

EA12-005

CHRYSLER

2-18-2013

Enclosure 6

301 Compliance Crash Test

1987 - 1995 Wrangler (YJ)

Compliance

AM1963

Image Source Inc.

801 Front Street

10000 Ohio Ave. S.W.

4 21677-1111



DECLARATION OF INTENT AND PURPOSE

I [redacted], employed by The [redacted]
[redacted] do hereby declare that the records microfilmed

herein are actual records of the

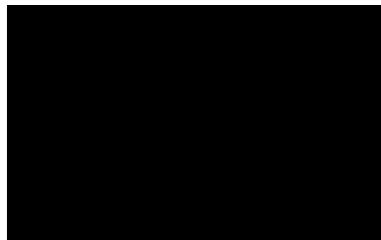
Chrysler Corp. A.M.C.
created during its normal course of business and that:

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

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

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

Date 12 13 1991
Month Day
Place Toledo Ohio
City State



AMC Jeep RENAULT

WISCONSIN SAFETY TEST SERVICES

TEST REPORT NUMBER

1963

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

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

DATE *February 13, 1986*

WISCONSIN SAFETY TEST SERVICES

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14046 REAR IMPACT

STANDARD PHOTOS

FIGURE

- 1 PRE-TEST UNDERSIDE ON ROLLOVER
- 2 PRE-TEST REAR
- 3 PRE-TEST RIGHT SIDE -- WHOLE VEHICLE
- 4 PRE-TEST LEFT SIDE -- WHOLE VEHICLE
- 5 POST-TEST REAR
- 6 POST-TEST 1/4 REAR RIGHT SIDE -- SHOW 1/2 VEHICLE
- 7 POST-TEST FILLER AREA CLOSE UP
- 8 POST-TEST 1/4 REAR LEFT SIDE -- SHOW 1/2 VEHICLE
- 9 POST-TEST UNDERSIDE ON ROLLOVER

TEST OBJECTIVE

THE CERTIFICATION TEST VEHICLE WAS A JEEP YJ 8081 WHICH WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 12/19/85. THIS VEHICLE UNDERWENT A 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO AM14046.

TEST RESULTS

THE 30 MPH MOVEABLE BARRIER TEST WAS PERFORMED ON 2/10/86 AT A SPEED OF 30.5 MPH. ANALYSIS OF TEST RESULTS INDICATE THIS VEHICLE PASSED THE PERFORMANCE CRITERIA OF AM14046. THERE WERE NO FUEL LEAKS POST-TEST.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATION WAS MADE BEFORE THE TEST.

THE REAR HATCH WAS REMOVED PRE-TEST.

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE SPARE TIRE REMAINED SECURED.

THE RIGHT AND LEFT DOORS HAD TO BE PRIED OPEN.

TEST RESULTS SUMMARY SHEET

TEST TYPE: 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER

TEST SPEED 30.5

MPH

TEST DATE 2/10/86

VEHICLE MODEL 8681

SPECIFICATION	NOT TESTED	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14018 REF FMVSS 301 FUEL SYSTEM INTEGRITY	<input type="checkbox"/>	ON SITE 0.5 OZ MAX DURING IMPACT 2 " MAX IN FIRST 5 MIN 0.5 OZ MAX PER MIN FOR NEXT 25 MIN POST TEST ROLLOVER 2.5 OZ MAX IN FIRST 5 MIN 0.5 OZ MAX PER MIN NEXT 3 MIN	NONE NONE NONE NONE NONE
SFAM 14173 REF FMVSS 212 WINDSHIELD RETENTION	<input checked="" type="checkbox"/>	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF FMVSS 204 STEERING COLUMN INTRUSION	<input checked="" type="checkbox"/>	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC STATIC
SFAM 14216 REF FMVSS 219 WINDSHIELD ZONE INTRUSION	<input checked="" type="checkbox"/>	PROTECTED ZONE MUST NOT BE VIOLATED - SEE AM 14216	
FMVSS 208 INJURY CRITERIA	<input checked="" type="checkbox"/>	HIC NOT TO EXCEED 1000 CHEST ACCL NOT TO EXCEED 60 g's FOR OVER 3 MS LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS	DRIVER PASS

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION

COMMENTS:

SIGNATURE K. E. ERIKSSON

DATE 2/11/86

VEHICLE MODIFICATIONS

WISCONSIN SAFETY TEST SERVICES

INSTALLED HARD TOP FOR STANDARD TEST #AM14046.

REMOVED #1, 2, & 3 RIGHT AND LEFT BODY MOUNT BOLTS AND INSTALLED MACHINED BOLTS SUPPLIED BY M. A. LALINSKY. THE HEADS OF THE MACHINED BOLTS SUPPLIED WERE CUT DOWN TO .875" PER M. A. LALINSKY. THE BODY BOLTS WERE TORQUED AS FOLLOWS:

- #1 - BODY MOUNT BOLTS RIGHT AND LEFT - 40 FT-LBS.
- #2 - BODY MOUNT BOLTS RIGHT AND LEFT - ~~40~~ FT-LBS.
- #3 - BODY MOUNT BOLTS RIGHT AND LEFT - ~~40~~ FT-LBS.

AMTEK

NONE

TEST CONDITIONS

TEST SPEED 30.5 MPH DATE 2/10/86 TIME 11:40 AM
 AMBIENT TEMPERATURE 11 DEGREES F WEATHER SUNNY
 WEIGHTS BALLAST 300 LBS @ CARGO AREA DUMMIES 330 LBS
 LBS @ FUEL 19 GALS (95%) 122.8 LBS
 LBS @ EQUIPMENT 35 LBS
 TEST WEIGHT: FRONT 1575 LBS REAR 2111 LBS TOTAL 3686 LBS
 VEHICLE HEIGHTS LF 30.50" RF 30.64" LR 30.26" RR 30.23"
 AXLE TO SILL FENDER TO GROUND OTHER

VEHICLE AS RECEIVED

PRIOR USAGE NONE
 GAWR GVWR FRONT AXLE NA LBS REAR AXLE NA LBS TOTAL NA LBS
 WEIGHT WITH 95% FUEL FILL FRONT 1527 LBS REAR 1550 LBS TOTAL 3077 LBS
 VEHICLE HEIGHTS LF 30.23" RF 30.60" LR 31.89" RR 32.05"
 AXLE TO SILL FENDER TO GROUND OTHER
 ACTUAL MODEL TESTED 8681 TESTED FOR 8681 VIN NO 7Y-015
 ENGINE I-4 2.5L TRANSMISSION MANUAL PLT BUILT TOLEDO
 SEAT BUCKET INDIVIDUAL OTHER
 STEERING WHEEL STD SPORT OTHER
 STEERING COLUMN TYPE STD PROD TILT PROD OTHER
 FRONT BUMPER PROD OTHER
 REAR BUMPER PROD OTHER BUMPERETTES
 FUEL SYSTEM CAPACITY 20 GALS PROD OTHER
 COMMENTS POWER STEERING, POWER BRAKES
 SIGNATURE D. E. CRUCIANELLI DATE 2/10/86

**SFAM 14046 TEST RESULTS —
REFERENCE FMVSS 301 FUEL
SYSTEM INTEGRITY**

ON SITE

TOTAL FUEL LOSS DURING IMPACT NONE
 TOTAL FUEL LOSS IN THE 5 MINUTE PERIOD FOLLOWING CESSATION
 OF VEHICLE MOTION AFTER IMPACT NONE
 MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT
 25 MINUTE PERIOD NONE

ROLLOVER

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

ROLL CLOCKWISE

ROLL COUNTERCLOCKWISE

TIME DURATION FROM BARRIER
 IMPACT TO POST TEST ROLLOVER 2 HRS, 32 MIN.

NOTE ALL FUEL LOSS MEASUREMENTS ARE IN OZ BY WEIGHT.

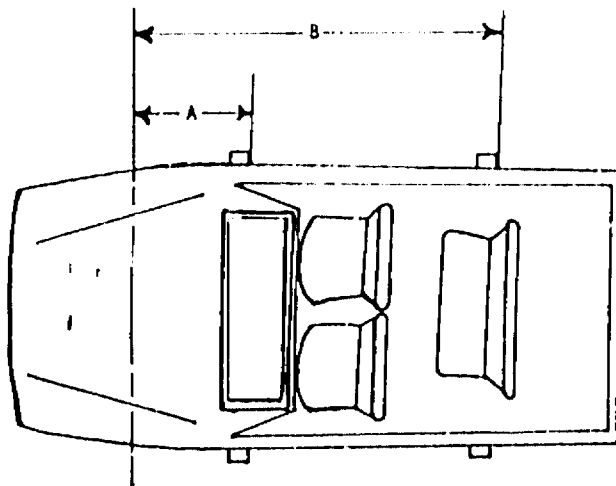
COMMENTS

SIGNATURE J. P. MC CARTHY

DATE 2/10/36

INSTRUMENTATION LOCATION

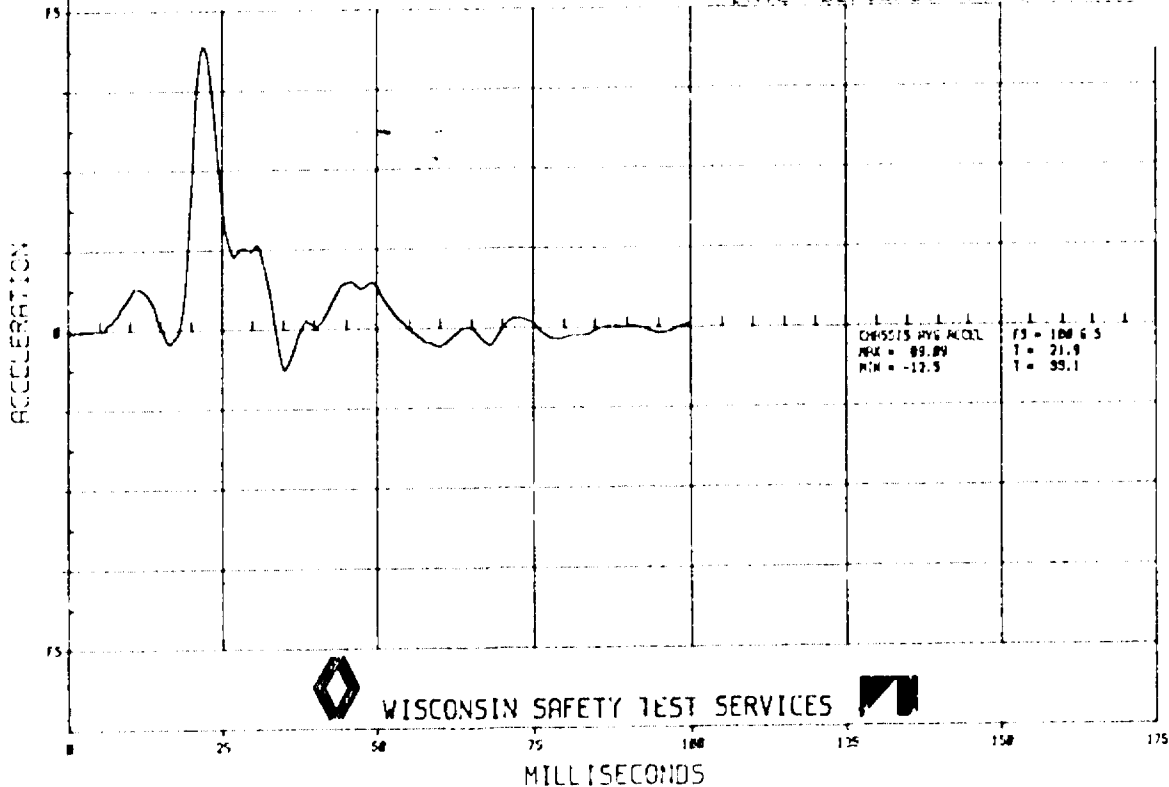
YJ



DIMENSION	DISTANCE FROM AXLE CENTERLINE
A	38
B	63

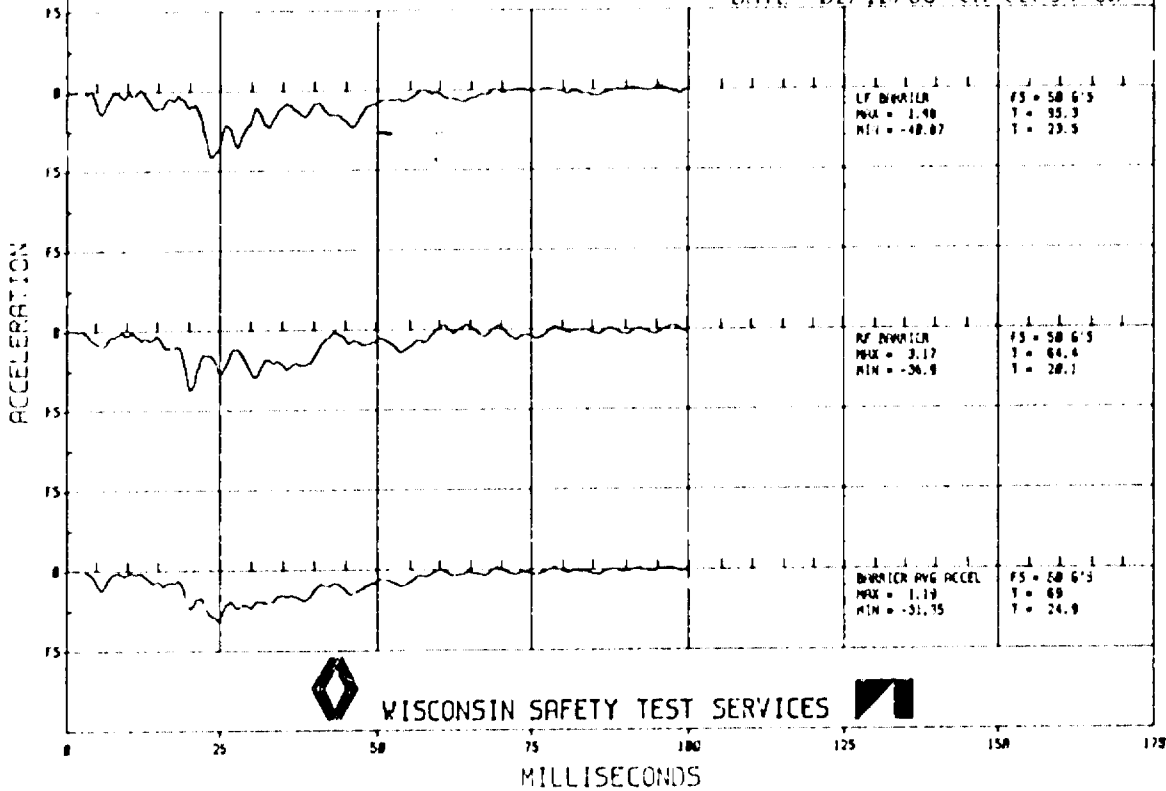
CHASSIS AVG ACCEL

TEST# 1963
MODEL 8681
DATE 02/10/86 CH CLASS 50



BARRIER ACCEL

TEST# 1963
 MODEL 8681
 DATE 02/10/86 CH CLASS 00

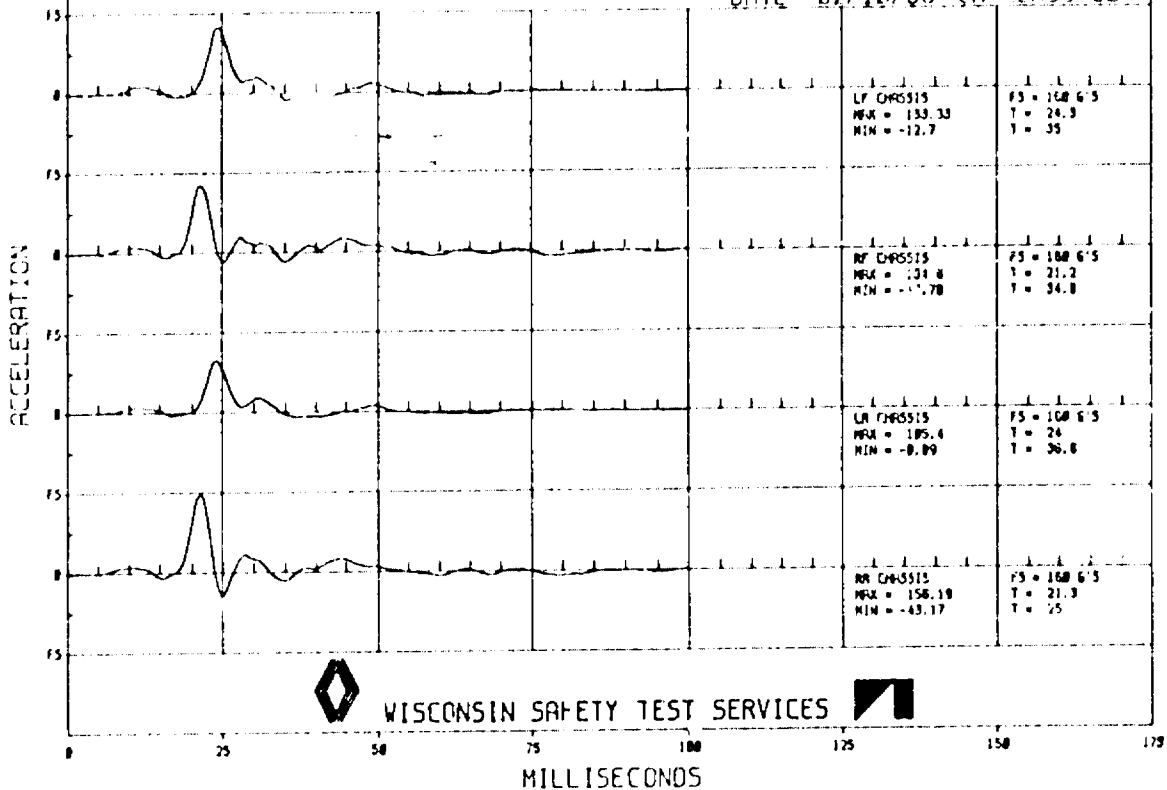


WISCONSIN SAFETY TEST SERVICES



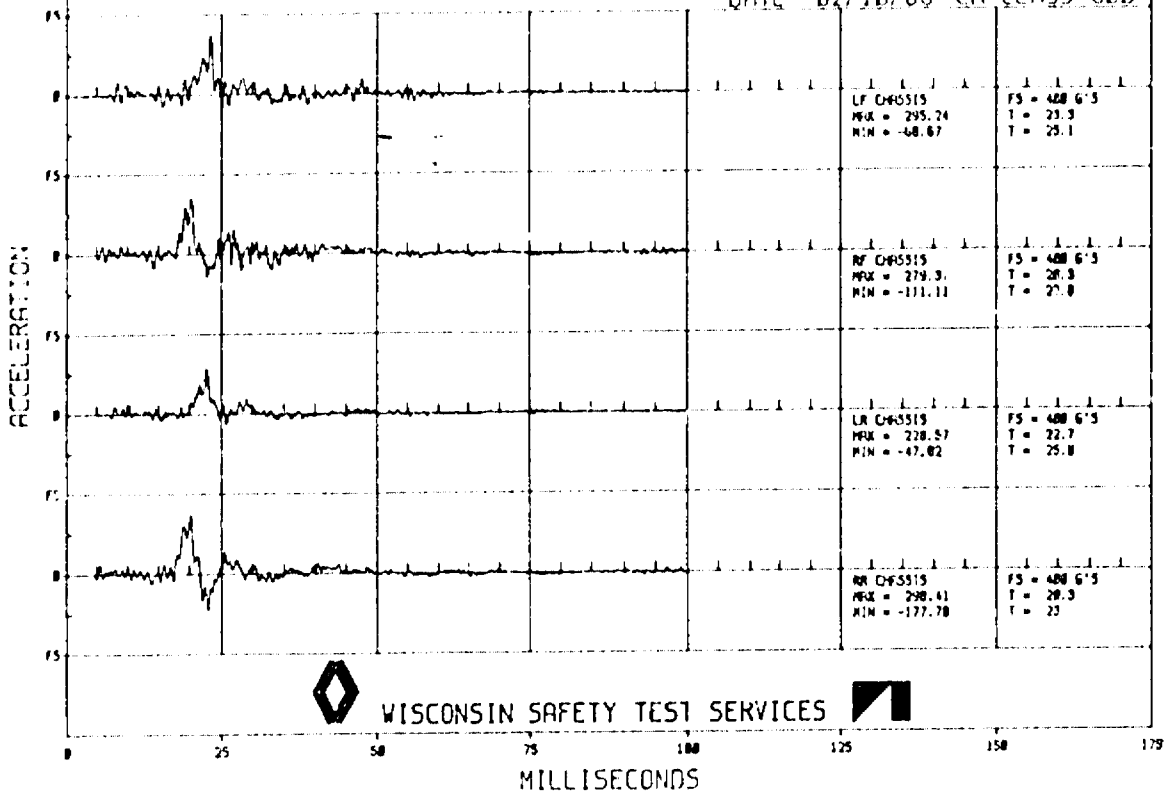
CHASSIS ACCEL

TEST# 1953
 MODEL 8681
 DATE 02/10/86 CR CLASS 60



CHASSIS ACCEL.

