EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306 Public

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 11/14/02
TEST SITE CPG

TEST PURPOSE	PRIMARY, 2003 USA 301-REAR DEVELOPMENT	
IMPACT TYPE	TARGET SPEED;	48.3 KPH
	DAMAGE LOCATION;	REAR (FULL)
	BARRIER TYPE;	REAR TYPE IV
	BARRIER SURFACE;	PLYWOOD
VEHICLE	BODY CLASS;	KJ
	CAR LINE;	J
	BODY;	74
	ENGINE;	2.4 LITER
	ENGINE NOTE;	I4
	TRANSMISSION;	
	TRANS. NOTE;	
	VIN AS TESTED;	1J4GL48103W[redacted] MOD.
	VIN AS BUILT;	1J4GL48103W[redacted] MOD.
TEST SPEED	48.79 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2015 TOTAL, 1094 FRONT, 921 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-50
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-59
	RESTRAINT- 3-PT UNIBELT ONLY	
BUILD CONDITION		
TARGET WEIGHT (KG)	2011 TOTAL	
	INCLUDING BALLAST AND OCCUPANTS	
FUEL AND BALLAST	64.4 LITERS STODDARD SOLVENT	
	136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA	
	56.7 KG ADDITIONAL BALLAST WEIGHT ADDED	
	1250LBS ON LF FLOOR, 50 LBS ON RF FLOOR	
REPORT CODES	A = TRANSDUCER DATA	B = ALL FILM DATA

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 11/14/02
TEST SITE CPG

DISTRIBUTION	M. STEBELTON	422-05-01	(AB)
	E. WILLIS	514-17-39	(AB)

DATE 11/14/02 TIME 14:38:28.

Test Request for VC10306/ JPE Item No.: KJ3W[redacted]

Doc. Rev. #: 8

Key People:	
*Test Requester: Eric G Willis/JTE/DCC/DCX Platform: JPE Phone: 733-5470 Others to be copied on correspondence related to this test:	**TEST STATUS:** TEST COMPLETE Test Completed on 11/14/2002 **TEST SITE:** CPG **SLOT #:** 2nd Test of the Day **SCHEDULED DATE:** 11/14/2002 **LAST MODIFIED / BY:** 11/14/2002 02:47:55 PM by: John P Manney **REQUESTOR'S NOTE PAD:**

Invoce Information	
Commit Number	AVPT2002
Commit Description	
DO Number	

CPG Personnel Assigned to This Test:			
Test Engineer(s)		**Data Acquisition Engineer(s)**	
Test Engineer Assigned:	Michael E Collings - 836-5516	Data Acquisition Test Engineer:	Joseph C Blaska - 836-5176
Test Engineer Check Completed By:		Data Acquisition Check Completed By:	James Moon-Dupree - 836-5436
Test Engineer Test Day:		Data Acquisition Write-Up Engineer:	Joseph C Blaska - 836-5176
Film Analysis Liaison:	Andre S Dsouza - 722-1916		

Test Requested:

MVSS 301 30MPH Flat Rear Impact

***Procedure** (Select One): SLTI3500 ***Target Speed:** 48.3 **KPH** (30.0 MPH) mph->kph ***Best Estimate of Ship Date:** 11/08/2002 **SPECIFIC TEST DATE REQUIRED:** ***When this test is complete, please send test property to:** PROC	**Regulatory Purpose(s):** (used to determine numeric processing) PRIMARY, 2003 USA 301-REAR DEVELOPMENT
***Stage of Development:**	**Priority** (optional):

○ Compliance ● Development	● A ○ B ○ C

******* All Required fields (*) must be entered up to this point for test specification to be accurate ********

Occupants For This Test:

1L - (Standard) H2-50TH MALE BALLAST DUMMY, 0 - CH, RESTRAINT- 3-PT UNIBELT ONLY, AD-50
1R - (Standard) H2-50TH MALE BALLAST DUMMY, 0 - CH, RESTRAINT- 3-PT UNIBELT ONLY, AD-59

Film Analysis and Photographic Views:

Film Analysis Ordered:
UNDERBODY REAR - FLAT IMPACT

Film Analysis "If Requested":
DYNAMIC CRUSH REAR

Test Site Constraints based on Film Analysis:
Advanced Film Analysis Req'd: CPG site recommended

Film Analysis Requested - Custom:
No Custom

Photographic Views Required:

>>PIT NORTH MID TARGETS
>>PIT SOUTH REAR TARGETS
>>LEFT WALKWAY TARGETS OVERALL
>>CATWALK VEHICLE REAR MDB INTERACTION
>>RIGHT OVERALL
>>PIT FUEL FILLER TUBE
>>PIT FUEL TANK: can we get extra lighting in between tank and rear differential to see view in film better?
>>PIT REAR BUMPER BARRIER INTERACTION
>>VELOCITY HG2000

Imaging Product Order:
VCE provides one original and one print 16 mm film reel with each test.

Still Photos Required:

Pre-Test Still Photo: TOP REAR
Pre-Test Still Photo: BOTTOM REAR
Pre-Test Still Photo: FUEL FILL TUBE
Pre-Test Still Photo: FILLER KEYWAY
Post-Test Still Photo: TOP REAR
Post-Test Still Photo: BOTTOM REAR
Post-Test Still Photo: FUEL FILL TUBE
Post-Test Still Photo: FILLER KEYWAY

Vehicle Information:

Program: 03 KJ
Core Item No.: KJ3W[redacted]
NOTE: the **Core Item No.** cannot exceed 10 characters in length.

Restrike No.: R

☐ **Right-Hand Drive** ☐ **Competitive Car**

Vehicle Readiness to Ship:

Non-Production or modified Vehicles shipped without a checklist will not be scheduled for test as the pre-test condition of the vehicle will not have been verified. - per QS9000

Create New Checklist for this Vehicle:

Create New Checklist for this Vehicle:
1. Click on template file below and detach file to your local computer

Impact Vehicle Check List.do

CAR LINE: J **BODY:** 74 **Number of Doors in this Vehicle:** 4 **Vehicle Build Level:** **Other Vehicle Configuration Flag** (*optional* word or short phrase to use in further sorting of platform reports): **VIN(as built):** 1J4GL48103W[redacted] **VIN(as tested):** 1J4GL48103W[redacted]	2. Fill out form as required, either manually by printing the form, or using direct entry to the file. **Submitting Your Checklist:** **Submitting Your Checklist:** • If you are using direct entry to the file Attach New or Replacement Checklist ---- > • If you are using a hardcopy of the form, attach it to the vehicle windshield prior to shipment. **Enter the method you are using to transmit this information :** ○ Attached File ○ Hardcopy on Vehicle
ENGINE: 2.4 **Liters** **ENGINE NOTE:** I4 **TRANSMISSION:** **TRANS. NOTE:** **DRIVE:** **GVW (opt):** kg	**Vehicle Logistics:** Note: Vehicle must be fully inspected prior to shipment to test site. ☐ **Yes** Shipped to Test Site: Rec'd at Test Site: Returned from Test Site: When I expect vehicle to be off hold:

Instrumentation Build Info:

General Instrumentation Requirements:	
Modules Used:	**Pyrotechnics Used:**
Other Notes: FUEL PUMP RUNNING DURING TEST	**Deployment Method:** **No Deployment**

Vehicle Channel Entry:	**List of Dummy Channel Titles Used on this Test:**
Create New Instrumentation Sheet **Attach Instrumentation Sheet Here:** *Do not attach more than one file to this field.* instKJ3W[redacted].xls Attach New or Replacement Sheet • Protected section of instrumentation sheet indicates **minimum** instrumentation requirements for the test selected and may only be modified by your Data Acquisition Engineer. • Please indicate all changes made to the spreadsheet after Test Request submission at the base of the spreadsheet.	BALLAST DUMMY- NO CHANNELS-1L BALLAST DUMMY- NO CHANNELS-1R

Total Occupant Channels: 0 **Total Vehicle Channels: 30** **TOTAL ON-BOARD CHANNELS FOR THIS TEST: 30**	**Total Data Acq. Boxes Required: 1** Channels in Last Data Acq. Box : 30 out of 32

Build Condition as Reported in Test Letter:

Test Weight:

Target Test Weight Requested **Please note: This is an approximate value and includes vehicle, ballast, fuel, ATDs, and instrumentation.** 1 pound weight = 0.4536 kilograms (kg) **Total Target Test Weight:** 2011 **kg** (4,433 lbs) lb->kg **Weight Adjustment Method:** (standard procedure to be used unless otherwise specified. Define which parts should be removed first if the vehicle is over the target weight after occupants and instrumentation are added) Weight represents same test weight as Transport Canada Vehicle (includes vehicle weight + 2 dummies + luggage)	**Weight Balance and Luggage:** **Please note: <u>This section is OPTIONAL.</u> Values entered here are approximate.** **Total Front kg** lb->kg **Total Rear** 0 **kg** (0 lbs) **Luggage:** 136.1 **kg** lb->kg

Actual Test Weight: 2015 kg
Weight Balance:
- **Total Front: 1094 kg**
- **Total Rear: 921 kg**

Additional Ballast Installed: 56.7 kg
Detail of Additional Ballast Installed: 1250LBS ON LF FLOOR, 50 LBS ON RF FLOOR

Mechanical Requirements:

Specific Work to Be Done at Test Site:

CAUTION: do not remove access panel to add instrumentation to top of tank. Please drop tank to add instrumentation. Contact Eric Willis (313 714 2445 pgr) and Mark Osterbrink (313 714 2344 pgr) before re-installing fuel tank. Mark Osterbrink needs to be present during the re-installation of the tank.
Part R&R: please remove rear fuel tank skid
Part R&R: please remove trailer hitch (if on vehicle)
Part R&R: please remove rear tow hooks
Part R&R: please remove fuel and add stoddard
TEST VEHICLE WITH 16.8 GALLONS STODDARD IN FUEL SYSTEM
FUEL FILL TO SPEC IS MANDATORY
FUEL PUMP RUNNING DURING TEST
STATIC ROLL ASSESSMENT REQUIRED (SLWI3532)
Pre-Test Measurement: Install and dimension 2D tube
Paint: paint rear underbody for film analysis
Post-Test Measurement: deformation measurements and photos as directed by structures group

Work Orders for This Test:
2002-10644 : OTHER (describe below) ---> Not Yet Assigned
2002-10654 : OTHER (describe below) ---> Not Yet Assigned
2002-10672 : OTHER (describe below) ---> Not Yet Assigned

Extra Attachments, Rich Text or Additional Info here if required:


Dsc00008.jpg

Dsc00004.jpg

Dsc00001.jpg

Document Information

Date Created: 10/29/2002 09:49 AM
Created By: Eric G Willis/JTE/DCC/DCX

Last Edited: 11/14/2002 02:47:55 PM
Edited By: John P Manney/CPG/DCC/DCX

Edit History:

Edit History:

11/8/02 7:48:24 AM Glenn A Buss EditApprovalStatus [] --> [**** TEST REQUEST INITIALLY APPROVED ****] MODIFIED /Rev#:1

11/8/02 7:48:24 AM Glenn A Buss SchedTest [] --> [11/14/2002 12:00:00 AM] MODIFIED /Rev#:1

11/8/02 7:48:24 AM Glenn A Buss Slot [] --> [1st] MODIFIED /Rev#:1

11/8/02 7:48:24 AM Glenn A Buss VehicleChan [0] --> [30] MODIFIED /Rev#:1

11/8/02 4:35:27 PM Eric G Willis AttachmentList [instKJ3W[redacted]xls:57856] --> [instKJ3W[redacted]xls:58368;Dsc00008.jpg:169146,Dsc00004.jpg:169538;Dsc00001.jpg:168498] MODIFIED /Rev#:2

11/8/2002 4:54:37 PM Michael E Collings FAPVFALater [] --> [DYNAMIC CRUSH REAR] MODIFIED /Rev#:3

11/8/2002 4:54:37 PM Michael E Collings FAPVListDupViews [LEFT WALKWAY TARGETS OVERALL] ADDED /Rev#:3

11/8/2002 4:54:37 PM Michael E Collings MECHIistall [Pre-Test Measurement. Install and dimension 2D tube] ADDED /Rev#:3

11/08/2002 04:54:46 PM Michael E Collings: Additional Comments: UPDATING AND CORRECTING REQUIRED CAMERAS AND ANALYSIS. /Rev#:3

11/9/2002 7:16:29 AM Michael E Collings FAPVListDupViews [VELOCITY HG2000] ADDED /Rev#:4

11/9/02 10:32:13 AM Eric G Willis BuildConditionMods [] --> [- NO FUEL TANK SKID PLATE;- NO REAR TOW HOOKS;- NO TRAILER HITCH] MODIFIED /Rev#:5

11/9/02 10:32:13 AM Eric G Willis MECHIistall [CAUTION: do not remove access panel to add instrumentation to top of tank. Please drop tank to add instrumentation] REMOVED /Rev#:5

11/9/02 10:32:13 AM Eric G Willis MECHIistall [CAUTION: do not remove access panel to add instrumentation to top of tank. Please drop tank to add instrumentation. Contact Eric Willis (313 714 2445 pgr) and Mark Osterbrink (313 714 2344 pgr) before re-installing fuel tank. Mark Osterbrink needs to be present during the re-installation of the tank.] ADDED /Rev#:5

11/9/02 10:32:13 AM Eric G Willis MECHIistall [Part R&R: please remove rear tow hooks] ADDED /Rev#:5

11/11/02 12:38:19 PM Eric G Willis AttachmentList [instKJ3W[redacted]xls:58368] REMOVED /Rev#:6

11/11/02 12:38:19 PM Eric G Willis AttachmentList [instKJ3W[redacted]xls:57344] ADDED /Rev#:6

11/12/2002 1:52:11 PM Christine M Durst Slot[1st] --> [2nd] MODIFIED / Rev# 7

Last Edit:

11/14/2002 02:31:04 PM John P Manney FINAL TEST LETTER REVISED
11/14/2002 02:31:04 PM John P Manney Resubmit Comments
11/14/2002 02:30:50 PM John P Manney FINAL TEST LETTER REVISED
11/14/2002 02:30:50 PM John P Manney Resubmit Comments
11/14/2002 02:29:52 PM John P Manney FINAL TEST LETTER SUBMITTED
11/12/02 3:02:34 PM Eric G Willis FAPVListDupViews [LEFT OVERALL] REMOVED /Rev#:8
11/12/02 3:02:34 PM Eric G Willis FAPVListDupViews [PIT OVERALL] REMOVED /Rev#:8

Click here to view previous edits

Old Change Method Info

VEHICLE ATTITUDE

TEST NUMBER VC10306 TEST ENGINEER COLLINGS

ITEM NUMBER KJ3W[redacted] TEST DATE __/__/__

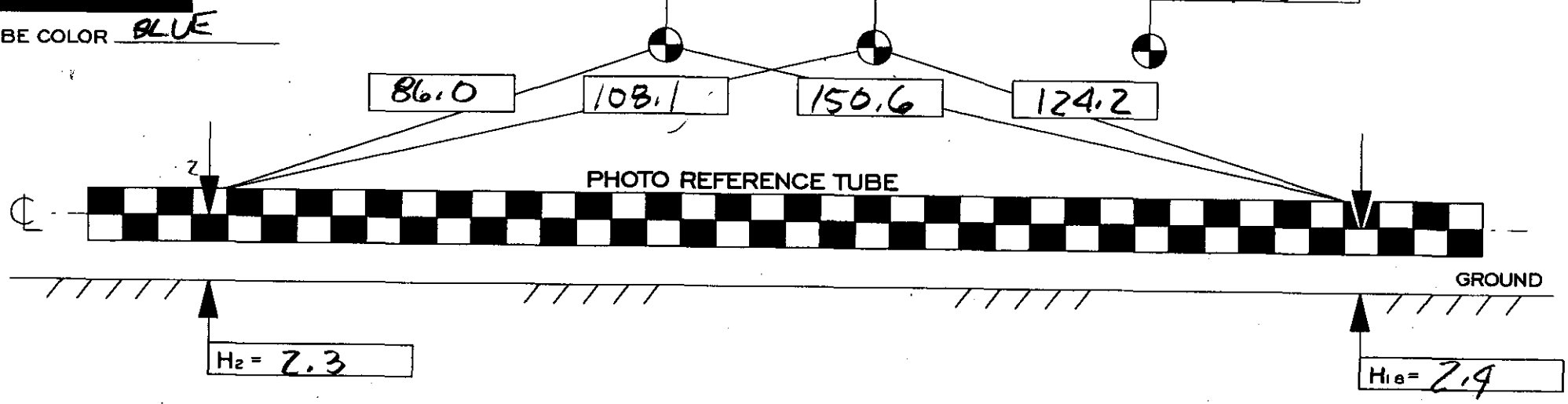
X FENDER/WHEELWELL HEIGHTS _____ SILL HEIGHTS

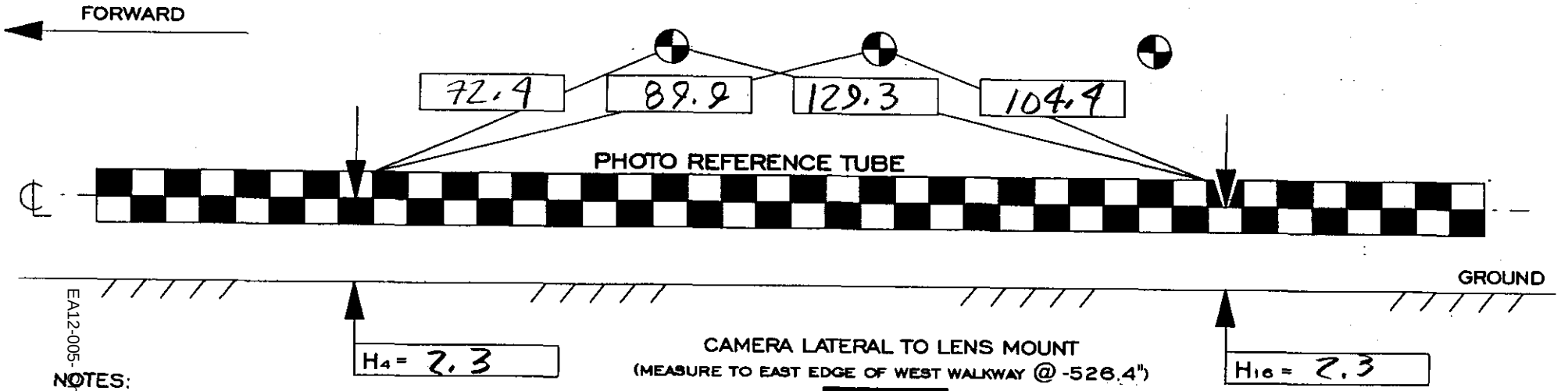
	LF	LR	RF	RR
AS RECEIVED	32.9	33.0	32.7	32.9
AS BUILT-UP				
AS TESTED	31.1	32.2	30.8	32.1

LEFT SIDE REAR DYNAMIC CRUSH

TUBE COLOR BLUE

FRONT SILL	REAR SILL	REAR AXLE
X=	X=	X=
Y=	Y=	Y=
Z= 13.6	Z= 17.9	Z= 13.8





CAMERA LATERAL TO LENS MOUNT
(MEASURE TO EAST EDGE OF WEST WALKWAY @ -526.4")

526.4 INCHES

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 10306

X, Y, Z DIMENSIONS

TEST NUMBER VC10306 TEST ENGINEER COLLINGS

ITEM NUMBER KJ3W[redacted] V.I.N. 1J8GL48103W[redacted] TEST DATE __/__/__

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	174.9	0.0	XXXX
B1	0.5	-17.9	XXXX	B2	0.5	18.3	XXXX
U1	100.5	-18.8	11.5	U2	100.7	18.1	11.2
U3	122.7	-7.9	18.7	U4	123.9	7.0	19.1
U5	128.6	+0.6	9.0	U6	142.6	19.3	22.8
U7	139.1	-19.2	23.0	U8	143.1	6.0	12.4
U9	143.2	-3.7	12.6	U10	150.5	5.7	12.5
U11	150.6	-3.1	12.5	U12	155.9	19.0	23.2
U13	155.0	-19.1	23.3				
UC1	159.2	-0.7	23.6				
LFS	63.1	-31.1	13.6				
LMS	92.8	-31.2	13.9				
LRA	132.2	-32.3	13.8	LAP	58.0	50-21.1/28.9	49.1

TRAMMEL DIMENSIONS;

LFS-LMS PRE 30.05 POST _____ U1 -U2 37.57

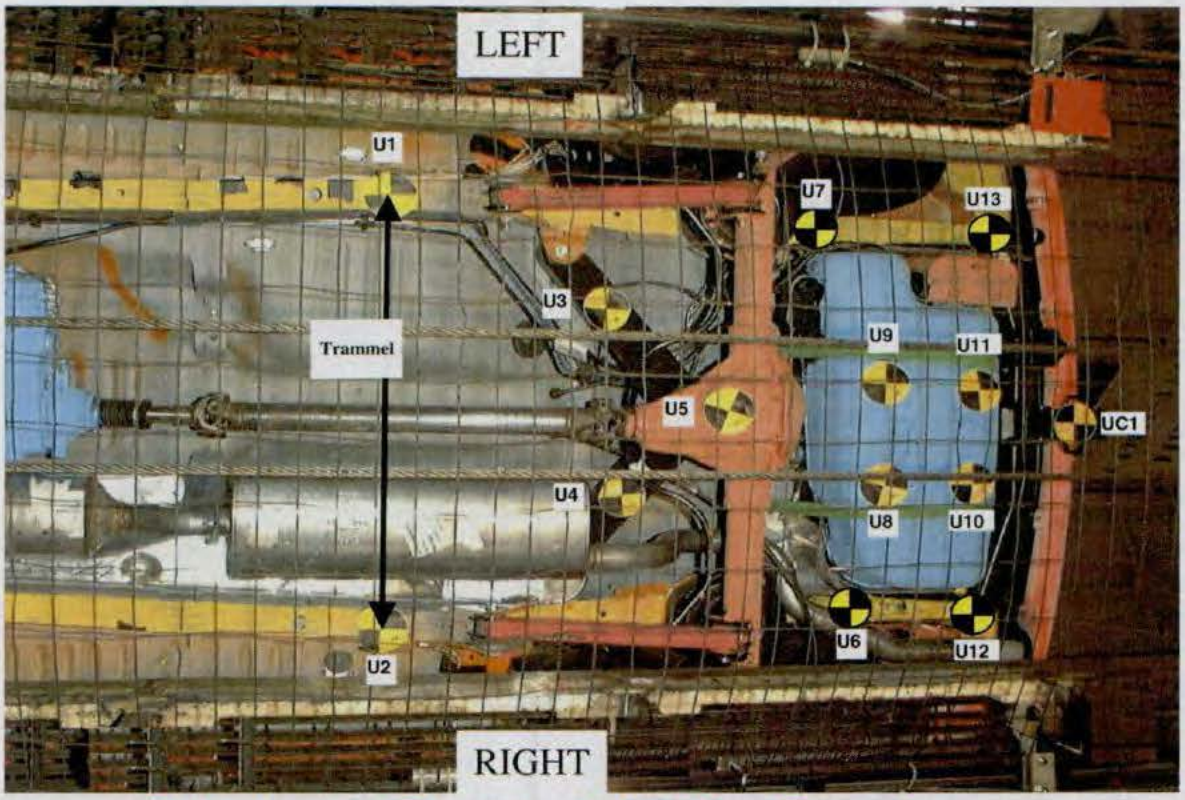
PROGRAM: KJ

VC 1038; Item No. KJ3U [redacted]

Underbody Rear Impact

ALL REAR IMPACT TEST MODES

Visibility Approved: DGL / 05/03/1999
Approved for CPG Use: GAB /05/03/1999
Impact Analysis Engineer: ASD 09/06/02
ASD T/L:722-1916; PAGER 586-898-4235



Guidelines to Placement of Critical Targets:

ITEM	COMMENTS
U1 & U2	5.5" IN FRONT OF FORWARD EDGE OF CONTROL ARM MOUNTING BRACKET.
U3 & U4	CENTER OF UPPER SWING ARMS.
U5	ON CENTER OF REAR DIFFERENTIAL
U12 & U13	END OF RAILS AT REAR BUMPER CROSSMEMBER
U6	14" FORE OF U12
U7	ON LEFT RAIL 16" FORWARD OF U13
U8,U9,U10 & U11	IN SQUARE PATTERN, INSIDE STRAPS ON BOTTOM SURFACE OF THE FUEL TANK
UC1	CENTERED ON REAR BUMPER CROSSMEMBER

11/7/02

CONFIDENTIAL

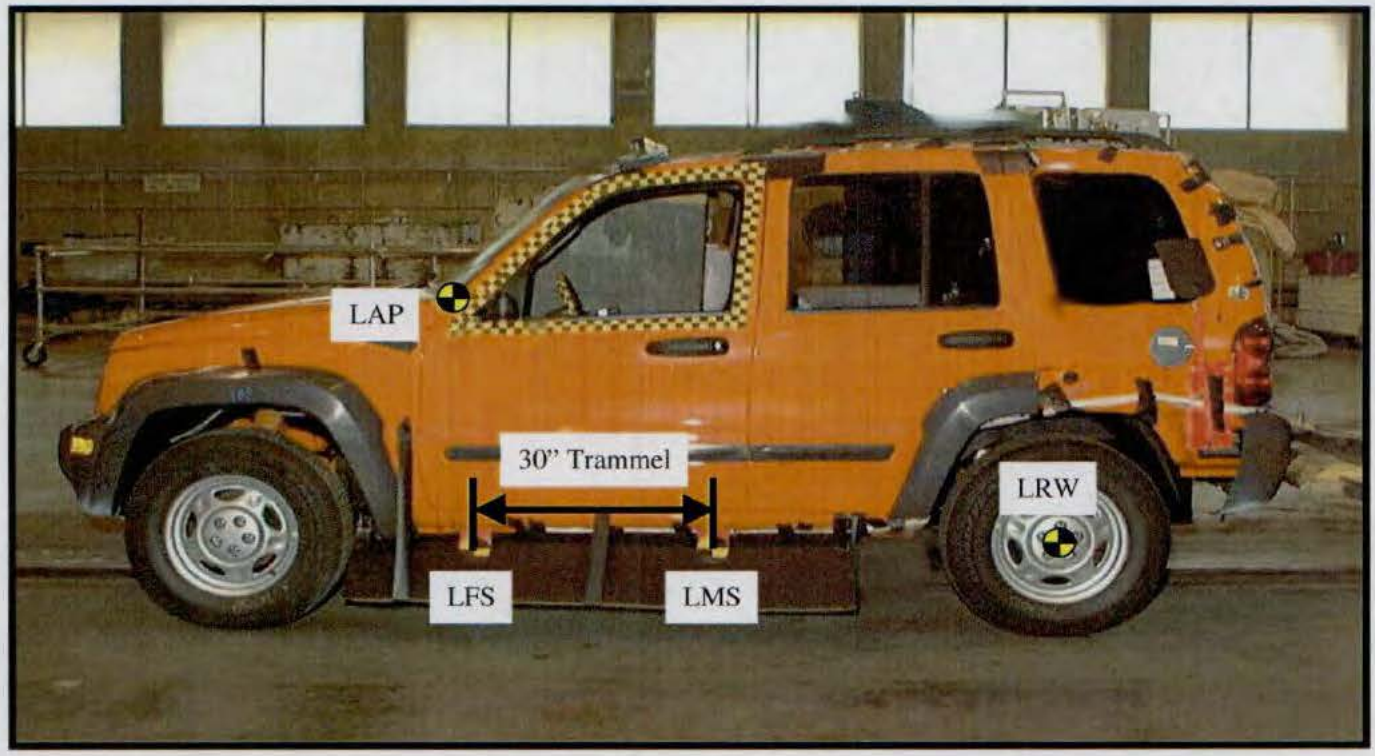
PROGRAM: KJ

VC 10306 ; Item No. KJ30 [redacted]

Left Side Rear

ALL REAR IMPACT TEST MODES

Visibility Approved: DGL / 05/03/1999
Approved for CPG Use: GAB /05/03/1999
Impact Analysis Engineer: ASD 09/06/02
ASD T/L:722-1916; PAGER 586-898-4235



Guidelines to Placement of Critical Targets:

ITEM	COMMENT
LMS	BOTTOM OF B-POST ON SILL
LFS	30" FORE OF LMS
LRW	CENTER OF REAR WHEEL
LAP	4" UP FROM BOTTOM OF WINDSHIELD ON A-POST

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.EDP.REPORT

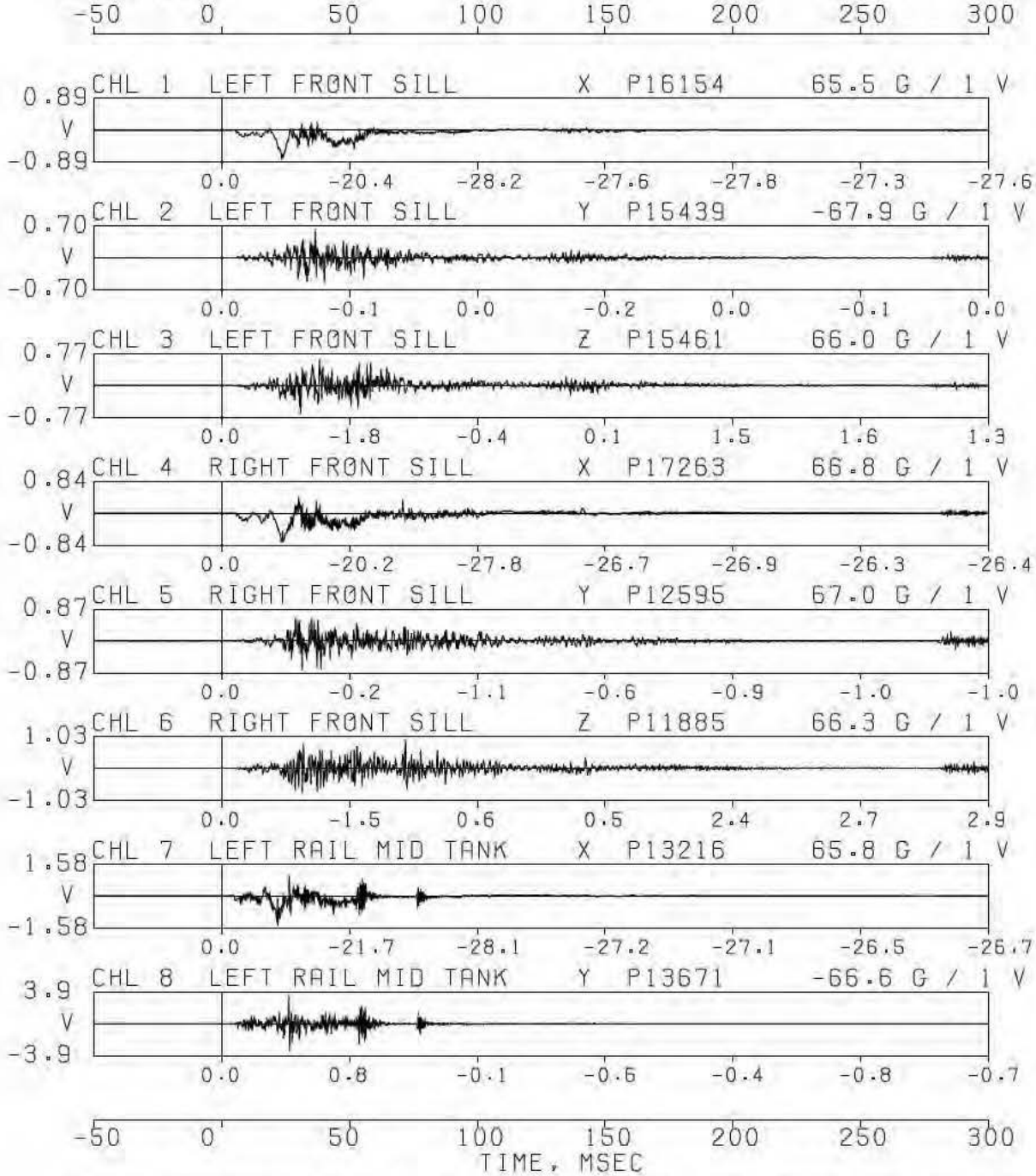
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ, USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD

MAY 7,2003 ERRATA 1



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

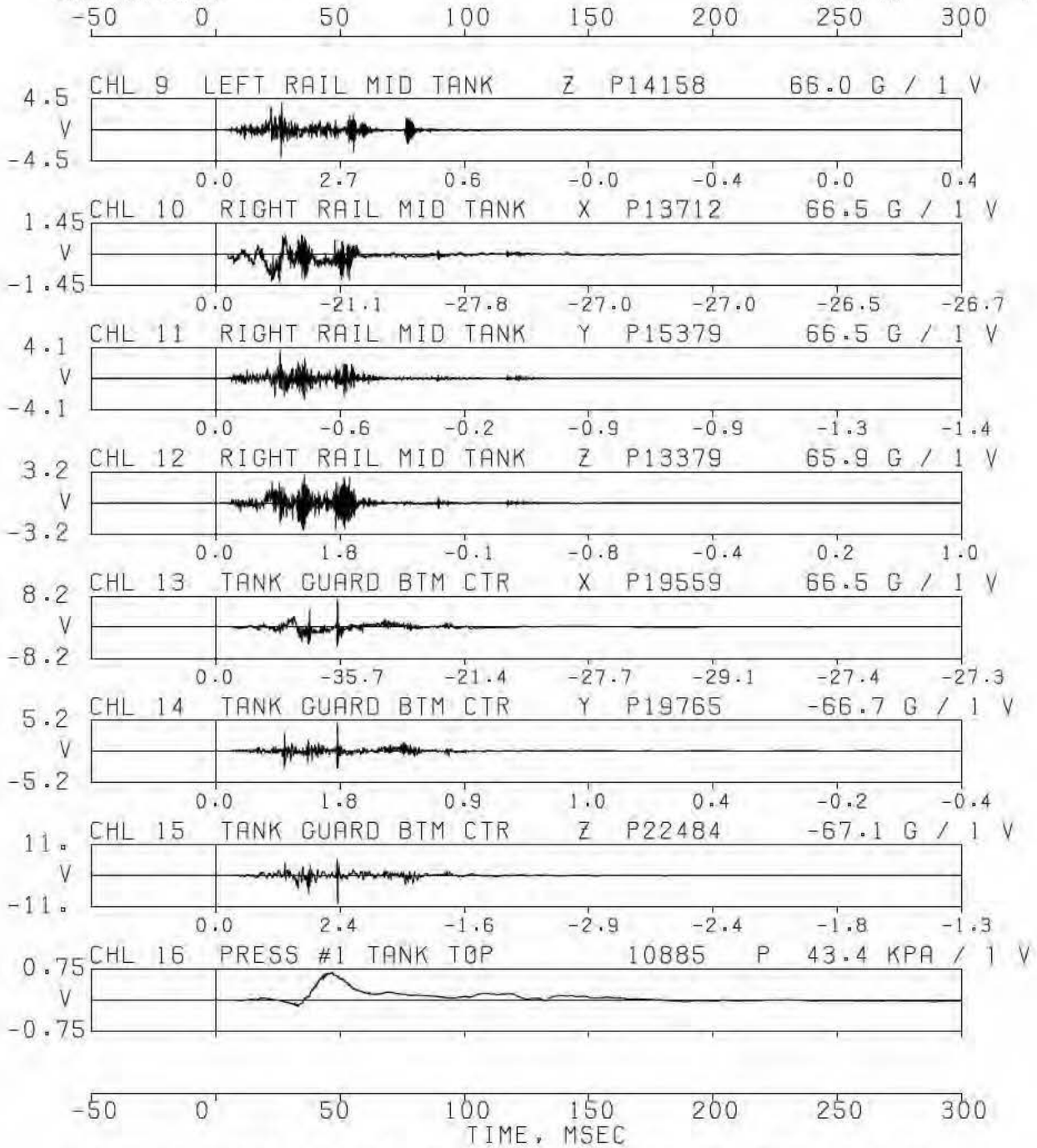
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD

MAY 7,2003 ERRATA 1



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

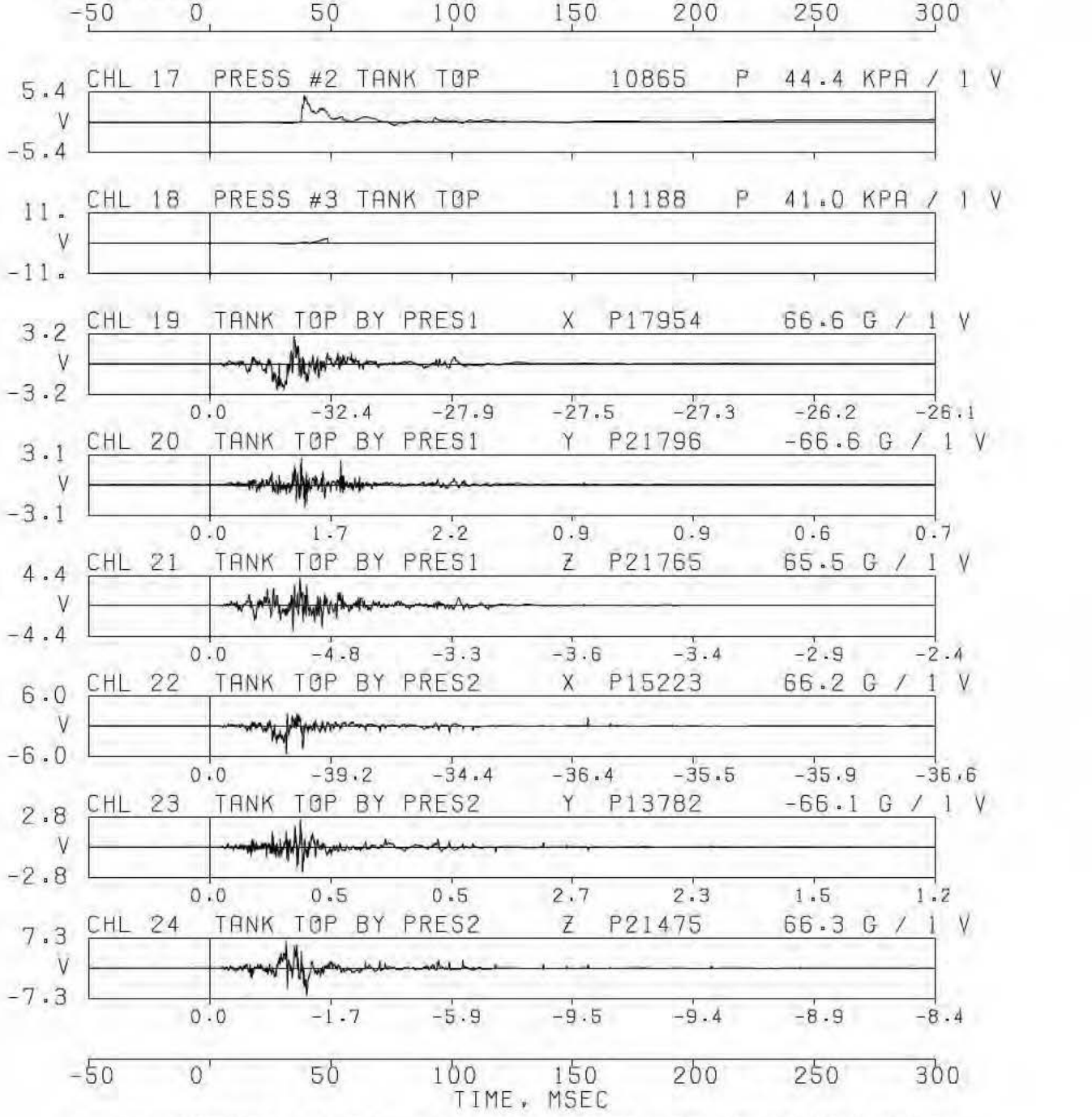
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE

MAY 7,2003 ERRATA 1



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

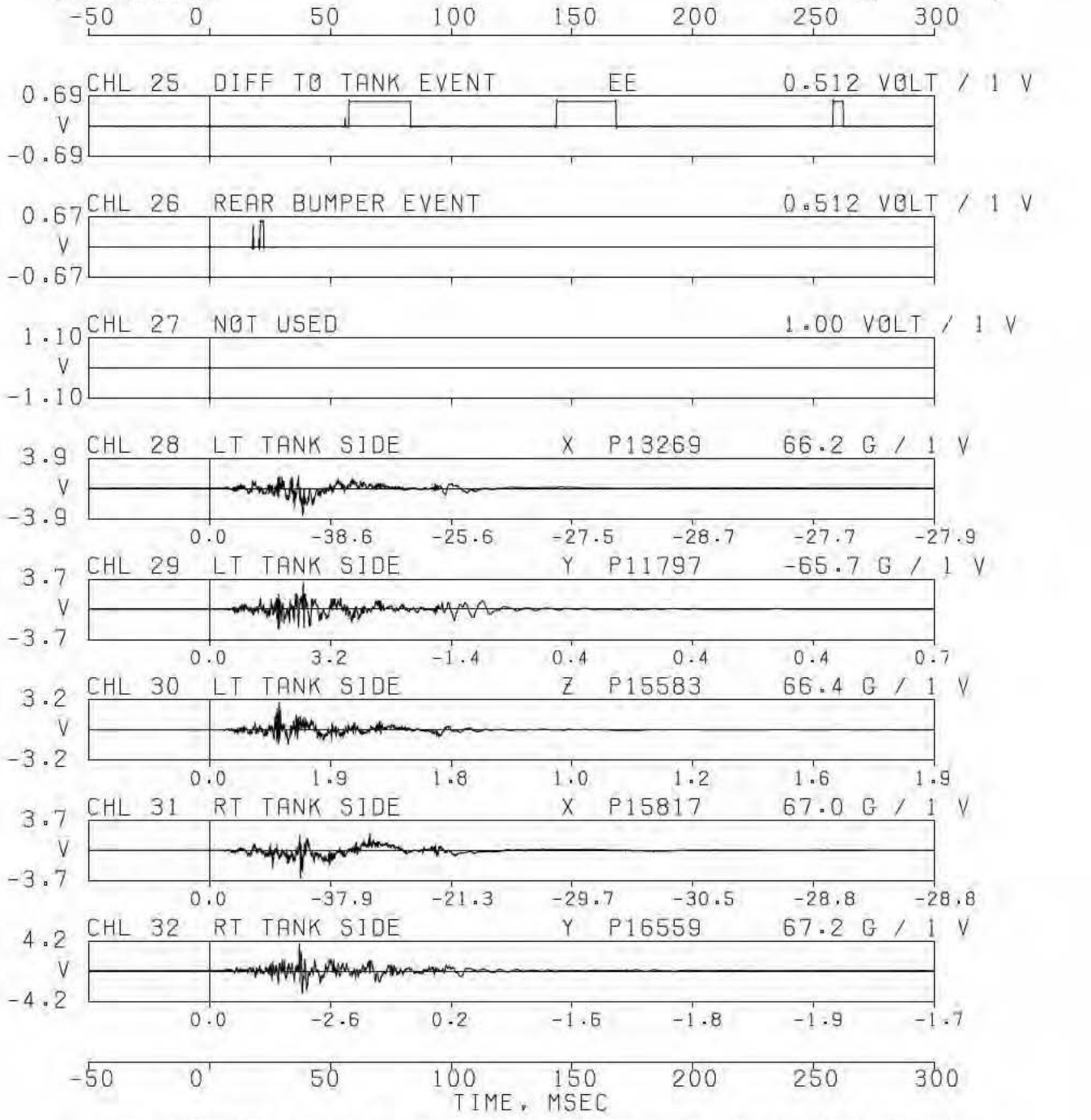
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ, USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE

MAY 7,2003 ERRATA 1



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

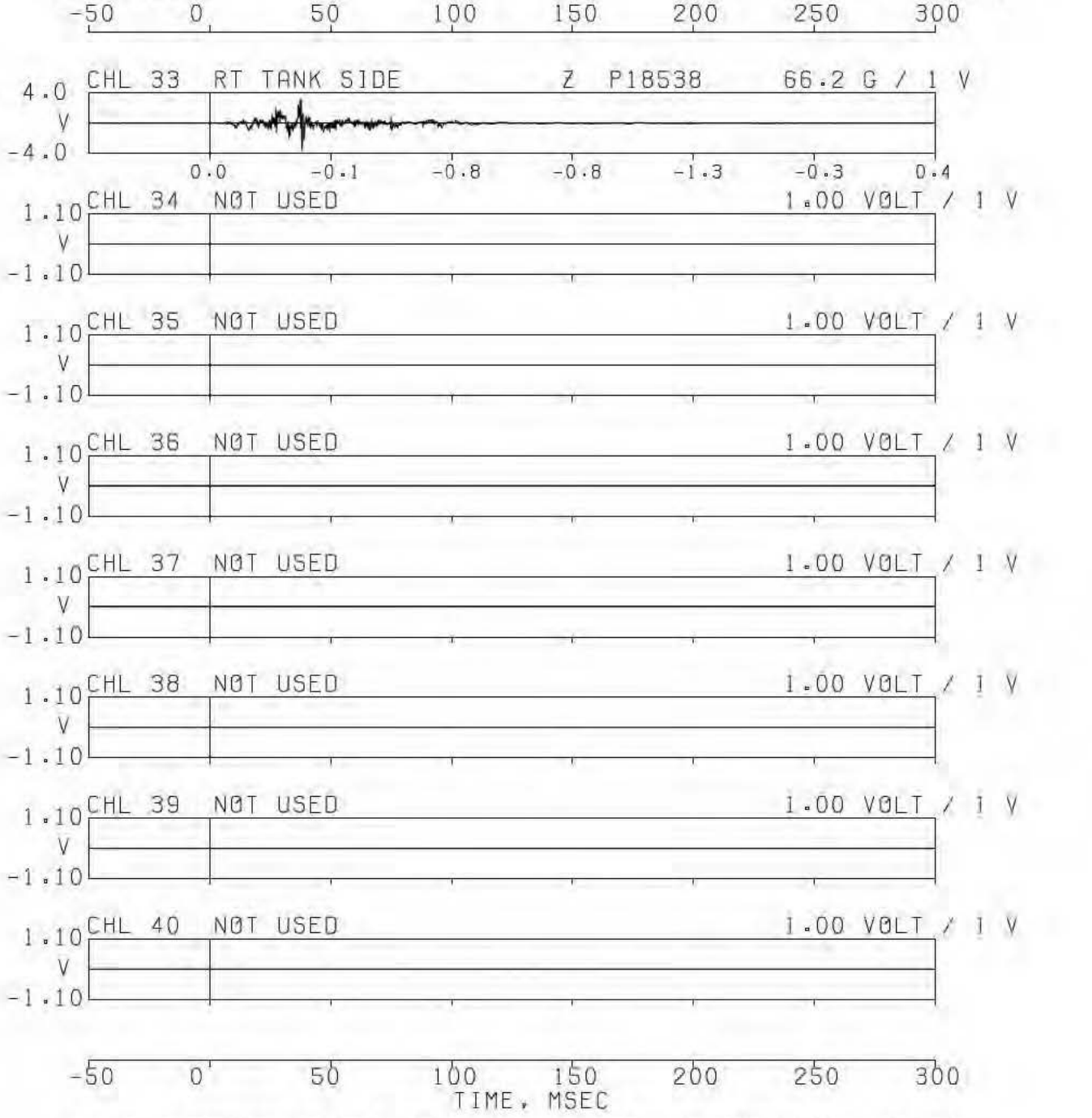
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ, USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BF

