

TYPE IMPACT:

- ☒ REAR MOVING BARRIER
☐ LEFT SIDE MOVING BARRIER
☐ RIGHT SIDE MOVING BARRIER
☐ OTHER

BARRIER TYPE:

- ☐
- FLAT FACE
- ☐
- CONTOURED
- ☒
- OTHER

OTHER:

- ☒ MDB TO PARKED VEH-70% L. REAR IMPACT

TEST REPORT

REPORT NO. PG

SRDL TEST NO. C11828

TEST DATE JAN 28, 1998

Enclosure 10

54 pages

VEHICLE DESCRIPTION

MAKE	YEAR	BODY TYPE	BODY STYLE	DIVISION CAR NO.	BUILD STATUS
NISSAN	98	SEDAN	4-DOOR	8W9184D	PRODUCTION
ENGINE	CONFIGURATION L4		DISPLACEMENT 1.6 L	PREVIOUS IMPACTS NONE	
	FUEL GASOLINE		TRAILER HITCH YES ☐ NO ☒ TYPE		
	FUEL INDUCTION N/D		SPARE TIRE TYPE COMPACT		
FUEL TANK	USABLE CAPACITY 50.0 L		UNUSABLE CAPACITY N/D L	AC YES ☒ NO ☐	
SPECIAL FEATURES:					

TEST CONDITIONS

MOVING BARRIER				
VELOCITY AT IMPACT	81.0 km/h	VEHICLE LOCATION	VEHICLE ☐	DRIVER SRP ☐
TEST MASS	1371 kg	AT IMPACT	OTHER ☒	

[illegible]

PHOTOGRAPHIC COVERAGE

OFFBOARD	OVER ALL	X	FUEL TANK	X
	REAR HALF	X	OVERHEAD	X
	PIT	X		
OTHER	ONBOARD-LF ATD	X		
	ONBOARD-RF ATD	X		

RECORDED DATA

FLOOR PAN ACCEL.	LONG ☐	LAT ☐	TRIAX ☐	
FRAME ACCEL	LONG ☐	LAT ☐	TRIAX ☐	
ROCKER PANEL ACCEL.	LONG ☐	LAT ☐	TRIAX ☒	
RAD TIE BAR ACCEL	☒	SEAT BACK ACCEL		X
UPPER ENGINE ACCEL	☒	REAR SEATBACK ACCEL		X
SEAT O/B RAIL ACCEL	☒	REAR FRAME RAIL ACC		X

N/A NOT APPLICABLE N/D NOT DETERMINED

POST-TEST OBSERVATIONS

	YES	NO	N/A	N/D	NOTE																																			
D O O R S	ALL EXTERIOR DOORS REMAINED CLOSED																																							
	X																																							
	ALL EXTERIOR DOORS REMAINED LATCHED																																							
	X																																							
	ALL EXTERIOR DOOR HINGES REMAINED INTACT																																							
	X																																							
	<table border="1"> <thead> <tr> <th colspan="3">LATCH OPERABLE</th> <th colspan="2">DISTANCE DOOR MAY BE OPENED (1)</th> </tr> <tr> <th>YES</th> <th>NO</th> <th>OTHER</th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td colspan="3"></td> <td colspan="2"></td> </tr> <tr> <td>LEFT FRONT</td> <td>X</td> <td></td> <td colspan="2">FULL mm</td> </tr> <tr> <td>RIGHT FRONT</td> <td>X</td> <td></td> <td colspan="2">FULL mm</td> </tr> <tr> <td>LEFT REAR</td> <td></td> <td>X</td> <td colspan="2">0 mm</td> </tr> <tr> <td>RIGHT REAR</td> <td></td> <td>X</td> <td colspan="2">0 mm</td> </tr> </tbody> </table>					LATCH OPERABLE			DISTANCE DOOR MAY BE OPENED (1)		YES	NO	OTHER								LEFT FRONT	X		FULL mm		RIGHT FRONT	X		FULL mm		LEFT REAR		X	0 mm		RIGHT REAR		X	0 mm	
	LATCH OPERABLE			DISTANCE DOOR MAY BE OPENED (1)																																				
	YES	NO	OTHER																																					
LEFT FRONT	X		FULL mm																																					
RIGHT FRONT	X		FULL mm																																					
LEFT REAR		X	0 mm																																					
RIGHT REAR		X	0 mm																																					
(1) DISTANCE MEASURED BETWEEN DOOR OUTER SURFACE AND ADJACENT BODY OUTER SURFACE WHEN 450 N PULL IS APPLIED TO HANDLE.																																								
B O D Y	BODY TO-FRAME OR CRADLE MOUNTS REMAINED ATTACHED																																							
	X																																							
	SPARE TIRE REMAINED IN PLACE																																							
	X																																							
	TRUNK LID OR REAR HATCH REMAINED INTACT																																							
X																																								
TRUNK LID OR REAR HATCH REMAINED CLOSED																																								
		X			1																																			
D R I V E	REAR AXLE INTACT																																							
			X		2																																			
	REAR AXLE DEFORMED																																							
			X		2																																			
	DRIVESHAFT INTACT																																							
		X		2																																				
DRIVESHAFT DEFORMED																																								
		X		2																																				
F U E L	FUEL TANK RETAINED																																							
	X																																							
	FILLER TUBE INTACT																																							
	X																																							

NOTE:

1. TRUNK LID LATCH SEPARATED FROM STRIKER DURING IMPACT.

2. VEHICLE WAS FRONT WHEEL DRIVEN.

INTENDED OVERLAP=1183 MM; ACTUAL OVERLAP=1168 MM.

VEHICLE DATA

REAR IMPACT					
VEHICLE	DRIVER SIDE	970 mm	FUEL TANK	DRIVER SIDE	0 mm
RESIDUAL CRUSH	PASSENGER SIDE	465 mm	RESIDUAL CRUSH	PASSENGER SIDE	0 mm
VEHICLE	DRIVER SIDE	N/A mm	FUEL TANK	DRIVER SIDE	75 mm
DYNAMIC CRUSH	PASSENGER SIDE	N/A mm	RESIDUAL DISP	PASSENGER SIDE	55 mm
SIDE IMPACT					
VEHICLE RESIDUAL CRUSH			FUEL TANK LATERAL RESIDUAL CRUSH		
FRONT	mm		FRONT	mm	REAR mm
MID	mm		FUEL TANK LATERAL RESIDUAL DISPLACEMENT		
REAR	mm		FRONT	mm	REAR mm

NOTE: (A) RESIDUAL CRUSH MEASUREMENTS +OR- 25mm. OTHER RESIDUAL MEASUREMENTS +OR- 5mm
 (B) GENERALIZED TOLERANCE CANNOT BE SPECIFIED FOR DYNAMIC MEASUREMENTS BECAUSE OF ACCURACY VARIATIONS DUE TO DIFFERENCES IN ANALYSIS TECHNIQUES.

A TOLERANCE FOR SPECIFIC TEST DATA CAN BE FURNISHED ON REQUEST.

N/A NOT APPLICABLE N/D NOT DETERMINED

STRIKING VEHICLE ☐
 STRUCK VEHICLE ☒

REPORT NO. PG
 SRDL TEST NO.

PAGE NO. 3C11828

FUEL SYSTEM INTEGRITY

FUEL SPILLAGE (MASS) AT BARRIER IMPACT SITE

DURING IMPACT 0 gm DURING FIRST FIVE MINUTES AFTER IMPACT 0 gm

AFTER FIRST FIVE MINUTES: 0 gm

COMMENTS:

FUEL SPILLAGE DURING STATIC ROLLOVER

ROLL DIRECTION: POSITIVE ☐ NEGATIVE ☒
 ROLL RATE-APPROXIMATELY 2 MINUTES PER 90 DEGREE INCREMENT
 ROLL DATE JAN 29, 1998

POSITIVE ROLL



ROLL INCREMENTS	FUEL SPILLAGE BY MASS		
	FIRST 5 MINUTES OF ROLL INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
0-90	0 gm	0 gm	0 gm
90-180	0 gm	0 gm	0 gm
180-270	0 gm	0 gm	0 gm

COMMENTS:

ROLL DIRECTION: POSITIVE ☒ NEGATIVE ☐
 ROLL RATE-APPROXIMATELY 2 MINUTES PER 90 DEGREE INCREMENT
 ROLL DATE JAN 29, 1998

POSITIVE ROLL



ROLL INCREMENTS	FUEL SPILLAGE BY MASS		
	FIRST 5 MINUTES OF ROLL INCREMENT	FOR NEXT MINUTE	FOR NEXT MINUTE
0-90	0 gm	0 gm	0 gm
90-180	0 gm	0 gm	0 gm
180-270	0 gm	TRACE gm	TRACE gm

COMMENTS:

TRACE OF STODDARD SOLVENT OBSERVED IN AREA OF VENT TUBING AND VAPOR CANISTER.

N/A NOT APPLICABLE

DUMMY LOCATION IN VEHICLE

The following values reflect the dummy location in the test vehicle in corporate body coordinates. The location is determined relative to the specific vehicle platform front fiducial mark.

BODY COORDINATES (mm)

	LONGITUDINAL	VERTICAL
<u>LEFT FRONT PASSENGER</u>		
HEAD	<u>422</u>	<u>844</u>
HIP	<u>258</u>	<u>185</u>
KNEE	<u>132</u>	<u>277</u>
PELVIC ANGLE	<u>23.3</u>	SEAT BACK ANGLE <u>17.5</u>
<u>RIGHT FRONT PASSENGER</u>		
HEAD	<u>429</u>	<u>829</u>
HIP	<u>250</u>	<u>194</u>
KNEE	<u>140</u>	<u>287</u>
PELVIC ANGLE	<u>23.0</u>	SEAT BACK ANGLE <u>17.5</u>

Dummy lateral location: 0 mm relative to SEAT C/L

Comments: REFERENCE VALUES TAKEN FROM FRONT OUTBOARD SEAT

BOLT, SEAT REF. SET AT: X=0, Y=0, Z=0. SEAT BACK

ANGLE MEASURED AT SEAT BACK ACCEL LOCATION.

TEST DATA PROBLEM SUMMARY

C11828 8W9184D SC 81.0 KM/H
 LTV MDB TO STATIONARY VEHICLE - L. REAR IMPACT 70 % OVERLAP
 Test Engineer: T.J.Sienkiewicz Test Date: 01/28/98

See last page of report for statistics.

L. FRT SEAT BACK
 LONGITUDINAL ACCELERATION

CHANNEL PLOT NUMBER	63 51	Error Code LOST?	11 no
------------------------	----------	---------------------	----------

Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION

L. FRT SEAT BACK
 VERTICAL ACCELERATION

CHANNEL PLOT NUMBER	65 53	Error Code LOST?	11 no
------------------------	----------	---------------------	----------

Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION

R. FRT SEAT BACK
 LONGITUDINAL ACCELERATION

CHANNEL PLOT NUMBER	66 54	Error Code LOST?	11 no
------------------------	----------	---------------------	----------

Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION

R. FRT SEAT BACK VERTICAL ACCELERATION	<table border="1"> <tr> <td>CHANNEL PLOT NUMBER</td> <td>68 56</td> <td>Error Code LOST?</td> <td>11 no</td> </tr> </table>	CHANNEL PLOT NUMBER	68 56	Error Code LOST?	11 no
CHANNEL PLOT NUMBER	68 56	Error Code LOST?	11 no		
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION					
L. REAR ROCKER LONGITUDINAL ACCELERATION	<table border="1"> <tr> <td>CHANNEL PLOT NUMBER</td> <td>75 63</td> <td>Error Code LOST?</td> <td>15 no</td> </tr> </table>	CHANNEL PLOT NUMBER	75 63	Error Code LOST?	15 no
CHANNEL PLOT NUMBER	75 63	Error Code LOST?	15 no		
Remarks: TRANSDUCER WAS DAMAGED DATA AFFECTED BY ACCELEROMETER ROTATION					
L. REAR ROCKER LATERAL ACCELERATION	<table border="1"> <tr> <td>CHANNEL PLOT NUMBER</td> <td>76 64</td> <td>Error Code LOST?</td> <td>15 no</td> </tr> </table>	CHANNEL PLOT NUMBER	76 64	Error Code LOST?	15 no
CHANNEL PLOT NUMBER	76 64	Error Code LOST?	15 no		
Remarks: TRANSDUCER WAS DAMAGED DATA AFFECTED BY ACCELEROMETER ROTATION					
L. REAR ROCKER VERTICAL ACCELERATION	<table border="1"> <tr> <td>CHANNEL PLOT NUMBER</td> <td>77 65</td> <td>Error Code LOST?</td> <td>15 no</td> </tr> </table>	CHANNEL PLOT NUMBER	77 65	Error Code LOST?	15 no
CHANNEL PLOT NUMBER	77 65	Error Code LOST?	15 no		
Remarks: TRANSDUCER WAS DAMAGED DATA AFFECTED BY ACCELEROMETER ROTATION					

R. REAR ROCKER LONGITUDINAL ACCELERATION	CHANNEL 78 Error Code 11 PLOT NUMBER 66 LOST? no Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION
R. REAR ROCKER LATERAL ACCELERATION	CHANNEL 79 Error Code 11 PLOT NUMBER 67 LOST? no Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION
R. REAR ROCKER VERTICAL ACCELERATION	CHANNEL 80 Error Code 11 PLOT NUMBER 68 LOST? no Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION
CTR REAR SEATBACK CLOSEOUT LONGITUDINAL ACCELERATION	CHANNEL 81 Error Code 11 PLOT NUMBER 69 LOST? no Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION

CTR REAR SEATBACK CLOSEOUT LATERAL ACCELERATION	CHANNEL 82 Error Code 11 PLOT NUMBER 70 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION	

CTR REAR SEATBACK CLOSEOUT VERTICAL ACCELERATION	CHANNEL 83 Error Code 11 PLOT NUMBER 71 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION	

L. REAR FRAME RAIL LONGITUDINAL ACCELERATION	CHANNEL 84 Error Code 15 PLOT NUMBER 72 LOST? no
Data Invalid after 130 ms.	
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT	

L. REAR FRAME RAIL LATERAL ACCELERATION	CHANNEL 85 Error Code 15 PLOT NUMBER 73 LOST? no
Data Invalid after 69 ms.	
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT	

L. REAR FRAME RAIL VERTICAL ACCELERATION	CHANNEL PLOT NUMBER 74	Error Code 15 LOST? no
Data Invalid after 50 ms.		
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT		

R. REAR FRAME RAIL LONGITUDINAL ACCELERATION	CHANNEL PLOT NUMBER 75	Error Code 11 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION		

R. REAR FRAME RAIL LATERAL ACCELERATION	CHANNEL PLOT NUMBER 76	Error Code 11 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION		

R. REAR FRAME RAIL VERTICAL ACCELERATION	CHANNEL PLOT NUMBER 77	Error Code 11 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION		

The total number of channels recorded for this test: 95 Total lost channels: 0

LEFT FRONT
ANTHROPOMORPHIC TEST DEVICE SUMMARY DATA
LTV MDB TO STATIONARY VEHICLE 81.0KM/H

C11828 L.REAR IMP 70% OVERLAP

SC 8W9184D 4-DOOR

ATD TYPE: GM50H

TEST DATE: 01/28/1998

MEASURED QUANTITY	100% OF IARV	150% OF IARV	IARV VALUE	IARV
HIC, LIMITED TO 15 MS			410	1000
HIC, LIMITED TO 36 MS			410	1000
NECK FLEXION			59NM	190NM
NECK EXTENSION			13NM	57NM
NECK TENSION			736N	3300N
NECK COMPRESSION			853N	4000N
NECK SHEAR FORWARD			217N	3100N
NECK SHEAR REARWARD			700N	3100N
NECK TENSION DUR ASSESS			0.22	1.00
NECK COMPRESSION DUR ASSESS			0.21	1.00
NECK SHEAR FWD DUR ASSESS			0.07	1.00
NECK SHEAR RWD DUR ASSESS			0.23	1.00
CHEST ACCEL			32G	60G
† CHEST COMPRESSION W/O SH BELT			4.8MM	65.0MM †
† CHEST COMPRESSION W/ SH BELT			4.8MM	50.0MM †
CHEST VISCOUS CRITERIA			0.01M/SEC	1.00M/SEC
FEMUR COMP, LEFT			593N	10000N
FEMUR COMP, RIGHT			713N	10000N
FEMUR DURATION ASSESS, LEFT			0.07	1.00
FEMUR DURATION ASSESS, RIGHT			0.08	1.00
TIBIA/FEMUR DISP, LEFT			x	15.0MM
TIBIA/FEMUR DISP, RIGHT			x	15.0MM
KNEE CLEVIS, LEFT INSIDE			x	4000N
KNEE CLEVIS, LEFT OUTSIDE			x	4000N
KNEE CLEVIS, RIGHT INSIDE			x	4000N
KNEE CLEVIS, RIGHT OUTSIDE			x	4000N
TIBIA COMP, LEFT			x	8000N
TIBIA COMP, RIGHT			x	8000N
TIBIA MOM, UPPER, LEFT			x	225NM
TIBIA MOM, UPPER, RIGHT			x	225NM
TIBIA MOM, LOWER, LEFT			x	225NM
TIBIA MOM, LOWER, RIGHT			x	225NM
LEG INDEX, UPPER LEFT			x	1.00
LEG INDEX, UPPER RIGHT			x	1.00
LEG INDEX, LOWER LEFT			x	1.00
LEG INDEX, LOWER RIGHT			x	1.00

IARV - INJURY ASSESSMENT VALUE

IARV - INJURY ASSESSMENT REFERENCE VALUE

* NOT MEASURED, THIS TEST

† RESTRAINT SYSTEM DEPENDENT. CHOOSE
VALUE THAT APPLIES TO THIS TEST.

PROCESSED 01/29/1998 08:01 V2.07

RIGHT FRONT
ANTHROPOMORPHIC TEST DEVICE SUMMARY DATA
LTV MDB TO STATIONARY VEHICLE 81.0KM/H

C11828 L.REAR IMP 70% OVERLAP

SC 8W9184D 4-DOOR

ATD TYPE: GM50H
TEST DATE: 01/28/1998

MEASURED QUANTITY	100% OF IARV	150% OF IARV	IARV VALUE	IARV
HIC, LIMITED TO 15 MS			380	1000
HIC, LIMITED TO 36 MS			420	1000
NECK FLEXION			59NM	190NM
NECK EXTENSION			7NM	57NM
NECK TENSION			901N	3300N
NECK COMPRESSION			352N	4000N
NECK SHEAR FORWARD			327N	3100N
NECK SHEAR REARWARD			158N	3100N
NECK TENSION DUR ASSESS			0.27	1.00
NECK COMPRESSION DUR ASSESS			0.09	1.00
NECK SHEAR FWD DUR ASSESS			0.11	1.00
NECK SHEAR RWD DUR ASSESS			0.05	1.00
CHEST ACCEL			21G	60G
† CHEST COMPRESSION W/O SH BELT			0.5MM	65.0MM †
† CHEST COMPRESSION W/ SH BELT			0.5MM	50.0MM †
CHEST VISCOUS CRITERIA			0.00M/SEC	1.00M/SEC
FEMUR COMP, LEFT			562N	10000N
FEMUR COMP, RIGHT			511N	10000N
FEMUR DURATION ASSESS, LEFT			0.07	1.00
FEMUR DURATION ASSESS, RIGHT			0.06	1.00
TIBIA/FEMUR DISP, LEFT			*	15.0MM
TIBIA/FEMUR DISP, RIGHT			*	15.0MM
KNEE CLEVIS, LEFT INSIDE			*	4000N
KNEE CLEVIS, LEFT OUTSIDE			*	4000N
KNEE CLEVIS, RIGHT INSIDE			*	4000N
KNEE CLEVIS, RIGHT OUTSIDE			*	4000N
TIBIA COMP, LEFT			*	8000N
TIBIA COMP, RIGHT			*	8000N
TIBIA MOM, UPPER, LEFT			*	225NM
TIBIA MOM, UPPER, RIGHT			*	225NM
TIBIA MOM, LOWER, LEFT			*	225NM
TIBIA MOM, LOWER, RIGHT			*	225NM
LEG INDEX, UPPER LEFT			*	1.00
LEG INDEX, UPPER RIGHT			*	1.00
LEG INDEX, LOWER LEFT			*	1.00
LEG INDEX, LOWER RIGHT			*	1.00

IARV - INJURY ASSESSMENT VALUE

IARV - INJURY ASSESSMENT REFERENCE VALUE

PROCESSED 01/29/1998 08:01 V2.07

* NOT MEASURED, THIS TEST

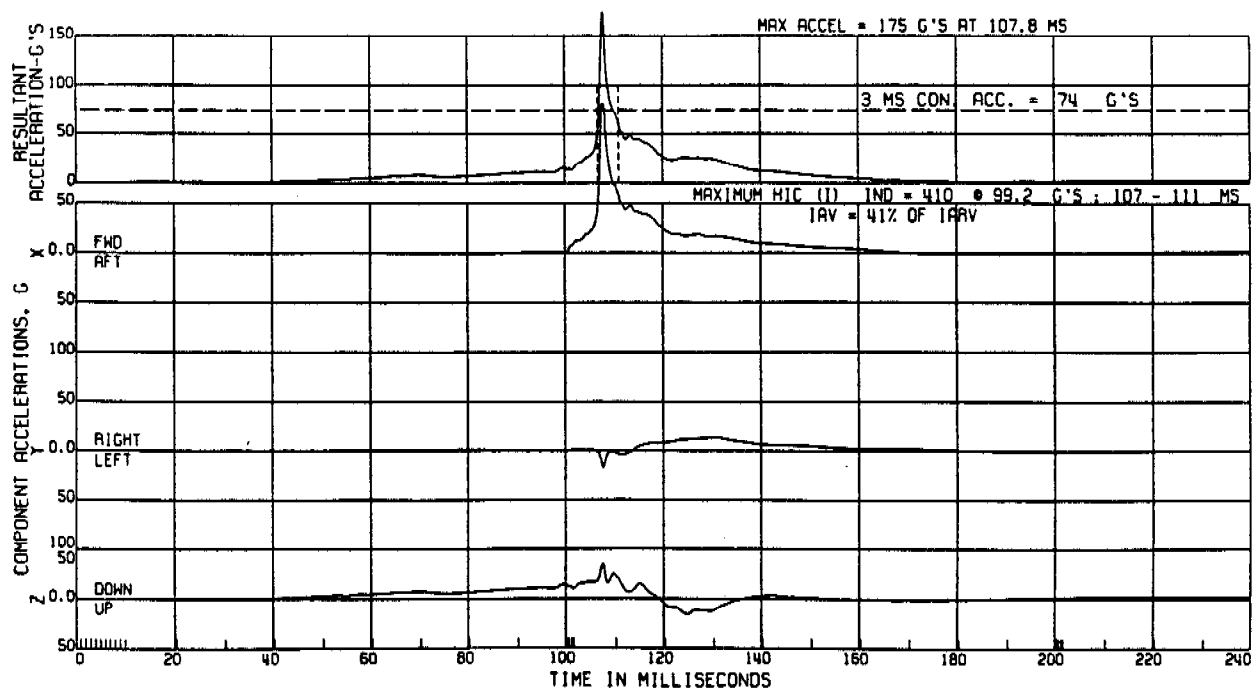
† RESTRAINT SYSTEM DEPENDENT. CHOOSE
VALUE THAT APPLIES TO THIS TEST.

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 1000

L. FAT HEAD ACCEL.
(HIC I LIMITED TO 15MS)

ATD TYPE: GMS0H
TEST DATE:01/28/1998



C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

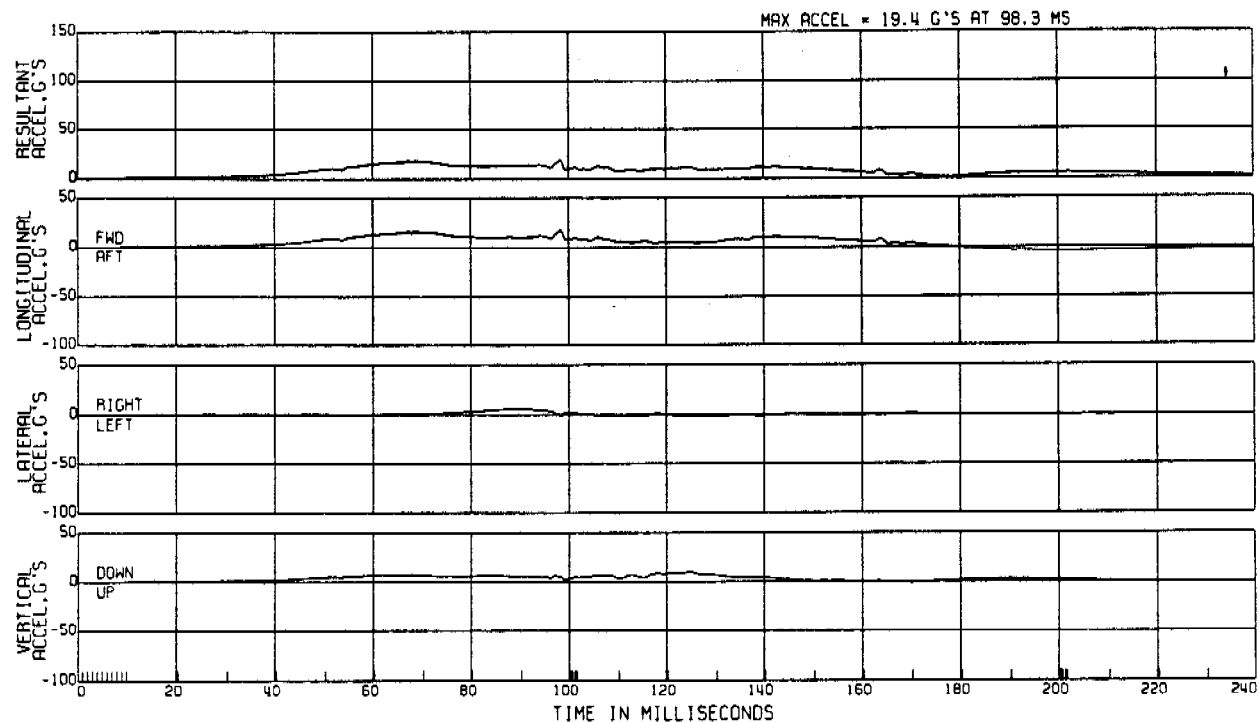
SC 8W9184D 4-000R

L. FRT PELVIC ACCEL.

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 1000

TEST DATE:01/28/1998



4 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

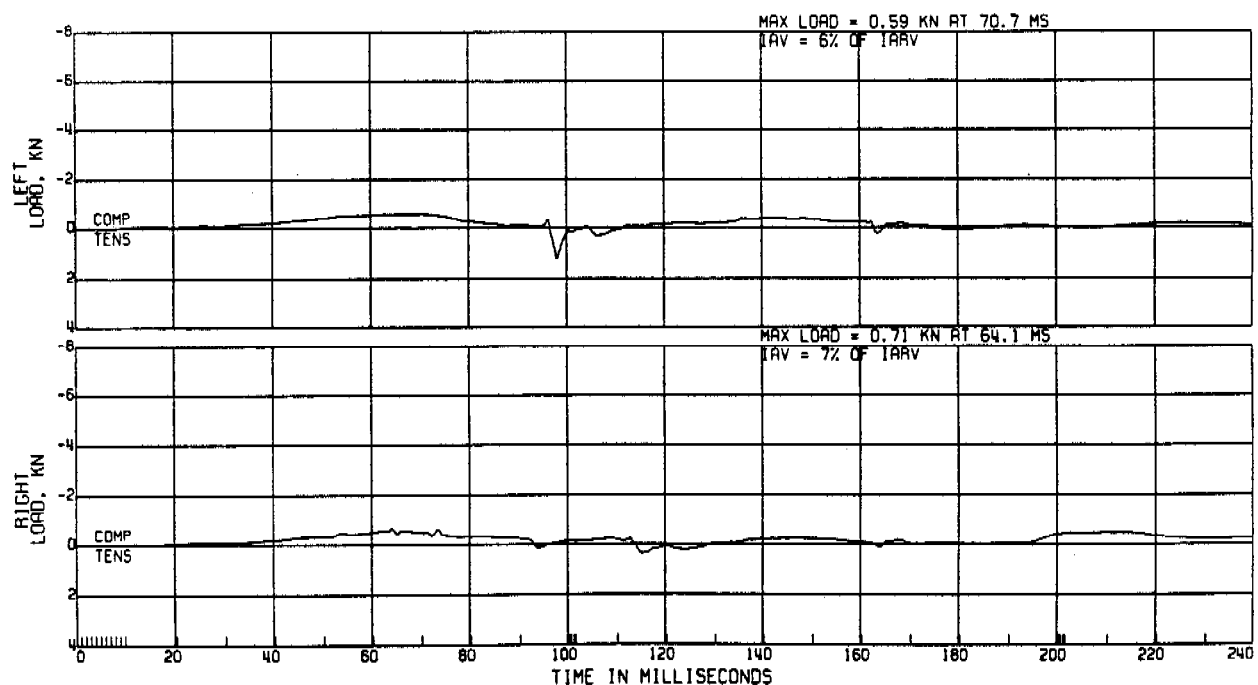
SC 8W9184D 4-000R

L. FRT FEMUR LOAD

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 600

TEST DATE:01/28/1998



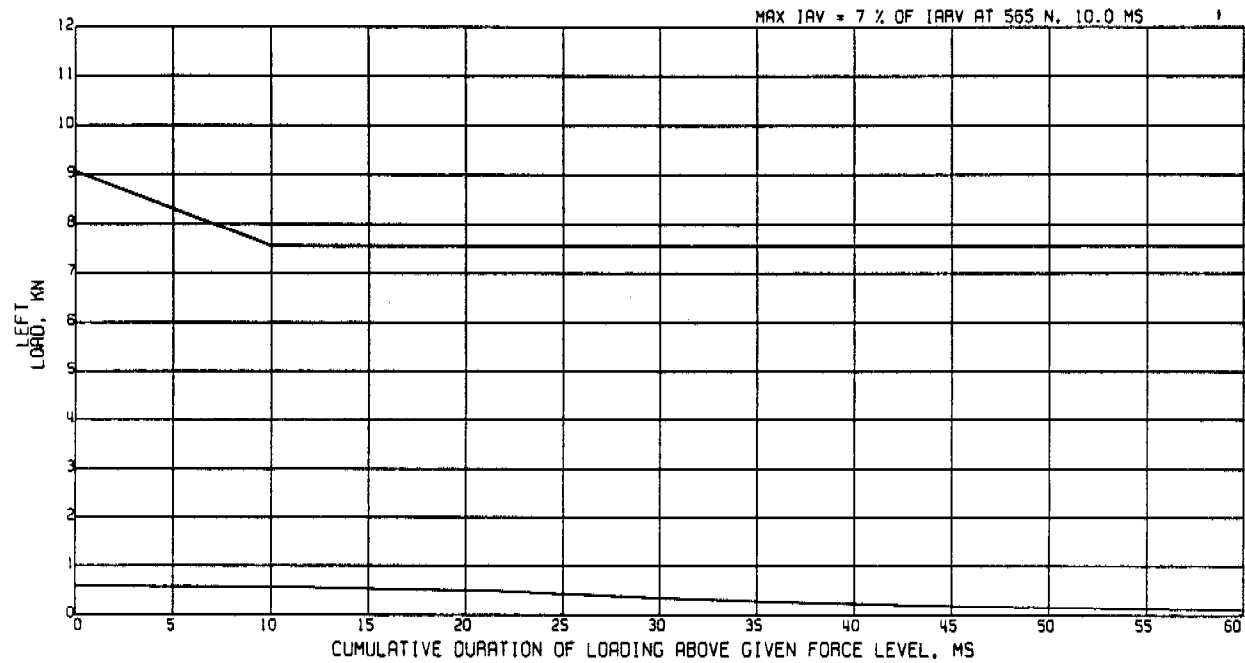
5 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE
SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 600

