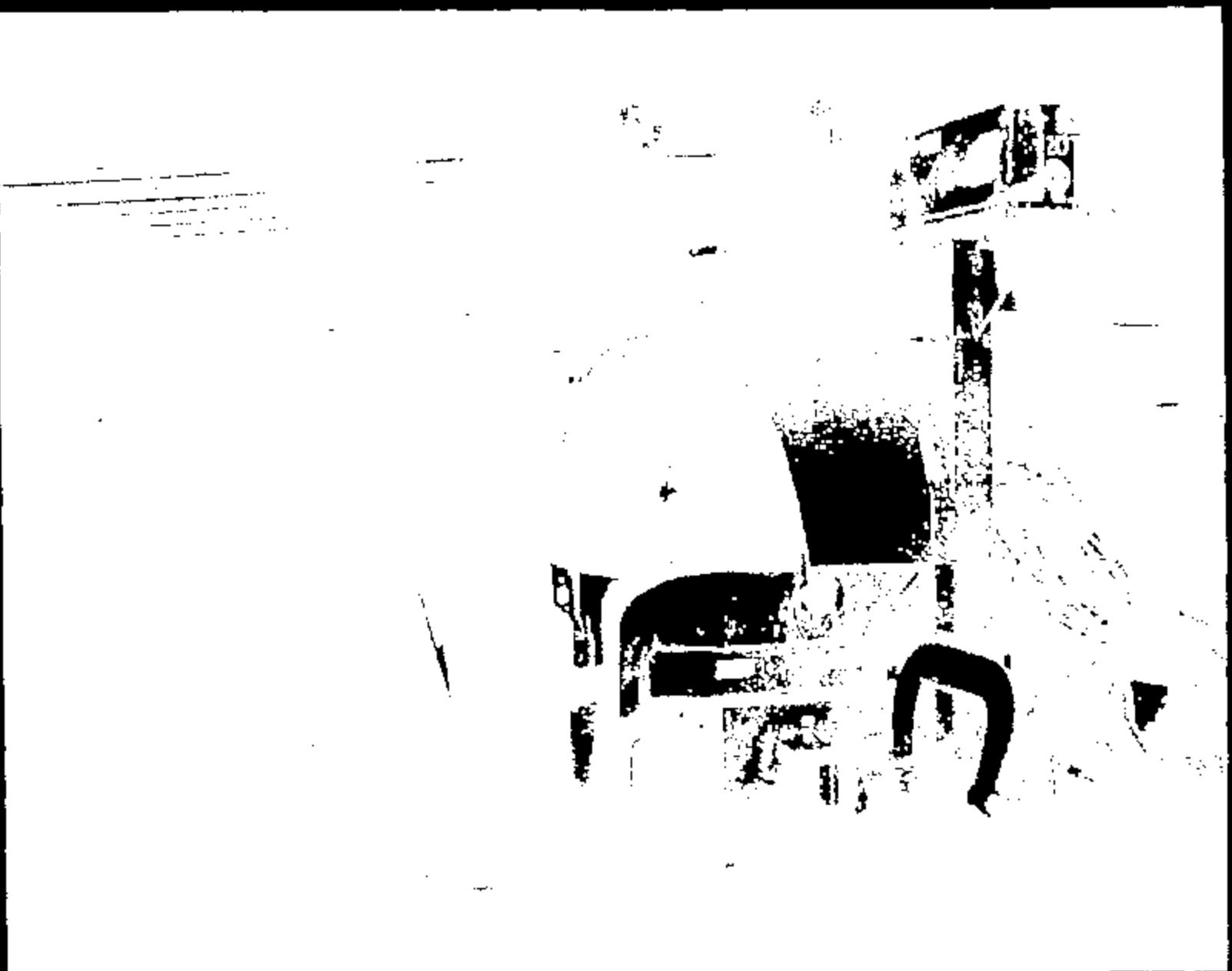
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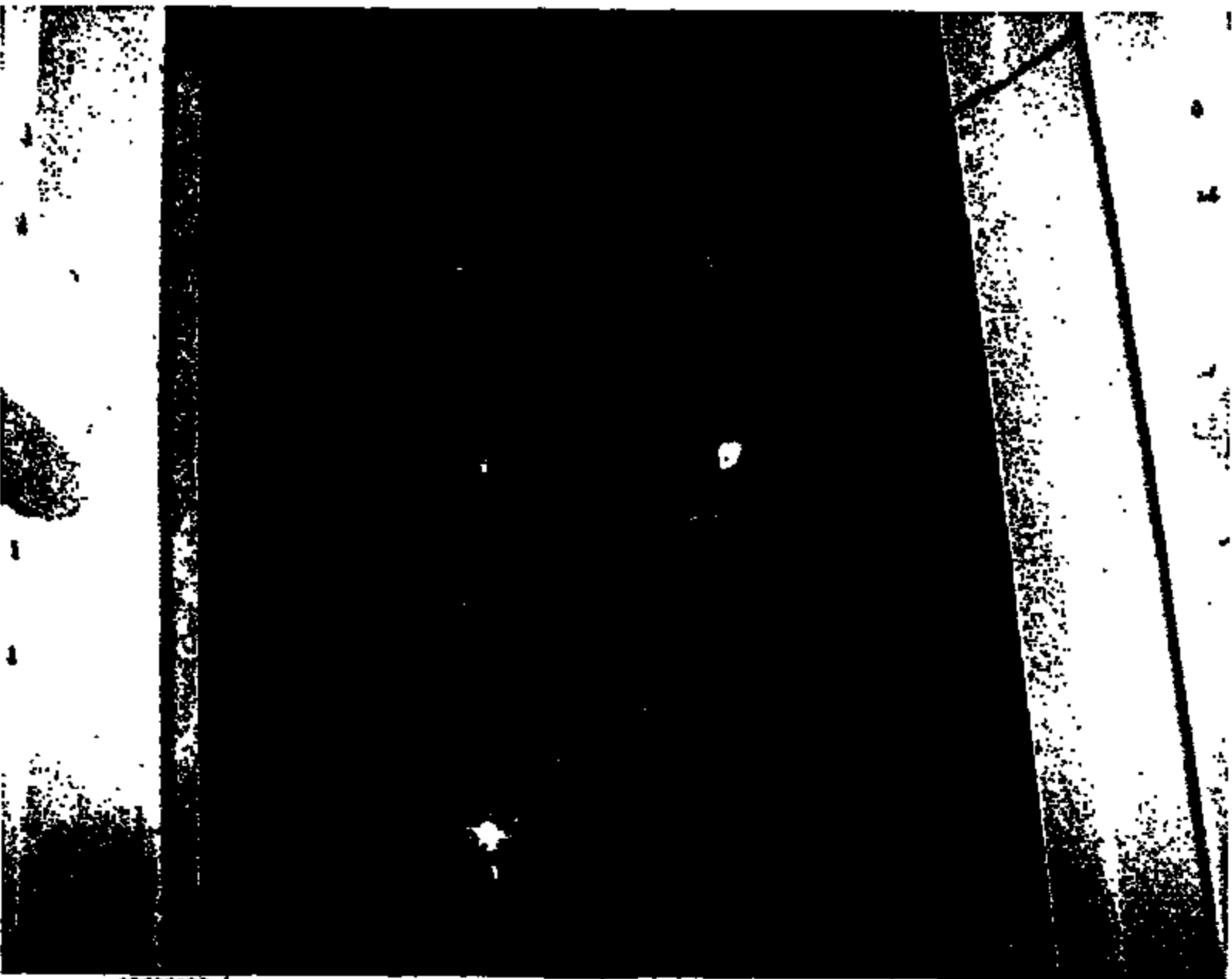


