EA12-005

CHRYSLER

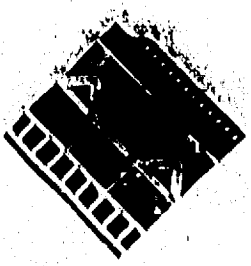
12/13/2012

Enclosure 6A

Compliance Crash Test

XJ - Cherokee - Compliance Test

Image Source Inc.
801 Front Street
Toledo Ohio 43606
419/697-1111



DECLARATION OF INTENT AND PURPOSE

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Chrysler Corp. A.M.C.

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Date 12 (Month) 13 (Day) 1994

Trina J. Carder
Signature

Place Toledo (City) Ohio (State)

Camera Operator
Title

801 Front St.
Location

AMERICAN MOTORS CORPORATION

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST 30 MPH REAR IMPACT MOVABLE BARRIER TEST NO. 1023

MODEL TESTED 0477 ENGINE TYPE AMC 1-4 TEST DATE 1/27/83

TESTED FOR JEEP XJ MODEL 2 DR WGN YEAR 1984 TEST SPEED 30 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 3093 LB.

REFERENCE WRITTEN TEST REQUEST DATED 4/13/83.

TEST OBJECTIVES: CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AMI4046.

VEHICLE DESCRIPTION: JEEP XJ TWO DOOR WAGON WITH AMC FOUR CYLINDER ENGINE AND MANUAL TRANSMISSION.

SUMMARY OF RESULTS

SPEC NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT : 17.2 RIGHT : 17.4 VEHICLE CRUSH - INCHES	
1417-			STG COL MAX INTR. - INCHES	
[illegible]			WINDSHIELD - PERCENT RETENTION	
1416			BUMPERS	
1401			WINDSHIELD ZONE INTRUSION	
14040	X		FULL SYSTEM INTEGRITY	
			FMVSS 208 PASS [ ] FAIL [ ]	

COMMENTS:

TEST DIRECTOR T. R. BAYER REPORTED BY T. H. KAUR

TEST CO-ORDINATOR [illegible] DATE [illegible]

TEST 1423

GENERAL VEHICLE DATA SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 4/27/83

ACTUAL SPEED 30.5 MPH ACTUAL MODEL TESTED 8477 TRANS. MANUAL

ENGINE AMC I-4 I.D. NO. 74 PLT. BLT. TOLEDO MODEL TESTED FOR 1984

SEAT TYPE: [ ] FBFB [ ] FBSB [ ] INDIV [x] BUCKET [ ] OTHER: ____

YEAR: ____ SETTING: Midpoint which is ____ forward of the rearmost position.

REAR SEAT ____

STEERING WHEEL: [x] Std. [ ] Sport [ ] Other SETTING STRAIGHT AHEAD

DESCRIPTION: ____

STEERING COLUMN TYPE: [x] Prod. E.A. [ ] Other DESCRIPTION: ____

FRONT BUMPER: [x] Conventional [ ] E.A. [ ] Other DESCRIPTION: ____

REAR BUMPER: [x] Conventional [ ] E.A. [ ] Other DESCRIPTION: ____

WEIGHT TO SIMULATE: FRONT: 1839 LBS. REAR: 2160 LBS. TOTAL: 4000 LBS.

WEIGHTS: BALLAST 700 LB @ REAR SEAT AREA DUMMIES 330 LB.

____ LB @ ____ FUEL 124 LB.

____ LB @ ____ EQUIPMENT 25 LB.

TEST WEIGHT: FRONT 1364 LBS. REAR 2120 LBS. TOTAL 3483 LBS.

FENDER HEIGHTS: L.F. ____ R.F. ____ L.R. ____ R.R. ____
(At Axle)

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gal.).

COMMENTS ____

SAFETY TEST DIRECTOR T. R. MAYER

SAFETY TEST COORDINATOR ____ DATE ____

Pre-Test Modification Sheet

TEST NO 1623

CAR NO. 74 TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER

DATE 4/25/83 MECHANIC. REQUESTED BY L. O. BAKER

ACTUAL TEST WT. (LBS.): FRT 1864 LB. REAR 2129 LB. TOTAL 3993 LB. DUMMIES USED 105 LB.

WEIGHTS: BALLAST 700 LB @ REAR SEAT AREA DUMMIES 330 LB.

LB. @ FUEL 124 LB.

LB. @ EQUIPMENT 25 LB.

FENDER HEIGHTS: L.F. R.F. L.R. R.R.

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gals.)

PART NUMBER	PART NAME	DESCRIPTION
		NO MODIFICATIONS AT PROVING GROUNDS. TORQUE FUEL TANK MOUNTING NUTS TO 60 INCH-POUNDS AS PER D. SPYTHAN.

EA12-005- Chrysler -001295

AM 3685 (2/71)

CRASH TEST [illegible] FINAL [illegible]-SITE RESULTS

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO.: 1623

TEST DATE: 4/27/83

TEST SPEED: DESIRED 30.25 ± .25 MPH. TIME 3:03 PM TRAP N.A. MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN. LASER 30.5 MPH

CAMERAS ALL CAMERAS RAN.

SEATS LEFT AND RIGHT FRONT SEAT BACK RESTS LAYED BACK. SEAT TRACKS DID NOT MOVE.

DUMMIES LEFT AND RIGHT FRONT SEAT DUMMIES LAYED BACK WITH SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK SPARE TIRE AND JACK REMAINED SECURE.

OTHER COMMENTS

EA12-005- Chrysler -001296

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. B. HAYEK

TEST NO. 1027

SPAN - 14046

MODEL 9477

TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 4/27/03

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight at any one minute? Yes [ ] No [X]

COMMENTS:

Checked by: J. P. McCARTHY

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046?

Yes [X] No [ ]

[X] PRE-CRASH
[ ] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1623

MODEL TESTED 77 ENGINE 440 14 TRANS. MANUAL TEST DATE 4/25/83

TESTED FOR 1984 V.I.N. OR I.D. 74 PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER OFF
(X) COOLANT DRAINED	(X) FUEL SYSTEM PURGED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
( ) BODY REMOVED	(X) TANK TO 95% CAP. W/STANDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. ———
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1) NO LEAKS	(1) NO LEAKS
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1) 1.2 OZ. BY WEIGHT FROM CARB BOWL VENT	(1) 3.2 OZ. BY WEIGHT FROM CARB BOWL VENT
(2) 1ST MIN. TRACE FROM CARB BOWL VENT 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. TRACE FROM CARB BOWL VENT 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1) TRACE FROM CARB BOWL VENT	(1) TRACE FROM CARB BOWL VENT
1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE
NO LEAKS	NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

BY [illegible] APPROVED BY [illegible] J. P. MCCARTHY

PRE-CRASH
POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1623

MODEL TESTED 77 ENGINE 440 14 TRANS. MANUAL TEST DATE 4/29/85

TESTED FOR 1984 V.I.N. OR I.D. 74 PLANT BUILT TOLEDO

(X) BAT. REMOVED
(X) COOLANT DRAINED
(X) ENG. OIL DRAINED
( ) HOOD REMOVED
(X) AIR CLEANER ON
(X) FUEL SYSTEM DRAINED
(X) VENT SYSTEM PLUGGED
( ) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 10 HOURS
Time duration to rotate vehicle through 90 degrees; 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1)	(1) NO LEAKS
1ST MIN. (2) 2ND MIN. 3RD MIN.	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE
	NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

OBSERVED BY J. P. McCARTHY

HIGH SPEED MOTION PICTURE ANALYSIS

TEST DATE: April 27, 1983 MODEL: 0877 TEST NO. 1623

TYPE OF TEST: Perpendicular Door Impact --- Movable Barrier

ANALYZED SPEED: 30.0 M.P.H.

Note: Maximum Crush of test vehicle Left Side was 17.2 inches at .070 seconds

Maximum Crush of test vehicle Right Side was 17.4 inches at .074 seconds

ANALYSIS BY: Alex Salroff AS DATE: May 14, 1983

TEST NO. 1622

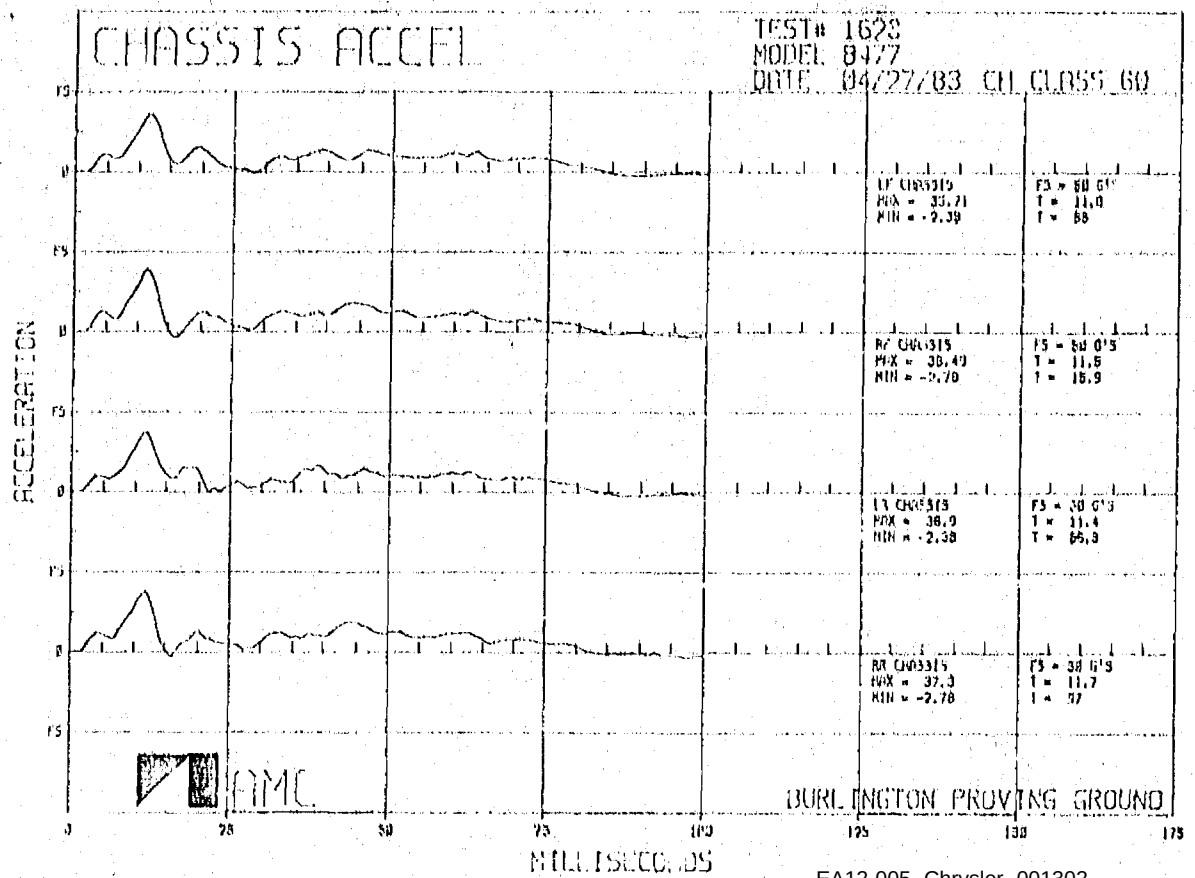
WISCONSIN TEST CENTER

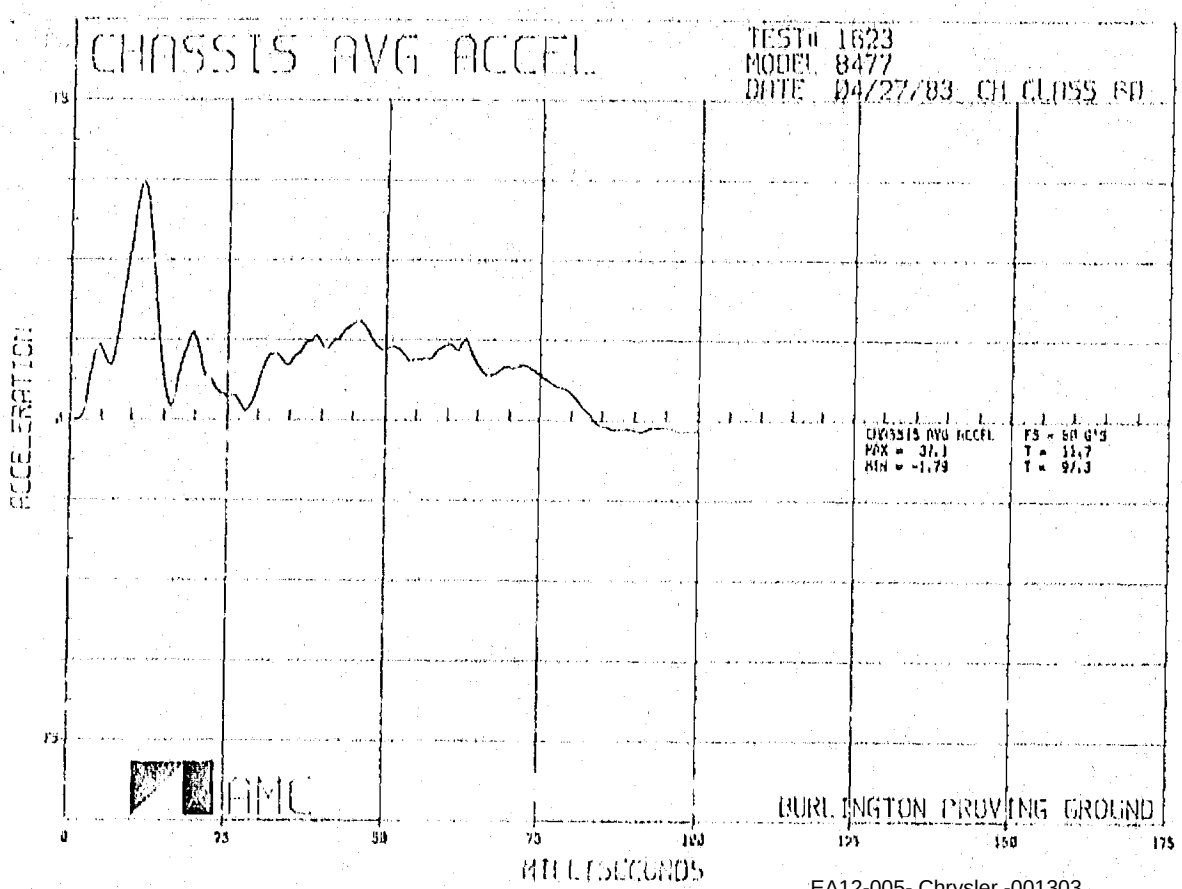
SAFETY TESTING - INSTRUMENTATION DEPARTMENT

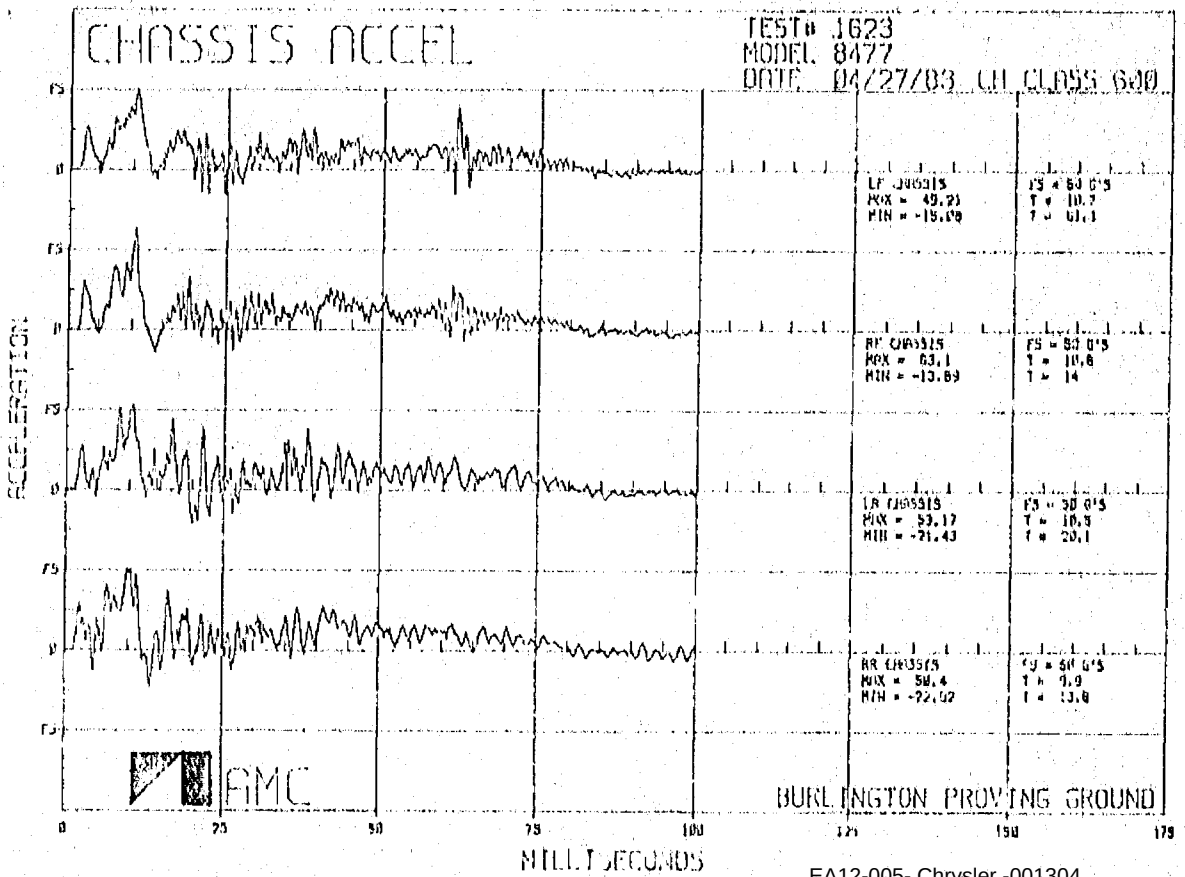
MODEL 6477 TEST DATE 1/27/73

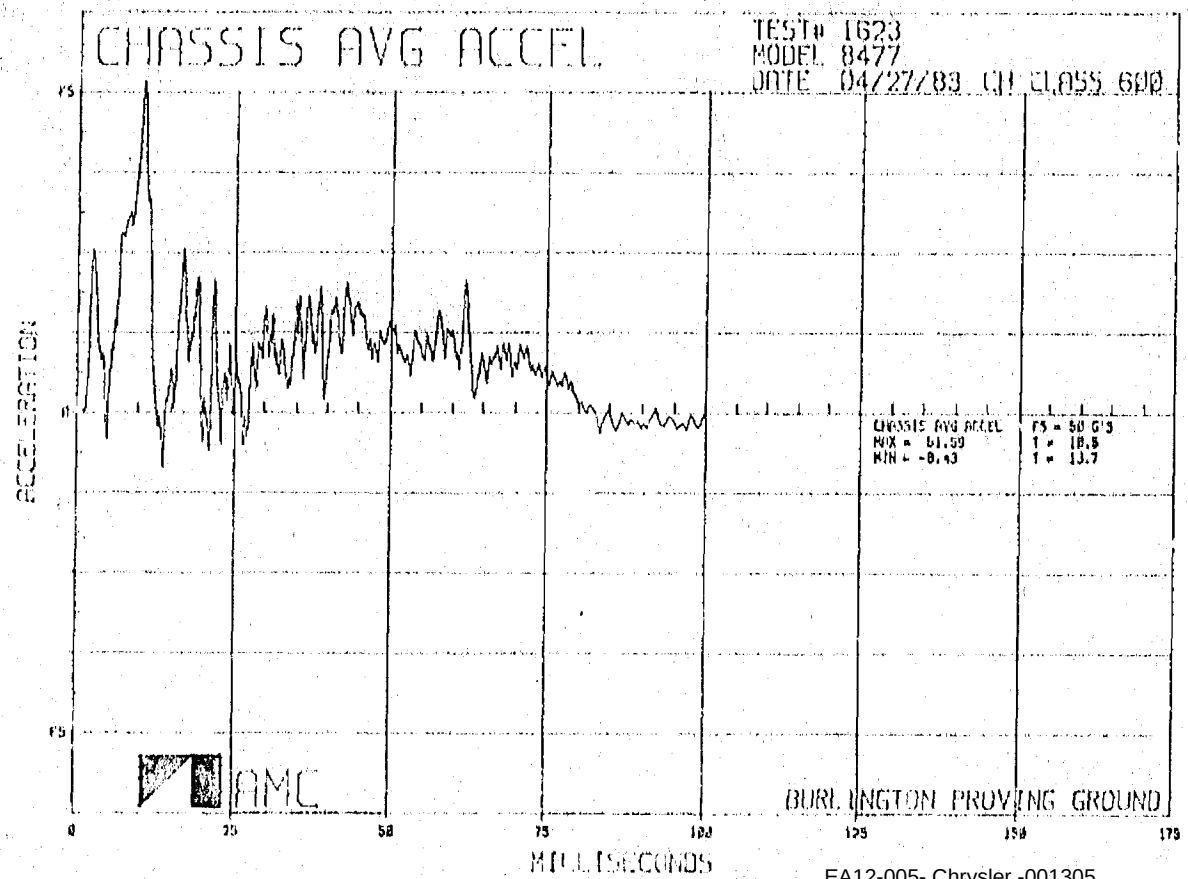
TESTED BY: H. HYATT P. KORITZKE

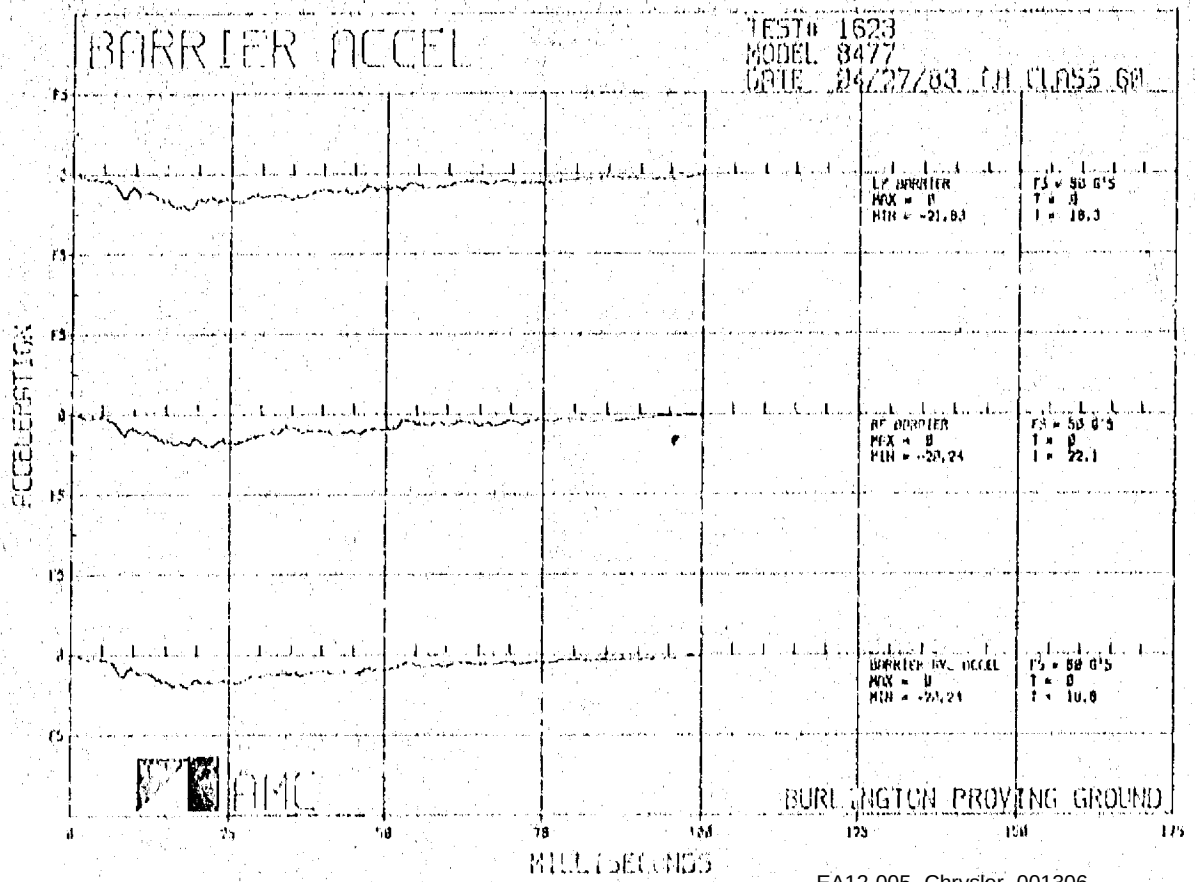
APPROVED BY: Thomas C. Hayes DATE 1/29/73

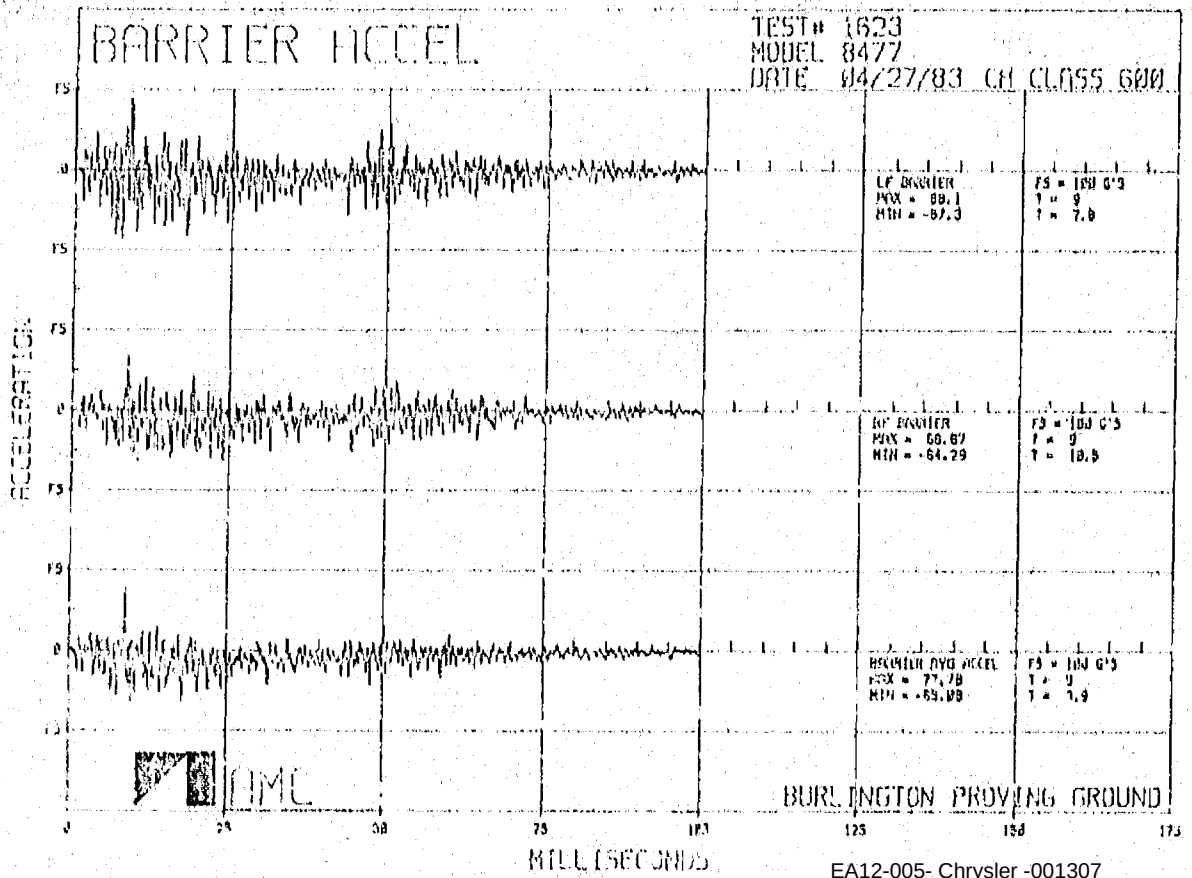

CHASSIS ACCEL
TEST# 1628
MODEL 8477
DATE 04/27/83 CH CLASS 60
LF CHASSIS
MAX = 35.71
MIN = -2.39
FS = 60 G'S
T = 11.0
T = 68
RF CHASSIS
MAX = 38.40
MIN = -2.70
FS = 60 G'S
T = 11.6
T = 16.9
LR CHASSIS
MAX = 36.9
MIN = -2.38
FS = 60 G'S
T = 11.4
T = 66.9
RR CHASSIS
MAX = 37.3
MIN = -2.78
FS = 60 G'S
T = 11.7
T = 97
ACCELERATION
FS
0
FS
0
FS
0
FS
0
FS
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1623
MODEL 8477
DATE 04/27/83 CH CLASS 80
CHASSIS AVG ACCEL
MAX = 37.1
MIN = -1.79
FS = 80 G'S
T = 11.7
T = 97.3
AMC
BURLINGTON PROVING GROUND
MILLISECONDS
0
25
50
75
100
125
150
175


CHASSIS ACCEL
TEST# 1623
MODEL 8477
DATE 04/27/83 CH CLASS 600
LF CHASSIS
MAX = 49.21
MIN = -15.09
RF CHASSIS
MAX = 63.1
MIN = -13.89
LR CHASSIS
MAX = 53.17
MIN = -21.43
RR CHASSIS
MAX = 58.4
MIN = -22.02
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175
AMC
BURLINGTON PROVING GROUND


CHASSIS AVG ACCEL
TEST# 1623
MODEL 8477
DATE 04/27/83 CH CLASS 600
FS
0
FS
ACCELERATION
CHASSIS AVG ACCEL
MAX = 61.59
MIN = -8.43
FS = 50 G'S
T = 18.5
T = 13.7
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1623
MODEL 8477
DATE 04/27/83 CH CLASS 60
LF BARRIER
MAX = 0
MIN = -21.83
FS = 50 G'S
T = 0
I = 18.3
RF BARRIER
MAX = 0
MIN = -20.24
FS = 50 G'S
T = 0
I = 22.1
BARRIER INC ACCEL
MAX = 0
MIN = -20.21
FS = 50 G'S
T = 0
I = 10.8
ACCELERATION
MILLISECONDS
AMC
BURLINGTON PROVING GROUND


BARRIER ACCEL
TEST# 1623
MODEL 8477
DATE 04/27/83 CH CLASS 600
LF BARRIER
MAX = 88.1
MIN = -87.3
FS = 100 G'S
T = 9
T = 7.0
RF BARRIER
MAX = 68.67
MIN = -64.29
FS = 100 G'S
T = 9
T = 10.5
RECEIVER DYD ACCEL
MAX = 77.78
MIN = -65.09
FS = 100 G'S
T = 9
T = 7.9
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175
BURLINGTON PROVING GROUND

American Motors Corporation

Proving Ground Safety Test Request Form

TEST NO. 1673

TEST TYPE AND SPEED 30 MPH Perpendicular Rear Impact Moving Barrier

TEST PURPOSE FMVSS Certification

FMVSS # 124 - 301

VEHICLE SOURCE: Prod. ☒ Eng Fleet ☐ Other ☐

TO BE ORDERED BY: P.G. ☐ Del Engr. ☒ Other ☐

MODEL 2437 I.D. # 74 ENG 4 cyl. TRANS. Man. SEATS STD.

STD. WHL STD. BUMPERS STD. PASS. RESTRAINT STD.

OTHER REQ'D. EQUIPMENT

TEST WT. CONDITIONS Front - 1897 Rear - 2169 Total - 4066

FUEL TANK TO BE FILLED TO 95 % (12.2 GN) OF RATED CAPACITY (12.8 gals)

INSTRUMENTATION

DUMMY: ☒ None ☐ Head ☐ Chest ☐ Femur BELTS: ☒ No ☐ Yes

BARRIER: ☒ No ☐ Yes VEHICLE: ☐ None ☒ Chassis Occel.

OTHER Contact switch

PHOTOGRAPHIC COVERAGE

FILM: ☐ B&W ☒ Color CAMERAS: ☒ Long Rng. Grndmtd. ☒ Close Rng. Grndmtd.

☐ Barrier ☐ Pit ☐ Other B & W still shots before & after impact

MODIFICATIONS AND/OR SPECIAL INSTRUCTIONS*

Follow test procedure & after impact

Test speed 30.25 ± .25 MPH

CHARGE TO:

GROUP TO PERFORM MODIFICATIONS

TEST REQUESTOR L. R. Baker DATE 4-18-83

APPROVED (ENGRG.) [illegible] DATE 4-18-83

APPROVED (DEV. & TESTING) [illegible] DATE 4-18-83

APPROVED (P.G.) DATE

*Include any reference memos etc.

AM 6660 (10/78)

Image Source Inc.
801 Front Street
Toledo Ohio 43605
419/697-1111

DECLARATION OF INTENT AND PURPOSE

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Chrysler Corp. A.M.C.

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Date 12 (Month) 13 (Day) 1994

Thomas J. Carder
Signature

Place Toledo (City) Ohio (State)

Camera Operator
Title

801 Front St.
Location

AMERICAN MOTORS CORPORATION

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1635

MODEL TESTED 8470 ENGINE TYPE AMC I4 TEST DATE 4/27/83

TESTED FOR JEEP XJ MODEL 4 DR WGN YEAR 1984 TEST SPEED 30.0 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 4060 LBS.

REFERENCE WRITTEN TEST REQUEST DATED 4/13/83

TEST OBJECTIVE: CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AM14046.

VEHICLE DESCRIPTION: JEEP XJ FOUR DOOR WAGON WITH AMC FOUR CYLINDER ENGINE AND AUTOMATIC TRANSMISSION.

SUMMARY OF RESULTS

SFAM NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT : 17.8 RIGHT: 16.7 VEHICLE CRUSH - INCHES	
14174			_____ STG COL MAX INTRU. - INCHES	
14173			_____ WINDSHIELD - PERCENT RETENTION	
14187			BUMPERS _____	
14216			WINDSHIELD ZONE INTRUSION _____	
14046	X		FUEL SYSTEM INTEGRITY _____	
			FMVSS 208 NA PASS ☐ FAIL ☐	

COMMENTS:

TEST DIRECTOR T. R. HAYEK T. R. Hayek REPORTED BY R. H. KRAHN

TEST CO-ORDINATOR [illegible] DATE

TEST NO. 1635

GENERAL VEHICLE DATA SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 4/27/83

ACTUAL SPEED 30.0 MPH ACTUAL MODEL TESTED 8478 TRANS. AUTOMATIC

ENGINE AMC I4 I.D. NO. 96 PLT. BLT. TOLEDO MODEL TESTED FOR 1984

SEAT TYPE: ☐ FBFB ☐ FBSB ☐ INDIV ☒ BUCKET ☐ OTHER: _____

YEAR: _____ SETTING: Midpoint which is _____ forward of the rearmost position.

REAR SEAT _____

STEERING WHEEL: ☒ Std. ☐ Sport ☐ Other SETTING STRAIGHT AHEAD

DESCRIPTION: _____

STEERING COLUMN TYPE: ☒ Prod. E.A. ☐ Other DESCRIPTION: _____

FRONT BUMPER: ☒ Conventional ☐ E.A. ☐ Other DESCRIPTION: _____

REAR BUMPER: ☒ Conventional ☐ E.A. ☐ Other DESCRIPTION: _____

WEIGHT TO SIMULATE: FRONT: 1891 LB. REAR: 2160 LB. TOTAL: 4051 LBS.

WEIGHTS: BALLAST 650 LB @ REAR SEAT AREA DUMMIES 330 LB.

_____ LB @ _____ FUEL 124 LB.

_____ LB @ _____ EQUIPMENT 25 LB.

TEST WEIGHT: FRONT 1929 LBS. REAR 2131 LBS. TOTAL 4060 LBS.

FENDER HEIGHTS: L.F. _____ R.F. _____ L.R. _____ R.R. _____
(At Axle)

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gal.).

COMMENTS _____

SAFETY TEST DIRECTOR T. R. HAYEK T. R. Hayek

SAFETY TEST COORDINATOR _____ DATE _____

Pre-Test Modification Sheet

TEST NO. 1635

CAR NO. 96 TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER

DATE 4/25/03 MECHANIC _____ REQUESTED BY L. O. BAKER

ACTUAL TEST WT. (LBS.): FRT. 1929 LB. REAR 2131 LB. TOTAL 4060 LB. DUMMIES USED 1050 LAR

WEIGHTS: BALLAST 650 LB. @ REAR SEAT AREA DUMMIES 330 LB.

_____ LB. @ _____ FUEL 124 LB.

_____ LB. @ _____ EQUIPMENT 25 LB.

FENDER HEIGHTS: L.F. _____ R.F. _____ L.R. _____ R.R. _____

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gals.)

PART NUMBER	PART NAME	DESCRIPTION
		NO MODIFICATIONS. TORQUE FUEL TANK MOUNTING NUTS TO 60 INCH-POUNDS AS PER D. SPYTHAN.

EA12-005- Chrysler -001331

AM 4083 (2/77)

CRASH TEST - GENERAL [illegible] RESULTS

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO.: 1635

TEST DATE: 4/27/83

TEST SPEED: DESIRED 30.26 MPH. TIME 10:30 AM TRAP N.A. MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN. LASER 30.0 MPH

CAMERAS ALL CAMERAS RAN.

SEATS LEFT AND RIGHT FRONT SEAT BACKS LAYED BACK. SEAT TRACKS DID NOT MOVE.

DUMMIES LEFT AND RIGHT FRONT DUMMIES LAYED BACK WITH FRONT SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK SPARE TIRE REMAINED SECURE.

OTHER COMMENTS

EA12-005- Chrysler -001332

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. R. HAYEK

TEST NO. 1635

SFAM - 14046

MODEL 8478

TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER

TEST DATE 4/27/83

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight at any one minute? Yes [ ] No [X]

COMMENTS:

Checked by: J. P. McCARTHY

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046?

Yes [X] No [ ]

[X] PRE-CRASH
[ ] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1635

MODEL TESTED 8478 ENGINE AMC 14 TRANS. AUTOMATIC TEST DATE 4/25/81

TESTED FOR 8478 V.I.N. OR I.D. 96 PLANT BUILT TOLEDO

- (X) BAT. REMOVED
- (X) COOLANT DRAINED
- (X) ENG. OIL DRAINED
- ( ) HOOD REMOVED
- (X) AIR CLEANER OFF
- (X) FUEL SYSTEM PURGED
- (X) VENT SYSTEM PURGED
- (X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. ———
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1) NO LEAKS	(1) NO LEAKS
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. TRACE FROM CARB BOWL VENT	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1) 1.0 OZ. BY WEIGHT FROM CARB BOWL VENT	(1) 1.6 OZ. BY WEIGHT FROM CARB BOWL VENT
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1) TRACE FROM CARB BOWL VENT	(1) NO LEAKS
1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE
NO LEAKS	NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY D. E. CRUCIANELLI

☐ PRE-CRASH
☒ POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1635

MODEL TESTED 8478 ENGINE MG 14 TRANS. AUTOMATIC TEST DATE 4/27/83

TESTED FOR 8478 V.I.N. OR I.D. 96 PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER ON
(X) COOLANT DRAINED	(X) FUEL SYSTEM PURGED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
( ) HOOD REMOVED	(X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 3 HOURS
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1)	(1) NO LEAKS
1ST MIN. (2) 2ND MIN. 3RD MIN.	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY D. E. CRUCIANELLI

HIGH SPEED MOTION PICTURE ANALYSIS

TEST DATE: April 27, 1983 MODEL: 8478 TEST NO. 1635

TYPE OF TEST: Perpendicular Rear Impact --- Movable Barrier

ANALYZED SPEED: 29.8 M.P.H.

Note: Maximum Crush of test vehicle Left Side was 17.8 inches at .062 seconds.

Maximum Crush of test vehicle Right Side was 16.7 inches at .064 seconds.

ANALYSIS BY: Alex Spiroff DATE: May 7, 1983

TEST NO. 1635

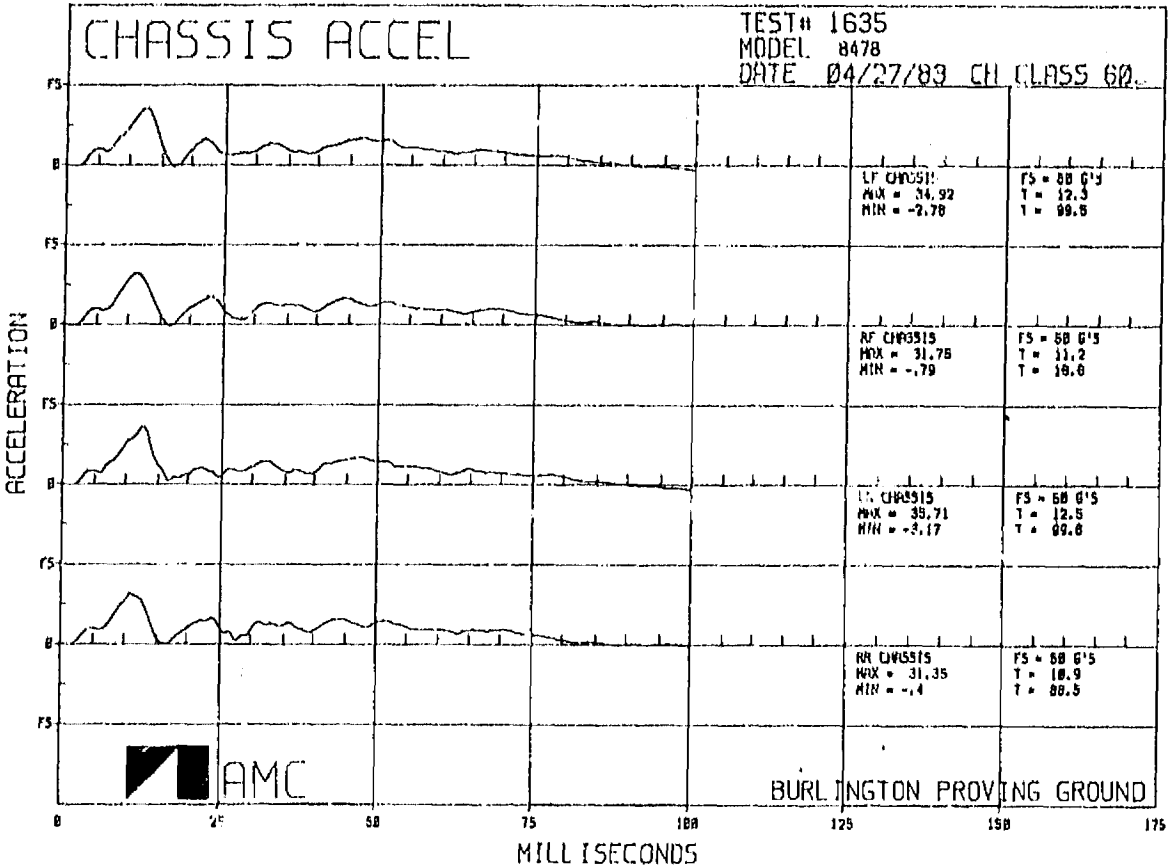
WISCONSIN TEST CENTER

SAFETY TESTING - INSTRUMENTATION DEPARTMENT

MODEL 8478 TEST DATE 4/27/83

TESTED BY: M. HYATT P. KOPITZKE

APPROVED BY Thomas R. Hayes DATE 4/28/83


CHASSIS ACCEL
TEST# 1635
MODEL 8478
DATE 04/27/83 CH CLASS 60.
ACCELERATION
FS
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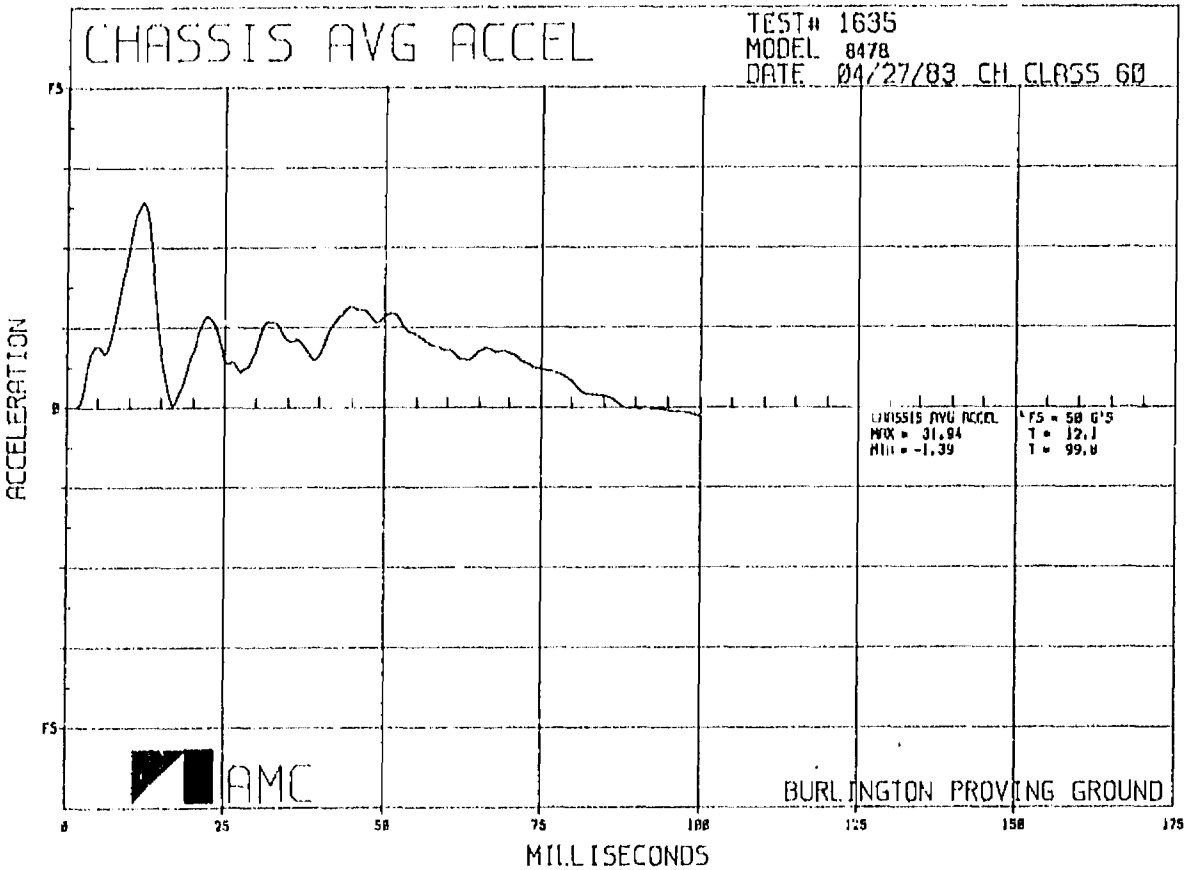
LF CHASSIS
MAX = 34.92
MIN = -2.78
FS = 60 G'S
T = 12.3
T = 99.5
RF CHASSIS
MAX = 31.75
MIN = -.79
FS = 60 G'S
T = 11.2
T = 10.0
LR CHASSIS
MAX = 35.71
MIN = -3.17
FS = 60 G'S
T = 12.5
T = 99.0
RR CHASSIS
MAX = 31.35
MIN = -.4
FS = 60 G'S
T = 10.9
T = 88.5
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1635
MODEL 8478
DATE 04/27/83 CH CLASS 60
ACCELERATION
FS
0
FS
CHASSIS AVG ACCEL
MAX = 31.94
MIN = -1.39
FS = 50 G'S
T = 12.1
T = 99.8
AMC
BURLINGTON PROVING GROUND
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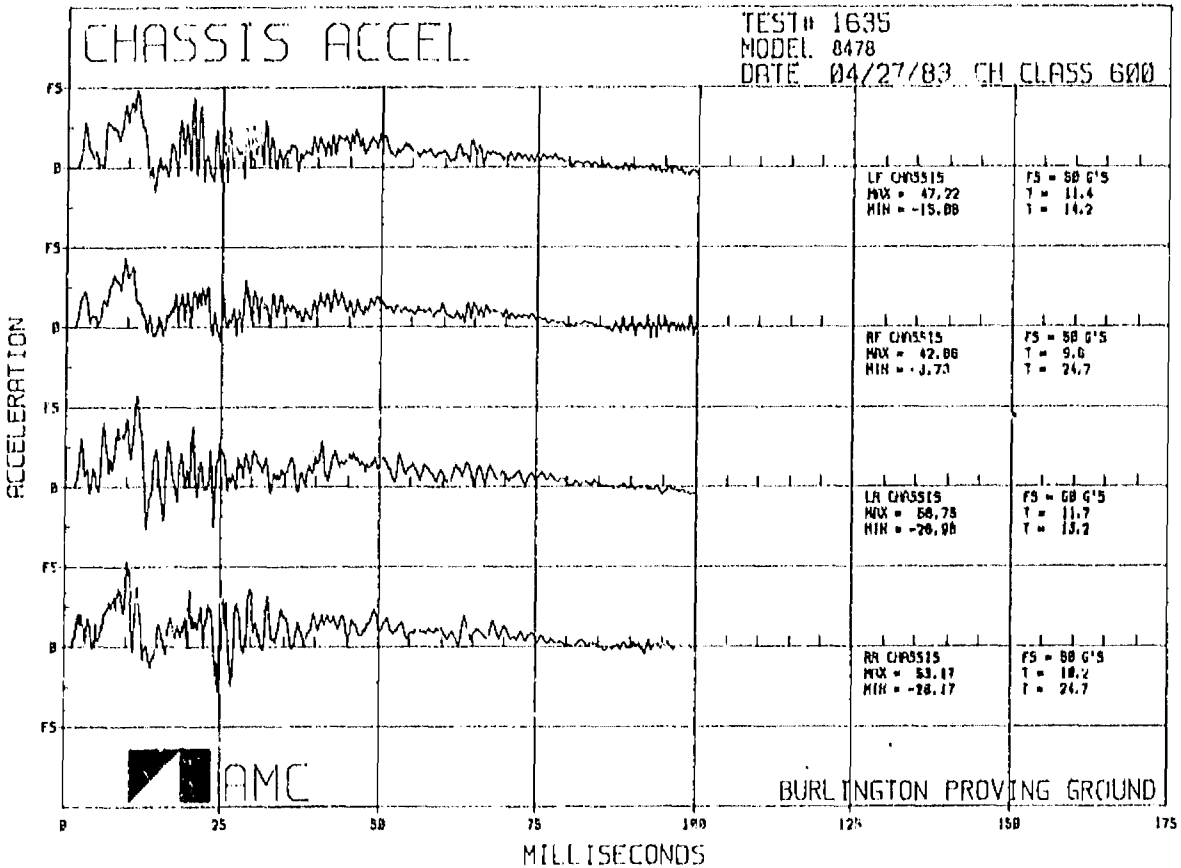
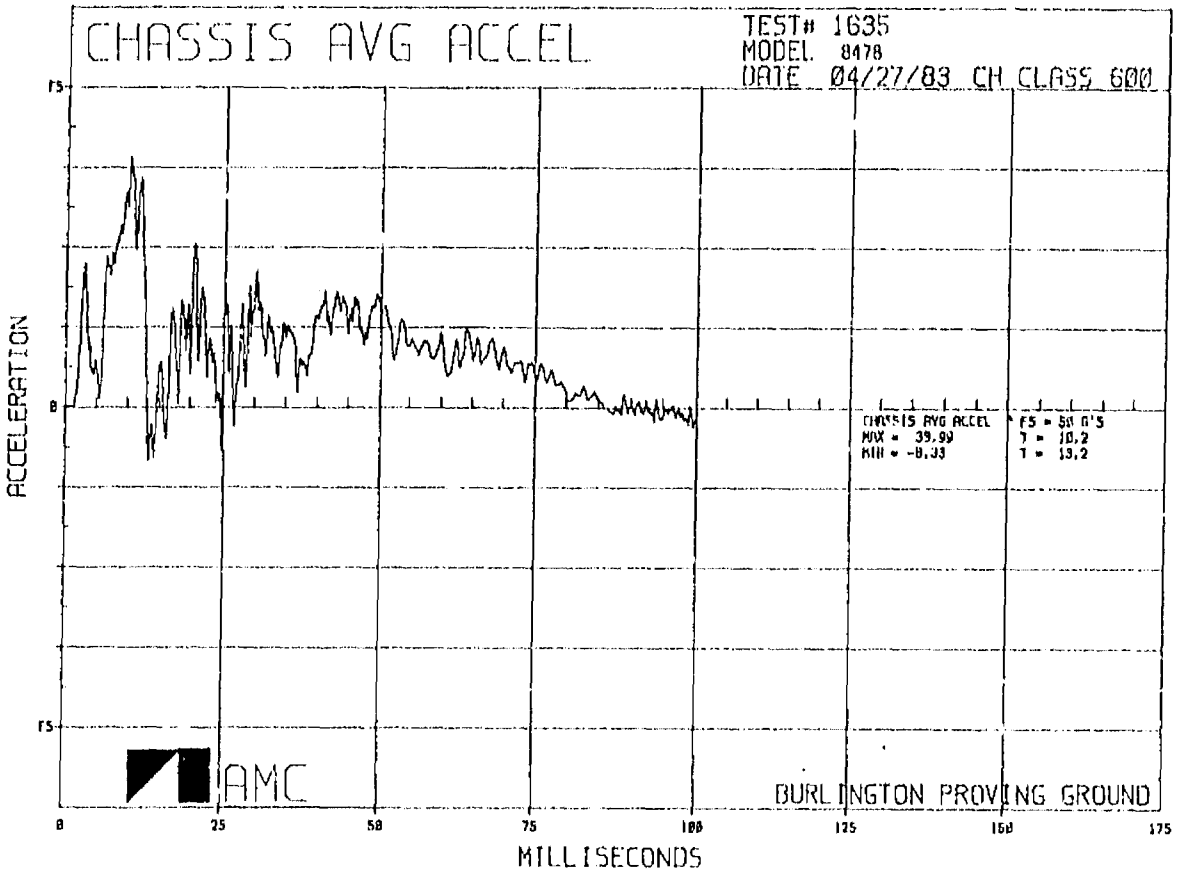
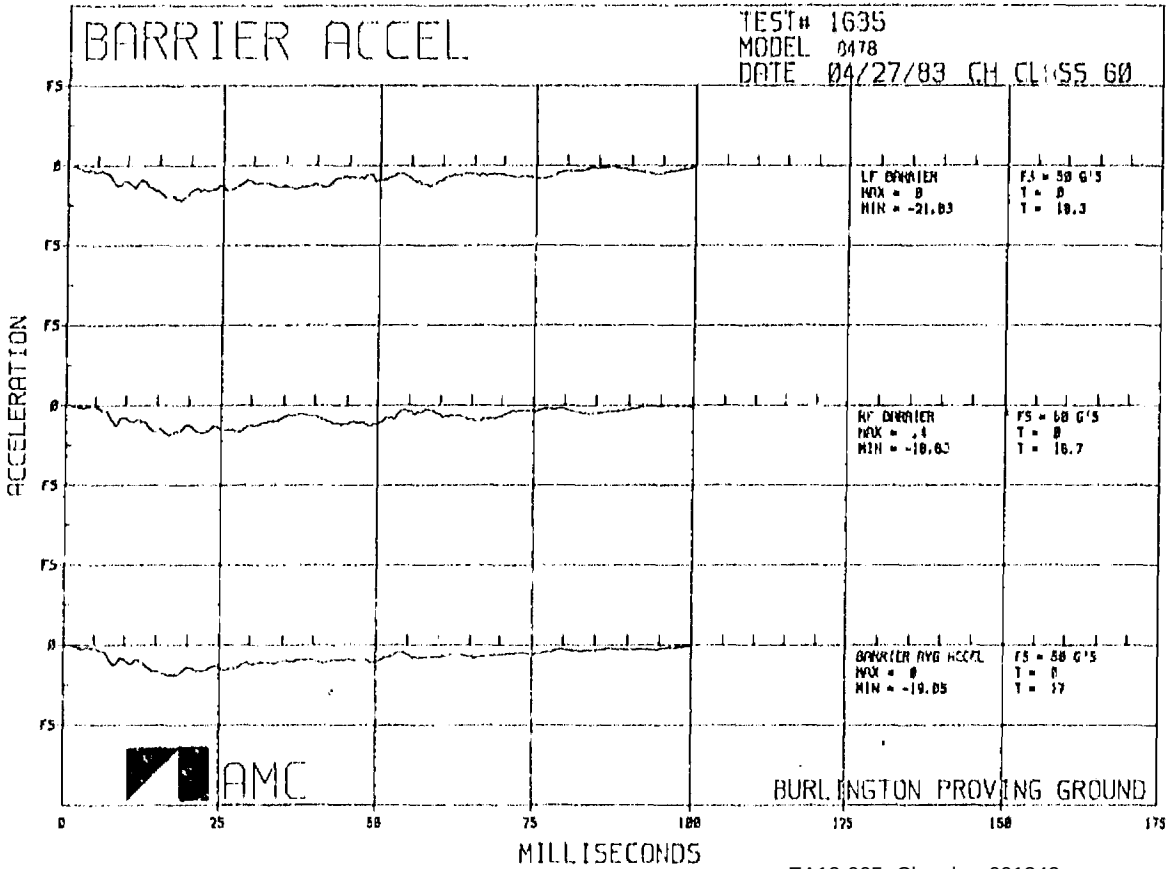
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS ACCEL
TEST# 1635
MODEL 8478
DATE 04/27/83 CH CLASS 600
LF CHASSIS
MAX = 47.22
MIN = -15.88
FS = 80 G'S
T = 11.4
T = 14.2
RF CHASSIS
MAX = 42.86
MIN = -3.73
FS = 80 G'S
T = 9.6
T = 24.7
LR CHASSIS
MAX = 68.75
MIN = -20.98
FS = 80 G'S
T = 11.7
T = 13.2
RR CHASSIS
MAX = 53.17
MIN = -28.17
FS = 80 G'S
T = 10.2
T = 24.7
FS
0
ACCELERATION
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1635
MODEL 8478
DATE 04/27/83 CH CLASS 600
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 39.99
MIN = -8.33
FS = 50 G'S
T = 10.2
T = 13.2
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175


BARRIER ACCEL
TEST# 1635
MODEL 0478
DATE 04/27/83 CH CLASS 60
LF BARRIER
MAX = 0
MIN = -21.83
FS = 50 G'S
T = 0
T = 10.3
RF BARRIER
MAX = .4
MIN = -18.63
FS = 60 G'S
T = 0
T = 16.7
BARRIER AVG ACCEL
MAX = 0
MIN = -19.05
FS = 50 G'S
T = 0
T = 17
AMC
BURLINGTON PROVING GROUND
ACCELERATION
FS
0
FS
FS
0
FS
FS
0
FS
0
25
50
75
100
125
150
175
MILLISECONDS

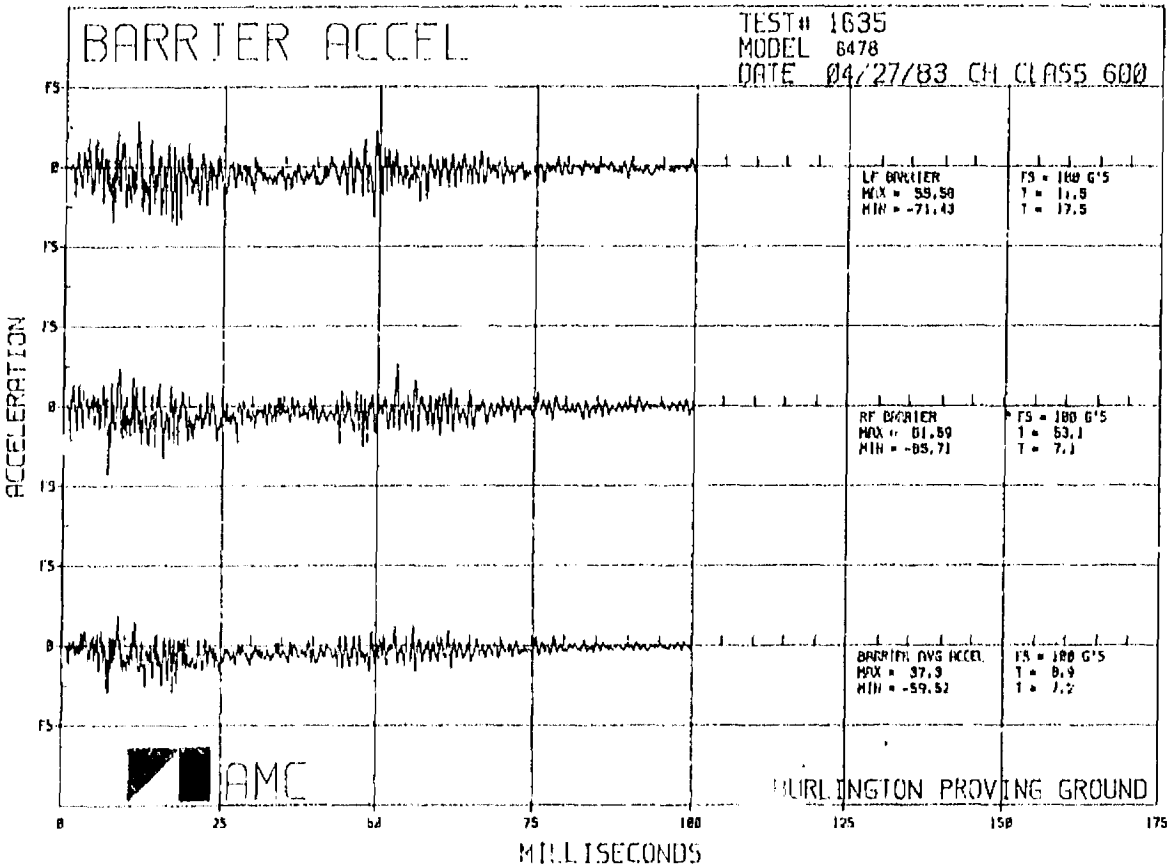

BARRIER ACCEL
TEST# 1635
MODEL 6478
DATE 04/27/83 CH CLASS 600
LF BARRIER
MAX = 55.50
MIN = -71.43
FS = 100 G'S
T = 11.5
T = 17.5
RF BARRIER
MAX = 61.59
MIN = -85.71
FS = 100 G'S
T = 53.1
T = 7.1
BARRIER AVG ACCEL
MAX = 37.3
MIN = -59.52
FS = 100 G'S
T = 8.9
T = 7.2
ACCELERATION
FS
0
FS
FS
0
FS
FS
0
FS
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS

Image Source Inc
801 Front Street
Toledo, Ohio 43605
419/697-1111

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The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 4 (Month) 16 (Day) 1975

Signature: Thomas J. Carden

Place Toledo (City) Ohio (State)

Title: Camera Operator

Location: 801 Front

AMERICAN MOTORS CORPORATION

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1001

MODEL TESTED 8478 ENGINE TYPE GMC V6 TEST DATE 7/7/83

TESTED FOR 8478 MODEL 4 DR UGY YEAR 1984 TEST SPEED 30.5 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 4112 LBS.

REFERENCE WRITTEN TEST REQUEST DATED 6/7/83.

TEST OBJECTIVE:

CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AM14046.

VEHICLE DESCRIPTION:

JEEP XJ 4 DOOR WAGON WITH 5 SPEED MANUAL TRANSMISSION.

SUMMARY OF RESULTS

SEAM NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT : 16.1 RIGHT: 15.9 VEHICLE CRUSH - INCHES	
14174			_____ STG COL MAX INTRU. - INCHES	
14173			_____ WINDSHIELD - PERCENT RETENTION	
14187			BUMPERS _____	
14216			WINDSHIELD ZONE INTRUSION _____	
14046	X		FUEL SYSTEM INTEGRITY _____	
			FMVSS 208 PASS ☐ FAIL ☐	

COMMENTS:

TEST DIRECTOR T. R. HAYEK REPORTED BY R. H. KRAHL

TEST CO-ORDINATOR DATE

GENERAL VEHICLE DATA SHEET

TEST NO. 1661

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 7/7/83

ACTUAL SPEED 30.6 MPH ACTUAL MODEL TESTED 8478 TRANS. MANUAL 5 SPEED

ENGINE GMC V6 I.D. # 1JGHL781XLT[redacted] PLT. BLT. TOLEDO TESTED FOR

SEAT TYPE: [ ] FOFD [ ] FOSB [ ] INDIV [X] BUCKET OTHER

YEAR: SETTING: Midpoint which is forward of rearmost position.

REAR SEAT

STEERING WHEEL: [X] STD. [ ] SPORT [ ] OTHER SETTING: STRAIGHT AHEAD

DESCRIPTION:

STEERING COLUMN TYPE: [X] PROD. E.A. [ ] OTHER DESCRIPTION:

FRONT BUMPER: [X] Conventional [ ] E.A. [ ] Rigid Foam OTHER

REAR BUMPER [X] Conventional [ ] E.A. [ ] Rigid Foam OTHER

WEIGHT TO SIMULATE: FRONT: 1870 LBS. REAR: 2242 LBS. TOTAL: 4112 LBS.

WEIGHTS: BALLAST 825 LBS. @ REAR SEAT AREA DUMMIES 330 LBS.

LBS. @ FUEL 124 LBS.

LBS. @ EQUIPMENT 25 LBS.

TEST WEIGHT: FRONT: 1929 LBS. REAR: 2183 LBS. TOTAL: 4112 LBS.

FENDER WEIGHTS: L.F. R.F. L.R. R.R.

FUEL TANK FILLED TO 95 % (19.2 GAL.) OF RATED CAPACITY (20.2 GAL.)

COMMENTS:

SAFETY TEST DIRECTOR T. R. HAYEK COORDINATOR DATE

Pre-Test Modification Sheet

TEST NO 1661

VIN 1J8HL781XET[redacted] TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER

DATE _____ MECHANIC _____ REQUESTED BY L. O. BAKER

ACTUAL TEST WT. (LBS.) FRT. 1929 REAR 2183 TOTAL 4112 DUMMIES USED 1050 L&R

WEIGHTS: BALLAST 825 LB @ REAR SEAT AREA DUMMIES 330 LB

_____ LB @ _____ FUEL 124 LB

_____ LB @ _____ EQUIPMENT 25 LB

FENDER HEIGHTS: LF _____ RF _____ LR _____ RR _____

FUEL TANK FILLED TO 95 % (19.2 gal) OF RATED CAPACITY (20.2 gals)

PART NUMBER	PART NAME	DESCRIPTION
		REMOVE FILLER NECK VENT AND FUEL CAP AND SENT TO R. RIDER. INSTALLED FILLER NECK VENT AND FUEL CAP REMOVED FROM TEST# 1657 AS PER R. H. ARCHER. TORQUE ON FUEL TANK STRAPS AS RECEIVED: LEFT: 20 IN.-LBS. RIGHT: 35 IN.-LBS. FUEL TANK STRAPS TORQUED TO 60 IN.-LBS.

EA12-005- Chrysler -001347

AM 4083 (2/77)

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO.: 1061

TEST DATE: _____

TEST SPEED: DESIRED 30.25 ± .25 MPH. TIME 10:45 AM TRAP --- MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN. LASER 30.5 MPH

CAMERAS ALL CAMERAS RAN.

SEATS LEFT AND RIGHT FRONT SEAT BACK RESTS LAYED BACK AGAINST THE REAR SHEET METAL THAT SECURES THE WEIGHT BAGS. THE RIGHT FRONT SEAT TRACK MOVED 2 INCHES REARWARD.

DUMMIES LEFT AND RIGHT FRONT DUMMIES LAYED BACK WITH SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK NO SPARE TIRE USED FOR TEST.

OTHER COMMENTS

EA12-005- Chrysler -001348

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. R. HAYEK

TEST NO. 1661

SEAM - 14046

MODEL 8470

TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 7/7/83

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight during any one minute interval? Yes [ ] No [X]

COMMENTS:

Checked by: J. P. McCARTHY

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046?

Yes [X] No [ ]

EA12-005- Chrysler -001349

Rev. 11-0-02

[X] PRE-CRASH
[ ] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1661

MODEL TESTED B478 ENGINE 360 V8 TRANS. 5 SPEED MANUAL TEST DATE 7/5/83

TESTED FOR B478 V.I.N. OR I.D. 1J8HL291XET[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED
(X) COOLANT DRAINED
(X) ENG. OIL DRAINED
(X) HOOD REMOVED
(X) AIR CLEANER OFF
(X) FUEL SYSTEM DRAINED
(X) VENT SYSTEM PURGED
(X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. _____
Time duration to rotate vehicle through 90 degrees; 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE (1) NO LEAKS (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE (1) NO LEAKS (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN (1) 0.6 OZ. BY WEIGHT FROM CARB BOWL VENT. (2) 1ST MIN. TRACE FROM CARB BOWL VENT. 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	90-180° UPSIDE DOWN (1) 0.6 OZ. BY WEIGHT FROM CARB BOWL VENT. (2) 1ST MIN. TRACE FROM CARB BOWL VENT. 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN (1) TRACE FROM CARB BOWL VENT. 1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	180-270° RIGHT SIDE DOWN (1) NO LEAKS 1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE NO LEAKS	270-0° NORMAL ATTITUDE NO LEAKS

KL

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

EA12-005- Chrysler -001350

REPORTED BY J. P. McCARTHY

[ ] PRE-CRASH
[X] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1661

MODEL TESTED 3473 ENGINE GMC V6 TRANS. MANUAL 5 SPEED TEST DATE 7/7/83

TESTED FOR 8477 V.I.N. OR I.D. 1GCHL731XET[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED
(X) COOLANT DRAINED
(X) ENG. OIL DRAINED
( ) HOOD REMOVED
(X) AIR CLEANER OK
(X) FUEL SYSTEM DRAINED
(X) VENT SYSTEM PURGED
(X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 3 HOURS
Time duration to rotate vehicle through 90 degrees; 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1)	(1) NO LEAKS
1ST MIN. (2) 2ND MIN. 3RD MIN.	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0 °NORMAL ATTITUDE
	NO LEAKS

KEY:
(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGH AT EACH ONE MINUTE INTERVAL.

J. P. McCARTHY

HIGH SPEED MOTION PICTURE ANALYSIS

TEST DATE: July 7, 1983 MODEL: 8478 TEST NO. 1601

TYPE OF TEST: Perpendicular Rear Impact --- Movable Barrier

ANALYZED SPEED: 29.9 M.P.H.

Note: Maximum Crush of test vehicle Left Side was 16.1 inches at .066 seconds.

Maximum Crush of test Vehicle Right Side was 15.9 inches at .068 seconds.

BY: Alex Spiroff DATE: July 18, 1983

TEST NO. 1601

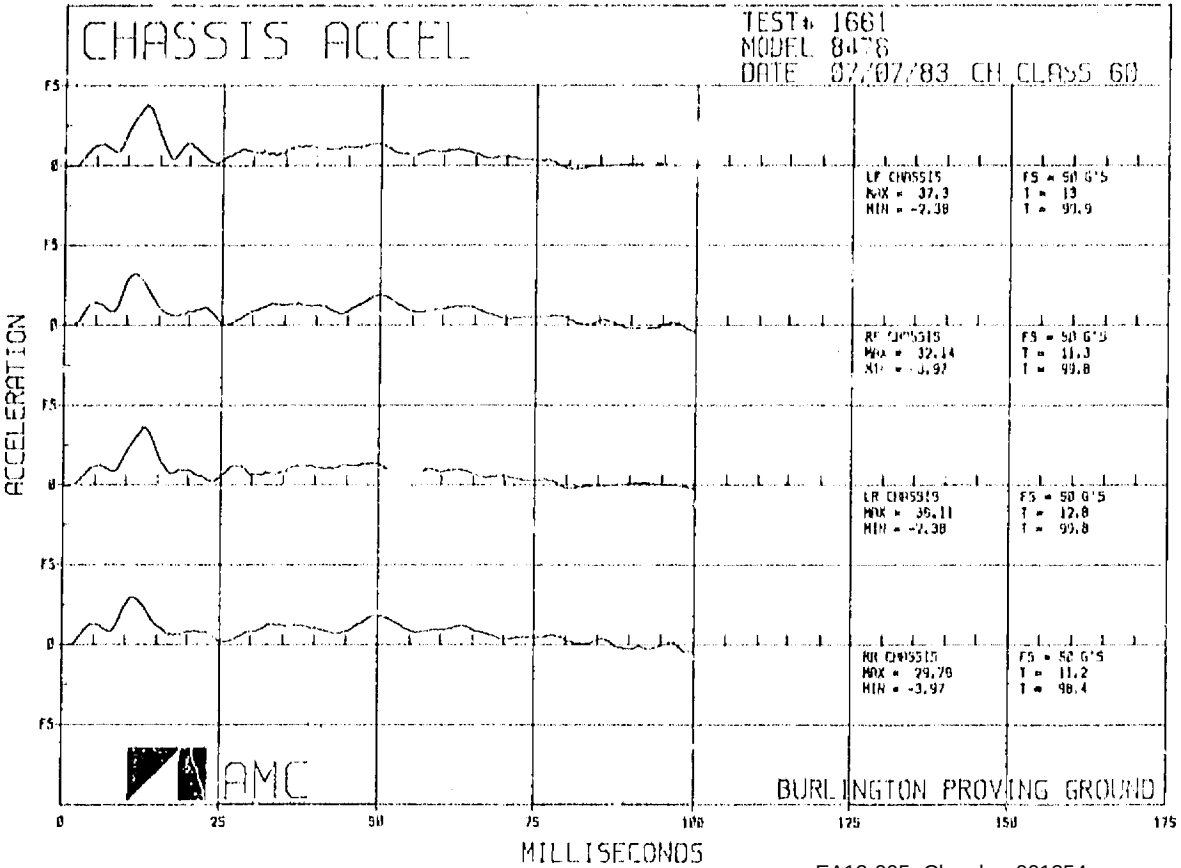
WISCONSIN TEST CENTER

SAFETY TESTING - INSTRUMENTATION DEPARTMENT

MODEL 6478 TEST DATE 7/7/83

TESTED BY: D. HYATT P. KOPITZKE

APPROVED BY Thomas J. Kayes DATE 8/4/83


CHASSIS ACCEL
TEST# 1661
MODEL 8478
DATE 07/07/83 CH CLASS 60
LF CHASSIS
MAX = 37.3
MIN = -2.38
FS = 50 G'S
T = 13
T = 99.9
RF CHASSIS
MAX = 32.14
MIN = -3.97
FS = 50 G'S
T = 11.3
T = 99.8
LR CHASSIS
MAX = 36.11
MIN = -2.38
FS = 50 G'S
T = 12.8
T = 99.8
RR CHASSIS
MAX = 29.78
MIN = -3.97
FS = 50 G'S
T = 11.2
T = 98.4
FS
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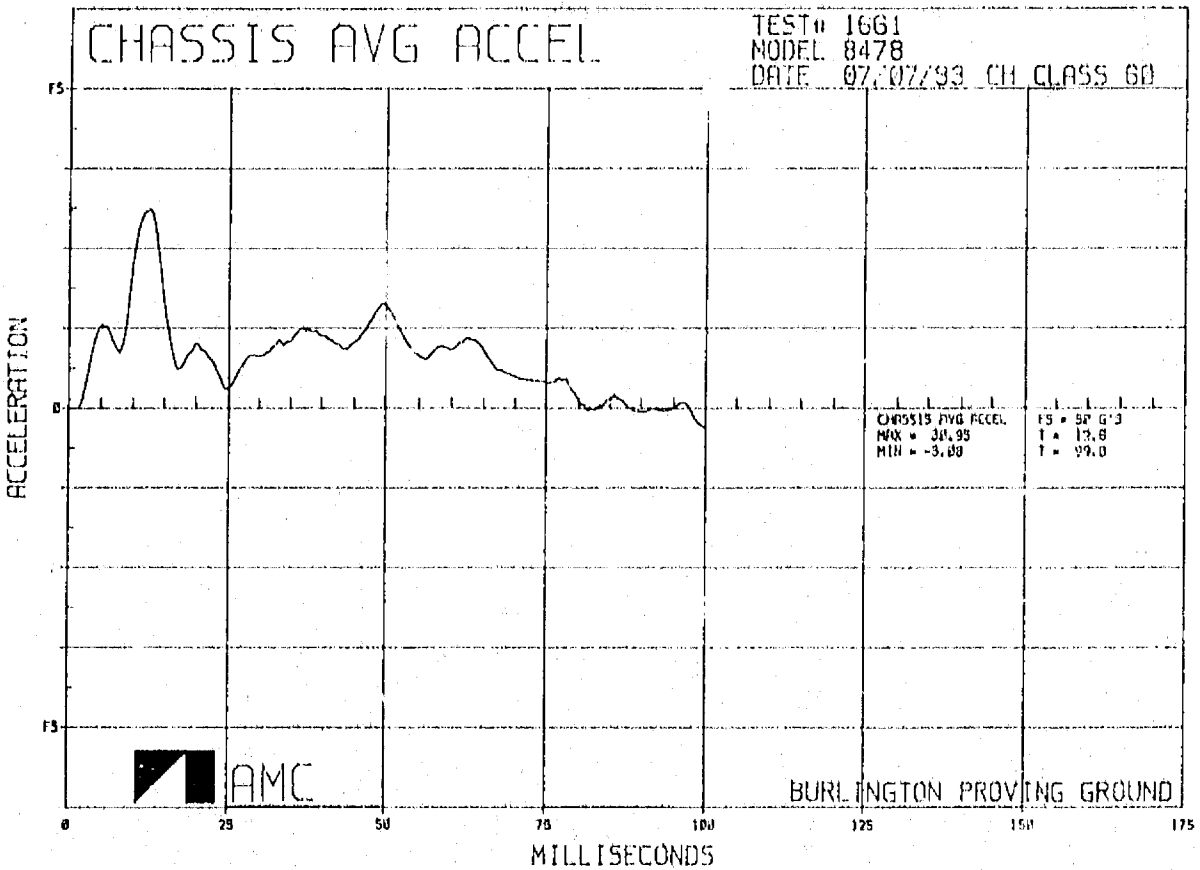
ACCELERATION
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS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TEST# 1661
MODEL 8478
DATE 07/07/93 CH CLASS 60
FS
0
FS
ACCELERATION
CH05515 AVG ACCEL
MAX = 30.95
MIN = -3.00
FS = 50 G'S
T = 12.8
T = 99.0
AMC
BURLINGTON PROVING GROUND
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125
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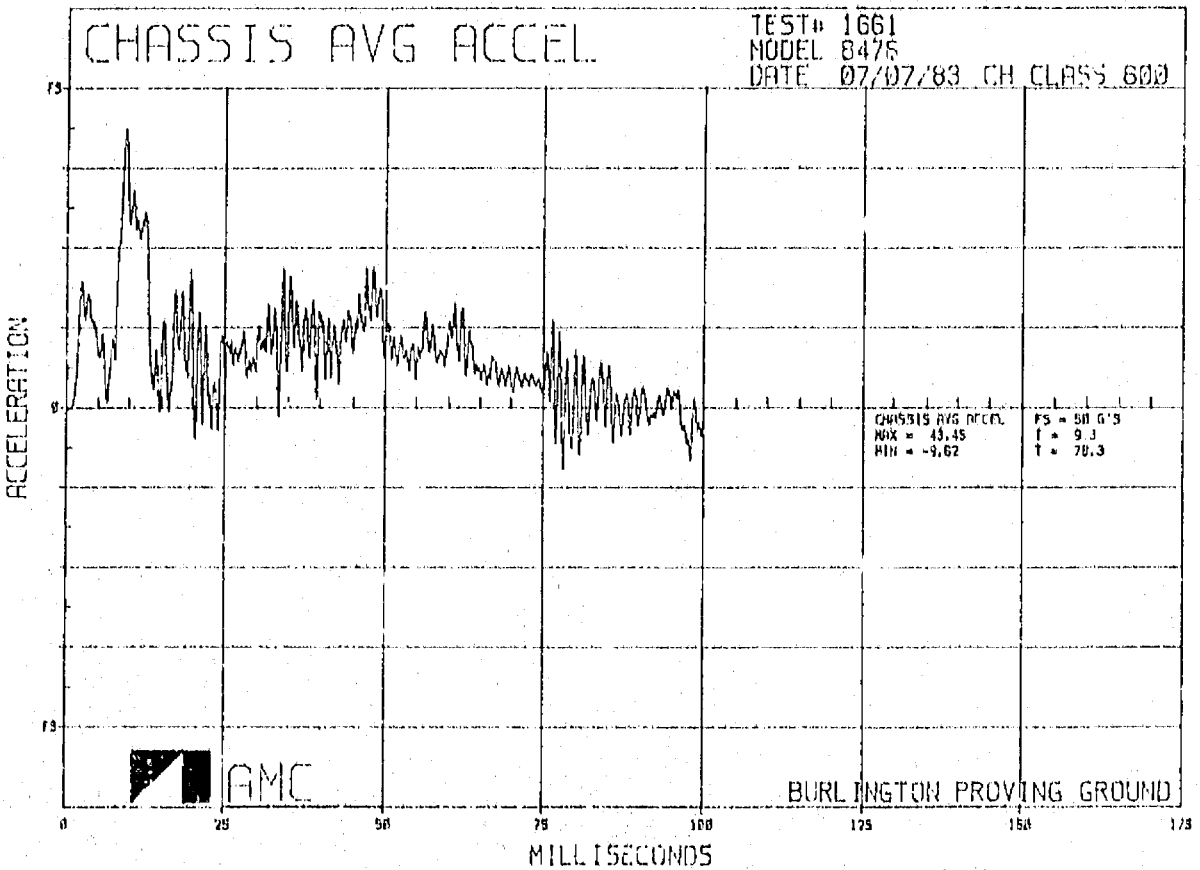
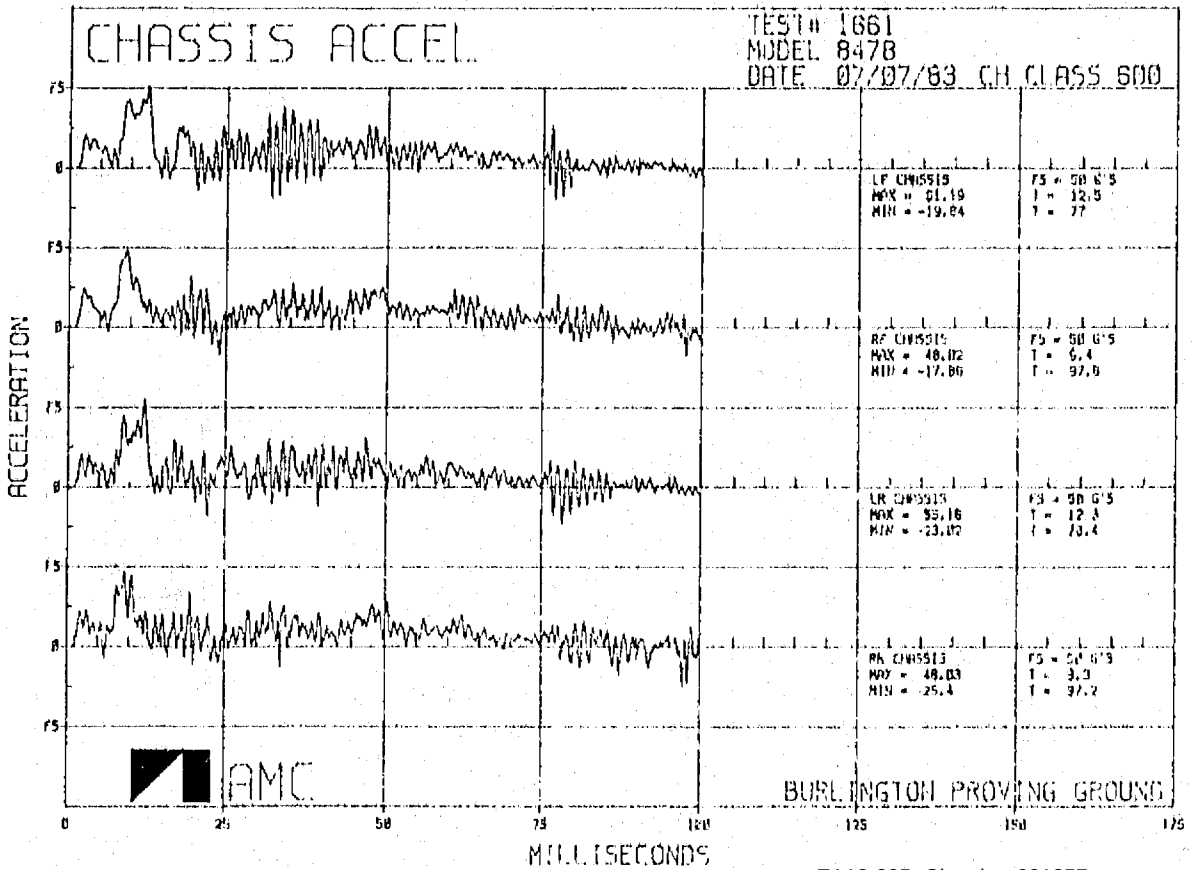
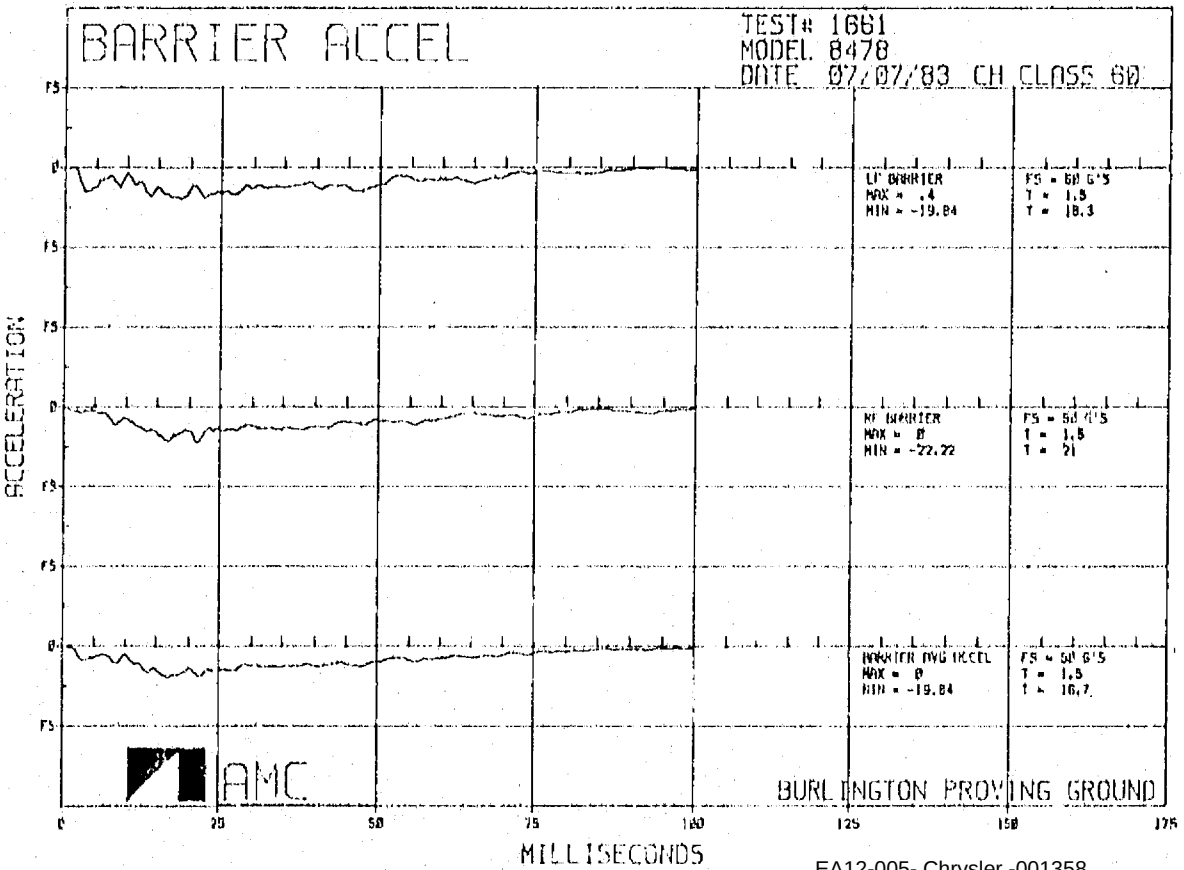
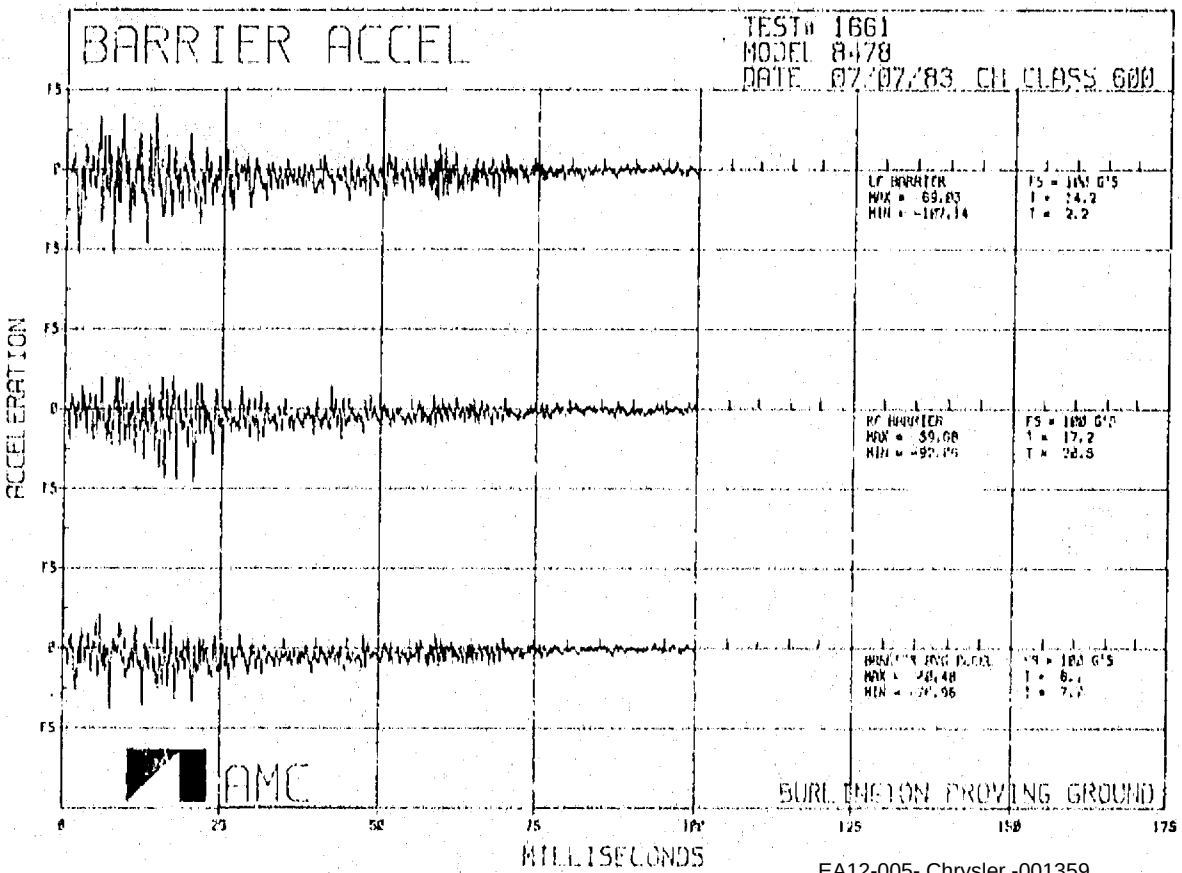
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1661
MODEL 8475
DATE 07/07/83 CH CLASS 600
ACCELERATION
FS
0
FS
CHASSIS AVG ACCEL
MAX = 43.45
MIN = -9.62
FS = 50 G'S
T = 9.3
T = 70.3
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS ACCEL
TEST# 1661
MODEL 8478
DATE 07/07/83 CH CLASS 600
ACCELERATION
MILLISECONDS
LF CHASSIS
MAX = 61.19
MIN = -19.84
RF CHASSIS
MAX = 48.02
MIN = -17.86
LR CHASSIS
MAX = 55.16
MIN = -23.02
RR CHASSIS
MAX = 48.03
MIN = -25.4
AMC
BURLINGTON PROVING GROUND


BARRIER ACCEL
TEST# 1661
MODEL 8478
DATE 07/07/83 CH CLASS 60
LF BARRIER
MAX = .4
MIN = -19.84
FS = 60 G'S
T = 1.5
T = 18.3
RF BARRIER
MAX = 0
MIN = -22.22
FS = 50 G'S
T = 1.5
T = 21
BARRIER AVG ACCEL
MAX = 0
MIN = -19.84
FS = 50 G'S
T = 1.5
T = 16.7
ACCELERATION
FS
0
FS
FS
0
FS
FS
0
FS
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1661
MODEL 8470
DATE 07/07/83 CH CLASS 600
LF BARRIER
MAX = 69.03
MIN = -107.14
T = 2.2
RF BARRIER
MAX = 39.08
T = 17.2
T = 28.5
ACCELERATION
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS

[illegible] Motors
Corporation

[illegible] Test Request Form

TEST NO. [illegible]

[illegible] AND [illegible] [illegible]

[illegible]

VEHICLE SOURCE: Prod. ☑ [illegible] ☐ Other ☐

[illegible] P.S. ☐ [illegible] ☑ [illegible] 20 1457

[illegible] TEST WT. [illegible] 5-30 [illegible] 120

[illegible] [illegible] PASS. RESTRAINT [illegible]

[illegible]

[illegible]

[illegible] % OF RATED CAPACITY [illegible]

INSTRUMENTATION: [illegible]

[illegible] ☑ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] BELTS ☐ No ☑ Yes

[illegible] ☑ [illegible] ☐ [illegible] VEHICLE ☐ [illegible] ☐ [illegible]

[illegible]

[illegible]

[illegible] CAMERAS ☑ [illegible]

[illegible] ☑ [illegible] [illegible]

[illegible] AND/OR SPECIAL INSTRUCTIONS: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

CHARGE TO: [illegible]

[illegible] MODIFICATIONS [illegible]

TEST REQUESTOR [illegible] DATE [illegible]

APPROVED [illegible] DATE [illegible]

APPROVED [illegible] DATE [illegible]

[illegible] DATE

[illegible]

[illegible]

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Toledo Ohio 43605
419/697-1111

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Date 12 7 1994
Month Day

Signature Leslie J. Ferman

Place Toledo OH
City State

Title Micrographic Operator

Location 801 Ford St

AMERICAN MOTORS CORPORATION

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1665

MODEL TESTED 8478 ENGINE TYPE GMC V6 TEST DATE 7/13/83

TESTED FOR 8478 JEEP XJ MODEL 4 DR WAG. YEAR 1984 TEST SPEED 30.2 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 4193 LBS.

REFERENCE WRITTEN TEST REQUEST DATED 6/7/83.

TEST OBJECTIVE: CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AM14046.

VEHICLE DESCRIPTION: JEEP XJ 4 DOOR WAGON WITH AUTOMATIC TRANSMISSION AND TRAILER HITCH.

SUMMARY OF RESULTS

SEAM NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT : 17.4 RIGHT: 16.7 VEHICLE CRUSH - INCHES	
14174			_____ STG COL MAX INTRU. - INCHES	
14175			_____ WINDSHIELD - PERCENT RETENTION	
14167			BUMPERS _____	
14217			WINDSHIELD ZONE INTRUSION _____	
14046	X		FUEL SYSTEM INTEGRITY _____	
			FMVSS 208 PASS [ ] FAIL [ ]	

COMMENTS:

TEST DIRECTOR T. R. BAYER REPORTED BY R. H. KRAHN

TEST CO-ORDINATOR DATE

TEST NO. 1665

GENERAL VEHICLE DATA SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 7/13/83

ACTUAL SPEED 30.7 MPH ACTUAL MODEL TESTED 8478 TRANS. AUTOMATIC

ENGINE GMC V6 I.D. NO. 13CWC7816ET[redacted] PLT. BLT. TOLEDO MODEL TESTED FOR 8478

SEAT TYPE: [ ] FOEB [ ] FBSB [ ] INDIV [X] BUCKET [ ] OTHER:

YEAR: _____ SETTING: Midpoint which is _____ forward of the rearmost position.

REAR SEAT

STEERING WHEEL: [X] Std. [ ] Sport [ ] Other SETTING STRAIGHT AHEAD

DESCRIPTION:

STEERING COLUMN TYPE: [X] Prod. E.A. [ ] Other DESCRIPTION:

FRONT BUMPER: [X] Conventional [ ] E.A. [ ] Other DESCRIPTION:

REAR BUMPER: [X] Conventional [ ] E.A. [ ] Other DESCRIPTION:

WEIGHT TO SIMULATE: FRONT: 1911 LBS. REAR: 2201 LBS. TOTAL: 4192 LBS.

WEIGHTS: BALLAST 700 LB @ CARGO AREA DUMMIES 330 LB

50 LB @ LEFT TOE BOARD FUEL 124 LB.

LB @ EQUIPMENT 25 LB.

TEST WEIGHT: FRONT 1907 LBS. REAR 2276 LBS. TOTAL 4183 LBS.

FENDER HEIGHTS: L.F. _____ R.F. _____ L.R. _____ R.R. _____
(At Axle)

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gal.).

COMMENTS

SAFETY TEST DIRECTOR T. R. HAYES T. R. Hayes

SAFETY TEST COORDINATOR [illegible]

Pre-Test Modification Sheet

1JCMC7816

CAR NO. ET[redacted] TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1665

DATE _____ MECHANIC _____ REQUESTED BY L. O. BAKER

ACTUAL TEST WT. (LBS.) FRT. 1907 LB. REAR 2276 LB. TOTAL 4183 LB. DUMMIES USED 1050 L&R

WEIGHTS: BALLAST 700 LB. @ CARGO AREA DUMMIES 330 LB.

50 LB. @ LEFT TOE BOARD FUEL 124 LB.

_____ LB @ _____ EQUIPMENT 25 LB.

FENDER HEIGHTS: L.F. _____ R.F. _____ L.R. _____ R.R. _____

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gals)

PART NUMBER	PART NAME	DESCRIPTION
		FUEL TANK STRAPS TORQUED TO 60 INCH-LBS. FUEL TANK STRAPS AS RECIEVED - LEFT: 45 INCH-LBS. RIGHT: 50 INCH-LBS.

EA12-005- Chrysler -001364

AM 4003 (9/77)

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO.: 1665

TEST DATE: 7/13/83

TEST SPEED: DESIRED 30.25±.25 MPH. TIME 1:30 PM. TRAP ___ MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN. LASER 30.7 MPH

CAMERAS ALL CAMERAS RAN.

SEATS SEAT TRACKS DID NOT MOVE. LEFT AND RIGHT FRONT SEAT BACK RESTS LAYED BACK AGAINST THE WEIGHT BAGS.

DUMMIES LEFT AND RIGHT FRONT DUMMIES LAYED BACK WITH SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK SPARE TIRE AND JACK REMAINED IN PLACE AND SECURE.

OTHER COMMENTS

EA12-005-Chrysler-001365

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. R. DAYCK

TEST NO. 1666

SFAM - 14046

MODEL 8470

TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER

TEST DATE 7/13/83

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight during any one minute interval? Yes [ ] No [X]

COMMENTS:

Checked by: J. P. McCARTHY

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046?

Yes [X] No [ ]

EA12-005- Chrysler -001366

Rev. 11-8-82

[X] PRE-CRASH
[ ] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1665

MODEL TESTED 0478 ENGINE OMC V6 TRANS. AUTOMATIC TEST DATE 2/12/83

TESTED FOR 0478 V.I.P. OR I.D. 1JCHC7016ET[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER OFF
(X) COOLANT DRAINED	(X) FUEL SYSTEM PURGED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
(X) HOOD REMOVED	(X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. _____
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1) NO LEAKS	(1) NO LEAKS
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1) 0.4 OZ. BY WEIGHT FROM CARB BOWL VENT	(1) 0.4 OZ. BY WEIGHT FROM CARB BOWL VENT.
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1) TRACE FROM CARB BOWL VENT.	(1) TRACE FROM CARB BOWL VENT.
1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE
NO LEAKS	NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

EA12-005- Chrysler -001367

REPORTED BY J. P. McCARTHY

[ ] PRE-CRASH
[X] POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1665

MODEL TESTED 8470 ENGINE GMC V6 TRANS. AUTOMATIC TEST DATE 7/13/83

TESTED FOR 8470 V.I.N. OR I.D. 1JCHC7B16E7[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER ON
(X) COOLANT DRAINED	(X) FUEL SYSTEM PURGED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
(X) HOOD REMOVED	(X) TANK TO 95% CAP. W/STOODARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 1 3/4 HOURS
Time duration to rotate vehicle through 90 degrees; 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1)	(1) NO LEAKS
1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1)	(1) NO LEAKS
1ST MIN. (2) 2ND MIN. 3RD MIN.	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0 °NORMAL ATTITUDE
	NO LEAKS

(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

EA12-005- Chrysler -001368

REPORTED BY J. P. McCARTHY

HIGH SPEED MOVIE PICTURE ANALYSIS

TEST DATE: July 13, 1983 MODEL: 8478 TEST NO. 1665

TYPE OF TEST: Perpendicular Rear Impact --- Movable Barrier

ANALYZED SPEED: 30.7 M.P.H.

Maximum Crush of test vehicle Left Side was 17.4 inches at .076 seconds.

Maximum Crush of test vehicle Right Side was 16.7 inches at .070 seconds.

ANALYSIS BY: Alex Spiroff DATE: July 16, 1983

TEST NO. 1665

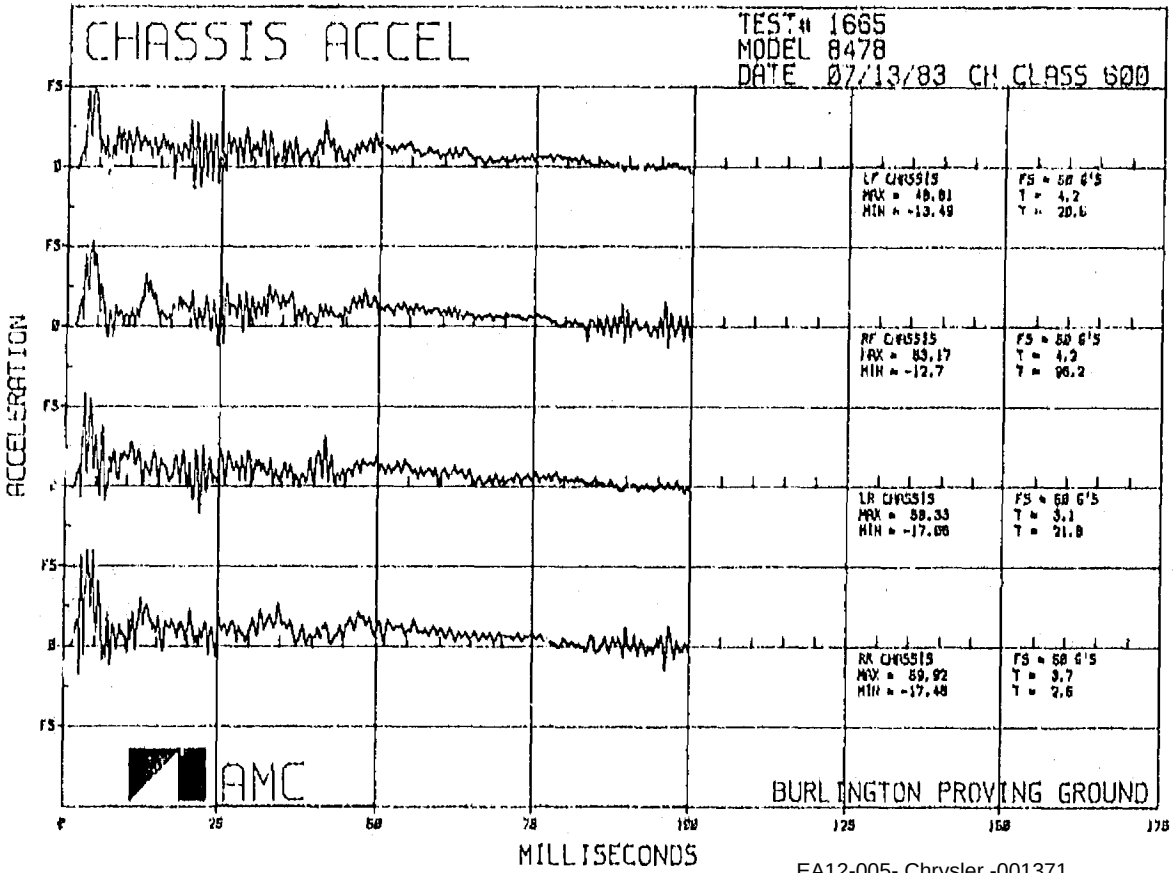
WISCONSIN TEST CENTER

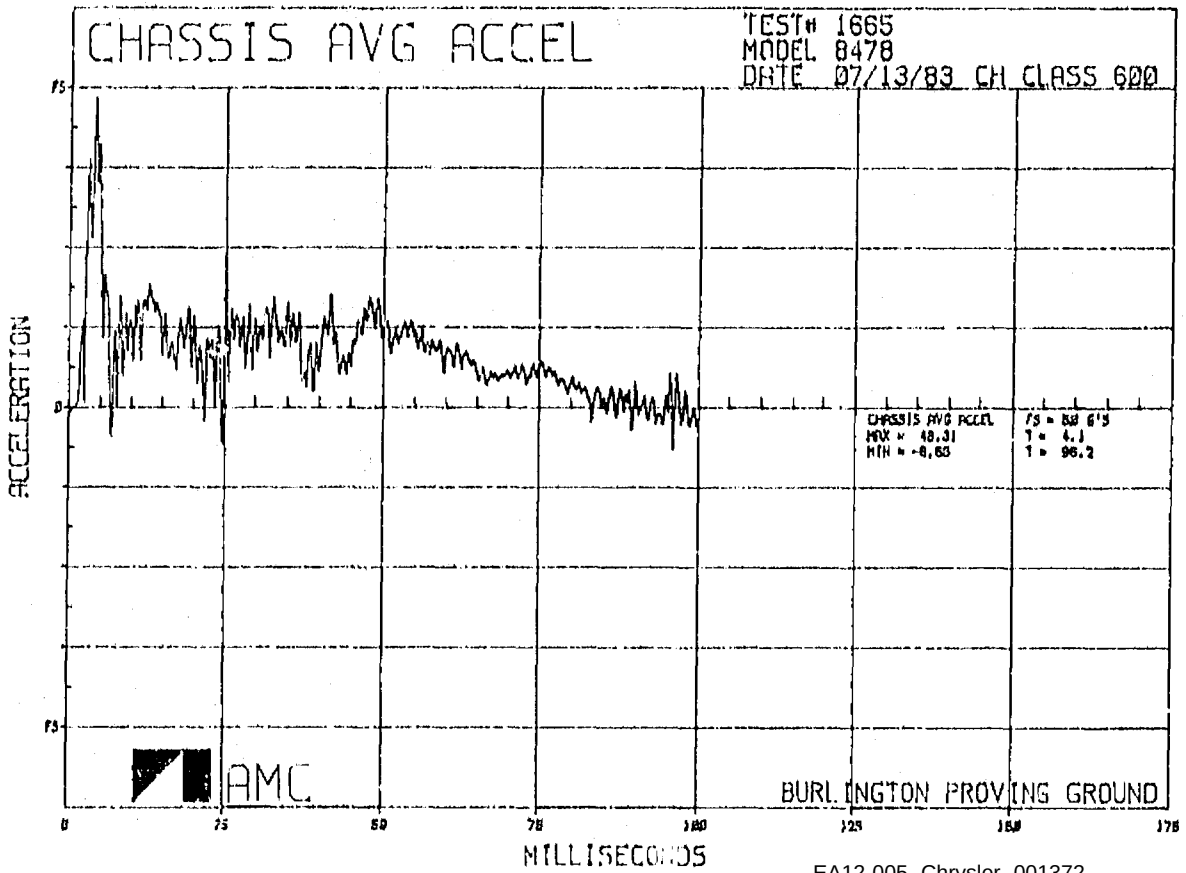
SAFETY TESTING - INSTRUMENTATION DEPARTMENT

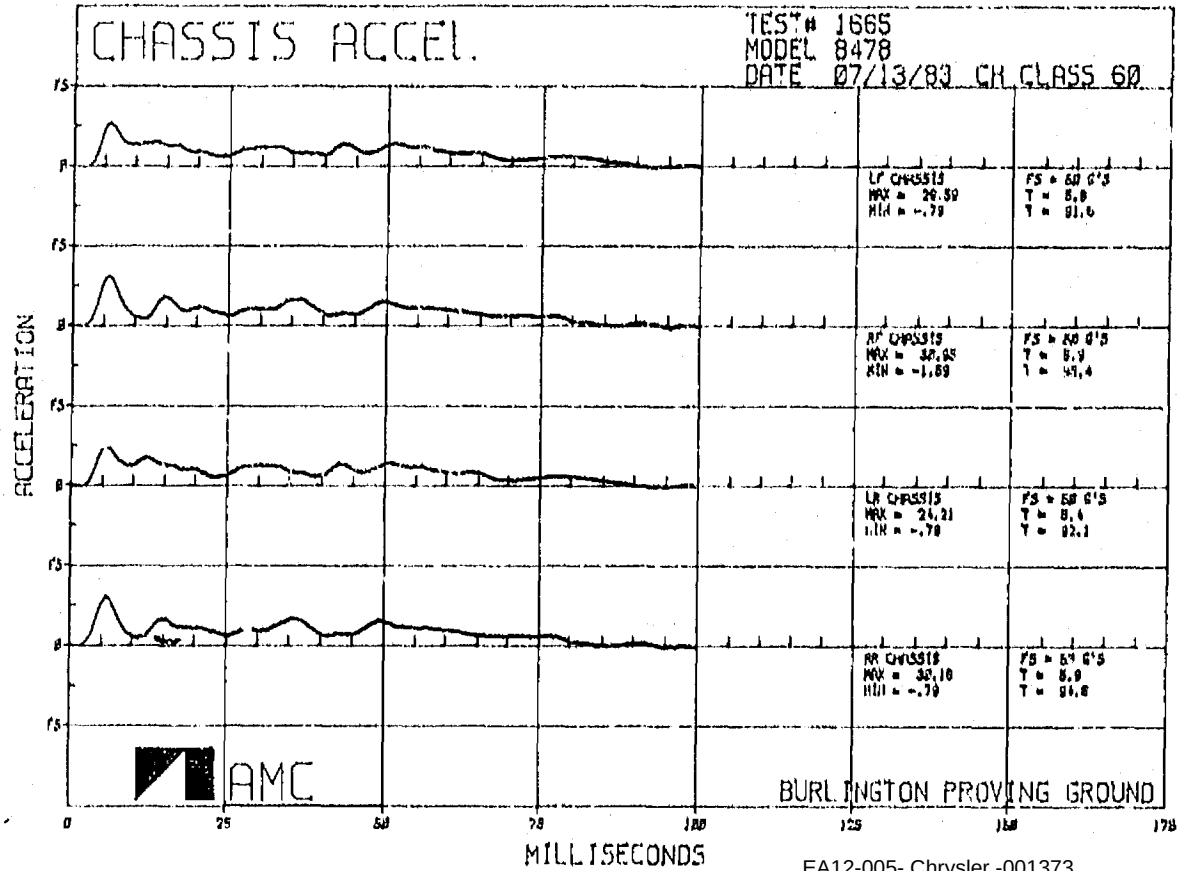
MODEL 8470 TEST DATE 7/13/83

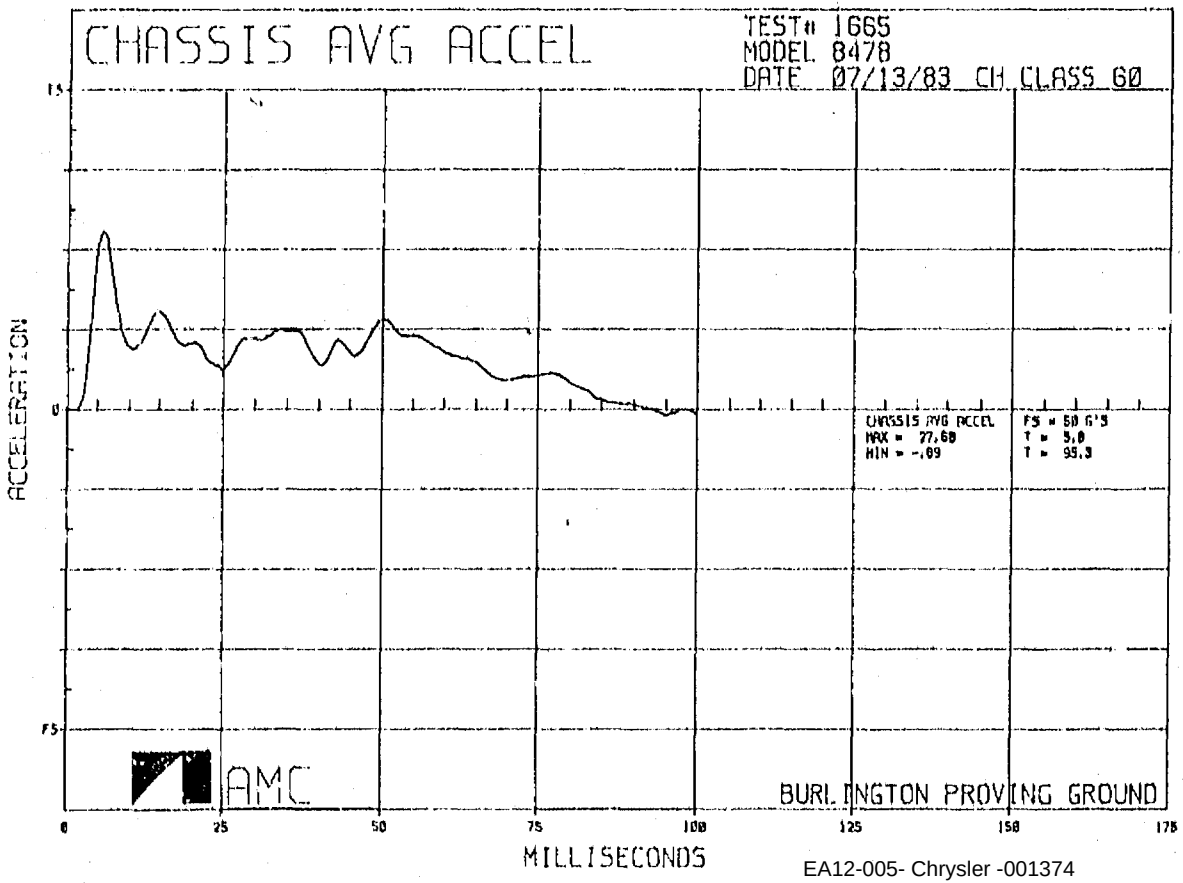
TESTED BY: H. HYATT P. KOPITZKE

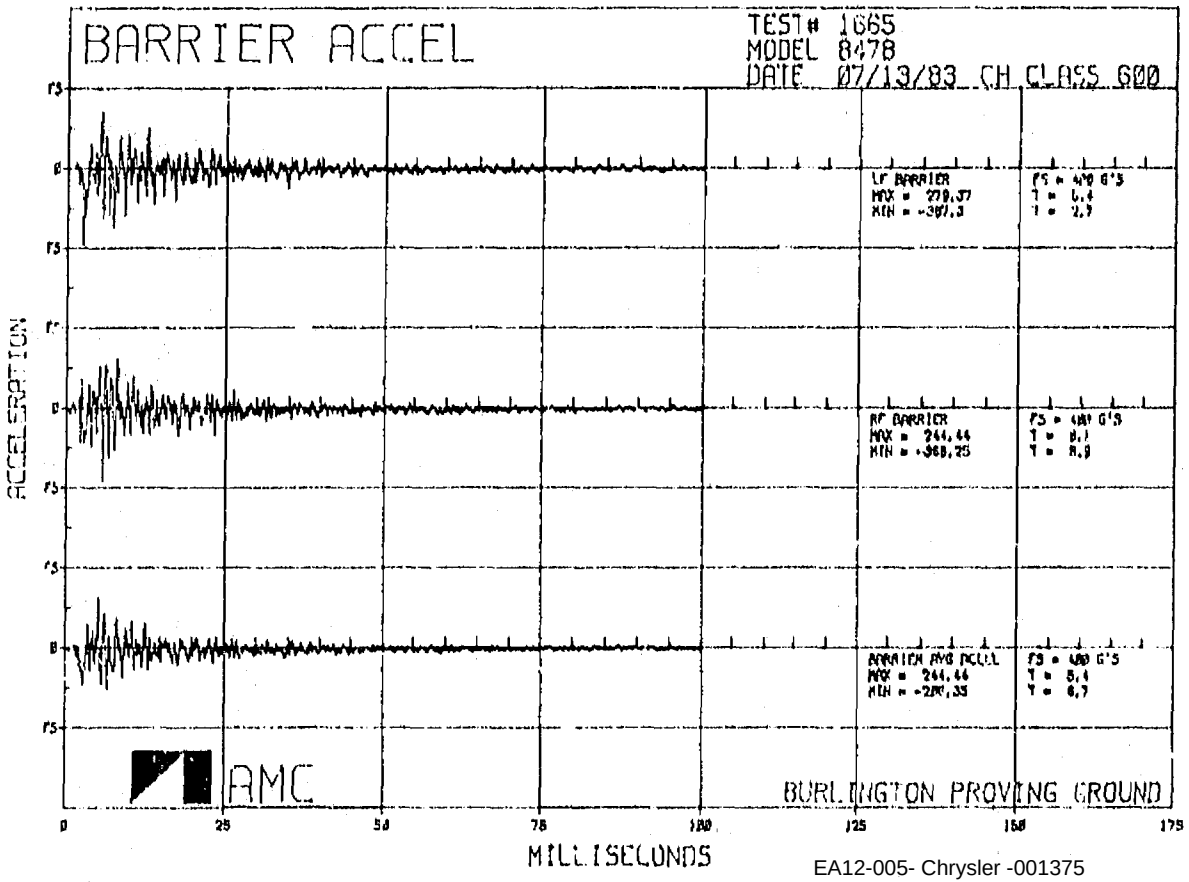
APPROVED BY [signature] DATE 8/4/83

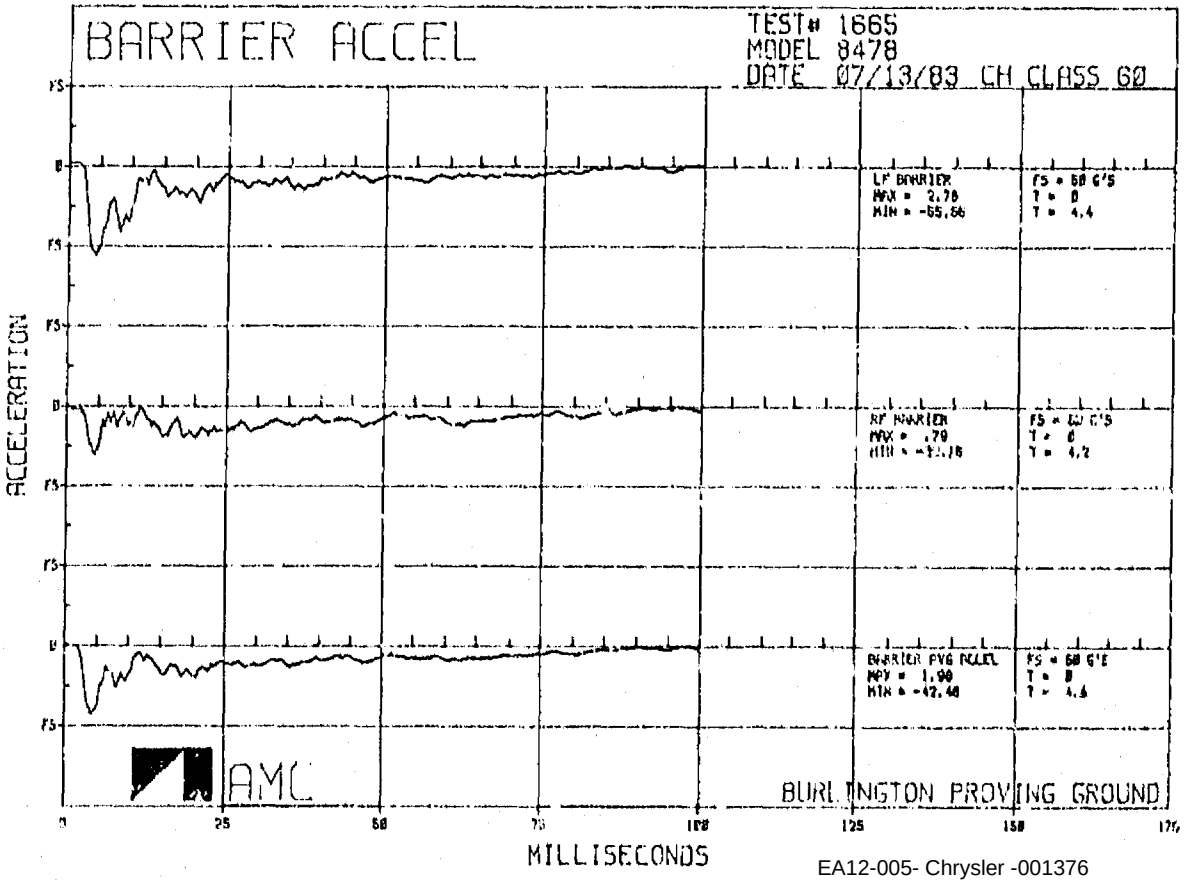

CHASSIS ACCEL
TEST# 1665
MODEL 8478
DATE 07/13/83 CH CLASS 600
LF CHASSIS
MAX = 48.81
MIN = -13.49
FS = 50 G'S
T = 4.2
T = 20.6
RF CHASSIS
MAX = 83.17
MIN = -12.7
FS = 50 G'S
T = 4.2
T = 96.2
LR CHASSIS
MAX = 58.33
MIN = -17.08
FS = 50 G'S
T = 3.1
T = 21.8
RR CHASSIS
MAX = 59.92
MIN = -17.48
FS = 50 G'S
T = 3.7
T = 7.6
ACCELERATION
FS
0
MILLISECONDS
0
25
50
75
100
125
150
175
AMC
BURLINGTON PROVING GROUND


CHASSIS AVG ACCEL
TEST# 1665
MODEL 8478
DATE 07/13/83 CH CLASS 600
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 48.31
MIN = -8.63
FS = 50 G'S
T = 4.1
T = 96.2
AMC
BURLINGTON PROVING GROUND


CHASSIS ACCEL.
TEST# 1665
MODEL 8478
DATE 07/13/83 CR CLASS 60
LF CHASSIS
MAX = 26.59
MIN = -.79
FS = 60 G'S
T = 5.8
T = 91.6
RF CHASSIS
MAX = 30.05
MIN = -1.89
FS = 60 G'S
T = 5.9
T = 49.4
LR CHASSIS
MAX = 24.21
MIN = -.79
FS = 60 G'S
T = 5.4
T = 92.1
RR CHASSIS
MAX = 30.10
MIN = -.79
FS = 60 G'S
T = 5.9
T = 91.8
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175
AMC
BURLINGTON PROVING GROUND


CHASSIS AVG ACCEL
TEST# 1665
MODEL 8478
DATE 07/13/83 CH CLASS 60
ACCELERATION
15
0
-5
CHASSIS AVG ACCEL
MAX = 27.60
MIN = -.89
FS = 50 G'S
T = 5.0
T = 99.3
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1665
MODEL 8478
DATE 07/13/83 CH CLASS 600
ACCELERATION
LF BARRIER
MAX = 279.37
MIN = -307.3
RF BARRIER
MAX = 244.44
MIN = -368.25
BARRIER AVG DECEL
MAX = 244.44
MIN = -287.35
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1665
MODEL 8478
DATE 07/13/83 CH CLASS 60
LF BARRIER
MAX = 2.78
MIN = -65.66
FS = 60 G'S
T = 0
T = 4.4
RF BARRIER
MAX = .79
MIN = -12.18
FS = 60 G'S
T = 0
T = 4.2
BARRIER AVG ROLLER
MAX = 1.90
MIN = -42.40
FS = 60 G'S
T = 0
T = 4.6
ACCELERATION
MILLISECONDS
AMC
BURLINGTON PROVING GROUND

Baker

Image Source Inc.
801 Front Street
Toledo Ohio 43605
419/697-1111

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Date 12 (Month) 7 (Day) 19 94

Place Toledo (City) OH (State)

[illegible] (Signature)

Micrographic Operator (Title)

801 Front St (Location)

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1669

MODEL TESTED 8472 ENGINE TYPE GMC V6 TEST DATE 7/13/83

TESTED FOR JEEP XJ MODEL 2 DR WGN YEAR 1984 TEST SPEED 30.52 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 4122 LBS.

REFERENCE WRITTEN TEST REQUEST DATED 6/7/83.

