EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.DOC.FOLLOW-UP_MEASUREMENTS

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER VC10771, ITEM NUMBER 4KJ1798, TEST ENGINEER HAVENS

V.I.N. 1J4GL48K43W[redacted] TEST DATE 06/06/03 ROLL DATE 06/07/03

TEST TYPE; 30 MPH REAR TYPE IV MOVING BARRIER IMPACT

FUEL; TYPE AND QUANITY - .767 S.G. STODDARD SOLVENT, 18.5 GALLONS

TEST SPEED 30.2 MPH, TEST WEIGHT 4954 POUNDS.

POST IMPACT LEAKAGE(OZ); AT IMPACT Ø

1ST 5 MIN. Ø

NEXT 25 MIN. Ø

POST TEST PRESSURE CHECK N/A

ELECTRIC FUEL PUMP RUN No leaks

|___| 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					Ø	*
1:43	POST 5 MIN					Ø	**
90-180	1ST 5 MIN					Ø	*
1:39	POST 5 MIN					Ø	**
180-270	1ST 5 MIN					Ø	*
1:30	POST 5 MIN					Ø	**
270-360	1ST 5 MIN					Ø	*
1:32	POST 5 MIN					Ø	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

POST TEST FUEL SYSTEM OBSERVATIONS _____

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

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KJ Development Crash Test
VC10771.DOC.TEST_REPORT_RECORDS

VEHICLE ATTITUDE

TEST NUMBER VC10771 TEST ENGINEER HAVENS

ITEM NUMBER 4KJ1798

_X_ FENDER/WHEELWELL HEIGHTS _____ SILL HEIGHTS

	LF	LR	RF	RR
AS RECEIVED	32.1	32.9	32.1	33.0
AS BUILT-UP				
AS TESTED	30.7	31.6	30.8	31.8

X, Y, Z DIMENSIONS

TEST NUMBER VC10771 TEST ENGINEER HAVENS

ITEM NUMBER 4KJ1798 V.I.N. 1J4GL48K43W[redacted]

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	100.9	-18.7	10.7	U2	100.0	18.2	11.0
U3	123.3	-8.4	18.2	U4	123.5	7.5	18.2
U5	129.5	-+.6	8.4	U6	138.3	18.9	22.3
U7	137.3	-19.1	22.3	U8	143.2	5.2	12.0
U9	143.2	-3.5	12.0	U10	151.5	4.8	12.0
U11	151.6	-3.3	12.0	U12	154.3	19.0	22.4
U13	154.6	-19.5	22.6				
		-		UC1	161.2	0.3	17.2
LAP	57.0	50-29.4 -	49.2				
LFS	63.4	50-31.8 -	13.0				
LMS	93.0	50-32.4 -	13.0				
LRW	132.3	50-33.3 -	13.6	RRW	132.1	33.8	13.7

TRAMMEL DIMENSIONS; 30.00

LFS-LMS PRE ~~30.00~~

POST 30.02

U1-U2 36.75

PROGRAM: KJ

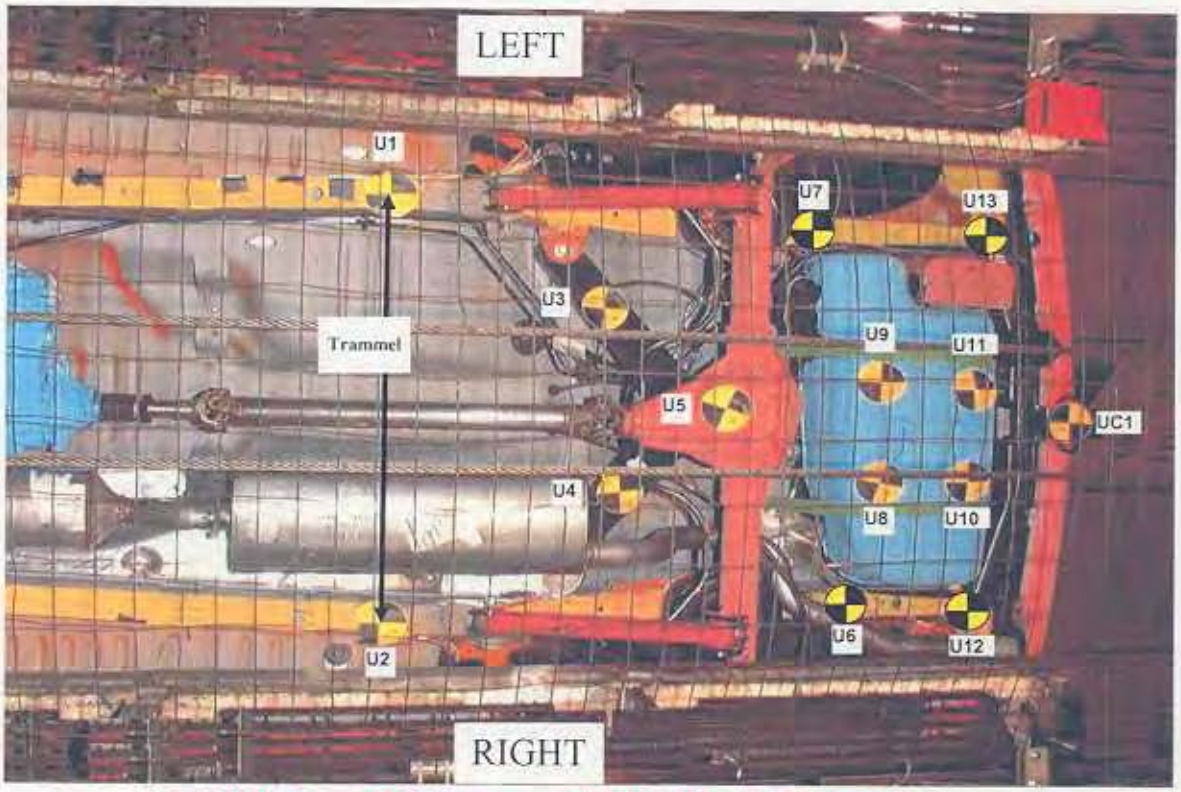
VC 10771 ; Item No. 4KJ1798

Underbody Rear Impact

ALL REAR IMPACT TEST MODES

Visibility Approved: DGL / 05/03/1999
Approved for CPG Use: GAB /05/03/199
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

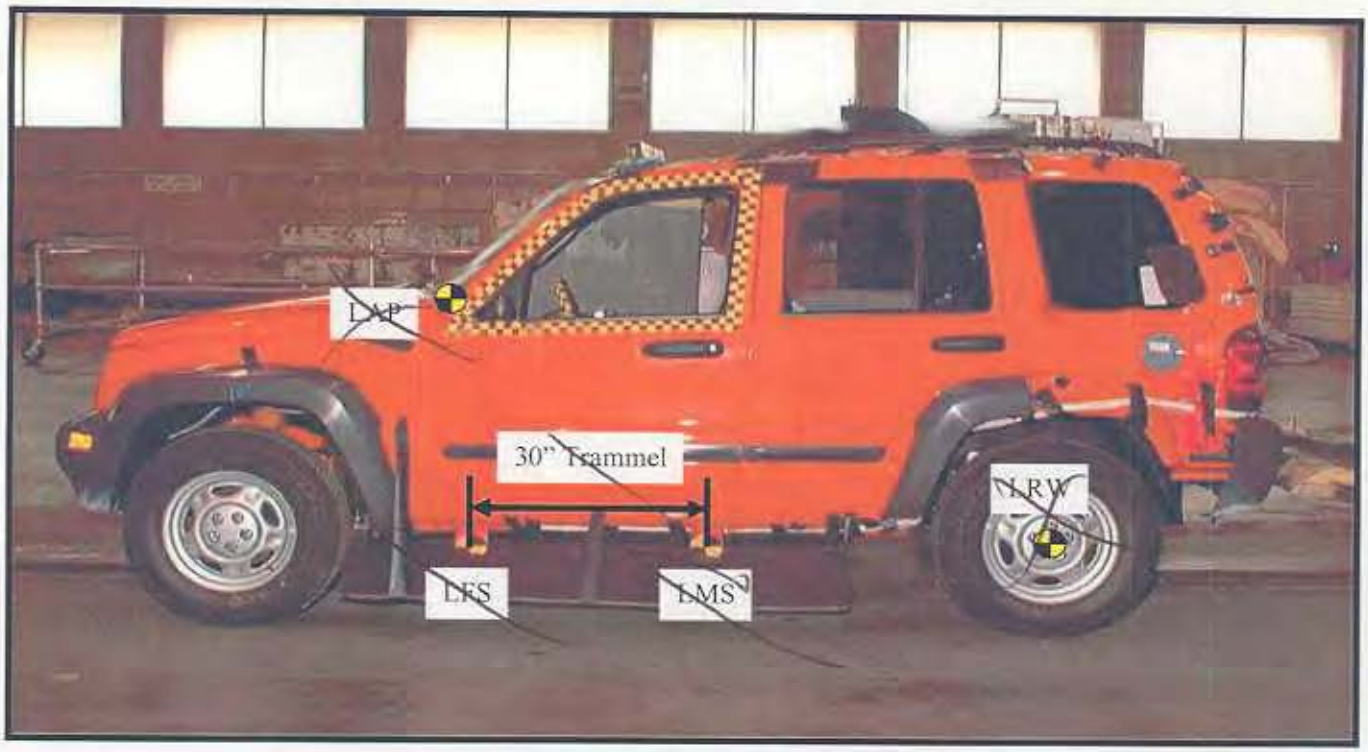
PROGRAM: KJ

VC 10771 ; Item No. 4KJ1798

Left Side Rear

ALL REAR IMPACT TEST MODES

Visibility Approved: DGL / 05/03/1999
Approved for CPG Use: GAB /05/03/199
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

5/22/2003

CONFIDENTIAL

VERSION:6

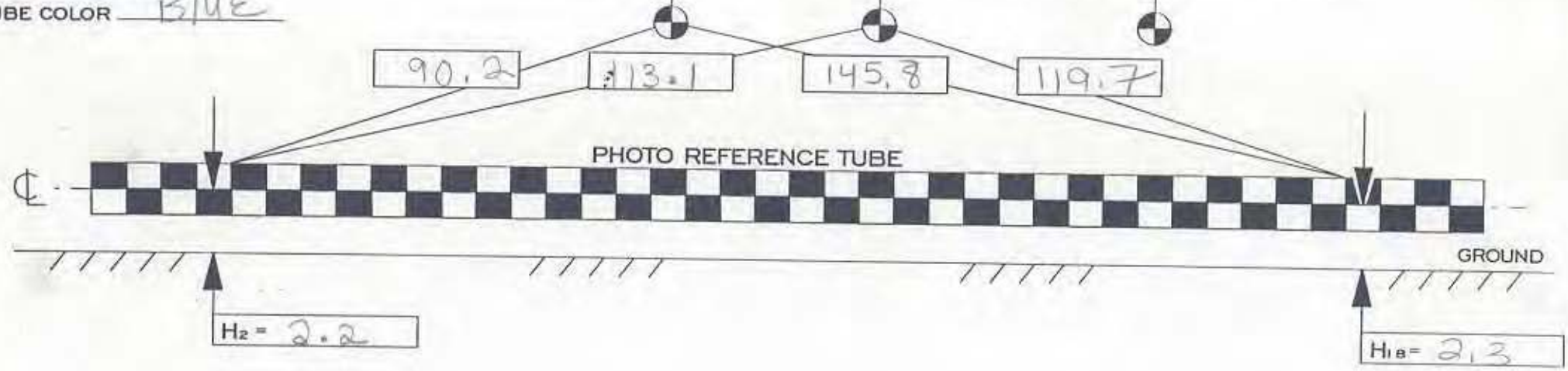
LAST MODIFIED: 09/06/2002

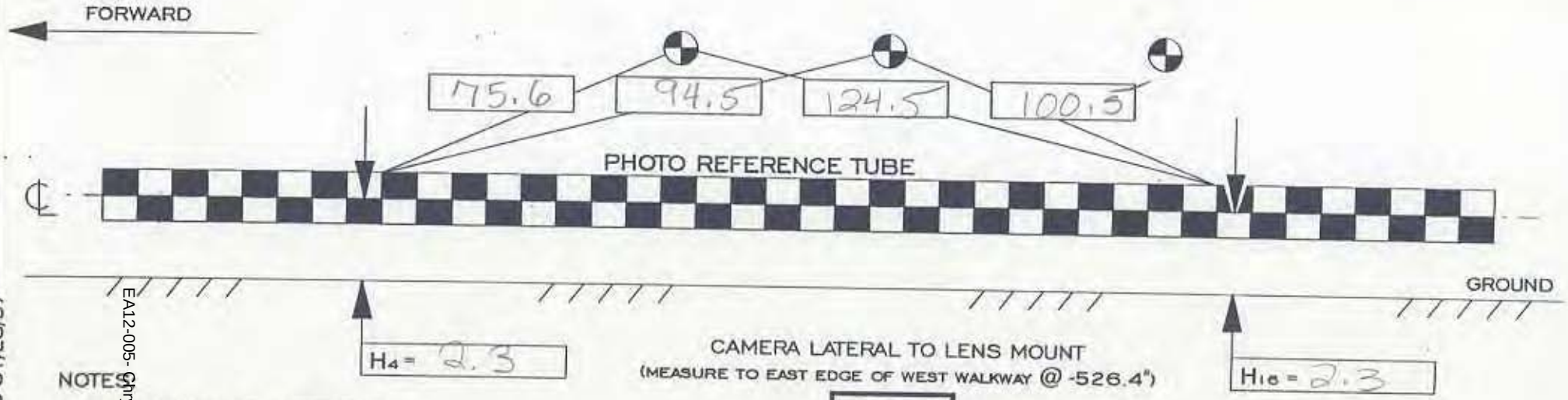
LEFT
SIDE
REAR
DYNAMIC CRUSH

TUBE COLOR BLUE

LMS

FRONT SILL	REAR SILL	REAR AXLE
X= 63.4	X= 93.0	X= 132.3
Y= -18.2	Y= 17.6	Y= 16.7
Z= (13.0)	Z= (13.0)	Z= (13.6)





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

-527.0 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 HANNS

VC 10771

Test VC10771

Last Requester Update 5/20/2003 11:25 AM
Last Check 6/5/2003 2:38:27 PM

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798 04 KJ, USA 301-REAR Development TEST TEST DATE 06/03/03

Analysis		Camera		Lens				Sync	F Stop	HGacq	Pnl	Clb	Skt
1	☑	LEFT WALKWAY TARGETS OVERALL							DCR				
		284	Locam	18	mm	116690	KIN	☐	5.6 1/4	250			
2	☑	PIT NORTH MID TARGETS							UBR				
		432	Locam	13	mm	13-7	COS	☐	2.8 1/2	250			
3	☑	PIT SOUTH REAR TARGETS							UBR				
		431	Locam	13	mm	13-4	COS	☐	2.8 1/2	250			
4	☐	CATWALK VEHICLE REAR MDB INTERACTION											
		1	HG2000	ZOOM	mm	#1	CAN	☐	5.6	250			
5	☐	LEFT OVERALL											
		19	HG2000	ZOOM	mm	#9	CAN	☐	5.6	250			
6	☐	PIT FUEL FILLER TUBE											
		2	HG2000	ZOOM	mm	#3	CAN	☐	2.8	250			
7	☐	PIT FUEL TANK											
		15	HG2000	ZOOM	mm	#2	CAN	☐	2.8	250			
		View To Show Entire Tank Plus Axle And Rear Cross-Member											
8	☐	PIT REAR BUMPER BARRIER INTERACTION											
		7	HG2000	ZOOM	mm	#6	CAN	☐	2.8	250			
		View To Show Rear Of Tank, Rear Cross-Member And Rear Facia											
9	☐	RIGHT OVERALL											
		20	HG2000	ZOOM	mm	#4	CAN	☐	8	250			
10	☑	VELOCITY HG2000							VEL				
		18	HG2000	ZOOM	mm	#8	CAN	☐	5.6	250			

In Addition to Default Print:

ORIGINAL ORDER

EA12-005- Chrysler -005511

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.EDP.LETTER Public

DATE 06/06/03 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13:51:14. EDP TEST LETTER DEPT 5320

VC10771 ITEM 4KJ1798
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
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;	J
	BODY;	74
	ENGINE;	3.7 LITER
	ENGINE NOTE;	V6
	TRANSMISSION;	4 SPEED AUTO
	TRANS. NOTE;	
	VIN AS TESTED;	1J4GL48K43W[redacted] MOD.
	VIN AS BUILT;	1J4GL48K43W[redacted] MOD.
TEST SPEED	48.63 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2247 TOTAL, 1222 FRONT, 1025 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-43
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-50
	RESTRAINT- 3-PT UNIBELT ONLY	

DATE 06/06/03 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13:51:14. EDP TEST LETTER DEPT 5320

VC10771 ITEM 4KJ1798
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
TEST SITE CPG
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 192.8 KG ADDITIONAL BALLAST WEIGHT ADDED 75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN
EDP TECHNICIAN	S. MARCHENIA

No. of Pages 34
CC
M. STEBELTON 422-05-01
E. WILLIS 514-17-39

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.EDP.REPORT

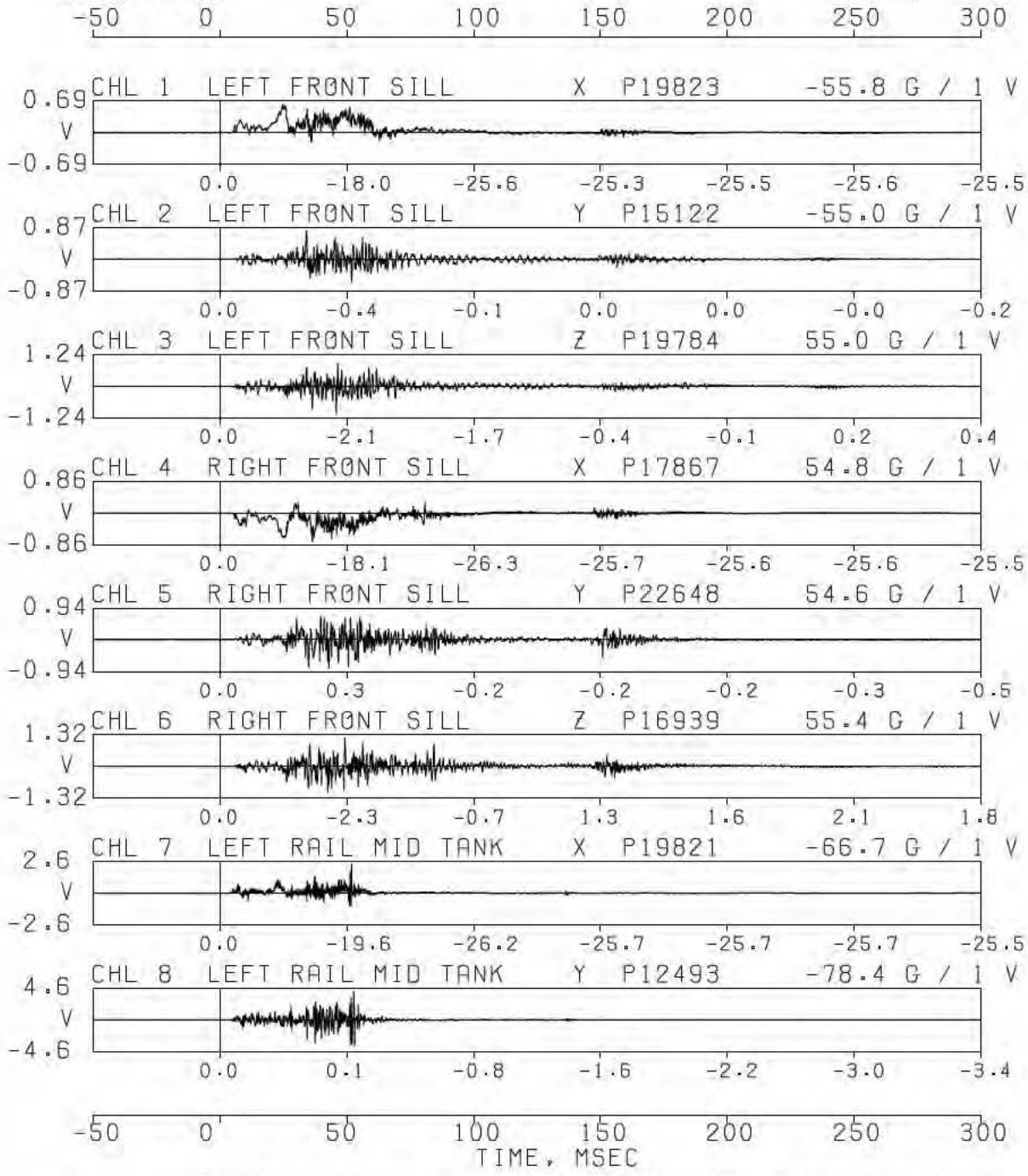
TRANSDUCER SUMMARY REPORT

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798

04 KJ. USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA

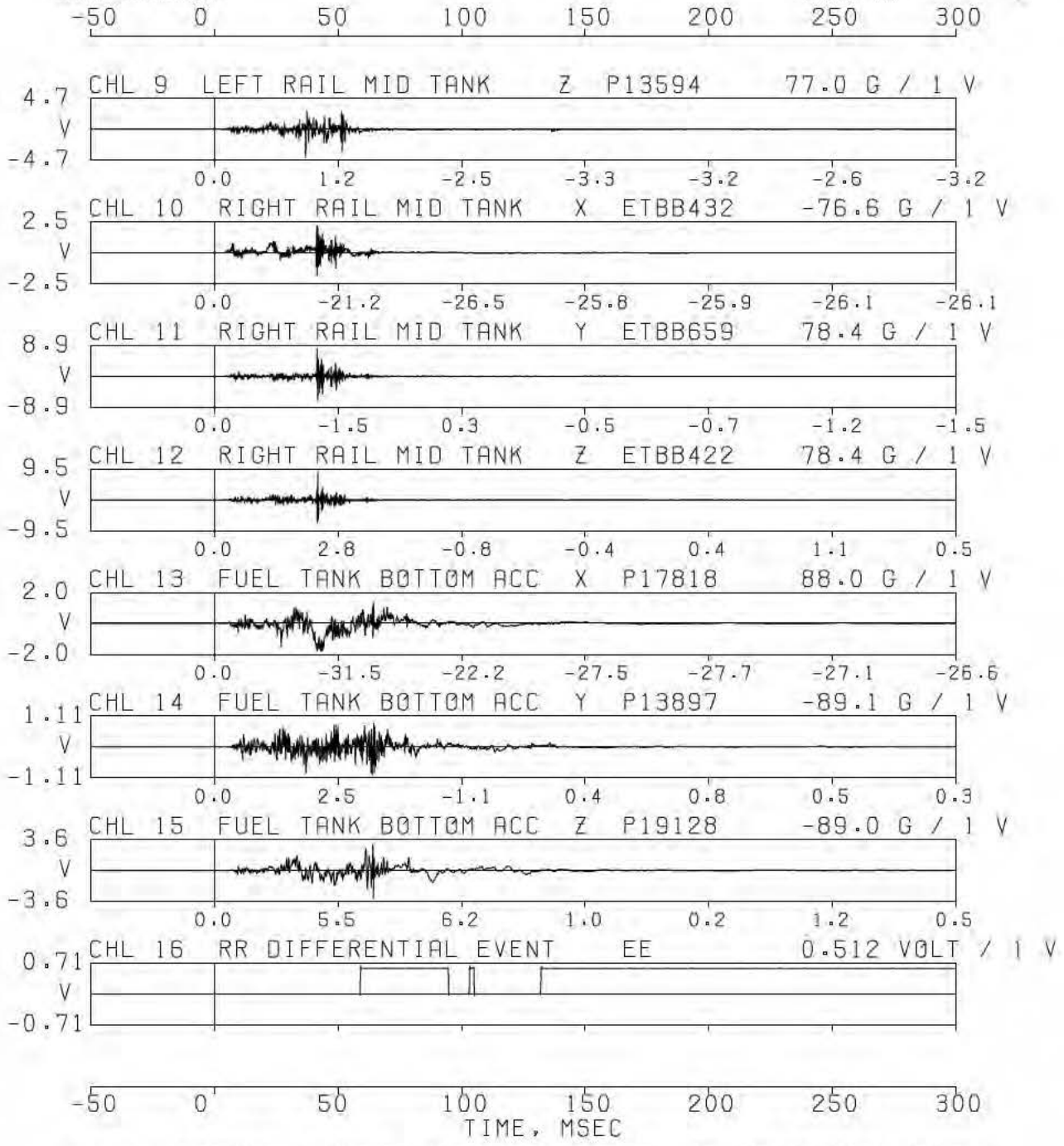
JUN 6,2003 ERRATA 1



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

TRANSDUCER SUMMARY REPORT

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



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

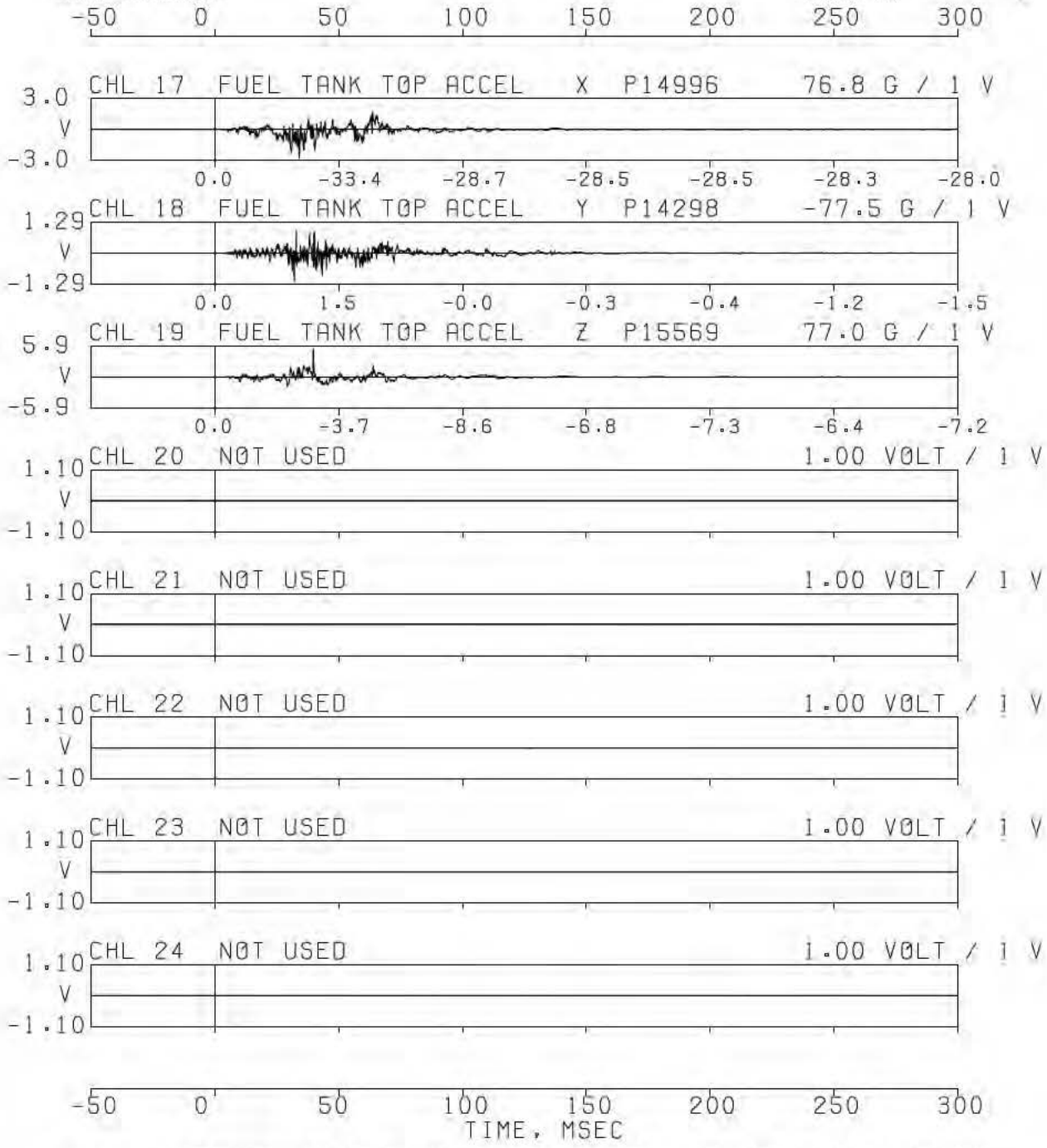
TRANSDUCER SUMMARY REPORT

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798

04 KJ. USA 301-REAR DEVELOPMENT TEST

IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BB

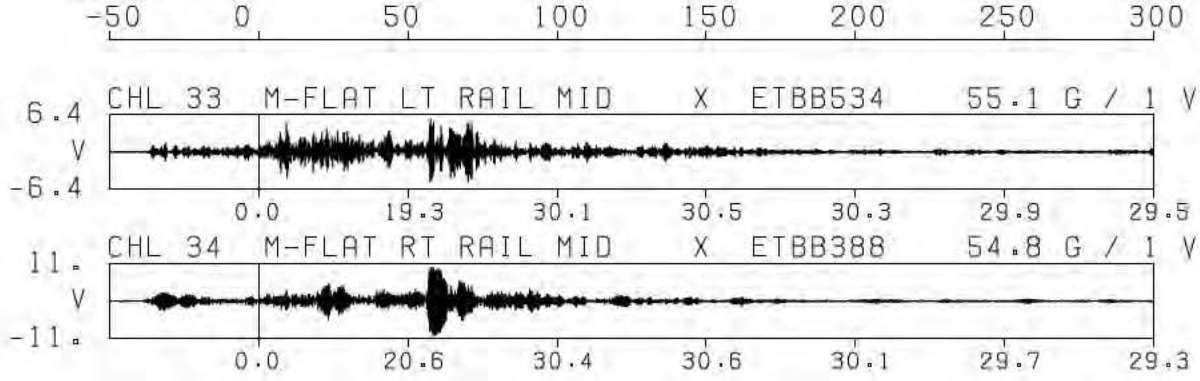
JUN 6,2003 ERRATA 1

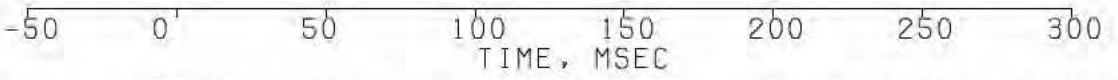


NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

TRANSDUCER SUMMARY REPORT

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BC
JUN 6,2003 ERRATA 1



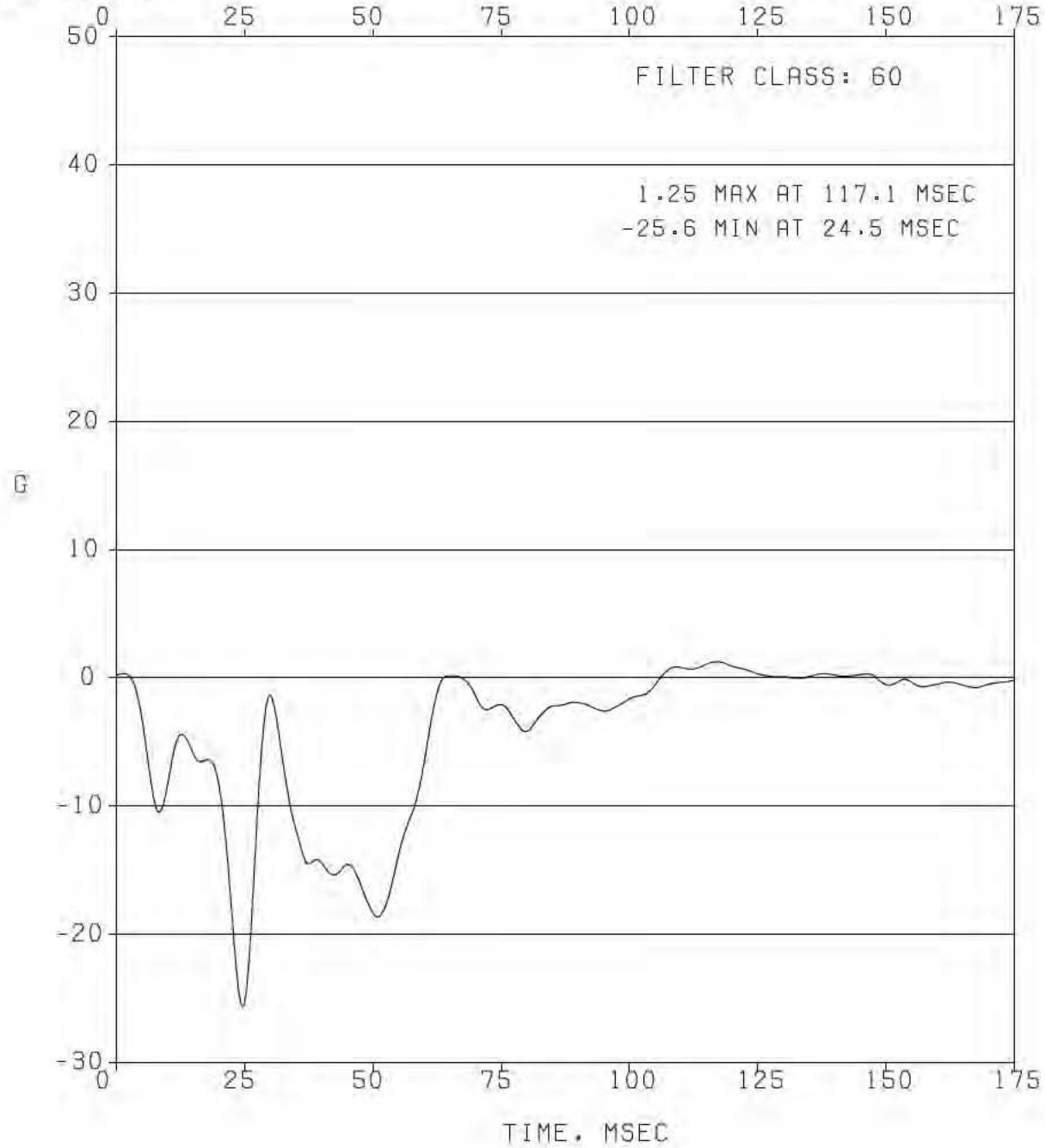


NOTE COMPUTED FIRST INTEGRAL VALUES ARE INDICATED BELOW EACH CHANNEL AND BRIDGED DATA IS INDICATED BY A -B-.