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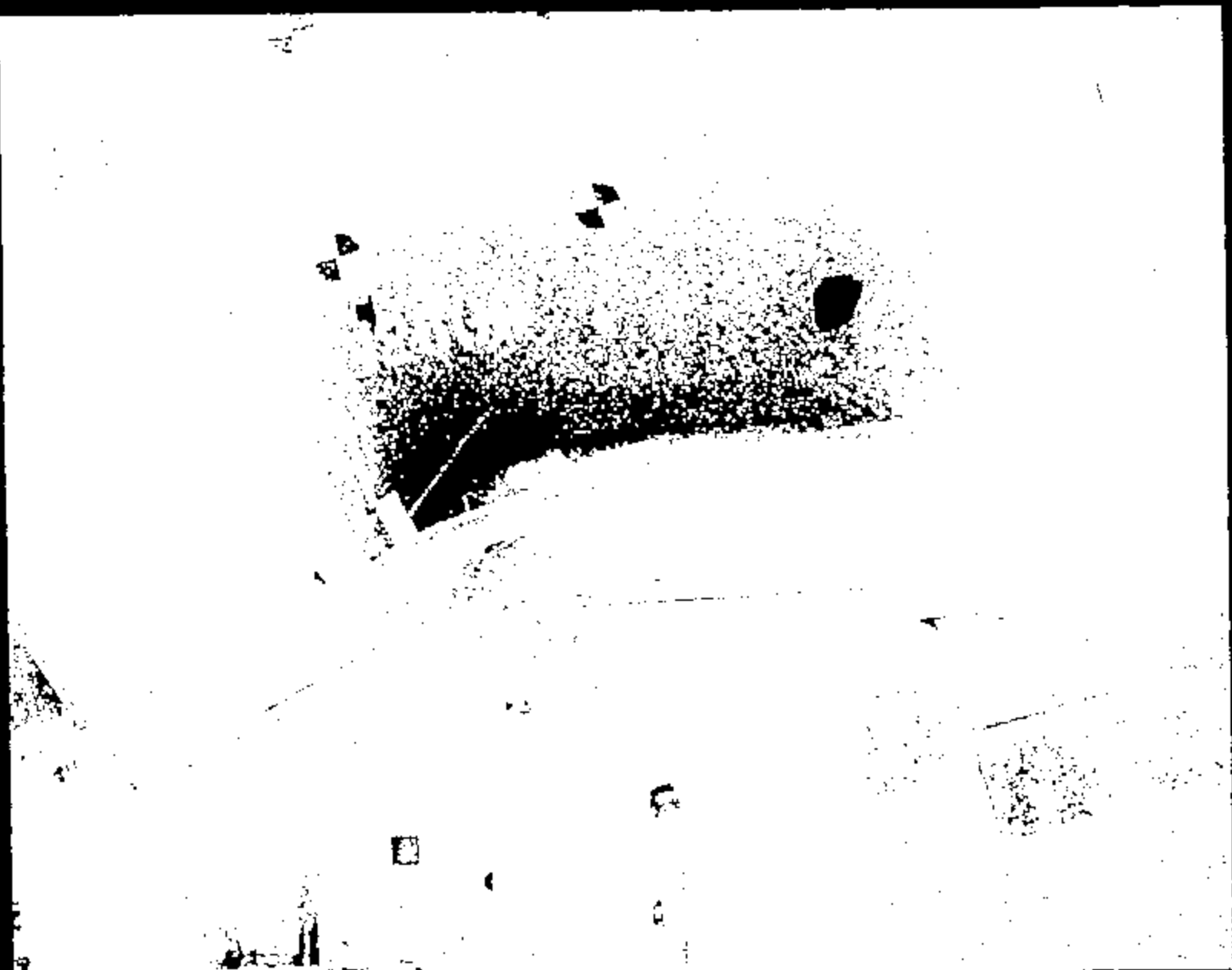
