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INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash

Tests Public

KJ Development Crash Test

VC10499.DOC.FOLLOW-
UP_MEASUREMENTS

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC10499, ITEM NUMBER KJ1734R16, TEST ENGINEER MARK BOLANIS

V.I.N. 1J8GL48K23A [REDACTED], TEST DATE 02/14/03 ROLL DATE 2/16/03

TEST TYPE; 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

FUEL; TYPE AND QUANTITY - .767 S.G. STODDARD SOLVENT, 17.6 GALLONS

TEST SPEED 30.3 MPH, TEST WEIGHT 4955 POUNDS.

POST IMPACT LEAKAGE(OZ); AT IMPACT Ø

1ST 5 MIN. Ø

NEXT 25 MIN. Ø

POST TEST PRESSURE CHECK _____

ELECTRIC FUEL PUMP RUN _____

NO STATIC ROLL PERFORMED

STATIC ROLL LEAKAGE WITH VEHICLE Left SIDE DOWN FIRST

		FUEL LEAKAGE LOCATIONS DURING STATIC ROLL				TOTAL
ROLL TIME						
0-90	1ST 5 MIN					Ø *
<u>1:49</u>	POST 5 MIN					Ø **
90-180	1ST 5 MIN					Ø *
<u>1:42</u>	POST 5 MIN					Ø **
180-270	1ST 5 MIN					Ø *
<u>1:36</u>	POST 5 MIN					Ø **
270-360	1ST 5 MIN					Ø *
<u>1:32</u>	POST 5 MIN					Ø **

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

POST TEST FUEL SYSTEM OBSERVATIONS _____

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301 Developmental Crash
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KJ Development Crash Test
VC10499.DOC.TEST_REPOR
T_RECORDS

VEHICLE ATTITUDE

TEST NUMBER VC10499

TEST ENGINEER MARK BOLANIS

ITEM NUMBER KJ1734R16

 X FENDER/WHEELWELL HEIGHTS SILL HEIGHTS

	LF	LR	RF	RR
AS RECEIVED	32.2	32.3	32.2	32.6
AS BUILT-UP				
AS TESTED	30.3	31.2	30.6	31.2

LEFT
 SIDE
 REAR
 DYNAMIC CRUSH

TUBE COLOR _____

FRONT SILL

X= 66.8
 Y= -32.7
 Z= (10.0)

at Barrier Z= 10.1

REAR SILL LMS

X= 82.0
 Y= -33.2
 Z= (10.2)

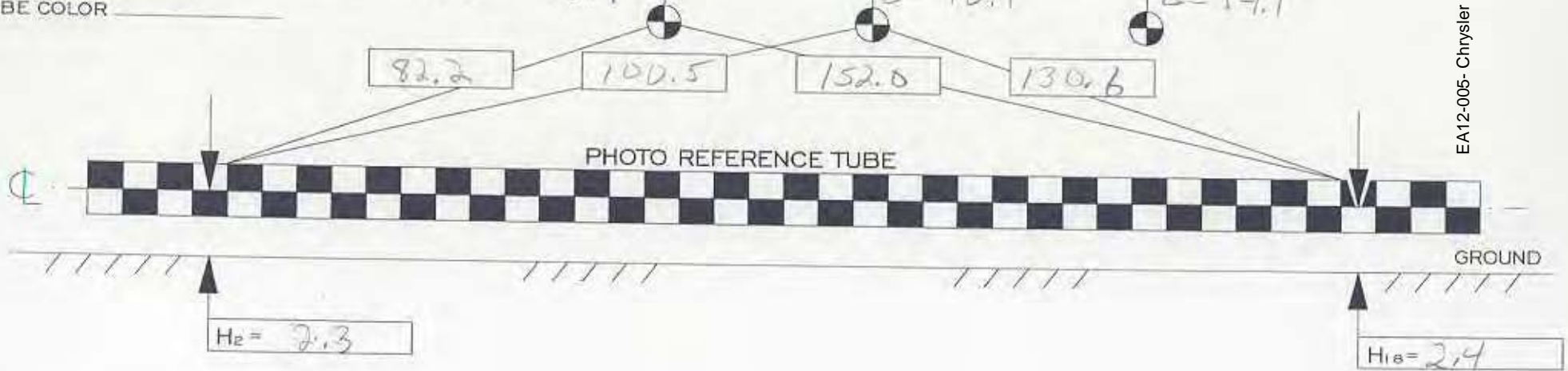
Z= 10.1

REAR AXLE

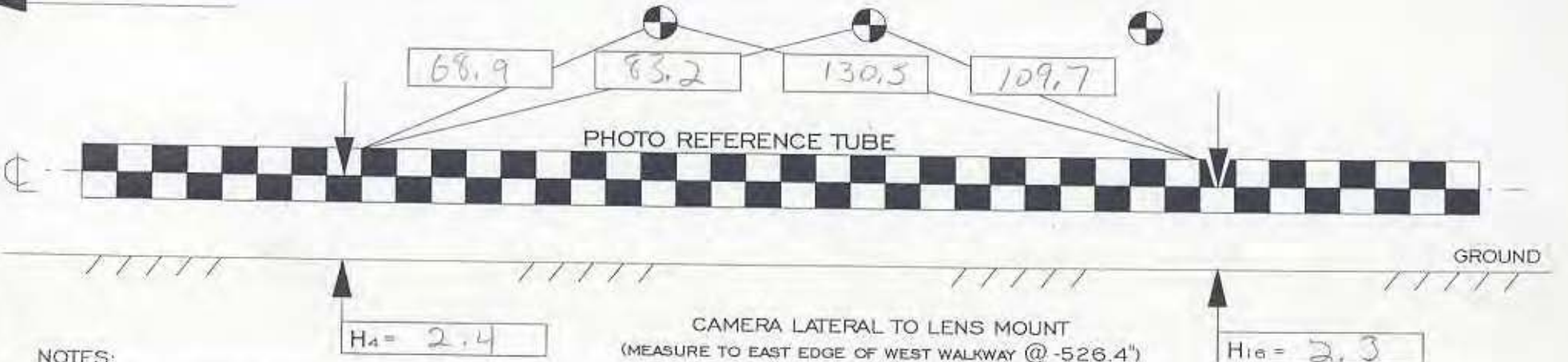
X= 132.4
 Y= -33.5
 Z= (13.8)

Z= 14.1

EA12-005- Chrysler -005378



FORWARD ←



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

525.0 INCHES $\frac{1.4}{525.0}$

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 _____

VC _____

TUBE PRE FA DIAGRAMS 01/28/97

X, Y, Z DIMENSIONS

TEST NUMBER VC10499

TEST ENGINEER MARK BOLAN

ITEM NUMBER KJ1734R16 V.I.N. 1J8GL48K23A [REDACTED]

TEST TYPE: 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

LOCATION	X	Y	Z	LOCATION	X	Y	Z
BC1	0	0.0	XXXX	BC2	165.7	0.0	XXXX
B1	-	-	XXXX	B2	-	-	XXXX
U1	98.0	-18.6	10.4	U2	97.7	19.4	10.6
U3	123.7	-9.8	18.1	U4	123.4	10.3	19.6
U5	132.9	-0.5	7.7	U6	137.2	19.2	22.2
U7	138.4	-18.7	21.8	U8	145.0	11.9	11.8
U9	143.3	-10.0	11.4	U10	151.2	12.4	11.9
U11	151.1	-10.0	11.8	U12	157.0	19.3	22.1
U13	155.4	-19.3	22.3				
				UC1	162.1	-1.7	16.8
LAP	69.3	50- -32.4	47.5				
LFS	66.8	50- -32.7	10.0				
LMS	82.0	50- -33.2	10.2				
LRW	132.4	50- -33.5	13.8				

TRAMMEL DIMENSIONS;

LFS-LMS PRE 24.87

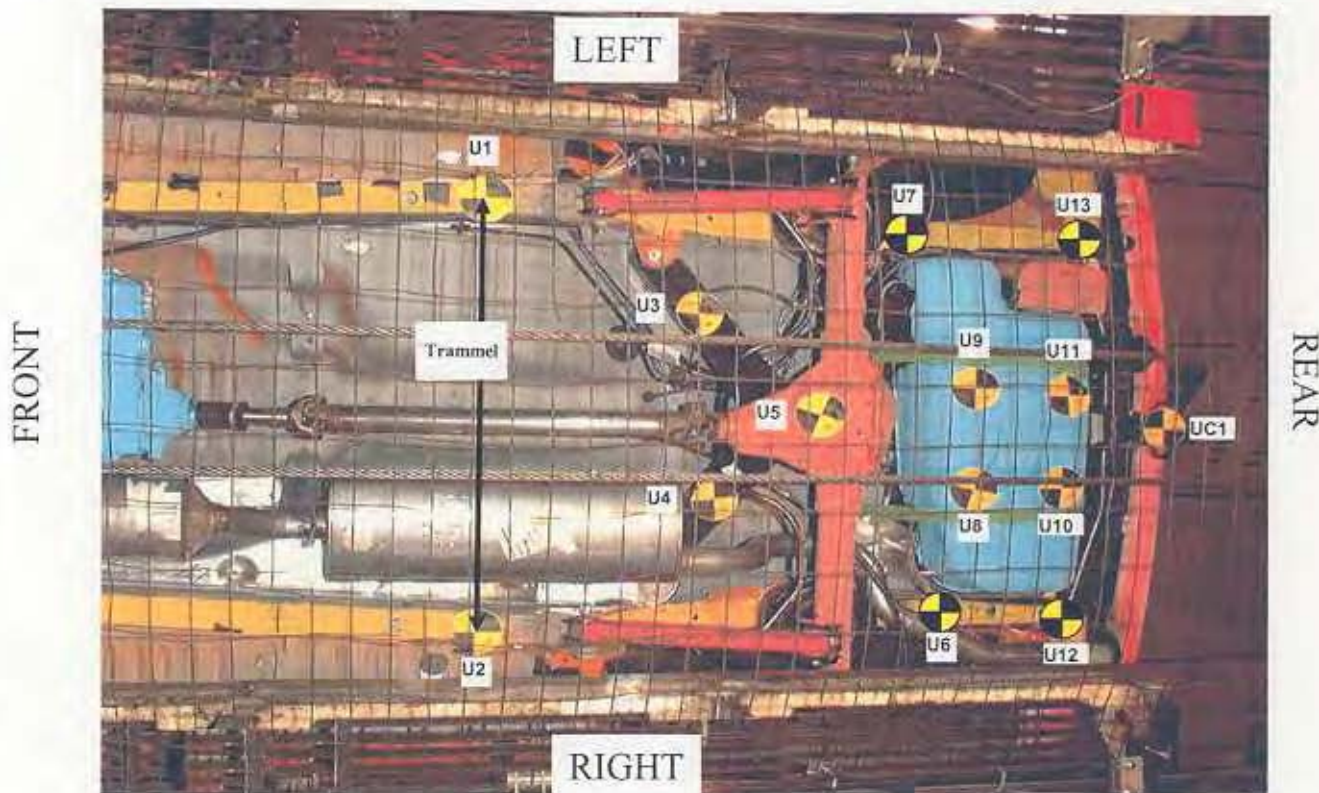
U1-U2 36.51

POST 24.72

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



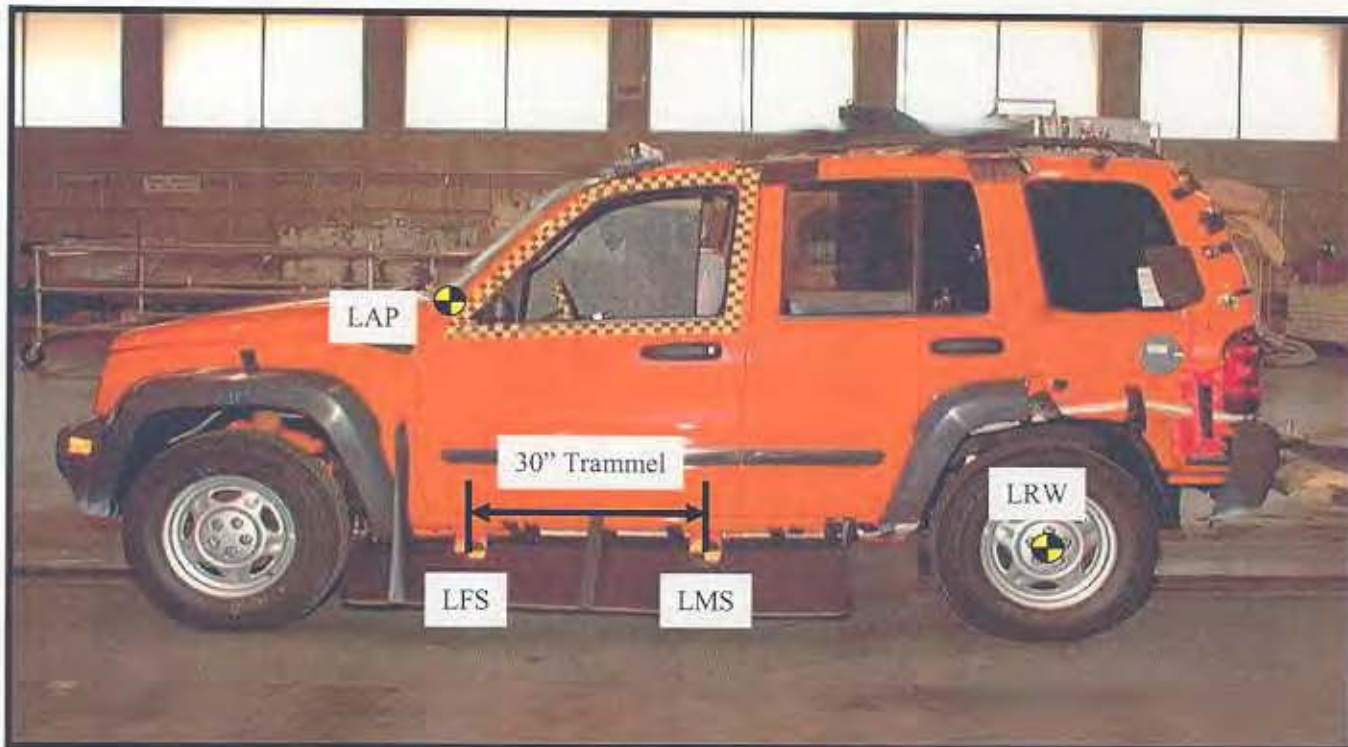
Guidelines to Placement of Critical Targets:

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

Left Side Rear

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

ALL REAR IMPACT TEST MODES



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

3RD

Test VC10499

Last Requester Update 2/6/2003 3:58 PM
Last Check 2/13/2003 8:16:46 AM

VC10499 48.3 KPH REAR (FULL) TYPE IV ITEM KJ1734R16 04 KJ, USA 301-REAR Development TEST TEST DATE 02/15/03

Analysis	Camera	Lens	Sync	F Stop	HGacq	Pnl	Clb	Skt
1 <input checked="" type="checkbox"/>	LEFT WALKWAY TARGETS OVERALL							DCR
	428	Locam	18	mm	116693	KIN		250
2 <input checked="" type="checkbox"/>	PIT NORTH MID TARGETS							UBR
	432	Locam	13	mm	13-7	COS		250
3 <input checked="" type="checkbox"/>	PIT SOUTH REAR TARGETS							UBR
	433	Locam	13	mm	13-5	COS		250
4 <input type="checkbox"/>	CATWALK VEHICLE REAR MDB INTERACTION							
	1	HG2000	ZOOM	mm	#1	CAN		250
5 <input type="checkbox"/>	LEFT OVERALL							
	15	HG2000	ZOOM	mm	#5	CAN		250
6 <input type="checkbox"/>	PIT FUEL FILLER TUBE							
	6	HG2000	ZOOM	mm	#4	CAN		250
7 <input type="checkbox"/>	PIT FUEL TANK							
	7	HG2000	ZOOM	mm	#7	CAN		250
	View To Show Entire Tank Plus Axle Plus Rear Cross Member							
8 <input type="checkbox"/>	RIGHT OVERALL							
	16	HG2000	ZOOM	mm	#6	CAN		250
9 <input checked="" type="checkbox"/>	VELOCITY HG2000							VEL
	18	HG2000	ZOOM	mm	#8	CAN		250

In Addition to Default Print:

ORIGINAL ORDER

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.EDP.LETTER Public

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG

TEST PURPOSE PRIMARY, 2004 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; KJ
BODY; J
ENGINE; 3.7 LITER
ENGINE NOTE; V6
TRANSMISSION; 5 SPEED MANUAL
TRANS. NOTE;
VIN AS TESTED; 1J8GL48K23A [REDACTED] MOD.
VIN AS BUILT; 1J8GL48K23A [REDACTED] MOD.

TEST SPEED 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) 2248 TOTAL, 1171 FRONT, 1077 REAR

OCCUPANTS 1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-42
RESTRAINT- 3-PT UNIBELT ONLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-47
RESTRAINT- 3-PT UNIBELT ONLY

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG
BUILD CONDITION

TARGET WEIGHT (KG) 2247 TOTAL, 1173 FRONT, 1074 REAR
INCLUDING BALLAST AND OCCUPANTS

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 02/14/03

TEST SITE CPG

FUEL AND BALLAST 68.1 LITERS STODDARD SOLVENT
136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
249.5 KG ADDITIONAL BALLAST WEIGHT ADDED
50 # RF FLOOR.
25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT

EDP TECHNICIAN S. MARCHENIA

No. of Pages 31
CC

R. BORTOLIN 514-17-39
M. STEBELTON 422-05-01

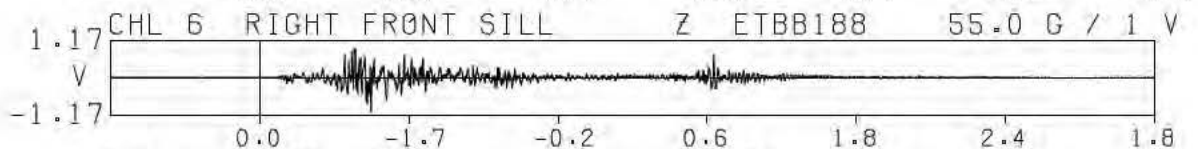
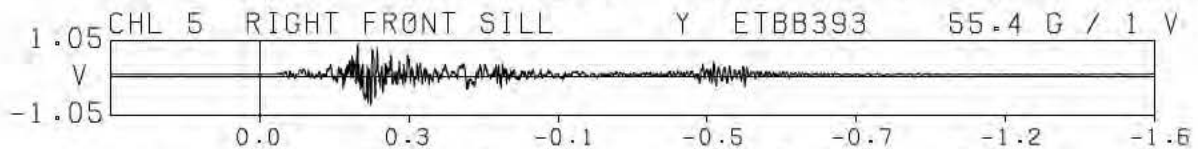
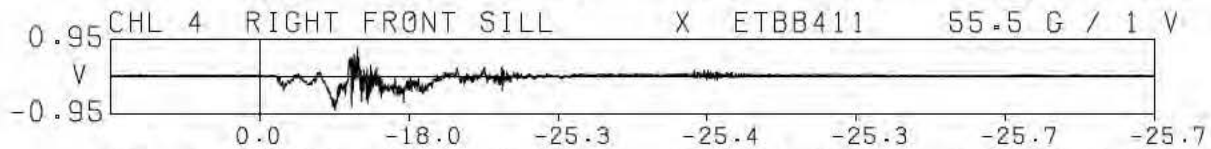
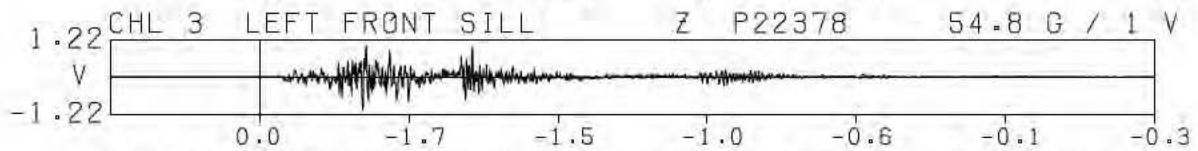
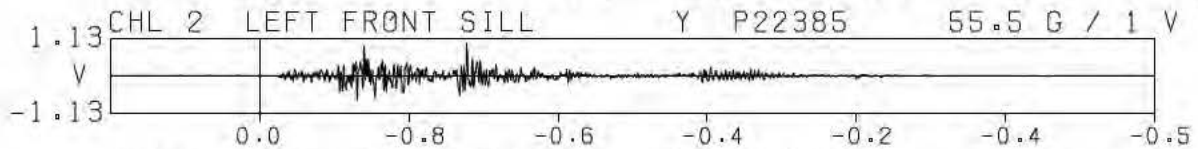
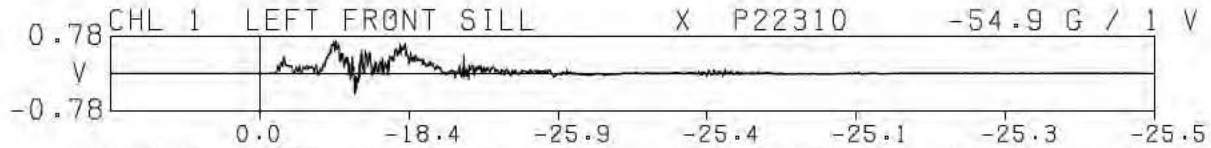
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12-13-2012
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301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.EDP.REPORT

TRANSDUCER SUMMARY REPORT

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST
 IMPACT ANALYSIS DEPT. 5320
 FEB 17, 2003

DATA SET 02/14/03B0
 ERRATA 1

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-50 0 50 100 150 200 250 300
 TIME, MSEC

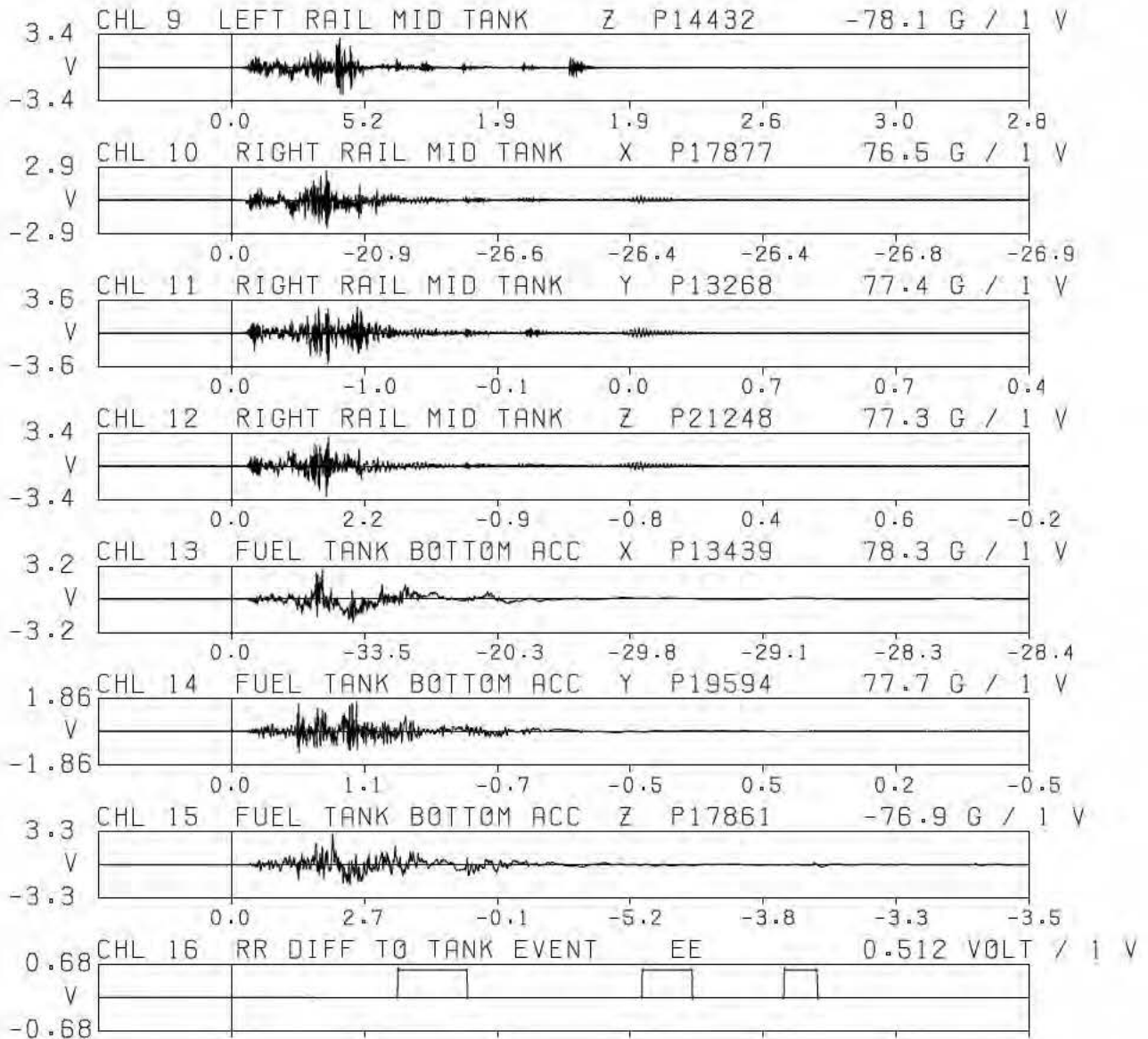
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TRANSDUCER SUMMARY REPORT

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST
 IMPACT ANALYSIS DEPT. 5320
 FEB 17, 2003

DATA SET 02/14/03B0
 ERRATA 1

-50 0 50 100 150 200 250 300



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 TIME, MSEC

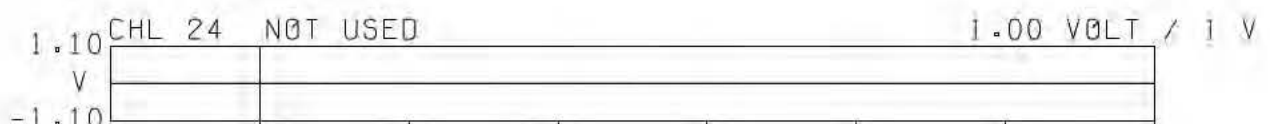
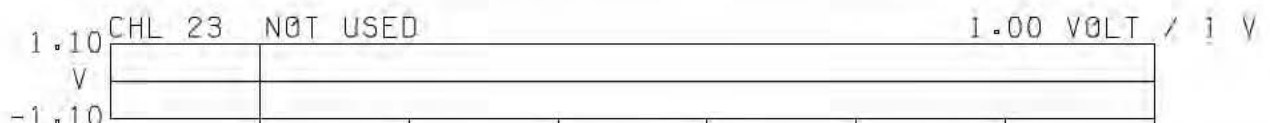
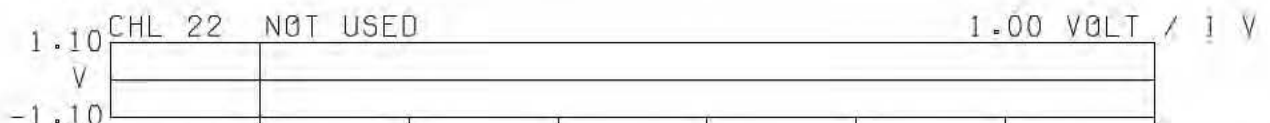
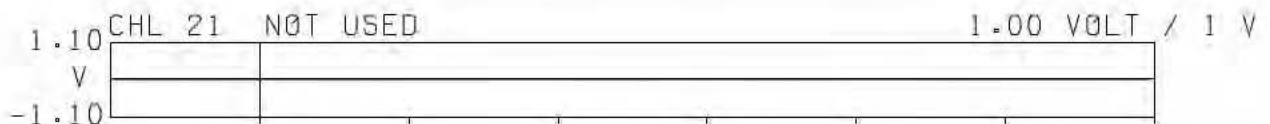
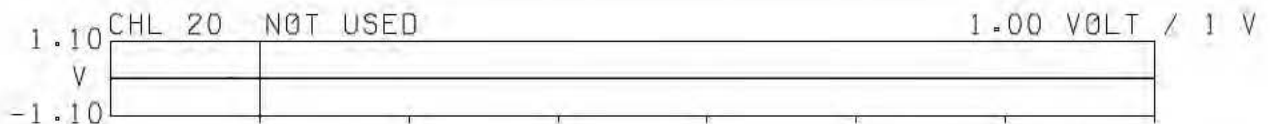
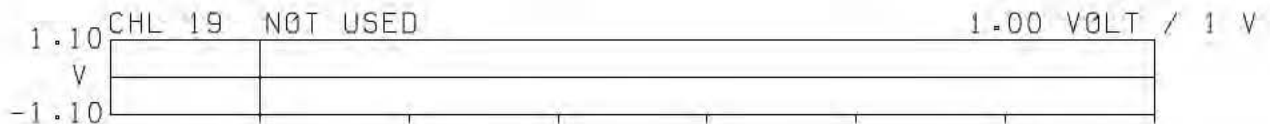
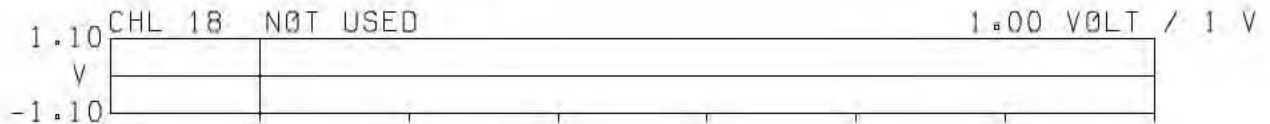
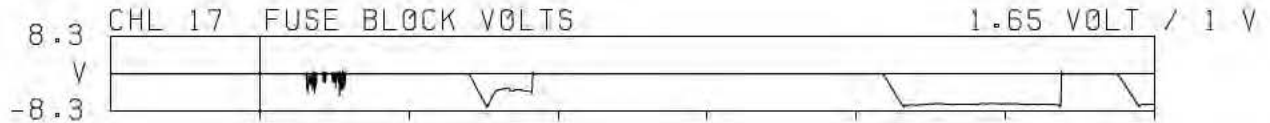
NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

DATA SET 02/14/03B1
ERRATA 1

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TIME, MSEC

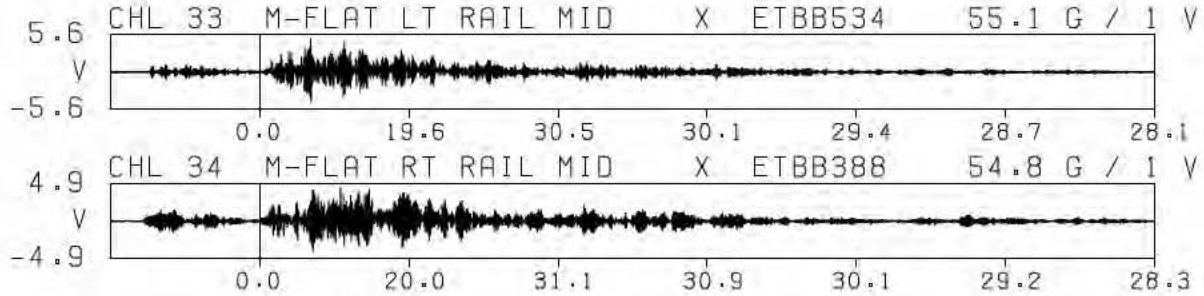
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EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

DATA SET 02/14/03B2
ERRATA 1

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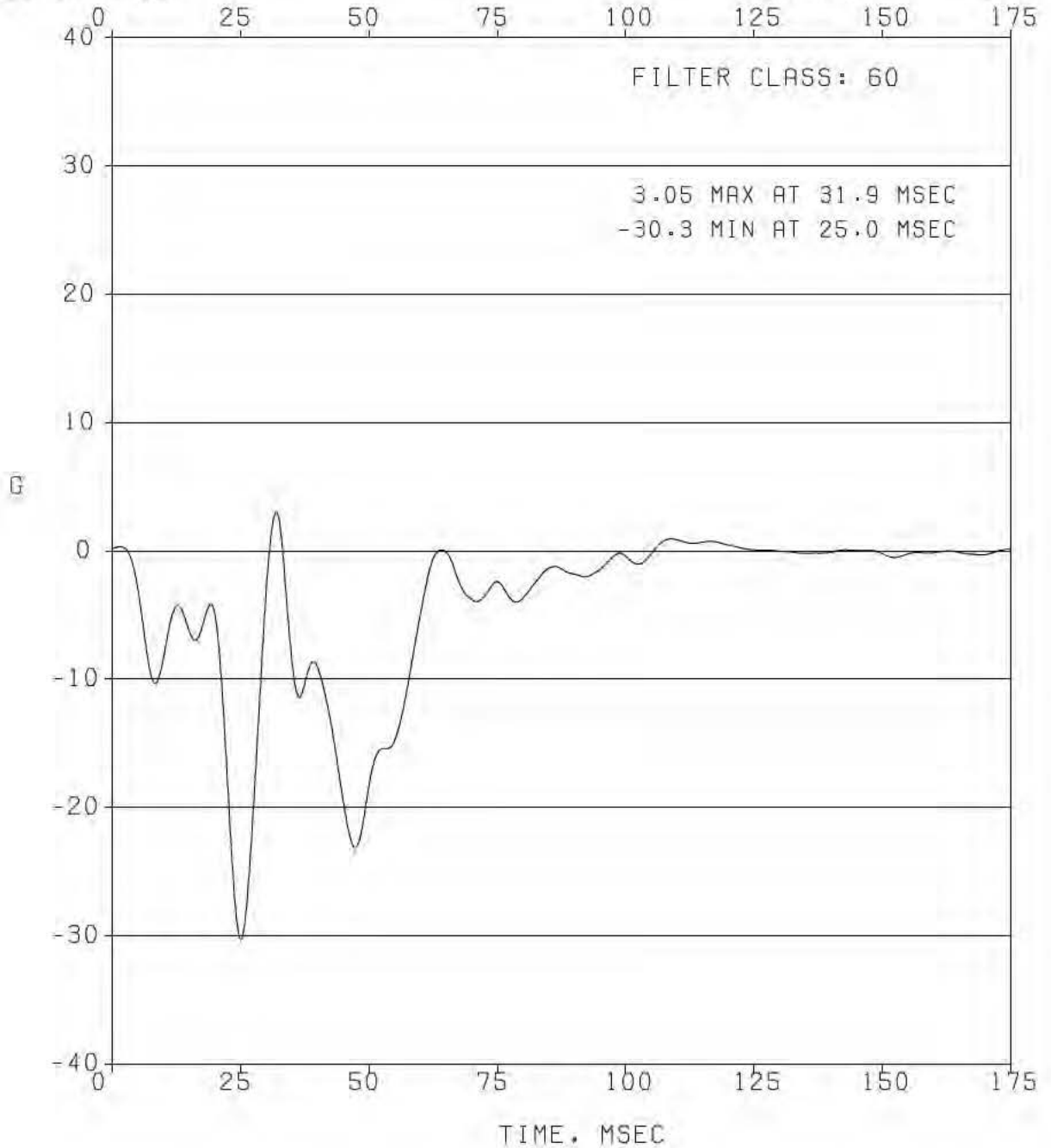
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TIME, MSEC