TEST# 1963
 MODEL 8681
 DATE 02/10/86 CM CLASS 600

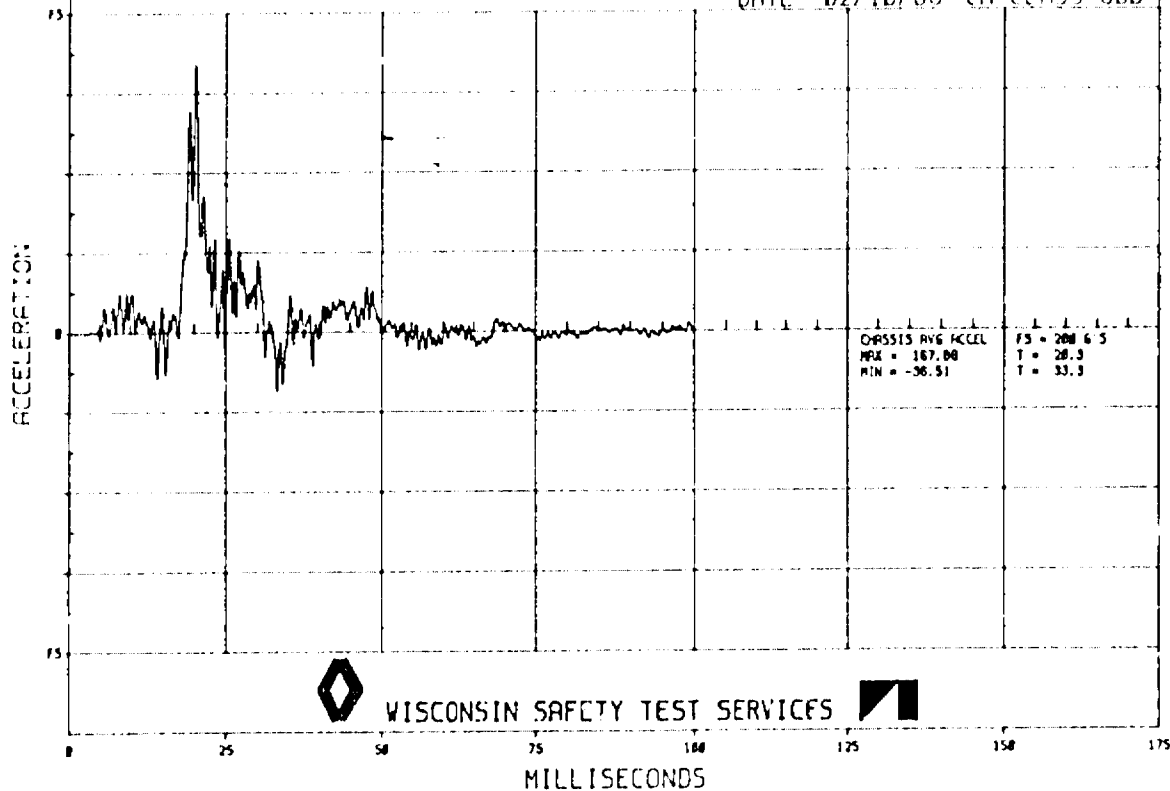


WISCONSIN SAFETY TEST SERVICES



CHASSIS AVG ACCEL

TEST # 1963
MODEL 8681
DATE 02/10/86 CH CLASS 600

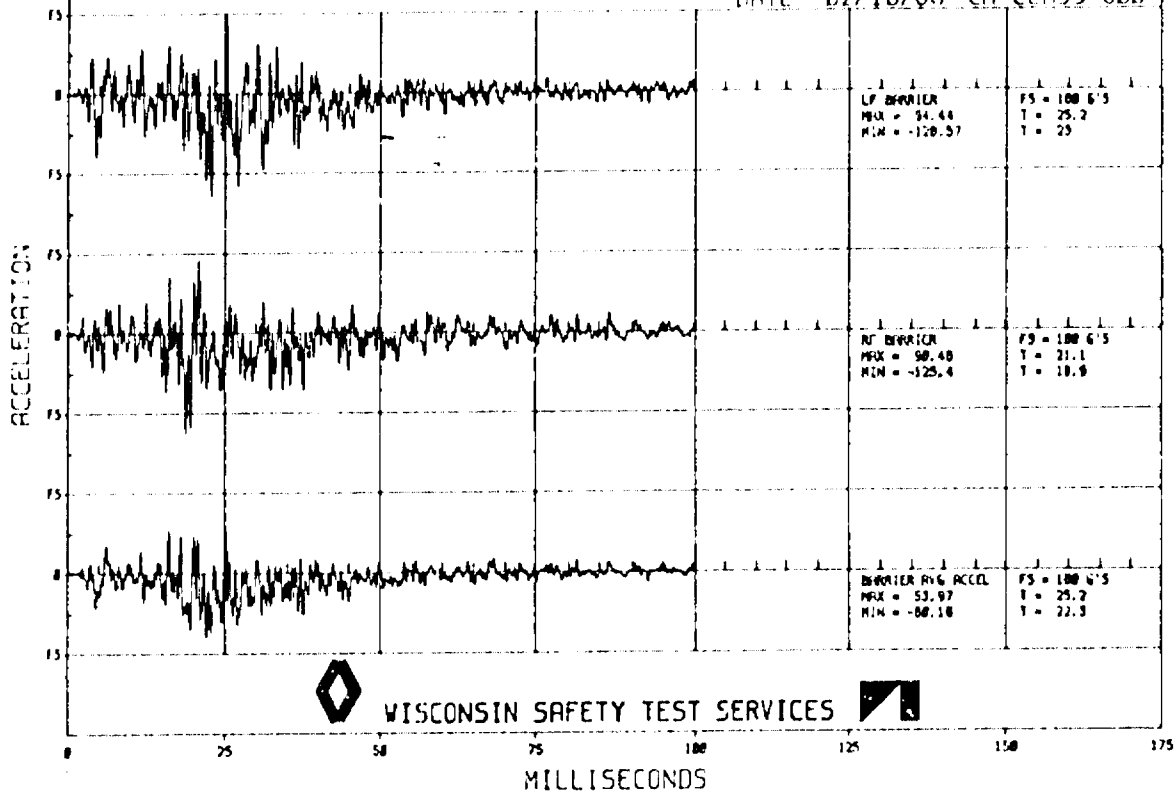


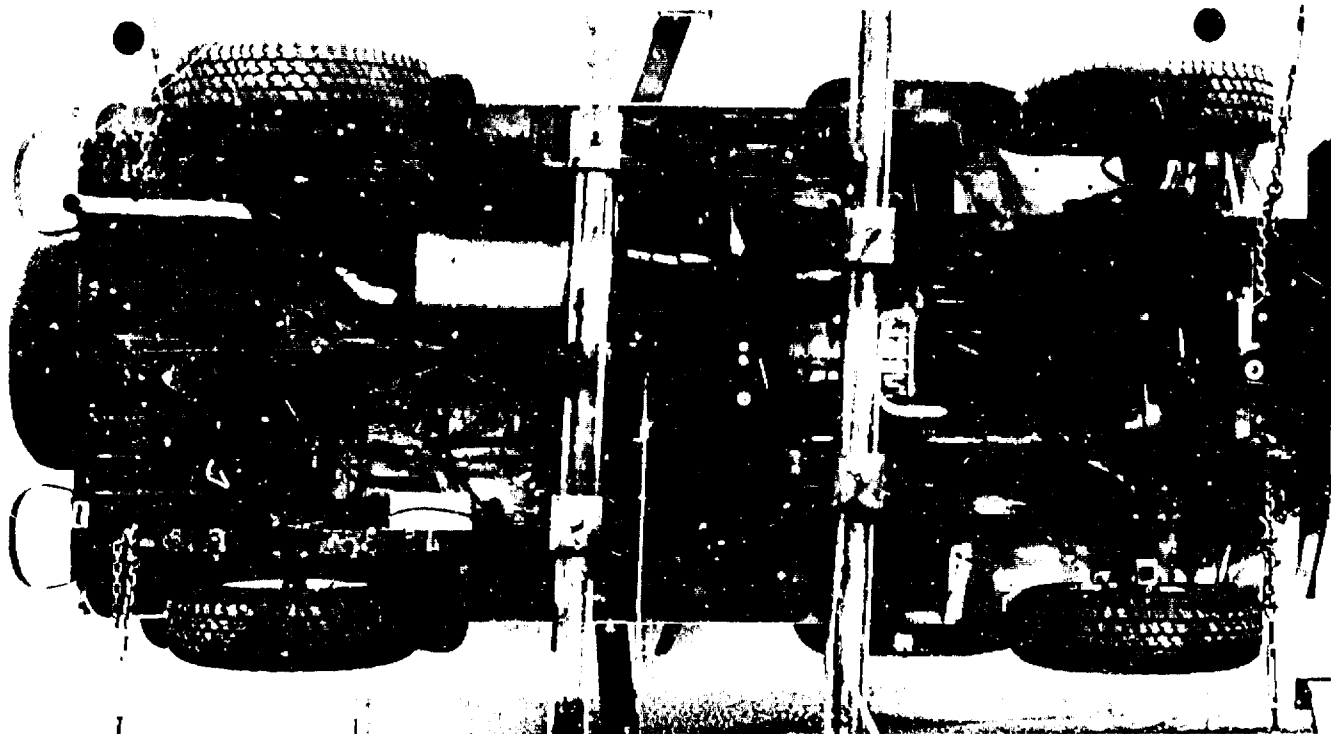
WISCONSIN SAFETY TEST SERVICES



BARRIER ACCEL

TEST# 1963
MODEL 8681
DATE 02/10/86 CH CLASS 600



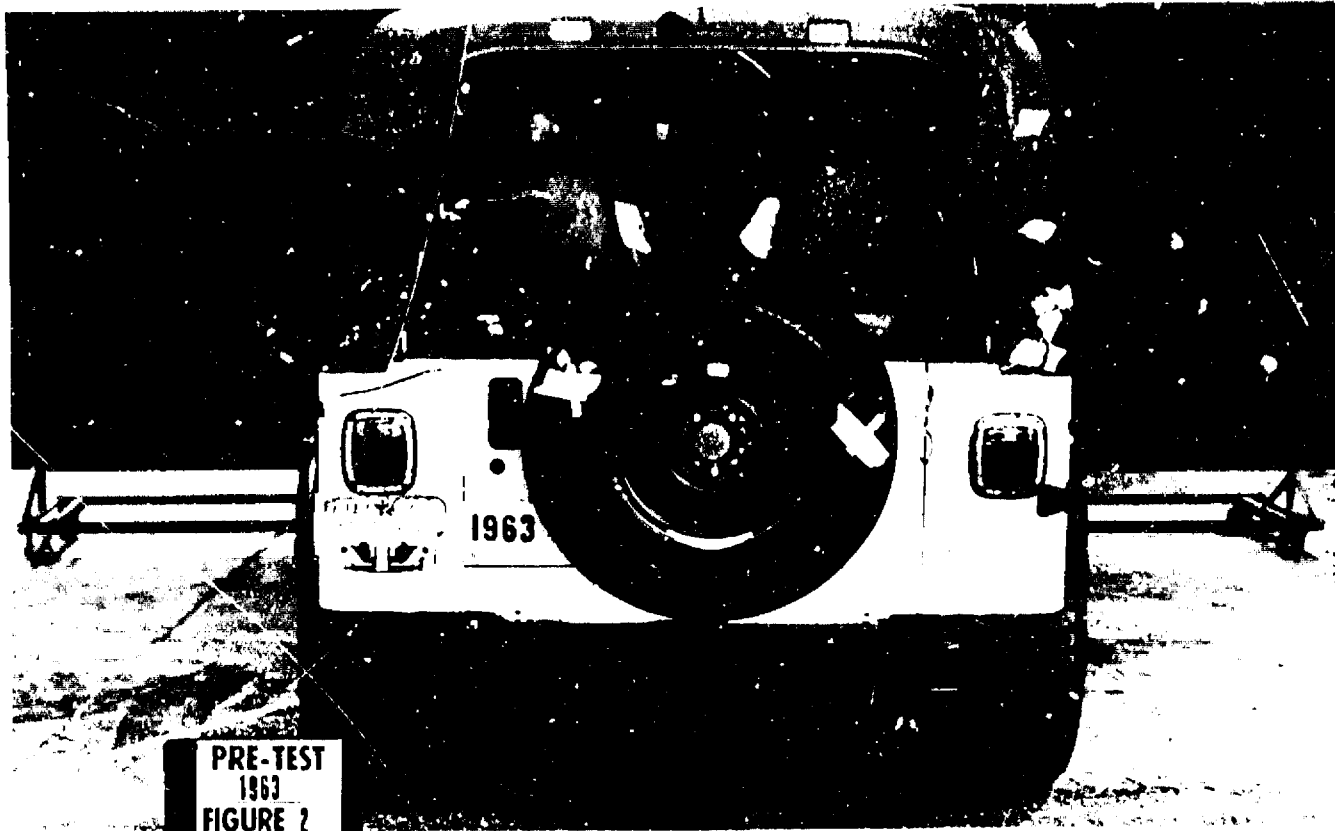


PRE-TEST
1963
FIGURE 1



WISCONSIN SAFETY TEST SERVICES



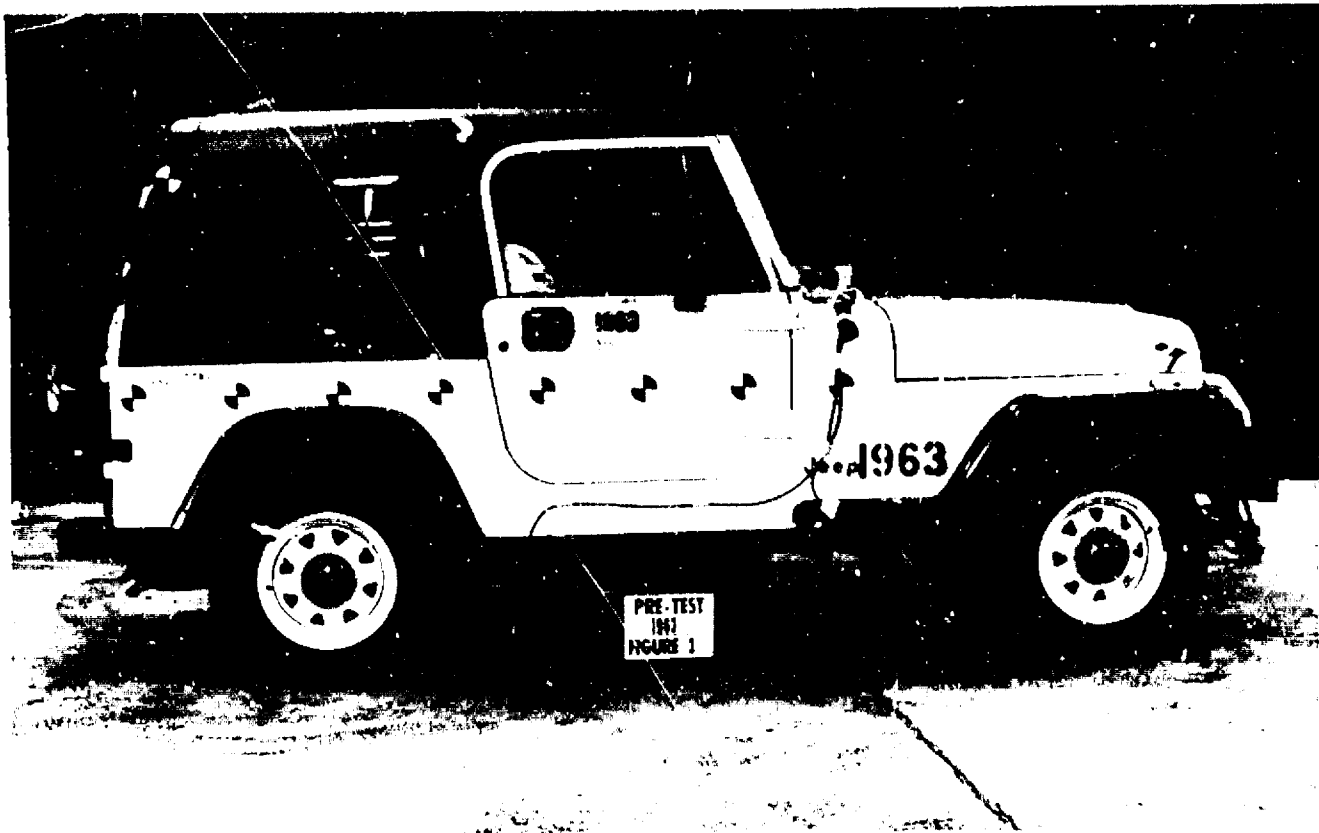


PRE-TEST
1963
FIGURE 2



W I S C O N S I N S A F E T Y T E S T S E R V I C E S





W I S C O N S I N S A F E T Y T E S T S E R V I C E S





WISCONSIN SAFETY TEST SERVICES





WISCONSIN SAFETY TEST SERVICES





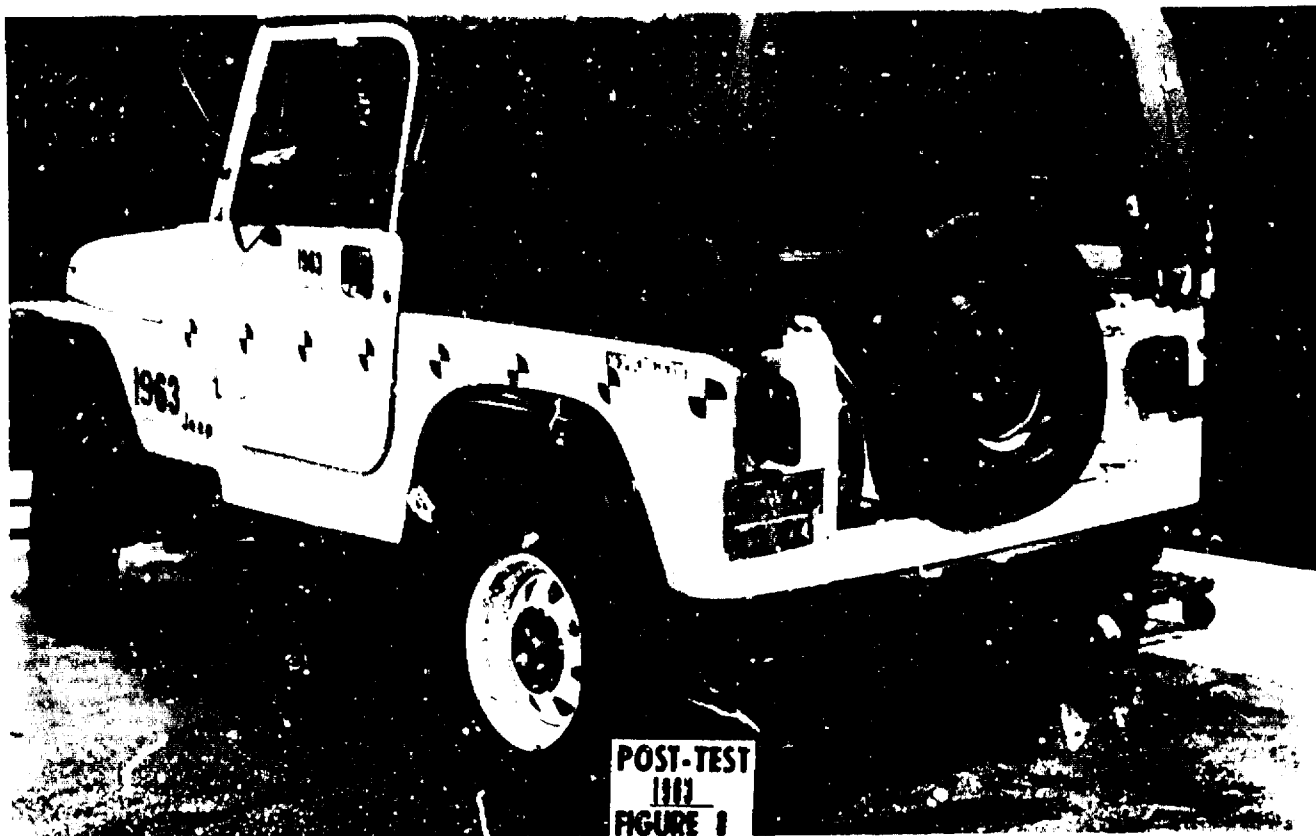
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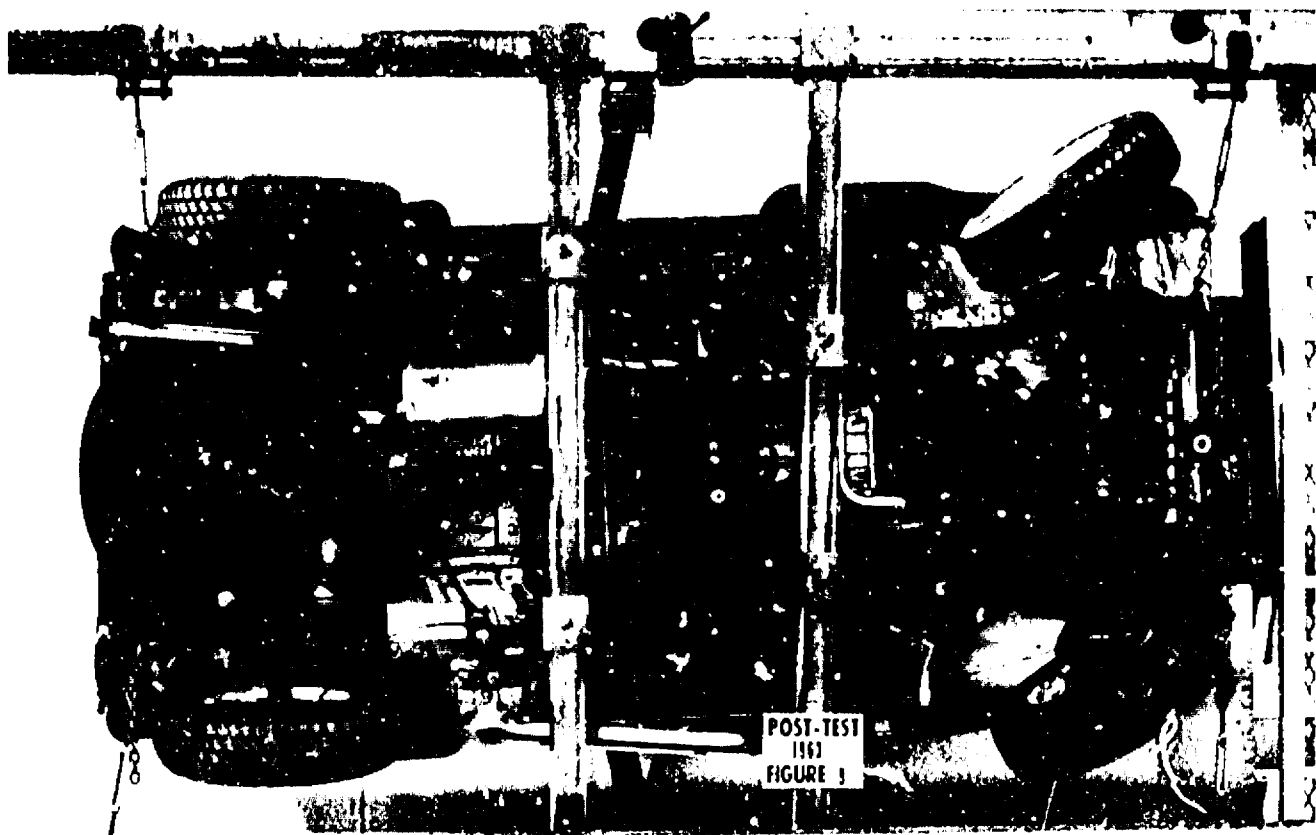
WISCONSIN SAFETY TEST SERVICES





W I S C O N S I N S A F E T Y T E S T S E R V I C E S





WISCONSIN SAFETY TEST SERVICES



EA12-005

CHRYSLER

2-18-2013

Enclosure 6

301 Compliance Crash Test

1987 - 1995 Wrangler (YJ)

Compliance

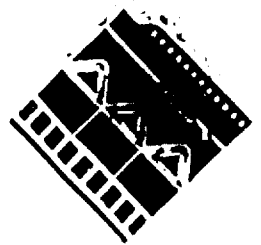
AM1964

Image Source Inc.

801 Front Street

Toledo, Ohio 43606

419/271-1111



DECLARATION OF INTENT AND PURPOSE

I Theresa J. Carder, employed by The Image Source, Inc. do hereby declare that the records microfilmed herein are actual records of the Chrysler Corp. A.M.C. created during its normal course of business and that:

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

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

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

Date 12 13 1991
Month Day
Place Toledo Ohio
City State

Theresa J. Carder
Signature
Camera Operator
Title
801 Front St.
Location

TEST REPORT NUMBER

1964

WRITTEN BY K. E. ERIKSSON *K.E.C.*
TECHNICAL DATA ANALYST - DATA SERVICES
APPROVED BY T. R. HAYEK *T.R. Hayek*
MANAGER
DATE *February 15, 1986*

WISCONSIN SAFETY TEST SERVICES

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14046 REAR IMPACT****STANDARD PHOTOS****FIGURE**

- 1 PRE-TEST UNDERSIDE ON ROLLOVER
- 2 PRE-TEST REAR
- 3 PRE-TEST RIGHT SIDE -- WHOLE VEHICLE
- 4 PRE-TEST LEFT SIDE -- WHOLE VEHICLE
- 5 POST-TEST REAR
- 6 POST-TEST $\frac{3}{4}$ REAR RIGHT SIDE -- SHOW $\frac{1}{2}$ VEHICLE
- 7 POST-TEST FILLER AREA CLOSE UP
- 8 POST-TEST $\frac{3}{4}$ REAR LEFT SIDE -- SHOW $\frac{1}{2}$ VEHICLE
- 9 POST-TEST UNDERSIDE ON ROLLOVER

SUPPLEMENTAL PHOTOS

- 10 POST-TEST REAR DOOR LATCH DID NOT HOLD
- 11 POST-TEST - THE BODY AND REAR BODY CROSSMEMBER STRUCK THE SOLDER JOINT ON THE SENDING UNIT RETURN TUBE CRACKING THE SOLDER JOINT.
- 12 POST-TEST - THERE WAS A WITNESS MARK ON THE BODY AND REAR BODY CROSSMEMBER
- 13 POST-TEST - CLOSE UP OF THE WITNESS MARK ON THE BODY AND REAR BODY CROSSMEMBER

TEST OBJECTIVE

THE CERTIFICATION TEST VEHICLE WAS A JEEP YJ 9681 WHICH WAS RECEIVED AT WISCONSIN SAFETY TEST SERVICES ON 1/4/86. THIS VEHICLE UNDERWENT A 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER TEST DURING WHICH PERFORMANCE WAS TESTED TO ANSI49.6.

TEST RESULTS

THE 30 MPH MOVEABLE BARRIER TEST WAS PERFORMED ON 2/12/86 AT A SPEED OF 30.4 MPH. THERE WAS A FUEL LEAK OF 2.2 OZ. BY WT. DURING THE FIRST 5 MINUTES AND .44 OZ. BY WT. DURING THE 1 MINUTE INTERVAL ON THE 0-90° ROLLOVER. MORE DETAILED INFORMATION IS INCLUDED ON THE SUMMARY SHEET AND THE INDIVIDUAL DATA SHEET.

TEST OBSERVATIONS

THE FOLLOWING OBSERVATIONS WERE MADE AFTER THE TEST.

THE SPARE TIRE REMAINED SECURED.

THE RIGHT AND LEFT DOORS HAD TO BE PRIED OPEN.

THE TAILGATE LATCH DID NOT HOLD AND THE TAILGATE AND LATCH WERE BENT INWARD AFTER IMPACT. (PHOTO FIGURE #10)

THE 2.2 OZ. BY WT. LEAKAGE WAS FROM THE SOLDER JOINT ON THE SENDING UNIT RETURN TUBE. THE BODY AND REAR BODY CROSS MEMBER STRUCK THE TUBE CRACKING THE SOLDER JOINT. (PHOTO FIGURE #11)

THERE WAS A WITNESS MARK ON THE BODY AND THE REAR BODY CROSSMEMBER. (PHOTO FIGURE #12 & 13)

TEST RESULTS SUMMARY SHEET

TEST TYPE 30 MPH PERPENDICULAR REAR IMPACT MOVEABLE BARRIER

TEST SPEED 30.4 MPH TEST DATE 2/12/86 VEHICLE MODEL 8691

SPECIFICATION	NOT TESTED	SPECIFICATION REQUIREMENTS	TEST RESULTS
SFAM 14046 REF FMVSS 301 FUEL SYSTEM INTEGRITY	[]	ON SITE 0.5 OZ MAX DURING IMPACT 2.5 OZ MAX IN FIRST 5 MIN 0.5 OZ MAX PER MIN FOR NEXT 25 MIN	NONE NONE NONE
		POST TEST ROLLOVER 2.5 OZ MAX IN FIRST 5 MIN 0.5 OZ MAX PER MIN NEXT 3 MIN	2.2 OZ. BY WT. .44 OZ. BY WT.
SFAM 14173 REF FMVSS 212 WINDSHIELD RETENTION	[X]	NOT LESS THAN 85% RETENTION	
SFAM 14174 REF FMVSS 204 STEERING COLUMN INTRUSION	[X]	NOT TO EXCEED 4.0" DYNAMIC COLUMN INTRUSION	DYNAMIC
			STATIC
SFAM 14216 REF FMVSS 219 WINDSHIELD ZONE INTRUSION	[X]	PROTECTED ZONE MUST NOT BE VIOLATED -- SEE AM 14216	
FMVSS 208 INJURY CRITERIA	[X]	HIC NOT TO EXCEED 1000 CHEST ACCL. NOT TO EXCEED 60 g's FOR OVER 3 MS. LEFT FEMUR LOAD NOT TO EXCEED 2250 LBS RIGHT FEMUR LOAD NOT TO EXCEED 2250 LBS	DRIVER PASS

NOTE: TEST RESULTS SHEETS INCLUDE DETAILED INFORMATION

COMMENTS LEAKAGE WAS FROM THE SOLDER JOINT ON THE SENDING UNIT RETURN TUBE. THE BODY AND REAR BODY CROSS MEMBER STRUCK THE TUBE CRACKING THE SOLDER JOINT.

SIGNATURE K. E. ERIKSSON DATE 2/12/86

VEHICLE MODIFICATIONS**WISCONSIN SAFETY TEST SERVICES**

REMOVED #1, 2, & 3 RIGHT AND LEFT BODY MOUNT BOLTS AND INSTALLED MACHINE BOLTS SUPPLIED BY M. A. LALINSKY. THE HEADS OF THE MACHINE BOLTS SUPPLIED WERE CUT DOWN TO .875" PER M. A. LALINSKY. THE BODY BOLTS WERE TORQUED AS FOLLOWS:

- #1 - BODY MOUNT BOLTS RIGHT AND LEFT - 40 FT-LBS.
- #2 - BODY MOUNT BOLTS RIGHT AND LEFT - 60 FT-LBS.
- #3 - BODY MOUNT BOLTS RIGHT AND LEFT - 60 FT-LBS.

AMTEK

NONE

TEST CONDITIONS

TEST SPEED 30.4 MPH DATE 2/12/86 TIME 10:55 AM
 AMBIENT TEMPERATURE 7 DEGREES F WEATHER SUNNY
 WEIGHTS BALLAST 335 LBS in CARGO AREA DUMMIES 330 LBS
 LBS in FUEL 14.1 GALS (95%) 90.9 LBS
 LBS in EQUIPMENT 35 LBS
 TEST WEIGHT. FRONT 1561 LBS REAR 2133 LBS TOTAL 3694 LBS
 VEHICLE HEIGHTS LF 30.26" RF 30.16" LR 30.86" RR 30.28"
 AXLE TO SILL FENDER TO GROUND OTHER

VEHICLE AS RECEIVED

PRIOR USAGE NONE
 GAWR GVWR FRONT AXLE NA LBS REAR AXLE NA LBS TOTAL NA LBS
 WEIGHT WITH 95% FUEL FILL FRONT 1520 LBS REAR 1526 LBS TOTAL 3046 LBS
 VEHICLE HEIGHTS LF 30.10" RF 30.10" LR 32.30" RR 32.24"
 AXLE TO SILL FENDER TO GROUND OTHER
 ACTUAL MODEL TESTED 8681 TESTED FOR 8681 VIN NO 7Y-016
 ENGINE I-4 2.5L TRANSMISSION 5 SD MANUAL PLT BUILT TOLEDO
 SEAT: BUCKET INDIVIDUAL OTHER
 STEERING WHEEL: STD SPORT OTHER
 STEERING COLUMN TYPE: STD PROD TILT PROD OTHER
 FRONT BUMPER: PROD OTHER
 REAR BUMPER: PROD OTHER BUMPERETTES
 FUEL SYSTEM CAPACITY 15 GALS PROD OTHER
 COMMENTS
 SIGNATURE D. E. CRUCIANELLI DATE 2/12/86

**SFAM 14046 TEST RESULTS —
REFERENCE FMVSS 301 FUEL
SYSTEM INTEGRITY**

ON SITE

TOTAL FUEL LOSS DURING IMPACT NONE
 TOTAL FUEL LOSS IN THE 5 MINUTE PERIOD FOLLOWING CESSATION OF VEHICLE MOTION AFTER IMPACT NONE
 MAXIMUM FUEL LOSS PER MINUTE DURING SUBSEQUENT 25 MINUTE PERIOD NONE

ROLLOVER

MODE	FUEL LOSS	
	FIRST 5 MIN. — TOTAL WT.	1 MIN. INTERVAL — MAX RATE
0 - 90 DEGREES	2.2 OZ. BY WT.	.44 OZ. BY WT.
90 - 180 DEGREES	NONE	NONE
180 - 270 DEGREES	NONE	NONE
270 - 0 DEGREES	NONE	NONE

ROLL CLOCKWISE

TIME DURATION FROM BARRIER IMPACT TO POST TEST ROLLOVER 3 HRS. 5 MIN.

