EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test

VC10307 Public

VC10307 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; 1J4GL48123W[redacted] MOD. VIN AS BUILT; 1J4GL48123W[redacted] MOD.	
TEST SPEED	48.79 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2015 TOTAL, 1083 FRONT, 932 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH RESTRAINT- 3-PT UNIBELT ONLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH RESTRAINT- 3-PT UNIBELT ONLY	AD-77 AD-44
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 45.4 KG ADDITIONAL BALLAST WEIGHT ADDED 50# OF BALLAST ON LF FLOORPAN. 50# OF BALLAST ON RF FLOORPAN.	
REPORT CODES	A = TRANSDUCER DATA B = ALL FILM DATA	

VC10307 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 10:25:19.

Test Request for VC10307/ JPE Item No.: KJ3W [redacted]

Doc. Rev. #: 10

Key People:	Copied From: 03KJR301A
*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 #: 1st Test of the Day SCHEDULED DATE: 11/14/2002 LAST MODIFIED / BY: 11/14/2002 10:28:44 AM by: Norman D Post 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:	Norman D Post - 836-5369
Test Engineer Check Completed By:	Michael E Collings - 836-5516	Data Acquisition Check Completed By:	James Moon-Dupree - 836-5436
Test Engineer Test Day:	Michael E Collings - 836-5516	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-77
1R - (Standard) H2-50TH MALE BALLAST DUMMY, 0 - CH, RESTRAINT- 3-PT UNIBELT ONLY, AD-44

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:
Post-Test Still Photo:

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**

CAR LINE: J **BODY:** 74
Number of Doors in this Vehicle:
Vehicle Build Level:

Other Vehicle Configuration Flag (*optional* word or short phrase to use in further sorting of platform reports):

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

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:

VIN(as built): 1J4GL48123W[redacted] **VIN(as tested):** 1J4GL48123W[redacted]	• 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 Tranport 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: 1083 kg**
- **Total Rear: 932 kg**

Additional Ballast Installed: 45.4 kg
Detail of Additional Ballast Installed: 50# OF BALLAST ON LF FLOORPAN. 50# OF BALLAST ON RF FLOORPAN.

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 plate
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
Part R&R: please install new trailer hitch to be delivered 11/13/02
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:
2002-10645 : OTHER (describe below) ---> Not Yet Assigned
2002-10655 : OTHER (describe below) ---> Not Yet Assigned
2002-10665 : 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 09:57 AM
Created By: Eric G Willis/JTE/DCC/DCX

Last Edited: 11/14/2002 10:28:44 AM
Edited By: Norman D Post/CPG/DCC/DCX

Edit History:

Edit History:

11/8/02 8:31:15 AM Glenn A Buss EditApprovalStatus [] --> [**** TEST REQUEST INITIALLY APPROVED ****] MODIFIED /Rev#:1

11/8/02 8:31:15 AM Glenn A Buss SchedTest [] --> [11/14/2002 12:00:00 AM] MODIFIED /Rev#:1

11/8/02 8:31:15 AM Glenn A Buss Slot [] --> [2nd] MODIFIED /Rev#:1

11/8/02 8:31:15 AM Glenn A Buss VehicleChan [0] --> [30] MODIFIED /Rev#:1

11/8/02 4:37:54 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

11/9/2002 7:03:24 AM Michael E Collings FAPVFALater [] --> [DYNAMIC CRUSH REAR] MODIFIED /Rev#:3

11/9/2002 7:03:24 AM Michael E Collings FAPVListDupViews [LEFT WALKWAY TARGETS OVERALL] ADDED /Rev#:3

11/9/2002 7:03:24 AM Michael E Collings MECHlistall [Pre-Test Measurement: Install and dimension 2D tube] ADDED /Rev#:3

11/9/2002 7:14:06 AM Michael E Collings FAPVListDupViews [VELOCITY HG2000] ADDED /Rev#:4

11/9/02 10:33:37 AM Eric G Willis BuildConditionMods [] --> [- NO FUEL TANK SKID PLATE;- NO REAR TOW HOOKS;- NO TRAILER HITCH] MODIFIED /Rev#:5

11/9/02 10:33:37 AM Eric G Willis MECHlistall [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 10:33:37 AM Eric G Willis MECHlistall [Part R&R: please removed trailer hitch (if on vehicle)] REMOVED /Rev#:5

11/9/02 10:33:37 AM Eric G Willis MECHlistall [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 10:33:37 AM Eric G Willis MECHlistall [Part R&R: please remove trailer hitch (if on vehicle)] ADDED /Rev#:5

11/9/02 10:33:37 AM Eric G Willis MECHlistall [Part R&R: please remove rear tow hooks] ADDED /Rev#:5

11/11/02 12:40:14 PM Eric G Willis AttachmentList [instKJ3W[redacted].xls:58368] REMOVED /Rev#:6

11/11/02 12:40:14 PM Eric G Willis AttachmentList [instKJ3W[redacted].xls:57344] ADDED /Rev#:6

11/12/02 8:46:42 AM Eric G Willis MECHlistall [Part R&R: please install new trailer hitch to be delivered 11/13/02] ADDED /Rev#:7

11/12/2002 1:51:43 PM Christine M Durst Slot[2nd] --> [1st] MODIFIED / Rev# 8

11/12/02 3:07:10 PM Eric G Willis FAPVListDupViews [LEFT OVERALL] REMOVED /Rev#:9

11/12/02 3:07:10 PM Eric G Willis FAPVListDupViews [PIT OVERALL] REMOVED /Rev#:9

11/13/02 10:35:19 AM Glenn A Buss EditApprovalStatus [**** TEST REQUEST INITIALLY APPROVED ****] --> [11/13/2002 10:34:41 AM **** TEST REQUEST RE-APPROVED ****] MODIFIED /Rev#:10

Last Edit:

11/14/2002 10:16:25 AM Michael E Collings FINAL TEST LETTER SUBMITTED
11/14/02 7:47:06 AM Michael E Collings BuildConditionMods [- NO TRAILER HITCH] REMOVED /Rev#:10
11/14/02 7:47:06 AM Michael E Collings BuildConditionMods [- MODIFIED TRAILER HITCH] ADDED /Rev#:10

Click here to view previous edits

Old Change Method Info

History of Changes to This Record After Test Request Approval:

Date/Time	Edited By	Description
	Eric G Willis/JTE/DCC/DCX	TEST REQUEST INITIALLY APPROVED

VEHICLE ATTITUDE

TEST NUMBER VC10307 TEST ENGINEER COLLINGS

ITEM NUMBER KJ3W[redacted] TEST DATE 11/14/02

X FENDER/WHEELWELL HEIGHTS _____ SILL HEIGHTS

	LF	LR	RF	RR
AS RECEIVED				
AS BUILT-UP				
AS TESTED	31.5	31.9	31.4	31.9

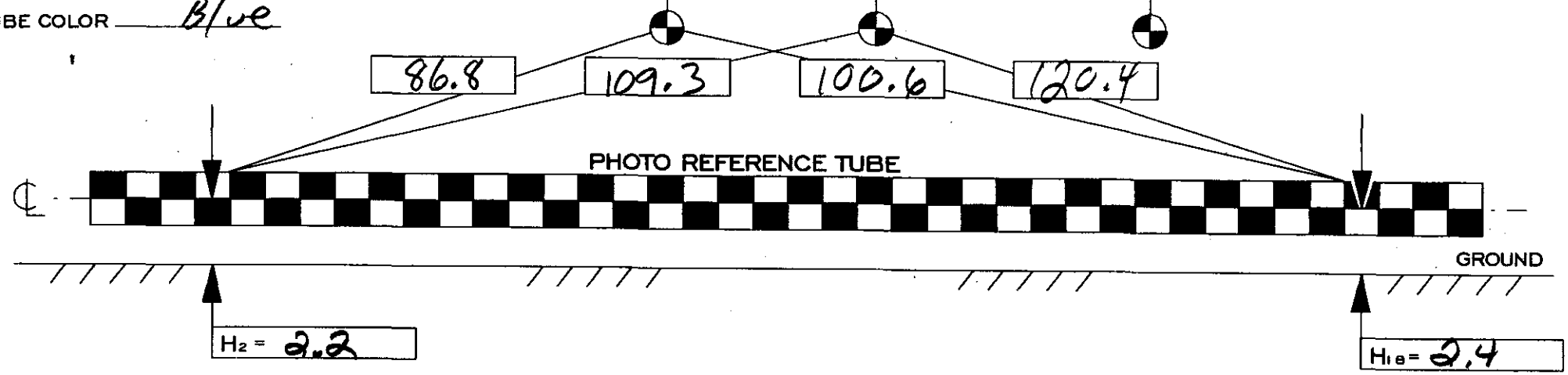
LEFT SIDE REAR DYNAMIC CRUSH

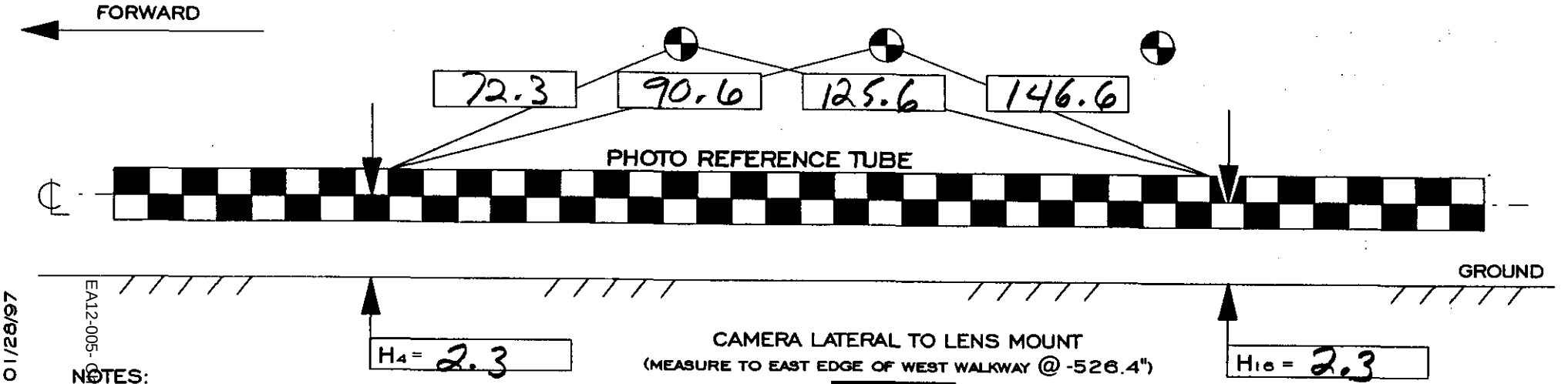
TUBE COLOR Blue

FRONT SILL	
X=	63.0
Y=	-32.0
Z=	13.6

REAR SILL	
X=	92.8
Y=	-32.0
Z=	14.2

REAR AXLE	
X=	131.9
Y=	-32.4
Z=	14.0





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

-526.0 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 10307

TUBE.PRE FA DIAGRAMS 01/28/97

EA12-005-Chrysler-003299

X, Y, Z DIMENSIONS

TEST NUMBER VC10307 TEST ENGINEER COLLINGS

ITEM NUMBER KJ3W[redacted] V.I.N. 1J8GL48123W[redacted] TEST DATE __/__/__

TEST TYPE: 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

LOCATION	X	Y	Z	LOCATION	X	Y	Z
BC1		0.0	XXXX	BC2		0.0	XXXX
B1		-	XXXX	B2			XXXX
U1	98.5	-18.4	11.3	U2	99.3	18.4	11.2
U3	121.9	-9.4	18.7	U4	129.9	8.0	18.9
U5	128.0	+0.2	8.7	U6	138.5	19.6	22.7
U7	137.5	-19.0	22.8	U8	143.9	11.4	12.5
U9	142.8	-9.8	12.5	U10	150.1	11.6	12.6
U11	149.6	-9.7	12.6	U12	155.1	19.1	22.8
U13	153.9	-19.2	22.8	U14			
U15		-		U16			
U17		-		U18			
U19				U20			
U21		-		U22			
		-		U24			
UC2	162.7	-0.2		U26			
LFS	63.0	-32.0	13.6	LRW	131.9	32.4	14.0
LMS	92.8	-32.0	14.2				
~~LRA~~ LAP	55.6	-29.8	42.8	~~LAP~~			~~42.8~~

TRAMMEL DIMENSIONS;

LFS-LMS PRE 29.92 POST _____ U1 -U2 37.05

PROGRAM: KJ

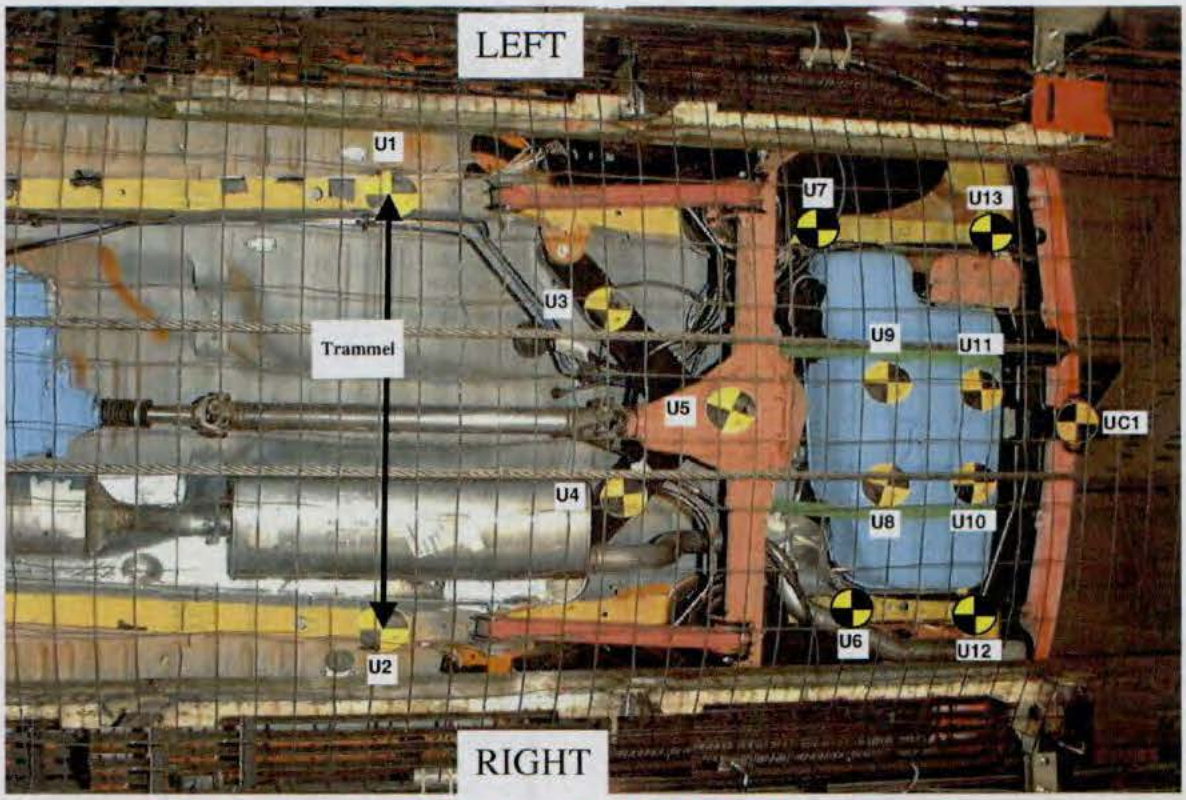
VC 10307 ; Item No. KJ3W [redacted]

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

FRONT



REAR

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

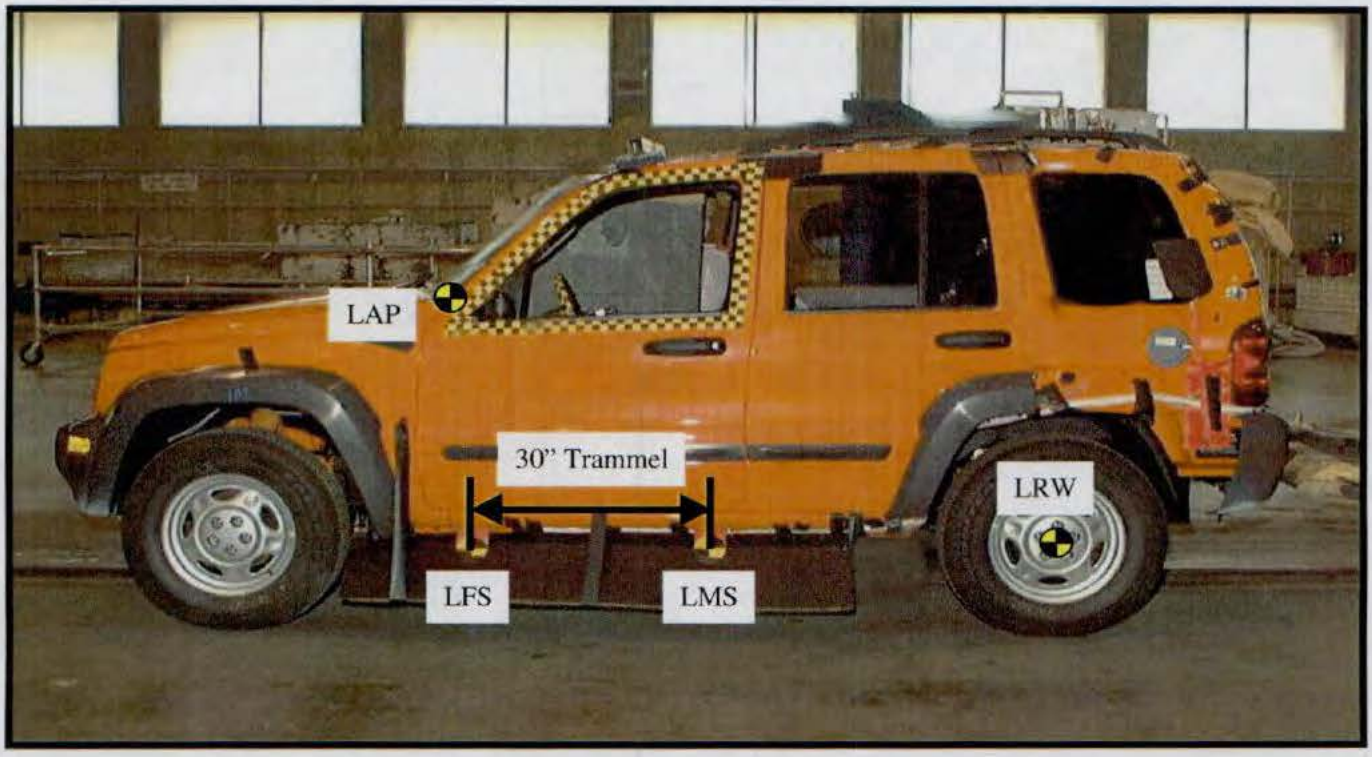
PROGRAM: KJ

VC 10307; Item No. KJ3W [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

11/7/02

CONFIDENTIAL

Test VC10307

Last Requester Update 11/12/2002 2:52 PM
Last Check 11/13/2002 3:47:25 PM

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]03 KJ, USA 301-REAR DEVELOPMENT TEST TEST DATE 11/14

Analysis		Camera	Lens	Sync	F Stop	HGacq	Pnl	Clb	Skt
1	☑	LEFT WALKWAY TARGETS OVERALL			DCR				
		428 Locam	18 mm 116693 KIN	☐	5.6	250			
2	☑	PIT NORTH MID TARGETS			UBR				
		431 Locam	13 mm 13-4 COS	☐	4 1/4	250			
3	☑	PIT SOUTH REAR TARGETS			UBR				
		430 Locam	13 mm 13-9 COS	☐	4 1/4	250			
4	☐	CATWALK VEHICLE REAR MDB INTERACTION							
		1 HG2000	ZOOM mm #1 CAN	☐	5.6	250			
5	☐	PIT FUEL FILLER TUBE							
		15 HG2000	35 mm 111095 KIN	☐	2.8	250			
		Low voltage from battery power supply inadaquate to power HG camera.							
6	☐	PIT FUEL TANK							
		7 HG2000	18 mm 107233 KIN	☐	1/4	250			
		Can We Get Extra Lighting In Between Tank And Rear Differential To See View In Film Better?							
		Low voltage from battery power supply inadaquate to power HG camera.							
7	☐	PIT REAR BUMPER BARRIER INTERACTION							
		2 HG2000	ZOOM mm #7 CAN	☐	2.8	250			
8	☐	RIGHT OVERALL							
		6 HG2000	ZOOM mm #4 CAN	☐	5.6	250			
9	☐	VELOCITY HG2000							
		18 HG2000	ZOOM mm #8 CAN	☐	8	250			

In Addition to Default Print:

ORIGINAL ORDER

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC10307, ITEM NUMBER KJ3W[redacted] TEST ENGINEER COLLINGS

V.I.N. 1J8GL48123W[redacted] TEST DATE 11/14/02 ROLL DATE 11/14/02

TEST TYPE; 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 17.3 GALLONS

TEST SPEED 30.3 MPH, TEST WEIGHT 4443 POUNDS.

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 NA

|___| NO STATIC ROLL PERFORMED

STATIC ROLL LEAKAGE WITH VEHICLE Left SIDE DOWN FIRST

		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL					
ROLL TIME						TOTAL	
0-90	1ST 5 MIN					0	*
1:46	POST 5 MIN					0	**
90-180	1ST 5 MIN					0	*
1:43	POST 5 MIN					0	**
180-270	1ST 5 MIN					0	*
1:37	POST 5 MIN					0	**
270-360	1ST 5 MIN					0	*
1:37	POST 5 MIN					0	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

POST TEST FUEL SYSTEM OBSERVATIONS _____

LAST FORM MODIFICATION 08/22/96 - GAB (TESTOBS896,DOCVCFORMS)

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10307.EDP.REPORT

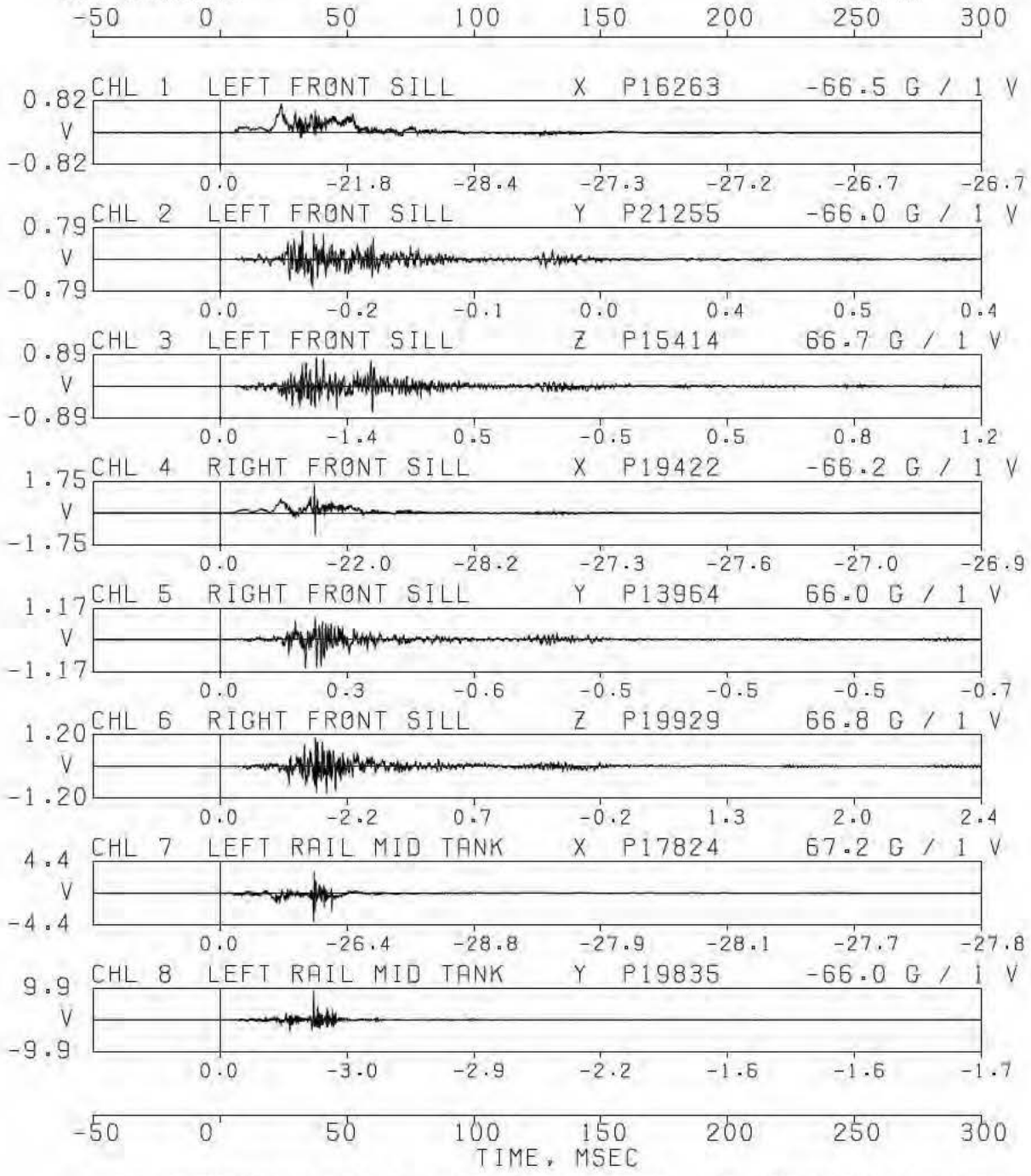
TRANSDUCER SUMMARY REPORT

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

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

NOV 14,2002 ERRATA 1



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

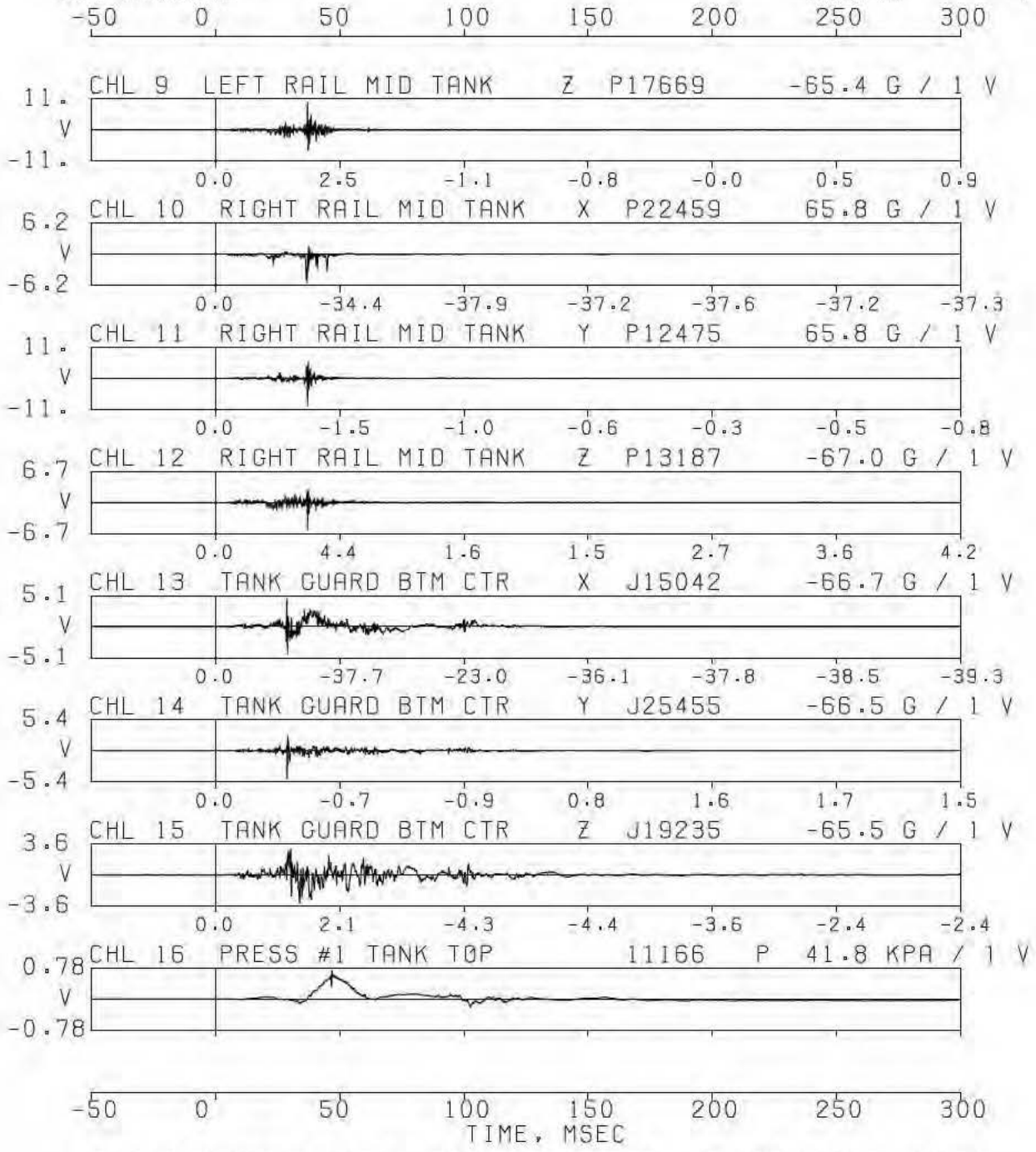
TRANSDUCER SUMMARY REPORT

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

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

NOV 14,2002 ERRATA 1



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

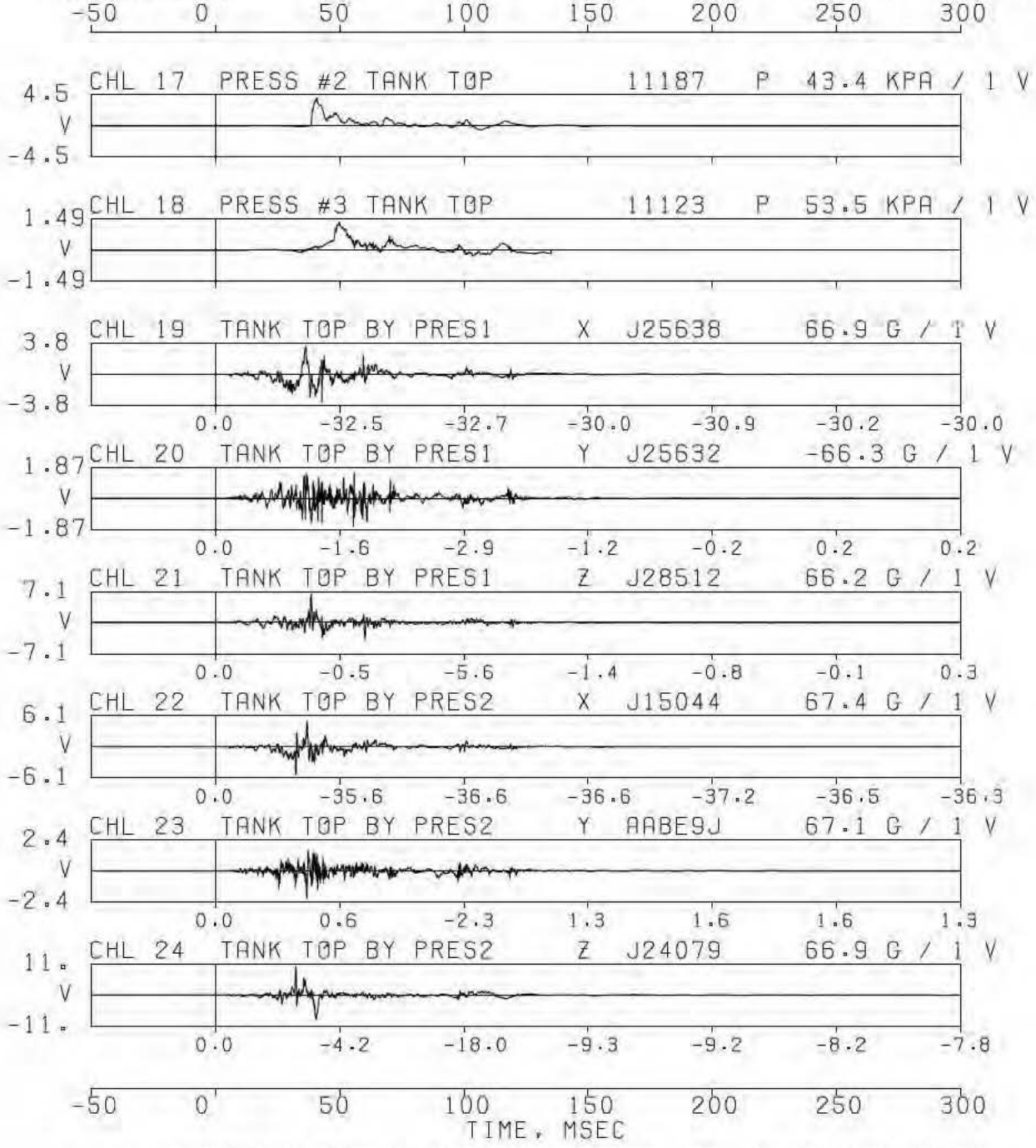
TRANSDUCER SUMMARY REPORT

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

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

NOV 14,2002 ERRATA 1



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

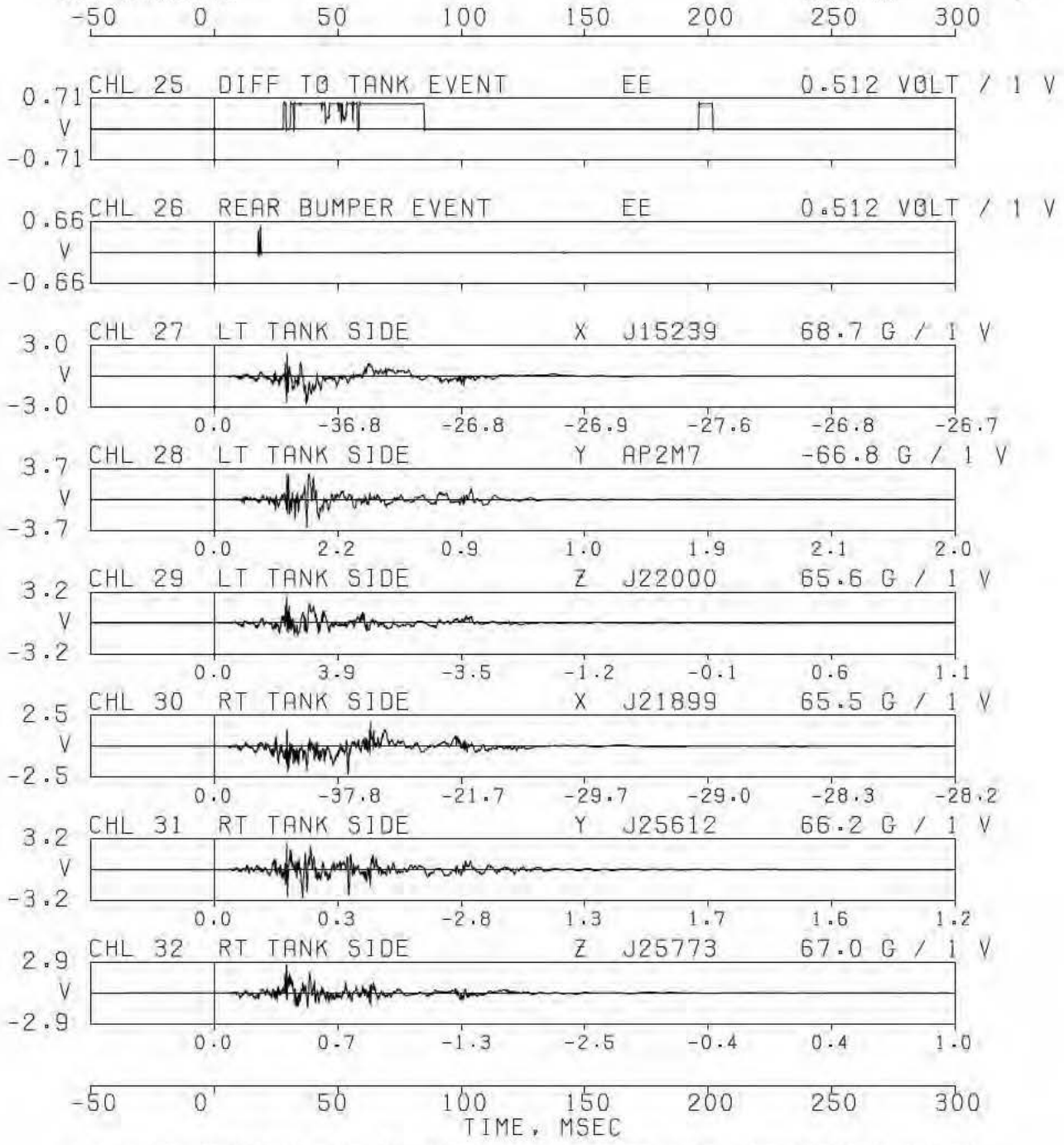
TRANSDUCER SUMMARY REPORT

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

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

NOV 14,2002 ERRATA 1



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

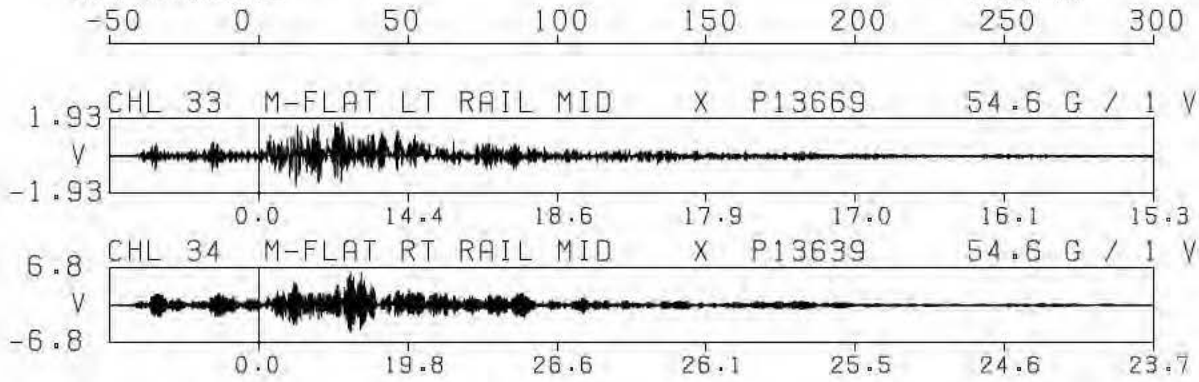
TRANSDUCER SUMMARY REPORT

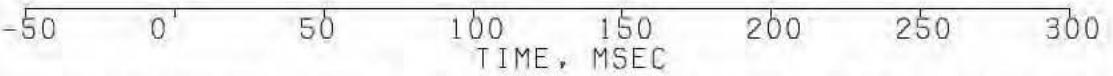
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]