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

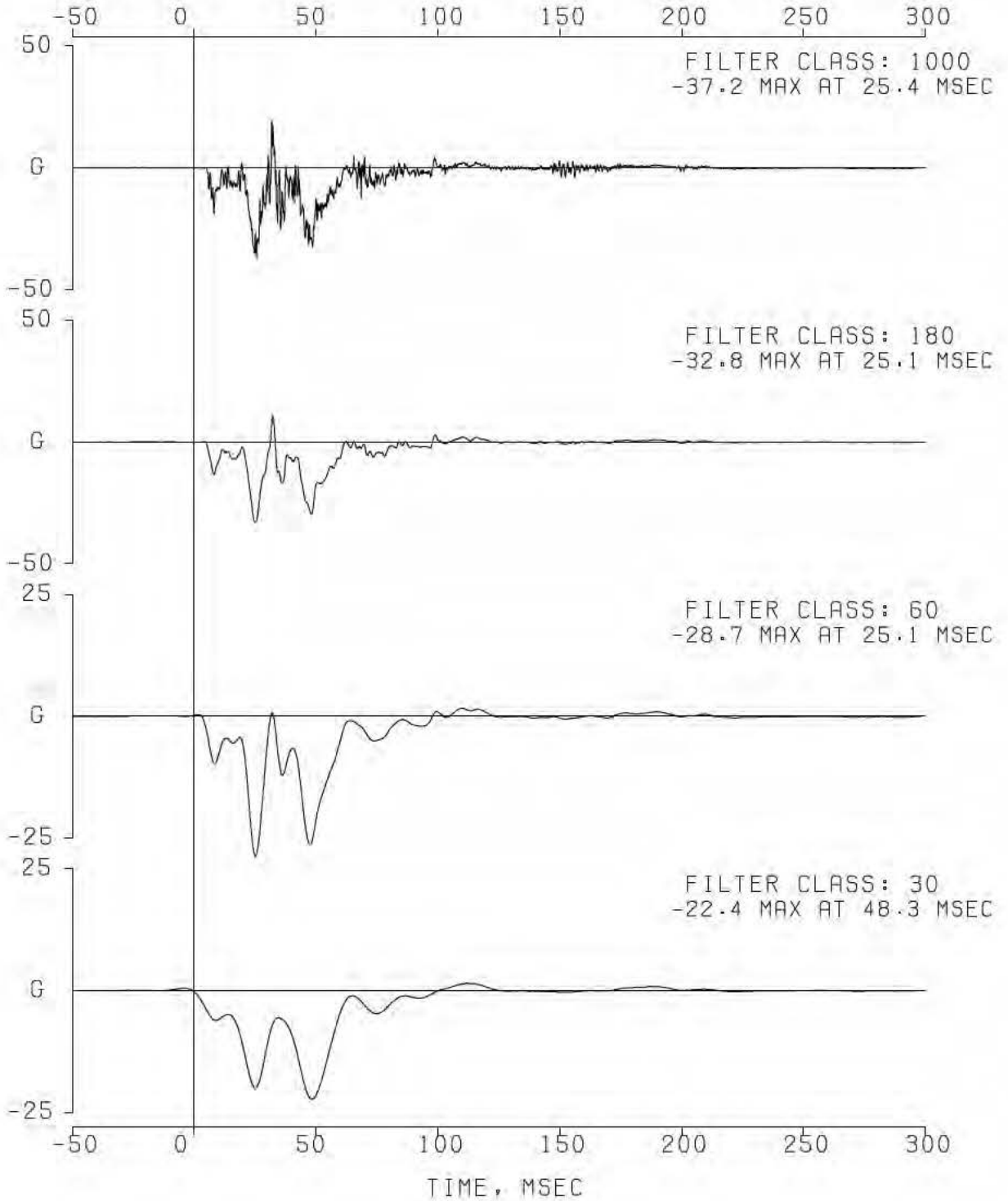
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
AVERAGE OF

CHANNEL 001 LEFT FRONT SILL X P22310
CHANNEL 004 RIGHT FRONT SILL X ETBB411

FILTER TYPE: PHASELESS, 4 POLE BUTTERWORTH, 2-PASS (99.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17.2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P22310
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
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FEB 17, 2003 ERRATA 1

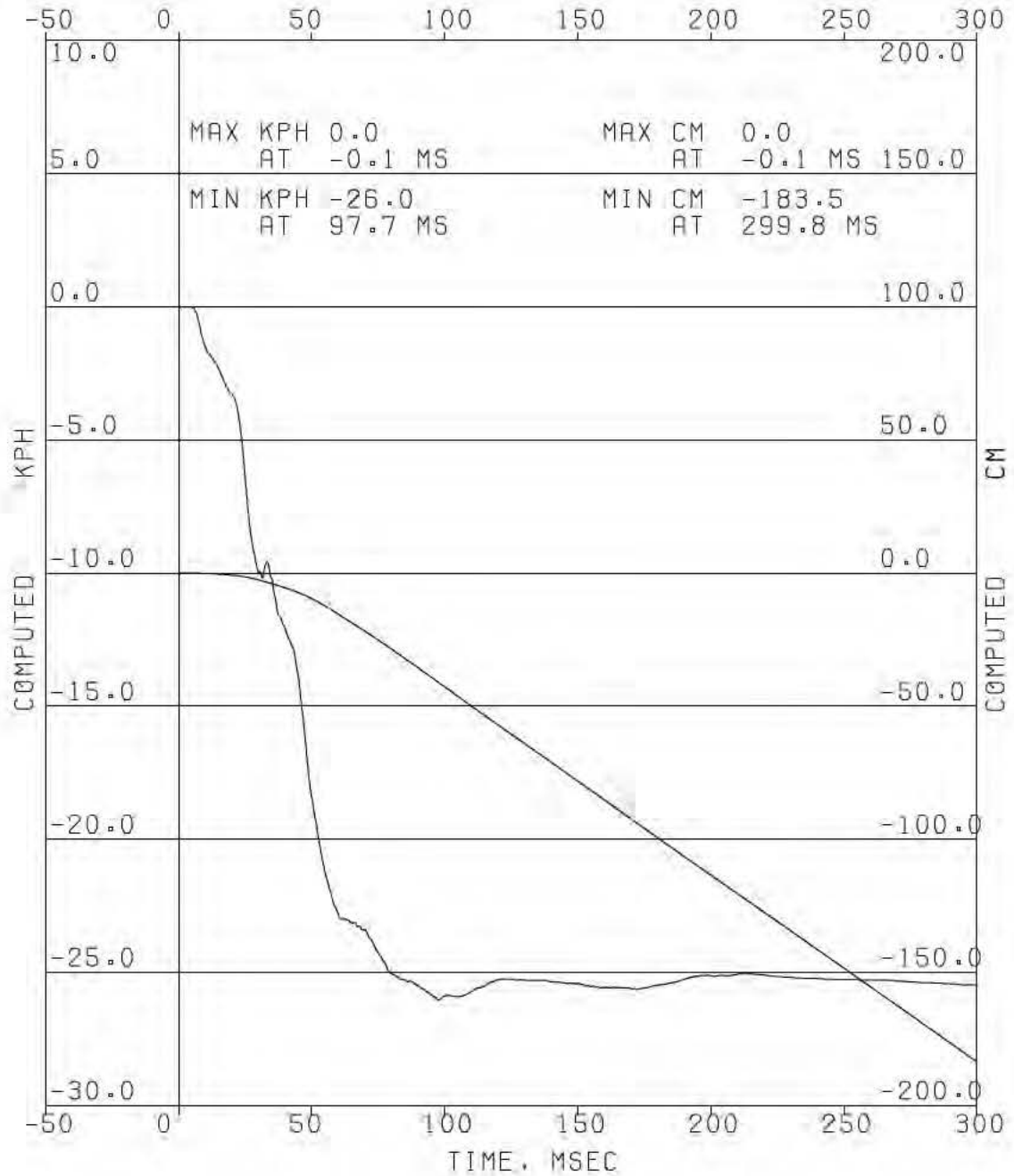


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04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P22310

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

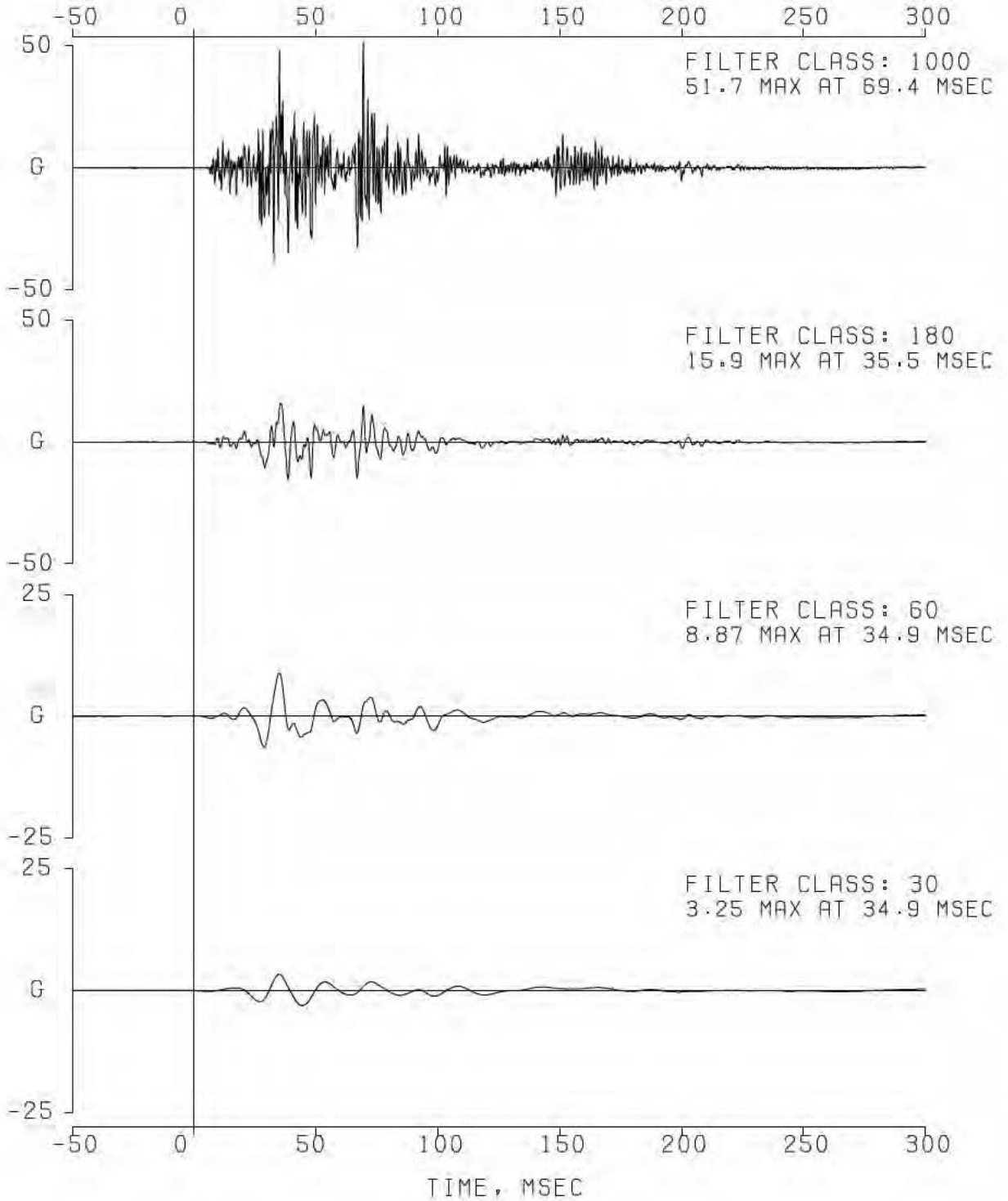
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ERRATA 1



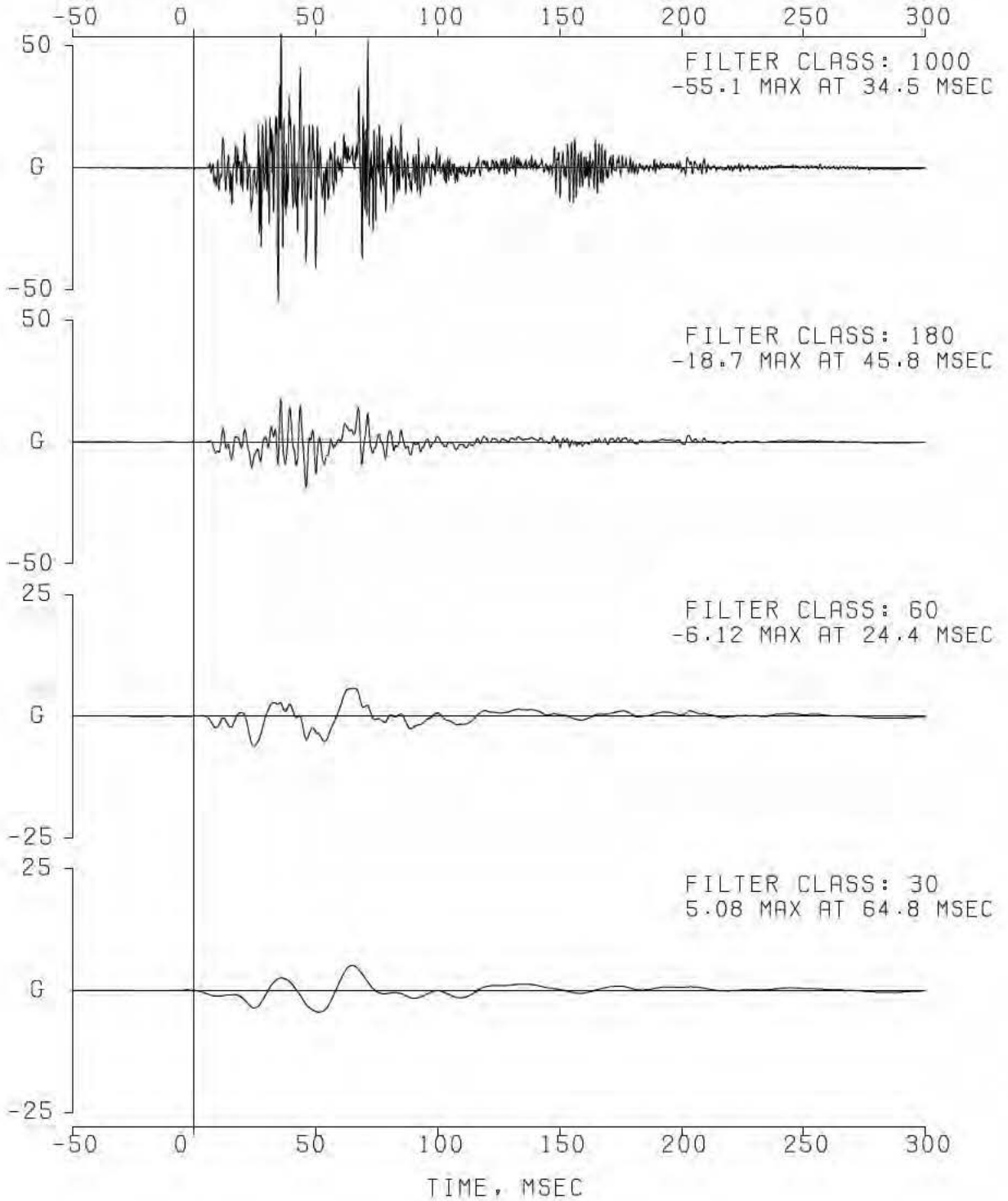
EA12-005- Chrysler -005389

COMPUTED KPH
COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 002 LEFT FRONT SILL Y P22385
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 003 LEFT FRONT SILL Z P22378
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 004 RIGHT FRONT SILL X ETBB411

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

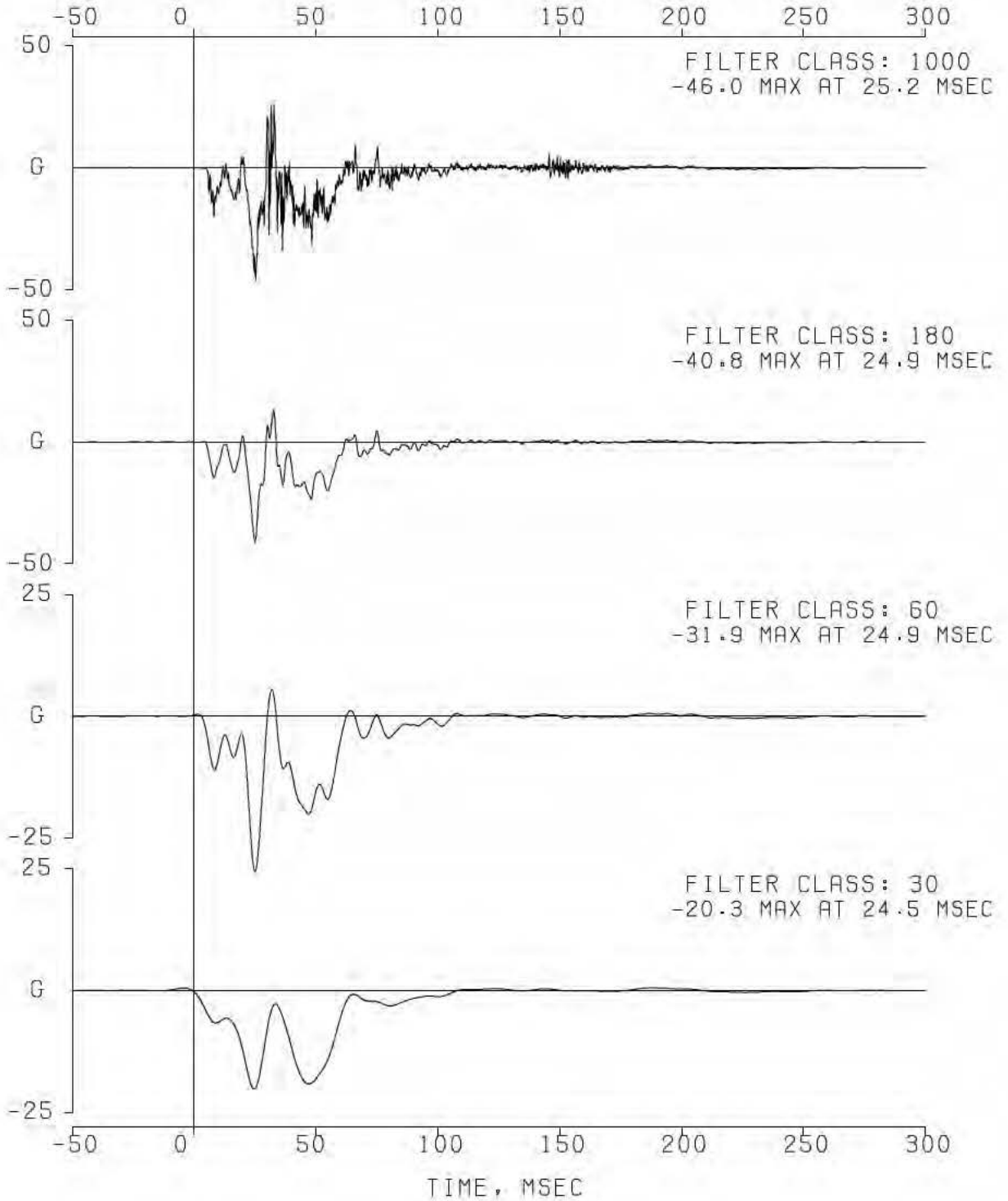
IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

FEB 17,2003

ERRATA

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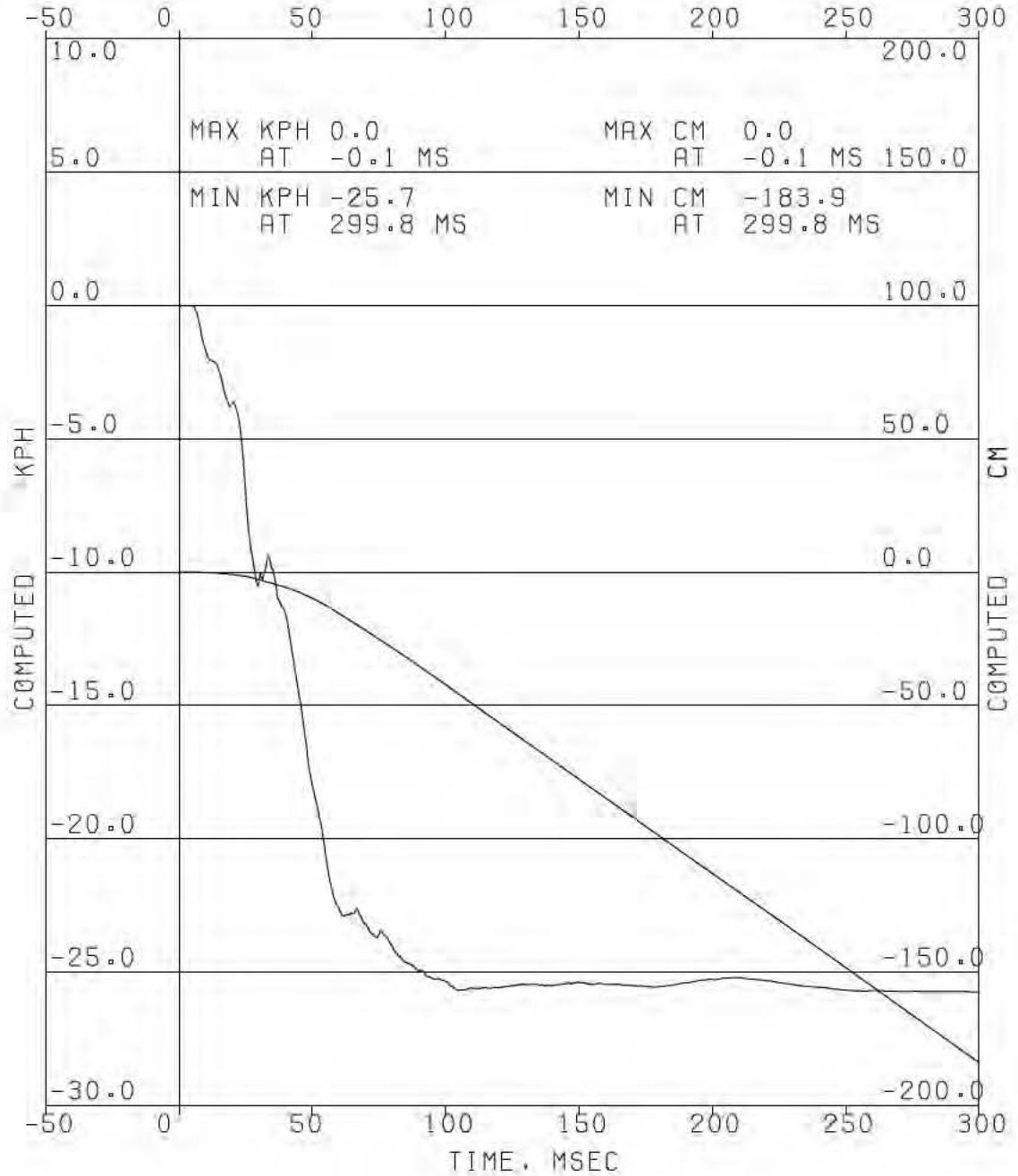


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST
 CHANNEL 004 RIGHT FRONT SILL X ETBB411

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

IMPACT ANALYSIS DEPT. 5320
 FEB 17, 2003

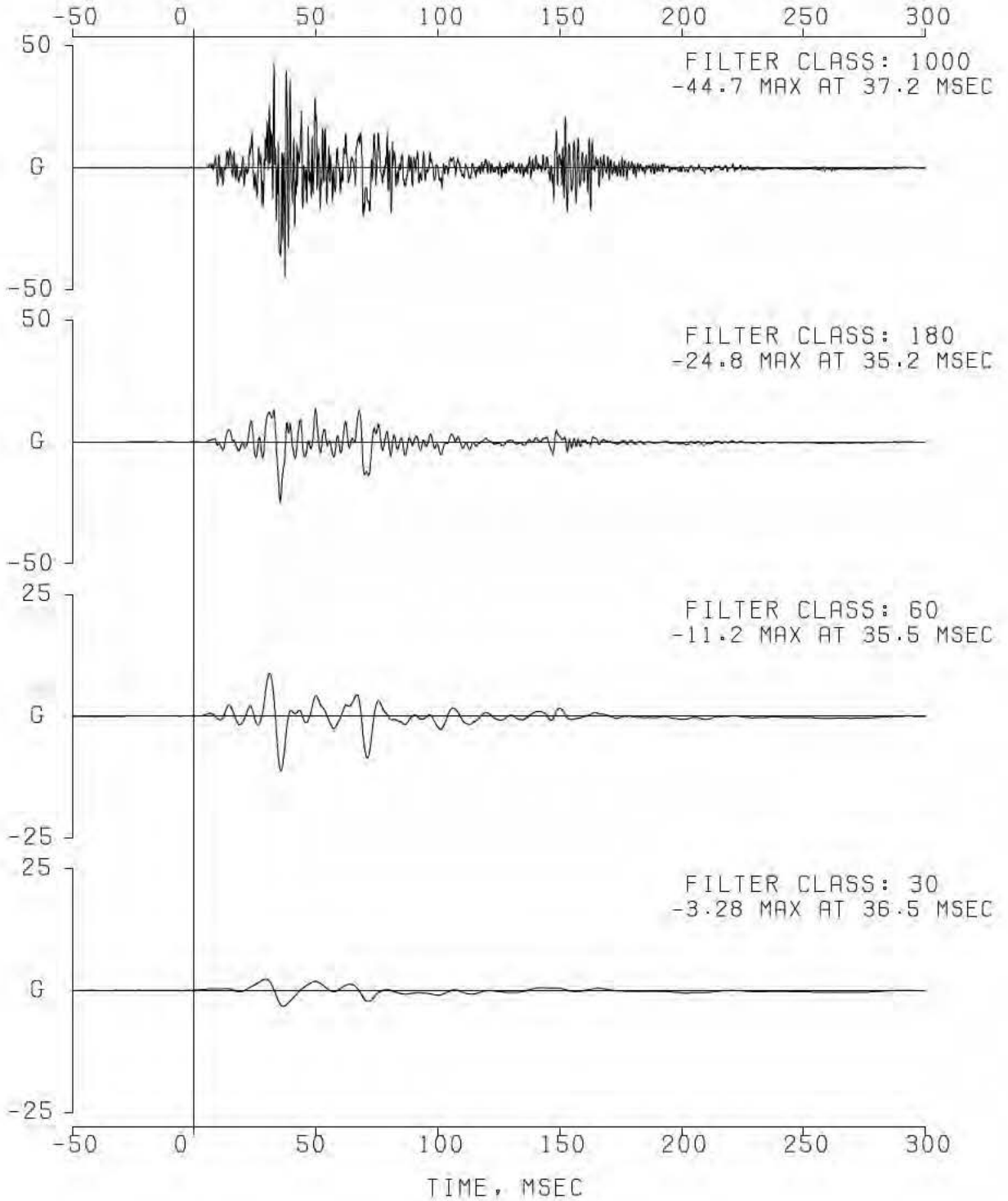
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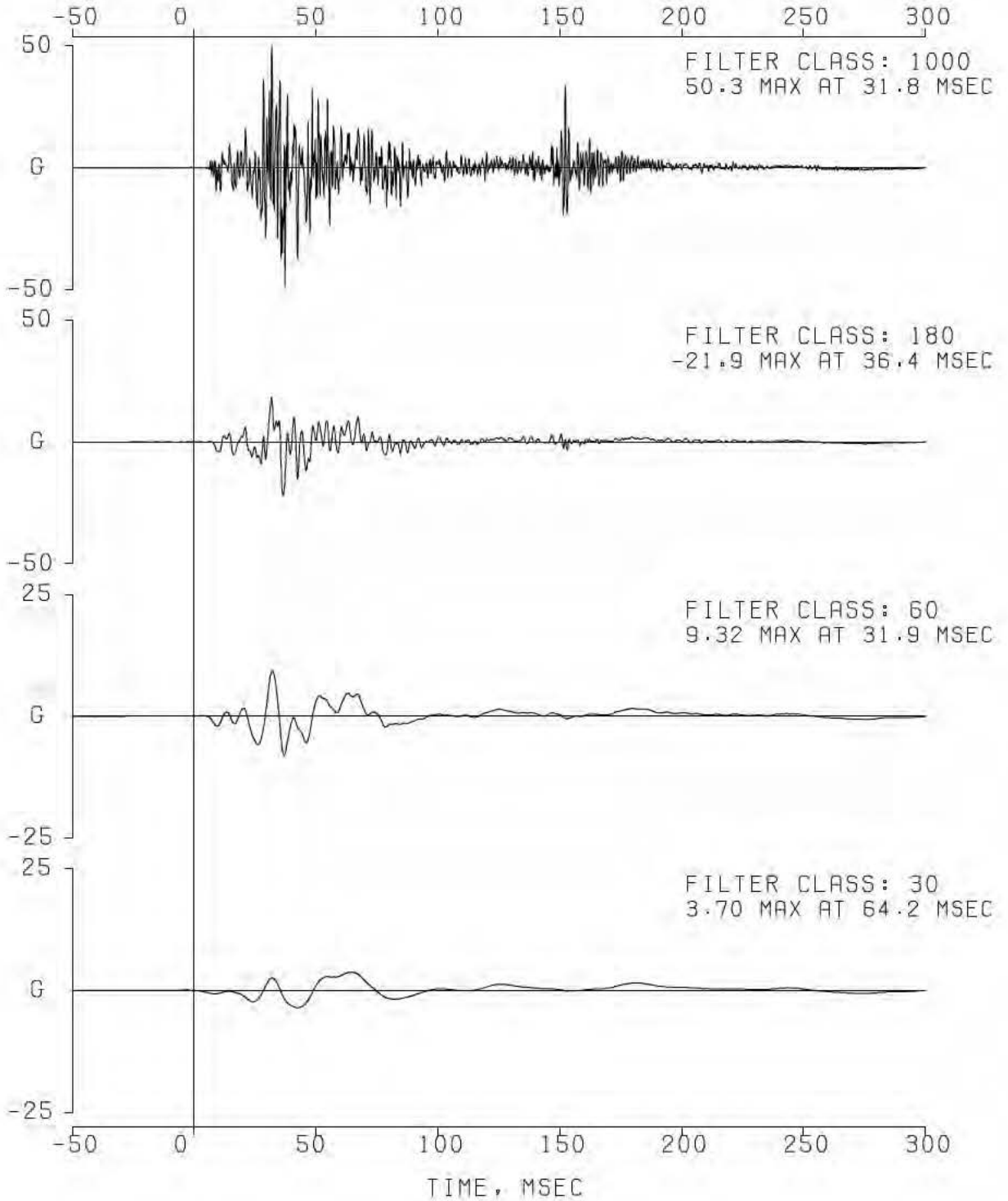
EA12-005- Chrysler -005393

COMPUTED KPH
 COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 005 RIGHT FRONT SILL Y ETBB393
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 006 RIGHT FRONT SILL Z ETBB188
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 007 LEFT RAIL MID TANK X P13378

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

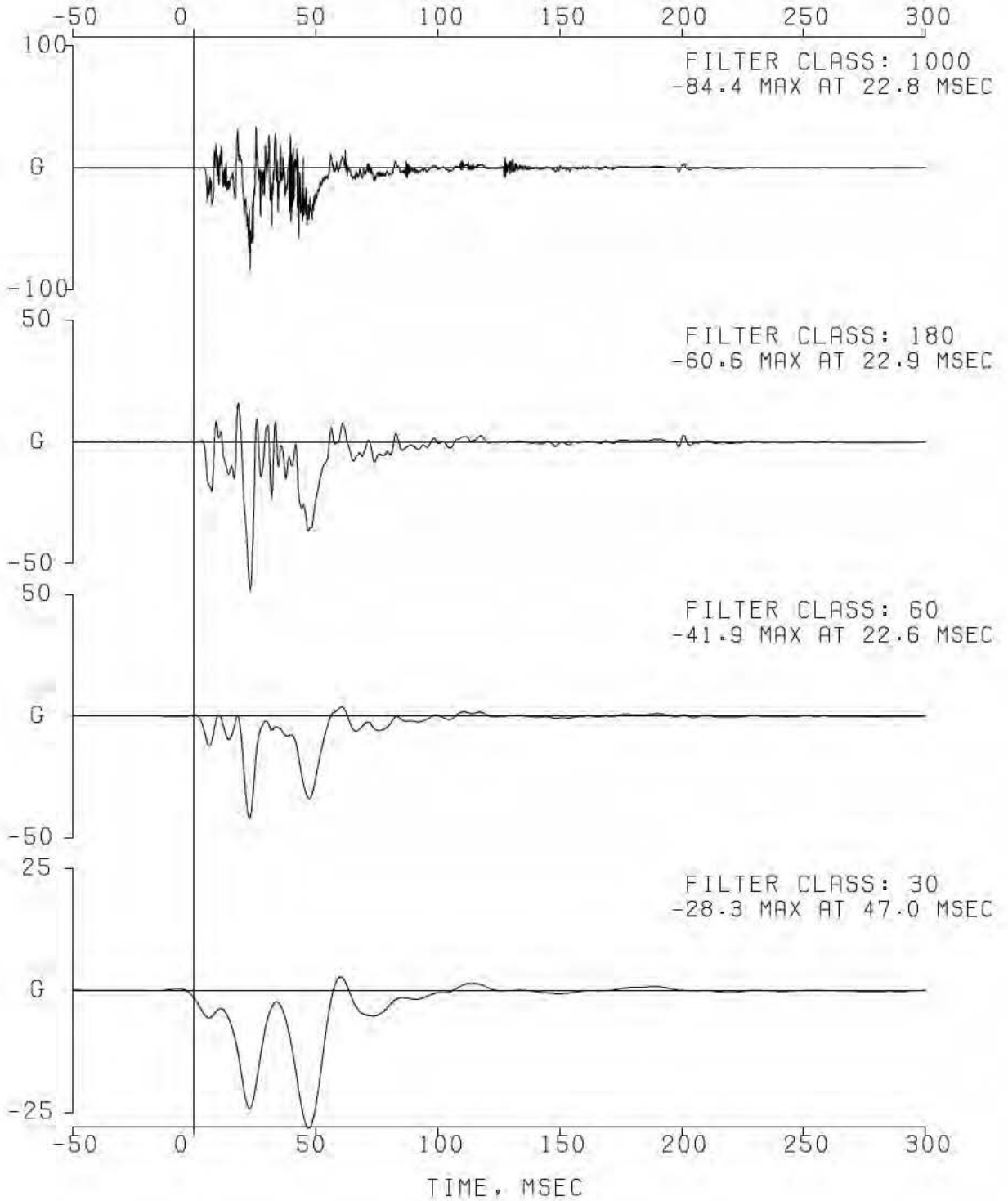
IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

