
PE08-067 Q45/M45 Side Airbag Information Sharing

NNA Technical Compliance

April 8, 2009

Questions?

Thank you

Appendix

Mercedes Benz Front Airbag harness repair TSB

- Resistance value too high for driver airbag module/harness
- Incident connector is cut from airbag harness
- Heat solder connection to main harness

100 22 876



Mercedes-Benz

star bulletin



DTB Date: July 25, 2007

Order No.: P-B-91.60/76d

Supersedes: P-B-91.60/76c dated Jan. 17, 2006

Group: 91

Revision History

Revision	Date	Purpose
d	7/25/07	Process and Part Numbers Updated
c	1/17/08	Process, Part No. Description and Damage Code Updated
b	12/18/05	Parts Quantity Updated
a	12/12/05	Applicable Models and Technical Content Updated
-	8/25/04	Initial issue

Crash - previous gen

SUBJECT: Model 203.043/052/054/055/061/064/065/078/081/084/087/092/281/284/281/284/740/747/754
 Model 209.358/355/375/376/456/465/475/476
Current
 SRS Light Illuminated

If you receive customer reports in the above model vehicles of the SRS light being illuminated accompanied by either of the diagnostic fault codes listed below, perform the following procedure. Replacement of the contact spiral is not necessary. All contact spirals returned will be subject to testing and may be debited if found to be operational.

Fault Codes:
 DTC 9103- the resistance value in the ignition circuit containing component R12/13 is too high
 DTC 9123- the resistance value in the ignition circuit containing component R12/14 is too high

1. Remove the Steering Wheel Module (SCM):
 203 refer to WIS document AR54.25-P-2602PQ
 209 refer to WIS document AR54.25-P-2602PQ
- 1 **Note:** The battery ground cable must be disconnected. If this step is omitted, other faults may be introduced into the vehicle when cutting the SCM harness.
2. Remove instrument panel bottom section on driver side:
 203 refer to WIS document AR68.10-P-1600P
 209 refer to WIS document AR68.10-P-1505Q
3. Remove the SCM harness from the jacket tube by releasing lock tabs on both sides of the connector (Figure 1). If present, release harness from retainer (Figure 2). Gently pull the harness out from under the instrument panel to gain access.

This bulletin has been created and maintained in accordance with MDUSA-3A-P-6423Q-001, Information and Data Control, and MSUBA-BLP 5424-1H001, Control of Quality Records

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 1-800-FOR-MERCEDES

PE08-067 Q45/M45 Side Airbag Information Sharing

NML-CQ0

May 15, 2009

Appendix

Mercedes Benz Front Airbag harness repair TSB

- Resistance value too high for driver airbag module/harness
- Incident connector is cut from airbag harness
- Heat solder connection to main harness

100 22 876

 Mercedes-Benz

star bulletin



DTB

Date: July 25, 2007
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Supersedes: P-B-91.60/76c dated Jan. 17, 2006
Group: 91

Revision History

Revision	Date	Purpose
d	7/25/07	Process and Part Numbers Updated
c	1/17/06	Process, Part No. Description and Damage Code Updated
b	12/18/05	Parts Quantity Updated
a	12/12/05	Applicable Models and Technical Content Updated
-	8/25/04	Initial issue

Crash - previous gen

SUBJECT: Model 203.043/052/054/055/061/064/065/078/081/084/087/092/281/284/285/284/740/747/764
Model 209.358/359/375/376/456/465/475/476
Current
SRS Light Illuminated

If you receive customer reports in the above model vehicles of the SRS light being illuminated accompanied by either of the diagnostic fault codes listed below, perform the following procedure. Replacement of the contact spiral is not necessary. All contact spirals returned will be subject to testing and may be debited if found to be operational.

Fault Codes:
DTC 9103: the resistance value in the ignition circuit containing component R12/13 is too high
DTC 9123: the resistance value in the ignition circuit containing component R12/14 is too high

1. Remove the Steering Wheel Module (SCM):
203 refer to WIS document AR54.25-P-2602PQ
209 refer to WIS document AR54.25-P-2602PQ

[i] Note: The battery ground cable must be disconnected. If this step is omitted, other faults may be introduced into the vehicle when cutting the SCM harness.

2. Remove instrument panel bottom section on driver side:
203 refer to WIS document AR68.10-P-1600P
209 refer to WIS document AR68.10-P-1505P
3. Remove the SCM harness from the jacket tube by releasing lock tabs on both sides of the connector (Figure 1). If present, release harness from retainer (Figure 2). Gently pull the harness out from under the instrument panel to gain access.

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認証

実験報告

KS0部 KS4グループ

No. K4X00N/122

発行日付 01. 1. 24.

報告配布先

部署	詳細	要報
XR4		1
KAB		1
合計		2

P.1 迄要報

題目 F50, '02 Year Model, F.M.V.S.S. No.214 Self-Certification Test

Left side Impact (33.5mph)

担当者 中村 浩二

実験期間 '01. 1. 10 ~ '01. 1. 15

試験日 '01. 1. 12

1. PURPOSE

This is a certification test report for the requirements of FMVSS No.214 "Side Impact protection (Dynamic)".

2. CONCLUSION

Complied with FMVSS No.214 Moving deformable barrier crash requirement. Vehicle impacted on Left side.

3. SUMMARY OF TEST RESULTS

3.1 TEST RESULTS

ITEM	REQUIREMENT	RESULT		JUDGE-MENT
S.5.1 Thorax	The Thoracic Trauma Index(TTI(d)) shall not exceed 85g for passenger cars with four side doors, and shall not exceed 90g for passenger cars with two side doors, when calculated in accordance with the following formula : $TTI(d)=1/2(GR+GLS)$ The term "GR" is the greater of the peak accelerations of either the upper or lower rib expressed in g's and the term "GLS" is the lower spine (T12) peak acceleration, expressed in g's. The peak acceleration values are obtained in accordance with the procedure specified in S.6.13.5.	FRONT Passenger 46	REAR Passenger 47	OK
S. 5.2 Pelvis	The peak lateral acceleration of the pelvis, as measured in accordance with S.6.13.5, shall not exceed 130g's.	66 g	61 g	OK
S.5.3 Door opening	(1)Any side door, which is struck by the moving deformable barrier, shall not separate totally from the car.	STRUCK SIDE	NON STRUCK SIDE	OK
	(2)Any door (including a rear hatchback or tailgate), which is not struck by the moving deformable barrier, shall meet the following requirements :	FR Complied	FR complied	
	① The door shall not disengage from the latched position.	RR	RR	
	② The latch shall not separate from the striker, and the hinge components shall not separate from each other or from their attachment to the vehicle.	Complied	Complied	
	③ Neither the latch nor the hinge systems of the door shall pull out of their anchorages.	Tailgate		

3.2 TEST CONDITIONS

(1)Test Vehicle MODEL: BPHALGNF50 (VEC No. EF-178)

VIN: JNKBF0/A82M

ENGINE: VK45DE

T/M: A/T

(2)Test Method In accordance with FMVSS No.214 "Side Impact protection".

(3)Type of Dummy Subpart M of 572(SID/H III) produced by, FTSS (FR), FTSS (RR).

(4)Impact Velocity 54.3 km/h (33.7 mph)

(5)Weight of Test Vehicle 200/ kg (441/ lbs.)

(6)Weight of Moving Barrier 1368 kg (3016 lbs.)

KAB	KS4
主担	主担
内村 高橋	
担当者	担当者
息 才	細川
	中村

3.3 REASON FOR TEST CONDITIONS

3.3.1 TEST VEHICLE SELECTION

The test vehicle was selected by the reason that the body construction and interior parts for all models do not have any differences which influence on the performance of this crash.

The weight of test vehicle was set up the minimum weight among application models.

3.3.2 IMPACT SIDE

Left side impact condition was selected to represent both left and right impact conditions for this certification test since this model has a symmetric body structure.

