

REPORT NO. PG _____
SRDL TEST NO. C11829
TEST DATE JAN 28, 1998

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

Enclosure 13
54 pages

MAKE	YEAR	BODY TYPE	BODY STYLE	DIVISION CAR NO.	BUILD STATUS
CHEVROLET	98	SEDAN	4-DOOR	1JW99326	PRODUCTION
ENGINE	CONFIGURATION L4		DISPLACEMENT 2.2 L	PREVIOUS IMPACTS NONE	
	FUEL GASOLINE		TRAILER HITCH YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> TYPE		
	FUEL INDUCTION N/D		SPARE TIRE TYPE COMPACT		
FUEL TANK	USABLE CAPACITY 57.5 L		UNUSABLE CAPACITY .1 L	AC YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	
SPECIAL FEATURES:					

MOVING BARRIER				
VELOCITY AT IMPACT	81.0	km/h	VEHICLE <input type="checkbox"/>	DRIVER SRP <input type="checkbox"/>
TEST MASS	1371	kg	AT IMPACT	OTHER <input checked="" type="checkbox"/>

DUMMIES				
LEFT FRONT	MAKE	GM50H	NO.	23
	TYPE	50TH %ILE MALE	MASS	90.0 kg
	RESTRAINT	L/S & SIR		
RIGHT FRONT	MAKE	GM50H	NO	15
	TYPE	50TH %ILE MALE	MASS	90.0 kg
	RESTRAINT	L/S & SIR		

TEST CONFIGURATION:

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

FLOOR PAN ACCEL.	LONG <input type="checkbox"/>	LAT <input type="checkbox"/>	TRIAX <input type="checkbox"/>	
FRAME ACCEL	LONG <input type="checkbox"/>	LAT <input type="checkbox"/>	TRIAX <input type="checkbox"/>	
ROCKER PANEL ACCEL.	LONG <input type="checkbox"/>	LAT <input type="checkbox"/>	TRIAX <input checked="" type="checkbox"/>	
RAD TIE BAR ACCEL	<input checked="" type="checkbox"/>	SEAT BACK ACCEL		X
UPPER ENGINE ACCEL	<input checked="" type="checkbox"/>	REAR SEATBACK ACCEL		X
SEAT O/B RAIL ACC	<input checked="" type="checkbox"/>	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			1
	ALL EXTERIOR DOORS REMAINED LATCHED		X			1
	ALL EXTERIOR DOOR HINGES REMAINED INTACT	X				
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				
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				

(1) DISTANCE MEASURED BETWEEN DOOR OUTER SURFACE AND ADJACENT BODY OUTER SURFACE WHEN 450 N PULL IS APPLIED TO HANDLE.

NOTE:

1. RIGHT REAR DOOR OPENED DURING IMPACT.

2. VEHICLE WAS FRONT WHEEL DRIVEN.

INTENDED OVERLAP=1200 MM; ACTUAL

OVERLAP=1203 MM.

VEHICLE DATA

REAR IMPACT									
VEHICLE	DRIVER SIDE	640	mm	FUEL TANK	DRIVER SIDE	5	mm		
RESIDUAL CRUSH	PASSENGER SIDE	1250	mm	RESIDUAL CRUSH	PASSENGER SIDE	8	mm		
VEHICLE	DRIVER SIDE	N/D	mm	FUEL TANK	DRIVER SIDE	40	mm		
DYNAMIC CRUSH	PASSENGER SIDE	N/D	mm	RESIDUAL DISP	PASSENGER SIDE	100	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 ☒

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FUEL SYSTEM INTEGRITY

FUEL SPILLAGE (MASS) AT BARRIER IMPACT SITE

DURING IMPACT 0 gm DURING FIRST FIVE MINUTES AFTER IMPACT 450.0 gmAFTER FIRST FIVE MINUTES: N/D gm

COMMENTS:

 STODDARD SOLVENT SPILLAGE EXCEEDED ALLOWED LIMIT DURING FIRST FIVE MINUTE
 TIME PERIOD. COLLECTION TERMINATED.

FUEL SPILLAGE DURING STATIC ROLLOVER

 ROLL DIRECTION: POSITIVE ☐ NEGATIVE ☐
 ROLL RATE-APPROXIMATELY 2 MINUTES PER 90 DEGREE INCREMENT
 ROLL DATE _____

POSITIVE ROLL



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

COMMENTS: ****

VEHICLE ROLL CANCELED DUE TO EXCESSIVE SPILLAGE AT BARRIER IMPACT SITE.

 ROLL DIRECTION: POSITIVE ☐ NEGATIVE ☐
 ROLL RATE-APPROXIMATELY 2 MINUTES PER 90 DEGREE INCREMENT
 ROLL DATE _____

POSITIVE ROLL



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

COMMENTS:

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>3214</u>	<u>1098</u>
HIP	<u>3061</u>	<u>456</u>
KNEE	<u>2679</u>	<u>561</u>
PELVIC ANGLE	<u>24</u>	SEAT BACK ANGLE <u>27</u>
<u>RIGHT FRONT PASSENGER</u>		
HEAD	<u>3207</u>	<u>1090</u>
HIP	<u>3065</u>	<u>450</u>
KNEE	<u>2671</u>	<u>540</u>
PELVIC ANGLE	<u>22</u>	SEAT BACK ANGLE <u>27</u>

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

Comments: _____

TEST DATA PROBLEM SUMMARY

C11829 1JW99326 SC 81.0 KM/H
 LTV MDB TO STATIONARY VEHICLE - R. REAR IMPACT 70 % OVERLAP
 Test Engineer: T.J.Sienkiewicz Test Date: 01/28/98

See last page of report for statistics.

R. FRT HEAD
 LONGITUDINAL ACCELERATION

CHANNEL PLOT NUMBER	21 16	Error Code LOST?	10 no
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Data Invalid after 105 ms.

Remarks: FULL SCALE CALIBRATION LEVEL EXCEEDED

R. FRT HEAD
 LONGITUDINAL ACCELERATION

CHANNEL PLOT NUMBER	21 17	Error Code LOST?	10 no
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Data Invalid after 105 ms.

Remarks: FULL SCALE CALIBRATION LEVEL EXCEEDED

L. FRT SEAT BACK
 LONGITUDINAL ACCELERATION

CHANNEL PLOT NUMBER	63 51	Error Code LOST?	11 no
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Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION

CAVALIER

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 LATERAL ACCELERATION	CHANNEL PLOT NUMBER	67 55	Error Code LOST?	11 no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

R. FRT SEAT BACK VERTICAL ACCELERATION	CHANNEL PLOT NUMBER	68 56	Error Code LOST?	11 no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

R. REAR ROCKER LONGITUDINAL ACCELERATION	CHANNEL PLOT NUMBER 66	78	Error Code LOST?	11 no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

R. REAR ROCKER LATERAL ACCELERATION	CHANNEL PLOT NUMBER 67	79	Error Code LOST?	11 no
Data Invalid after 79 ms.				
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

R. REAR ROCKER VERTICAL ACCELERATION	CHANNEL PLOT NUMBER 68	80	Error Code LOST?	11 no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

CTR REAR SEATBACK CLOSEOUT LONGITUDINAL ACCELERATION	CHANNEL PLOT NUMBER 69	81	Error Code LOST?	11 no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION				

CTR REAR SEATBACK CLOSEOUT LATERAL ACCELERATION	CHANNEL PLOT NUMBER 82 70 Error Code 11 LOST? no
Remarks: DATA AFFECTED BY ACCELEROMETER ROTATION	
L. REAR FRAME RAIL LONGITUDINAL ACCELERATION	CHANNEL PLOT NUMBER 84 72 Error Code 14 LOST? no
Data Invalid after 27 ms. Remarks: TRANSDUCER WIRES WERE DAMAGED/CUT DATA AFFECTED BY ACCELEROMETER ROTATION	
L. REAR FRAME RAIL LATERAL ACCELERATION	CHANNEL PLOT NUMBER 85 73 Error Code 14 LOST? no
Data Invalid after 71 ms. Remarks: TRANSDUCER WIRES WERE DAMAGED/CUT DATA AFFECTED BY ACCELEROMETER ROTATION	
L. REAR FRAME RAIL VERTICAL ACCELERATION	CHANNEL PLOT NUMBER 86 74 Error Code 14 LOST? no
Data Invalid after 25 ms. Remarks: TRANSDUCER WIRES WERE DAMAGED/CUT DATA AFFECTED BY ACCELEROMETER ROTATION	

R. REAR FRAME RAIL LONGITUDINAL ACCELERATION	CHANNEL PLOT NUMBER	87 75	Error Code LOST?	15 no
Data Invalid after 44 ms.				
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT				

R. REAR FRAME RAIL LATERAL ACCELERATION	CHANNEL PLOT NUMBER	88 76	Error Code LOST?	15 no
Data Invalid after 37 ms.				
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT				

R. REAR FRAME RAIL VERTICAL ACCELERATION	CHANNEL PLOT NUMBER	89 77	Error Code LOST?	15 no
Data Invalid after 75 ms.				
Remarks: TRANSDUCER WAS DAMAGED TRANSDUCER WIRES WERE DAMAGED/CUT				

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

C11829 R.REAR IMP 70% OVERLAP
SC 1JW99326 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			560	1000
HIC, LIMITED TO 36 MS			600	1000
NECK FLEXION			14NM	190NM
NECK EXTENSION			41NM	57NM
NECK TENSION			684N	3300N
NECK COMPRESSION			2164N	4000N
NECK SHEAR FORWARD			61N	3100N
NECK SHEAR REARWARD			581N	3100N
NECK TENSION DUR ASSESS			0.21	1.00
NECK COMPRESSION DUR ASSESS			0.55	1.00
NECK SHEAR FWD DUR ASSESS			0.03	1.00
NECK SHEAR RWD DUR ASSESS			0.19	1.00
CHEST ACCEL			24G	60G
† CHEST COMPRESSION W/O SH BELT			2.0MM	65.0MM †
† CHEST COMPRESSION W/ SH BELT			2.0MM	50.0MM †
CHEST VISCOUS CRITERIA			0.00M/SEC	1.00M/SEC
FEMUR COMP, LEFT			2183N	10000N
FEMUR COMP, RIGHT			607N	10000N
FEMUR DURATION ASSESS, LEFT			0.27	1.00
FEMUR DURATION ASSESS, RIGHT			0.07	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

x NOT MEASURED, THIS TEST

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

PROCESSED 01/28/1998 15:15 V2.07

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

C11829 R.REAR IMP 70% OVERLAP

SC 1JW99326 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			OVERLOADED	1000
HIC, LIMITED TO 36 MS			OVERLOADED	1000
NECK FLEXION			28NM	190NM
NECK EXTENSION		***	103NM	57NM
NECK TENSION			1535N	3300N
NECK COMPRESSION			651N	4000N
NECK SHEAR FORWARD			256N	3100N
NECK SHEAR REARWARD			1718N	3100N
NECK TENSION DUR ASSESS			0.47	1.00
NECK COMPRESSION DUR ASSESS			0.16	1.00
NECK SHEAR FWD DUR ASSESS			0.08	1.00
NECK SHEAR RWD DUR ASSESS			0.55	1.00
CHEST ACCEL			43G	60G
1 CHEST COMPRESSION W/O SH BELT			3.6MM	65.0MM
1 CHEST COMPRESSION W/ SH BELT			3.6MM	50.0MM
CHEST VISCOUS CRITERIA			0.01M/SEC	1.00M/SEC
FEMUR COMP, LEFT			777N	10000N
FEMUR COMP, RIGHT			658N	10000N
FEMUR DURATION ASSESS, LEFT			0.09	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

PROCESSED 01/28/1998 15:15 V2.07

x NOT MEASURED, THIS TEST

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

*** VALUE GREATER THAN 150% OF IARV

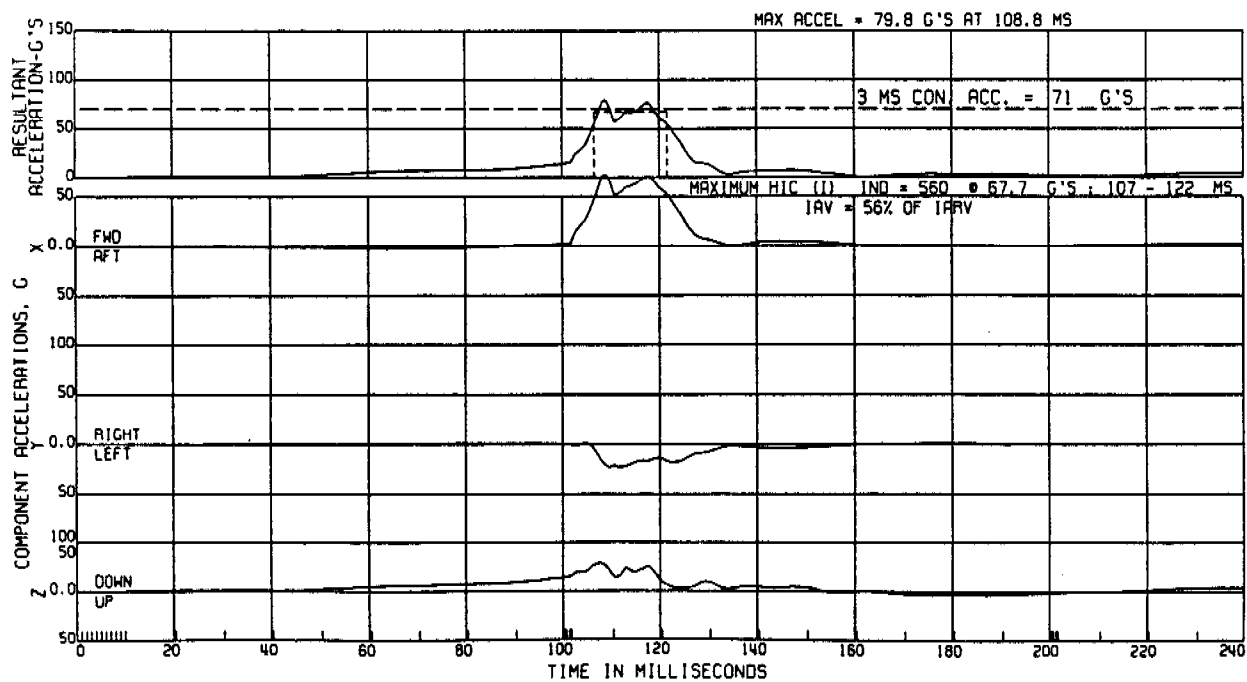
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 1000

L. FRT HEAD ACCEL.
(HIC 1 LIMITED TO 15MS)

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



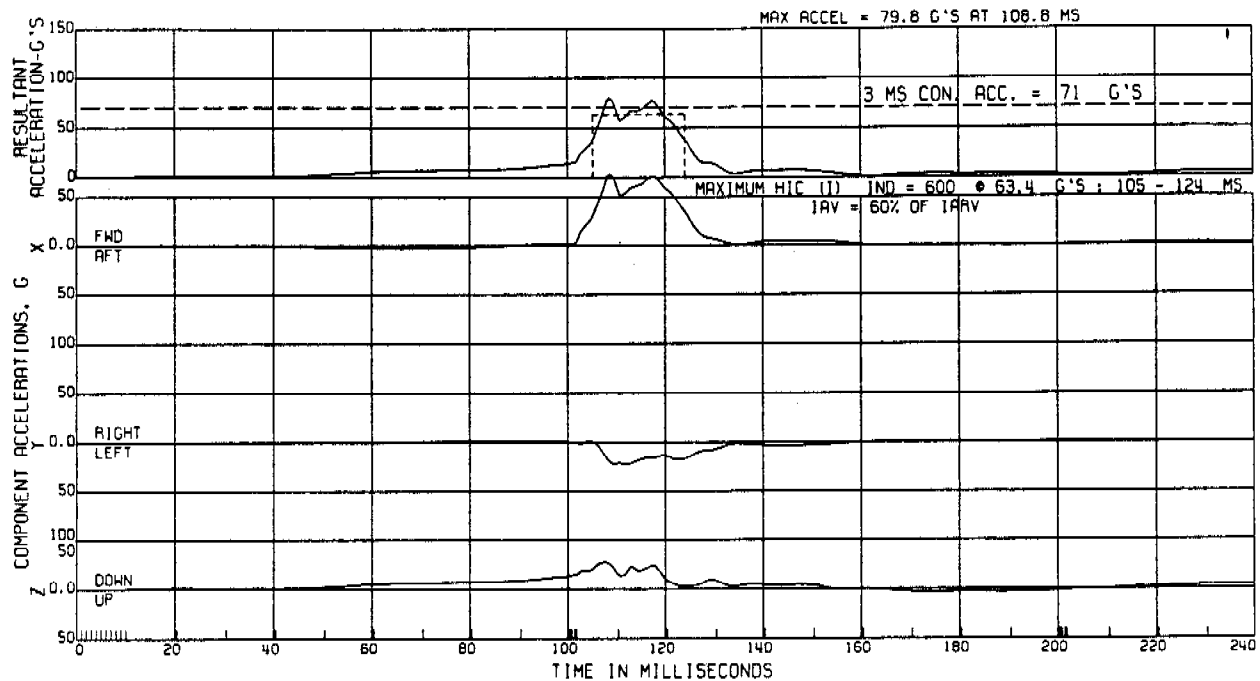
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 1000

L. FRT HEAD ACCEL.
(HIC 1 LIMITED TO 36MS)

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



2 PROCESSED 1/28/1998 15:12 V2.07

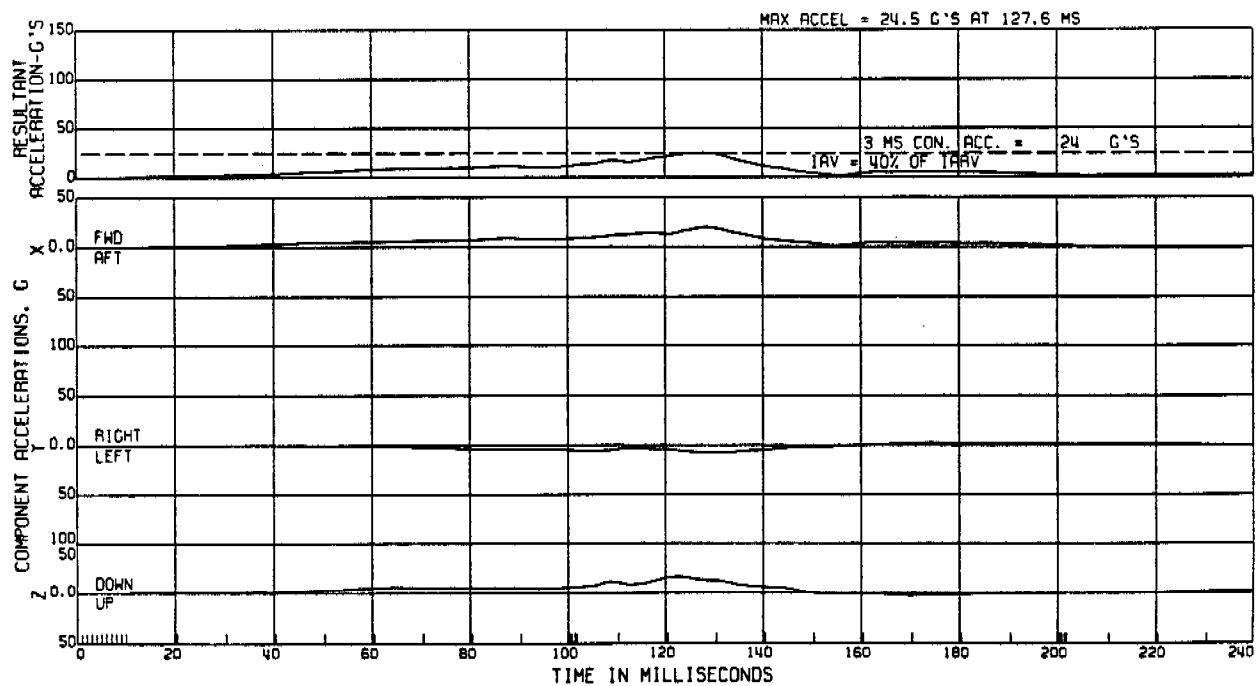
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 180

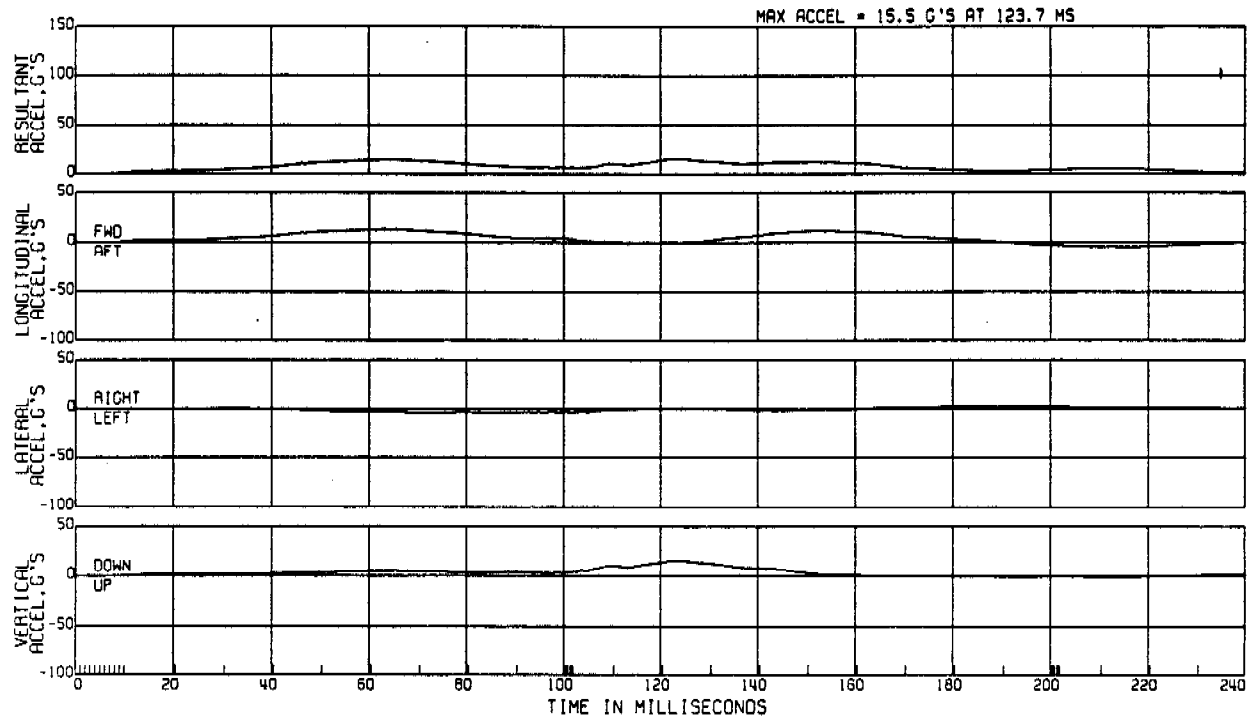
L. FRT CHEST ACCEL.