FEB 17, 2003

ERRATA

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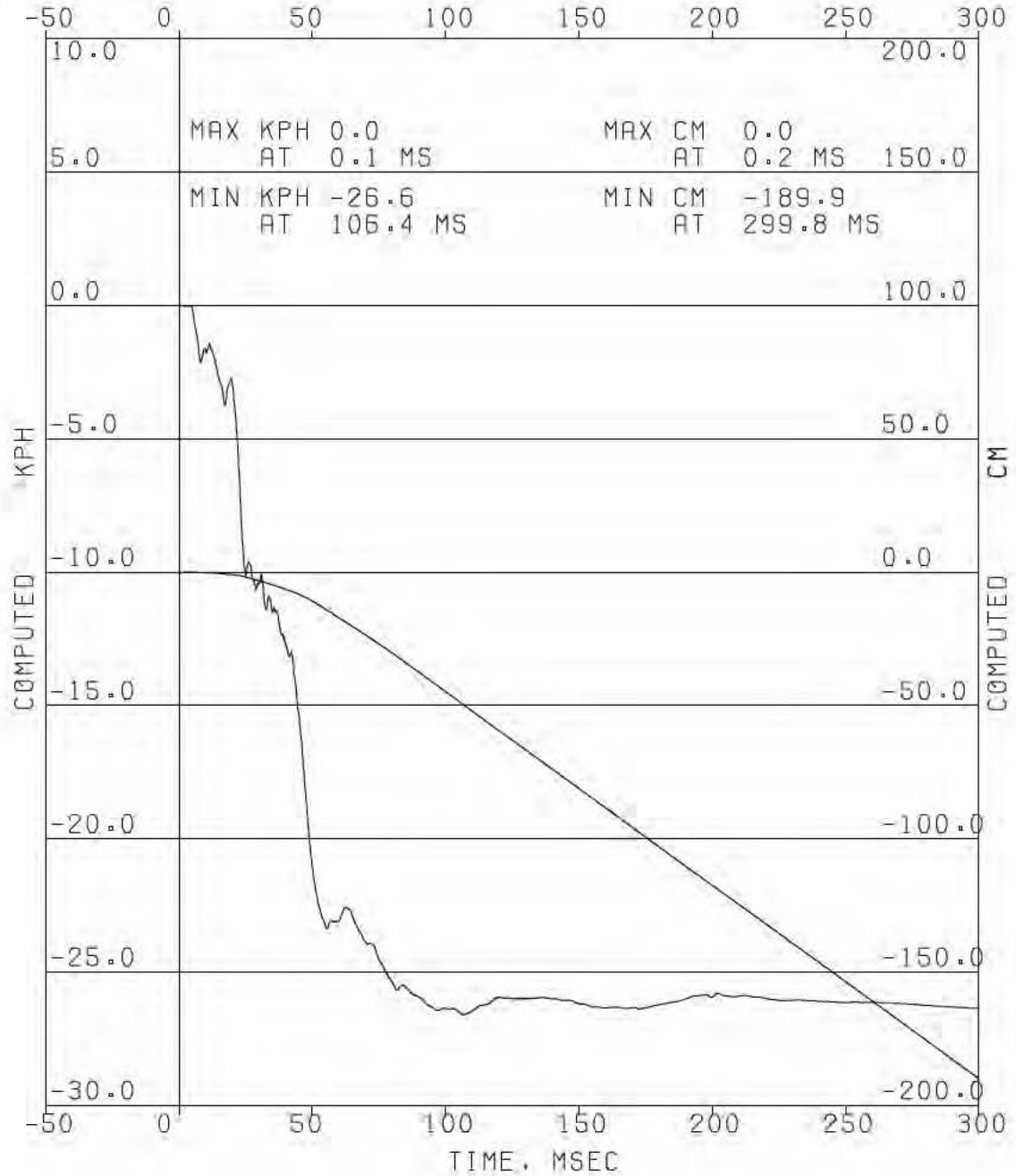


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P13378

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

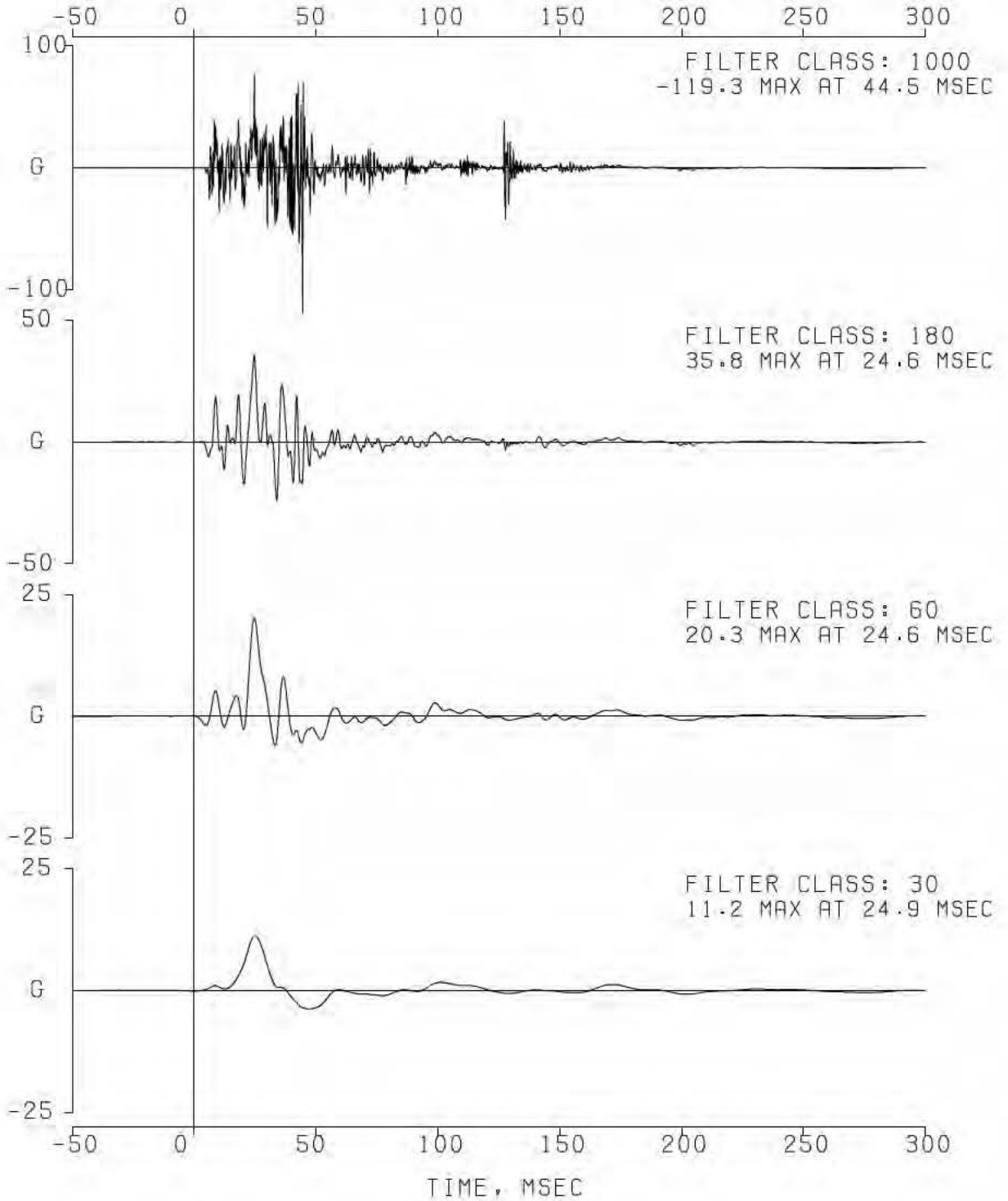
DATA SET 02/14/03B0
ERRATA 1



EA12-005- Chrysler -005397

COMPUTED KPH
COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 008 LEFT RAIL MID TANK Y P13744
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 009 LEFT RAIL MID TANK Z P14432

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

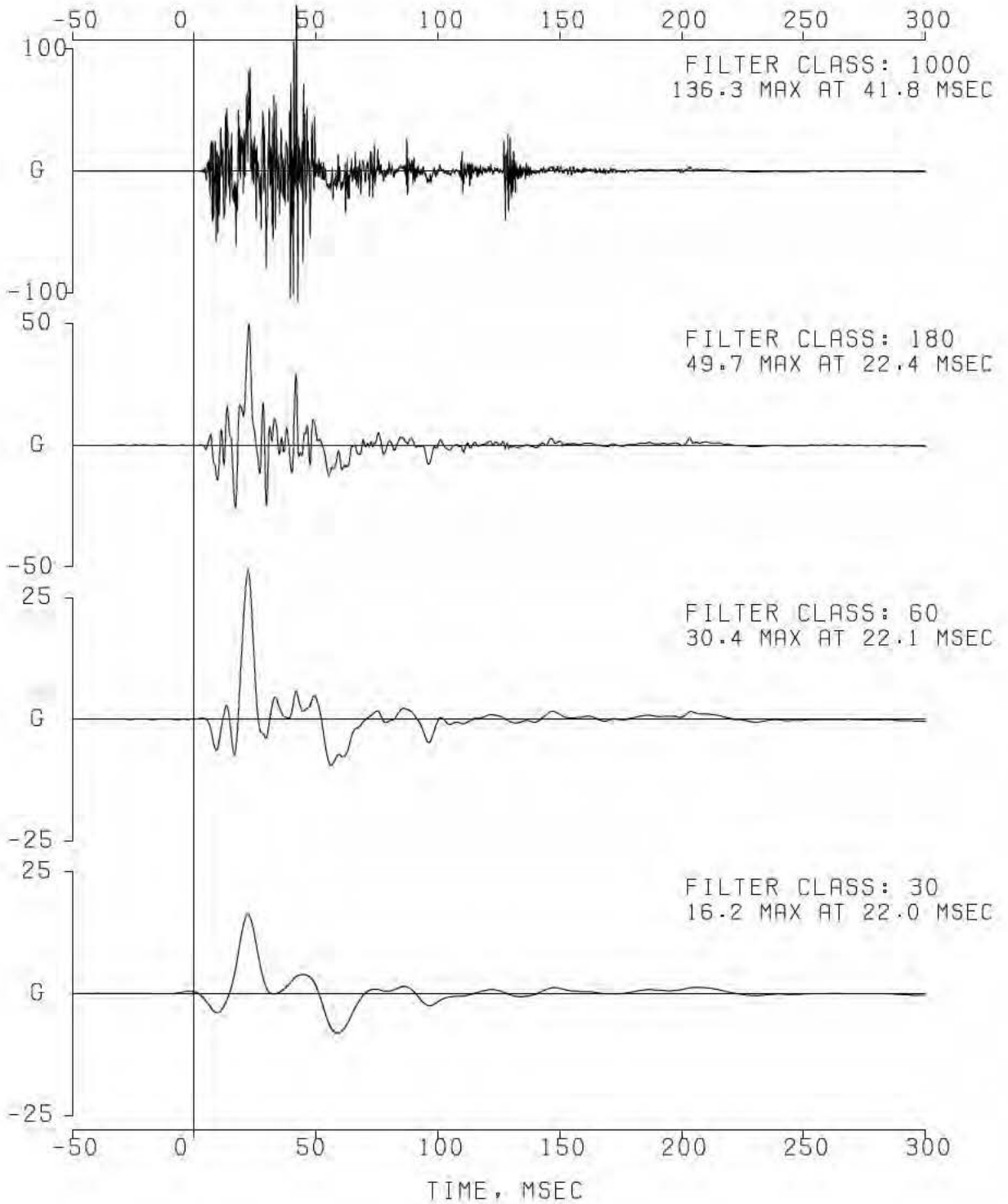
IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

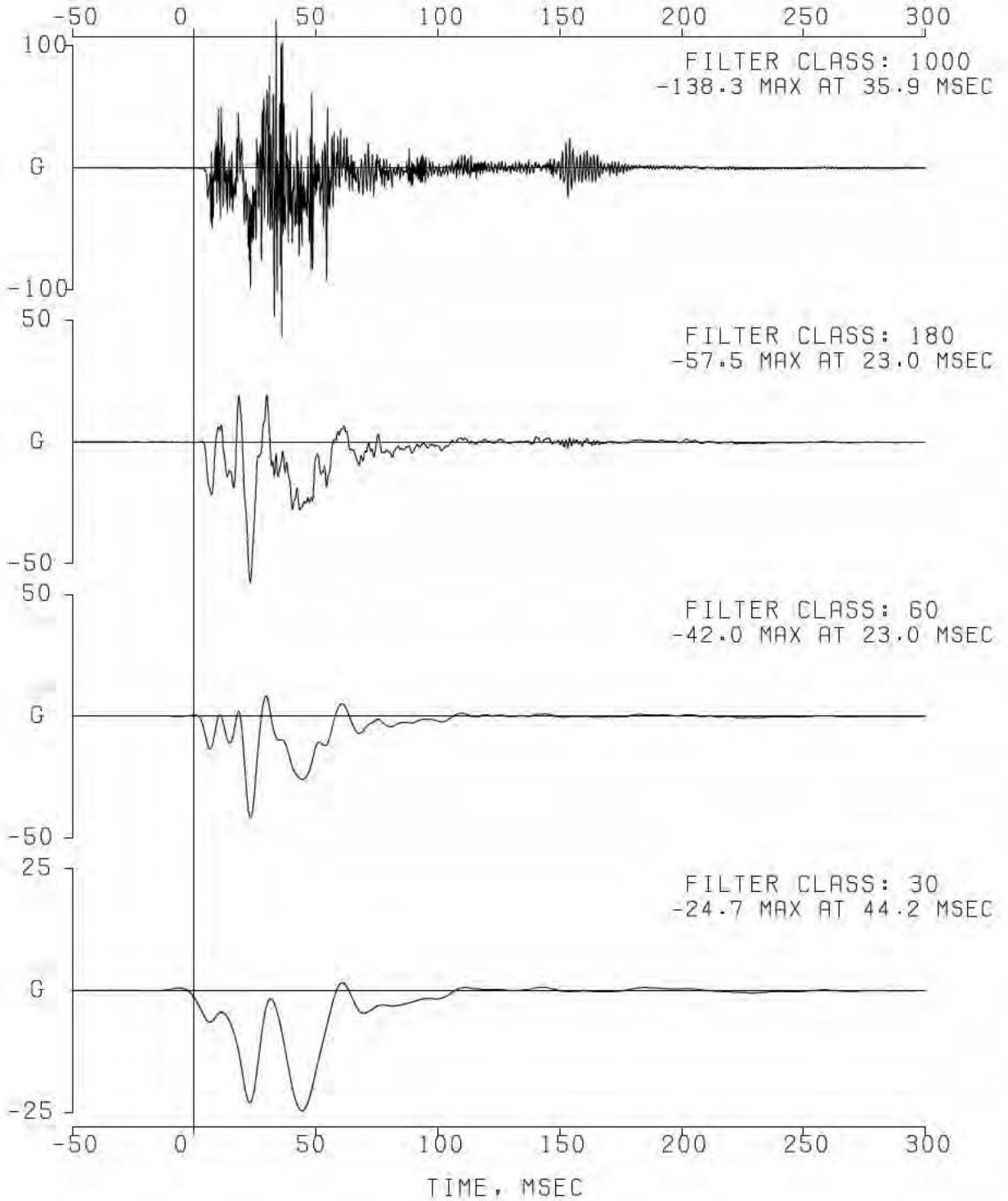
FEB 17, 2003

ERRATA

1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P17877
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1

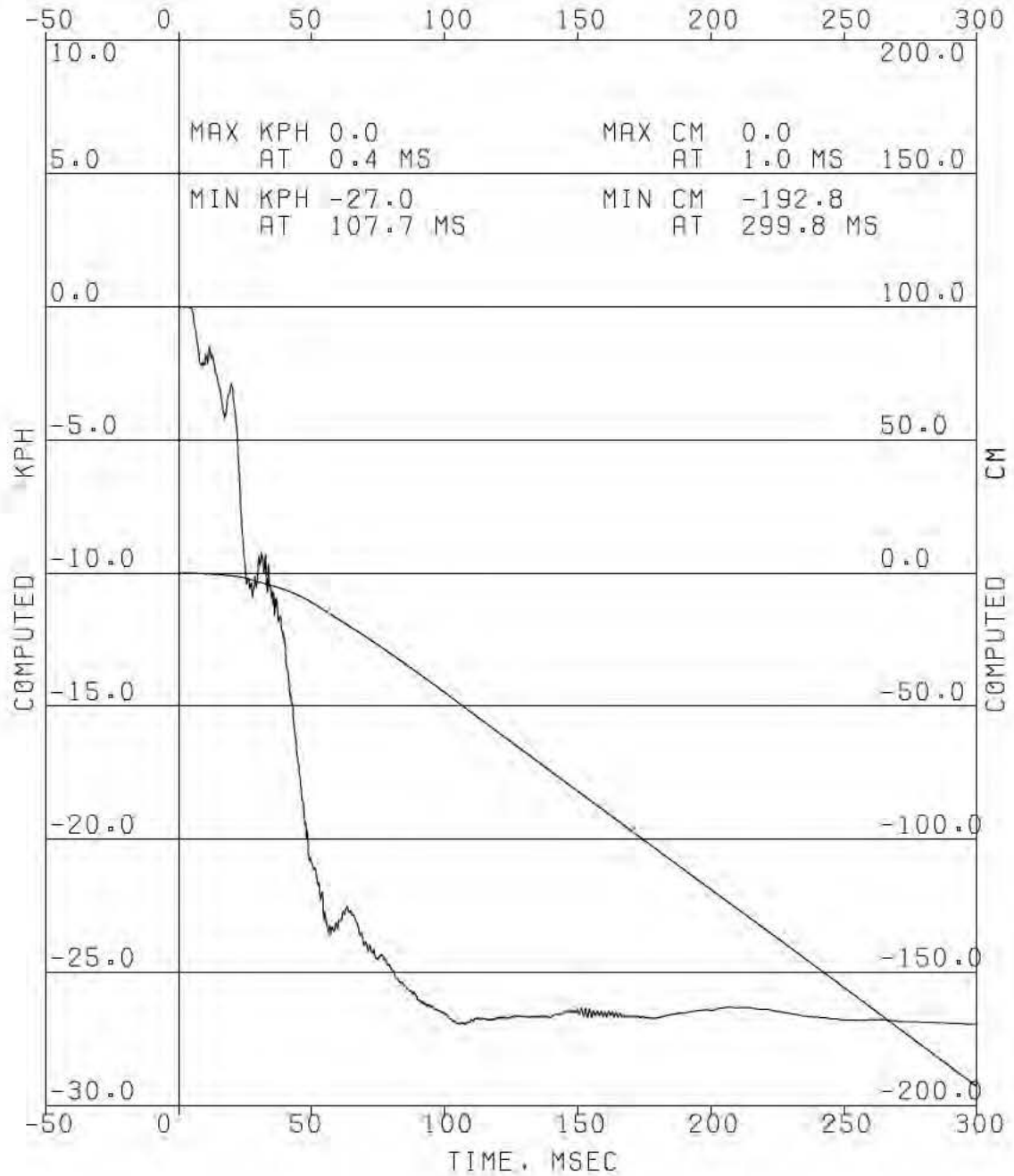


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X P17877

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

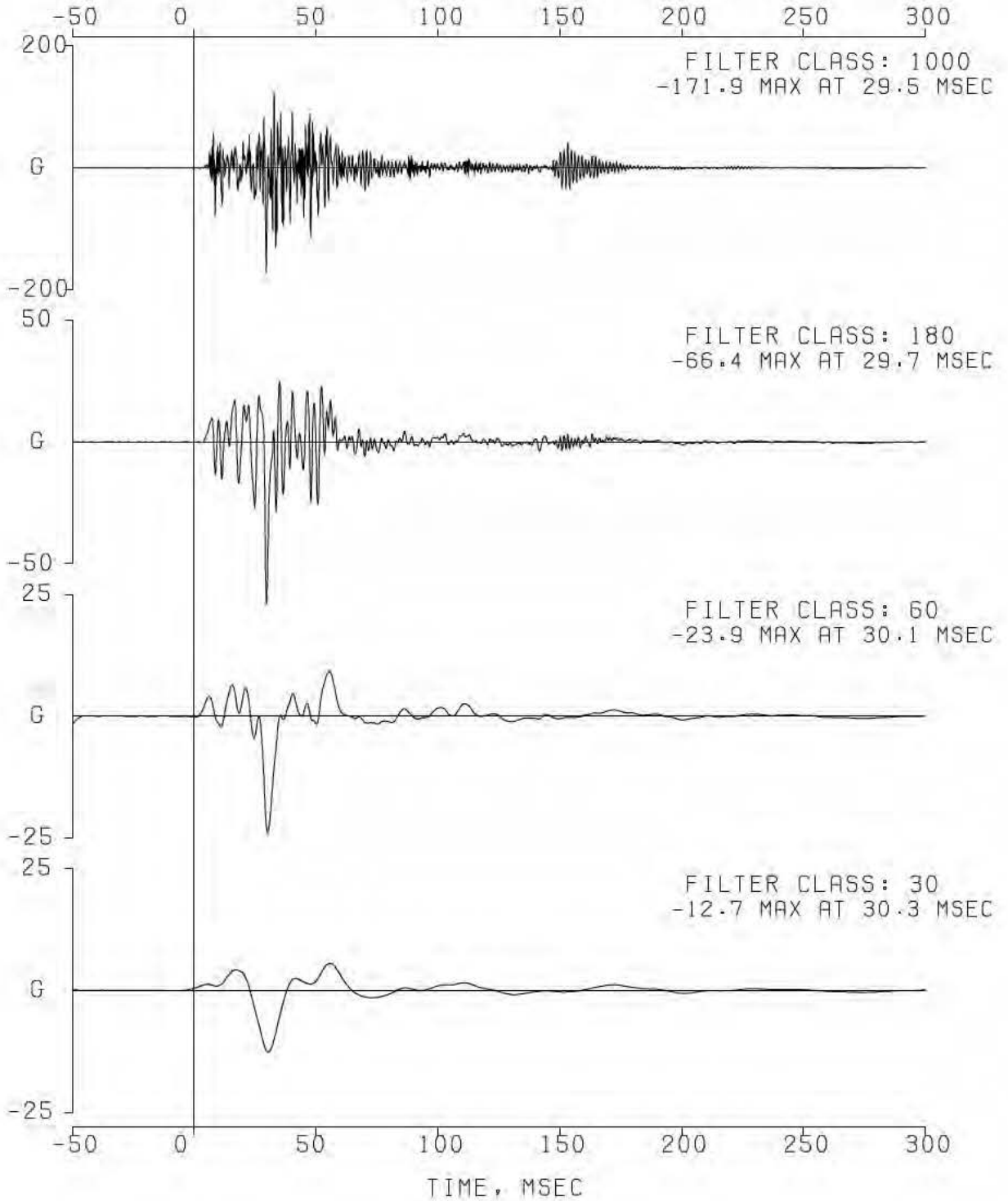
DATA SET 02/14/03B0
ERRATA 1



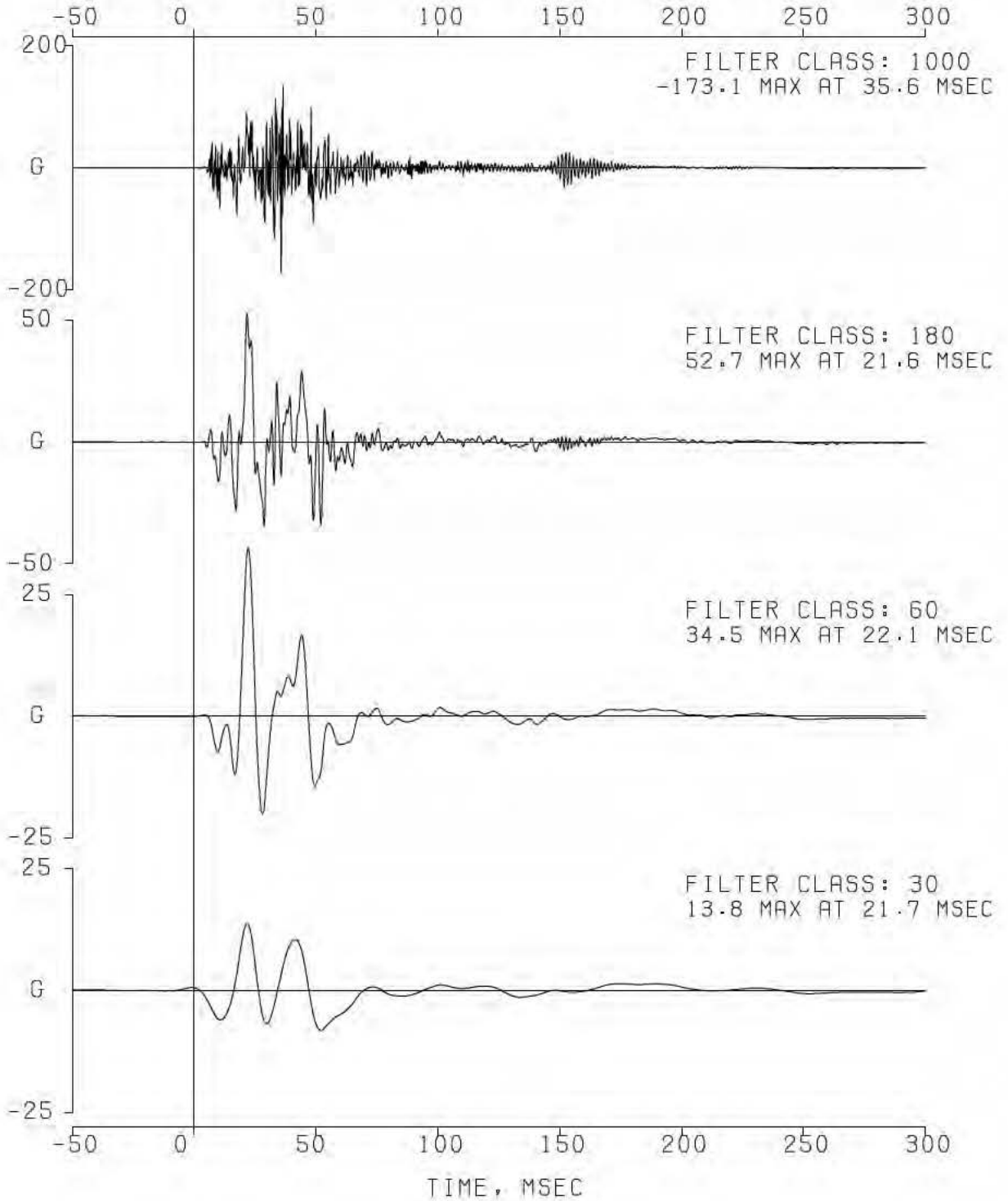
EA12-005- Chrysler -005401

COMPUTED KPH
COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 011 RIGHT RAIL MID TANK Y P13268
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 012 RIGHT RAIL MID TANK Z P21248
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17,2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 013 FUEL TANK BOTTOM ACC X P13439

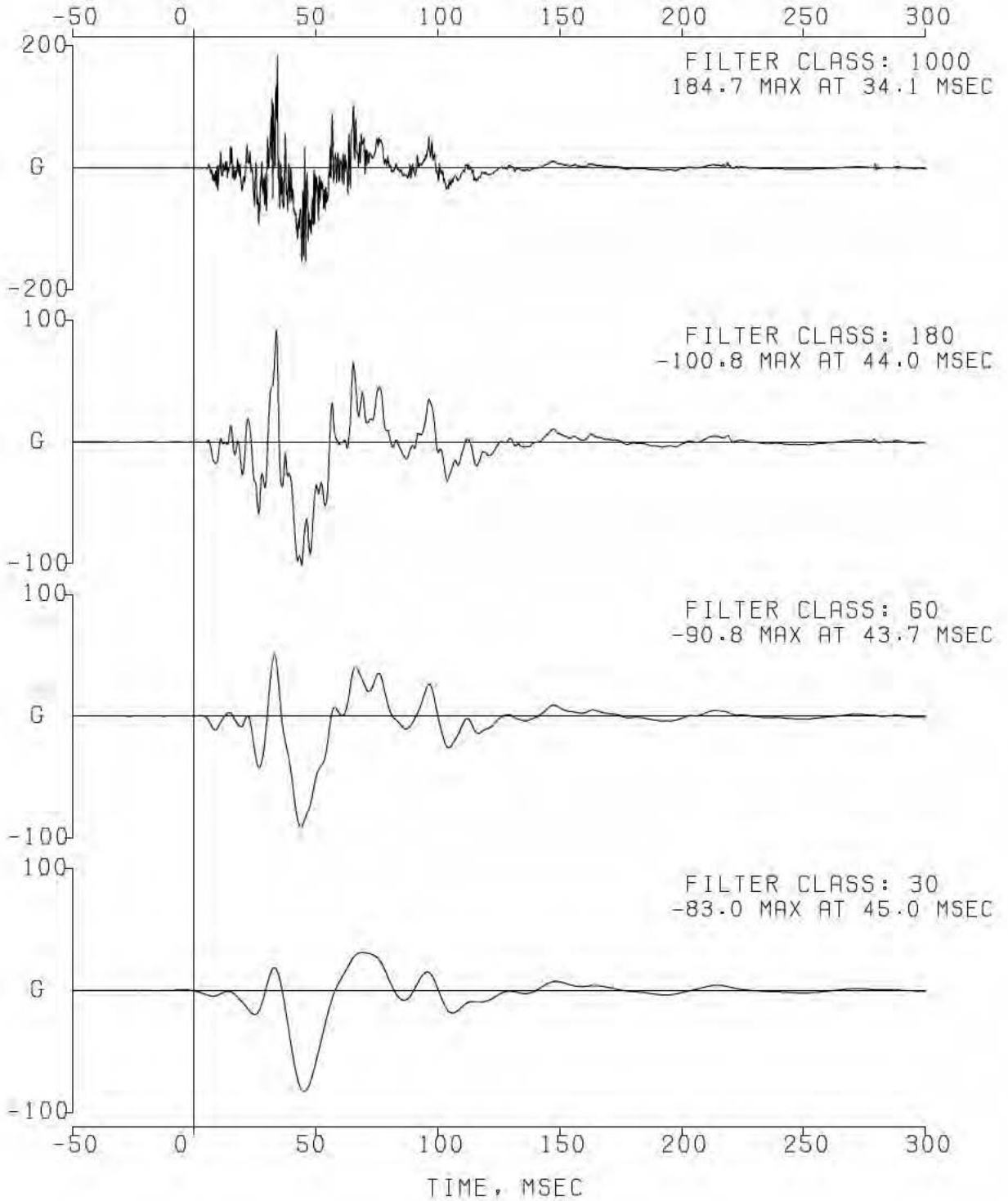
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)

IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

FEB 17, 2003

ERRATA 1

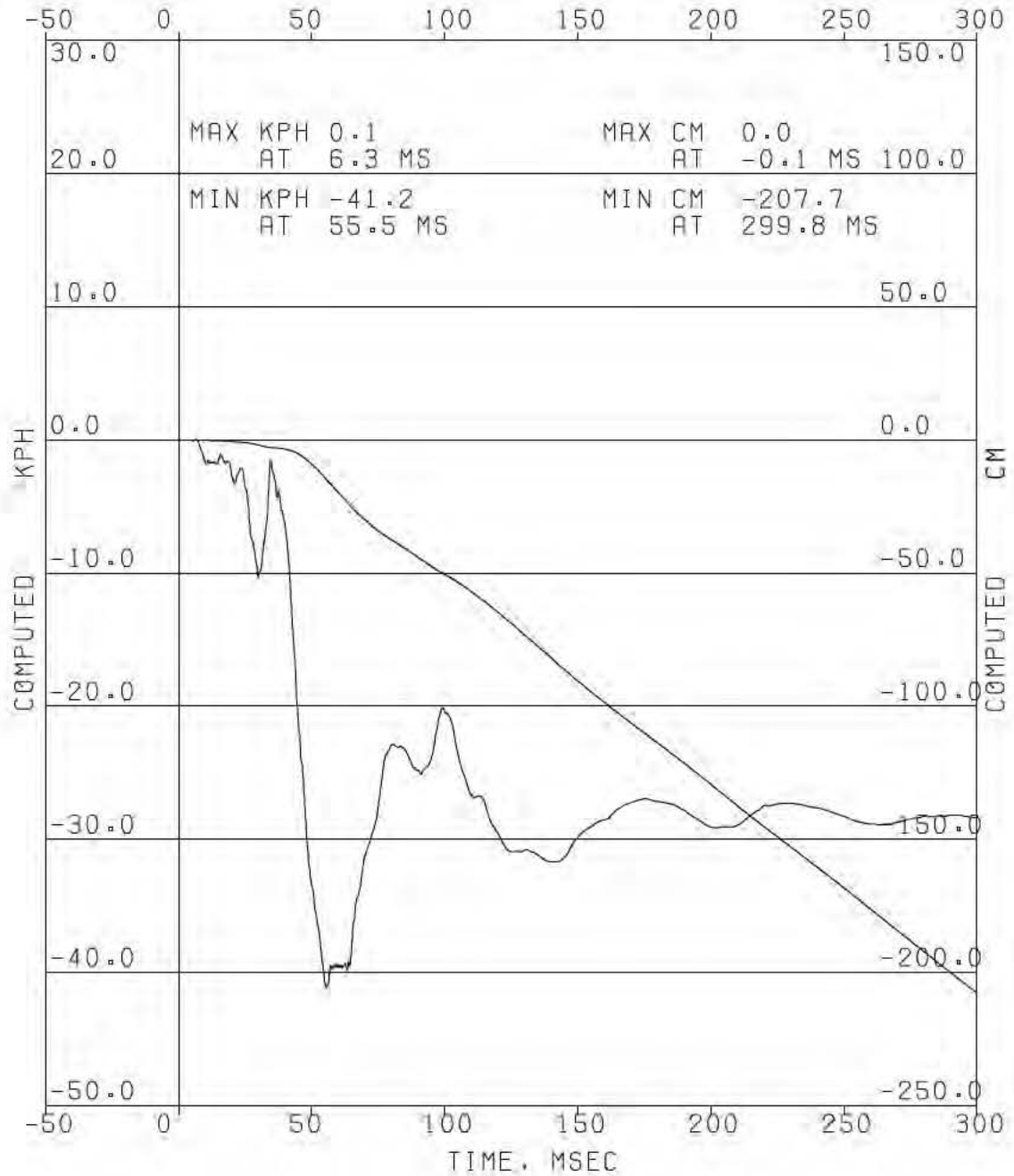


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 FUEL TANK BOTTOM ACC X P13439

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

DATA SET 02/14/03B0
ERRATA 1



EA12-005- Chrysler -005405

COMPUTED KPH
COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 014 FUEL TANK BOTTOM ACC Y P19594