81.0KM/H

ATD TYPE: GM50H
TEST DATE:01/28/1998

L. FAT FEMUR LOAD
DURATION ASSESSMENT



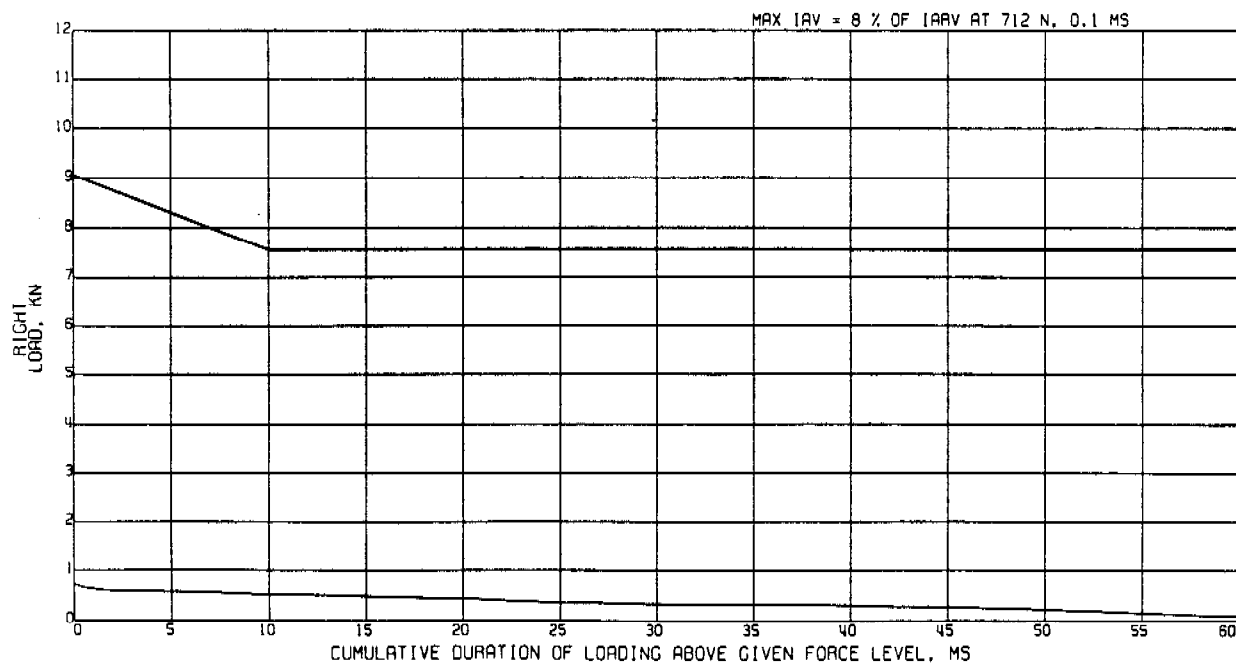
6 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE
SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 600

81.0KM/H

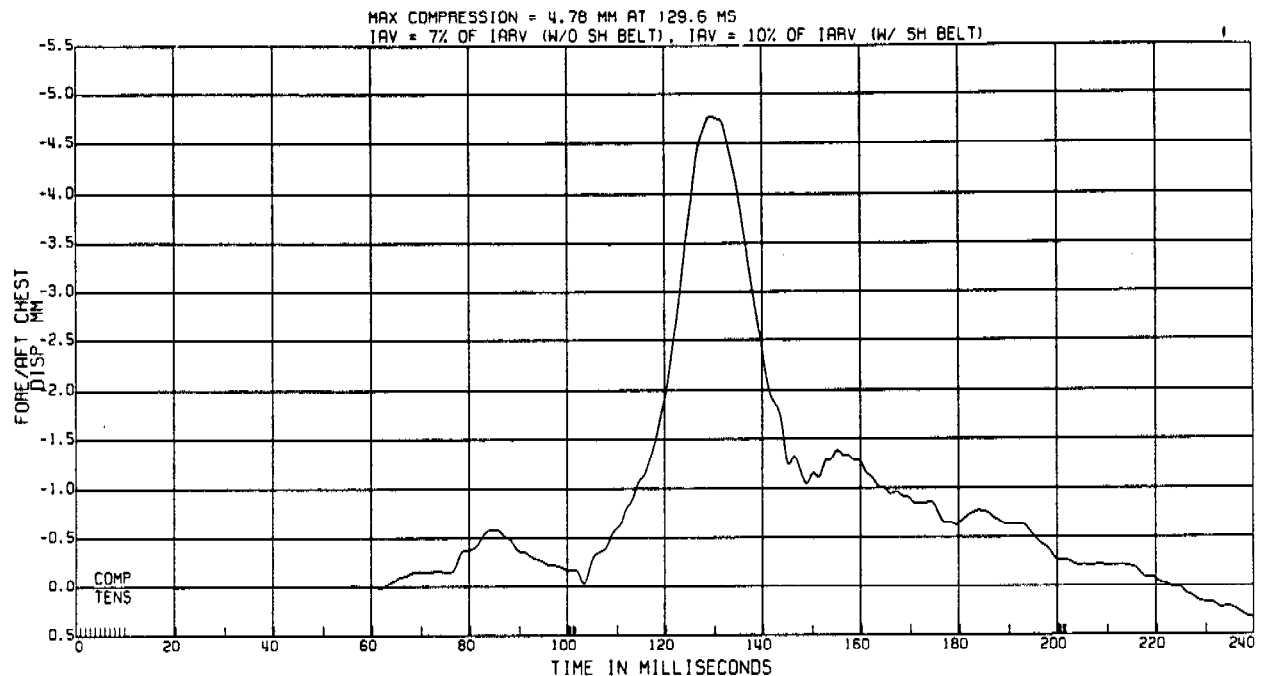
ATD TYPE: GM50H
TEST DATE:01/28/1998

L. FAT FEMUR LOAD
DURATION ASSESSMENT



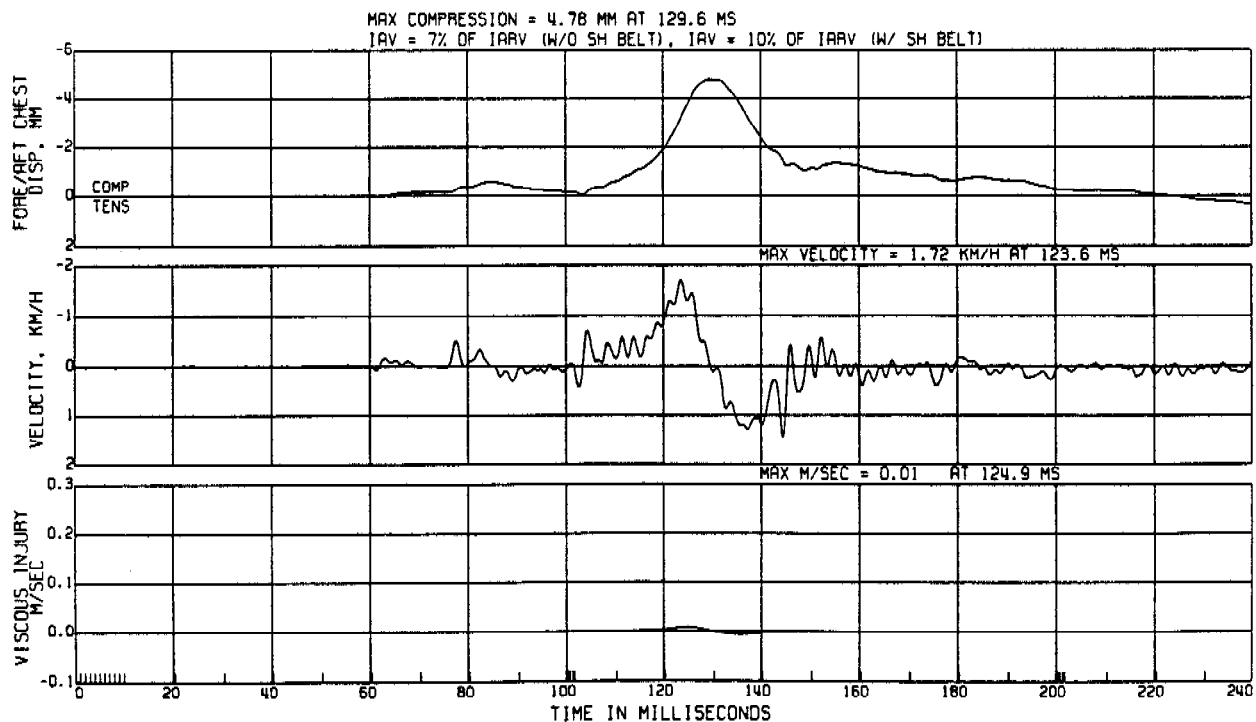
7 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR L. FRT CHEST DISP, TEMP AT 67.1°F ATD TYPE: GMSOH
 ELEC DATA, SAE CLASS 180 NORMALIZED TO 70.7°F & PART 572 CORRIDOR TEST DATE:01/28/1998



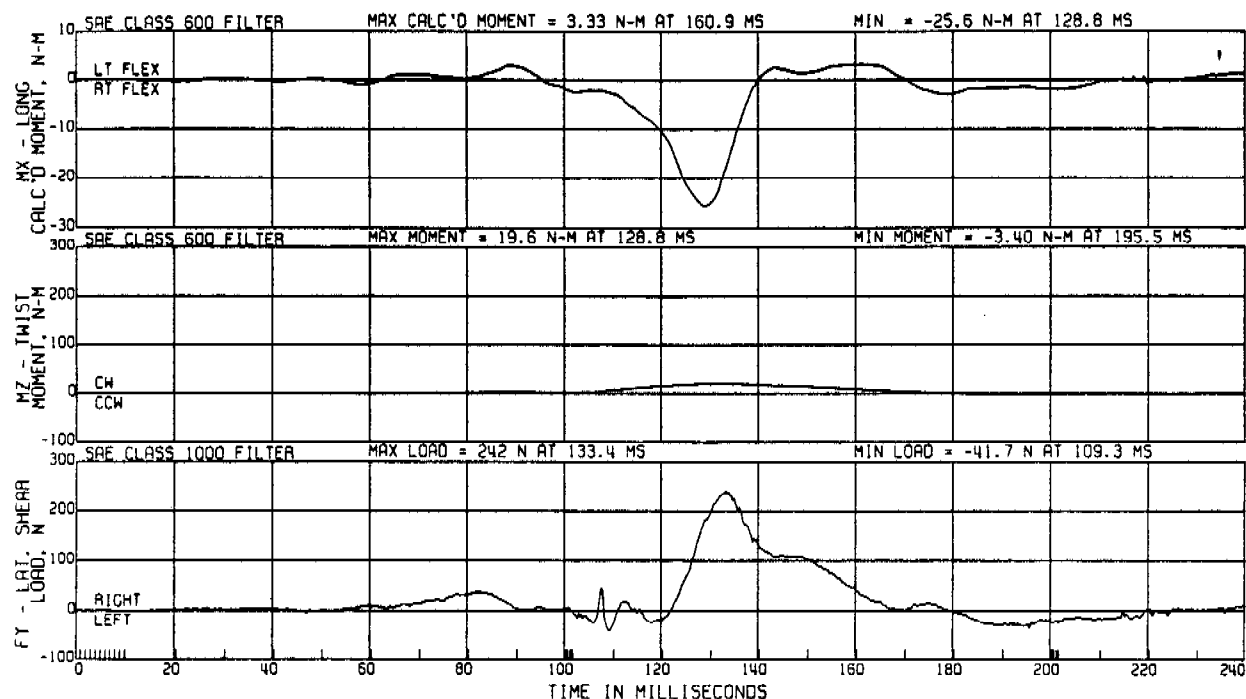
8 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR L. FRT CHEST COMPRESSIVE DISP. ATD TYPE: GMSOH
 ELEC DATA, SAE CLASS 180 NORMALIZED, W/CALC VEL & VISCOUS INJURY TEST DATE:01/28/1998



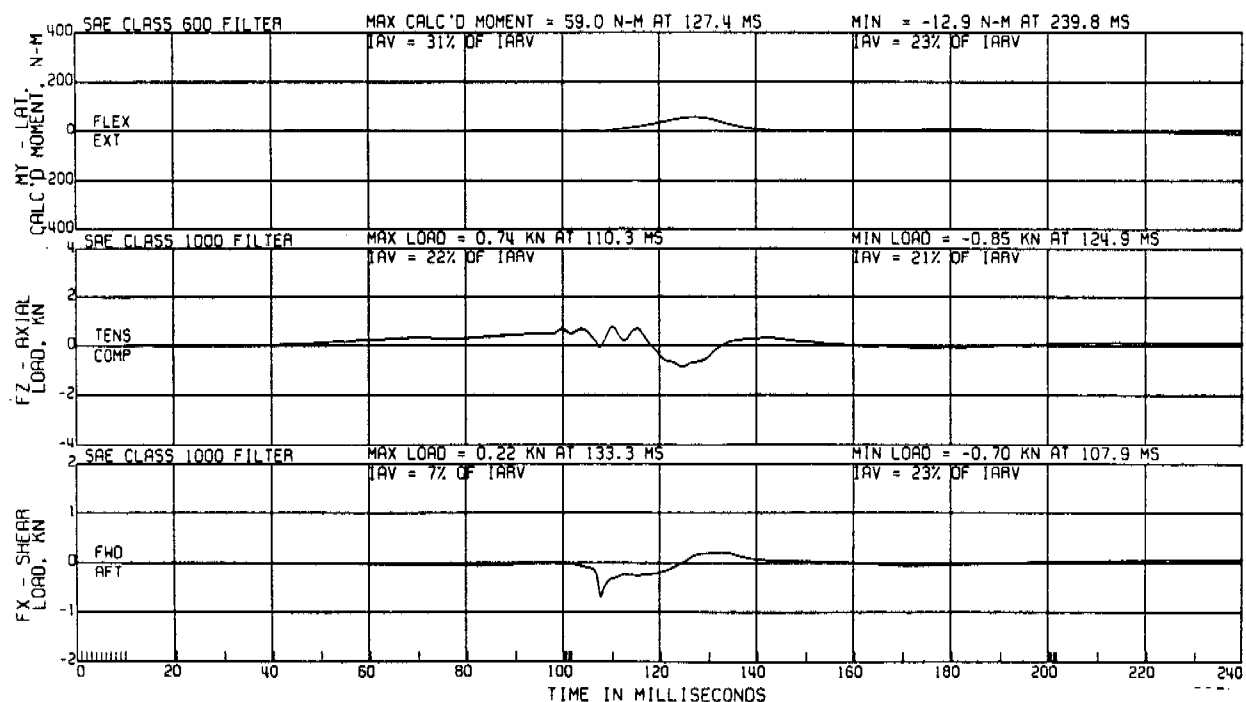
9 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W91840 4-000A L. FRT NECK LOADING ON HEAD, UPPER LOAD ATD TYPE: GMS0H
 ELEC DATA L. FRT NECK LOADING ON HEAD TEST DATE:01/28/1998



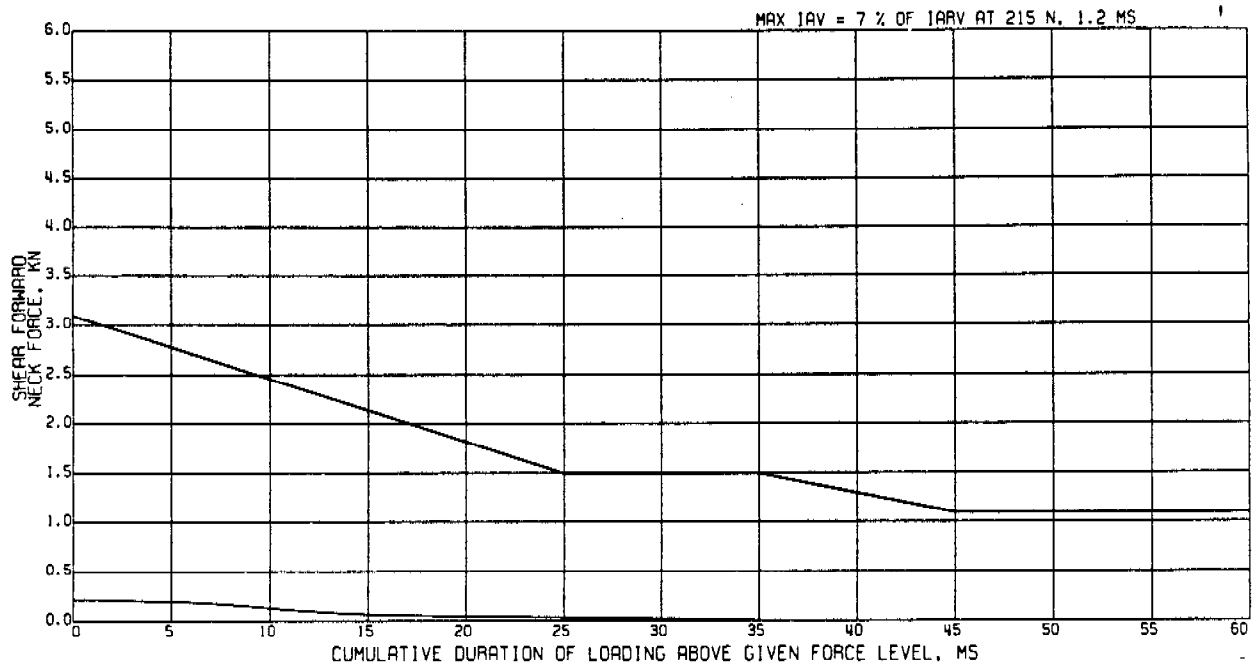
10 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W91840 4-000A NECK LOADING ON HEAD ATD TYPE: GMS0H
 ELEC DATA L. FRT NECK LOADING ON HEAD TEST DATE:01/28/1998



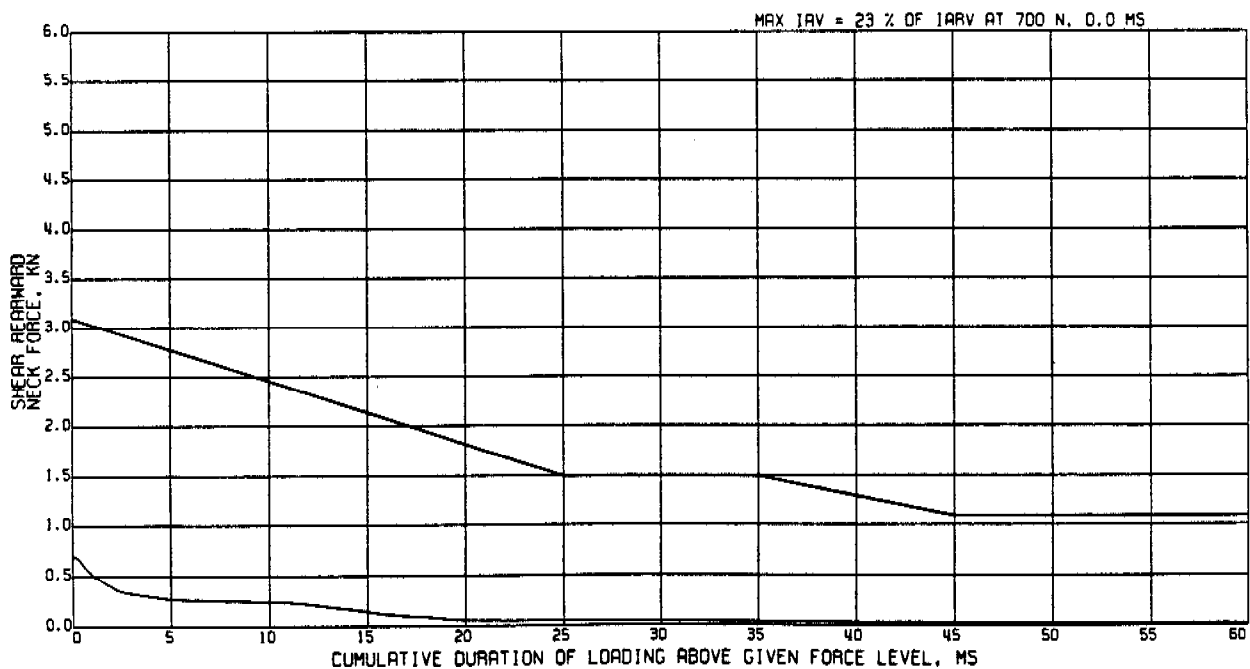
11 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR FORWARD NECK SHEAR ON HEAD, ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 1000 L. FRT INJURY REFERENCE TEST DATE:01/28/1998



12 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR REARWARD NECK SHEAR ON HEAD, ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 1000 L. FRT INJURY REFERENCE TEST DATE:01/28/1998



13 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC
ELEC DATA, SAE CLASS 1000

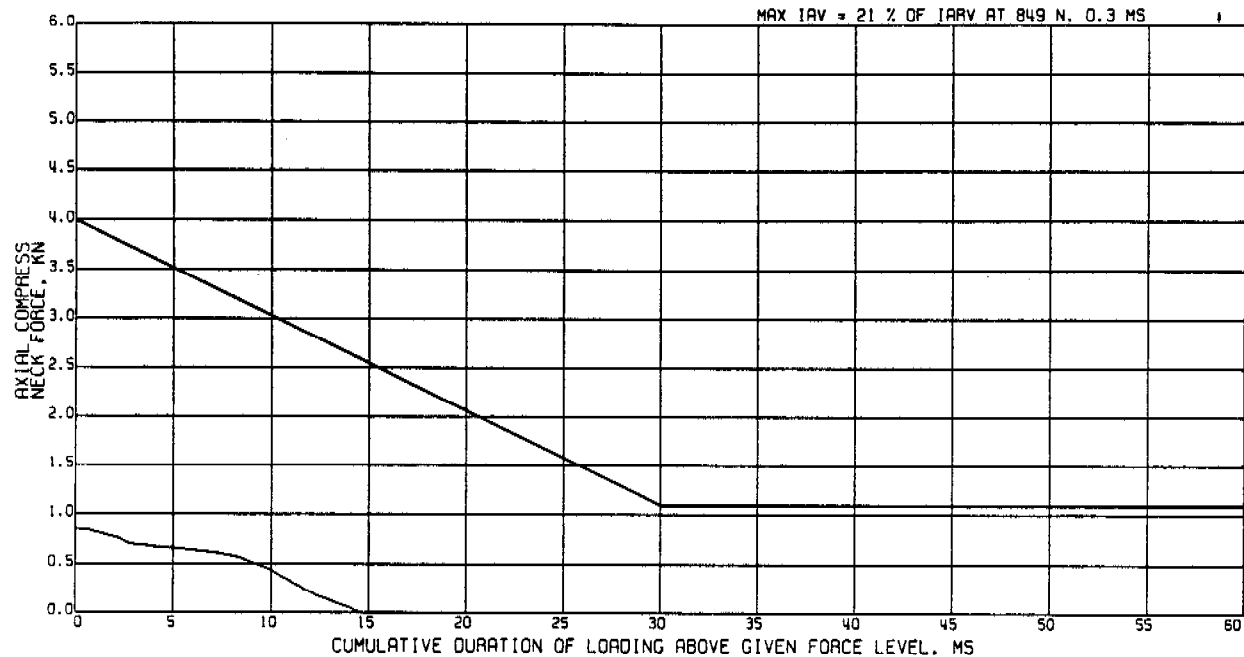
8W9184D 4-000A

AXIAL COMPRESSION ON HEAD,

L. FAT INJURY REFERENCE

ATD TYPE: GM50H

TEST DATE:01/28/1998



14 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC
ELEC DATA, SAE CLASS 1000

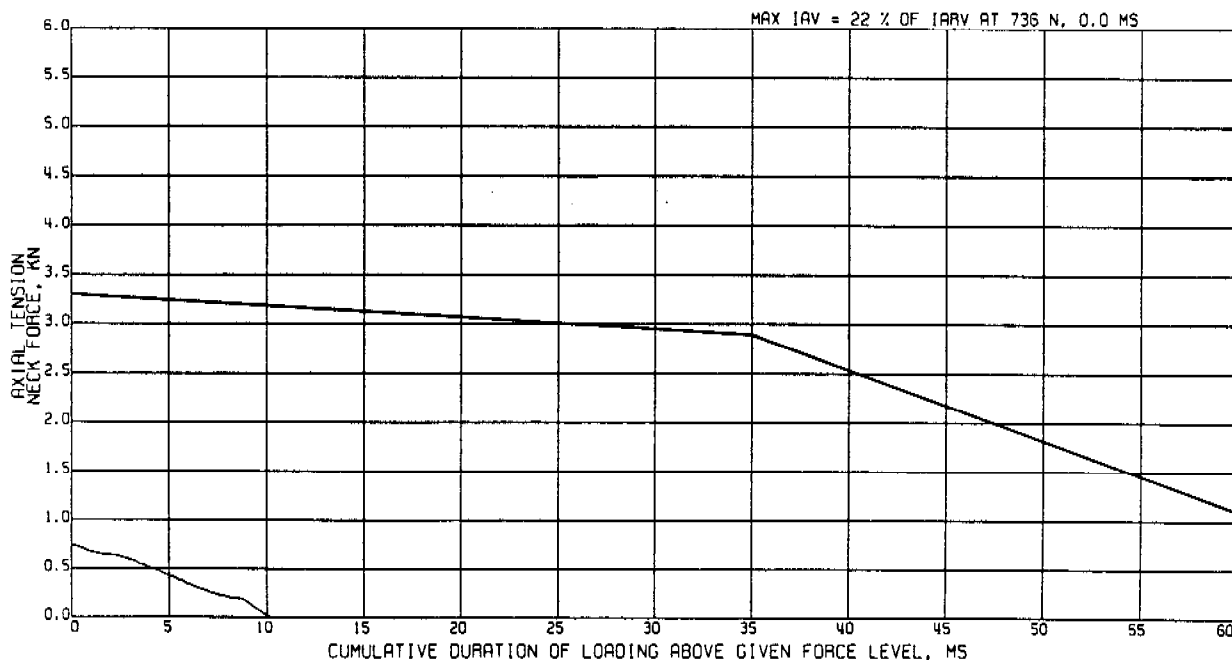
8W9184D 4-000A

AXIAL TENSION ON HEAD,

L. FRT INJURY REFERENCE

ATD TYPE: GM50H

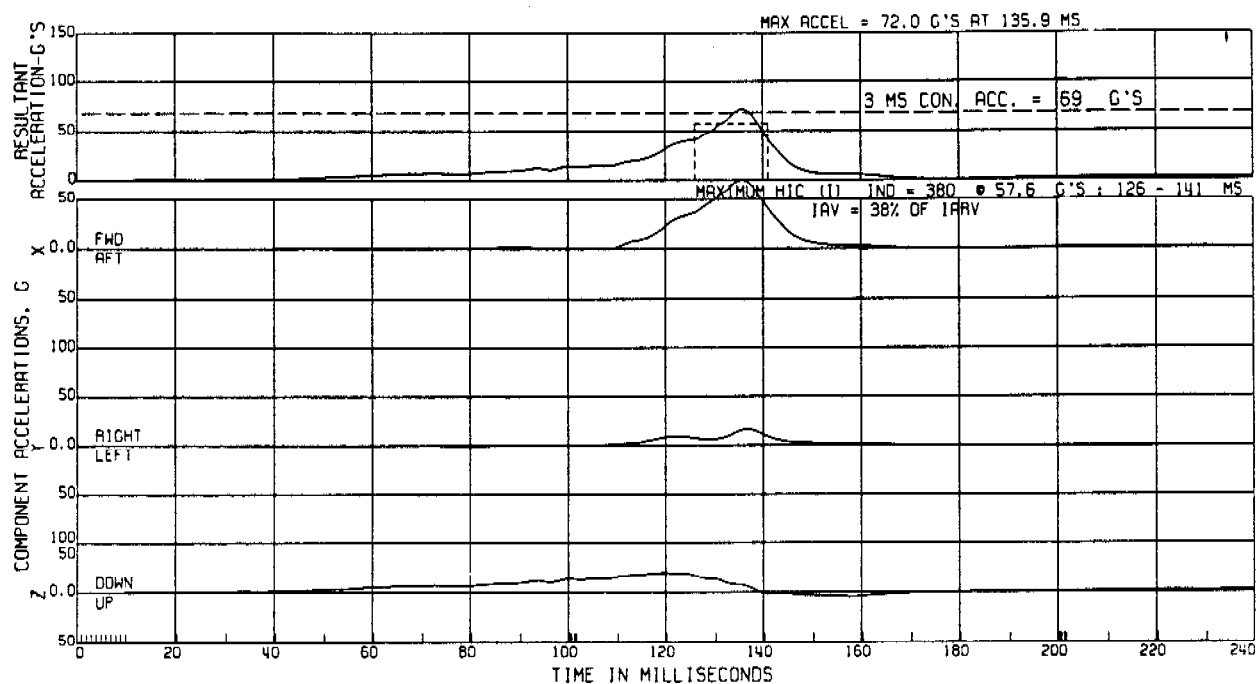
TEST DATE:01/28/1998



15 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

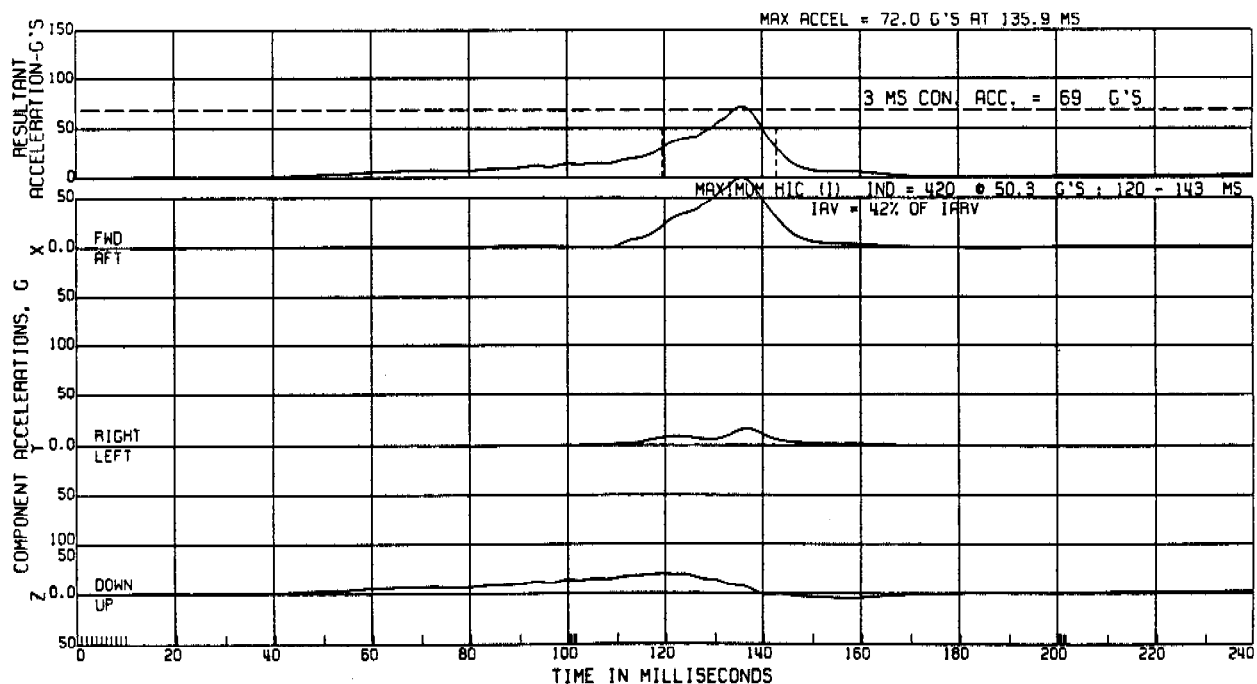
81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 1000R. FAT HEAD ACCEL.
(HIC I LIMITED TO 15MS)ATD TYPE: GM50H
TEST DATE:01/28/1998

16 PROCESSED 1/29/1998 07:59 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 1000R. FAT HEAD ACCEL.
(HIC I LIMITED TO 36MS)ATD TYPE: GM50H
TEST DATE:01/28/1998