03 KJ. USA 301-REAR DEVELOPMENT TEST

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

NOV 14,2002 ERRATA 1

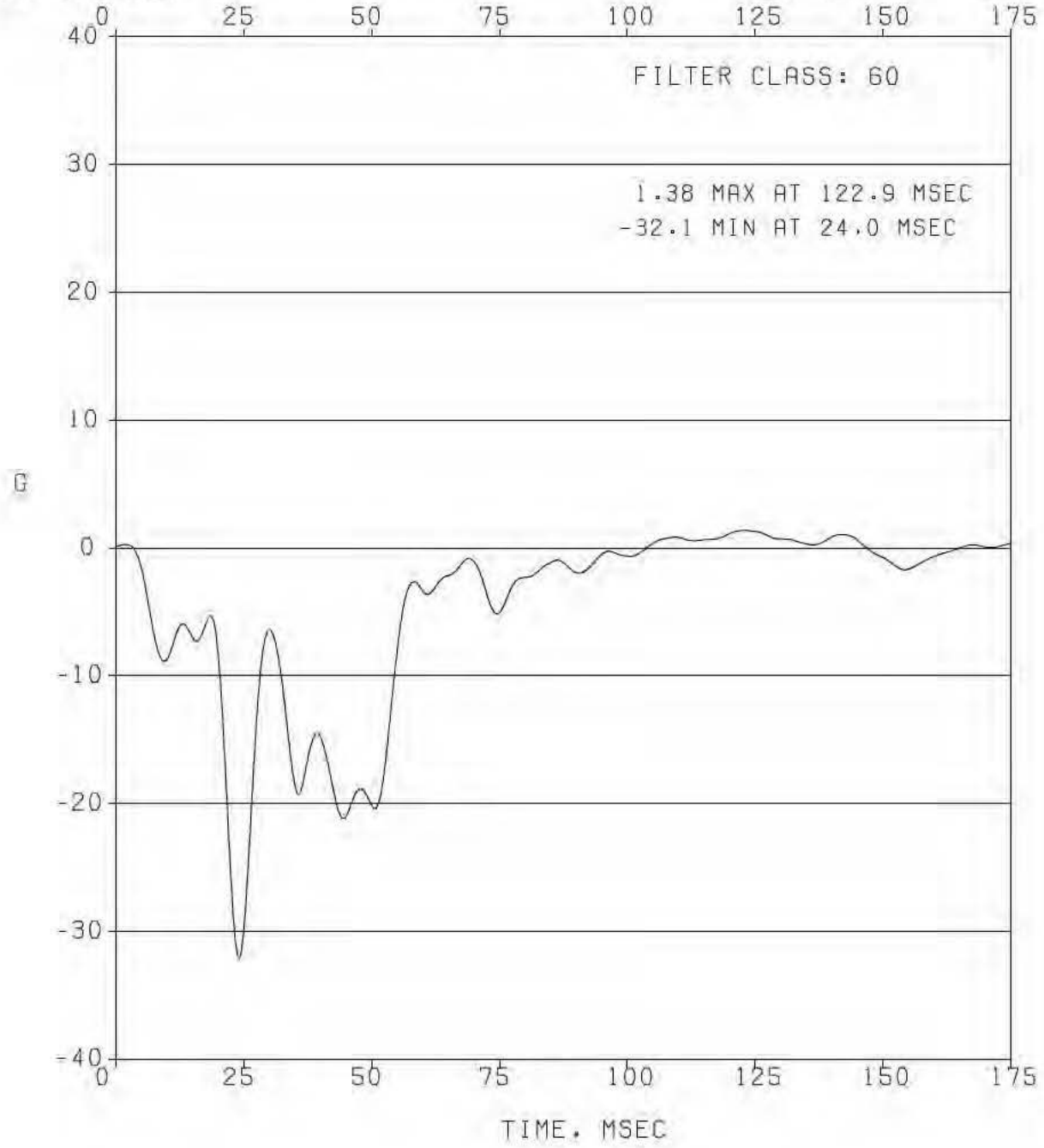




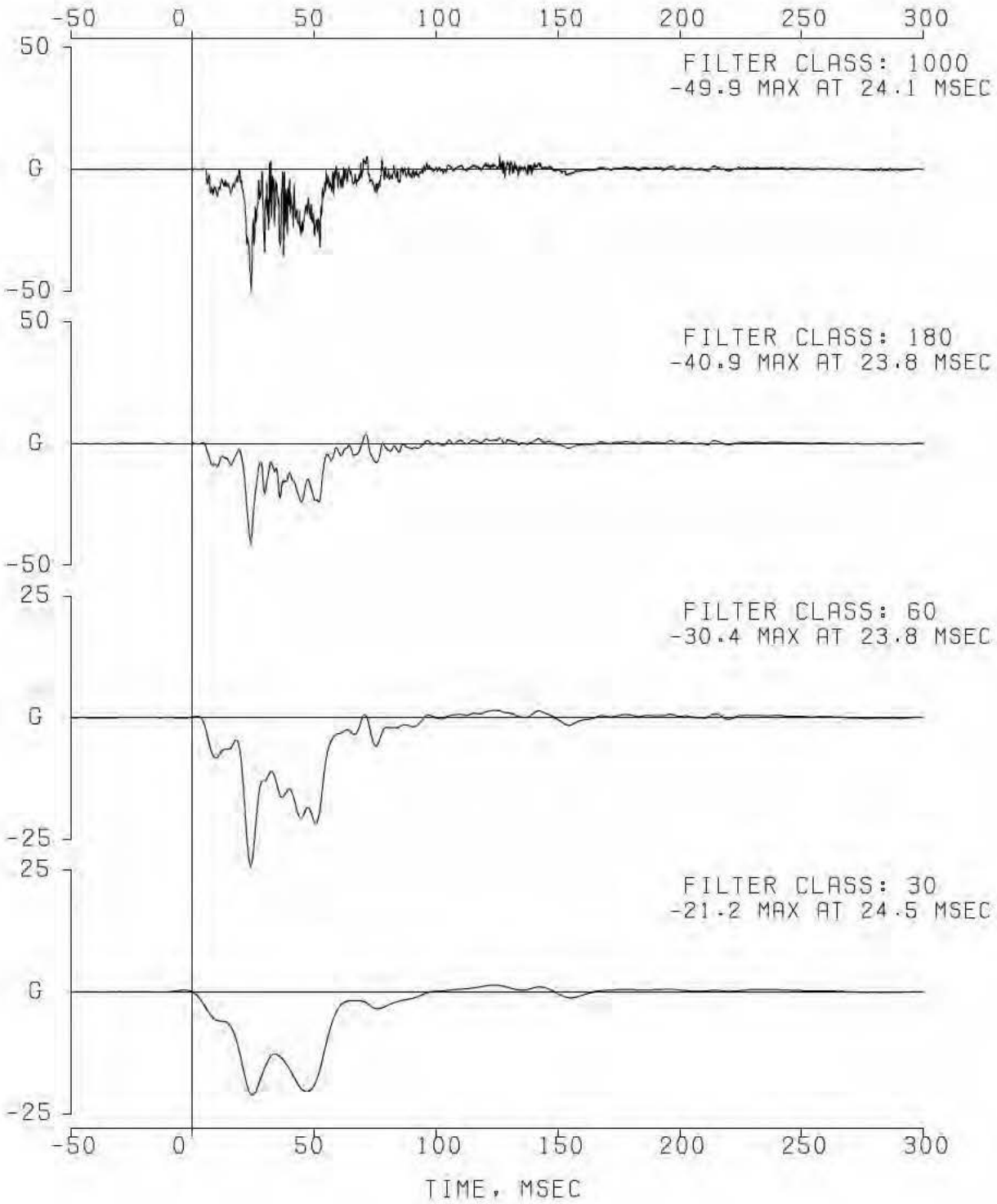
NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

VC10307 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 P16263
CHANNEL 004 RIGHT FRONT SILL X P19422

FILTER TYPE: PHASELESS, 4 POLE BUTTERWORTH, 2-PASS (99.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



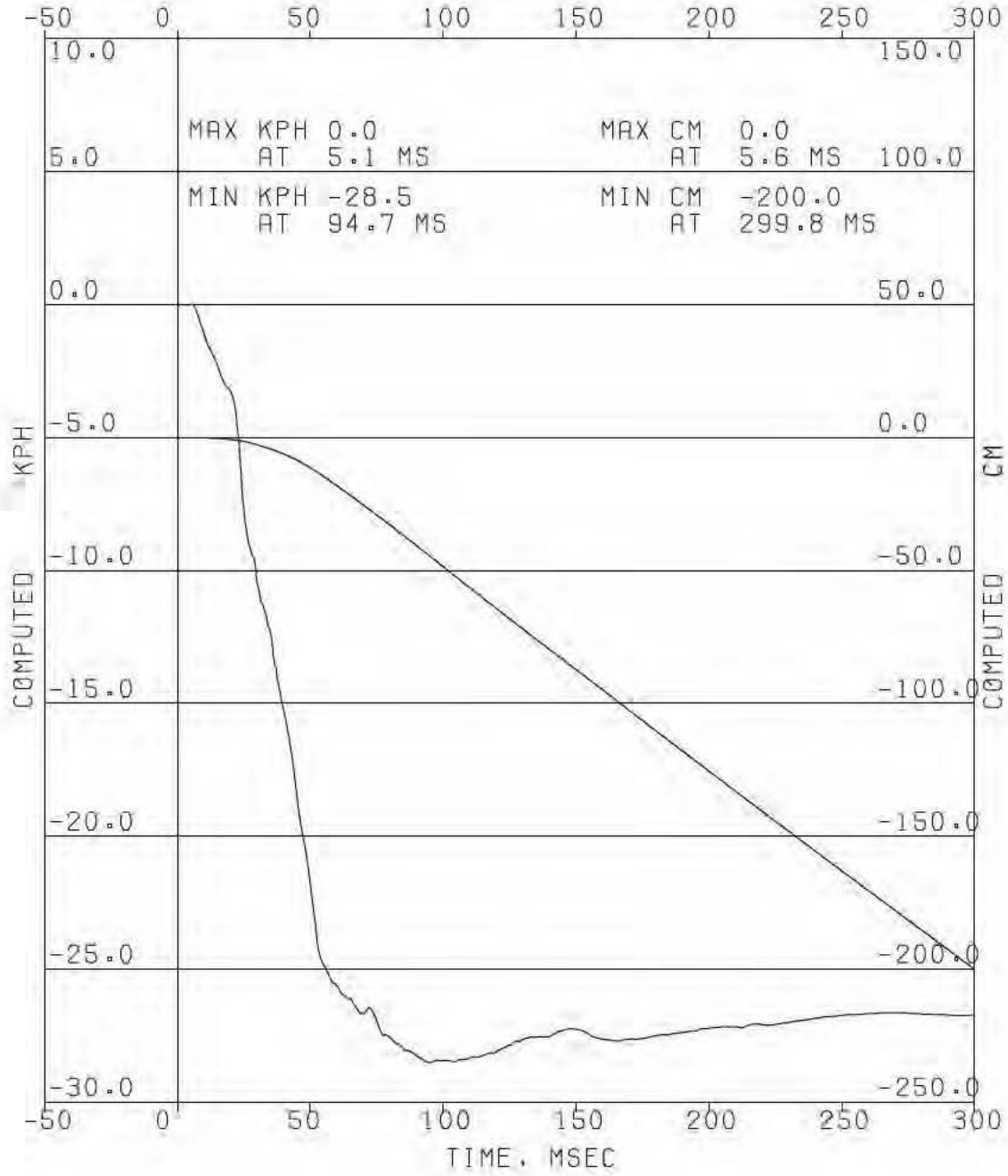
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P16263
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P16263

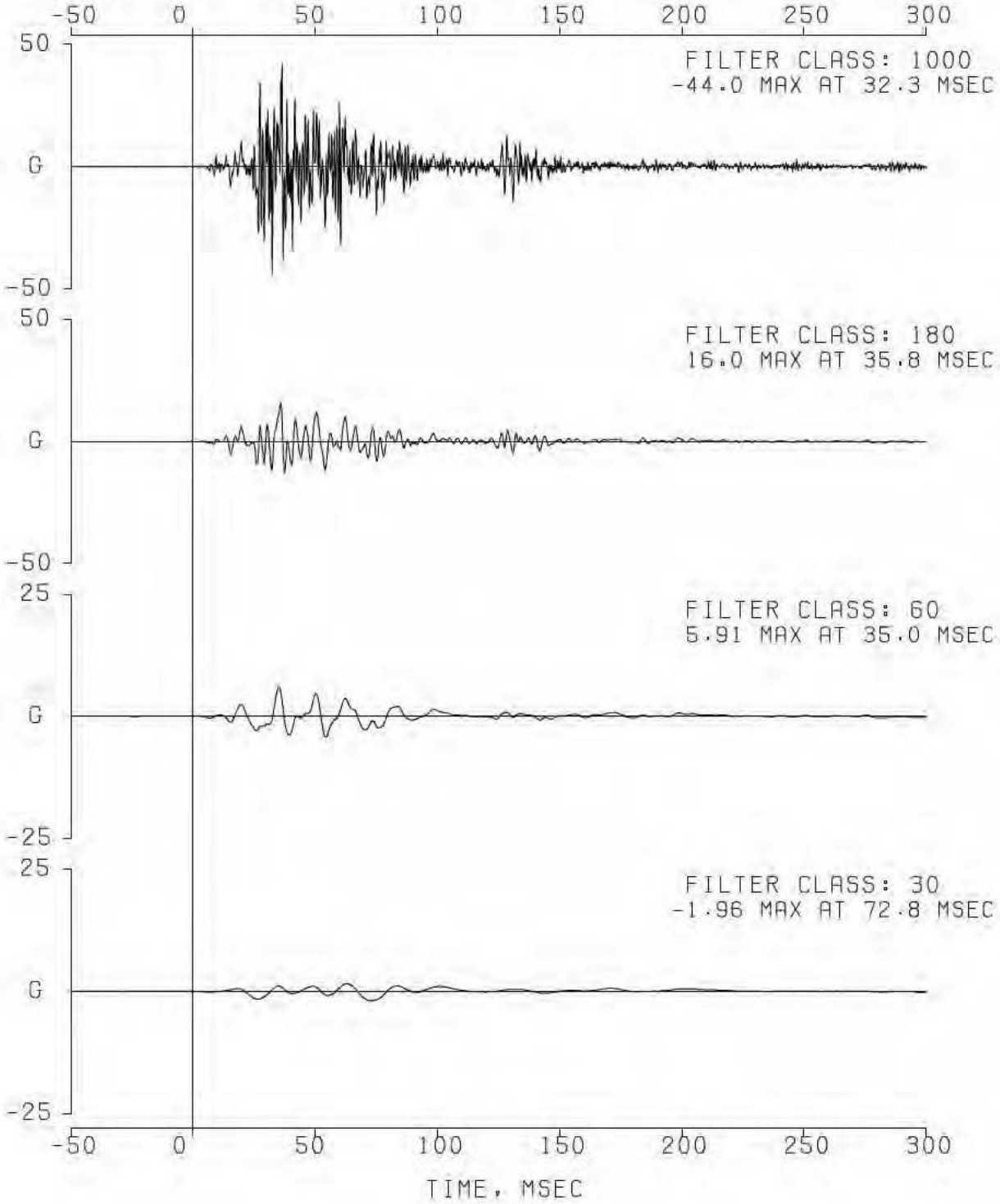
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1

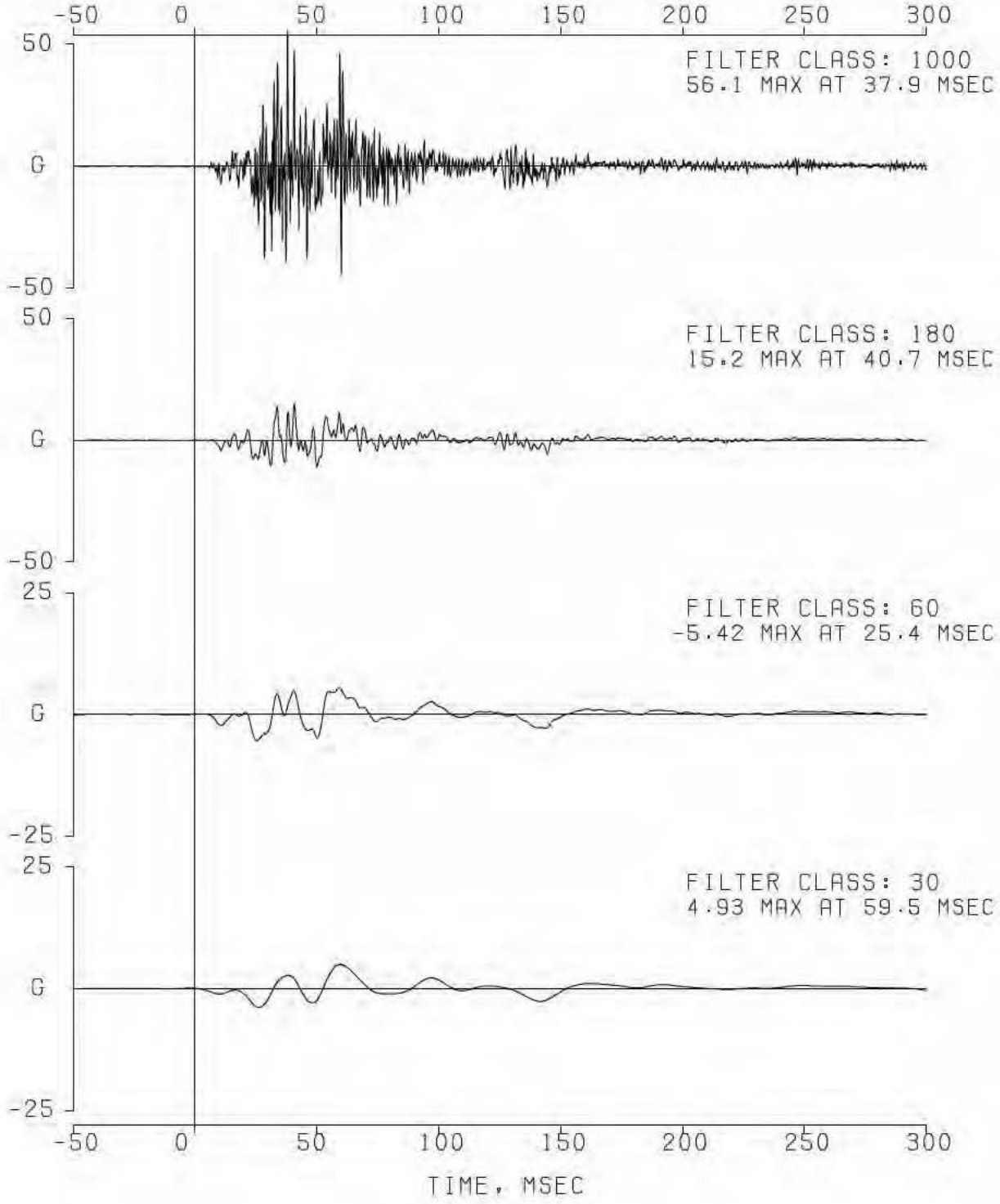


COMPUTED KPH
COMPUTED CM

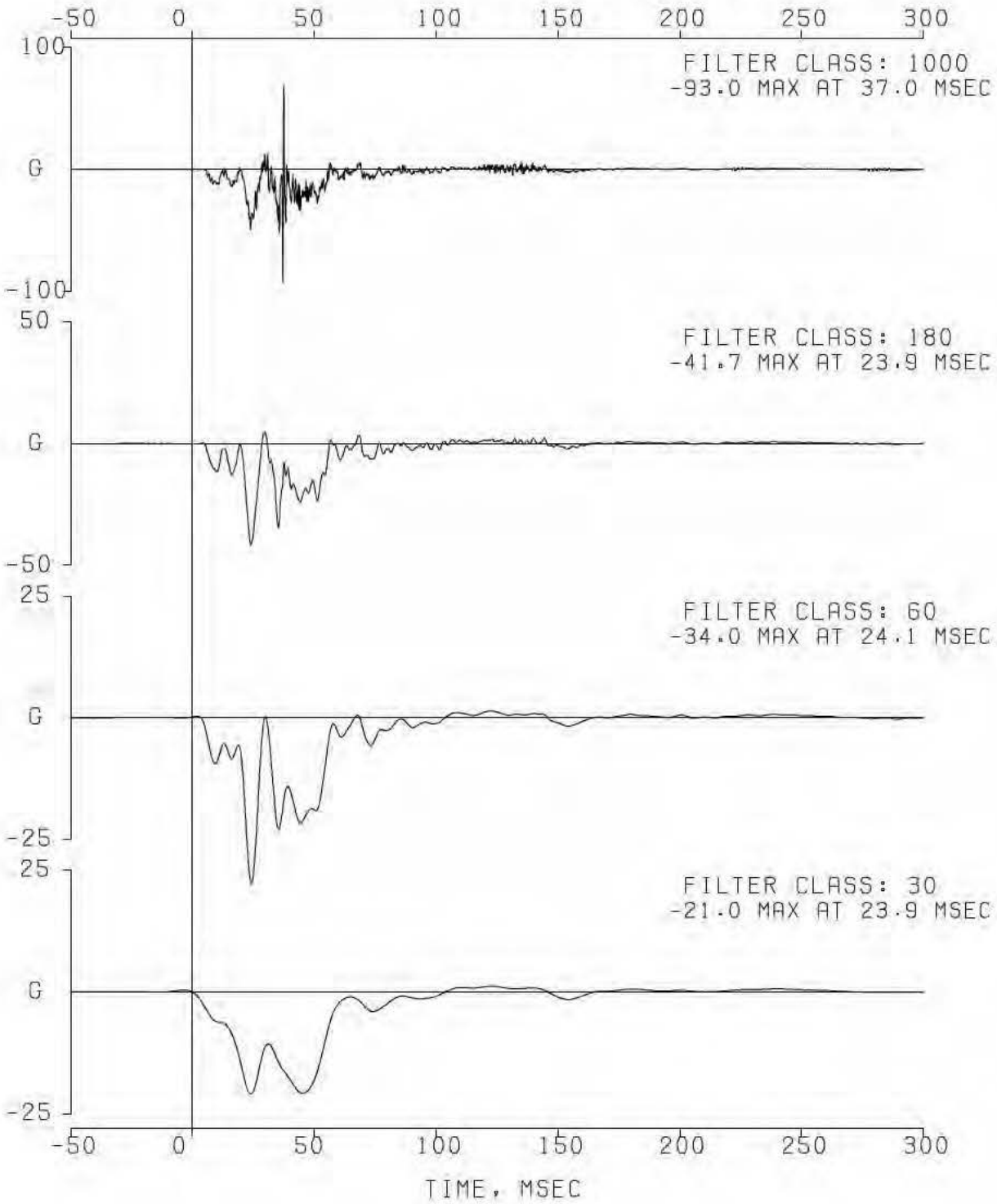
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 002 LEFT FRONT SILL Y P21255
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 003 LEFT FRONT SILL Z P15414
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



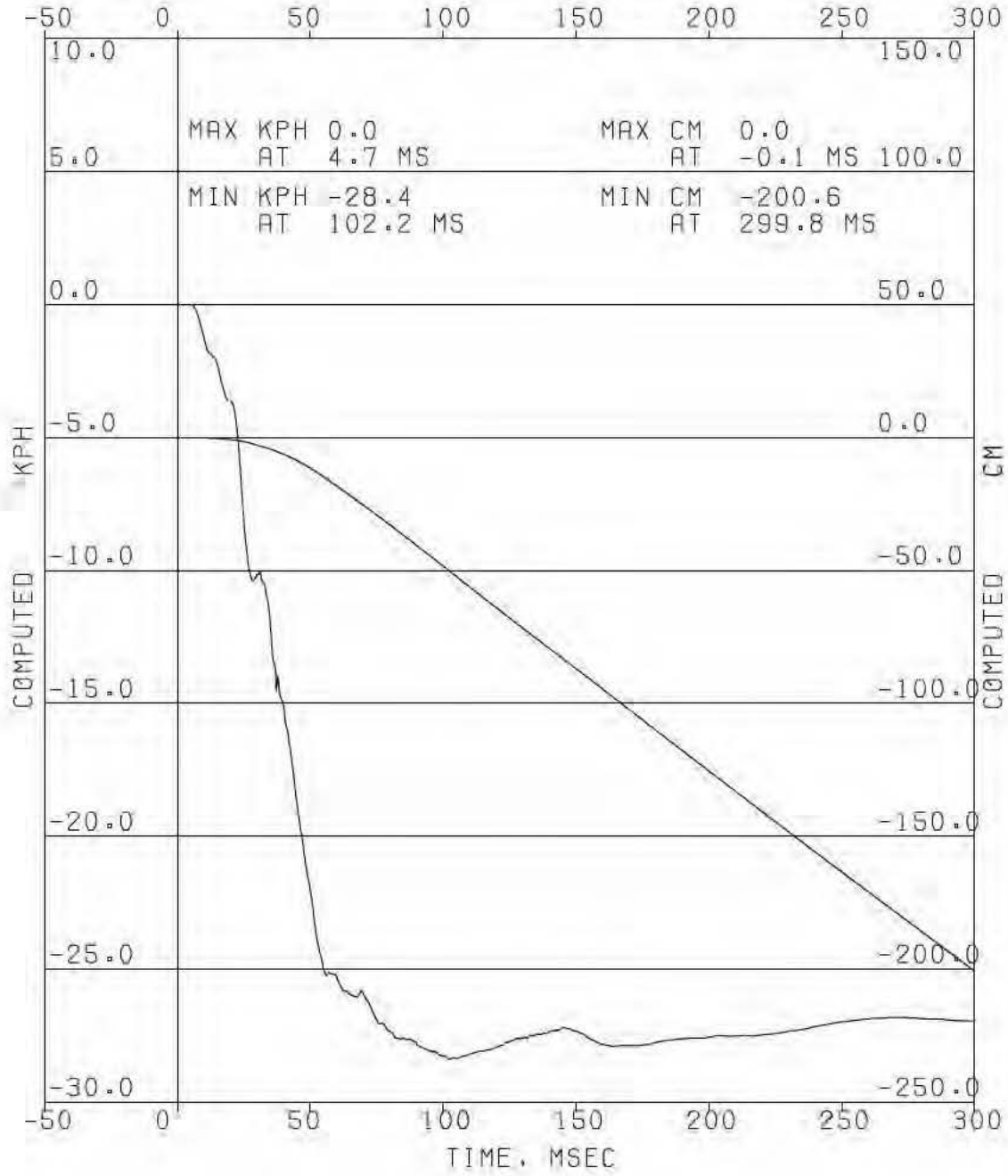
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P19422
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P19422

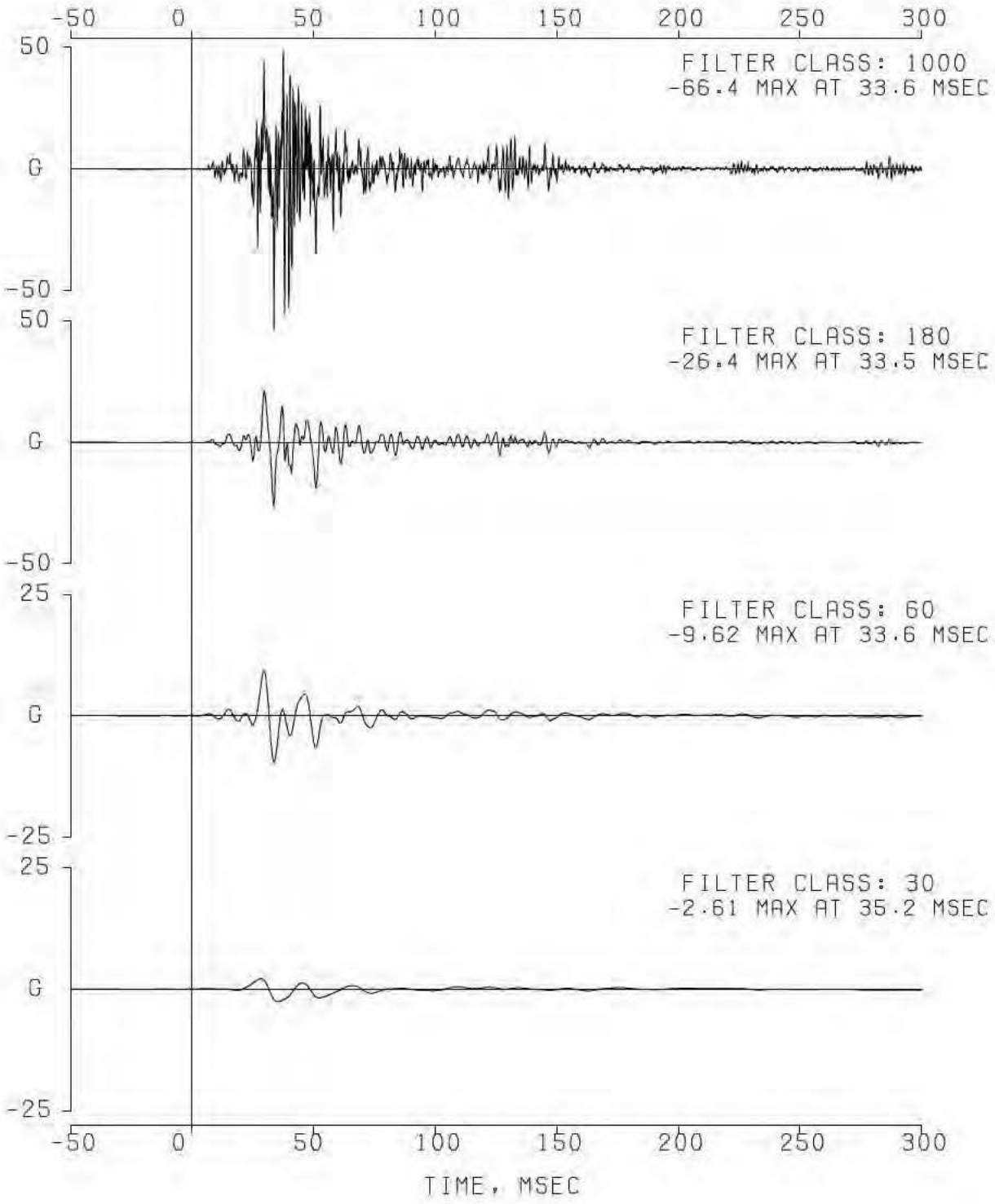
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1

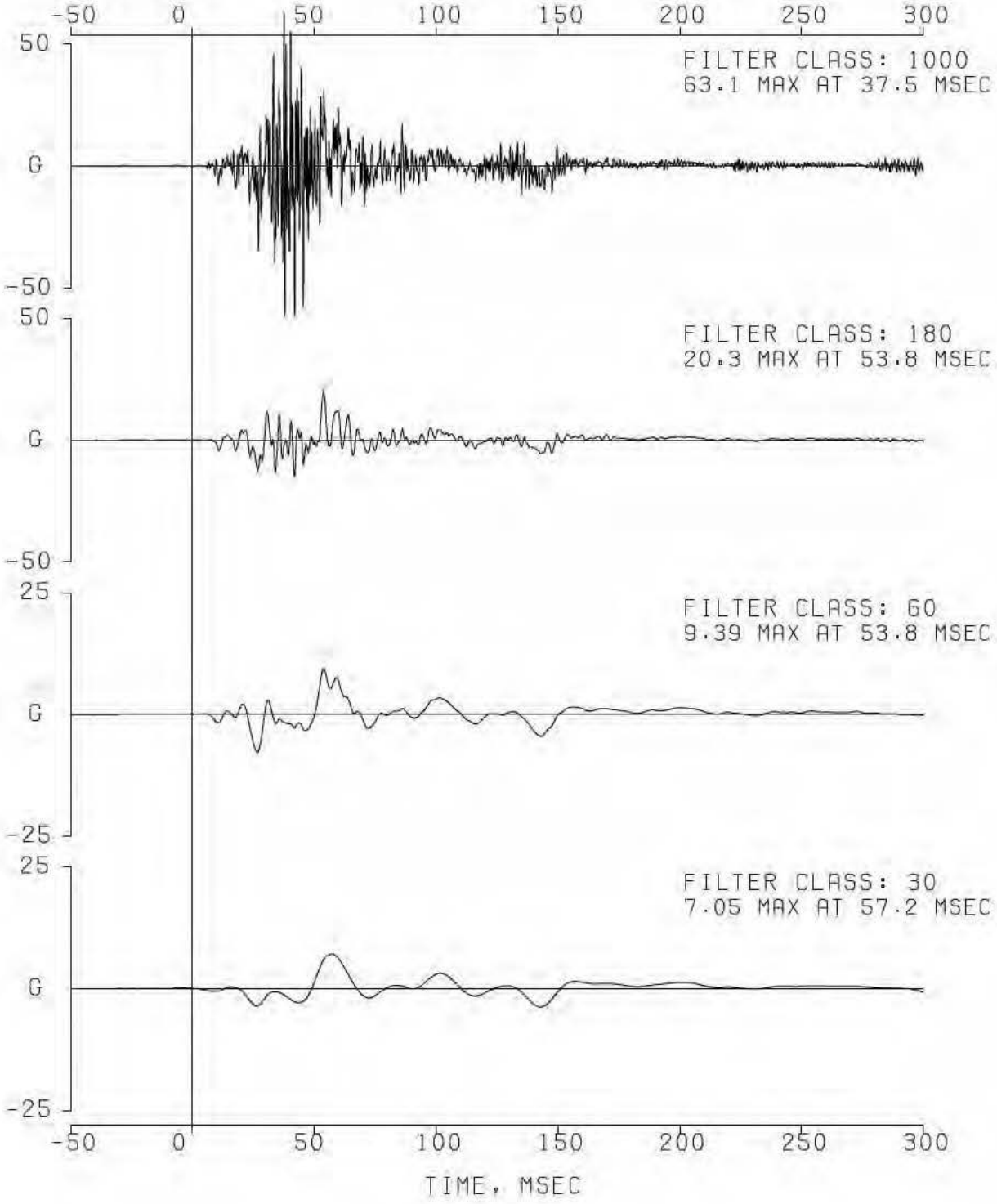


COMPUTED KPH
COMPUTED CM

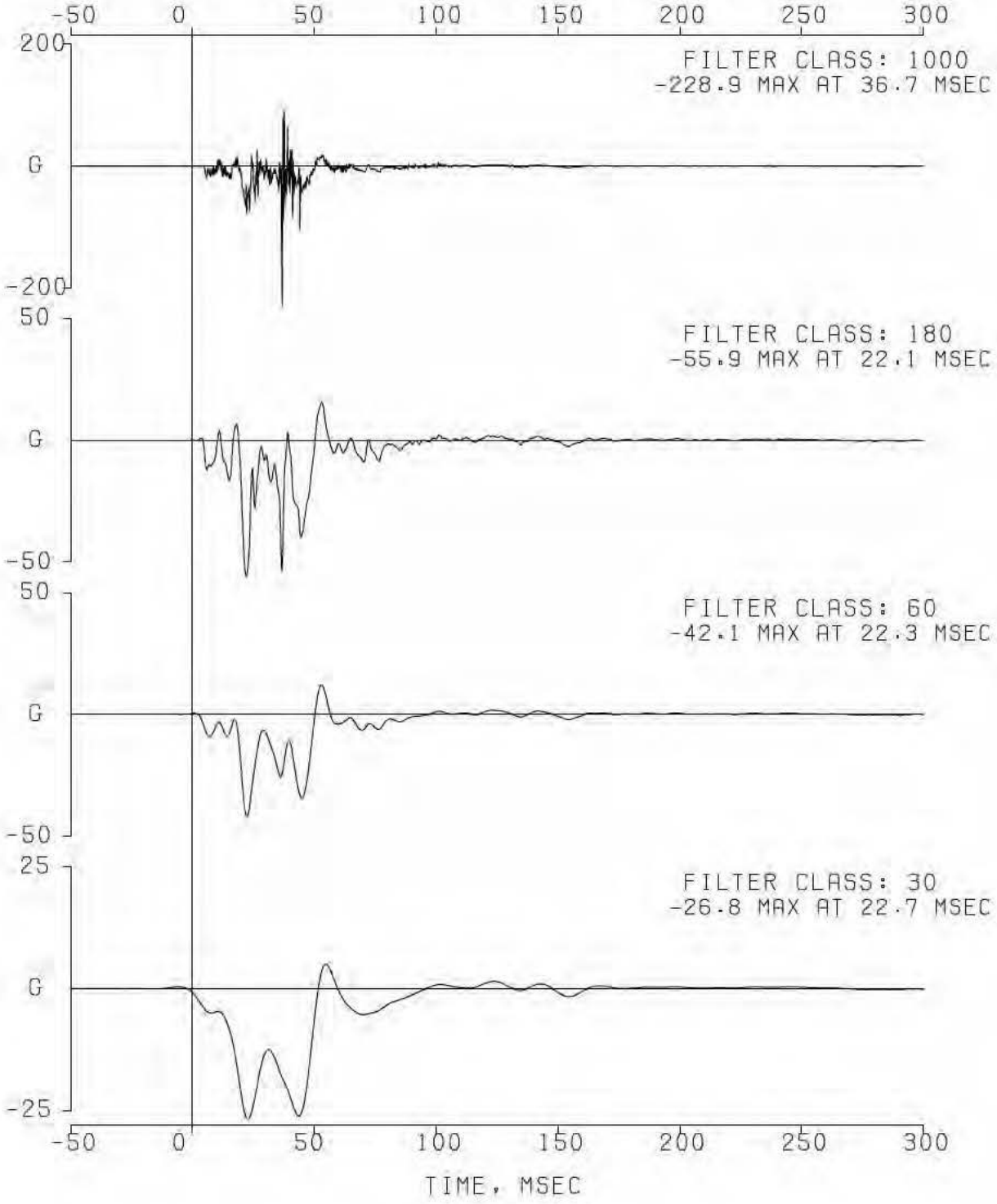
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 005 RIGHT FRONT SILL Y P13964
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 006 RIGHT FRONT SILL Z P19929
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



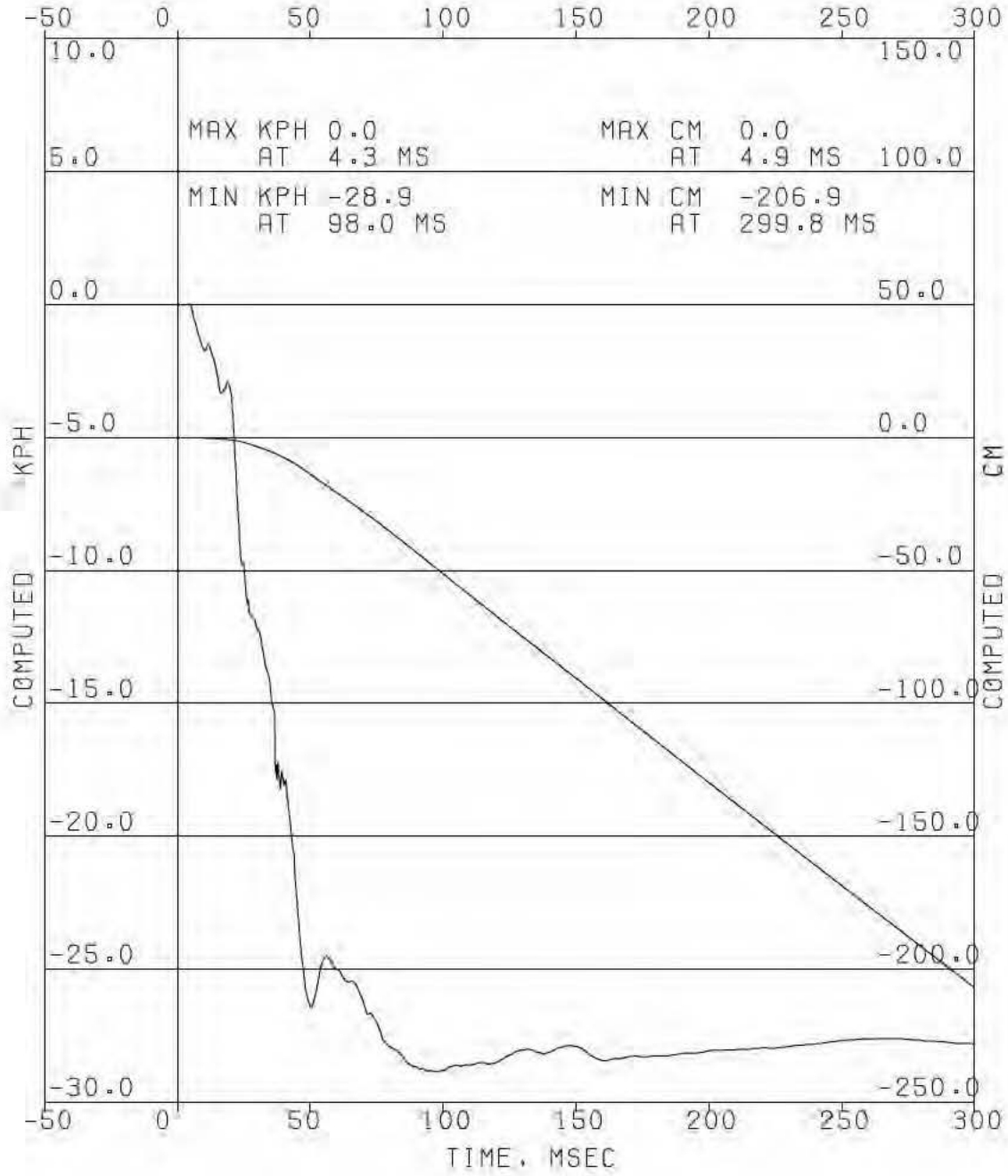
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P17824
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P17824

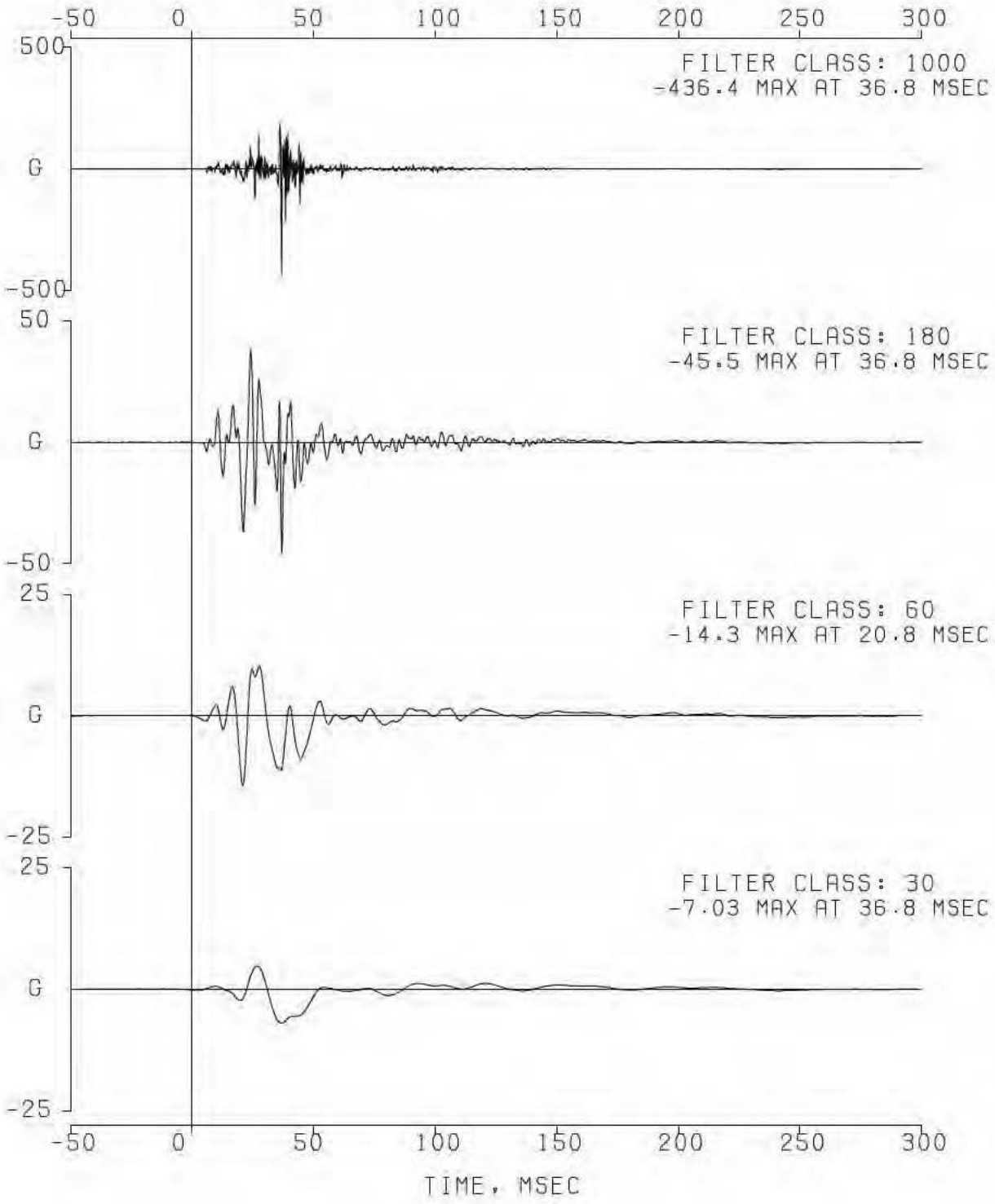
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1