TEST OBJECTIVE: CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AM14046.

VEHICLE DESCRIPTION: JEEP XJ 2 DOOR WAGON WITH AUTOMATIC TRANSMISSION AND TRAILER HITCH.

SUMMARY OF RESULTS

SPAN NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT : 20.7 RIGHT: 19.9 VEHICLE CRUSH - INCHES	
14174			_____ STG COL MAX INTRU. - INCHES	
14175			_____ WINDSHIELD - PERCENT RETENTION	
1418[illegible]			BUMPERS _____	
1421[illegible]			WINDSHIELD ZONE INTRUSION _____	
14046	X		FUEL SYSTEM INTEGRITY _____	
			FMVSS 208 PASS [ ] FAIL [ ]	

COMMENTS:

TEST DIRECTOR T. R. DAYEK T. R. Dayek REPORTED BY R. H. KRAHN

TEST CO-ORDINATOR B.S. DATE 7/13/83

NEXT DOCUMENT FILMED RECEIVED IN POOR OR DAMAGED CONDITION

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EA12-005- Chrysler -001380

TEST NO. 1669

VEHICLE DATA SHEET

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 7/13/83

ACTUAL SPEED 30.52 MPH ACTUAL MODEL TESTED 8477 TRANS. AUTOMATIC

ENGINE GMC V6 I.D. NO. 1JCW0771XET[redacted] PLT. BLT. TOLEDO MODEL TESTED FOR 8477

SEAT TYPE: [ ] FIXED [ ] FLOR [ ] INGIV [X] BUCKET [ ] OTHER:

YES, SETTING: Hipoint which is forward of the innermost point

RR SEAT

STEERING WHEEL: [X] S.I. [ ] Sport [ ] Other SETTING STRAIGHT AHEAD

DESCRIPTION:

FRONT SUSPENSION: [X] Prod. E.A. [ ] Other DESCRIPTION:

SHOCK ABSORBER: [X] Conventional [ ] E.A. [ ] Other DESCRIPTION:

STABILIZER: [X] Conventional [ ] E.A. [ ] Other DESCRIPTION:

TEST SIMULATE: FRONT: 1041 LBS. REAR: 2272 LBS. TOTAL: 4113 LBS.

SUPPLEMENT 775 LB @ CARGO AREA DUMMIES 330 LB.

LB @ FUEL 124 LB.

LB @ EQUIPMENT 25 LB.

TEST WEIGHT FRONT 1044 LBS. REAR 2278 LBS. TOTAL 4122 LBS.

AXLE TO SILL: L.F. 6.25" R.F. 6.25" L.R. 4.37" R.R. 4.37"

FUEL TANK FILL @ 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gal.)

COMMENTS

SAFETY TEST DIRECTOR T. R. HAYEK

SAFETY TEST COORDINATOR DATE

Pre-Test Modification Sheet

CAR NO. 1JCH0771KET [redacted] TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO 1669

DATE _____ MECHANIC _____ REQUESTED BY L. O. BAKER

ACTUAL TEST WT (LBS): FRT. 1044 LB. REAR 2278 LB. TOTAL 4122 LB. DUMMIES USED 1050 L&R.

WEIGHTS: BALLAST 775 LB. @ CARGO AREA DUMMIES 330 LB.

_____ LB. @ _____ FUEL 124 LB.

_____ LB @ _____ EQUIPMENT 25 LB.

FENDER HEIGHTS: L.F. 6.25" R.F. 6.25" L.R. 4.37" R.R. 4.37"

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gals)

PART NUMBER	PART NAME	DESCRIPTION
		FUEL TANK STRAPS WERE TORQUED TO 60 INCH-LBS. AS RECIEVED THEY WERE - RIGHT: 35 INCH-LBS. LEFT : 40 INCH-LBS.

EA12-005- Chrysler -001382

AM 2051 (9/70)

TYPE OF TEST: 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO.: 1669

TEST DATE: 7/13/83

TEST SPEED: DESIRED 30.25±.25 MPH. TIME 10:35 AM TRAP --- MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN. LASER 30.52 MPH

CAMERAS ALL CAMERAS RAN.

SEATS SEAT TRACKS DID NOT MOVE. LEFT AND RIGHT FRONT SEAT BACK RESTS LAYED BACK AGAINST THE WEIGHT BAGS.

DUMMIES LEFT AND RIGHT FRONT DUMMIES LAYED BACK WITH SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK SPARE TIRE AND JACK REMAINED IN PLACE AND SECURE.

OTHER COMMENTS

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. R. HAYEK

TEST NO. 1669

SFAM - 14046

MODEL 0477

TEST TYPE 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST DATE 7/13/83

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight during any one minute interval? Yes [ ] No [X]

COMMENTS:

Checked by: J. P. McCARTHY

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046?

Yes [X] No [ ]

EA12-005- Chrysler -001384

Rev. 11-8-82

☒ PRE CRASH
☐ POST CRASH

ROLL OVER TEST REPORT

Revised 8/22/83

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1669

MODEL TESTED B477 ENGINE GMC V6 TRANS. AUTOMATIC TEST DATE 7/12/83

TESTED FOR B477 V.I.N. OR I.D. 1JCNB771XET[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER OFF
(X) COOLANT DRAINED	(X) FUEL SYSTEM PRIMED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
(X) HOOD REMOVED	(X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. ———
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE (1) NO LEAKS (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE (1) NO LEAKS (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN (1) 0.4 OZ. BY WEIGHT FROM CARB BOWL VENT. (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	90-180° UPSIDE DOWN (1) 0.4 OZ. BY WEIGHT FROM CARB BOWL VENT. (2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN (1) TRACE FROM CARB BOWL VENT. 1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	180-270° RIGHT SIDE DOWN (1) NO LEAKS 1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE NO LEAKS	270-0° NORMAL ATTITUDE NO LEAKS

KEY:
(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY J. F. MCCARTHY

[X] POST CRASH ROLL OVER TEST REPORT Revised 8/22/83

TYPE OF TEST 30 MPH PERP. REAR IMPACT MOVABLE BARRIER TEST NO. 1669

MODEL TESTED 8477 ENGINE 6KK, V6 TRANS. AUTOMATIC TEST DATE 7/12/83

TESTED FOR 8477 V.I.N. OR I.D. 1JCW8771XE[redacted] PLANT BUILT TOLEDO

(X) BAT. REMOVED	(X) AIR CLEANER ON
(X) COOLANT DRAINED	(X) FUEL SYSTEM PURGED
(X) ENG. OIL DRAINED	(X) VENT SYSTEM PURGED
(X) HOOD REMOVED	(X) TANK TO 95% CAP, W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 4 HOURS
Time duration to rotate vehicle through 90 degrees; 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN	90-180° UPSIDE DOWN
(1)	(1) NO LEAKS
(2) 1ST MIN. 2ND MIN. 3RD MIN.	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN	180-270° RIGHT SIDE DOWN
(1)	(1) NO LEAKS
1ST MIN. (2) 2ND MIN. 3RD MIN.	1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE	270-0° NORMAL ATTITUDE NO LEAKS

KEY:
(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY _____

HIGH SPEED MOVIE PICTURE ANALYSIS

TEST DATE: July 13, 1983 MODEL: 3477 TEST NO. 1469

TYPE OF TEST: Perpendicular Rear Impact --- Movable Barrier

ANALYZED SPEED: 30.0

Note: Maximum Crush of test vehicle Left Side was 20.7 inches at .086 seconds.

Maximum Crush of test vehicle Right Side was 19.9 inches at .087 seconds.

ANALYSIS BY: Alex Spiroff DATE: July 18, 1983

TEST NO. 1669

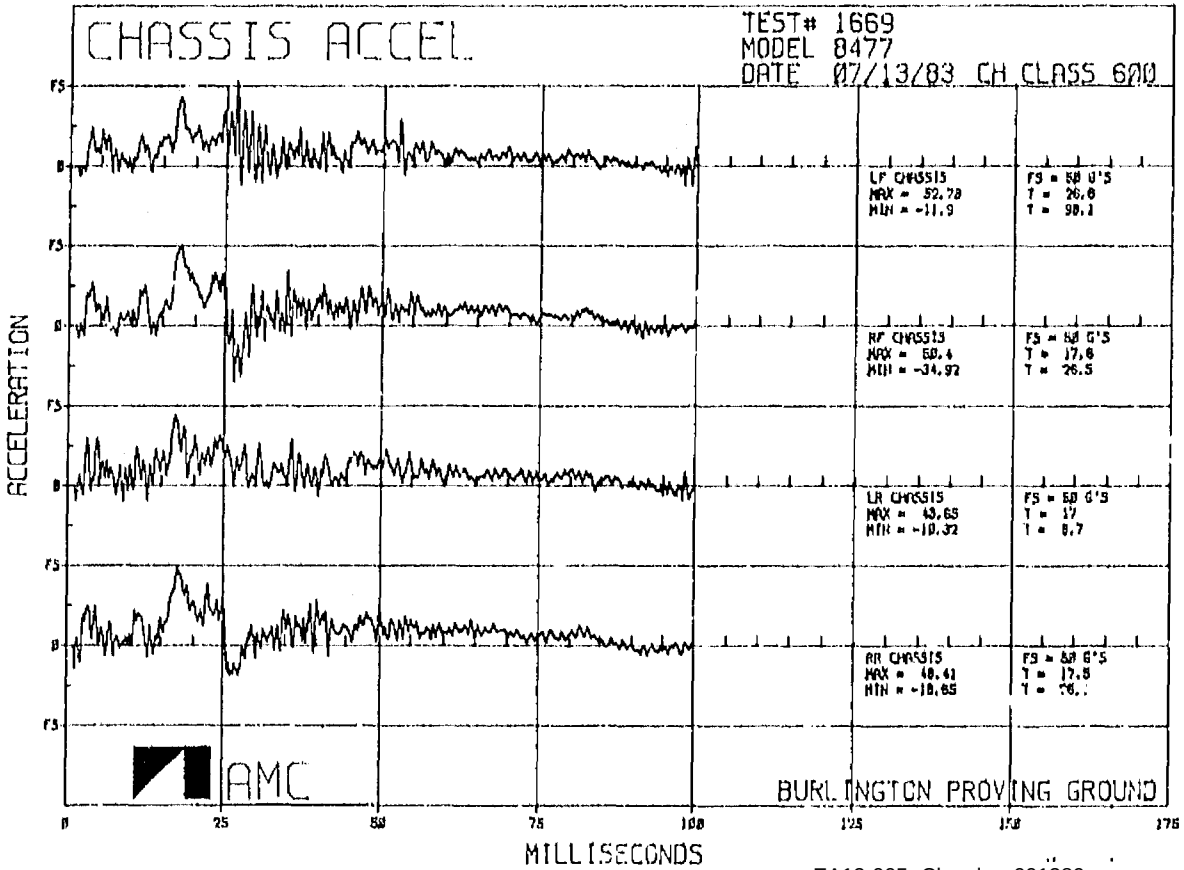
WISCONSIN TEST CENTER

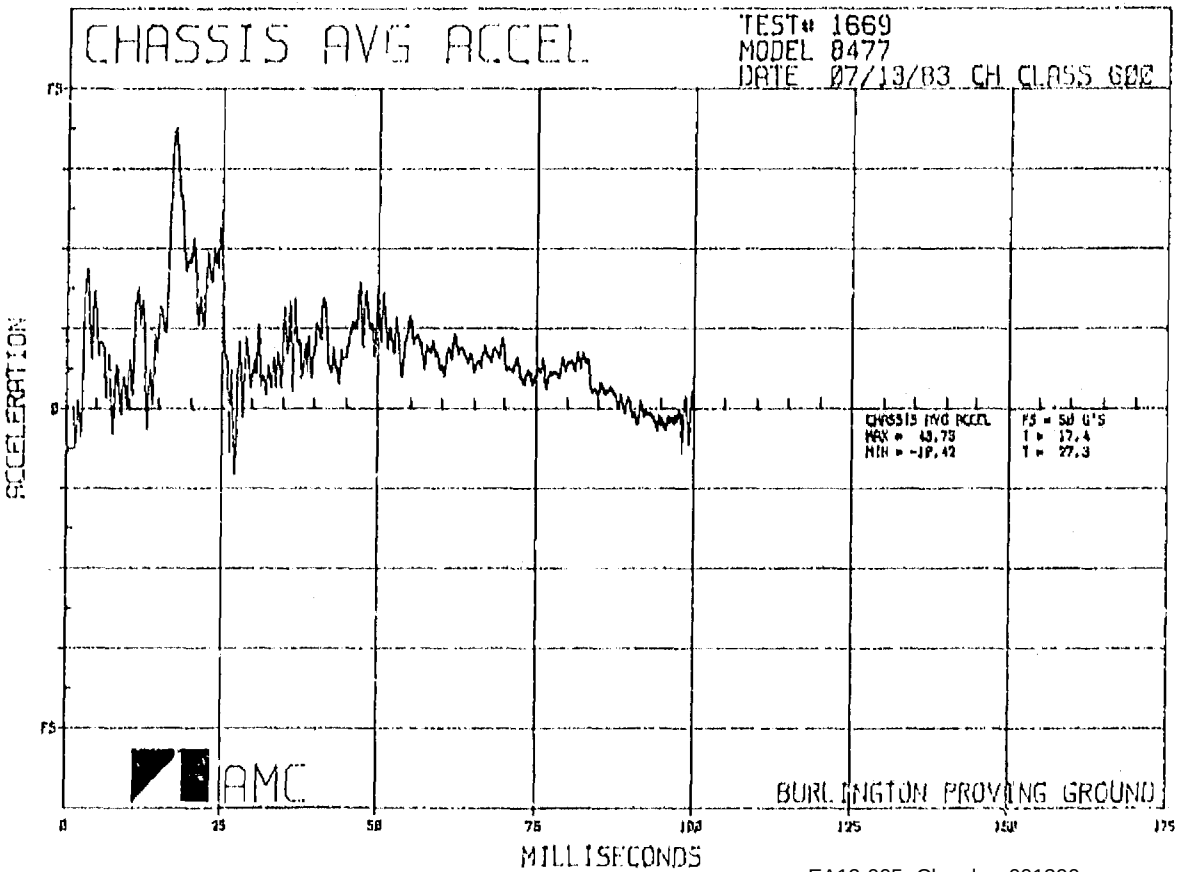
SAFETY TESTING - INSTRUMENTATION DEPARTMENT

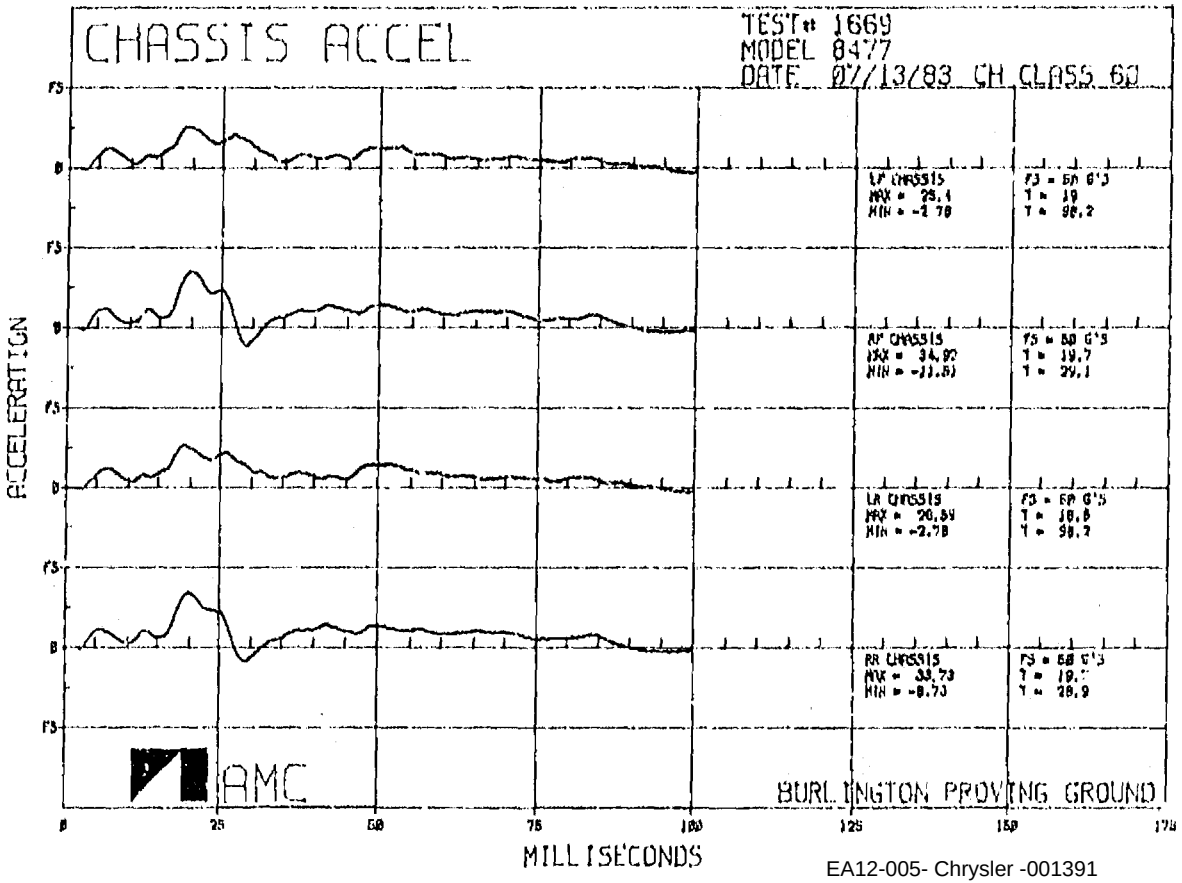
MODEL 0477 TEST DATE 7/13/83

TESTED BY: H. HYATT P. KOPITZKE

APPROVED BY Thomas R. Hayek DATE 8/4/83


CHASSIS ACCEL
TEST# 1669
MODEL 8477
DATE 07/13/83 CH CLASS 600
LF CHASSIS
MAX = 52.78
MIN = -11.9
FS = 50 G'S
T = 26.8
T = 98.1
RF CHASSIS
MAX = 60.4
MIN = -34.92
FS = 50 G'S
T = 17.6
T = 26.5
LR CHASSIS
MAX = 43.65
MIN = -10.32
FS = 50 G'S
T = 17
T = 8.7
RR CHASSIS
MAX = 48.41
MIN = -18.65
FS = 50 G'S
T = 17.5
AMC
BURLINGTON PROVING GROUND
ACCELERATION
FS
0
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1669
MODEL 8477
DATE 07/13/83 CH CLASS G00
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 43.75
MIN = -18.42
FS = 50 G'S
T = 17.4
T = 27.3
AMC
BURLINGTON PROVING GROUND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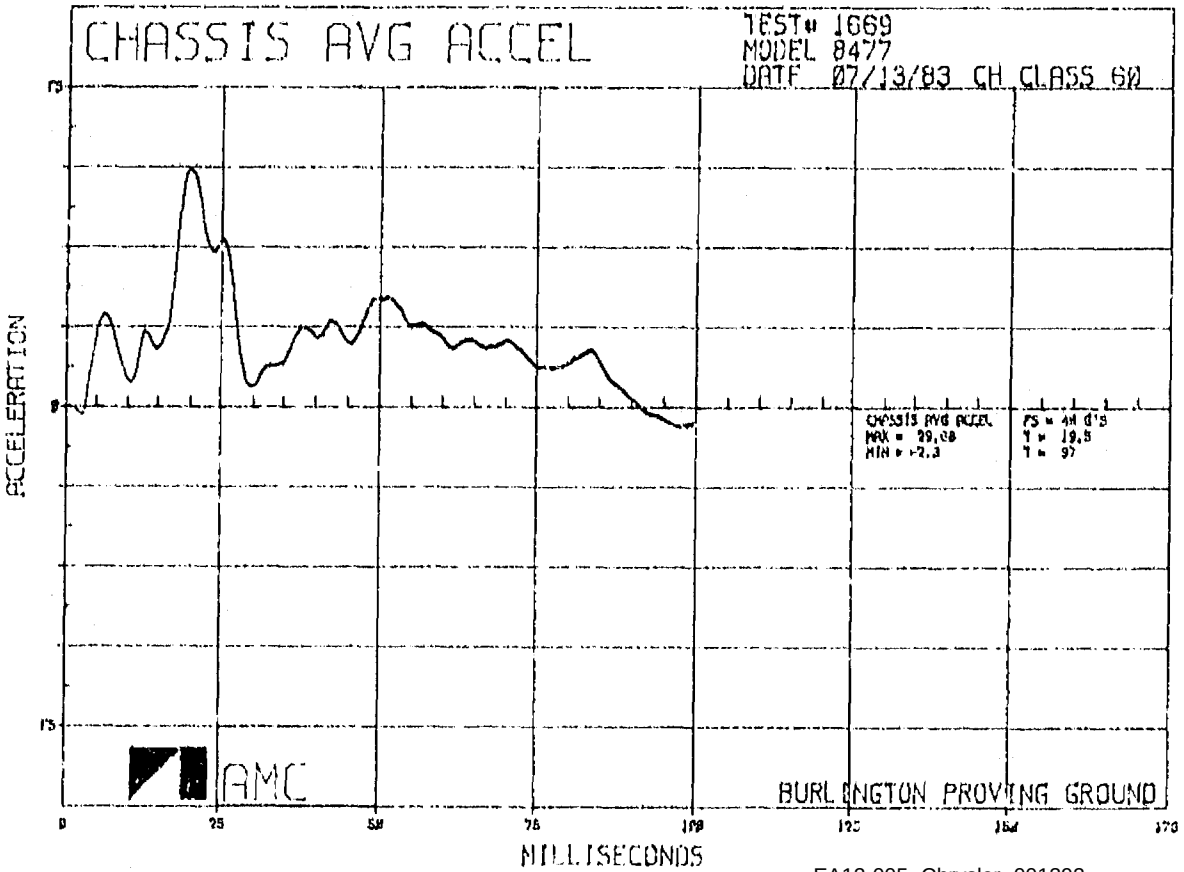
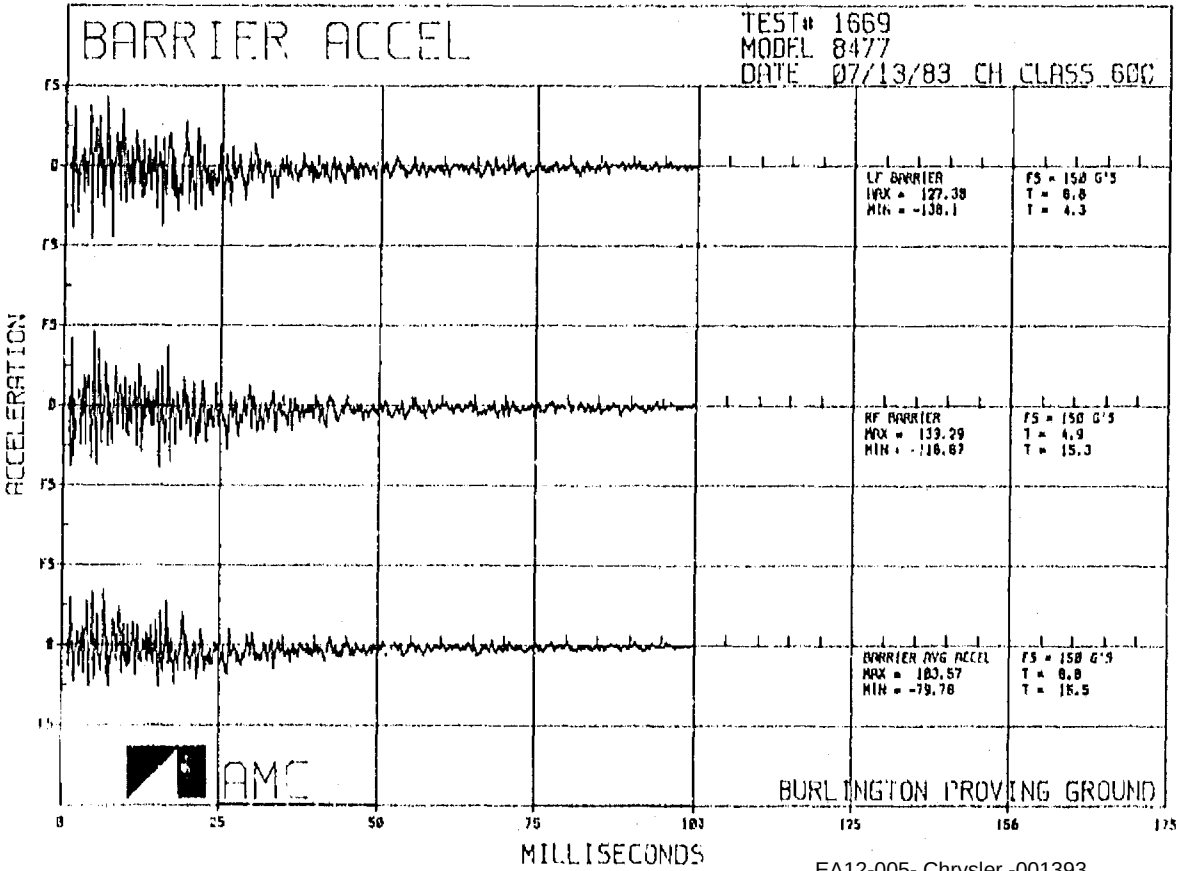
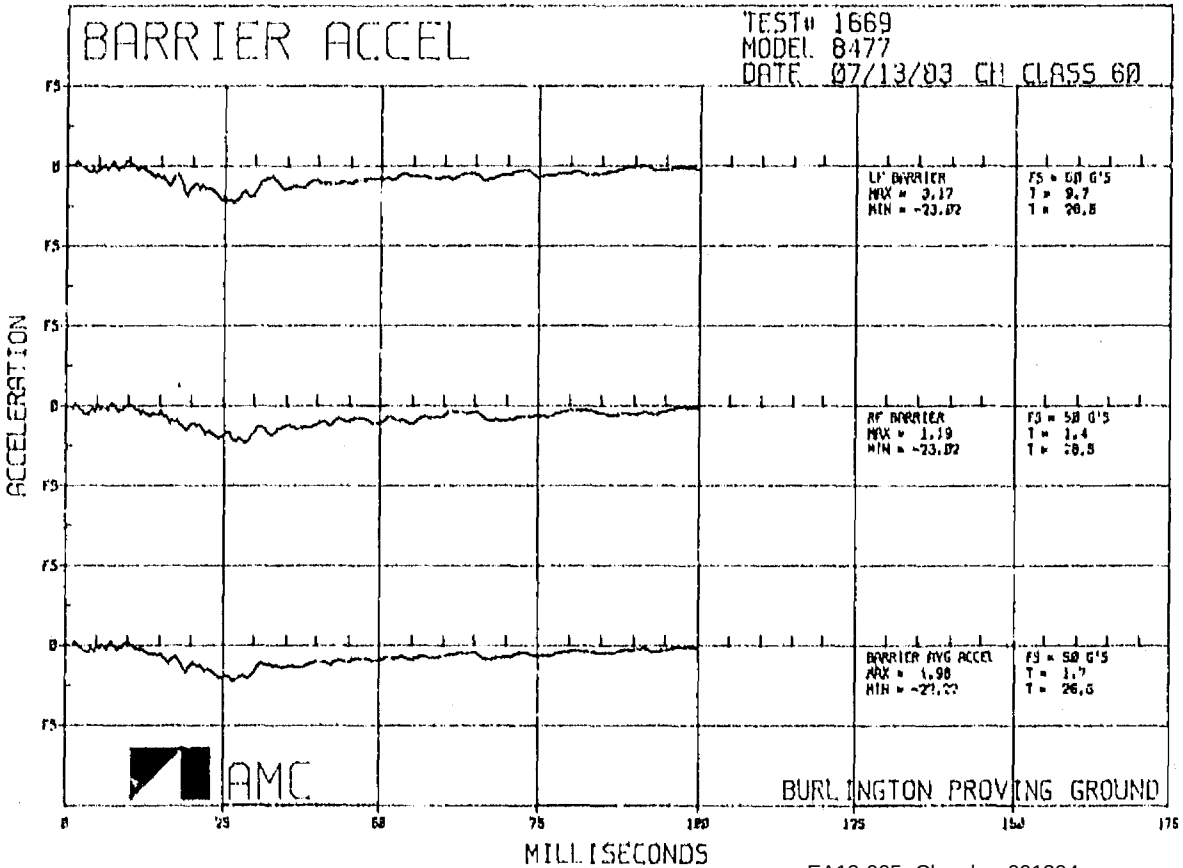
TEST# 1669
MODEL 8477
DATE 07/13/83 CH CLASS 60
LF CHASSIS
MAX = 28.1
MIN = -2.70
FS = 60 G'S
T = 19
T = 98.2
RF CHASSIS
MAX = 34.92
MIN = -13.81
FS = 60 G'S
T = 19.7
T = 29.1
LR CHASSIS
MAX = 20.59
MIN = -2.78
FS = 60 G'S
T = 18.6
T = 98.2
RR CHASSIS
MAX = 33.73
MIN = -8.73
FS = 60 G'S
T = 19.7
T = 28.9
ACCELERATION
FS
0
MILLISECONDS
0
25
50
75
100
125
150
175
AMC
BURLINGTON PROVING GROUND


CHASSIS AVG ACCEL
TEST# 1669
MODEL 8477
DATE 07/13/83 CH CLASS 60
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 29.08
MIN = -2.3
FS = 40 G'S
T = 19.5
T = 97
AMC
BURLINGTON PROVING GROUND


BARRIER ACCEL
TEST# 1669
MODEL 8477
DATE 07/13/83 CH CLASS 60C
LF BARRIER
MAX = 127.38
MIN = -138.1
FS = 150 G'S
T = 6.8
T = 4.3
RF BARRIER
MAX = 139.29
MIN = -118.87
FS = 150 G'S
T = 4.9
T = 15.3
BARRIER AVG ACCEL
MAX = 103.57
MIN = -79.78
FS = 150 G'S
T = 6.0
T = 16.5
ACCELERATION
FS
0
FS
FS
0
FS
FS
0
FS
AMC
BURLINGTON PROVING GROUND
0
25
50
75
100
125
150
175
MILLISECONDS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TEST# 1669
MODEL 8477
DATE 07/13/93 CH CLASS 60
LF BARRIER
MAX = 3.17
MIN = -23.02
FS = 50 G'S
T = 9.7
T = 28.8
RF BARRIER
MAX = 1.19
MIN = -23.02
FS = 50 G'S
T = 1.4
T = 28.8
BARRIER AVG ACCEL
MAX = 1.98
MIN = -22.22
FS = 50 G'S
T = 1.7
T = 26.5
AMC
BURLINGTON PROVING GROUND
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175

Baker

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801 Front Street
Toledo Ohio 43605
419/697-1111

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The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

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Date 12 7 1994
Month Day

Signature Leslie Herman

Place Toledo OH
City State

Title Micrographic Operator

Location 801 Front St.

AMERICAN MOTORS CORPORATION

SAFETY TEST - SUMMARY SHEET

TYPE OF TEST 30 MPH PERP REAR IMPACT MOVEABLE BARRIER TEST NO. 1696

MODEL TESTED 8477 ENGINE TYPE I-4 TEST DATE 10/25/83

TESTED FOR 8477 MODEL 2 DR WGN YEAR 1984 TEST SPEED 30.3 MPH

REQUESTED BY L. O. BAKER TEST WEIGHT 4048 LBS

REFERENCE WRITTEN TEST REQUEST DATED 10/20/83

TEST OBJECTIVE: CERTIFICATION TEST TO DEMONSTRATE COMPLIANCE TO AM14046.

VEHICLE DESCRIPTION XJ 2 DOOR WAGON WITH I-4 ENGINE, MANUAL TRANSMISSION, AND REAR MOUNTED SWING AWAY SPARE TIRE.

PRIOR USEAGE NONE

SUMMARY OF RESULTS

SFAM NO.	PASSED YES	PASSED NO	DATA SUMMARY	DATA REFERENCE
-			LEFT: 25.6" RIGHT: 24.7" VEHICLE CRUSH - INCHES	
14174			_____ STG COL MAX INTRU. - INCHES	
14173			_____ WINDSHIELD - PERCENT RETENTION	
14187			BUMPERS _____	
14216			WINDSHIELD ZONE INTRUSION _____	
14046		X	FUEL SYSTEM INTEGRITY SEE COMMENTS BELOW	
			FMVSS 208 PASS ☐ FAIL ☐	

COMMENTS: 15.2 OZ BY WT PER MINUTE LEAK FROM SOLDER JOINT ON FILLER NECK DURING POST TEST ROLLOVER.

TEST DIRECTOR T. R. HAYEK T. R. Hayek REPORTED BY B. L. TURCO

TEST CO-ORDINATOR RJT DATE _____

EA12-005- Chrysler -001445

GENERAL VEHICLE DATA SHEET

TEST NO. 1696

TYPE OF TEST 30 MPH PERP. REAR IMPACT - MOVEABLE BARRIER TEST DATE 10/25/83

ACTUAL SPEED 30.3 MPH ACTUAL MODEL TESTED 8477 TRANS. MANUAL

ENGINE I-4 I.D. # SP47-112 PLT. BLT. TOLEDO TESTED FOR 1984

SEAT TYPE: [ ] FBFD [ ] FDSB [ ] INDIV [X] BUCKET OTHER

YEAR: SETTING: Midpoint which is forward of rearmost position.

REAR SEAT

STEERING WHEEL: [X] STD. [ ] SPORT [ ] OTHER SETTING:

DESCRIPTION:

STEERING COLUMN TYPE: [X] PROD. E.A. [ ] OTHER DESCRIPTION:

FRONT BUMPER: [X] Conventional [ ] E.A. [ ] Rigid Foam OTHER

REAR BUMPER [X] Conventional [ ] E.A. [ ] Rigid Foam OTHER

WEIGHT TO SIMULATE: FRONT: 1960 LBS. REAR: 2106 LBS., TOTAL: 4066 LBS.

WEIGHTS: BALLAST 50 LBS. @ RT FRT FLOOR DUMMIES 330 LBS.

600 LBS. @ CARGO FUEL 124 LBS.

LBS. @ EQUIPMENT 20 LBS.

TEST WEIGHT: FRONT: 1928 LBS. REAR: 2120 LBS. TOTAL: 4048 LBS.

FENDER HEIGHTS: L.F. 6.12" R.F. 6.12" L.R. 4.5" R.R. 4.5"

FUEL TANK FILLED TO 95 % (19.2 GAL.) OF RATED CAPACITY (20.2 GAL.)

COMMENTS: VEHICLE IS EQUIPPED WITH REAR MOUNTED SWING AWAY SPARE TIRE.

SAFETY TEST DIRECTOR T. R. HAYEK COORDINATOR DATE

Pre-Test Modification Sheet

TEST NO. 1696

VIN SP97-112 TEST TYPE 30 MPH PERP. REAR IMPACT MOVEABLE BARRIER

DATE 10/21/03 MECHANIC _____ REQUESTED BY J. O. BAKER

ACTUAL TEST WT. (LBS.) FRT. 1928 REAR 2120 TOTAL 4048 DUMMIES USED 1050 L&R

WEIGHTS: BALLAST 60 LB. @ RT FRT FLOOR DUMMIES 330 LB.

600 LB. @ CARGO FUEL 124 LB.

_____ LB. @ _____ EQUIPMENT 20 LB.

FENDER HEIGHTS: L.F. 6.12" R.F. 6.12" L.R. 4.5" R.R. 4.5"

FUEL TANK FILLED TO 95 % (19.2 gal.) OF RATED CAPACITY (20.2 gals.)

IT NUMBER	PART NAME	DESCRIPTION
		INSTALLED TAIL LAMP ASSEMBLIES AT LEFT AND RIGHT SIDES. TORQUED FUEL TANK MOUNTING STRAP NUTS TO 60 IN-LBS.

AM 4003 (2/12)

TYPE OF TEST: 30 MPH PERP REAR IMPACT - MOVEABLE BARRIER TEST NO.: 1696

TEST DATE: 10/25/83

TEST SPEED: DESIRED 30.2 MPH. TIME 10:00 AM TEST SPEED 30.3 MPH

INSTRUMENT CONTINUITY ALL INSTRUMENTATION RAN

CAMERAS ALL CAMERAS RAN

SEATS RIGHT AND LEFT SEAT TRACKS DID NOT MOVE. RIGHT AND LEFT SEAT BACKS LAYED BACK.

DUMMIES RIGHT AND LEFT DUMMIES LAYED BACK WITH SEAT BACK RESTS.

FUEL SYSTEM

SPARE TIRE AND JACK SPARE TIRE AND JACK REMAINED SECURED.

OTHER COMMENTS

INSPECTED BY J. P. McCARTHY TEST DIRECTOR T. R. HAYEK

TEST NO. 1696

SFAM - 14046

MODEL 8477

TEST TYPE 30 MPH PERP REAR IMPACT MOVEABLE BARRIER TEST DATE 10/25/83

Fuel spillage in the 5 minute period following cessation of vehicle motion after impact. (Total) NONE

Fuel spillage during subsequent 25 minute period. (Total) NONE

During the 25 minute period, did the spillage exceed one ounce by weight during any one minute interval? Yes [ ] No [X]

COMMENTS: 15.2 OZ BY WT PER MINUTE LEAK FROM SOLDER JOINT ON FILLER NECK DURING POST TEST ROLLOVER.

Checked by: D. CRUCIANELLI

Did this vehicle meet or exceed performance criteria of A.M. Spec. 14046? Yes [ ] No [X]

Rev. 11-8-82

☒ PRE-CRASH
☐ POST CRASH

ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP REAR IMPACT MOVEABLE BARRIER TEST NO. 1696

MODEL TESTED 8477 ENGINE 1-4 TRANS. MANUAL TEST DATE 10/21/83

TESTED FOR 8477 V.I.N. OR I.D. SP47-112 PLANT BUILT TOLEDO

- (X) BAT. REMOVED
- (X) COOLANT DRAINED
- (X) ENG. OIL DRAINED
- (X) HOOD REMOVED
- (X) AIR CLEANER OFF
- (X) FUEL SYSTEM PRIMED
- (X) VENT SYSTEM PURGED
- (X) TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. _____
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE (1) NO LEAKS	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE (1) NO LEAKS
(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. NO LEAKS 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
90-180° UPSIDE DOWN (1) 1.4 OZ BY WT FROM CARB BOWL VENT	90-180° UPSIDE DOWN (1) 1.2 OZ BY WT FROM CARB BOWL VENT
(2) 1ST MIN. TRACE FROM CARB BOWL VENT 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	(2) 1ST MIN. TRACE FROM CARB BOWL VENT 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
180-270° LEFT SIDE DOWN (1) NO LEAKS	180-270° RIGHT SIDE DOWN (1) NO LEAKS
1ST MIN. NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS	1ST MIN NO LEAKS (2) 2ND MIN. NO LEAKS 3RD MIN. NO LEAKS
270-0° NORMAL ATTITUDE NO LEAKS	270-0° NORMAL ATTITUDE NO LEAKS

KEY:
(1) LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
(2) LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY J. A. SHEPSTONE

☒ POST CRASH ROLL OVER TEST REPORT

TYPE OF TEST 30 MPH PERP REAR IMPACT MOVEABLE BARRIER TEST NO. 1696

MODEL TESTED 8477 ENGINE 1-4 TRANS. MANUAL TEST DATE 10/25/03

TESTED FOR 8477 V.I.N. OR I.D. SP47-112 PLANT BUILT TOLEDO

☒ BAT. REMOVED	☒ AIR CLEANER ON
☒ COOLANT DRAINED	☒ FUEL SYSTEM PURGED
☒ ENG. OIL DRAINED	☒ VENT SYSTEM PURGED
☒ HOOD ON .	☒ TANK TO 95% CAP. W/STODDARD SOLVENT

COMMENTS

Time duration from barrier impact until start of static rollover test. 1 HOUR
Time duration to rotate vehicle through 90 degrees: 3 minutes.

0-90° RT. SIDE DOWN - CLOCKWISE ①	0-90° LEFT SIDE DOWN - COUNTER-CLOCKWISE ① 15.2 OZ BY WT PER MINUTE LEAK FROM SOLDER JOINT ON FILLER NECK TEST STOPPED
② 1ST MIN. 2ND MIN. 3RD MIN.	② 1ST MIN. 2ND MIN. 3RD MIN.
90-180° UPSIDE DOWN ①	90-180° UPSIDE DOWN ①
② 1ST MIN. 2ND MIN. 3RD MIN.	② 1ST MIN. 2ND MIN. 3RD MIN.
180-270° LEFT SIDE DOWN ①	180-270° RIGHT SIDE DOWN ①
1ST MIN. ② 2ND MIN. 3RD MIN.	1ST MIN ② 2ND MIN. 3RD MIN.
270-0° NORMAL ATTITUDE	270-0 °NORMAL ATTITUDE

KEY:
① LEAKAGE FIRST 5 MINUTES (INCLUDING ROTATE)
② LEAKAGE REMAINING 3 MINUTES. INDICATE SPILLAGE BY WEIGHT AT EACH ONE MINUTE INTERVAL.

REPORTED BY D. CONGIANEDO

HIGH SPEED MOTION PICTURE ANALYSIS

Test Date: October 21, 1983 Model: 8477 Test No. 1696

Type of Test: Perpendicular Rear Impact --- Movable Barrier

Note: Maximum Crush of test vehicle Left Side was 25.6 inches at .087 seconds.
Maximum Crush of test vehicle Right Side was 24.7 inches at .084 seconds.

Analysis by: Alex Spiroff

Date: November 1, 1983

TEST NO. 1696

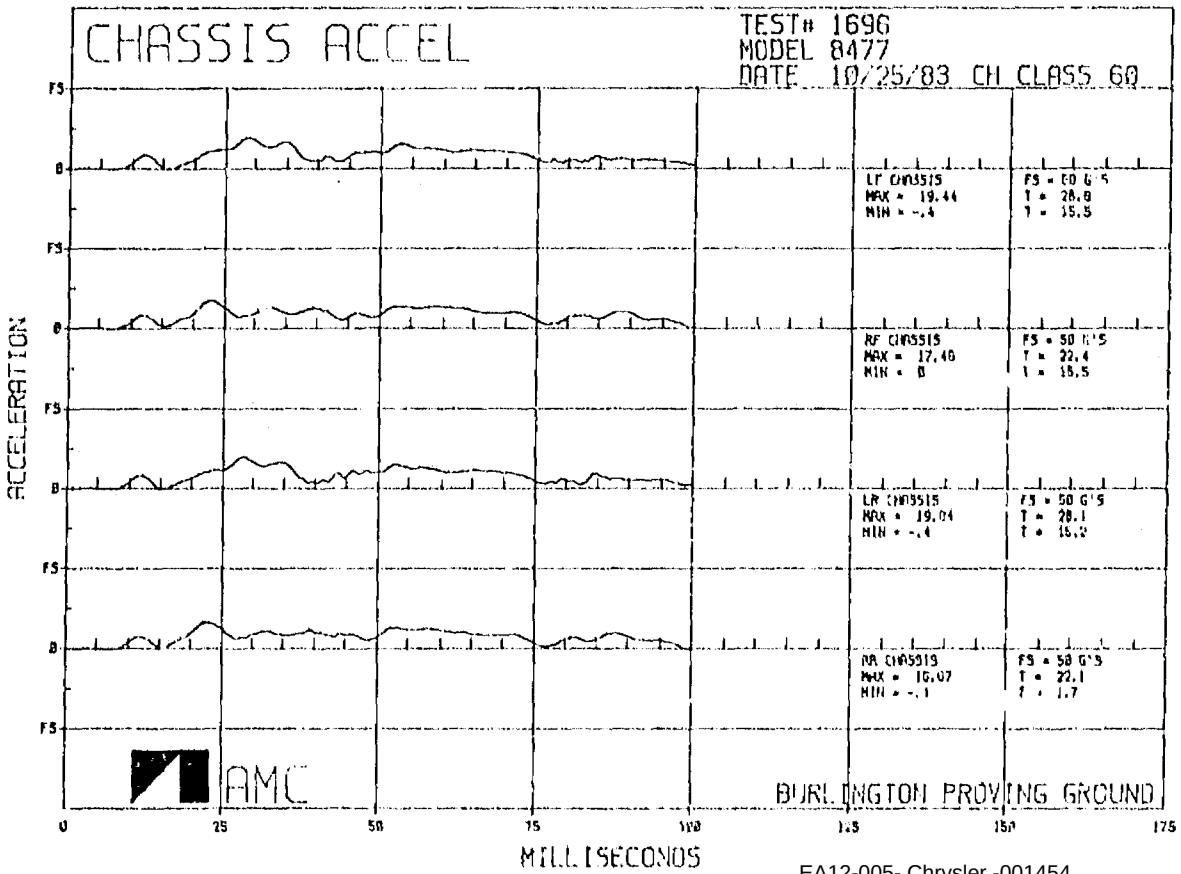
WISCONSIN TEST CENTER

SAFETY TESTING - INSTRUMENTATION DEPARTMENT

MODEL 8477 TEST DATE 10/25/83

TESTED BY: P. KOPITZKE

APPROVED BY T. R. HAYEK DATE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TEST# 1696
MODEL 8477
DATE 10/25/83 CH CLASS 60
LF CHASSIS
MAX = 19.44
MIN = -.4
FS = 50 G'S
T = 28.0
T = 15.5
RF CHASSIS
MAX = 17.40
MIN = 0
FS = 50 G'S
T = 22.4
T = 18.5
LR CHASSIS
MAX = 19.04
MIN = -.4
FS = 50 G'S
T = 28.1
T = 15.2
RR CHASSIS
MAX = 16.07
MIN = -.1
FS = 50 G'S
T = 22.1
T = 1.7
AMC
BURLINGTON PROVING GROUND
ACCELERATION
FS
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75
100
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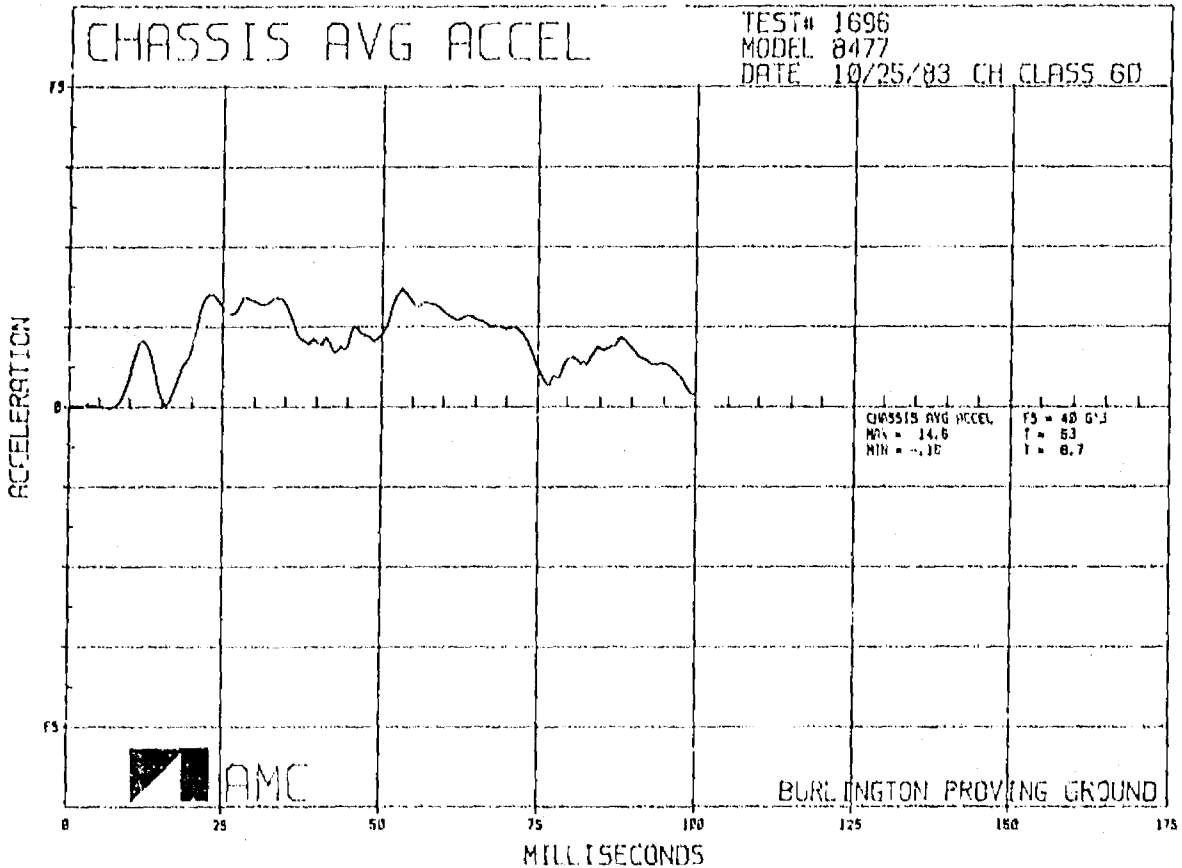
150
175
MILLISECONDS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TEST# 1696
MODEL 8477
DATE 10/25/83 CH CLASS 60
ACCELERATION
FS
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FS
CHASSIS AVG ACCEL
MAX = 14.6
MIN = -.10
FS = 40 G'S
T = 53
T = 8.7
AMC
BURLINGTON PROVING GROUND
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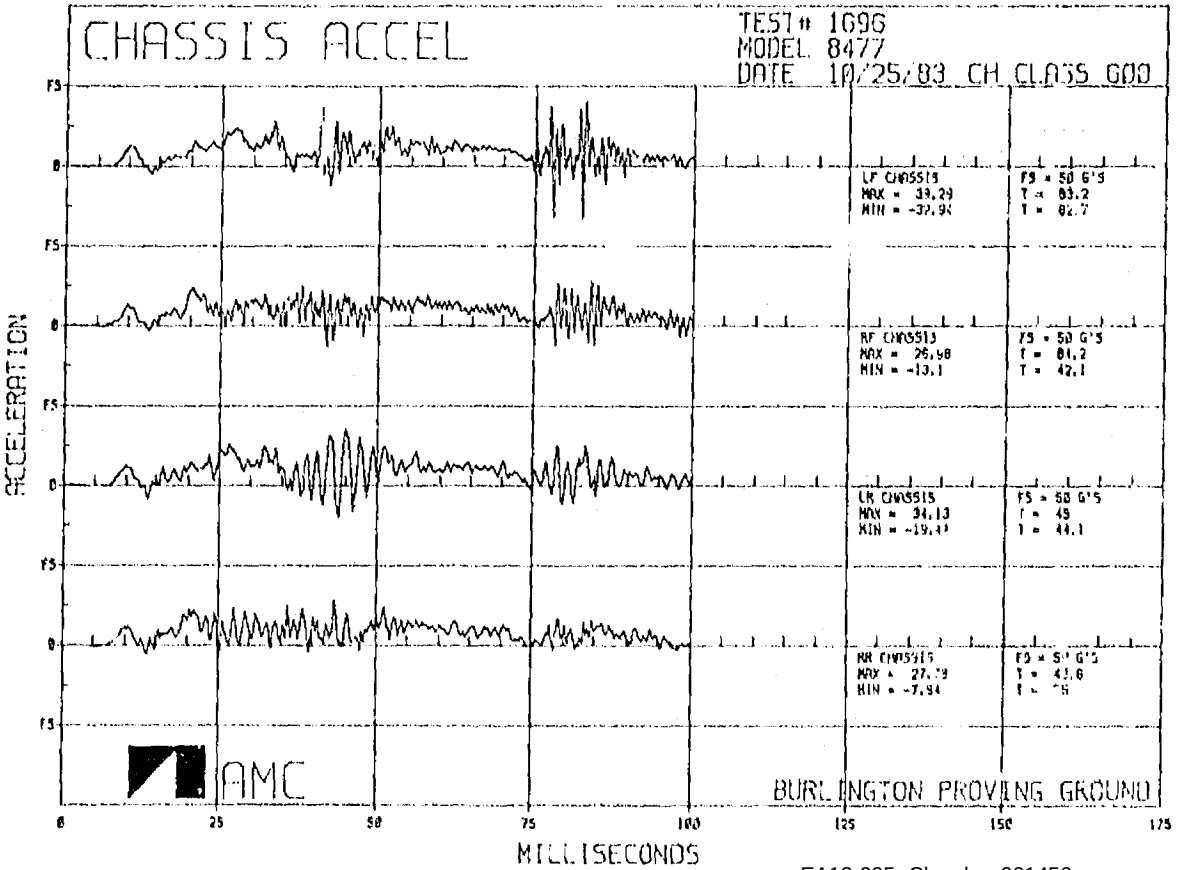
75
100
125
150
175
MILLISECONDS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TEST# 1696
MODEL 8477
DATE 10/25/83 CH CLASS 600
LF CHASSIS
MAX = 39.29
MIN = -32.93
FS = 50 G'S
T = 83.2
T = 82.7
RF CHASSIS
MAX = 26.98
MIN = -13.1
FS = 50 G'S
T = 81.2
T = 42.1
LR CHASSIS
MAX = 34.13
MIN = -19.43
FS = 50 G'S
T = 45
T = 44.1
RR CHASSIS
MAX = 27.79
MIN = -7.94
FS = 50 G'S
T = 43.6
ACCELERATION
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AMC
BURLINGTON PROVING GROUND
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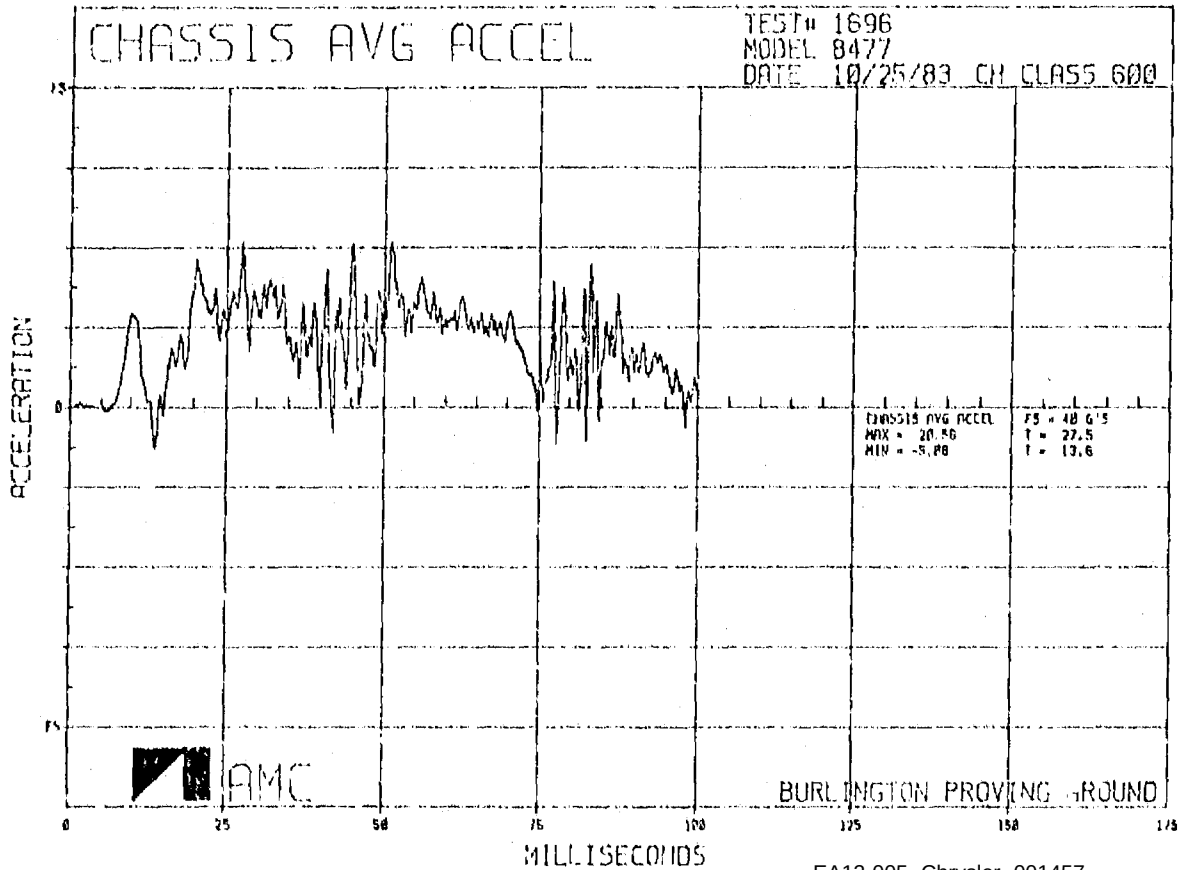
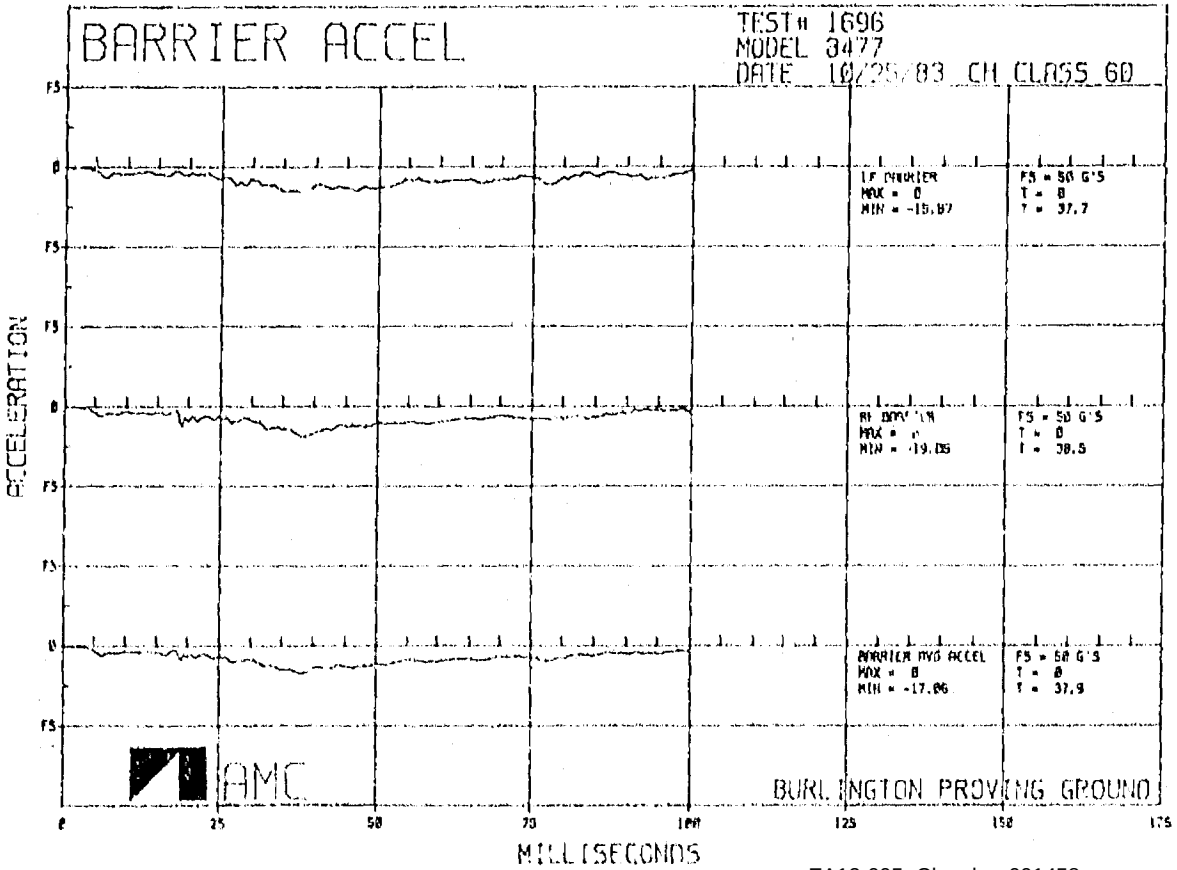
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1696
MODEL 8477
DATE 10/25/83 CH CLASS 600
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175
CHASSIS AVG ACCEL
MAX = 20.50
MIN = -5.08
FS = 40 G'S
T = 27.5
T = 13.6
AMC
BURLINGTON PROVING GROUND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TEST# 1696
MODEL 3477
DATE 10/25/83 CH CLASS 60
LF BARRIER
MAX = 0
MIN = -15.87
FS = 50 G'S
T = 0
T = 37.7
RF BODY CG
MAX = 0
MIN = -19.05
FS = 50 G'S
T = 0
T = 38.5
BARRIER AVG ACCEL
MAX = 0
MIN = -17.06
FS = 50 G'S
T = 0
T = 37.9
ACCELERATION
FS
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25
50
75
100
125
150
175
MILLISECONDS
AMC
BURLINGTON PROVING GROUND

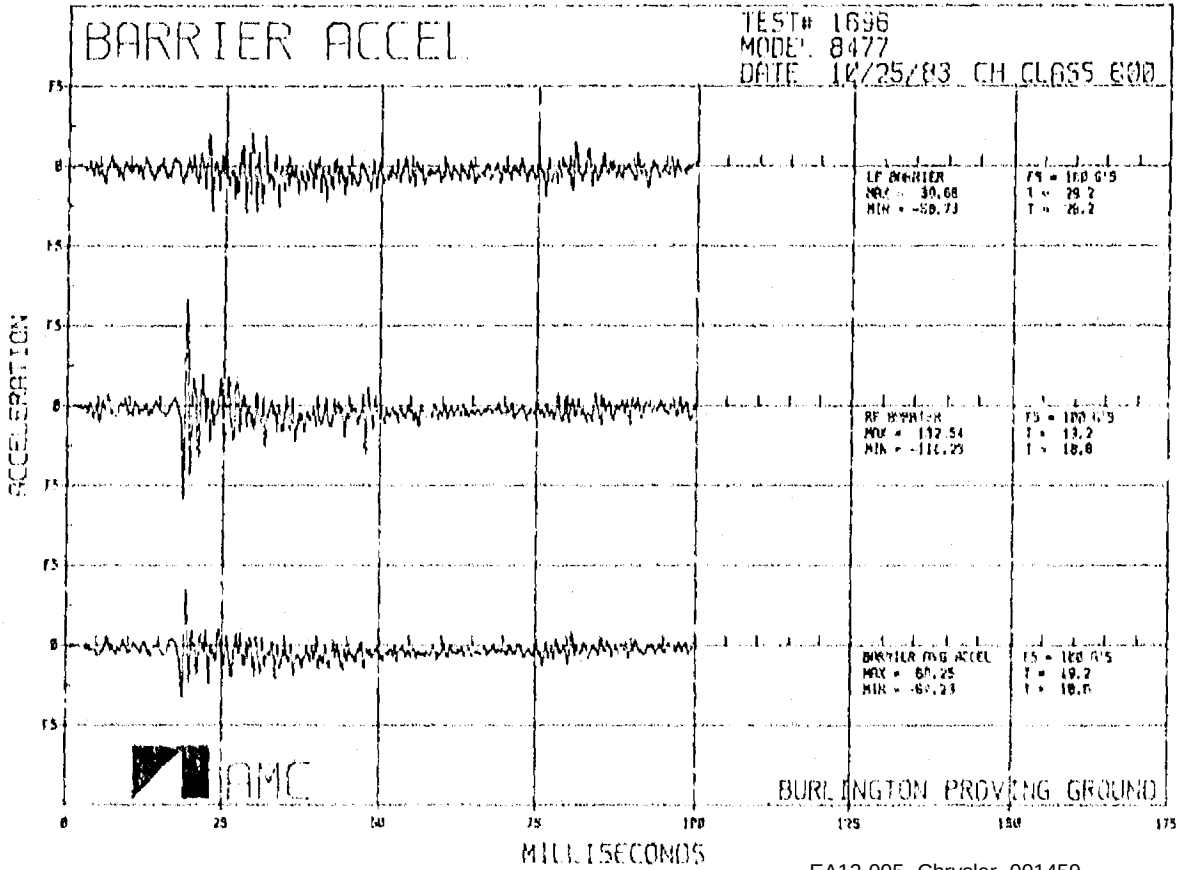

BARRIER ACCEL
TEST# 1696
MODEL 8477
DATE 10/25/83 CH CLASS 600
LF BARRIER
MAX = 30.68
MIN = -50.73
FS = 100 G'S
T = 29.2
T = 26.2
RF BARRIER
MAX = 112.54
MIN = -112.25
FS = 100 G'S
T = 13.2
T = 18.8
BARRIER DIG ACCEL
MAX = 60.25
MIN = -60.23
FS = 100 G'S
T = 19.2
T = 18.8
FS
0
ACCELERATION
0
25
50
75
100
125
150
175
MILLISECONDS
AMC
BURLINGTON PROVING GROUND

Image Source Inc
801 Front Street
Toledo Ohio 43605
419/877-1111

DECLARATION OF INTENT AND PURPOSE

I Maria J. Cardenas, employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the Chrysler Corp AMC Vehicle Crash tests created during its normal course of business and that:

It is the express intent and purpose of this organization to destroy or otherwise dispose of the original records microphotographed herein, and that:

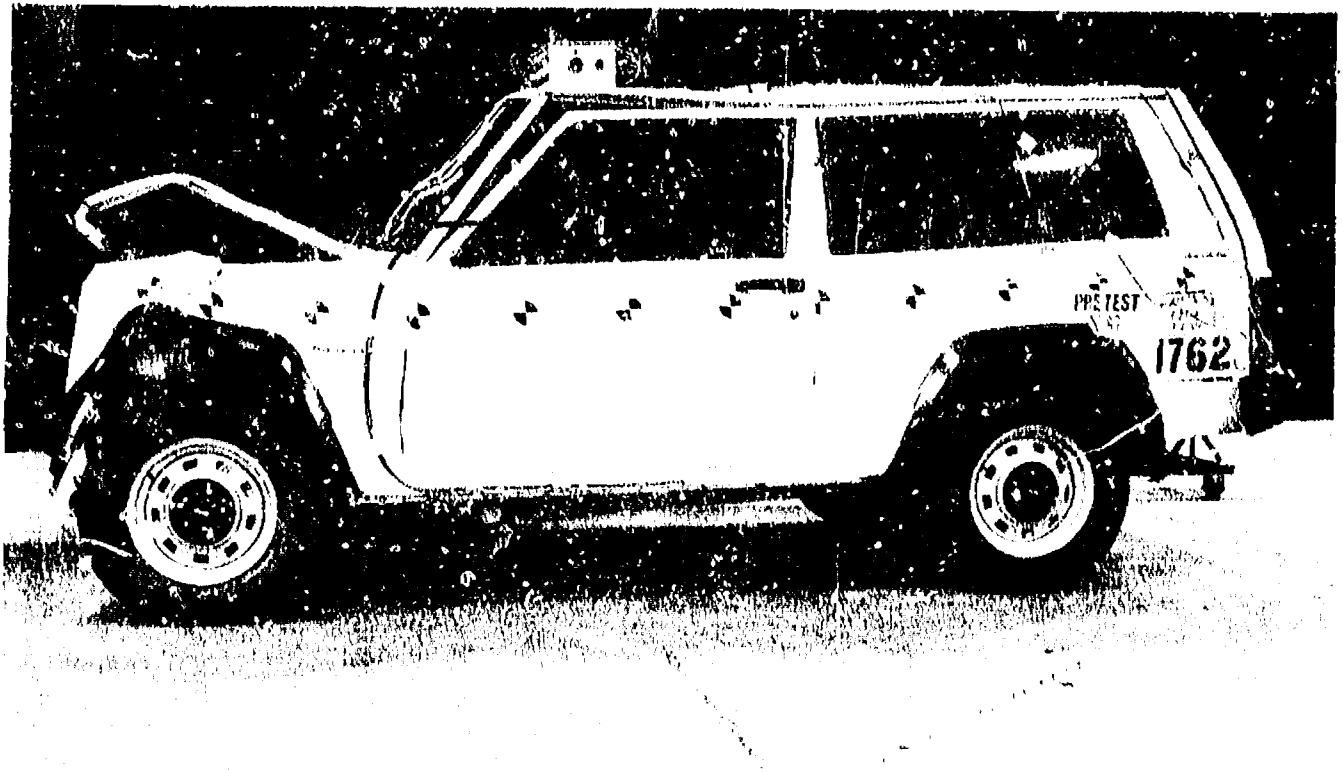
The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 4 (Month) 6 (Day) 1995 — Maria J. Cardenas (Signature)

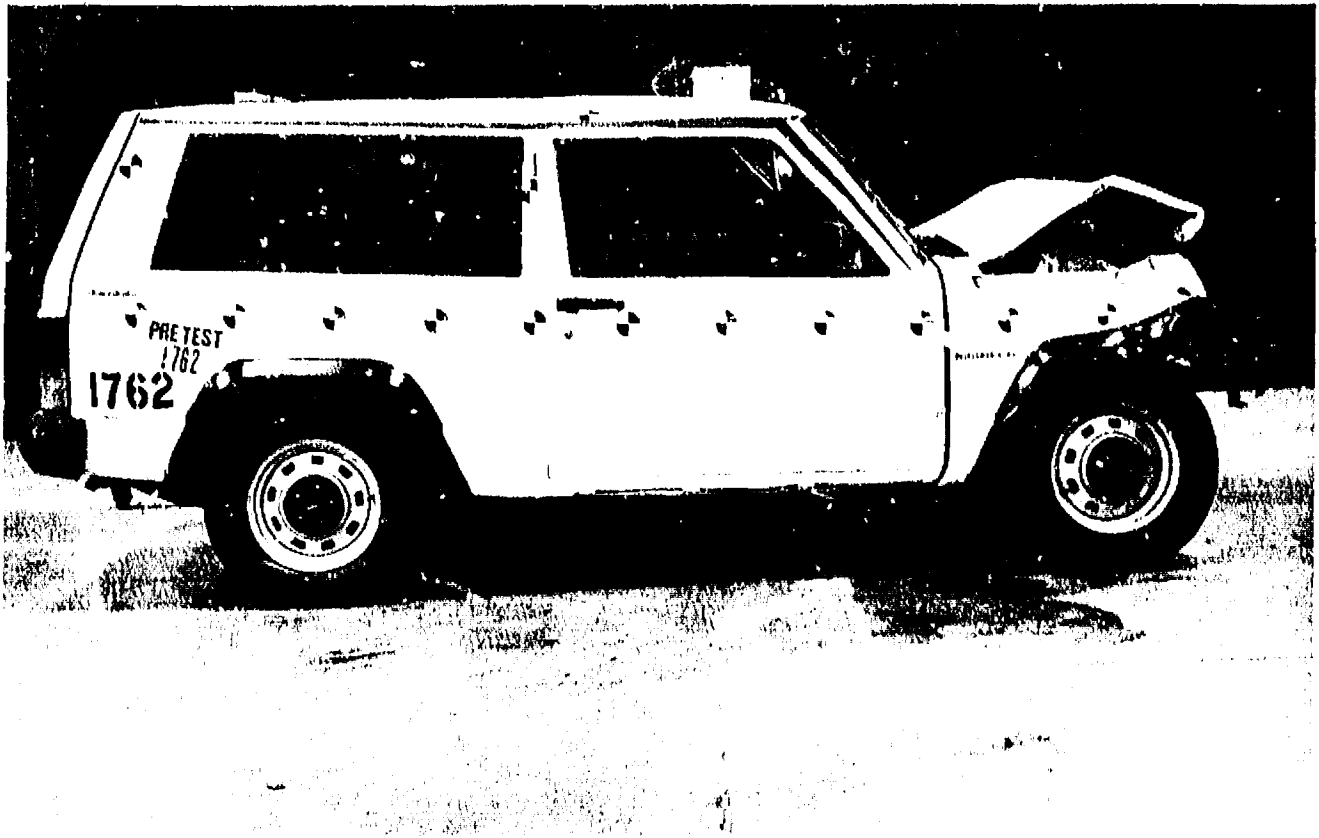
Place Toledo (City) Ohio (State) — Camera Operator (Title)

801 Front (Location)



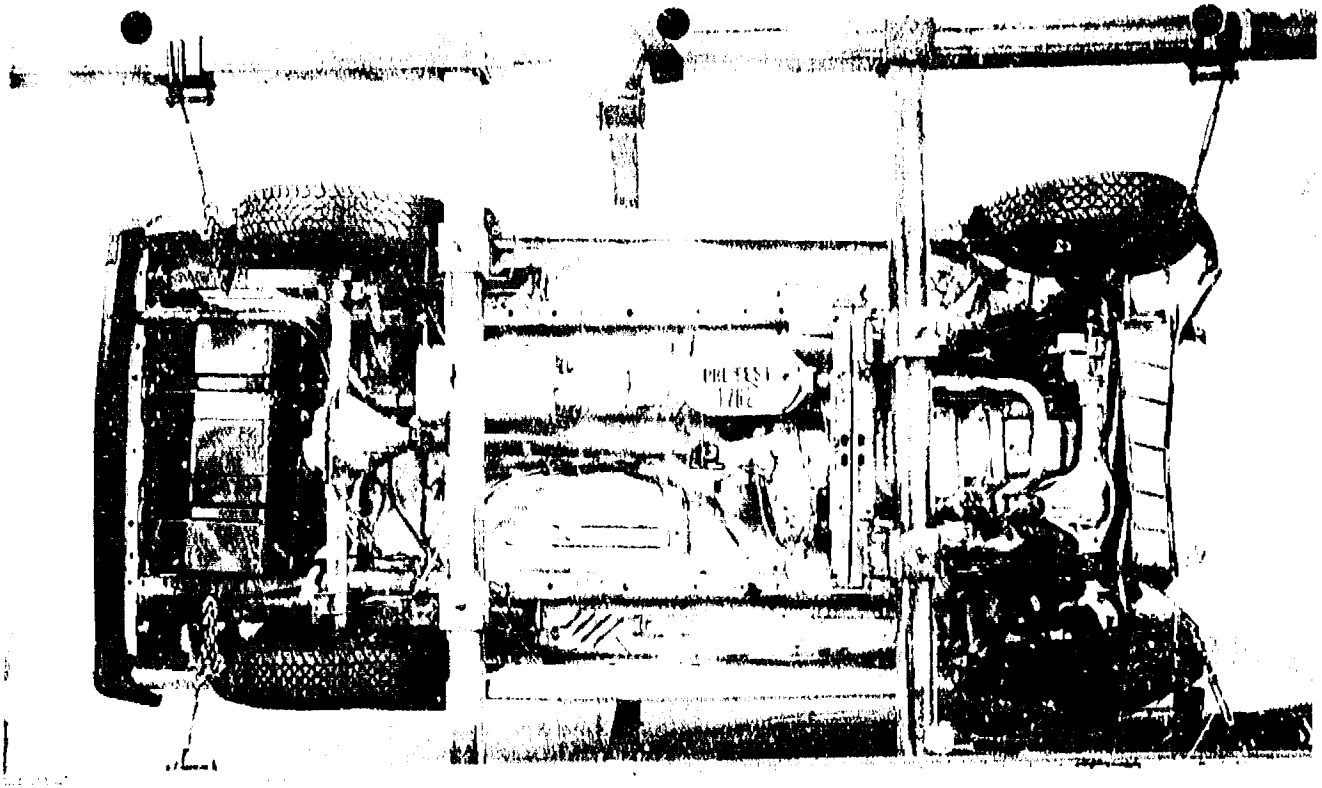
WISCONSIN SAFETY TEST SERVICE

WISCONSIN SAFETY TEST SERIES

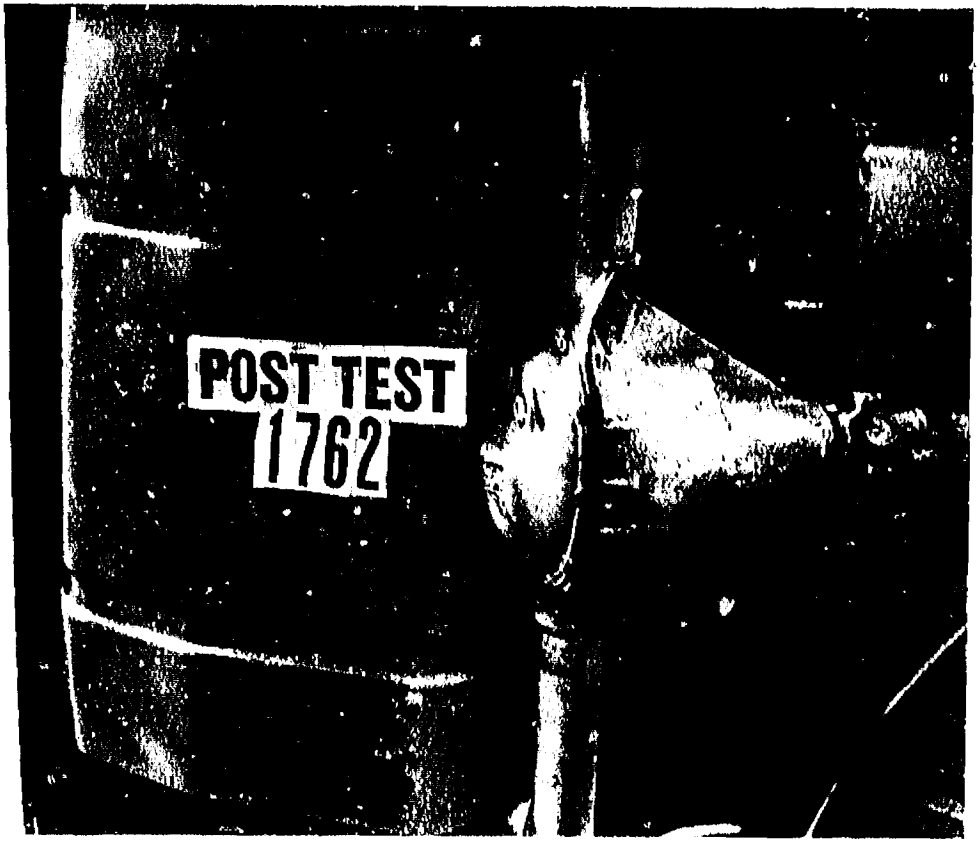


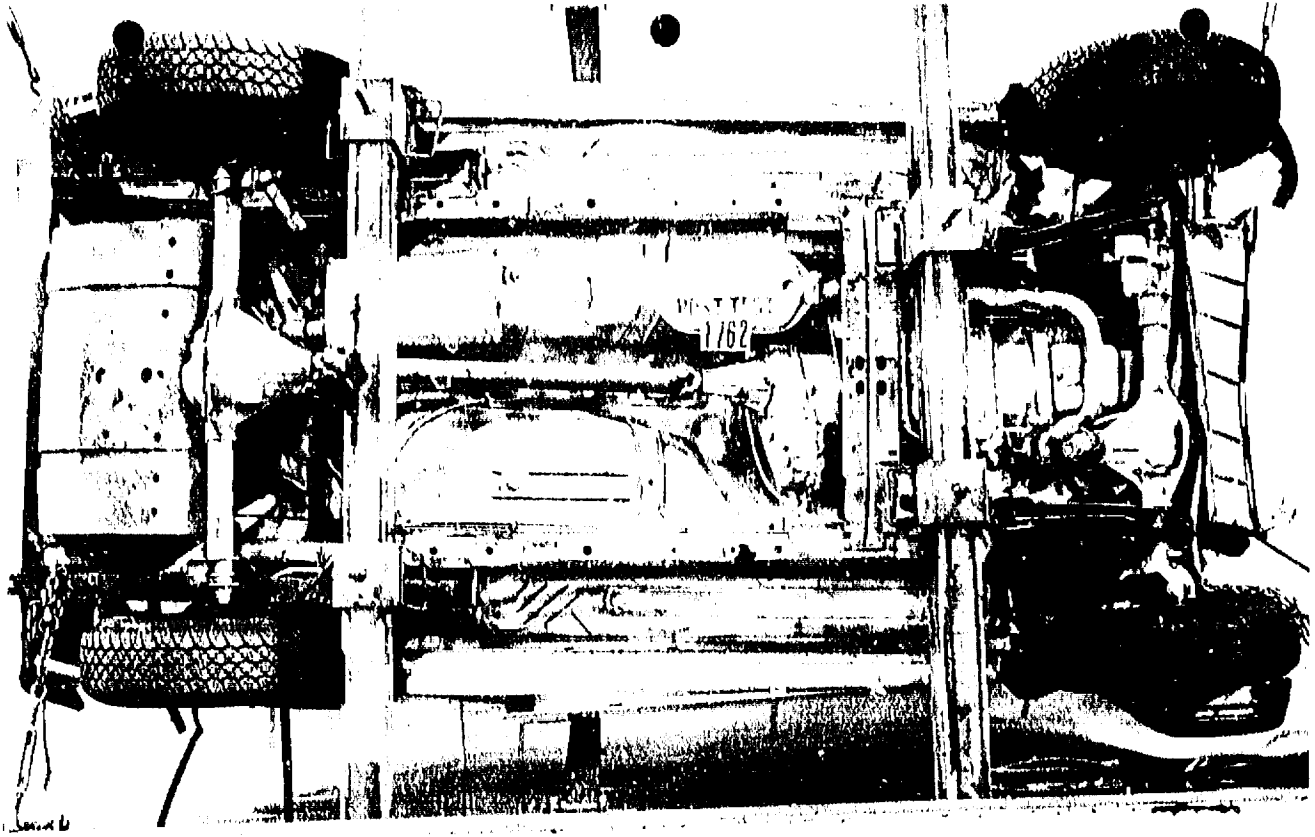
WISCONSIN SAFETY TEST SERVICES

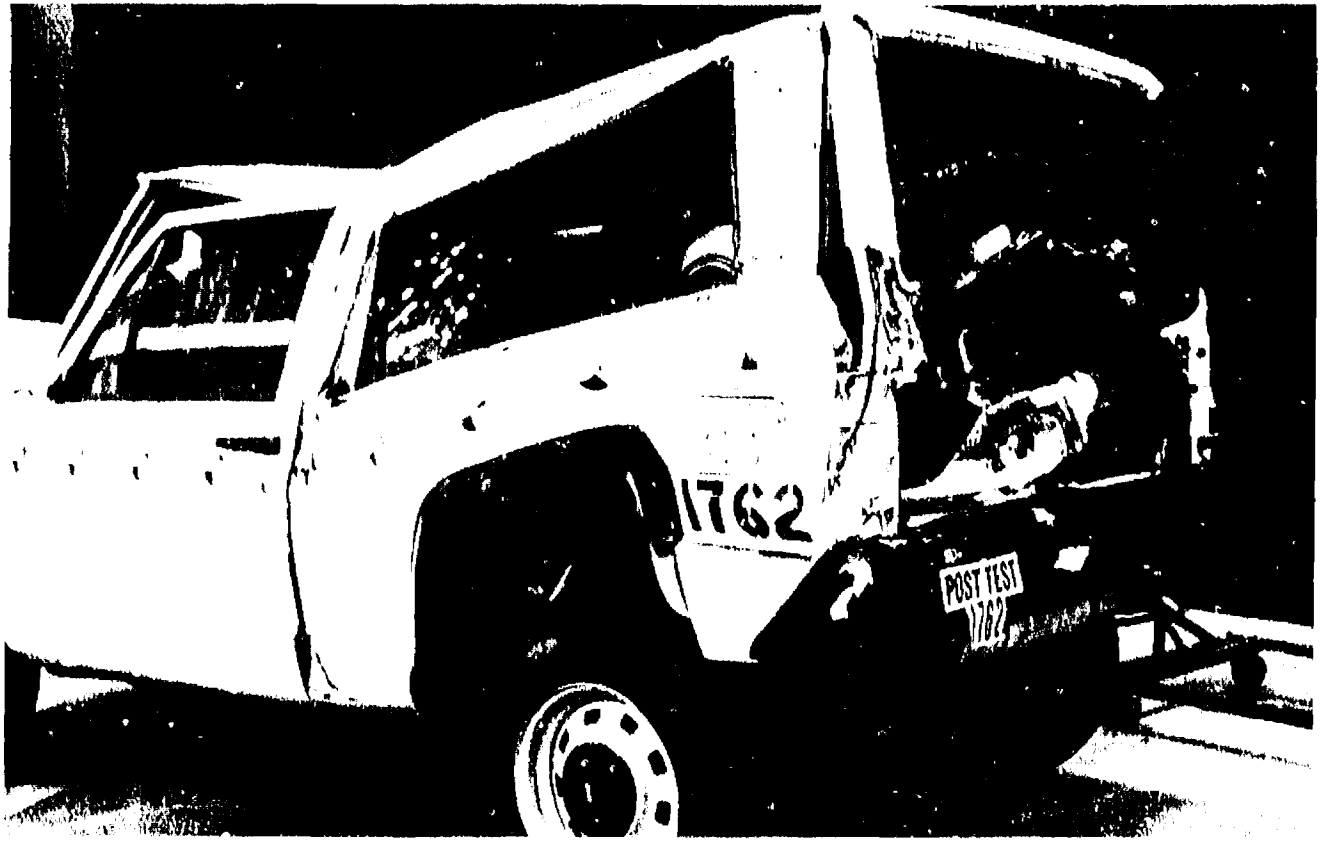

H123
Jeep
PRE TEST
1762




PRE TEST


POST TEST
1762


POST TEST
1762



WISCONSIN SAFETY TEST SERVICES

WISCONSIN SAFETY TEST SERVICES

Image Source Inc.
801 Front Street
Toledo, Ohio 43605
419/697-1111

DECLARATION OF INTENT AND PURPOSE

I Leslie Ferrara, employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the Chrysler AMC Vehicle Crash Tests created during its normal course of business and that:

It is the express intent and purpose of this organization to destroy or otherwise dispose of the original records microphotographed herein, and that:

The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 12 (Month) 8 (Day) 1994

Place Toledo (City) OH (State)

Leslie Ferrara
Signature

Micrographic Operator
Title

801 Front St.
Location

WISCONSIN SAFETY TEST SERVICES

TEST REPORT NUMBER

1762

WRITTEN BY B. L. TURCO BJT

SENIOR TECHNICIAN

APPROVED BY T. R. HAYEK T. R. Hayek

PRINCIPAL ENGINEER

DATE April 18, 1984

K-176 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

SAFETY TEST REQUEST FORM

TEST TYPE: [ ] PERPENDICULAR FRONT [ ] 30 DEGREE LEFT FRONT [ ] 30 DEGREE RIGHT FRONT [X] REAR [ ] LEFT SIDE [ ] RIGHT SIDE [ ] OTHER (SPECIFY)

PURPOSE: [ ] DEVELOPMENT [X] CERTIFICATION [ ] OTHER

TEST TO: [X] AM14016 [ ] AM14173 [ ] AM14174 [ ] AM14187A [ ] AM14216 [ ] OTHER (SPECIFY) [ ] FMVSS208

VEHICLE DATA: MODEL 8477 ENGINE 2.8L V-6 TRANS AUTO. ID. 1JCW07716ET[redacted]

OTHER EQUIPMENT FUEL TANK SKID PLATE

FUEL CAPACITY 20.2 VEHICLE HEIGHTS: FRONT _____ REAR _____

VEHICLE WEIGHTS: FRONT 2012 REAR 2116 TOTAL 4128 LBS.

INSTRUMENTATION DEVIATIONS: _____

PHOTO COVERAGE DEVIATIONS: _____

SPECIAL INSTRUCTIONS THIS TEST IS A RESTRIKE OF THE VEHICLE PREVIOUSLY TESTED AS 1748 WHICH WAS A FRONT IMPACT.

MODIFICATIONS AT AMTEK _____

MODIFICATIONS AT WISCONSIN SAFETY TEST SERVICES INSTALL THE FUEL TANK SKID PLATE SUPPLIED BY AMTEK.

CHARGE TO: _____

TEST REQUESTOR L. BAKER DATE 3/28/84 APPROVED W. HUK DATE 3/30/84

WISCONSIN SAFETY TEST SERVICES - RECEIVED AND REVIEWED T. HAYEK DATE 3/30/84

K-186 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

TEST OBJECTIVE

THE TEST VEHICLE WAS A 1984 JEEP XJ TWO DOOR WAGON MODEL 8477 EQUIPPED WITH A FUEL TANK SKID PLATE. THE VEHICLE WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 3/29/84 AND UNDERWENT A PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE REAR IMPACT TEST WAS PERFORMED ON 4/3/84 AT A SPEED OF 30.1 MPH. ANALYSIS OF TEST RESULTS INDICATE THIS VEHICLE PASSED THE PERFORMANCE CRITERIA OF AM14046.

K-185 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

TEST OBSERVATIONS

THE SPARE TIRE AND JACK REMAINED SECURED DURING THE TEST.

8-182 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT FIXED BARRIER

TEST SPEED 30.1 MPH. TEST DATE 4/3/84 VEHICLE MODEL 8477

SPECIFICATION	NOT TESTED	PASS	FAIL	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14046 REF. FMVSS 301 FUEL SYSTEM INTEGRITY	[ ]	[X]	[ ]	ON SITE 0.5 OZ. MAX DURING IMPACT	NONE
		[X]	[ ]	2.5 OZ. MAX IN FIRST 5 MIN.	NONE
		[X]	[ ]	0.5 OZ. MAX PER MIN. FOR NEXT 25 MIN.	NONE
		[X]	[ ]	POST TEST ROLLOVER 2.5 OZ. MAX IN FIRST 5 MIN.	NONE
		[X]	[ ]	0.5 OZ. MAX PER MIN. NEXT 3 MIN.	NONE
SFAM 14173 REF. FMVSS 212 WINDSHIELD RETENTION	[X]	[ ]	[ ]	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF. FMVSS 204 STEERING COLUMN INTRUSION	[X]	[ ]	[ ]	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	____ DYNAMIC ____ STATIC
SFAM 14216 REF. FMVSS 219 WINDSHIELD ZONE INTRUSION	[X]	[ ]	[ ]	PROTECTED ZONE MUST NOT BE VIOLATED - SEE AM 14216	
FMVSS 208 INJURY CRITERIA	[X]	[ ]	[ ]	HIC NOT TO EXCEED 1000	DRIVER ____ PASS. ____
		[ ]	[ ]	CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS.	____ ____
		[ ]	[ ]	LEFT FEMER LOAD NOT TO EXCEED 2250 LBS.	____ ____
		[ ]	[ ]	RIGHT FEMER LOAD NOT TO EXCEED 2250 LBS.	____ ____

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION.

COMMENTS

EA12-005- Chrysler -001552

SIGNATURE B. L. TURCO DATE 4/14/84

K-178 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

TEST CONDITIONS

TEST SPEED 30.1 MPH DATE 4/3/84 TIME 11:47 AM

AMBIENT TEMPERATURE 40 DEGREES F. WEATHER CLOUDY

WEIGHTS: BALLAST 600 LBS. @ CARGO AREA DUMMIES NONE LBS.

260 LBS. @ FRONT FLOOR FUEL: 19.2 GALS (95%) 124 LBS.

LBS. @ EQUIPMENT 25 LBS.

TEST WEIGHT: FRONT 2004 LBS. REAR 2120 LBS. TOTAL 4124 LBS.

VEHICLE HEIGHTS: L.F. R.F. L.R. 27.52" R.R. 27.64"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

VEHICLE AS RECEIVED

PRIOR USEAGE 30 MPH FRONT IMPACT TEST 1748

GAWR/GVWR: FRONT AXLE LBS. REAR AXLE LBS. TOTAL LBS.

WEIGHT WITH % FUEL FILL: FRONT LBS. REAR LBS TOTAL LBS.

VEHICLE HEIGHTS: L.F. R.F. L.R. R.R.

[ ] AXLE TO SILL [ ] FENDER TO GROUND [ ] OTHER

ACTUAL MODEL TESTED 8477 TESTED FOR 8477 VIN NO. 1JCWB7716ET[redacted]

ENGINE 2.8L V-6 TRANSMISSION AUTO. PLT. BUILT TOLEDO

SEAT TYPE: [X] BUCKET [ ] INDIVIDUAL [ ] OTHER

STEERING WHEEL: [X] STD. [ ] SPORT [ ] OTHER

STEERING COLUMN TYPE: [X] STD. PROD. [ ] TILT PROD. [ ] OTHER

FRONT BUMPER: [X] PROD. [ ] OTHER

REAR BUMPER: [X] PROD. [ ] OTHER

FUEL SYSTEM: CAPACITY 20.2 GALS. [X] PROD. [ ] OTHER

COMMENTS

SIGNATURE D. CRUCIANELLI DATE 4/3/84

X-184 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

INSTALL FUEL TANK SKID PLATE FURNISHED BY AMTEK (JAS/LOB).

TORQUED FUEL TANK STRAPS TO 60 IN-LBS (JAS/TRH).

AMTEK

NONE

K-176 (12/83)

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1762

SFAM 14046 TEST RESULTS - REFERENCE FMVSS 301 FUEL SYSTEM INTEGRITY

ON SITE

TOTAL FUEL LOSS DURING IMPACT NONE

TOTAL FUEL LOSS IN THE 5 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT NONE

MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 5 MIN. - TOTAL WT.	1 MIN. INTERVAL - MAX RATE
0 - 90 DEGREES	NONE	NONE
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

☐ ROLL CLOCKWISE

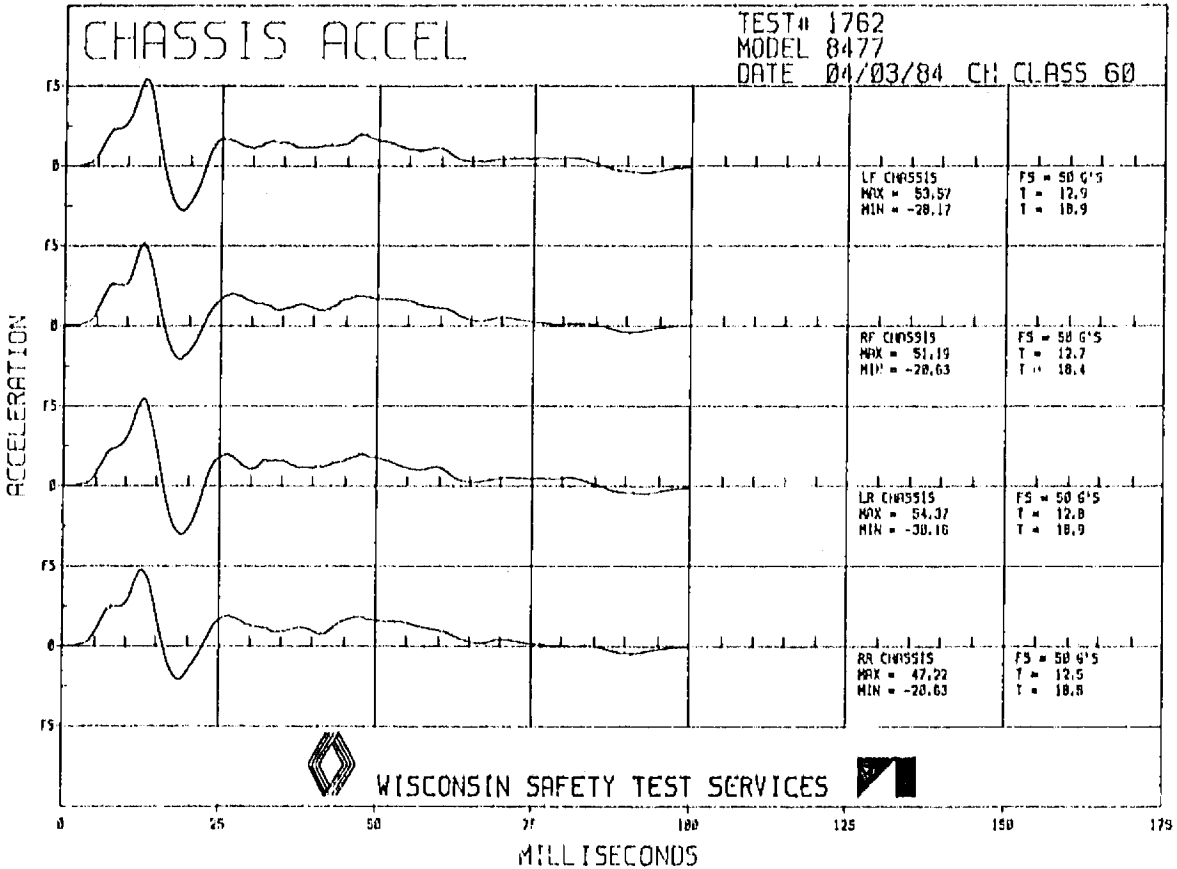
☒ ROLL COUNTERCLOCKWISE

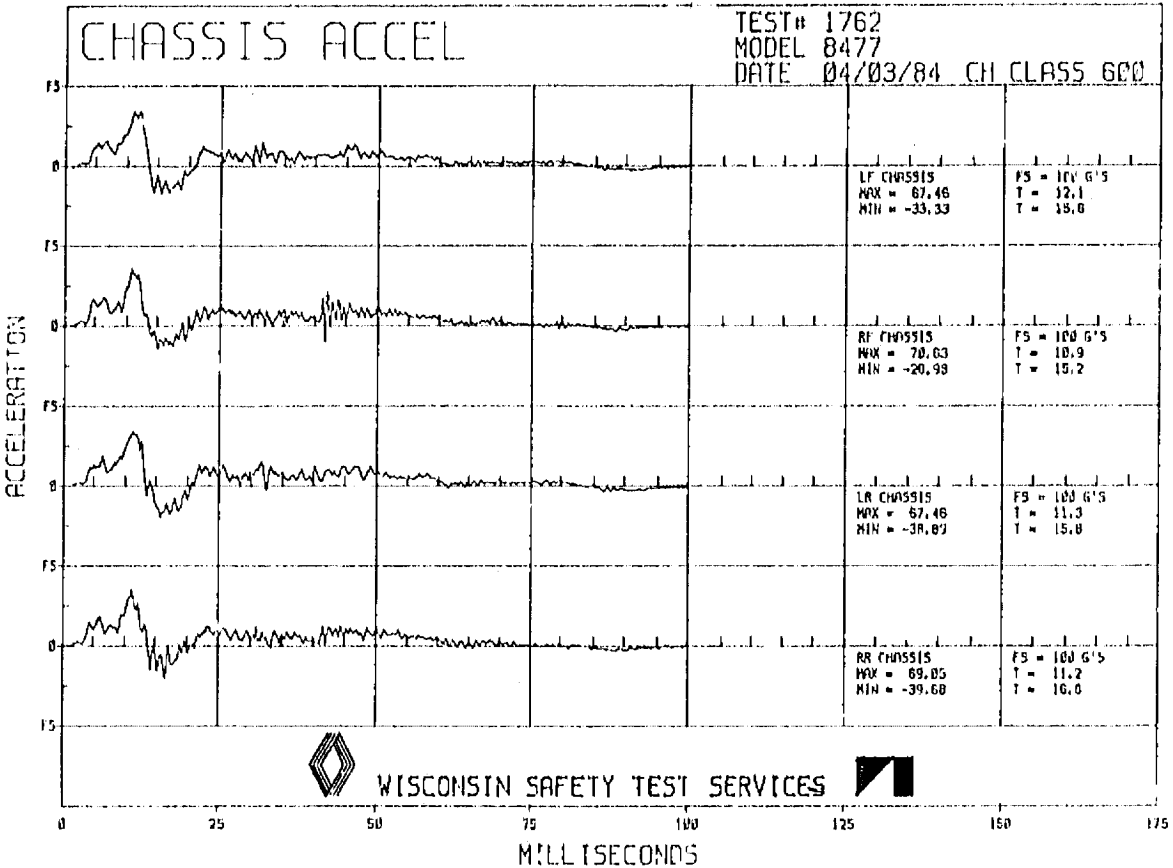
TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER 3 HOURS

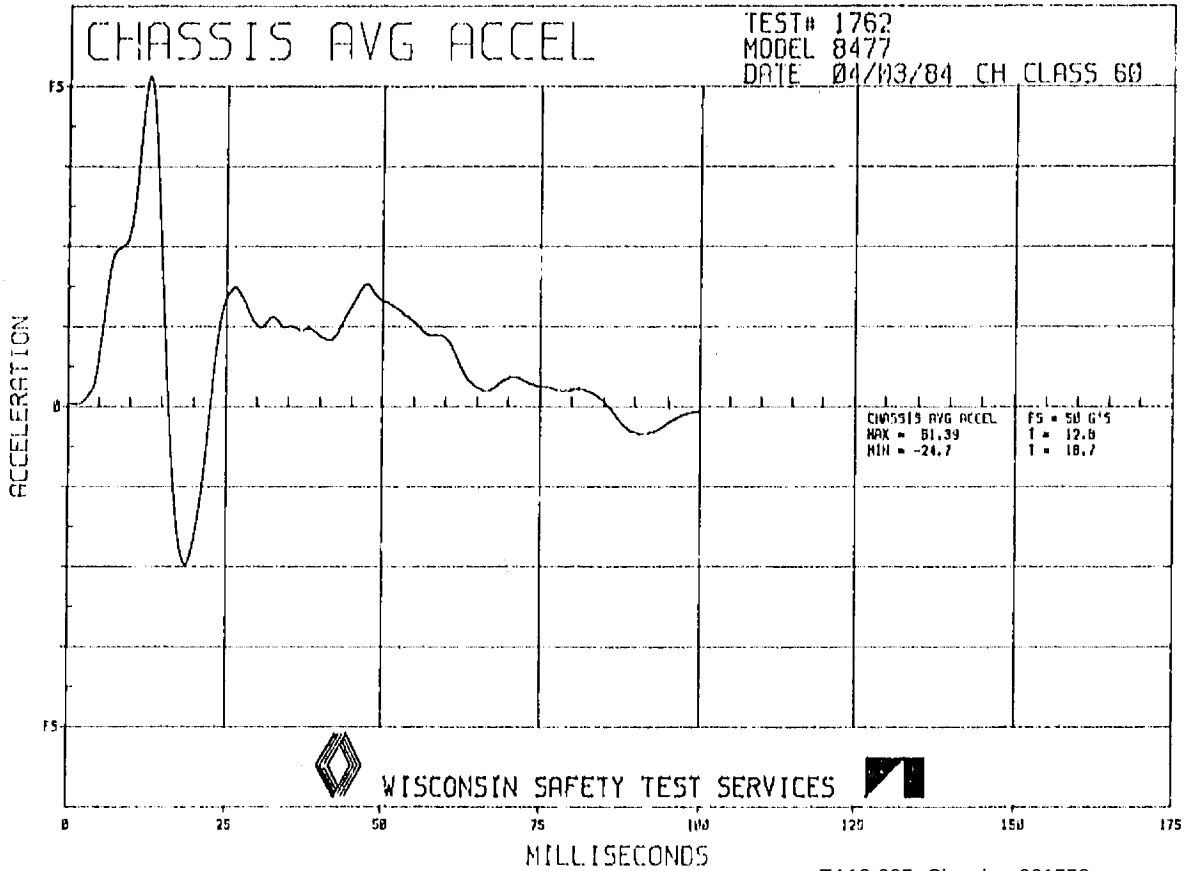
NOTE: ALL FUEL LOSS MEASUREMENTS ARE IN OZ.BY WEIGHT.

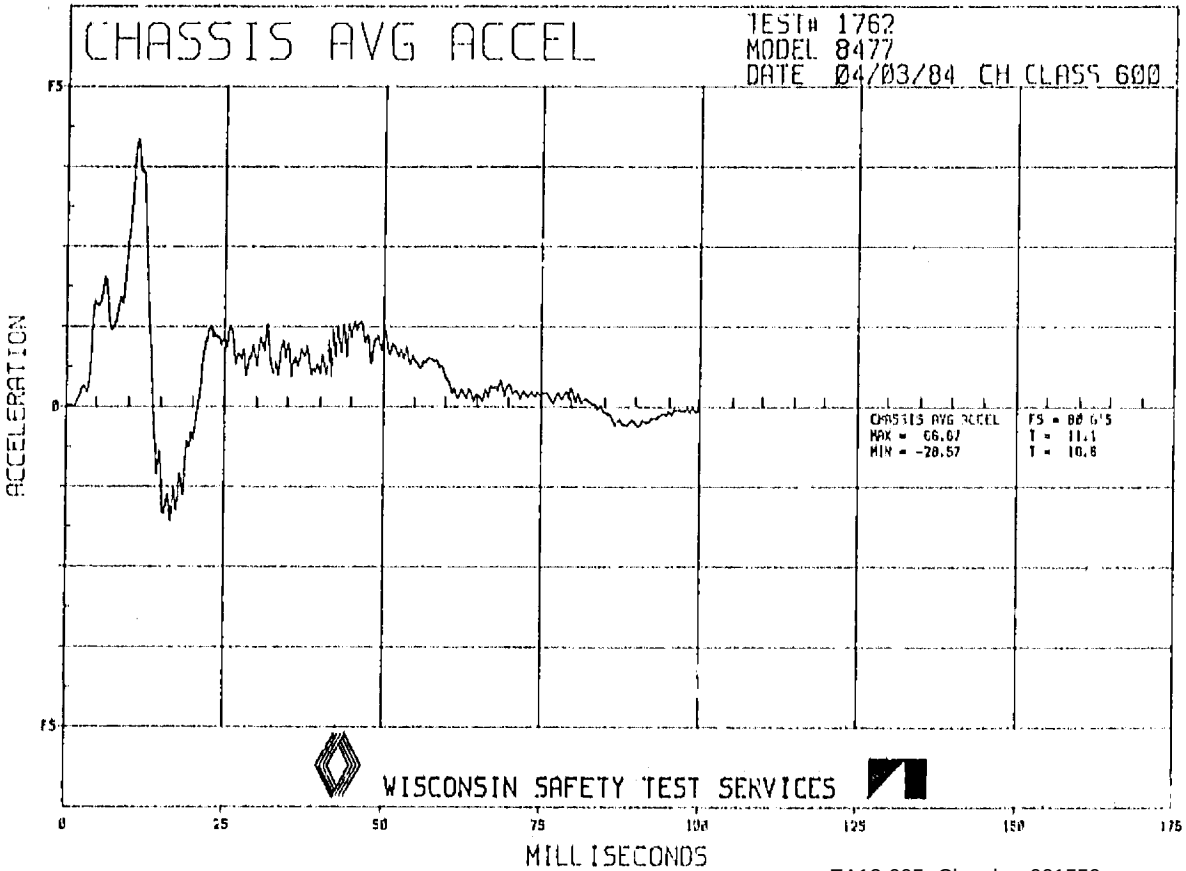
COMMENTS THIS VEHICLE HAD PREVIOUSLY UNDERGONE A FRONT IMPACT TEST NO. 1748 DURING WHICH THE FRONT SEATS WERE DAMAGED. NO DUMMIES WERE USED IN THIS TEST BECAUSE OF THE SEAT DAMAGE.

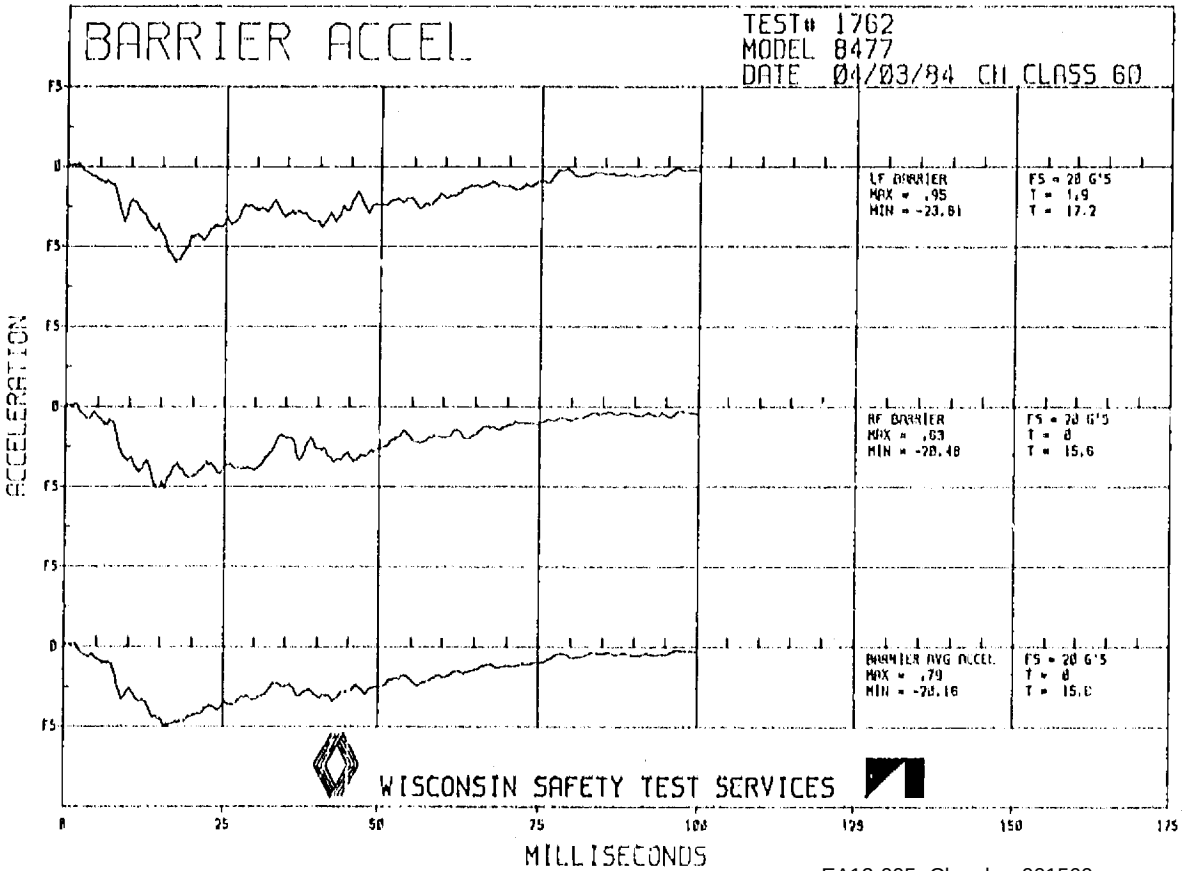
SIGNATURE D. CRUCIANELLI DATE 4/3/84


CHASSIS ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLASS 60
LF CHASSIS
MAX = 53.57
MIN = -28.17
FS = 50 G'S
T = 12.9
T = 18.9
RF CHASSIS
MAX = 51.19
MIN = -28.63
FS = 50 G'S
T = 12.7
LR CHASSIS
MAX = 54.37
MIN = -30.16
FS = 50 G'S
T = 12.8
T = 18.9
RR CHASSIS
MAX = 47.22
MIN = -28.63
FS = 50 G'S
T = 12.5
T = 18.8
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
FS
0
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLASS 600
LF CHASSIS
MAX = 67.46
MIN = -33.33
FS = 100 G'S
T = 12.1
T = 15.8
RF CHASSIS
MAX = 70.63
MIN = -20.98
FS = 100 G'S
T = 10.9
T = 15.2
LR CHASSIS
MAX = 67.46
MIN = -38.89
FS = 100 G'S
T = 11.3
T = 15.8
RR CHASSIS
MAX = 69.05
MIN = -39.68
FS = 100 G'S
T = 11.2
T = 16.0
ACCELERATION
FS
0
MILLISECONDS
0
25
50
75
100
125
150
175
WISCONSIN SAFETY TEST SERVICES


CHASSIS AVG ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLASS 60
FS
0
FS
ACCELERATION
CHASSIS AVG ACCEL
MAX = 81.39
MIN = -24.7
FS = 50 G'S
T = 12.8
T = 18.7
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLASS 600
FS
0
FS
ACCELERATION
CHASSIS AVG ACCEL
MAX = 66.67
MIN = -28.57
FS = 80 G'S
T = 11.1
T = 10.8
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLASS 60
LF BARRIER
MAX = .95
MIN = -23.81
FS = 20 G'S
T = 1.9
T = 17.2
RF BARRIER
MAX = .63
MIN = -20.48
FS = 20 G'S
T = 0
T = 15.6
BARRIER AVG ACCEL.
MAX = .79
MIN = -20.16
FS = 20 G'S
T = 0
T = 15.0
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ACCELERATION
FS
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0
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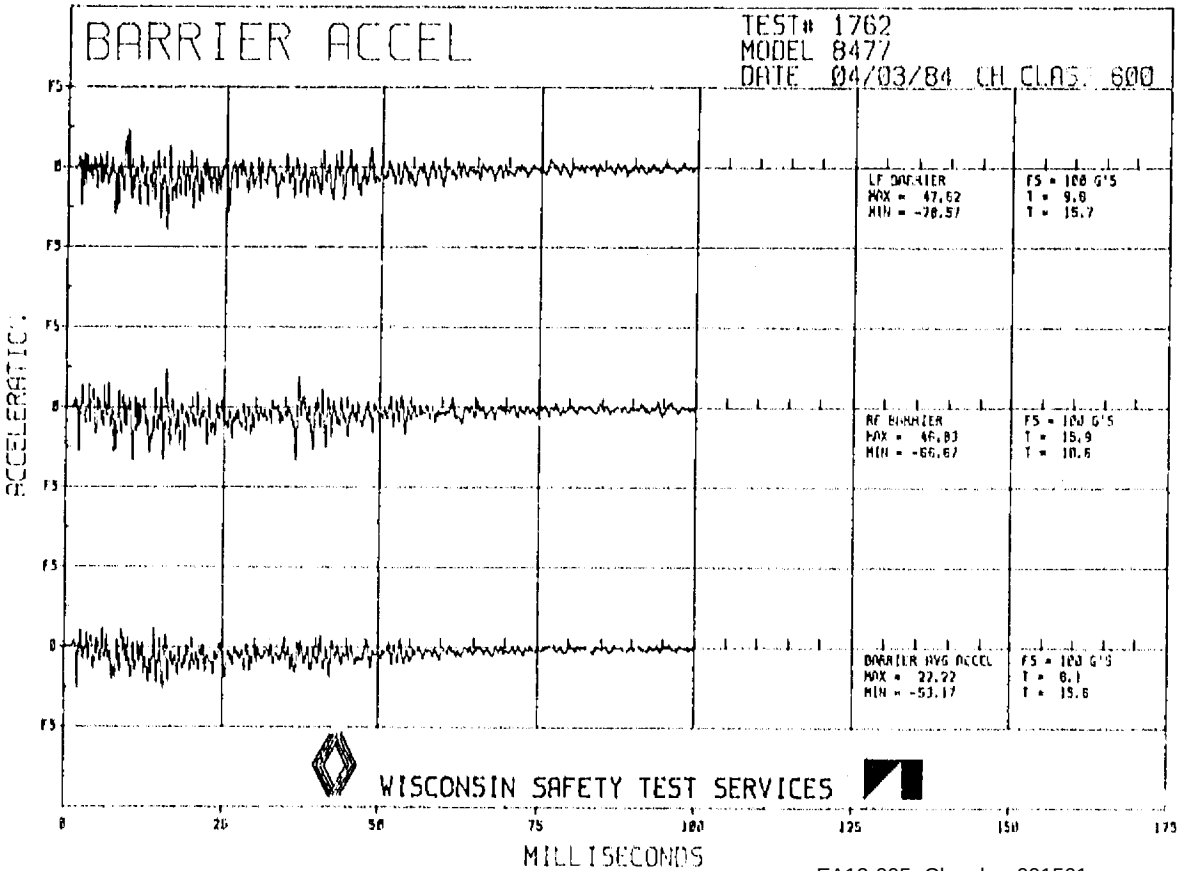
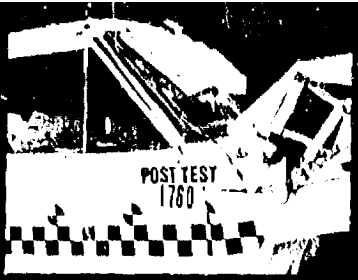
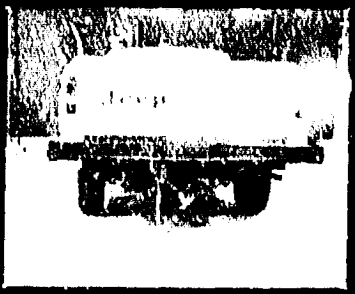
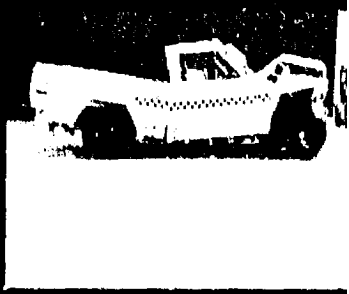
75
100
125
150
175
MILLISECONDS

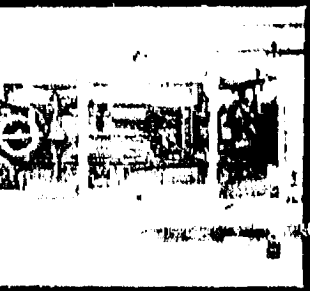

BARRIER ACCEL
TEST# 1762
MODEL 8477
DATE 04/03/84 CH CLAS: 600
LF BARRIER
MAX = 47.62
MIN = -70.57
FS = 100 G'S
T = 9.8
T = 15.7
RF BARRIER
MAX = 46.83
MIN = -66.67
FS = 100 G'S
T = 15.9
T = 10.6
BARRIER AVG ACCEL
MAX = 22.22
MIN = -53.17
FS = 100 G'S
T = 6.1
T = 15.6
ACCELERATION
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS

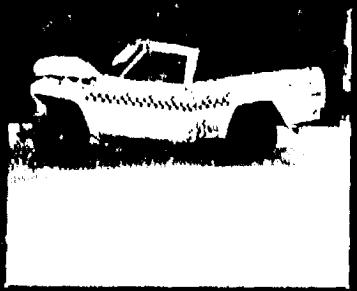

POST TEST
1760

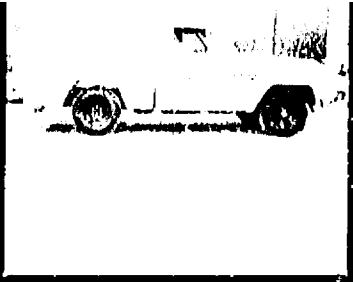

POST TEST
1760

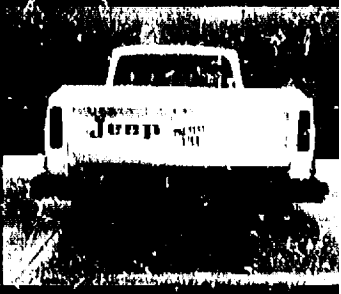


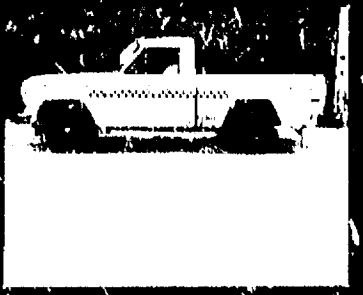


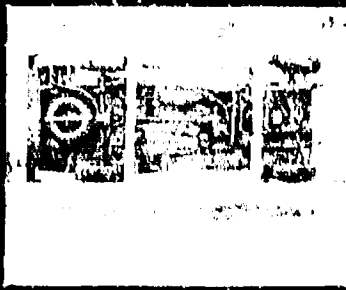












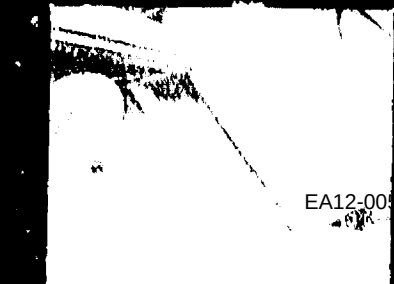


Image Source Inc.
601 Front Street
Toledo Ohio 43605
419/697-1111

DECLARATION OF INTENT AND PURPOSE

I Leslie Ferman, employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the

Chrysler AMC Crash Tests

created during its normal course of business and that:

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The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 12 - 13 1994
Month Day

Place Toledo OH
City State

Leslie F. Ferman
Signature

Micrographic Tech
Title

801 Front St
Location

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST REPORT NUMBER

1888

WRITTEN BY K. E. ERIKSSON
TECHNICAL DATA ANALYST — DATA SERVICES

APPROVED BY T. R. HAYEK
MANAGER

DATE May 24, 1985

FI AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1888

SAFETY TEST REQUEST FORM

TEST TYPE: ☐ PERPENDICULAR FRONT ☐ 30 DEGREE LEFT FRONT ☐ 30 DEGREE RIGHT FRONT ☒ REAR ☐ LEFT SIDE ☐ RIGHT SIDE ☐ OTHER (SPECIFY)

PURPOSE: ☐ DEVELOPMENT ☒ CERTIFICATION ☐ OTHER

TEST TO: ☒ AM14046 ☐ AM14173 ☐ AM14171 ☐ AM14187A ☐ AM14210 ☐ OTHER (SPECIFY) ☐ FMVSS208

VEHICLE DATA: MODEL 8677 ENGINE 1-4 TRANS. MANUAL ID. 6C-008

OTHER EQUIPMENT AIR CONDITIONING, POWER STEERING

FUEL CAPACITY 20.2 VEHICLE HEIGHTS: FRONT _____ REAR _____

VEHICLE WEIGHTS: FRONT 1928 REAR 2149 TOTAL 4077

INSTRUMENTATION DEVIATIONS: _____

PHOTO COVERAGE DEVIATIONS: _____

SPECIAL INSTRUCTIONS _____

MODIFICATIONS AT AMTEK _____

MODIFICATIONS AT WISCONSIN SAFETY TEST SERVICES REPLACE REAR AXLE AND MODIFY PROP SHAFT. REAR AXLE WAS BENT FROM TEST #1887.

CHARGE TO: _____

TEST REQUESTOR L. O. BAKER DATE 3/5/85 APPROVED W. KIRK DATE 3/5/85

WISCONSIN SAFETY TEST SERVICES — RECEIVED AND REVIEWED T. R. HAYEK DATE 5/1/85

EA12-005- Chrysler -001648

K-176 (Rev 3/85)

TEST OBJECTIVE

THE CERTIFICATION TEST VEHICLE WAS A 1986 JEEP XJ 4WD TWO DOOR WAGON MODEL 8677. THE VEHICLE WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 5/3/85 AND UNDERWENT A PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE REAR IMPACT TEST WAS PERFORMED ON 5/21/85 AT A SPEED OF 30.6 MPH. ANALYSIS OF TEST RESULTS INDICATE THIS VEHICLE PASSED THE PERFORMANCE CRITERIA OF AM14046.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATIONS WERE MADE BEFORE THE TEST.

THE VEHICLE WAS USED FOR PRIOR FRONT IMPACT TEST #1887.

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE FUEL TANK RIGHT STRAP CAME OUT OF THE KEY SLOT AT IMPACT ALLOWING THE RIGHT SIDE OF THE FUEL TANK TO DROP DOWN BUT THE TANK DID NOT MAKE CONTACT WITH THE GROUND SURFACE.

THE JACK HANDLE CAME LOOSE.

THE SPARE TIRE REMAINED SECURED.

THE LATCH BROKE OFF OF THE REAR HATCH.

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1888

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER

TEST SPEED 30.6 MPH. TEST DATE 5/21/85 VEHICLE MODEL 8677

SPECIFICATION	NOT TESTED	PASS	FAIL	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14046 REF. FMVSS 301 FUEL SYSTEM INTEGRITY	☐			**ON SITE**	
		☒	☐	0.5 OZ. MAX DURING IMPACT	NONE
		☒	☐	2.5 OZ. MAX IN FIRST 5 MIN.	NONE
		☒	☐	0.5 OZ. MAX PER MIN. FOR NEXT 25 MIN.	NONE
				POST TEST ROLLOVER	
		☒	☐	2.5 OZ. MAX IN FIRST 5 MIN.	NONE
		☒	☐	0.5 OZ. MAX PER MIN. NEXT 3 MIN.	NONE
SFAM 14173 REF. FMVSS 212 WINDSHIELD RETENTION	☒	☐	☐	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF. FMVSS 204 STEERING COLUMN INTRUSION	☒	☐	☐	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC STATIC
SFAM 14216 REF. FMVSS 219 WINDSHIELD ZONE INTRUSION	☒	☐	☐	PROTECTED ZONE MUST NOT BE VIOLATED — SEE AM 14216	
					DRIVER PASS.
FMVSS 208 INJURY CRITERIA	☒	☐	☐	HIC NOT TO EXCEED 1000	
		☐	☐	CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS.	
		☐	☐	LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS.	
		☐	☐	RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS.	

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION.

COMMENTS

SIGNATURE K. E. ERIKSSON DATE 5/22/85

EA12-005- Chrysler -001651

K-182 (Rev 3/85)

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

INSTALLED AXLE FROM TEST #1921/1922, AND MODIFIED PROP SHAFT. (JPM/TRH)

THE FRONT FENDERS AND BUMPER WERE CUT AWAY. (JPM/TRH)

AMTEK

NONE

TEST CONDITIONS

TEST SPEED 30.6 MPH DATE 5/21/86 TIME 10:30 AM

AMBIENT TEMPERATURE 58 DEGREES F WEATHER SUNNY

WEIGHTS: BALLAST 1000 LBS. @ CARGO AREA DUMMIES NONE LBS.

175 LBS. @ TOEBOARD FUEL: 19.2 GALS (95%) 124.1 LBS.

LBS. @ EQUIPMENT 50 LBS.