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

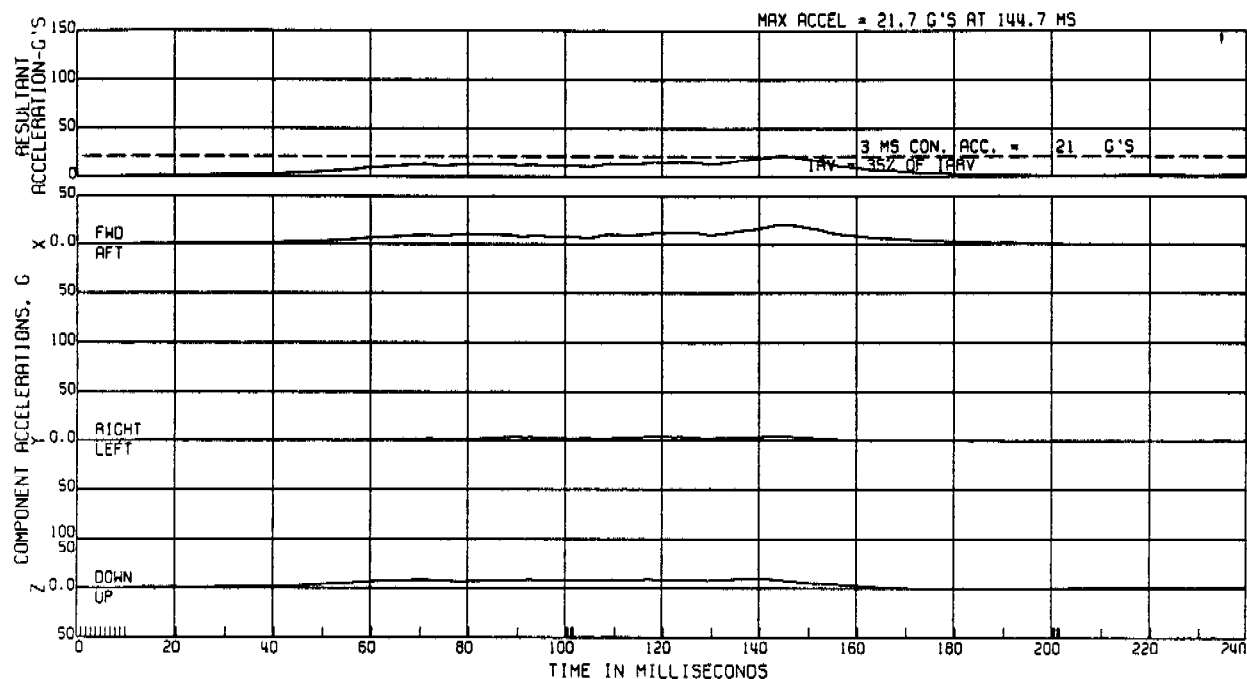
81.0KM/H

SC 8W9184D 4-000R
ELEC DATA, SAE CLASS 180

R. FAT CHEST ACCEL.

ATO TYPE: GM50H

TEST DATE:01/28/1998



18 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

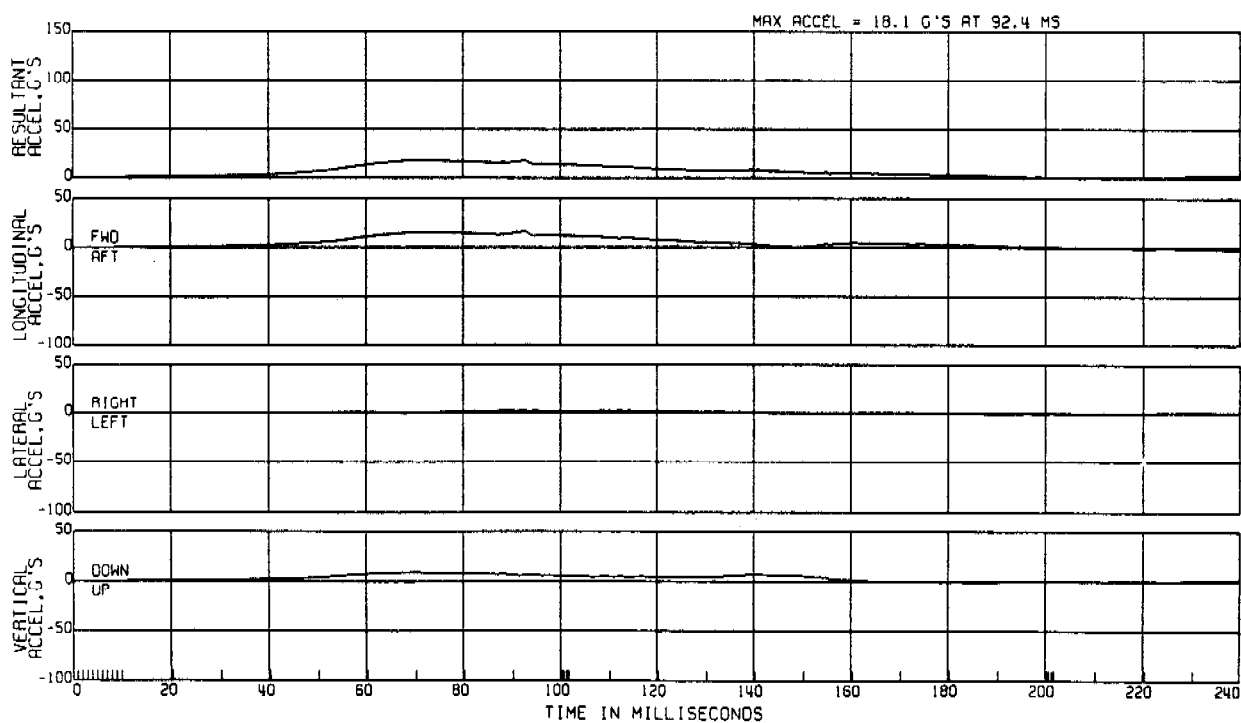
81.0KM/H

SC 8W9184D 4-000R
ELEC DATA, SAE CLASS 1000

R. FAT PELVIC ACCEL.

ATO TYPE: GM50H

TEST DATE:01/28/1998



19 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

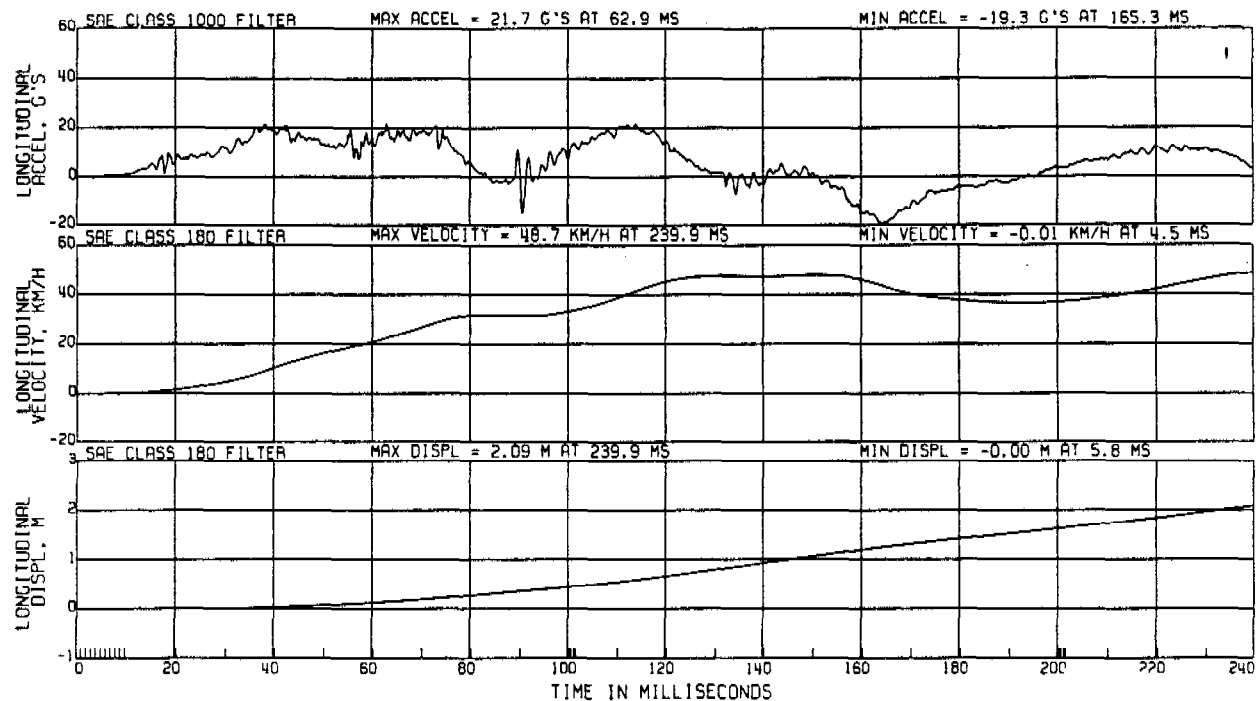
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

UPPER ENGINE

TEST DATE:01/28/1998



42 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

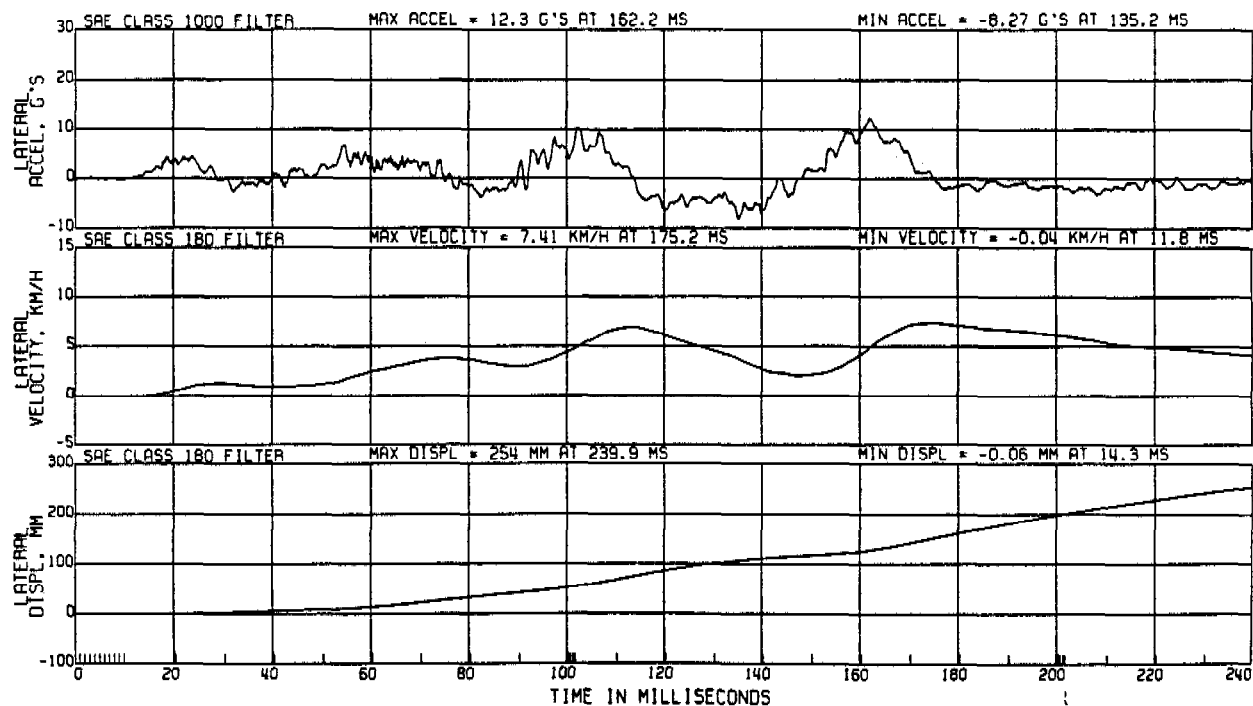
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

UPPER ENGINE

TEST DATE:01/28/1998



42 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

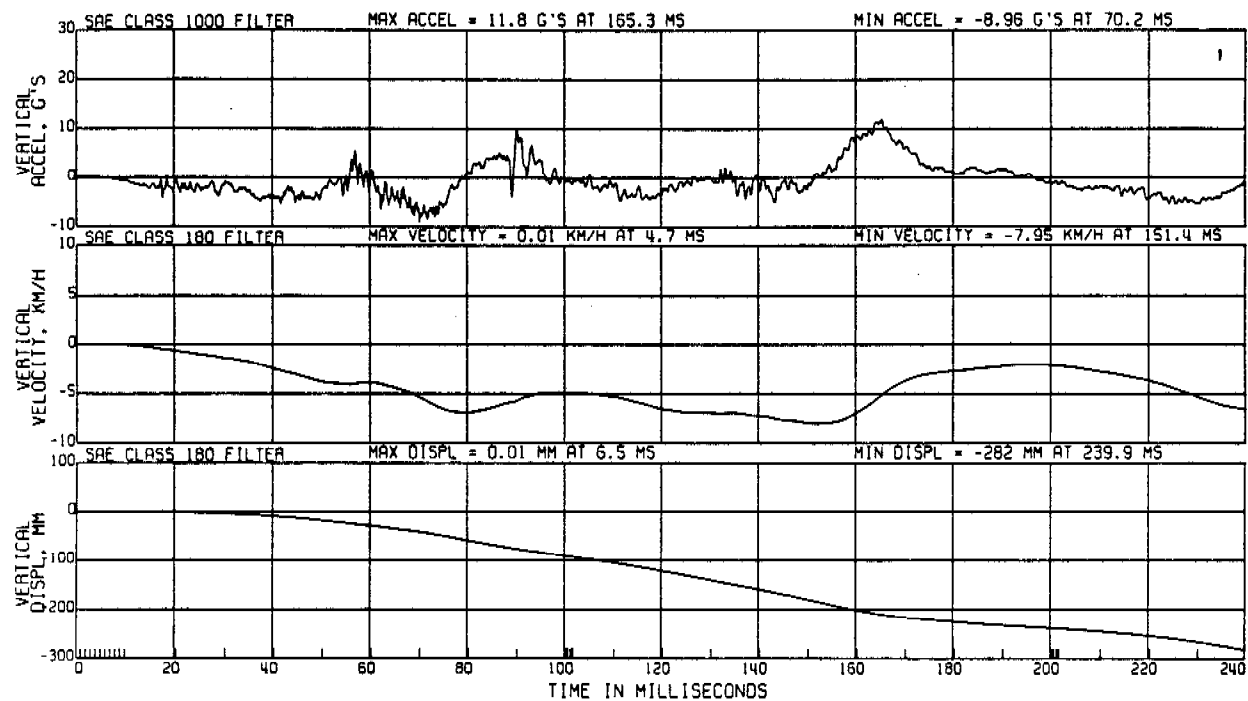
81.0KM/H

SC
ELEC DATA

8W9184D 4-000R

UPPER ENGINE

TEST DATE:01/28/1998



44 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

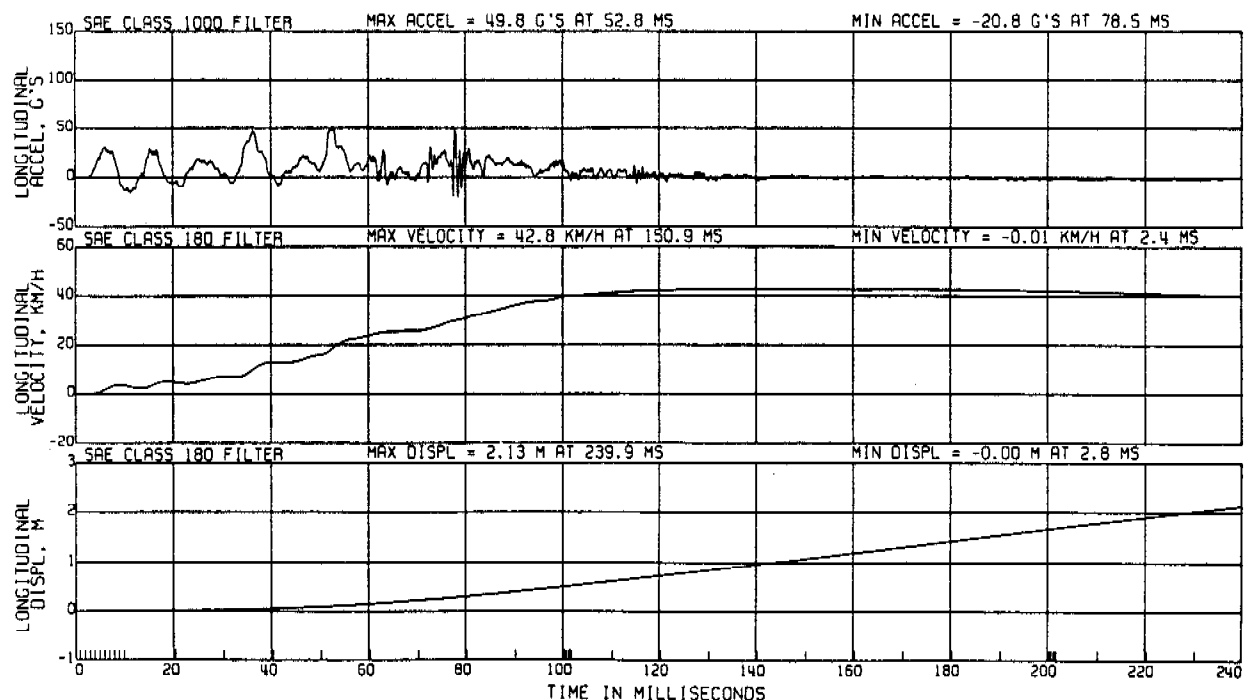
81.0KM/H

SC
ELEC DATA

8W9184D 4-000R

L. FAT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



45 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

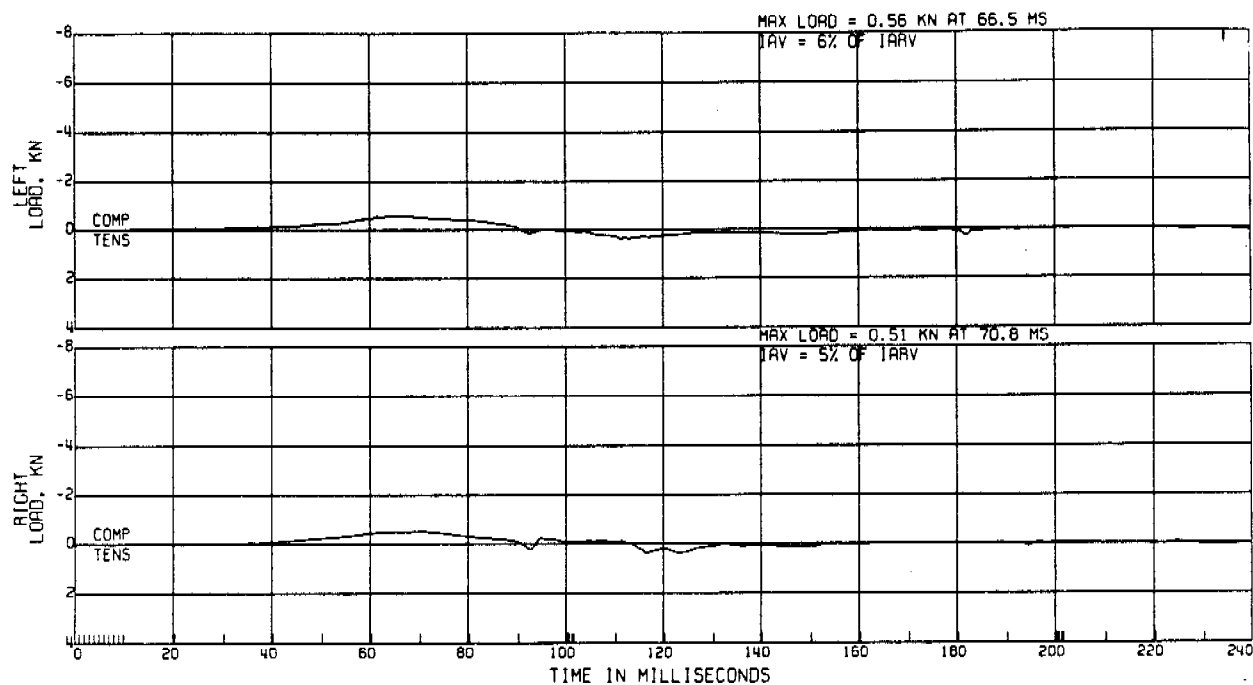
81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 600

R. FRT FEMUR LOAD

ATD TYPE: GM50H

TEST DATE:01/28/1998



20 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

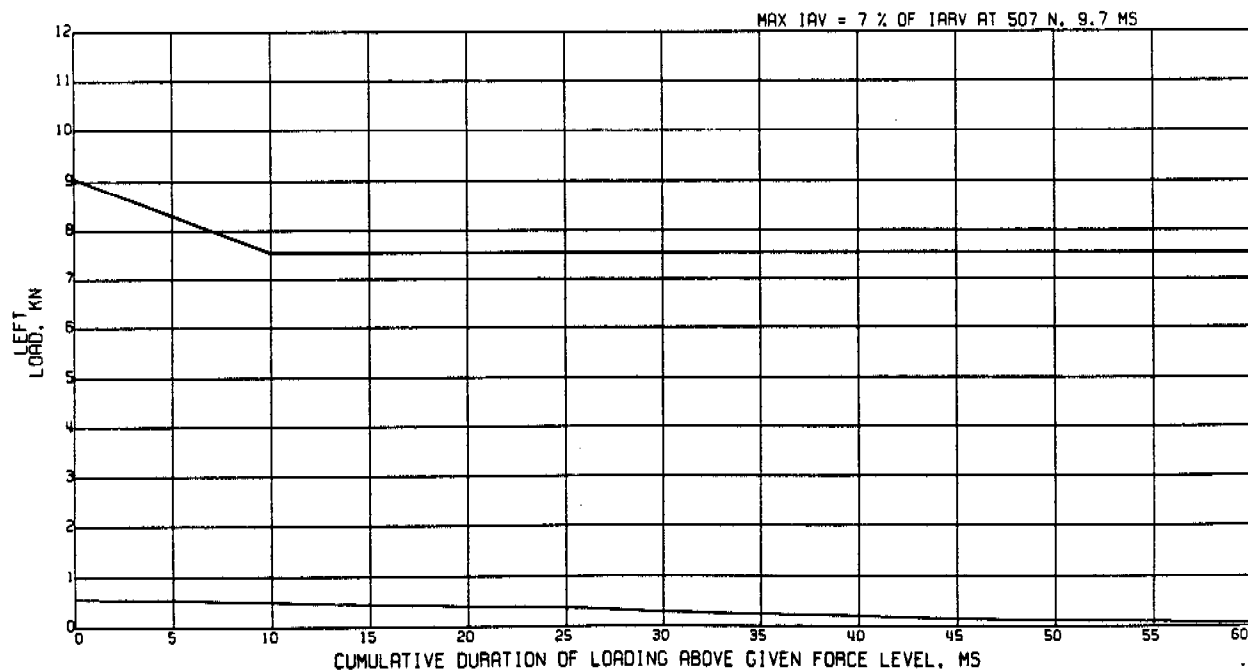
SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 600

R. FRT FEMUR LOAD

ATD TYPE: GM50H

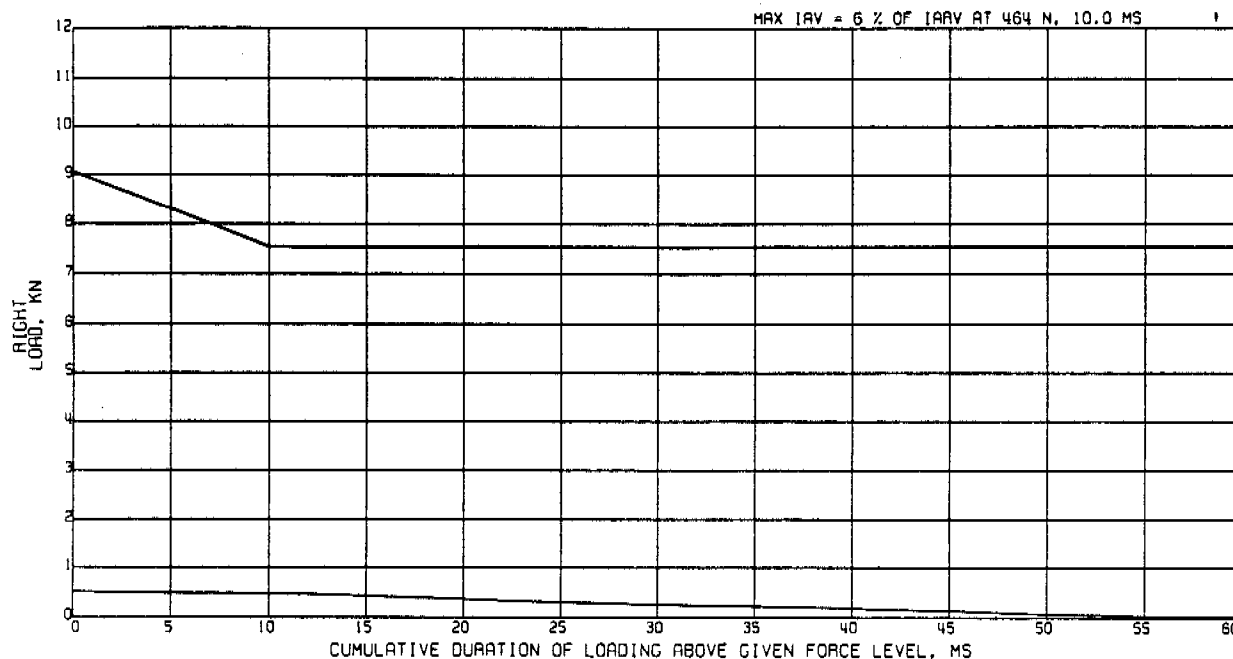
TEST DATE:01/28/1998

DURATION ASSESSMENT



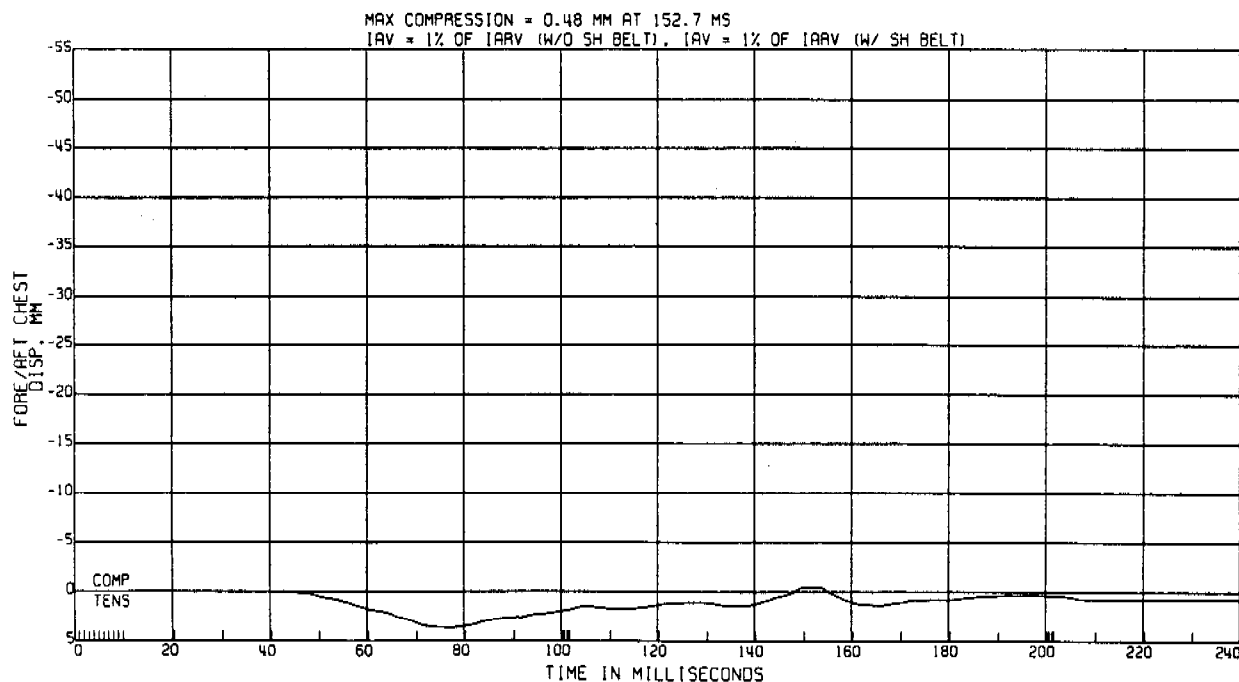
21 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-000R R. FRT FEMUR LOAD ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 600 DURATION ASSESSMENT TEST DATE:01/28/1998



22 PROCESSED 1/29/1998 08:00 V2.07

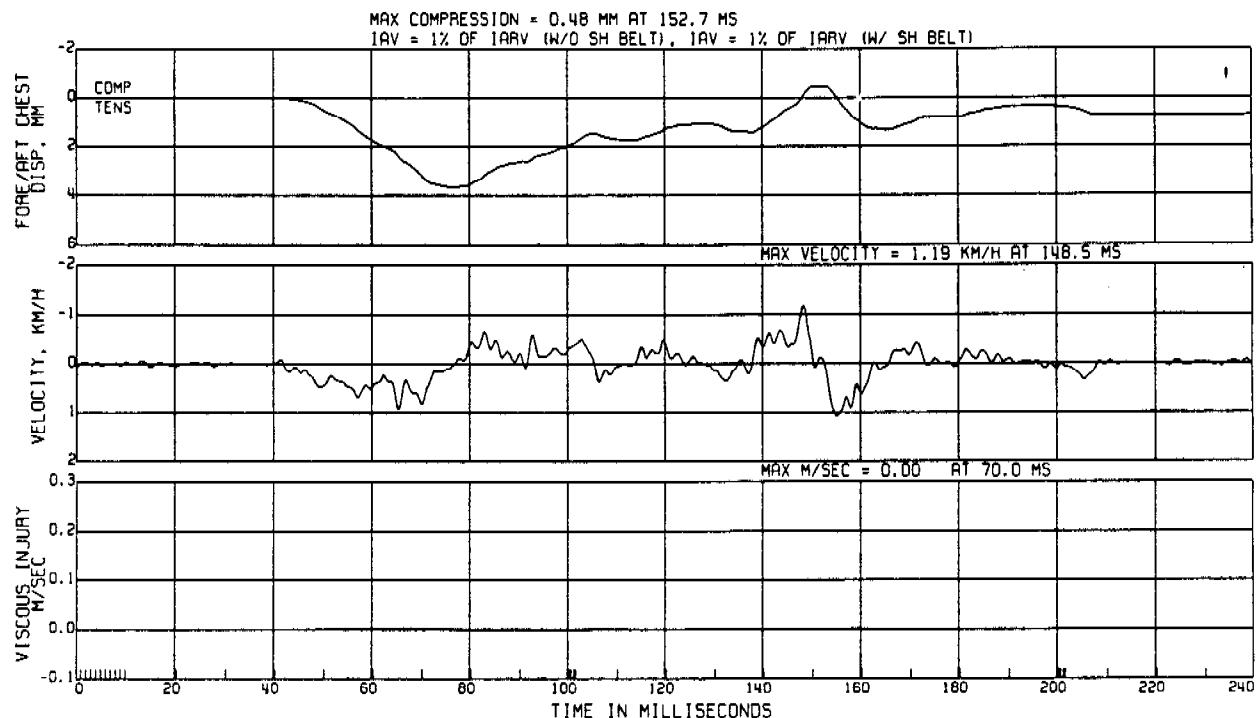
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-000R R. FRT CHEST DISP, TEMP AT 67.6°F ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 180 NORMALIZED TO 70.7°F & PART 572 CORRIDOR TEST DATE:01/28/1998