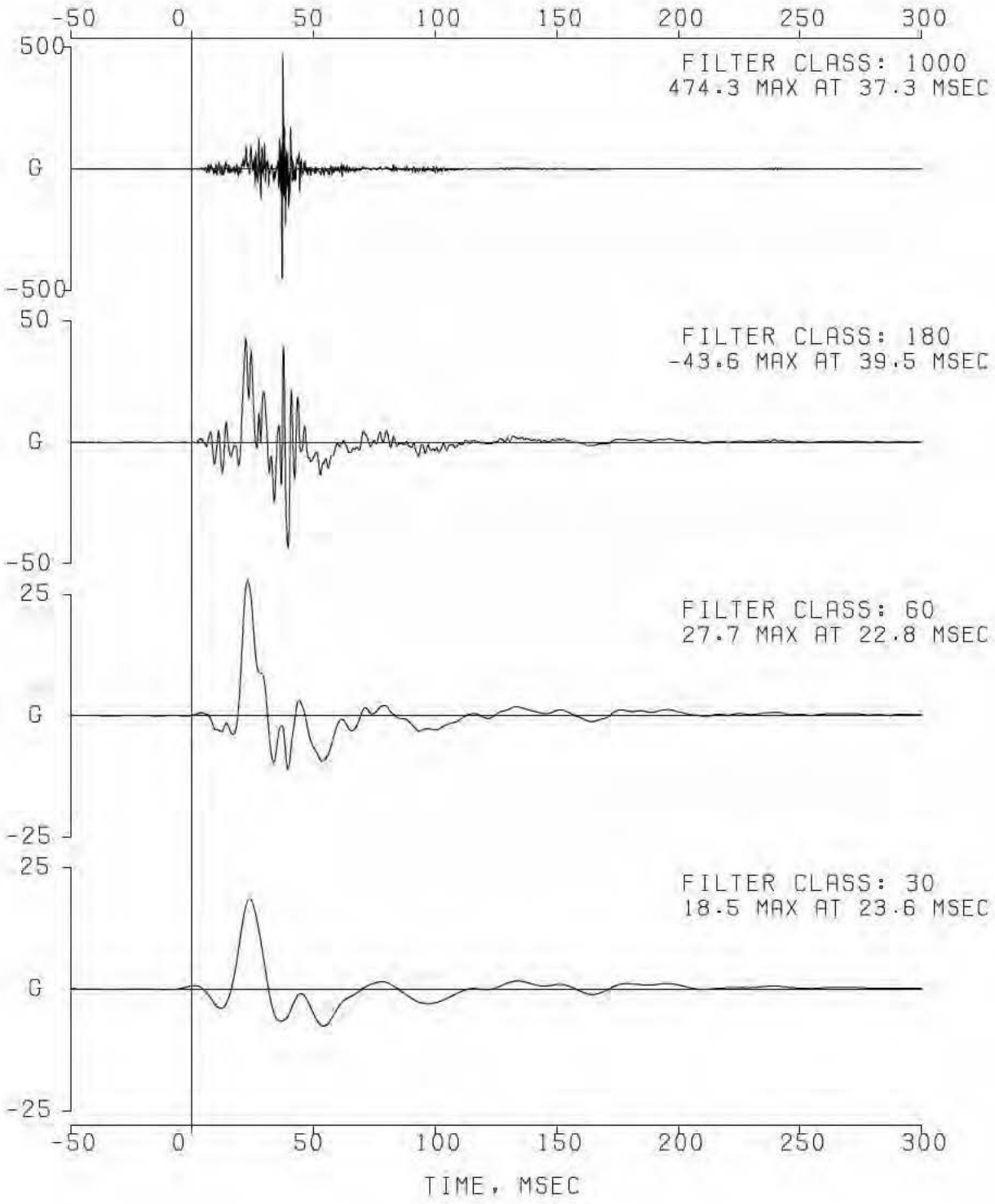


COMPUTED KPH
COMPUTED CM

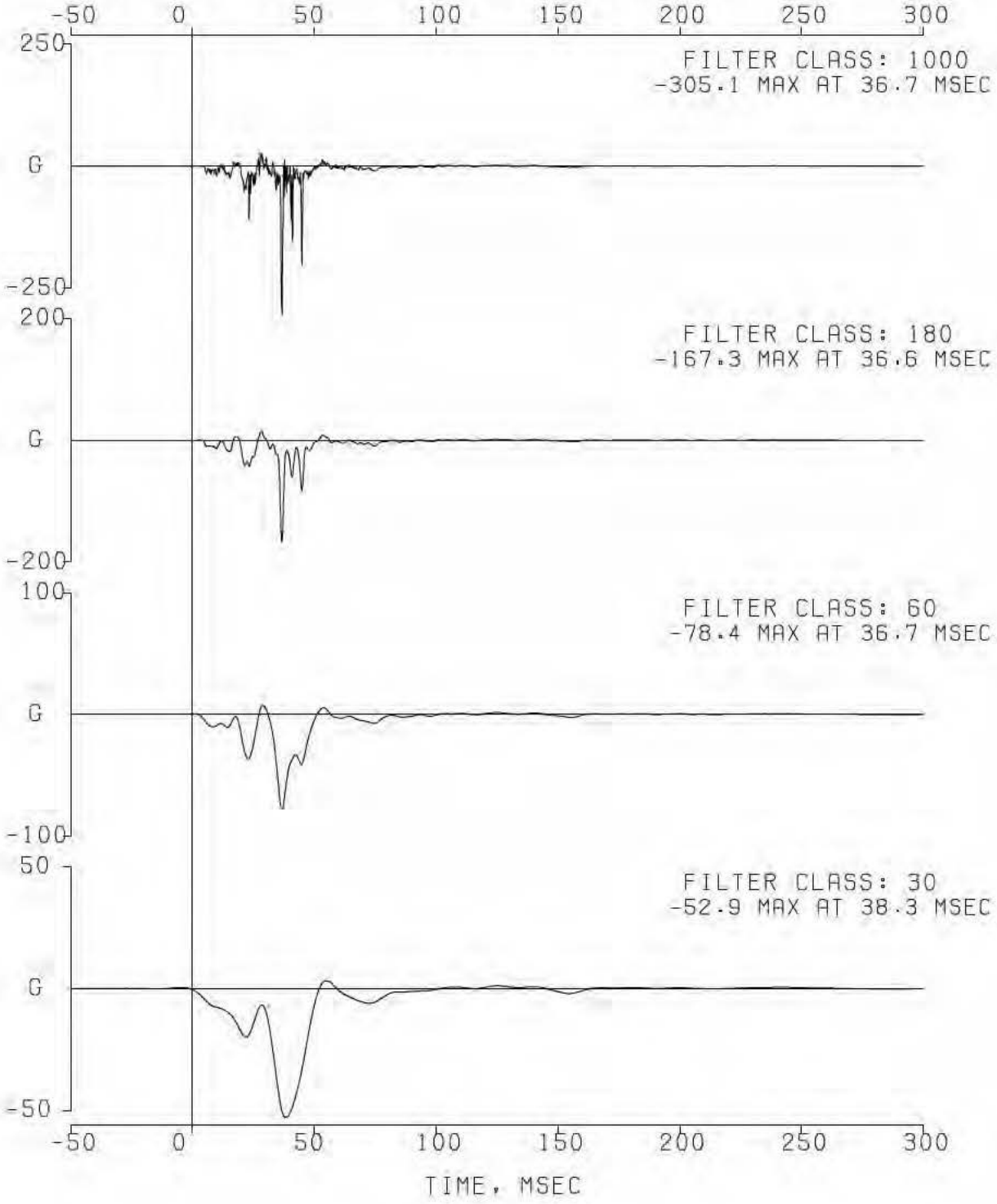
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 008 LEFT RAIL MID TANK Y P19835
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 009 LEFT RAIL MID TANK Z P17669
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



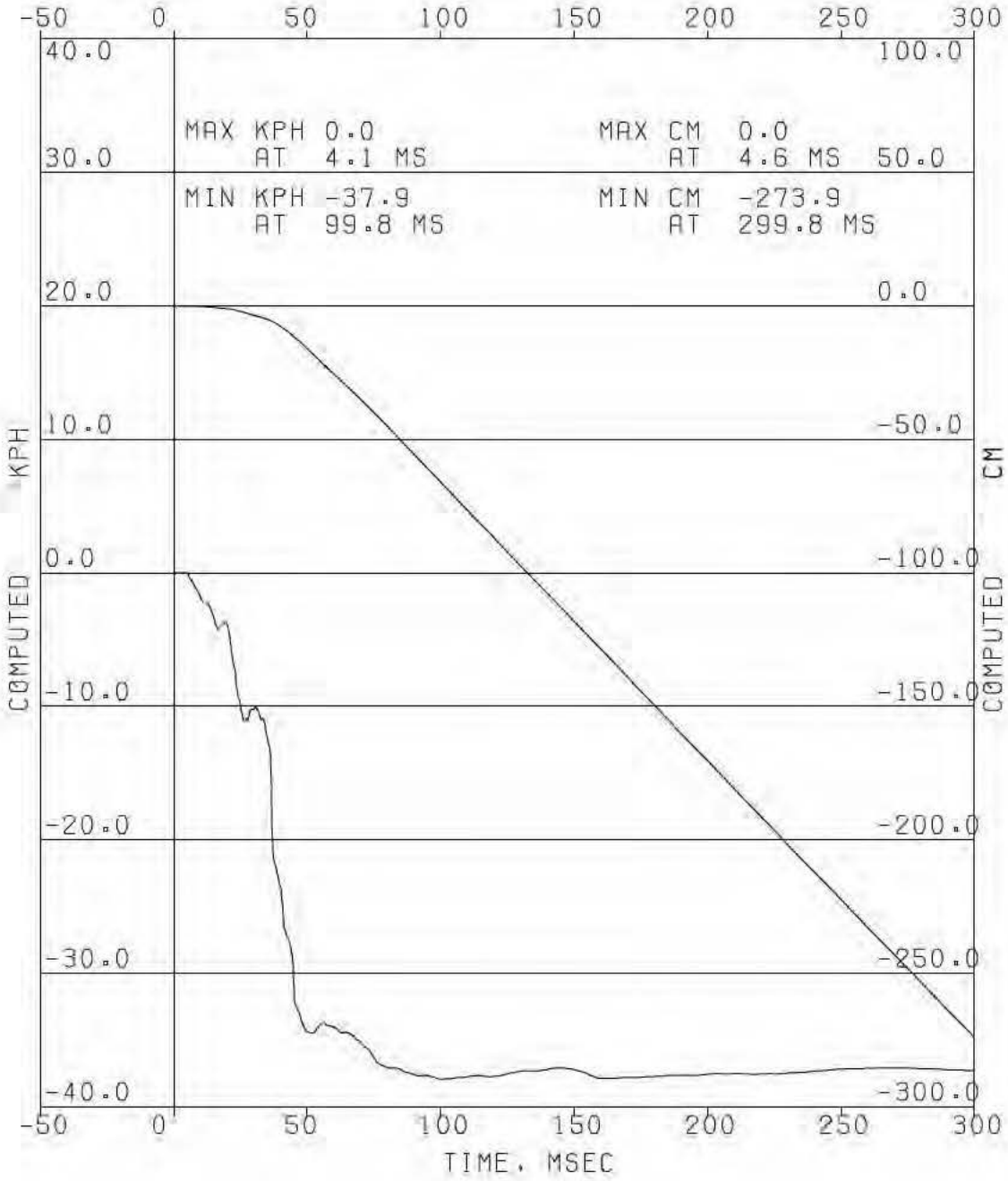
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P22459
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P22459

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

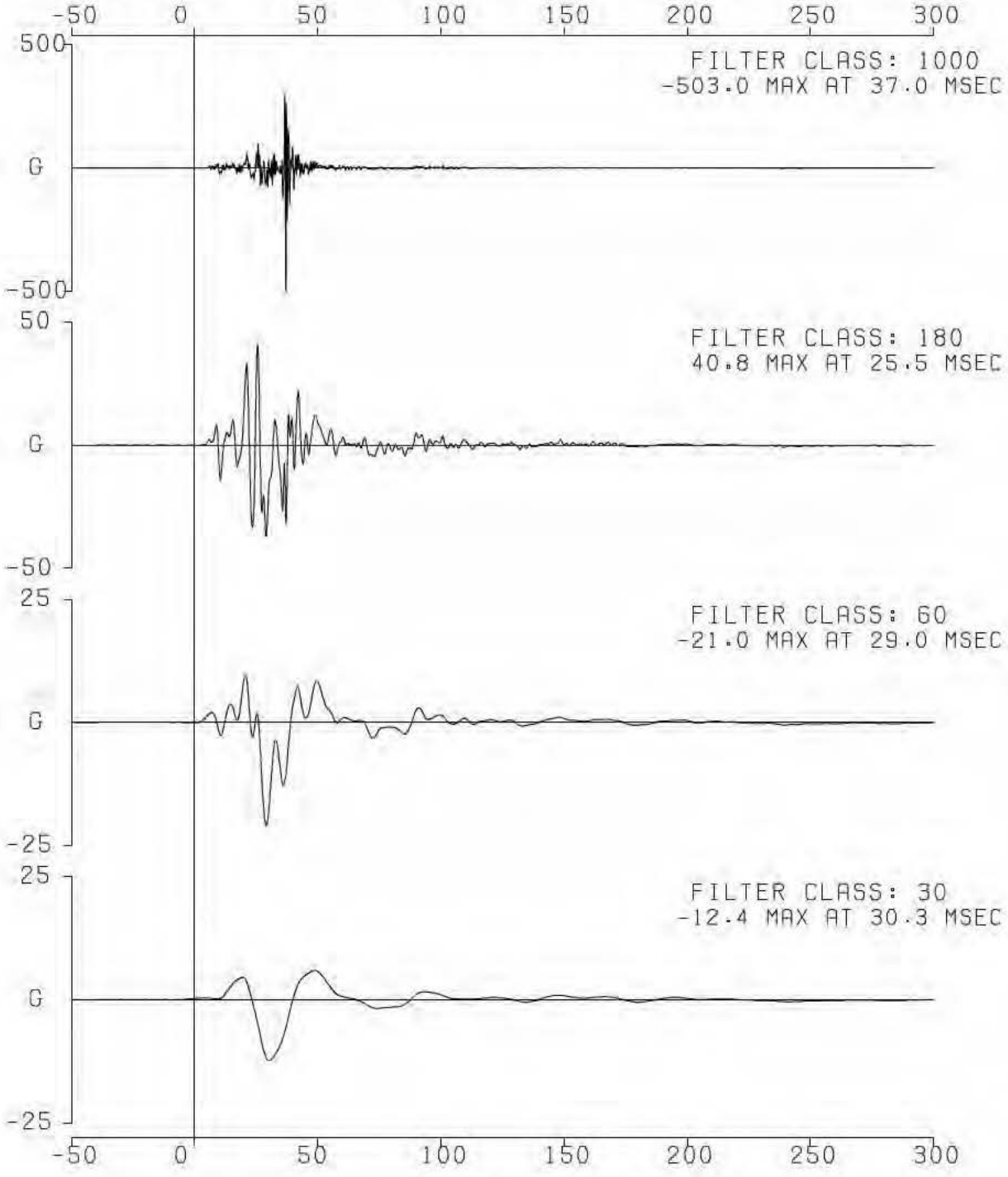
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



EA12-005- Chrysler -005248

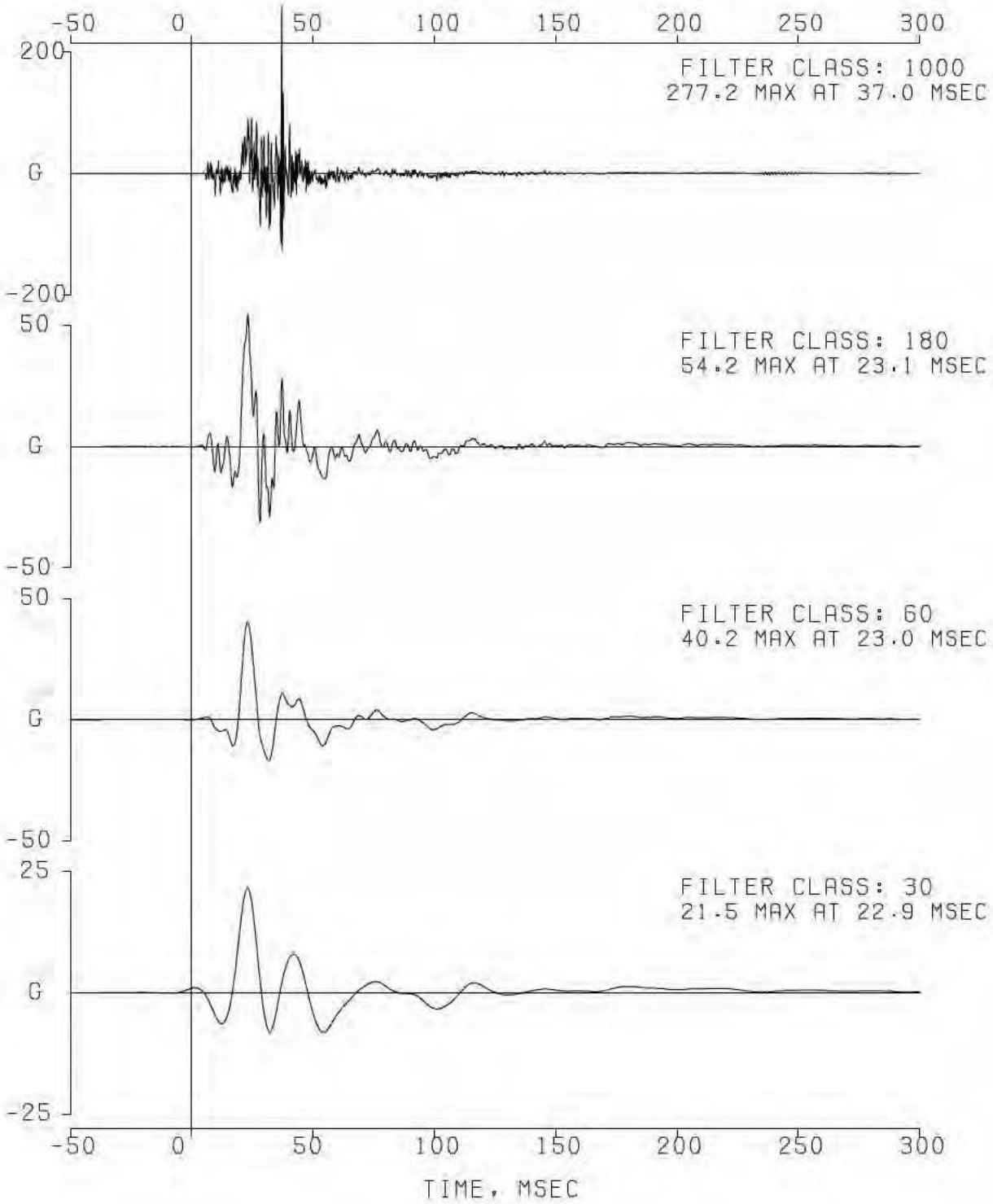
COMPUTED KPH
COMPUTED CM

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 011 RIGHT RAIL MID TANK Y P12475
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1

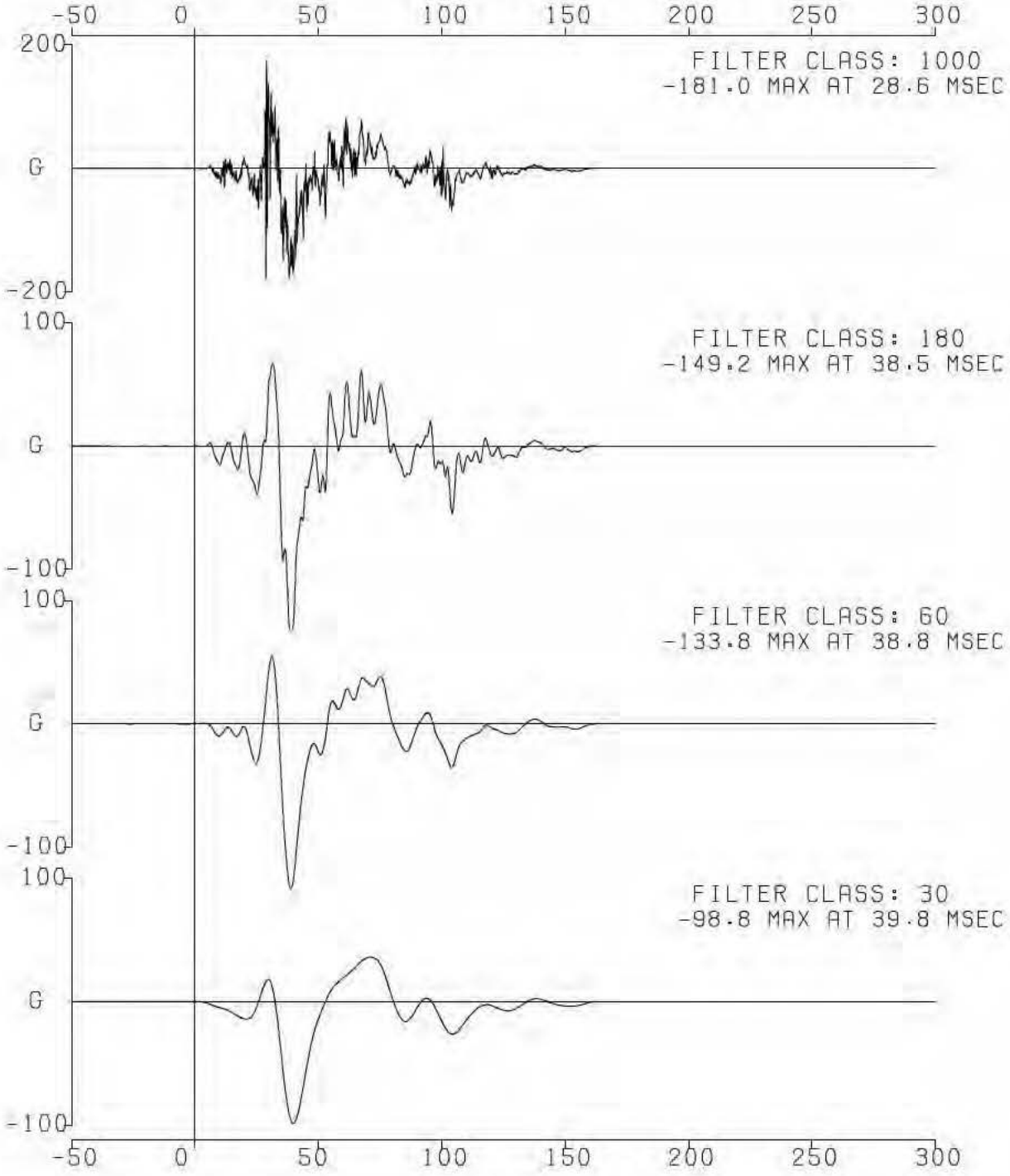


********** CAUTION **********
*** CHL 11 RIGHT RAIL MID TANK Y P12475, IS SATURATED AT ***
********** 37.0 **********

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 012 RIGHT RAIL MID TANK Z P13187
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 TANK GUARD BTM CTR X J15042
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA)

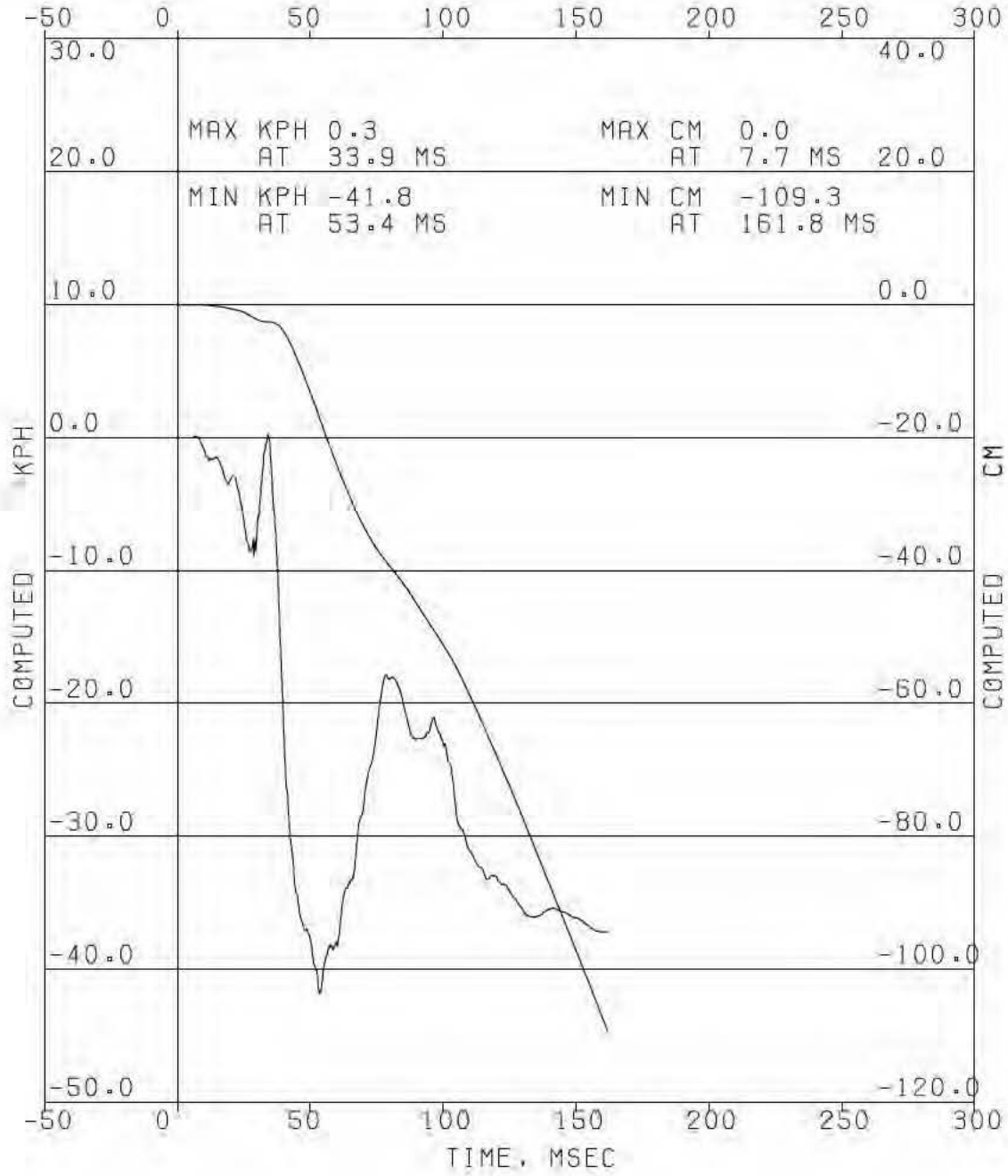


********** CAUTION **********
********** INST. MALFUNCTION AFTER 162.0 MS **********

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 TANK GUARD BTM CTR X J15042

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

IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1

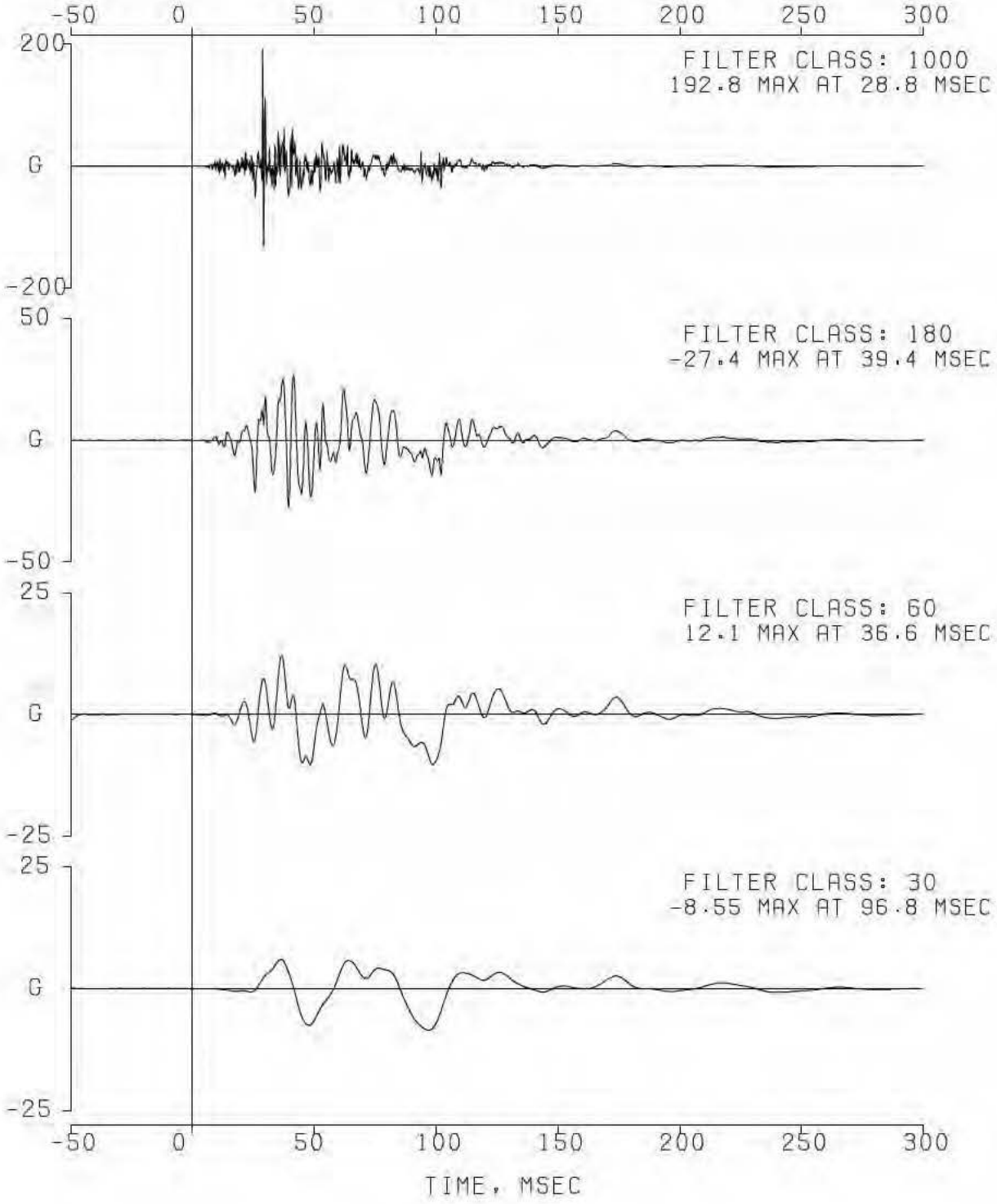


********** CAUTION **********
********** INST. MALFUNCTION AFTER 162.0 MS **********

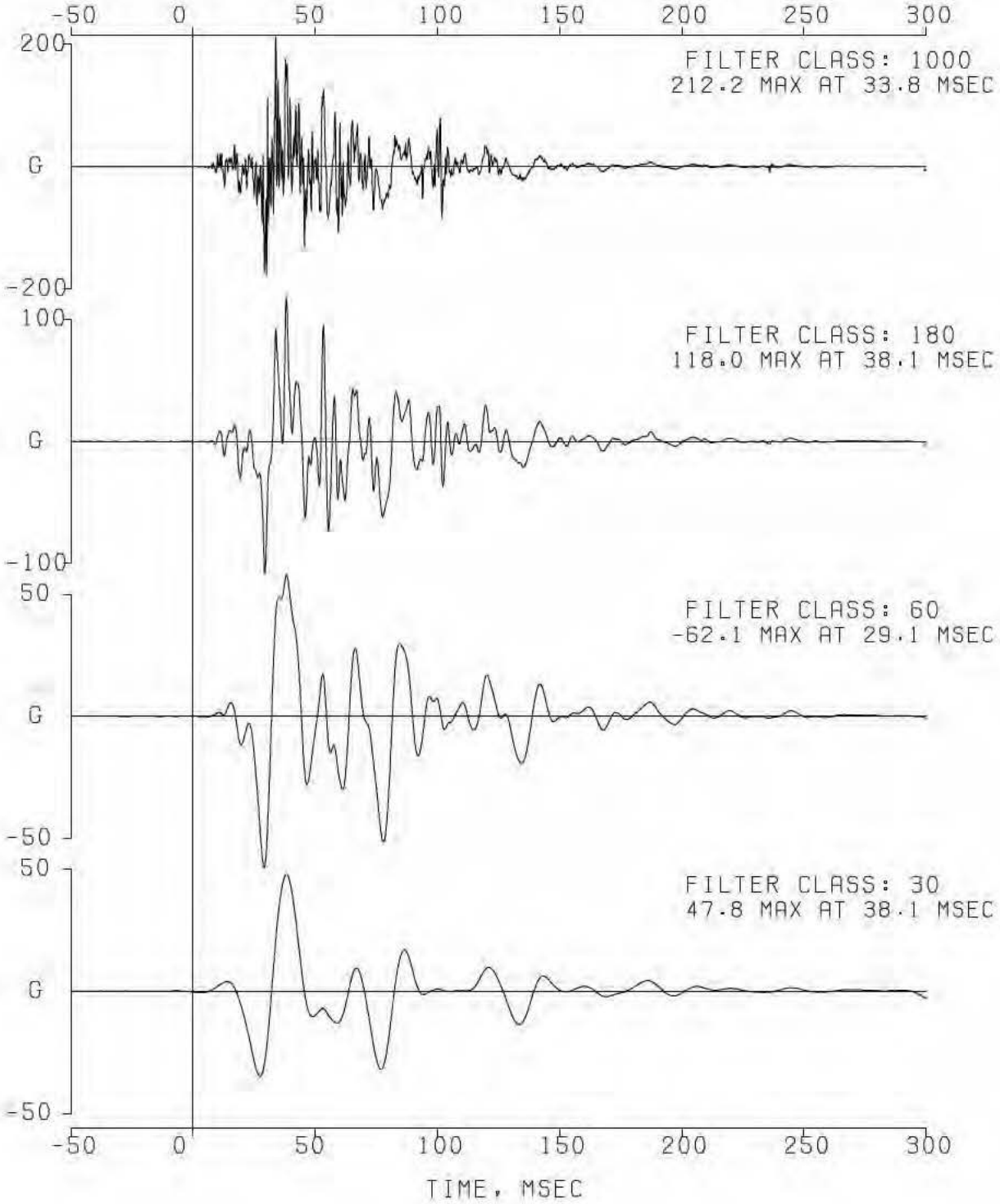
EA12-005- Chrysler -005252

COMPUTED KPH
COMPUTED CM

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 014 TANK GUARD BTM CTR Y J25455
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



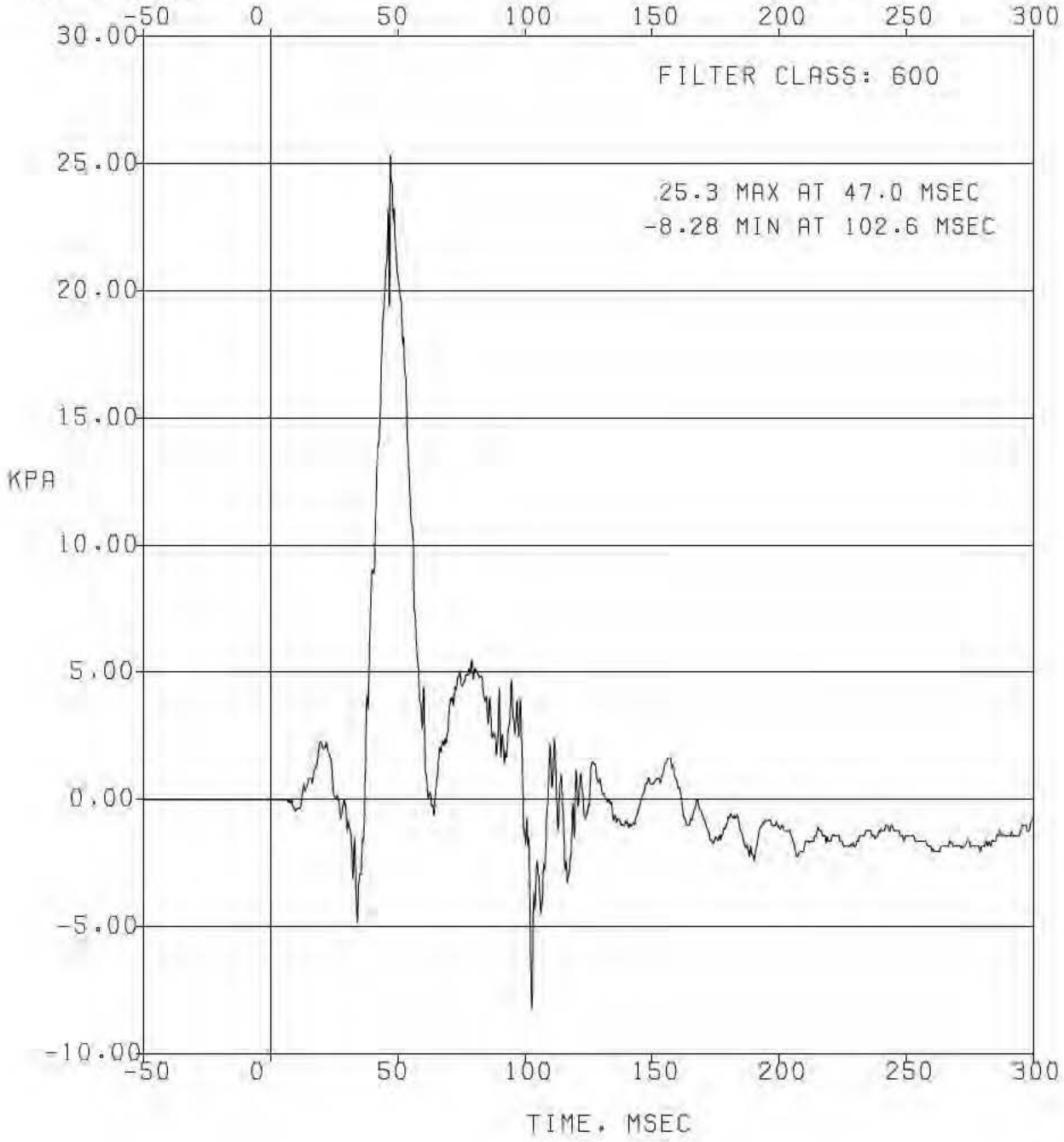
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 015 TANK GUARD BTM CTR Z J19235
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

CHANNEL 016 PRESS #1 TANK TOP 11166 P

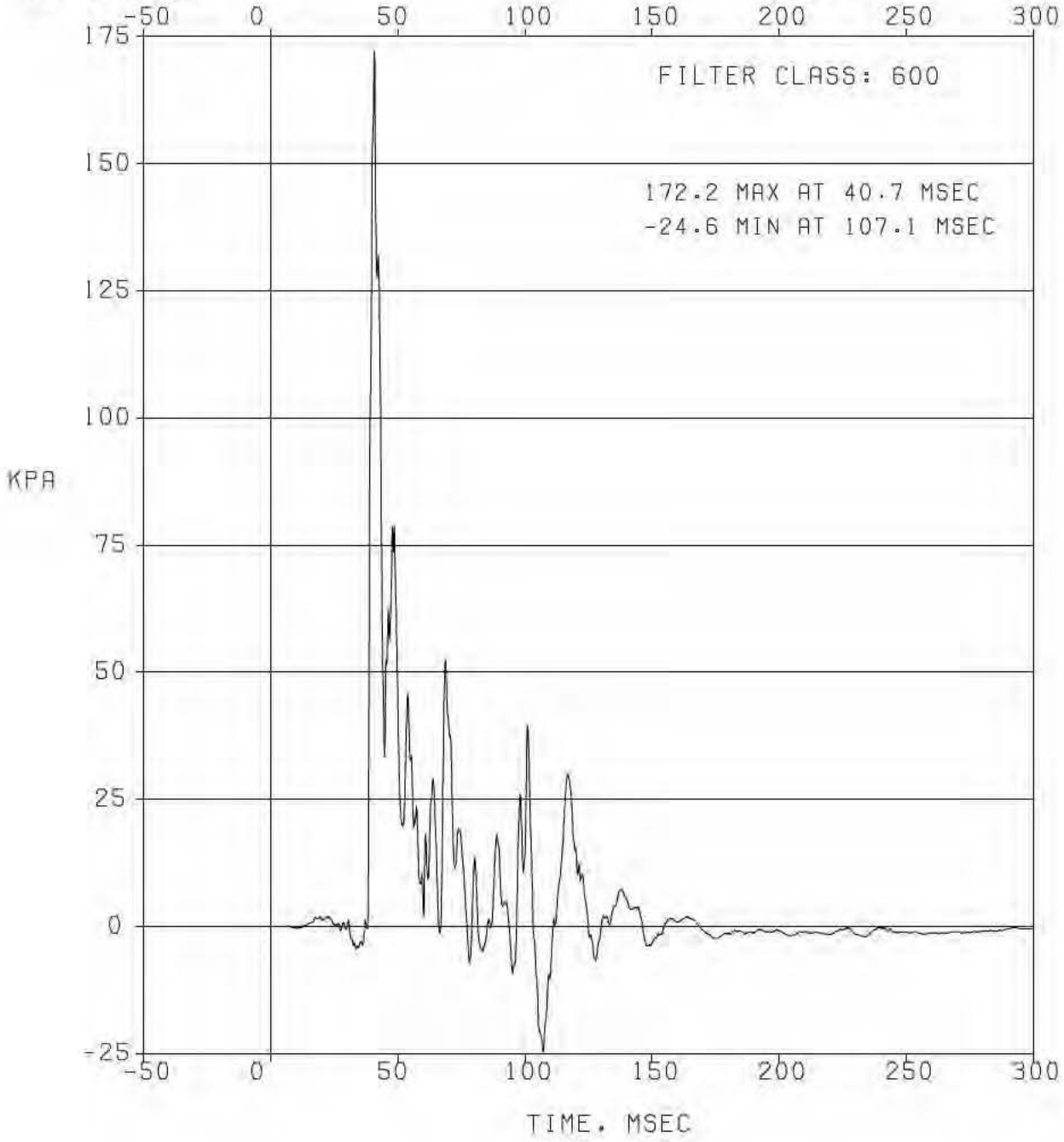
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BA
NOV 14.2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