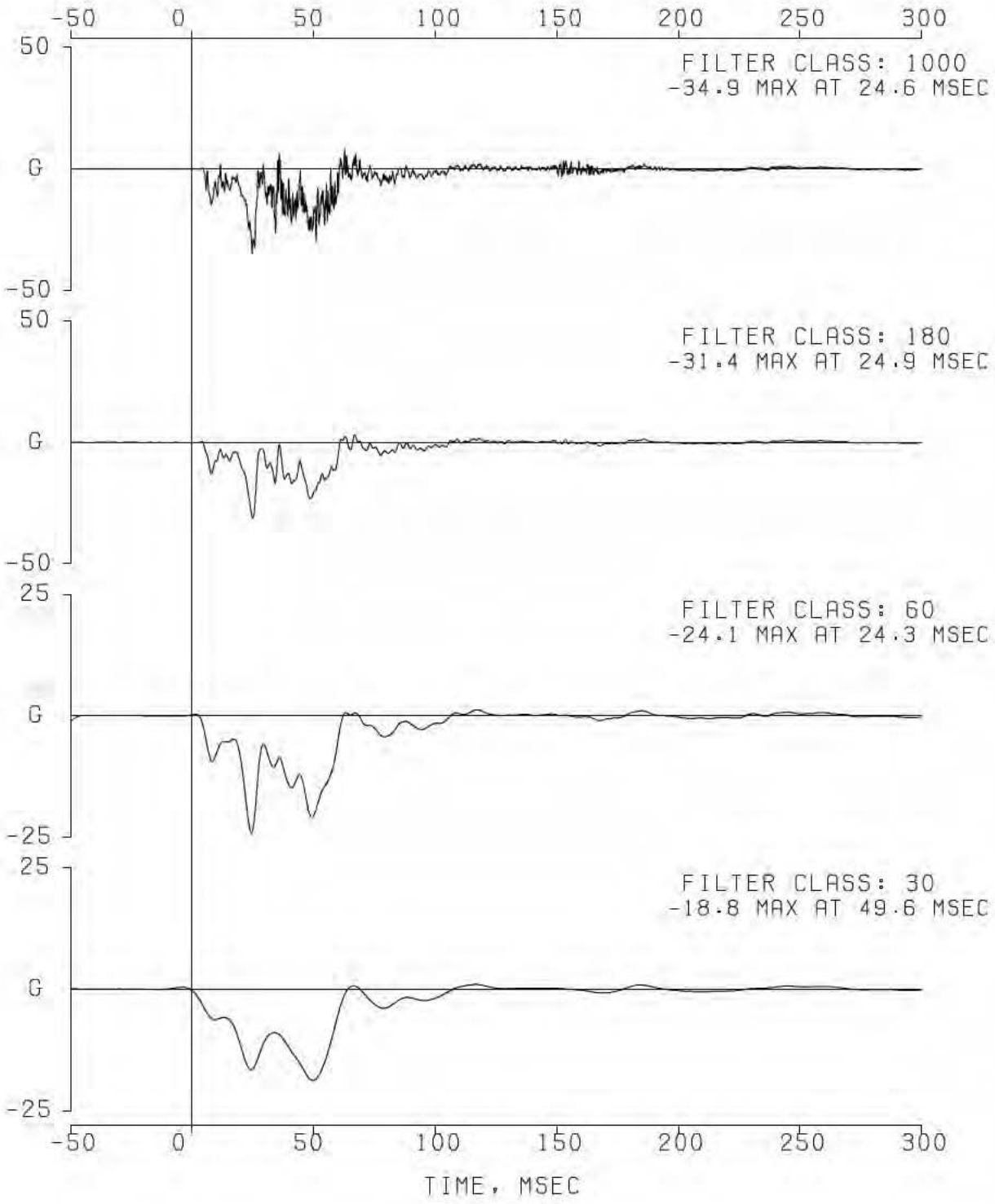
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
AVERAGE OF

CHANNEL 001 LEFT FRONT SILL	X	P19823
CHANNEL 004 RIGHT FRONT SILL	X	P17867

FILTER TYPE: PHASELESS, 4 POLE BUTTERWORTH, 2-PASS (99.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6.2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P19823
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 001 LEFT FRONT SILL X P19823

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

IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

DATA SET 06/06/03BA
ERRATA 1

EA12-005- Chrysler -005518

COMPUTED KPH
COMPUTED CM

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 002 LEFT FRONT SILL Y P15122
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
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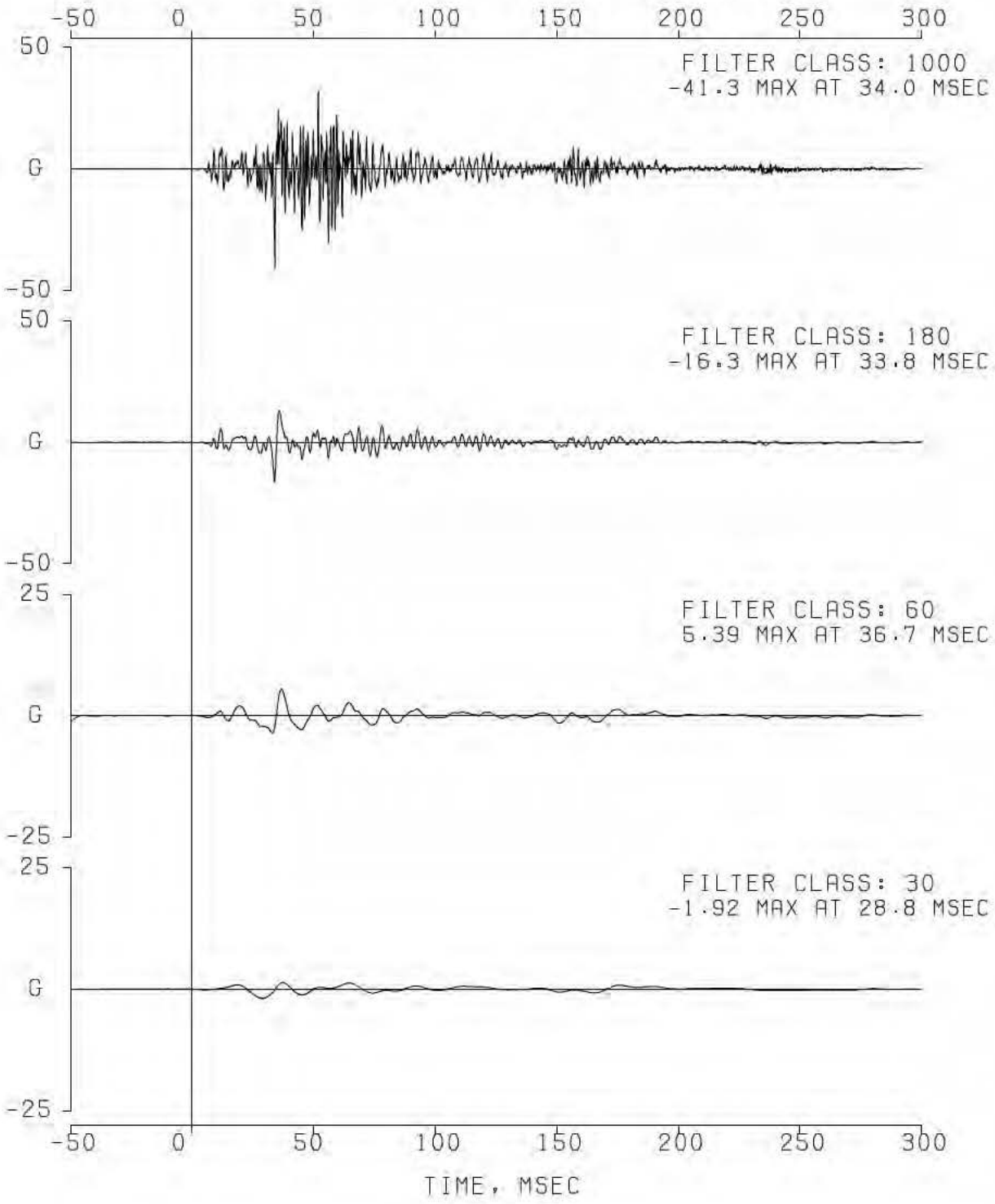
JUN 6,2003 ERRATA)



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 003 LEFT FRONT SILL Z P19784
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
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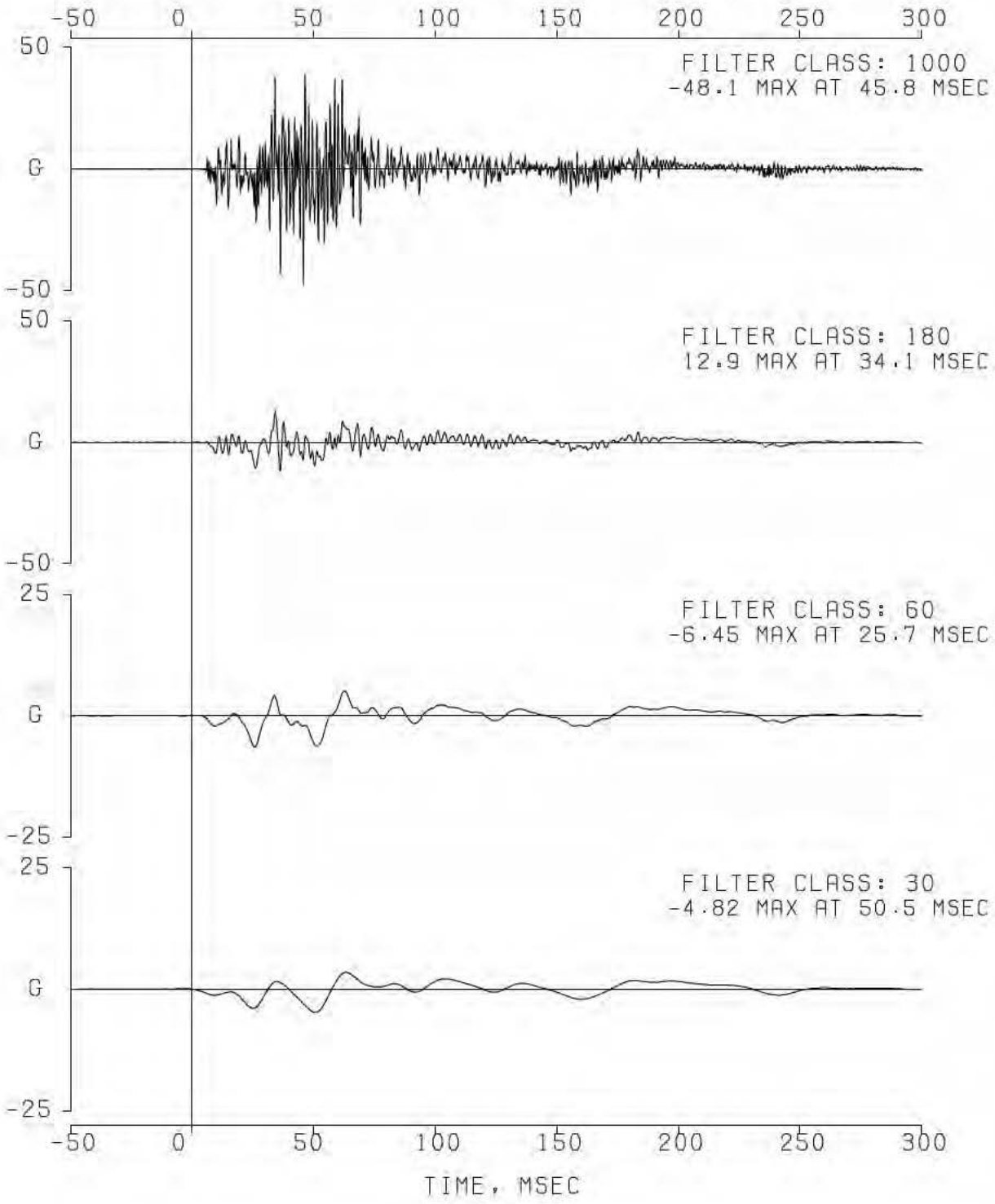
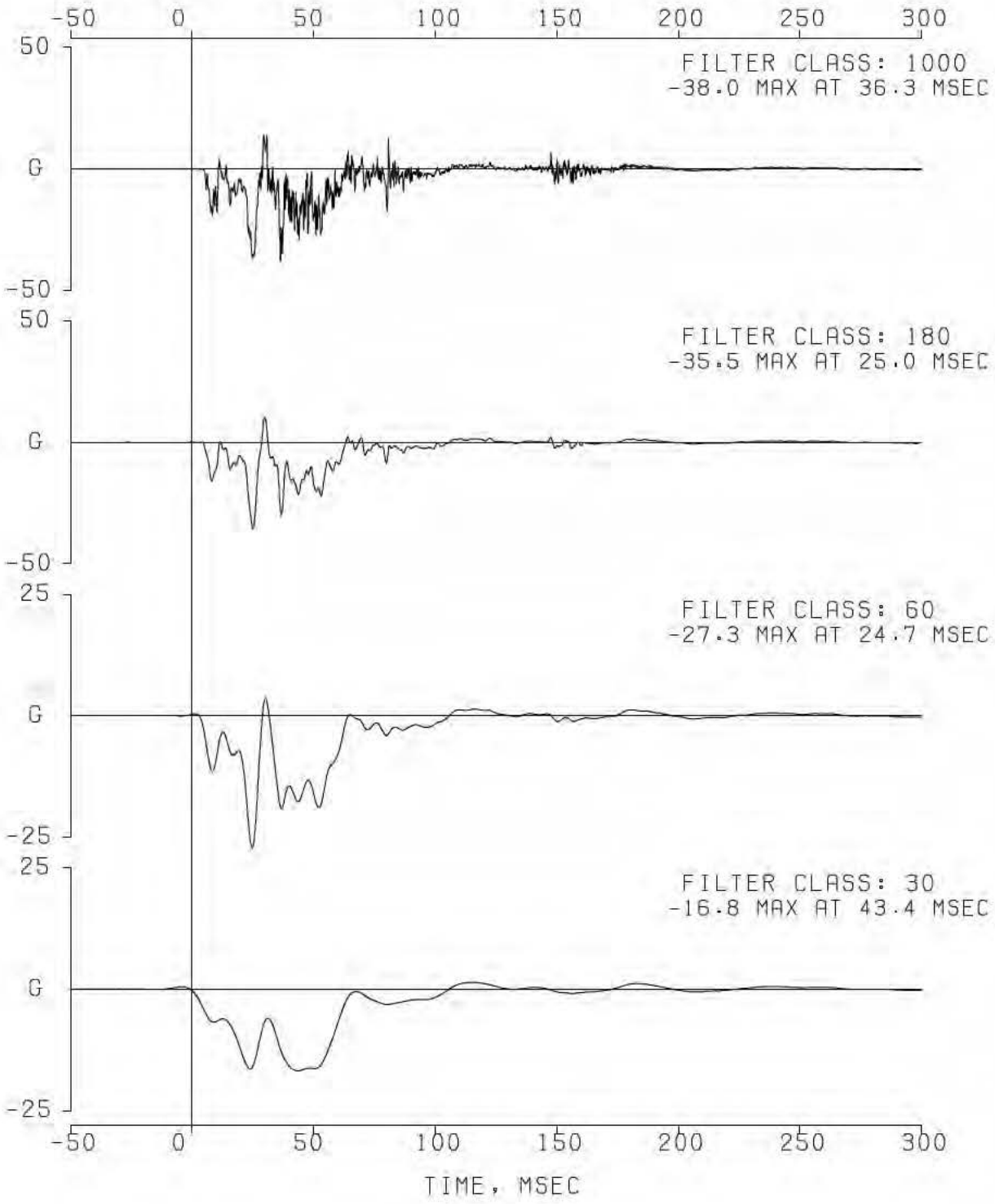
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P17867
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1

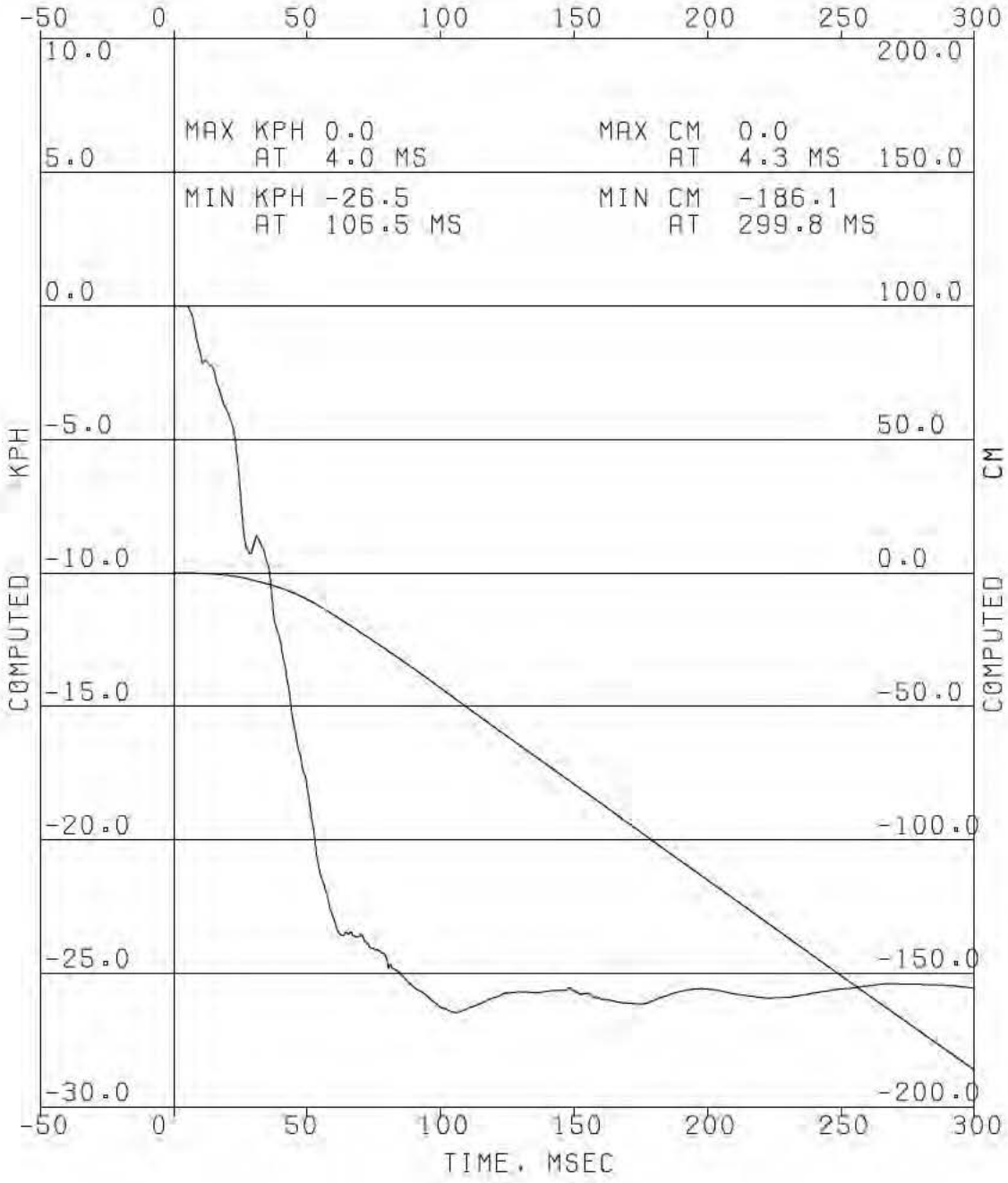


VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 004 RIGHT FRONT SILL X P17867

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

IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

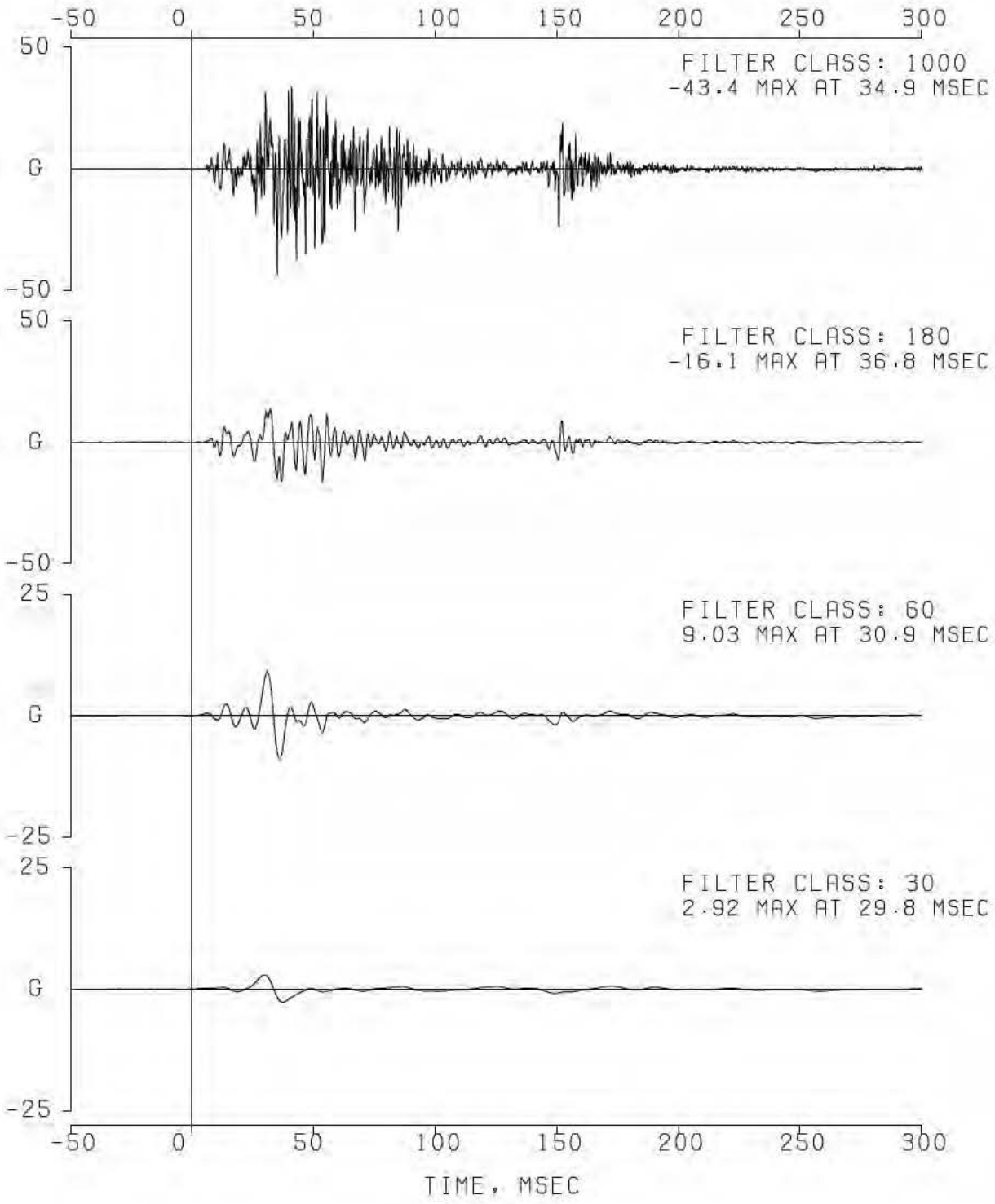
DATA SET 06/06/03BA
ERRATA 1



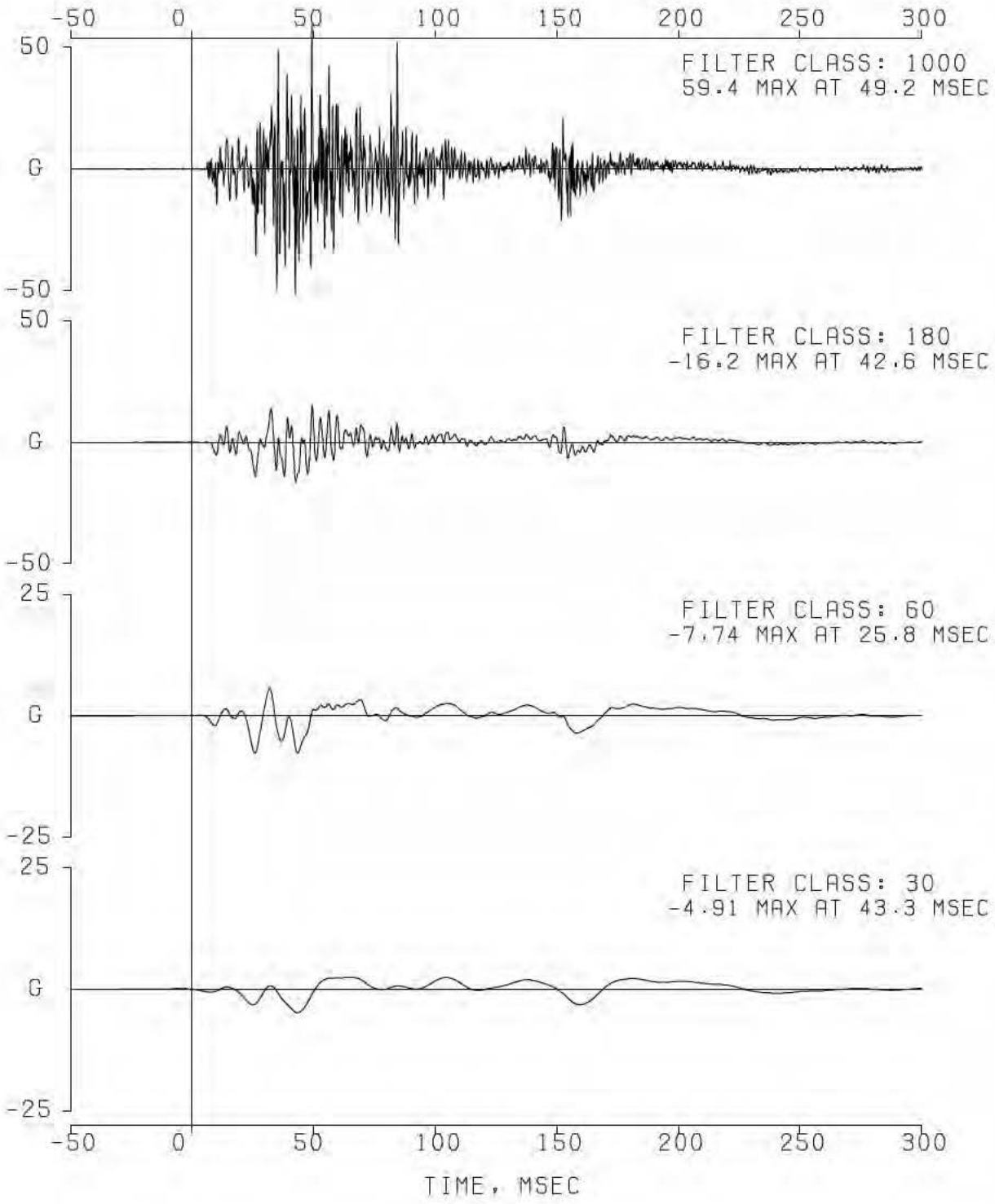
EA12-005- Chrysler -005522

COMPUTED KPH
COMPUTED CM

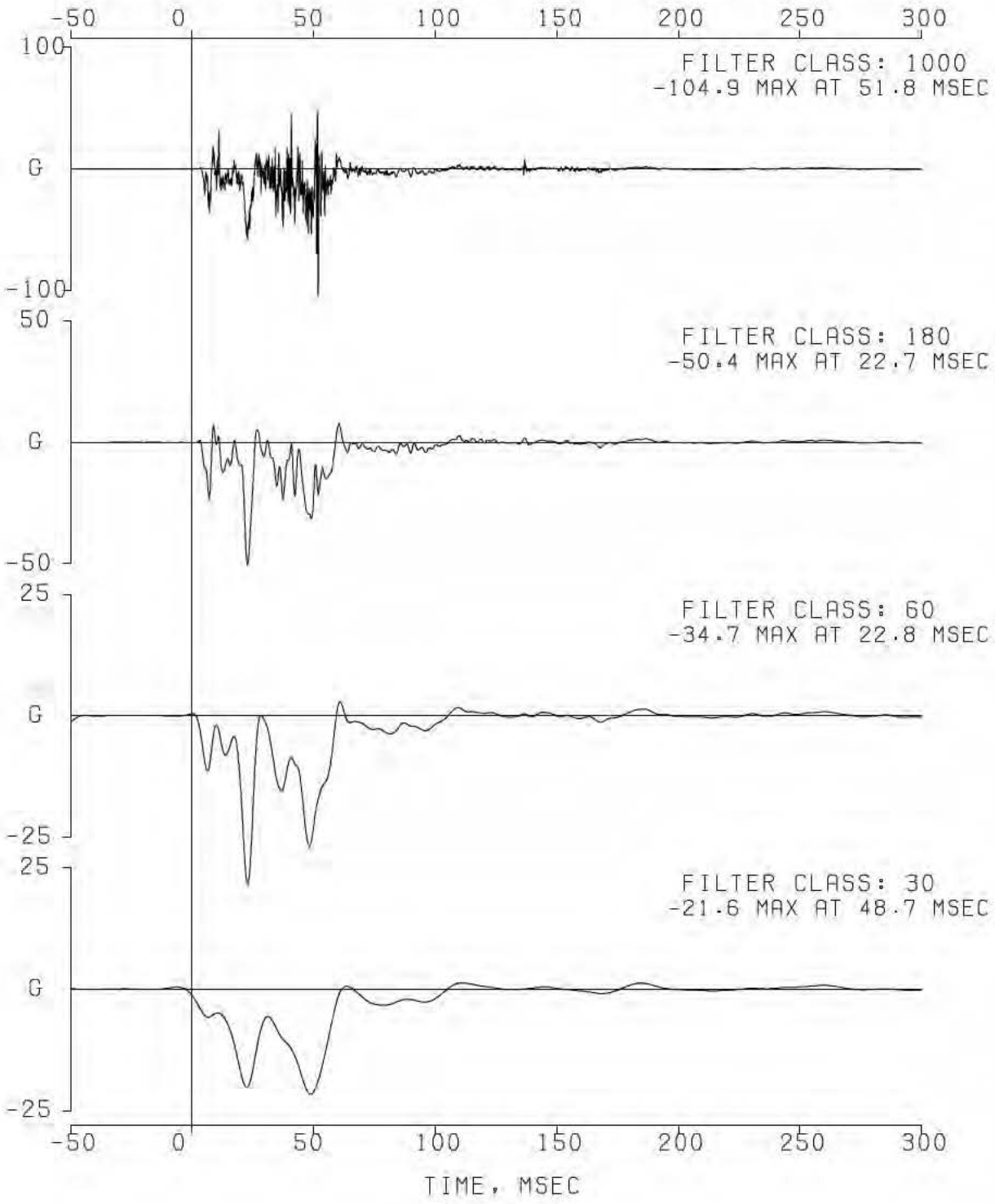
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 005 RIGHT FRONT SILL Y P22648
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 006 RIGHT FRONT SILL Z P16939
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P19821
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1