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



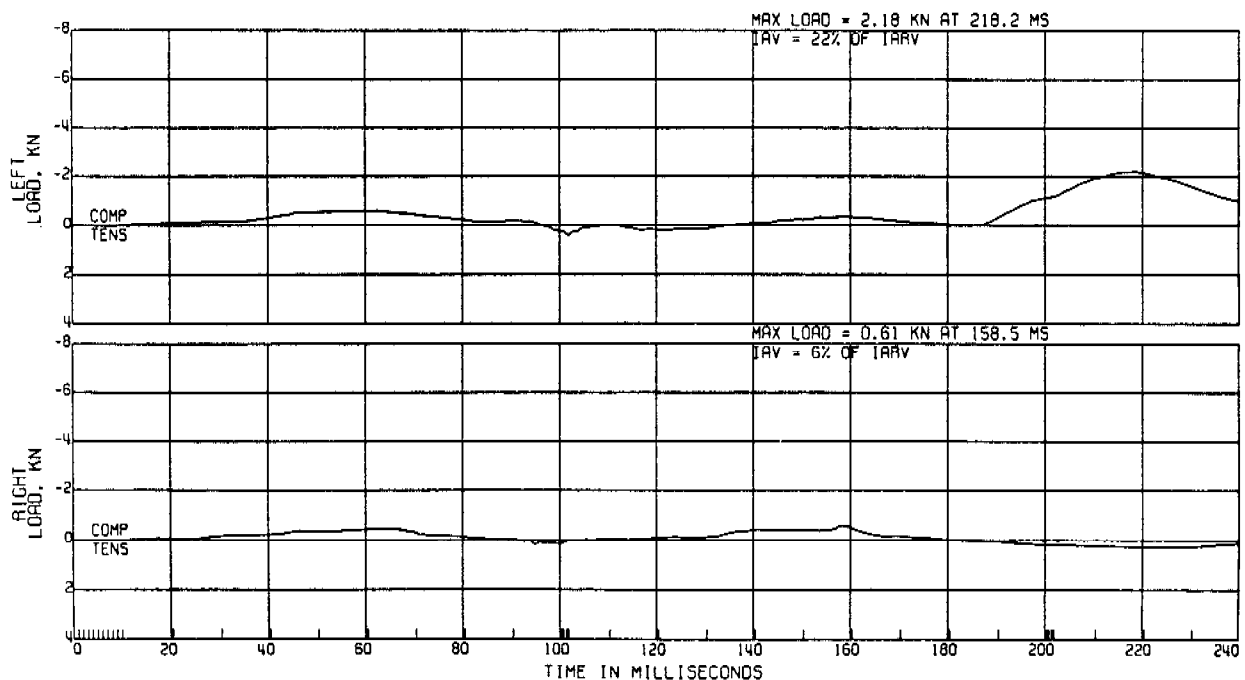
3 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-000R L. FRT PELVIC ACCEL. ATO TYPE: GM50H
 ELEC DATA, SAE CLASS 1000 TEST DATE:01/28/1998



4 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-000R L. FRT FEMUR LOAD ATO TYPE: GM50H
 ELEC DATA, SAE CLASS 600 TEST DATE:01/28/1998



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C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

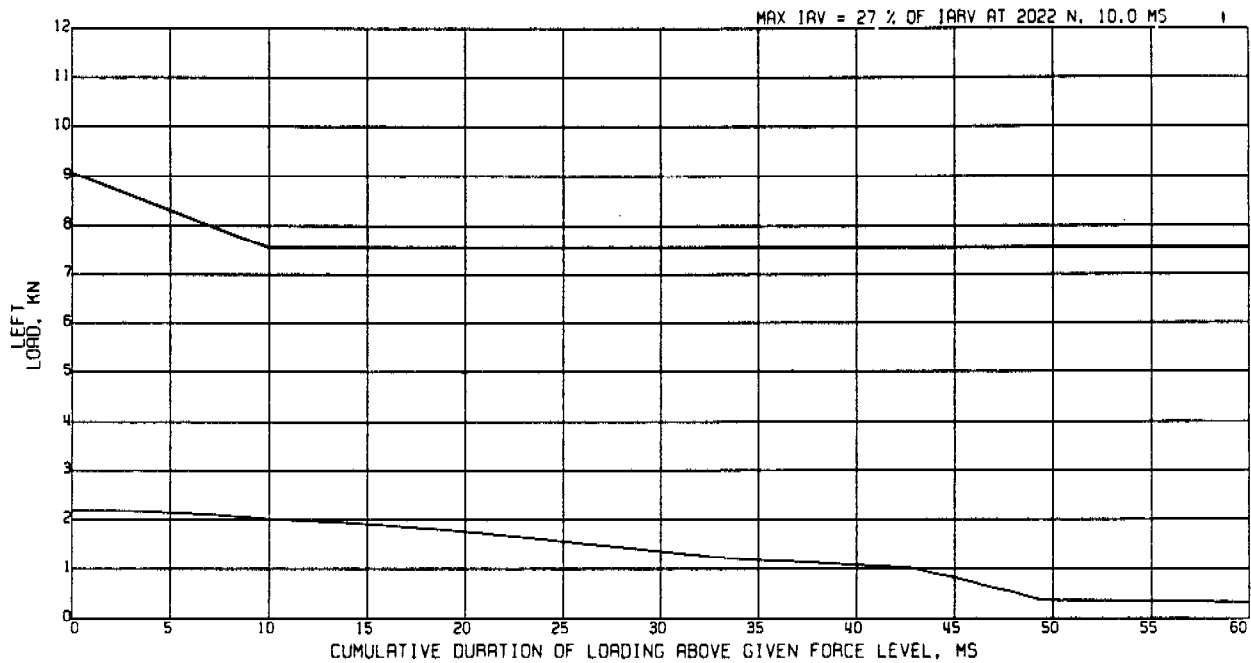
L. FRT FEMUR LOAD

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 600

DURATION ASSESSMENT

TEST DATE:01/28/1998



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C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

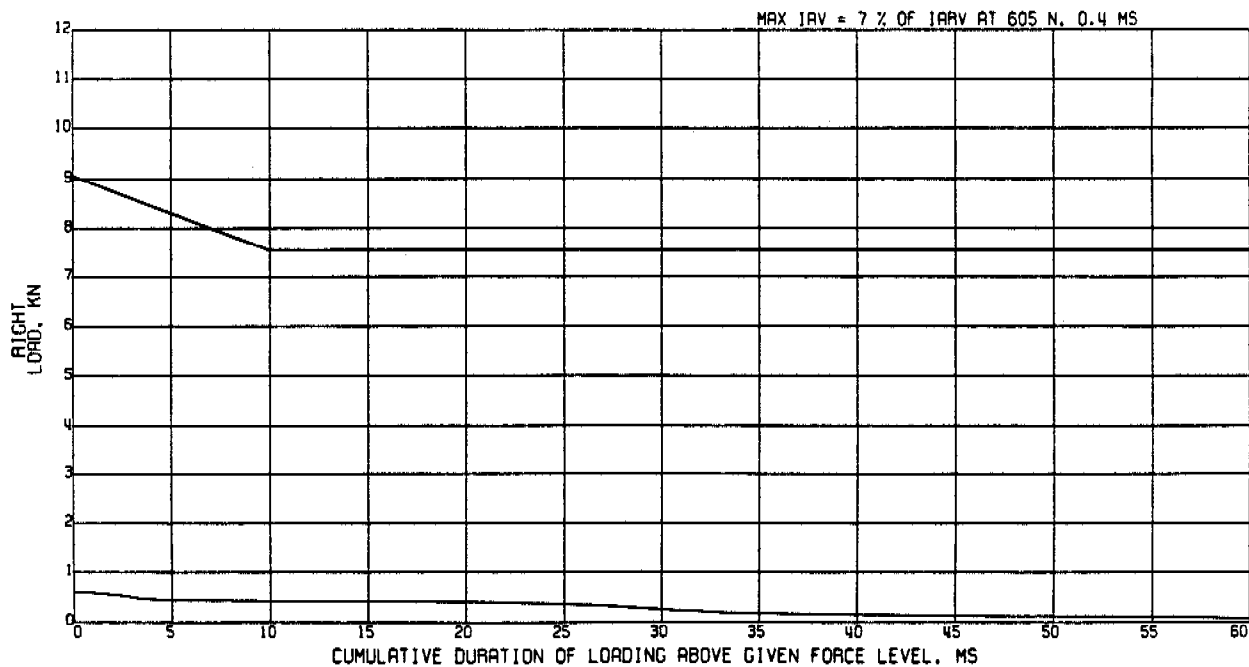
L. FRT FEMUR LOAD

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 600

DURATION ASSESSMENT

TEST DATE:01/28/1998



7 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A

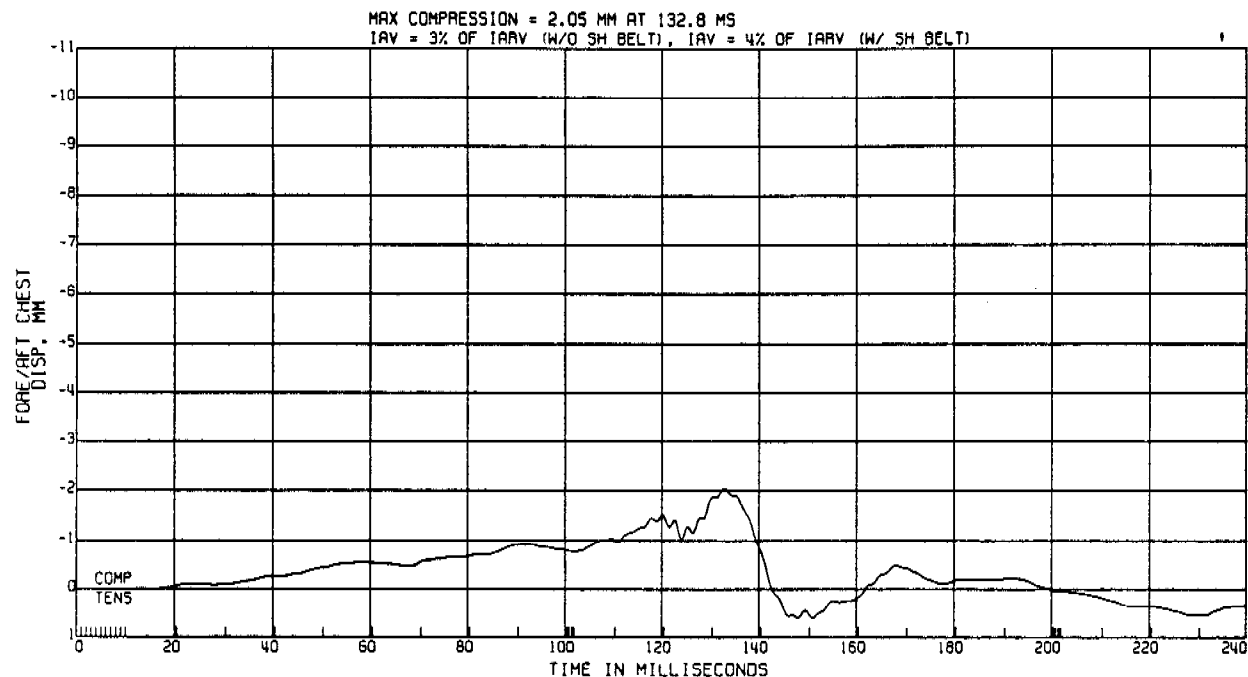
L. FAT CHEST DISP, TEMP AT 68.8°F

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 180

NORMALIZED TO 70.7°F & PART 572 CORRIDOR

TEST DATE:01/28/1998



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C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A

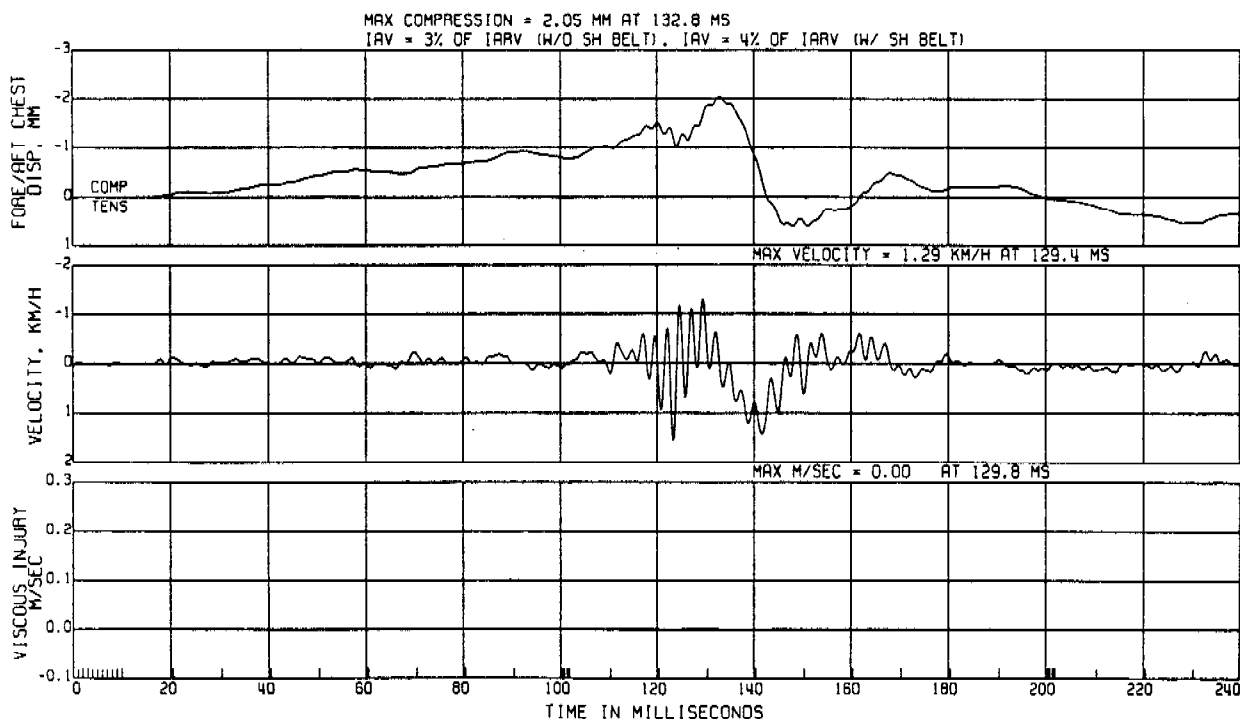
L. FAT CHEST COMPRESSIVE DISP.

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 180

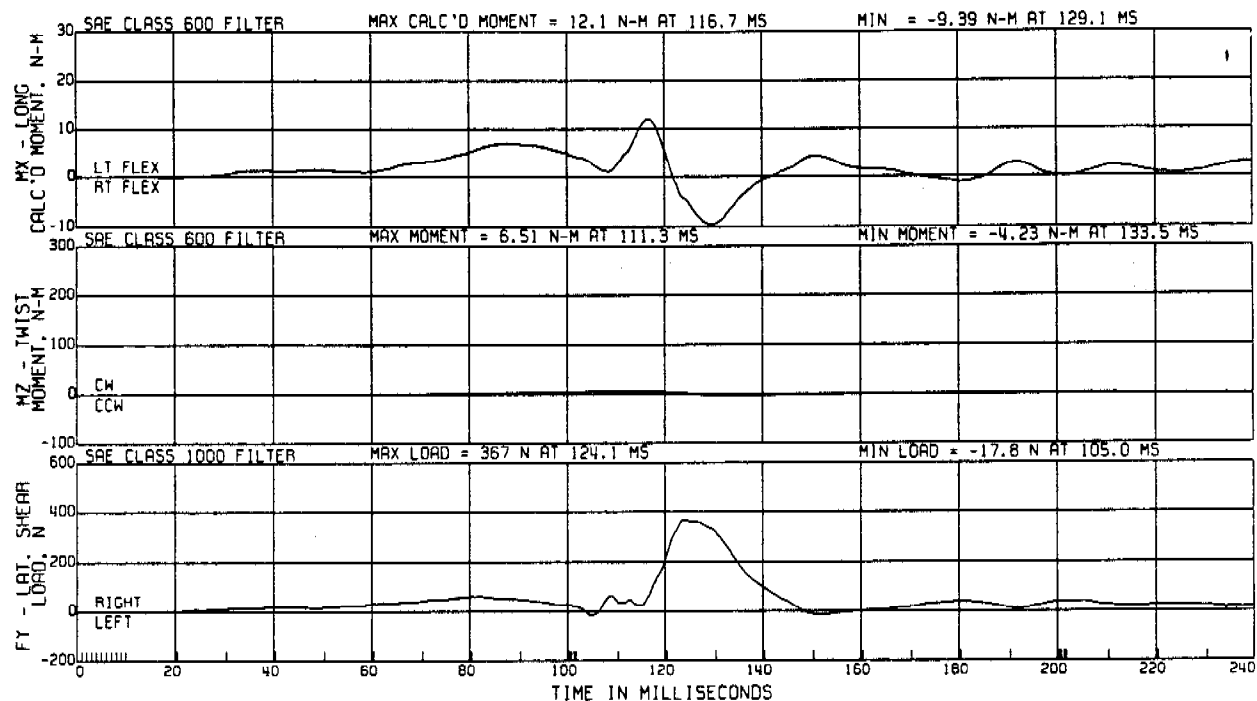
NORMALIZED. W/CALC VEL & VISCOUS INJURY

TEST DATE:01/28/1998



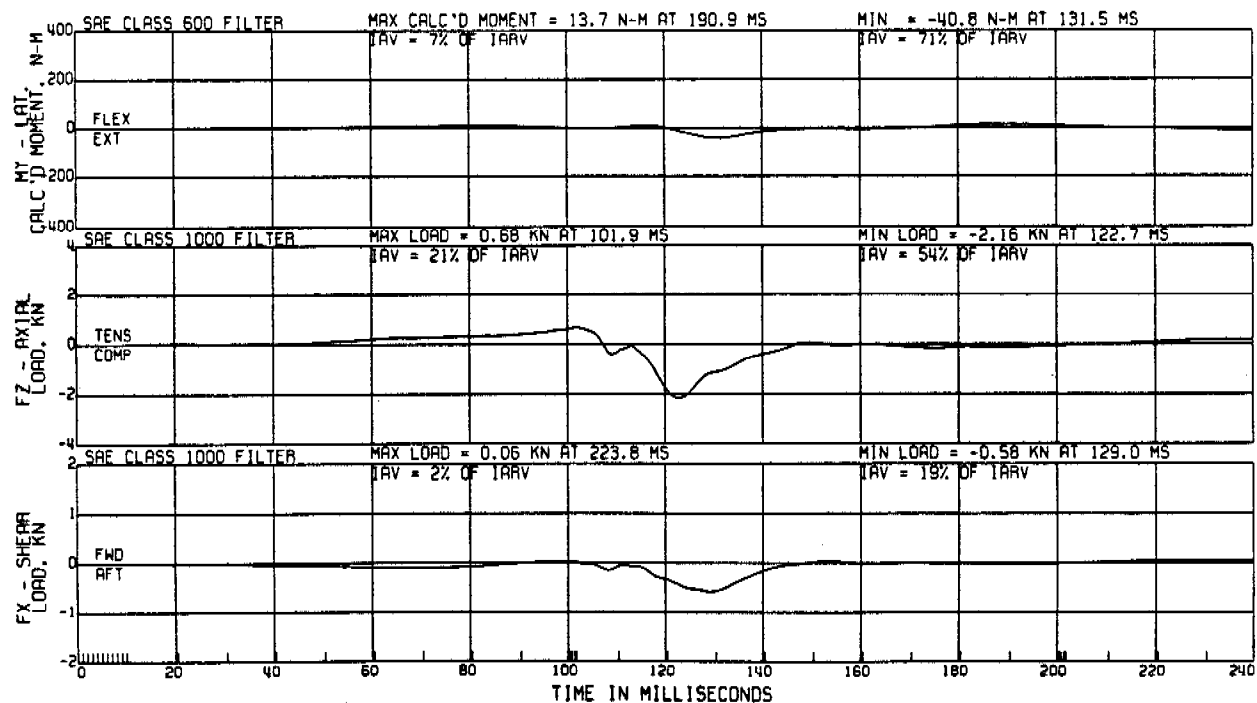
9 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR L. FRT NECK LOADING ON HEAD, UPPER LOAD ATD TYPE: GM50H
 ELEC DATA L. FRT NECK LOADING ON HEAD TEST DATE:01/28/1998



10 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR NECK LOADING ON HEAD ATD TYPE: GM50H
 ELEC DATA L. FRT NECK LOADING ON HEAD TEST DATE:01/28/1998



