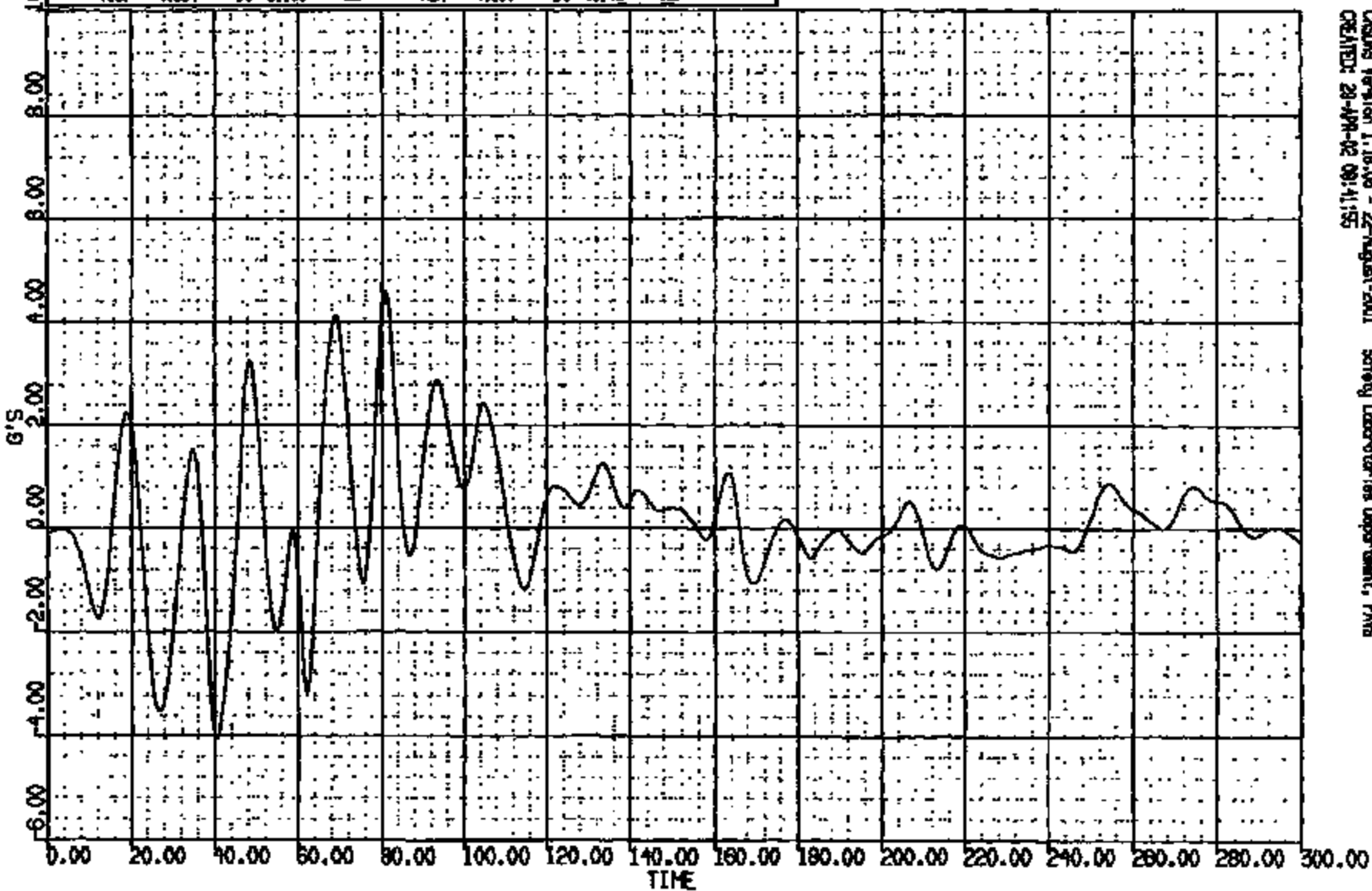


CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2008 FN146

(35) CR12837T L/RND SUPT NR 60P BKKT #35C LONG 60N

MAX = 4.584 at 80.88 HS MIN = -4.053 at 40.48 HS

AXIS 1



CASMS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PNG
CREATED: 28-APR-02 09:41:55

ENTIRE PAGE CONFIDENTIAL

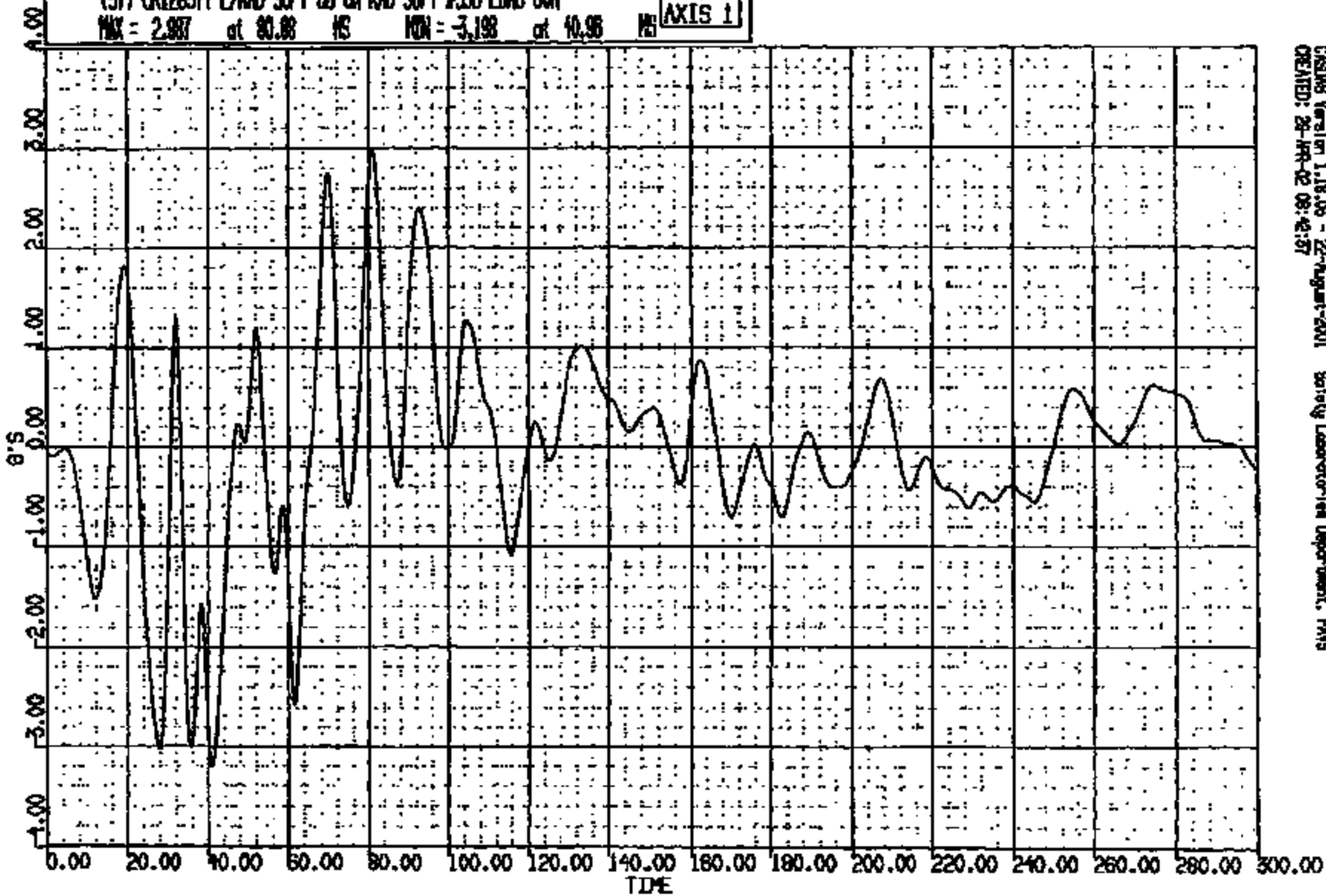
CR12837

CR R: 12837 TO: J85000 DATE: 08-APR-2002 10:08:55
2002 FN145

(37) CR128371 L/RD SPT OB ON RD SPT #50 LONG 60H

MAX = 2.987 at 80.88 MS MIN = -3.198 at 10.96 MS

AXIS 1



CASDH Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 26-APR-02 09:42:57

ENTIRE PAGE CONFIDENTIAL

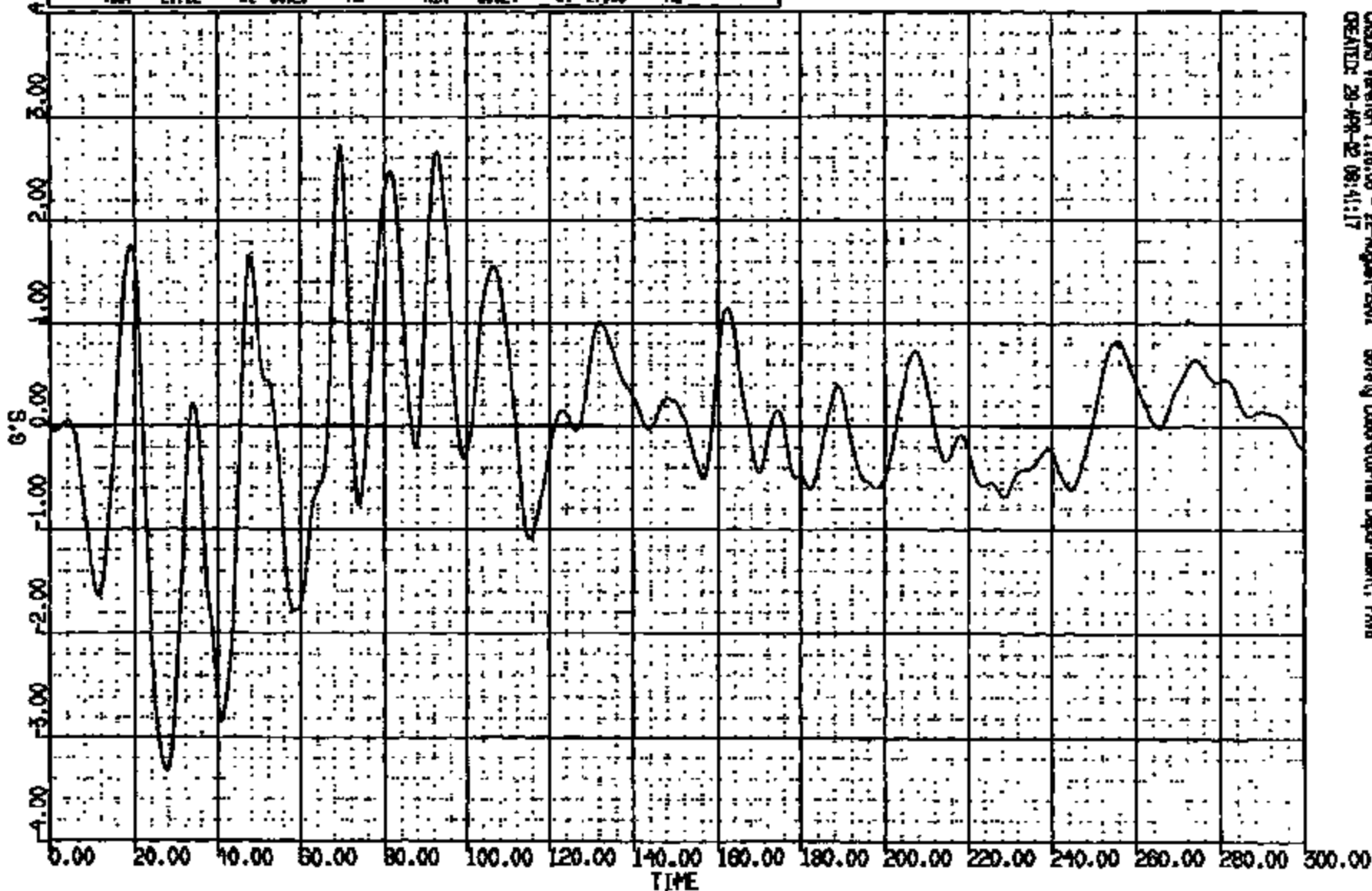
CRIS 0012837

CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2003 FN145

(33) CR12837T L/RAD SPT ON GCP BART #338 LONG GUN

MAX = 2.712 at 69.28 MS MIN = -3.321 at 27.60 MS

AXIS 1



CADDS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
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CRIS 0012837

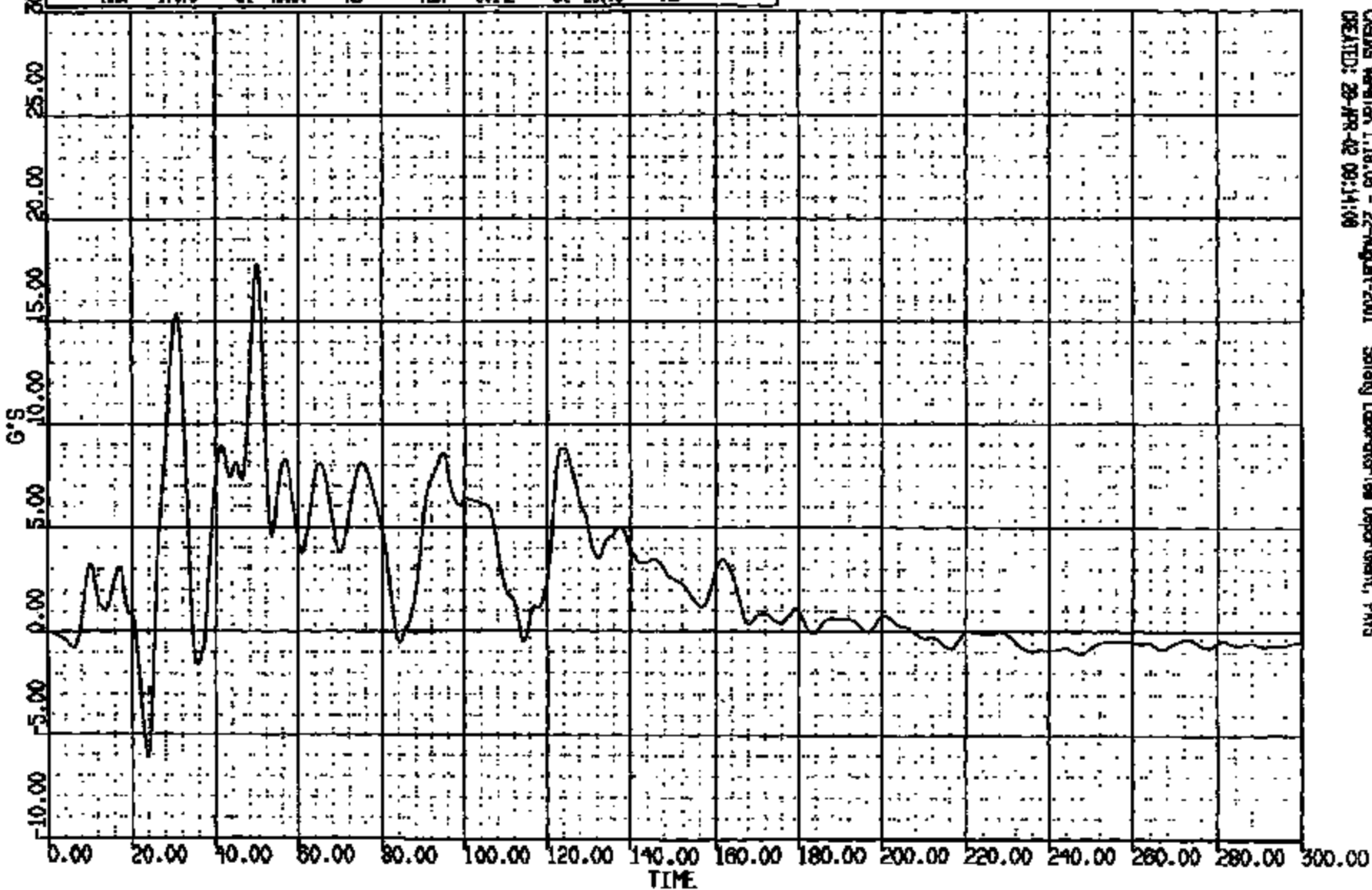
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CR R: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2005 FN145

(113) CR12837T L/ROCKER @ 2 SEAT MID LAT 60N

MAX = 17.75 at 49.91 MS MIN = -6.12 at 23.76 MS

AXIS 1



CHSAS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PARS
CREATED: 28-APR-02 09:14:08

ENTIRE PAGE CONFIDENTIAL

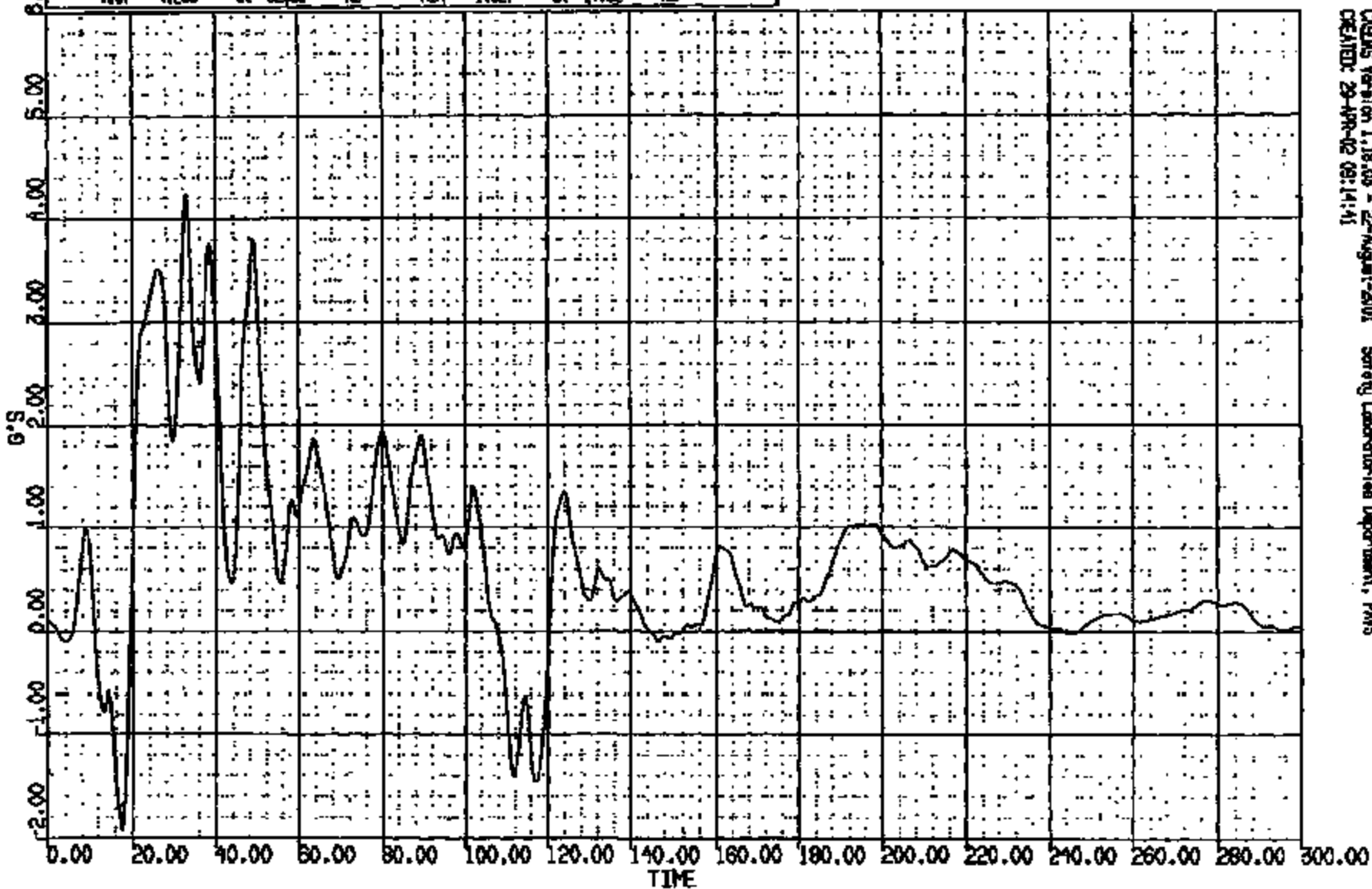
CRIS 0012837

CR R: 12837 TD: JB5000 DATE: 09-APR-2002 10:08:55
2003 FNI45

(114) CR12837T LADDER @ 2 SEAT MID LONG GUN

MAX = 4.26 at 32.88 MS MIN = -1.927 at 17.52 MS

AXIS 1



CHDS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:14:41

ENTIRE PAGE CONFIDENTIAL

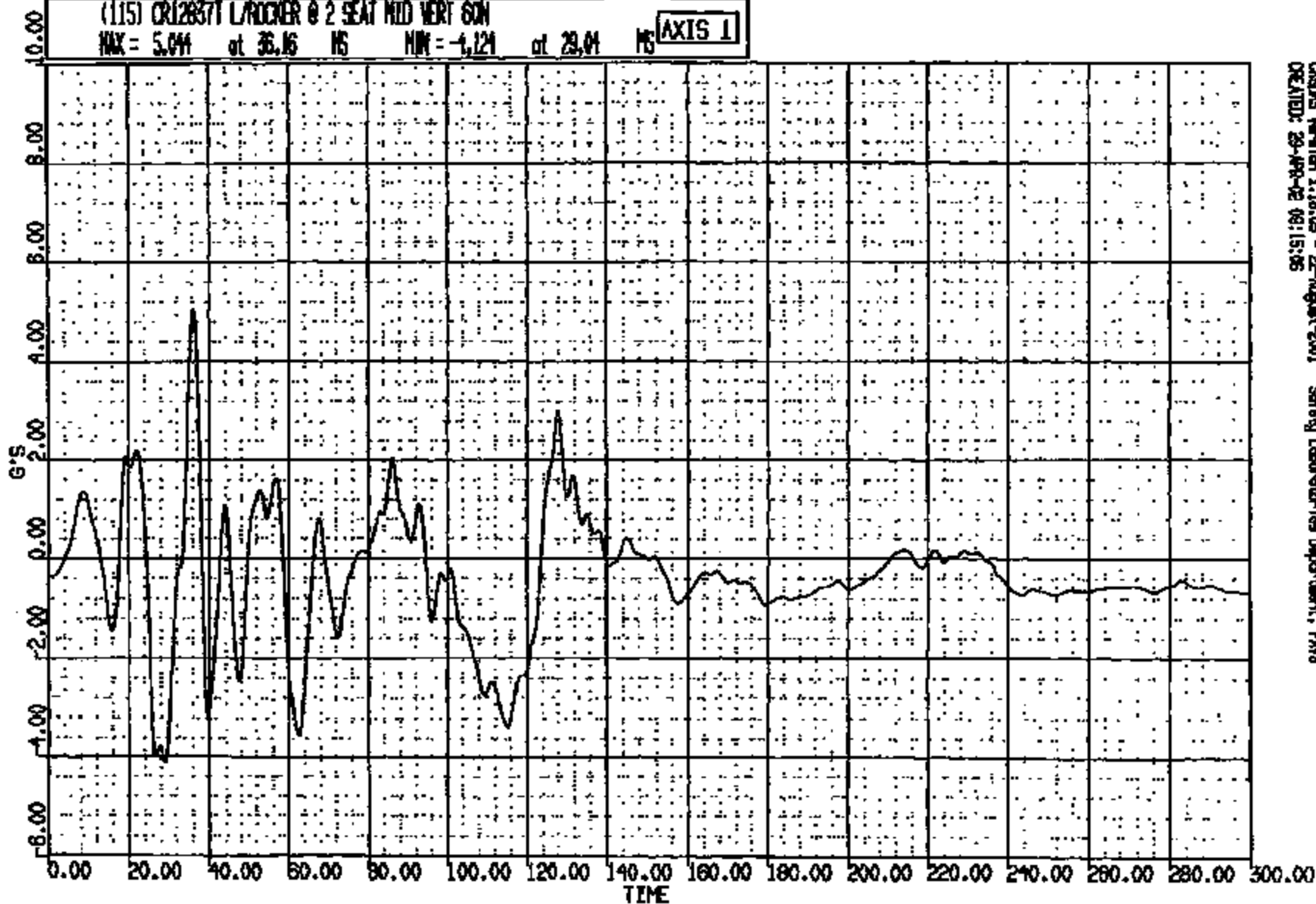
CRTS 0012837

CR R: 12827 TO: J85000 DATE: 08-APR-2002 10:08:55
2005 FN145

(115) CR128371 L/ROCKER @ 2 SEAT MID VERT SON

MAX = 5.044 at 36.16 MS MIN = -4.124 at 29.01 MS

AXIS 1



CASIMS Version 1.18.05 - 22 August 2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:15:05

ENTIRE PAGE CONFIDENTIAL

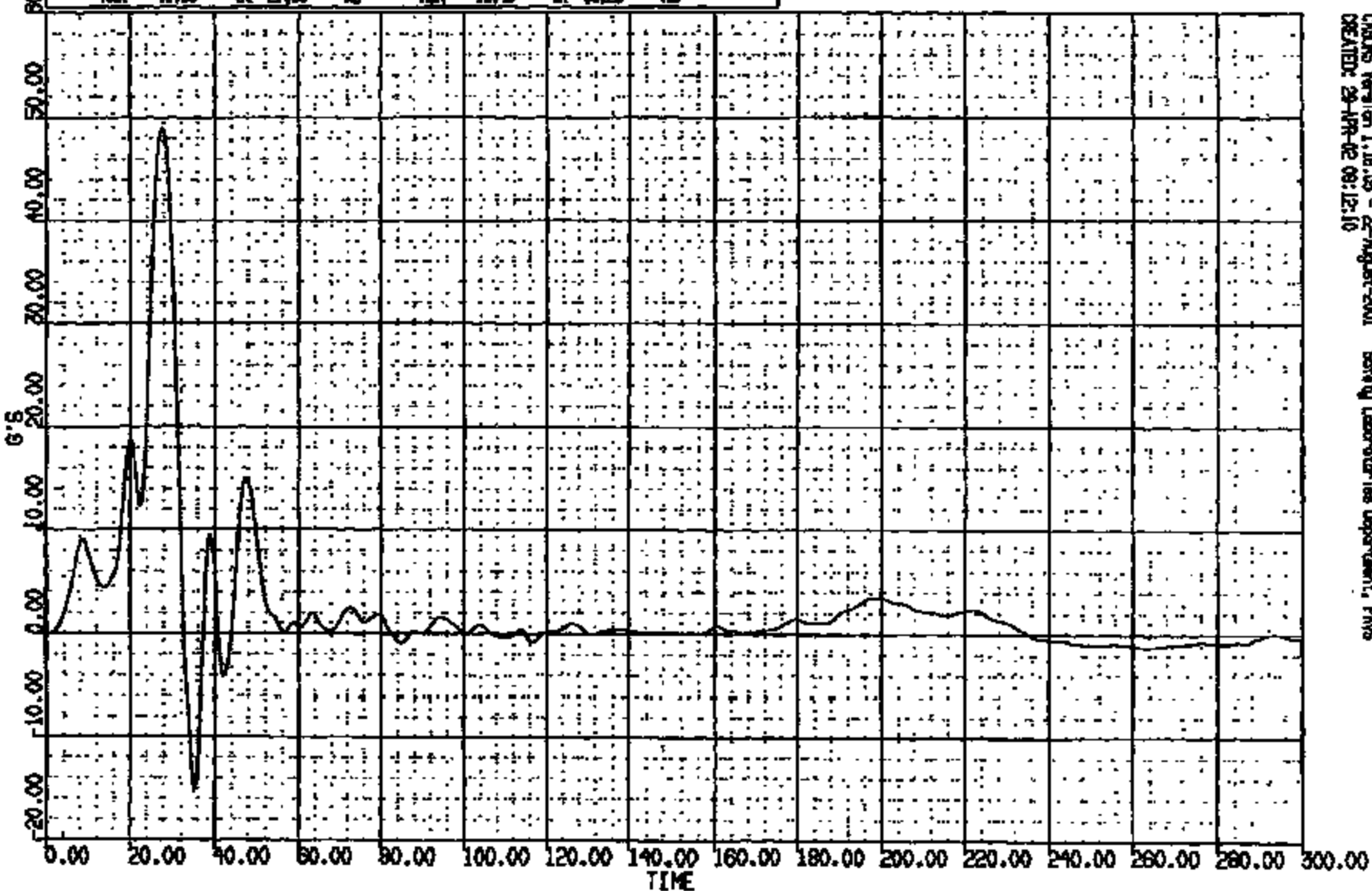
CRTS 0012837

CR R: 12837 TO: JBS000 DATE: 09-APR-2002 10:08:55
2005 FN145

(109) CR12837T LADDER @ B PILLAR LAT 60N

MAX = 48.96 at 27.68 MS MIN = -15.93 at 35.28 MS

AXIS 1



CRS05 Version 1.18.05 - 25-August-2001 Safety Laboratories Department, PHS
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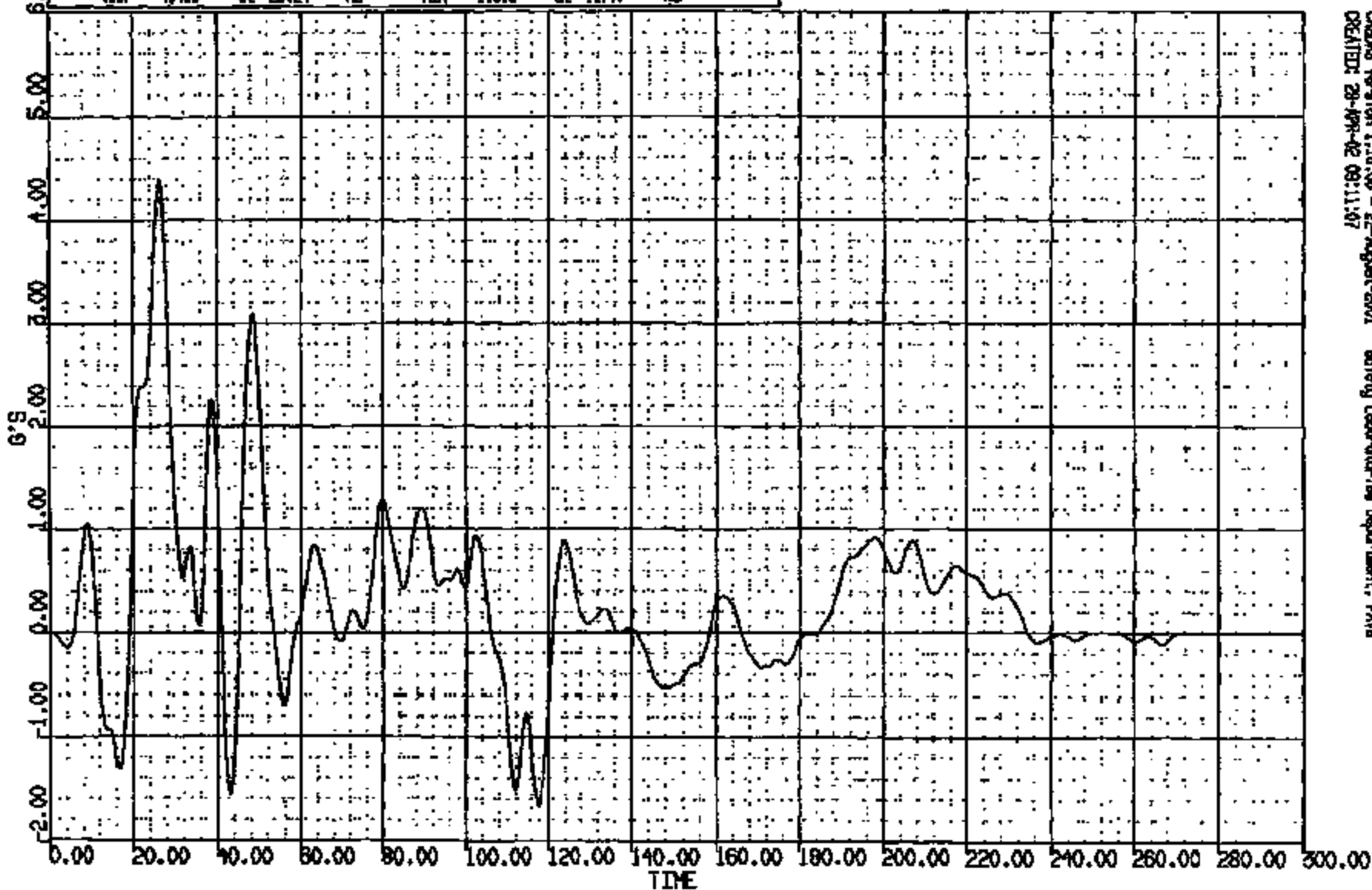
CRIS 0012837

CR R: 12857 TO: J85000 DATE: 09-APR-2002 10:08:55
2002 FN145

(107) CR12837T L/ROCKER @ B PILLAR LONG 60N

MAX = 4.405 at 25.24 MS MIN = -1.673 at 117.7 MS

AXIS 1



CASMS Version 1.18.05 - 22-August-2001 Safety Laboratory Inc Department: PMS
CREATED: 28-APR-02 09:11:07

ENTIRE PAGE CONFIDENTIAL

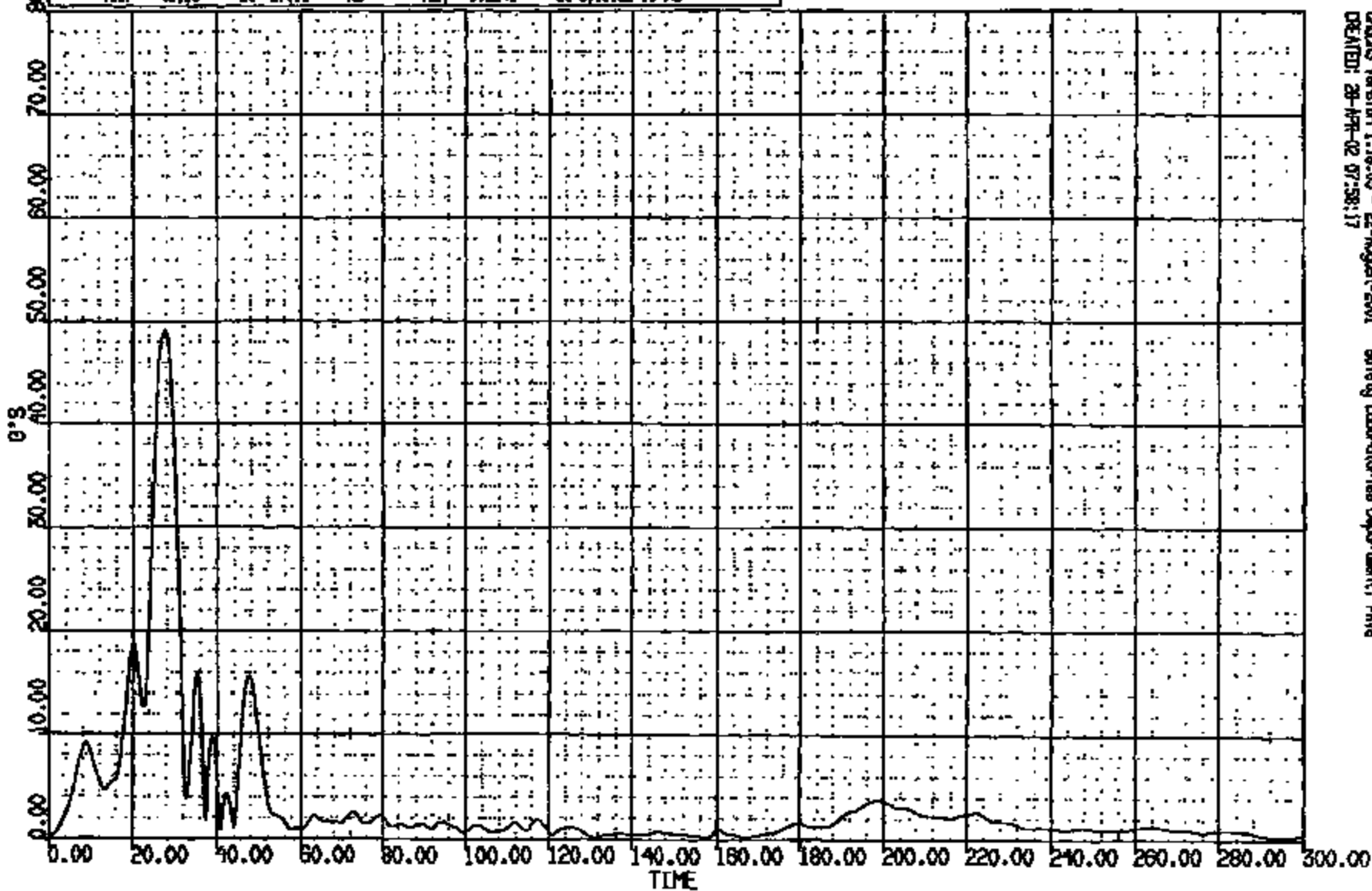
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CR R: 12837 TO: J85000 DATE: 08-APR-2002 10:08:55
8008 FN145

(10001) CR12837 L/ROCKY @ B PILLAR RES GON

MAX = 49.18 at 27.75 MS MIN = 0.1149 at 0.000E+00 MS

AXIS 1



CR12837

CRJAS Version 1.18.03 - 22-August-2001
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Biology Laboratory/Gen Department, PNG

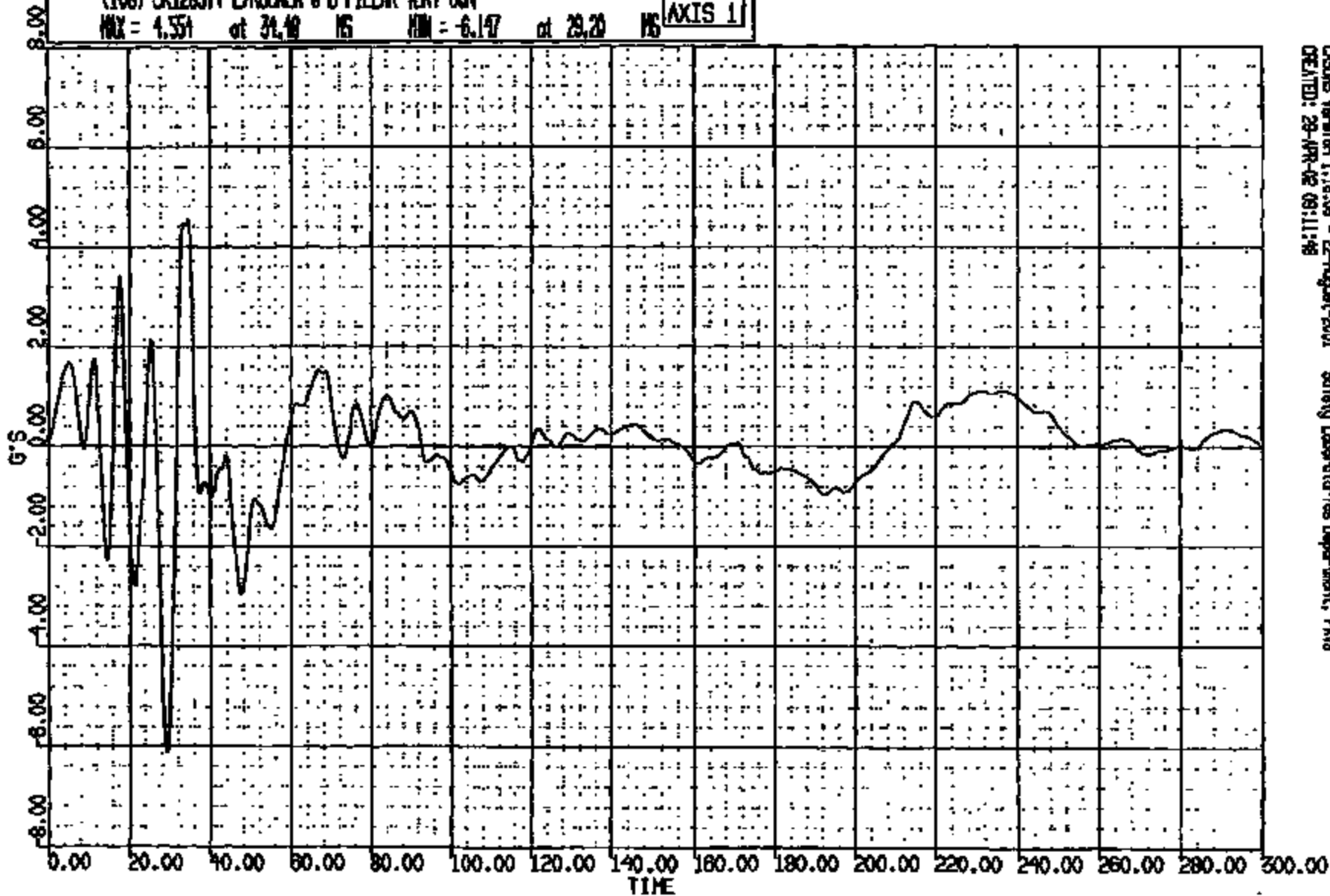
ENTIRE PAGE CONFIDENTIAL

CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2005 FN145

(108) CR128377 LADDER @ B PILLAR VERT GON

MAX = 4.551 at 34.48 MS MIN = -6.147 at 29.20 MS

AXIS 1



CASAS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
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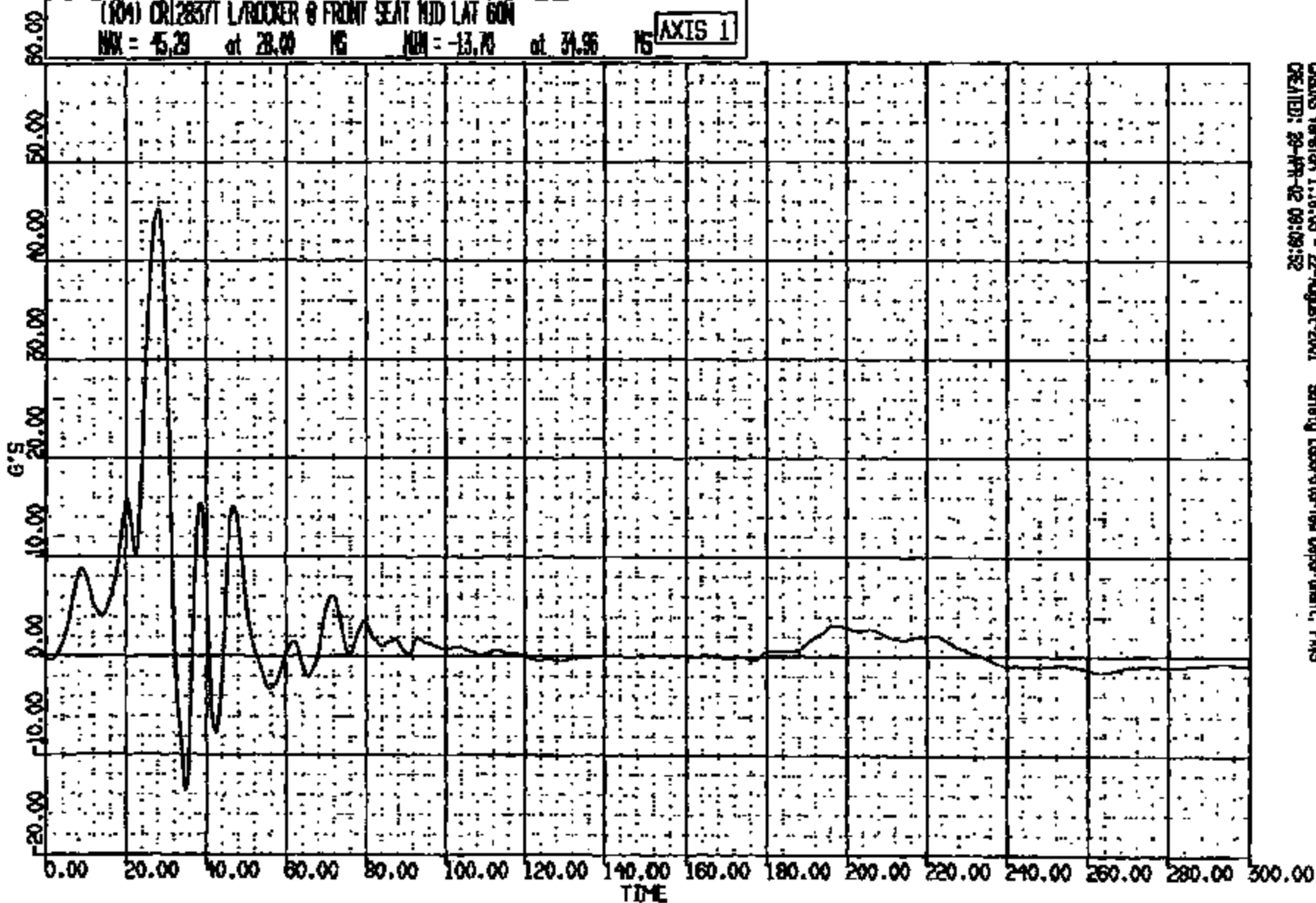
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2003 PN145

(104) CR12837T L/ROCKER @ FRONT SEAT MID LAT 60N

MAX = 45.29 at 28.00 NS MIN = -13.70 at 34.96 NS

AXIS 1



CRSIS Version 1.1.8.03 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:08:52

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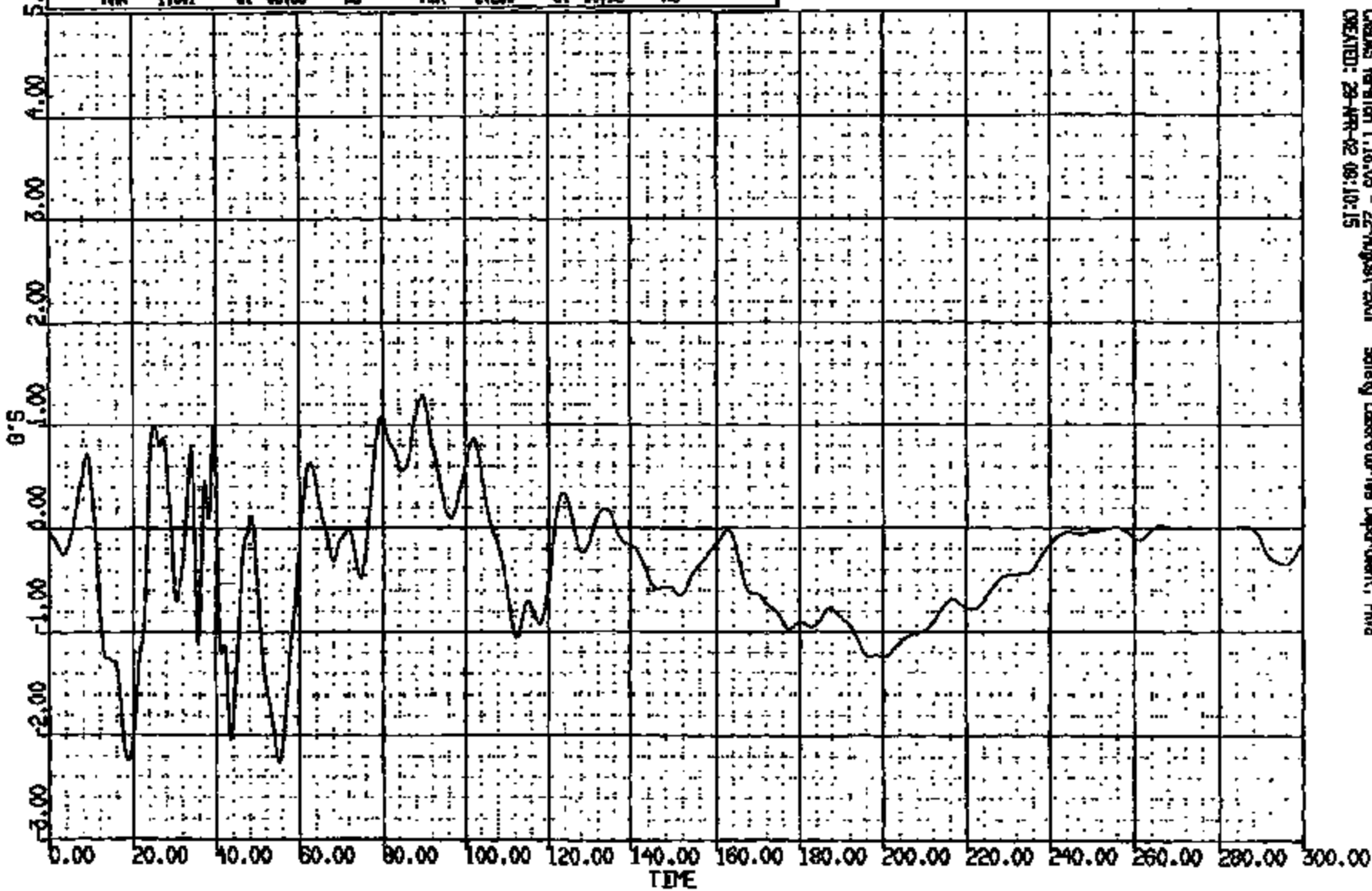
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2002 FN145

(105) CR12837T LADDER @ FRONT SEAT MID LONG GON

MAX = 1.301 at 83.68 MS MIN = -2.268 at 55.12 MS

AXIS 1



CADDS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 29-APR-02 09:10:15

ENTIRE PAGE CONFIDENTIAL

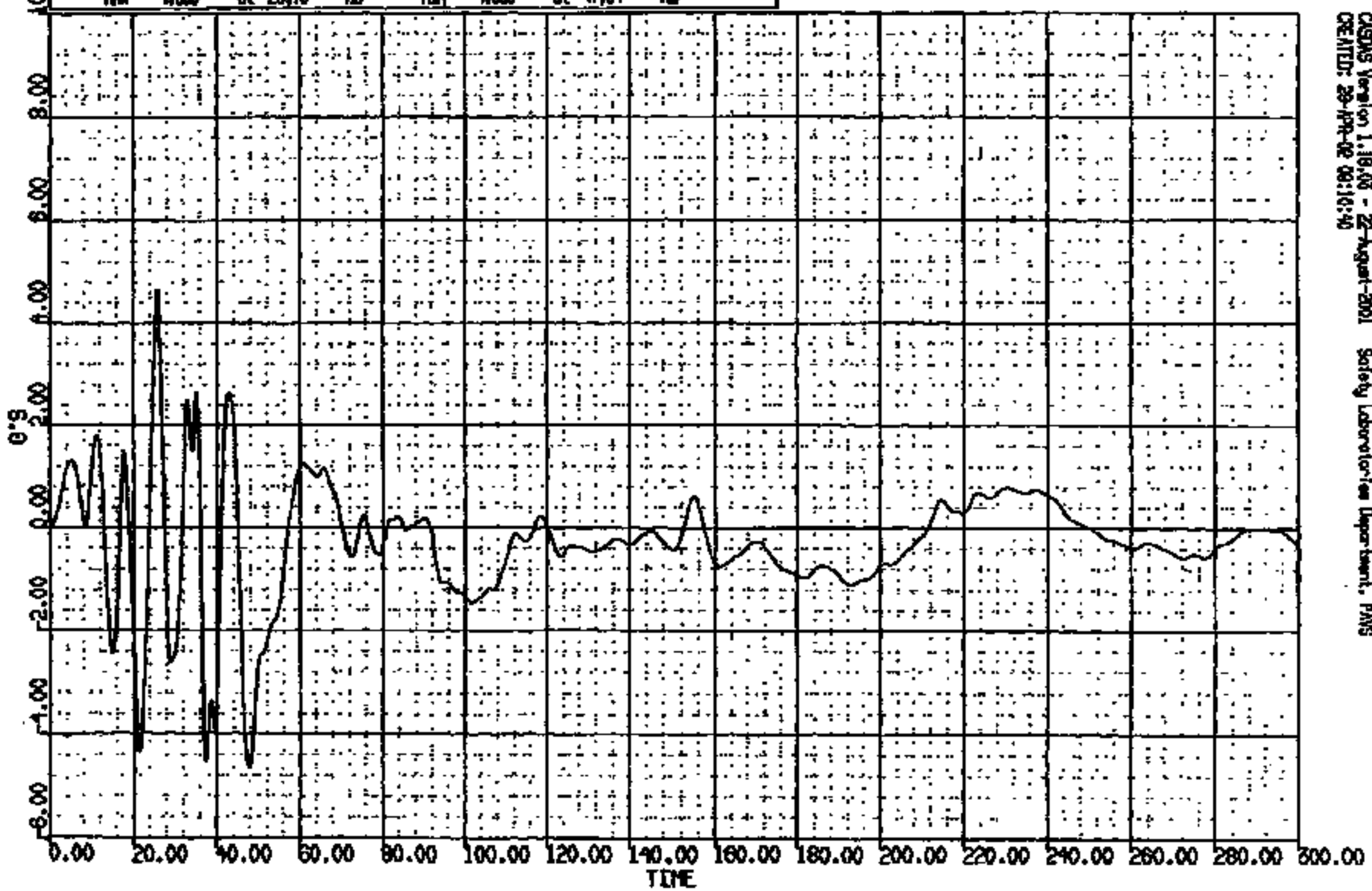
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CR R: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2003 FN145