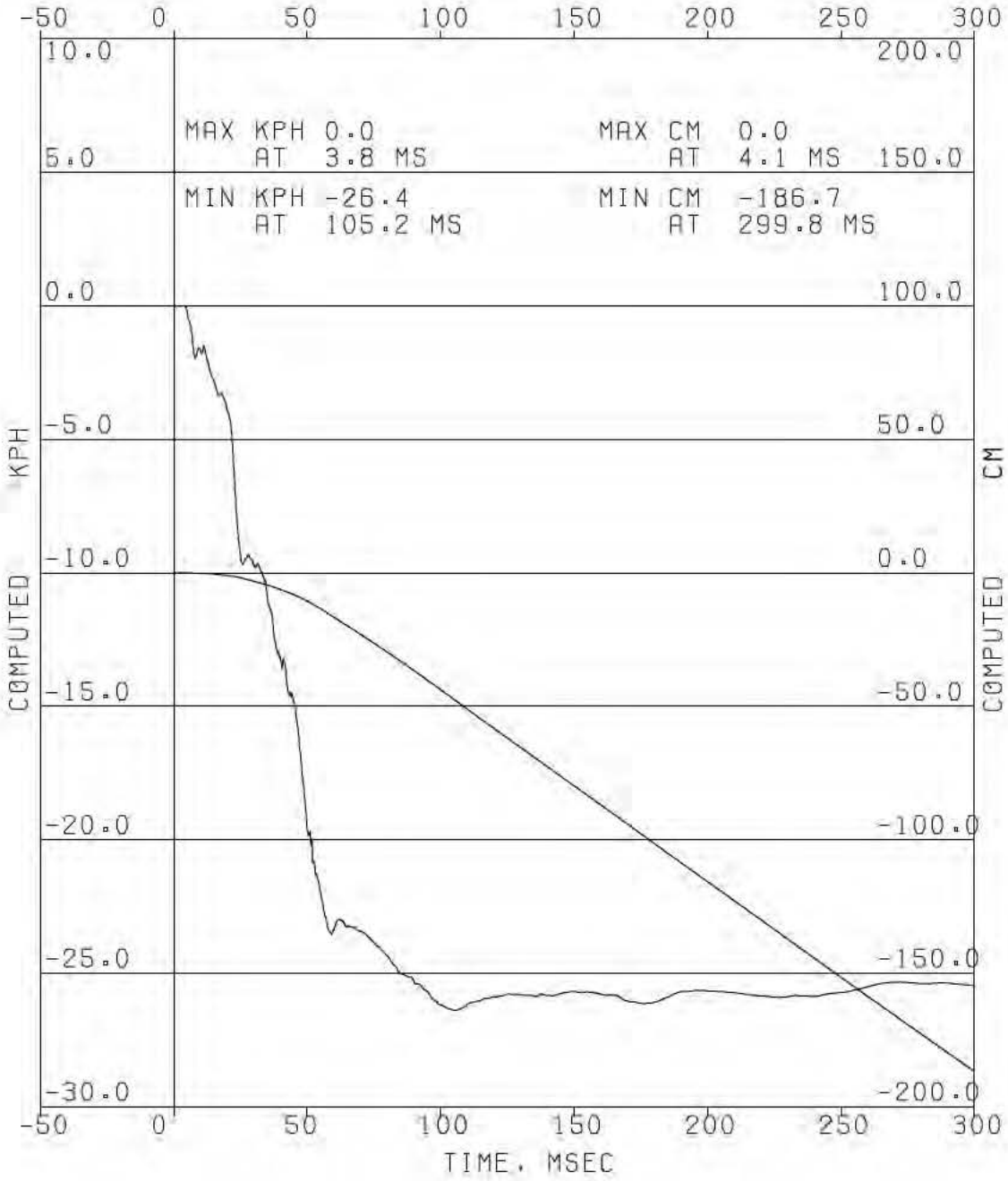


VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 007 LEFT RAIL MID TANK X P19821

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

IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

DATA SET 06/06/03BA
ERRATA 1



EA12-005- Chrysler -005526

COMPUTED KPH
COMPUTED CM

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04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 008 LEFT RAIL MID TANK Y P12493
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
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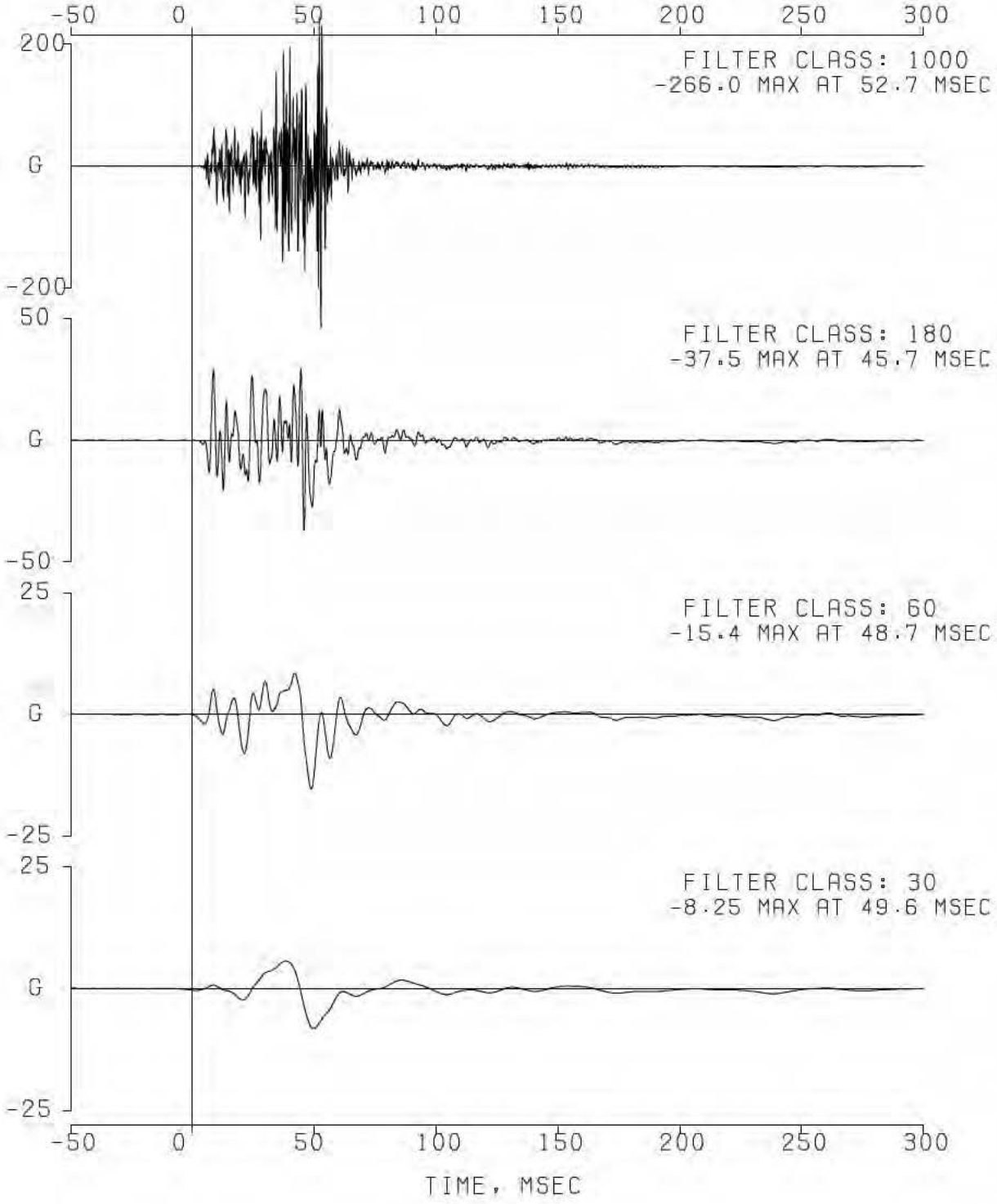
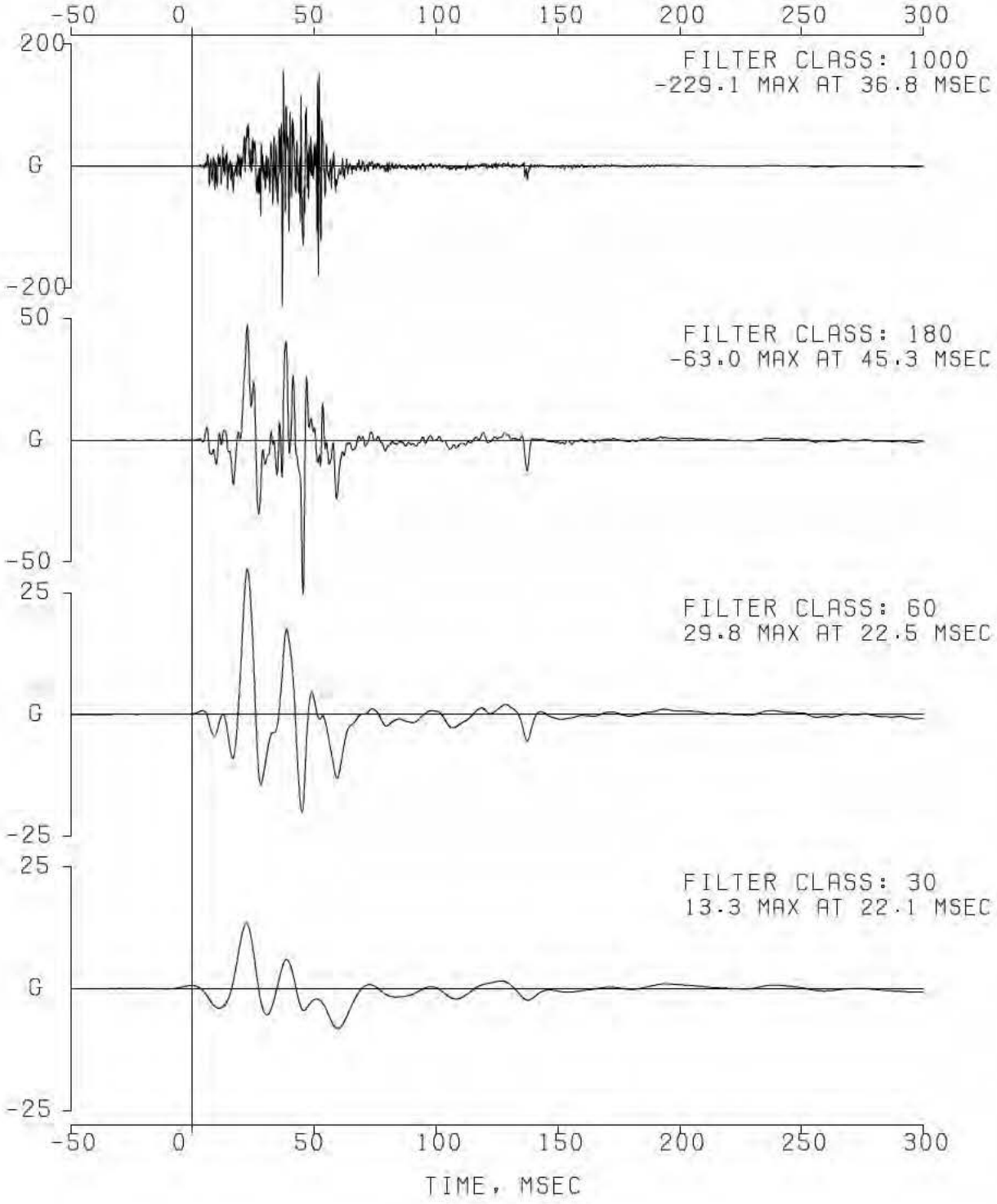
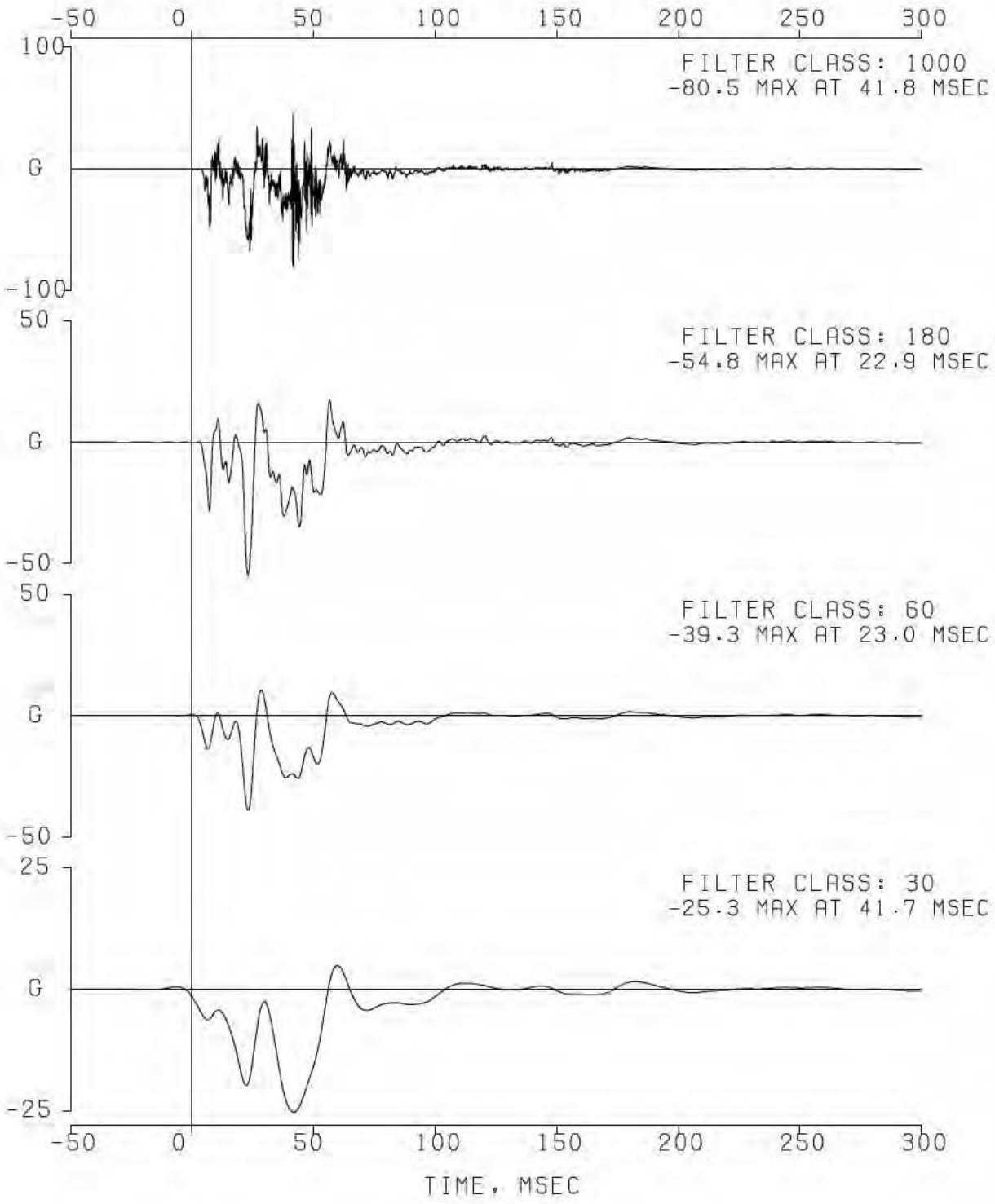
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 009 LEFT RAIL MID TANK Z P13594
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X ETBB432
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 010 RIGHT RAIL MID TANK X ETBB432

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

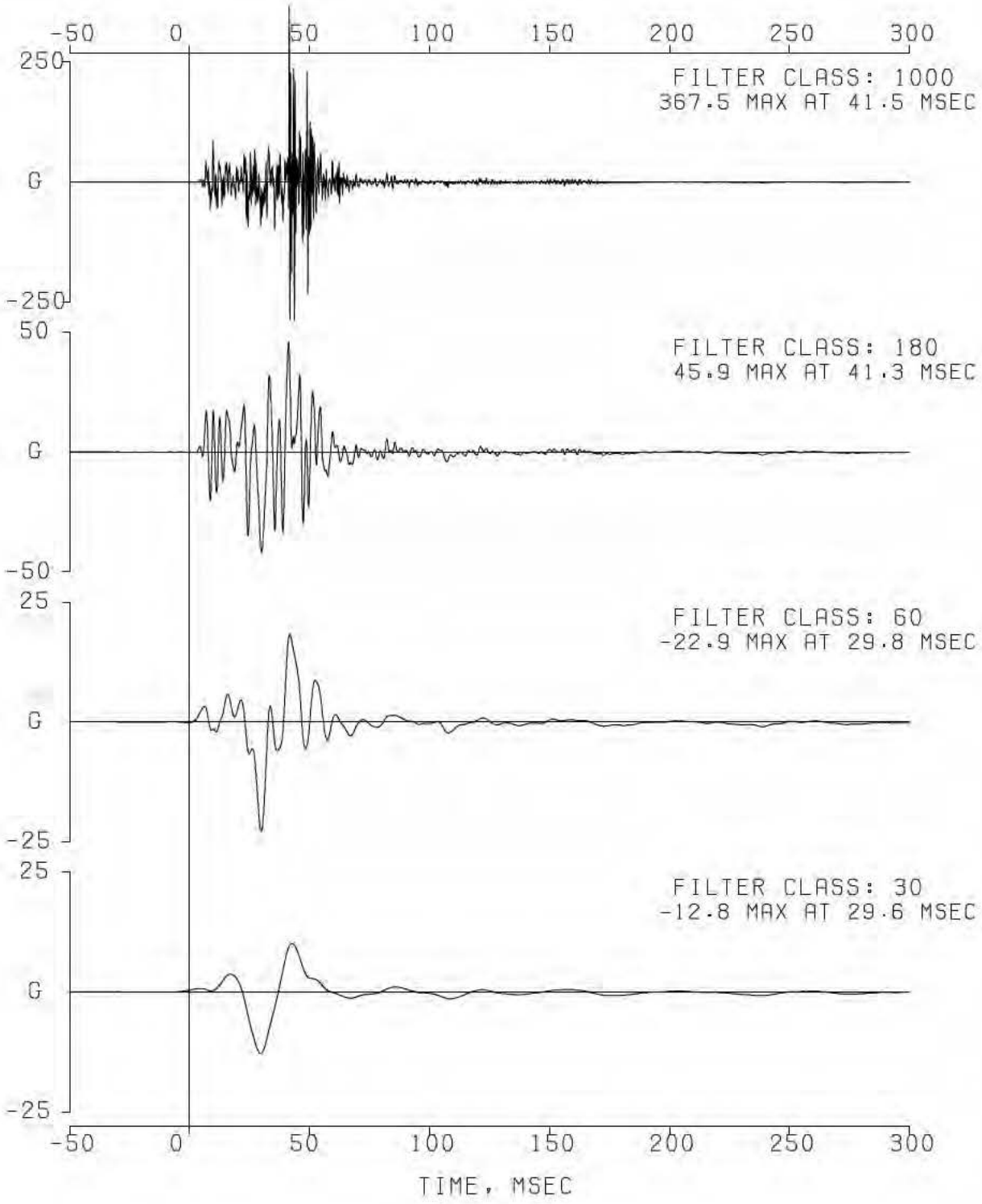
IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

DATA SET 06/06/03BA
ERRATA 1

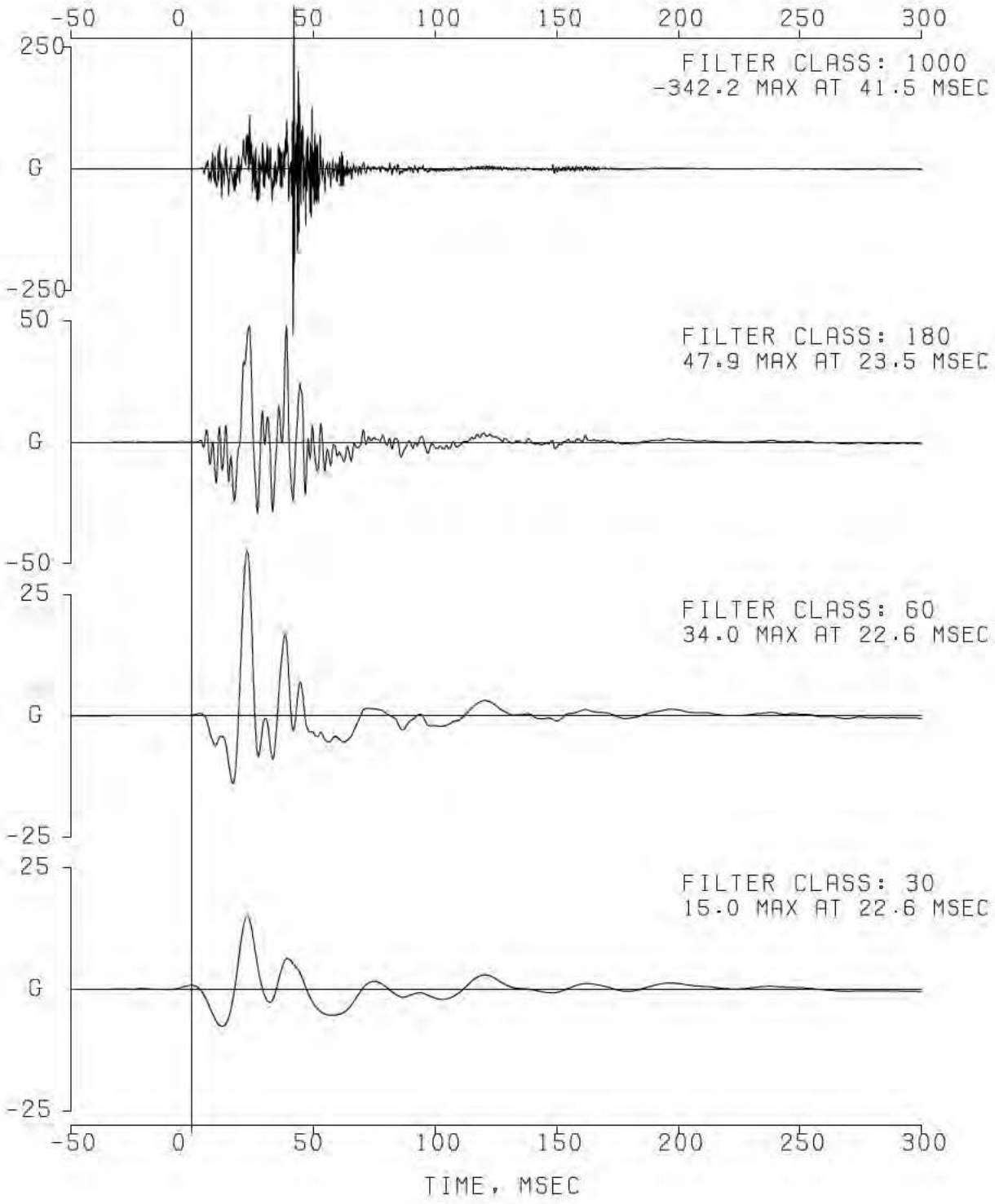
EA12-005- Chrysler -005530

COMPUTED KPH
COMPUTED CM

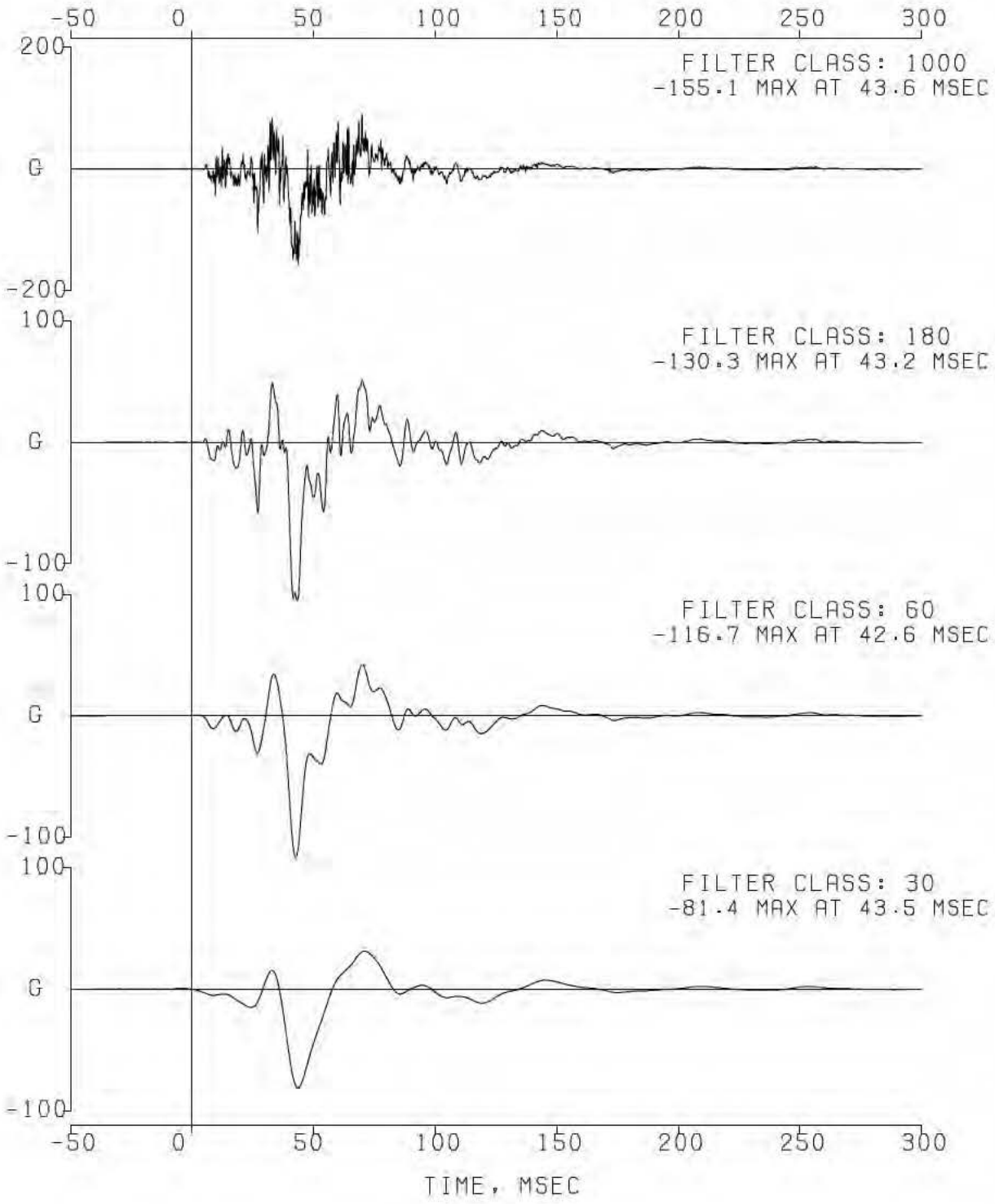
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 011 RIGHT RAIL MID TANK Y ETBB659
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 012 RIGHT RAIL MID TANK Z ETBB422
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 FUEL TANK BOTTOM ACC X P17818
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 013 FUEL TANK BOTTOM ACC X P17818

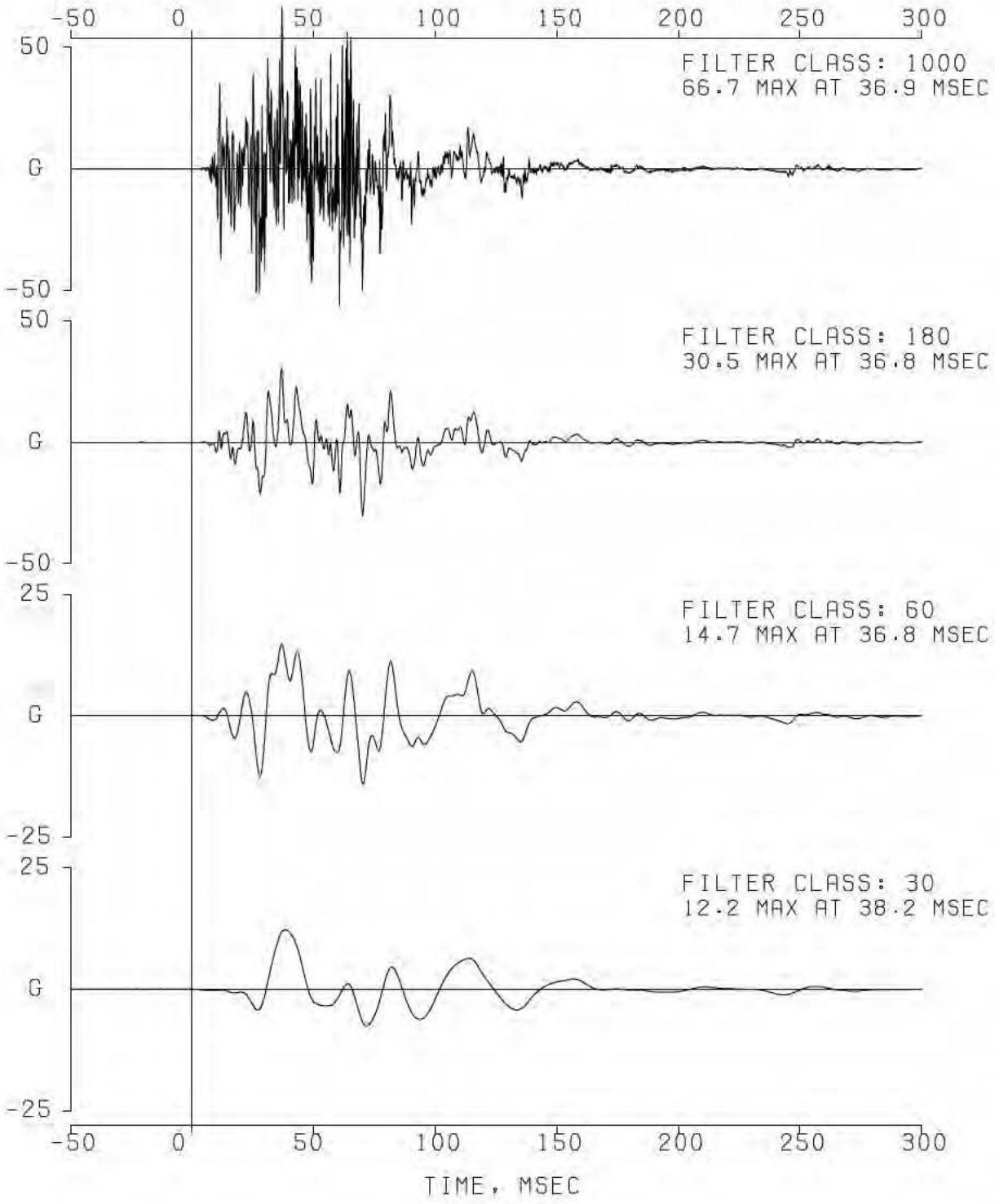
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
FILTER CLASS: 1000

IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1

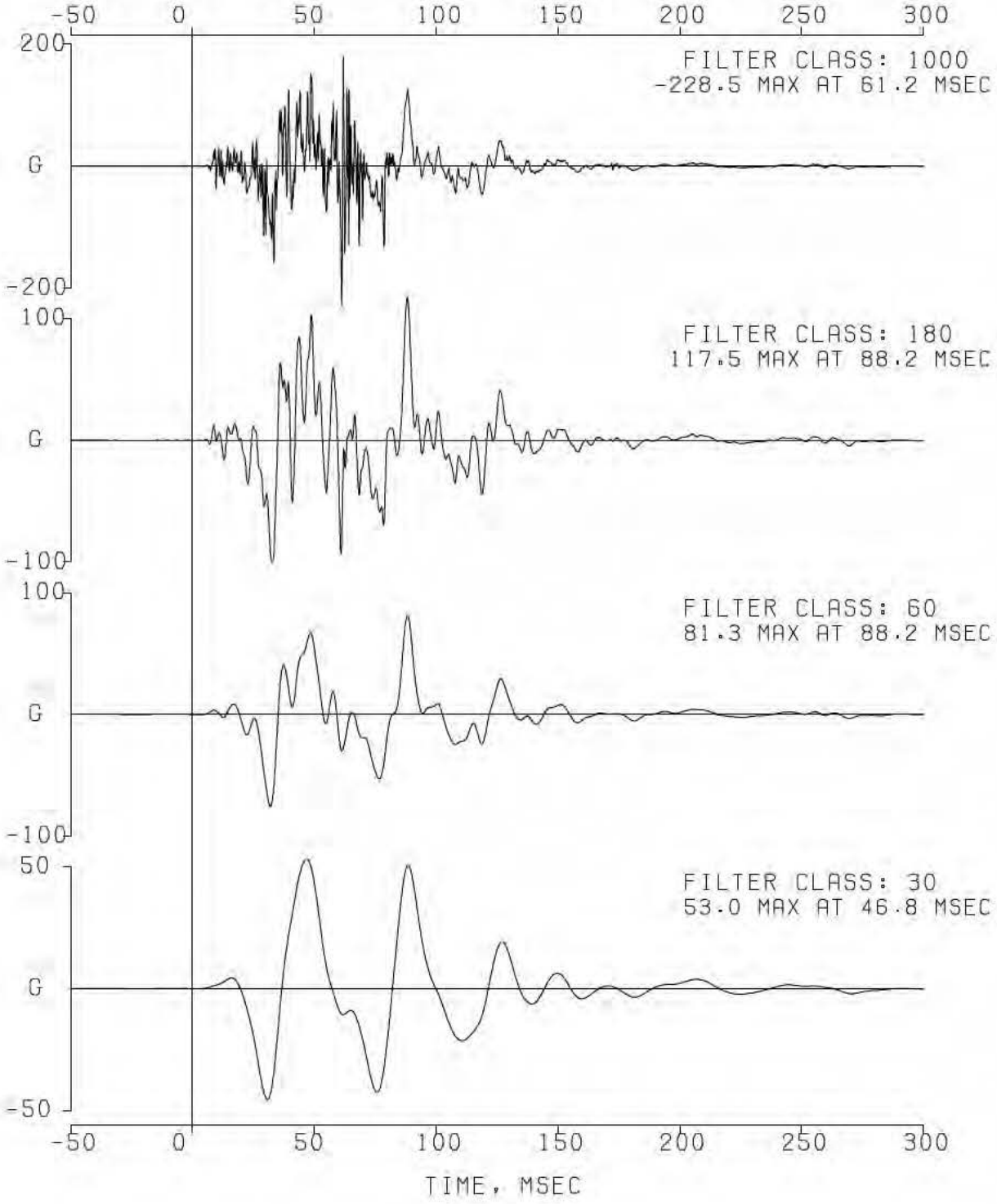
EA12-005- Chrysler -005534

COMPUTED KPH
COMPUTED CM

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 014 FUEL TANK BOTTOM ACC Y P13897
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



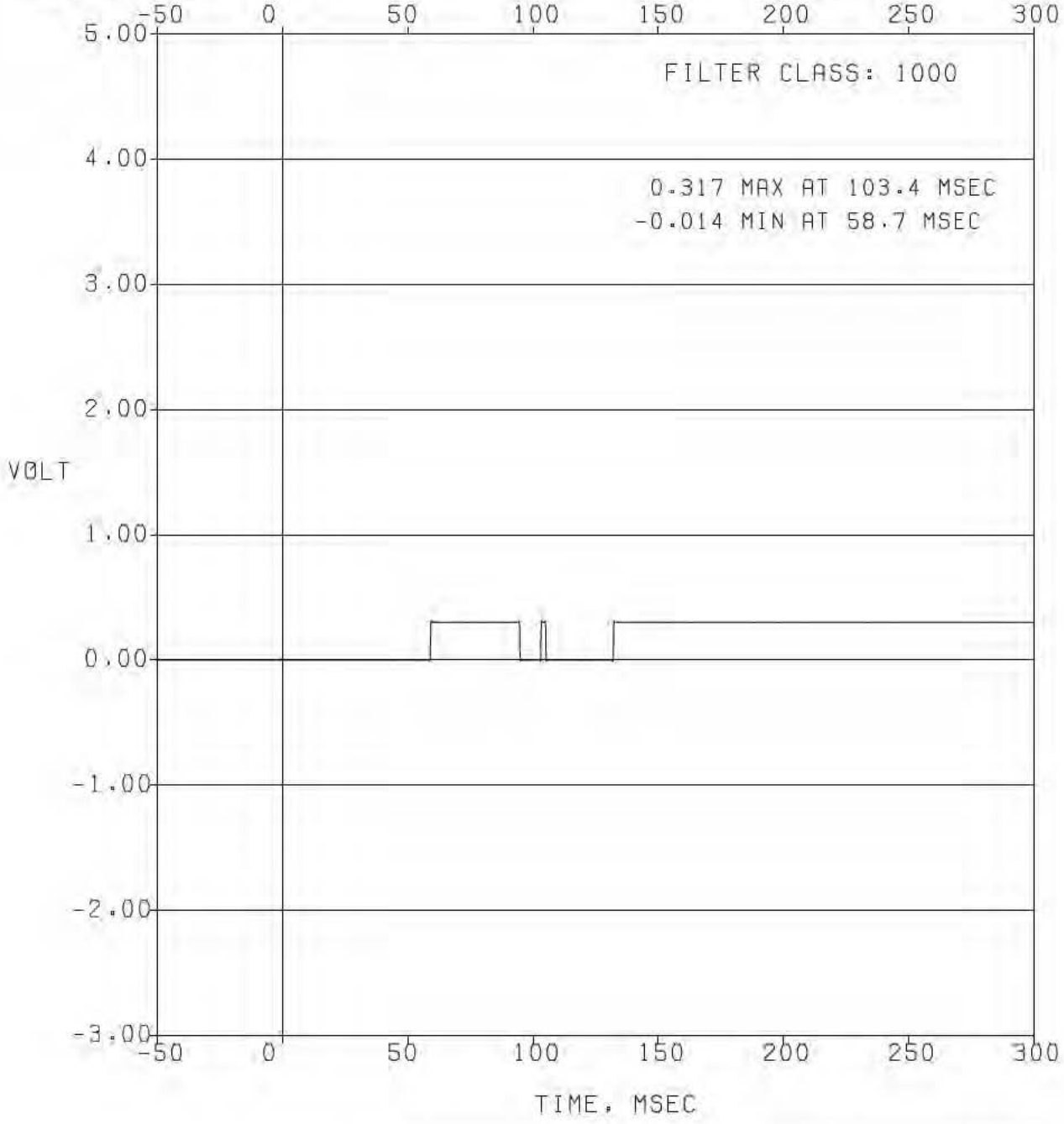
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 015 FUEL TANK BOTTOM ACC Z P19128
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST

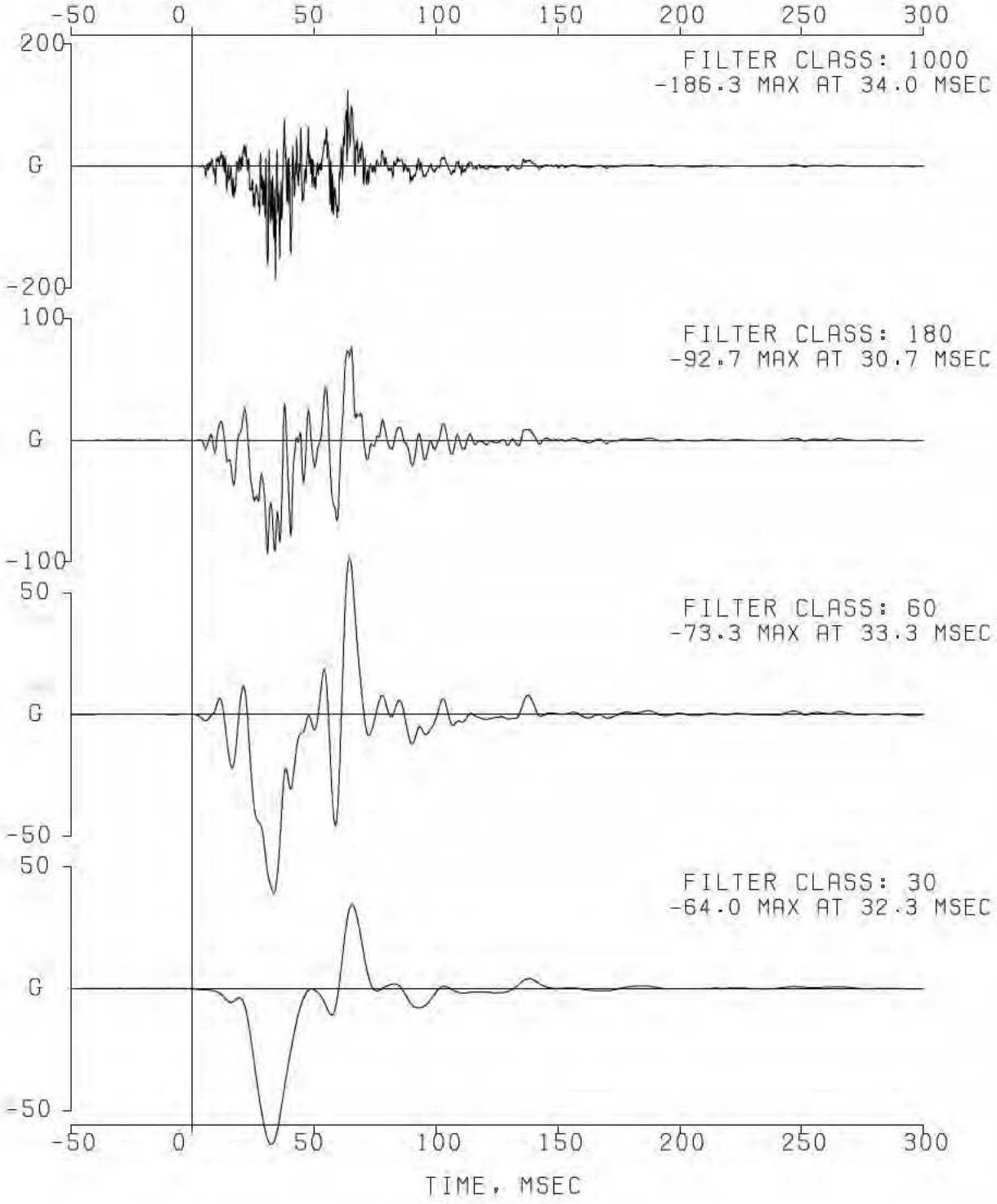
CHANNEL 016 RR DIFFERENTIAL EVENT EE

FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BA
JUN 6.2003 ERRATA 1



********** NOTE **********
********** EVENT AT 59.0 MS **********

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 017 FUEL TANK TOP ACCEL X P14996
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BB
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 017 FUEL TANK TOP ACCEL X P14996

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

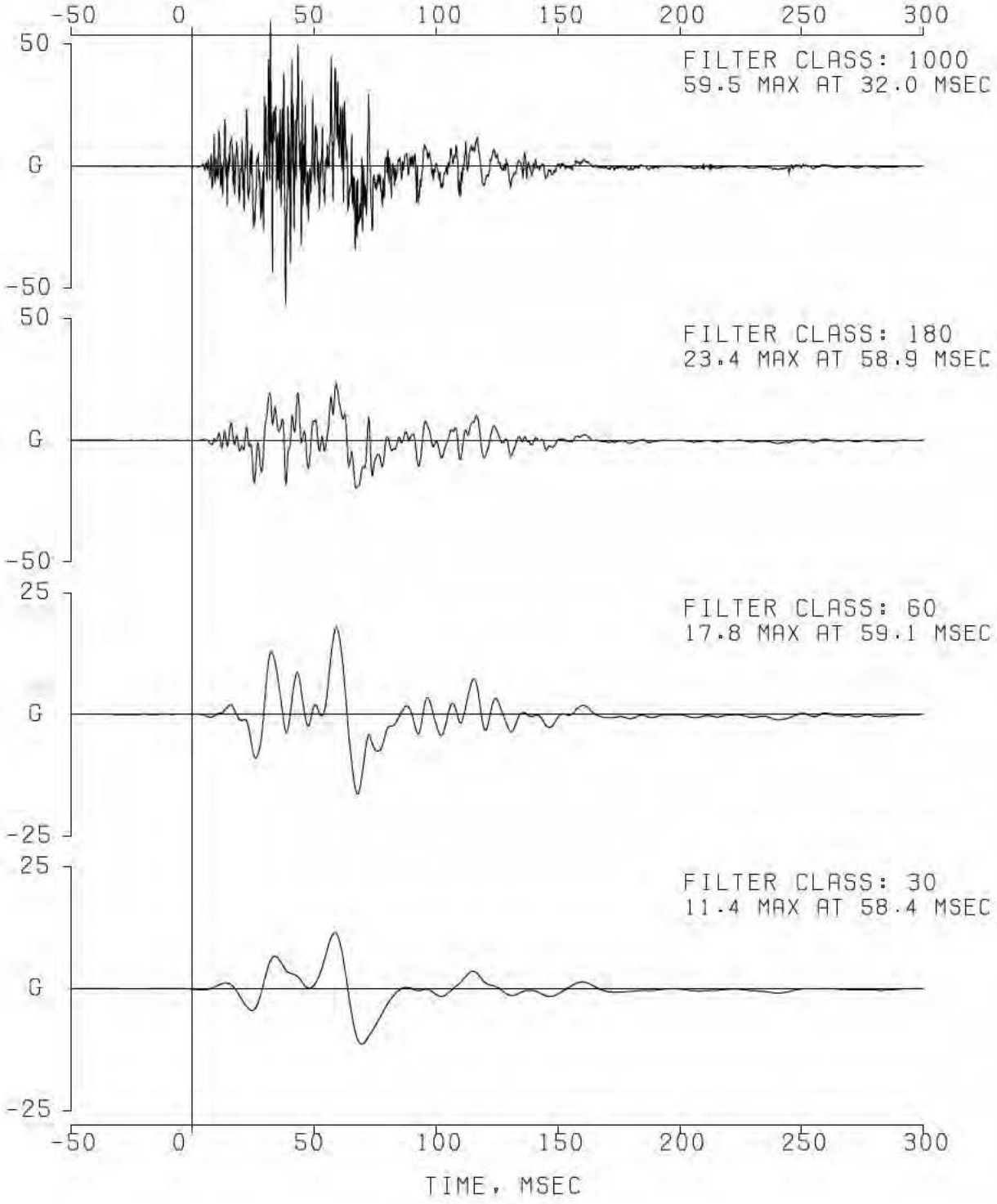
IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

DATA SET 06/06/03BB
ERRATA 1

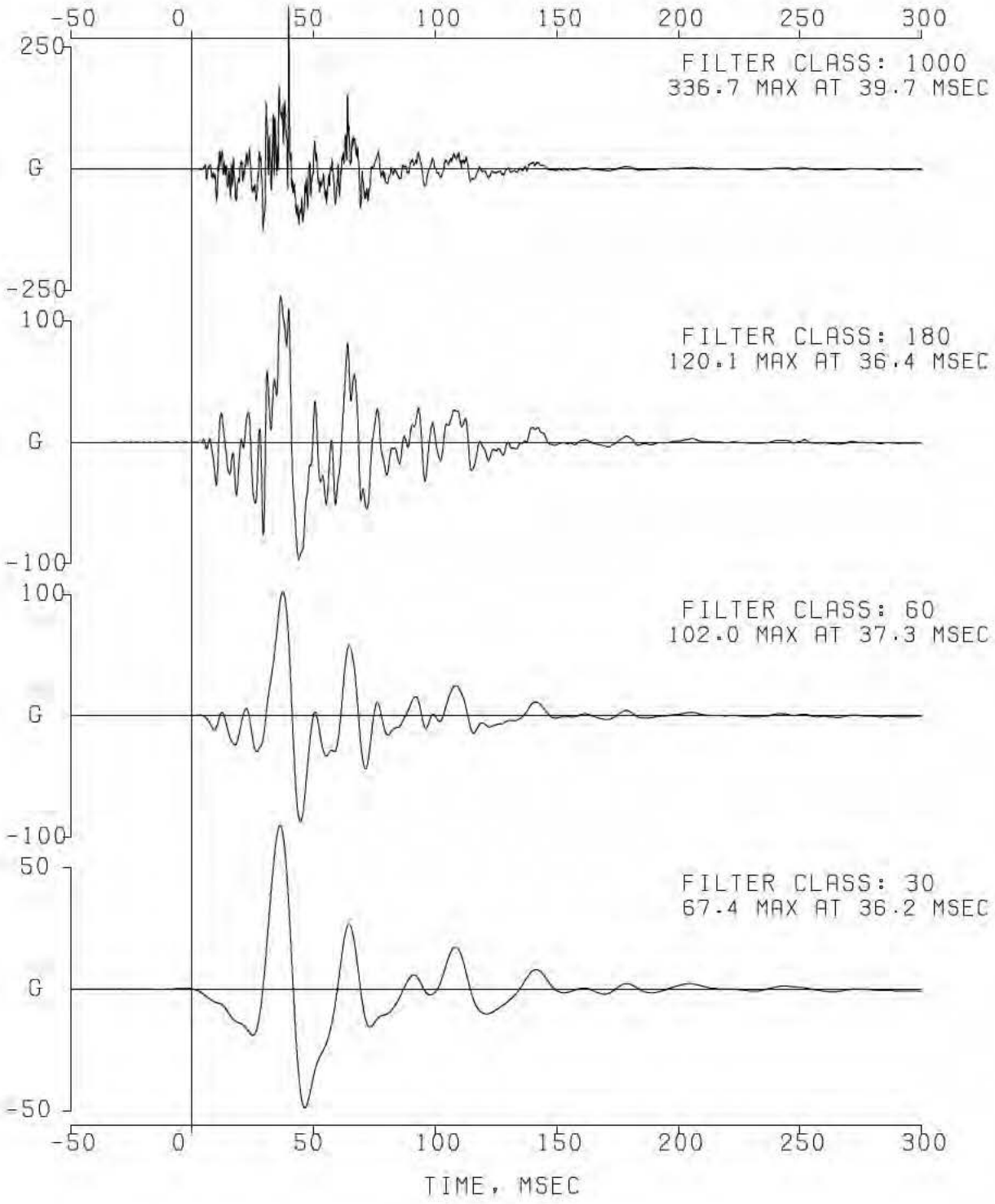
EA12-005- Chrysler -005539

COMPUTED KPH
COMPUTED CM

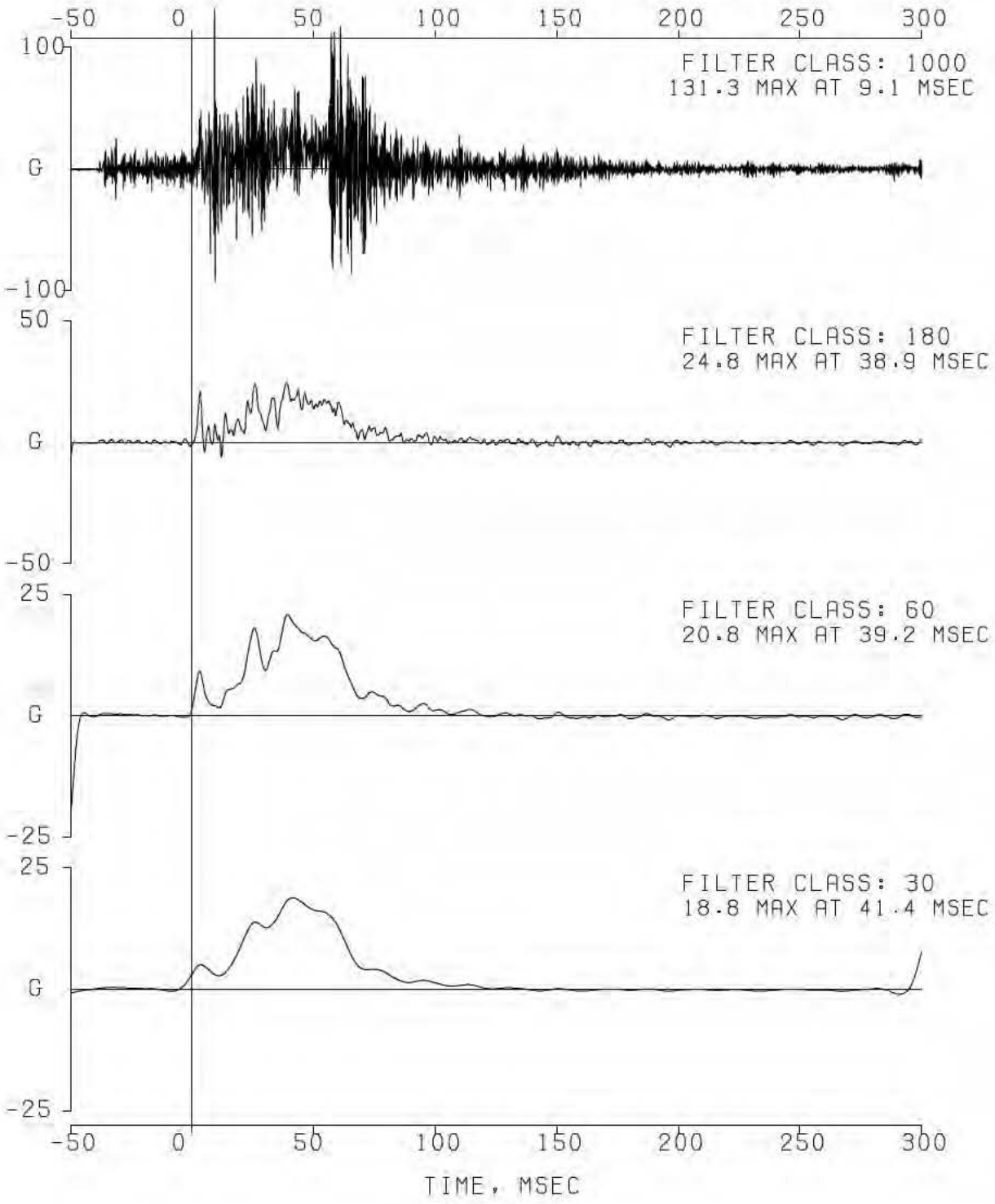
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 018 FUEL TANK TOP ACCEL Y P14298
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BB
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
CHANNEL 019 FUEL TANK TOP ACCEL Z P15569
FILTER TYPE: PHASELESS, DCX FFT 10K 4 POLE BUTTERWORTH, (1650.0)
IMPACT ANALYSIS DEPT. 5320 DATA SET 06/06/03BB
JUN 6,2003 ERRATA 1



VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
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 06/06/03BC
JUN 6,2003 ERRATA 1

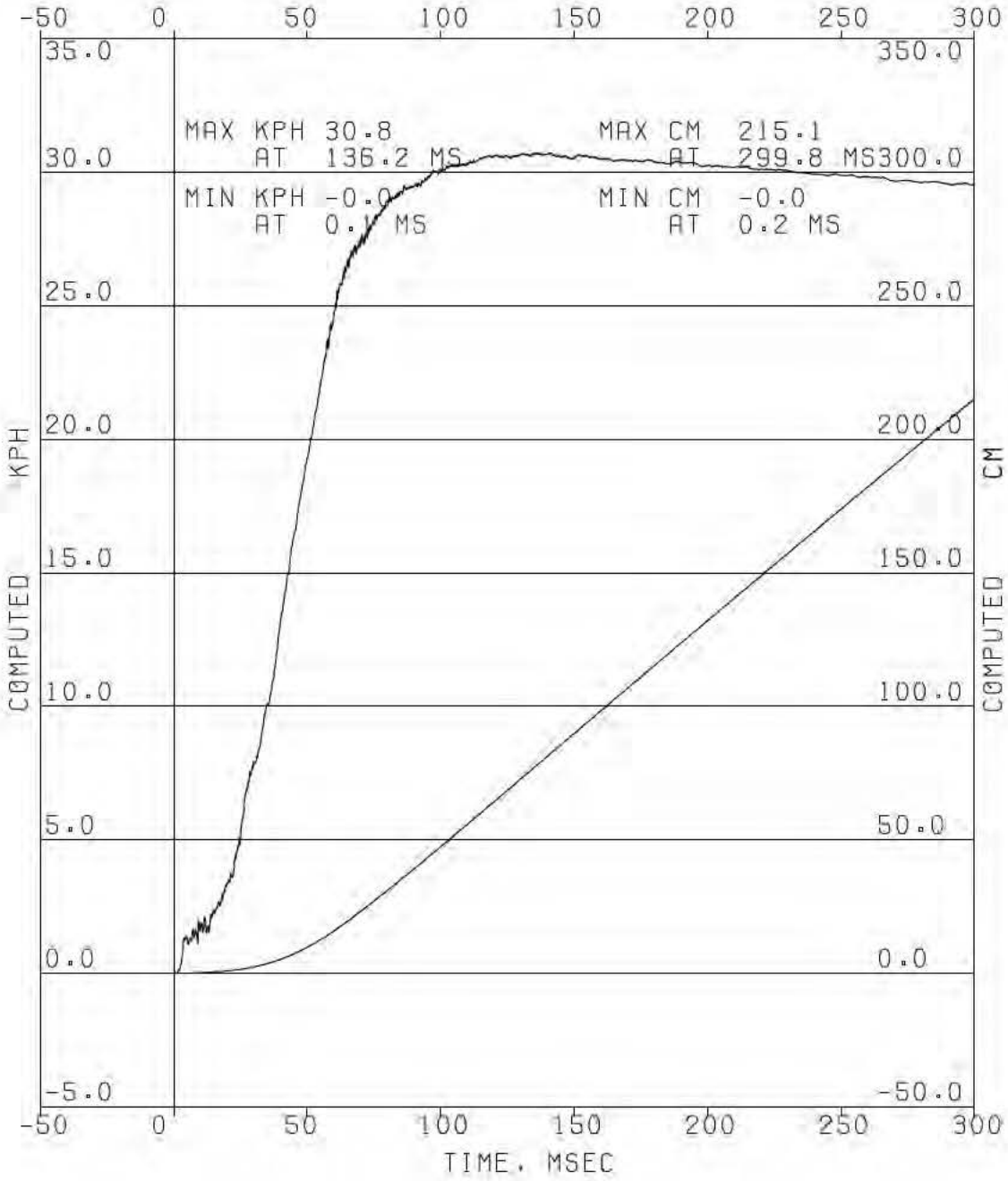


VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
CHANNEL 033 M-FLAT LT RAIL MID X ETBB534

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

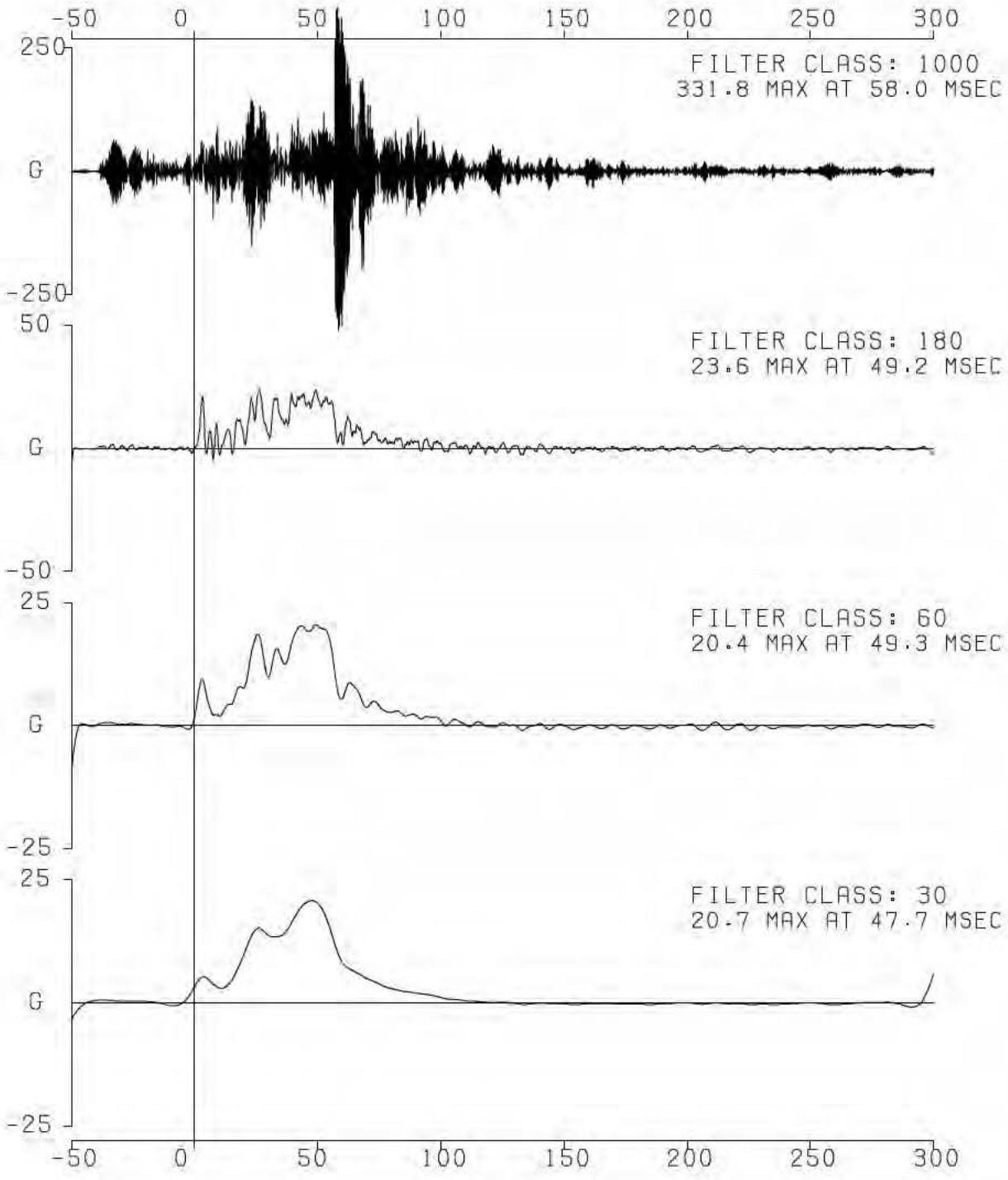
IMPACT ANALYSIS DEPT. 5320
JUN 6,2003

DATA SET 06/06/03BC
ERRATA 1



COMPUTED KPH
COMPUTED CM

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
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 06/06/03BC
JUN 6,2003 ERRATA 1



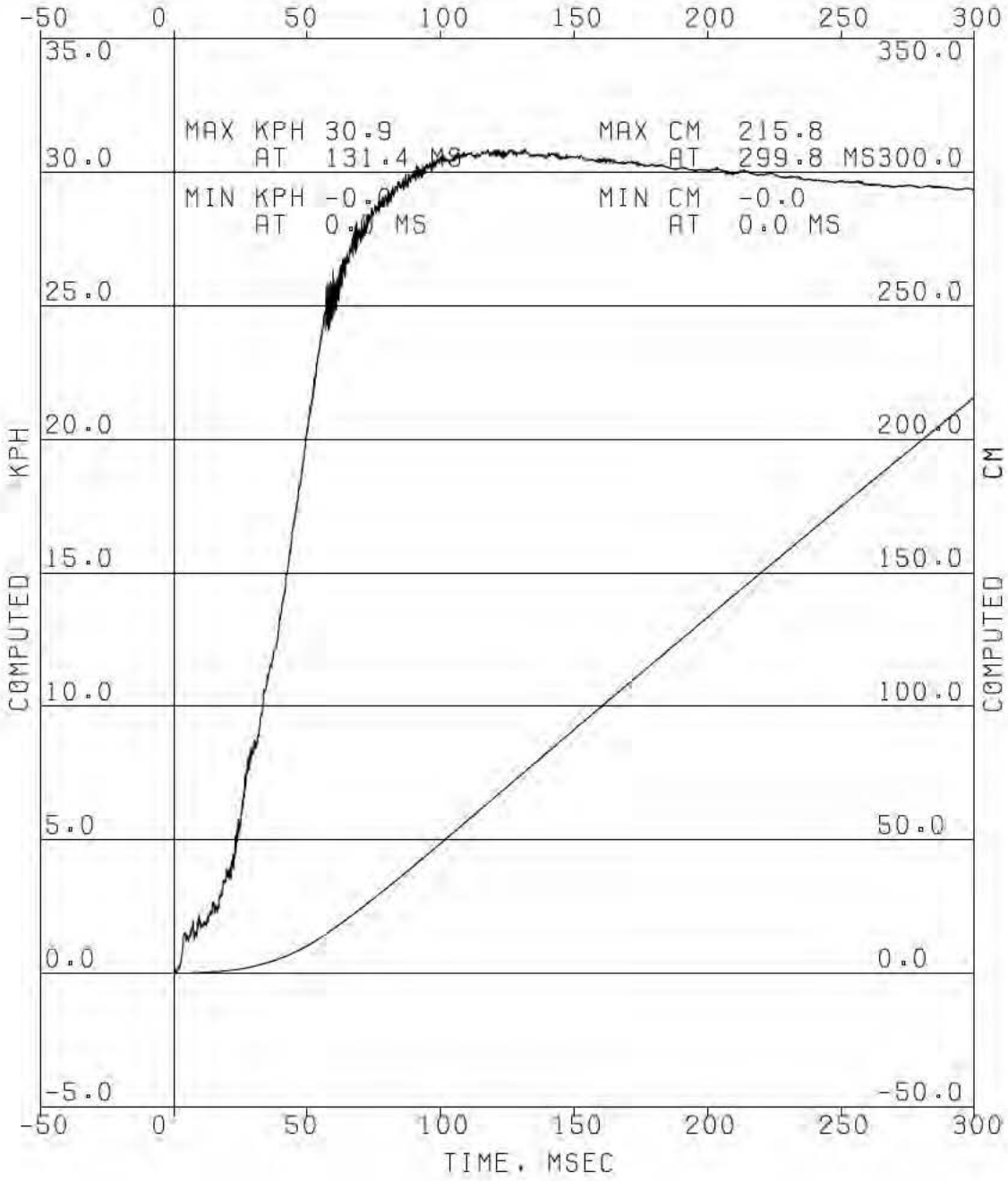
********** CAUTION **********
*** CHL 34 M-FLAT RT RAIL MID X ETBB388, IS SATURATED AT ***
********** 57.5 58.0 58.3 58.8 59.3 **********