TEST WEIGHT: FRONT 1790 LBS. REAR 2282 LBS. TOTAL 4072 LBS.

VEHICLE HEIGHTS: L.F. NA R.F. NA L.R. 27.12" R.R. 26.37"

☐ AXLE TO SILL ☒ FENDER TO GROUND ☐ OTHER

VEHICLE AS RECEIVED

PRIOR USAGE TEST #1887 PERPENDICULAR FRONT IMPACT

GAWR/GVWR: FRONT AXLE NA LBS. REAR AXLE NA LBS. TOTAL NA LBS.

WEIGHT WITH 95 % FUEL FILL: FRONT NA LBS. REAR NA LBS TOTAL NA LBS.

VEHICLE HEIGHTS: L.F. NA R.F. NA L.R. NA R.R. NA

☐ AXLE TO SILL ☐ FENDER TO GROUND ☐ OTHER

ACTUAL MODEL TESTED 8677 TESTED FOR 8677 VIN NO. 6C-008

ENGINE 1-4 TRANSMISSION MANUAL PLT. BUILT TOLEDO

SEAT: ☒ BUCKET ☐ INDIVIDUAL ☐ OTHER

STEERING WHEEL: ☐ STD. ☒ SPORT ☐ OTHER

STEERING COLUMN TYPE: ☒ STD. PROD. ☐ TILT PROD. ☐ OTHER

FRONT BUMPER: ☒ PROD. ☐ OTHER

REAR BUMPER: ☒ PROD. ☐ OTHER

FUEL SYSTEM: CAPACITY 20.2 GALS. ☐ PROD. ☐ OTHER

COMMENTS

SIGNATURE J. P. McCARTHY DATE 5/21/86

SFAM 14046 TEST RESULTS — REFERENCE FMVSS 301 FUEL SYSTEM INTEGRITY

ON SITE

TOTAL FUEL LOSS DURING IMPACT: NONE

TOTAL FUEL LOSS IN THE 5 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT: NONE

MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD: NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 5 MIN. — TOTAL WT.	1 MIN. INTERVAL — MAX RATE
0 - 90 DEGREES	NONE	NONE
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

☐ ROLL CLOCKWISE

☒ ROLL COUNTERCLOCKWISE

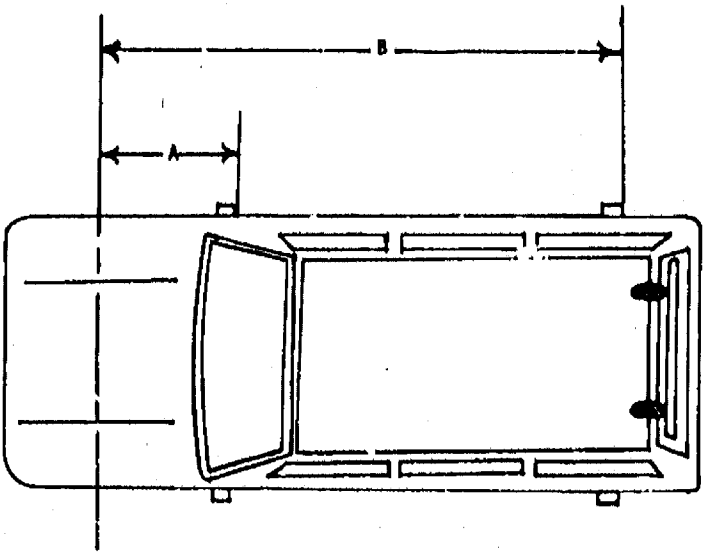
TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER: 3 HRS. 15 MIN.

NOTE: ALL FUEL LOSS MEASUREMENTS ARE IN OZ. BY WEIGHT.

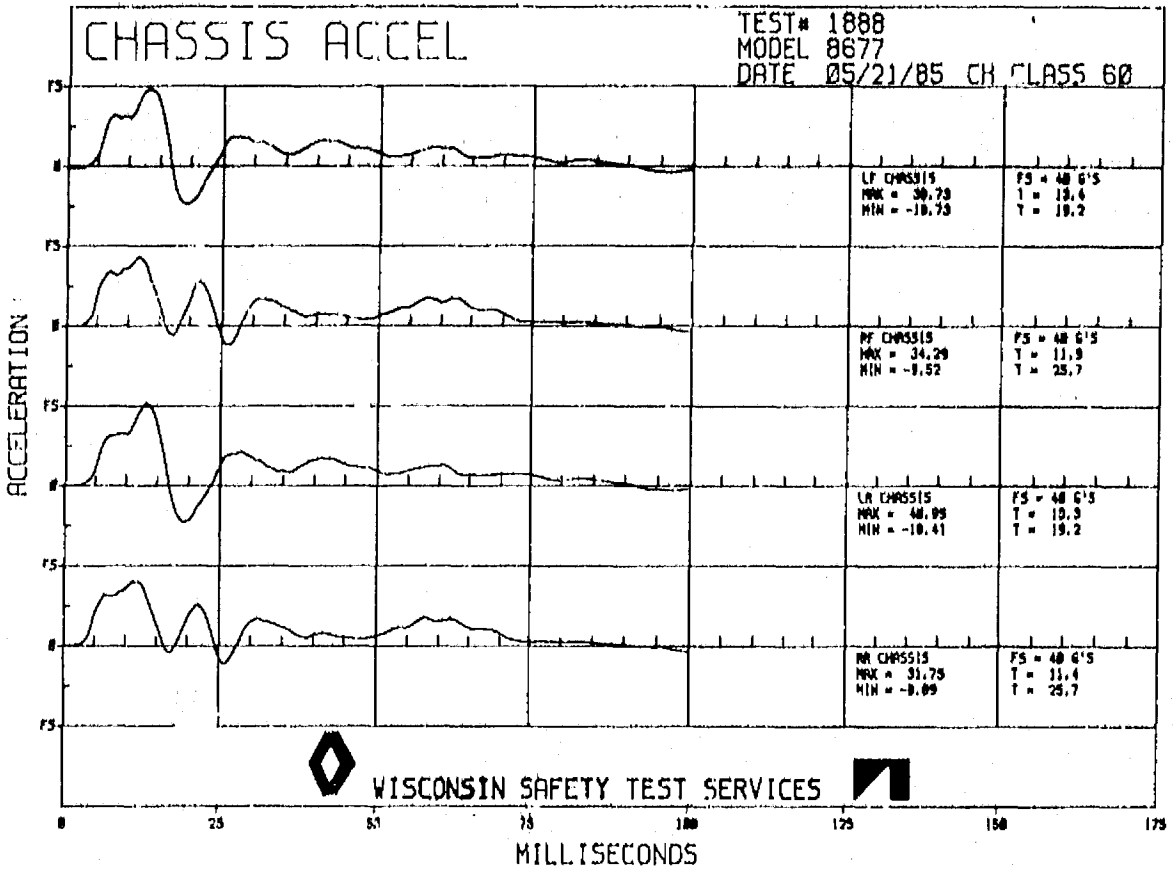
COMMENTS

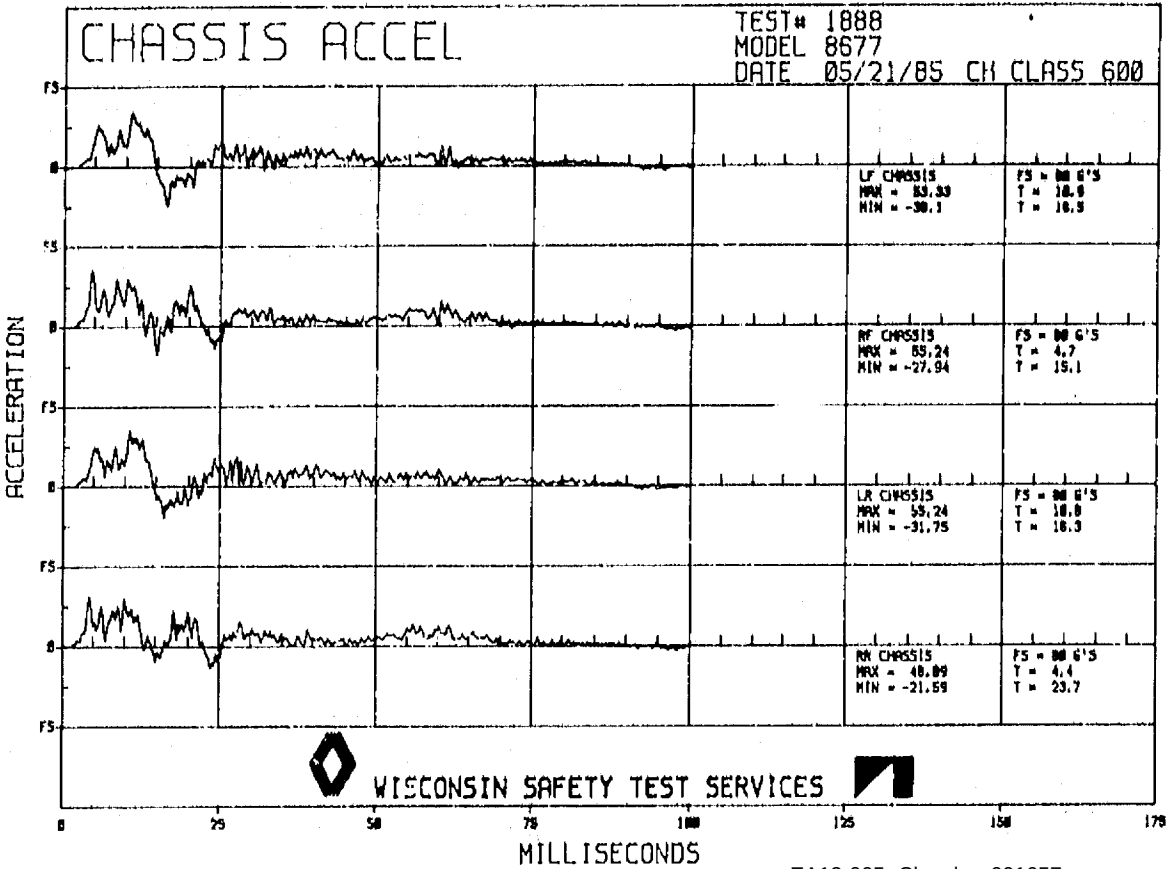
SIGNATURE: J. P. McCARTHY DATE: 5/21/85

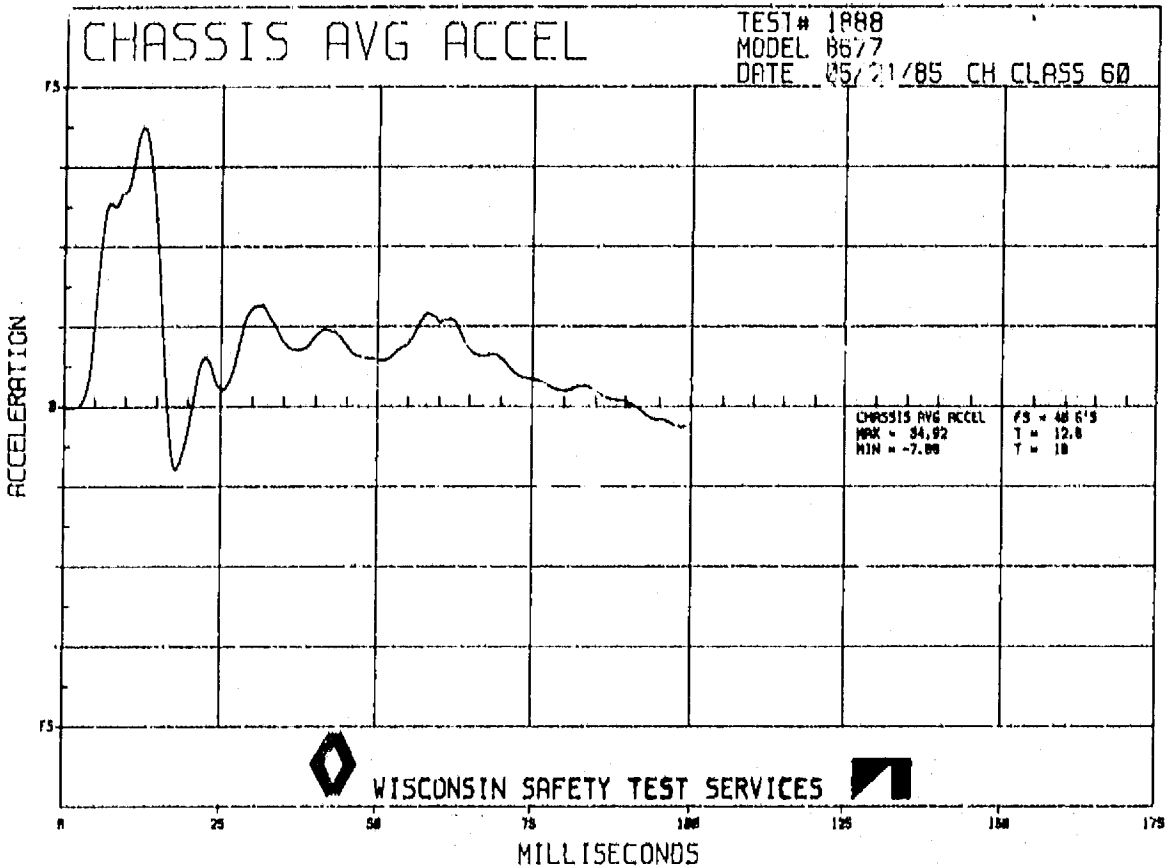
INSTRUMENTATION LOCATION

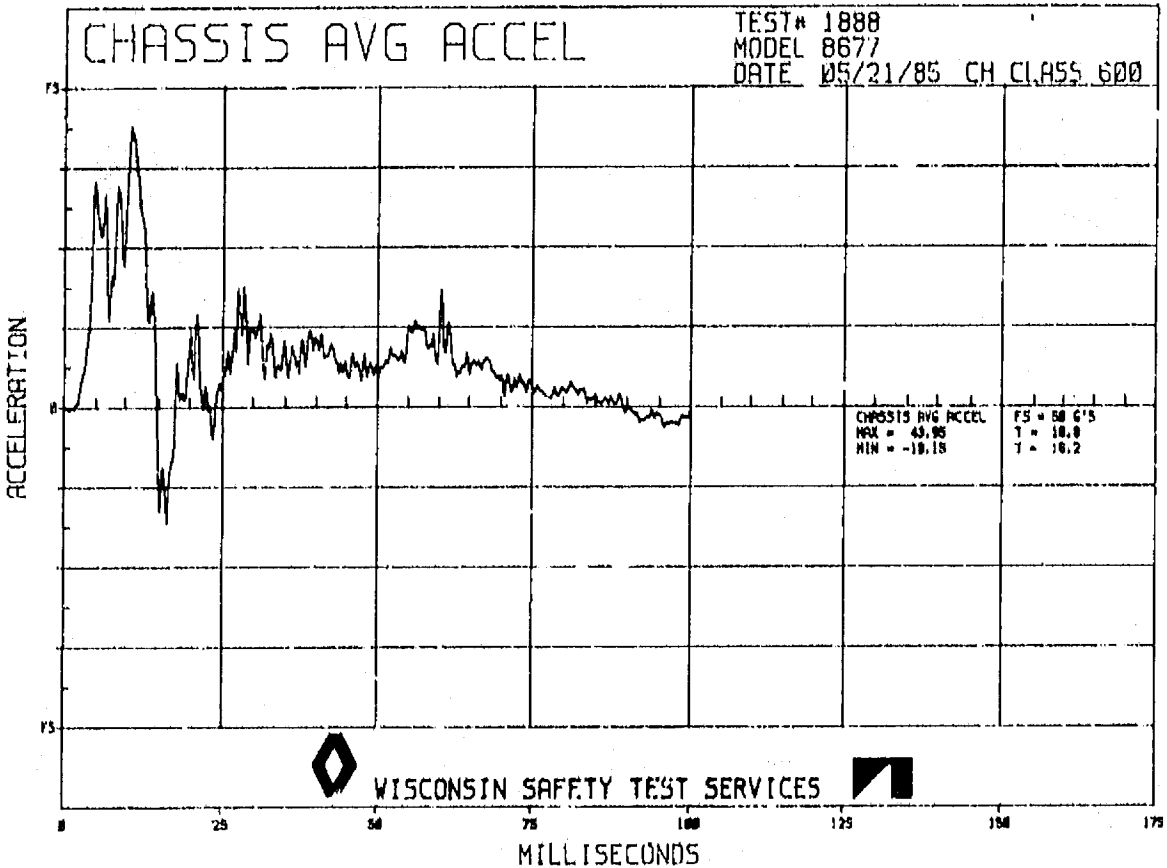


DEMENSION		DISTANCE FROM AXLE CENTERLINE
A	=	36"
B	=	63"


CHASSIS ACCEL
TEST# 1888
MODEL 8677
DATE 05/21/85 CK CLASS 60
LF CHASSIS
MAX = 30.73
MIN = -10.73
FS = 40 G'S
T = 19.4
T = 19.2
RF CHASSIS
MAX = 34.29
MIN = -9.52
FS = 40 G'S
T = 11.9
T = 25.7
LR CHASSIS
MAX = 40.09
MIN = -10.41
FS = 40 G'S
T = 19.9
T = 19.2
RR CHASSIS
MAX = 31.75
MIN = -9.09
FS = 40 G'S
T = 11.4
T = 25.7
FS
0
ACCELERATION
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS ACCEL
TEST# 1888
MODEL 8677
DATE 05/21/85 CH CLASS 600
LF CHASSIS
MAX = 53.33
MIN = -30.1
FS = 00 G'S
T = 10.0
T = 16.5
RF CHASSIS
MAX = 55.24
MIN = -27.94
FS = 00 G'S
T = 4.7
T = 15.1
LR CHASSIS
MAX = 55.24
MIN = -31.75
FS = 00 G'S
T = 10.0
T = 16.3
RR CHASSIS
MAX = 48.09
MIN = -21.59
FS = 00 G'S
T = 4.4
T = 23.7
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
FS
0
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS AVG ACCEL
TEST# 1888
MODEL 8677
DATE 05/21/85 CH CLASS 60
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 34.92
MIN = -7.00
FS = 40 G'S
T = 12.8
T = 18
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175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TEST# 1888
MODEL 8677
DATE 05/21/85 CH CLASS 600
ACCELERATION
FS
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FS
CHASSIS AVG ACCEL
MAX = 43.95
MIN = -19.18
FS = 50 G'S
T = 18.0
T = 16.2
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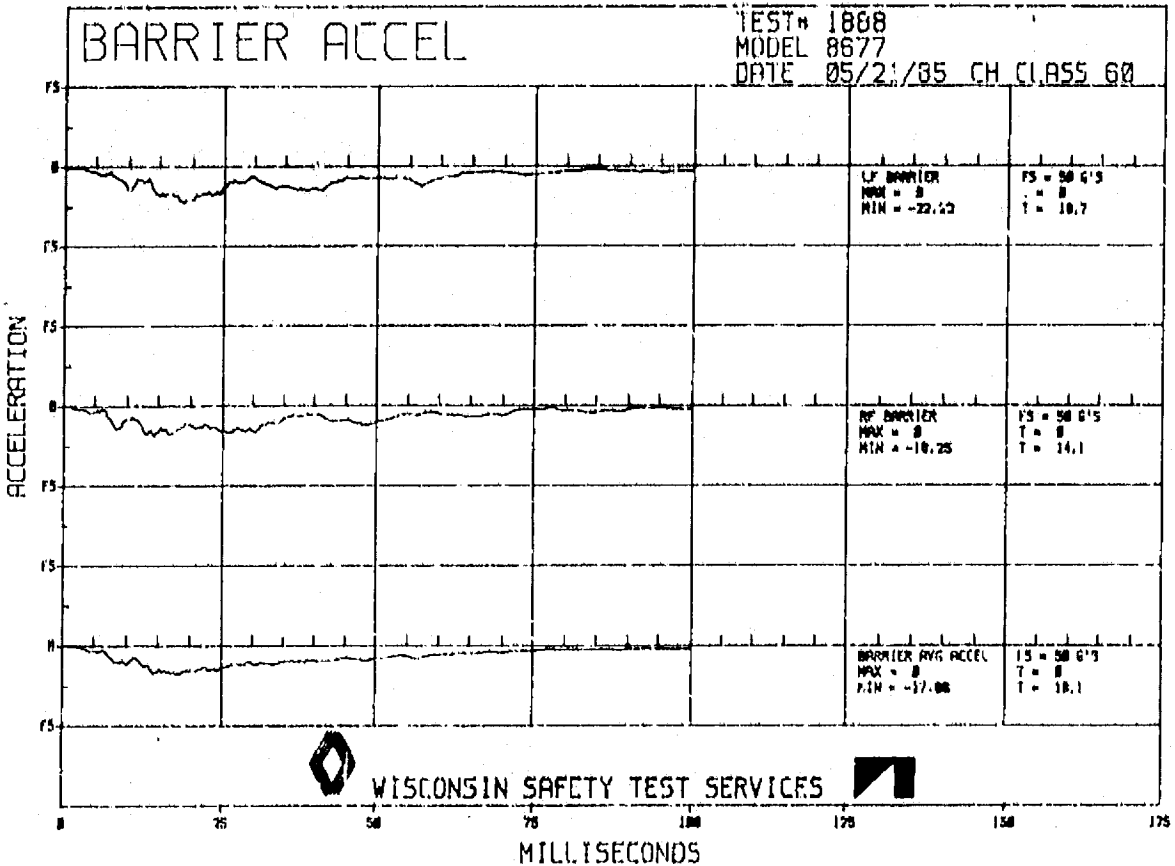
50
75
100
125
150
175
MILLISECONDS


BARRIER ACCEL
TEST# 1888
MODEL 8677
DATE 05/21/85 CH CLASS 60
LF BARRIER
MAX = 0
MIN = -22.42
FS = 50 G'S
T = 10.7
RF BARRIER
MAX = 0
MIN = -10.25
FS = 50 G'S
T = 14.1
BARRIER AVG ACCEL
MAX = 0
MIN = -17.06
FS = 50 G'S
T = 10.1
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175

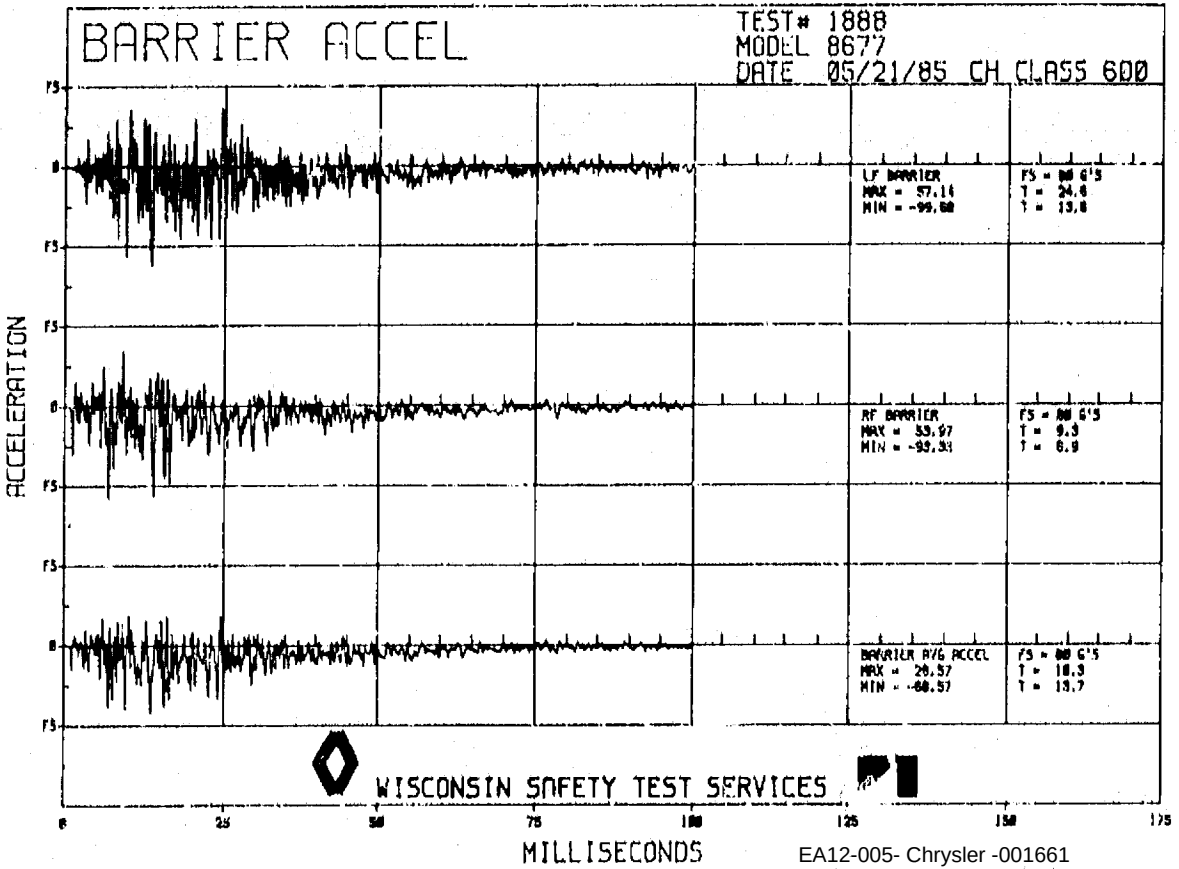

BARRIER ACCEL
TEST# 1888
MODEL 8677
DATE 05/21/85 CH CLASS 600
ACCELERATION
LF BARRIER
MAX = 57.14
MIN = -99.60
FS = 00 G'S
T = 24.6
T = 13.8
RF BARRIER
MAX = 53.97
MIN = -99.33
FS = 00 G'S
T = 9.3
T = 6.9
BARRIER A/G ACCEL
MAX = 20.57
MIN = -60.57
FS = 00 G'S
T = 18.3
T = 13.7
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS

PHOTO INDEX
14046 REAR IMPACT

STANDARD PHOTOS

FIGURE

*1 PRE-TEST UNDERSIDE ON ROLLOVER

2 PRE-TEST REAR

3 PRE-TEST RIGHT SIDE — WHOLE VEHICLE

4 PRE-TEST LEFT SIDE — WHOLE VEHICLE

5 POST-TEST REAR

6 POST-TEST ¼ REAR RIGHT SIDE — SHOW ½ VEHICLE

7 POST-TEST FILLER AREA CLOSE UP

8 POST-TEST ¾ REAR LEFT SIDE — SHOW ½ VEHICLE

9 POST-TEST UNDERSIDE ON ROLLOVER

* PRE-TEST UNDERSIDE PHOTO IS THE SAME AS POST-TEST #1887 PHOTO (THIS IS A RESTRIKE) PHOTO NOT INDLUCED.

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Date 12 - 13 1994
Month Day

Place Toledo OH
City State

Leslie F. Ferman
Signature

Micrographic Tech
Title

[illegible] St
Location

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

#554

TEST REPORT NUMBER

1932

WRITTEN BY K. E. ERIKSSON
TECHNICAL DATA ANALYST -- DATA SERVICES

APPROVED BY T. R. HAYEK
MANAGER

DATE June 13, 1985

WISCONSIN SAFETY TEST SERVICES

TABLE OF CONTENTS

PHOTO INDEX
14046 REAR IMPACT

STANDARD PHOTOS

FIGURE

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1932

SAFETY TEST REQUEST FORM

TEST TYPE: [ ] PERPENDICULAR FRONT [ ] 30 DEGREE LEFT FRONT [ ] 30 DEGREE RIGHT FRONT [X] REAR [ ] LEFT SIDE [ ] RIGHT SIDE [ ] OTHER (SPECIFY)

PURPOSE: [ ] DEVELOPMENT [X] CERTIFICATION [ ] OTHER

TEST TO: [ ] AM14046 [ ] AM14173 [ ] AM14174 [ ] AM14187A [ ] AM14216 [ ] OTHER (SPECIFY) [ ] FMVSS208

VEHICLE DATA: MODEL 8578 ENGINE 2.8L V-6 TRANS AUTO ID 1JCWC7829FT[redacted]

OTHER EQUIPMENT

FUEL CAPACITY *13.5 VEHICLE HEIGHTS: FRONT REAR

VEHICLE WEIGHTS: FRONT 2001.1 REAR 2189.6 TOTAL 4190.7

INSTRUMENTATION DEVIATIONS:

PHOTO COVERAGE DEVIATIONS:

SPECIAL INSTRUCTIONS

*WEIGHTS AND CAPACITIES TO BE VERIFIED AFTER I.D. ESTABLISHED - WEIGHT CORRECT AS SHOWN.

MODIFICATIONS AT AMTEK

MODIFICATIONS AT WISCONSIN SAFETY TEST SERVICES THIS 8578 MODEL WILL BE MODIFIED TO CERTIFY AN 8678 VEHICLE WITH THE LATEST ENGINE MOUNTING BRACKET RELEASE.

CHARGE TO:

TEST REQUESTOR L. O. BAKER DATE 5/9/85 APPROVED W. KIRK DATE 5/9/85

WISCONSIN SAFETY TEST SERVICES — RECEIVED AND REVIEWED L. R. HAYEK DATE 5/10/85

K-175 (Rev 3 85)

TEST OBJECTIVE

THE CERTIFICATION TEST VEHICLE WAS A 1985 JEEP XJ 4 WD FOUR DOOR WAGON MODEL 8578 UPDATED AND TESTED AS A MODEL 8678. THE VEHICLE WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 5/9/85 AND UNDERWENT A PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE REAR IMPACT TEST WAS PERFORMED ON 6/4/85 AT A SPEED OF 29.5 MPH. ANALYSIS OF TEST RESULTS INDICATE THIS VEHICLE PASSED THE PERFORMANCE CRITERIA OF AM14046. THERE WAS A TRACE OF FUEL FROM THE FUEL CAP DURING THE 0-90 DEGREE ROLLOVER.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE SPARE TIRE REMAINED SECURED.

THE LEFT FRONT AND RIGHT AND LEFT REAR DOORS HAD TO BE PRIED OPEN.

THE REAR HATCH HAD TO BE PRIED OPEN.

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER

TEST SPEED 29.5 MPH. TEST DATE 6/4/85 VEHICLE MODEL 8578

SPECIFICATION	NOT TESTED	PASS	FAIL	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14046 REF. FMVSS 301 FUEL SYSTEM INTEGRITY	[ ]			ON SITE	
		[X]	[ ]	0.6 OZ. MAX DURING IMPACT	NONE
		[X]	[ ]	2.5 OZ. MAX IN FIRST 5 MIN.	NONE
		[X]	[ ]	0.5 OZ. MAX PER MIN. FOR NEXT 25 MIN.	NONE
				POST TEST ROLLOVER	
		[X]	[ ]	2.5 OZ. MAX IN FIRST 5 MIN.	TRACE
		[X]	[ ]	0.5 OZ. MAX PER MIN. NEXT 3 MIN.	NONE
SFAM 14173 REF. FMVSS 212 WINDSHIELD RETENTION	[X]	[ ]	[ ]	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF. FMVSS 204 STEERING COLUMN INTRUSION	[X]	[ ]	[ ]	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC STATIC
SFAM 14216 REF. FMVSS 219 WINDSHIELD ZONE INTRUSION	[X]	[ ]	[ ]	PROTECTED ZONE MUST NOT BE VIOLATED — SEE AM 14216	
					DRIVER PASS
FMVSS 208 INJURY CRITERIA	[X]	[ ]	[ ]	HIC NOT TO EXCEED 1000	
		[ ]	[ ]	CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS	
		[ ]	[ ]	LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS	
		[ ]	[ ]	RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS.	

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION.

COMMENTS THERE WAS A TRACE OF FUEL FROM THE FUEL CAP DURING THE 0-90 DEGREE ROLLOVER POST-TEST.

SIGNATURE K. C. ERIKSSON DATE 6/11/85

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

INSTALLED 1986 ENGINE LEFT CUSHION TO BLOCK BRACKET PART #895[illegible]002995 AND 1986 ENGINE CUSHION TO SILL BRACKET PART #8952002994.

AMTEK

NONE

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 1932

TEST CONDITIONS

TEST SPEED 29.5 MPH DATE 6/4/85 TIME 11:30 AM

AMBIENT TEMPERATURE 64 DEGREES F WEATHER PARTLY CLOUDY

WEIGHTS: BALLAST 50 LBS. @ RIGHT TOEBOARD DUMMIES 330 LBS

575 LBS. @ CARGO AREA FUEL: 12.8 GALS (95%) 82.9 LBS

LBS. @ EQUIPMENT 50 LBS

TEST WEIGHT: FRONT 2002 LBS. REAR 2199 LBS. TOTAL 4201 LBS

VEHICLE HEIGHTS: L.F. 29.90" R.F. 30.06" L.R. 27.22" R.R. 27.13"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

VEHICLE AS RECEIVED

PRIOR USAGE NONE

GAWR/GVWR: FRONT AXLE 2500 LBS. REAR AXLE 2700 LBS. TOTAL 4448 LBS

WEIGHT WITH 95% % FUEL FILL: FRONT 1869 LBS. REAR 1429 LBS TOTAL 3298 LBS.

VEHICLE HEIGHTS: L.F. 30.33" R.F. 30.62" L.R. 29.77" R.R. 29.80"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

ACTUAL MODEL TESTED 8678 TESTED FOR 8678 VIN NO. 1JCWC7829FT[redacted] (D5C-33W)

ENGINE 2.8L V-6 TRANSMISSION AUTO PLT. BUILT TOLEDO

SEAT: [X] BUCKET [ ] INDIVIDUAL [ ] OTHER

STEERING WHEEL: [ ] STD. [X] SPORT [ ] OTHER

STEERING COLUMN TYPE: [ ] STD. PROD. [X] TILT PROD. [ ] OTHER

FRONT BUMPER: [X] PROD. [ ] OTHER

REAR BUMPER: [X] PROD. [ ] OTHER

FUEL SYSTEM: CAPACITY 13.5 GALS. [X] PROD. [ ] OTHER

COMMENTS THE VEHICLE IS A 4 WD

SIGNATURE J. P. McCARTHY DATE 6/4/85

SFAM 14046 TEST RESULTS — REFERENCE FMVSS 301 FUEL SYSTEM INTEGRITY

ON SITE

TOTAL FUEL LOSS DURING IMPACT: NONE

TOTAL FUEL LOSS IN THE 6 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT: NONE

MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD: NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 5 MIN. — TOTAL WT.	1 MIN. INTERVAL — MAX RATE
0 - 90 DEGREES	TRACE FROM FUEL CAP	NONE
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

[ ] ROLL CLOCKWISE

[X] ROLL COUNTERCLOCKWISE

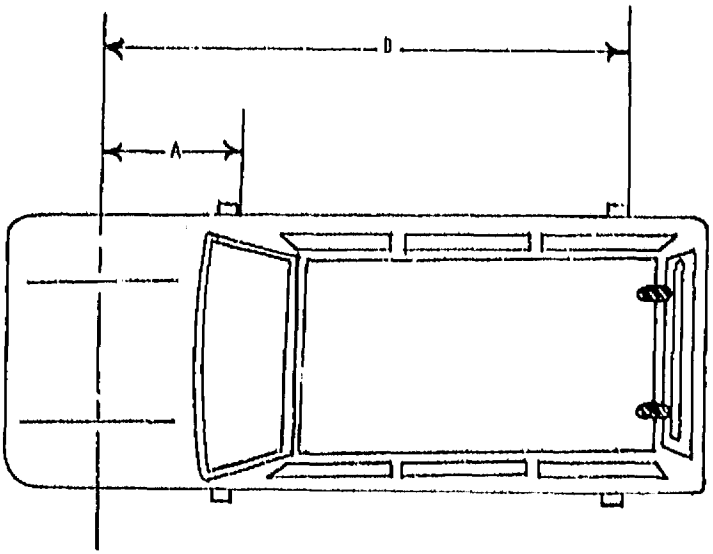
TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER: 2 HOURS

NOTE: ALL FUEL LOSS MEASUREMENTS ARE IN OZ. BY WEIGHT.

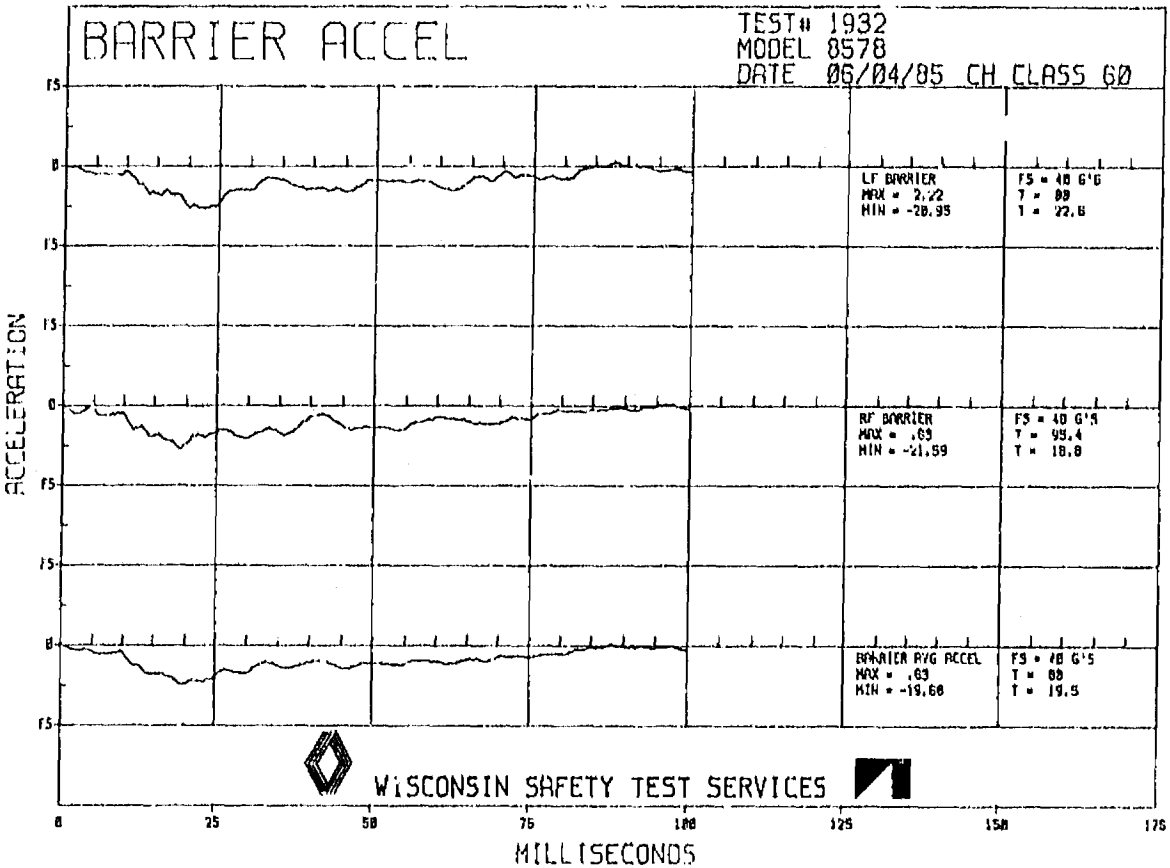
COMMENTS: THERE WAS A TRACE OF FUEL FROM THE FUEL CAP DURING THE 0-90 DEGREE ROLLOVER.

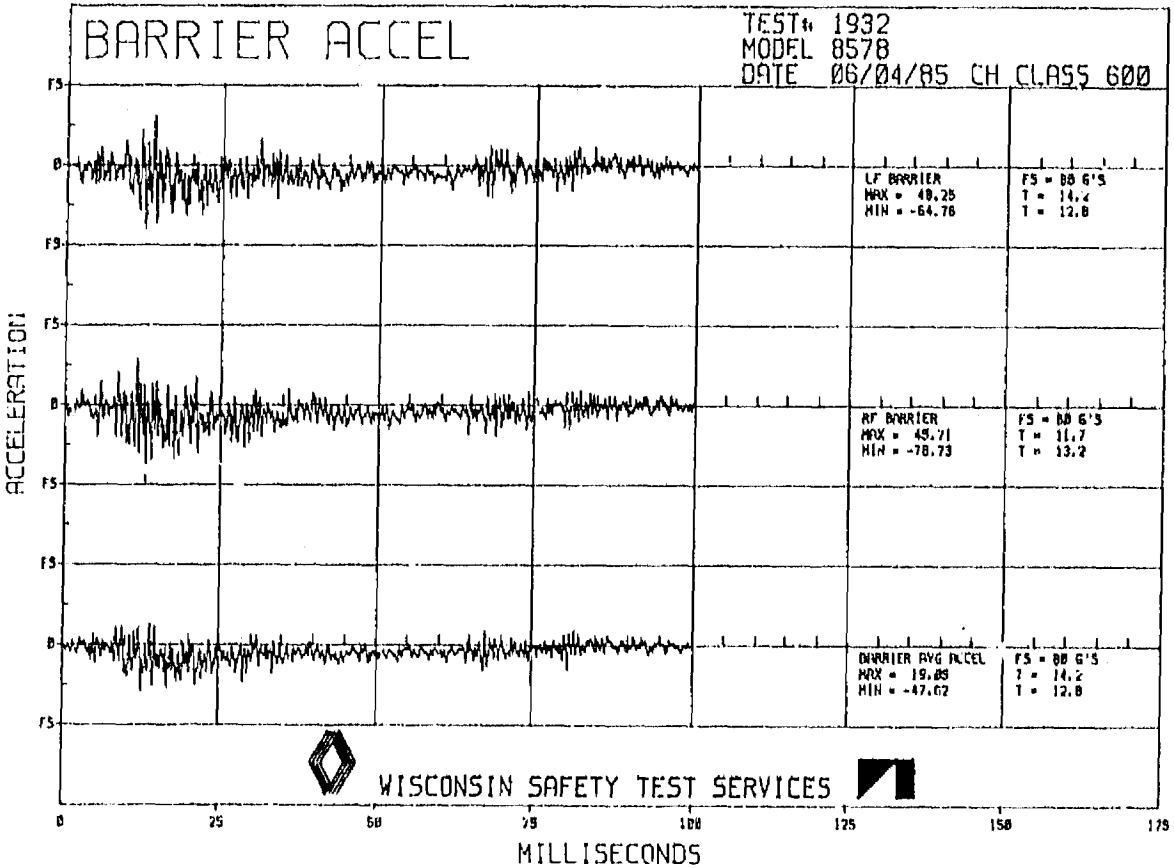
SIGNATURE: J. P. McCARTHY DATE: 6/4/85

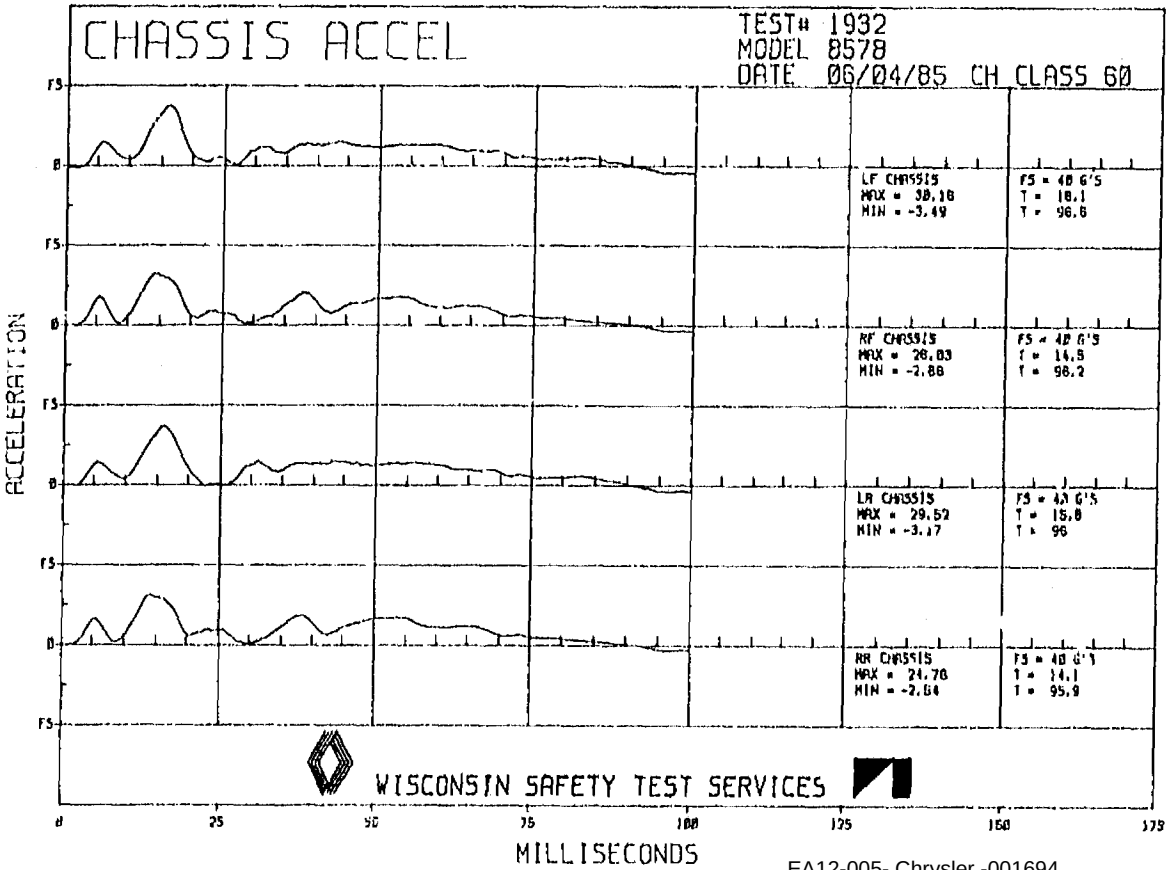
INSTRUMENTATION LOCATION

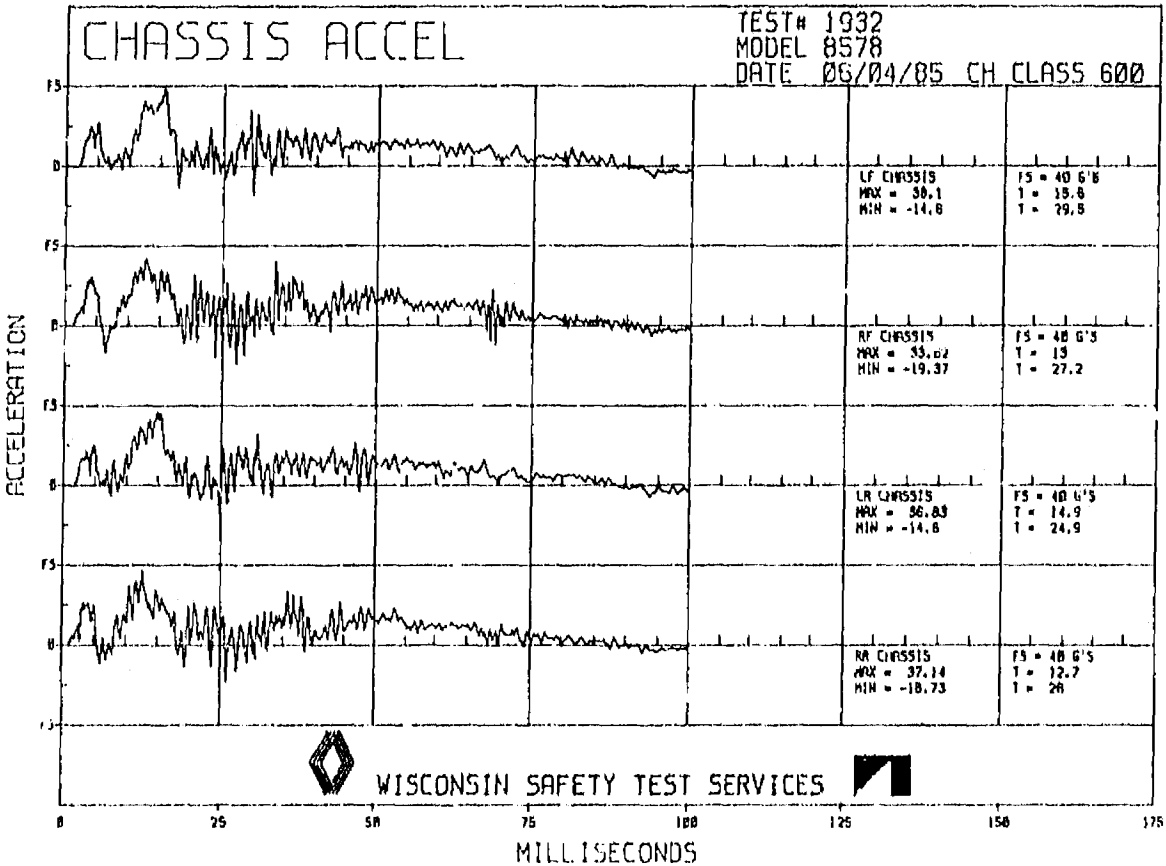


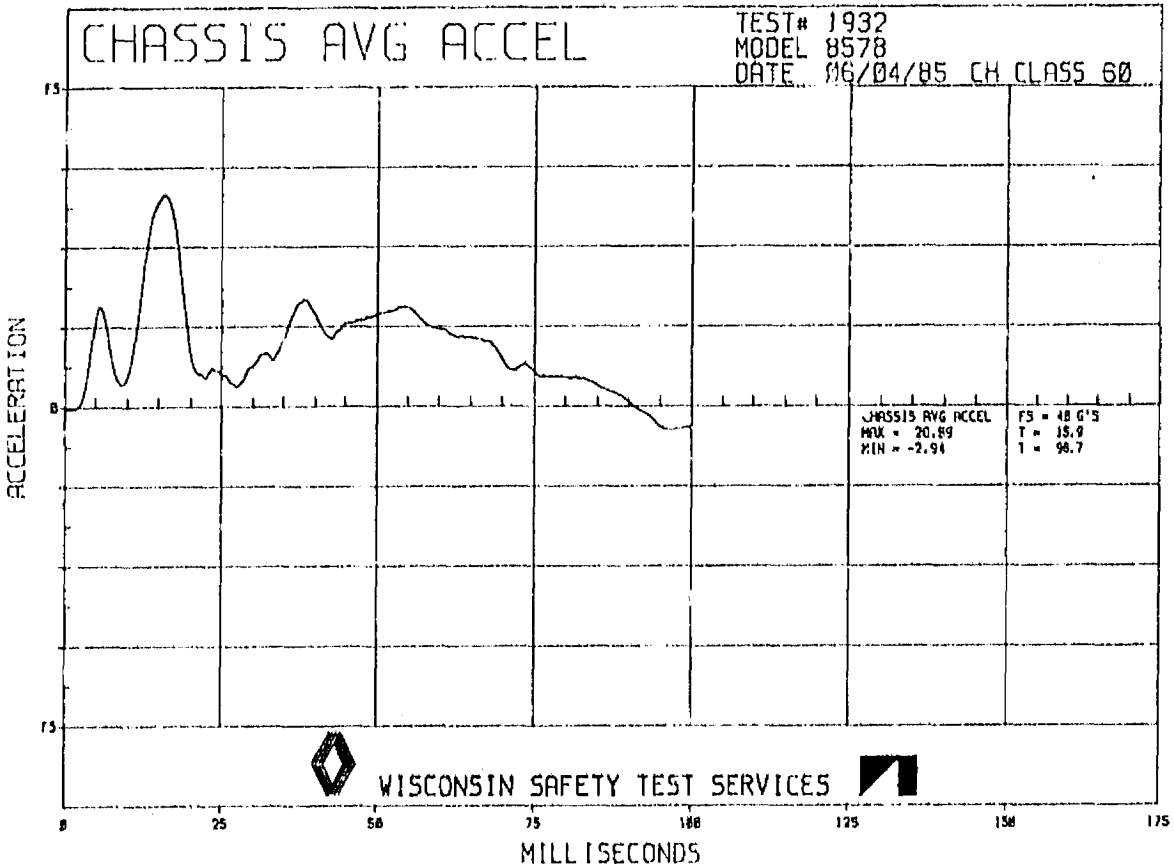
DIMENSION		DISTANCE FROM AXLE CENTERLINE
A	=	35"
B	=	63"


BARRIER ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 60
LF BARRIER
MAX = 2.22
MIN = -20.95
FS = 40 G'S
T = 00
T = 22.6
RF BARRIER
MAX = .65
MIN = -21.59
FS = 40 G'S
T = 95.4
T = 18.8
BARRIER AVG ACCEL
MAX = .63
MIN = -19.60
FS = 40 G'S
T = 00
T = 19.5
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175


BARRIER ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 600
LF BARRIER
MAX = 48.25
MIN = -64.76
FS = 80 G'S
T = 14.2
T = 12.8
RF BARRIER
MAX = 45.71
MIN = -78.73
FS = 80 G'S
T = 11.7
T = 13.2
BARRIER AVG ACCEL
MAX = 19.89
MIN = -47.02
FS = 80 G'S
T = 14.2
T = 12.8
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175


CHASSIS ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 60
LF CHASSIS
MAX = 38.18
MIN = -3.49
FS = 40 G'S
T = 18.1
T = 96.8
RF CHASSIS
MAX = 28.83
MIN = -2.88
FS = 40 G'S
T = 14.5
T = 98.2
LR CHASSIS
MAX = 29.52
MIN = -3.17
FS = 40 G'S
T = 15.8
T = 96
RR CHASSIS
MAX = 24.78
MIN = -2.84
FS = 40 G'S
T = 14.1
T = 95.9
FS
0
ACCELERATION
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS


CHASSIS ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 600
LF CHASSIS
MAX = 38.1
MIN = -14.8
FS = 40 G'S
T = 15.8
T = 29.5
RF CHASSIS
MAX = 33.02
MIN = -19.37
FS = 40 G'S
T = 13
T = 27.2
LR CHASSIS
MAX = 36.83
MIN = -14.8
FS = 40 G'S
T = 14.9
T = 24.9
RR CHASSIS
MAX = 37.14
MIN = -18.73
FS = 40 G'S
T = 12.7
T = 26
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175


CHASSIS AVG ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 60
ACCELERATION
MILLISECONDS
CHASSIS AVG ACCEL
MAX = 20.89
MIN = -2.94
FS = 48 G'S
T = 15.9
T = 98.7
WISCONSIN SAFETY TEST SERVICES

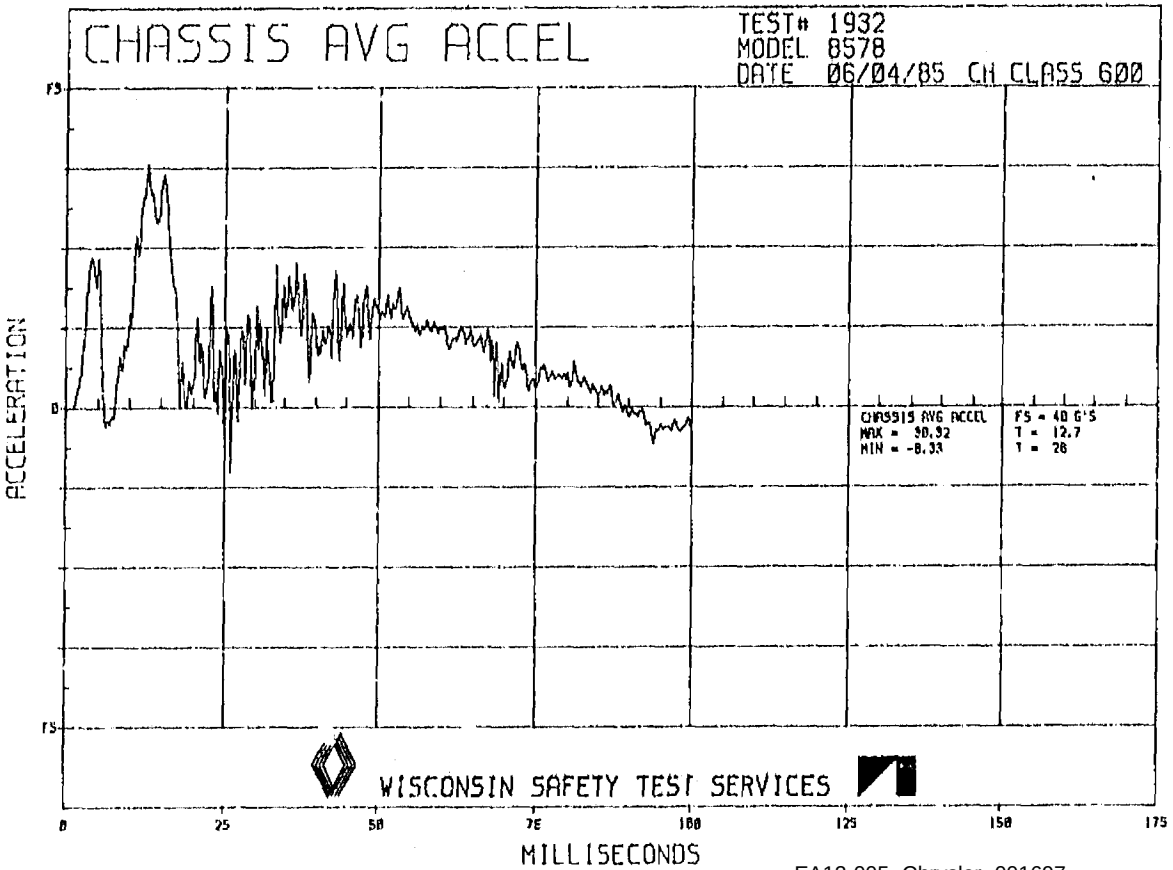

CHASSIS AVG ACCEL
TEST# 1932
MODEL 8578
DATE 06/04/85 CH CLASS 600
FS
0
FS
ACCELERATION
CHASSIS AVG ACCEL
MAX = 30.92
MIN = -8.33
FS = 40 G'S
T = 12.7
T = 28
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS

Image Source Inc.
801 Front Street
Toledo Ohio 43605
419/697-1111

DECLARATION OF INTENT AND PURPOSE

I Leslie Ferraro, employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the Chrysler AMC Vehicle Crash Tests created during its normal course of business and that:

It is the express intent and purpose of this organization to destroy or otherwise dispose of the original records microphotographed herein, and that:

The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 12 7 1994
Month Day

Place Toledo OH
City State

Leslie Z. Ferraro
Signature

Microgrophic Operator
Titles

801 Front St.
Location

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST REPORT NUMBER

2028

WRITTEN BY K. E. ERIKSSON
TECHNICAL DATA ANALYST -- DATA SERVICES

APPROVED BY T. R. HAVEK
MANAGER

DATE March 25, 1987

WISCONSIN SAFETY TEST SERVICES

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4 PRE-TEST LEFT SIDE — WHOLE VEHICLE
5 POST-TEST REAR
6 POST-TEST ¾ REAR RIGHT SIDE — SHOW ½ VEHICLE
7 POST-TEST FILLER AREA CLOSE UP
8 POST-TEST ¾ REAR LEFT SIDE — SHOW ½ VEHICLE
9 POST-TEST UNDERSIDE ON ROLLOVER

SUPPLEMENTAL PHOTOS

10 POST-TEST KINK IN FUEL LINE AT THE FUEL FILTER

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 2028

SAFETY TEST REQUEST FORM

TEST TYPE: [ ] PERPENDICULAR FRONT [ ] 30 DEGREE LEFT FRONT [ ] 30 DEGREE RIGHT FRONT [X] REAR [ ] LEFT SIDE [ ] RIGHT SIDE [ ] OTHER (SPECIFY)

PURPOSE: [ ] DEVELOPMENT [ ] CERTIFICATION [X] OTHER PRODUCTION VALIDATION

TEST TO: [X] AM14046 [ ] AM14173 [ ] AM14174 [ ] AM14187A [ ] AM14216 [ ] OTHER (SPECIFY) [ ] FMVSS208

VEHICLE DATA: MODEL 8774 ENGINE 1-6 4.0L TRANS AUTO ID 1JCMU7423HT[redacted]

OTHER EQUIPMENT

FUEL CAPACITY 20 GAL, VEHICLE HEIGHTS: FRONT REAR

VEHICLE WEIGHTS: FRONT REAR TOTAL

INSTRUMENTATION DEVIATIONS:

PHOTO COVERAGE DEVIATIONS:

SPECIAL INSTRUCTIONS

MODIFICATIONS AT AMTEK

MODIFICATIONS AT WISCONSIN SAFETY TEST SERVICES

CHARGE TO: 0566-0297-0001

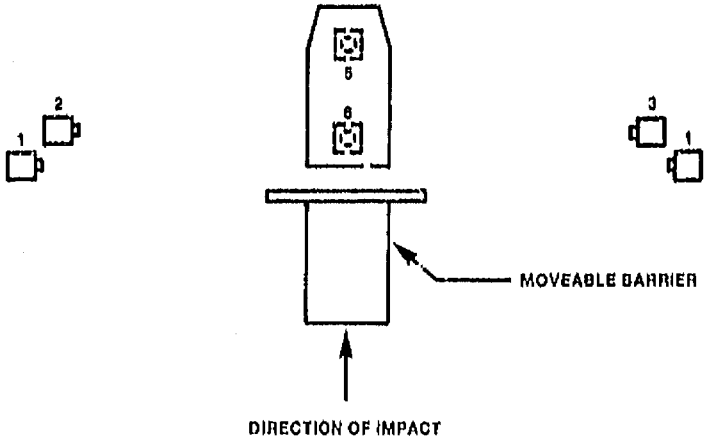
TEST REQUESTOR A. J. ROCK DATE 10/7/86 APPROVED W. KIRK DATE 10/8/86

WISCONSIN SAFETY TEST SERVICES — RECEIVED AND REVIEWED T. R. HAYEK DATE 10/9/86

K-173 (Rev 3 85)

16MM CAMERA PLACEMENT - FMVSS 301 REAR

SET UP NO. 6



STANDARD COVERAGE

1. Long range - left side
2. Close up - rear bumper to 6" forward of rear wheel opening left side
3. Close up - rear bumper to 6" forward of rear wheel opening right side
4. Long range - right side
5. Pit - front structure and fuel system
6. Pit - rear structure and fuel tank

ADDITIONAL COVERAGE

7. _____
8. _____
9. _____
10. _____
11. _____

TEST OBJECTIVE

THE TEST VEHICLE WAS A 1987 JEEP XJ FOUR DOOR 2-WD WAGON MODEL 8774 WHICH WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 10/7/87. THIS VEHICLE UNDERWENT A 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE 30 MPH PERPENDICULAR REAR IMPACT TEST WAS PERFORMED ON 3/17/87 AT A SPEED OF 30.3 MPH. THERE WERE NO FUEL LEAKS AFTER IMPACT. MORE DETAILED INFORMATION IS INCLUDED ON THE SEPARATE DATA SHEETS.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE LEFT FRONT AND REAR DOORS WERE JAMBED AND HAD TO BE PRIED OPEN.

THE RIGHT AND LEFT DUMMIES LAYED BACK WITH THE FRONT SEAT BACK RESTS.

THE REAR TAILGATE LATCH DID NOT HOLD.

THE RIGHT AND LEFT FRONT SEAT BACK RESTS LAYED BACK AGAINST THE REAR SEAT WEIGHT BAG RETAINER.

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER

TEST SPEED 30.2 MPH TEST DATE 3/17/87 VEHICLE MODEL 8774

SPECIFICATION	NOT TESTED	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14046 REF. FMVSS 301 FUEL SYSTEM INTEGRITY	[ ]	**ON SITE** 0.6 OZ. MAX DURING IMPACT 2.6 OZ. MAX IN FIRST 5 MIN 0.5 OZ. MAX PER MIN. FOR NEXT 25 MIN. **POST TEST ROLLOVER** 2.5 OZ. MAX IN FIRST 5 MIN. 0.5 OZ. MAX PER MIN. NEXT 3 MIN.	NONE NONE NONE NONE NONE
SFAM 14173 REF. FMVSS 212 WINDSHIELD RETENTION	(X)	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF. FMVSS 204 STEERING COLUMN INTRUSION	(X)	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC STATIC
SFAM 14216 REF. FMVSS 219 WINDSHIELD ZONE INTRUSION	(X)	PROTECTED ZONE MUST NOT BE VIOLATED -- SEE AM 14216	
FMVSS 208 INJURY CRITERIA	(X)	HIC NOT TO EXCEED 1000 CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS. LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS. RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS.	DRIVER / PASS. / / / /

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION.

COMMENTS

SIGNATURE J. P. MC CARTHY DATE 3/17/87

EA12-005- Chrysler -001706

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

NONE

AMTEK

NONE

TEST CONDITIONS

TEST SPEED 30.1 MPH DATE 3/17/87 TIME 10:50 AM

AMBIENT TEMPERATURE 63 DEGREES F WEATHER NA

WEIGHTS: BALLAST 300 LBS. @ CARGO AREA DUMMIES 330 LBS.

LBS. @ FUEL: GALS (95%) 122.8 LBS.

LBS. @ EQUIPMENT 25 LBS.

TEST WEIGHT: FRONT 1941 LBS. REAR 1876 LBS. TOTAL LBS.

VEHICLE HEIGHTS: L.F. 29.61" R.F. 29.86" L.R. 28.40" R.R. 28.80"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

VEHICLE AS RECEIVED

PRIOR USAGE NONE

GAWR/GVWR: FRONT AXLE 2500 LBS. REAR AXLE 2700 LBS. TOTAL 4311 LBS.

WEIGHT WITH 95 % FUEL FILL: FRONT 1778 LBS. REAR 1431 LBS TOTAL 3209 LBS.

VEHICLE HEIGHTS: L.F. 30.25" R.F. 30.58" L.R. 30.12" R.R. 30.60"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

ACTUAL MODEL TESTED 8774 TESTED FOR 8774 VIN NO. 1JCMU7423HT[redacted]

ENGINE 1-6 MPI TRANSMISSION AUTO PLT. BUILT TOLEDO

SEAT: [X] BUCKET [ ] INDIVIDUAL [ ] OTHER BF6 -- BUCKET SEATS ROCKER/RECLINER

STEERING WHEEL: [ ] STD. [X] SPORT [ ] OTHER

STEERING COLUMN TYPE: [ ] STD. PROD. [X] TILT PROD. [ ] OTHER

FRONT BUMPER: [X] PROD. [ ] OTHER

REAR BUMPER: [X] PROD. [ ] OTHER

FUEL SYSTEM: CAPACITY 20.0 GALS. [X] PROD. [ ] OTHER

COMMENTS POWER STEERING, POWER BRAKES, AIR CONDITIONING

SIGNATURE D. E. CRUCIANELLI DATE 3/17/87

SFAM 14046 TEST RESULTS — REFERENCE FMVSS 301 FUEL SYSTEM INTEGRITY

ON SITE

TOTAL FUEL LOSS DURING IMPACT: NONE

TOTAL FUEL LOSS IN THE 6 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT: NONE

MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD: NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 6 MIN. — TOTAL WT.	1 MIN. INTERVAL — MAX RATE
0 - 90 DEGREES	NONE	NONE
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

[ ] ROLL CLOCKWISE

[X] ROLL COUNTERCLOCKWISE

TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER: 3 HRS. 55 MIN.

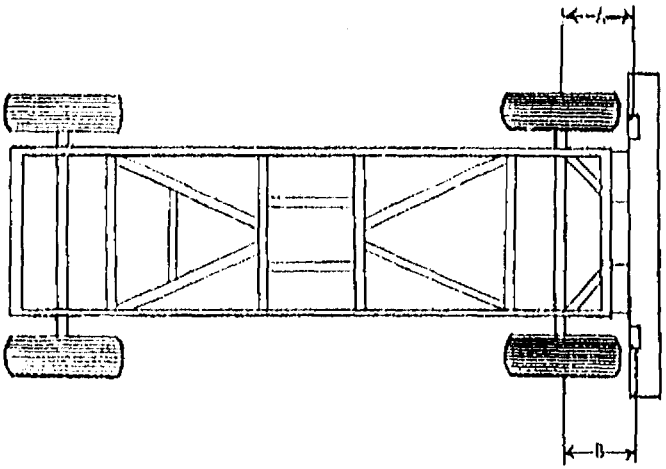
NOTE: ALL FUEL LOSS MEASUREMENTS ARE IN OZ. BY WEIGHT.

COMMENTS

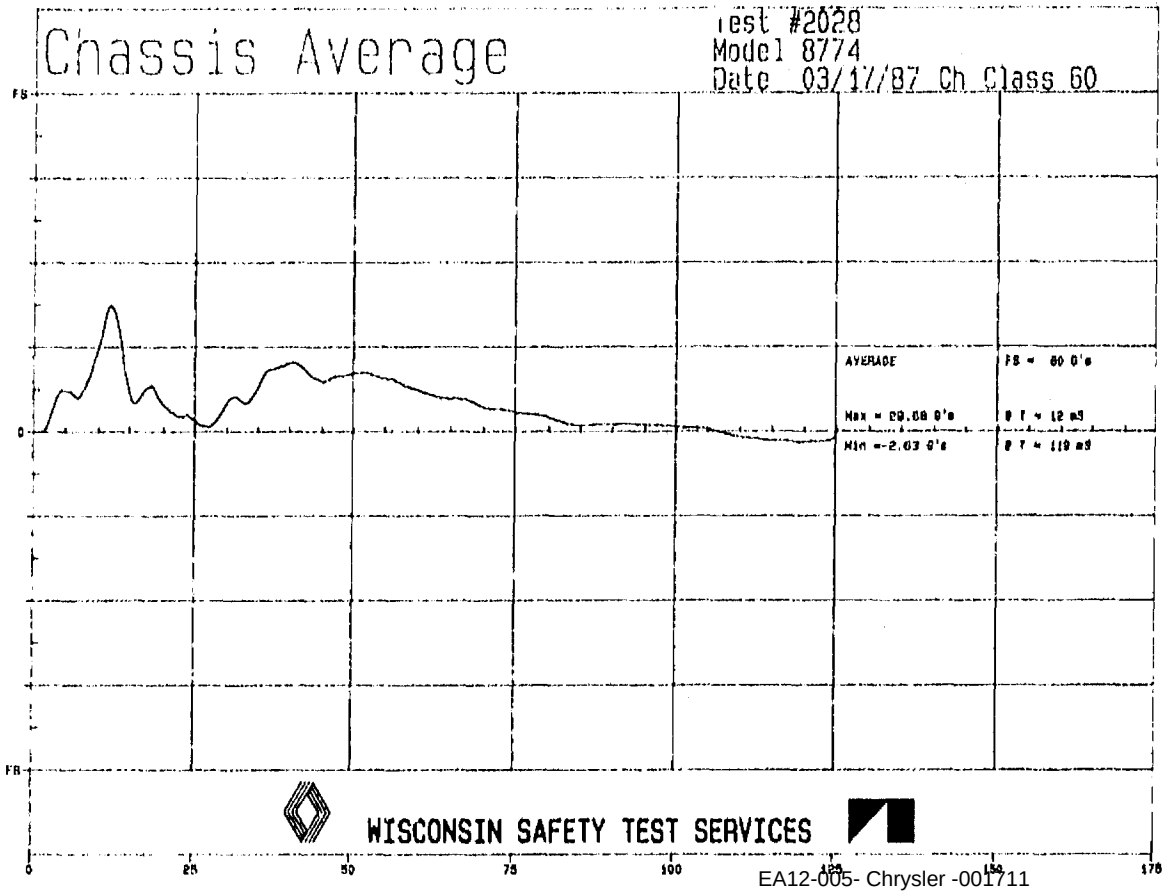
SIGNATURE J. P. MC CARTHY DATE 3/17/87

INSTRUMENTATION LOCATION

MOVEABLE BARRIER

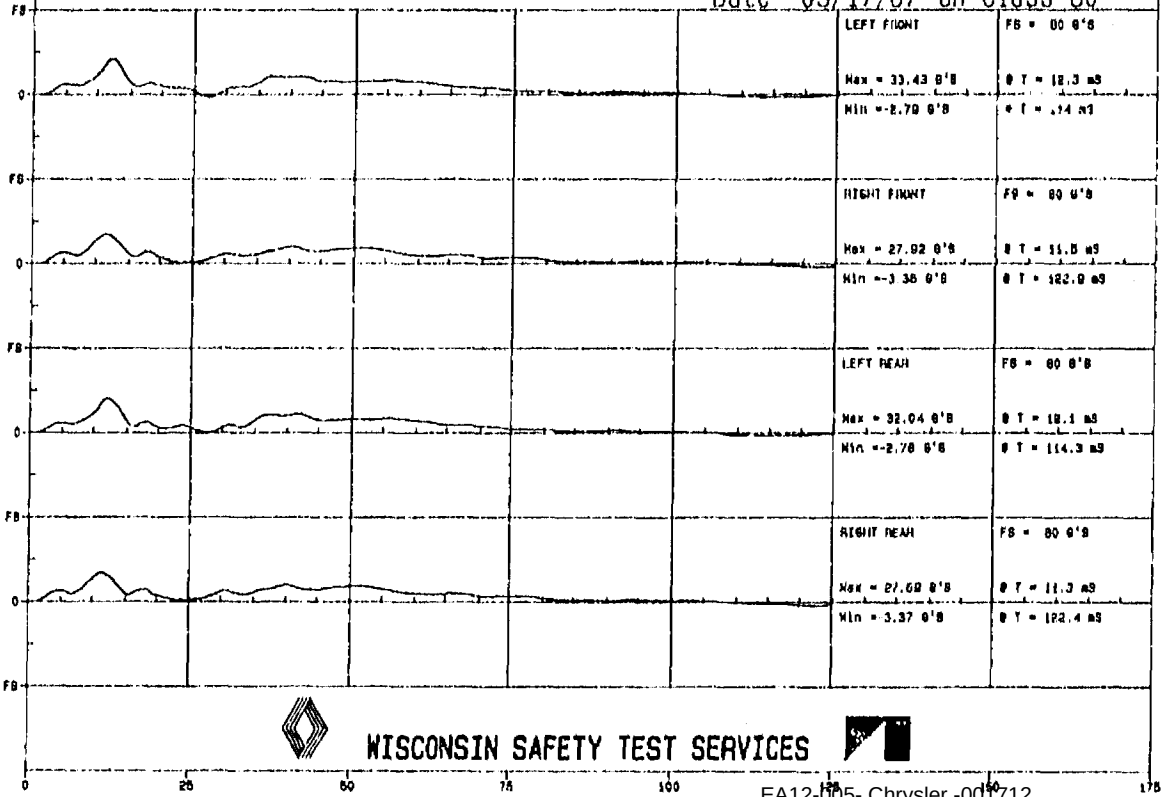


DIMENSION		DISTANCE FROM FRONT AXLE CENTERLINE
A	=	20"
B	=	20"


Chassis Average
Test #2028
Model 8774
Date 03/17/87 Ch Class 60
FS
0
FB
AVERAGE
Max = 29.68 G's
Min =-2.03 G's
FS = 60 G's
@ T = 12 mS
@ T = 119 mS
0
25
50
75
100
125
150
175
WISCONSIN SAFETY TEST SERVICES

Chassis Accel

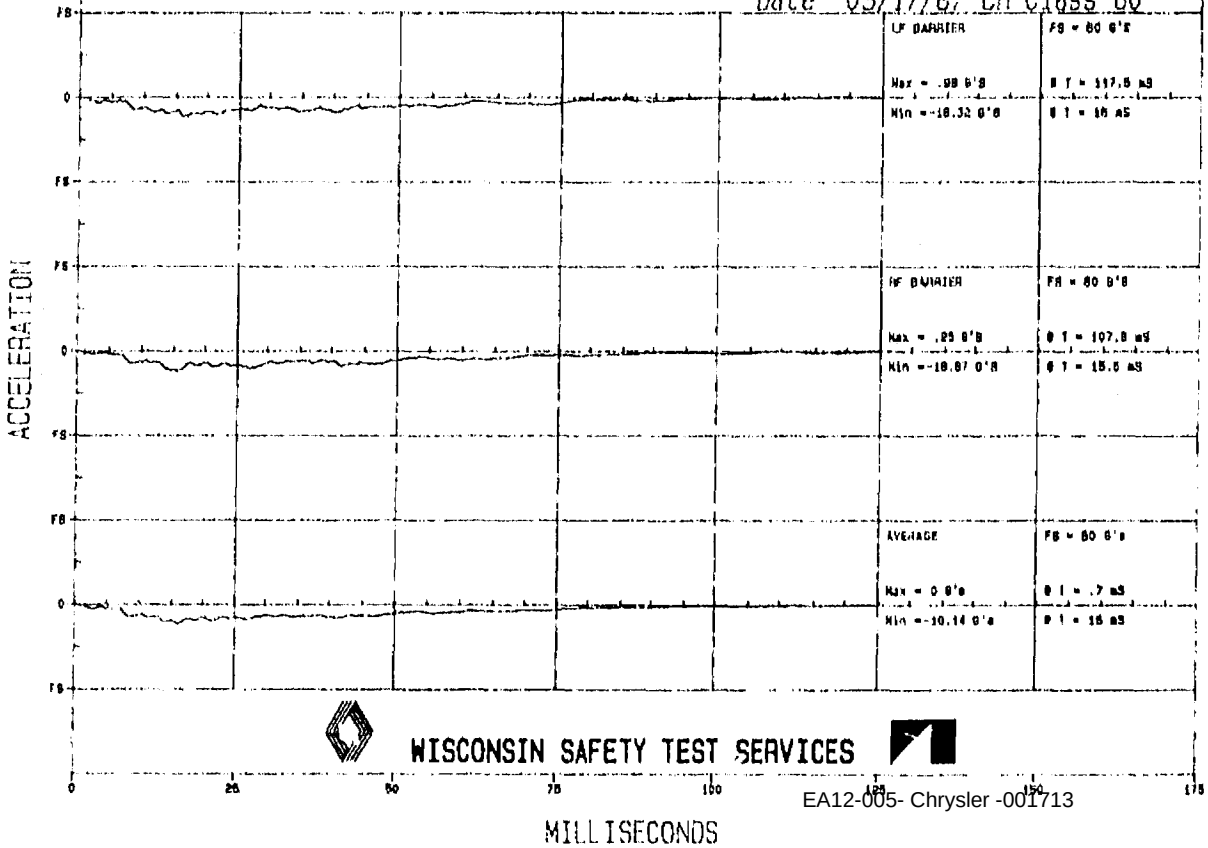
Test #2028
Model 8774
Date 03/17/87 Ch Class 60



WISCONSIN SAFETY TEST SERVICES

Mov Bar Accel

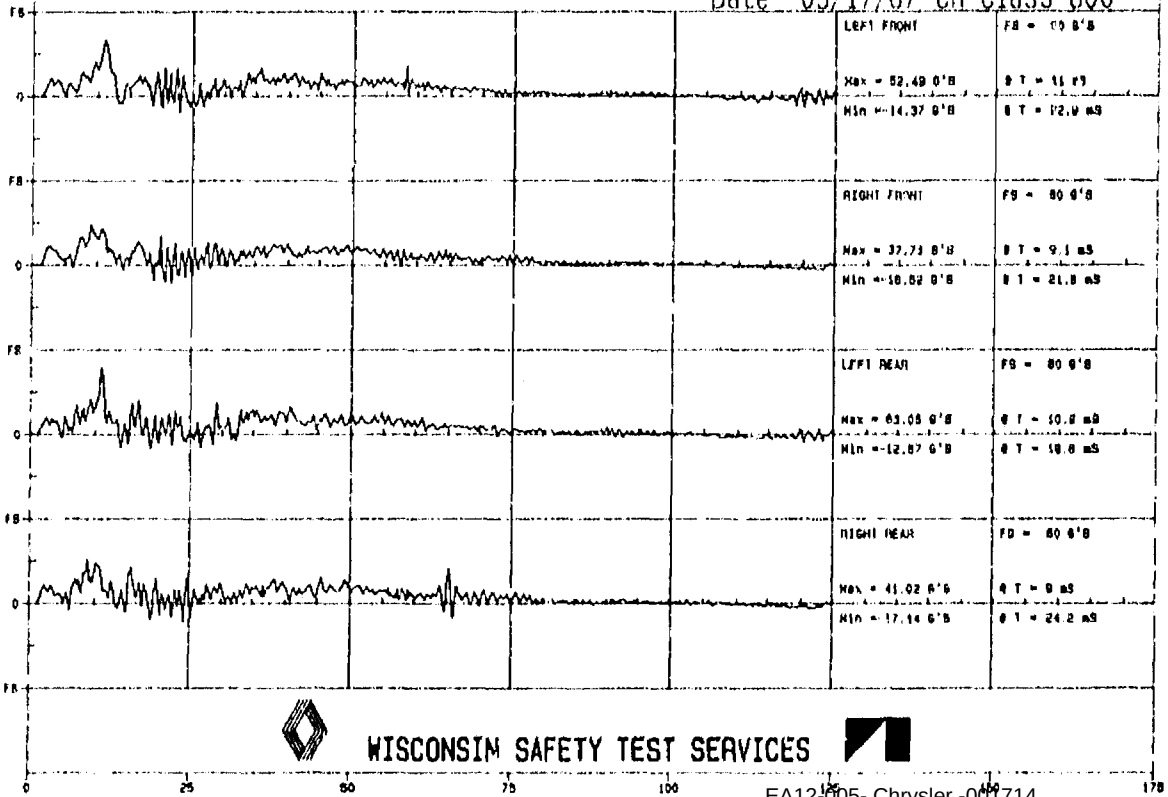
Test #2028
Model 8774
Date 03/17/87 CH Class 60



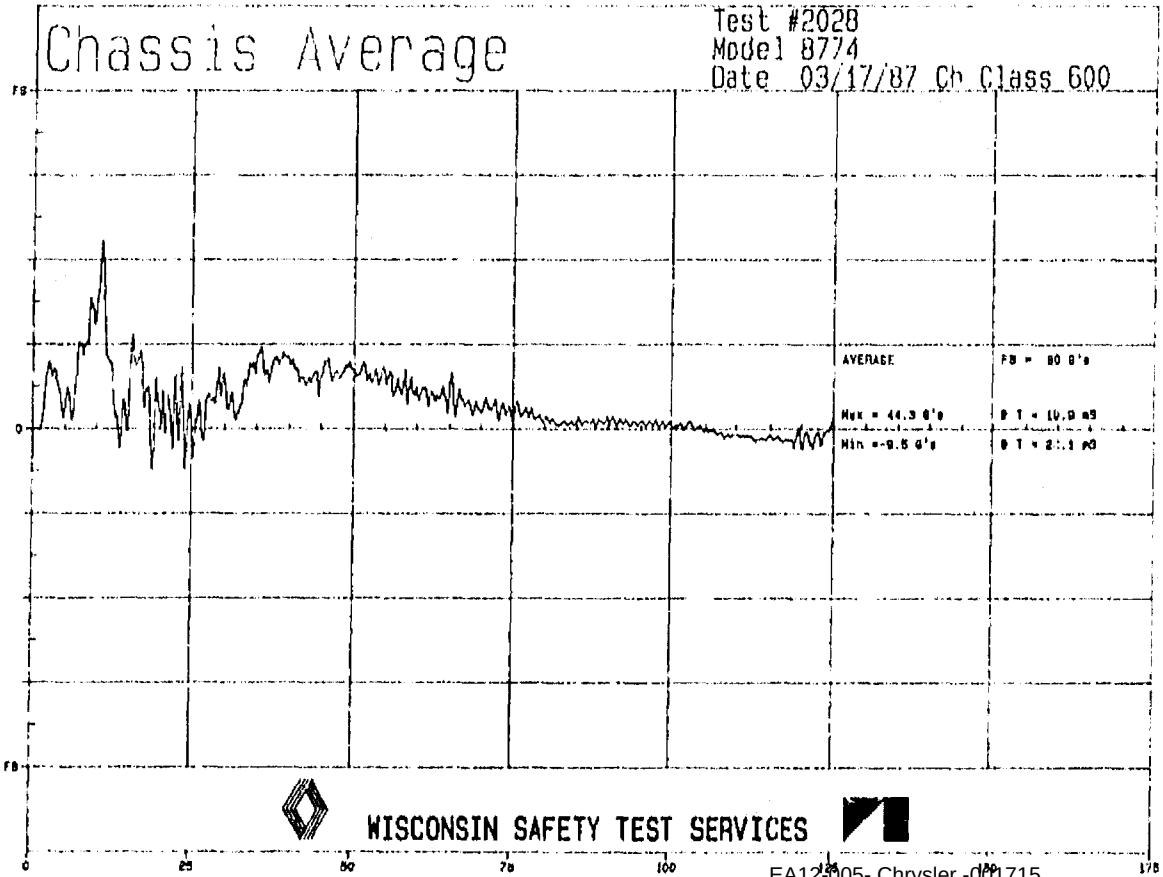
WISCONSIN SAFETY TEST SERVICES

Chassis Accel

Test #2028
Model 8774
Date 03/17/87 Ch Class 600



WISCONSIN SAFETY TEST SERVICES


Chassis Average
Test #2028
Model 8774
Date 03/17/87 Ch Class 600
FS
0
FB
AVERAGE
Max = 44.3 G's
Min =-9.5 G's
FB = 80 G's
@ T = 10.9 mS
@ T = 2:.1 mS
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175

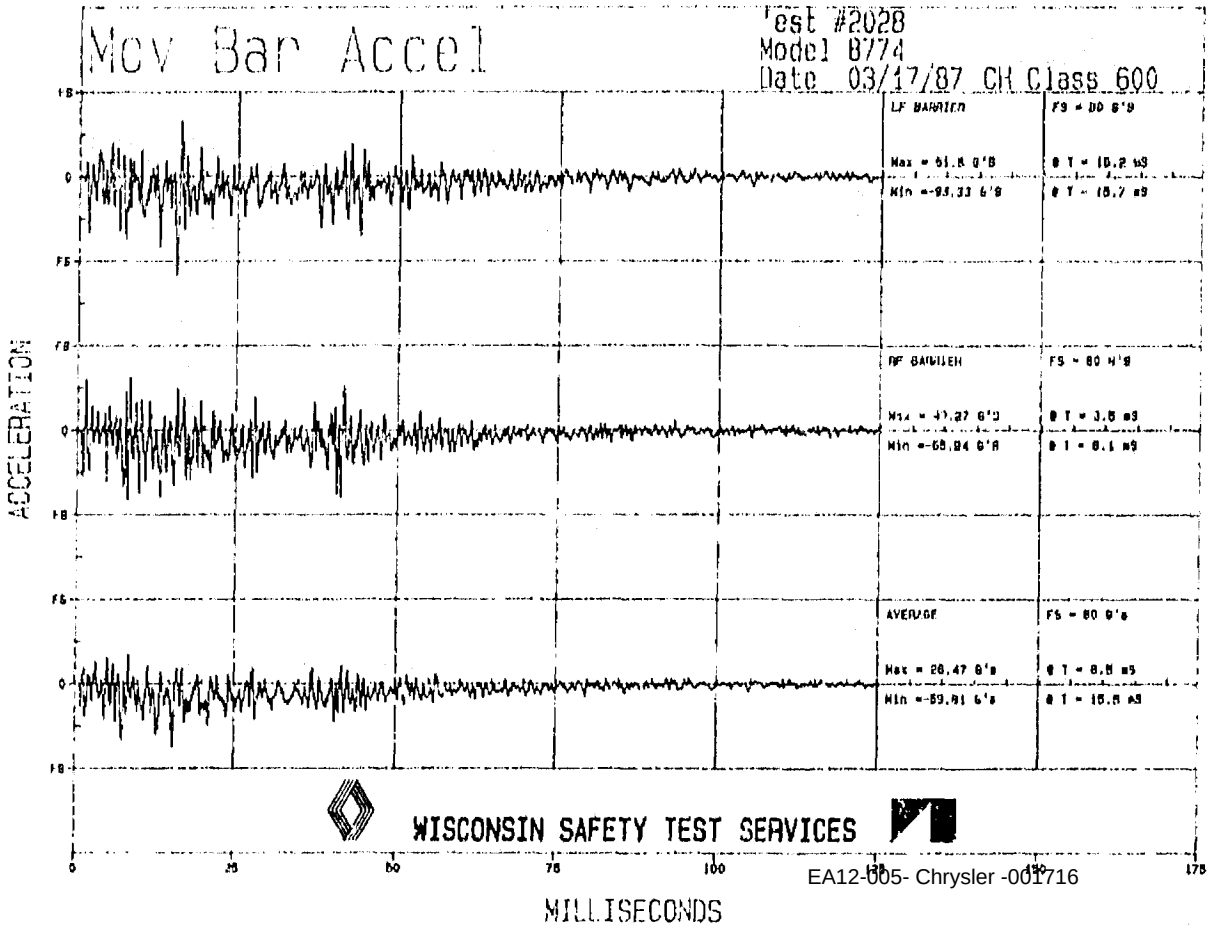

Mov Bar Accel
Test #2028
Model 8774
Date 03/17/87 CH Class 600
LF BARRIER
FS = 80 G'S
Max = 51.6 G'S
@ T = 15.2 mS
Min =-93.33 G'S
@ T = 15.7 mS
RF BARRIER
FS = 80 G'S
Max = 41.27 G'S
@ T = 3.6 mS
Min =-68.94 G'S
@ T = 8.1 mS
AVERAGE
FS = 80 G's
Max = 28.47 G's
@ T = 8.8 mS
Min =-59.81 G's
@ T = 15.8 mS
WISCONSIN SAFETY TEST SERVICES
ACCELERATION
MILLISECONDS
0
25
50
75
100
125
150
175

Image Source Inc.
801 First Street
Toledo Ohio 43605
419/697-1111

DECLARATION OF INTENT AND PURPOSE

I [illegible], employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the Chrysler AMC Vehicle Crash Tests created during its normal course of business and that:

It is the express intent and purpose of this organization to destroy or otherwise dispose of the original records microphotographed herein, and that:

The destruction or disposition of the records microphotographed on this reel is only to be accomplished after inspection of the microfilm to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 12 7 1981
Month Day

Signature [illegible]

Place Toledo OH
City State

Title Micrographic Operator

Location 801 First St.

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST REPORT NUMBER

2041

WRITTEN BY K. E. ERIKSSON KEE BST
TECHNICAL DATA ANALYST — DATA SERVICES

APPROVED BY T. R. HAYEK T. R. Hayek
MANAGER

DATE April 21, 1987

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

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6 POST-TEST ¾ REAR RIGHT SIDE — SHOW ⅓ VEHICLE
7 POST-TEST FILLER AREA CLOSE UP
8 POST-TEST ¾ REAR LEFT SIDE — SHOW ⅓ VEHICLE
9 POST-TEST UNDERSIDE ON ROLLOVER

SUPPLEMENTAL PHOTO

10 POST-TEST FUEL FILTER LINES KINKED

SAFETY TEST REQUEST FORM

TEST TYPE: [ ] PERPENDICULAR FRONT [ ] 30 DEGREE LEFT FRONT [ ] 30 DEGREE RIGHT FRONT [X] REAR [ ] LEFT SIDE [ ] RIGHT SIDE [ ] OTHER (SPECIFY)

PURPOSE: [ ] DEVELOPMENT [ ] CERTIFICATION [X] OTHER PRODUCTION VALIDATION

TEST TO: [X] AM14046 [ ] AM14173 [ ] AM14174 [ ] AM14187A [ ] AM14216 [ ] OTHER (SPECIFY) [ ] FMVSS208

VEHICLE DATA: MODEL 8774 ENGINE I-6 4.0L TRANS MANUAL ID 1JCMW7428H[redacted]

OTHER EQUIPMENT

FUEL CAPACITY 20 GAL VEHICLE HEIGHTS: FRONT REAR

VEHICLE WEIGHTS: FRONT REAR TOTAL

INSTRUMENTATION DEVIATIONS:

PHOTO COVERAGE DEVIATIONS:

SPECIAL INSTRUCTIONS

MODIFICATIONS AT AMTEK

MODIFICATIONS AT WISCONSIN SAFETY TEST SERVICES

CHARGE TO: 0566-0297-0001

TEST REQUESTOR A. J. ROCK DATE 12/9/86 APPROVED W. KIRK DATE 12/9/87

WISCONSIN SAFETY TEST SERVICES — RECEIVED AND REVIEWED T. R. HAYEK DATE 12/9/87

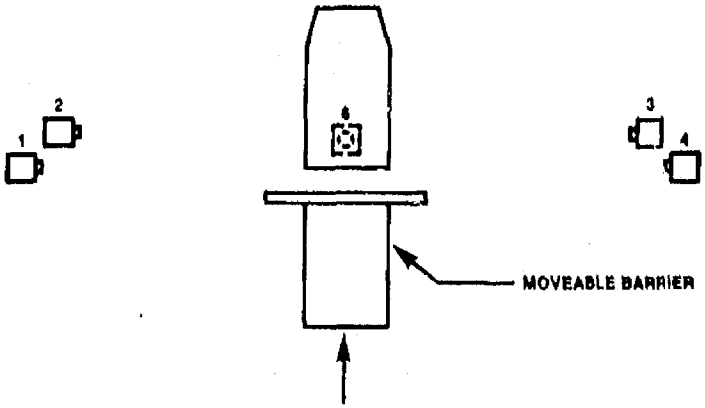
K-176 (Rev 3/85)

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

16MM CAMERA PLACEMENT - FMVSS 301 REAR

SET UP NO. 6



STANDARD COVERAGE

1. Long range - left side
2. Close up - rear bumper to 6" forward of rear wheel opening left side
3. Close up - rear bumper to 6" forward of rear wheel opening right side
4. Long range - right side

6. Pit - rear structure and fuel tank

ADDITIONAL COVERAGE

7. _____
8. _____
9. _____
10. _____
11. _____

TEST OBJECTIVE

THE TEST VEHICLE WAS A 1987 JEEP XJ FOUR DOOR WAGON MODEL 8774 WHICH WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 12/18/86. THIS VEHICLE UNDERWENT A 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE 30 MPH PERPENDICULAR REAR IMPACT TEST WAS PERFORMED ON 3/17/87 AT A SPEED OF 30.2 MPH. THERE WERE NO FUEL LEAKS AFTER IMPACT. MORE DETAILED INFORMATION IS INCLUDED ON THE SEPARATE DATA SHEETS.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATIONS WERE MADE BEFORE THE TEST.

THE REAR SEAT WAS REMOVED PRE-TEST.

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE RIGHT AND LEFT REAR DOORS HAD TO BE PRIED OPEN POST-TEST.

THE REAR HATCH LATCH DID NOT HOLD.

THE RIGHT AND LEFT FRONT SEAT BACK RESTS LAYED BACK AGAINST THE REAR SEAT WEIGHT BAG RETAINER.

THE RIGHT AND LEFT DUMMIES LAYED BACK WITH THE FRONT SEAT BACK RESTS.

THE FUEL SUPPLY LINES AT BOTH ENDS OF THE FUEL FILTER WERE DISTORTED (PHOTO FIGURE #10)

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. [redacted] 0.041

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRILR

TEST SPEED 30.2 MPH. TEST DATE 3/30/87 VEHICLE MODEL 6774

SPECIFICATION	NOT TESTED	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14040 REF FMVSS 301 FUEL SYSTEM INTEGRITY	[ ]	**ON SITE** 0.5 OZ. MAX DURING IMPACT 2.5 OZ. MAX IN FIRST 5 MIN. 0.5 OZ. MAX PER MIN. FOR NEXT 25 MIN. **POST TEST ROLLOVER** 2.5 OZ. MAX IN FIRST 5 MIN. 0.5 OZ. MAX PER MIN. NEXT 3 MIN.	NONE NONE NONE NONE NONE
SFAM 14173 REF. FMVSS 212 WINDSHIELD RETENTION	[X]	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF. FMVSS 204 STEERING COLUMN INTRUSION	[X]	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC STATIC
SFAM 14216 REF. FMVSS 219 WINDSHIELD ZONE INTRUSION	[X]	PROTECTED ZONE MUST NOT BE VIOLATED — SEE AM 14216	
FMVSS 208 INJURY CRITERIA	[X]	HIC NOT TO EXCEED 1000 CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS. LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS. RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS.	DRIVER PASS. _____ _____ _____ _____ _____ _____ _____ _____

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION

COMMENTS

SIGNATURE K. E. ERIKSSON DATE 4/15/87

EA12-005- Chrysler -001725

K-182 (Rev 3 85)

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

NONE

AMTEK

NONE

AMC | Jeep | RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST NO. 2041

TEST CONDITIONS

TEST SPEED 30.2 MPH DATE 3/30/87 TIME 10:10 AM

AMBIENT TEMPERATURE 69 DEGREES F WEATHER

WEIGHTS: BALLAST 300 LBS @ OVER REAR AXLE DUMMIES 330 LBS.

LBS. @ FUEL: 19.2 GALS (95%) 124.1 LBS.

LBS @ EQUIPMENT 25 LBS.

TEST WEIGHT: FRONT 1856 LBS. REAR 1870 LBS. TOTAL 3726 LBS.

VEHICLE HEIGHTS: L.F. 30.53" R.F. 30.34" L.R. 28.33" R.R. 27.93"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

VEHICLE AS RECEIVED

PRIOR USAGE NONE

GAWR/GVWR: FRONT AXLE 2500 LBS. REAR AXLE 2700 LBS. TOTAL 4255 LBS.

WEIGHT WITH 95 % FUEL FILL: FRONT 1743 LBS. REAR 1394 LBS TOTAL 3137 LBS.

VEHICLE HEIGHTS: L.F. 31.00" R.F. 30.90" L.R. 30.36" R.R. 30.20"

[ ] AXLE TO SILL [X] FENDER TO GROUND [ ] OTHER

ACTUAL MODEL TESTED B774 TESTED FOR B774 VIN NO. 1JCNW7428H1[redacted]

ENGINE I-6 1.0L TRANSMISSION MANUAL 5 SP PLT. BUILT TOLEDO

SEAT: [X] BUCKET [ ] INDIVIDUAL [ ] OTHER BVD

STEERING WHEEL: [ ] STD. [X] SPORT [ ] OTHER

STEERING COLUMN TYPE: [ ] STD. PROD. [X] TILT PROD. [ ] OTHER

FRONT BUMPER: [X] PROD. [ ] OTHER

REAR BUMPER: [X] PROD. [ ] OTHER

FUEL SYSTEM: CAPACITY 20 GALS. [X] PROD. [ ] OTHER

COMMENTS POWER STEERING, POWER BRAKES, AIR CONDITIONING

SIGNATURE D. E. CRUCIANELLI DATE 3/30/87

SFAM 14046 TEST RESULTS — REFERENCE FMVSS 301 FUEL SYSTEM INTEGRITY

ON SITE

TOTAL FUEL LOSS DURING IMPACT: NONE

TOTAL FUEL LOSS IN THE 5 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT: NONE

MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD: NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 5 MIN. — TOTAL WT.	1 MIN. INTERVAL — MAX RATE
0 - 90 DEGREES	NONE	NONE
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

[ ] ROLL CLOCKWISE

[X] ROLL COUNTERCLOCKWISE

TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER: 18 HRS.

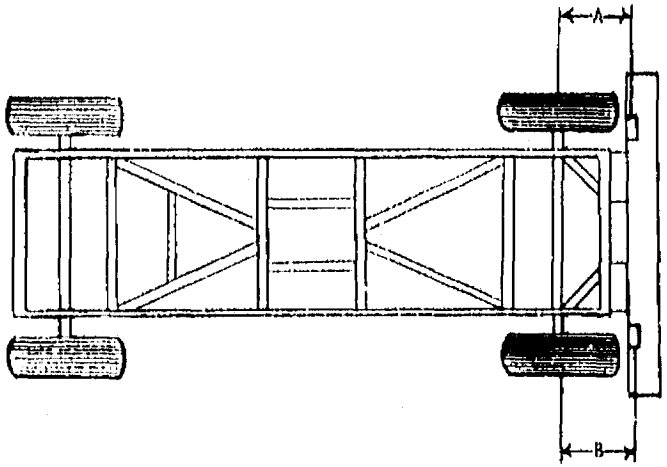
NOTE: ALL FUEL LOSS MEASUREMENTS ARE IN OZ. BY WEIGHT.

COMMENTS

SIGNATURE J. P. Mc CARTHY DATE 3/31/87

INSTRUMENTATION LOCATION

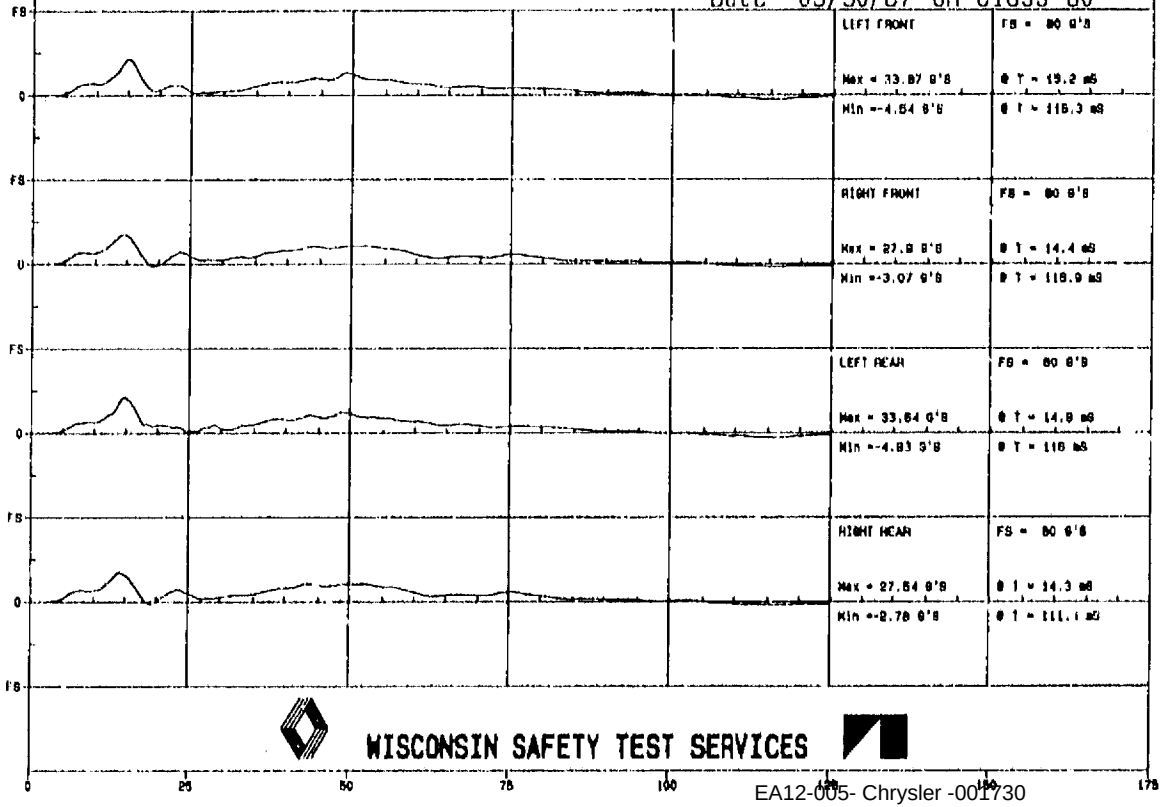
MOVEABLE BARRIER



DIMENSION		DISTANCE FROM FRONT AXLE CENTERLINE
A	=	20"
B	=	20"

Chassis Accel

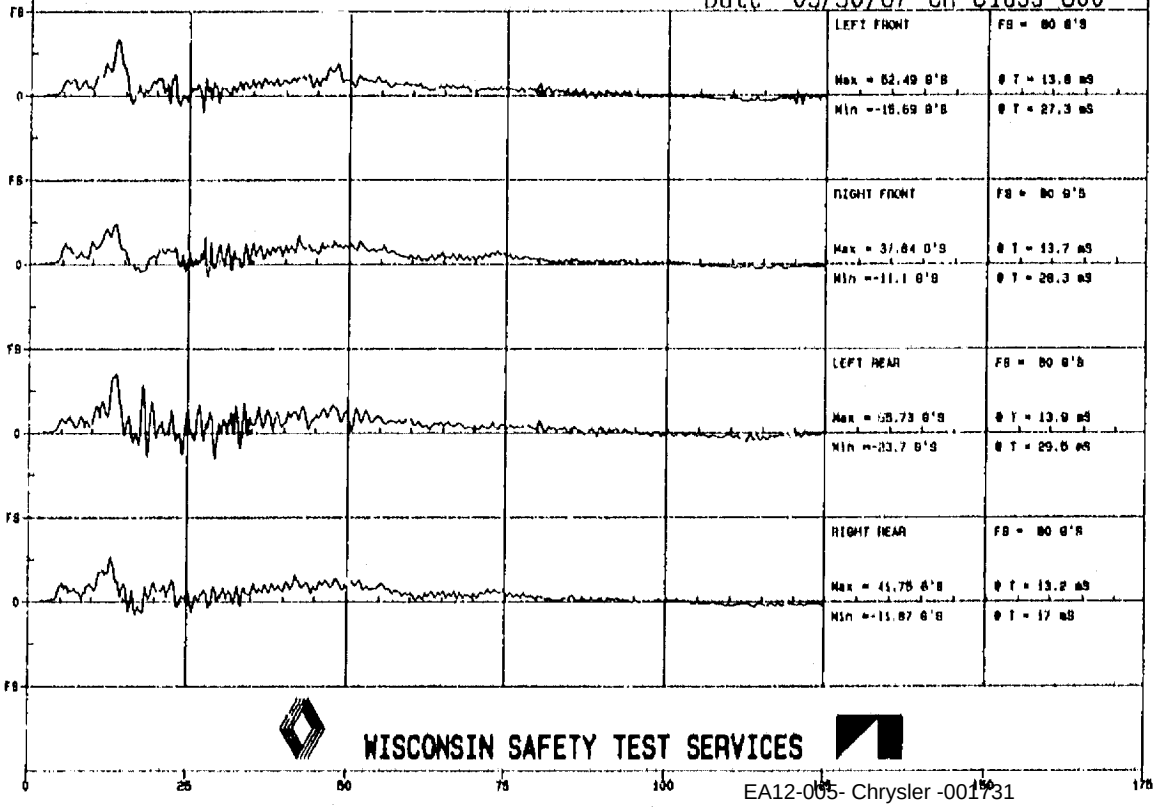
Test #2041
Model 8774
Date 03/30/87 Ch Class 60



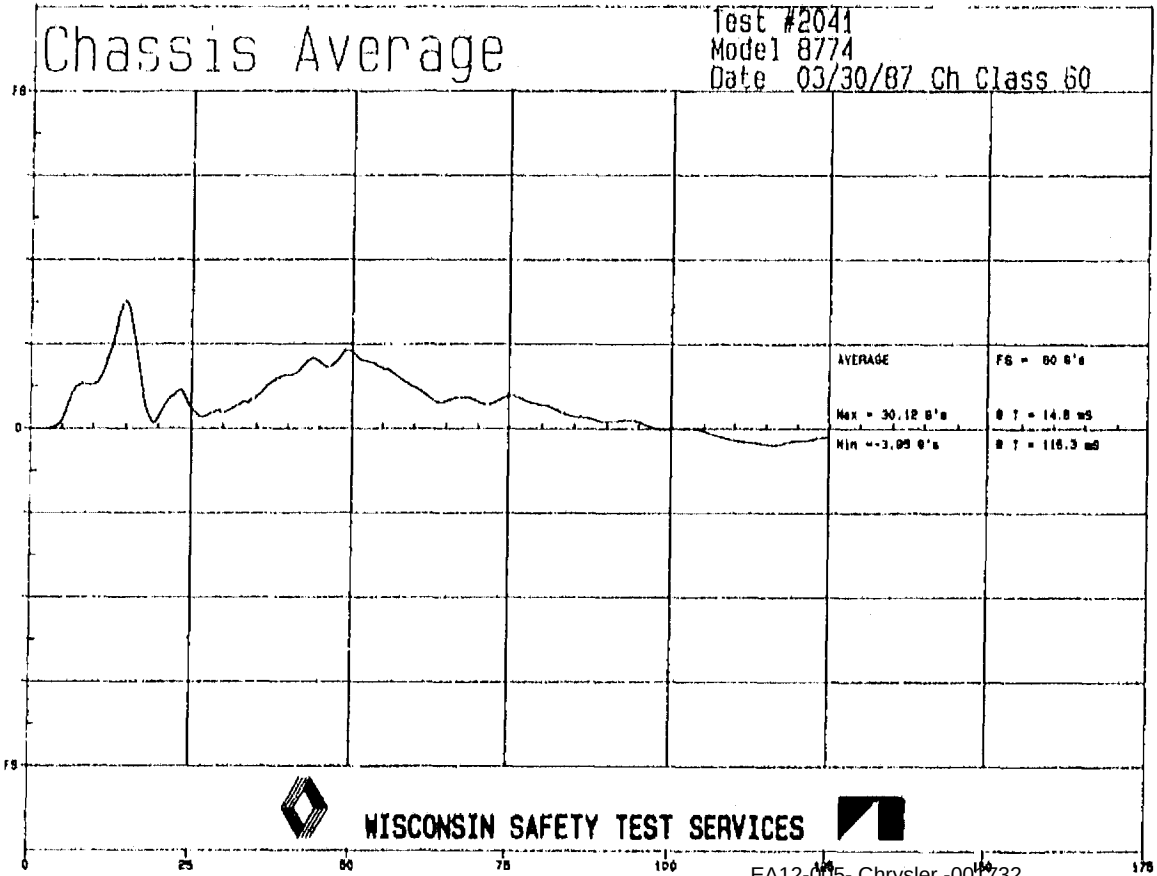
WISCONSIN SAFETY TEST SERVICES

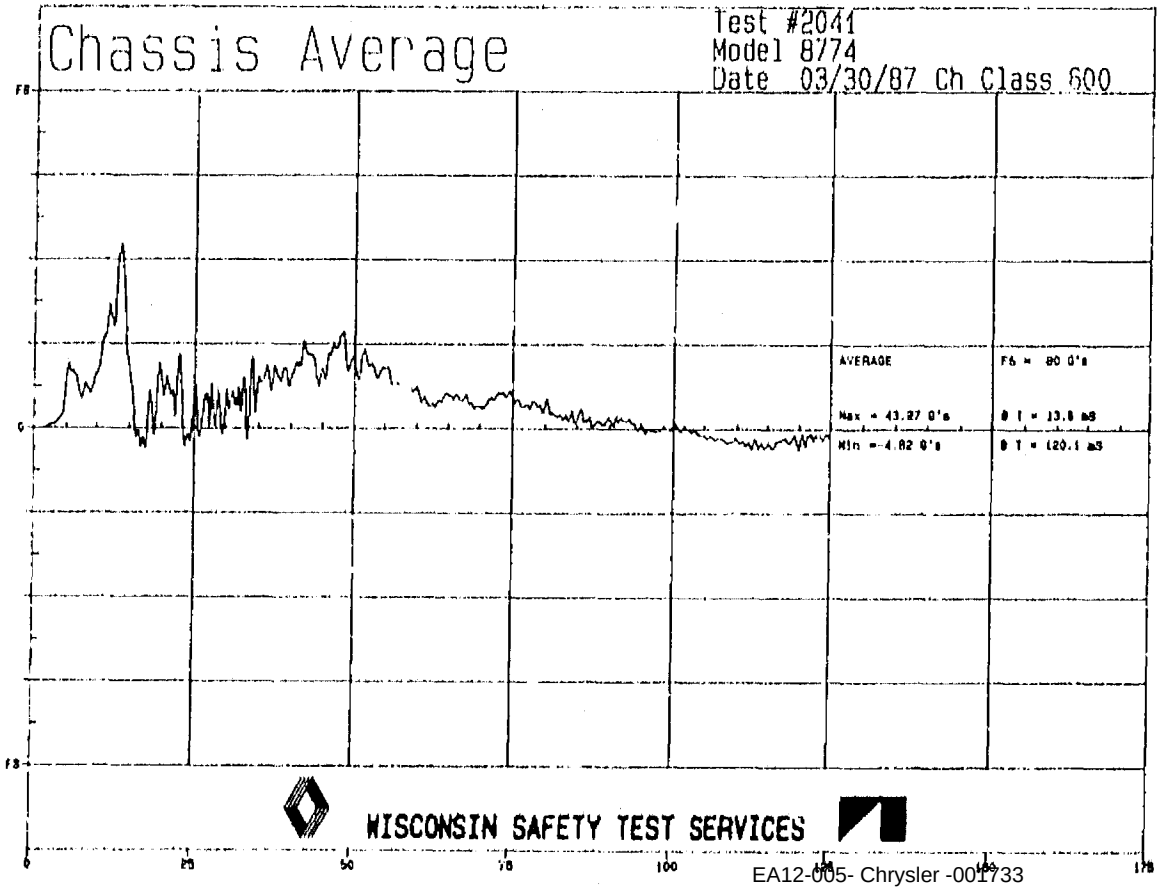
Chassis Accel

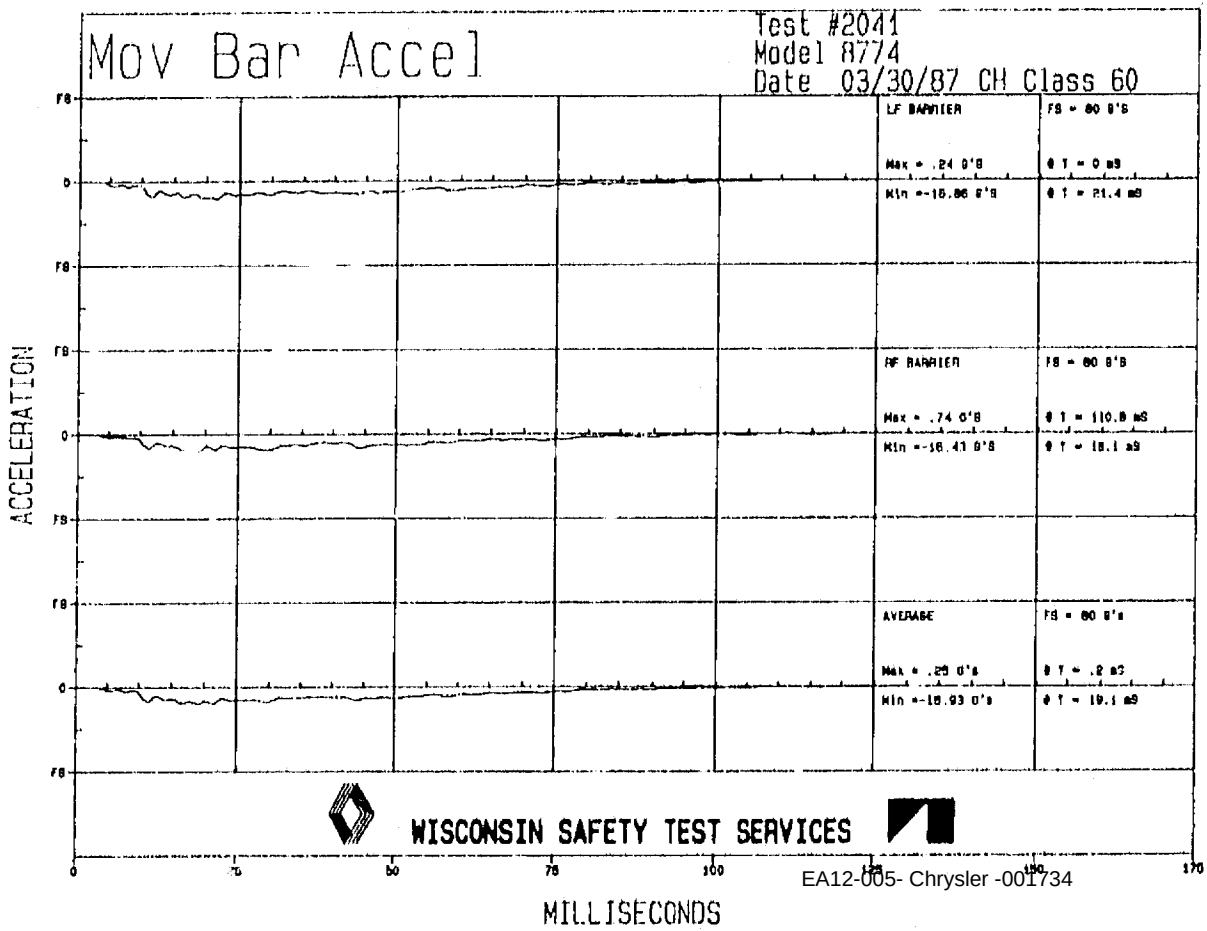
Test #2041
Model 8774
Date 03/30/87 Ch Class 600

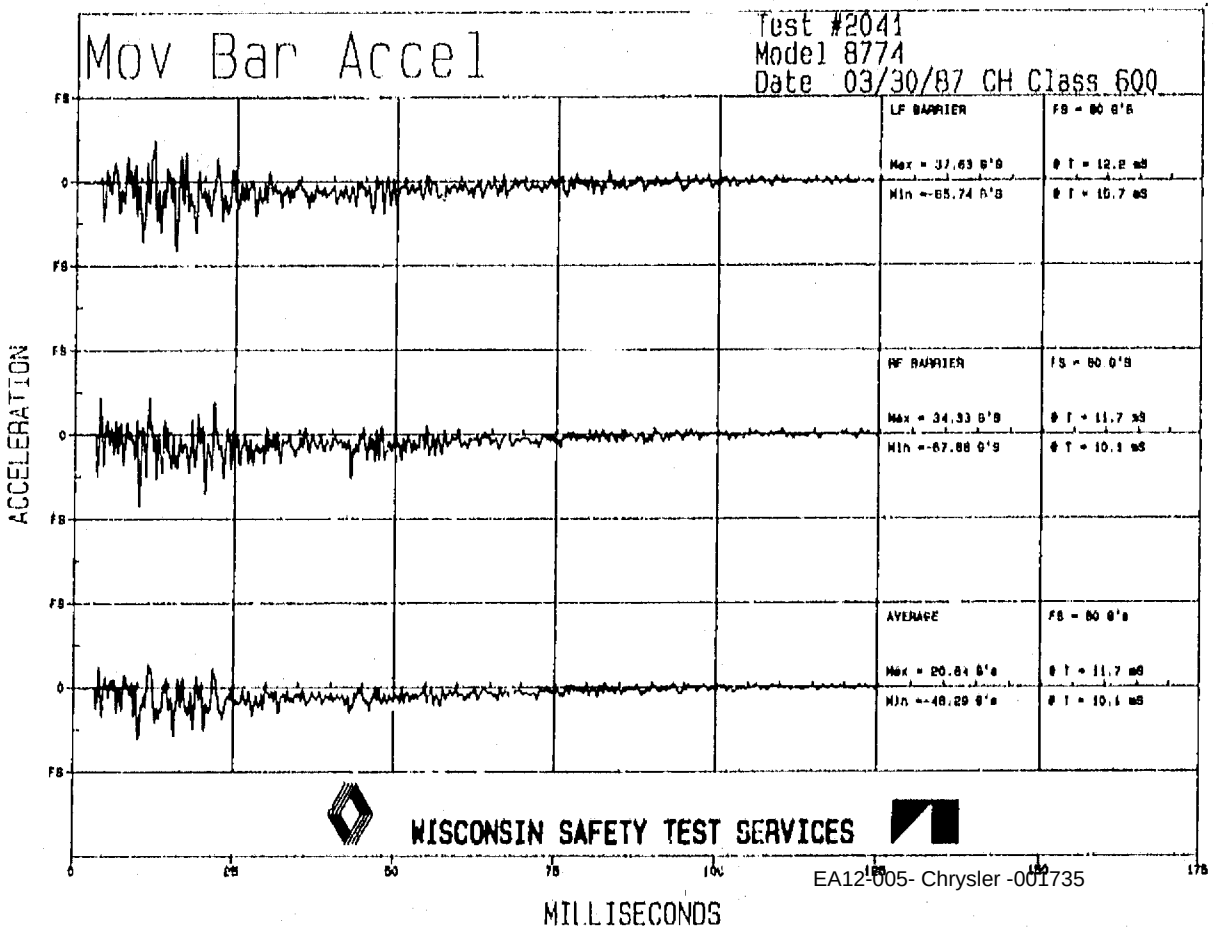


WISCONSIN SAFETY TEST SERVICES


Chassis Average
Test #2041
Model 8774
Date 03/30/87 Ch Class 60
FS
0
FS
AVERAGE
Max = 30.12 G's
Min =-3.05 G's
FS = 60 G's
@ T = 14.8 mS
@ T = 116.3 mS
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175


Chassis Average
Test #2041
Model 8774
Date 03/30/87 Ch Class 600
FS
0
FS
AVERAGE
Max = 43.27 G's
Min = -4.82 G's
FS = 80 G's
@ T = 13.8 mS
@ T = 120.1 mS
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175


Mov Bar Accel
Test #2041
Model 8774
Date 03/30/87 CH Class 60
LF BARRIER
FS = 80 G'S
Max = .24 G'S
@ T = 0 mS
Min =-16.86 G'S
@ T = 21.4 mS
RF BARRIER
FS = 80 G'S
Max = .74 G'S
@ T = 110.8 mS
Min =-16.41 G'S
@ T = 18.1 mS
AVERAGE
FS = 80 G's
Max = .25 G's
@ T = .2 mS
Min =-16.93 G's
@ T = 19.1 mS
ACCELERATION
FS
0
FS
FS
0
FS
FS
0
FS
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS


Mov Bar Accel
Test #2041
Model 8774
Date 03/30/87 CH Class 600
LF BARRIER
FS = 80 G'S
Max = 37.63 G'S
@ T = 12.2 mS
Min =-65.74 G'S
@ T = 10.7 mS
RF BARRIER
FS = 80 G'S
Max = 34.33 G'S
@ T = 11.7 mS
Min =-67.88 G'S
@ T = 10.1 mS
AVERAGE
FS = 80 G's
Max = 26.84 G's
@ T = 11.7 mS
Min =-48.29 G's
@ T = 10.1 mS
FS
0
ACCELERATION
WISCONSIN SAFETY TEST SERVICES
0
25
50
75
100
125
150
175
MILLISECONDS

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

ITEM XJ6864 CHARGE NO. 520002 ISSUE DATE 7/28/94

VC52//30 MPH REAR IMPACT, XJJL74, 4.0L.
1995 MVSS 301 COMPLIANCE.

TEST DATE 8/2/94 ENGINEER WEIGEL
SPEED 30.4 MPH SOURCE TRAP

TEST PURPOSE PRIMARY, 1995 MVSS 301 COMPLIANCE.
1995 COMPLIANCE - FUEL SYSTEM INTEGRITY.

IMPACT TYPE
TARGET SPEED; 30.2 MPH
DAMAGE LOCATION; RIGHT REAR
IMPACT TYPE; BARRIER
BARRIER SURFACE; PLYWOOD
DIRECTION; 0 DEGREES

VEHICLE
BODY CLASS; XJ
CAR LINE; J
BODY; 74
ENGINE; 4.0 LITRE
ENGINE NOTE; MPI
TRANSMISSION; 4 SPEED AUTO 4X4
TRANS. NOTE;
VIN AS TESTED; 1J4FJ78S6SL[redacted] MOD.
VIN AS BUILT; 1J4FJ78S6SL[redacted] MOD.

BUILD CONDITION 1995 PRODUCTION CHEROKEE SPORT (D5XJ-6864).
1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW FUEL SENDING UNIT LOCKING RING.
4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C.

TARGET WEIGHT (LBS) 3627 TOTAL, 2001 FRONT, 1626 REAR REP MAX OPT. WT.
NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.

TEST WEIGHT (LBS) 4273 TOTAL, 1924 FRONT, 2349 REAR

FUEL BALLAST 19 GALLONS TOTAL STODDARD.

LUGGAGE BALLAST 300 LBS OF LUGGAGE BALLAST SECURED IN CARGO AREA.

OTHER BALLAST 170 LBS SECURED TO REAR FLOOR PAN

POST TEST REMARKS SEE TEST LETTER

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

OCCUPANTS	LEFT FRONT, BALLAST DUMMY, UNINSTRUMNTD. AD NO 52 RESTRAINT-AIRBAG AND 3-POINT SEAT BELT (ACTIVE). RIGHT FRONT, BALLAST DUMMY, UNINSTRMNTD. AD NO 67 RESTRAINT-3-POINT SEAT BELT (ACTIVE).
MECHANICAL REQ	PLACE SEATS IN MID TRACK POSITION. POSITION DUMMIES' PER MVSS 301. MEASURE VEHICLE ATTITUDE AS RECEIVED AND WHEN LOADED FOR TEST, ADJUST ACCORDINGLY. PRESSURE TEST FUEL SYSTEM PRE TEST. PAINT STEERING WHEEL. INSTALL FUEL TANK AND SENDING UNIT AND LOCKING RING AND O-RING. ROLL VEHICLE POST TEST. PAINT FUEL TANK AND SURROUNDING AREA CONTRASTING COLORS.
INSTRUMENTATION REQ	SEE 3RD SHEET NO. 102 FOR ACCELEROMETER REQUIREMENTS AND LOCATIONS.
PHOTOGRAPHIC REQ	1-LEFT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE AT IMPACT. 1-RIGHT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE AT IMPACT. 1-LEFT SIDE CLOSE UP VIEW OF DAMAGE AREA. 1-CATWALK CAMERA TO VIEW ENTIRE VEHICLE. 1-PIT CAMERA OERALL VIEW OF REAR STRUCTURE. 1-PIT CAMERA CLOSE UP OF REAR AXLE AND FUEL TANK. 1-PIT CAMERA CLOSE UP OF BUMPER AND FUEL TANK. 1-VELOCITY ANALYSIS CAMERA. 1-PANNING CAMERA.
FILM ANALYSIS	NONE.
REMARKS	TEST REQUEST ORIGINATOR: CHRIS CORNEAU TELEPHONE: (313) 493-8576. MAKE (1) COPY OF FILM, SEND COPY TO: C.C. CORNEAU CIMS: 514-15-58. SHIP VEHICLE TO CHELSEA PROVING GROUNDS.
T. E. REPORT	MVSS 301 REPORT REQUIRED FOR COMPLIANCE.