ROLL COUNTERCLOCKWISE

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

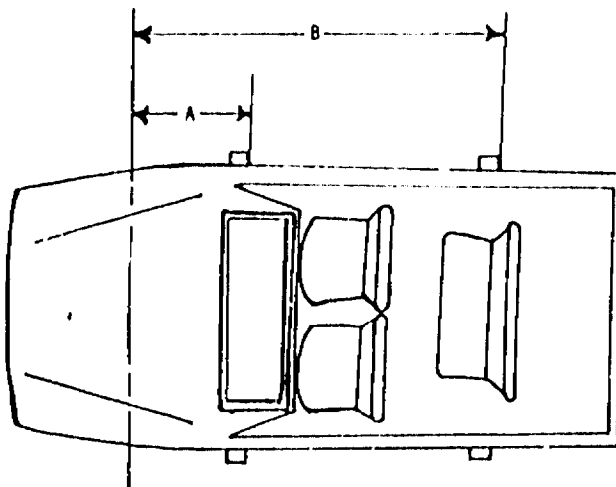
COMMENTS: LEAKAGE WAS FROM THE SOLDER JOINT ON THE SENDING UNIT RETURN TUBE. THE BODY AND REAR BODY CROSS MEMBER STRUCK THE TUBE CRACKING THE SOLDER JOINT. (PHOTO FIGURE #11)

SIGNATURE J. P. MC CARTHY

DATE 2/12/86

INSTRUMENTATION LOCATION

YJ



DIMENSION

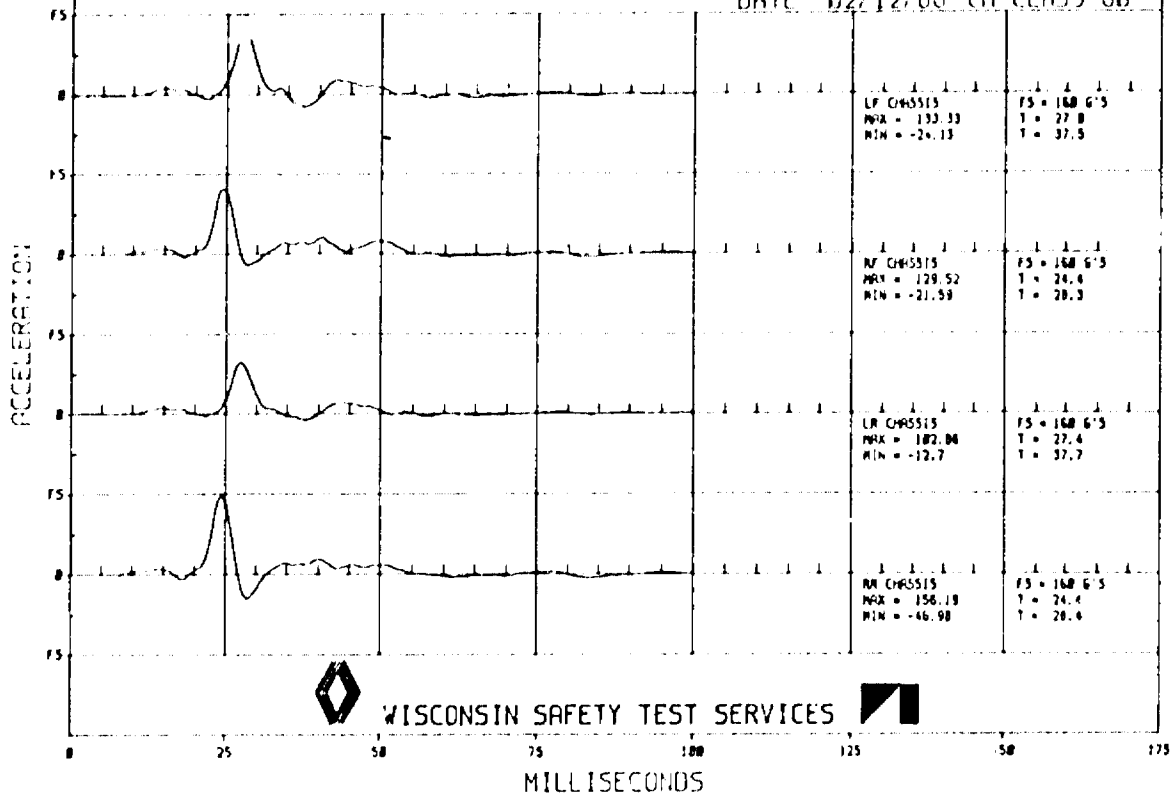
A
B

DISTANCE FROM AXLE CENTERLINE

38
63

CHASSIS ACCEL

TEST# 1964
 MODEL 8681
 DATE 02/12/86 CH CLASS 60



WISCONSIN SAFETY TEST SERVICES



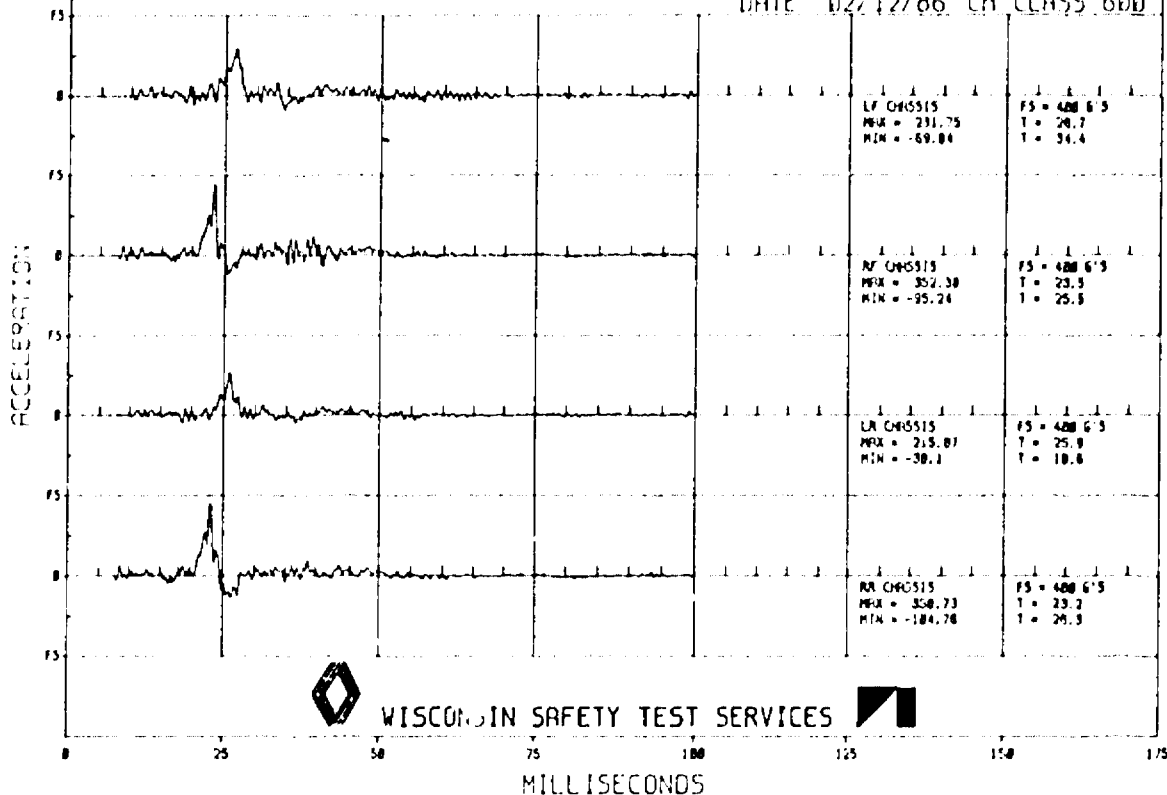


W I S C O N S I N S A F E T Y T E S T S E R V I C E S



CHASSIS ACCEL

TEST# 1964
 MODEL 8681
 DATE 02/12/86 CH CLASS 600

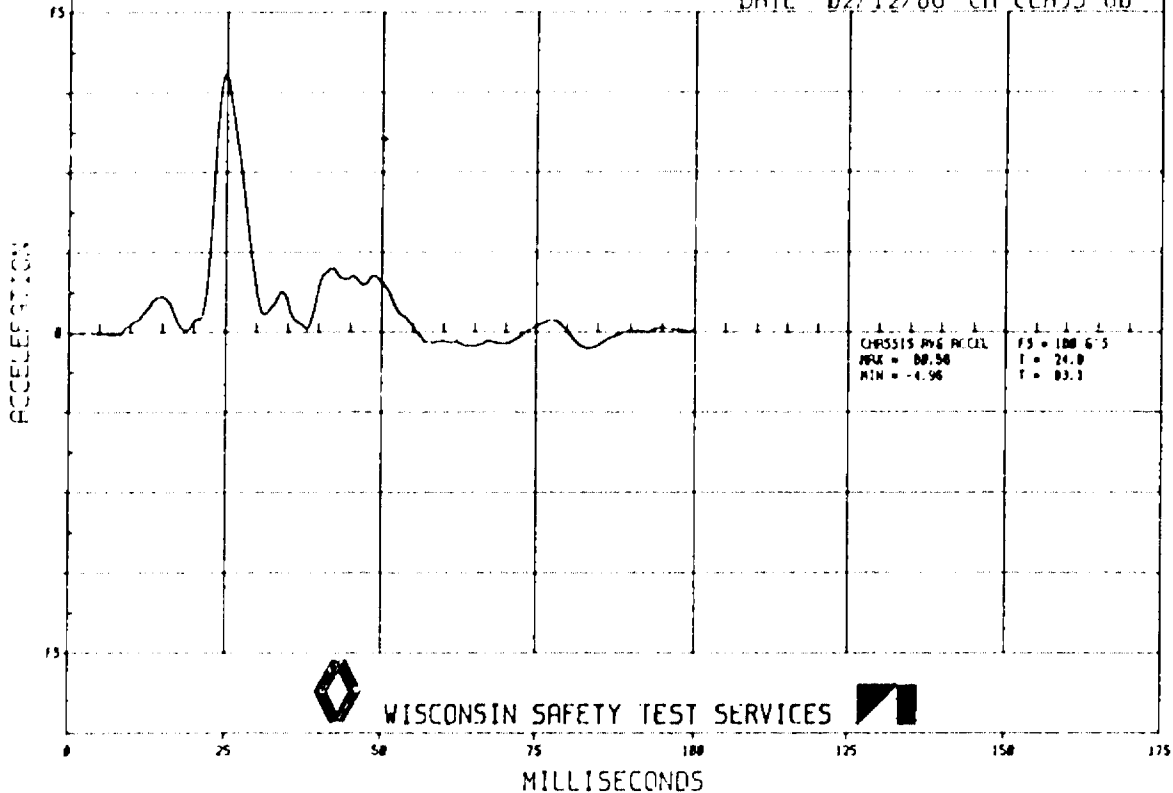


WISCONSIN SAFETY TEST SERVICES



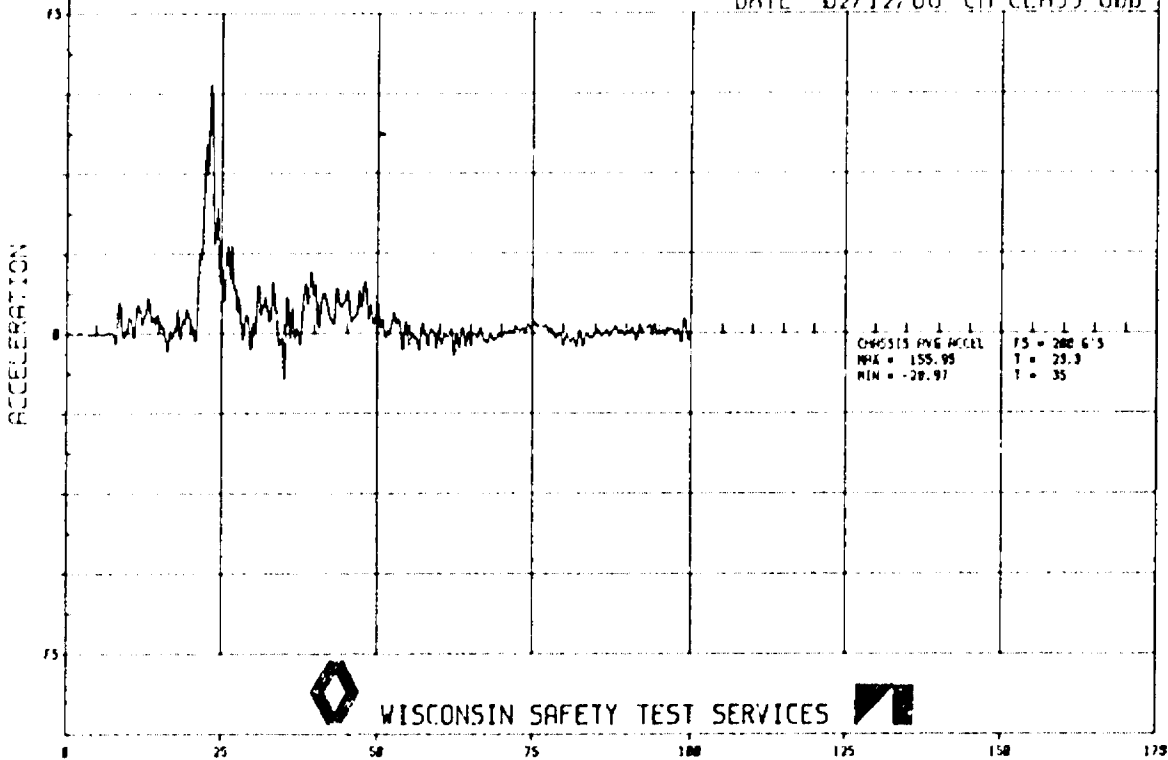
CHASSIS AVG ACCEL

TEST # 1964
MODEL 8681
DATE 02/12/86 CH CLASS 60



CHASSIS AVG ACCEL.

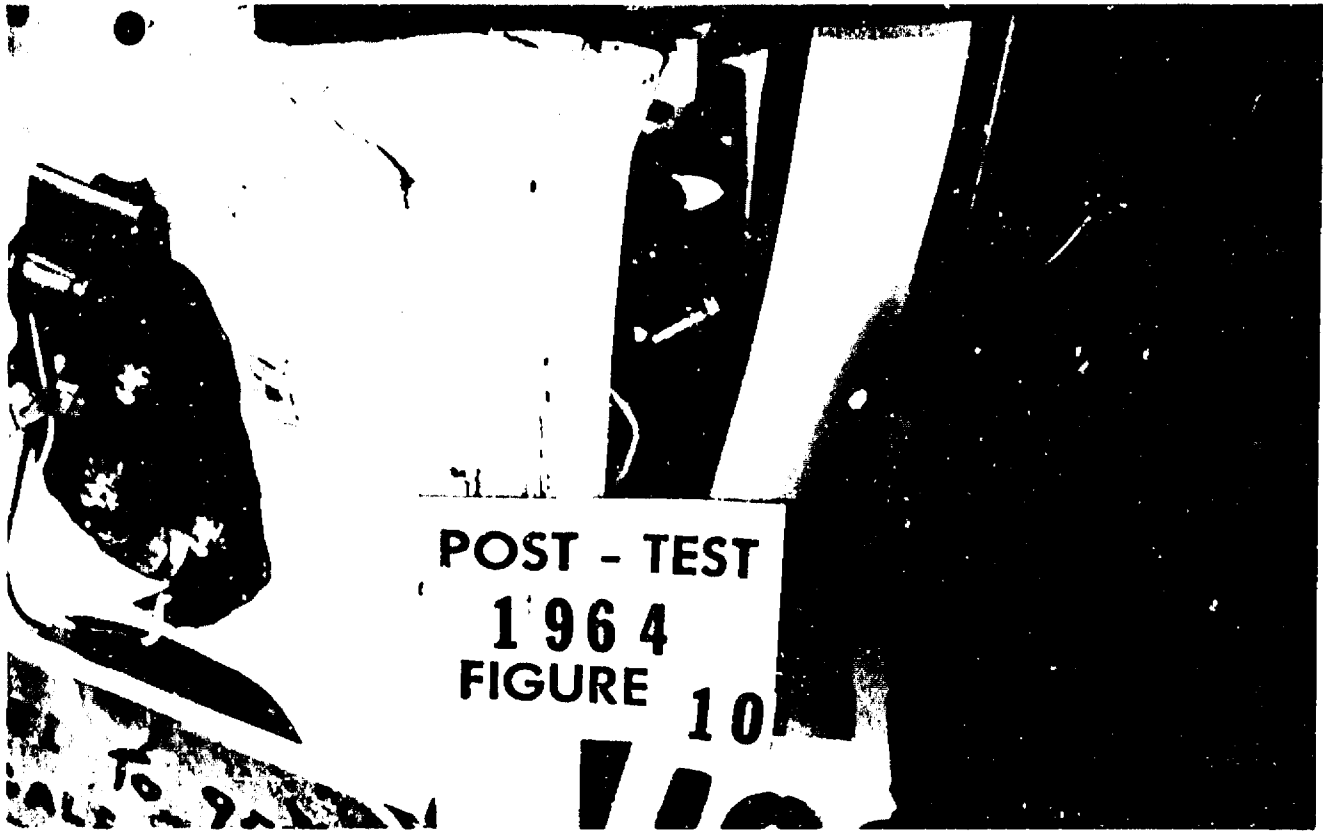
TEST# 1954
MODEL 8681
DATE 02/12/86 CH CLASS 600



WISCONSIN SAFETY TEST SERVICES



MILLISECONDS



POST - TEST

1964

FIGURE 10

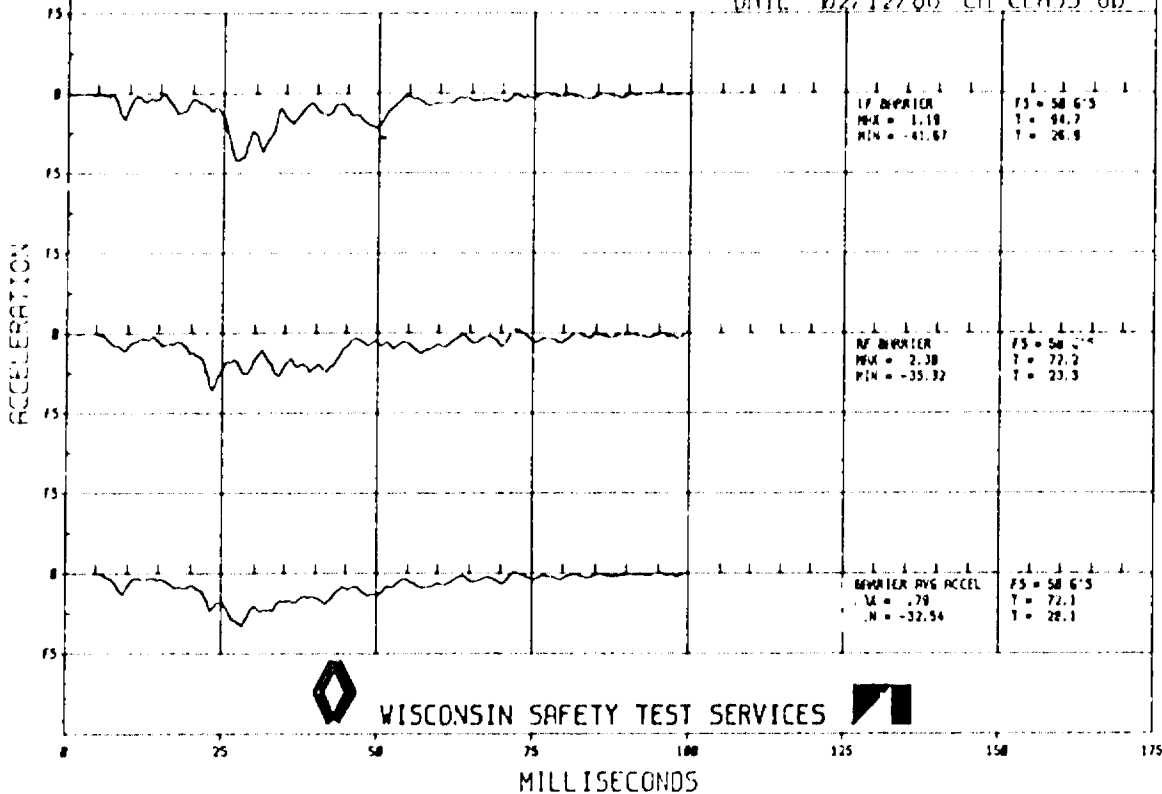


WISCONSIN SAFETY TEST SERVICES



BARRIER ACCEL

TEST# 1964
MODEL 8681
DATE 02/12/86 CH CLASS 60

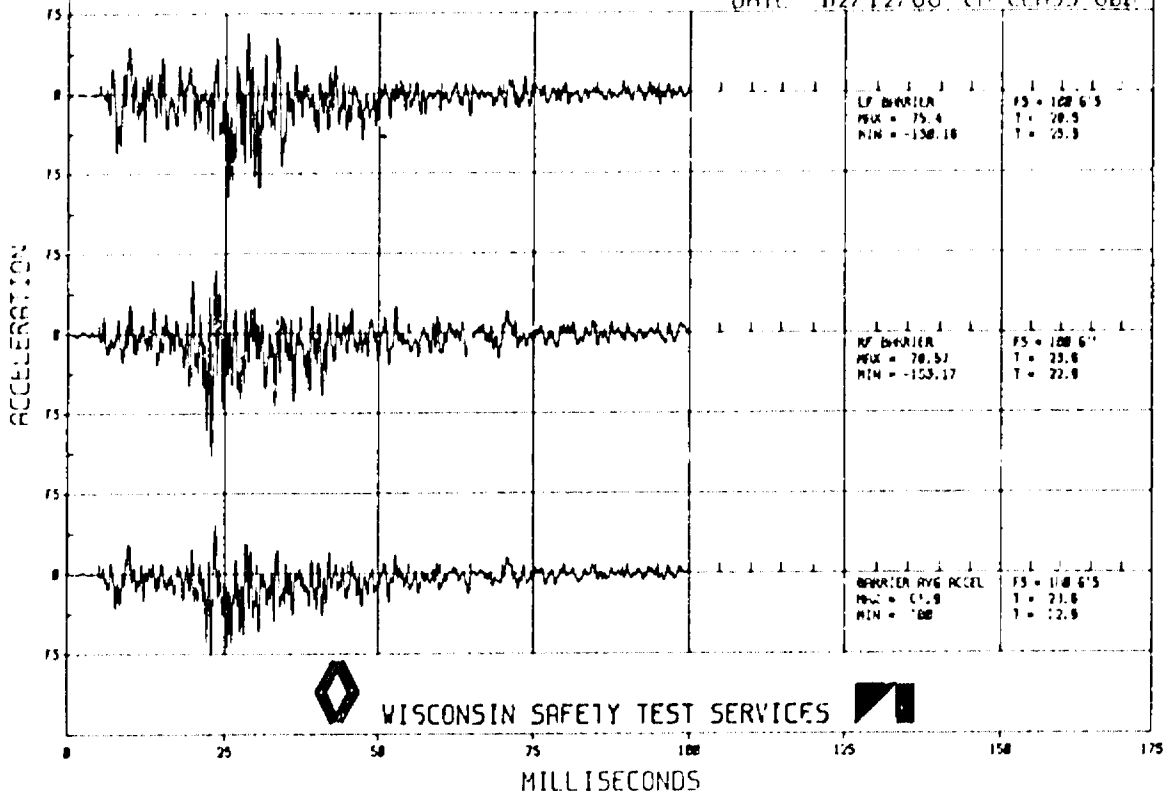


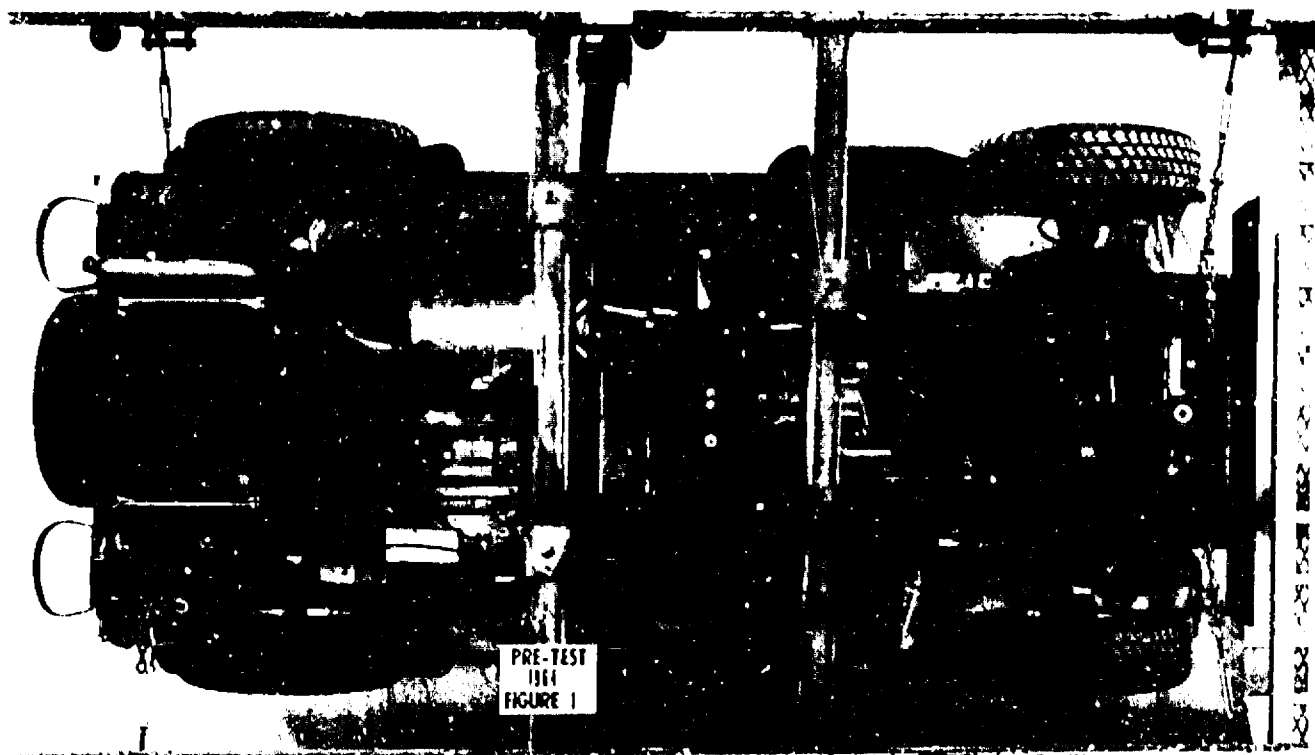
WISCONSIN SAFETY TEST SERVICES



BARRIER ACCEL.