MAY 7,2003 ERRATA 1



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

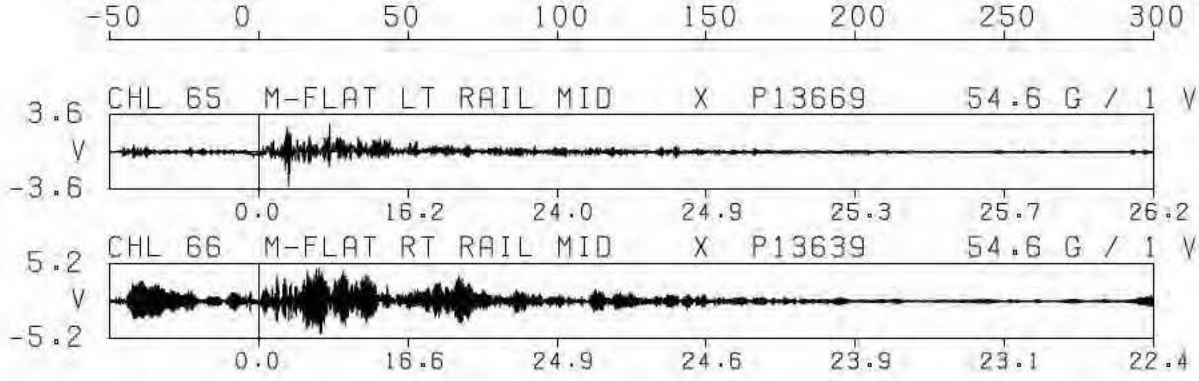
TRANSDUCER SUMMARY REPORT

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BH

MAY 7,2003 ERRATA 1



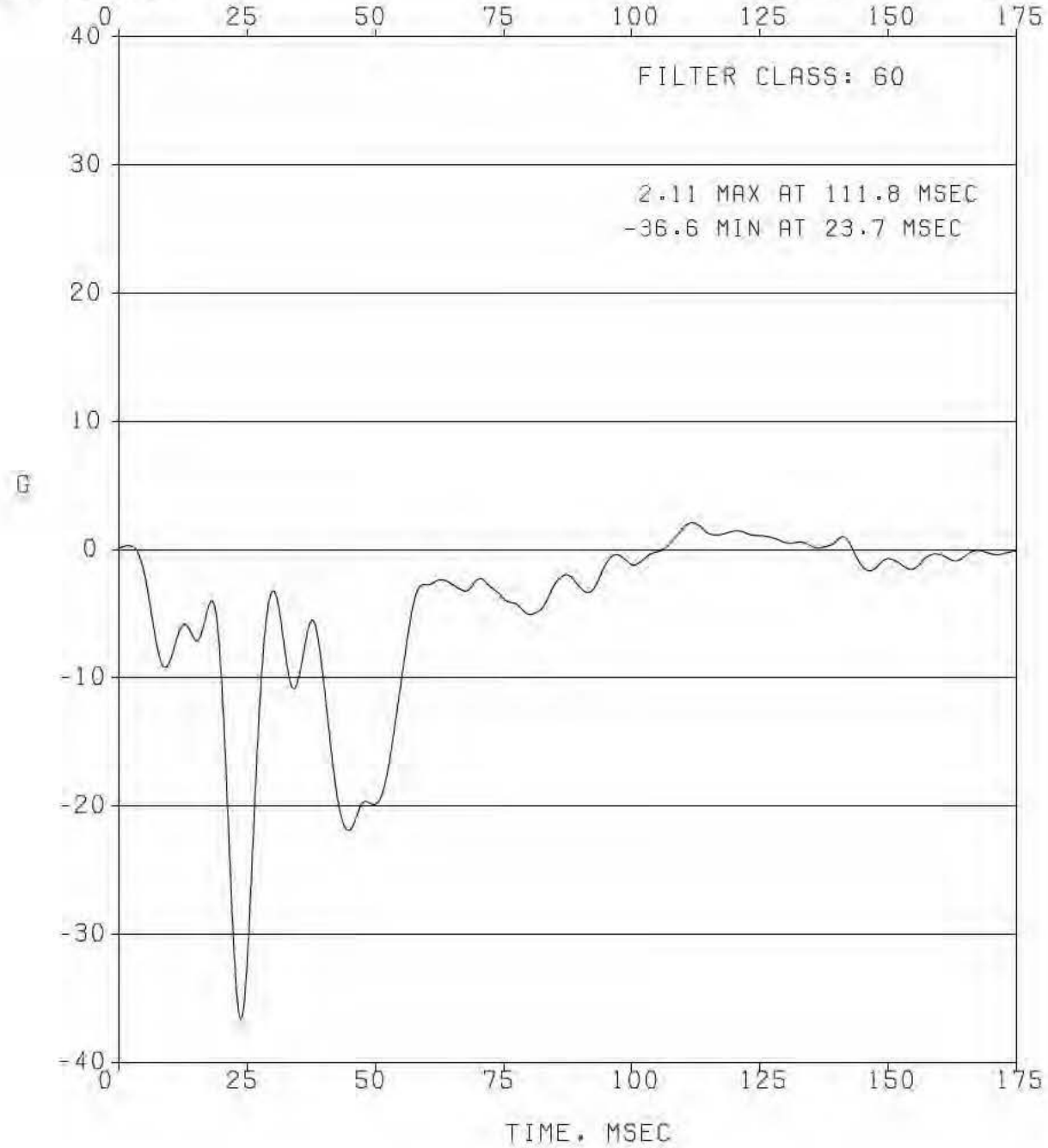
-50 0 50 100 150 200 250 300

TIME, MSEC

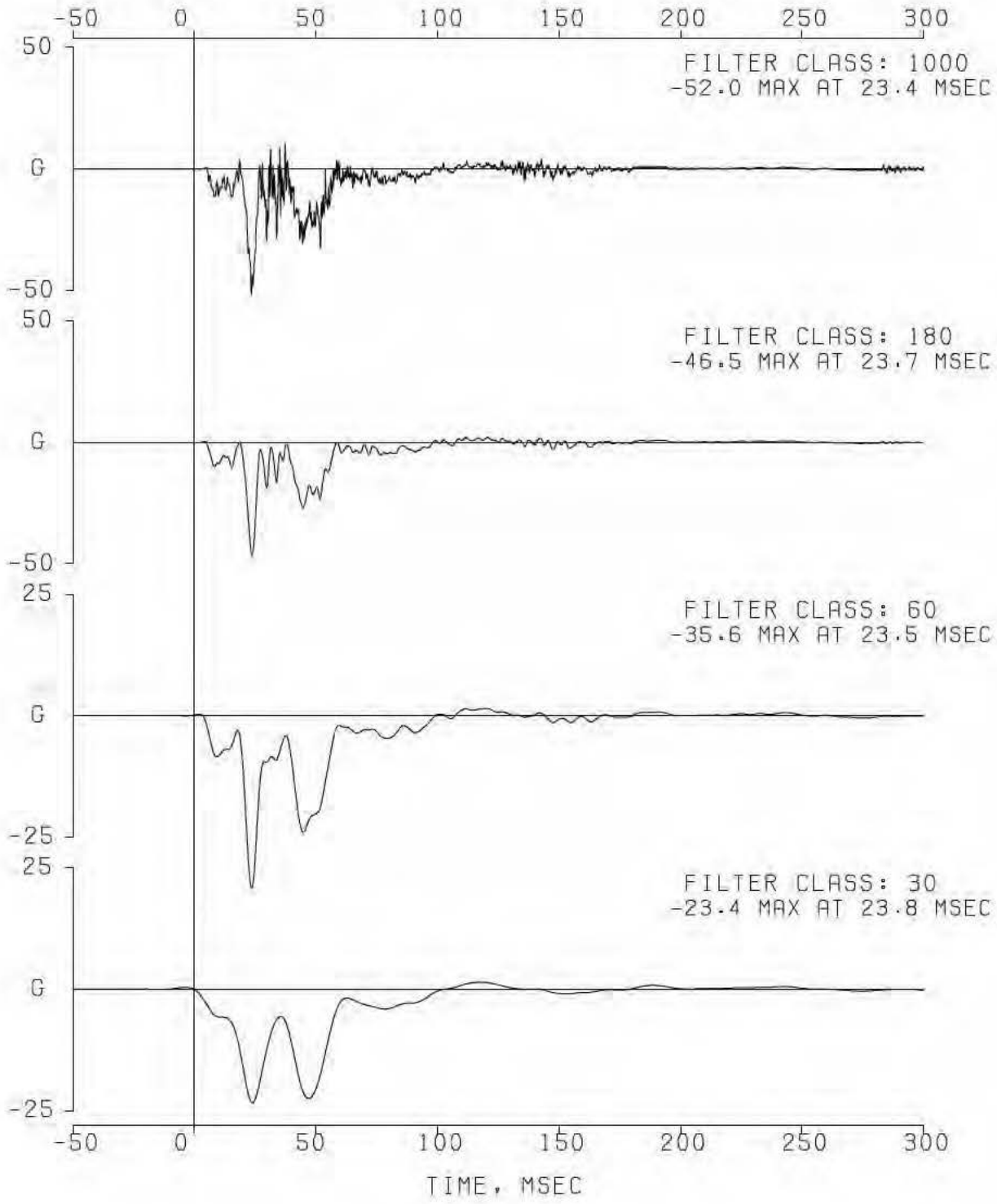
NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
AVERAGE OF
CHANNEL 001 LEFT FRONT SILL X P16154
CHANNEL 004 RIGHT FRONT SILL X P17263

FILTER TYPE: PHASELESS, 4 POLE BUTTERWORTH, 2-PASS (99.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7.2003 ERRATA 1



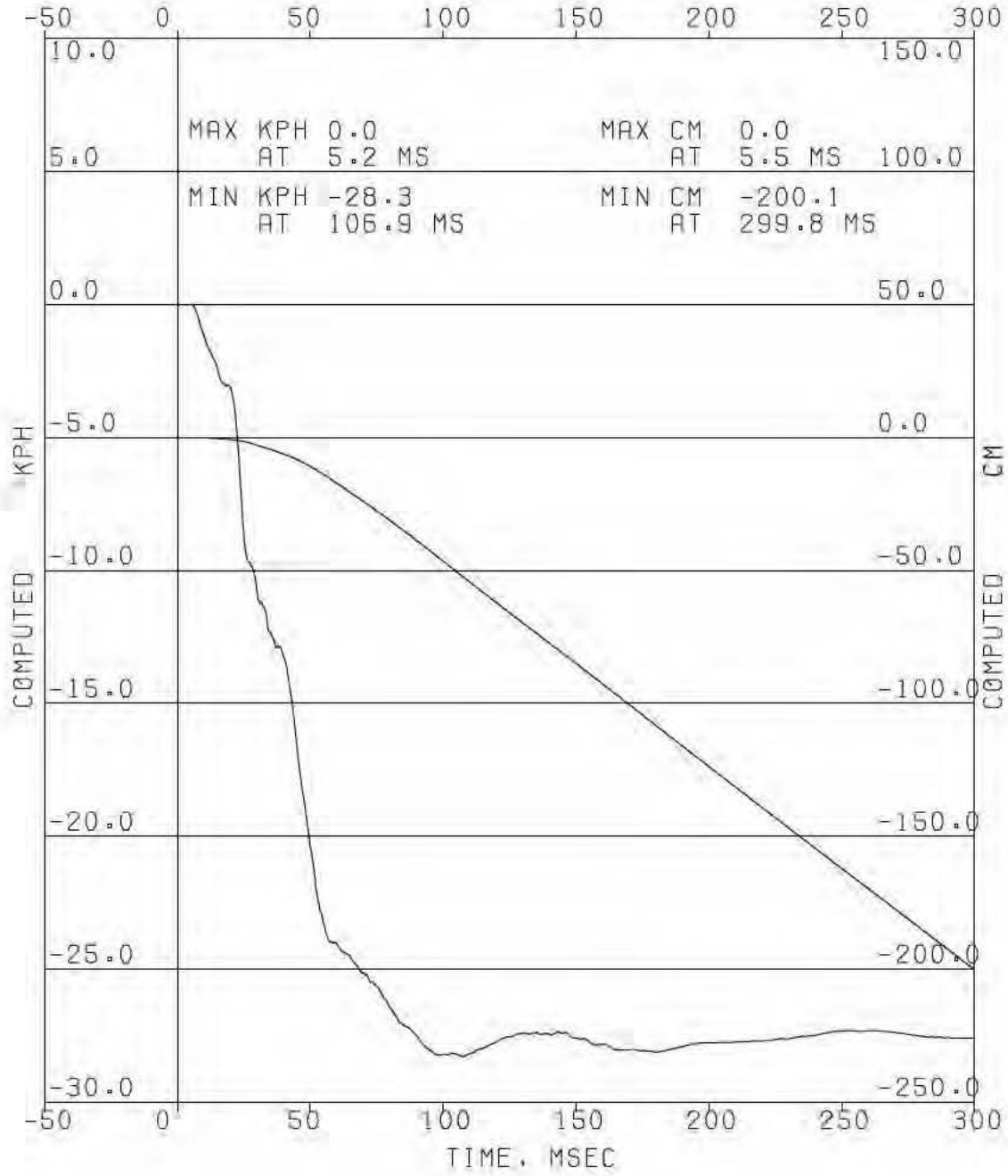
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P16154
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P16154

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

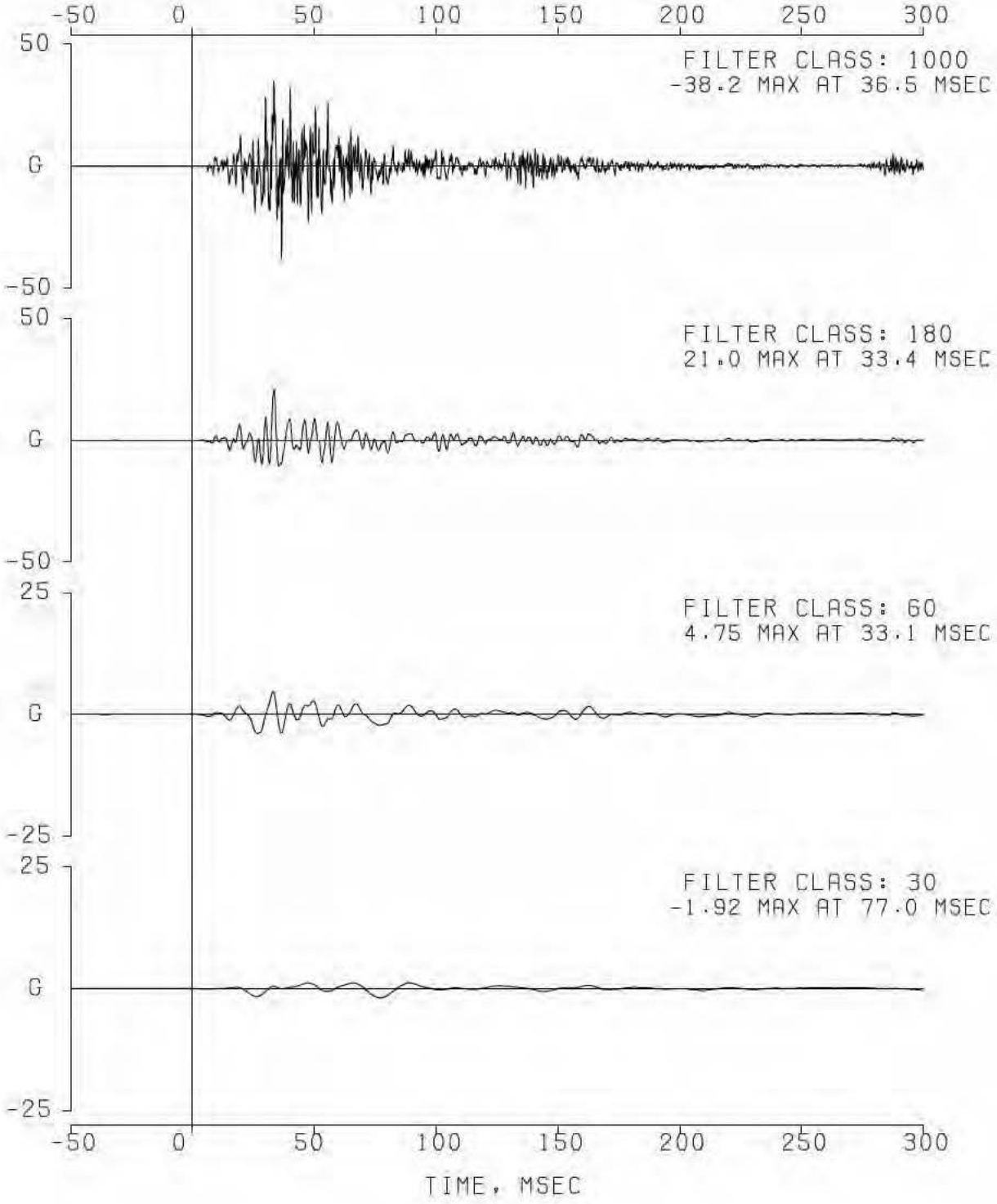
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



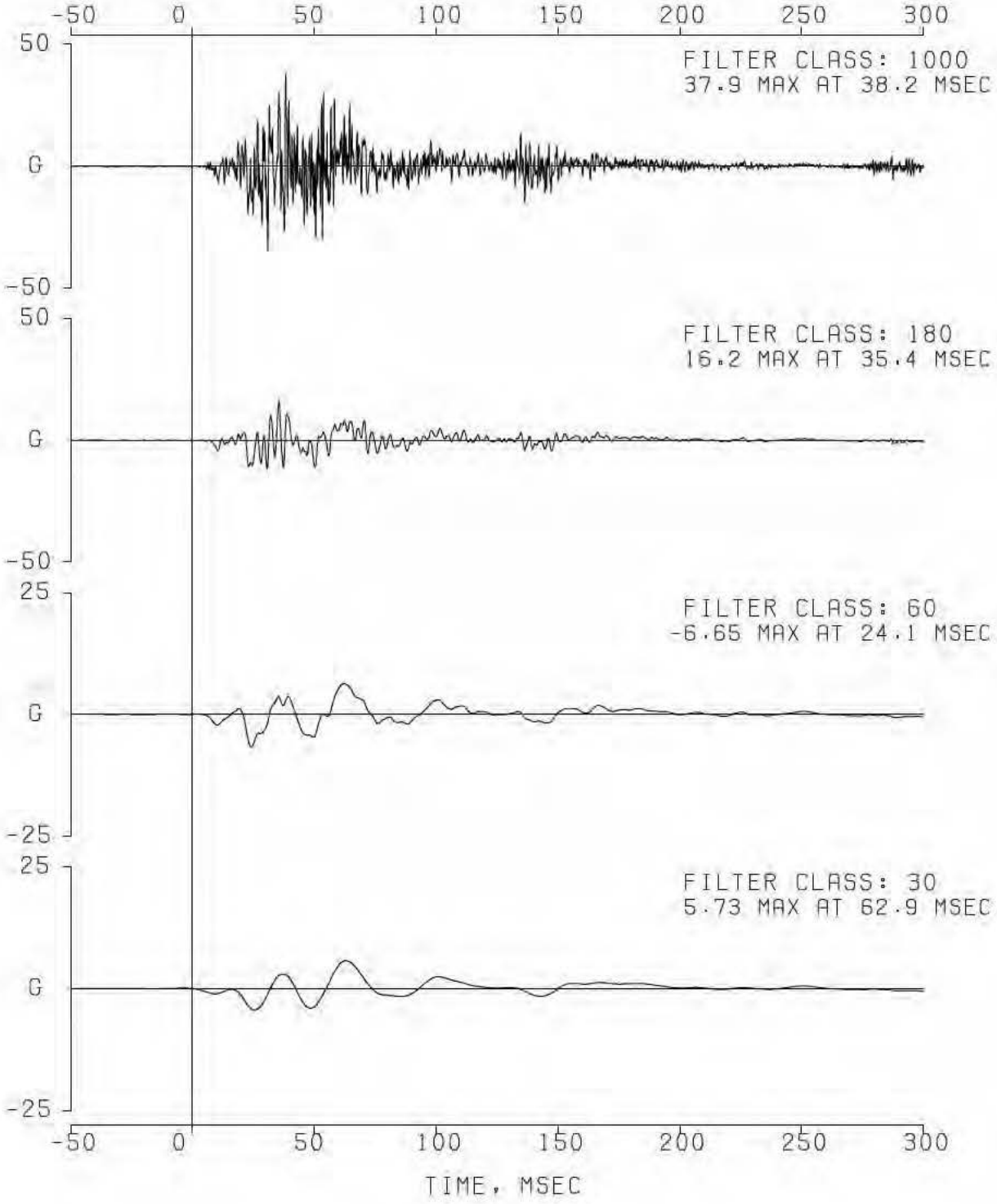
EA12-005- Chrysler -005138

COMPUTED KPH
COMPUTED CM

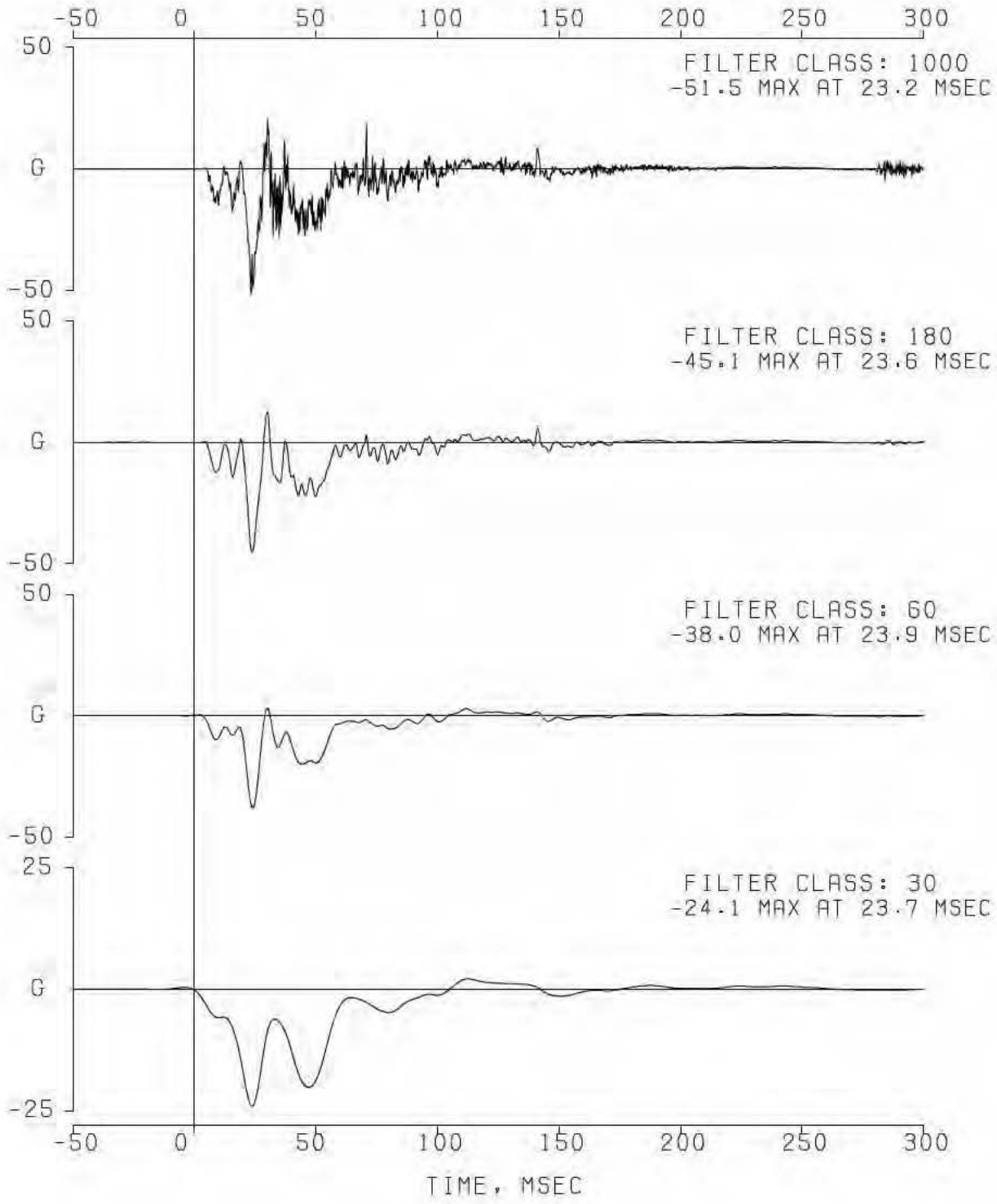
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 002 LEFT FRONT SILL Y P15439
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA)



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 003 LEFT FRONT SILL Z P15461
FILTER TYPE: PHASELESS. DCX FFT 10K 4 POLE BUTTERWORTH. (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7.2003 ERRATA 1



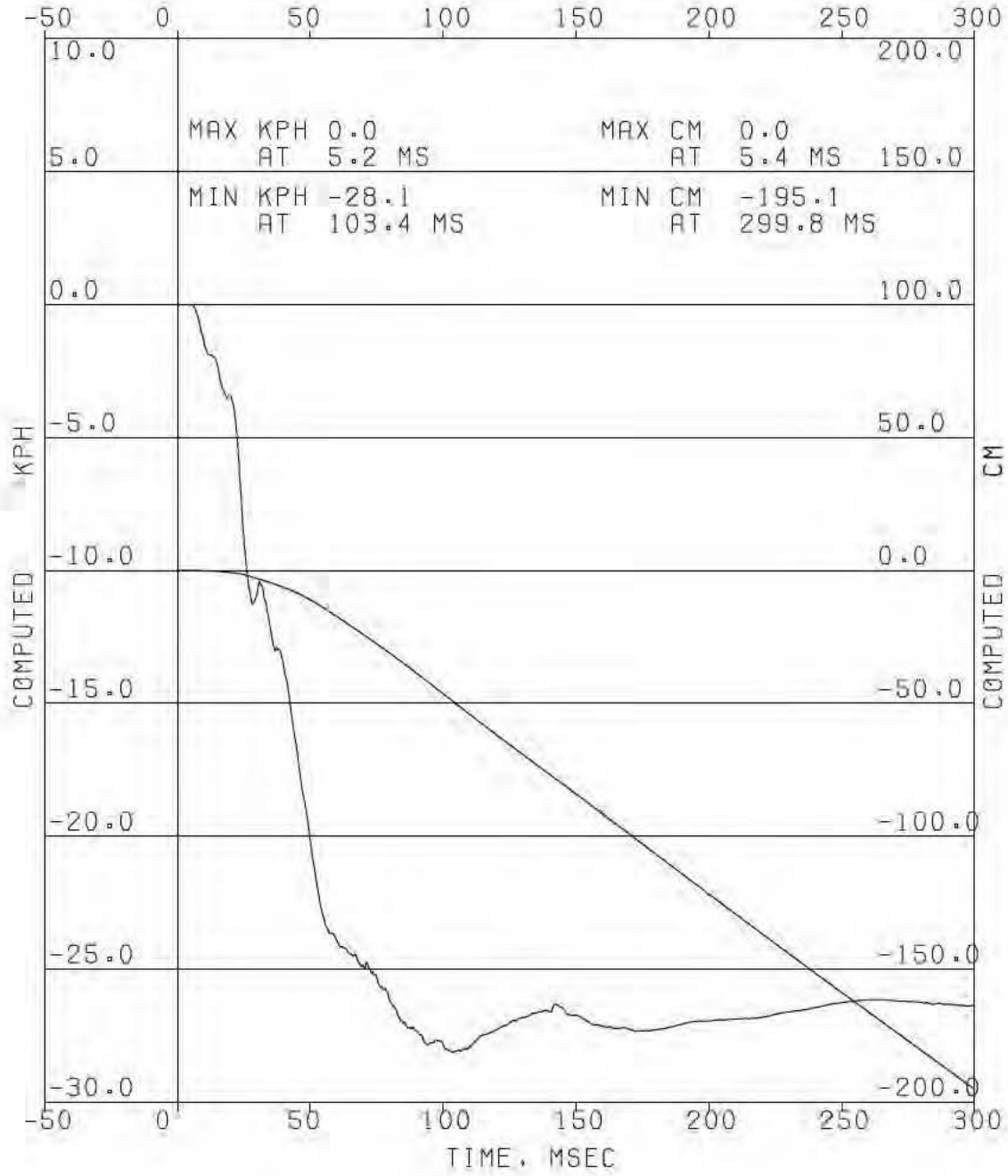
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P17263
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P17263

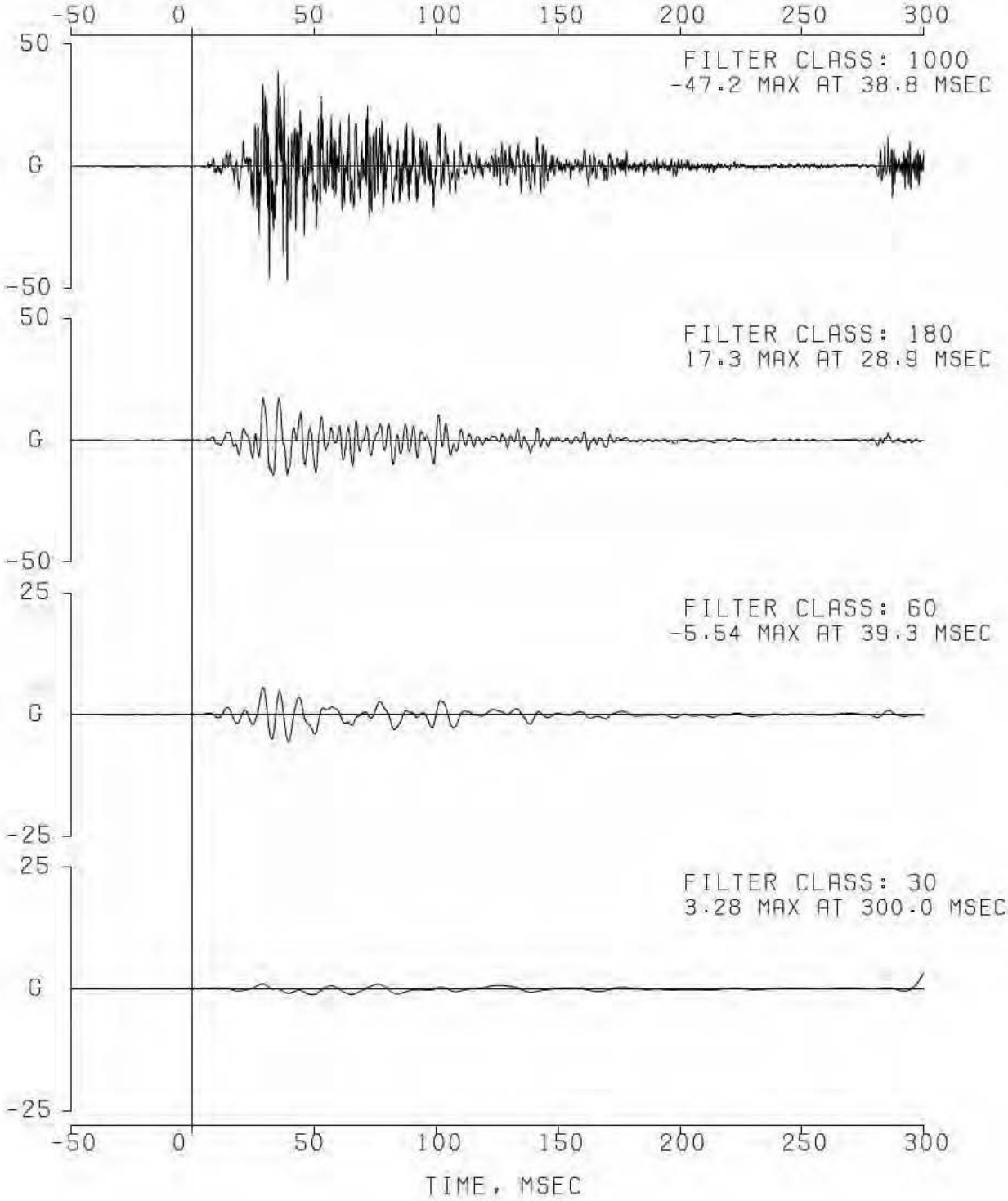
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1

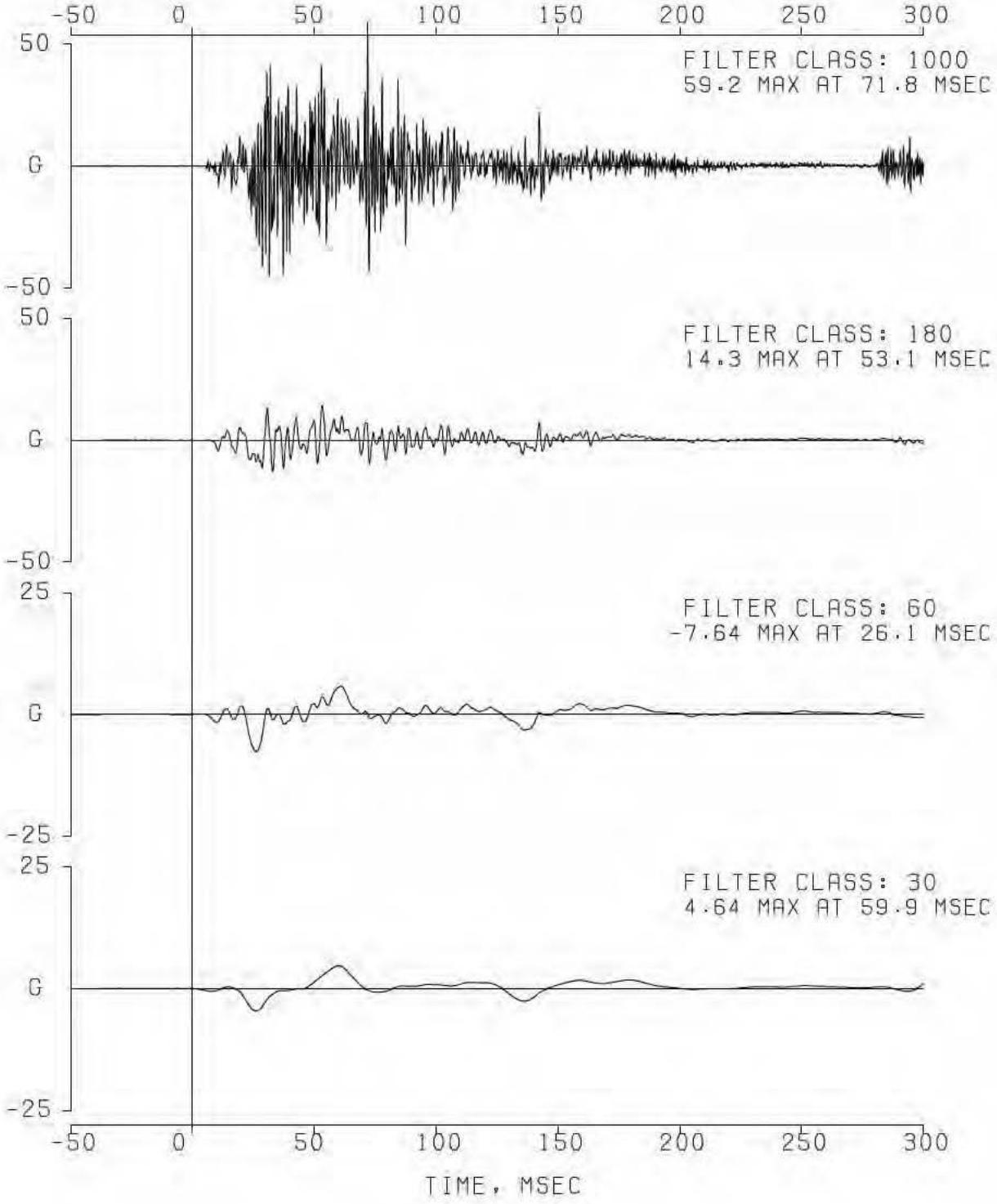


COMPUTED KPH
COMPUTED CM

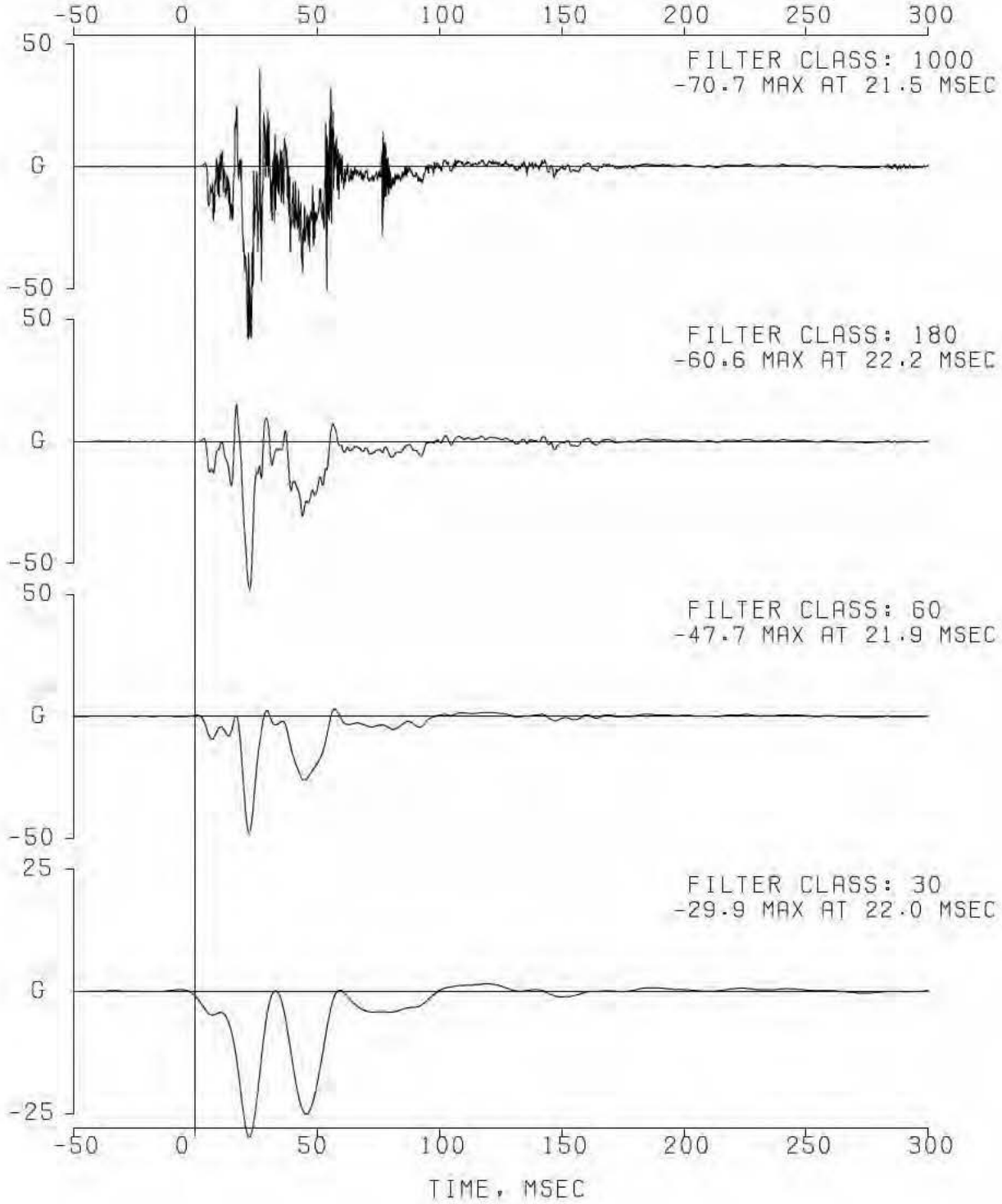
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 005 RIGHT FRONT SILL Y P12595
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 006 RIGHT FRONT SILL Z P11885
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P13216
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1