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

REPORT CODES

A = TRANSDUCER DATA
B = ALL FILM DATA
C = HIGH SPEED FILM
D = ENGINEER'S REPORT
E = DUMMY KINEMATICS
F = STEERING COLUMN
G = UNDERBODY
H = A-POST
I = DYNAMIC CRUSH
J = ENGINE COMPARTMENT
K = DOOR CRUSH
L = FORCE/CRUSH/ENERGY
M = SPECIAL

DISTRIBUTION

W.A. BREITMOSER	422-05-01	(AB)
C.C. CORNEAU	514-15-58	(AB)
D.T. MCKENZIE	422-05-01	(AB)

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

**********CHANGED 07/30/94 AT 09.23.11. SUPPLEMENT NO. 01

BUILD CONDITION
MODIFY 1995 PRODUCTION FUEL SYSTEM.
TO READ 1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW
ADD FUEL SENDING UNIT LOCKING RING.

**********CHANGED 08/01/94 AT 12.59.43. SUPPLEMENT NO. 02

INSTRUMENTATION REQ
DELETE Y

PHOTOGRAPHIC REQ
MODIFY 2-PIT CAMERAS TO VIEW FUEL TANK AND SURROUNDING
TO READ 1-PIT CAMERA OERALL VIEW OF REAR STRUCTURE.
ADD 1-PIT CAMERA CLOSE UP OF REAR AXLE AND FUEL TANK.
ADD 1-PIT CAMERA CLOSE UP OF BUMPER AND FUEL TANK.
DELETE AREA.
DELETE 1-RIGHT SIDE PIT CAMERA MOUNTED FORWARD OF
DELETE VEHICLE TO VIEW REARWARD AT MUFFLER AND
DELETE SURROUNDING AREA.
DELETE 1-LEFT SIDE PIT CAMERA TO VIEW BOTH THE REAR
DELETE WHEEL AND THE FUEL FILLER TUBE DURING IMPACT.
DELETE 1-PIT CAMERA FOR FULL UNDERBODY VIEW.

SAFETY TEST
VEHICLE CRASH TEST LETTER

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
TEST DATE 08/02/94

TEST PURPOSE	PRIMARY, 1995 MVSS 301 COMPLIANCE. 1995 COMPLIANCE - FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED; 30.2 MPH DAMAGE LOCATION; RIGHT REAR IMPACT TYPE; BARRIER BARRIER SURFACE; PLYWOOD DIRECTION; 0 DEGREES
VEHICLE	BODY CLASS; XJ CAR LINE; J BODY; 74 ENGINE; 4.0 LITRE ENGINE NOTE; MPI TRANSMISSION; 4 SPEED AUTO 4X4 TRANS. NOTE; VIN AS TESTED; 1J4FJ78S6SL[redacted] MOD. VIN AS BUILT; 1J4FJ78S6SL[redacted] MOD.
TEST SPEED	30.4 MPH BY ELECTRONIC TRAP TIMER.
TEST WEIGHT (LBS)	4273 TOTAL, 1924 FRONT, 2349 REAR.
OCCUPANTS	LEFT FRONT, BALLAST DUMMY, UNINSTRUMNTD. AD-52 RESTRAINT-AIR BAG AND 3-POINT SEAT BELT (ACTIVE). RIGHT FRONT, BALLAST DUMMY, UNINSTRMNTD. AD-67 RESTRAINT-3-POINT SEAT BELT (ACTIVE).
BUILD CONDITION	1995 PRODUCTION CHEROKEE SPORT (D5XJ-6864). 1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW FUEL SENDING UNIT LOCKING RING. 4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C.
TARGET WEIGHT (LBS)	3627 TOTAL, 2001 FRONT, 1626 REAR REP MAX OPT. WT. NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19 GALLONS TOTAL STODDARD. 300 LBS OF LUGGAGE BALLAST SECURED IN CARGO AREA. 170 LBS SECURED TO REAR FLOOR PAN.

SAFETY TEST
VEHICLE CRASH TEST LETTER

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
TEST DATE 08/02/94

POST TEST REMARKS

THERE WAS NO FUEL LEAKAGE DURING IMPACT, NOR DURING THE SUBSEQUENT THIRTY MINUTES.
THERE WAS NO FUEL LEAKAGE DURING THE POST TEST STATIC ROLLOVER.

NOTE: THE LIFTGATE WAS LATCHED BUT NOT LOCKED.

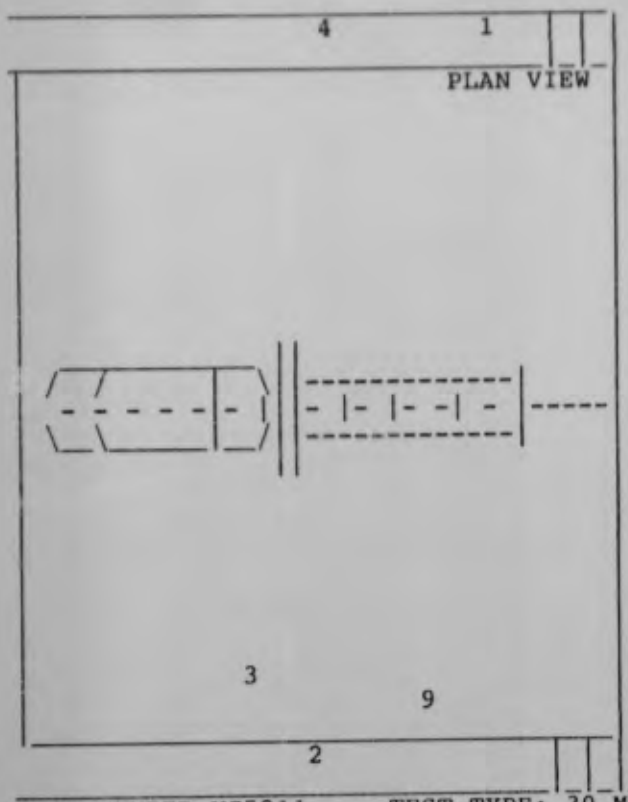
REPORT CODES

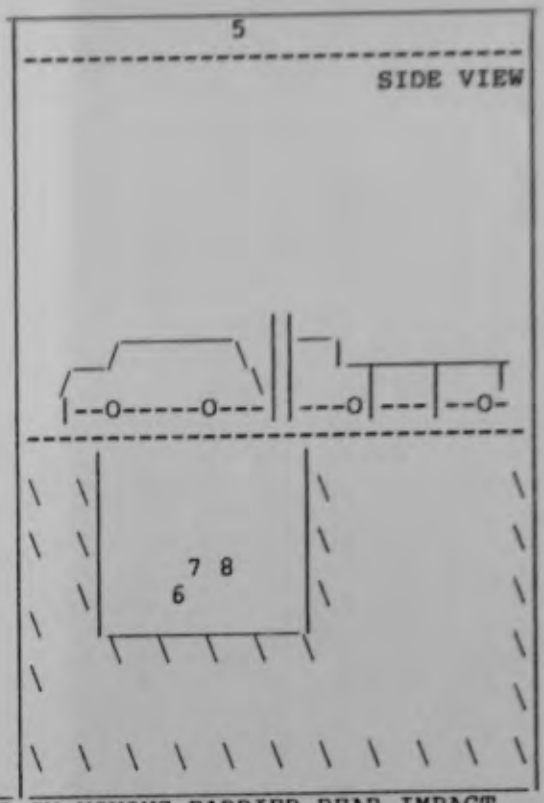
A = TRANSDUCER DATA	B = ALL FILM DATA
C = HIGH SPEED FILM	D = ENGINEER'S REPORT
E = DUMMY KINEMATICS	F = STEERING COLUMN
G = UNDERBODY	H = A-POST
I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
M = SPECIAL	

DISTRIBUTION

W.A. BREITMOSER	422-05-01	(AB)
C.C. CORNEAU	514-15-58	(AB)
D.T. MCKENZIE	422-05-01	(AB)

DATE 08/03/94 TIME 15.09.45.





TEST NUMBER VC5211 TEST TYPE: 30 MPH TYPE IV MOVING BARRIER REAR IMPACT
TEST ENGINEER WEIGEL REQUEST DATE : 7/11/94 VEHICLE BODY CLASS : XJ

#	VIEW DESCRIPTION A=ANALYSIS	CAM S/N	LENS F.L.	LENS S/N	LENS MFG.	F-STOP	PNL	SKT	CBL	CAM MFG
1	PANNING									
2	LT. OVERALL	1879	25	106467	KIN					
3	LT. CLOSE-UP DAMAGED AREA	1876	50	106312	KIN					
4	RIGHT OVERALL	1878	25	106968	KIN					
5	CATWALK OVERALL	429	18	107230	KIN					
6	PIT OVERALL	430	13	14546	COS					
7	PIT CLOSE-UP AXLE/F-TANK	432	25	63092	COS					
8	PIT CLOSE-UP BUMPER/F-TANK	433	25	53848	COS					
9	A-VELOCITY	1890	100	273847	WOL					
11										
12										
13										
14										

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC5211, ITEM NUMBER XJ6864, TEST ENGINEER WEIGEL

V.I.N. 1J4FJ78S6L5[redacted], TEST DATE 8/2/94, ROLL DATE 8/2/94

TEST TYPE; 30 MPH FRONT FLAT FIXED BARRIER IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 19.0 GALLONS

TEST SPEED 30.4 MPH, TEST WEIGHT 4273 POUNDS.

POST TEST FUEL SYSTEM OBSERVATIONS _____

POST IMPACT LEAKAGE(OZ); AT IMPACT 0
1ST 5 MIN. 0
NEXT 25 MIN. 0

POST TEST PRESSURE CHECK N/A

ELECTRIC FUEL PUMP RUN _____

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL					
ROLL TIME						TOTAL	
0-90	1ST 5 MIN					0	*
2:18	POST 5 MIN					0	**
90-180	1ST 5 MIN					0	*
2:14	POST 5 MIN					0	**
180-270	1ST 5 MIN					0	*
2:05	POST 5 MIN					0	**
270-360	1ST 5 MIN					0	*
2:06	POST 5 MIN					0	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

LAST FORM MODIFICATION 5/27/93 - GAB

Image Source Inc.
801 Front Street
Toledo, Ohio 43605
419/697/1111
Fax: 419/697/1267

IMAGE & INFORMATION MGT.

DECLARATION OF INTENT AND PURPOSE

I Jennifer Hock,
employed by Image Source Inc., do hereby declare that the records microfilmed herein are actual records of Chrysler Corp.
created during its normal course of business and that:

It is the express intent and purpose of this organization to destroy or otherwise dispose of the original records microphotographed herein, and that:

The destruction or disposition of the records micrographed on this microfilm media is only to be accomplished after inspection of the microfilm content, to assure completeness of coverage, and that:

It is the policy of this organization to microfilm and dispose of original records in accordance with customer authorization or as part of the planned organizational operation procedure.

Date 8-12-96
Microfilming Operator Jennifer Hock
Location 801 Front St.

EA12-005- Chrysler -000655

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

ITEM XJ6864 CHARGE NO. 520002 ISSUE DATE 7/28/94

VC52//30 MPH REAR IMPACT, XJJL74, 4.0L.
1995 MVSS 301 COMPLIANCE.

TEST DATE 8/2/94 ENGINEER WEIGEL
SPEED 30.4 MPH SOURCE TRAP

TEST PURPOSE PRIMARY, 1995 MVSS 301 COMPLIANCE.
1995 COMPLIANCE - FUEL SYSTEM INTEGRITY.

IMPACT TYPE
TARGET SPEED; 30.2 MPH
DAMAGE LOCATION; RIGHT REAR
IMPACT TYPE; BARRIER
BARRIER SURFACE; PLYWOOD
DIRECTION; 0 DEGREES

VEHICLE
BODY CLASS; XJ
CAR LINE; J
BODY; 74
ENGINE; 4.0 LITRE
ENGINE NOTE; MPI
TRANSMISSION; 4 SPEED AUTO 4X4
TRANS. NOTE;
VIN AS TESTED; 1J4FJ78S6SL[redacted] MOD.
VIN AS BUILT; 1J4FJ78S6SL[redacted] MOD.

BUILD CONDITION 1995 PRODUCTION CHEROKEE SPORT (D5XJ-6864).
1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW FUEL SENDING UNIT LOCKING RING.
4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C.

TARGET WEIGHT (LBS) 3627 TOTAL, 2001 FRONT, 1626 REAR REP MAX OPT. WT.
NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.

TEST WEIGHT (LBS) 4273 TOTAL, 1924 FRONT, 2349 REAR

FUEL BALLAST 19 GALLONS TOTAL STODDARD.

LUGGAGE BALLAST 300 LBS OF LUGGAGE BALLAST SECURED IN CARGO AREA.

OTHER BALLAST 170 LBS SECURED TO REAR FLOOR PAN

POST TEST REMARKS SEE TEST LETTER

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

OCCUPANTS	LEFT FRONT, BALLAST DUMMY, UNINSTRUMNTD. AD NO 52 RESTRAINT-AIRBAG AND 3-POINT SEAT BELT (ACTIVE). RIGHT FRONT, BALLAST DUMMY, UNINSTRMNTD. AD NO 67 RESTRAINT-3-POINT SEAT BELT (ACTIVE).
MECHANICAL REQ	PLACE SEATS IN MID TRACK POSITION. POSITION DUMMIES' PER MVSS 301. MEASURE VEHICLE ATTITUDE AS RECEIVED AND WHEN LOADED FOR TEST, ADJUST ACCORDINGLY. PRESSURE TEST FUEL SYSTEM PRE TEST. PAINT STEERING WHEEL. INSTALL FUEL TANK AND SENDING UNIT AND LOCKING RING AND O-RING. ROLL VEHICLE POST TEST. PAINT FUEL TANK AND SURROUNDING AREA CONTRASTING COLORS.
INSTRUMENTATION REQ	SEE 3RD SHEET NO. 102 FOR ACCELEROMETER REQUIREMENTS AND LOCATIONS.
PHOTOGRAPHIC REQ	1-LEFT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE AT IMPACT. 1-RIGHT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE AT IMPACT. 1-LEFT SIDE CLOSE UP VIEW OF DAMAGE AREA. 1-CATWALK CAMERA TO VIEW ENTIRE VEHICLE. 1-PIT CAMERA OERALL VIEW OF REAR STRUCTURE. 1-PIT CAMERA CLOSE UP OF REAR AXLE AND FUEL TANK. 1-PIT CAMERA CLOSE UP OF BUMPER AND FUEL TANK. 1-VELOCITY ANALYSIS CAMERA. 1-PANNING CAMERA.
FILM ANALYSIS	NONE.
REMARKS	TEST REQUEST ORIGINATOR: CHRIS CORNEAU TELEPHONE: (313) 493-8576. MAKE (1) COPY OF FILM, SEND COPY TO: C.C. CORNEAU CIMS: 514-15-58. SHIP VEHICLE TO CHELSEA PROVING GROUNDS.
T. E. REPORT	MVSS 301 REPORT REQUIRED FOR COMPLIANCE.

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

REPORT CODES	A = TRANSDUCER DATA	B = ALL FILM DATA
	C = HIGH SPEED FILM	D = ENGINEER'S REPORT
	E = DUMMY KINEMATICS	F = STEERING COLUMN
	G = UNDERBODY	H = A-POST
	I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
	K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
	M = SPECIAL	

DISTRIBUTION	W.A. BREITMOSER	422-05-01	(AB)
	C.C. CORNEAU	514-15-58	(AB)
	D.T. MCKENZIE	422-05-01	(AB)

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 02

**********CHANGED 07/30/94 AT 09.23.11. SUPPLEMENT NO. 01

BUILD CONDITION
MODIFY 1995 PRODUCTION FUEL SYSTEM.
TO READ 1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW
ADD FUEL SENDING UNIT LOCKING RING.

**********CHANGED 08/01/94 AT 12.59.43. SUPPLEMENT NO. 02

INSTRUMENTATION REQ
DELETE Y

PHOTOGRAPHIC REQ
MODIFY 2-PIT CAMERAS TO VIEW FUEL TANK AND SURROUNDING
TO READ 1-PIT CAMERA OERALL VIEW OF REAR STRUCTURE.
ADD 1-PIT CAMERA CLOSE UP OF REAR AXLE AND FUEL TANK.
ADD 1-PIT CAMERA CLOSE UP OF BUMPER AND FUEL TANK.
DELETE AREA.
DELETE 1-RIGHT SIDE PIT CAMERA MOUNTED FORWARD OF
DELETE VEHICLE TO VIEW REARWARD AT MUFFLER AND
DELETE SURROUNDING AREA.
DELETE 1-LEFT SIDE PIT CAMERA TO VIEW BOTH THE REAR
DELETE WHEEL AND THE FUEL FILLER TUBE DURING IMPACT.
DELETE 1-PIT CAMERA FOR FULL UNDERBODY VIEW.

SAFETY TEST
VEHICLE CRASH TEST LETTER

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
TEST DATE 08/02/94

TEST PURPOSE	PRIMARY, 1995 MVSS 301 COMPLIANCE. 1995 COMPLIANCE - FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED; 30.2 MPH DAMAGE LOCATION; RIGHT REAR IMPACT TYPE; BARRIER BARRIER SURFACE; PLYWOOD DIRECTION; 0 DEGREES
VEHICLE	BODY CLASS; XJ CAR LINE; J BODY; 74 ENGINE; 4.0 LITRE ENGINE NOTE; MPI TRANSMISSION; 4 SPEED AUTO 4X4 TRANS. NOTE; VIN AS TESTED; 1J4FJ78S6SL[redacted] MOD. VIN AS BUILT; 1J4FJ78S6SL[redacted] MOD.
TEST SPEED	30.4 MPH BY ELECTRONIC TRAP TIMER.
TEST WEIGHT (LBS)	4273 TOTAL, 1924 FRONT, 2349 REAR.
OCCUPANTS	LEFT FRONT, BALLAST DUMMY, UNINSTRUMNTD. AD-52 RESTRAINT-AIR BAG AND 3-POINT SEAT BELT (ACTIVE). RIGHT FRONT, BALLAST DUMMY, UNINSTRMNTD. AD-67 RESTRAINT-3-POINT SEAT BELT (ACTIVE).
BUILD CONDITION	1995 PRODUCTION CHEROKEE SPORT (D5XJ-6864). 1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW FUEL SENDING UNIT LOCKING RING. 4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C.
TARGET WEIGHT (LBS)	3627 TOTAL, 2001 FRONT, 1626 REAR REP MAX OPT. WT. NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19 GALLONS TOTAL STODDARD. 300 LBS OF LUGGAGE BALLAST SECURED IN CARGO AREA. 170 LBS SECURED TO REAR FLOOR PAN.

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
TEST DATE 08/02/94

POST TEST REMARKS

THERE WAS NO FUEL LEAKAGE DURING IMPACT, NOR DURING THE SUBSEQUENT THIRTY MINUTES.
THERE WAS NO FUEL LEAKAGE DURING THE POST TEST STATIC ROLLOVER.

NOTE: THE LIFTGATE WAS LATCHED BUT NOT LOCKED.

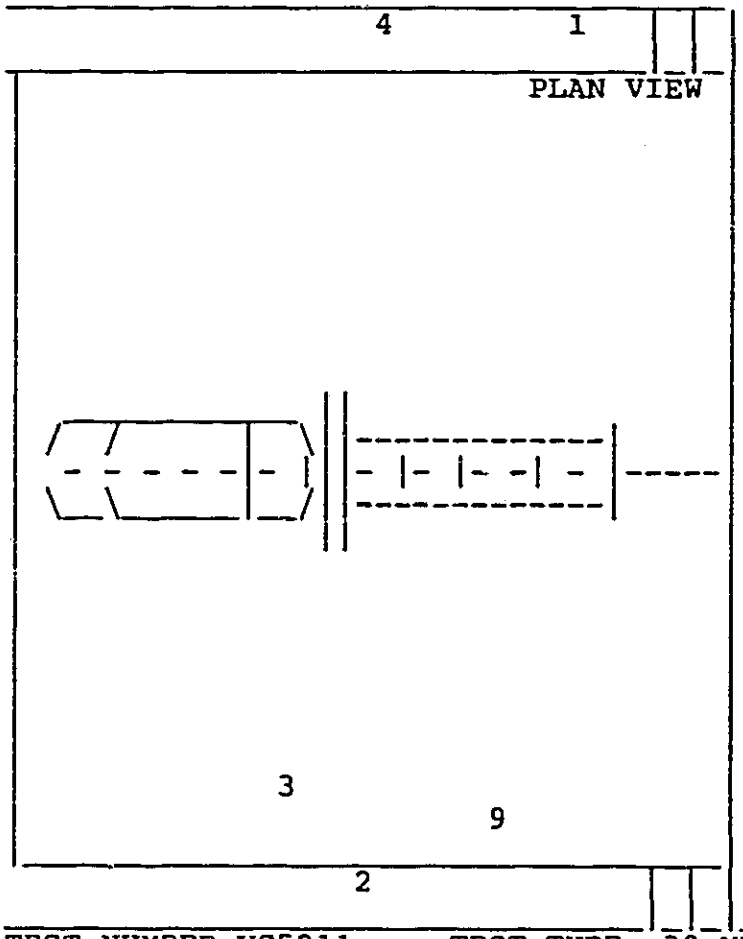
REPORT CODES

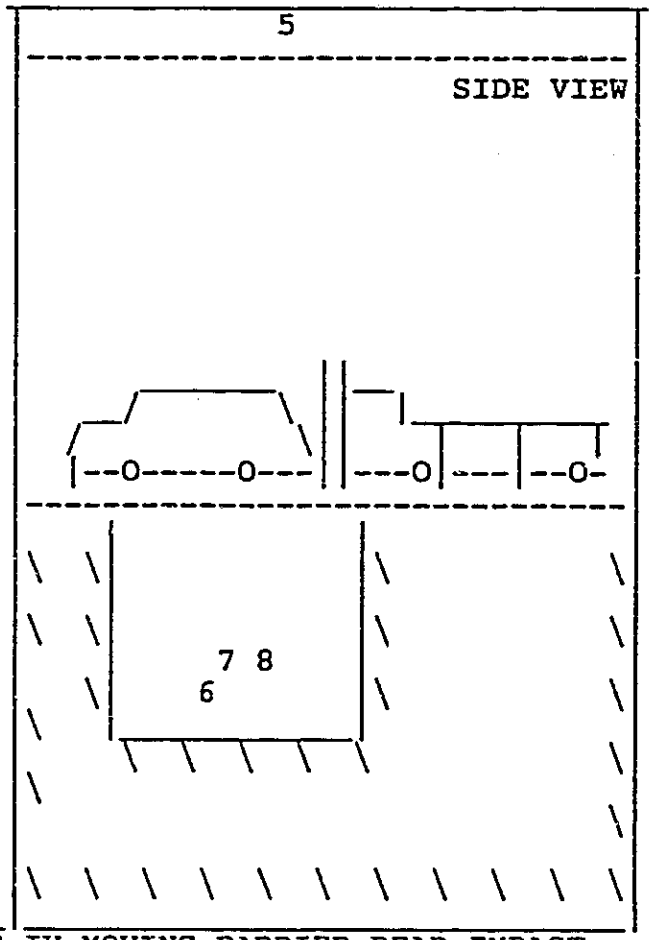
A = TRANSDUCER DATA	B = ALL FILM DATA
C = HIGH SPEED FILM	D = ENGINEER'S REPORT
E = DUMMY KINEMATICS	F = STEERING COLUMN
G = UNDERBODY	H = A-POST
I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
M = SPECIAL	

DISTRIBUTION

W.A. BREITMOSER	422-05-01	(AB)
C.C. CORNEAU	514-15-58	(AB)
D.T. MCKENZIE	422-05-01	(AB)

DATE 08/03/94 TIME 15.09.45.





TEST NUMBER VC5211 TEST TYPE: 30 MPH TYPE IV MOVING BARRIER REAR IMPACT
TEST ENGINEER WEIGEL REQUEST DATE : 7/11/94 VEHICLE BODY CLASS : XJ

#	VIEW DESCRIPTION A=ANALYSIS	CAM S/N	LENS F.L.	LENS S/N	LENS MFG.	F-STOP	PNL	SKT	CBL	CAM MFG
1	PANNING									
2	LT. OVERALL	1879	25	106467	KIN					
3	LT. CLOSE-UP DAMAGED AREA	1876	50	106312	KIN					
4	RIGHT OVERALL	1878	25	106968	KIN					
5	CATWALK OVERALL	429	18	107230	KIN					
6	PIT OVERALL	430	13	14546	COS					
7	PIT CLOSE-UP AXLE/F-TANK	432	25	63092	COS					
8	PIT CLOSE-UP BUMPER/F-TANK	433	25	53848	COS					
9	A-VELOCITY	1870	100	D73847	WOL					
11										
12										
13										
14										

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC5211, ITEM NUMBER XJ6864, TEST ENGINEER WEIGEL

V.I.N. 1J4FJ78S6L5[redacted], TEST DATE 8/2/94 ROLL DATE 8/2/94

TEST TYPE; 30 MPH FRONT FLAT FIXED BARRIER IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 19.0 GALLONS

TEST SPEED 30.4 MPH, TEST WEIGHT 4273 POUNDS.

POST TEST FUEL SYSTEM OBSERVATIONS _____

POST IMPACT LEAKAGE(OZ); AT IMPACT 0
1ST 5 MIN. 0
NEXT 25 MIN. 0

POST TEST PRESSURE CHECK N/A

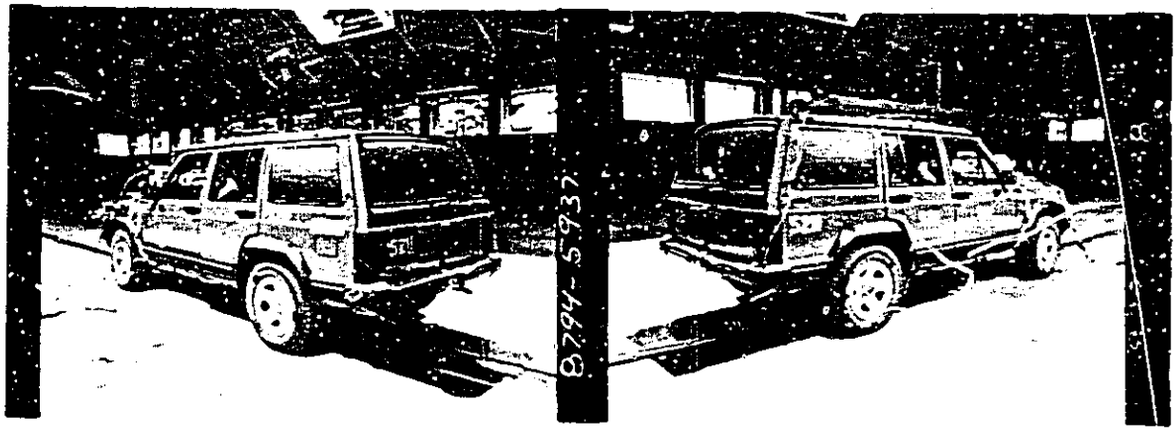
ELECTRIC FUEL PUMP RUN _____

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL					
ROLL TIME						TOTAL	
0-90	1ST 5 MIN					0	*
2:18	POST 5 MIN					0	**
90-180	1ST 5 MIN					0	*
2:14	POST 5 MIN					0	**
180-270	1ST 5 MIN					0	*
2:05	POST 5 MIN					0	**
270-360	1ST 5 MIN					0	*
2:06	POST 5 MIN					0	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

LAST FORM MODIFICATION 5/27/93 - GAB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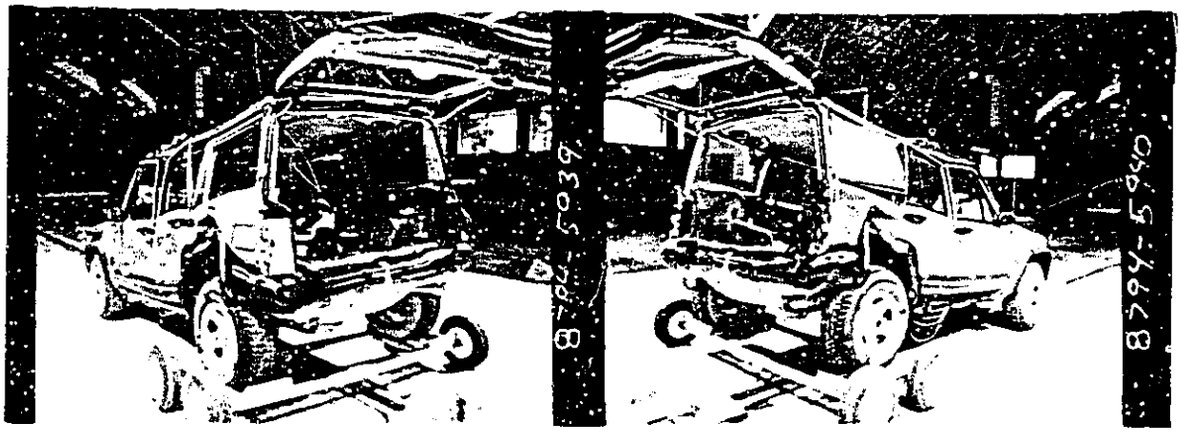
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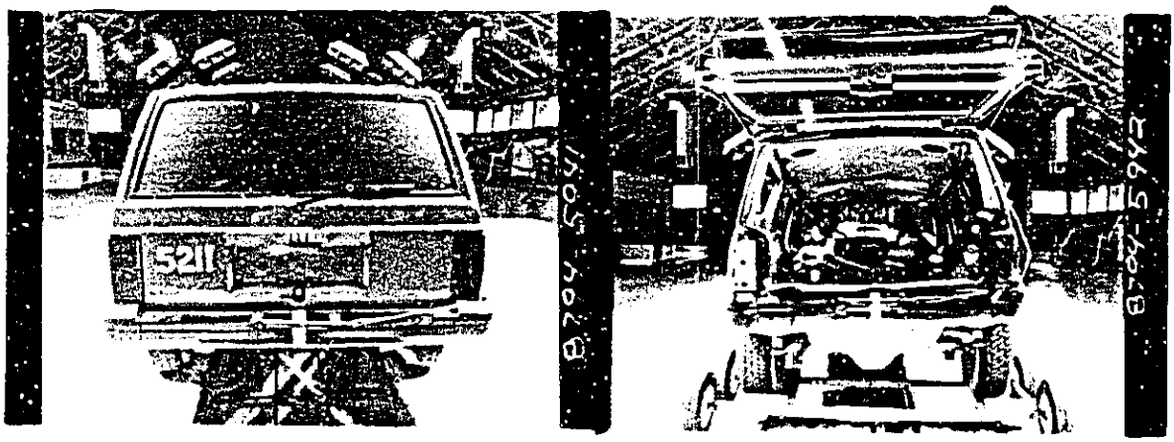
8794-5040


5211
8794-5041
8794-5042

ITEM NO XJ6864
DATA SET 08/02/94BA
IMPACT ANALYSIS DEPARTMENT 5320
CODE EDP

TEST DATE: 08/02/94

S. MARCHENIA

MICROFICHE INCLUDED - 33 GRAPHS

ELECTRONIC TRANSDUCER DATA

VC05211

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.

TEST PURPOSE	PRIMARY. 1995 MVSS 301 COMPLIANCE. 1995 COMPLIANCE - FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED: 30.2 MPH DAMAGE LOCATION: RIGHT REAR IMPACT TYPE: BARRIER BARRIER SURFACE: PLYWOOD DIRECTION: 0 DEGREES
VEHICLE	BODY CLASS: XJ CAR LINE: J BODY: 74 ENGINE: 4.0 LITRE ENGINE NOTE: MPI TRANSMISSION: 4 SPEED AUTO 4X4 TRANS. NOTE: VIN AS TESTED: 1J4FJ78S6SL[redacted] MOD. VIN AS BUILT: 1J4FJ78S6SL[redacted] MOD.
TEST SPEED	30.4 MPH BY ELECTRONIC TRAP TIMER.
TEST WEIGHT (LBS)	4273 TOTAL, 1924 FRONT, 2349 REAR.
OCCUPANTS	LEFT FRONT. BALLAST DUMMY, UNINSTRUMNTD. AD-52 RESTRAINT-AIR BAG AND 3-POINT SEAT BELT (ACTIVE). RIGHT FRONT, BALLAST DUMMY, UNINSTRMNTD. AD-67 RESTRAINT-3-POINT SEAT BELT (ACTIVE).
BUILD CONDITION	1995 PRODUCTION CHEROKEE SPORT (D5XJ-6864). 1995 PRODUCTION FUEL SYSTEM WHICH INCLUDES NEW FUEL SENDING UNIT LOCKING RING. 4.0L ENGINE. AUTO TRANS., P/S, P/B, A/C.
TARGET WEIGHT (LBS)	3627 TOTAL, 2001 FRONT, 1626 REAR REP MAX OPT. WT. NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19 GALLONS TOTAL STODDARD. 300 LBS OF LUGGAGE BALLAST SECURED IN CARGO AREA. 170 LBS SECURED TO REAR FLOOR PAN.
POST TEST REMARKS	THERE WAS NO FUEL LEAKAGE DURING IMPACT, NOR DURING THE SUBSEQUENT THIRTY MINUTES. THERE WAS NO FUEL LEAKAGE DURING THE POST TEST STATIC ROLLOVER. NOTE: THE LIFTGATE WAS LATCHED BUT NOT LOCKED.

ITEM NO XJ6864
DATA SET 08/02/94BA
IMPACT ANALYSIS DEPARTMENT 5320
CODE EDP

S. MARCHENIA

MICROFICHE INCLUDED - 33 GRAPHS

VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L ITEM XJ6864
1995 MVSS 301 COMPLIANCE.

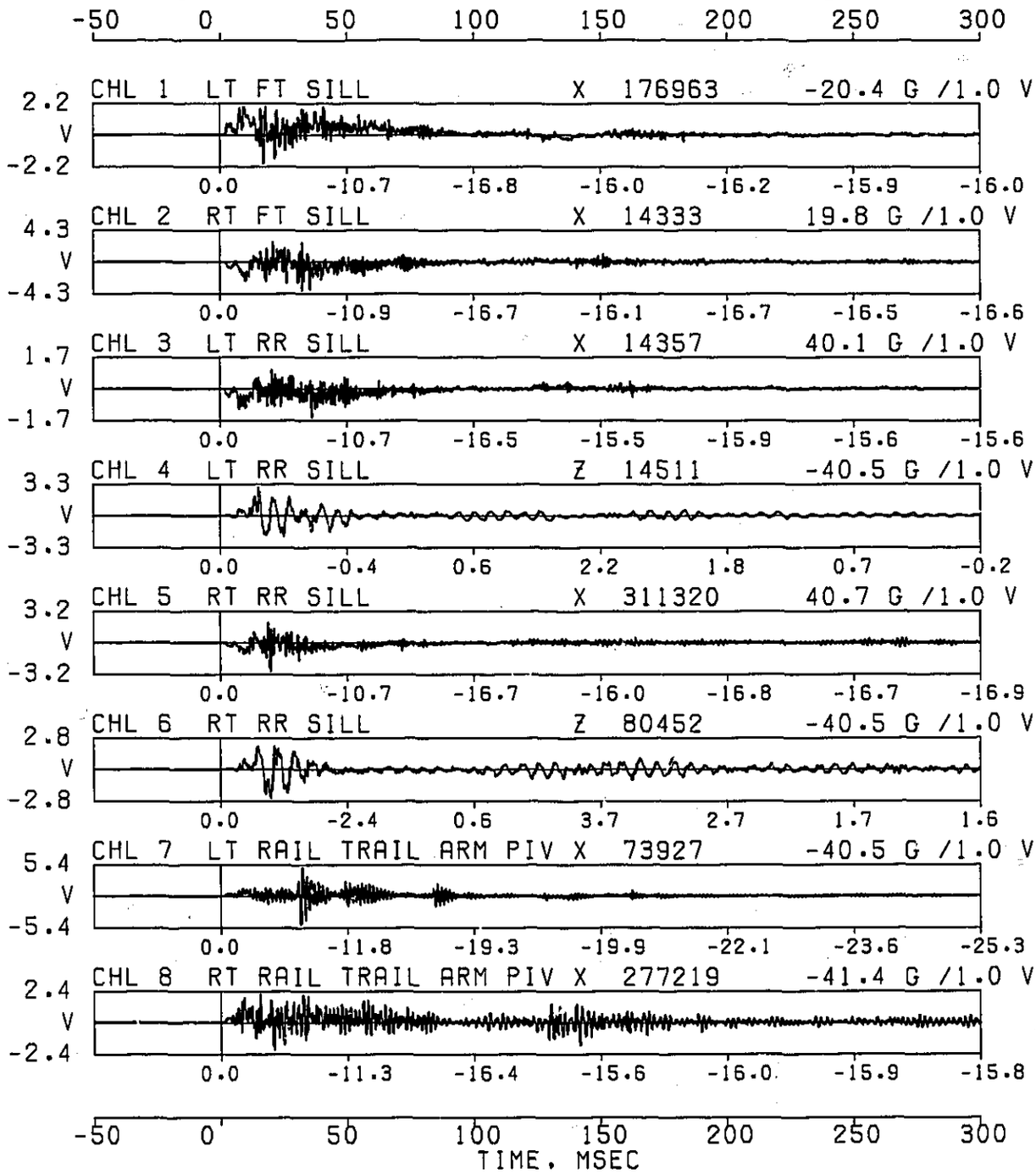
A MICROFICHE HAS BEEN PREPARED AND IS AVAILABLE UPON REQUEST WITH THE GRAPHS AT COORDINATES AS FOLLOWS:

A	4- 5	TRANSDUCER SUMMARY REPORT	
A	6- 7	AVERAGE OF SILLS	
B	1. 2	LT FT SILL	X
B	3. 4	RT FT SILL	X
B	5. 6	LT RR SILL	X
B	7. 8	LT RR SILL	Z
B	9. 10	RT RR SILL	X
B	11. 12	RT RR SILL	Z
B	13. 14	LT RAIL TRAIL ARM PIV	X
C	1. 2	RT RAIL TRAIL ARM PIV	X
C	3. 4	LT RAIL MIDTANK	X
C	5. 6	LT RAIL MIDTANK	Z
C	7. 8	RT RAIL MIDTANK	X
C	9. 10	RT RAIL MIDTANK	Z
C	11. 12	LT RAIL MBAR MID	X
C	13. 14	RT RAIL MBAR MID	X

CC W. A. BREITMOSER 422-05-01
C. C. CORNEAU 514-15-58
D. T. MCKENZIE 422-05-01

TRANSDUCER SUMMARY REPORT

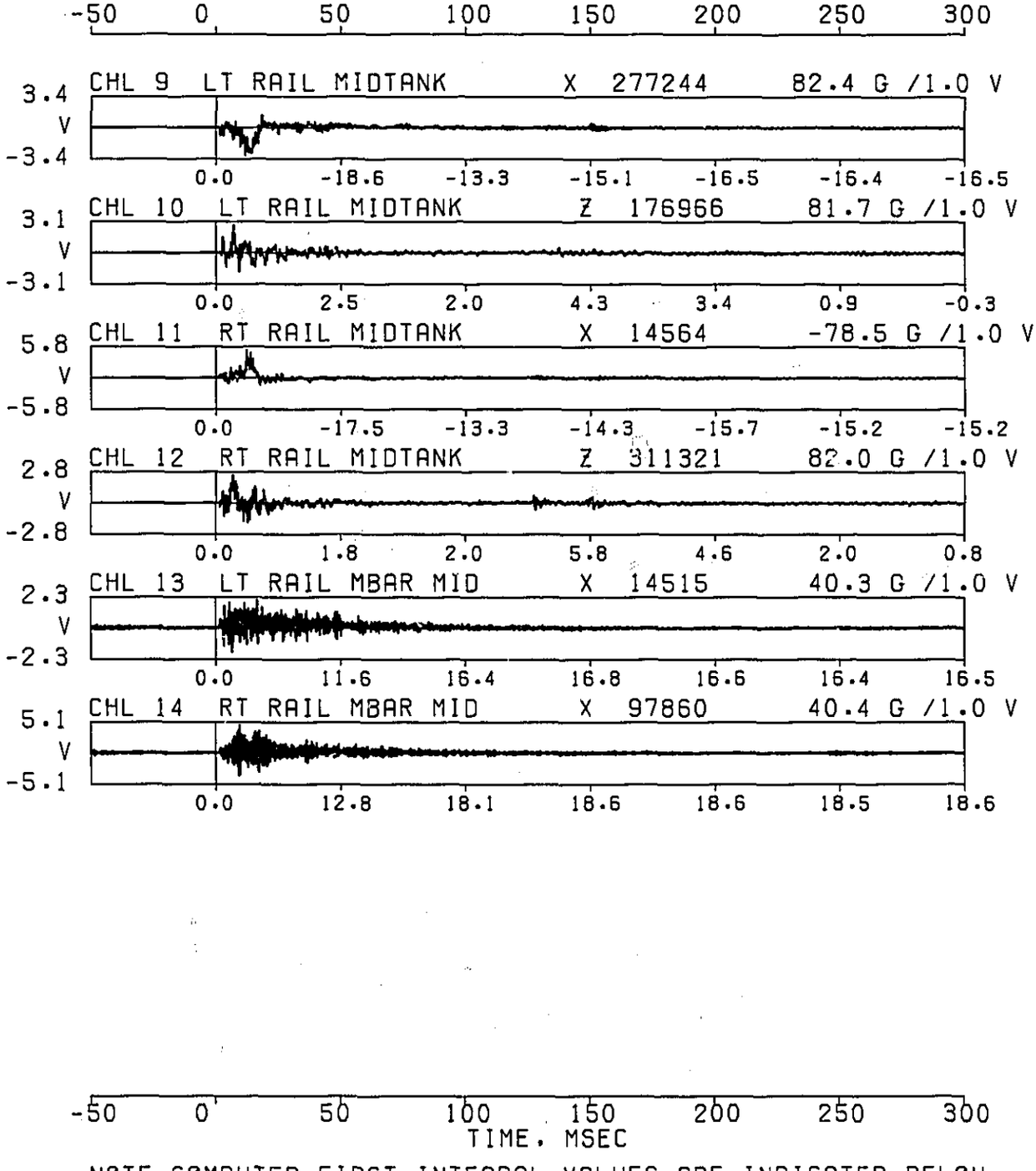
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1

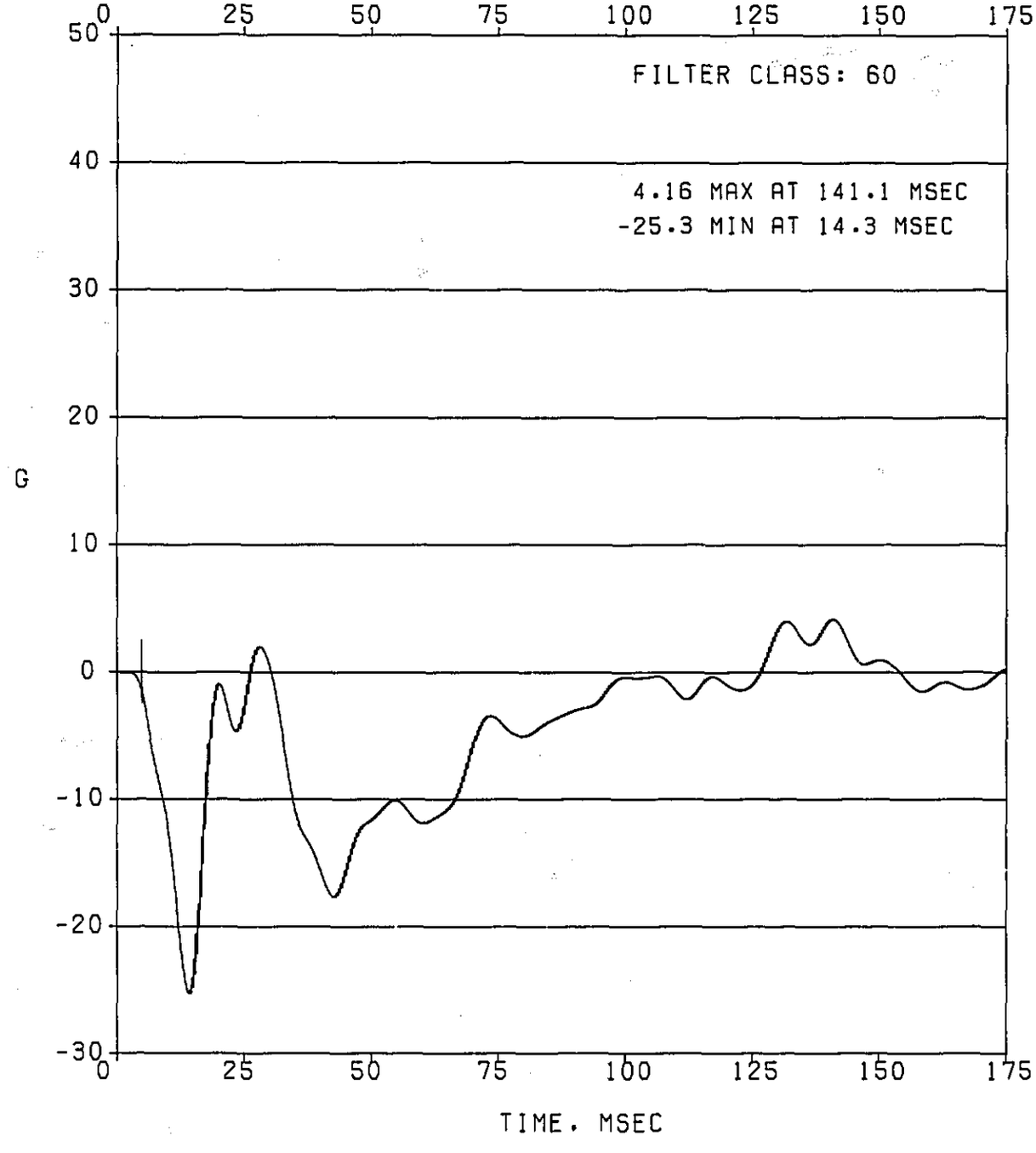


NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
AVERAGE OF

CHANNEL 1	LT FT SILL	X	176963
CHANNEL 2	RT FT SILL	X	14333
CHANNEL 3	LT RR SILL	X	14357
CHANNEL 5	RT RR SILL	X	311320

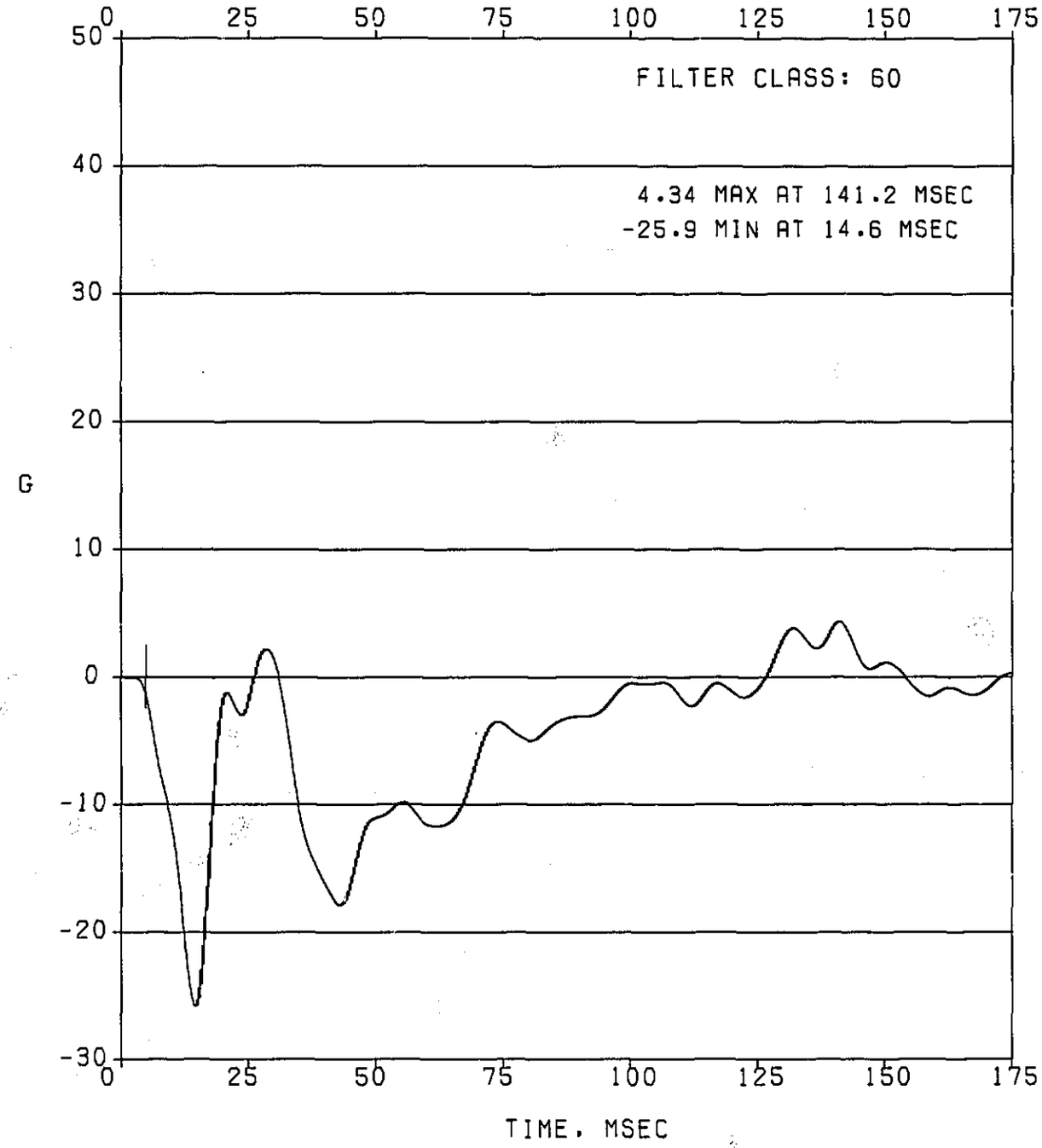
FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



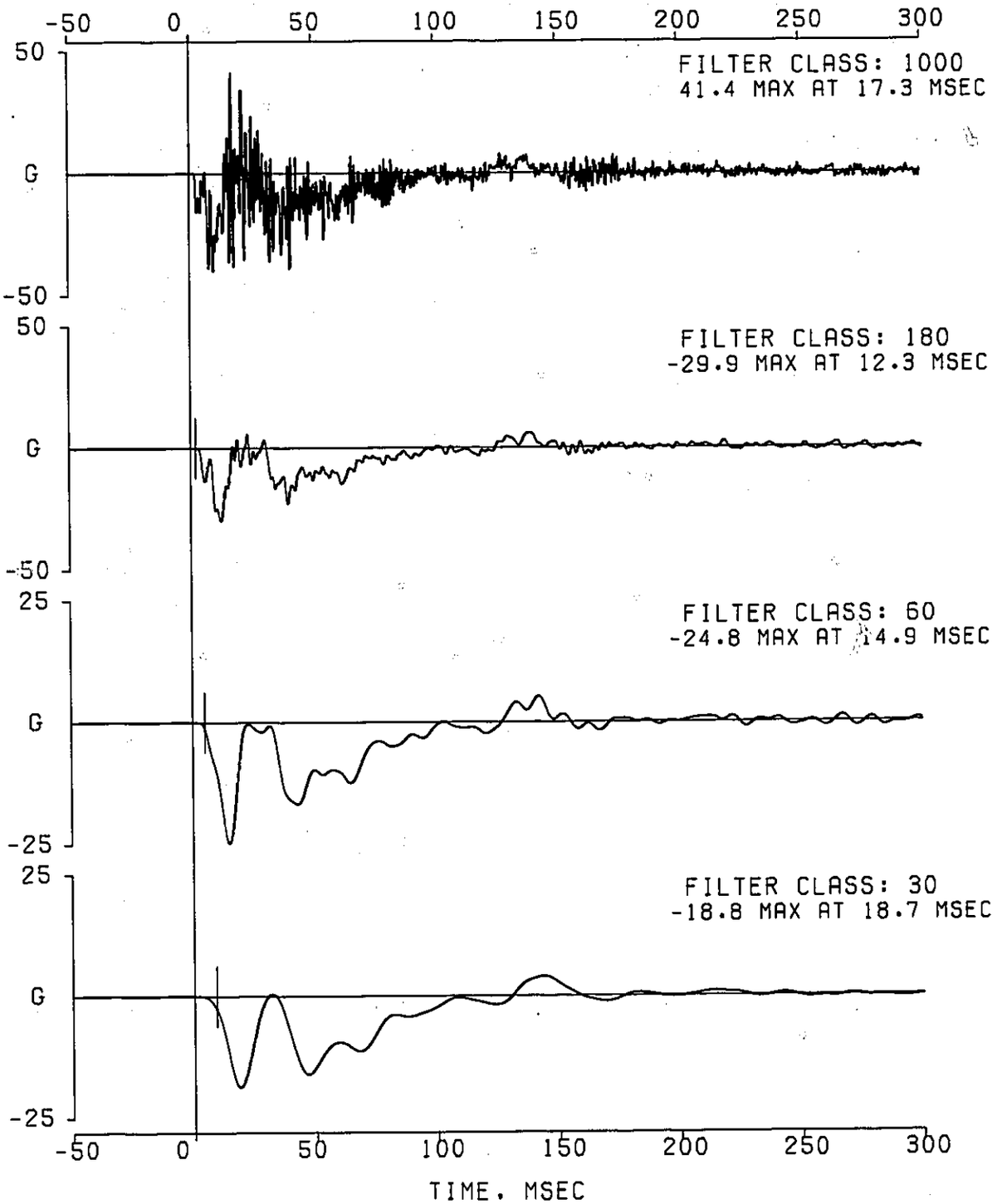
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
AVERAGE OF

CHANNEL 1	LT FT SILL	X	176963
CHANNEL 2	RT FT SILL	X	14333

FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



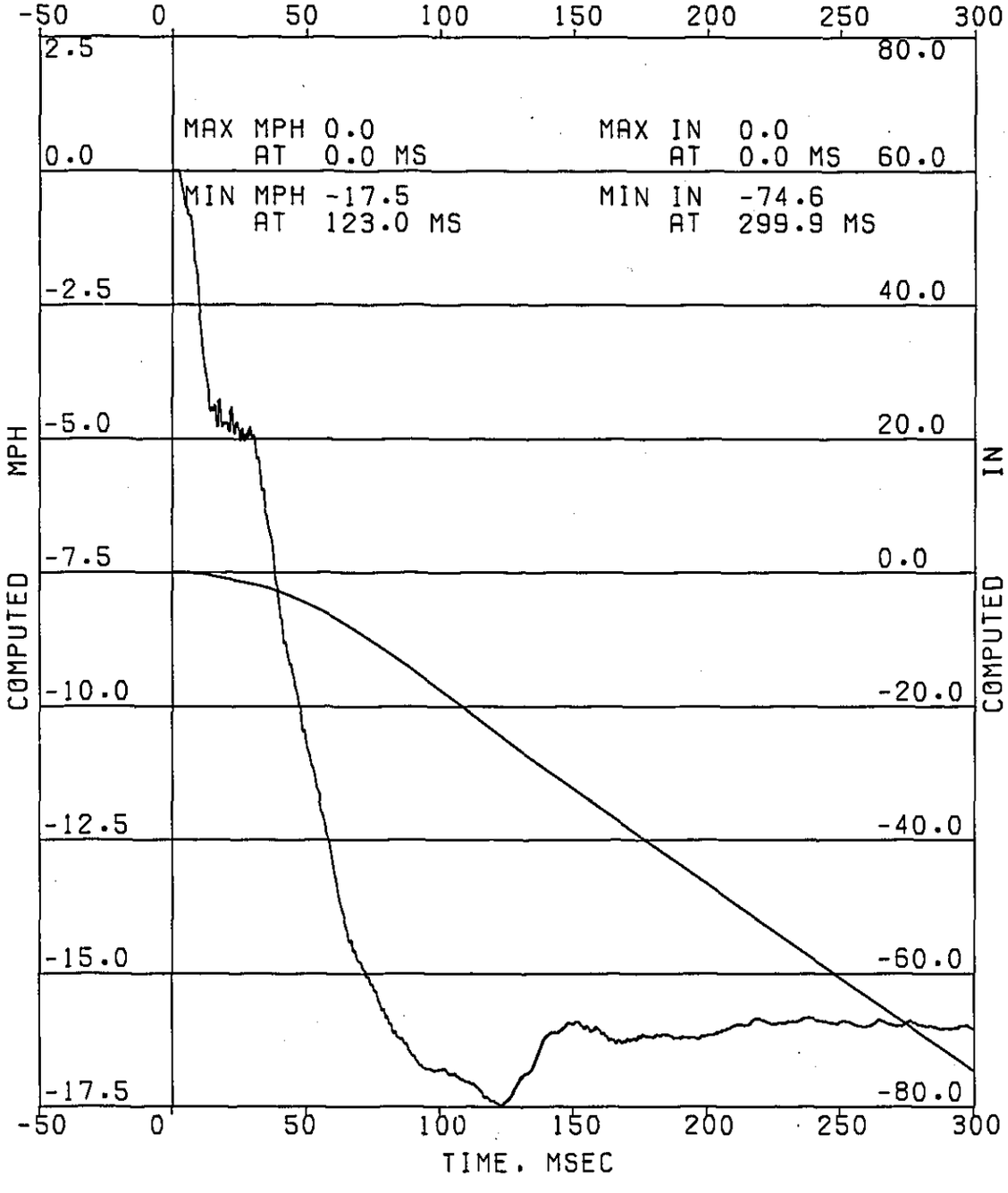
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 1 LT FT SILL X 17696
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 1 LT FT SILL X 176963

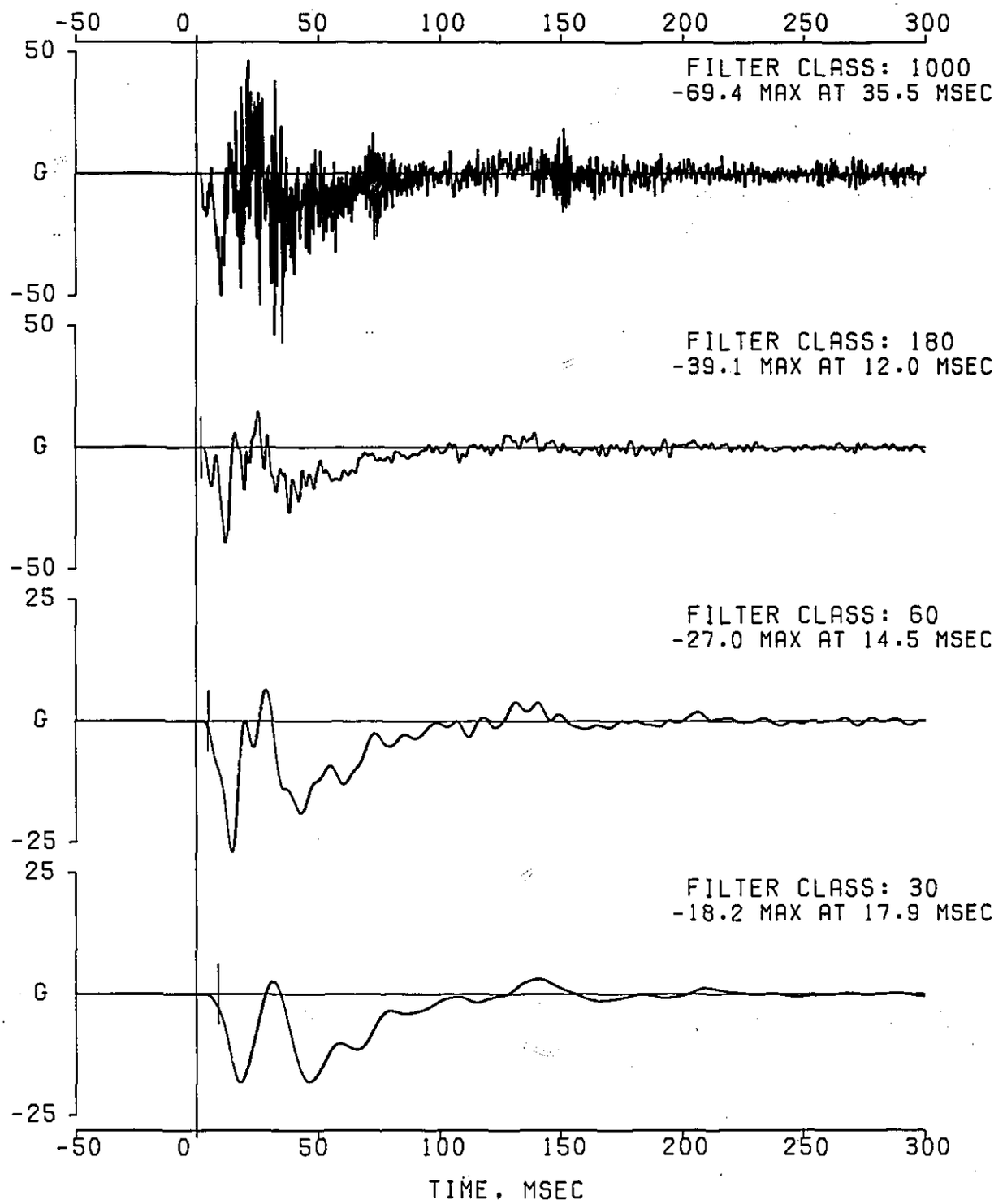
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

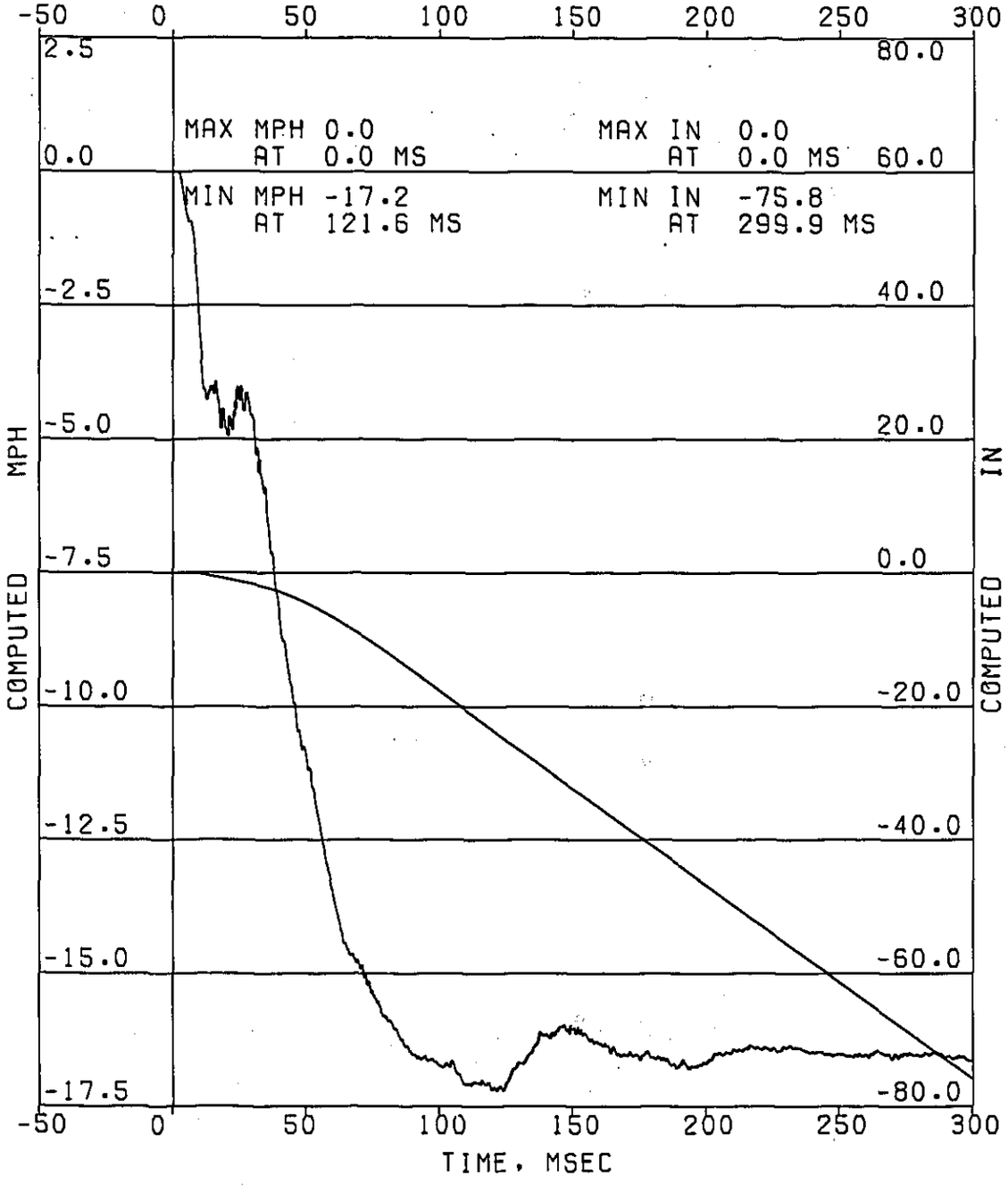
VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 2 RT FT SILL X 14333
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 2 RT FT SILL X 14333

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

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1995 MVSS 301 COMPLIANCE.
CHANNEL 3 LT RR SILL X 14357
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
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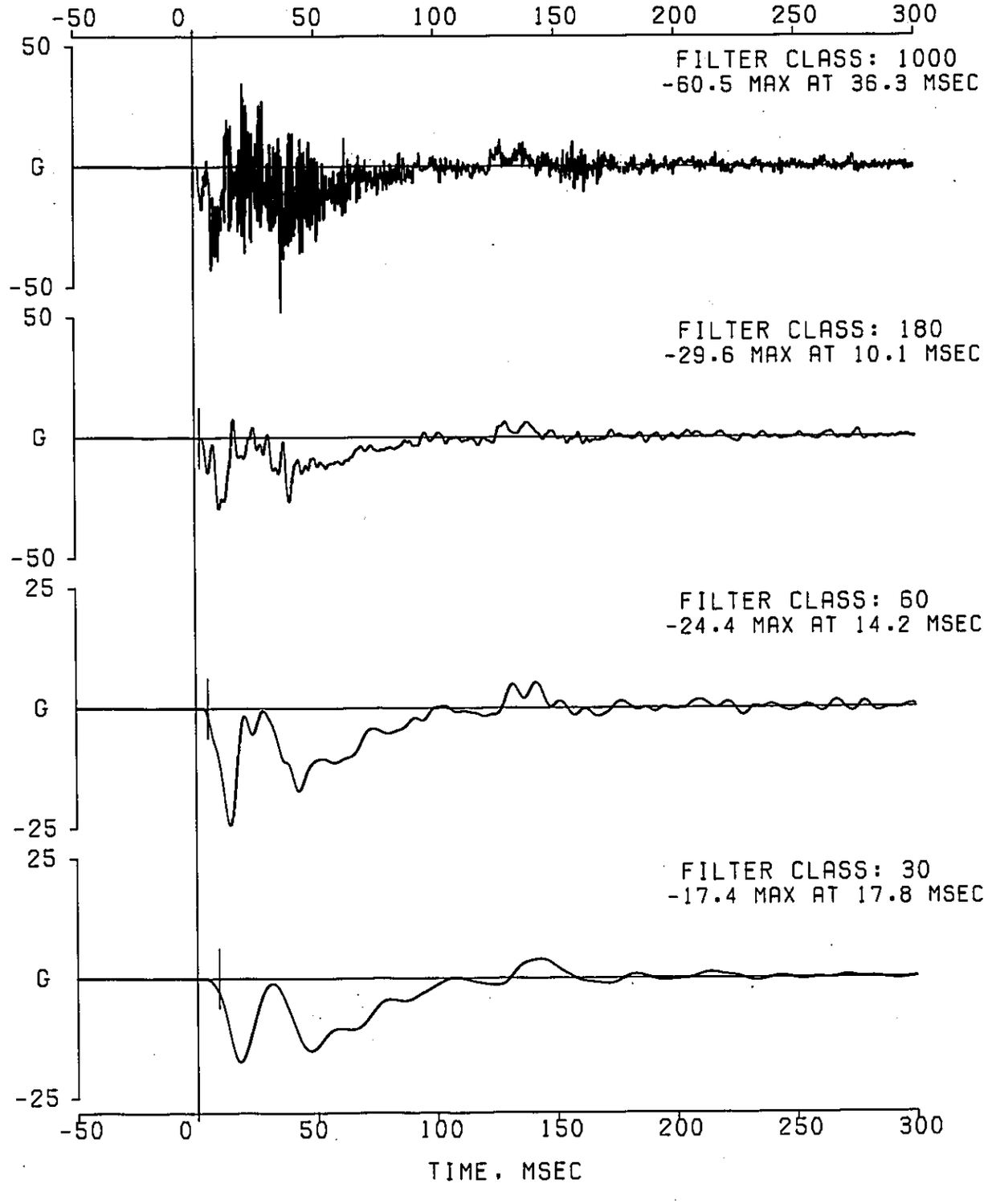
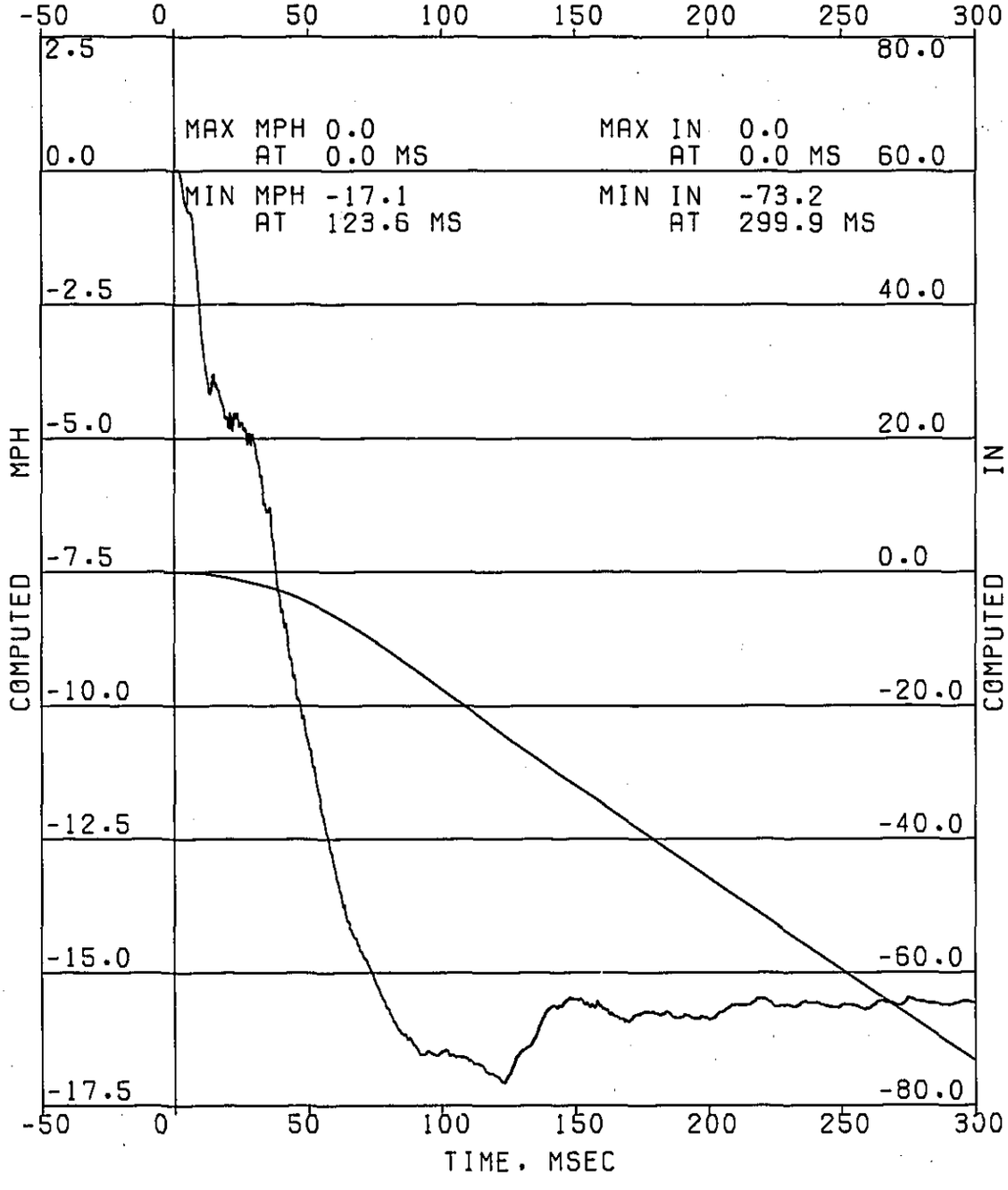
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 3 LT RR SILL X 14357

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 4 LT RR SILL Z 14511
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
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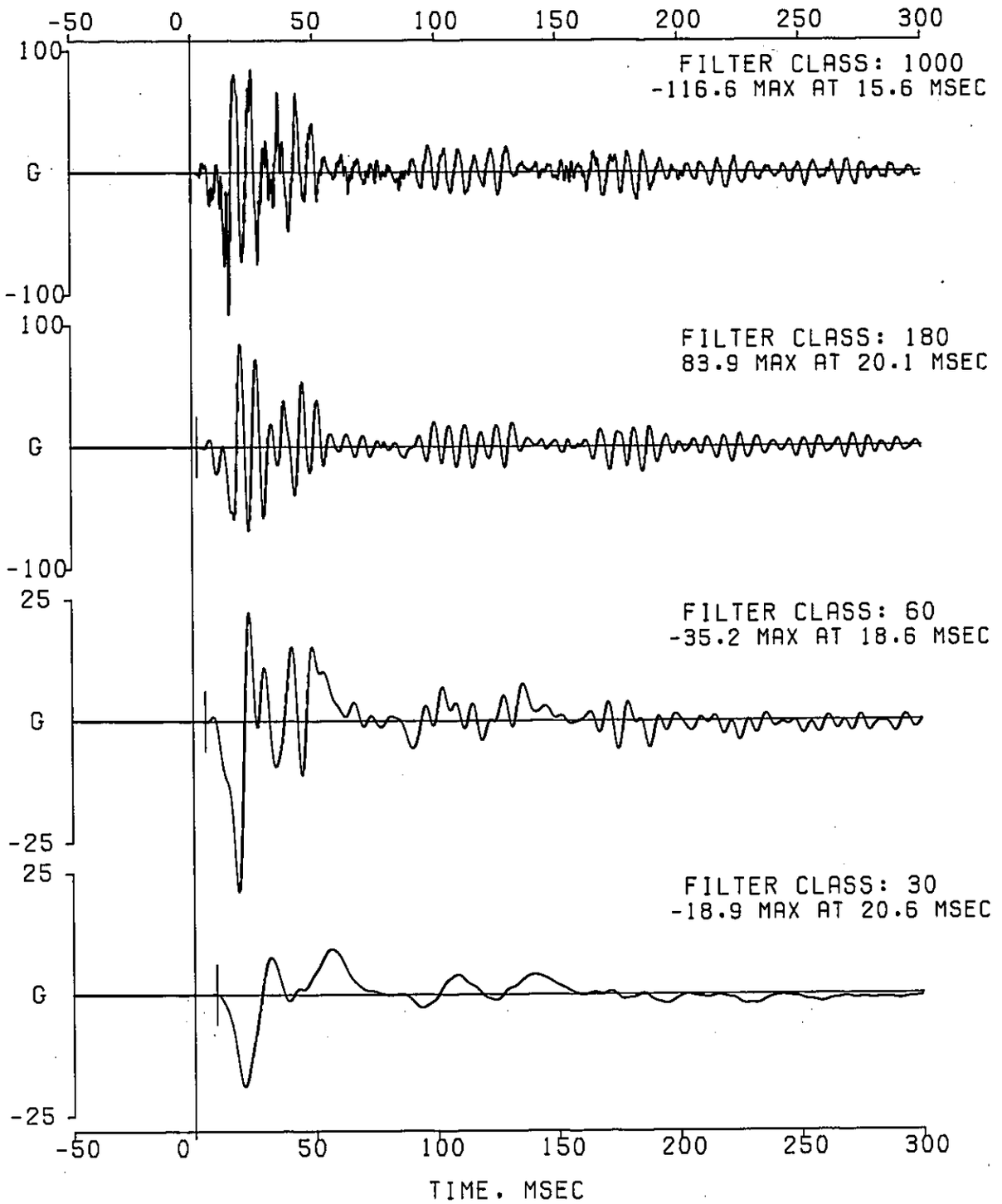
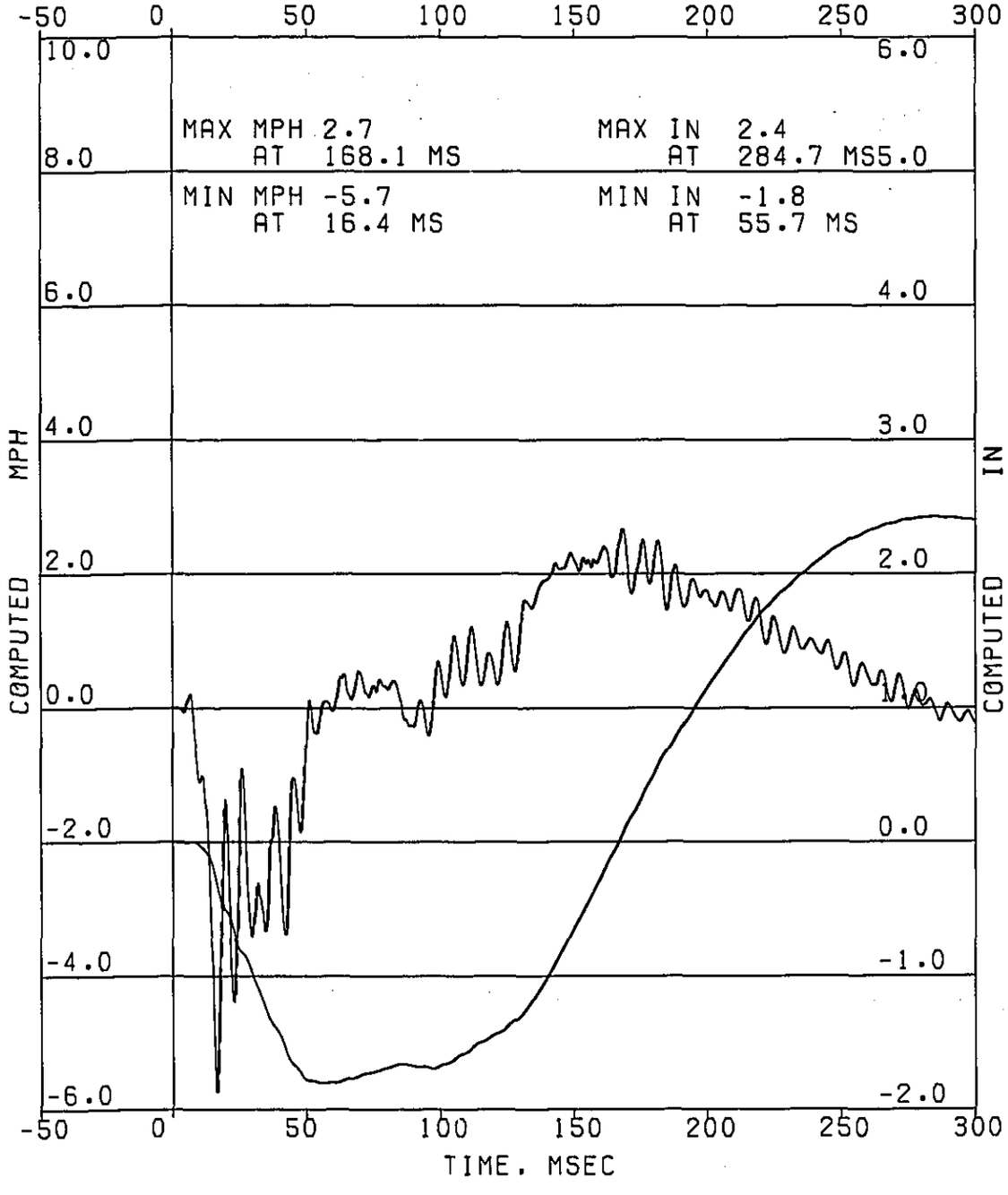
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 4 LT RR SILL Z 14511

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 5 RT RR SILL X 31132
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
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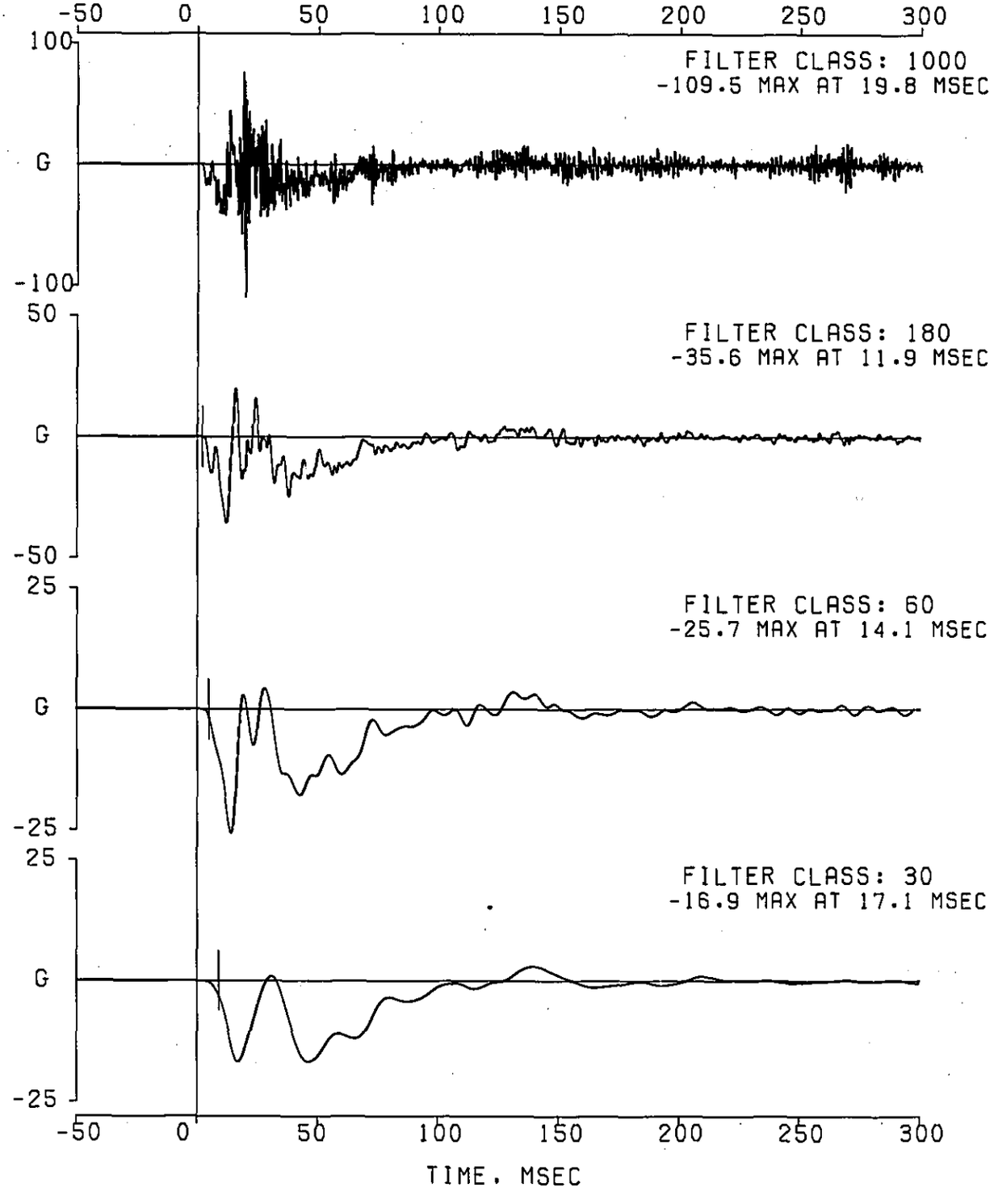
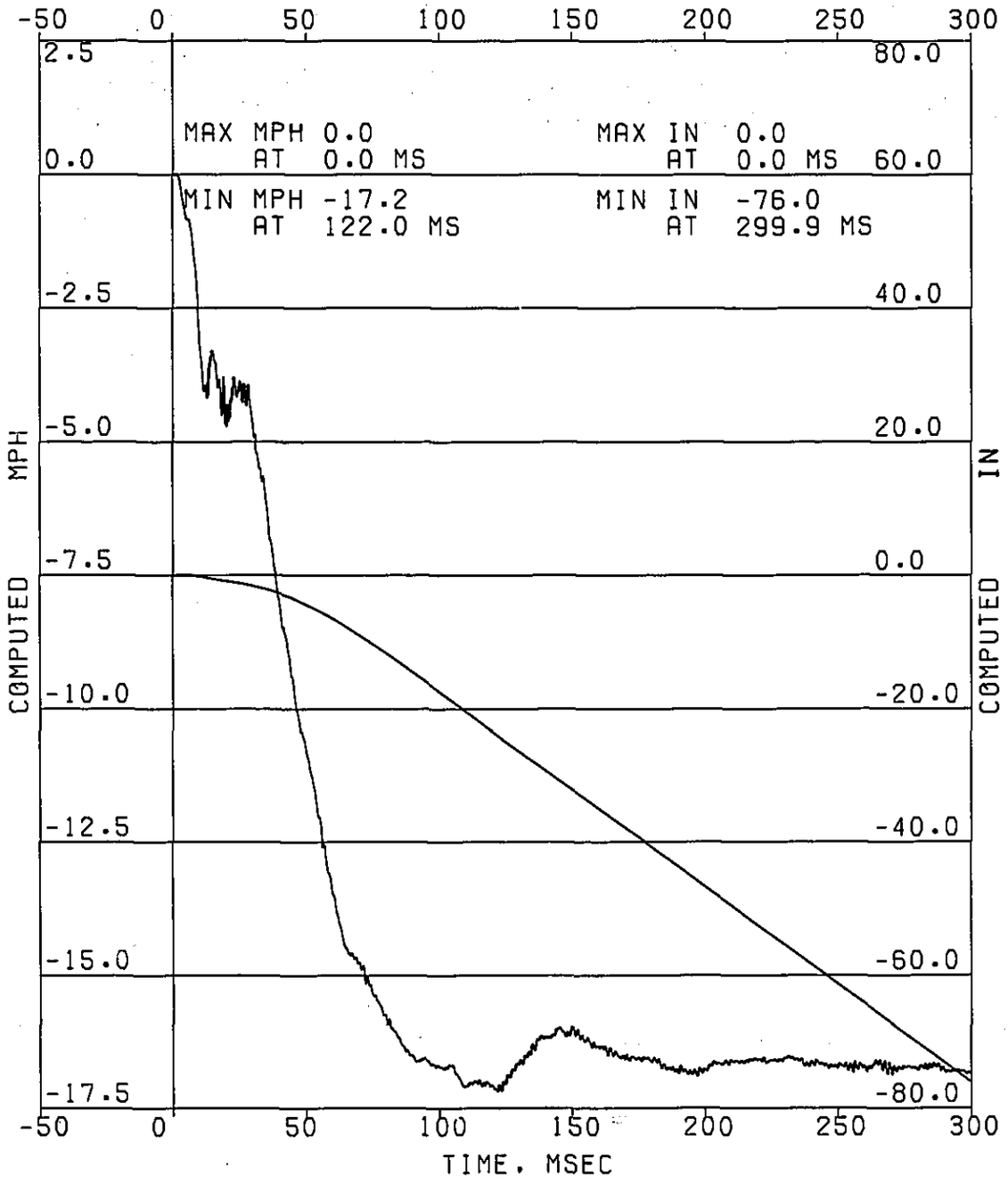
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 5 RT RR SILL X 311320

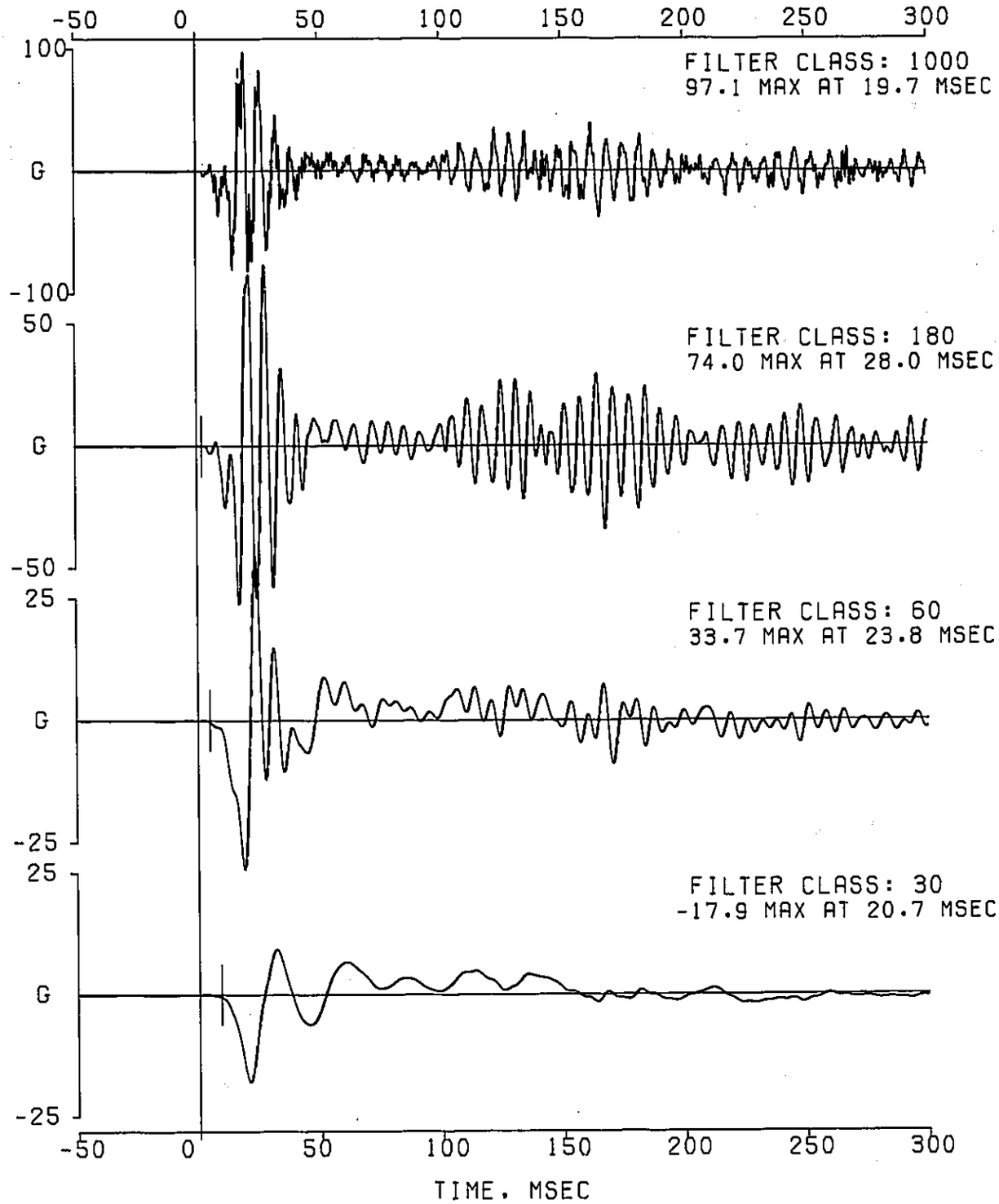
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

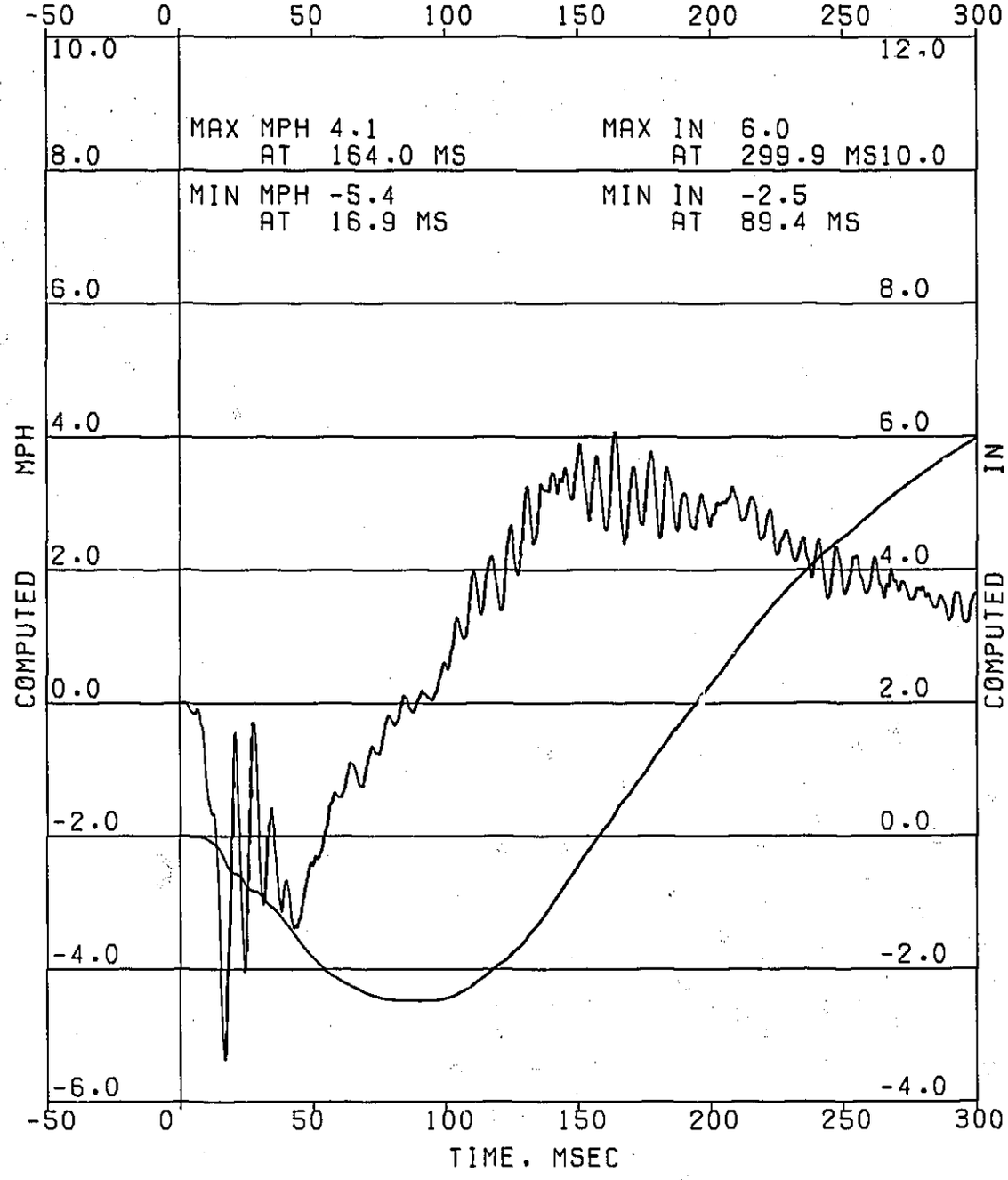
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 6 RT RR SILL Z 80452
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 6 RT RR SILL Z 80452

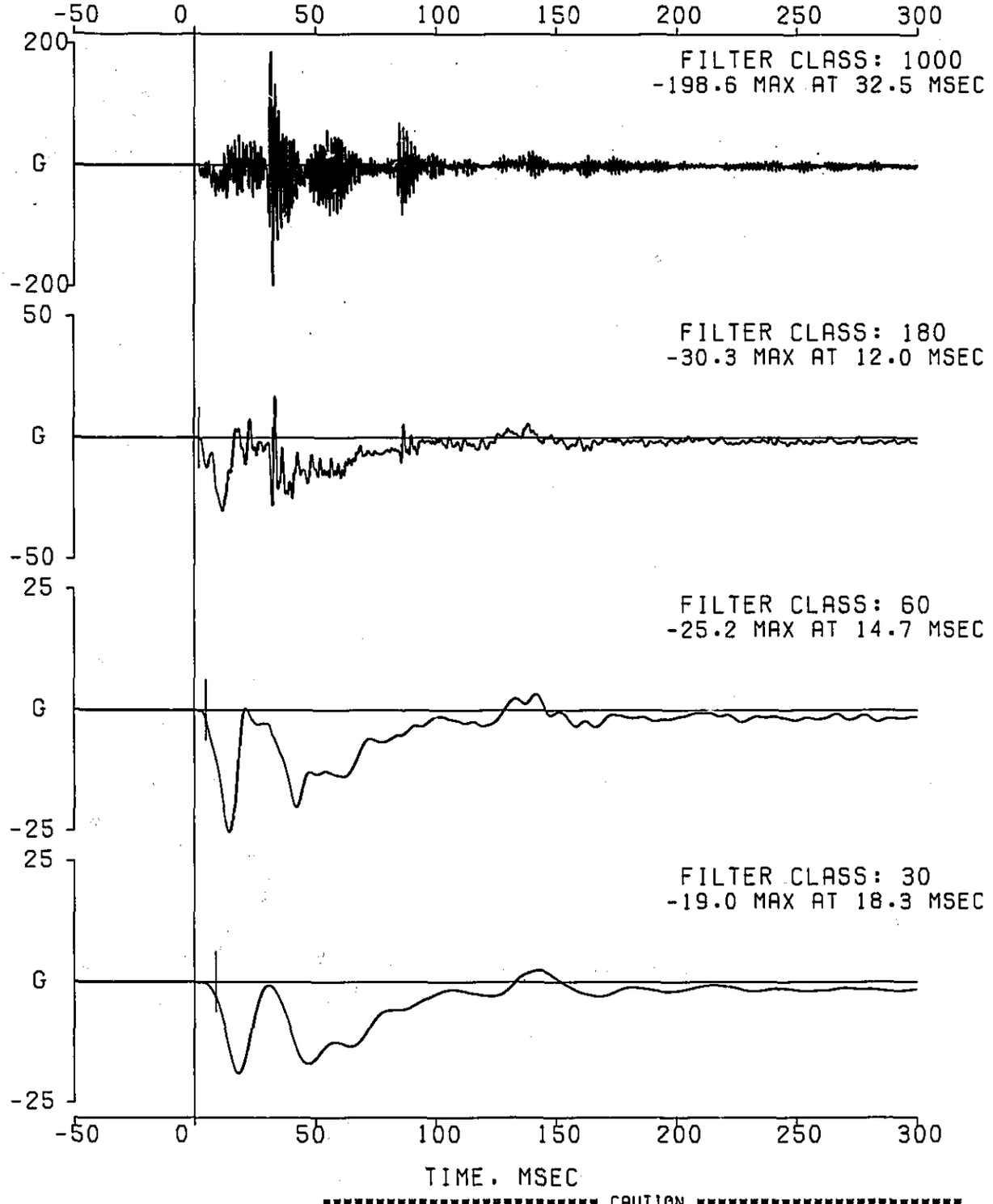
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 7 LT RAIL TRAIL ARM PIV X 73927
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1

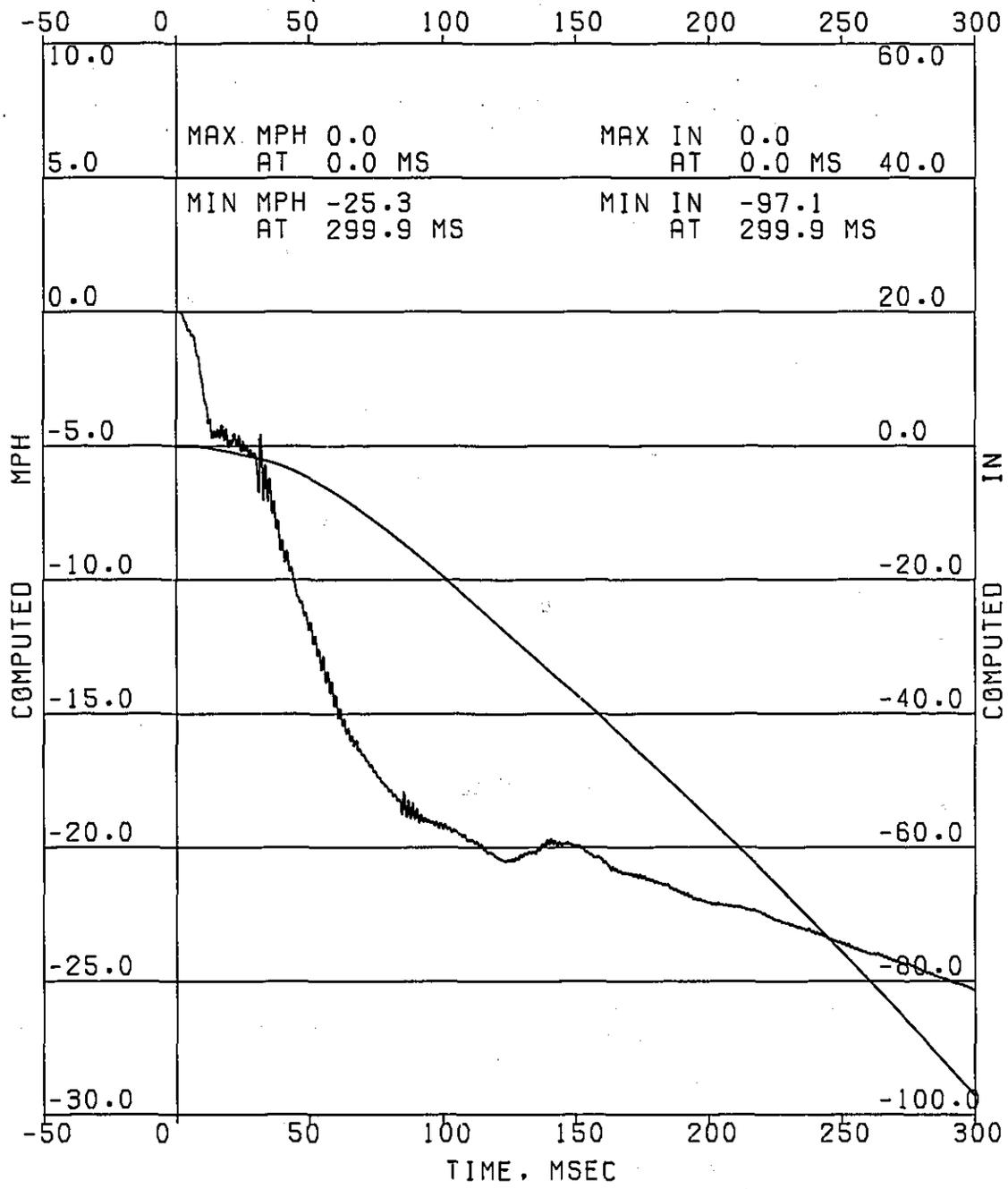


********** CAUTION **********
********** DATA IS OFFSET BY 1.7 G AFTER 25.0 MS **********

VC05211 30 MPH REAR IMPACT. XJJL74, 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 7 LT RAIL TRAIL ARM PIV X 73927

FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

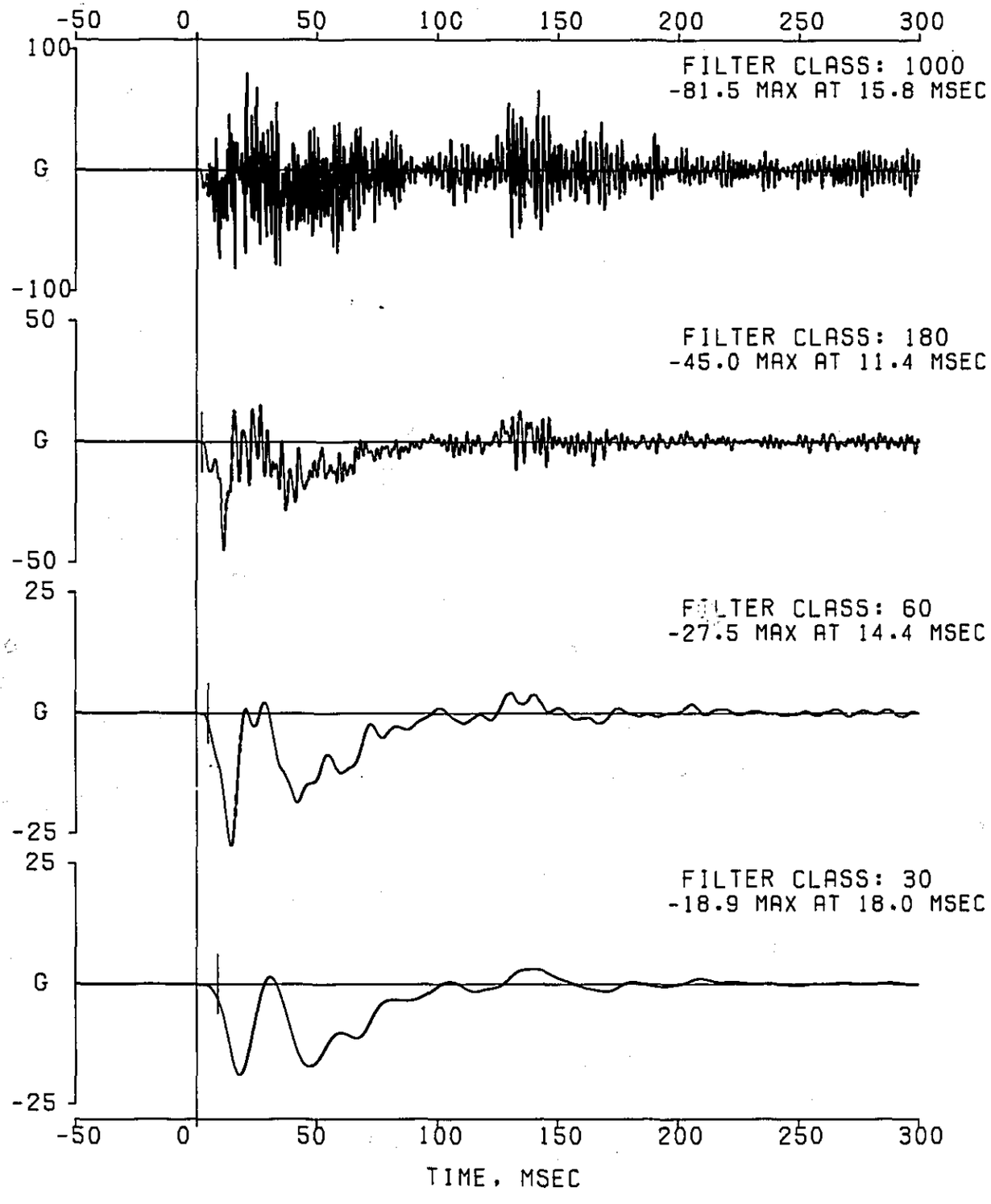
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



********** CAUTION **********
********** DATA IS OFFSET BY 1.7 G AFTER 25.0 MS **********

COMPUTED MPH
COMPUTED IN

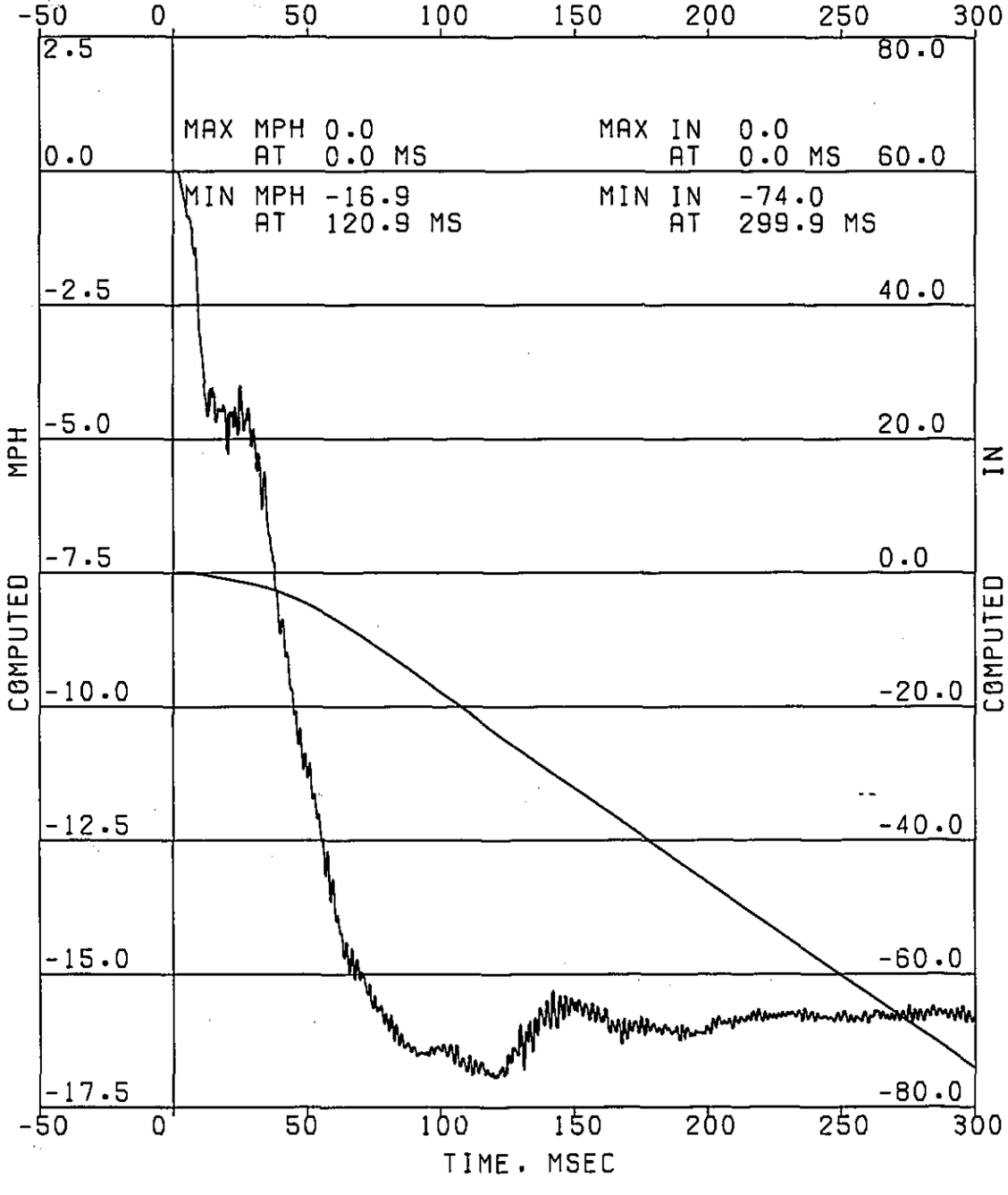
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 8 RT RAIL TRAIL ARM PIV X 27721
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 8 RT RAIL TRAIL ARM PIV X 277219

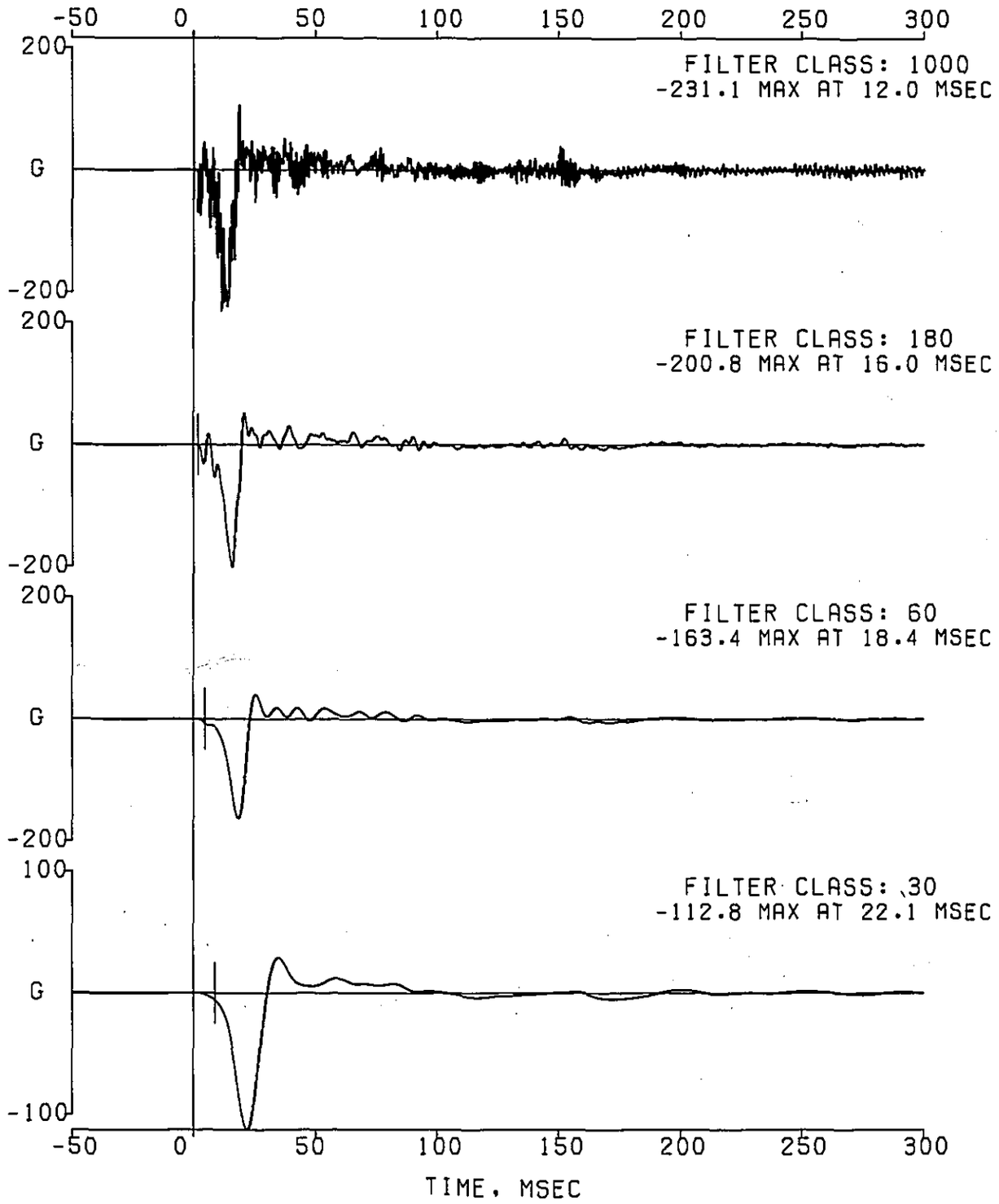
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

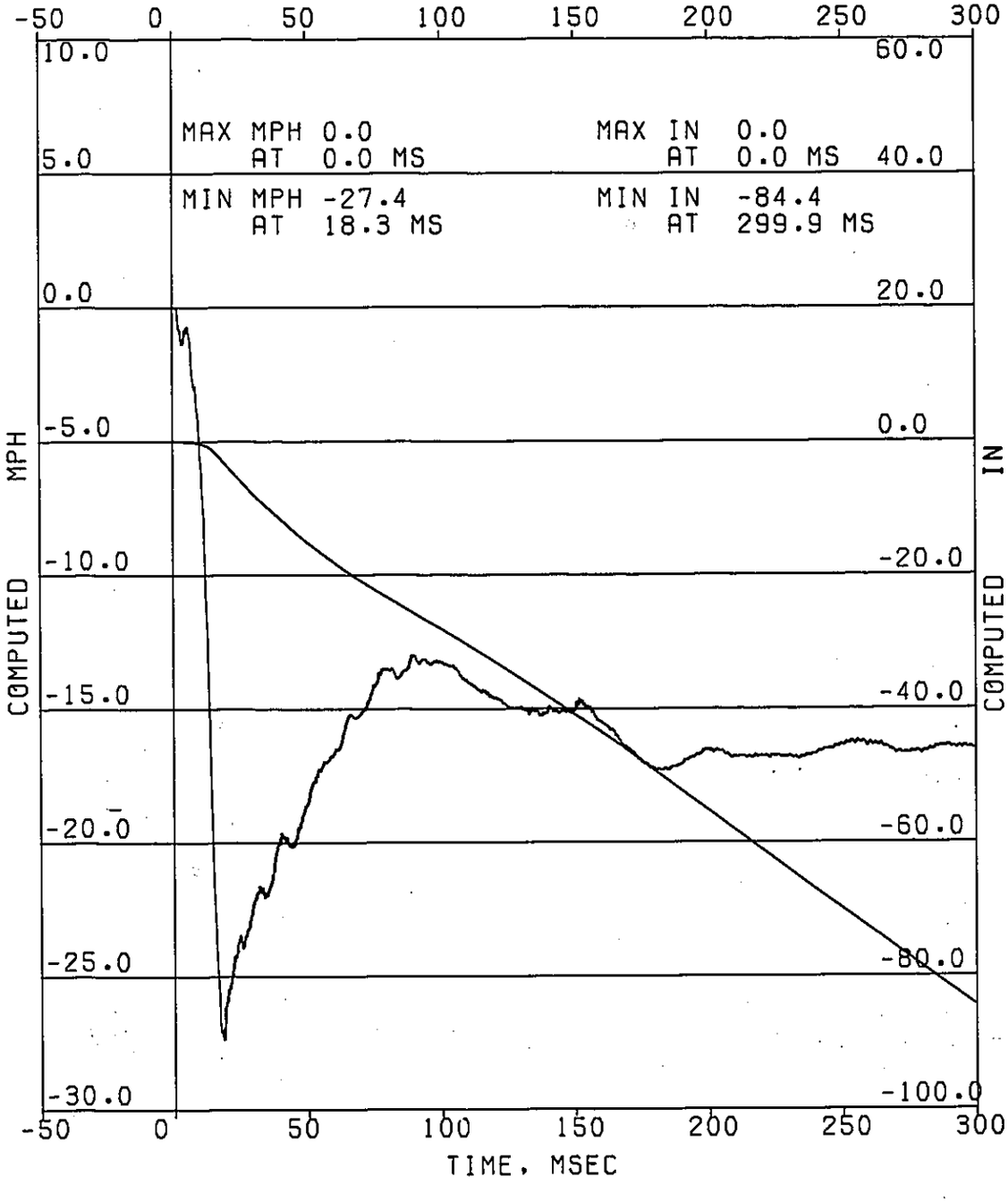
VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 9 LT RAIL MIDTANK X 27724
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 9 LT RAIL MIDTANK X 277244

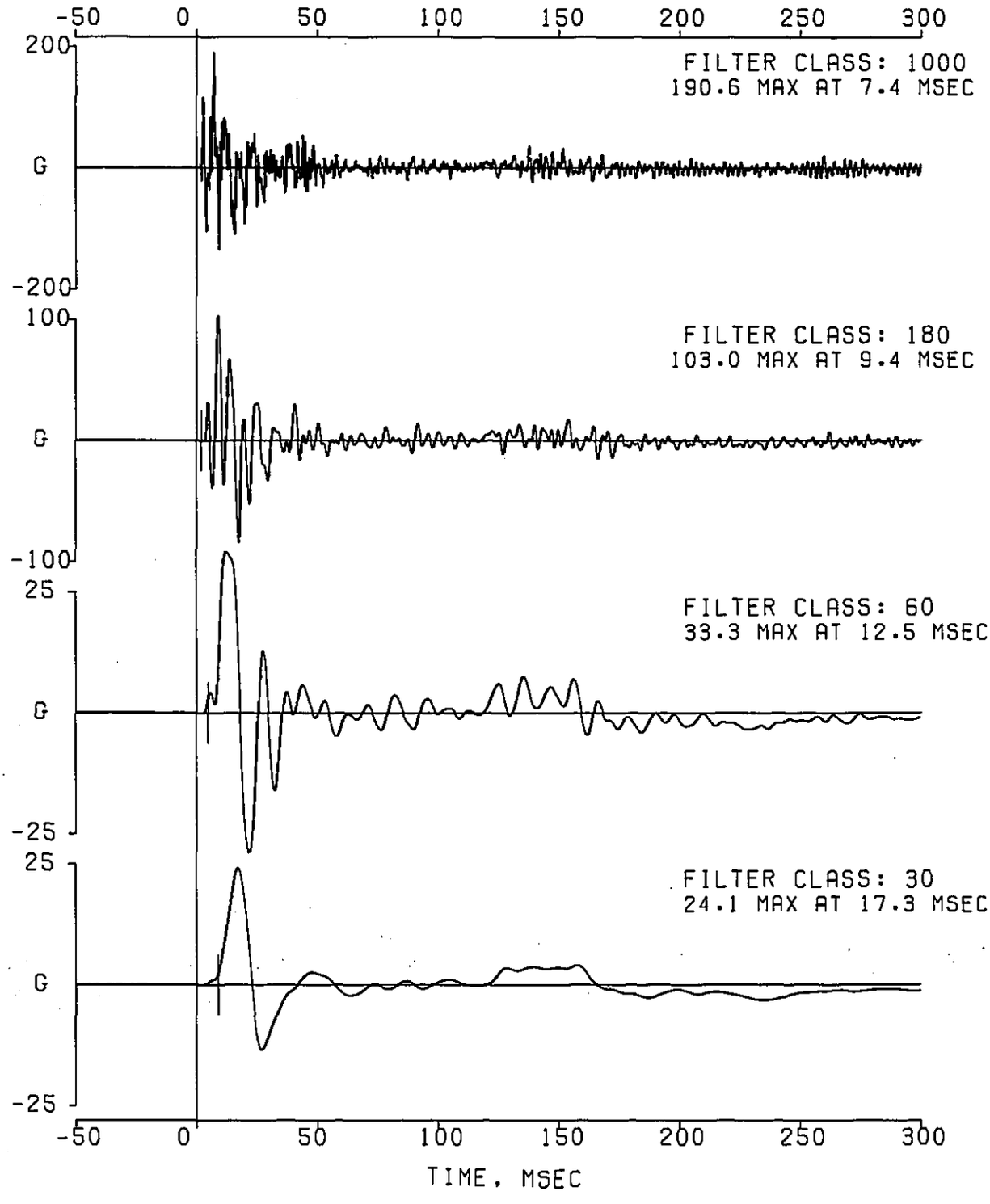
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