23 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

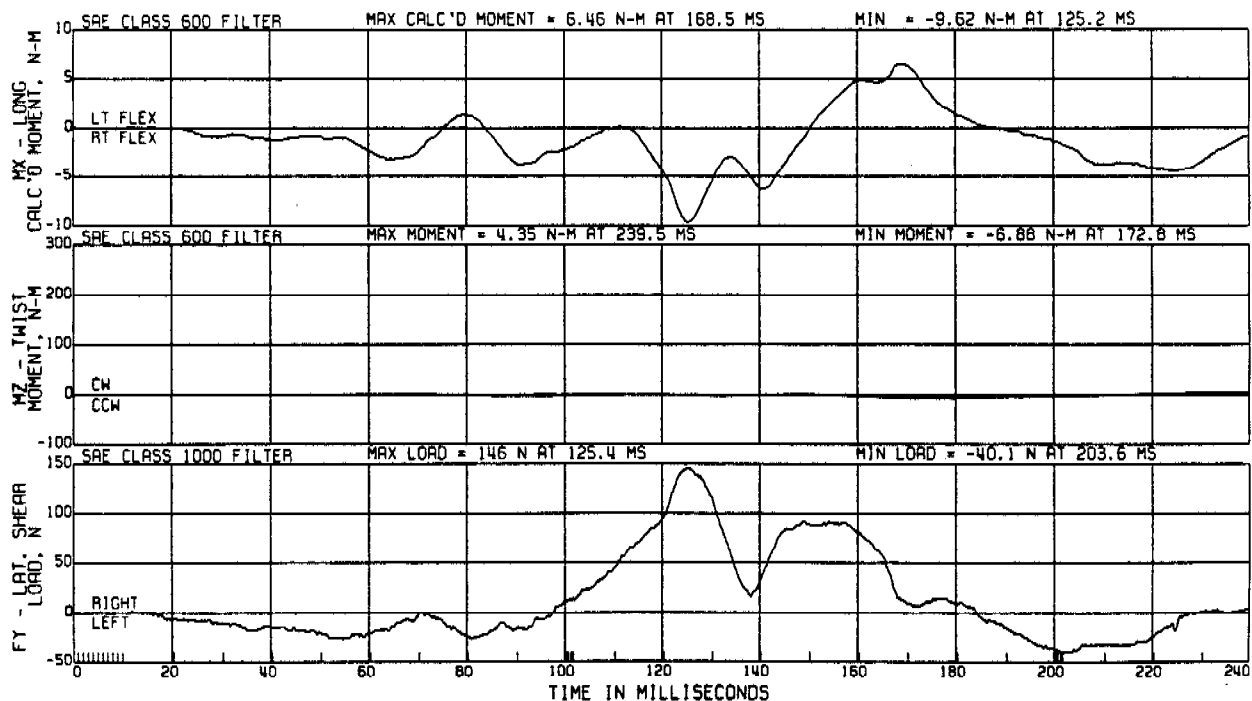
SC 8W9184D 4-DOOR R. FRT CHEST COMPRESSIVE DISP. ATD TYPE: GM50H
ELEC DATA, SAE CLASS 180 NORMALIZED, W/CALC VEL & VISCOUS INJURY TEST DATE:01/28/1998



24 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR R. FRT NECK LOADING ON HEAD, UPPER LOAD ATD TYPE: GM50H
ELEC DATA R. FRT NECK LOADING ON HEAD TEST DATE:01/28/1998



25 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

8W9184D 4-DOOR

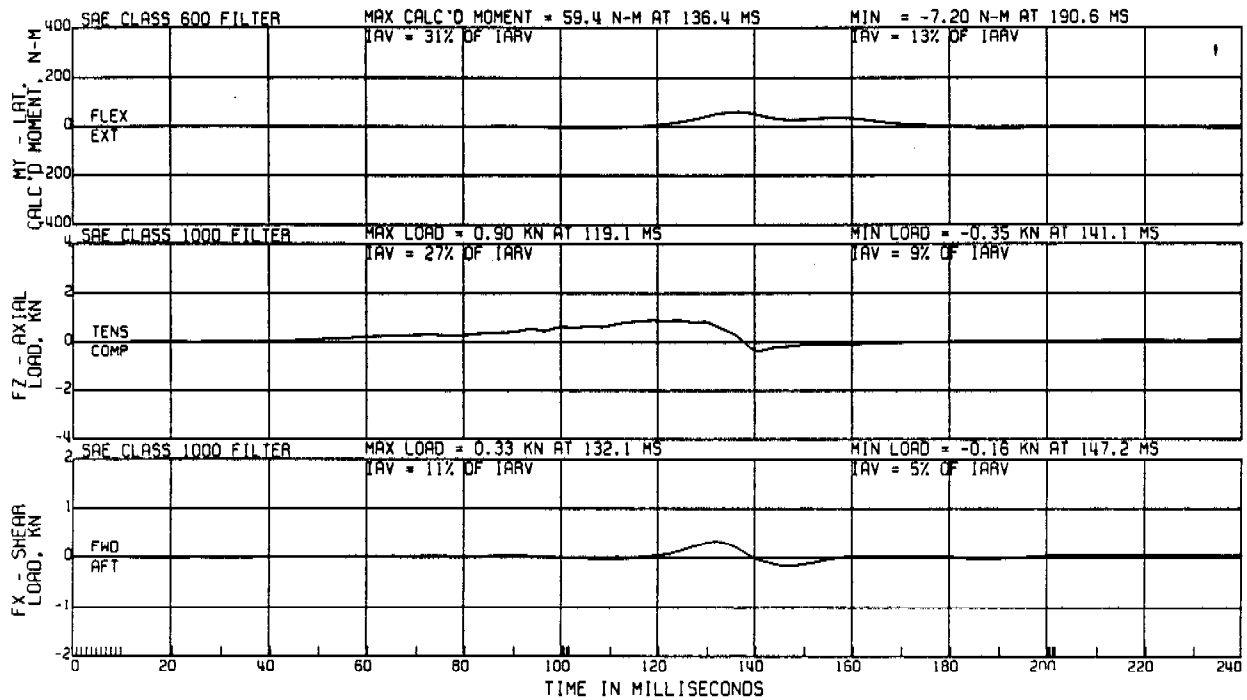
NECK LOADING ON HEAD

ATO TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA

R. FRT NECK LOADING ON HEAD



26 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

8W9184D 4-DOOR

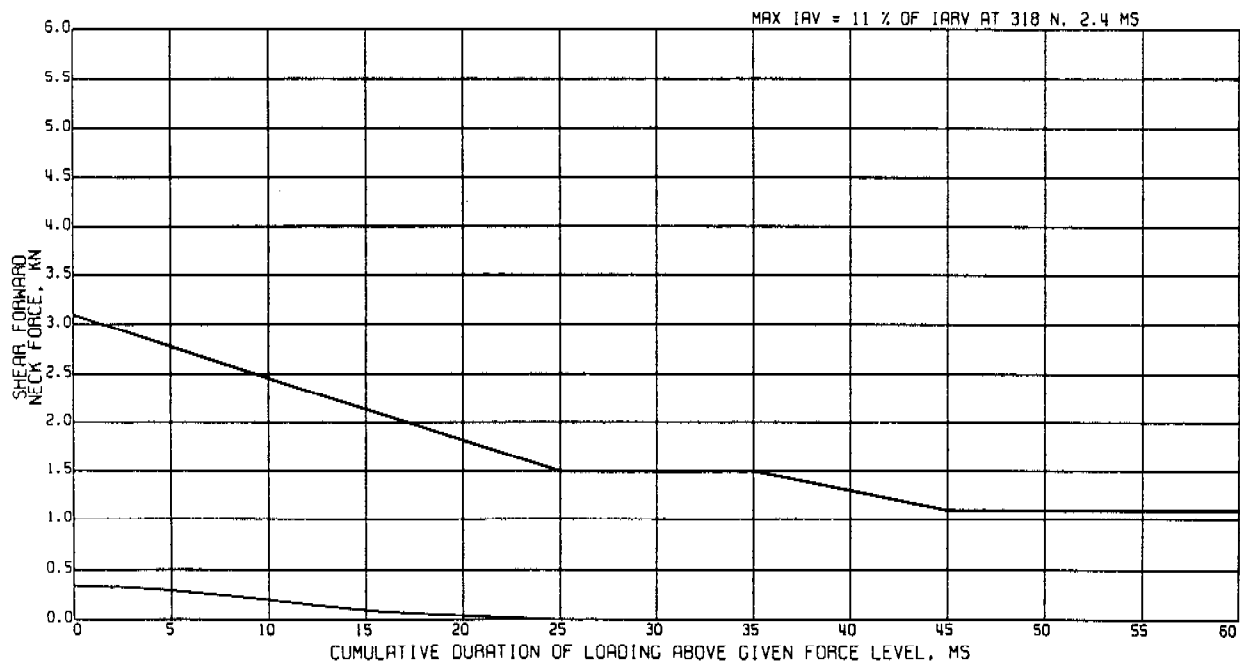
FORWARD NECK SHEAR ON HEAD,

ATO TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA. SAE CLASS 1000

R. FRT INJURY REFERENCE



27 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

8W9184D 4-DOOR

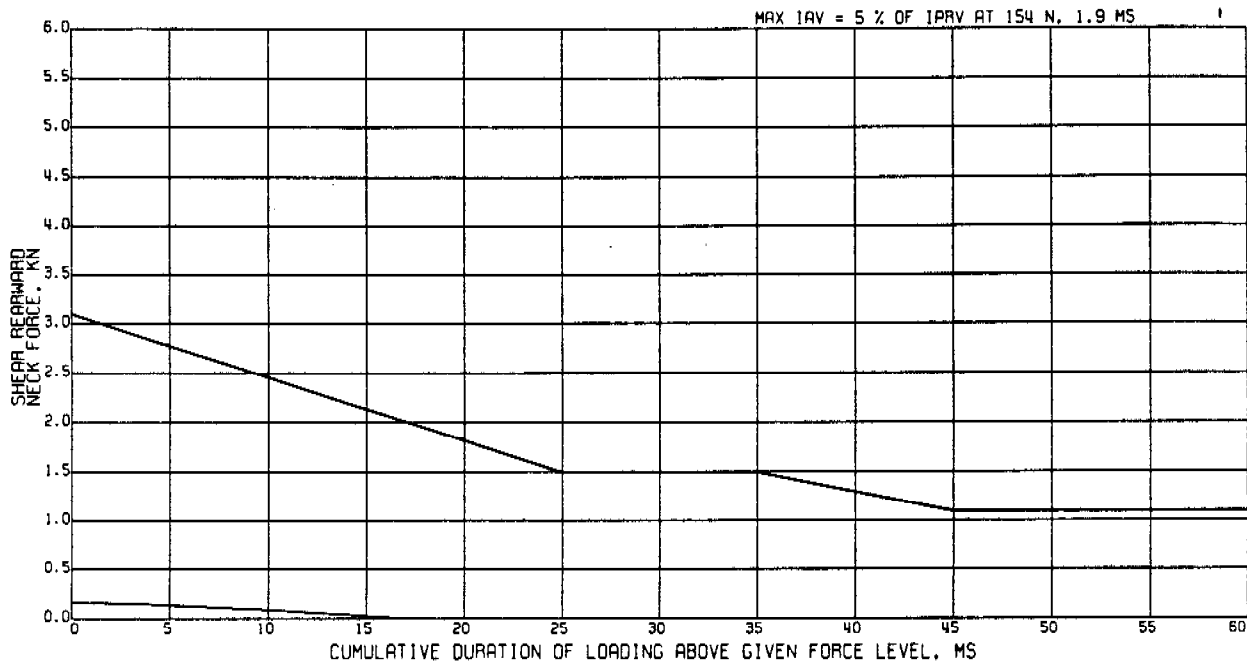
REARWARD NECK SHEAR ON HEAD.

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 1000

TEST DATE:01/28/1998

R. FRT INJURY REFERENCE



28 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

8W9184D 4-DOOR

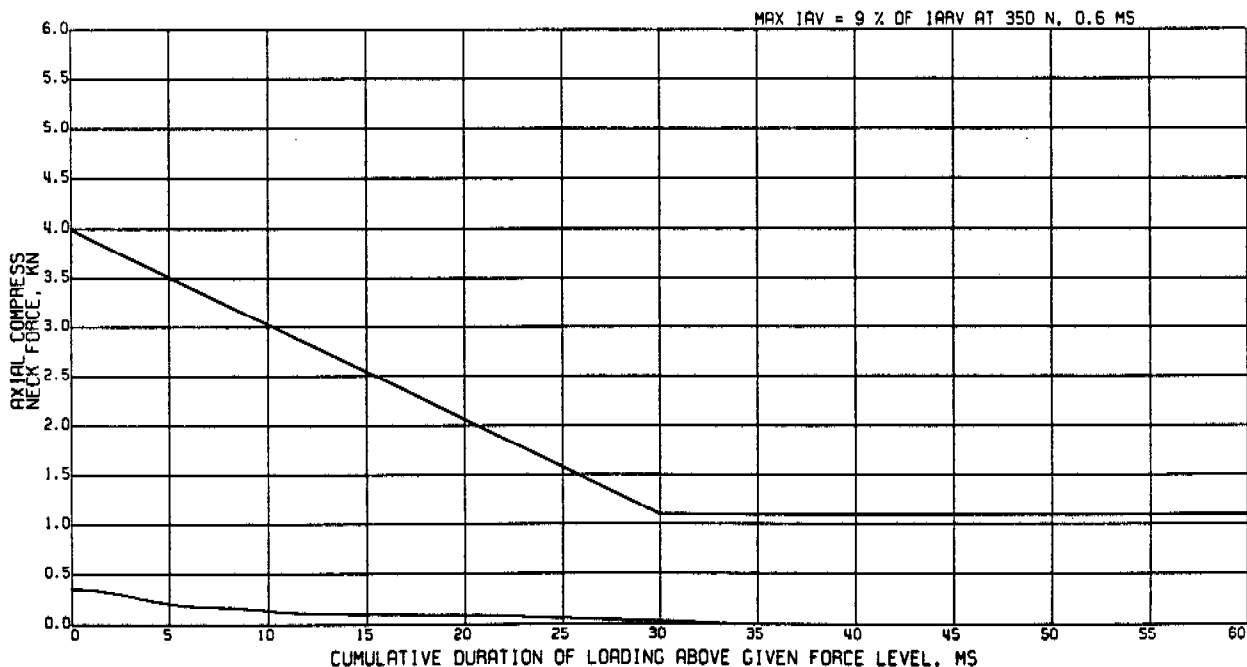
AXIAL COMPRESSION ON HEAD.

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 1000

TEST DATE:01/28/1998

R. FRT INJURY REFERENCE



28 PROCESSED 1/28/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC
ELEC DATA. SAE CLASS 1000

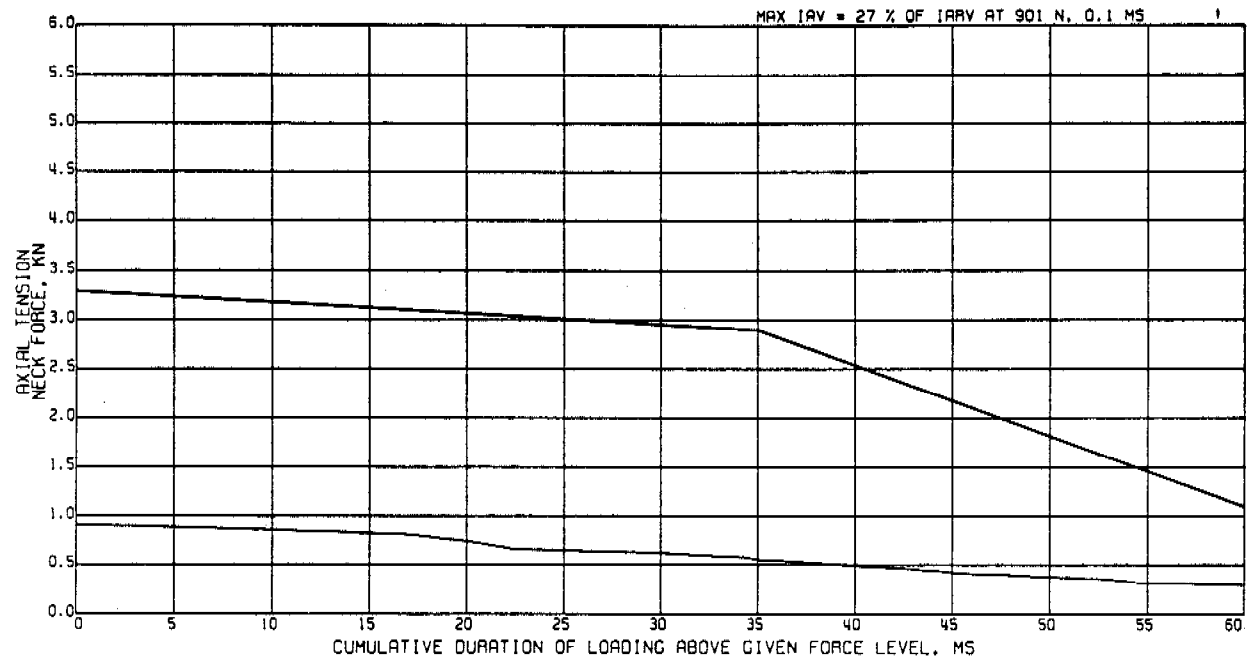
8W9184D 4-000A

AXIAL TENSION ON HEAD,

R. FRT INJURY REFERENCE

ATO TYPE: GM50H

TEST DATE:01/28/1998



30 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC
ELEC DATA

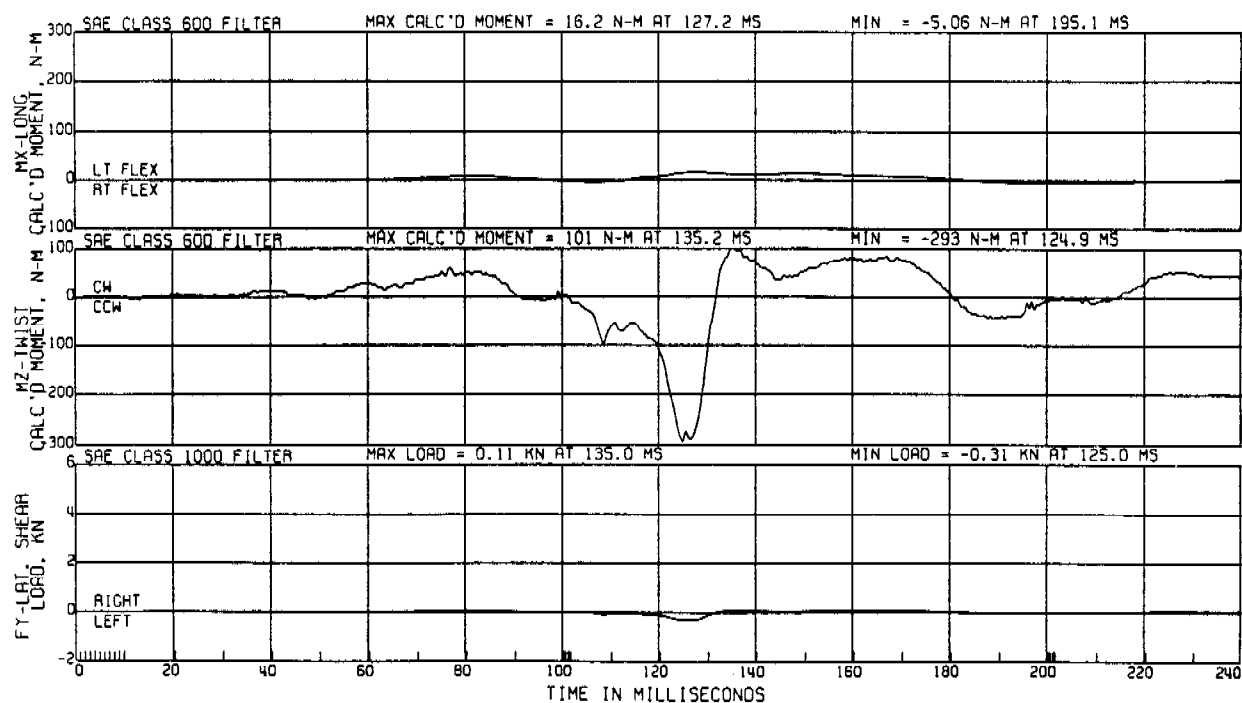
8W9184D 4-000A

L. FRT NECK LOADING LOAD

(TORSO ON BASE OF NECK)

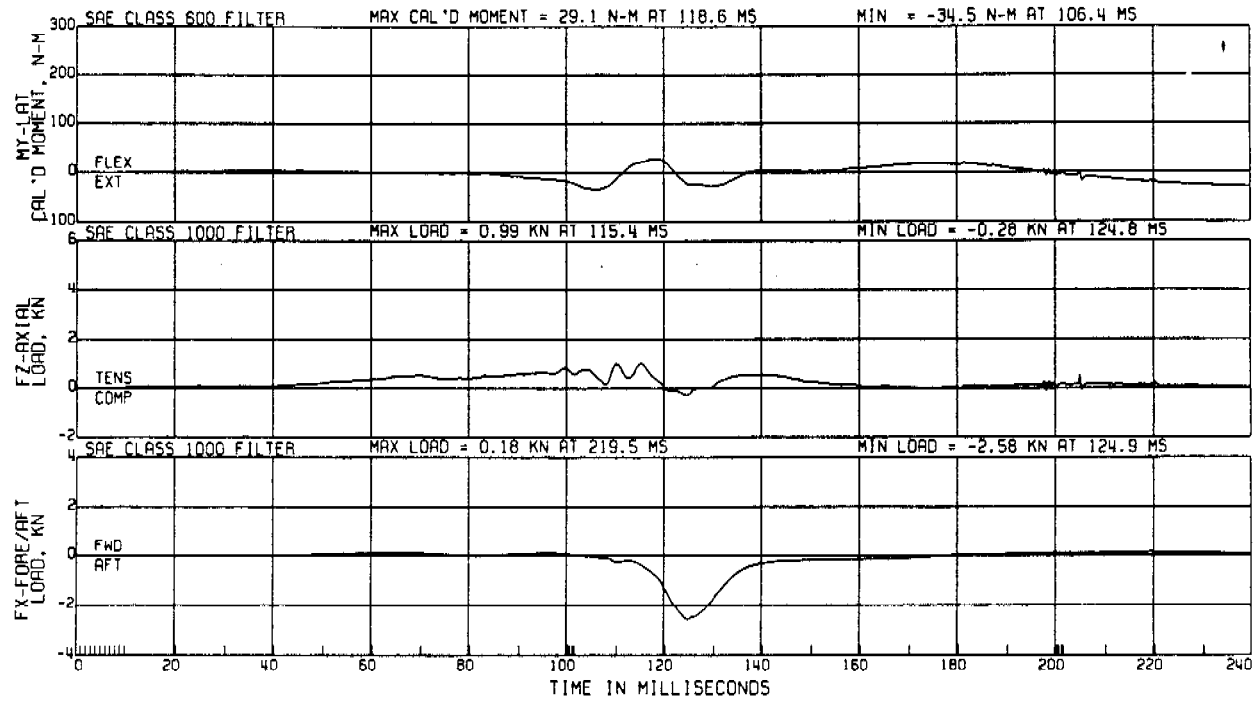
ATO TYPE: GM50H

TEST DATE:01/28/1998



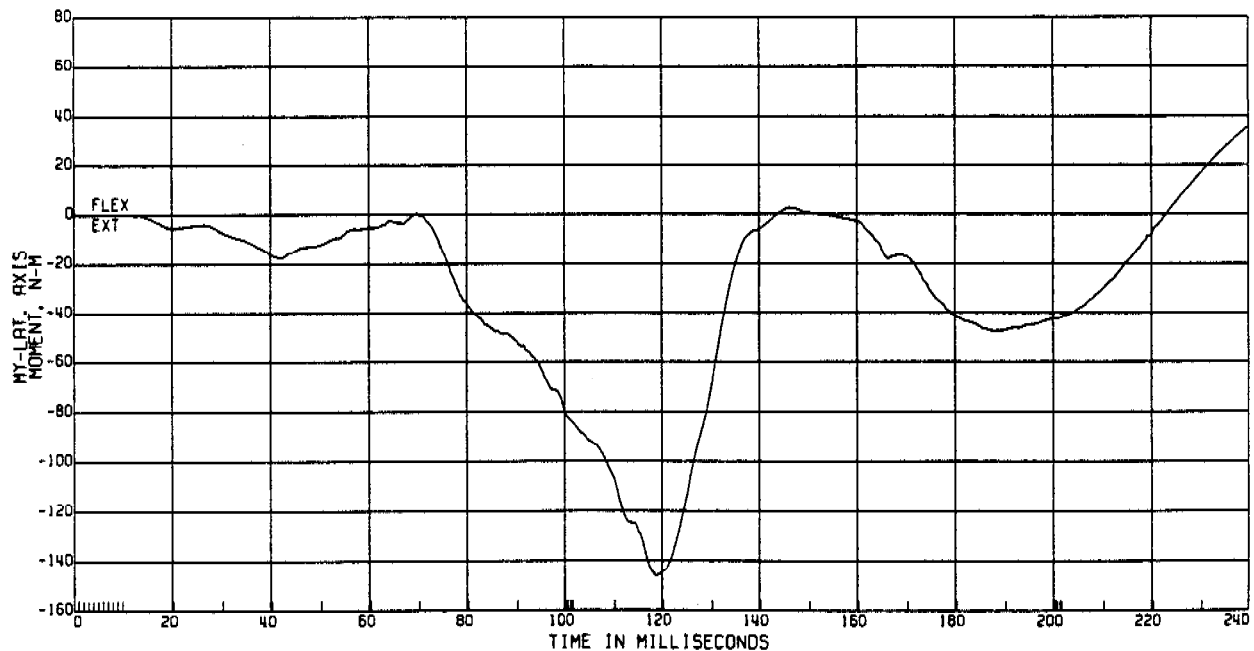
31 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR L. FRT NECK LOADING LOAD ATD TYPE: GM50H
 ELEC DATA (TORSO ON BASE OF NECK) TEST DATE:01/28/1998



32 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 8W9184D 4-DOOR L. FRT LOWER LUMBAR MOMENT ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 1000 TEST DATE:01/28/1998



33 PROCESSED 1/29/1998 08:00 V2.07

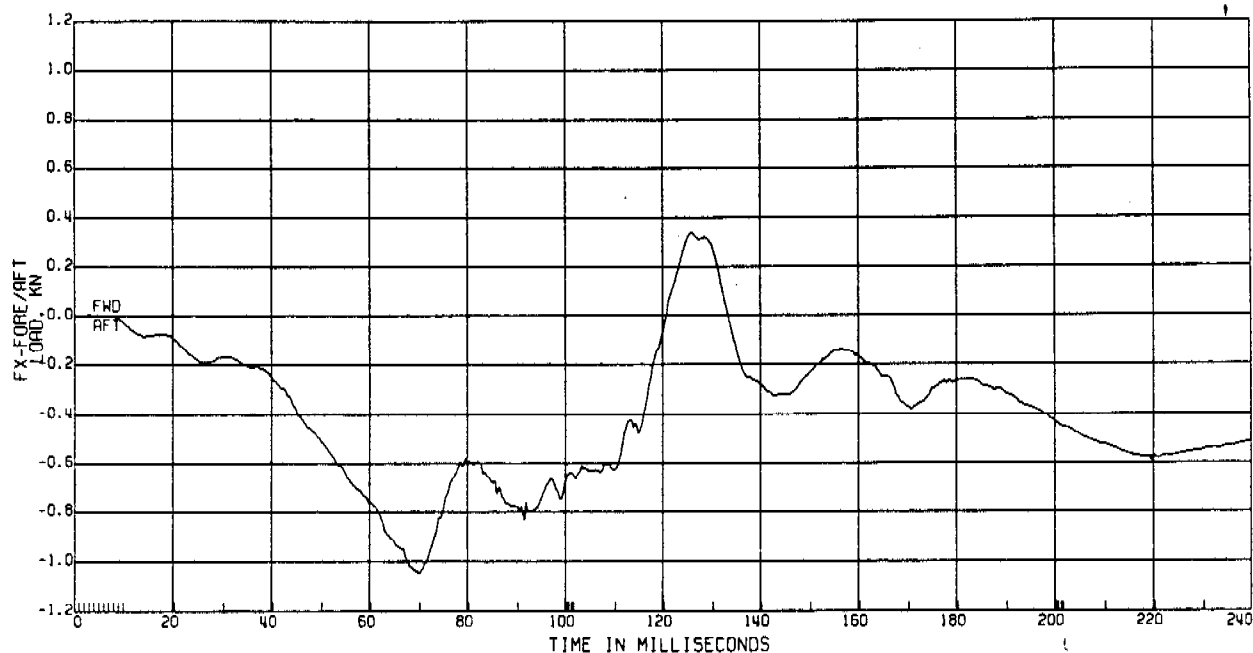
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 1000

L. FRT LOWER LUMBAR LOAD

ATD TYPE: GM50H
TEST DATE:01/28/1998



34 PROCESSED 1/29/1998 08:00 V2.07

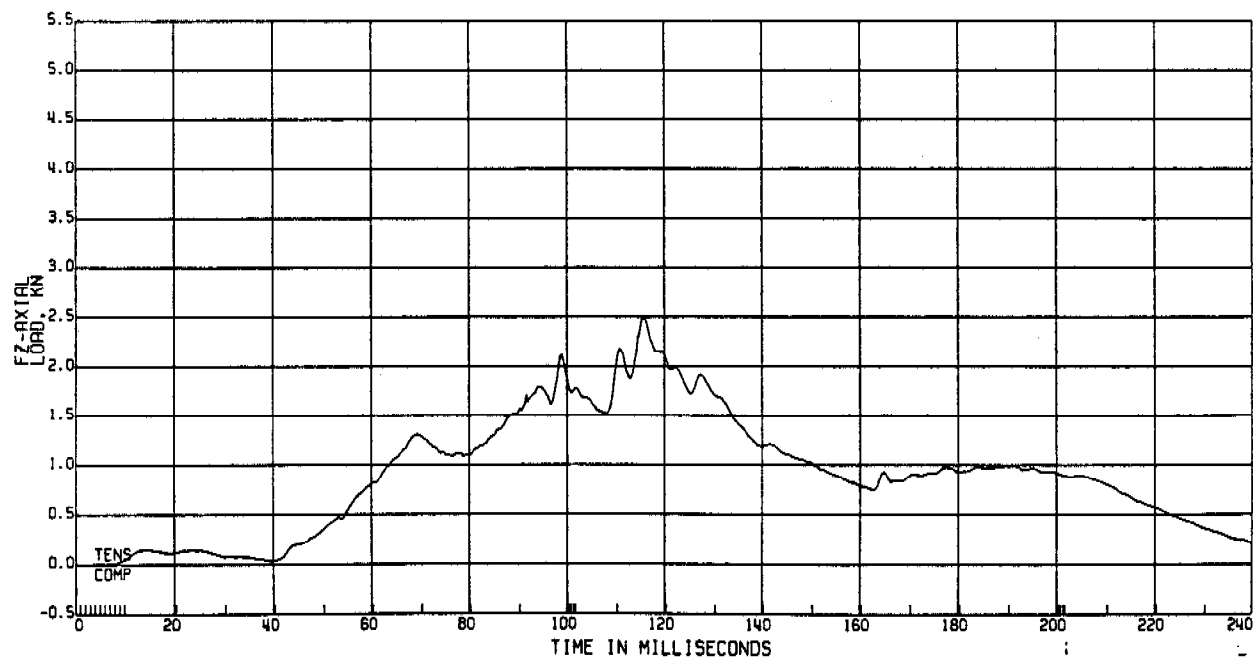
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 1000

L. FRT LOWER LUMBAR LOAD

ATD TYPE: GM50H
TEST DATE:01/28/1998

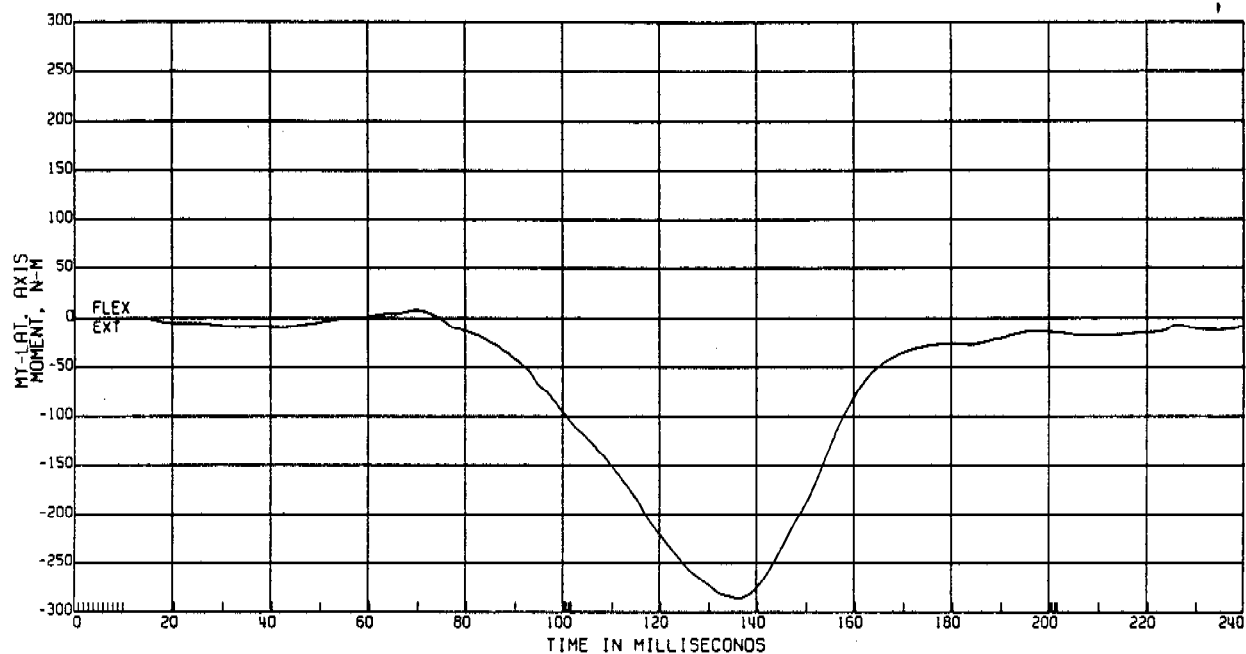


C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A
ELEC DATA, SAE CLASS 1000