11 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-000A

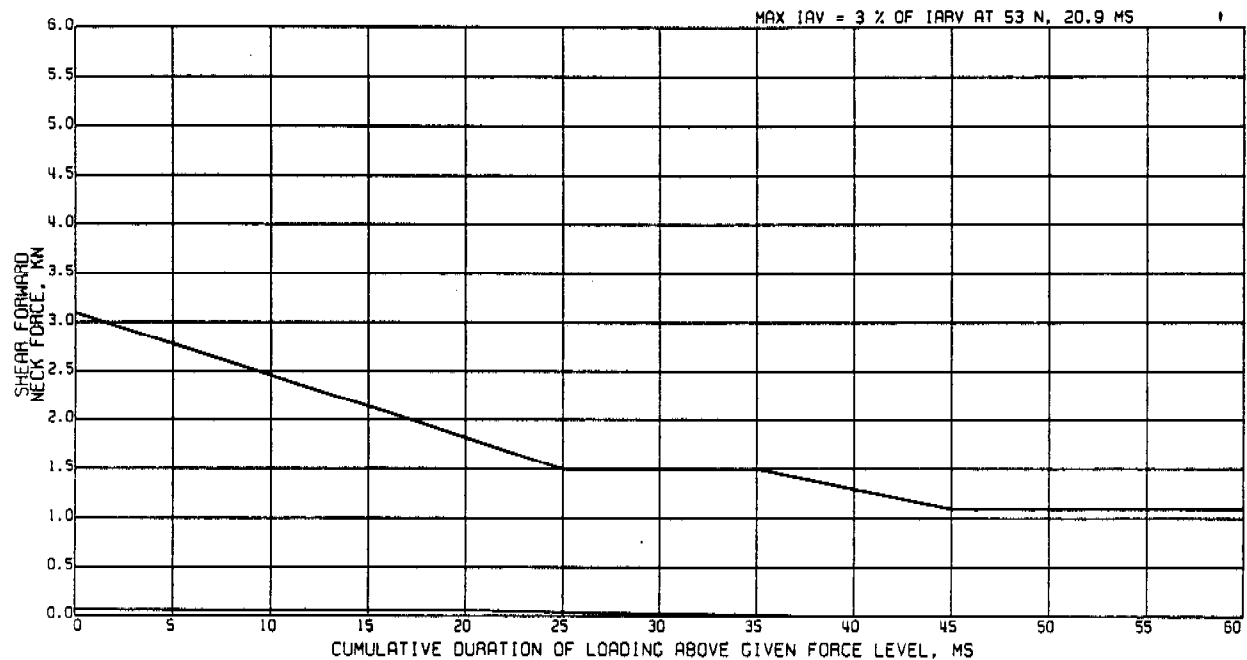
FORWARD NECK SHEAR ON HEAD,

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 1000

TEST DATE:01/28/1998

L. FRT INJURY REFERENCE



12 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-000A

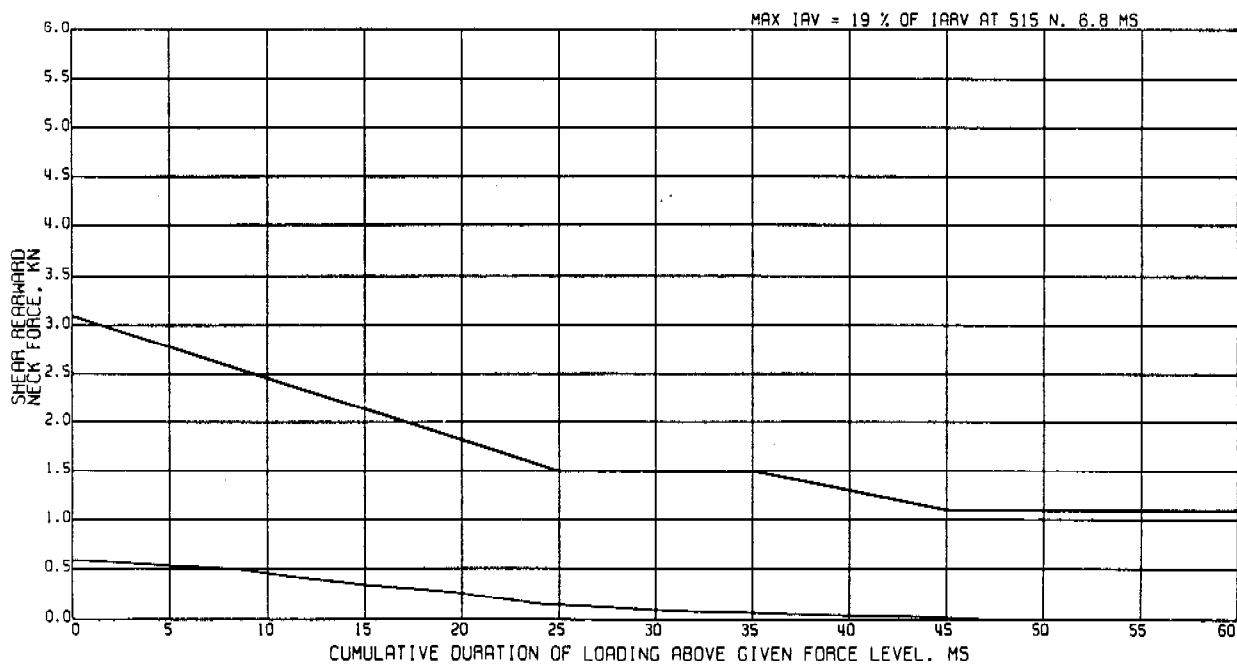
REARWARD NECK SHEAR ON HEAD,

ATD TYPE: GM50H

ELEC DATA, SAE CLASS 1000

TEST DATE:01/28/1998

L. FRT INJURY REFERENCE



13 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

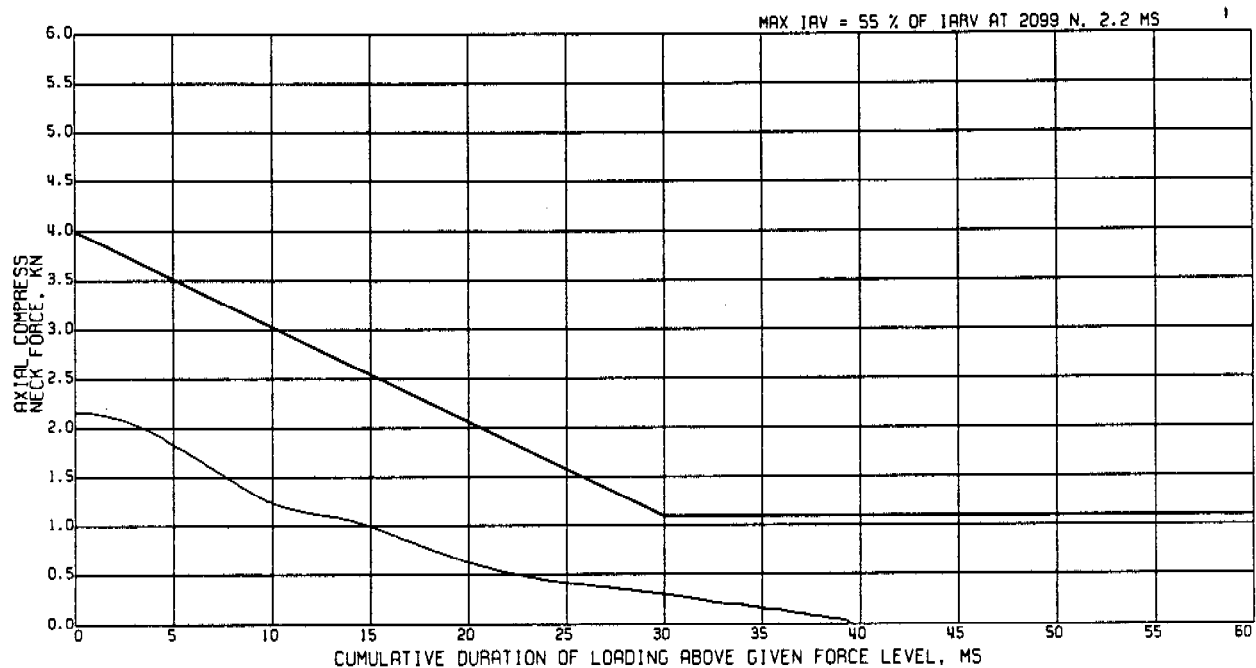
AXIAL COMPRESSION ON HEAD,

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000

L. FRT INJURY REFERENCE



14 PROCESSED 1/28/1998 15:12 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

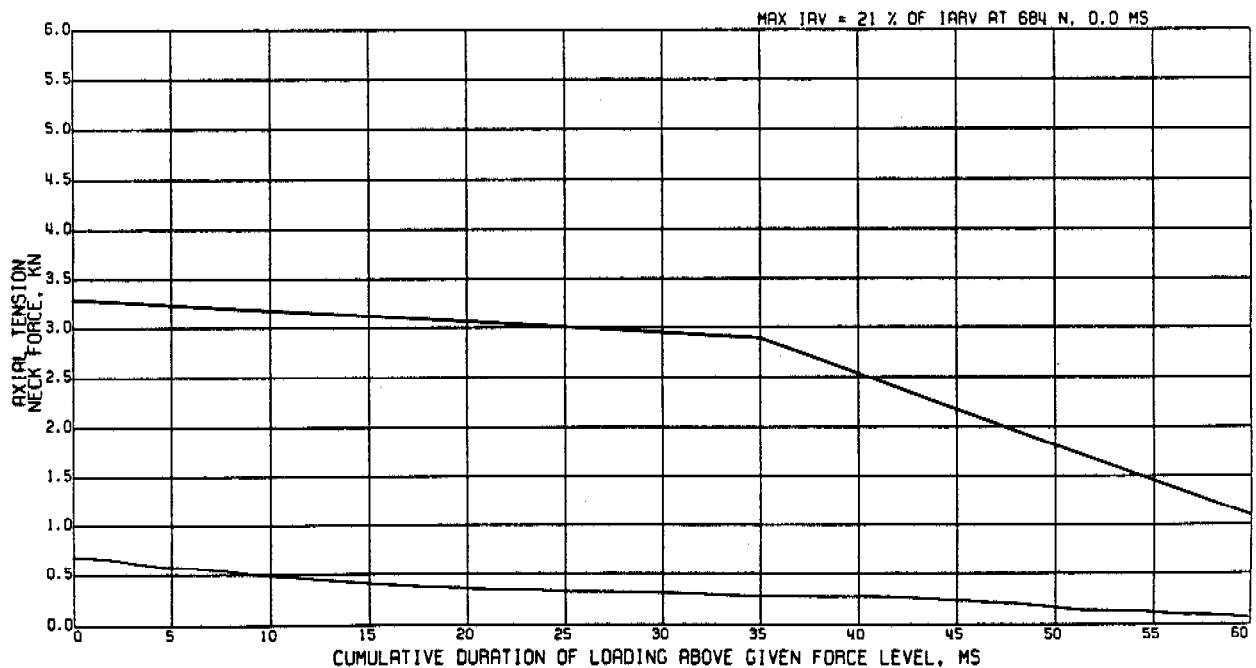
AXIAL TENSION ON HEAD,

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000

L. FRT INJURY REFERENCE



15 PROCESSED 1/28/1998 15:12 V2.07

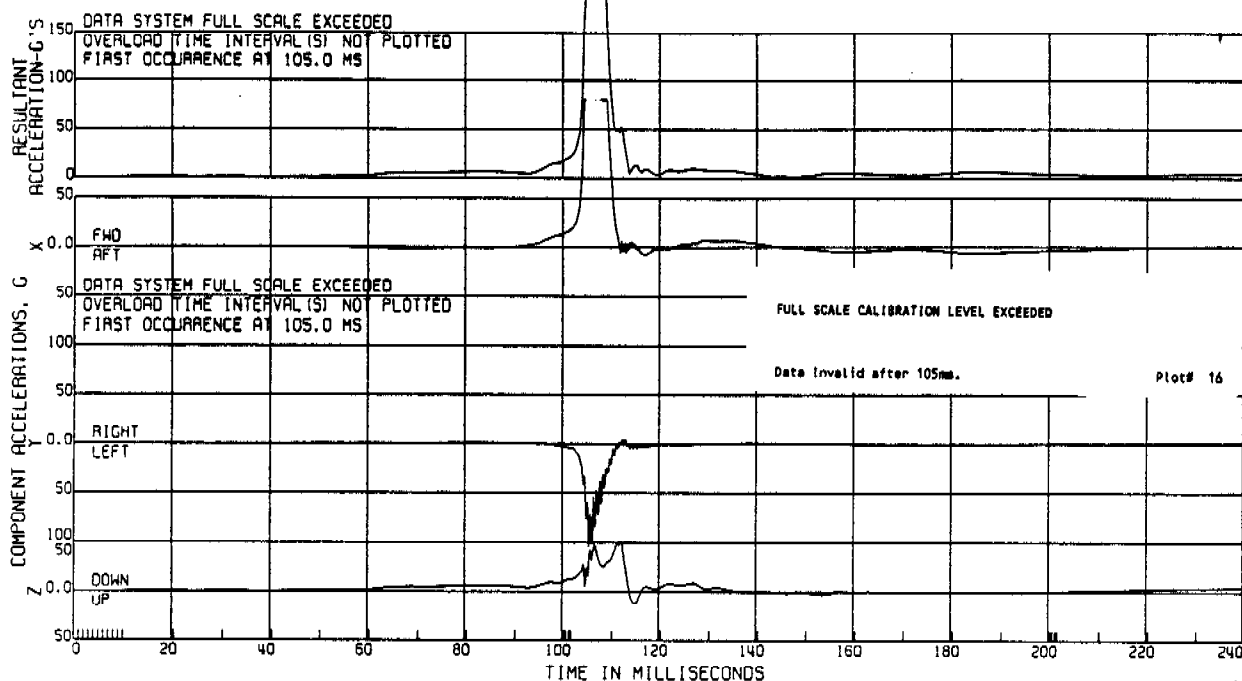
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 1000

R. FAT HEAD ACCEL.
(HIC 1 LIMITED TO 15MS)

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



16 PROCESSED 1/28/1998 15:12 V2.07

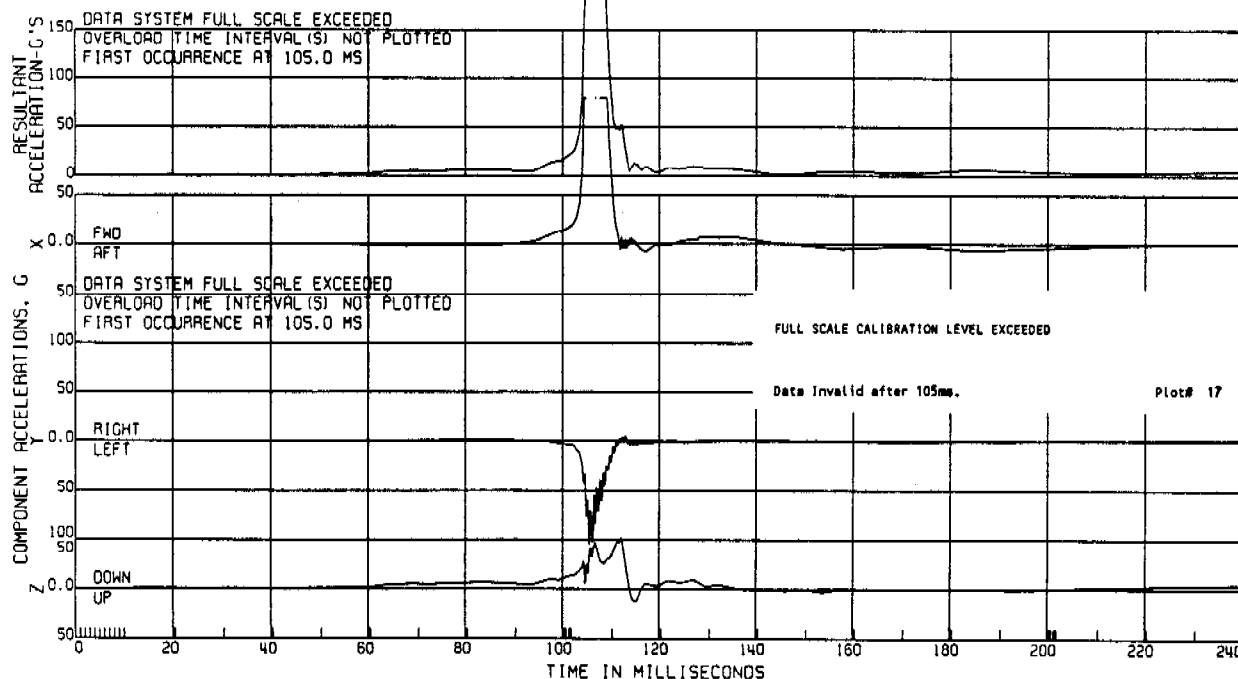
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 1000

R. FAT HEAD ACCEL.
(HIC 1 LIMITED TO 36MS)

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



17 PROCESSED 1/28/1998 15:13 V2.07

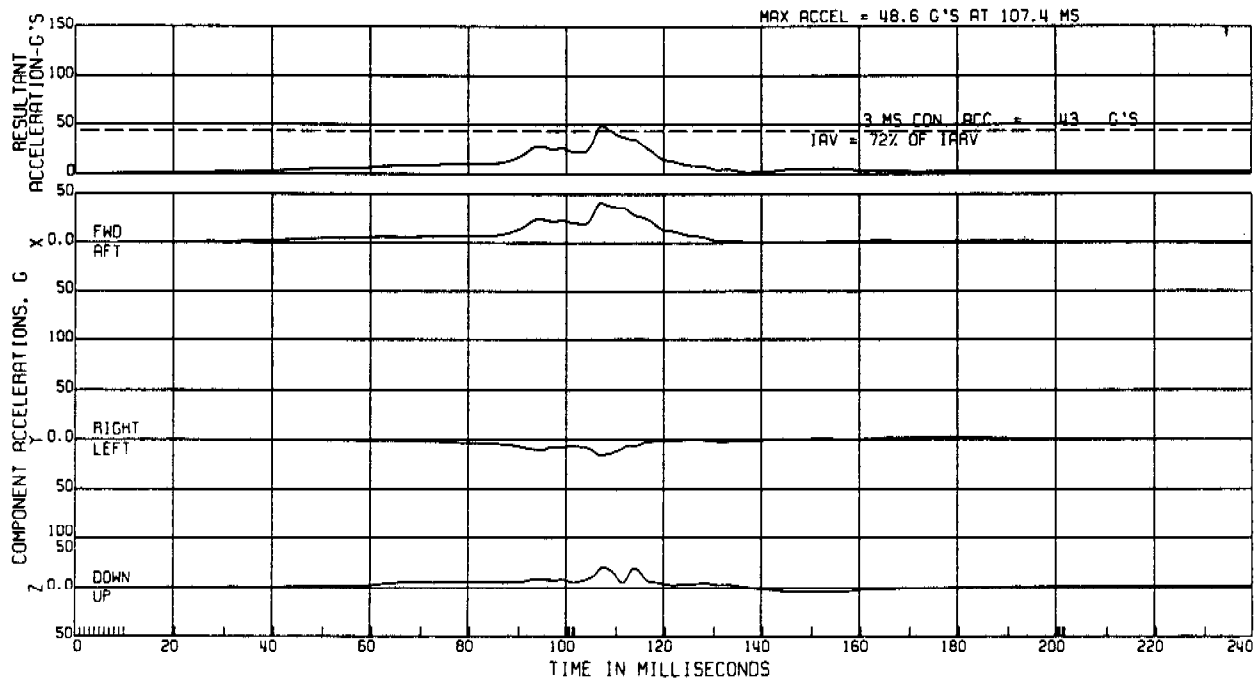
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 180

R. FRT CHEST ACCEL.

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



18 PROCESSED 1/28/1998 15:13 V2.07

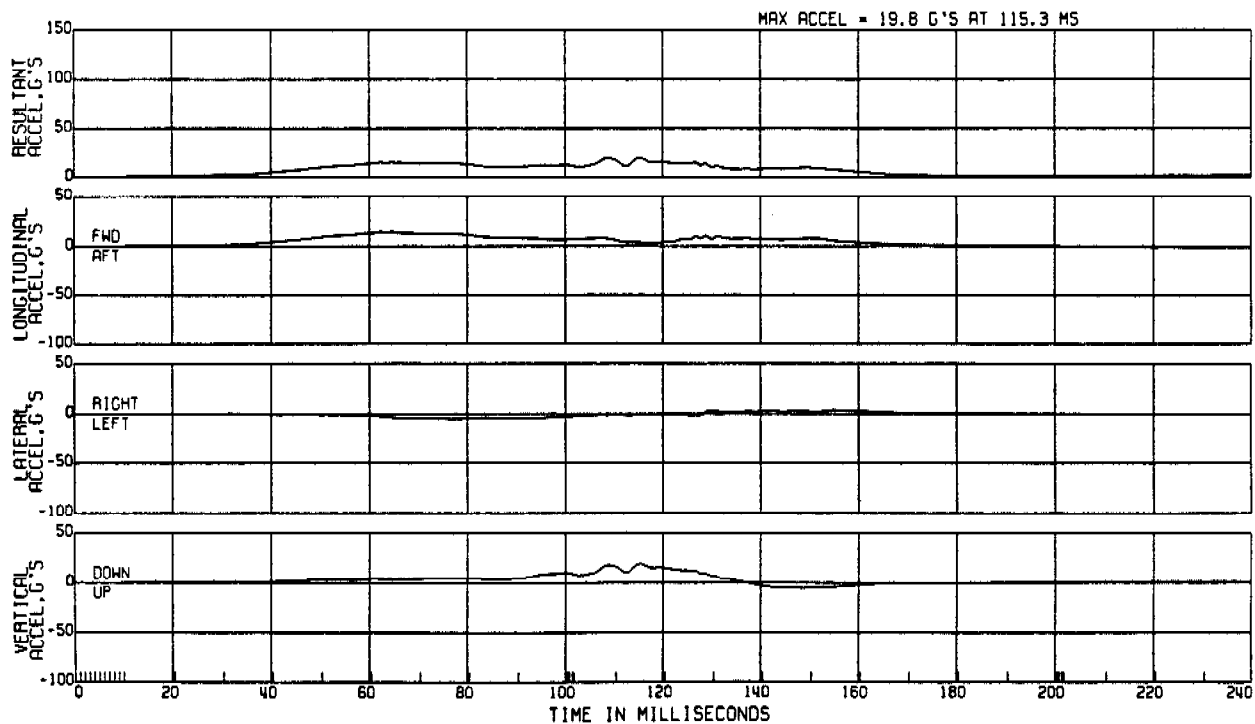
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 1000

R. FRT PELVIC ACCEL.

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



19 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

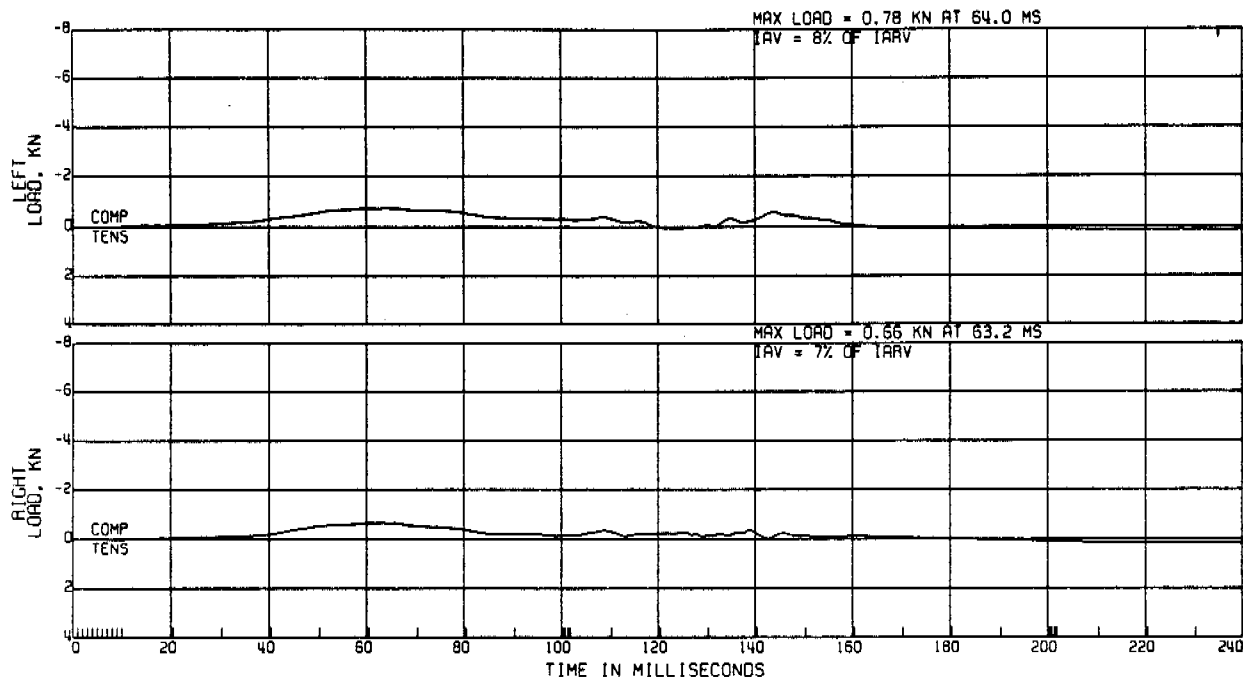
SC 1JW99326 4-000R

R. FAT FEMUR LOAD

ATO TYPE: GM50H

ELEC DATA, SAE CLASS 600

TEST DATE:01/28/1998



20 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000R

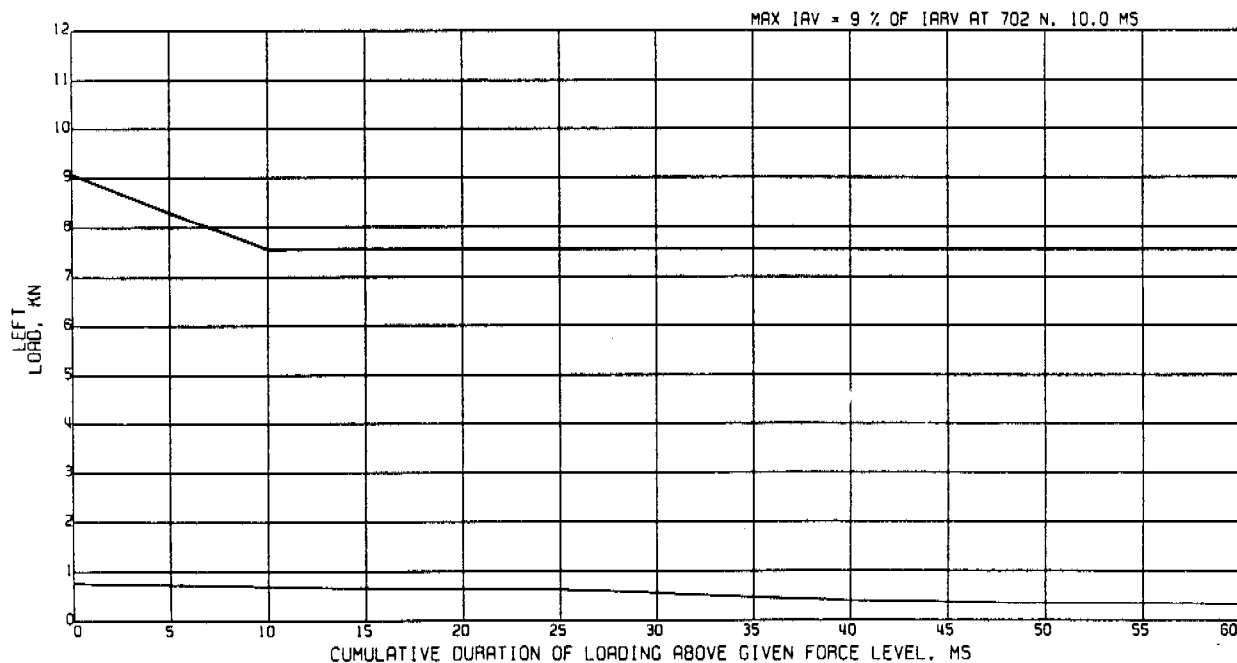
R. FAT FEMUR LOAD

ATO TYPE: GM50H

ELEC DATA, SAE CLASS 600

DURATION ASSESSMENT

TEST DATE:01/28/1998



21 PROCESSED 1/28/1998 15:13 V2.07

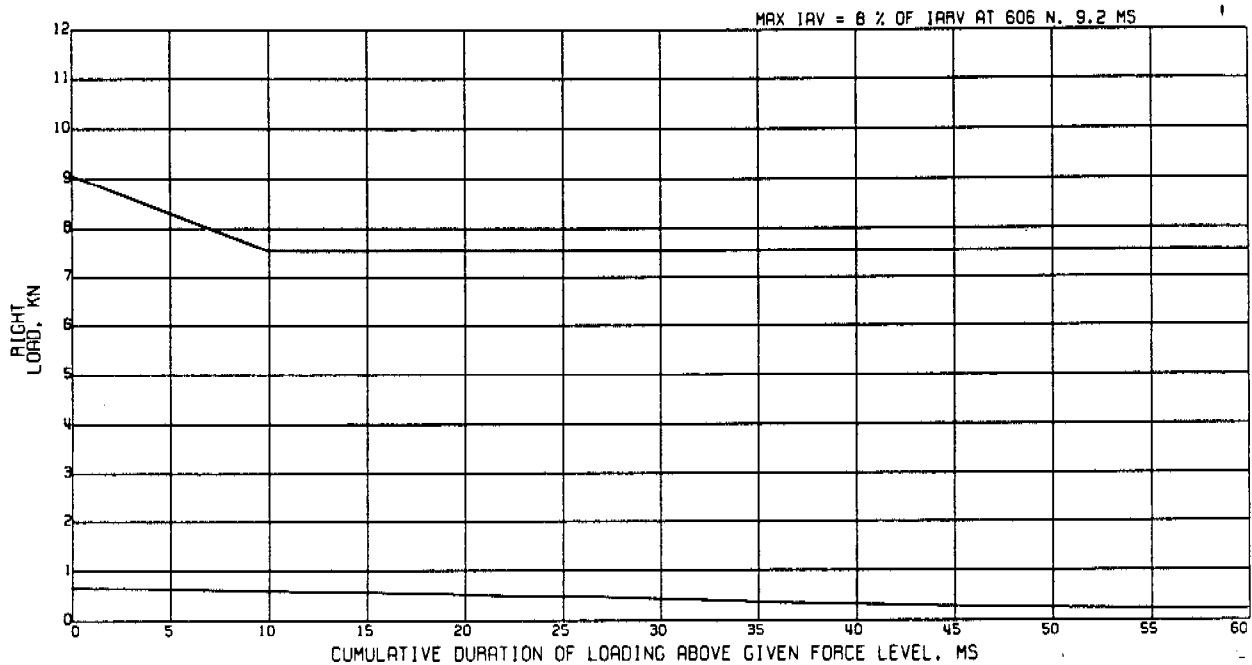
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 600