3.4 CONDITION OF WEIGHTS

	TOTAL	FRONT	REAR
*DESIGN WEIGHT	2001	1042	959
TEST WEIGHT	2001	1040	961

*Vehicle Type : BPHALGNF50 with Full option

CARGO & LUGGAGE WEIGHT	50 Loading Position : LUGGAGE AREA
WEIGHT ADJUSTMENT	0

3.5 CONDITION OF VEHICLE

FUEL TANK	Usable Capacity : <u>80</u> l Charged Volume : <u>75.2</u> l (<u>94</u> %) Test Fluid Name : <u>SHELL LAWS</u> Specific gravity : <u>0.79</u> Used the fluid specified in Table 1 ASTM D484-76.
IGNITION KEY POSITION	ON
FUEL PUMP OPERATION	(YES , NO) <u>Electric Pump</u>
PARKING BRAKE	ENGAGED
TRANSMISSION	MANUAL SECOND GEAR / AUTOMATIC-NEUTRAL
TIRE PRESSURE	Front : <u>230</u> kpa Rear : <u>230</u> kpa
STEERING COLUMN POSITION	Tilt : Midpoint of swing or nominal design position . Telescopic : Midpoint of stroke.
HOOD	Fully closed and latched
DOOR&TRUNK LID (REAR GATE)	Fully closed and latched but not locked
SIDE WINDOW GLASS	Front Right (Opened, Closed) Rear Right (Opened, Closed) Front Left (Opened, Closed) Rear Left (Opened, Closed)
OPTIONAL EQUIPMENT	None

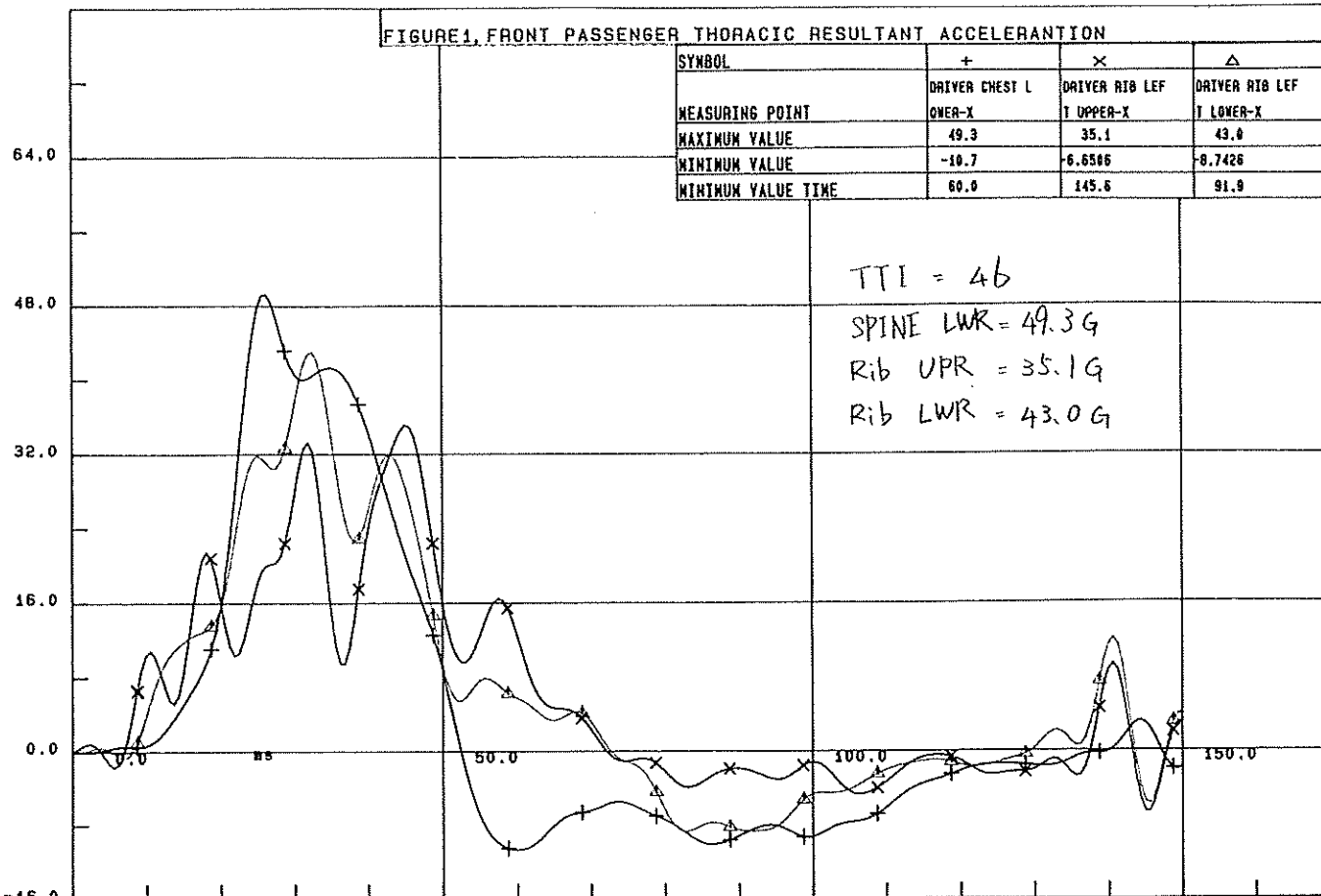
3.6 CONDITION OF DUMMYS

Used Restraints	FRONT : With active belt(three points) and side air bag device. REAR : With active belt(three points)
Type of Dummies	Subpart F of PART 572 (Side Impact Dummy) produced by <u>FISS</u> (FR) <u>FTSS</u> (RR)
Position of Dummies	Left front and left rear outboard designated seating position.
Position of Seats	Seat slide : Front : Midpoint or the closest position to the rear of the Midpoint (mm from frontmost) Rear : Not adjustable.
	Seat lifter : Front : Lowest position. Rear : Not adjustable.
	Seat back : Front : Nominal design position. Torso angle 21° (mm notch from frontmost) Rear : Not adjustable or Nominal design position (mm notch from frontmost)
	Head restraint : Front : Highest position. Rear : Not adjustable or Highest position.
Positioning Method	In accordance with F.M.V.S.S. No.214.S.7
Condition of Method	In accordance with F.M.V.S.S. No.214S.6.13.1~S.6.13.4
Temperature of Dummies	Driver : <u>20.5</u> °C , Passenger : <u>20.5</u> °C

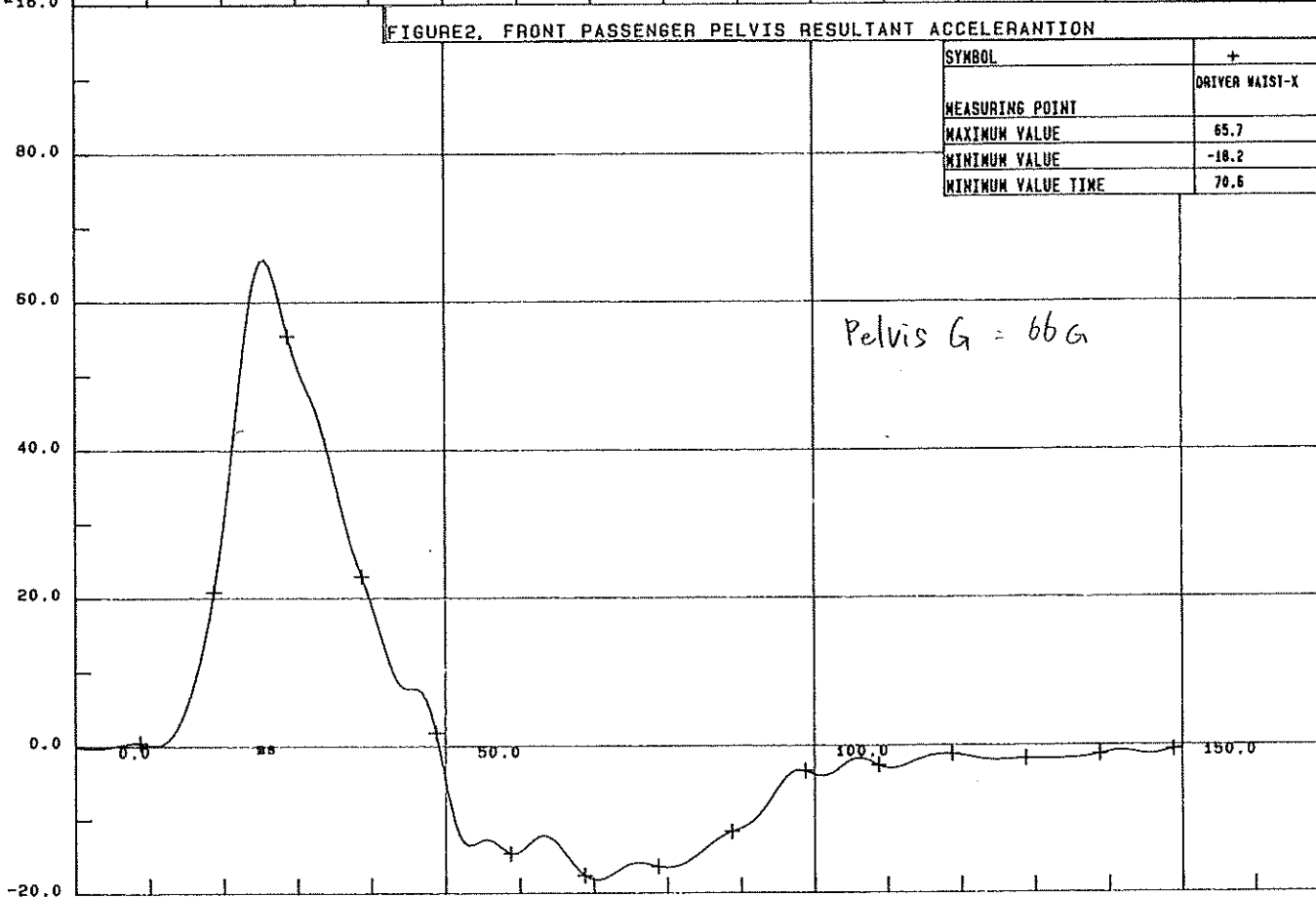
4.DATA

- 4.1 Detailed data of front passenger's injury criteria.
See Figure 1~2.
- 4.2 Detailed data of Rear Passenger's injury criteria.
See Figure 3~4.
- 4.3 Photographs of the test vehicle before and after.
See Photo. 1~8.