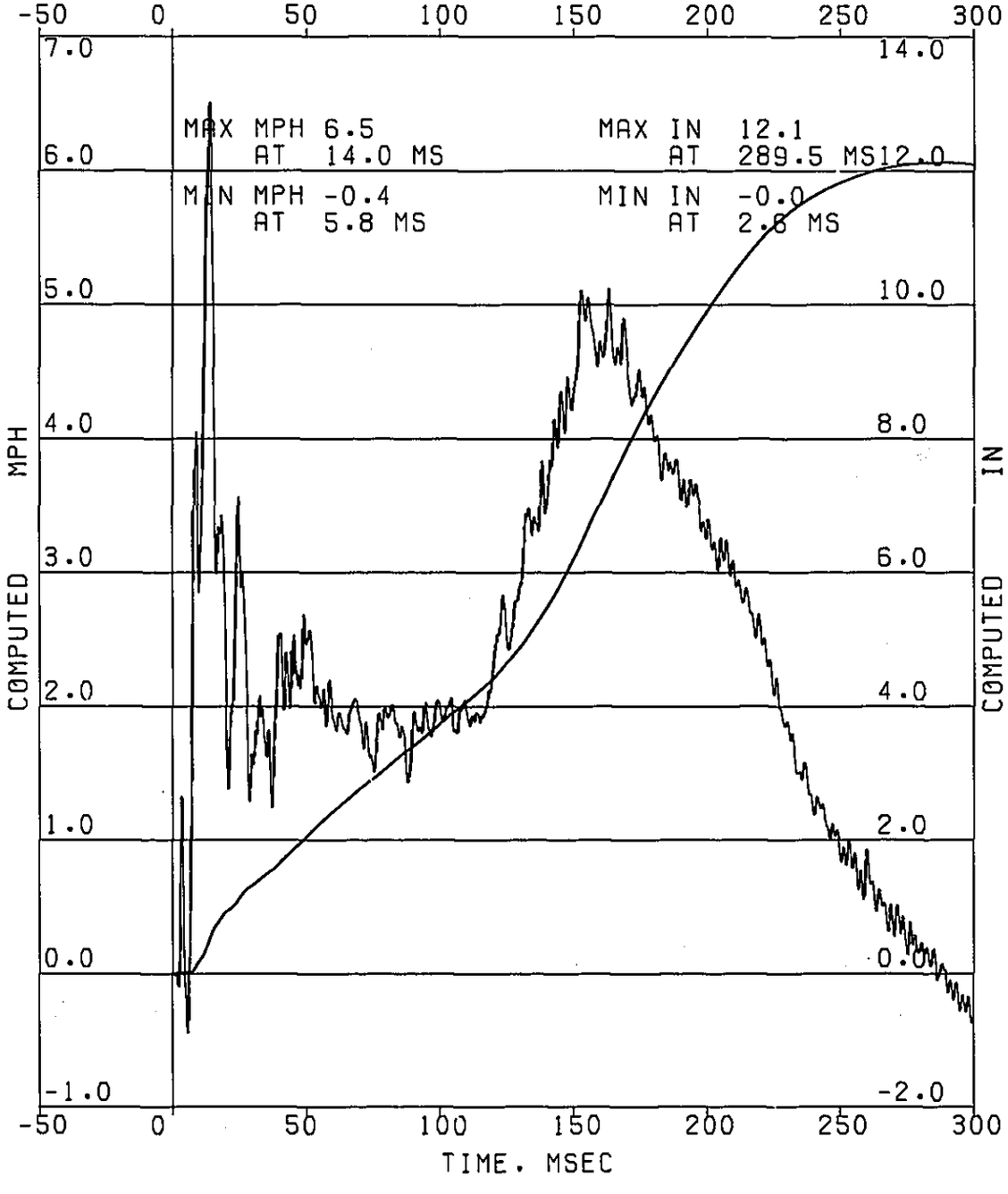
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 10 LT RAIL MIDTANK Z 17696
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 10 LT RAIL MIDTANK Z 176966

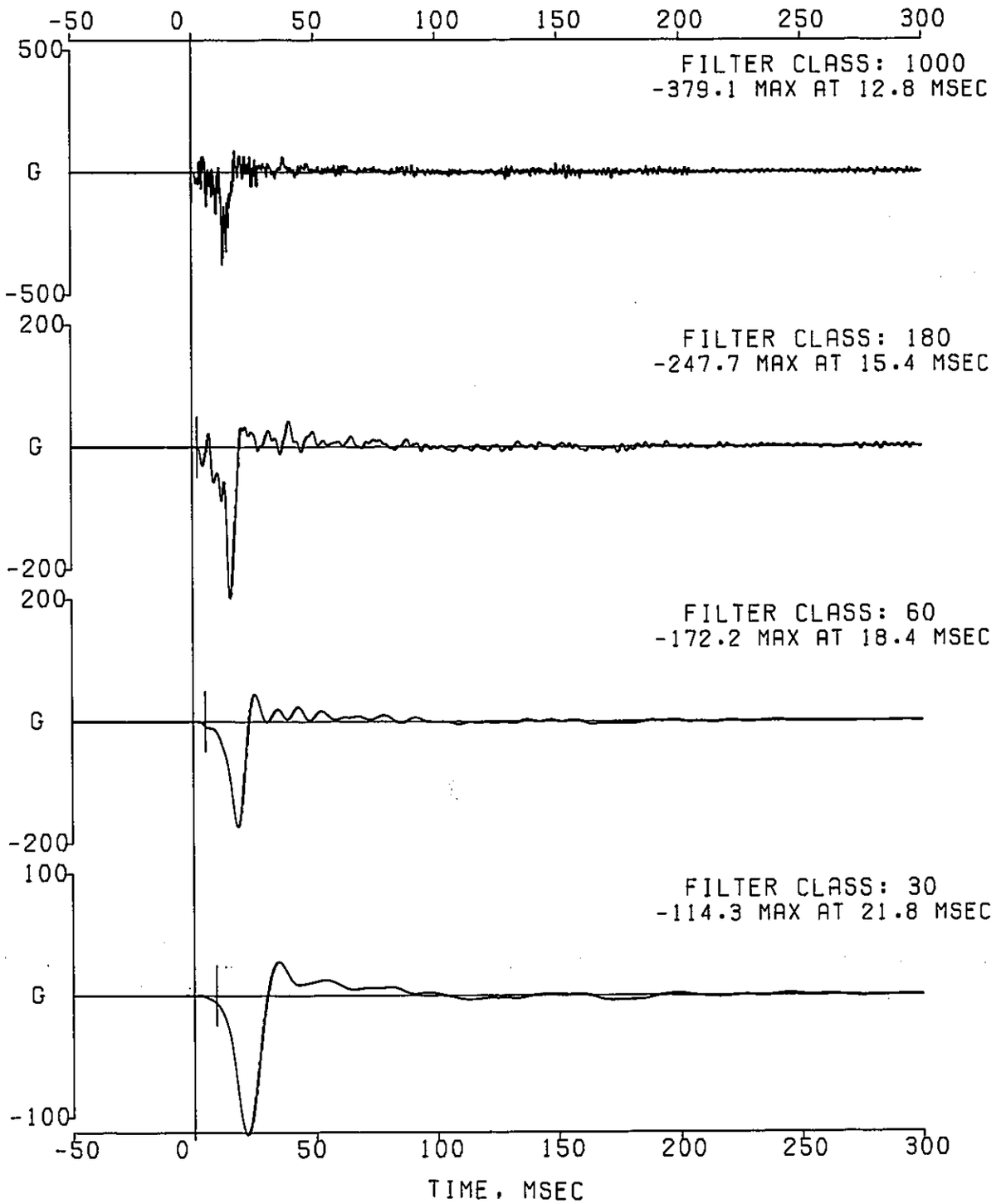
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

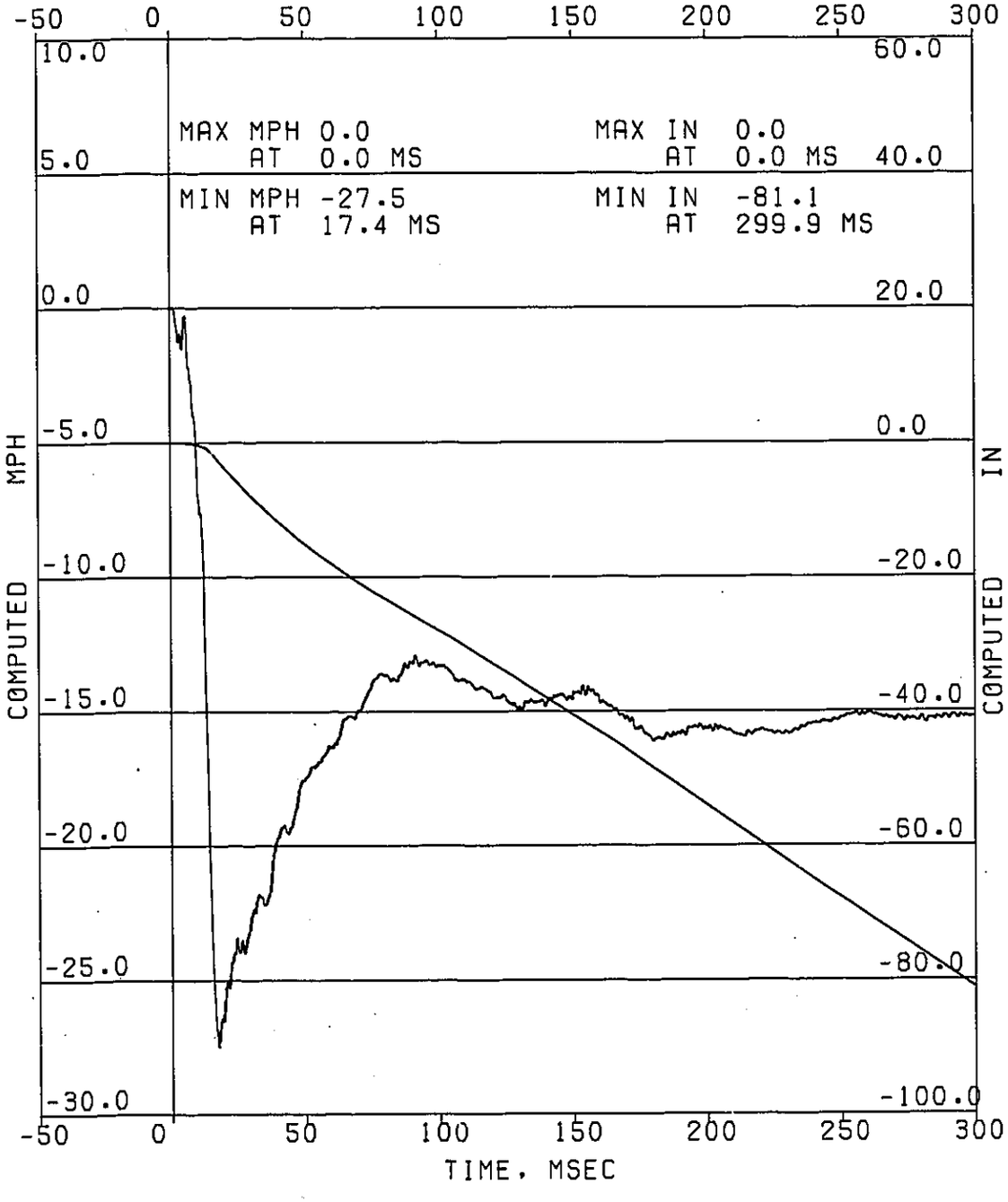
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 11 RT RAIL MIDTANK X 14564
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 11 RT RAIL MIDTANK X 14564

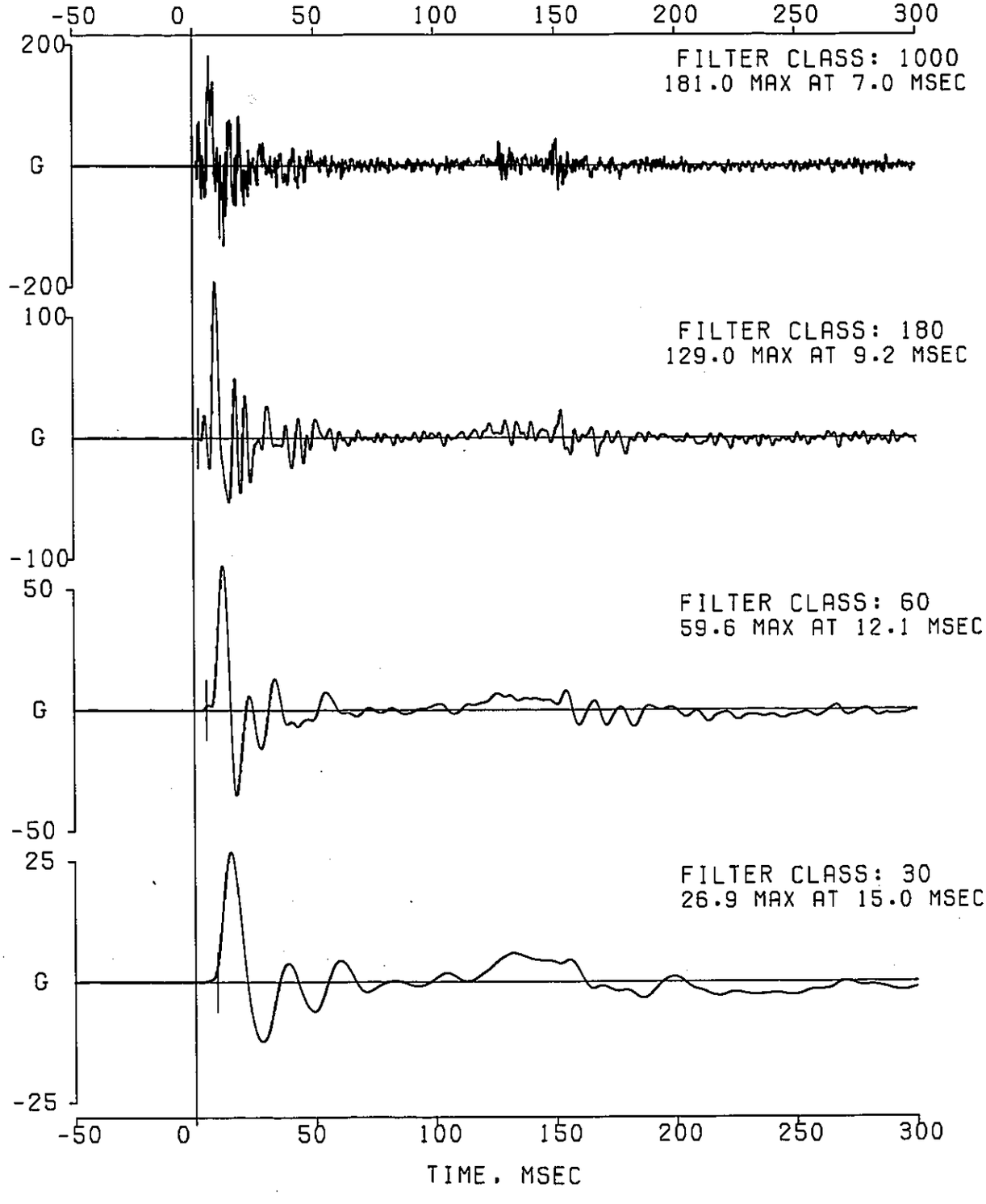
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

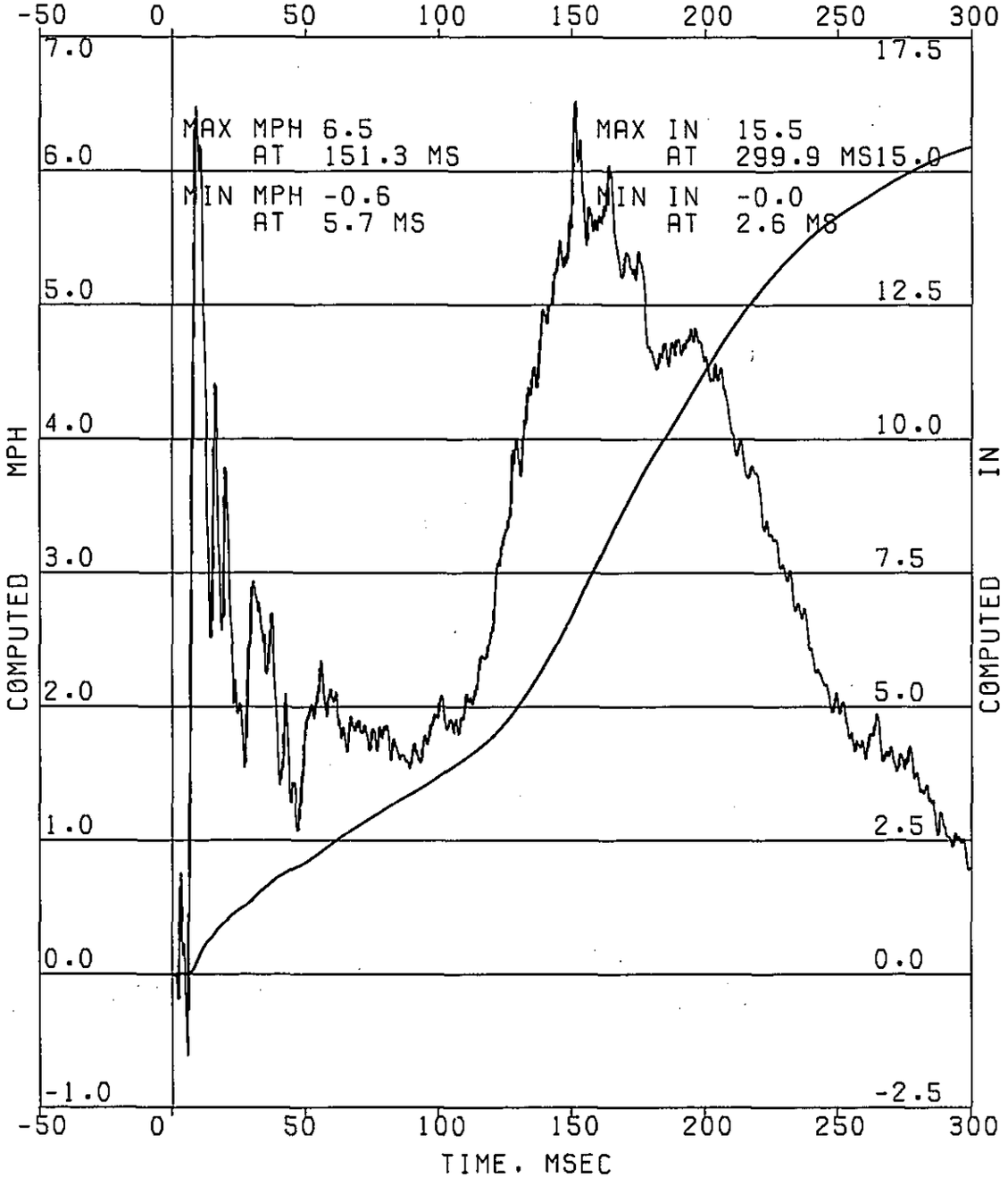
VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 12 RT RAIL MIDTANK Z 31132
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 12 RT RAIL MIDTANK Z 311321

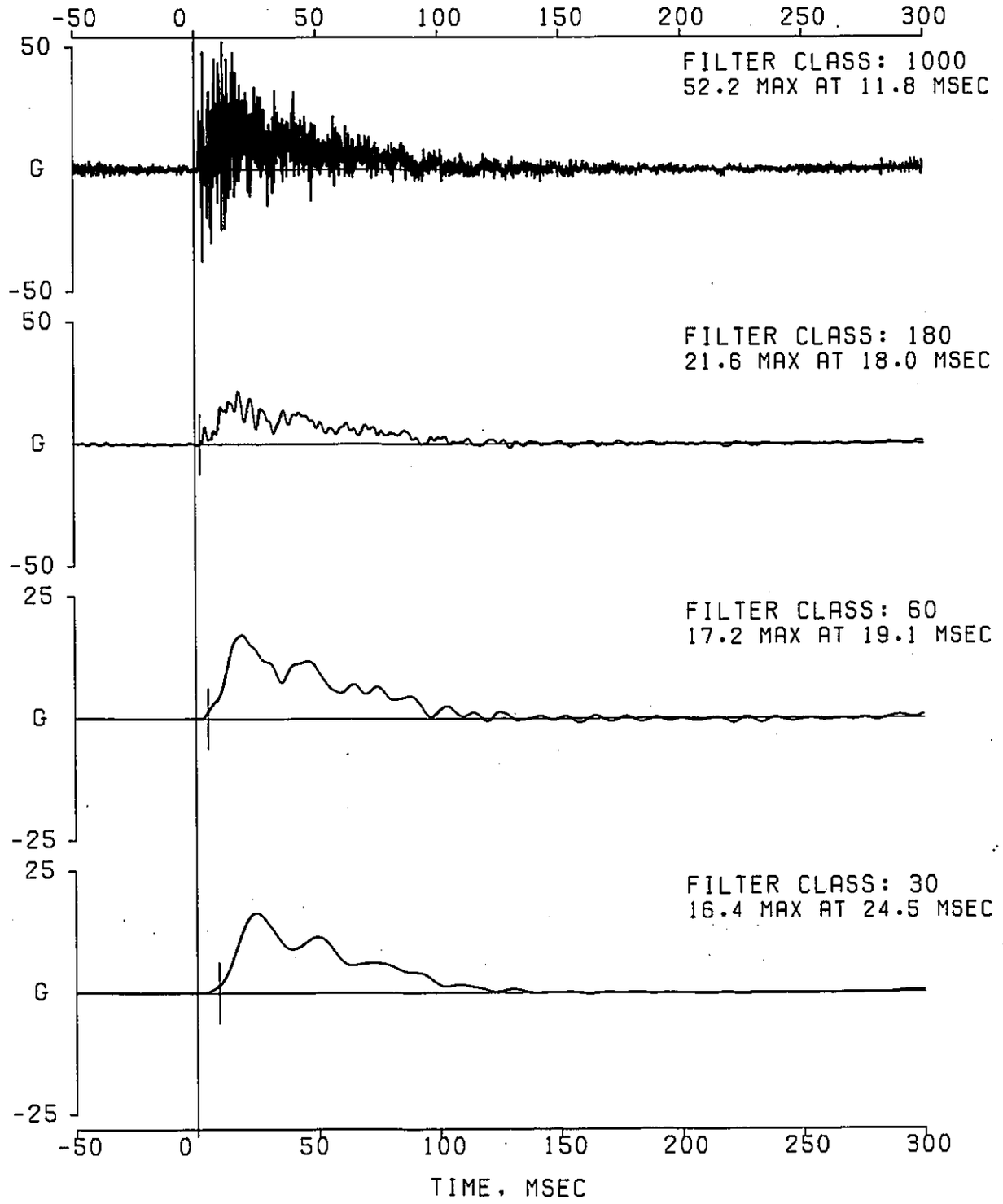
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

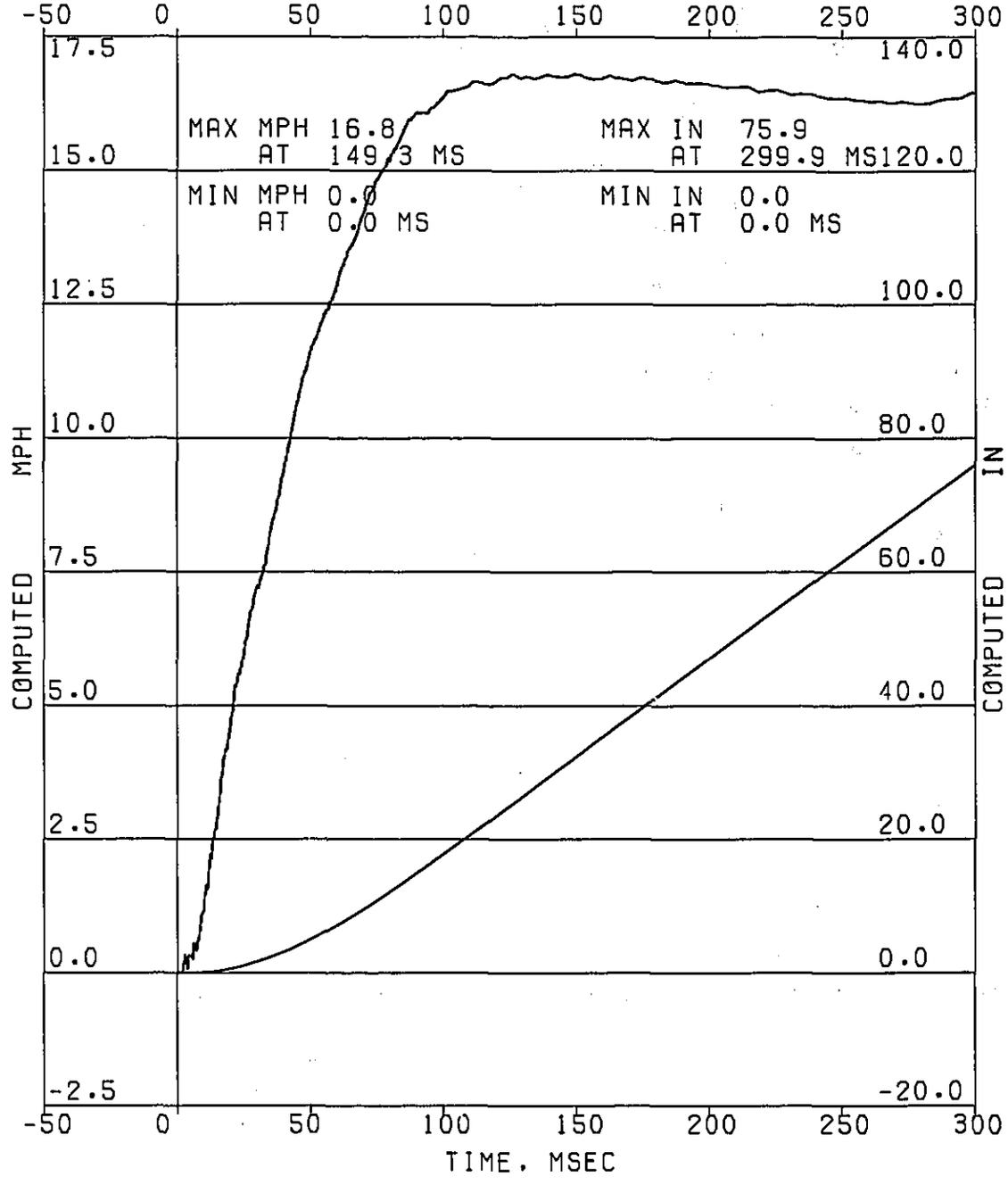
VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 13 LT RAIL MBAR MID X 14515
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



VC05211 30 MPH REAR IMPACT, XJJL74, 4.0L, ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 13 LT RAIL MBAR MID X 14515

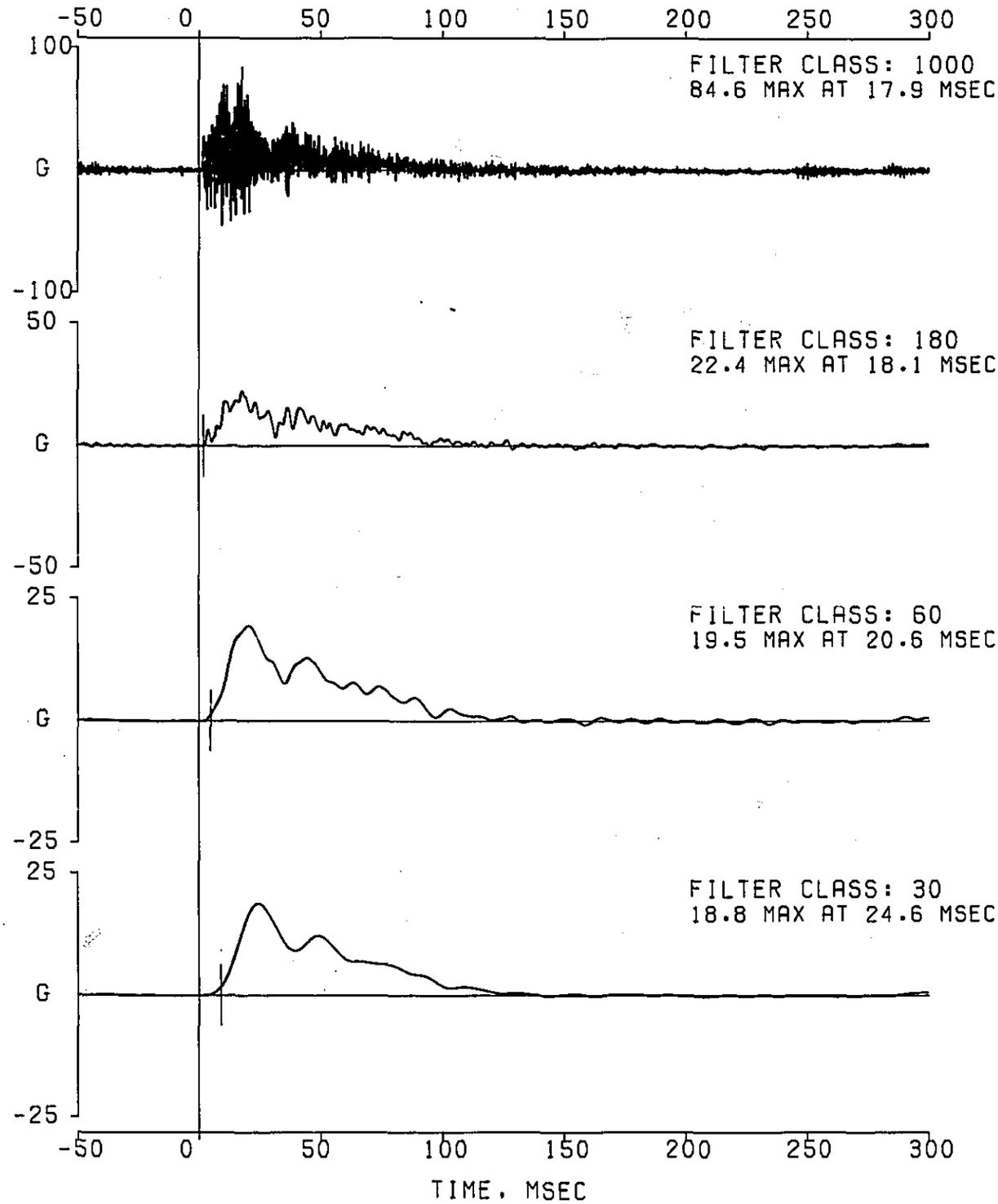
FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3,1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

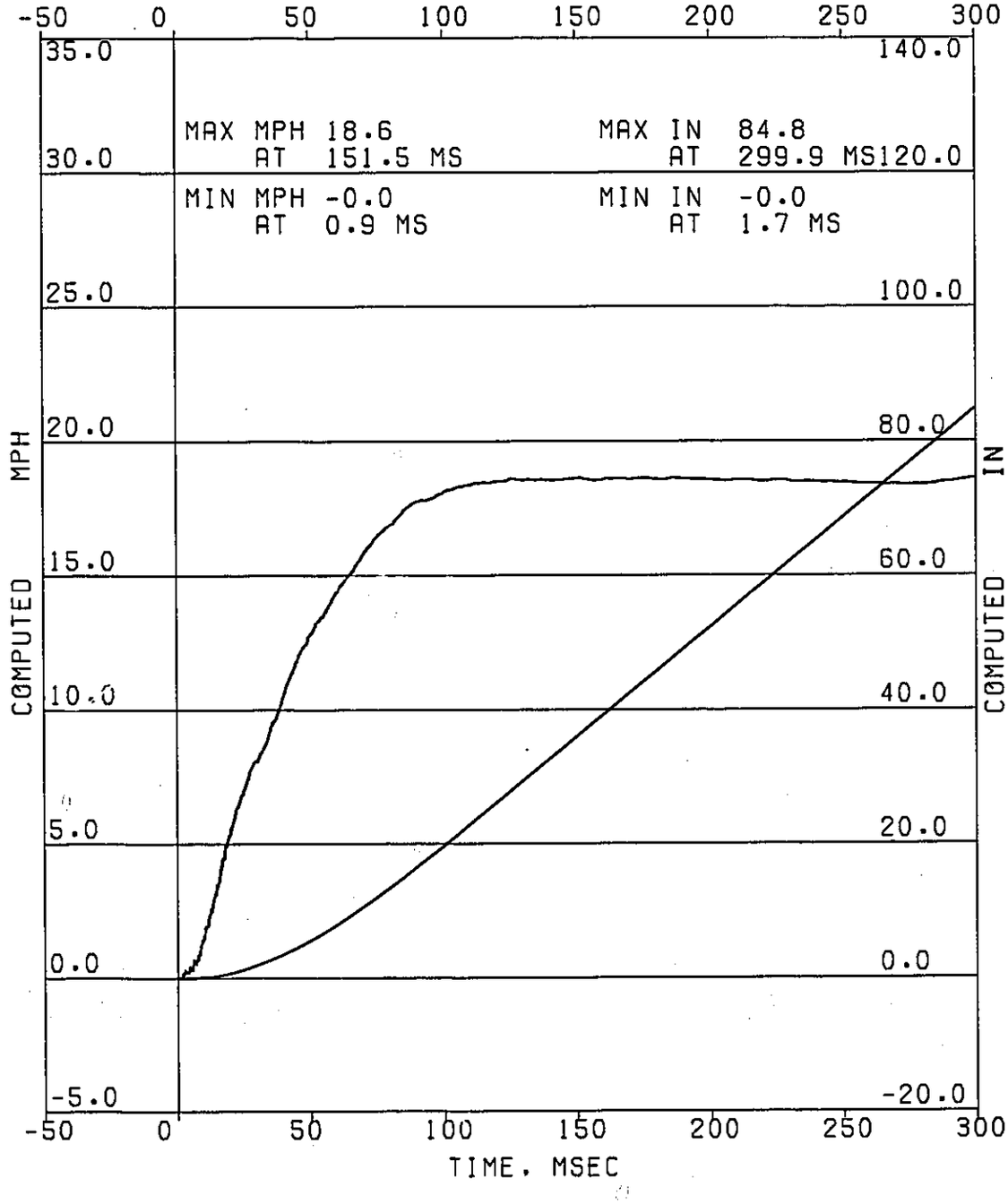
VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 14 RT RAIL MBAR MID X 97860
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



VC05211 30 MPH REAR IMPACT. XJJL74. 4.0L. ITEM XJ6864
1995 MVSS 301 COMPLIANCE.
CHANNEL 14 RT RAIL MBAR MID X 97860

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/02/94BA
AUG 3.1994 ERRATA 1



COMPUTED MPH
COMPUTED IN

Retrieval Methods Inc.
1142 E. Big Beaver
Troy, MI 48083-1934

DECLARATION OF INTENT AND PURPOSE

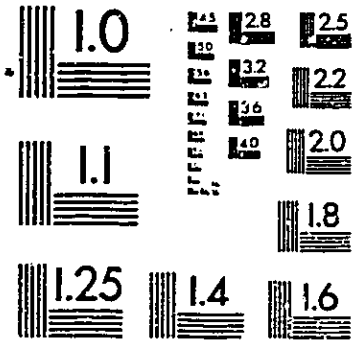
I VIRGINIA L. CORNWELL

EMPLOYED BY RETRIEVAL METHODS INC., DO HEREBY DECLARE THAT THE RECORDS MICROFILIMED HEREIN ARE ACTUAL RECORDS OF CHRYSLER CORPORATION CREATED DURING ITS NORMAL COURSE OF BUSINESS AND THAT:

IT IS THE EXPRESS INTENT AND PURPOSE OF THIS ORGANIZATION TO RETURN ALL ORIGINAL RECORDS MICROPHOTOGRAPHED HEREIN.

DATE February 2, 1999

MICROFILMING OPERATOR Virginia L. Cornwell



PRECISION RESOLUTION TARGET™

Fort Road

557 Fort Road
St Paul MN 55102

SAFETY TEST
VEHICLE CRASH TEST LETTER

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

TEST PURPOSE	PRIMARY, 1997 USA 301 VALIDATION. FUEL SYSTEM INTEGRITY.	
IMPACT TYPE	TARGET SPEED;	30.1 MPH
	DAMAGE LOCATION;	REAR
	BARRIER TYPE;	REAR TYPE IV
	BARRIER SURFACE;	PLYWOOD
VEHICLE	BODY CLASS;	XJ
	CAR LINE;	J
	BODY;	72
	ENGINE;	4.0 LITRE
	ENGINE NOTE;	ELECTRONIC FUEL INJECTION
	TRANSMISSION;	4 SPEED AUTO 4x4
	TRANS. NOTE;	
	VIN AS TESTED;	1J4FJ6759VL[redacted] MOD.
	VIN AS BUILT;	1J4FJ6759VL[redacted] MOD.
TEST SPEED	31.0 MPH BY ELECTRONIC TRAP TIMER.	
TEST WEIGHT (LBS)	4010 TOTAL, 2343 FRONT, 1667 REAR	
OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD-65
	RIGHT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD-63
BUILD CONDITION	1997 XJ P0 2-DR, 4X4, AUTO TRANS, 4.0L ENGINE. PRODUCTION INTENT 20 GALLON PLASTIC FUEL TANK. 4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.	
TARGET WEIGHT (LBS)	3369 TOTAL, 1816 FRONT, 1553 REAR REP BASE WT. NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.	
FUEL AND BALLAST	19 GALLONS OF STODARD SOLVENT. 300 LBS LUGGAGE BALLAST SECURED IN CARGO AREA.	

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ62C5
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

POST TEST REMARKS THERE WAS NO FUEL LEAKAGE DURING IMPACT, NOR DURING THE SUBSEQUENT THIRTY MINUTES. A POST-TEST STATIC ROLLOVER WAS CONDUCTED WITHOUT FUEL LEAKAGE. A POST-TEST PRESSURE CHECK WAS CONDUCTED WITHOUT FUEL LEAKAGE.

REPORT CODES

A = TRANSDUCER DATA	B = ALL FILM DATA
C = HIGH SPEED FILM	D = ENGINEER'S REPORT
E = DUMMY KINEMATICS	F = STEERING COLUMN
G = UNDERBODY	H = A-POST
I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
M = SPECIAL	N = CATALOG EDP DATA
* = REPORT REQUESTOR	

DISTRIBUTION

D.J. MCKENZIE	422-05-01 (AB)
M.P. LEVINE	422-05-01 (AB)

DATE 09/20/96 TIME 15.29.23.

INTER COMPANY CORRESPONDENCE

AKD
DATE 08/28/96

TO
DISTRIBUTION

FROM	DEPARTMENT	DIVISION	PLANT/OFFICE	CIMS NUMBER
J. W. HANIKA	5320	ENGINEERING	CHRYSLER CENTER	418-42-27

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

PRE IMPACT VELOCITY HAS BEEN DETERMINED BY FILM ANALYSIS.

PRE IMPACT VELOCITY 30.89 + OR - .1 MPH

ELECTRONIC TRAP TIMER VELOCITY 31.0 MPH

D. G. Labick

D. G. LABICK

CC

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 04

ITEM XJ6205 CHARGE NO. OM ISSUE DATE 08/05/96

VC 6062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.

TEST DATE 8/20/96 ENGINEER MANNEY
SPEED 31.0 MPH SOURCE TRAP

TEST PURPOSE PRIMARY, 1997 USA 301 VALIDATION.
FUEL SYSTEM INTEGRITY.

IMPACT TYPE
TARGET SPEED; 30.1 MPH
DAMAGE LOCATION; REAR
BARRIER TYPE; REAR TYPE IV
BARRIER SURFACE; PLYWOOD

VEHICLE
BODY CLASS; XJ
CAR LINE; J
BODY; 72
ENGINE; 4.0 LITRE
ENGINE NOTE; ELECTRONIC FUEL INJECTION
TRANSMISSION; 4 SPEED AUTO 4x4
TRANS. NOTE;
VIN AS TESTED; 1J4FJ6759VL[redacted] MOD.
VIN AS BUILT; 1J4FJ6759VL[redacted] MOD.

BUILD CONDITION 1997 XJ PO 2-DR, 4X4, AUTO TRANS, 4.0L ENGINE.
PRODUCTION INTENT 20 GALLON PLASTIC FUEL TANK.
4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C.
P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE.
FUEL SYSTEM PRODUCTION INTENT.

TARGET WEIGHT (LBS) 3369 TOTAL, 1816 FRONT, 1553 REAR REP BASE WT
NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.

TEST WEIGHT (LBS) 4010 TOTAL, 2343 FRONT, 1667 REAR

FUEL BALLAST 19 GALLONS OF STODARD SOLVENT.

LUGGAGE BALLAST 300 LBS LUGGAGE BALLAST SECURED IN CARGO AREA.

OTHER BALLAST

POST TEST REMARKS

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 04

OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY. RIGHT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD NO 65 AD NO 65
MECHANICAL REQ	MEASURE VEHICLE ATTITUDE PRE & POST BUILD-UP, ADJUST ACCORDINGLY. PRESSURE CHECK FUEL SYSTEM PRE AND POST TEST. FUEL PUMP TO BE RUNNING PRE TEST AND DURING TEST. PAINT REAR STRUCTURE FOR PIT VIEWING. INSTALL FUEL TANK HEAT SHIELD. STATIC ROLL POST TEST. PAINT FUEL FILLER NECK AND TUBE CONTRASTING COLORS PAINT FUEL TANK FOR PIT AND SIDE VIEWING.	
INSTRUMENTATION REQ	SEE 3RD SHEET NO. 102 FOR ACCELEROMETER REQ'S. HYB II BALLAST DUMMIES. ADD CONTACT SWITCHS AT: THE REAR BUMPER RIGHT AND LEFT. THE REAR BODY SHEET METAL RIGHT AND LEFT. MONITOR AECM SAFING, SQUIB AND INT. ACCELEROMETER. BIAXIAL ACCELEROMETERS (X & Y) UNDER DRIVER AND PASS. SEATS. TRIAXIAL ACCELEROMETER ON THE AECM BRACKET.	
PHOTOGRAPHIC REQ	1-RIGHT SIDE OVERALL CAMERA. 1-LEFT SIDE OVERALL CAMERA. 1-PIT CAMERA TO VIEW UNDERBODY, AXLE TO BUMPER. 1-PIT CAMERA FOR VIEWING THE FILLER NECK & TUBE. 1-CATWALK CAMERA FOR OVERALL VIEW OF VEHICLE. 1-VELOCITY CAMERA 1-LEFT SIDE CAMERA TO VIEW REAR RAIL AND WHEEL IN CLOSEUP. PRE AND POST PHOTOS OF VEHICLE OVERALL & UNDERBODY IN COLOR ON 8 X 10 PRINTS	
FILM ANALYSIS	VEHICLE VELOCITY - ONLY IF REQUESTED. DYNAMIC CRUSH.	
REMARKS	TEST REQUEST ORIGINATOR M. P. LEVINE (653-5368) INSTALL FUEL TANK HEAT SHIELD TO BE DELIVERED BY REQUESTOR. MAKE (1) FILM COPY AND (1) VHS COPY AND SEND TO: M.P. LEVINE 514-17-41 RETURN VEHICLE TO JTE POST TEST, ATTN PAM MORTON.	

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 04

T. E. REPORT FUEL SYSTEM REPORT REQUIRED.

REPORT CODES

A = TRANSDUCER DATA	B = ALL FILM DATA
C = HIGH SPEED FILM	D = ENGINEER'S REPORT
E = DUMMY KINEMATICS	F = STEERING COLUMN
G = UNDERBODY	H = A-POST
I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
M = SPECIAL	N = CATALOG EDP DATA
* = REPORT REQUESTOR	

DISTRIBUTION

D.J. MCKENZIE	422-05-01	(AB)
M.P. LEVINE	422-05-01	(AB)

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 04

**********CHANGED 08/13/96 AT 13.32.08. SUPPLEMENT NO. 01

MECHANICAL REQ
ADD INSTALL FUEL TANK HEAT SHIELD.

REMARKS
ADD INSTALL FUEL TANK HEAT SHIELD TO BE DELIVERED BY
ADD REQUESTOR.

**********CHANGED 08/13/96 AT 13.37.42. SUPPLEMENT NO. 02

MECHANICAL REQ
ADD PLACE INCH TAPE HORIZONTALLY BELOW DRIVER AND PASS
ADD WINDOW AND VERTICALLY UP B PILLAR BEHIND DRIVER
ADD AND PASS. WINDOW.

**********CHANGED 08/13/96 AT 13.40.18. SUPPLEMENT NO. 03

MECHANICAL REQ
DELETE PLACE INCH TAPE HORIZONTALLY BELOW DRIVER AND PASS
DELETE WINDOW AND VERTICALLY UP B PILLAR BEHIND DRIVER
DELETE AND PASS. WINDOW.

**********CHANGED 09/17/96 AT 07.21.00. SUPPLEMENT NO. 04

TARGET WEIGHT (LBS)
MODIFY 3369 TOTAL, 1816 FRONT, 1553 REAR REP MAX OPT WT
TO READ 3369 TOTAL, 1816 FRONT, 1553 REAR REP BASE WT

X, Y, Z DIMENSIONS

TEST NUMBER VC6062, TEST ENGINEER MANNEY
TEST TYPE: 30 MPH REAR WITH TYPE 4 MOV. BARR.
V.I.N. 1J4FJ6759VL[redacted]

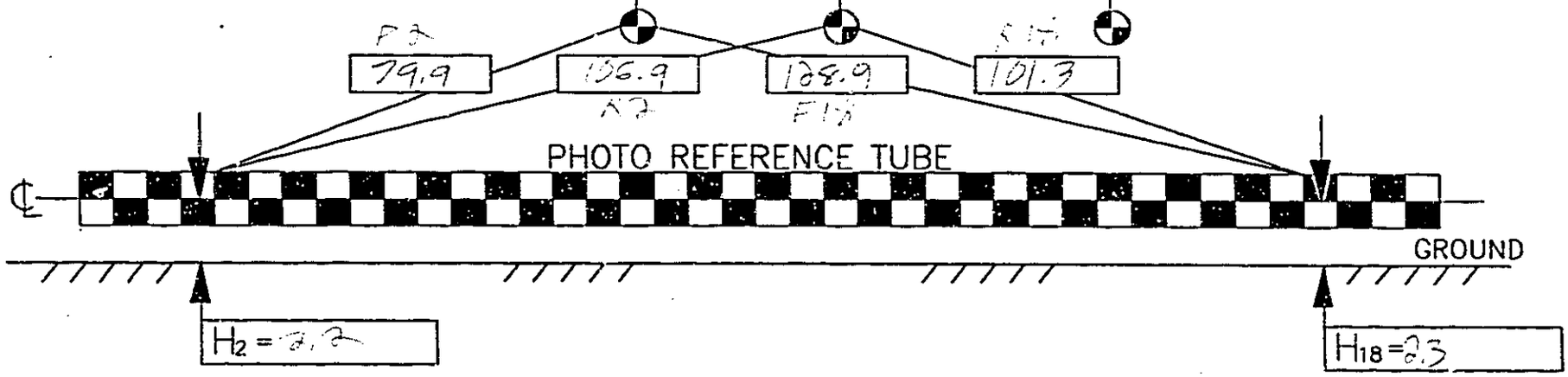
LOCATION BC1	X 0.0	Y 0.0	Z XXXX	LOCATION BC2	X XXXX 162.3	Y 0.0	Z XXXX
B1	165.6	- 27.3	XXXX	B2	165.6	27.5	XXXX
LAP	56.5	- 31.5	47.2				
LMS	70.5	- 31.4	14.9				
LRS	99.8	- 31.8	15.1				
LCP	120.2	- 31.9	42.5				
LRA	128.2	32.7	13.5				

TRAMMEL DIMENSIONS;

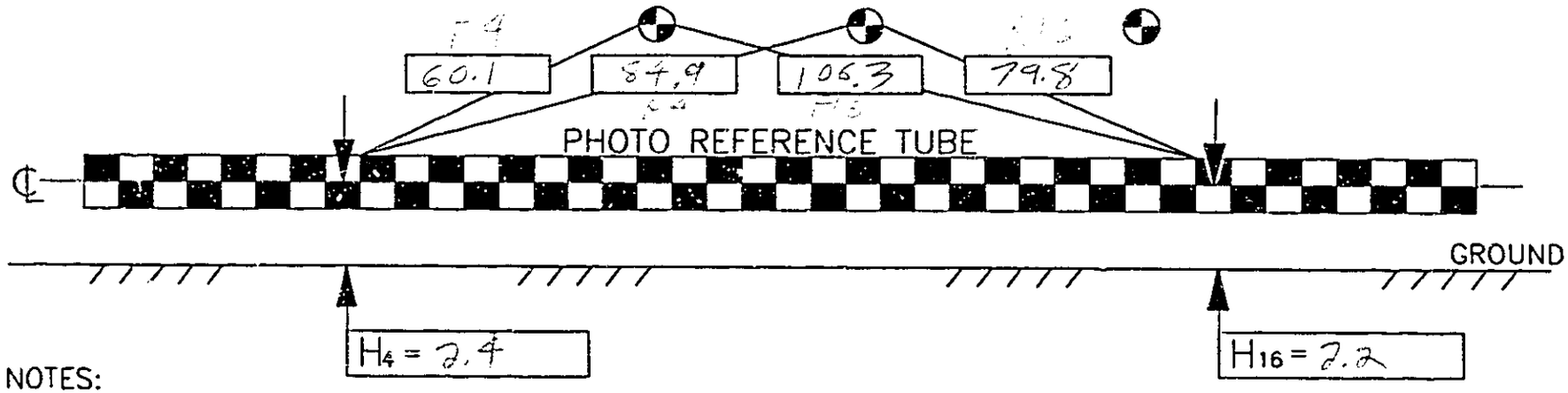
LMS-LRS PRE 29.51

TUBE COLOR BLUE

FRONT SILL	REAR SILL	REAR AXLE
X=	X=	X=
Y=	Y=	Y=
Z= 14.7	Z= 14.8	Z= 13.4



FORWARD



NOTES:

1. THE Z DIMENSION FOR THE SILL TARGETS AND REAR AXLE MUST BE RETAKEN AT THE TEST SITE
2. IF OTHER TUBE POINTS ARE USED, SO INDICATE

FOR REAR IMPACT TESTS – DIMENSIONING BETWEEN SILL TARGETS AND PHOTO REFERENCE TUBE

TEST ENGR MANNEY

VC 6062

TUBSIDE.DRW MASTFILE FA FORMS REVISED 06-11-93

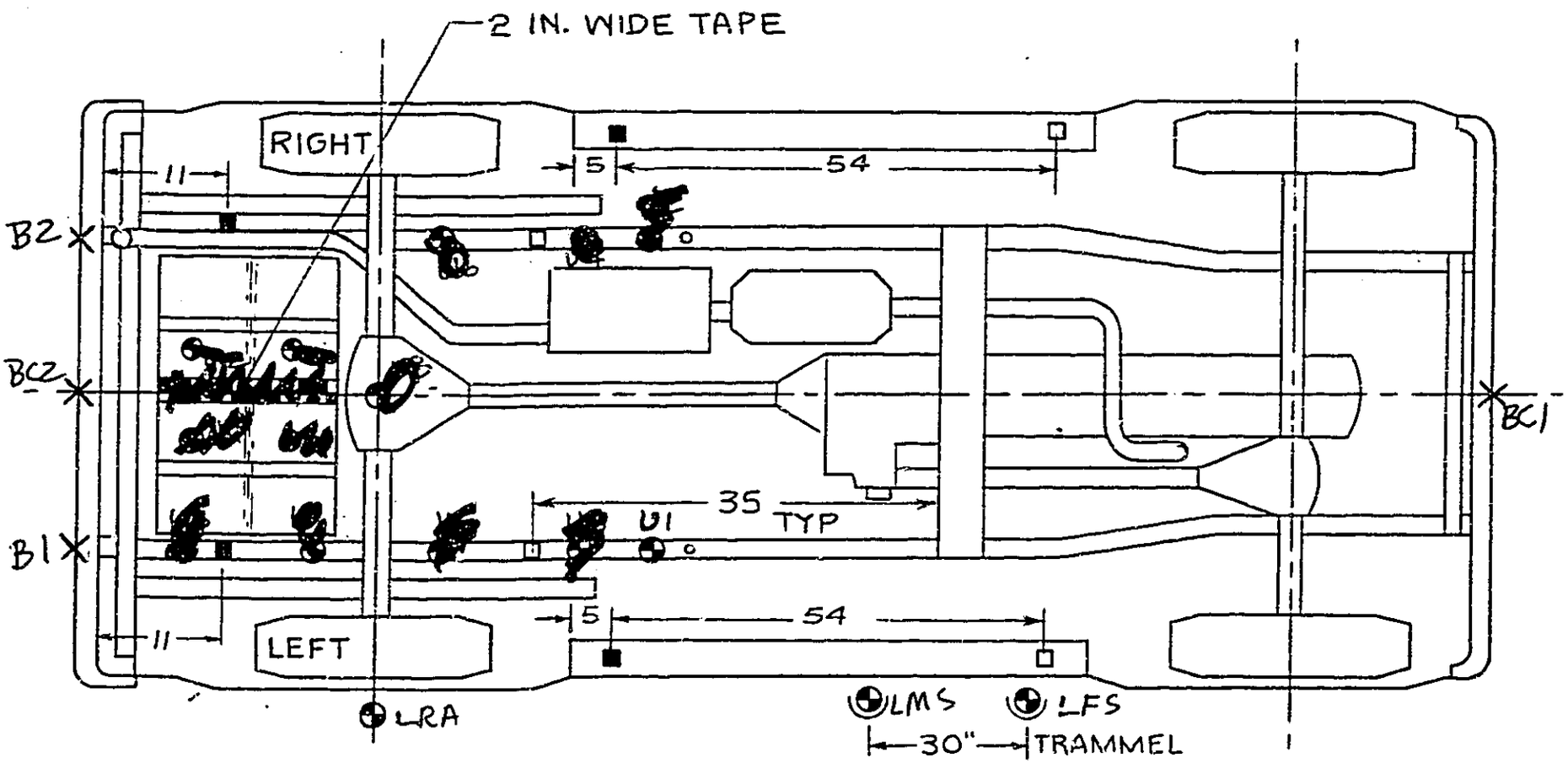
THIRD SHEET 102, ITEM XJ6205, VC 6062

JEEP CHEROKEE 4×4

TARGET AND ACCELEROMETER LOCATIONS FOR REAR IMPACTS

ZENONS REQD ON ROOF

ELEC FUEL PUMP TO BE RUNNING DURING IMPACT



TARGETS
- X PUNCH POINT
- UNDERBODY
- SIDE VIEW

LEGEND

ACCELEROMETERS
- □ SINGLE AXIS, X
- ■ BIAXIAL, X & Z

NOTES -

1. PRE AND POST DIMENSIONS ARE REQUIRED PER BREITMOSER LETTER OF 01-04-88
2. NUMBERS ASSIGNED TO EACH TARGET ARE PERMANENT.
3. TARGETS MAY BE DELETED BY NUMBER PER TR.
4. ADDITIONAL TARGETS MAY BE REQUESTED BY TR.
5. LOCATIONS SHOWN ARE APPROX TO ±0.5 IN. ACTUAL MEASUREMENT TO ± 0.1 INCH.

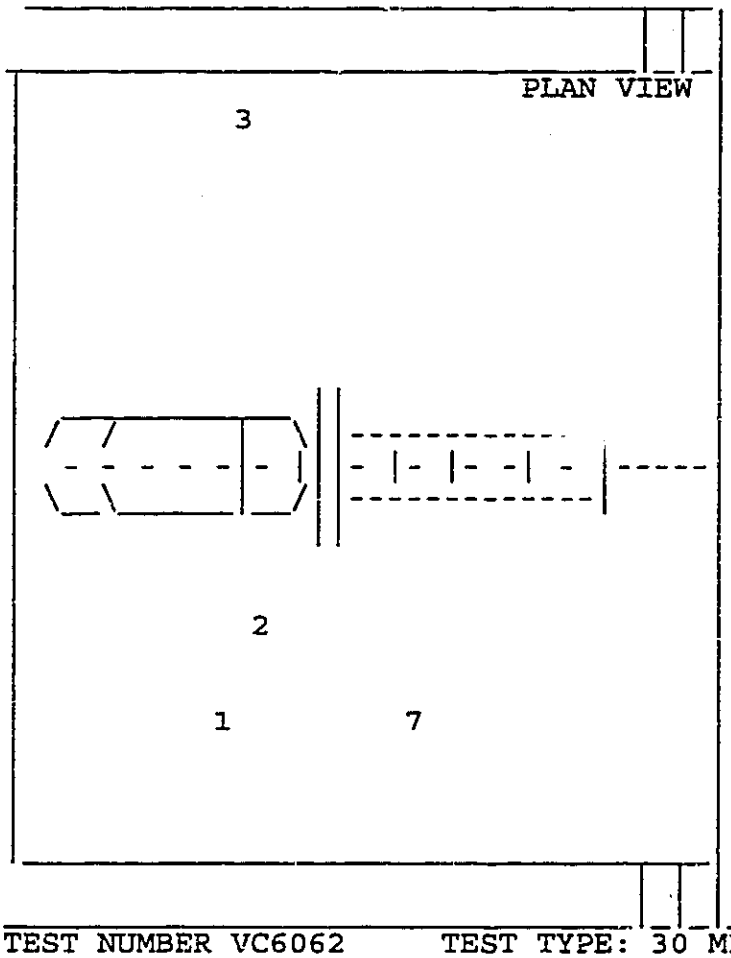
VEHICLE ATTITUDE

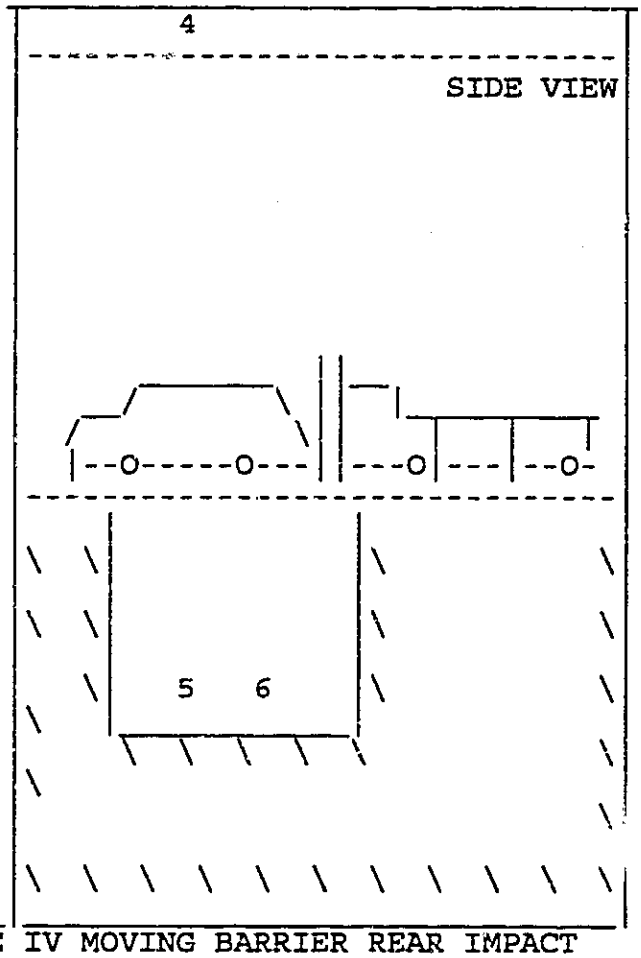
TEST NUMBER VC6062 TEST ENGINEER MANNEY

ITEM NUMBER XJ6205 TEST DATE 8/20/96

X FENDER/WHEELWELL HEIGHTS _____ SILL HEIGHTS

	LF	LR	RF	RR
AS RECEIVED	31.6	31.7	32.0	32.0
AS BUILT-UP	30.9	31.1	31.2	31.2
AS TESTED	"	"	"	"





TEST NUMBER VC6062 TEST TYPE: 30 MPH TYPE IV MOVING BARRIER REAR IMPACT

TEST ENGINEER MANNEY REQUEST DATE : 08/14/96 VEHICLE BODY CLASS : XJ

#	VIEW DESCRIPTION A=ANALYSIS	CAM S/N	LENS F.L.	LENS S/N	LENS MFG.	F-STOP	PNL	SKT	CBL	CAM MFG
1	A LT-DYNAMIC CRUSH	1873	25mm	106468						
2	[redacted]									
3	RT-OVERALL	1874	18mm	1166086						
4	CATWALK-OVERALL	275	18mm	107230						
5	PIT-OVERALL	430	13mm	22790						
6	PIT-FILLER NECK & TUBE	431	200m	953	SCHNEID					
7	A VELOCITY	286	100mm	B2098						

TUESDAY 1 SI

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC6062, ITEM NUMBER XJ6205 , TEST ENGINEER MANNEY

V.I.N. 1J4FJ6759VL[redacted], TEST DATE 8/20/96, ROLL DATE 8/20/96

TEST TYPE; 30 MPH TYPE IV MOVING BARRIER REAR IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 19.0 GALLONS

TEST SPEED 31.0 MPH, TEST WEIGHT 4010 POUNDS.

POST TEST FUEL SYSTEM OBSERVATIONS OK

POST IMPACT LEAKAGE(OZ); AT IMPACT 0
1ST 5 MIN. 0
NEXT 25 MIN. 0

POST TEST PRESSURE CHECK OK

ELECTRIC FUEL PUMP RUN NA

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL					
ROLL TIME						TOTAL	
0-90	1ST 5 MIN					0	*
2:07	POST 5 MIN					0	**
90-180	1ST 5 MIN					0	*
2:08	POST 5 MIN					0	**
180-270	1ST 5 MIN					0	*
1:52	POST 5 MIN					0	**
270-360	1ST 5 MIN					0	*
1:50	POST 5 MIN					0	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

LAST FORM MODIFICATION 5/27/93 - GAB

RECEIVED OCT 8 1996 FILED OCT 8 1996

DATE 10/02/96 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13.52.41. EDP TEST LETTER DEPT 5320

VC06062 ITEM XJ6205
VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

TEST PURPOSE	PRIMARY, 1997 USA 301 VALIDATION. FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED; 30.1 MPH DAMAGE LOCATION; REAR BARRIER TYPE; REAR TYPE IV BARRIER SURFACE; PLYWOOD
VEHICLE	BODY CLASS; XJ CAR LINE; J BODY; 72 ENGINE; 4.0 LITRE ENGINE NOTE; ELECTRONIC FUEL INJECTION TRANSMISSION; 4 SPEED AUTO 4x4 TRANS. NOTE; VIN AS TESTED; 1J4FJ6759VL[redacted] MOD. VIN AS BUILT; 1J4FJ6759VL[redacted] MOD.
TEST SPEED	31.0 MPH BY ELECTRONIC TRAP TIMER.
TEST WEIGHT (LBS)	4010 TOTAL, 2343 FRONT, 1667 REAR
OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. AD-65 RESTRAINT-UNIBELT ONLY. RIGHT FRONT, HYB II, UNINSTRUMENTED. AD-63 RESTRAINT-UNIBELT ONLY.
BUILD CONDITION	1997 XJ P0 2-DR, 4X4, AUTO TRANS, 4.0L ENGINE. PRODUCTION INTENT 20 GALLON PLASTIC FUEL TANK. 4.0L ENGINE, AUTO TRANS., P/S, P/B, A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.
TARGET WEIGHT (LBS)	3369 TOTAL, 1816 FRONT, 1553 REAR REP BASE WT. NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19 GALLONS OF STODARD SOLVENT. 300 LBS LUGGAGE BALLAST SECURED IN CARGO AREA.
POST TEST REMARKS	THERE WAS NO FUEL LEAKAGE DURING IMPACT, NOR DURING THE SUBSEQUENT THIRTY MINUTES. A POST-TEST STATIC ROLLOVER WAS CONDUCTED WITHOUT FUEL LEAKAGE. A POST-TEST PRESSURE CHECK WAS CONDUCTED WITHOUT FUEL LEAKAGE.

CORRECTED
AND
REISSUED

DATE 10/02/96 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13.52.41. EDP TEST LETTER DEPT 5320

VC06062 ITEM XJ6205
VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

EDP TECHNICIAN S. MARCHENIA

No. of Pages 49
CC

M. P. LEVINE 422-05-01
D. J. MCKENZIE 422-05-01

TITLE: Page Index of EDP plots Pages 001 - 049

********** VC06062A **********

TITLE: Transducer Summary Reports Pages 001 - 004

PURPOSE:

********** VC06062B **********

TITLE: Vehicle Channels Pages 005 - 045

PURPOSE: 1997 USA 301 VALIDATION

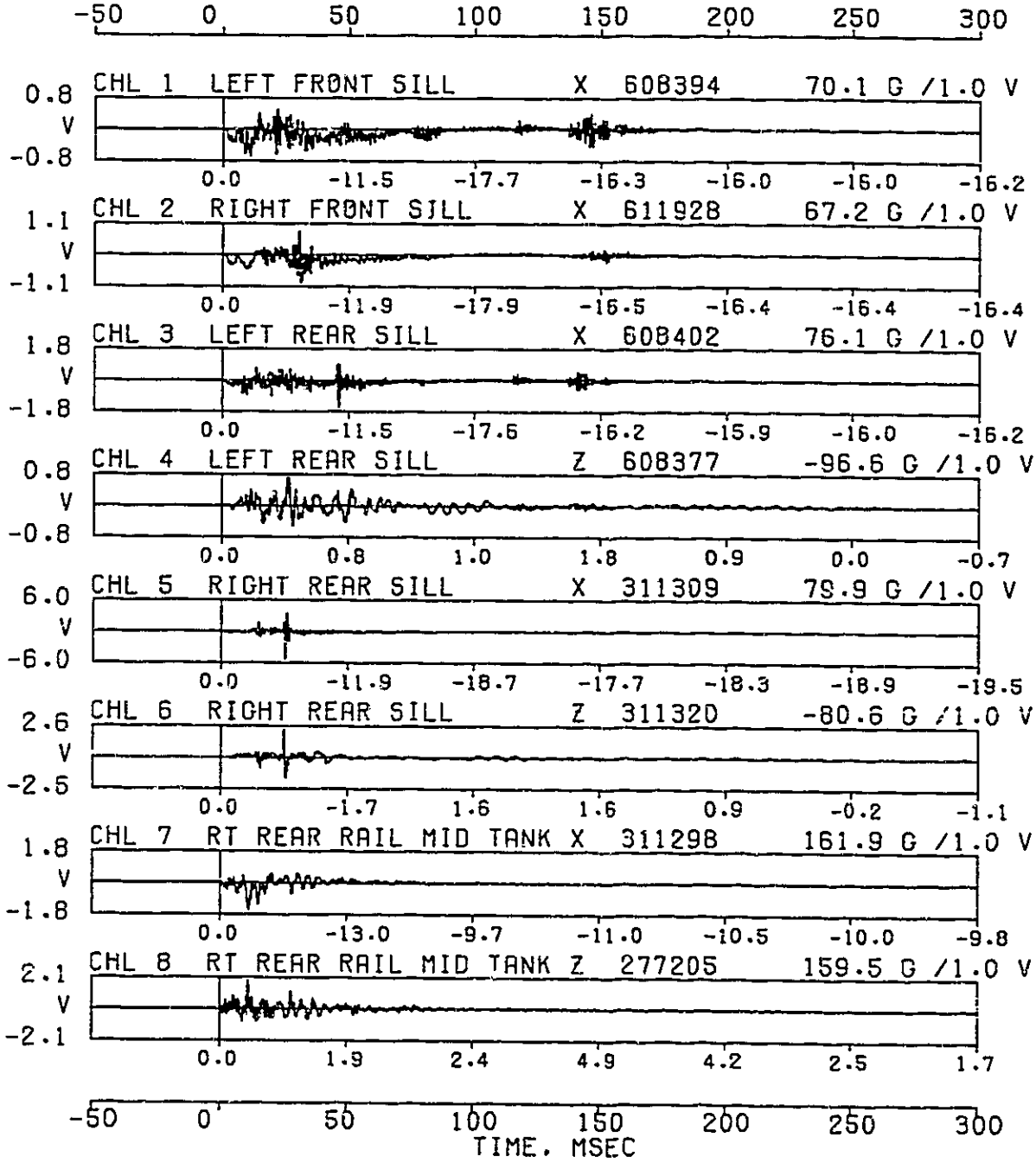
********** VC06062C **********

TITLE: Moving barrier Channels Pages 046 - 049

PURPOSE: 1997 USA 301 VALIDATION

TRANSDUCER SUMMARY REPORT

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 001
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

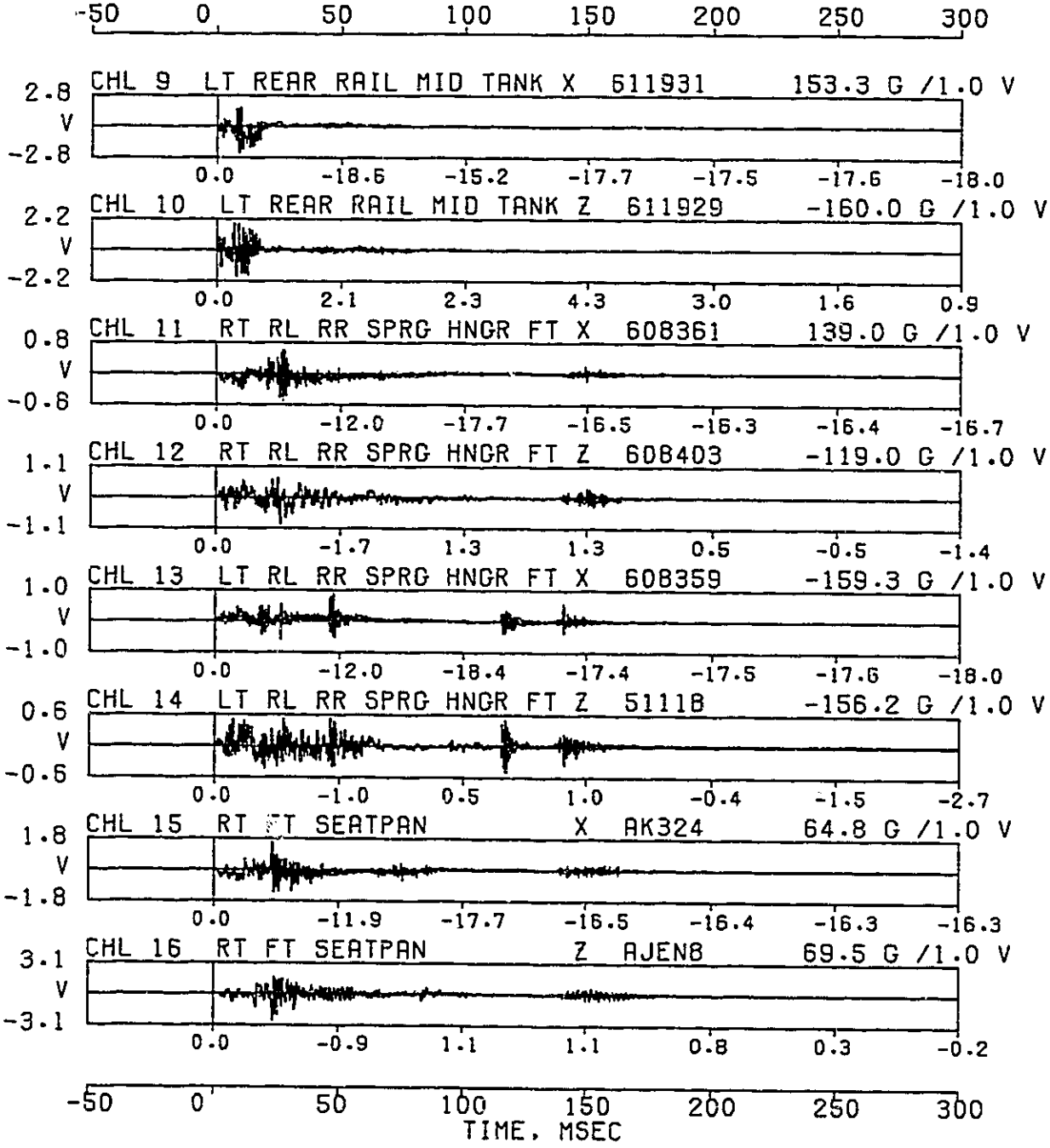
TRANSDUCER SUMMARY REPORT

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205

1997 FMVSS 301, FUEL SYSTEM INTEGRITY.

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA

AUG 28,1996 ERRATA 1



NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

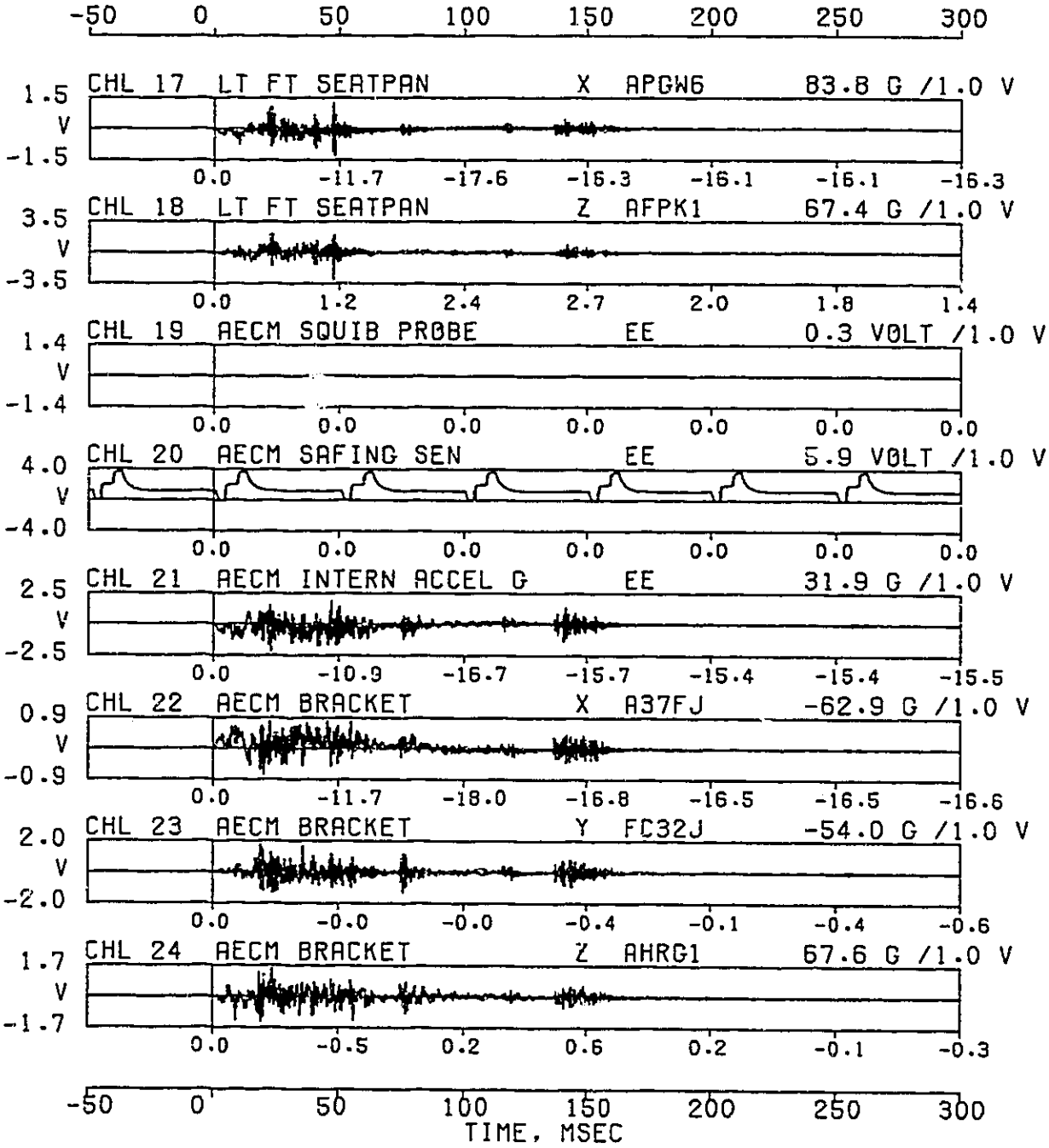
TRANSDUCER SUMMARY REPORT

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205

1997 FMVSS 301, FUEL SYSTEM INTEGRITY.

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB

AUG 28.1996 ERRATA 1



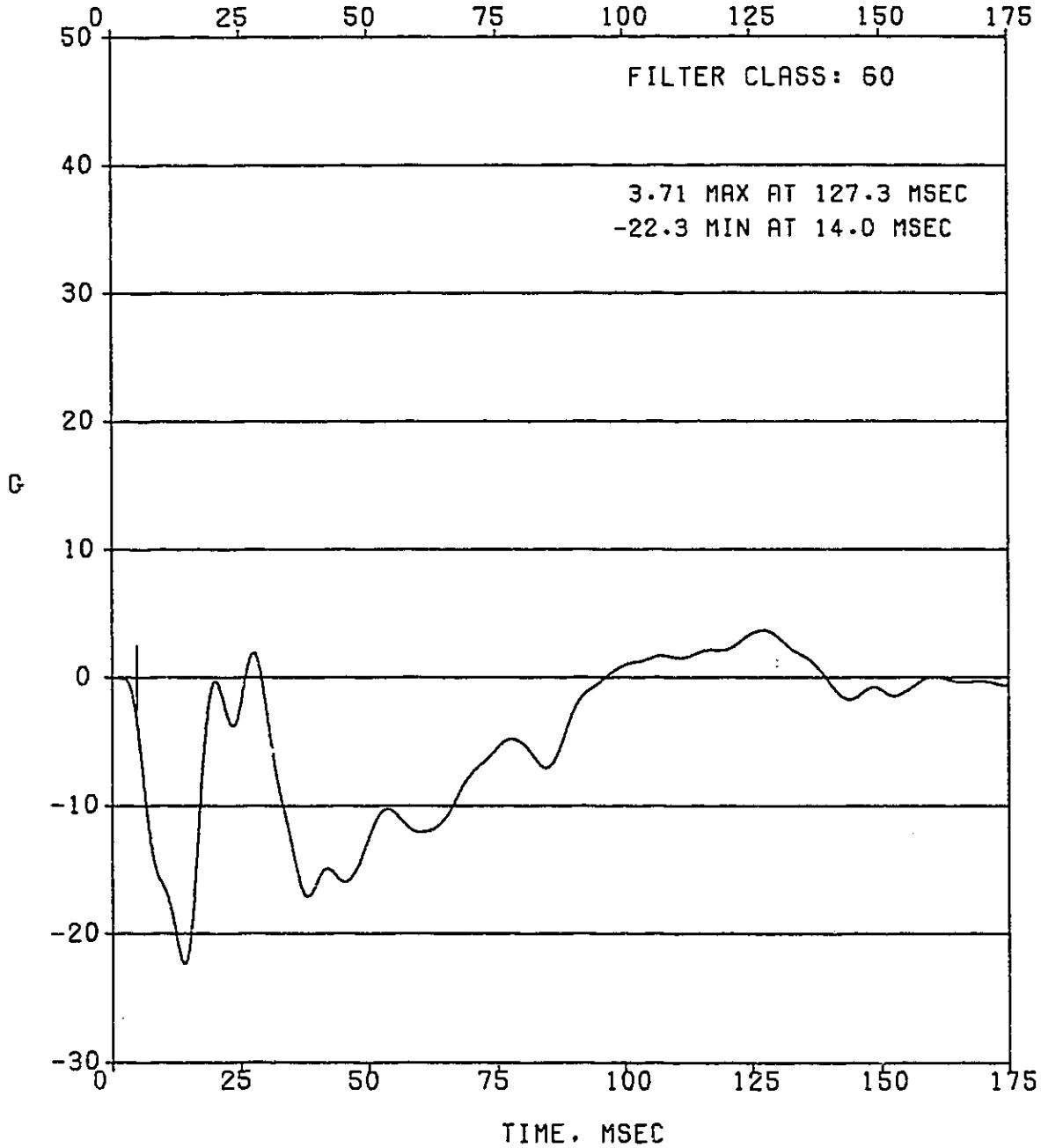
NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

VC06062 30 MPH TYPE IV REAR IMPACT, XJTL72, 4.0L ITEM XJ6205 PAGE 005
1997 FMVSS 301, FUEL SYSTEM INTEGRITY. OF 049

AVERAGE OF

CHANNEL 001	LEFT FRONT SILL	X	608394
CHANNEL 002	RIGHT FRONT SILL	X	611928
CHANNEL 003	LEFT REAR SILL	X	608402
CHANNEL 005	RIGHT REAR SILL	X	311309

FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1

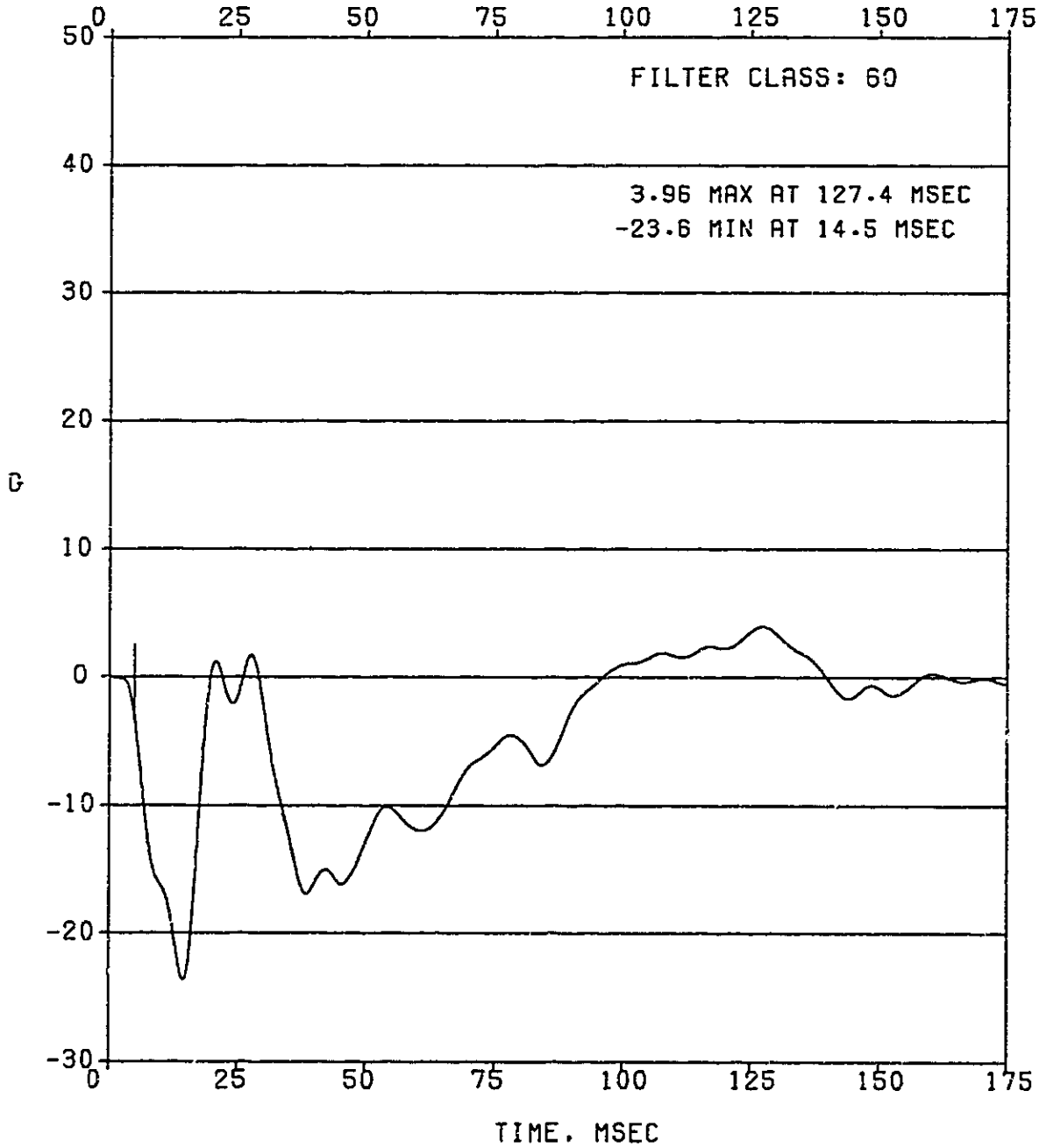


VC05062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 006
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049

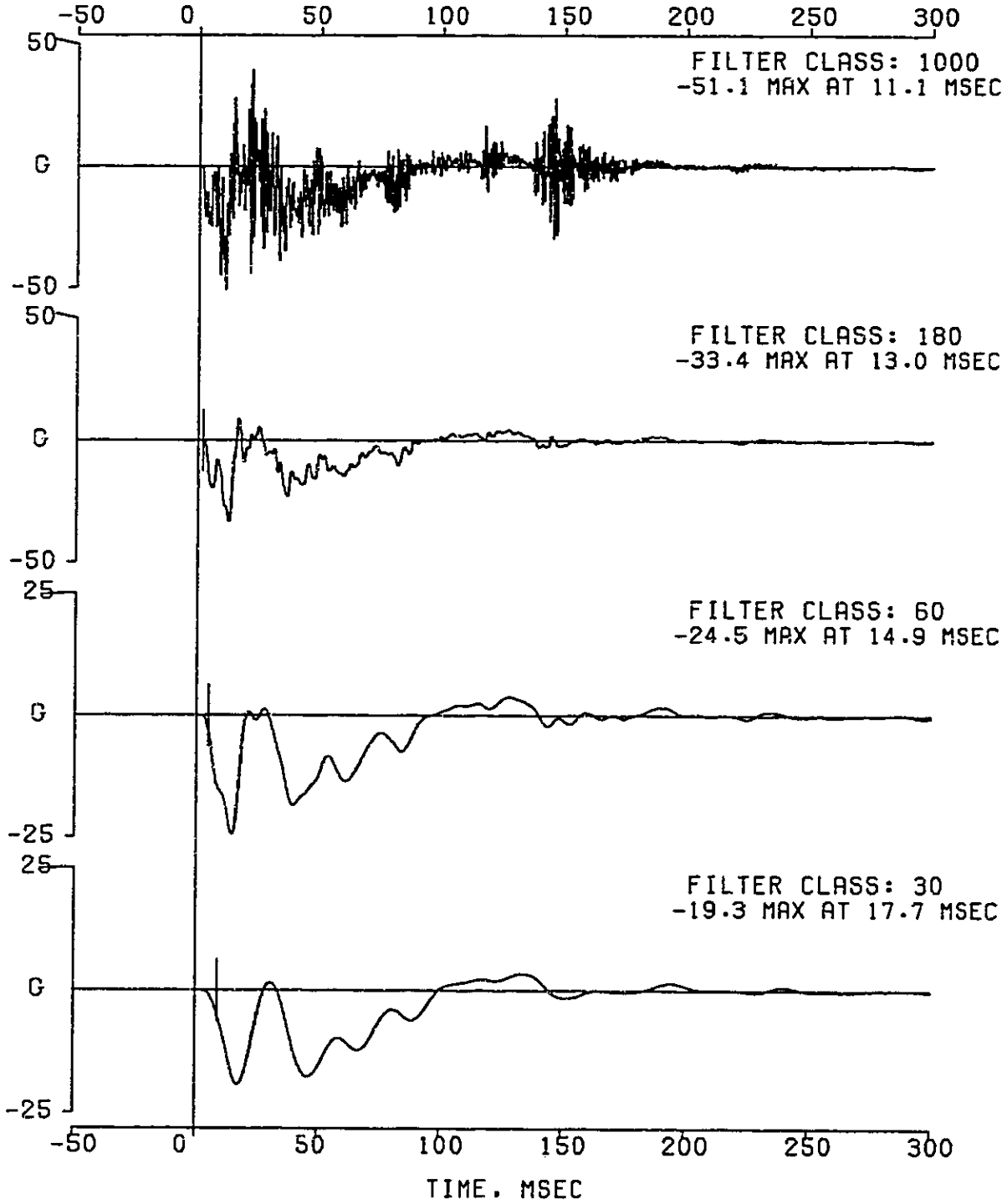
AVERAGE OF

CHANNEL 001 LEFT FRONT SILL X 608394
CHANNEL 002 RIGHT FRONT SILL X 611928

FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



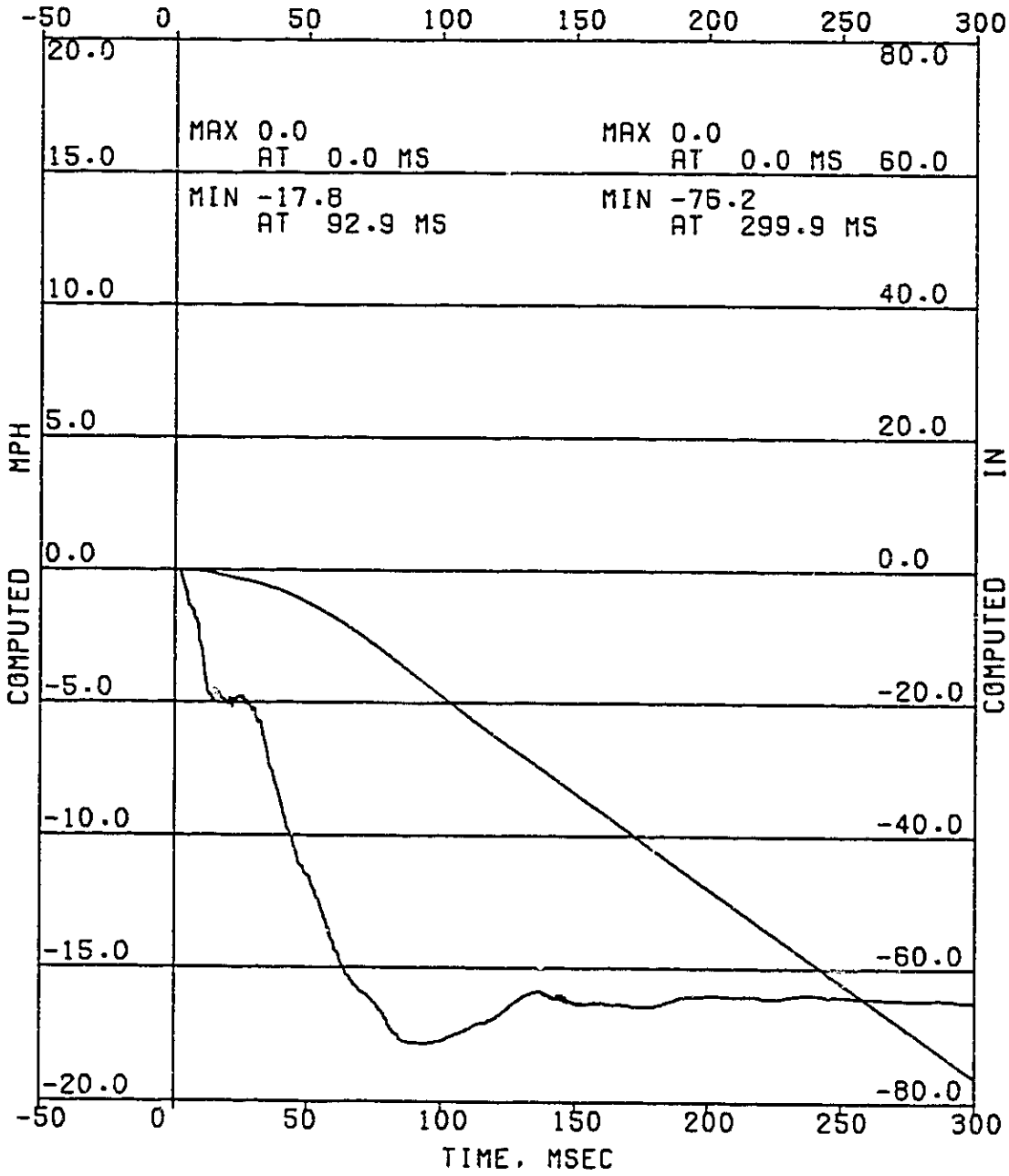
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 007
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 001 LEFT FRONT SILL X 608394
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 001 LEFT FRONT SILL X 608394

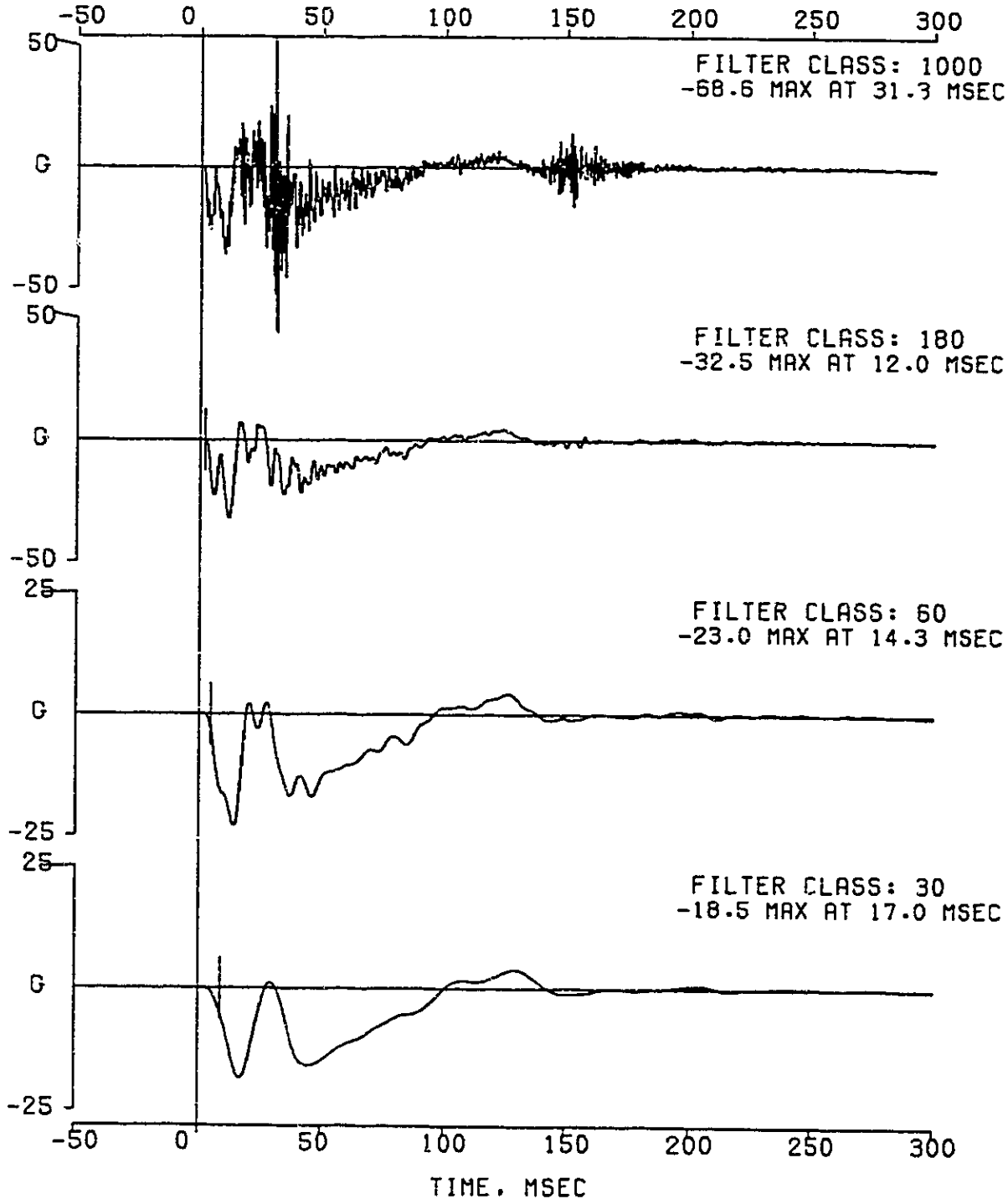
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 009
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 002 RIGHT FRONT SILL X 611928
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1

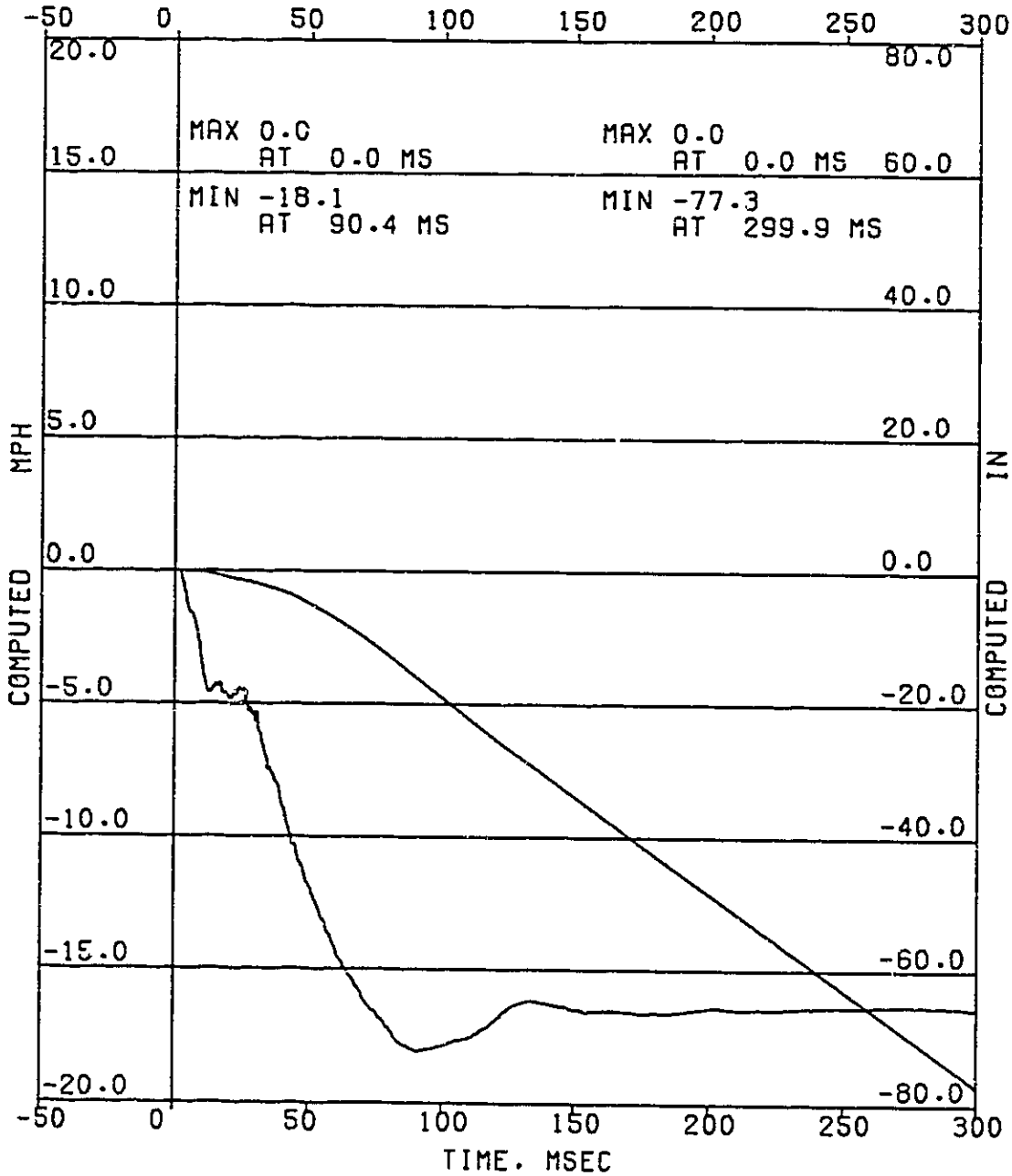


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 002 RIGHT FRONT SILL X 611928

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

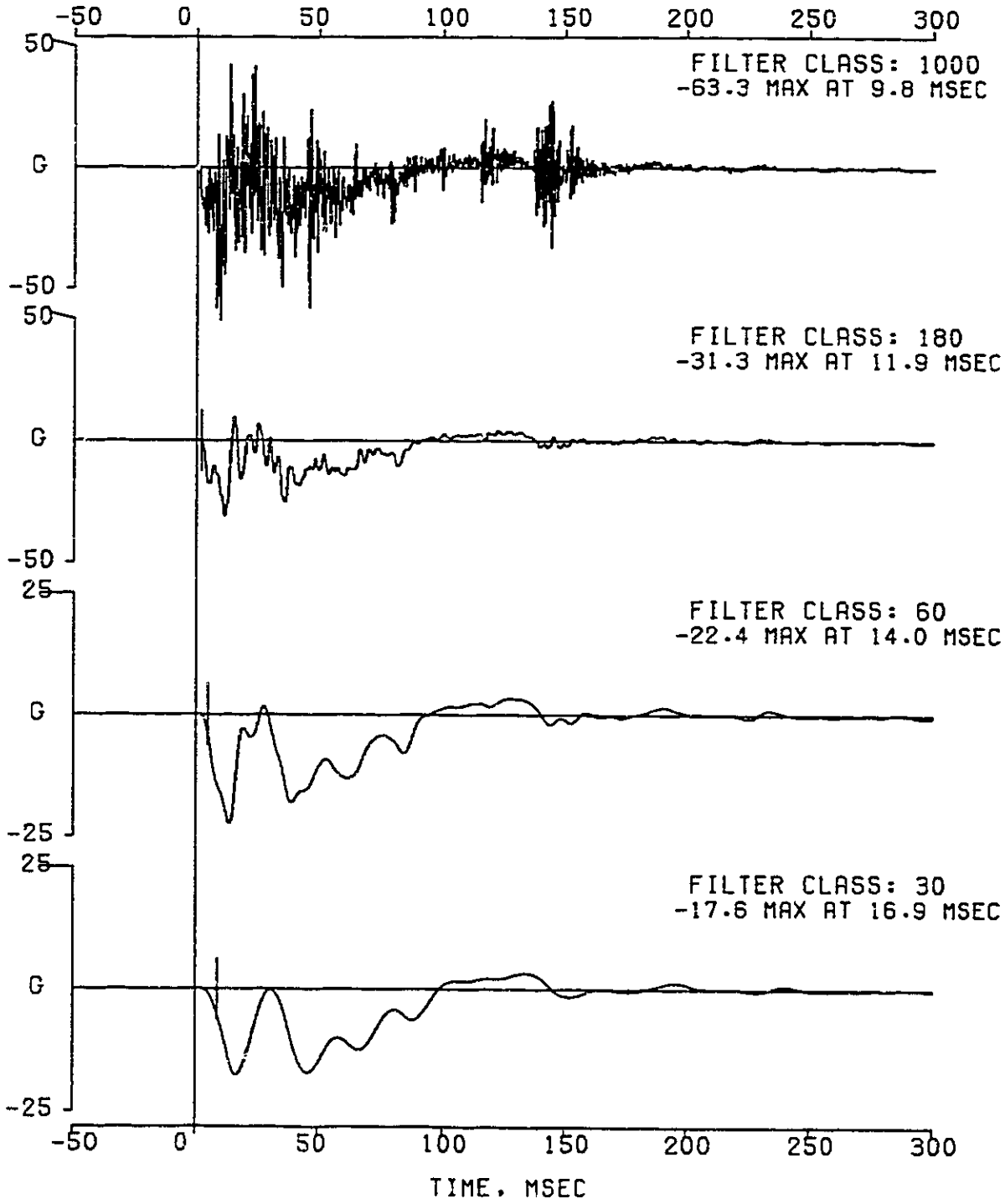
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BA
ERRATA 1



COMPUTED MPH
COMPUTED IN

VCC6062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 011
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 003 LEFT REAR SILL X 608402
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1

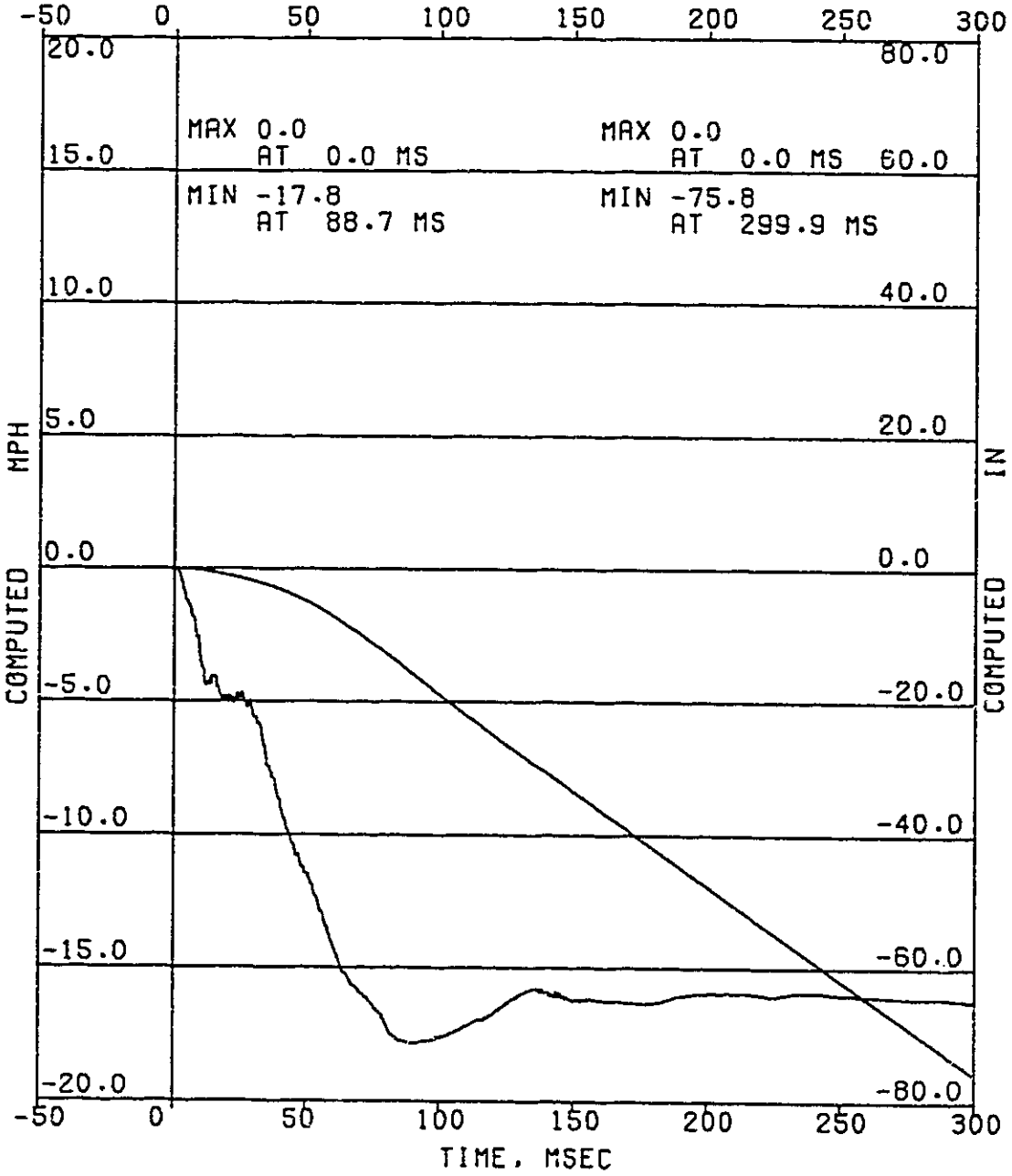


VC06052 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 003 LEFT REAR SILL X 608402

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

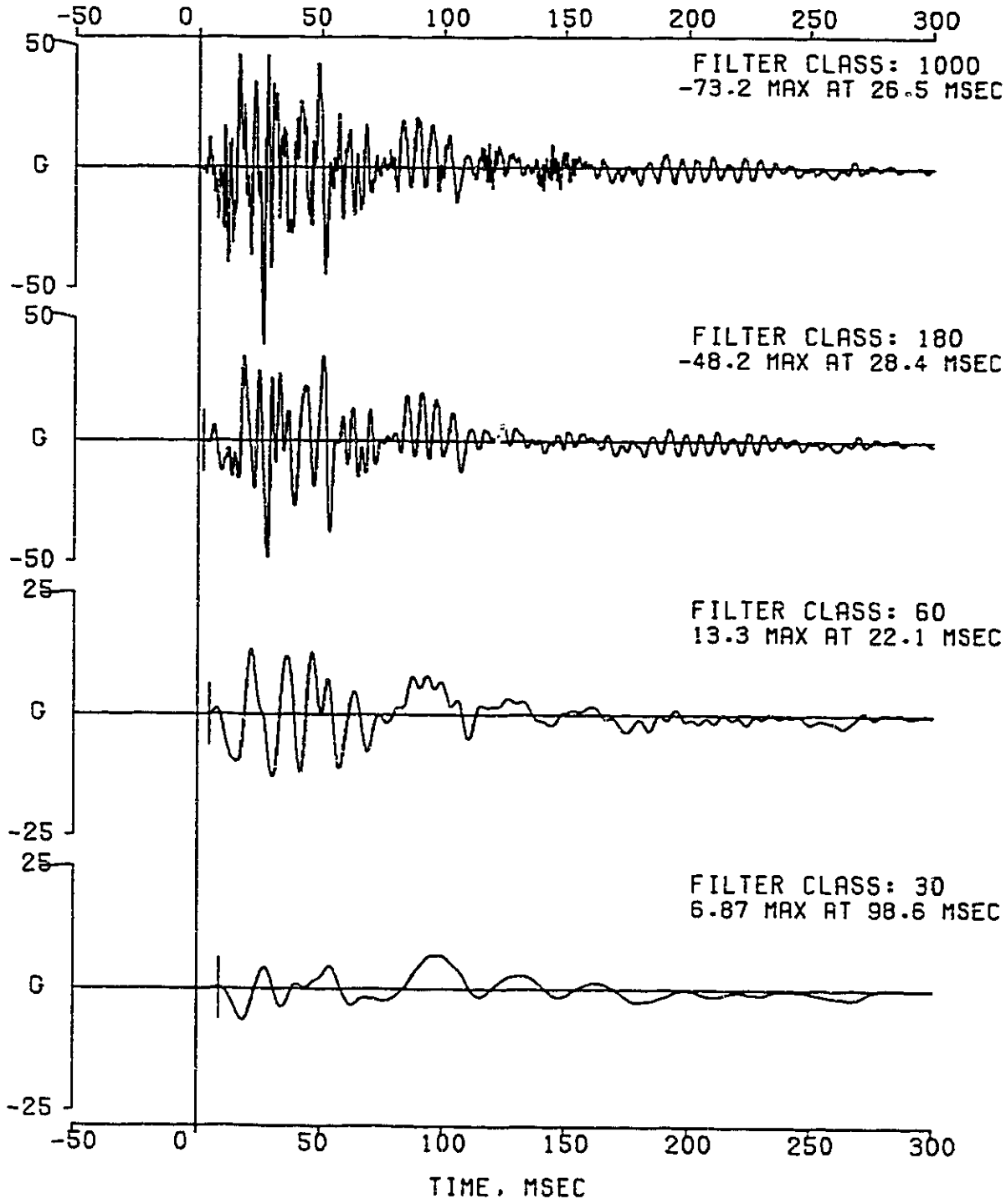
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BA
ERRATA 1

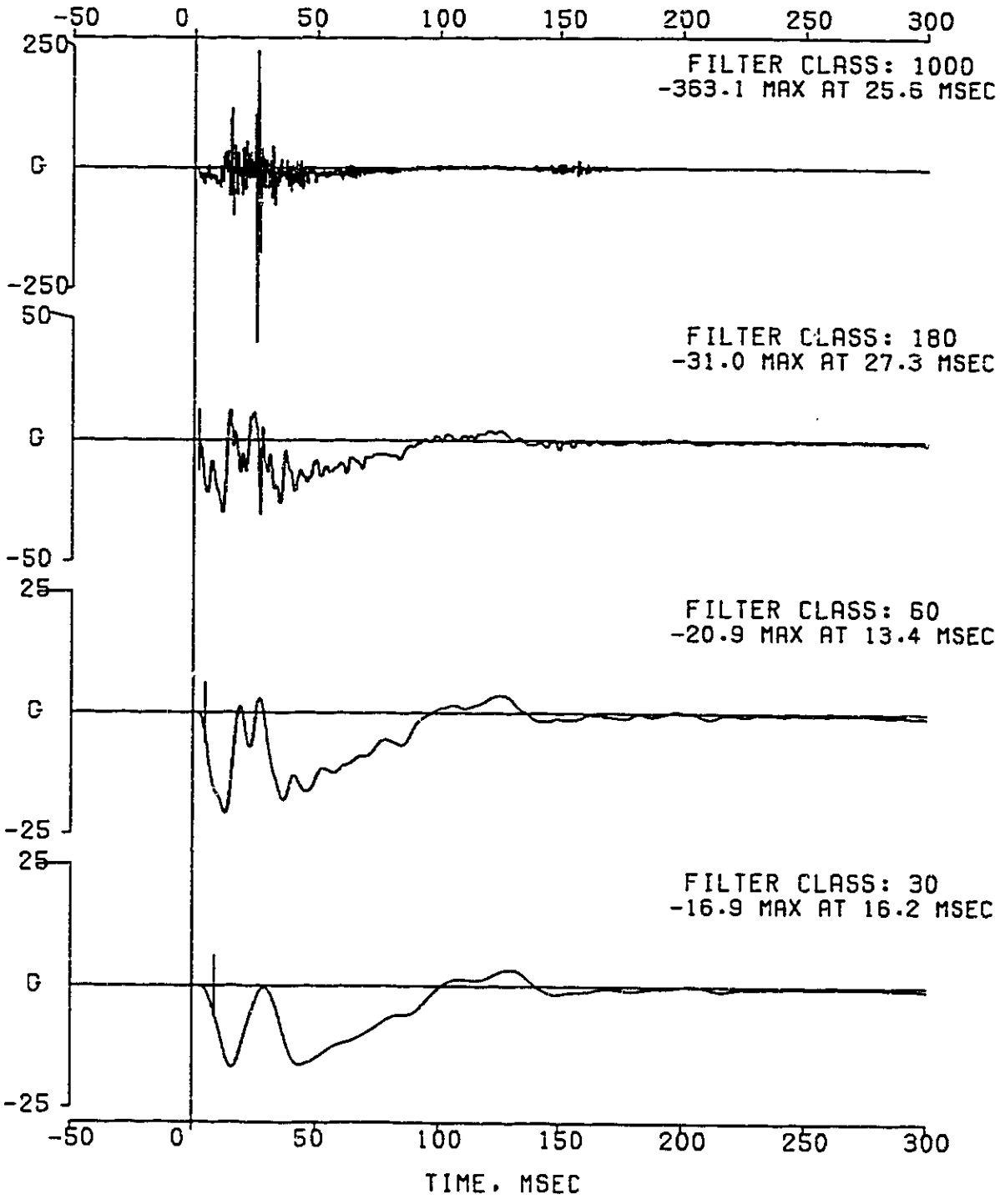


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 013
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 004 LEFT REAR SILL Z 608377
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



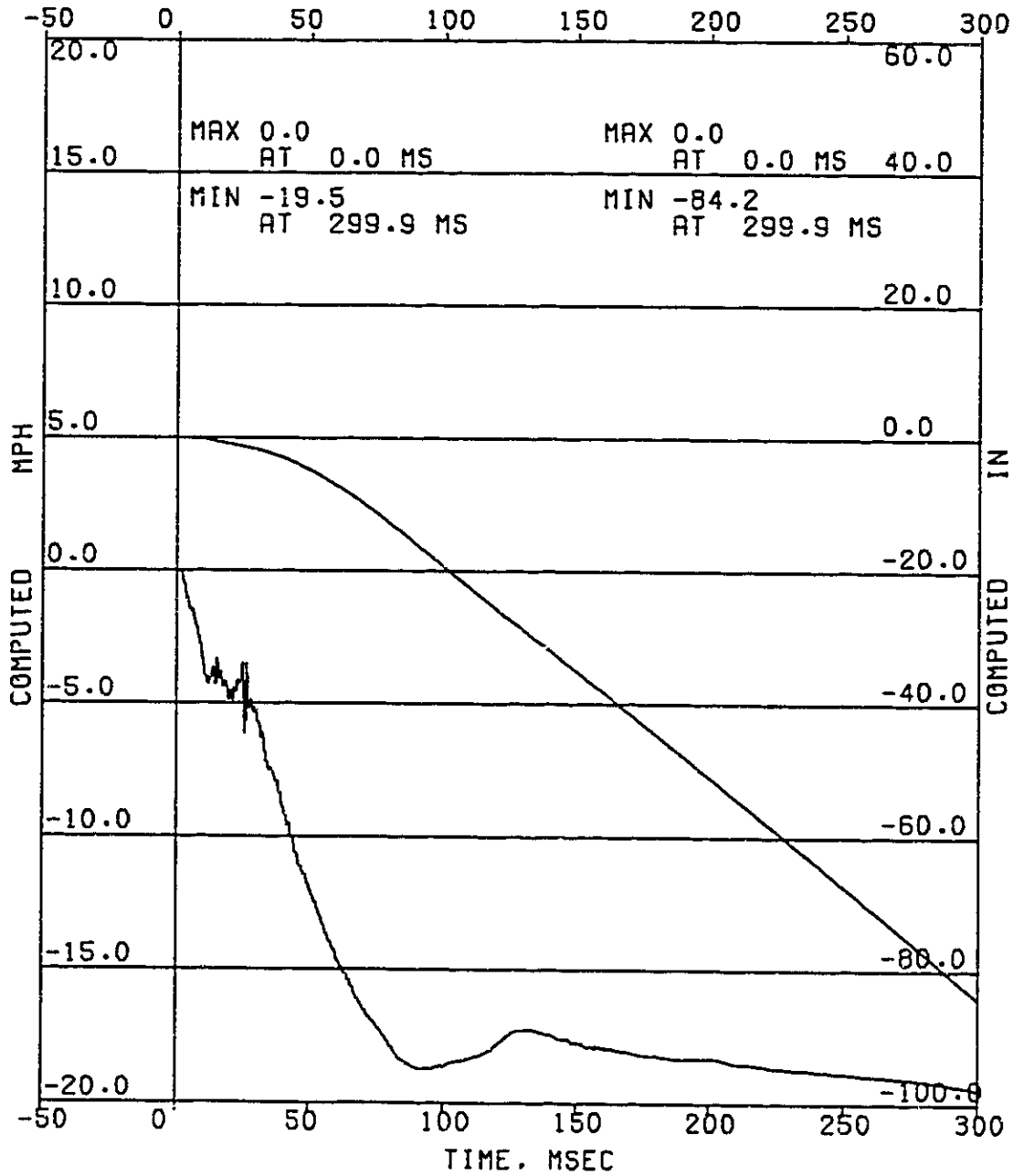
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 014
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 005 RIGHT REAR SILL X 311309
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 015
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 005 RIGHT REAR SILL X 311309

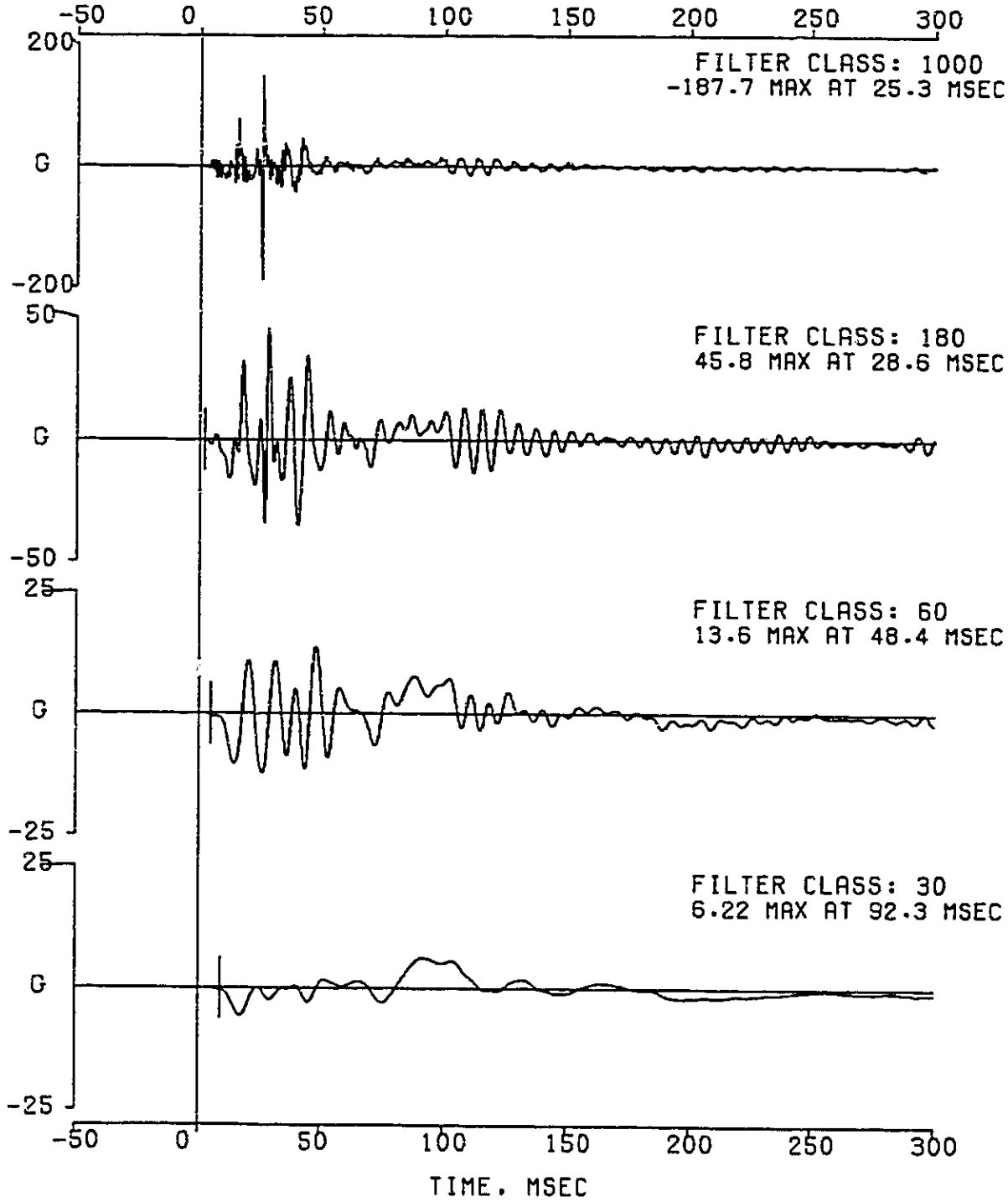
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1

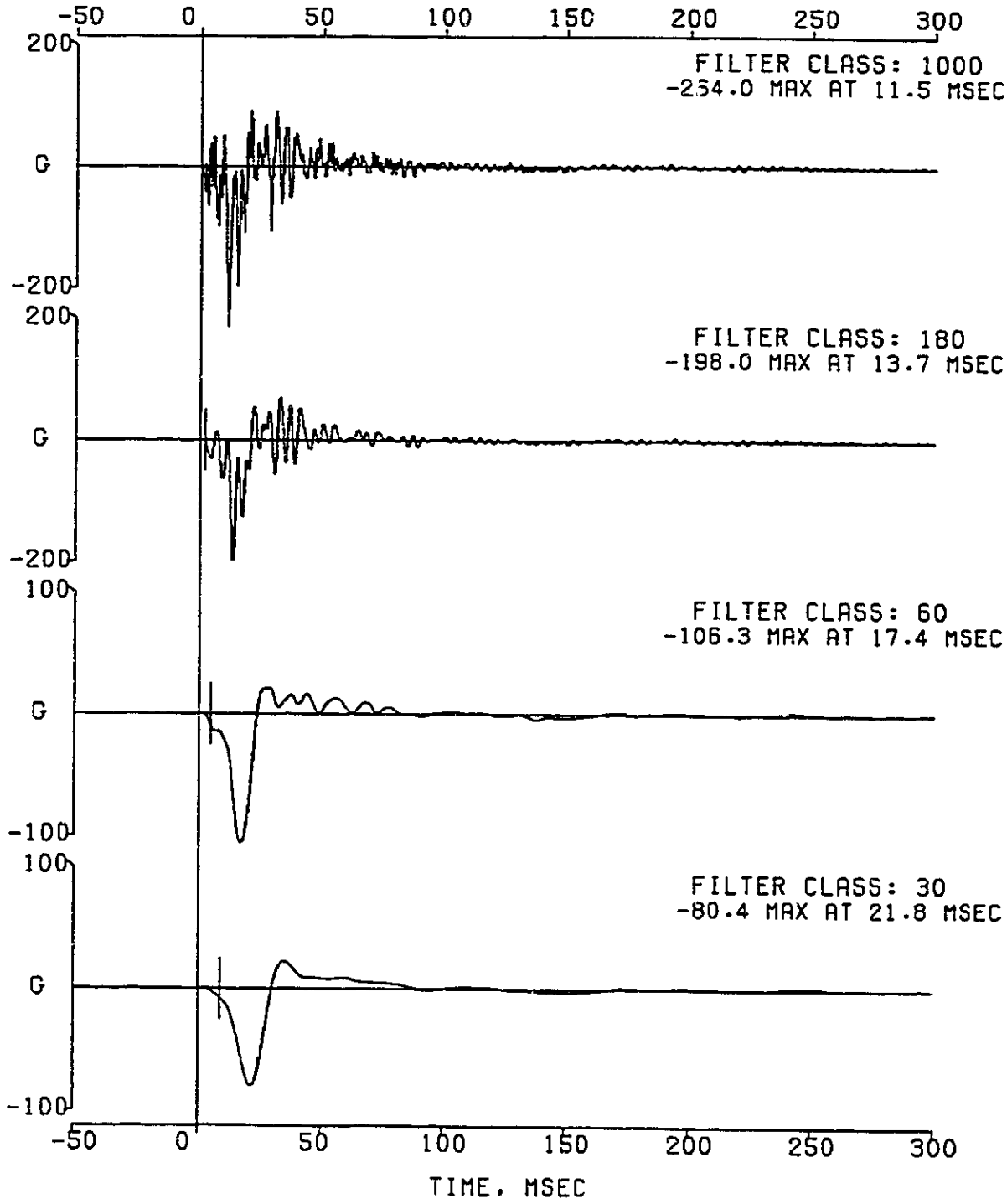


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 016
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 006 RIGHT REAR SILL Z 311320
FILTER TYPE: 08DAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