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

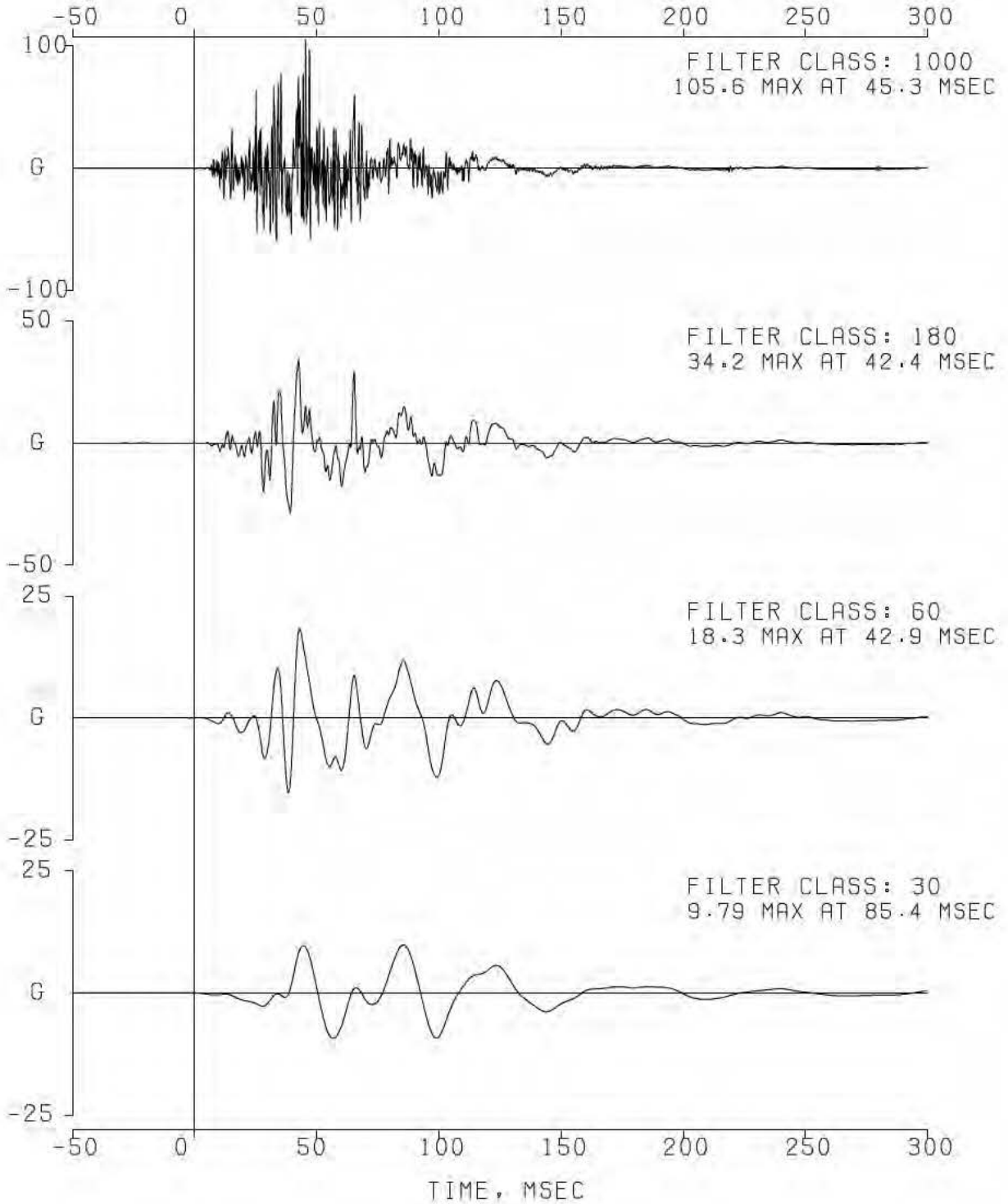
IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

FEB 17, 2003

ERRATA

1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 015 FUEL TANK BOTTOM ACC Z P17861

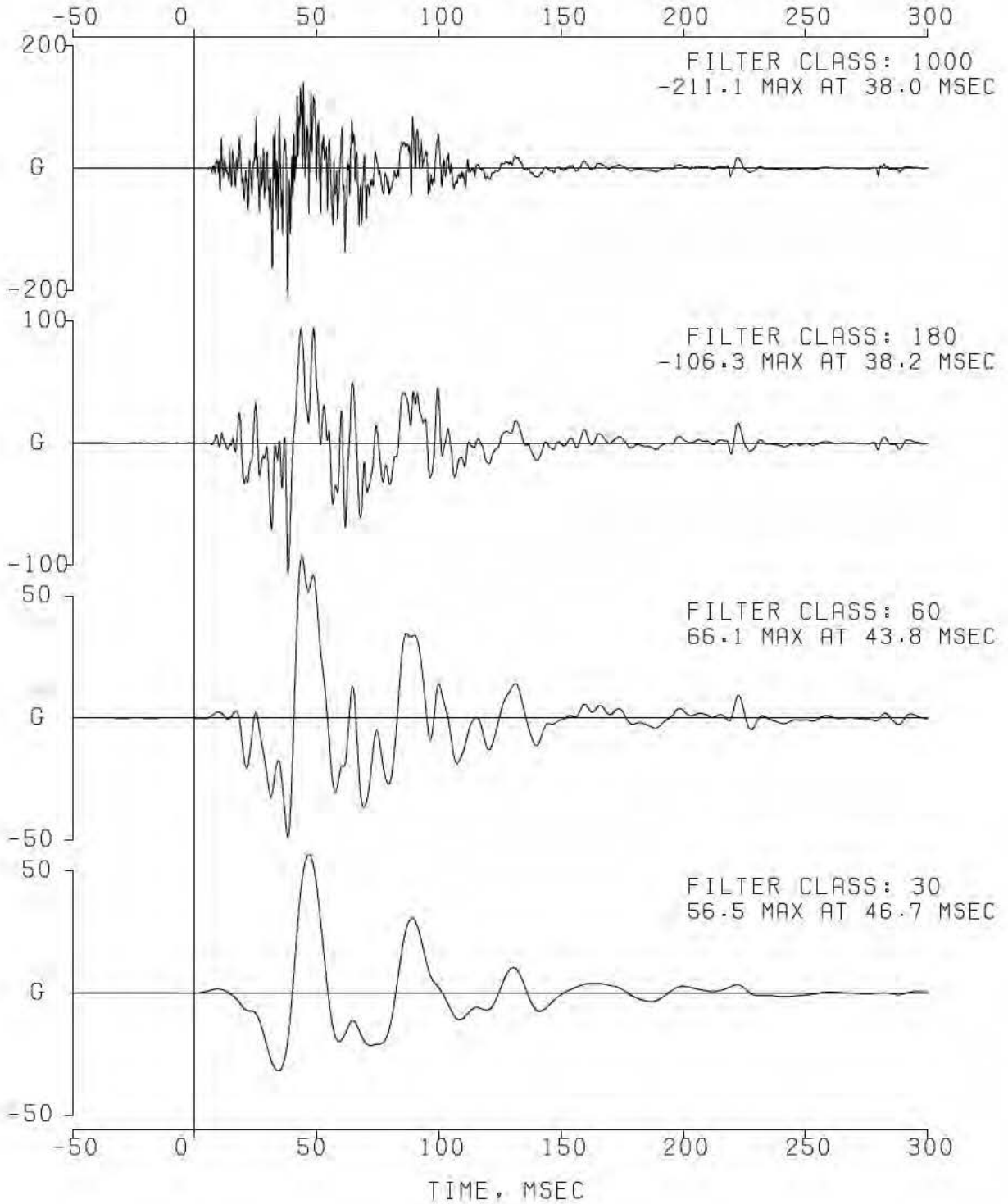
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)

IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B0

FEB 17,2003

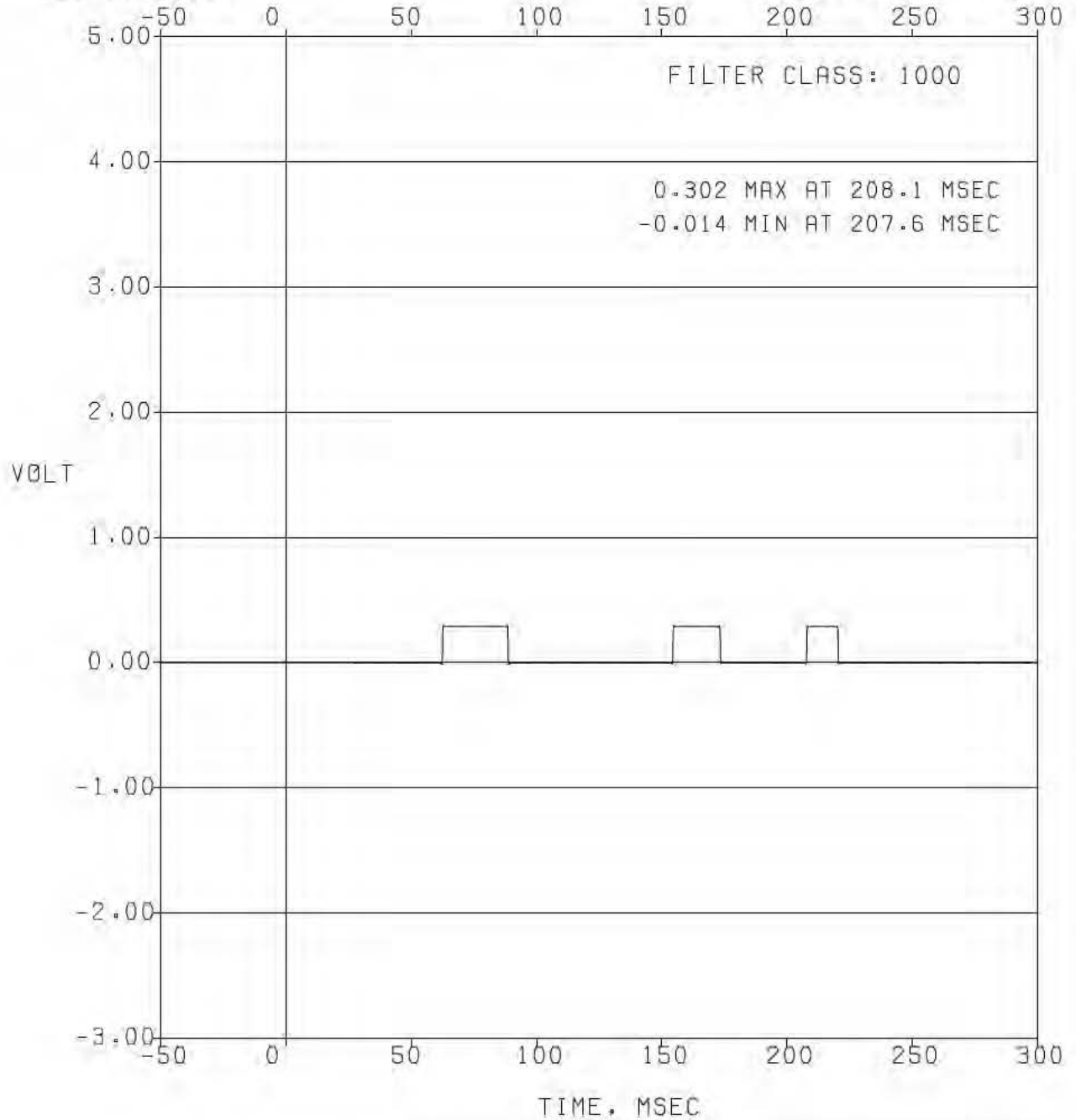
ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 016 RR DIFF TO TANK EVENT EE

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B0
FEB 17.2003 ERRATA 1

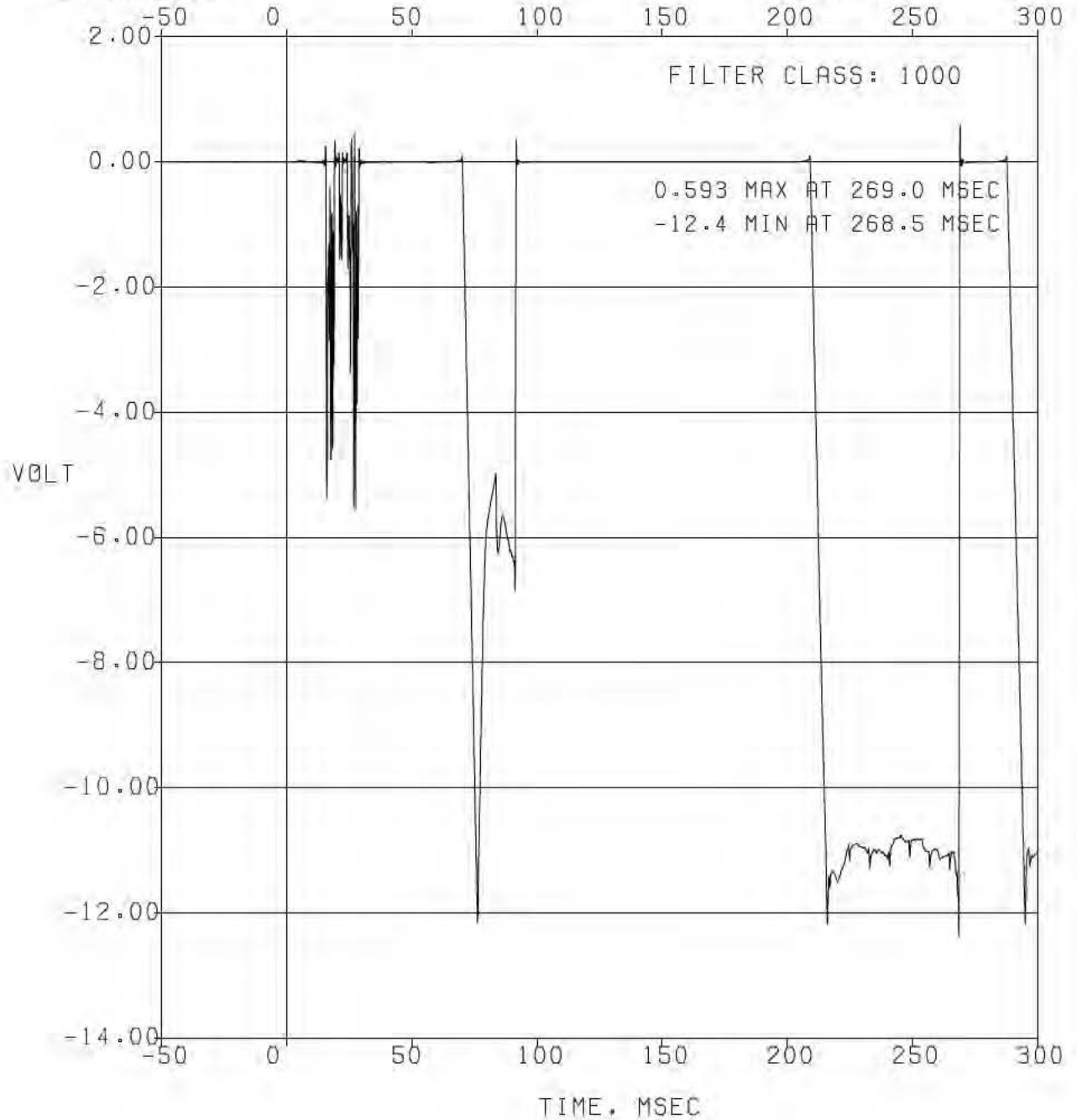


***** NOTE *****
***** EVENT AT 62.4 MS *****

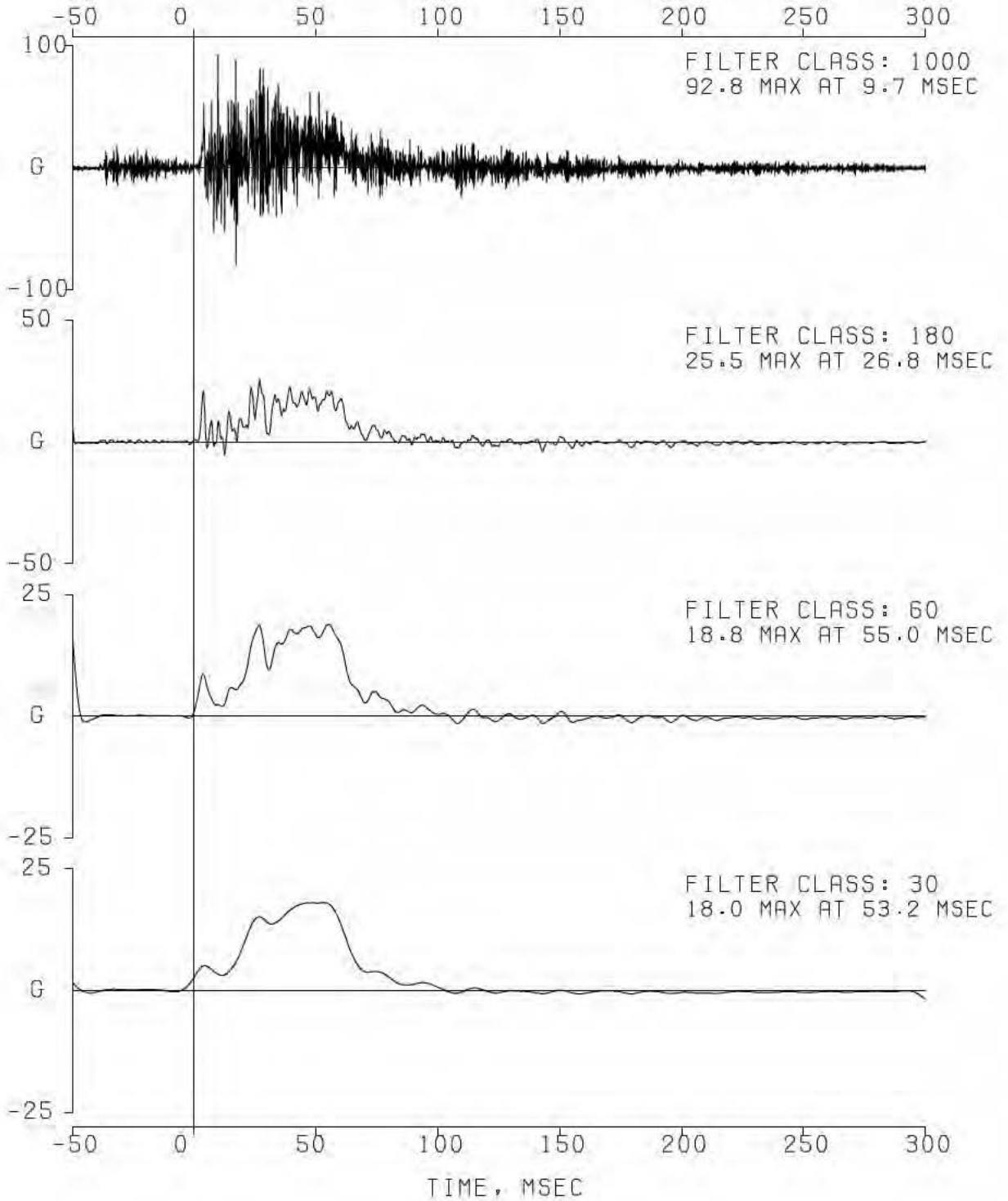
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 017 FUSE BLOCK VOLTS

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B1
FEB 17.2003 ERRATA 1



VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 M-FLAT LT RAIL MID X ETBB534
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 02/14/03B2
FEB 17, 2003 ERRATA 1

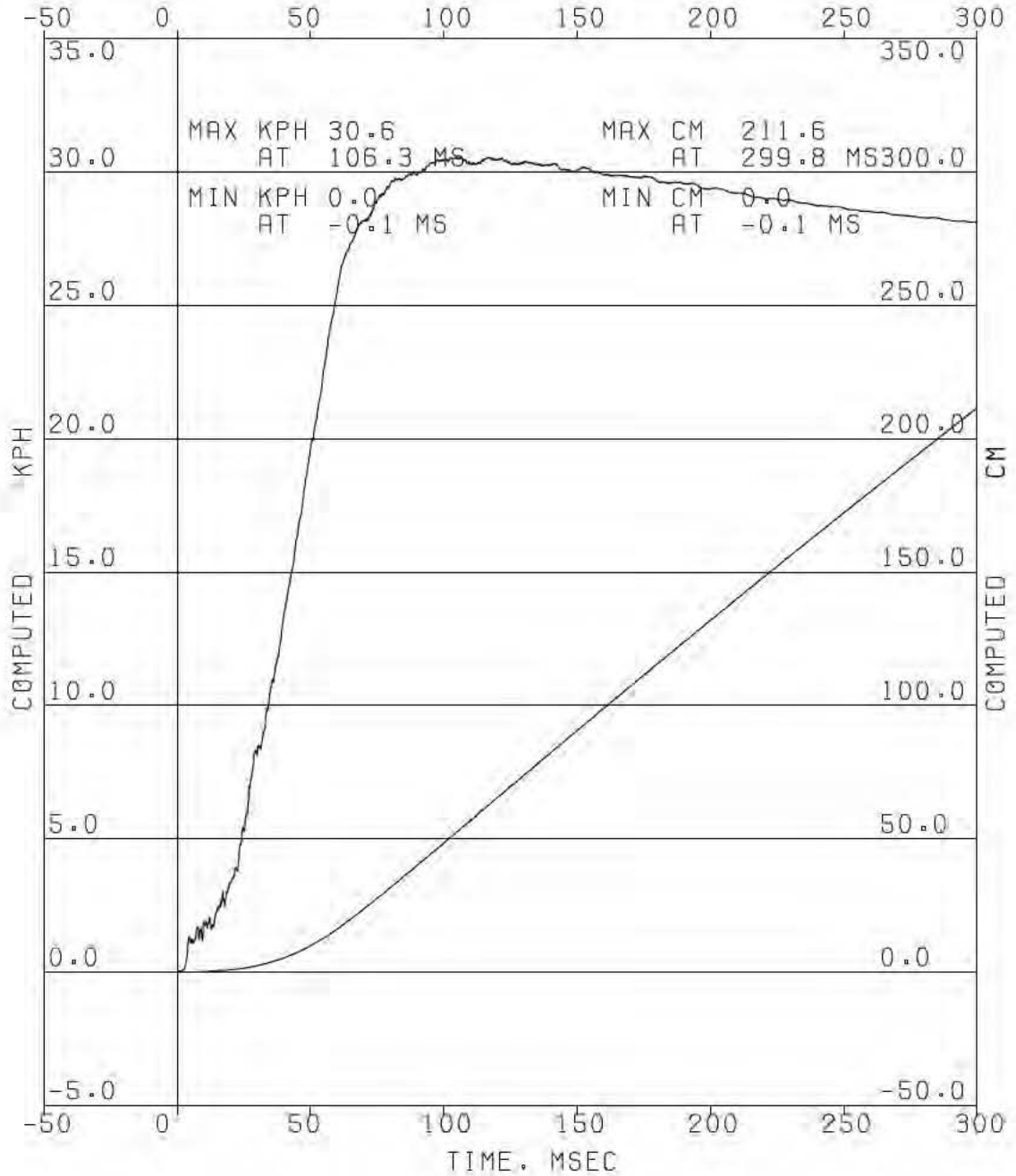


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 M-FLAT LT RAIL MID X ETBB534

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

DATA SET 02/14/03B2
ERRATA 1



EA12-005- Chrysler -005411

COMPUTED KPH
COMPUTED CM

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

CHANNEL 034 M-FLAT RT RAIL MID X ETBB388

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

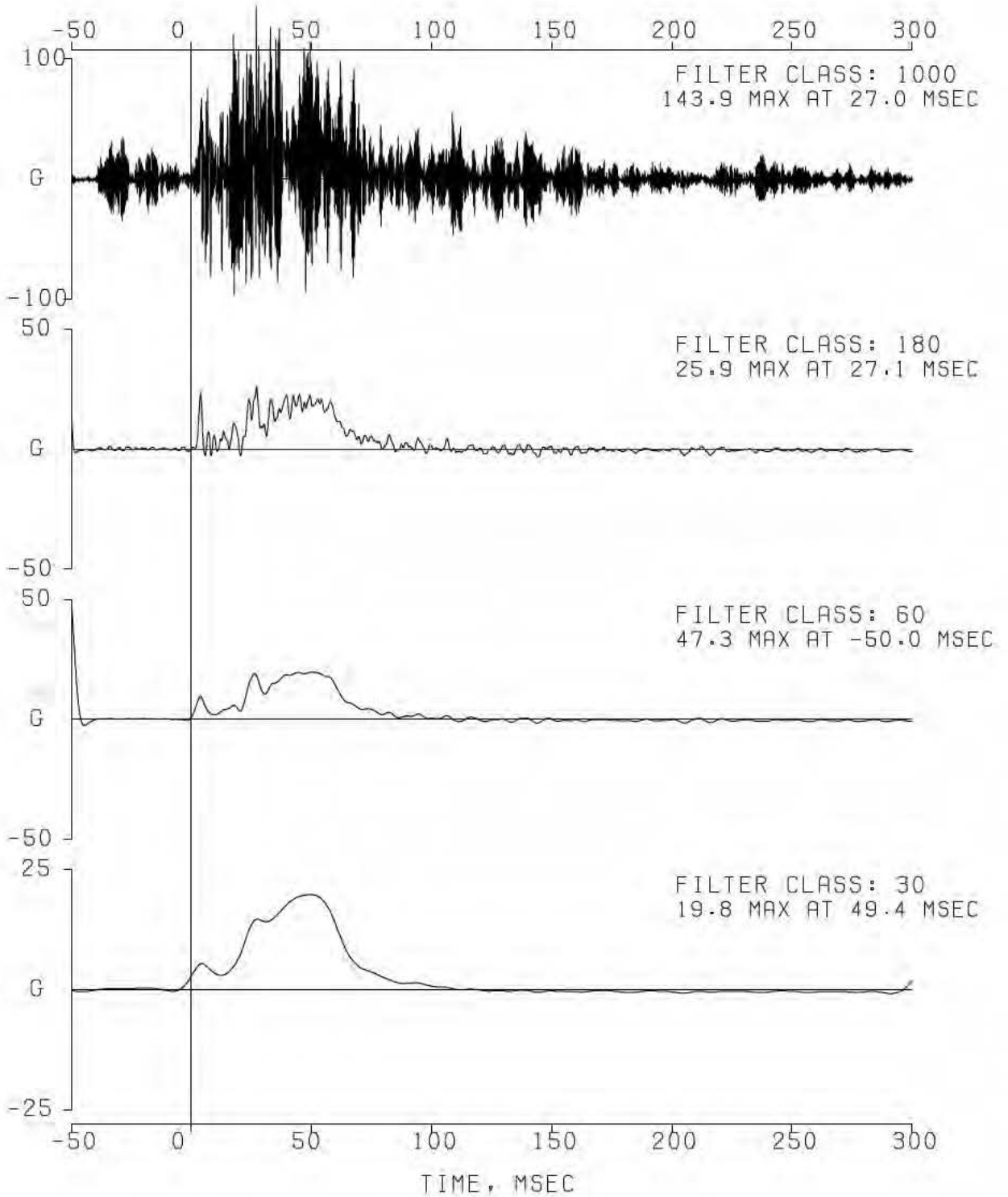
IMPACT ANALYSIS DEPT. 5320

DATA SET 02/14/03B2

FEB 17,2003

ERRATA

1

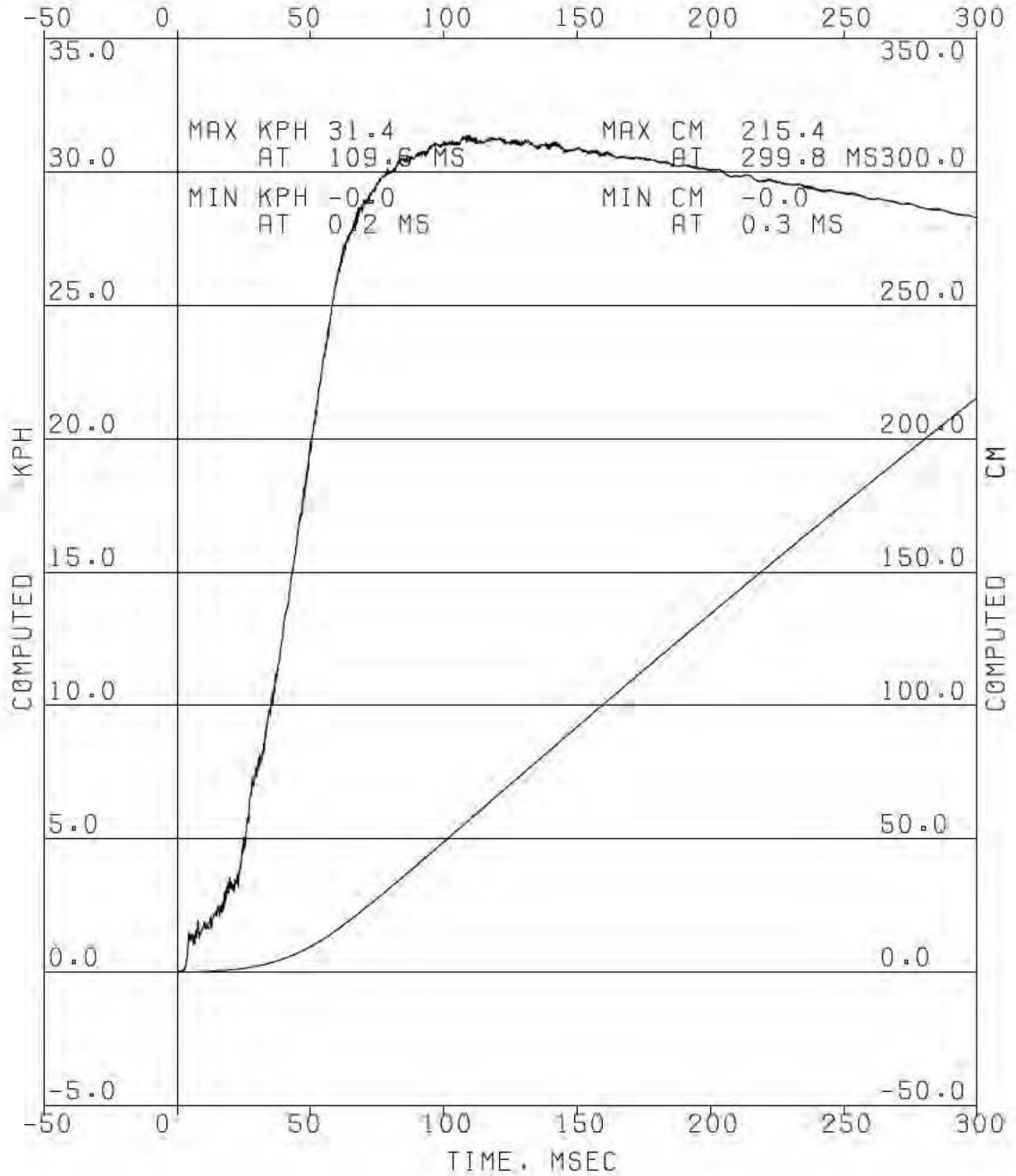


VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 034 M-FLAT RT RAIL MID X ETBB388

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

IMPACT ANALYSIS DEPT. 5320
FEB 17, 2003

DATA SET 02/14/03B2
ERRATA 1



EA12-005- Chrysler -005413

COMPUTED KPH
COMPUTED CM

TITLE: Page Index of EDP plots Pages 001 - 031
***** VC10499A ***** Page I-01

TITLE: Transducer Summary Reports Pages 001 - 004
SYSTEM: METRIC
PAGE: 001 TSR Channels 001 - 008
PAGE: 002 TSR Channels 009 - 016
PAGE: 003 TSR Channels 017 - 024
PAGE: 004 TSR Channels 033 - 034

***** VC10499B *****

TITLE: Vehicle Channels Pages 005 - 031
SYSTEM: METRIC
PAGE: 005 Average of Frt Sill Chls 1 & 4
PAGE: 006 LEFT FRONT SILL X, Chl 1
PAGE: 007 LEFT FRONT SILL X, Chl 1, VD
PAGE: 008 LEFT FRONT SILL Y, Chl 2
PAGE: 009 LEFT FRONT SILL Z, Chl 3
PAGE: 010 RIGHT FRONT SILL X, Chl 4
PAGE: 011 RIGHT FRONT SILL X, Chl 4, VD
PAGE: 012 RIGHT FRONT SILL Y, Chl 5
PAGE: 013 RIGHT FRONT SILL Z, Chl 6
PAGE: 014 LEFT RAIL MID TANK X, Chl 7
PAGE: 015 LEFT RAIL MID TANK X, Chl 7, VD
PAGE: 016 LEFT RAIL MID TANK Y, Chl 8
PAGE: 017 LEFT RAIL MID TANK Z, Chl 9
PAGE: 018 RIGHT RAIL MID TANK X, Chl 10
PAGE: 019 RIGHT RAIL MID TANK X, Chl 10, VD
PAGE: 020 RIGHT RAIL MID TANK Y, Chl 11
PAGE: 021 RIGHT RAIL MID TANK Z, Chl 12
PAGE: 022 FUEL TANK BOTTOM ACC X, Chl 13
PAGE: 023 FUEL TANK BOTTOM ACC X, Chl 13, VD
PAGE: 024 FUEL TANK BOTTOM ACC Y, Chl 14
PAGE: 025 FUEL TANK BOTTOM ACC Z, Chl 15
PAGE: 026 RR DIFF TO TANK EVENT, Chl 16, Event *N*
PAGE: 027 FUSE BLOCK VOLTS, Chl 17, Event
PAGE: 028 M-FLAT LT RAIL MID X, Chl 33
PAGE: 029 M-FLAT LT RAIL MID X, Chl 33, VD
PAGE: 030 M-FLAT RT RAIL MID X, Chl 34
PAGE: 031 M-FLAT RT RAIL MID X, Chl 34, VD

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash

Tests Public

KJ Development Crash Test

VC10499.FAR.DCR.FA_REPO

RT.DCR_DYNAMIC_CRUSH

_REAR Public

G L O S S A R Y O F T E R M S

U S E D I N S T A N D A R D R E P O R T S

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
ENGY	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

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZERGED X MOTION OF F3 REL TO LFS IN BASE COORD SYS
VERSUS TIME IN MILLISECONDS

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

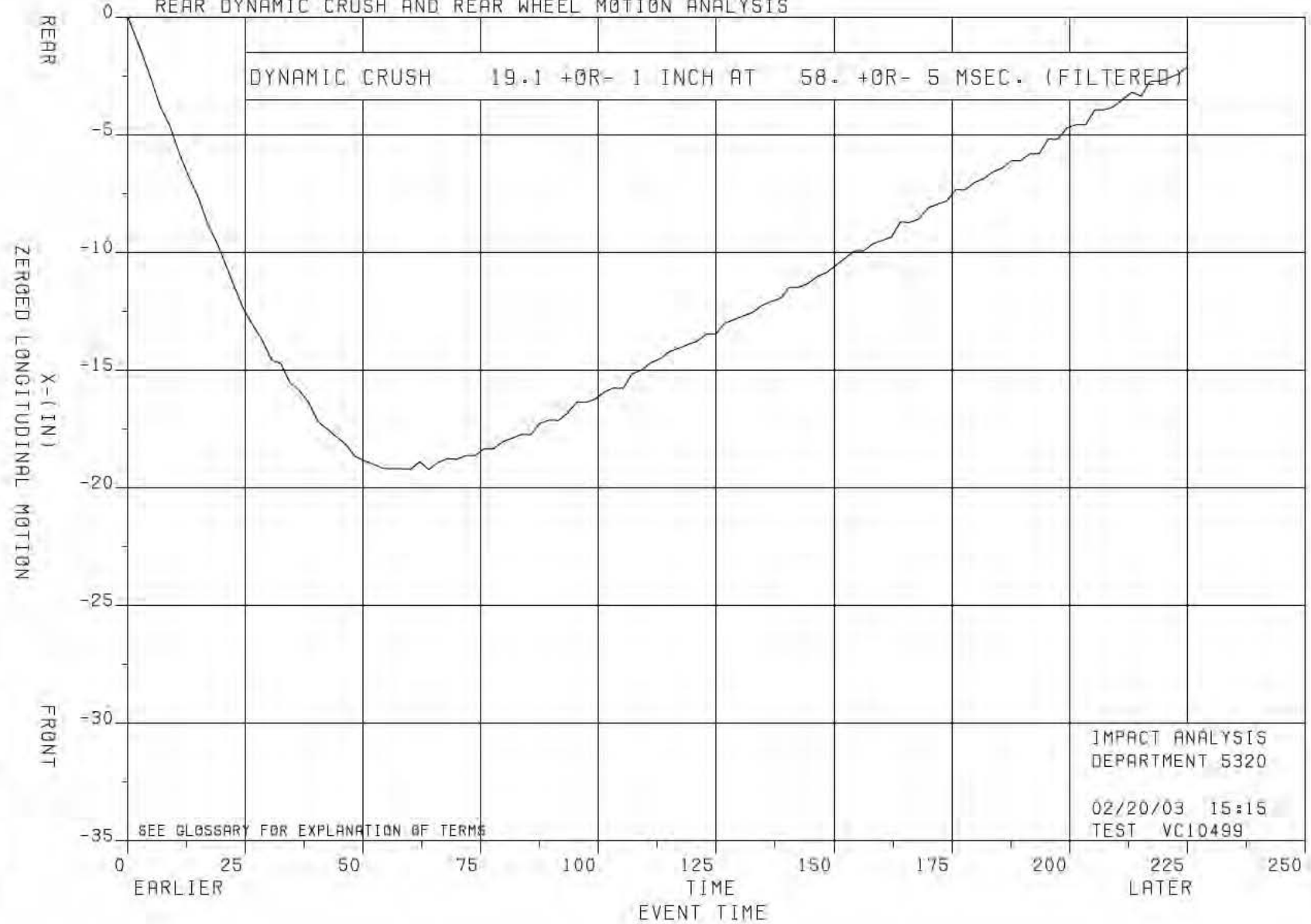


FIGURE 1

EA12-005-Chrysler-003898

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 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