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
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
JUN 6,2003

DATA SET 06/06/03BC
ERRATA 1



********** CAUTION **********
*** CHL 34 M-FLAT RT RAIL MID X ETBB388, IS SATURATED AT ***
********** 57.5 58.0 58.3 58.8 59.3 **********

EA12-005- Chrysler -005545

COMPUTED KPH
COMPUTED CM

TITLE: Page Index of EDP plots Pages 001 - 034

********** VC10771A **********

TITLE: Transducer Summary Reports Pages 001 - 004

SYSTEM: METRIC

********** VC10771B **********

TITLE: Vehicle Channels Pages 005 - 034

SYSTEM: METRIC

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

VC10771.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

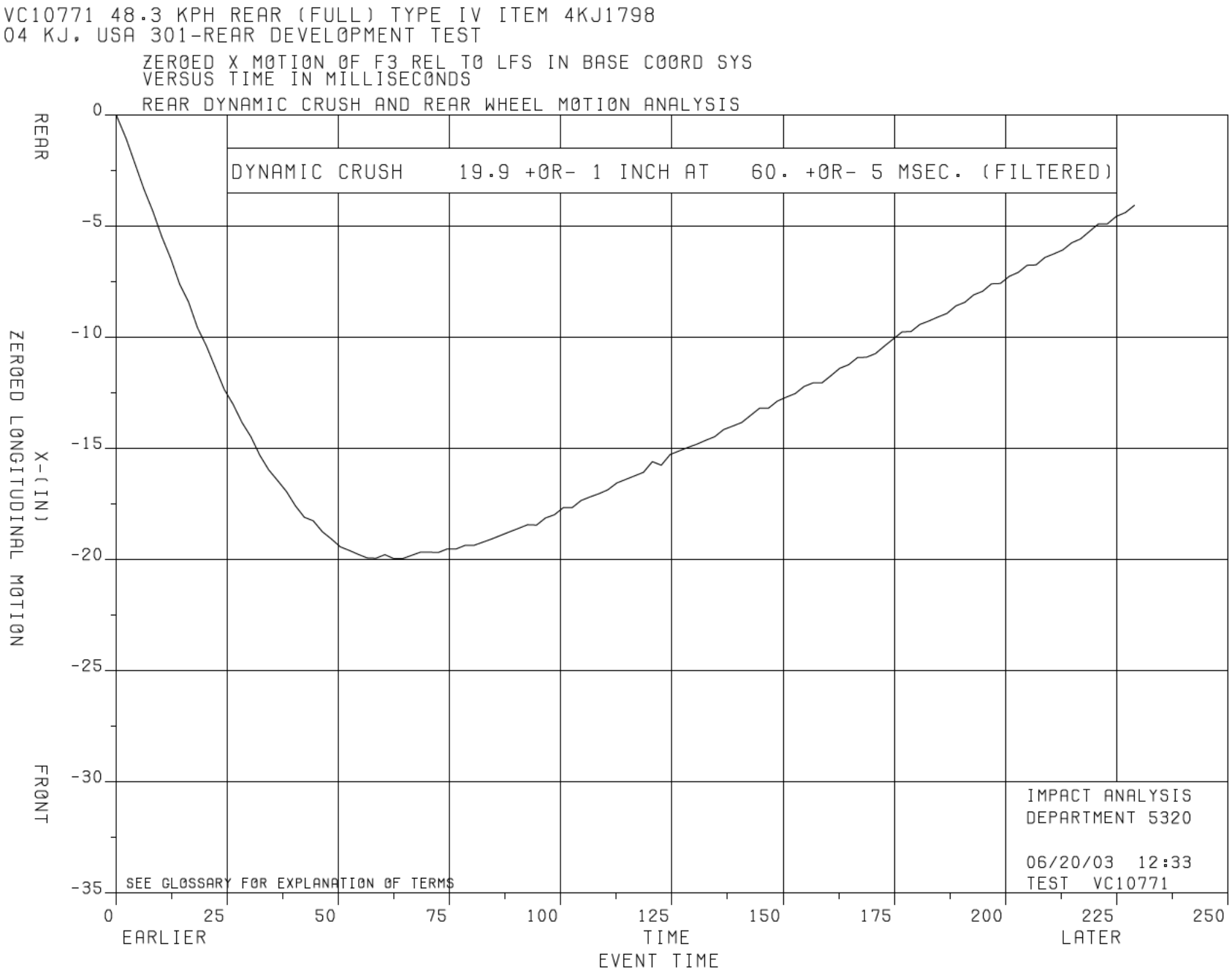


FIGURE 1

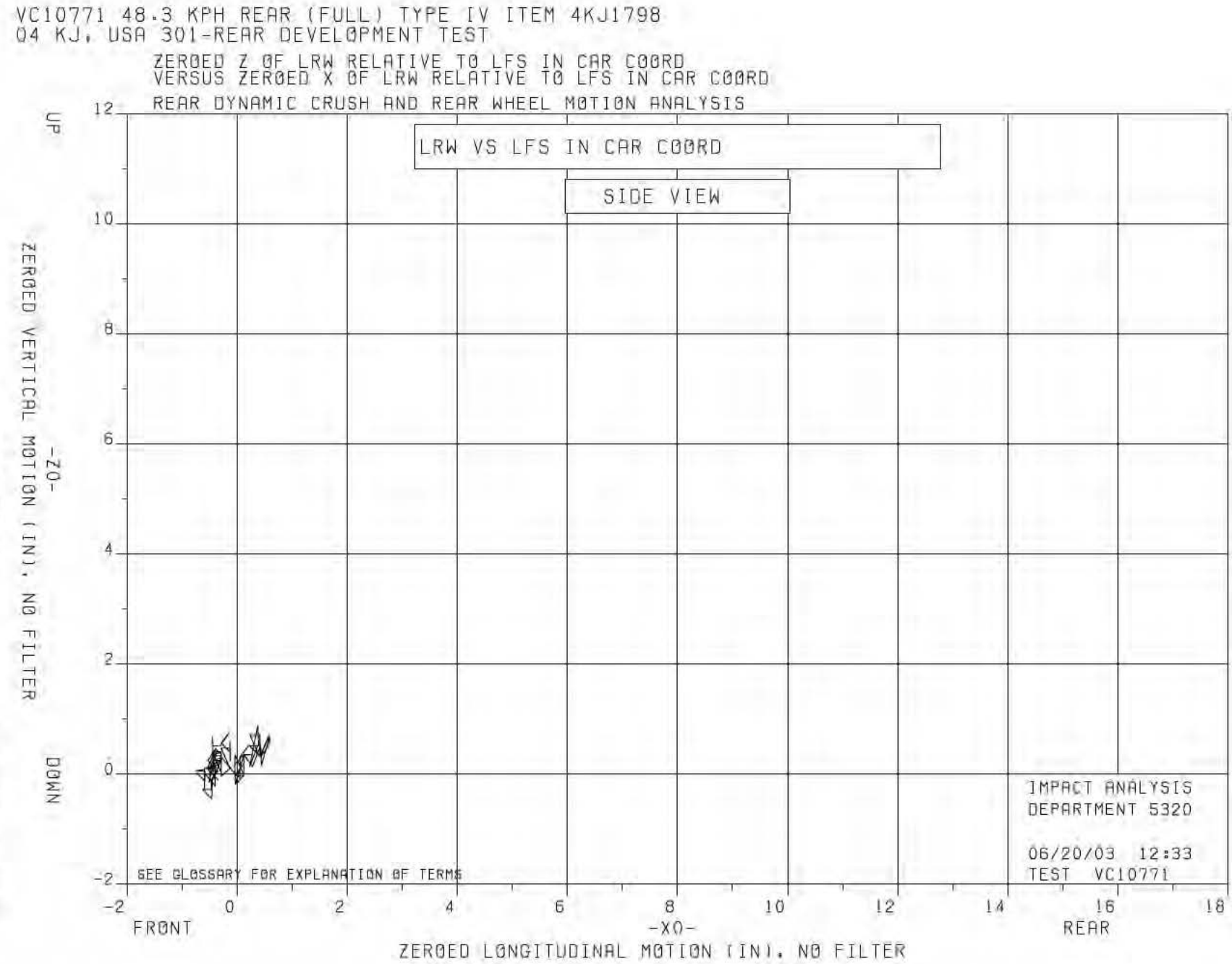

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED Z OF LRW RELATIVE TO LFS IN CAR COORD
VERSUS ZEROED X OF LRW RELATIVE TO LFS IN CAR COORD
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS
LRW VS LFS IN CAR COORD
SIDE VIEW
UP
DOWN
-ZO-
ZEROED VERTICAL MOTION (IN), NO FILTER
12
10
8
6
4
2
0
-2
IMPACT ANALYSIS
DEPARTMENT 5320
06/20/03 12:33
TEST VC10771
SEE GLOSSARY FOR EXPLANATION OF TERMS
-2
0
2
4
6
8
10
12
14
16
18
FRONT
-XO-
REAR
ZEROED LONGITUDINAL MOTION (IN), NO FILTER

FIGURE 2

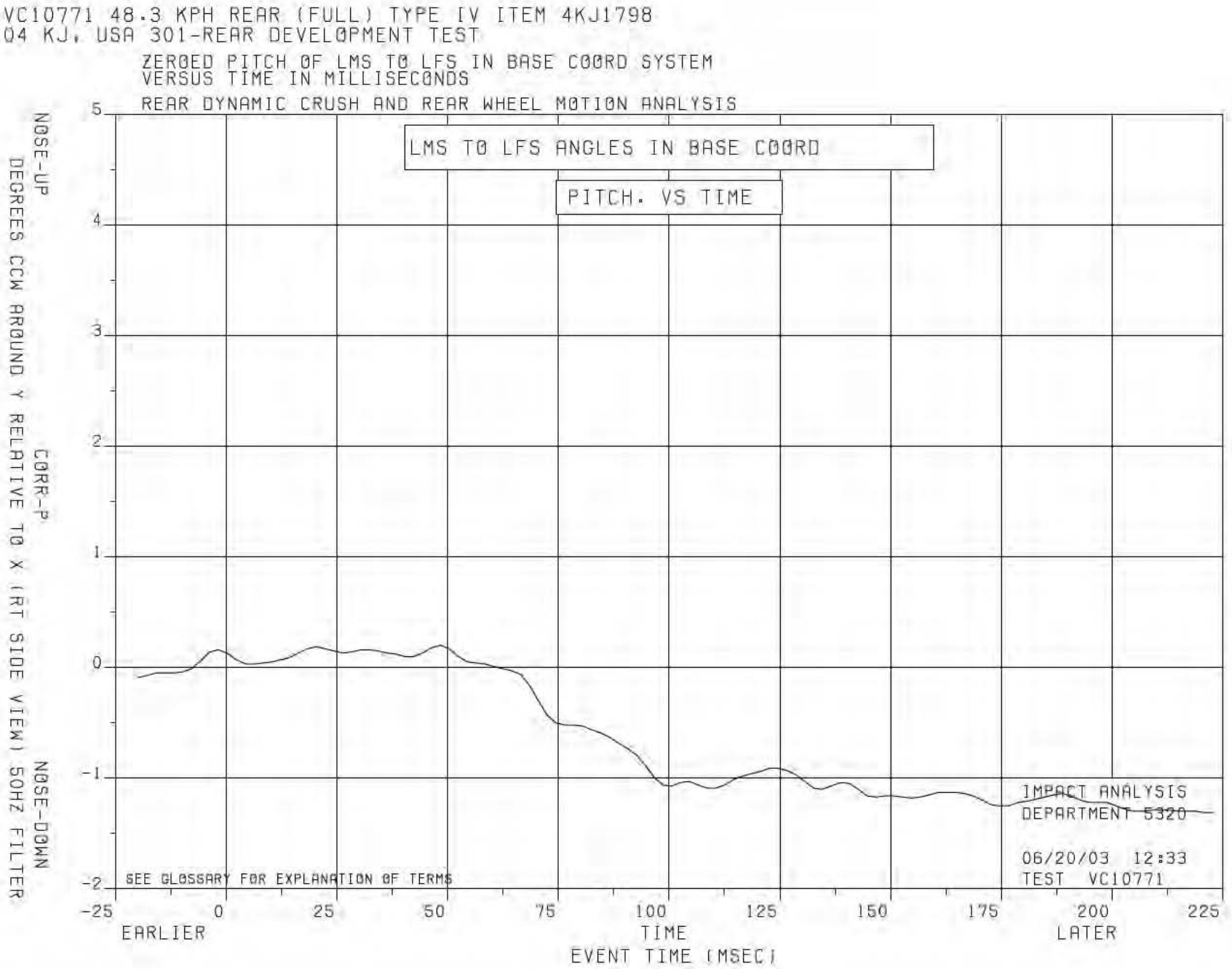

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED PITCH OF LMS TO LFS IN BASE COORD SYSTEM
VERSUS TIME IN MILLISECONDS
REAR DYNAMIC CRUSH AND REAR WHEEL MOTION ANALYSIS
LMS TO LFS ANGLES IN BASE COORD
PITCH. VS TIME
NOSE-UP
DEGREES CCW AROUND Y RELATIVE TO X (RT SIDE VIEW) 50HZ FILTER
CORR-P
NOSE-DOWN
5
4
3
2
1
0
-1
-2
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
06/20/03 12:33
TEST VC10771

FIGURE 3

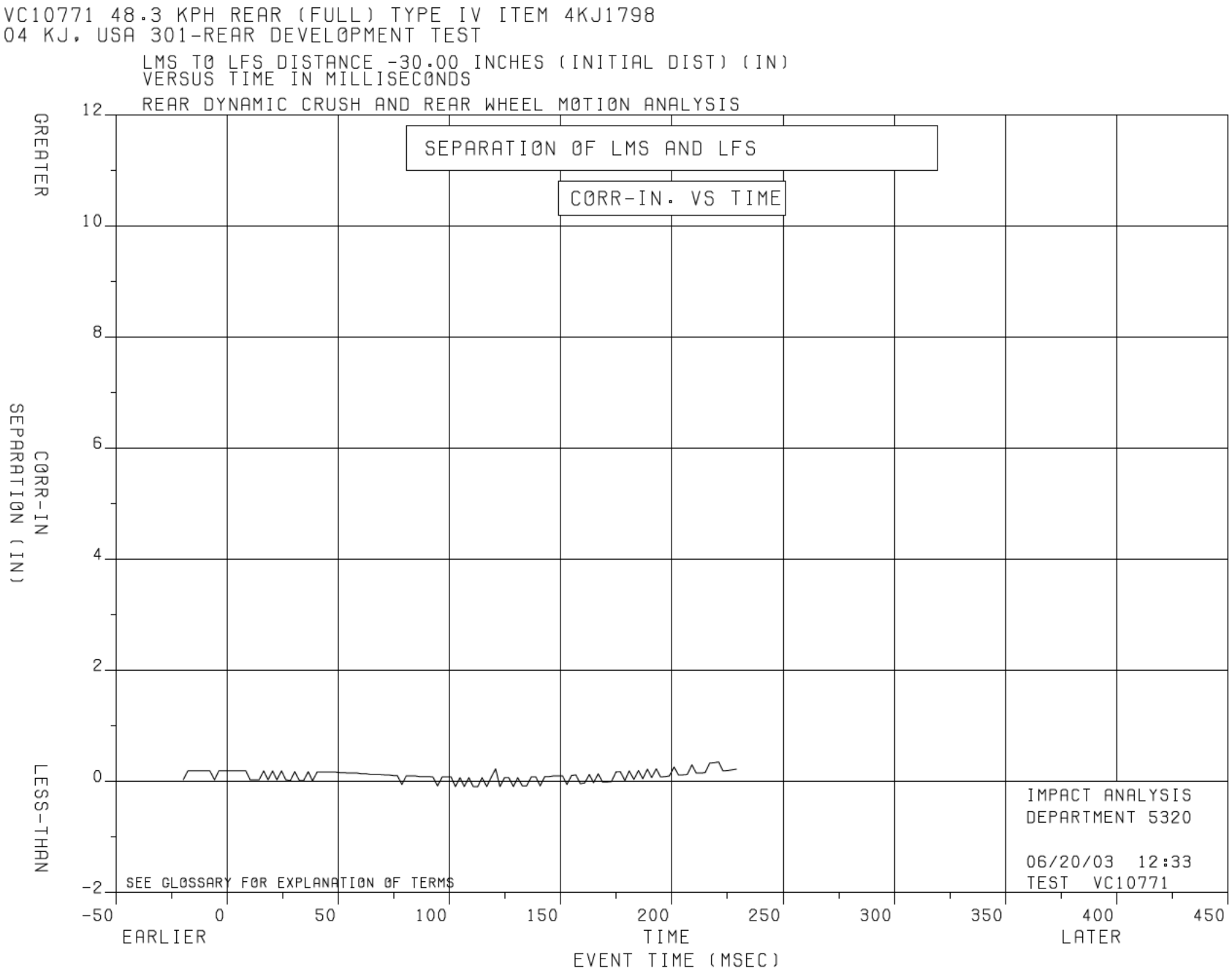


FIGURE 4

INTER C0MPANY C0RRESP0NDENCE

DATE 06/20/03

T0
DISTRIBUTI0N

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

SUBJECT:
REAR DYNAMIC CRUSH ANALYSIS
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVEL0PMENT TEST
TEST DATE 06/06/03

TEST SITE CPG

TEST PURP0SE	PRIMARY, 2004 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; 3.7 LITER ENGINE N0TE; V6 TRANSMISSI0N; 4 SPEED AUT0 TRANS. N0TE; VIN AS TESTED; 1J4GL48K43W[redacted] M0D. VIN AS BUILT; 1J4GL48K43W[redacted] M0D.
TEST SPEED	48.63 KPH BY TRAP AVERAGE
TEST WEIGHT (KG)	2247 T0TAL, 1222 FR0NT, 1025 REAR
0CCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-43 RESTRAINT- 3-PT UNIBELT 0NLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-50 RESTRAINT- 3-PT UNIBELT 0NLY
BUILD C0NDITI0N	

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
192.8 KG ADDITIONAL BALLAST WEIGHT ADDED
75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN

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 19.9 +OR- 1 INCH AT 60. +OR- 5 MSEC.

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

VC10771.FAR.UBR.FA_REPORT.UBR_UNDERBODY_REAR Public

GLOSSARY OF TERMS

USED IN STANDARD REPORTS

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CORR-MM	SEPARATION IN MM (MINUS INITIAL LENGTH)
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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)
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RFS.RMS.RRS	RIGHT FRONT, MID, & REAR SILL TARGETS
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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