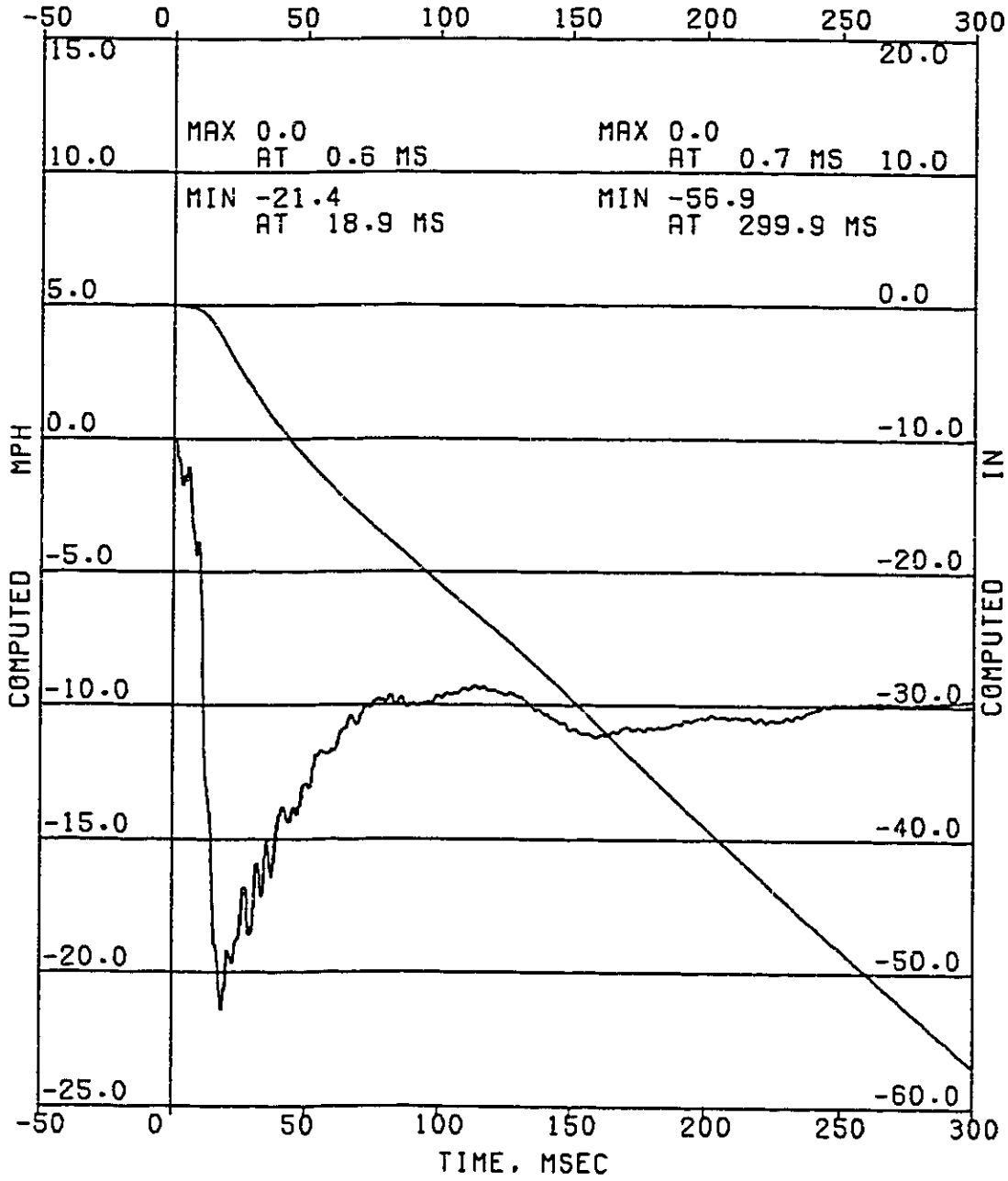
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 017
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 007 RT REAR RAIL MID TANK X 311298
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 018
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 007 RT REAR RAIL MID TANK X 311298

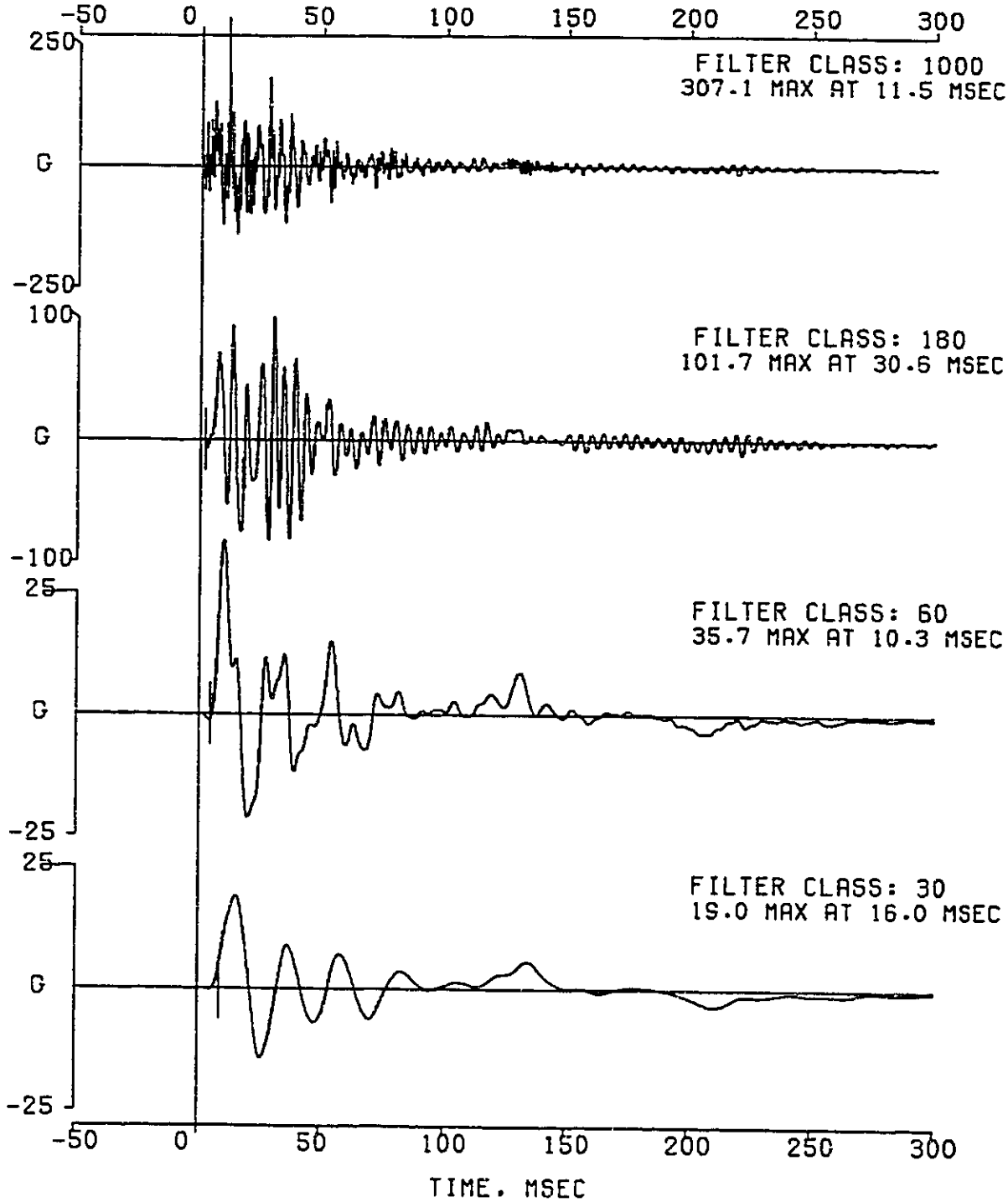
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1

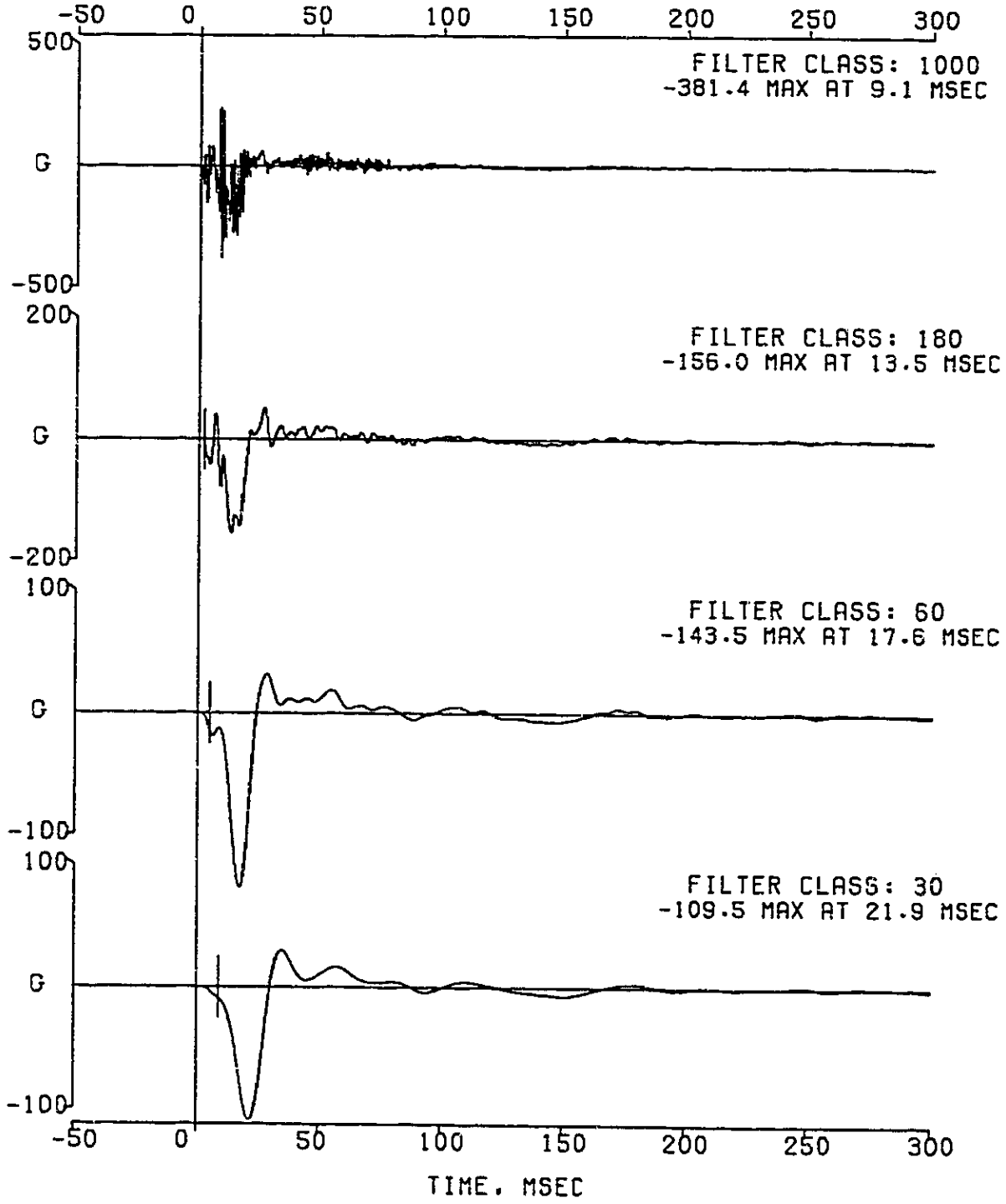


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 019
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 008 RT REAR RAIL MID TANK Z 277205
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



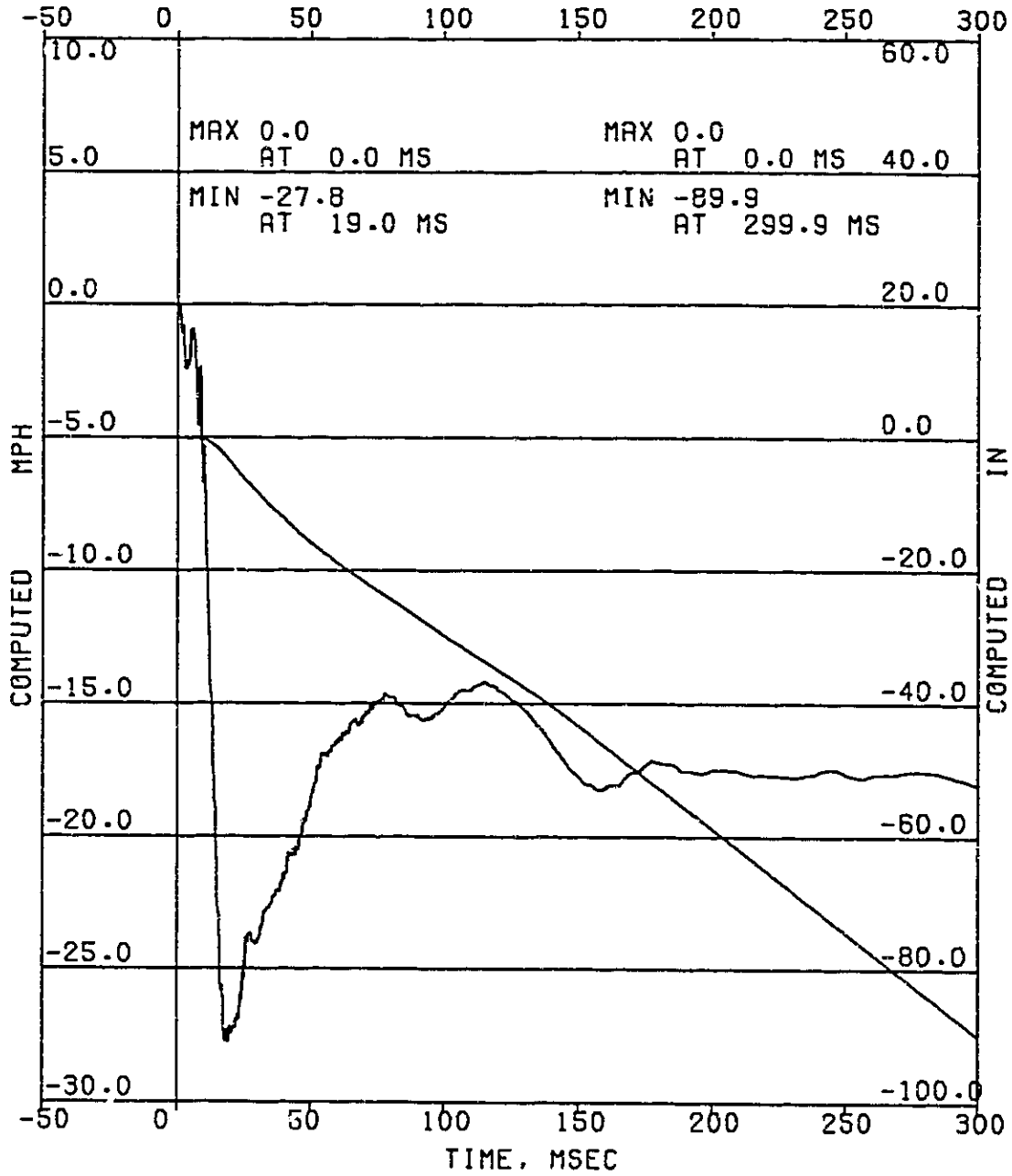
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 020
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 009 LT REAR RAIL MID TANK X 611931
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 021
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 009 LT REAR RAIL MID TANK X 611931

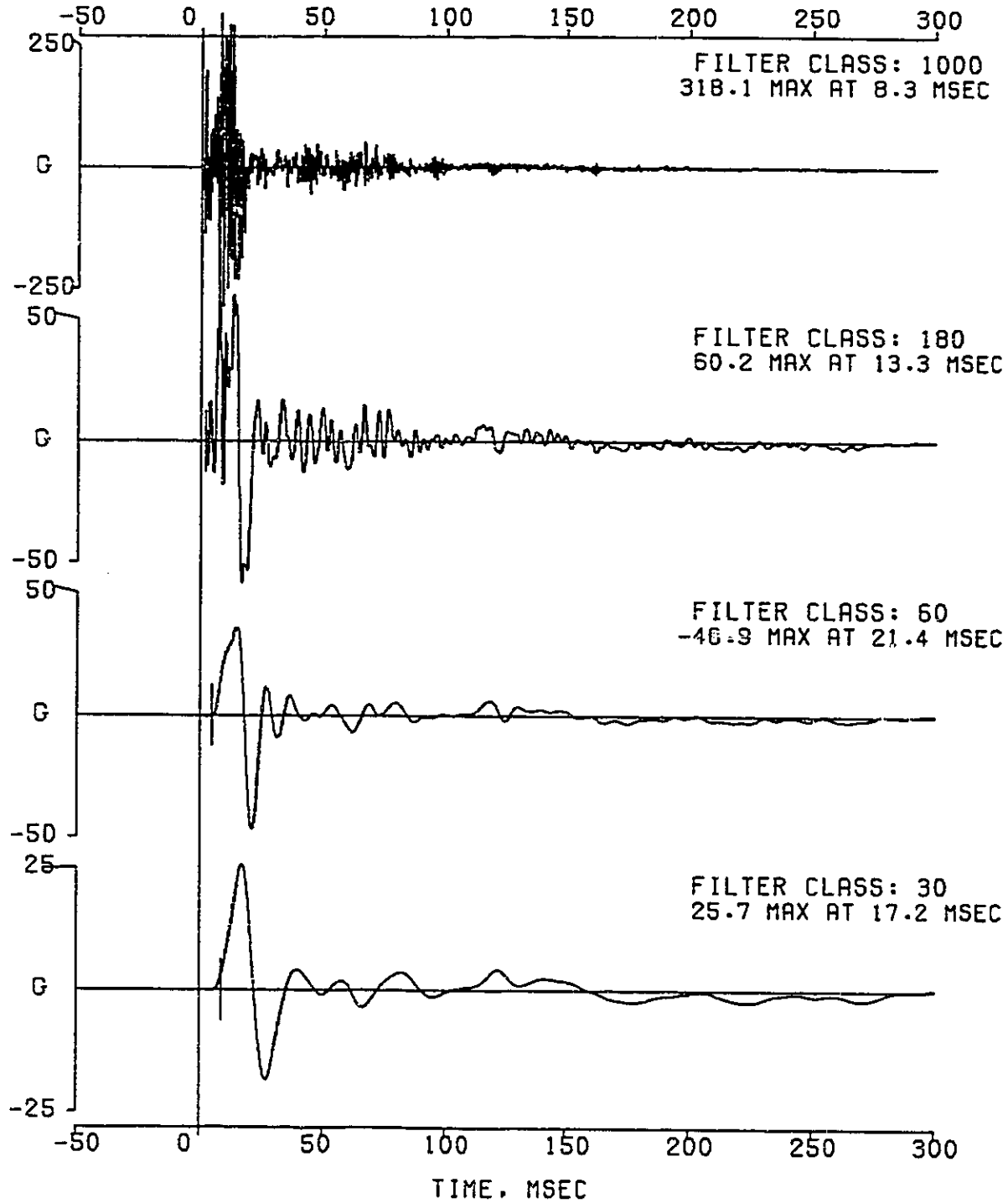
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1

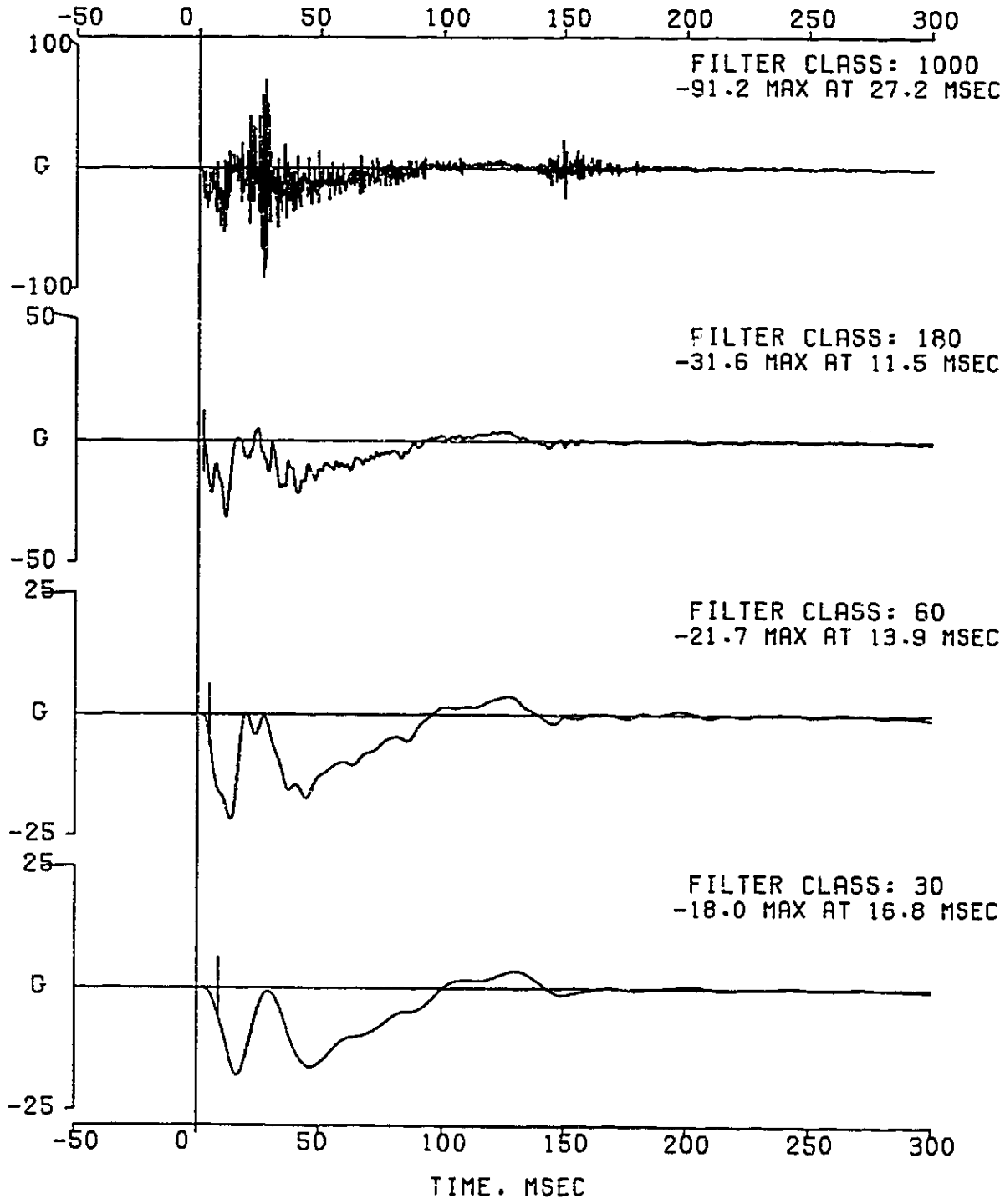


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 022
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 010 LT REAR RAIL MID TANK Z 611929
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 023
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 011 RT RL RR SPRG HNGR FT X 608361
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/968A
AUG 28,1996 ERRATA 1

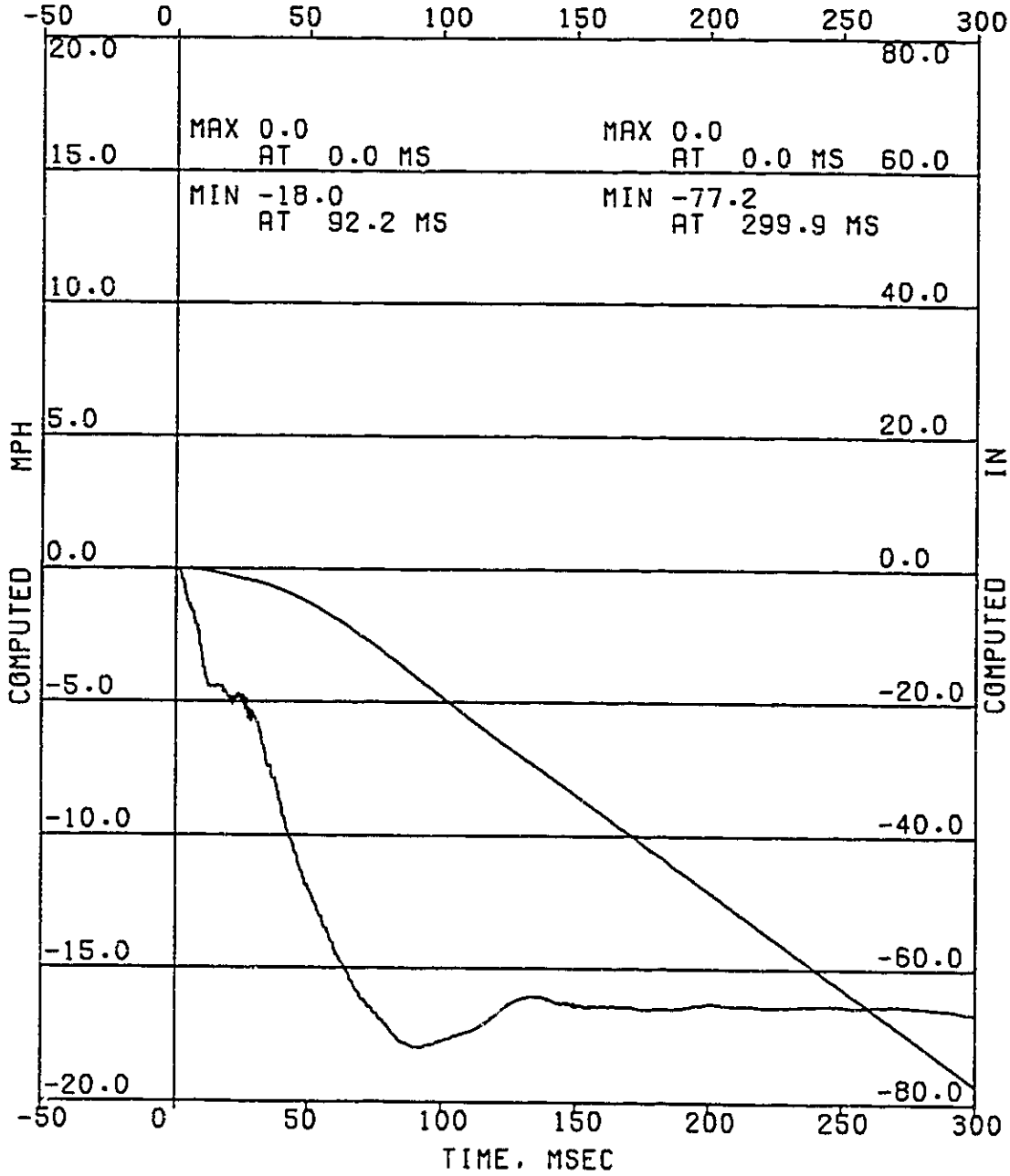


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 011 RT RL RR SPRG HNGR FT X 608361

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

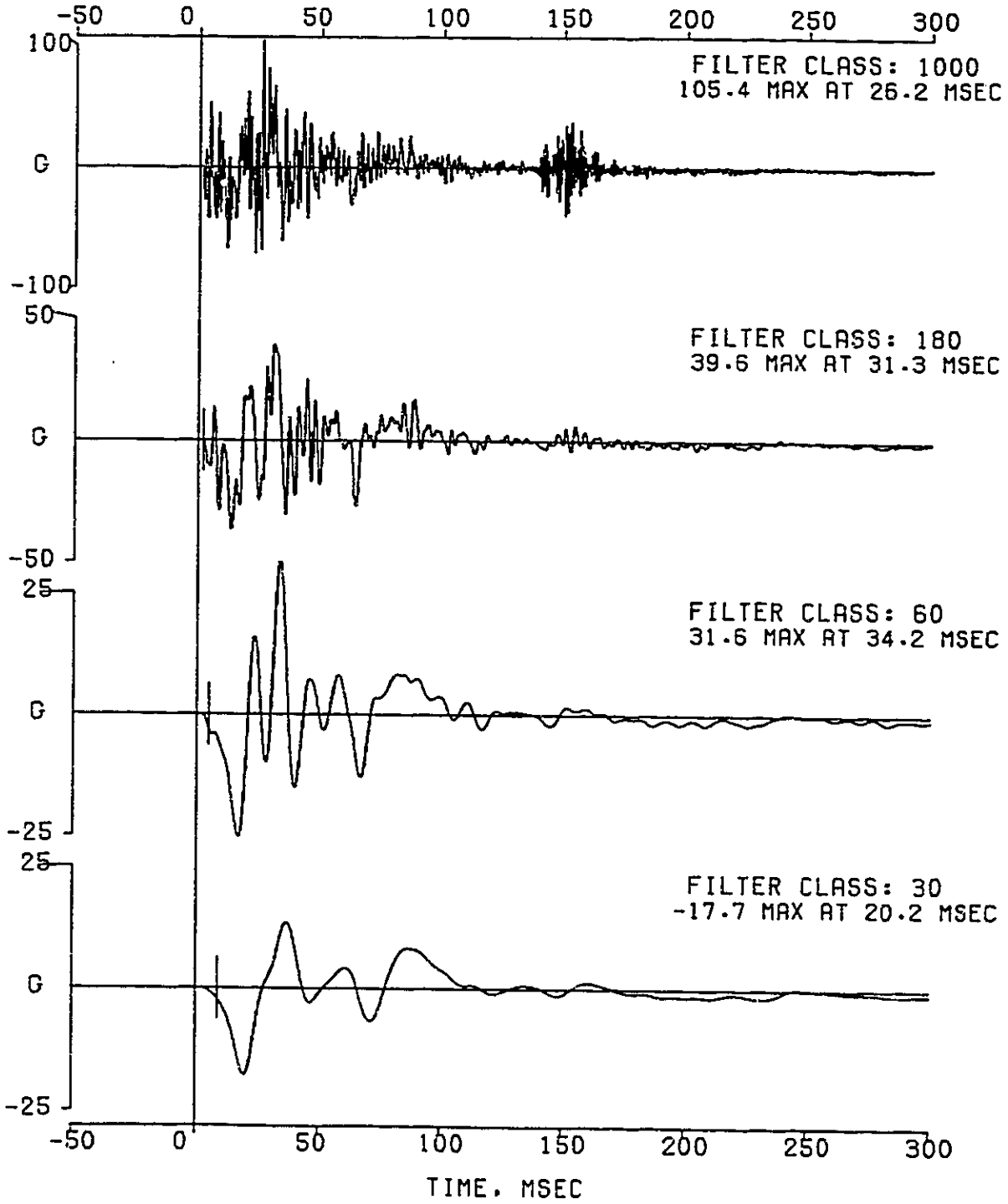
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BA
ERRATA 1

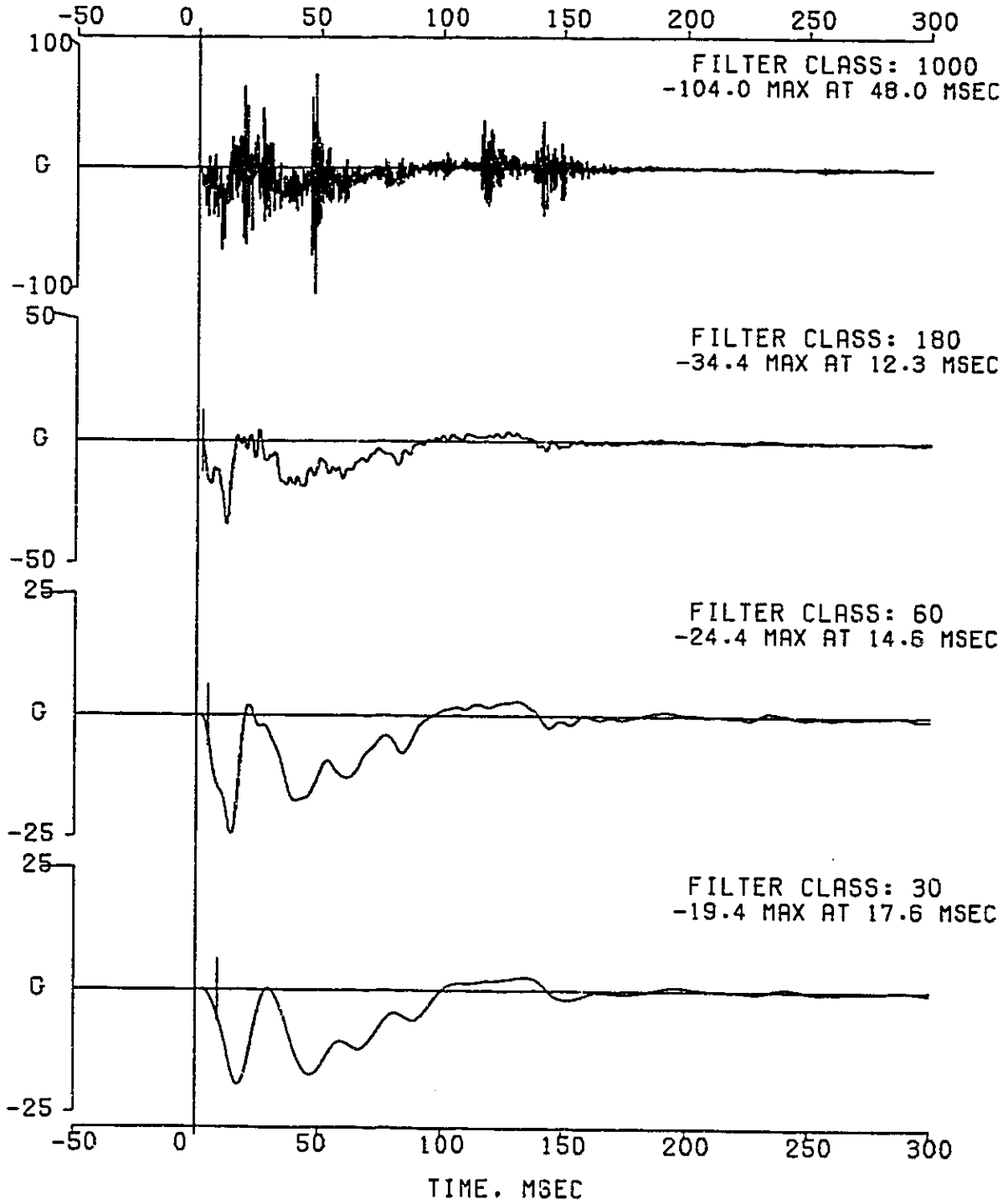


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 025
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 012 RT RL RR SPRG HNGR FT Z 608403
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 026
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 013 LT RL RR SPRG HNGR FT X 608359
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1

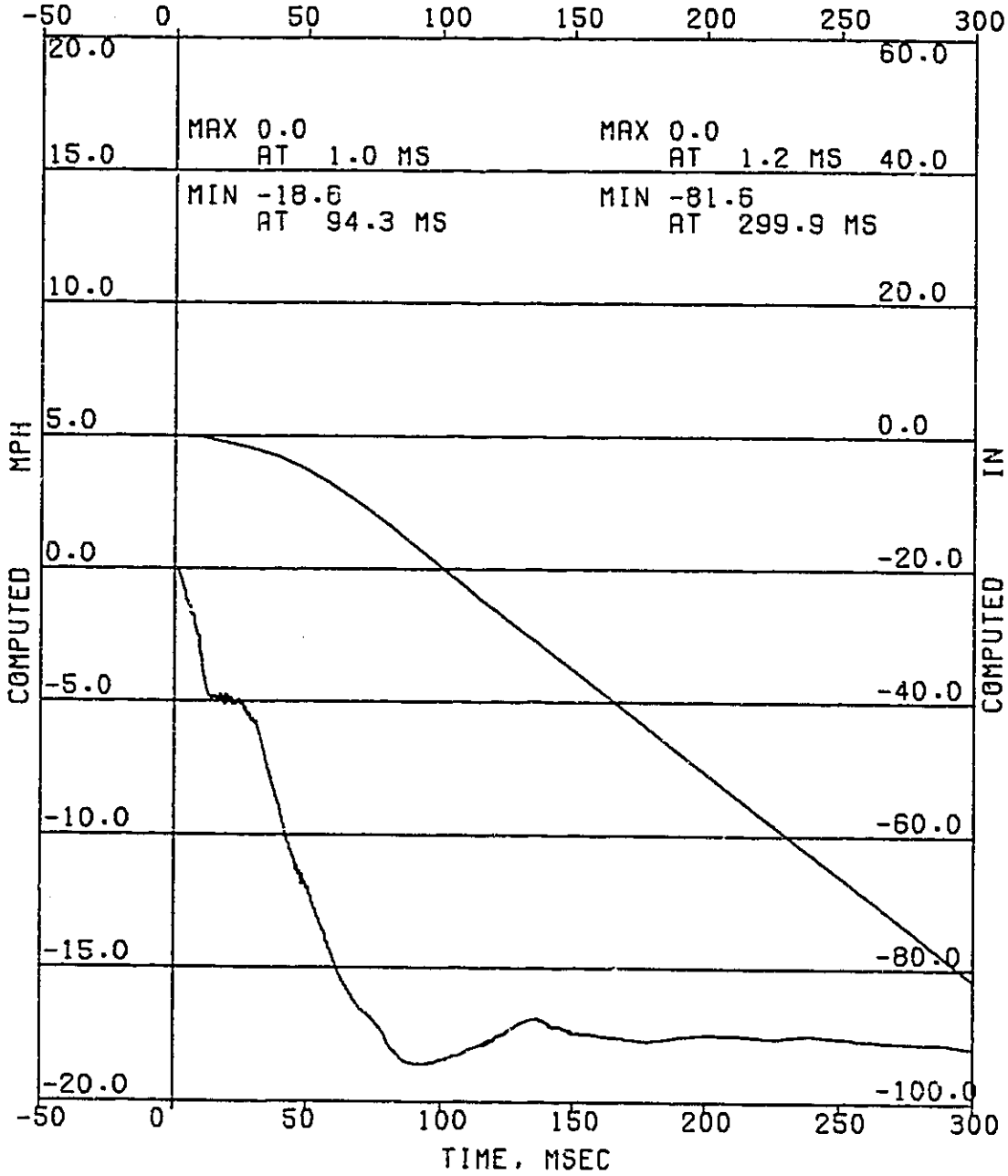


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 013 LT RL RR SPRG HNGR FT X 608359

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

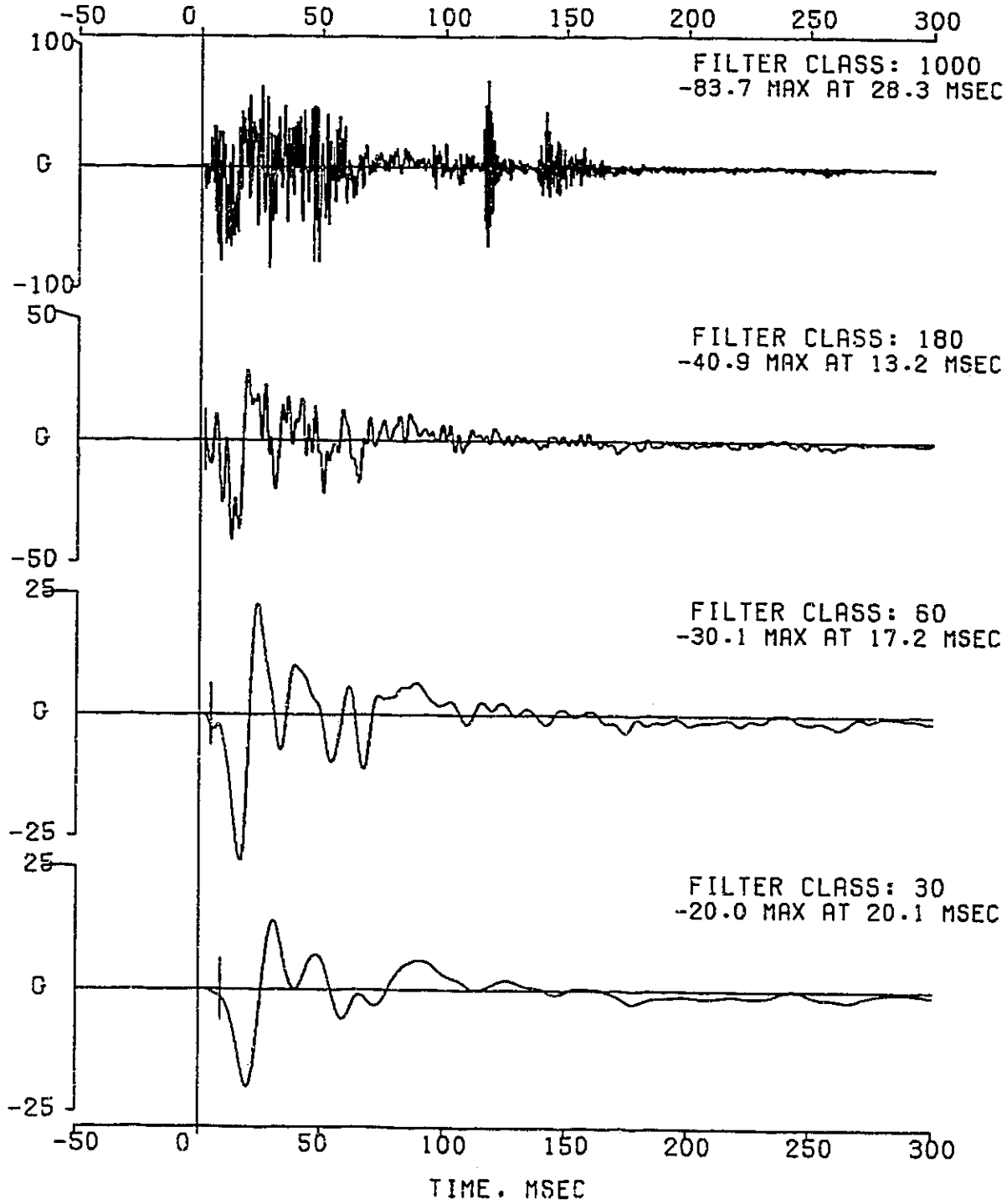
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BA
ERRATA 1

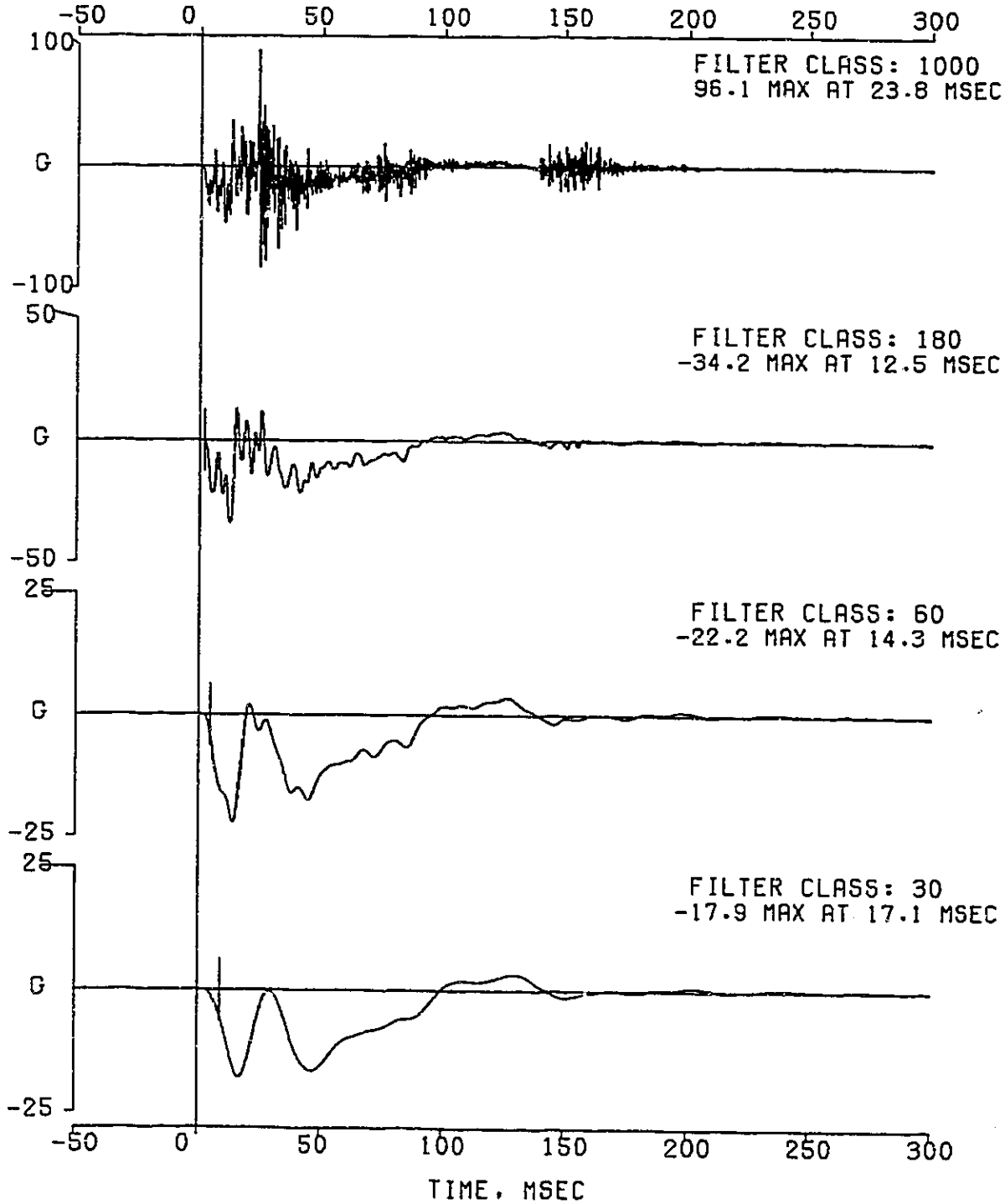


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 028
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 014 LT RL RR SPRG HNGR FT Z 51118
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28.1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 029
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 015 RT FT SEATPAN X AK324
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1

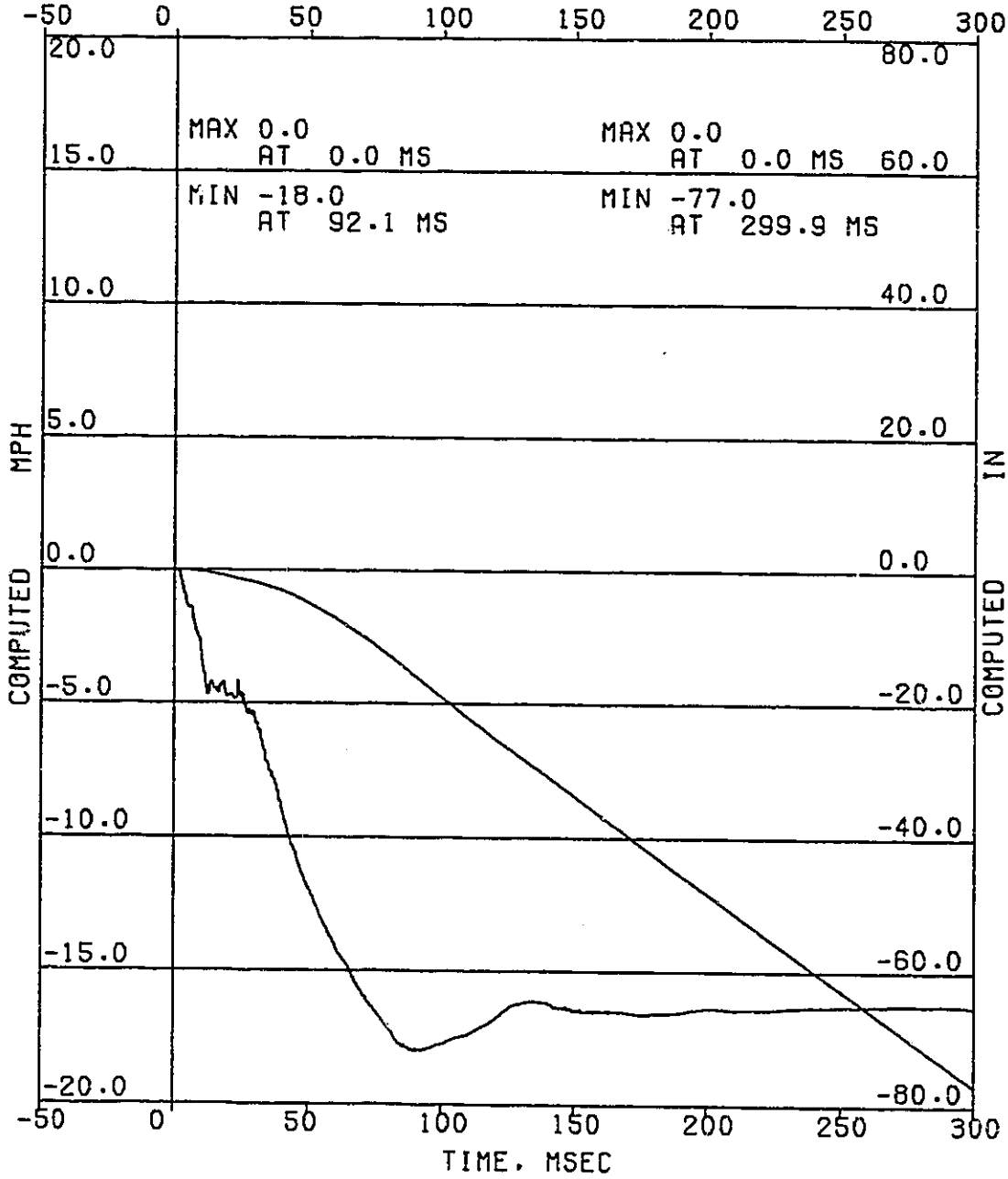


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 015 RT FT SEATPAN X AK324

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

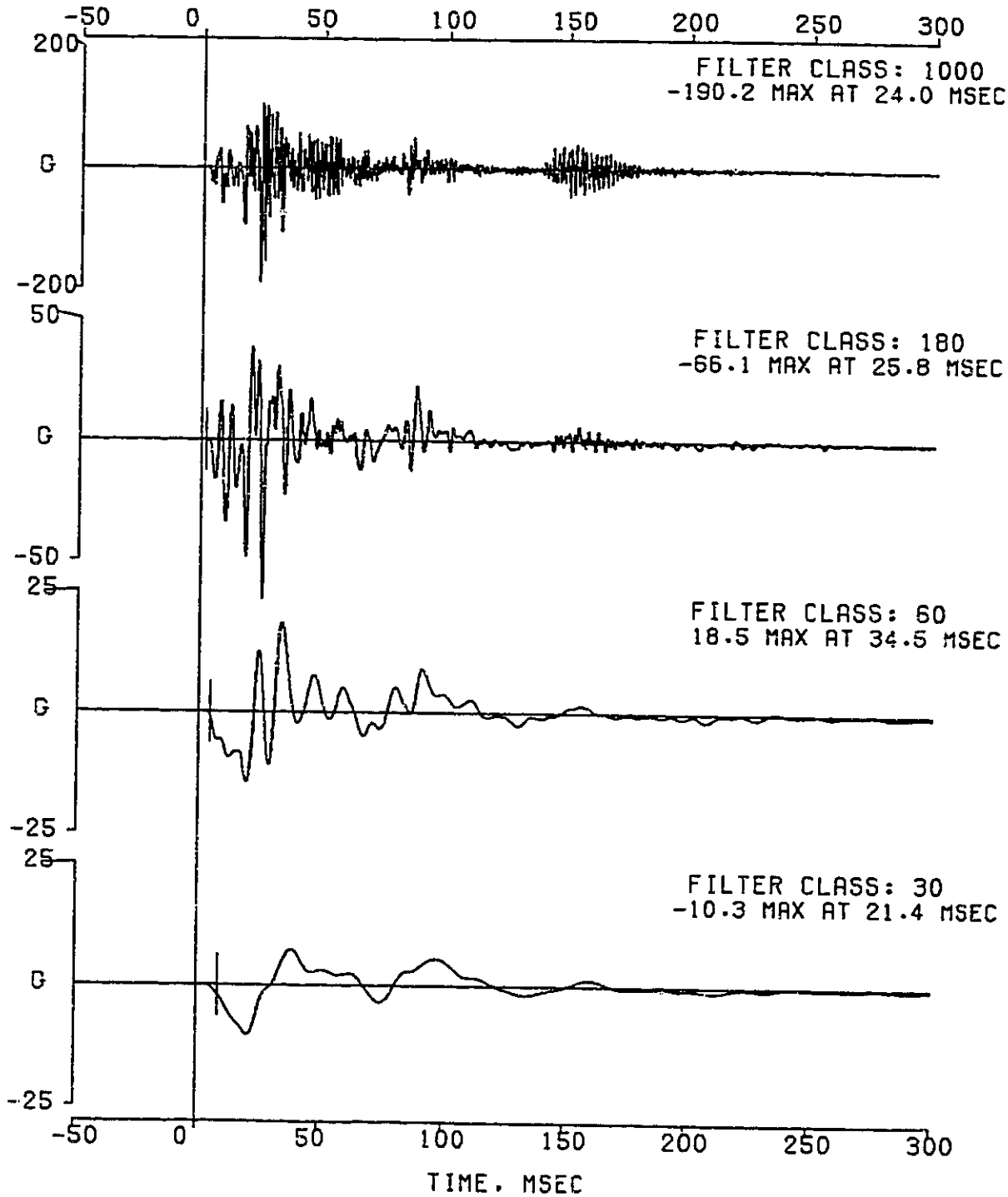
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BA
ERRATA 1

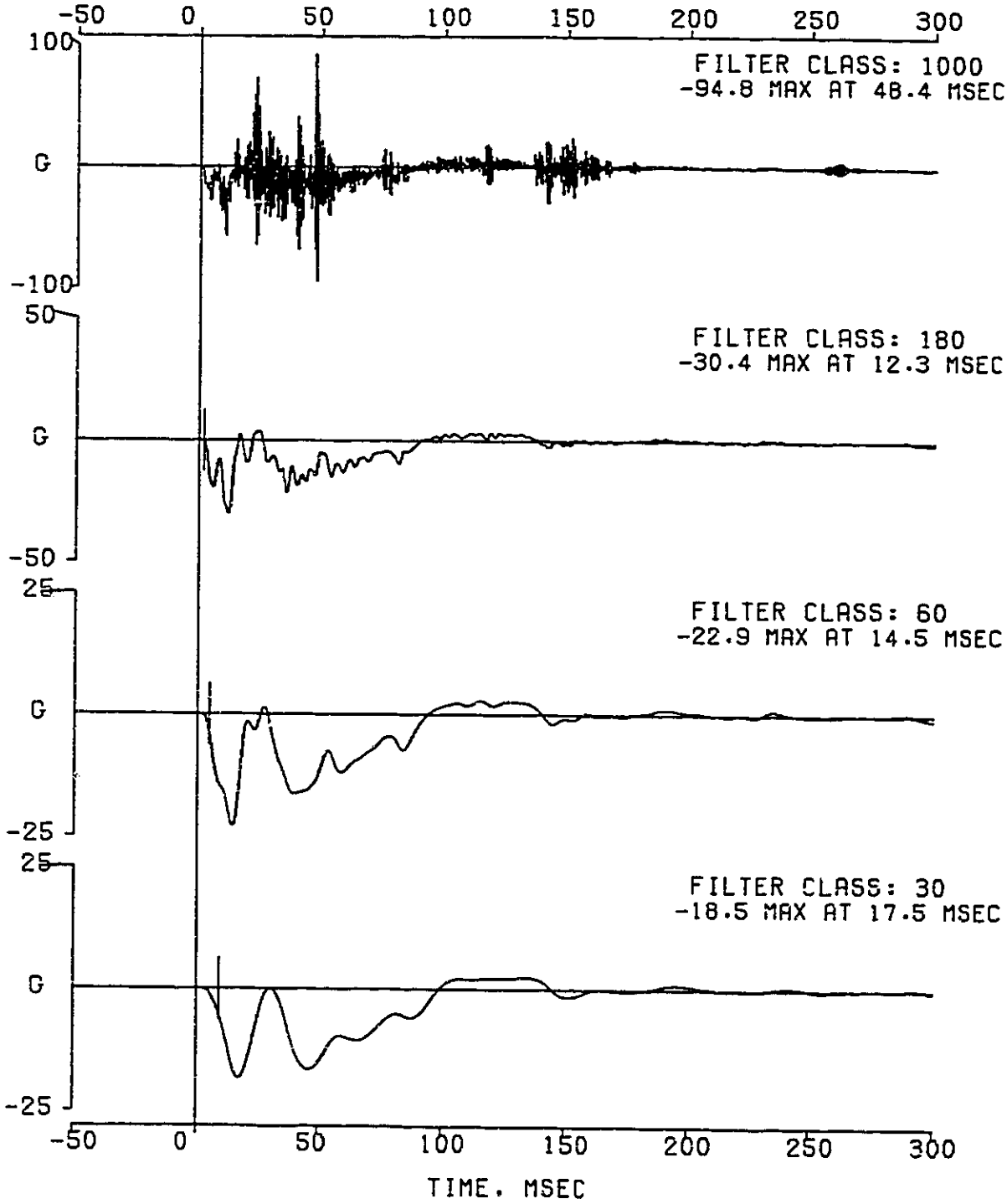


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 031
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 016 RT FT SEATPAN Z AJEN8
FILTER TYPE: CBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BA
AUG 28,1996 ERRATA 1



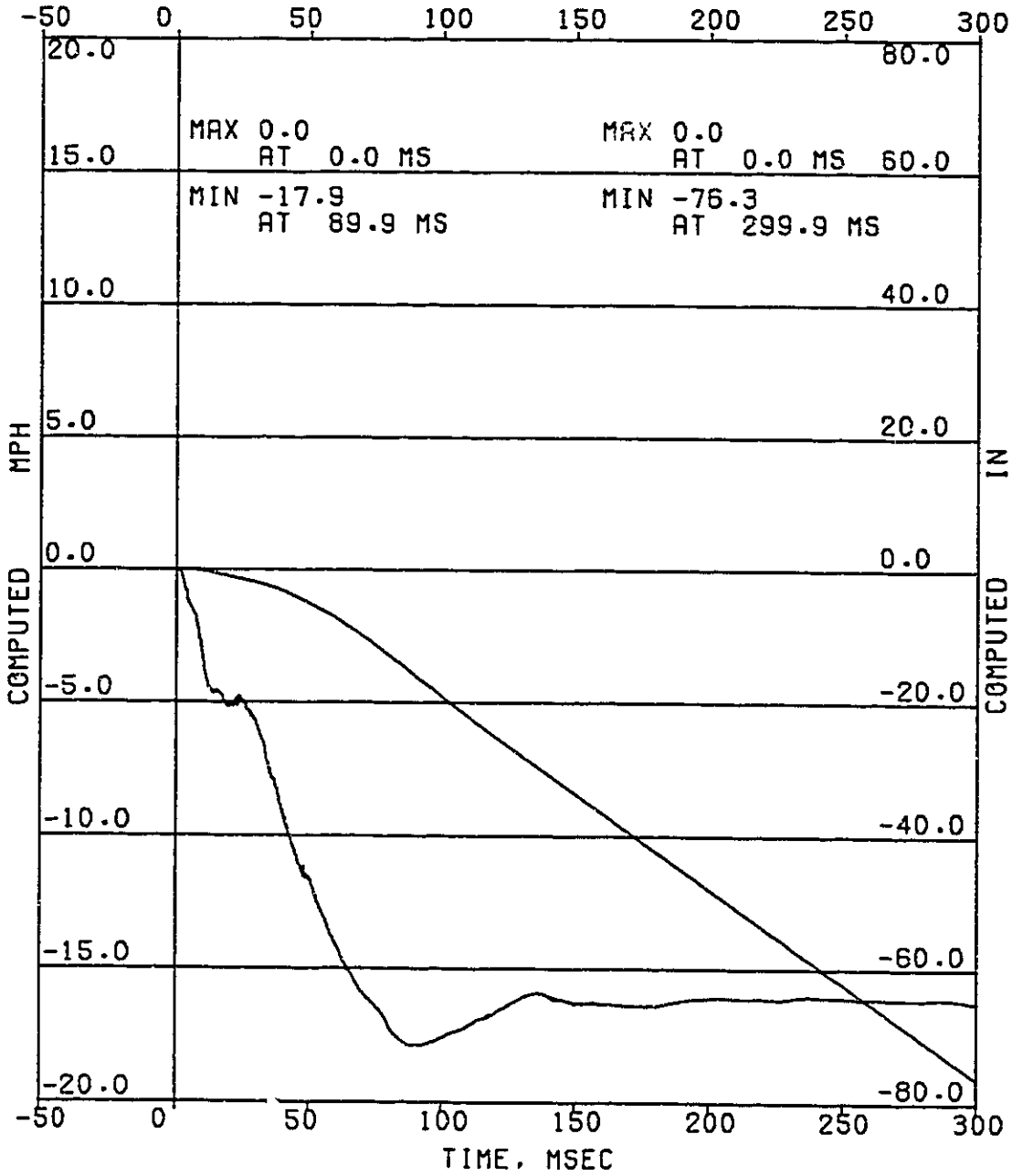
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 032
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 017 LT FT SEATPAN X APGW6
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1995 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 033
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 017 LT FT SEATPAN X APGW6

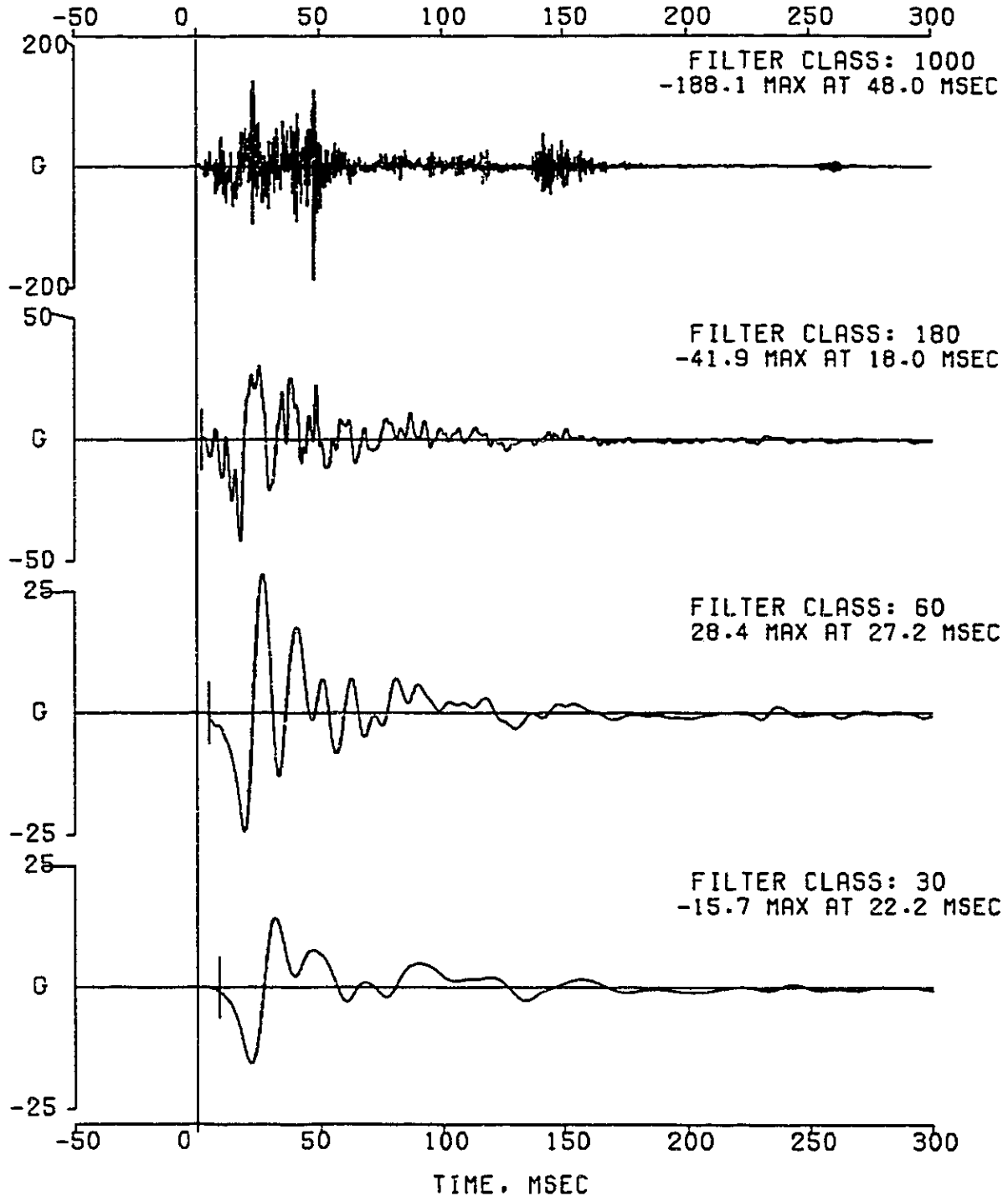
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28,1996 ERRATA 1



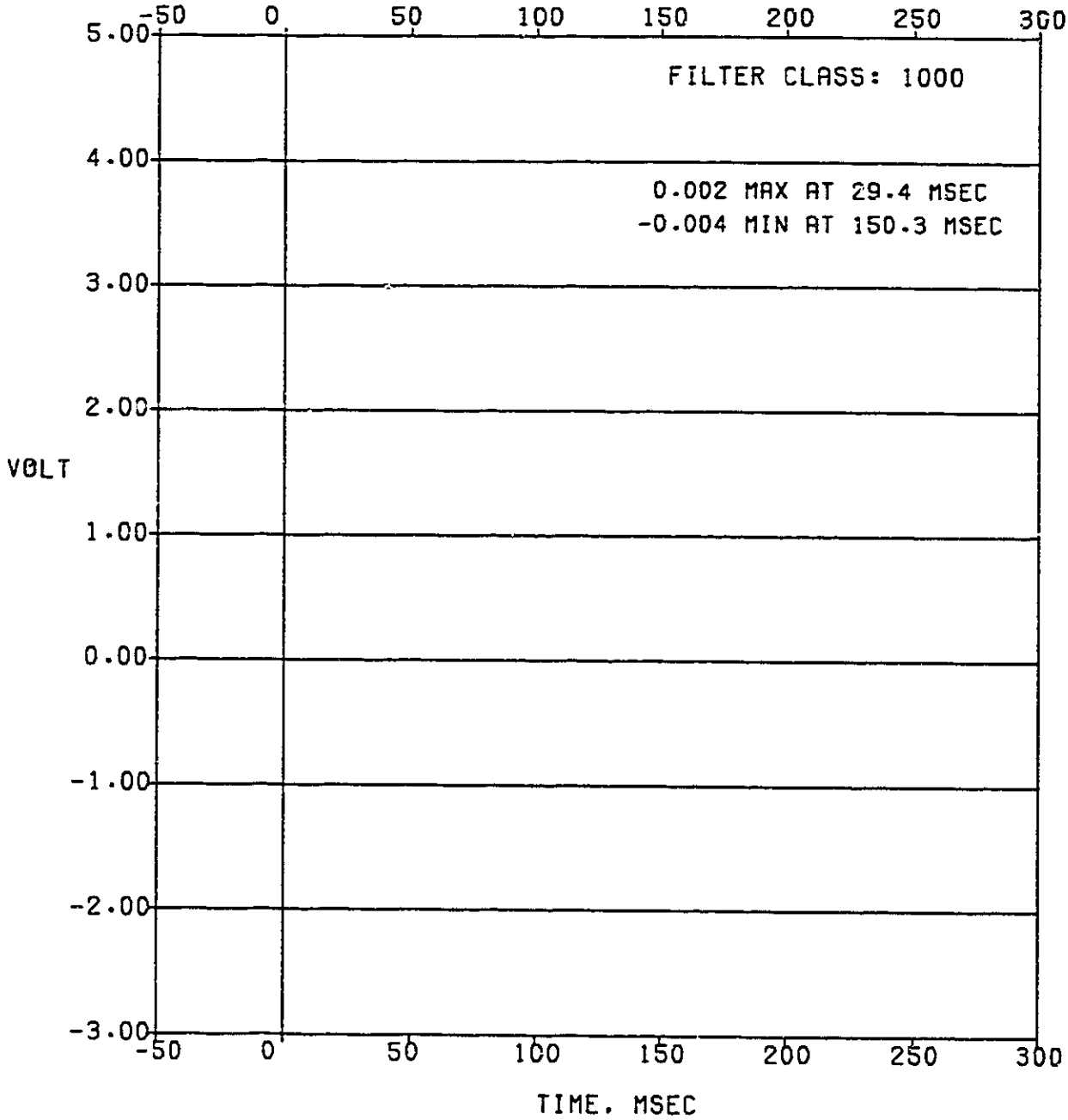
COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 034
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 018 LT FT SEATPAN Z AFPK1
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28,1996 ERRATA 1



CHANNEL 019 AECM SQUIB PROBE EE

FILTER TYPE: 3BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1

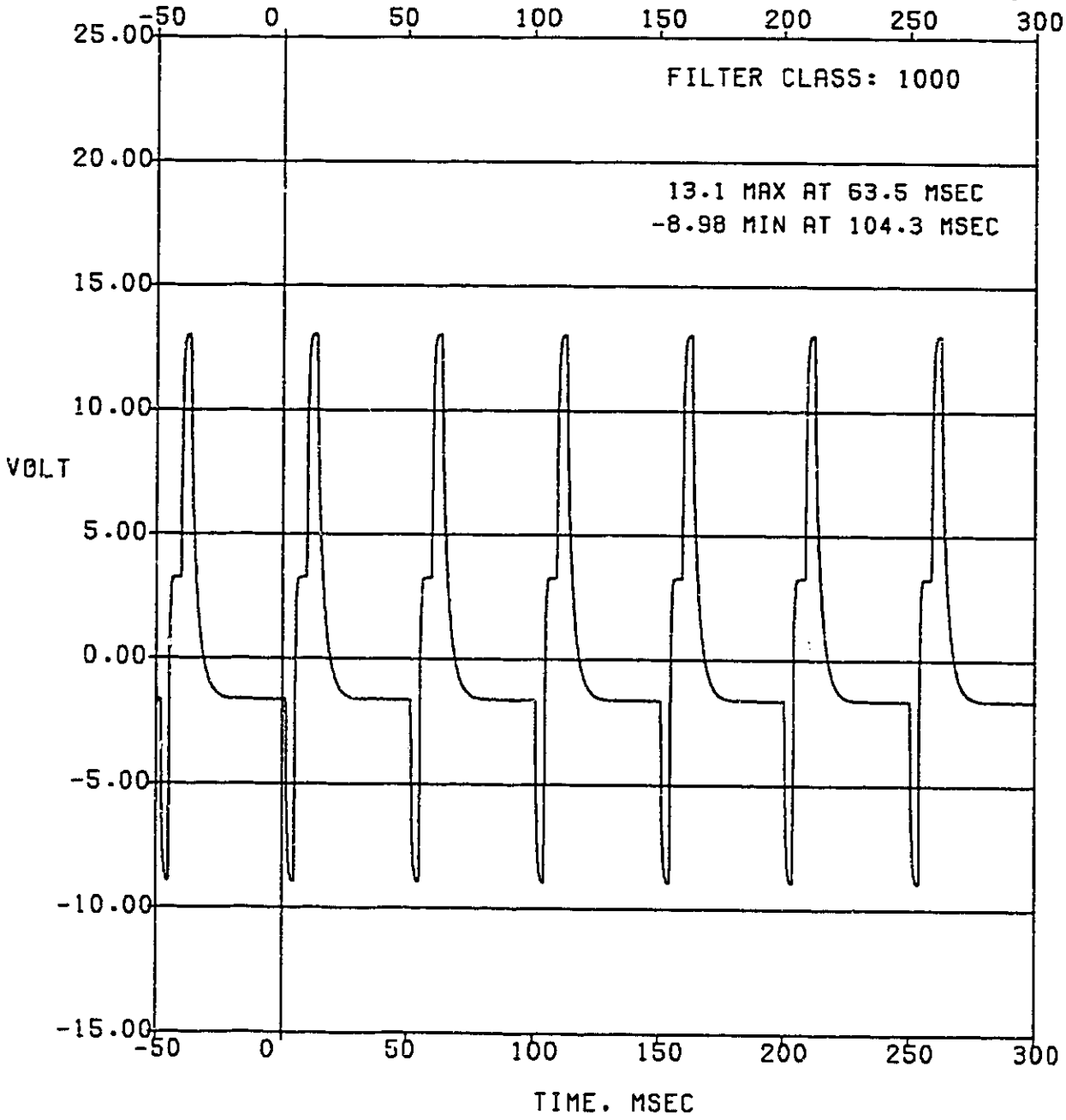


NOTE
NO EVENT

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

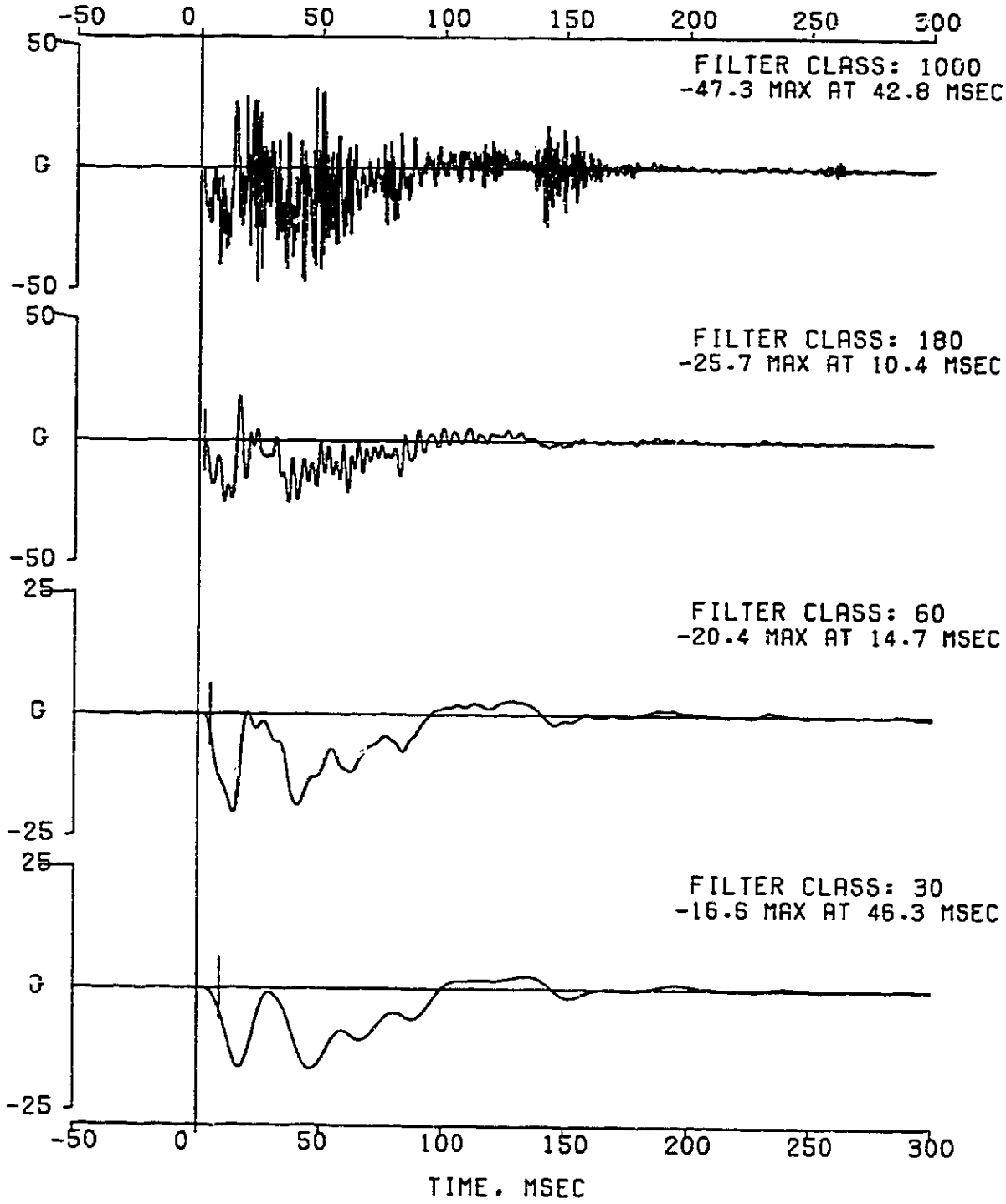
CHANNEL 020 AECM SAFING SEN EE

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1

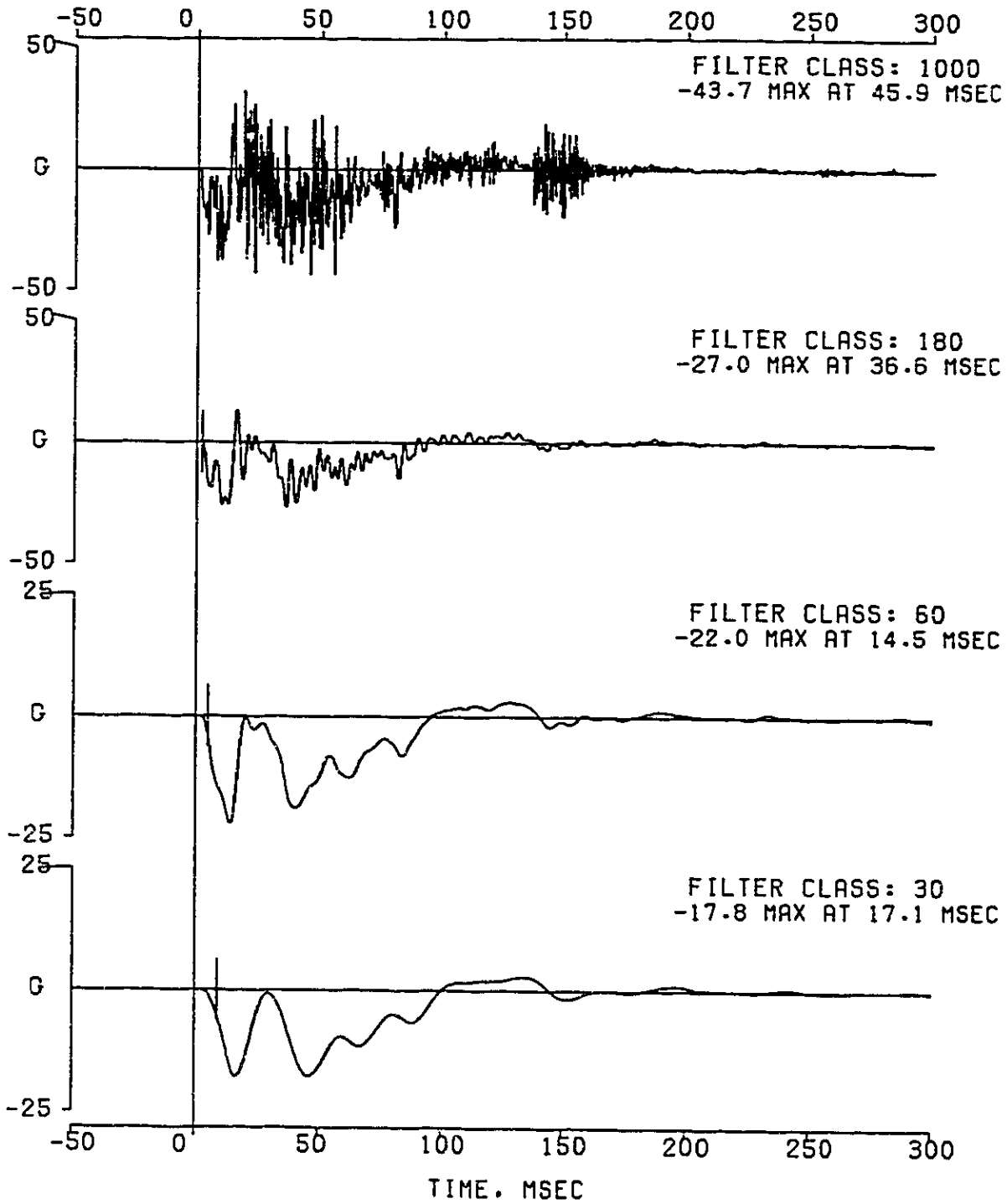


********** NOTE **********
********** NO CLOSURE **********

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 037
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 021 AECM INTERN ACCEL G EE
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 038
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 022 AECM BRACKET X A37FJ
FILTER TYPE: 08DAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28,1996 ERRATA 1

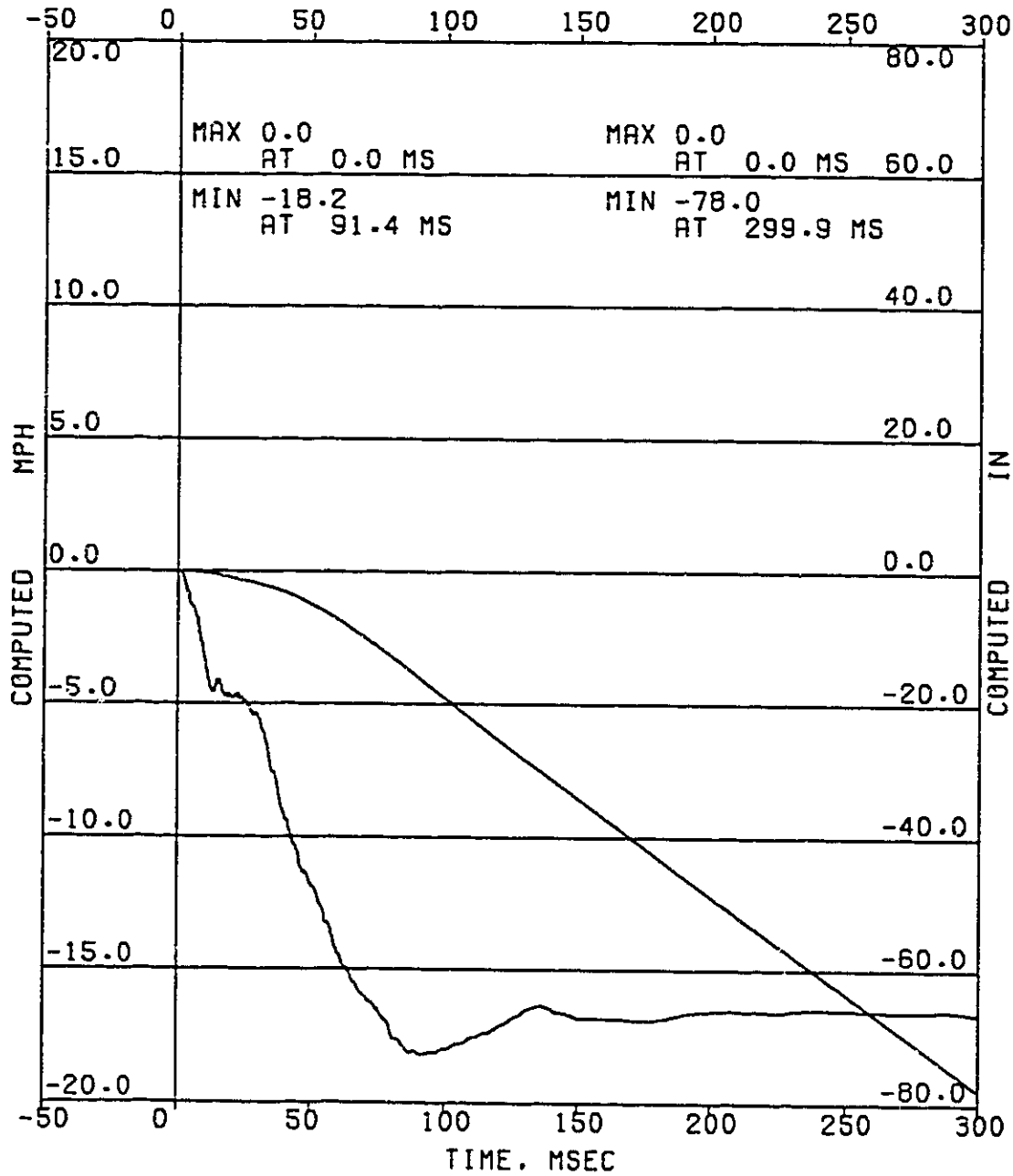


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 022 AECM BRACKET X A37FJ

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

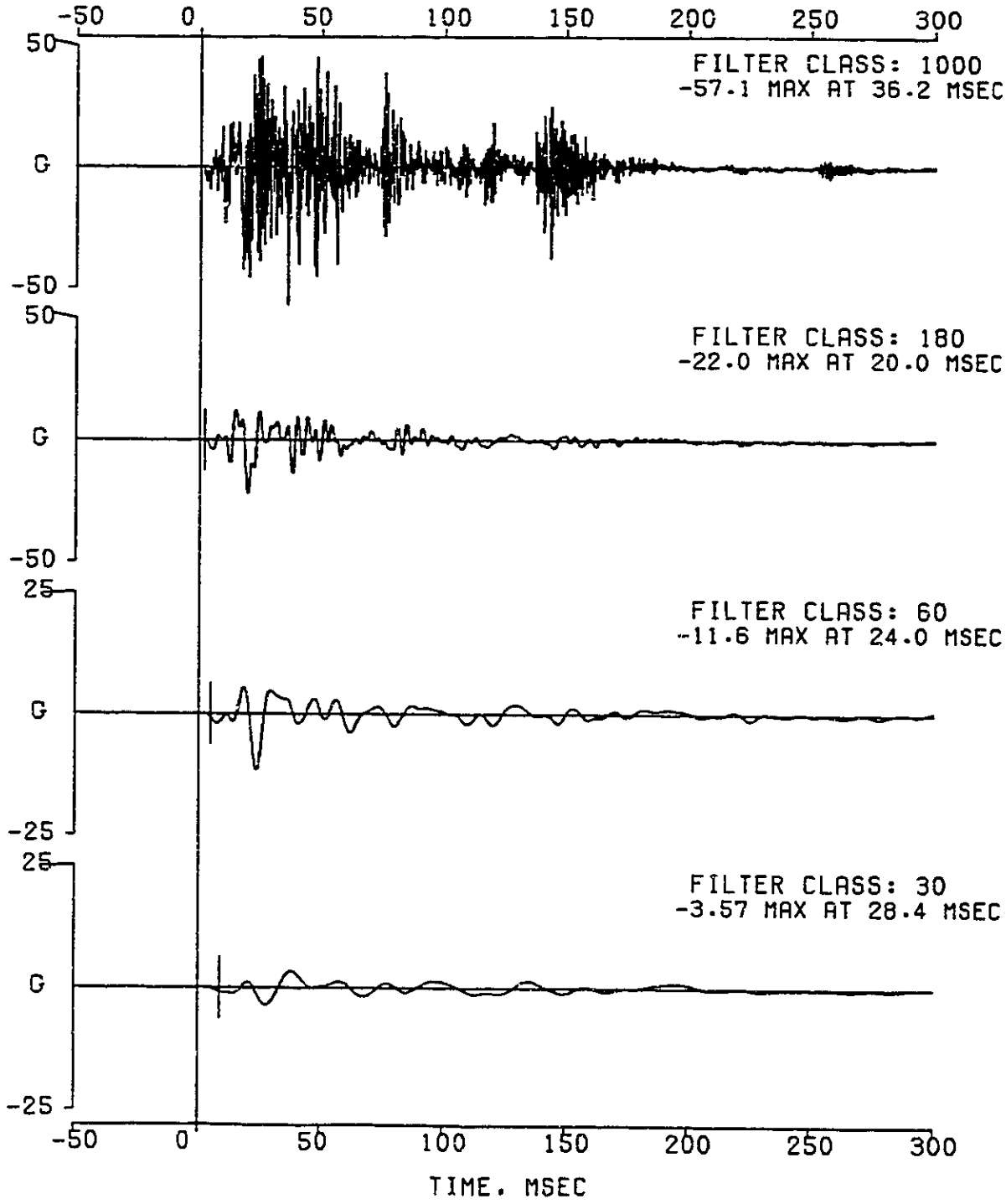
IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/96BB
ERRATA 1

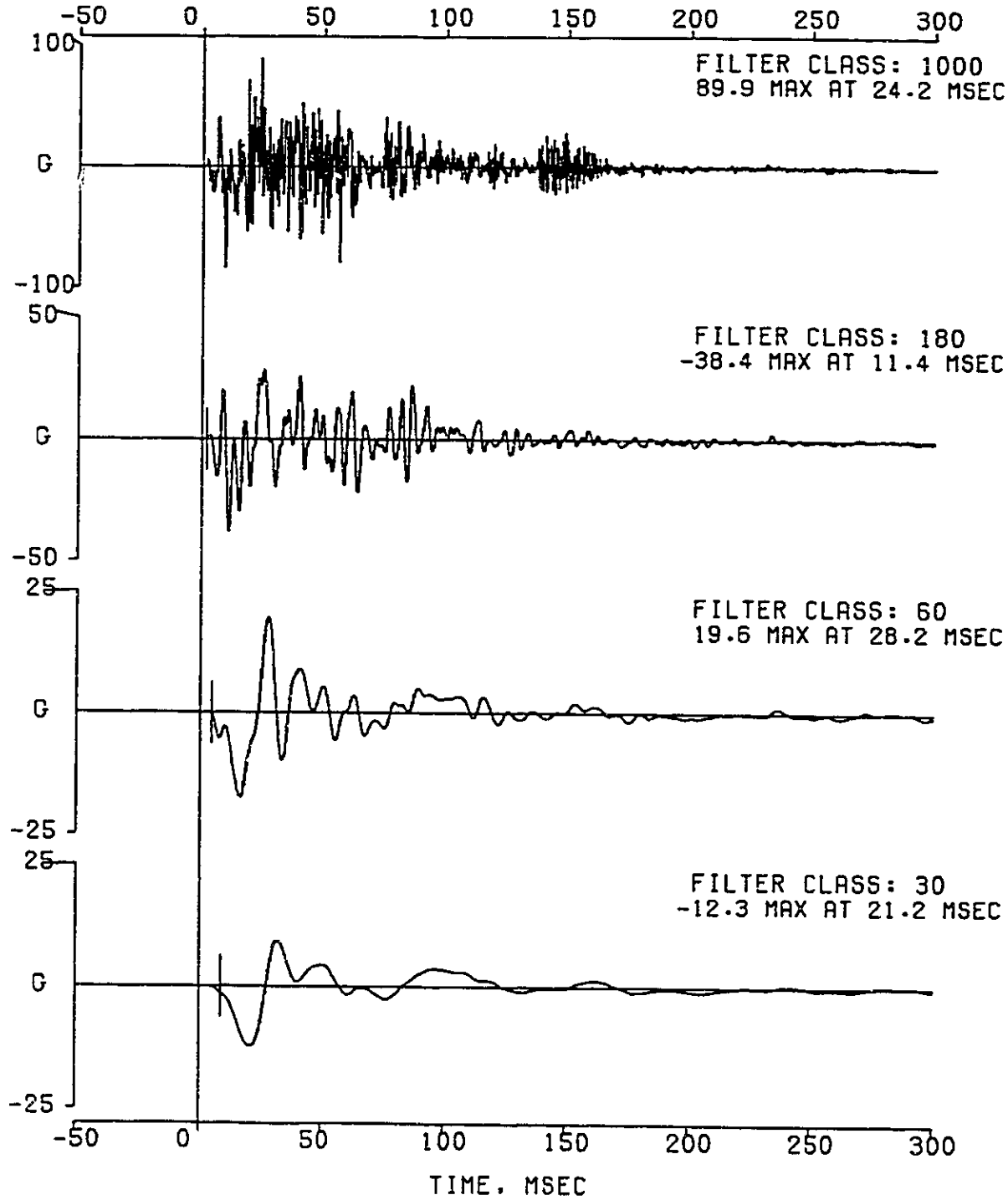


COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ5205 PAGE 040
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 023 AECM BRACKET Y FC32J
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1

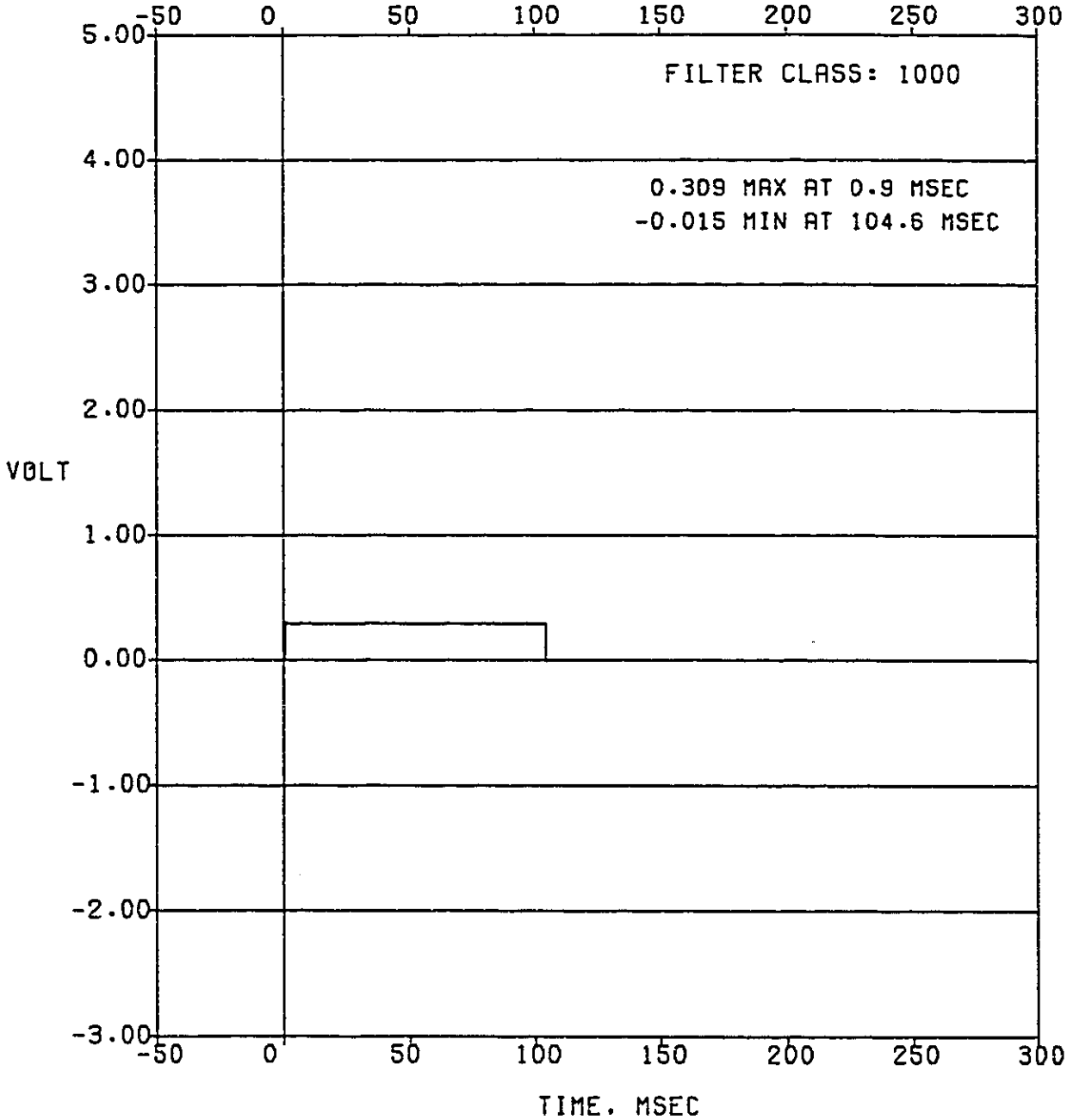


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 041
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 024 AECM BRACKET Z AHRG1
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1



CHANNEL 025 RR BUMPER EVENT RT EE

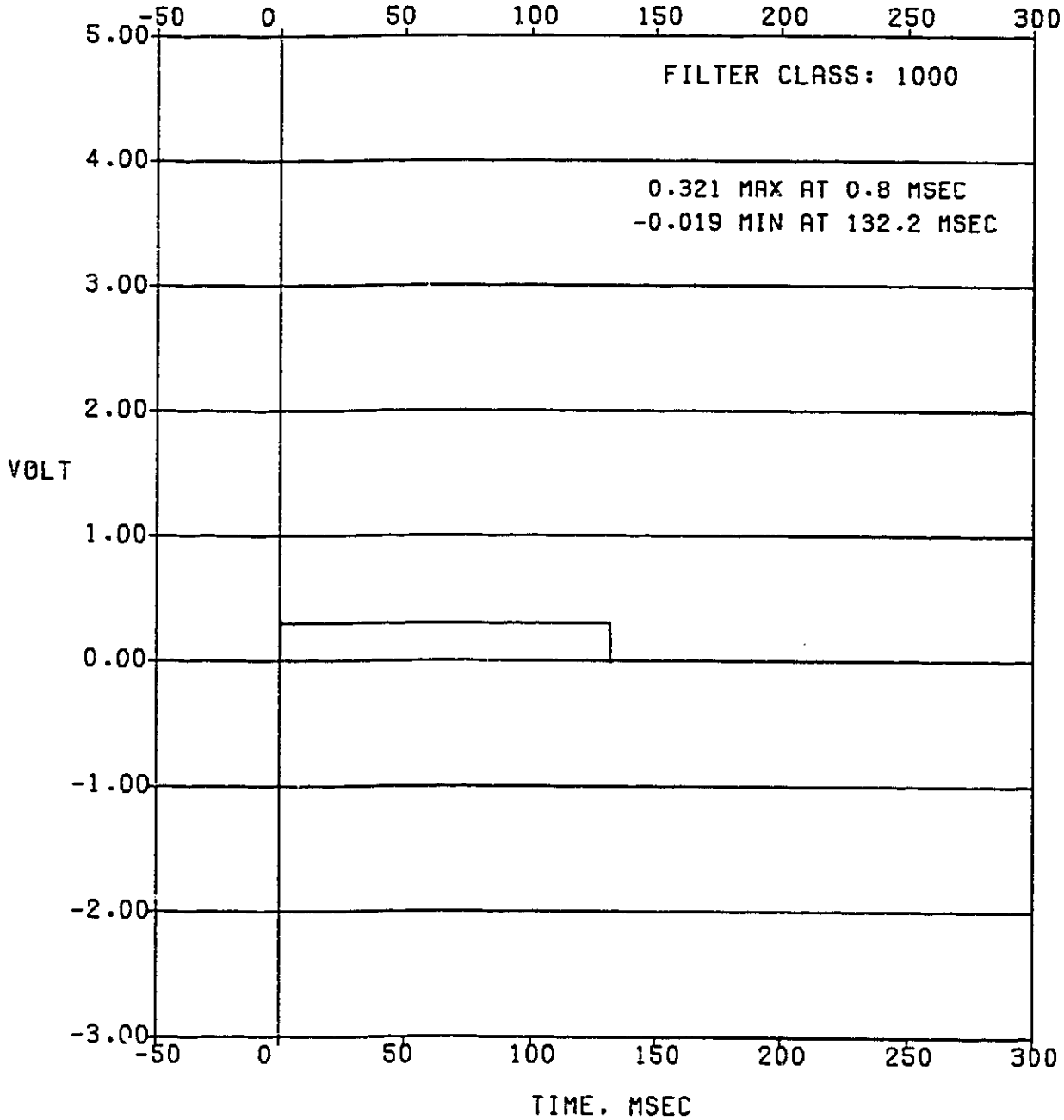
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1



********** NOTE **********
********** EVENT AT .6 MS **********

CHANNEL 026 RR BUMPER EVENT LT EE

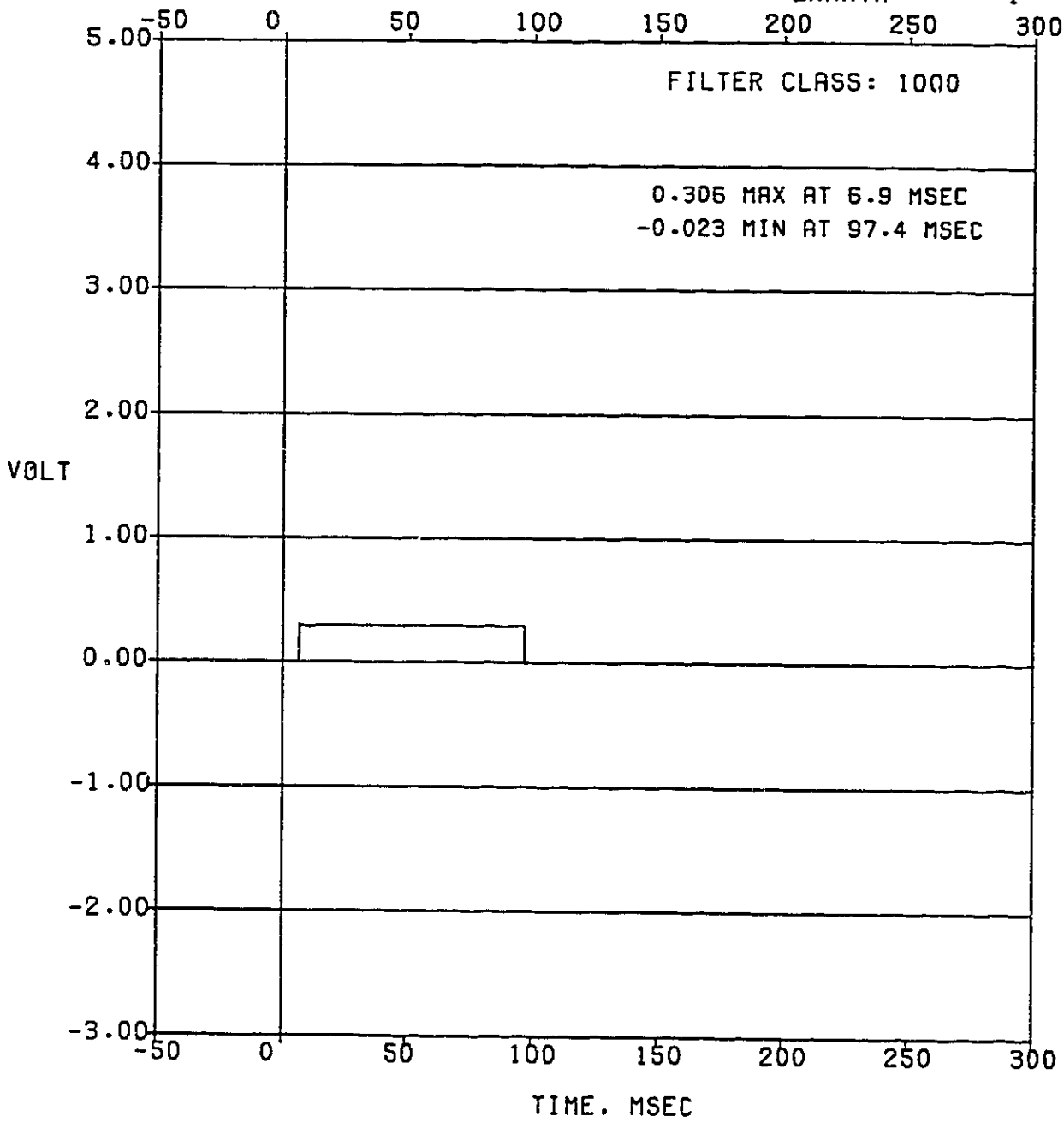
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1



NOTE
EVENT AT .4 MS

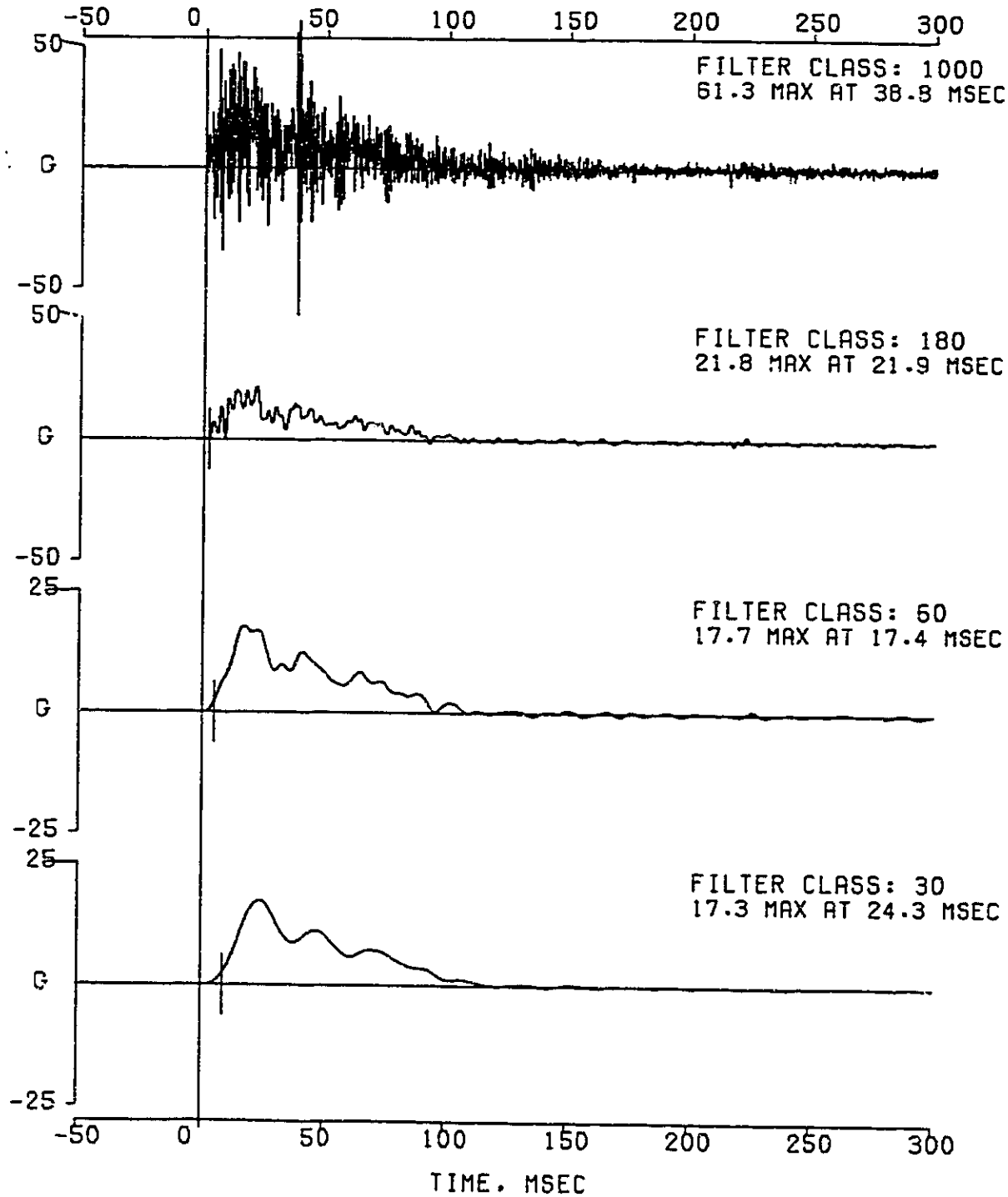
CHANNEL 027 RR BODY PANEL EVENT RT EE

FILTER TYPE: OBDAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320
DATA SET 08/20/96BB
AUG 28.1996
ERRATA 1



NOTE
EVENT AT 6.5 MS

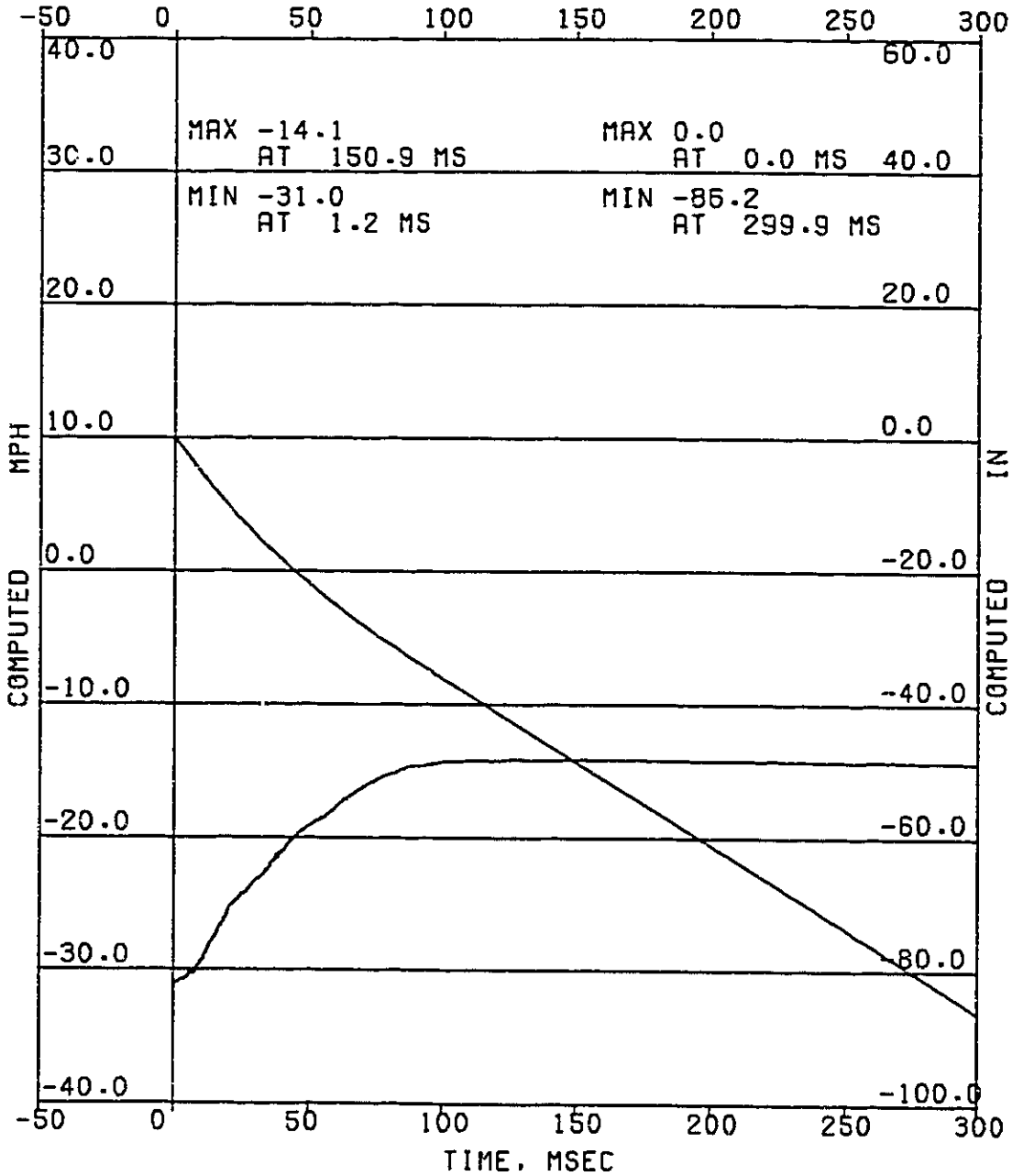
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 046
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 029 LT RAIL MBAR MID X 14552
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28,1996 ERRATA 1



VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 029 LT RAIL MBAR MID X 14552

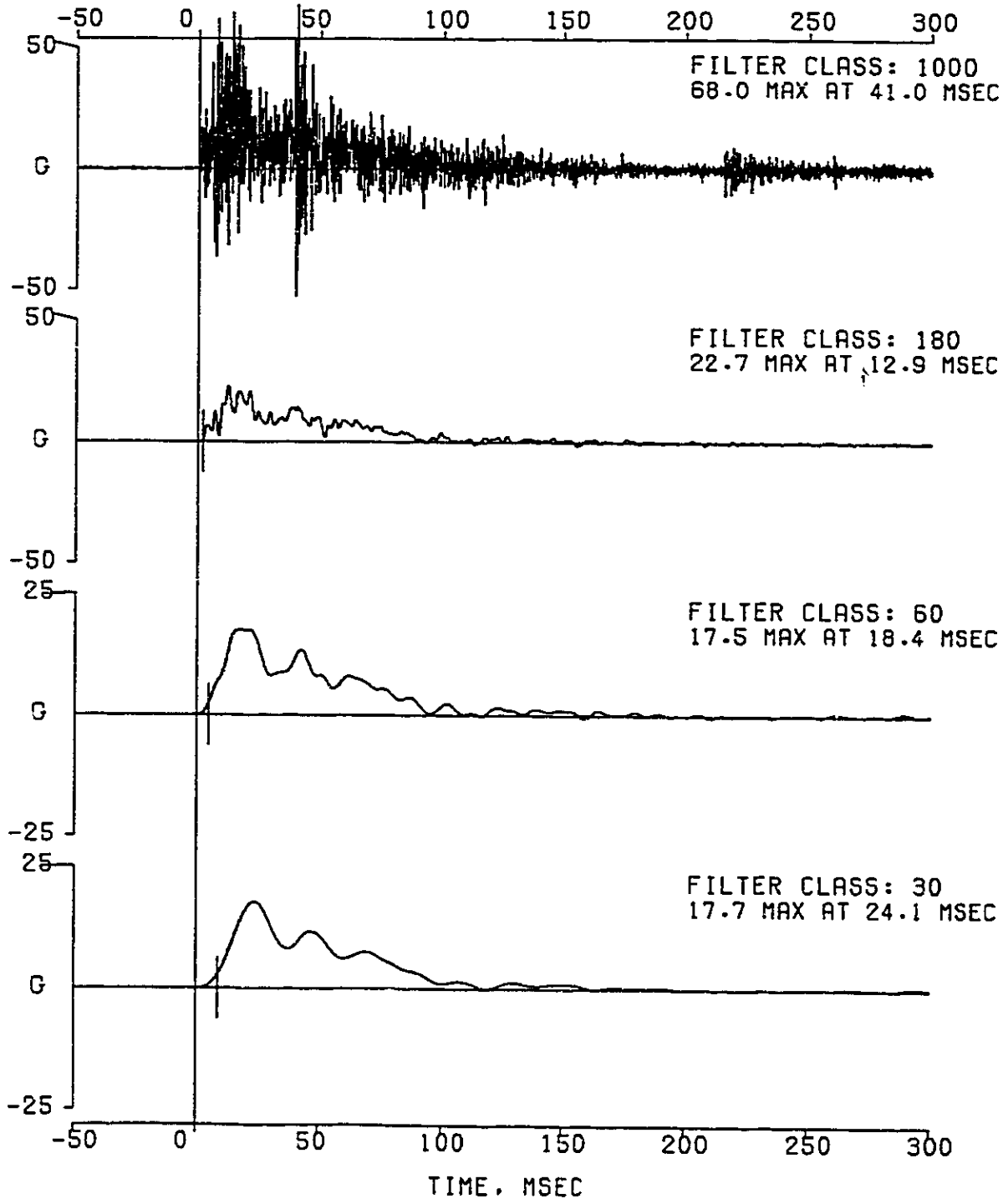
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28.1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205 PAGE 048
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 049
CHANNEL 030 RT RAIL MBAR MID X 510087
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 08/20/96BB
AUG 28,1996 ERRATA 1

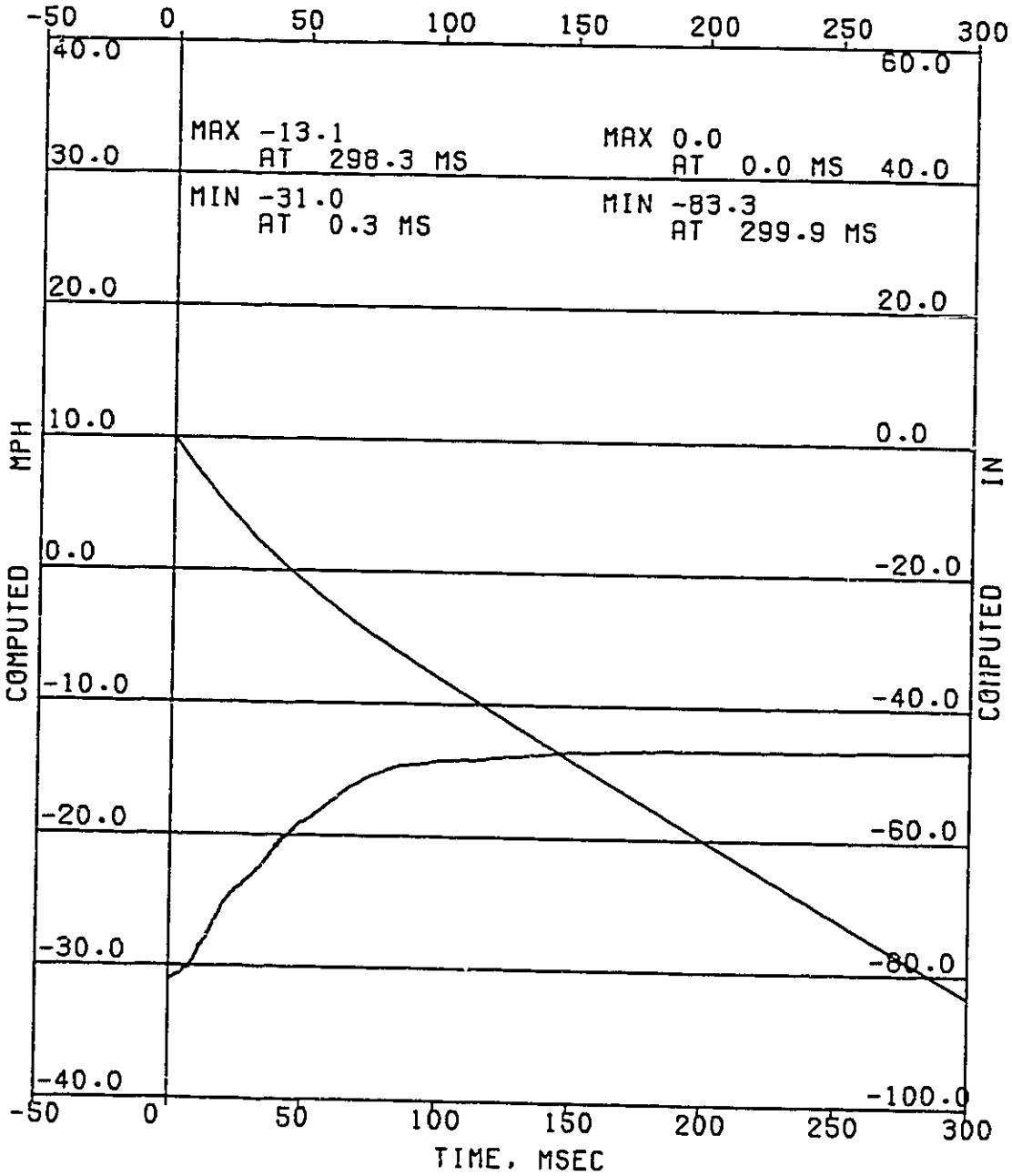


VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 030 RT RAIL MBAR MID X 510087

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320
AUG 28,1996

DATA SET 08/20/968B
ERRATA 1



COMPUTED MPH
COMPUTED IN

INTER COMPANY CORRESPONDENCE

TO
DISTRIBUTION

DATE 08/26/96

FROM
B. S. COVAL

DEPARTMENT 5320 | PLANT/OFFICE CTC | CIMS NUMBER 481-00-27

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
TEST DATE 08/20/96

TEST PURPOSE	PRIMARY. 1997 USA 301 VALIDATION. FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED: 30.1 MPH DAMAGE LOCATION: REAR BARRIER TYPE: REAR TYPE IV BARRIER SURFACE: PLYWOOD
VEHICLE	BODY CLASS: XJ CAR LINE: J BODY: 72 ENGINE: 4.0 LITRE ENGINE NOTE: ELECTRONIC FUEL INJECTION TRANSMISSION: 4 SPEED AUTO 4x4 TRANS. NOTE: VIN AS TESTED: 1J4FJ6759VL[redacted] MOD. VIN AS BUILT: 1J4FJ6759VL[redacted] MOD.
TEST SPEED	31.0 MPH BY ELECTRONIC TRAP TIMER.
TEST WEIGHT (LBS)	4010 TOTAL. 2343 FRONT. 1667 REAR
OCCUPANTS	LEFT FRONT. HYB II. UNINSTRUMENTED. AD-65 RESTRAINT-UNIBELT ONLY. RIGHT FRONT. HYB II. UNINSTRUMENTED. AD-63 RESTRAINT-UNIBELT ONLY.
BUILD CONDITION	1997 XJ PO 2-DR. 4X4. AUTO TRANS. 4.0L ENGINE. PRODUCTION INTENT 20 GALLON PLASTIC FUEL TANK. 4.0L ENGINE. AUTO TRANS., P/S. P/B. A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.
TARGET WEIGHT (LBS)	3369 TOTAL. 1816 FRONT. 1553 REAR REP BASE WT NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19 GALLONS OF STODARD SOLVENT. 300 LBS LUGGAGE BALLAST SECURED IN CARGO AREA.
POST TEST REMARKS	THERE WAS NO FUEL LEAKAGE DURING IMPACT. NOR DUR- ING THE SUBSEQUENT THIRTY MINUTES. A POST-TEST

GLOSSARY OF TERMS

USED IN STANDARD REPORTS

AD	ANTHROPOMORPHIC DEVICE
ATD	ANTHROPOMORPHIC TEST DEVICE
BASE COORD	BASE COORDINATE SYSTEM
C/L	CENTERLINE
CAR COORD	CAR COORDINATE SYSTEM
CCW	COUNTER CLOCKWISE
CORR-IN	SEPARATION IN INCHES (MINUS INITIAL LENGTH)
CORR-MM	SEPARATION IN MM (MINUS INITIAL LENGTH)
CORR-P	CORRECTED (ZEROED) PITCH
CORR-R	CORRECTED (ZEROED) ROLL
CORR-Y	CORRECTED (ZEROED) YAW
CW	CLOCKWISE
EFI	ELECTRONIC FUEL INJECTOR
ENG	ENGINE
ENGPY	ENGINE PITCH AND YAW
FESM	FRONT END SHEET METAL
FIDUCIAL	REFERENCE POINT OR TARGET
FS	FRONT SILL TARGET
FWD	FORWARD
IP	INSTRUMENT PANEL TARGET
LBS	POUNDS
LCP.LQP	LEFT C-POST & QUARTER PANEL TARGETS
LFS.LMS.LRS	LEFT FRONT SILL. MID SILL. & REAR SILL TARGETS
LT	LEFT
MS	MID SILL TARGET
NORMALIZE	PUT ON A COMMON BASIS
NOSE-DOWN	LEADING END BELOW TRAILING
NOSE-UP	LEADING END ABOVE TRAILING
PERF	PERFORMANCE
REF	REFERENCE
REL	RELATIVE TO (ONE-DIMENSIONAL)
RCP.RQP	RIGHT C-POST & QUARTER PANEL TARGETS
RFS.RMS.RRS	RIGHT FRONT. MID. & REAR SILL TARGETS
ROLL-LEFT	LEFT SIDE LOWER THAN RIGHT
ROLL-RIGHT	RIGHT SIDE LOWER THAN LEFT
RS	REAR SILL TARGET
RT	RIGHT
SEP	SEPARATION OF (THREE-DIMENSIONAL)
SYS	SYSTEM
TBI	THROTTLE BODY INJECTOR
TIME.MS	TIME IN MILLISECONDS
U/B	UNDERBODY
VS	VERSUS
X	LONGITUDINAL AXIS (INCREASING TOWARD TRAILING EDGE)
XF	X-FILTERED
Y	LATERAL AXIS (INCREASING TO THE RIGHT)
YAW-LEFT	LEADING EDGE TO LEFT
YAW-RIGHT	LEADING EDGE TO RIGHT
Z	VERTICAL AXIS (INCREASING UPWARD)
ZEROED	SHIFTED TO START AT ZERO
ZERO-IN	ZEROED INCHES
ZERO-MM	ZEROED MILLIMETERS

IMPACT ANALYSIS
DEPARTMENT 5320
08/26/96 08.40
TEST VC06062

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED X MOTION OF F3 REL TO LMS IN BASE COORD SYS
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