CHANNEL 017 PRESS #2 TANK TOP 11187 P

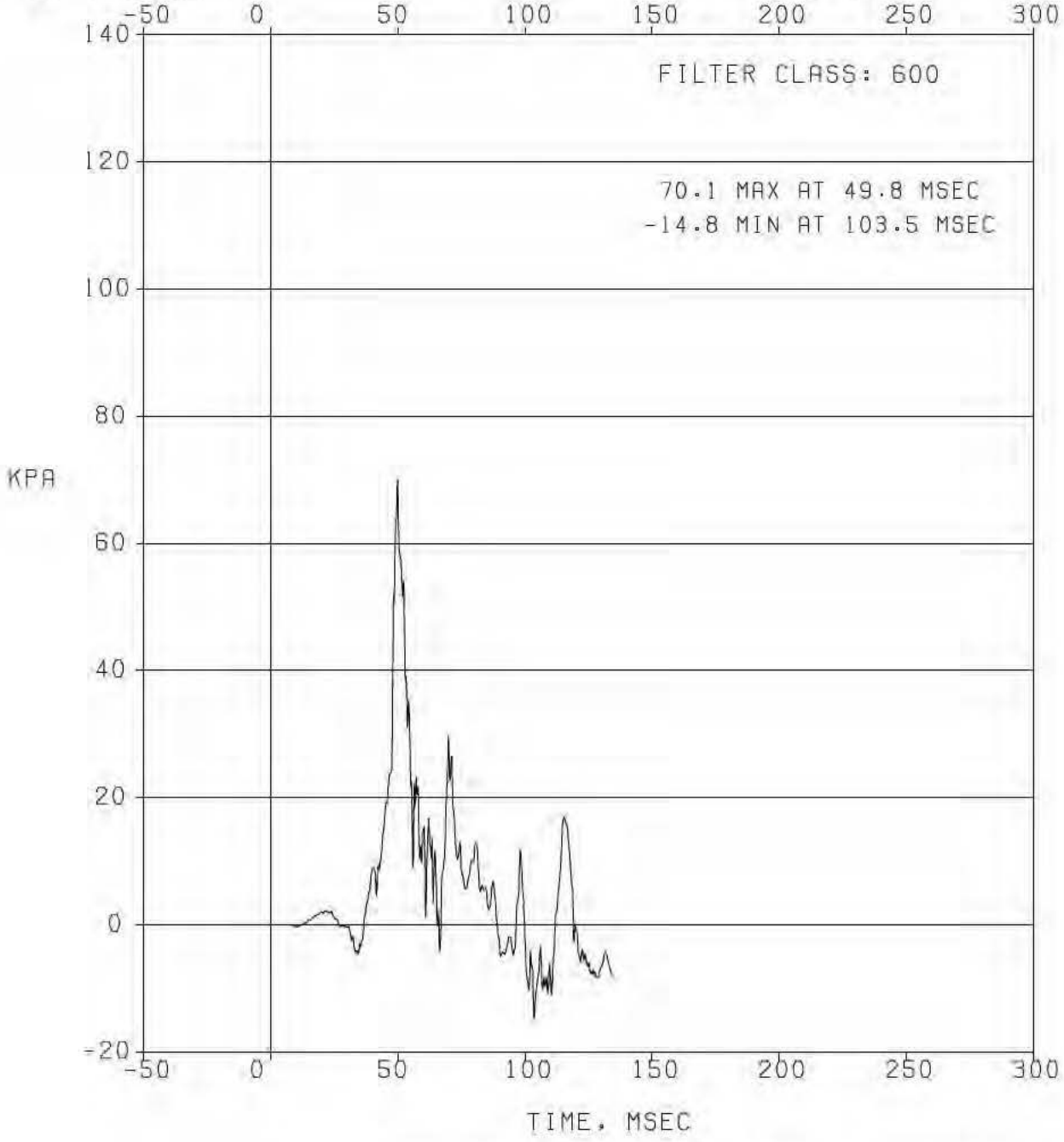
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14.2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

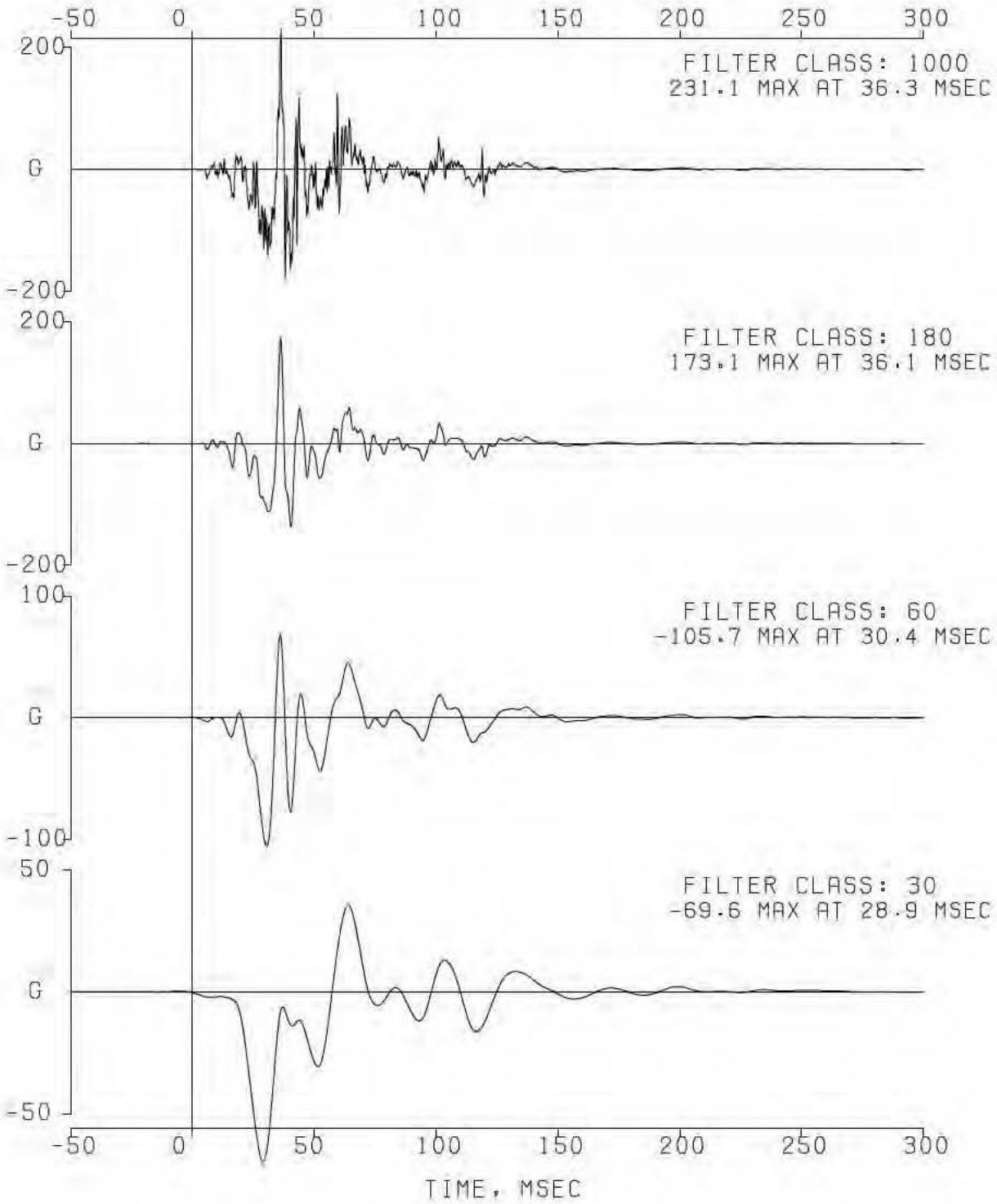
CHANNEL 018 PRESS #3 TANK TOP 11123 P

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (990.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



********** CAUTION **********
********** INST. MALFUNCTION AFTER 135.0 MS **********

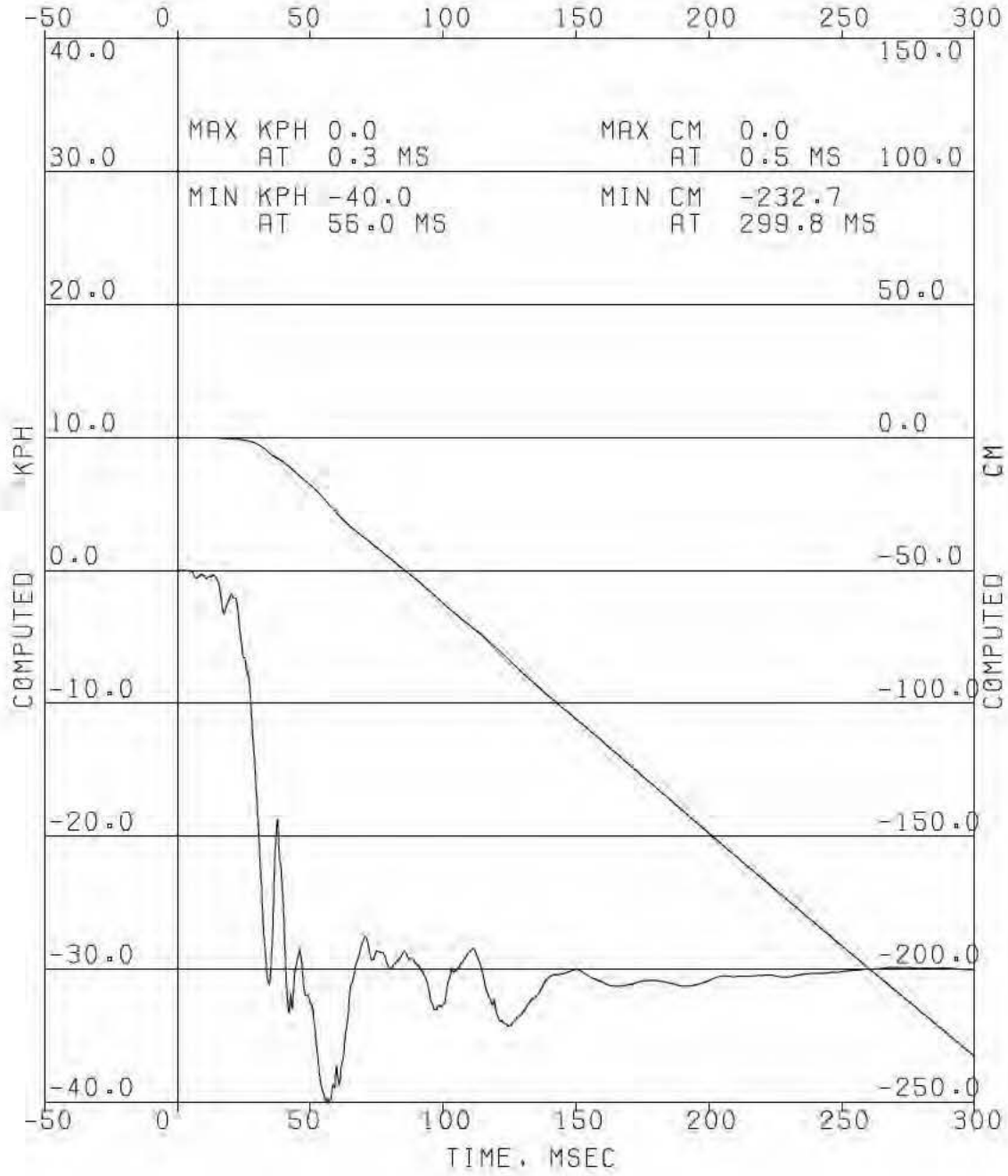
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 019 TANK TOP BY PRES1 X J25638
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 019 TANK TOP BY PRES1 X J25638

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

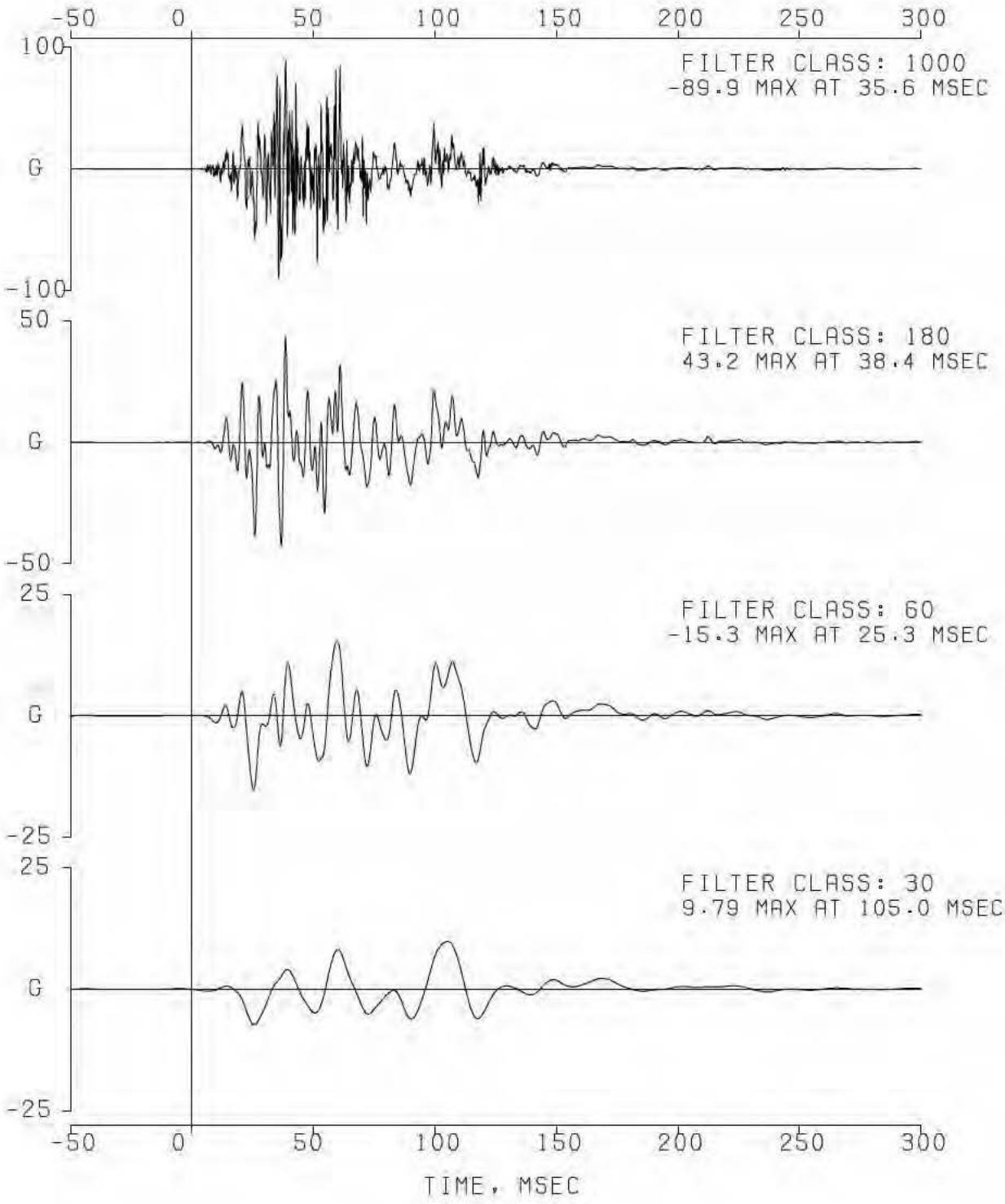
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



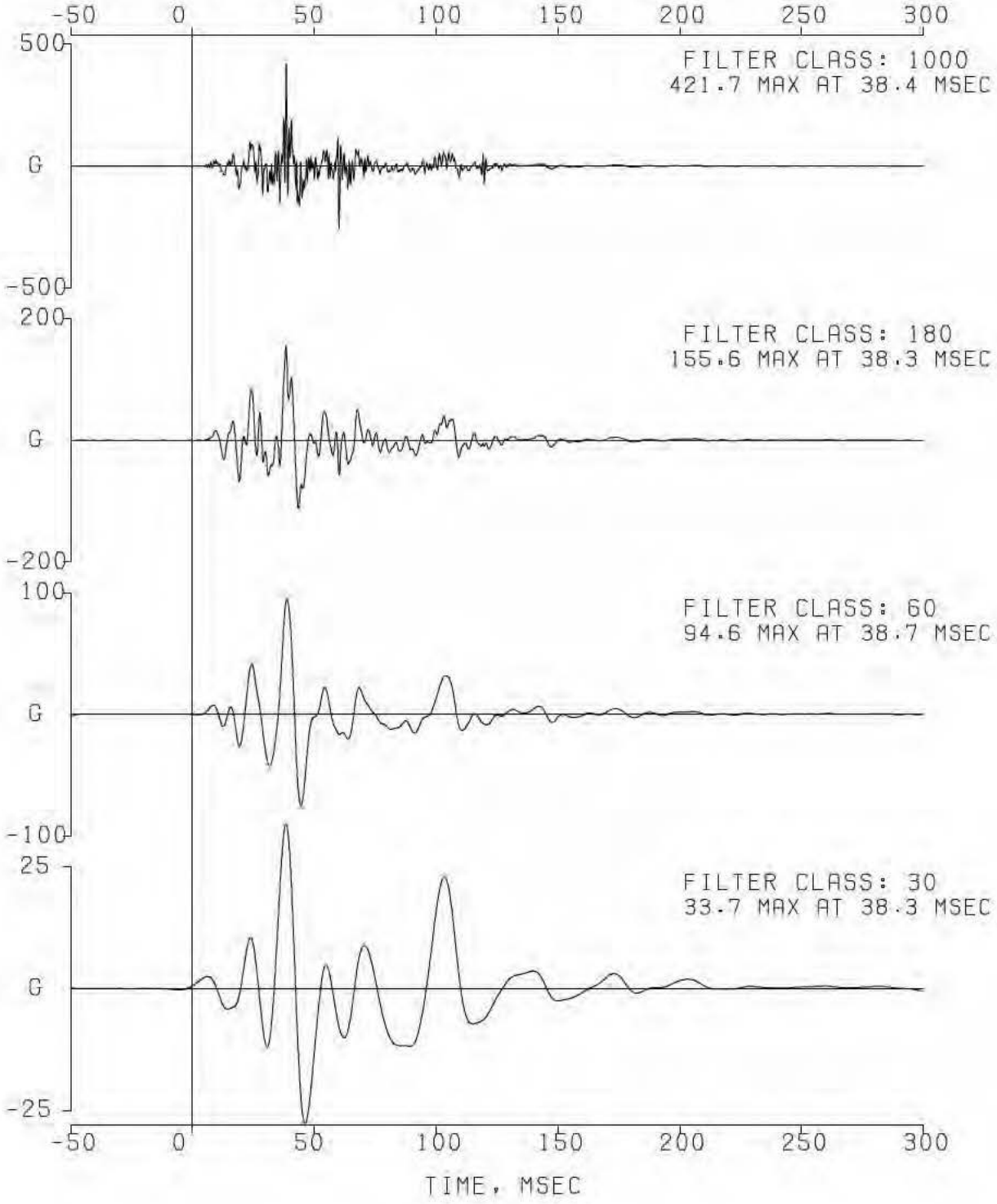
EA12-005- Chrysler -005259

COMPUTED KPH
COMPUTED CM

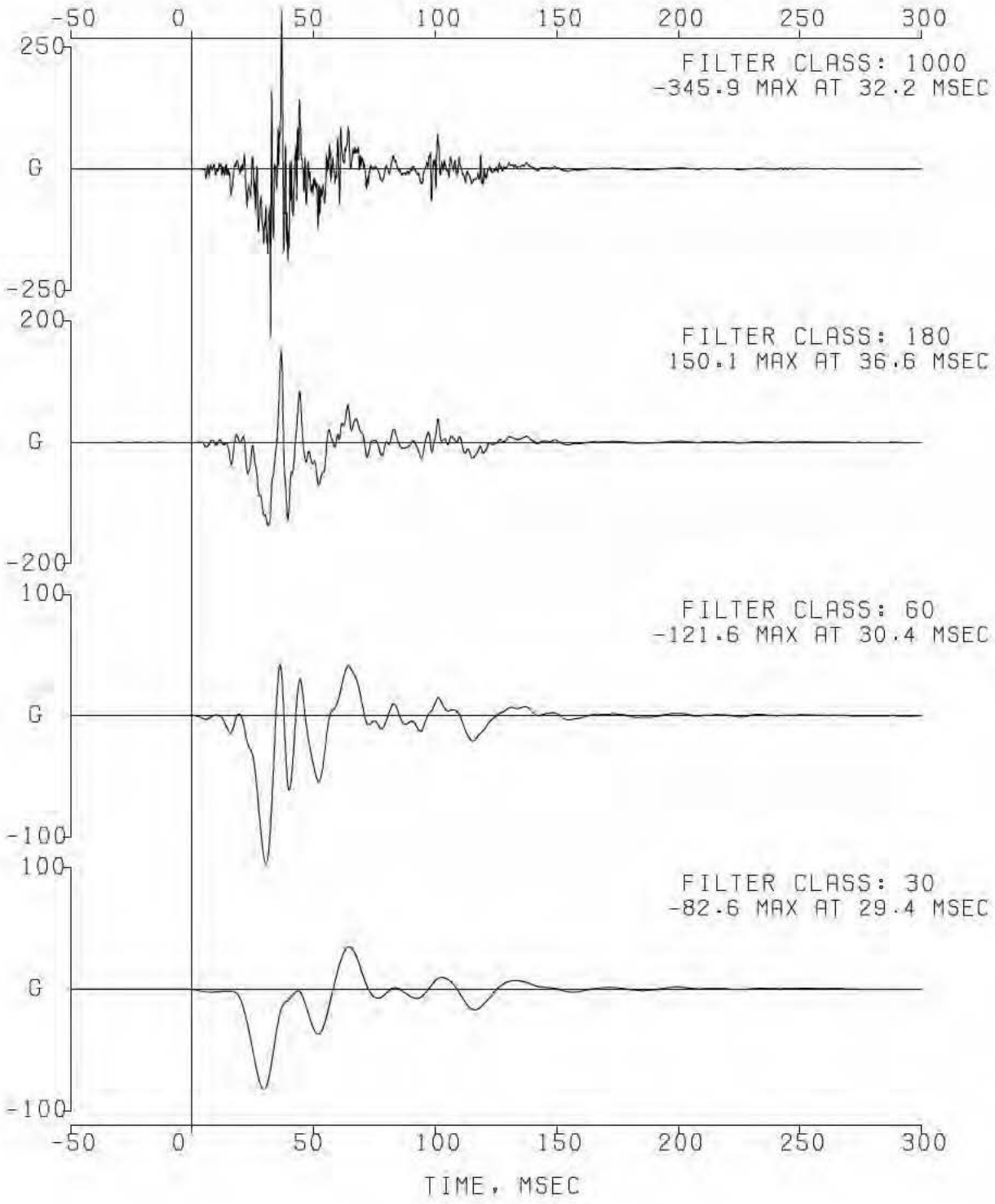
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 020 TANK TOP BY PRES1 Y J25632
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 021 TANK TOP BY PRES1 Z J28512
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



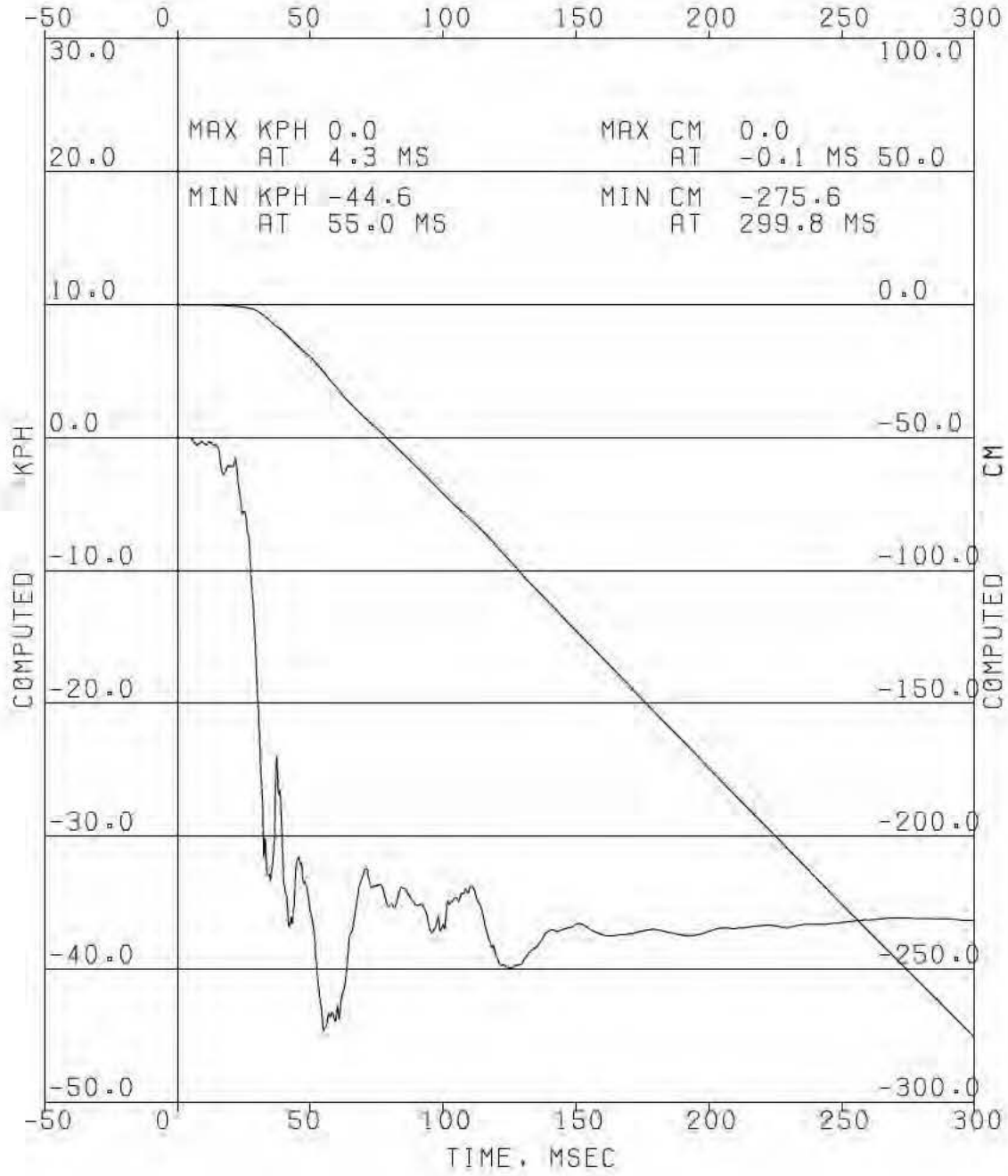
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 022 TANK TOP BY PRES2 X J15044
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 022 TANK TOP BY PRES2 X J15044

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

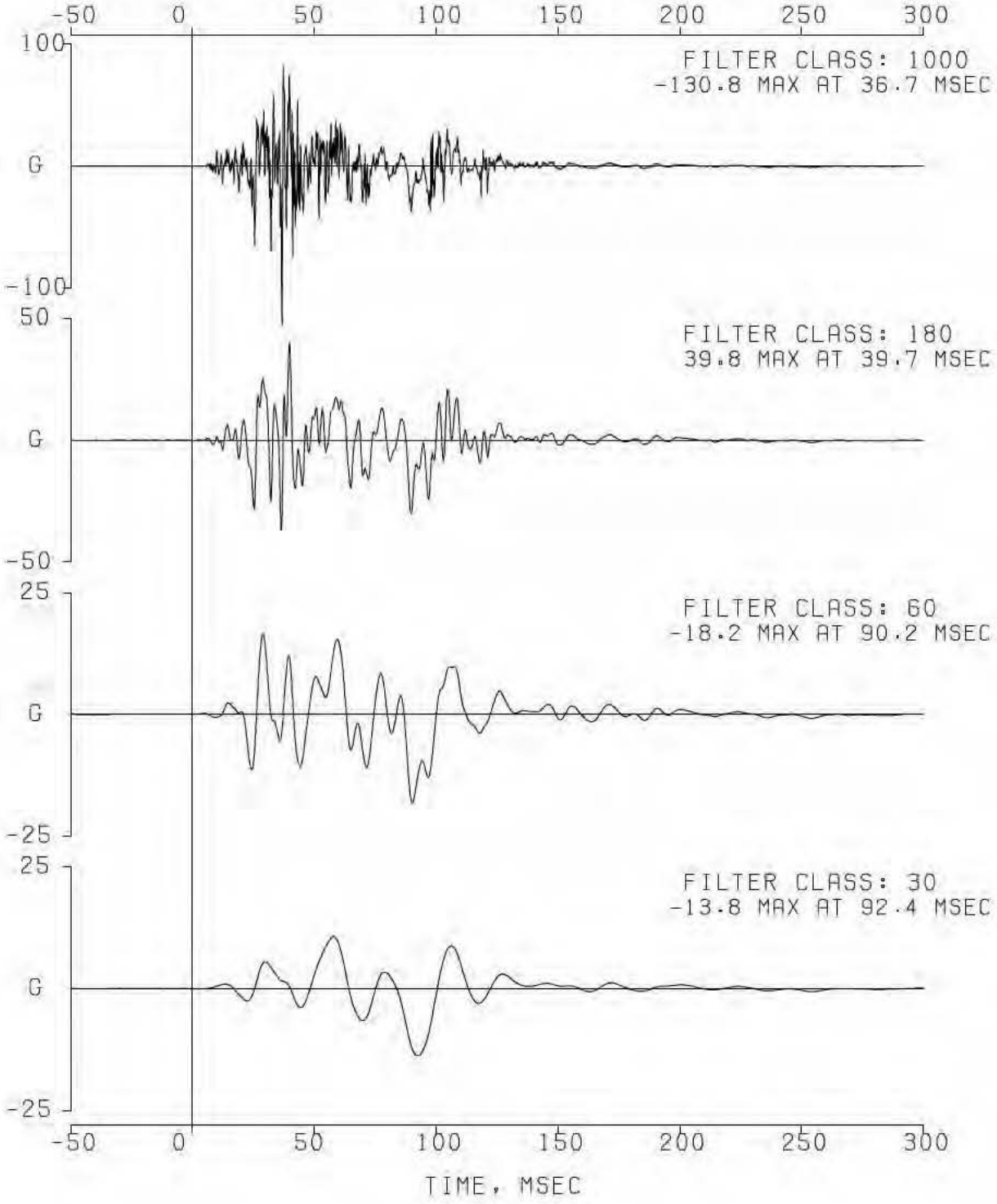
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



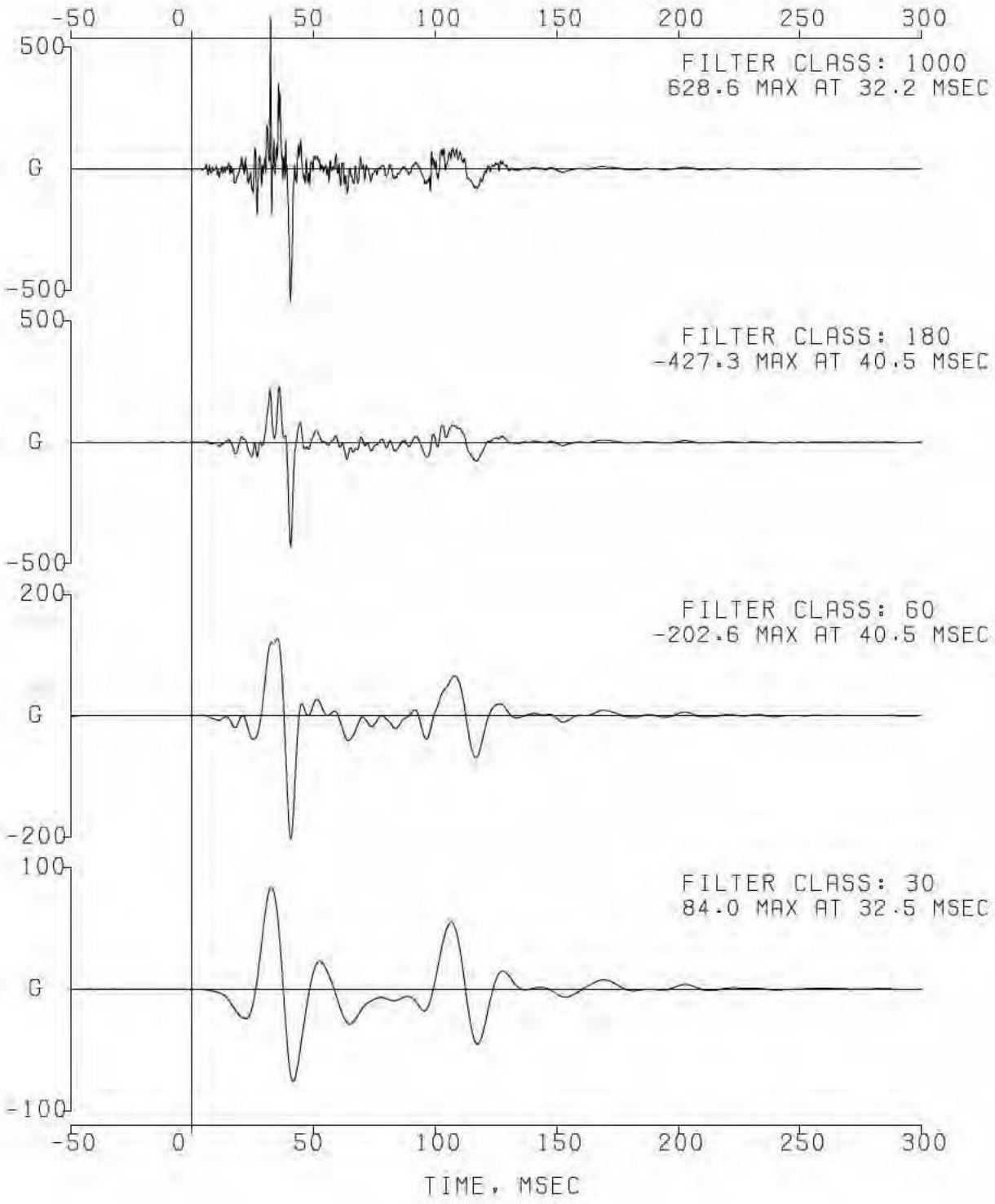
EA12-005- Chrysler -005263

COMPUTED KPH
COMPUTED CM

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 023 TANK TOP BY PRES2 Y AABE9J
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



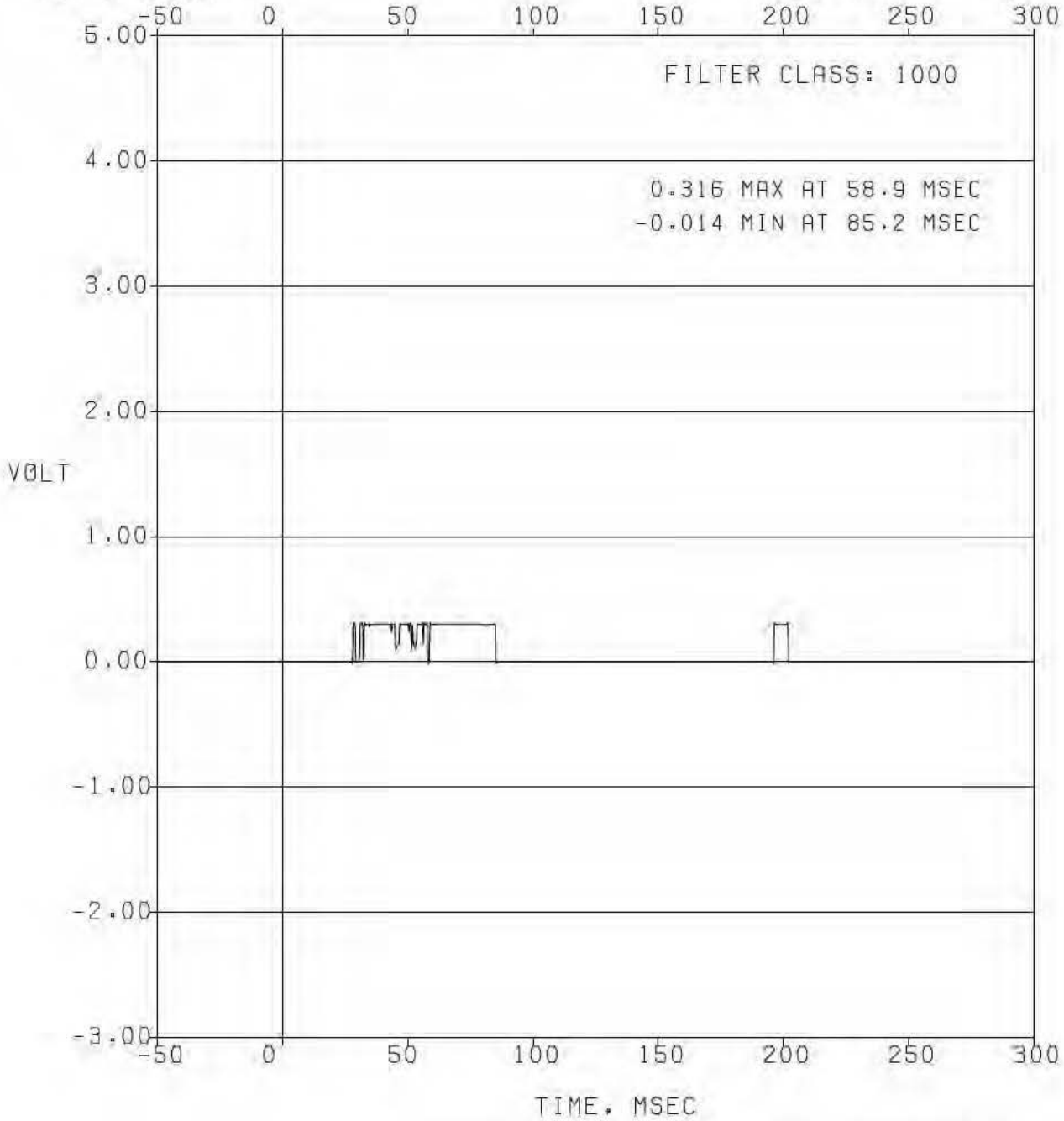
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 024 TANK TOP BY PRES2 Z J24079
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 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 11/14/02BB
NOV 14.2002 ERRATA 1