6

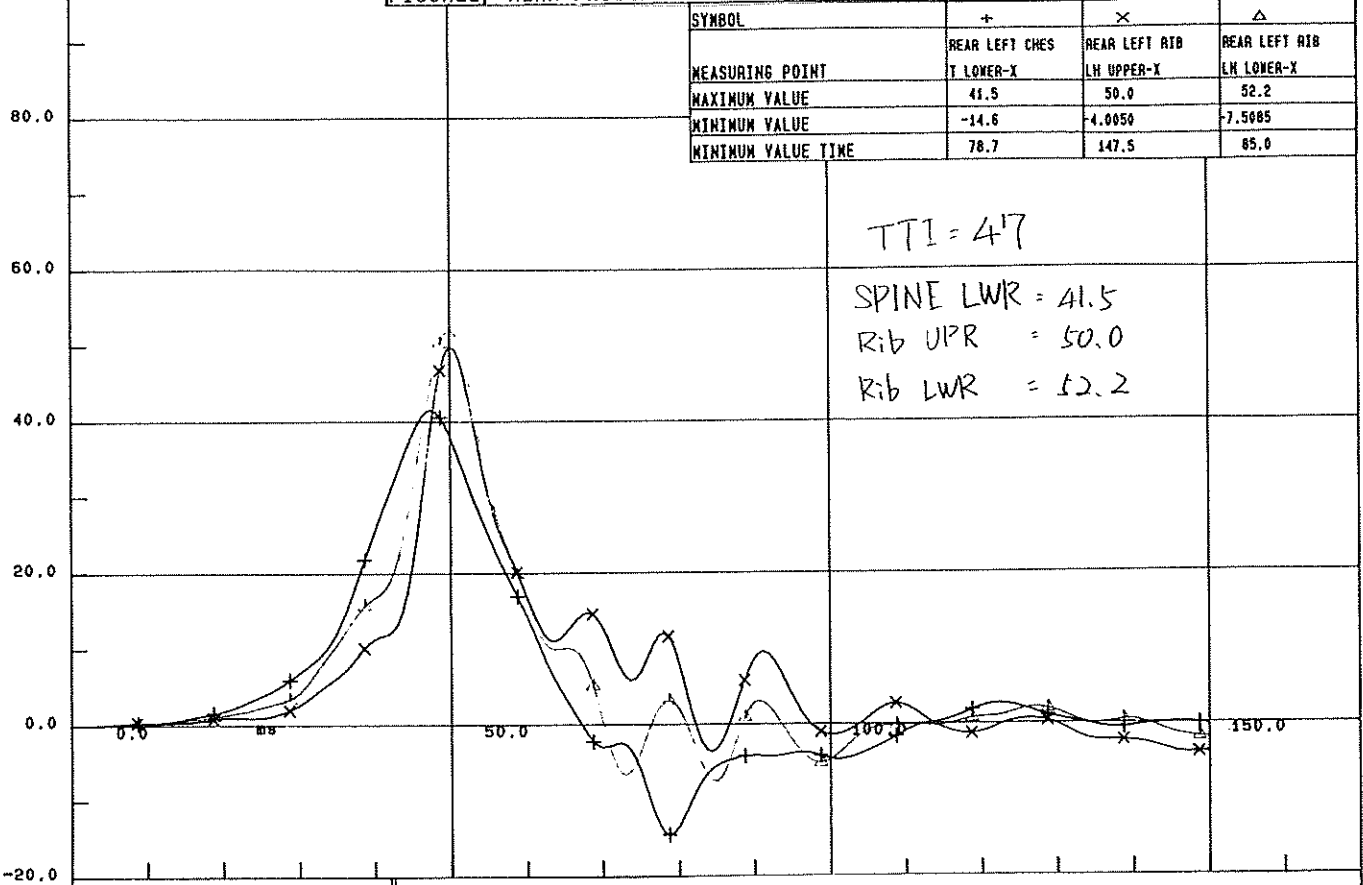


6



6

FIGURE3, REAR PASSENGER THORACIC RESULTANT ACCELERATION



6

FIGURE4, REAR PASSENGER PELVIS RESULTANT ACCELERATION

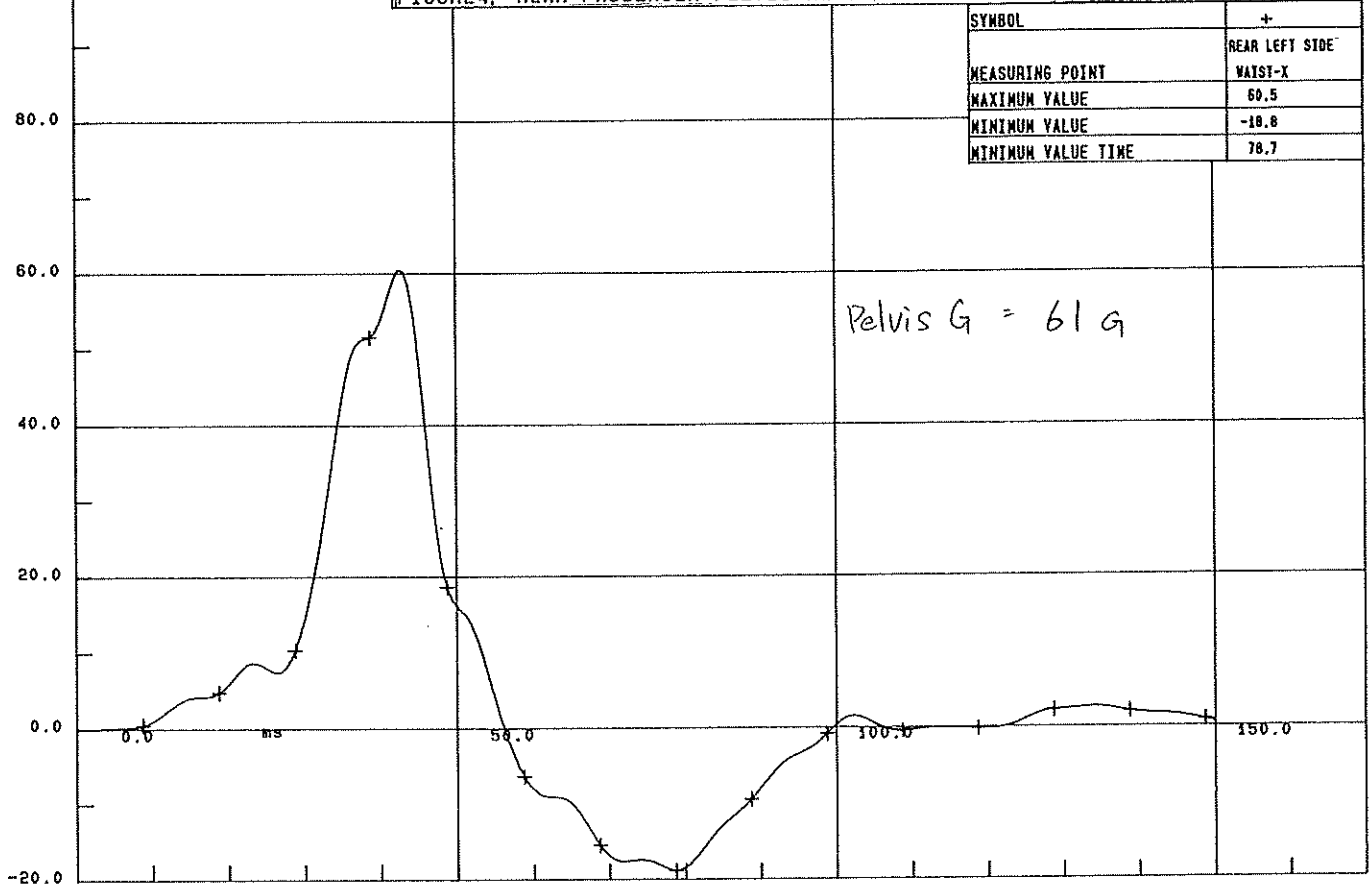
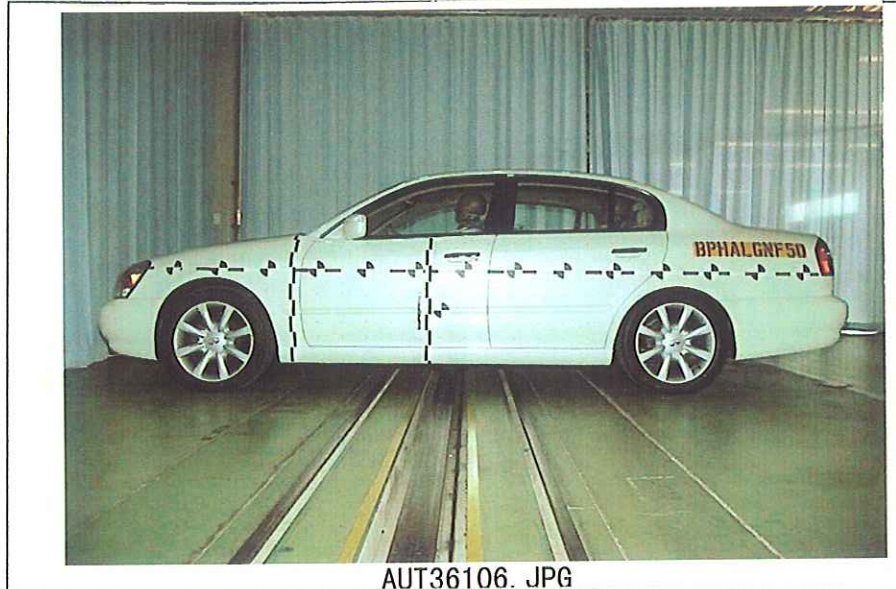