(106) CR12837T LADDER @ FRONT SEAT MID VERT GCM

MAX = 4.669 at 25.76 MS MIN = -4.669 at 47.84 MS

AXIS 1



CASAS Version 1.18.00 - 22-August-2001 Safety Laboratories Department, PMS
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ENTIRE PAGE CONFIDENTIAL

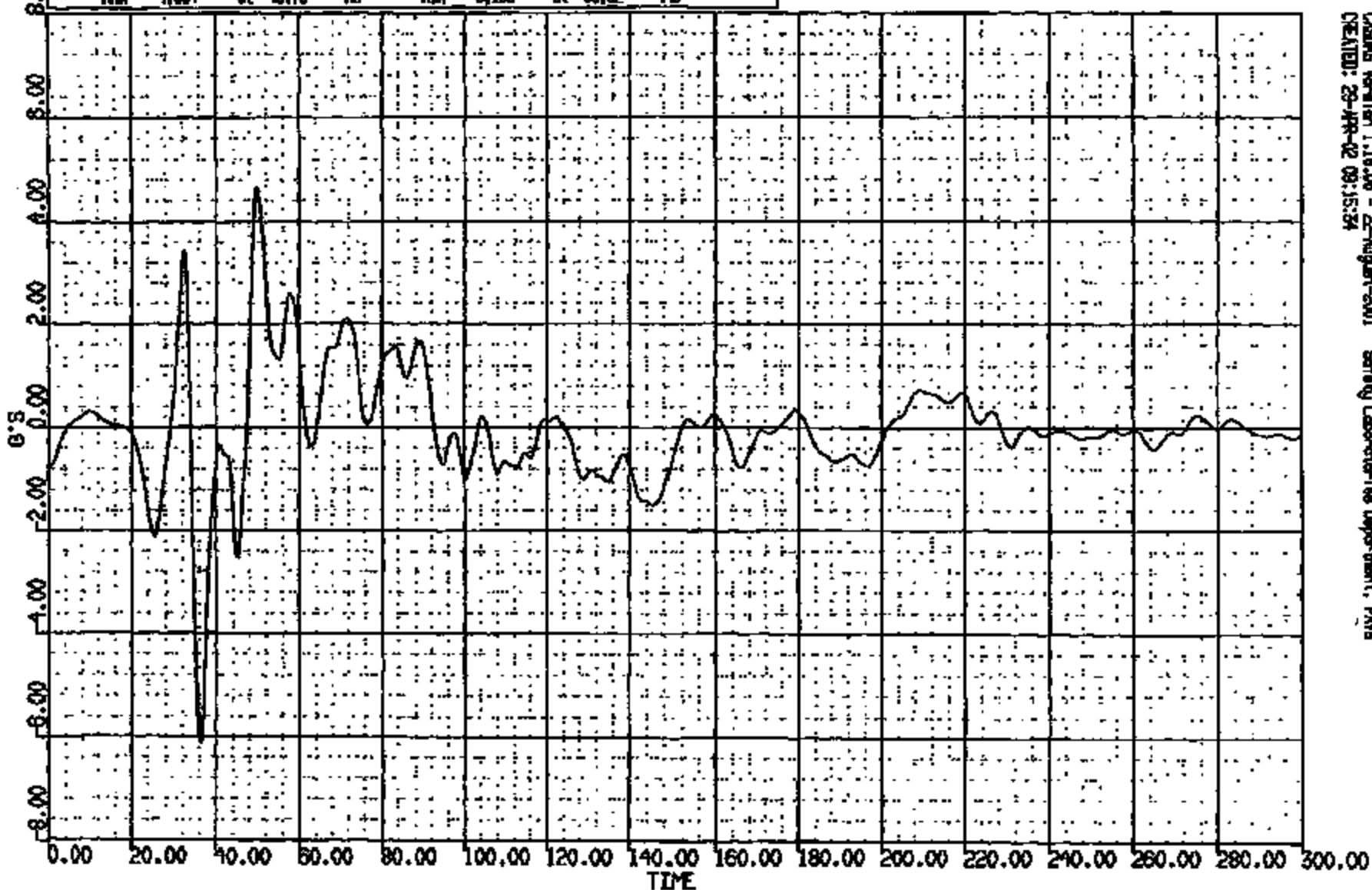
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CR R: 12837 TO: JBS000 DATE: 09-APR-2002 10:09:55
2005 FN145

(116) CR128371 R/W1 FFM IN TB CR CAN #36A LONG 60N

MAX = 4.664 at 49.76 MS MIN = -6.138 at 36.32 MS

AXIS 1



CASINS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PWS
CREATED: 29-APR-02 09:15:24

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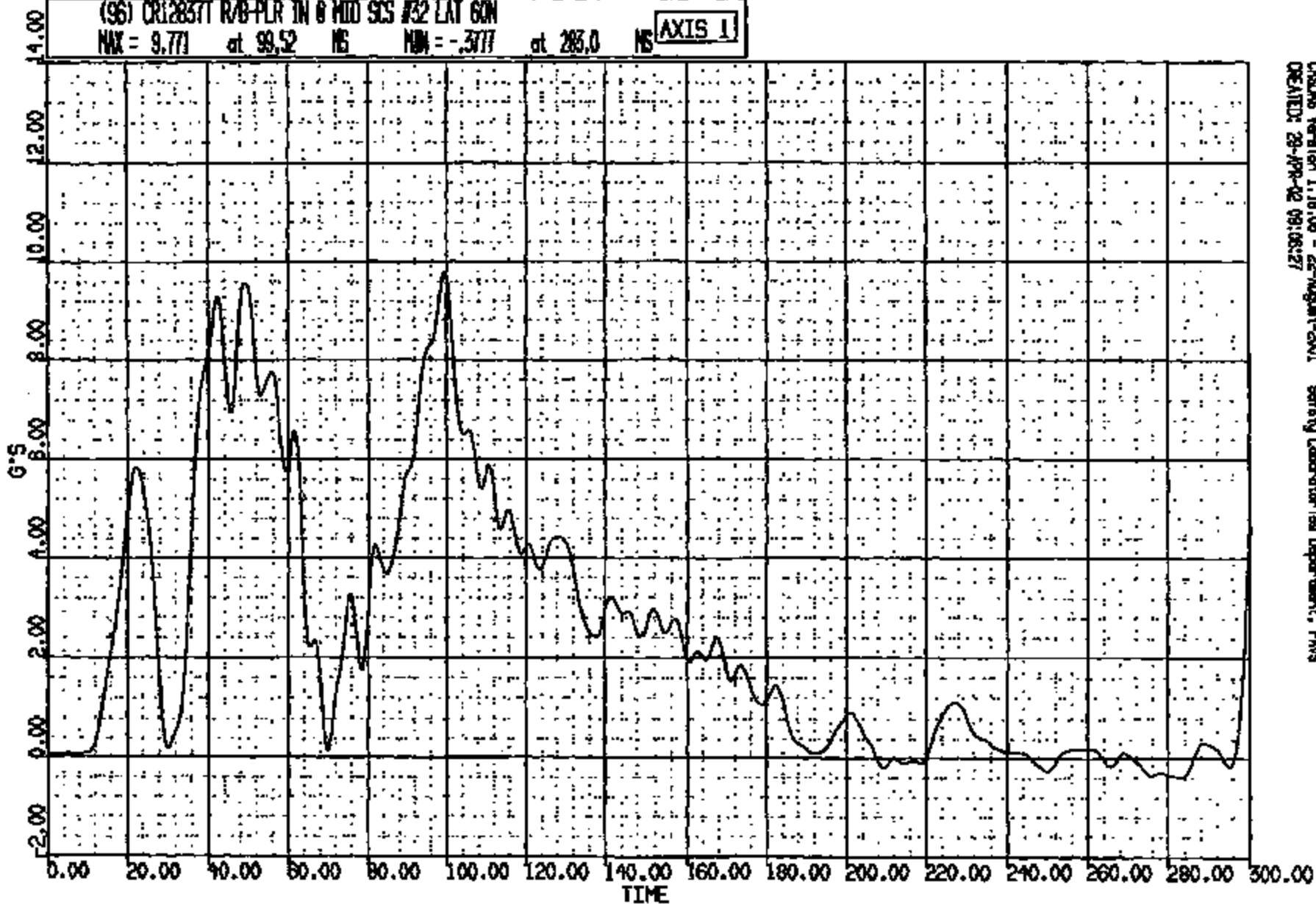
CRIS 0012837

CR R: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2003 FN145

(96) CR12837T R/B-PLR IN @ H00 SCS #32 LAT 60N

MAX = 9.771 at 99.52 NS MIN = -.3777 at 283.0 NS

AXIS 1



CASINS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
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ENTIRE PAGE CONFIDENTIAL

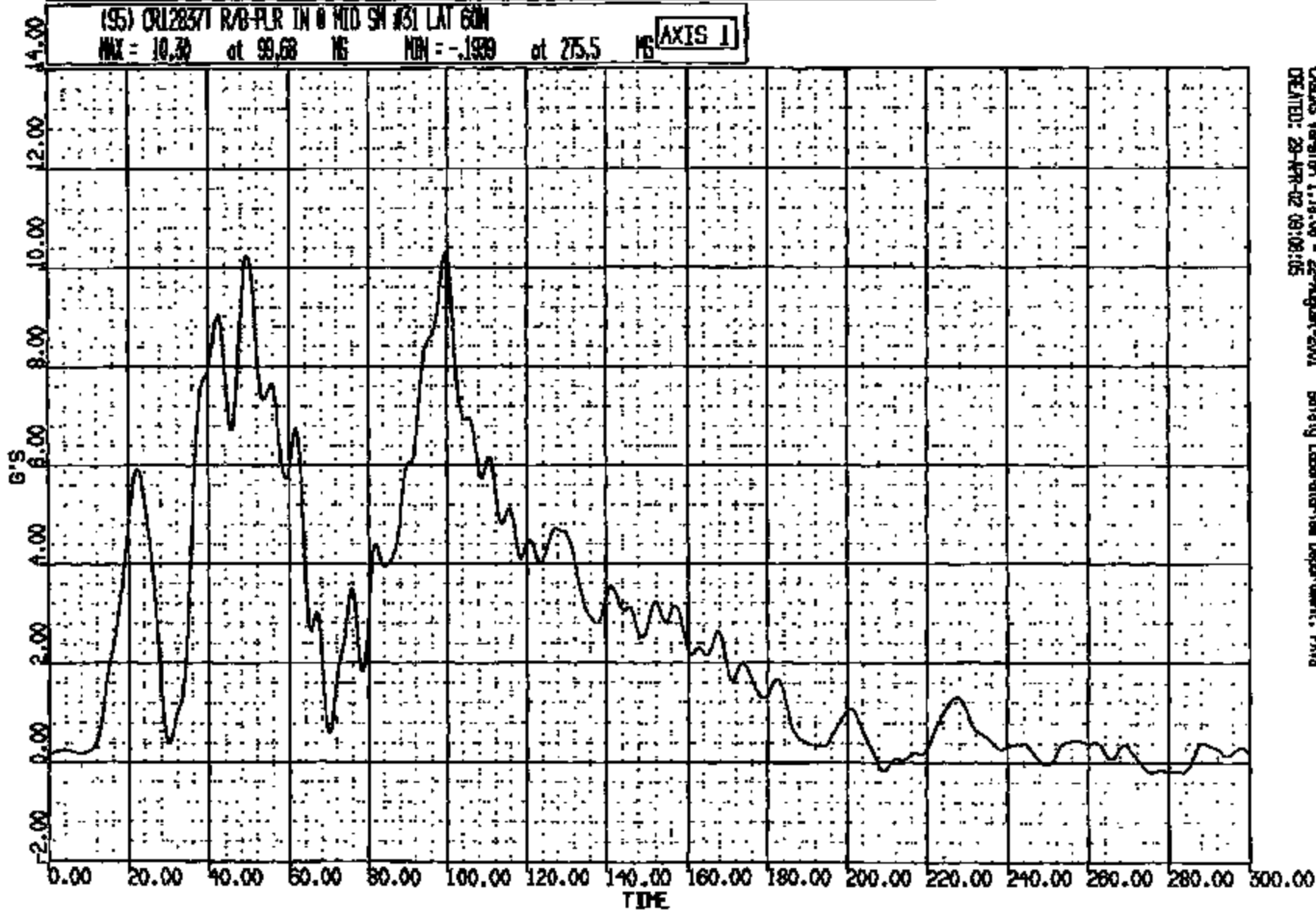
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CR R: 12837 TO: J85000 DATE: 08-APR-2002 10:08:55
2005 FN145

(95) CR128371 R/B-PLR IN @ MID SH #31 LAT 60N

MAX = 10.30 at 99.68 MS MIN = -1.989 at 275.5 MS

AXIS 1



CRSIS Version 1.18.05 - 22-August-2001 Bofing Laboratories Department, PMS
CREATED: 28-APR-02 09:08:05

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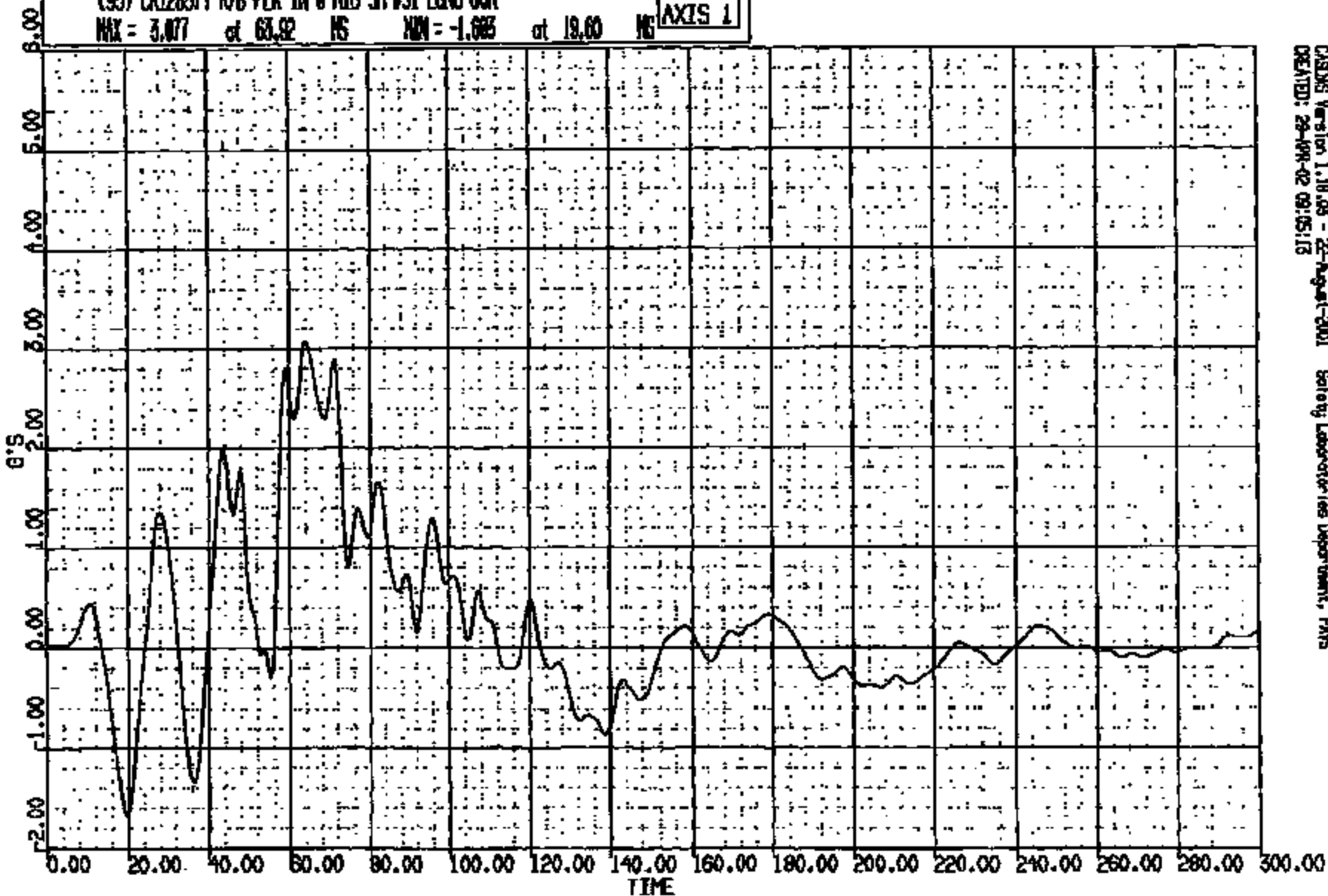
CRIS 0012837

CR R: 12887 TO: J25000 DATE: 09-APR-2002 10:08:55
2002 FN146

(95) CR128871 R/V-PLR IN @ MID SH #31 LONG CON

MAX = 3.077 at 63.92 MS MIN = -1.083 at 19.00 MS

AXIS 1



CASMS Version 1.18.05 - 23-August-2001 Safety Laboratories Department, PHS
CREATED: 29-APR-02 09:05:13

ENTIRE PAGE CONFIDENTIAL

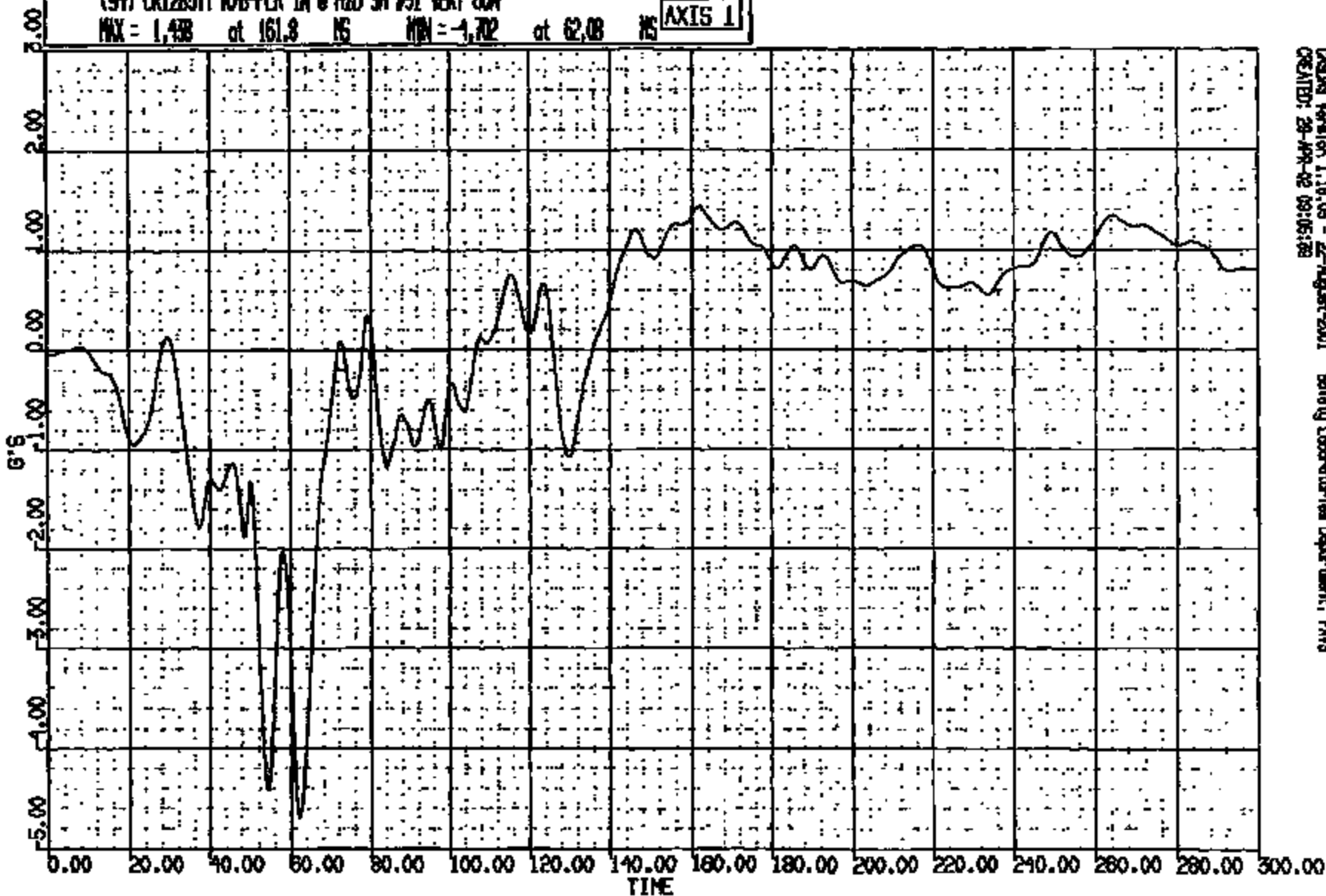
CRIS 0012837

CR R: 12837 TO: J55000 DATE: 09-APR-2002 10:08:53
2005 FN148

(94) CR12837T RAB-PLR IN @ MID SN #31 VERT CON

MAX = 1.438 at 161.8 NS MIN = -1.702 at 62.08 NS

AXIS 1



CR12837 Version 1.10.03 - 22-August-2001 Safety Laboratories Department, PWS
CREATED: 28-APR-02 09:05:28

ENTIRE PAGE CONFIDENTIAL

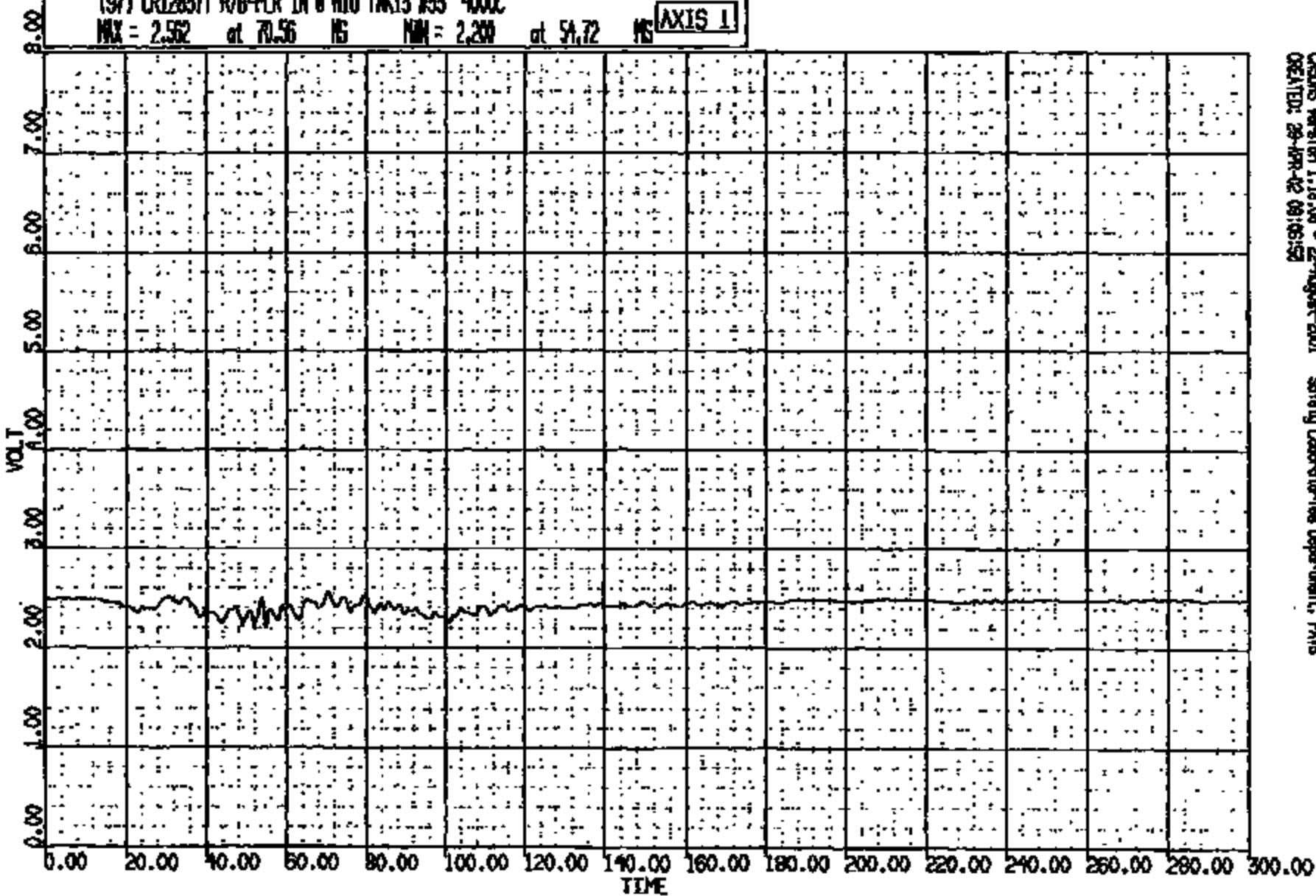
CR12837

CR R: 12837 TO: J85000 DATE: 08-APR-2002 10:09:55
2008 FN145

(97) CR12837T R/D-PLR IN @ MID TAK13 #33 4000C

MAX = 2.562 at 70.56 NS MIN = 2.200 at 54.72 NS

AXIS 1



CASMS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 28-APR-02 09:05:52

ENTIRE PAGE CONFIDENTIAL

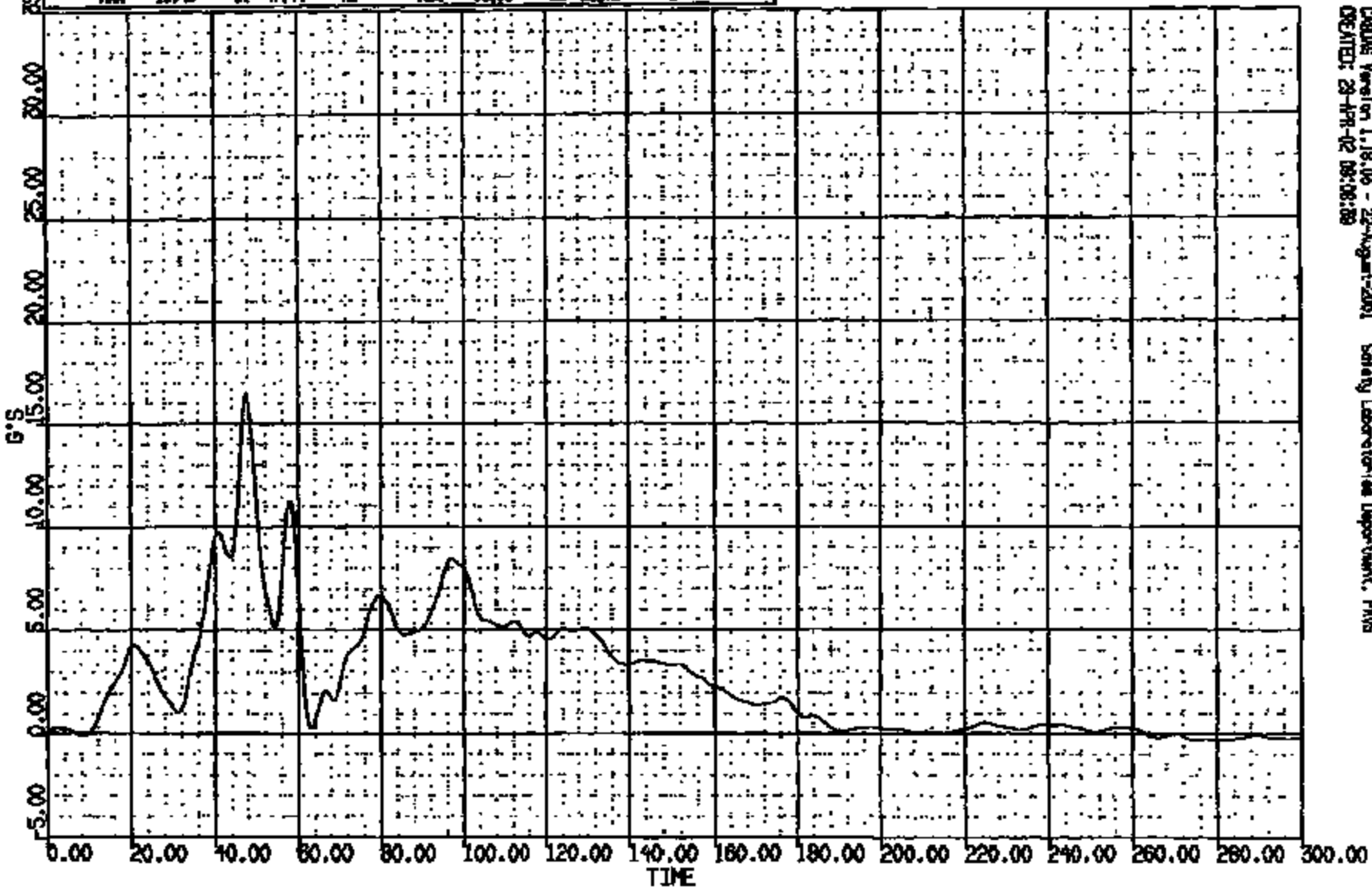
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CR R: 12857 TO: JB5000 DATE: 09-APR-2002 10:08:55
2002 FN145

(101) CR12837T R/O-PLR IN 0 RUCKER SCS #24 LAT 60N

MAX = 16.49 at 47.44 NS MIN = -3.956 at 282.2 NS

AXIS 1



CR12837T Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHNS
CREATED: 29-APR-02 08:08:08

ENTIRE PAGE CONFIDENTIAL

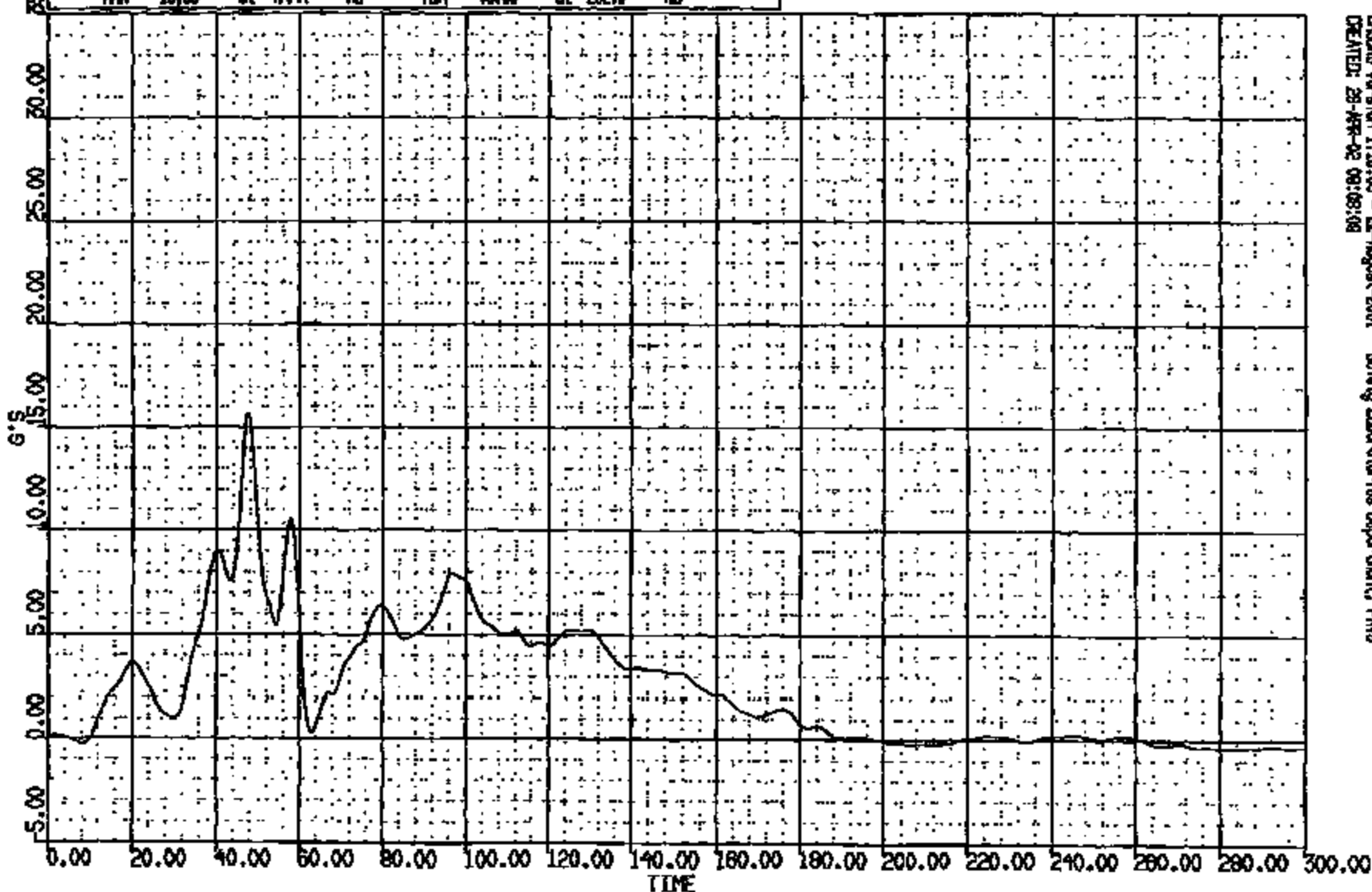
CRTS 0012837

CR N: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2005 FN145

(100) CR12837T R/O-FLR IN @ ROCKER SH #25 LAT GUN

MAX = 15.08 at 47.44 NS MIN = -3.359 at 282.0 NS

AXIS 1



CRSAS Version 1.18.03 - 23 August 2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:08:08

ENTIRE PAGE CONFIDENTIAL

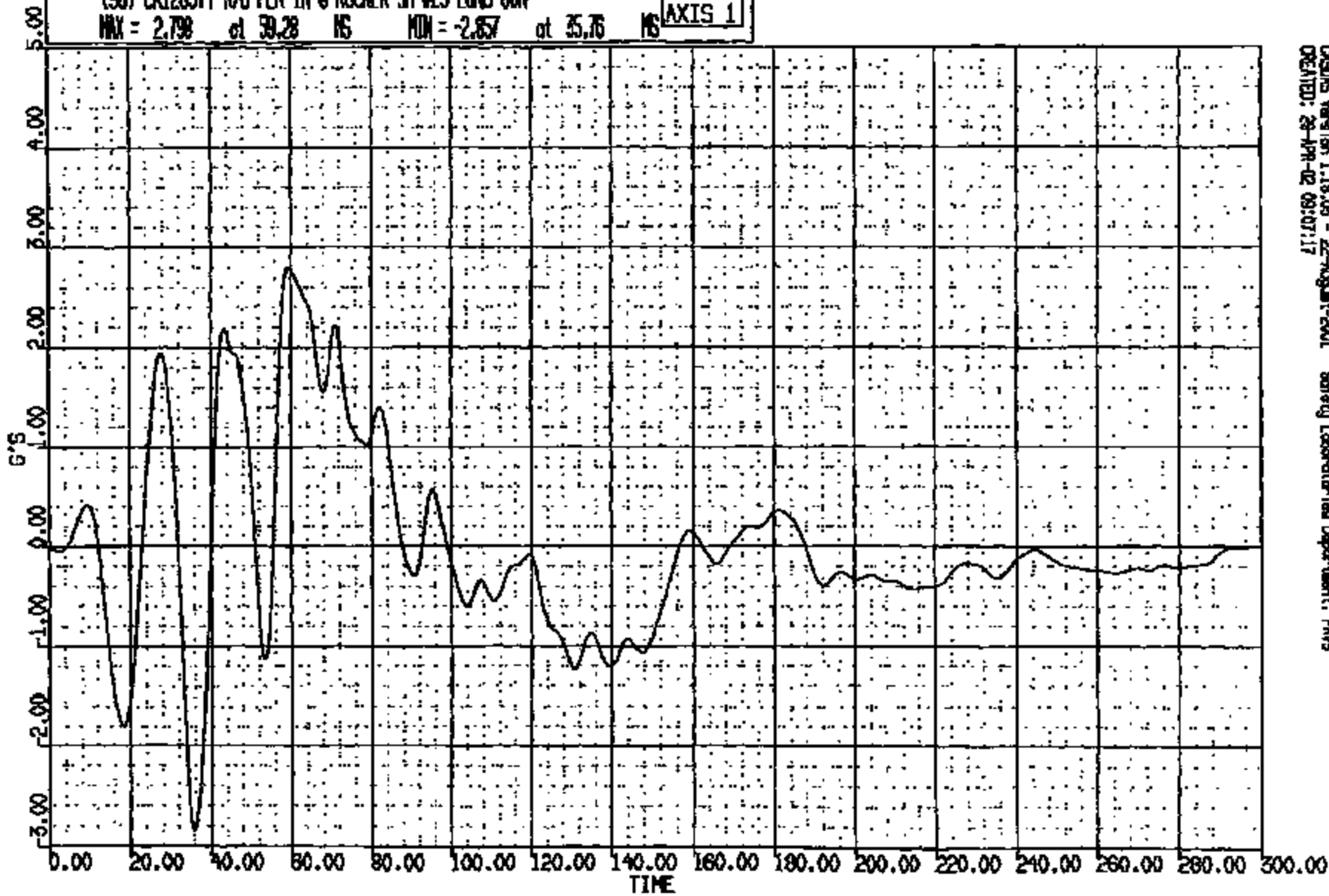
CRIS 0012837

CR R: 12837 TO: J85000 DATE: 09-APR-2002 10:08:55
2008 FN148

(58) CR12837T RAD-PLR IN @ ROCKER SN #23 LONG 60N

MAX = 2.798 at 39.28 NS MIN = -2.857 at 35.76 NS

AXIS 1



CRSIS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:07:17

ENTIRE PAGE CONFIDENTIAL

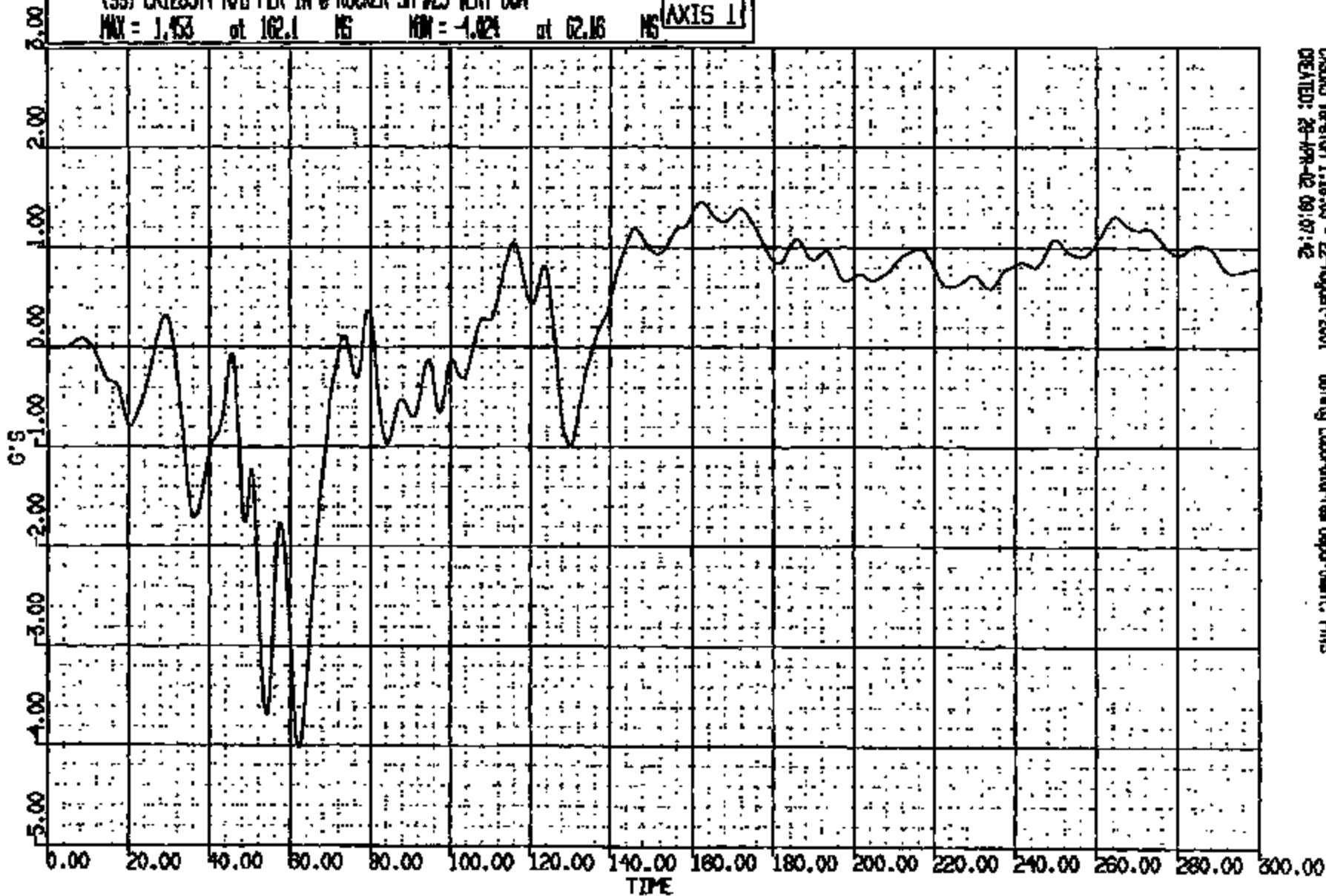
CRIS 0012837

CR R: 12857 TO: J85000 DATE: 09-APR-2002 10:08:55
2008 FN148

(99) CR128371 RVD-PLR IN @ ROCKER SH #23 VERT 60N

MAX = 1.453 at 162.1 NS MIN = -1.024 at 62.16 NS

AXIS 1



CASONS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:07:42

ENTIRE PAGE CONFIDENTIAL

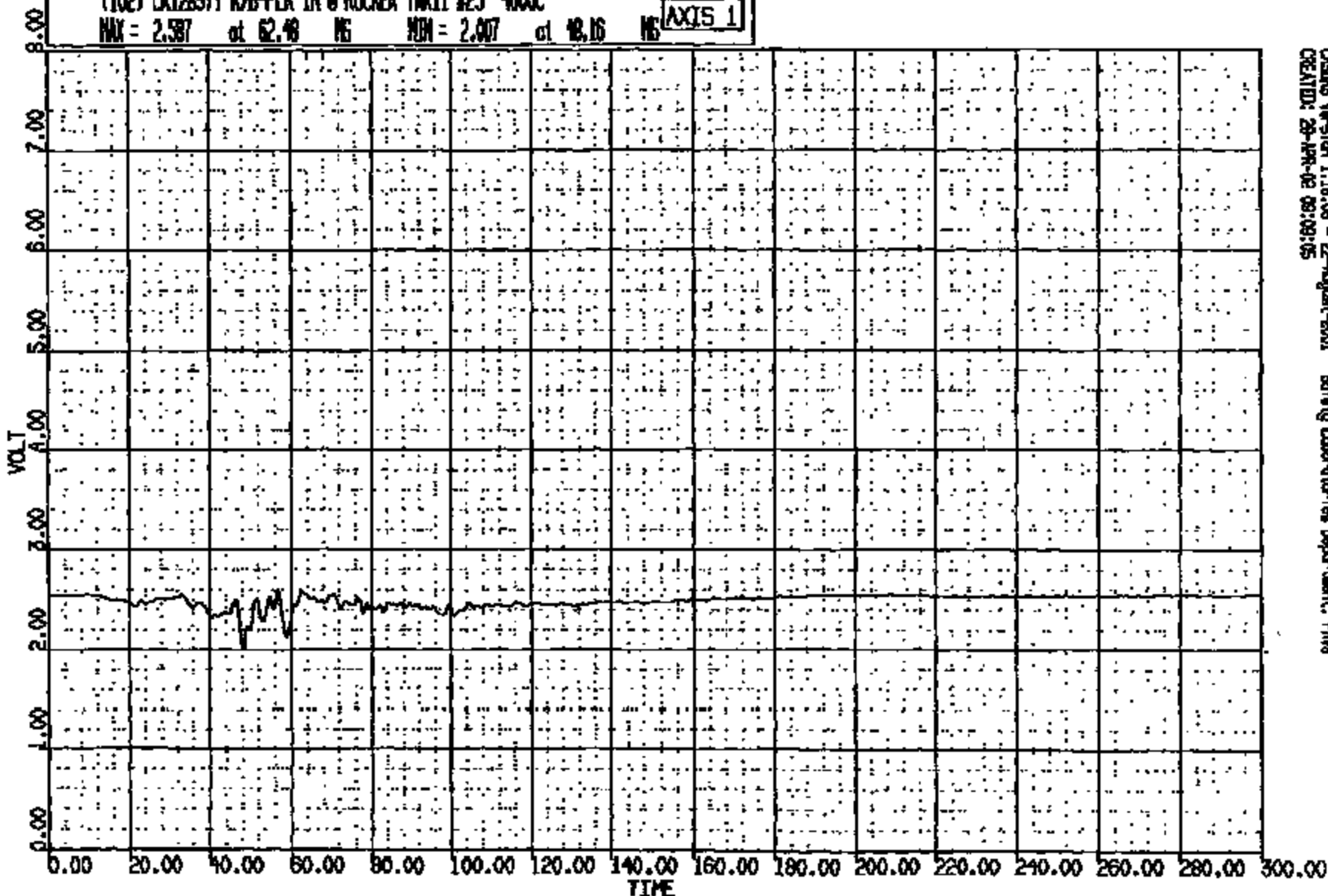
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CR #: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2005 FN145

(102) CR12837T RAB-PLR IN @ ROCKER TAKII #25 4000C

MAX = 2.587 at 62.48 MS MIN = 2.007 at 48.16 MS

AXIS 1



OSRAM Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:09:05

ENTIRE PAGE CONFIDENTIAL

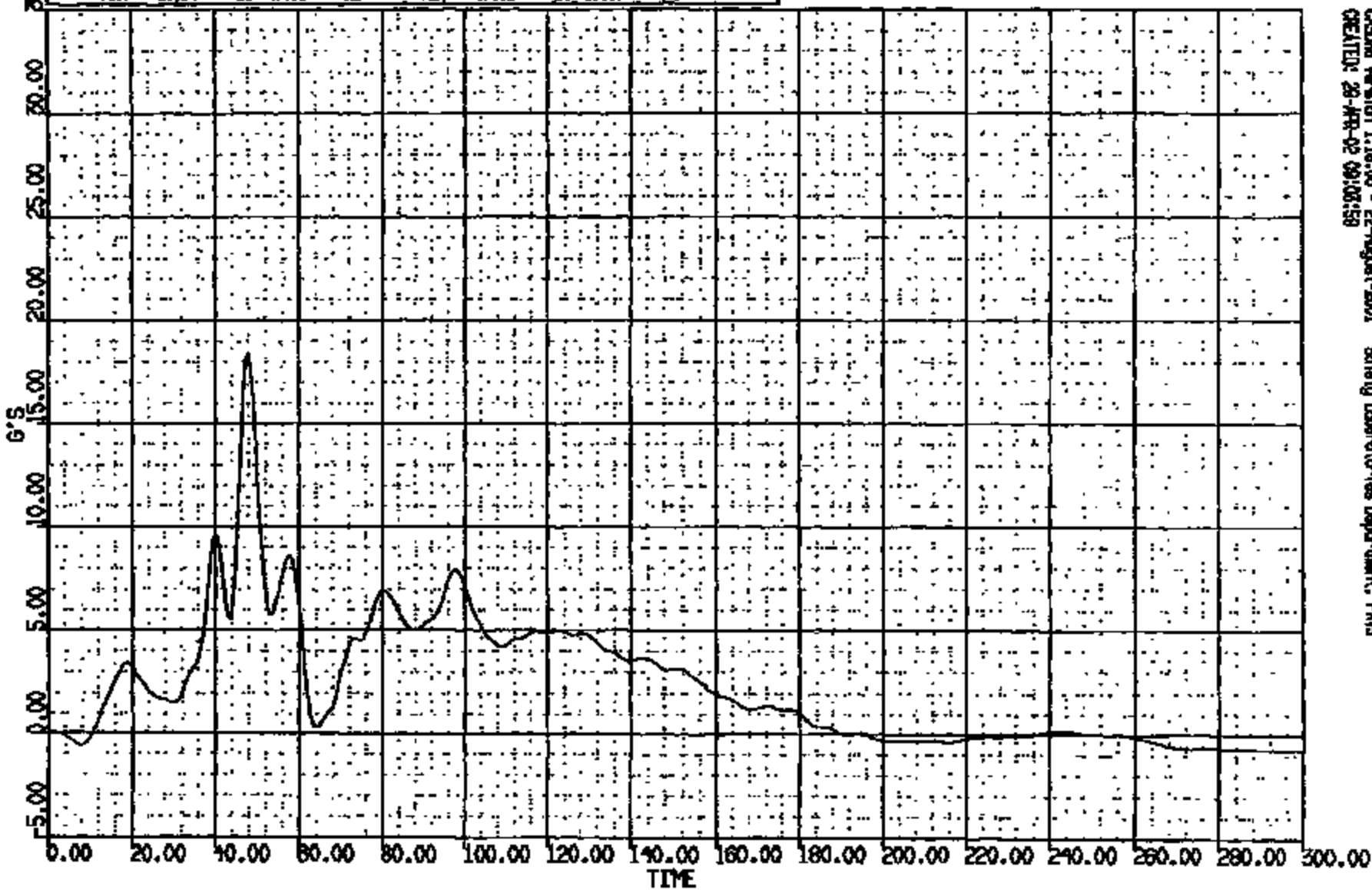
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CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2008 FN145

(90) CR12837T R/F FLR PAN 8 #2 X1 CTR #15 LAT 60N

MAX = 18.74 at 47.76 NS MIN = -.752 at 235.7 NS

AXIS 1



CHSAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
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ENTIRE PAGE CONFIDENTIAL