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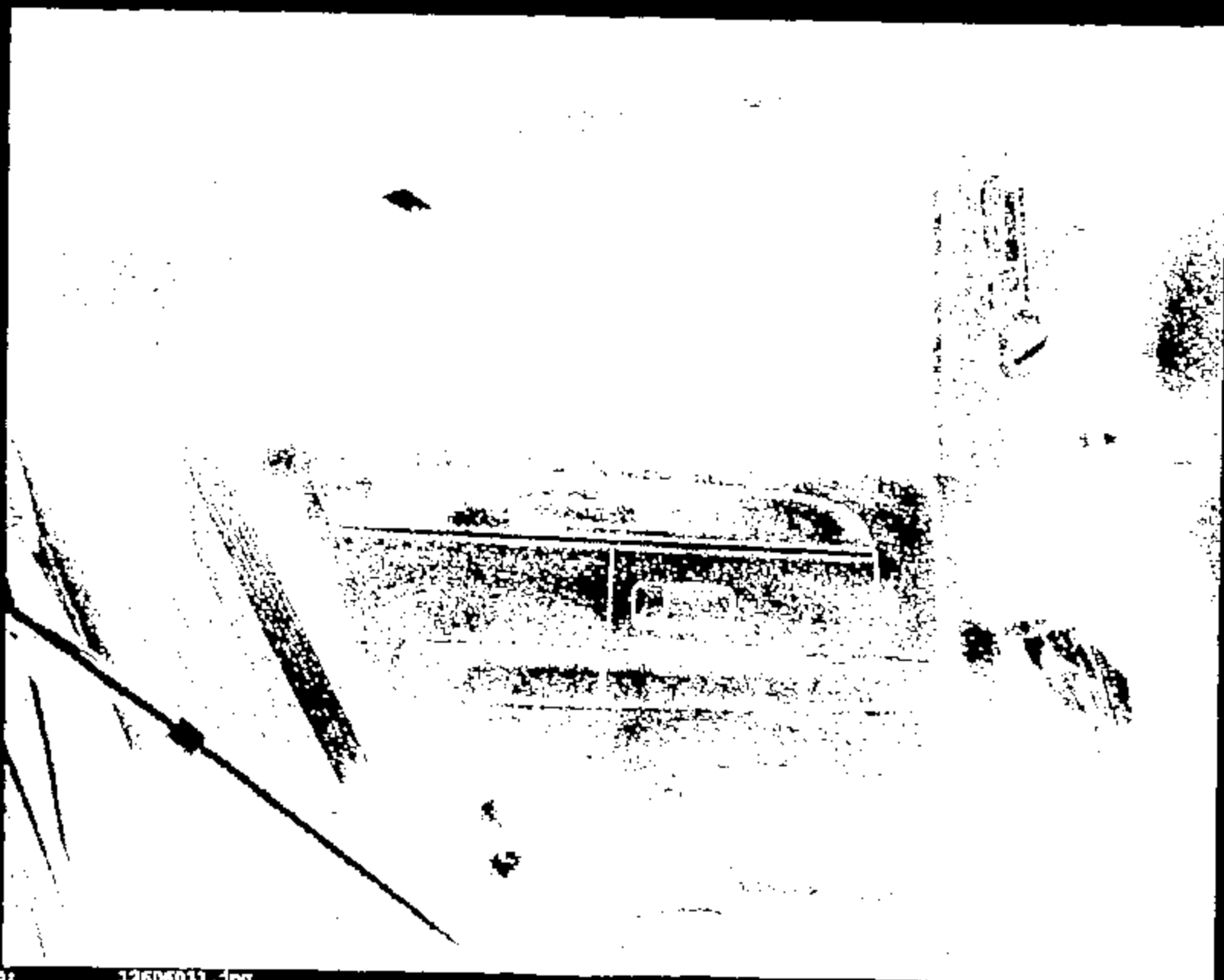
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