R. FRT FEMUR LOAD
DURATION ASSESSMENT

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



22 PROCESSED 1/28/1998 15:13 V2.07

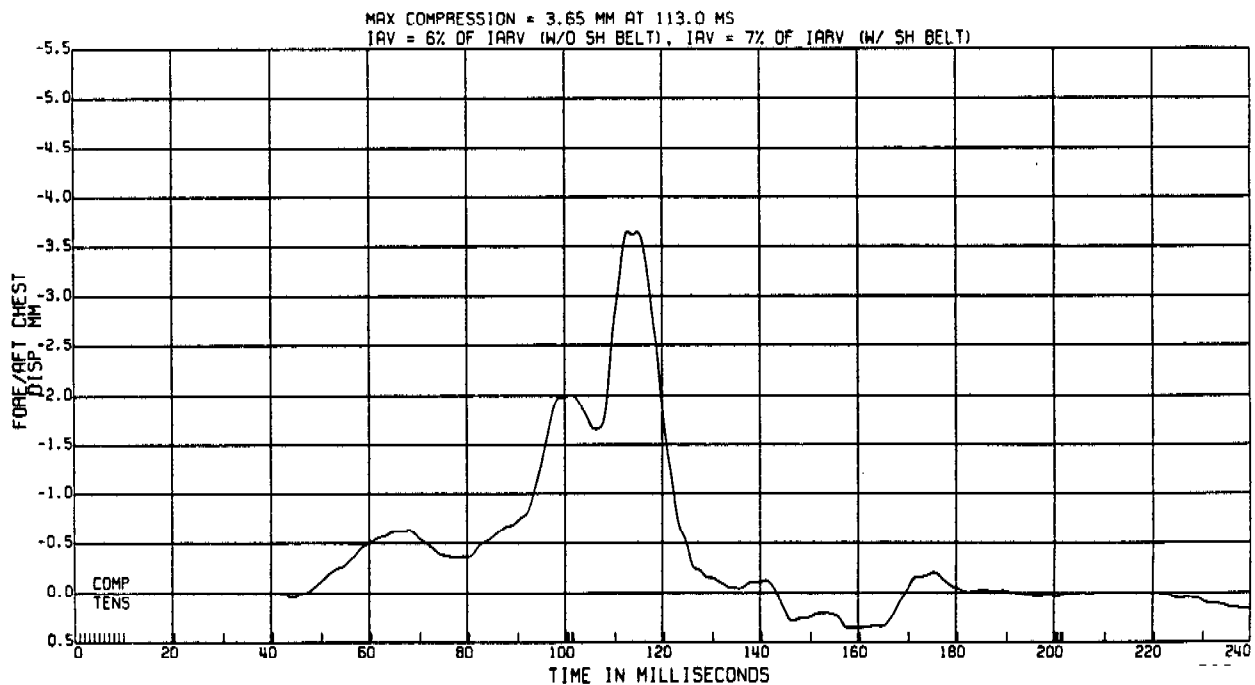
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA, SAE CLASS 180

R. FRT CHEST DISP. TEMP AT 67.8°F
NORMALIZED TO 70.7°F & PART 572 CORRIDOR

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



23 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

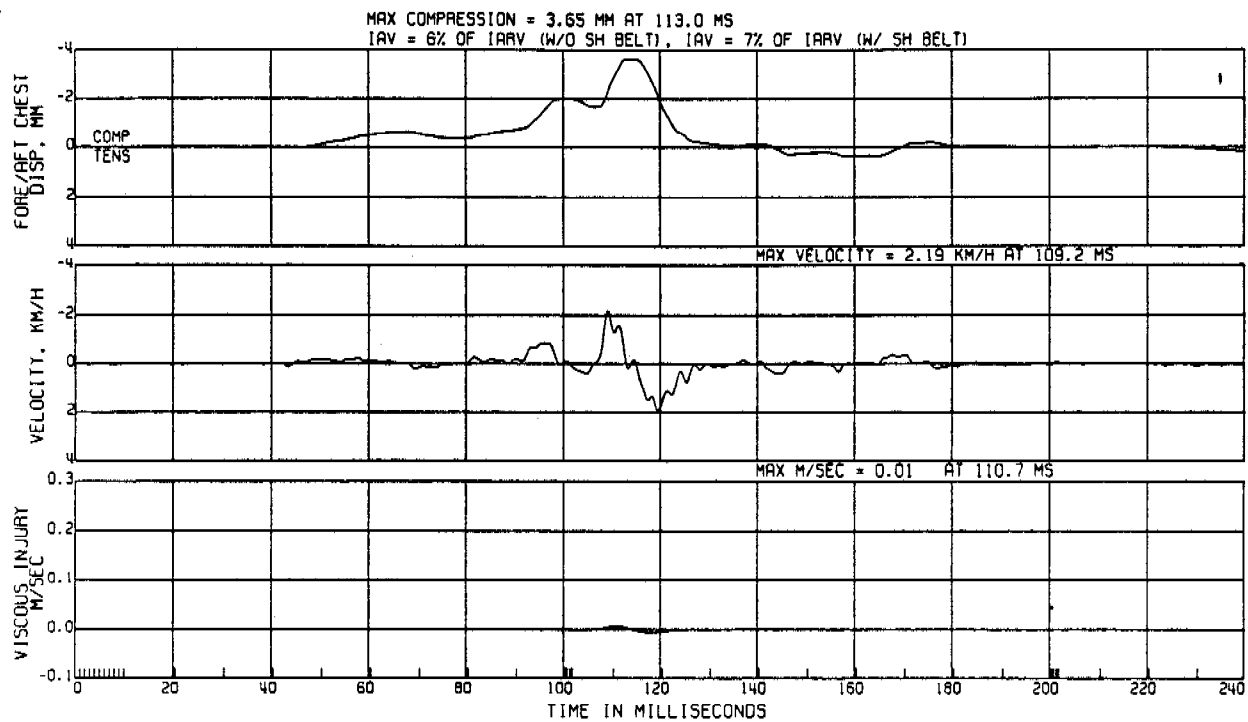
R. FRT CHEST COMPRESSIVE DISP.

ATD TYPE: CM50H

ELEC DATA, SAE CLASS 180

NORMALIZED, W/CALC VEL & VISCOUS INJURY

TEST DATE:01/28/1998



24 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

81.0KM/H

SC

1JW99326 4-DOOR

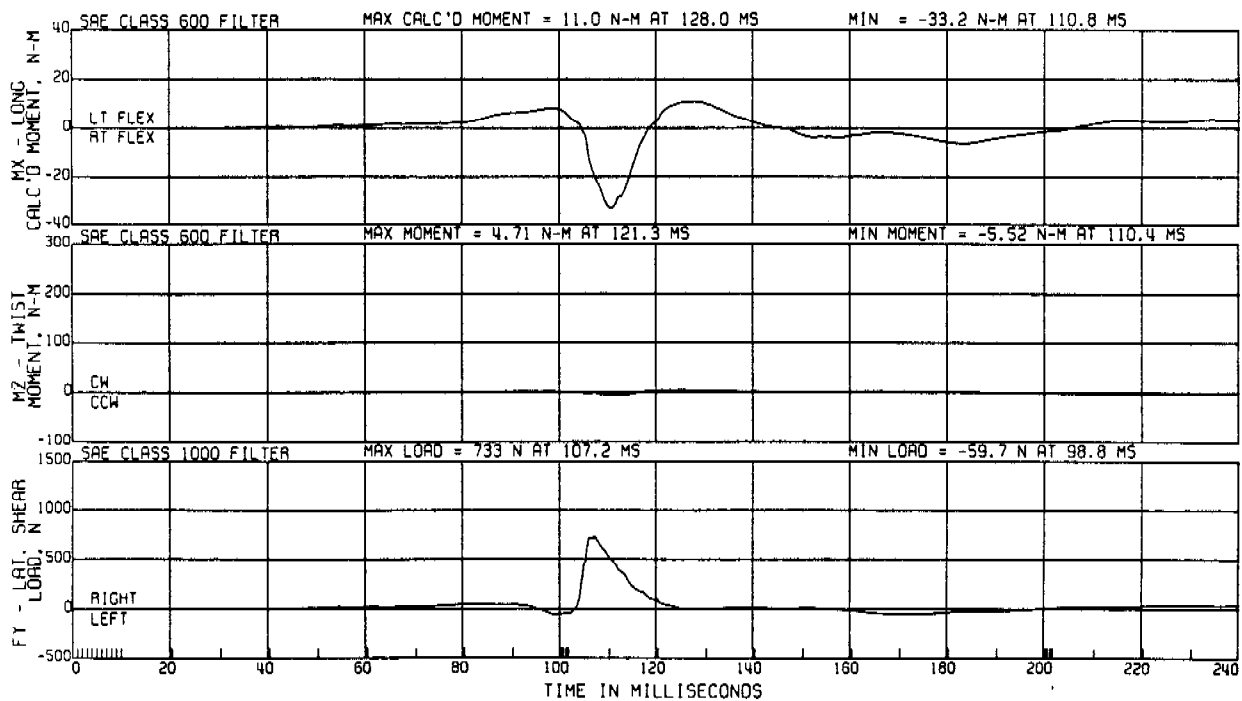
R. FRT NECK LOADING ON HEAD, UPPER LOAD

ATD TYPE: CM50H

ELEC DATA

R. FRT NECK LOADING ON HEAD

TEST DATE:01/28/1998



25 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

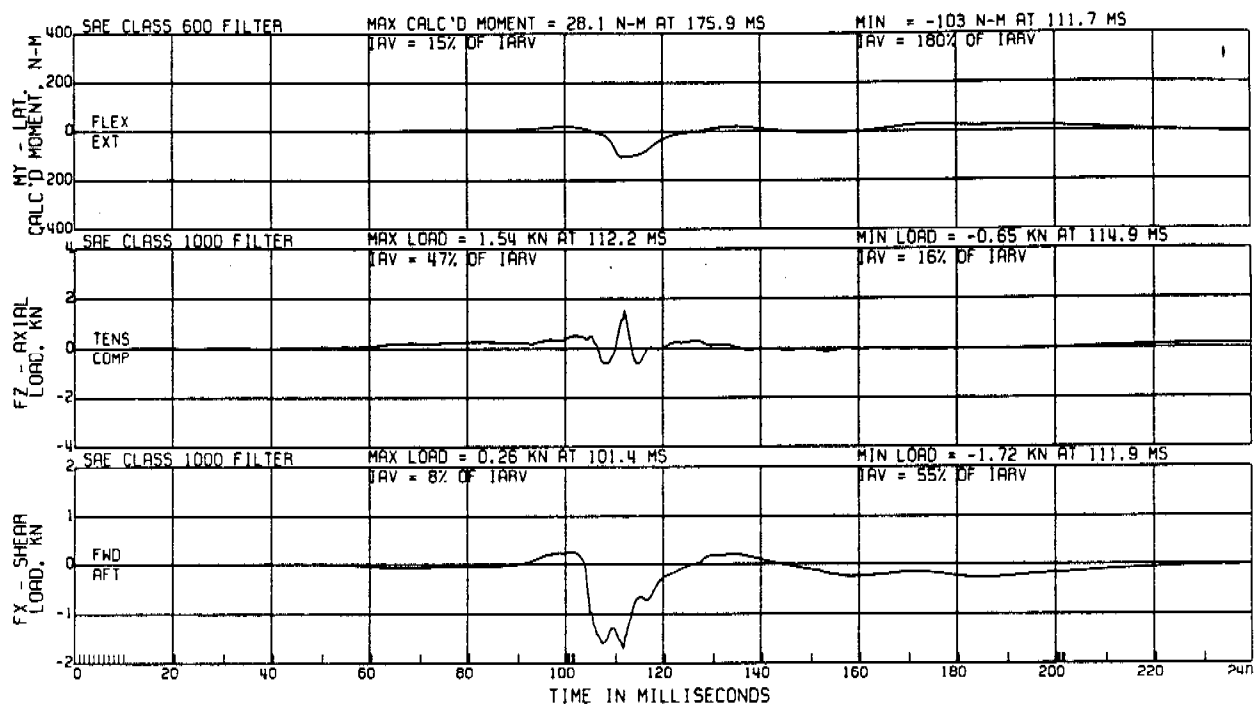
SC 1JW99326 4-DOOR

NECK LOADING ON HEAD

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

ELEC DATA

R. FRT NECK LOADING ON HEAD



26 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

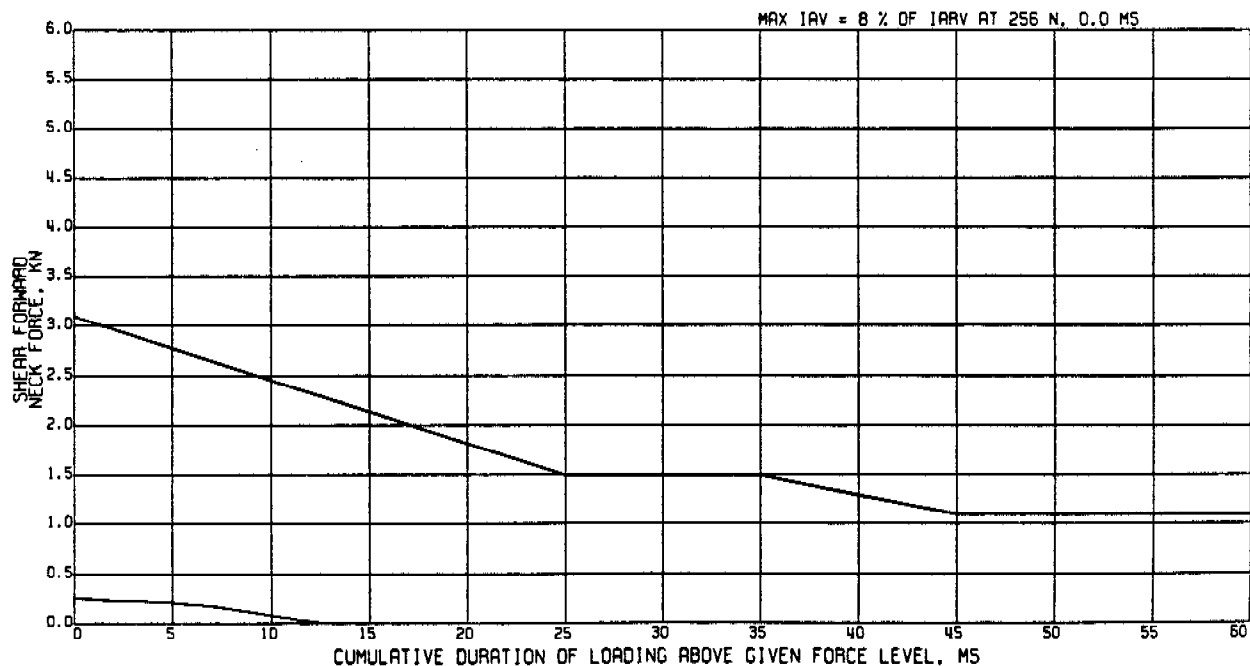
SC 1JW99326 4-DOOR

FORWARD NECK SHEAR ON HEAD,

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

ELEC DATA, SAE CLASS 1000

R. FRT INJURY REFERENCE



27 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

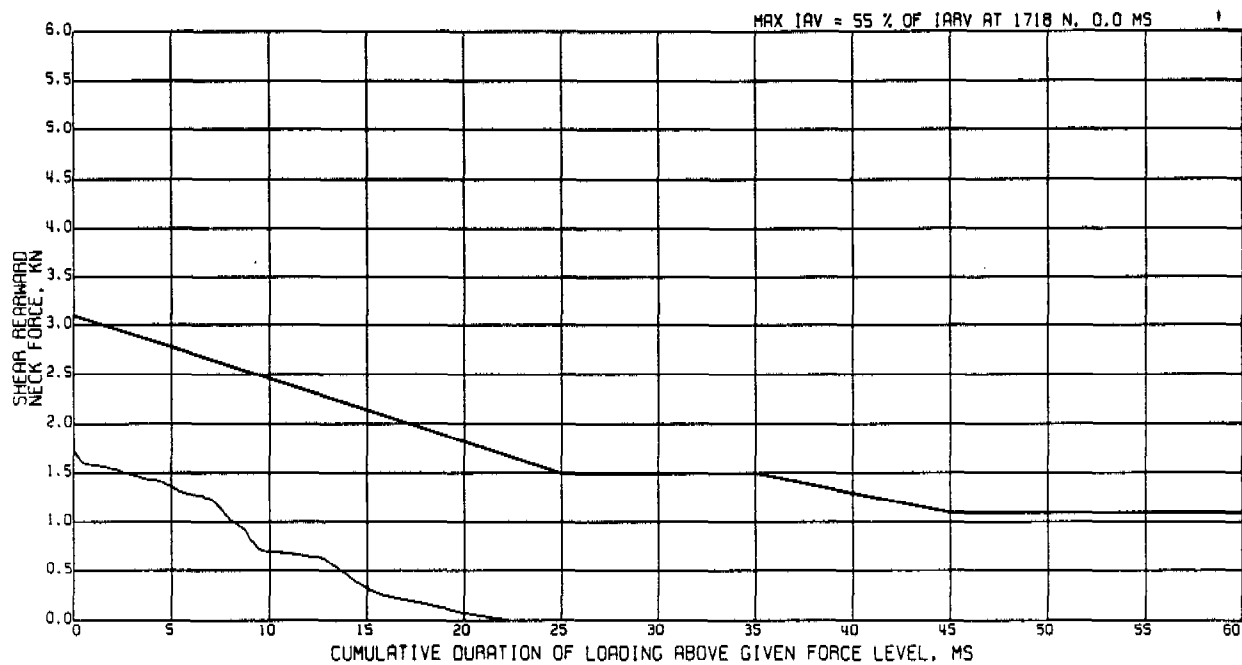
81.0KM/H

SC
ELEC DATA, SAE CLASS 1000

REARWARD NECK SHEAR ON HEAD.

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

R. FRT INJURY REFERENCE



C11829 R.REAR IMP 70% OVERLAP

LTV MOB TO STATIONARY VEHICLE

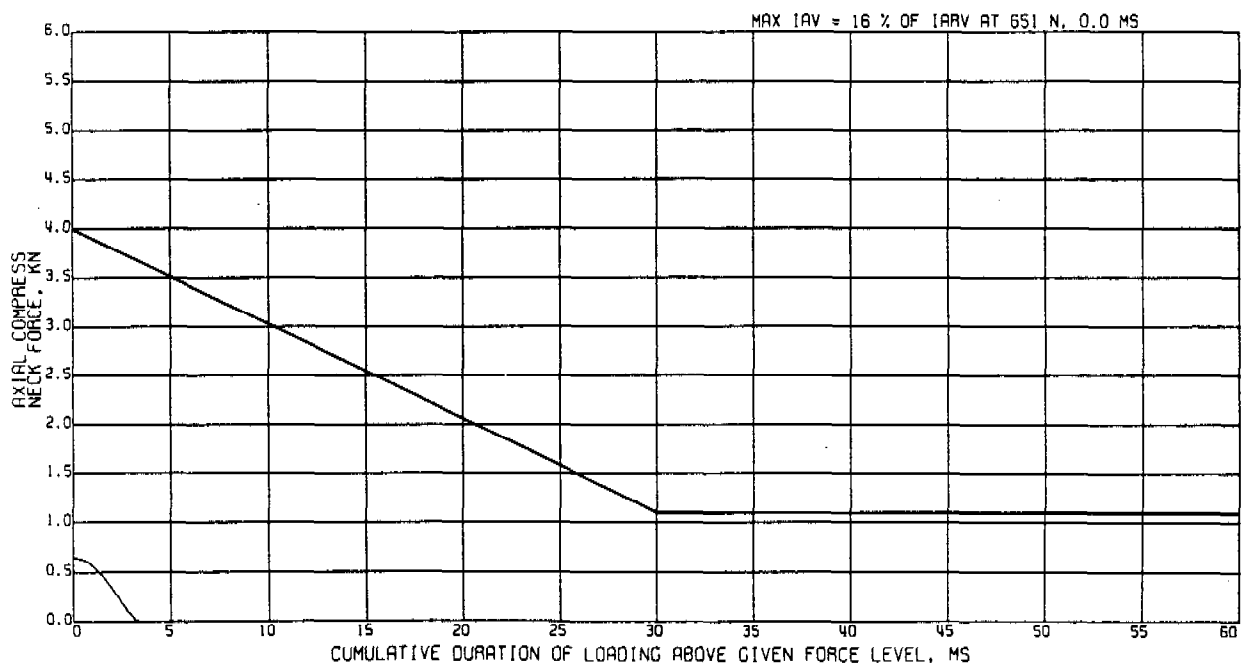
81.0KM/H

SC
ELEC DATA, SAE CLASS 1000

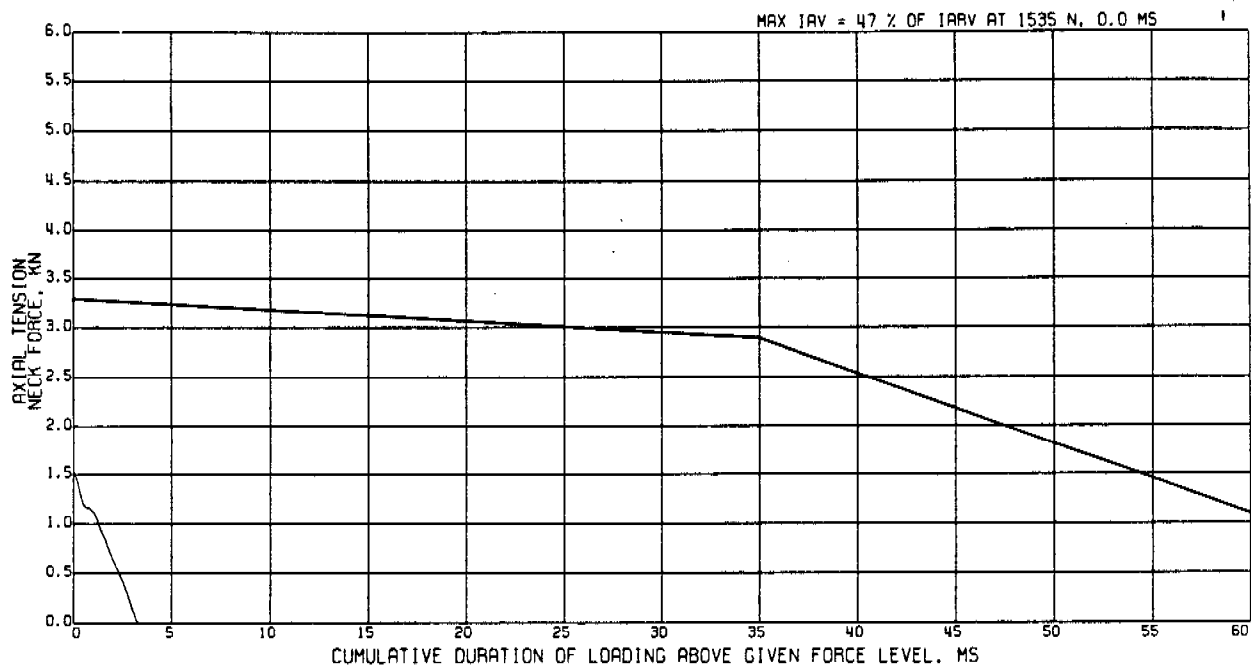
AXIAL COMPRESSION ON HEAD.