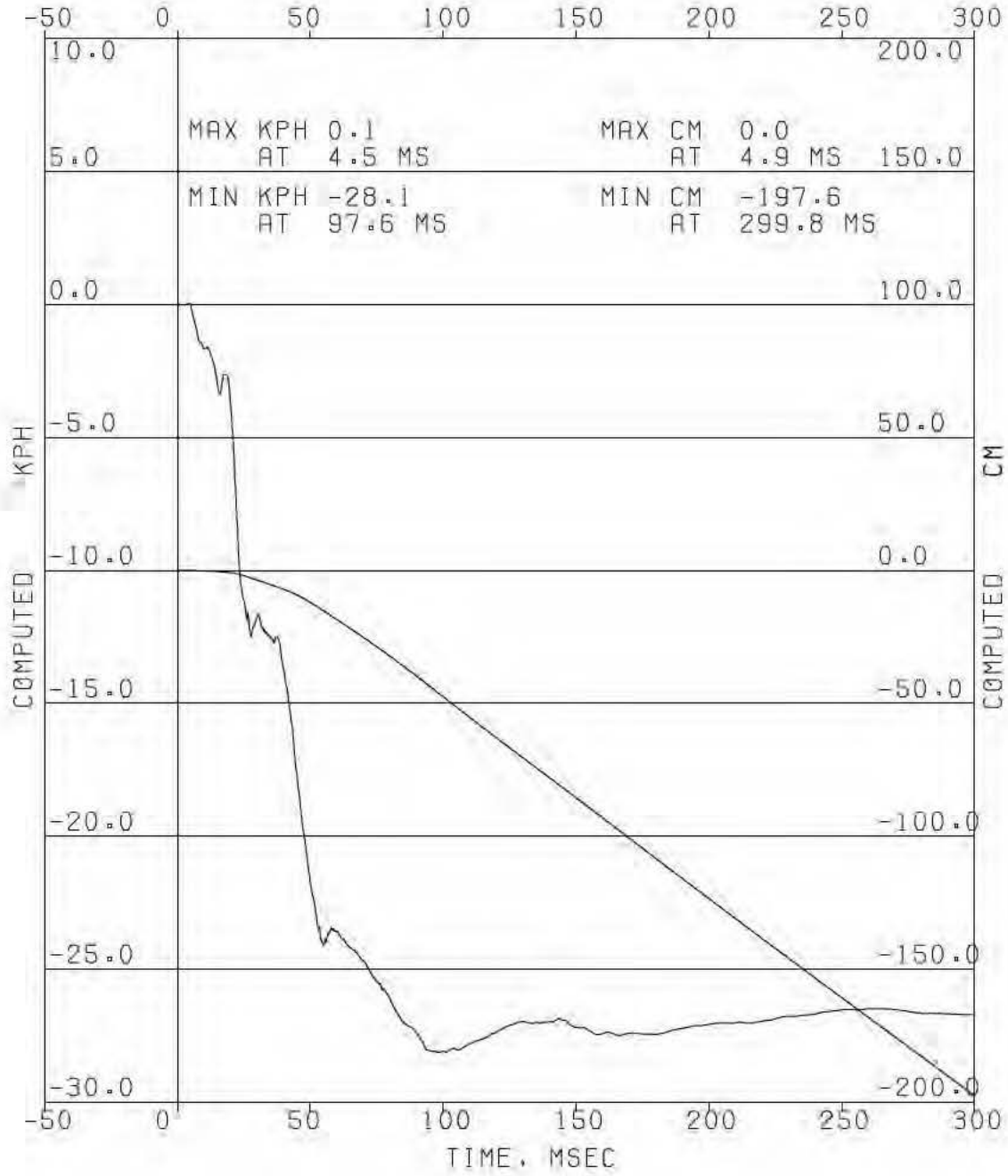


VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P13216

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320
MAY 7,2003

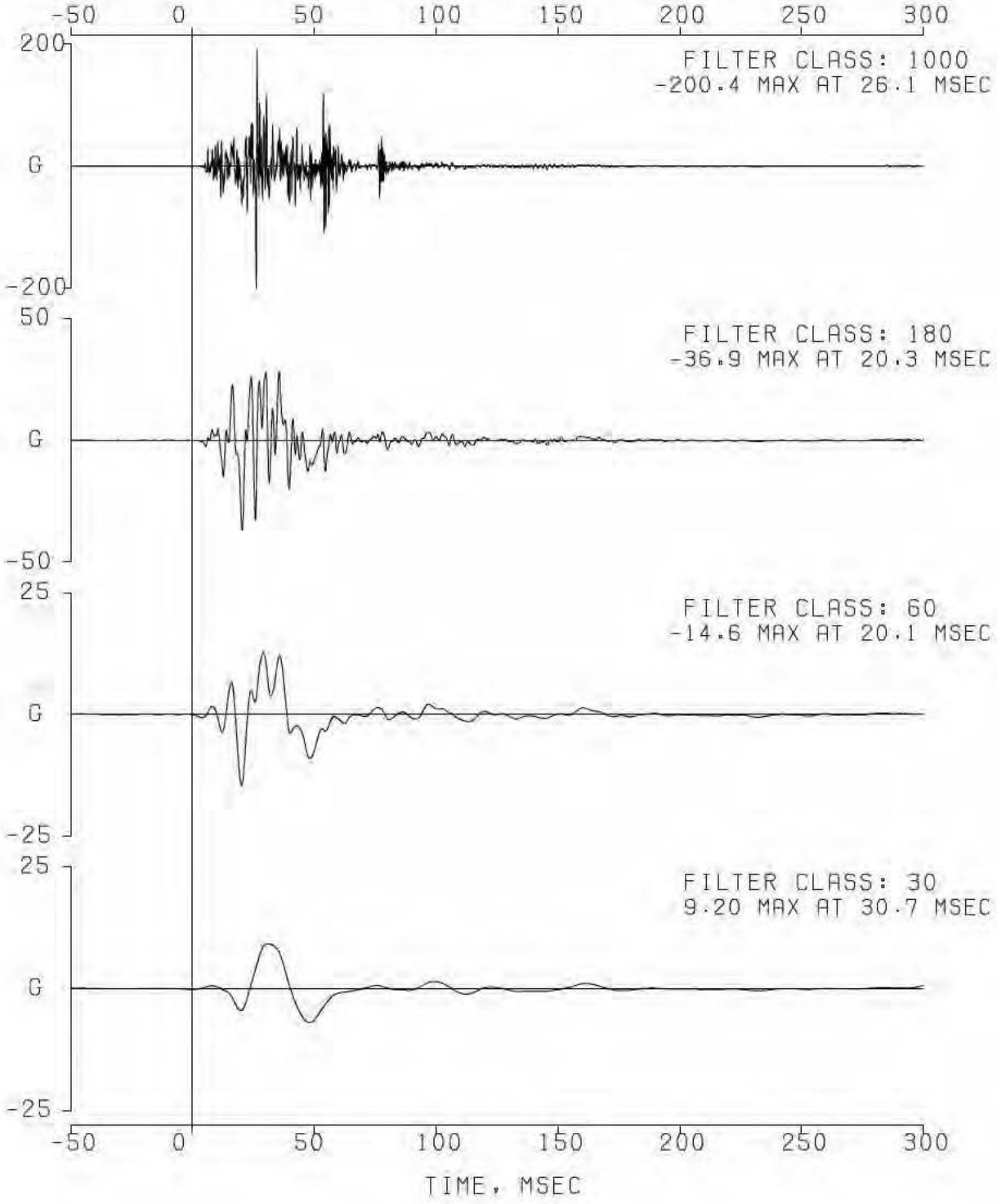
DATA SET 11/14/02BD
ERRATA 1



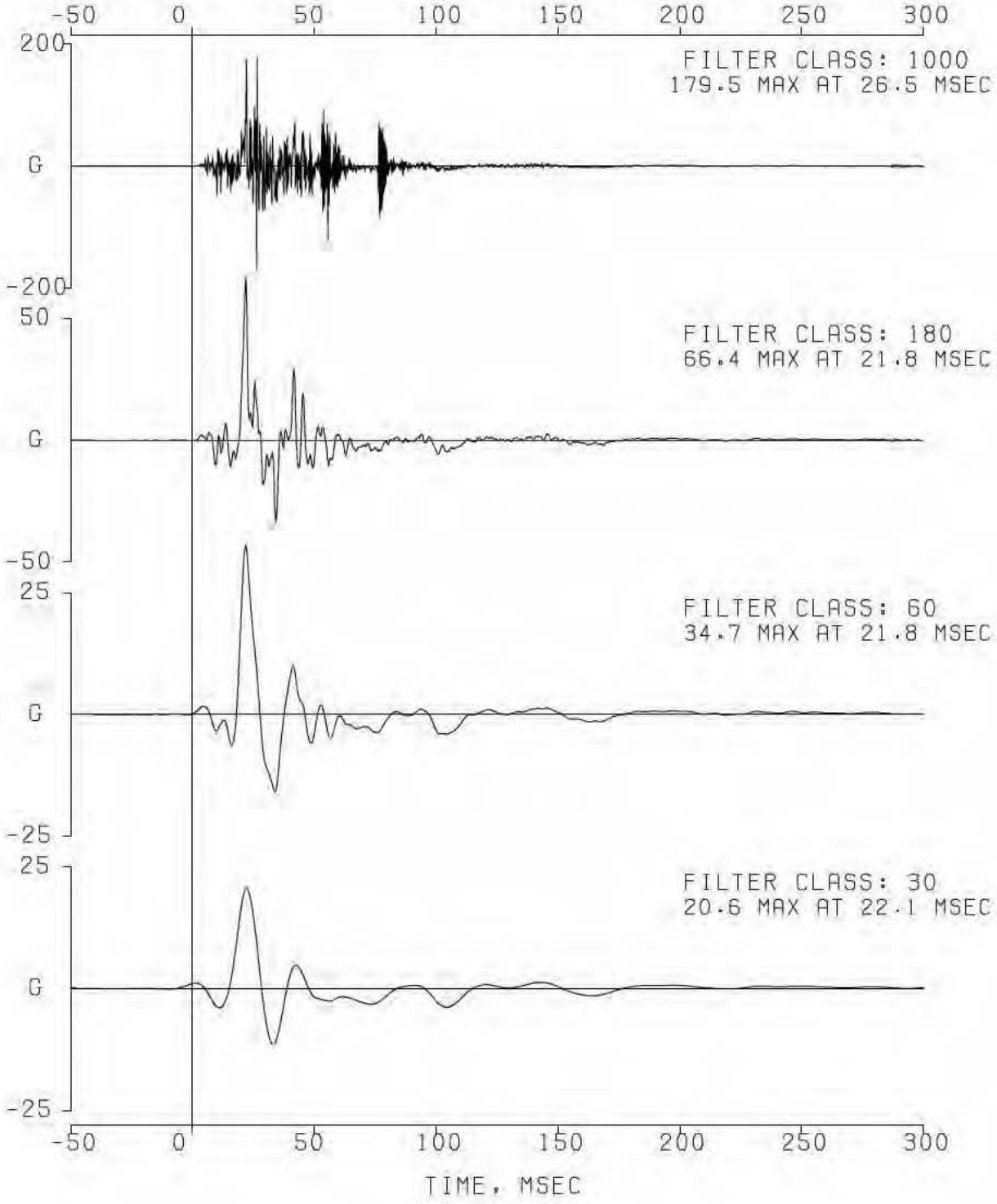
EA12-005- Chrysler -005146

COMPUTED KPH
COMPUTED CM

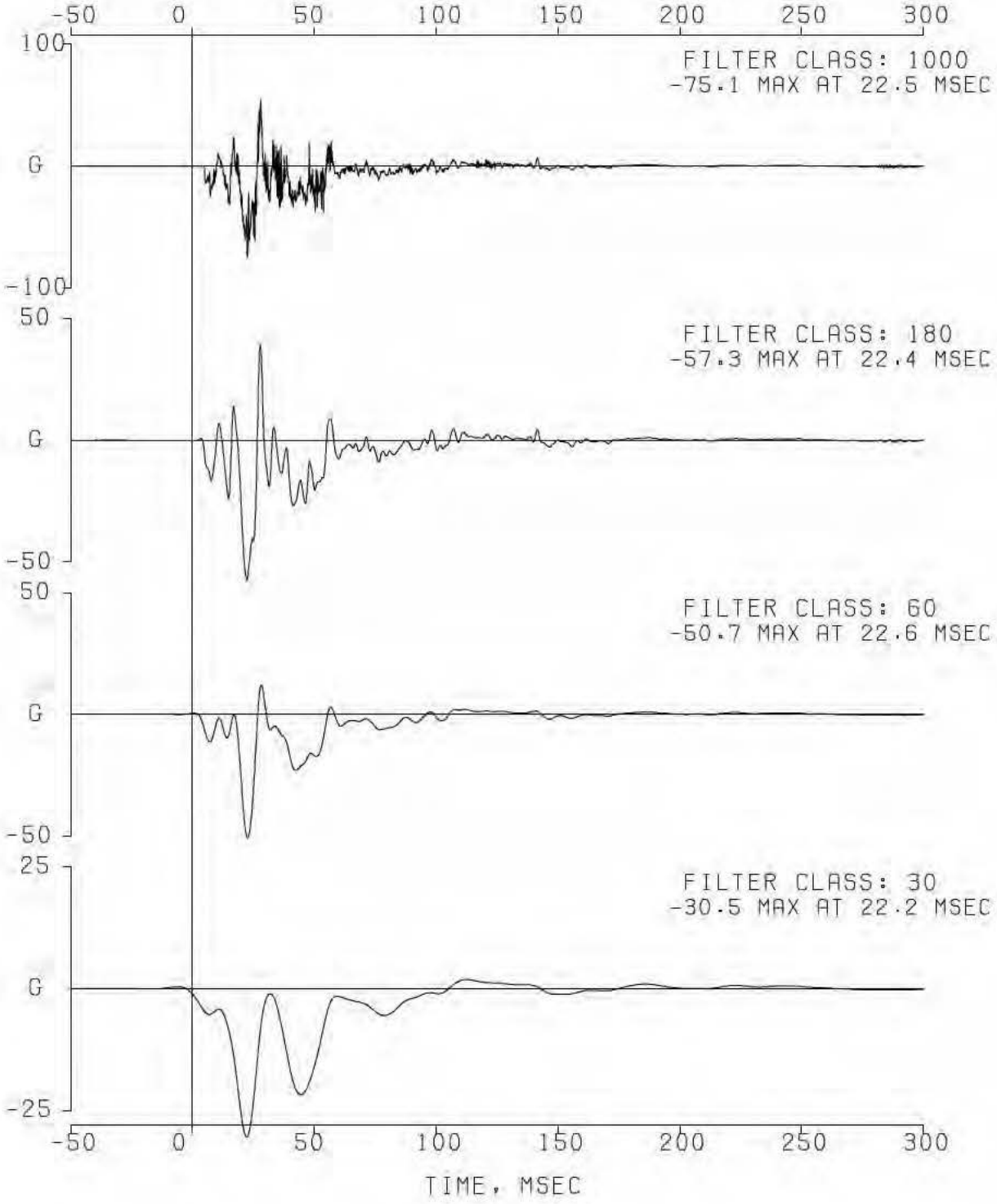
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 008 LEFT RAIL MID TANK Y P13671
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 009 LEFT RAIL MID TANK Z P14158
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



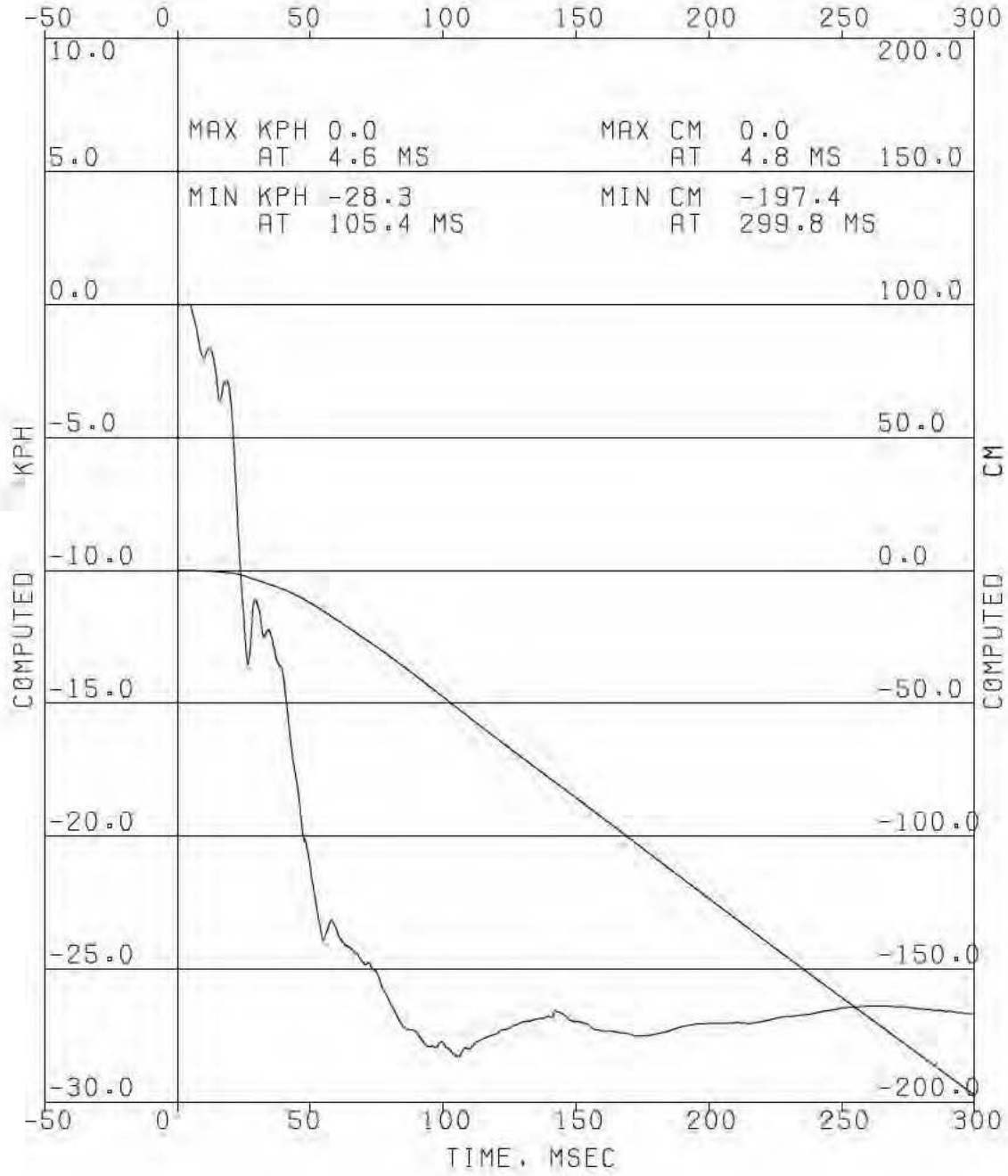
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P13712
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P13712

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

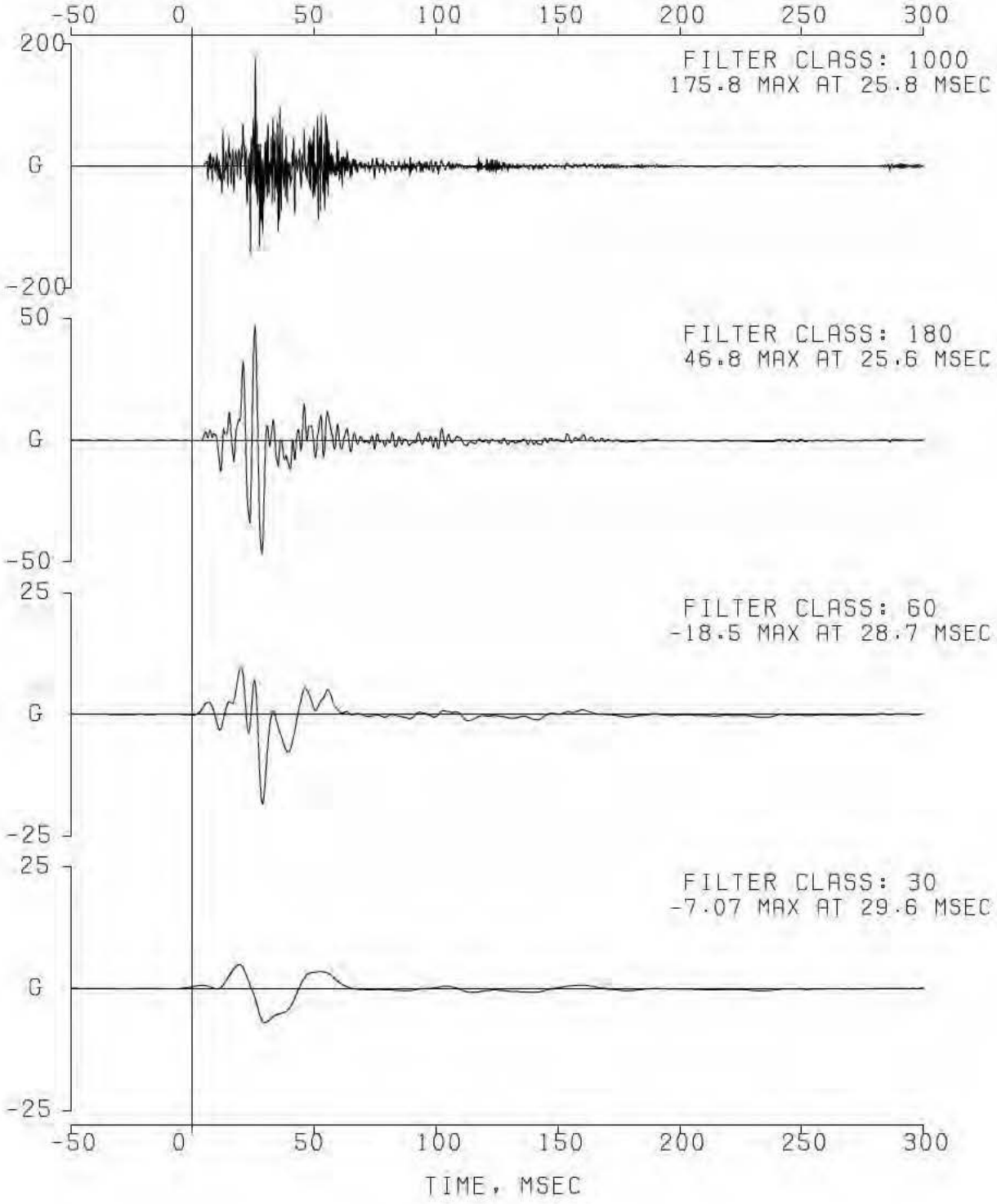
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



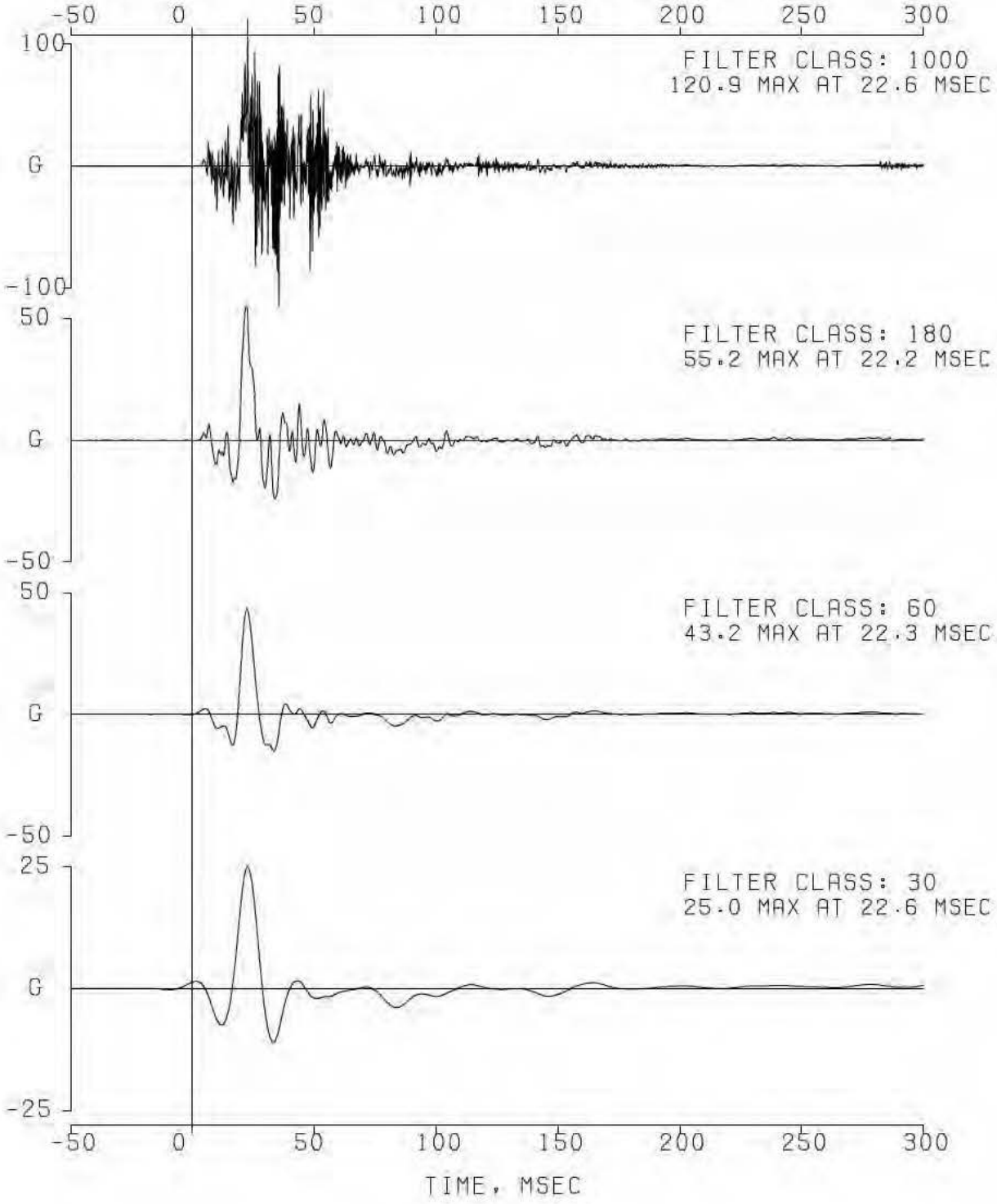
EA12-005- Chrysler -005150

COMPUTED KPH
COMPUTED CM

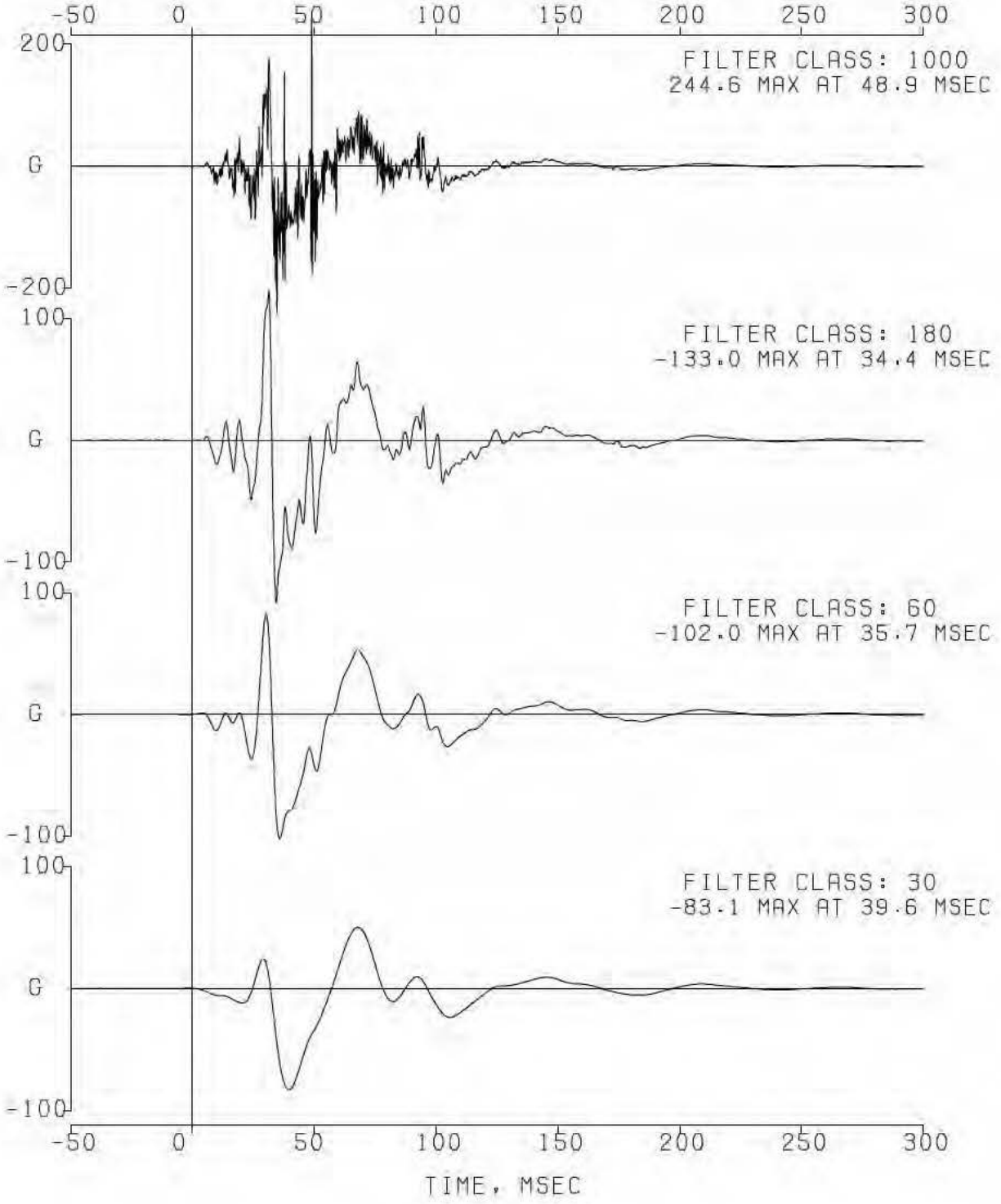
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 011 RIGHT RAIL MID TANK Y P15379
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 012 RIGHT RAIL MID TANK Z P13379
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 TANK GUARD BTM CTR X P19559
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1

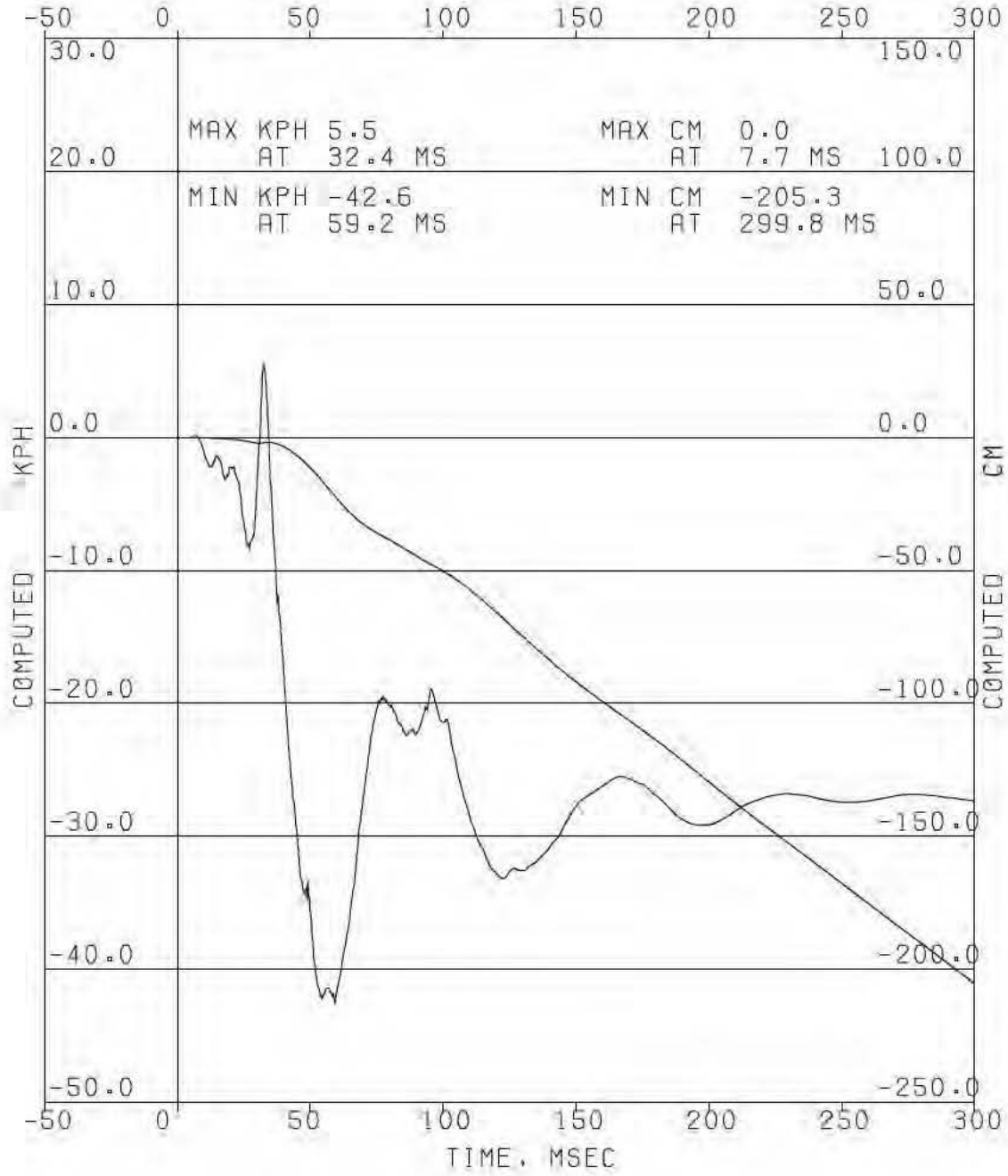


VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 TANK GUARD BTM CTR X P19559

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320
MAY 7,2003

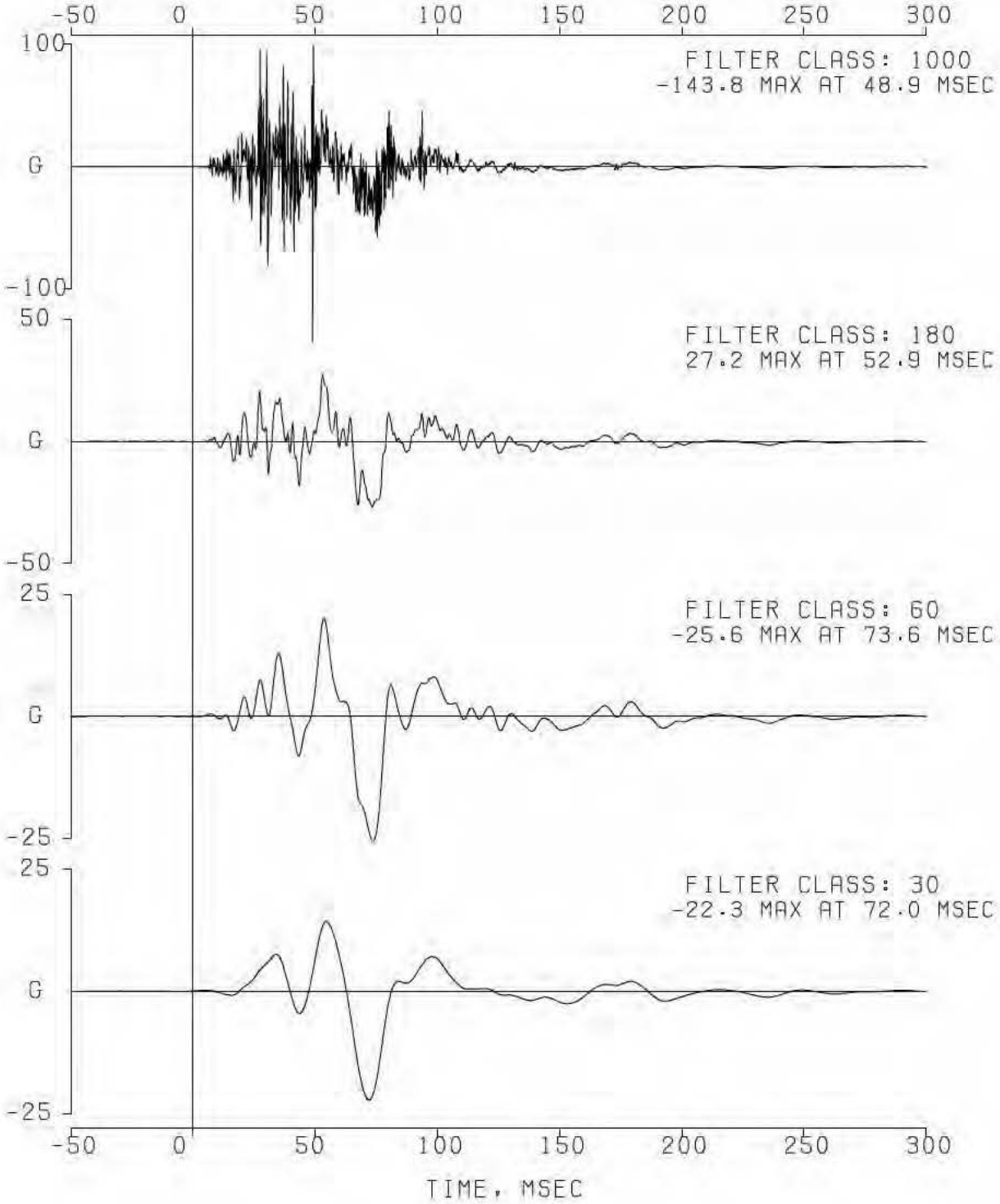
DATA SET 11/14/02BD
ERRATA 1



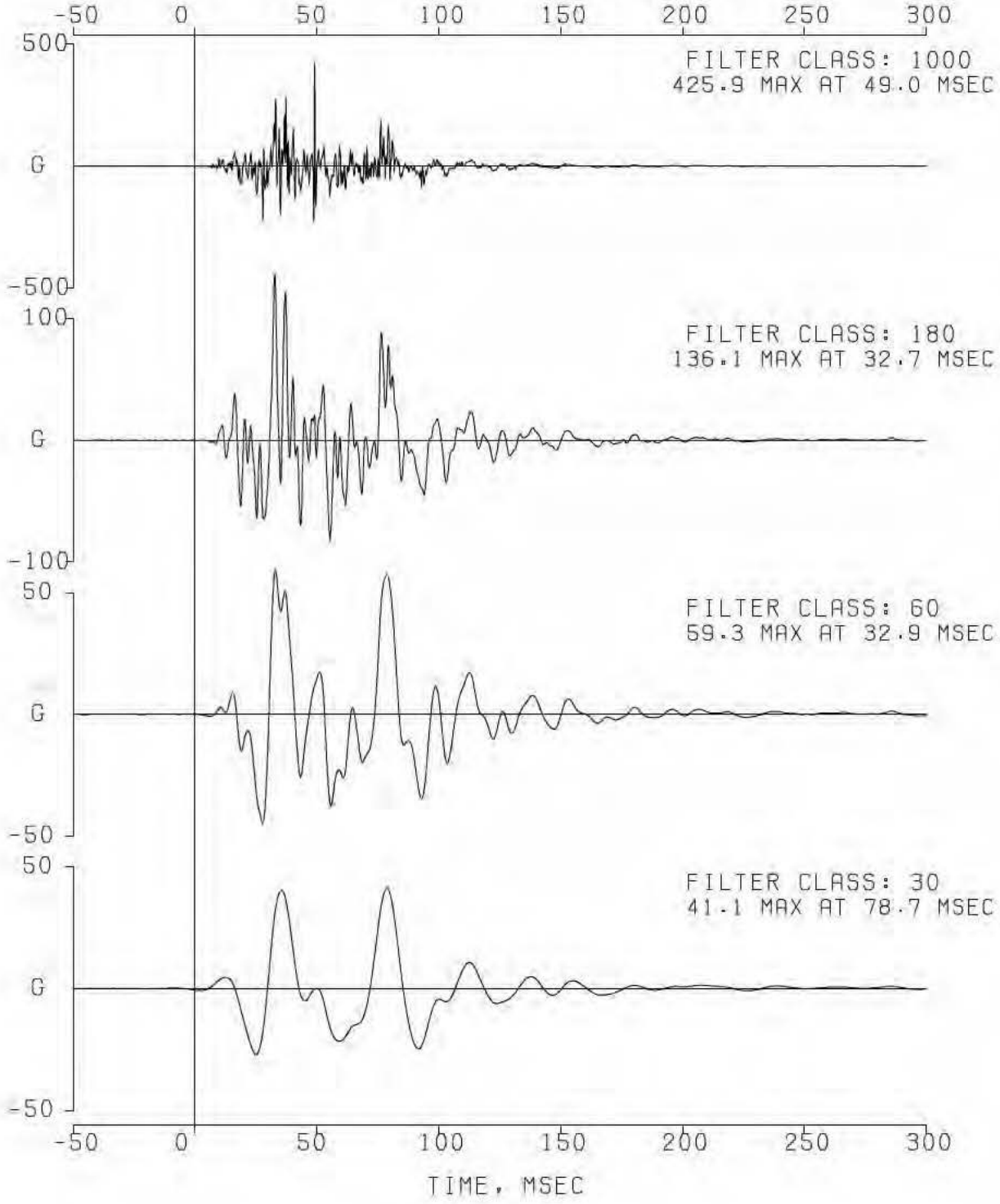
EA12-005- Chrysler -005154

COMPUTED KPH
COMPUTED CM

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 014 TANK GUARD BTM CTR Y P19765
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



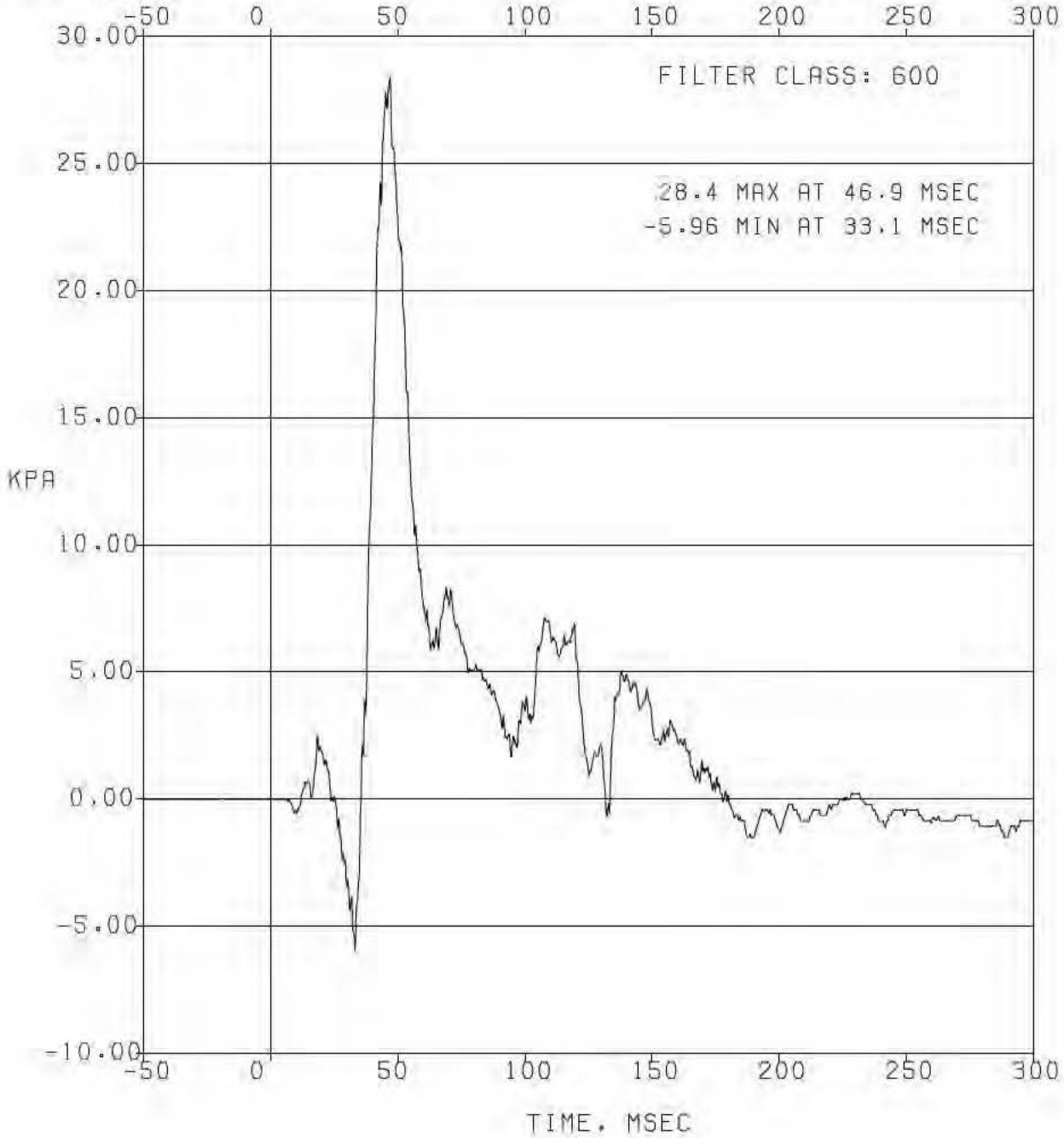
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 015 TANK GUARD BTM CTR Z P22484
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

CHANNEL 016 PRESS #1 TANK TOP 10885 P

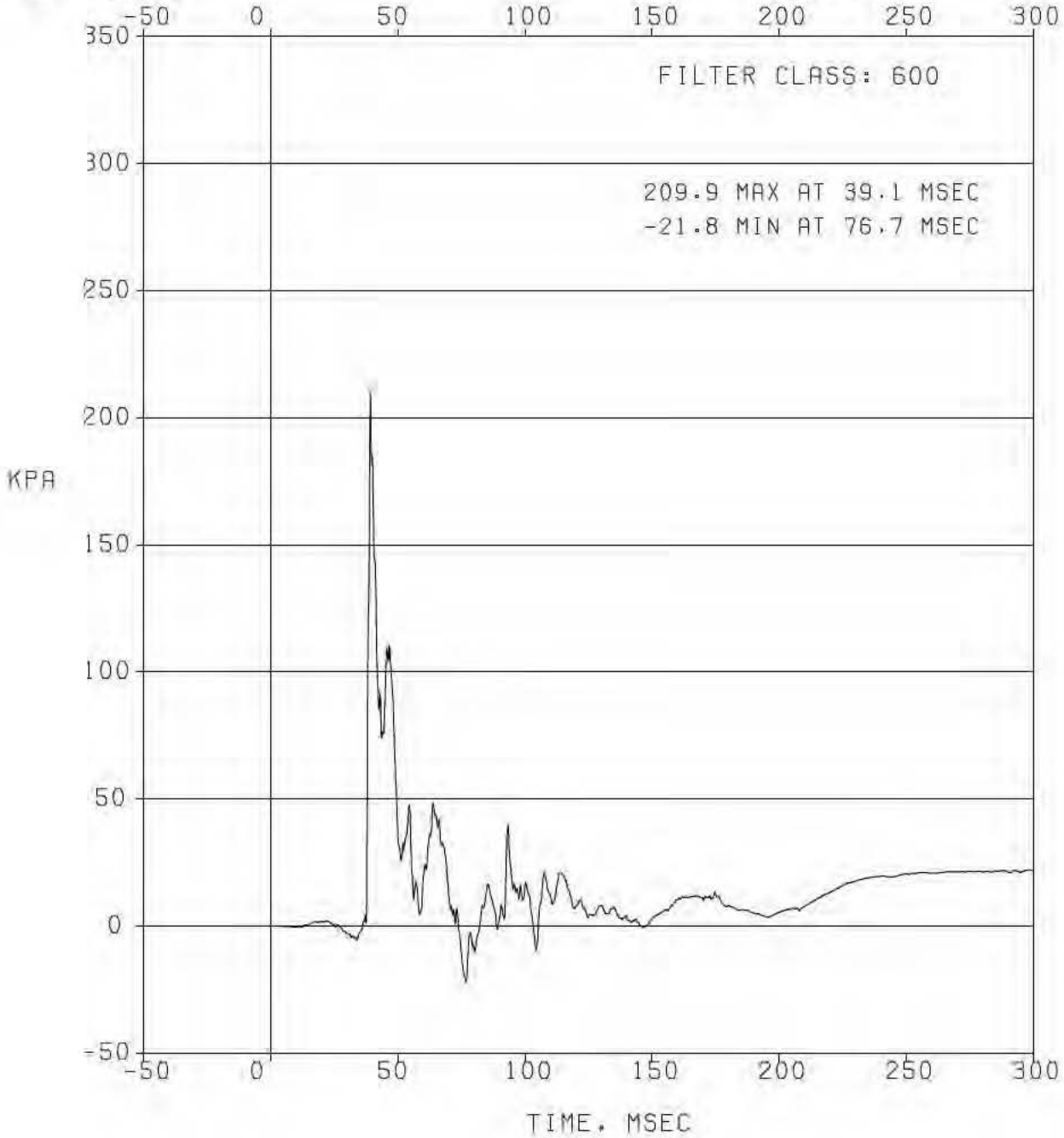
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BD
MAY 7.2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