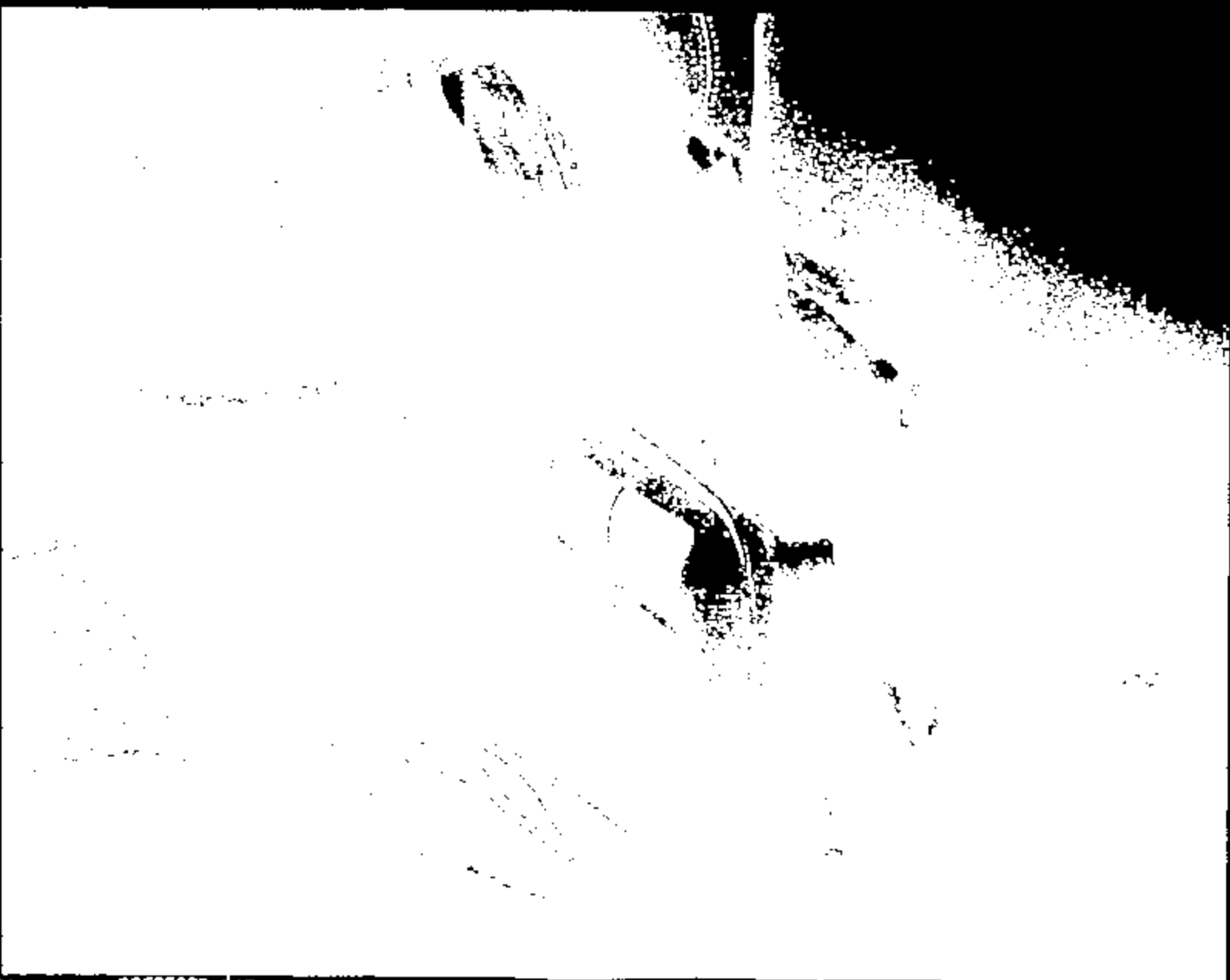
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