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

R. FRT INJURY REFERENCE

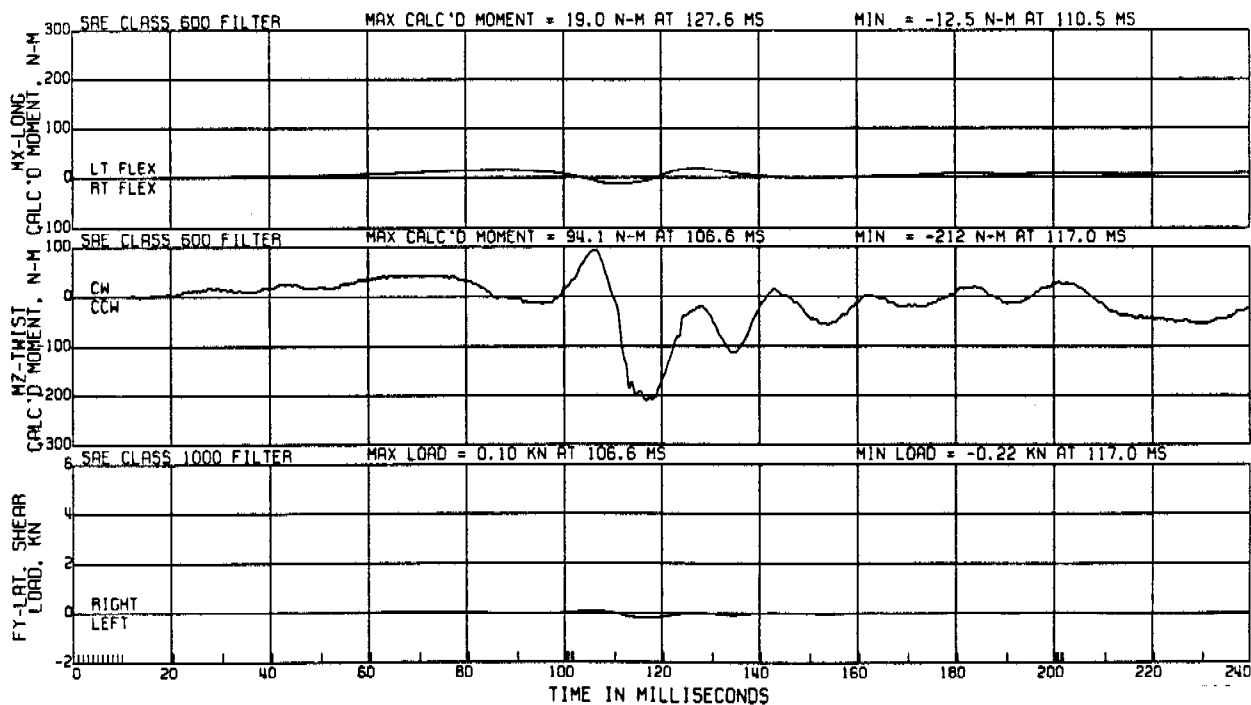


C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR AXIAL TENSION ON HEAD, ATD TYPE: GM50H
 ELEC DATA, SAE CLASS 1000 R. FRT INJURY REFERENCE TEST DATE:01/28/1998



30 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR L. FRT NECK LOADING LOAD ATD TYPE: GM50H
 ELEC DATA (TORSO ON BASE OF NECK) TEST DATE:01/28/1998



31 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC
ELEC DATA

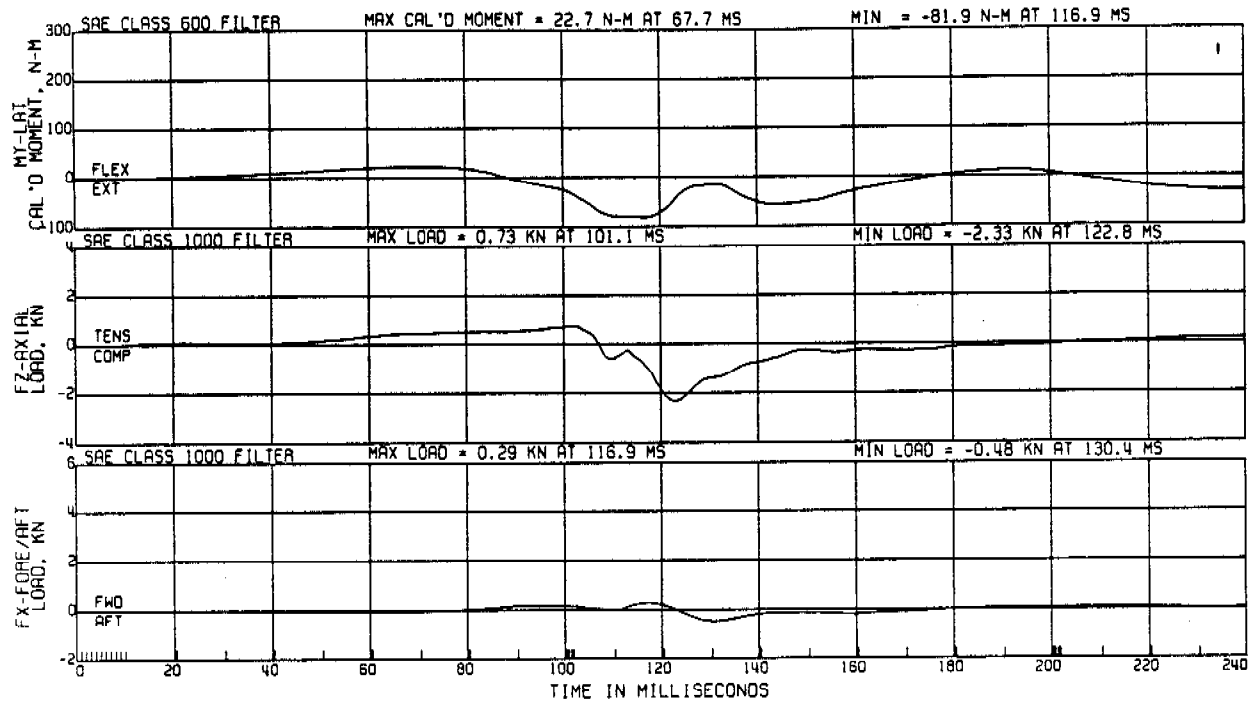
1JW99326 4-DOOR

L. FRT NECK LOADING LOAD

(TORSO ON BASE OF NECK)

ATD TYPE: GM50H

TEST DATE:01/28/1998



32 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

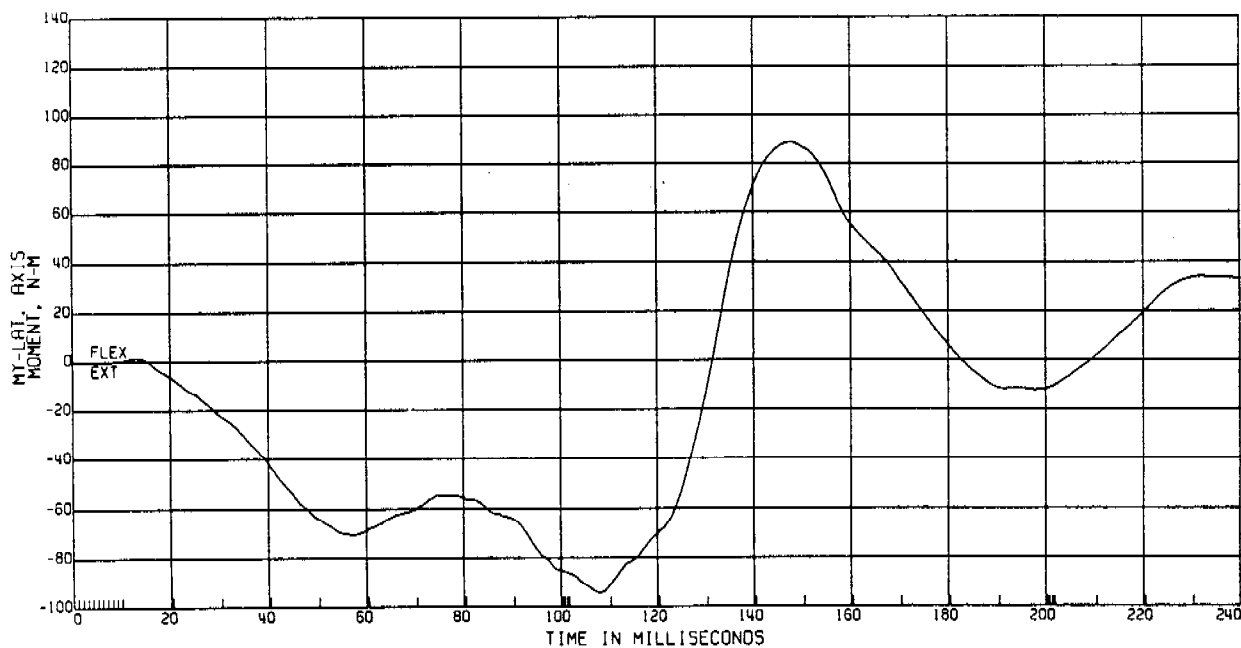
1JW99326 4-DOOR

L. FRT LOWER LUMBAR MOMENT

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000



33 PROCESSED 1/28/1998 15:13 V2.07

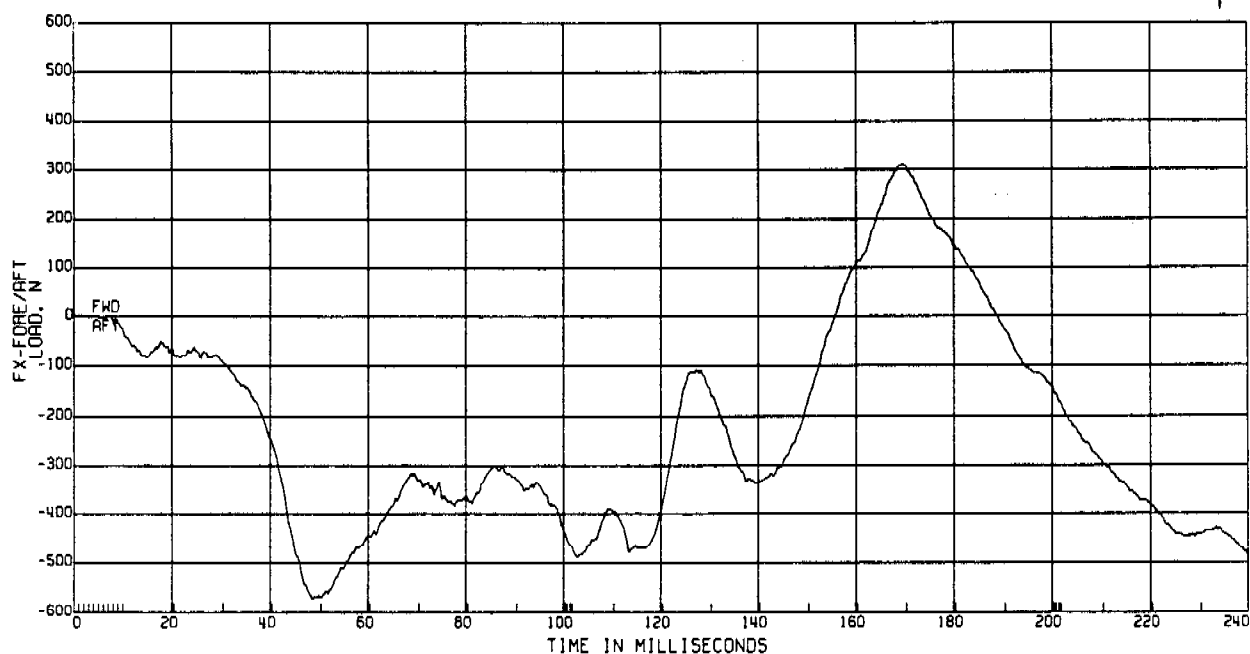
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000R
ELEC DATA, SAE CLASS 1000

L. FRT LOWER LUMBAR LOAD

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



34 PROCESSED 1/28/1998 15:13 V2.07

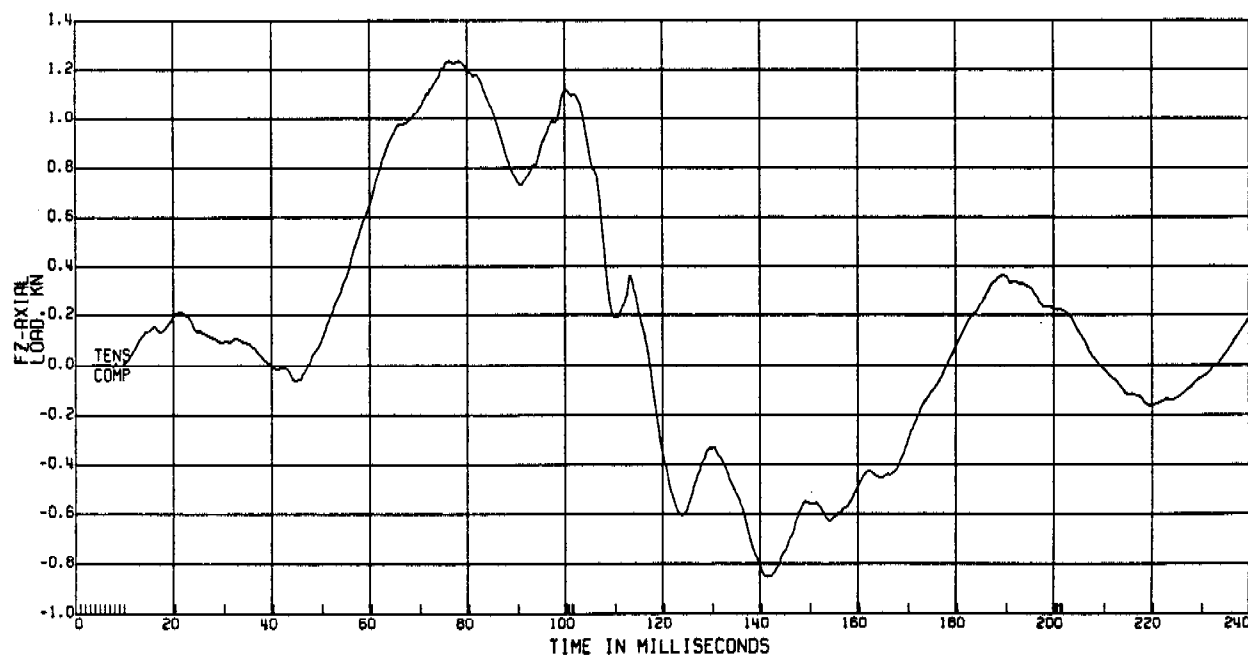
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000R
ELEC DATA, SAE CLASS 1000

L. FRT LOWER LUMBAR LOAD

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



35 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

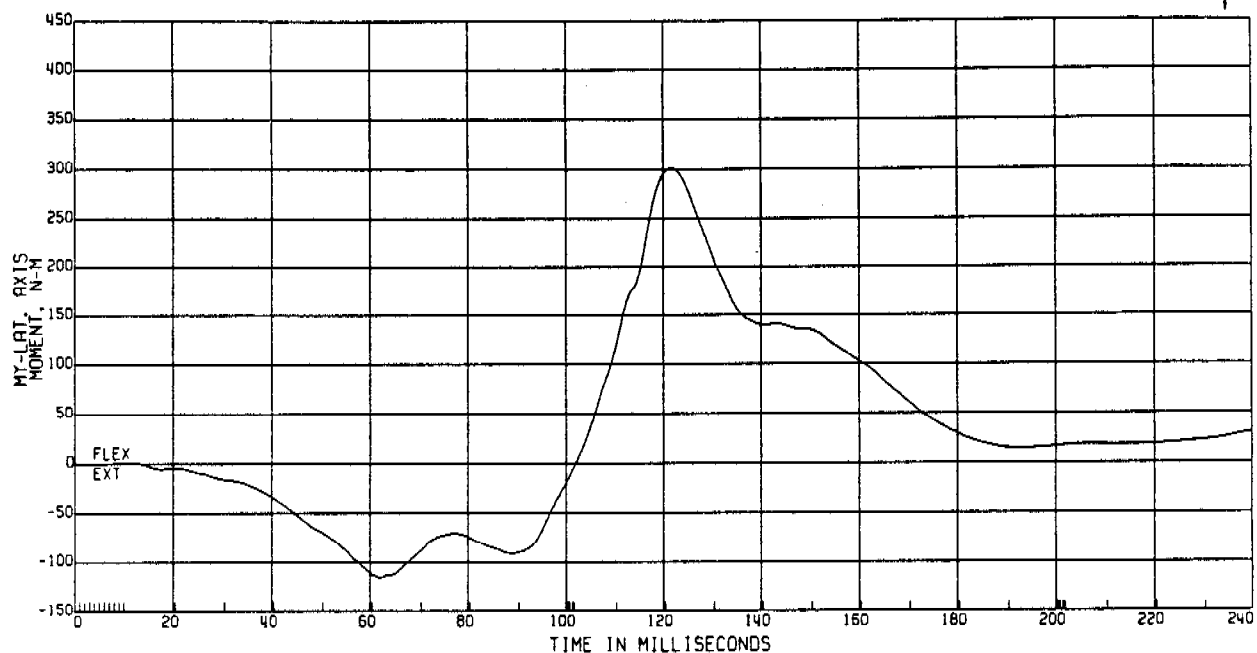
1JW99326 4-DOOR

R. FRT LOWER LUMBAR MOMENT

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000



36 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC

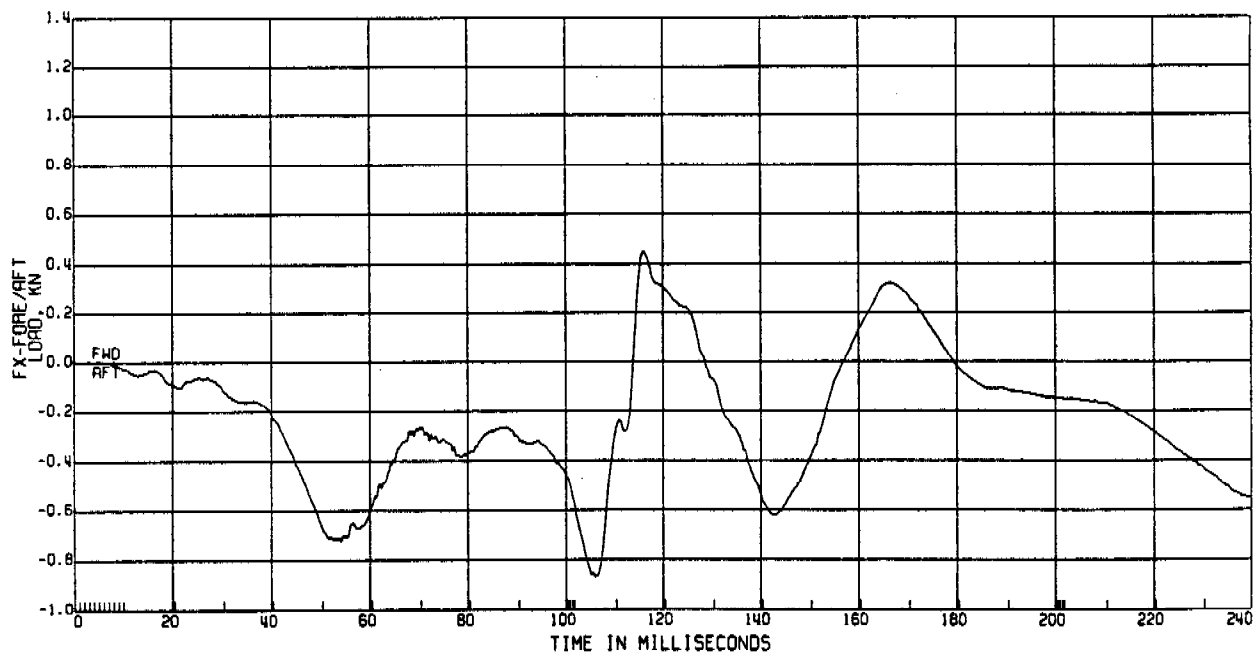
1JW99326 4-DOOR

R. FRT LOWER LUMBAR LOAD

ATD TYPE: GM50H

TEST DATE:01/28/1998

ELEC DATA, SAE CLASS 1000



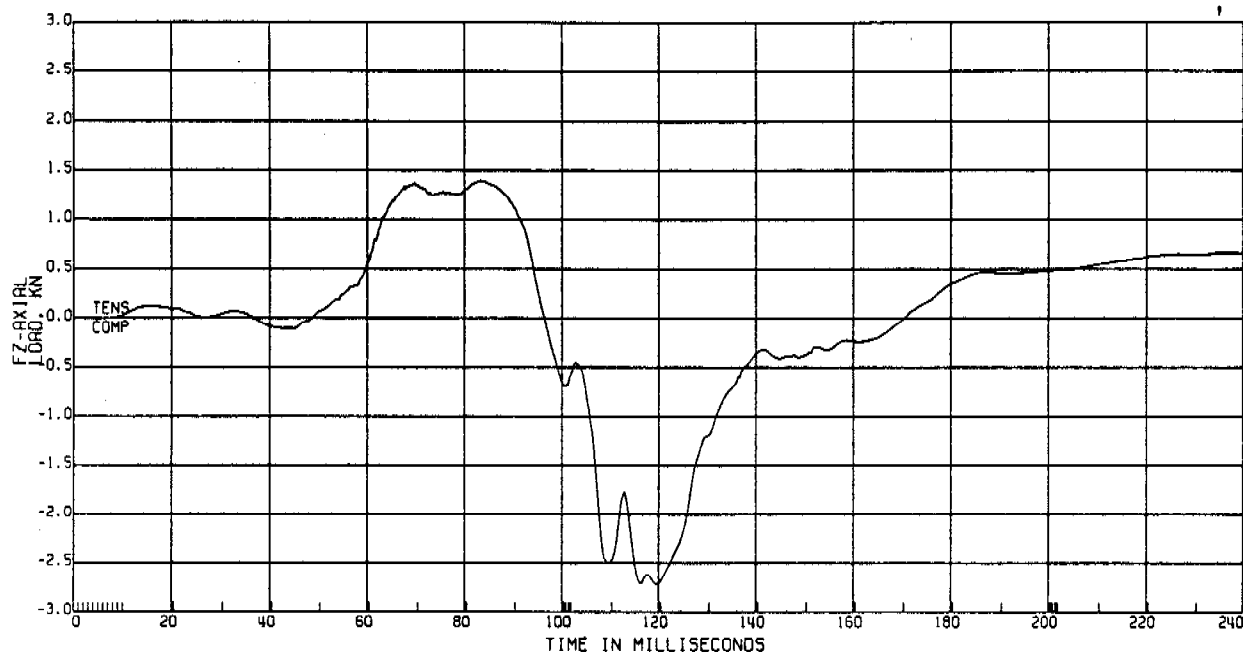
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000R
ELEC DATA, SAE CLASS 1000

R. FRT LOWER LUMBAR LOAD

ATO TYPE: CMS0H
TEST DATE:01/28/1998



38 PROCESSED 1/28/1998 15:13 V2.07

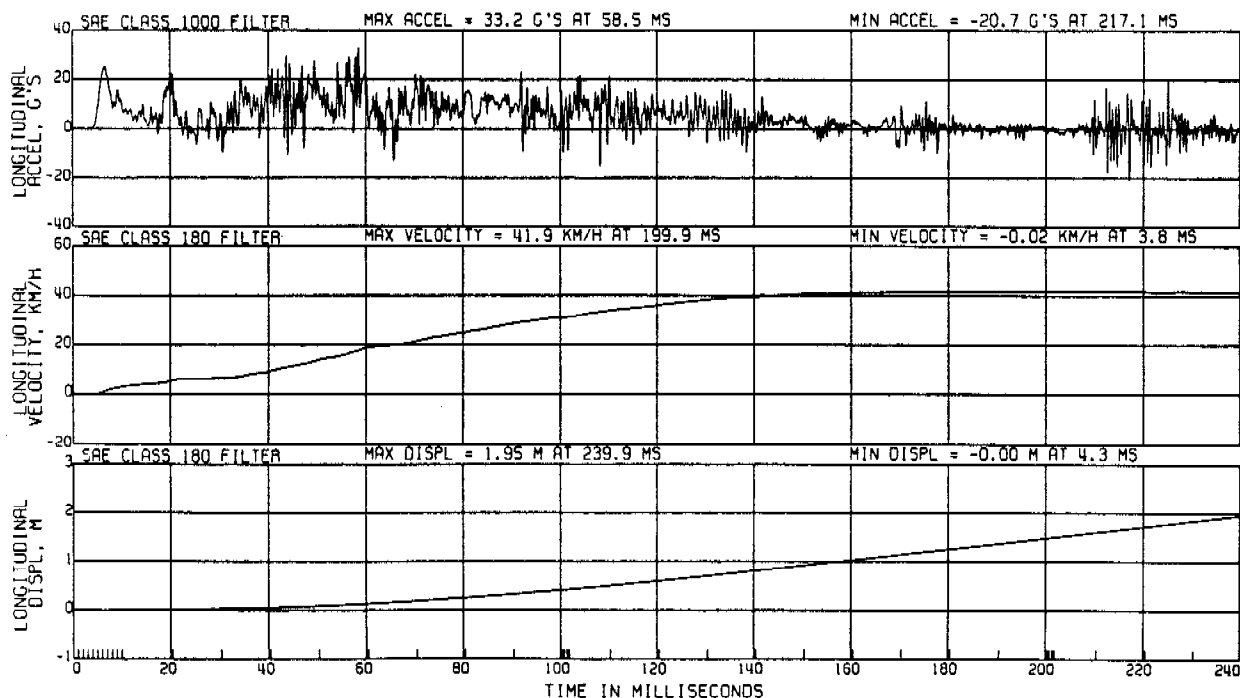
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000R
ELEC DATA