CHANNEL 017 PRESS #2 TANK TOP 10865 P

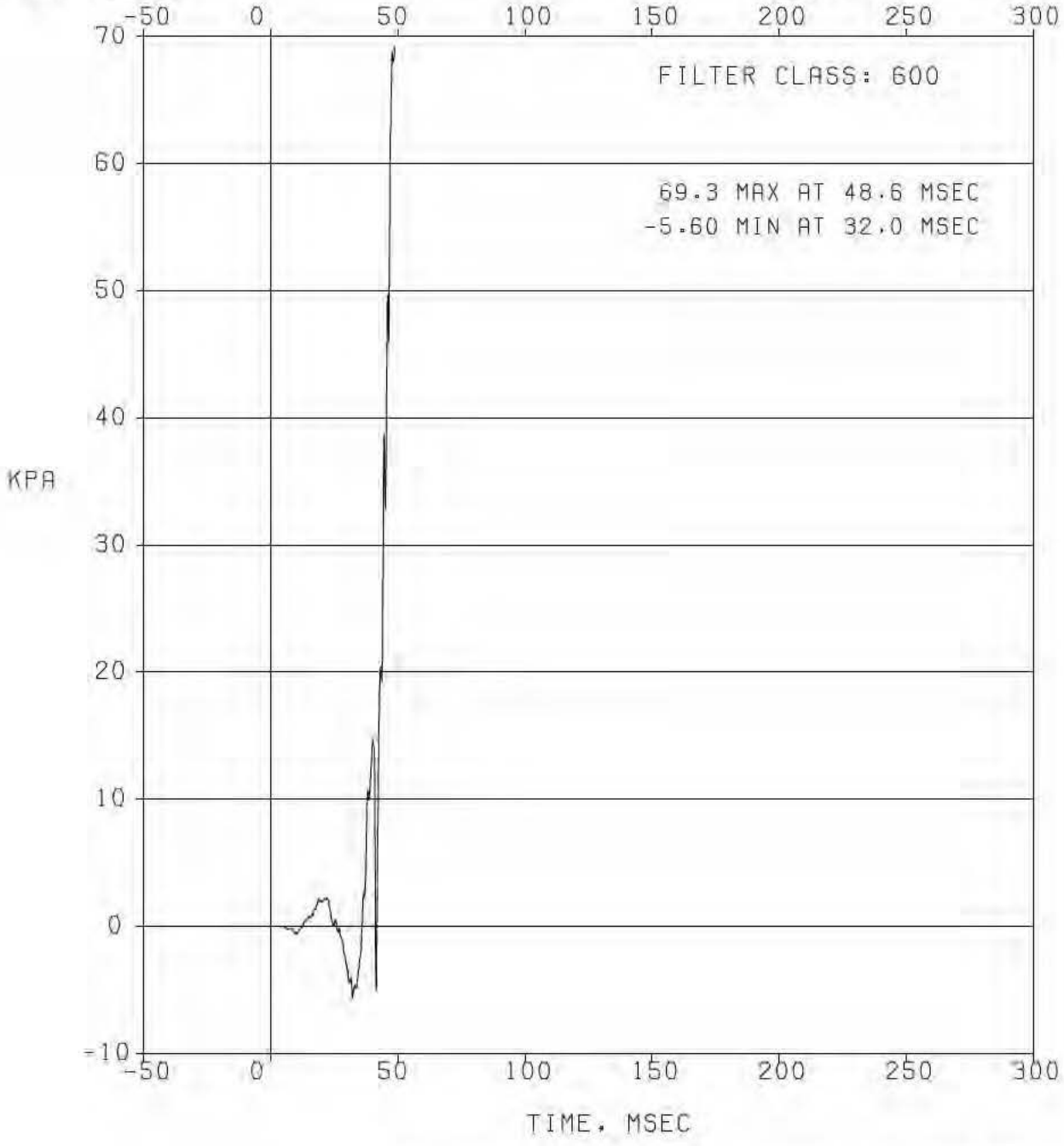
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7.2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

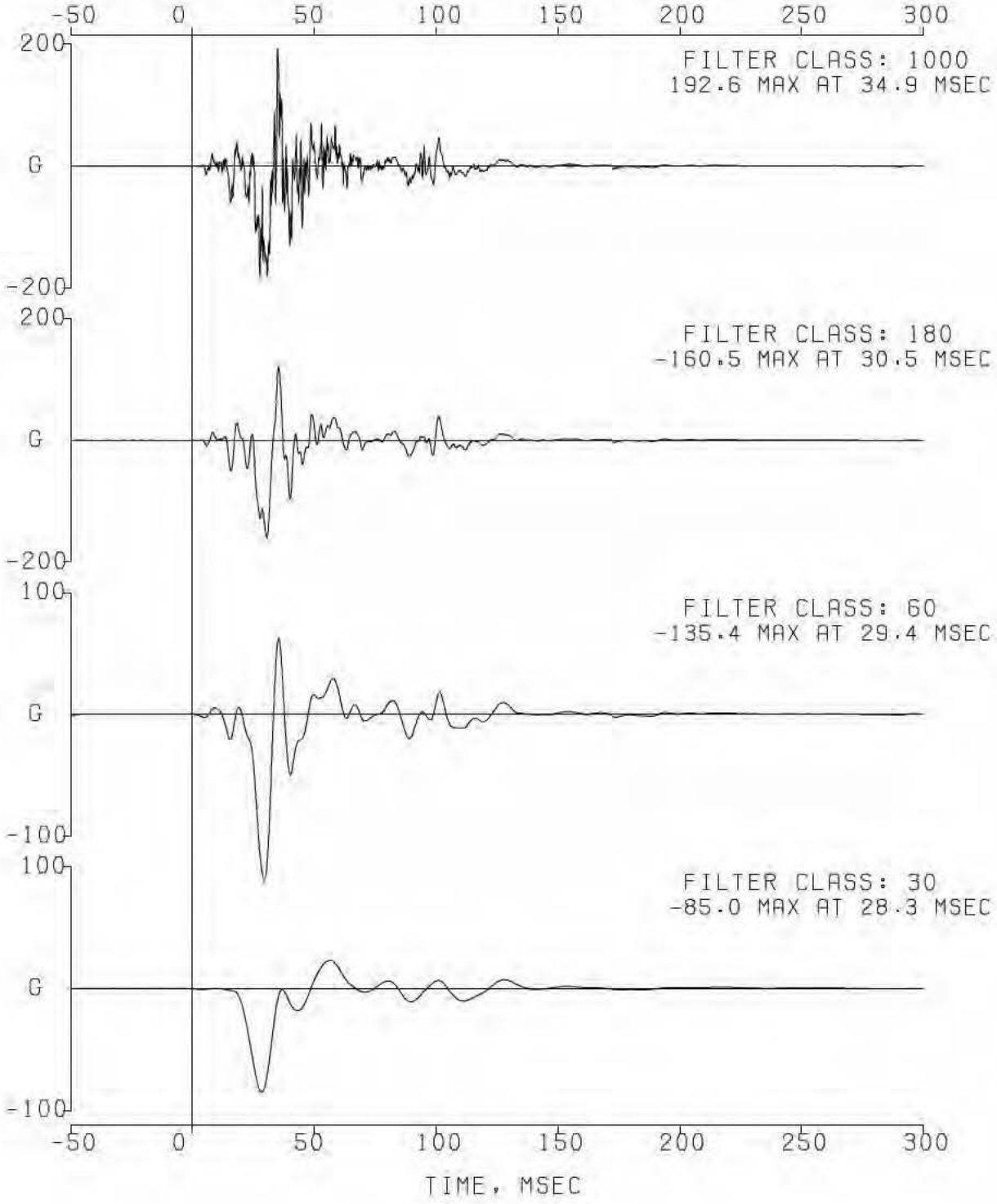
CHANNEL 018 PRESS #3 TANK TOP 11188 P

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7.2003 ERRATA 1



********** CAUTION **********
********** INST. MALFUNCTION AFTER 48.7 MS **********

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 019 TANK TOP BY PRES1 X P17954
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 019 TANK TOP BY PRES1 X P17954

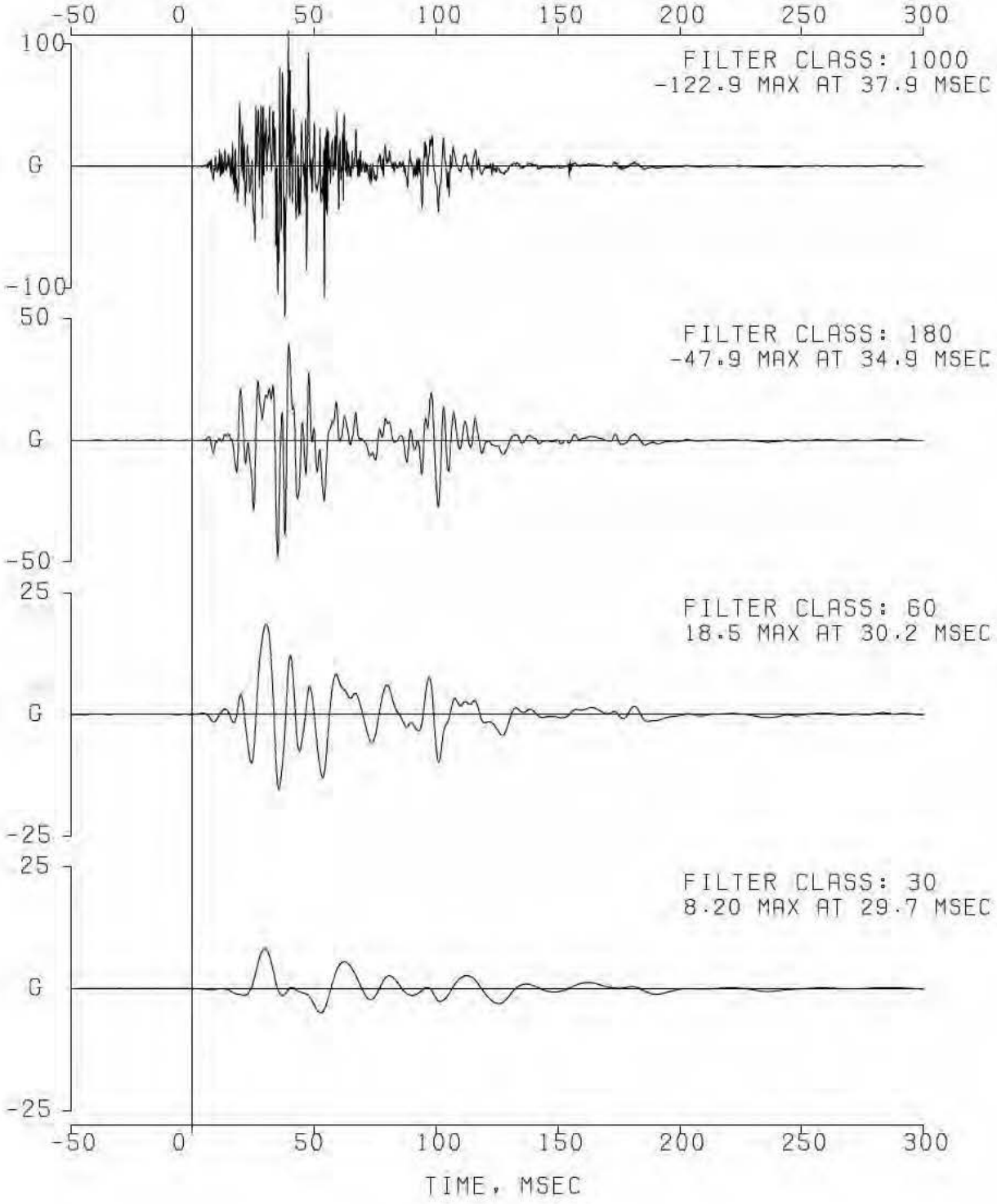
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1

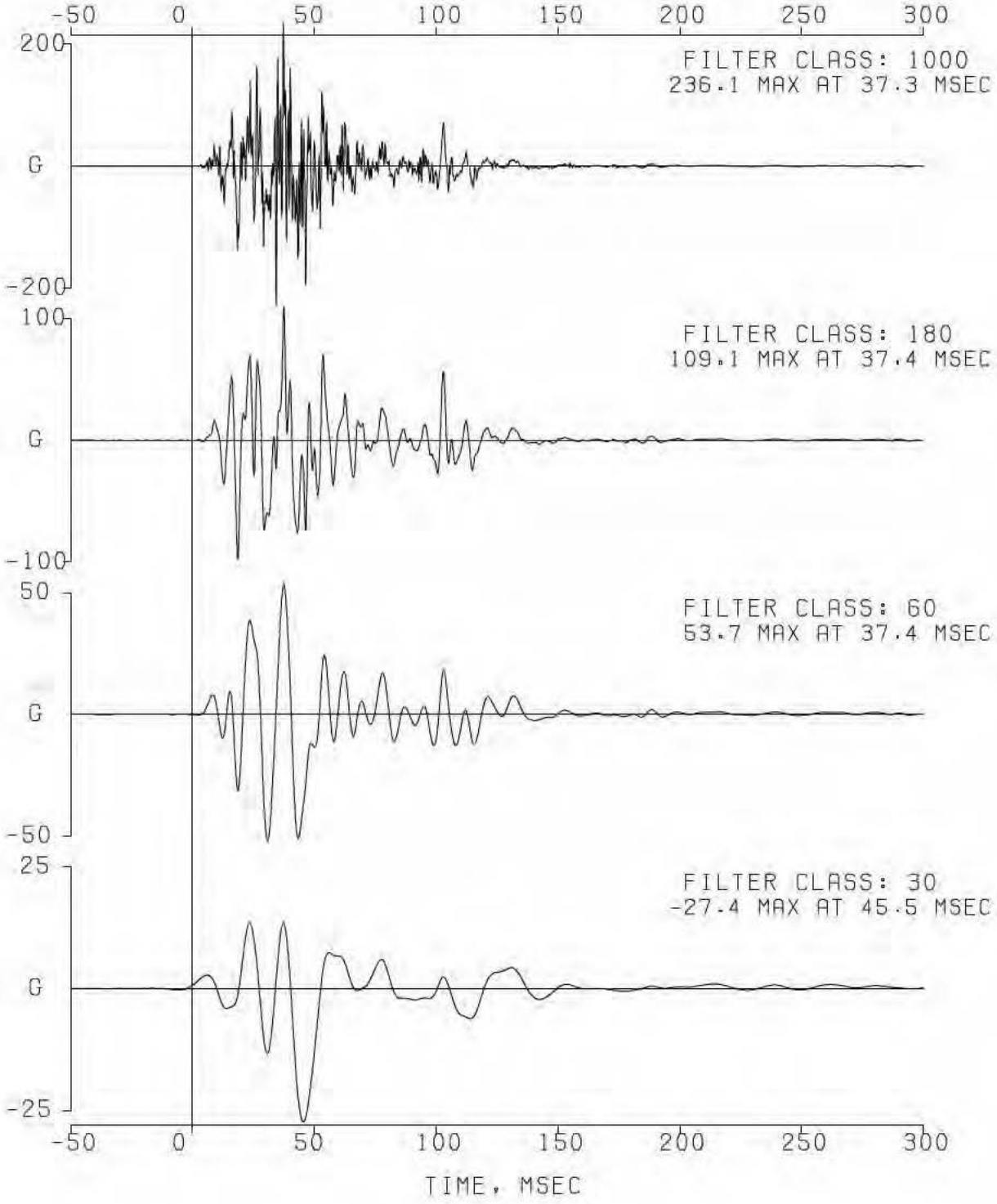
EA12-005- Chrysler -005161

COMPUTED KPH
COMPUTED CM

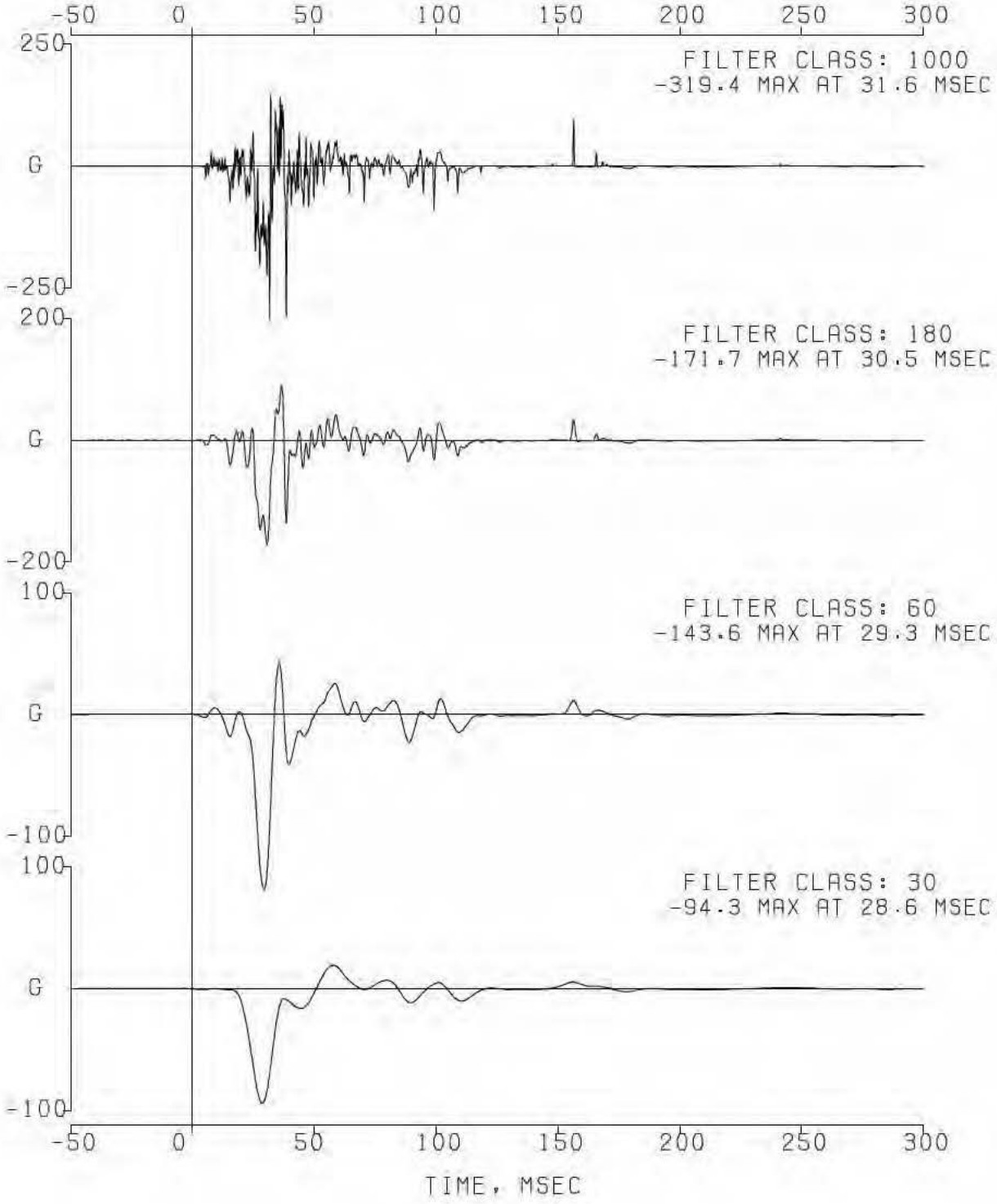
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 020 TANK TOP BY PRES1 Y P21796
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 021 TANK TOP BY PRES1 Z P21765
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 022 TANK TOP BY PRES2 X P15223
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 022 TANK TOP BY PRES2 X P15223

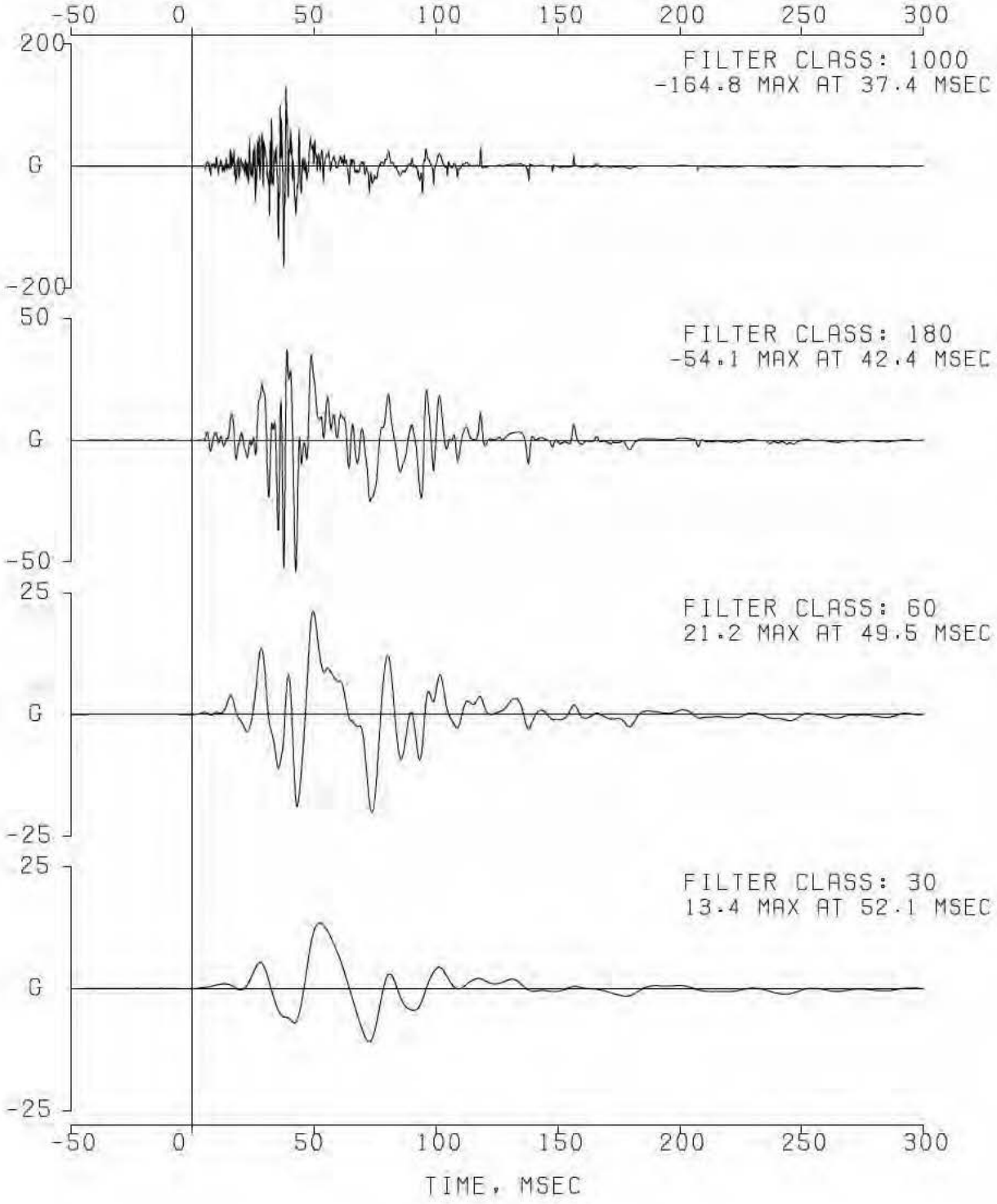
FILTER TYPE: PHASELESS. DCX FFT 10K 4 POLE BUTTERWORTH. (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1

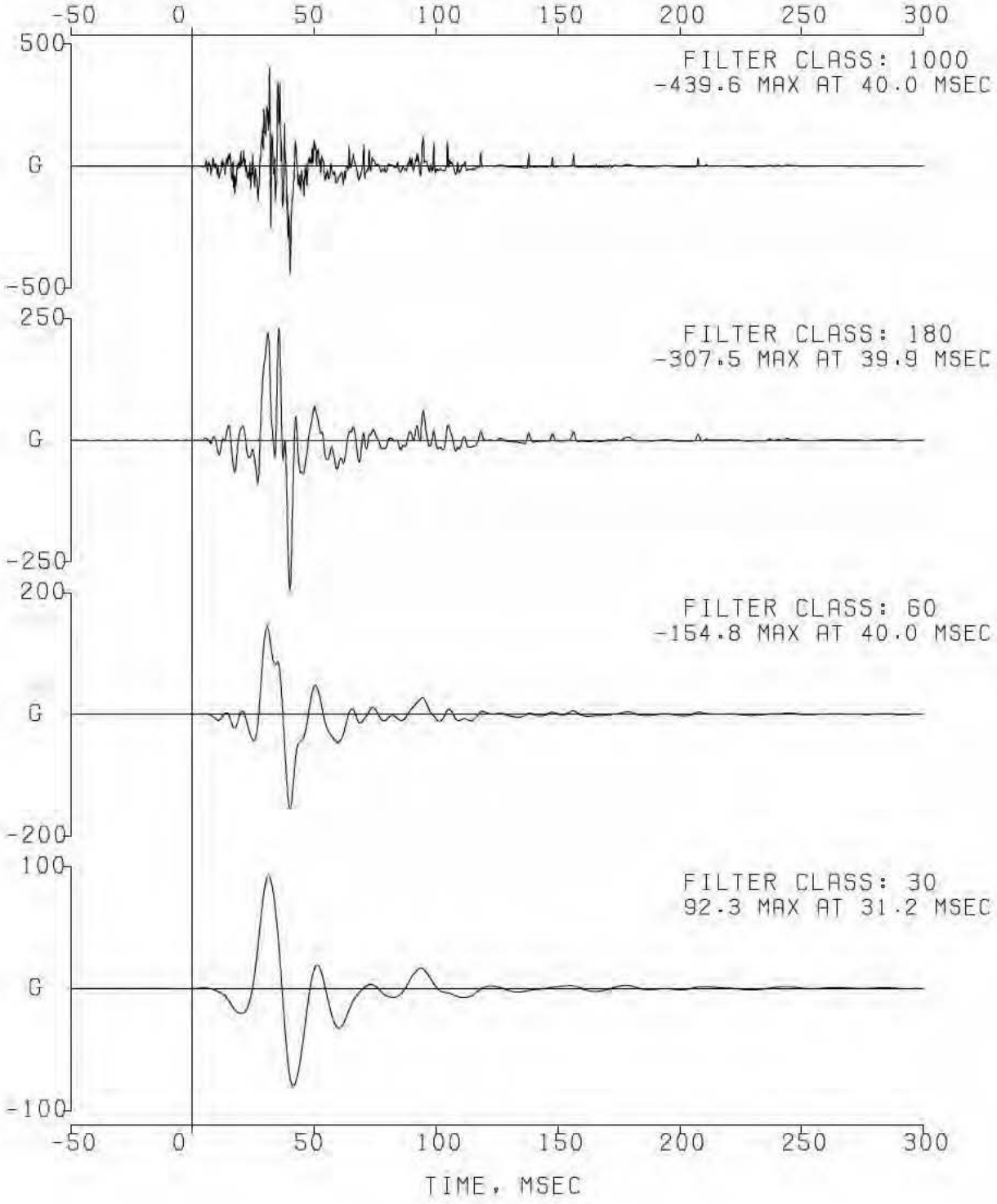
EA12-005- Chrysler -005165

COMPUTED KPH
COMPUTED CM

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 023 TANK TOP BY PRES2 Y P13782
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



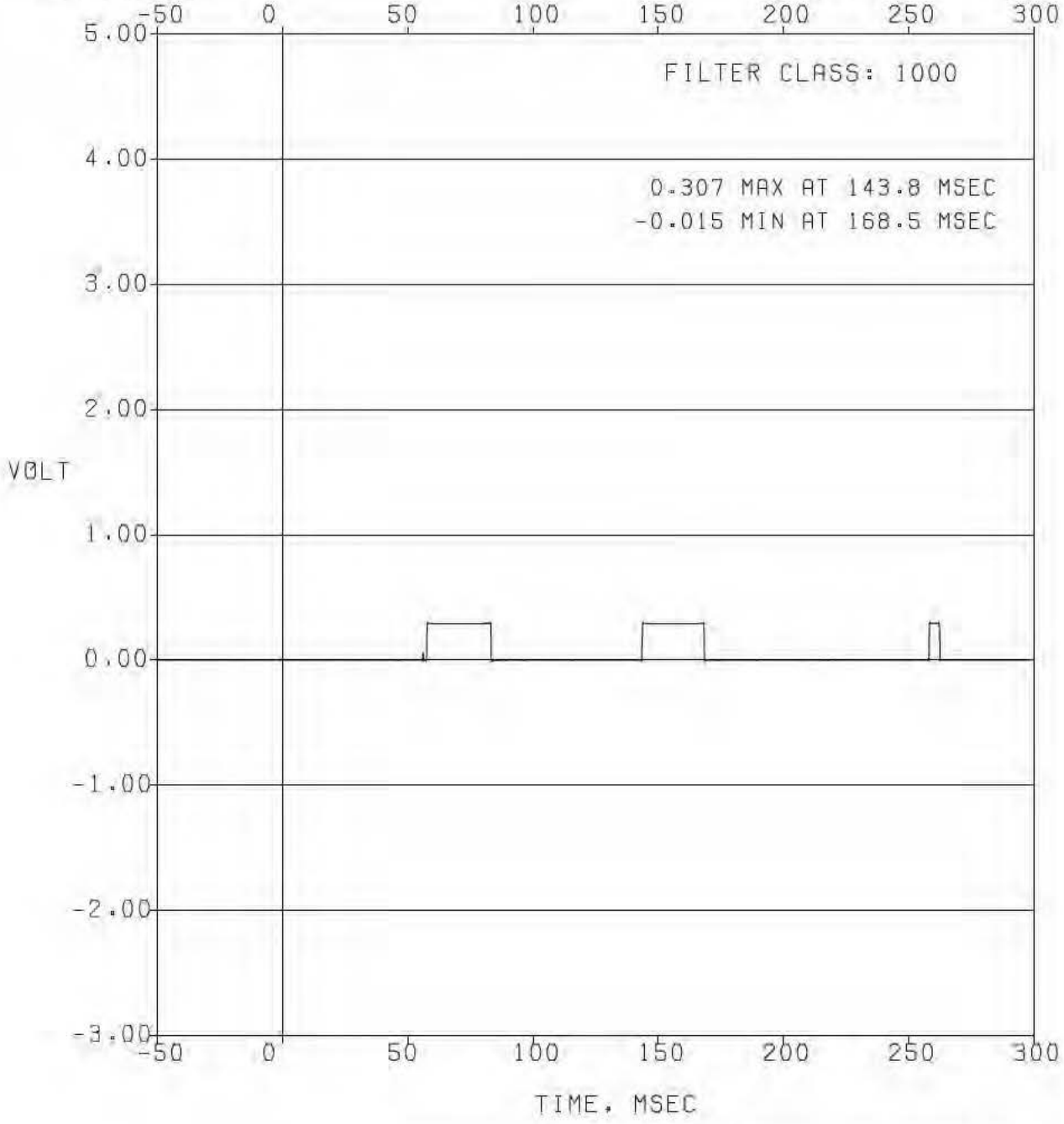
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 024 TANK TOP BY PRES2 Z P21475
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA)



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

CHANNEL 025 DIFF T0 TANK EVENT EE

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7.2003 ERRATA 1

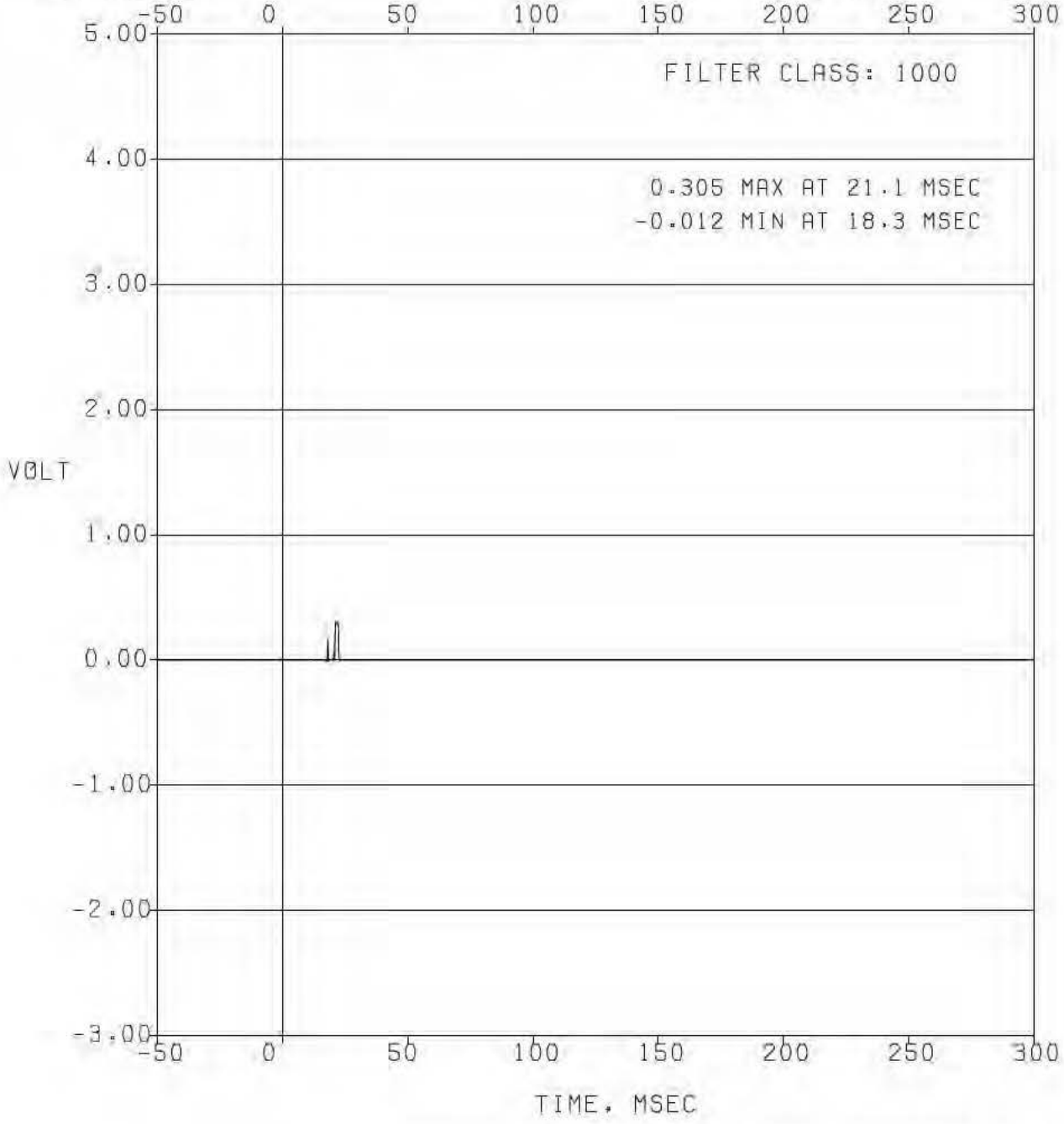


********** NOTE **********
********** EVENT AT 57.4 MS **********

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

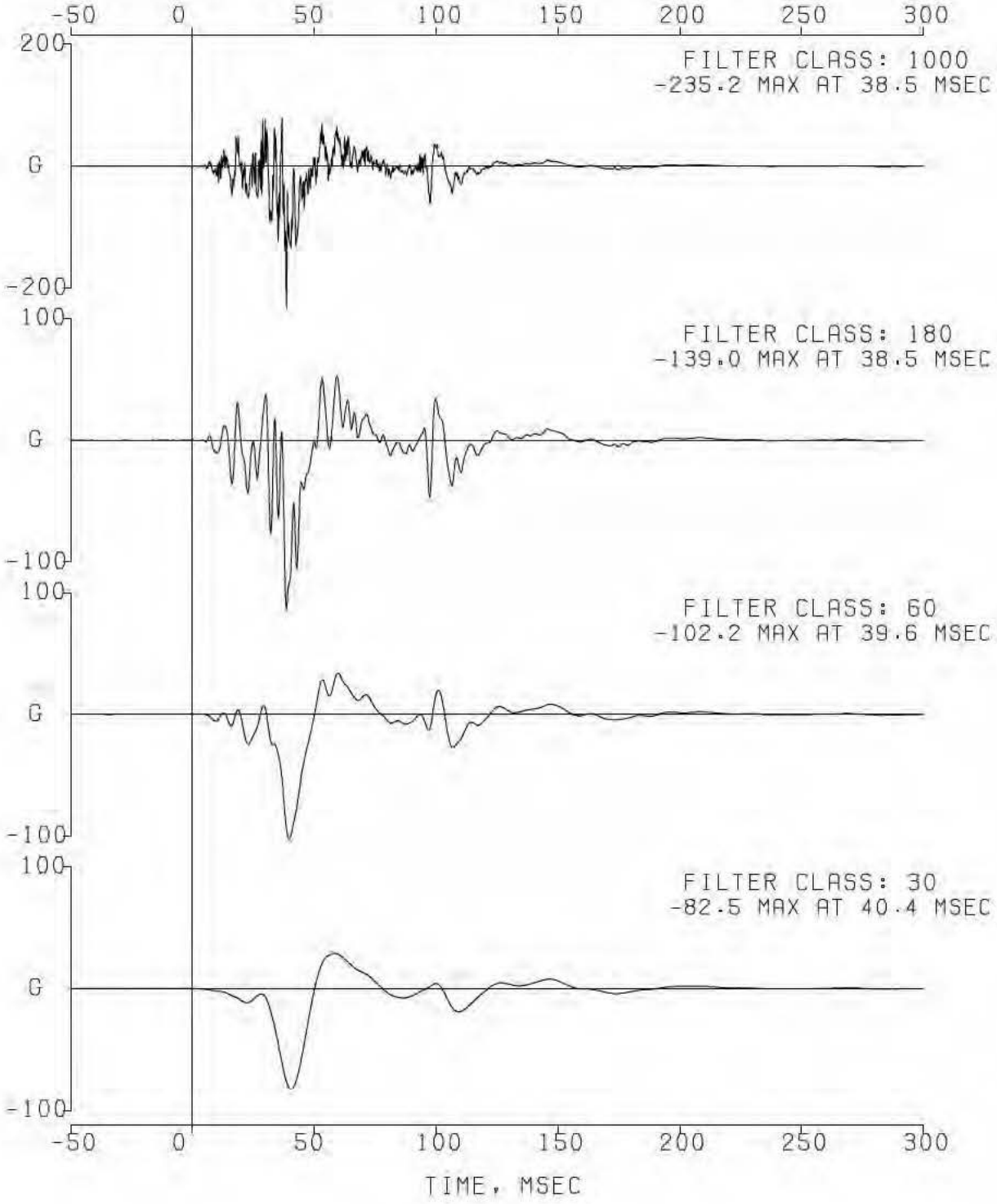
CHANNEL 026 REAR BUMPER EVENT

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7.2003 ERRATA 1



********** NOTE **********
********** EVENT AT 20.7 MS **********

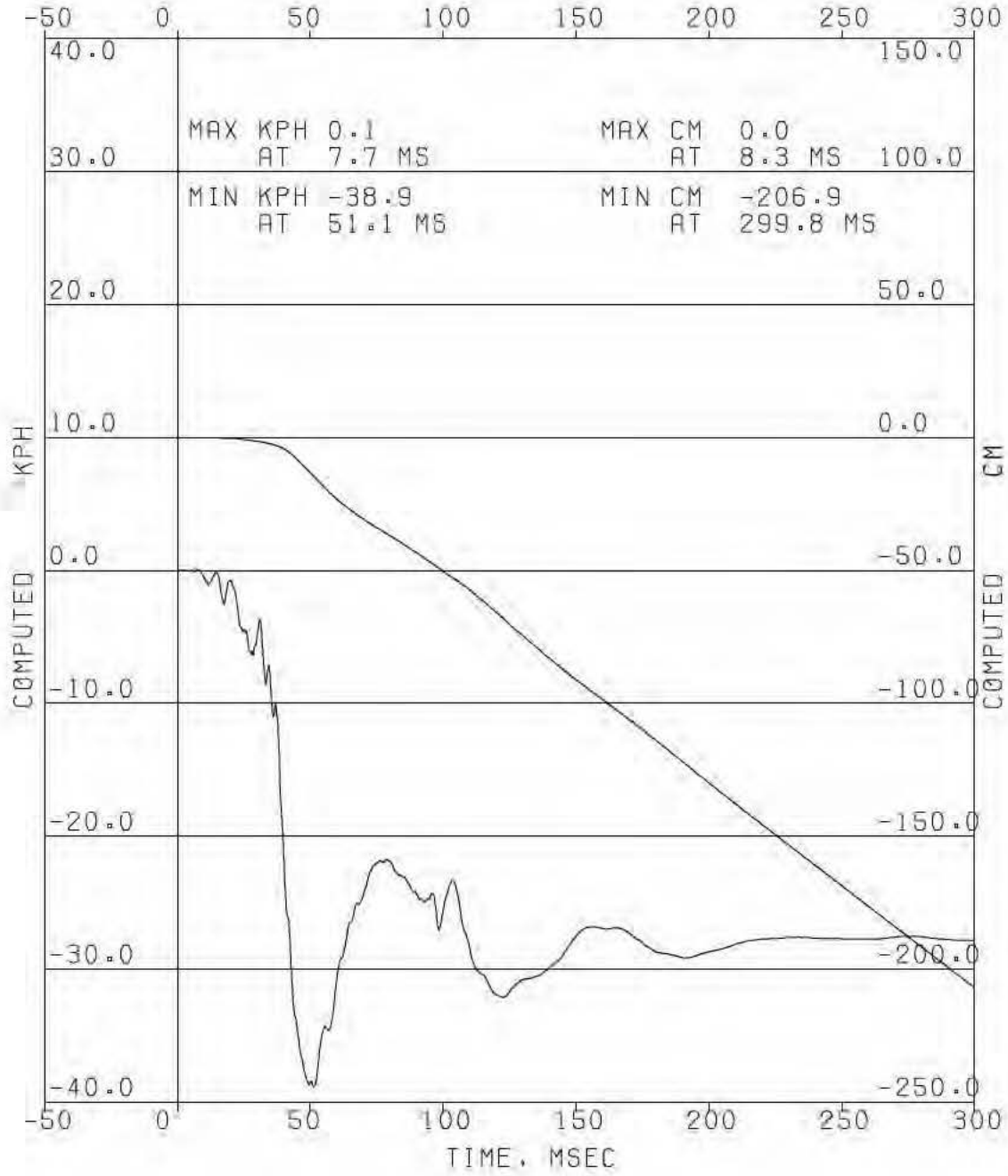
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 028 LT TANK SIDE X P13269
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 028 LT TANK SIDE X P13269

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

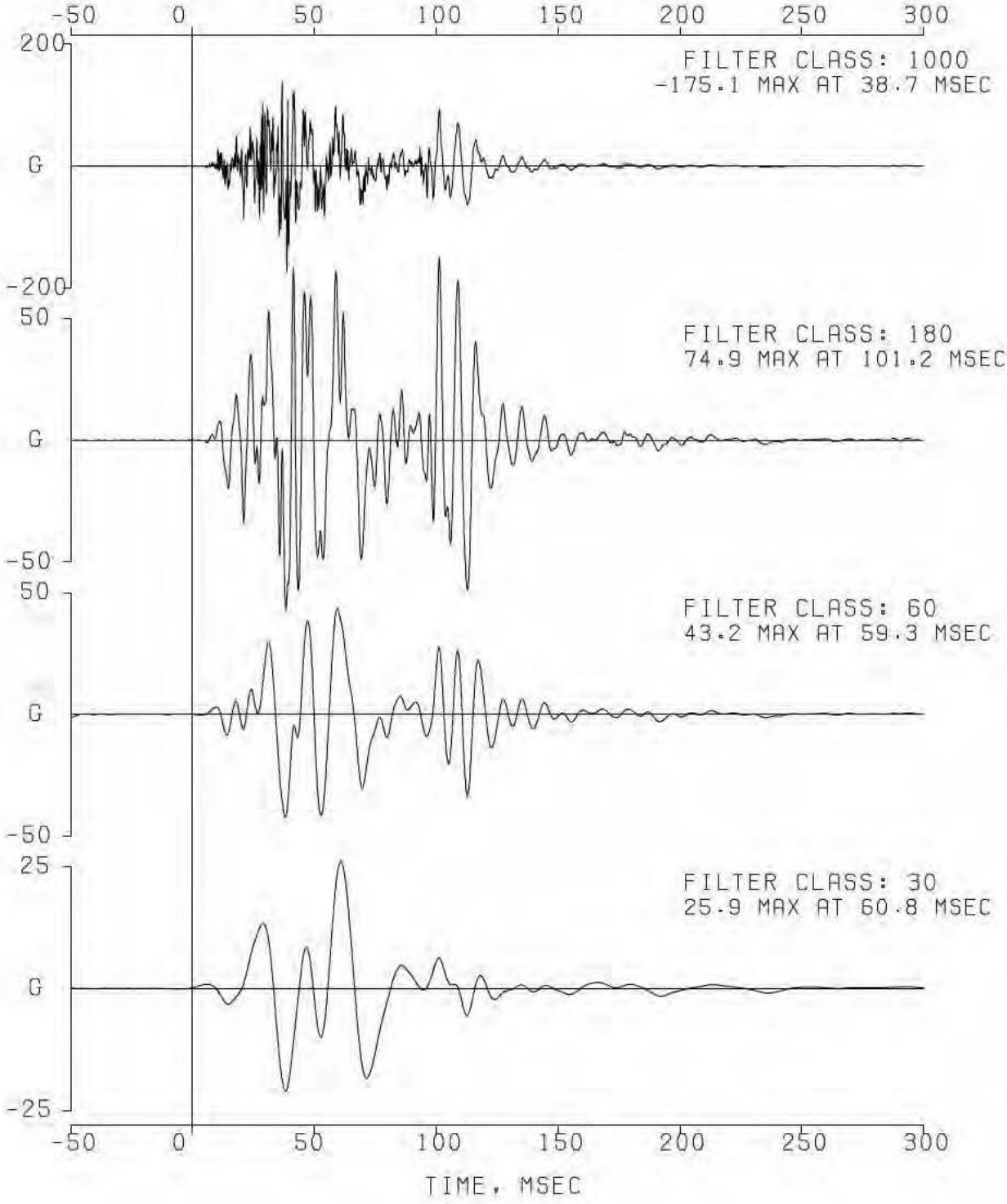
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