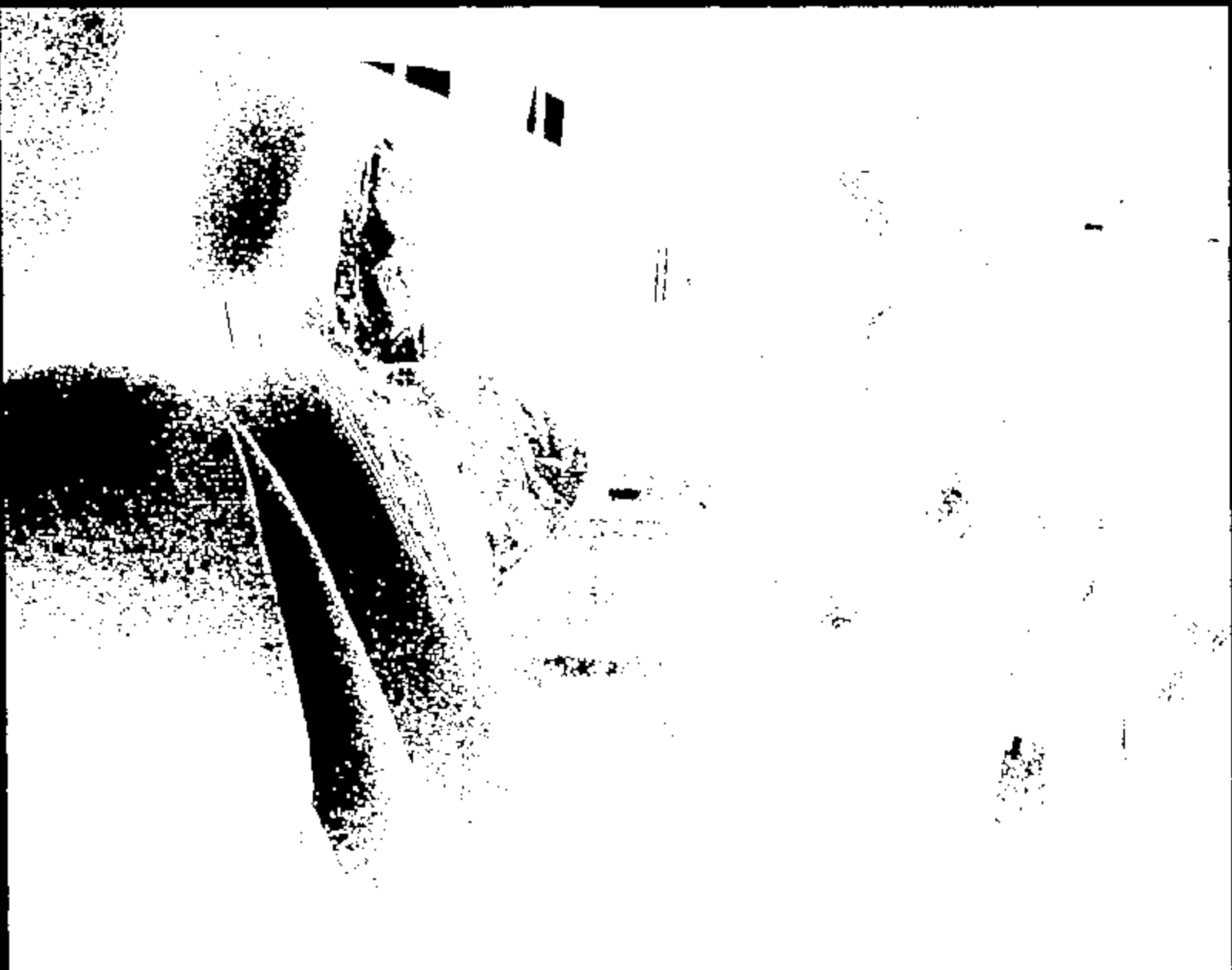
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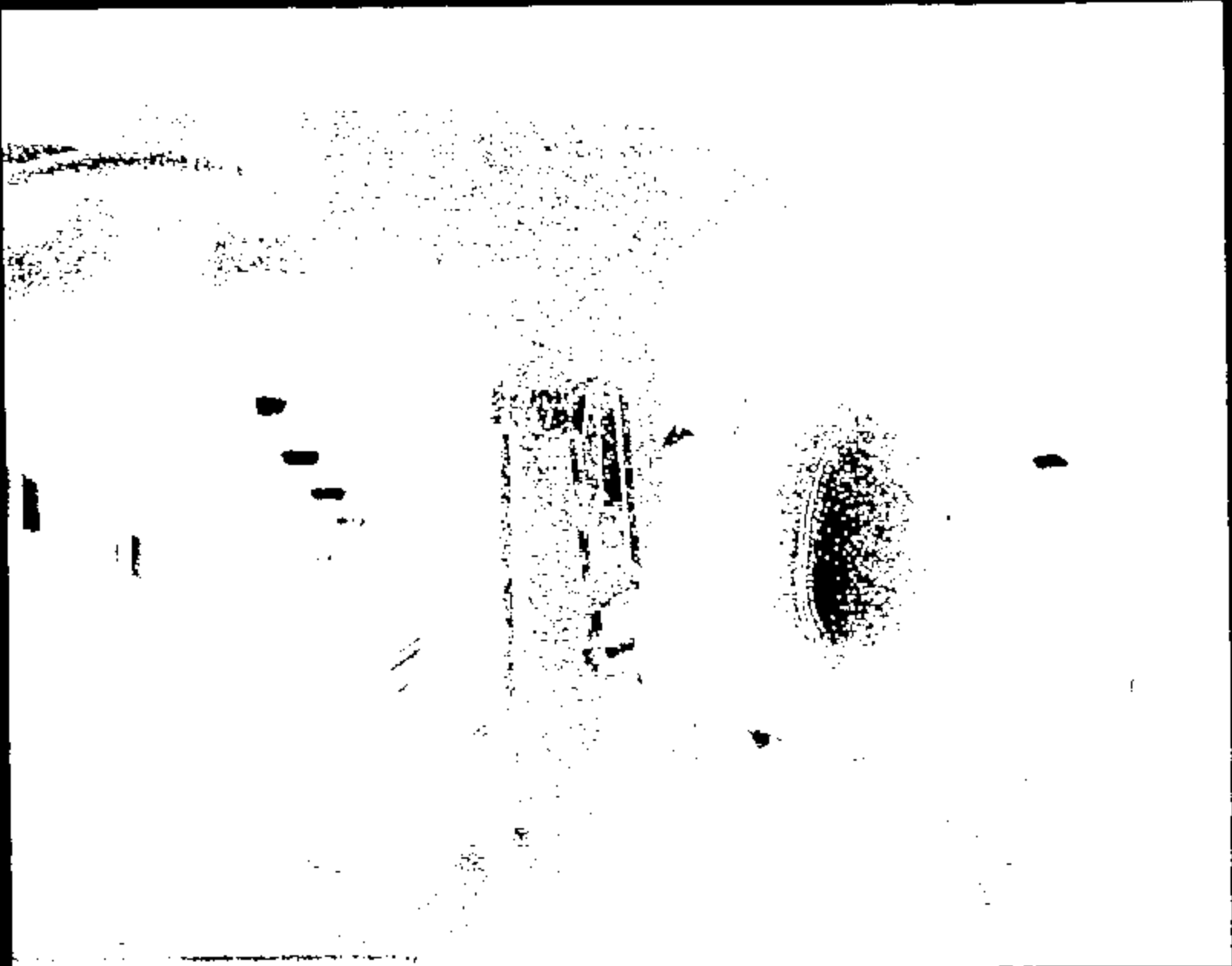