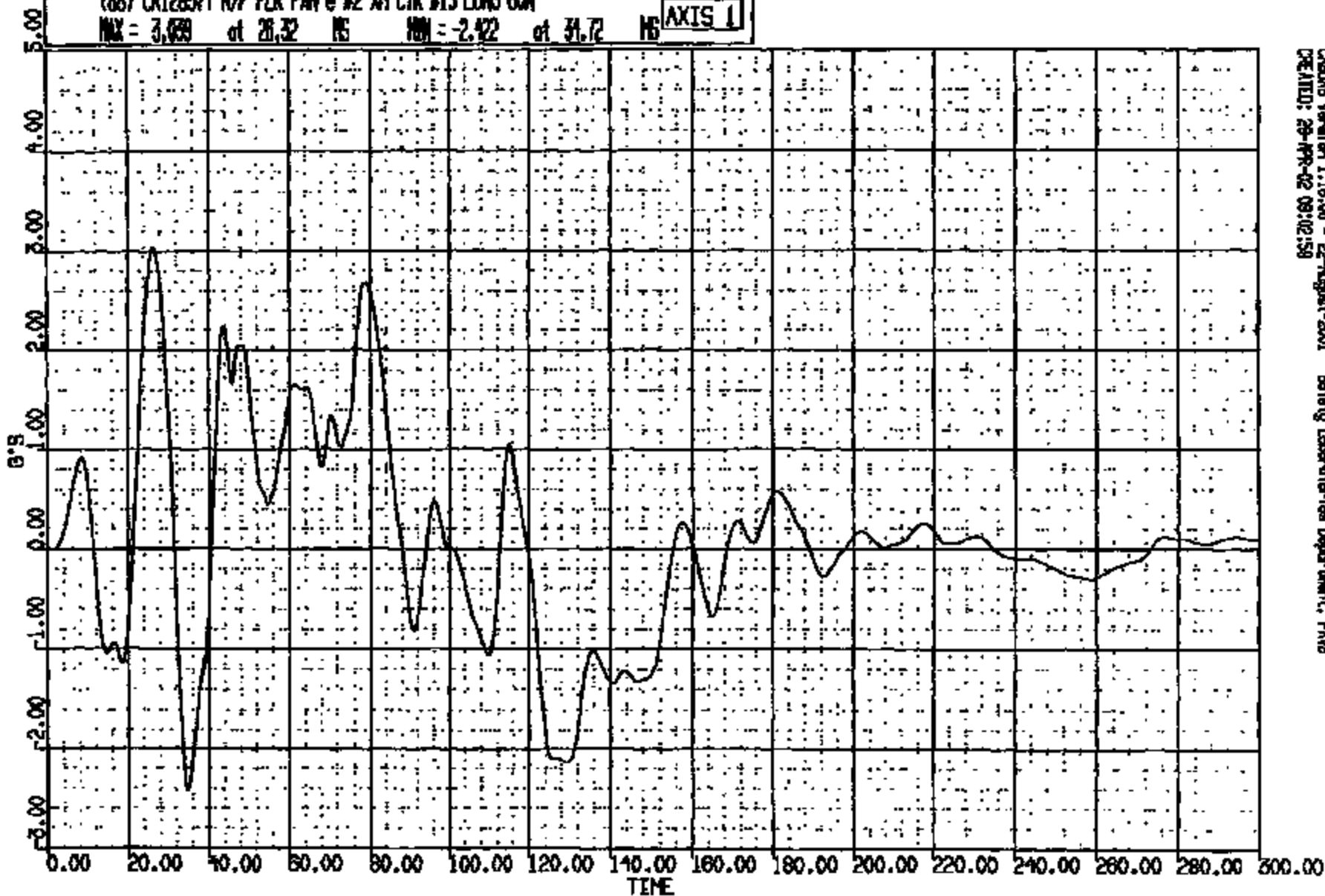
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CR 12837 TO: JBS000 DATE: 08-APR-2002 10:08:55
2002 FN145

(88) CR12837 R/F FLR PAN @ #2 XM CTR #15 LONG 60M

MAX = 3.939 at 26.32 MS MIN = -2.422 at 121.72 MS

AXIS 1



CHROMS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:12:59

ENTIRE PAGE CONFIDENTIAL

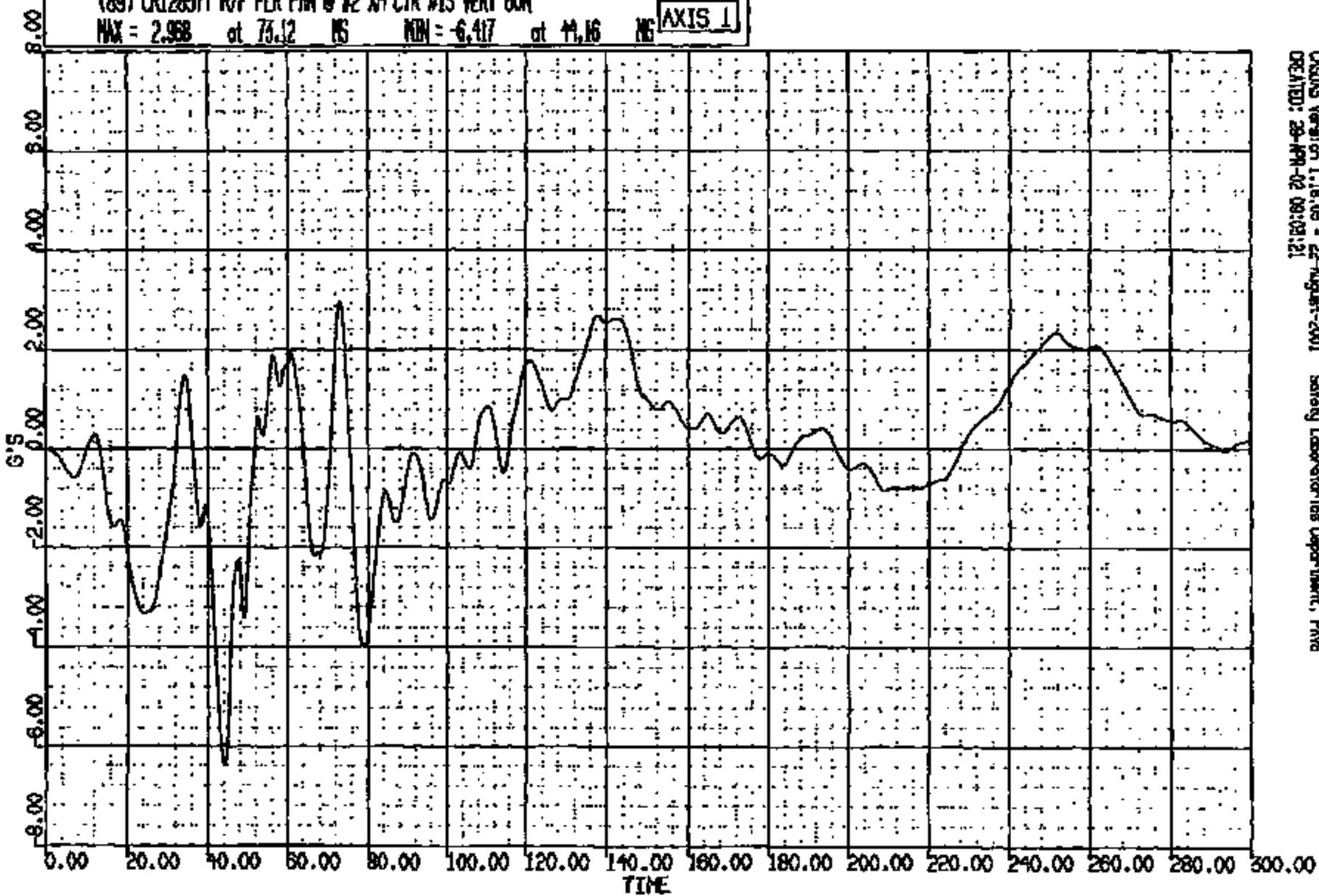
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CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2002 FN145

(89) CR128371 R/F FLR PAV @ #2 XM CTR #15 VERT 60M

MAX = 2.958 at 73.12 MS MIN = -6.417 at 41.16 MS

AXIS 1



CASAS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PAVE
CREATED: 28-APR-02 09:03:21

ENTIRE PAGE CONFIDENTIAL

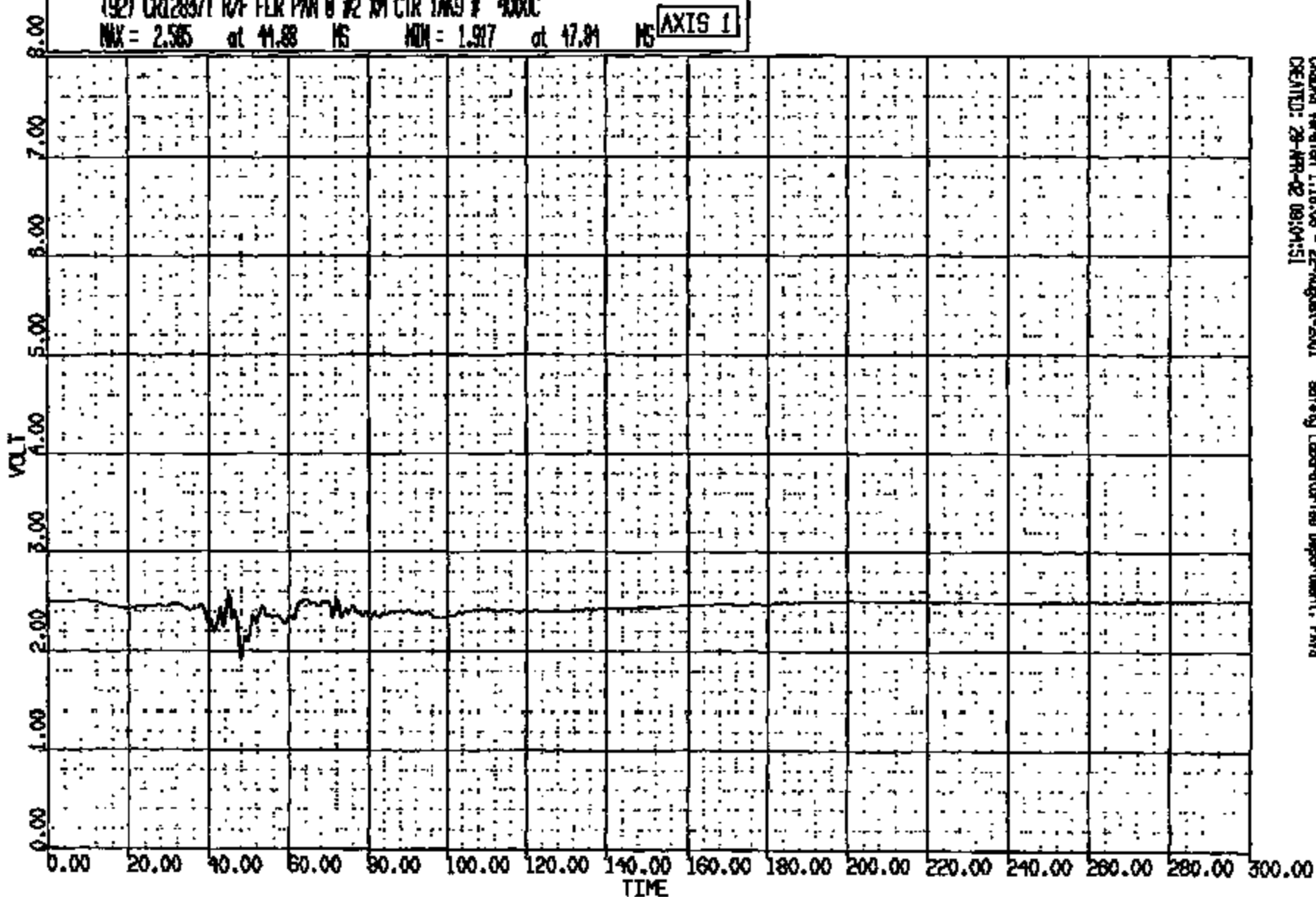
CRIS 0012837

CR #: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2008 FN145

(92) CR128371 R/F FLR PAN 0 #2 XM CTR TAGS # 4000C

MAX = 2.585 at 41.88 MS MIN = 1.917 at 47.81 MS

AXIS 1



CRS000 Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
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ENTIRE PAGE CONFIDENTIAL

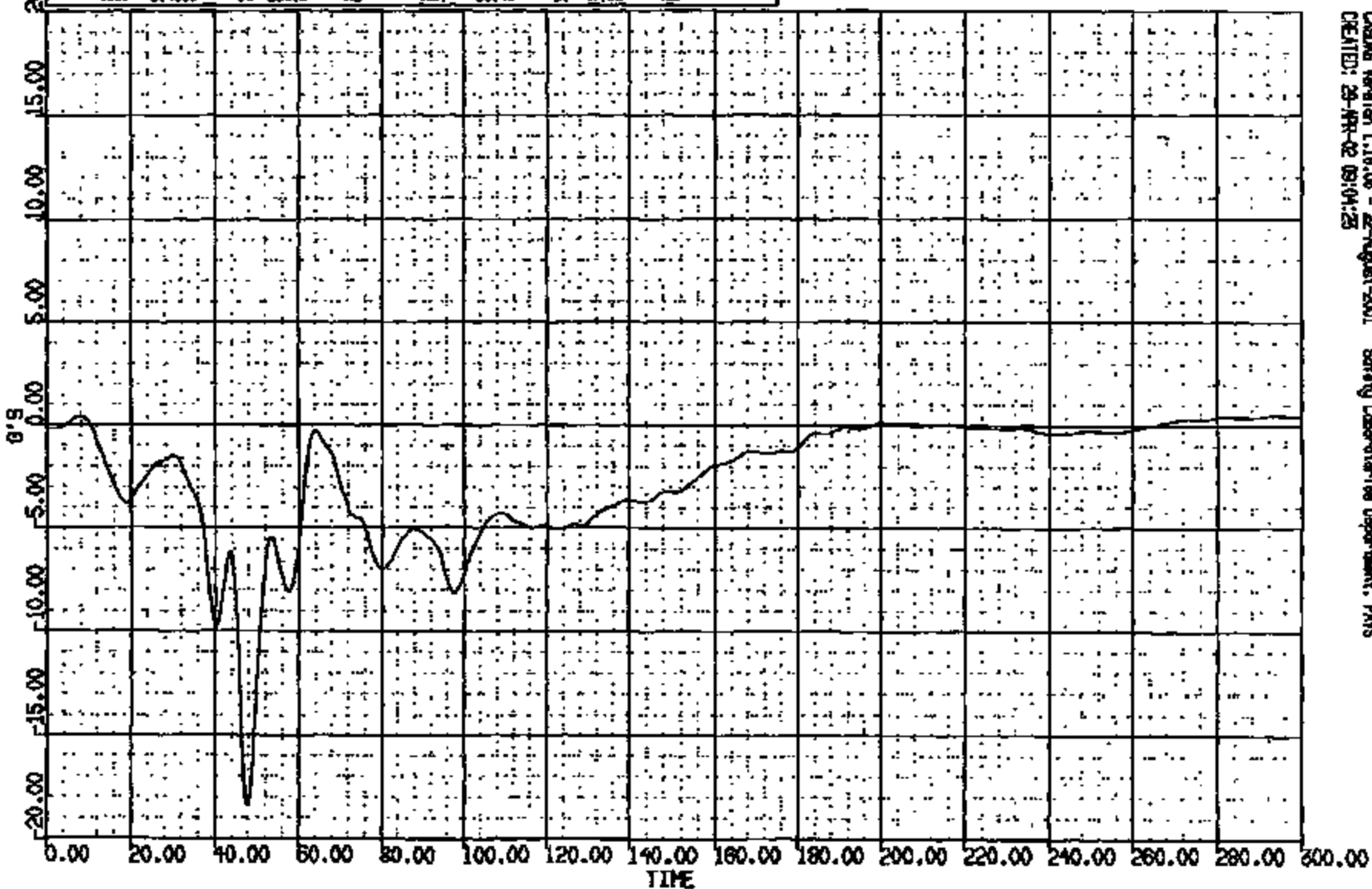
CRIS 0012837

CR R: 12837 TD: JB5000 DATE: 09-APR-2002 10:05:55
2002 FN145

(91) CR12837T R/F FLR PAM 0 #2 X4 SCS #16 LAT 60N

MAX = 0.4986 at 238.6 MS MIN = -18.46 at 47.68 MS

AXIS 1



CHDS Version 1.18.05 - 22-August-2001 Safety Laboratory as Department, PMS
CREATED: 29-MAR-02 09:04:25

ENTIRE PAGE CONFIDENTIAL

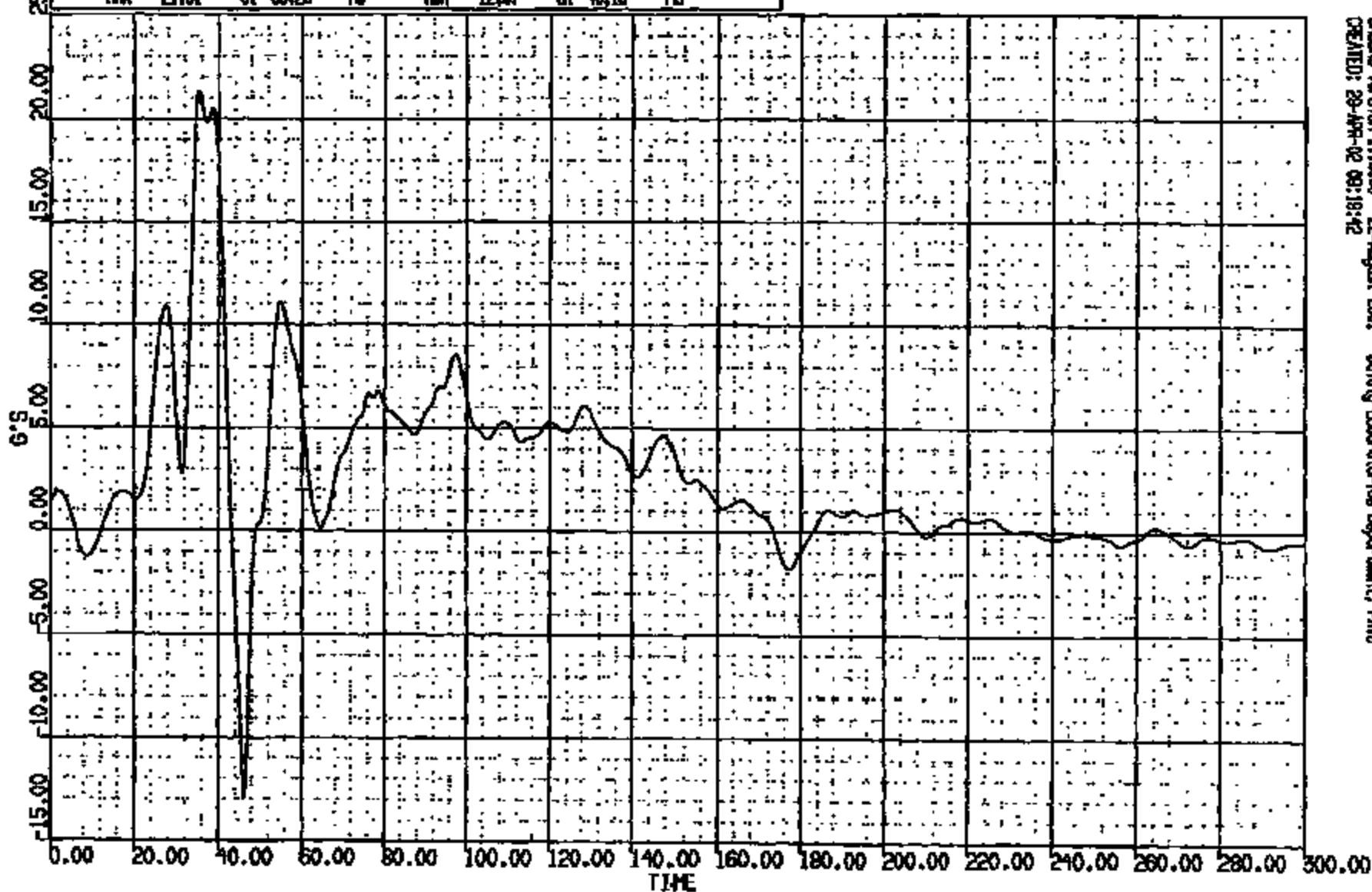
CRIS 0012837

CR R: 12837 TO: JBS000 DATE: 09-APR-2002 10:08:55
2003 FN145

(125) CR12837T R/TIME @ B PILLAR LAT SON

MAX = 21.31 at 35.28 MS MIN = -12.97 at 48.16 MS

AXIS 1



CRSIS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:18:42

ENTIRE PAGE CONFIDENTIAL

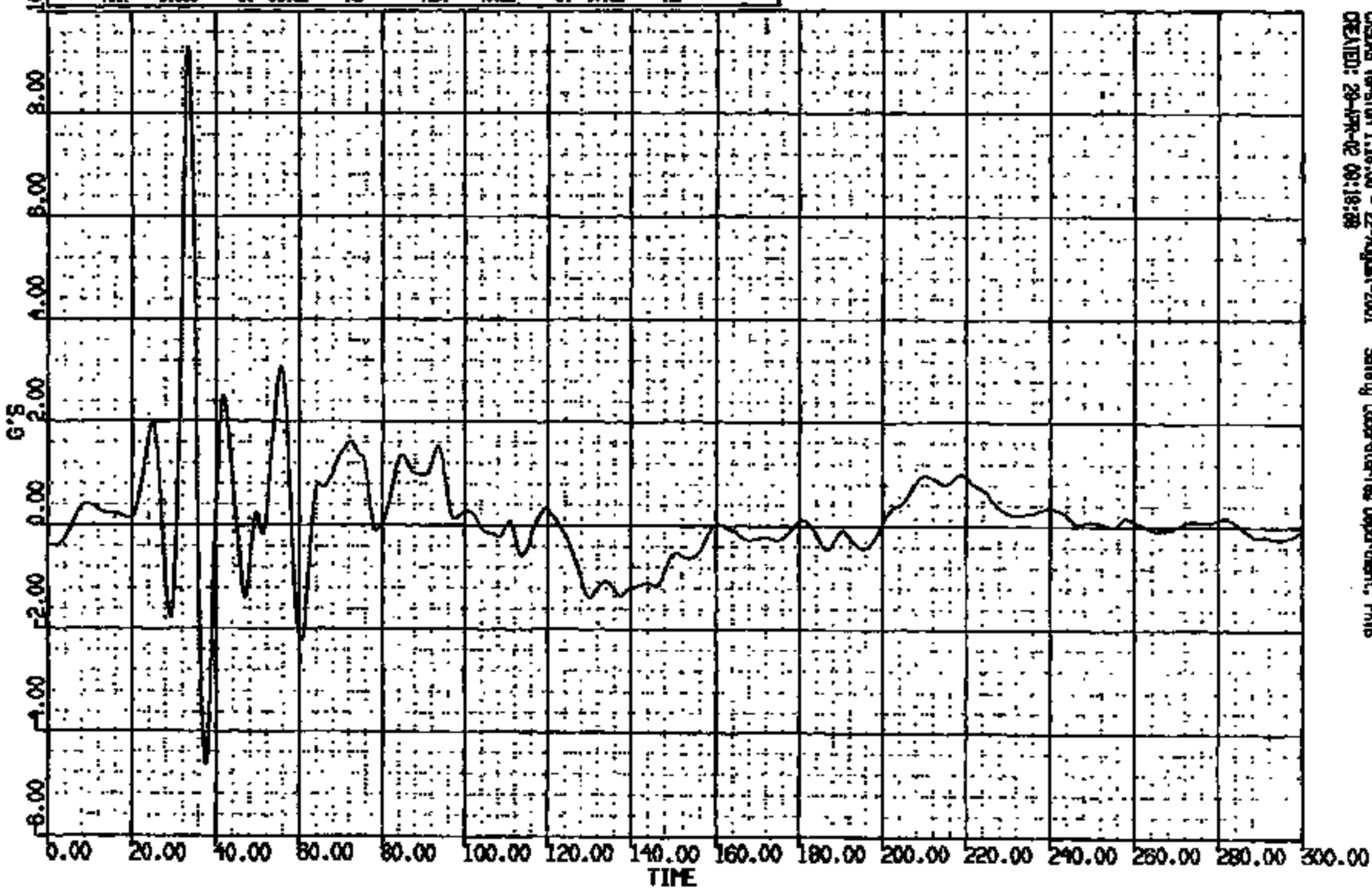
CRIS 0012837

CR R: 12837 TO: J55000 DATE: 09-APR-2002 10:08:55
2005 FN145

(121) CR12837T R/FRAME @ B PILLAR LONG 60M

MAX = 9.309 at 33.52 NS MIN = -1.629 at 37.52 NS

AXIS 1



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

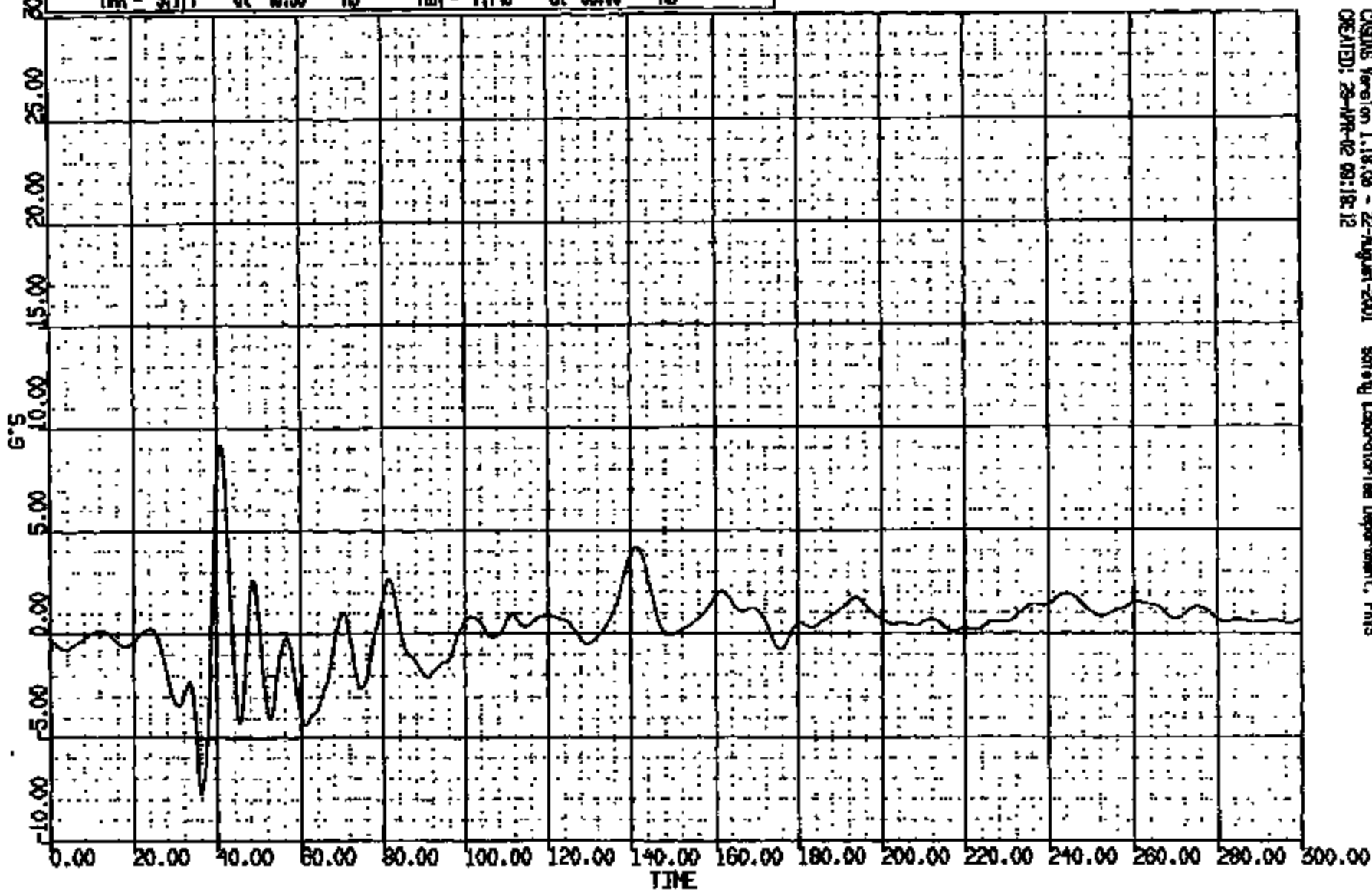
CRTS 0012837

CR R: 12857 TO: J85000 DATE: 09-APR-2002 10:08:55
2002 FN143

(122) CR12837T R/FRAME 0 B PILLAR VERT GCM

MAX = 9.174 at 40.96 MS MIN = -7.745 at 35.00 MS

AXIS 1



CASAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PANS
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ENTIRE PAGE CONFIDENTIAL

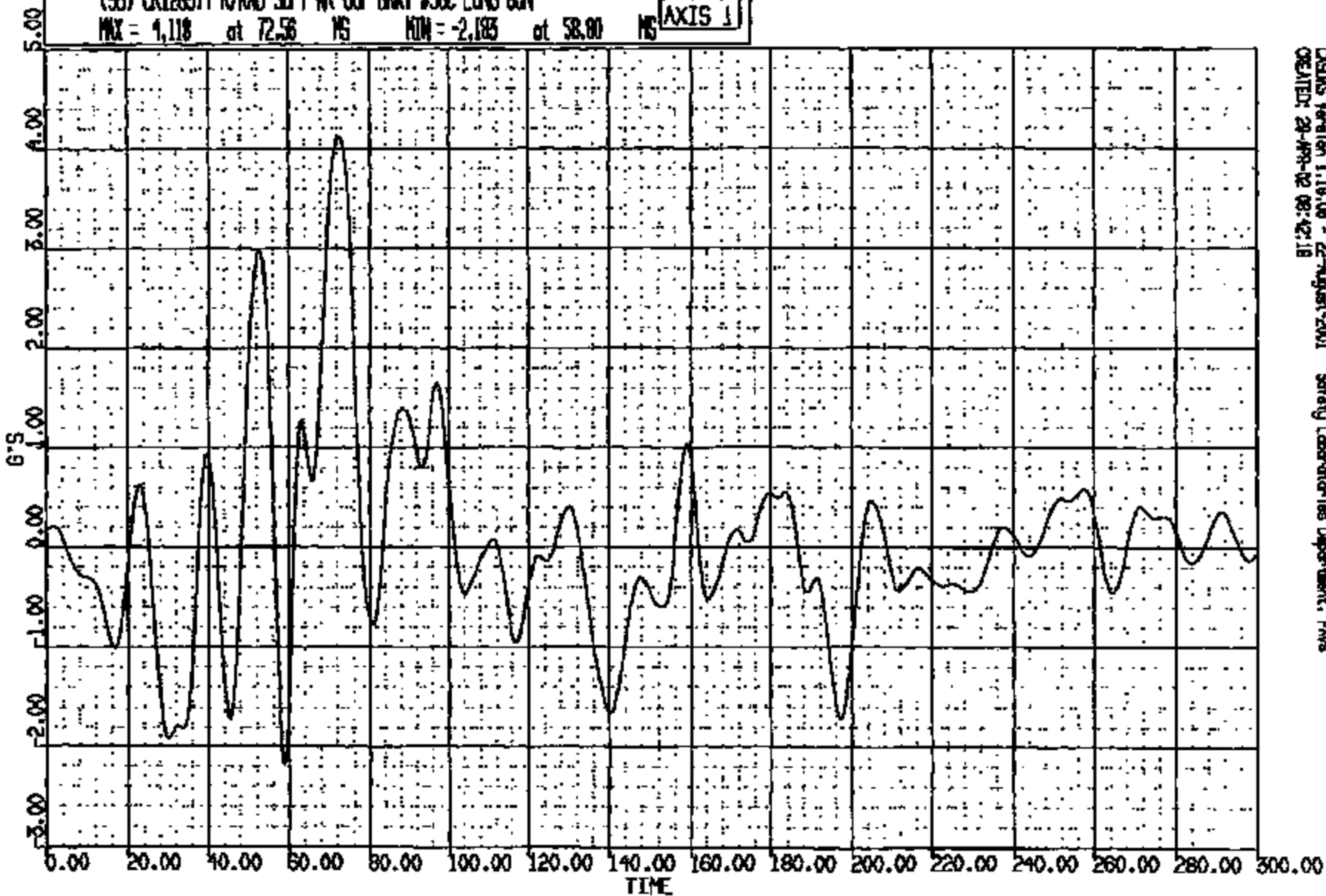
CRTS 0012837

CR R: 12827 TO: JBS000 DATE: 09-APR-2002 10:08:53
2003 FN145

(35) CR128371 R/RAD SPT NR GUP BRKT J35C LONG GUN

MAX = 4.118 at 72.56 NS MIN = -2.183 at 58.00 NS

AXIS 1



CRSIS Version 1.19.06 - 22-August-2001 Safety Laboratories Department, PHS
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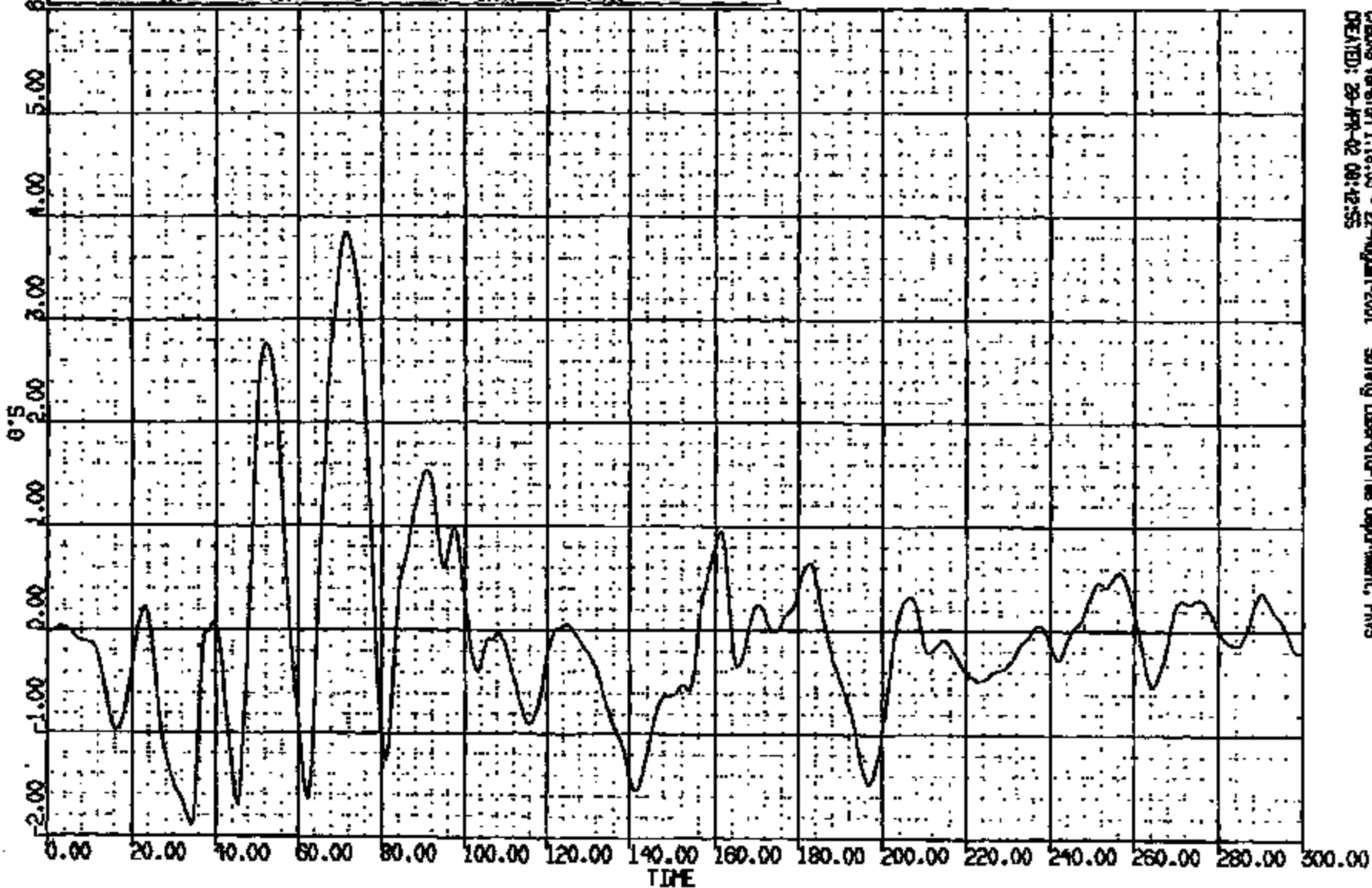
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CR R: 12837 TO: JB5000 DATE: 02-APR-2002 10:06:55
8005 FN145

(38) CR128377 R/RAD SPT CB ON RAD SPT #350 LONG 60N

MAX = 3.85 at 71.41 MS MIN = -1.86 at 34.16 MS

AXIS 1



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

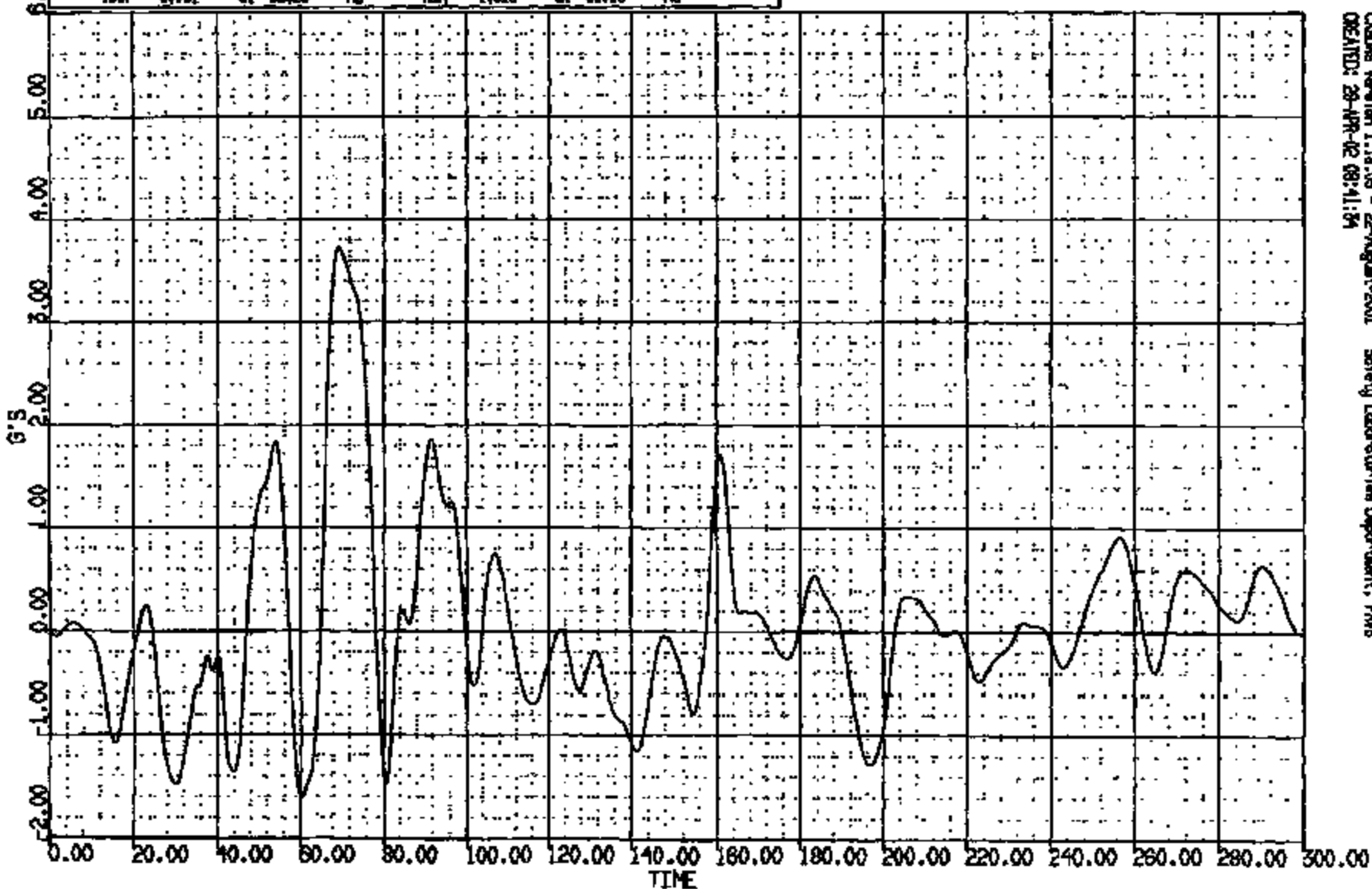
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CR #: 12837 TO: J85000 DATE: 08-APR-2002 10:08:55
2005 FN145

(3A) CR12837/1 R/RAD SUPT ON GUP BRKT 1333 LONG 60N

MAX = 3.751 at 69.28 MS MIN = -1.615 at 60.08 MS

AXIS 1



CASME Version 1.18.05 - 22-August-2001 Safety Laboratory/Jan Department, PWS
CREATED: 28-APR-02 08:41:34

ENTIRE PAGE CONFIDENTIAL

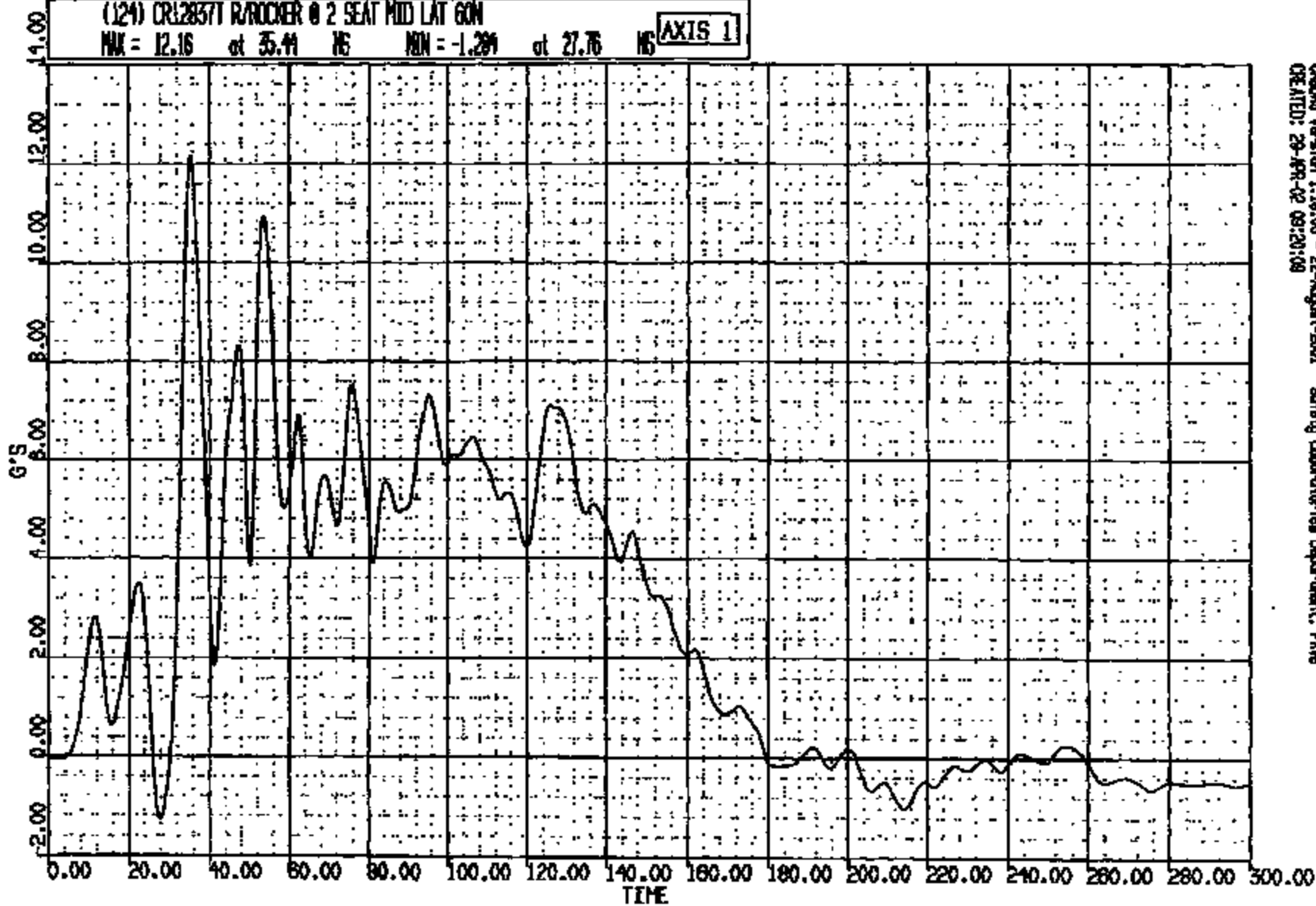
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CR R: 12837 TO: JB6000 DATE: 09-APR-2002 10:06:55
2003 FN146

(124) CR128371 R/ROCKER @ 2 SEAT MID LAT GON

MAX = 12.16 at 35.44 MS MIN = -1.284 at 27.76 MS

AXIS 1



CASDAS Version 1.18.05 - 22-August-2001
CREATED: 29-APR-02 09:20:08
Servicing Laboratories Department, PAMS

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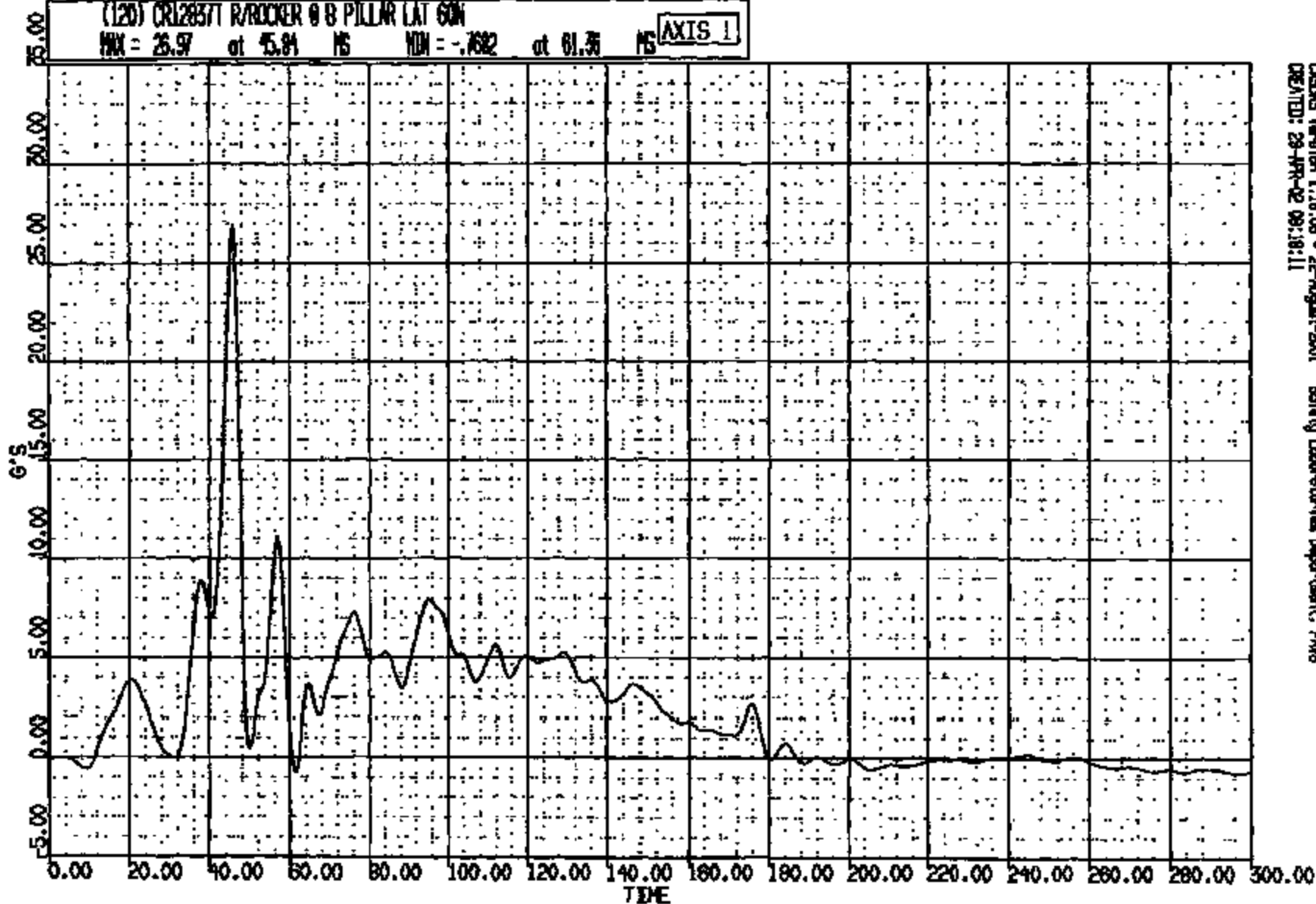
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CR R: 12837 TO: JB5000 DATE: 02-APR-2002 10:09:35
2003 FN145

(120) CR12837T R/ROCKER @ B PILLAR LAT 60N

MAX = 26.97 at 45.91 MS MIN = -7.682 at 61.35 MS

AXIS 1



CASAS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:18:11

ENTIRE PAGE CONFIDENTIAL

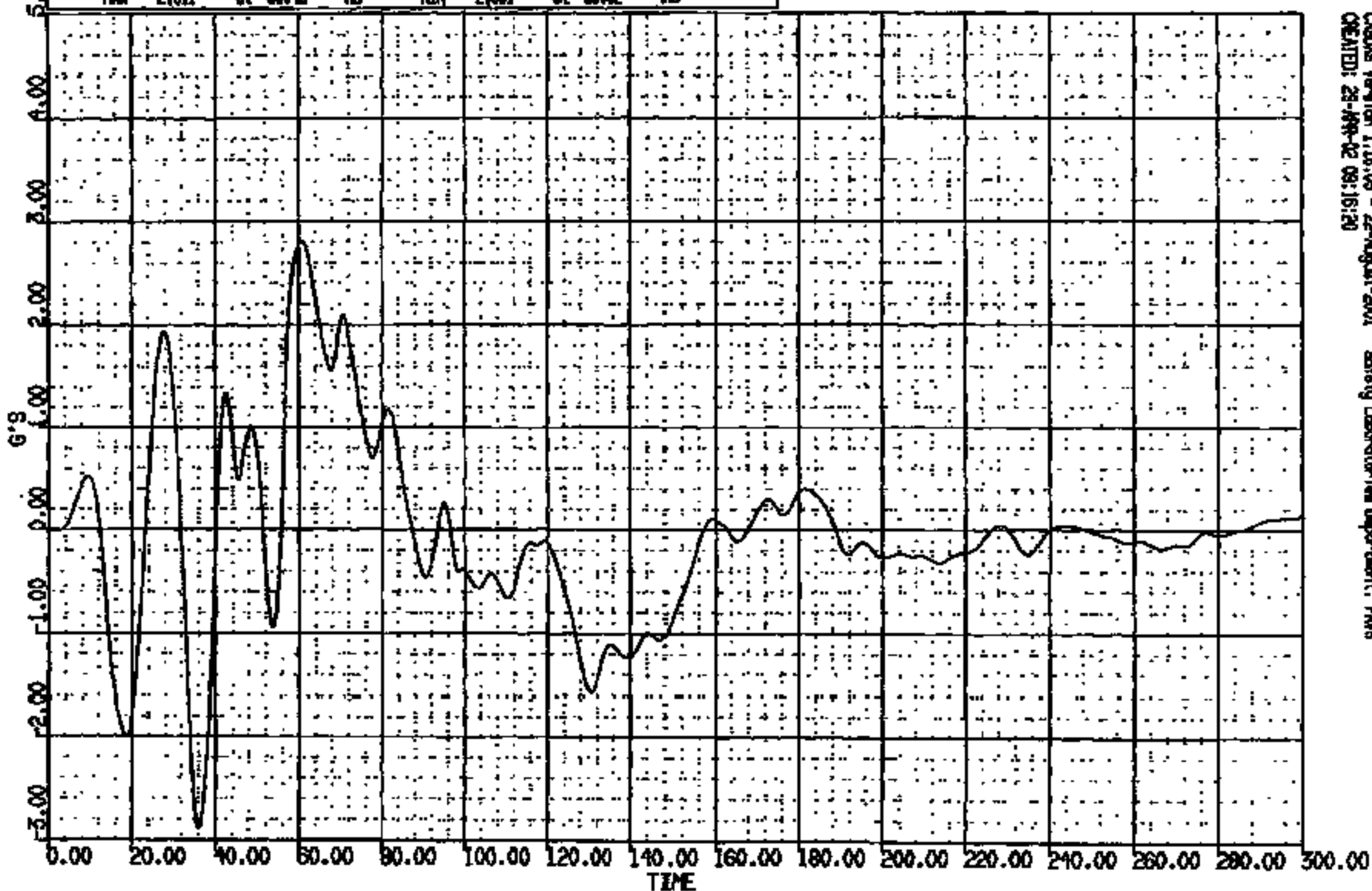
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CR R: 12837 TO: JES000 DATE: 09-APR-2002 10:08:55
2002 FN145

(118) CR12837T R/ROCKER @ B PILLAR LONG GON

MAX = 2.811 at 68.48 NS MIN = -2.891 at 35.92 NS

AXIS 1



CHAVE Version 1.18.05 - 22-August-2001 Safety Laboratory Inc Department, PWS
CREATED: 29-APR-02 09:15:20