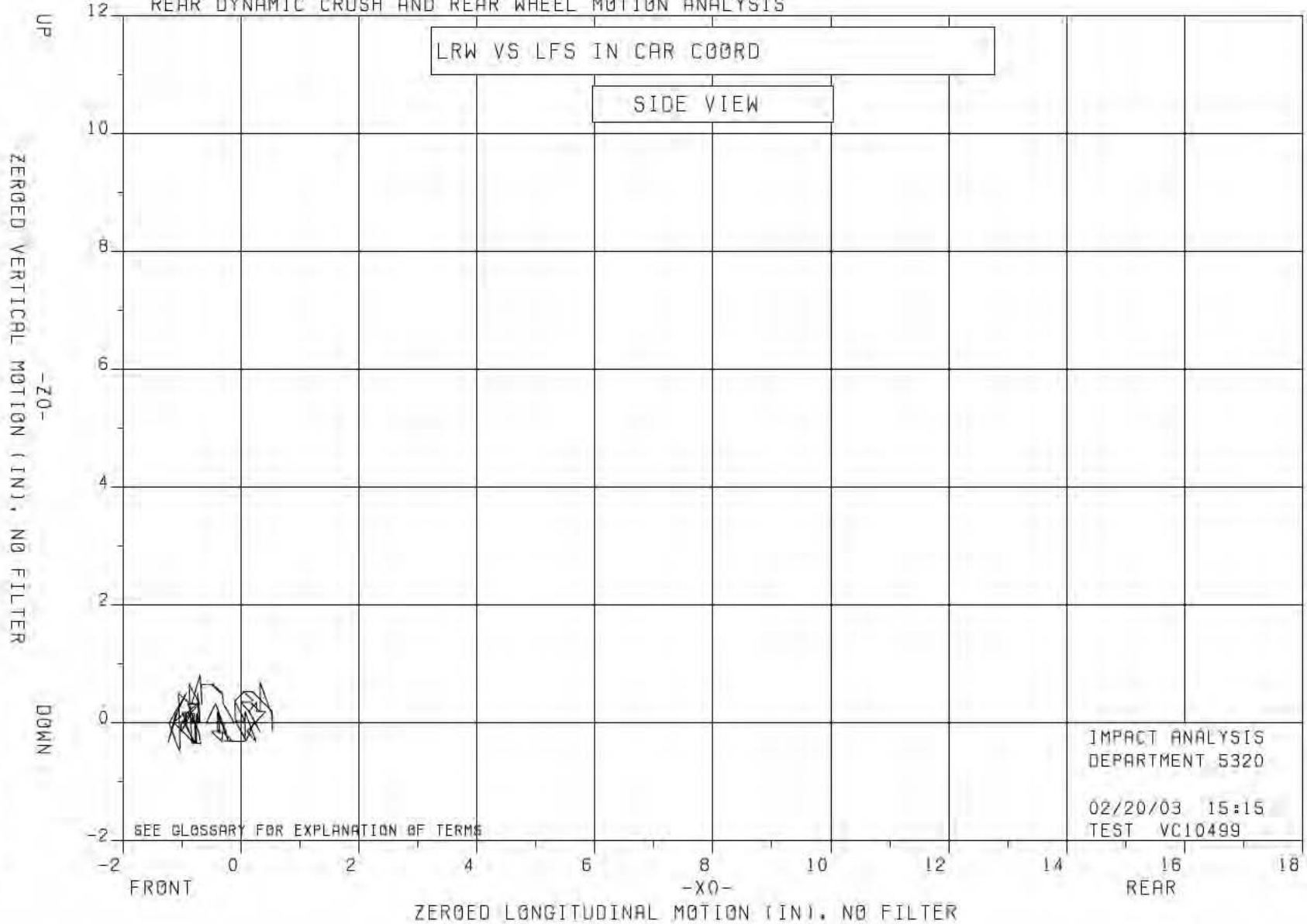


FIGURE 2

EA12-005-Chrysler-003898

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 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

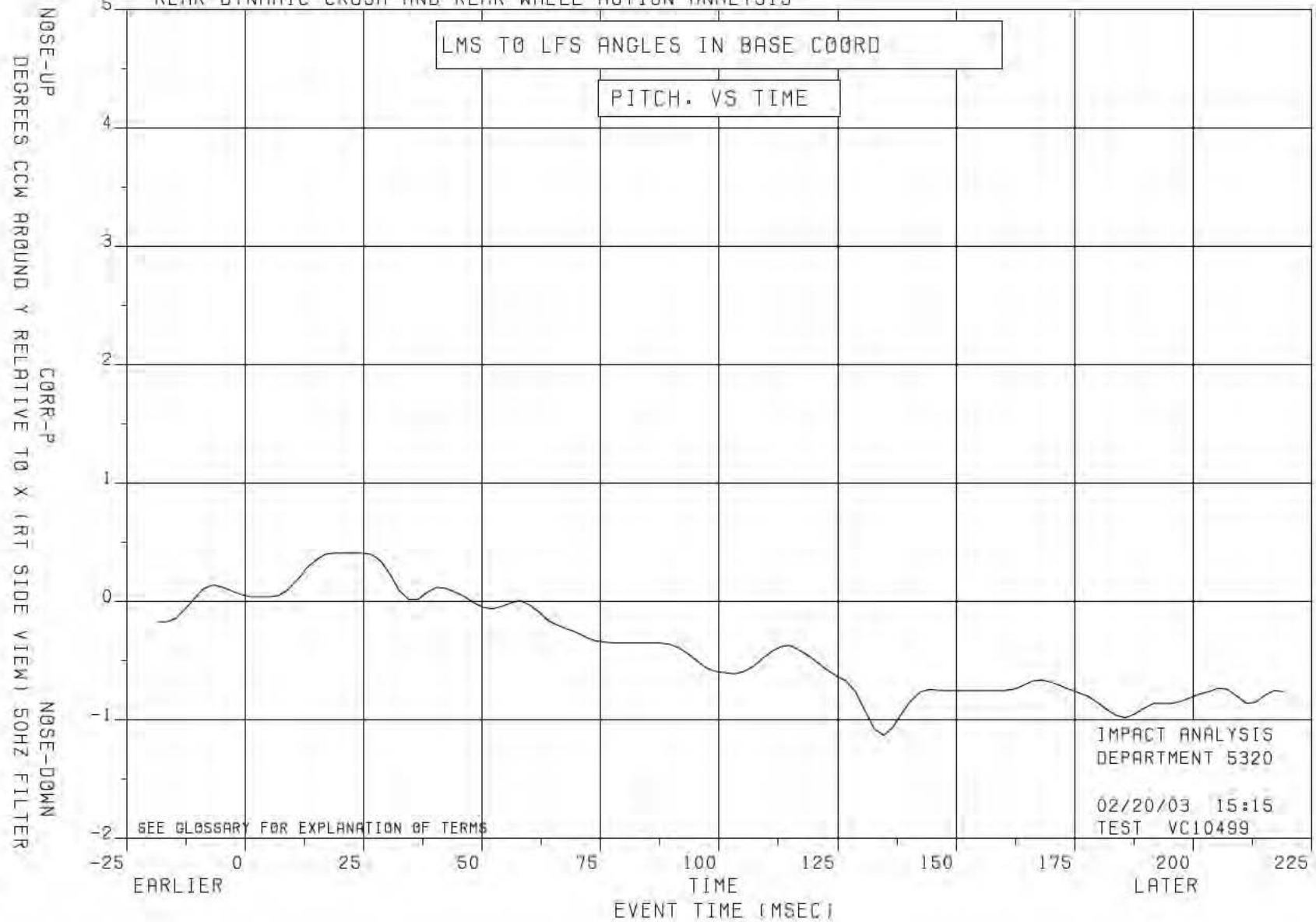


FIGURE 3

EA12-005-Chrysler-003899

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

LMS TO LFS DISTANCE -24.87 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECOND

REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS

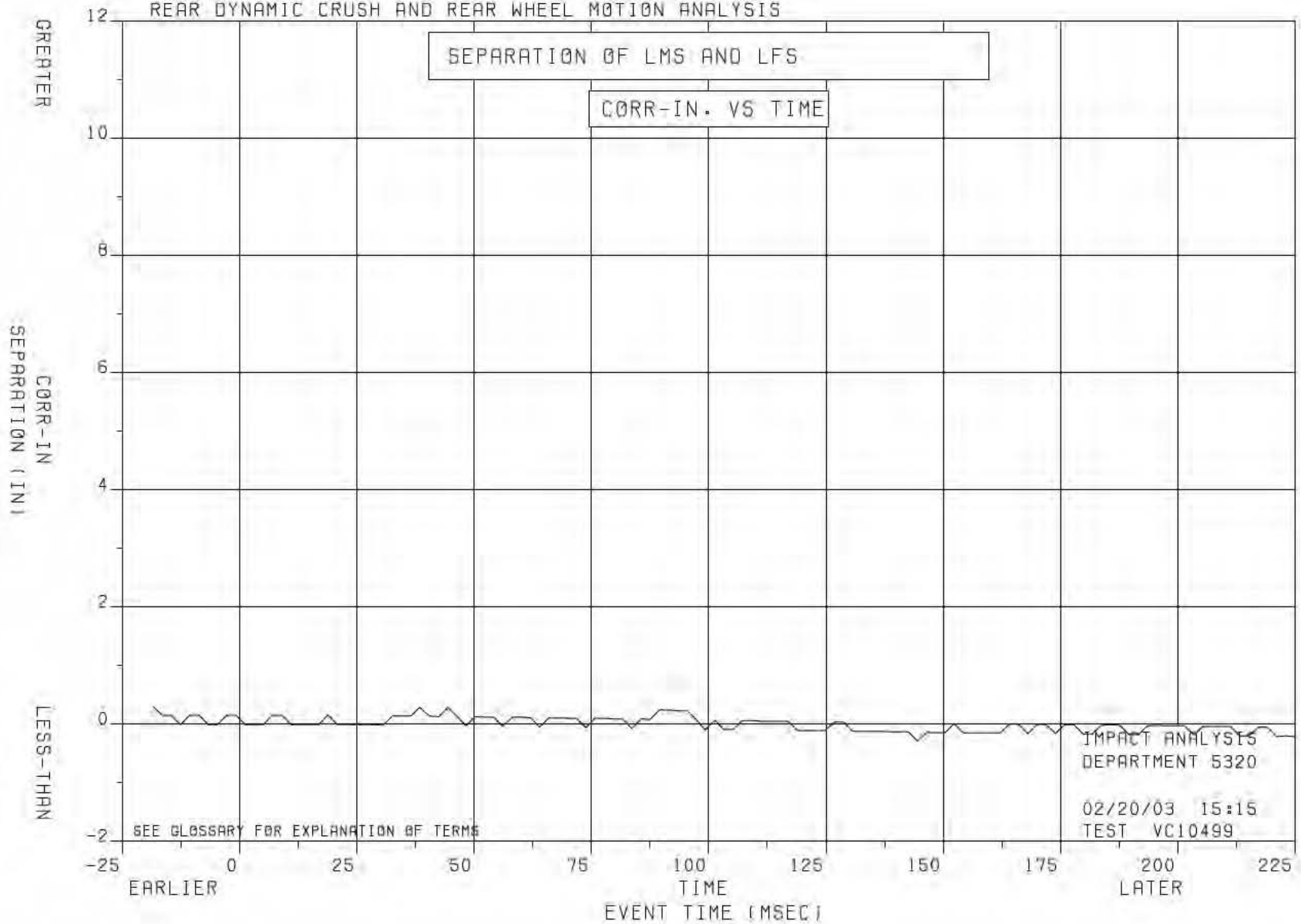


FIGURE 4

EA12-005-Chrysler-003660

INTER COMPANY CORRESPONDENCE

DATE 02/20/03

TO
DISTRIBUTION

FROM
E. J. BACHMANN

DEPARTMENT
5320

PLANT/OFFICE
CTC

CIMS NUMBER
481-00-27

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ. USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03

TEST SITE CPG

TEST PURPOSE PRIMARY, 2004 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: KJ
BODY: J
ENGINE: 3.7 LITER
ENGINE NOTE: V6
TRANSMISSION: 5 SPEED MANUAL
TRANS. NOTE:
VIN AS TESTED: 1J8GL48K23A [REDACTED] MOD.
VIN AS BUILT: 1J8GL48K23A [REDACTED] MOD.

TEST SPEED 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) 2248 TOTAL, 1171 FRONT, 1077 REAR

OCCUPANTS 1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-42
RESTRAINT- 3-PT UNIBELT ONLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-47
RESTRAINT- 3-PT UNIBELT ONLY

BUILD CONDITION

TARGET WEIGHT (KG) 2247 TOTAL, 1173 FRONT, 1074 REAR
INCLUDING BALLAST AND OCCUPANTS

FUEL AND BALLAST 68.1 LITERS STODDARD SOLVENT
136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
249.5 KG ADDITIONAL BALLAST WEIGHT ADDED
50 # RF FLOOR.
25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT

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

REAR DYNAMIC CRUSH, PITCH, AND REAR WHEEL MOTION RELATIVE TO
THE FRONT SILL HAVE BEEN DETERMINED BY FILM ANALYSIS. TIME
WAS BASED ON CAMERA TIMING DATA. LATERAL VALUES WERE HELD
CONSTANT THROUGHOUT THE ANALYSIS.

DYNAMIC CRUSH 19.1 +0R- 1 INCH AT 58. +0R- 5 MSEC.

TEST VC10499 02/20/03 15:15 PAGE 2 OF 3

EA12-005-Chrysler-003661

Q. C. ANALYST

E. J. BACHMANN

GRAPHS - 4

EA12-005

CHRYSLER

12-13-2012

Enclosure 6B

301 Developmental Crash

Tests Public

KJ Development Crash Test

VC10499.FAR.UBR.FA_REPO

RT.UBR_UNDERBODY_REA

R Public

G L O S S A R Y O F T E R M S

U S E D I N S T A N D A R D R E P O R T S

AD	ANTHROPOMORPHIC DEVICE
ATD	ANTHROPOMORPHIC TEST DEVICE
BASE COORD	BASE COORDINATE SYSTEM
C/L	CENTERLINE
CAR COORD	CAR COORDINATE SYSTEM
CCW	COUNTER CLOCKWISE
CORR-IN	SEPARATION IN INCHES (MINUS INITIAL LENGTH)
CORR-MM	SEPARATION IN MM (MINUS INITIAL LENGTH)
CORR-P	CORRECTED (ZEROED) PITCH
CORR-R	CORRECTED (ZEROED) ROLL
CORR-Y	CORRECTED (ZEROED) YAW
CW	CLOCKWISE
EFI	ELECTRONIC FUEL INJECTOR
ENG	ENGINE
ENGPY	ENGINE PITCH AND YAW
FESM	FRONT END SHEET METAL
FIDUCIAL	REFERENCE POINT OR TARGET
FS	FRONT SILL TARGET
FWD	FORWARD
IP	INSTRUMENT PANEL TARGET
LBS	POUNDS
LCP,LQP	LEFT C-POST & QUARTER PANEL TARGETS
LFS,LMS,LRS	LEFT FRONT SILL, MID SILL, & REAR SILL TARGETS
LT	LEFT
MS	MID SILL TARGET
NORMALIZE	PUT ON A COMMON BASIS
NOSE-DOWN	LEADING END BELOW TRAILING
NOSE-UP	LEADING END ABOVE TRAILING
PERF	PERFORMANCE
REF	REFERENCE
REL	RELATIVE TO (ONE-DIMENSIONAL)
RCP,RQP	RIGHT C-POST & QUARTER PANEL TARGETS
RFS,RMS,RRS	RIGHT FRONT, MID, & REAR SILL TARGETS
ROLL-LEFT	LEFT SIDE LOWER THAN RIGHT
ROLL-RIGHT	RIGHT SIDE LOWER THAN LEFT
RS	REAR SILL TARGET
RT	RIGHT
SEP	SEPARATION OF (THREE-DIMENSIONAL)
SYS	SYSTEM
TBI	THROTTLE BODY INJECTOR
TIME.MS	TIME IN MILLISECONDS
U/B	UNDERBODY
VS	VERSUS
X	LONGITUDINAL AXIS (INCREASING TOWARD TRAILING EDGE)
XF	X-FILTERED
Y	LATERAL AXIS (INCREASING TO THE RIGHT)
YAW-LEFT	LEADING EDGE TO LEFT
YAW-RIGHT	LEADING EDGE TO RIGHT
Z	VERTICAL AXIS (INCREASING UPWARD)
ZEROED	SHIFTED TO START AT ZERO
ZERO-IN	ZEROED INCHES
ZERO-MM	ZEROED MILLIMETERS

IMPACT ANALYSIS
DEPARTMENT 5320
02/24/03 08:49
EA12005-Chrysler-004408

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF MBI RELATIVE TO U1 IN BASE COORD
 VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

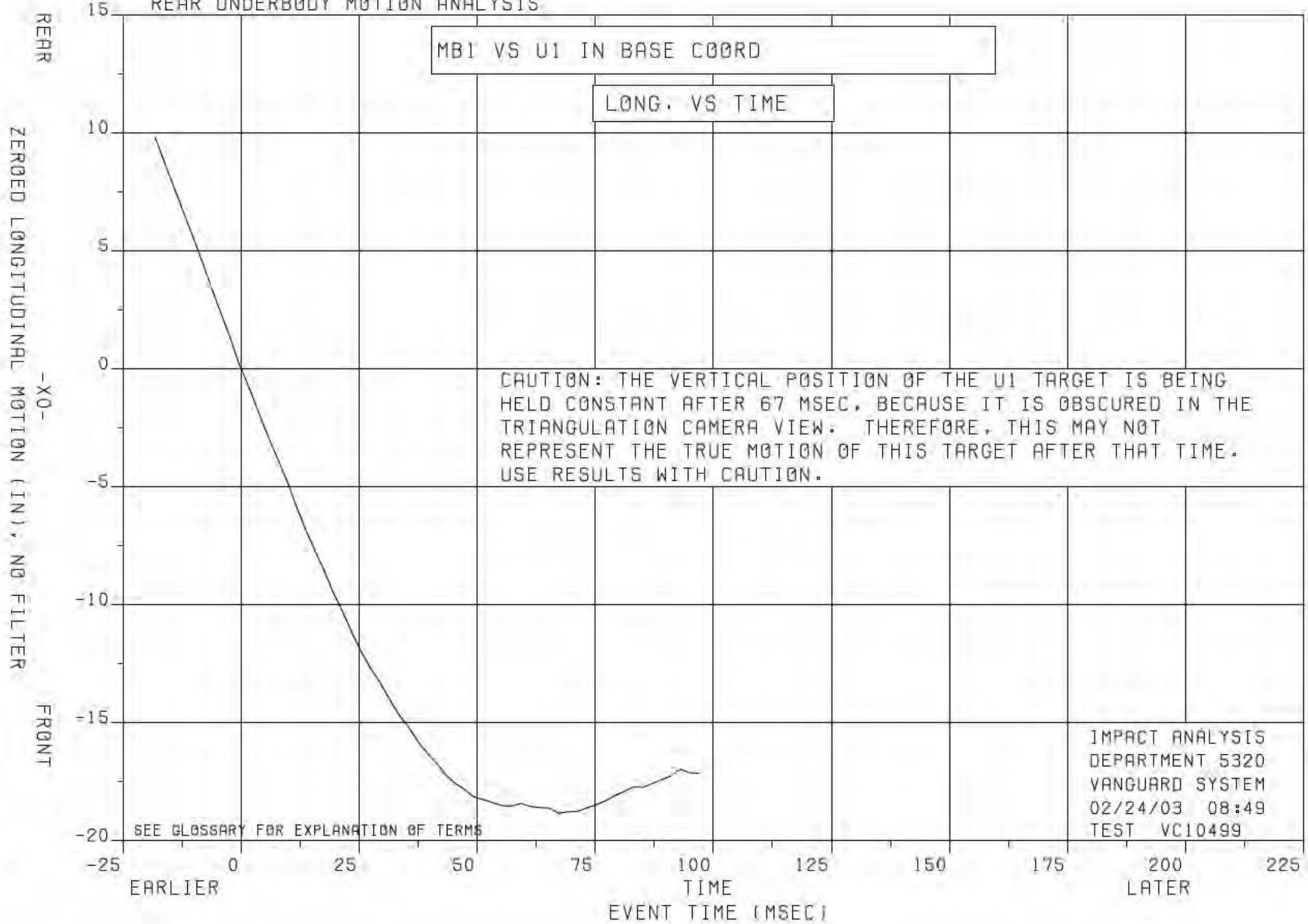


FIGURE 1

EA12-005-Chrysler-003902

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZERGED X OF MBI RELATIVE TO U7 IN BASE COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

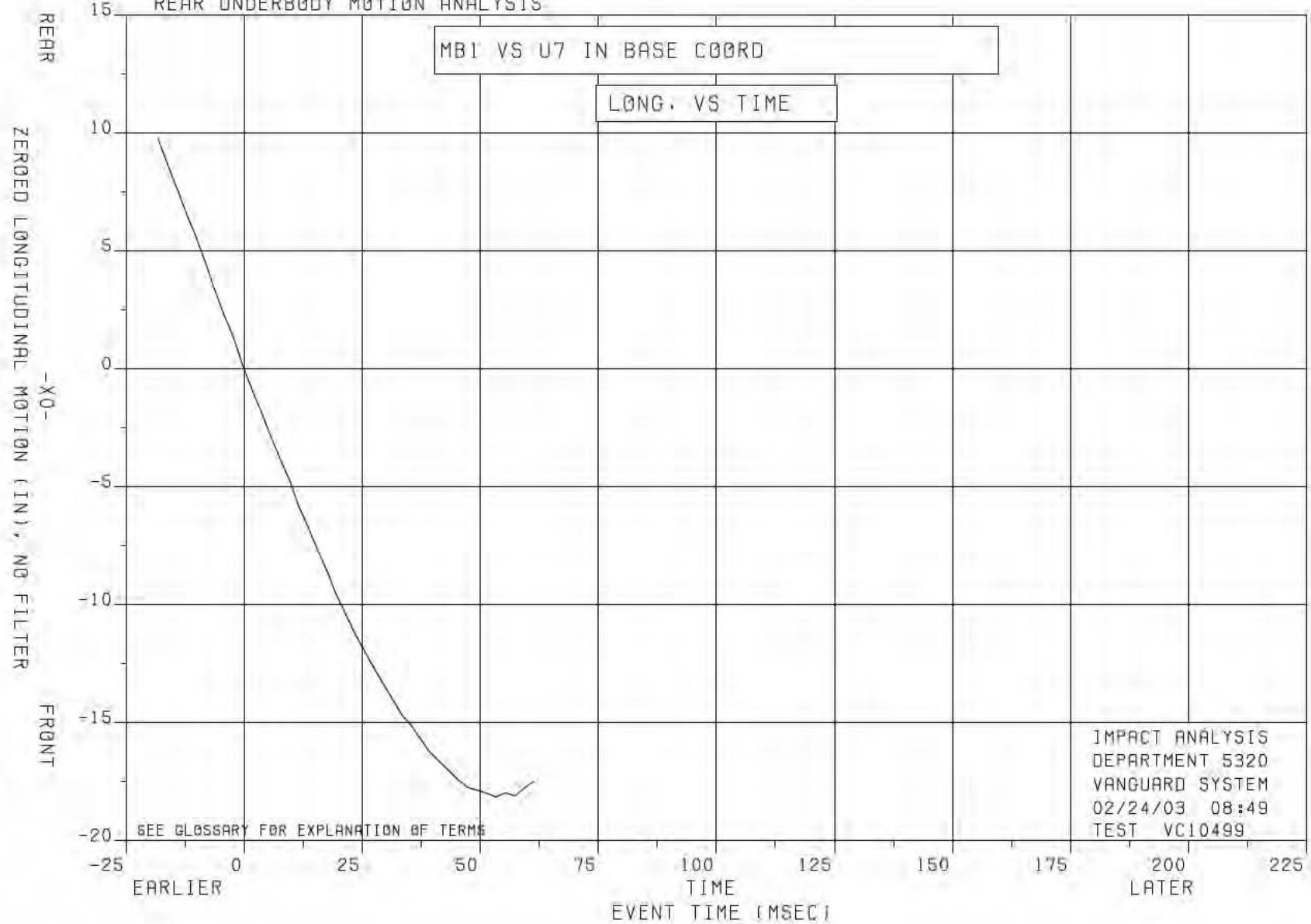


FIGURE 2

EA12-005-Chrysler-003909

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZERGED X OF MBI RELATIVE TO U13 IN CAR COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

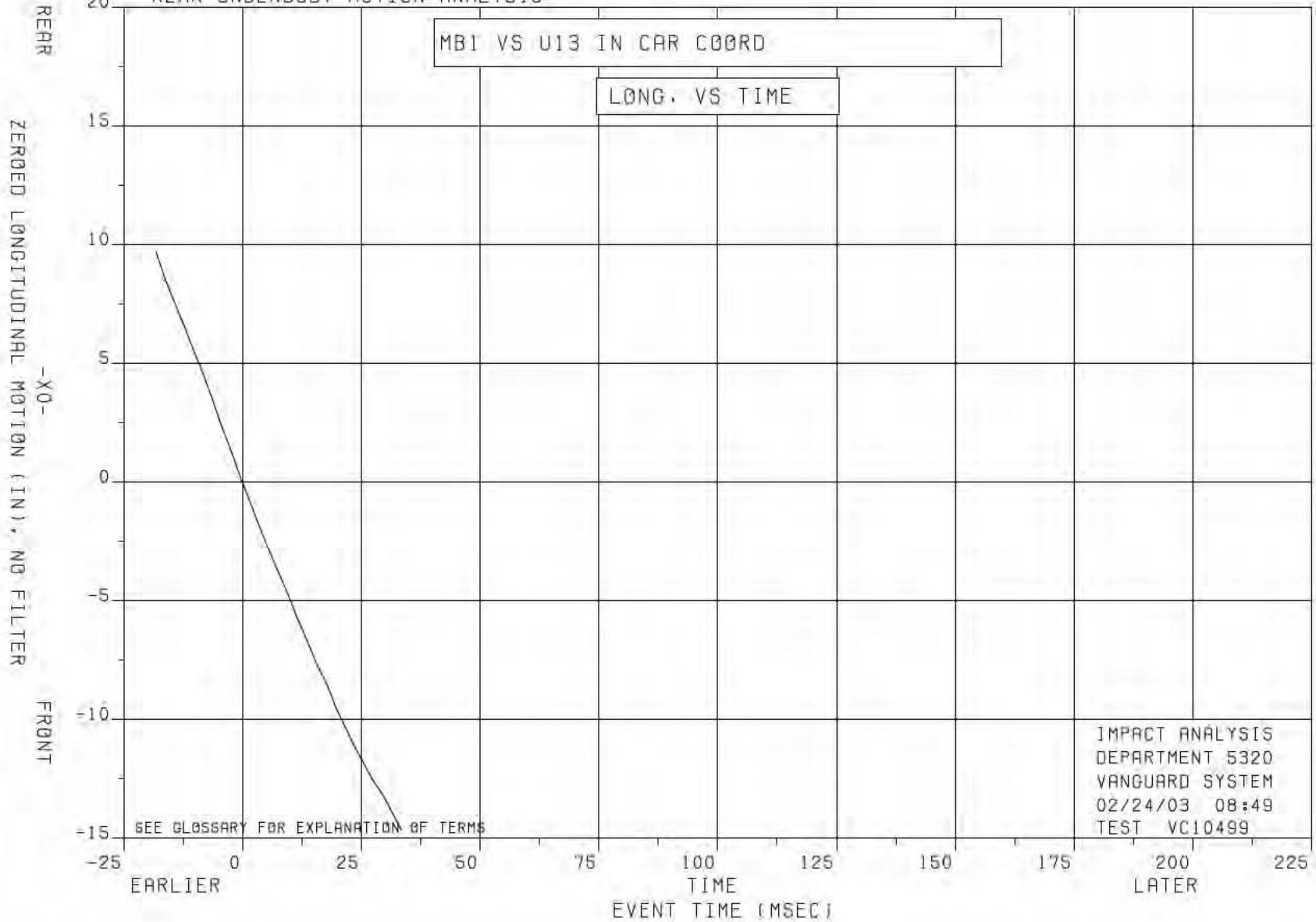


FIGURE 3

EA12-005-Chrysler-003629

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U13 RELATIVE TO U7 IN CAR COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

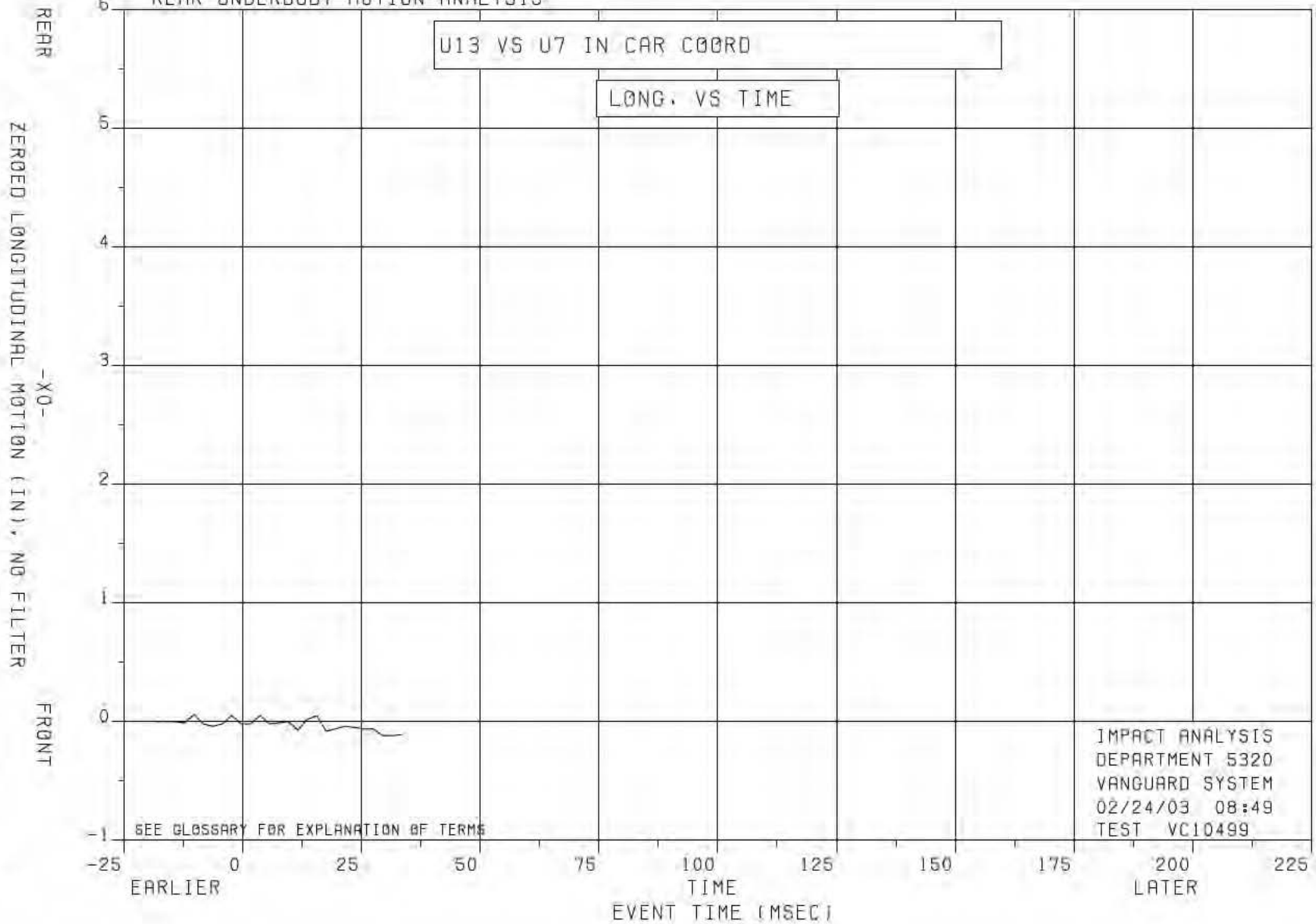


FIGURE 4

EA12-005-Chrysler-0036310

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U7 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS



FIGURE 5

EA12-005-Chrysler-003632

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

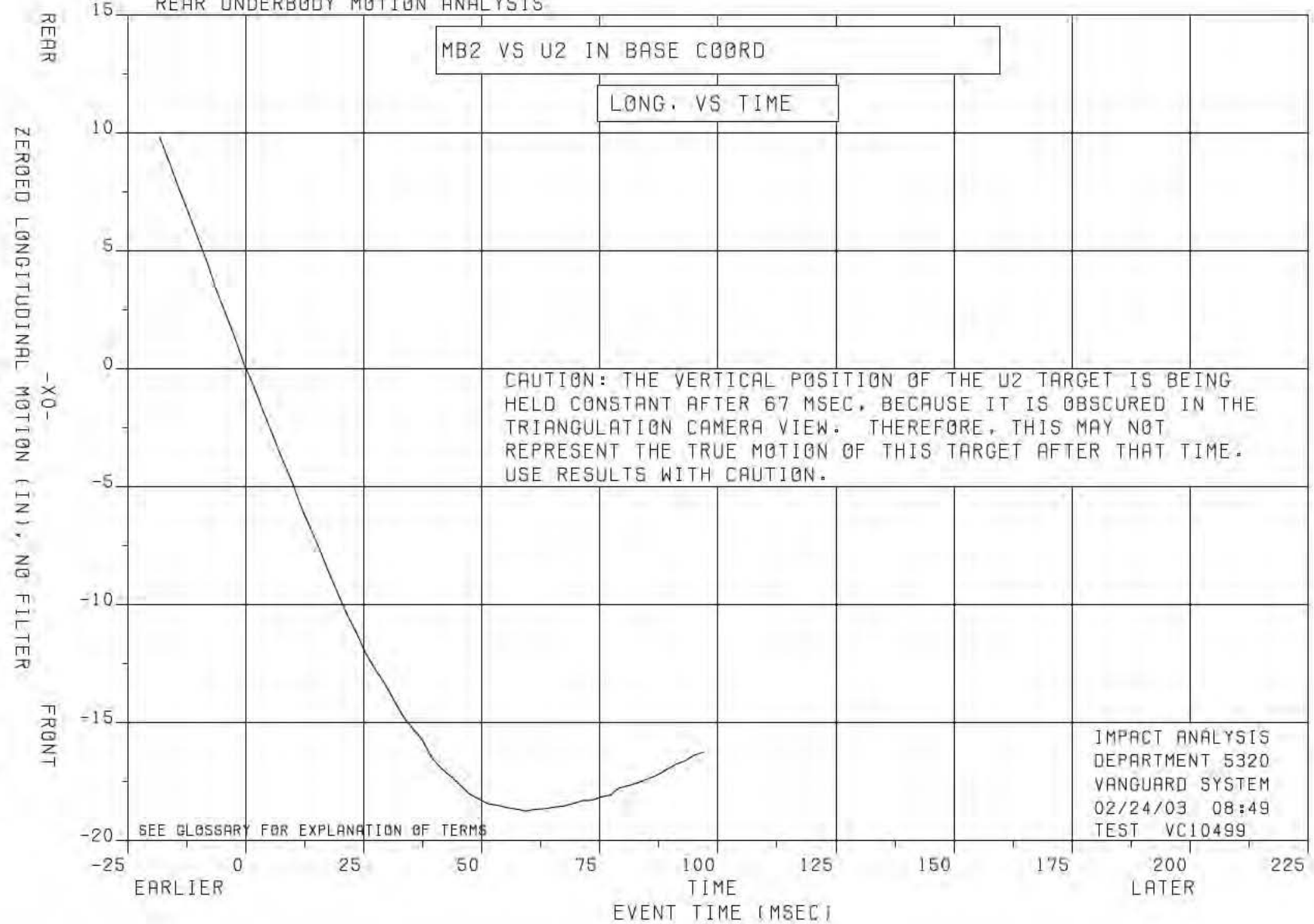


FIGURE 6

EA12-005-Chrysler-003833A

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF MB2 RELATIVE TO U12 IN CAR COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