Photo. No.1	
Photo. No.2	

Test Report No. K4X00N/2.2

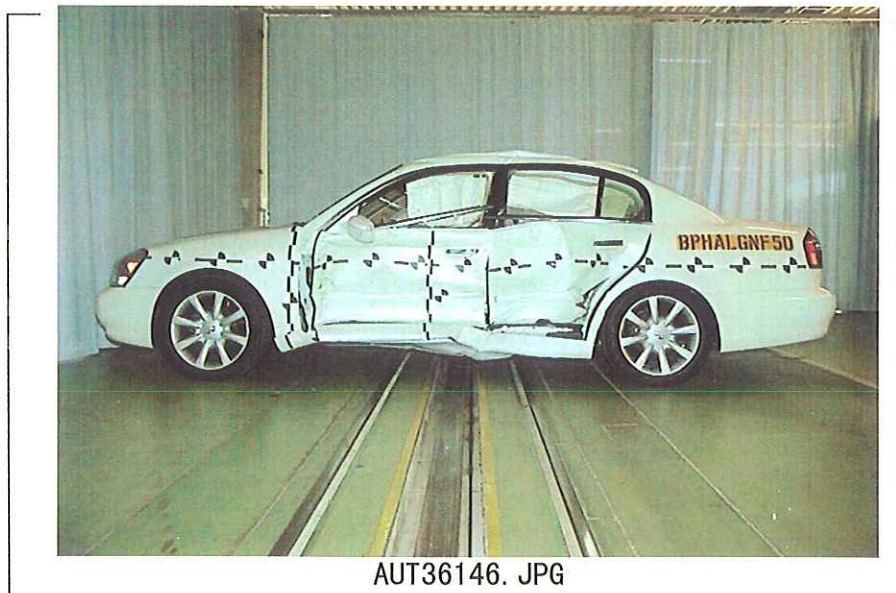


AUT36106. JPG

Photo. No.1

PRETEST

SUBJECT : Side view



AUT36146. JPG

Photo. No.2

POSTTEST

SUBJECT : Side view

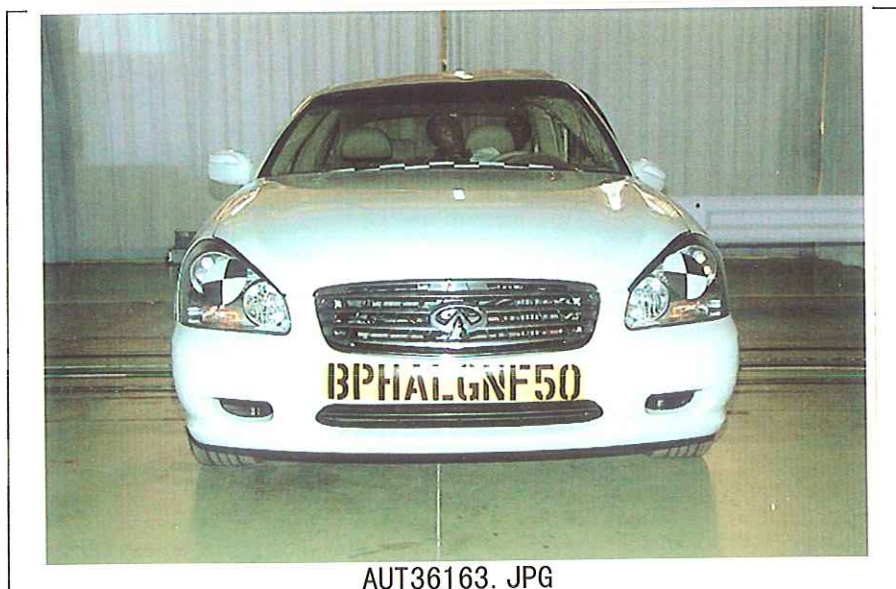
Photo. No.3	AUT36110
Photo. No.4	

Test Report No. K4X00N/22



Photo. No.3 PRETEST

SUBJECT : Front view



AUT36163. JPG

Photo. No.4 POSTTEST

SUBJECT : Front view

Photo. No.5	AUT 36111. JPG
Photo. No.6	

Test Report No. K4X00N122

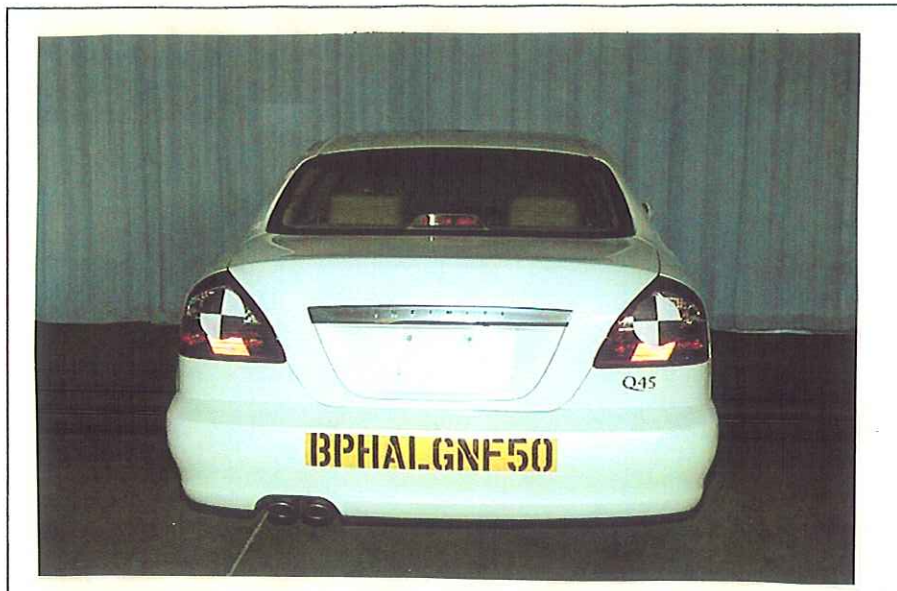
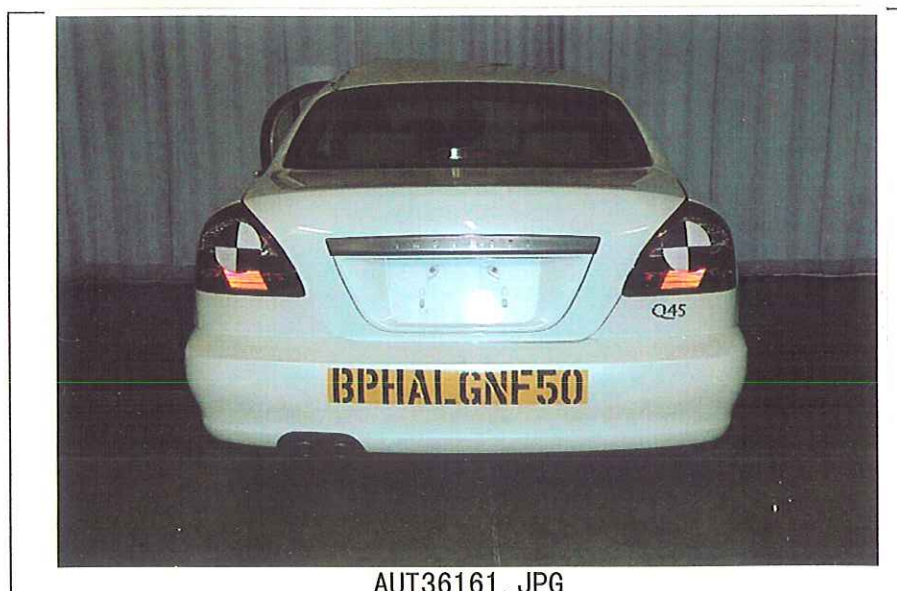