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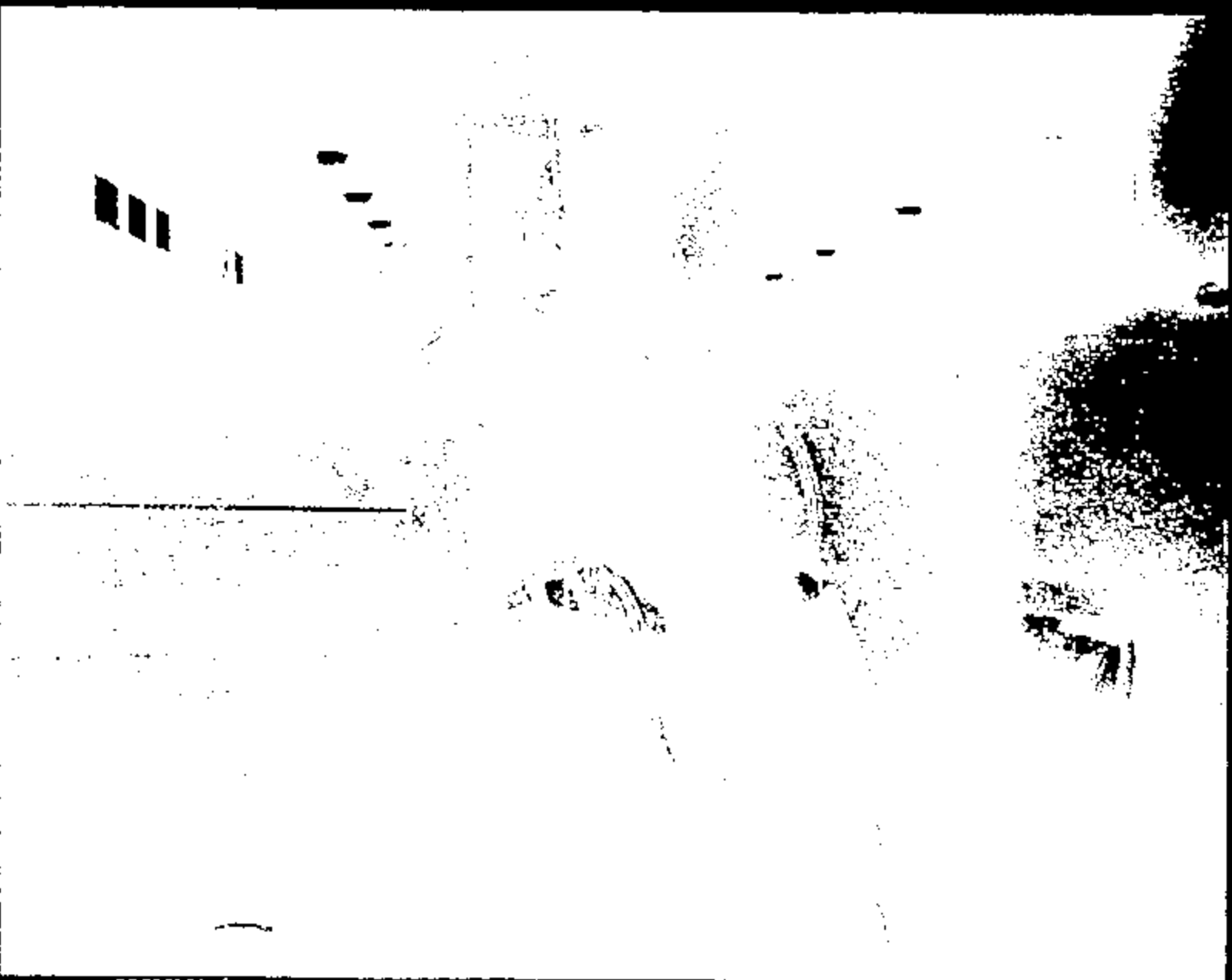