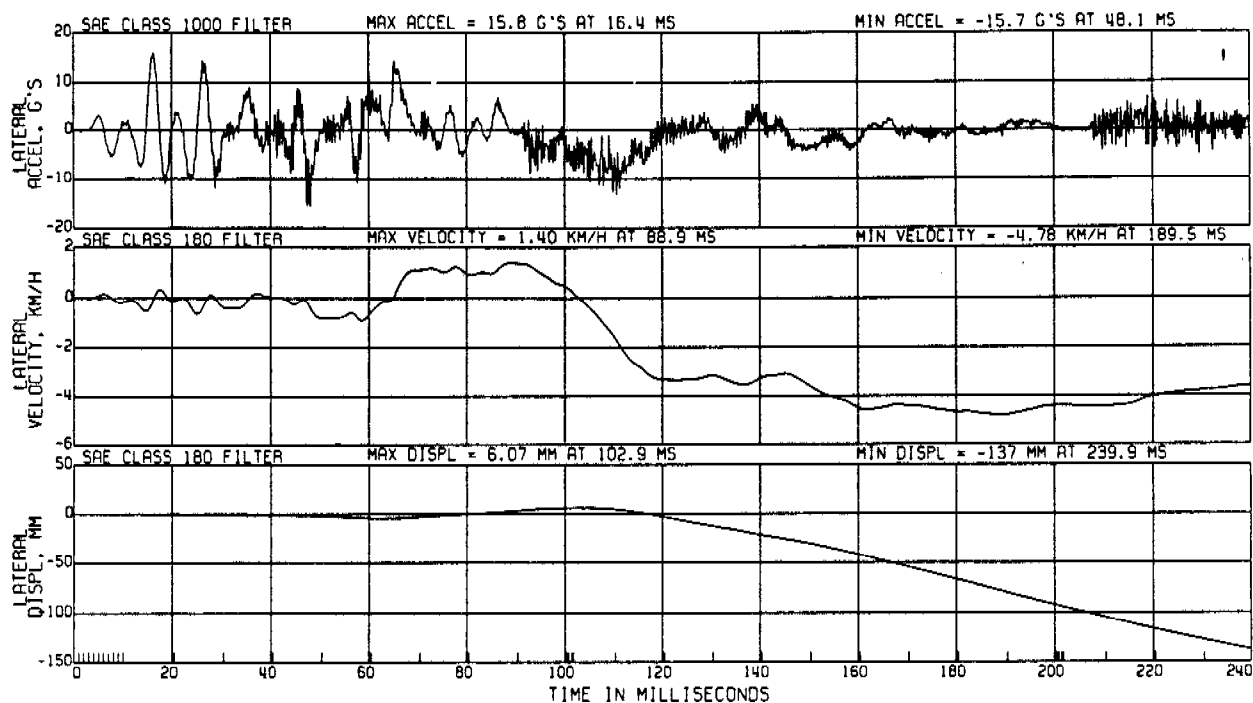
CTR FRT RAD TIE BAR

TEST DATE:01/28/1998



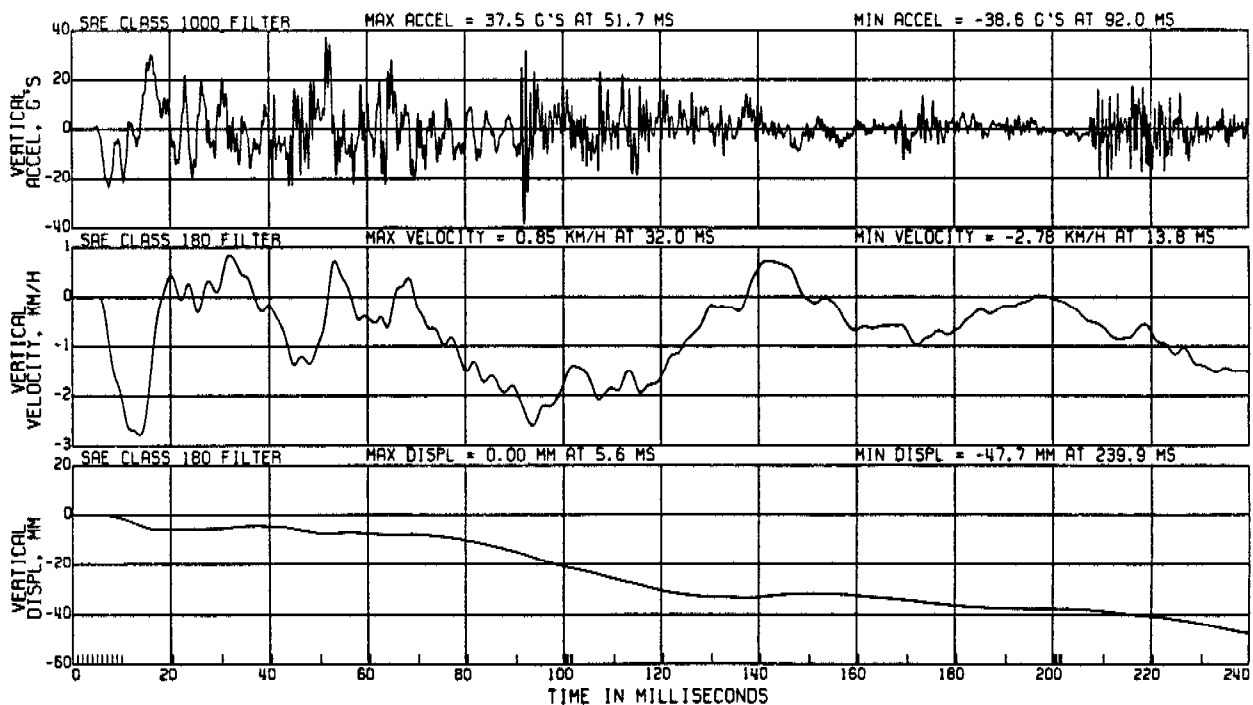
39 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR CTR FRT RAD TIE BAR TEST DATE:01/28/1998
 ELEC DATA



40 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H
 SC 1JW99326 4-DOOR CTR FRT RAD TIE BAR TEST DATE:01/28/1998
 ELEC DATA



41 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

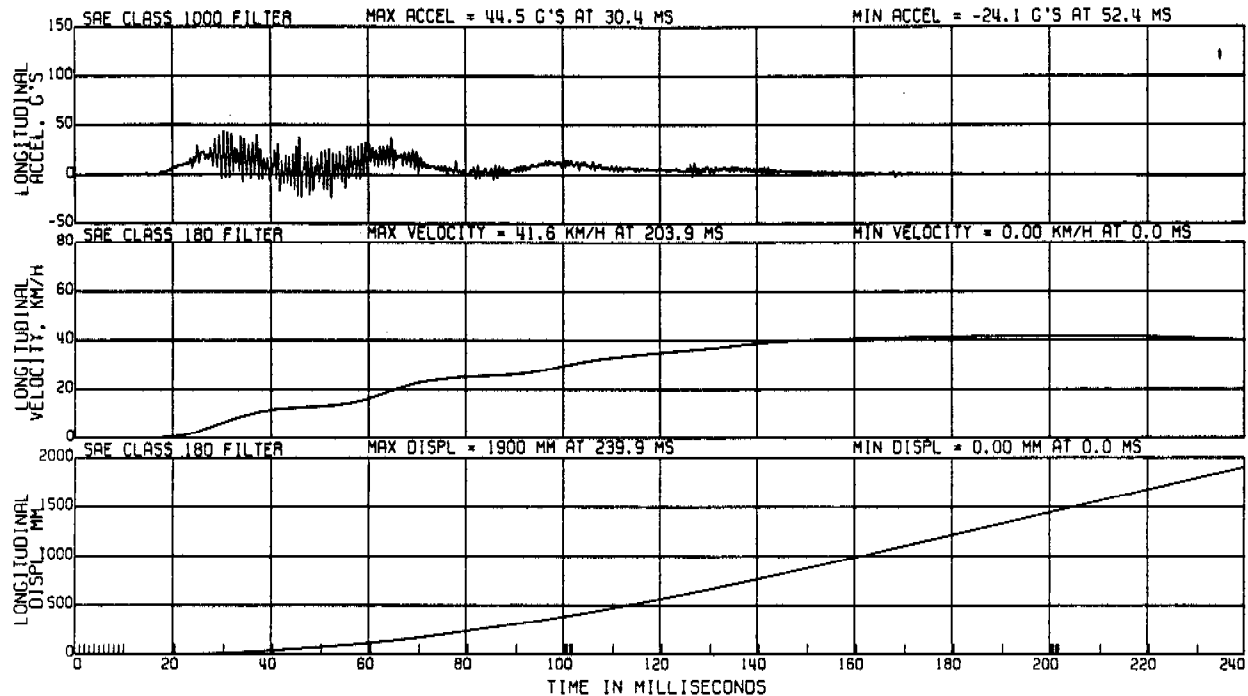
81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

UPPER ENGINE

TEST DATE:01/28/1998



42 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

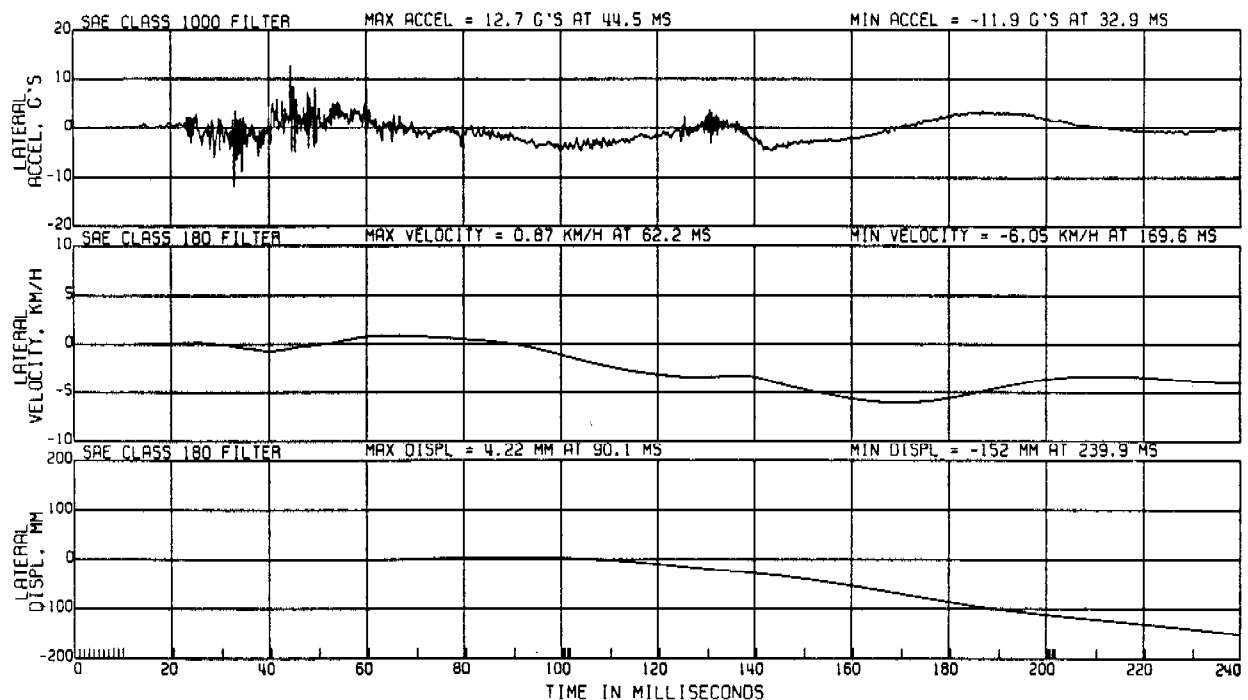
81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

UPPER ENGINE

TEST DATE:01/28/1998



43 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

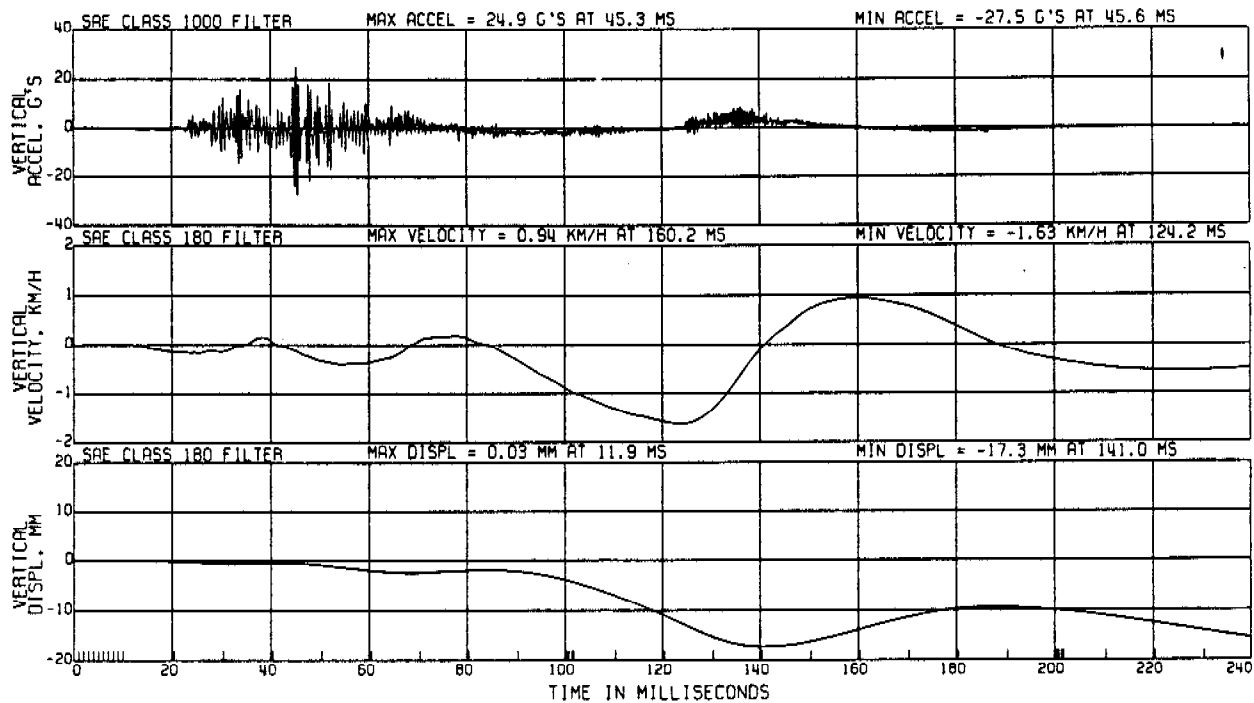
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

UPPER ENGINE

TEST DATE:01/28/1998



44 PROCESSED 1/28/1998 15:13 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

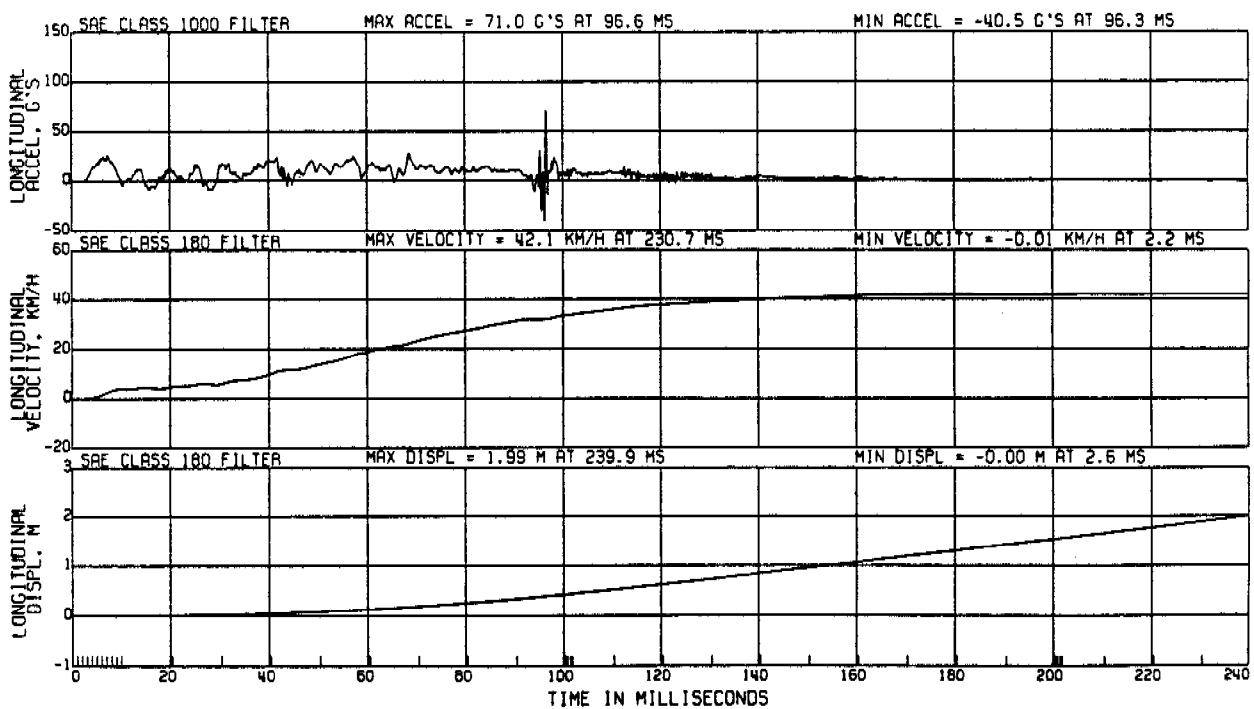
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

L. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



45 PROCESSED 1/28/1998 15:13 V2.07

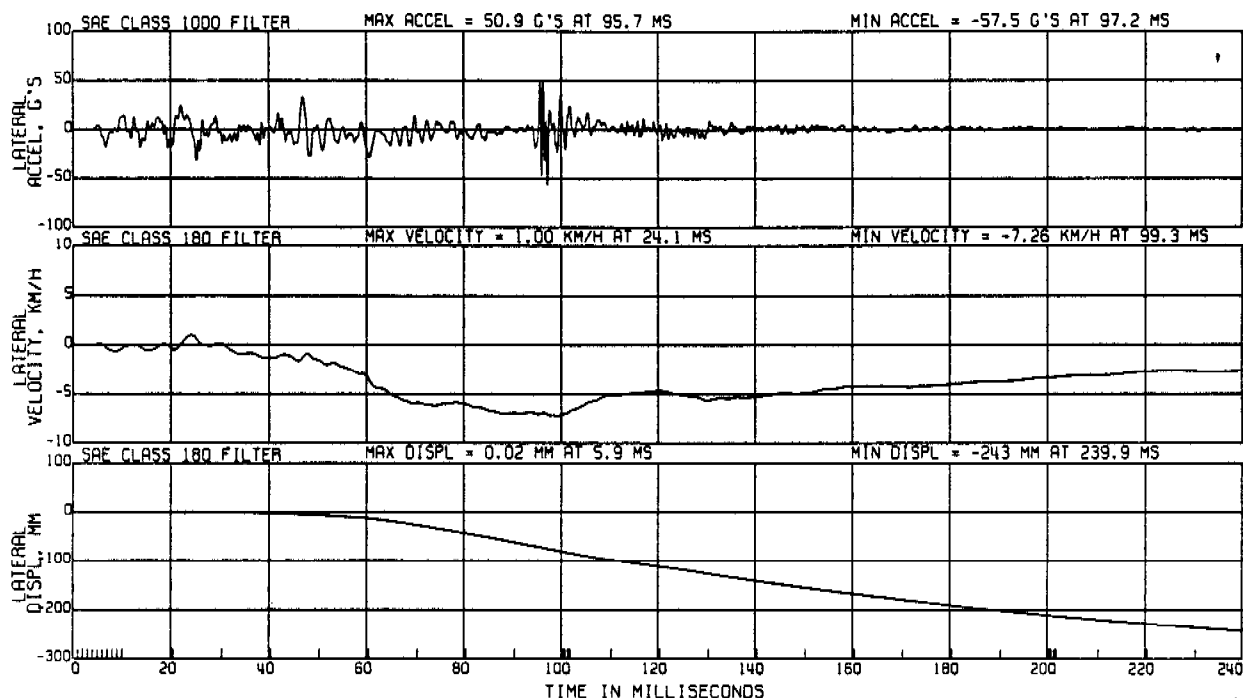
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

L. FAT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



46 PROCESSED 1/28/1998 15:13 V2.07

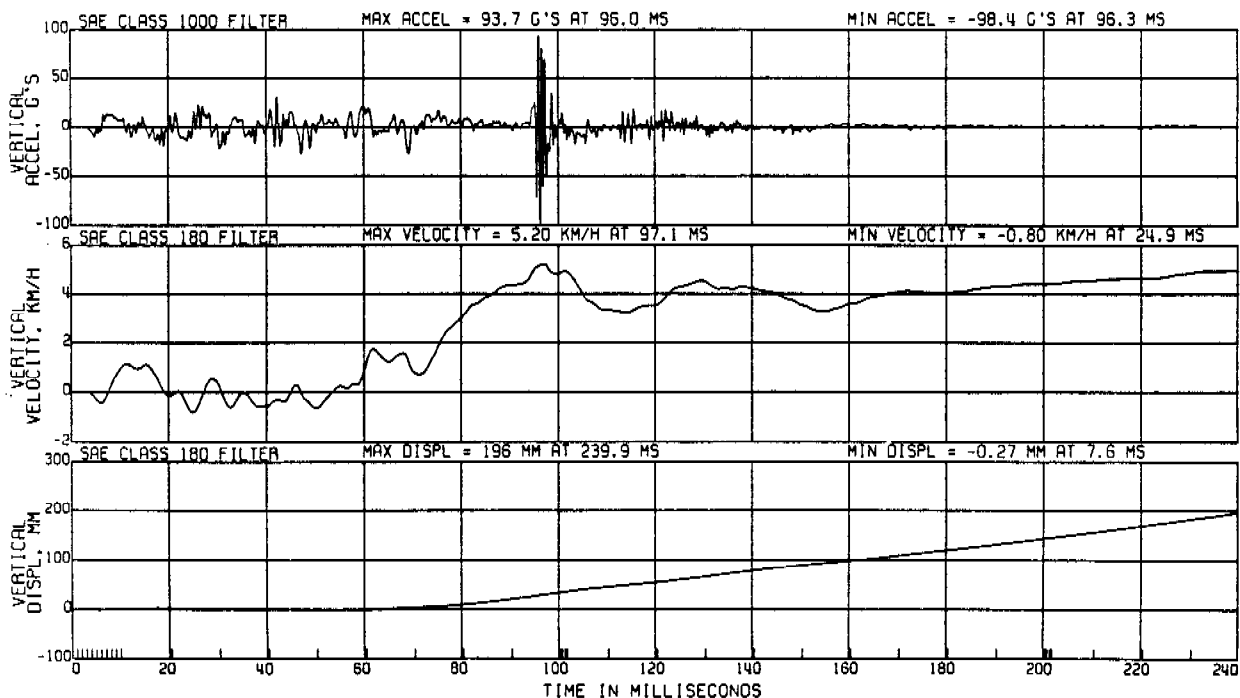
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

L. FAT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



47 PROCESSED 1/28/1998 15:13 V2.07

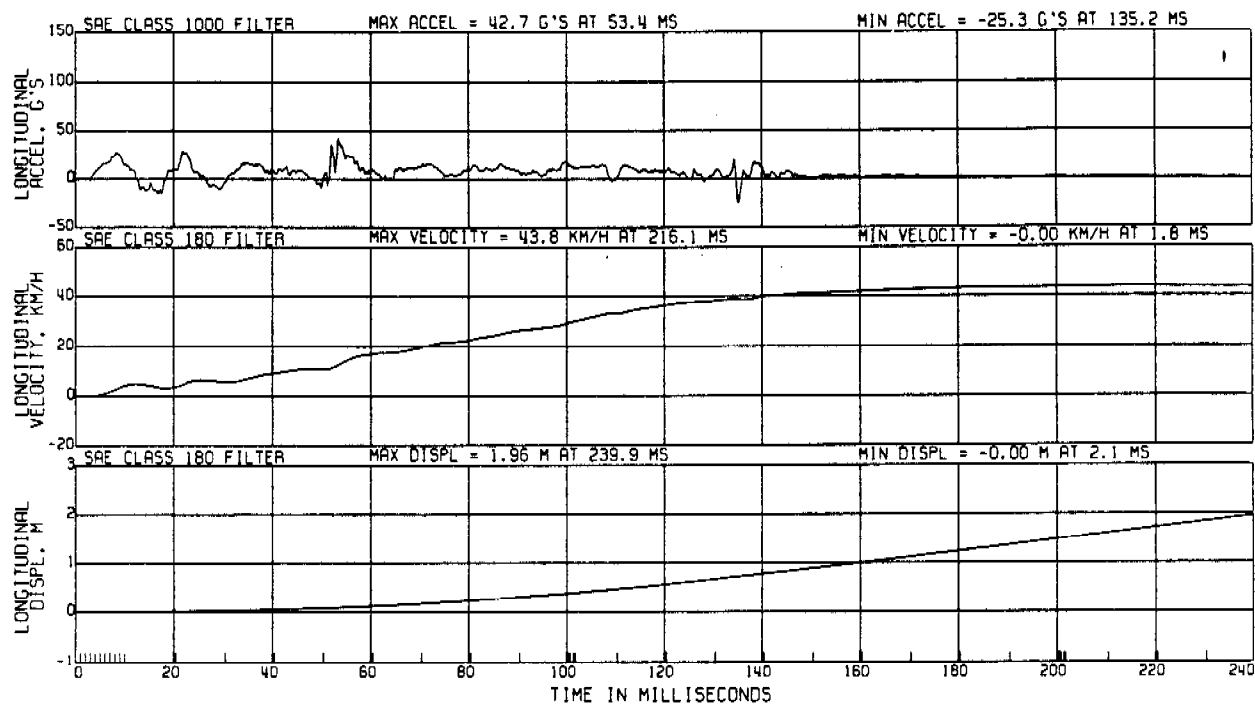
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



48 PROCESSED 1/28/1998 15:13 V2.07

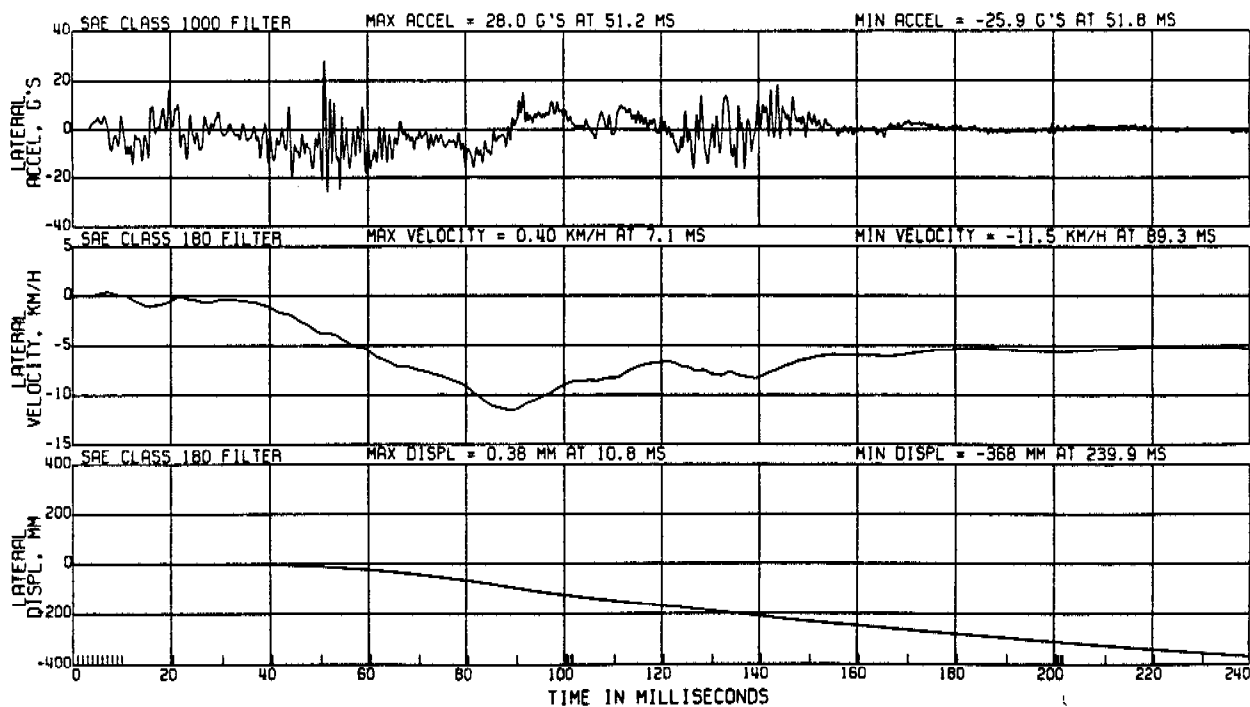
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