Photo. No.5 PRETEST

SUBJECT : Rear view _____



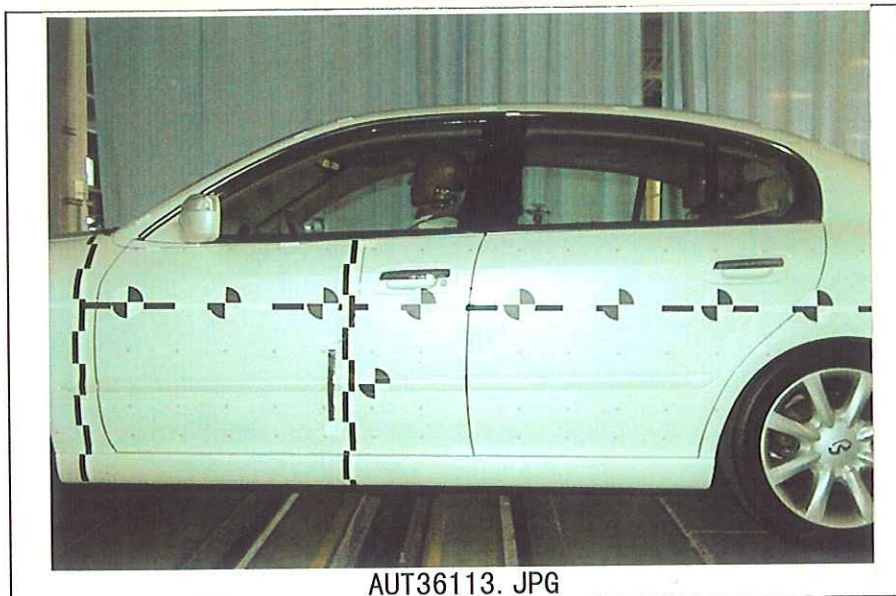
AUT36161. JPG

Photo. No.6 POSTTEST

SUBJECT : Rear view _____

Photo. No.7	
Photo. No.8	

Test Report No. K4X00N122

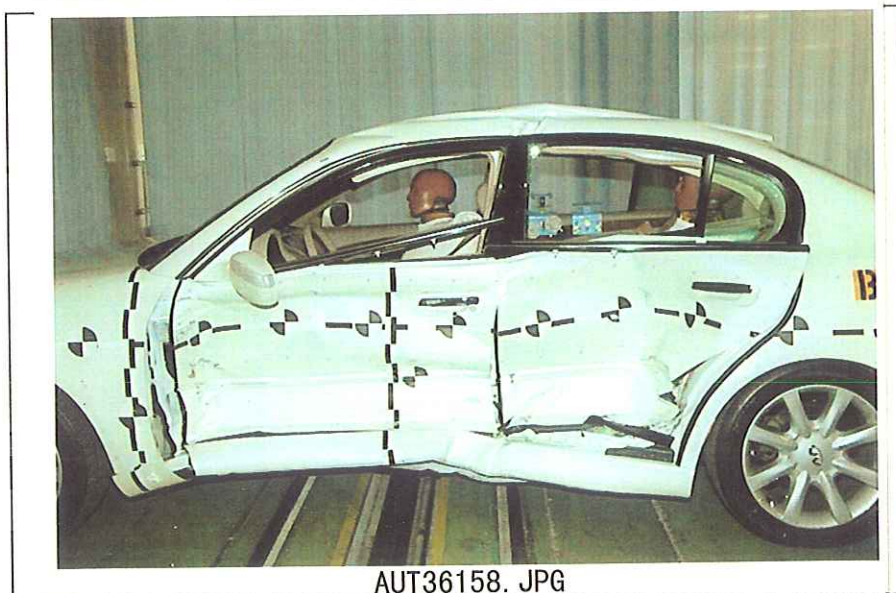


AUT36113. JPG

Photo. No.7

PRETEST

SUBJECT : Front dummy, Rear dummy, Position view



AUT36158. JPG

Photo. No.8

POSTTEST

SUBJECT : Front dummy, Rear dummy, Position view

Head protection inflatable restraint system is rolled up
to take a photograph of post-test Dummy condition.



認証

実験報告

No. K4X02N129

KS0部 KS4グループ

発行日付 02.5.31.

報告配布先

部署	詳細	要報
XR4		1
KAB		1
合計		2

P.1 必要報

題目 F50, 2003 Year Model, FMVSS No.214 Self-Certification Test

Side impact protection (Dynamic)

担当者 上野 公士

実験期間 02.5.30

試験日 02.5.30

1.PURPOSE

This is a certification test report for the requirements of FMVSS No.214 Side impact protection. (Dynamic)

Applied Models

F50

USA

All Models

2.CONCLUSION

Complied with FMVSS No.214.

There were no modification concerning with the performance required in this standard, therefore, the test results of this standard on 2003 year models can be carried over from 2002 year models.

FMVSS No.	Item	Original Test Report No.
214	Side impact protection. (Dynamic)	K4X00122

XR4
主担
名崎
担当
塚口

KAB	KS4
主担	主担
江浜	江川
担当者	担当者
江浜	橋本
	西村
藤村	上野

実験報告

No. K4X03N263

KS0部 KS4グループ

発行日付 03.7.8

報告配布先

部署	詳報	要報
XW4		1
KAB		1
合計		2

P.1 迄要報

題 目 F50 , 2004 Year Model, FMVSS No.214 Self-Certification Test

Side impact protection (Dynamic)

担当者 工野 公士

実験期間 03.7.2 ~ 03.7.2

試験日

1.PURPOSE

This is a certification test report for the requirements of FMVSS No.214 Side impact protection. (Dynamic)

Applied Models

F50
USA
All Models.

2.CONCLUSION

Complied with FMVSS No.214.

There were no modification concerning with the performance required in this standard , therefore , the test results of this standard on 2004 year models can be carried over from 2003 year models.

FMVSS No.	Item	Original Test Report No.
214	Side impact protection. (Dynamic)	<u>K4X00N122</u>

XW4
主担
<u>名崎</u>
担当
<u>板垣</u>

KAB	KS4
主担	主担
<u>丸 4</u>	<u>石川</u>
担当者	担当者
<u>江波</u>	<u>橋本</u>
<u>藤井</u>	<u>工野</u>



認証

実験報告

KS0部 KS4グループ

No. K4X04N05/

発行日付 04.3.4.

報告配布先

部署	詳細	要報
KAB		1
合計		1

P.1 必要報

題目 F50 , 2005 Year Model, FMVSS No.214 Self-Certification Test

Side impact protection (Dynamic)

担当者 上野 公士

実験期間 04.03.03 ~ 04.03.03

試験日

1.PURPOSE

This is a certification test report for the requirements of FMVSS No.214 Side impact protection. (Dynamic)

Applied Models

F50

USA

All Models.

2.CONCLUSION

Complied with FMVSS No.214.

There were no modification concerning with the performance required in this standard , therefore , the test results of this standard on 2005 year models can be carried over from 2002 year models.

FMVSS No.	Item	Original Test Report No.
214	Side impact protection. (Dynamic)	<u>K4X00N122</u>

XW4
主担
<u>名所</u>
担当
<u>塚口</u>

KAB	KS4
主担	主担
<u>丸山</u>	<u>石川</u>
担当者	担当者
<u>桑谷</u>	<u>橋本</u>
	<u>上野</u>

秘

認証

実験報告

No. K4X02N070

KS0部 KS4グループ

発行日付 02. 2. 15.