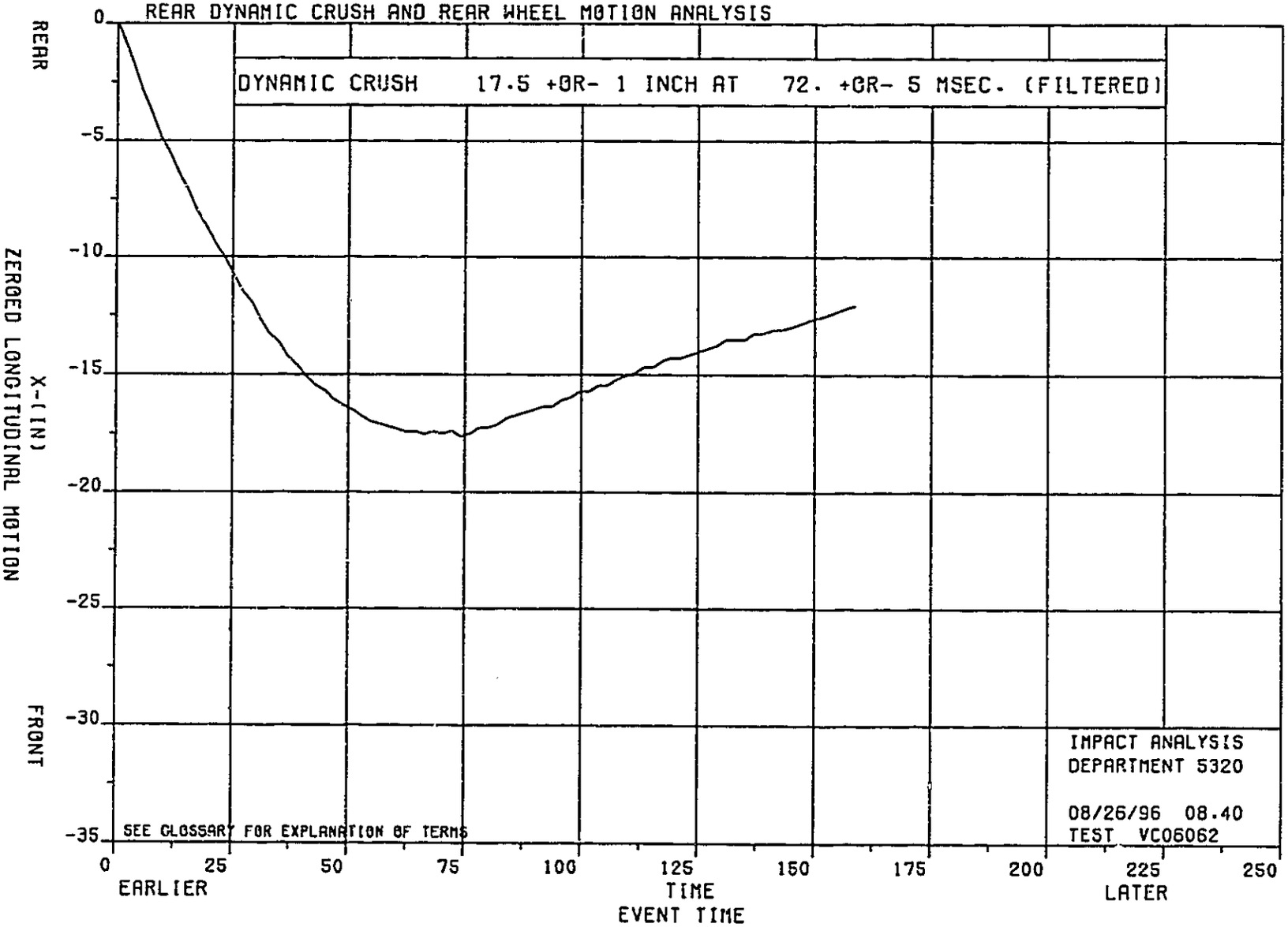


FIGURE 1

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED Z OF WHEEL RELATIVE TO LMS IN CAR COORD
VERSUS ZEROED X OF WHEEL RELATIVE TO LMS IN CAR COORD
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

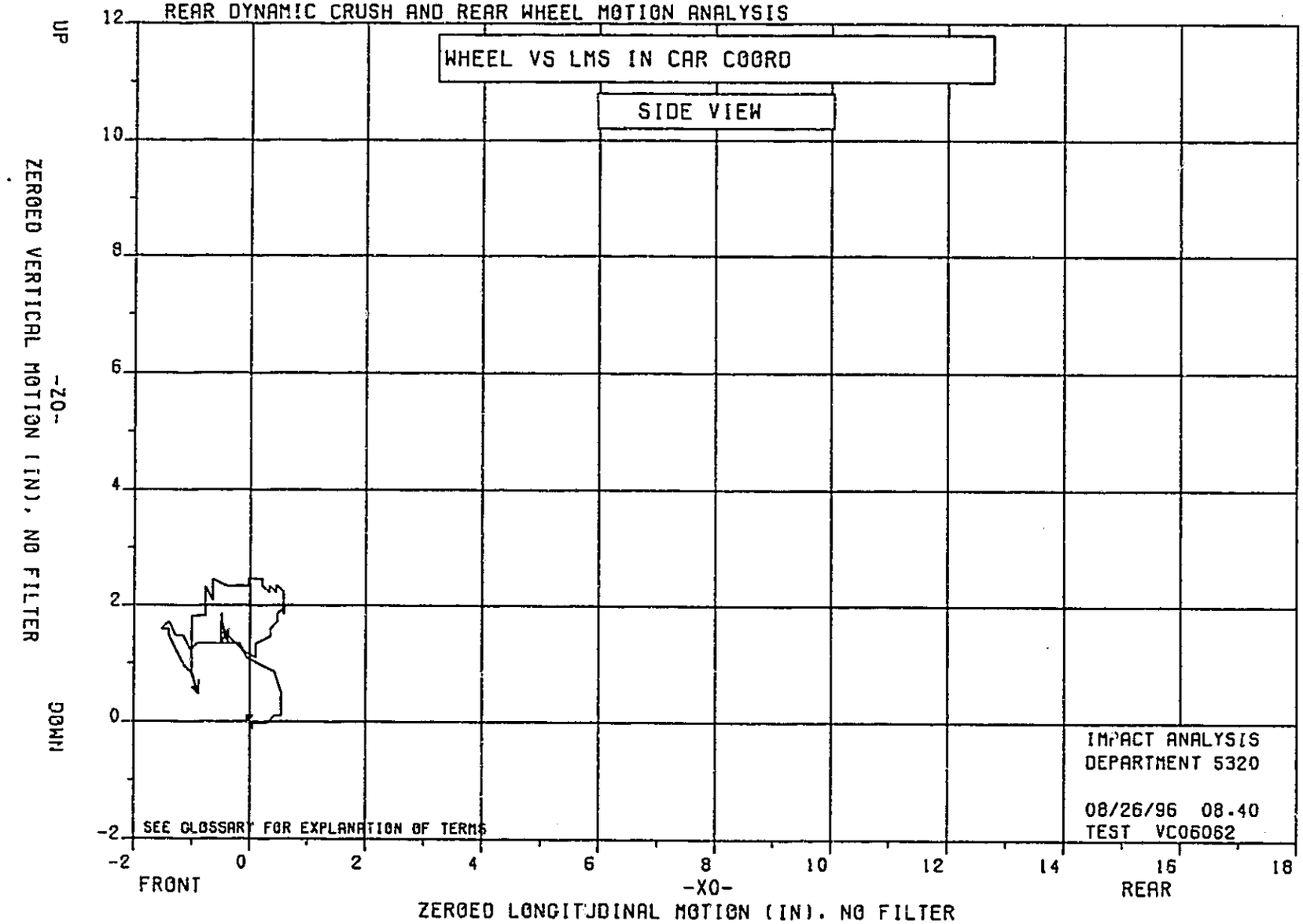


FIGURE 2

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED PITCH OF LRS TO LMS IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

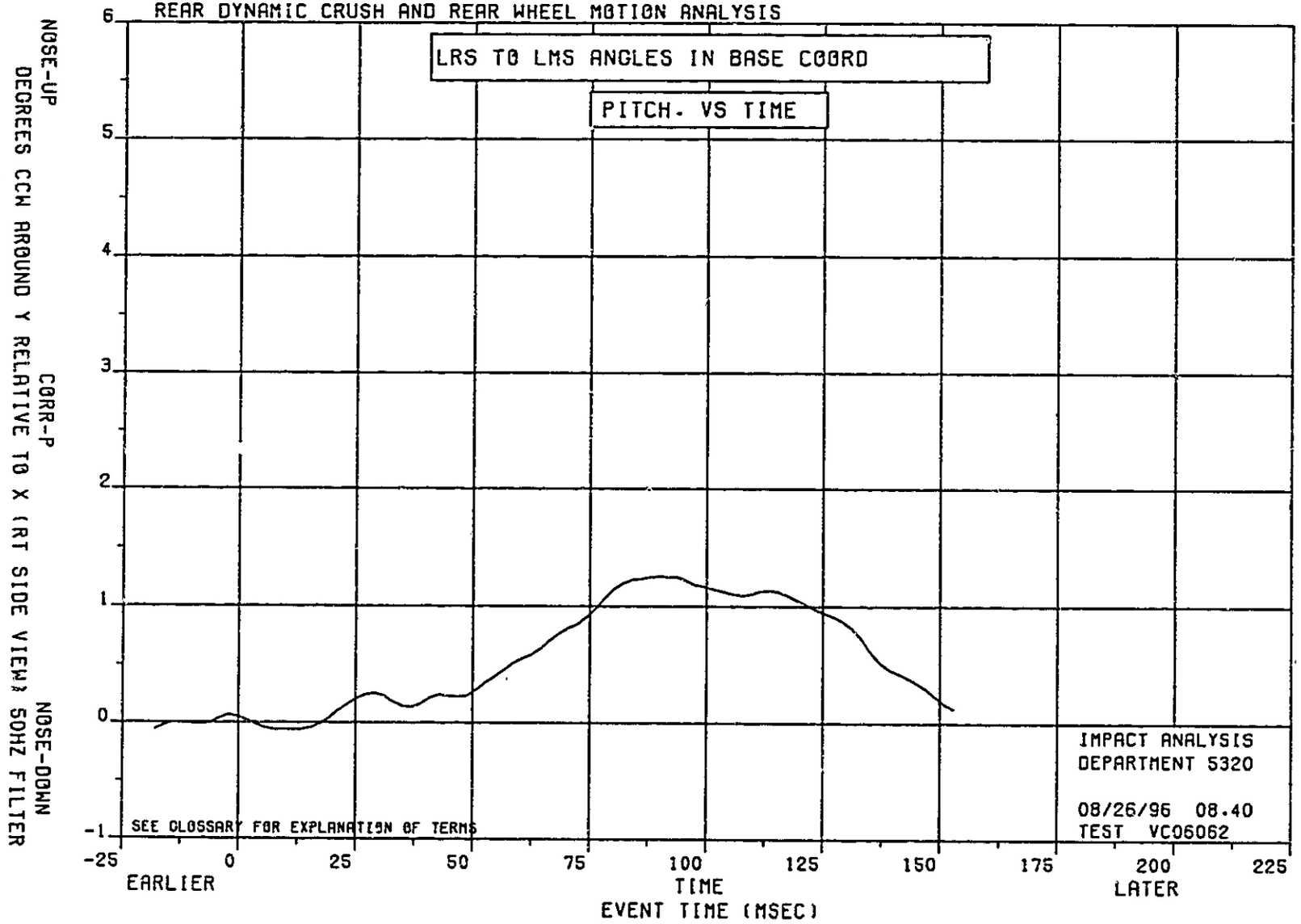


FIGURE 3

VC06062 30 MPH TYPE IV REAR IMPACT. XJTL72. 4.0L ITEM XJ6205
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

LRS TO LMS DISTANCE -29.51 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

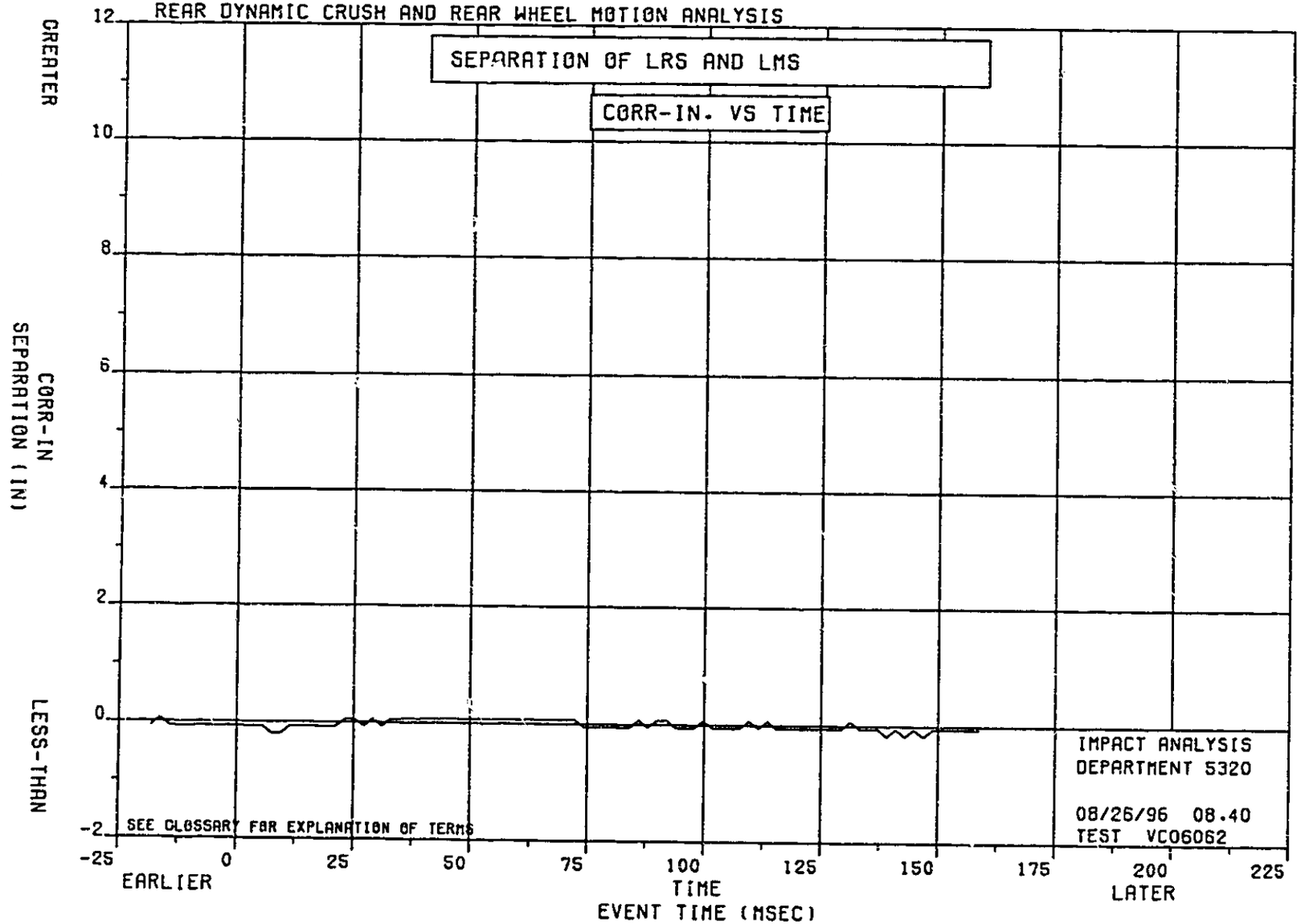
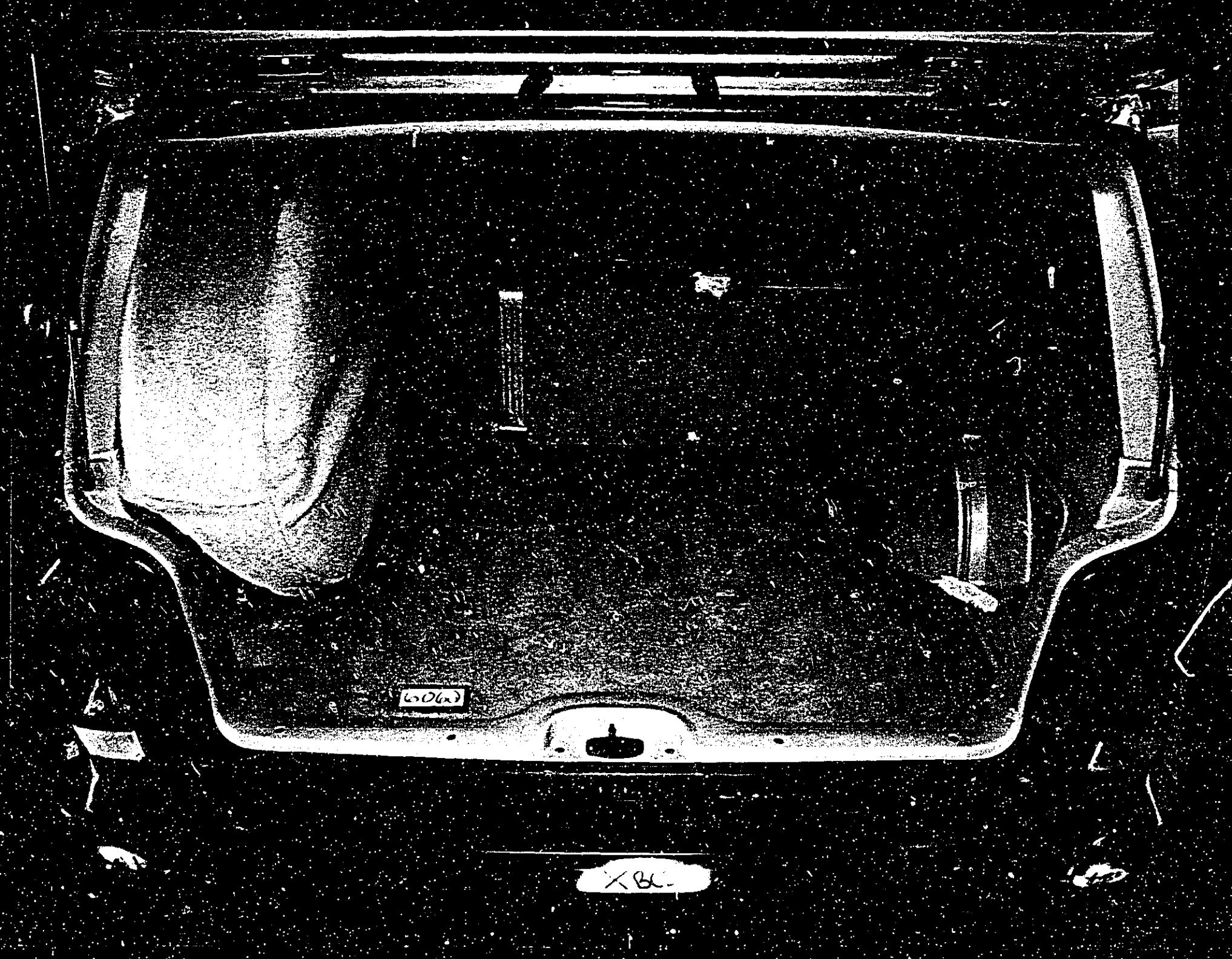
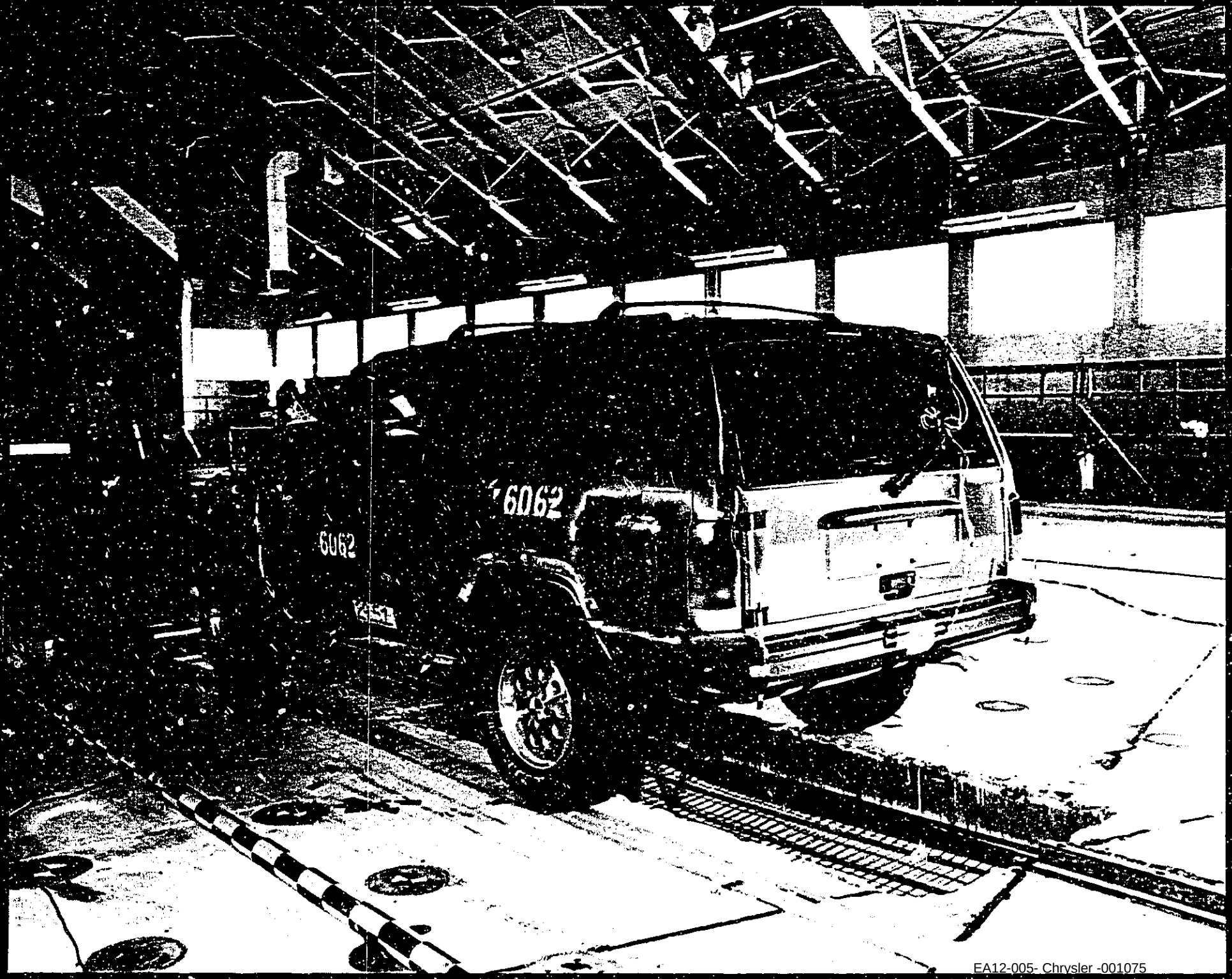
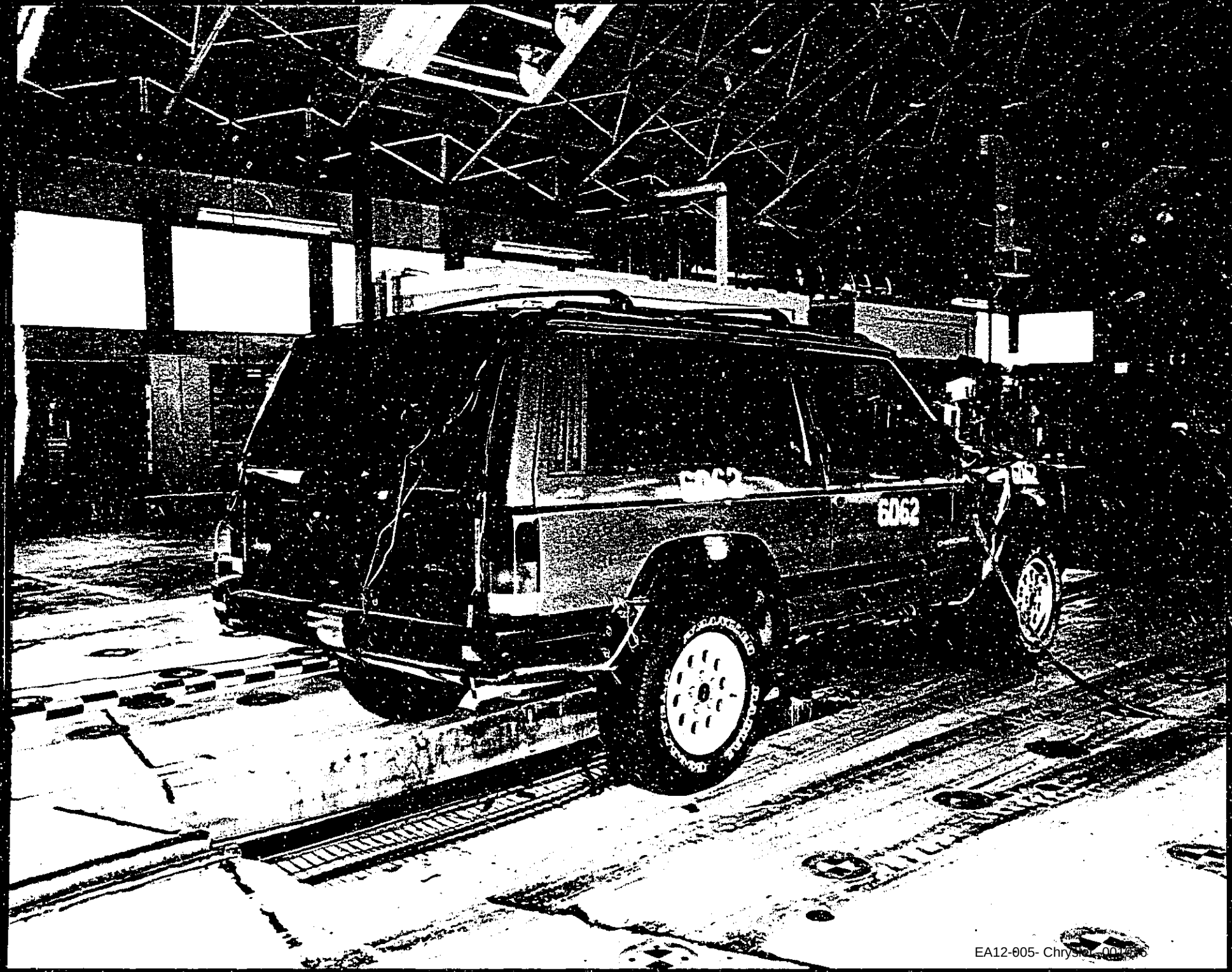


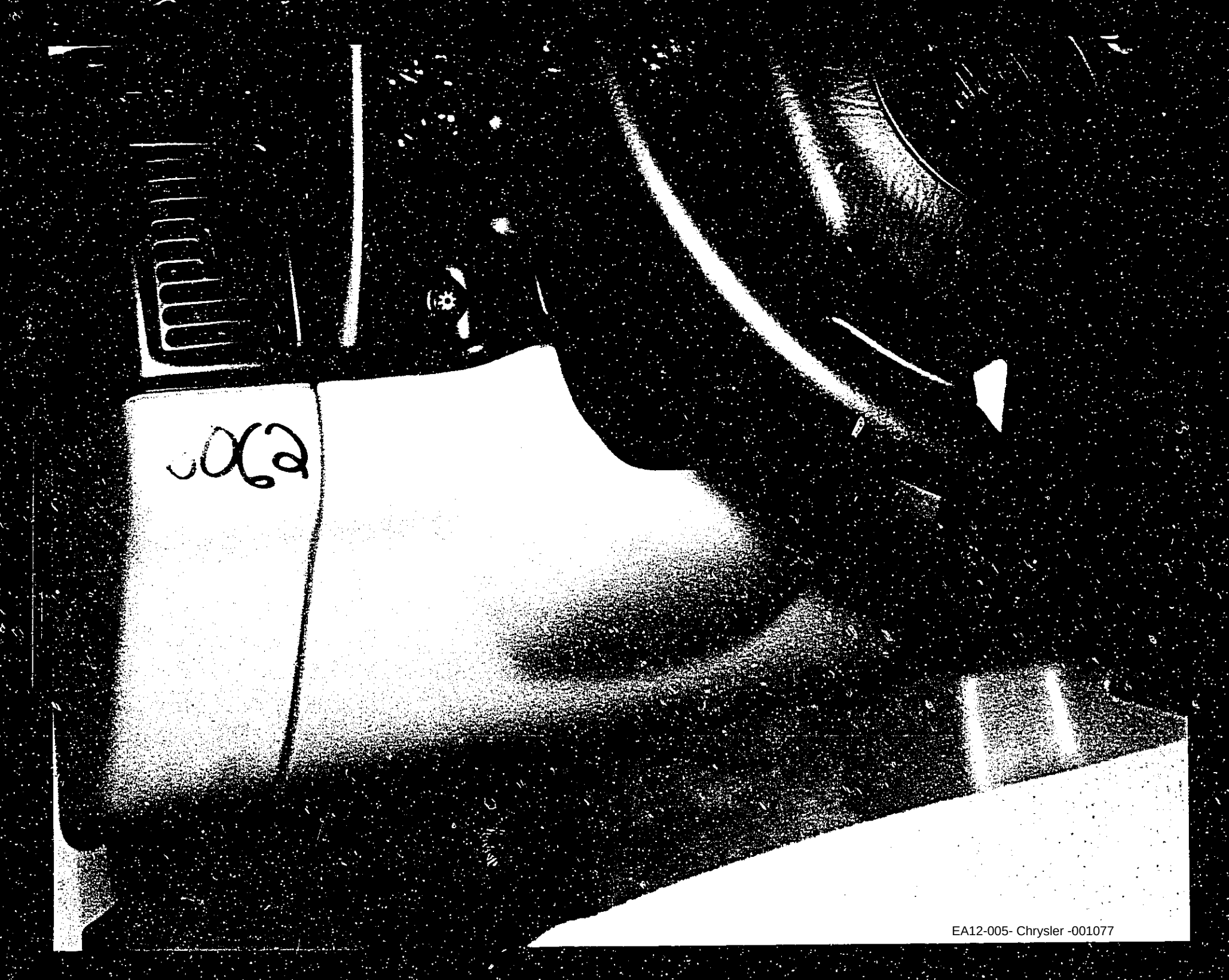
FIGURE 4


XBC


6062
6062



EA12-005- Chrysler_0010036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19.0 GAL SS


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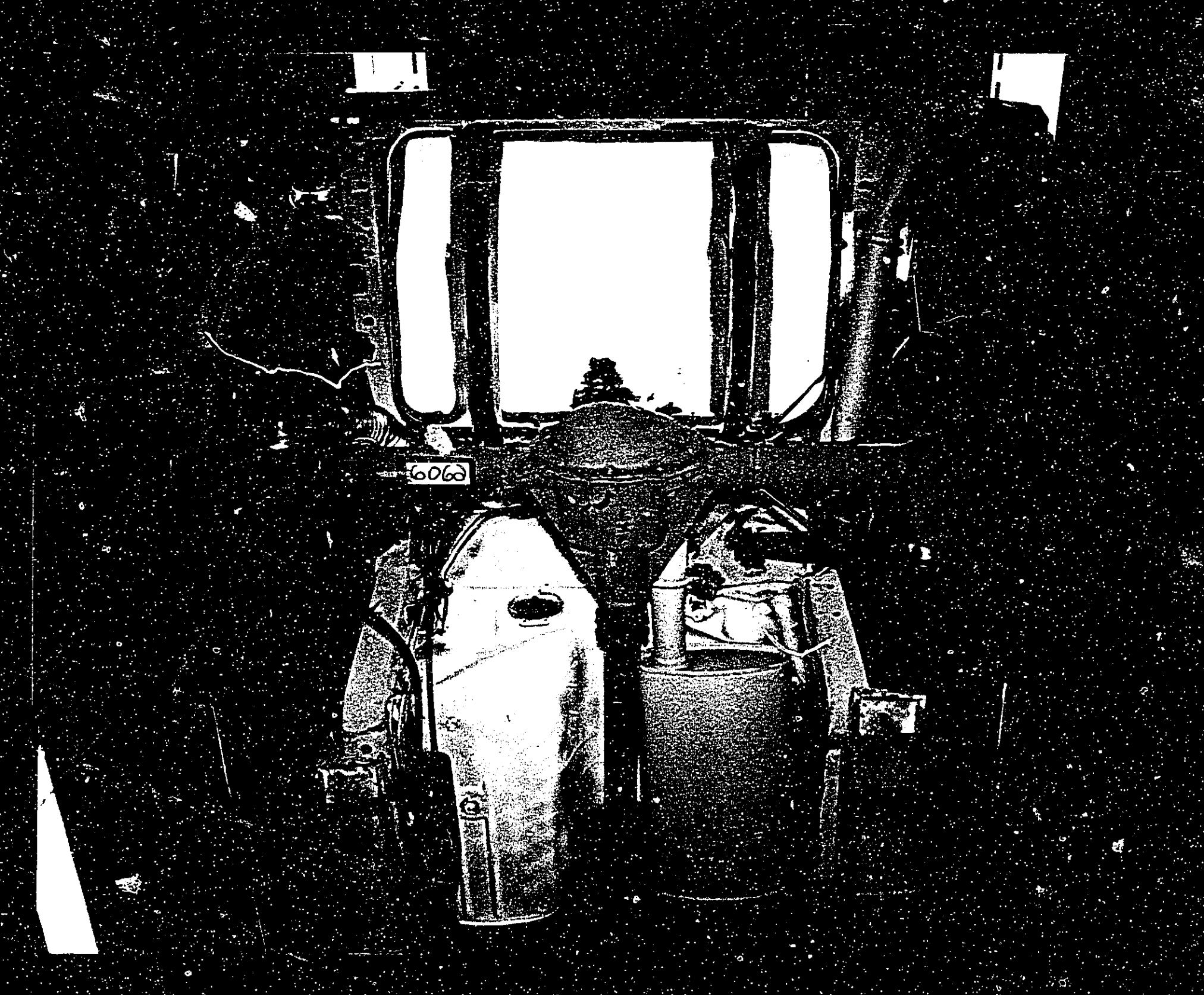
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6062
Y451
Jeep


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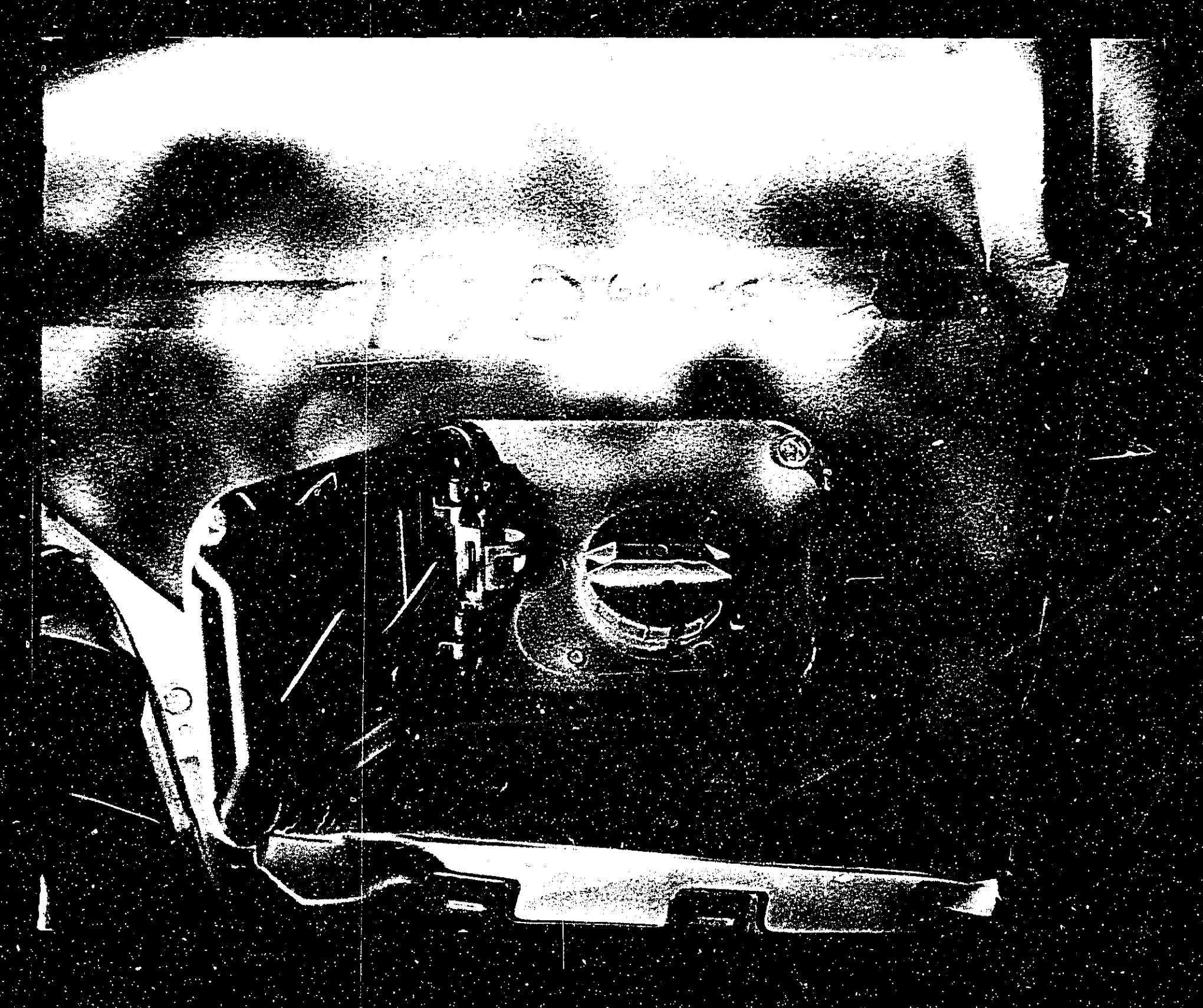
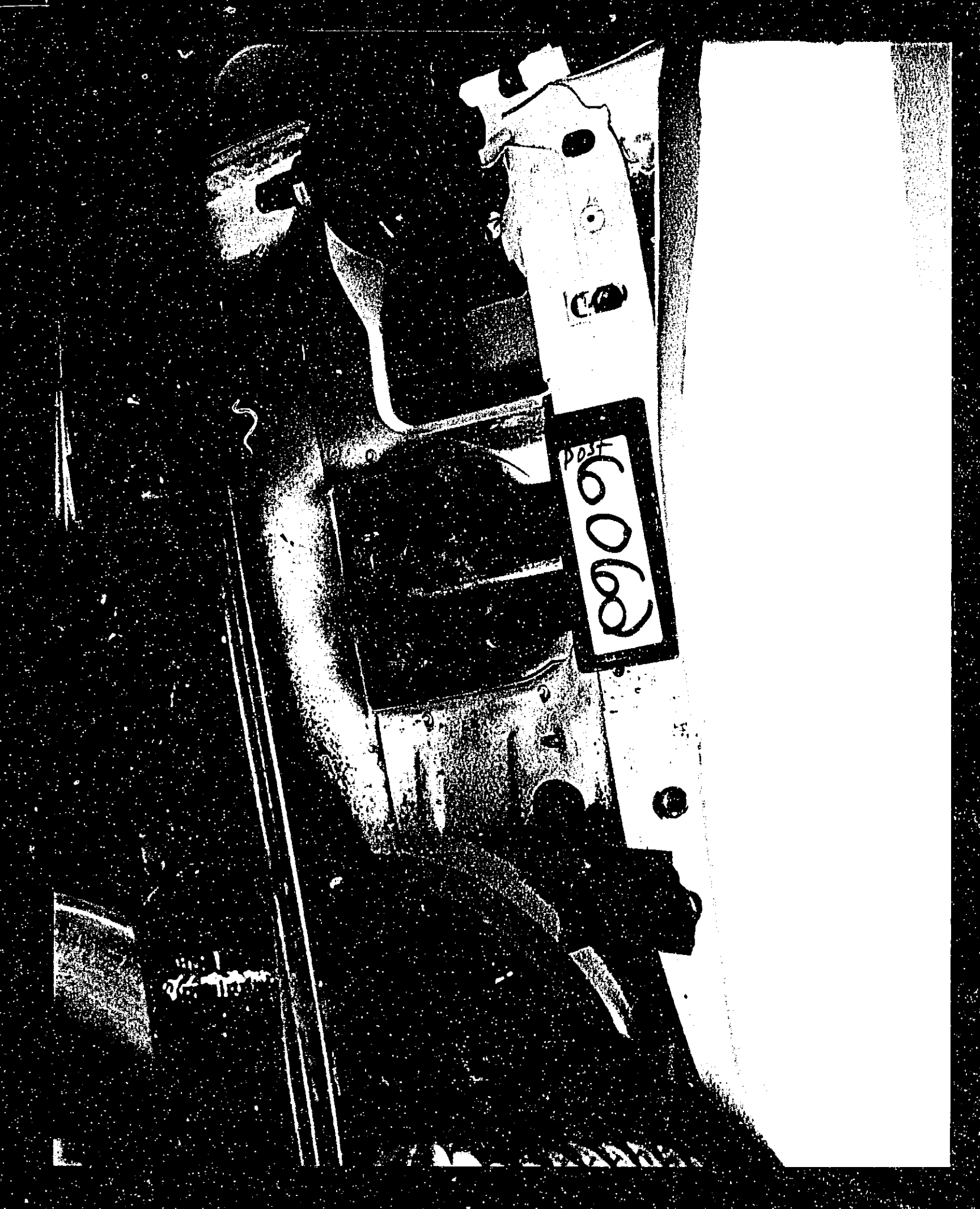



POST
606

Part 6060

Retrieval Methods Inc.
1142 E. Big Beaver
Troy, MI 48083-1934

DECLARATION OF INTENT AND PURPOSE

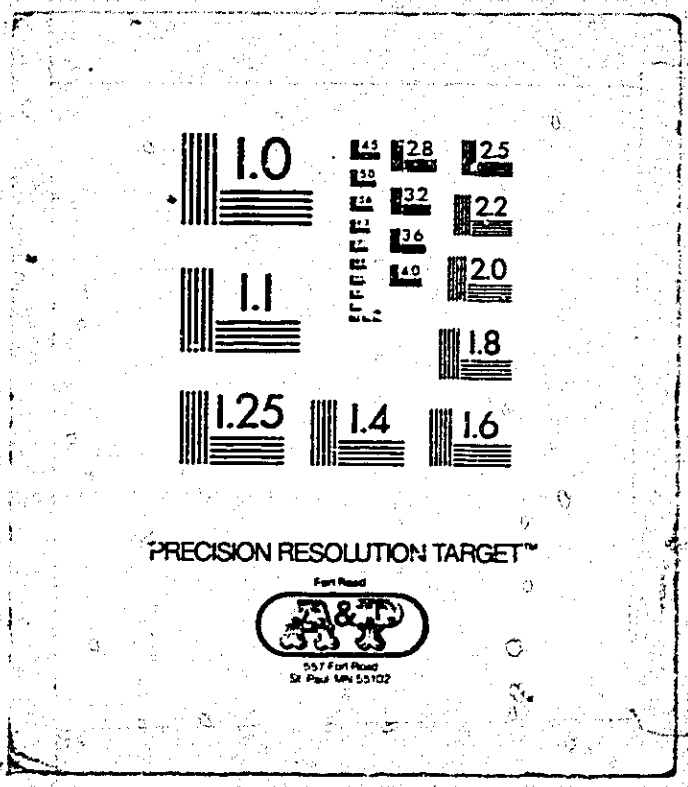
I VIRGINIA L. CORNWELL

EMPLOYED BY RETRIEVAL METHODS INC., DO HEREBY DECLARE THAT THE RECORDS MICROFILIMED HEREIN ARE ACTUAL RECORDS OF CHRYSLER CORPORATION CREATED DURING ITS NORMAL COURSE OF BUSINESS AND THAT:

IT IS THE EXPRESS INTENT AND PURPOSE OF THIS ORGANIZATION TO RETURN ALL ORIGINAL RECORDS MICROPHOTOGRAPHED HEREIN.

DATE Feb. 4, 1999

MICROFILMING OPERATOR Virginia L. Cornwell


1.0
2.8
2.5
3.2
2.2
3.6
4.0
2.0
1.1
1.8
1.25
1.4
1.6
PRECISION RESOLUTION TARGET™
Fort Road
557 Fort Road
St Paul MN 55102

SAFETY TEST
VEHICLE CRASH TEST LETTER

VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 10/16/96

TEST PURPOSE	PRIMARY, 1997 USA 301 COMPLIANCE. FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED; 30.1 MPH DAMAGE LOCATION; REAR BARRIER TYPE; REAR TYPE IV BARRIER SURFACE; PLYWOOD
VEHICLE	BODY CLASS; XJ CAR LINE; J BODY; 74 ENGINE; 4.0 LITRE ENGINE NOTE; ELECTRONIC FUEL INJECTION TRANSMISSION; 5 SPEED MANUAL 4x4 TRANS. NOTE; VIN AS TESTED; 1J4FJ28S3VL[redacted] MOD. VIN AS BUILT; 1J4FJ28S3VL[redacted] MOD.
TEST SPEED	30.1 MPH BY ELECTRONIC TRAP.
TEST WEIGHT (LBS)	4315 TOTAL, 2270 FRONT, 2045 REAR
OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. AD-67 RESTRAINT-UNIBELT ONLY. RIGHT FRONT, HYB II, UNINSTRUMENTED. AD-65 RESTRAINT-UNIBELT ONLY.
BUILD CONDITION	1997 XJ C1 4-DR, 4X4, MAN. TRANS, 4.0L ENGINE. FACTORY TRAILER HITCH INSTALLED. 4.0L ENGINE, MAN. TRANS, P/S, P/B, A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.
TARGET WEIGHT (LBS)	3677 TOTAL, 2006 FRONT, 1671 REAR REP MAX OPT WT NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19.0 GALLONS OF STODARD SOLVENT. 300 LBS OF LUGGAGE BALLAST SECURED IN REAR SEATING AREA. 125 LBS OF BALLAST SECURED IN REAR SEATING AREA. (425 LBS TOTAL BALLAST.)

VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 10/16/96

REPORT CODES	A = TRANSDUCER DATA	B = ALL FILM DATA
	C = HIGH SPEED FILM	D = ENGINEER'S REPORT
	E = DUMMY KINEMATICS	F = STEERING COLUMN
	G = UNDERBODY	H = A-POST
	I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
	K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
	M = SPECIAL	N = CATALOG EDP DATA
	* = REPORT REQUESTOR	

DISTRIBUTION	D.J. MCKENZIE	422-05-01 (AB)
	M.P. LEVINE	422-05-01 (AB)

DATE 10/17/96 TIME 08.50.55.

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 01

ITEM XJ6359 CHARGE NO. COMP ISSUE DATE 10/9/96

VC 6146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.

TEST DATE 10/16/96 ENGINEER Collins
SPEED 30.1 MPH SOURCE TRAP

TEST PURPOSE PRIMARY, 1997 USA 301 COMPLIANCE.
FUEL SYSTEM INTEGRITY.

IMPACT TYPE
TARGET SPEED; 30.1 MPH
DAMAGE LOCATION; REAR
BARRIER TYPE; REAR TYPE IV
BARRIER SURFACE; PLYWOOD

VEHICLE
BODY CLASS; XJ
CAR LINE; J
BODY; 74
ENGINE; 4.0 LITRE
ENGINE NOTE; ELECTRONIC FUEL INJECTION
TRANSMISSION; 5 SPEED MANUAL 4x4
TRANS. NOTE;
VIN AS TESTED; 1J4FJ28S3VL[redacted] MOD.
VIN AS BUILT; 1J4FJ28S3VL[redacted] MOD.

BUILD CONDITION 1997 XJ C1 4-DR, 4X4, MAN. TRANS, 4.0L ENGINE.
FACTORY TRAILER HITCH INSTALLED.
4.0L ENGINE, MAN. TRANS, P/S, P/B, A/C.
P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE.
FUEL SYSTEM PRODUCTION INTENT.

TARGET WEIGHT (LBS) 3677 TOTAL, 2006 FRONT, 1671 REAR REP MAX OPT WT
NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.

TEST WEIGHT (LBS) 4315 TOTAL, 2270 FRONT, 2045 REAR

FUEL BALLAST 19 GALLONS OF STODARD SOLVENT.

LUGGAGE BALLAST 300 LBS LUGGAGE BALLAST SECURED IN CARGO AREA.

OTHER BALLAST 125 lbs of ballast secured to rear cargo area. (425 lbs total ballast).

POST TEST REMARKS

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 01

OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY. RIGHT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD NO 67 AD NO 65
MECHANICAL REQ	MEASURE VEHICLE ATTITUDE PRE & POST BUILD-UP, ADJUST ACCORDINGLY. PRESSURE CHECK FUEL SYSTEM PRE TEST. FUEL PUMP TO BE RUNNING PRE TEST AND DURING TEST. PAINT REAR STRUCTURE FOR PIT VIEWING. STATIC ROLL POST TEST. PAINT FUEL FILLER NECK AND TUBE CONTRASTING COLORS PAINT FUEL TANK FOR PIT AND SIDE VIEWING.	
INSTRUMENTATION REQ	SEE 3RD SHEET NO. 102 FOR ACCELEROMETER REQ'S. HYB II BALLAST DUMMIES. ADD CONTACT SWITCHS AT: THE REAR BUMPER RIGHT AND LEFT. THE REAR BODY SHEET METAL RIGHT AND LEFT. TRIAXIAL ACCELEROMETER ON THE AECM BRACKET.	
PHOTOGRAPHIC REQ	1-RIGHT SIDE OVERALL CAMERA. 1-LEFT SIDE OVERALL CAMERA. 1-PIT CAMERA TO VIEW UNDERBODY, AXLE TO BUMPER. 1-PIT CAMERA FOR VIEWING THE FILLER NECK & TUBE. 1-CATWALK CAMERA FOR OVERALL VIEW OF VEHICLE. 1-VELOCITY CAMERA 1-LEFT SIDE CAMERA TO VIEW REAR RAIL AND WHEEL IN CLOSEUP. PRE AND POST PHOTOS OF VEHICLE OVERALL & UNDERBODY IN COLOR ON 8 X 10 PRINTS	
FILM ANALYSIS	VEHICLE VELOCITY - ONLY IF REQUESTED. DYNAMIC CRUSH.	
REMARKS	TEST REQUEST ORIGINATOR M. P. LEVINE (653-5368) MAKE (1) FILM COPY AND (1) VHS COPY AND SEND TO: M.P. LEVINE 514-17-41 RETURN VEHICLE TO JTE POST TEST, ATTN PAM MORTON.	
T. E. REPORT	FUEL SYSTEM REPORT REQUIRED.	

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 01

REPORT CODES	A = TRANSDUCER DATA	B = ALL FILM DATA
	C = HIGH SPEED FILM	D = ENGINEER'S REPORT
	E = DUMMY KINEMATICS	F = STEERING COLUMN
	G = UNDERBODY	H = A-POST
	I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT
	K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY
	M = SPECIAL	N = CATALOG EDP DATA
	* = REPORT REQUESTOR	
DISTRIBUTION	D.J. MCKENZIE	422-05-01 (AB)
	M.P. LEVINE	422-05-01 (AB)

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

SUPPLEMENT NO. 01

**********CHANGED 10/10/96 AT 11.10.37. SUPPLEMENT NO. 01

MECHANICAL REQ
MODIFY PRESSURE CHECK FUEL SYSTEM PRE AND POST TEST.
TO READ PRESSURE CHECK FUEL SYSTEM PRE TEST.

REMARKS
DELETE INSTALL FUEL TANK HEAT SHIELD TO BE DELIVERED BY
DELETE REQUESTOR.

X, Y, Z DIMENSIONS

TEST NUMBER VC6146 TEST ENGINEER COLLINGS

ITEM NUMBER XJ6359 V.I.N. 1J4FJ28S3VL[redacted] TEST DATE 6/16/96

TEST TYPE: 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

LOCATION	X	Y	Z	LOCATION	X	Y	Z
BC1	0.0	0.0	XXXX	BC2	166.2	0.0	XXXX
B1	165.5	-19.6	XXXX	B2	165.7	17.1	XXXX
LFS	54.8	~~44-~~ X | -31.9	15.3			44- |	
LMS	85.1	~~44-~~ X | -32.3	15.2			44- |	
LAP	53.5	~~44-~~ X | -30.2	45.6			44- |	
LCP	127.9	~~44-~~ X | -32.5	40.4			44- |	
LRA	128.8	~~44-~~ X | -32.5	13.3			44- |	
		44- | -				44- |	
		44- | -				44- |	

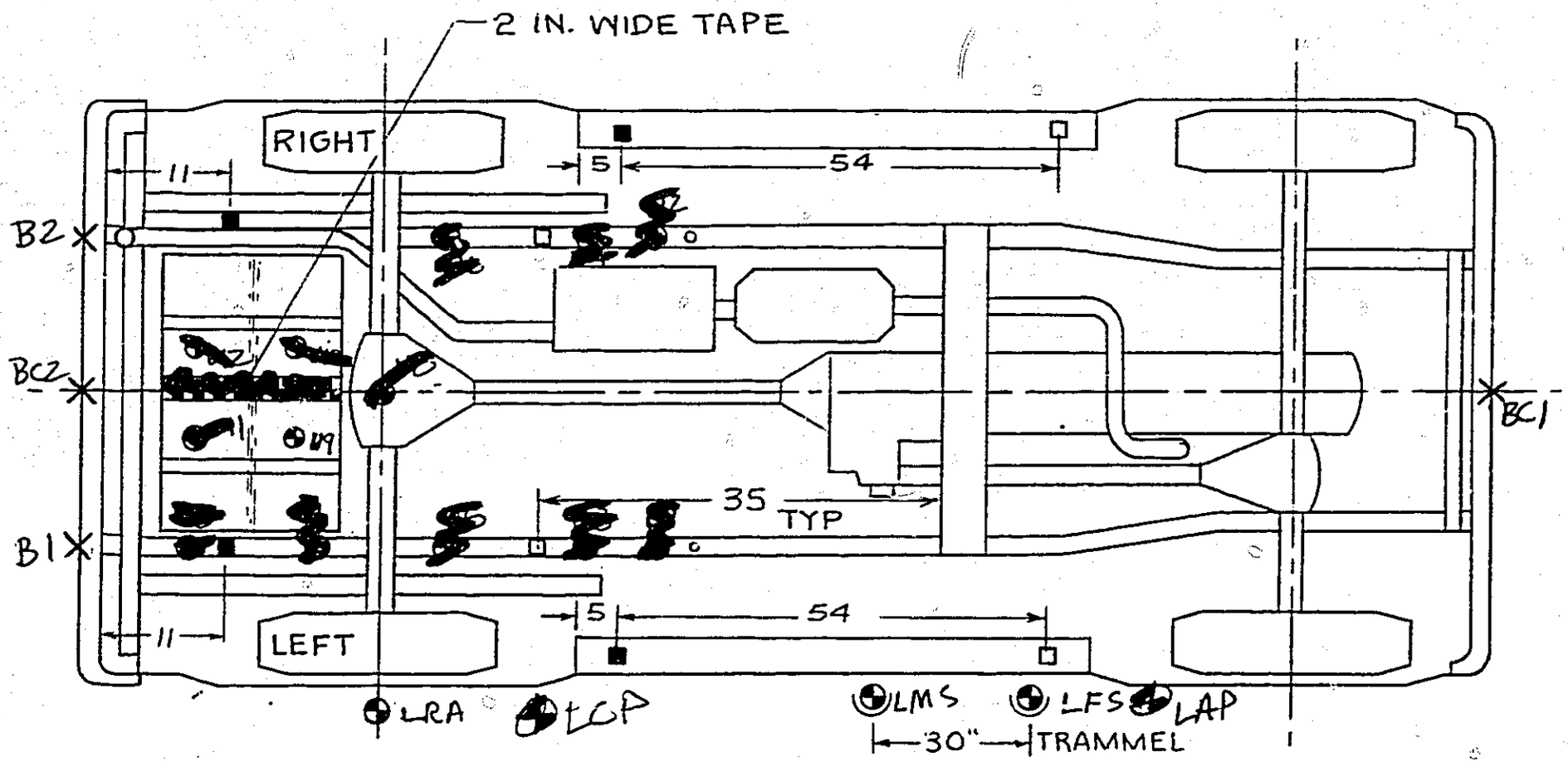
TRAMMEL DIMENSIONS;

LFS-LMS PRE 30.29

THIRD SHEET 102, ITEM XJ6359, VC 6146
JEEP CHEROKEE 4 × 4
TARGET AND ACCELEROMETER LOCATIONS
FOR REAR IMPACTS

ZENONS REQD ON ROOF

ELEC FUEL PUMP TO BE
RUNNING DURING IMPACT



TARGETS
- X PUNCH POINT
- UNDERBODY
- SIDE VIEW

LEGEND

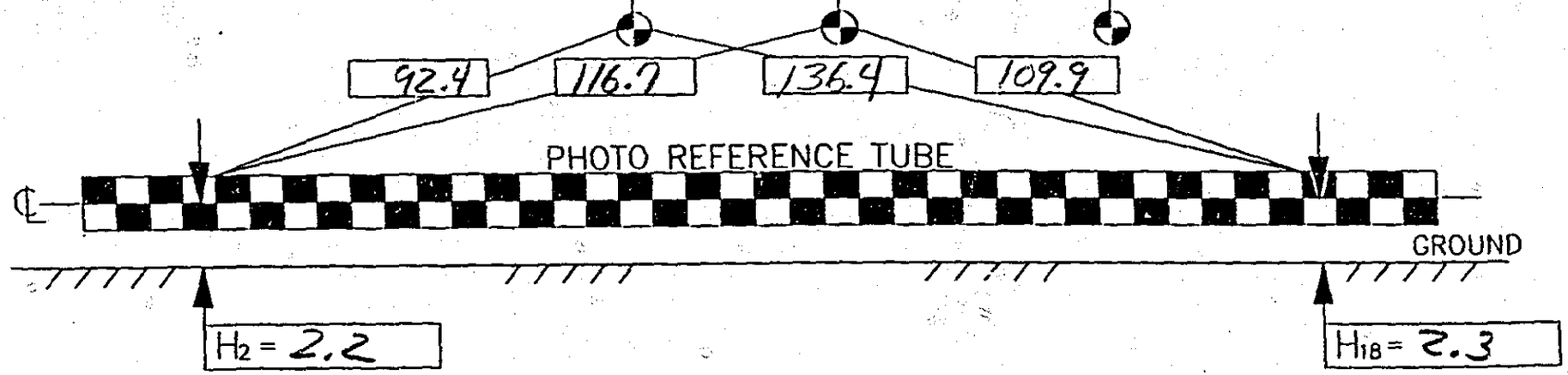
ACCELEROMETERS
- □ SINGLE AXIS, X
- ■ BIAXIAL, X & Z

NOTES -

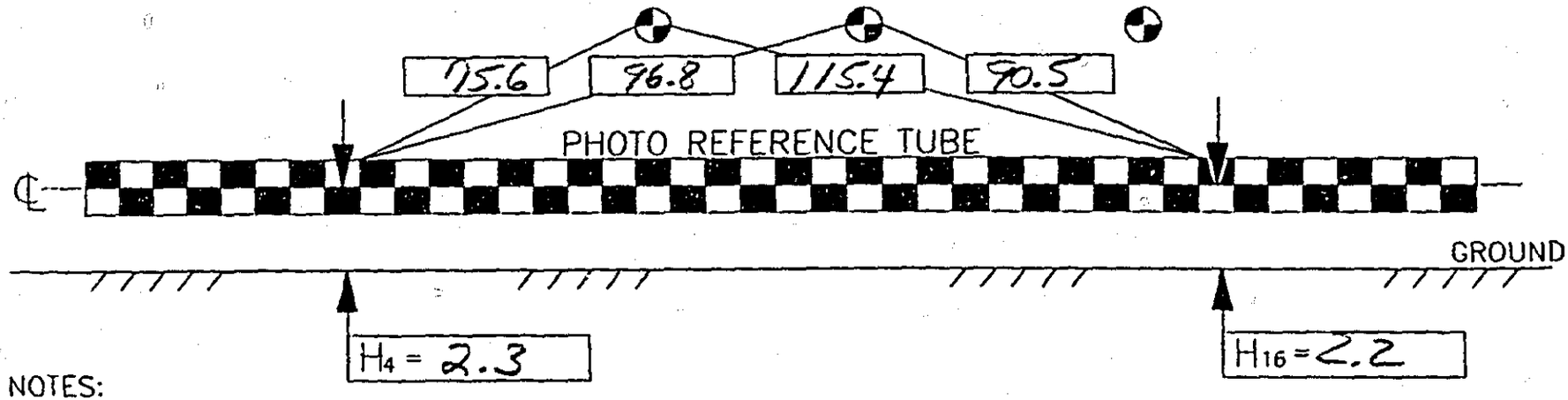
1. PRE AND POST DIMENSIONS ARE REQUIRED PER BREITMOSER LETTER OF 01-04-88
2. NUMBERS ASSIGNED TO EACH TARGET ARE PERMANENT.
3. TARGETS MAY BE DELETED BY NUMBER PER TR.
4. ADDITIONAL TARGETS MAY BE REQUESTED BY TR.
5. LOCATIONS SHOWN ARE APPROX TO ± 0.5 IN. ACTUAL MEASUREMENT TO ± 0.1 INCH.

TUBE COLOR Blue

FRONT SILL	REAR SILL	REAR AXLE
X= 54.8	X= 85.1	X= 128.8
Y= -31.9	Y= -32.3	Y= -32.5
Z= 15.6	Z= 14.9	Z= 13.3



FORWARD



NOTES:

1. THE Z DIMENSION FOR THE SILL TARGETS AND REAR AXLE MUST BE RETAKEN AT THE TEST SITE
2. IF OTHER TUBE POINTS ARE USED, SO INDICATE

FOR REAR IMPACT TESTS – DIMENSIONING BETWEEN SILL TARGETS AND PHOTO REFERENCE TUBE

TEST ENGR Collings

VC 6146

TUBSIDE.DRW MASTFILE FA FORMS REVISED 06-11-93

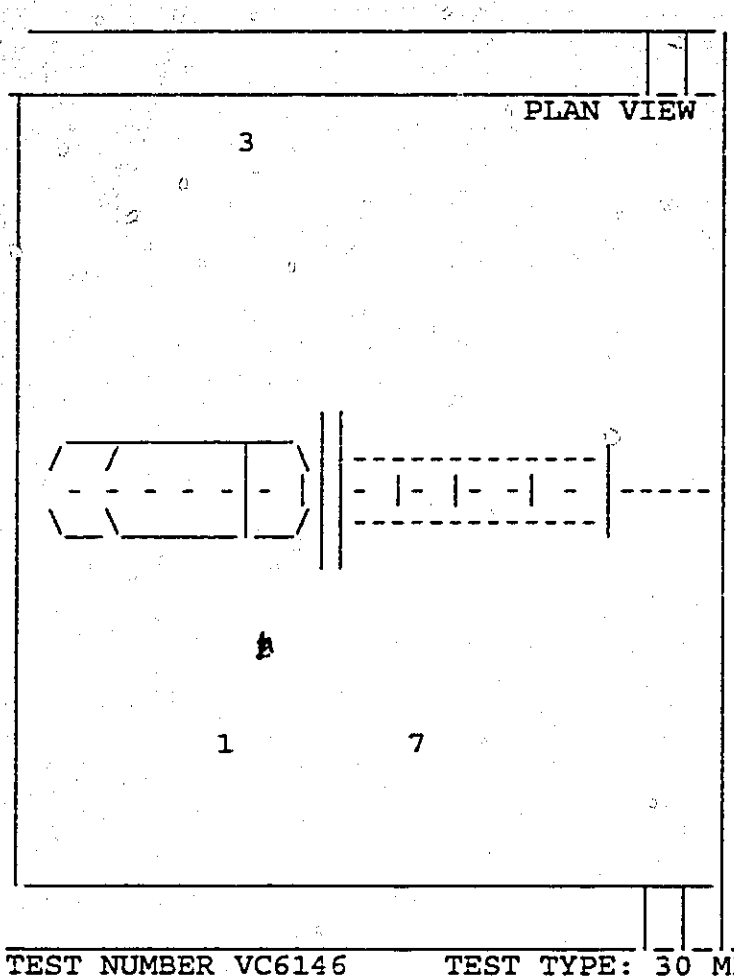
VEHICLE ATTITUDE

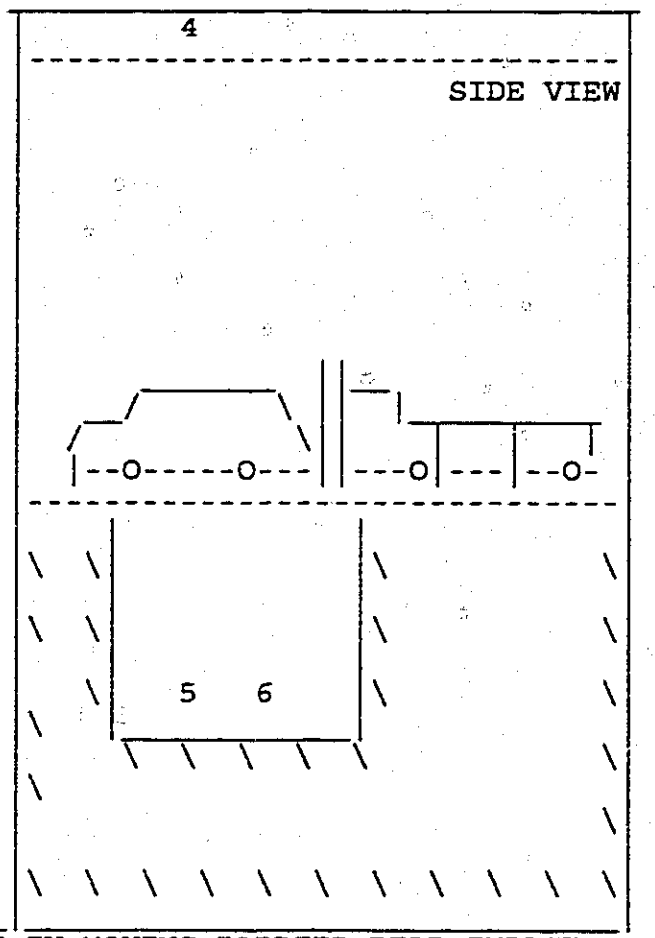
TEST NUMBER VC6146 TEST ENGINEER COLLINGS

ITEM NUMBER XJ6359 TEST DATE 10/16/96

X FENDER/WHEELWELL HEIGHTS _____ SILL HEIGHTS

	LF	LR	RF	RR
AS RECEIVED	31.5	31.5	31.5	31.5
AS BUILT-UP	29.7	28.7	29.7	28.9
AS TESTED	29.7	28.7	29.7	28.9





TEST NUMBER VC6146 TEST TYPE: 30 MPH TYPE IV MOVING BARRIER REAR IMPACT

TEST ENGINEER COLLINGS REQUEST DATE : 10/10/96 VEHICLE BODY CLASS : XJ

#	VIEW DESCRIPTION A=ANALYSIS	CAM S/N	LENS F.L.	LENS S/N	LENS MFG.	F-STOP	PNL	SKT	CBL	CAM MFG
1	A LT-DYNAMIC CRUSH	1277	18	107231	KIN					
~~2~~	~~LT REAR RAIL & WHEEL~~	~~2[illegible]~~	~~13~~	~~[illegible]~~						
3	RT-OVERALL	1590	13	105441						
4	CATWALK-OVERALL	276	18	116693						
5	PIT-OVERALL	432	13	3	COS					
6	PIT-FILLER NECK & TUBE	432	200mm	953	Schneider					
7	A VELOCITY	286	100mm	P 73457	WOL					

WEDNESDAY

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC6146, ITEM NUMBER XJ6359 , TEST ENGINEER COLLINGS

V.I.N. 1J4FJ28S3VL[redacted], TEST DATE 10/16/96, ROLL DATE 10/17/96

TEST TYPE; 30 MPH TYPE IV MOVING BARRIER REAR IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 19.0 GALLONS

TEST SPEED 30.1 MPH, TEST WEIGHT 4315 POUNDS.

POST IMPACT LEAKAGE(OZ); AT IMPACT 0

1ST 5 MIN. 0

NEXT 25 MIN. 0

POST TEST PRESSURE CHECK _____

ELECTRIC FUEL PUMP RUN _____

|___| NO STATIC ROLL PERFORMED

STATIC ROLL LEAKAGE WITH VEHICLE Left SIDE DOWN FIRST

ROLL TIME		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL				TOTAL	
0-90	1ST 5 MIN					∅	*
1:54	POST 5 MIN					∅	**
90-180	1ST 5 MIN					∅	*
1:46	POST 5 MIN					∅	**
180-270	1ST 5 MIN					∅	*
1:38	POST 5 MIN					∅	**
270-360	1ST 5 MIN					∅	*
1:36	POST 5 MIN					∅	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

POST TEST FUEL SYSTEM OBSERVATIONS No fuel leaks At impact.

No fuel leaks during static roll.
Fuel System Integrity was maintained.

LAST FORM MODIFICATION 08/22/96 - GAB (TESTOBS896,DOCVCFORMS)

DATE 10/17/96 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 10.19.00. EDP TEST LETTER DEPT 5320

VC06146 ITEM XJ6359
VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 10/16/96

TEST PURPOSE	PRIMARY, 1997 USA 301 COMPLIANCE. FUEL SYSTEM INTEGRITY.	
IMPACT TYPE	TARGET SPEED;	30.1 MPH
	DAMAGE LOCATION;	REAR
	BARRIER TYPE;	REAR TYPE IV
	BARRIER SURFACE;	PLYWOOD
VEHICLE	BODY CLASS;	XJ
	CAR LINE;	J
	BODY;	74
	ENGINE;	4.0 LITRE
	ENGINE NOTE;	ELECTRONIC FUEL INJECTION
	TRANSMISSION;	5 SPEED MANUAL 4x4
	TRANS. NOTE;	
	VIN AS TESTED;	1J4FJ28S3VL[redacted] MOD.
	VIN AS BUILT;	1J4FJ28S3VL[redacted] MOD.
TEST SPEED	30.1 MPH BY ELECTRONIC TRAP.	
TEST WEIGHT (LBS)	4315 TOTAL, 2270 FRONT, 2045 REAR	
OCCUPANTS	LEFT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD-67
	RIGHT FRONT, HYB II, UNINSTRUMENTED. RESTRAINT-UNIBELT ONLY.	AD-65
BUILD CONDITION	1997 XJ C1 4-DR, 4X4, MAN. TRANS, 4.0L ENGINE. FACTORY TRAILER HITCH INSTALLED. 4.0L ENGINE, MAN. TRANS, P/S, P/B, A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.	
TARGET WEIGHT (LBS)	3677 TOTAL, 2006 FRONT, 1671 REAR REP MAX OPT WT NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.	
FUEL AND BALLAST	19.0 GALLONS OF STODARD SOLVENT. 300 LBS OF LUGGAGE BALLAST SECURED IN REAR SEATING AREA. 125 LBS OF BALLAST SECURED IN REAR SEATING AREA. (425 LBS TOTAL BALLAST.)	

DATE 10/17/96 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 10.19.00. EDP TEST LETTER DEPT 5320

VC06146 ITEM XJ6359
VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359
1997 FMVSS 301, FUEL SYSTEM INTEGRITY.
TEST DATE 10/16/96

EDP TECHNICIAN S. MARCHENIA

No. of Pages 37
CC

M. P. LEVINE 422-05-01
D. J. MCKENZIE 422-05-01

TITLE: Page Index of EDP plots Pages 001 - 037

********** VC06146A **********

TITLE: Transducer Summary Reports Pages 001 - 003

PURPOSE:

********** VC06146B **********

TITLE: Vehicle Channels Pages 004 - 033

PURPOSE: 1997 USA 301 COMPLIANCE

********** VC06146C **********

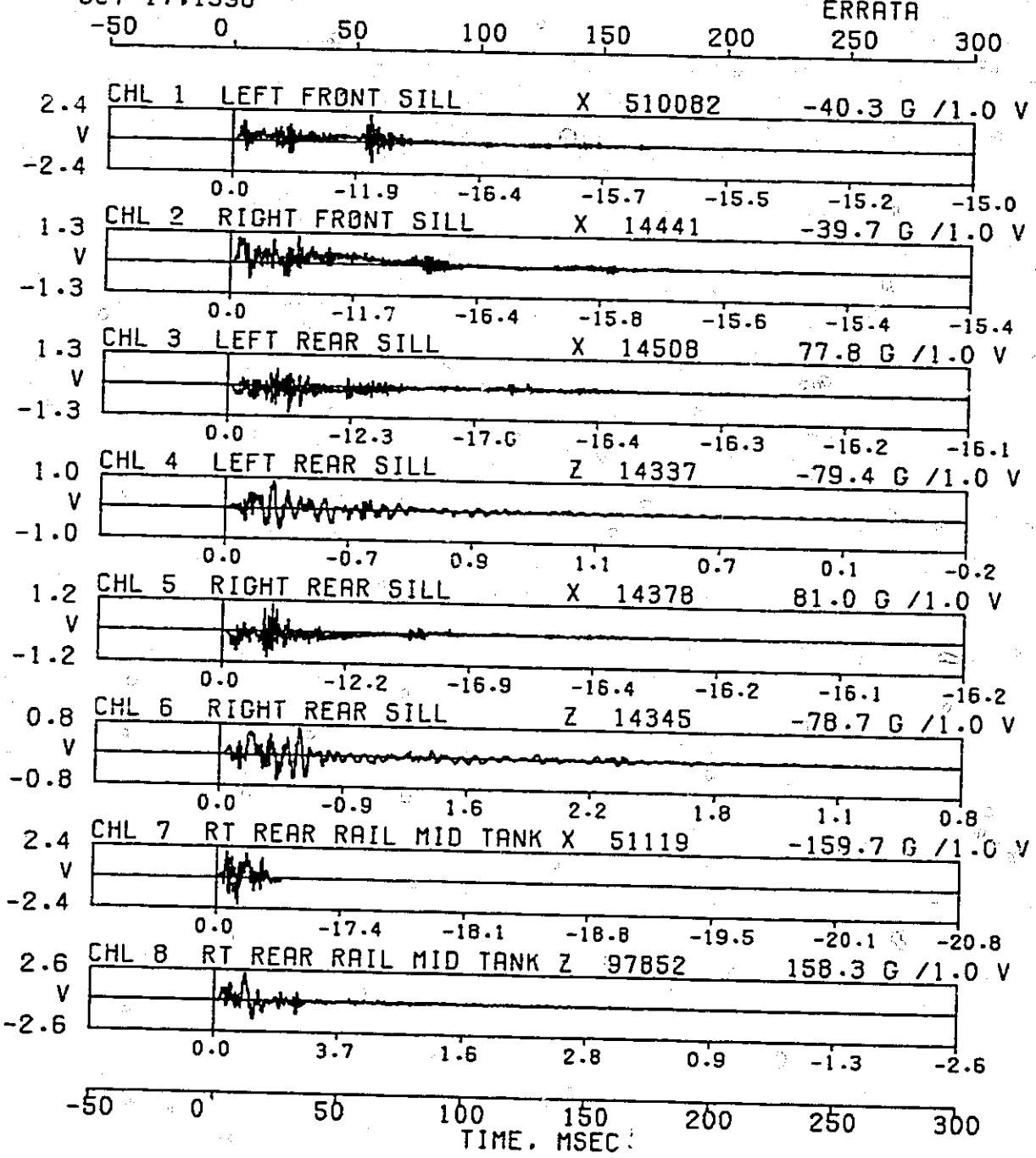
TITLE: Moving barrier Channels Pages 034 - 037

PURPOSE: 1997 USA 301 COMPLIANCE

TRANSDUCER SUMMARY REPORT

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
IMPACT ANALYSIS DEPT. 5320
OCT 17.1996

DATA SET 10/16/96BA
ERRATA 1



NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

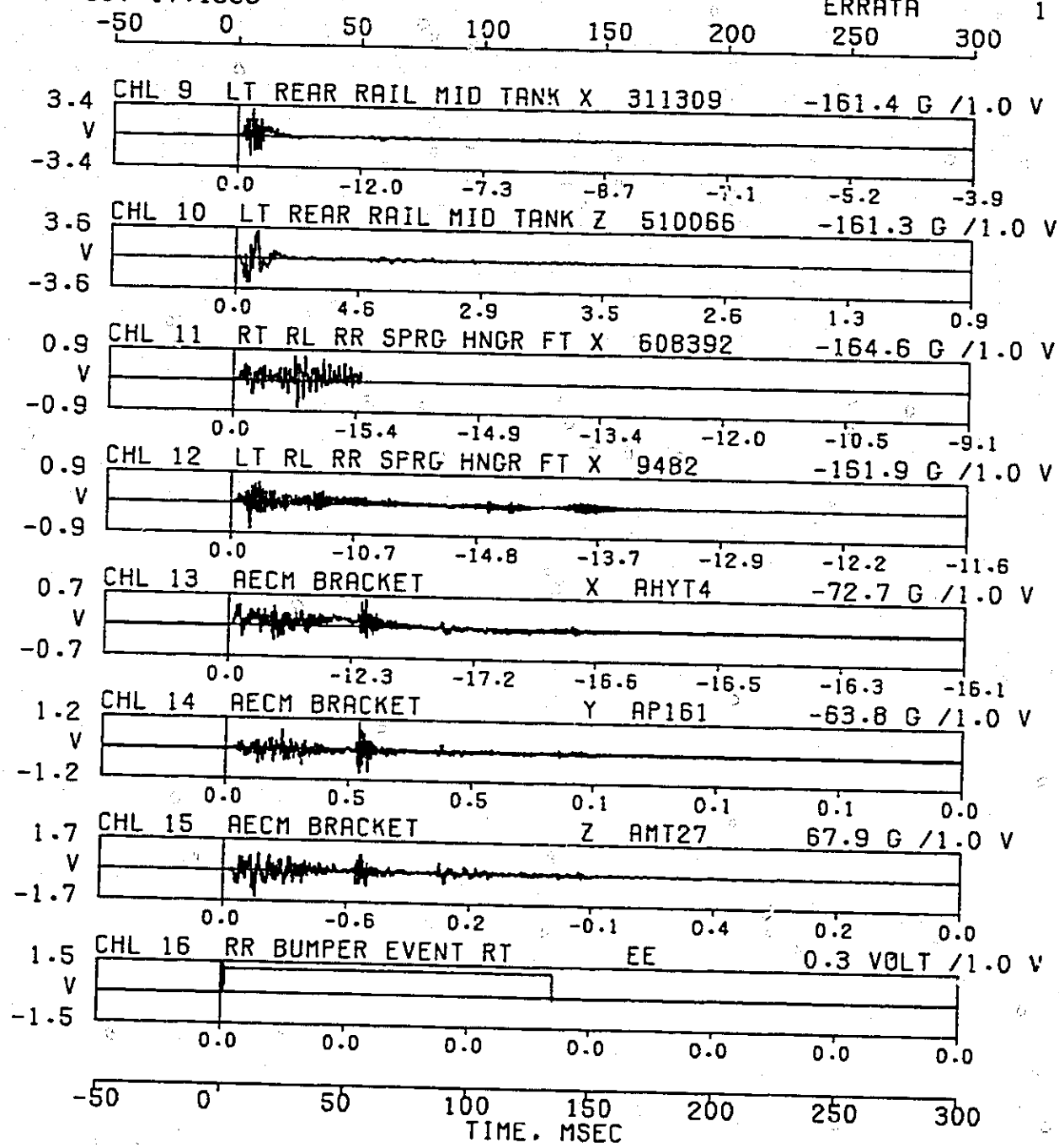
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359

1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

IMPACT ANALYSIS DEPT. 5320

OCT 17.1996

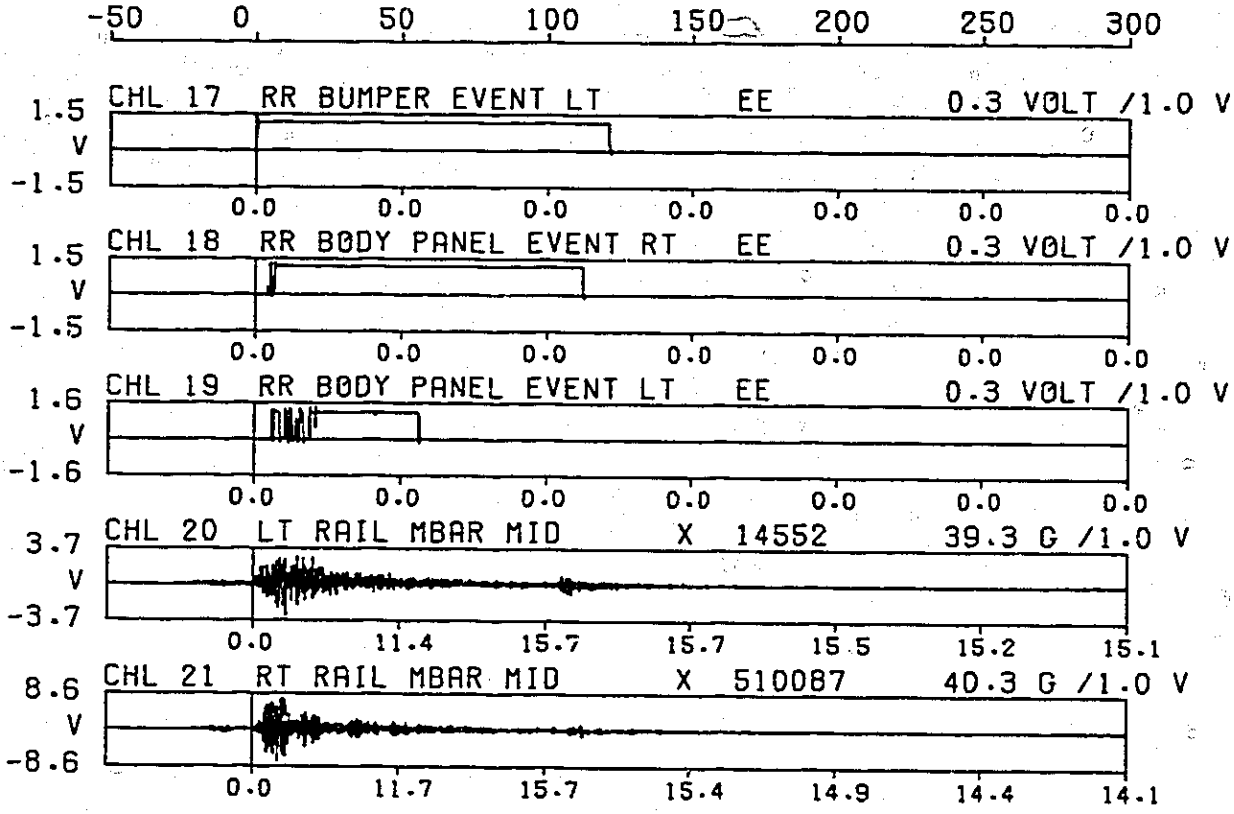
DATA SET 10/16/96BA
ERRATA 1

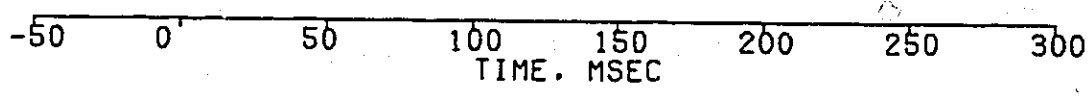


NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 003
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1





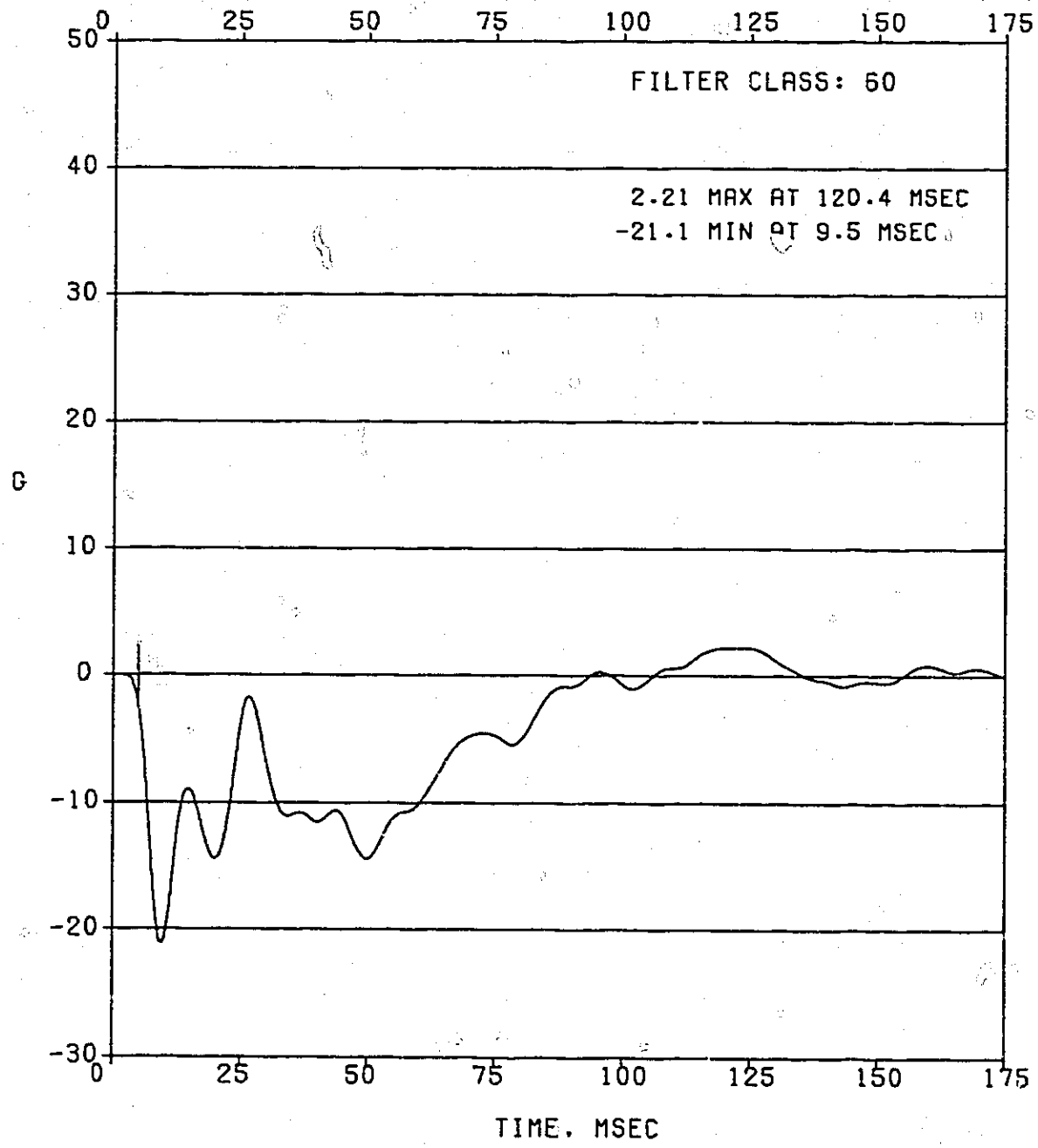
NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

VC05146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 004
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037

AVERAGE OF

CHANNEL 001	LEFT FRONT SILL	X	510082
CHANNEL 002	RIGHT FRONT SILL	X	14441
CHANNEL 003	LEFT REAR SILL	X	14508
CHANNEL 005	RIGHT REAR SILL	X	14378

FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1

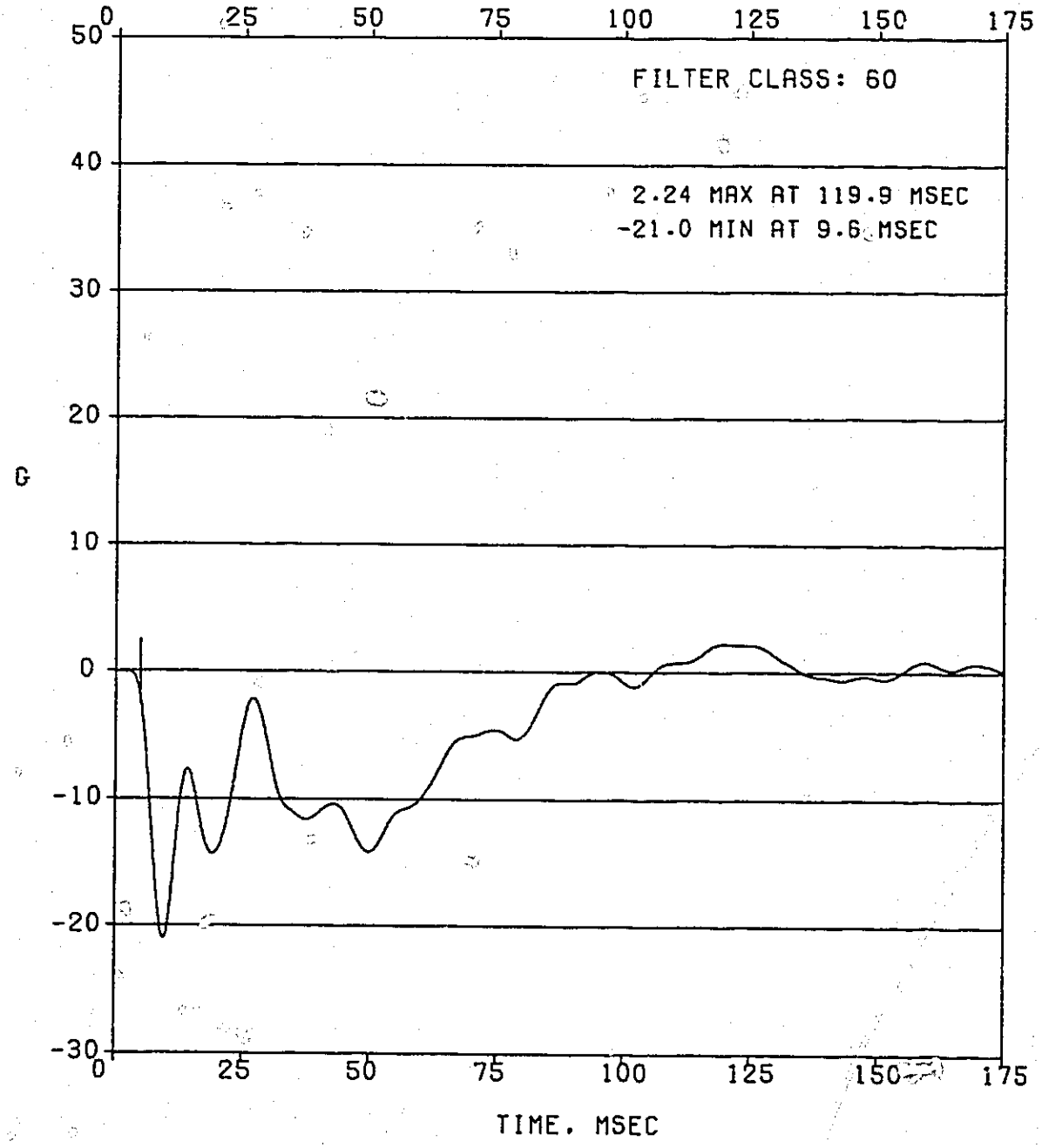


VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 005
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037

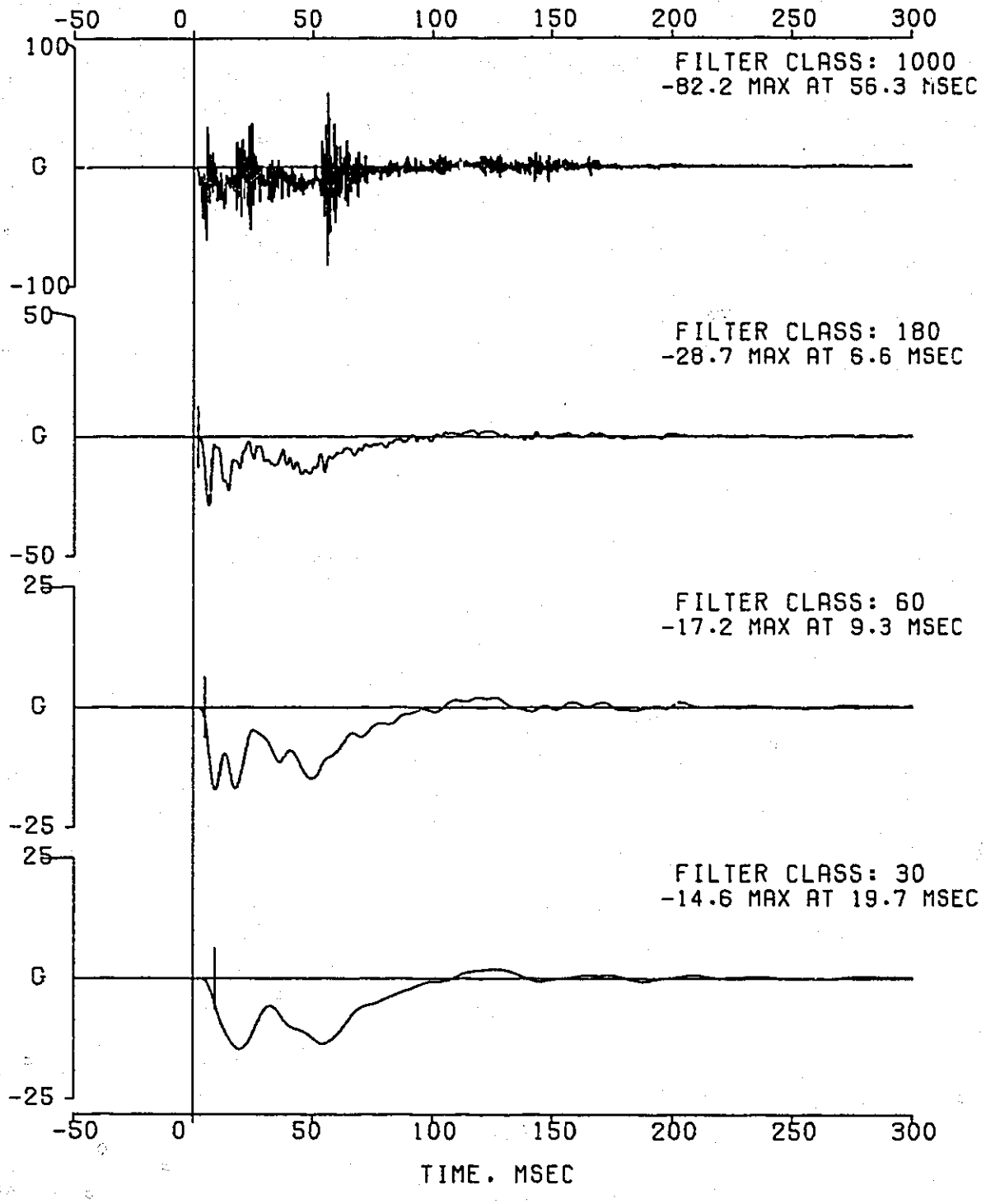
AVERAGE OF

CHANNEL 001 LEFT FRONT SILL X 510082
CHANNEL 002 RIGHT FRONT SILL X 14441

FILTER TYPE: SAE J211B/80 DC C60(TPF-R) EFF 3/24/86
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



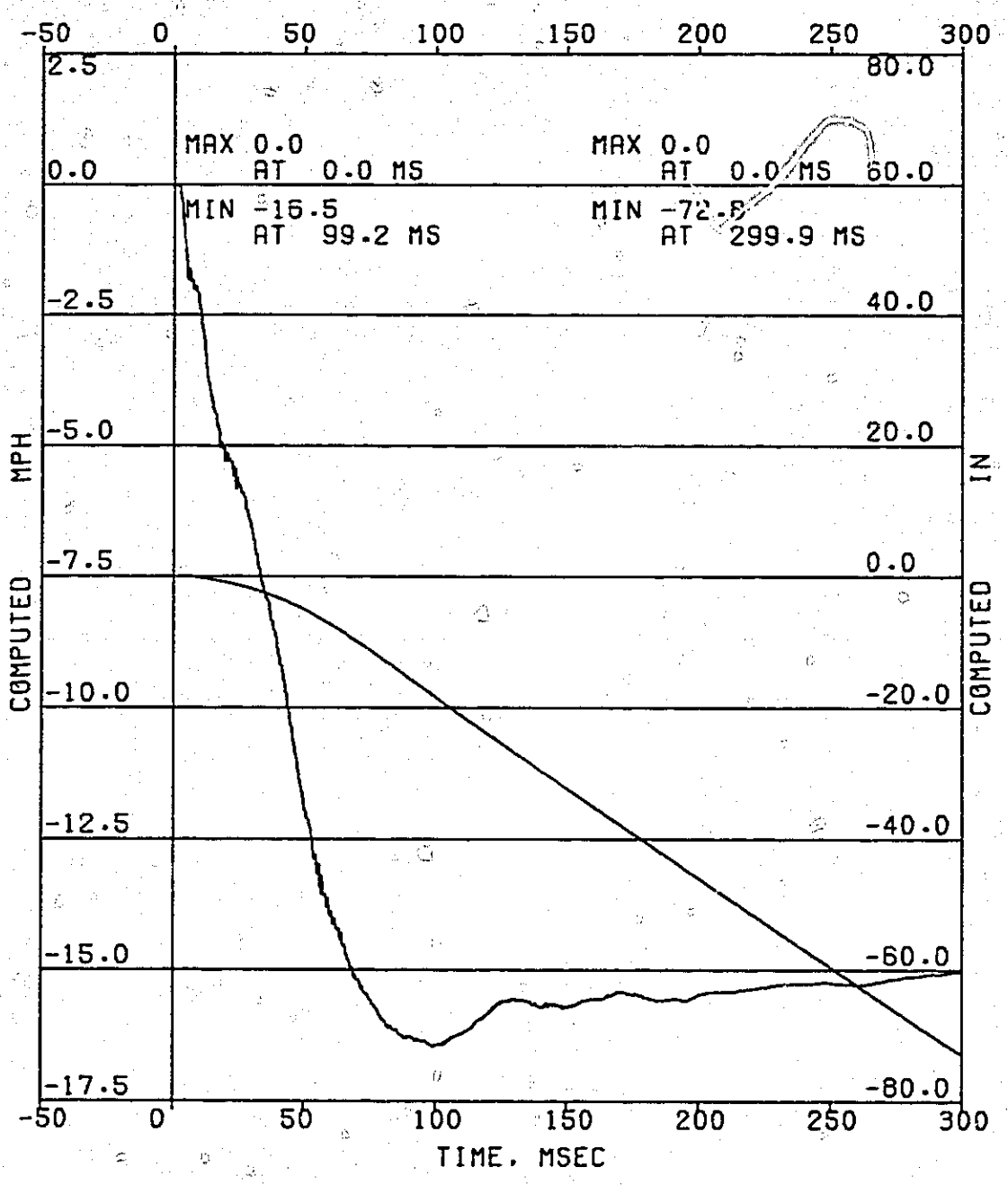
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 006
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 001 LEFT FRONT SILL X 510082
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 007
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 001 LEFT FRONT SILL X 510082

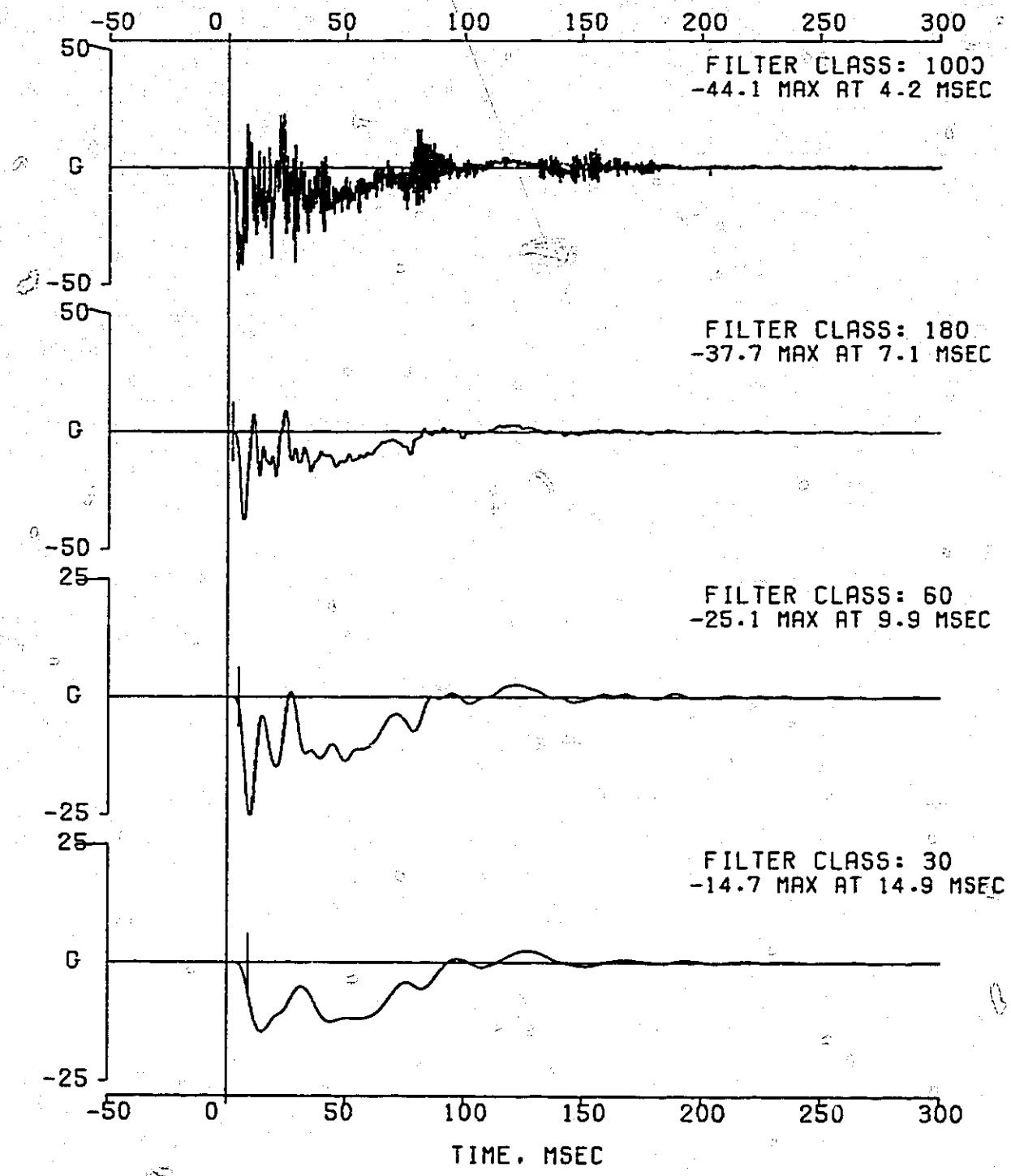
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

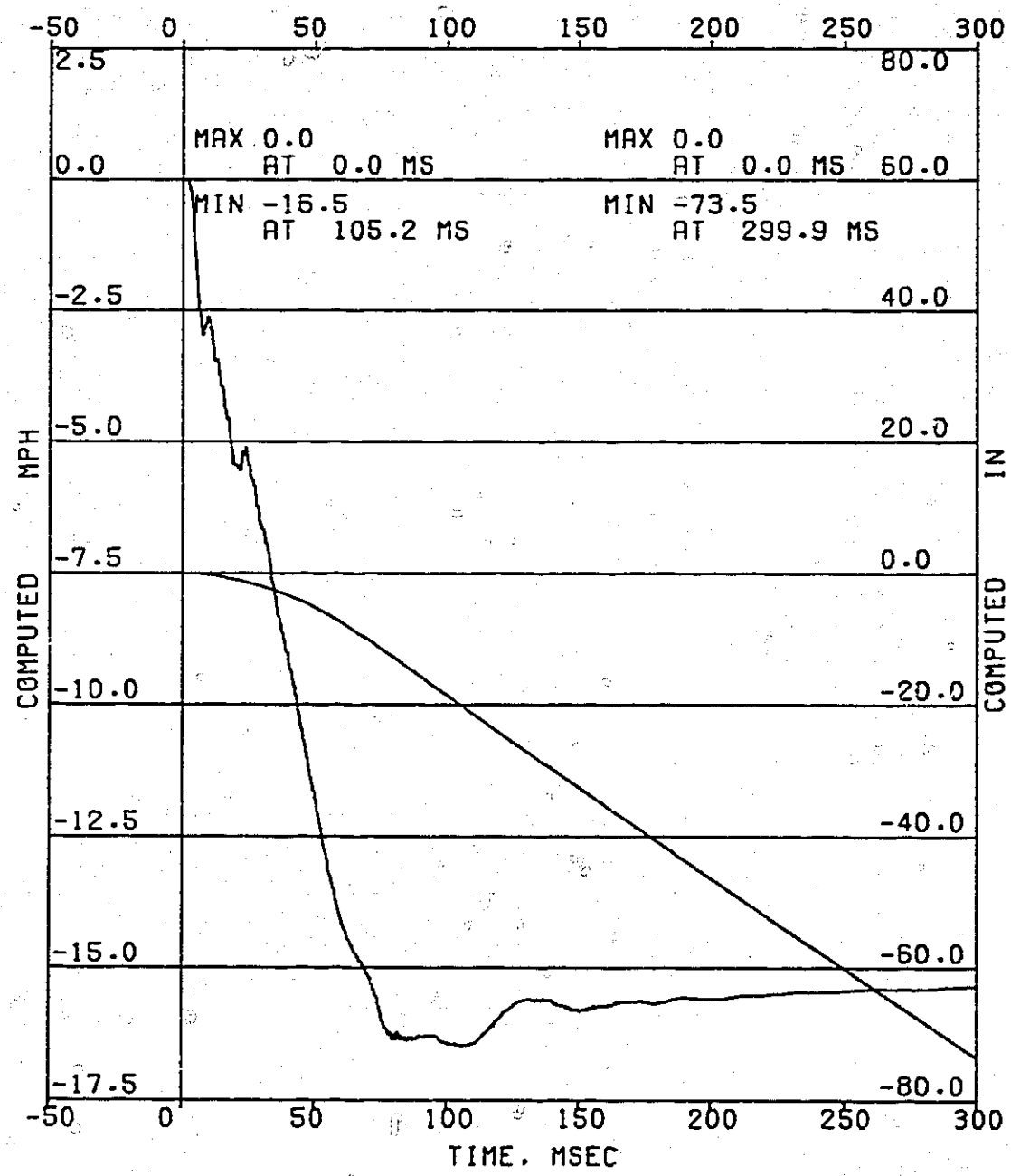
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4-0L ITEM XJ6359 PAGE 008
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. 8F 037
CHANNEL 002 RIGHT FRONT SILL X 14441
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1



CHANNEL 002 RIGHT FRONT SILL X 14441

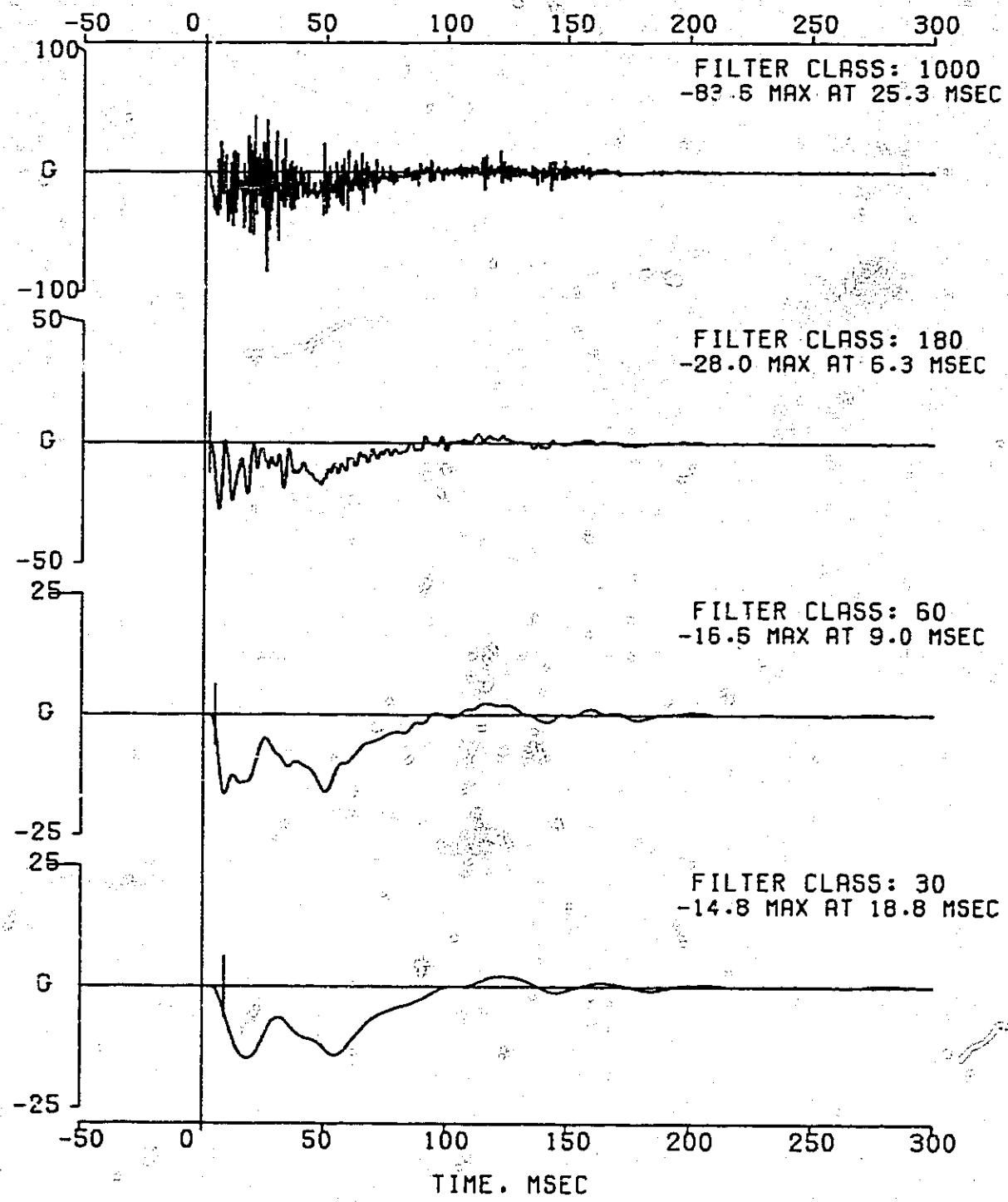
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 010
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 003 LEFT REAR SILL X 14508
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1

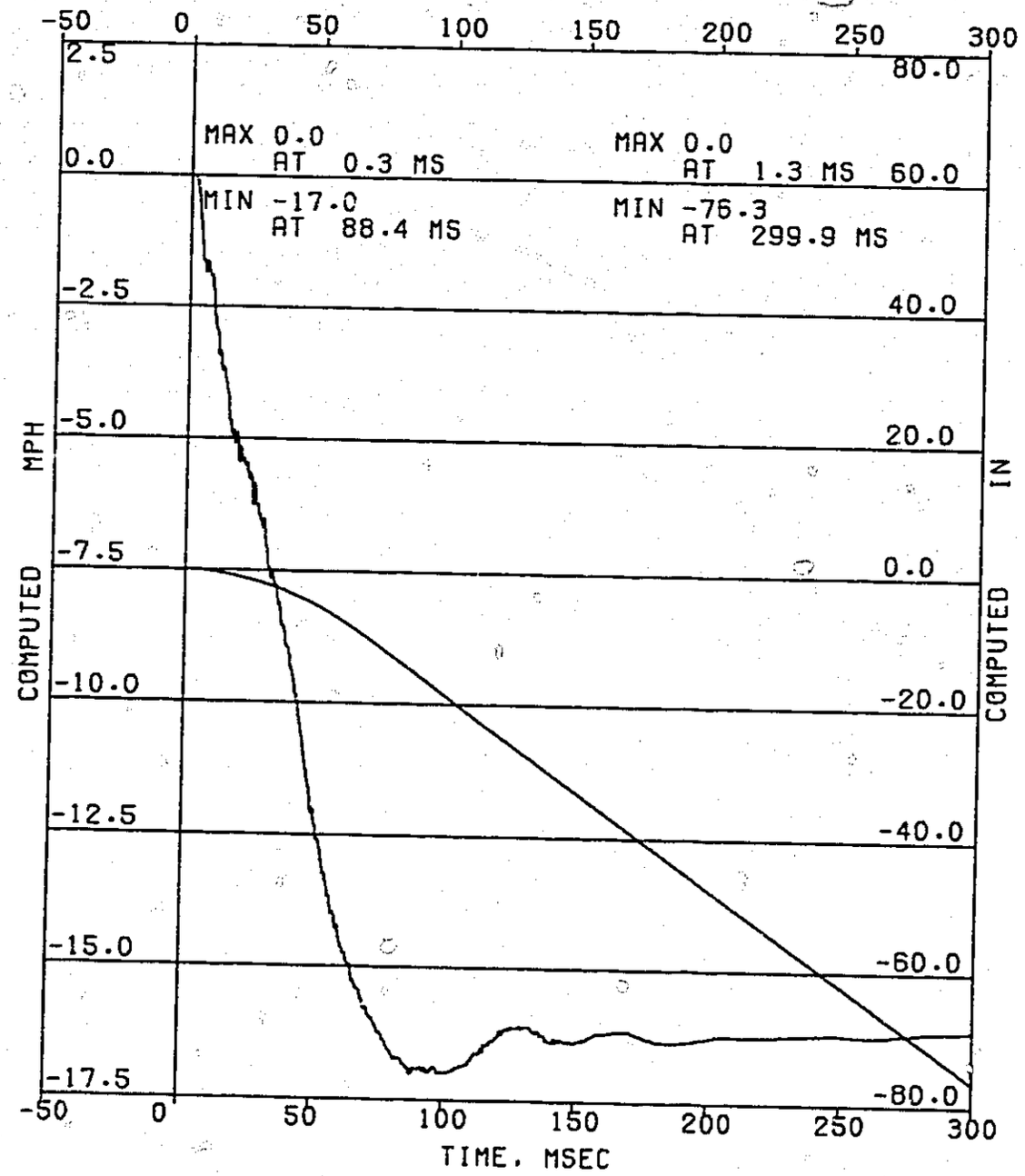


VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 003 LEFT REAR SILL X 14508

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

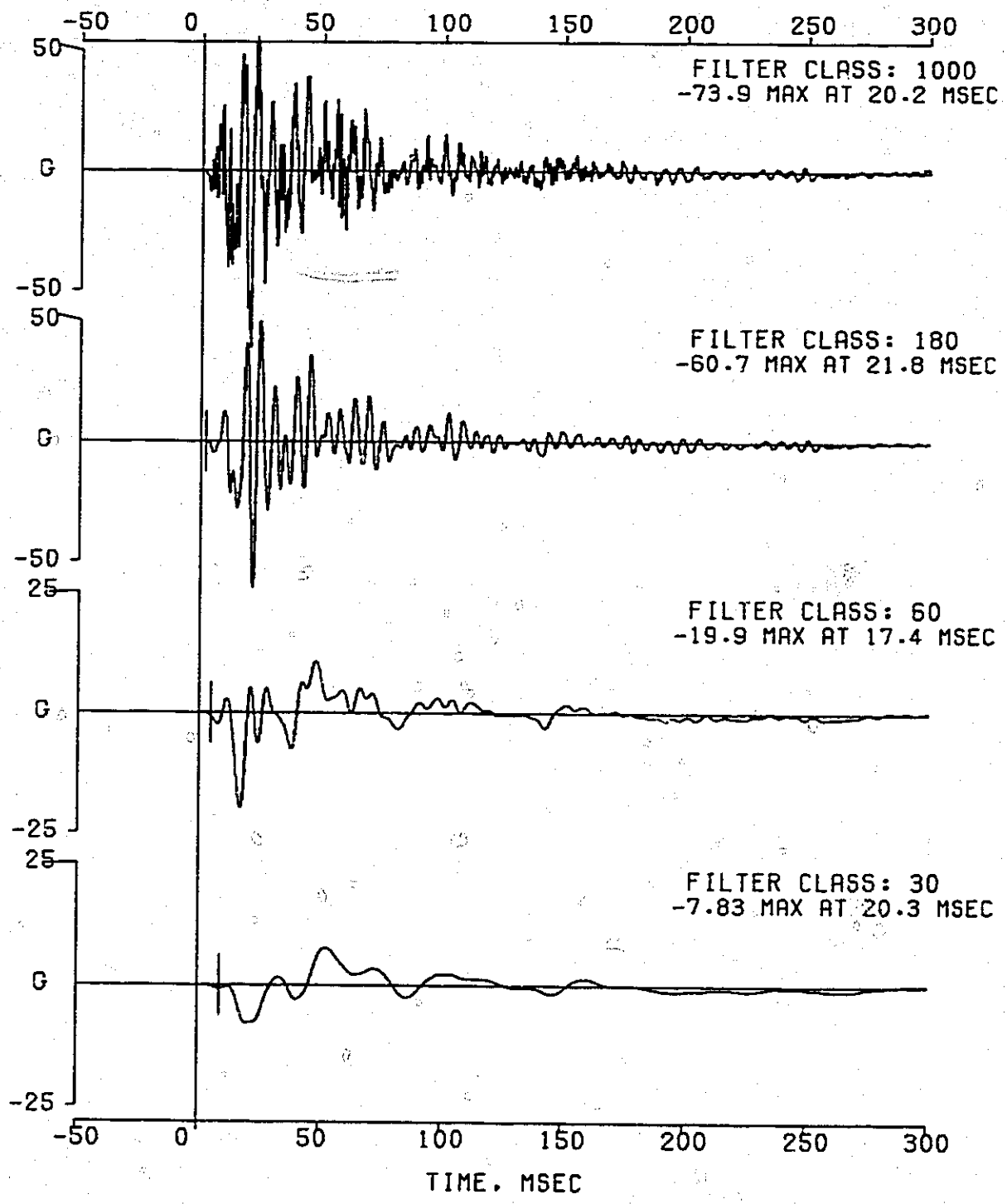
IMPACT ANALYSIS DEPT. 5320
OCT 17,1996

DATA SET 10/16/96BA
ERRATA 1

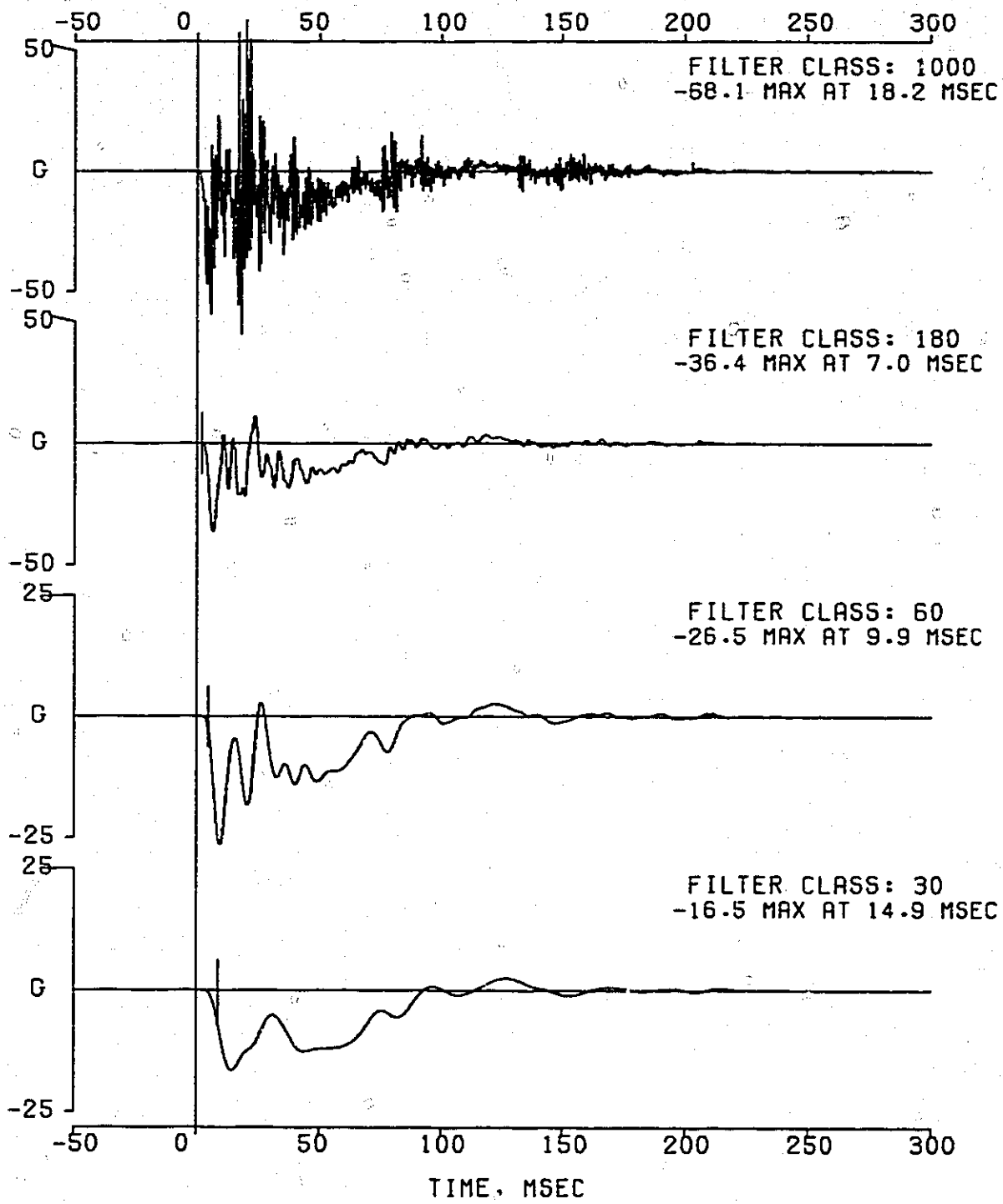


COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 012
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 004 LEFT REAR SILL Z 14337
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



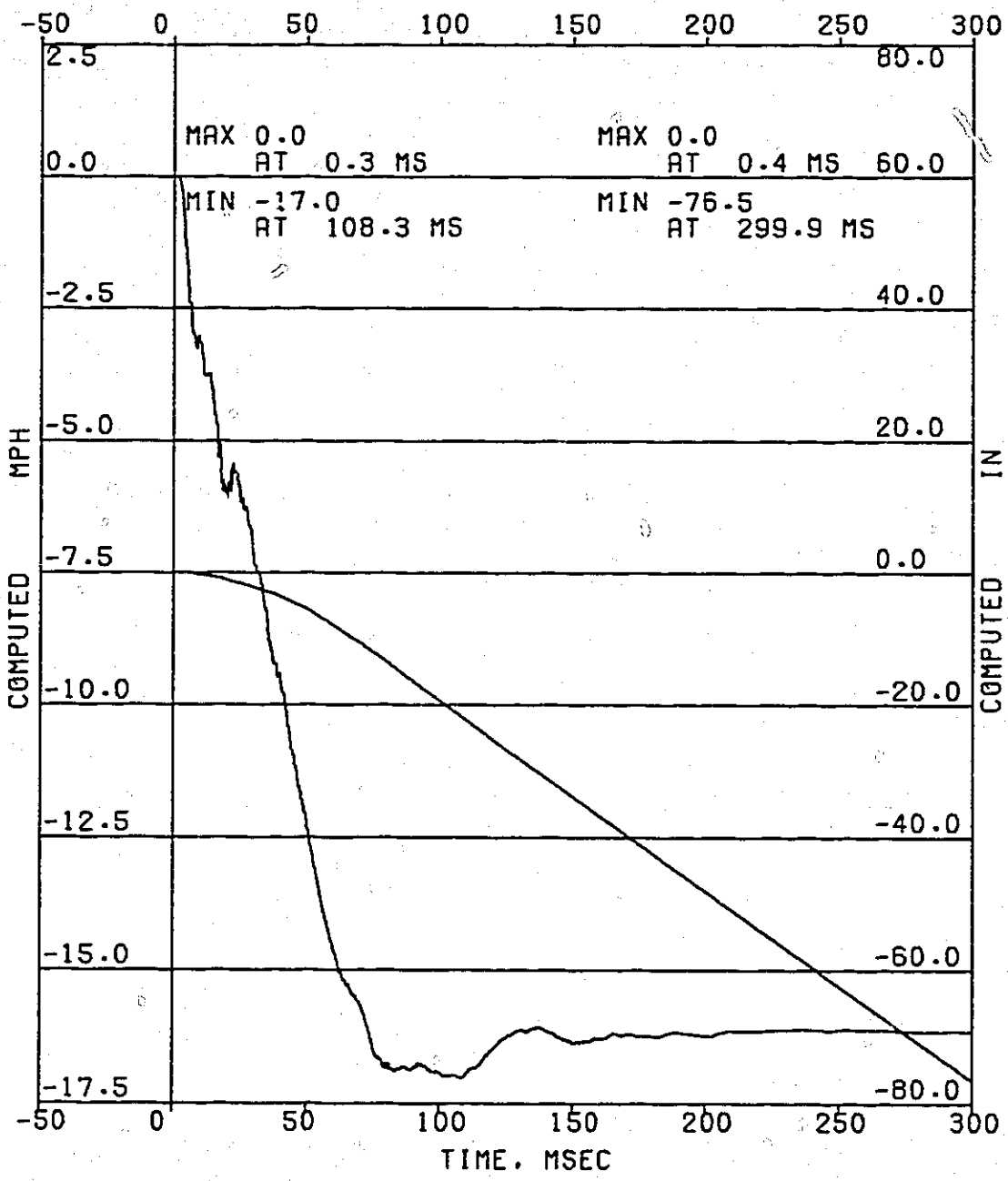
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 013
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 005 RIGHT REAR SILL X 14378
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 014
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. 0F 037
CHANNEL 005 RIGHT REAR SILL X 14378