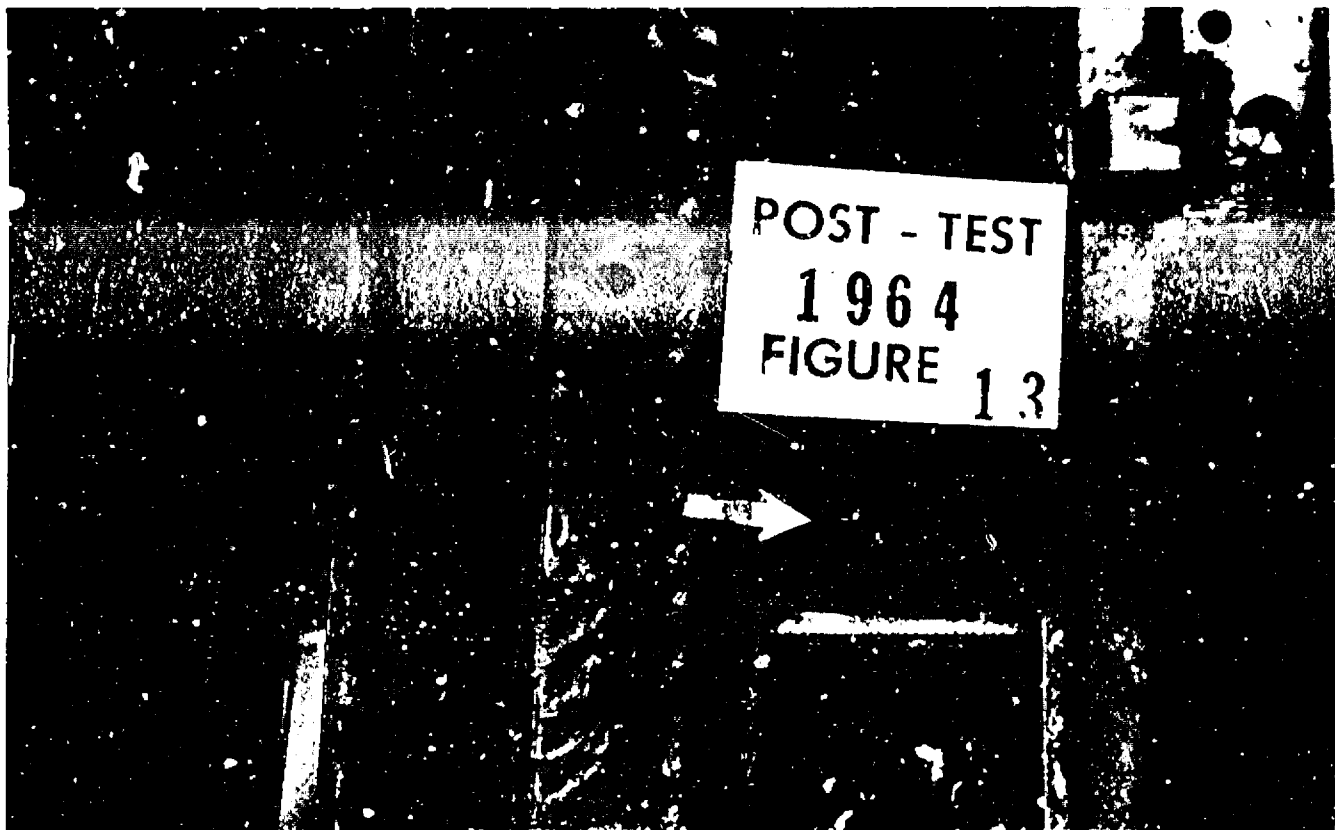
TEST# 1964
MODEL 8681
DATE 02/12/86 CH CLASS 60E





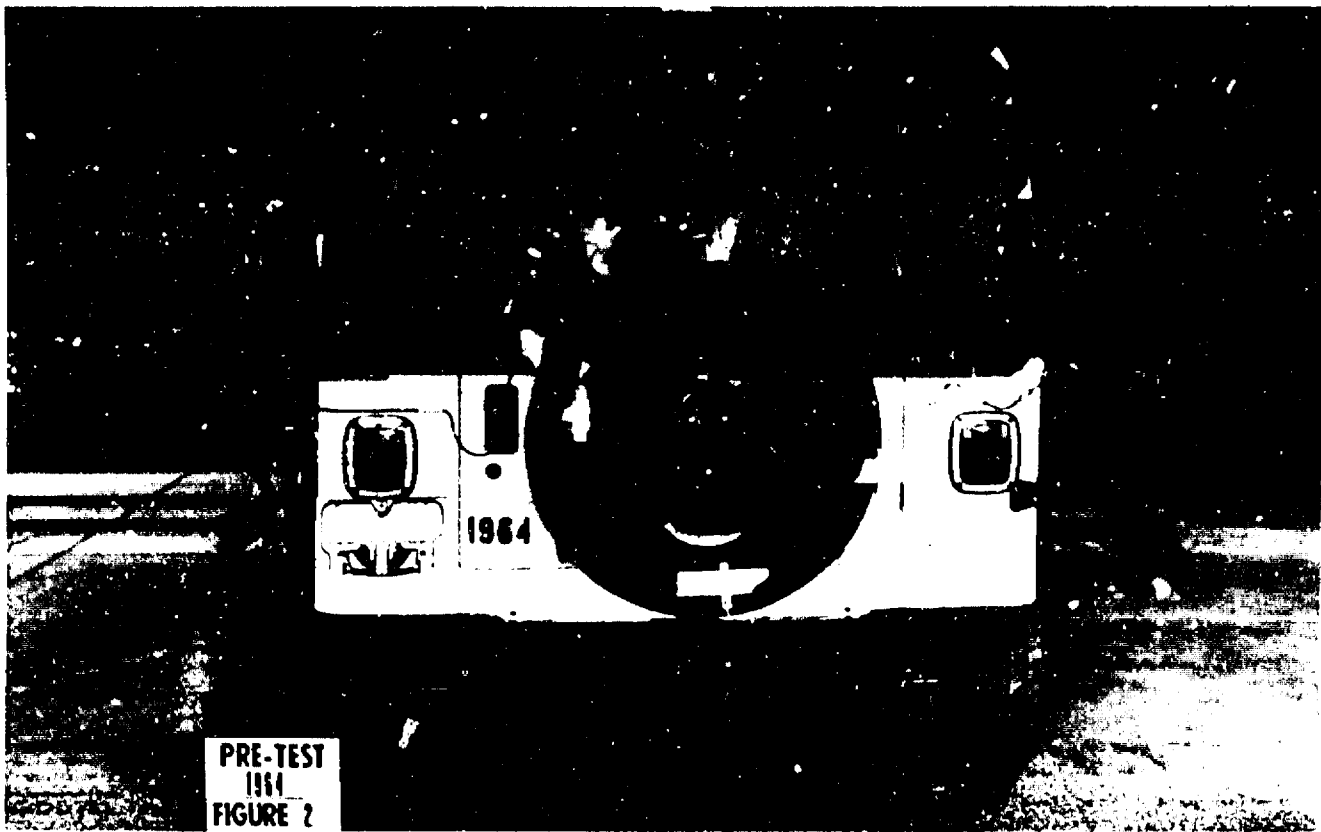
W I S C O N S I N S A F E T Y T E S T S E R V I C E S





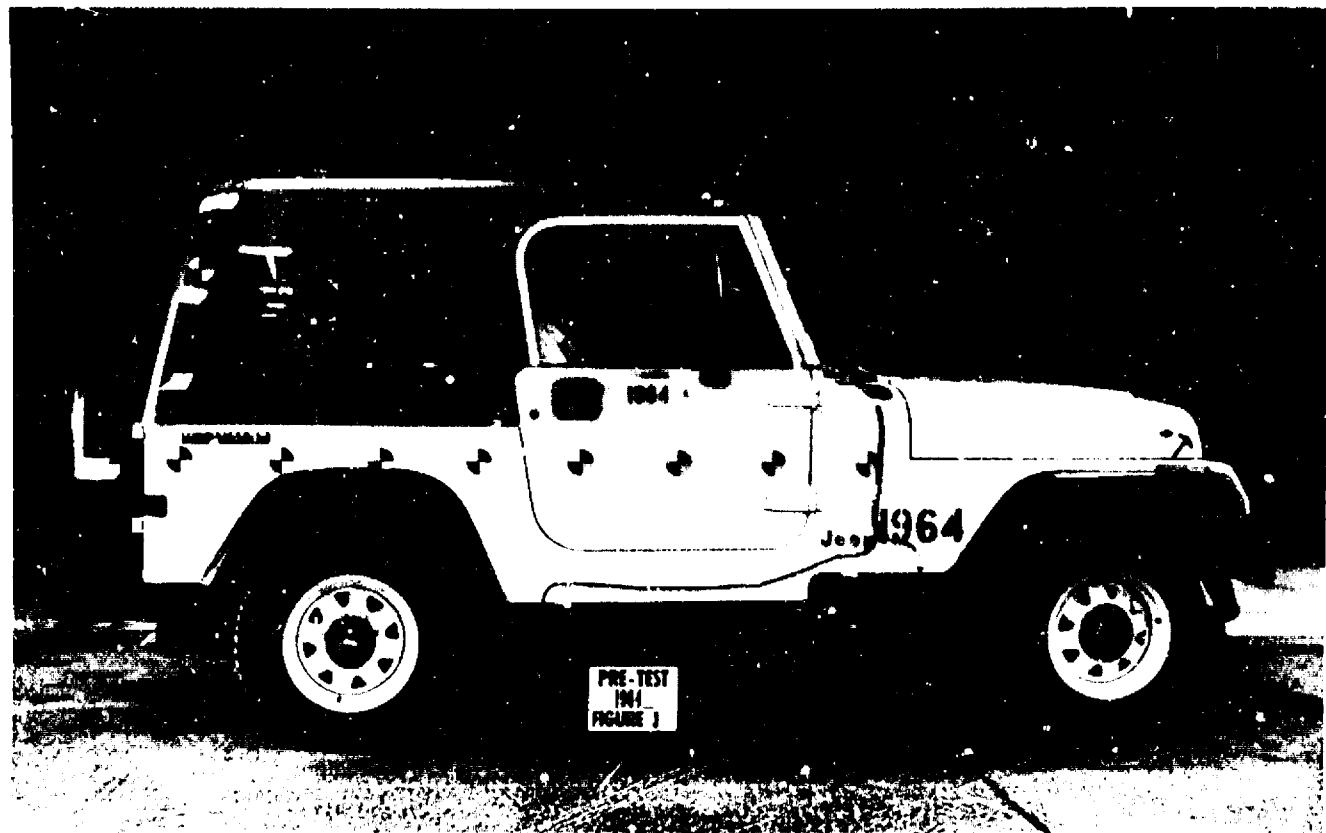
W I S C O N S I N S A F E T Y T E S T S E R V I C E S





W I S C O N S I N S A F E T Y T E S T S E R V I C E S





WISCONSIN SAFETY TEST SERVICES

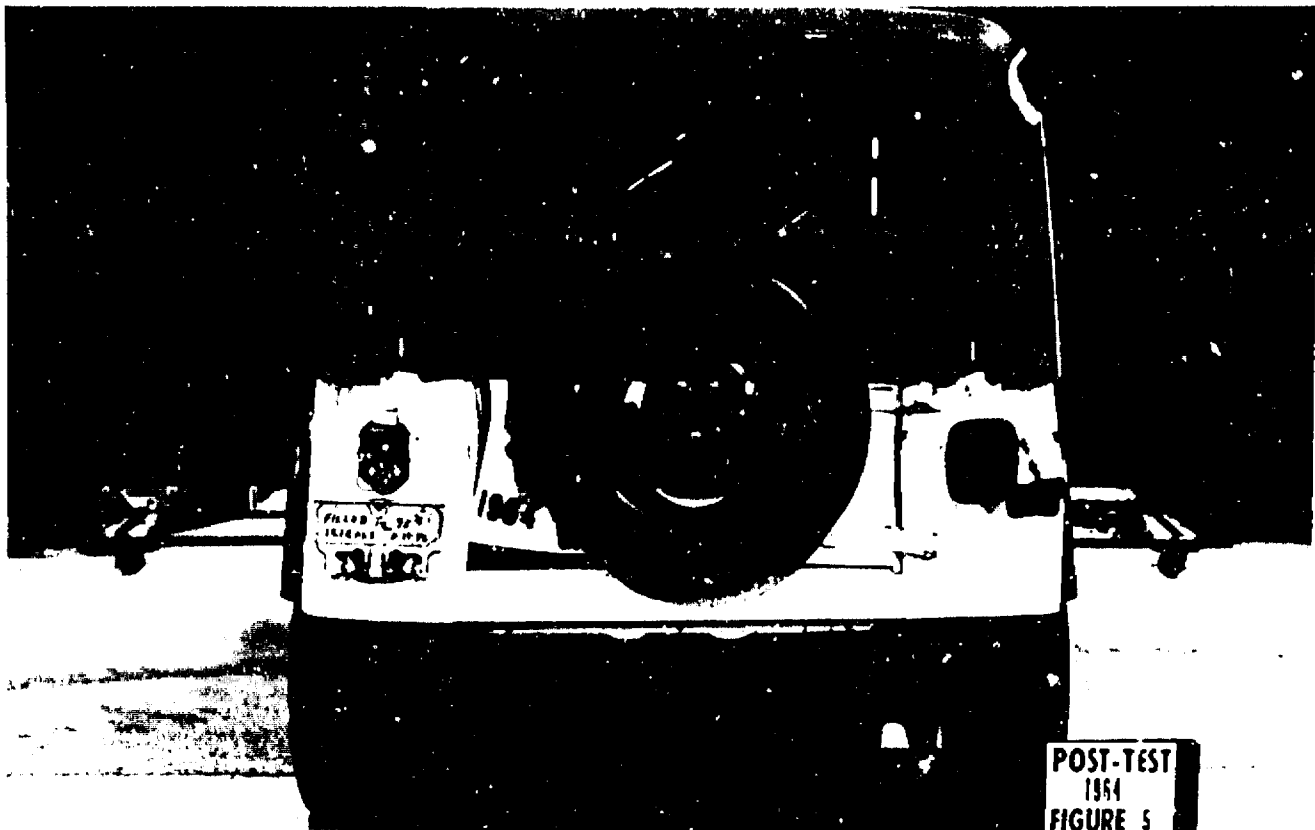




WISCONSIN SAFETY TEST SERVICES



EA12-005 Peer - Chrysler - 00133



WISCONSIN SAFETY TEST SERVICES

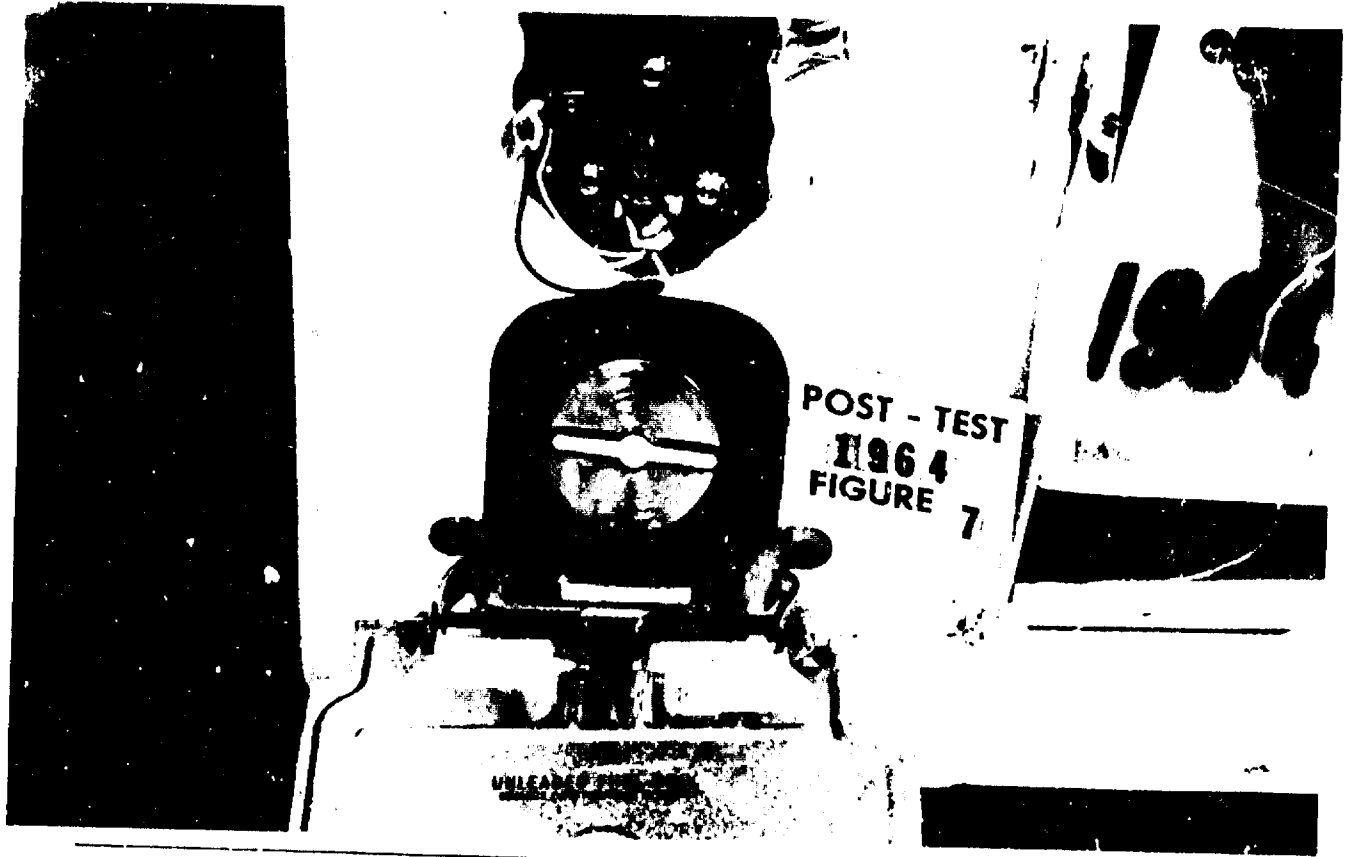




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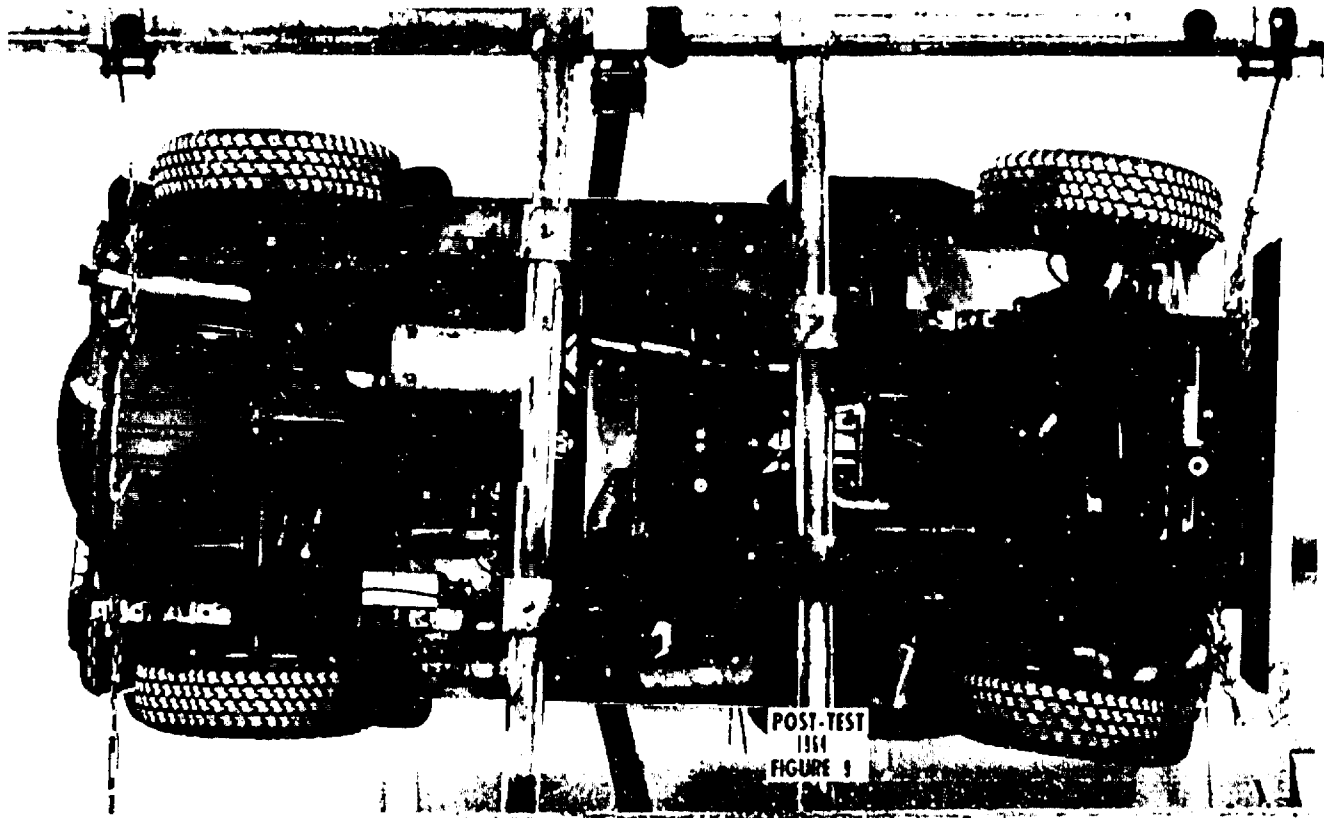


EA12-005 Peer - Chrysler - 00135



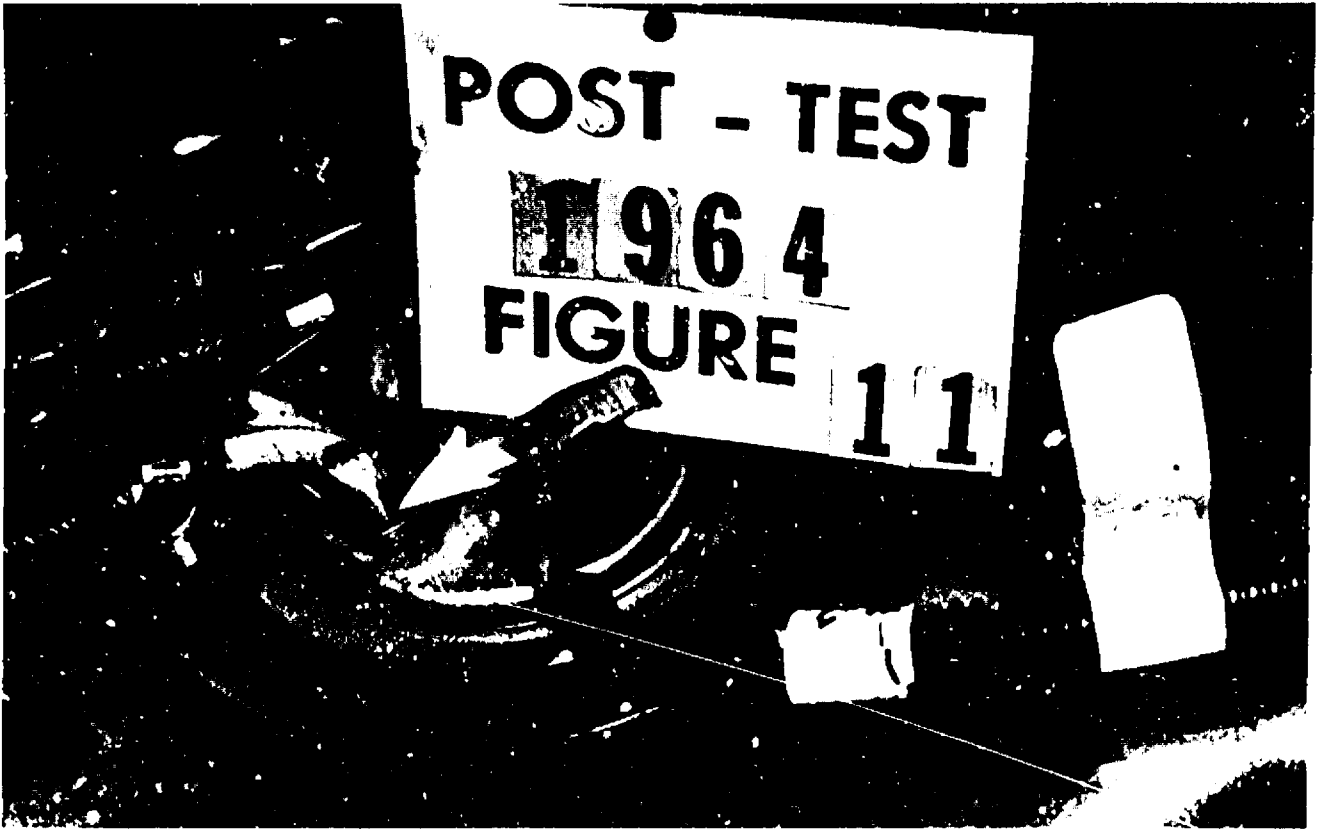
WISCONSIN SAFETY TEST SERVICES





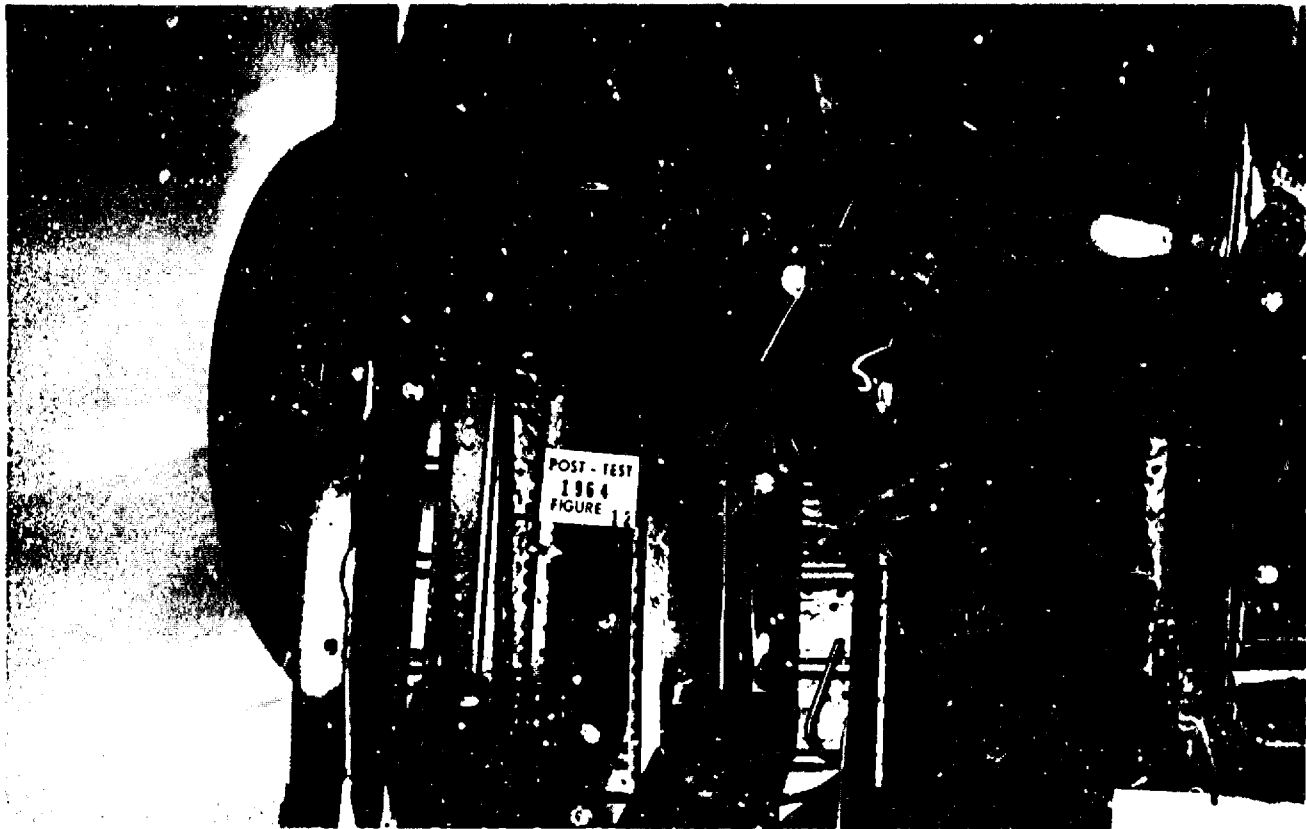
WISCONSIN SAFETY TEST SERVICES





WISCONSIN SAFETY TEST SERVICES





WISCONSIN SAFETY TEST SERVICES



EA12-005

CHRYSLER

2-18-2013

Enclosure 6

301 Compliance Crash Test

1987 - 1995 Wrangler (YJ)

Compliance

VC04009



93 YJ-BODY

VC-4009

Image Source Inc.

801 Front Street

Toledo Ohio 43605

419/697-1111



DECLARATION OF INTENT AND PURPOSE

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

Chrysler Corp.

created during its normal course of business and that:

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

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

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

Date 8 25 1994
Month Day

Theresa J. Carder
Signature

Place Toledo Ohio
City State

Camera Operator
Title

801 Front St.
Location

DATE 01/22/90
 TIME 11.30.11.

TEST VALUES
 EDP CHANNEL SUMMARY

SAFETY TEST
 DEPT 5320

VC04009 30 MPH REAR IMPACT, YJ77, 4.0L MPI ITEM 9YJ53
 1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.

TEST DATE 01/12/90 SPEED 30.8 TEST WT 3864

LIBRARY PGRUN017A

ERRATA # 3 DATA SET 01/12/90BB VC04009 CH001-016 30.8 REA VC04009D

CHL	TRANSDUCER LOCATION		1000HZ CLASS FILTER PEAK	800HZ CLASS FILTER PEAK	180HZ CLASS FILTER PEAK	60HZ CLASS FILTER PEAK	SPEED AT 300MS	
1	LEFT FRONT SILL	X 14322	-73.0	-64.4	-41.4	-31.9	-18.3	
2	RIGHT FRONT SILL	X 80474	-69.3	-65.5	-50.7	-39.5	-18.1	
3	LEFT REAR SILL	X 73961	-268.1	-205.2	-151.3	-76.5	-19.3	
4	LEFT REAR SILL	Z 73955	-193.2	118.1	-62.4	44.4	17.0	N
5	RIGHT REAR SILL	X 14304	-83.4	-74.5	-47.0	-41.3	-18.1	
6	RIGHT REAR SILL	Z 14473	159.7	155.5	88.3	-10.4	.7	
7	LT RAIL RR SPRG HNG FT	X 73959	153.8	86.5	-39.9	-31.1	-20.9	N
8	LT RAIL RR SPRG HNG FT	Z 73937	385.1	388.2	198.1	-21.8	-2.7	
9	RT RAIL RR SPRG HNG FT	X 21361	-248.7	-204.0	-173.1	-87.5	-14.2	
10	RT RAIL RR SPRG HNG FT	Z 73971	-336.8	-297.4	121.5	-37.6	.6	
11	LT RAIL RR MID TANK	X 80417	-583.0	-528.1	-381.0	-198.1	-12.2	
12	LT RAIL RR MID TANK	Z 14337	540.5	465.3	175.3	94.2	4.0	
13	RT RAIL RR MID TANK	X 14531	-771.3	-648.5	-407.3	-212.2	-22.6	
14	RT RAIL RR MID TANK	Z 14303	604.3	544.4	137.7	67.6	-10.6	N
15	LT RAIL MBAR MID	X 14441		59.7		24.6	15.0	
16	RT RAIL MBAR MID	X 14279		62.3		25.3	19.8	

MULTI-CHANNEL PLOT DATA

CHLS 1 2 3 & 5 60HZ AVERAGE OF SILL -41.1 G AT 26.6MS
 CHLS 1 & 2 60HZ AVERAGE OF SILL -33.2 G AT 29.3MS

N - SEE NOTES & COMMENTS PAGE

DATE 01/22/90
TIME 11.30.11.

TEST VALUES
NOTES & COMMENTS

SAFETY TEST
DEPT 5320

VC04009 30 MPH REAR IMPACT, YJ77, 4.0L MPI ITEM 9YJ53
1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.