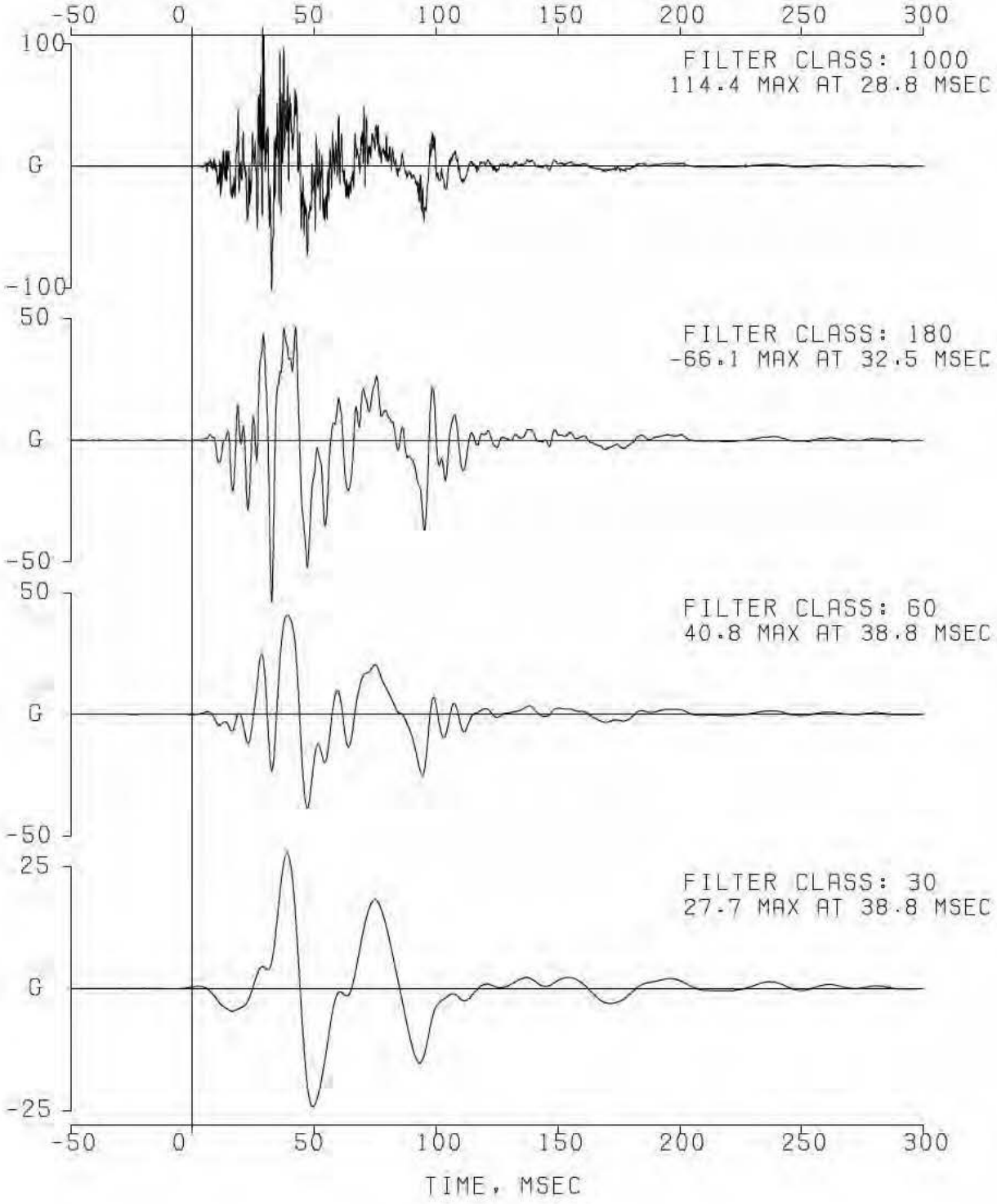
EA12-005- Chrysler -005171

COMPUTED KPH
COMPUTED CM

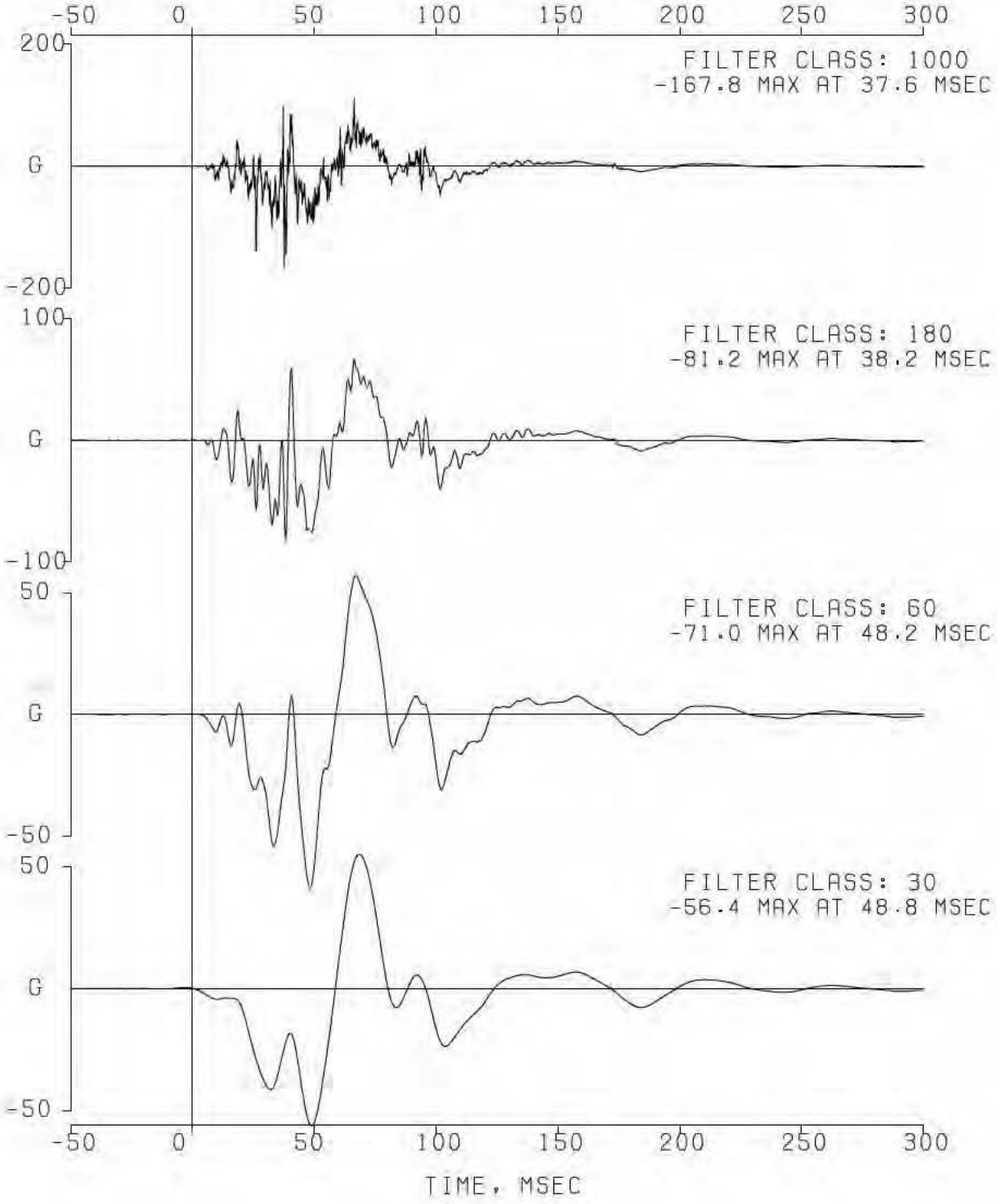
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 029 LT TANK SIDE Y P11797
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 030 LT TANK SIDE Z P15583
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 031 RT TANK SIDE X P15817
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1

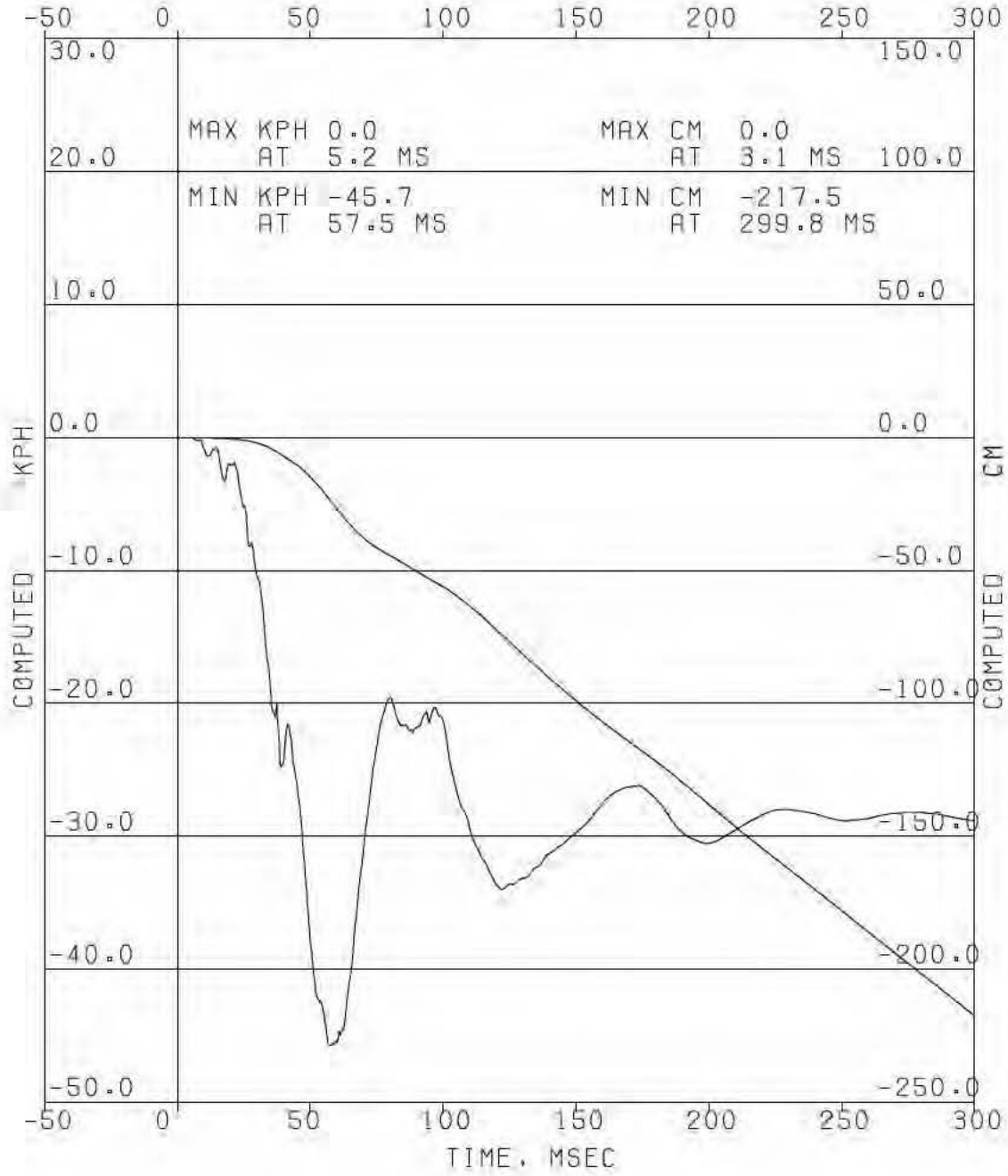


VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 031 RT TANK SIDE X P15817

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

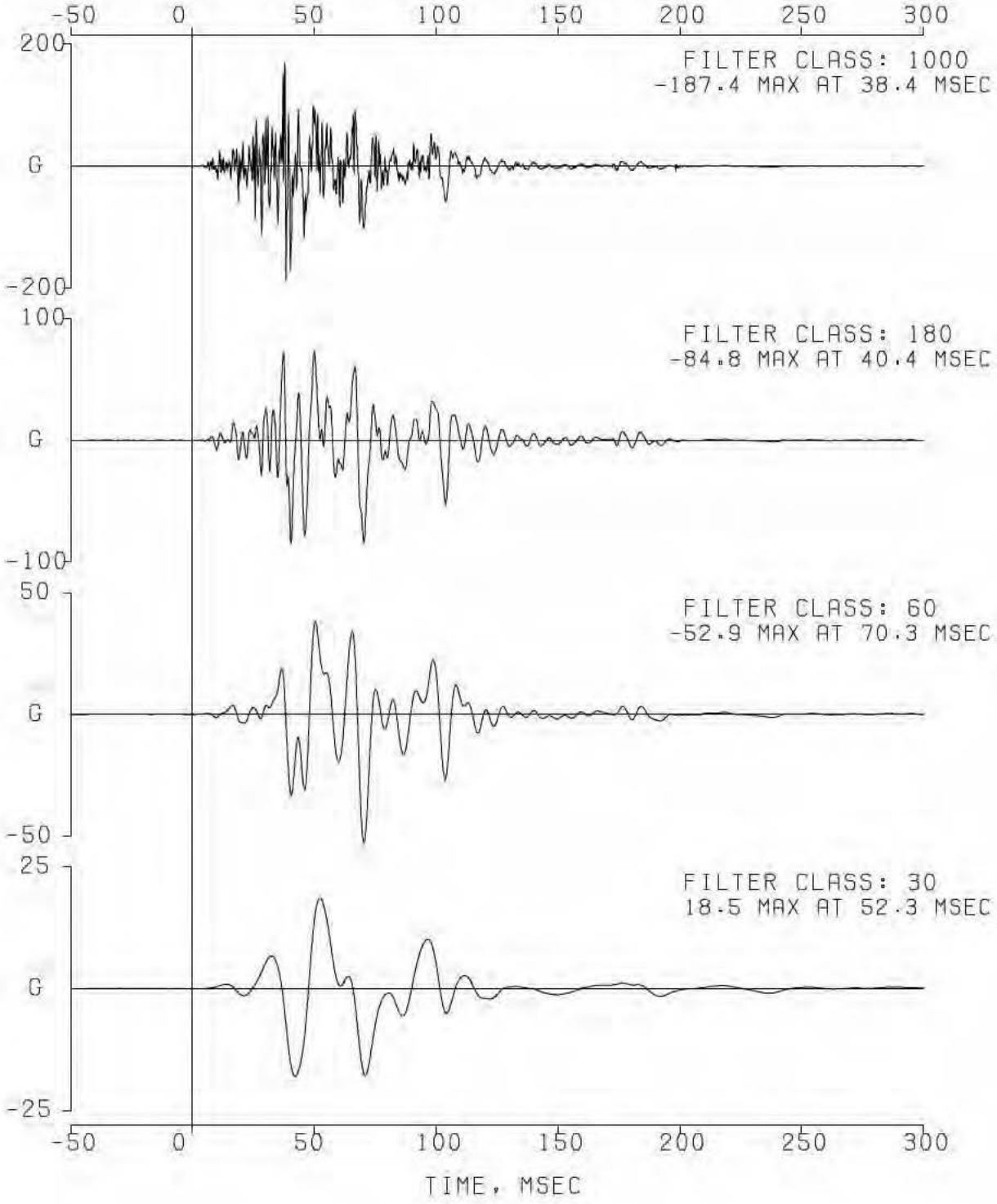
IMPACT ANALYSIS DEPT. 5320
MAY 7,2003

DATA SET 11/14/02BE
ERRATA 1

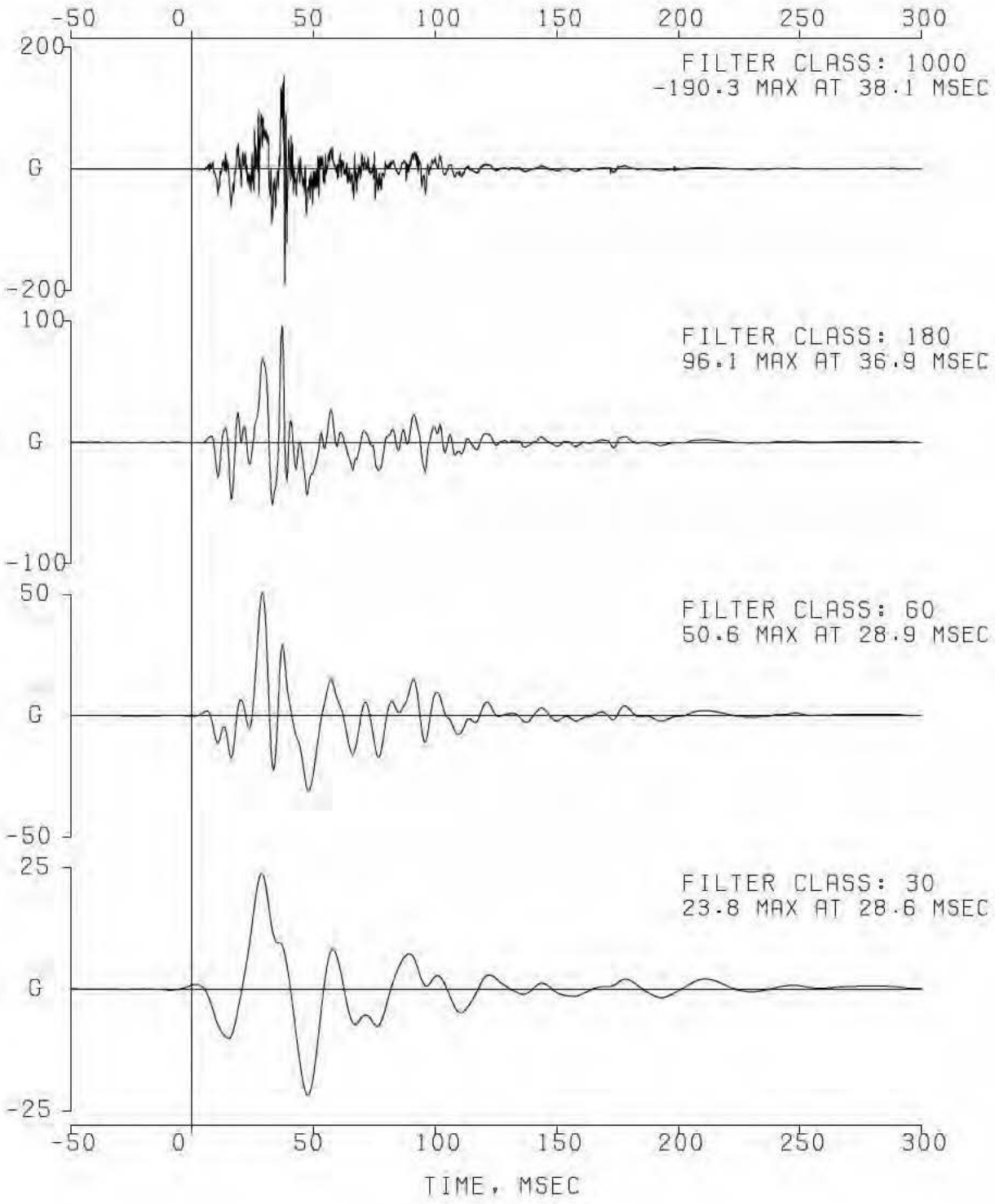


COMPUTED KPH
COMPUTED CM

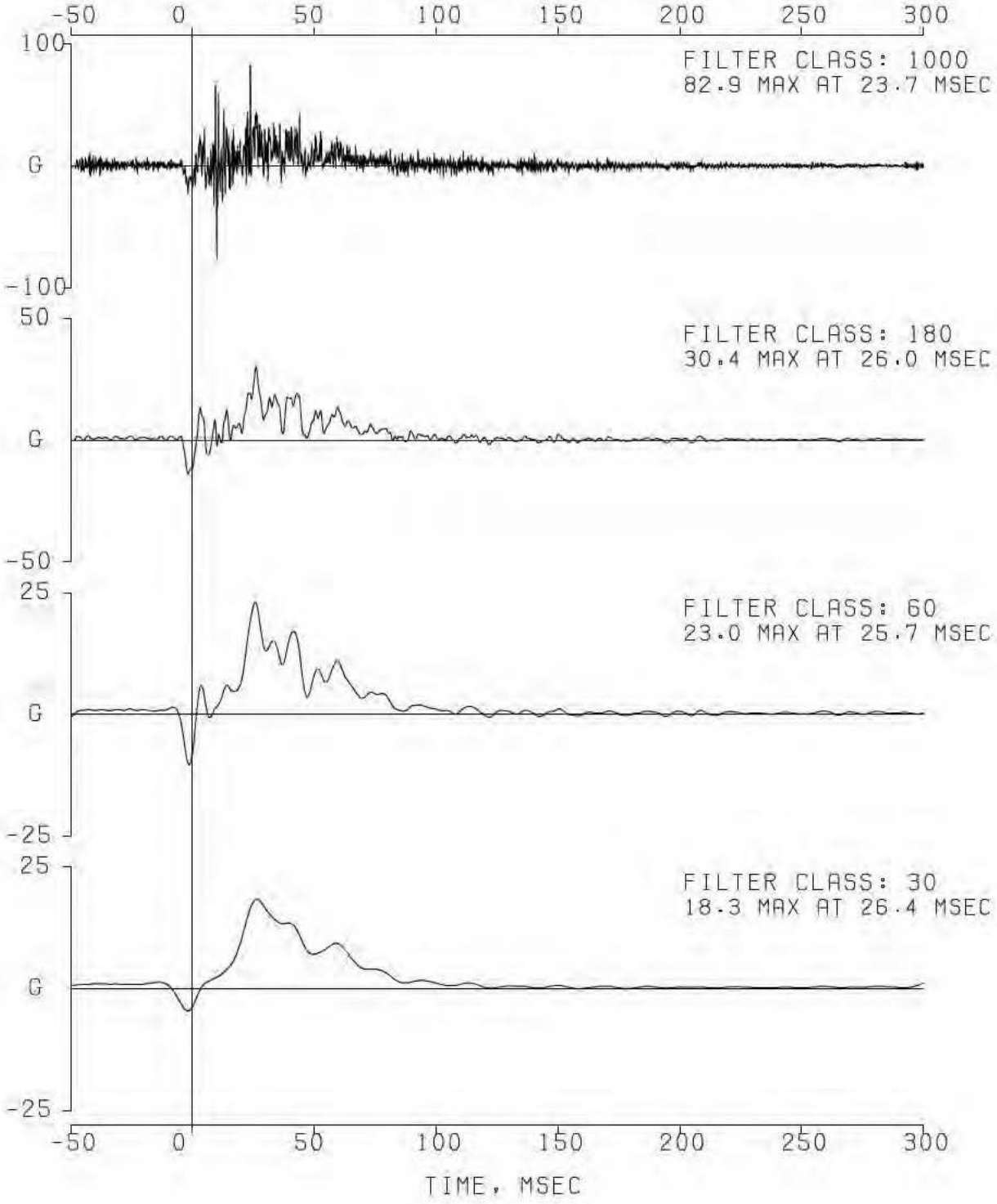
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 032 RT TANK SIDE Y P16559
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BE
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 RT TANK SIDE Z P18538
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BF
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 065 M-FLAT LT RAIL MID X P13669
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BH
MAY 7,2003 ERRATA 1

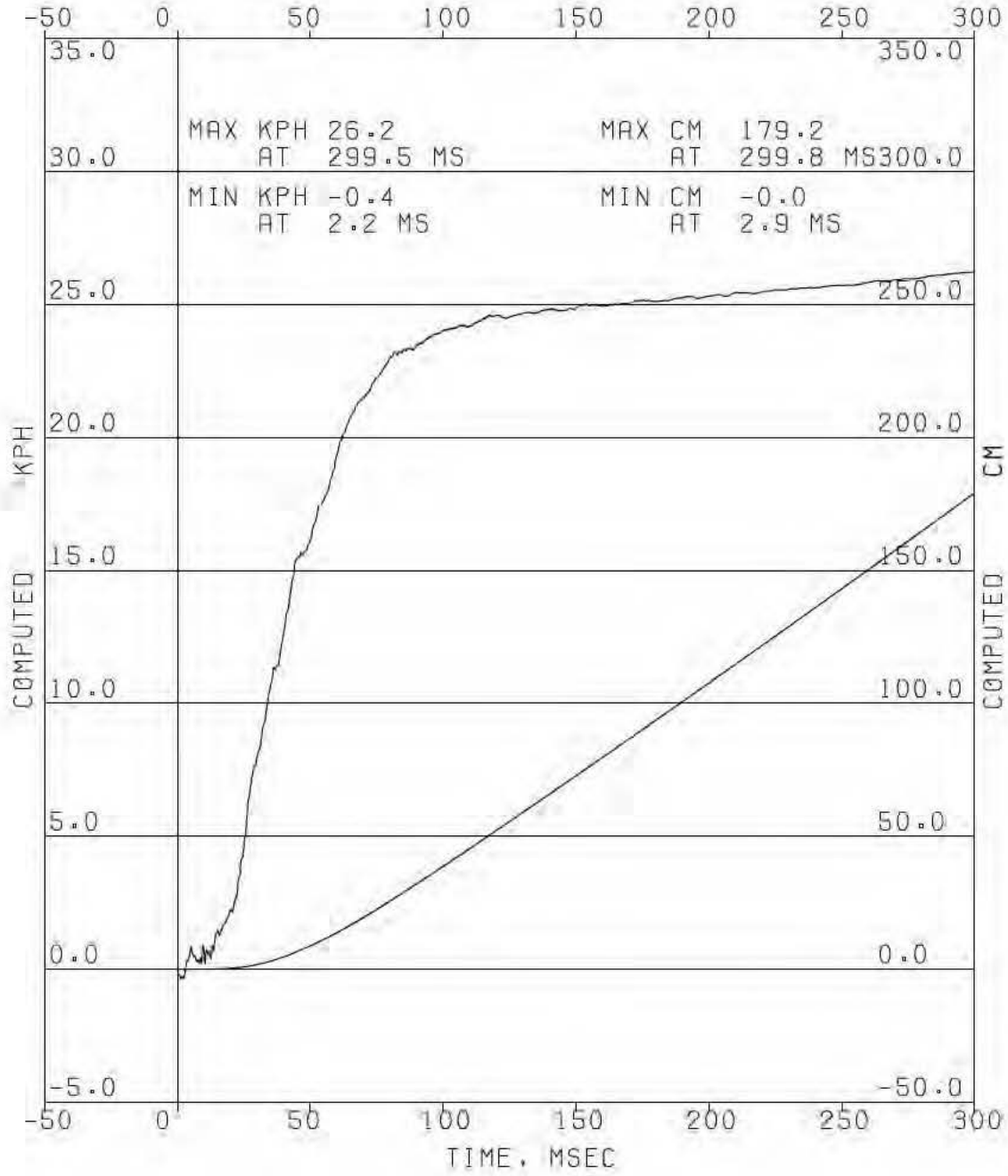


VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 065 M-FLAT LT RAIL MID X P13669

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320
MAY 7,2003

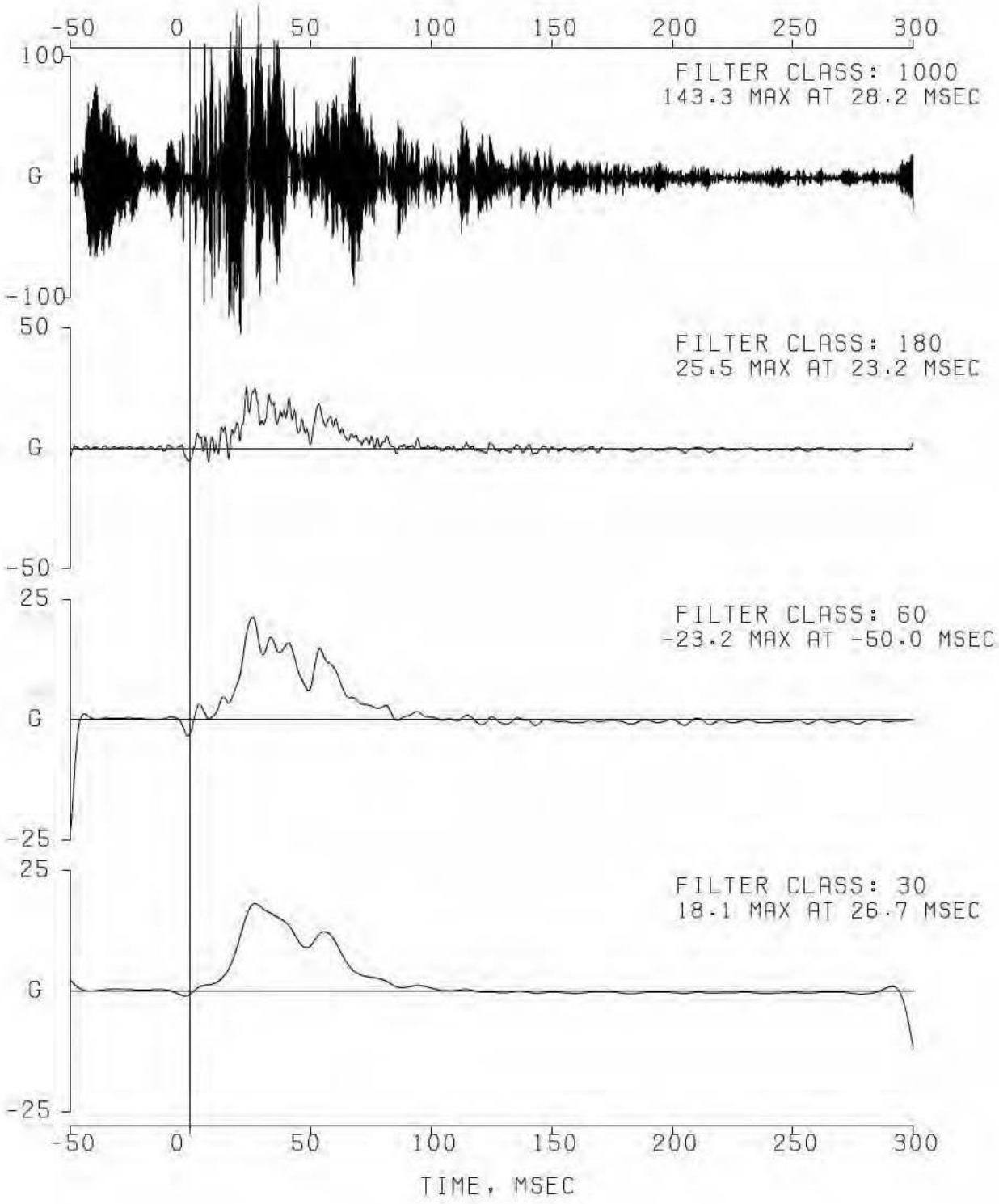
DATA SET 11/14/02BH
ERRATA 1



EA12-005- Chrysler -005179

COMPUTED KPH
COMPUTED CM

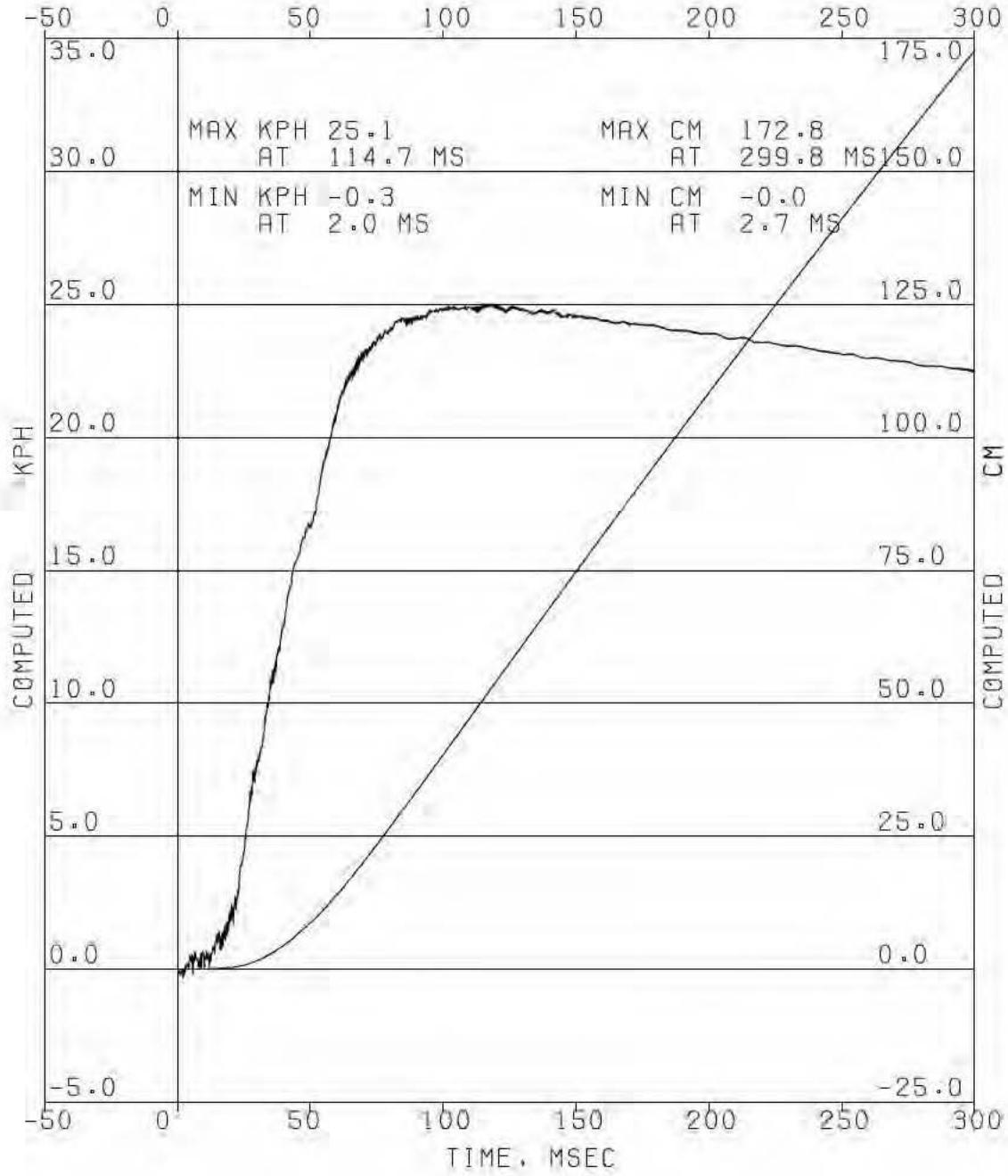
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 066 M-FLAT RT RAIL MID X P13639
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BH
MAY 7,2003 ERRATA 1



VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 066 M-FLAT RT RAIL MID X P13639

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BH
MAY 7,2003 ERRATA 1



EA12-005- Chrysler -005181

COMPUTED KPH
COMPUTED CM

TITLE: Page Index of EDP plots Pages 001 - 052

********** VC10306A **********

TITLE: Transducer Summary Reports Pages 001 - 006

SYSTEM: METRIC

********** VC10306B **********

TITLE: Vehicle Channels Pages 007 - 052

SYSTEM: METRIC

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.FAR.DCR.FA_REPORT.DCR_DYNAMIC_CRUSH_REAR Public

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

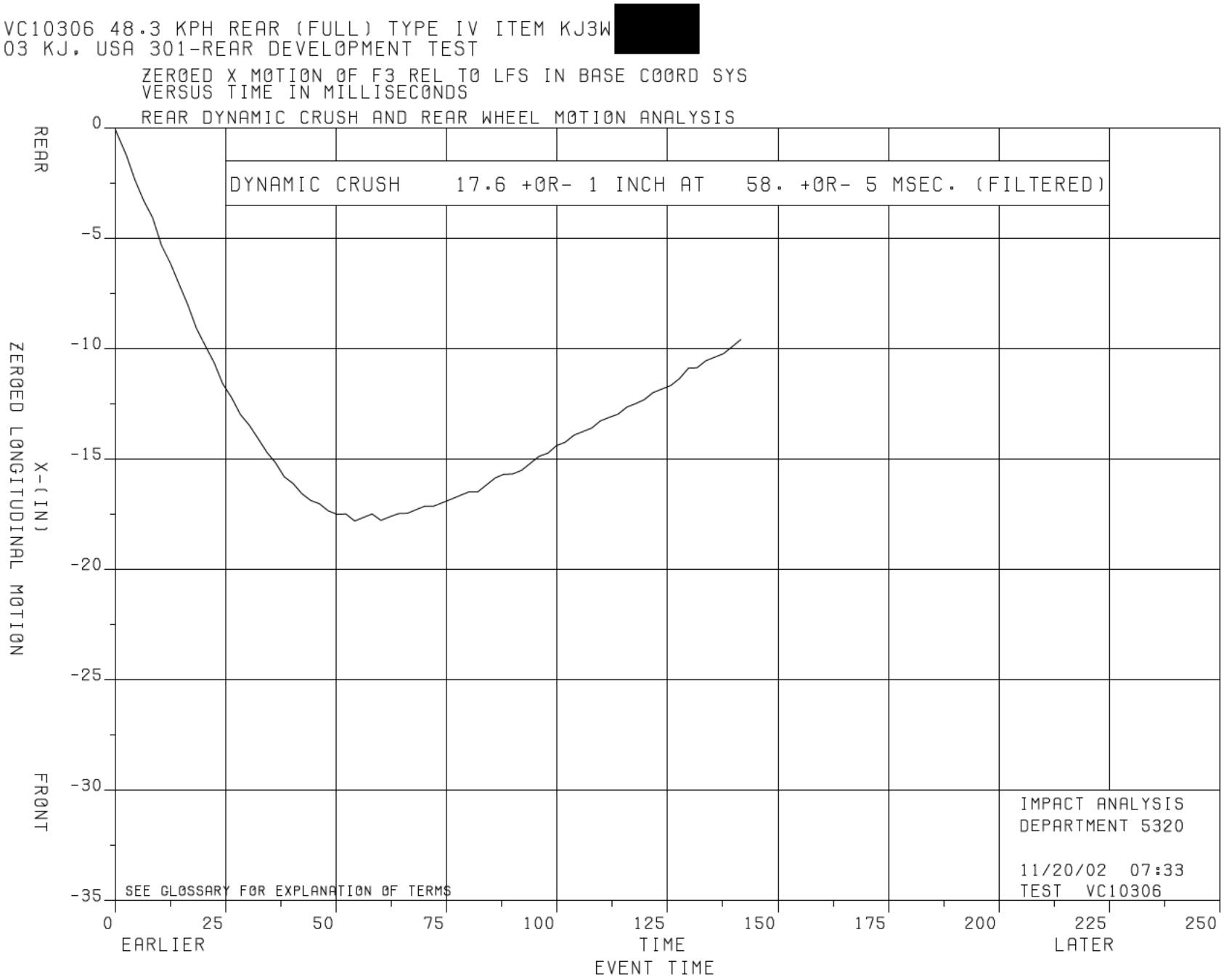

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X MOTION OF F3 REL TO LFS IN BASE COORD SYS
VERSUS TIME IN MILLISECONDS
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS
DYNAMIC CRUSH 17.6 +OR- 1 INCH AT 58. +OR- 5 MSEC. (FILTERED)
REAR
FRONT
ZEROED LONGITUDINAL MOTION
X-(IN)
0
-5
-10
-15
-20
-25
-30
-35
0
25
50
75
100
125
150
175
200
225
250
EARLIER
TIME
LATER
EVENT TIME
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
11/20/02 07:33
TEST VC10306

FIGURE 1

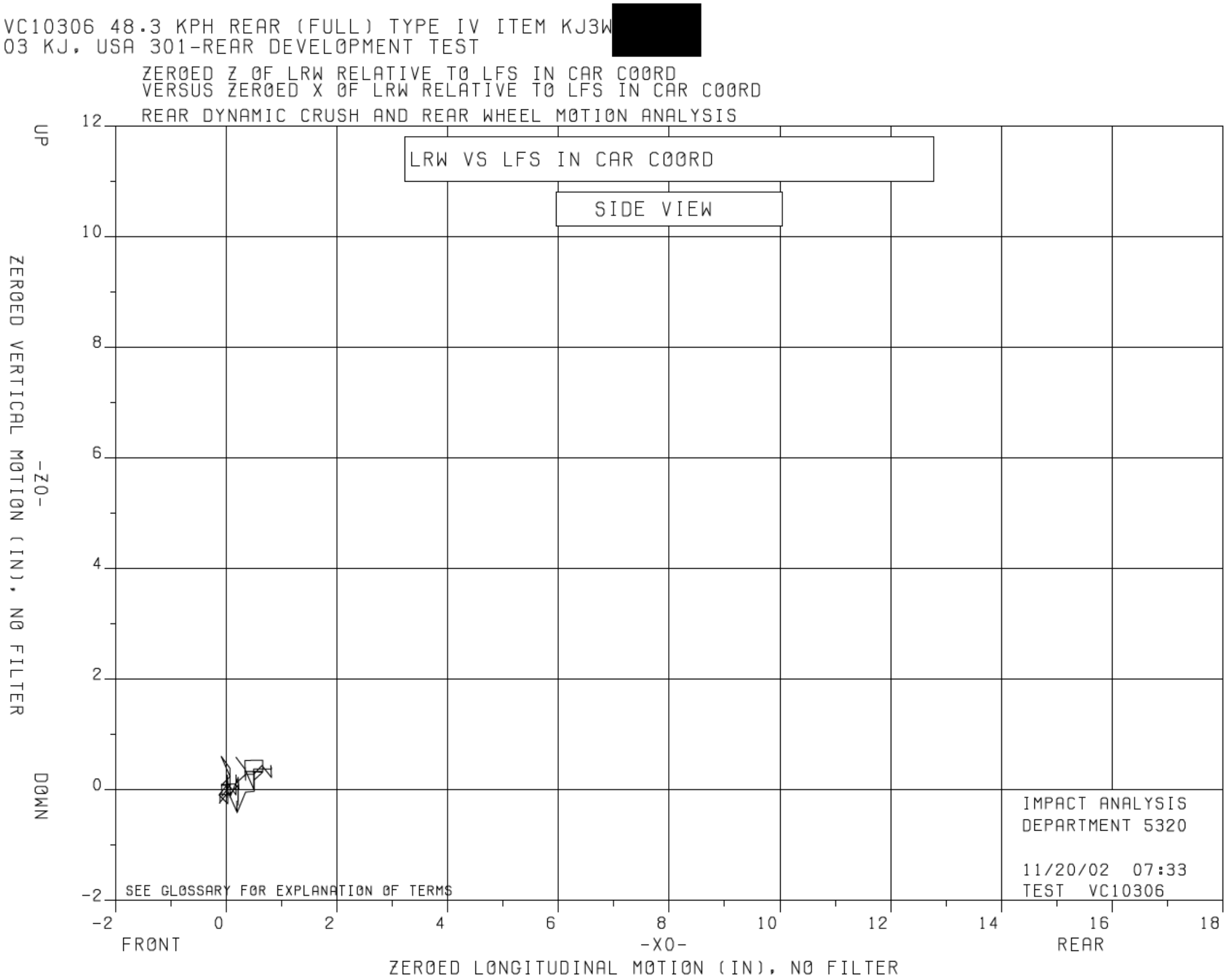

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED Z OF LRW RELATIVE TO LFS IN CAR COORD
VERSUS ZEROED X OF LRW RELATIVE TO LFS IN CAR COORD
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS
LRW VS LFS IN CAR COORD
SIDE VIEW
UP
ZEROED VERTICAL MOTION (IN), NO FILTER
-ZO-
DOWN
12
10
8
6
4
2
0
-2
-2
0
2
4
6
8
10
12
14
16
18
FRONT
-XO-
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
11/20/02 07:33
TEST VC10306

FIGURE 2

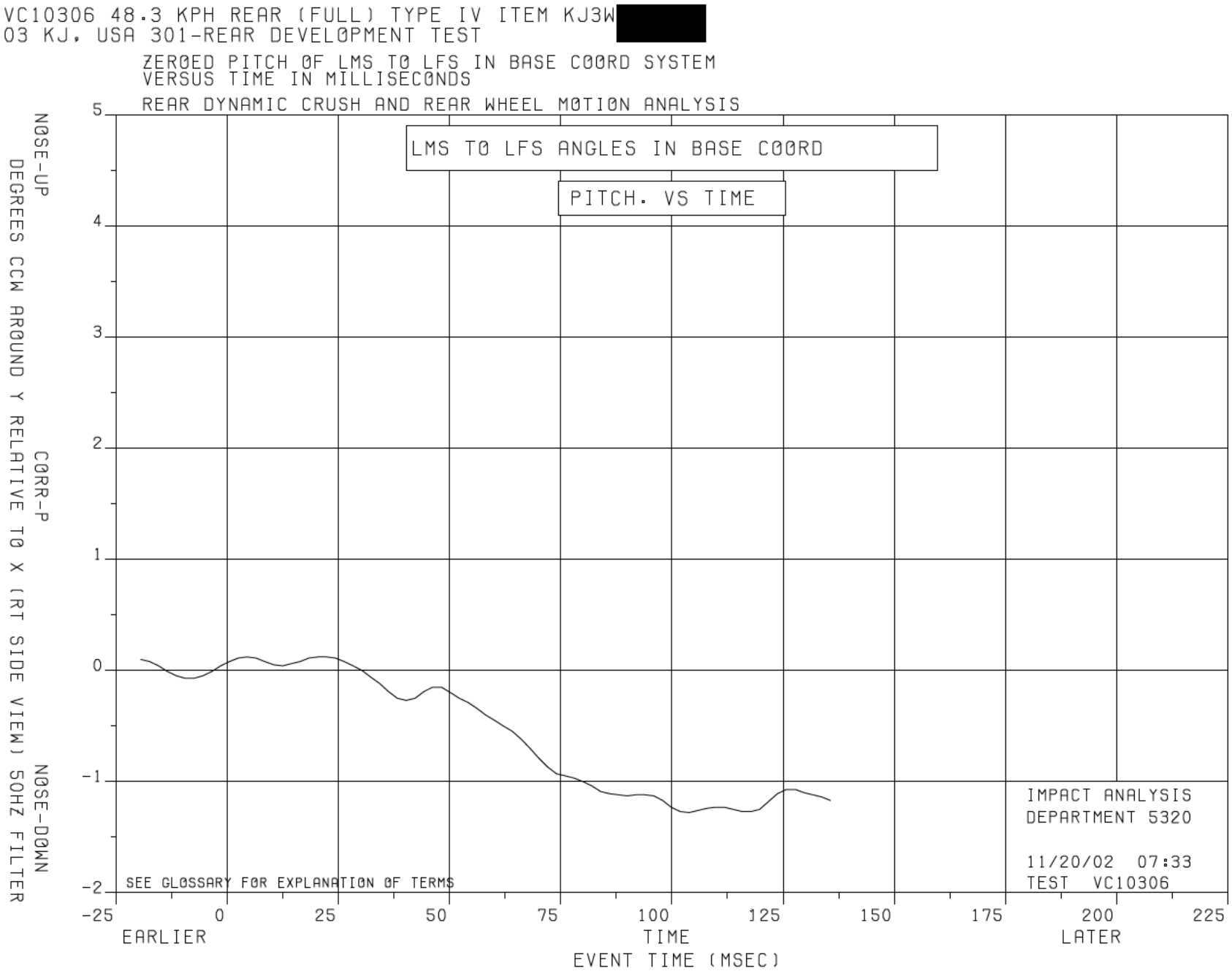

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVEL0PMENT TEST
ZER0ED PITCH 0F LMS T0 LFS IN BASE C00RD SYSTEM
VERSUS TIME IN MILLISEC0NDS
REAR DYNAMIC CRUSH AND REAR WHEEL M0TI0N ANALYSIS
LMS T0 LFS ANGLES IN BASE C00RD
PITCH. VS TIME
N0SE-UP
DEGREES CCW AR0UND Y RELATIVE T0 X (RT SIDE VIEW) 50HZ FILTER
C0RR-P
N0SE-D0WN
5
4
3
2
1
0
-1
-2
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GL0SSARY F0R EXPLANATI0N 0F TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
11/20/02 07:33
TEST VC10306

FIGURE 3

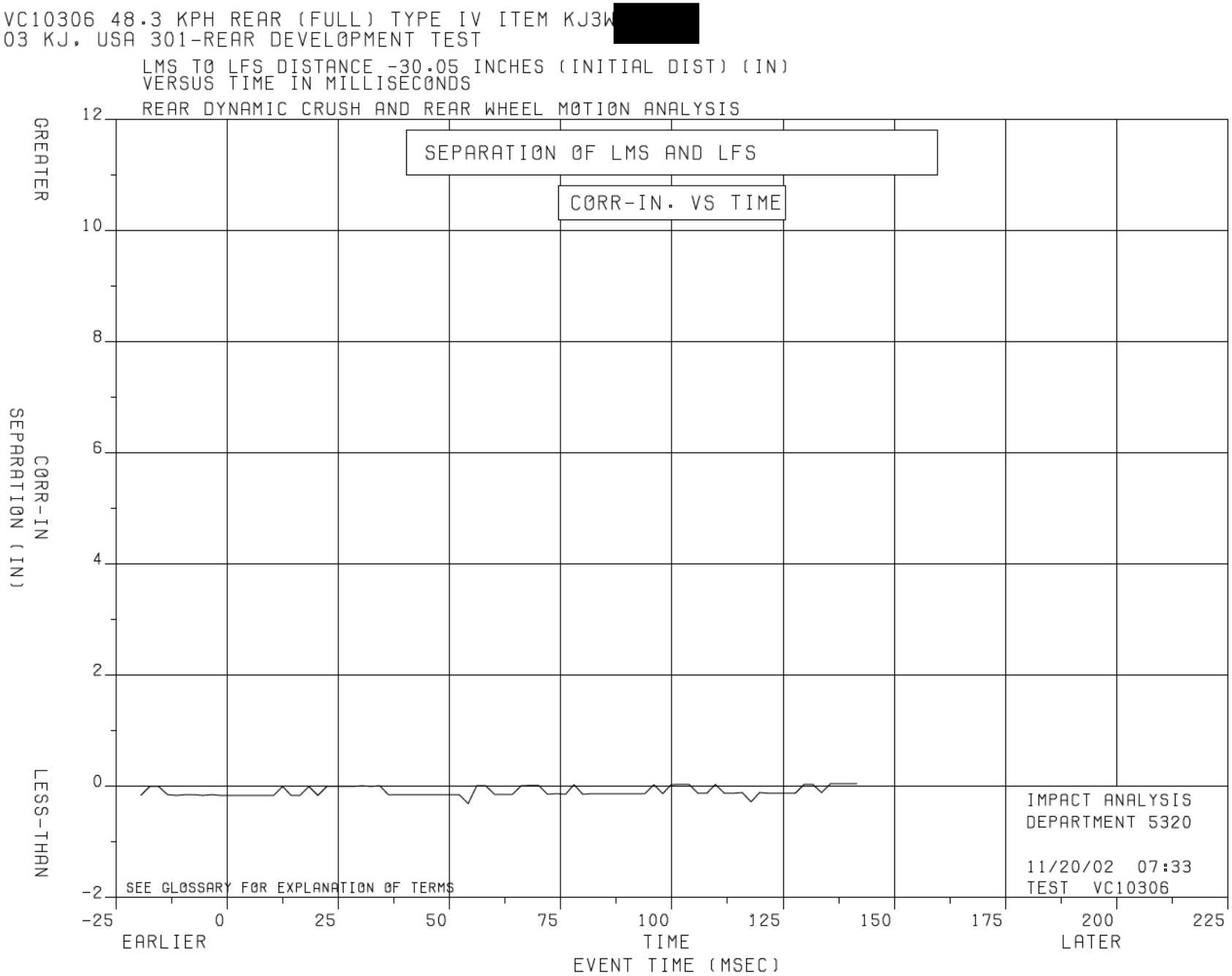


FIGURE 4

EA12-005- Chrysler -003255

INTER COMPANY CORRESPONDENCE

DATE 11/20/02

TO
DISTRIBUTION

FROM	DEPARTMENT	PLANT/OFFICE	CIMS NUMBER
A. S. DSOUZA	5320	CTC	481-00-27

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
TEST DATE 11/14/02

TEST SITE CPG

TEST PURPOSE	PRIMARY, 2003 USA 301-REAR DEVELOPMENT
IMPACT TYPE	TARGET SPEED: 48.3 KPH DAMAGE LOCATION: REAR (FULL) BARRIER TYPE: REAR TYPE IV BARRIER SURFACE: PLYWOOD
VEHICLE	BODY CLASS: KJ CAR LINE: J BODY; 74 ENGINE; 2.4 LITER ENGINE NOTE; I4 TRANSMISSION; TRANS. NOTE; VIN AS TESTED: 1J4GL48103W[redacted] MOD. VIN AS BUILT: 1J4GL48103W[redacted] MOD.
TEST SPEED	48.79 KPH BY TRAP AVERAGE
TEST WEIGHT (KG)	2015 TOTAL, 1094 FRONT, 921 REAR
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-50 RESTRAINT- 3-PT UNIBELT ONLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-59 RESTRAINT- 3-PT UNIBELT ONLY
BUILD CONDITION	
TARGET WEIGHT (KG)	2011 TOTAL INCLUDING BALLAST AND OCCUPANTS
FUEL AND BALLAST	64.4 LITERS STODDARD SOLVENT 136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA 56.7 KG ADDITIONAL BALLAST WEIGHT ADDED 1250LBS ON LF FLOOR, 50 LBS ON RF FLOOR

DATA F0R THIS ANALYSIS WAS DIGITIZED BY S. D. AMUNDSEN.