報告配布先

部署	詳細	要報
XR4		1
KAB		1
合計		2

P.1 迄要報

題目 Y34 . 03 Year Model, F.M.V.S.S. No.214 Self-Certification Test

Left side Impact (33.5mph)

担当者 滋野 直樹

実験期間 2002.02.06 ~ 2002.02.12

試験日 2002.02.08

1.PURPOSE

This is a certification test report for the requirements of FMVSS No.214 "Side Impact protection (Dynamic)".

2.CONCLUSION

Complied with FMVSS No.214 Moving deformable barrier crash requirement. Vehicle impacted on Left side.

3.SUMMARY OF TEST RESULTS

3.1 TEST RESULTS

ITEM	REQUIREMENT	RESULT		JUDGE-MENT
		FRONT Passenger	REAR Passenger	
S.5.1 Thorax	The Thoracic Trauma Index(TTI(d)) shall not exceed 85g for passenger cars with four side doors, and shall not exceed 90g for passenger cars with two side doors, when calculated in accordance with the following formula : $TTI(d) = 1/2(GR + GLS)$ The term "GR" is the greater of the peak accelerations of either the upper or lower rib expressed in g's and the term "GLS" is the lower spine (T12) peak acceleration, expressed in g's. The peak acceleration values are obtained in accordance with the procedure specified in S.6.13.5.	53	67	OK
S. 5.2 Pelvis	The peak lateral acceleration of the pelvis, as measured in accordance with S.6.13.5, shall not exceed 130g's.	94 g	90 g	OK
S.5.3 Door opening	(1)Any side door, which is struck by the moving deformable barrier, shall not separate totally from the car. (2)Any door (including a rear hatchback or tailgate), which is not struck by the moving deformable barrier, shall meet the following requirements : ① The door shall not disengage from the latched position. ② The latch shall not separate from the striker, and the hinge components shall not separate from each other or from their attachment to the vehicle. ③ Neither the latch nor the hinge systems of the door shall pull out of their anchorages.	STRUCK SIDE FR Complied RR Complied Tailgate	NON STRUCK SIDE FR Complied RR Complied	OK

APPLIED MODELS

Y34
USA
ALL MODELS
with side air bag

3.2 TEST CONDITIONS

(1)Test Vehicle MODEL :MPHALQN Y34 (VEC No. DL-377)

VIN :JNKAY4IE53M

ENGINE : VK45DE

T/M : A/T

(2)Test Method In accordance with FMVSS No.214 "Side Impact protection".

(3)Type of Dummy Subpart M of 572(SID/H III) produced by, FTSS (FR), FTSS (RR).

(4)Impact Velocity 61.9 km/h (38.5 mph)

(5)Weight of Test Vehicle 1959 kg (4319 lbs.)

(6)Weight of Moving Barrier 1368 kg (3016 lbs.)

※This higher speed impact test result covers FMVSS214 test result.

3.3 REASON FOR TEST CONDITIONS

3.3.1 TEST VEHICLE SELECTION

The test vehicle was selected by the reason that the body construction and interior parts for all models do not have any differences which influence on the performance of this crash.

The weight of test vehicle was set up the minimum weight among application models.

3.3.2 IMPACT SIDE

Left side impact condition was selected to represent both left and right impact conditions for this certification test since this model has a symmetric body structure.

3.4 CONDITION OF WEIGHTS

	TOTAL	FRONT	REAR
*DESIGN WEIGHT	1959	987	972
TEST WEIGHT	1959	991	968

*Vehicle Type : MPHALWNY34 with Full option

CARGO & LUGGAGE WEIGHT	<u>50</u> Loading Position : LUGGAGE AREA
WEIGHT ADJUSTMENT	<u>0</u>

3.5 CONDITION OF VEHICLE

FUEL TANK	Usable Capacity : <u>80</u> l Charged Volume : <u>75.2</u> l (<u>94</u> %) Test Fluid Name : <u>SHELL LAWS</u> Specific gravity : <u>0.79</u> Used the fluid specified in Table 1 ASTM D484-76.
IGNITION KEY POSITION	ON
FUEL PUMP OPERATION	(YES , NO) <u>Electric</u> Pump
PARKING BRAKE	ENGAGED
TRANSMISSION	MANUAL-SECOND GEAR / AUTOMATIC--NEUTRAL
TIRE PRESSURE	Front : <u>230</u> kpa Rear : <u>230</u> kpa
STEERING COLUMN POSITION	Tilt : Midpoint of swing or nominal design position. Telescopic : Midpoint of stroke.
HOOD	Fully closed and latched
DOOR&TRUNK LID (REAR GATE)	Fully closed and latched but not locked
SIDE WINDOW GLASS	Front Right (Opened, Closed) Rear Right (Opened , Closed) REMOVED Front Left (Opened , Closed) Rear Left (Opened , Closed)
OPTIONAL EQUIPMENT	None

3.6 CONDITION OF DUMMYS

Used Restraints	FRONT : With active belt(three points) and side air bag device. REAR : With active belt(three points)
Type of Dummies	Subpart F of PART 572 (Side Impact Dummy) produced by <i>FTSS</i> (FR) <i>FTSS</i> (RR)
Position of Dummies	Left front and left rear outboard designated seating position.
Position of Seats	Seat slide : Front : Midpoint or the closest position to the rear of the Midpoint (mm from frontmost) Rear : Not adjustable.
	Seat lifter : Front : Lowest position. Rear : Not adjustable.
	Seat back : Front : Nominal design position. <i>Torso angle 21°</i> (notch from frontmost) Rear : Not adjustable or Nominal design position . (notch from frontmost)
	Head restraint : Front : Highest position. Rear : Not adjustable or Highest position.
Positioning Method	In accordance with F.M.V.S.S. No.214.S.7
Condition of Method	In accordance with F.M.V.S.S. No.214S.6.13.1~S.6.13.4
Temperature of Dummies	Driver : <u>22.0</u> °C , Passenger : <u>22.0</u> °C

4.DATA

4.1 Detailed data of front passenger's injury criteria.

See Figure 1~2.

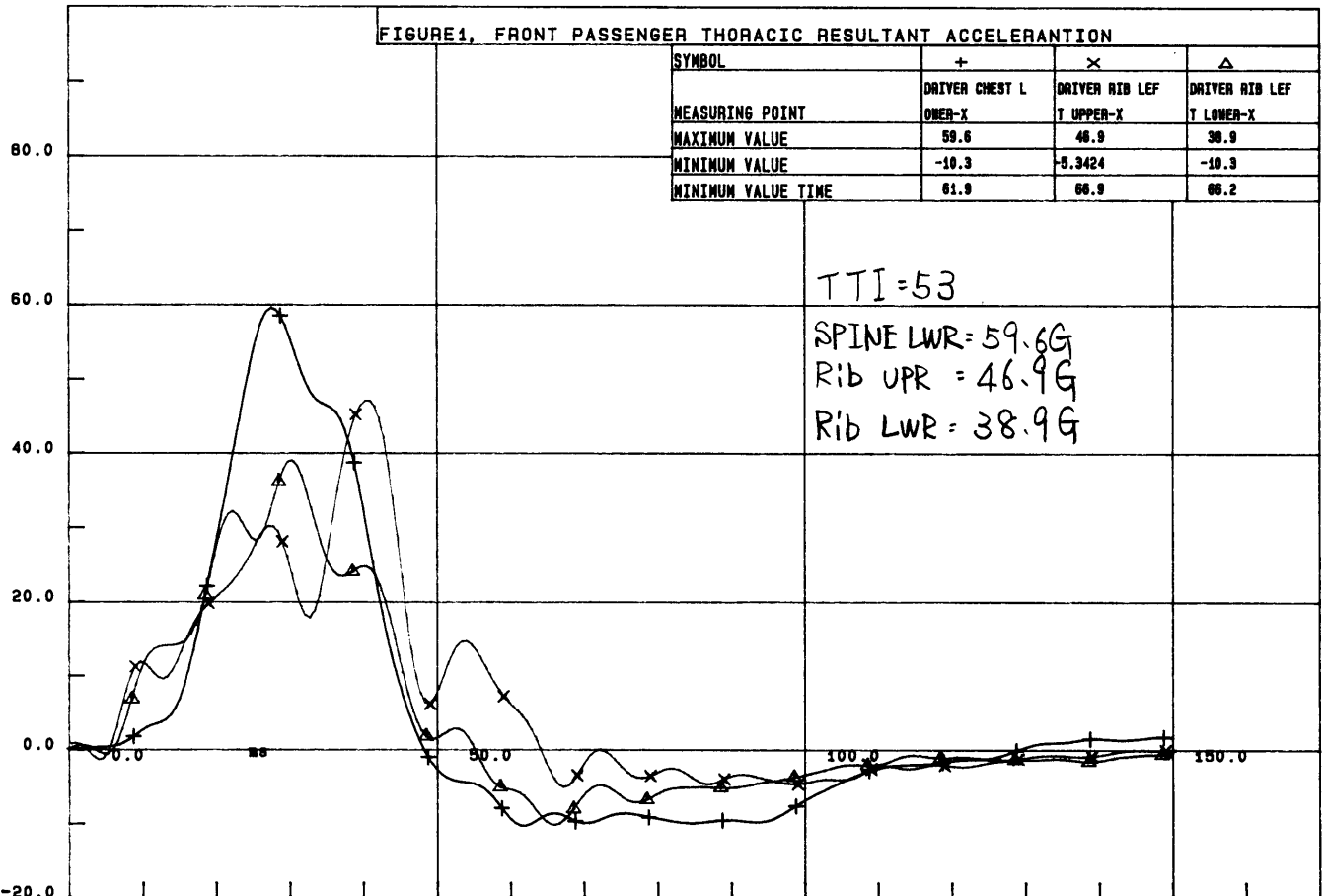
4.2 Detailed data of Rear Passenger's injury criteria.