LIBRARY PGRUN017A

ERRATA # 3 DATA SET 01/12/90BB VC04009 CH001-016 30.8 REA VC04009D

CHL 4 ***** DATA IS OFFSET 2.14 GS *****
CHL 7 ***** DATA IS OFFSET 1.75 GS *****
CHL 14 ***** CHL 14 RT RAIL RR MID TANK Z IS OFFSET *****

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER 4009 ITEM NUMBER 9YJ53 TEST ENGINEER RASMUSSEN
 V.I.N. 2J4FY37L3M TEST DATE 01/12/90, ROLL DATE 01/16/90
 FUEL; TYPE AND QUANTITY - .787 S.G. STODDARD SOLVENT, 19.0 GALLONS
 TEST SPEED 30.8 MPH, TEST WEIGHT 3864 POUNDS.

FUEL SYSTEM DATA	POST TEST CONDITION
TANK - _____	THERE WAS NO SIGNIFICANT DAMAGE TO THESE COMPONENTS.
FILLER TUBE - _____	
CAP - _____	
FUEL FILTER - _____	
GROMMET - _____	
FUEL PUMP - _____	
STRAPS - _____	
LINES - _____	
AIR CLEANER - _____	
VALVES - _____	

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

STATIC ROLL LEAKAGE WITH VEHICLE RIGHT SIDE DOWN FIRST

ROLL TIME	CARB	FUEL	AIR	FUEL	FUEL	GRO	FILL	OTHER	TOTAL
	PUMP	CLEAN	TANK	FILT	MET	CAP	***		
0-90 !1ST 5 MIN !									*
!POST 5 MIN!									**
90-180 !1ST 5 MIN !									*
!POST 5 MIN!									**
180-270 !1ST 5 MIN !									*
!POST 5 MIN!									**
270-360 !1ST 5 MIN !									*
!POST 5 MIN!									**

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

0-90 !1ST 5 MIN !									0 *
!POST 5 MIN!									0 **
90-180 !1ST 5 MIN !									0 *
!POST 5 MIN!									0 **
180-270 !1ST 5 MIN !									0 *
!POST 5 MIN!									0 **
270-360 !1ST 5 MIN !									0 *
!POST 5 MIN!									0 **

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE
 *** OTHER - _____

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

ITEM 9YJ53 CHARGE NO. 5322001 ISSUE DATE 12-14-89
4009

VC 30 MPH REAR IMPACT, YJ77, 4.0L MPI
1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.

TEST DATE 01/12/90 ENGINEER RASMUSSEN
SPEED 30.8 MPH SOURCE ELECTRAP

TEST PURPOSE PRIMARY, 1991 MVSS 301 VALIDATION.
OBSERVE FUEL SYSTEM INTEGRITY.

IMPACT TYPE TARGET SPEED; 30.5 MPH
DAMAGE LOCATION; REAR
IMPACT TYPE; BARRIER
BARRIER SURFACE; PLYWOOD

VEHICLE BODY CLASS; YJ
CAR LINE; J
BODY; 77
ENGINE; 4.0 LITRE
ENGINE NOTE; MPI
TRANSMISSION; 3 SPEED AUTO 4X4
TRANS. NOTE;
VIN AS TESTED; 2J4FY39L7MJ
VIN AS BUILT; 1J4FY39T7KJ

MOD.
MOD.

BUILD CONDITION 1989 PRODUCTION YJ WRANGLER MODIFIED TO REPRESENT
1991 PRODUCTION.
4.0L MPI, 3 SPEED AUTO. TRANS., 4-WD, POWER
STEERING, POWER BRAKES AND AIR CONDITIONING.
HARD TOP WITH FULL DOORS.
SAGINAW STEERING COLUMN - TILT.
WHEELBASE - 93.4 IN.
20 GALLON PLASTIC FUEL TANK.
P215/75R15 TIRES ON STEEL WHEELS WITH FULL SIZE
SWING-AWAY SPARE.

TARGET WEIGHT (LBS) 3339 FRONT, 1744 FRONT, 1595 REAR REPRESENTING
MAXIMUM OPTION WEIGHT NOT INCLUDING OCCUPANTS
OR LUGGAGE.

TEST WEIGHT (LBS) 3864 TOTAL, 1876 FRONT, 1988 REAR

FUEL BALLAST 19 GALLONS OF STODDARD SOLVENT.

LUGGAGE BALLAST 200 LBS. OF LUGGAGE IN CARGO AREA.

OTHER BALLAST 100 LB ON REAR DOOR

POST TEST REMARKS THERE WERE NO LEAKS DURING IMPACT
NOR 30 MINUTES POST TEST

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

OCCUPANTS LEFT FRONT 50TH MALE HYB II UNINST'D AD NO 34
RESTRAINT-3-PT UNIBELT ONLY.
RIGHT FRT. 50TH MALE HYB II UNINST'D AD NO 67
RESTRAINT-3-PT UNIBELT ONLY.

MECHANICAL REQ SYSTEM MUST BE PURGED PRIOR TO TEST.
PAINT REAR RAILS, ETC FOR MAXIMUM VISIBILITY.
TARGET PER 3RD SHEET NO. 100. - DEVELOPE NEW SHEET
MEASURE VEHICLE ATTITUDE AS RECEIVED & AS TESTED.
POST TEST ROLL-OVER REQUIRED.

INSTRUMENTATION REQ SEE 3RD SHEET NO. 100 FOR ACCELEROMETER REQUIRE-
MENTS AND LOCATIONS. DEVELOPE NEW SHEET
1-HYBRID II 50TH MALE DRIVER - UNINSTRUMENTED.
1-HYBRID II 50TH MALE PASSENGER - UNINSTRUMENTED.

PHOTOGRAPHIC REQ 1-RIGHT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE
AT IMPACT.
1-LEFT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE
AT IMPACT.
1-CATWALK CAMERA TO VIEW ENTIRE VEHICLE.
2-PIT CAMERAS TO VIEW REAR STRUCTURE.
1-PIT VIEW OF REAR STRUCTURE AND FUEL TANK.

FILM ANALYSIS UNDERBODY MOTIONS IF REQUESTED.
VEHICLE VELOCITY IF REQUESTED.

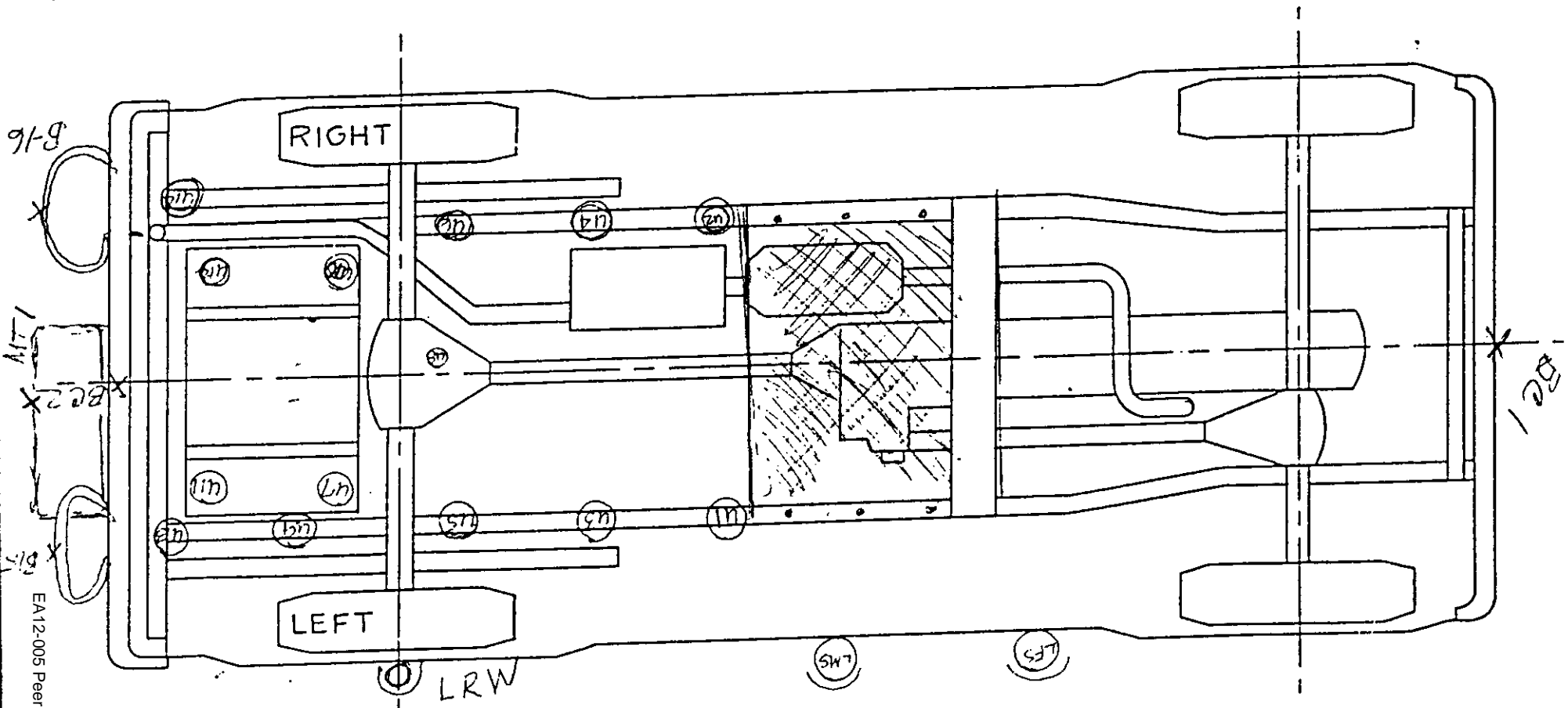
REMARKS TEST REQUEST ORIGINATOR: ED ZYLIK 733-2074

T. E. REPORT TEST ENGINEER'S REPORT REQUIRED FOR MVSS 301
COMPLIANCE REPORT.

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

DISTRIBUTION W.A. BREITMOSER, JR. 422-05-01 (AB)
G.A. BUSS 422-05-01 (A)
J. CHAPP 418-42-22 (AB)
J.W. HANIKA 418-42-27 (AB)
W.R. HARBOUGH 422-05-01 (AB)
M. KHALIFA 418-42-22 (AB)
T.P. MAULE 422-05-01 (A)
E.A. ZYLIK 514-17-31 (AB)

THIRD SHEET 101, ITEM _____, V.C. _____
 JEEP ~~CHRYSLER~~ 4x4 YJ77
 TARGET AND ACCELEROMETER LOCATIONS
 FOR FRONT ANGULAR BARRIER IMPACTS



EA12-005 Peer - Chrysler - 00303

LEGEND
 X PUNCH POINT
 TARGETS

⊕ UNDERBODY
 ⊕ SIDE VIEW

ACCELEROMETERS
 □ SINGLE AXIS, X
 ■ BIAXIAL, X & Z

- NOTES -
1. PRE AND POST DIMENSIONS ARE REQUIRED PER BREITMOSER LETTER OF 01-04-88
 2. NUMBERS ASSIGNED TO EACH TARGET ARE PERMANENT.
 3. TARGETS MAY BE DELETED BY NUMBER PER TR.
 4. ADDITIONAL TARGETS MAY BE REQUESTED BY TR.
 5. LOCATIONS SHOWN ARE APPROX TO ± 0.5 IN.

SAFETY TEST
VEHICLE CRASH TEST LETTER

PAGE 01

VC04009 30 MPH REAR IMPACT, YJ77, 4.0L MPI ITEM 9YJ53		100
1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.		110
TEST DATE 01/12/90		120
TEST PURPOSE	PRIMARY, 1991 MVSS 301 VALIDATION. OBSERVE FUEL SYSTEM INTEGRITY.	130 140 150 160 170
IMPACT TYPE	TARGET SPEED; 30.5 MPH DAMAGE LOCATION; REAR IMPACT TYPE; BARRIER BARRIER SURFACE; PLYWOOD	180 190 200 210 220
VEHICLE	BODY CLASS; YJ CAR LINE; J BODY; 77 ENGINE; 4.0 LITRE ENGINE NOTE; MPI TRANSMISSION; 3 SPEED AUTO 4X4 TRANS. NOTE; VIN AS TESTED; 2J4FY39L7MJ VIN AS BUILT; 1J4FY39T7KJ	230 240 250 260 270 280 290 300 310 320
TEST SPEED	30.8 MPH BY ELECTROMIC TRAP TIMER	330 340
TEST WEIGHT (LBS)	3864 TOTAL, 1876 FRONT, 1988 REAR	350 360
OCCUPANTS	LEFT FRONT 50TH MALE HYB II UNINST'D RESTRAINT-3-PT UNIBELT ONLY. AD-34 RIGHT FRT. 50TH MALE HYB II UNINST'D RESTRAINT-3-PT UNIBELT ONLY. AD-67	370 380 390 400 410
BUILD CONDITION	1989 PRODUCTION YJ WRANGLER MODIFIED TO REPRESENT 1991 PRODUCTION. 4.0L MPI, 3 SPEED AUTO. TRANS., 4-WD, POWER STEERING, POWER BRAKES AND AIR CONDITIONING. HARD TOP WITH FULL DOORS. SAGINAW STEERING COLUMN - TILT. WHEELBASE - 93.4 IN. 20 GALLON PLASTIC FUEL TANK. P215/75R15 TIRES ON STEEL WHEELS WITH FULL SIZE SWING-AWAY SPARE.	420 430 440 450 460 470 480 490 500 510 520
TARGET WEIGHT (LBS)	3339 FRONT, 1744 FRONT, 1595 REAR REPRESENTING MAXIMUM OPTION WEIGHT NOT INCLUDING OCCUPANTS OR LUGGAGE.	530 540 550
FUEL AND BALLAST	19 GALLONS OF STODDARD SOLVENT. 200 LBS. OF LUGGAGE IN CARGO AREA. 100 POUNDS ON REAR DOOR	560 570 580 590
POST TEST REMARKS	THERE WERE NO FUEL LEAKS DURING IMPACT NOR DURING THE 30 MINUTES IMMEDIATELY POST TEST.	600 610 620

SAFETY TEST
VEHICLE CRASH TEST LETTER

PAGE 02

VC04009 30 MPH REAR IMPACT, YJ77, 4.0L MPI ITEM 9YJ53
1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.
TEST DATE 01/12/90

REPORT CODES	A = TRANSDUCER DATA	B = ALL FILM DATA	630
	C = HIGH SPEED FILM	D = ENGINEER'S REPORT	640
	E = DUMMY KINEMATICS	F = STEERING COLUMN	650
	G = UNDERBODY	H = A-POST	660
	I = DYNAMIC CRUSH	J = ENGINE COMPARTMENT	670
	K = DOOR CRUSH	L = FORCE/CRUSH/ENERGY	680
	M = SPECIAL		690
			700
DISTRIBUTION	W.A. BREITMOSER, JR.	422-05-01 (AB)	710
	G.A. BUSS	422-05-01 (A)	720
	J. CHAPP	418-42-22 (AB)	730
	J.W. HANIKA	418-42-27 (AB)	740
	W.R. HARBOUGH	422-05-01 (AB)	750
	M. KHALIFA	418-42-22 (AB)	760
	T.P. MAULE	422-05-01 (A)	770
	E.A. ZYLIK	514-17-31 (AB)	780

DATE 01/12/90

TIME 14.15.08.

REAR IMPACT TEST DAY CHECK LIST

IMPACT GARAGE

- Camera layout to Labick, Photo Req to Lab
- TEST SITE PREPARED
- TITLE BOARD PREPARED
- VEHICLE FINAL BUILD-UP COMPLETE
- TEST CONFIRMED WITH PHOTOGRAPHIC
- WEIGH VEHICLE - RF _____ LBS, RR _____ LBS
LF _____ LBS, LR _____ LBS, TOTAL 3564 LBS
- VISUAL CHECK OF VEHICLE HOOK UP FOR TRANSPORTING TO BARRIER
- TIME OUT OF GARAGE 8:20 A.M.
- Keys

FRT 1876 LBS
RR 1988 LBS

TEST WT
3339
200
308
3847

COVERED BARRIER

- CHECK GUIDE RAIL FOR OBSTRUCTIONS
- POSITION ROLLING GUARD RAIL AROUND PIT DOORS
- POSITION VEHICLE AT INTERSECTION
- POSITION PHOTOGRAPHIC REFERENCE TUBE
- POSITION TRAP FLAG ON MOVING BARRIER
- POSITION TRAP TIMER
- POSITION VELOCITY CAMERA FIDUCIAL TARGET
- ATTACH TOW CABLE (TOW CAR TEST)
- CHECK BRAKE ABORT ELECTRICAL CONTINUITY
- ASSURE TOW CABLE ROUTING
- POSITION MOVING BARRIER AT TEST START POSITION
- RETURN FORK LIFT TO BARRIER
- CALIBRATE TOW CAR
- CHECK HIGH INTENSITY LIGHT SWITCH POSITION AND FUNCTION
(400 FEET FOR 30 MPH TEST)
- POSITION DUMMIES
- ~~CHARGE FUEL LINES~~
- ASSURE VEHICLE IN NEUTRAL
- SET BRAKE ABORT
- CLOSE HOOD AND DECK LID
- IN-TANK FUEL PUMP RUNNING
- MEASURE CAR/REFERENCE TUBE(S)
- MOVING BARRIER ABORT ON
- CLOSE SEMAPHORE GATES
- TURN OFF MERCURY VAPOR OVERHEAD LIGHTS
- ~~TURN ON EXHAUST BLOWERS~~
- BRAKE ABORT REEL CONNECTED
- ALL DOORS UP
- TOW CAR - 5 TH WHEEL DOWN
- LOCK APPROACH ROAD DOORS
- APPROACH ROAD LIGHTS ON
- WARNING LIGHT ON
- TEST PERSONNEL READY
- "PLEASE CLEAR TEST AREA"
- ASSURE CAMERA SWITCH ARMED
- ASSURE HIGH INTENSITY LIGHTS IN INTERSECTION MODE.
- TRIGGER RESET LIGHT ON AND ARMED
- INITIATE TEST, ~~VIA CAR IF CONVENTIONAL INSTRUMENTATION~~
VIA TOW CAR IF OBDAS

SPEED 30 ~~8~~
TOW COOK
CAL WIRTH
ABORT _____
BOOTH WIRTH
STRK VEH BUSS

ABORT ENG
 Photoq
 TA ENGR

TEST TIME 12:40 P.M.

- ___ POSITION ROLLING GUARD RAIL AROUND PIT DOORS
- ___ CALL M. A. BOWEN WITH TEST RESULTS
- ___ POSITION VEHICLE FOR POST TEST PHOTOGRAPHS
- ___ STORE TOW CABLE
- ___ CLEAN UP TEST DEBRIS
- ___ COVER EXPOSED PIT AREAS
- ___ TURN OFF APPROACH ROAD LIGHTS

1. Change to 40

37.5'
To Catwalk



CAMERA LAYOUT - COVERED BARRIER

- ④ looking at entire V/A from LT side of pit
- ⑩: " " "
- ⑥: " " RT "
- ⑦: " " RT

PURPOSE: TO SEC FRAME RAIL TARGETS UNDER LEAF SPRINGS FOR F.A.

1000
 1000
 1000
 424
 425
 426
 427
 428
 429
 430

TEST NO. VC-1009 TEST TYPE 30MPH TYPE IV REAR

ENGINEER R.H. RASMUSSEN REQUEST DATE 12-20-89

SCALE: 1 in. = 20 ft.

Test Vehicle Body Class YJ

#	CAMERA TYPE	LENS F.L.	F.P.S.	VIEW	PANEL NO.	SOCKET NO.	CABLE NO.	LENS MANUF.	LENS S/N	CAMERA S/N
1	B&H		64	PANNING						
2	LOCAM	100mm	500	VELOCITY						
3		25		LT. OVERALL				WOLLENSAK	D73487	1891
4		25		RT. OVERALL				KINOPTIK	89162	1873
5		78mm		CATWALK-OVERALL				"	106481	1874
6		13		PIT-ANALYSIS LT				"	107231	280
7		13		" " SS08				COSMICAR	10057	424
8		25		" FUEL TANK				"	14546	425
9	LOCAM	13mm		PIT-ANALYSIS RT				"	18739	282
10	"	13mm		" RT					20361	426
11									21324	428
12										
13										
14										
15										
16										

TEST VEHICLE WEIGHT

TEST NUMBER _____

REAR IMPACTS

PROCEDURE:

1. DETERMINE BALLAST WEIGHT GOAL.
NOTE: INSTRUMENTATION WEIGHT MUST INCLUDE WHATEVER BATTERIES ARE REQUIRED. TARGET AND LUGGAGE WEIGHTS ARE SPECIFIED IN THE TEST REQUEST.
2. FUEL VEHICLE AND WEIGH.
3. *IF WEIGHT IS LESS THAN GOAL, ADD LEAD TO OBTAIN BEST AXLE DISTRIBUTION AND A WEIGHT SLIGHTLY OVER GOAL.
*IF WEIGHT IS OVER GOAL, REMOVE COMPONENTS (NOT INVOLVED IN TEST MODE/PURPOSE) TO REDUCE WEIGHT.
4. REWEIGH VEHICLE TO CONFIRM BALLAST WEIGHT.
5. CALCULATE TEST WEIGHT GOAL.
6. WEIGH VEHICLE IN TEST CONFIGURATION FOR TEST WEIGHT.
NOTE: TEST WEIGHT MUST NOT BE LESS THAN, NOR EXCEED BY MORE THAN 1.0%, THE CALCULATED TEST WEIGHT GOAL.

3060 base
279 Option
3339

BALLAST WEIGHT GOAL:

TARGET-WEIGHT.....	3339
INSTRUMENTATION.....	-(123)
BALLAST WT GOAL.....	= 3216
NOTE: THE INSTRUMENTATION IS NOT USED AS LUGGAGE WEIGHT, HENCE BALLAST MUST BE INSTALLED IN TRUNK FOR LUGGAGE.	

TEST WEIGHT GOAL:

TRGT WT	3339
LUGGAGE	+ 200
AD'S...	+ 308
TEST WT	= 3847

3339 TN
123 INST
3462

WEIGHTS:

1790
1660
3450
Gross WT

3450
3339
111

3539
3450
89

BALLAST WEIGHTS ADDED AND LOCATION:

NON-INSTRUMENTED ANTHROPOMORPHIC TEST DEVICE REQUEST

TEST NUMBER V14079
REQUEST DATE 12/12/81
DATE REQUIRED 1/1

CHARGE # 5322001
TEST ENGINEER NR RASMUSSEN

AD- 34
MAKE/MODEL: PART 572
RESTRAINT: UNIBELT

AD POSITION: 1L
PERCENTILE/SEX: 50TH/M
TARGETS BALLAST

AD- 67
MAKE/MODEL: PART 572
RESTRAINT: UNIBELT

AD POSITION: 1R
PERCENTILE/SEX: 50TH/M
TARGETS BALLAST

VCO 4009

TPM
12-22-89

EQUIPMENT WEIGHTS

QTY.	ITEM	UNIT WEIGHT	ITEM WEIGHT
<u>16</u>	DATA CHANNEL	0.5	<u>8</u>
<u>1</u>	DDAS UNIT	30	<u>30</u>
<u>1</u>	DDAS MEMORY	8	<u>8</u>
<u>0</u>	DDAS RACK	34	<u>1</u>
<u>1</u>	DUAL BATTERY PACK	46	<u>46</u>
<u>1</u>	SINGLE BATTERY PACK	23	<u>23</u>
<u>1</u>	XENON BOX	6	<u>6</u>
<u>1</u>	MULTI EVENT BOX	1	<u>1</u>
<u>1</u>	FUEL PUMP DELAY BOX	1	<u>1</u>
<u>1</u>	A/B TIME DELAY	4	<u>1</u>
<u>1</u>	ISOLATION BOX	2	<u>1</u>
<u>1</u>	CAMERA POWER BOX	4	<u>1</u>
<u>---</u>	OTHER	<u>---</u>	<u>---</u>
TOTAL WEIGHT:			<u>123</u>

NOTE: BATTERIES FOR ON-BOARD CAMMERAS, ON-BOARD CAMERAS, ON-BOARD CAMERA FRAMS AND AD T SYSTEM EQUIPMENT SHOULD NOT BE INCLUDED IN THE TOTAL WEIGHT OF THIS FORM.

COMMENTS: _____

09-15-89 B. GRENKE FILE: EQU LB DISK: #1

TEST VEHICLE WEIGHT

TEST NUMBER 4009

REAR IMPACTS

PROCEDURE:

1. DETERMINE BALLAST WEIGHT GOAL.
NOTE: INSTRUMENTATION WEIGHT MUST INCLUDE WHATEVER BATTERIES ARE REQUIRED. TARGET AND LUGGAGE WEIGHTS ARE SPECIFIED IN THE TEST REQUEST.
2. FUEL VEHICLE AND WEIGH.
3. *IF WEIGHT IS LESS THAN GOAL, ADD LEAD TO OBTAIN BEST AXLE DISTRIBUTION AND A WEIGHT SLIGHTLY OVER GOAL.
*IF WEIGHT IS OVER GOAL, REMOVE COMPONENTS (NOT INVOLVED IN TEST MODE/PURPOSE) TO REDUCE WEIGHT.
4. REWEIGH VEHICLE TO CONFIRM BALLAST WEIGHT.
5. CALCULATE TEST WEIGHT GOAL.
6. WEIGH VEHICLE IN TEST CONFIGURATION FOR TEST WEIGHT.
NOTE: TEST WEIGHT MUST NOT BE LESS THAN, NOR EXCEED BY MORE THAN 1.0%, THE CALCULATED TEST WEIGHT GOAL.

BALLAST WEIGHT GOAL:

TARGET-WEIGHT.....	<u>3339</u>
INSTRUMENTATION.....	-(<u>100</u>)
BALLAST WT GOAL.....	= <u>3239</u>
NOTE: THE INSTRUMENTATION IS NOT USED AS LUGGAGE WEIGHT, HENCE BALLAST MUST BE INSTALLED IN TRUNK FOR LUGGAGE.	