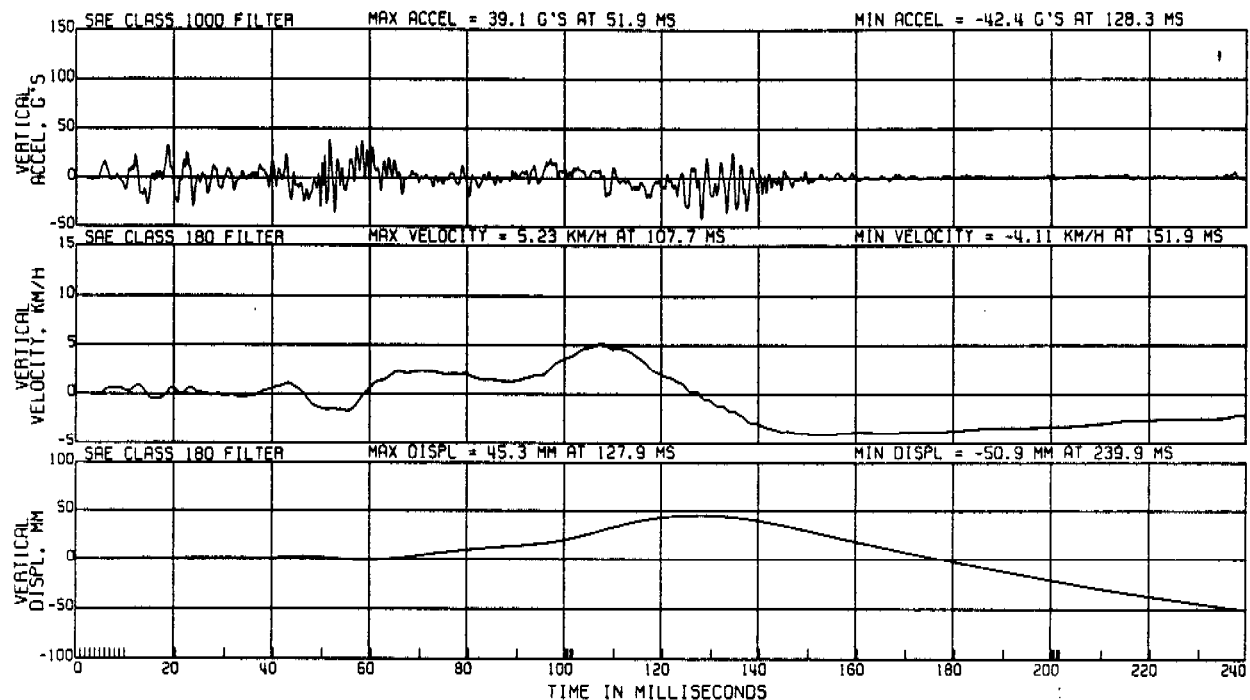
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R. FRT SEAT O/B MOUNTING RAIL

TEST DATE:01/28/1998



50 PROCESSED 1/28/1998 15:14 V2.07

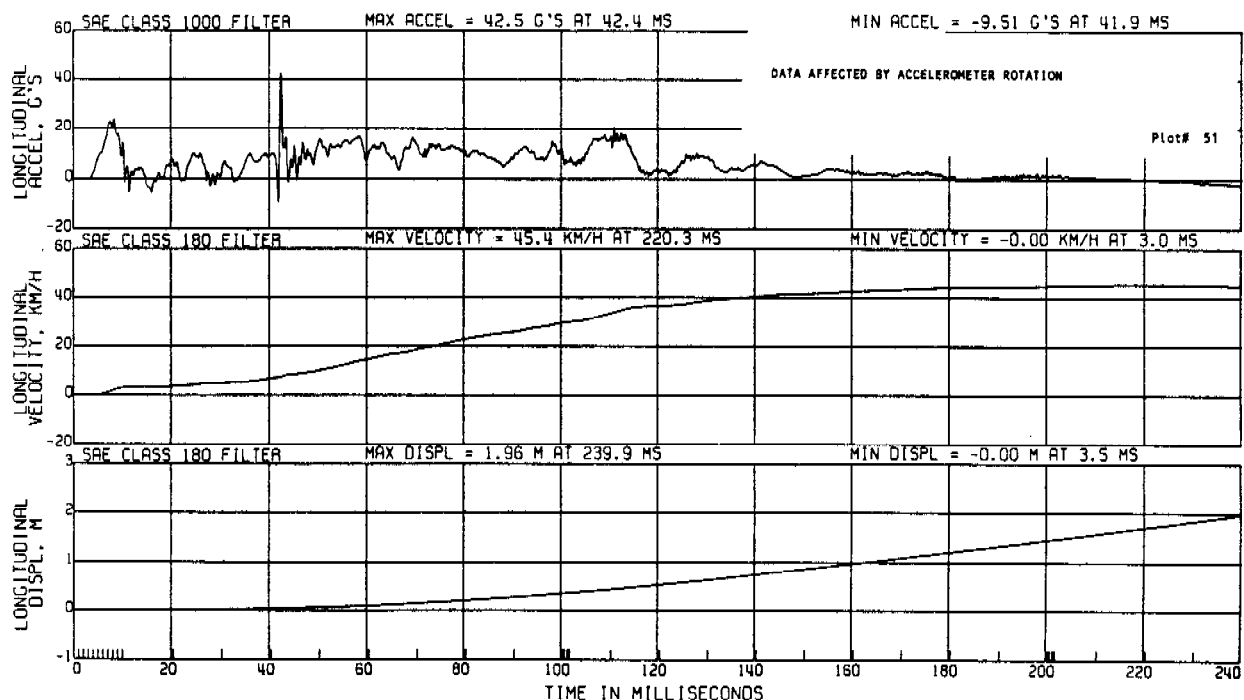
C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