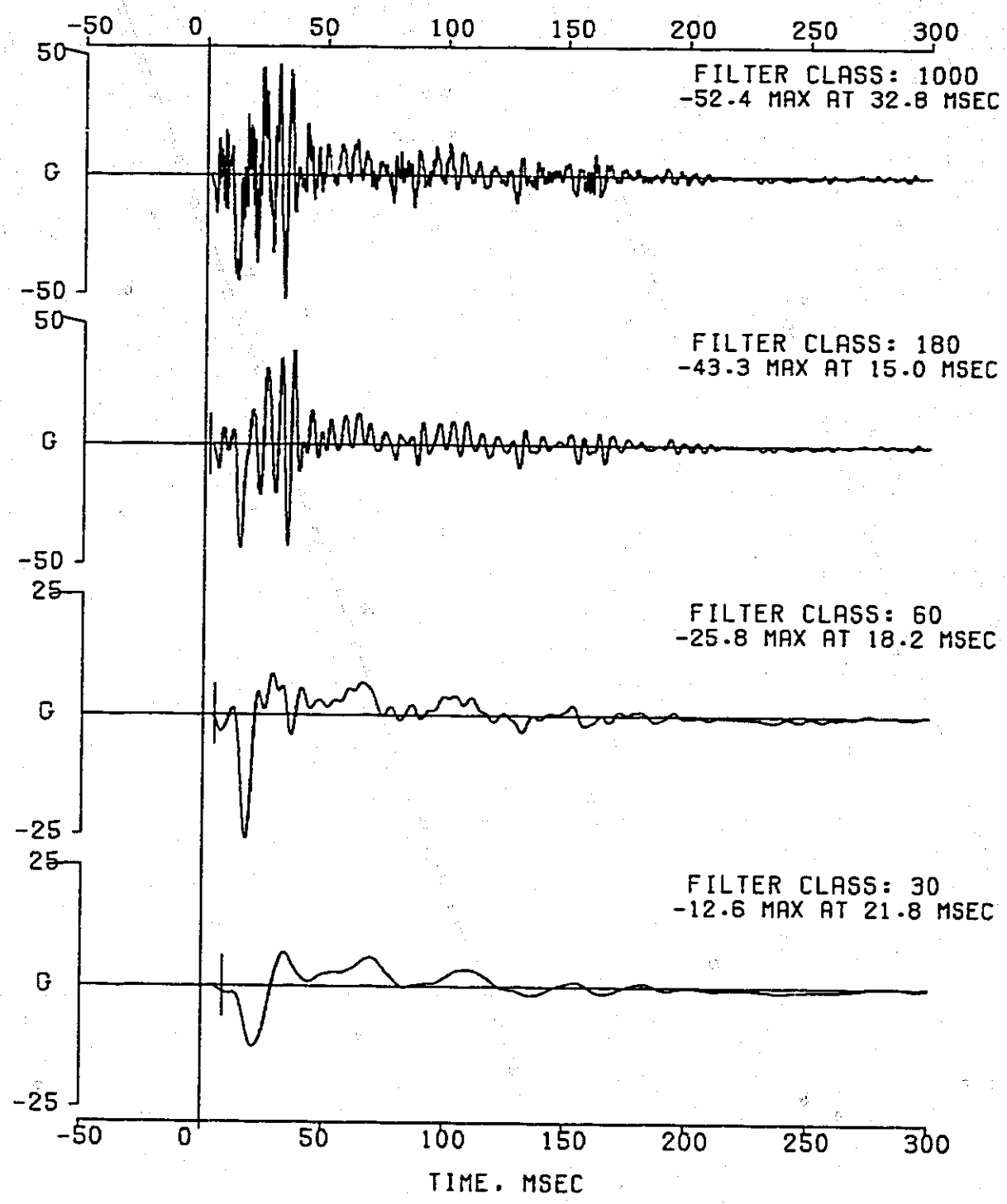
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1

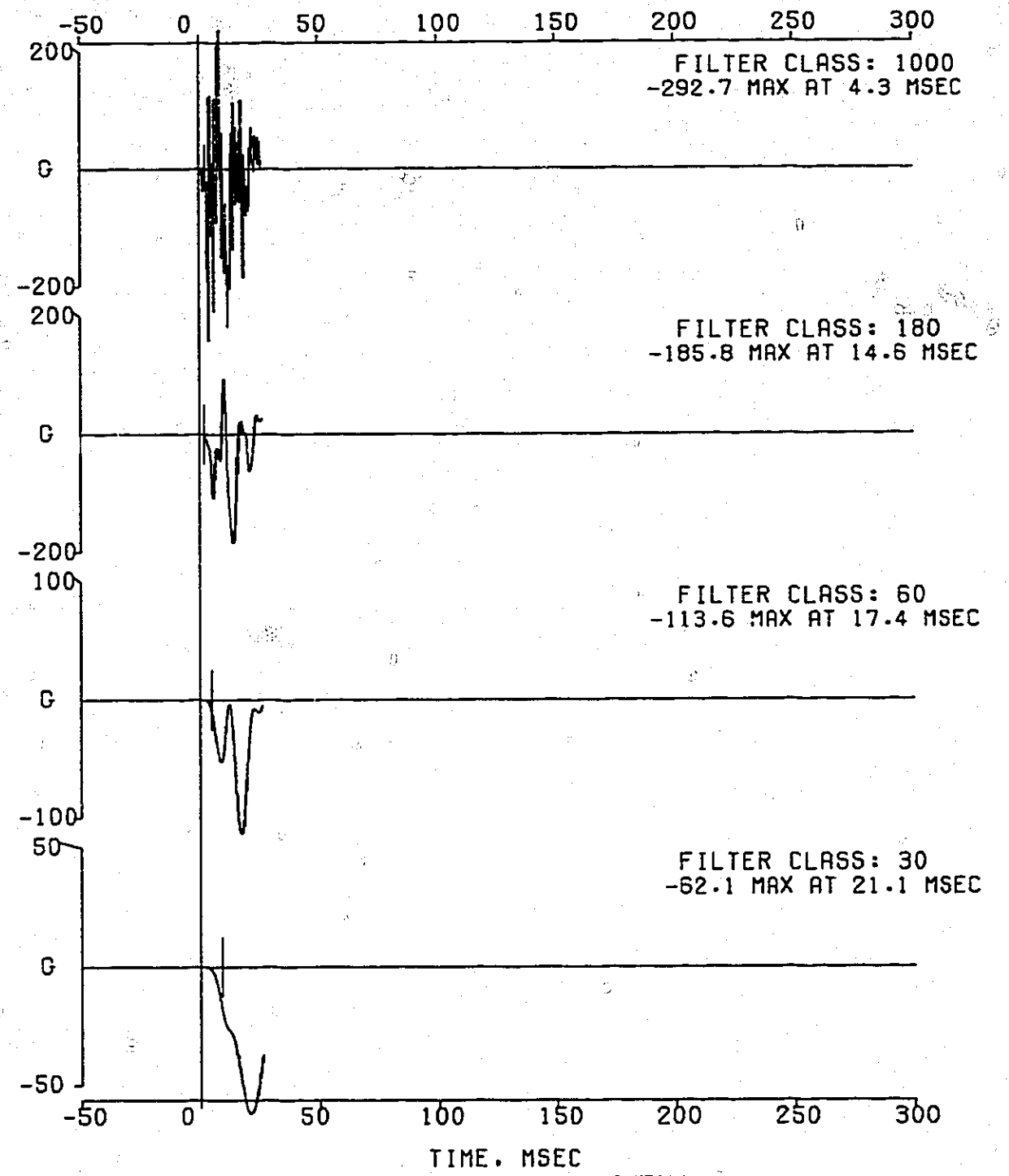


COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 015
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. 0F 037
CHANNEL 006 RIGHT REAR SILL Z 14345
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 016
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 007 RT REAR RAIL MID TANK X 51119
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1

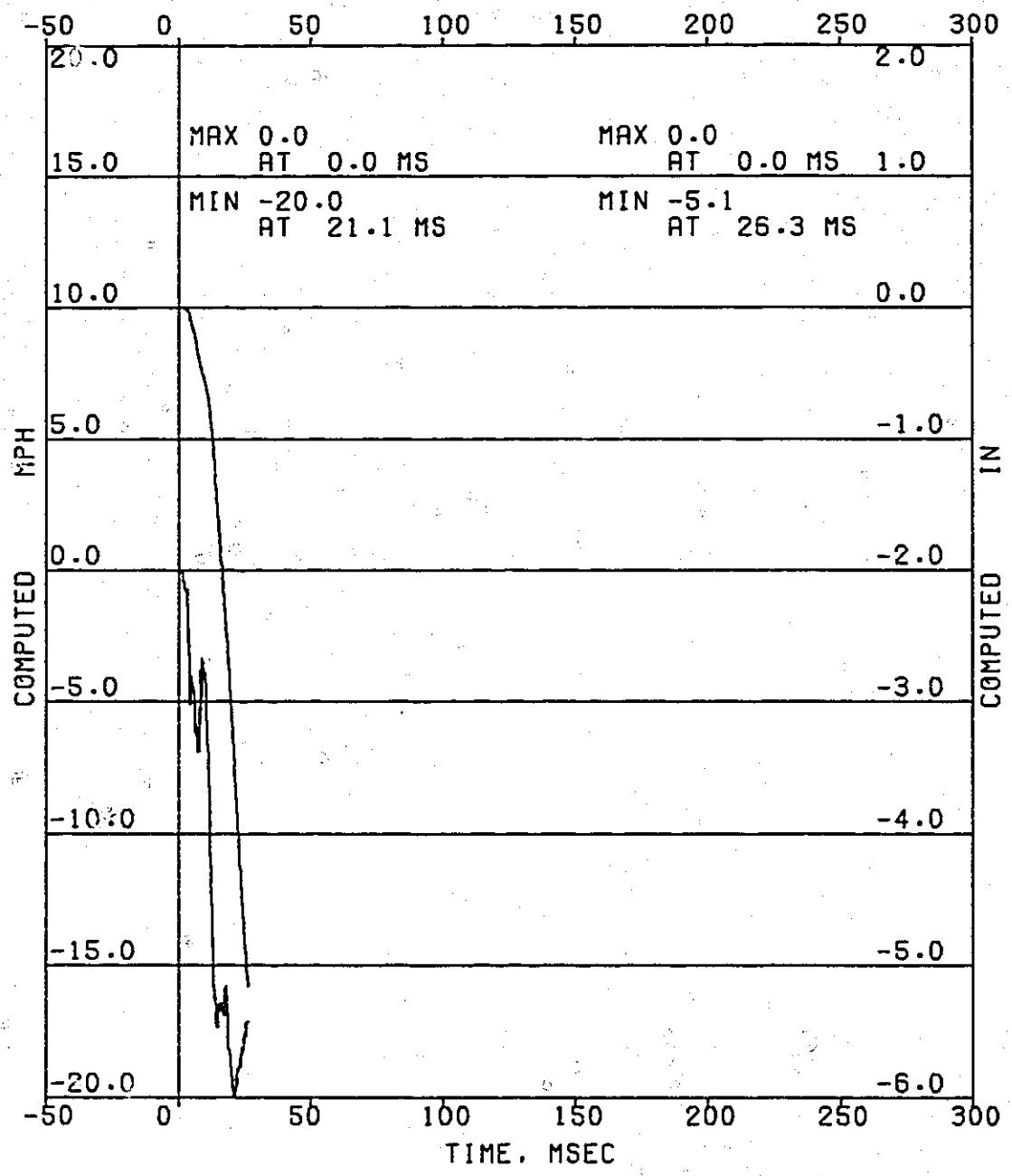


CAUTION
INST. MALFUNCTION AFTER 26.4 MS

VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359 PAGE 017
1997 FMVSS 301, FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 007 RT REAR RAIL MID TANK X 51119

FILTER TYPE: ODBAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

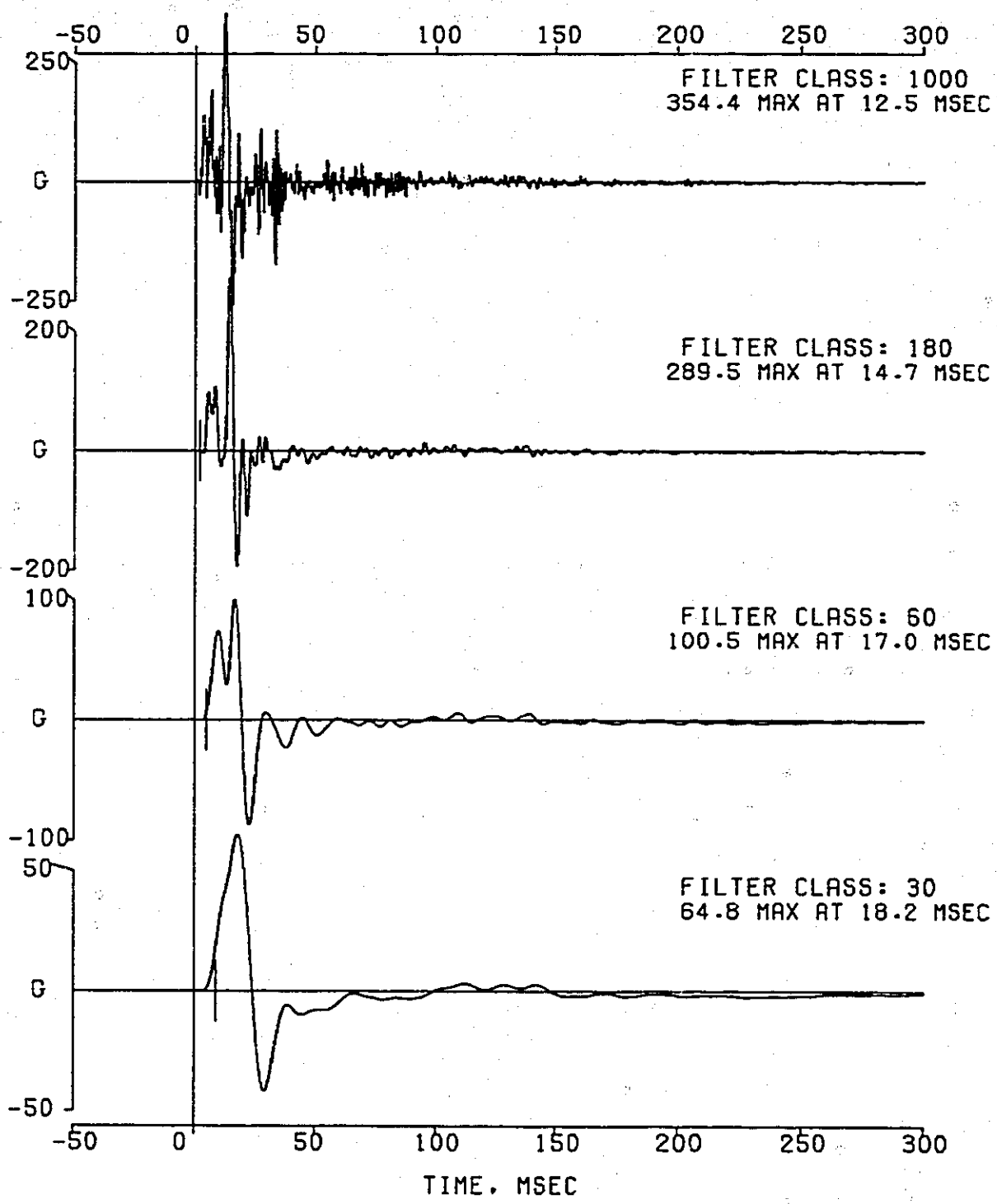
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



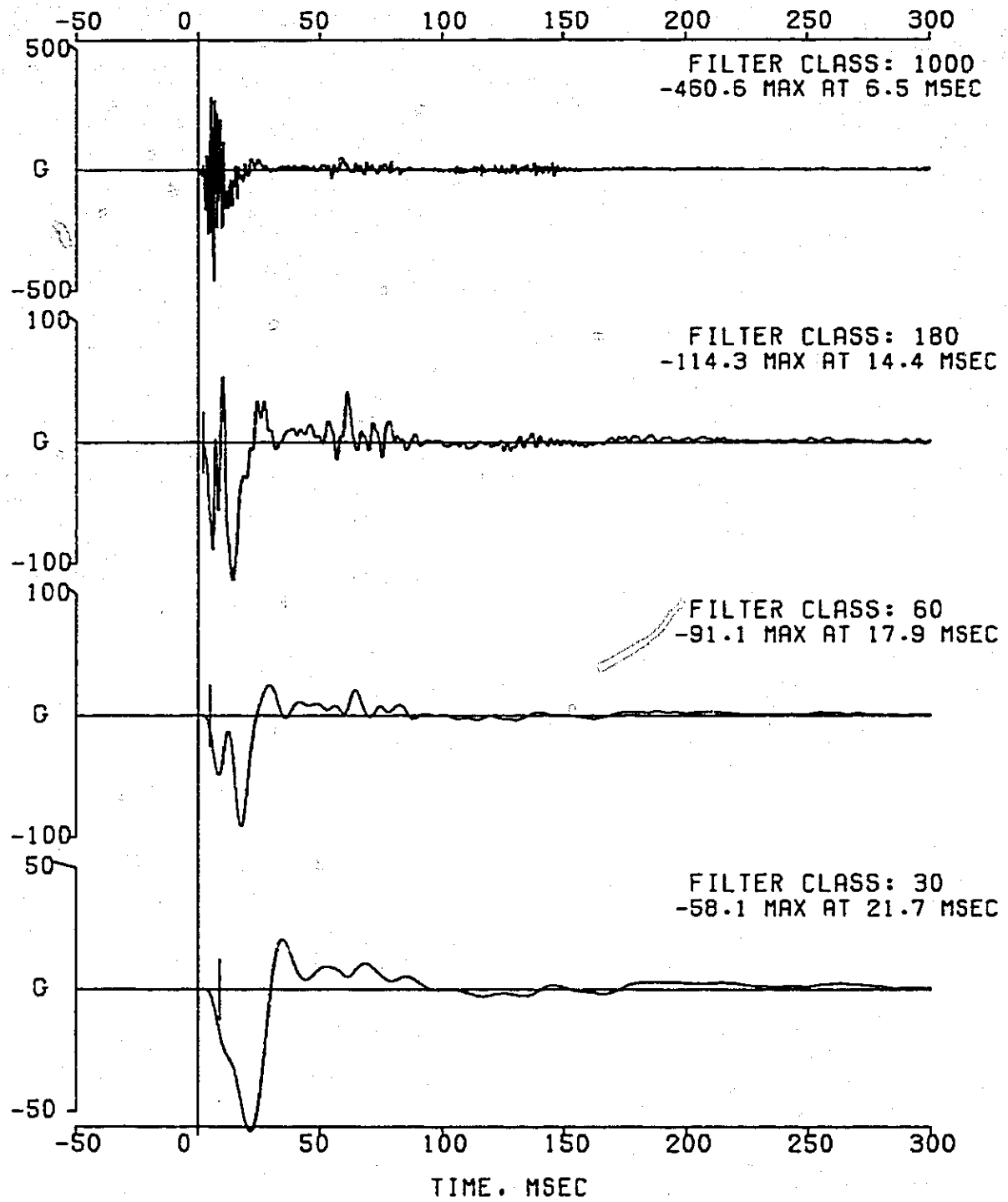
CAUTION
INST. MALFUNCTION AFTER 26.4 MS

COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359 PAGE 018
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 008 RT REAR RAIL MID TANK Z 97852
FILTER TYPE: 08DAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 019
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 009 LT REAR RAIL MID TANK X 311309
FILTER TYPE: ODAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



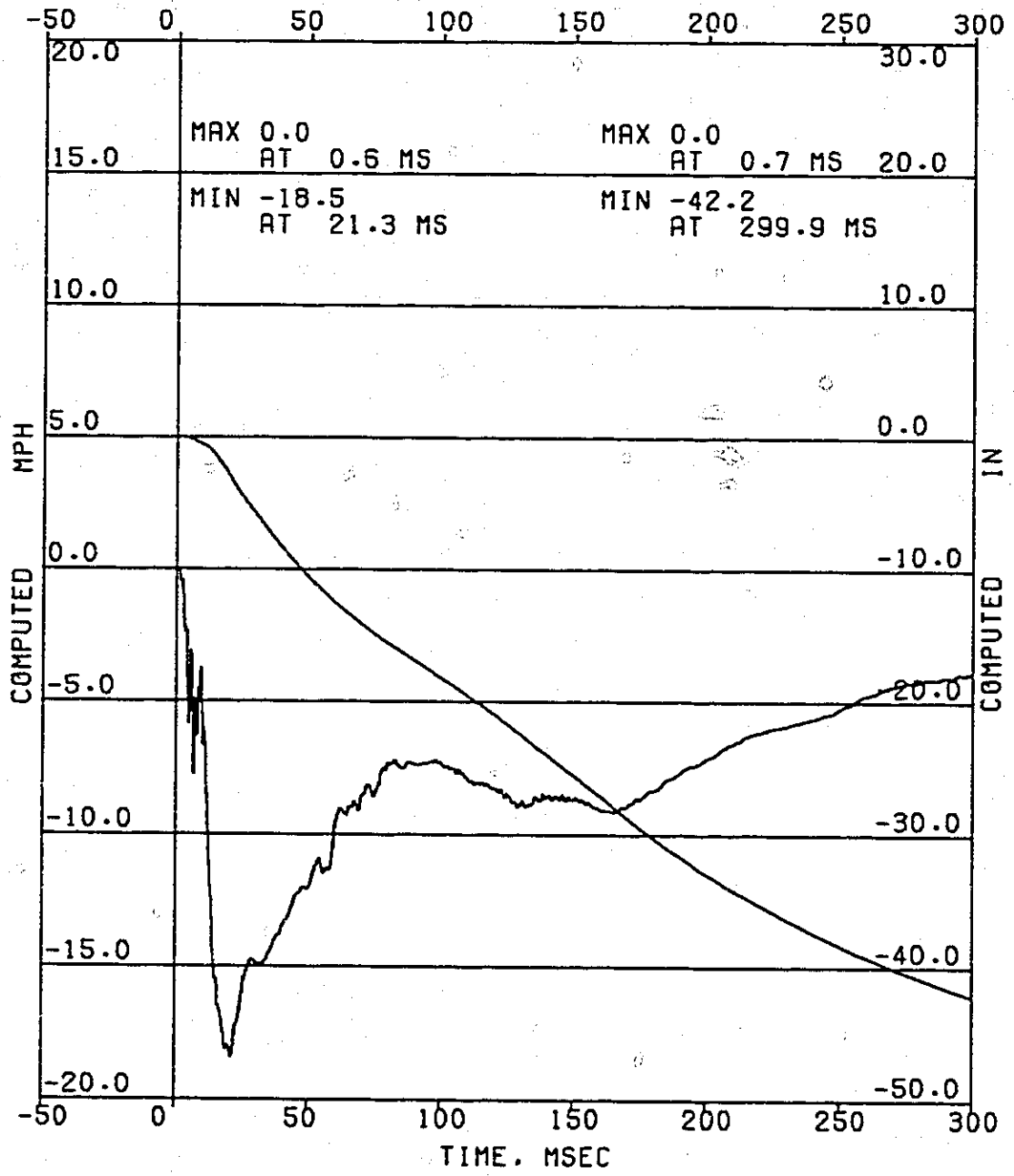
CAUTION
DATA IS OFFSET BY 1 G

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 009 LT REAR RAIL MID TANK X 311309

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320
OCT 17,1996

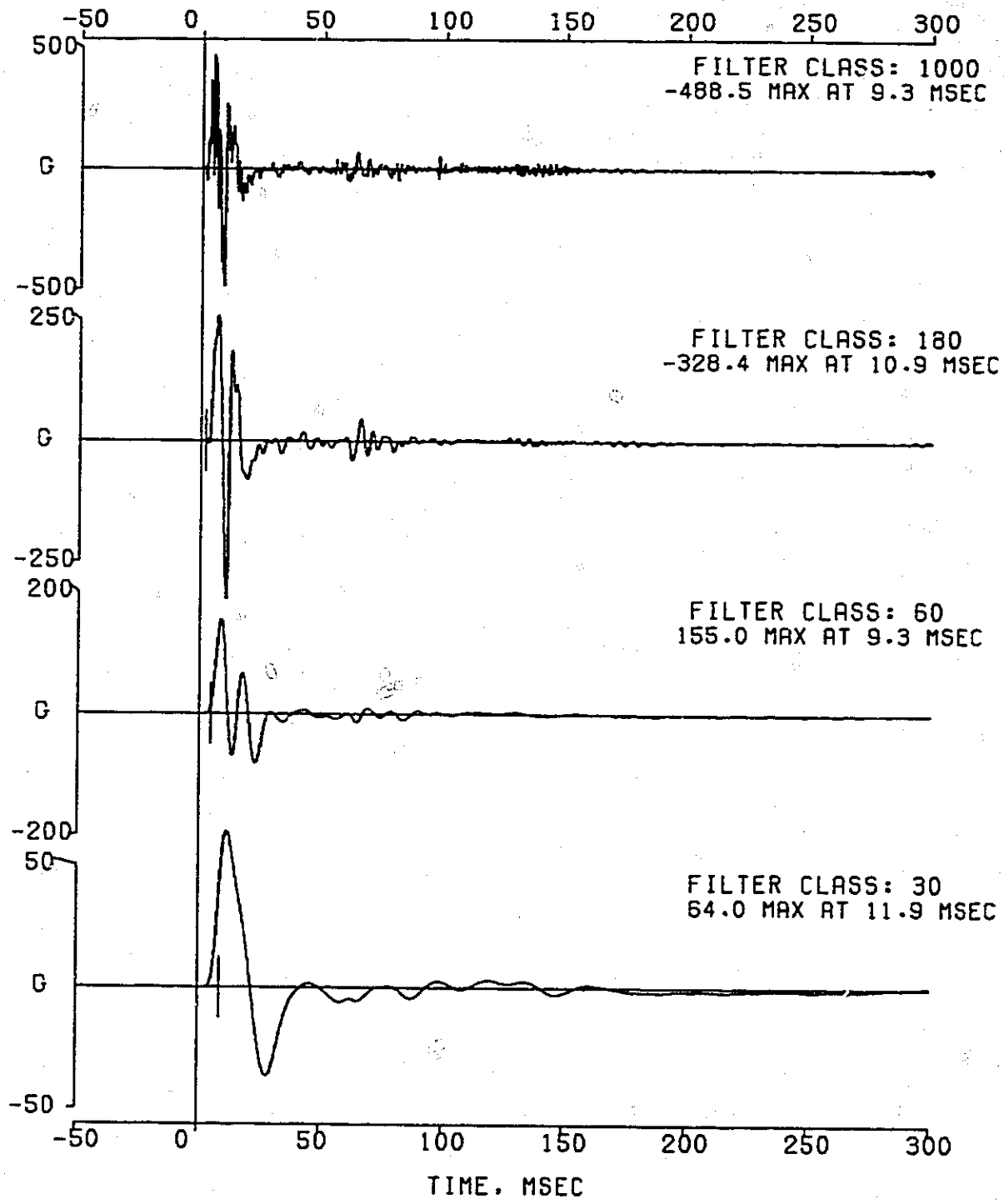
DATA SET 10/16/96BA
ERRATA 1



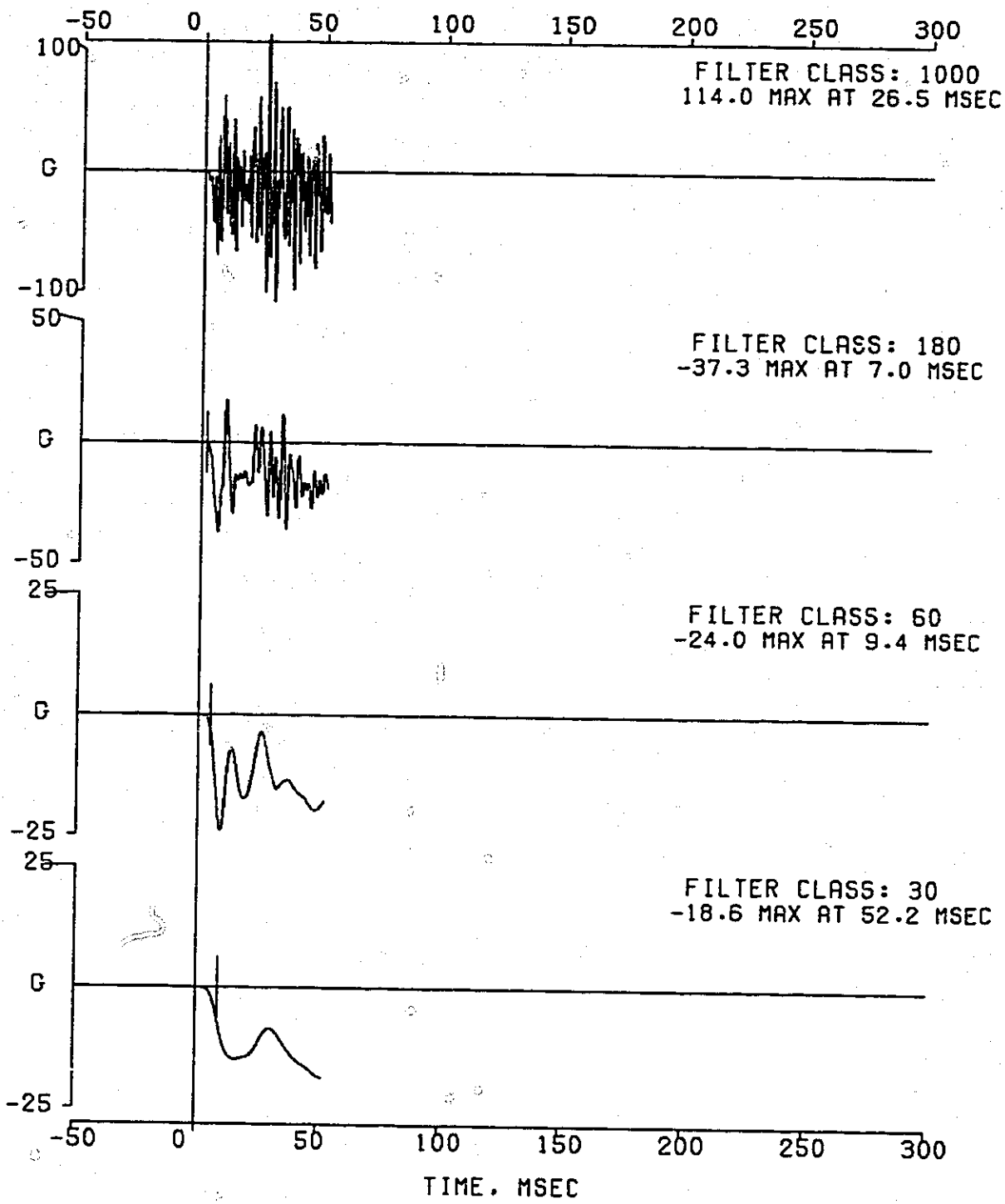
CAUTION
DATA IS OFFSET BY 1 G

COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 021
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 010 LT REAR RAIL MID TANK Z 510066
FILTER TYPE: ODAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 022
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 011 RT RL RR SPRG HNGR FT X 608392
FILTER TYPE: 0BDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1

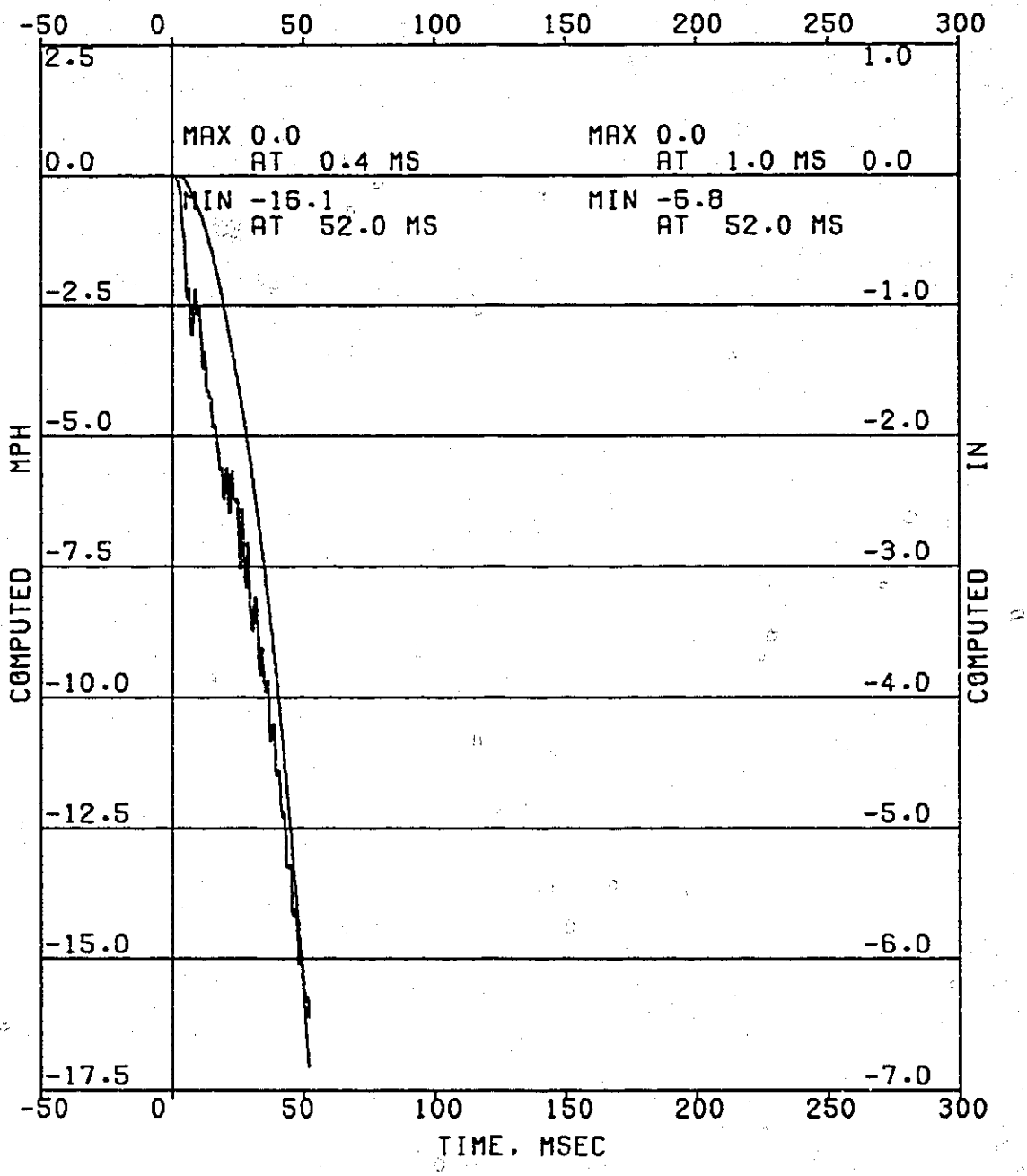


CAUTION
INST. MALFUNCTION AFTER 52.1 MS
DATA IS OFFSET BY 6 GS

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 023
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 011 RT RL RR SFRG HNGR FT X 608392

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

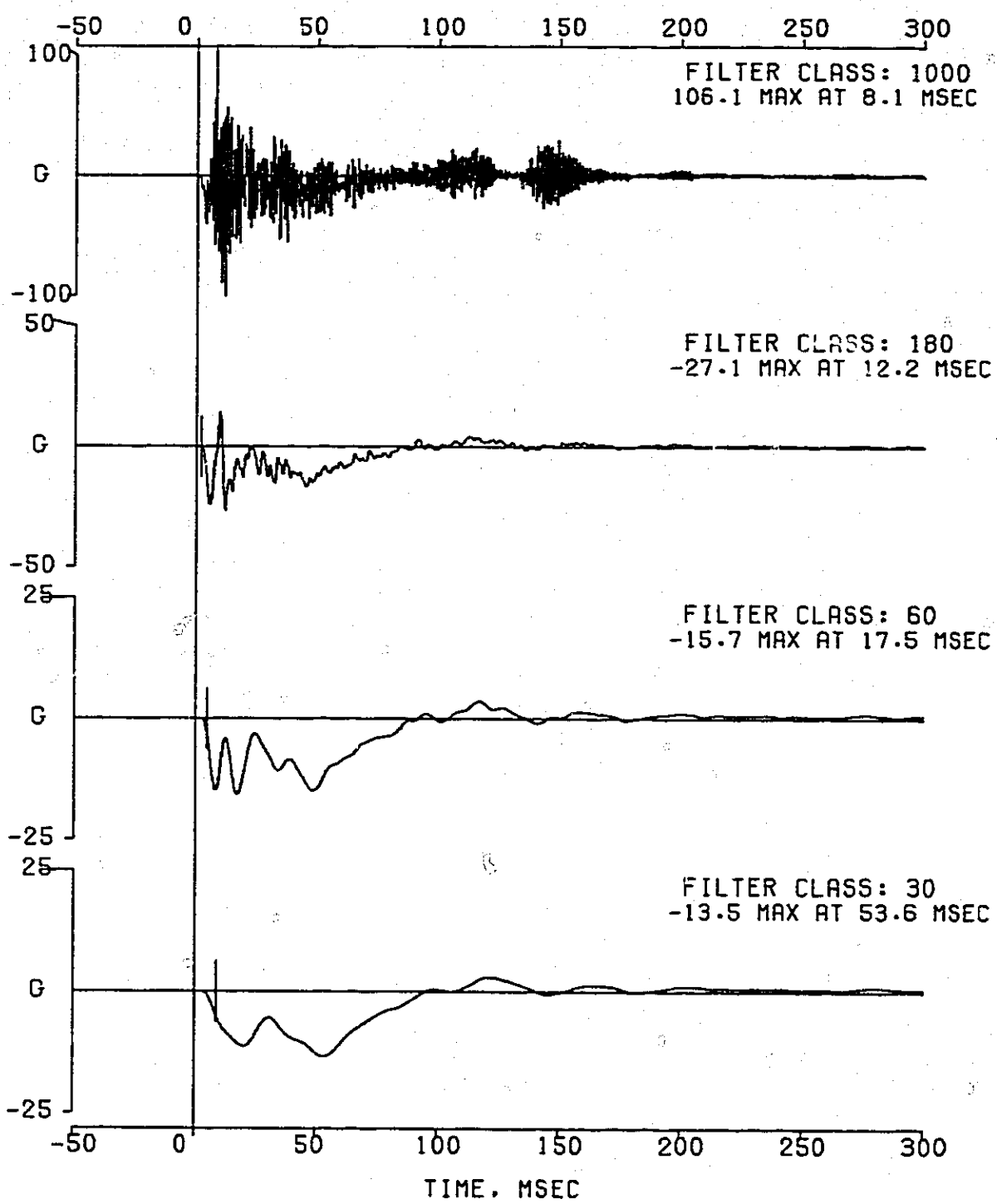
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA



CAUTION
INST. MALFUNCTION AFTER 52.1 MS
DATA IS OFFSET BY 6 OS

COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 024
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 012 LT RL RR SPRG HNGR FT X 9482
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1

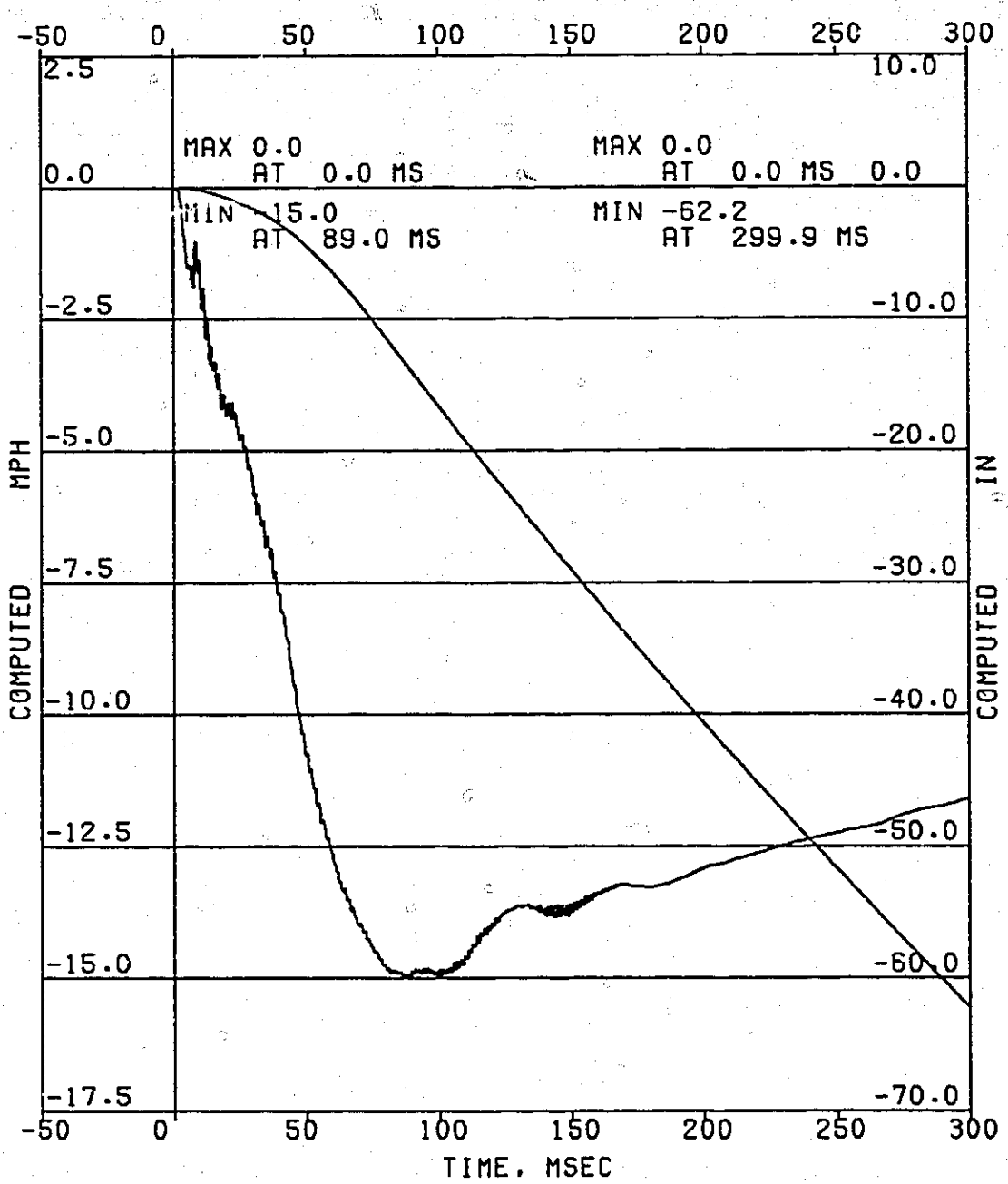


VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 012 LT RL RR SPRG HNGR FT X 9482

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

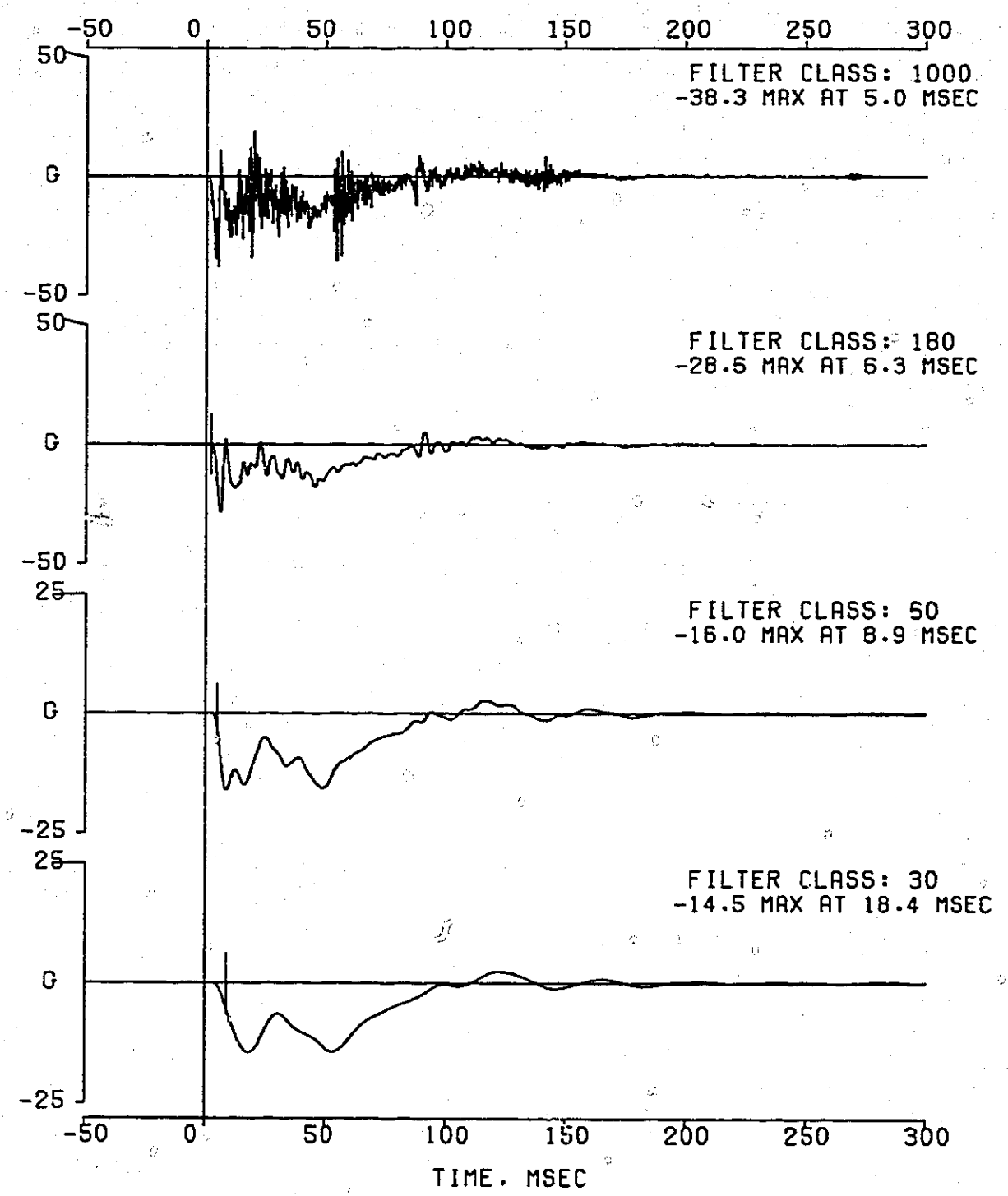
IMPACT ANALYSIS DEPT. 5320
OCT 17,1996

DATA SET 10/16/96BA
ERRATA 1



COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT, XJJL74, 4.0L ITEM XJ6359 PAGE 026
1997 FMVSS 301, FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 013 AECM BRACKET X AHYT4
FILTER TYPE: ODBAS-III RESPONSE CORRECTION, CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1

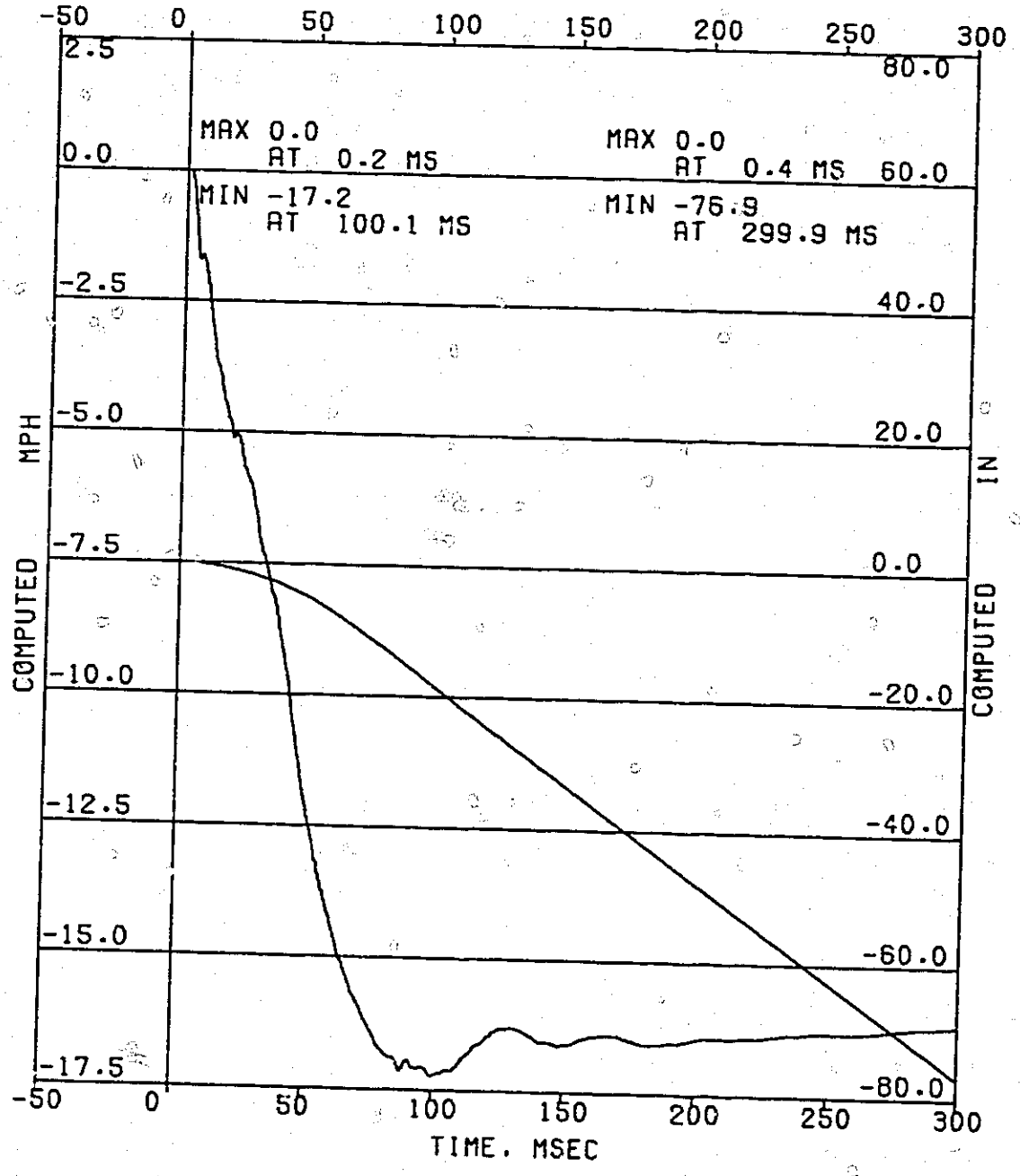


VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
CHANNEL 013 AECM BRACKET X RHYT4

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

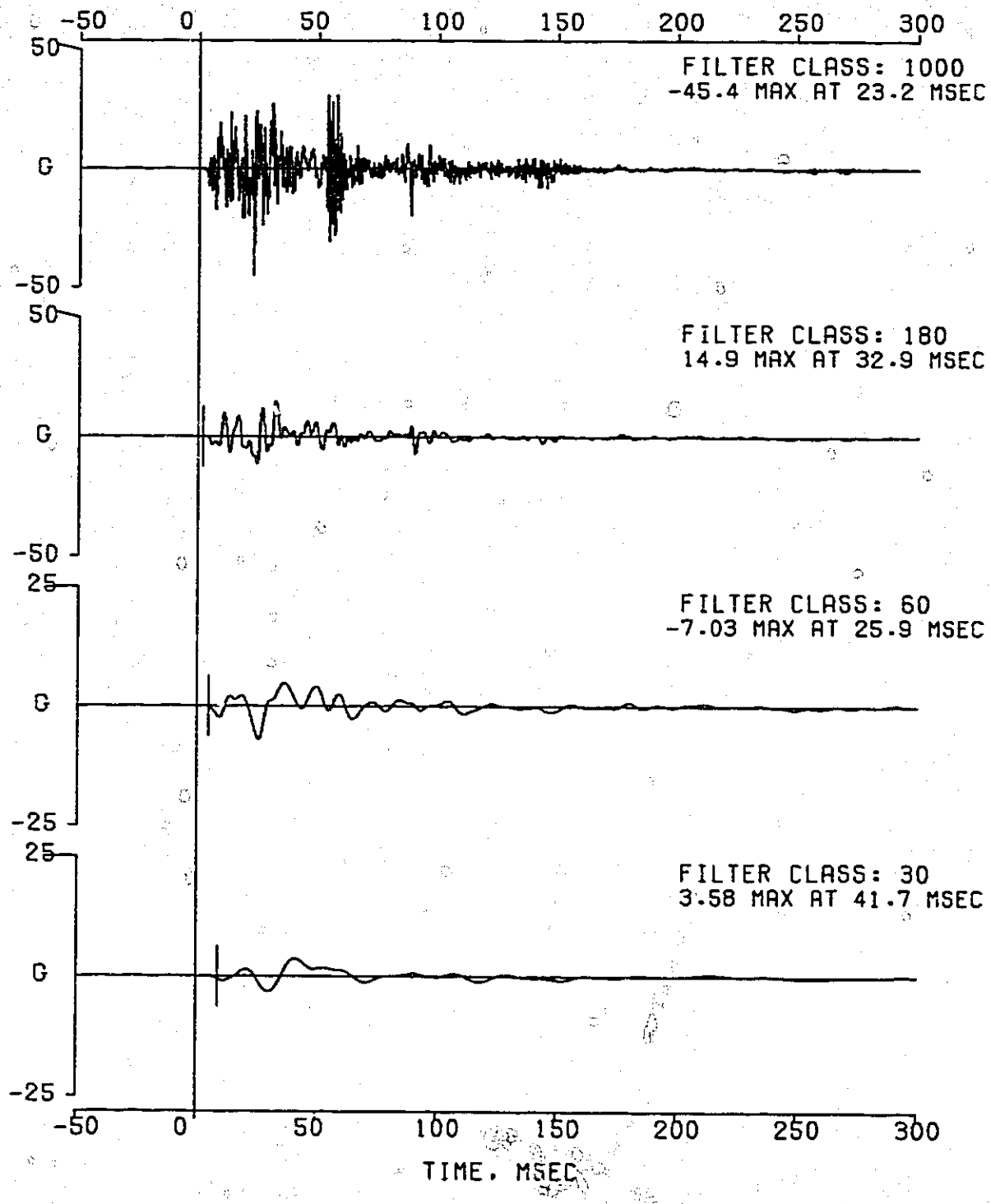
IMPACT ANALYSIS DEPT. 5320
OCT 17.1996

DATA SET 10/16/96BA
ERRATA 1

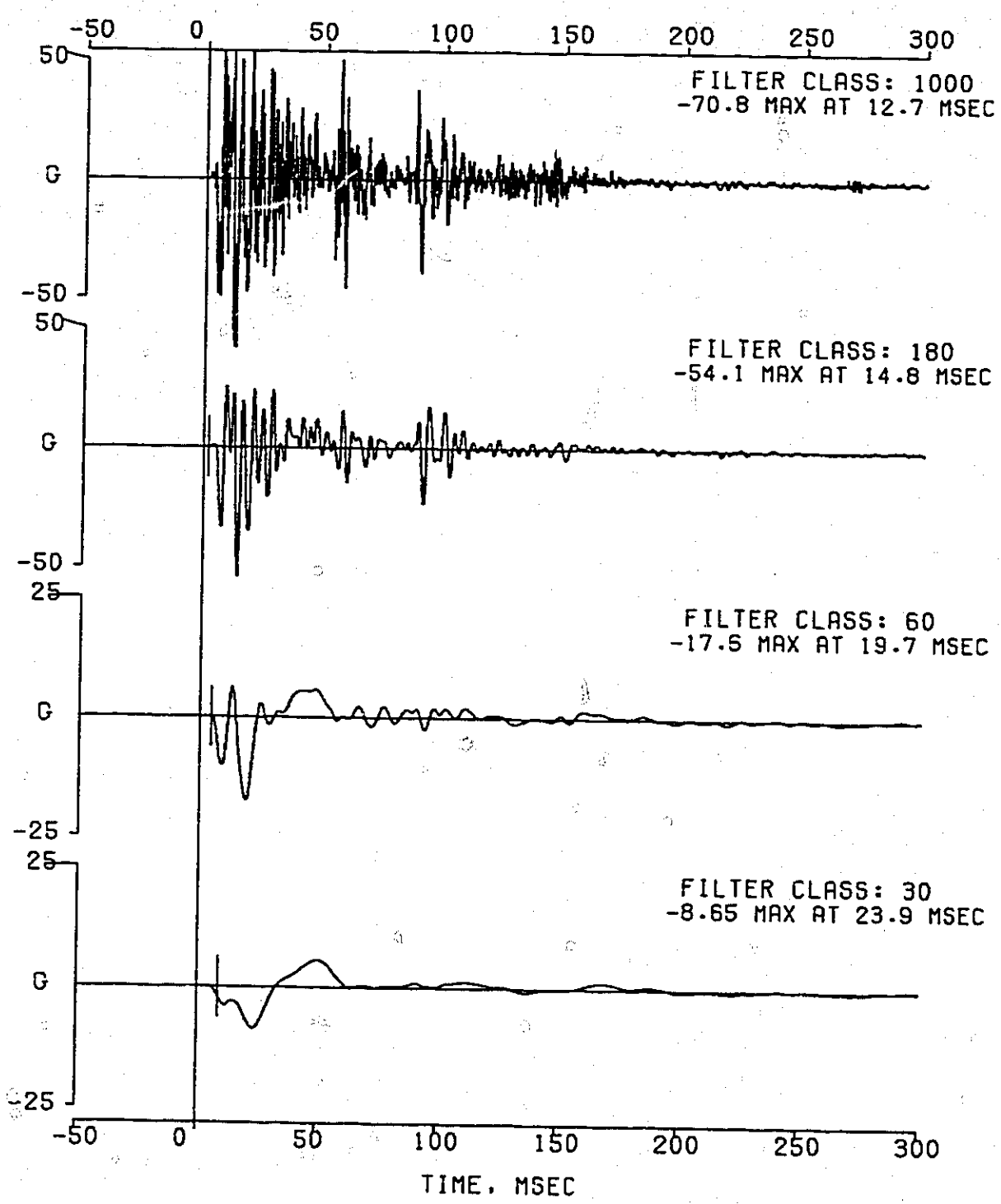


COMPUTED MPH
COMPUTED IN

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 028
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 014 AECM BRACKET Y AP161
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1

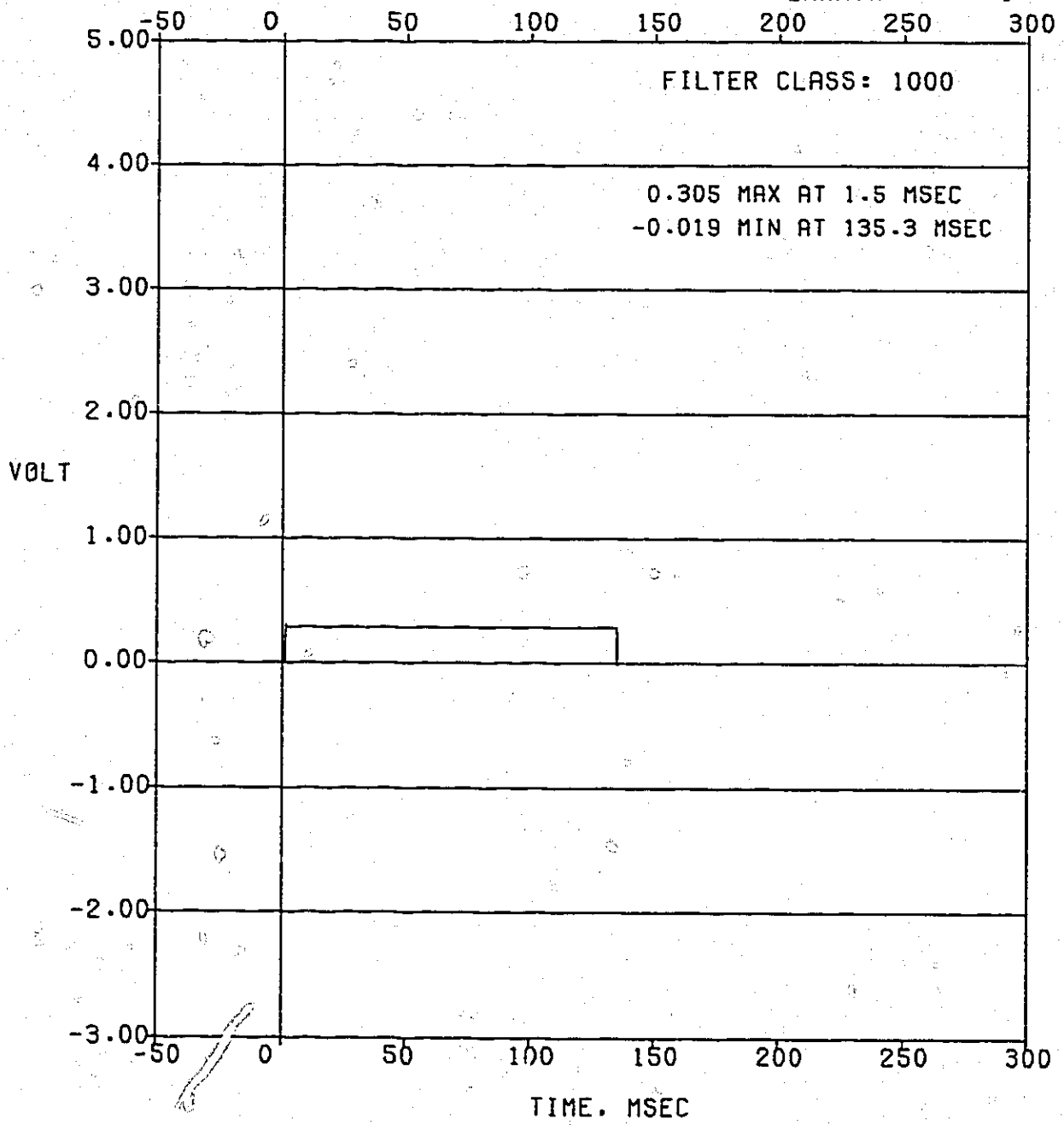


VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 029
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 015 AECM BRACKET Z AMT27
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17.1996 ERRATA 1



CHANNEL 016 RR BUMPER EVENT RT EE

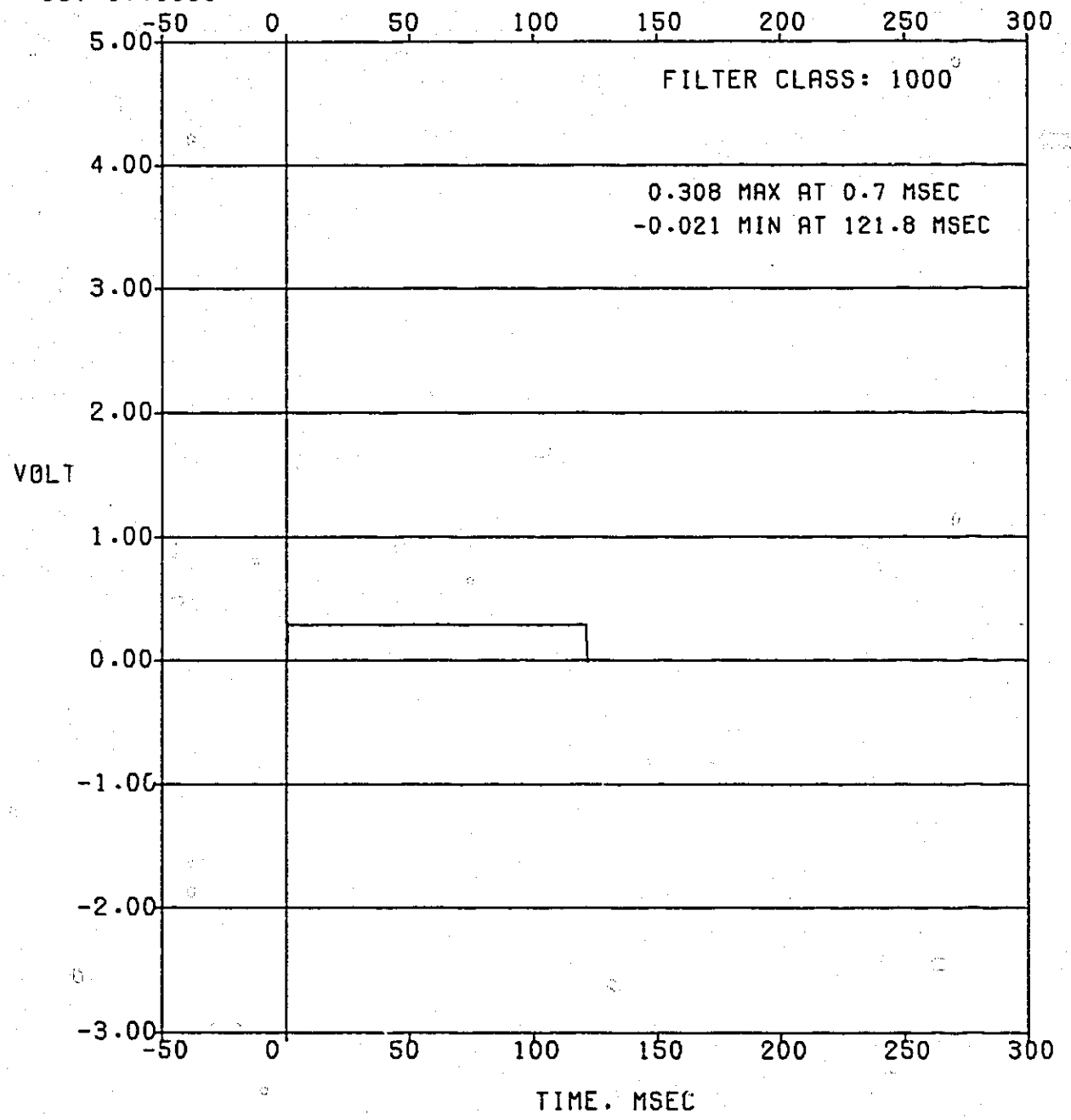
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BA
OCT 17,1996 ERRATA 1



NOTE
EVENT AT 1.2 MS

CHANNEL 017 RR BUMPER EVENT LT EE

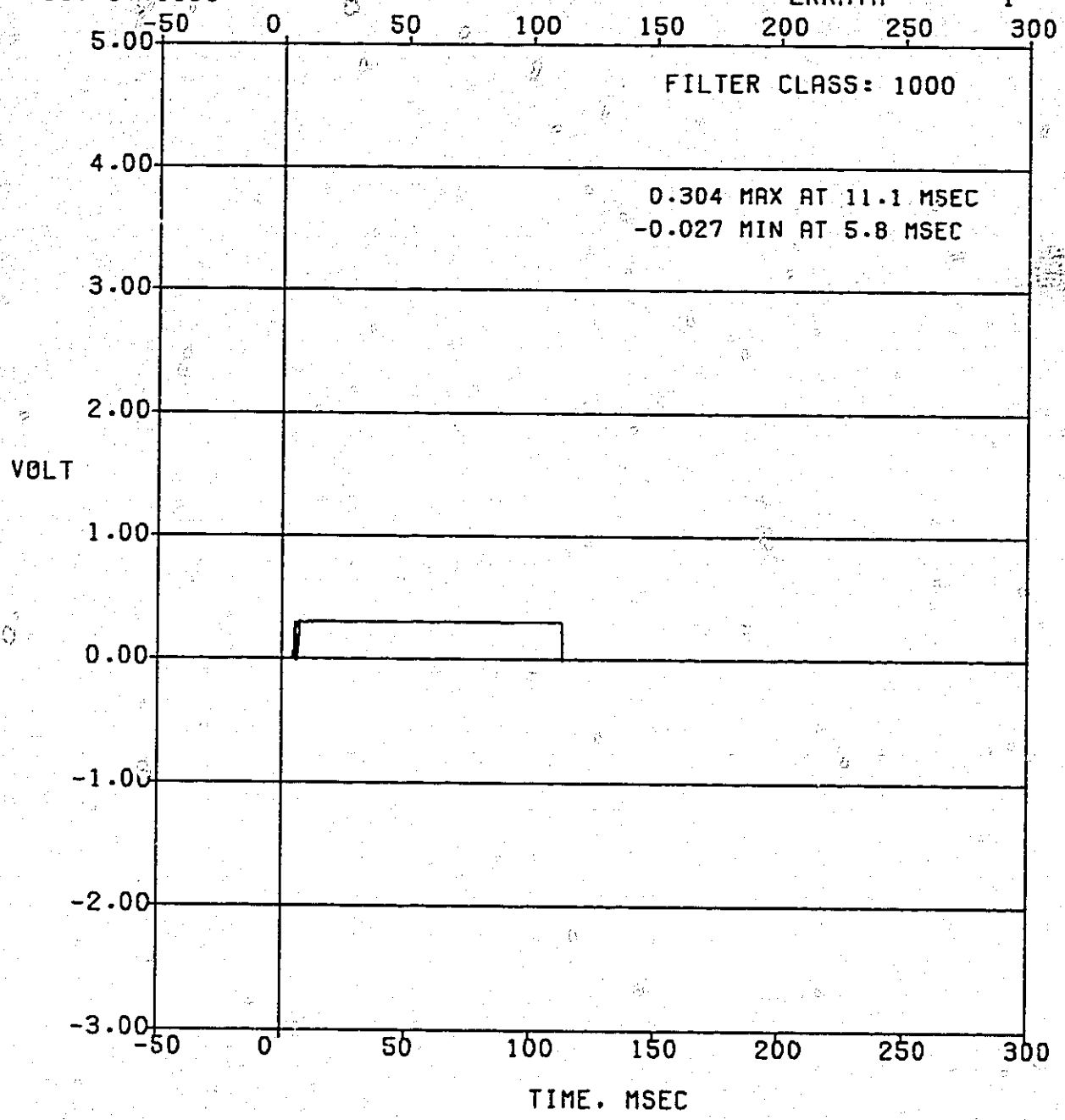
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1



NOTE
EVENT AT .4 MS

CHANNEL 018 RR BODY PANEL EVENT RT EE

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1



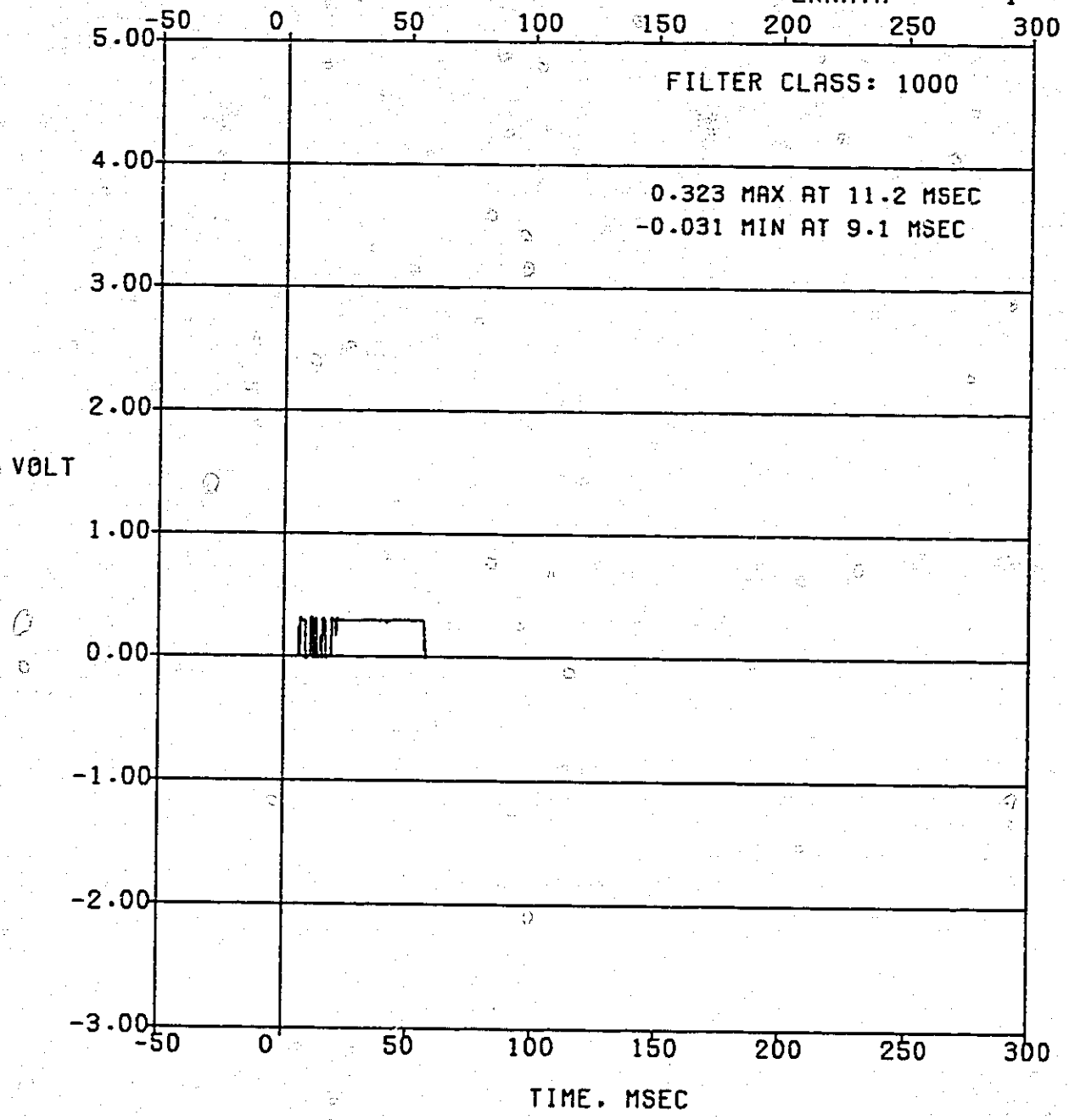
NOTE
EVENT AT 6.6 MS

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

CHANNEL 019 RR BODY PANEL EVENT LT EE

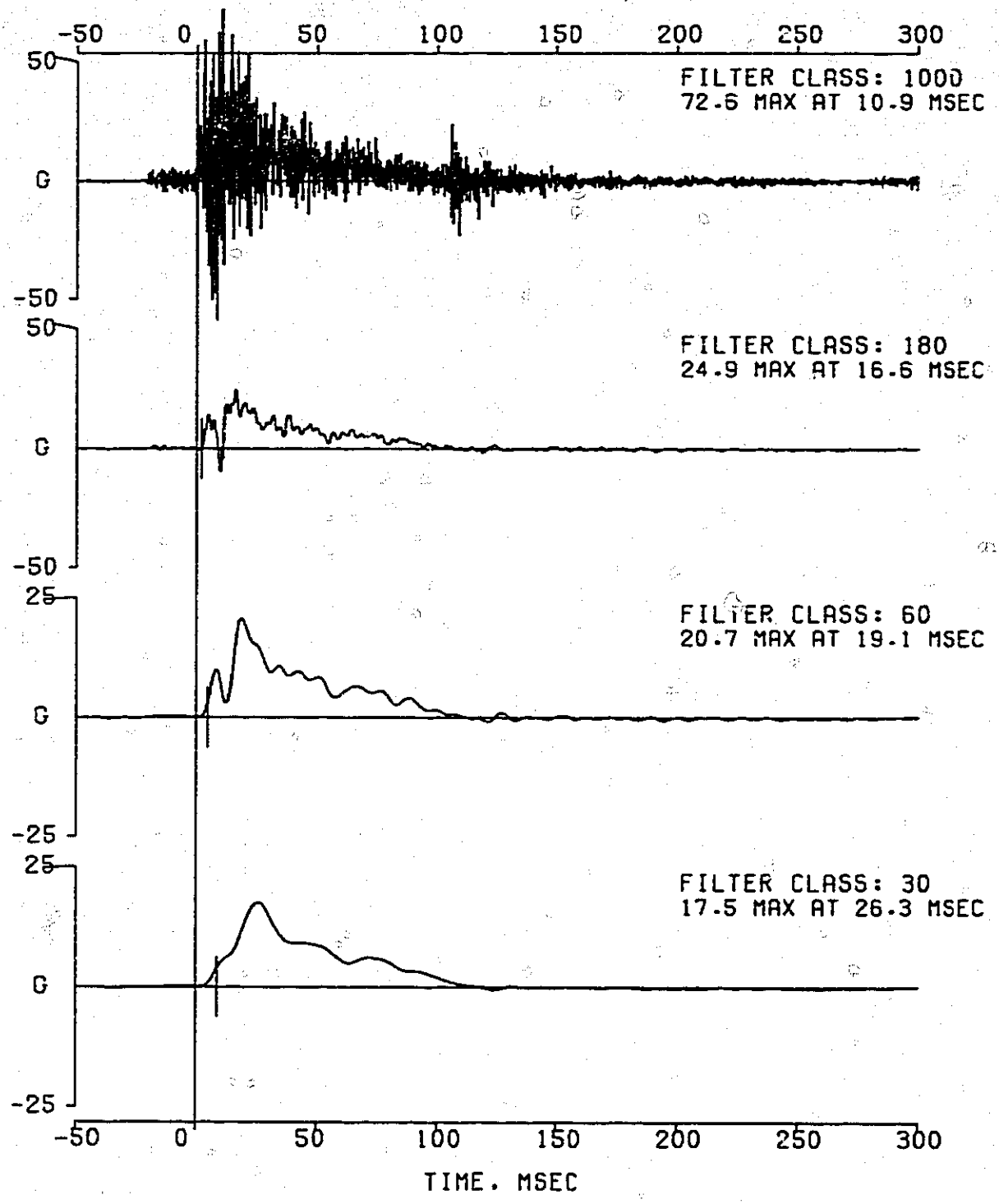
FILTER TYPE: ODDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320
OCT 17.1996

DATA SET 10/16/96BB
ERRATA



NOTE
EVENT AT 19.0 MS

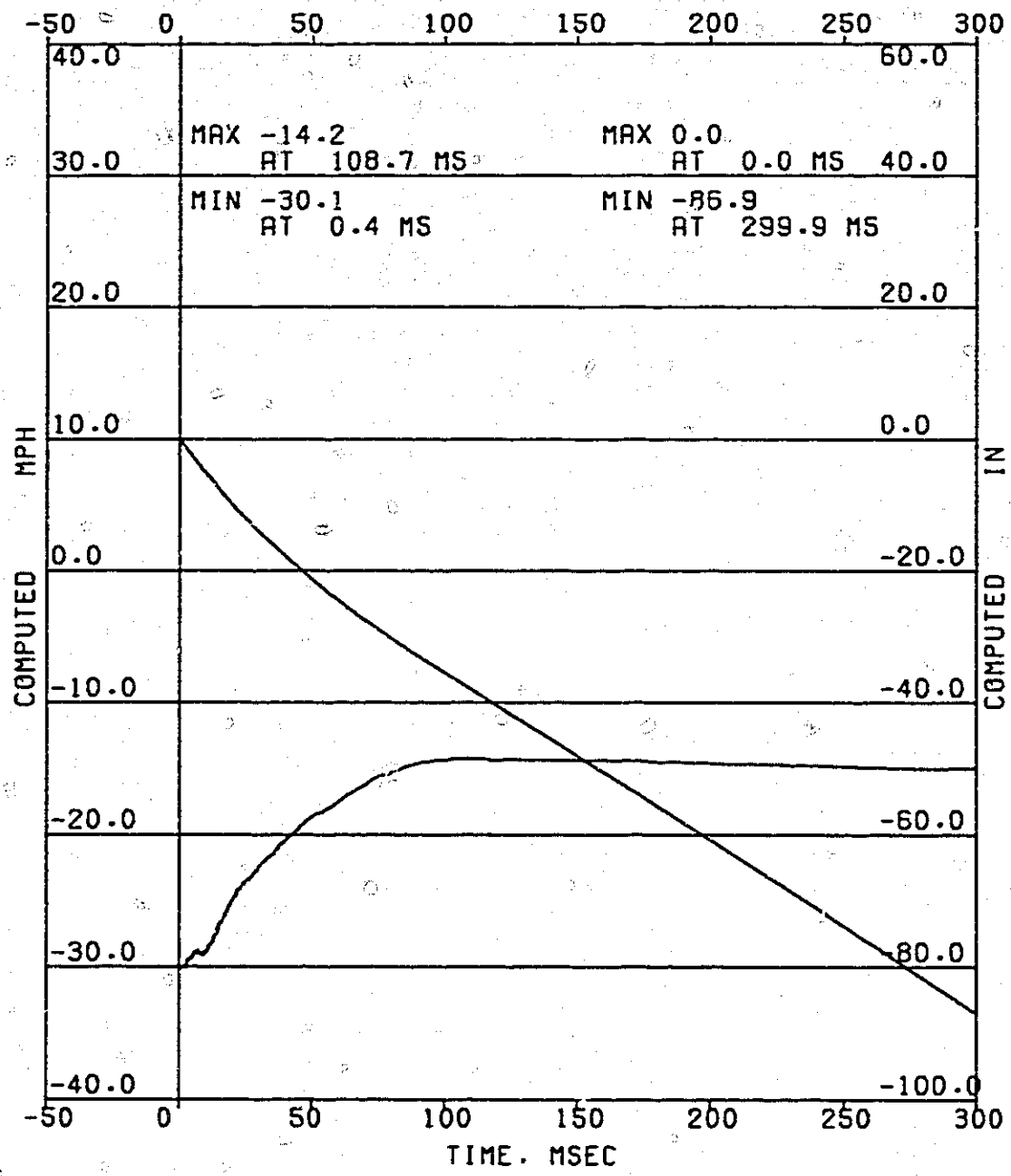
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 034
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 020 LT RAIL MBAR MID X 14552
FILTER TYPE: ODBAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 035
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 020 LT RAIL MBHR MID X 14552

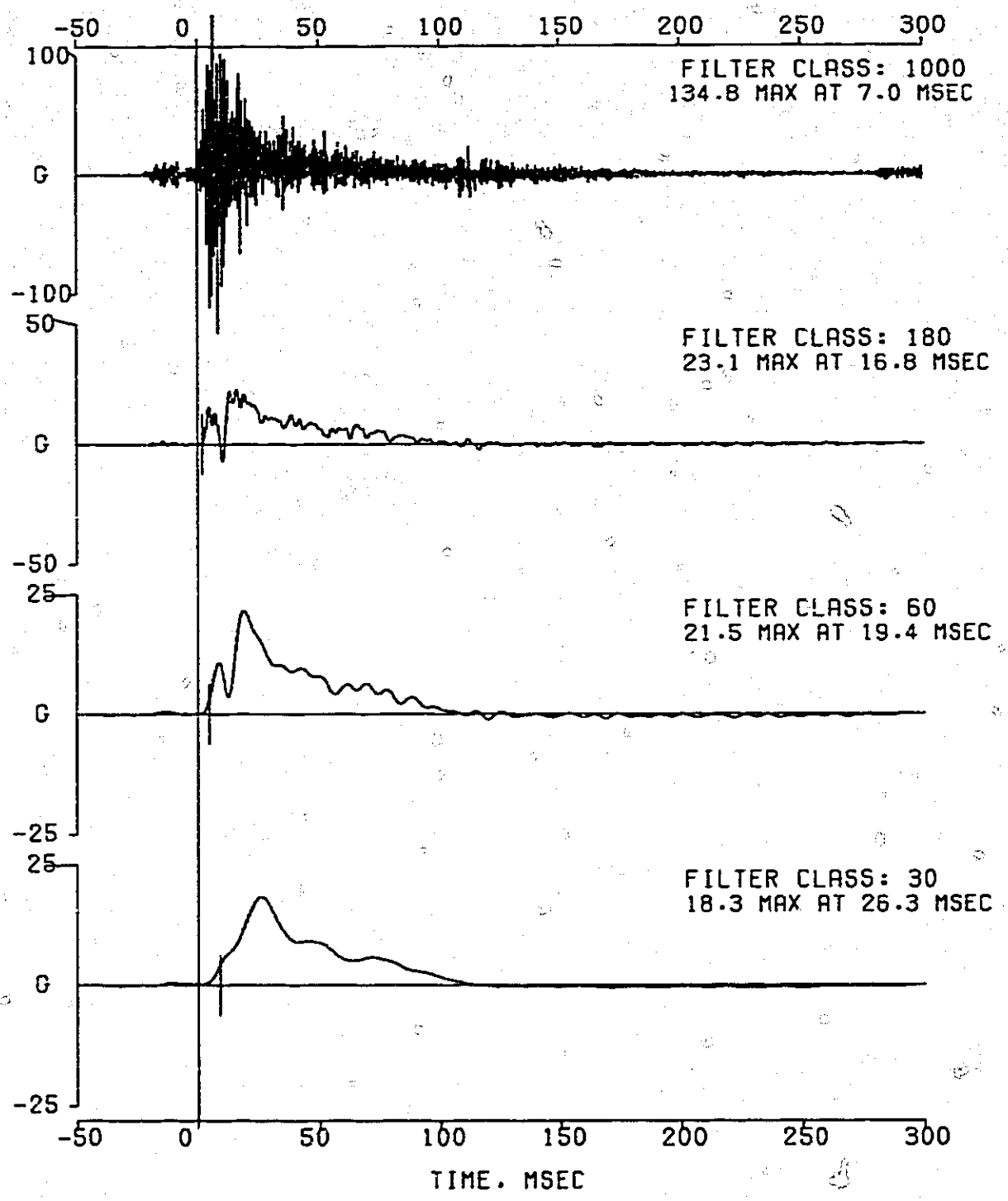
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

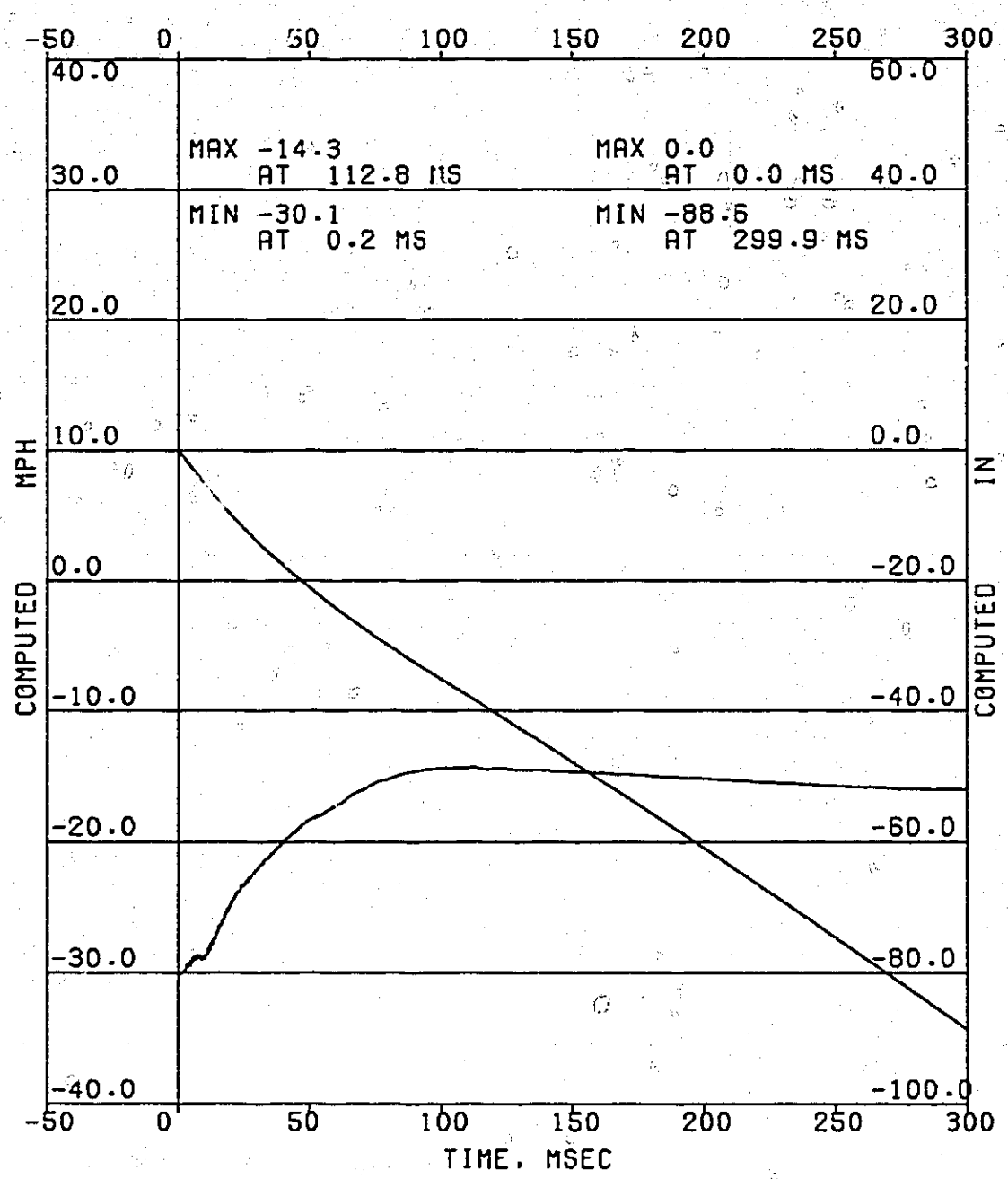
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 036
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 021 RT RAIL MBAR MID X 510087
FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17.1996 ERRATA 1



VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359 PAGE 037
1997 FMVSS 301. FUEL SYSTEM INTEGRITY. OF 037
CHANNEL 021 RT RAIL MBAR MID X 510087

FILTER TYPE: OBDAS-III RESPONSE CORRECTION. CLASS 1000 FILTER(1650)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 10/16/96BB
OCT 17,1996 ERRATA 1



COMPUTED MPH
COMPUTED IN

INTER COMPANY CORRESPONDENCE

DATE 10/30/96

TO
DISTRIBUTION

FROM	DEPARTMENT	PLANT/OFFICE	CIMS NUMBER
K. M. ECKHOUT	5320	CTC	481-00-27

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.
TEST DATE 10/16/96

TEST PURPOSE	PRIMARY. 1997 USA 301 COMPLIANCE. FUEL SYSTEM INTEGRITY.
IMPACT TYPE	TARGET SPEED: 30.1 MPH DAMAGE LOCATION: REAR BARRIER TYPE: REAR TYPE IV BARRIER SURFACE: PLYWOOD
VEHICLE	BODY CLASS: XJ CAR LINE: J BODY: 74 ENGINE: 4.0 LITRE ENGINE NOTE: ELECTRONIC FUEL INJECTION TRANSMISSION: 5 SPEED MANUAL 4x4 TRANS. NOTE: VIN AS TESTED: 1J4FJ28S3VL[redacted] MOD. VIN AS BUILT: 1J4FJ28S3VL[redacted] MOD.
TEST SPEED	30.1 MPH BY ELECTRONIC TRAP.
TEST WEIGHT (LBS)	4315 TOTAL. 2270 FRONT. 2045 REAR
OCCUPANTS	LEFT FRONT. HYB II. UNINSTRUMENTED. AD-67 RESTRAINT-UNIBELT ONLY. RIGHT FRONT. HYB II. UNINSTRUMENTED. AD-65 RESTRAINT-UNIBELT ONLY.
BUILD CONDITION	1997 XJ C1 4-DR. 4X4. MAN. TRANS. 4.0L ENGINE. FACTORY TRAILER HITCH INSTALLED. 4.0L ENGINE. MAN. TRANS. P/S. P/B. A/C. P225/75R15 TIRES ON STEEL WHEELS & FULL SPARE. FUEL SYSTEM PRODUCTION INTENT.
TARGET WEIGHT (LBS)	3677 TOTAL. 2006 FRONT. 1671 REAR REP MAX OPT WT NOT INCLUDING OCCUPANTS OR LUGGAGE BALLAST.
FUEL AND BALLAST	19.0 GALLONS OF STODARD SOLVENT. 300 LBS OF LUGGAGE BALLAST SECURED IN REAR SEATING AREA. 125 LBS OF BALLAST SECURED IN REAR SEATING AREA. (425 LBS TOTAL BALLAST.)

DYNAMIC CRUSH, PITCH, AND REAR WHEEL MOTION RELATIVE TO THE FRONT SILL HAVE BEEN DETERMINED BY FILM ANALYSIS. TIME WAS BASED ON CAMERA TIMING DATA.

DYNAMIC CRUSH 14.7 +OR- 1 INCH AT 63. +OR- 5 MSEC.

S. A. Helquist

S. A. HELQUIST

K. M. Eckhout

K. M. ECKHOUT

GRAPHS - 4

GLOSSARY OF TERMS

USED IN STANDARD REPORTS

AD	ANTHROPOMORPHIC DEVICE
ATD	ANTHROPOMORPHIC TEST DEVICE
BASE COORD	BASE COORDINATE SYSTEM
C/L	CENTERLINE
CAR COORD	CAR COORDINATE SYSTEM
CCW	COUNTER CLOCKWISE
CORR-IN	SEPARATION IN INCHES (MINUS INITIAL LENGTH)
CORR-MM	SEPARATION IN MM (MINUS INITIAL LENGTH)
CORR-P	CORRECTED (ZEROED) PITCH
CORR-R	CORRECTED (ZEROED) ROLL
CORR-Y	CORRECTED (ZEROED) YAW
CW	CLOCKWISE
EFI	ELECTRONIC FUEL INJECTOR
ENG	ENGINE
ENGPY	ENGINE PITCH AND YAW
FESM	FRONT END SHEET METAL
FIDUCIAL	REFERENCE POINT OR TARGET
FS	FRONT SILL TARGET
FWD	FORWARD
IP	INSTRUMENT PANEL TARGET
LBS	POUNDS
LCP.LQP	LEFT C-POST & QUARTER PANEL TARGETS
LFS.LMS.LRS	LEFT FRONT SILL, MID SILL, & REAR SILL TARGETS
LT	LEFT
MS	MID SILL TARGET
NORMALIZE	PUT ON A COMMON BASIS
NOSE-DOWN	LEADING END BELOW TRAILING
NOSE-UP	LEADING END ABOVE TRAILING
PERF	PERFORMANCE
REF	REFERENCE
REL	RELATIVE TO (ONE-DIMENSIONAL)
RCP.RQP	RIGHT C-POST & QUARTER PANEL TARGETS
RFS.RMS.RRS	RIGHT FRONT, MID, & REAR SILL TARGETS
ROLL-LEFT	LEFT SIDE LOWER THAN RIGHT
ROLL-RIGHT	RIGHT SIDE LOWER THAN LEFT
RS	REAR SILL TARGET
RT	RIGHT
SEP	SEPARATION OF (THREE-DIMENSIONAL)
SYS	SYSTEM
TBI	THROTTLE BODY INJECTOR
TIME.MS	TIME IN MILLISECONDS
U/B	UNDERBODY
VS	VERSUS
X	LONGITUDINAL AXIS (INCREASING TOWARD TRAILING EDGE)
XF	X-FILTERED
Y	LATERAL AXIS (INCREASING TO THE RIGHT)
YAW-LEFT	LEADING EDGE TO LEFT
YAW-RIGHT	LEADING EDGE TO RIGHT
Z	VERTICAL AXIS (INCREASING UPWARD)
ZEROED	SHIFTED TO START AT ZERO
ZERO-IN	ZEROED INCHES
ZERO-MM	ZEROED MILLIMETERS

IMPACT ANALYSIS
DEPARTMENT 5320
10/30/96 15.46
TEST VC06146

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED X MOTION OF F3 REL TO LFS IN BASE COORD SYS
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

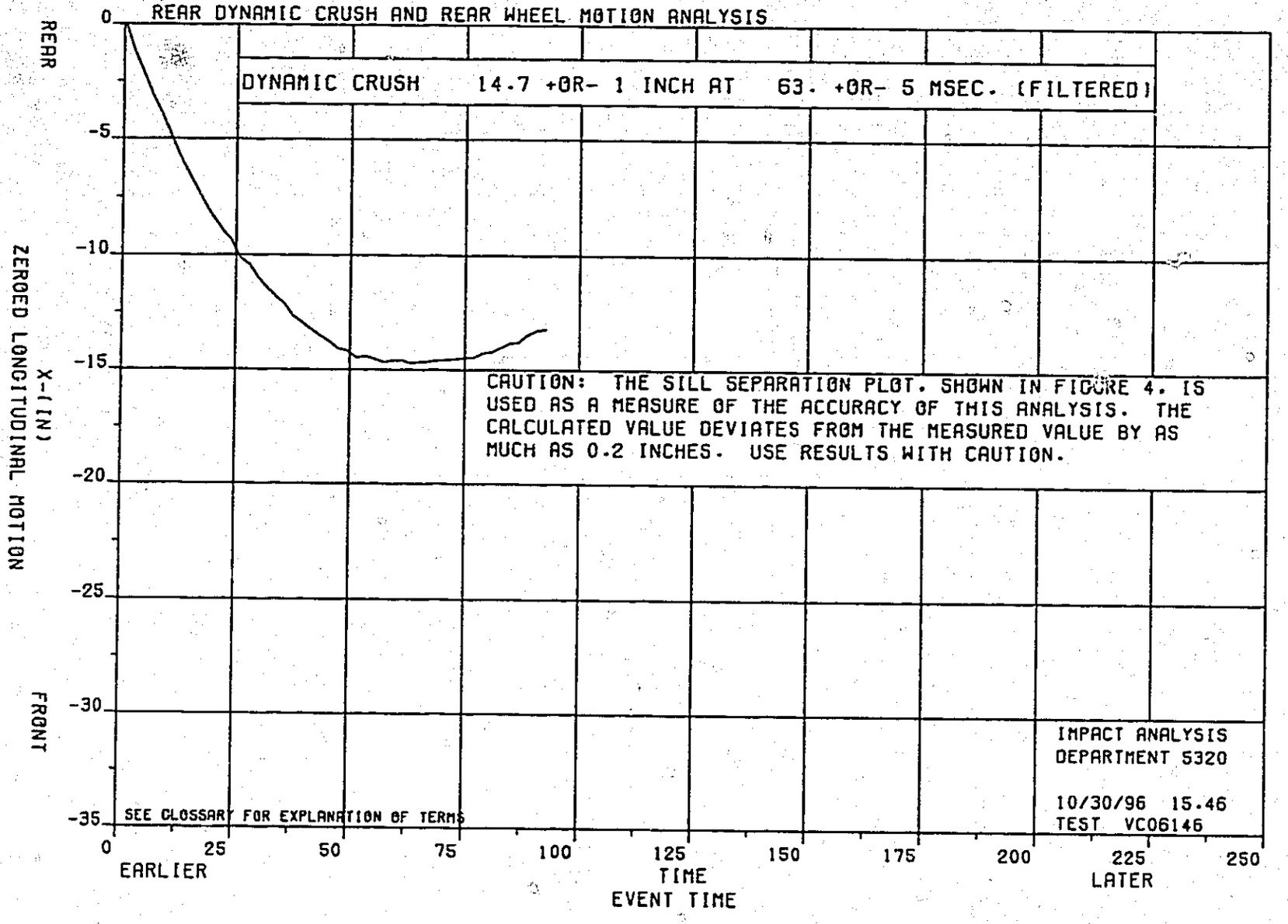


FIGURE 1

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED Z OF WHEEL RELATIVE TO LFS IN CAR COORD
VERSUS ZEROED X OF WHEEL RELATIVE TO LFS IN CAR COORD
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

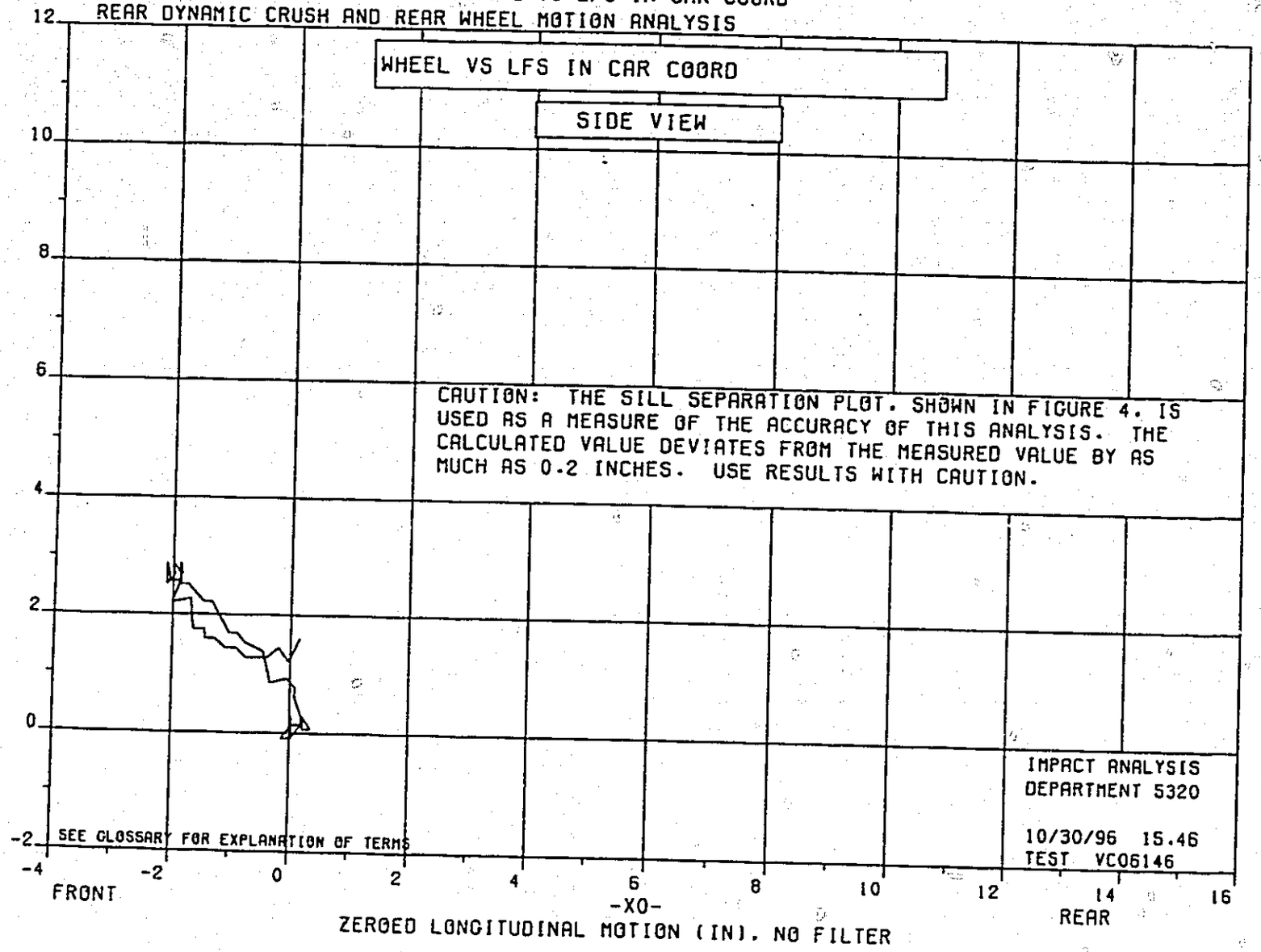


FIGURE 2

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

ZEROED PITCH OF LMS TO LFS IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

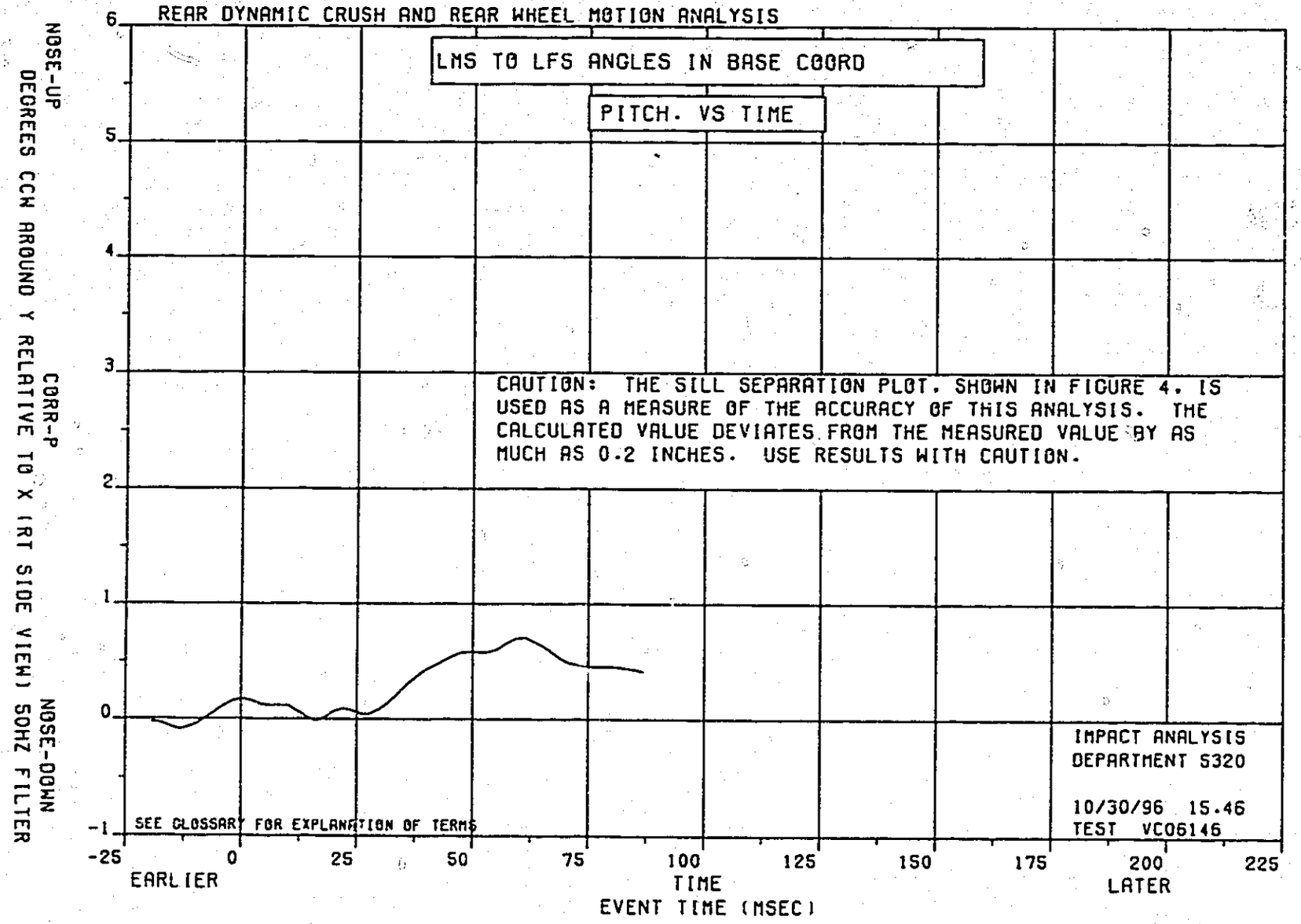


FIGURE 3

VC06146 30 MPH TYPE IV REAR IMPACT. XJJL74. 4.0L ITEM XJ6359
1997 FMVSS 301. FUEL SYSTEM INTEGRITY.

LMS TO LFS DISTANCE -30.29 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

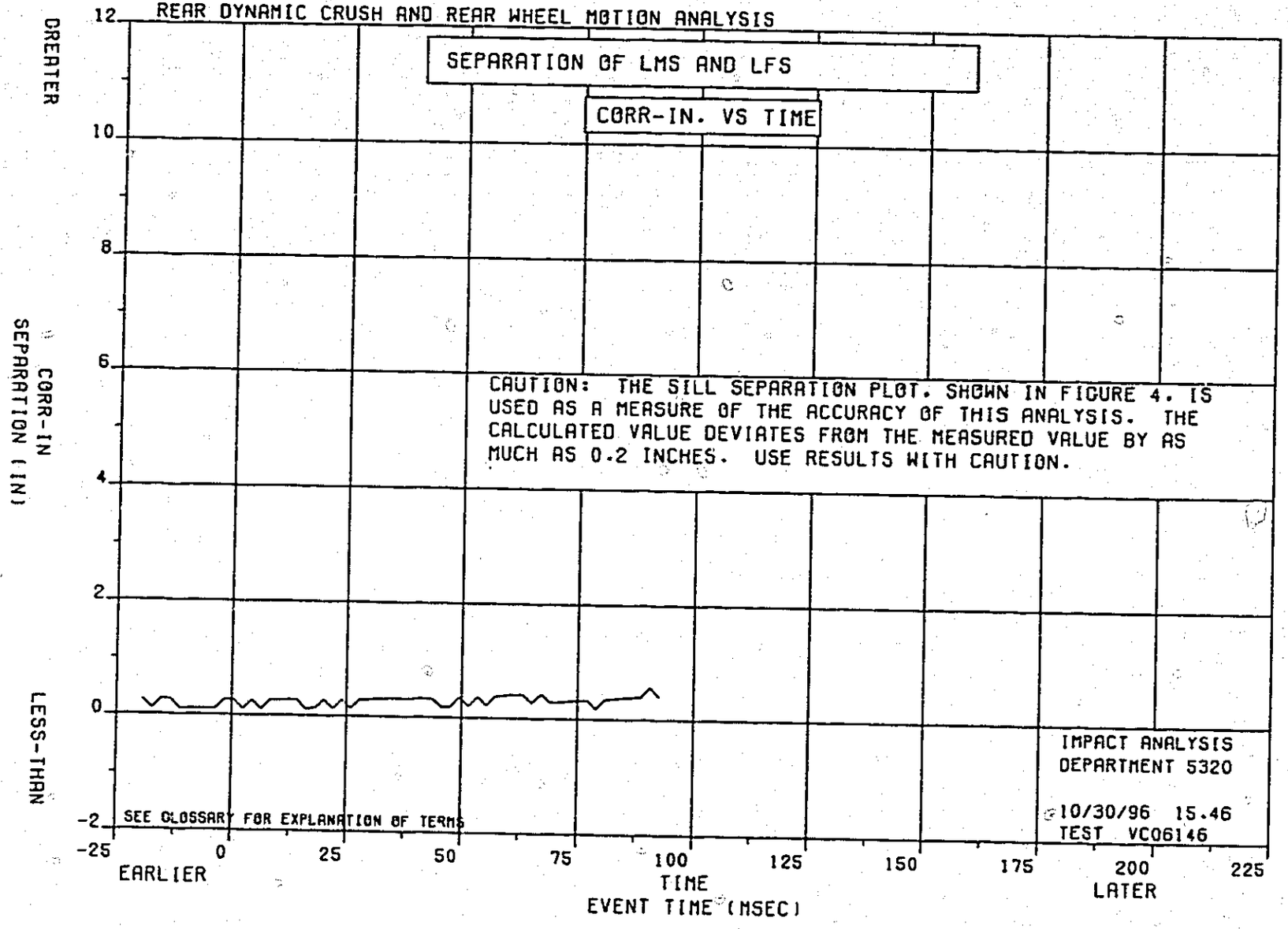
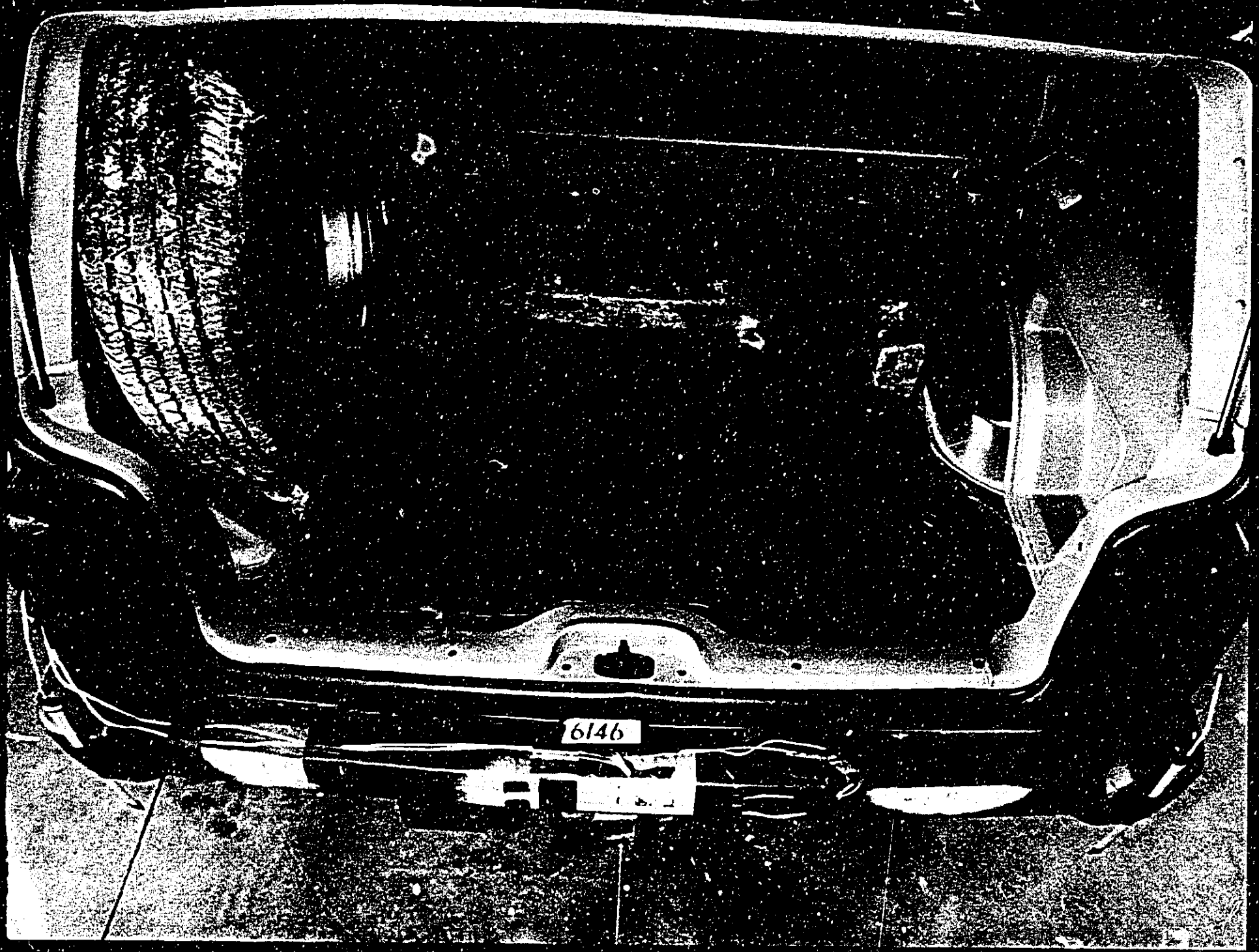


FIGURE 4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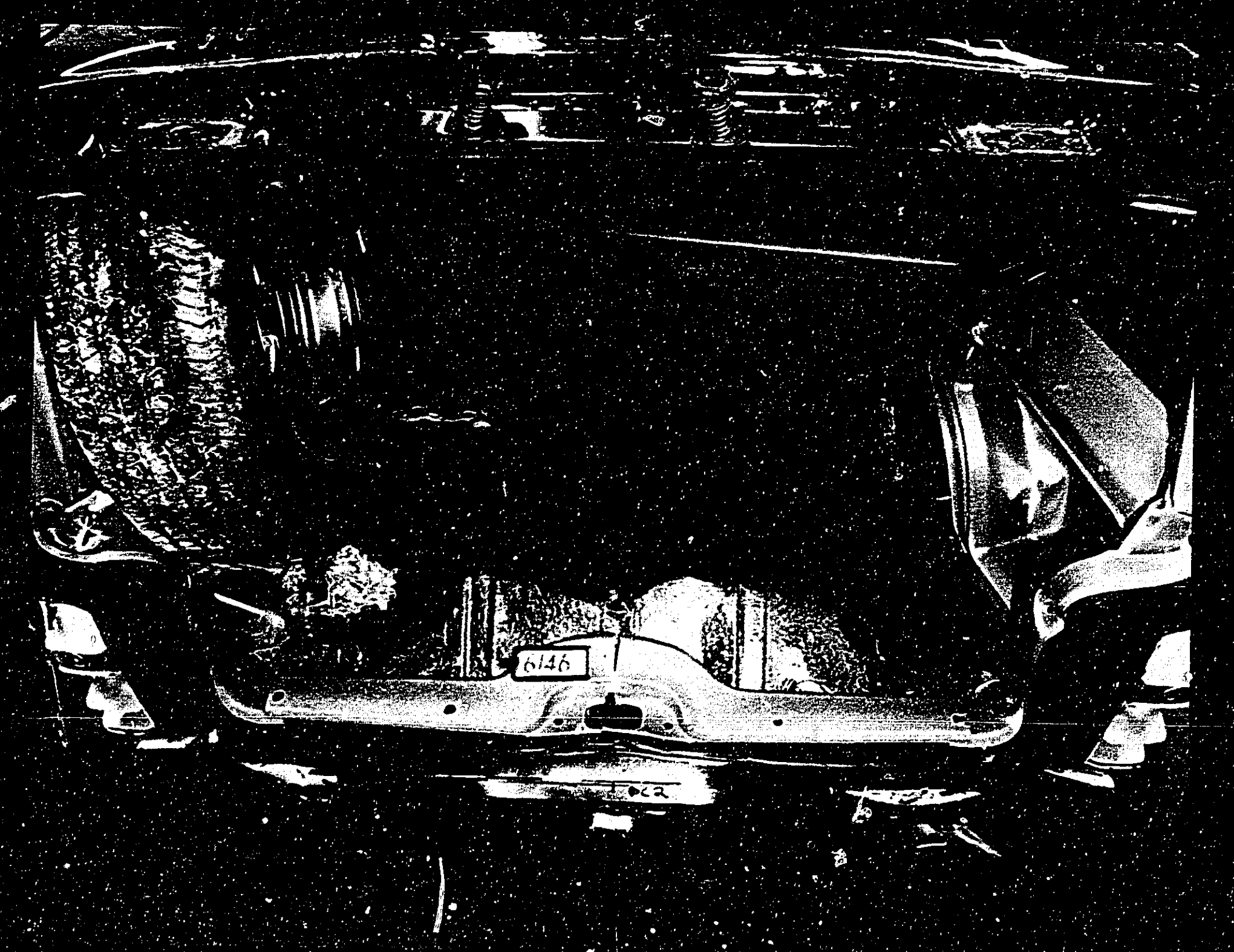
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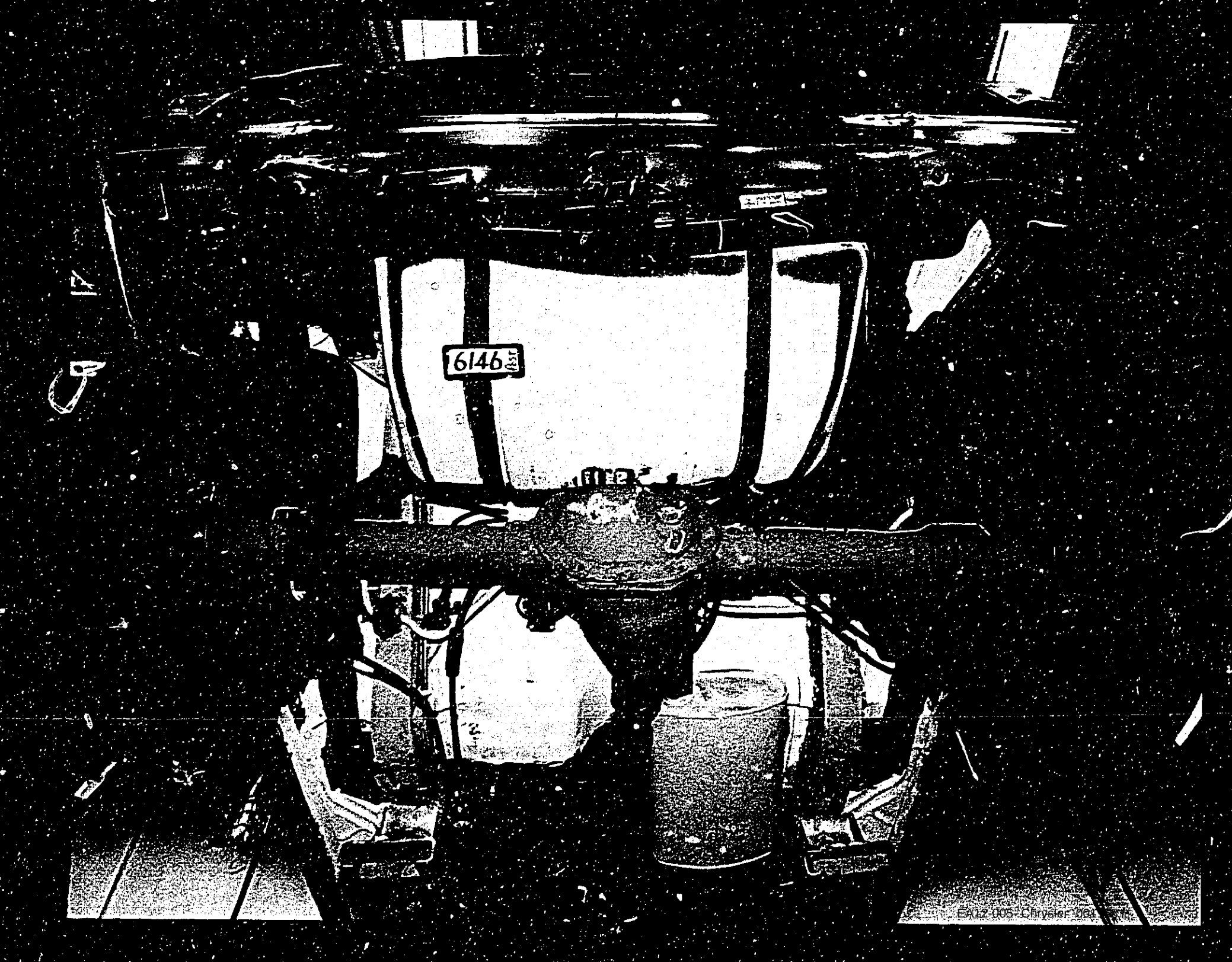
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G146
30.29
19.0 GAL


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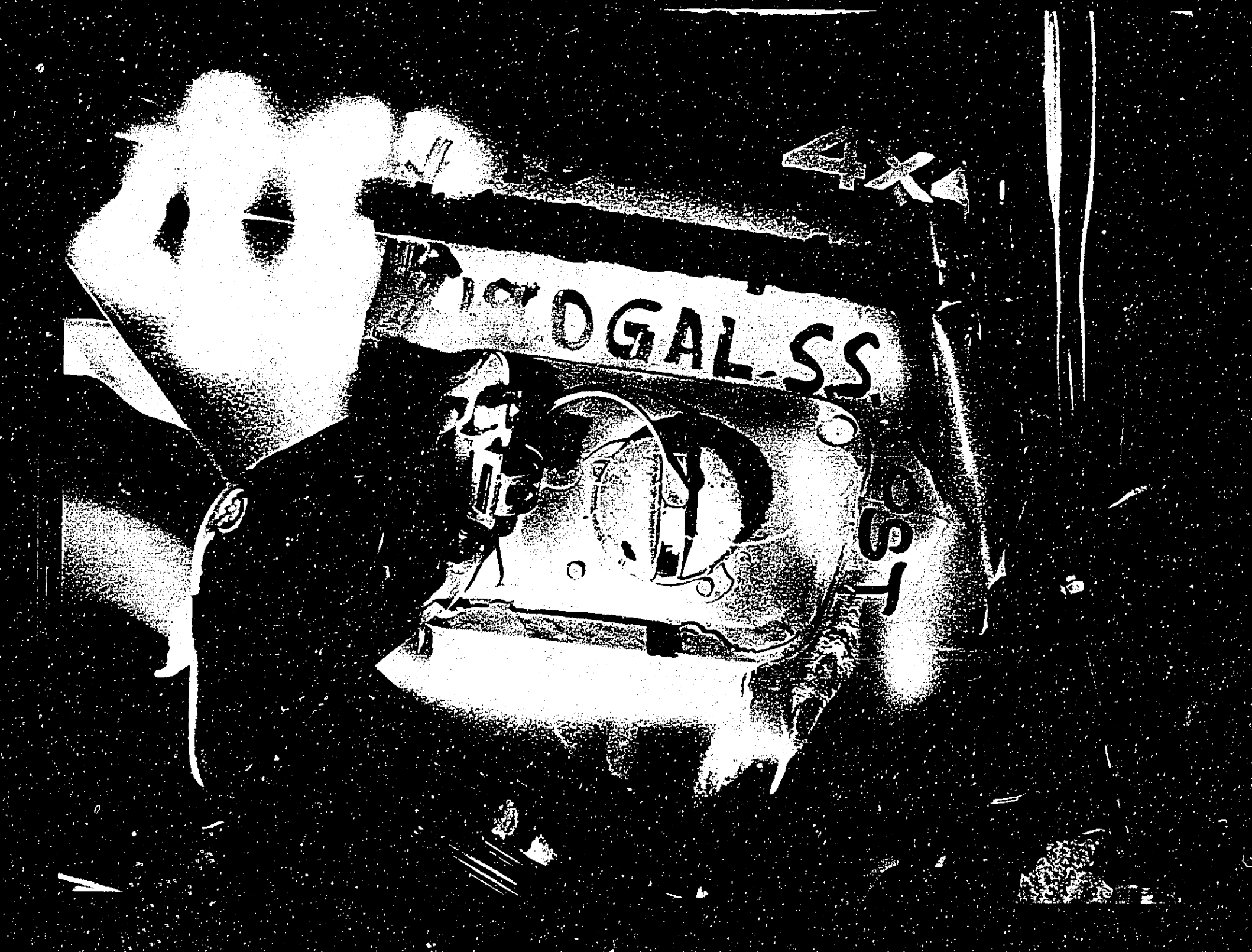
6146


4X4
OGAL-SS

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