TEST WEIGHT GOAL:

TRGT WT	<u>3339</u>
LUGGAGE	+ <u>200</u>
AD'S...	+ <u>207</u>
TEST WT	= <u>3746</u>

5900 MAX

WITH 100LB LUGGAGE BALLAST:
3239
200
3439

WEIGHTS:

BALLAST WEIGHTS ADDED AND LOCATION:

* POST TEST CRITIQUE *

*ITEM NO 9YJ53 *VEH TYPE YJJ77 *ENG 4.0 *TRANS A3F

*TEST NO 4009 *DEV _____ *VAL 91 *COMP _____ *RESC _____

*PURPOSE 204 _____ 208 _____ 212 _____ 219 _____ 301

*TEST MODE _____ FFF REAR _____ ANG _____ LAT _____ *TEST WEIGHT 3864

*PERSONNEL CAL WIRTH BOOTH WIRTH

STRK VEH BUSS MECH ECK SEEGERT - KUHL

T/A ENG GRENKE TECH ECKERT

*TIME OUT 8:20 *TEST VELOCITY 30.8 *IMPACT TIME 12:45

*TOW OPERATOR COOK CAR WINCH _____

*W/S INTRUSION UPR _____ LWR _____ *S/C DISP _____

*W/S RETENTION RT 1/2 _____ LT 1/2 _____ TOTAL _____

*OCCUPANTS		HYBRID	II	III	*RESTRAINTS				
1L	1R				ACTIVE		PASSIVE		
					1L	1R	1L	1R	
95%	<u>II</u>	<u>II</u>			UB	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2 PT	_____
50%	<u>II</u>	<u>II</u>			LB	_____	_____	3 PT	_____
5%	_____	_____			UN/RES	_____	_____	A/B	_____
INST	_____	_____							

*OCCUPANT CONTACTS

	S/W RIM	S/W HUB	S/C COVER	INST PNL	W/S	G/BOX
1L	_____	_____	_____	_____	_____	_____
1R	_____	_____	_____	_____	_____	_____

*SEAT STATUS

1L _____ 1R _____

*DOOR STATUS

LT _____ RT _____

*ANOMALIES- MECH _____ ELECT _____ NO MODEM - CHANGE TA 19 LIGHT PAD PULLED OUT OF POSITION AS M/B PULLED BACK

*FUEL SYSTEM PERFORMANCE

LEAKAGE- IMPACT 0 STATIC ROLL REQD PRESS/CK _____

FUEL SYSTEM TYPE- MPI

*INSTRUMENTATION CONVENTIONAL _____ OBDAS#

*SUPPORT MECHS E TECHS E PHOTOGS E

*REPORT REQUIRED NO _____ YES 301

TEST-ENGINEER RHR DATE 01/12/90

X, Longitudinal Dimensions			
Location	Before	After	Change
BC1	0	0	
BC2	143.1	139.0	
B15	150.4	Lost	
B18	150.3	140.0	
LFS	57.8		
LMS	87.9		
U1	85.3		
U2	85.3		
U3	96.3		
U4	98.6		
U5	110.1		
U6	109.1		
U7	127.8		
U8	115.1		
U9	128.6		
U10	126.9		
U11	136.2		
U12	136.2		
U13	142.1		
U14	141.7		
U15			
U16			
MT1	150.2		
LRW	117.2		

Test No. VC- 4009
 Test Type REAR
 Veh. Ident. _____
 Date of Test _____
 Test Engineer RHR
 Mechanics _____

X, Longitudinal Dimensions			
Location	Before	After	Change

- TRAMPLED TARGET MEASUREMENTS
 Lt. Side 30.00 in. / Rt. Side _____ in.
 U1-U2 39.87 Post ~~Target~~
 Weights Below: 39.97

a. includes dummies ballast _____
 b. excludes _____ _____
 c. for _____ _____

Test Weight _____

EA12-005 Peer-Chrysler-00918
 RE R3

4. LATERAL Dimensions			
Location	Before	After	Change
BC1	0	0	
BC2	-0.6	0	
BP15	20.5	List	
BP16	19.5	20.5	
LFS	30.1		
LMS	30.1		
U1	20.4	19.5	
U2		19.5	
U3		20.2	
U4		19.7	
U5		20.7	
U6		19.8	
U7		13.3	
U8		0.7	
U9		20.7	
U10		9.1	
U11		13.7	
U12		9.1	
U13		21.0	
U14		19.5	
U15			
U16			
MTI		0	
LRW		32.6	

Test No. VC- 4009
 Test Type REAR.
 Veh. Ident. _____
 Date of Test _____
 Test Engineer RHR
 Mechanics _____

X, Longitudinal Dimensions			
Location	Before	After	Change

— TRAMPLED TARGET MEASUREMENTS
 Lt. Side _____ in./Rt. Side _____ in.
 U1 + 2
 Weights Below:
 a. includes b. excludes c. rest
 dummies _____ ma
 ballast _____ Cu
 _____ _____ GV
 _____ _____ _____
 EA12-005 Peer-Chrysler-00314
 RE D3

01/12/90

PF=VCO4009D

IMPACT TESTING AND DEVELOPMENT
TEST INSTRUMENTATION & DATA REDUCTION FORM # 5320TA19

PG 1 OF 1

TEST # VCO4009 TEST DATE ITEM # 9YJ53 TEST ENG. TEST ASSUR. ENG. TECH.
 TEST DESCRIPTION/OBJECTIVE _ 30 MPH REAR IMPACT, YJ77, 4.0L MPI
 1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.
 CHARGE #5322001 OCCUPANTS. AD AT , AD AT , AD AT , AD AT , AD AT
 TARGET VELOCITY MPH. TRAP TIME MS. ACTUAL VELOCITY MPH. VIN 2J4FY39L7MJ

CHL	TRANSDUCER LOCATION	AXIS	ATD	S/N	POL	SOURCE		REQ	PEAK	CH #	GAIN	SPAN	OFFSET
						-CAL	OHMS						
1	LEFT FRONT SILL	X		14322	+	197.27	300.0	0	4.0				
				141	FT	3740	388.9	2	1.275		318.69		
2	RIGHT FRONT SILL	X		80474	+	197.22	300.0	1	4.0				
				141	FT	3740	393.8	2	1.252		312.98		DUE
3	LEFT REAR SILL	X		73981	+	200.33	300.0	2	4.0				
				141	FT	3740	395.4	2	1.267		316.67		
4	LEFT REAR SILL	Z		73955	+	198.24	300.0	3	4.0				
				141	DN	3740	384.1	2	1.277		319.30		
5	RIGHT REAR SILL	X		14304	-	197.61	300.0	4	4.0				
				141	RR	3740	387.0	2	1.276		319.11		
6	RIGHT REAR SILL	Z		14473	+	195.41	300.0	5	4.0				
				141	DN	3740	385.9	2	1.286		316.50		
7	LT RAIL RR SPRG HNG FT X			73959	+	400.42	800.0	6	2.0				
				141	FT	1740	787.7	1	1.271		635.42		DUE
8	LT RAIL RR SPRG HNG FT Z			73937	+	389.37	800.0	7	2.0				
				141	DN	1740	777.2	1	1.253		626.25		DUE
9	RT RAIL RR SPRG HNG FT X			213814	-	393.48	800.0	8	2.0				
				141	RR	1740	786.4	1	1.251		625.40		DUE
10	RT RAIL RR SPRG HNG FT Z			73971	+	388.42	800.0	9	2.0				
				141	DN	1740	757.2	1	1.282		641.21		
11	LT RAIL RR MID TANK	X		80417	-	395.87	1000.0	10	1.0				
				141	RR	1740	1556.1	0	.836		635.98		
12	LT RAIL RR MID TANK	Z		14337	-	393.05	1000.0	11	1.0				
				141	UP	1740	1551.7	0	.633		633.25		
13	RT RAIL RR MID TANK	X		14531	-	398.30	1000.0	12	1.0				
				141	RR	1740	1552.9	0	.841		641.20		DUE
14	RT RAIL RR MID TANK	Z		14303	+	395.99	1000.0	13	1.0				
				141	DN	1740	1550.3	0	.639		636.57		
15	LT RAIL MBAR MID	X		14441	+	208.63	400.0	14	4.0				
				141	FT	3740	390.0	2	1.338		334.36		DUE
16	RT RAIL MBAR MID	X		14279	+	210.91	400.0	15	4.0				
				141	FT	3740	393.7	2	1.339		334.79		DUE

TEST ASSURANCE PARAMETERS & POST TEST CRITIQUE

TEST TYPE 30 MPH REAR TEST VEHICLE YJ77 4.0L MPI

VC TEST 04009 TEST DATE 01-12-89 SHIFT X 1ST 2ND

DATA CH. NO. 116 FAILED 0 OFFSET 2 SATUR. 0

OFFICIAL SPEED 30.8 (TO 1/10 MPH) ITEM NO. 9YJ53

	SYSTEM A		SYSTEM B	
COUNTER DESCRIPT.	FLUKE	FLUKE		
	<u>41289</u>	<u>41290</u>		
VEL. TRAP TIMES	<u>88.547</u> MS	<u>88.633</u> MS		
VEL. TRAP SPEEDS	<u>30.80</u> MPH	<u>30.77</u> MPH		

SPEED MPH
 DRIVER _____
 ACT. NULL _____
 SETTING 30.85

TEST PERSONNEL HANNEY
 ENGINEERS VC TEST RASMUSSEN/WIRTH
 ABORT: BOOTH WIRTH TOW _____
 M.C.C. RASMUSSEN CAL. WIRTH
 WALKWAY Buss
 TECHS: VAN/OBDAS Eckert
 VEL. TRAP/~~LOAD CELL~~ Eckert
 MECH: TOW/WINCH DRIVER COOK

TIMING & EVENT
 M.C. CONSOLE ✓
 VAN/OBDAS ✓
 LOAD CELL N/A
 AD NO. 1L 34 1R 67

D.D.A.S. S/N 05, _____, _____, _____
 MEMORY S/N 05, _____, _____, _____
 CONN. ORIENT. LT RT FD RR _____

PRELIMINARY, do not return equipment to service
 FINAL, return equipment to service after check out

NOTES ON TEST & FOLLOW-UP REQUIRED

H4, LT REAR SILL 'Z' 73955; OFFSET 2.14G, CHECK IN LAB
 CHECKED OUT FOUND 2G SHOCK OFFSET, IN LAB SENT
 IN FOR REPAIR.

H14, RT RAIL RR MID TANK 'Z' 14303; OFFSET 1.75G, CHECK IN LAB
 CHECKED OUT IN LAB FOUND 2G SHOCK OFFSET -
 SENT IN FOR REPAIR.

NORMAL BUILD DOWN 1-16-89
 F. Eckert

03/05/87

TEST VEHICLE SHIPPING

RELEASE FORM

VEHICLE TEST NUMBER _____

VEHICLE ITEM NUMBER _____

VEHICLE V.I.N. _____

BUILD DOWN COMPLETE _____

STATIC ROLL COMPLETE _____

POST TEST PHOTOS _____

PRESSURE CHECK _____

REMARKS:

TEST ENGINEER _____

DATE _____

POWER TRAIN AND STRUCTURAL DATA

TEST NUMBER _____
POWER TRAIN _____

ENGINE _____ (LITRE/CUBIC INCH); MODIFICATIONS _____

ENGINE TEST DAMAGE _____

THROTTLE OR SHIFT LINKAGE MODIFICATIONS _____

LINKAGE TEST DAMAGE _____

TRANSMISSION _____ AUTO, _____ MANUAL. AXLE _____

DRIVE LINE DAMAGE _____

AIR CONDITIONING (YES OR NO) _____. BATTERY SIZE _____

OTHER MODIFICATIONS OR ACCESORIES (AIR PUMP, WATER PUMP....) _____

STRUCTURE

DOOR MODIFICATIONS _____

POST TEST DOOR OPENING EFFORT (X=AUXILIARY EQUIPMENT REQUIRED,

A=OPENS READILY, H-CAN BE OPENED MANUALLY BUT WITH MUCH DIFFICULTY)

L.F. _____, R.F. _____, L.R. _____, R.R. _____, TRUNK _____, TAIL GATE _____

OTHER DOOR COMMENTS _____

MODIFICATIONS TO THE STANDARD STRUCTURE _____

STRUCTURAL TEST DAMAGE _____

SPARE TIRE AND JACK MODIFICATIONS _____

SPARE TIRE SIZE _____

SPARE TIRE AND JACK RETENTION, AND OTHER RELATED COMMENTS _____

BUMPER SYSTEM MODIFICATIONS _____

BUMPER SYSTEM TEST DAMAGE _____

BRAKE SYSTEM MODIFICATIONS _____

BRAKE SYSTEM TEST DAMAGE _____

SUSPENSION SYSTEM MODIFICATIONS _____

SUSPENSION SYSTEM TEST DAMAGE _____

TRAILER HITCH TYPE AND MODIFICATIONS _____

TEST NUMBER _____

SEAT, RESTRAINT, INSTRUMENT PANEL, AND OCCUPANT DATA

SEATS

TYPE, MATERIAL, PRICE CLASS _____

ADJUSTERS _____

HEAD RESTRAINTS _____

POST TEST CONDITION _____

RESTRAINT SYSTEM

TYPE _____

POST TEST CONDITION _____

INSTRUMENT PANEL

MATERIAL; BASE PANEL AND COVER _____

GLOVEBOX _____

POST TEST CONDITION _____

OCCUPANT DATA

OCCUPANT DIMENSIONS RELATIVE TO TEMPLATE OR DRAWING # _____

	LEFT FRONT				RIGHT FRONT			
	X (INCHES)	Z (INCHES)	X (INCHES)	Z (INCHES)	X (INCHES)	Z (INCHES)	X (INCHES)	Z (INCHES)
	FWD	RWD	UP	DOWN	FWD	RWD	UP	DOWN
HEAD								
HIP								
KNEE								

OCCUPANT WITNESS MARKS _____

SHOULDER BELT PAYOUT- LEFT _____ IN. RIGHT _____ IN.
 LAP BELT PAYOUT- LEFT _____ IN. RIGHT _____ IN.

VC-TEST LOAD SHEET EXPLANATION (SEE MANUAL FOR DETAILS)

WITH ALL ENTRIES EXCEPT TITLE LINES, TEST-NOTES, V.I.N., AND A.T.V., BLANKS AND COMMAS ARE USED AS DELIMITERS AND OTHERWISE IGNORED. IN TITLE LINES AND V.I.N. EVERYTHING IS ACCEPTED TO THE LENGTH LIMITATIONS INDICATED ON THE LOAD SHEET (TITLE LINES AND TEST-NOTES- 60 CHARACTERS; V.I.N. AND A.T.V.- 20 CHARACTERS).

ABBREVIATIONS; SER=SERIES, SN=SERIAL NUMBER, F=FAULT, I=INSTRUMENTED, P=PHOTOGRAPHIC COVERAGE, Y=YES, N=NO

ENTRIES FOR DATA ITEMS HAVE A MAXIMUM NUMBER OF ALLOWABLE CHARACTERS AND ARE EITHER NUMERIC(N) OR ALPHANUMERIC(A). EACH LOAD SHEET ENTRY IS FOLLOWED BY A NUMBER AND LETTER WHICH SPECIFIES THE MAXIMUM NUMBER OF CHARACTERS AND FORMAT, "A" ALPHANUMERIC OR "N" NUMERIC, FOR THAT ITEM.

*****NOTE***** - ALL REFERENCES TO "V.I.N." ARE TO THE 17 CHARACTER VEHICLE IDENTIFICATION NUMBER, WHICH WAS INITIATED WITH THE 1981 MODEL YEAR.

TEST-NOTE - NON STANDARD ITEMS THAT WOULD NOT APPLY TO (OR FIT) ANY OTHER ENTRIES, E.G. NO INSTRUMENT PANEL, VEHICLE TESTED AT 2.6L WEIGHT, VEHICLE TESTED AT LIMO WEIGHT, NO DUMMIES BUT VEHICLE TEST WEIGHT ADJUSTED FOR DUMMY WEIGHT, H-BODY MULE MADE FROM K-BODY ETC....

BODY-CLASS - ALL DOMESTIC PASSENGER CARS (V.I.N. POSITION #1 = "1", "2" OR "3", AND V.I.N. POSITION #3 = "3") ARE CODED WITH A SINGLE LETTER WHICH IS DEFINED IN THE "PASSENGER CAR MODEL CHARTS" I.E. L = L-BODY, E = E-BODY, K = K-BODY, G = G-BODY, ETC.... ALL DOMESTIC BUILT TRUCKS (V.I.N. POSITION #1 = "1", "2" OR "3" AND POSITION #3 OF V.I.N. = "4", "5", "6", OR "7") ARE CODED "T". COMPETITIVE, AND FOREIGN BUILT VEHICLES (CURRENTLY JAPAN, V.I.N. POSITION #1 = "J"), ARE CODED "BLANK".

CAR-LINE - FOR CHRYSLER BUILT DOMESTIC PASSENGER CARS AND FRONT WHEEL DRIVE TRUCKS (T115), A SINGLE LETTER FROM V.I.N. POSITION #5 IS USED, I.E. D=ARIES, Z=OMNI, K=CARAVAN, ETC.... **!*EXCEPTIONS*!**; V.I.N. POSITION #5="S" OR "U" OR "X" AND POSITION #2="B", CAR-LINE="D". V.I.N. POSITION #5="A" AND POSITION #2="B", CAR-LINE="V". V.I.N. POSITION #5="J" OR "U" OR "H" AND POSITION #2="C", CAR-LINE="C". V.I.N. POSITION #5="S" AND POSITION #2="P", CAR-LINE="P". REAR WHEEL DRIVE TRUCKS ARE IDENTIFIED BY THE TWO(2) CHARACTERS FROM V.I.N. POSITIONS #5 & #6, I.E. B1=B100(150), D1=D100(150) ETC.... **!*EXCEPTIONS*!**; SPORT UTILITY (RAMCHARGER AND TRAILDUSTER, POSITION #3= "4" AND POSITIONS #5 & #6= D1 OR W1, CODED AD1 OR AW1 RESPECTIVELY); N-BODY (DAKOTA 2X2 AND 4X4, WHERE POSITION #3= "7" AND POSITION #5= "N" OR "R", CODED N1 OR N5 RESPECTIVELY). PRE-PROTOTYPE "MULE" CARS AND NON-CHRYSLER BUILT VEHICLES MAY USE UP TO TEN(10) CHARACTERS FOR CAR-LINE, E.G. L-MULE, CHEVY, W/K-MEXICO ETC.... SEE "VCRECORDS USER MANUAL", APPENDIX B, FOR DETAILS.

BODY - FOR PASSENGER CARS AND FRONT WHEEL DRIVE TRUCKS (T115) THE BODY IS TWO DIGITS CONVERTED FROM V.I.N. POSITION #7, I.E. 21, 22, 41,... 35(T115)... 48(LIMO/EXEC. SEDAN). BODY FOR REAR WHEEL DRIVE TRUCKS IS ONE (1) CHARACTER TAKEN DIRECTLY FROM V.I.N. POSITION #7.

TEST-WEIGHT - INCLUDES ALL DUMMIES, INSTRUMENTATION, CAMERAS, FUEL, LUGGAGE, BALLAST.

TEST-PURPOSE- THE FIRST TWO(2) CHARACTERS ARE THE TEST-PURPOSE MODEL YEAR (80,81,85...). THE THIRD CHARACTER IDENTIFIES THE TEST PURPOSE AS DEVELOPMENT(D), VALIDATION (V), OR COMPLIANCE (C). THE FOURTH DIGIT SIGNIFIES A PRIMARY (1) OR SECONDARY (2) TEST-PURPOSE.

VC-TEST LOAD SHEET EXPLANATION CONTINUED

ENGINE - ENGINE DISPLACEMENT IN LITERS.

ENGINE-NOTE - STANDARD ENTRIES; HP=HIGH PERFORMANCE, TBI=THROTTLE BODY INJECTION, TC=TURBOCHARGED, TCI=LOW COST TURBO(MMC), TCII=TURBO II, TCIII=16 VALVE LOTUS ENGINE, MPI=MULTIPOINT INJECTION, EFI=ELECTRONIC FUEL INJECTION, 1B=1 BARREL CARB..., 4B=4 BARREL CARB., DIE=DIESEL, LPG=LIQUID PROPANE GAS, FED=FEDERAL EMISSION, CAL=CALIFORNIA EMISSION. FOR NON-STANDARD; UP TO 10 CHARACTER DESCRIPTOR ACCEPTABLE.

TRANSMISSION - STANDARD ENTRIES; A2=2 SPEED AUTO, A3=3 SPEED AUTO, M3=3 SPEED MANUAL, M4=4 SPEED MANUAL, M5=5 SPEED MANUAL. A "F" AS THE THIRD CHARACTER INDICATES FOUR WHEEL DRIVE, I.E. A3F,...M5F, ETC.

TRANS-NOTE - OTHER TRANSMISSION COMMENTS UP TO 10 CHARACTERS.

OPTIONAL-EQUIPMENT - Y IF WAS ON VEHICLE, N IF WAS NOT ON VEHICLE "BLANK" IF QUESTIONABLE.

OPT-EQUIP-NOTE - OPTIONAL EQUIPMENT NOTE UP TO 10 CHARACTERS.

IMPACT-TYPE - BA=BARRIER, CA=CAR-TO-CAR, RO=ROLLOVER, TR=TREE, TD=TOP DROP, MOVING BARRIERS; 1T=TYPE I, 2T=TYPE II, 3T=TYPE III, 4T=TYPE IV. WEDGE ANGLES; 10=10 DEGREE, 15=15 DEGREE, 20=20 DEGREE 25=25 DEGREE, 30=30 DEGREE.

BARRIER-SURFACE; C=CONCRETE, S=STEEL, P=PLYWOOD

DAMAGE-LOCATION - FT=FRONT, LF=LEFT FRONT, LC=LEFT CENTER, LR=LEFT REAR RF=RIGHT FRONT, RC=RIGHT CENTER, RR=RIGHT REAR, RE=REAR, TO=TOP

<u>DIRECTION</u>	A	DIRECTION REFERS TO THE DIRECTION OF
	O A	MOTION BEFORE IMPACT. NOTE THAT THE
	!.....!	DIRECTION OF BOTH 'THIS VEHICLE' AND
	! FRT !	'OTHER VEHICLE' OR MOVING BARRIER ARE
<<<< !LT RT! >>>>		EXPRESSED RELATIVE TO 'THIS VEHICLE'
270 !	! 90	
	! REAR !	
	!.....!	
	V	
180 V		
	V	

OCCUPANTS:

-LOC(LOCATION)- 1L=FRONT LEFT, 1C=FRONT CENTER, 1R=FRONT RIGHT, 2L=2ND SEAT LEFT, 2C=2ND SEAT CENTER, 2R=2ND SEAT RIGHT,... 5L,5LC,5RC,5R(LAST SEAT IN MAXIVAN). -TYP(DUMMY TYPE)- H5=HYBRID II(50TH MALE), T5=HYBRID III(50TH MALE), V9=ALDERSON 95TH MALE. FE=FEMALE, CH=CHILD, HU=HUMAN. -SN- CHRYSLER ASSIGNED DUMMY NUMBER. -RES(RESTRAINT TYPE)- LB=LA^P BELT ONLY, 3S=3-PT. LAP & SHOULDER, 4S=4-PT. LAP & SHOULDER, UI=UNIBELT, 2P=2-PT. PASSIVE, 3P=3-PT. PASSIVE, PC=COMBINATION PASSIVE SHOULDER & ACTIVE LAP, MC=COMBINATION MOTORIZED SHOULDER & 2-PT LAP BELT, 2M=2-PT. MOTORIZED SHOULDER, 3M=3-PT MOTORIZED, AB=AIR BAG ONLY, PL=AIR BAG & LAP BELT, AU=AIR BAG & UNIBELT, BE=INFLATABAND, BO=INSTRUMENT PANEL BOLSTER, SR=SHOULDER BELT & KNEE BLOCKER, UN=UNRESTRAINED.

TEST-COMPONENT - THE SERIES OF THE TEST-COMPONENT SHOULD BE CODED AS THE MODEL YEAR FOR WHICH THAT TEST COMPONENT IS BEING TESTED. THE SERIES OF THE TEST-COMPONENT DEFAULTS TO THE MODEL YEAR OF THE VEHICLE UNLESS AN ENTRY IS MADE.

FRONT SILL

X=
Y=
Z= 18.6

REAR SILL

X=
Y=
Z= 19.1

REAR AXLE

X=
Y=
Z= 13.0

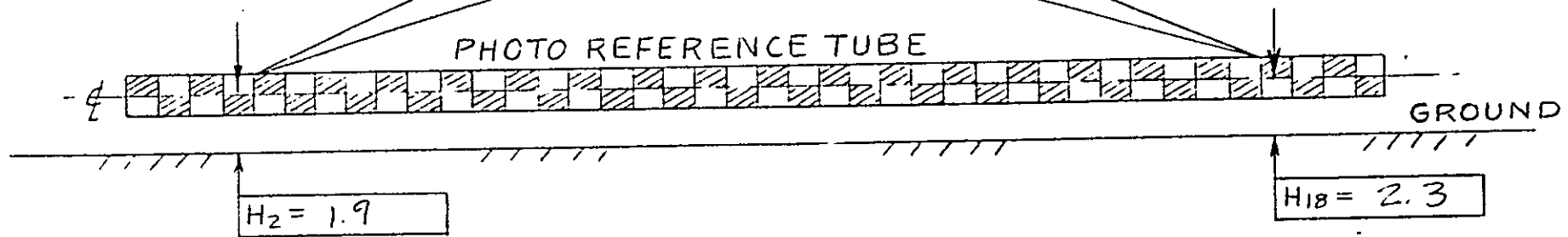
96.9

122.6

126.2

100.3

PHOTO REFERENCE TUBE



FORWARD

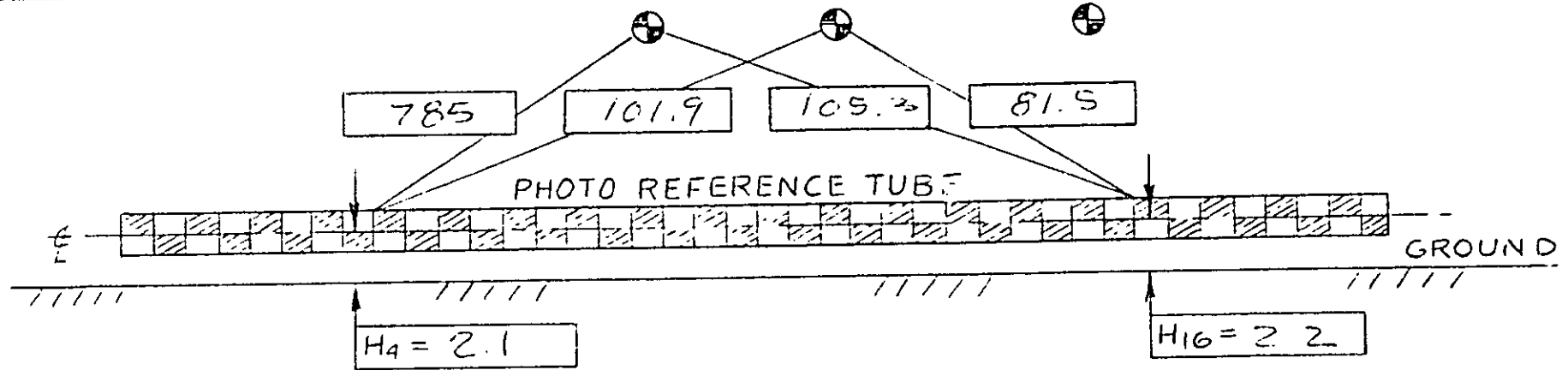
785

101.9

105.3

81.5

PHOTO REFERENCE TUBE



H4 = 2.1

H16 = 2.2

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 RASMUSSEN
 VC 4009
 FORM EG20VC-BC9-4 REVISED 02-22-85

- Commitments Exchanged
- Journal Entry
- Thoughts & Ideas
- Agendas (telephone, meetings)
- Conversations

JANUARY 1990
DAILY RECORD OF EVENTS

2
TUESDAY
2nd Day 363 Left
Week 1

16-4009
99J53 - Luggage Ballast -

Per ZYLK - 100# on door
100# forward of rear
seat.

Bob R.
for your
info.