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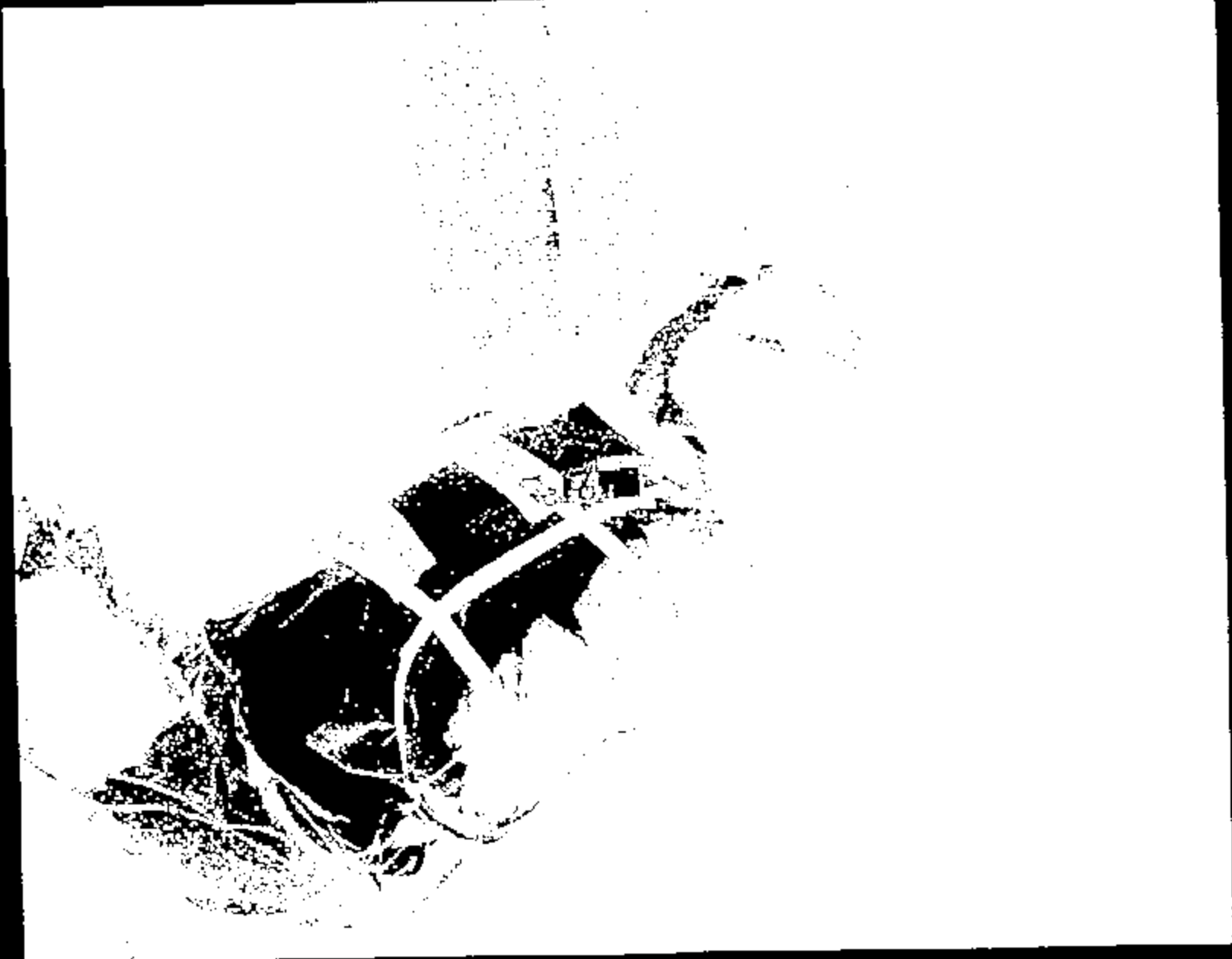
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