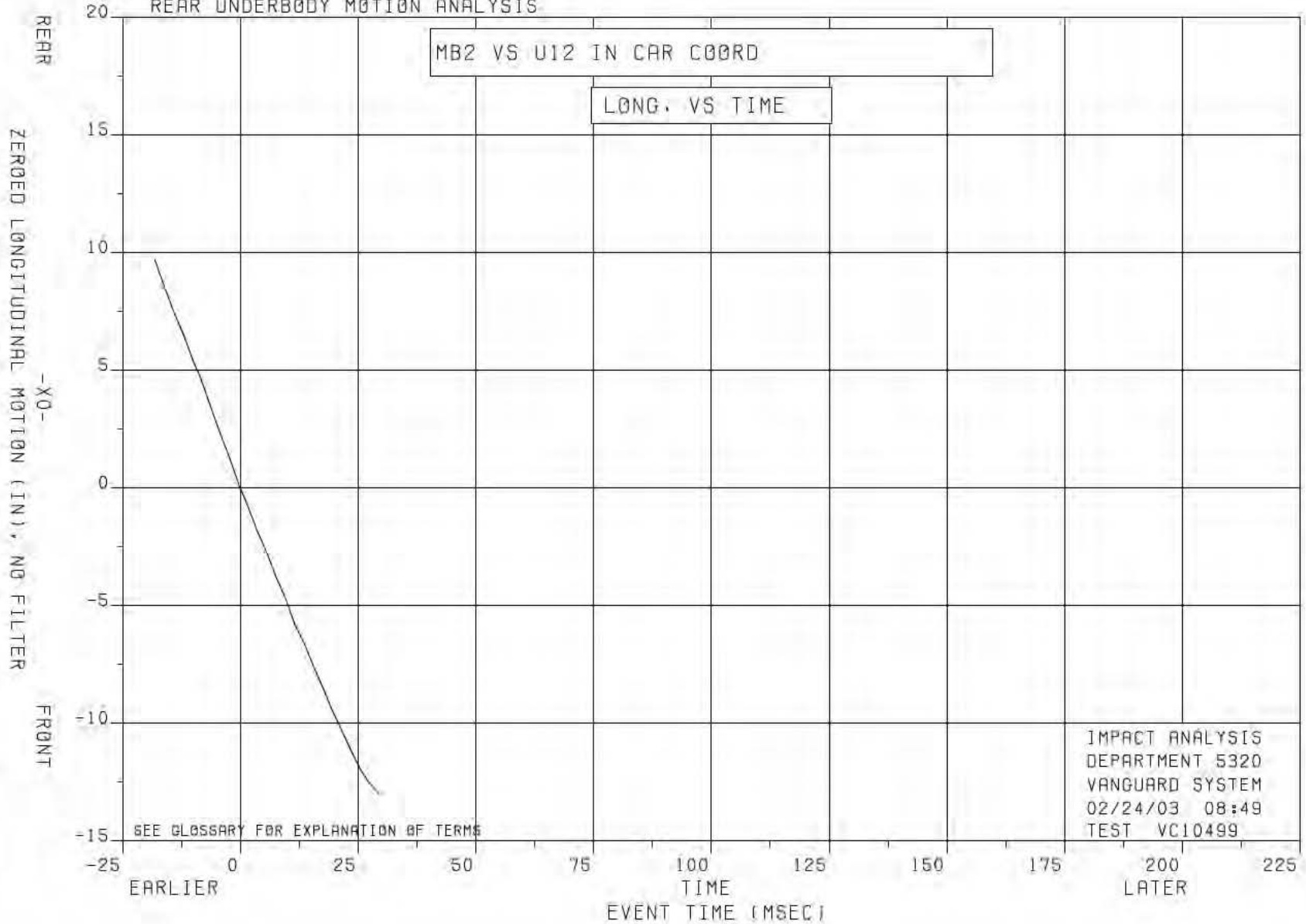


FIGURE 7

EA12-005-Chrysler-003833

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U12 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

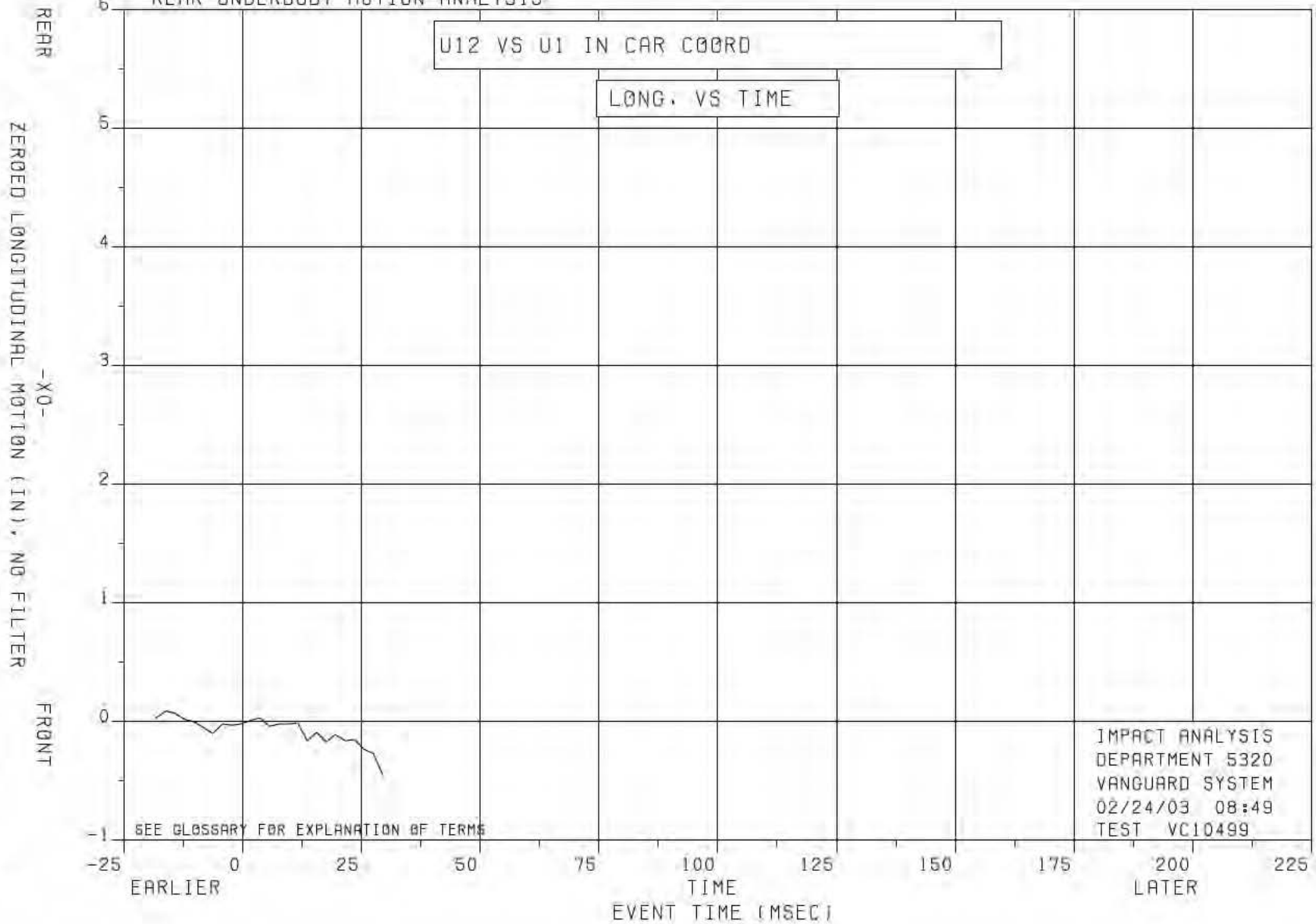


FIGURE 8

EA12-005-Chrysler-003636

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U5 RELATIVE TO U1 IN CAR COORD
 VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS



FIGURE 9

EA12-005-Chrysler-003936

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

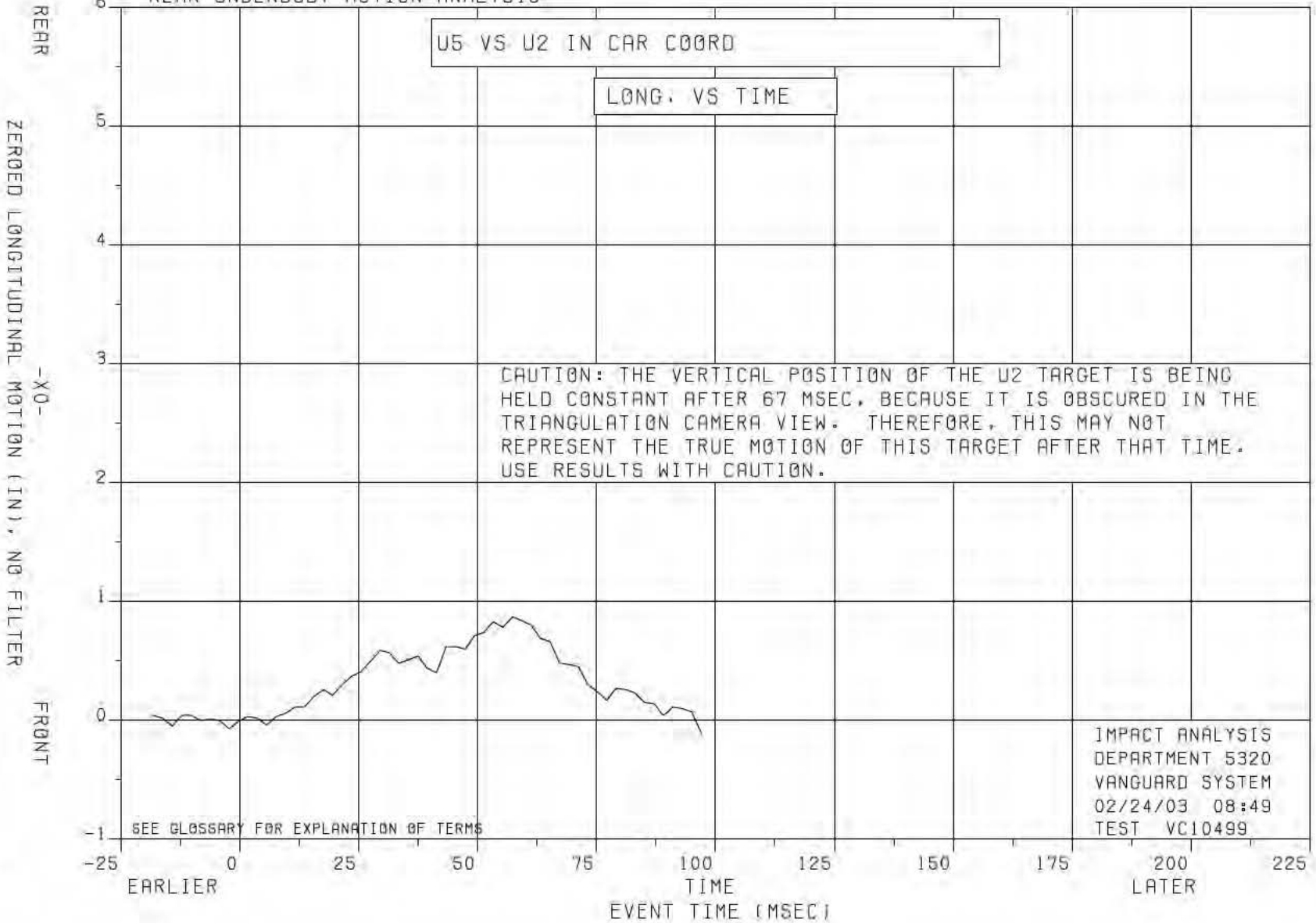


FIGURE 10

EA12-005-Chrysler-003636

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

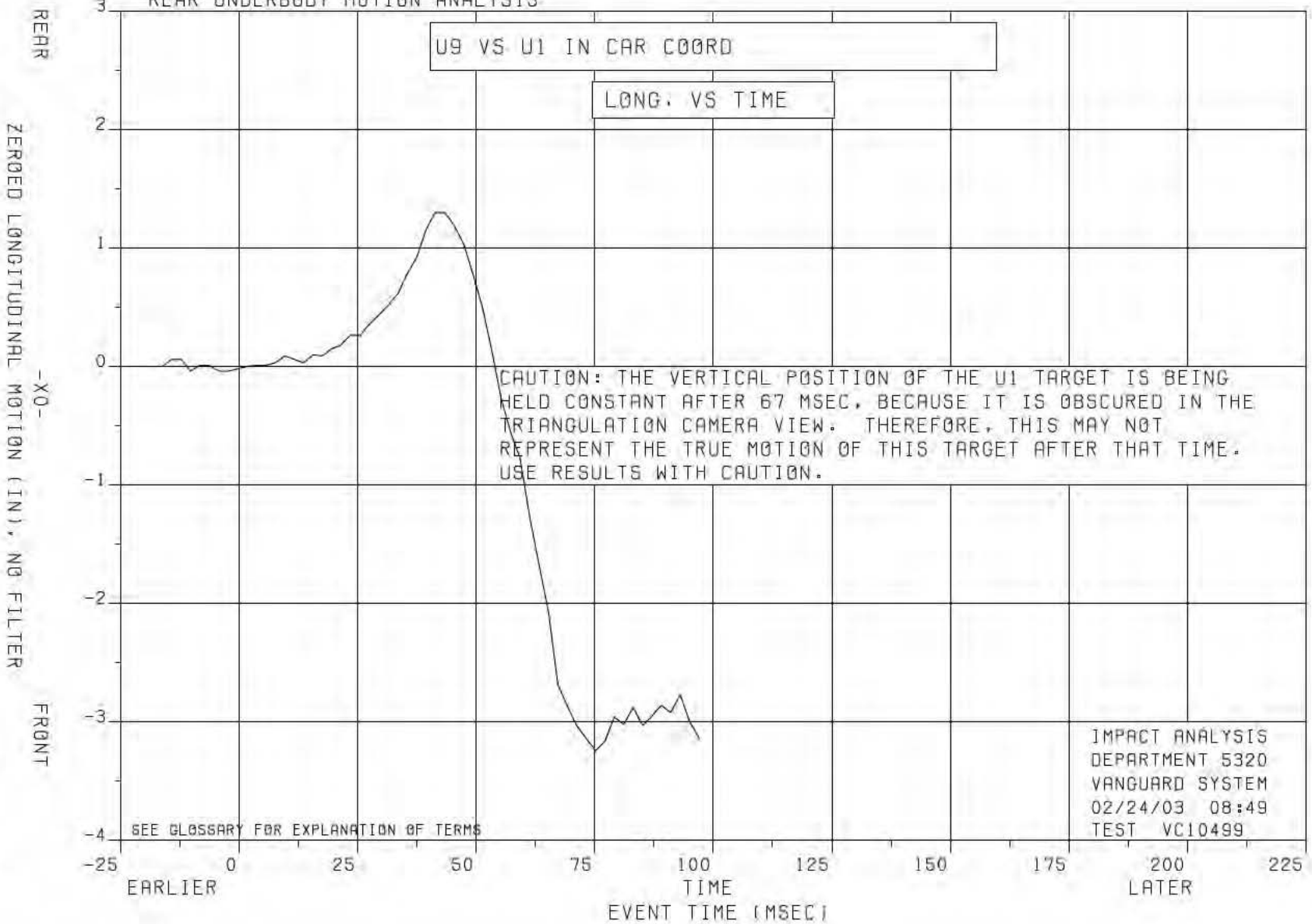


FIGURE 11

EA12-005-Chrysler-0036328

SEE GLOSSARY FOR EXPLANATION OF TERMS

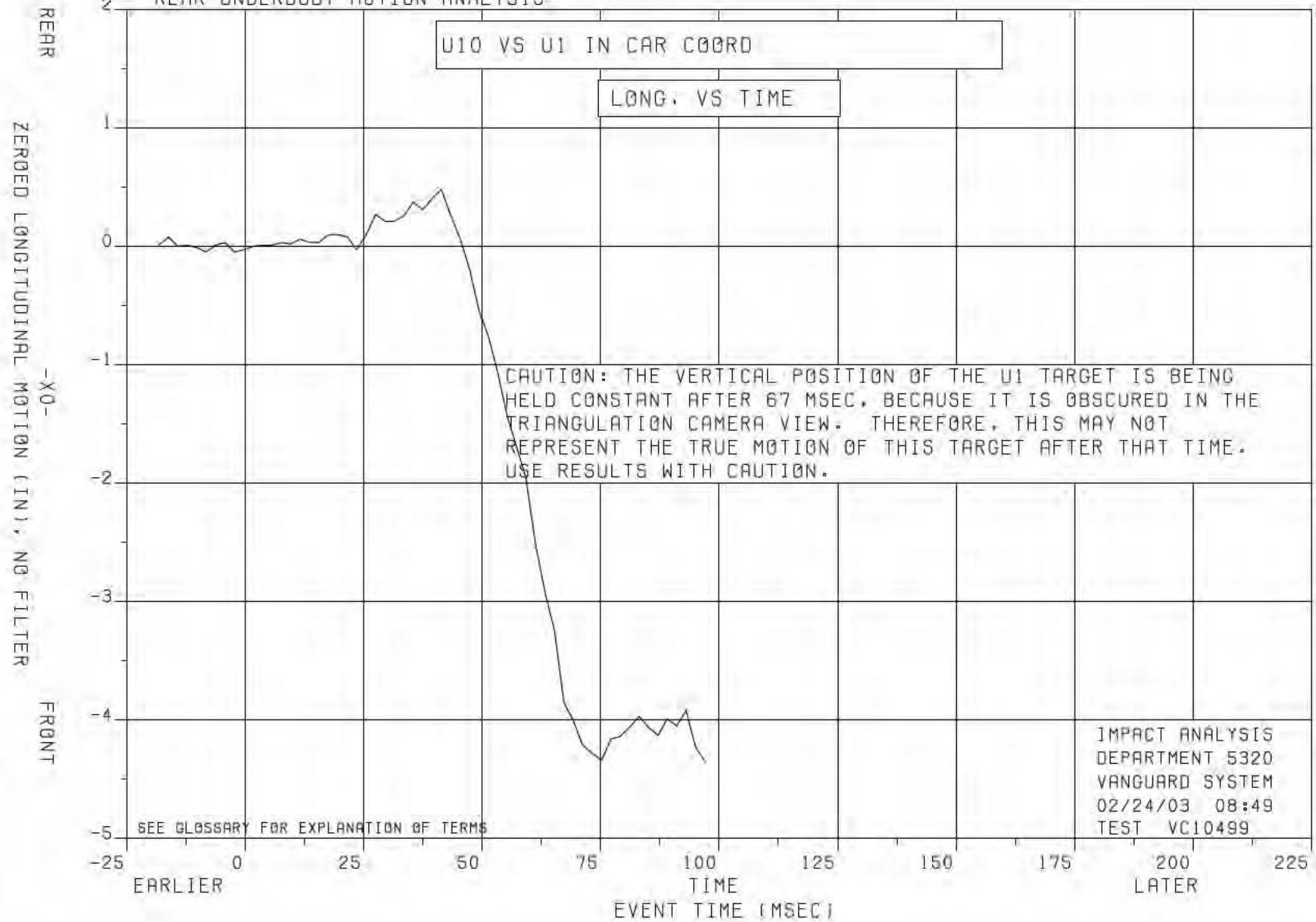
CAUTION: THE VERTICAL POSITION OF THE U1 TARGET IS BEING HELD CONSTANT AFTER 67 MSEC, BECAUSE IT IS OBSCURED IN THE TRIANGULATION CAMERA VIEW. THEREFORE, THIS MAY NOT REPRESENT THE TRUE MOTION OF THIS TARGET AFTER THAT TIME. USE RESULTS WITH CAUTION.

IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
02/24/03 08:49
TEST VC10499

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZERØED X OF U10 RELATIVE TO U1 IN CAR COØRD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS



U10 VS U1 IN CAR COØRD

LONG. VS TIME

CAUTION: THE VERTICAL POSITION OF THE U1 TARGET IS BEING HELD CONSTANT AFTER 67 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.

SEE GLOSSARY FOR EXPLANATION OF TERMS

IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
02/24/03 08:49
TEST VC10499

FIGURE 12

EA12-005-Chrysler-003639

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED PITCH OF U10 TO U8 IN CAR COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

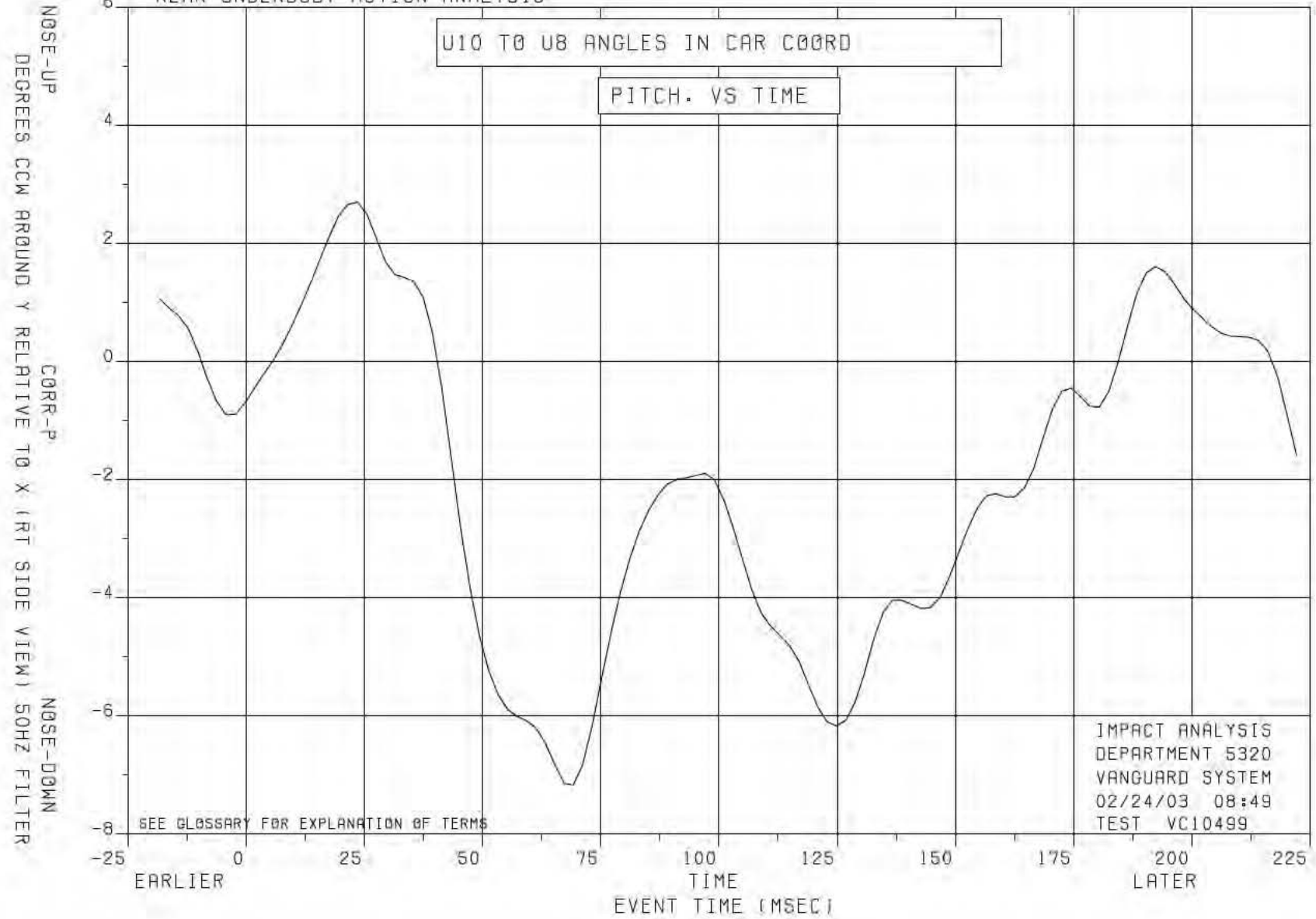


FIGURE 13

EA12-005-Chrysler-003839

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

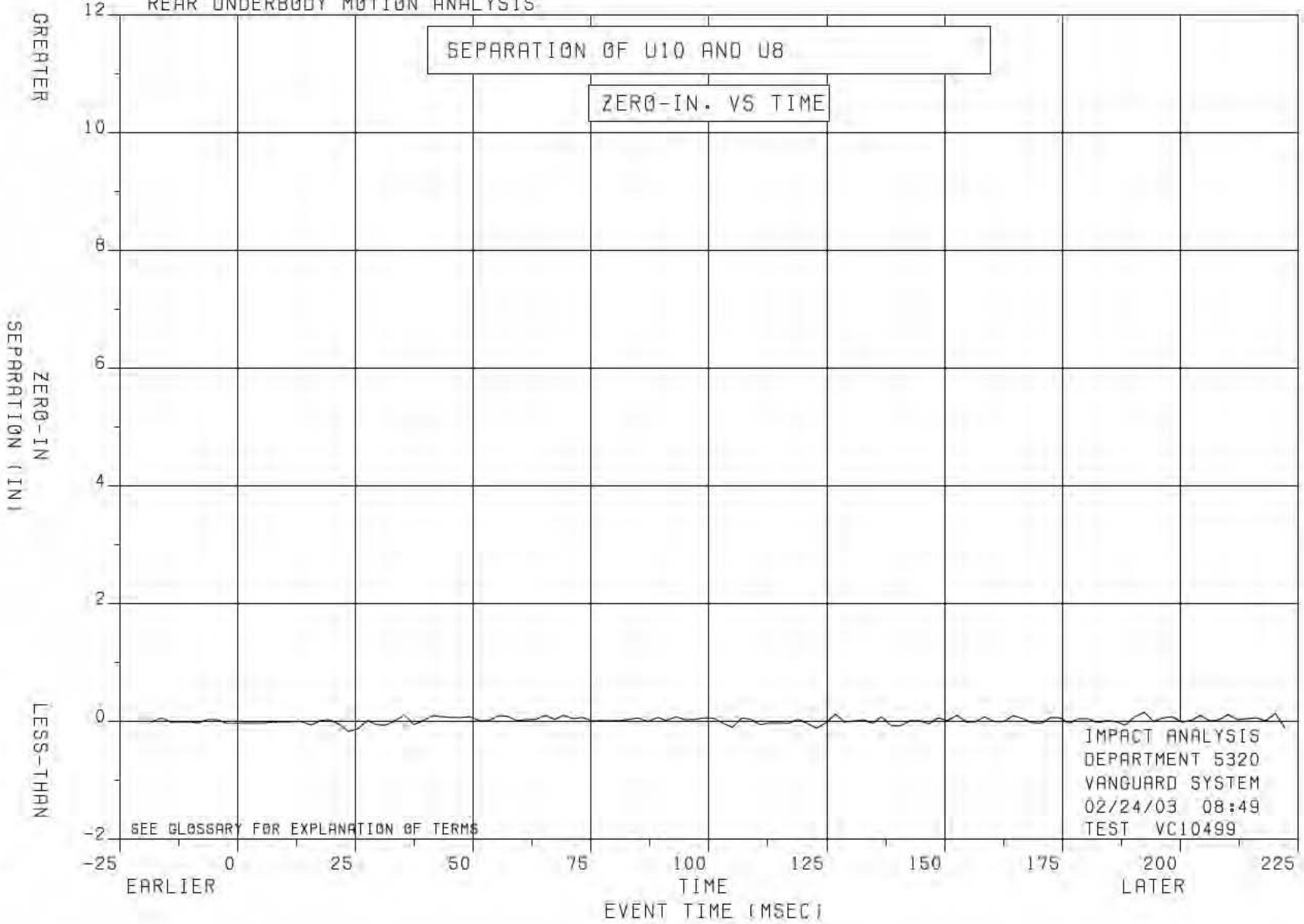


FIGURE 14

EA12-005-Chrysler-003660

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED PITCH OF U11 TO U9 IN CAR COORD SYSTEM
VERSUS TIME IN MILLISECONDS

REAR UNDERBODY MOTION ANALYSIS

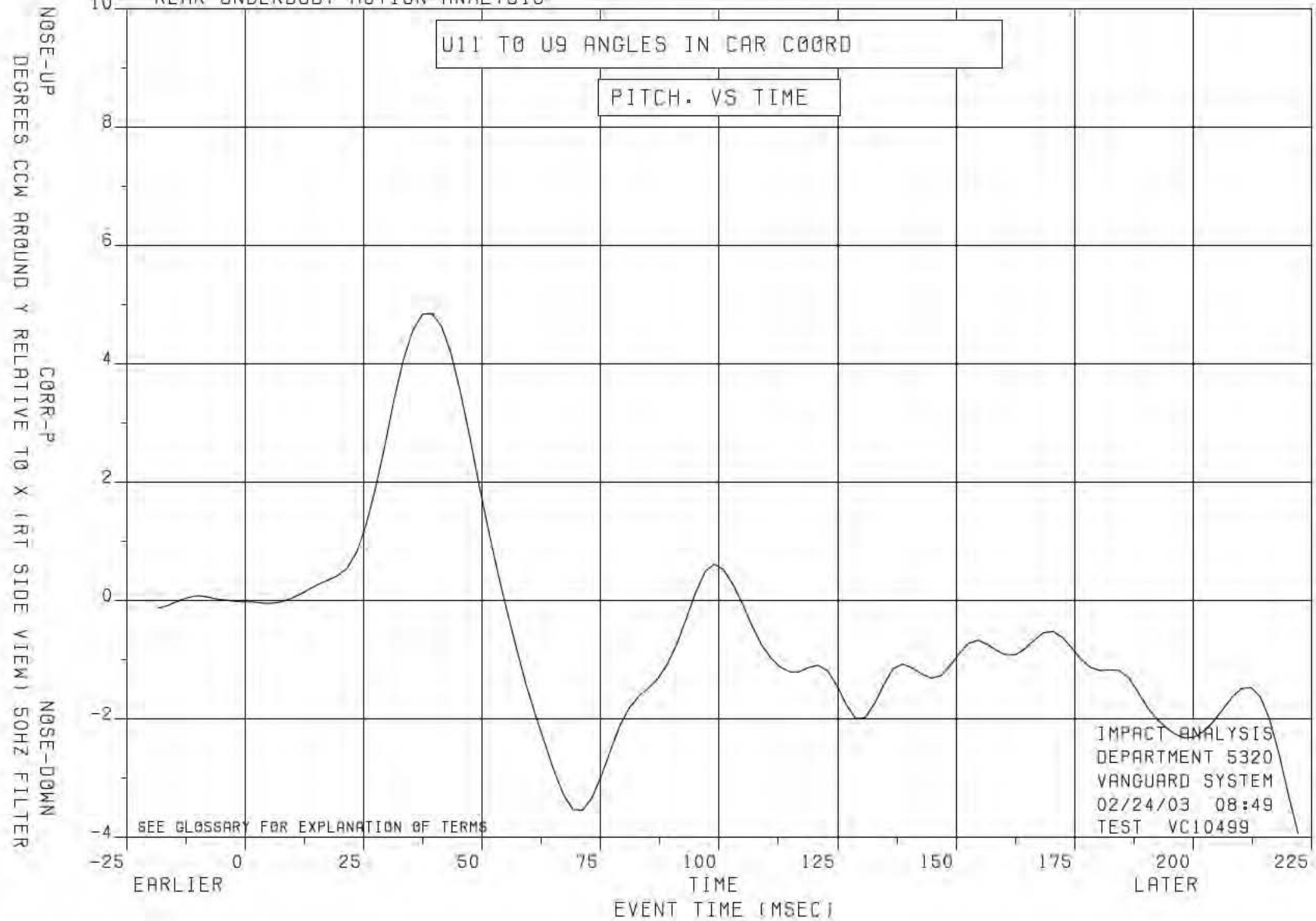


FIGURE 15

EA12-005-Chrysler-003882

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

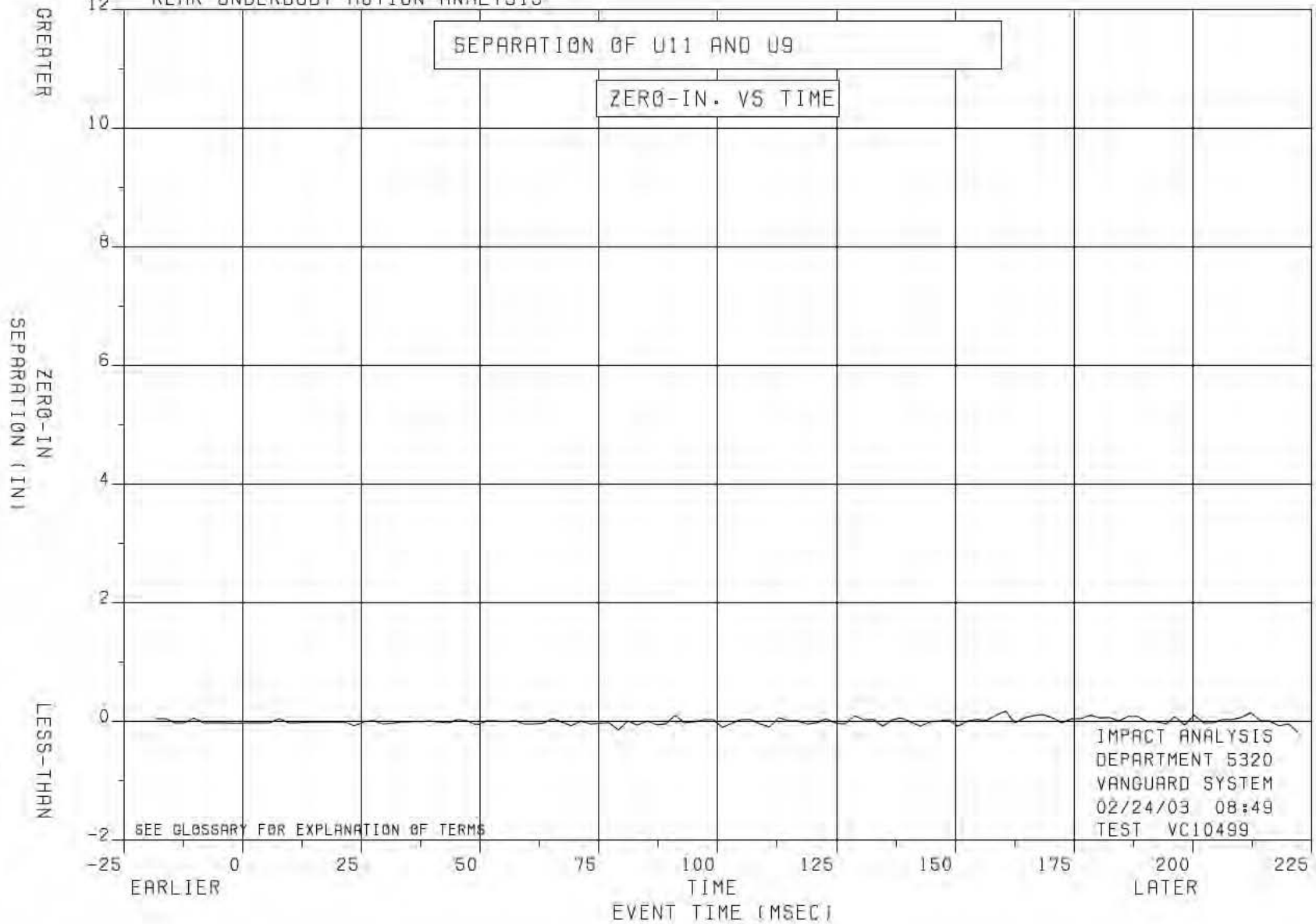


FIGURE 16

EA12-005-Chrysler-003442

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U3 RELATIVE TO U1 IN CAR COORD
 VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