* POST TEST *

- ___ RETURN VEHICLE TO GARAGE
- ___ MAKE AND STORE POST TEST LETTER (VCREQST)
(INCLUDE 204, 208, 212, 219, & 301 COMMENTS IN POST
TEST REMARKS, AS APPLICABLE.)
 - * COPY TO G. BUSS
 - * COPY TO FILE
- ___ PREPARE BUILD-DOWN CHECKLIST
- ___ FOLLOW BUILD-DOWN
 - * TARGET MEASUREMENTS
 - * STATIC ROLL
 - * PRESSURE CHECK
- ___ DATA PACK FOR FILM ANALYSIS (D. LABICK)
 - * TEST REQUEST
 - * CAMERA L/O
 - * TARGET SHEETS
 - * DIMENSION SHEETS (X,Y,Z)
 - * TUBE DIMENSIONS
 - * DIMENSION LISTING FROM 'TARGETS' PROGRAM
 - * DUMMY DIMENSION SHEET(S)
 - * MOVIE FILM
- ___ COMPLETE SEC. VI, PAGES 2, 3, AND 4
- ___ POST TEST PHOTOS
- ___ PICK UP BUILD SHEETS FROM GARAGE
- ___ SHIPPING RELEASE TO SHOP FOREMAN
- ___ VIEW FILM
- ___ STILL PHOTO LIST AND DISTRIBUTION
- ___ POST TEST DUMMY RECERTIFICATION
- ___ COMPLIANCE REPORT FOR MVSS (204) (208) (212) (219) (301)
- ___ COMPUTER LOAD SHEET
- ___ FILE TAB

[DOCVCFORMS (5320VC) CHECKLIST]
10/26/89

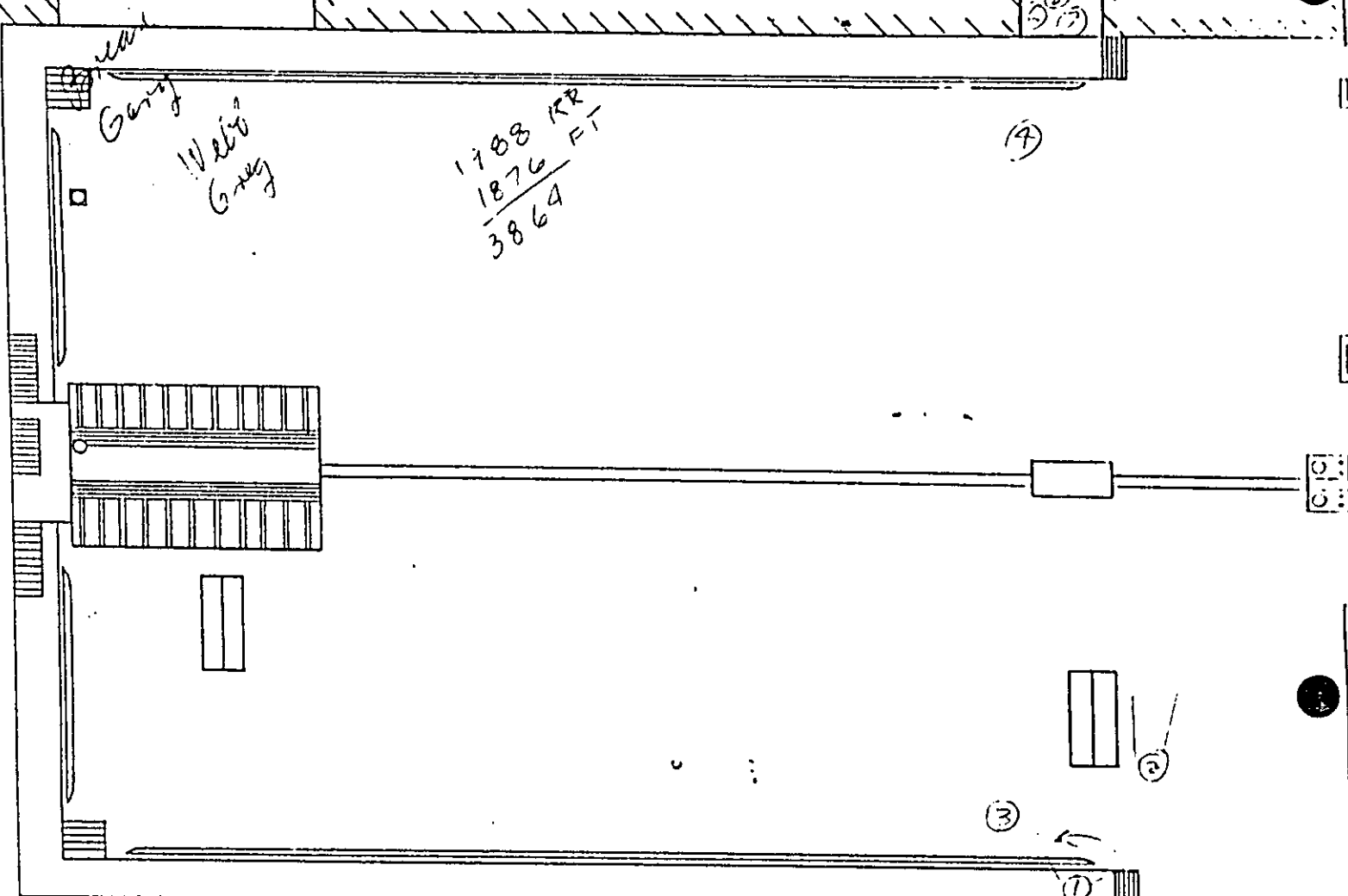
* VC TEST CHECK LIST *

TEST NUMBER _____

- REVIEW TEST REQUEST
- RUN (FORMS) AND (INST) PROGRAMS
- ISSUE MECHANIC'S BUILD-UP FORMS
 - * COPY OF TEST REQUEST AND TARGET SHEET(S)
 - * MAY INCLUDE FORM 8620VC-B07-X
- ISSUE INSTRUMENTATION FORMS TO TEST ASSURANCE
 - Ⓧ INCLUDE: ~~INSTRUMENTATION SHEETS, TARGET SHEET, AND TEST ENGINEERS FORMS.~~
 - * NOTE XENONS ON-TARGET-SHEET
 - * NOTE IN-TANK PUMP OPERATION, IF REQ'D
 - SUPPLEMENTARY INFO*
- ISSUE CAMERA LAY-OUT TO FILM ANALYSIS LIAISON (D. LABICK)
- ISSUE PHOTOGRAPHIC WORKORDERS
 - * MOVIES (1 PRINT, PLUS ORIGINAL)
 - * STILLS (2 EACH)
- ISSUE DUMMY REQUEST (BALLAST) TO J. BERLINER
- ASSEMBLE TEST ENGINEERS FORMS
 - * INCLUDE TUBE DIMENSION SHEETS (REAR AND LATERAL IMPACTS)
- _____ COMPLETE SEC. VI PAGES 1,2,3,&4 -PRETEST INFO AS APPLICABLE
 - * FUEL SYSTEM
 - * POWER TRAIN, STRUCTURAL, STEERING
 - * SEATS, RESTRAINTS, I/PNL, OCCUPANTS
 - * W/SHLD, GLASS, HOOD
- _____ FOLLOW MECHANICAL AND ELECTRICAL BUILD-UP
- _____ TARGET MEASUREMENTS
- _____ FILL FUEL TANK, WEIGH AND BALLAST
 - * RECORD BALLAST ADDED
- _____ OSCAR (J826) SEAT FOR DUMMY POSITION, IF REQUIRED
- _____ TURN VEHICLE OVER TO TECHS
- _____ DAY PRIOR TO TEST-
 - * PRETEST PHOTOS
 - * PREPARE TITLE BOARD
 - * CHECK ON TEST SITE PREP.
- _____ TEST DAY
 - * CHECK FINAL BUILD-UP
 - * WEIGH VEHICLE AND RECORD
 - * IMPACT
 - F/SYS- DO NOT MOVE VEHICLE FOR 30 MINUTES
 - W/SHLD- RECORD IMMEDIATELY FOLLOWING IMPACT
 - A/BAG- STAY CLEAR 15 FEET FOR 15 MINUTES
 - * POST IMPACT PHOTOS

37.5'
To Catwalk

CAMERA LAYOUT - COVERED BARRIER



TEST NO. VC-1009 TEST TYPE 3 MPH TYPE II REAR
 ENGINEER R. H. RASMUSSEN REQUEST DATE 12-20-69
 Test Vehicle Body Class YJ

SCALE: 1 in. = 20 ft.

#	CAMERA TYPE	LENS F.L.	F.P.S.	VIEW	PANEL NO.	SOCKET NO.	CABLE NO.	LENS MANUF.	LENS S/N	CAMER S/N
1	B&H		64	PANNING						
2	LOCAM	100MM	500	VELOCITY						
3	↓	25	↓	LT. OVERALL						
4	↓	25	↓	RT. OVERALL						
5	↓	25	↓	CATWALK-OVERALL						
6	↓	13	↓	PIT-ANALYSIS						
7	↓	13	↓	" "						
8	↓	25	↓	" FUEL TANK						
9										
10										
11										
12										
13										
14										
15										
16										

VEHICLE CRASH TEST BUILD-DOWN CHECK LIST

TEST NUMBER 4009 TEST ENGINEER RHR DATE / /

INITIAL WORK AS COMPLETED

- GK REMOVE DUMMIES
- GK DISCHARGE AND REMOVE BRAKE ABORT SYSTEM
- Q REMOVE SWITCHES, SLOWBURNS, SLOWBURN BOARD, CABLES.
- ~~REMOVE SEAT BELT PAYOUT CAGE(S)~~
- REMOVE REAR SUSPENSION BLOCKS
- REMOVE TRAP FLAG
- REMOVE GUIDE SHOE AND BRACKETRY
- GK REMOVE BALLAST
- WJK TAKE POST DIMENSIONS
- GK TRAMMEL MEASURE SILL TARGETS AND RECORD ON X (II-1) DIMENSION SHEET
- REMOVE SCREWED ON TARGETS
- WJK PERFORM STATIC ROLL
- REMOVE HOOD
- PRESSURE CHECK FUEL SYSTEM, _____ INCHES OF WATER FOR _____ MINUTES.
- _____ RUN ELECTRIC FUEL PUMP FOR 2 MINUTES - CHECK FOR LEAKS
- WJK DRAIN FUEL SYSTEM
- REINSTALL HOOD OR PLACE INSIDE VEHICLE
- WJK PREPARE VEHICLE FOR SHIPMENT

SPECIAL INSTRUCTIONS- _____

SUPPLEMENTAL BUILD-UP FORM

TEST NUMBER VC-4009

REMOVE ITEMS AND SCRAP UNLESS NOTED

PAINT ITEMS AS SPECIFIED

TIRE 'DOTS' AND FUEL FILL OPENING - FLO. RED

~~REAR CARPETS~~
~~REAR SEAT BELTS~~
 Re-install ~~REAR SEAT~~
~~LEFT RUNNING BOARD~~

SPRAY UNDERBODY

W/S

WHITE, THEN:

RAILS - YELLOW W/S

REAR AXLE } W/S

SPRINGS } ORANGE

FUEL TANK SHIELD

WHITE W/S
FLO. ORANGE

MUFFLER, EXHAUST PIPES

OUTLINE
LT. BLUE W/S

UNDERSIDE OF

SPARE TIRE - FLO. ORANGE

REAR CROSSMEMBER

W/S

BASKETBALL HOOPS

FLO. ORANGE

W/S

OTHER INSTRUCTIONS:

VEHICLE CRASH CHECK LIST FOR IMPACT BUILD-UP, REAR IMPACT

TEST NUMBER VC 7009 V.I.N. 2J4F439L7M [REDACTED] NUMBER 71553

CHARGE # 5322001 TEST ENGINEER A.H. KRUSSEN

TEST SPEED 30 MPH, TEST TYPE - REAR WITH TYPE 4 MOVING BARRIER

INITIAL WORK AS COMPLETED
MEASURE VEHICLE ATTITUDE AS RECEIVED

- 20 CHECK CAR-BRAKING WITH SPIKE STOP
- CLEAN VEHICLE AS NECESSARY
- JFM VERIFY V.I.N. [REDACTED] ON PLATE ON INSTRUMENT PANEL
IF DIFFERENT NOTIFY THE TEST ENGINEER
- S+I STENCIL TEST NUMBER ON CAR PER-FORM B07
- S+I TIRE PRESSURE; FRONT 30, REAR 30
- S+I PLACE SEAT IN M/L TRACK SEATING POSITION AND MARK ON SILLS
- S+I DRAIN VEHICLE FLUIDS; MASTER CYLINDER, RADIATOR,
 ENGINE, TRANSMISSION, AXLE(S), WASHER BOTTLE,
 OVERFLOW BOTTLE, POWER STEERING, A/C,
- S+I INSTALL NEW OIL FILTER
- S-L REMOVE GASOLINE FROM FUEL TANK IF NOT PURGED IN HP. (SEE BELOW)
- CHECK OPERATION OF ELECTRIC FUEL PUMP.
- INSPECT FUEL LINES AND SYSTEM FOR MISSING CLAMPS OR DEFECTS
- S DRAIN BATTERY
- S/L CHECK SEAT BELT SYSTEMS FOR OBVIOUS ASSEMBLY ERRORS
- S/L INSTALL BRAKE ABORT SYSTEM NUMBER 6, TEST FIRE & BLEED DOWN
- S/L REMOVE ITEMS PER SUPPLEMENTAL BUILD-UP FORM I-2
- S/L PAINT ITEMS PER SUPPLEMENTAL BUILD-UP FORM I-2
- S/L SEE SUPPLEMENTAL BUILD-UP FORM I-2 FOR SPECIAL INSTRUCTIONS
- S/L INSTALL BRAKE ABORT CABLE FITTING LEFT FRONT FENDER
- S/L INSTALL UMBILICAL CABLE FITTING RIGHT FRONT FENDER
- S-L TAPE REAR WINDOWS, REAR SIDE WINDOWS, AND TAIL LIGHTS
- INSTALL TARGETS PER TARGET LAYOUT SHEET DAVE LABICK INSTRUCTIONS
- TRAMMEL MEASURE SILL TARGETS AND RECORD ON FORM X (II-1) DIM. SHEET
- TRAMMEL MEASURE ANALYSIS TARGETS AND RECORD ON FORM X (II-1) DIM. SHEET
- TAKE X AND Y DIMENSIONS AND RECORD ON X (II-1) AND Y (II-2) DIMENSION SHEETS
- FILL FUEL TANK WITH 19.0 GALLONS OF .767 SG STODDARD SOLVENT OR
- CHECK CAR BUILD UP WEIGHT AND ADJUST AS NECESSARY
- INSTALL 250 POUNDS OF LUGGAGE BALLAST

S/L DROP FUEL TANK, PURGE AND INSTALL NEW FILLER NECK (WHEN AVAILABLE)

LEAVE LIVE BATTERY FOR FUEL PUMP OPERATION

TEST VEHICLE ATTITUDE

Height of fender opening above floor surface, inches.

VC-4009

Item No. 9YJ53

	LF	RF	LR	RR
As Received	29.7 30.2	29.7	32.3 32.8	32.3
As Tested	29.5	29.0	31.5 31.0	31.0

VEHICLE CRASH TEST BUILD-DOWN CHECK LIST

TEST NUMBER 1C4009 TEST ENGINEER _____ DATE / /

INITIAL WORK AS COMPLETED

- _____ INSTRUMENTATION RELEASE FOR BUILD-DOWN (T.E.INITIAL)
- _____ REMOVE DUMMIES
- _____ REMOVE BRAKE ABORT SYSTEM
- _____ REMOVE BALLAST
- _____ TAKE POST DIMENSIONS
- _____ REMOVE SCREWED ON TARGETS
- _____ PERFORM STATIC ROLL
- _____ DRAIN FUEL SYSTEM
- _____ PREPARE VEHICLE FOR SHIPMENT

SPECIAL INSTRUCTIONS- _____

FINAL BUILD-UP CHECK LIST FOR REAR IMPACT

TEST NUMBER VC-4009, TEST ENGINEER _____

INITIAL WORK AS COMPLETED

- _____ INSTALL DUMMIES; LF AD-_____, RF AD-_____.
- _____ CHECK VEHICLE ATTITUDE RECORD ON SHEET.
- _____ TAKE PRE-TEST Z, VERTICAL DIMENSIONS AND RECORD ON Z (II-3) DIMENSION SHEET
- _____ PRE IMPACT PHOTOGRAPHS TAKEN (T.E. INITIAL)

_____ SPECIAL INSTRUCTIONS _____

BRAKE ABORT SYSTEM MUST BE PURGED OF AIR AND PRESSURIZED ON TEST DAY.

- _____ ABORT UNIT NUMBER _____ INSTALLED
- _____ PURGE SYSTEM OF AIR
- _____ PRESSURIZE SYSTEM TO 1400 PSI
- _____ RECORD PRESSURE AFTER TEST FIRING; 1 PSI
- _____ RECORD ACCUMULATOR DROP-OFF PRESSURE; _____ PSI
- _____ BLEED SYSTEM AND PRESSURIZE TO 1400 PSI MINIMUM
- _____ RECORD SYSTEM PRESSURE _____ PSI AND DATE; _____
- _____ OPEN HAND VALVE TO ABORT
- _____ OPEN BLEEDER VALVE (VALVE MUST BE CLOSED FOR TEST)
- _____ VEHICLE READY FOR TEST (T.E. INITIAL)

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

ITEM 9YJ53 CHARGE NO. 5322001 ISSUE DATE 12-14-89

4009

VC 30 MPH REAR IMPACT, YJ77, 4.0L MPI
1991 MVSS 301 VALIDATION, FUEL SYSTEM INTEGRITY.

TEST DATE _____ / _____ / _____ ENGINEER RASMUSSEN
SPEED _____ MPH SOURCE _____

TEST PURPOSE PRIMARY, 1991 MVSS 301 VALIDATION.
OBSERVE FUEL SYSTEM INTEGRITY.

IMPACT TYPE TARGET SPEED; 30.5 MPH
DAMAGE LOCATION; REAR
IMPACT TYPE; BARRIER
BARRIER SURFACE; PLYWOOD

VEHICLE BODY CLASS; YJ
CAR LINE; J
BODY; 77
ENGINE; 4.0 LITRE
ENGINE NOTE; MPI
TRANSMISSION; 3 SPEED AUTO 4X4
TRANS. NOTE;
VIN AS TESTED; 2J4FY39L7MJ MOD.
VIN AS BUILT; 1J4FY39T7KJ MOD.

BUILD CONDITION 1989 PRODUCTION YJ WRANGLER MODIFIED TO REPRESENT
1991 PRODUCTION.
4.0L MPI, 3 SPEED AUTO. TRANS., 4-WD, POWER
STEERING, POWER BRAKES AND AIR CONDITIONING.
HARD TOP WITH FULL DOORS.
SAGINAW STEERING COLUMN - TILT.
WHEELBASE - 93.4 IN.
20 GALLON PLASTIC FUEL TANK.
P215/75R15 TIRES ON STEEL WHEELS WITH FULL SIZE
SWING-AWAY SPARE.

TARGET WEIGHT (LBS) 3339 FRONT, 1744 FRONT, 1595 REAR REPRESENTING
MAXIMUM OPTION WEIGHT NOT INCLUDING OCCUPANTS
OR LUGGAGE.

TEST WEIGHT (LBS) _____ TOTAL, _____ FRONT, _____ REAR

FUEL BALLAST 19 GALLONS OF STODDARD SOLVENT.

LUGGAGE BALLAST 200 LBS. OF LUGGAGE IN CARGO AREA.

OTHER BALLAST _____

POST TEST REMARKS _____

CHRYSLER MOTORS
SAFETY TEST
VEHICLE CRASH TEST REQUEST

OCCUPANTS LEFT FRONT 50TH MALE HYB II UNINST'D AD NO _____
RESTRAINT-3-PT UNIBELT ONLY.
RIGHT FRT. 50TH MALE HYB II UNINST'D AD NO _____
RESTRAINT-3-PT UNIBELT ONLY.

MECHANICAL REQ SYSTEM MUST BE PURGED PRIOR TO TEST.
PAINT REAR RAILS, ETC FOR MAXIMUM VISIBILITY.
TARGET PER 3RD SHEET NO. 100. - DEVELOPE NEW SHEET
MEASURE VEHICLE ATTITUDE AS RECEIVED & AS TESTED.
POST TEST ROLL-OVER REQUIRED.

INSTRUMENTATION REQ SEE 3RD SHEET (NO. 100) - DEVELOPE NEW SHEET FOR ACCELEROMETER REQUIRE-
MENTS AND LOCATIONS.
1-HYBRID II 50TH MALE DRIVER - UNINSTRUMENTED.
1-HYBRID II 50TH MALE PASSENGER - UNINSTRUMENTED.

PHOTOGRAPHIC REQ 1-RIGHT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE
AT IMPACT.
1-LEFT SIDE OVERALL CAMERA TO VIEW ENTIRE VEHICLE
AT IMPACT.
1-CATWALK CAMERA TO VIEW ENTIRE VEHICLE.
2-PIT CAMERAS TO VIEW REAR STRUCTURE.
1-PIT VIEW OF REAR STRUCTURE AND FUEL TANK.

FILM ANALYSIS UNDERBODY MOTIONS IF REQUESTED.
VEHICLE VELOCITY IF REQUESTED.

REMARKS TEST REQUEST ORIGINATOR: ED ZYLIK 733-2074

T. E. REPORT TEST ENGINEER'S REPORT REQUIRED FOR MVSS 301
COMPLIANCE REPORT.

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

DISTRIBUTION W.A. BREITMOSER, JR. 422-05-01 (AB)
G.A. BUSS 422-05-01 (A)
J. CHAPP 418-42-22 (AB)
J.W. HANIKA 418-42-27 (AB)
W.R. HARBOUGH 422-05-01 (AB)
M. KHALIFA 418-42-22 (AB)
T.P. MAULE 422-05-01 (A)
E.A. ZYLIK 514-17-31 (AB)

Inter Company Correspondence



Telephone Date
5258 August 15, 1990

To--Name & Department		CIMS Number
George Aboud	Safety Programs Jeep/Truck Engineering	514-17-31
From--Name & Department		CIMS Number
W. R. Harbaugh	Engineering	422-05-01
Vehicle Safety Test	P.G.	

Subject: EVALUATION OF JEEP/TRUCK TEST VEHICLE WITH RESPECT TO FMVSS 301

This vehicle, representing the 1991 model year design release configuration, was tested in accordance with the Chrysler Corporation Compliance Procedure, CP246F.

Test Number: VC4009

Vehicle Identification: 2J4FY39L7M [REDACTED] Modified

Vehicle Family: YJ-77

Test Type: 30 MPH Rear Type IV Moving Barrier

Test Speed: 30.8 MPH

Test Weight: 3864 pounds

Test Date: January 12, 1990

Test Results:

There was no fuel leakage at impact nor during the 30 minutes immediately following impact. There was no fuel leakage during static roll.

W. R. Harbaugh
W. R. Harbaugh

Attachment: Computer Page VI-1
File Code:02T

a:4009.301 mvss-3

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER 4009 NUMBER 9YJ53 TEST ENGINEER RASMUSSEN
 V.I.N. 2J4FY37L7M TEST DATE 01/12/90, ROLL DATE 01/16/90
 FUEL; TYPE AND QUANTITY - .767 S.G. STODDARD SOLVENT, 19.0 GALLONS
 TEST SPEED 30.8 MPH, TEST WEIGHT 3864 POUNDS.

FUEL SYSTEM DATA	POST TEST CONDITION
TANK -	THERE WAS NO SIGNIFICANT DAMAGE TO THESE COMPONENTS.
FILLER TUBE -	
CAP -	
FUEL FILTER -	
GROMMET -	
FUEL PUMP -	
STRAPS -	
LINES -	
AIR CLEANER -	
VALVES -	

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

STATIC ROLL LEAKAGE WITH VEHICLE RIGHT SIDE DOWN FIRST

ROLL TIME	CARB	FUEL	AIR	FUEL	FUEL	GRO	FILL	OTHER	TOTAL
		PUMP	CLEAN	TANK	FILT	MET	CAP	***	
0-90 !1ST 5 MIN !									*
!POST 5 MIN!									**
90-180 !1ST 5 MIN !									*
!POST 5 MIN!									**
180-270 !1ST 5 MIN !									*
!POST 5 MIN!									**
270-360 !1ST 5 MIN !									*
!POST 5 MIN!									**

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

0-90 !1ST 5 MIN !									0	*
!2'24" !POST 5 MIN!									0	**
90-180 !1ST 5 MIN !									0	*
!2'21" !POST 5 MIN!									0	**
180-270 !1ST 5 MIN !									0	*
!2'13" !POST 5 MIN!									0	**
270-360 !1ST 5 MIN !									0	*
!2'13" !POST 5 MIN!									0	**

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE
 *** OTHER -



Inter Company Correspondence

Telephone Date

5258

August 15, 1990

To--Name & Department

CIMS Number

George Aboud

Safety Programs
Jeep/Truck Engineering

514-17-31

From--Name & Department

CIMS Number

W. R. Harbaugh

Vehicle Safety Test

Engineering

P.G.

422-05-01

Subject: EVALUATION OF JEEP/TRUCK TEST VEHICLE WITH RESPECT TO FMVSS 301

This vehicle, representing the 1991 model year design release configuration, was tested in accordance with the Chrysler Corporation Compliance Procedure, CP246F.

Test Number: VC4009

Vehicle Identification: 2J4FY39L7MJ [REDACTED] Modified

Vehicle Family: YJ-77

Test Type: 30 MPH Rear Type IV Moving Barrier

Test Speed: 30.8 MPH

Test Weight: 3864 pounds

Test Date: January 12, 1990

Test Results:

There was no fuel leakage at impact nor during the 30 minutes immediately following impact. There was no fuel leakage during static roll.

W. R. Harbaugh

Attachment: Computer Page VI-1
File Code:02T

a:4009.301 mvss-3

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER 4009 ITEM NUMBER 9YJ53 TEST ENGINEER RASMUSSEN
 V.I.N. 2J4FY37L7MJ TEST DATE 01/12/90 ROLL DATE 01/16/90
 FUEL; TYPE AND QUANTITY - .787 S.G. STODDARD SOLVENT, 19.0 GALLONS
 TEST SPEED 30.8 MPH, TEST WEIGHT 3864 POUNDS.

FUEL SYSTEM DATA	POST TEST CONDITION
TANK - _____	THERE WAS NO SIGNIFICANT DAMAGE TO THESE COMPONENTS.
FILLER TUBE - _____	
CAP - _____	
FUEL FILTER - _____	
GROMMET - _____	
FUEL PUMP - _____	
STRAPS - _____	
LINES - _____	
AIR CLEANER - _____	
VALVES - _____	

POST IMPACT LEAKAGE(OZ): AT IMPACT 0, 1ST 5 MIN. 0, NEXT 25 MIN. 0
 POST TEST PRESSURE CHECK

STATIC ROLL LEAKAGE WITH VEHICLE RIGHT SIDE DOWN FIRST

ROLL TIME	CARB	FUEL	AIR	FUEL	FUEL	GRO-	FILL	OTHER	TOTAL
		PUMP	CLEAN	TANK	FILT	MET	CAP	***	
0-90 !1ST 5 MIN !									*
!POST 5 MIN!									**
90-180 !1ST 5 MIN !									*
!POST 5 MIN!									**
180-270 !1ST 5 MIN !									*
!POST 5 MIN!									**
270-360 !1ST 5 MIN !									*
!POST 5 MIN!									**

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

0-90 !1ST 5 MIN !									0 *
!2'24" !POST 5 MIN!									0 **
90-180 !1ST 5 MIN !									0 *
!2'21" !POST 5 MIN!									0 **
180-270 !1ST 5 MIN !									0 *
!2'13" !POST 5 MIN!									0 **
270-360 !1ST 5 MIN !									0 *
!2'13" !POST 5 MIN!									0 **

* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE

*** OTHER - _____



Inter Company Correspondence

	Telephone	Date
	5258	March 12, 1991
<hr/>		
To--Name & Department		CIMS Number
G. Aboud Manager,	Safety Development Jeep/Truck	416-22-03
<hr/>		
From--Name & Department		CIMS Number
W. R. Harbaugh Vehicle Safety Test	Engineering	422-05-01
<hr/>		

Subject: EVALUATION OF JEEP/TRUCK TEST VEHICLE WITH RESPECT TO FMVSS 301

This vehicle, representing the 1991 model year design release configuration, was tested in accordance with the Chrysler Corporation Compliance Procedure, CP-246F.

Test Number: VC4009

Vehicle Identification: 2J4FY0L?MJ [REDACTED] Modified

Vehicle Family: YJ-77

Test Type: 30 MPH Rear Type IV Moving Barrier Impact

Test Speed: 30.8 MPH

Test Weight: 3864 Pounds

Test Date: January 12, 1990

Test Results:

There was no fuel leakage at impact nor during the 30 minutes immediately following impact. There was no fuel leakage during static roll.

W.R. Harbaugh
W. R. Harbaugh

Attachment: Computer Page VI-1
File Code:02T

a:4009.301 comp-6

FUEL SYSTEM AND STATIC ROLLOVER SUMMARY

TEST NUMBER 4009 ITEM NUMBER 91J53 TEST ENGINEER RASMUSSEN
 V. I. N. 2J4FY37L3MJ TEST DATE 01/12/90, ROLL DATE 01/16/90
 FUEL; TYPE AND QUANTITY - 787 S.G. STODDARD SOLVENT, 19.0 GALLONS
 TEST SPEED 30.8 MPH, TEST WEIGHT 3864 POUNDS.