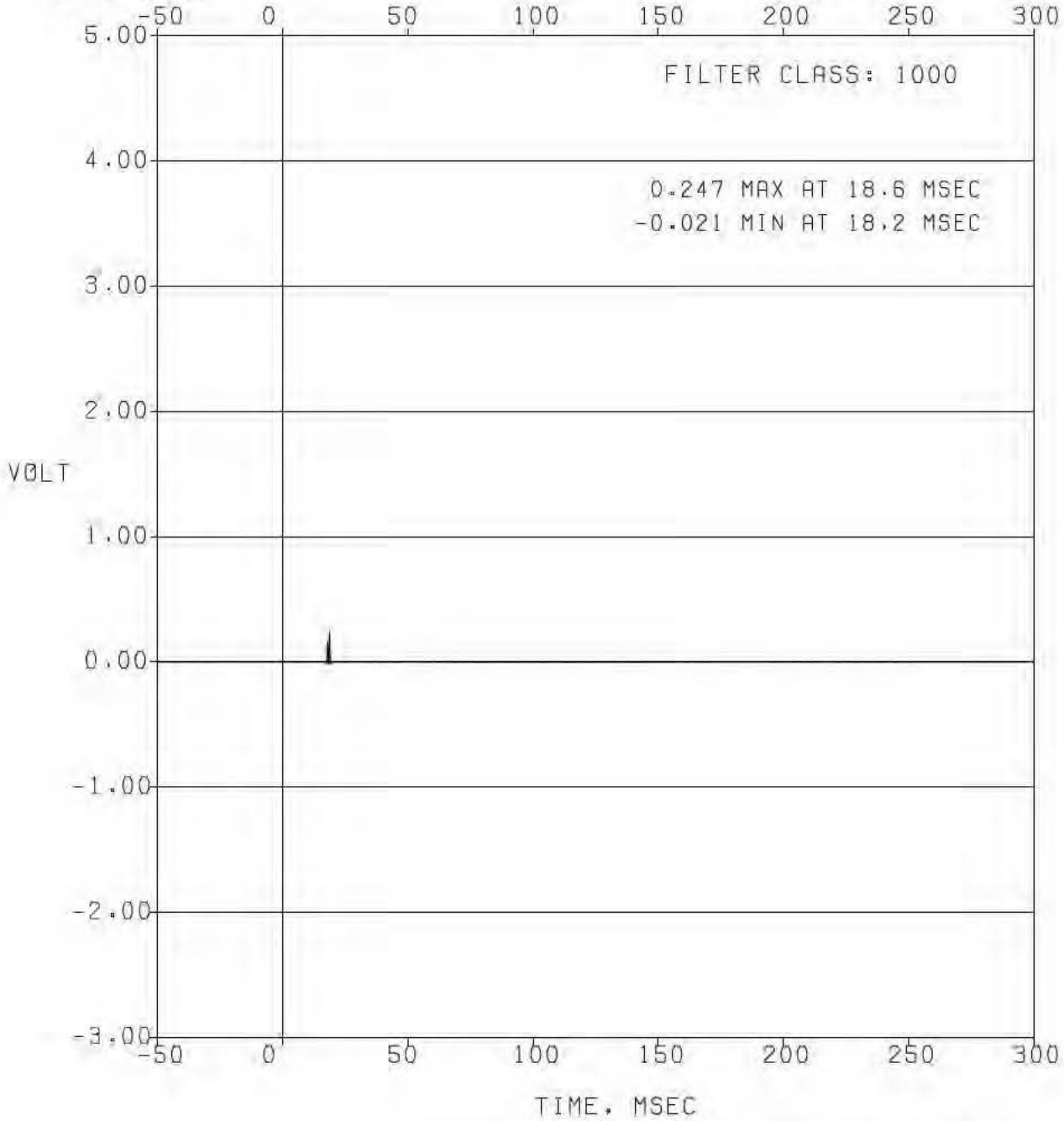


********** NOTE **********
********** EVENT AT 28.0 MS **********

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST

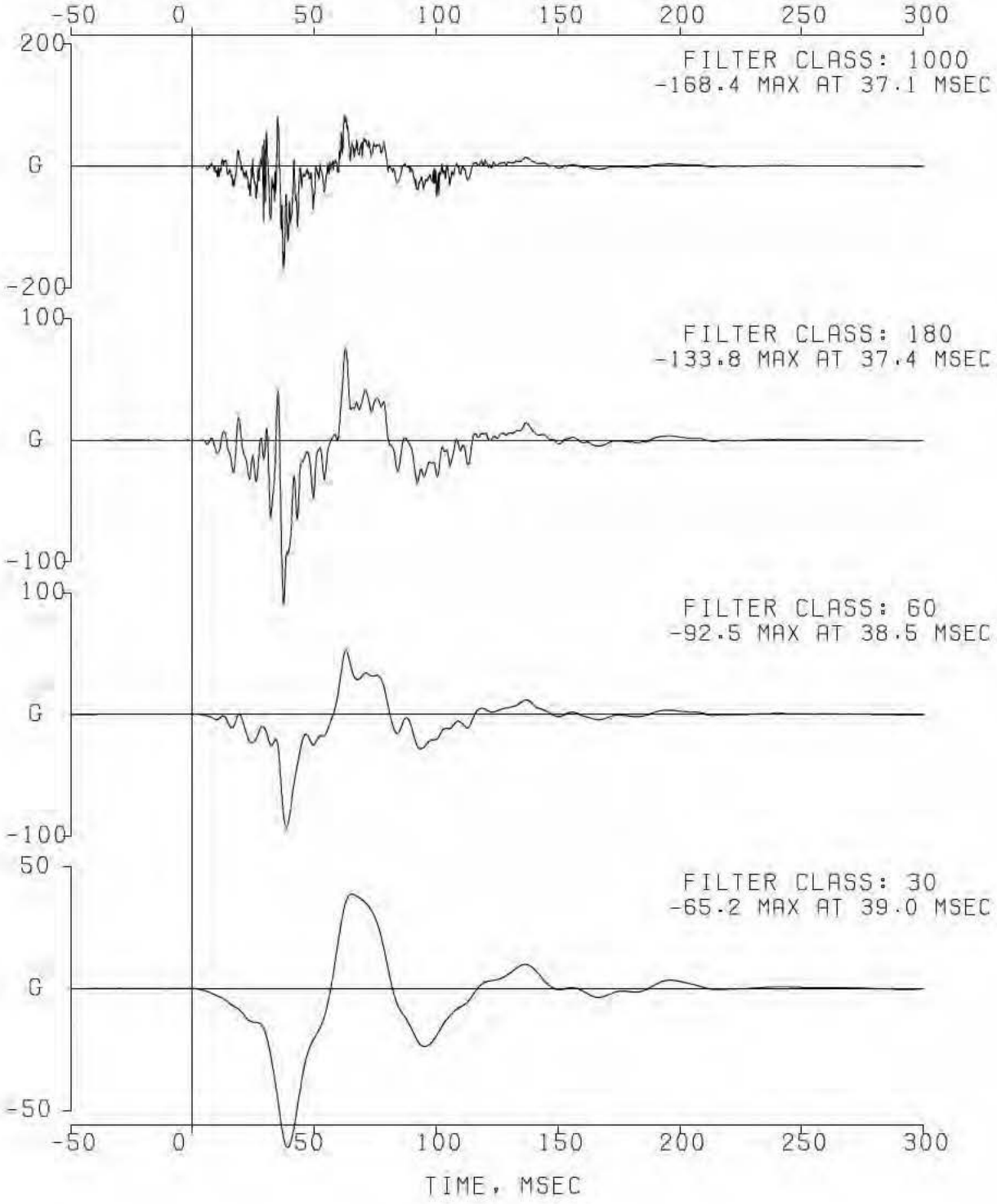
CHANNEL 026 REAR BUMPER EVENT EE

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



********** NOTE **********
********** EVENT AT 17.7 MS **********

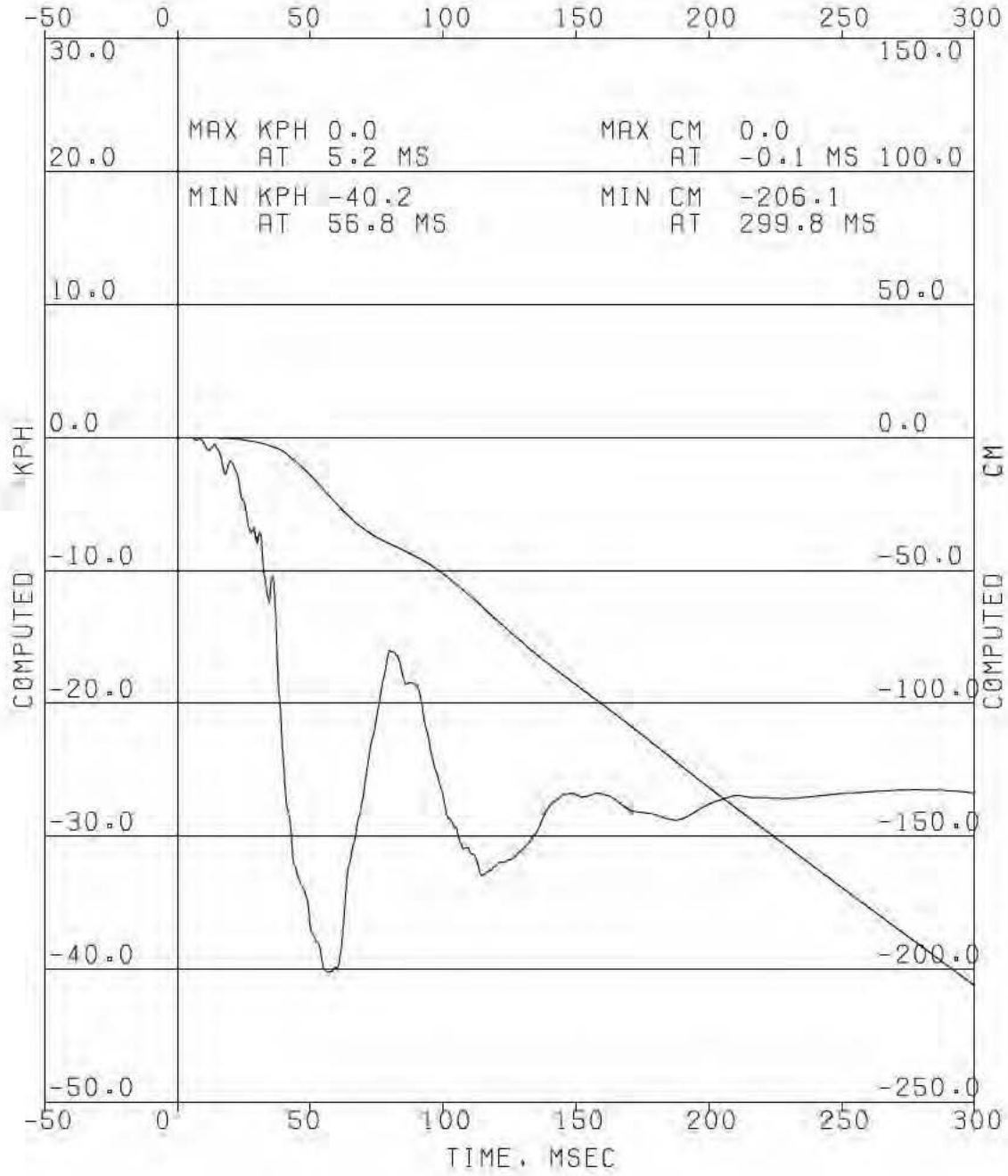
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 027 LT TANK SIDE X J15239
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 027 LT TANK SIDE X J15239

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

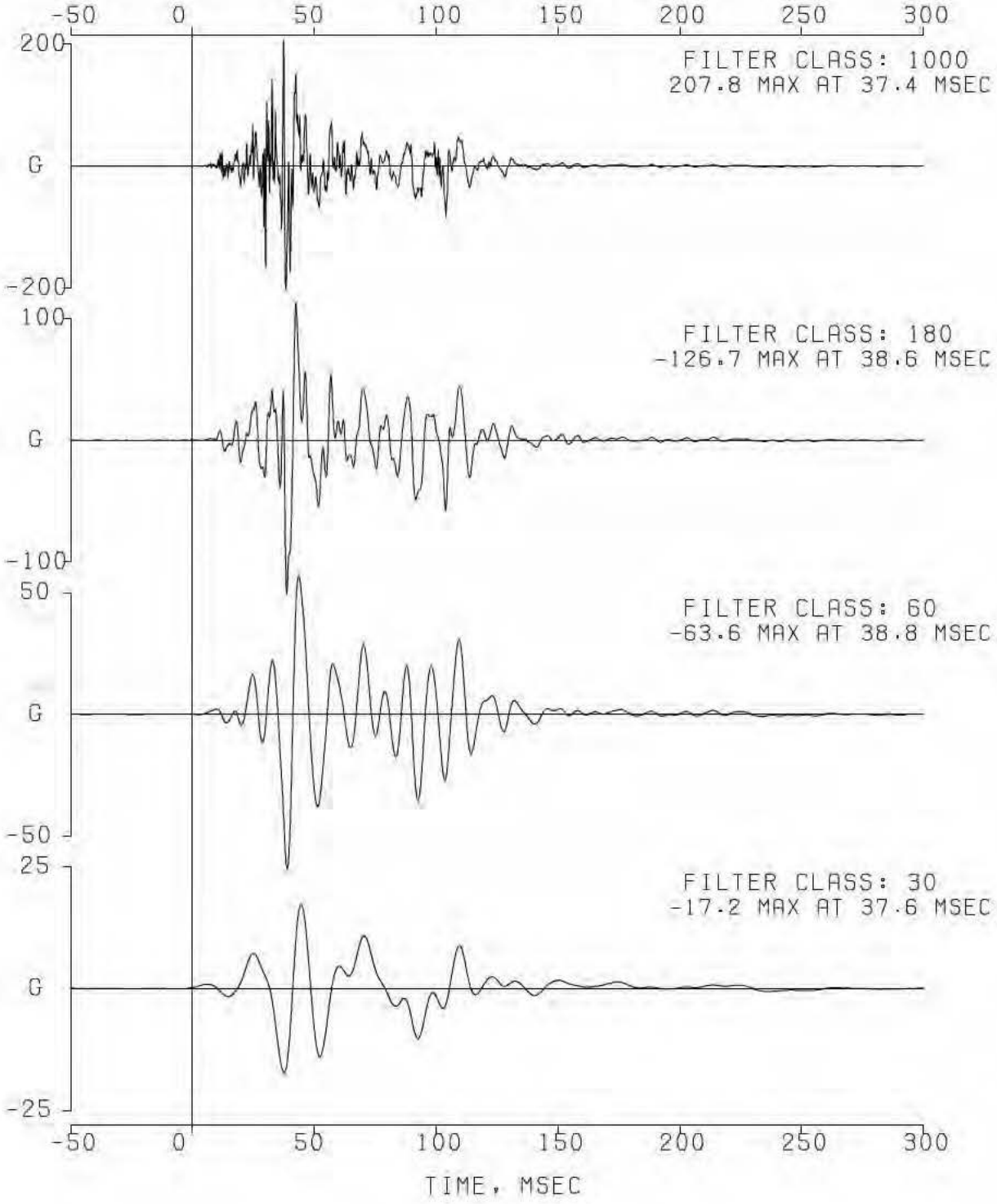
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



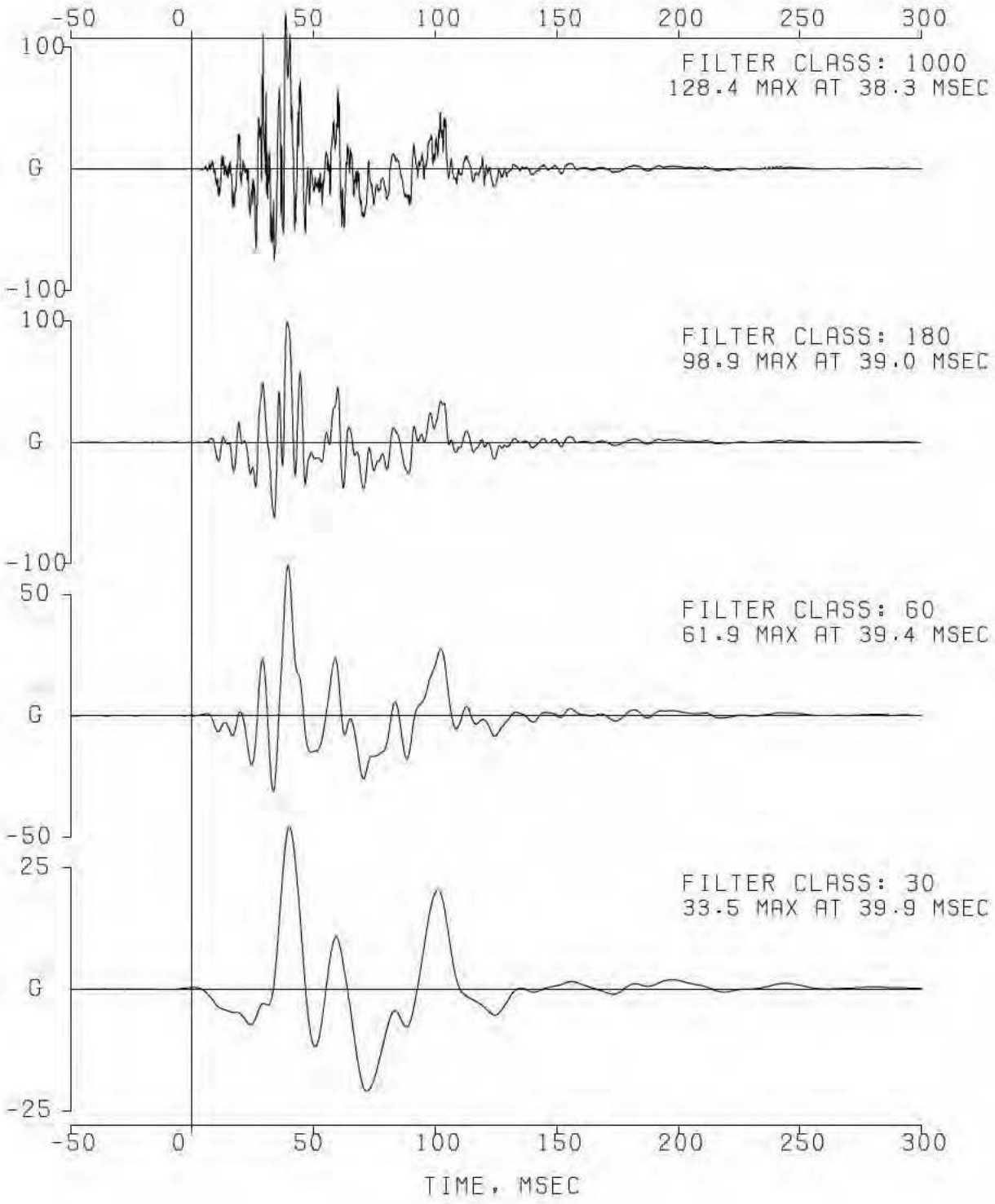
EA12-005- Chrysler -005269

COMPUTED KPH
COMPUTED CM

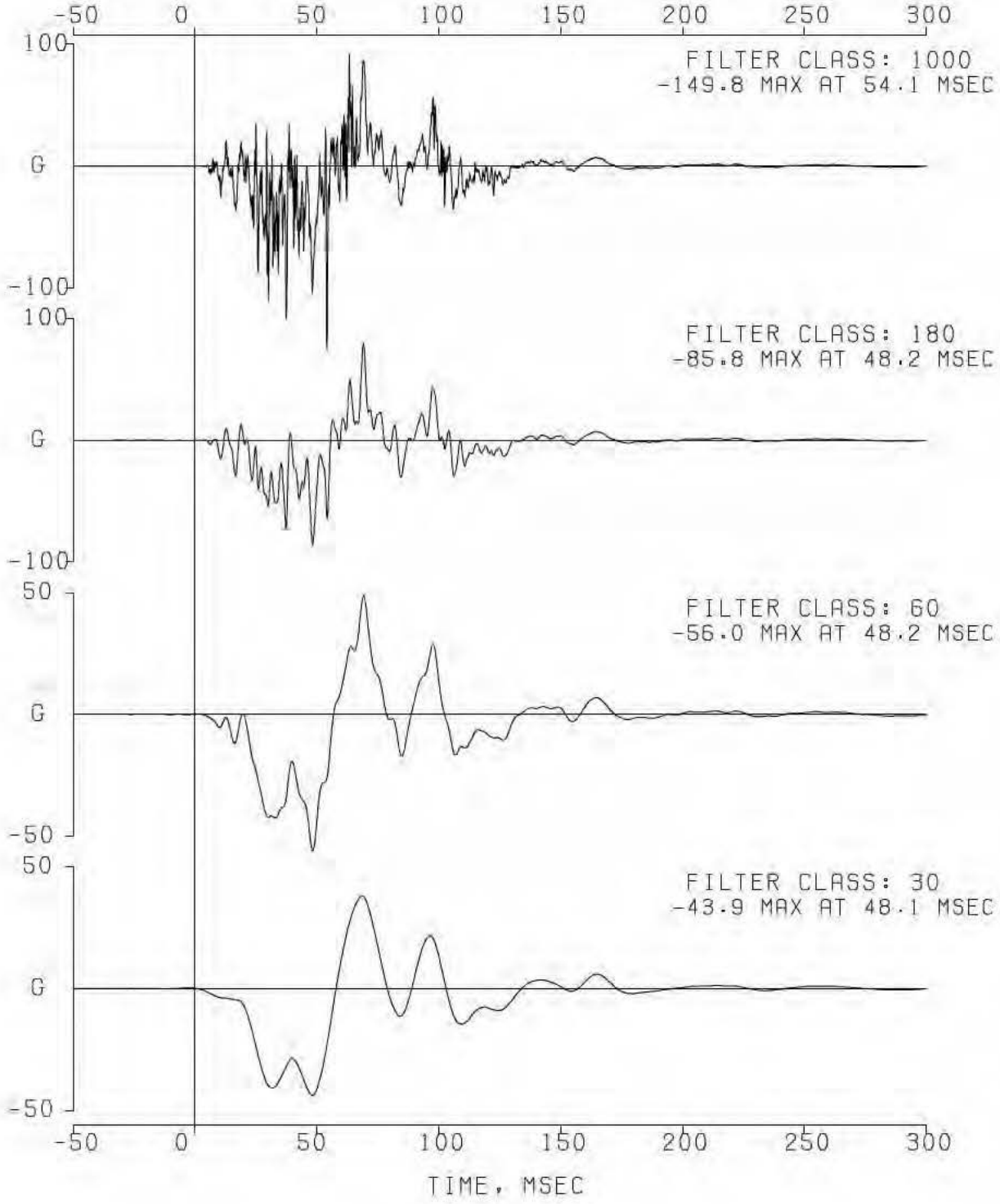
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 028 LT TANK SIDE Y AP2M7
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 029 LT TANK SIDE Z J22000
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



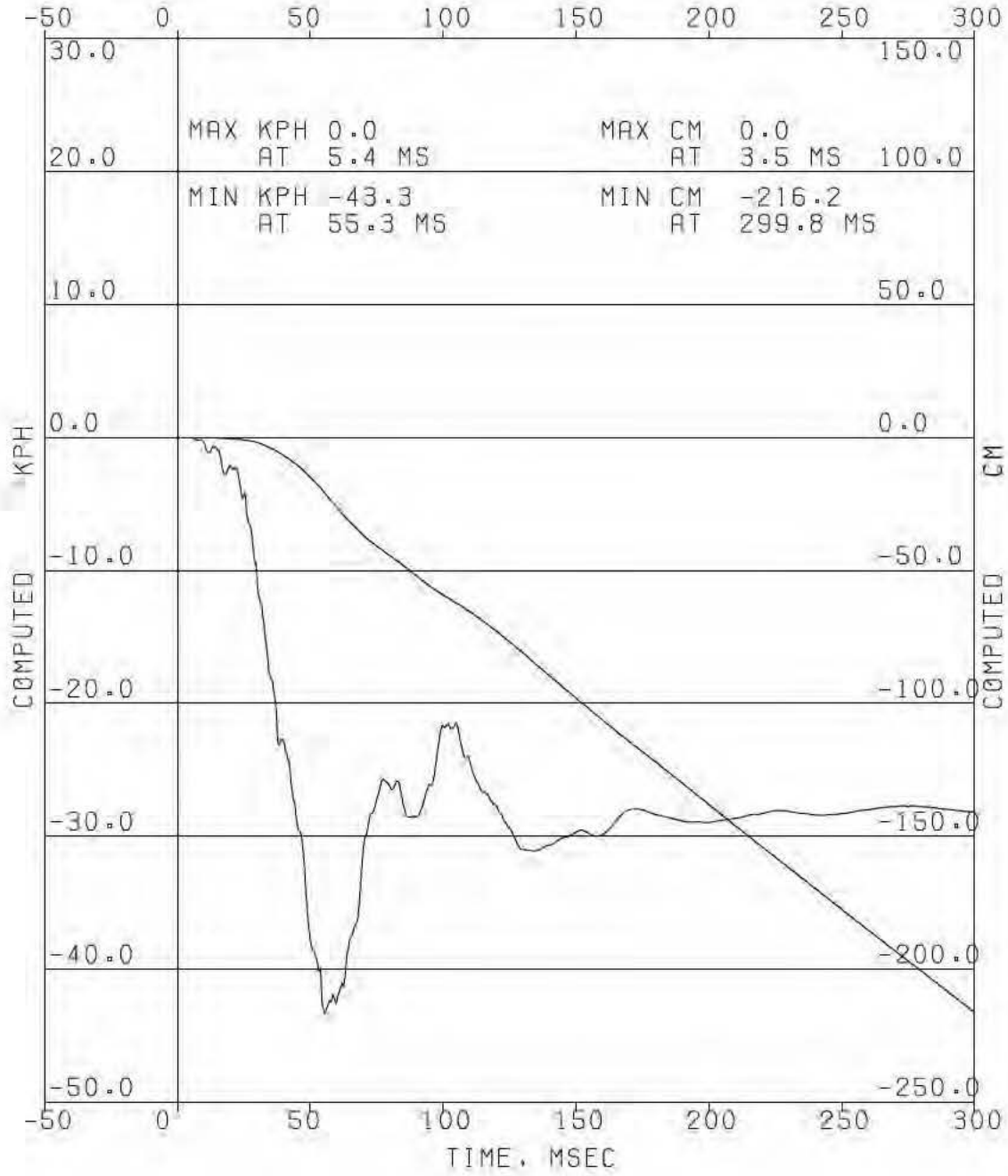
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 030 RT TANK SIDE X J21899
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 030 RT TANK SIDE X J21899

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

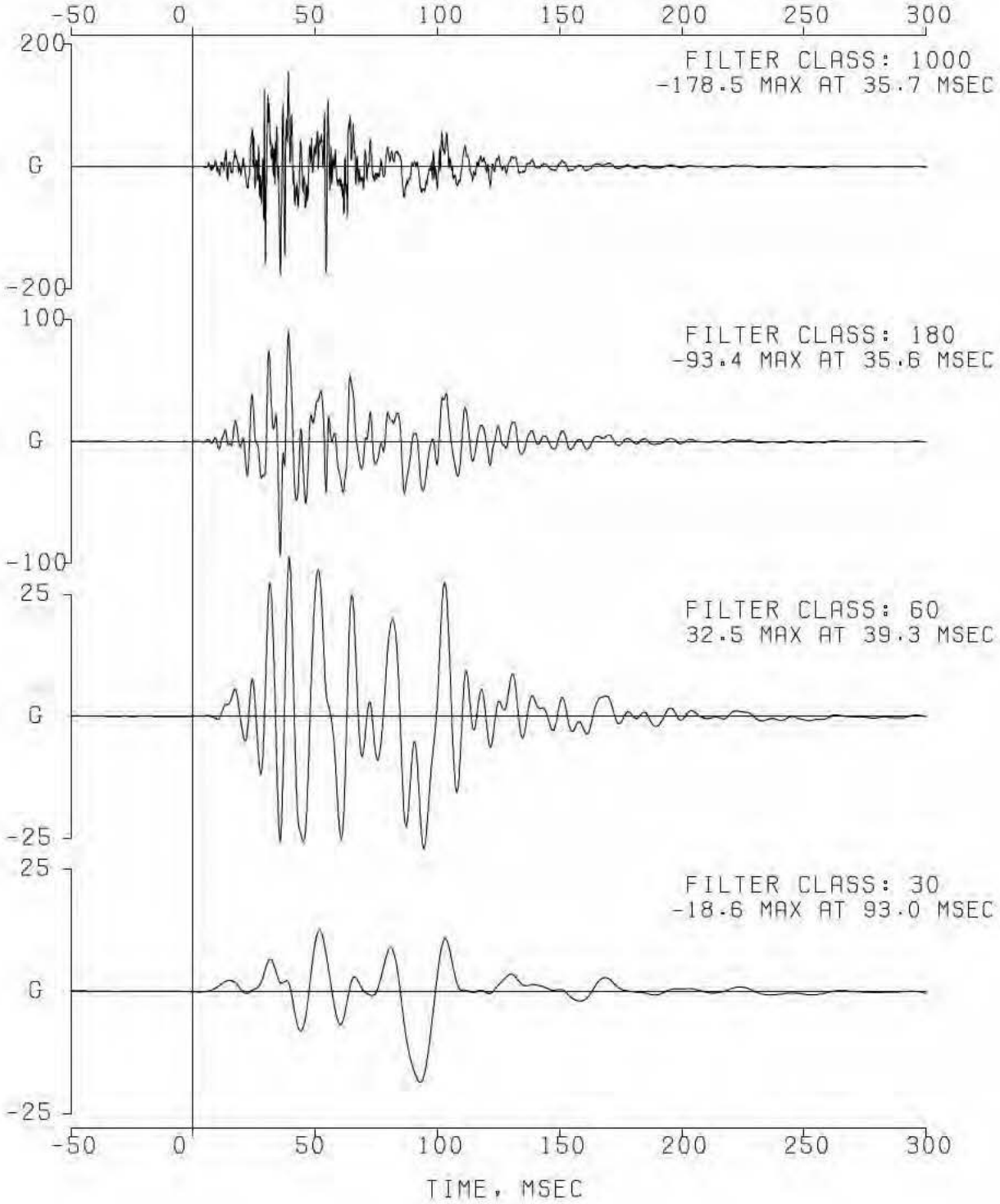
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



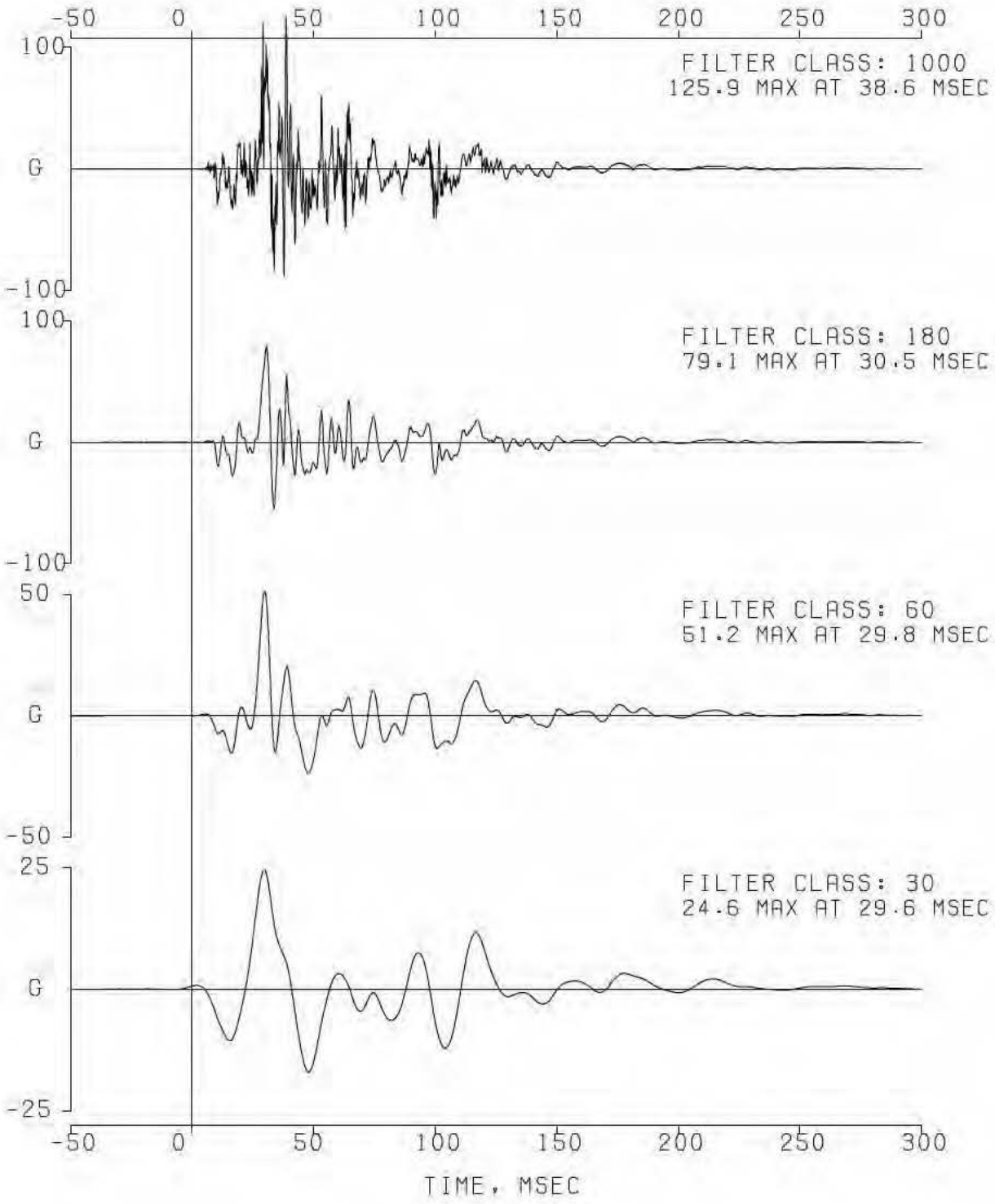
EA12-005- Chrysler -005273

COMPUTED KPH
COMPUTED CM

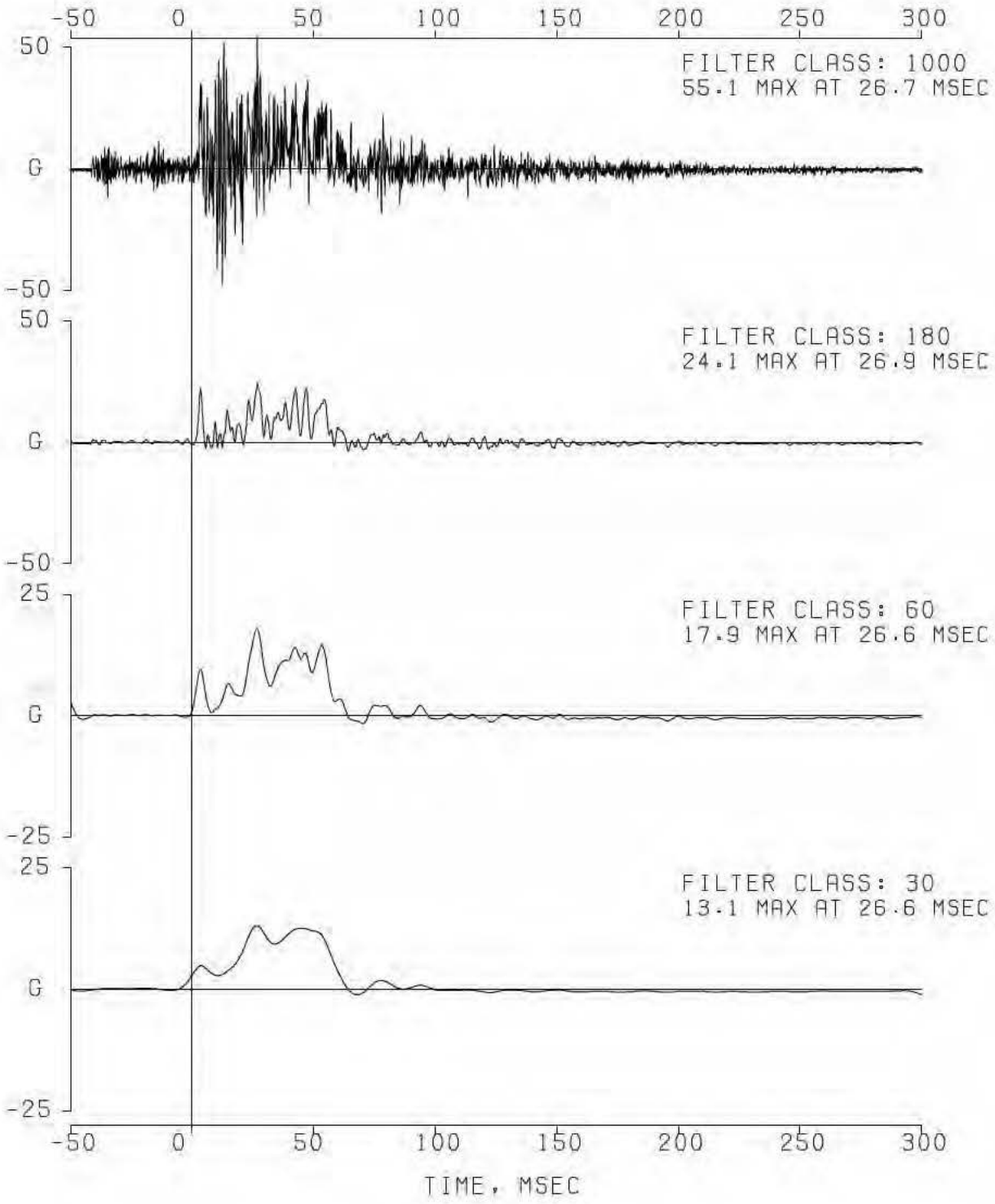
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 031 RT TANK SIDE Y J25612
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 032 RT TANK SIDE Z J25773
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BB
NOV 14,2002 ERRATA 1



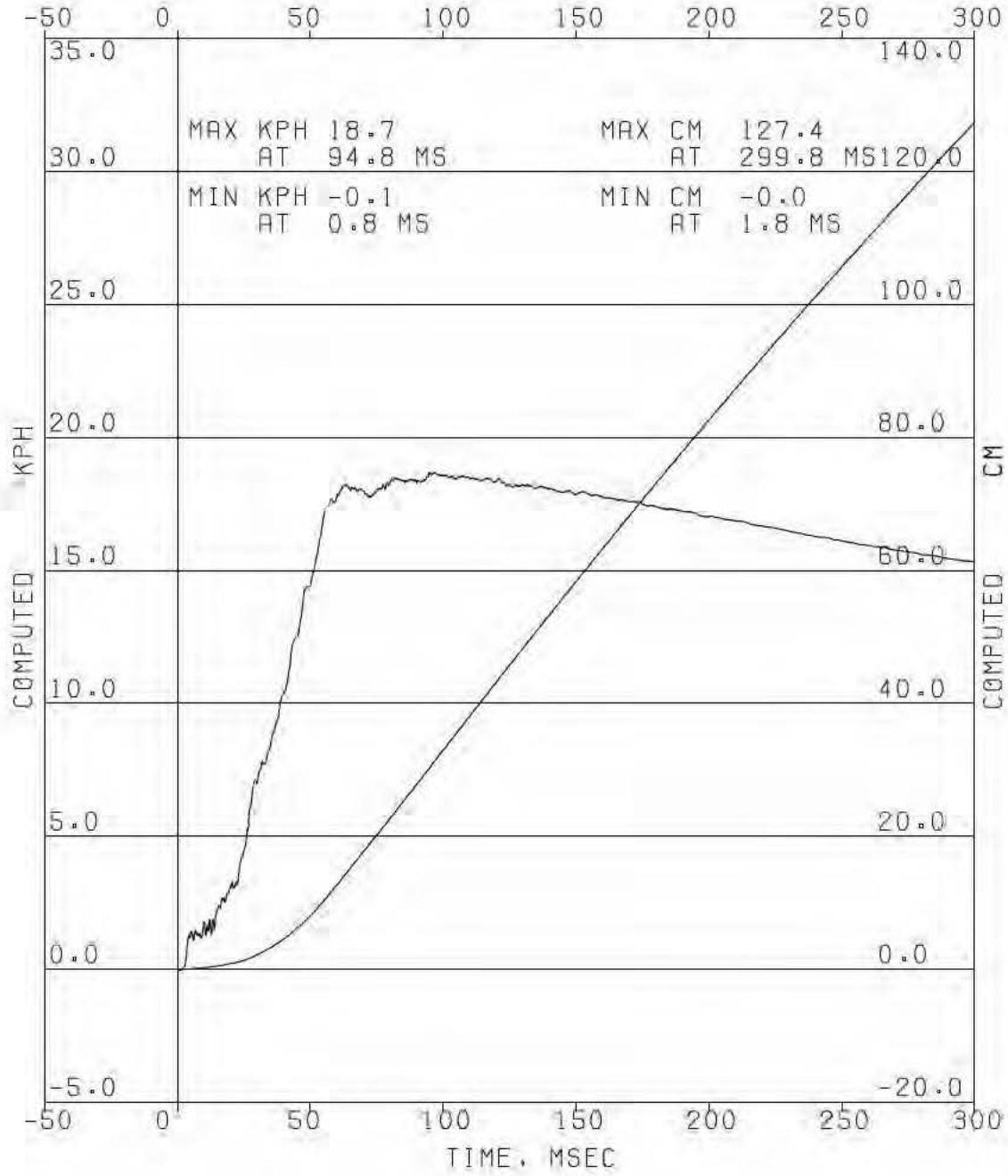
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 M-FLAT LT RAIL MID X P13669
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BC
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 M-FLAT LT RAIL MID X P13669

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

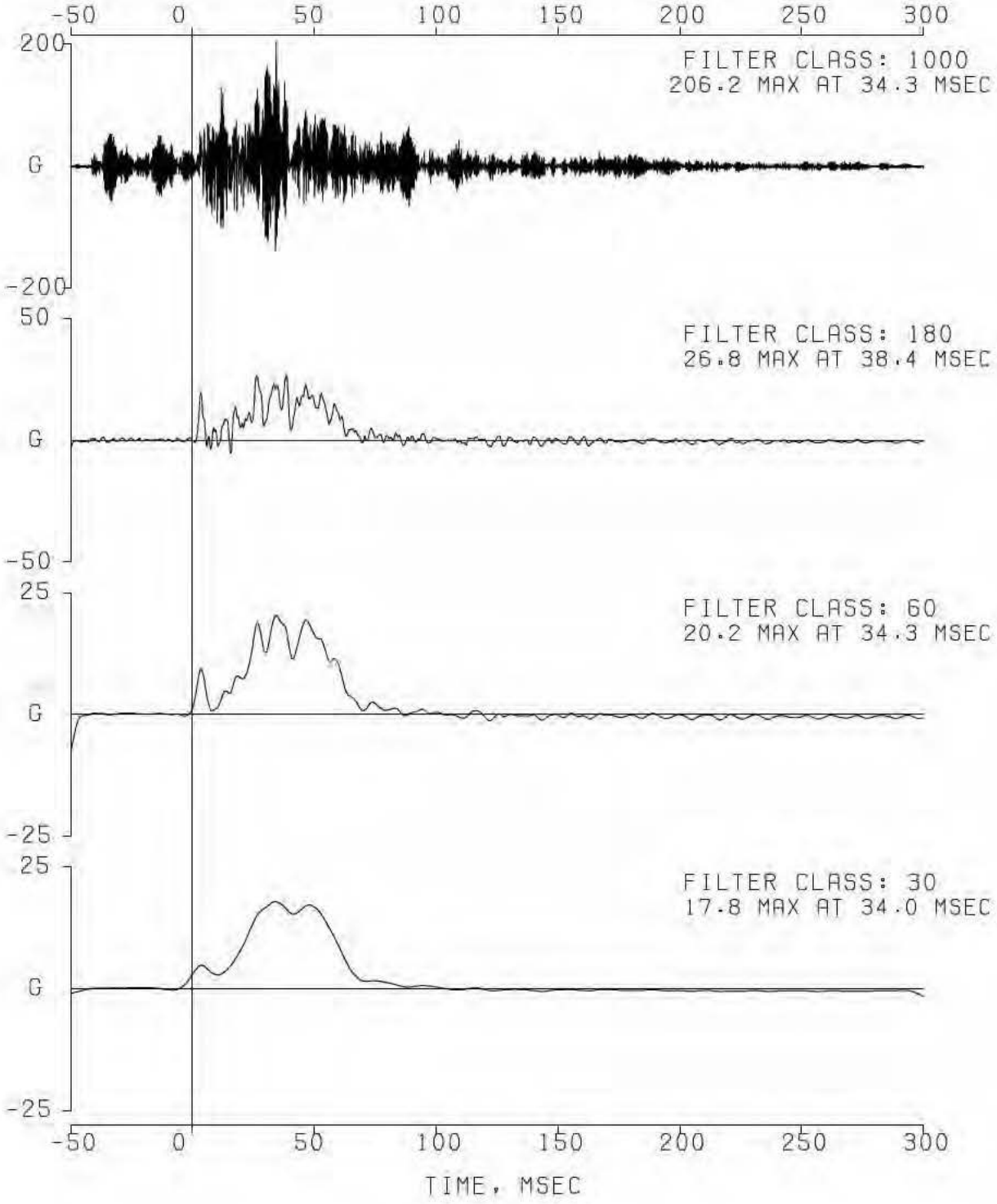
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BC
NOV 14,2002 ERRATA 1