ENTIRE PAGE CONFIDENTIAL

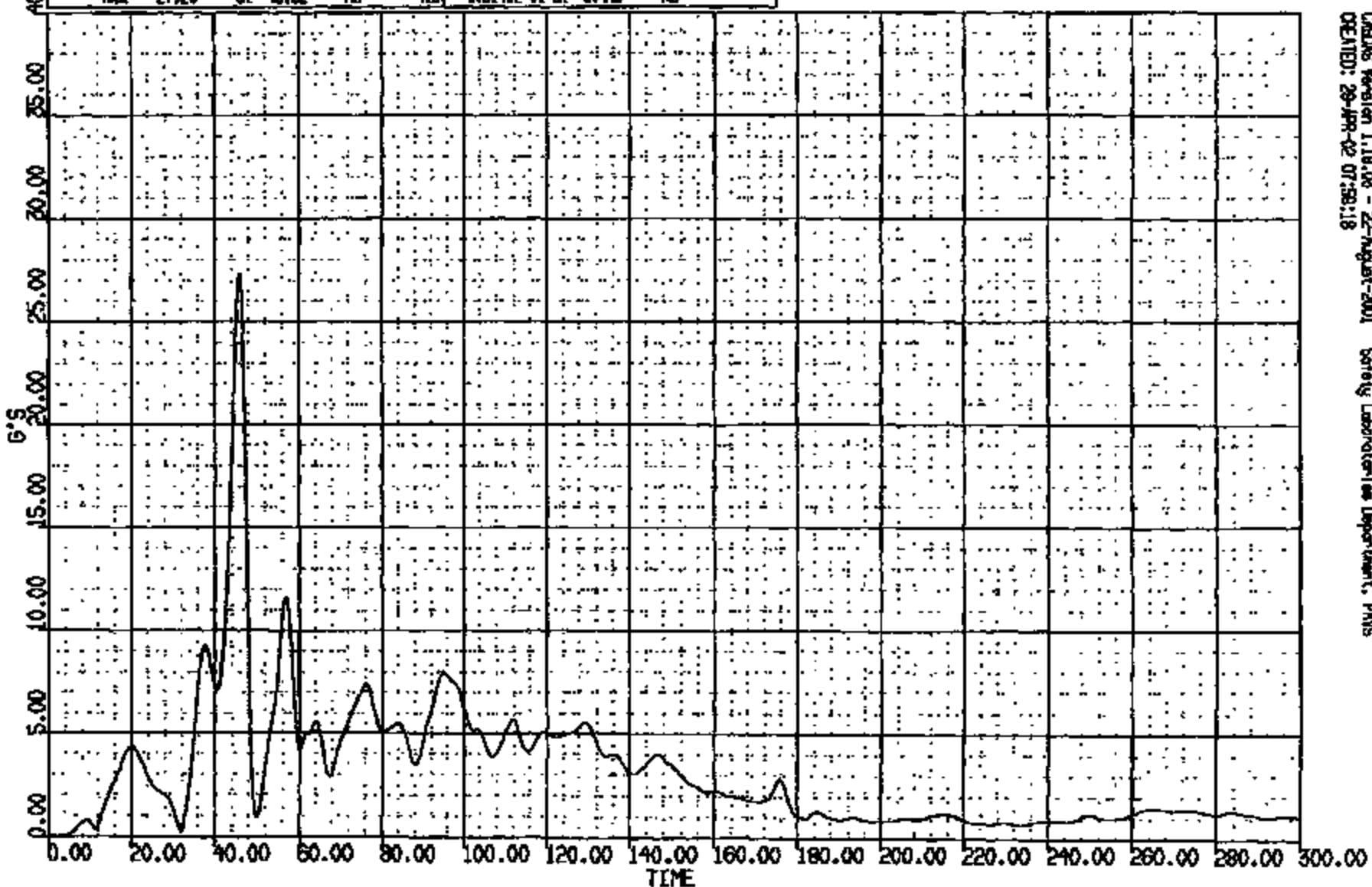
CRTS 0012837

CR R: 12837 TO: J85000 DATE: 09-APR-2002 10:08:55
2005 FN145

(10002) CR12837T R/ROCKER @ B PILLAR RES 60N

MAX = 27.29 at 45.92 MS MIN = 0.51407-01 at 3.140 MS

AXIS 1



CASIS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 07:58:18

ENTIRE PAGE CONFIDENTIAL

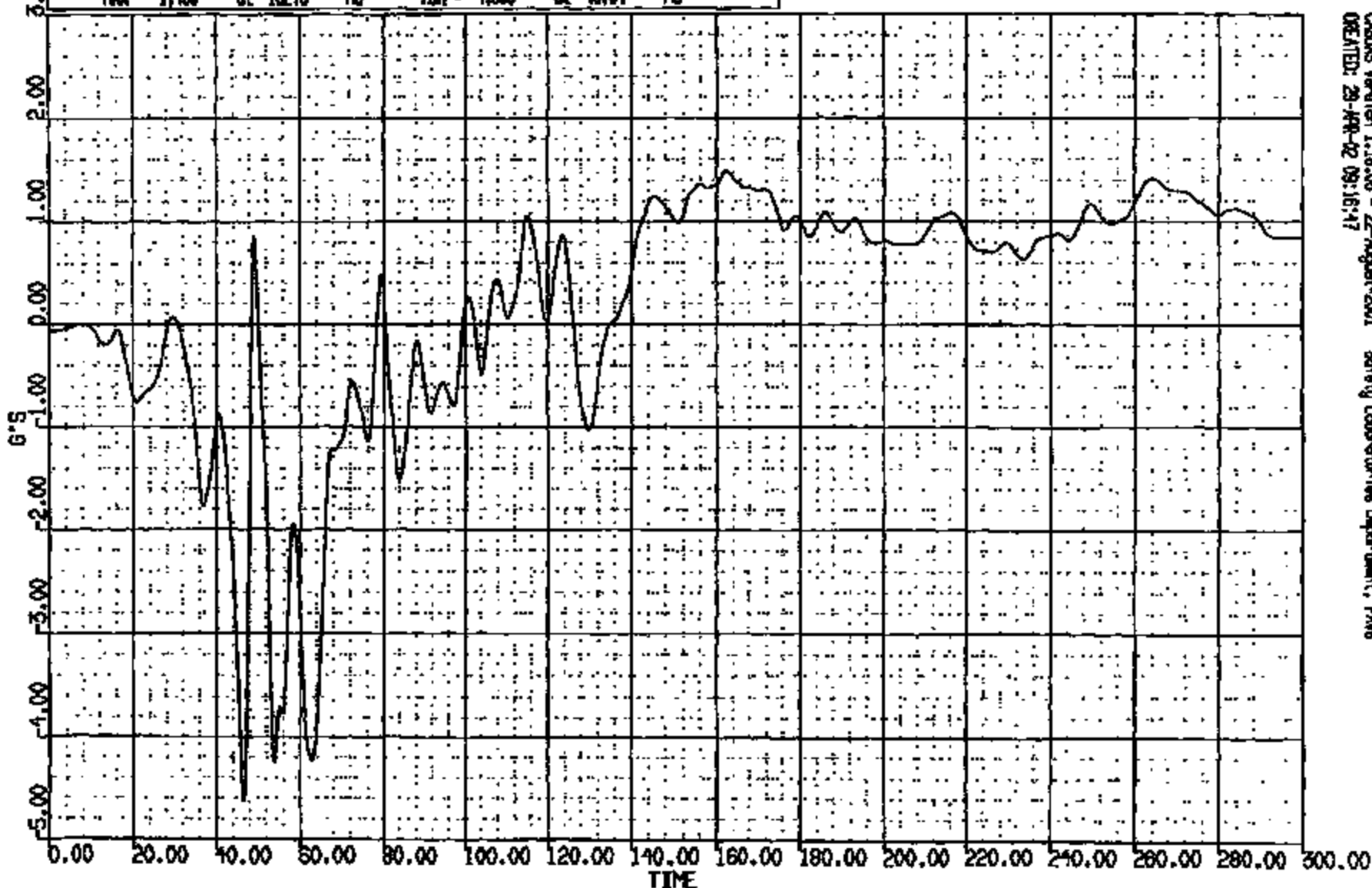
CRTS 0012837

CR R: 12837 TO: JES000 DATE: 09-APR-2002 10:08:55
2005 FN145

(119) CR12837T R/ROCKER @ B PILLAR VERT GON

MAX = 1.490 at 152.3 MS MIN = -1.633 at 46.61 MS

AXIS 1



CASUS Version 1.18.03 - 25-August-2001 Seelye Laboratories Department, PMS
CREATED: 29-APR-02 09:16:17

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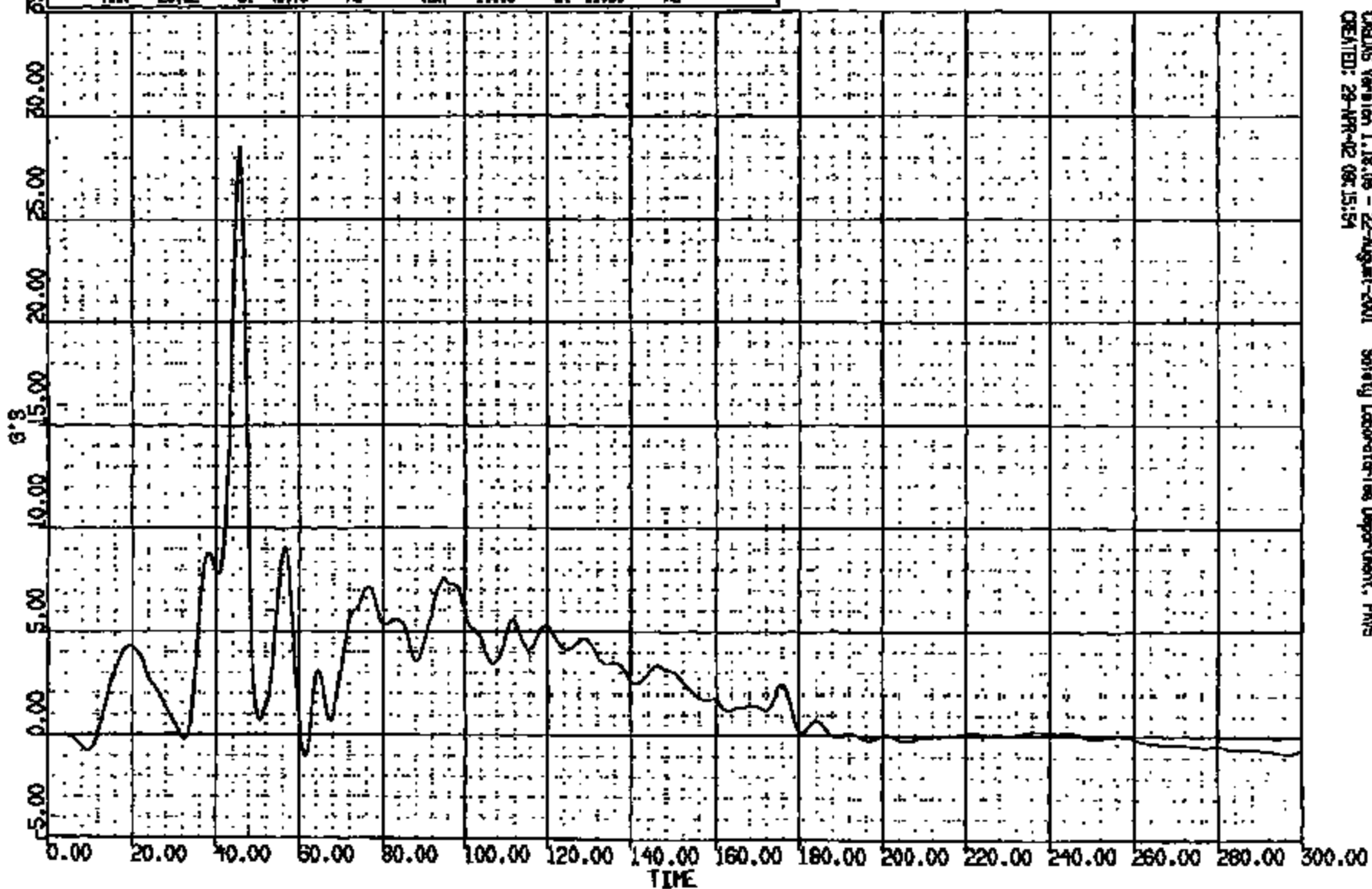
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CR R: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2002 FN145

(117) CR12837T R/ROCKER @ FRONT SEAT MID LAT 60W

MAX = 28.52 at 45.76 MS MIN = -1.036 at 61.36 MS

AXIS 1



CADDS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 29-APR-02 08:15:54

ENTIRE PAGE CONFIDENTIAL

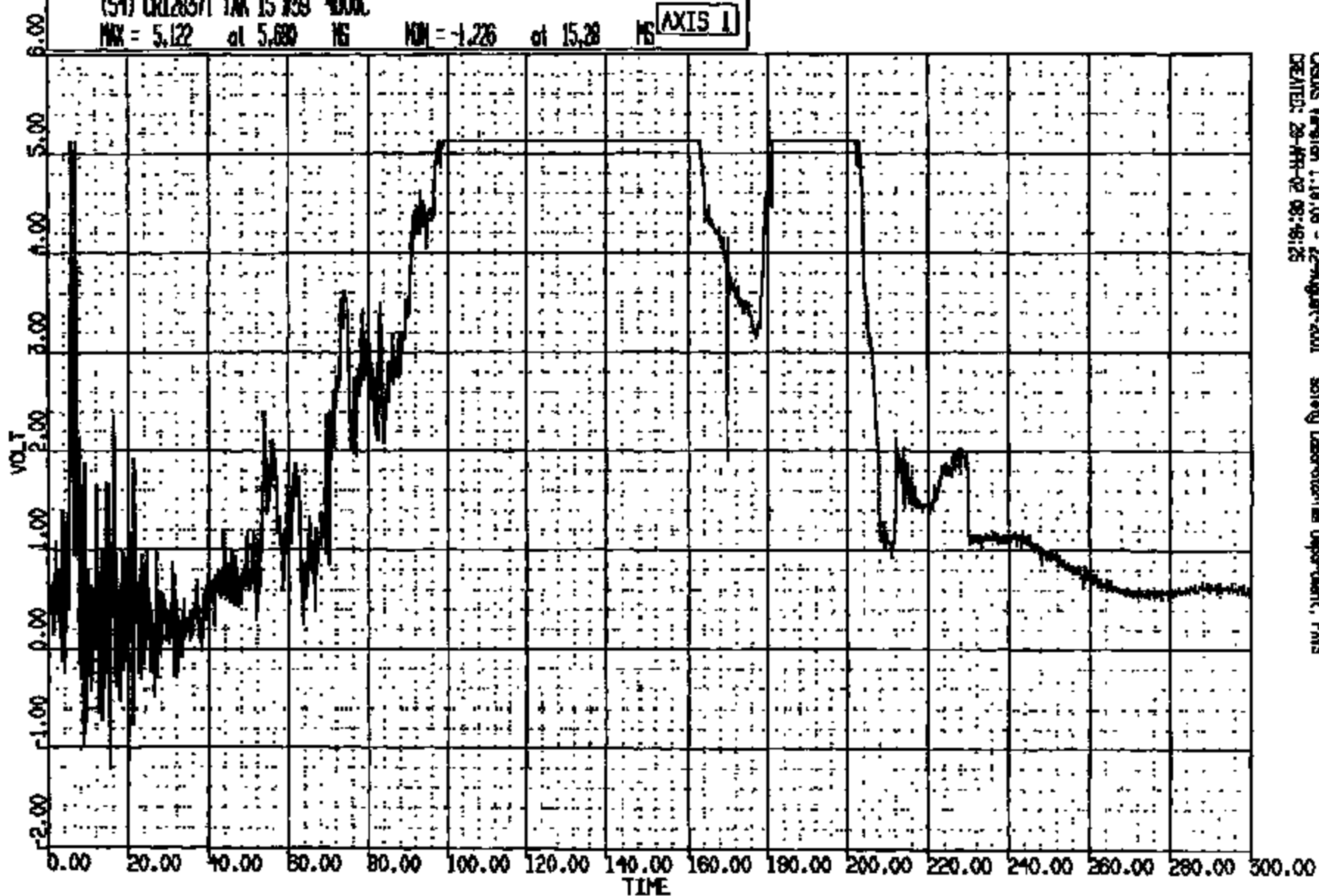
CRTS 0012837

CR R: 12837 TO: JES000 DATE: 09-APR-2002 10:08:58
2003 FN145

(54) CR128371 TAK 15 #39 4000C

MAX = 5.122 at 5.680 HS MIN = -1.226 at 15.28 HS

AXIS 1



CASUS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 08:46:25

ENTIRE PAGE CONFIDENTIAL

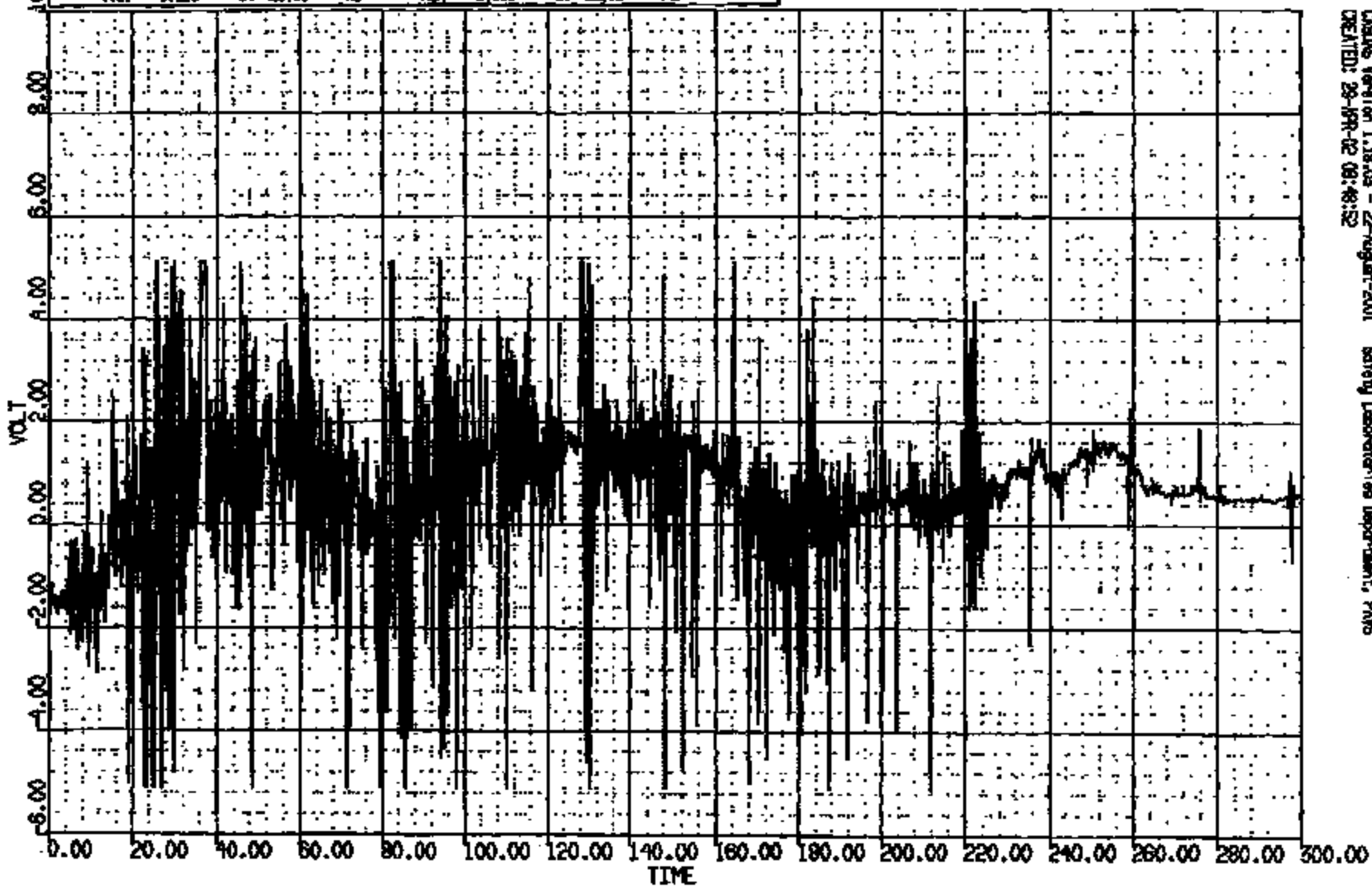
CRTS 0012837

CR R: 12837 TO: J85000 DATE: 09-APR-2002 10:08:55
2003 FN146

(SS) CR12837T TAK 16 #40 400C

MAX = 5.115 at 25.00 NS MIN = -5.113 at 22.00 NS

AXIS 1



CASUS Version 1.18.03 - 22-August-2001
CREATED: 29-APR-02 08:48:52

Safety Laboratories Department, PMS

ENTIRE PAGE CONFIDENTIAL

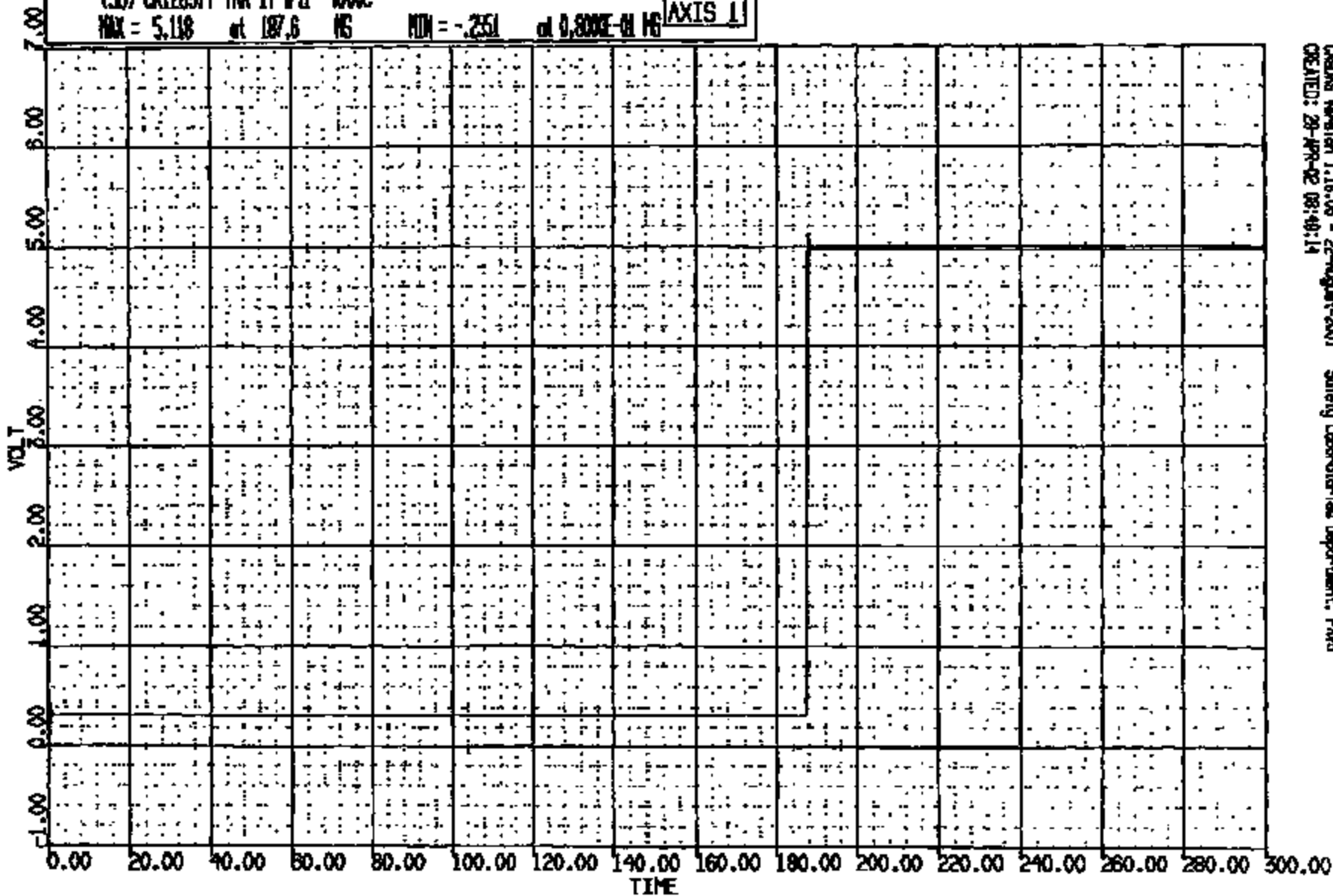
CRIS 0012837

CR R: 12837 TO: J85000 DATE: 09-APR-2002 10:08:55
2003 FN145

(56) CR12837 TAK 17 #41 4000C

MAX = 5.118 at 187.6 MS MIN = -.251 at 0.800E-01 MS

AXIS 1



CASAS Version 1.18.05 - 22-August-2001
CREATED: 29-APR-02 08:49:14

Safety Laboratories Department, PMS

ENTIRE PAGE CONFIDENTIAL

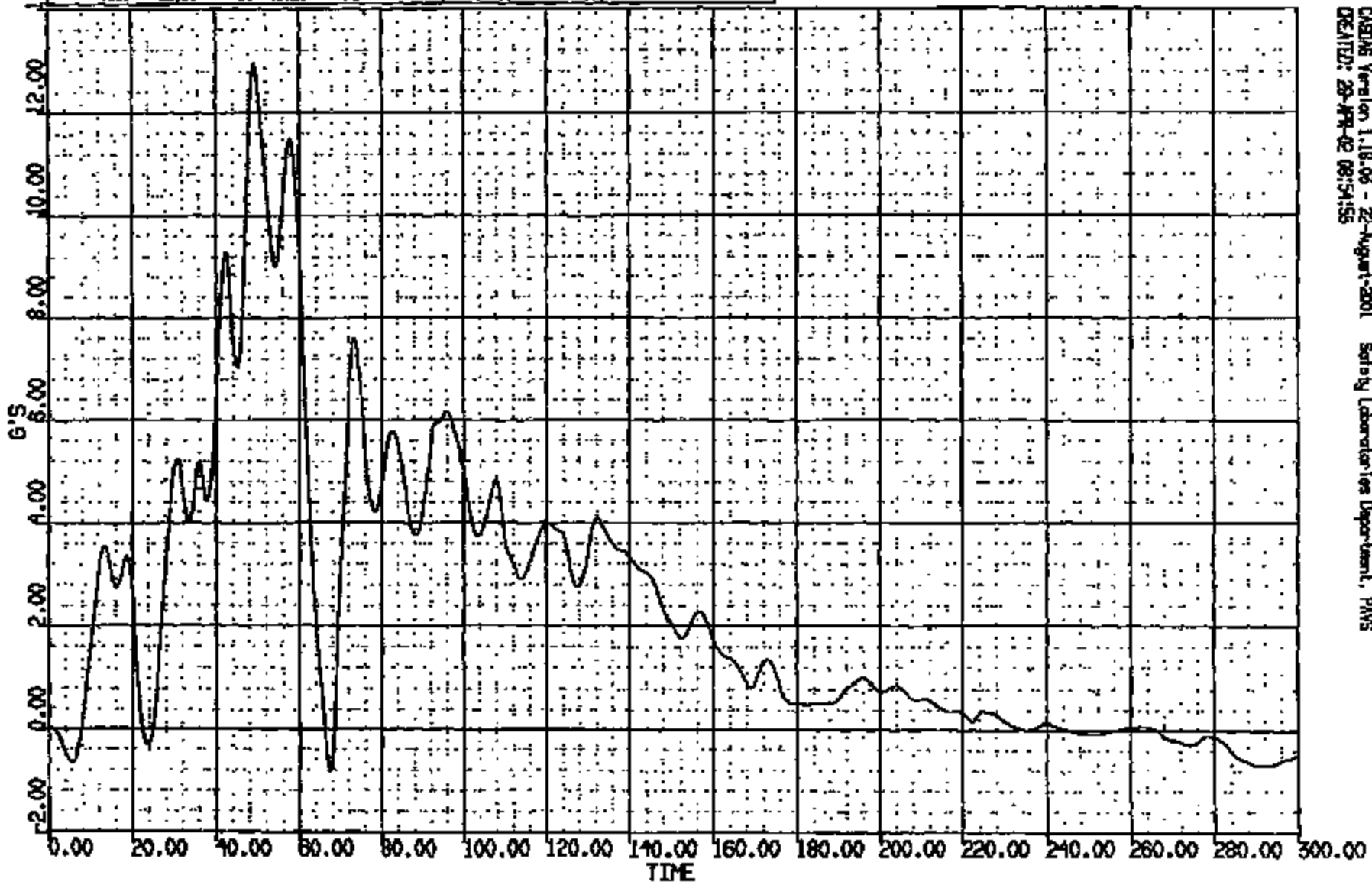
CRIS 0012837

CR R: 12837 TO: JB5000 DATE: 09-APR-2002 10:08:55
2003 FN145

(70) CR128371 C/L TUNNEL BINA SEATS #10 LAT 60N

MAX = 12.95 at 49.20 MS MIN = -.8809 at 67.44 MS

AXIS 1



CASIMAS Version 1.18.06 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 08:54:55

ENTIRE PAGE CONFIDENTIAL

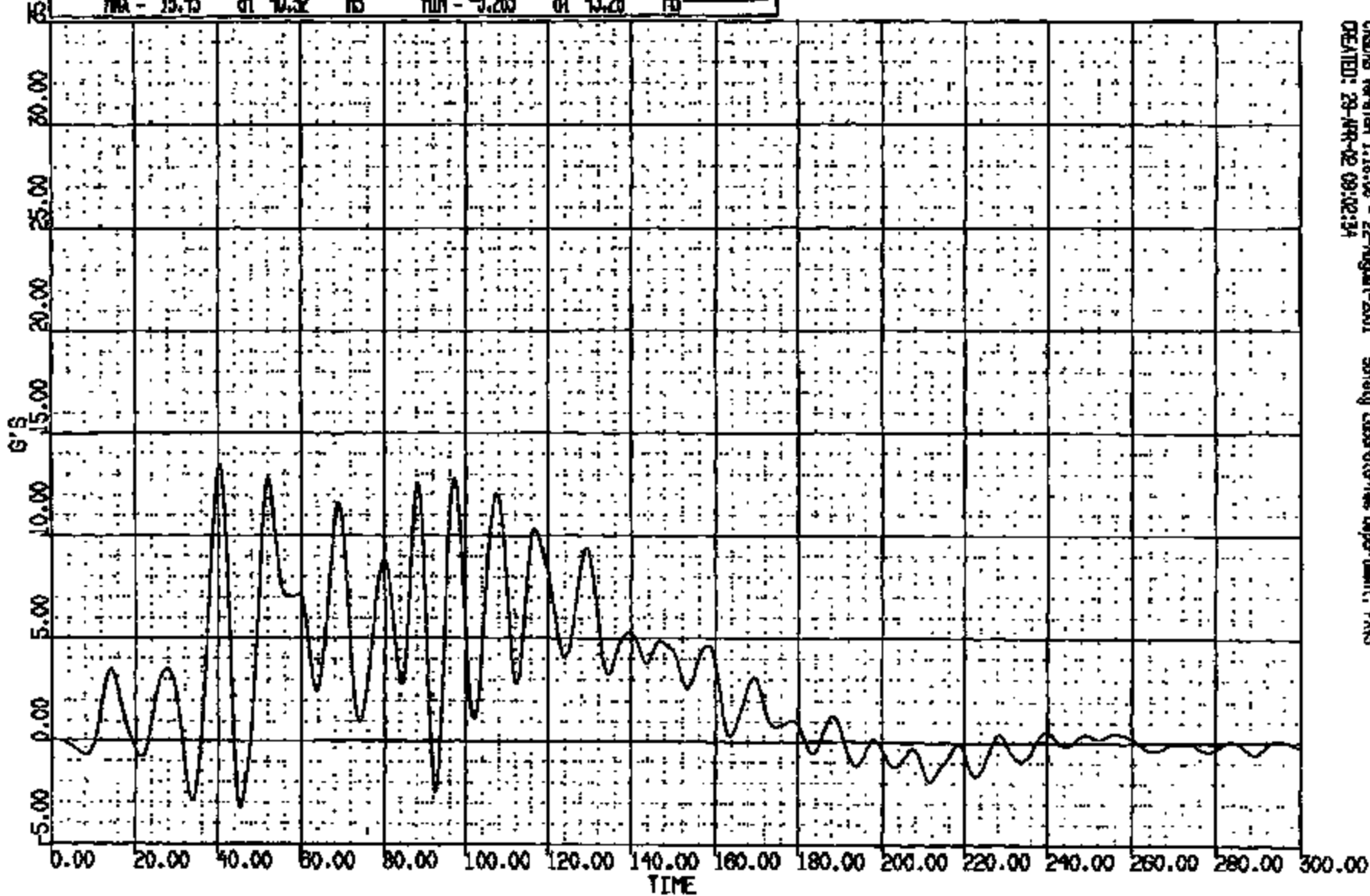
CRIS 0012837

CR R: 12837 TO: J85000 DATE: 09-APR-2008 10:08:55
2008 FN146

(87) CR128371 TRUNK @ FUEL SWITCH LAT 60N

MAX = 13.45 at 40.32 MS MIN = -3.285 at 45.28 MS

AXIS 1



CRTS 0012837

CASDS Version 1.18.02 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 29-APR-02 09:02:34

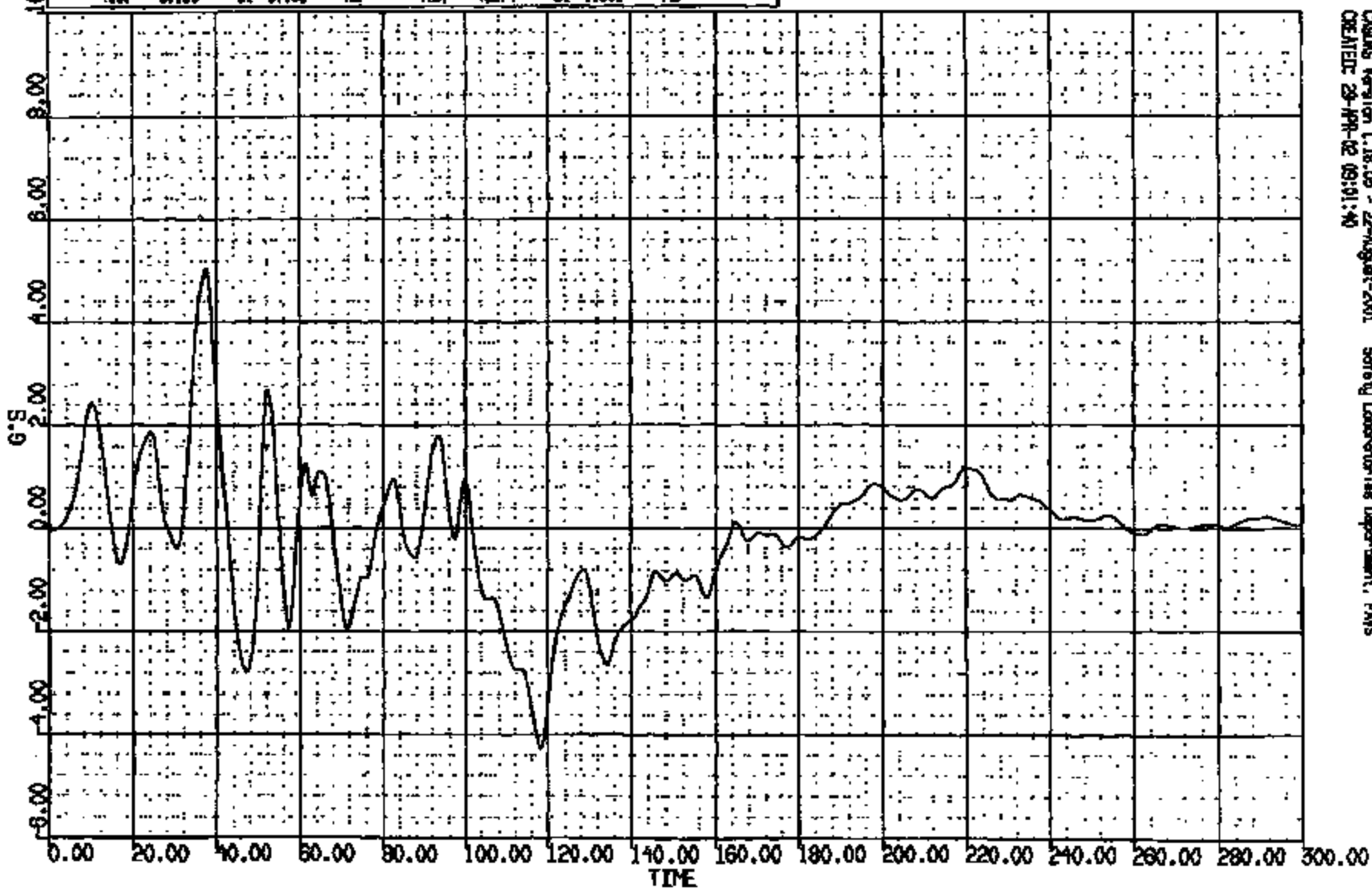
ENTIRE PAGE CONFIDENTIAL

CR R: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2003 FN145

(85) CR128371 TRUNK @ FUEL SWITCH LONG 60N

MAX = 5.056 at 37.36 HS MIN = -4.274 at 118.1 HS

AXIS 1



CASUS Version 1.18.03 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:01:40

ENTIRE PAGE CONFIDENTIAL

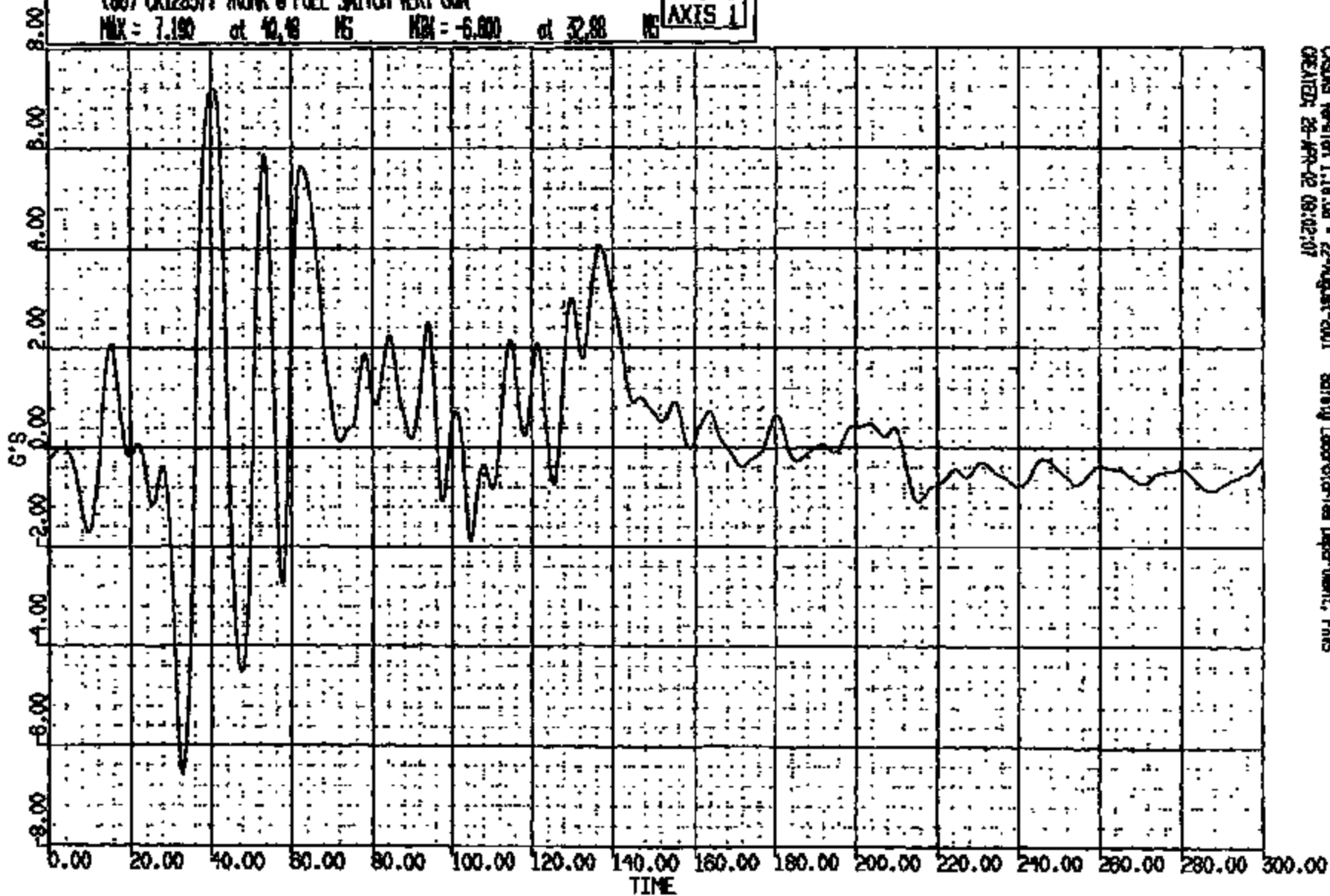
CRTS 0012837

CR #: 12857 TO: JB3000 DATE: 02-APR-2002 10:08:55
2002 FN14B

(06) CR128371 TRUNK @ FUEL SWITCH VERT GCM

MAX = 7.190 at 40.48 MS MIN = -6.000 at 32.88 MS

AXIS 1



CASINS Version 1.18.05 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:02:07

ENTIRE PAGE CONFIDENTIAL

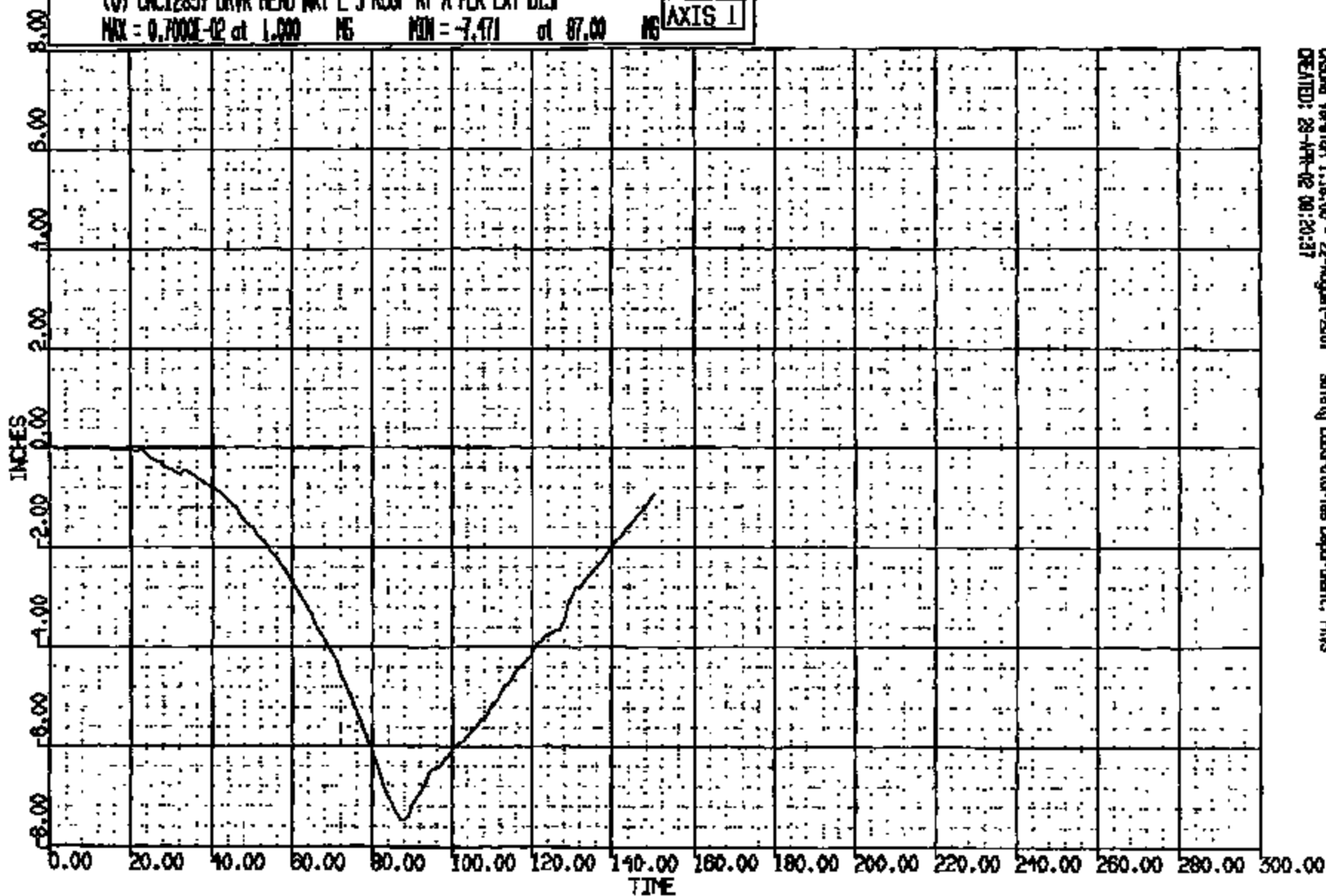
CRTS 0012837

CR #: 12837 TO: JB5000 DATE: 08-APR-2002 10:08:55
2003 FN145

(6) CNC12837 DRYR HEAD WRT L 5 ROOF AT A FLR LAT DISP

MAX = 0.7000E-02 at 1.00 MS MIN = -7.471 at 87.00 MS

AXIS 1



CASDAS Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PWS
CREATED: 28-APR-02 08:20:37

ENTIRE PAGE CONFIDENTIAL

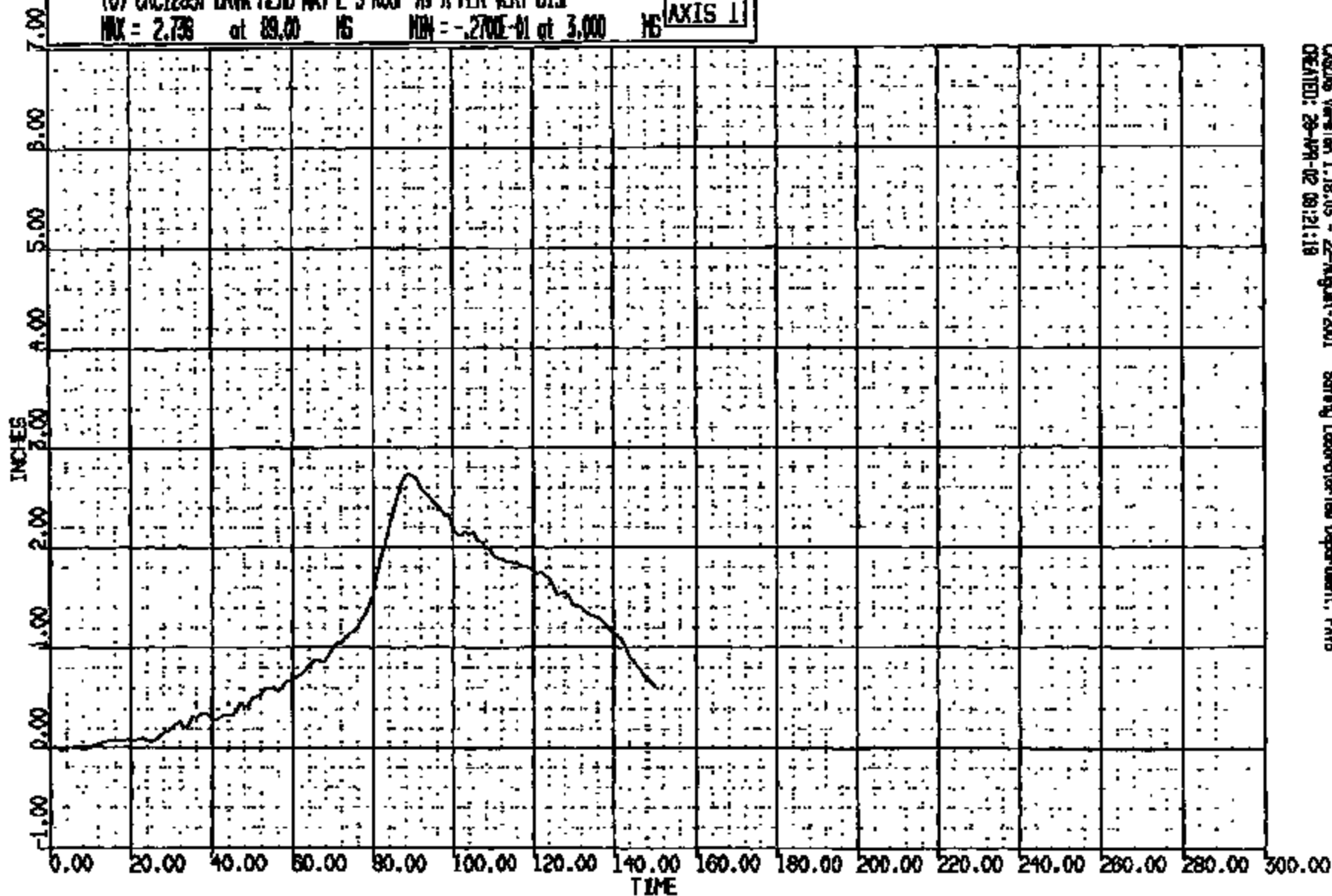
CRTS 0012837

CR R: 12837 TO: JBS000 DATE: 08-APR-2002 10:08:55
2005 FN145

(0) CR12837 DRVR HEAD WRT L S ROOF AT A FLR VERT DISP

MAX = 2.736 at 89.00 MS MIN = -.270E-01 at 3.000 MS

AXIS 1



CASJAG Version 1.18.05 - 22-August-2001 Safety Laboratory Inc Department, PMS
CREATED: 28-APR-02 08:21:18

ENTIRE PAGE CONFIDENTIAL

CRIS 0012837

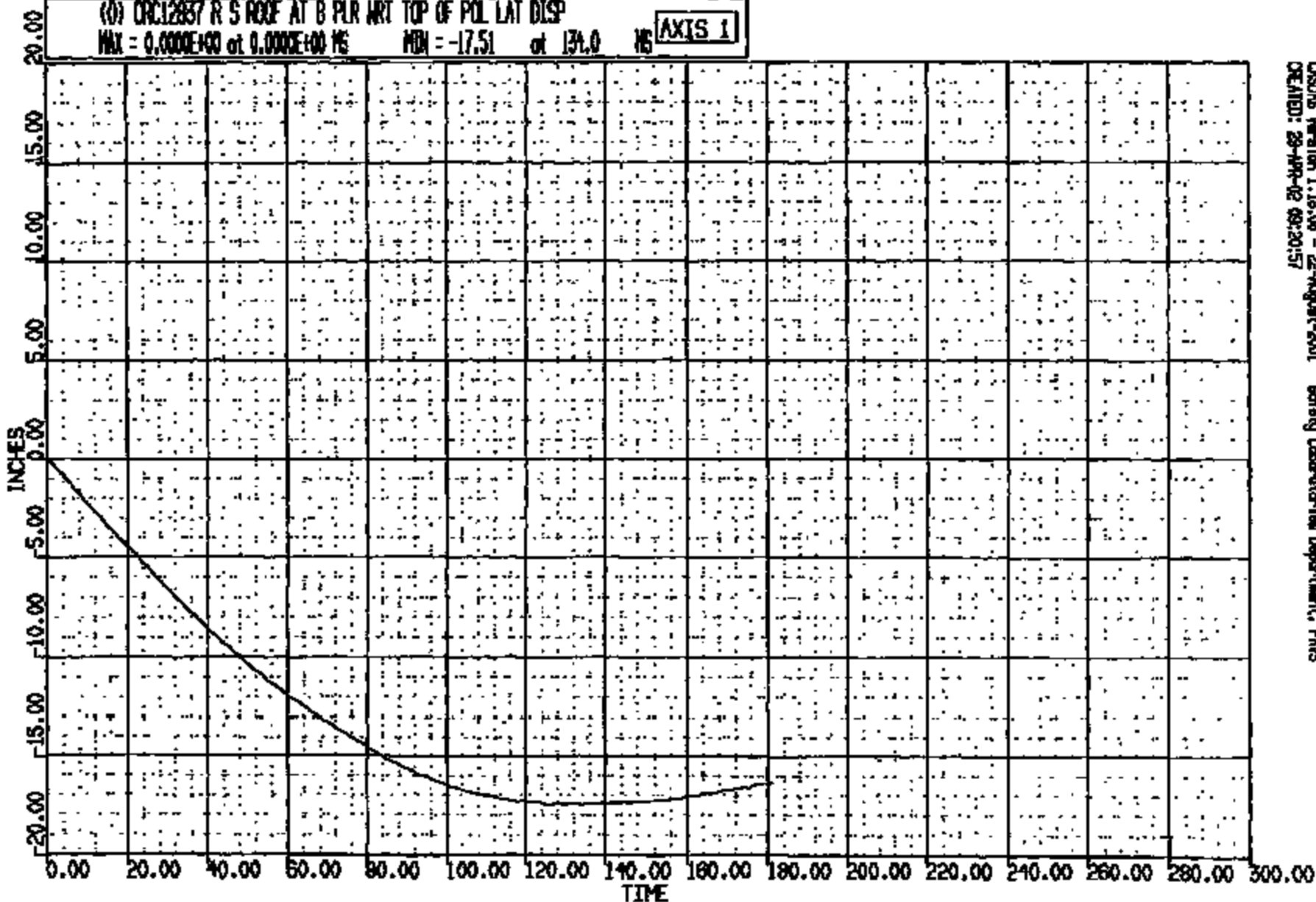
CR R: 12837 TO: JES000 DATE: 08-APR-2002 10:08:35
2008 FN146