REAR DYNAMIC CRUSH, PITCH, AND REAR WHEEL M0TI0N RELATIVE T0 THE FR0NT SILL HAVE BEEN DETERMINED BY FILM ANALYSIS. TIME WAS BASED 0N CAMERA TIMING DATA. LATERAL VALUES WERE HELD C0NSTANT THR0UGH0UT THE ANALYSIS.

DYNAMIC CRUSH 17.6 +0R- 1 INCH AT 58. +0R- 5 MSEC.

Q. C. ANALYST

A. S. DS0UZA

GRAPHS - 4

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.FAR.UBR.FA_REPORT.UBR_UNDERBODY_REAR Public

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

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF MB1 RELATIVE TO U1 IN BASE COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

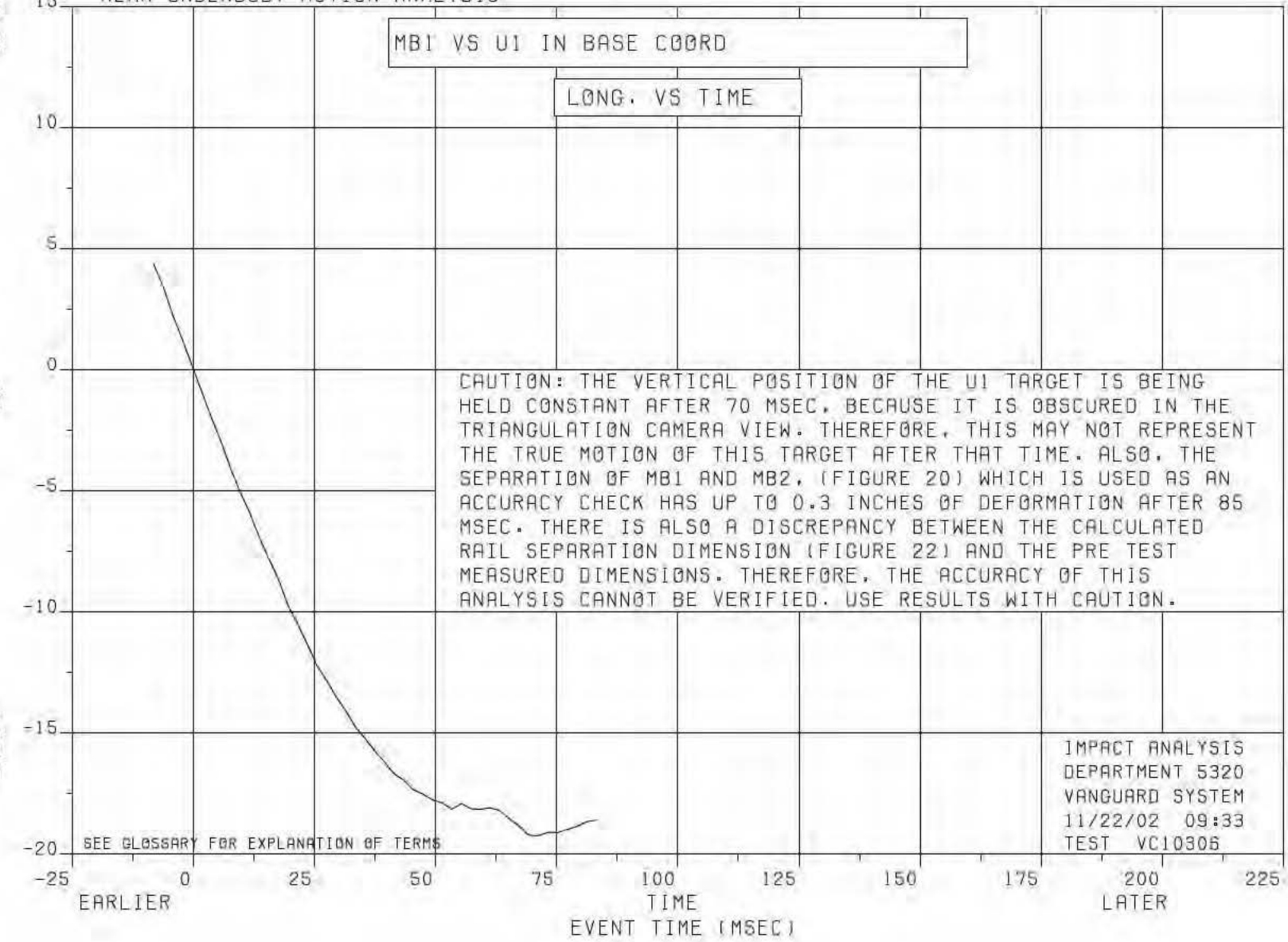


FIGURE 1

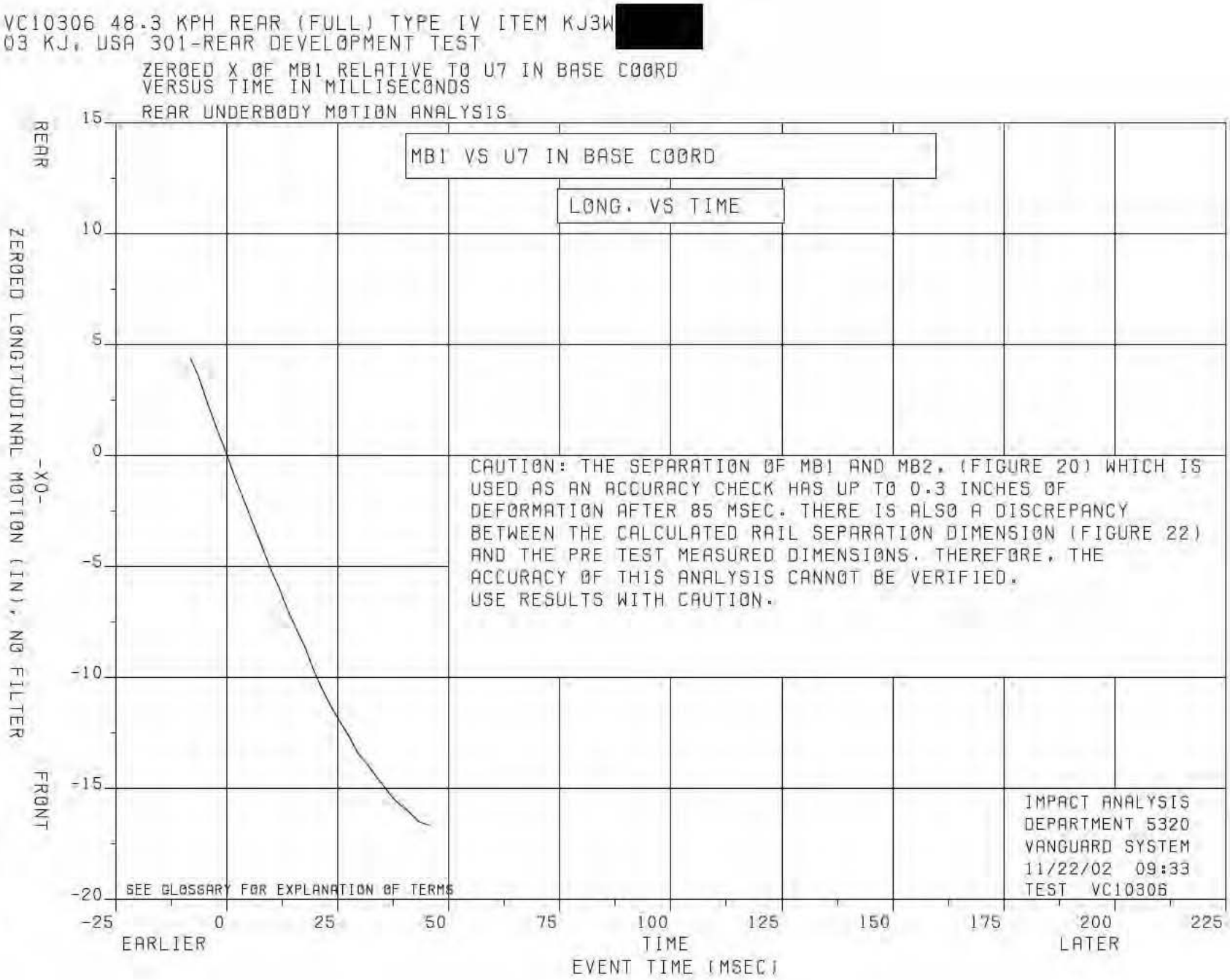

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF MB1 RELATIVE TO U7 IN BASE COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
MB1 VS U7 IN BASE COORD
LONG. VS TIME
CAUTION: THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED.
USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
-XO-
FRONT
15
10
5
0
-5
-10
-15
-20
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 2

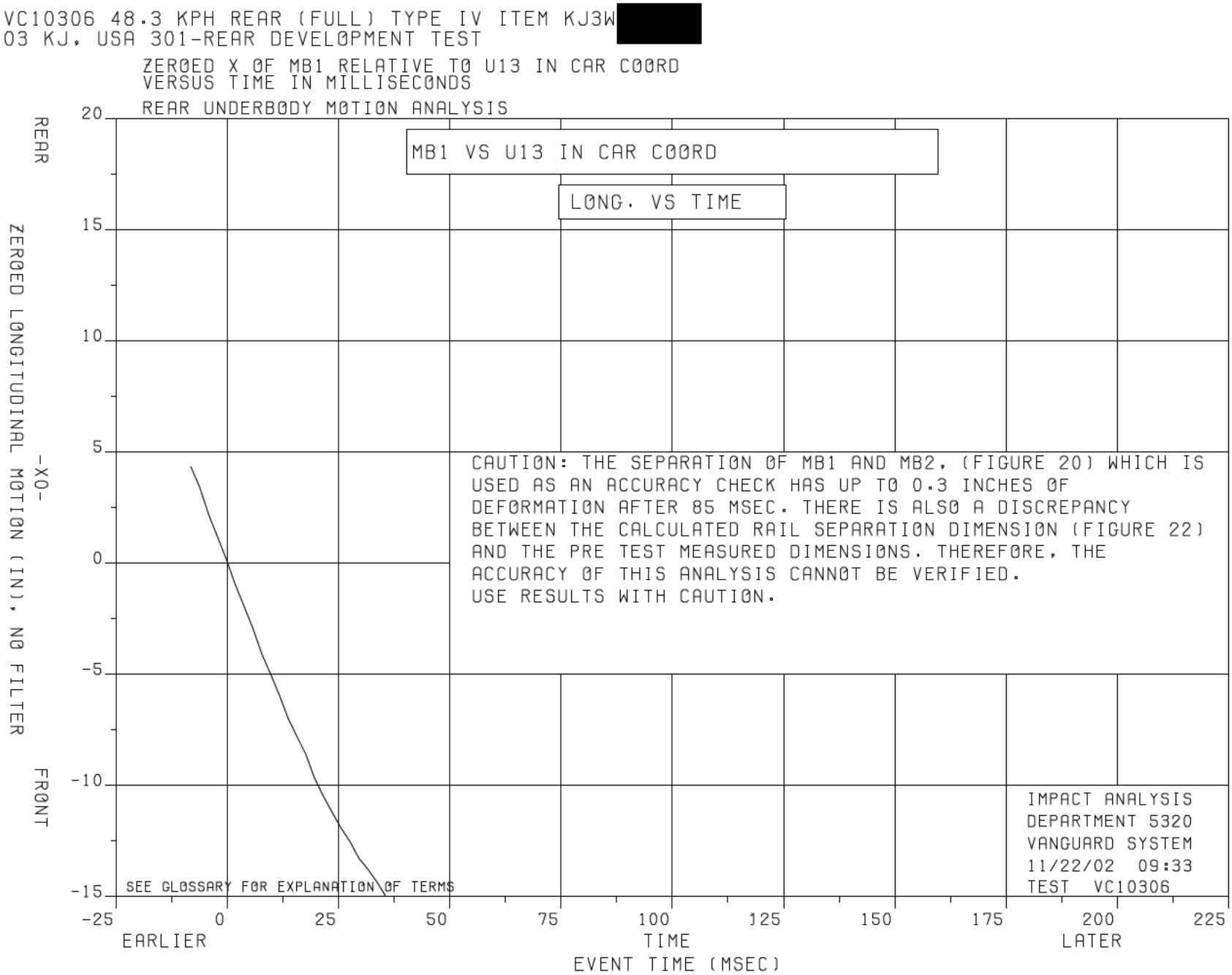


FIGURE 3

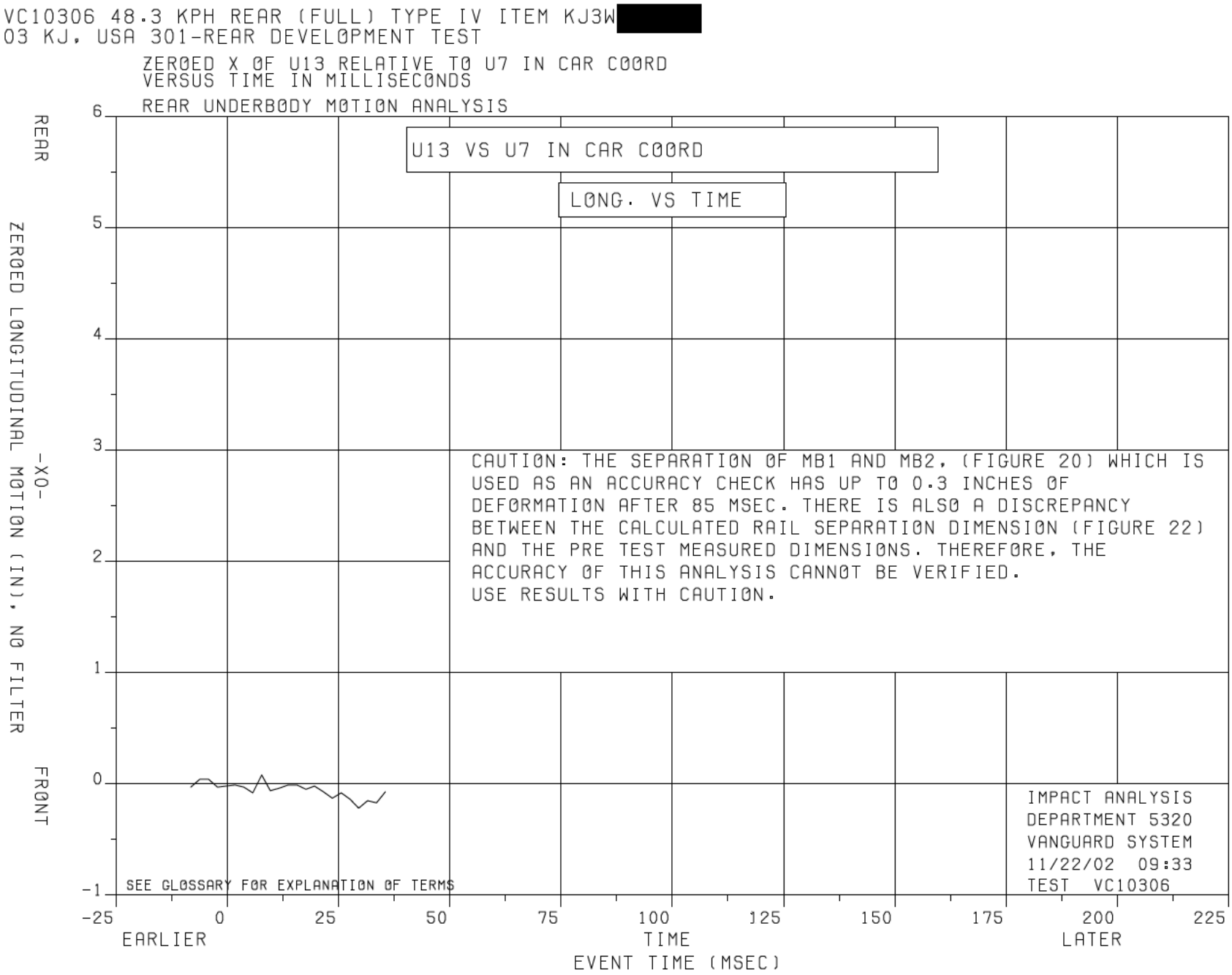


FIGURE 4

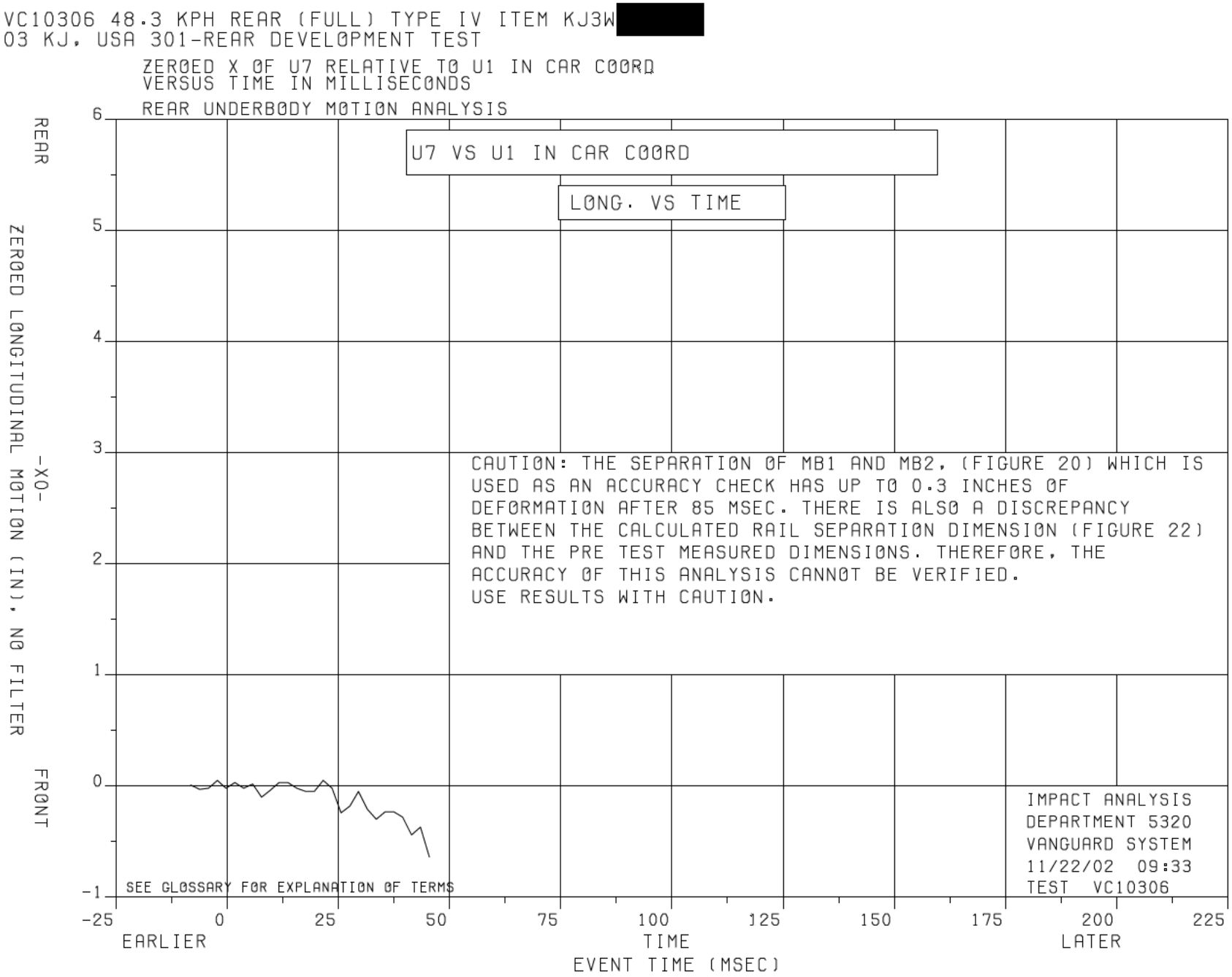


FIGURE 5

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF MB2 RELATIVE TO U2 IN BASE COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

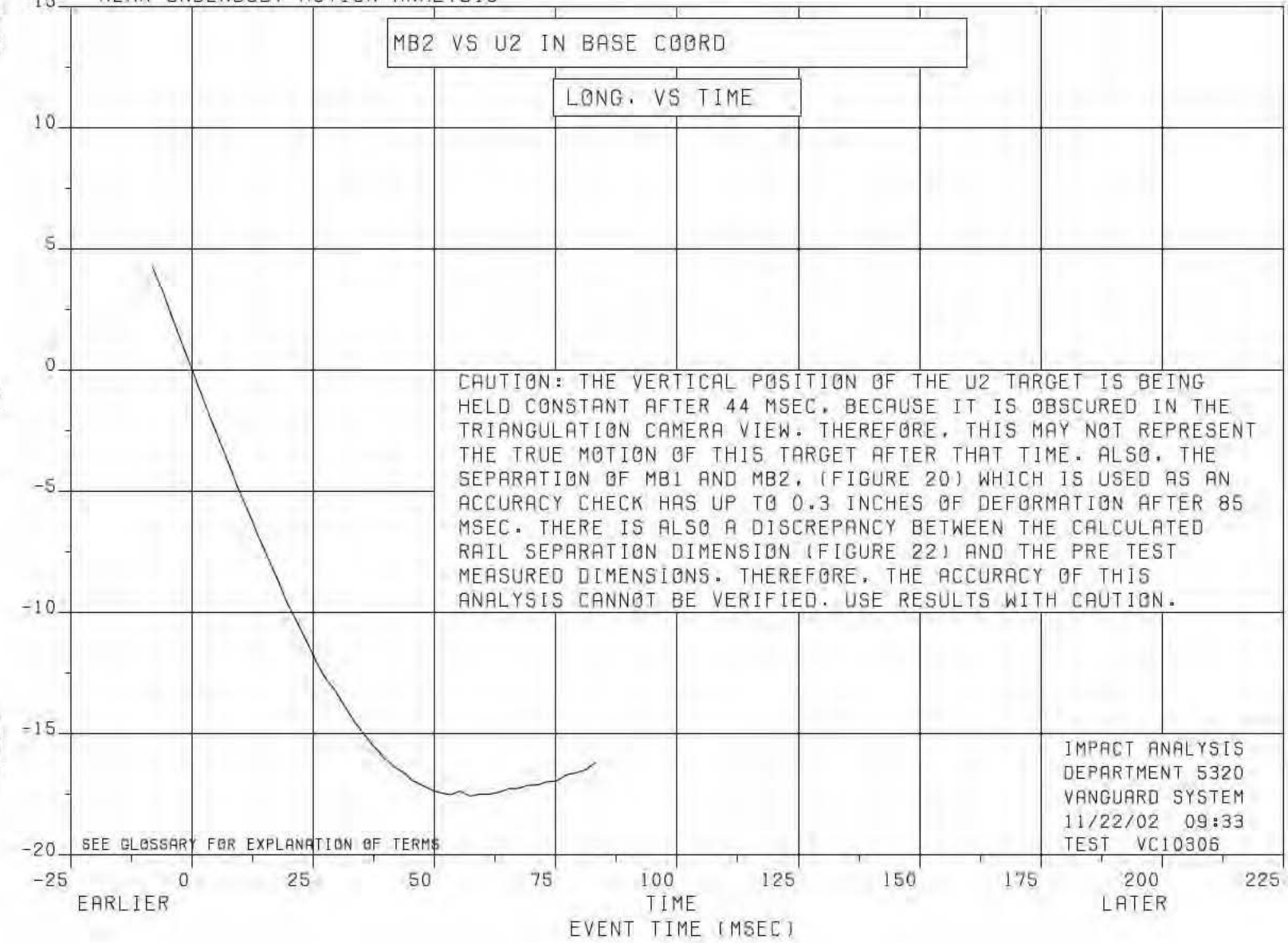


FIGURE 6

EA12-005-Chrysler-003264

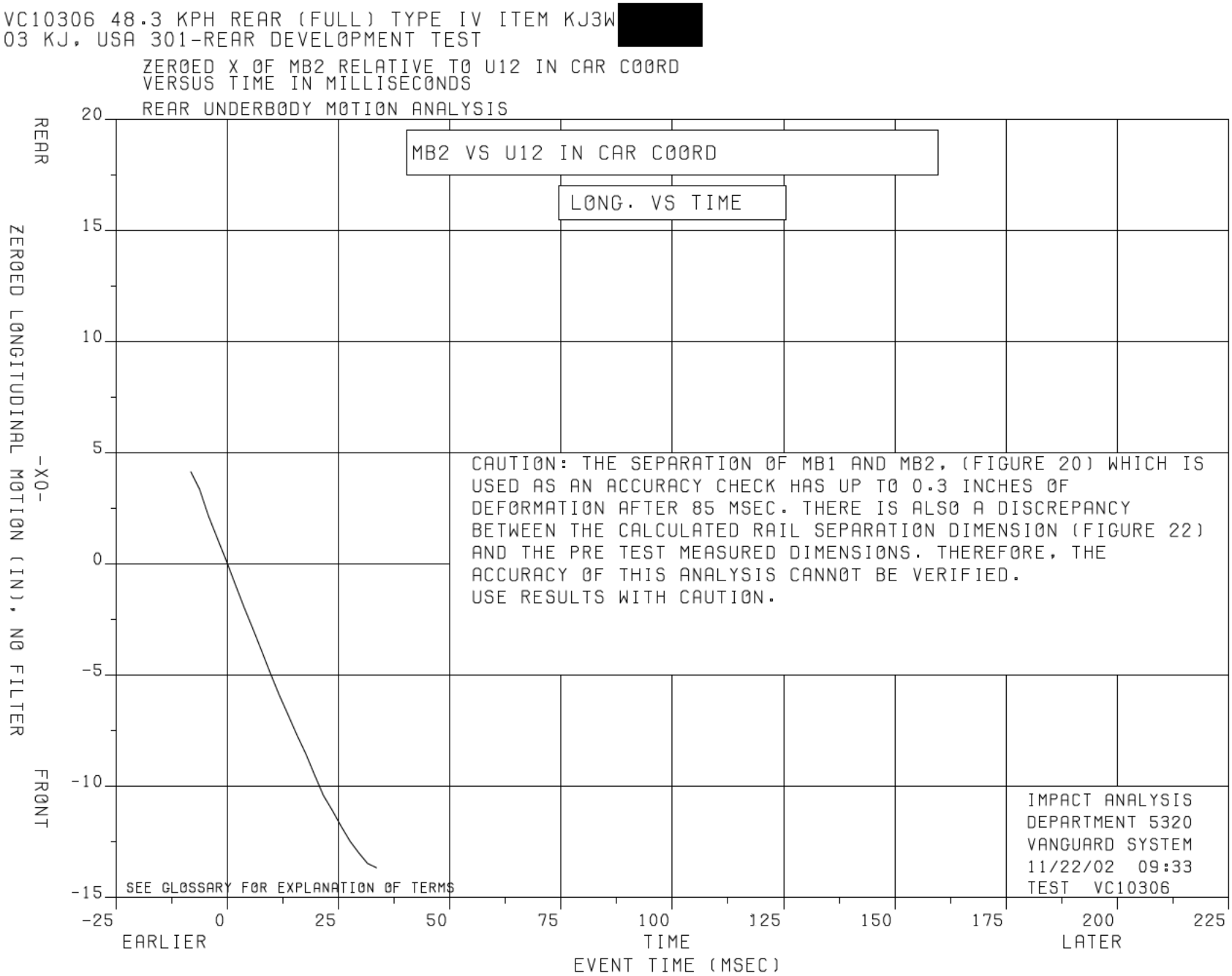

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF MB2 RELATIVE TO U12 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
MB2 VS U12 IN CAR COORD
LONG. VS TIME
CAUTION: THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED.
USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
-XO-
FRONT
20
15
10
5
0
-5
-10
-15
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 7

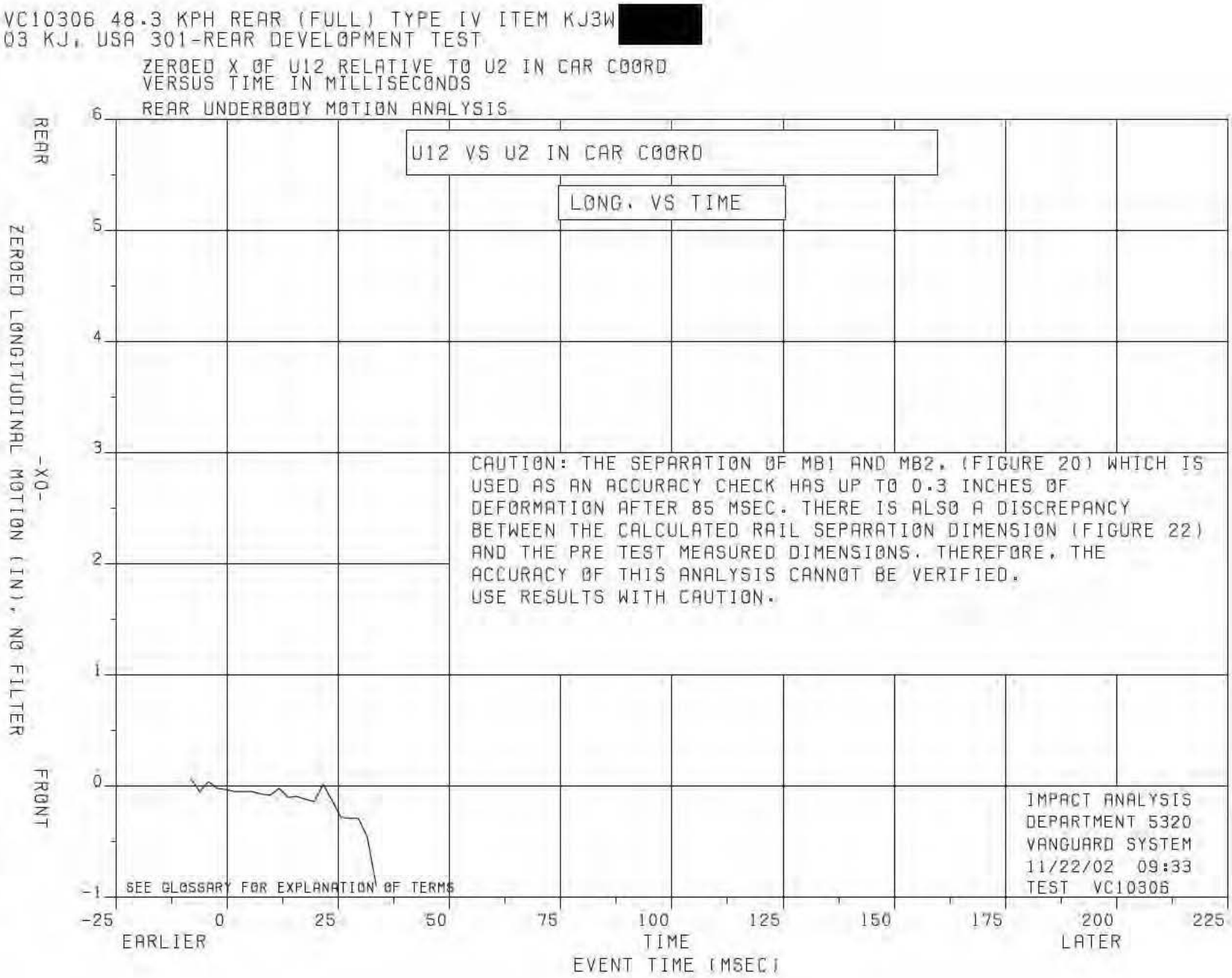

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U12 RELATIVE TO U2 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U12 VS U2 IN CAR COORD
LONG. VS TIME
CAUTION: THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED.
USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
-XO-
FRONT
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
6
5
4
3
2
1
0
-1
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 8

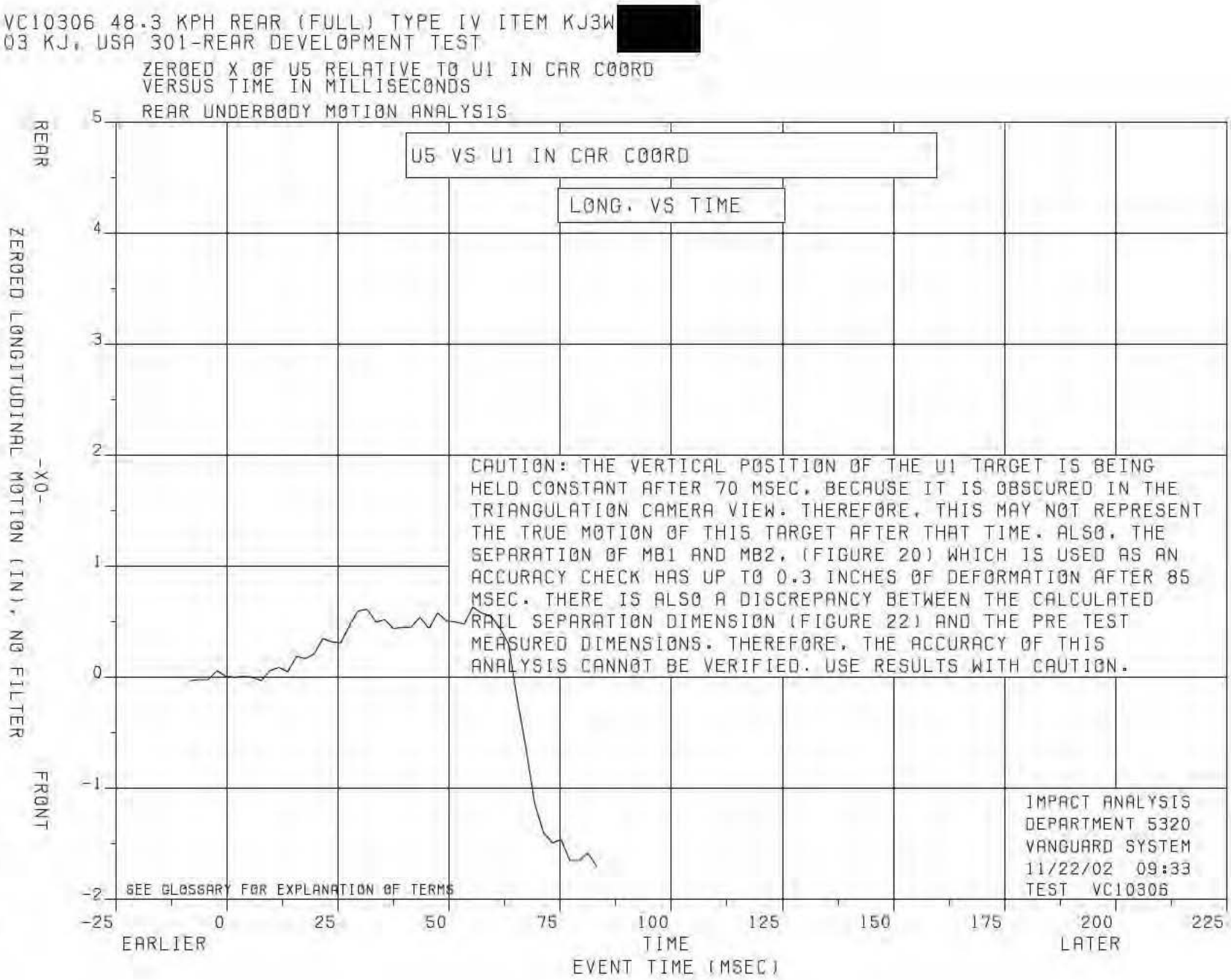

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U5 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U5 VS U1 IN CAR COORD
LONG. VS TIME
CAUTION: THE VERTICAL POSITION OF THE U1 TARGET IS BEING HELD CONSTANT AFTER 70 MSEC. BECAUSE IT IS OBSCURED IN THE TRIANGULATION CAMERA VIEW. THEREFORE, THIS MAY NOT REPRESENT THE TRUE MOTION OF THIS TARGET AFTER THAT TIME. ALSO, THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED. USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
FRONT
-XO-
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
5
4
3
2
1
0
-1
-2
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 9

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U5 RELATIVE TO U2 IN CAR COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

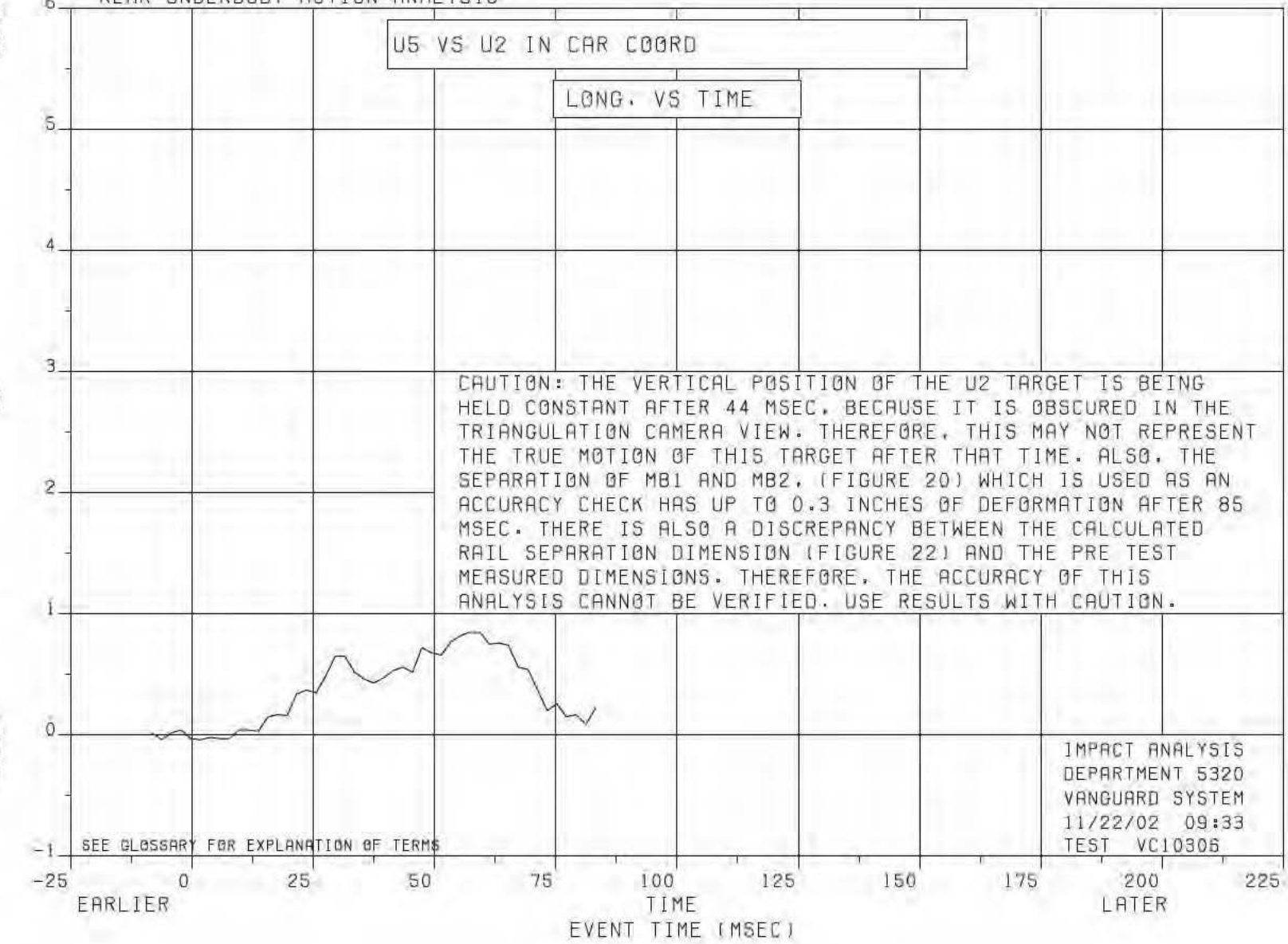


FIGURE 10

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U9 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