FUEL SYSTEM DATA	POST TEST CONDITION
TANK - _____	THERE WAS NO SIGNIFICANT DAMAGE TO THESE COMPONENTS.
FILLER TUBE - _____	
CAP - _____	
FUEL FILTER - _____	
GROMMET - _____	
FUEL PUMP - _____	
STRAPS - _____	
LINES - _____	
AIR CLEANER - _____	
VALVES - _____	

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

STATIC ROLL LEAKAGE WITH VEHICLE RIGHT SIDE DOWN FIRST

ROLL TIME	CARB	FUEL	AIR	FUEL	FUEL	GRO-	FILL	OTHER	TOTAL
		PUMP	CLEAN	TANK	FILT	MET	CAP	***	
0-90 !1ST 5 MIN !									*
!POST 5 MIN!									**
90-180 !1ST 5 MIN !									*
!POST 5 MIN!									**
180-270 !1ST 5 MIN !									*
!POST 5 MIN!									**
270-360 !1ST 5 MIN !									*
!POST 5 MIN!									**

STATIC ROLL LEAKAGE WITH VEHICLE LEFT SIDE DOWN FIRST

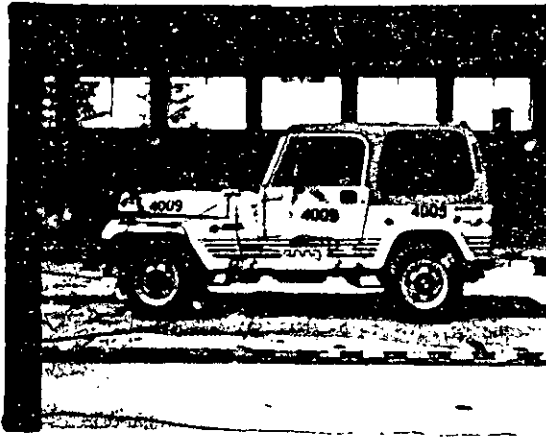
0-90 !1ST 5 MIN !									0 !*
2'24" !POST 5 MIN!									0 !**
90-180 !1ST 5 MIN !									0 !*
2'21" !POST 5 MIN!									0 !**
180-270 !1ST 5 MIN !									0 !*
2'13" !POST 5 MIN!									0 !**
270-360 !1ST 5 MIN !									0 !*
2'13" !POST 5 MIN!									0 !**

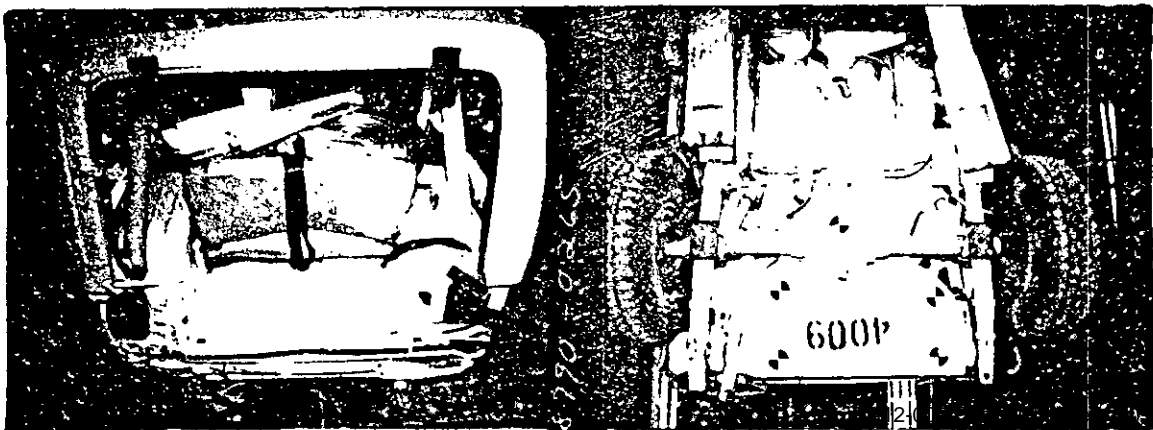
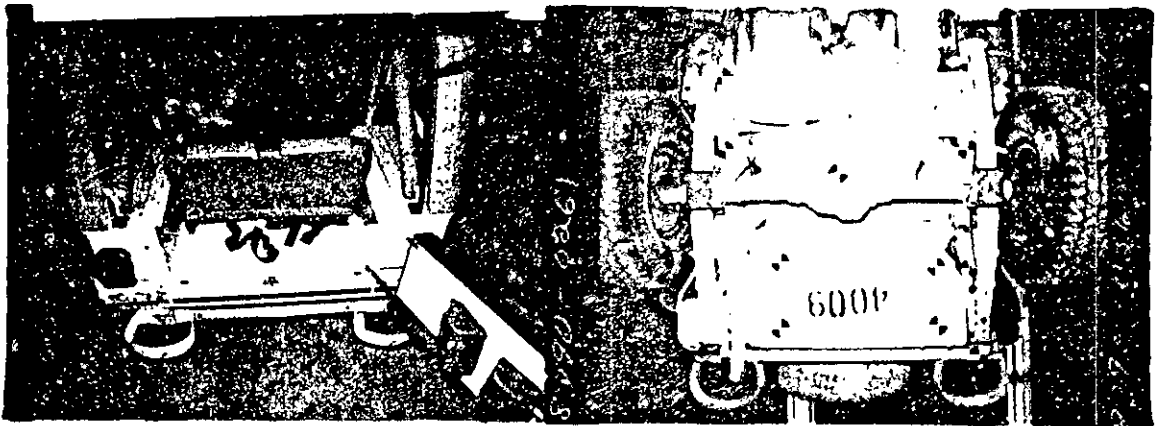
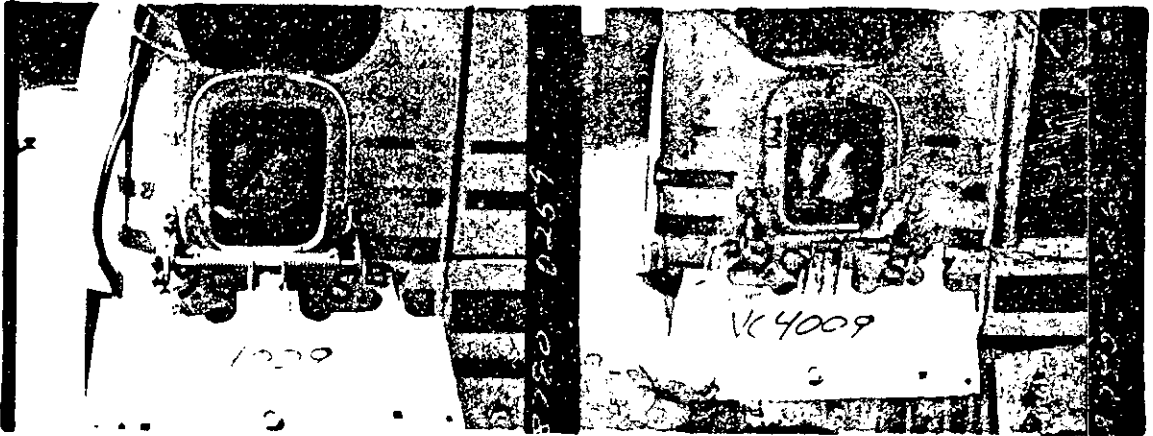
* OUNCES IN 5 MINUTES, ** OUNCES PER MINUTE
 *** OTHER - _____

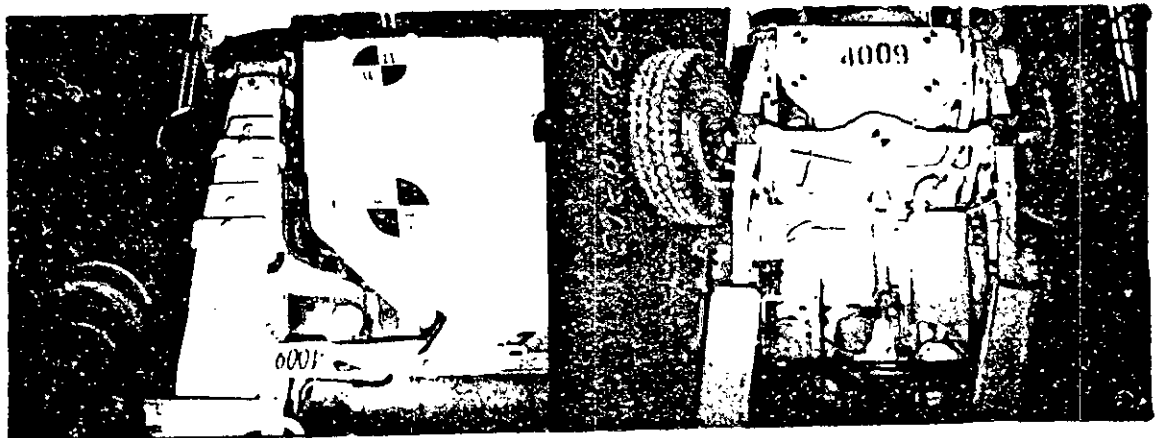
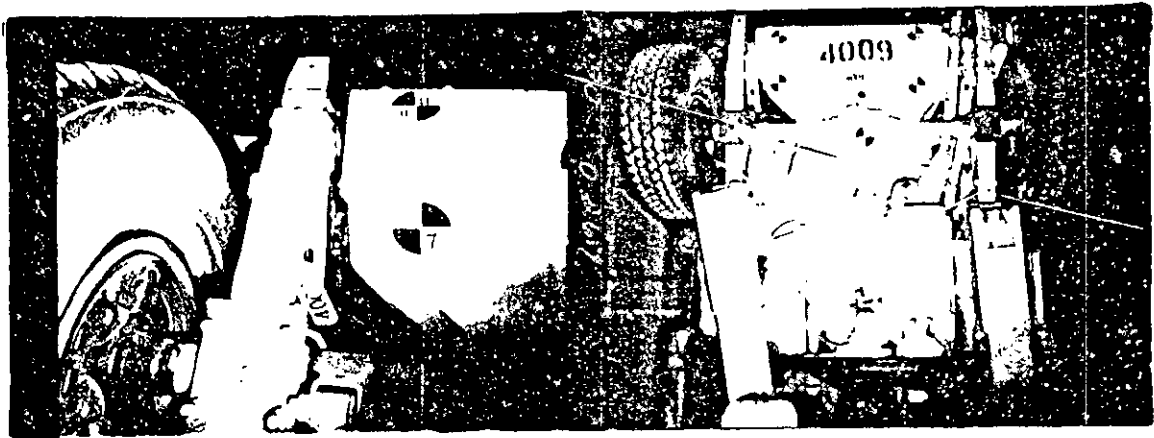
STILL PHOTOGRAPHS

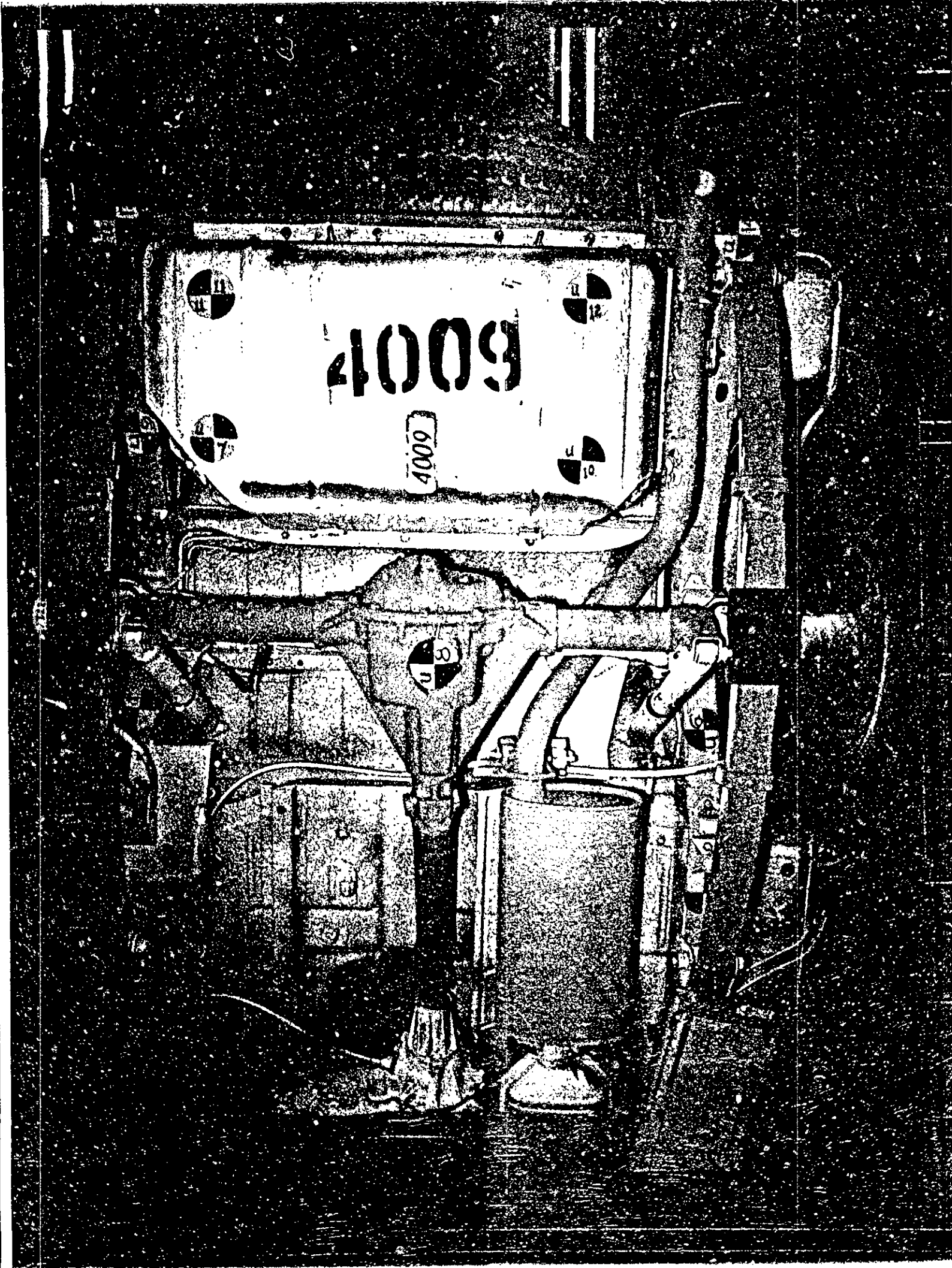
TEST NUMBER VC4009 V.I.N. 2J4FY39L?MJ [REDACTED] TEST ENGINEER RASMUSSEN

NEGATIVE NUMBER	PRE COV.	POST COV.	DESCRIPTION
8790-0249	X		LEFT OVERALL VIEW
0258	X		RIGHT OVERALL VIEW
0250	X		LEFT REAR QUARTER VIEW
0257	X		RIGHT REAR QUARTER VIEW
0251	X		REAR VIEW
0261	X		REAR INTERIOR VIEW
0262	X		REAR UNDERBODY
0259	X		FUEL FILLER
0264	X		FUEL FILL TUBE
0263	X		FUEL TANK
0252		X	LEFT OVERALL VIEW
0256		X	RIGHT OVERALL VIEW
0253		X	LEFT REAR QUARTER VIEW
0255		X	RIGHT REAR QUARTER VIEW
		X	LEFT REAR SIDE VIEW
		X	RIGHT REAR SIDE VIEW
0254		X	REAR VIEW
0265		X	REAR INTERIOR VIEW
0266		X	REAR UNDERBODY
0260		X	FUEL FILLER
0268		X	FUEL FILL TUBE
0267		X	FUEL TANK



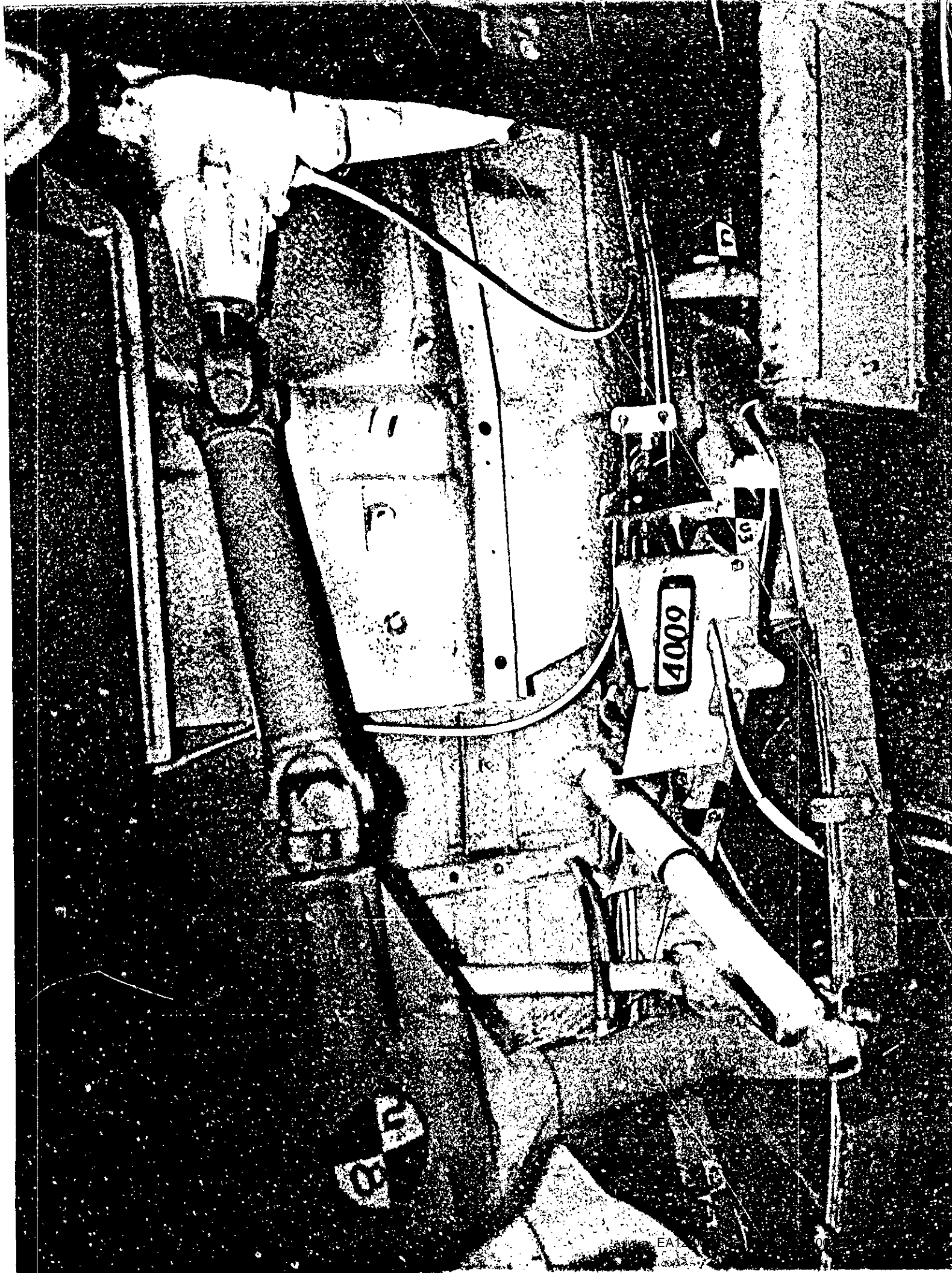






CHRYSLER

JU-4142C-7



4009

012

EA

01

CHRYSLER

J-41420-5

4009

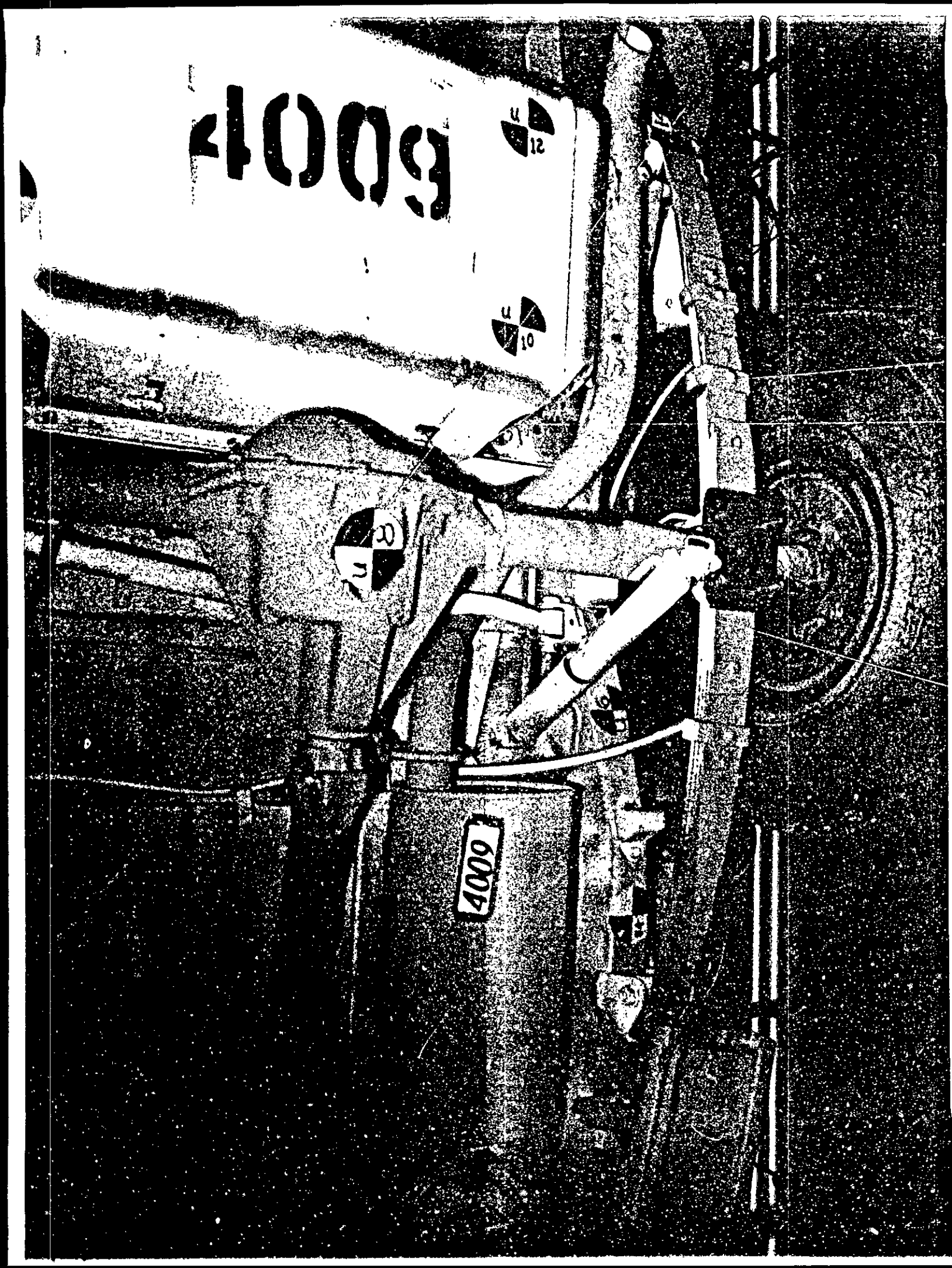


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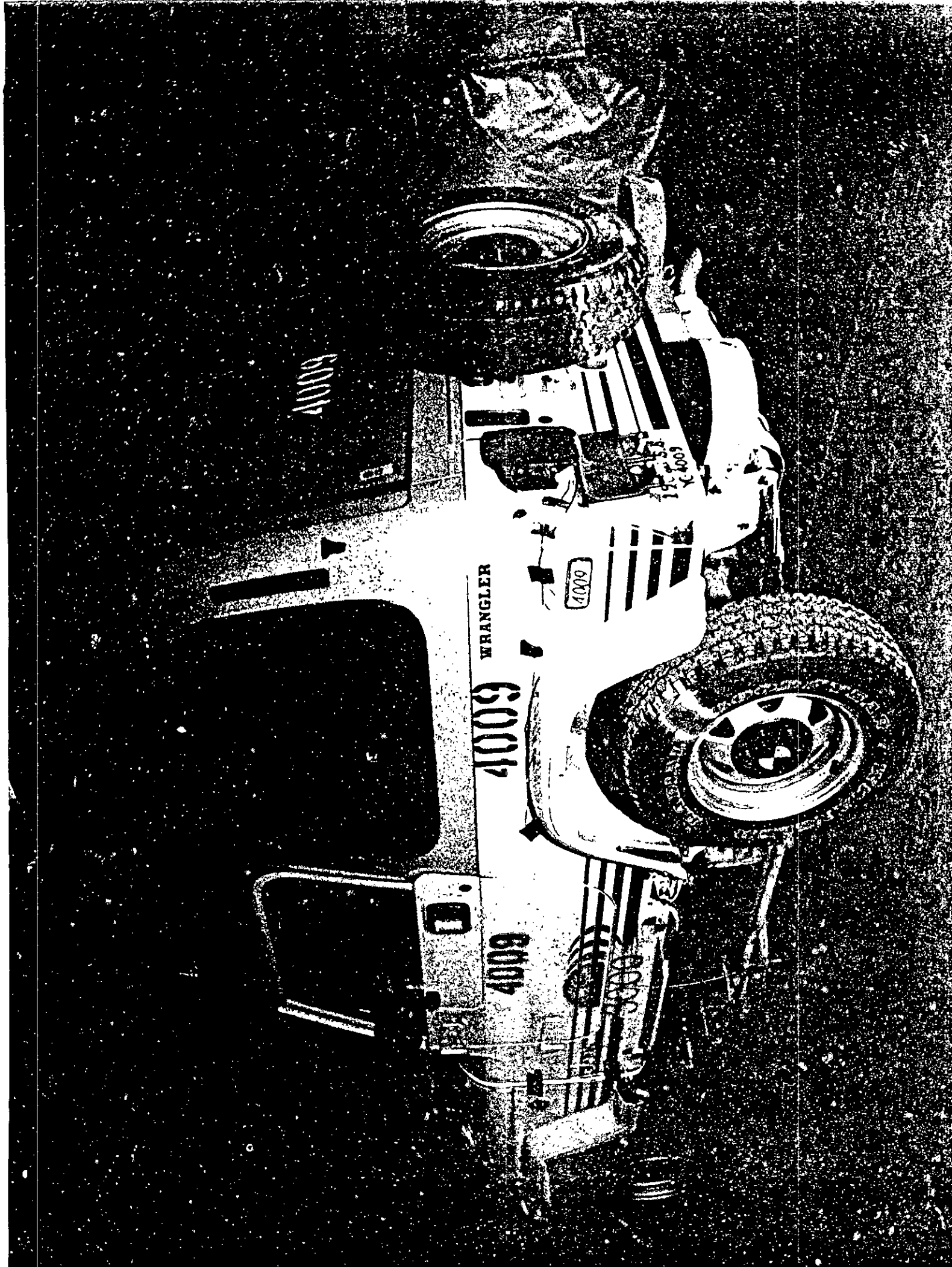
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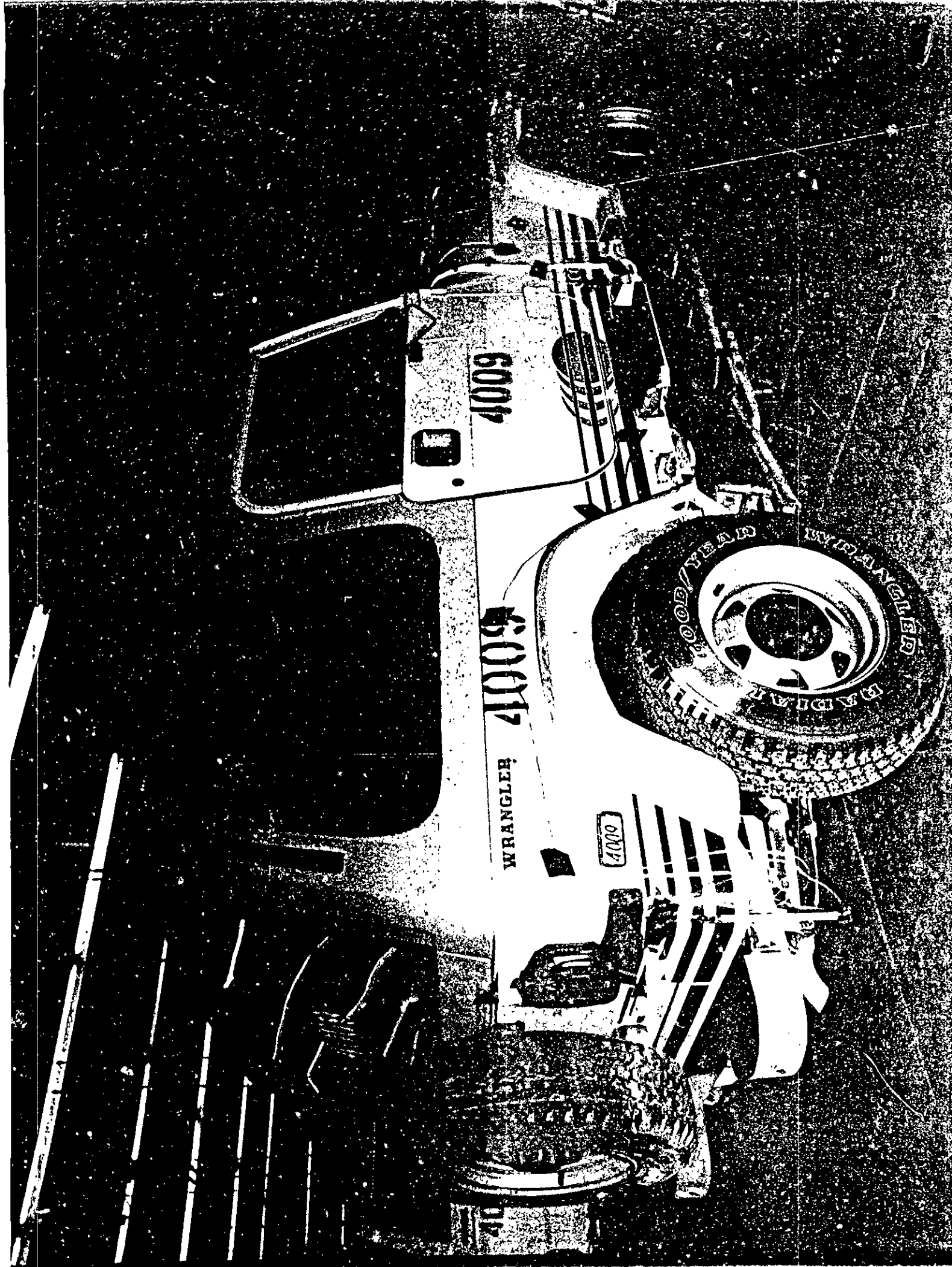
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