(0) CR12837 R S ROOF AT 8 PLR WRT TOP OF POL LAT DISP

MAX = 0.000E+00 at 0.000E+00 MS

MIN = -17.51 at 134.0 MS

AXIS 1



CAS/16 Version 1.18.08 - 22-August-2001 Safety Laboratories Department, PMS
CREATED: 28-APR-02 09:20:57

ENTIRE PAGE CONFIDENTIAL

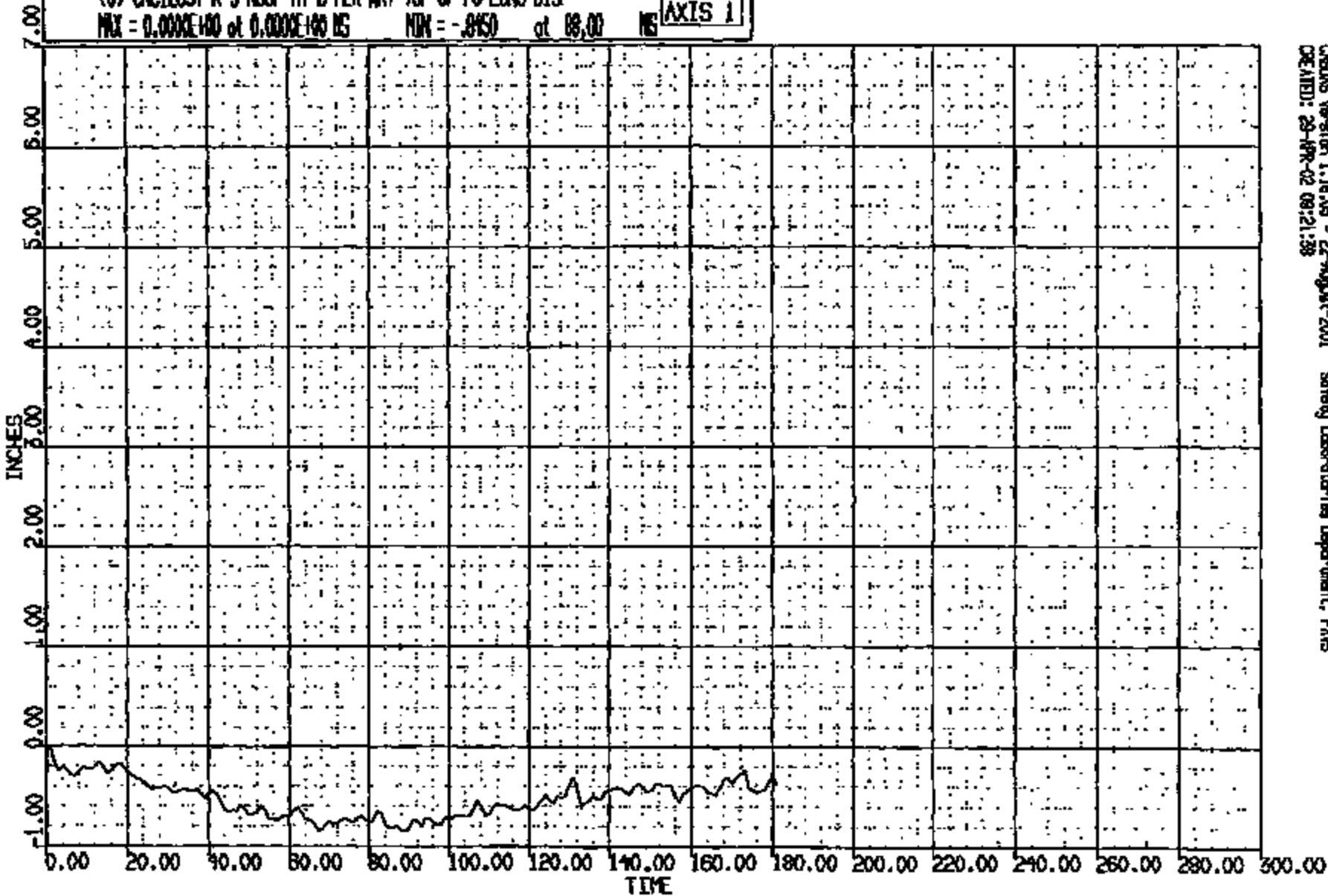
CRIS 0012837

CR R: 12927 TO: JES000 DATE: 09-APR-2002 10:08:53
2003 FN145

(0) CXC12837 R S ROOF AT B FLR WRT TOP OF PO LONG DISP

MAX = 0.000E+00 at 0.000E+00 MS MIN = -.9450 at 08.00 MS

AXIS 1



CASINS Version 1.16.03 - 22-August-2001 Safety Laboratories Department, PHS
CREATED: 29-APR-02 09:21:38

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CRTS 0012837

ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

VEHICLE INFORMATION

TEST DESCRIPTION:
VEHICLE PROGRAM YEAR:
VEHICLE MODEL NAME:
VEHICLE PROGRAM NAME:
VEHICLE ID NUMBER:
CERTIFICATION VEHICLE CODE:
REQUESTOR NAME:
TEST ENGINEER NAME:

TIME AND DATE OF REPORT: 29-APR-02 07:54:47

CRTS 0012837

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ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

				** POINT COORDINATES **			INCHES CHANGED				
UNIT NO	SIDE	PRT NO	DESCRIPTION		LONG X	LAT Y	VERT Z	X	Y	Z	D
074			CEN POSITIONING REF.								
	43		CEN FRONT DOOR A FILLAR BRACKET BRIDE OF IMPACT	BEF AFT	97.24	-33.00	19.22				
	44		CEN FRONT DOOR BRACKET BRIDE OF IMP.	BEF AFT	123.17	-33.06	19.27				
	53		CEN FRONT DOOR A FILLAR BRACKET BRIDE OPPOSITE IMP	BEF AFT	97.25	32.88	19.28				
	54		CEN FRONT DOOR A FILLAR BRACKET BRIDE OPPOSITE IMP	BEF AFT	123.32	32.66	19.43				
090			N/CENT. NOTCH & PTH/WI								
	22		FRONT ALIGNMENT POINT "B"	BEF AFT	53.29 53.17	32.83 32.61	39.65 39.36	-0.12	-0.22	-0.29	0.38
	23		REAR ALIGNMENT POINT "B"	BEF AFT	211.62 211.73	32.83 32.63	45.08 44.95	0.11	-0.20	-0.13	0.26
411			TOP (BODY) MON SIDED								
	01		EXTRA SET UP POINT (LEFT FOREMOST FRAME)	BEF AFT	37.13 37.38	-19.36 -20.30	20.04 20.12	0.25	-0.94	0.08	0.98
	02		EXTRA SET UP POINT (RIGHT FOREMOST FRAME)	BEF AFT	38.58	19.00	20.04				
	03		EXTRA SET UP POINT (LEFT REARMOST FRAME)	BEF AFT	232.41	-25.70	22.97				
	04		EXTRA SET UP POINT (RIGHT REARMOST FRAME)	BEF AFT	232.44	25.39	22.81				
	26		"H" POINT LOCATION ON OUTER PRT/OCCUPANT DOOR	BEF AFT	121.92	-38.25	20.85				

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 25-APR-02 07:54:48

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ASC TO #1 T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

INST NO	SIDE	PNT NO	DESCRIPTION		** POINT COORDINATES **			INCHES CHANGED			
					LONG X	LAT Y	VERT Z	X	Y	Z	D
		38	TOP OF ROCKER HILL IN LINE W/FRONT "H" PT.	REF APT	121.92	-33.28	19.30				
		84	"W.R.T." ON ROCKER SIDE OPPOSITE OF IMPACT	REF APT	128.60 128.59	34.09 34.09	24.44 24.43	-0.01	0.00	-0.01	0.01
412			TOP (BOUY) SIDED POINTS								
	L	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	REF APT	63.39 64.30	-32.81 -31.71	18.08 15.00	0.71	0.30	-3.08	3.17
	R	09	END OF FRONT SPINDLE @ CENTERLINE (WHEELBASE)	REF APT	63.89 63.91	31.83 31.62	17.99 14.69	0.02	-0.41	-3.30	3.33
	L	16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLAR	REF APT	128.78	-33.43	31.92				
	R	16	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @B PILLAR	REF APT	128.59 128.50	33.60 33.87	31.93 31.85	-0.09	0.27	-0.07	0.29
	L	18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLAR	REF APT	175.14	-33.96	39.47				
	R	18	LATCH/STRIKER BOLT @C/L OR U-BOLTTOP @C PILLAR	REF APT	175.00 175.04	33.86 33.77	39.79 39.63	0.04	0.31	-0.16	0.35
	L	87	END OF REAR SPINDLE @ CENTERLINE (WHEELBASE)	REF APT	186.96 187.01	-34.01 -34.88	19.78 17.44	0.05	-0.87	-2.34	2.50
	R	87	END OF REAR SPINDLE @ CENTERLINE (WHEELBASE)	REF APT	187.26 186.56	34.16 33.80	20.06 16.18	-0.70	-0.36	-3.88	3.96
660			BLANK UNIT POINTS								
		01	1 SEE COMMENTS PAGE	REF APT	99.40 99.38	30.33 30.48	15.22 15.16	-0.02	0.15	-0.06	0.16
		02	2 SEE COMMENTS PAGE	REF APT	164.65 164.56	30.31 29.98	15.68 15.73	-0.09	-0.33	0.04	0.34

* VALUE WAS TRANSLATED

TIME AND DATE OF REPORT: 29-APR-82 07:54:54

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ASC TO 4: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNT NO	SCN NO	SEC NO	NAME AND CRASH STATUS	X	Y	Z
423	51		BELTLINE EXTERIOR SECT			
		1	BEFORE	82.02	-35.13	41.34
		1	AFTER	83.40	-34.89	41.72
		2	BEFORE	88.72	-35.68	41.34
		2	AFTER	90.10	-35.15	41.85
		3	BEFORE	89.52	-35.68	41.34
		3	AFTER	90.92	-35.12	41.64
		4	BEFORE	105.25	-36.45	41.34
		4	AFTER	95.21	-34.99	41.91
		5	BEFORE	120.99	-36.88	41.34
		5	AFTER	99.96	-34.10	41.94
		6	BEFORE	132.11	-37.02	41.34
		6	AFTER	105.71	-32.45	41.88
		7	BEFORE	133.06	-38.97	41.34
		7	AFTER	109.55	-31.13	42.94
		8	BEFORE	148.75	-37.09	41.34
		8	AFTER	114.85	-28.79	41.91
		9	BEFORE	167.14	-26.98	41.34
		9	AFTER	119.96	-26.37	41.89
		10	BEFORE	180.36	-36.88	41.34
		10	AFTER	121.91	-25.56	41.79
		11	BEFORE	182.67	-36.97	41.34
		11	AFTER	124.23	-24.82	41.74
		12	BEFORE	188.73	-36.90	41.34
		12	AFTER	125.44	-24.52	41.75
		13	AFTER	126.09	-24.65	41.72

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ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SECT NO	SIDE	SEC NO	NAME AND CRASH STATUS	X	Y	INCHES Z
	14		AFTER		126.83	-24.99	41.87
	15		AFTER		128.11	-26.17	41.96
	16		AFTER		130.30	-28.61	42.24
	17		AFTER		131.50	-29.64	41.79
	18		AFTER		140.22	-31.28	41.99
	19		AFTER		146.19	-32.39	42.09
	20		AFTER		152.30	-33.44	42.29
	21		AFTER		163.02	-35.23	42.57
	22		AFTER		165.43	-35.64	42.60
	23		AFTER		176.20	-37.33	42.83
	24		AFTER		179.57	-37.95	42.85
	25		AFTER		181.09	-36.38	42.46
	26		AFTER		187.83	-36.63	42.46

425 21

MIDLINE EXTERIOR SECT

1	BEFORE	81.26	-37.82	31.50
1	AFTER	82.68	-37.55	32.08
2	BEFORE	86.85	-38.05	31.50
2	AFTER	88.33	-37.64	32.16
3	BEFORE	87.68	-38.10	31.50
3	AFTER	89.75	-37.80	31.81
4	BEFORE	105.03	-38.66	31.50
4	AFTER	100.80	-34.92	31.89

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ASC TO 6: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SCENE NO	SIDE	SEC NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			5	BEFORE	121.29	-38.91	31.56
			5	AFTER	114.83	-29.62	31.86
			6	BEFORE	130.85	-38.92	31.50
			6	AFTER	120.25	-27.32	31.80
			7	BEFORE	132.02	-38.89	31.50
			7	AFTER	122.60	-26.23	31.89
			8	BEFORE	151.63	-38.94	31.50
			8	AFTER	124.88	-26.21	31.87
			9	BEFORE	168.27	-38.78	31.50
			9	AFTER	125.47	-25.17	31.93
			10	BEFORE	171.91	-38.78	31.50
			10	AFTER	126.10	-25.36	31.85
			11	BEFORE	173.05	-38.76	31.50
			11	AFTER	127.44	-26.10	31.94
			12	BEFORE	175.55	-38.76	31.50
			12	AFTER	128.20	-26.53	31.96
			13	AFTER	128.83	-27.13	31.94
			14	AFTER	129.42	-27.89	31.99
			15	AFTER	130.22	-28.38	31.90
			16	AFTER	130.36	-31.24	31.99
			17	AFTER	134.14	-32.25	32.05
			18	AFTER	142.17	-33.68	32.24
			19	AFTER	153.03	-35.52	32.53
			20	AFTER	165.12	-37.54	32.89
			21	AFTER	170.37	-38.28	33.13

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ABC TO 8: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12037

** SECTIONAL **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			22	AFTER	171.02	-37.85	33.75
			23	AFTER	174.94	-38.06	32.90

427 81

CHARACTER LINE EXT SECT

1	BEFORE	83.08	-37.56	33.62
1	AFTER	84.65	-37.27	24.36
2	BEFORE	87.30	-37.61	23.62
2	AFTER	88.95	-37.22	24.20
3	BEFORE	88.24	-37.62	23.62
3	AFTER	90.21	-37.01	23.95
4	BEFORE	104.13	-38.00	23.62
4	AFTER	100.37	-34.88	24.10
5	BEFORE	121.24	-38.19	23.62
5	AFTER	106.12	-33.48	24.19
6	BEFORE	130.76	-38.12	23.62
6	AFTER	112.08	-31.61	24.32
7	BEFORE	131.68	-38.09	23.62
7	AFTER	116.75	-29.92	24.32
8	BEFORE	152.03	-37.99	23.62
8	AFTER	110.80	-28.85	24.33
9	BEFORE	168.48	-37.90	23.62
9	AFTER	121.84	-26.97	24.25
10	BEFORE	169.42	-37.84	23.62
10	AFTER	123.83	-26.04	24.26
11	BEFORE	171.04	-37.81	23.62
11	AFTER	125.30	-25.88	24.20
12	AFTER	126.52	-26.12	24.29

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ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SCHE NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			13	AFTER	128.45	-27.09	24.37
			14	AFTER	130.30	-28.55	24.40
			15	AFTER	130.49	-30.91	24.17
			16	AFTER	140.51	-32.74	24.34
			17	AFTER	158.76	-35.69	24.83
			18	AFTER	167.22	-37.14	25.10
			19	AFTER	168.08	-37.22	24.94
			20	AFTER	170.02	-37.42	24.89

429 S1

BOTTOM OF DOOR KEY SECT

1	BEFORE	88.56	-37.27	20.17
1	AFTER	90.63	-36.29	20.24
2	BEFORE	131.12	-37.89	20.41
2	AFTER	108.06	-32.85	20.16
3	BEFORE	132.14	-37.90	20.41
3	AFTER	115.98	-30.69	20.42
4	BEFORE	168.35	-37.71	21.20
4	AFTER	118.89	-29.48	20.39
5	AFTER	121.90	-27.35	20.49
6	AFTER	123.86	-26.30	20.53
7	AFTER	125.14	-26.14	20.47
8	AFTER	126.49	-26.37	20.47
9	AFTER	128.39	-27.31	20.62

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ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12937

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			10	AFTER	130.26	-28.71	20.78
			11	AFTER	131.00	-30.91	20.79
			12	AFTER	148.45	-33.80	21.44
			13	AFTER	166.96	-37.03	22.24

431 . 81

ROCKER PANEL MEET SECT

1	BEFORE	80.24	-37.22	18.98
1	AFTER	81.50	-37.06	19.39
2	BEFORE	87.67	-37.18	19.16
2	AFTER	89.22	-36.81	19.58
3	BEFORE	88.97	-37.19	19.09
3	AFTER	90.89	-36.09	19.28
4	BEFORE	110.97	-37.60	19.27
4	AFTER	112.49	-31.73	19.93
5	BEFORE	130.89	-37.69	19.34
5	AFTER	118.53	-29.73	19.94
6	BEFORE	132.27	-27.73	19.38
6	AFTER	119.60	-29.33	19.96
7	BEFORE	152.05	-37.49	19.52
7	AFTER	121.80	-27.42	20.16
8	BEFORE	167.80	-37.41	19.67
8	AFTER	123.89	-26.30	20.00
9	BEFORE	178.59	-37.44	19.97
9	AFTER	125.31	-26.34	19.94
10	AFTER	126.75	-26.45	19.98
11	AFTER	128.53	-27.38	20.16

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ASC TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SCIN NO	SIDE	SEQ NO	BEFORE AND CRASH STATUS	X	Y	INCHES Z
			12	AFTER	130.51	-28.75	20.25
			13	AFTER	131.23	-30.85	19.88
			14	AFTER	151.01	-34.14	20.57
			15	AFTER	166.18	-36.83	21.53
			16	AFTER	169.46	-37.34	21.35

433 S1

ROOF LINE INTERIOR SECT

1	BEFORE	104.08	-27.18	51.99
1	AFTER	104.82	-26.04	52.83
2	BEFORE	110.75	-24.46	56.37
2	AFTER	111.04	-23.38	57.62
3	BEFORE	123.24	-22.61	59.22
3	AFTER	123.03	-20.50	60.71
4	BEFORE	134.12	-22.35	59.61
4	AFTER	134.02	-18.98	61.38
5	BEFORE	147.83	-22.65	59.80
5	AFTER	147.75	-20.19	61.36
6	BEFORE	170.42	-24.33	58.03
6	AFTER	169.39	-23.21	59.22
7	BEFORE	175.82	-26.05	55.58
7	AFTER	174.81	-25.15	56.77

435 S1

WENT LINE INTERIOR SECT

1	BEFORE	102.32	-32.00	43.45
1	AFTER	103.21	-29.57	42.84
2	BEFORE	123.40	-33.07	43.24
2	AFTER	123.33	-23.26	43.49

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A9C TO #: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SECTN NO	WIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	DECRSS Z
			3	BEFORE	125.23	-32.02	43.24
			3	AFTER	125.19	-22.79	43.53
			4	BEFORE	127.35	-32.27	43.37
			4	AFTER	127.55	-22.90	43.81
			5	BEFORE	129.73	-32.37	43.08
			5	AFTER	129.28	-24.34	43.48
			6	BEFORE	130.36	-31.82	43.01
			6	AFTER	130.19	-24.21	43.21
			7	BEFORE	131.35	-30.45	43.10
			7	AFTER	131.58	-23.20	43.24
			8	BEFORE	135.01	-30.48	43.26
			8	AFTER	135.21	-23.79	43.37
			9	BEFORE	135.94	-31.92	42.78
			9	AFTER	135.69	-25.37	43.24
			10	BEFORE	136.85	-32.42	43.47
			10	AFTER	136.63	-25.82	44.01
			11	BEFORE	139.56	-31.80	43.37
			11	AFTER	139.09	-28.71	43.64
			12	BEFORE	150.63	-31.86	43.79
			12	AFTER	150.13	-27.57	44.32
			13	BEFORE	167.58	-31.86	44.14
			13	AFTER	166.70	-30.35	45.02
			14	BEFORE	174.78	-32.04	44.46
			14	AFTER	173.81	-31.74	45.49

437 81

HIP INTERIOR SECTION

1	BEFORE	95.18	-31.96	27.72
1	AFTER	96.27	-30.36	27.89

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12037

** SECTIONALS **

UNIT NO	SECTN NO	SIDE	REQ NO	NAME AND CRASH STATUS	X	Y	INCHES E
	2		BEFORE		104.61	-32.08	27.72
	2		AFTER		105.67	-28.74	27.92
	3		BEFORE		115.39	-31.97	27.72
	3		AFTER		115.95	-26.21	28.16
	4		BEFORE		122.97	-32.05	27.72
	4		AFTER		123.16	-24.30	28.05
	5		BEFORE		126.97	-31.87	27.72
	5		AFTER		126.86	-23.46	28.10
	6		BEFORE		127.90	-31.22	27.72
	6		AFTER		128.30	-22.69	28.00
	7		BEFORE		128.59	-30.72	27.72
	7		AFTER		129.12	-22.50	28.12
	8		BEFORE		130.89	-30.75	27.72
	8		AFTER		135.15	-24.36	28.13
	9		BEFORE		135.53	-31.24	27.72
	9		AFTER		135.56	-24.93	28.06
	10		BEFORE		136.67	-31.81	27.72
	10		AFTER		136.53	-25.55	28.21
	11		BEFORE		139.55	-31.96	27.72
	11		AFTER		139.23	-26.24	28.29
	12		BEFORE		146.13	-31.77	27.72
	12		AFTER		146.08	-27.20	28.41
	13		BEFORE		152.93	-32.12	27.72
	13		AFTER		152.53	-28.69	28.28
	14		BEFORE		160.79	-32.12	27.72
	14		AFTER		160.23	-30.10	28.65
	15		BEFORE		164.77	-31.96	27.72
	15		AFTER		164.35	-30.36	28.37

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONS **

UNIT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
438	81			1ST 50 FWD/HINGE PLATE			
			1	BEFORE	90.55	-36.93	17.38
			1	AFTER	92.31	-35.50	17.74
			2	BEFORE	90.55	-37.27	19.83
			2	AFTER	92.48	-36.70	24.35
			3	BEFORE	90.55	-38.25	27.42
			3	AFTER	92.70	-37.31	28.04
			4	BEFORE	90.55	-37.74	26.26
			4	AFTER	92.73	-37.10	30.02
			5	BEFORE	90.55	-34.61	43.11
			5	AFTER	92.65	-36.98	34.01
			6	AFTER	92.57	-36.27	38.70
			7	AFTER	92.18	-35.11	41.77
			8	AFTER	92.03	-33.98	43.59
439	81			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-37.23	17.79
			1	AFTER	100.26	-34.10	18.09
			2	BEFORE	98.43	-37.45	20.38
			2	AFTER	100.41	-34.79	23.42
			3	BEFORE	98.43	-38.41	27.67
			3	AFTER	100.41	-35.43	28.06
			4	BEFORE	98.43	-37.95	36.66
			4	AFTER	100.28	-35.16	20.26
			5	BEFORE	98.43	-34.83	43.39
			5	AFTER	100.18	-34.64	37.17

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UFT NO	SECT NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			6	AFTER	99.85	-34.03	42.54
			7	AFTER	99.77	-33.59	44.30
439	62			SECT @ 2500 BODY LINE			
			1	BEFORE	98.43	-31.54	21.89
			1	AFTER	99.17	-29.18	22.32
			2	BEFORE	98.43	-32.25	29.00
			2	AFTER	99.63	-30.12	29.57
			3	BEFORE	98.43	-32.40	38.72
			4	BEFORE	98.43	-32.07	42.56
440	61			VERT SECT. 20" FWD I/CL			
			1	BEFORE	121.65	-37.46	18.33
			1	AFTER	122.05	-27.44	18.56
			2	BEFORE	121.45	-37.81	20.46
			2	AFTER	121.86	-26.92	25.21
			3	BEFORE	121.65	-38.91	28.00
			3	AFTER	121.80	-26.80	28.89
			4	BEFORE	121.65	-38.86	30.64
			4	AFTER	121.89	-26.55	30.76
			5	BEFORE	121.65	-38.09	38.34
			5	AFTER	121.74	-26.85	35.71
			6	BEFORE	121.65	-35.79	41.54
			6	AFTER	121.69	-26.27	37.60
			7	BEFORE	121.65	-35.02	44.19
			7	AFTER	121.51	-26.89	38.71

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

-- SECTIONALS --

UNIT NO	ACTN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			8	BEFORE	121.65	-34.98	60.75
			8	AFTER	121.83	-25.66	41.36
			9	BEFORE	121.66	-23.34	61.87
			9	AFTER	121.78	-25.91	45.32
			10	BEFORE	121.65	-20.47	62.61
			10	AFTER	121.84	-22.83	62.22
			11	AFTER	121.58	-21.79	64.06
			12	AFTER	121.53	-21.22	64.02
			13	AFTER	121.26	-19.40	64.74
440	82			VERT SECT. 20° PWD I/CL			
			1	BEFORE	121.65	-31.44	21.08
			1	AFTER	121.95	-25.20	21.44
			2	BEFORE	121.65	-31.87	24.72
			2	AFTER	121.92	-25.21	24.95
			3	BEFORE	121.65	-32.32	39.14
			3	AFTER	122.17	-23.74	39.42
			4	BEFORE	121.65	-31.94	41.63
			4	AFTER	121.73	-23.49	42.01
			5	BEFORE	121.65	-32.13	43.08
			5	AFTER	121.68	-23.82	43.55
441	81			VERT SECT. 0 IMPACT C/L			
			1	BEFORE	129.90	-37.35	18.15
			1	AFTER	129.12	-28.01	18.55
			2	BEFORE	129.90	-37.79	20.62
			2	AFTER	129.26	-27.60	23.87

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ASC TO 8: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONS **

UNIT NO	SCEN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			3	BEFORE	129.90	-38.89	28.46
			3	AFTER	129.23	-27.66	29.19
			4	BEFORE	129.90	-38.93	31.84
			4	AFTER	129.18	-27.48	30.77
			5	BEFORE	129.90	-34.94	44.36
			5	AFTER	129.14	-27.41	33.96
			6	BEFORE	129.90	-24.71	61.47
			6	AFTER	129.06	-27.40	34.97
			7	BEFORE	129.90	-23.13	62.73
			7	AFTER	129.19	-27.23	35.46
			8	BEFORE	129.90	-20.86	63.24
			8	AFTER	129.07	-27.17	36.79
			9	AFTER	128.96	-27.23	37.52
			10	AFTER	128.97	-27.15	39.49
			11	AFTER	128.73	-26.90	43.44
			12	AFTER	128.70	-26.44	45.75
			13	AFTER	130.07	-22.20	63.09
			14	AFTER	130.06	-21.10	65.06
			15	AFTER	129.87	-20.42	64.99
			16	AFTER	129.81	-19.25	65.67

441 82

VENT SECT. @ IMPACT C/L

1	BEFORE	129.90	-30.72	21.45
1	AFTER	130.30	-23.48	21.87
2	BEFORE	129.90	-30.74	31.89
2	AFTER	130.34	-22.96	32.17

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ASC TO S: T-

TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONAL **

INT NO	SCIN NO	SIDE	SEQ NO	NAME AND CRASH STATUS	X	Y	INCHES Z
			3	BEFORE	129.90	-30.76	38.44
			3	AFTER	130.44	-23.01	38.90
			4	BEFORE	131.54	-30.32	44.99
			4	AFTER	131.63	-23.05	45.26
			5	BEFORE	133.28	-27.50	51.39
			5	AFTER	133.55	-21.48	52.19
			6	BEFORE	134.92	-23.75	57.79
			6	AFTER	138.04	-19.49	59.34

442 31

VERT SECT 28" AFT I/CL

1	BEFORE	167.85	-37.35	19.31
1	AFTER	166.61	-36.74	20.64
2	BEFORE	167.85	-37.66	21.10
2	AFTER	166.37	-26.92	23.80
3	BEFORE	167.85	-28.85	24.99
3	AFTER	166.35	-37.00	25.24
4	BEFORE	167.85	-38.79	31.47
4	AFTER	166.07	-37.64	30.78
5	BEFORE	167.85	-37.44	40.37
5	AFTER	166.07	-37.48	32.39
6	BEFORE	167.85	-34.65	45.46
6	AFTER	165.85	-37.45	37.04
7	BEFORE	167.85	-26.04	60.14
7	AFTER	165.84	-36.60	40.55
8	BEFORE	167.85	-23.32	62.43
8	AFTER	165.97	-36.06	41.25
9	BEFORE	167.85	-20.14	63.07
9	AFTER	166.12	-35.40	43.28

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** SECTIONALS **

UNIT NO	SECTN NO	SIDE	SEQ NO	EDGE AND CRASH STATUS	X	Y	INCHES Z
			10	AFTER	166.90	-34.19	45.32
			11	AFTER	166.41	-33.16	46.75
			12	AFTER	167.35	-25.18	61.41
			13	AFTER	167.76	-22.25	62.83
			14	AFTER	167.42	-21.40	63.97
			15	AFTER	167.44	-19.23	64.74

442 82

VERT SECT 20" AFT I/CL

1	BEFORE	167.85	-32.16	32.01
1	AFTER	167.55	-30.86	32.89
2	BEFORE	167.85	-32.43	38.20
2	AFTER	167.07	-31.06	39.28
3	BEFORE	167.85	-31.94	41.87
3	AFTER	166.93	-30.49	43.00
4	BEFORE	167.85	-31.96	44.20
4	AFTER	167.21	-30.64	45.33

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** COMMENTS **

ANY AUTOMATICALLY GENERATED COMMENTS APPEAR IN THIS BOX:

THIS VEHICLE IS SET UP TO DESIGN ATTITUDE AND WHILE REPORTED IN ENGLISH UNITS, USES A METRIC PRINT ZERO. SUSPENSION COMPONENTS ARE NOT IN DESIGN POSITION. COORDINATES CAN BE CONVERTED TO DESIGN PRINT VALUES BY USING THE FOLLOWING: asking for a metric print-out or

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

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

ON SIDE IMPACTS FOR VEHICLES WITH A WHEELBASE OF 114 inches or less
SCRIBE (4) VERTICAL LINES on side of impact from ROCKER TO BELT LINE @:

(1) WHEELBASE C/L (2) 37" FORWARD OF WHEELBASE C/L
(3) 4" FORWARD OF WHEELBASE C/L (4) 28" REARWARD OF WHEELBASE C/L

ON SIDE IMPACTS FOR VEHICLES WITH A WHEEL BASE GREATER THAN 114 INCHES
SCRIBE (4) VERTICAL LINES on side of impact from ROCKER TO BELT LINE @:

(1) 20" (2) 53" (3) 86" REARWARD OF FRONT AXLE CENTER LINE
(4) @ WHEELBASE CENTER LINE

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

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

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

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

ANY COMMENTS ENTERED BY OPERATORS APPEAR BELOW THIS LINE:

***** 650 POINT DESCRIPTION *****

01. R/FRONT SILL SETUP
02. R/REAR SILL SETUP

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TARGET DIMENSIONAL ANALYSIS REPORT

CRASH #: 12837

** COMMENTS **

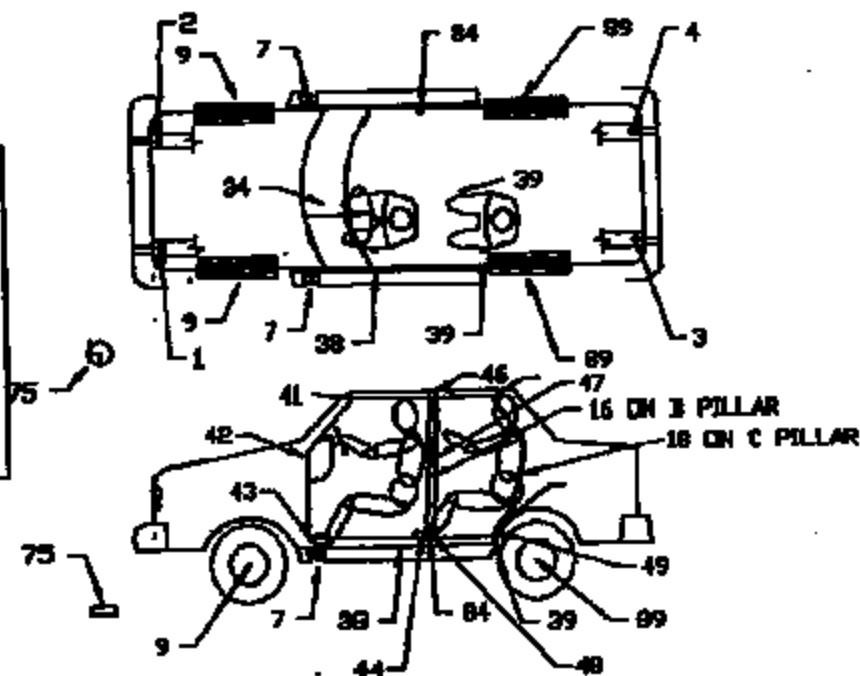
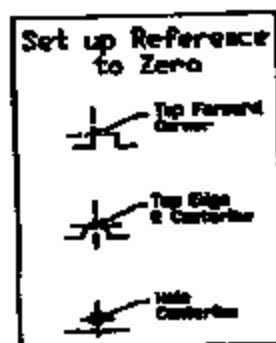
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CONTROL POINTS (SIDE IMPACT CAR) REQUEST 404
 UNIT 70 POINT 75
 UNIT 71 POINTS 7 LEFT & RIGHT
 UNIT 74 POINTS 41-44, 46-49 ON SIDE OF IMPACT
 UNIT 74 POINTS 53, 54 ON SIDE OPPOSITE OF IMPACT
 UNIT 411 POINTS 1-4, 38, 39, 84
 UNIT 412 POINTS 9, 16,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



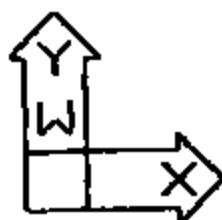
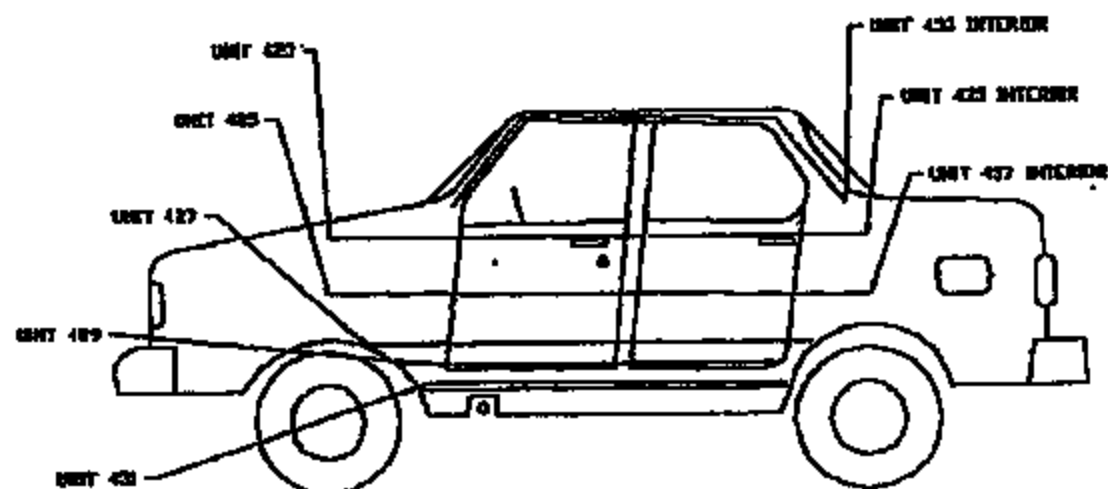
REQUEST 404 181C 96A 12/96

08/01/1

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EXTERIOR & INTERIOR HORIZ. SECTIONALS SIDE IMPACT
REQUEST 423,425,427,429,431,433,435,437



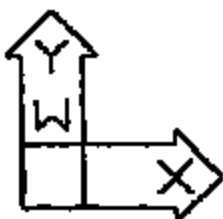
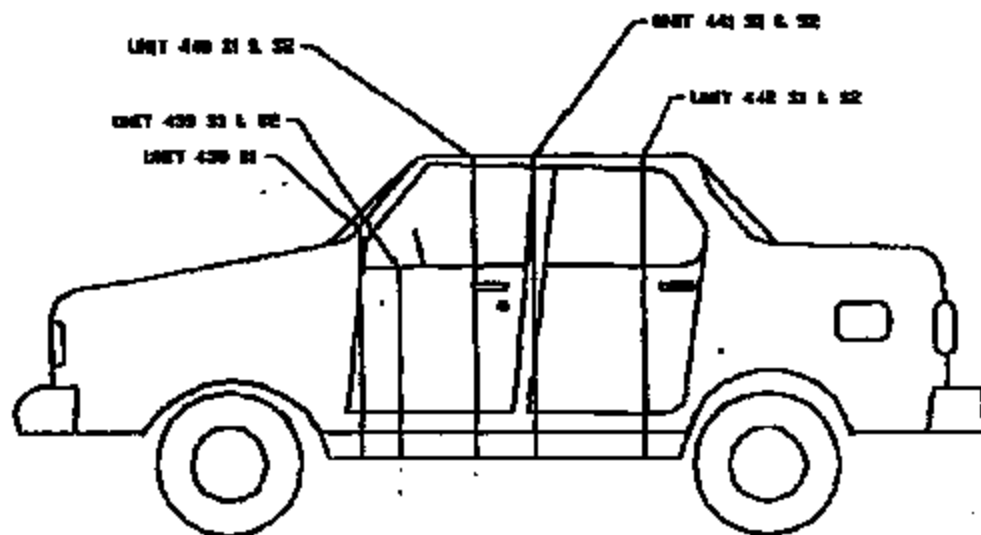
REQUEST 423,425,427,429,431,433,435,437 UPHC 977 10/96

INCHES

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REQUEST 438 - 448 VERT. SECTIONS SINE IMPACT
 UNITS 438 SI, 439 - 448 SI & SI
 SI SECTIONS ARE EXTERIOR, SI SECTIONS ARE INTERIOR

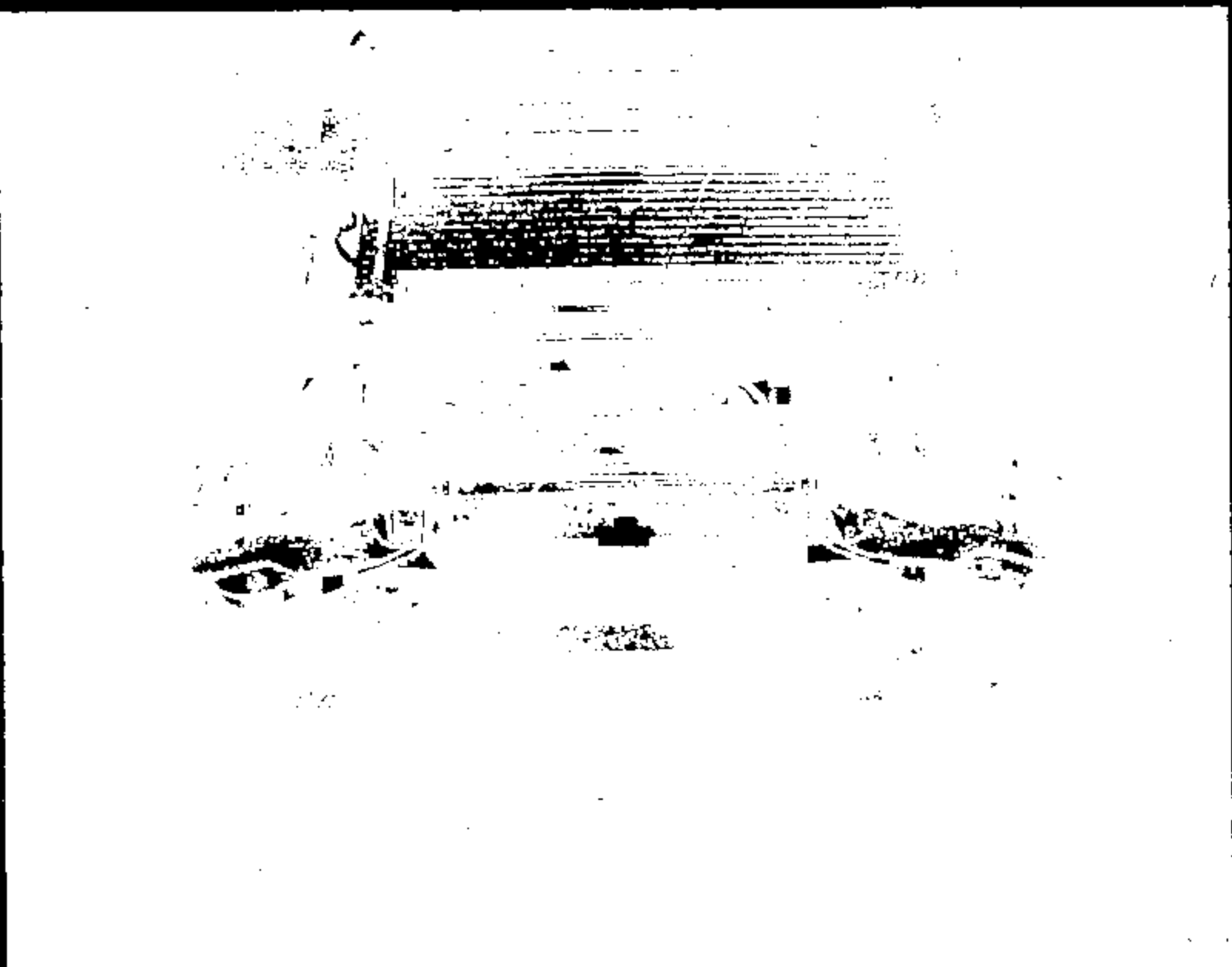


REQUEST 438 - 448 UPIC 979 10/96

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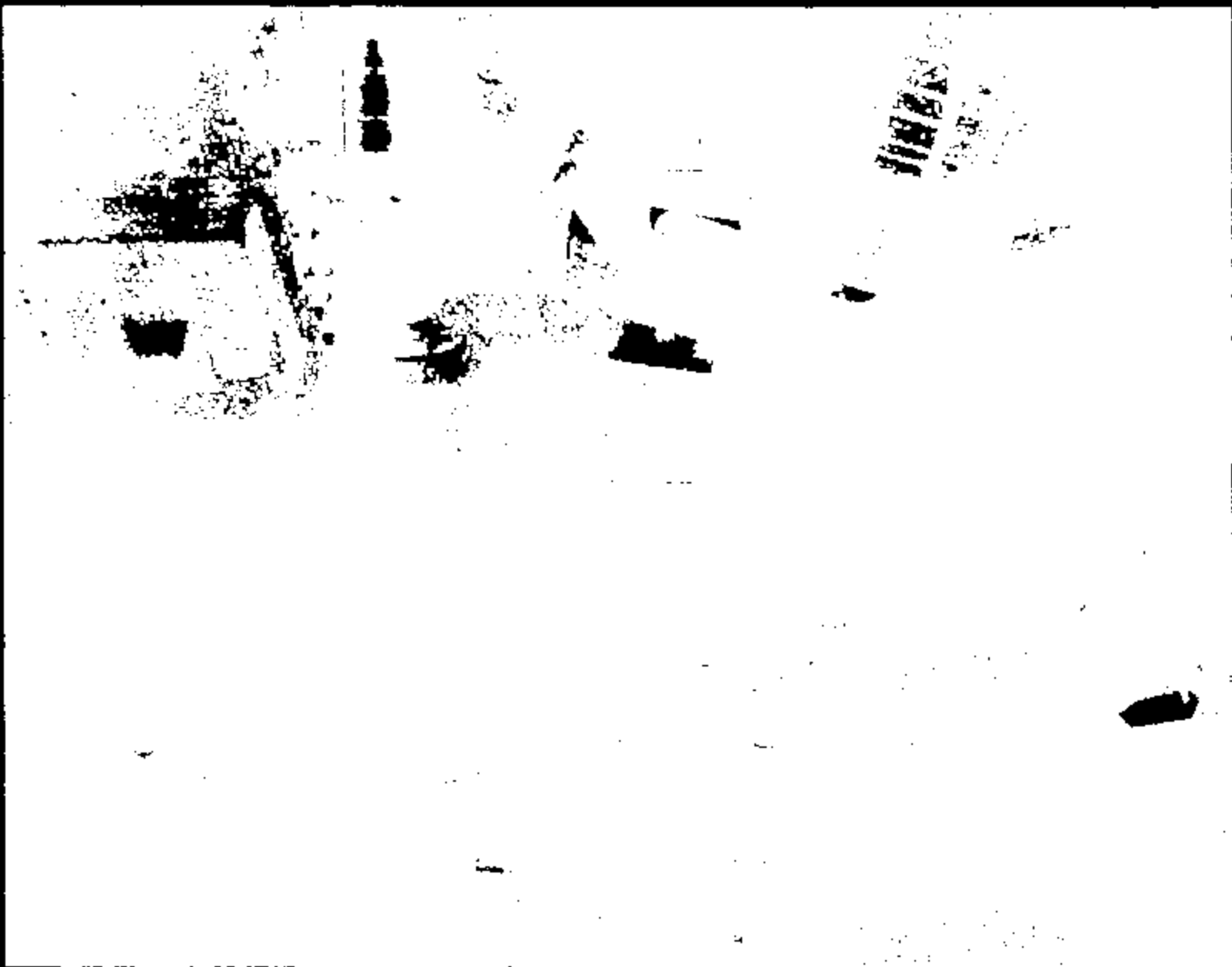