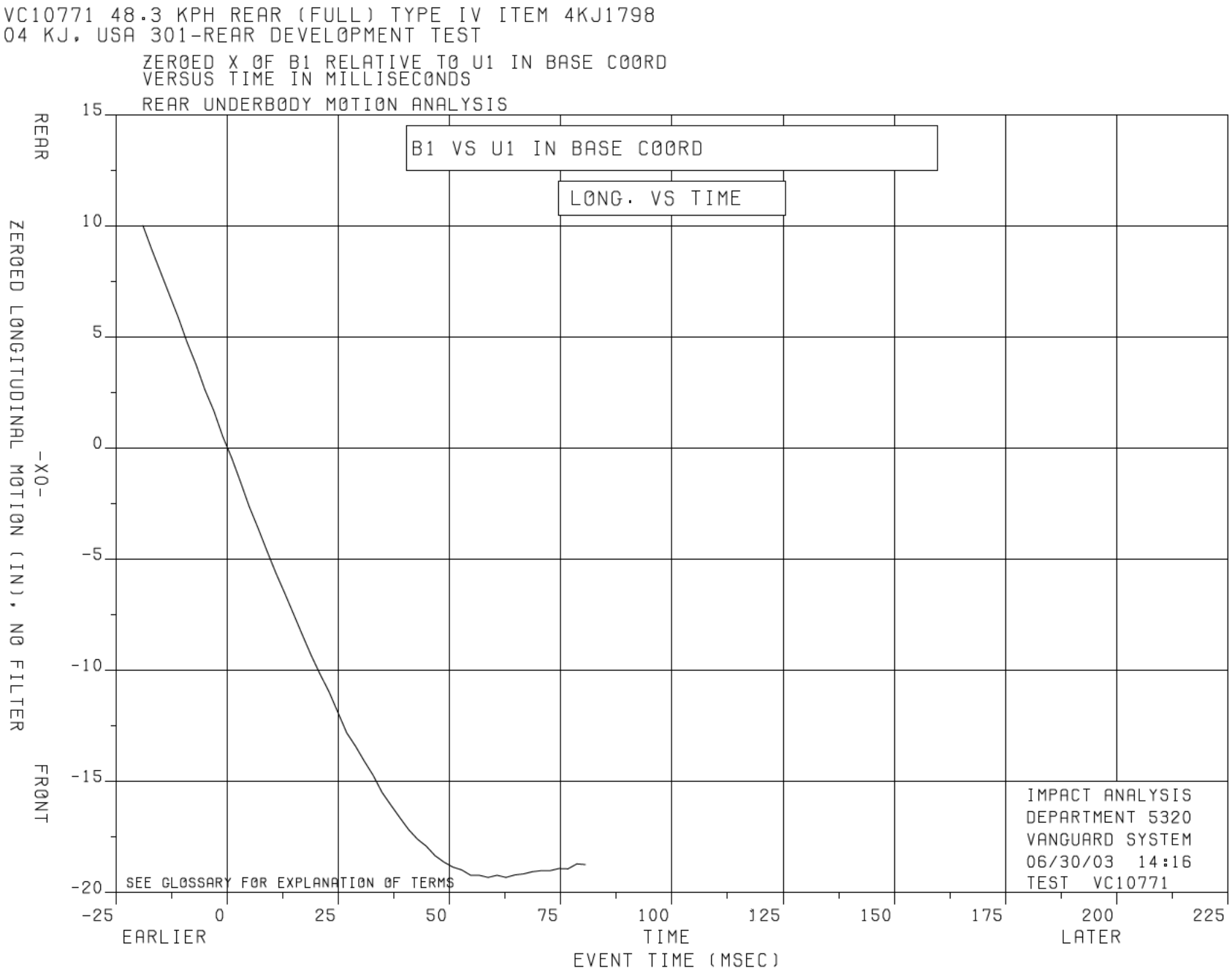


FIGURE 1

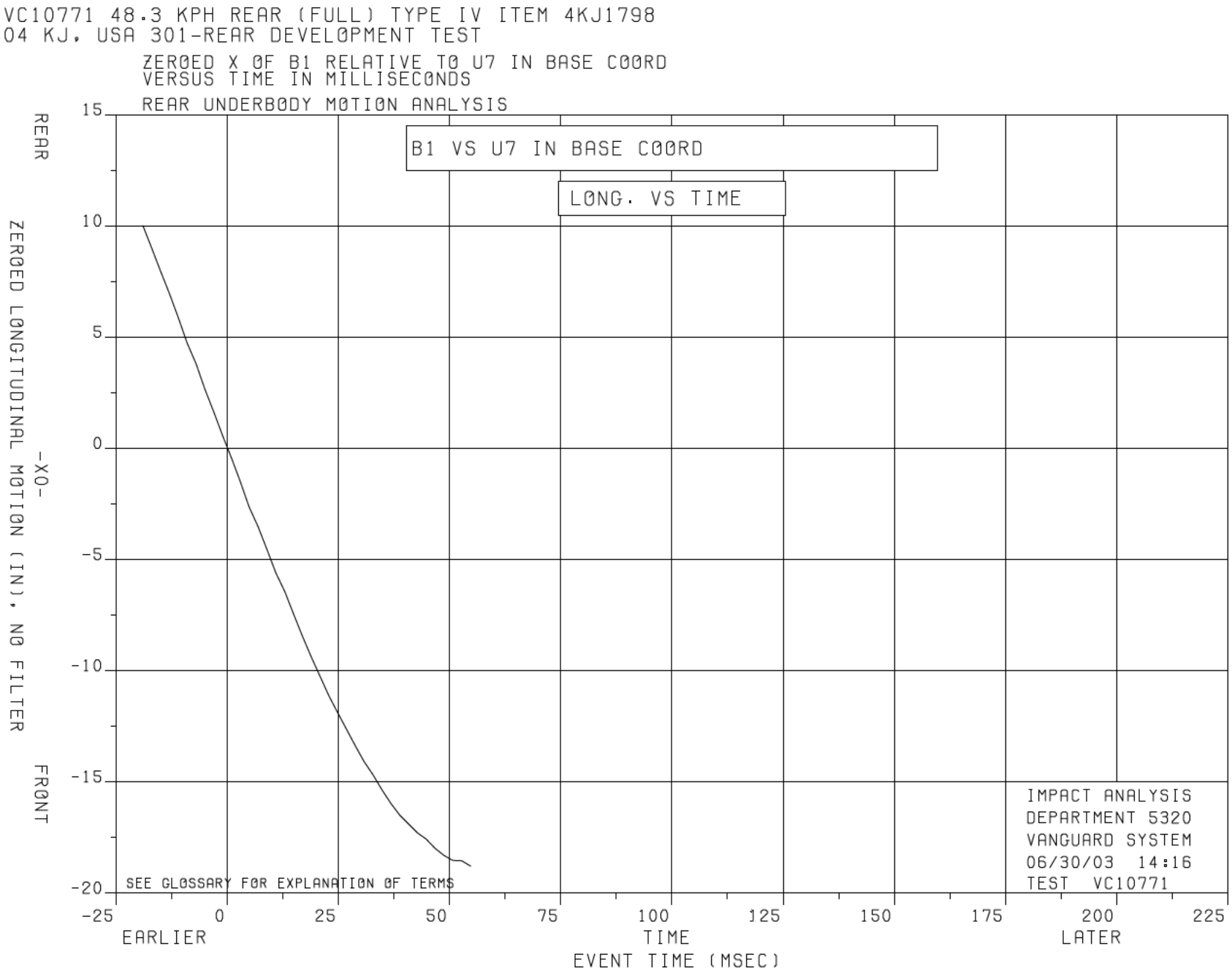


FIGURE 2

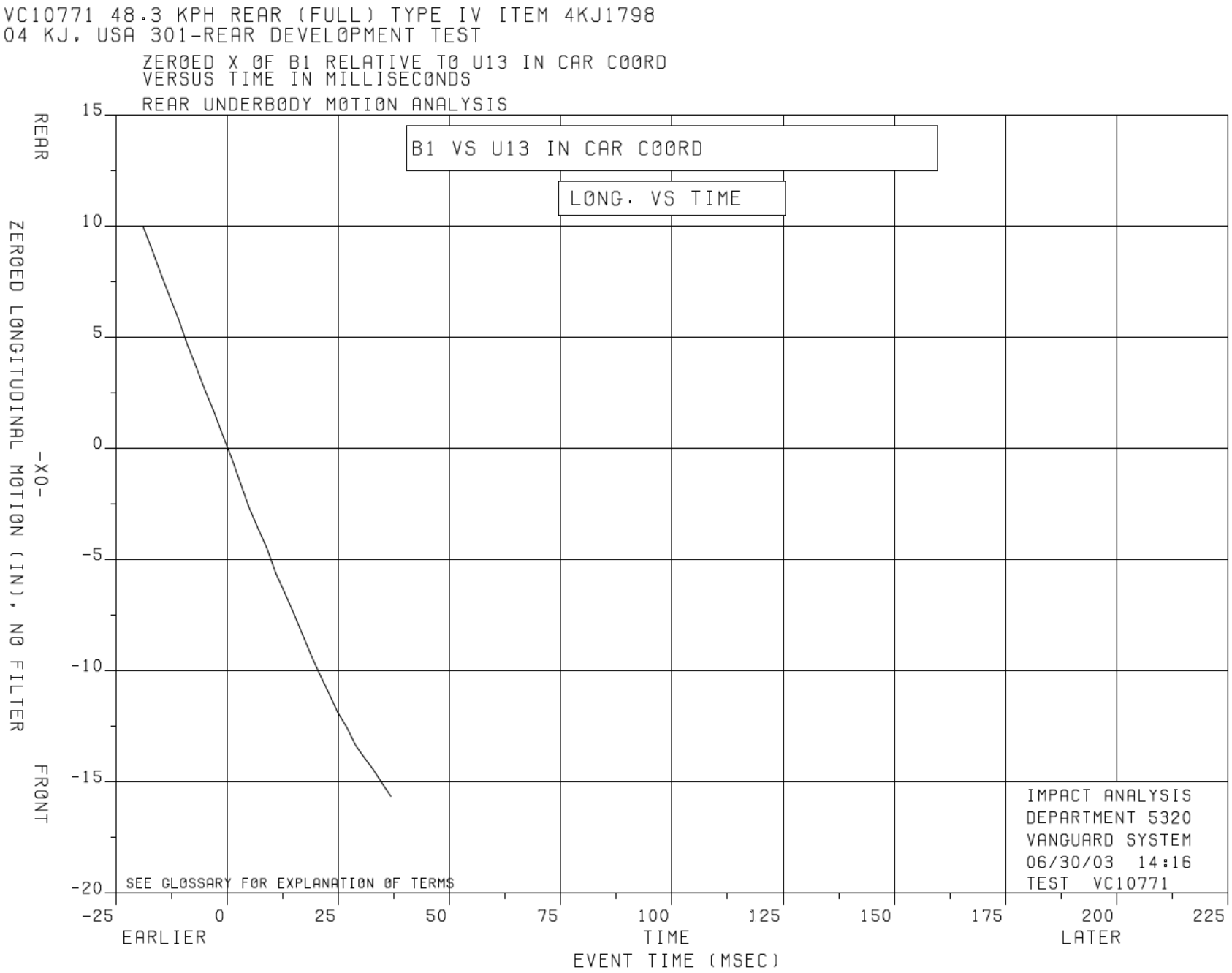


FIGURE 3

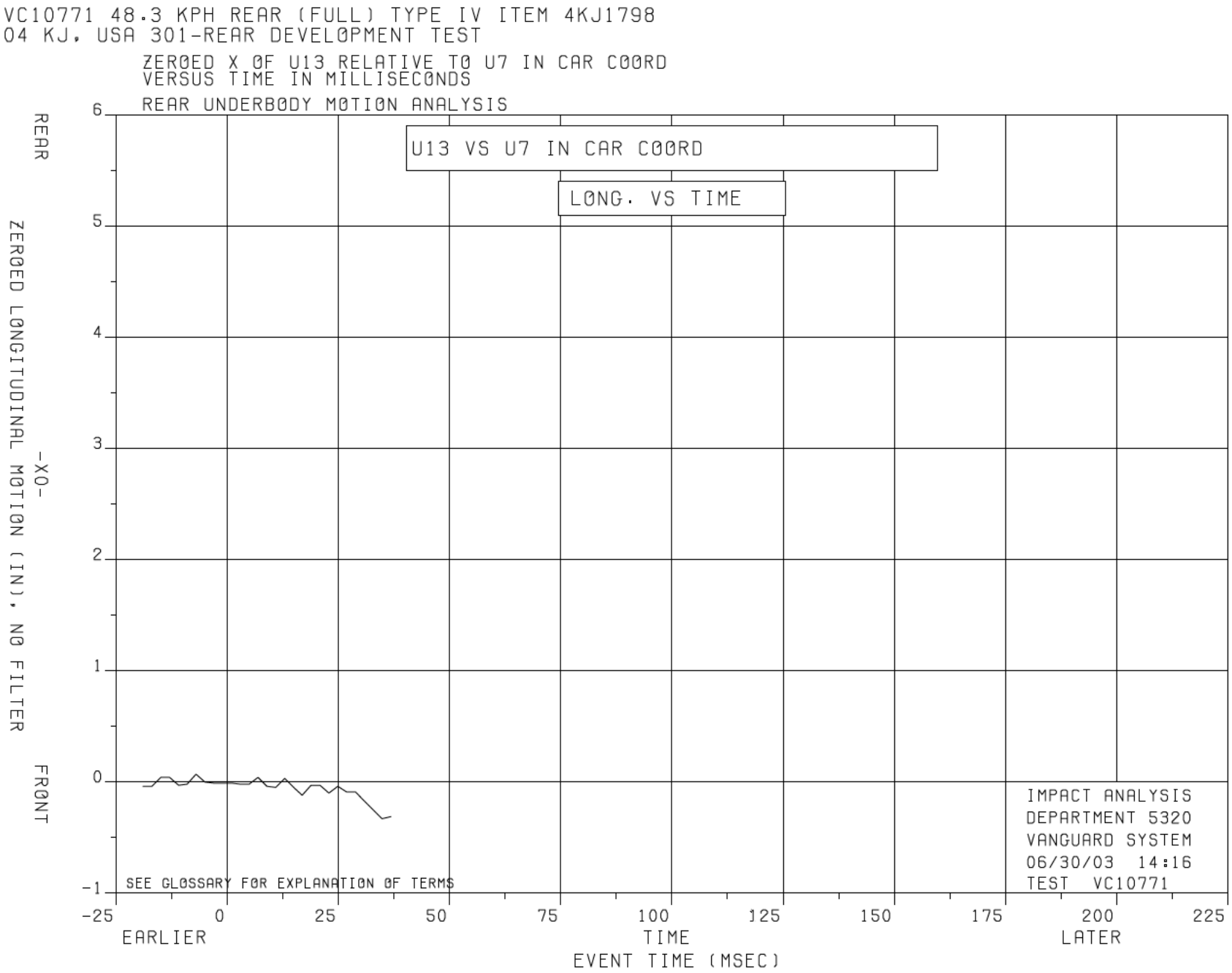


FIGURE 4

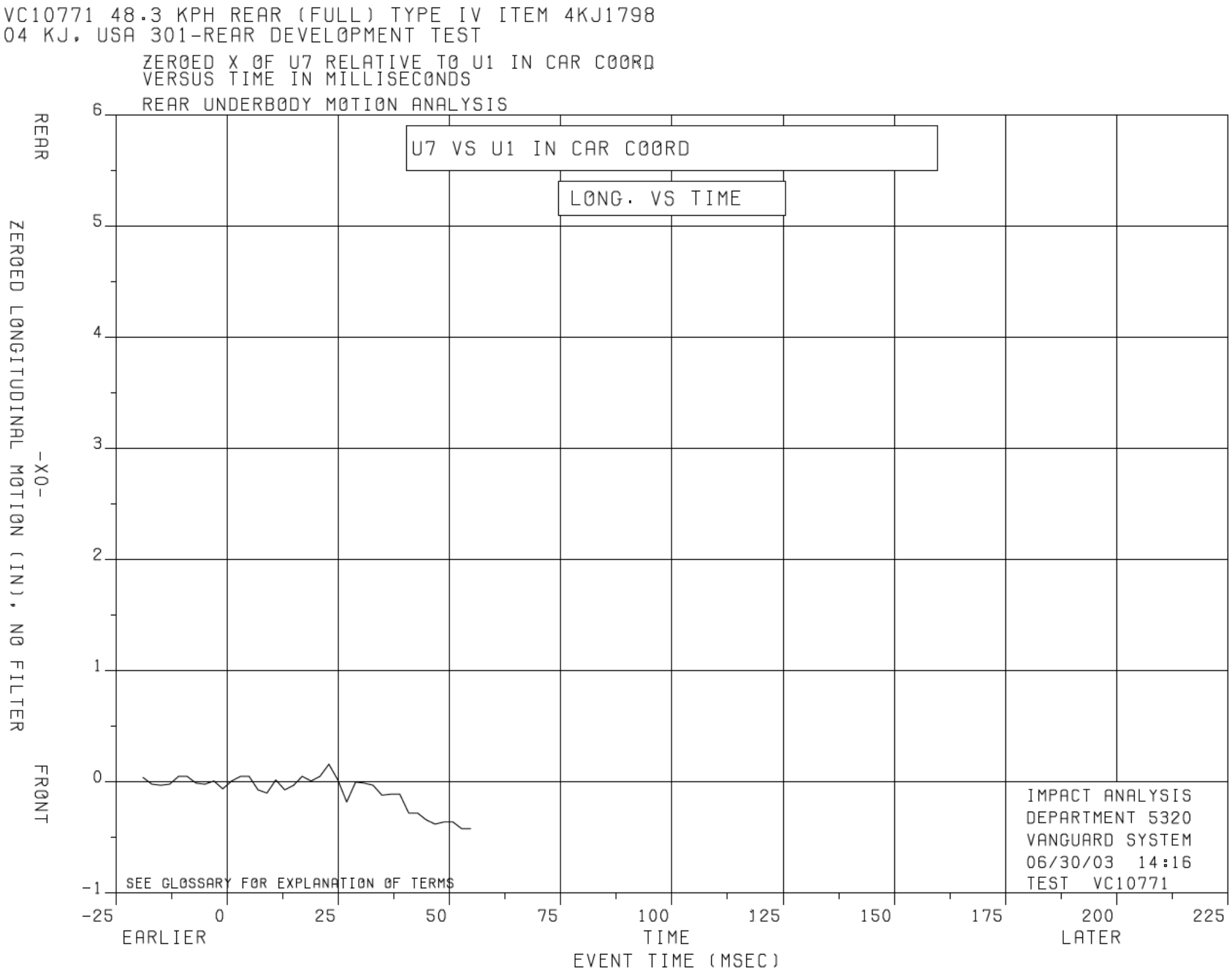


FIGURE 5

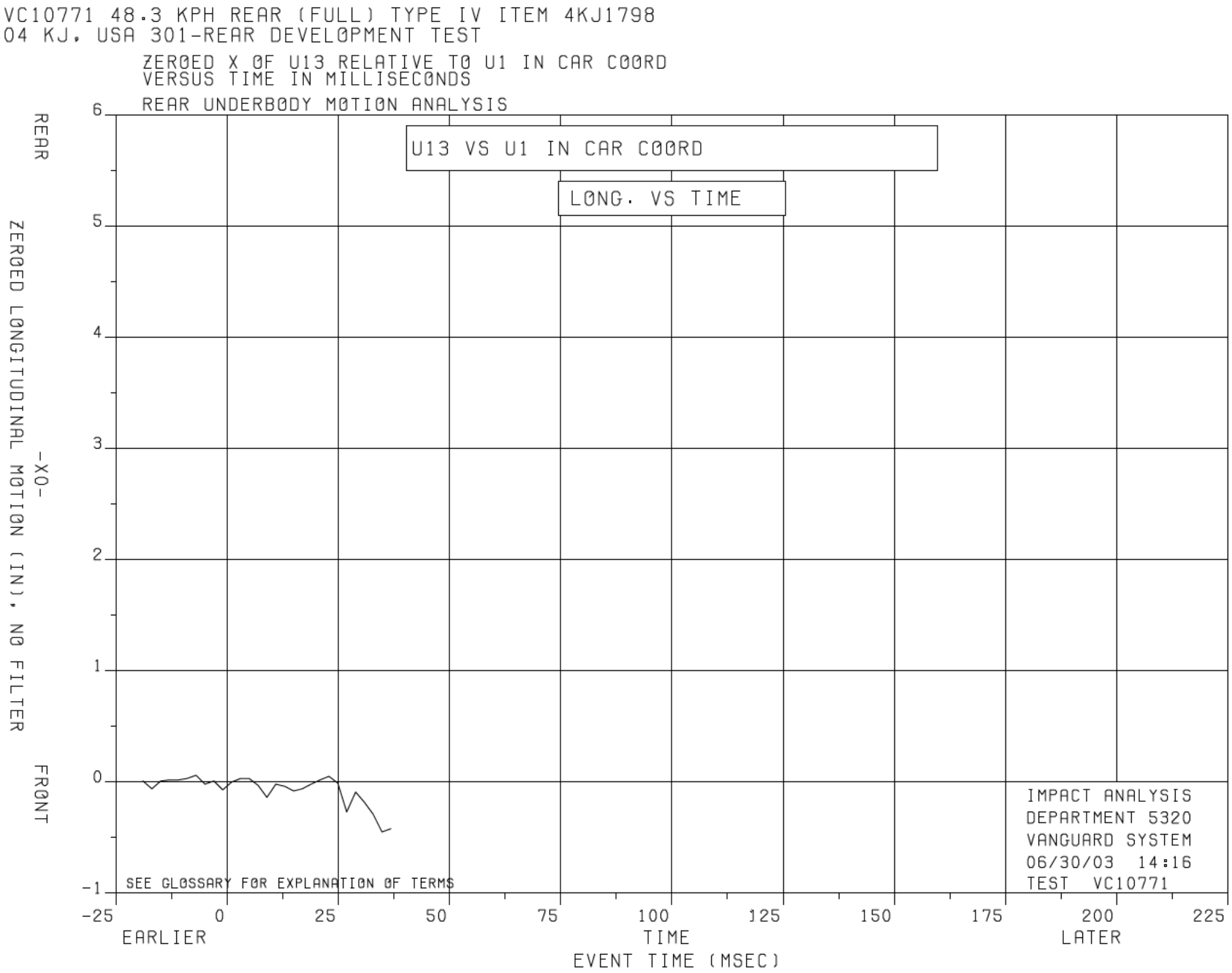


FIGURE 6

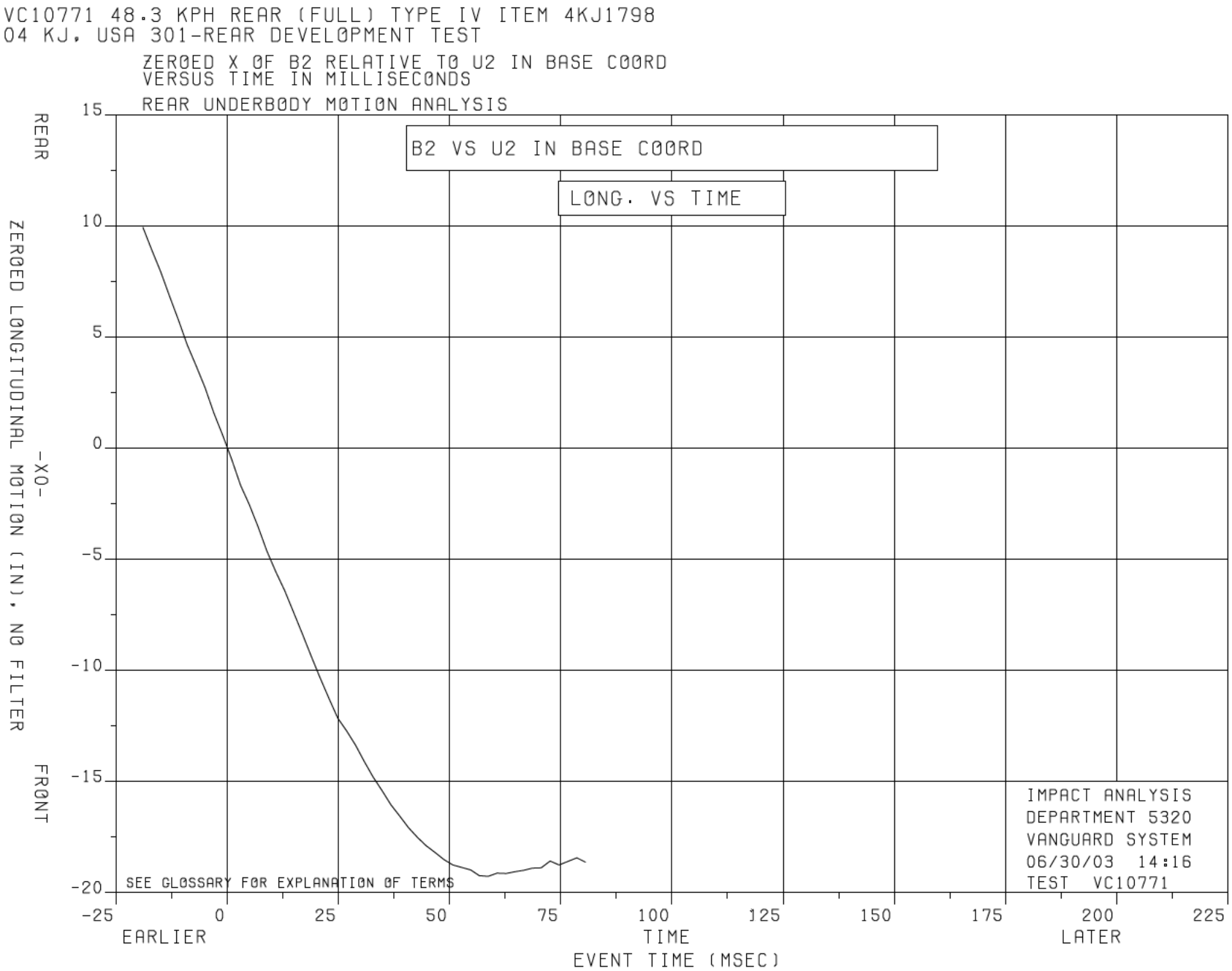


FIGURE 7

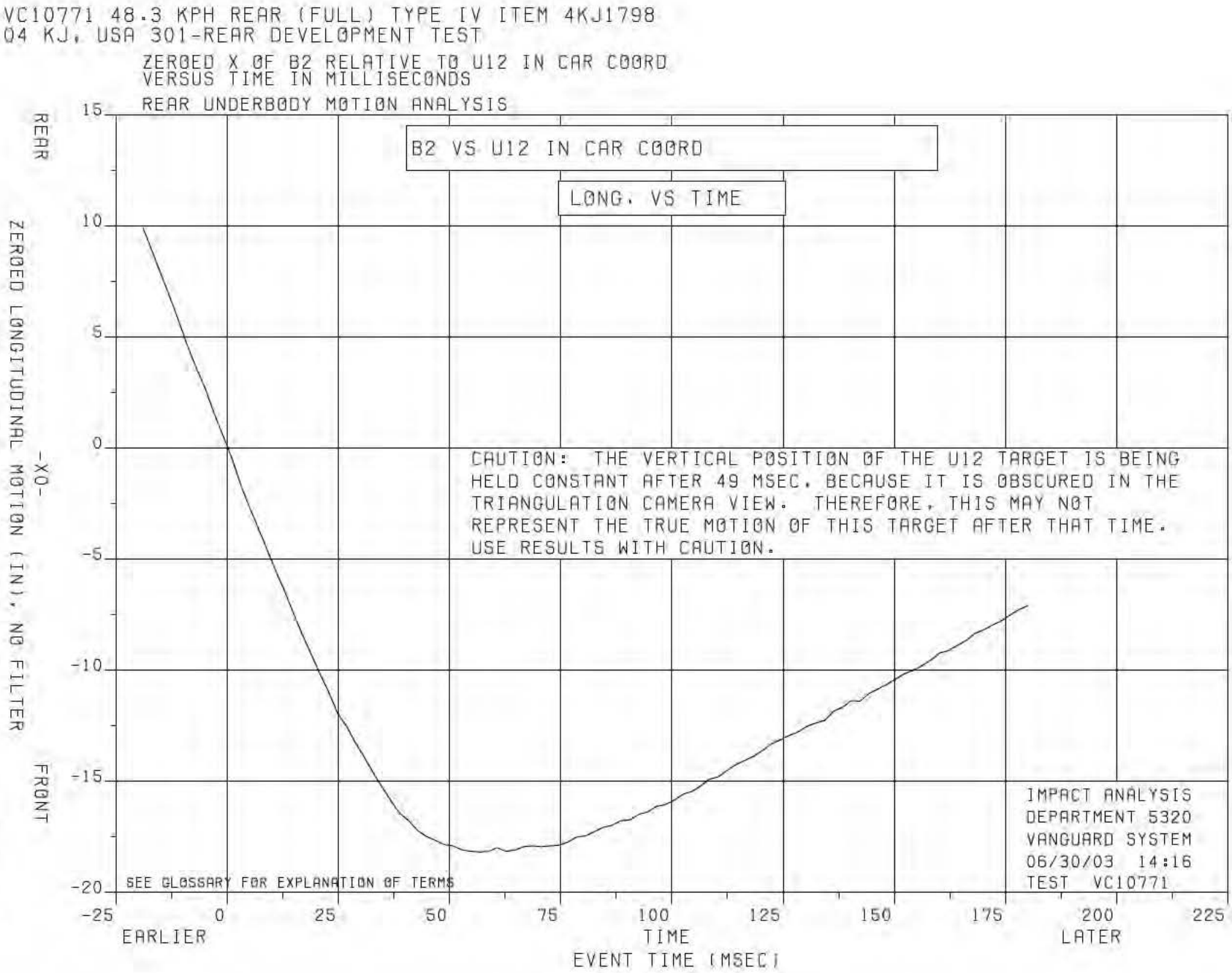

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF B2 RELATIVE TO U12 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
B2 VS U12 IN CAR COORD
LONG. VS TIME
CAUTION: THE VERTICAL POSITION OF THE U12 TARGET IS BEING HELD CONSTANT AFTER 49 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
06/30/03 14:16
TEST VC10771
SEE GLOSSARY FOR EXPLANATION OF TERMS
REAR
-XO-
FRONT
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
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 8

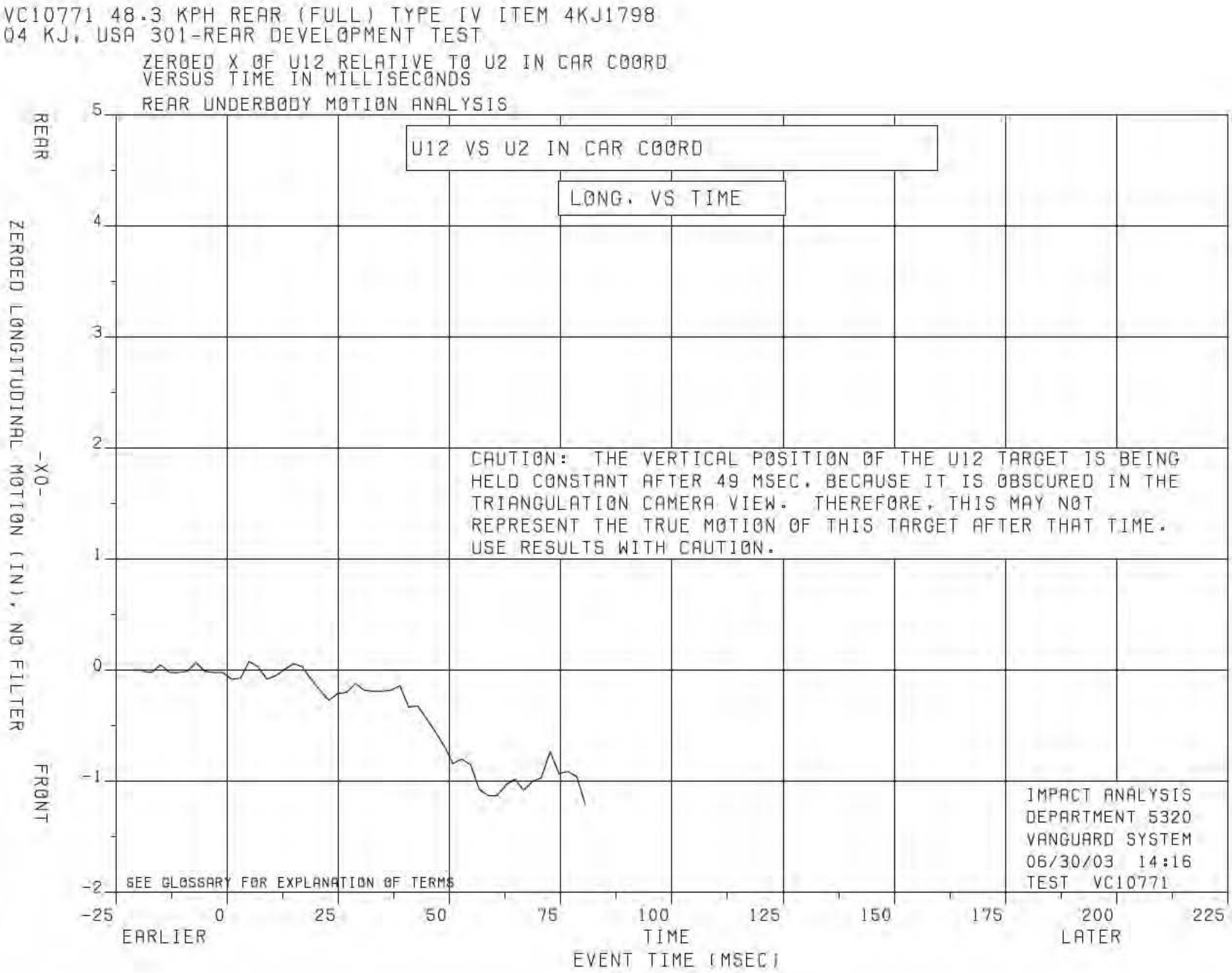

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U12 RELATIVE TO U2 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U12 VS U2 IN CAR COORD
LONG. VS TIME
CAUTION: THE VERTICAL POSITION OF THE U12 TARGET IS BEING HELD CONSTANT AFTER 49 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
06/30/03 14:16
TEST VC10771
SEE GLOSSARY FOR EXPLANATION OF TERMS
5
4
3
2
1
0
-1
-2
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
REAR
-XO-
FRONT
ZEROED LONGITUDINAL MOTION (IN), NO FILTER

FIGURE 9

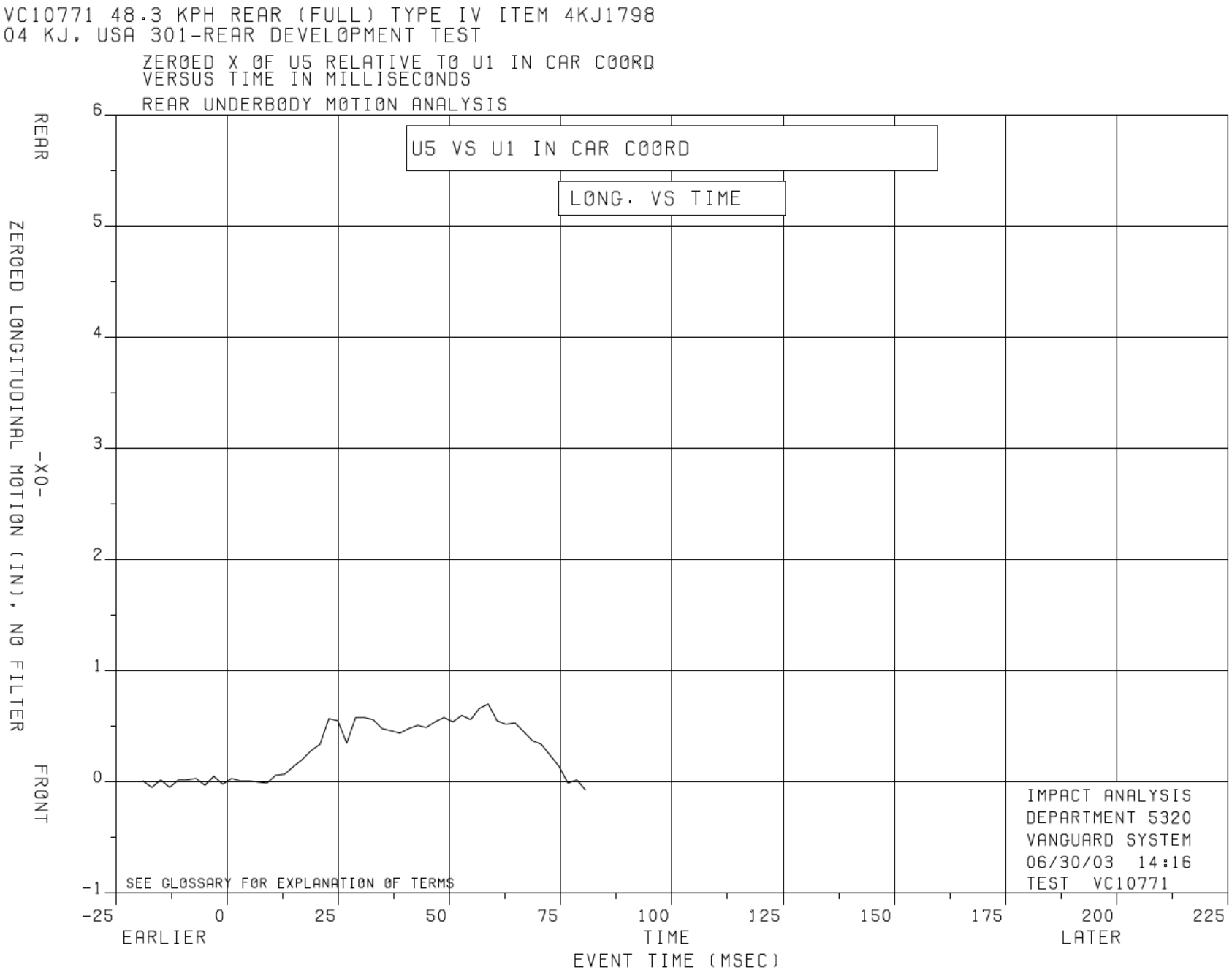


FIGURE 10

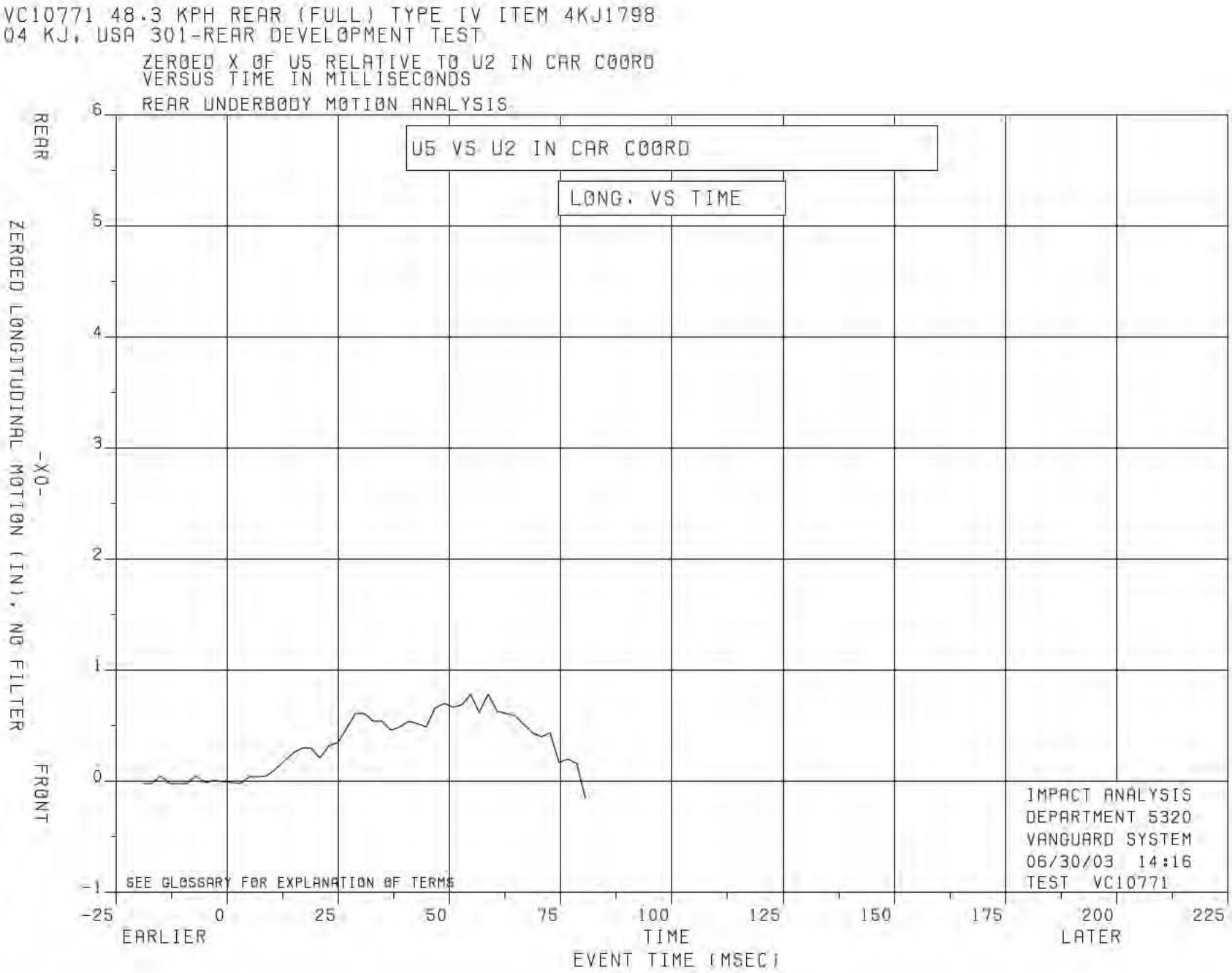

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U5 RELATIVE TO U2 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U5 VS U2 IN CAR COORD
LONG. VS TIME
REAR
FRONT
-XO-
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
6
5
4
3
2
1
0
-1
-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
06/30/03 14:16
TEST VC10771

FIGURE 11

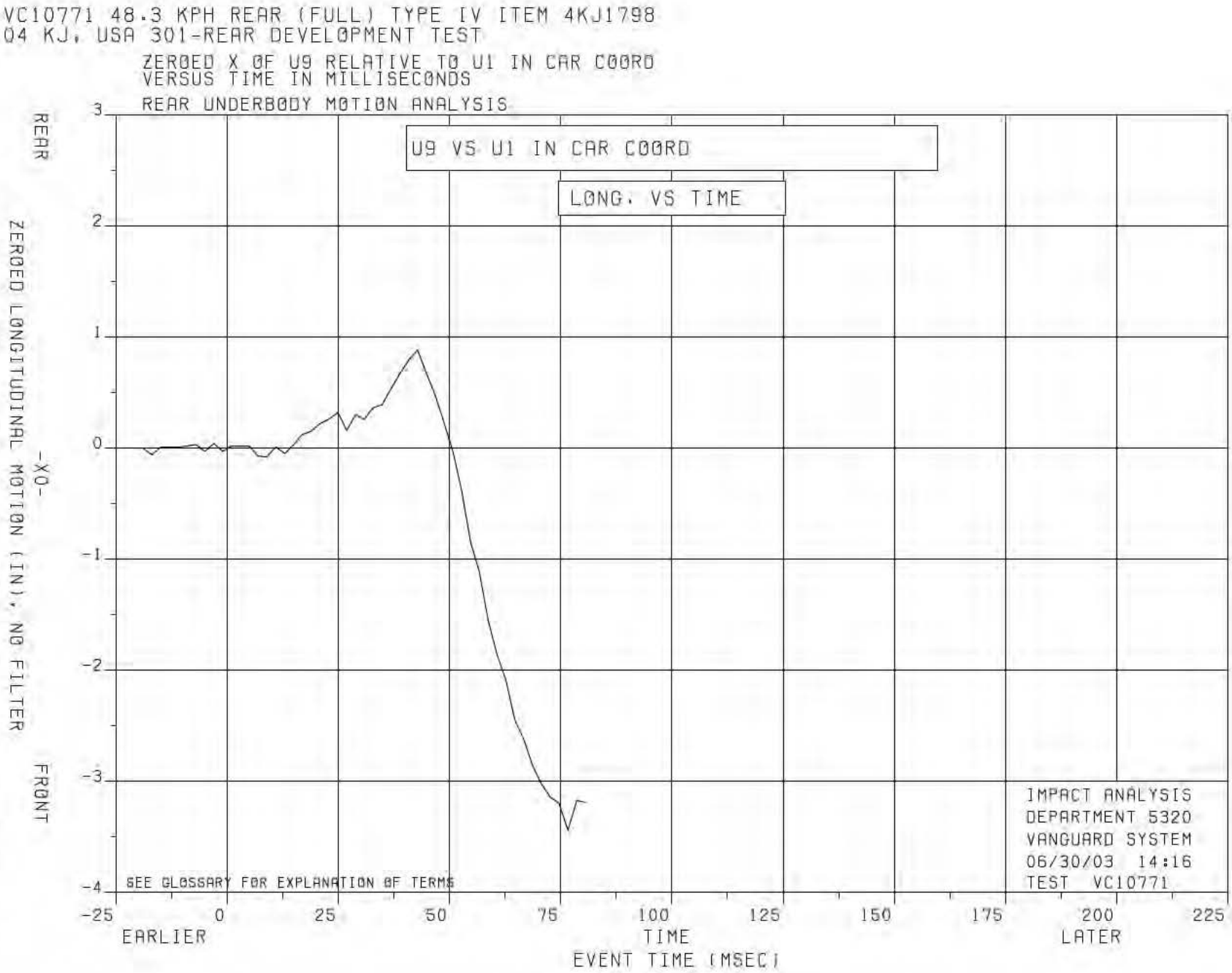

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U9 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U9 VS U1 IN CAR COORD
LONG. VS TIME
REAR
FRONT
-XO-
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
3
2
1
0
-1
-2
-3
-4
-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
06/30/03 14:16
TEST VC10771