EA12-005- Chrysler -005277

COMPUTED KPH
COMPUTED CM

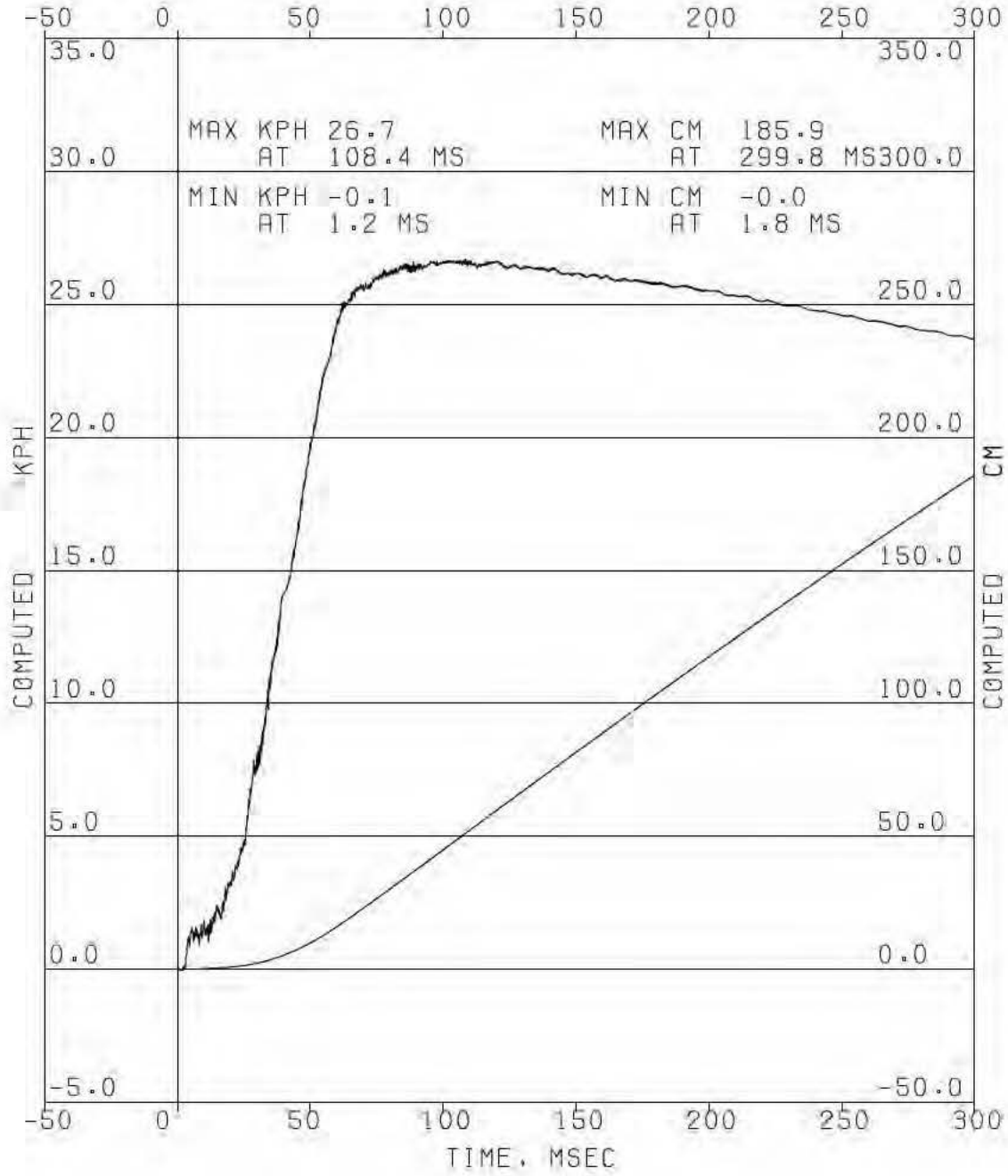
VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 034 M-FLAT RT RAIL MID X P13639
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 11/14/02BC
NOV 14,2002 ERRATA 1



VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 034 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 11/14/02BC
NOV 14,2002 ERRATA 1



COMPUTED KPH
COMPUTED CM

TITLE: Page Index of EDP plots Pages 001 - 051

********** VC10307A **********

TITLE: Transducer Summary Reports Pages 001 - 005

SYSTEM: METRIC

********** VC10307B **********

TITLE: Vehicle Channels Pages 006 - 051

SYSTEM: METRIC

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10307.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

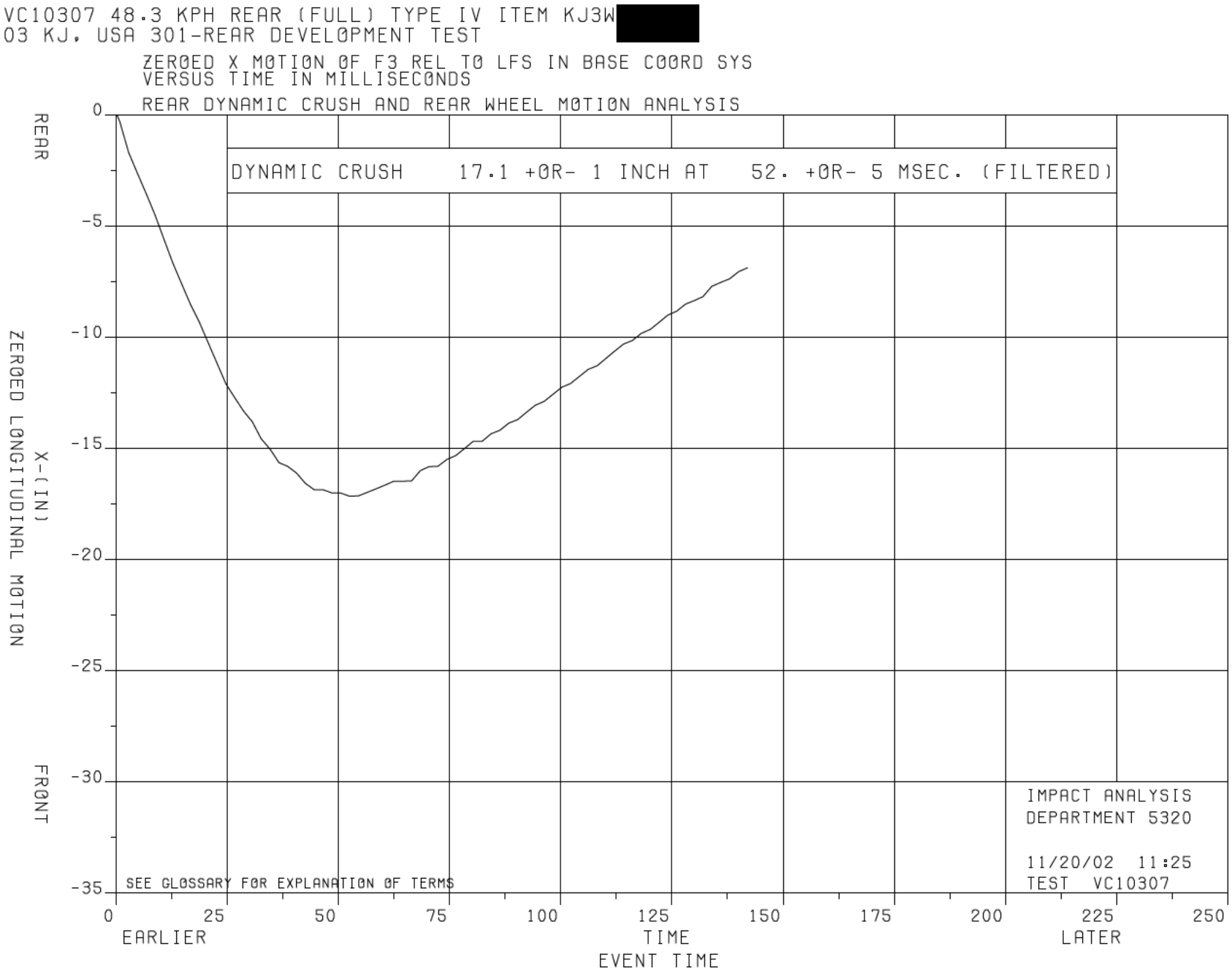


FIGURE 1

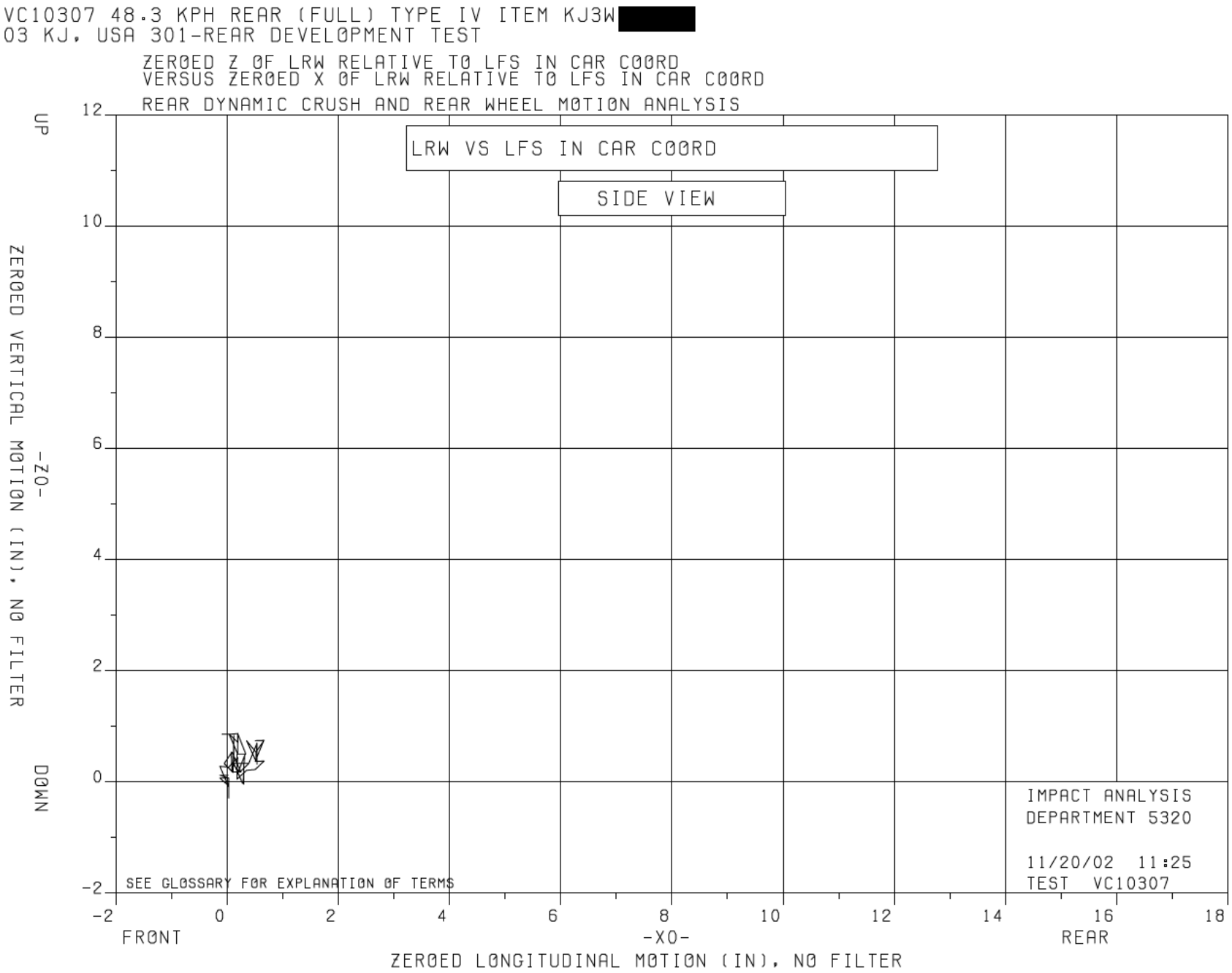


FIGURE 2

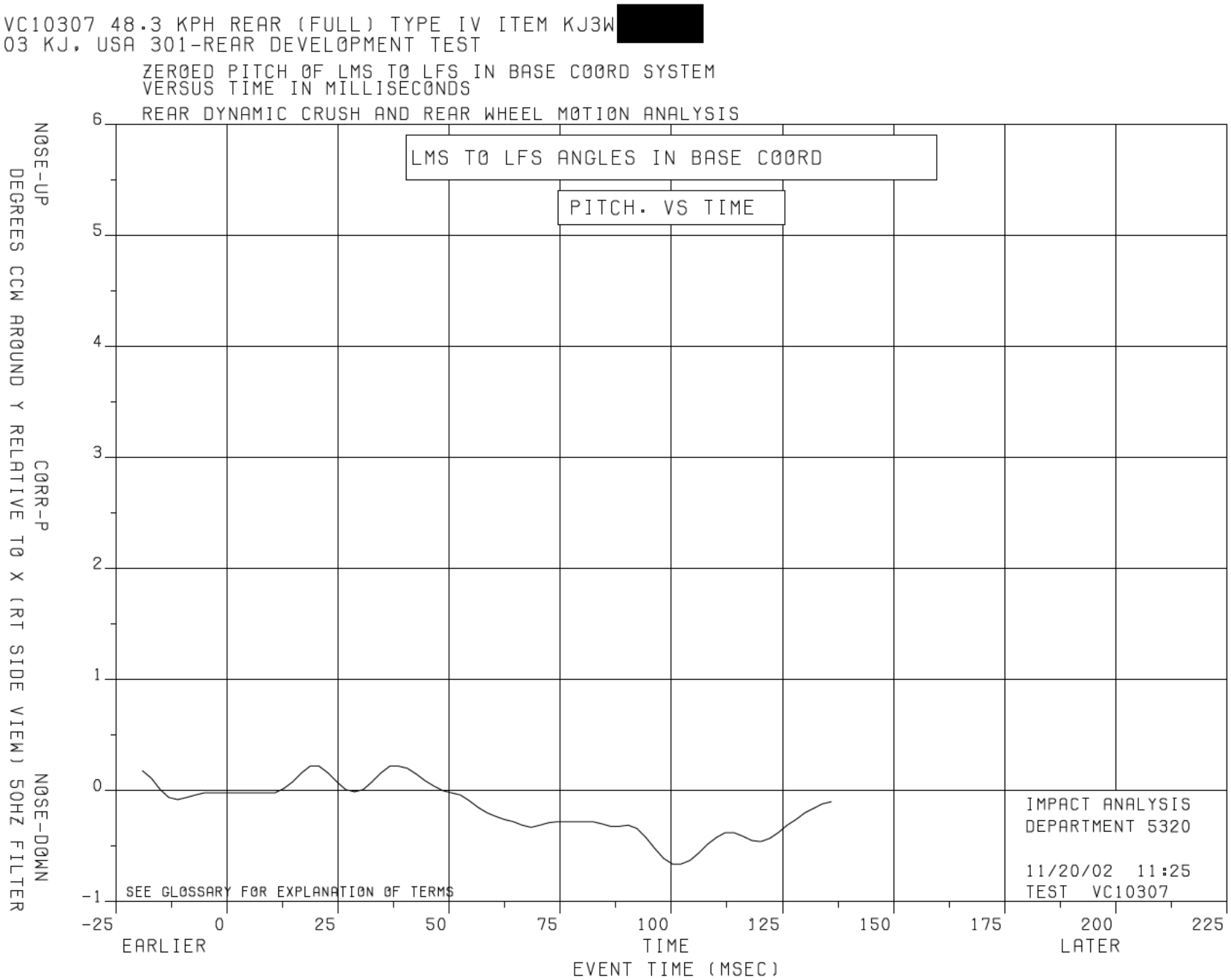

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVELOPMENT TEST
ZEROED PITCH OF LMS TO LFS IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS
LMS TO LFS ANGLES IN BASE COORD
PITCH. VS TIME
NOSE-UP
DEGREES CCW AROUND Y RELATIVE TO X (RT SIDE VIEW) 50HZ FILTER
CORR-P
NOSE-DOWN
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)
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
11/20/02 11:25
TEST VC10307

FIGURE 3

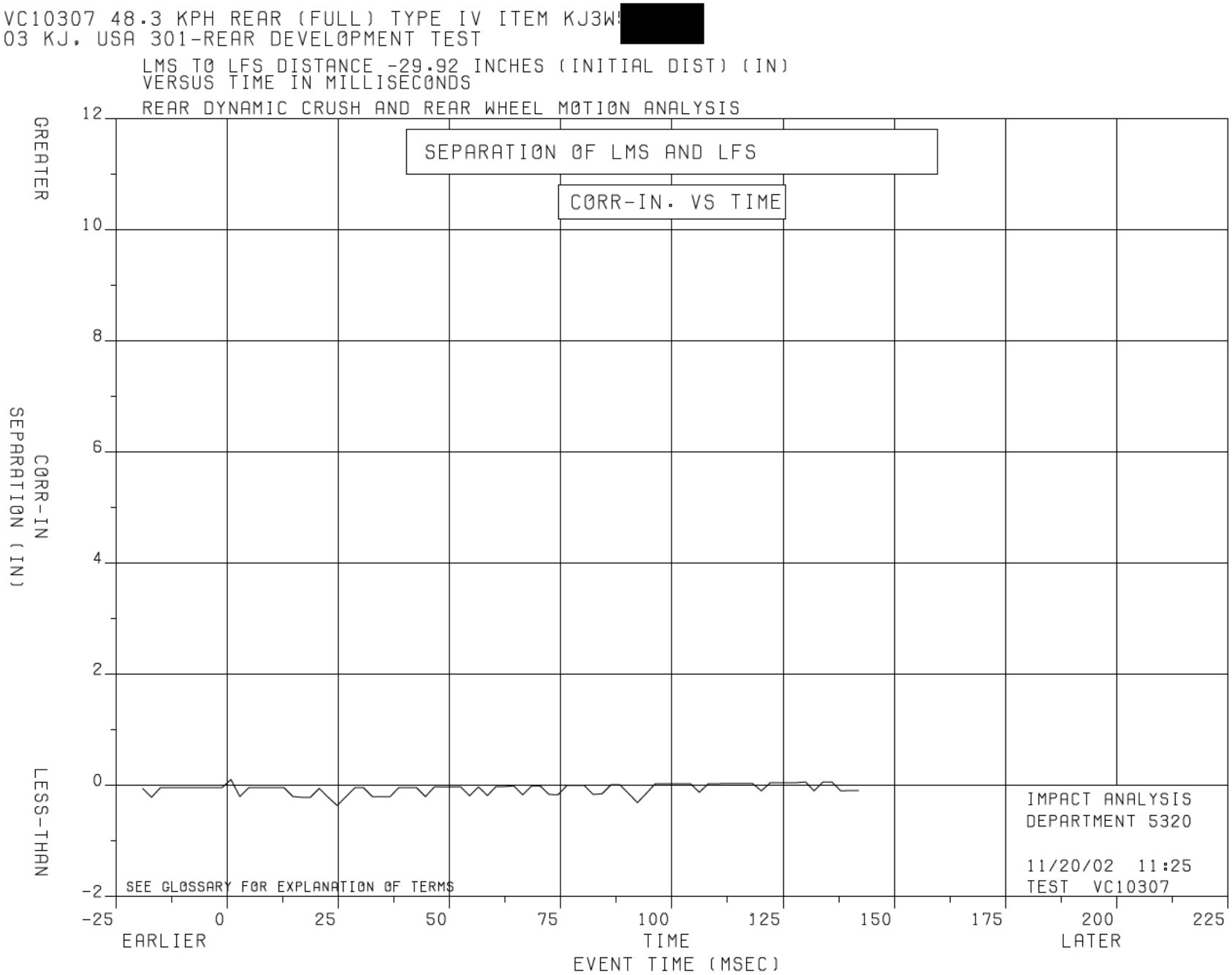

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVEL0PMENT TEST
LMS T0 LFS DISTANCE -29.92 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISEC0NDS
REAR DYNAMIC CRUSH AND REAR WHEEL M0TI0N ANALYSIS
SEPARATI0N 0F LMS AND LFS
C0RR-IN. VS TIME
GREATER
C0RR-IN
SEPARATI0N (IN)
LESS-THAN
12
10
8
6
4
2
0
-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 11:25
TEST VC10307

FIGURE 4

INTER C0MPANY C0RRESP0NDENCE

DATE 11/20/02

T0
DISTRIBUTI0N

FR0M	DEPARTMENT	PLANT/0FFICE	CIMS NUMBER
A. S. DS0UZA	5320	CTC	481-00-27

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC10307 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; 1J4GL48123W[redacted] M0D. VIN AS BUILT; 1J4GL48123W[redacted] M0D.
TEST SPEED	48.79 KPH BY TRAP AVERAGE
TEST WEIGHT (KG)	2015 T0TAL, 1083 FR0NT, 932 REAR
0CCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-77 RESTRAINT- 3-PT UNIBELT 0NLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-44 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 45.4 KG ADDITI0NAL BALLAST WEIGHT ADDED 50# 0F BALLAST 0N LF FL00RPAN. 50# 0F BALLAST 0N

RF FL00RPAN.

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 17.1 +0R- 1 INCH AT 52. +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

VC10307.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

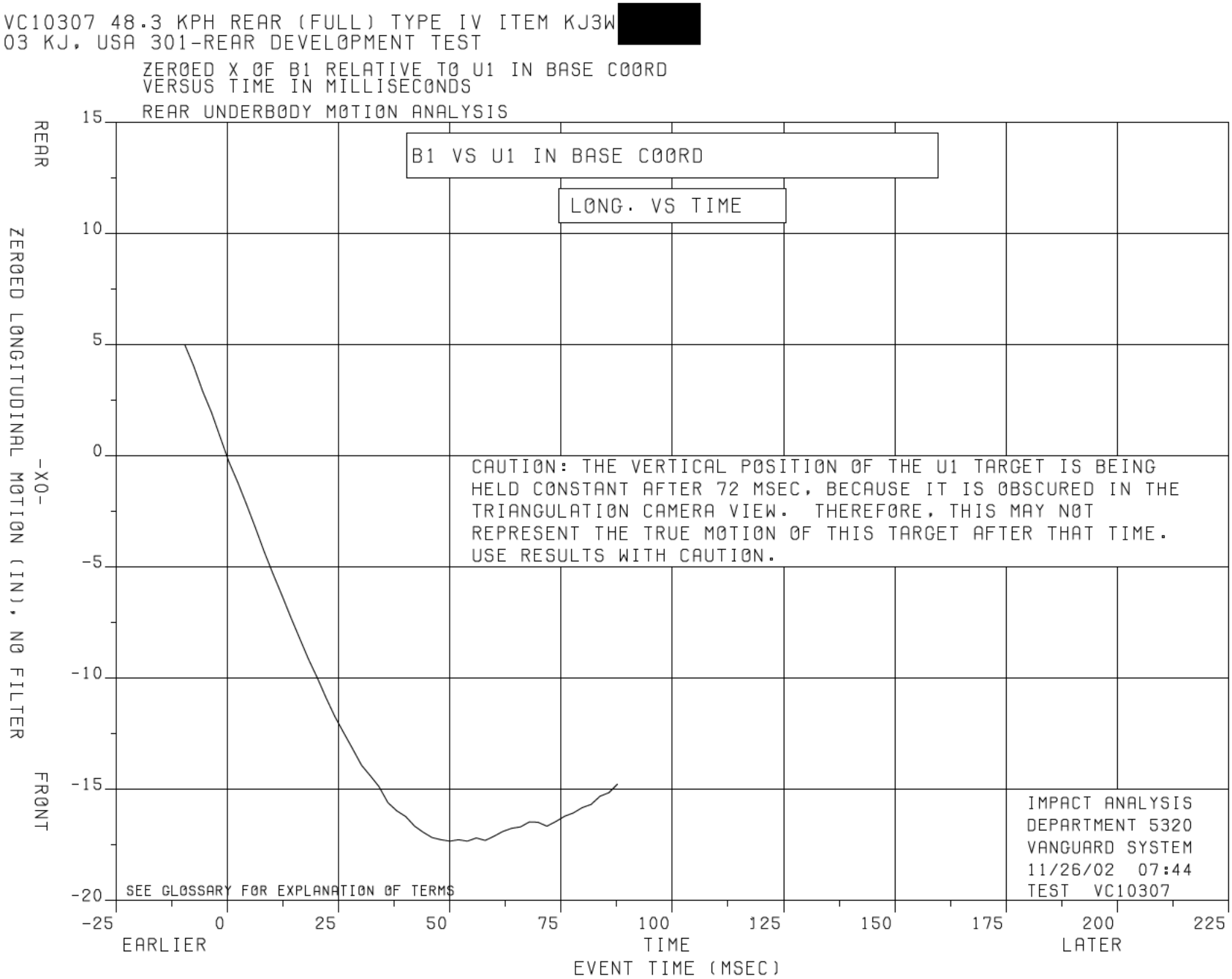

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVEL0PMENT TEST
ZER0ED X 0F B1 RELATIVE T0 U1 IN BASE C00RD
VERSUS TIME IN MILLISEC0NDS
REAR UNDERB0DY M0TI0N ANALYSIS
B1 VS U1 IN BASE C00RD
L0NG. VS TIME
CAUTI0N: THE VERTICAL P0SITI0N 0F THE U1 TARGET IS BEING HELD C0NSTANT AFTER 72 MSEC, BECAUSE IT IS 0BSCURED IN THE TRIANGULATI0N CAMERA VIEW. THEREF0RE, THIS MAY N0T REPRESENT THE TRUE M0TI0N 0F THIS TARGET AFTER THAT TIME. USE RESULTS WITH CAUTI0N.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307
SEE GL0SSARY F0R EXPLANATI0N 0F TERMS
REAR
ZER0ED L0NGITUDINAL M0TI0N (IN), N0 FILTER
-X0-
FR0NT
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 1

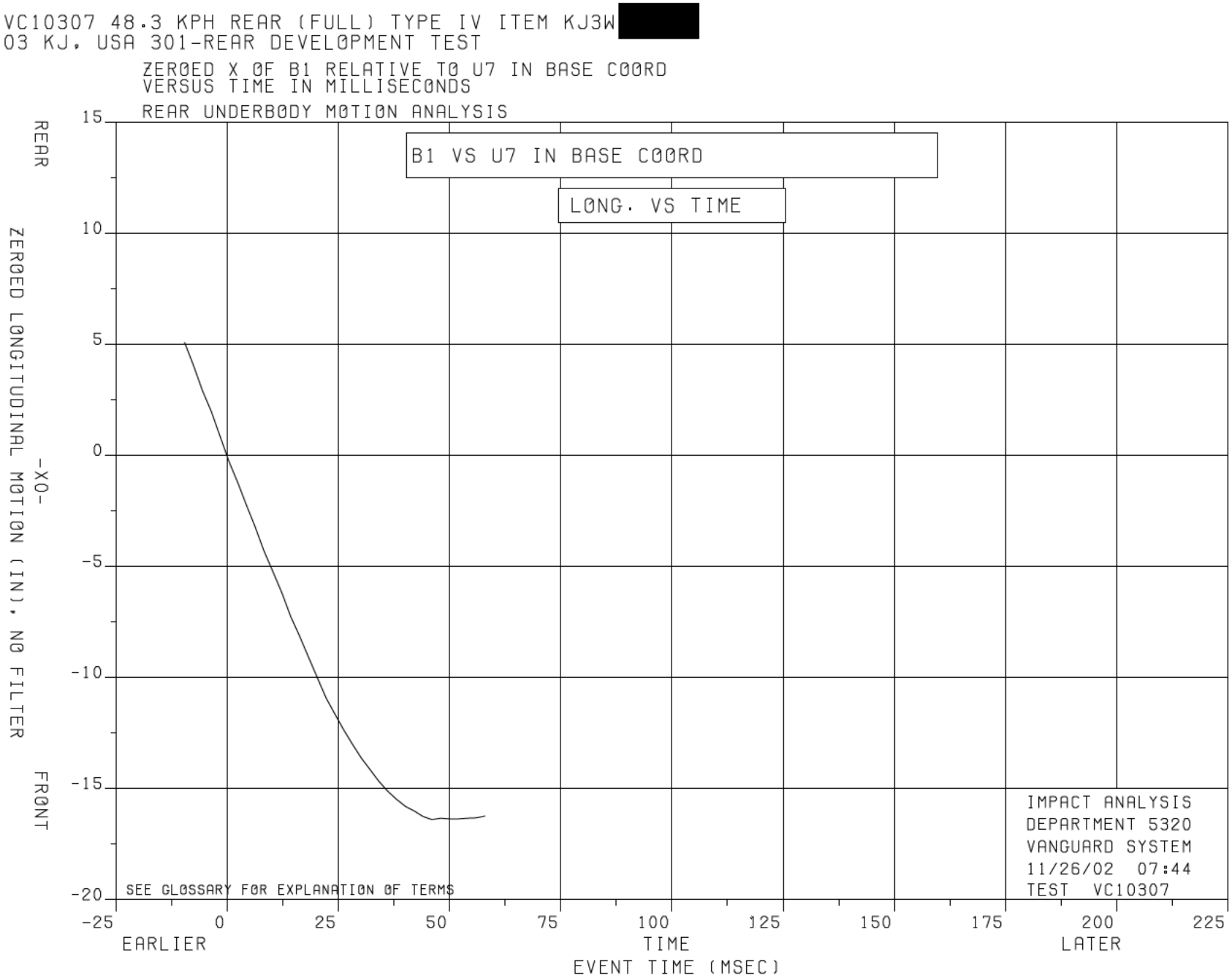


FIGURE 2

EA12-005- Chrysler -003307

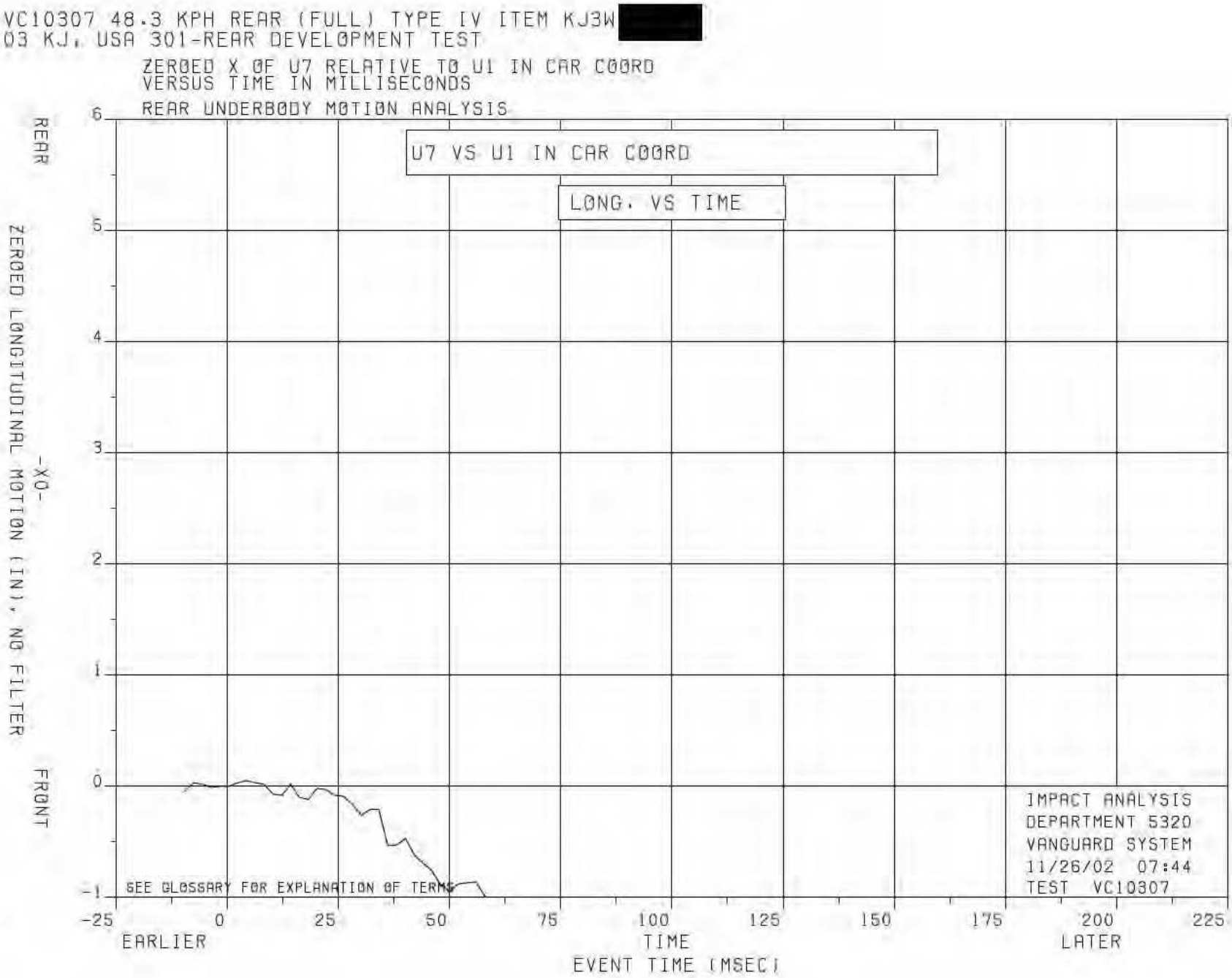

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U7 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U7 VS U1 IN CAR COORD
LONG. VS TIME
REAR
FRONT
-XO-
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
6
5
4
3
2
1
0
-1
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307