See Figure 3~4.

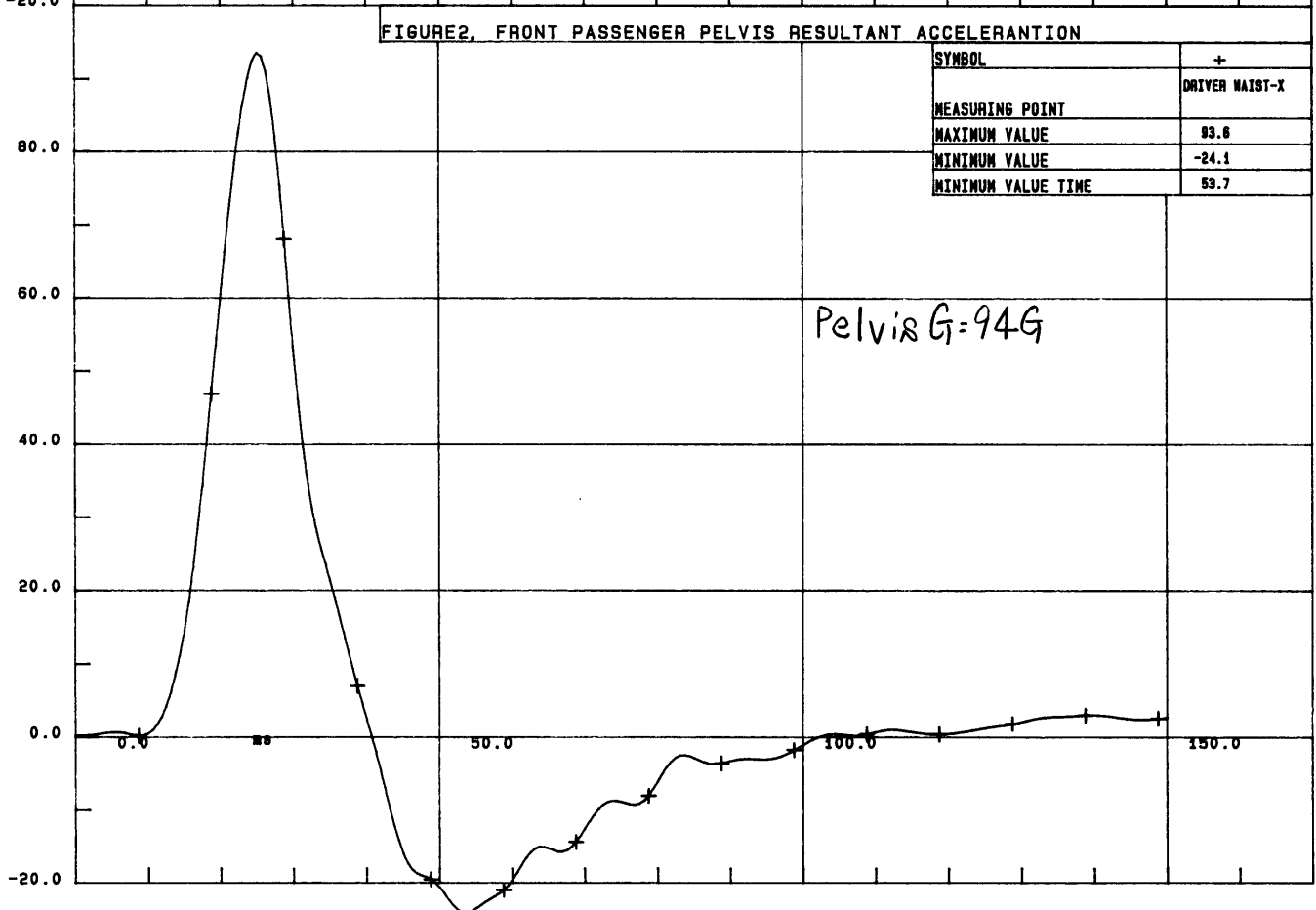
4.3 Photographs of the test vehicle before and after.

See Photo. 1~8.

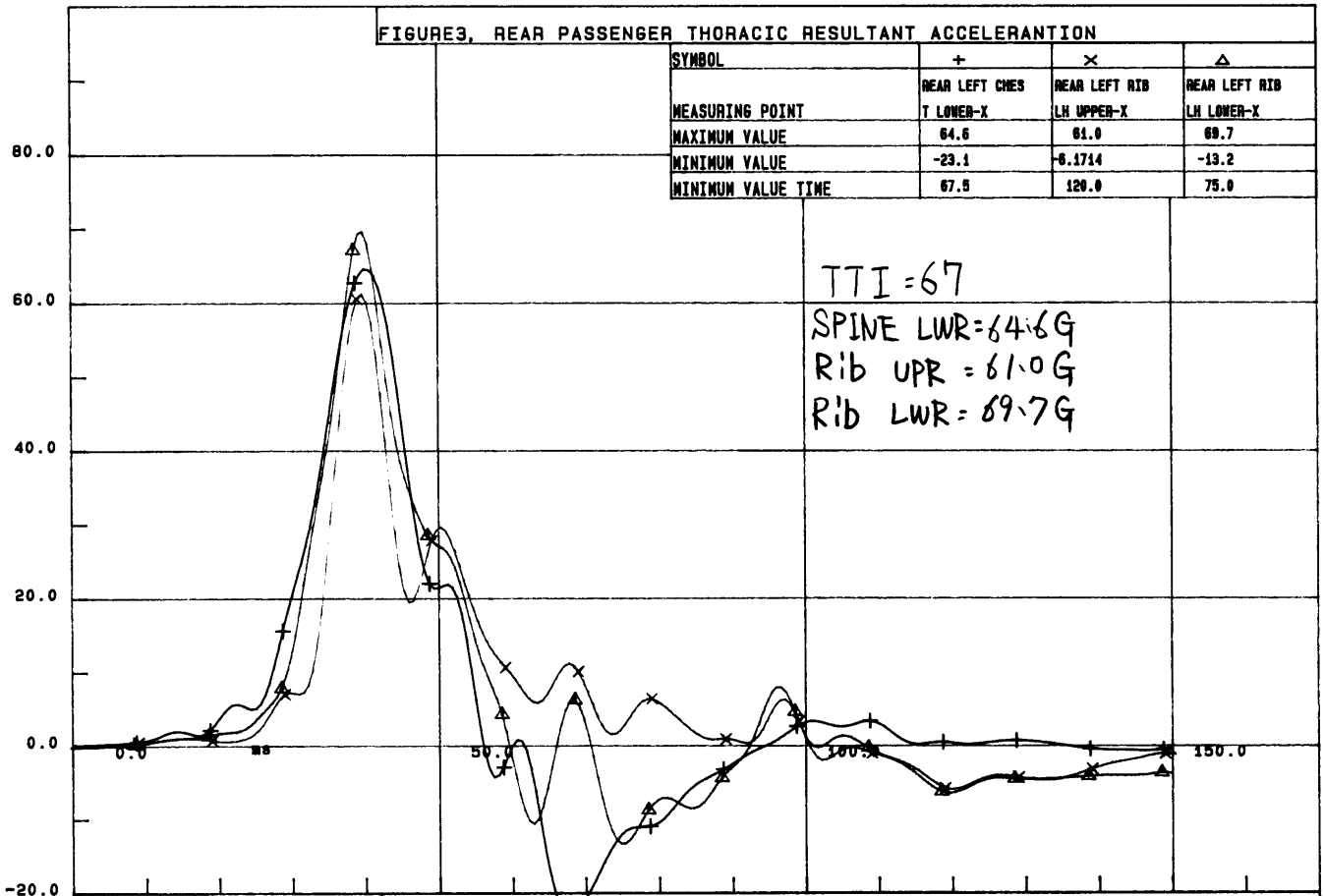
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6