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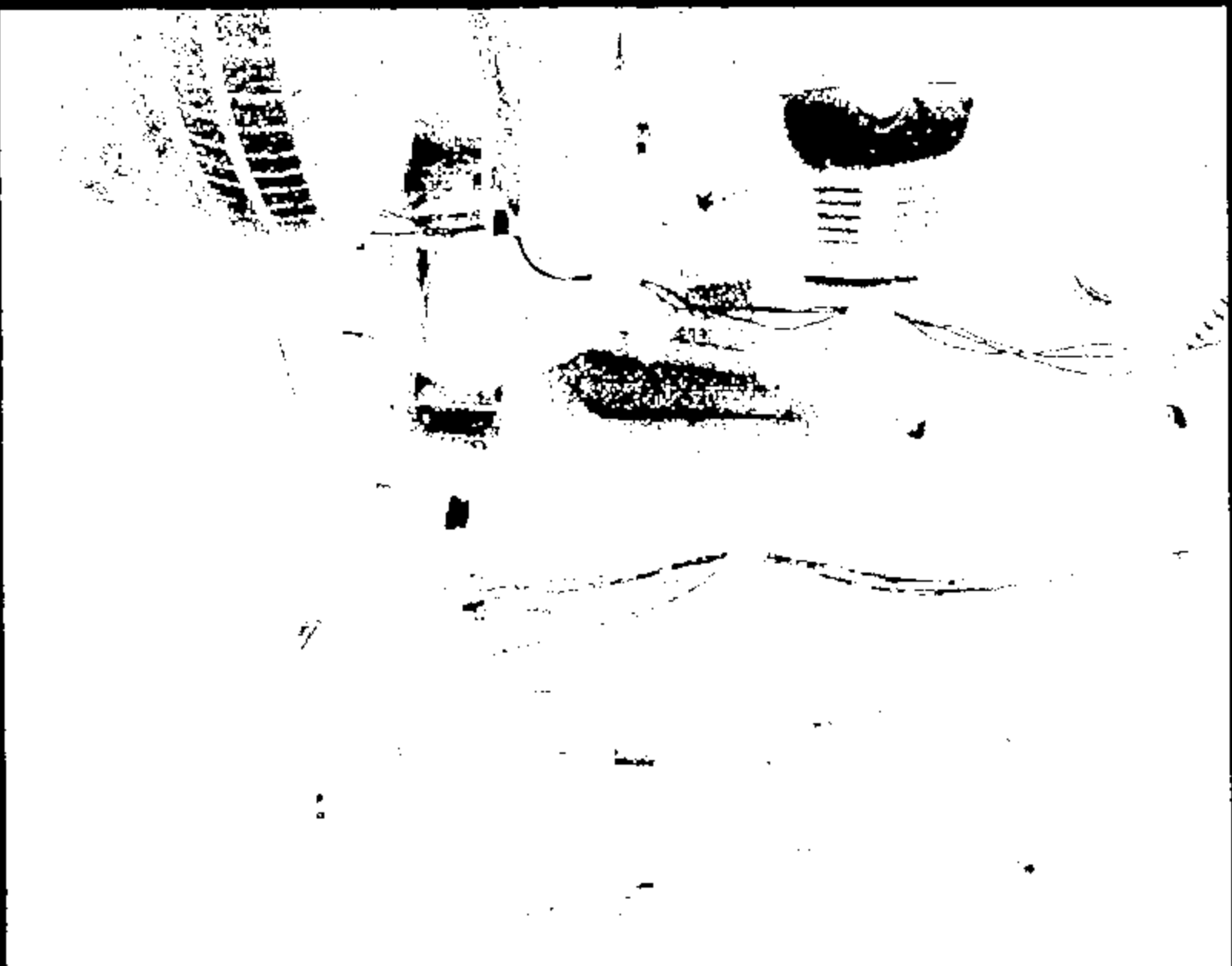
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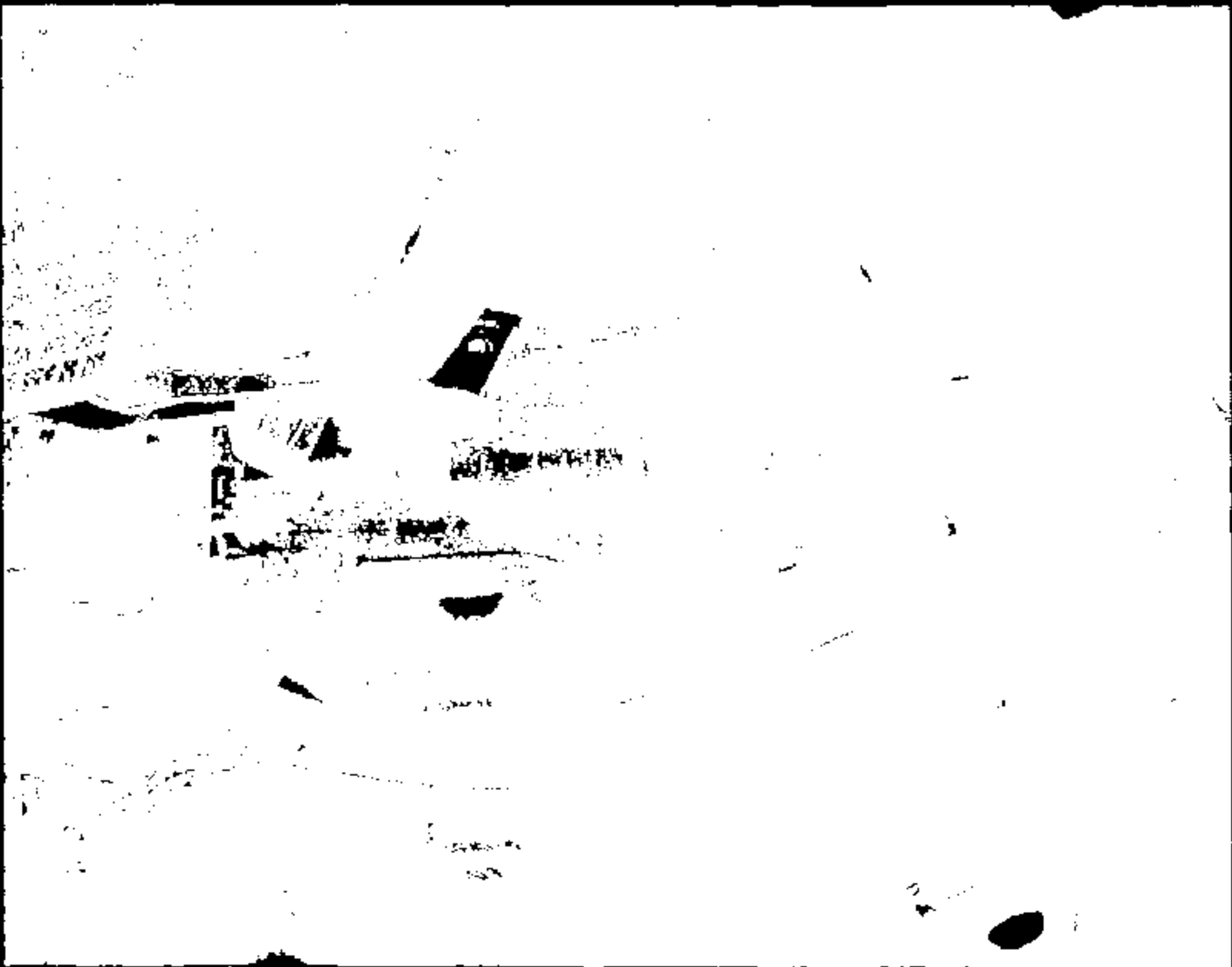
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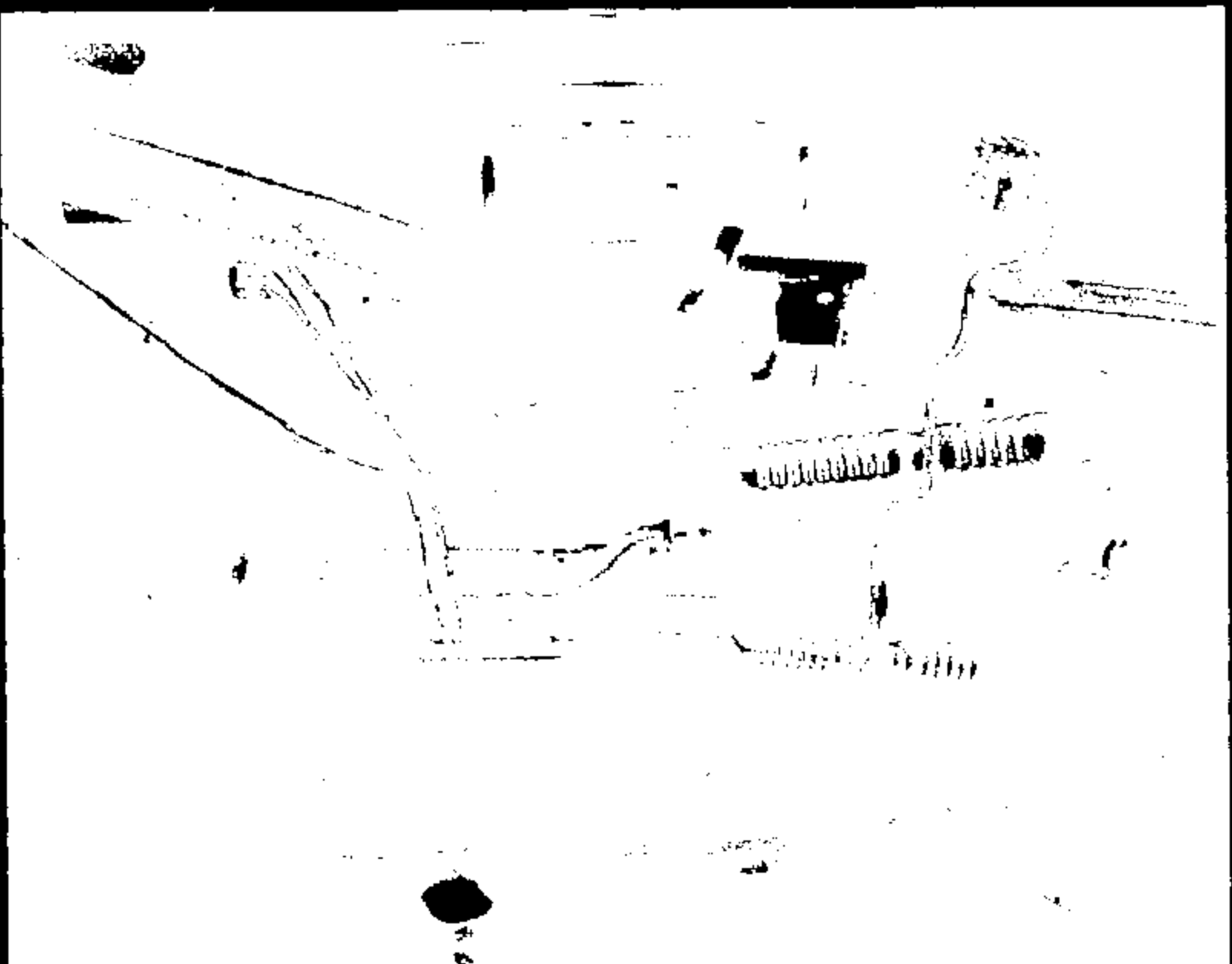
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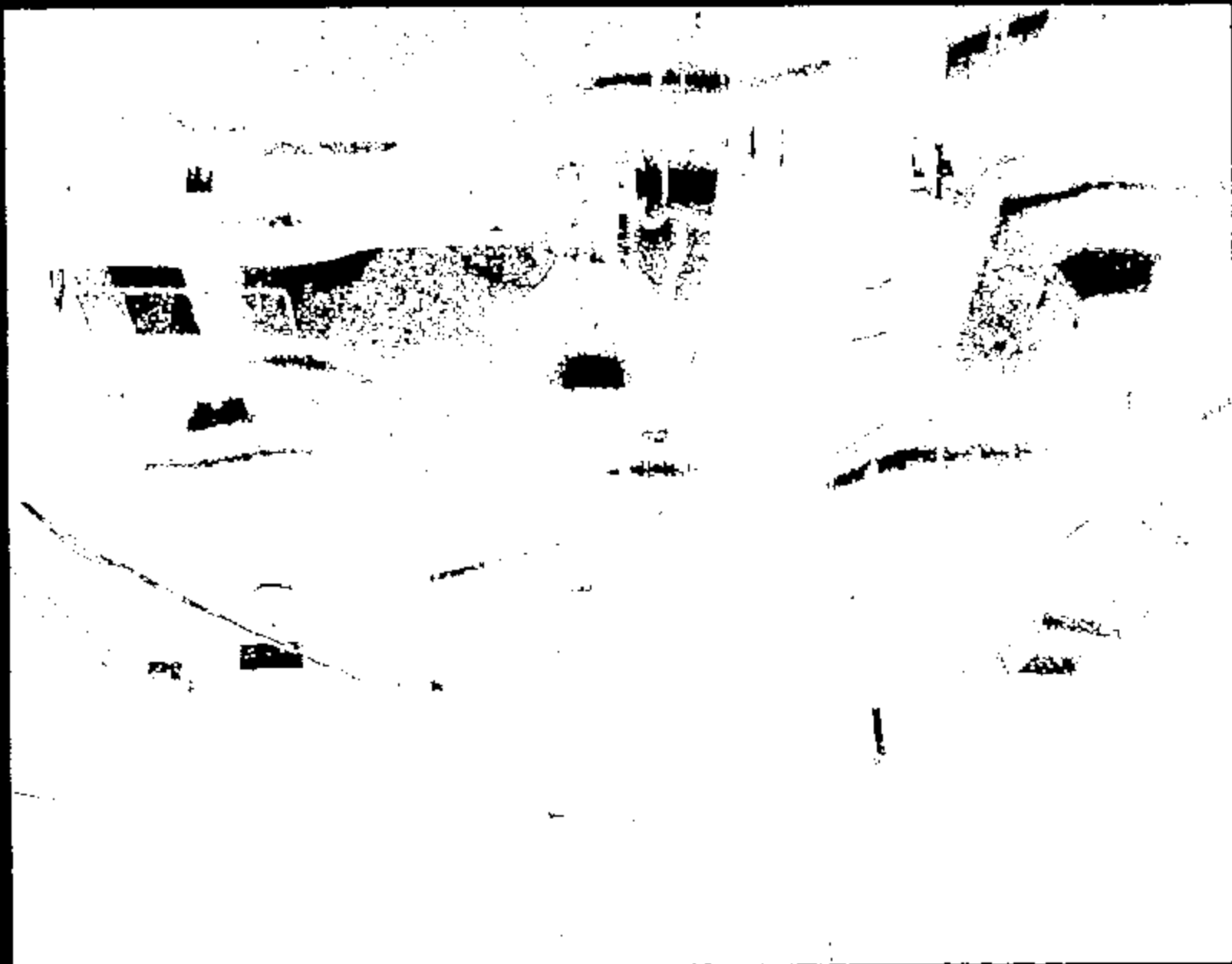


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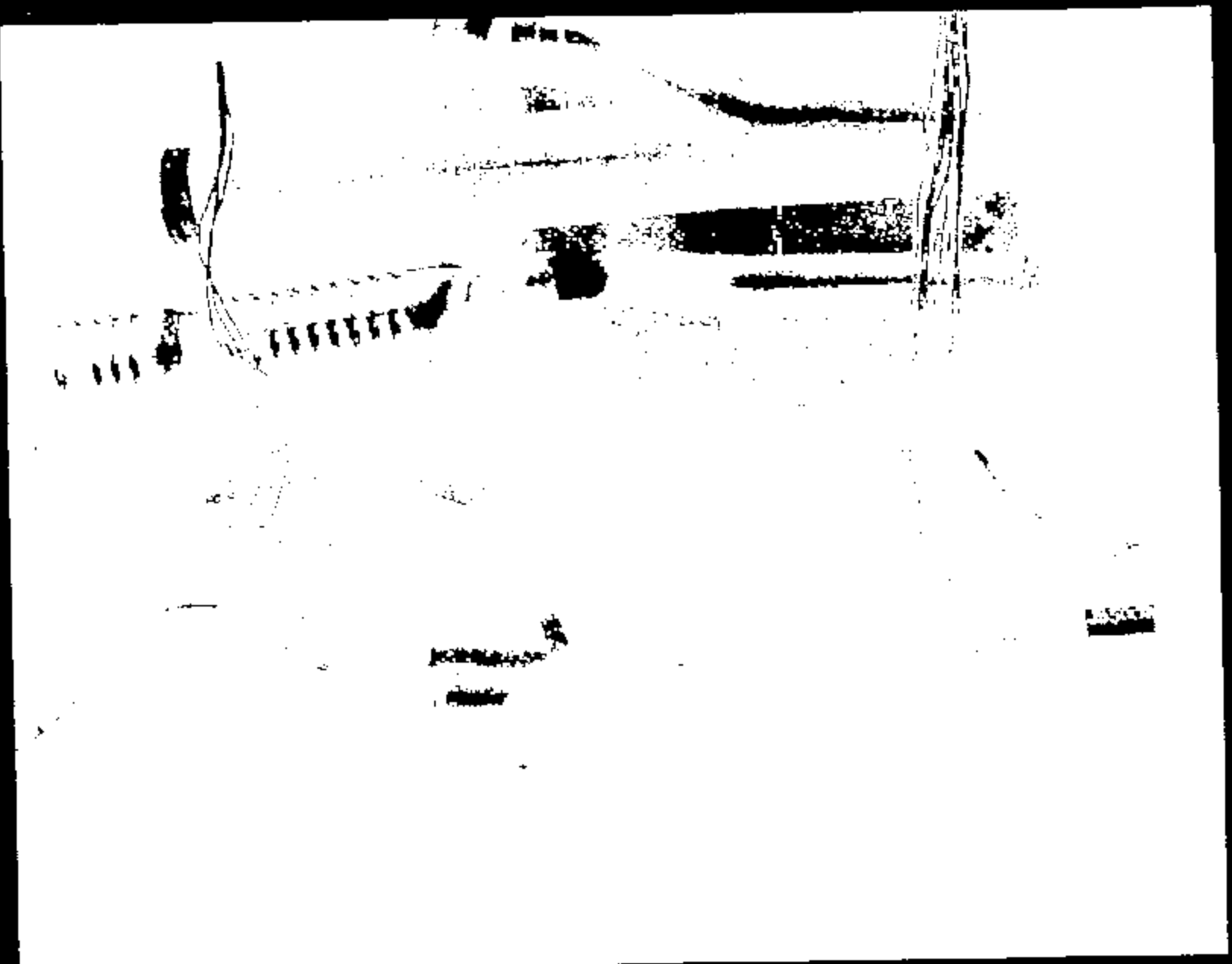


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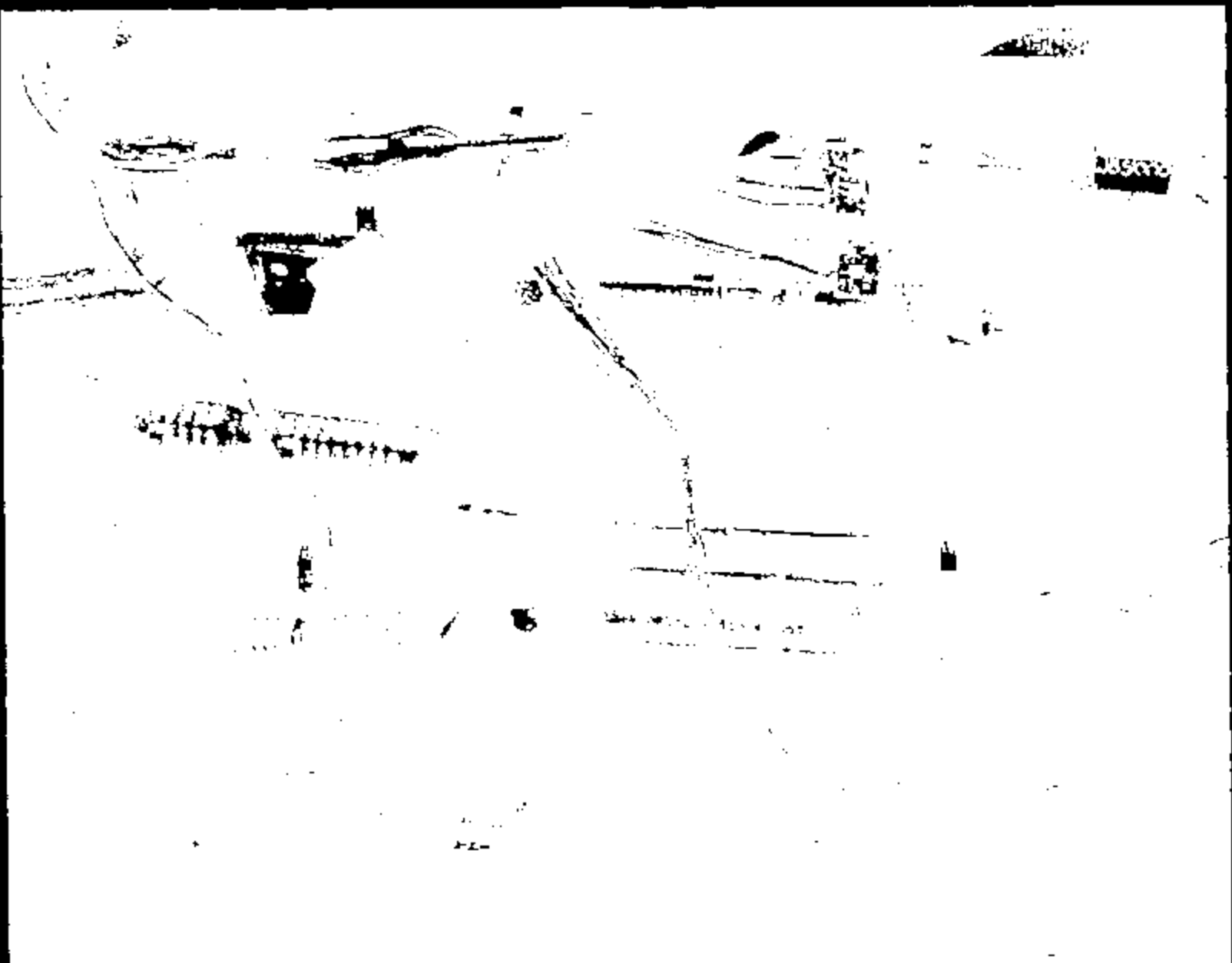


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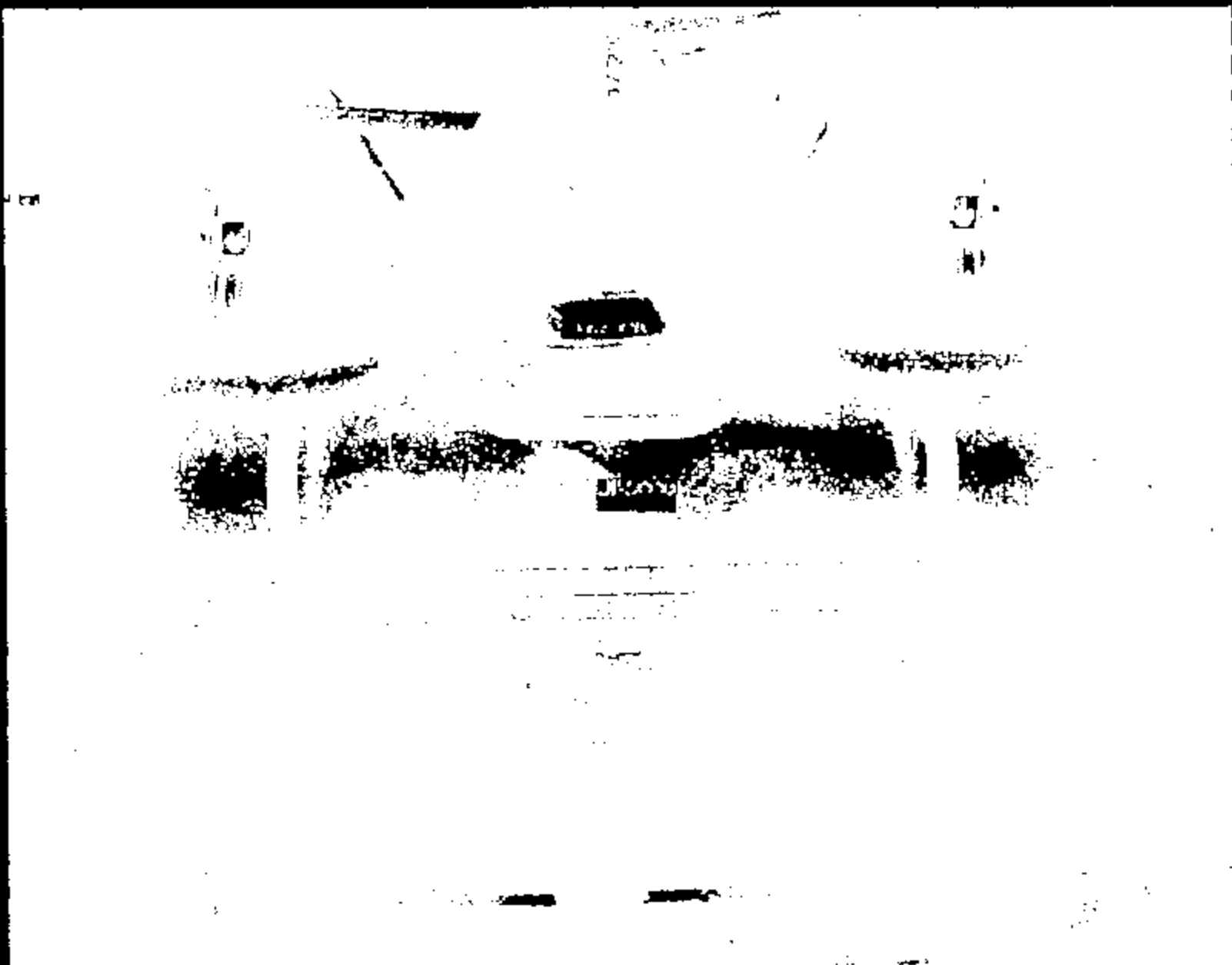
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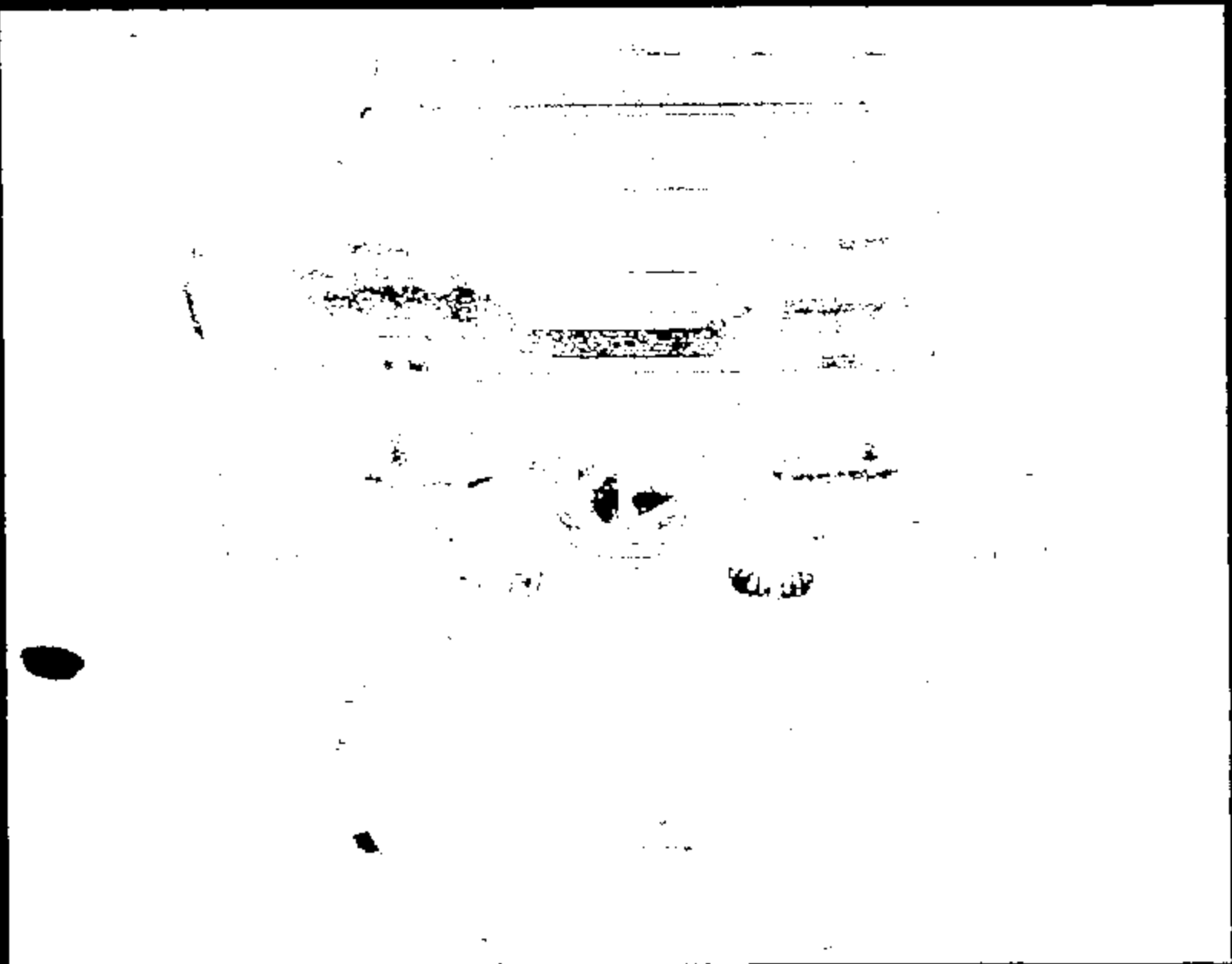
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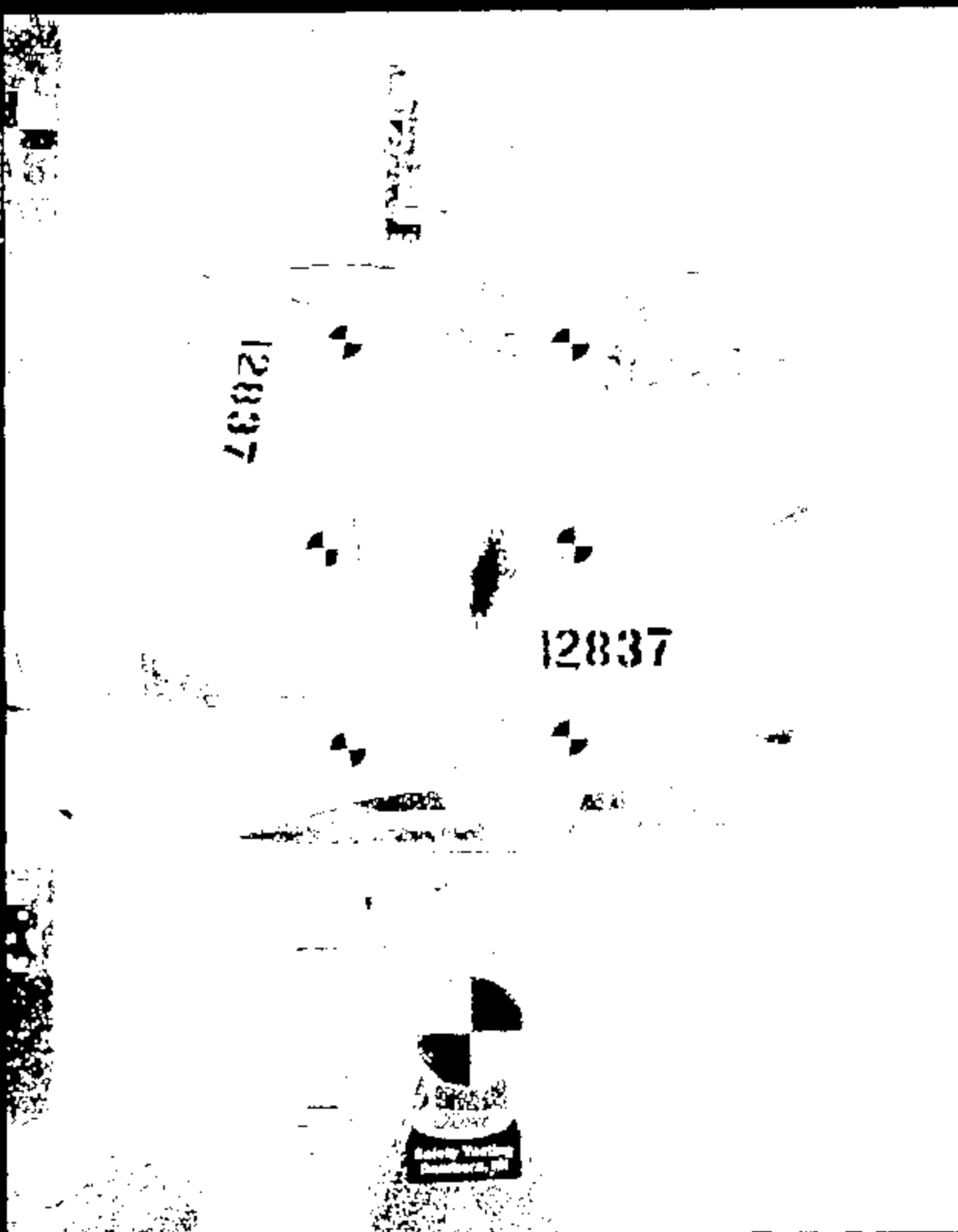
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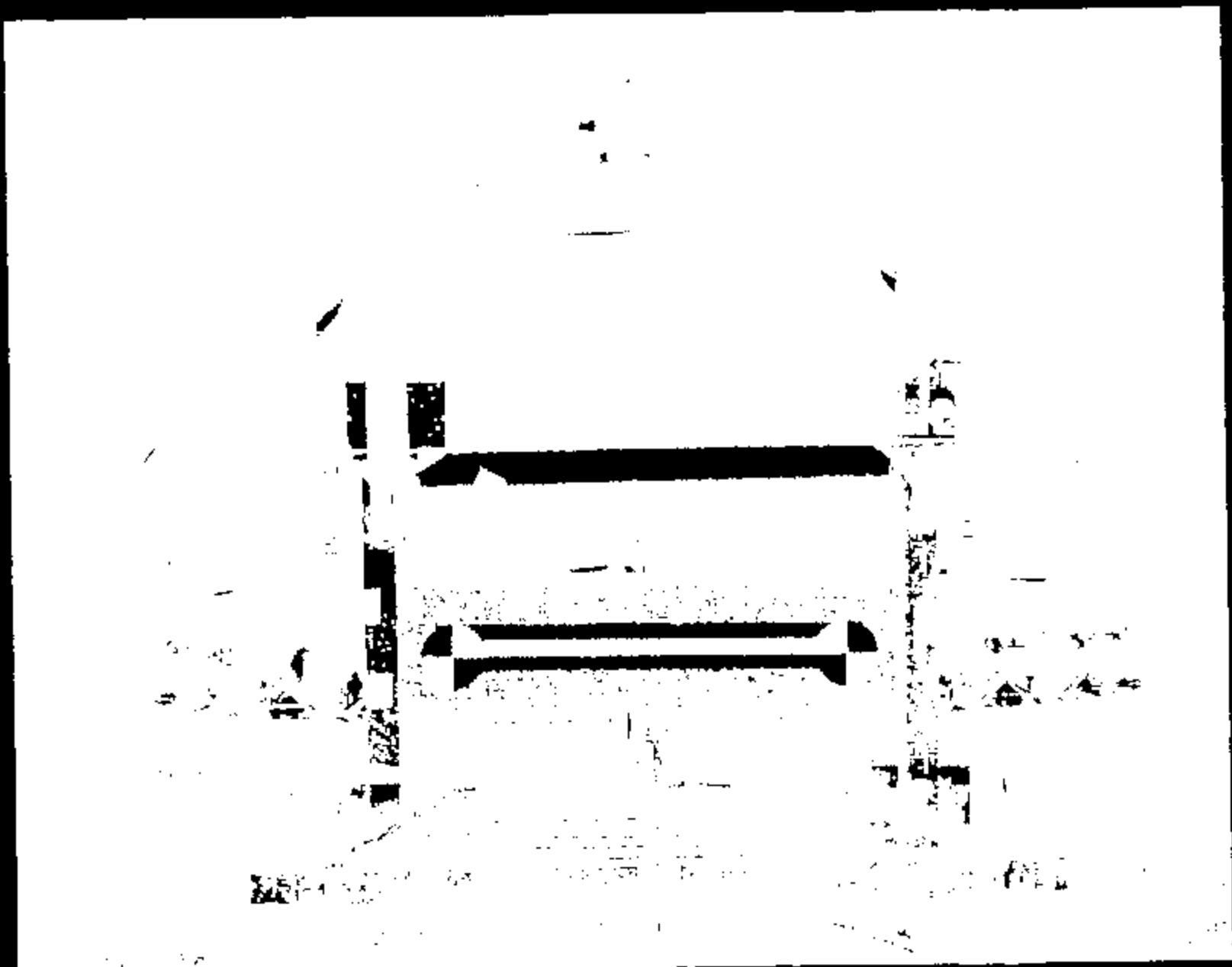
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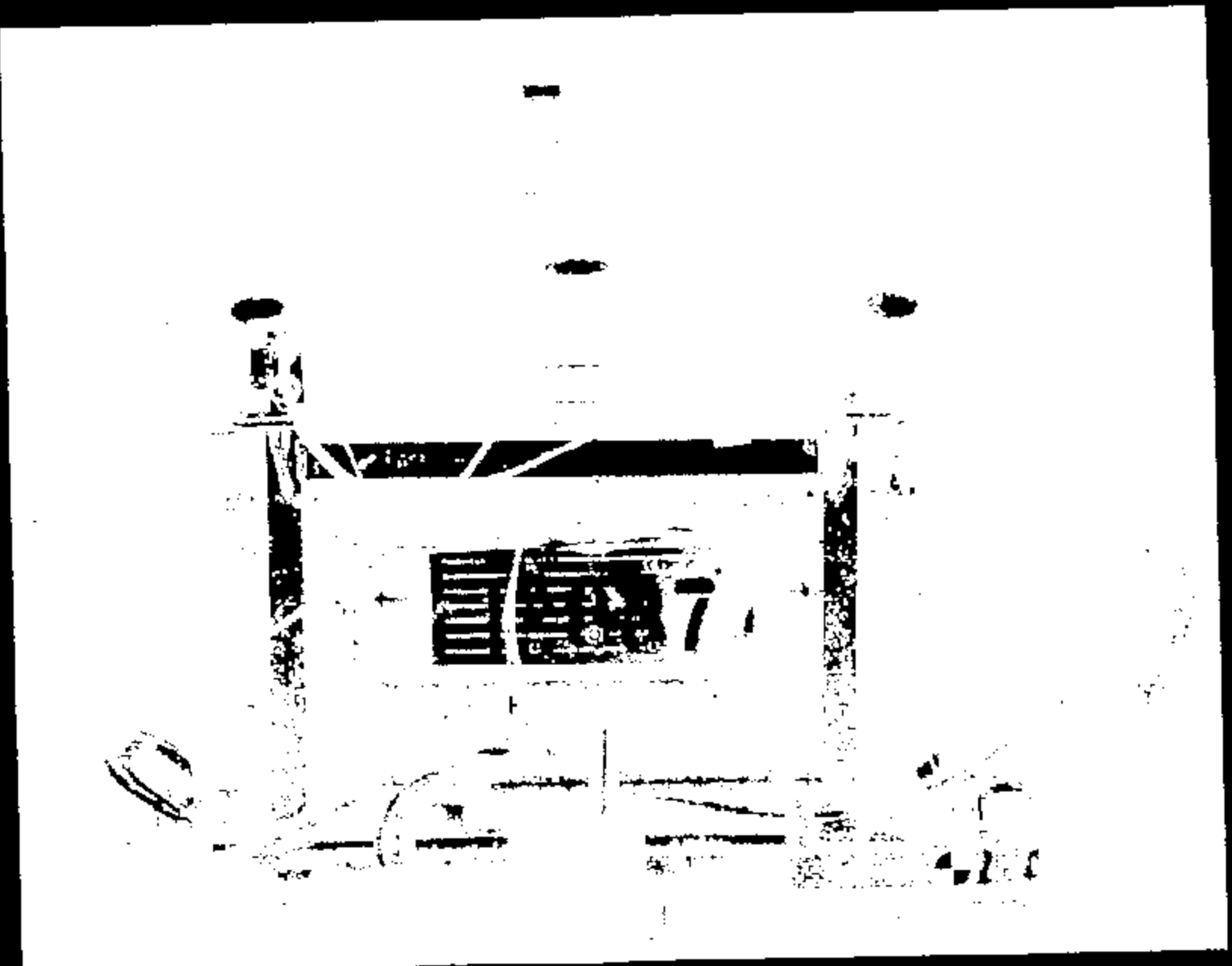




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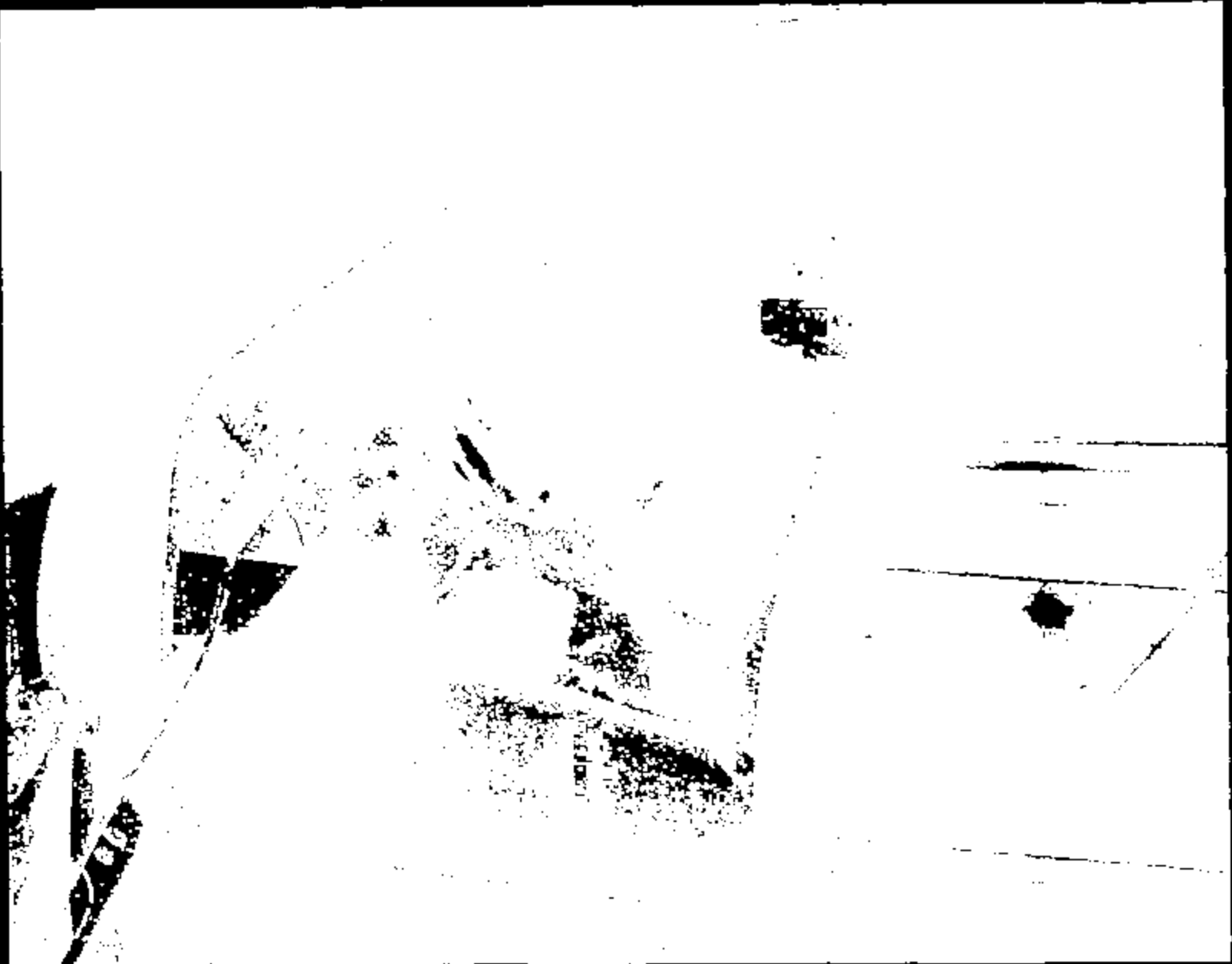
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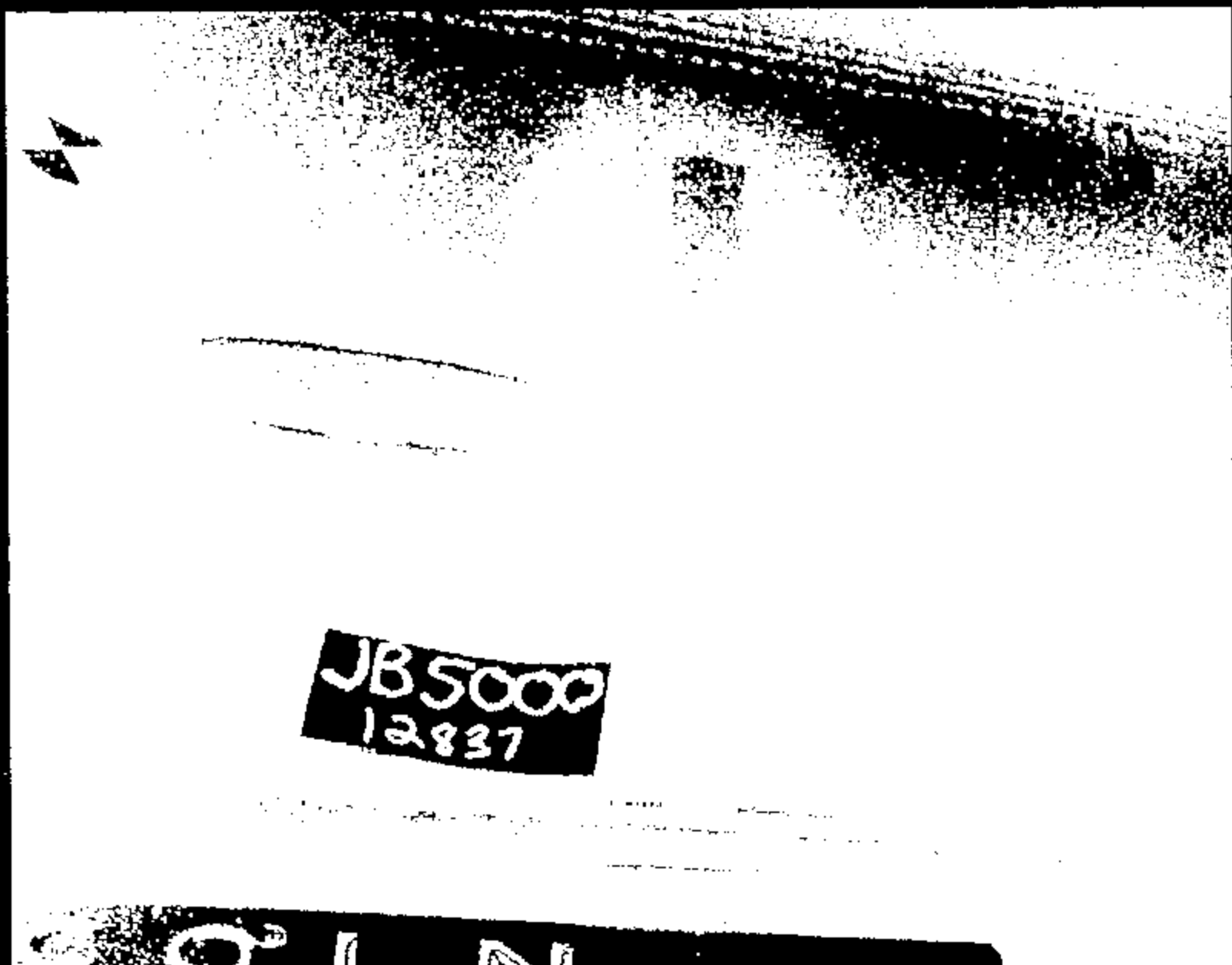


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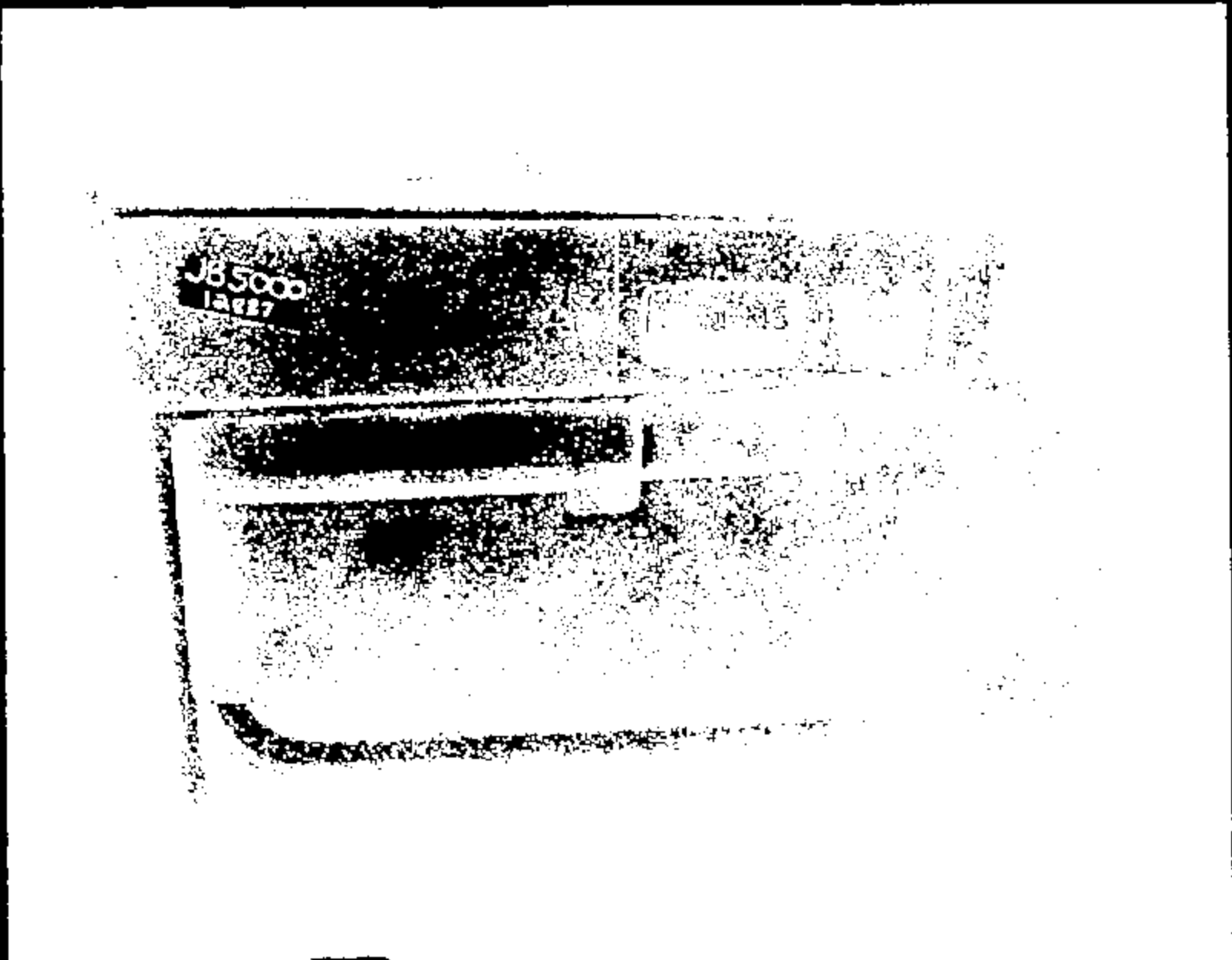
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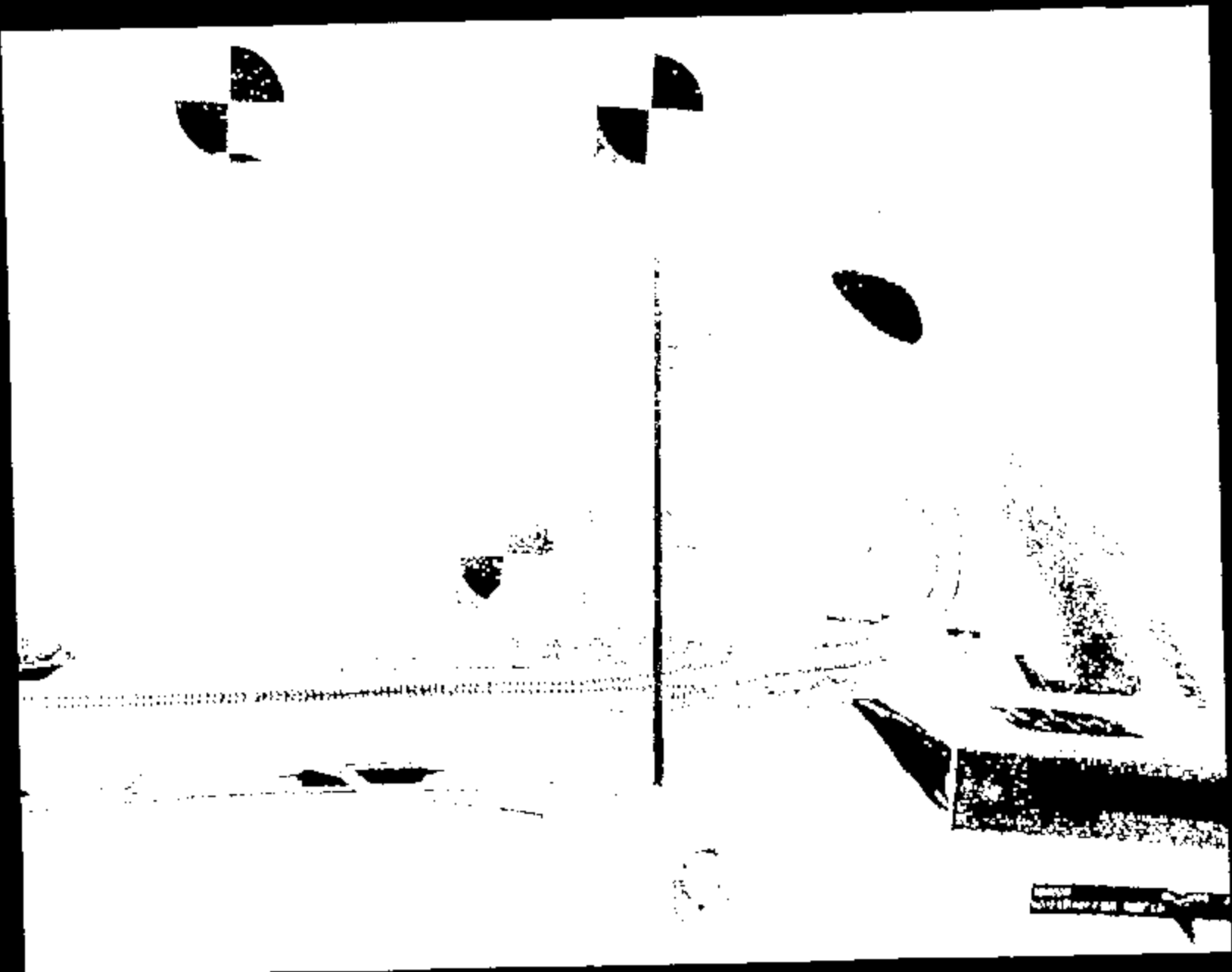