FIGURE 3

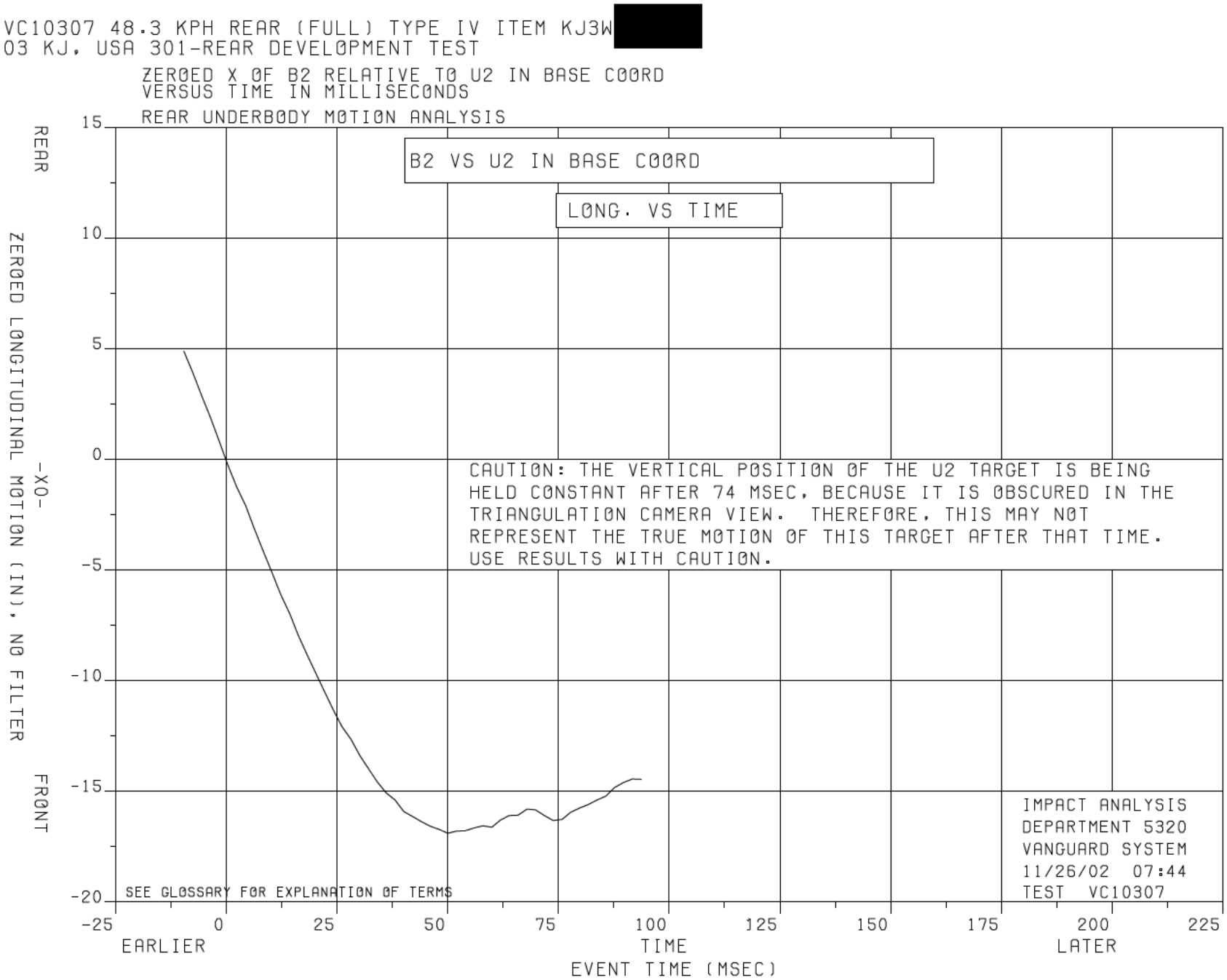


FIGURE 4

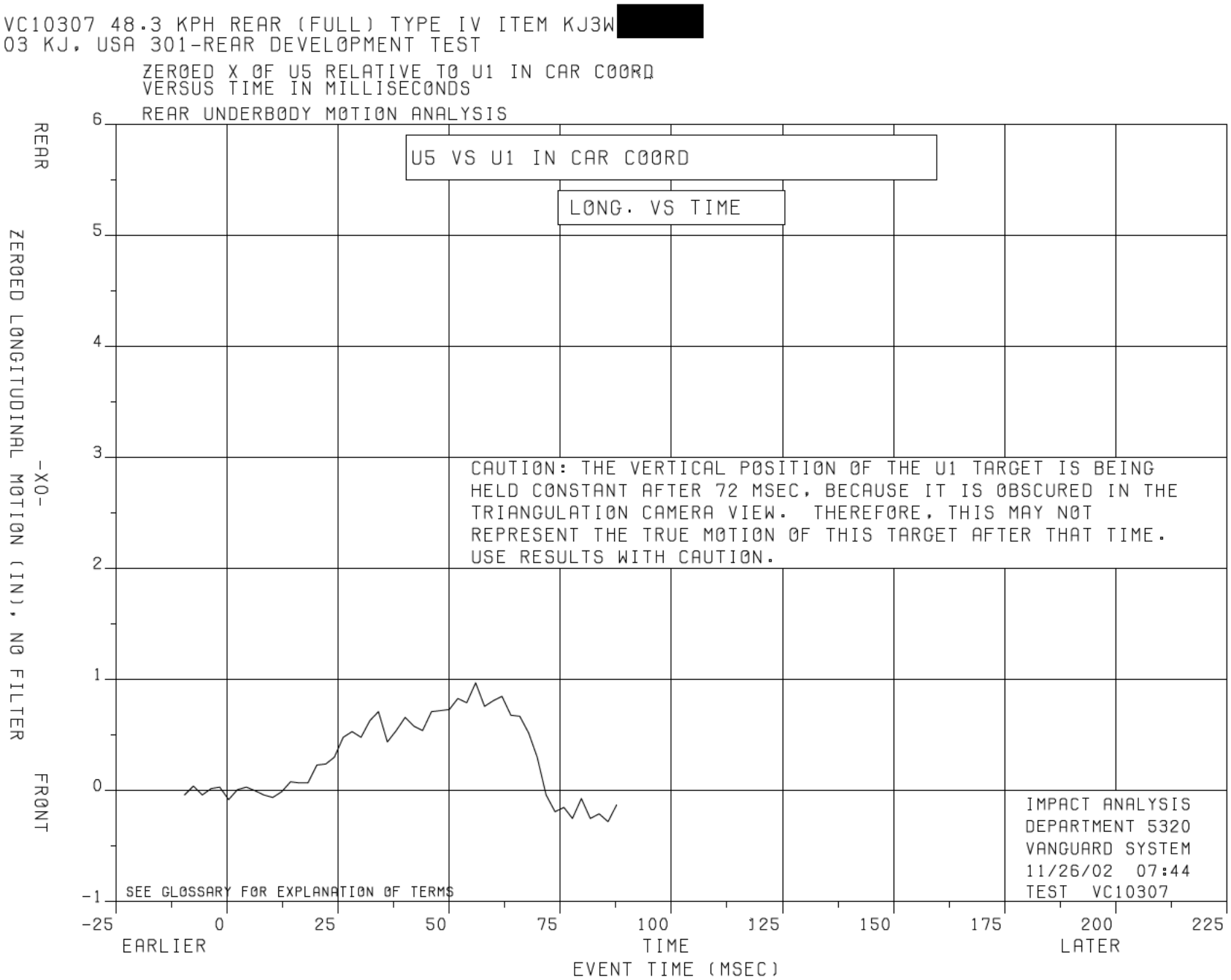


FIGURE 5

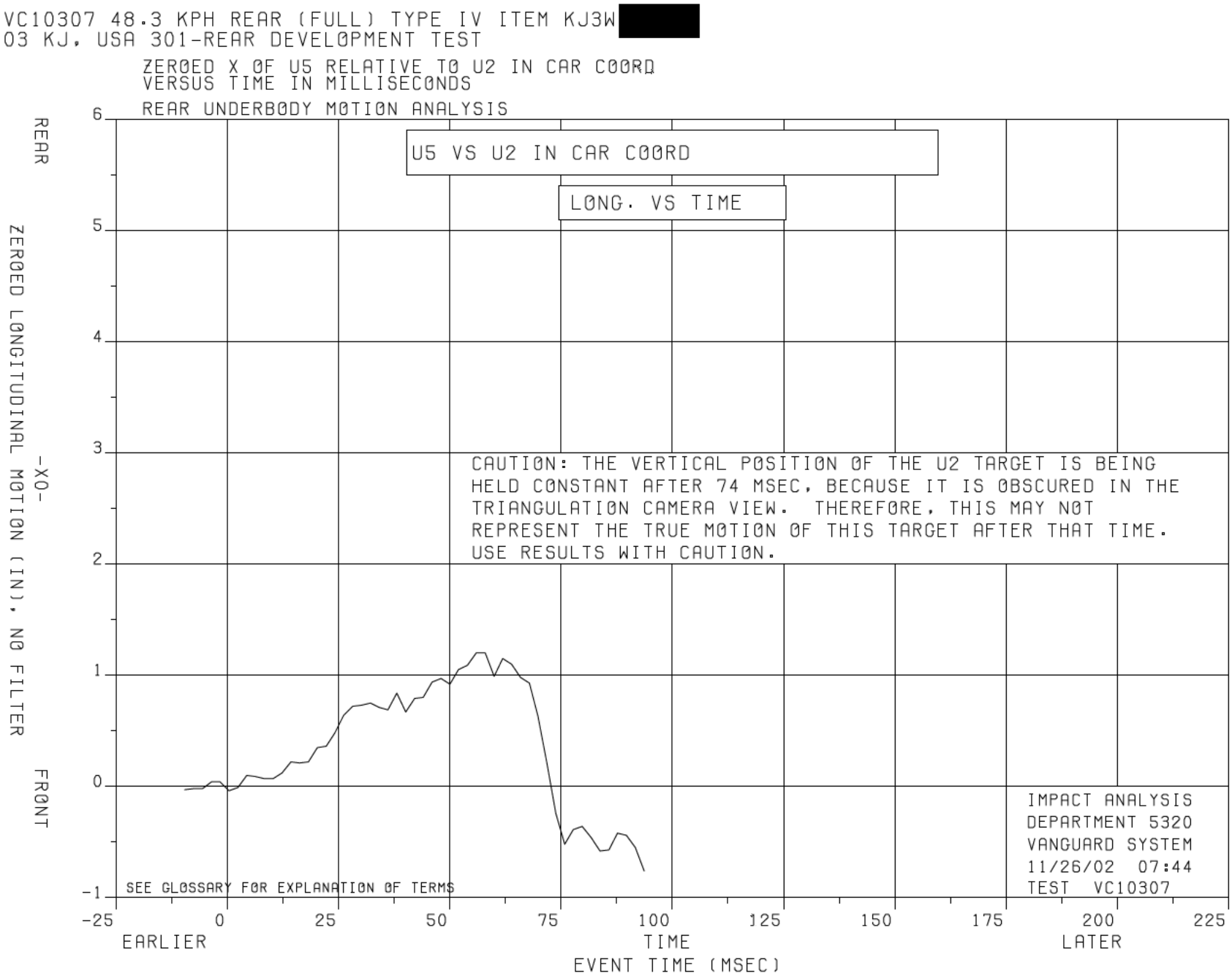


FIGURE 6

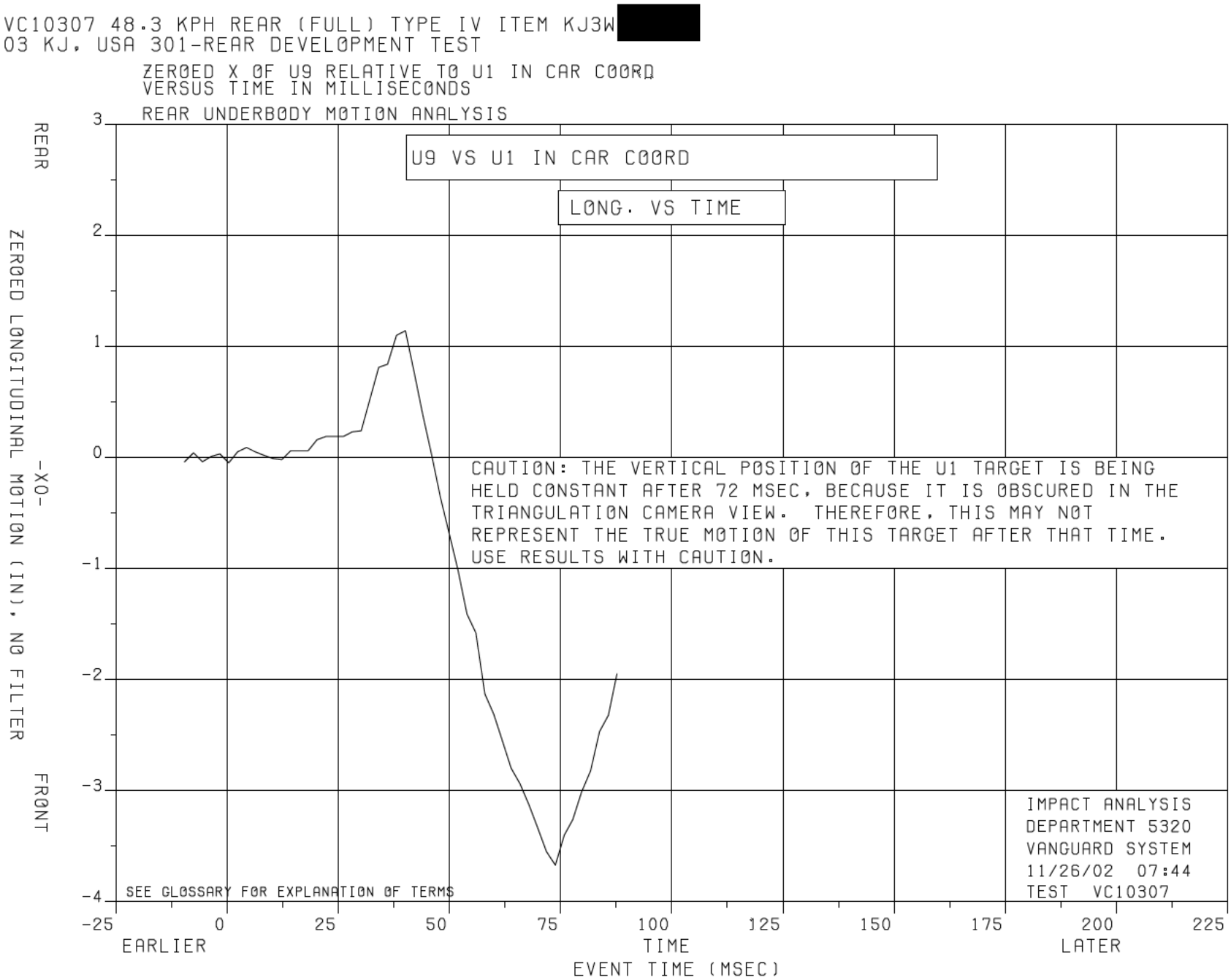


FIGURE 7

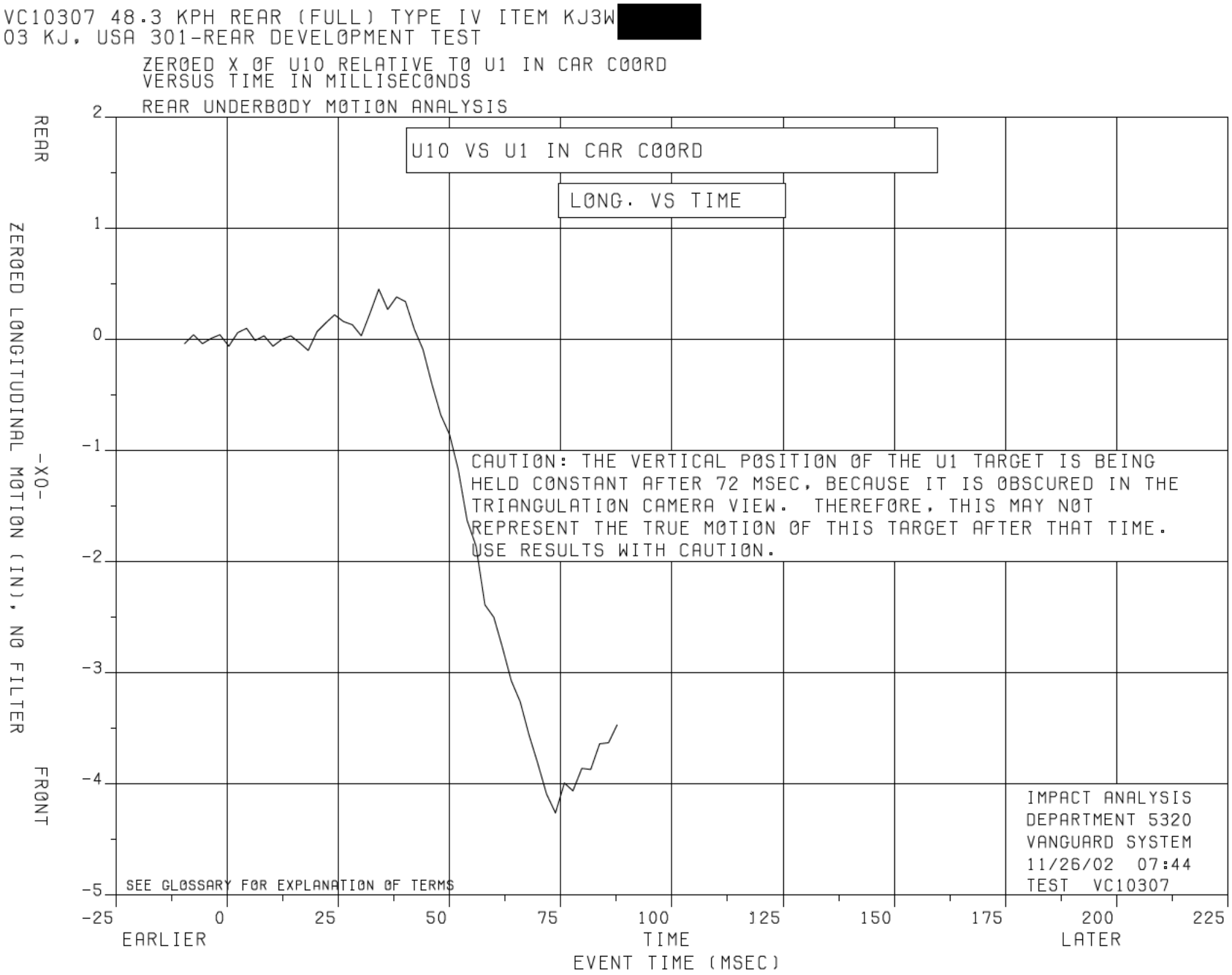


FIGURE 8

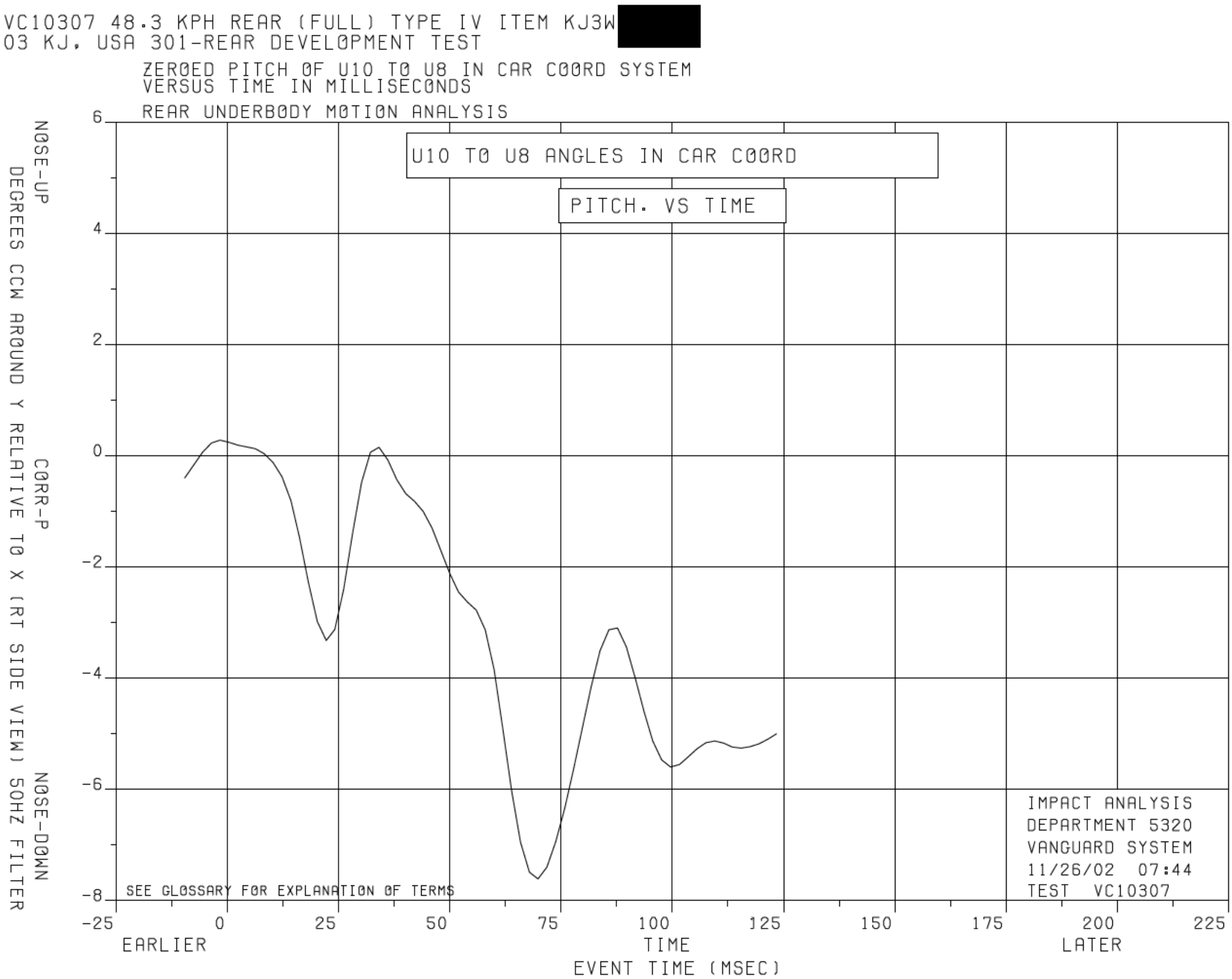

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVEL0PMENT TEST
ZER0ED PITCH 0F U10 T0 U8 IN CAR C00RD SYSTEM
VERSUS TIME IN MILLISEC0NDS
REAR UNDERB0DY M0TI0N ANALYSIS
U10 T0 U8 ANGLES IN CAR C00RD
PITCH. VS TIME
N0SE-UP
DEGREES CCW AR0UND Y RELATIVE T0 X (RT SIDE VIEW) 50HZ FILTER
C0RR-P
N0SE-D0WN
6
4
2
0
-2
-4
-6
-8
-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
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307

FIGURE 9

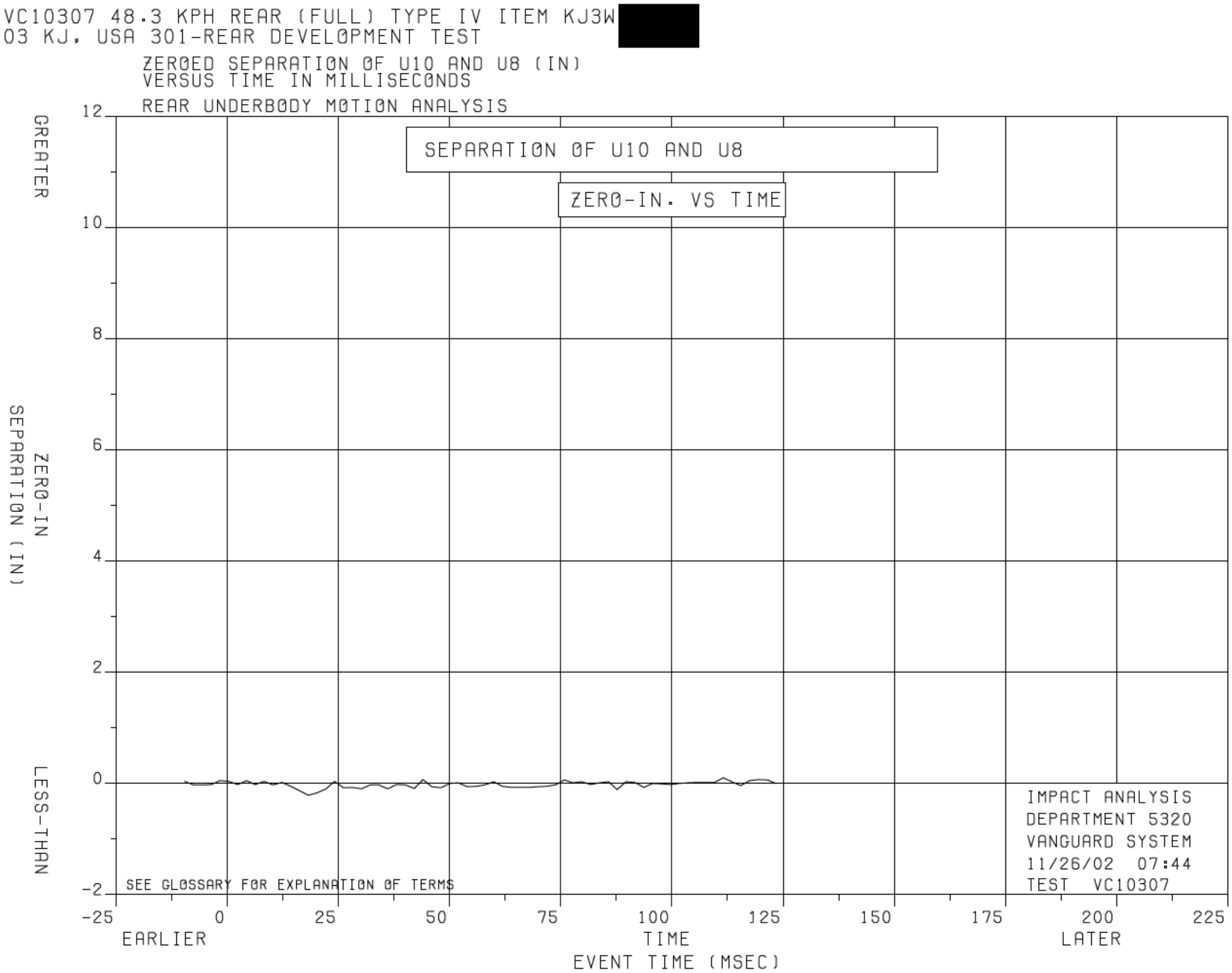


FIGURE 10

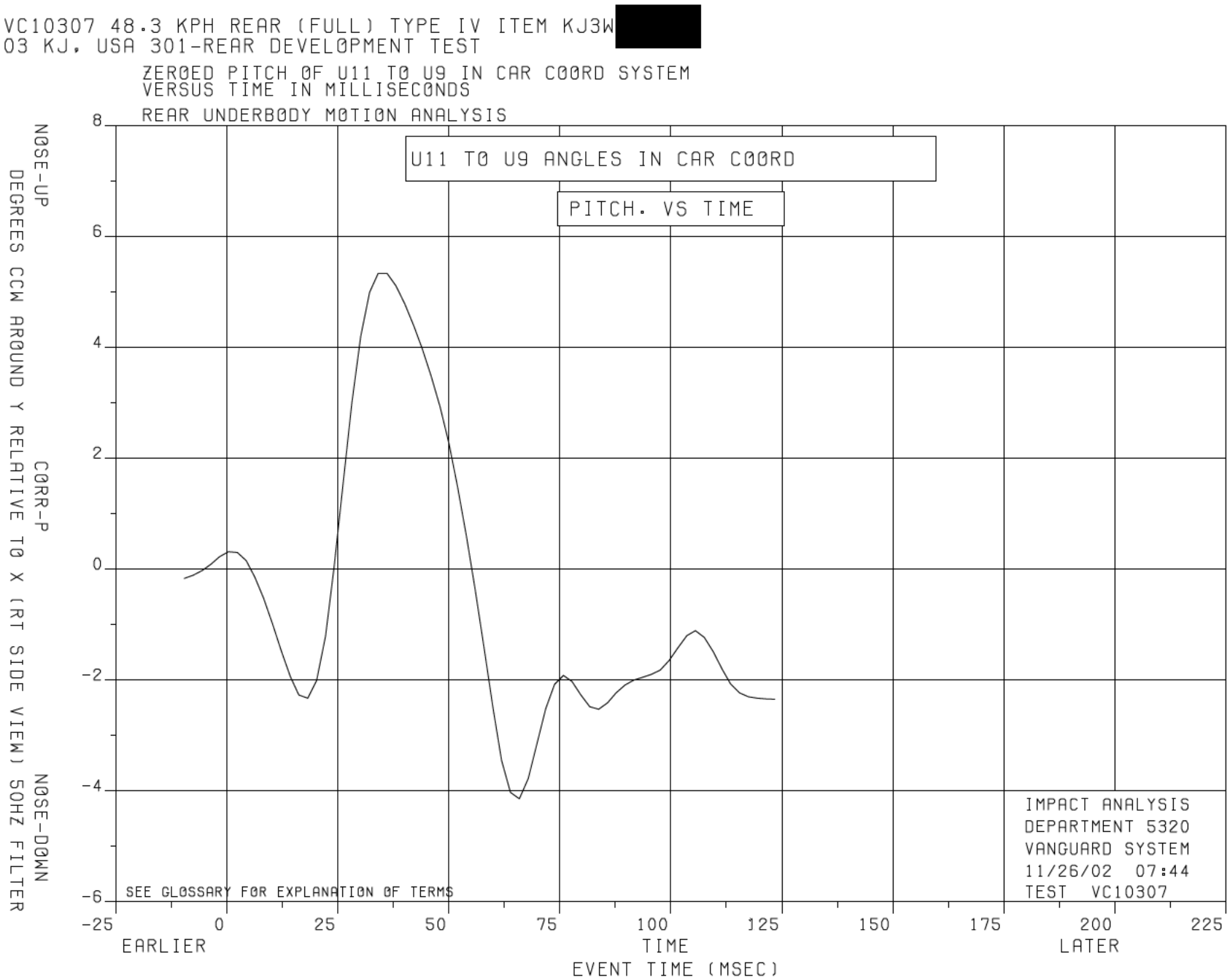


FIGURE 11

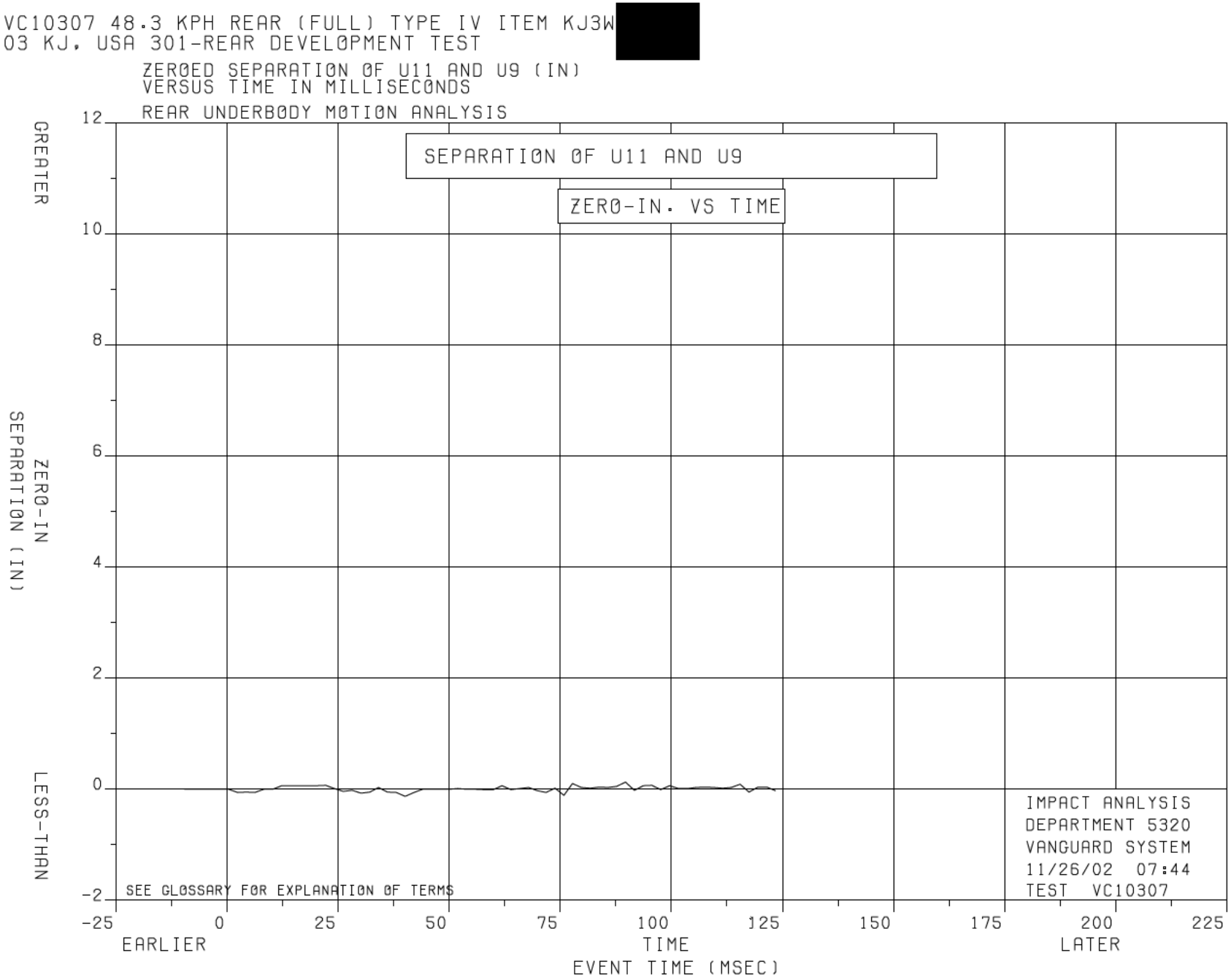

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ. USA 301-REAR DEVEL0PMENT TEST
ZER0ED SEPARATI0N 0F U11 AND U9 (IN)
VERSUS TIME IN MILLISEC0NDS
REAR UNDERB0DY M0TI0N ANALYSIS
SEPARATI0N 0F U11 AND U9
ZER0-IN. VS TIME
GREATER
ZER0-IN SEPARATI0N (IN)
LESS-THAN
12
10
8
6
4
2
0
-2
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GL0SSARY F0R EXPLANATI0N 0F TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307

FIGURE 12

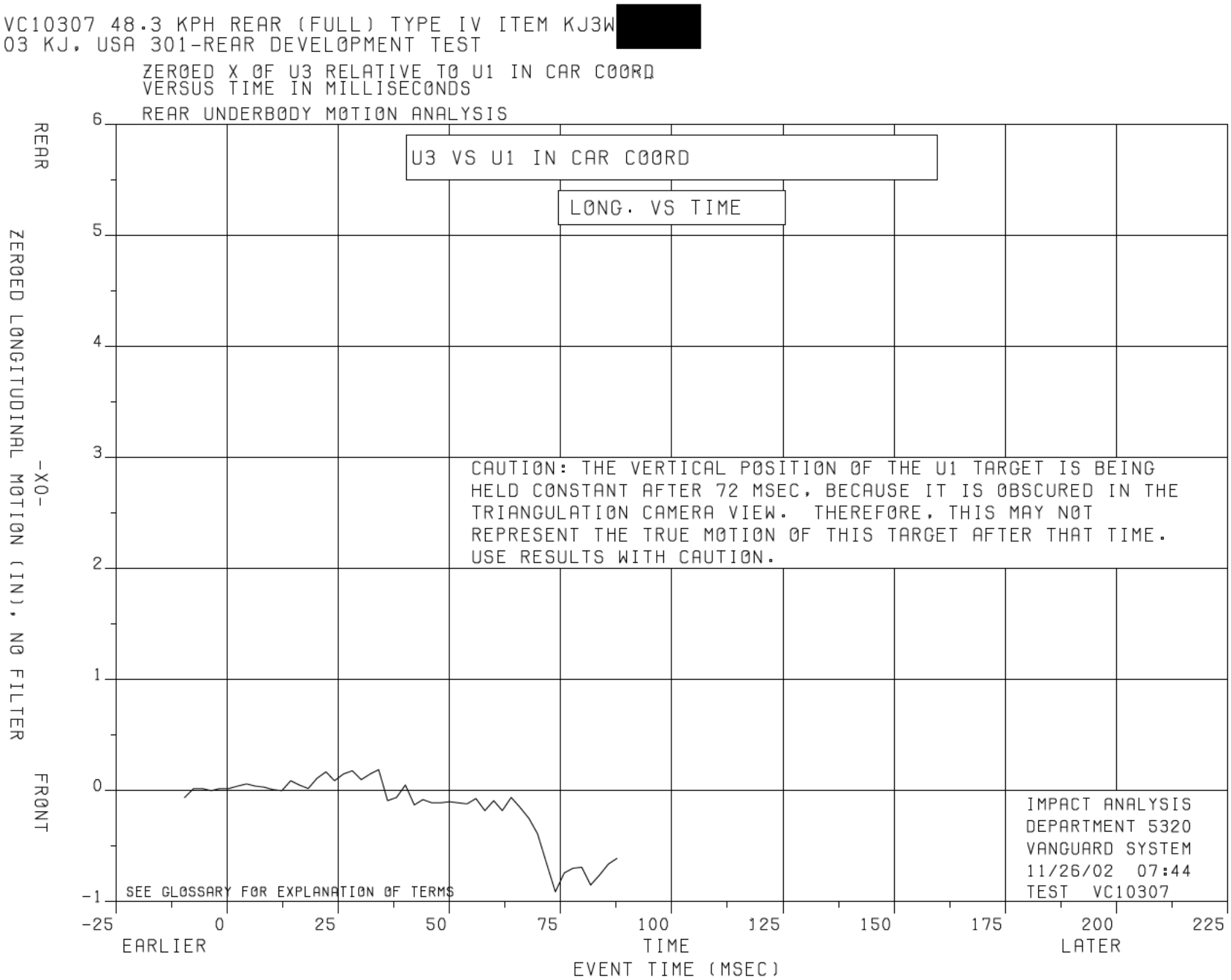

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U3 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U3 VS U1 IN CAR COORD
LONG. VS TIME
CAUTION: THE VERTICAL POSITION OF THE U1 TARGET IS BEING HELD CONSTANT AFTER 72 MSEC, BECAUSE IT IS OBSCURED IN THE TRIANGULATION CAMERA VIEW. THEREFORE, THIS MAY NOT REPRESENT THE TRUE MOTION OF THIS TARGET AFTER THAT TIME. USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307
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 13

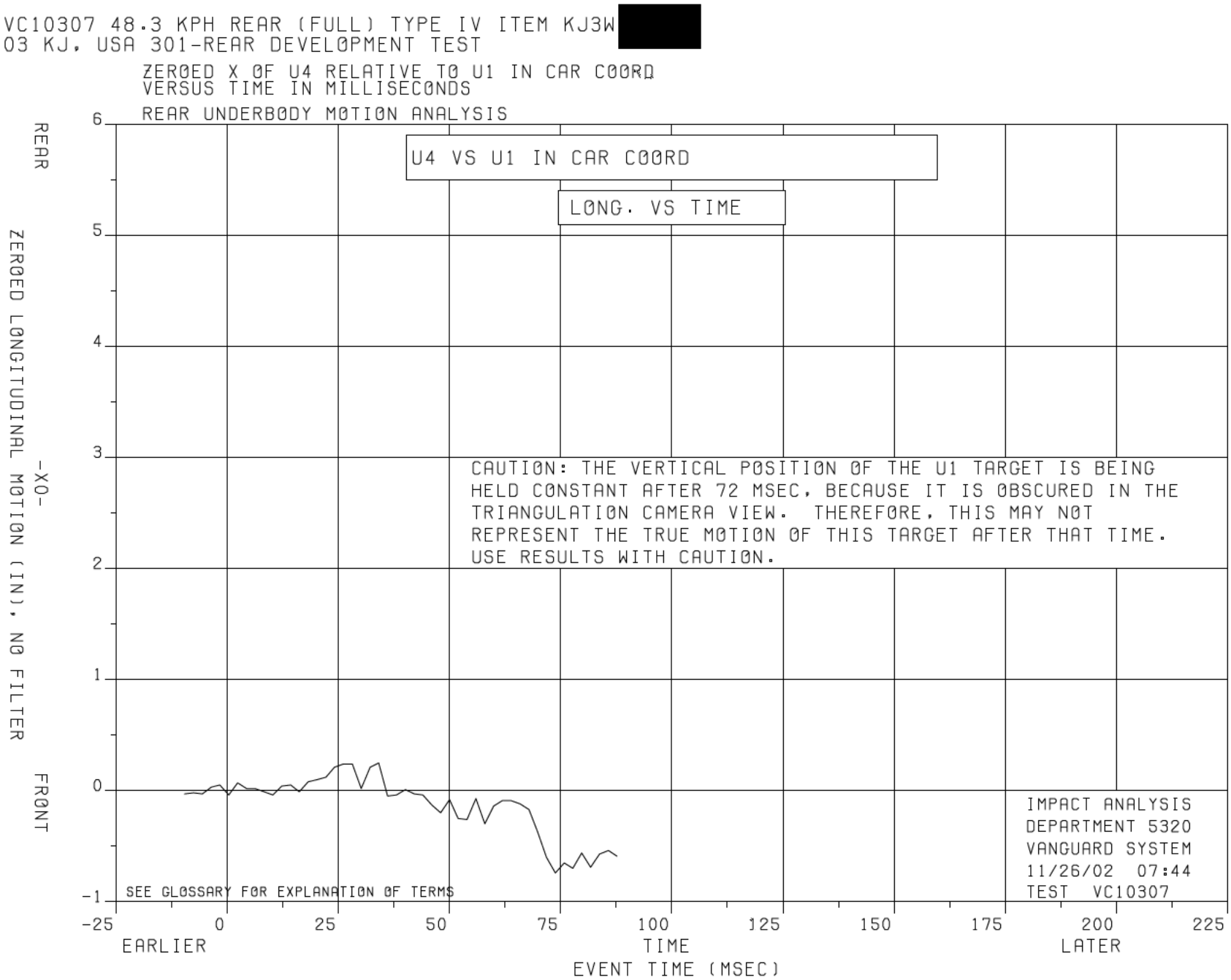


FIGURE 14

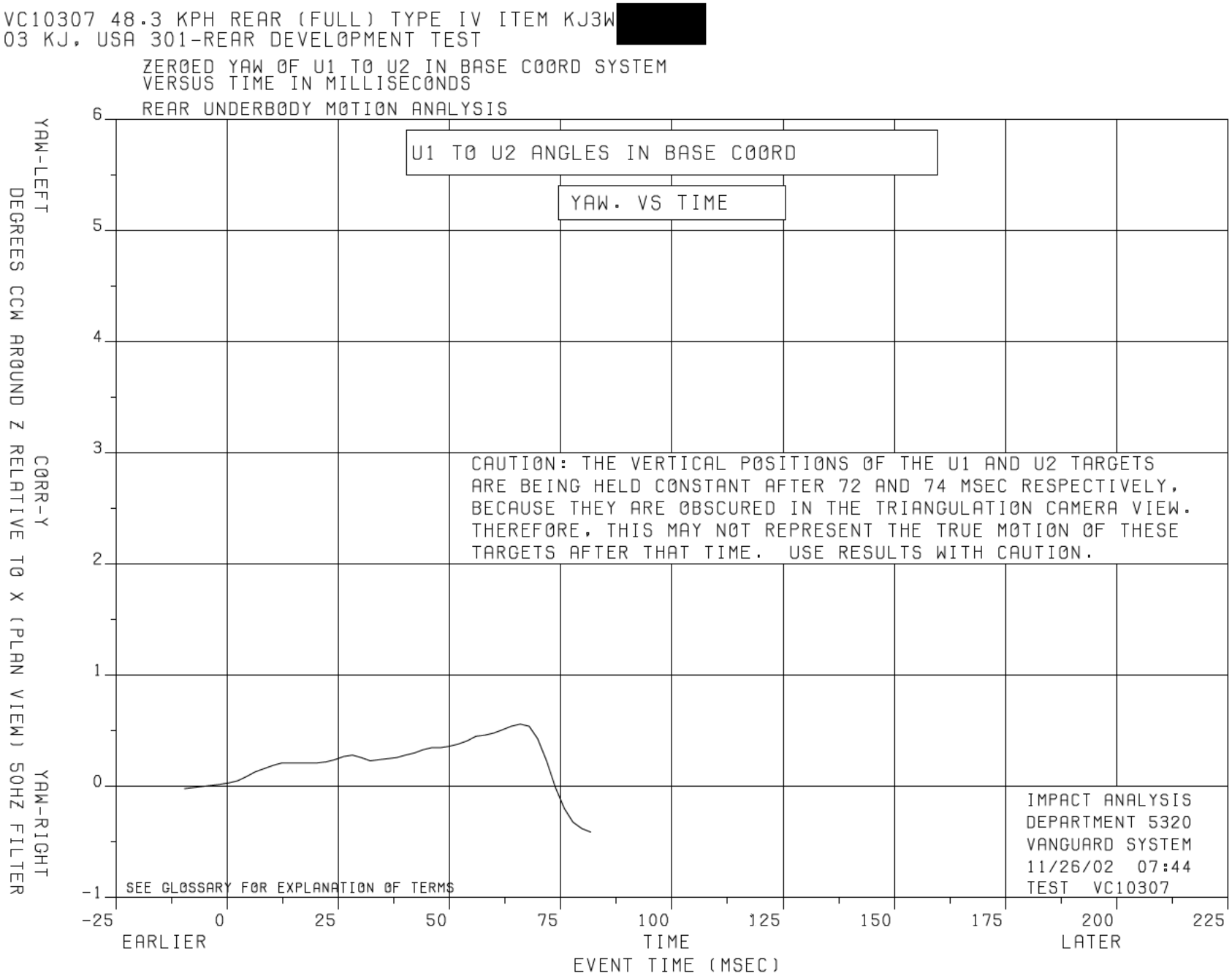

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W [redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED YAW OF U1 TO U2 IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U1 TO U2 ANGLES IN BASE COORD
YAW. VS TIME
CAUTION: THE VERTICAL POSITIONS OF THE U1 AND U2 TARGETS ARE BEING HELD CONSTANT AFTER 72 AND 74 MSEC RESPECTIVELY, BECAUSE THEY ARE OBSCURED IN THE TRIANGULATION CAMERA VIEW. THEREFORE, THIS MAY NOT REPRESENT THE TRUE MOTION OF THESE TARGETS AFTER THAT TIME. USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307
SEE GLOSSARY FOR EXPLANATION OF TERMS
YAW-LEFT
DEGREES CCW AROUND Z RELATIVE TO X (PLAN VIEW) 50HZ FILTER
CORR-Y
YAW-RIGHT
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 15

