

SECTION 2 TEST PROCEDURE AND SUMMARY OF RESULTS

2.0 GENERAL

The 2002 Ford Taurus 4-door passenger car, NHTSA No. C20205, was subjected to FMVSS No. 110 tests on August 14-16, 2002.

2.1 TEST PROCEDURE

Prior to test, the test vehicle was inspected for completeness, systems operability and appropriate fuel and liquid levels, i.e., oil and coolant. The vehicle was then photographically documented as required by the DOT/NHTSA and GTL test procedures. Subsequent events included weighing the vehicle to establish delivered curb weight and the distribution of weight on the front and rear axles and each wheel position. The vehicle normal load as well as the maximum load on the tire was also determined. Data from each tire furnished with the vehicle was recorded. The vehicle tire placard was noted and photographed. Placard data was compared with the actual vehicle data. Required dimensional data and other identifying data for the left front and right rear rims was obtained. The contour of the aforementioned rims was documented photographically.

Test instrumentation was installed in the vehicle. With the driver aboard, the vehicle was ballasted to equal the "vehicle maximum load on the tire" on the front and rear axle, as previously established. The tire pressure of all tires was adjusted to placard specifications for cold tire inflation at maximum loaded vehicle weight.

The deflated tire retention test was then conducted on the left front tire followed by the right rear tire. The tests were conducted with the vehicle traveling in a straight line at 96.6 kph (60 mph). The respective tire was blown by an explosive charge on the tire's sidewall. Test data collected during the test included vehicle speed, pressure, deceleration, stopping distance and distance of uncontrolled deviation from a straight line. After vehicle stop, any tire bead separation from the rim flange was documented photographically.

2.2 SUMMARY OF RESULTS

The test vehicle appears to be in compliance with the requirements of FMVSS No. 110.

**DATA SHEET 7
DEFLATED TIRE RETENTION**

VEHICLE MAKE/MODEL/BODY STYLE: 2002 FORD TAURUS
 VEHICLE NHTSA NO.: C20205 ; VIN: 1FAFP53U62A
 LABORATORY: GENERAL TESTING LABORATORIES
 TEST DATE: 08/15/02

Tire Pressures: LF 207 kPa (30 psi) LR 207 kPa (30 psi)
 (cold) RF 207 kPa (30 psi) RR 207 kPa (30 psi)

Test Weight (should be the same weight and distribution recorded on Data Sheet 3(Section D.(5).)

 LF 551 kg (1215 lb) LR 451 kg (994 lb)
 RF 564 kg (1243 lb) RR 452 kg (996 lb)
 Front Axle 1115 kg (2458 lb) Rear Axle 903 kg (1991 lb)

TOTAL VEHICLE 2018 kg (4449 lb)

A. Retention Test Left Front:

Odometer (START): 1210 km (752 miles) Fuel Level: FULL

Tire Pressure: 207 kPa (30 psi)

Ambient Temperature: 36.1 degrees C (97 F).

Wind Speed: 8 kmph (5 mph)

Size Of Deflation Opening: 2.54 cm (1 in.) in diameter

Speed: 95.8 kmph (59.5 mph) ; Deceleration Rate: 2.4 mpsps avg. (8 fpsps)

Distance Traveled After Initial Release Of Air: 167 m (548 ft)

Distance Of Deviation: 0

Description Of Bead Separation, Outboard: NONE

Description Of Bead Separation, Inboard: NONE

DATA SHEET 7 CONTINUED

B. Retention Test Right Rear:

Odometer (START): 1215 km (755 miles) Fuel Level: FULL

Tire Pressure: 207 kPa (30 psi)

Ambient Temperature: 36.1 degrees C (97 F).

Wind Speed: 8 kmph (5 mph)

Size Of Deflation Opening: 2.54 cm (1 in.) in diameter

Speed: 95.4 kmph (59.3 mph); Deceleration Rate: 2.1 mpsps avg (7 fpsps)

Distance Traveled After Initial Release Of Air: 215 m (704 ft)

Distance Of Deviation: 0

Description Of Bead Separation, Outboard: NONE

Description Of Bead Separation, Inboard: NONE

C. REMARKS: (Stability, Control, Suspension, etc.)

NO STABILITY OR CONTROL PROBLEMS ENCOUNTERED.

PASS/FAIL

LEFT FRONT -----

PASS

RIGHT REAR -----

PASS

DATA INDICATES COMPLIANCE: (X) YES () NO

REMARKS:

RECORDED BY: [Signature]; DATE: 08/16/02

APPROVED BY: [Signature]