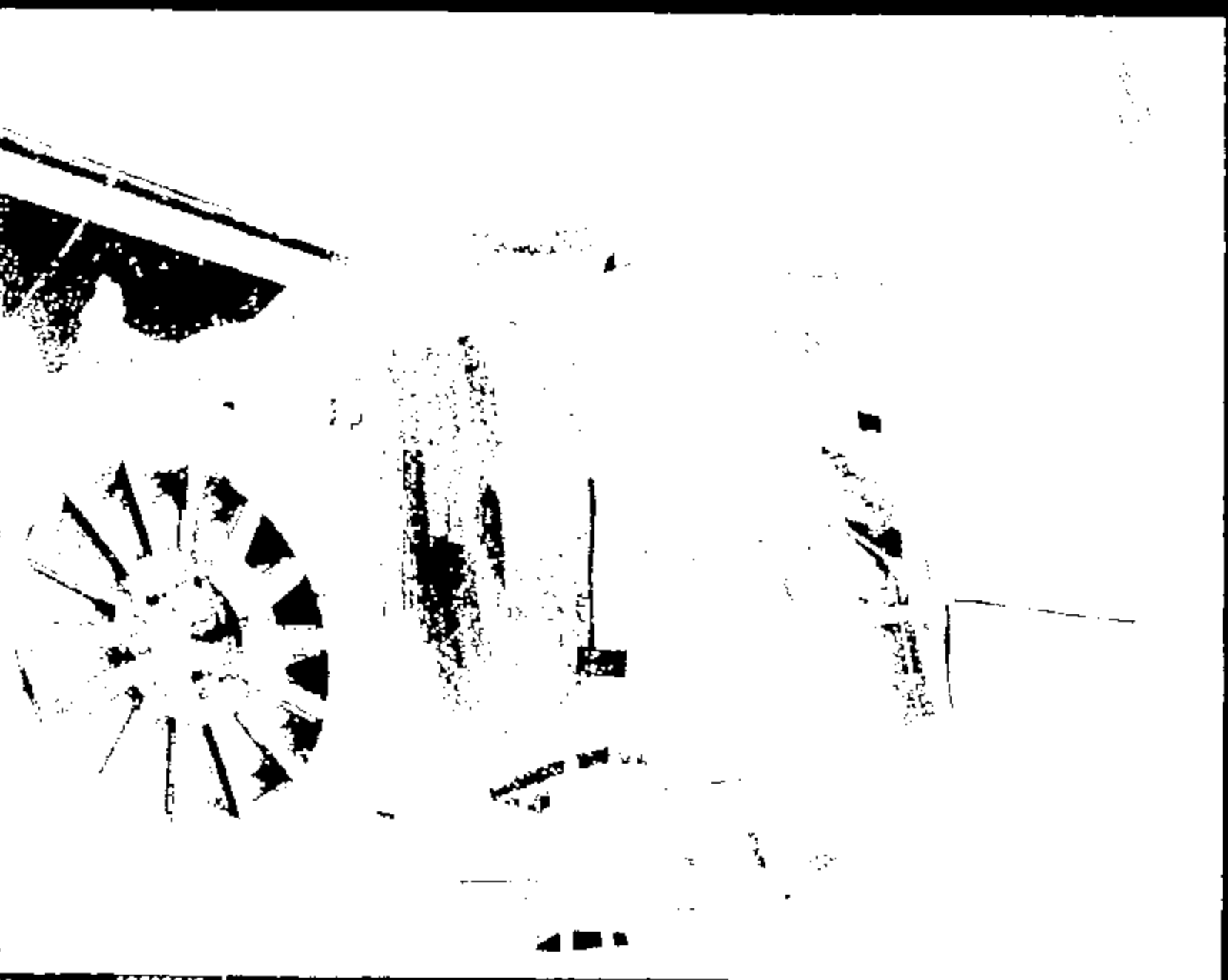


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