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST

B1 TO B2 DISTANCE -37.66 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

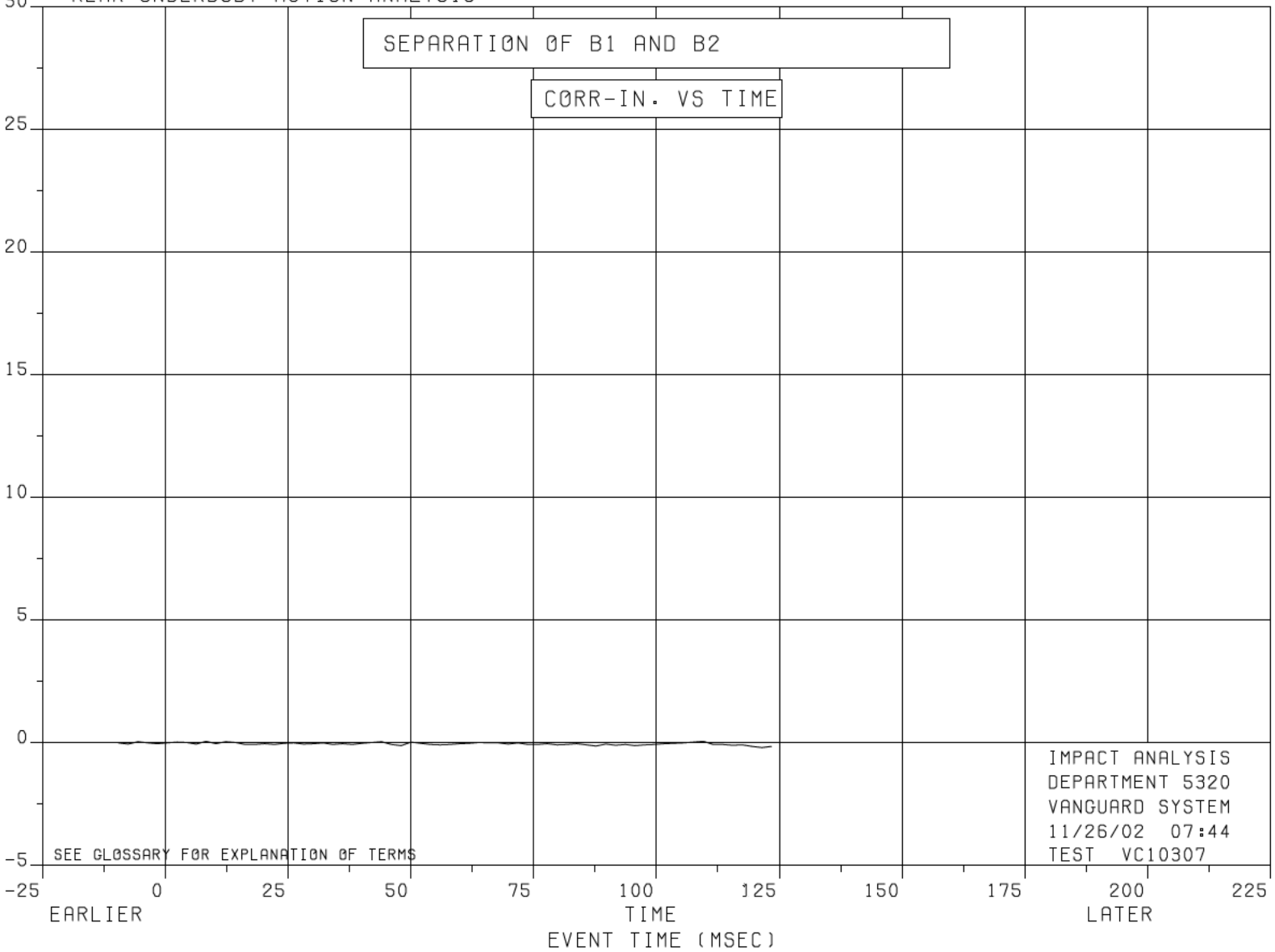


FIGURE 16

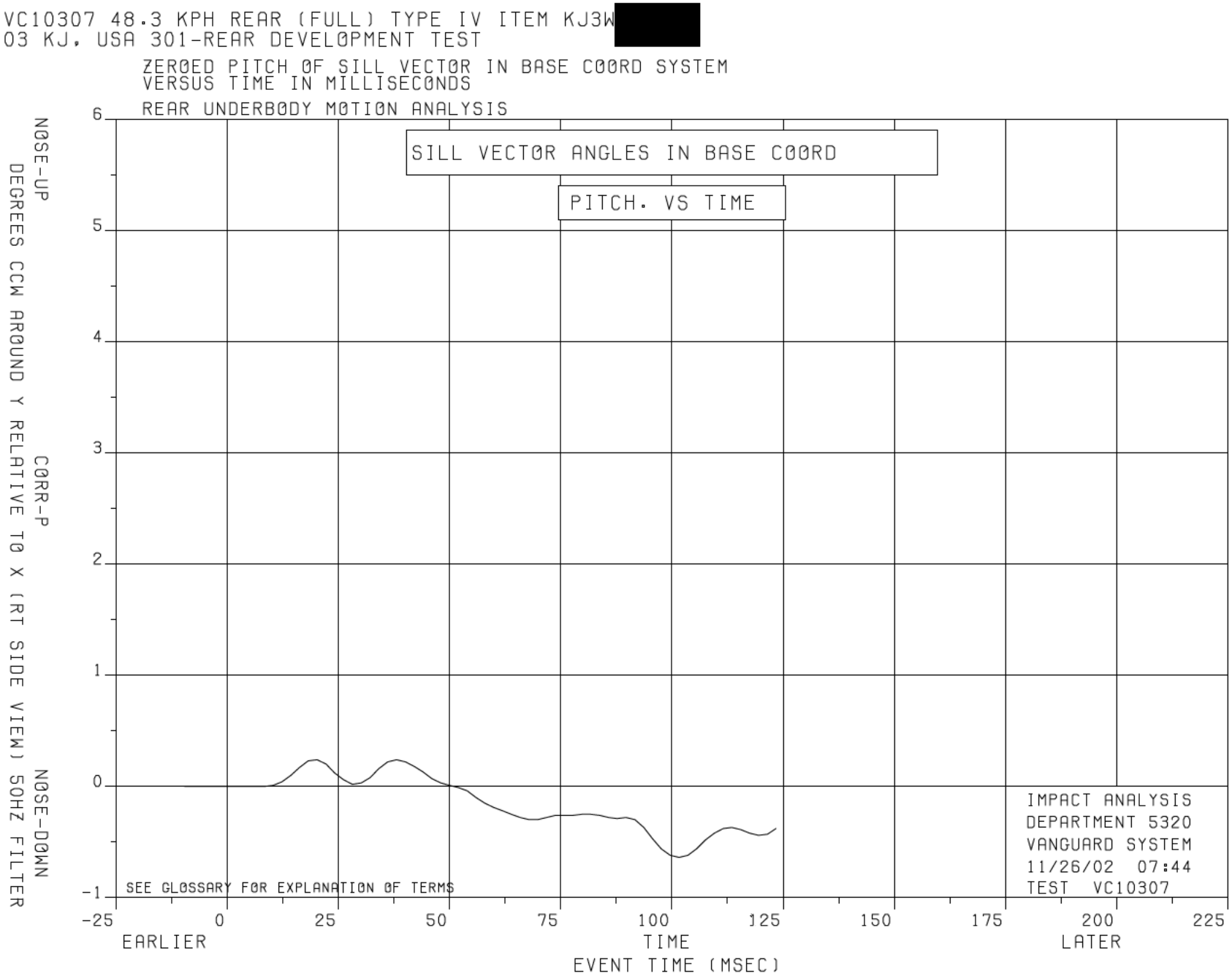


FIGURE 17

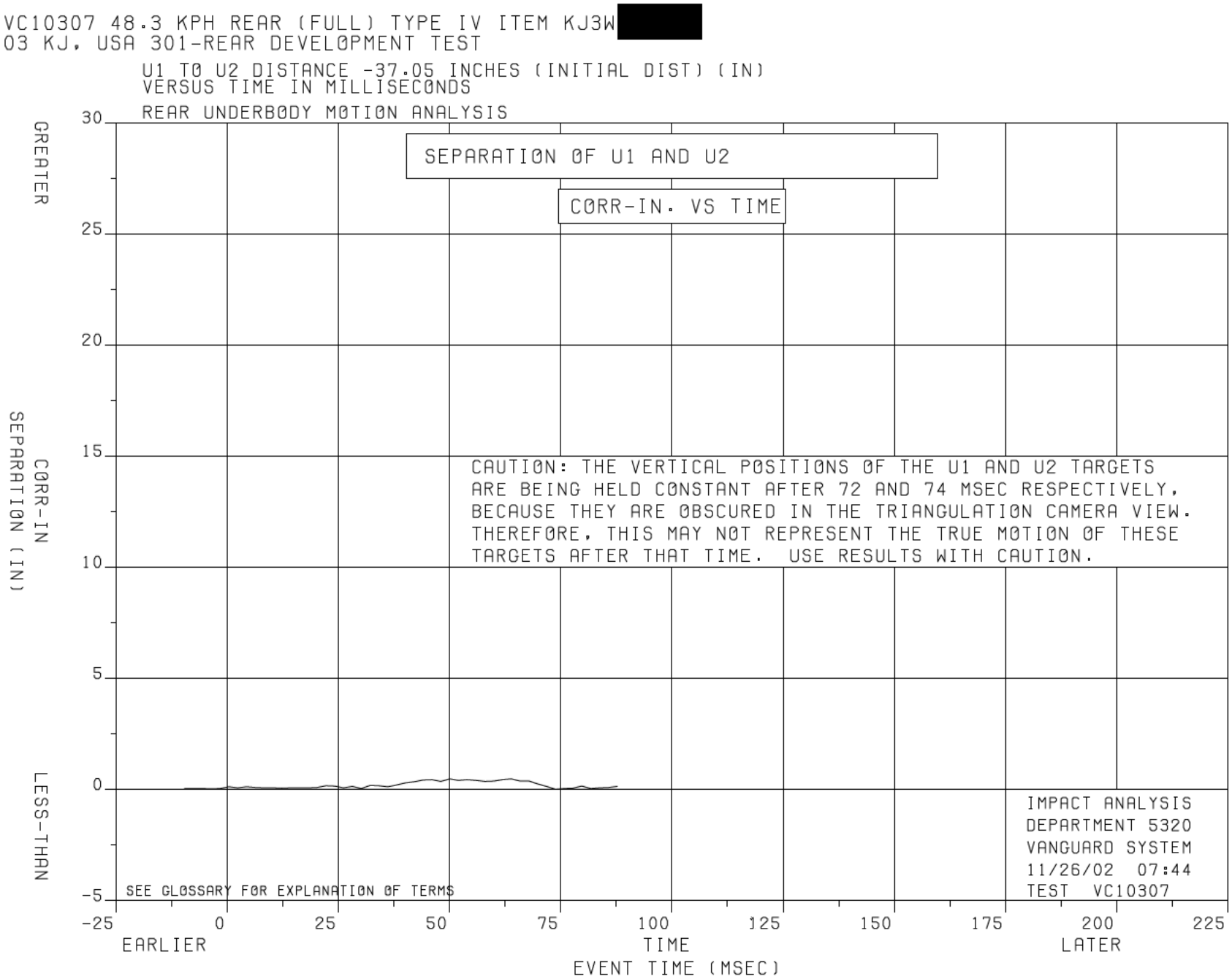

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ, USA 301-REAR DEVELOPMENT TEST
U1 TO U2 DISTANCE -37.05 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
SEPARATION OF U1 AND U2
CORR-IN. VS TIME
CAUTION: THE VERTICAL POSITIONS OF THE U1 AND U2 TARGETS ARE BEING HELD CONSTANT AFTER 72 AND 74 MSEC RESPECTIVELY, BECAUSE THEY ARE OBSCURED IN THE TRIANGULATION CAMERA VIEW. THEREFORE, THIS MAY NOT REPRESENT THE TRUE MOTION OF THESE TARGETS AFTER THAT TIME. USE RESULTS WITH CAUTION.
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307
SEE GLOSSARY FOR EXPLANATION OF TERMS
GREATER
CORR-IN SEPARATION (IN)
LESS-THAN
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

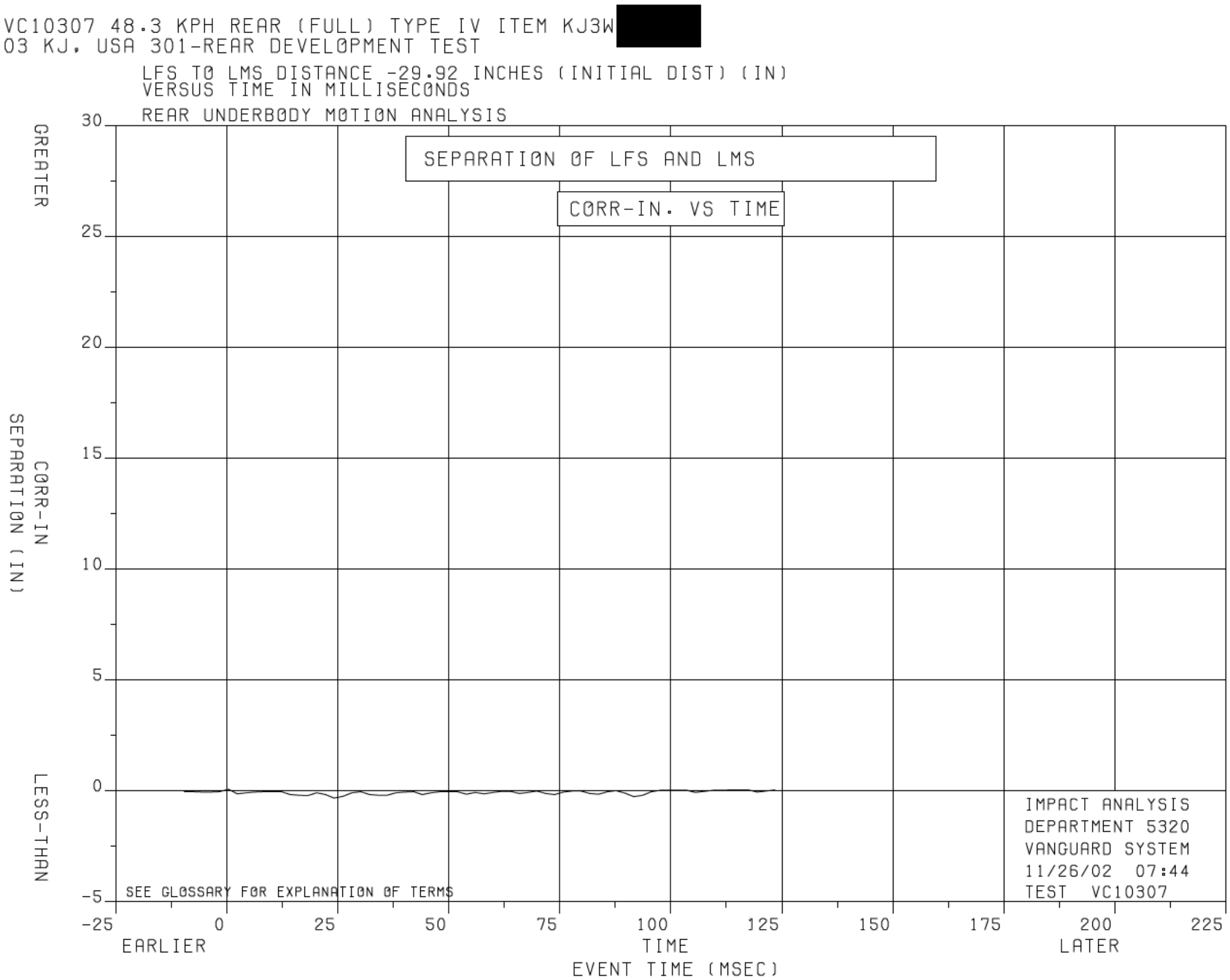

VC10307 48.3 KPH REAR (FULL) TYPE IV ITEM KJ3W[redacted]
03 KJ. USA 301-REAR DEVEL0PMENT TEST
LFS T0 LMS DISTANCE -29.92 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISEC0NDS
REAR UNDERB0DY M0TI0N ANALYSIS
SEPARATI0N 0F LFS AND LMS
C0RR-IN. VS TIME
GREATER
C0RR-IN
SEPARATI0N (IN)
LESS-THAN
30
25
20
15
10
5
0
-5
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GL0SSARY F0R EXPLANATI0N 0F TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
11/26/02 07:44
TEST VC10307

FIGURE 19

INTER C0MPANY C0RRESP0NDENCE

DATE 11/26/02

T0
DISTRIBUTI0N

FR0M	DEPARTMENT	PLANT/0FFICE	CIMS NUMBER
A. S. DS0UZA	5320	CTC	481-00-27

SUBJECT:
REAR UNDERB0DY M0TI0N ANALYSIS
VC10307 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; 1J4GL48123W[redacted] M0D. VIN AS BUILT; 1J4GL48123W[redacted] M0D.
TEST SPEED	48.79 KPH BY TRAP AVERAGE
TEST WEIGHT (KG)	2015 T0TAL, 1083 FR0NT, 932 REAR
0CCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-77 RESTRAINT- 3-PT UNIBELT 0NLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-44 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 45.4 KG ADDITI0NAL BALLAST WEIGHT ADDED 50# 0F BALLAST 0N LF FL00RPAN. 50# 0F BALLAST 0N

RF FL00RPAN.

DATA F0R THIS ANALYSIS WAS DIGITIZED BY L. G. PLATA.

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 EITHER INTERP0LATED 0R HELD C0NSTANT. SEE CAUTI0N N0TE 0N PL0TS F0R FURTHER DETAILS.

U1 U2

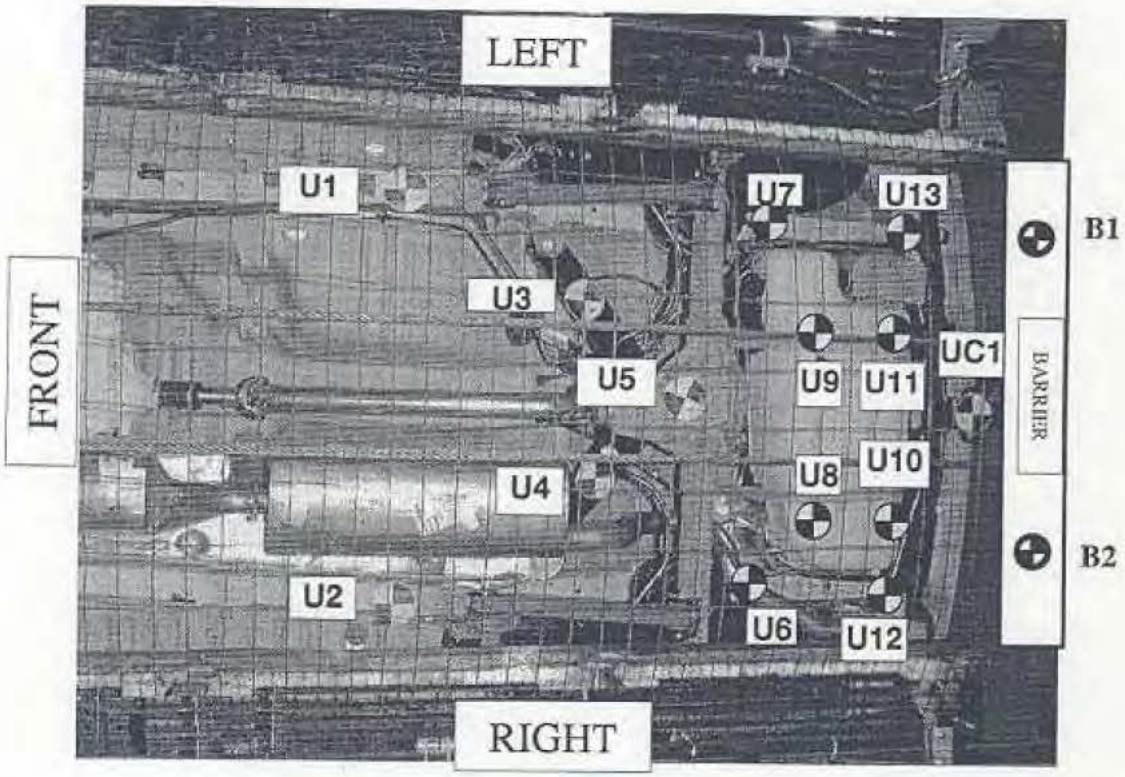
Q. C. ANALYST

A. S. DS0UZA

GRAPHS - 19

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10307.FAR.UBR.LEGEND

VC10307 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

IMPACT ANALYSIS
DEPARTMENT 5320

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10307.Photos-PostTest

VC10307 Post


vc10307 post
EA12-005- Chrysler -005283


vc10307 post
EA12-005- Chrysle 005 34


vc10307 post
-005285


vc10307 post
EA12-005- Chrys


vc10307 post
U7
U13
EA12-005- Chrys


vc10307 post


vc10307 post
005289


vc10307 post
EA12-005- Chrysler -005290


vc10307 post

vc10307 post

VC10307 Post


vc10307 post
EA12-005- Chrysler -005294


vc10307 post
LEFT
BAC
Rear
A12-005- Chrysler -005295

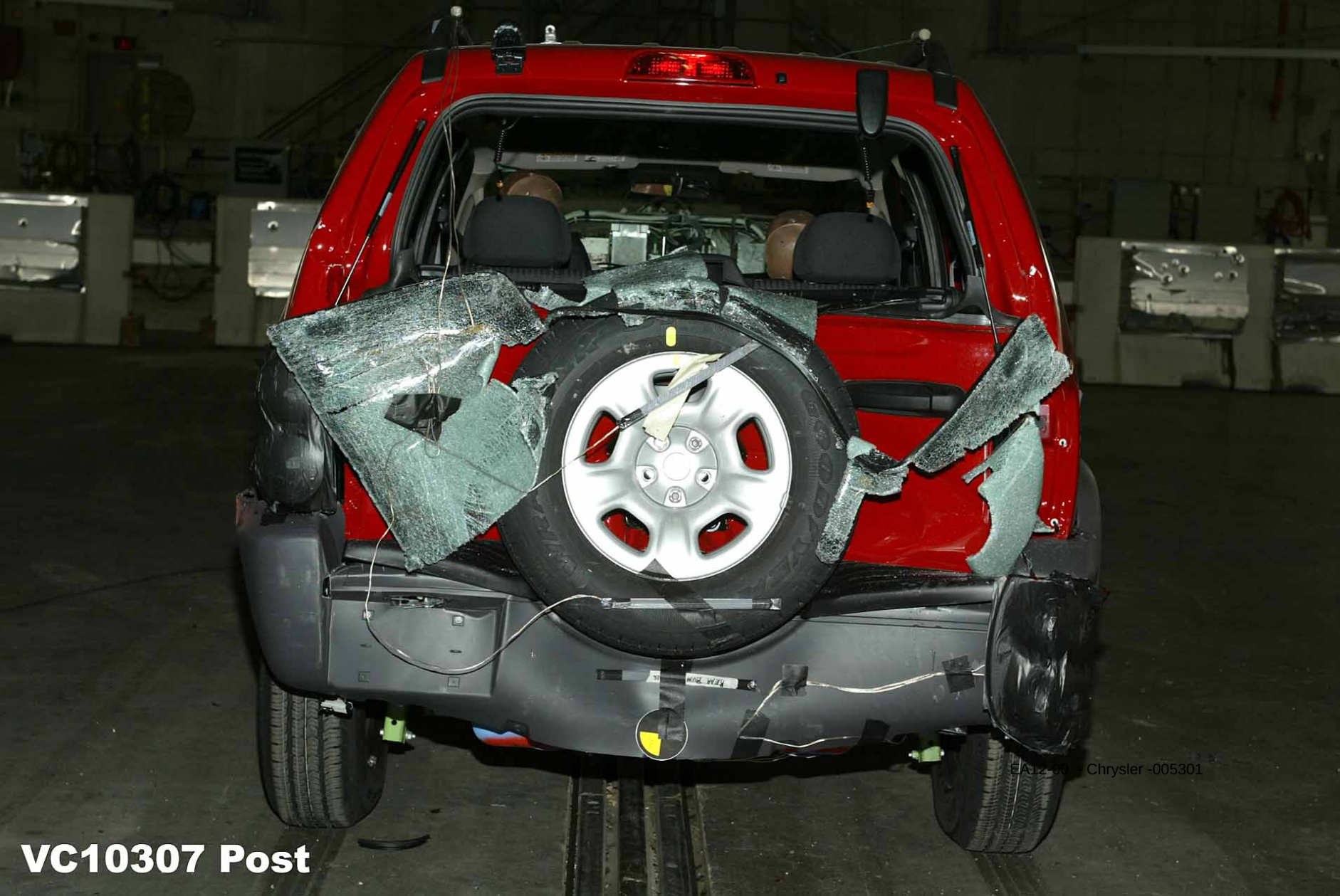

vc10307 post


vc10307 post
EA12-005- Chrysler -005297


vc10307 post
EA12 00 ler -005298


vc10307 post

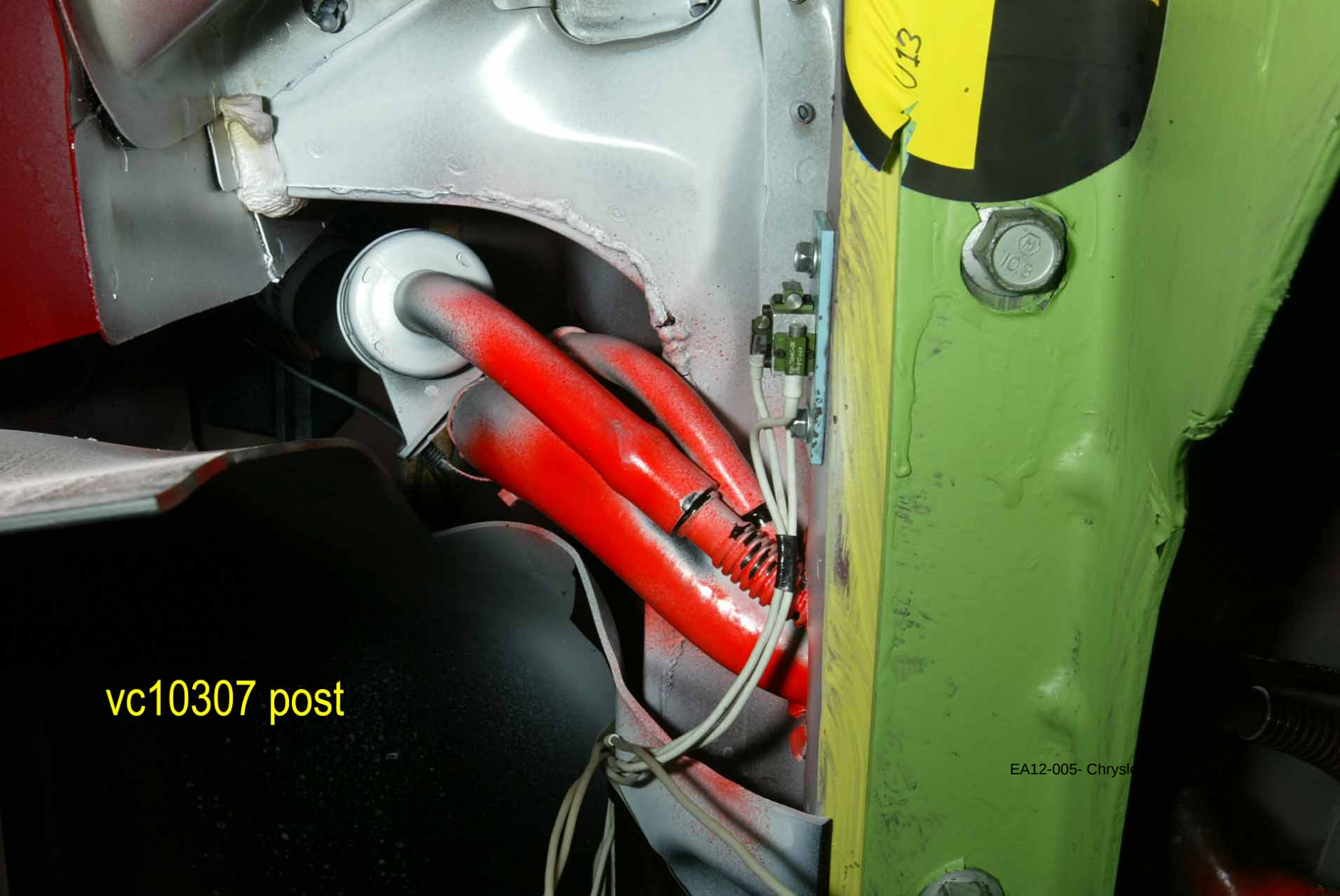

vc10307 post


EA12-00 Chrysler -005301
VC10307 Post


16.8 Gal SS.
EA12-005
VC10307 Post


12-005- Chrysler -005303
vc10307 post


vc10307 post
EA12-005- Chrysler -005304


vc10307 post
EA12-005- Chrysl

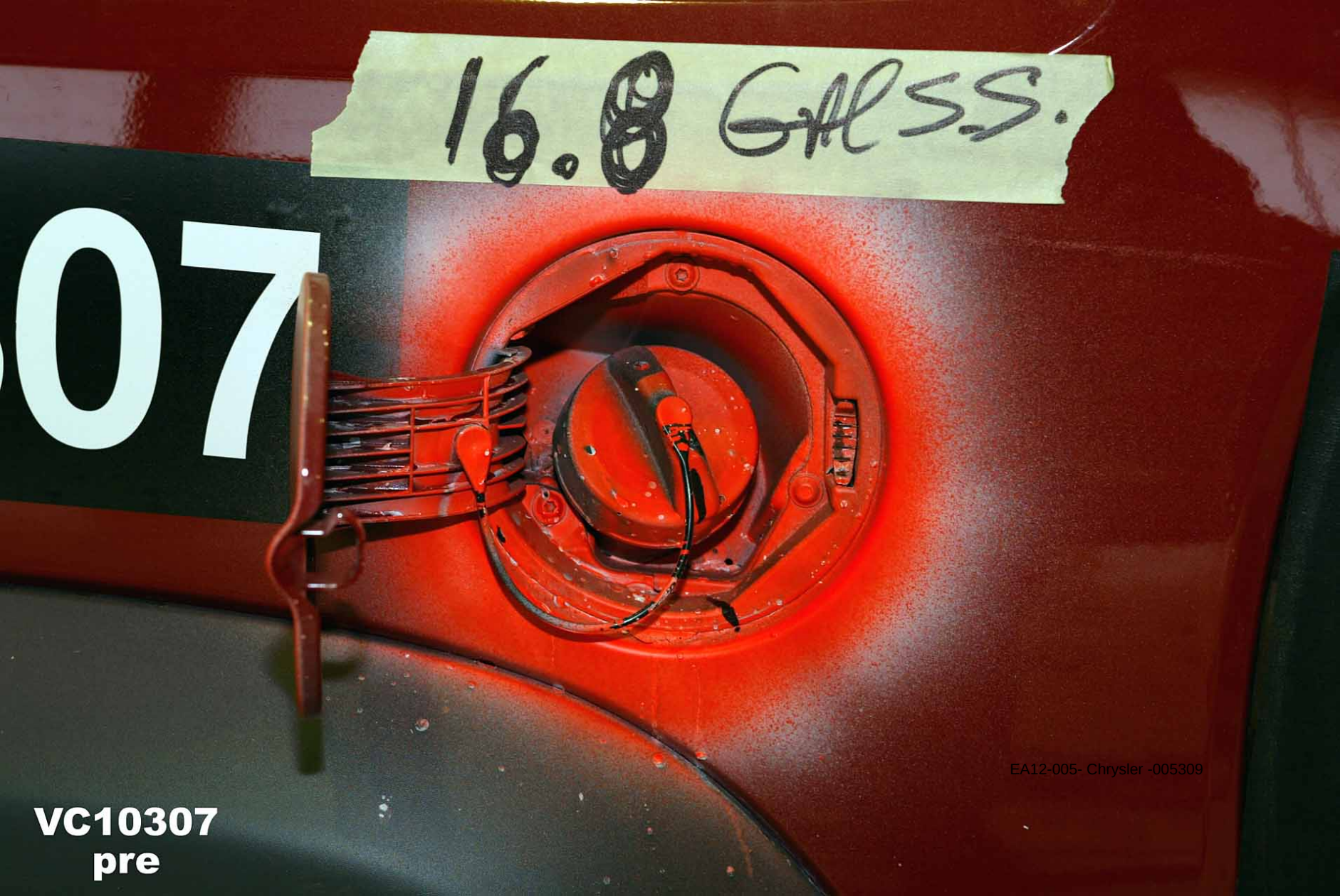

vc10307 post
EA12-005- Chrysler -005306


vc10307 post

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test

VC10307.Photos-PreTest


VC10307
EA12-005- Chrysler -005308

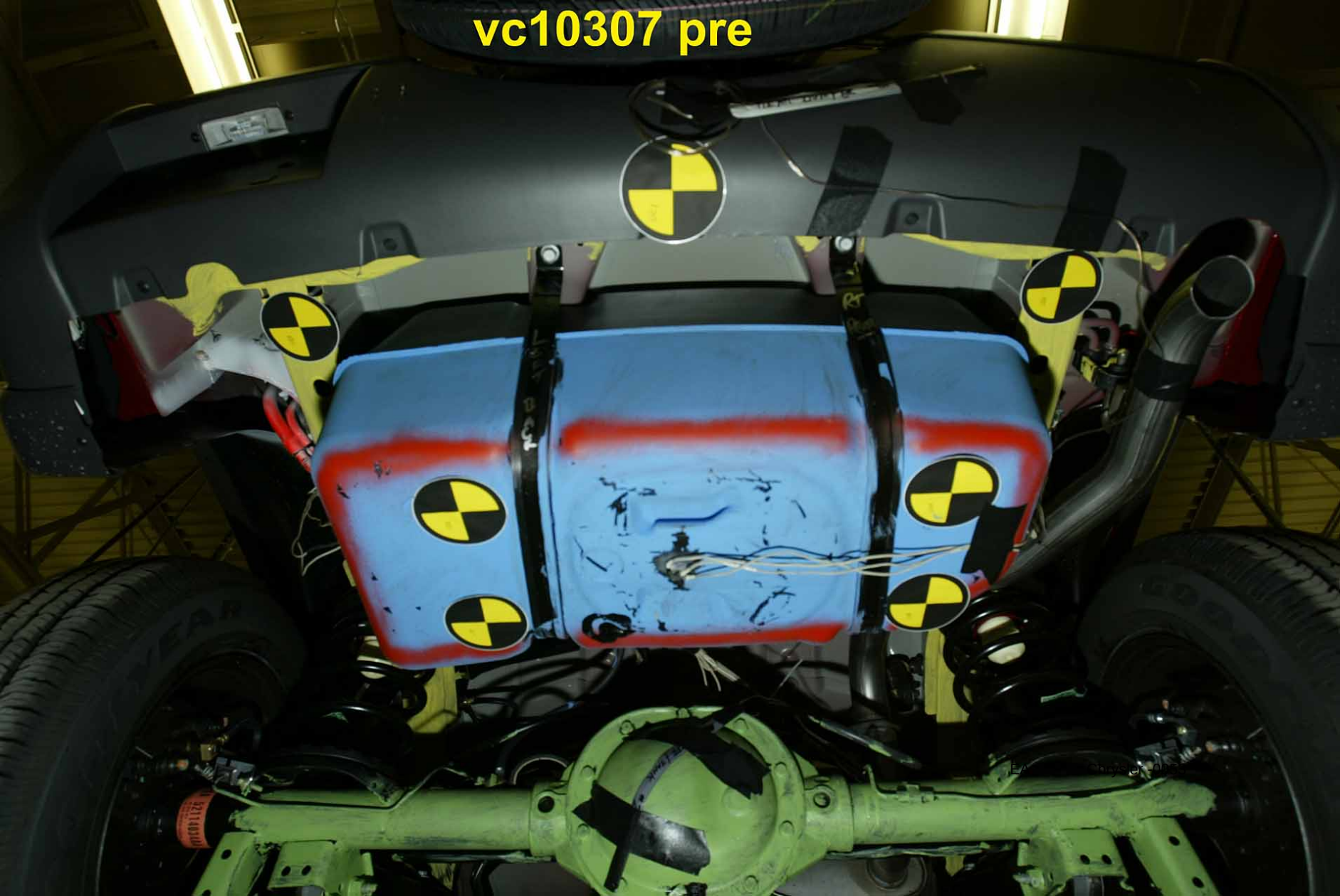

16.8 Gal SS.
07
EA12-005- Chrysler -005309
VC10307
pre

EA12-005- Chrysler -005310

VC10307
pre


EA12-005- Chrysler -005311
VC10307

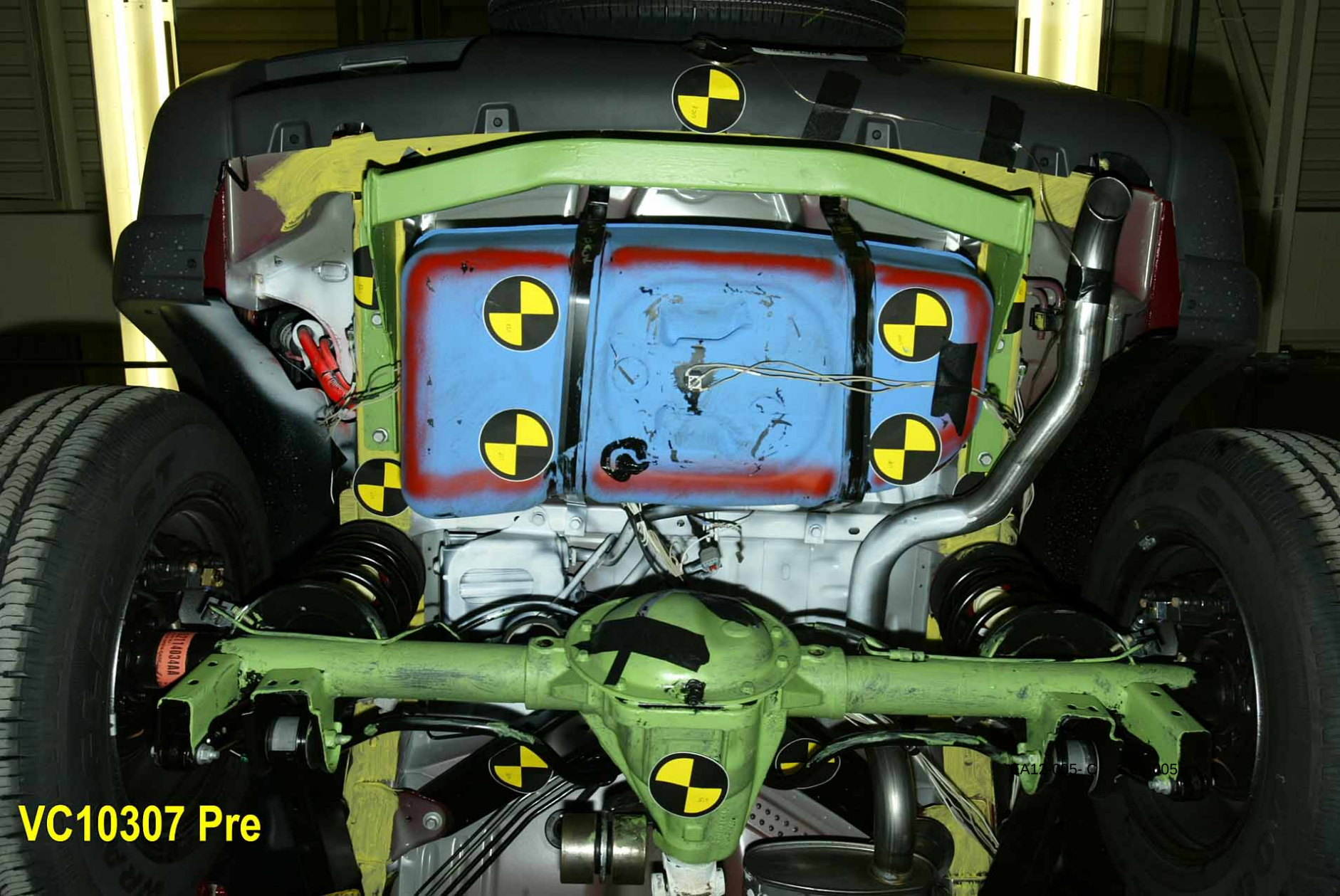

vc10307 pre
EA12-005- Chrysler -005312


vc10307 pre


vc10307 pre


vc10307 pre


10307
EA12-005- Chrysler -005316


VC10307 Pre

EA12-005- Chrysler -005318

VC10307
pre

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10307.TVA.TVALUE
Public

DATE 11/14/02 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 14:47:45. EDP TEST LETTER DEPT 5320

VC10307 ITEM KJ3W[redacted]
VC10307 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;	1J4GL48123W[redacted] MOD.
	VIN AS BUILT;	1J4GL48123W[redacted] MOD.
TEST SPEED	48.79 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2015 TOTAL, 1083 FRONT, 932 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-77
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-44
	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 45.4 KG ADDITIONAL BALLAST WEIGHT ADDED 50# OF BALLAST ON LF FLOORPAN. 50# OF BALLAST ON RF FLOORPAN.

DATE 11/14/02 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 14:47:45. EDP TEST LETTER DEPT 5320

VC10307 ITEM KJ3W[redacted]
VC10307 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
EDP TECHNICIAN S. MARCHENIA

No. of Pages 51
CC

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DATE 11/14/02 TEST VALUES SAFETY TEST
TIME 14:48:28. EDP CHANNEL SUMMARY DEPT 5320

VC10307 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 VC10307
Errata # 1 Data Set 11/14/02BA CHL001-016 30.3 REAR VC10307E
Errata # 1 Data Set 11/14/02BB CHL017-032 30.3 REAR VC10307E

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	P16263	-49.9	-48.3	-40.9	-30.4	-26.7	KPH
2	LEFT FRONT SILL	Y	P21255	-44.0	33.1	16.0	5.9	0.4	KPH
3	LEFT FRONT SILL	Z	P15414	56.1	48.5	15.2	-5.4	1.2	KPH
4	RIGHT FRONT SILL	X	P19422	-93.0	-64.0	-41.7	-34.0	-26.9	KPH
5	RIGHT FRONT SILL	Y	P13964	-66.4	-54.5	-26.4	-9.6	-0.7	KPH
6	RIGHT FRONT SILL	Z	P19929	63.1	-45.9	20.3	9.4	2.4	KPH
7	LEFT RAIL MID TANK	X	P17824	-228.9	-147.6	-55.9	-42.1	-27.8	KPH
8	LEFT RAIL MID TANK	Y	P19835	-436.4	-294.1	-45.5	-14.3	-1.7	KPH
9	LEFT RAIL MID TANK	Z	P17669	474.3	250.4	-43.6	27.7	0.9	KPH
10	RIGHT RAIL MID TANK	X	P22459	-305.1	-289.1	-167.3	-78.4	-37.3	KPH
11	RIGHT RAIL MID TANK	Y	P12475	-503.0	-258.8	40.8	-21.0	-0.8	KPH*
12	RIGHT RAIL MID TANK	Z	P13187	277.2	125.5	54.2	40.2	4.2	KPH
13	TANK GUARD BTM CTR	X	J15042	-181.0	-172.1	-149.2	-133.8	G	KPH*
14	TANK GUARD BTM CTR	Y	J25455	192.8	-101.8	-27.4	12.1	1.5	KPH
15	TANK GUARD BTM CTR	Z	J19235	212.2	184.8	118.0	-62.1	-2.4	KPH
16	PRESS #1 TANK TOP		11166	27.7	KPA				
17	PRESS #2 TANK TOP		11187	176.3	KPA				
18	PRESS #3 TANK TOP		11123	71.7	KPA				*
19	TANK TOP BY PRES1	X	J25638	231.1	225.6	173.1	-105.7	-30.0	KPH
20	TANK TOP BY PRES1	Y	J25632	-89.9	88.5	43.2	-15.3	0.2	KPH
21	TANK TOP BY PRES1	Z	J28512	421.7	385.1	155.6	94.6	0.3	KPH
22	TANK TOP BY PRES2	X	J15044	-345.9	290.9	150.1	-121.6	-36.3	KPH
23	TANK TOP BY PRES2	Y	AABE9J	-130.8	-106.8	39.8	-18.2	1.3	KPH
24	TANK TOP BY PRES2	Z	J24079	628.6	536.4	-427.3	-202.6	-7.8	KPH
25	DIFF TO TANK EVENT		EE	0.3	VOLT				*
26	REAR BUMPER EVENT		EE	0.2	VOLT				*
27	LT TANK SIDE	X	J15239	-168.4	-159.4	-133.8	-92.5	-26.7	KPH
28	LT TANK SIDE	Y	AP2M7	207.8	-204.2	-126.7	-63.6	2.0	KPH
29	LT TANK SIDE	Z	J22000	128.4	131.0	98.9	61.9	1.1	KPH
30	RT TANK SIDE	X	J21899	-149.8	-137.1	-85.8	-56.0	-28.2	KPH
31	RT TANK SIDE	Y	J25612	-178.5	-170.3	-93.4	32.5	1.2	KPH
32	RT TANK SIDE	Z	J25773	125.9	121.4	79.1	51.2	1.0	KPH
33	M-FLAT LT RAIL MID	X	P13669		43.7		17.9	15.3	KPH
34	M-FLAT RT RAIL MID	X	P13639		64.7		20.2	23.7	KPH

* - See Notes & Comments page

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Multi-Channel Plot data

CHLS & 1 4 CL PH60 AVERAGE OF FRT SILL -324.0G AT .1 MS

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CHL 11 *C* *** CHL 11 RIGHT RAIL MID TANK Y P12475, IS SATURATED AT ***
********** 37.0 **********

CHL 13 *C* ********** INST. MALFUNCTION AFTER 162.0 MS **********

CHL 18 *C* ********** INST. MALFUNCTION AFTER 135.0 MS **********

CHL 25 *N* ********** EVENT AT 28.0 MS **********

CHL 26 *N* ********** EVENT AT 17.7 MS **********