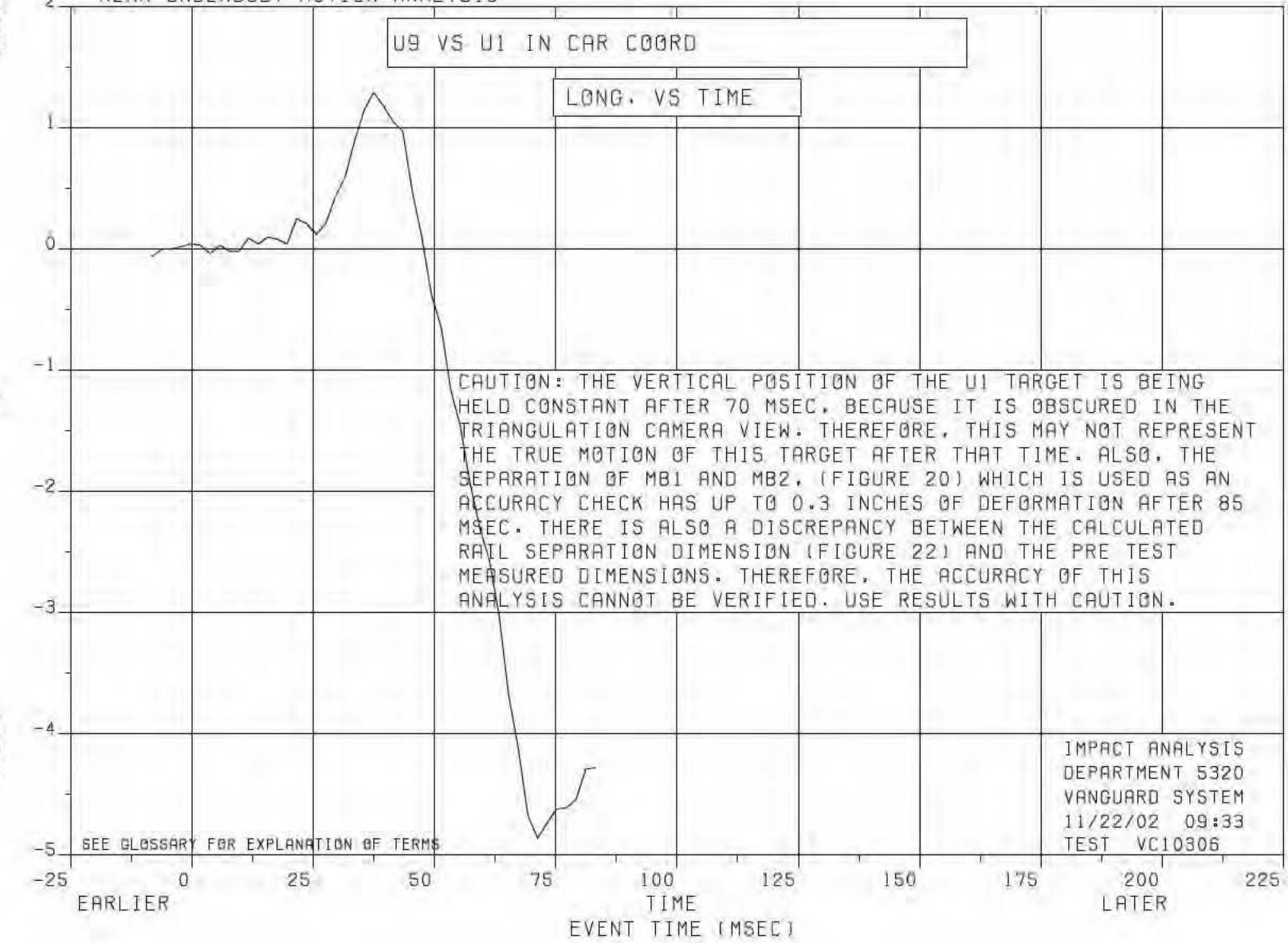


FIGURE 11

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U10 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

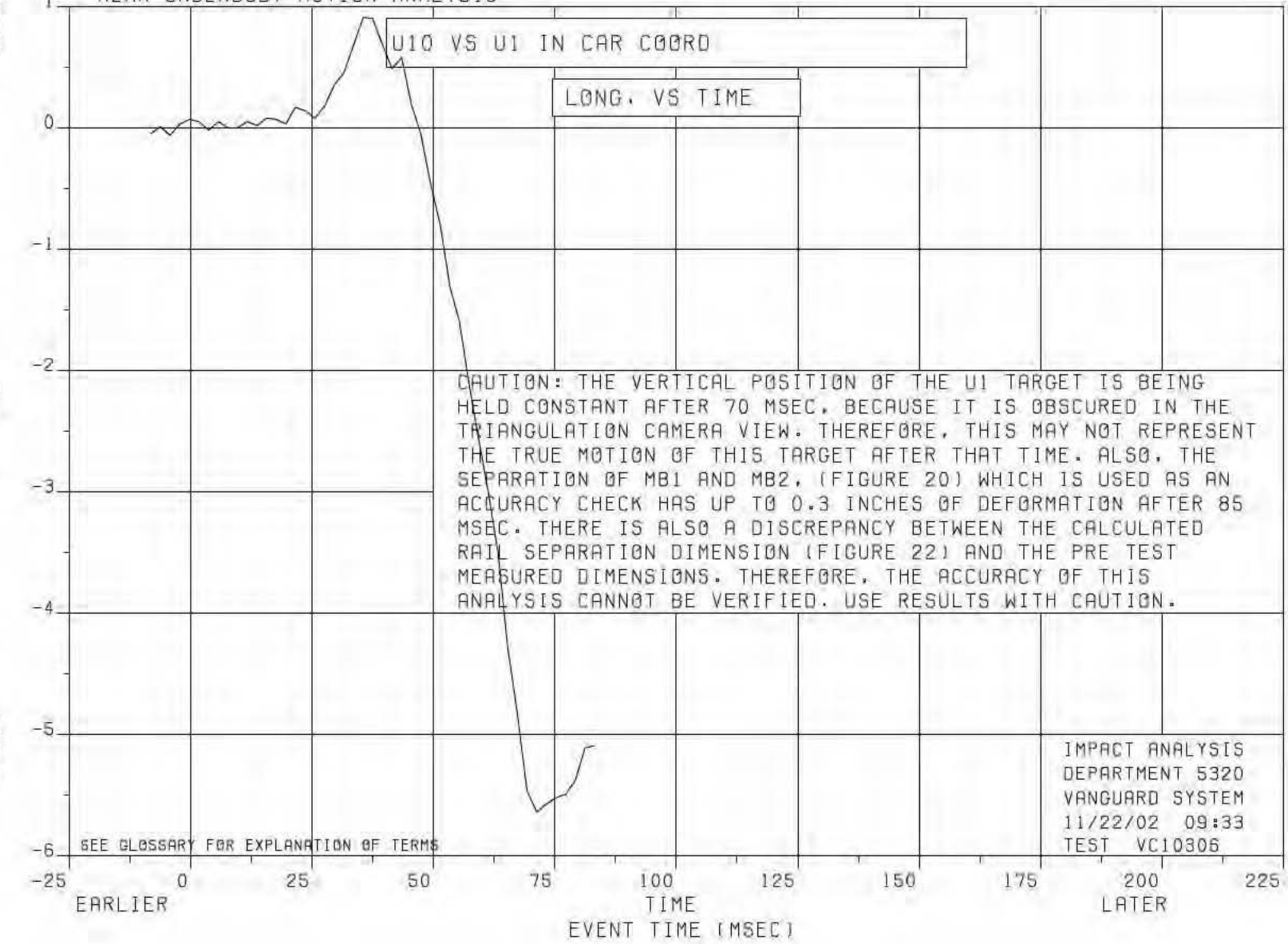


FIGURE 12

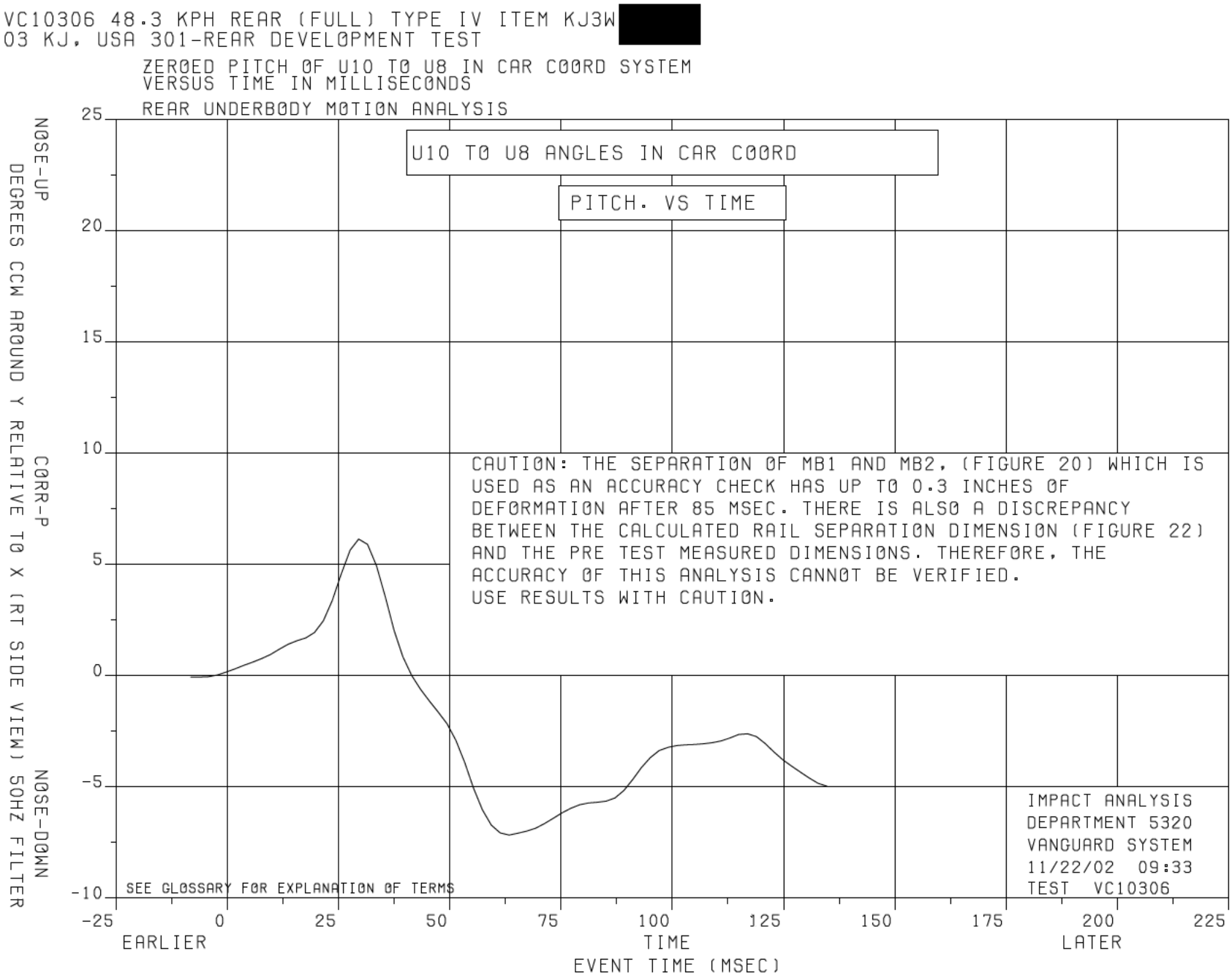


FIGURE 13

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED SEPARATION OF U10 AND U8 (IN)
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

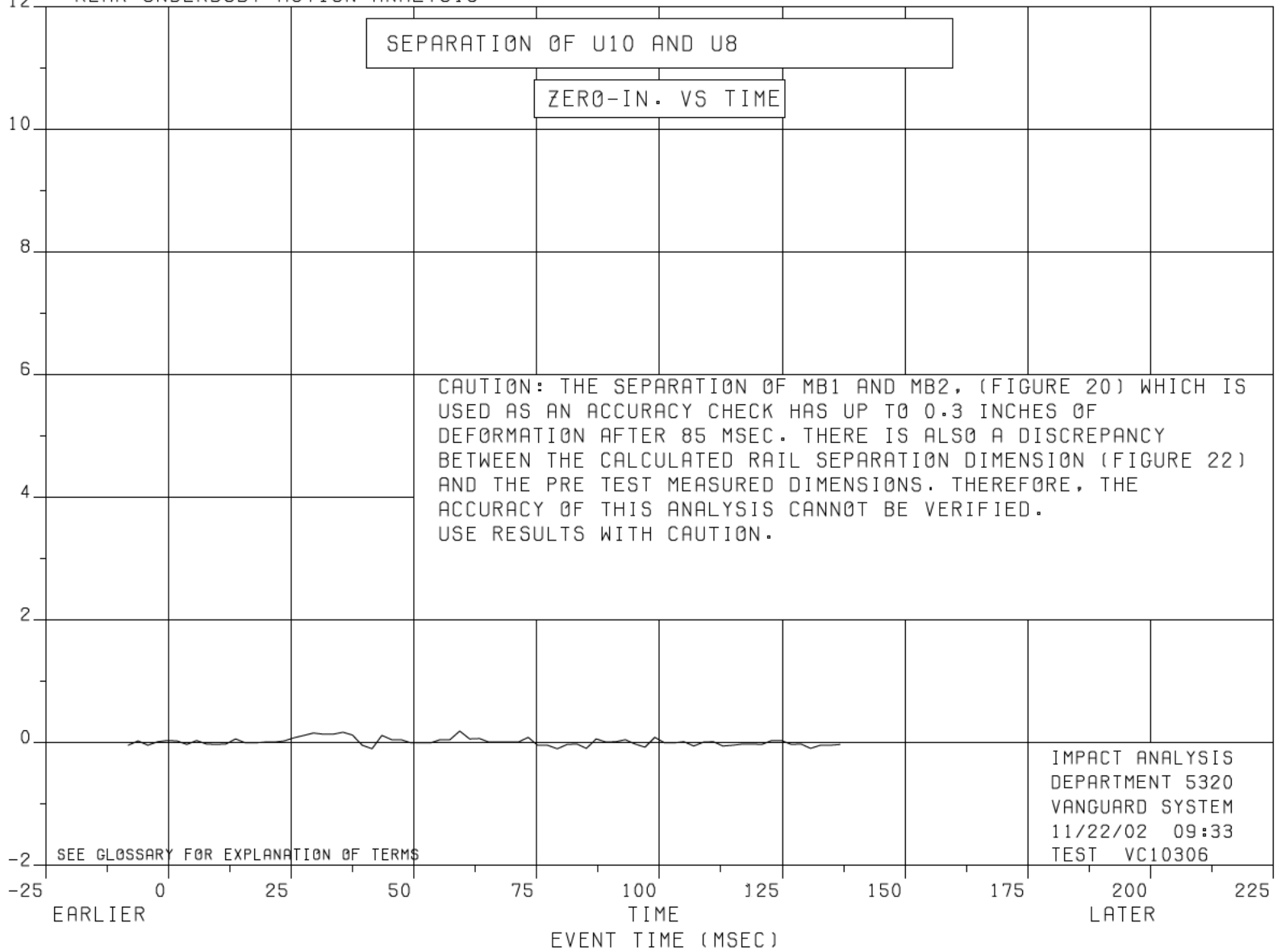


FIGURE 14

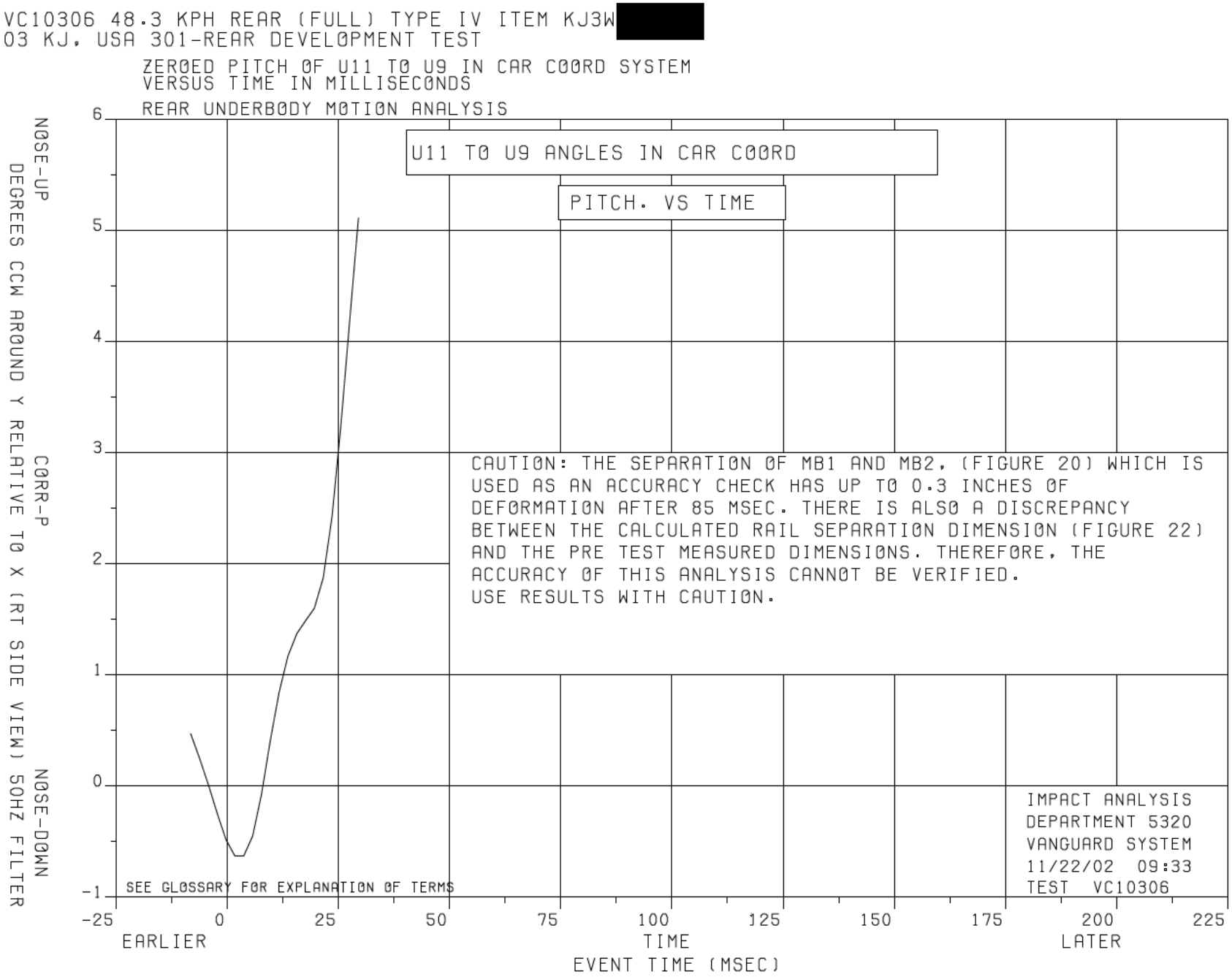


FIGURE 15

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED SEPARATION OF U11 AND U9 (IN)
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

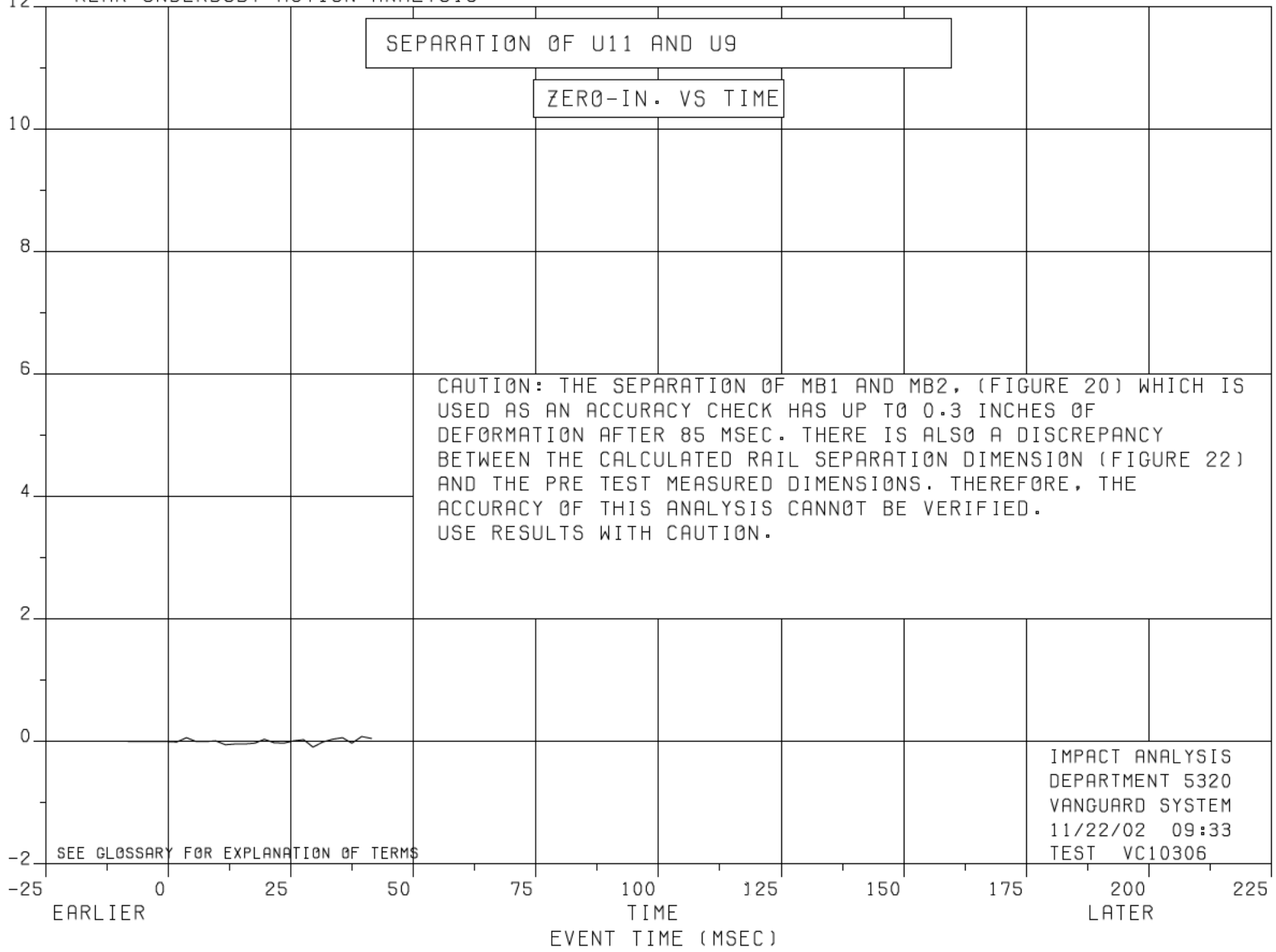


FIGURE 16

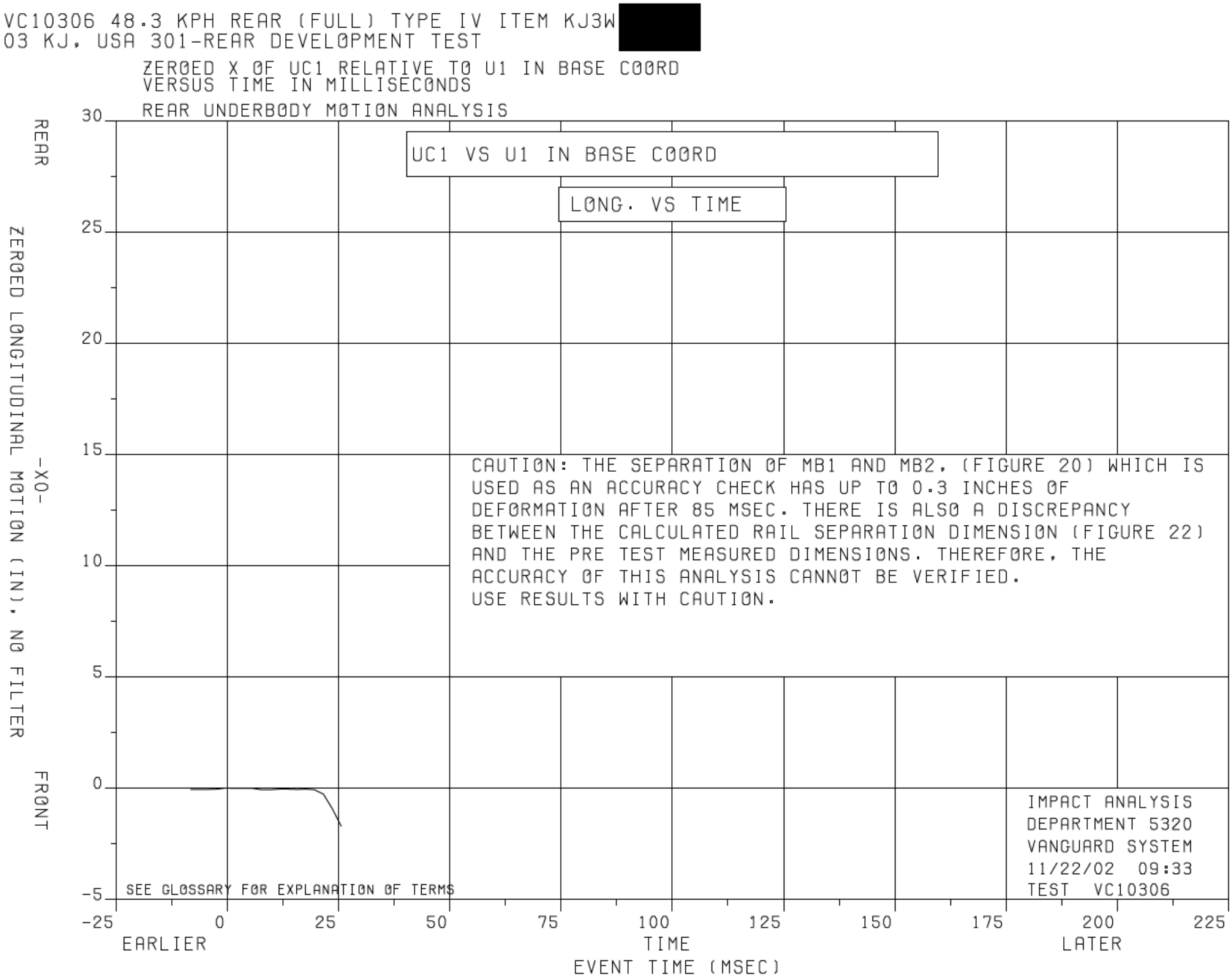

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF UC1 RELATIVE TO U1 IN BASE COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
UC1 VS U1 IN BASE COORD
LONG. VS TIME
CAUTION: THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED.
USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
-XO-
FRONT
30
25
20
15
10
5
0
-5
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 17

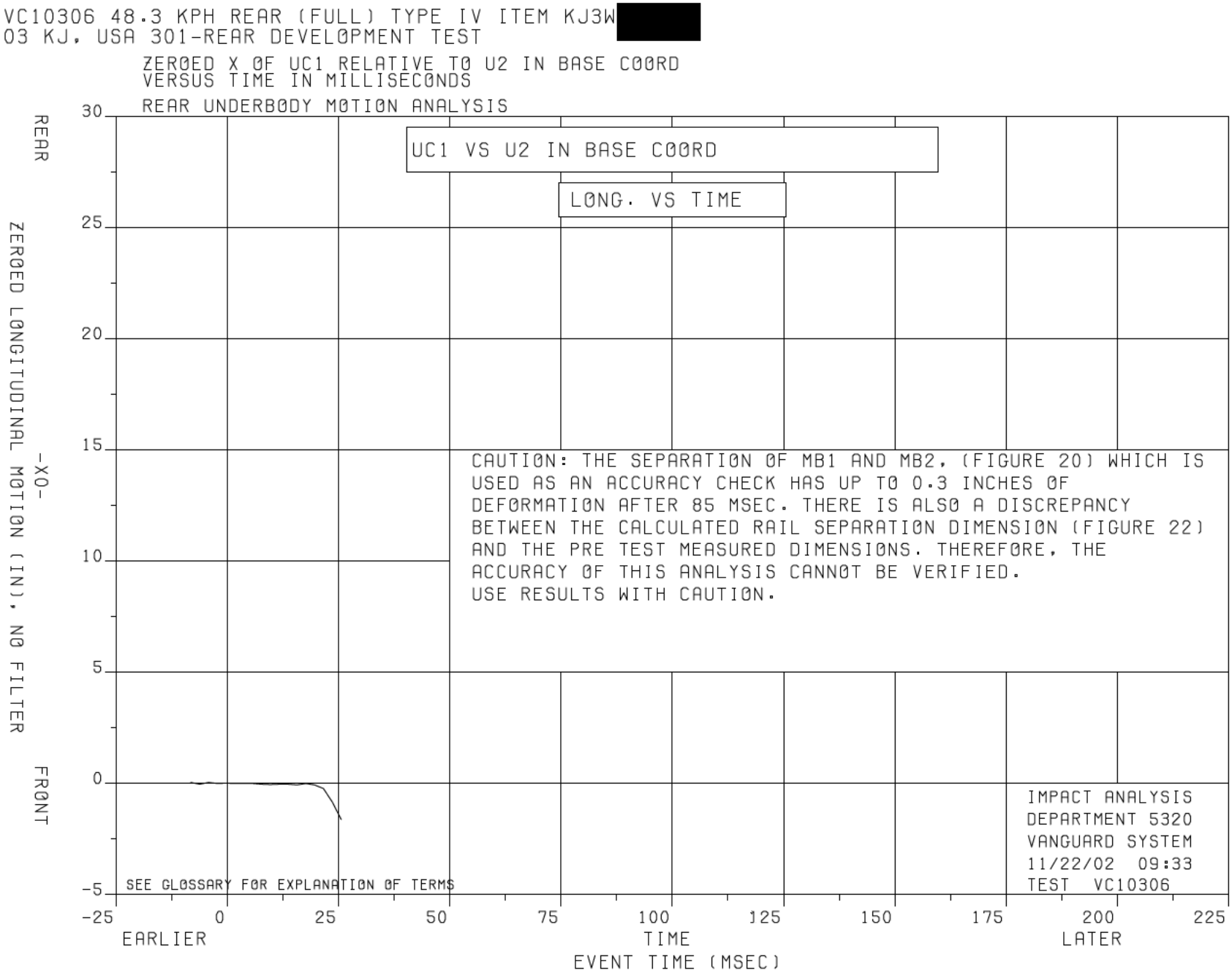

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF UC1 RELATIVE TO U2 IN BASE COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
UC1 VS U2 IN BASE COORD
LONG. VS TIME
CAUTION: THE SEPARATION OF MB1 AND MB2, (FIGURE 20) WHICH IS USED AS AN ACCURACY CHECK HAS UP TO 0.3 INCHES OF DEFORMATION AFTER 85 MSEC. THERE IS ALSO A DISCREPANCY BETWEEN THE CALCULATED RAIL SEPARATION DIMENSION (FIGURE 22) AND THE PRE TEST MEASURED DIMENSIONS. THEREFORE, THE ACCURACY OF THIS ANALYSIS CANNOT BE VERIFIED.
USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/22/02 09:33
TEST VC10306
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
-XO-
FRONT
30
25
20
15
10
5
0
-5
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)

FIGURE 18

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED YAW OF U1 TO U2 IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

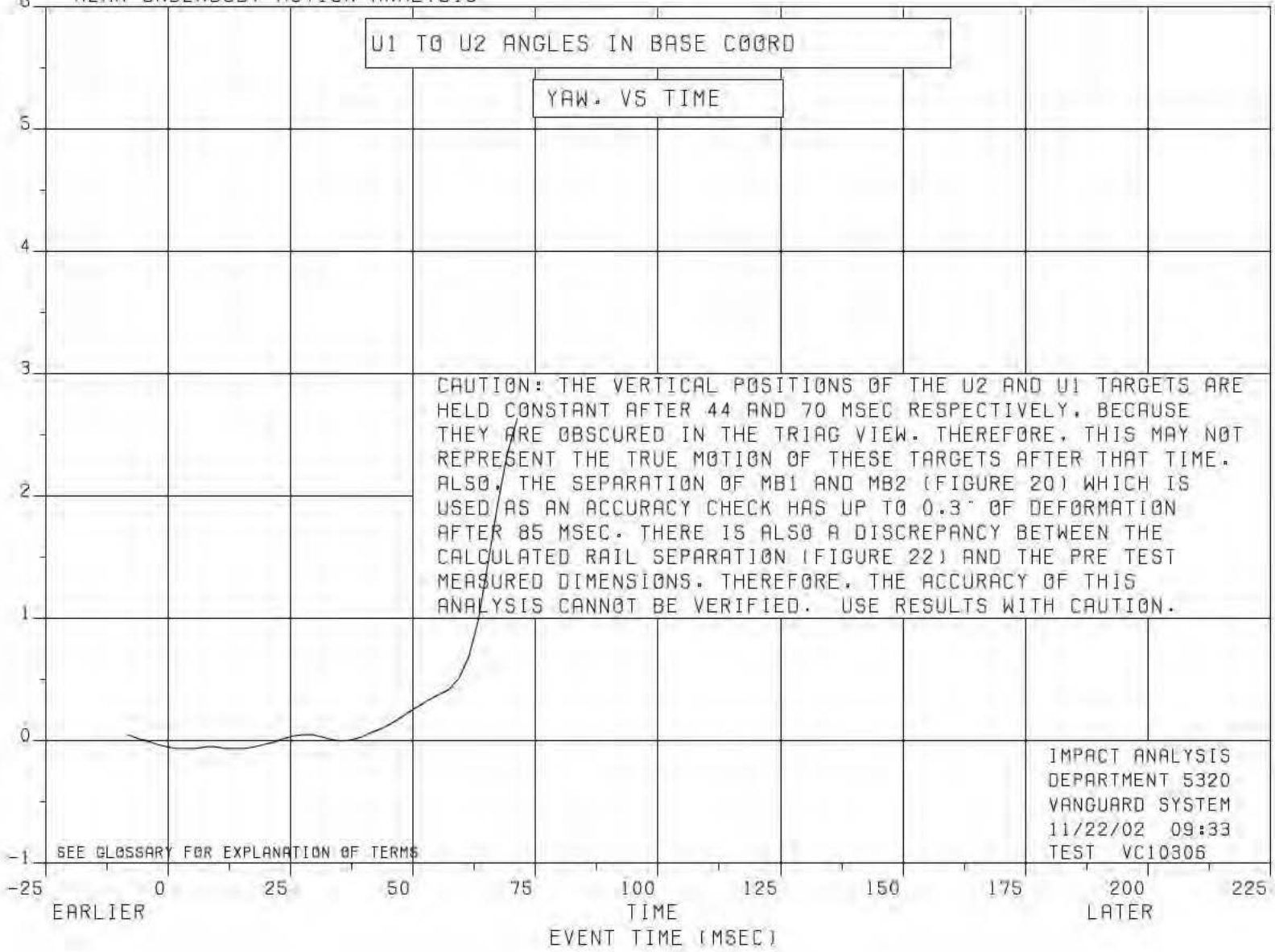


FIGURE 19

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

MB1 TO MB2 DISTANCE -37.66 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

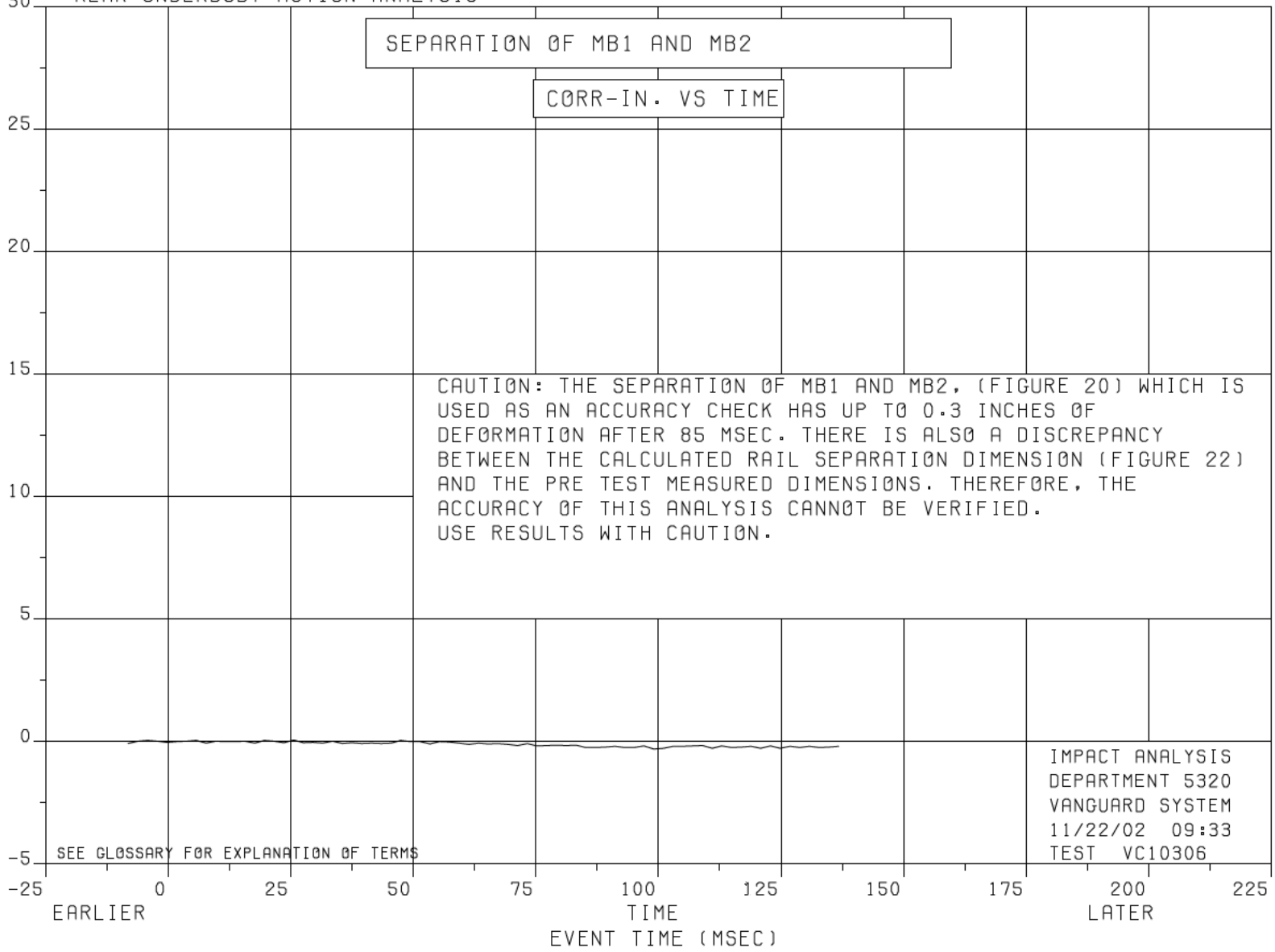


FIGURE 20

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED PITCH OF SILL VECTOR IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

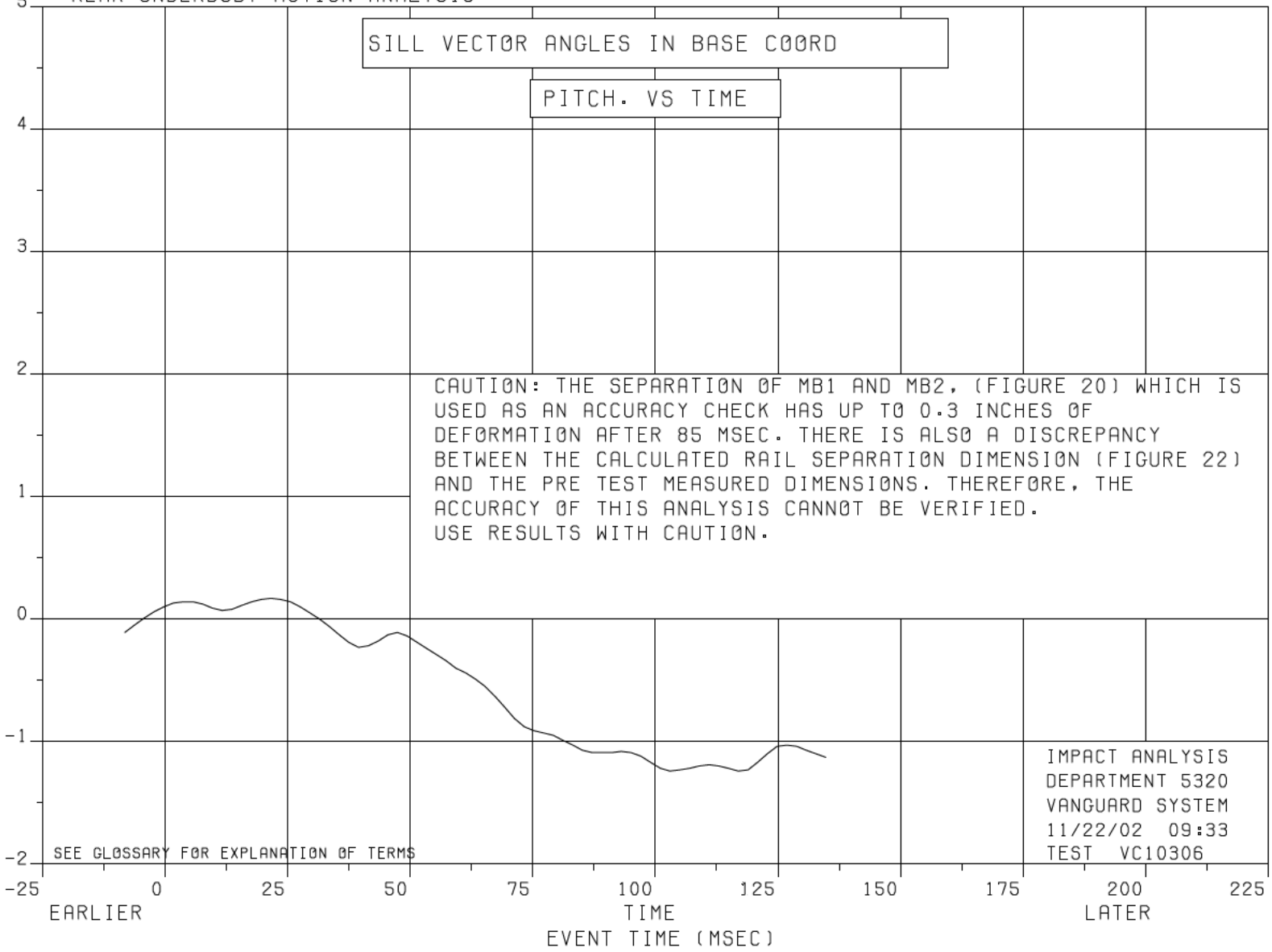


FIGURE 21

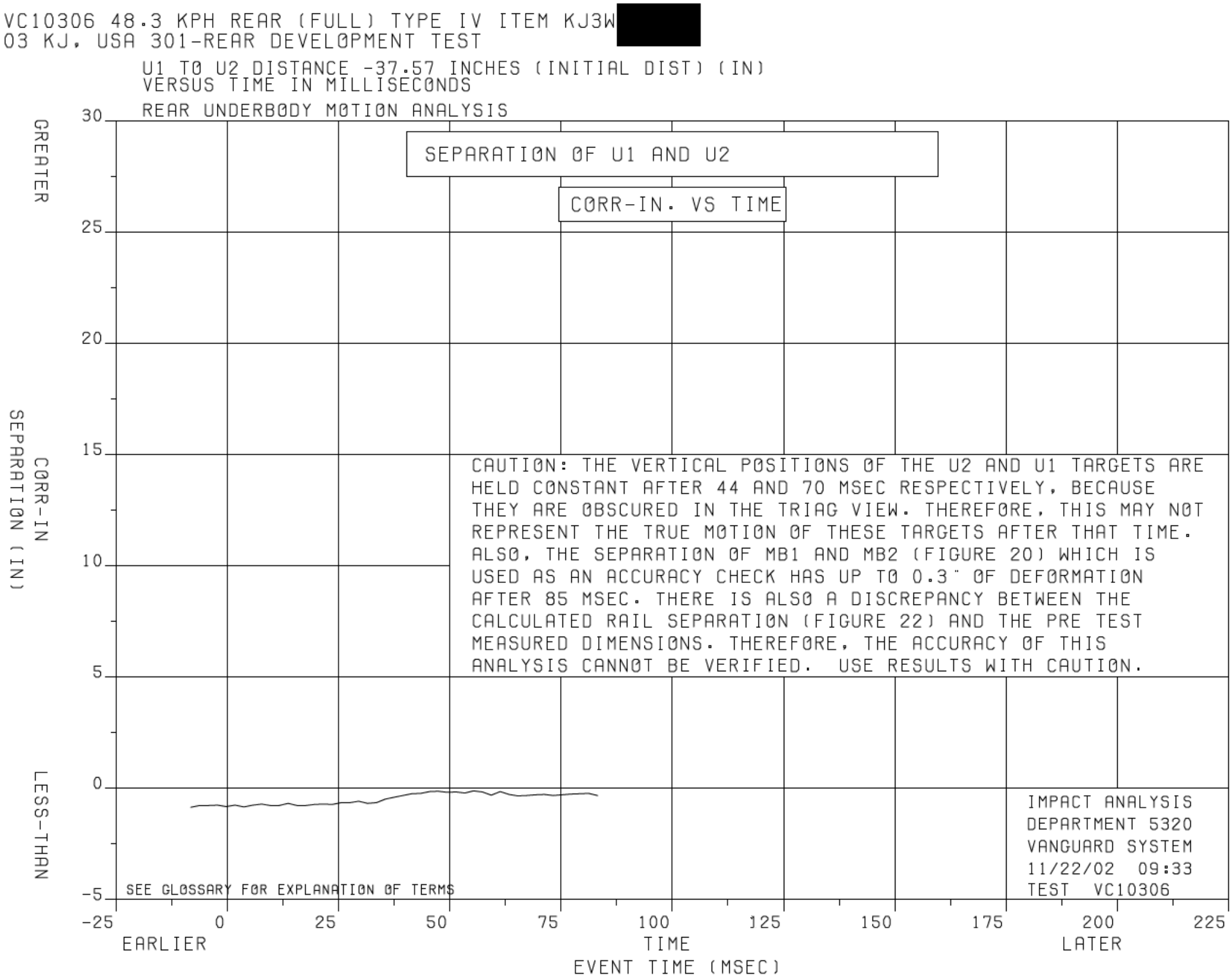


FIGURE 22

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

LFS TO LMS DISTANCE -30.05 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

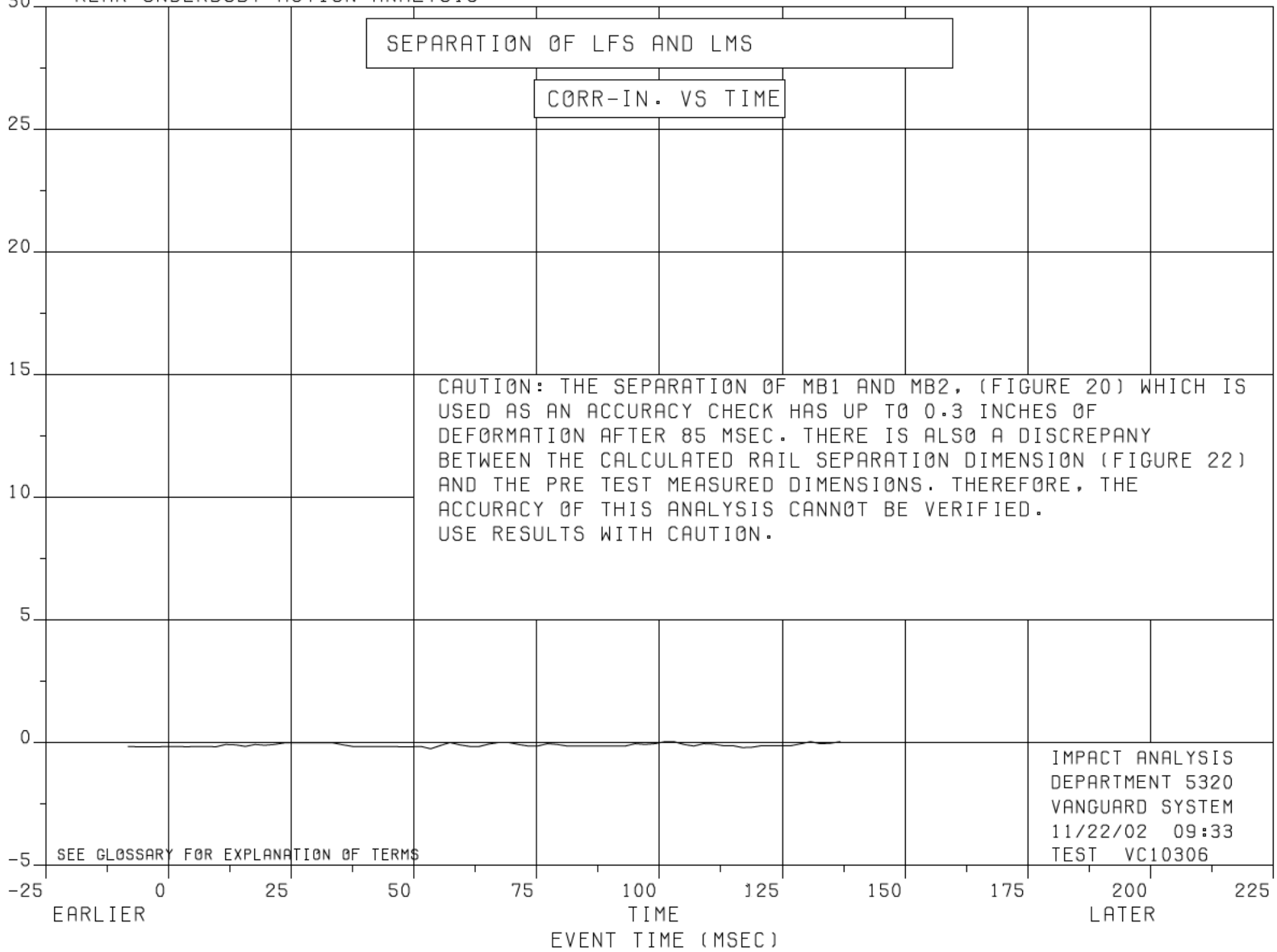


FIGURE 23

INTER C0MPANY C0RRESP0NDENCE

DATE 11/22/02

T0
DISTRIBUTI0N

FR0M	DEPARTMENT	PLANT/0FFICE	CIMS NUMBER
E. J. BACHMANN	5320	CTC	481-00-27

SUBJECT:
REAR UNDERB0DY M0TI0N ANALYSIS
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVEL0PMENT TEST
TEST DATE 11/14/02

TEST SITE CPG

TEST PURP0SE — PRIMARY, 2003 USA 301-REAR DEVEL0PMENT

IMPACT TYPE
TARGET SPEED; 48.3 KPH
DAMAGE L0CATI0N; REAR (FULL)
BARRIER TYPE; REAR TYPE IV
BARRIER SURFACE; PLYW00D

VEHICLE
B0DY CLASS; KJ
CAR LINE; J
B0DY; 74
ENGINE; 2.4 LITER
ENGINE N0TE; I4
TRANSMISSI0N;
TRANS. N0TE;
VIN AS TESTED; 1J4GL48103W[redacted] M0D.
VIN AS BUILT; 1J4GL48103W[redacted] M0D.