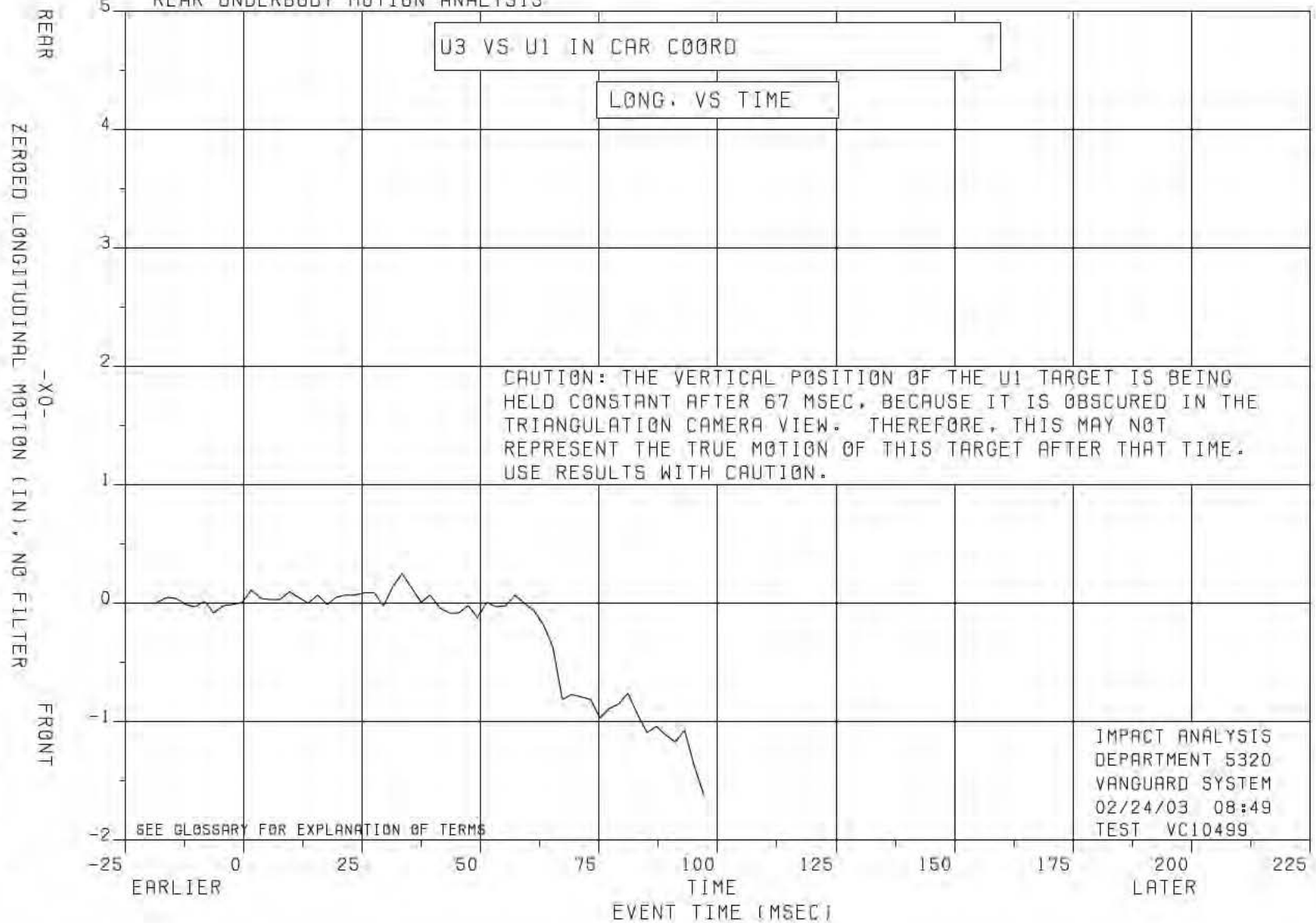


FIGURE 17

EA12-005-Chrysler-003443

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U4 RELATIVE TO U1 IN CAR COORD
 VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS



FIGURE 18

EA12-005-Chrysler-003444

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF UC1 RELATIVE TO U1 IN BASE COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

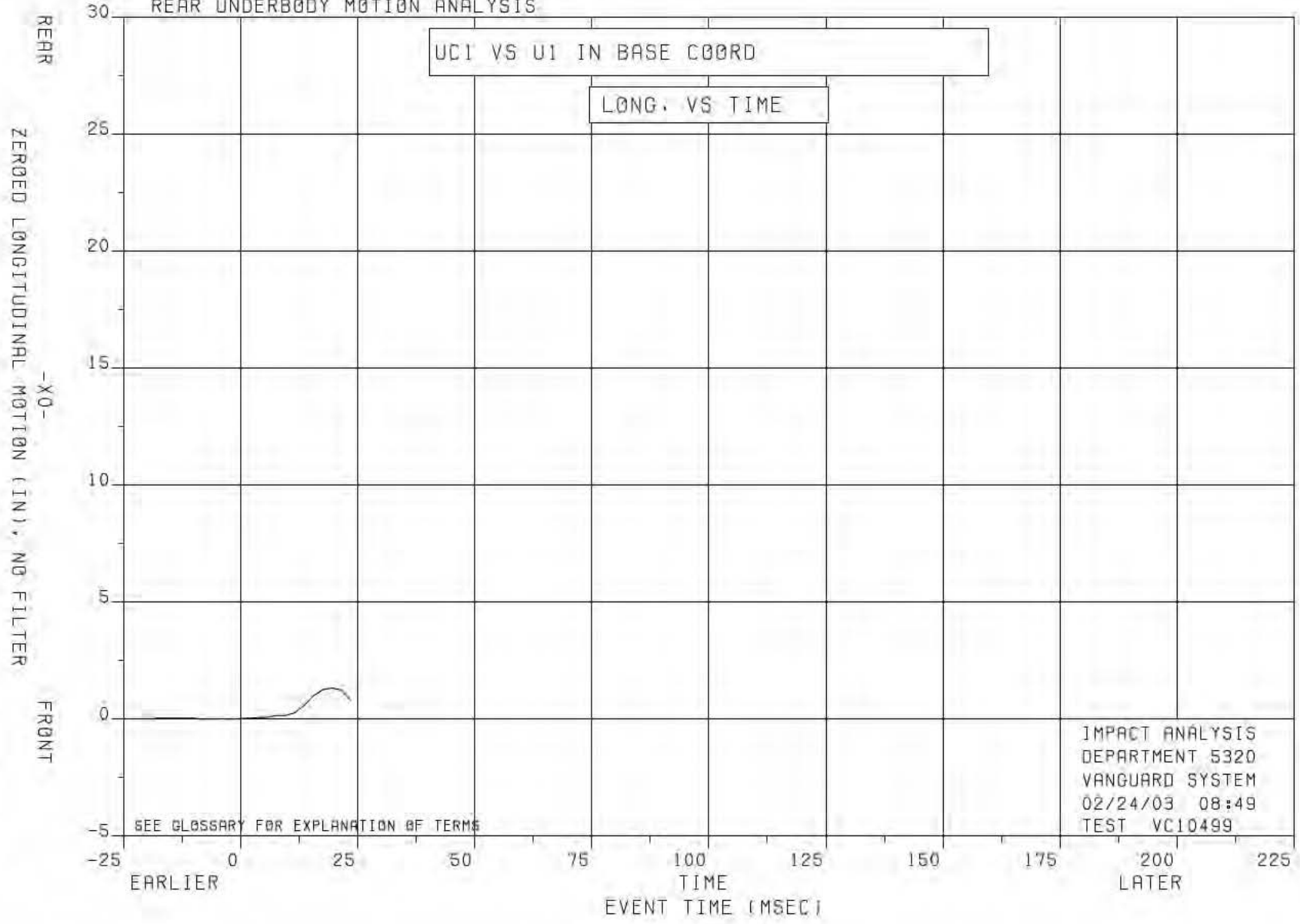


FIGURE 19

EA12-005-Chrysler-003446

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

ZEROED X OF U1 RELATIVE TO U2 IN BASE COORD
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

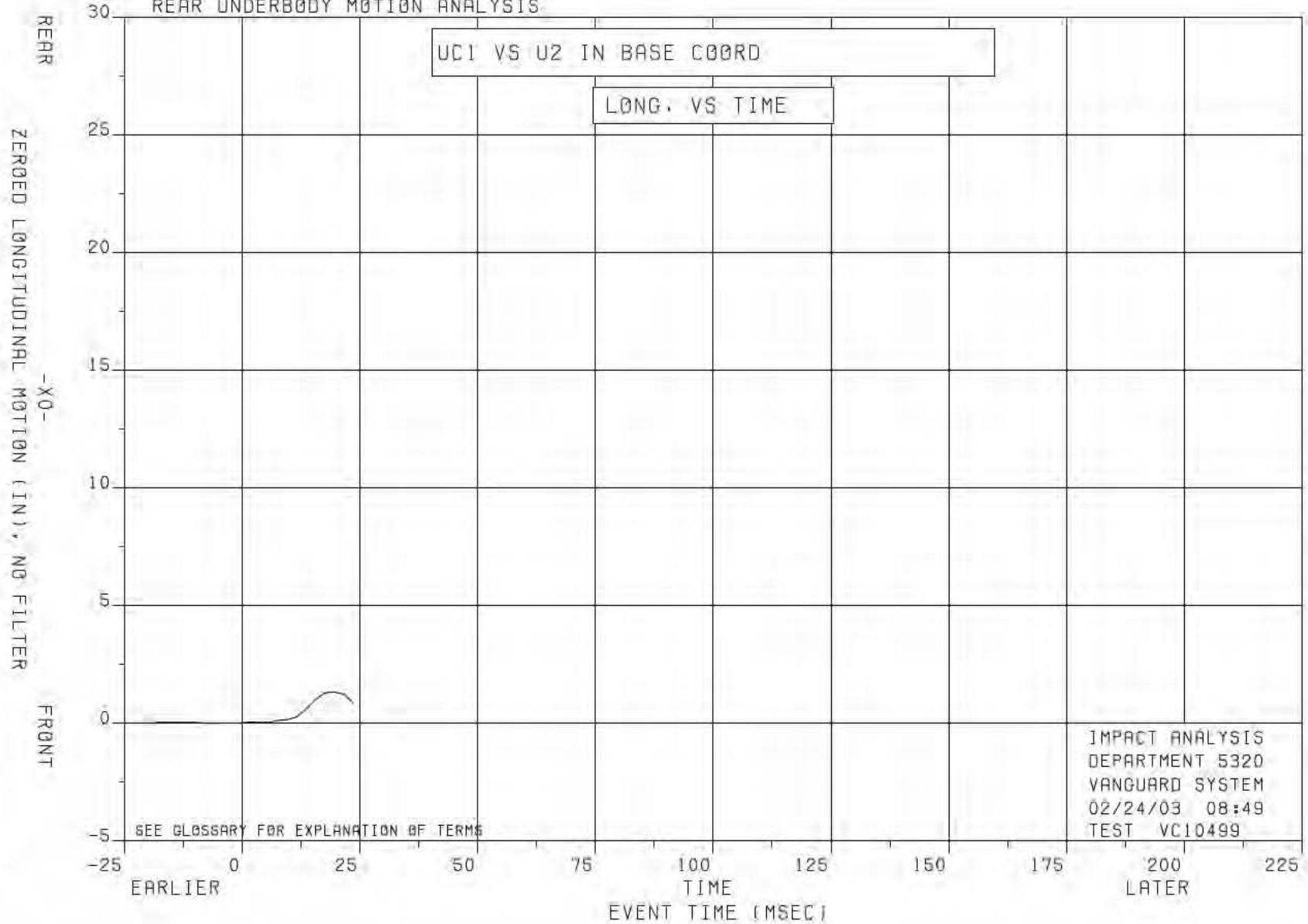


FIGURE 20

EA12-005-Chrysler-003448

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

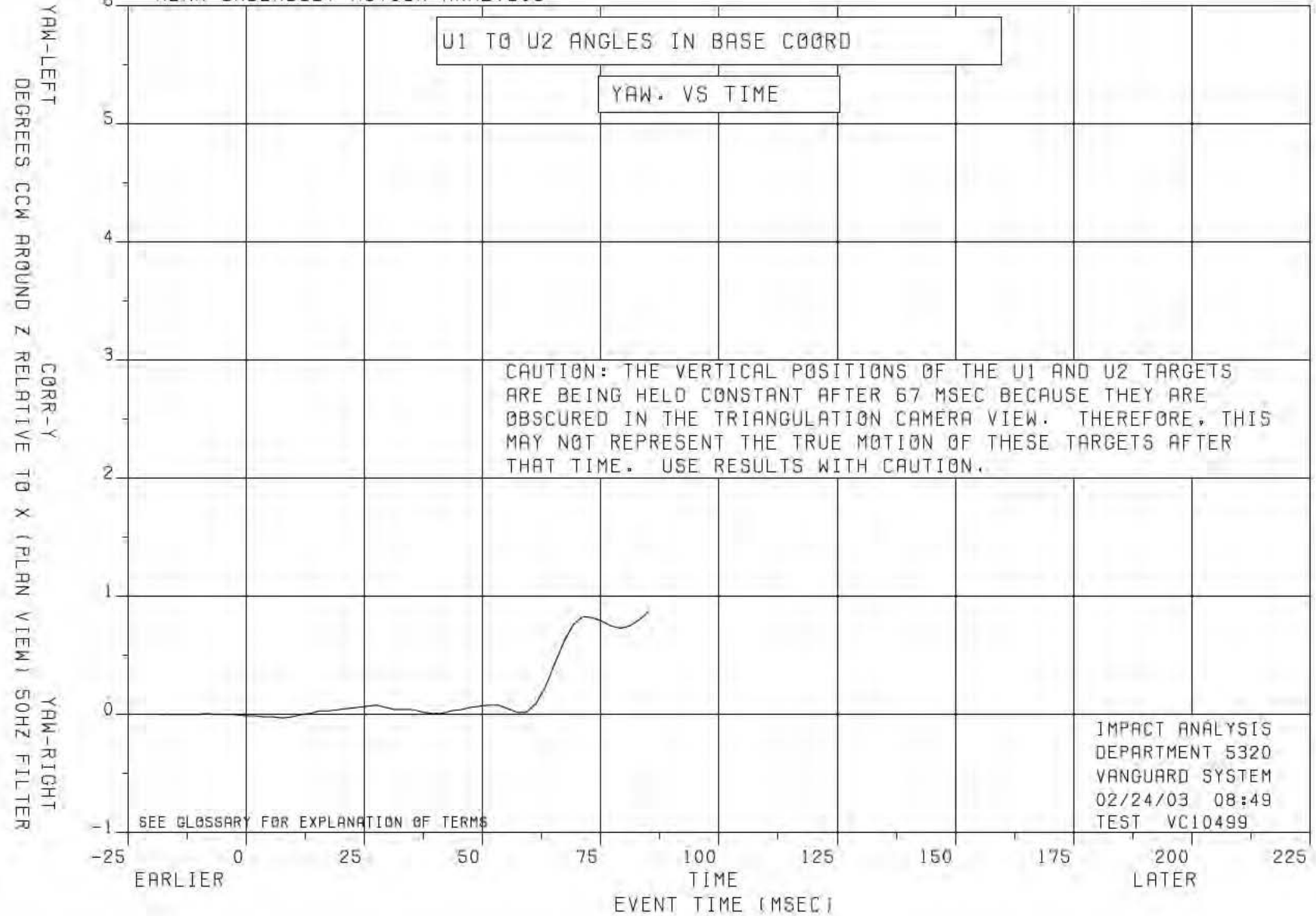


FIGURE 21

EA12-005-Chrysler-003442

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS

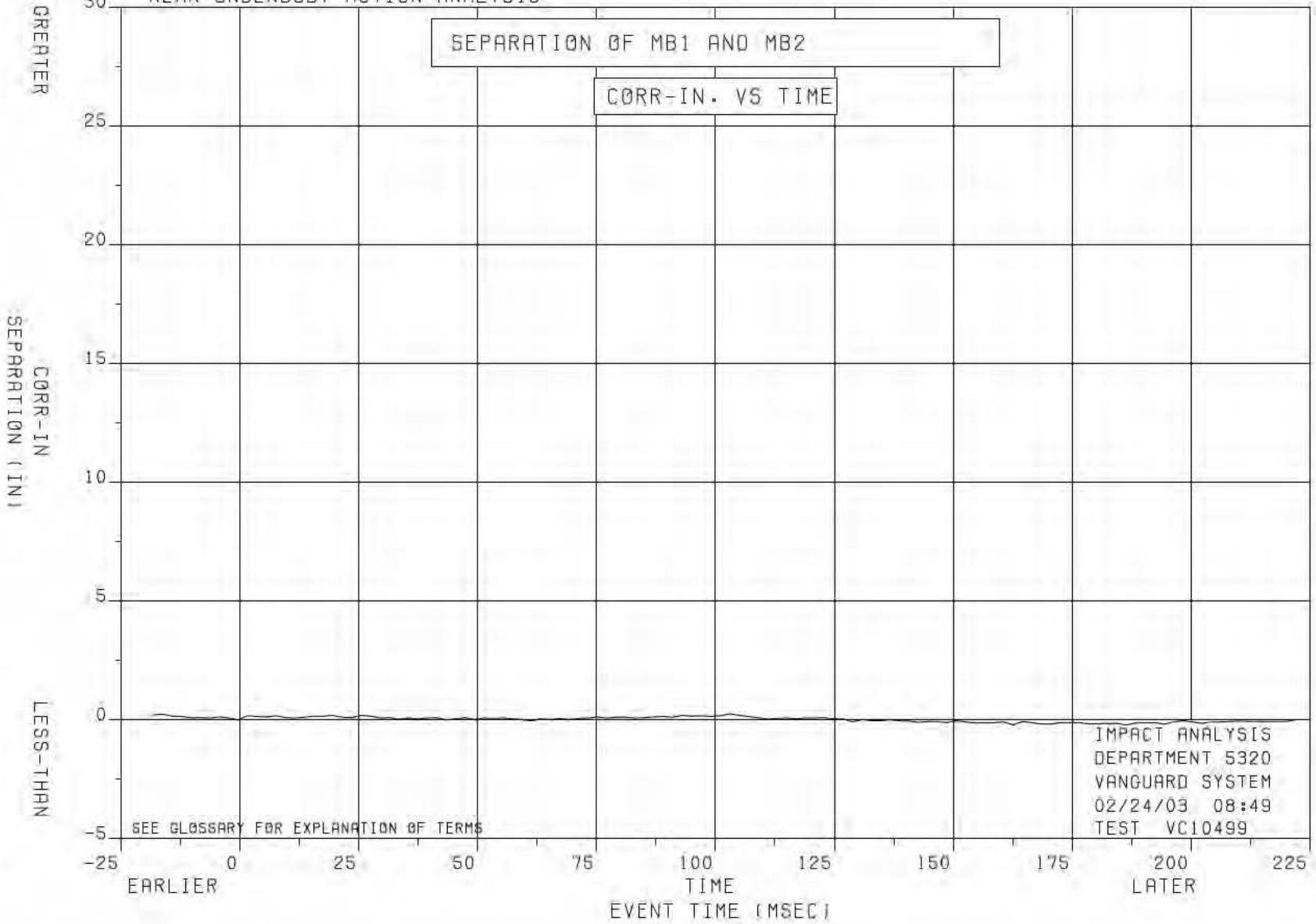


FIGURE 22

EA12-005-Chrysler-003449

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

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

REAR UNDERBODY MOTION ANALYSIS



FIGURE 23

EA12-005-Chrysler-003660

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
 04 KJ, USA 301-REAR DEVELOPMENT TEST

U1 TO U2 DISTANCE -36.51 INCHES (INITIAL DIST) (IN)
 VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

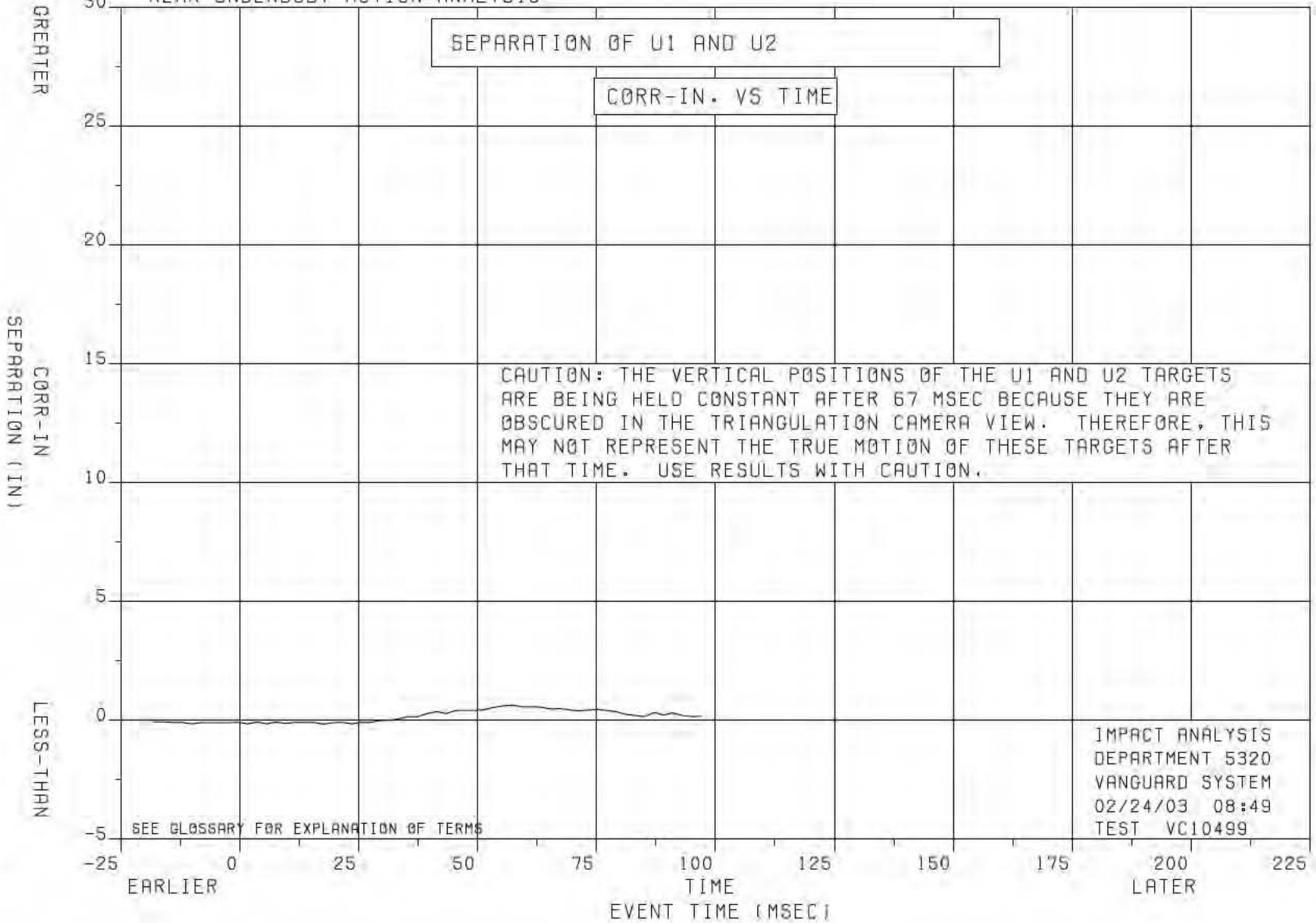


FIGURE 24

EA12-005-Chrysler-0036950

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

LFS TO LMS DISTANCE, -24.87 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECOND

REAR UNDERBODY MOTION ANALYSIS

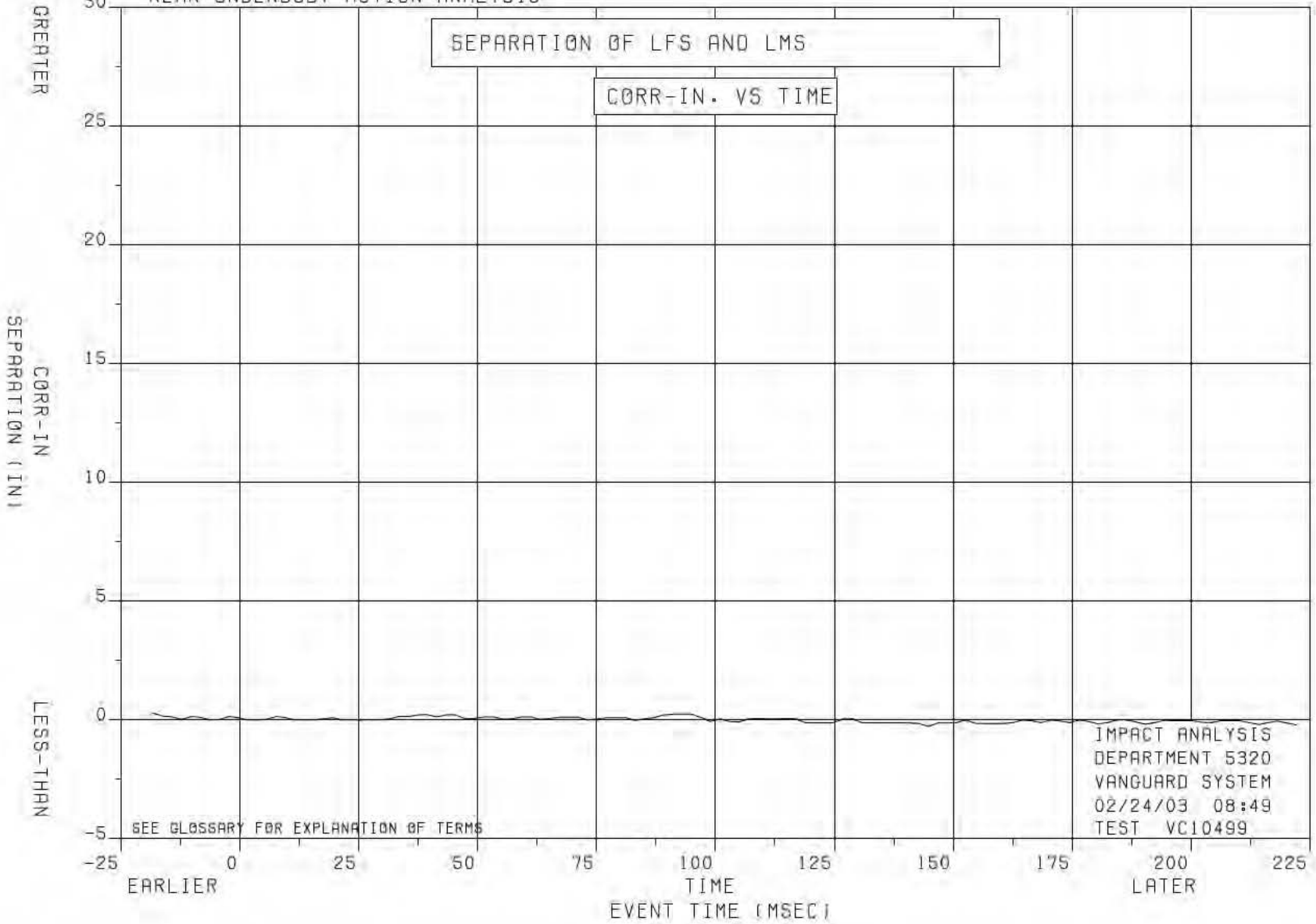


FIGURE 25

EA12-005-Chrysler-003892

INTER COMPANY CORRESPONDENCE

DATE 02/24/03

TO
DISTRIBUTION

FROM
E. J. BACHMANN

DEPARTMENT
5320

PLANT/OFFICE
CTC

CIMS NUMBER
481-00-27

SUBJECT:
REAR UNDERBODY MOTION ANALYSIS
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ. USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03

TEST SITE CPG

TEST PURPOSE PRIMARY, 2004 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: KJ
BODY: J
ENGINE: 3.7 LITER
ENGINE NOTE: V6
TRANSMISSION: 5 SPEED MANUAL
TRANS. NOTE:
VIN AS TESTED: 1J8GL48K23A [REDACTED] MOD.
VIN AS BUILT: 1J8GL48K23A [REDACTED] MOD.

TEST SPEED 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) 2248 TOTAL, 1171 FRONT, 1077 REAR

OCCUPANTS 1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-42
RESTRAINT- 3-PT UNIBELT ONLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-47
RESTRAINT- 3-PT UNIBELT ONLY

BUILD CONDITION

TARGET WEIGHT (KG) 2247 TOTAL, 1173 FRONT, 1074 REAR
INCLUDING BALLAST AND OCCUPANTS

FUEL AND BALLAST 68.1 LITERS STODDARD SOLVENT
136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
249.5 KG ADDITIONAL BALLAST WEIGHT ADDED
50 # RF FLOOR.
25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT

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

THE RELATIVE MOTIONS OF SELECTED REAR UNDERBODY TARGETS HAVE BEEN
DETERMINED BY FILM ANALYSIS. TIME WAS BASED ON CAMERA TIMING DATA.

CAUTION:
THE FOLLOWING TARGETS HAVE VERTICAL DATA THAT IS HELD
CONSTANT DURING PART OF THIS ANALYSIS.
SEE CAUTION NOTE ON PLOTS FOR DETAILS.

U1 U2

TEST VC10499 02/24/03 08:49 PAGE 2 OF 3

NOTE: THE FOLLOWING TARGETS ARE NOT INCLUDED IN THIS ANALYSIS
FOR THE MENTIONED REASONS:

TARGET	REASON
U6	TARGET NOT VISIBLE.

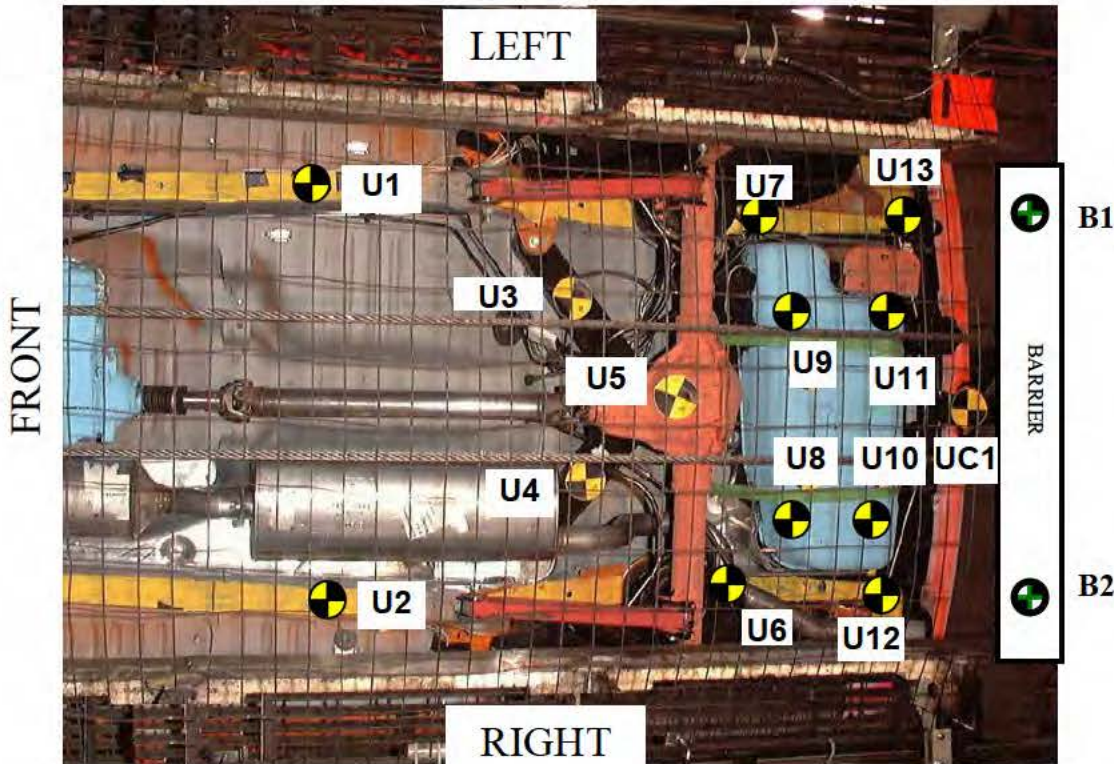
Q. C. ANALYST

E. J. BACHMANN

GRAPHS - 25

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.FAR.UBR.LEGEND

**VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 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
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.LET.LETTER Public

VEHICLE CRASH ENGINEERING
VEHICLE CRASH TEST LETTER

PAGE 01

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG

TEST PURPOSE PRIMARY, 2004 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; KJ
BODY; J
ENGINE; 3.7 LITER
ENGINE NOTE; V6
TRANSMISSION; 5 SPEED MANUAL
TRANS. NOTE;
VIN AS TESTED; 1J8GL48K23A [REDACTED] MOD.
VIN AS BUILT; 1J8GL48K23A [REDACTED] MOD.

TEST SPEED 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) 2248 TOTAL, 1171 FRONT, 1077 REAR

OCCUPANTS 1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-42
RESTRAINT- 3-PT UNIBELT ONLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-47
RESTRAINT- 3-PT UNIBELT ONLY

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734

04 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 02/14/03

TEST SITE CPG

BUILD CONDITION

TARGET WEIGHT (KG) 2247 TOTAL, 1173 FRONT, 1074 REAR
INCLUDING BALLAST AND OCCUPANTS

VEHICLE CRASH ENGINEERING
VEHICLE CRASH TEST LETTER

PAGE 03

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG
FUEL AND BALLAST

68.1 LITERS STODDARD SOLVENT
136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
249.5 KG ADDITIONAL BALLAST WEIGHT ADDED
50 # RF FLOOR.
25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT

REPORT CODES

A = TRANSDUCER DATA

B = ALL FILM DATA

DISTRIBUTION

M. STEBELTON

422-05-01 (AB)

R. BORTOLIN

514-17-39 (AB)

DATE 02/17/03

TIME 08:34:26.