R. FRT LOWER LUMBAR MOMENT

ATD TYPE: GM50H
TEST DATE:01/28/1998



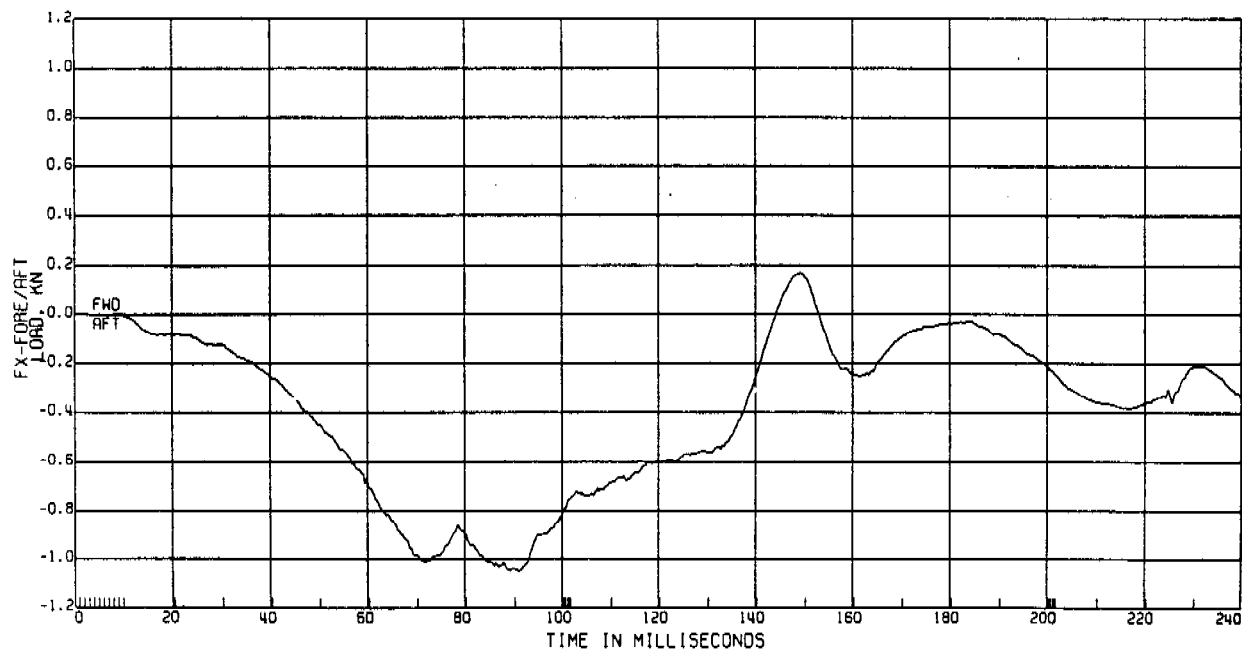
36 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A
ELEC DATA, SAE CLASS 1000

R. FRT LOWER LUMBAR LOAD

ATD TYPE: GM50H
TEST DATE:01/28/1998



37 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

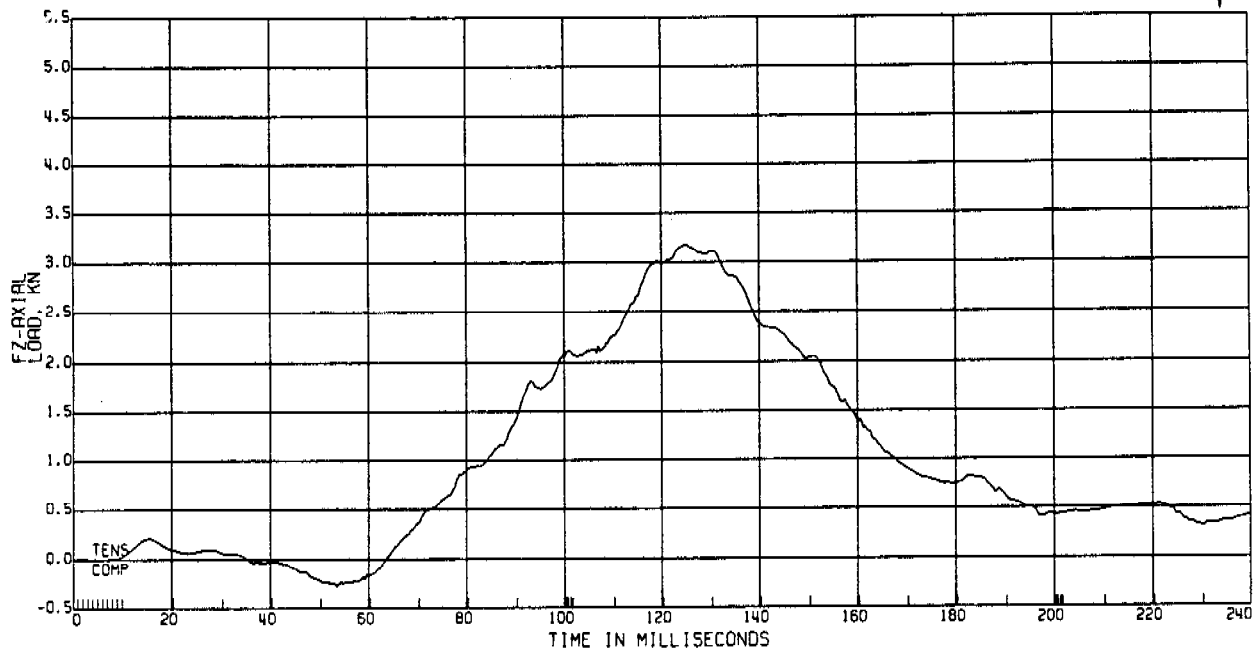
8W9184D 4-DOOR

R. FRT LOWER LUMBAR LOAD

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000



38 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

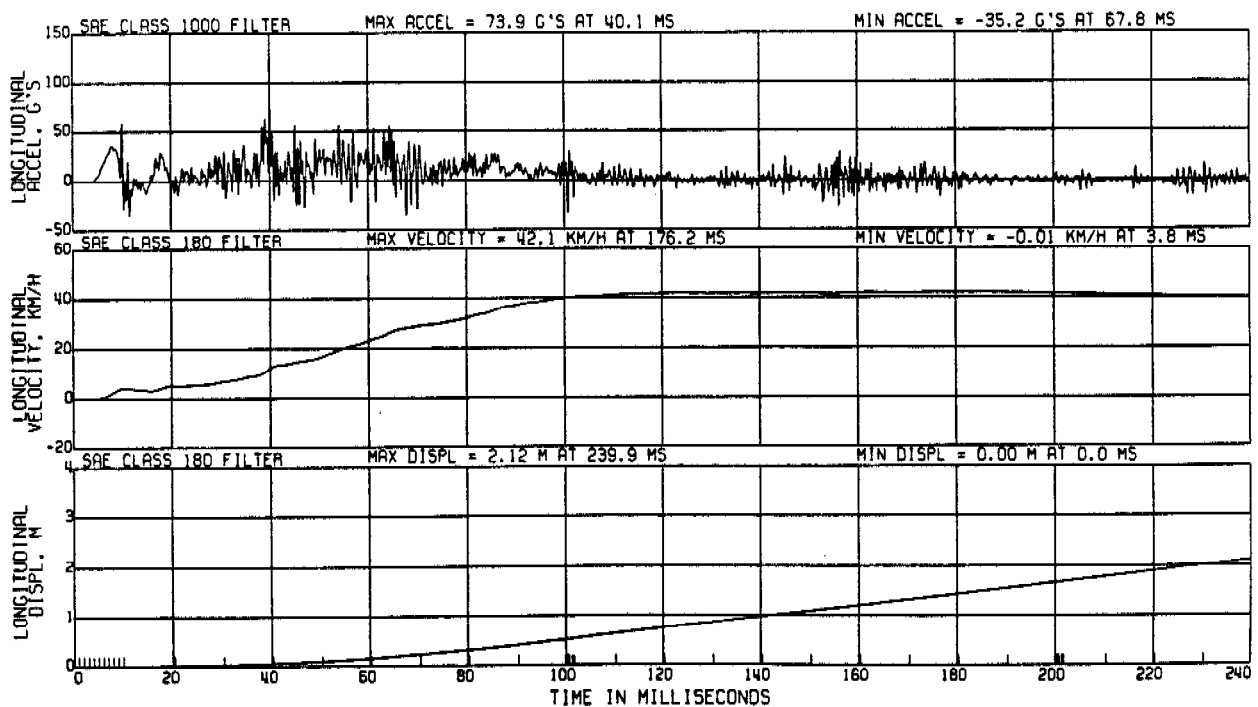
SC

8W9184D 4-DOOR

CTR FRT RAD TIE BAR

TEST DATE:01/28/1998

ELEC DATA



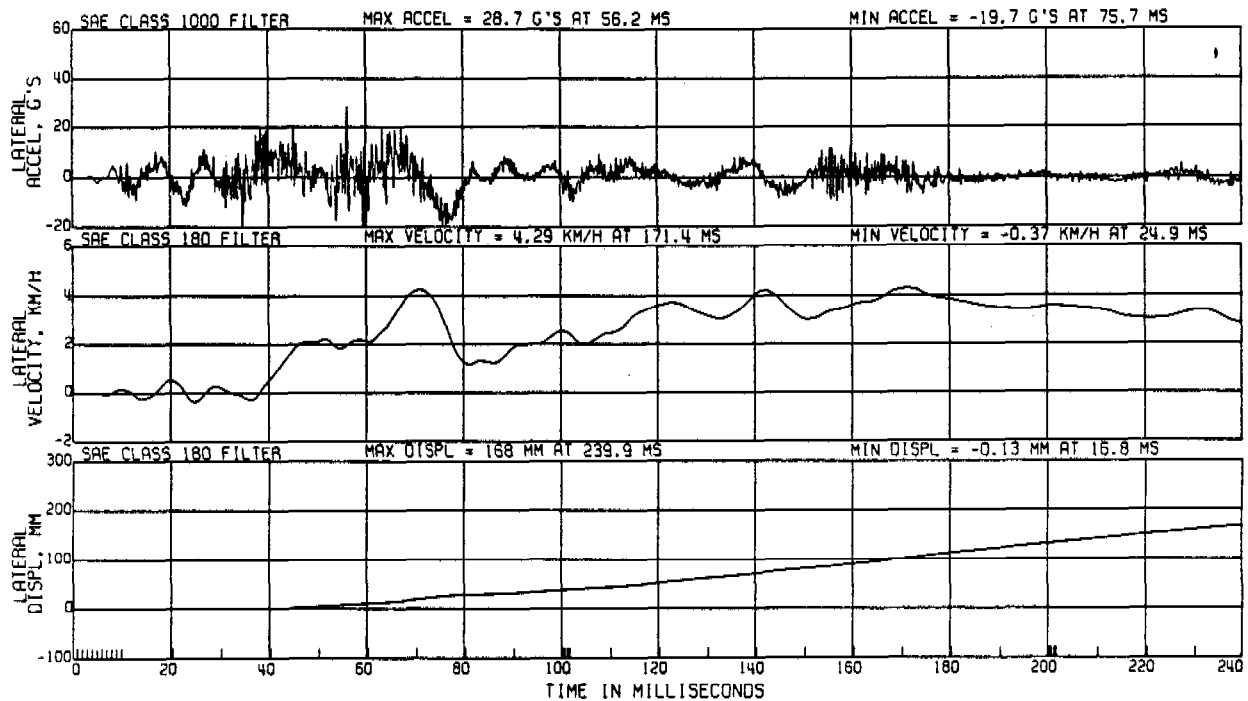
39 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A
ELEC DATA

CTR FRT RAD TIE BAR

TEST DATE:01/28/1998



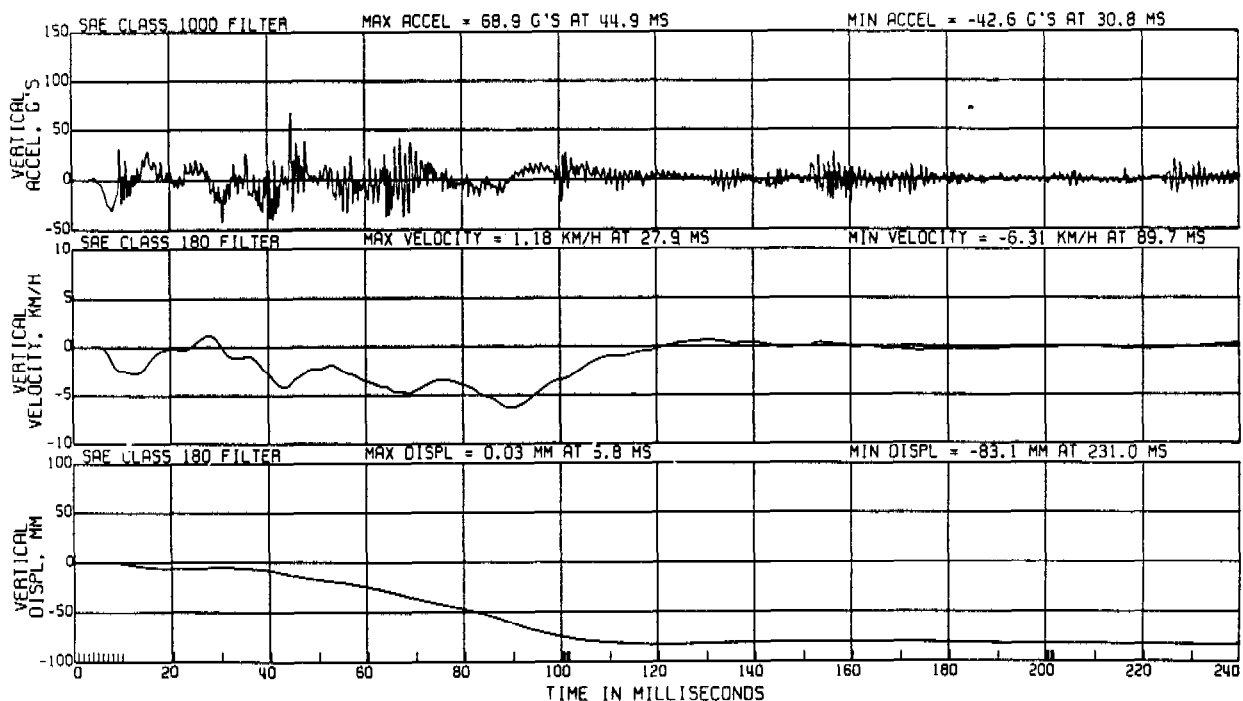
40 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A
ELEC DATA

CTR FRT RAD TIE BAR

TEST DATE:01/28/1998



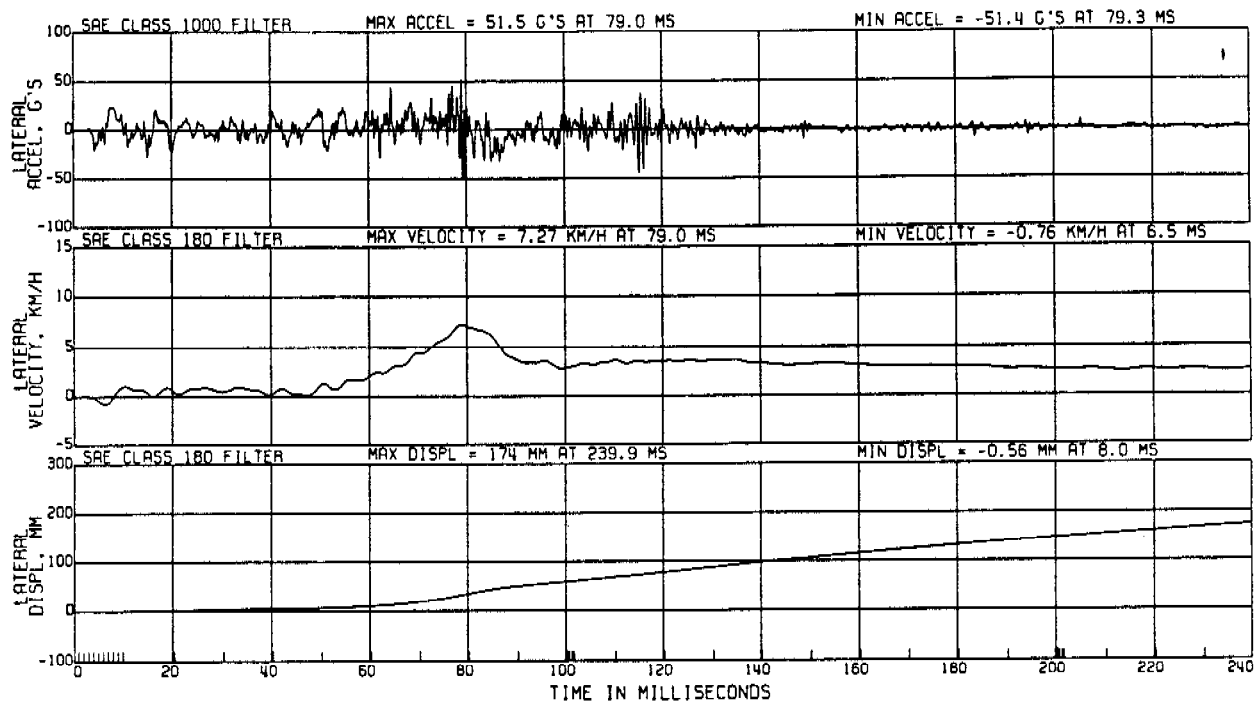
41 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

L. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



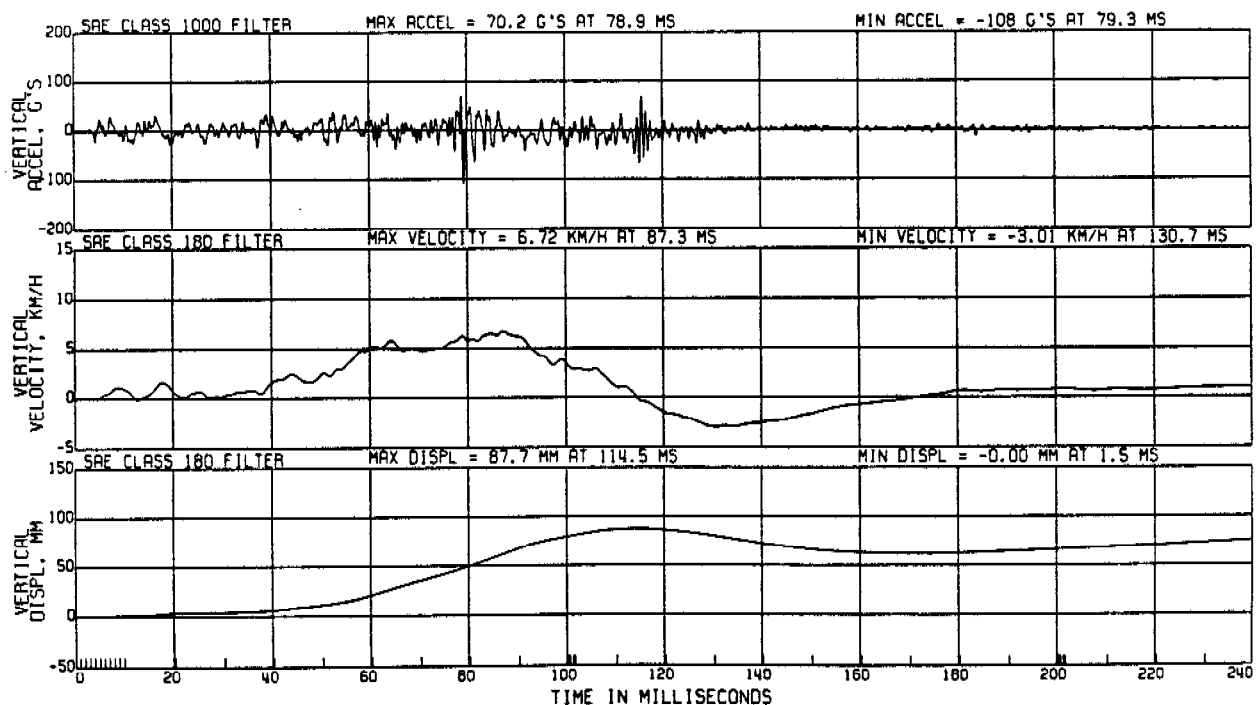
46 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

L. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



47 PROCESSED 1/29/1998 08:00 V2.07

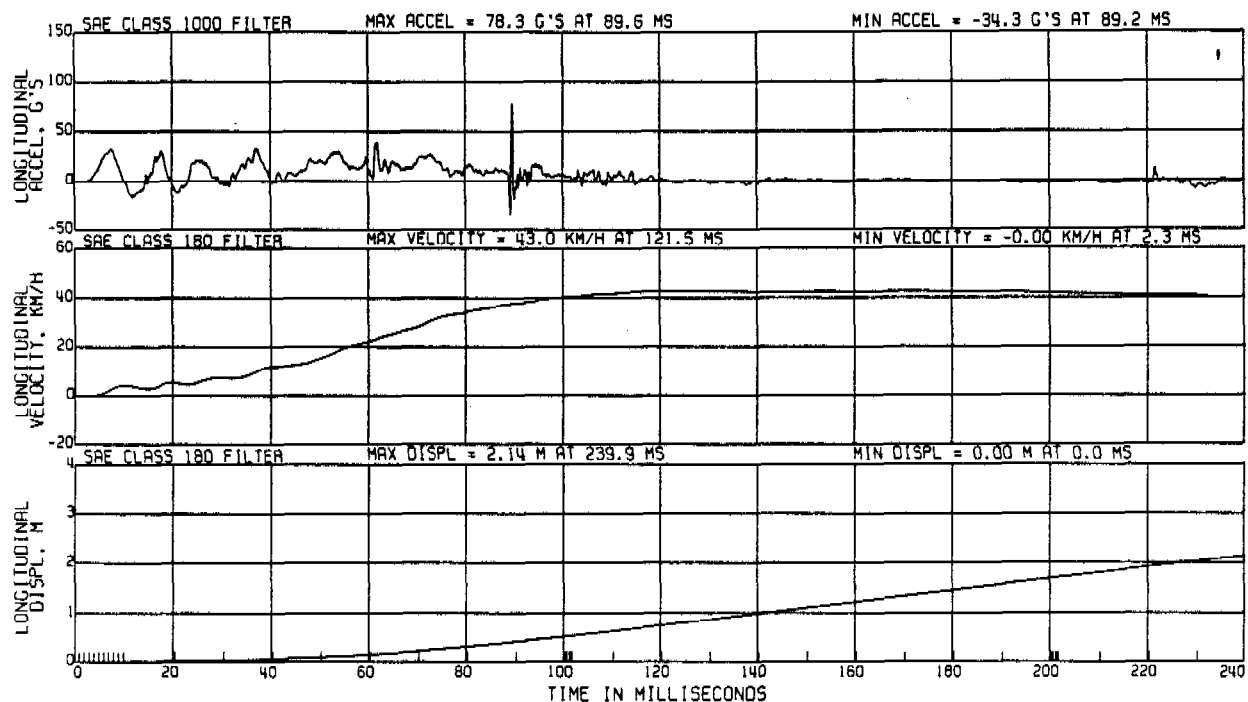
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

R. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



48 PROCESSED 1/29/1998 08:00 V2.07

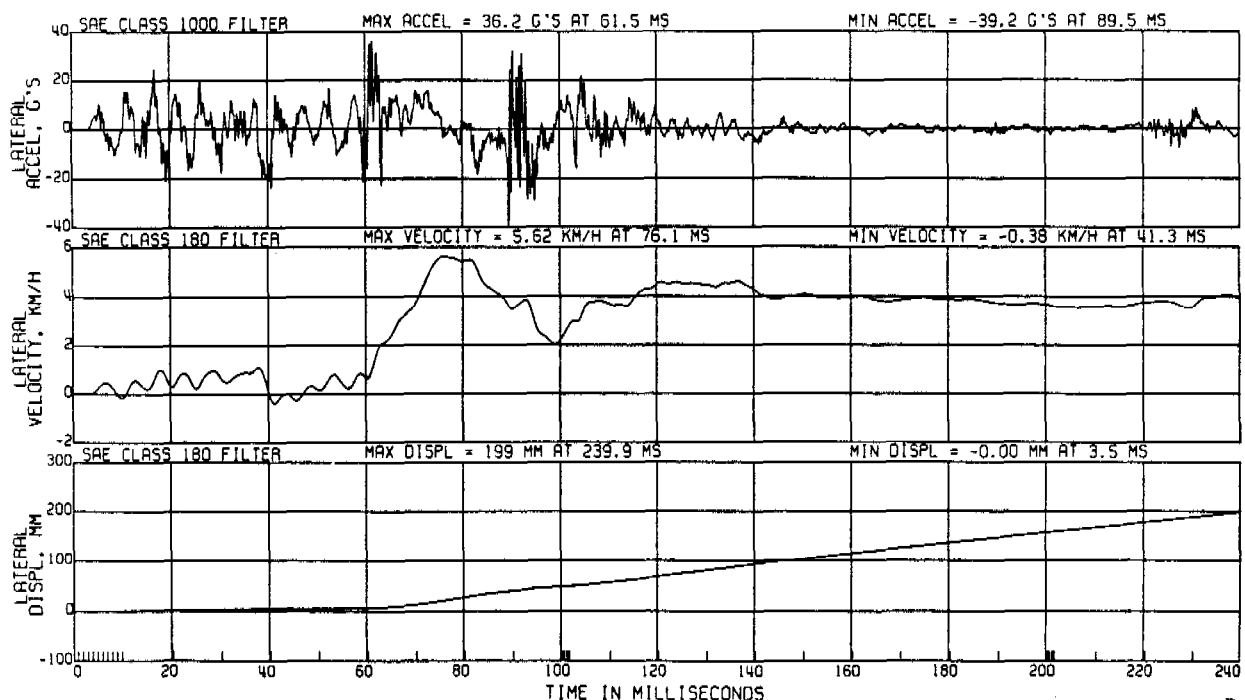
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

R. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



49 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

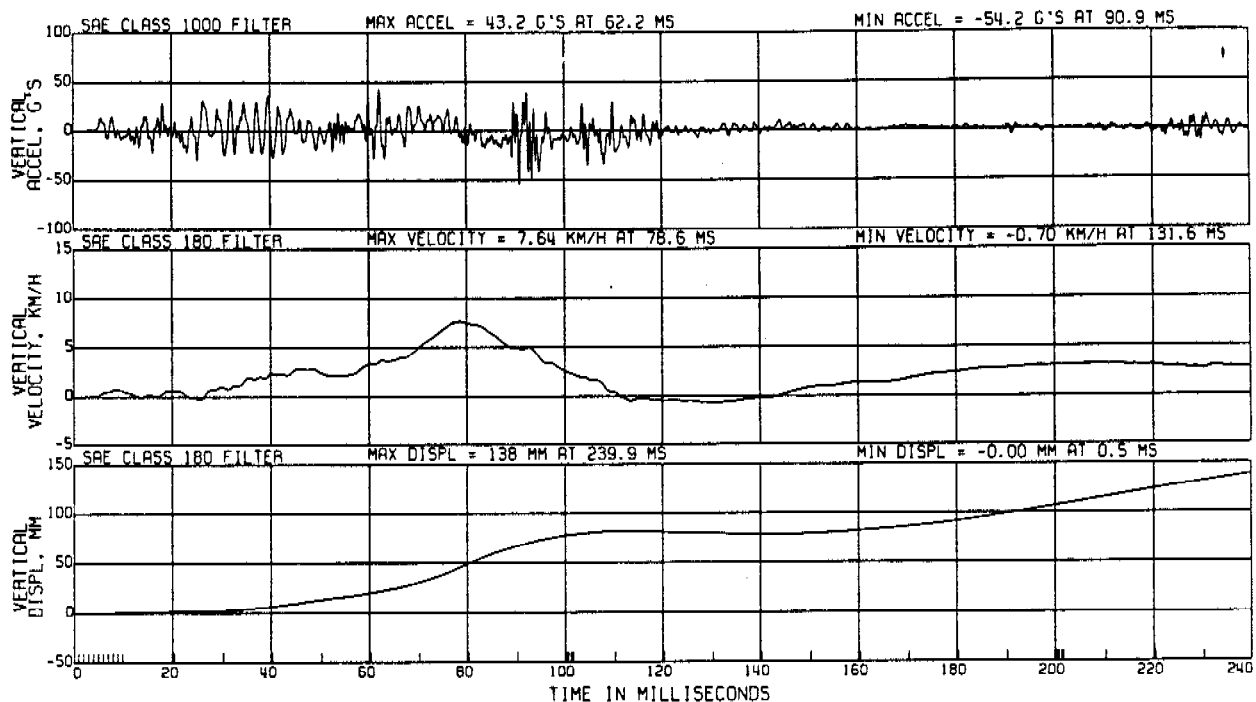
SC

8W9184D 4-DOOR

R. FAT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998

ELEC DATA



50 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

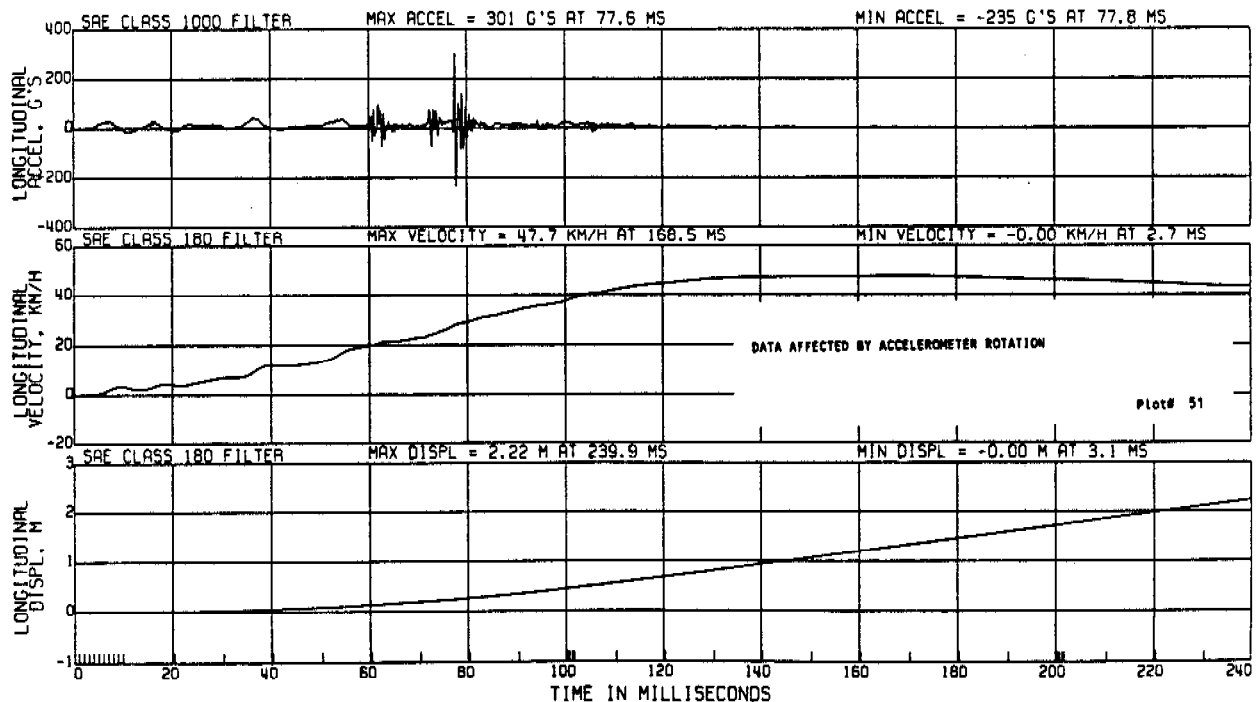
SC

8W9184D 4-DOOR

L. FAT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



51 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

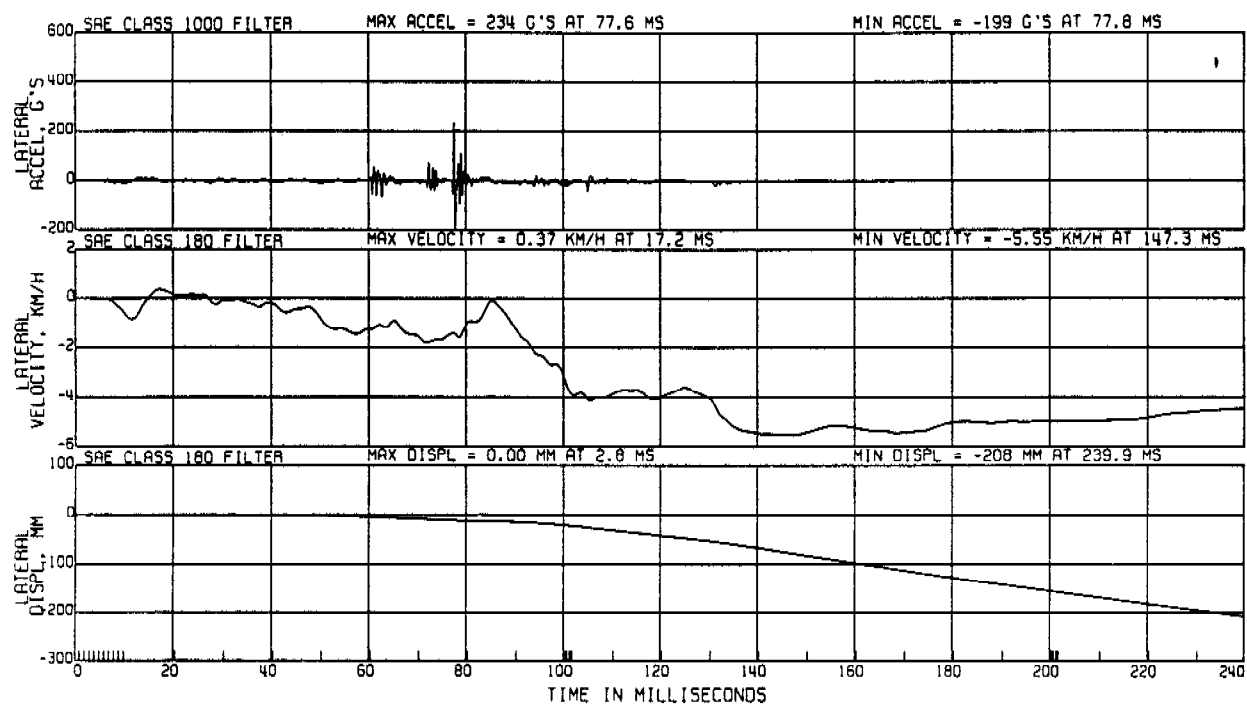
SC

8W9184D 4-000R

L. FRT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



52 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

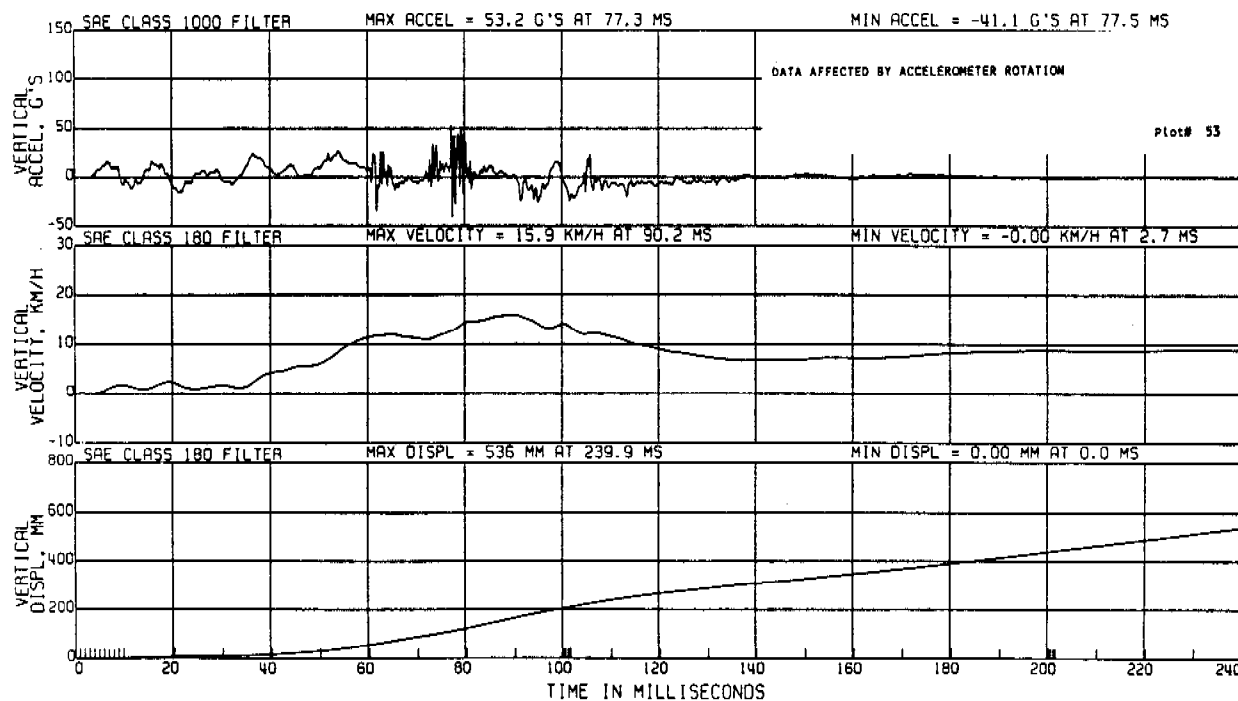
SC

8W9184D 4-000R

L. FRT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



53 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

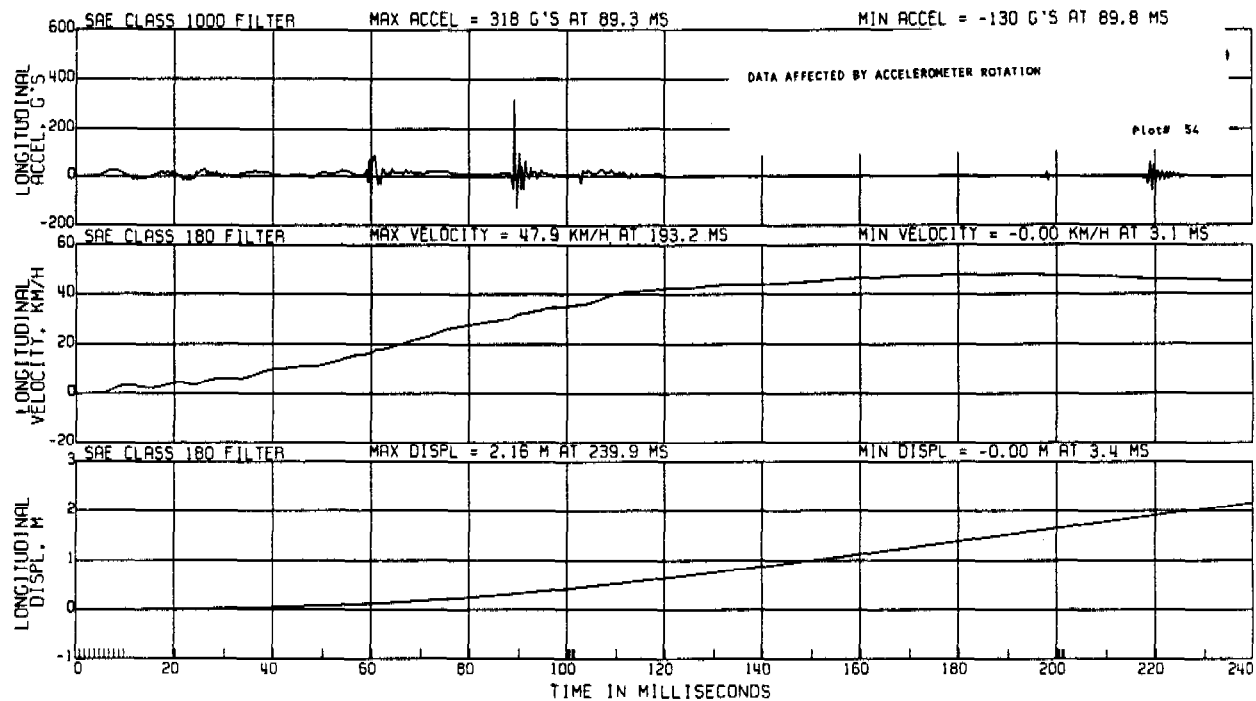
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

R. FRT SEAT BACK

TEST DATE:01/28/1998



54 PROCESSED 1/28/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

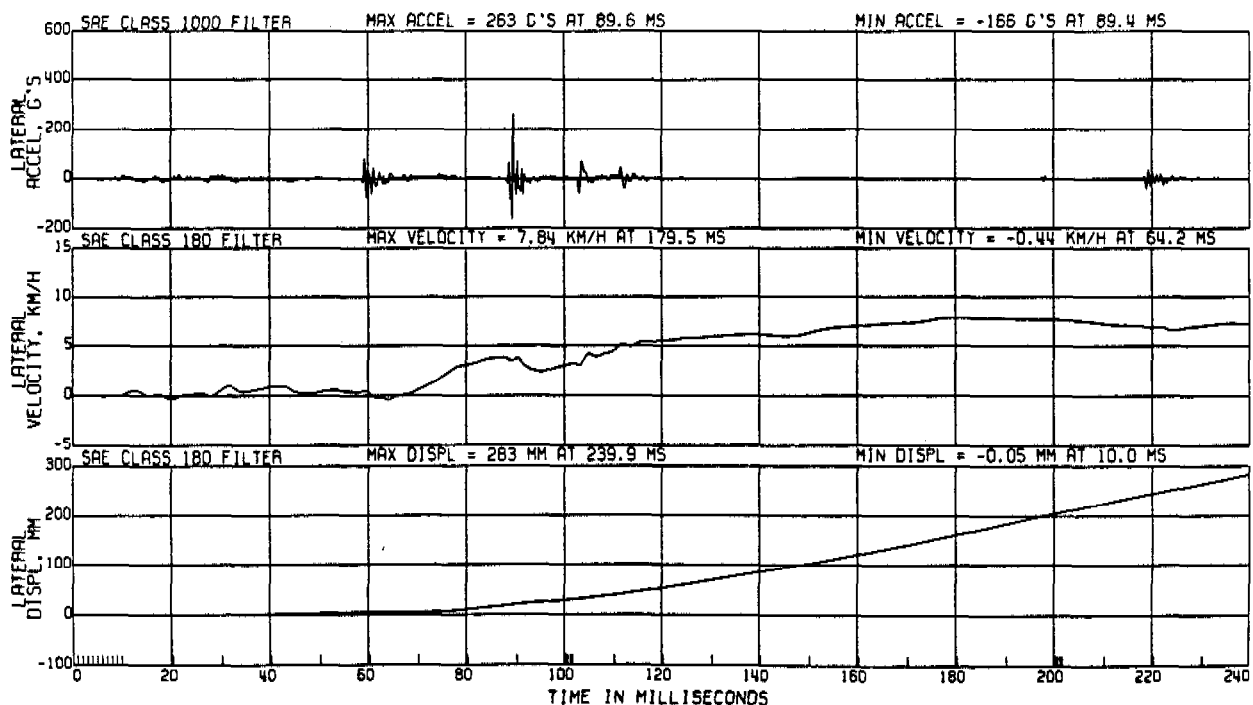
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

R. FRT SEAT BACK

TEST DATE:01/28/1998

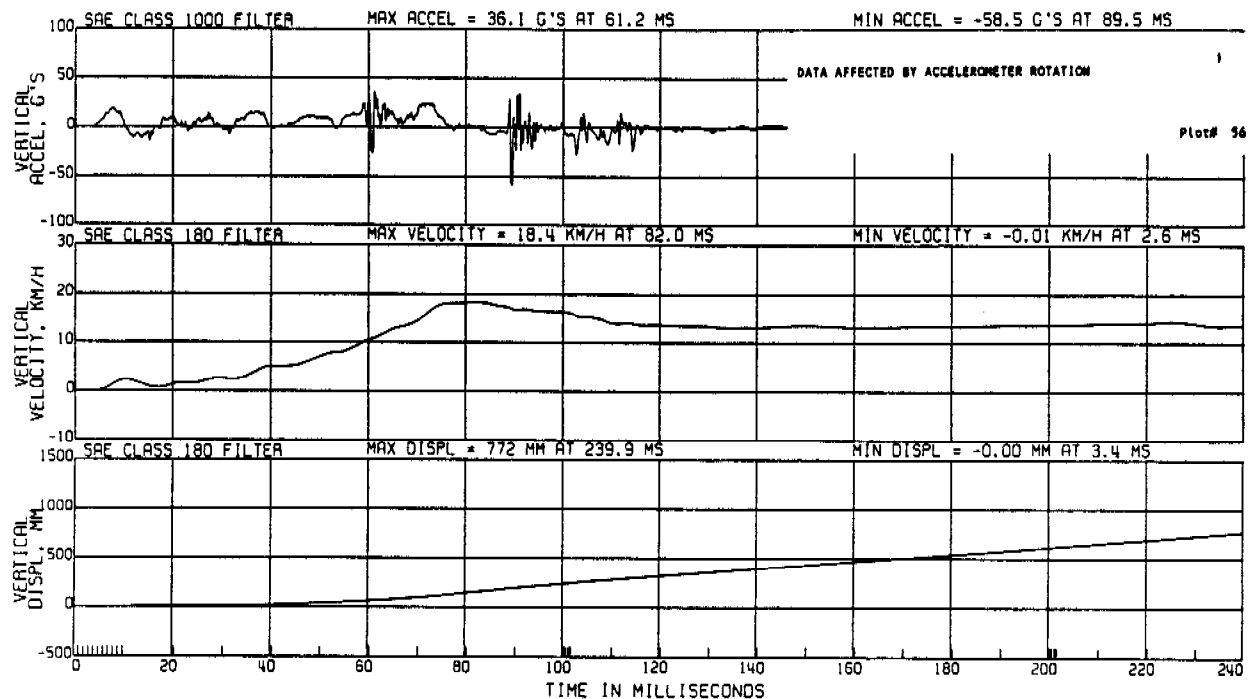


C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

R. FRT SEAT BACK

TEST DATE:01/28/1998



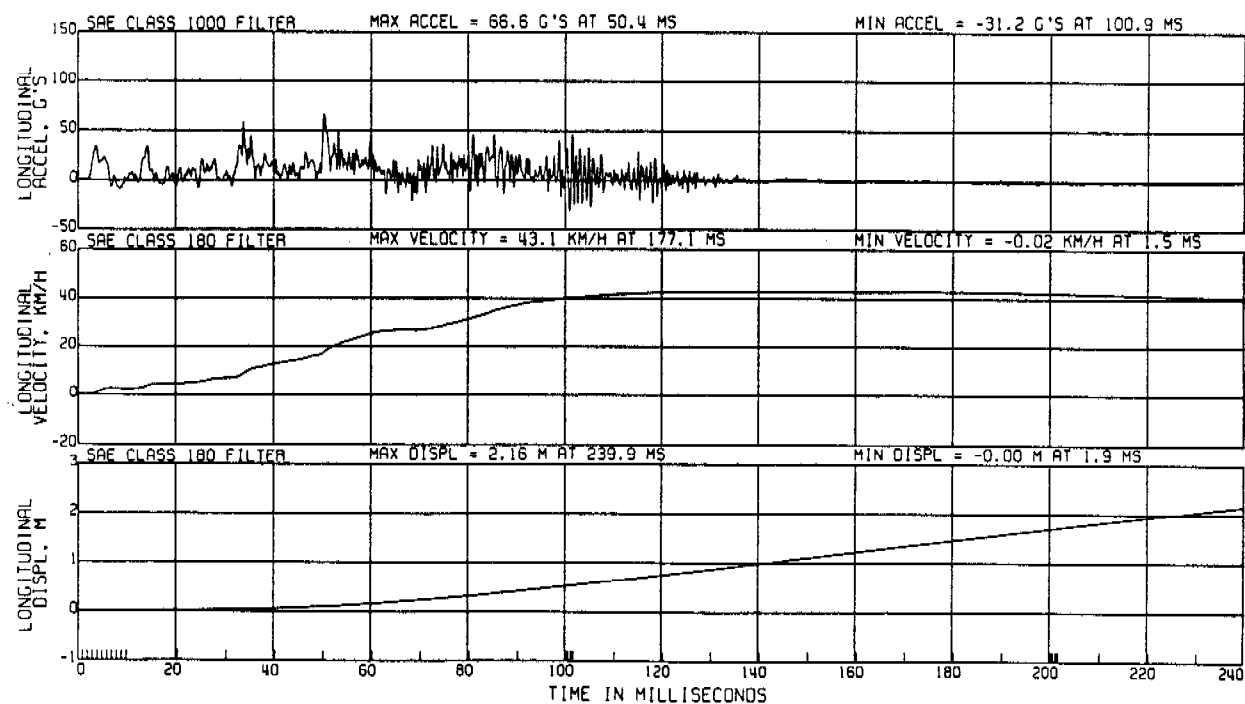
56 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

L. FRT ROCKER

TEST DATE:01/28/1998



57 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

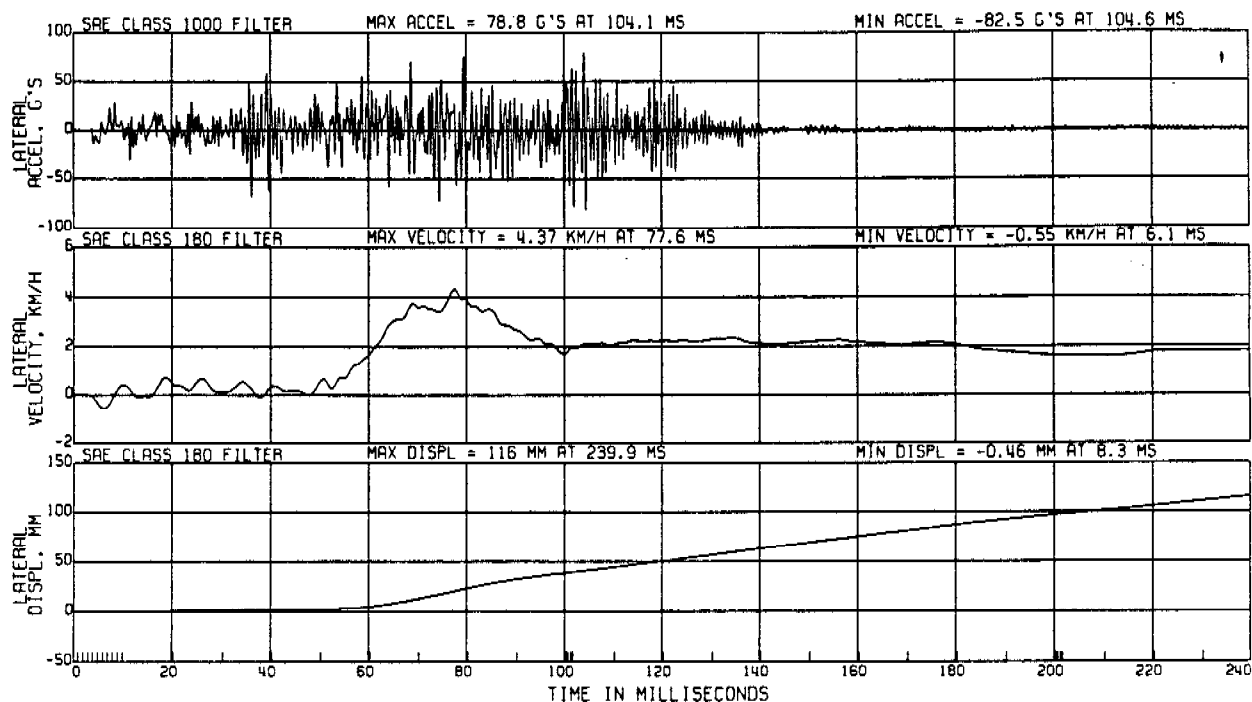
81.0KM/H

SC 8W9184D 4-DOOR

L. FRT ROCKER

TEST DATE:01/28/1998

ELEC DATA



58 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

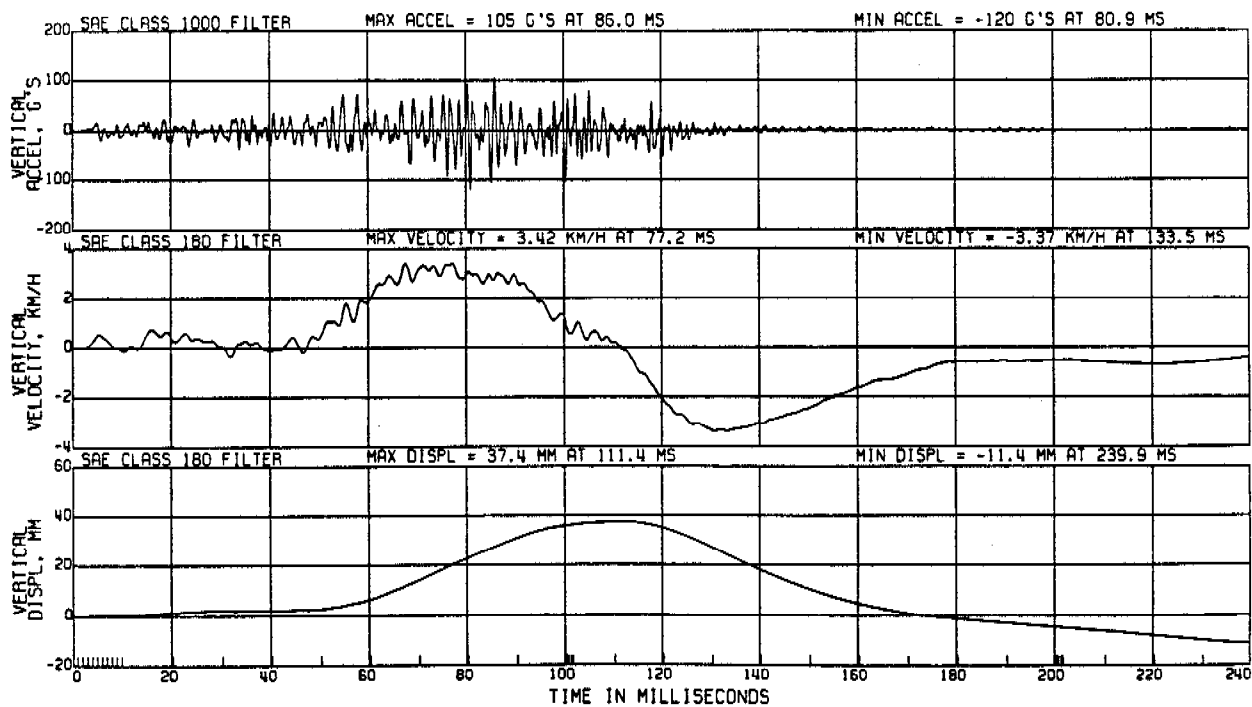
81.0KM/H

SC 8W9184D 4-DOOR

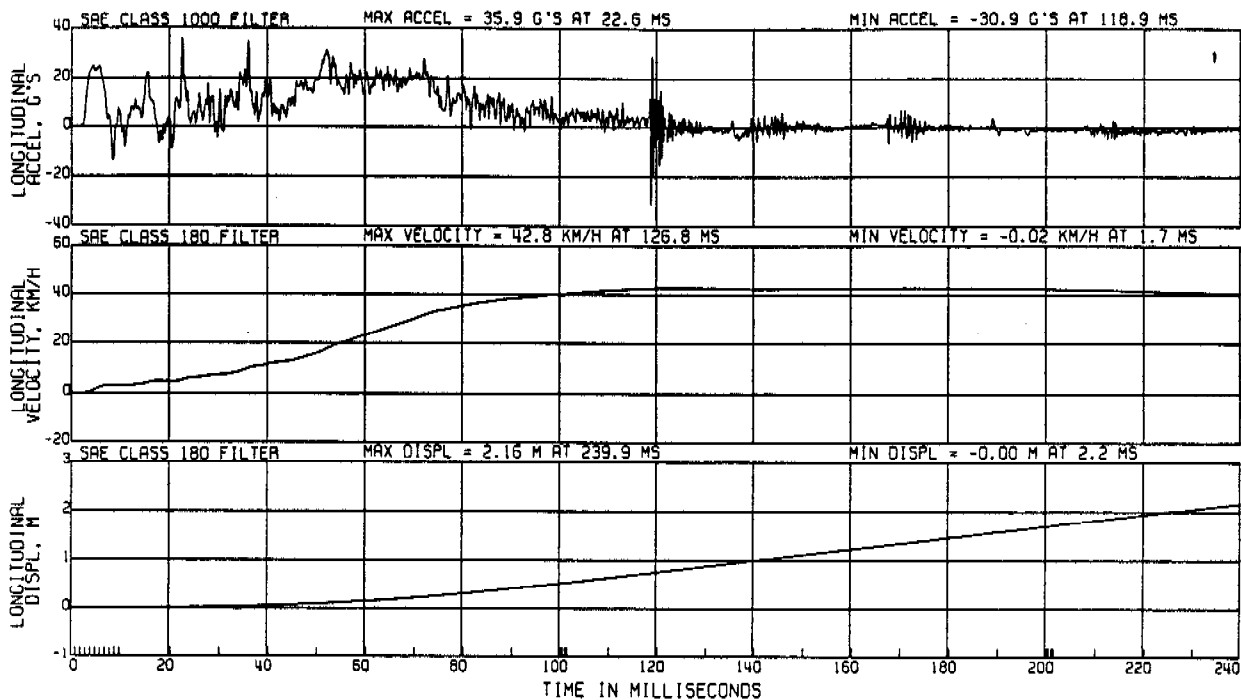
L. FRT ROCKER

TEST DATE:01/28/1998

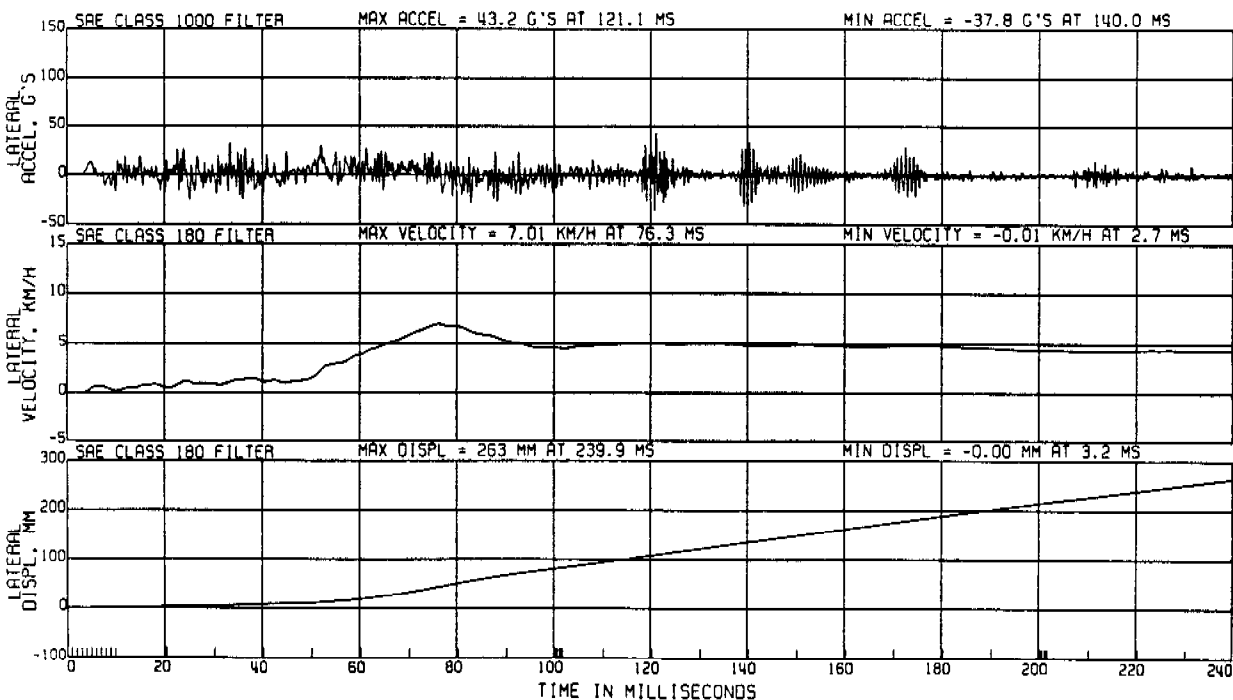
ELEC DATA



58 PROCESSED 1/29/1998 08:00 V2.07



60 PROCESSED 1/29/1998 08:00 V2.07



61 PROCESSED 1/29/1998 08:00 V2.07

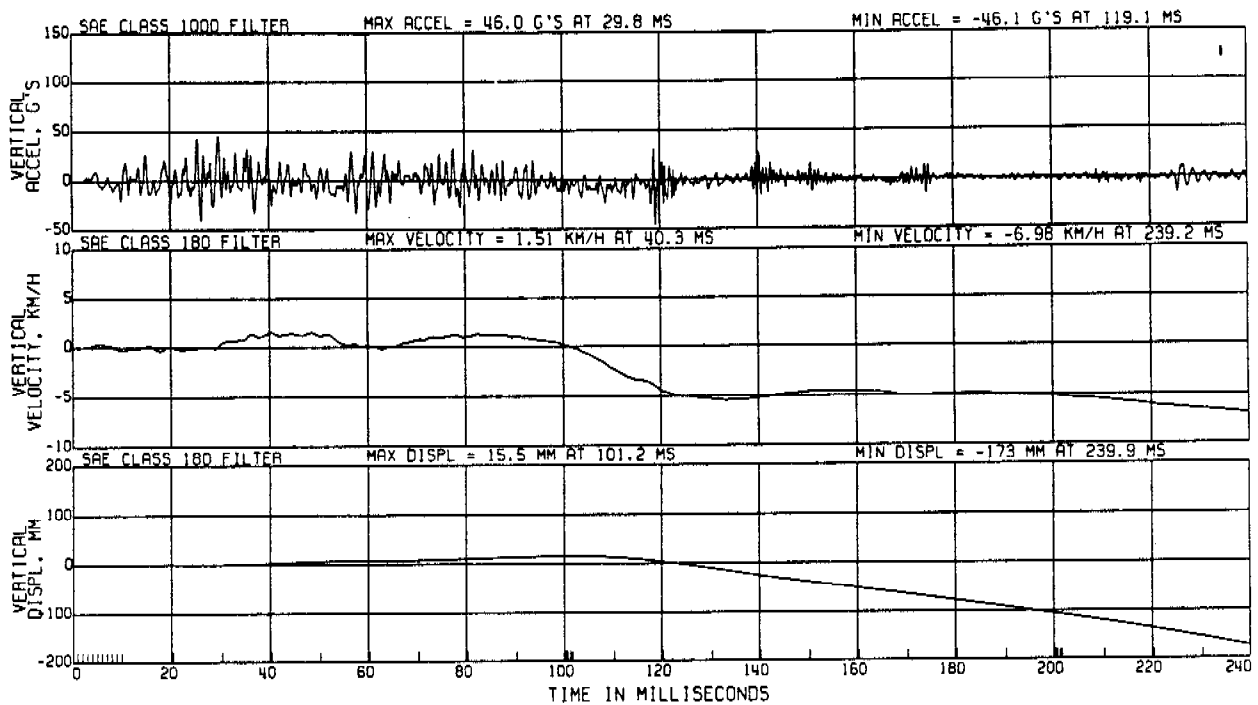
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