FIGURE 12

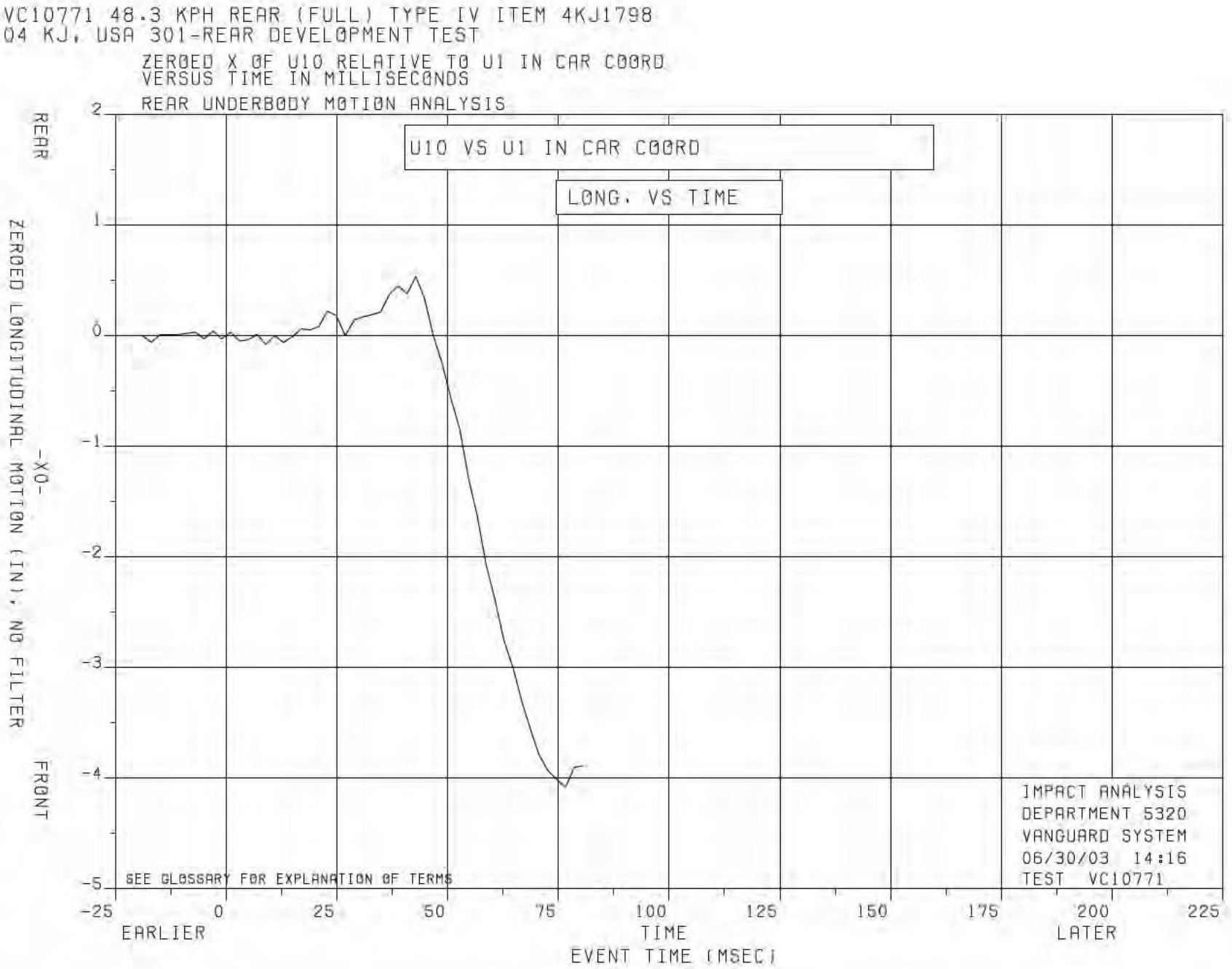

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
ZEROED X OF U10 RELATIVE TO U1 IN CAR COORD
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
U10 VS U1 IN CAR COORD
LONG. VS TIME
REAR
FRONT
-XO-
ZEROED LONGITUDINAL MOTION (IN), NO FILTER
2
1
0
-1
-2
-3
-4
-5
-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
06/30/03 14:16
TEST VC10771

FIGURE 13

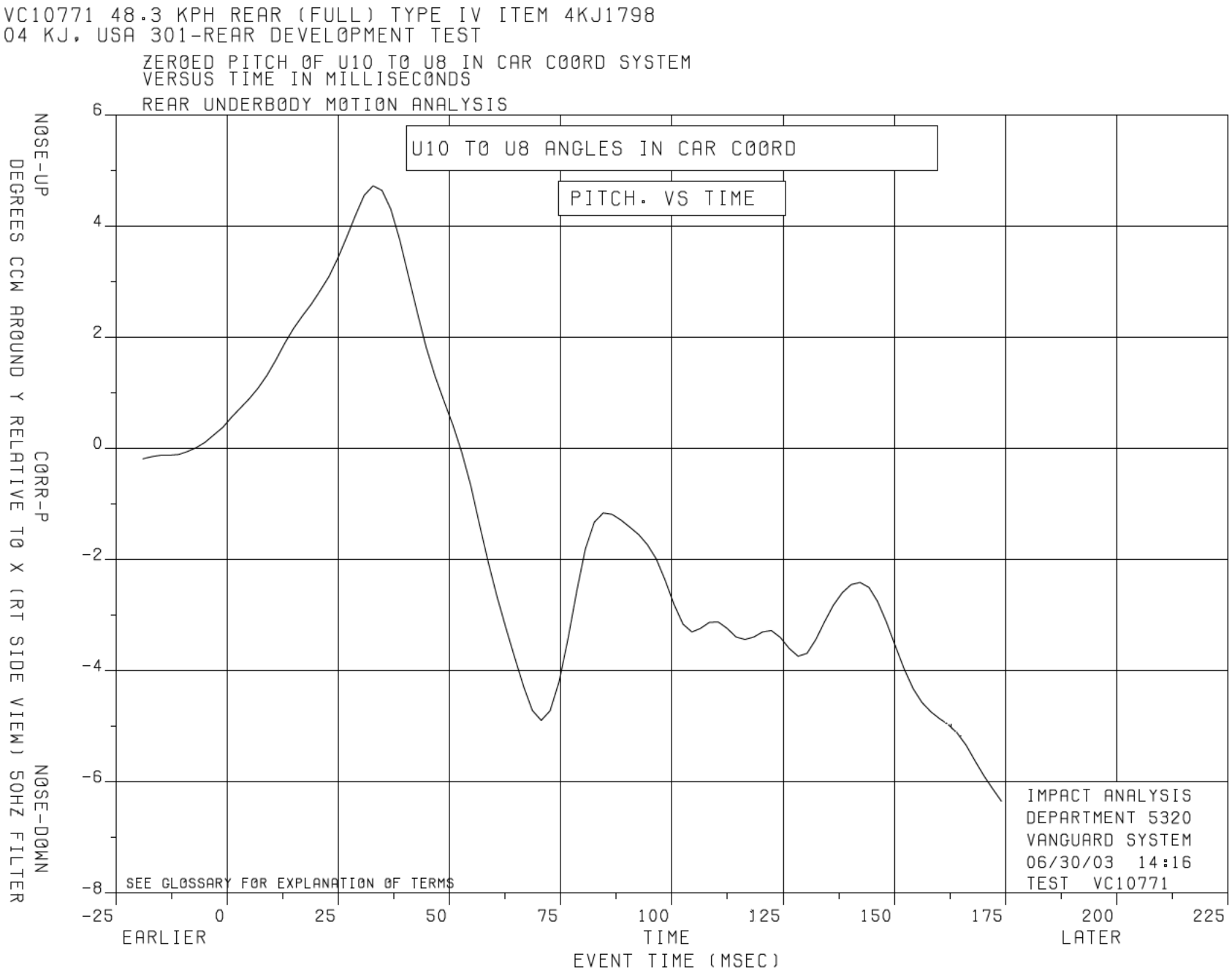


FIGURE 14

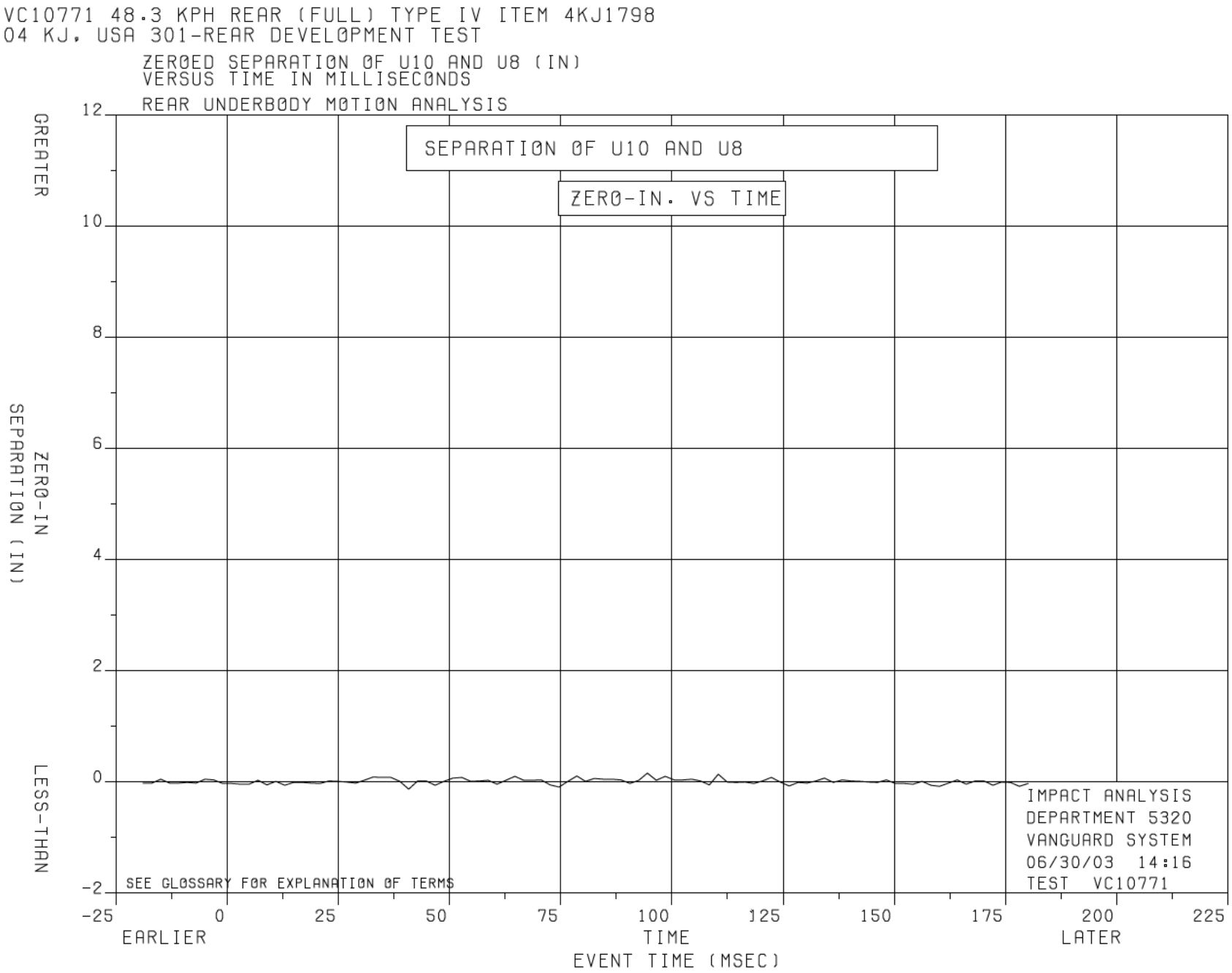


FIGURE 15

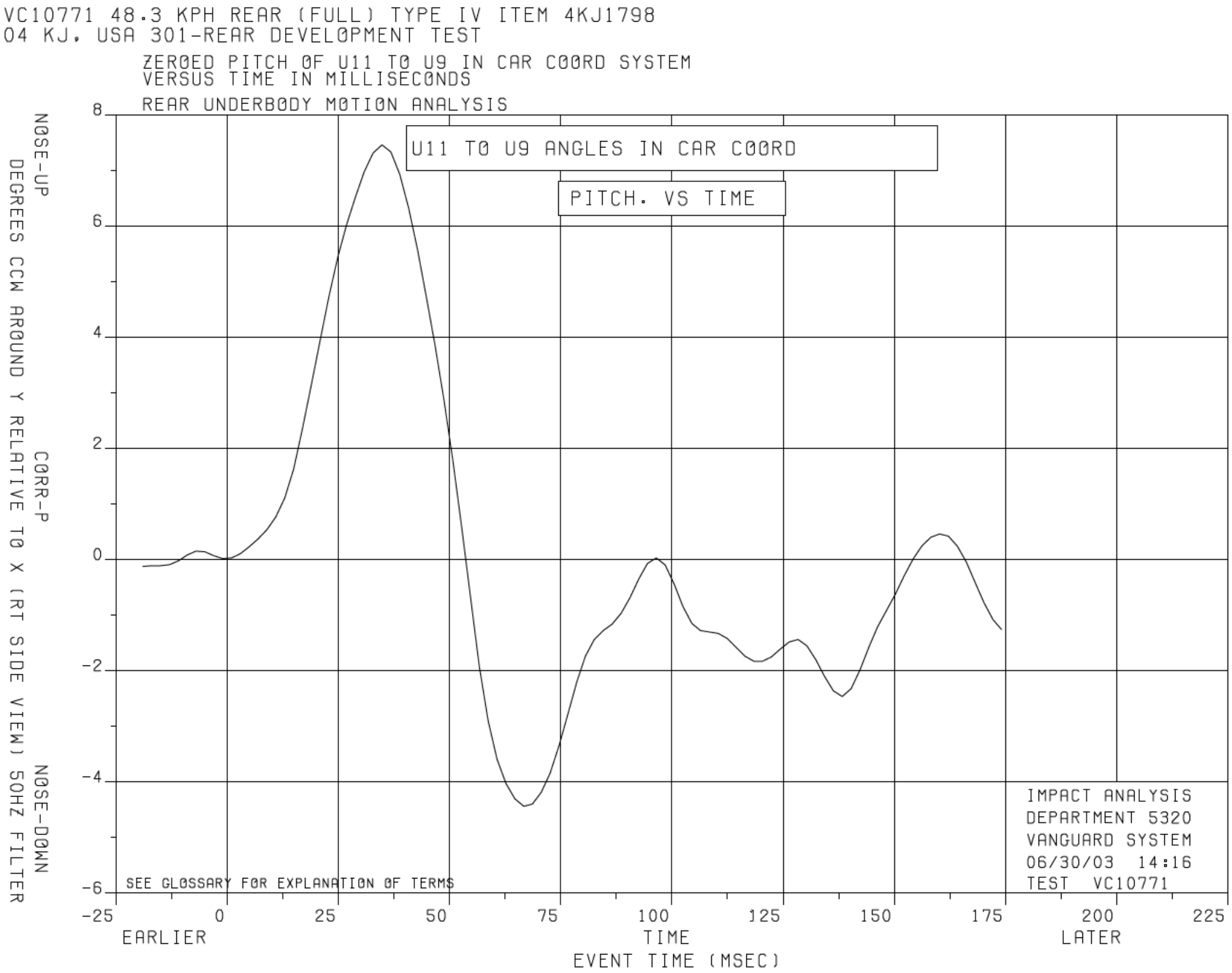


FIGURE 16

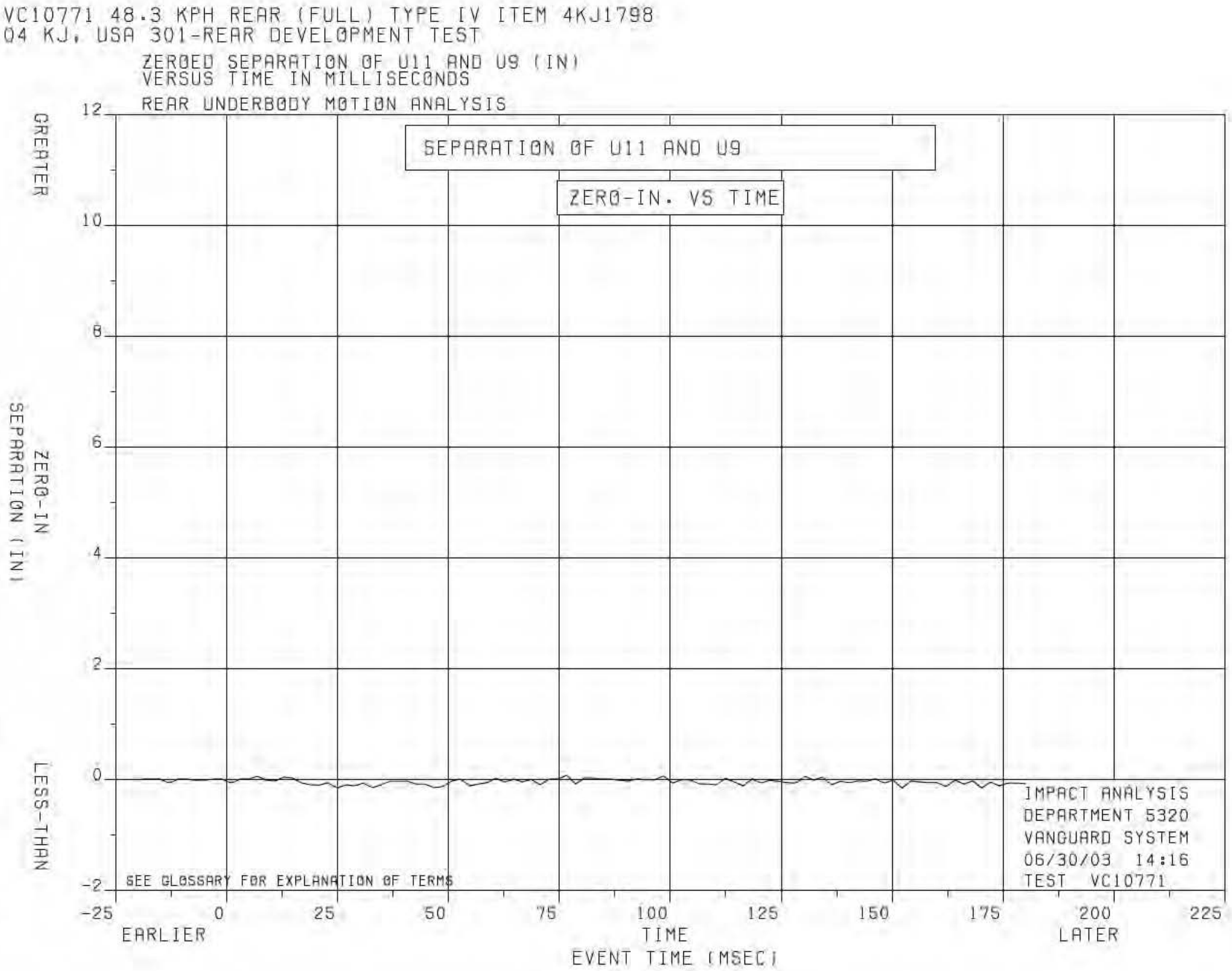


FIGURE 17

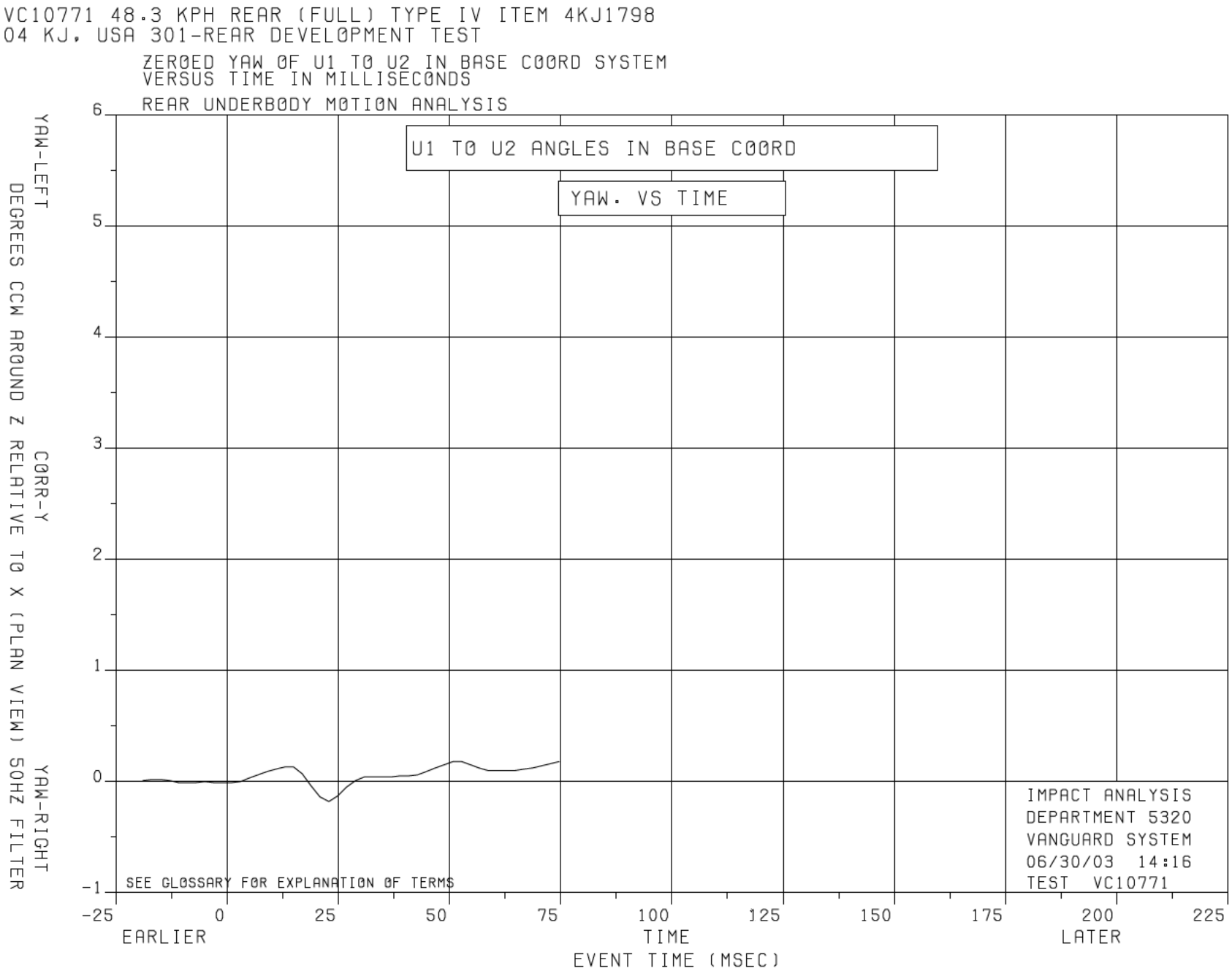


FIGURE 18

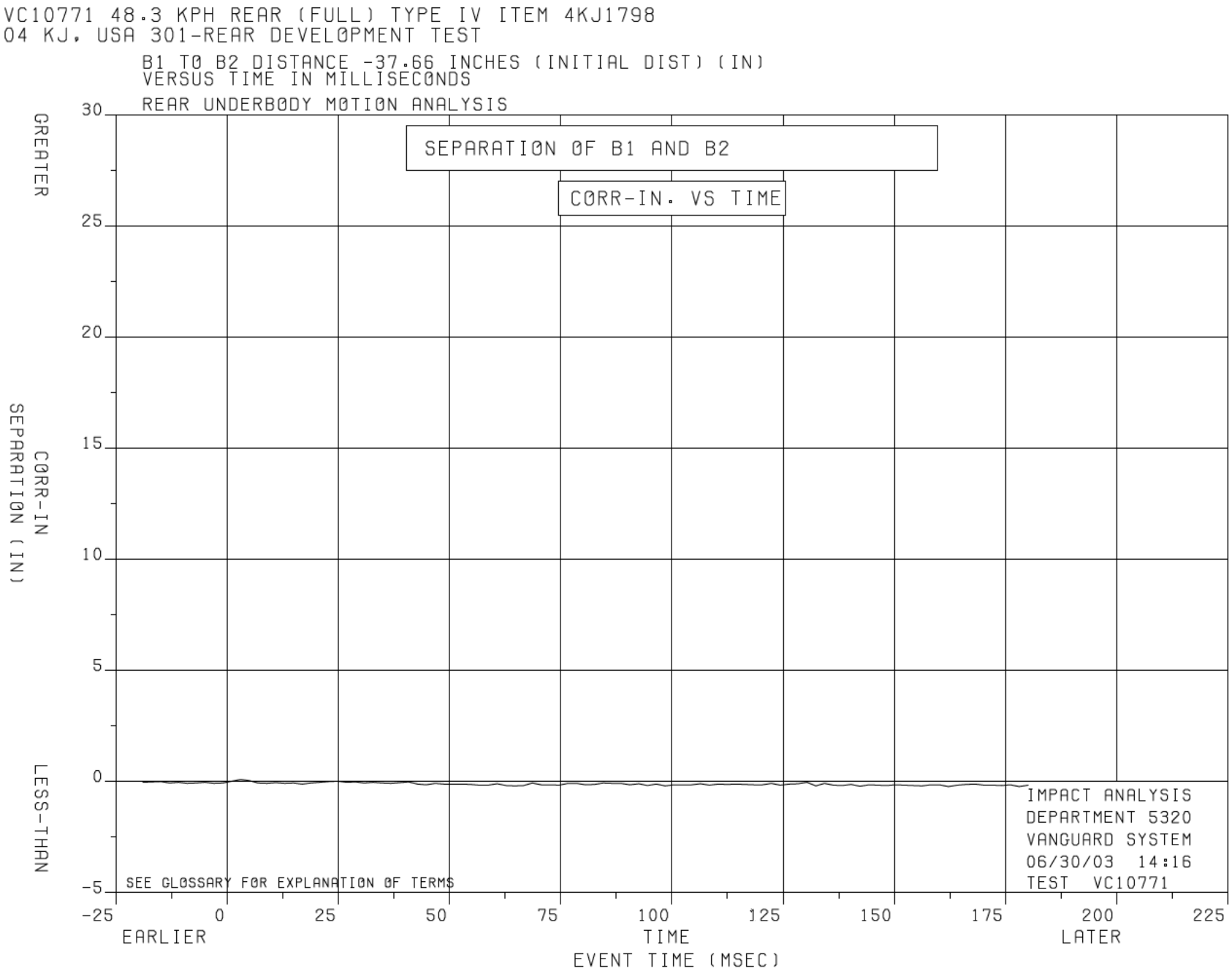


FIGURE 19

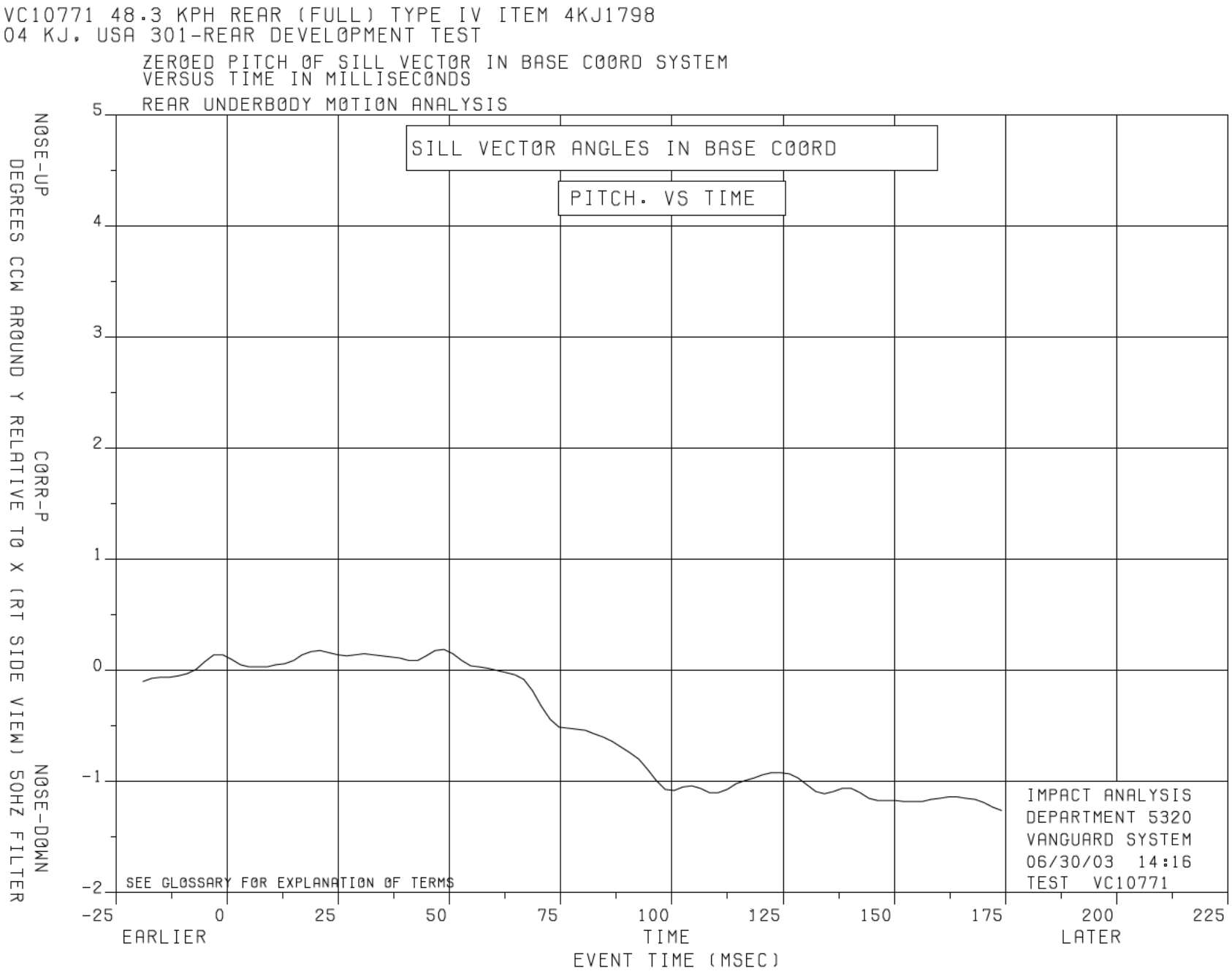


FIGURE 20

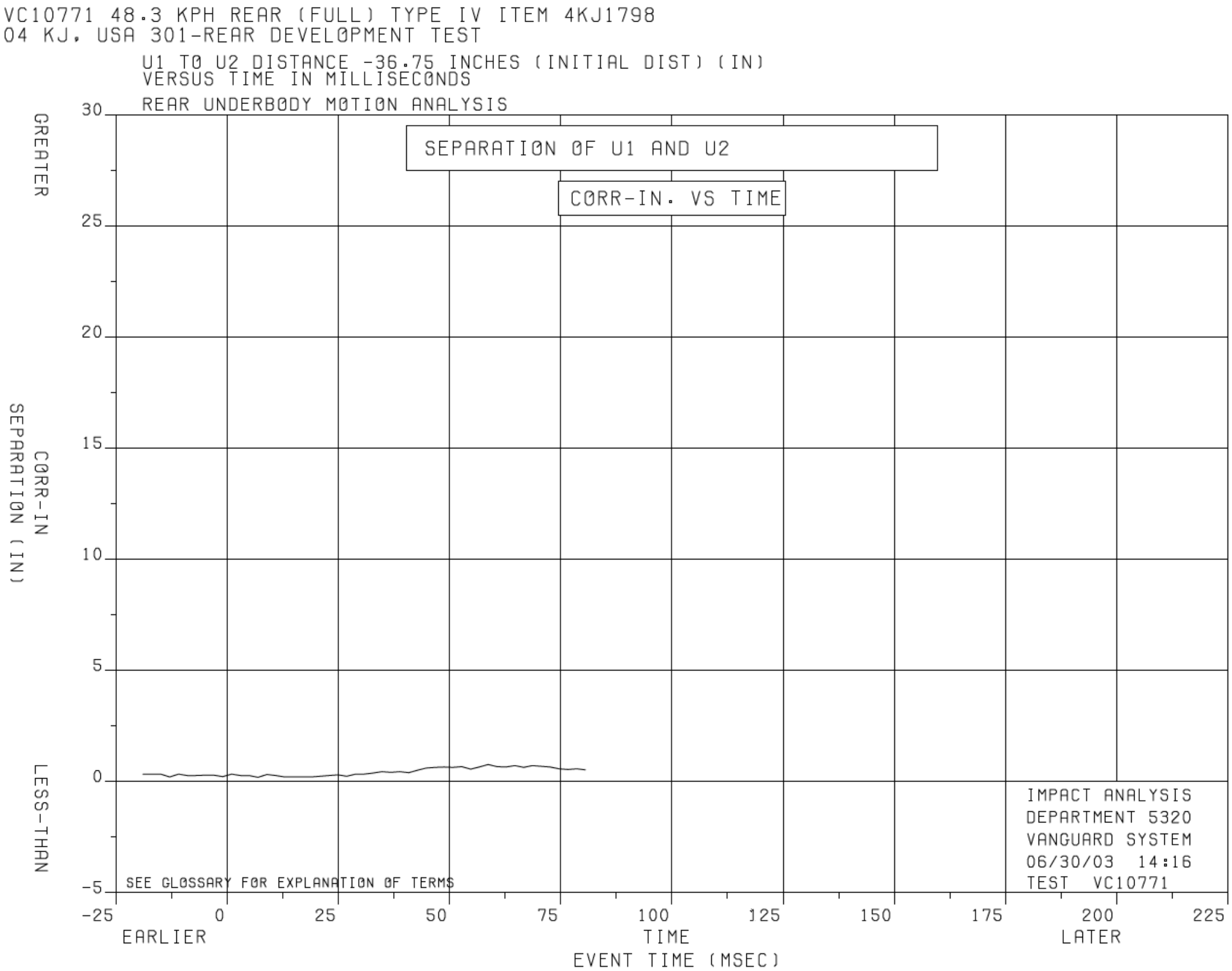

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
U1 TO U2 DISTANCE -36.75 INCHES (INITIAL DIST) (IN)
VERSUS TIME IN MILLISECONDS
REAR UNDERBODY MOTION ANALYSIS
SEPARATION OF U1 AND U2
CORR-IN. VS TIME
GREATER
CORR-IN
SEPARATION (IN)
LESS-THAN
30
25
20
15
10
5
0
-5
-25
0
25
50
75
100
125
150
175
200
225
EARLIER
TIME
LATER
EVENT TIME (MSEC)
SEE GLOSSARY FOR EXPLANATION OF TERMS
IMPACT ANALYSIS
DEPARTMENT 5320
VANGUARD SYSTEM
06/30/03 14:16
TEST VC10771