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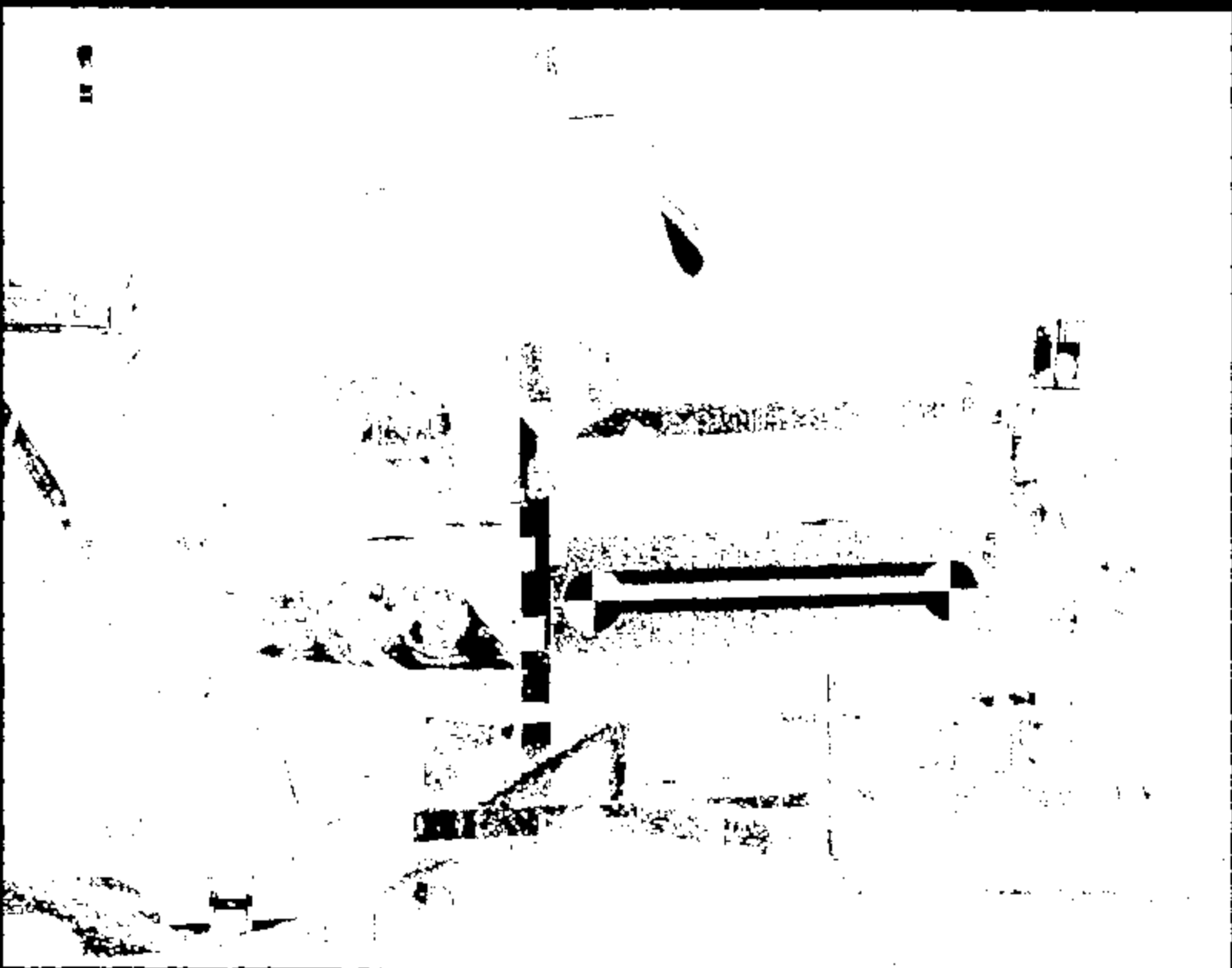
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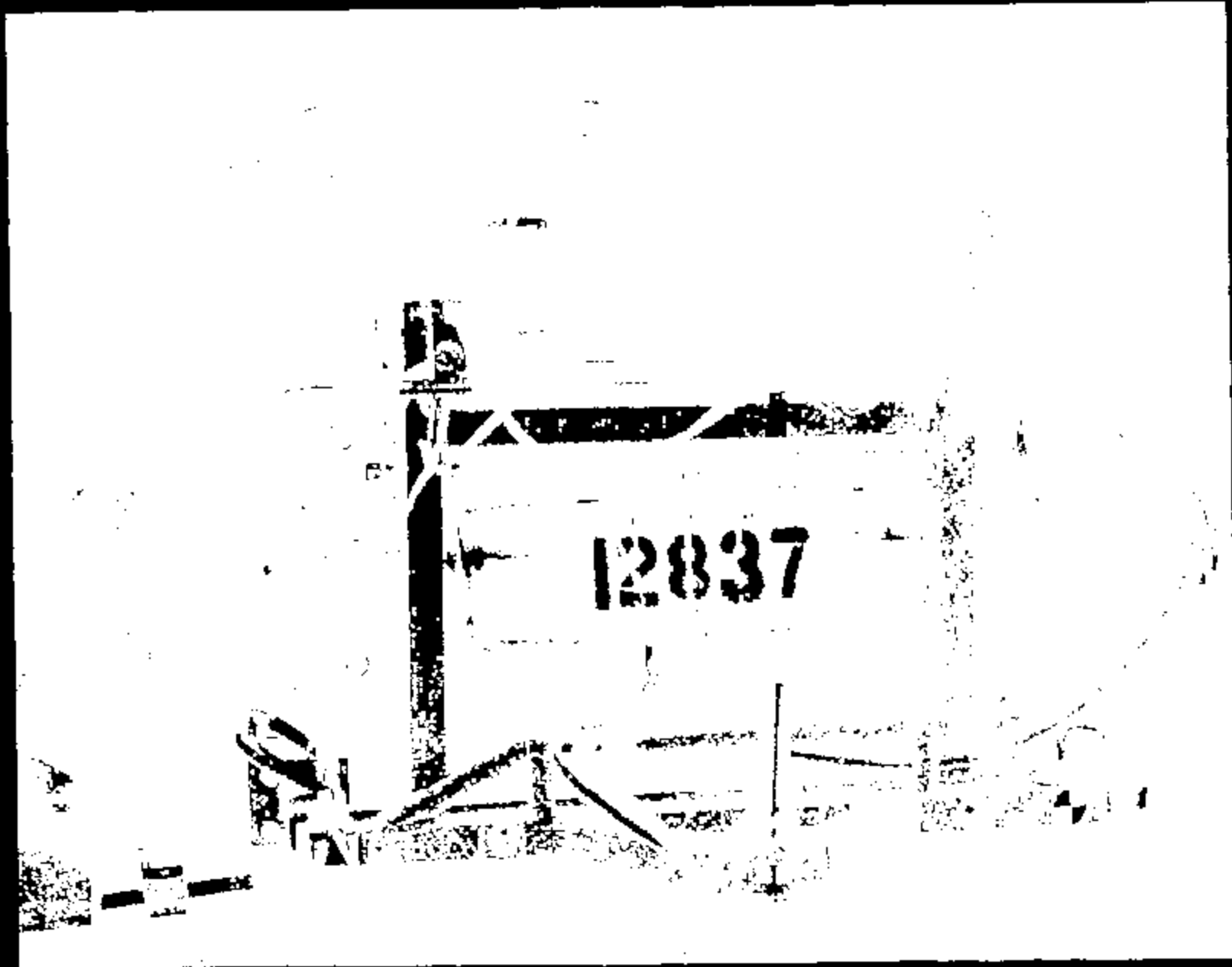
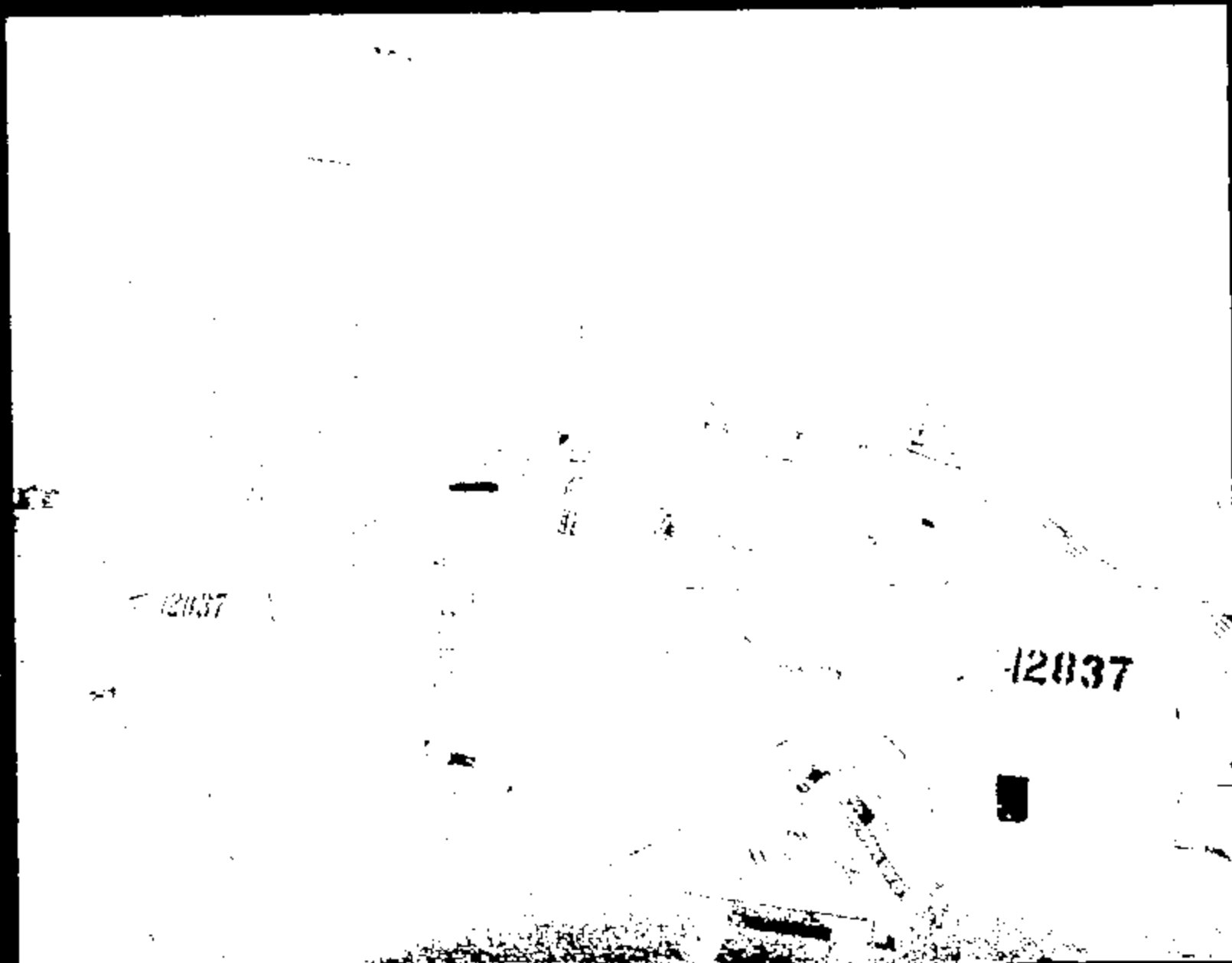


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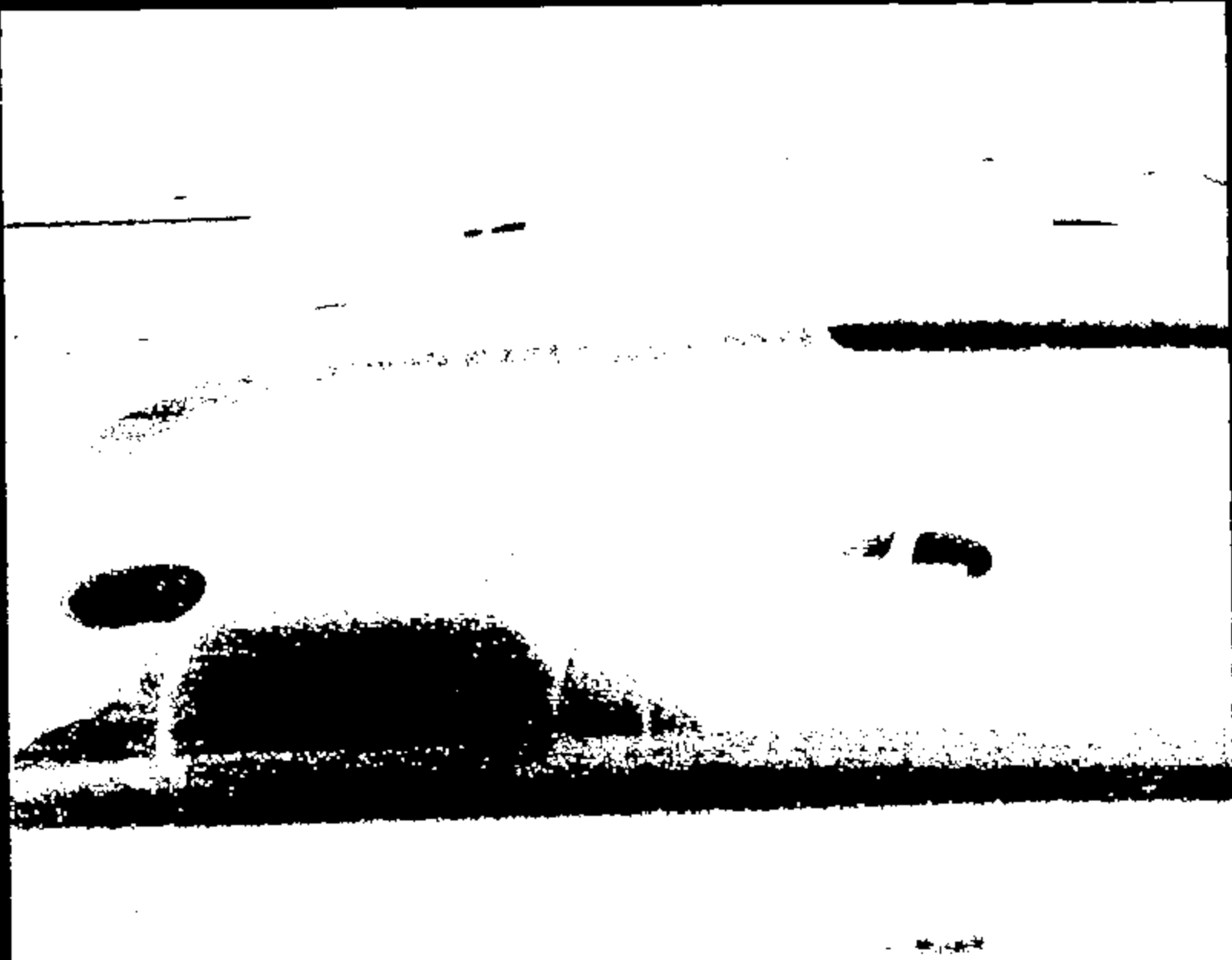


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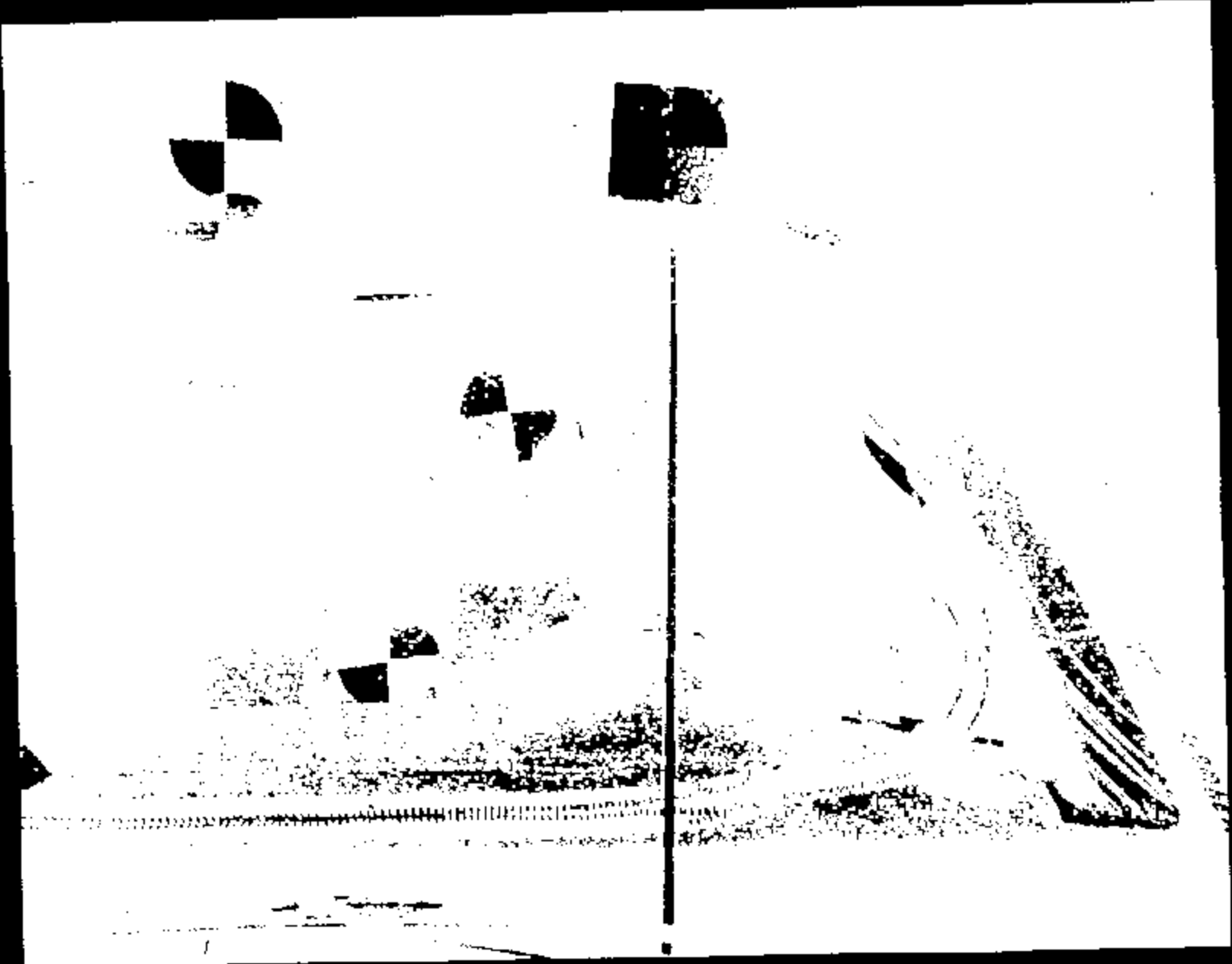


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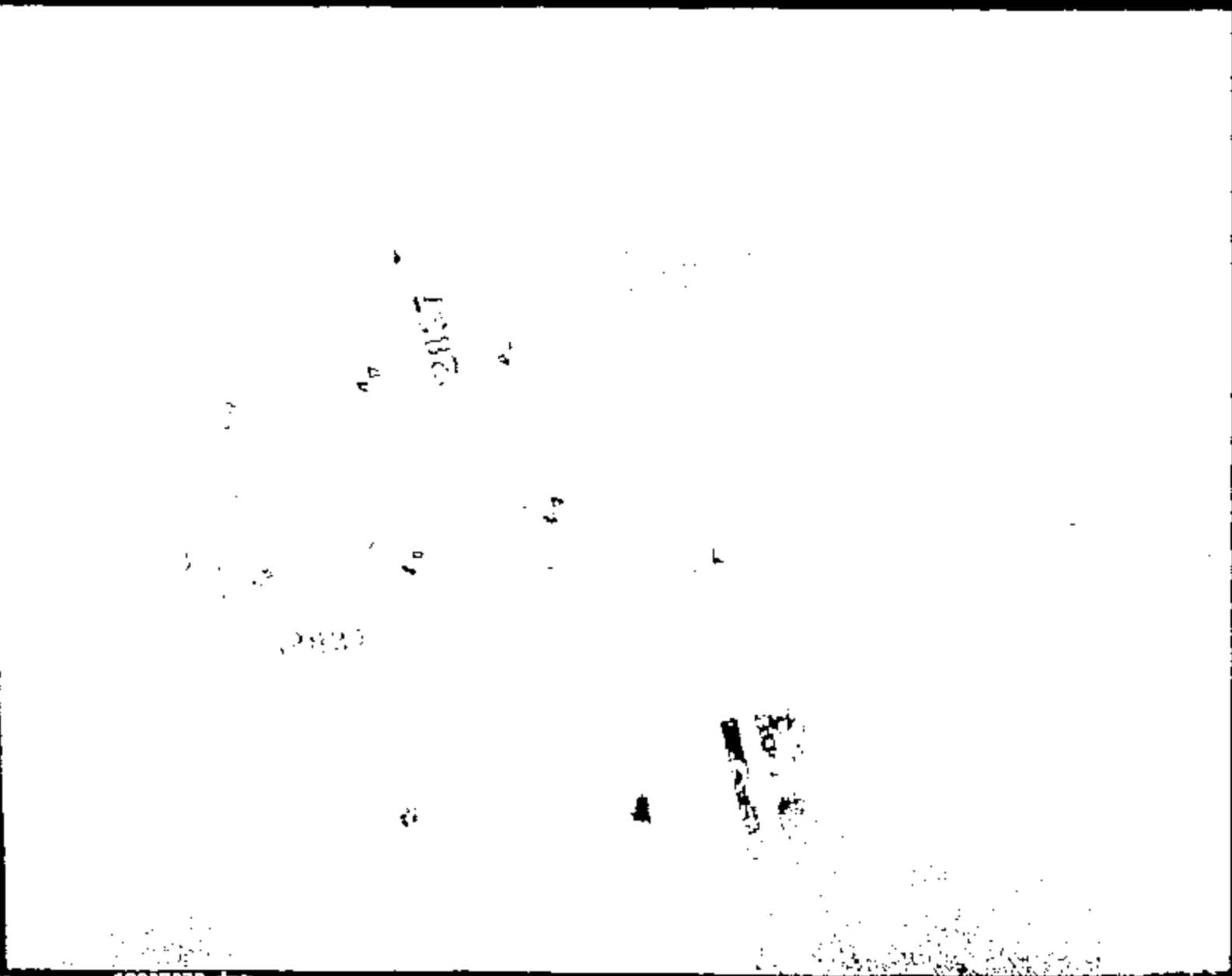


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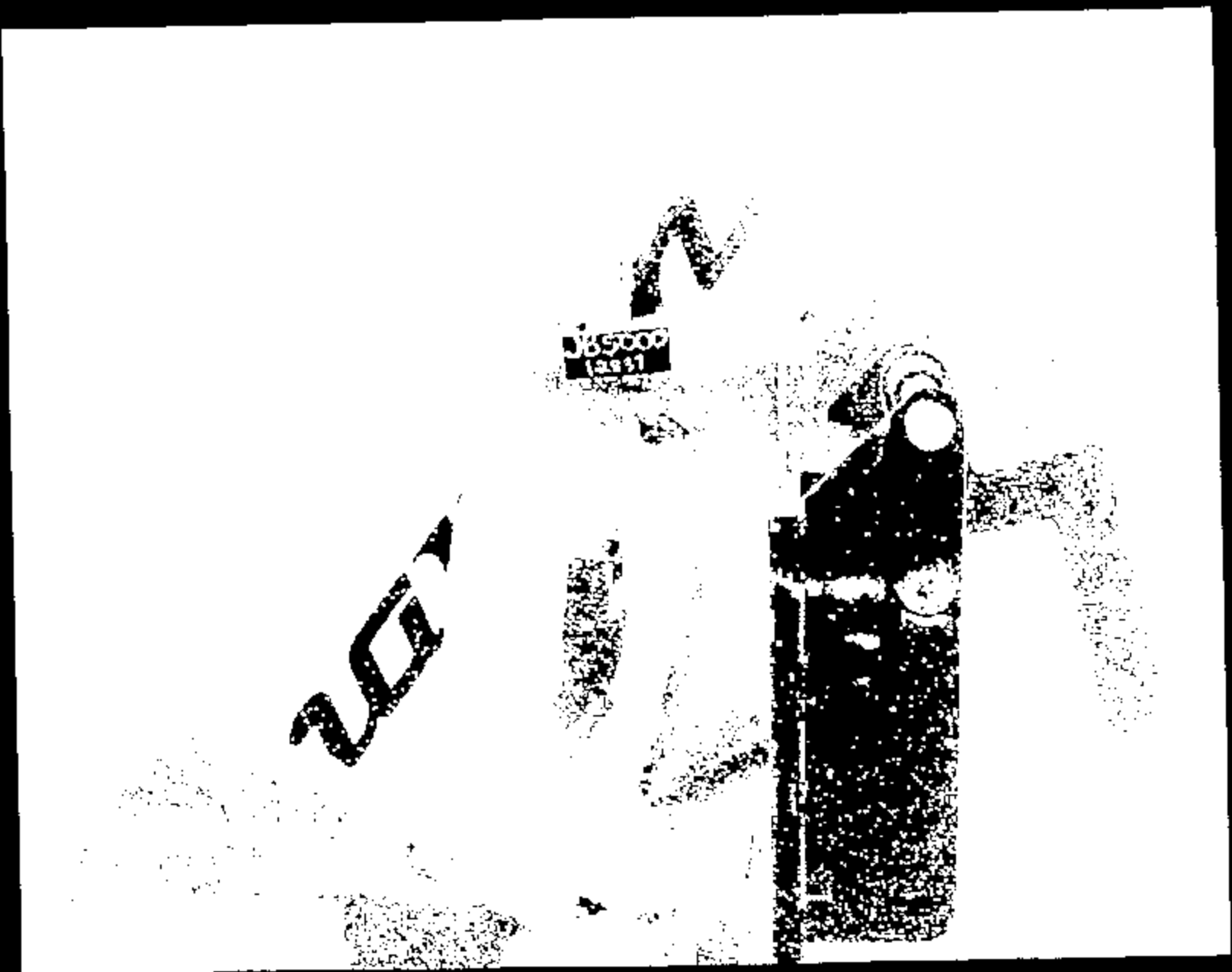
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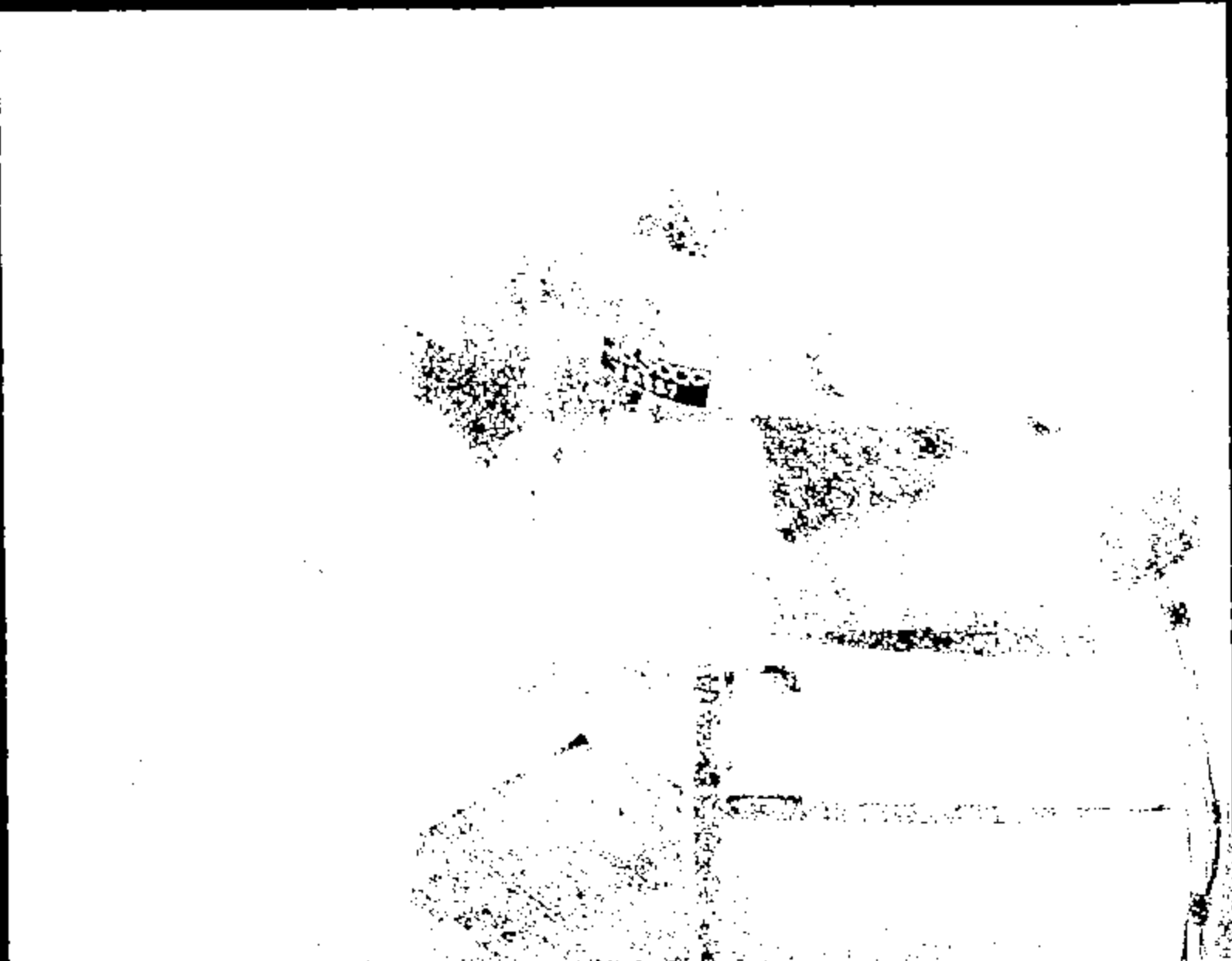
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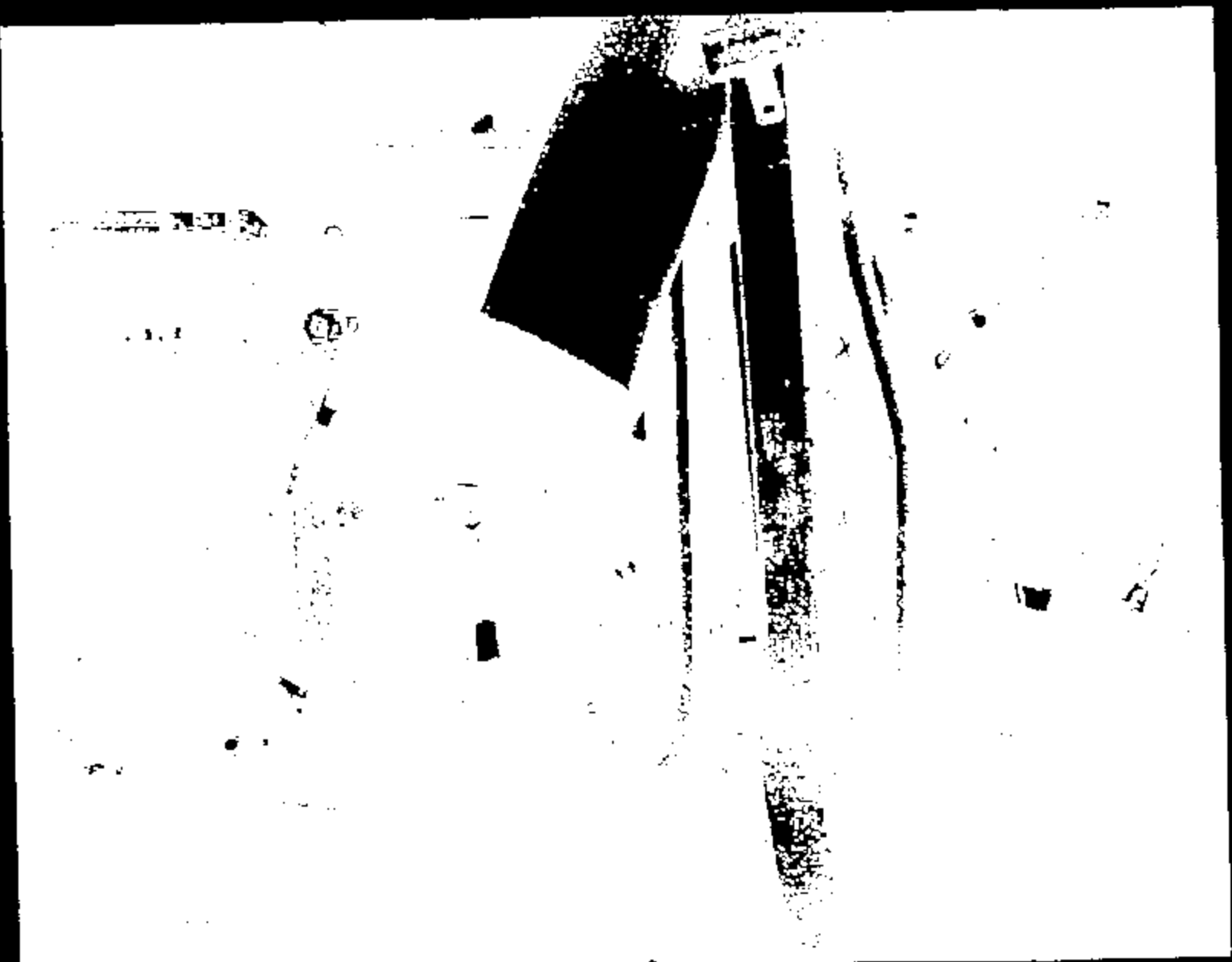
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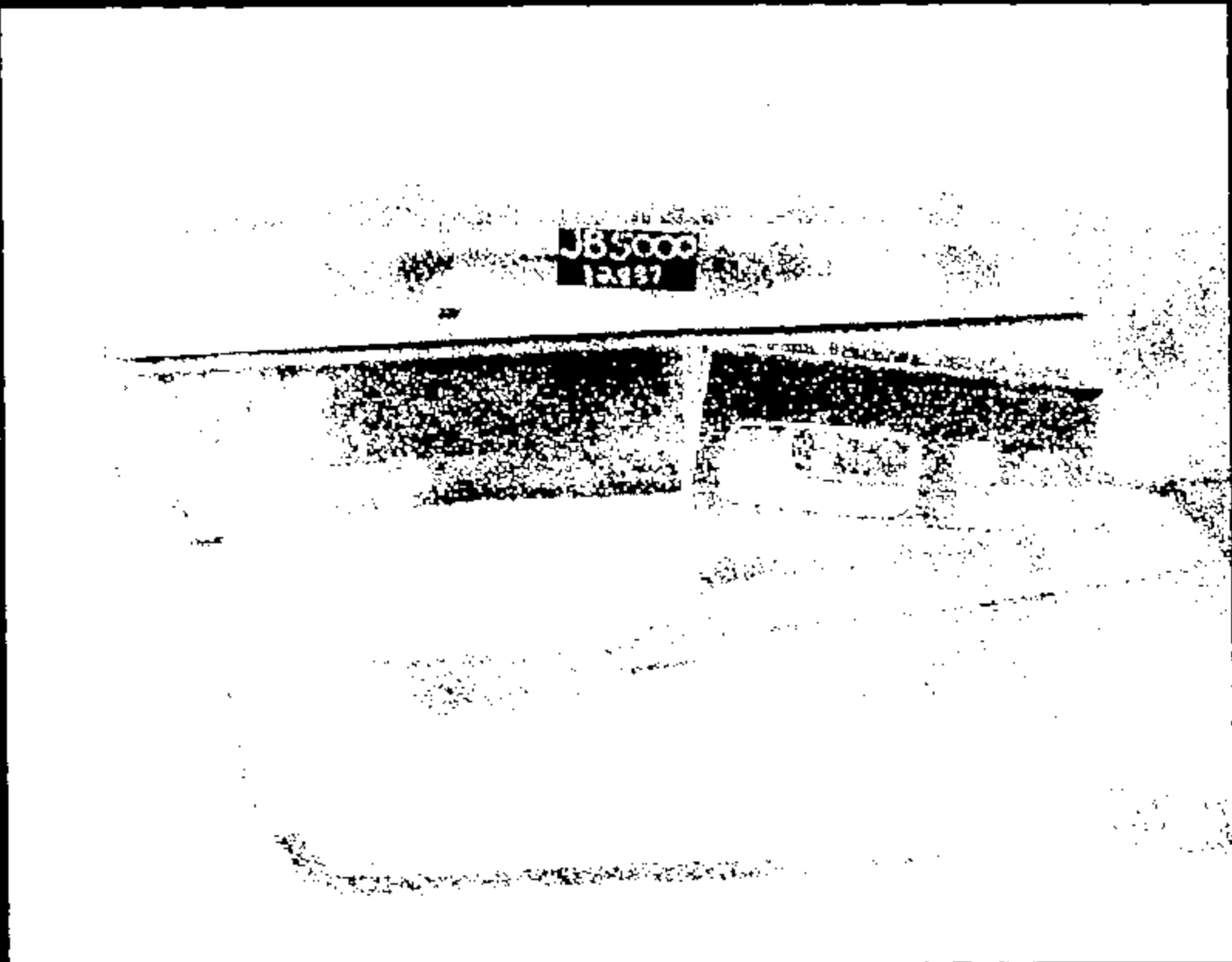
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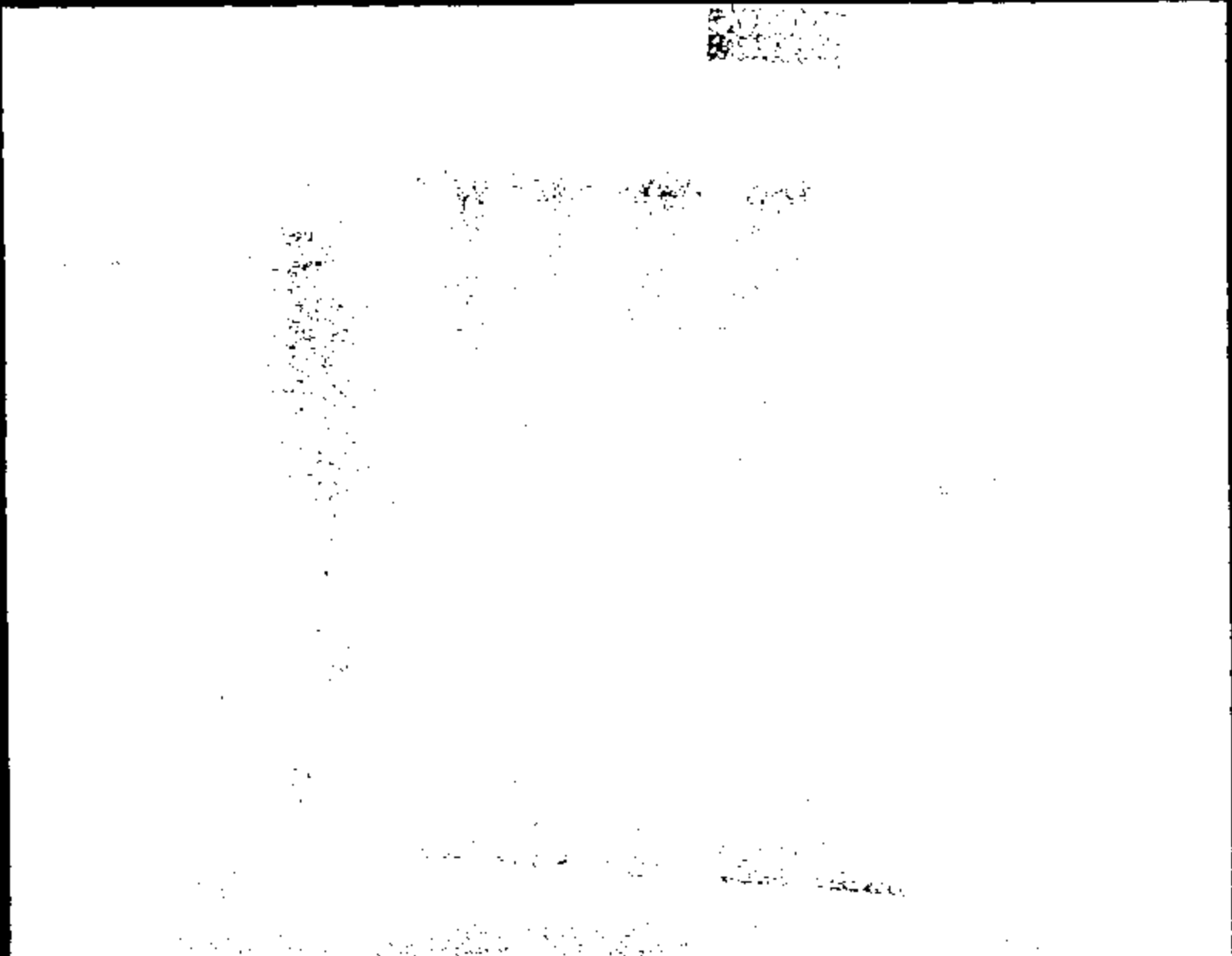


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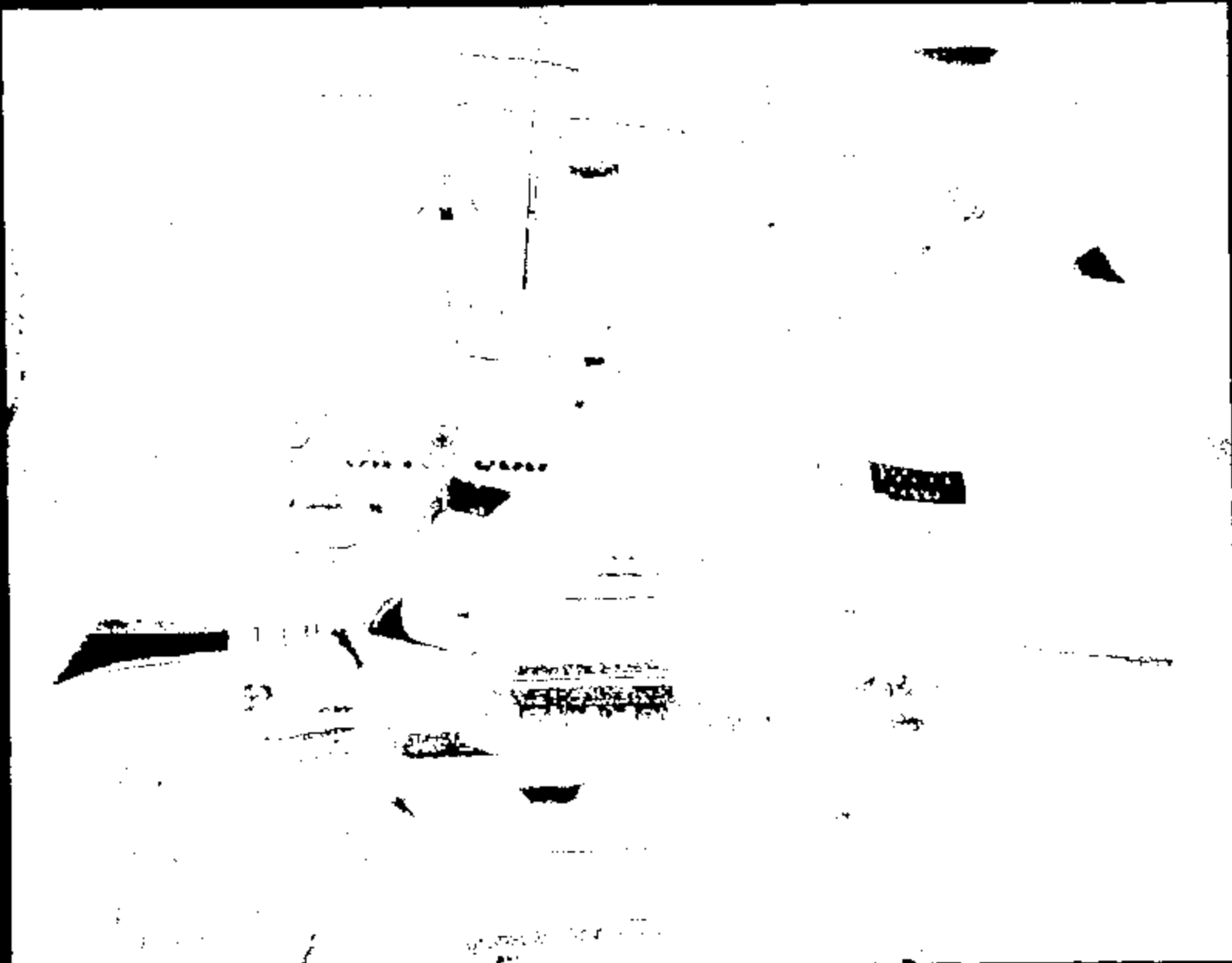
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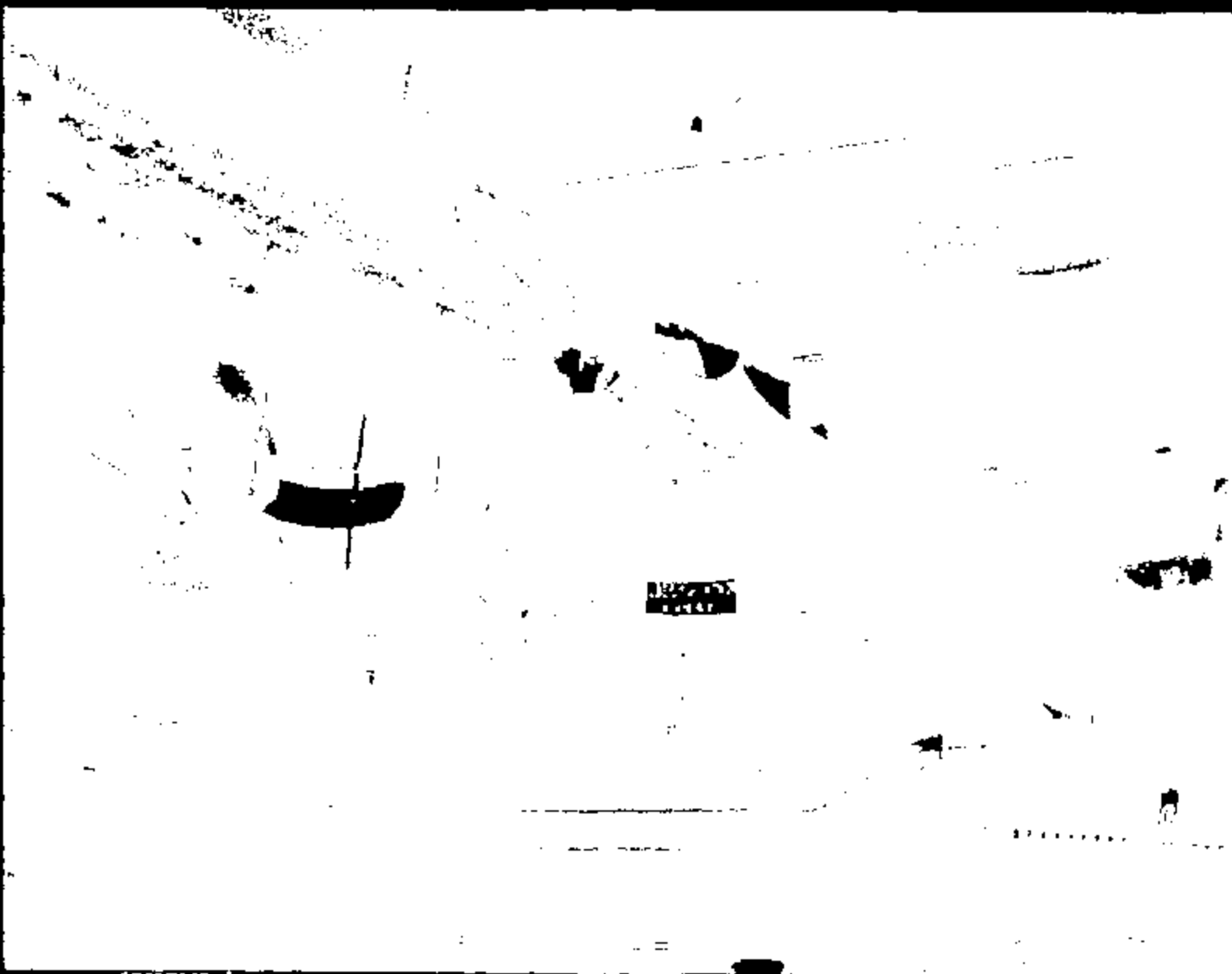
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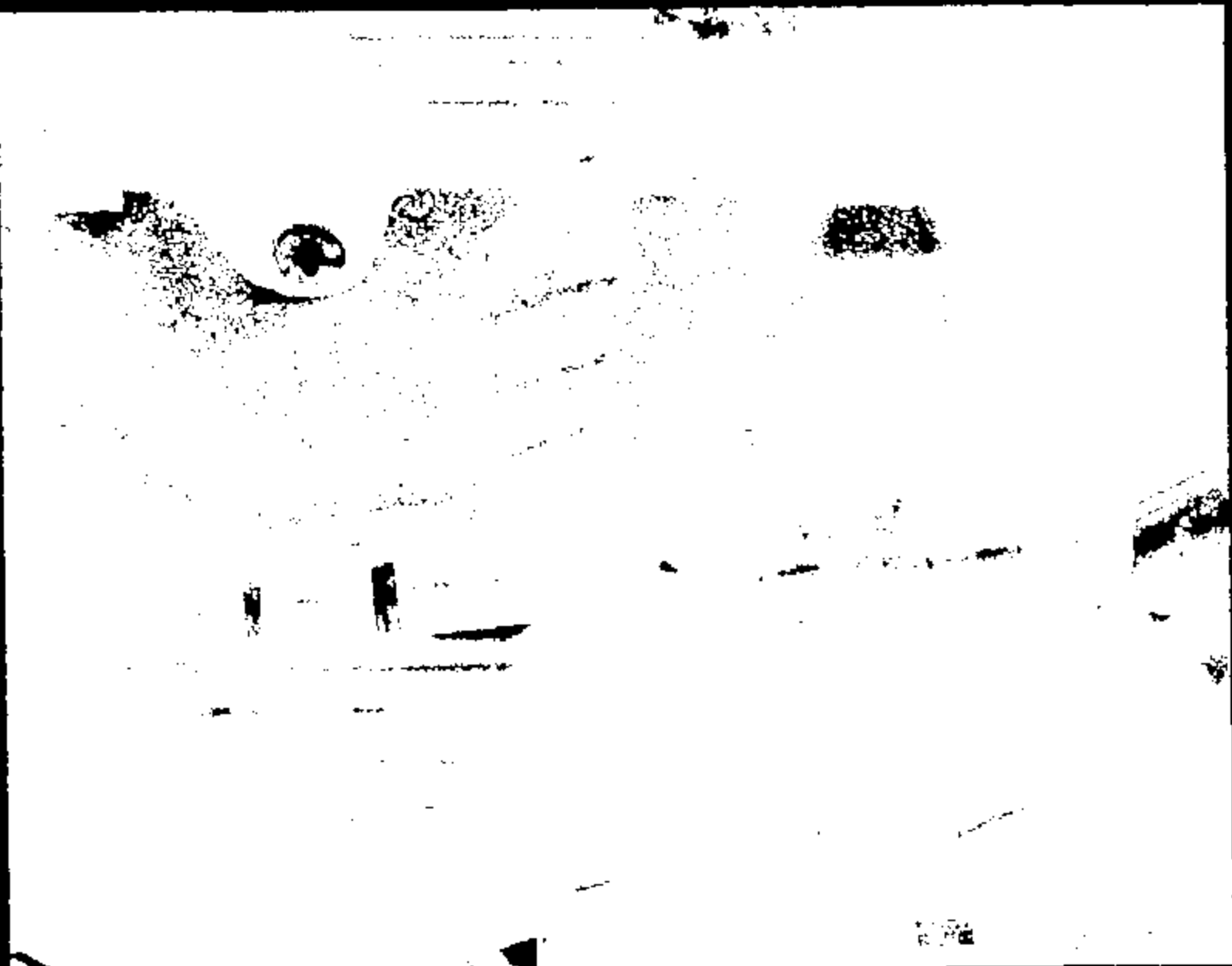
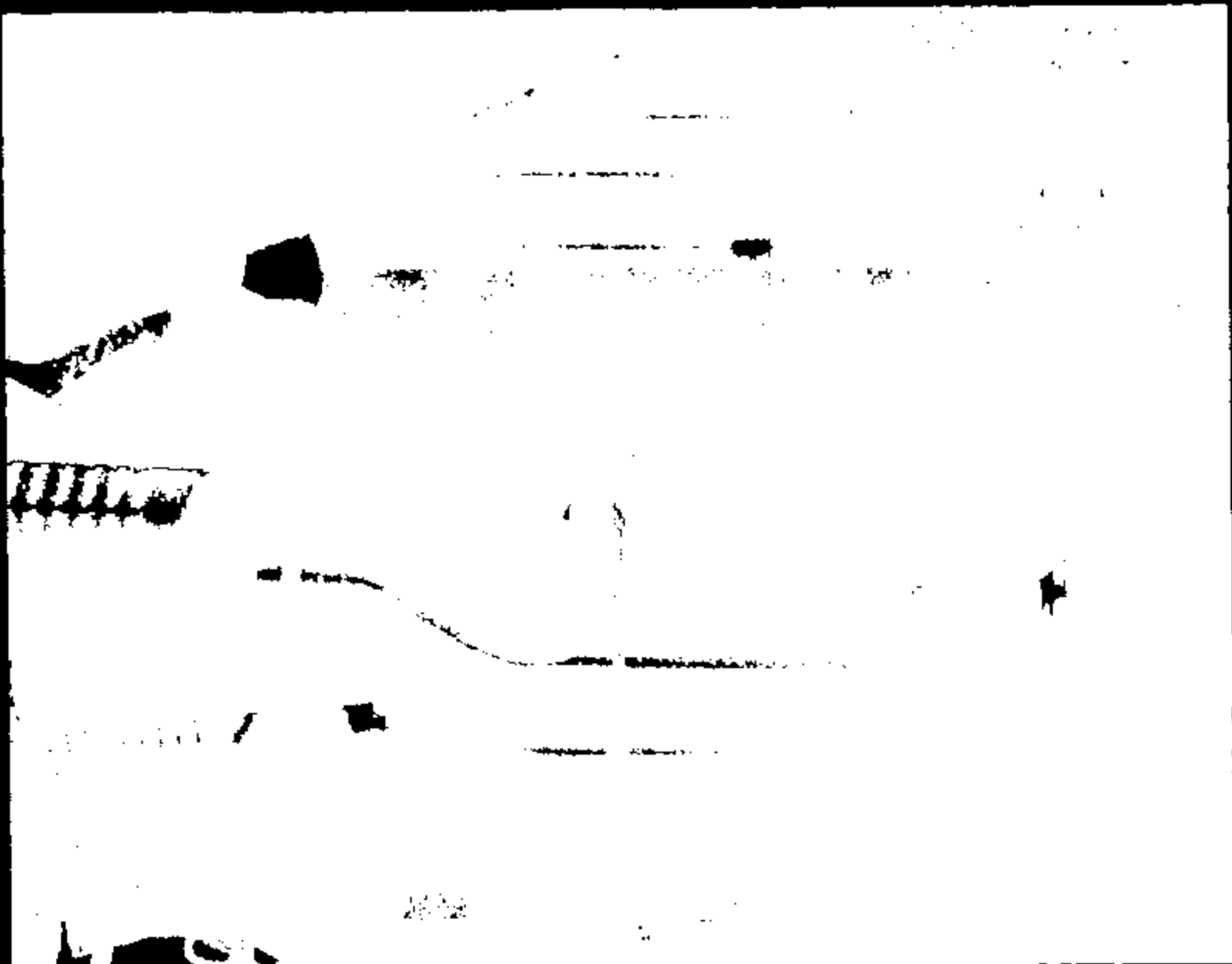