R. FRT ROCKER

TEST DATE:01/28/1998



62 PROCESSED 1/29/1998 08:00 V2.07

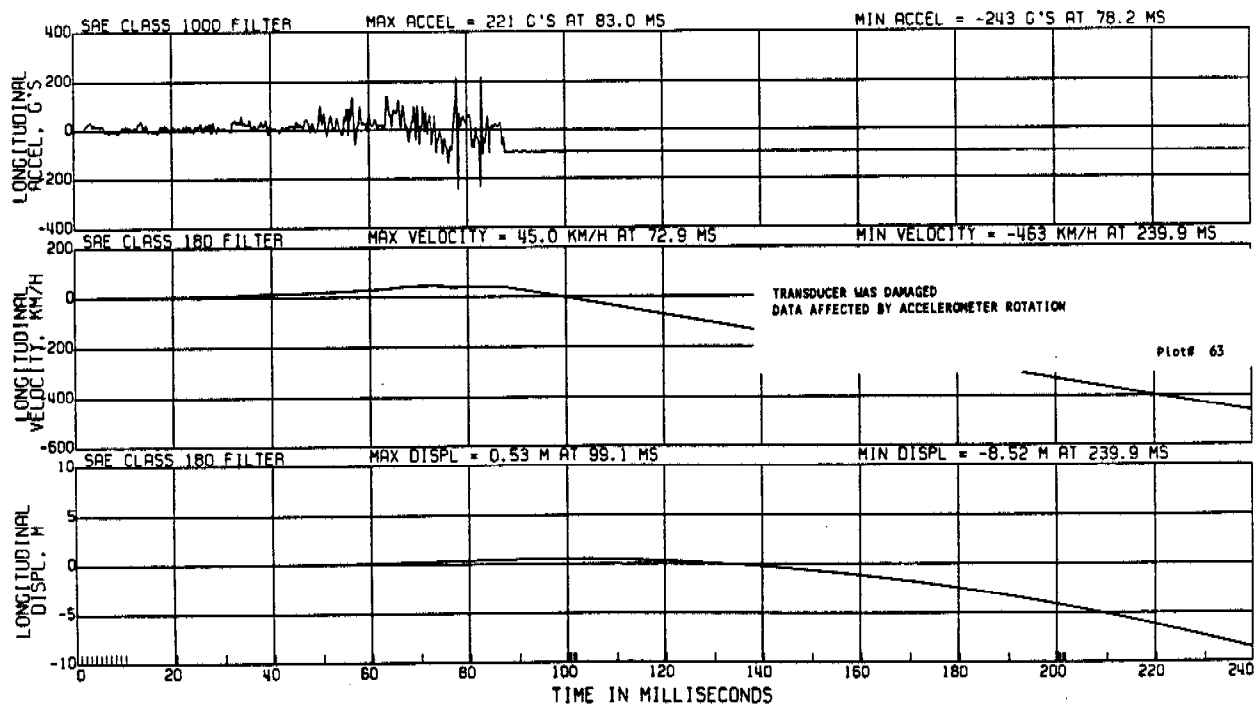
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

L.REAR ROCKER

TEST DATE:01/28/1998



C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

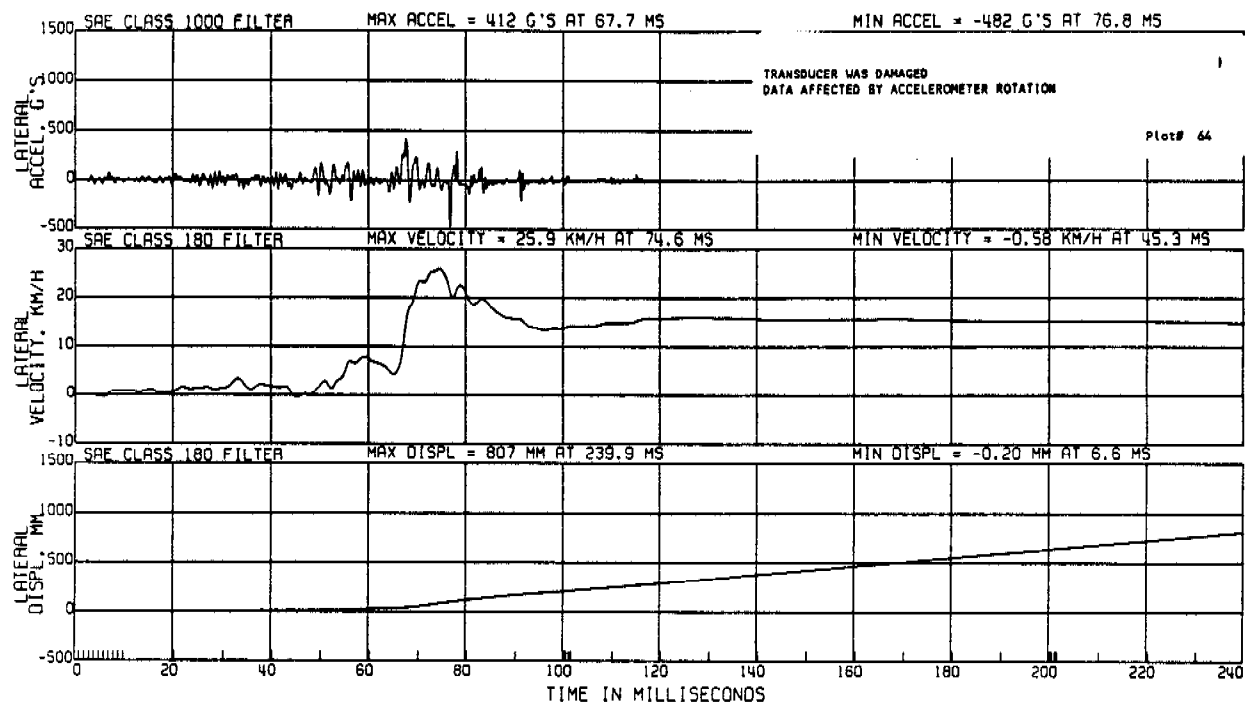
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

L.REAR ROCKER

TEST DATE:01/28/1998



64 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

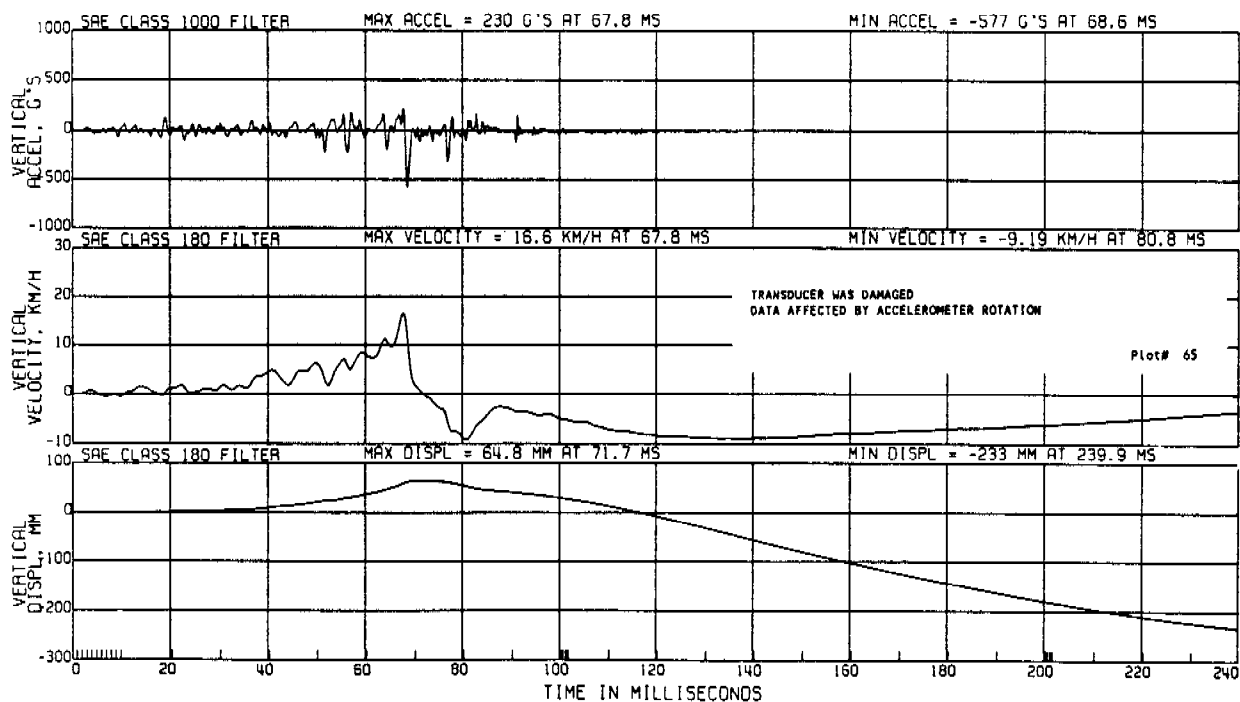
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

L.REAR ROCKER

TEST DATE:01/28/1998



65 PROCESSED 1/29/1998 08:00 V2.07

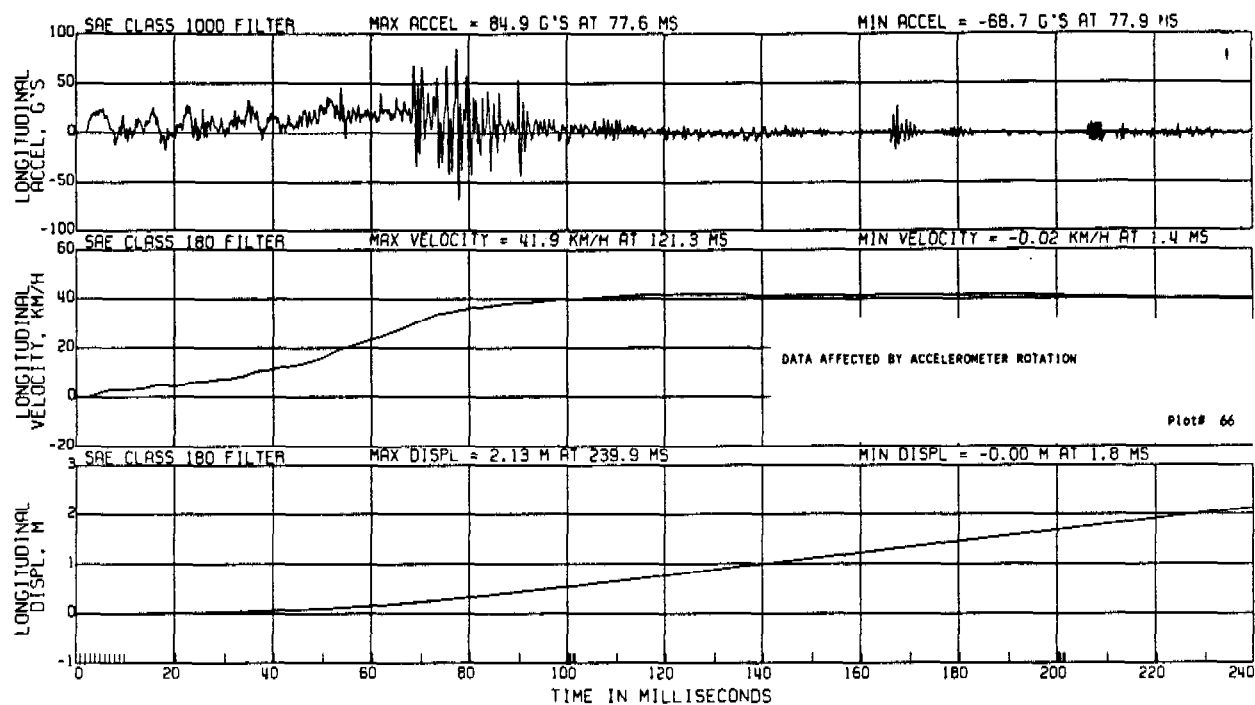
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

R.REAR ROCKER

TEST DATE:01/28/1998



66 PROCESSED 1/29/1998 08:00 V2.07

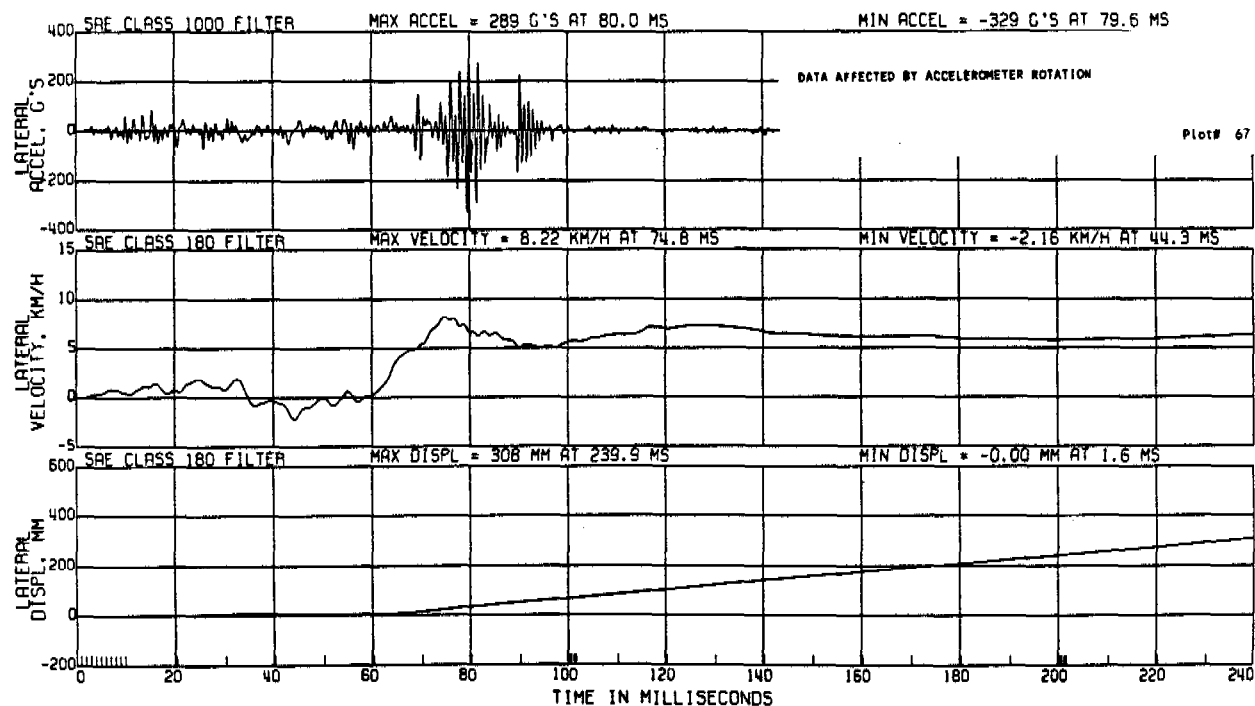
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

R.REAR ROCKER

TEST DATE:01/28/1998



C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

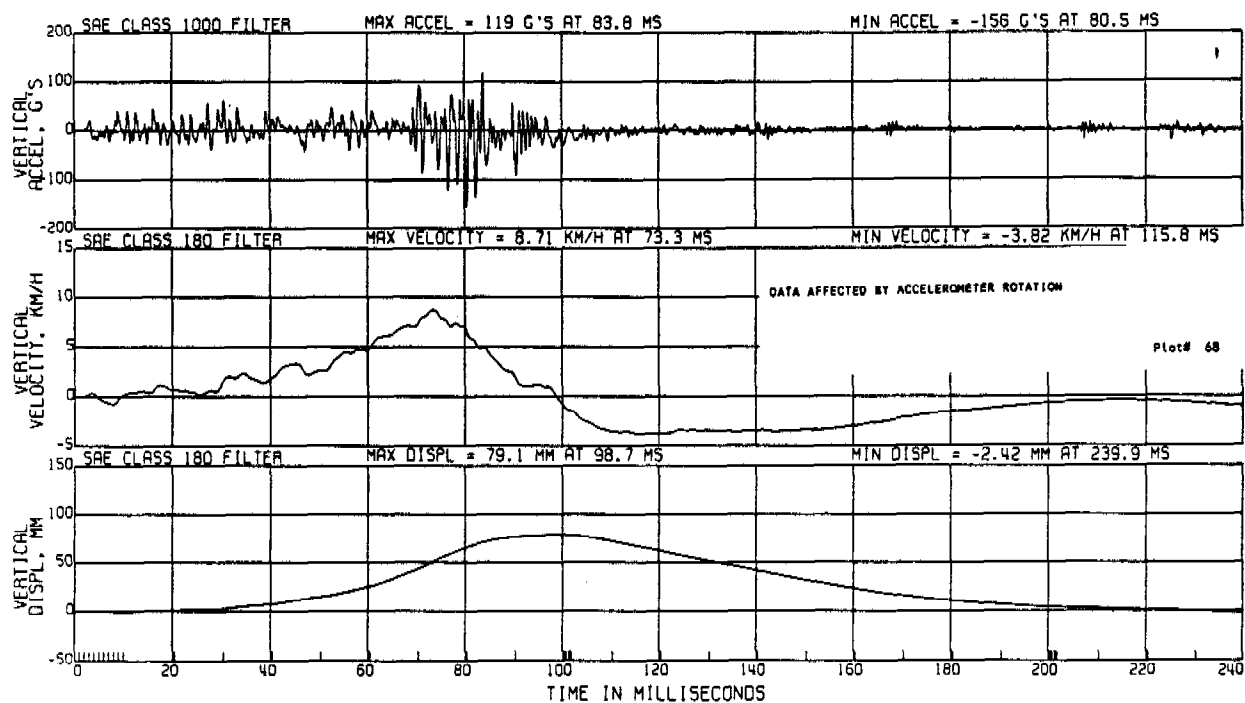
81.0KM/H

SC
ELEC DATA

8W9184D 4-000R

R.REAR ROCKER

TEST DATE:01/28/1998



68 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

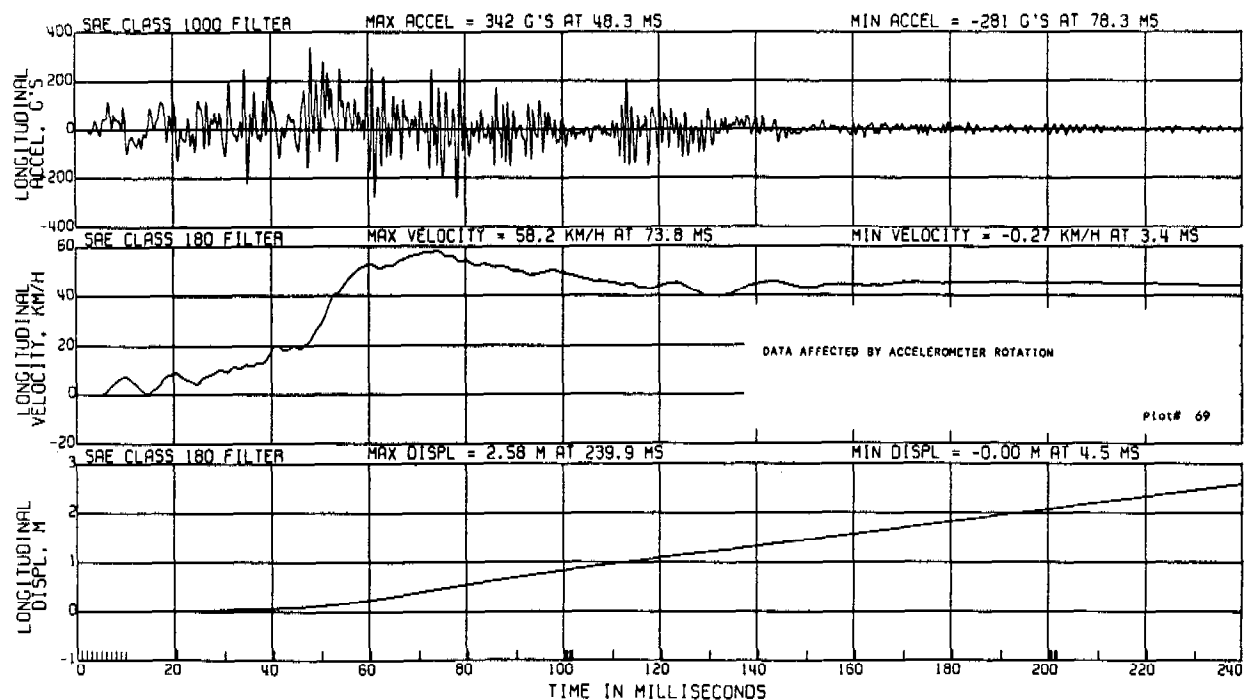
81.0KM/H

SC
ELEC DATA

8W9184D 4-000R

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998



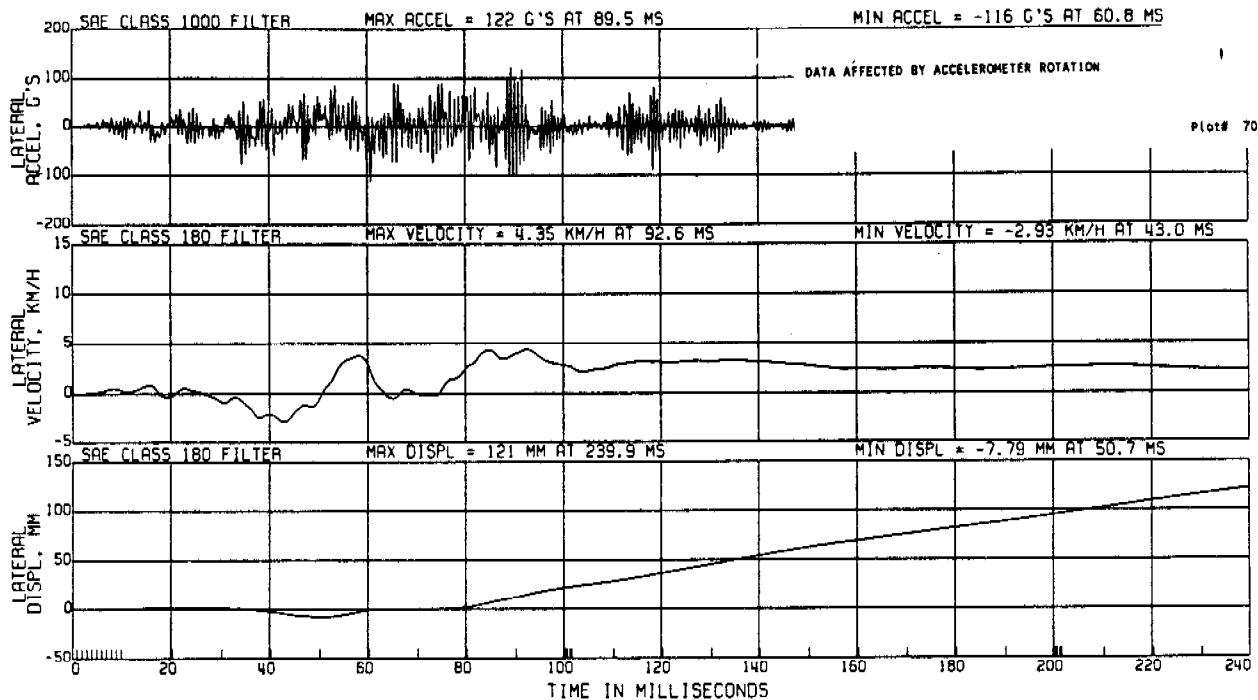
69 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998



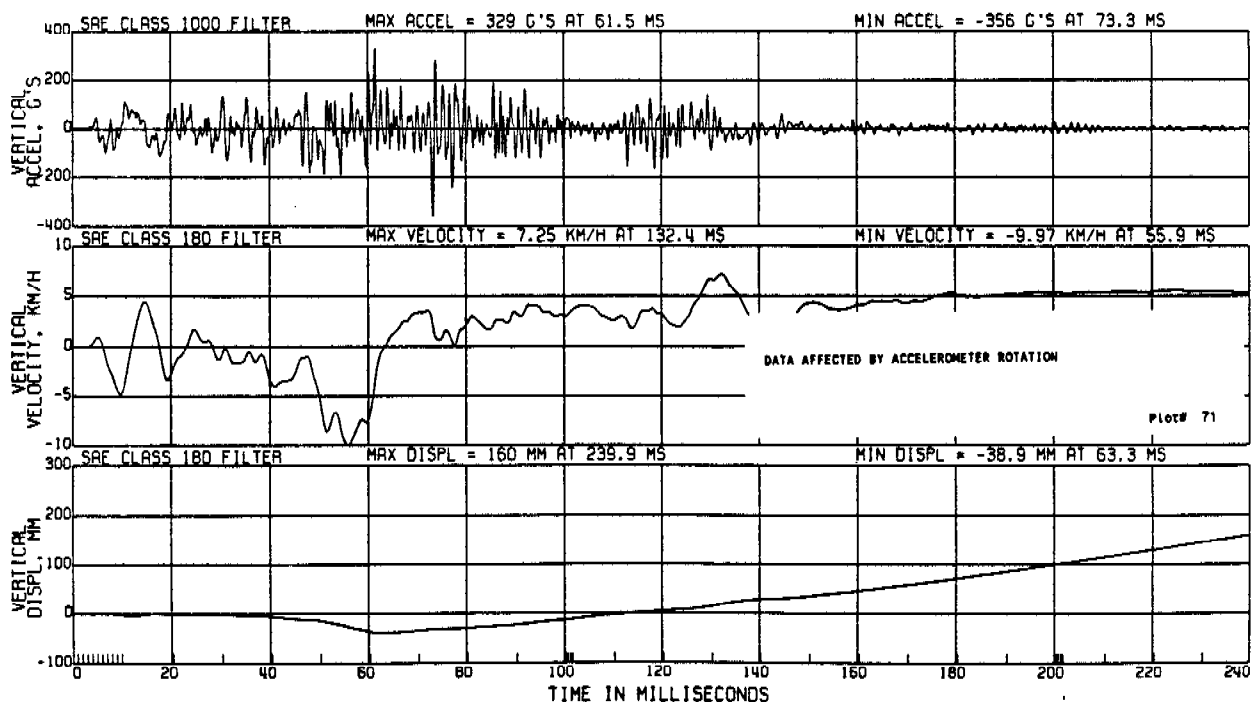
70 PROCESSED 1/29/1998 08:00 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998



71 PROCESSED 1/29/1998 08:00 V2.07

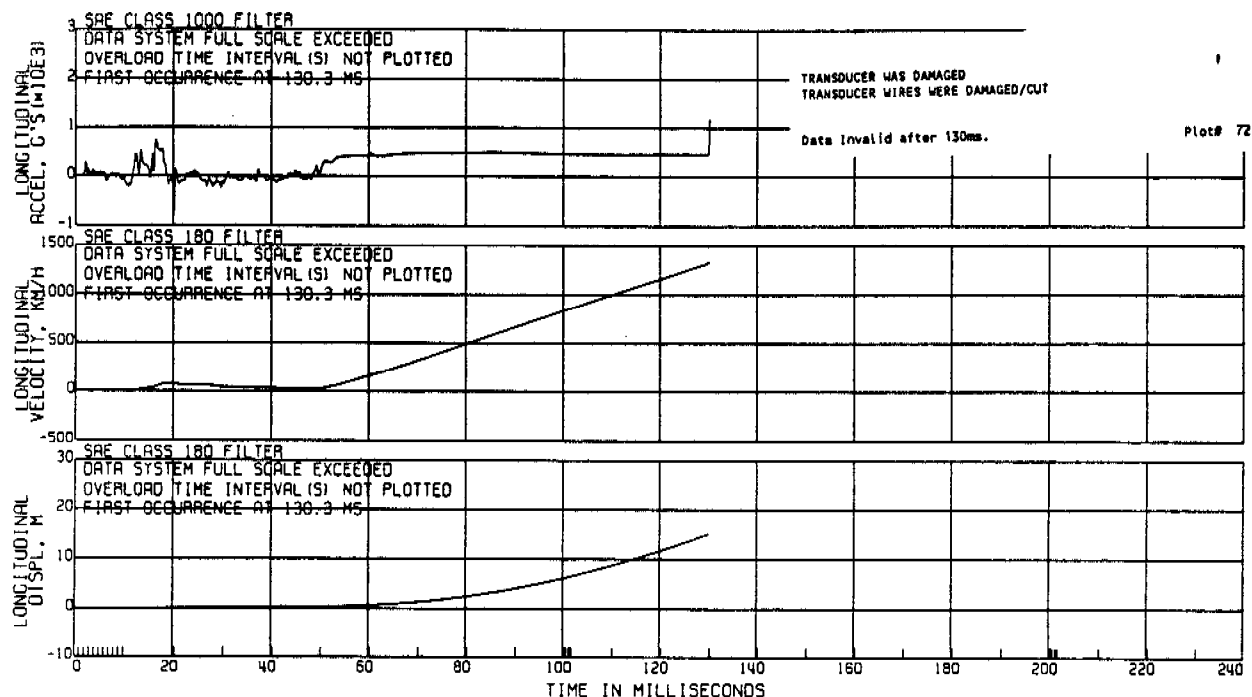
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A

L.REAR FRAME RAIL

TEST DATE:01/28/1998

ELEC DATA



72 PROCESSED 1/29/1998 08:01 V2.07

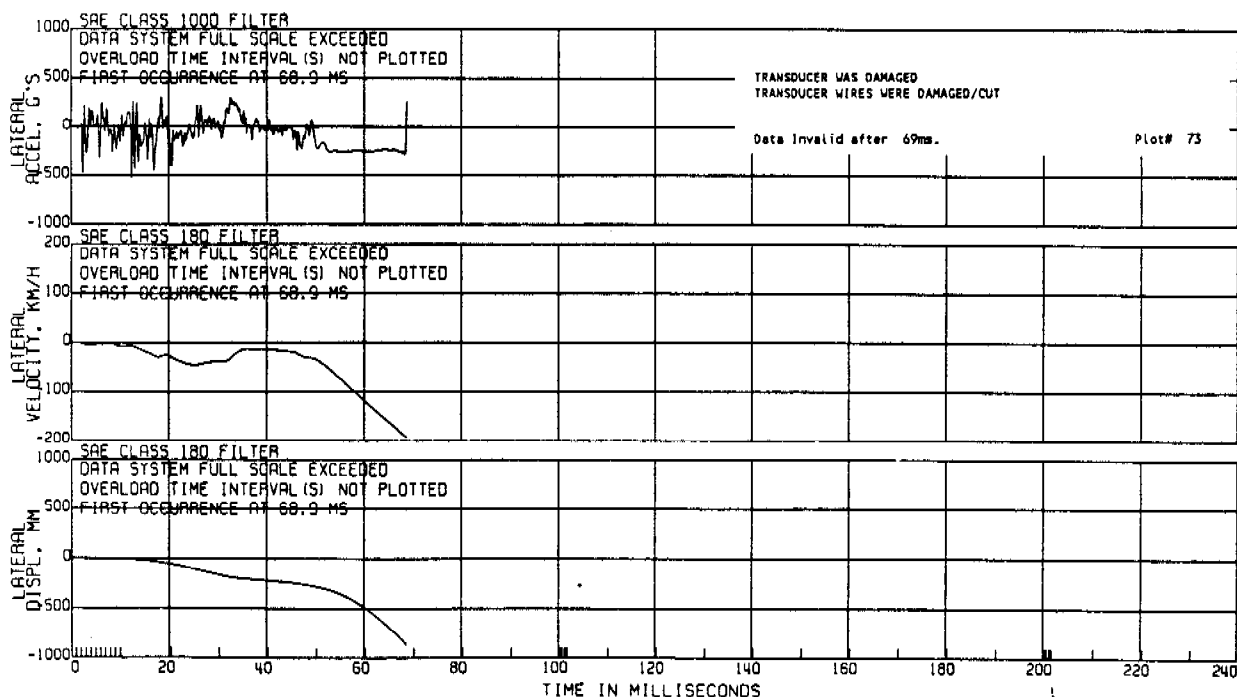
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-000A