FIGURE 21

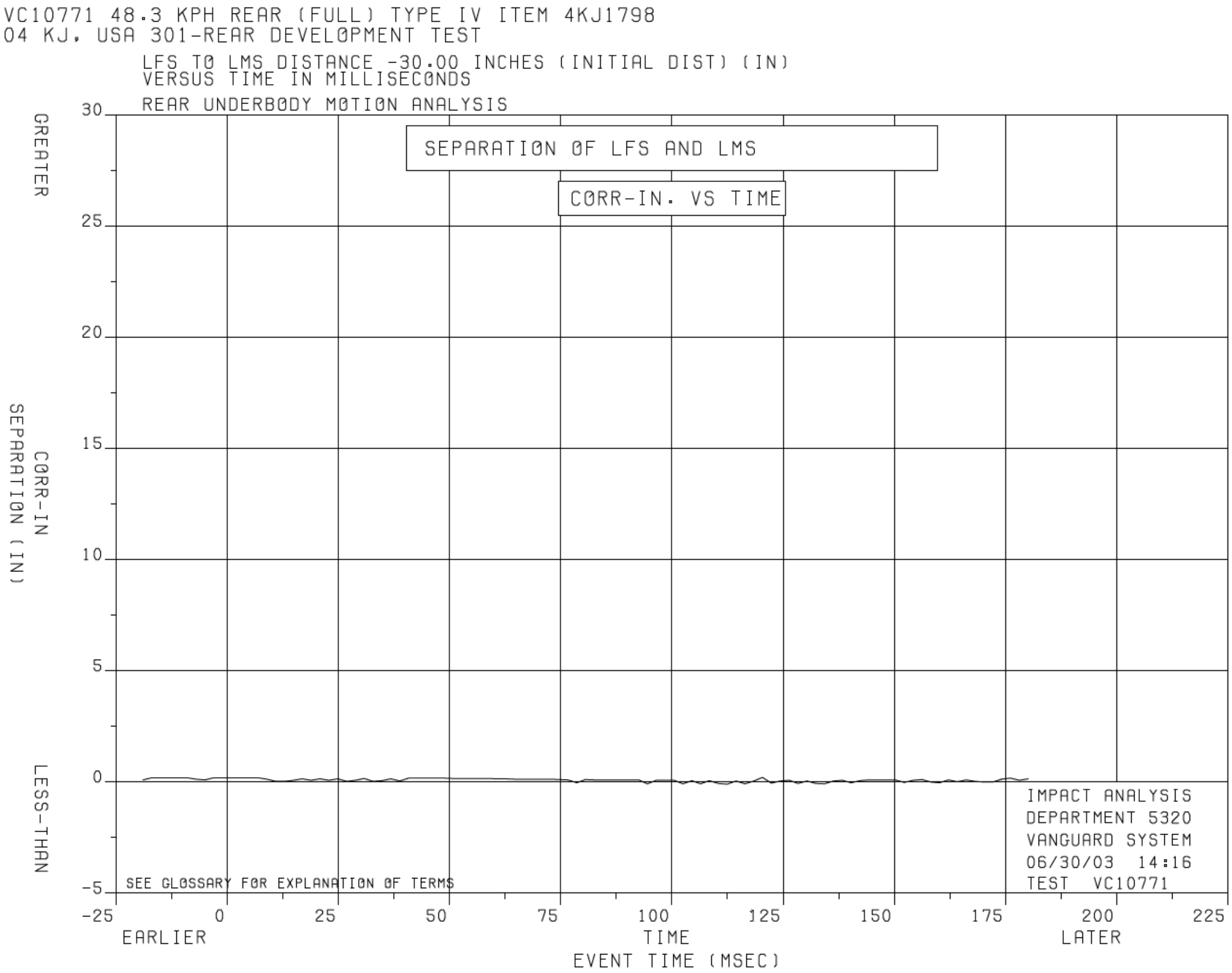


FIGURE 22

INTER COMPANY CORRESPONDENCE

DATE 06/30/03

TO
DISTRIBUTION

FROM	DEPARTMENT	PLANT/OFFICE	CIMS NUMBER
C. M. SLON	5320	CTC	481-00-27

SUBJECT:
REAR UNDERBODY MOTION ANALYSIS
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ. USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03

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: J BODY: 74 ENGINE: 3.7 LITER ENGINE NOTE: V6 TRANSMISSION: 4 SPEED AUTO TRANS. NOTE: VIN AS TESTED: 1J4GL48K43W[redacted] MOD. VIN AS BUILT: 1J4GL48K43W[redacted] MOD.
TEST SPEED	48.63 KPH BY TRAP AVERAGE
TEST WEIGHT (KG)	2247 TOTAL, 1222 FRONT, 1025 REAR
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-43 RESTRAINT- 3-PT UNIBELT ONLY 1R - 50TH MALE BALLAST HYBRID 2, 0 - CH AD-50 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
192.8 KG ADDITIONAL BALLAST WEIGHT ADDED
75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN

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.

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

TARGET	REASON
U3	NOT VISIBLE
U4	NOT VISIBLE
U6	NOT VISIBLE
UC1	DETACHES

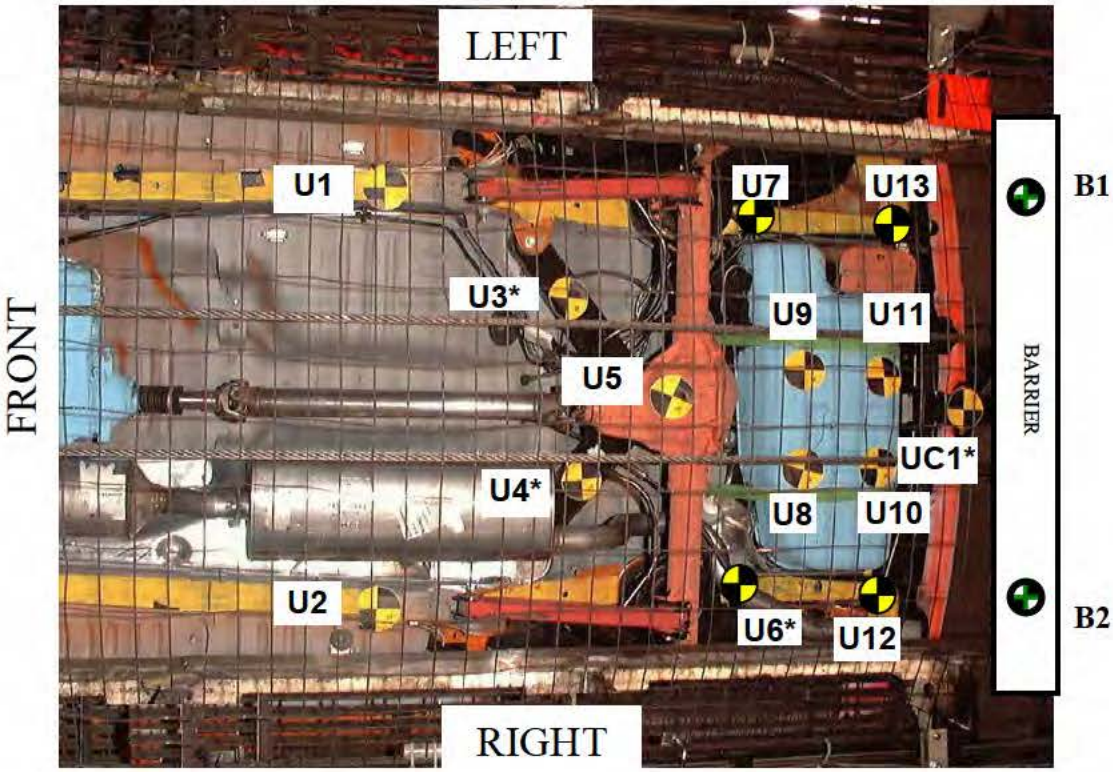
Q. C. ANALYST

C. M. SLON

GRAPHS - 22

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.FAR.UBR.LEGEND

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
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
B1	LEFT MOVING BARRIER BOTTOM TARGET
B2	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
VC10771.LET.LETTER Public

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
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; J	
	BODY; 74	
	ENGINE; 3.7 LITER	
	ENGINE NOTE; V6	
	TRANSMISSION; 4 SPEED AUTO	
	TRANS. NOTE;	
	VIN AS TESTED; 1J4GL48K43W[redacted]	MOD.
	VIN AS BUILT; 1J4GL48K43W[redacted]	MOD.
TEST SPEED	48.63 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2247 TOTAL, 1222 FRONT, 1025 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-43
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-50
	RESTRAINT- 3-PT UNIBELT ONLY	

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
TEST SITE CPG
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 192.8 KG ADDITIONAL BALLAST WEIGHT ADDED 75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN
REPORT CODES	A = TRANSDUCER DATA B = ALL FILM DATA
DISTRIBUTION	M. STEBELTON 422-05-01 (AB) E. WILLIS 514-17-39 (AB) DATE 06/06/03 TIME 09:20:46.

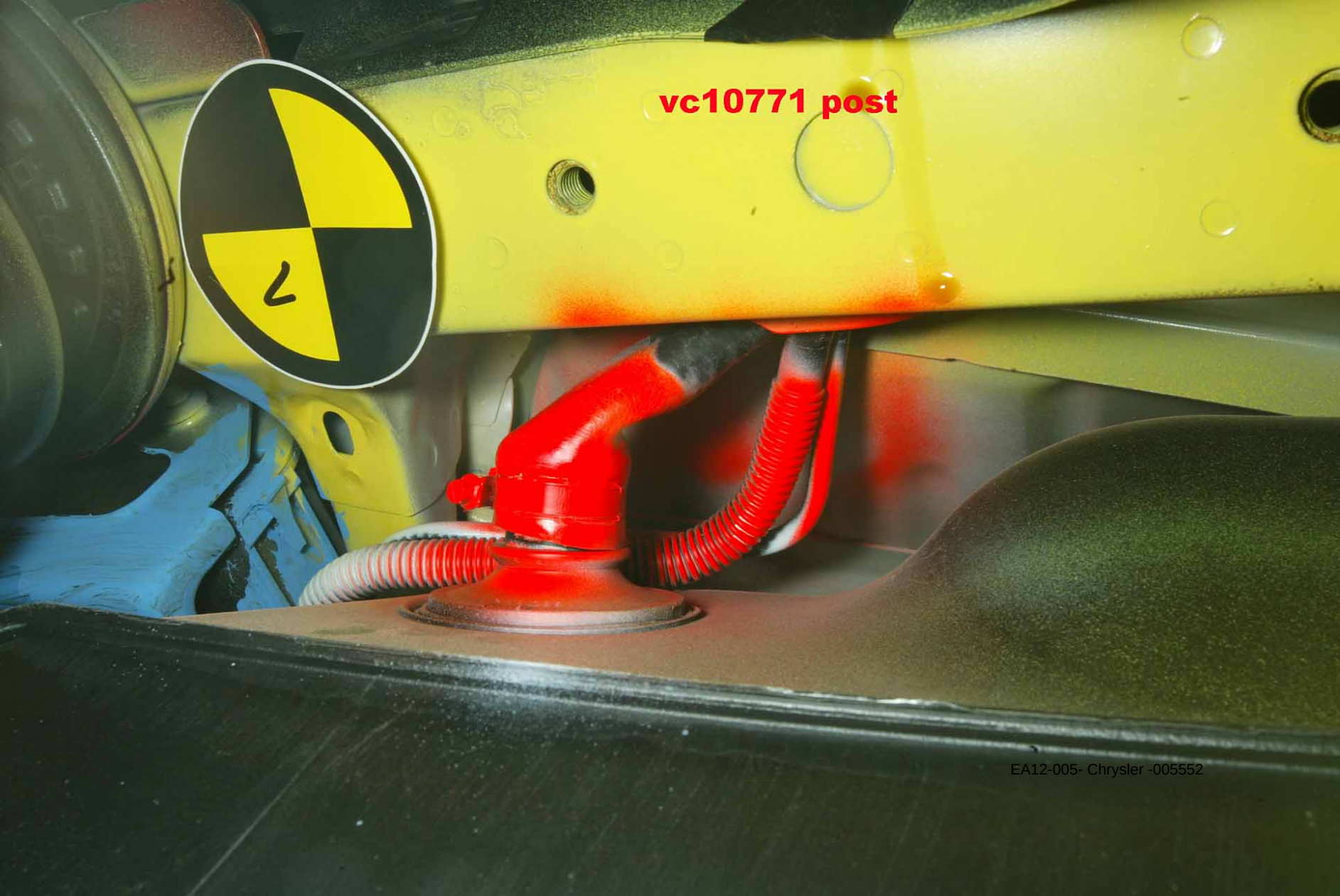
EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.Photos-PostTest


vc10771 post
10771
10771
18.5 gal of S.S.
DO NOT REMOVE
EA12-005- Chrysler -005548


vc10771 post
DO NOT REMOVE
EA12-005- Chrysler -005549


vc10771 post
10771
10771
EA12-005- Chrysler -005550


vc10771 post
EA12-005-C rmer -005551

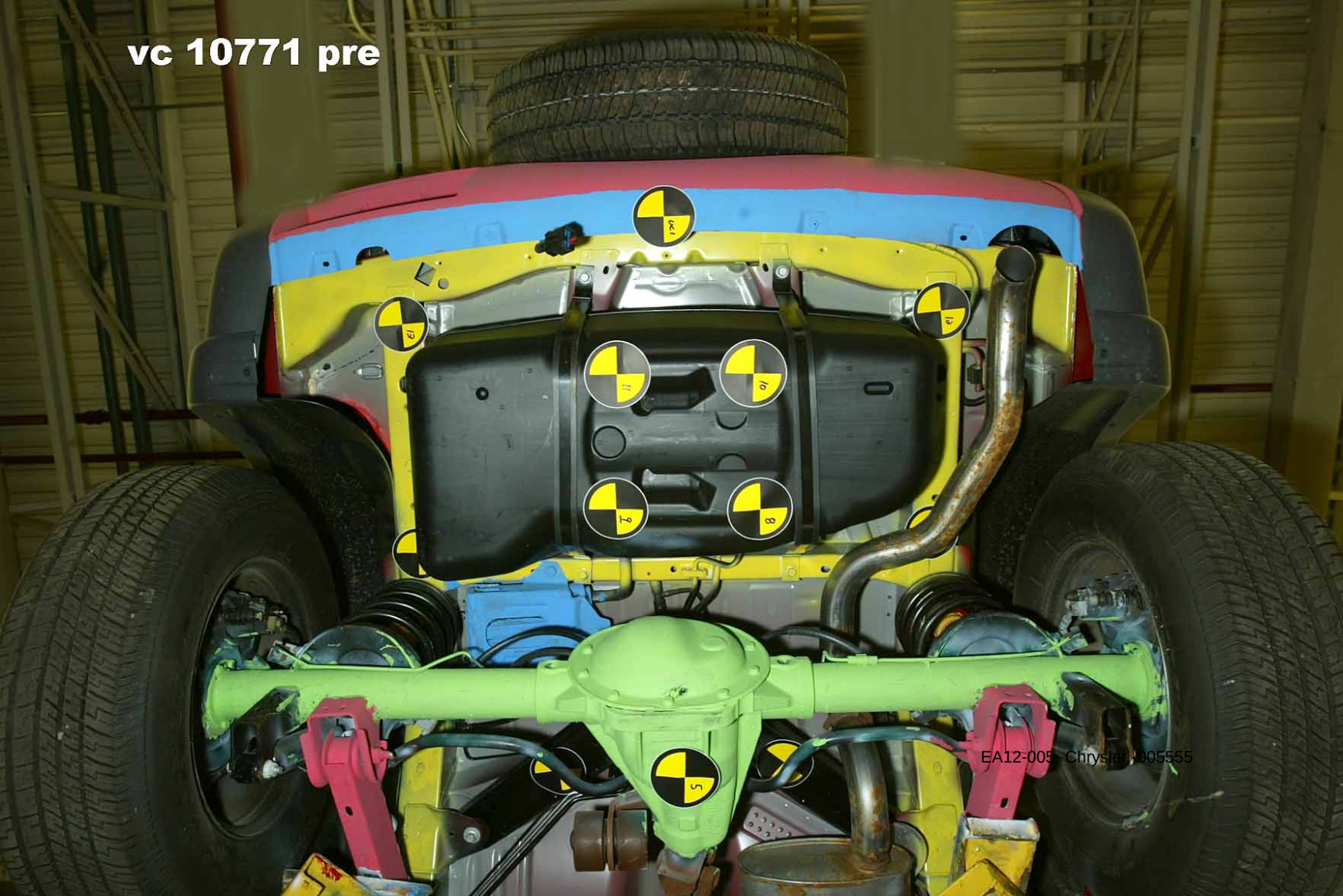

vc10771 post
EA12-005- Chrysler -005552


EA12-005- Chrysler -005553
vc10771 post

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.Photos-PreTest

EA12-005- Chrysler -005554

vc 10771 pre


vc 10771 pre
EA12-005 Chrysler 1005555


vc 10771 pre


EA12-005- Chrysler -005557
vc 10771 pre


vc10771 pre
DO NOT REMOVE
18.5 gal of SS.
10771
KJ1798
EA12-005- Chrysler -005558


vc10771 pre
DO NOT REMOVE
10771
EA12-005- Chrysler -005559


vc10771 pre
DO NOT REMOVE
KJ1798
DO NOT REMOVE
EA12-005- Chrysler -005560

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.REQ.TEST_REQUEST Public

Test Request for VC10771/ JPE Item No.: 4KJ1798

Doc. Rev. #: 5

Key People:	
*Test Requester: **Eric G Willis/JTE/DCC/DCX** **Platform:** JPE **Phone:** 733-5470 Others to be copied on correspondence related to this test: Suzanne M Marsh/JTE/DCC/DCX	**TEST STATUS:** TEST COMPLETE Test Completed on 06/06/2003 **TEST SITE:** CPG **SLOT #:** 1st Test of the Day **SCHEDULED DATE:** 06/06/2003 12:00:00 AM **LAST MODIFIED / BY:** 06/06/2003 11:04:13 AM by: Tim W Lackey **REQUESTOR'S NOTE PAD:**

INVOICE INFORMATION (Service Center Purpose)	
LOCATION:	1275
DEPARTMENT:	1060
COMMIT NUMBER:	AVPT
DO NUMBER:	2004 KJ - 4DR MINOR

CPG Personnel Assigned to This Test:			
Test Engineer(s)		**Data Acquisition Engineer(s)**	
Test Engineer Assigned:	Heather A Havens - 836-5169	Data Acquisition Test Engineer:	Tim W Lackey - 836-5098
Test Engineer Check Completed By:		Data Acquisition Check Completed By:	Norman D Post - 836-5369
Test Engineer Test Day:	Heather A Havens - 836-5169	Data Acquisition Write-Up Engineer:	Norman D Post - 836-5369
Film Analysis Liaison:	Andre S Dsouza - 722-1916	INSTRUMENTATION SECTION REVIEW COMPLETED BY:	Larry L Neblett on 05/12/2003 07:55 PM

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:** 05/09/2003 Estimated Schedule Date:06/06/2003 Estimated Vehicle Buildup (Days): 6.19 **Specific Test Date Required?:** ***When this test is complete, please send**	**Regulatory Purpose(s):** (used to determine numeric processing) PRIMARY, 2004 USA 301-REAR DEVELOPMENT

test property to: PROC	
***Stage of Development:** ○ Compliance ● Development	**Priority (optional):** ○ 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-43
1R - (Standard) H2-50TH MALE BALLAST DUMMY, 0 - CH, RESTRAINT- 3-PT UNIBELT ONLY, AD-50

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
>>LEFT OVERALL
>>RIGHT OVERALL
>>PIT FUEL FILLER TUBE
>>PIT FUEL TANK: view to show entire tank plus axle and rear cross-member
>>PIT REAR BUMPER BARRIER INTERACTION: view to show rear of tank, rear cross-member and rear facia

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
TOP REAR BOTTOM REAR FUEL FILL TUBE FILLER KEYWAY		

ADDITIONAL STILL PHOTOS:
Pre-Test Still Photo:
Post-Test Still Photo:

FILM ANALYSIS REPORT UPDATE:
(This Section Indicates the Status of Film Analysis Completion)

FA NAME	PUBLISHED	REISSUED	CANCELLED	COMMENTS

Vehicle Information:

Program: 04 KJ

Core Item No.: 4KJ1798

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: 4
Vehicle Build Level: S0

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

VIN(as built): 1J4GL48K43W[redacted]
VIN(as tested): 1J4GL48K43W[redacted]

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.d

2. Fill out form as required, either manually by printing the form, or using direct entry to the file.

Submitting Your Checklist:

Submitting Your Checklist:

- If you are using direct entry to the file

Attach New or Replacement Checklist----> Impact Vehicle Check ListKJ1798.(

- 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: 3.7 **Liters**
ENGINE NOTE: V6

TRANSMISSION: 4 SPEED AUTO
TRANS. NOTE:
DRIVE:
4 X 4

GVW (opt): kg

Vehicle Logistics:

Note: Vehicle must be fully inspected prior to shipment to test site.

☐ **Yes**

	Start Date:	**End Date:**
EMD Work Oder:		
Wet Fuels Work Order:		
Shipped to Test Site:		
Rec'd at Test Site:	05/14/2003	
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.* instKJ1798.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: 19** **Estimated Vehicle Buildup Time (days): 6.19** **TOTAL ON-BOARD CHANNELS FOR THIS TEST: 19**	**Total Data Acq. Boxes Required: 1** Channels in Last Data Acq. Box : 19 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: 2247 **kg** (4,954 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)

This vehicle is a Sport model that will be ballasted to represent a 3.7L L berty Renegade + two 50th male occupants + luggage (4324lbs + 330 bs + 300lbs = 4954lbs)

Weight Balance and Luggage:
Please note: This section is OPTIONAL. Values entered here are approximate.

Total Front 1,173 **kg** (2,586 lbs)

lb->kg

Total Rear 1,074 **kg** (2,368 lbs)

Luggage: 136.1 **kg**

lb->kg

ACTUAL TEST WEIGHT: 2247 KG
WEIGHT BALANCE:
- **TOTAL FRONT: 1222 KG**
- **TOTAL REAR: 1025 KG**

ADDITIONAL BALLAST INSTALLED: 192.8 KG
DETAIL OF ADDITIONAL BALLAST INSTALLED: 75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN

ACTUAL TEST SPEED: 48.63 KPH
SPEED DETERMINED BY: TRAP AVERAGE

Mechanical Requirements:

Specific Work to Be Done at Test Site:

CAUTION: ensure rolling locks are disabled before test
CAUTION: ensure vehicle has system power for swing gate analysis
CAUTION: ensure 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 numbers in the test weight section
CAUTION: ensure all 5 tire pressures have been set to the recommended 33 psi
DO NOT DISTURB: swing gate, flipper glass, and spare tire
DO NOT DISTURB: access panel in floor of rear cargo area
TEST VEHICLE WITH 18.5 GALLONS STODDARD IN FUEL SYSTEM
FUEL FILL TO SPEC IS MANDATORY
PRE-TEST PRESSURE CHECK REQUIRED
FUEL PUMP RUNNING DURING TEST
STATIC ROLL ASSESSMENT REQUIRED (SLWI3532)
Pre-Test Measurement: Install and dimension 2D tube
Pre-Test Measurement: vehicle attitude as received and post instrumentation build-up. Ensure that the difference is uniform across 4 corners
Paint: floor pan around the gas tank and fuel filler tube in a bright colour to contrast with the filler tube and tank during video
Paint: rear underbody for film analysis

Work Orders for This Test:

PRE TEST:	POST TEST:

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

KJ1798instr.ppt

Document Information

Date Created: 05/01/2003 01:59 PM	**Last Edited:** 06/06/2003 11:04:13 AM
Created By: Eric G Willis/JTE/DCC/DCX	**Edited By:** Tim W Lackey/SCI/DCC/DCX

Edit History:

Edit History:

Last Edit:

06/06/2003 09:12:23 AM Heather A Havens FINAL TEST LETTER SUBMITTED
5/20/2003 11:24:57 AM Christine M Durst EditApprovalStatus [] --> [**** TEST REQUEST INITIALLY APPROVED ****] MODIFIED /Rev#:1
5/20/2003 11:24:57 AM Christine M Durst SchedTest [] --> [06/03/2003 12:00:00 AM] MODIFIED /Rev#:1
5/20/2003 11:24:57 AM Christine M Durst Slot [] --> [tbd] MODIFIED /Rev#:1
5/20/2003 11:24:57 AM Christine M Durst VehicleChan [0] --> [19] MODIFIED /Rev#:1

5/21/2003 10:20:33 AM Christine M Durst SchedTest[6/3/2003] --> [6/4/2003] MODIFIED / Rev# 2

5/28/03 11:18:31 AM Glenn A Buss SchedTest[6/4/03] --> [6/5/03] MODIFIED / Rev# 3

6/3/03 9:22:27 AM Glenn A Buss SchedTest[6/5/03] --> [6/6/03] MODIFIED / Rev# 4

6/5/03 8:04:20 AM Glenn A Buss Slot[tbd] --> [1st] MODIFIED / Rev# 5

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

EA12-005
CHRYSLER
12-13-2012
Enclosure 6B
301 Developmental Crash Tests Public
KJ Development Crash Test
VC10771.TVA.TVALUE
Public

DATE 06/06/03 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13:51:14. EDP TEST LETTER DEPT 5320

VC10771 ITEM 4KJ1798
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
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;	J
	BODY;	74
	ENGINE;	3.7 LITER
	ENGINE NOTE;	V6
	TRANSMISSION;	4 SPEED AUTO
	TRANS. NOTE;	
	VIN AS TESTED;	1J4GL48K43W[redacted] MOD.
	VIN AS BUILT;	1J4GL48K43W[redacted] MOD.
TEST SPEED	48.63 KPH BY TRAP AVERAGE	
TEST WEIGHT (KG)	2247 TOTAL, 1222 FRONT, 1025 REAR	
OCCUPANTS	1L - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-43
	RESTRAINT- 3-PT UNIBELT ONLY	
	1R - 50TH MALE BALLAST HYBRID 2, 0 - CH	AD-50
	RESTRAINT- 3-PT UNIBELT ONLY	

DATE 06/06/03 ELECTRONIC DATA PROCESSING VEHICLE CRASH ENGINEERING
TIME 13:51:14. EDP TEST LETTER DEPT 5320

VC10771 ITEM 4KJ1798
VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST
TEST DATE 06/06/03
TEST SITE CPG
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 192.8 KG ADDITIONAL BALLAST WEIGHT ADDED 75 LBS LEFT FRONT TOE BOARD, 50 LBS RIGHT FRONT TOE BOARD, 150 LEFT REAR FLOOR PAN, 150 LBS RIGHT REAR FLOOR PAN
EDP TECHNICIAN	S. MARCHENIA

No. of Pages 34
CC

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

DATE 06/06/03 TEST VALUES SAFETY TEST
TIME 13:51:37. EDP CHANNEL SUMMARY DEPT 5320

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST

TEST DATE 06/06/03 SPEED 48.6 TEST WT 2247

LIBRARY VC10771
Errata # 1 Data Set 06/06/03BA CHL001-016 30.2 REAR VC10771E
Errata # 1 Data Set 06/06/03BB CHL017-032 30.2 REAR VC10771E

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	P19823	-34.9	-33.9	-31.4	-24.1	-25.5	KPH
2	LEFT FRONT SILL	Y	P15122	-41.3	-36.6	-16.3	5.4	-0.2	KPH
3	LEFT FRONT SILL	Z	P19784	-48.1	-37.4	12.9	-6.5	0.4	KPH
4	RIGHT FRONT SILL	X	P17867	-38.0	-36.3	-35.5	-27.3	-25.5	KPH
5	RIGHT FRONT SILL	Y	P22648	-43.4	-37.7	-16.1	9.0	-0.5	KPH
6	RIGHT FRONT SILL	Z	P16939	59.4	49.4	-16.2	-7.7	1.8	KPH
7	LEFT RAIL MID TANK	X	P19821	-104.9	-58.0	-50.4	-34.7	-25.5	KPH
8	LEFT RAIL MID TANK	Y	P12493	-266.0	-189.4	-37.5	-15.4	-3.4	KPH
9	LEFT RAIL MID TANK	Z	P13594	-229.1	-153.7	-63.0	29.8	-3.2	KPH
10	RIGHT RAIL MID TANK	X	ETBB432	-80.5	-57.3	-54.8	-39.3	-26.1	KPH
11	RIGHT RAIL MID TANK	Y	ETBB659	367.5	149.1	45.9	-22.9	-1.5	KPH
12	RIGHT RAIL MID TANK	Z	ETBB422	-342.2	-114.7	47.9	34.0	0.5	KPH
13	FUEL TANK BOTTOM ACC	X	P17818	-155.1	-141.3	-130.3	-116.7	-26.6	KPH
14	FUEL TANK BOTTOM ACC	Y	P13897	66.7	54.7	30.5	14.7	0.3	KPH
15	FUEL TANK BOTTOM ACC	Z	P19128	-228.5	-212.3	117.5	81.3	0.5	KPH
16	RR DIFFERENTIAL EVENT		EE	0.3	VOLT				*
17	FUEL TANK TOP ACCEL	X	P14996	-186.3	-165.6	-92.7	-73.3	-28.0	KPH
18	FUEL TANK TOP ACCEL	Y	P14298	59.5	-47.3	23.4	17.8	-1.5	KPH
19	FUEL TANK TOP ACCEL	Z	P15569	336.7	258.5	120.1	102.0	-7.2	KPH
33	M-FLAT LT RAIL MID	X	ETBB534		55.2		20.8	29.5	KPH
34	M-FLAT RT RAIL MID	X	ETBB388		67.8		20.4	29.3	KPH*

Multi-Channel Plot data

CHLS & 1 4 CL PH60 AVERAGE OF FRT SILL -224.5G AT .6 MS

* - See Notes & Comments page

DATE 06/06/03 TEST VALUES SAFETY TEST
TIME 13:51:37. NOTES & COMMENTS DEPT 5320

VC10771 48.3 KPH REAR (FULL) TYPE IV ITEM 4KJ1798
04 KJ, USA 301-REAR DEVELOPMENT TEST

LIBRARY VC10771
Errata # 1 Data Set 06/06/03BA CHL001-016 30.2 REAR VC10771E
Errata # 1 Data Set 06/06/03BB CHL017-032 30.2 REAR VC10771E

CHL 16 *N* ********** EVENT AT 59.0 MS **********

CHL 34 *C* *** CHL 34 M-FLAT RT RAIL MID X ETBB388, IS SATURATED AT ***
********** 57.5 58.0 58.3 58.8 59.3 **********