6

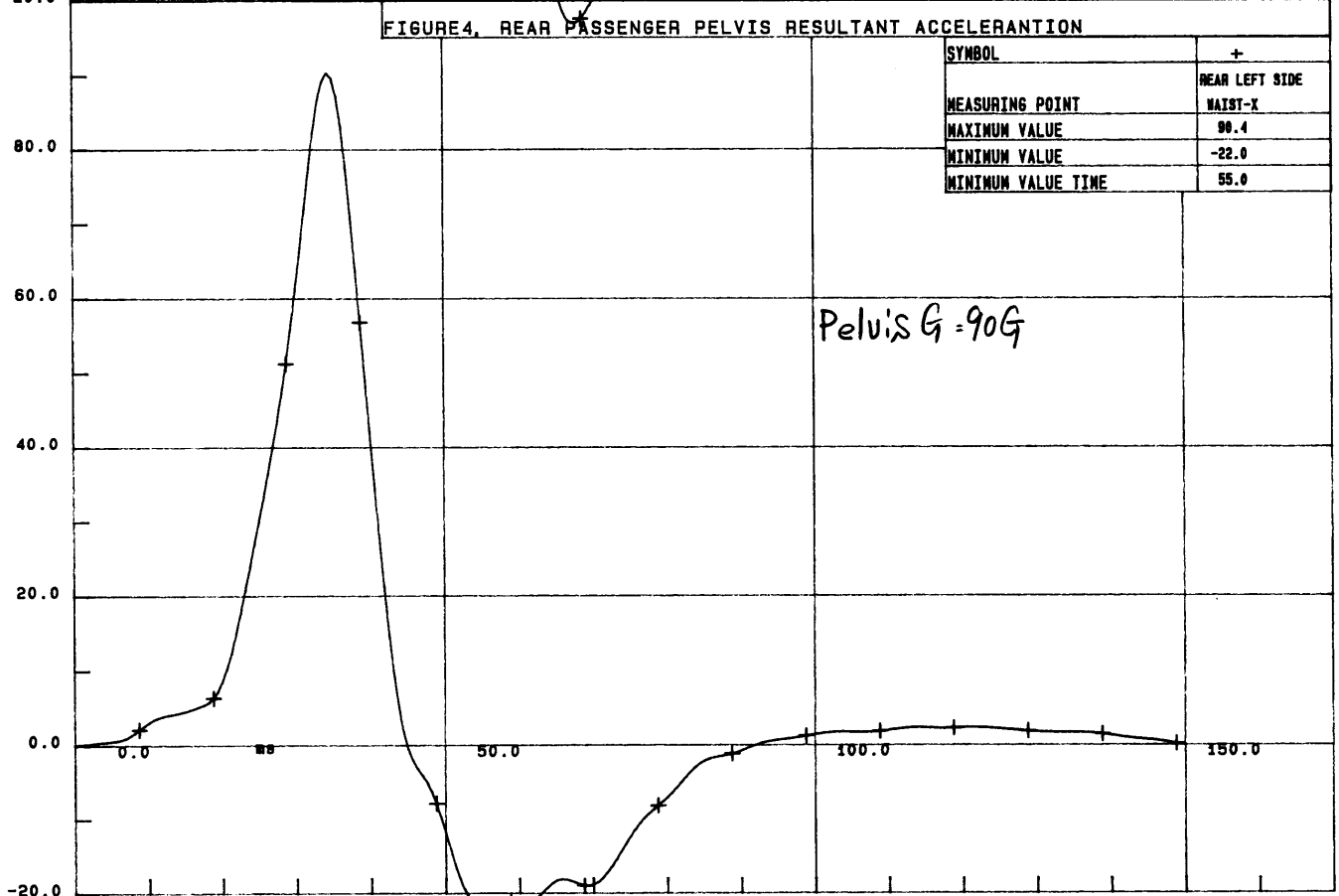
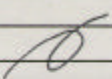
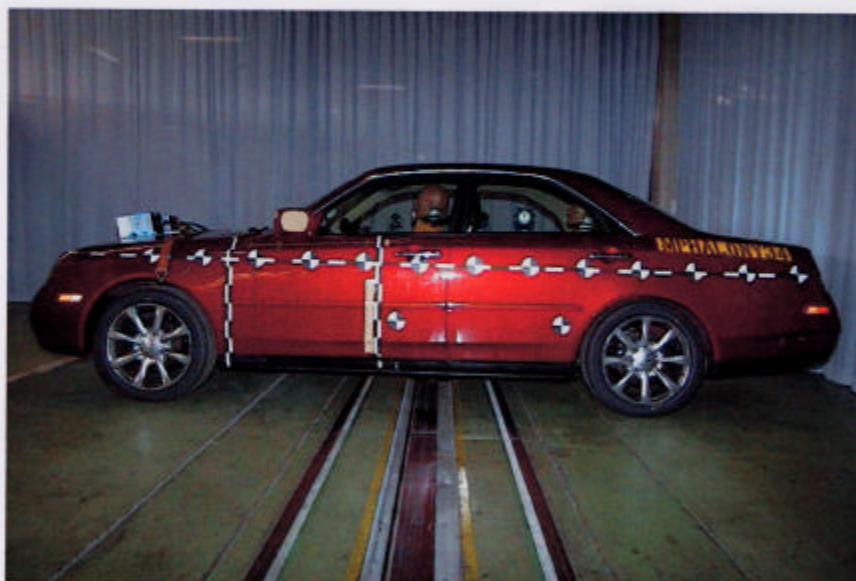


Photo. No.1	
Photo. No.2	

Test Report No. K4X02N070



AUT68232. JPG

Photo. No.1 PRETEST

SUBJECT : Side view



AUT68254. JPG

Photo. No.2 POSTTEST

SUBJECT : Side view

Photo. No.3	8
Photo. No.4	

Test Report No. K4X02N070



AUT68228. JPG

Photo. No.3 PRETEST

SUBJECT : Front view



AUT68303. JPG

Photo. No.4 POSTTEST

SUBJECT : Front view

Photo. No.5	
Photo. No.6	

Test Report No. K4X02N070



AUT68230. JPG

Photo. No.5 PRETEST

SUBJECT : Rear view



AUT68302. JPG

Photo. No.6 POSTTEST

SUBJECT : Rear view

Photo. No.7	8
Photo. No.8	

Test Report No. K4X02N070



AUT68235. JPG

Photo. No.7

PRETEST

SUBJECT : Front dummy, Rear dummy, Position view



AUT68313. JPG

Photo. No.8

POSTTEST

SUBJECT : Front dummy, Rear dummy, Position view

実験報告

No. K4x03N256

KS0部 KS4グループ

発行日付 13.7.8

報告配布先

部署	詳細	要報
XW4		1
KAB		1
合計		2

P.1 迄要報

題目 Y34 , 2004 Year Model, FMVSS No.214 Self-Certification Test

Side impact protection (Dynamic)

担当者 上野 公士

実験期間 13.6.26 ~ 13.6.26

試験日

1.PURPOSE

This is a certification test report for the requirements of FMVSS No.214 Side impact protection. (Dynamic)

Applied Models

Y34

USA

All Models

2.CONCLUSION

Complied with FMVSS No.214.

There were no modification concerning with the performance required in this standard , therefore , the test results of this standard on 2004 year models can be carried over from 2003 year models.

FMVSS No.	Item	Original Test Report No.
214	Side impact protection. (Dynamic)	<u>K4x02No70</u>

XW4
主担
<u>若林</u>
担当
<u>板垣</u>

KAB	KS4
主担	主担
<u>丸山</u>	<u>石川</u>
担当者	担当者
<u>江波</u>	<u>橋本</u>
<u>藤村</u>	<u>上野</u>

4. 添付データ

Data

- 4 - 1 . 乗員傷害値を 図 - 1 ~ 図 - 3 に示す P.3 ~ 4
Passenger's injury criteria See Figure 1-3
- 4 - 2 . 状況写真を写真 - 1 ~ 11 に示す P.5 ~ 7
Photographs See Photo 1-11

4. 添付データ

Data

- 4 - 1 . 乗員傷害値を 図 - 1 ~ 図 - 2 に示す P.3 ~ 4
Passenger's injury criteria See Figure 1-3
- 4 - 2 . 状況写真を写真 - 1 ~ 11 に示す P.5 ~ 7
Photographs See Photo 1-11