L.REAR FRAME RAIL

TEST DATE:01/28/1998

ELEC DATA



73 PROCESSED 1/29/1998 08:01 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

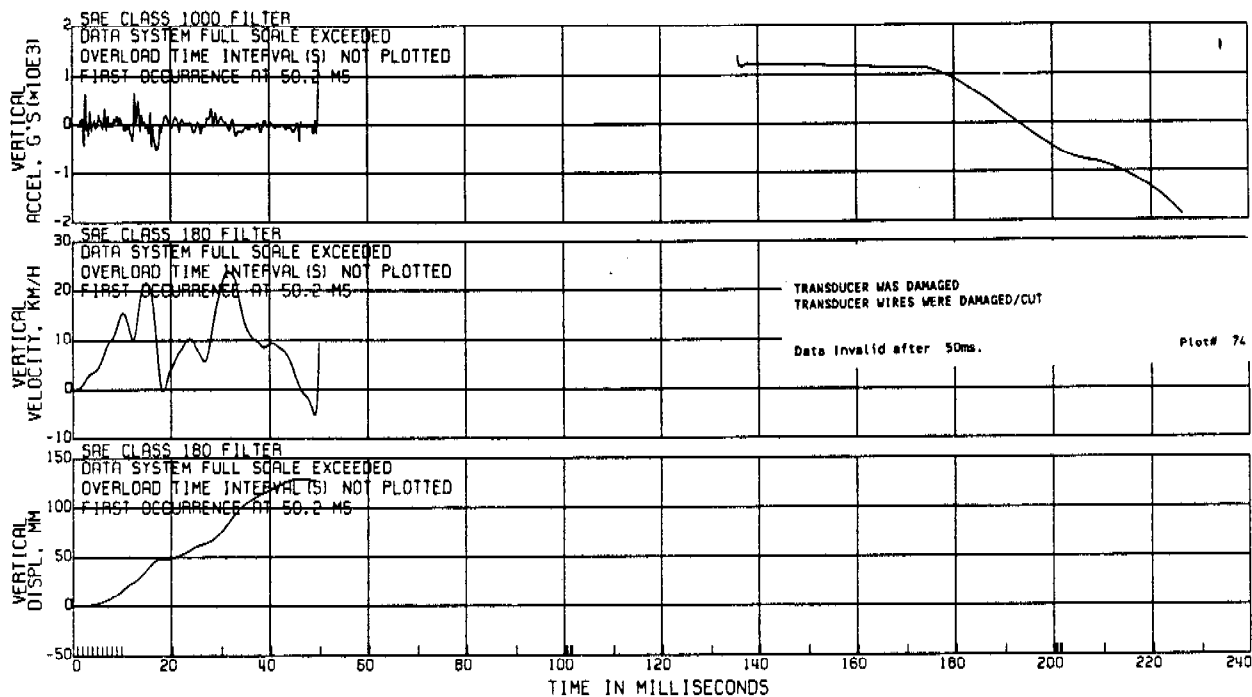
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

L.REAR FRAME RAIL

TEST DATE:01/28/1998



74 PROCESSED 1/29/1998 08:01 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

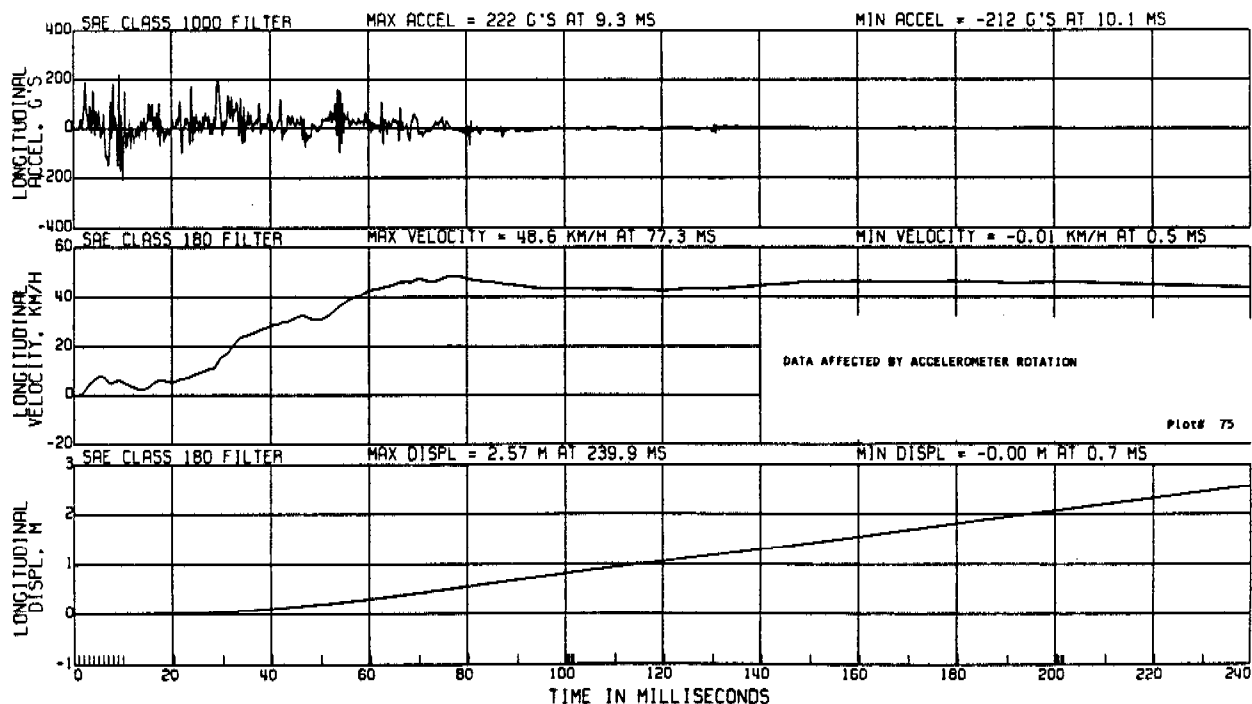
81.0KM/H

SC
ELEC DATA

8W9184D 4-DOOR

R.REAR FRAME RAIL

TEST DATE:01/28/1998



75 PROCESSED 1/29/1998 08:01 V2.07

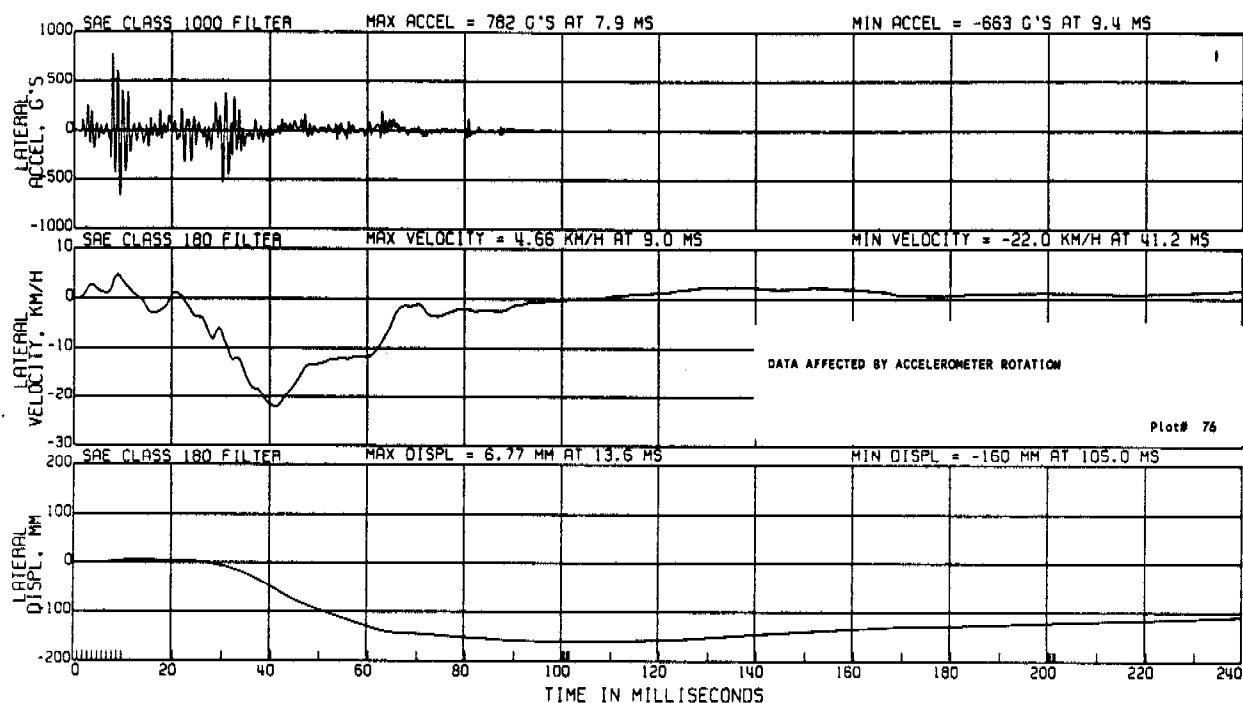
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

8W9184D 4-000A

R.REAR FRAME RAIL

TEST DATE:01/28/1998



76 PROCESSED 1/29/1998 08:01 V2.07

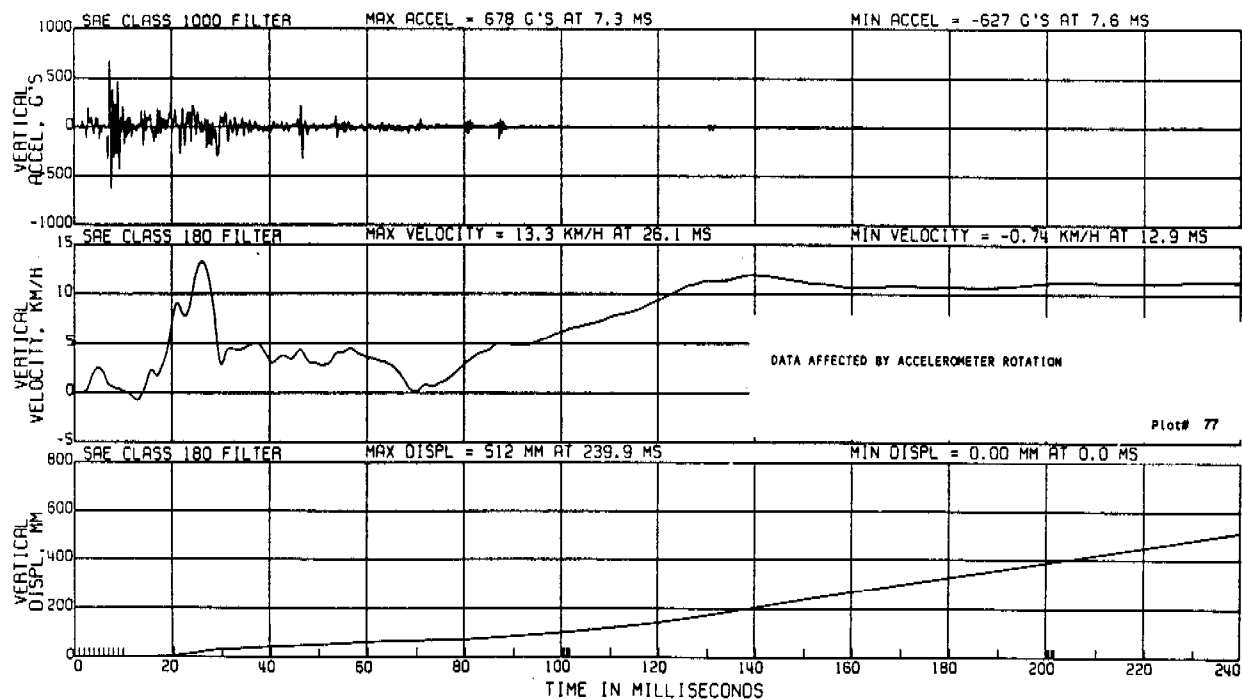
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

8W9184D 4-000A

R.REAR FRAME RAIL

TEST DATE:01/28/1998



77 PROCESSED 1/29/1998 08:01 V2.07

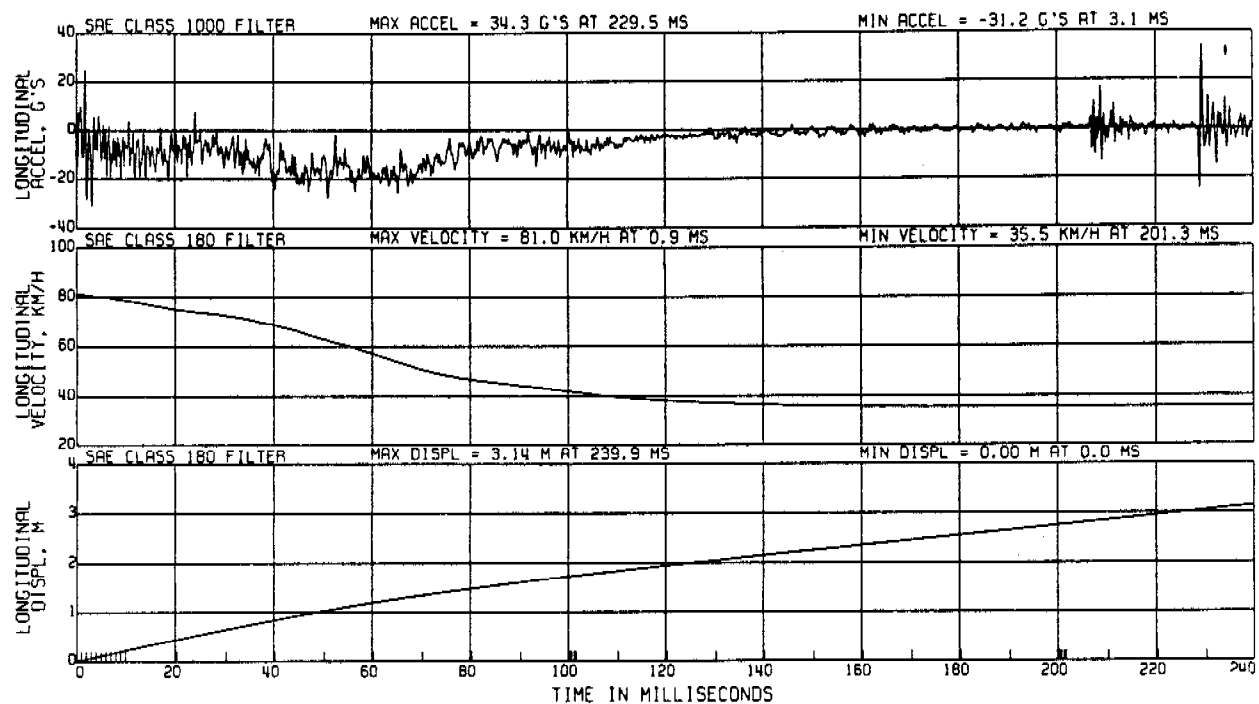
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA

LTV MDB AT C.G.

TEST DATE:01/28/1998



78 PROCESSED 1/29/1998 08:01 V2.07

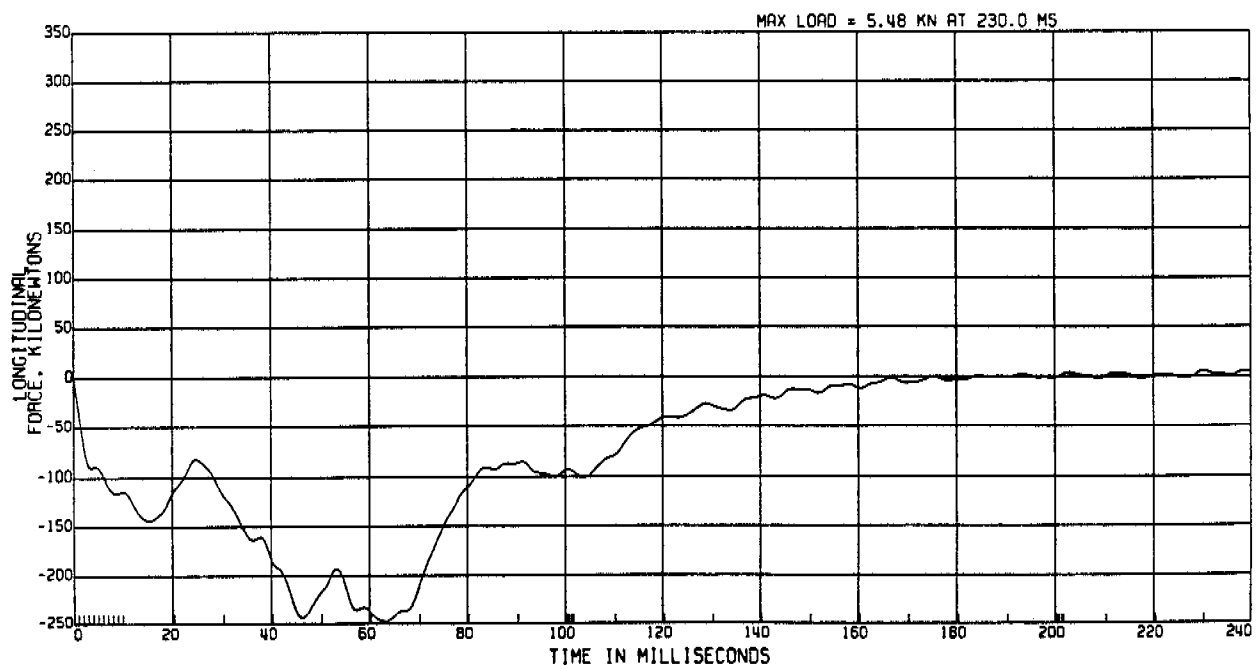
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 8W9184D 4-DOOR
ELEC DATA, SAE CLASS 60

LTV MDB LONG. FORCE AT C.G.
(1371.5 KG) (9.807) (LONG.ACCEL)

TEST DATE:01/28/1998



C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

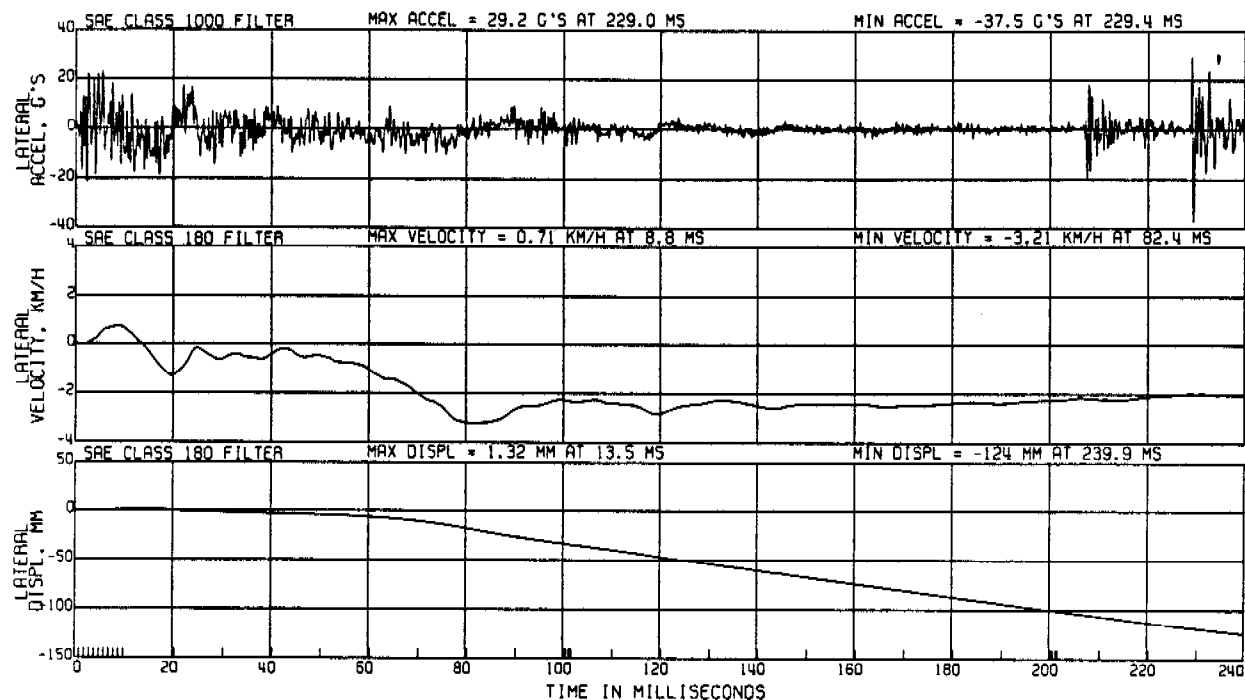
SC

8W9184D 4-000R

LTV MDB AT C.G.

TEST DATE:01/28/1998

ELEC DATA



80 PROCESSED 1/29/1998 08:01 V2.07

C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

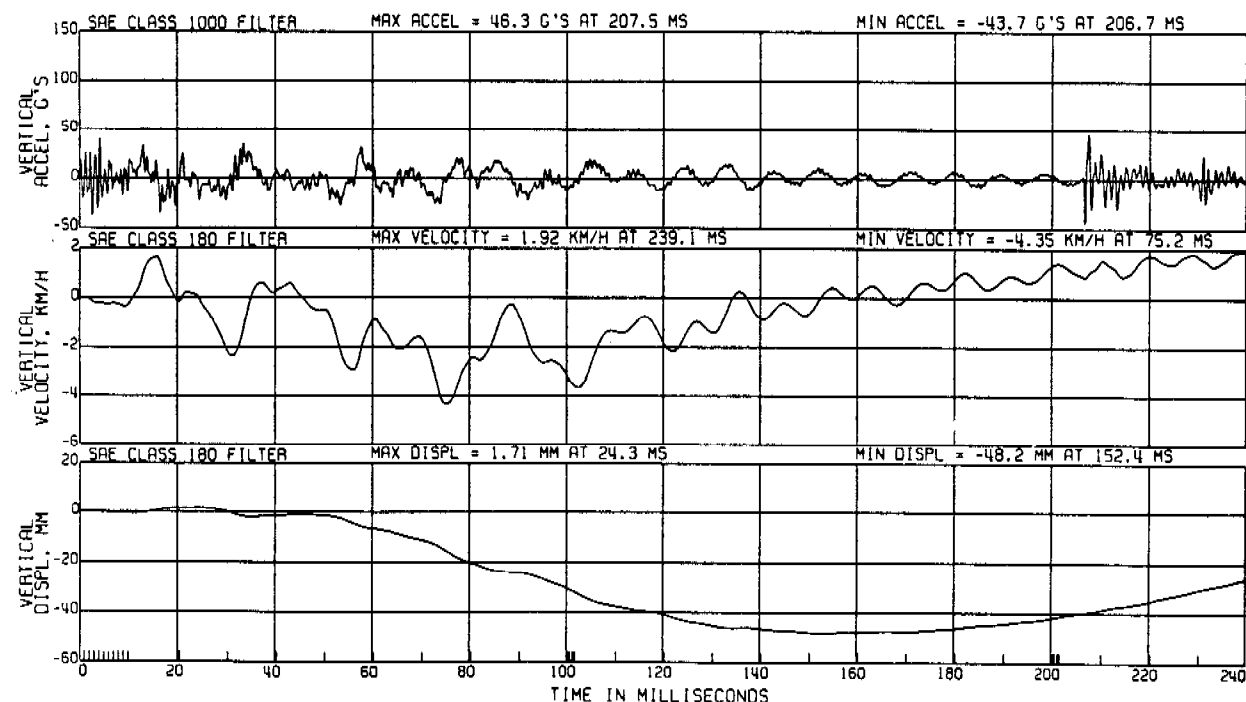
SC

8W9184D 4-000R

LTV MDB AT C.G.

TEST DATE:01/28/1998

ELEC DATA



81 PROCESSED 1/29/1998 08:01 V2.07

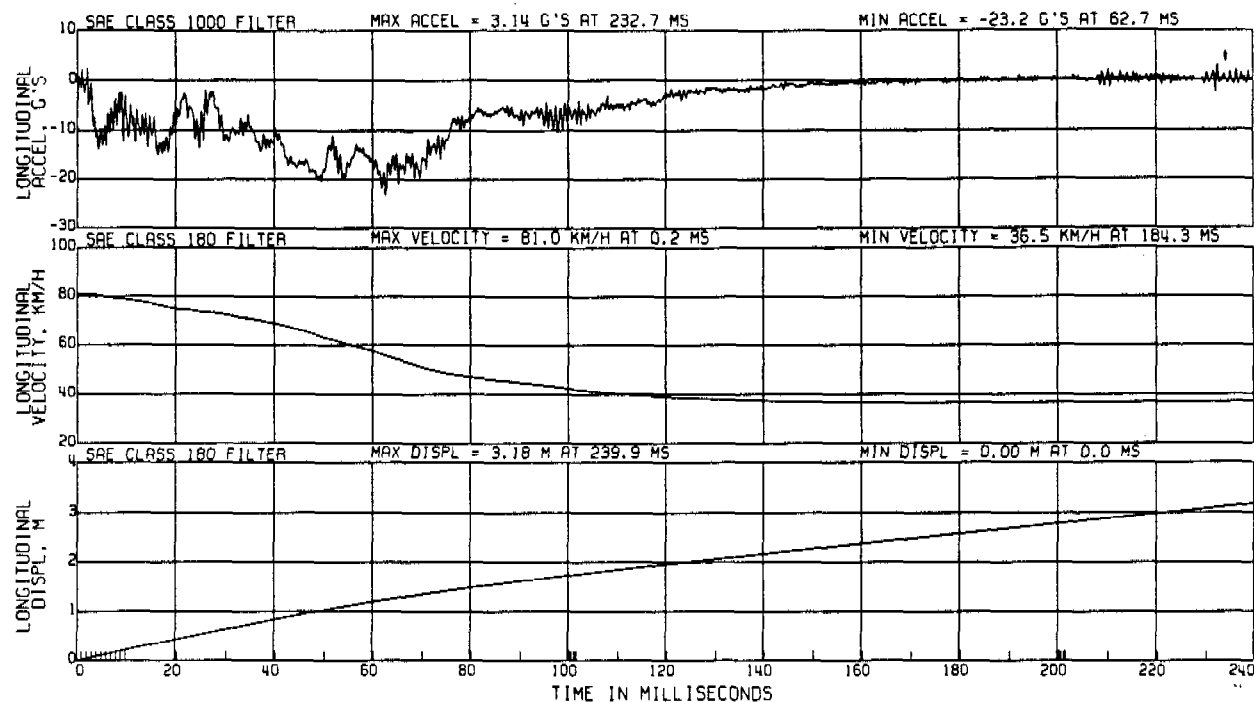
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR

LTV MDB AT REAR C/MBR

TEST DATE:01/28/1998

ELEC DATA



82 PROCESSED 1/29/1998 08:01 V2.07

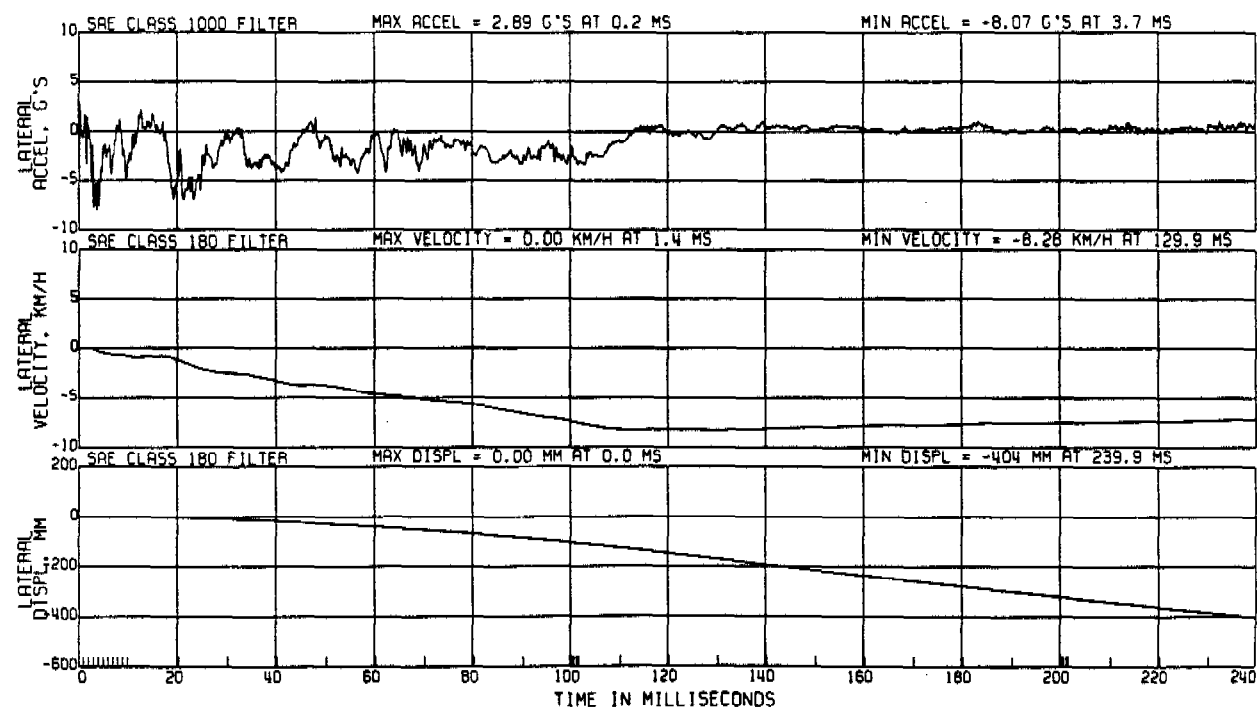
C11828 L.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 8W9184D 4-DOOR

LTV MDB AT REAR C/MBR

TEST DATE:01/28/1998

ELEC DATA



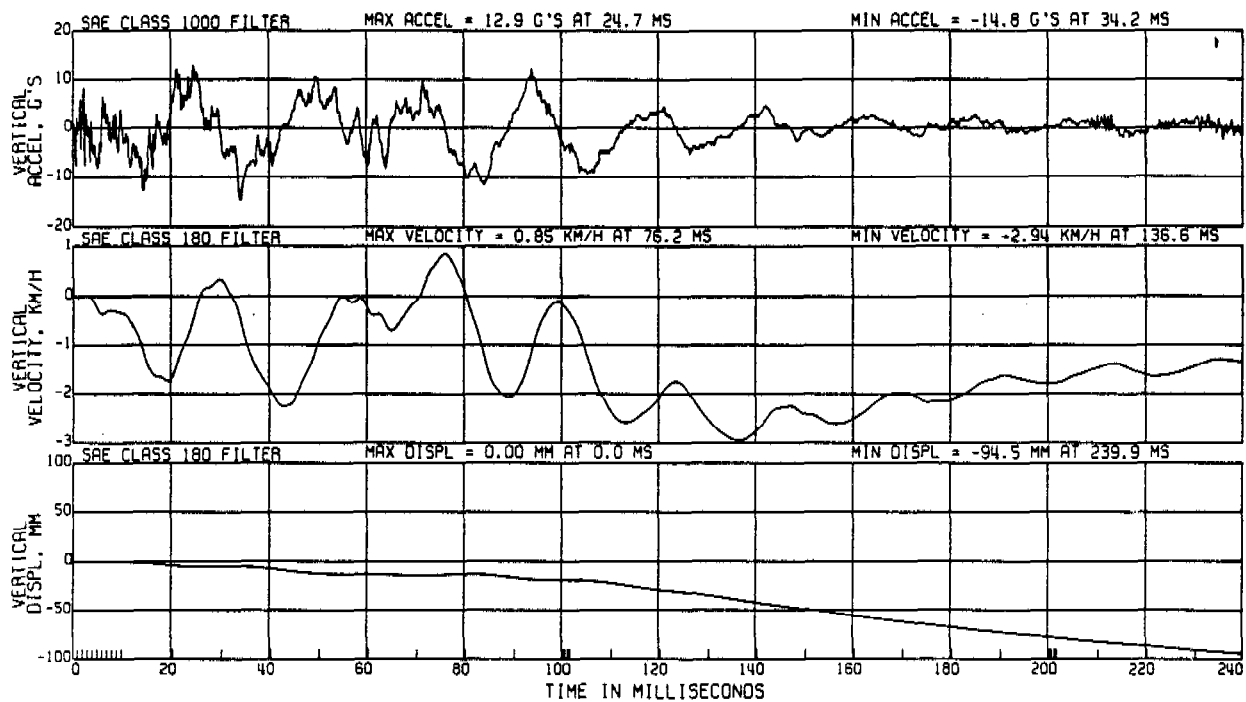
C11828 L.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 8W91840 4-000R

LTV MOB AT REAR C/MBR

TEST DATE:01/28/1998

ELEC DATA



84 PROCESSED 1/29/1998 08:01 V2.07