TEST SPEED — 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) — 2015 T0TAL, 1094 FR0NT, 921 REAR

0CCUPANTS
1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-50
RESTRAINT- 3-PT UNIBELT 0NLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-59
RESTRAINT- 3-PT UNIBELT 0NLY

BUILD C0NDITI0N

TARGET WEIGHT (KG) — 2011 T0TAL
INCLUDING BALLAST AND 0CCUPANTS

FUEL AND BALLAST
64.4 LITERS ST0DDARD S0LVENT
136.1 KG BALLAST WEIGHT SECURED IN CARG0 AREA
56.7 KG ADDITI0NAL BALLAST WEIGHT ADDED
1250LBS 0N LF FL00R, 50 LBS 0N RF FL00R

DATA F0R THIS ANALYSIS WAS DIGITIZED BY S. D. AMUNDSEN.

THE RELATIVE M0TI0NS 0F SELECTED REAR UNDERB0DY TARGETS HAVE BEEN DETERMINED BY FILM ANALYSIS. TIME WAS BASED 0N CAMERA TIMING DATA.

CAUTI0N:
THE F0LL0WING TARGETS HAVE VERTICAL DATA THAT IS BEING HELD C0NSTANT. SEE CAUTI0N N0TE 0N PL0TS F0R DETAILS.

U1 U2

Q. C. ANALYST

E. J. BACHMANN

GRAPHS - 23

EA12-005

CHRYSLER

12-13-2012

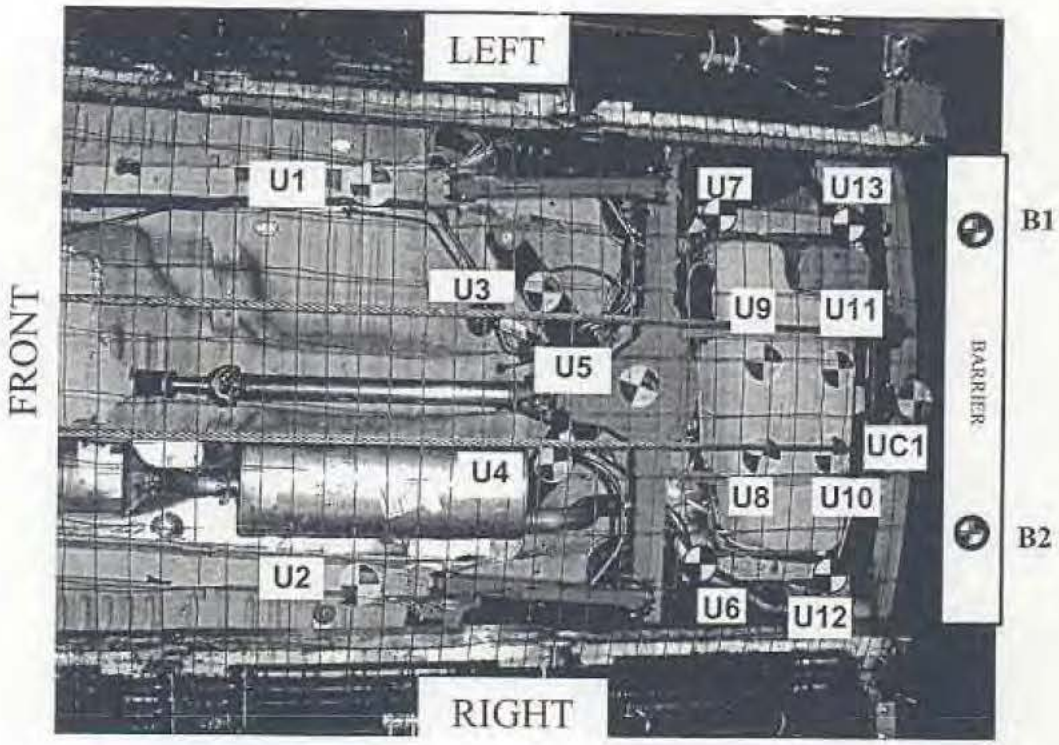
Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.FAR.UBR.LEGEND

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST



TARGET NAME	TARGET DESCRIPTION
UC1	CENTER TARGET, REAR BUMPER CROSSMEMBER
U1	LEFT FOREMOST RAIL TARGET
U2	RIGHT FOREMOST RAIL TARGET
*U3	LEFT UPPER SWING-ARM TARGET
*U4	RIGHT UPPER SWING-ARM TARGET
U5	REAR DIFFERENTIAL TARGET
*U6	RIGHT RAIL TARGET -RWD OF AXLE
U7	LEFT RAIL TARGET -RWD OF AXLE
U8	RIGHT FRONT CORNER FUEL TANK TARGET
U9	LEFT FRONT CORNER FUEL TANK TARGET
U10	RIGHT AFT FUEL TANK TARGET
U11	LEFT AFT FUEL TANK TARGET
U12	RIGHT AFTMOST RAIL TARGET -NEAR REAR RIGHT CORNER FUEL TANK
U13	LEFT AFTMOST RAIL TARGET - NEAR REAR LEFT CORNER FUEL TANK
MB1	LEFT MOVING BARRIER BOTTOM TARGET
MB2	RIGHT MOVING BARRIER BOTTOM TARGET

* TARGET NOT VISIBLE FOR THIS ANALYSIS

EA12-005

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12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.Photos-PostTest

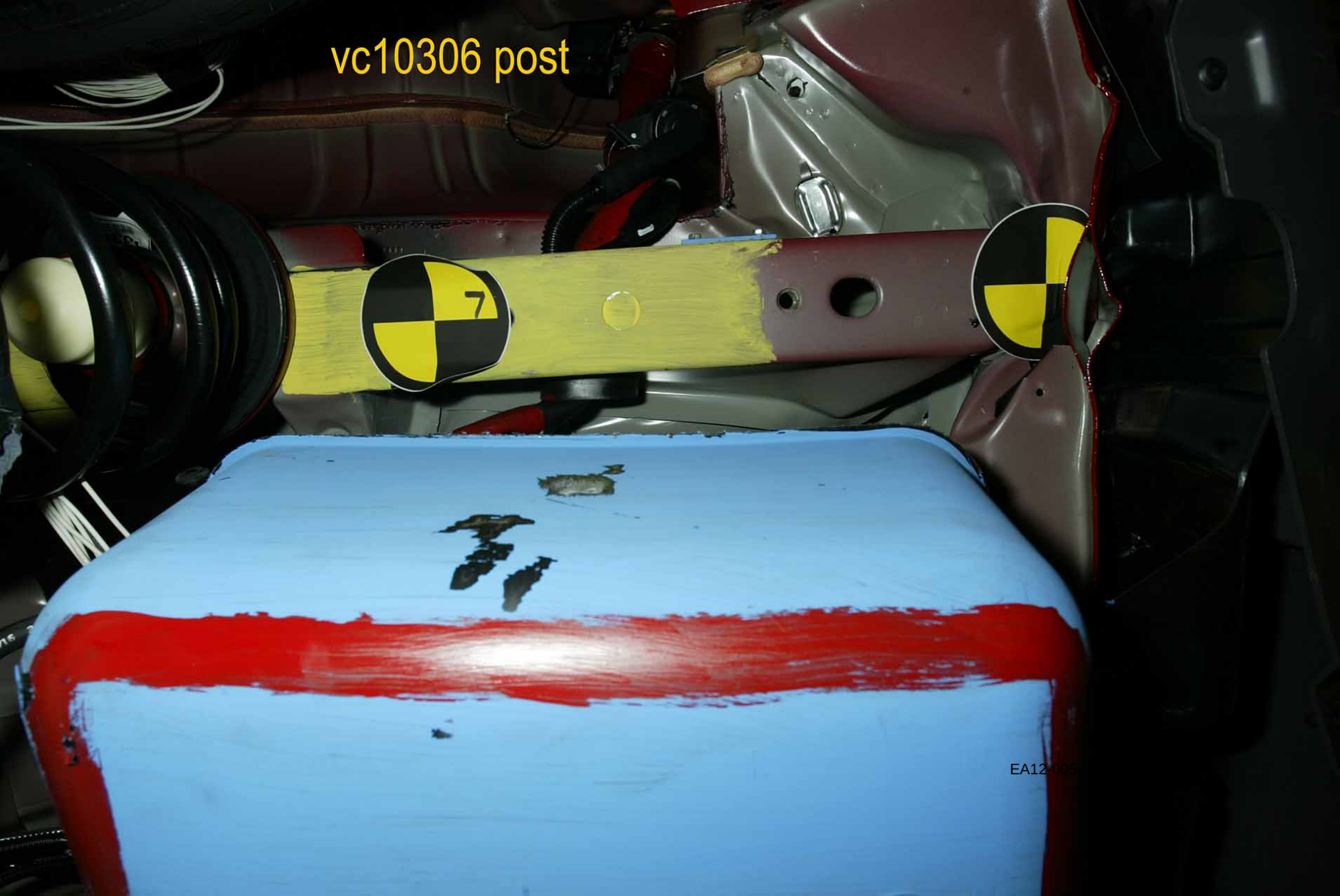

10306
LIBERTY sport
EA12-005-Chrysler -005184
VC10306
post


vc10306 post
12-005- Chrysler -00515


vc10306 post
EA12-005- Chrysler


vc10306 post
EA12-005- Chrysler -005187


vc10306 post
EA
hrysler -005188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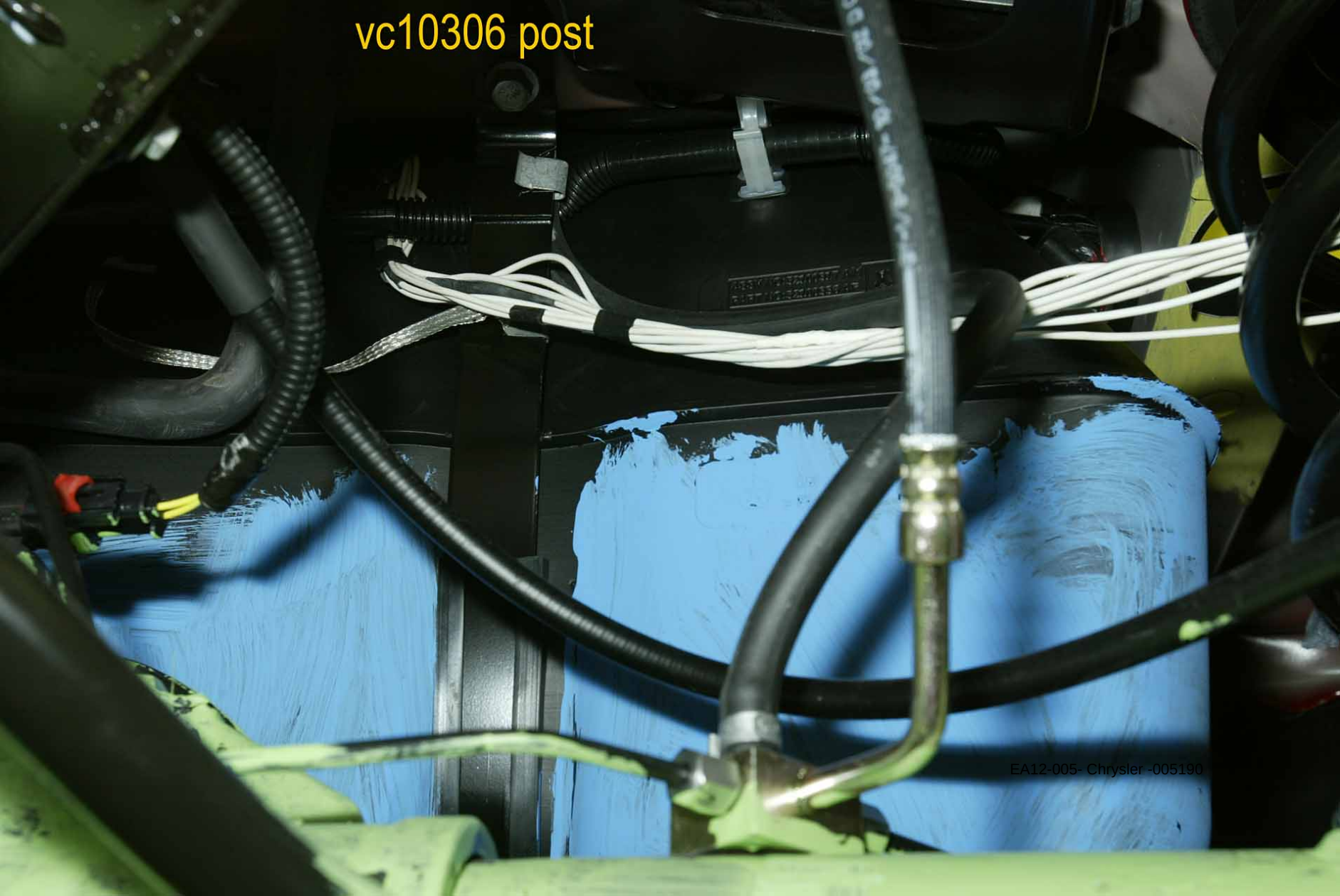
7
EA12-005

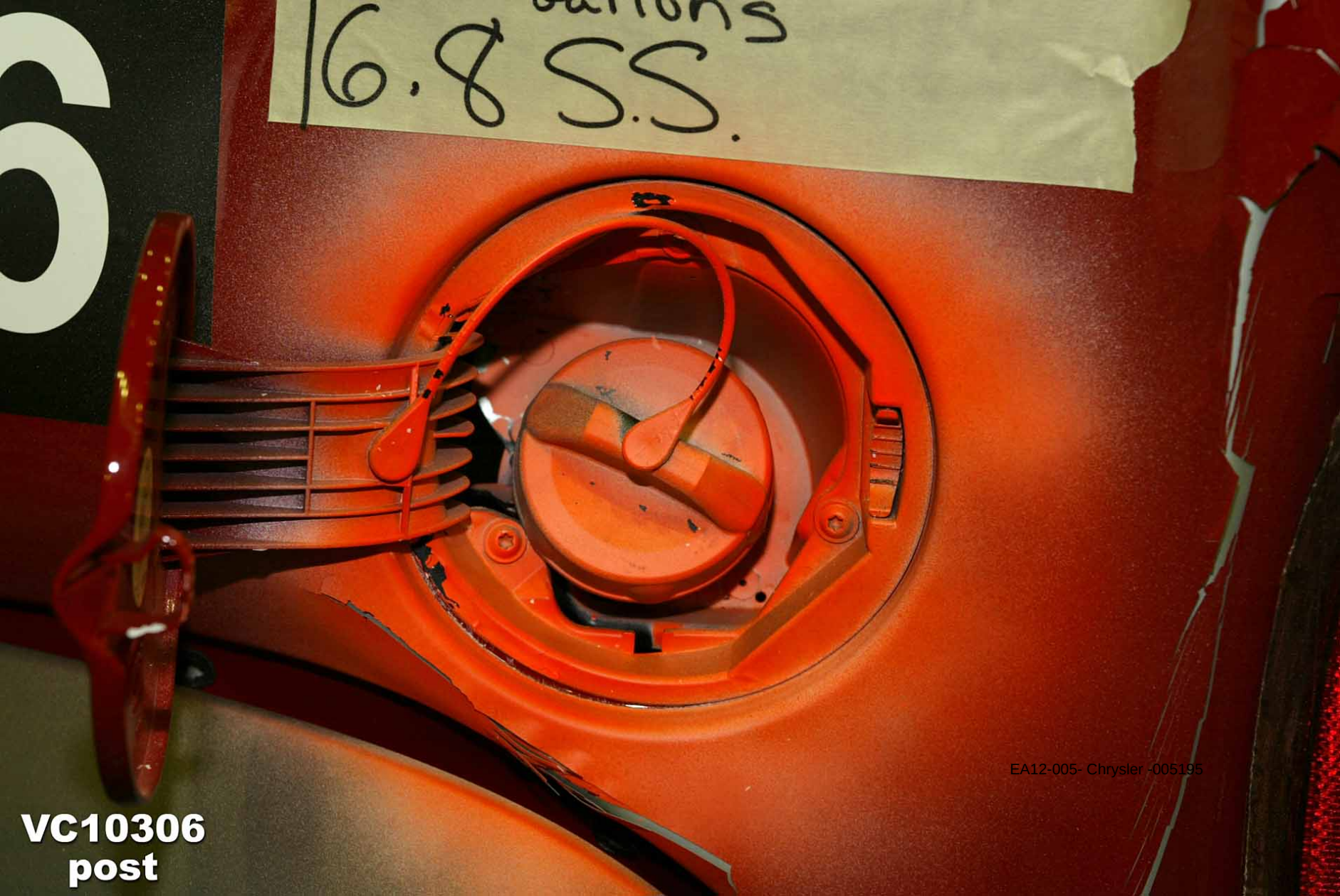

vc10306 post
EA12-005- Chrysler -005190


vc10306 post
EA12-005- Chrysler -005191


vc10306 post
EA12-005- Chrysler -005192


vc10306 post
EA12-005- Chrysler_005193


vc10306 post
+ BCG
EA12-00
ser -005194

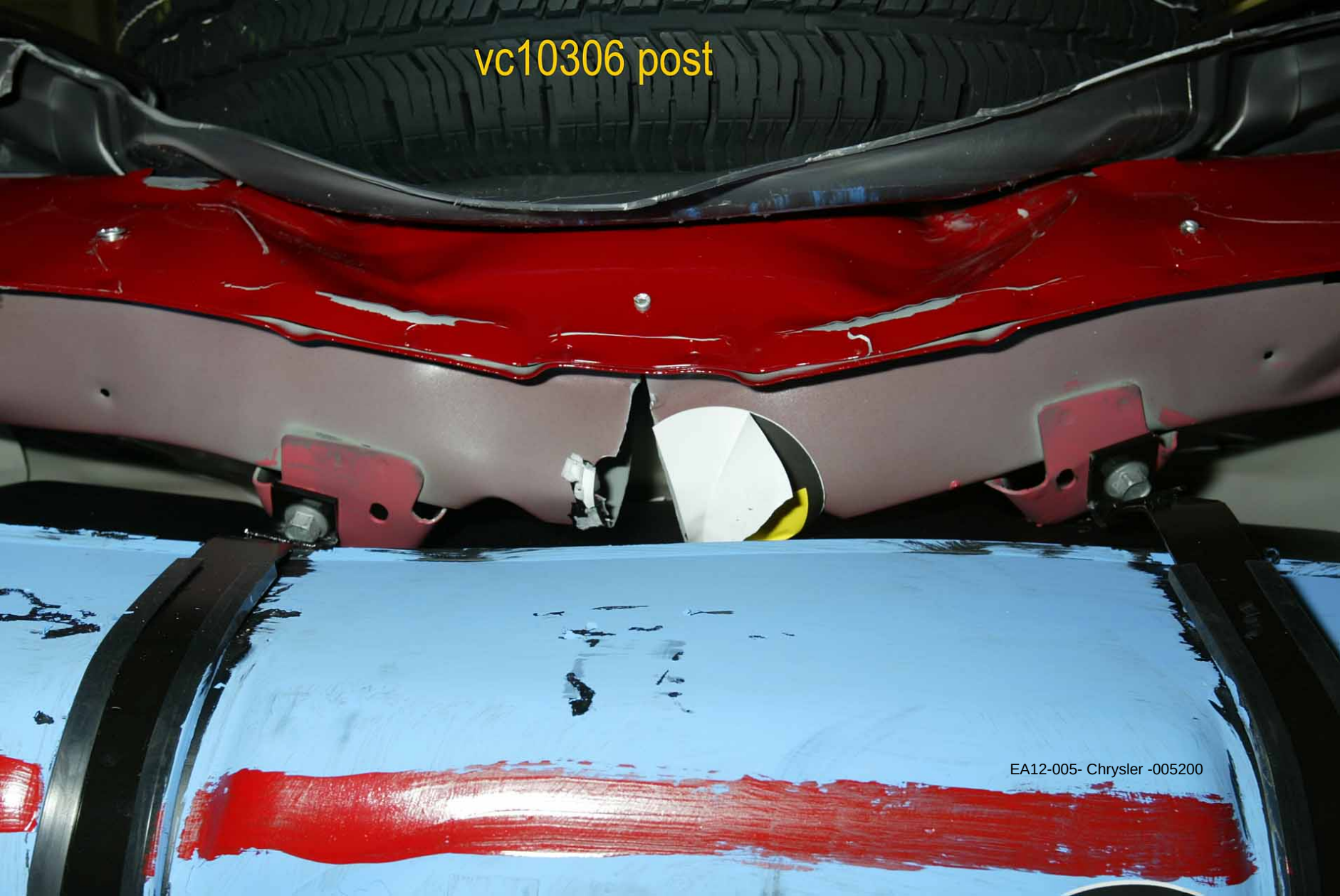

16.8 S.S.
EA12-005- Chrysler -005195
VC10306
post


vc10306 post
EA12-005- Chrysler -005196


vc10306 post
EA12-005- Chrysler -005197


vc10306 post
EA12-005- Chrysler -005198


vc10306 post
EA12-005- Ch ler -00


vc10306 post
EA12-005- Chrysler -005200


vc10306 post
EA12-005- Chrysler -005201


vc10306 post
POLARIZED CONNECTORS / HEAT SHRINK / SOLDERING SUPPLIES
BOLTS / WASHERS / NUTS
CABLE TIES / BLACK TAPE


vc10306 post
CONNECTORS / HEAT SHRINK / SOLDERING
LTS / WASHERS / NUTS
CABLE TIES / BLACK TAPE
EA12-005- Chrysler -005203


vc10306 post
EA12 005- Chrysler -005204


vc10306 post
CABLE TIES / BLACK TAPE
EA12-005- Chrysler -005205


VC10306
post
10306
10306
LIBERTY sport
EA12-005- Chrysler -005206


EA12-005- Chrysler -005207
vc10306 post


EA12-005- Chrysler -00530
vc10306 post


vc10306 post
EA12-005- Chrysler -005209


vc10306 post
EA12-005- Chrysler -005210


vc10306 post
7


vc10306 post


vc10306 post


vc10306 post
9
EA12-005- Chrysler -005 14


vc10306 post
EA12-005- Chrysler -005215


vc10306 post


EA12-005- Chrysler -005217
VC10306
post


EA12 0-5- C
VC10306 POST


VC10306 POST
Chrysler -0052

EA12-005- Chrysler -005220

VC10306 POST

EA12-005- Chrysler -005221


9
8
5
vc10306 post
05222

EA12-005

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12-13-2012

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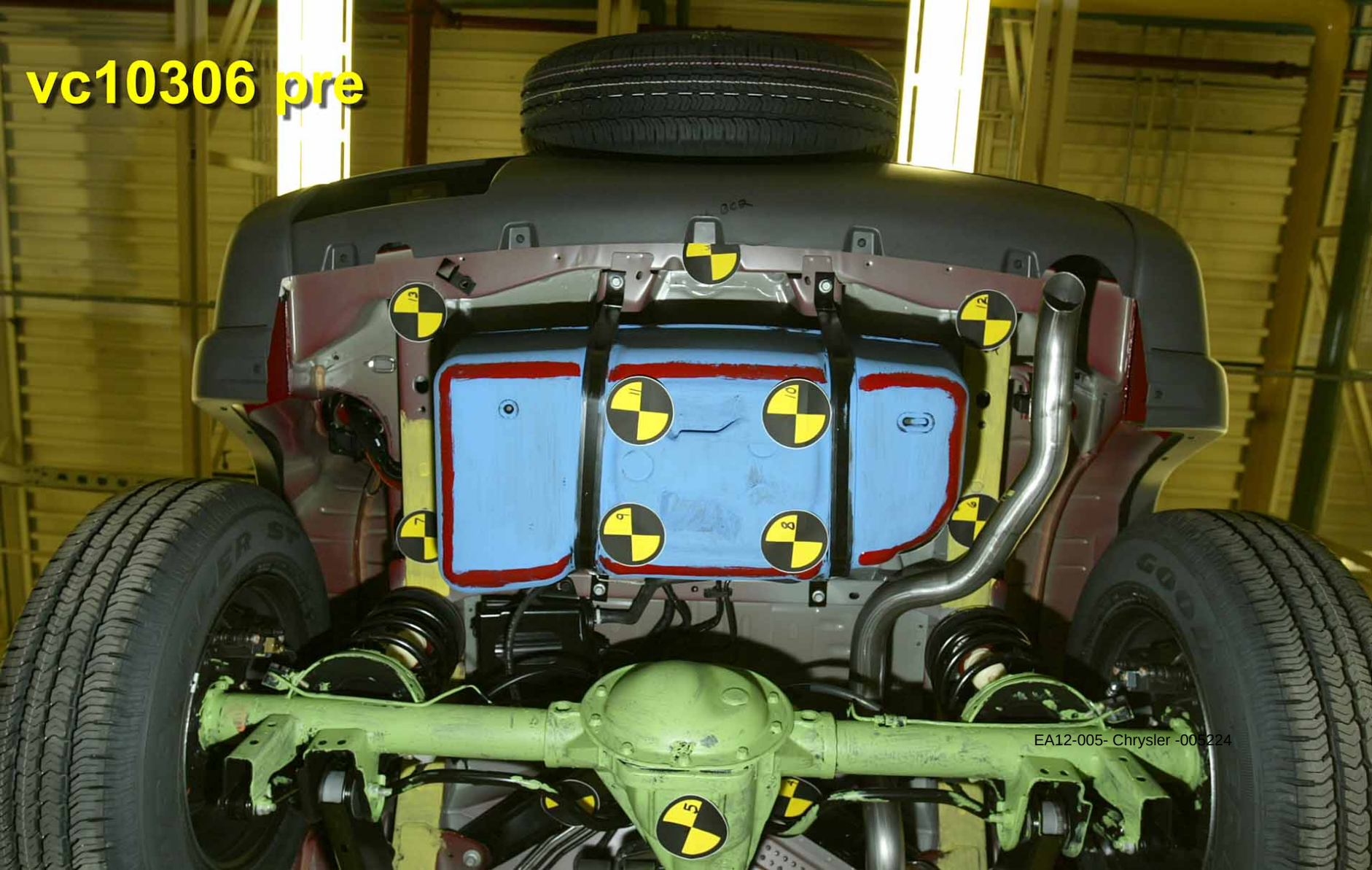
KJ Development Crash Test

VC10306.Photos-PreTest


vc10306 pre
EA12-005- Chrysler -005223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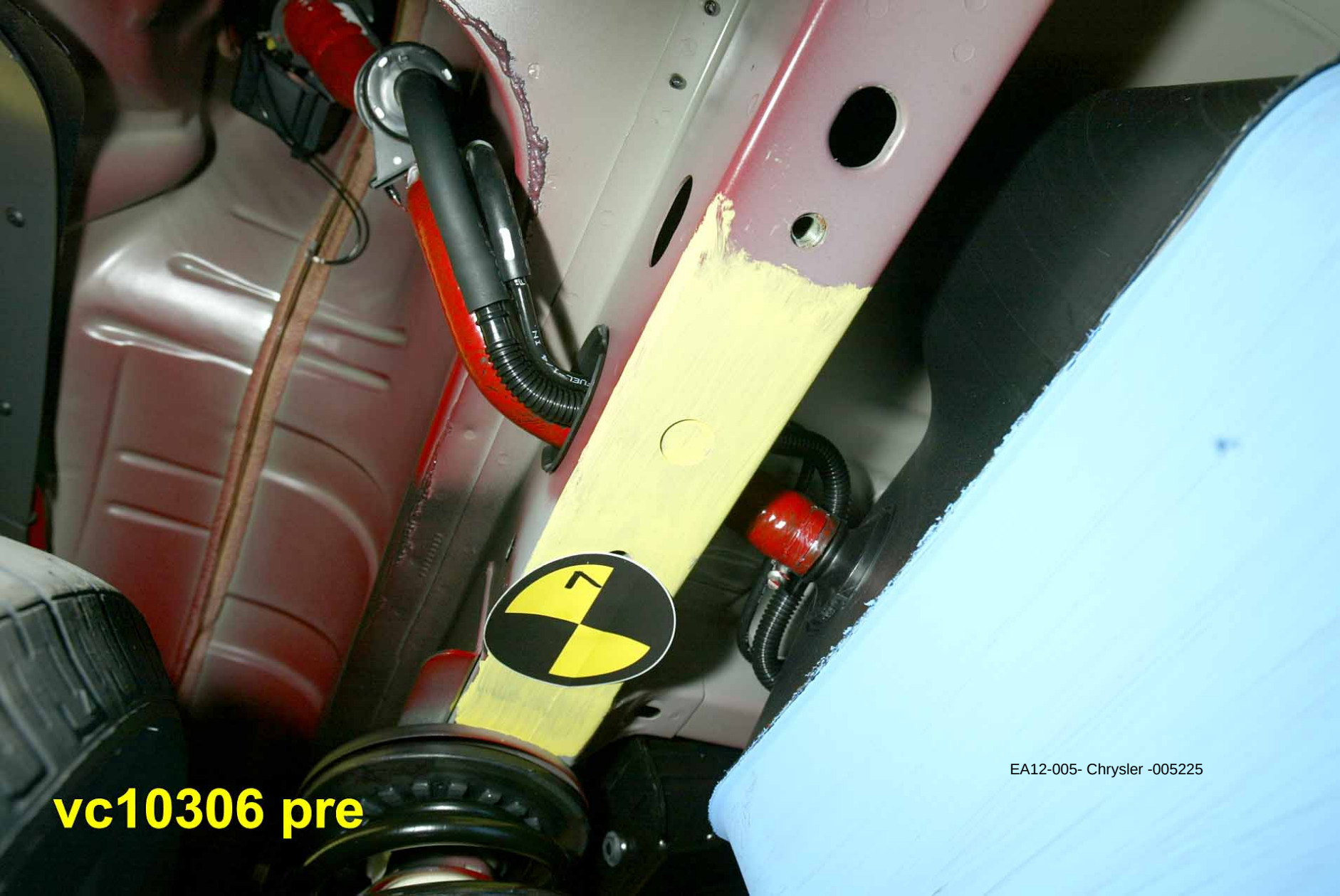
EA12-005- Chrysler -005224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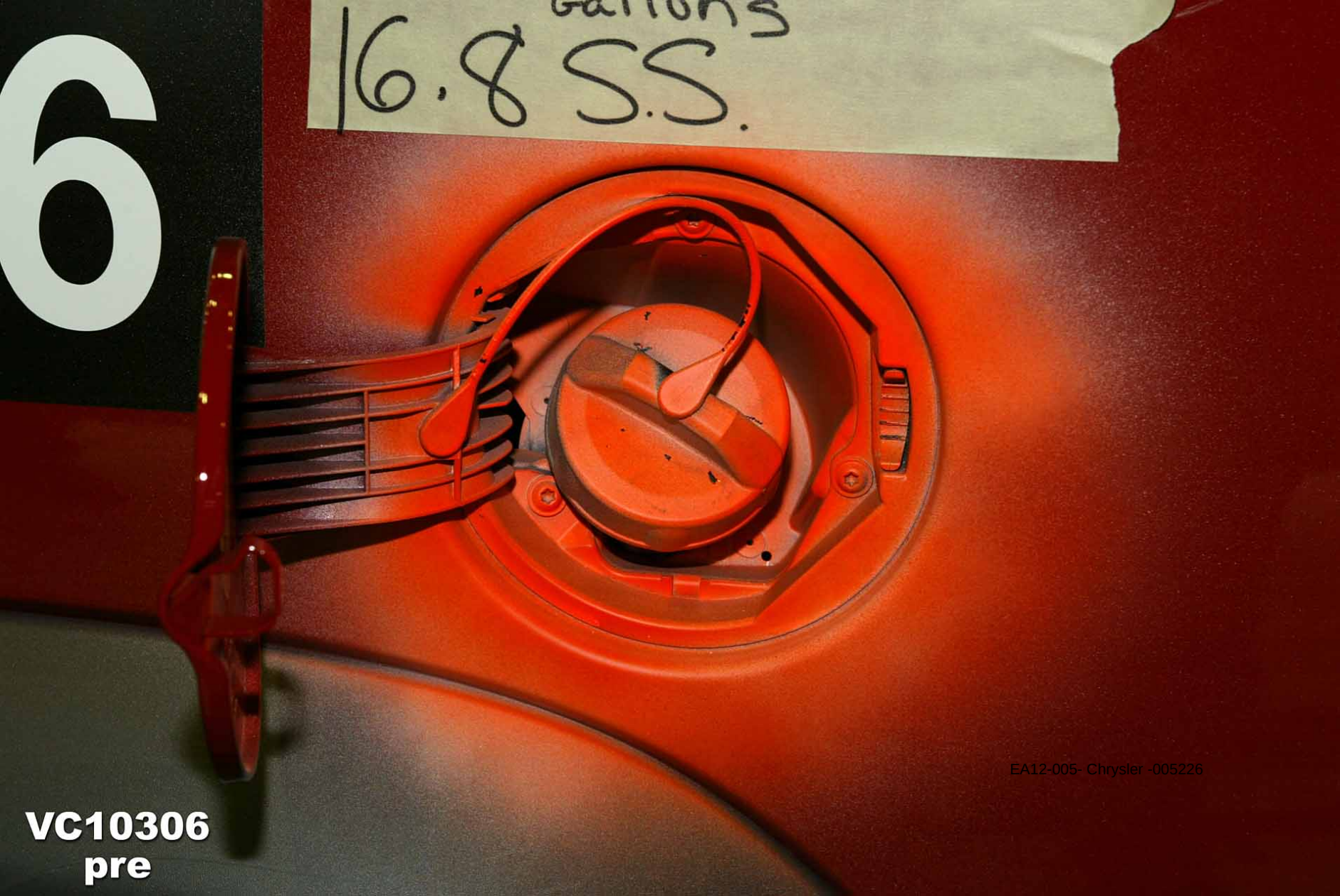
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16.8 S.S.
EA12-005- Chrysler -005226
VC10306
pre


10306
LIBERTY sport
10306
EA12-005- Chrysler -005227
VC10306
pre

VC10306
pre

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash Tests Public

KJ Development Crash Test

VC10306.TVA.TVALUE Public

DATE 05/07/03 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13:35:11. EDP TEST LETTER DEPT 5320

VC10306 ITEM KJ3W[redacted]
VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 11/14/02
TEST SITE CPG

TEST PURPOSE	PRIMARY, 2003 USA 301-REAR DEVELOPMENT	
IMPACT TYPE	TARGET SPEED;	48.3 KPH
	DAMAGE LOCATION;	REAR (FULL)
	BARRIER TYPE;	REAR TYPE IV
	BARRIER SURFACE;	PLYWOOD
VEHICLE	BODY CLASS;	KJ
	CAR LINE;	J
	BODY;	74
	ENGINE;	2.4 LITER
	ENGINE NOTE;	I4
	TRANSMISSION;	
	TRANS. NOTE;	
	VIN AS TESTED;	1J4GL48103W[redacted] MOD.
	VIN AS BUILT;	1J4GL48103W[redacted] MOD.
TEST SPEED	48.79 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2015 TOTAL, 1094 FRONT, 921 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-50
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-59
	RESTRAINT- 3-PT UNIBELT ONLY	

BUILD CONDITION

TARGET WEIGHT (KG)	2011 TOTAL
	INCLUDING BALLAST AND OCCUPANTS
FUEL AND BALLAST	64.4 LITERS STODDARD SOLVENT
	136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
	56.7 KG ADDITIONAL BALLAST WEIGHT ADDED
	1250LBS ON LF FLOOR, 50 LBS ON RF FLOOR

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TEST DATE 11/14/02
TEST SITE CPG
EDP TECHNICIAN S. MARCHENIA

No. of Pages 52
CC

M. STEBELTON 422-05-01
E. WILLIS 514-17-39

DATE 05/07/03 TEST VALUES SAFETY TEST
TIME 13:38:08. EDP CHANNEL SUMMARY DEPT 5320

VC10306 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 11/14/02 SPEED 48.8 TEST WT 2015

LIBRARY VC10306
Errata # 1 Data Set 11/14/02BD CHL001-016 30.3 REAR VC10306E
Errata # 1 Data Set 11/14/02BE CHL017-032 30.3 REAR VC10306E

The data is displayed in the Metric system of Units (G, CM, N, N-M, KPH, etc.)

CHL	TRANSDUCER LOCATION			1000 CFC PEAK	DCX 600 CFC PEAK	180 CFC PEAK	PH 60 CFC PEAK	AT 300MS	
1	LEFT FRONT SILL	X	P16154	-52.0	-49.8	-46.5	-35.6	-27.6	KPH
2	LEFT FRONT SILL	Y	P15439	-38.2	28.7	21.0	4.7	0.0	KPH
3	LEFT FRONT SILL	Z	P15461	37.9	31.7	16.2	-6.7	1.3	KPH
4	RIGHT FRONT SILL	X	P17263	-51.5	-50.3	-45.1	-38.0	-26.4	KPH
5	RIGHT FRONT SILL	Y	P12595	-47.2	-36.3	17.3	-5.5	-1.0	KPH
6	RIGHT FRONT SILL	Z	P11885	59.2	46.5	14.3	-7.6	2.9	KPH
7	LEFT RAIL MID TANK	X	P13216	-70.7	-66.8	-60.6	-47.7	-26.7	KPH
8	LEFT RAIL MID TANK	Y	P13671	-200.4	-126.1	-36.9	-14.6	-0.7	KPH
9	LEFT RAIL MID TANK	Z	P14158	179.5	130.0	66.4	34.7	0.4	KPH
10	RIGHT RAIL MID TANK	X	P13712	-75.1	-73.1	-57.3	-50.7	-26.7	KPH
11	RIGHT RAIL MID TANK	Y	P15379	175.8	-98.0	46.8	-18.5	-1.4	KPH
12	RIGHT RAIL MID TANK	Z	P13379	120.9	92.4	55.2	43.2	1.0	KPH
13	TANK GUARD BTM CTR	X	P19559	244.6	-183.0	-133.0	-102.0	-27.3	KPH
14	TANK GUARD BTM CTR	Y	P19765	-143.8	-73.9	27.2	-25.6	-0.4	KPH
15	TANK GUARD BTM CTR	Z	P22484	425.9	233.8	136.1	59.3	-1.3	KPH
16	PRESS #1 TANK TOP		10885	28.8	KPA				
17	PRESS #2 TANK TOP		10865	215.3	KPA				
18	PRESS #3 TANK TOP		11188	70.7	KPA				*
19	TANK TOP BY PRES1	X	P17954	192.6	191.9	-160.5	-135.4	-26.1	KPH
20	TANK TOP BY PRES1	Y	P21796	-122.9	-92.3	-47.9	18.5	0.7	KPH
21	TANK TOP BY PRES1	Z	P21765	236.1	215.8	109.1	53.7	-2.4	KPH
22	TANK TOP BY PRES2	X	P15223	-319.4	-271.6	-171.7	-143.6	-36.6	KPH
23	TANK TOP BY PRES2	Y	P13782	-164.8	-139.1	-54.1	21.2	1.2	KPH
24	TANK TOP BY PRES2	Z	P21475	-439.6	-408.3	-307.5	-154.8	-8.4	KPH
25	DIFF TO TANK EVENT		EE	0.3	VOLT				*
26	REAR BUMPER EVENT			0.3	VOLT				*
28	LT TANK SIDE	X	P13269	-235.2	-202.2	-139.0	-102.2	-27.9	KPH
29	LT TANK SIDE	Y	P11797	-175.1	117.9	74.9	43.2	0.7	KPH
30	LT TANK SIDE	Z	P15583	114.4	-94.2	-66.1	40.8	1.9	KPH
31	RT TANK SIDE	X	P15817	-167.8	-128.7	-81.2	-71.0	-28.8	KPH
32	RT TANK SIDE	Y	P16559	-187.4	167.8	-84.8	-52.9	-1.7	KPH
33	RT TANK SIDE	Z	P18538	-190.3	115.6	96.1	50.6	0.4	KPH
65	M-FLAT LT RAIL MID	X	P13669		46.3		23.0	26.2	KPH
66	M-FLAT RT RAIL MID	X	P13639		51.7		-23.2	22.4	KPH

* - See Notes & Comments page

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TEST DATE 11/14/02 SPEED 48.8 TEST WT 2015

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Multi-Channel Plot data

CHLS & 1 4 CL PH60 AVERAGE OF FRT SILL -323.7G AT .6 MS

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CHL 18 *C* ********** INST. MALFUNCTION AFTER 48.7 MS **********

CHL 25 *N* ********** EVENT AT 57.4 MS **********

CHL 26 *N* ********** EVENT AT 20.7 MS **********