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.Photos-BuildDown

VC10499



EA12-005- Chrysler -005416



EA12-005- Chrysler -005417

VC10499



EA12-005- Chrysler -005418

VC10499

VC10499



2-005- rysle

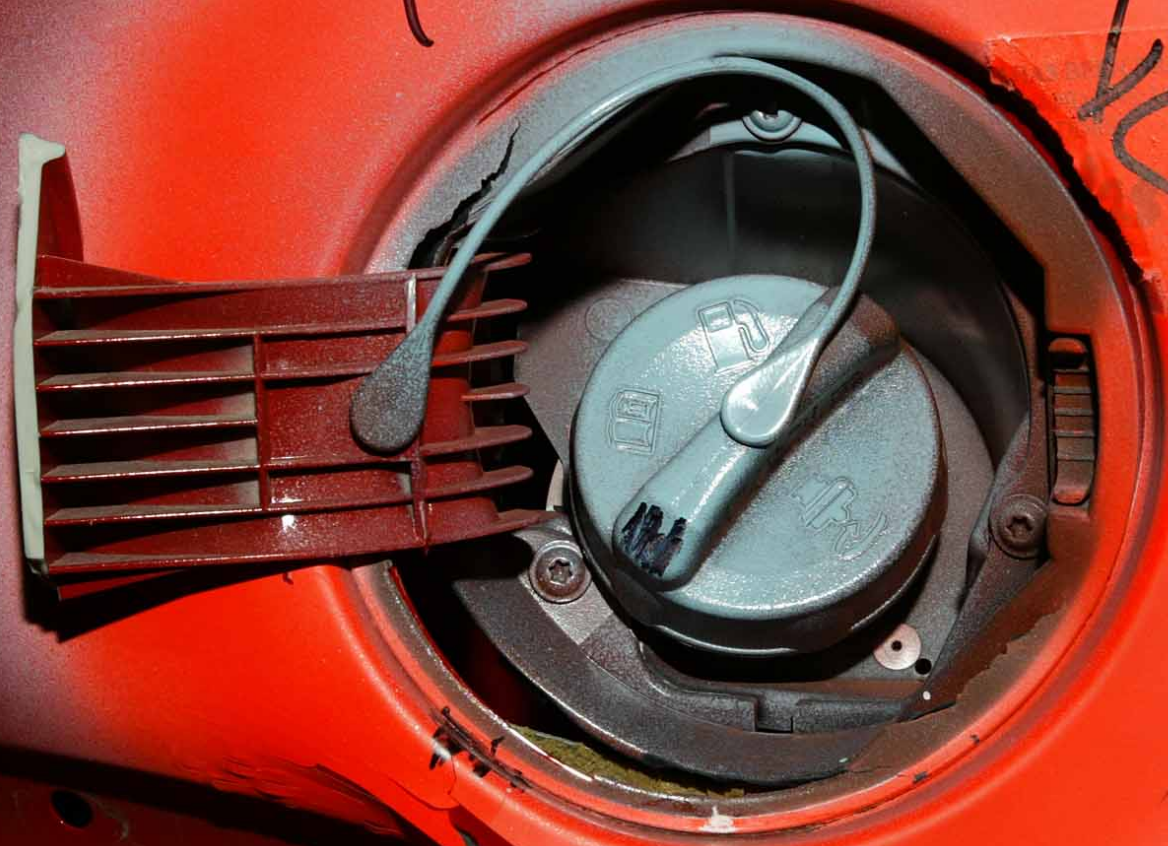
VC10499

EA12-005- Chrysler -005420

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.Photos-PostTest

17.6 GAL

10/07
K
open to
check G.P.



VC10499 Post

EA12-005- Chrysler -005421



10499

10499

LIBERTY sport

2587

← 23.93 →

EA12-005- Chrysler -005422

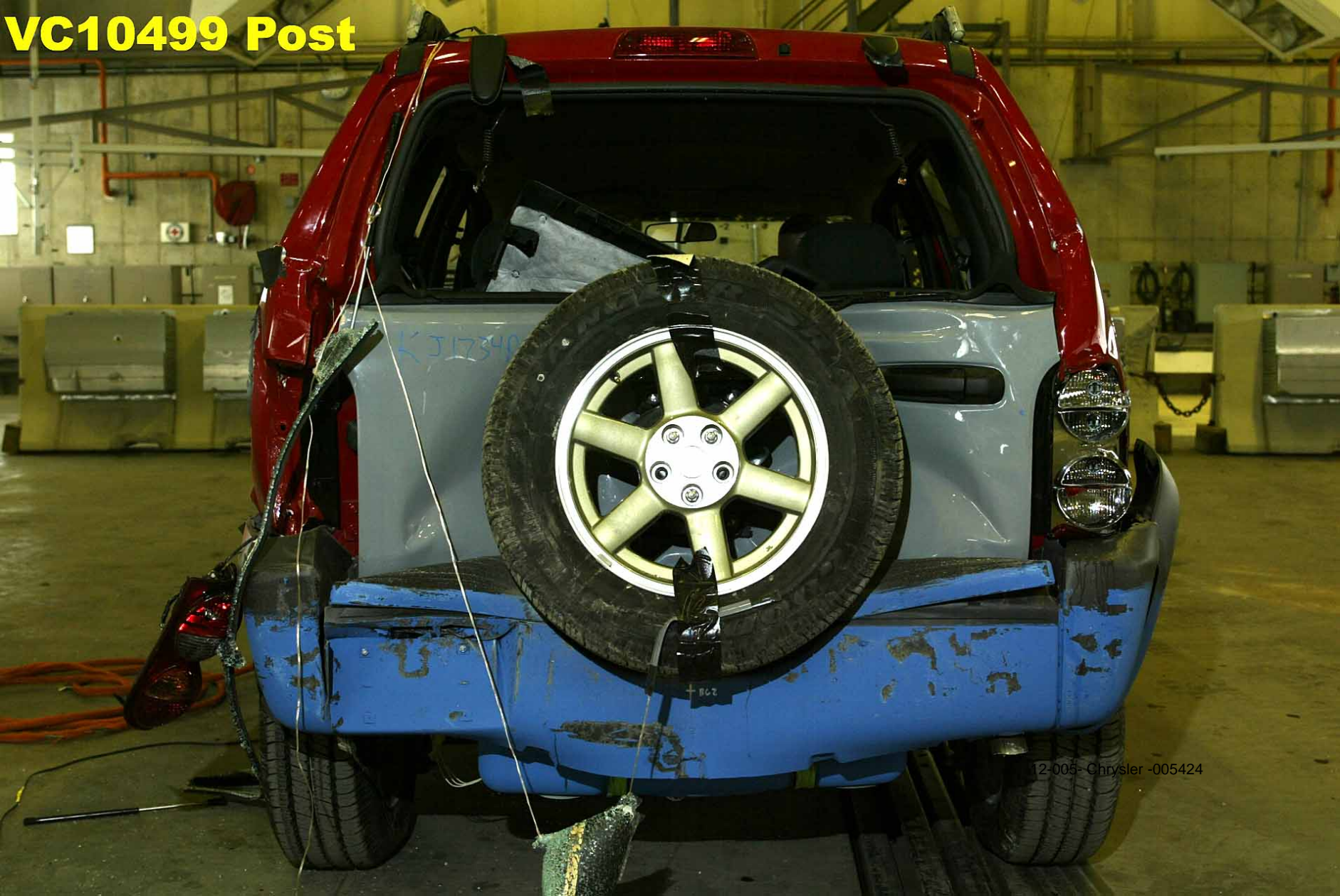
VC10499 Post



EA12-005- Chrysler -005423

VC10499 Post

VC10499 Post



KJ17340

+ 862

12-005- Chrysler -005424

vc10499 post

KJ17348

EA12-005- Chrysler -005425



vc10499 post



EA12-005- Chrysler 005426



vc10499 post

vc10499 post



EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.Photos-PreTest



EA12-005- Chrysler -005429

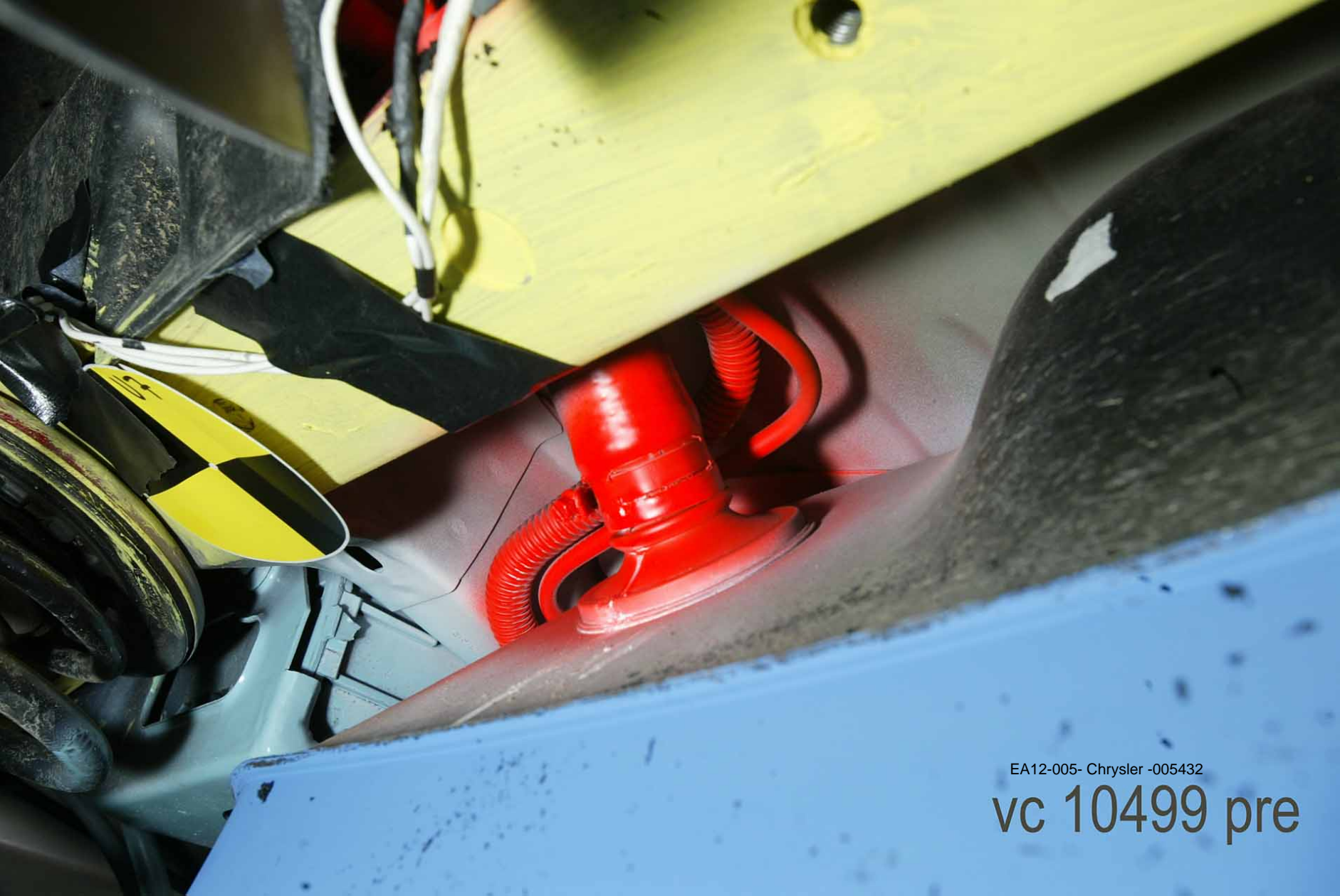
vc 10499 pre

vc 10499 pre



ENC 2065 - 005430

vc 10499 pre



EA12-005- Chrysler -005432

vc 10499 pre



EA12-005- Chrysler -005433

VC10499 Pre



EA12-005- Chrysler -005434



CHRYSLER CORPORATION
CHELSEA, MICHIGAN

10499

10499

32.6

32.2

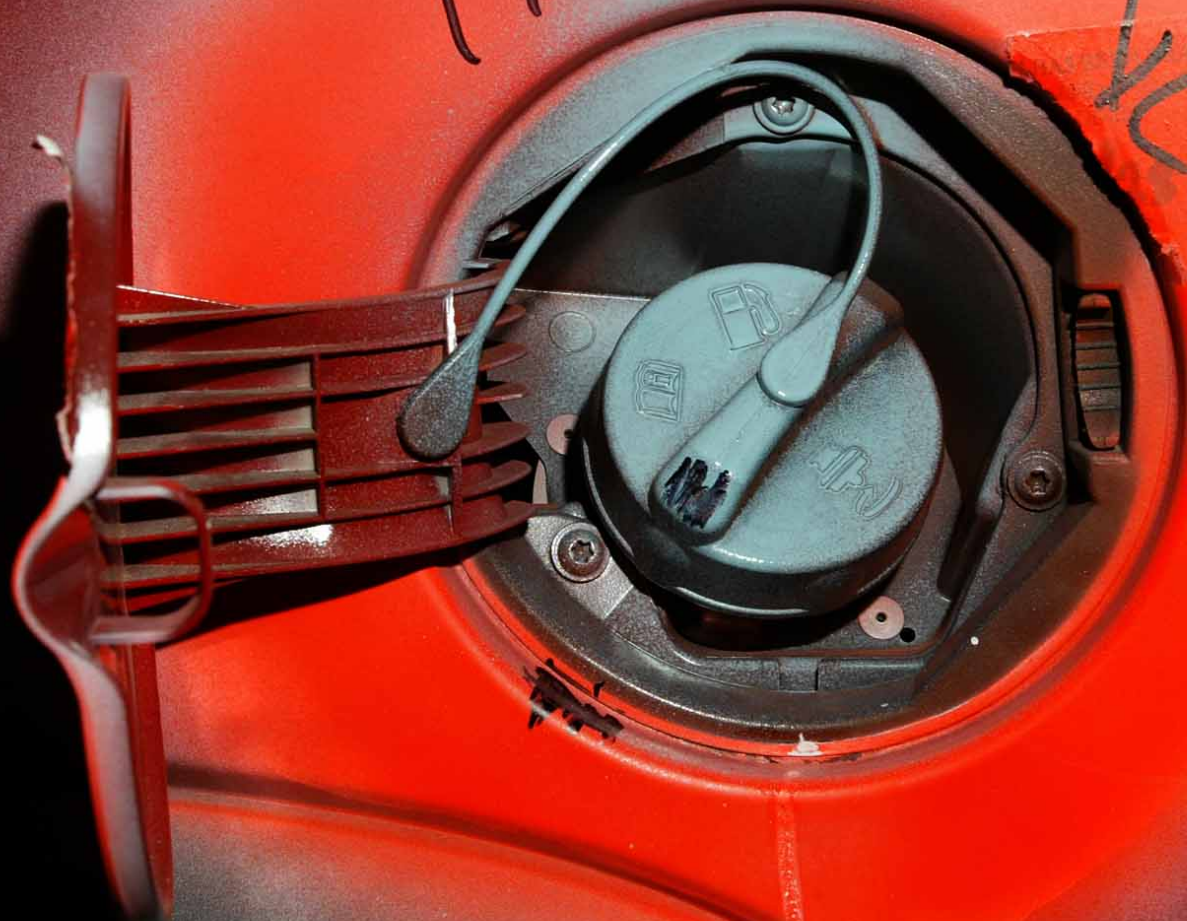
LIBERTY

VC10499 Pre

17.6 GAL

WARRANTED,
CONDITIONS OF
SALE
1/07
open to
check C.P.

10499



EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.REQ.TEST_REQUE
ST Public

Test Request for VC10499/ JPE Item No.: KJ1734R16

Doc. Rev. #: 6

Key People: *Test Requester: Roger Bortolin/JTE/DC C/DCX Platform: JPE Phone: 733-1083 Others to be copied on correspondence related to this test: Eric G Willis/JTE/DCC/DCX	<table style="width: 100%;"> <tr> <td style="width: 25%;">TEST STATUS:</td> <td>TEST COMPLETE Test Completed on 02/14/2003</td> </tr> <tr> <td>TEST SITE:</td> <td>CPG</td> </tr> <tr> <td>SLOT #:</td> <td>3rd Test of the Day</td> </tr> <tr> <td>SCHEDULED DATE:</td> <td>02/14/2003 12:00:00 AM</td> </tr> <tr> <td>LAST MODIFIED / BY:</td> <td>02/17/2003 08:21:06 AM by: Mark C Bolanis</td> </tr> <tr> <td colspan="2"> <u>REQUESTOR'S NOTE PAD:</u></td> </tr> </table>	TEST STATUS:	TEST COMPLETE Test Completed on 02/14/2003	TEST SITE:	CPG	SLOT #:	3rd Test of the Day	SCHEDULED DATE:	02/14/2003 12:00:00 AM	LAST MODIFIED / BY:	02/17/2003 08:21:06 AM by: Mark C Bolanis	 <u>REQUESTOR'S NOTE PAD:</u>	
TEST STATUS:	TEST COMPLETE Test Completed on 02/14/2003												
TEST SITE:	CPG												
SLOT #:	3rd Test of the Day												
SCHEDULED DATE:	02/14/2003 12:00:00 AM												
LAST MODIFIED / BY:	02/17/2003 08:21:06 AM by: Mark C Bolanis												
 <u>REQUESTOR'S NOTE PAD:</u>													

INVOICE INFORMATION (Service Center Purpose)	
LOCATION:	1275
DEPARTMENT:	1060
COMMIT NUMBER:	AVPT2002
DO NUMBER:	2004 KJ SCILABS TESTING

<u>CPG Personnel Assigned to This Test:</u>	
Test Engineer(s) Test Engineer Assigned: Mark C Bolanis - 836-5156 Test Engineer Check Completed By: Test Engineer Test Day: Film Analysis Liaison: Andre S Dsouza - 722-1916	Data Acquisition Engineer(s) Data Acquisition Test Engineer: Rene M Digue - 836-5346 Data Acquisition Check Completed By: Tim W Lackey - 836-5098 Data Acquisition Write-Up Engineer: Norman D Post - 836-5369

Test Requested:

MVSS 301 30MPH Flat Rear Impact

*Procedure (Select One): SLT13500 *Target Speed: 48.3 KPH (30.0 MPH)  mph->kph *Best Estimate of Ship Date: 02/06/2003 Specific Test Date Required?: *When this test is complete, please send test property to: PROC	Regulatory Purpose(s): <small>(used to determine numeric processing)</small> PRIMARY, 2004 USA 301-REAR DEVELOPMENT
--	--

<p>*Stage of Development:</p> <p><input type="radio"/> Compliance</p> <p><input checked="" type="radio"/> Development</p>	<p>Priority (optional):</p> <p><input type="radio"/> A <input checked="" type="radio"/> B <input type="radio"/> C</p>
--	--

***** 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-42
1R - (Standard) H2-50TH MALE BALLAST DUMMY, 0 - CH, RESTRAINT- 3-PT UNIBELT ONLY, AD-47

FILM ANALYSIS AND PHOTOGRAPHIC VIEWS:

Film Analysis Ordered:
 DYNAMIC CRUSH REAR
 UNDERBODY REAR - FLAT IMPACT

Film Analysis "If Requested":
 VELOCITY

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

Film Analysis Requested - Custom:
 No Custom



Photographic Views Required:

- >>LEFT WALKWAY TARGETS OVERALL
- >>PIT NORTH MID TARGETS
- >>PIT SOUTH REAR TARGETS
- >>VELOCITY HG2000
- >>CATWALK VEHICLE REAR MDB INTERACTION
- >>RIGHT OVERALL
- >>PIT FUEL FILLER TUBE
- >>PIT FUEL TANK: view to show entire tank plus axle plus rear cross member
- >>LEFT OVERALL

IMAGING PRODUCT ORDER:

VCE PROVIDES ONE ORIGINAL AND ONE PRINT 16 MM FILM REEL WITH EACH TEST.



Still Photos Required:

STANDARD VIEWS FOR: REAR			PRE	POST	ADDITIONAL STILL PHOTOS:
TOP REAR					
BOTTOM REAR					
FUEL FILL TUBE					
FILLER KEYWAY					
ACCELS (# OF SHOTS)					

FILM ANALYSIS REPORT UPDATE:

(This Section Indicates the Status of Film Analysis Completion)

FA NAME	PUBLISHED	REISSUED	CANCELLED	COMMENTS



Vehicle Information:

<p>Program: 04 KJ </p> <p>Core Item No.: KJ1734</p> <p>NOTE: the Core Item No. cannot exceed 10 characters in length.</p> <p>Restrike No.: R16</p> <p><input type="checkbox"/> Right-Hand Drive <input type="checkbox"/> Competitive Car</p> <p>CAR LINE: KJ BODY: J</p> <p>Number of Doors in this Vehicle: 4</p> <p>Vehicle Build Level: S0</p> <p>Other Vehicle Configuration Flag (optional word or short phrase to use in further sorting of platform reports):</p> <p>VIN(as built): 1J8GL48K23A </p> <p>VIN(as tested): 1J8GL48K23A </p>	<p>Vehicle Readiness to Ship:</p> <p><i>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</i></p> <p>Create New Checklist for this Vehicle:</p> <p>Create New Checklist for this Vehicle:</p> <p>1. Click on template file below and detach file to your local computer</p> <p></p> <p>Impact Vehicle Check List.d</p> <p>2. Fill out form as required, either manually by printing the form, or using direct entry to the file.</p> <p>Submitting Your Checklist:</p> <p>Submitting Your Checklist:</p> <ul style="list-style-type: none"> If you are using direct entry to the file Attach New or Replacement Checklist----- > <p></p> <p>Impact Vehicle Check ListKJ1734R16.</p> <ul style="list-style-type: none"> If you are using a hardcopy of the form, attach it to the vehicle windshield prior to shipment. <p>Enter the method you are using to transmit this information :</p> <p><input checked="" type="radio"/> Attached File <input type="radio"/> Hardcopy on Vehicle</p>
<p>ENGINE: 3.7 Liters</p> <p>ENGINE NOTE: V6</p> <p>TRANSMISSION: 5 SPEED MANUAL</p> <p>TRANS. NOTE:</p> <p>DRIVE: 4 X 4</p> <p>GVW (opt): kg</p>	<p>Vehicle Logistics:</p> <p><i>Note: Vehicle must be fully inspected prior to shipment to test site.</i></p> <p><input type="checkbox"/> Yes</p> <p>Shipped to Test Site:</p> <p>Rec'd at Test Site: 02/08/2003</p> <p>Returned from Test Site:</p> <p>When I expect vehicle to be off hold:</p>



Instrumentation Build Info:

General Instrumentation Requirements:	
Modules Used:	Pyrotechnics Used:

<p>Other Notes: FUEL PUMP RUNNING DURING TEST</p> <p>Special Handling of Pyrotechnics and Controls: Fuel pump running during test ensure vehicle has system power for swing gate evaluation</p>	<p>Deployment Method: No Deployment</p>
---	--





Vehicle Channel Entry:	List of Dummy Channel Titles Used on this Test:
<p>Create New Instrumentation Sheet</p> <p>Attach Instrumentation Sheet Here: <i>DO NOT ATTACH MORE THAN ONE FILE TO THIS FIELD.</i></p> <p> instKJ1734R16.xl: Attach New or Replacement Sheet</p> <ul style="list-style-type: none"> 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. 	<p>BALLAST DUMMY- NO CHANNELS-1L BALLAST DUMMY- NO CHANNELS-1R</p>

<p>Total Occupant Channels: 0</p> <p>Total Vehicle Channels: 16</p> <p>TOTAL ON-BOARD CHANNELS FOR THIS TEST: 16</p>	<p>Total Data Acq. Boxes Required: 1 Channels in Last Data Acq. Box : 16 out of 32</p>
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Build Condition as Reported in Test Letter:



Test Weight:

<p>Target Test Weight Requested Please note: This is an approximate value and includes vehicle, ballast, fuel, ATDs, and instrumentation.</p> <p>1 POUND WEIGHT = 0.4536 KILOGRAMS (KG)</p> <p>Total Target Test Weight: 2247 kg (4,954 lbs)</p> <p> lb->kg</p> <p>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)</p> <p>This vehicle is a Sport model, and is to be ballasted to represent the heaviest 04 Liberty in the fleet, which is the Renegade. Therefore, vehicle weight is based on: Max Option 3.7L, 4x4, 2004 Liberty Renegade + (2) 50th male occupants + luggage = 4324 lbs + 330 lbs + 300 lbs = 4954 lbs total.</p>	<p>Weight Balance and Luggage: Please note: This section is OPTIONAL. Values entered here are approximate.</p> <p>Total Front 1,173 kg (2,586 lbs)  lb->kg</p> <p>Total Rear 1,074 kg (2,368 lbs)</p> <p> Luggage: 136.1 kg  lb->kg</p>
<p>Actual Test Weight: 2248 kg</p> <p>Weight Balance:</p> <ul style="list-style-type: none"> - Total Front: 1171 kg - Total Rear: 1077 kg <p>Additional Ballast Installed: 249.5 kg</p> <p>Detail of Additional Ballast Installed: 50 # RF FLOOR.</p>	

**25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT**



Mechanical Requirements:

Specific Work to Be Done at Test Site:

- CAUTION: do not remove the access panel in cargo area
- CAUTION: ensure all five tire pressures have been set the the recommended 33 psi
- CAUTION: ensure the parking brake is disengaged, the transmission is in neutral, and the T-case is in neutral
- CAUTION: ensure the weight balance of the vehicle matches the numbers specified in the Test Weight section
- CAUTION: ensure the swing gate has system power, and is unlocked before test
- CAUTION: ensure all tires are 235 series, not 215 series
- Part R&R: verify there is no fuel tank skidplate, no rear tow hooks, or no trailer hitch. Please remove any of these if they are on the vehicle.
- Part R&R: please remove all five original 215 series wheels & tires and replace them with the 235 series wheels & tires from KJ1644
- DO NOT DISTURB: swing gate
- DO NOT DISTURB: flipper glass
- DO NOT DISTURB: spare tire
- TEST VEHICLE WITH 17.6 GALLONS STODDARD IN FUEL SYSTEM
- FUEL FILL TO SPEC IS MANDATORY
- PRE-TEST PRESSURE CHECK REQUIRED
- FUEL PUMP RUNNING DURING TEST
- POST-TEST FUEL PUMP RUN CHECK
- POST-TEST PRESSURE CHECK
- STATIC ROLL ASSESSMENT REQUIRED (SLWI3532)
- Pre-Test Measurement: Install and dimension 2D tube
- Pre-Test Measurement: vehicle attitude as received and after buildup - adjust as needed
- Paint: floor pan around the gas tank and above the fuel filler tube in a bright colour for contrast during filming
- Paint: rear underbody for film analysis
- Post-Test Measurement: OCS bladder system check

Work Orders for This Test:

PRE TEST:	POST TEST:
2003-10084: COMPLETE	
2003-10098: COMPLETE	

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

Document Information

Date Created: 01/24/2003 11:55 AM	Last Edited: 02/17/2003 08:21:06 AM
Created By: Roger Bortolin/JTE/DCC/DCX	Edited By: Mark C Bolanis/CPG/DCC/DCX

Edit History:

Edit History:			
2/6/03 3:54 02 PM	Glenn A Buss	EditApprovalStatus [] --> [**** TEST REQUEST NITIALY APPROVED ****] MODIF ED /Rev#:1	
2/6/03 3:54 02 PM	Glenn A Buss	SchedTest [] --> [02/15/2003 12:00 00 AM] MODIFIED /Rev#:1	
2/6/03 3:54 02 PM	Glenn A Buss	Slot [] --> [1st] MODIFIED /Rev#:1	
2/6/03 3:54 02 PM	Glenn A Buss	VehicleChan [0] --> [20] MOD FIED /Rev#:1	
2/7/2003 9:07:51 AM	Michael E Collings	FAOrder [UNDERBODY REAR - FLAT MPACT] --> [DYNAMIC CRUSH REAR;UNDERBODY REAR - FLAT MPACT] MOD FIED /Rev#:2	
2/7/2003 9:07:51 AM	Michael E Collings	FAPVListDupViews [LEFT WALKWAY TARGETS OVERALL] ADDED /Rev# 2	
2/7/2003 9:07:51 AM	Michael E Collings	MECHlistall [Pre-Test Measurement: Install and dimension 2D tube] ADDED /Rev#:2	
02/07/2003 09:08:02 AM	Michael E Collings:	Additional Comments: correcting camaras for rear analysis /Rev#:2	
2/7/2003 12:27:47 PM	Roger Bortolin	BuildCondition [*** THIS CAR IS A RESTRIKE. IT WAS AN INADVERTENT CAR THAT HAD COMPLETED TEST NG. ***] REMOVED /Rev#:3	
2/7/2003 12:27:47 PM	Roger Bortolin	BuildCondition [*** THIS CAR IS A RESTRIKE. IT WAS A VEHICLE THAT HAD COMPLETED INADVERTENT TESTING. ***] ADDED /Rev#:3	
2/7/2003 12:27:47 PM	Roger Bortolin	BuildConditionMods [- REPLACED ALL FIVE ORIGINAL 215 SER ES WHEELS & TIRES WITH 235 SERIES WHEELS & T RES FROM KJ1644] ADDED /Rev#:3	
2/7/2003 12:27:47 PM	Roger Bortolin	MECHlistall [CAUTION: ensure all tires are 235 series, not 215 series] ADDED /Rev# 3	
2/7/2003 12:27:47 PM	Roger Bortolin	MECHlistall [Part R&R: please remove all five original 215 series wheels & tires and replace them with the 235 series wheels & tires from KJ1644] ADDED /Rev#:3	
2/7/2003 1:41:20 PM	Christine M Durst	SchedTest[2/15/2003] --> [2/14/2003] MODIF ED / Rev# 4	

Last Edit:			
02/17/2003 08:20:18 AM	Mark C Bolanis	FINAL TEST LETTER SUBMITTED	
2/7/2003 2:58:19 PM	Norman D Post	VehicleChan [20] --> [16] MODIFIED /Rev#:5	
2/12/2003 9:58:19 AM	Christine M Durst	Slot[1st] --> [3rd] MODIFIED / Rev# 6	

[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
	Roger Bortolin/JTE/DCC/DCX	TEST REQUEST INITIALLY APPROVED

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash
Tests Public
KJ Development Crash Test
VC10499.TVA.TVALUE
Public

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG

TEST PURPOSE PRIMARY, 2004 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; KJ
BODY; J
ENGINE; 3.7 LITER
ENGINE NOTE; V6
TRANSMISSION; 5 SPEED MANUAL
TRANS. NOTE;
VIN AS TESTED; 1J8GL48K23A [REDACTED] MOD.
VIN AS BUILT; 1J8GL48K23A [REDACTED] MOD.

TEST SPEED 48.79 KPH BY TRAP AVERAGE

TEST WEIGHT (KG) 2248 TOTAL, 1171 FRONT, 1077 REAR

OCCUPANTS 1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-42
RESTRAINT- 3-PT UNIBELT ONLY
1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-47
RESTRAINT- 3-PT UNIBELT ONLY

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 02/14/03
TEST SITE CPG
BUILD CONDITION

TARGET WEIGHT (KG) 2247 TOTAL, 1173 FRONT, 1074 REAR
INCLUDING BALLAST AND OCCUPANTS

DATE 02/17/03
TIME 10:57:16.

ELECTRONIC DATA PROCESSING
EDP TEST LETTER

VEHICLE CRASH ENGINEERING
DEPT 5320

VC10499 ITEM KJ1734
VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 02/14/03

TEST SITE CPG

FUEL AND BALLAST 68.1 LITERS STODDARD SOLVENT
136.1 KG BALLAST WEIGHT SECURED IN CARGO AREA
249.5 KG ADDITIONAL BALLAST WEIGHT ADDED
50 # RF FLOOR.
25 # LF FLOOR.
50 # RR FLOOR.
150 # LR FLOOR.
100 # RR SEAT.
125 # RC SEAT.
50 # LR SEAT

EDP TECHNICIAN S. MARCHENIA

No. of Pages 31
CC

R. BORTOLIN 514-17-39
M. STEBELTON 422-05-01

DATE 02/17/03
TIME 10:59:12.

TEST VALUES
EDP CHANNEL SUMMARY

SAFETY TEST
DEPT 5320

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 02/14/03 SPEED 48.8 TEST WT 2248

LIBRARY VC10499

Errata # 1 Data Set 02/14/03B0 CHL001-016 30.3 REAR VC10499E

Errata # 1 Data Set 02/14/03B1 CHL017-032 30.3 REAR VC10499E

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

CHL	TRANSDUCER LOCATION			1000	DCX	180	PH	AT	
				CFC	600	CFC	60		
				PEAK	PEAK	PEAK	PEAK	300MS	
1	LEFT FRONT SILL	X	P22310	-37.2	-35.3	-32.8	-28.7	-25.5	KPH
2	LEFT FRONT SILL	Y	P22385	51.7	48.4	15.9	8.9	-0.5	KPH
3	LEFT FRONT SILL	Z	P22378	-55.1	-51.2	-18.7	-6.1	-0.3	KPH
4	RIGHT FRONT SILL	X	ETBB411	-46.0	-44.2	-40.8	-31.9	-25.7	KPH
5	RIGHT FRONT SILL	Y	ETBB393	-44.7	38.9	-24.8	-11.2	-1.6	KPH
6	RIGHT FRONT SILL	Z	ETBB188	50.3	48.7	-21.9	9.3	1.8	KPH
7	LEFT RAIL MID TANK	X	P13378	-84.4	-69.4	-60.6	-41.9	-26.3	KPH
8	LEFT RAIL MID TANK	Y	P13744	-119.3	-72.1	35.8	20.3	2.2	KPH
9	LEFT RAIL MID TANK	Z	P14432	136.3	101.6	49.7	30.4	2.8	KPH
10	RIGHT RAIL MID TANK	X	P17877	-138.3	-83.4	-57.5	-42.0	-26.9	KPH
11	RIGHT RAIL MID TANK	Y	P13268	-171.9	-147.7	-66.4	-23.9	0.4	KPH
12	RIGHT RAIL MID TANK	Z	P21248	-173.1	-96.4	52.7	34.5	-0.2	KPH
13	FUEL TANK BOTTOM ACC	X	P13439	184.7	-144.6	-100.8	-90.8	-28.4	KPH
14	FUEL TANK BOTTOM ACC	Y	P19594	105.6	70.1	34.2	18.3	-0.5	KPH
15	FUEL TANK BOTTOM ACC	Z	P17861	-211.1	-196.5	-106.3	66.1	-3.5	KPH
16	RR DIFF TO TANK EVENT	EE		0.3	VOLT				*
17	FUSE BLOCK VOLTS			-12.4	VOLT				
33	M-FLAT LT RAIL MID	X	ETBB534		48.4		18.8	28.1	KPH
34	M-FLAT RT RAIL MID	X	ETBB388		69.9		47.3	28.3	KPH

Multi-Channel Plot data

CHLS & 1 4 CL PH60 AVERAGE OF FRT SILL -325.0G AT .3 MS

* - See Notes & Comments page

DATE 02/17/03
TIME 10:59:12.

TEST VALUES
NOTES & COMMENTS

SAFETY TEST
DEPT 5320

VC10499 48.3 KPH REAR (FULL) TYPE IV R16 ITEM KJ1734
04 KJ, USA 301-REAR DEVELOPMENT TEST

LIBRARY VC10499

Errata # 1 Data Set 02/14/03B0 CHL001-016 30.3 REAR VC10499E

Errata # 1 Data Set 02/14/03B1 CHL017-032 30.3 REAR VC10499E

CHL 16 *N* ***** EVENT AT 62.4 MS *****