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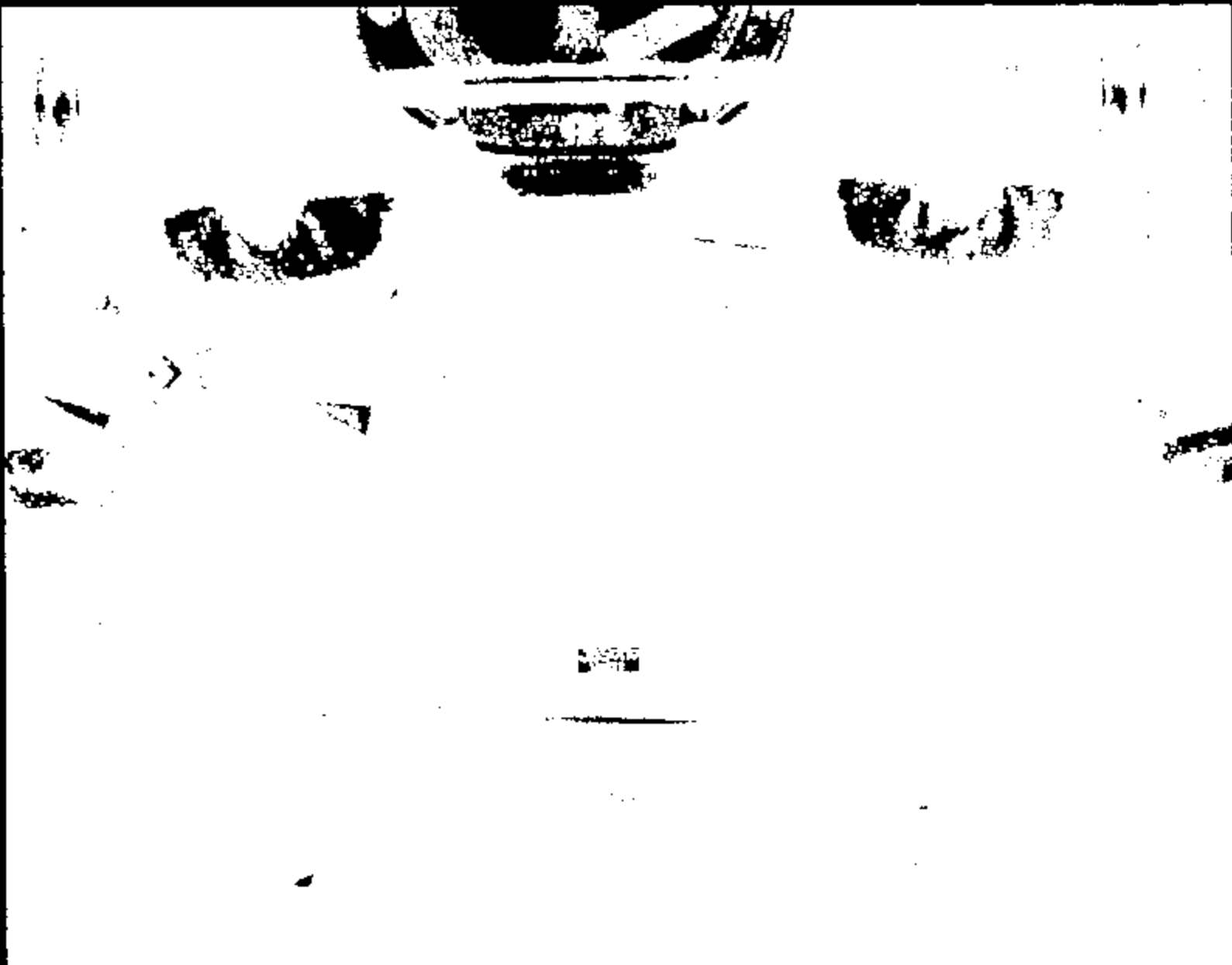


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TEST DETAIL REPORT

TA Overview

TA No.	Vehicle Group Name	Program Year	Program ID	TA title	No. of Entries
J83180	SPRINTER	2003	PM140	13 mph LH Side Pole (10 in.) use casters	1

Requesting Dept #	Work Task #	PM	Creation Date	Submission Date	Last Revised Date	Requested completion Date
51801513	324		03/28/2002	03/28/2002	04/03/2002	04/05/2002

Contact Information				
Job Function	Name	Phone	Phone	Phone
REQUESTER	Frank, E. A. (Buckman)	1-313-3572603	Day	
BUILD COORDINATOR	Cianciak, J. J. (John)	1-313-8453375	Day	
APPROVING SUPERVISOR	Wilkens, M. A. (Marvin)	1-313-3571603	Day	
STATE ENGINEER FOR INSPECTION	Went, S.R. (Sam)	1-313-5944212	Day	

Comments:

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TEST DETAIL REPORT

TA/Matrix's Overview								
T.A. No.	Run #	Run 0	Test Date	Facility Name	Suggested Test Velocity	Crash Mode Angle	Crash Mode Impact Area	Test Type
JN5500	1			NA	15	90 Degrees	Side Pole	Development
<u>Comments:</u> 15 mph 1x side pole (10 in. pole). Use FORDS 201 positioning procedure				<u>Test Position:</u> FORDS 201 Side Pole Hits (sliders)			<u>Test Objective/Purpose:</u> CRASH DEVELOPMENT	

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TEST DETAIL REPORT

Test Matrix Comments

1 Vehicle is equipped with a side airbag which will NOT be deployed during the test.

Film Analysis Information

Measurement Location	Object	
Dummy Head	WRT VEHICLE LATERAL	Displacement, Velocity, Acceleration
Dummy Head	WRT VEHICLE VERTICAL	Displacement, Velocity, Acceleration
Dummy Head	WRT POLE	Displacement, Velocity, Acceleration
Dummy Head	WRT VEHICLE REAR/FRONT	Displacement, Velocity, Acceleration
Impact Speed	WRT GROUND	Velocity
Vehicle	WRT POLE INTERSECTION (OVERHEAD)	Displacement
Dummy Chest	WRT VEHICLE LATERAL	Displacement, Velocity, Acceleration
Comments		

Media Request

# Copies of High Speed(HS) film required	
# Copies of High Speed(HS) film on VHS	
# Copies of High Speed(HS) video on VHS	
# Copies of High Speed(HS) video on DVD	
# Copies of High Speed(HS) video on DVD	
# Prints on CD	
# Data on CD	
# Digital High Speed(HS) film on CD	1
# Prints Printed	
Comments	

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TEST DETAIL REPORT

TA # JAS000
Matrix # 1

Object/Vehicle General Information							
Test Object	Vehicle Year	Vehicle Name	Program Prototype Level	vin #	Tag #	Serial #	Dimensional Analysis
TARGET	2003	Test Car	CP	1J8N1G01Y0J0001	5450563	VC130028	
Notes / Remarks:							

Object/Vehicle Body Information						
Object	Vehicle Type	Drive Configuration	Body Type	Body Style	No. of Doors	Bed Type
TARGET	Car	Left	SEDAN	SEDAN	4	

Object/Vehicle Mechanical Information					
Object	Engine Type	Transmission Type	Drive Type	Wheel Base	Suspension Type
TARGET	4.0L 2V	4SPD	FRONT 2WD	123.7	CONVENTIONAL FRONT & REAR
Tires (Size, Pressure):		Front (P225/50R17, 32 psi)	Rear (P225/50R17, 32 psi)	Spare (removed, psi)	

Object/Vehicle Ride Height Info			
Object	Position		
TARGET	Front	744 mm	From WHEEL OPENING To GROUND
	Rear	729 mm	From WHEEL OPENING To GROUND
	Asstide	deg.	From To
Comments			

Object/Vehicle Fuel Information									
Object	Tank No.	Fuel System	Max Capacity	Fill	Fill Amount	Service Pressure	Temp.	Fill Pressure	Comments
TARGET	1	Gasoline	19	ON	0				Fuel system not representative, do not fill.

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TEST DETAIL REPORT

TA # JMS000
Matrix # 1

Object/Vehicle Weight Information						
Object	Curb Weight	Registered Test Weight	(+/-Max Var./ -Minus Var.)	Rated Luggage Load	Gross Vehicle Weight Rating (GVWR)	Test Object Option Weight
TRUCK	Front	2522	(+13/-)	200		13% Option Weight
	Rear	2472	(+13/-)			
	Total	4994	(+26/-)			
Comments						
Weight Reduction Options	BATTERY	Weight Addition Extrusions		Doors		
	FUEL TANK			Instrument Panel		
	Front Bumper			Front Footwell		
	Headlights			Front Seats		
	Radiator			Rear Footwell		
	Coolant Bottle			Rear Seats		
	Washer Fluid Bottle			QUARTER PANEL		
	Air Cleaner					
	Alternator					
	A/C Compressor					
	Spare Tire					
	Jack					
	Taillights					
	Rear Bumper					

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TEST DETAIL REPORT

SA # JMS000
Matrix # 1

Dummy Information			
Object	Area	Section	Meas Size/Type
THORNT	LEFT	PIRNT	STR/RTII

Seat Information										
Object	Arm	Section	Seat Track Pos	Vert Track Pos	Seat Back Angle	Seat Back Angle Reference	Dummy Back Angle	Head Rest Pos	Arm Rest Pos	D-Ring Pos
THORNT	LEFT	PIRNT	SLD	FULL HGM	25	Back of Frame 15in (380mm) from Pivot Point	25		In Stowed Position	4 - (3 notches from Take Seat Track full up)
Seat ID Code	0095		Seat X Point(x,y,z)		(136.4,-15.5,37.4)		Seat Y Point(x,y,z)		(122.7,-15.5,27.6)	
			Seat Z Point(x,y,z)		(122.7,-15.5,27.6)		Value (Y/N)		N	

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TEST DETAIL REPORT

TA # JHS000
Matrix # 1

Squib Information

Squib Number	Squib Name	Method	Firing Time(ms)
--------------	------------	--------	-----------------

Hardware Information

Object	HW Item Name	HW Unit Code	Available Date	Part Number	Manufacturer	HW Property Name	HW Property Value
TRIGGER	SLING TRIGGER AIRGUN	88995	02/26/2002		TSM	Description Comments Inflator Bag Vent Bag Shape Bag Volume Bag Size xBag Material	
	SLR	8995	08/28/2001		JCI	Description Comments Sect Pos. Track	

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TEST DETAIL REPORT

TA # JM5000
Matrix # 1

Instrumentation Information											
Ch No.	Chj.	Arms	Section	Location	Sub Location	Axis	Sensor Type	Reported Full Scale	Filter type	Sensor Model	Sensor ID
1	T	LEFT	FRONT	DUMMY	HEAD C.G.	LONG		22	1000W		
2	T	LEFT	FRONT	DUMMY	HEAD C.G.	VERT		150	1000W		
3	T	LEFT	FRONT	DUMMY	HEAD C.G.	LAT		300	1000W		
4	T	LEFT	FRONT	DUMMY	NECK UPPER	PX	LOAD	1000	1000W		
5	T	LEFT	FRONT	DUMMY	NECK UPPER	PY	LOAD	2000	1000W		
6	T	LEFT	FRONT	DUMMY	NECK UPPER	PZ	LOAD	1500	1000W		
7	T	LEFT	FRONT	DUMMY	NECK UPPER	MX	LOAD	2500	600W		
8	T	LEFT	FRONT	DUMMY	NECK UPPER	MY	LOAD	2500	600W		
9	T	LEFT	FRONT	DUMMY	NECK UPPER	MZ	LOAD	1000	600W		
10	T	LEFT	FRONT	DUMMY	T1	LONG		150	180W		
11	T	LEFT	FRONT	DUMMY	T1	VERT		150	180W		
12	T	LEFT	FRONT	DUMMY	T1/L	LAT		300	180W		
13	T	LEFT	FRONT	DUMMY	T1/R	LAT		300	180W		
14	T	LEFT	FRONT	DUMMY	THORAX/RIB/UP/FR	LAT		500	180W		
15	T	LEFT	FRONT	DUMMY	THORAX/RIB/UP/REAR	LAT		500	180W		
16	T	LEFT	FRONT	DUMMY	THORAX/RIB/LO/FR	LAT		500	180W		
17	T	LEFT	FRONT	DUMMY	THORAX/RIB/LO/REAR	LAT		500	180W		
18	T	LEFT	FRONT	DUMMY	CRANE DEFLECTION			4	180W		
19	T	LEFT	FRONT	DUMMY	T12	LONG		150	180W		
20	T	LEFT	FRONT	DUMMY	T12	VERT		150	180W		
21	T	LEFT	FRONT	DUMMY	T12/FR	LAT		300	180W		
22	T	LEFT	FRONT	DUMMY	T12/REAR	LAT		300	180W		
23	T	LEFT	FRONT	DUMMY	PELVIS	LONG		100	180W		
24	T	LEFT	FRONT	DUMMY	PELVIS	VERT		100	180W		
25	T	LEFT	FRONT	DUMMY	PELVIS/L	LAT		200	180W		
26	T	LEFT	FRONT	DUMMY	PELVIS/R	LAT		200	180W		
27	T	LEFT	FRONT	DUMMY	HEAD		SWITCH	10	400W		
28	T	LEFT	FRONT	DUMMY	THORAX		SWITCH	10	400W		
29	T	LEFT	FRONT	DUMMY	ABDOMEN		SWITCH	10	400W		
30	T	LEFT	FRONT	DUMMY	H-PINCH		SWITCH	10	400W		
31	T	LEFT	FRONT	DUMMY	WREST		SWITCH	10	400W		
32	T	LEFT	FRONT	DUMMY	FOOT SHUTOFF (DUMEXIA)		SWITCH	10	400W		
33	T	LEFT		RAD SUPT	ON GOF MEXI 832B	LONG		200	60W		
34	T	RIGHT		RAD SUPT	ON GOF MEXI 834B	LONG		200	60W		
35	T	LEFT		RAD SUPT	MR GOF MEXI 835C	LONG		200	60W		
36	T	RIGHT		RAD SUPT	MR GOF MEXI 836C	LONG		200	60W		

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TEST DETAIL REPORT

TA # JMS000
Matrix # 1

Instrumentation Information

Ch No.	Obj.	Area	Section	Location	Sub Location	Units	Sensor Type	Requested Full Scale	Filter Type	Hummer Model	Sensor Id
37	T	LEFT		RND SUPT	OS ON RND SUPT #35D	LONG		200	100		
38	T	RIGHT		RND SUPT	OS ON RND SUPT #36D	LONG		200	100		
39	T	LEFT	C	FRT RND SUPT RM #1		LONG		200	100		
40	T	LEFT	C	FRT RND SUPT RM #2		LONG		200	100		
41	T	LEFT	C	FRT RND SUPT TRK5 #3				10	4000W		
42	T		C	TUNNEL	0 DASH RM #5	LONG		400	100		
43	T		C	TUNNEL	0 DASH RM #5	VENT		400	100		
44	T		C	TUNNEL	0 DASH RM #5	LAT		600	100		
45	T		C	TUNNEL	0 DASH RM #6	LONG		400	100		
46	T		C	TUNNEL	0 DASH RM #6	VENT		400	100		
47	T		C	TUNNEL	0 DASH RM #6	LAT		600	100		
48	T		C	TUNNEL	0 DASH TRK #7A			10	4000W		
49	T		C	TUNNEL	0 DASH TRK #7B			10	4000W		
50	T		C	TUNNEL	0 DASH TRK #7C			10	4000W		
51	T		C	TUNNEL	0 DASH TRK #7D			10	4000W		
52	T		C	TUNNEL	0 DASH TRK #7A			10	4000W		
53	T			TIME ZERO TAKATA TRK 14 #38				10	4000W		
54	T			TRK 15 #39				10	4000W		
55	T			TRK 16 #40				10	4000W		
56	T			TRK 17 #41				10	4000W		
57	T		C	TUNNEL	0 DASH TRK #7B			10	4000W		
58	T	LEFT	FRONT	DOOR	0 BELTLINE MID	LAT		2000	100		
59	T	LEFT	FRONT	DOOR	0 BELTLINE REAR	LAT		2000	100		
60	T	LEFT	FRONT	DOOR	SPEAKER HORN	LAT		2000	100		
61	T	LEFT	FRONT	DOOR	OVER AIRPORT	LAT		2000	100		
62	T	LEFT	FRONT	DOOR	REAR OF SEAT B-PT	LAT		2000	100		
63	T	LEFT	FRONT	FLR PAN	0 #2 RM CTR #11	LONG		800	100		
64	T	LEFT	FRONT	FLR PAN	0 #2 RM CTR #11	VENT		800	100		
65	T	LEFT	FRONT	FLR PAN	0 #2 RM CTR #11	LAT		1000	100		
66	T	LEFT	FRONT	FLR PAN	0 #2 RM CTR #12	LAT		1000	100		
67	T	LEFT	FRONT	FLR PAN	0 #2 RM CTR TRK #11			10	4000W		
68	T		C/L	TUNNEL	STW SEATS #10	LONG		400	100		
69	T		C/L	TUNNEL	STW SEATS #10	VENT		400	100		
70	T		C/L	TUNNEL	STW SEATS #10	LAT		600	100		
71	T	LEFT		B-FLR IN	0 NOCV	LAT		2000	100		
72	T	LEFT		B-FLR IN	0 BELTLINE	LAT		2000	100		

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TEST DETAIL REPORT

TA # 088000
Matrix # 1

Instrumentation Information

Ch No.	Obj. Area	Section	Location	Sub Location	Axis	Sensor Type	Registered Full Scale	Filter Type	Sensor Mount	Summar ID
71	T LEFT		B-FLR IN	0 MID RM #27	LONG		2000	60W		
74	T LEFT		B-FLR IN	0 MID RM #27	VERT		2000	60W		
75	T LEFT		B-FLR IN	0 MID RM #27	LAT		2000	60W		
76	T LEFT		B-FLR IN	0 MID RM #28	LAT		2000	60W		
77	T LEFT		B-FLR IN	0 MID TANK12 #29			10	4000W		
78	T LEFT		B-FLR IN	0 ROCKER RM #15	LONG		2000	60W		
79	T LEFT		B-FLR IN	0 ROCKER RM #19	VERT		2000	60W		
80	T LEFT		B-FLR IN	0 ROCKER RM #19	LAT		2000	60W		
81	T LEFT		B-FLR IN	0 ROCKER RCS #20	LAT		2000	60W		
82	T LEFT		B-FLR IN	0 ROCKER TANK10 #21			10	4000W		
83	T LEFT	REAR	DOOR	0 DELTA100 MID	LAT		1800	60W		
84	T LEFT	REAR	DOOR	OVER AIRCRAFT	LAT		1400	60W		
85	T		TURBINE	0 FUEL SWITCH	LONG		600	60W		
86	T		TURBINE	0 FUEL SWITCH	VERT		600	60W		
87	T		TURBINE	0 FUEL SWITCH	LAT		600	60W		
88	T RIGHT	FRONT	FLR FAN	0 02 RM CTR #15	LONG		400	60W		
89	T RIGHT	FRONT	FLR FAN	0 02 RM CTR #15	VERT		400	60W		
90	T RIGHT	FRONT	FLR FAN	0 02 RM CTR #15	LAT		400	60W		
91	T RIGHT	FRONT	FLR FAN	0 02 RM RCS #16	LAT		600	60W		
92	T RIGHT	FRONT	FLR FAN	0 02 RM CTR TANK #17			10	4000W		
93	T RIGHT		B-FLR IN	0 MID RM #31	LONG		400	60W		
94	T RIGHT		B-FLR IN	0 MID RM #32	VERT		400	60W		
95	T RIGHT		B-FLR IN	0 MID RM #31	LAT		600	60W		
96	T RIGHT		B-FLR IN	0 MID RM #33	LAT		600	60W		
97	T RIGHT		B-FLR IN	0 MID TANK13 #33			10	4000W		
98	T RIGHT		B-FLR IN	0 ROCKER RM #23	LONG		400	60W		
99	T RIGHT		B-FLR IN	0 ROCKER RM #23	VERT		400	60W		
100	T RIGHT		B-FLR IN	0 ROCKER RM #23	LAT		600	60W		
101	T RIGHT		B-FLR IN	0 ROCKER RM #24	LAT		600	60W		
102	T RIGHT		B-FLR IN	0 ROCKER TANK11 #25			10	4000W		
103	T LEFT		01 FAN RM	IN CH CTR #35A	LONG		200	60W		
104	T LEFT		ROCKER	0 FRONT REAR MID	LAT		2000	60W		
105	T LEFT		ROCKER	0 FRONT REAR MID	LONG		2000	60W		
106	T LEFT		ROCKER	0 FRONT REAR MID	VERT		2000	60W		
107	T LEFT		ROCKER	0 B PILLAR	LONG		2000	60W		
108	T LEFT		ROCKER	0 B PILLAR	VERT		2000	60W		

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TEST DETAIL REPORT

TA # JR5000

Matrix # 1

Instrumentation Information

Ch No.	Obj. Area	Section	Location	Sub Location	Axis	Sensor Type	Requested Full Scale	Filter type	Sensor Name	Sensor ID
109	T	LEFT	ROCKER	6 B PILLAR	LAT		2000	60W		
110	T	LEFT	FRAME	6 B PILLAR	LONG		2000	60W		
111	T	LEFT	FRAME	6 B PILLAR	VERT		2000	60W		
112	T	LEFT	FRAME	6 B PILLAR	LAT		2000	60W		
113	T	LEFT	ROCKER	6 2 SEAT MID	LAT		1000	60W		
114	T	LEFT	ROCKER	6 2 SEAT MID	LONG		800	60W		
115	T	LEFT	ROCKER	6 2 SEAT MID	VERT		800	60W		
116	T	RIGHT	SI FROM IN	ID CR CAN R32A	LONG		200	60W		
117	T	RIGHT	ROCKER	6 FRONT SEAT MID	LAT		500	60W		
118	T	RIGHT	ROCKER	6 B PILLAR	LONG		400	60W		
119	T	RIGHT	ROCKER	6 B PILLAR	VERT		400	60W		
120	T	RIGHT	ROCKER	6 B PILLAR	LAT		500	60W		
121	T	RIGHT	FRAME	6 B PILLAR	LONG		500	60W		
122	T	RIGHT	FRAME	6 B PILLAR	VERT		500	60W		
123	T	RIGHT	FRAME	6 B PILLAR	LAT		700	60W		
124	T	RIGHT	ROCKER	6 2 SEAT MID	LAT		700	60W		

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TEST DETAIL REPORT

TA # JB5000
Matrix # 1

DA Information			
Object	DA Request Code	Category	DA Image Name
TARGET	414 CONTROL POINTS (SIDE IMPACT) CAR	400 SIDE IMPACTS (CAR OR TRUCK)	req414.gif
TARGET	421 PLOT_HGT LINE (EXTERIOR) (1st 50mm BOUTLINE BELOW GLASS/W.STRIP)	400 SIDE IMPACTS (CAR OR TRUCK)	req421.gif
TARGET	425 PLOT_MIDLINE (EXTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	437 PLOT_CHARACTER LINE (EXTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	429 PLOT_BOTTOM OF DOOR (EXTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	431 PLOT_LOCKER PANEL EXTERIOR (1st 10mm BOUTLINE BELOW DOOR OPENING)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	433 PLOT_HOV LINE (INTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	435 PLOT_HGT LINE (INTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	437 PLOT_HIP LINE (INTERIOR SECTION)	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	438 PLOT_VERT. SECT. (1st 50mm BODY LINE FWD/HIND PLANE & "A" PILLAR)	400 SIDE IMPACTS (CAR OR TRUCK)	req438.gif
TARGET	439 PLOT_VERT. SECT. (2ND 50mm BODY LINE (Exterior & Interior) [S1, S2])	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	440 PLOT_VERT SECT. & FRONT "M" POINT (Exterior & Interior) [S1, S2]	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	441 PLOT_VERT SECT. (3rd 50mm WHD. /STRIKER PLANE (Exterior & Interior) [S1, S2])	400 SIDE IMPACTS (CAR OR TRUCK)	
TARGET	442 PLOT_VERT SECT. 50mm "E" POINT (Exterior & Interior) [S1, S2]	400 SIDE IMPACTS (CAR OR TRUCK)	
DA Request Comment			

DA 650 Information			
Object	DA 650 Code	DA 650 Code Instructions	DA 650 Code Image Description
			DA 650 Code Image Name

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TEST DETAIL REPORT

TA # JB5800

Matrix # 1

Matrix# Camera Information			
Camera Position	Camera Position Comments	Camera Category	Digitize Flag
Full Left View of Impact		Side Impact - Floor	NO
Full Right View of Impact		Side Impact - Floor	NO
Front 3/4 View of Impact		Side Impact - Floor	NO
Rear 3/4 View of Impact		Side Impact - Floor	NO
View of Vehicle for Velocity Determination		Side Impact - Floor	NO
Overall view of Impacted vehicle Side including Pole		Side Impact - Overho	NO
View of Impacted Side of Vehicle with Pole		Side Impact - Pit Cr	NO

Matrix# Custom Camera Information			
Camera Position	Custom Camera Position Comments	Image Filename	Digitize Flag

Object Camera Information			
Object	Camera Position	Camera Category	Digitize Flag
TARGET	Front Dummy from Vehicle Hood	Side Impact - Onboard	NO
TARGET	View of Front Seat to show Dam	Side Impact - Onboard	NO
TARGET	Fiber Optics - View of Front D	Side Impact - Onboard	NO
TARGET	Front Dummy from Opposite Wind	Side Impact - Onboard	NO

Object Custom Camera Information			
Object	Camera Position	Image Filename	Digitize Flag

* Dummy interaction with trim from hood TRUNK

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TEST DETAIL REPORT

TA # 008000
Matrix # 1

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TAS: JB5000

DATE	MODEL	YEAR	CARLINE	WORK TASK
3/28/02	FN145	2003	Town Car	J25
VIN NUMBER	TAG NUMBER		TEST MODE	
1LNHM84W61Y638031	585H063		LH Side Pole (10") Use Rollers	
SEAT POSITION				
SGRP	FULL FORWARD	MID POINT	X	FULL REAR
VERTICLE POSITION	FULL UP	MID	FULL DOWN	X
MANUAL	POWER			
SEATS TO BE CHECKED				
LH FRT	X	CENTER FRT		RH FRT
LH REAR		CENTER REAR		RH REAR
SEAT CHECK INFORMATION				
SEAT FRAME ANGLE	20 deg			
LOCATION WHERE SEAT FRAME ANGLE TO BE MEASURED				
HEAD REST POST ANGLE				
H-POINT COORDINATES FOR SGRP		X=3180 mm, Y=884 mm, Z=826 mm		
H-POINT COORDINATES FOR TEST POSITION		X=3117 mm, Y=884 mm, Z=791 mm		
MANIKIN BACK ANGLE	28 deg			
BOTTOM OF STEERING WHEEL MEASUREMENT				
COLUMN IN MID POSITION	X =	Z =		
CAROLYN HAAS				
PHONE: (313) 39-0036 / (313) 25-2738		GARY COX		
PAGER: 313-851-1387		PHONE: (313) 39-0349		
		PAGER: 313-851-1388		
DESCRIPTION OF JOB TO BE PERFORMED:				
UNIT# (SPECIFY 5TH, 50TH, 95TH)				
MANUAL MID H-PT (X,Y,Z COORDINATES)				
POWER MID H-PT (X,Y,Z COORDINATES)				
SEAT TRAVEL				
SGRP location is 64mm forward from the full rearward position, full down				
Record headrest angle that corresponds to seat back angle of 29 degrees				
ENGINEER:		PHONE:		
COORDINATOR:		PHONE:		

Special Prep/Build Instructions Primary Vehicle

TAK: JB5310FO
4/9/02

Special Build Instructions

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

Other, Specify:

- ☒ Confirm driver's front window is down
- ☒ Grind through service tabs on #3 frame cross-member
- ☒ Update fuel inertia switch
- ☐ Install new Left Front seat with SAB.

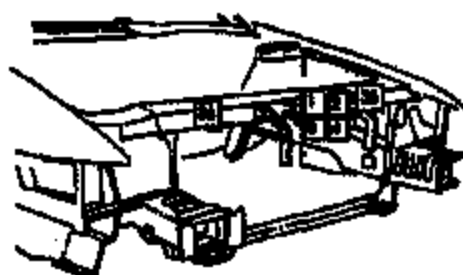
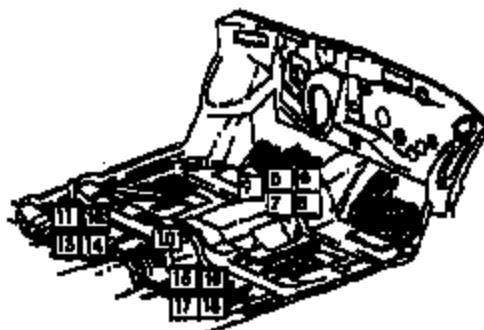
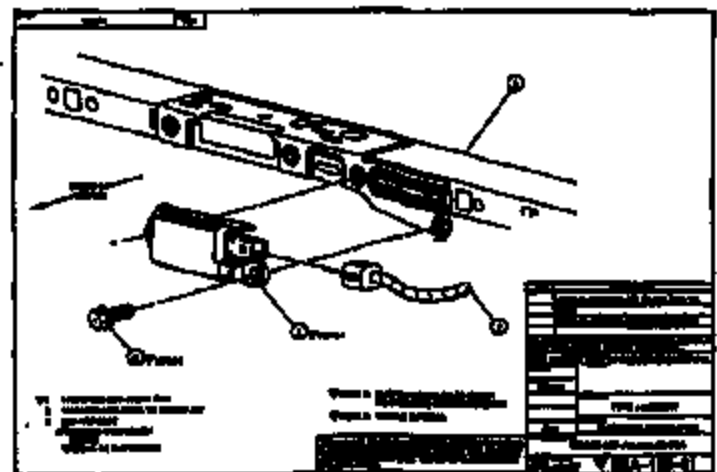
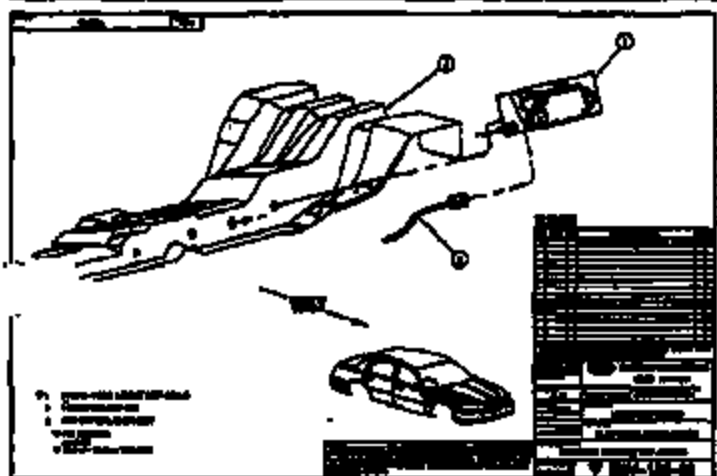
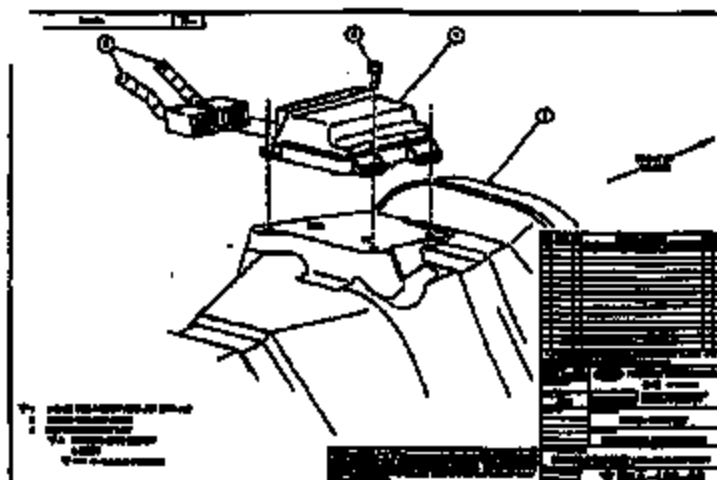
Program: 8000 EN / FN
 Vehicle ID: 8000H003
 Build Level: CP FNH40 LWB
 Test Mode: 13 mph L Pole

SENSOR MAP JB8000

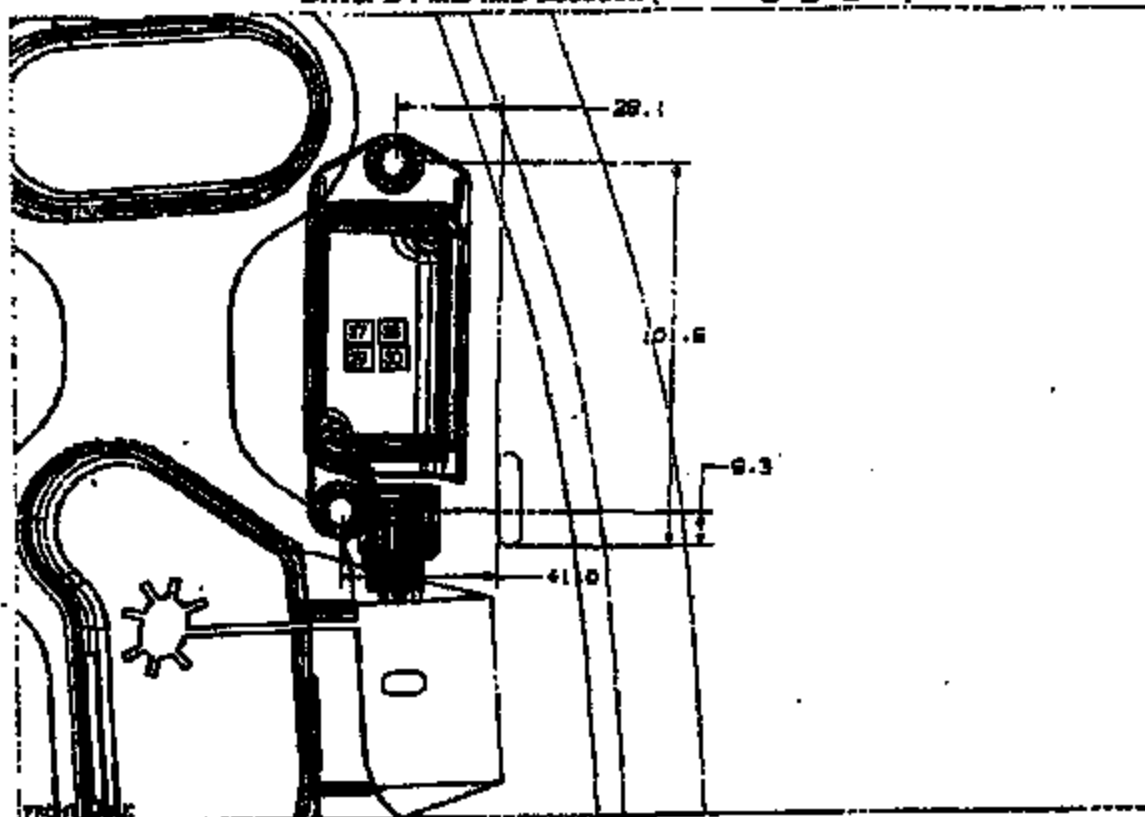
Engineer:
 Phone #:
 Date:

Sean West
 58-44212
 4/2/02

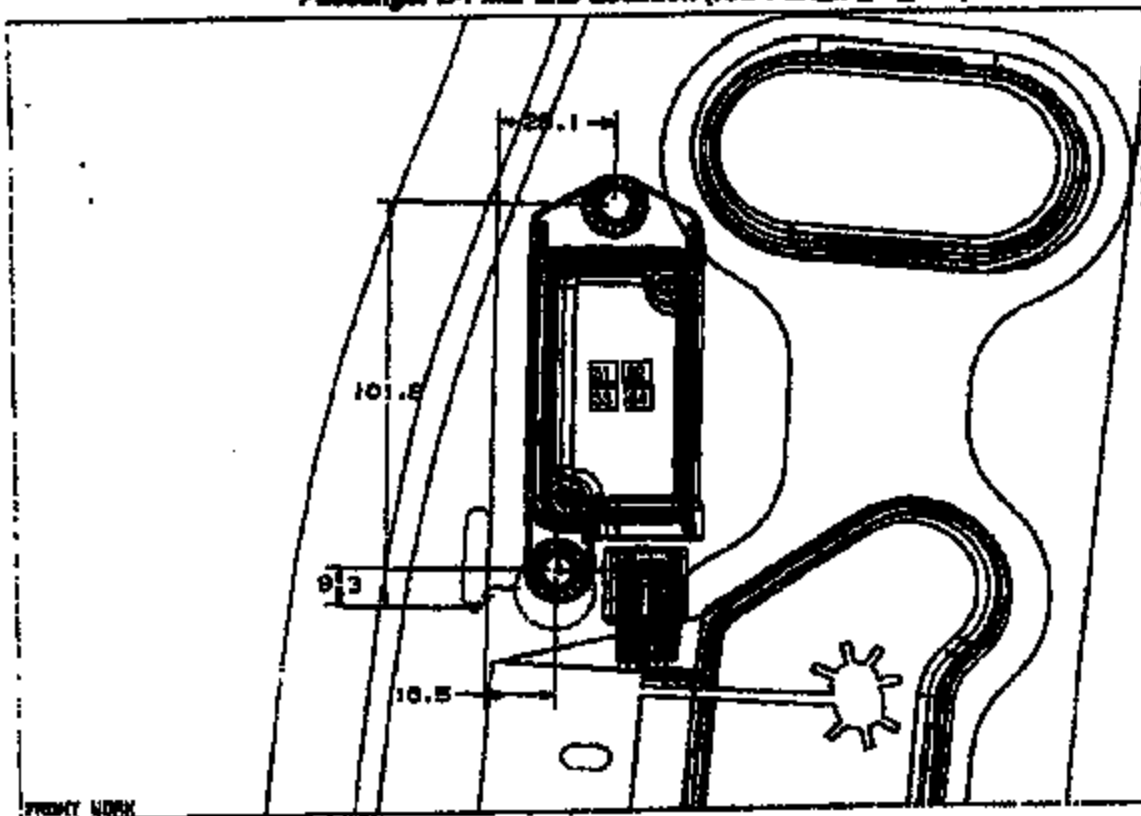
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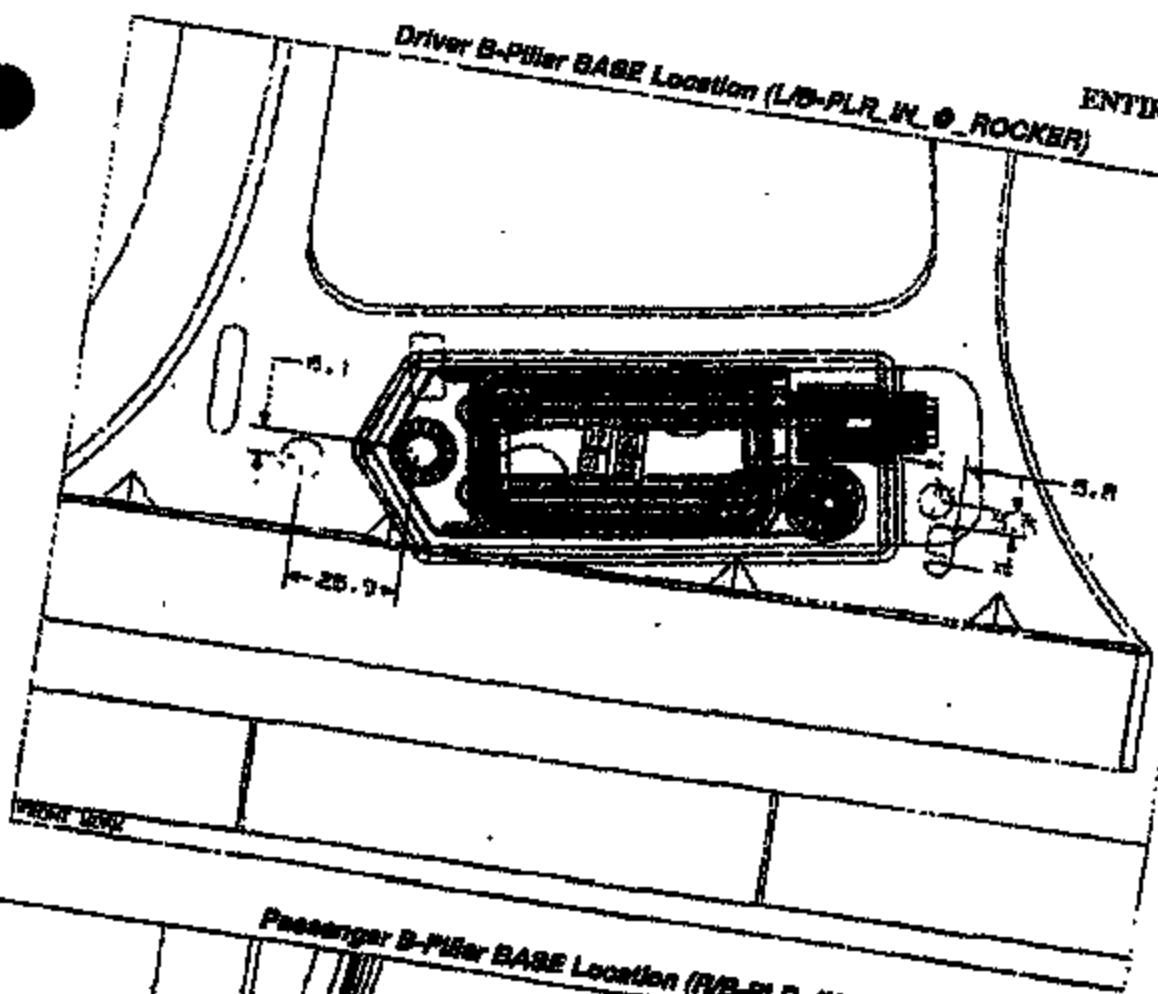
Driver B-Pillar MID Location (L/B-PLR_IN_@_MID)



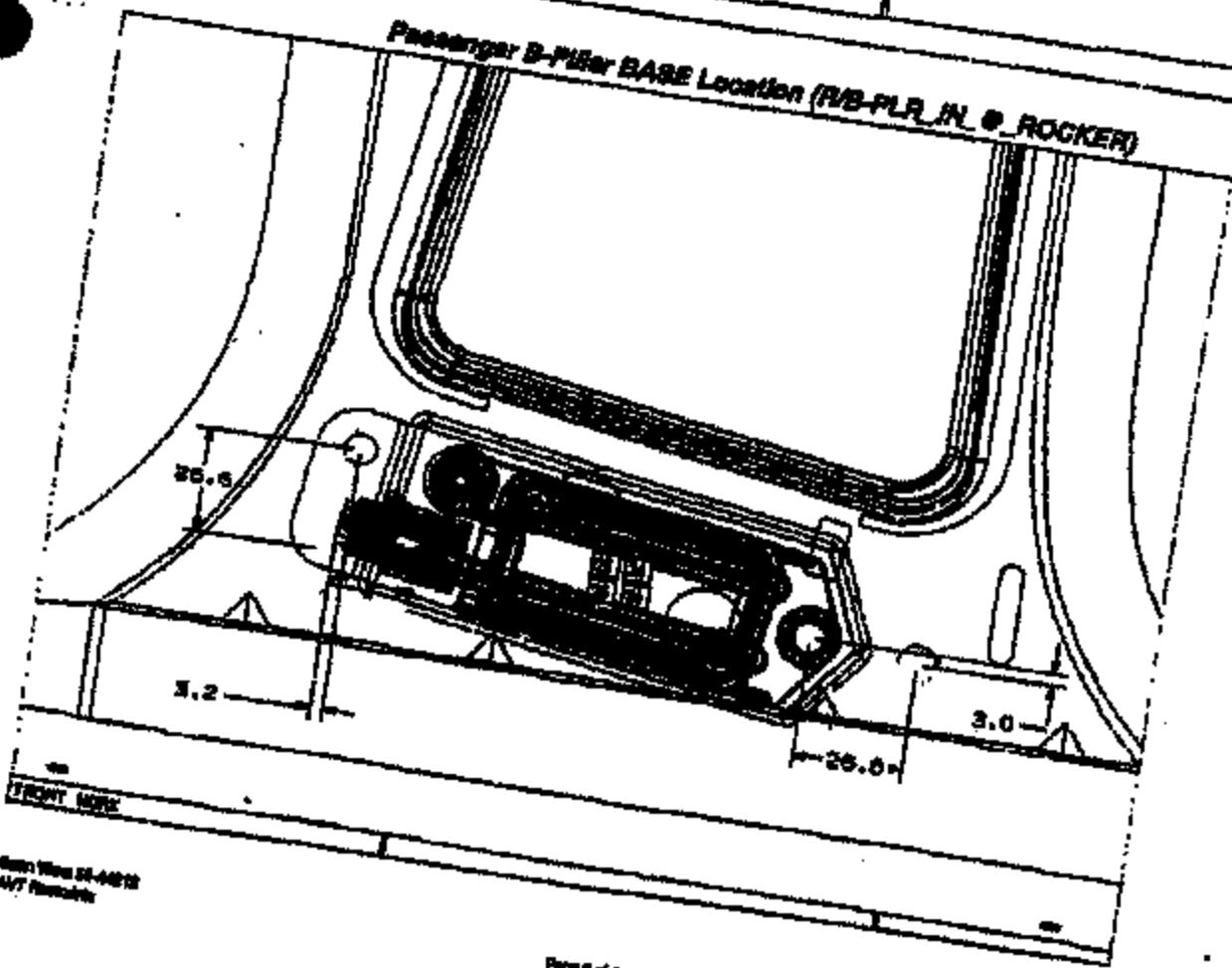
Passenger B-Pillar MID Location (R/B-PLR_IN_@_MID)



Driver B-Pillar BASE Location (L/B-PLR_IN @_ROCKER) ENTIRE P



Passenger B-Pillar BASE Location (R/B-PLR_IN @_ROCKER)



Rev. 04/02
AVT

Side Impact Dummy Positioning Sheet

Crash Number	12837	
T.O.	JR000	
Test Date	04/09/02	
Test Mode (Ls. 201, 214, Euro, LEADAP, etc)	L/201 Sensor	
Model Year	2003	
Program Name	FM14	
Dry Location (L/F, R/F, etc)	L/F	
Dummy Serial Number	134	
Seatback Angle - Fly Lab (Degrees)	29.0	
Seatback Angle - Actual (Degrees)	24.0	
Dummy to Interior/Rear H-pt Long (+/- 0.5 inch required) (inch)	0.0	
Dummy to Interior/Rear H-pt Vert (+/- 0.5 inch required) (inch)	-0.3	
H-Point to Rear Striker Long (inch)	0.5	
H-Point to Rear Striker Vert (inch)	3.9	
H-Point to Ground (vertical) (inch)	25.2	
Pelvic Angle (Degrees)	22.0	
Knee to Upper Steering/Handrest (shortest) (inch)	14.8	
Head C.G. to Striker Long (inch)	3.5	
Head C.G. to Striker Vert (inch)	23.1	
Head C.G. to roof side rail (shortest) (inch)	4.6	
Head C.G. to window (internal) (inch)	9.1	
L/Hase to I/PSeatback (shortest) (inch)	2.7	
R/Hase to I/PSeatback (shortest) (inch)	2.0	
Abdomen to lower steering/seatback (horizontal) (inch)	6.0	
Pelvic centerline to Vehicle centerline (internal) (inch)	16.1	
Chest centerline to Vehicle centerline (internal) (inch)	16.0	
Seat centerline to Vehicle centerline (internal) (inch)	16.2	
Chest to Beltline (internal, shortest) (inch)	4.4	
Pelvic to H-Point (internal) (inch)	6.5	
Pelvic to nearest inboard hard point (internal) (inch)	NA	
Head Angle		
Chest Angle		
Head C.G. to H-PI Angle		
L/F Wheel Hg height (vertical to ground) (mm)		
R/F Wheel Hg height (vertical to ground) (mm)		
L/R Wheel Hg height (vertical to ground) (mm)		
R/R Wheel Hg height (vertical to ground) (mm)		
Top of Barrier to Ground (inch)		
Impact Mark Relative to Target Front (2) (mm)		
Impact Mark Relative to Target Front (2) (mm)		
Impact Mark Relative to Target rear (2) (mm)		
Impact Mark Relative to Target rear (2) (mm)		

Run Number	Channel	Channel Description	Axis	Transducer	Bridge	Cable 2	Cable 1	DAS Unit	DAQ Chan	Sw	TR Number
12837	1	LEFT/FRONT DUMMY HEAD C.G.	LCRG	50317	1		DCW-1	MD32002	29		JB5000
Exceeded Full Scale From: 88 ms To: 90 ms Data is Unusable Cause: Wrong Full Scale Process Fault											
12837	27	LEFT/FRONT DUMMY HEAD		51800	1		DCW-1	MD32047		5	JB5000
No Data From: 0 ms To: 546 ms Data is Good Cause: Switch Not Hit No Fault											
12837	50	C TUNNEL BRUSH TAK3 ISC		ST001	3		DCW-3	MD32008	23		JB5000
Exceeded Full Scale From: 25 ms To: 29 ms Data is Unusable Cause: Other Process Fault Details: DA											
12837	53	TIME ZERO TRAJECTORY TAK 14 #38		ST001	1		ACT-1	MD32047	1		JB5000
Exceeded Full Scale From: 7 ms To: 8 ms Data is Questionable Cause: Other Process Fault Details: DA											
12837	54	TAK 15 #39		ST001	1		ACT-2	MD32047	2		JB5000
Exceeded Full Scale From: 5 ms To: 202 ms Data is Unusable Cause: Other Process Fault Details: DA											
12837	55	TAK 16 #40		ST001	1		ACT-3	MD32047	3		JB5000
Exceeded Full Scale From: 25 ms To: 212 ms Data is Questionable Cause: Other Process Fault Details: DA											
12837	56	TAK 17 #41		ST001	1		ACT-4	MD32047	4		JB5000
Exceeded Full Scale From: -78 ms To: 188 ms Data is Unusable Cause: Other Process Fault Details: DA											
12837	59	LEFT/FRONT DOOR 0 BELTLINE REAR	LAT	50994	1		DCW-4	MD32009	8		JB5000
Uncharacteristic Data Response From: 37 ms To: 55 ms Data is Unusable Cause: Hook Was Hit No Fault											
12837	62	LEFT/FRONT DOOR REAR OF SEAT H-PT	LAT	50494	1		DCW-2	MD32009	6		JB5000
Zero Shift From: 69 ms To: 546 ms Data is Unusable Cause: Sheet Metal Buckled No Fault											
12837	91	RIGHT/FRONT FLR PAN 0 #2 IN SC5 #16	LAT	51334	1		DCW-2	MD32008	10		JB5000
Improper Polarity From: -78 ms To: 546 ms Data is Good Cause: Wrong Base Direction Process Fault Details: DA											