L. FRT SEAT BACK

TEST DATE:01/28/1998



51 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

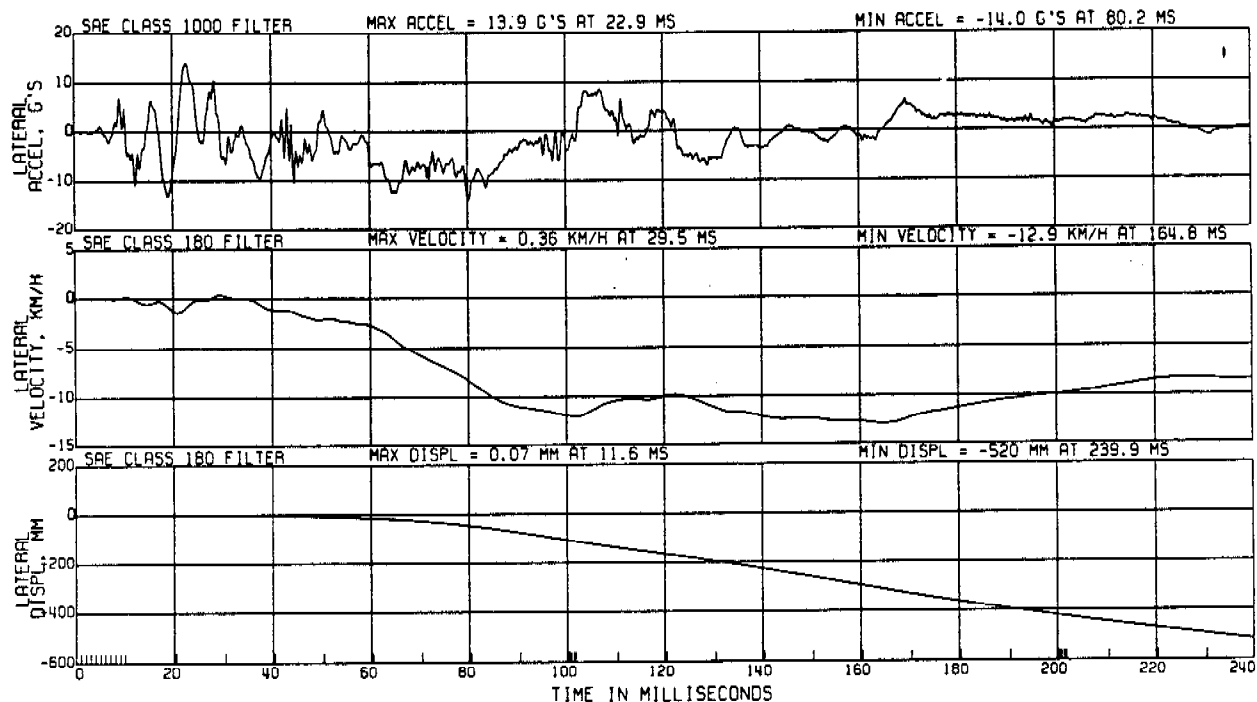
SC

1JW99326 4-000R

L. FRT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



52 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

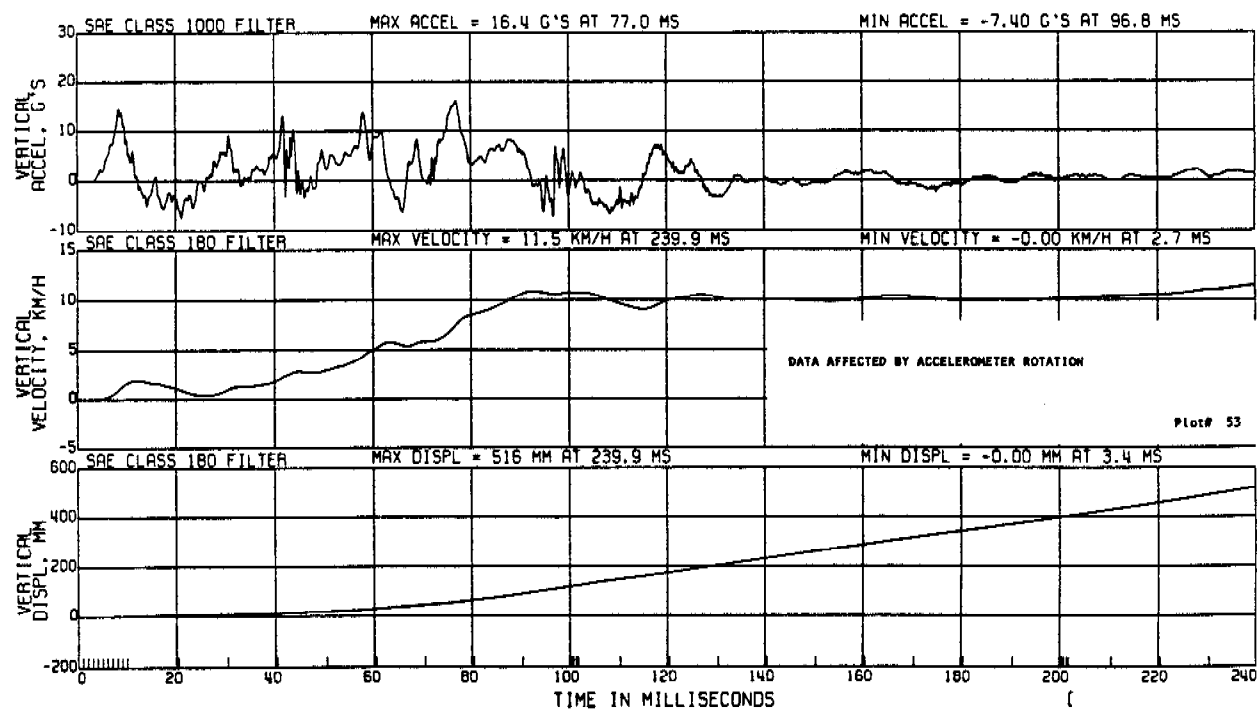
SC

1JW99326 4-000R

L. FRT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



Plot# 53

52 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

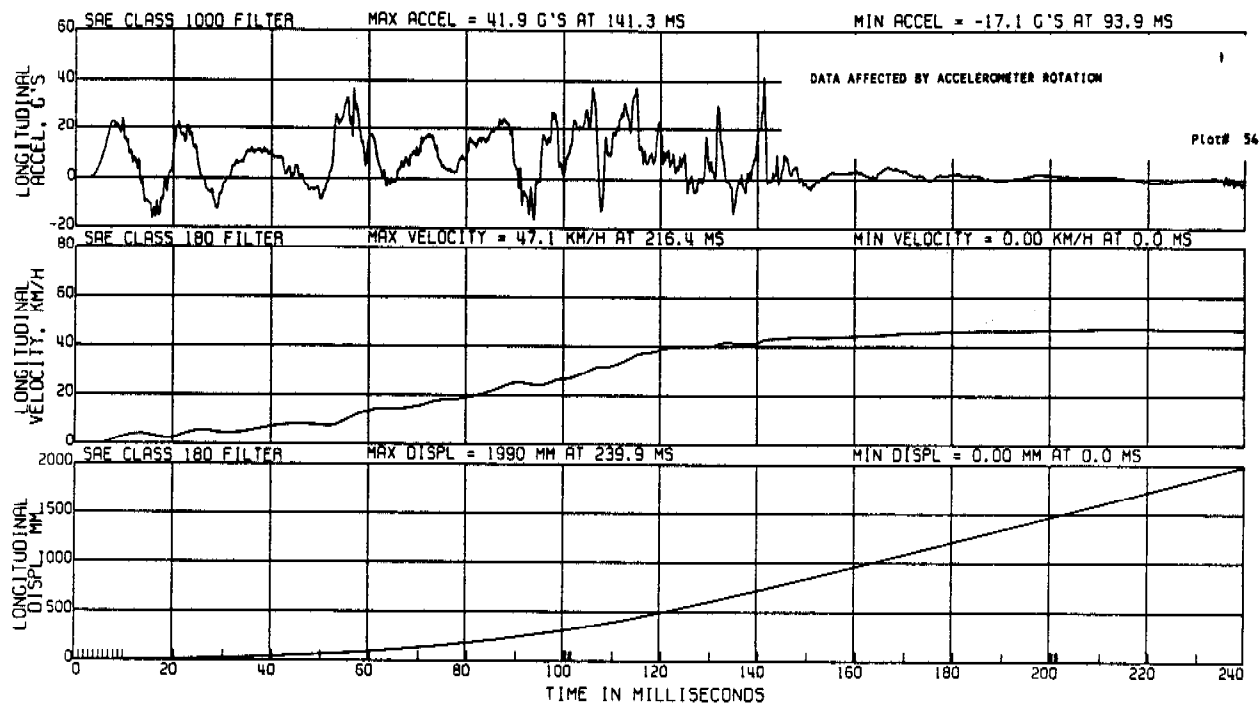
SC

1JW99326 4-000R

R. FAT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



54 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

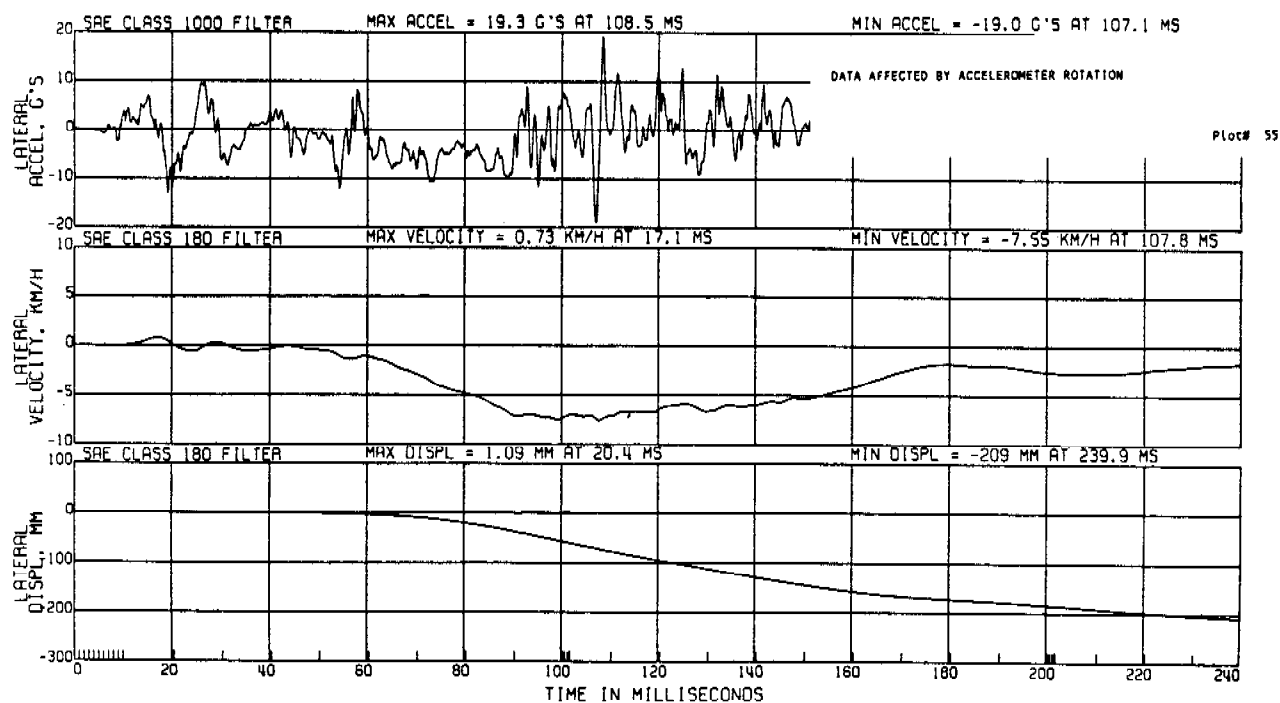
SC

1JW99326 4-000R

R. FAT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



55 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

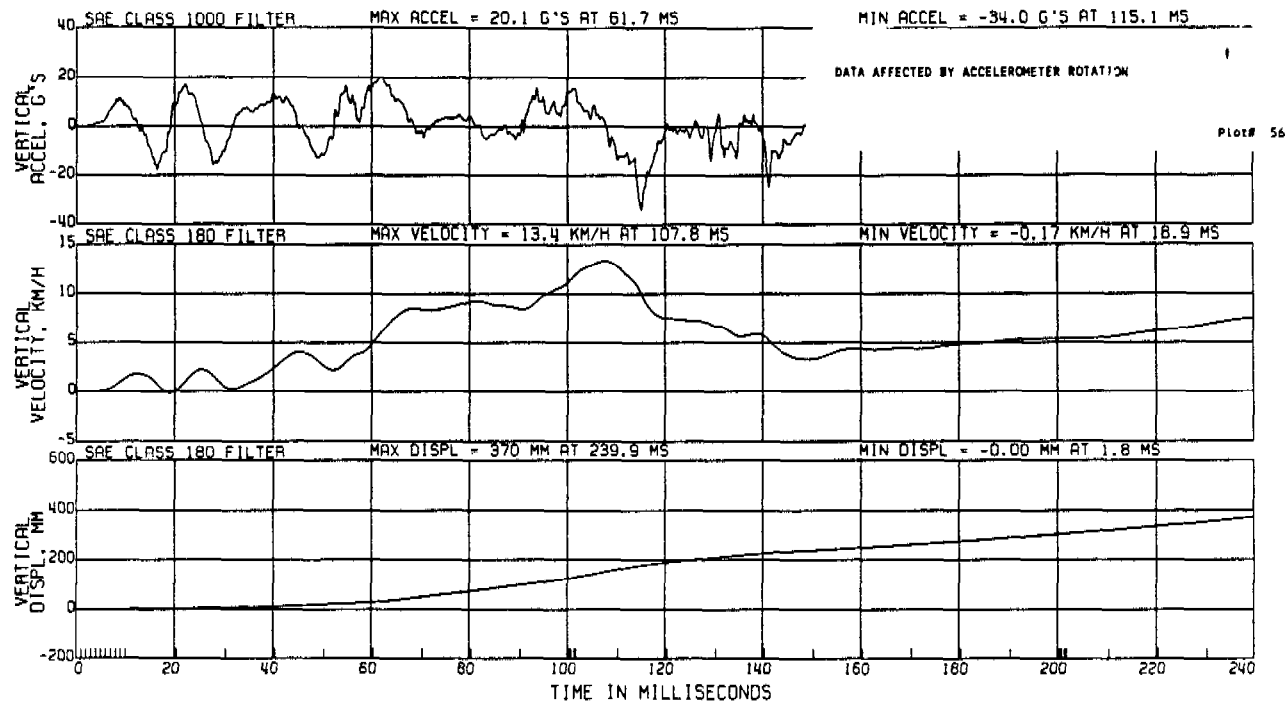
81.0KM/H

SC 1JW99326 4-DOOR

R. FRT SEAT BACK

TEST DATE:01/28/1998

ELEC DATA



56 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

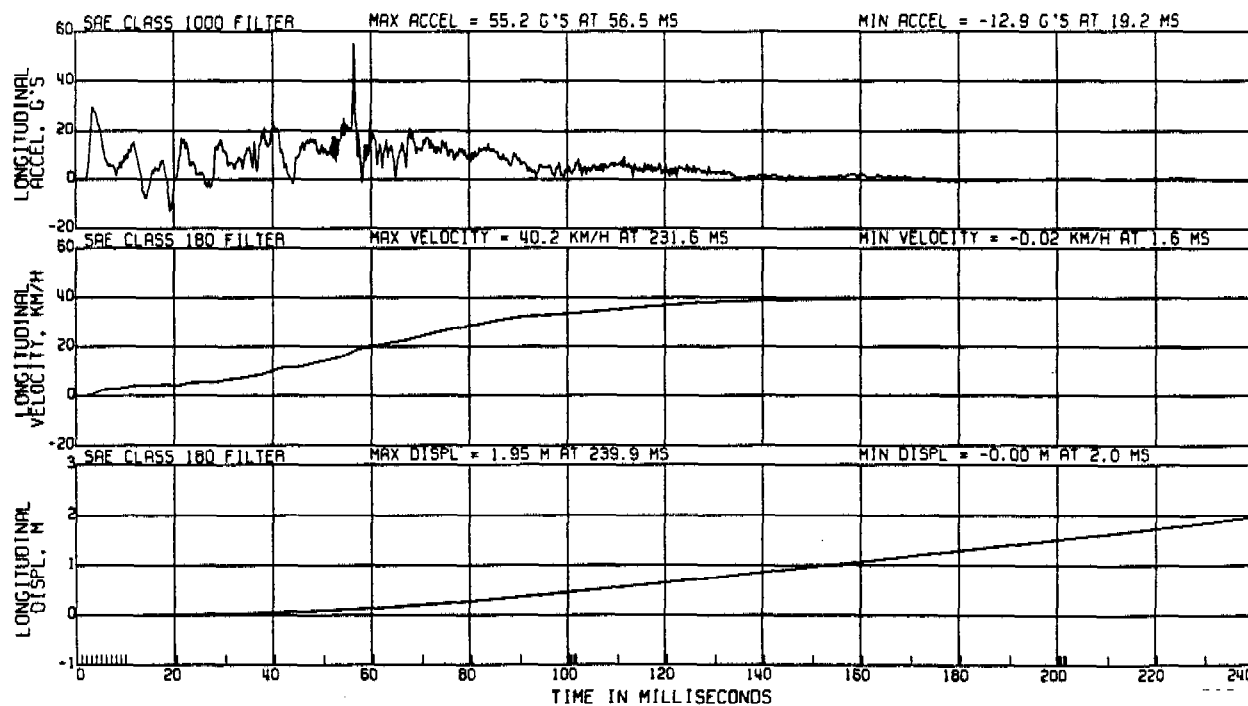
81.0KM/H

SC 1JW99326 4-DOOR

L. FRT ROCKER

TEST DATE:01/28/1998

ELEC DATA



57 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

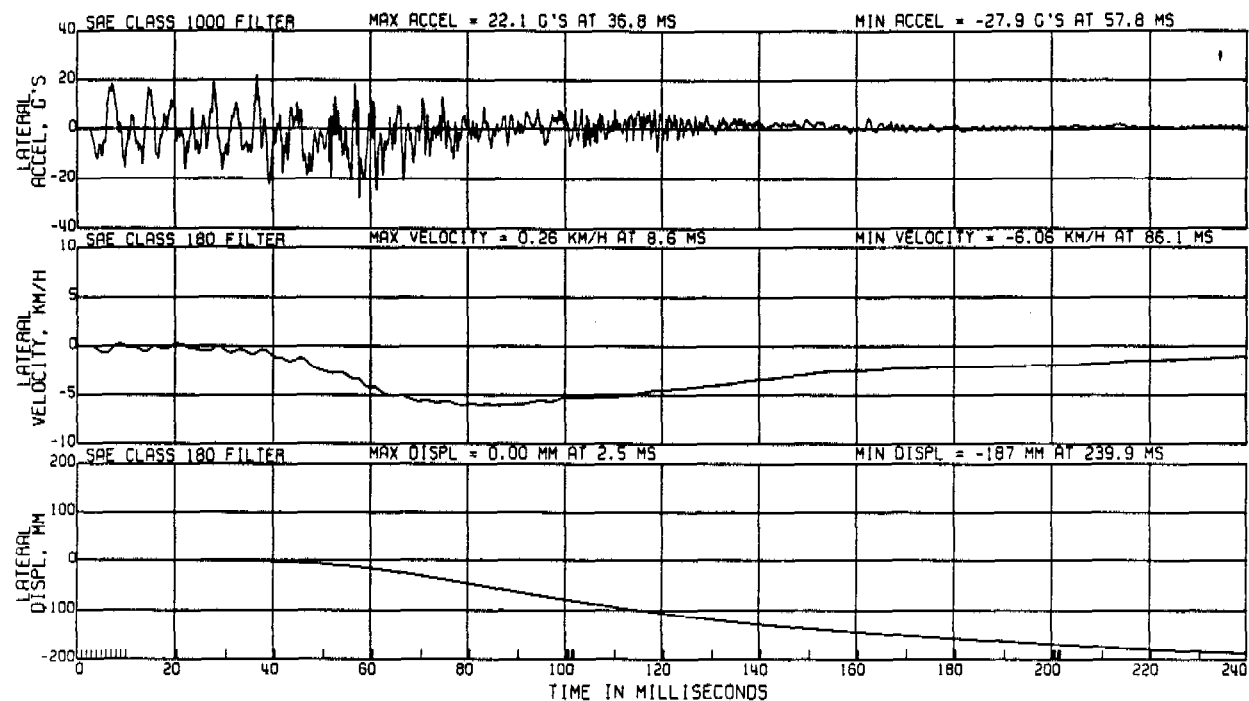
81.0KM/H

SC 1JW99326 4-000A

L. FRT ROCKER

TEST DATE:01/28/1998

ELEC DATA



58 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

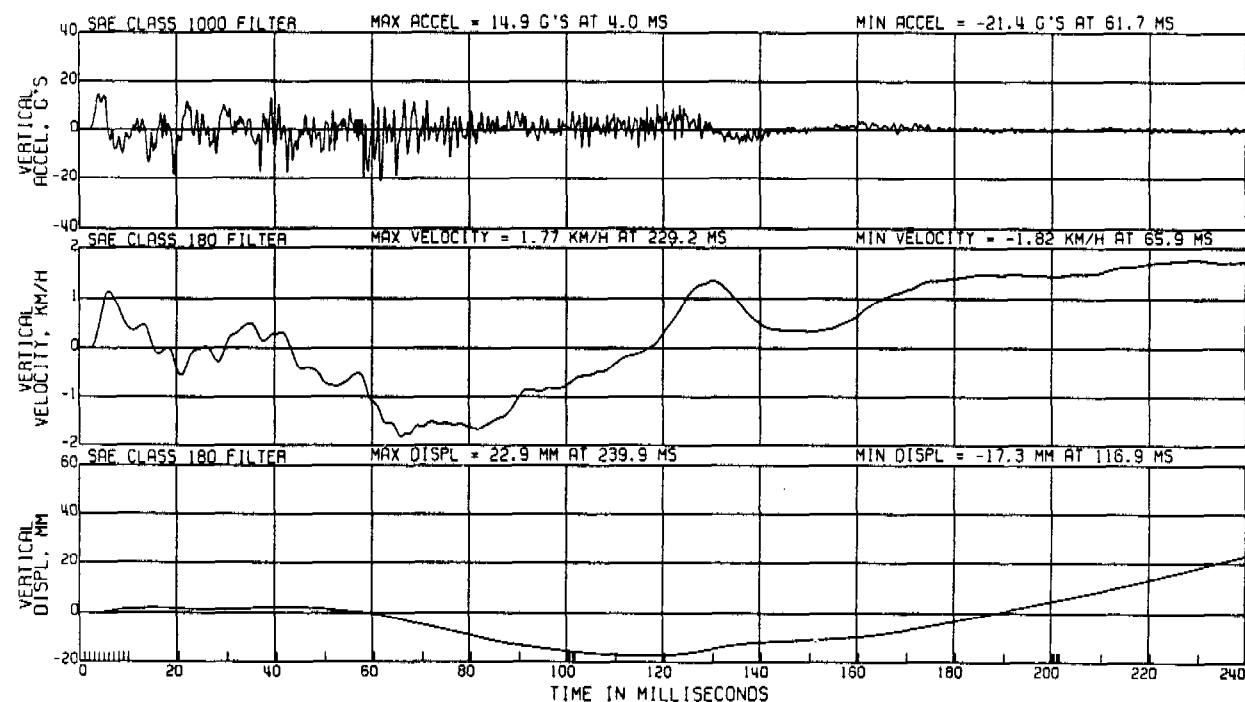
81.0KM/H

SC 1JW99326 4-000A

L. FRT ROCKER

TEST DATE:01/28/1998

ELEC DATA



59 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

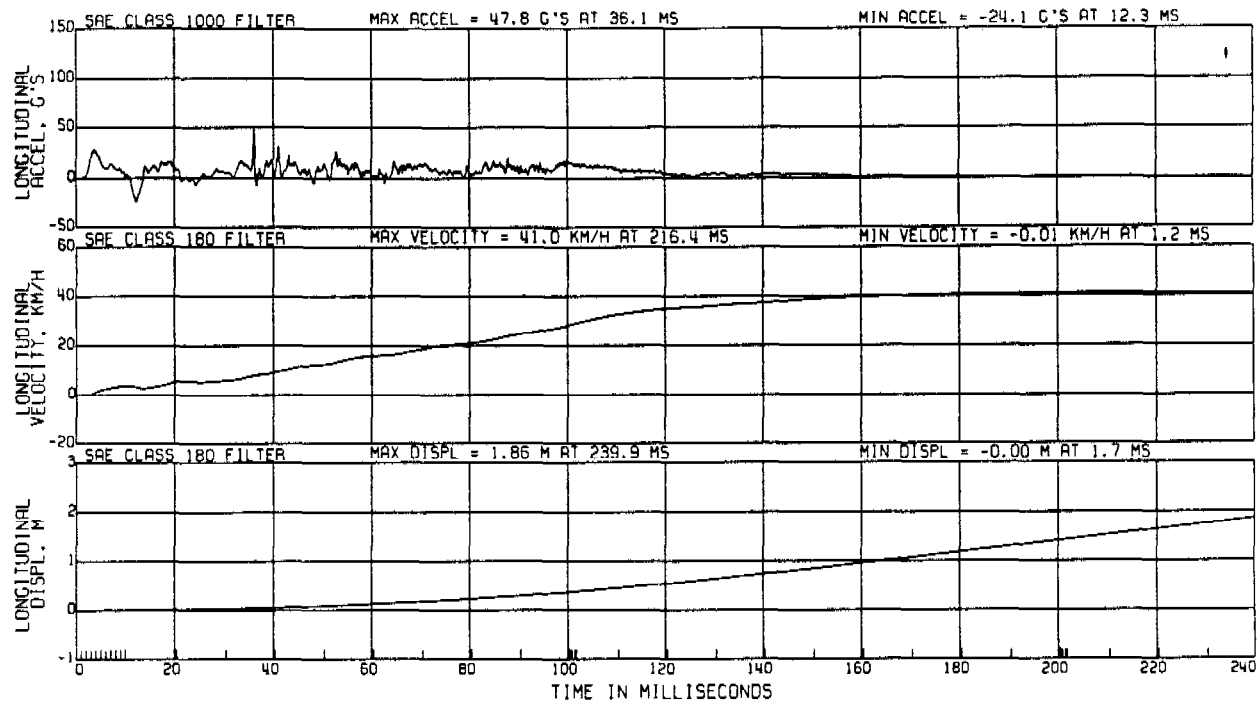
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R. FRT ROCKER

TEST DATE:01/28/1998



60 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

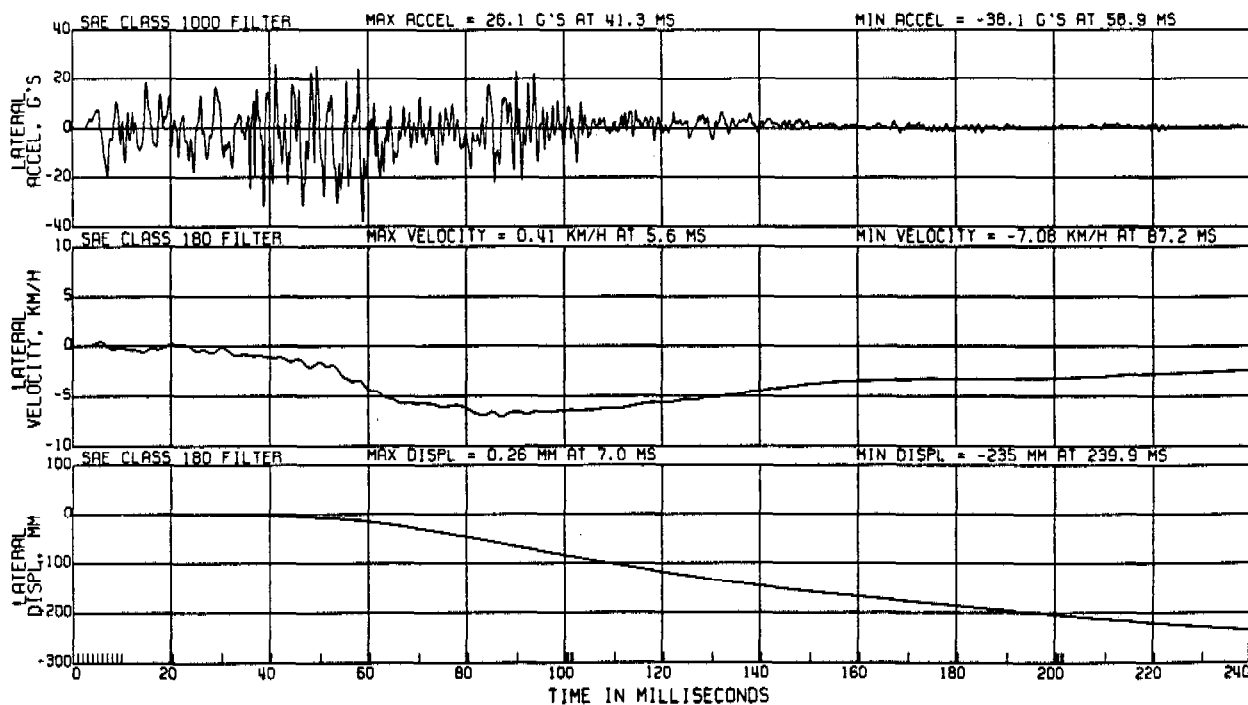
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R. FRT ROCKER

TEST DATE:01/28/1998



C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

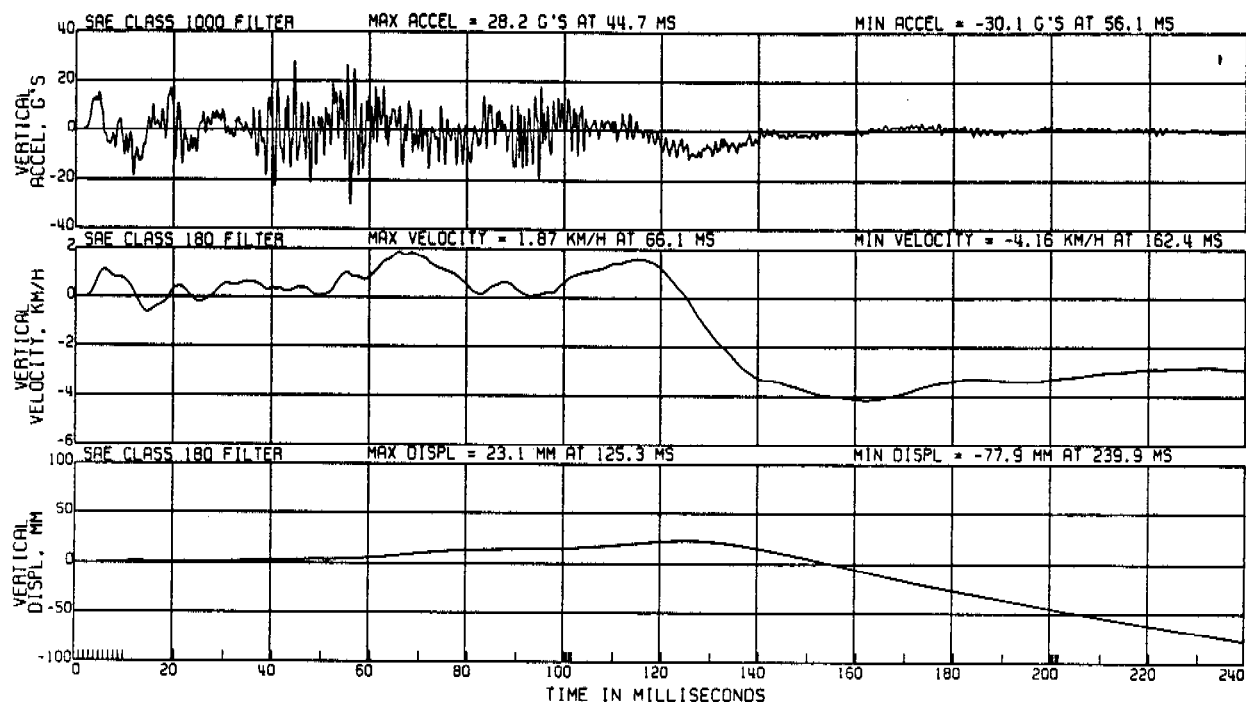
SC

1JW99326 4-DOOR

R. FAT ROCKER

TEST DATE:01/28/1998

ELEC DATA



62 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

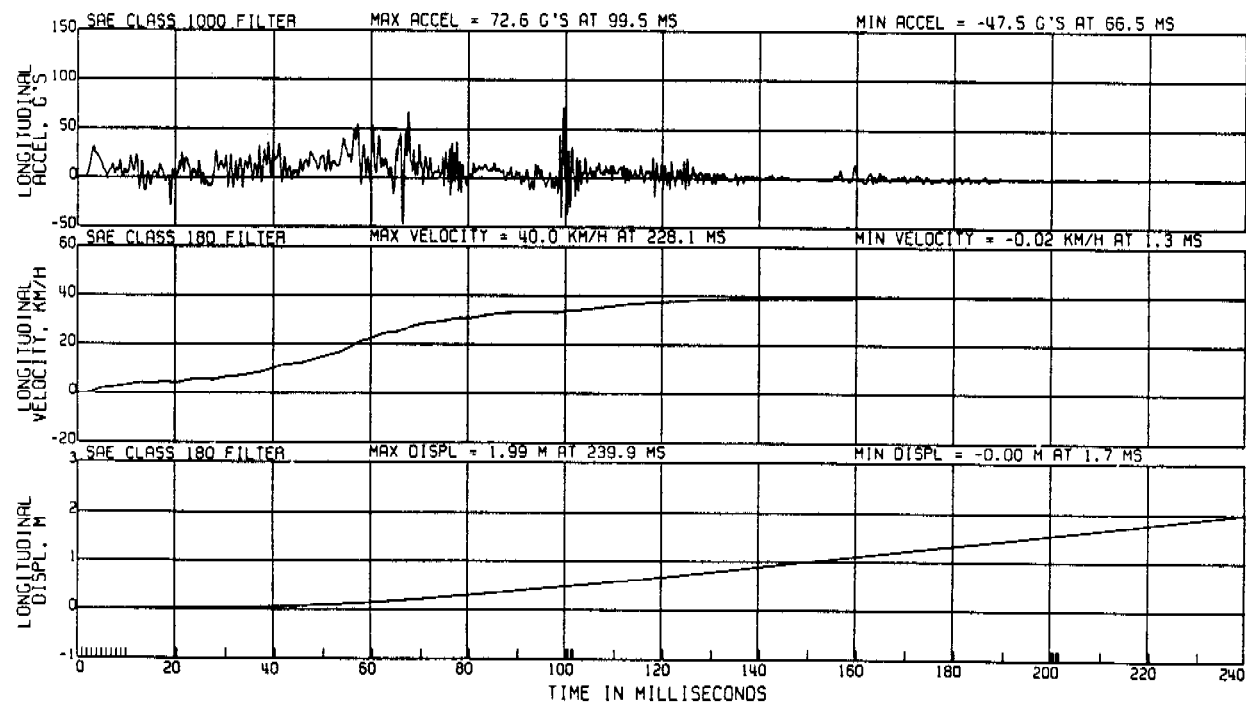
SC

1JW99326 4-DOOR

L.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



63 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

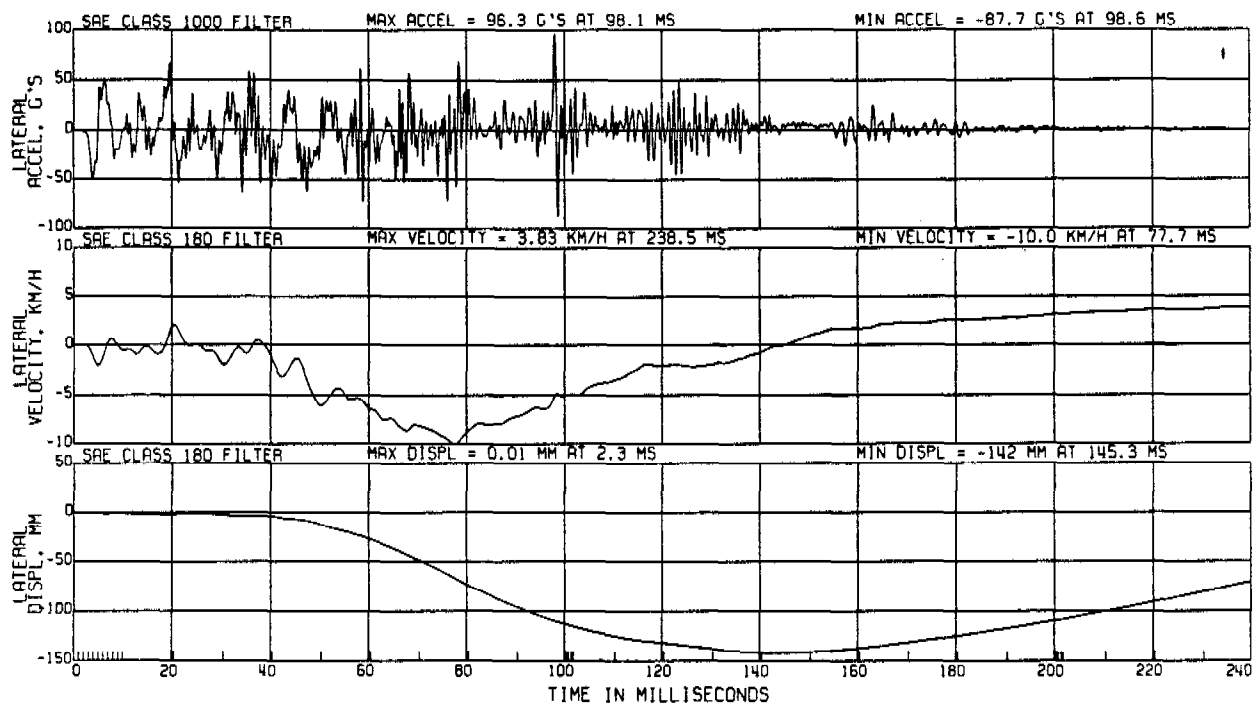
SC

1JW99326 4-DOOR

L.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



64 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

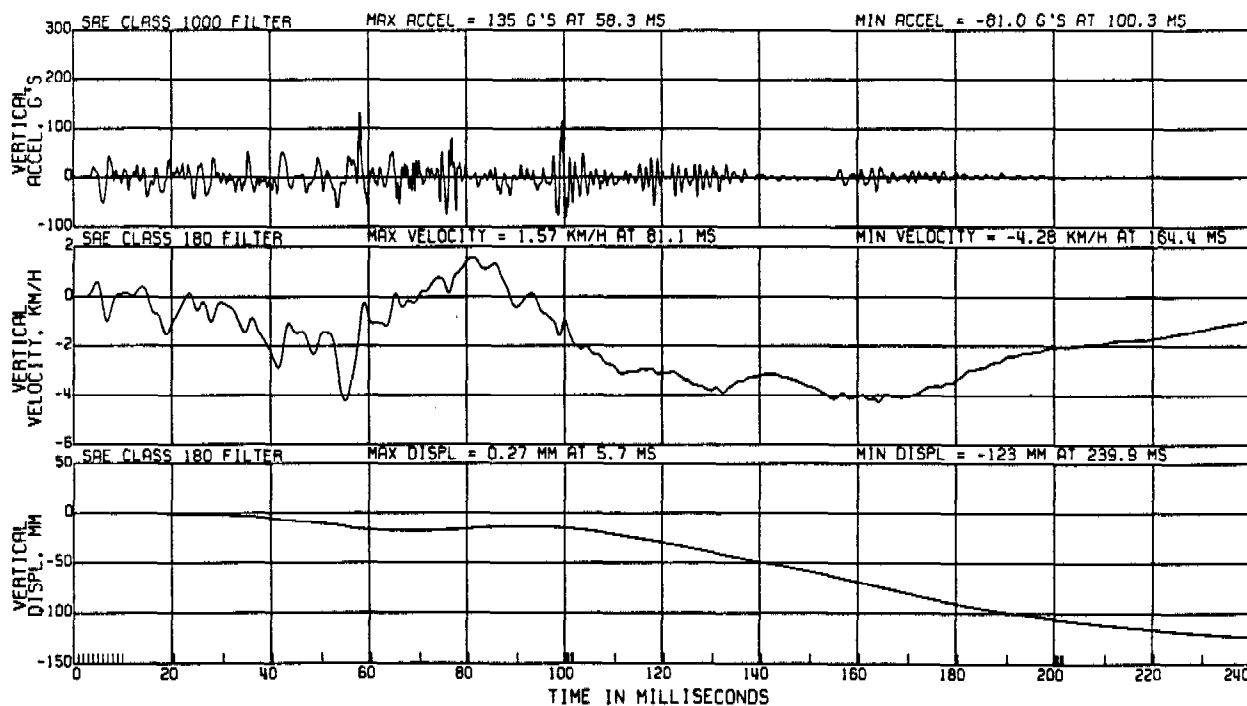
SC

1JW99326 4-DOOR

L.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



65 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

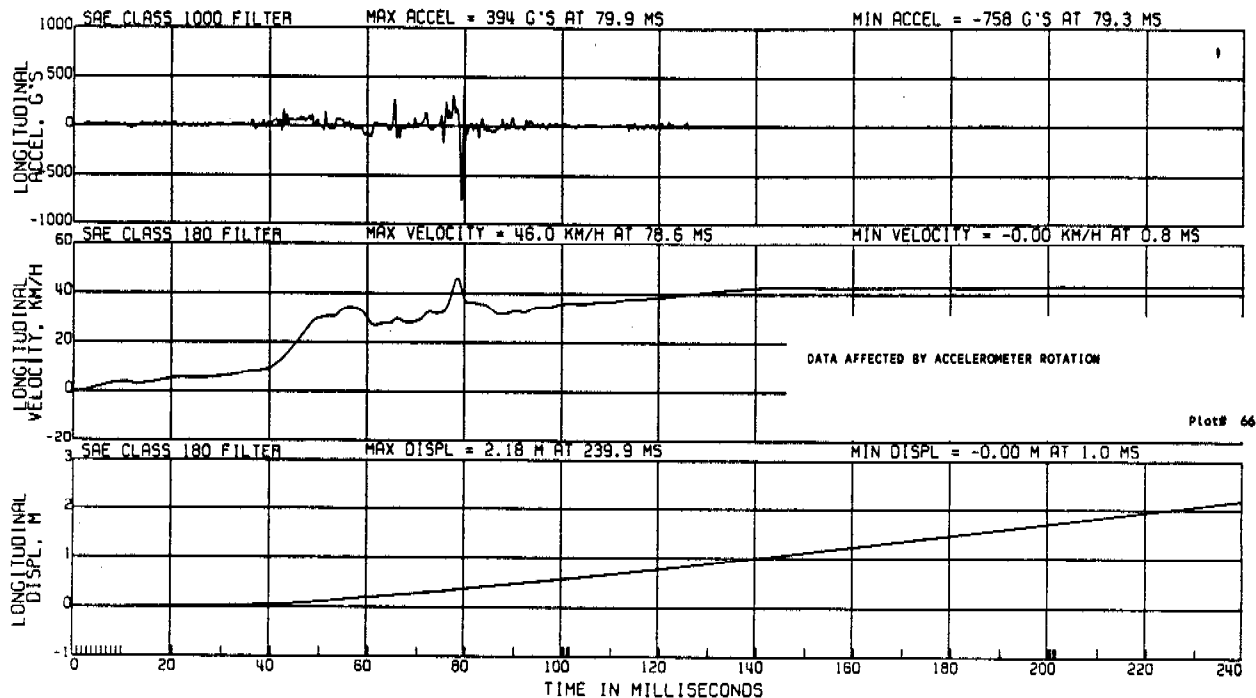
SC

1JW99326 4-000R

R.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



66 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE

81.0KM/H

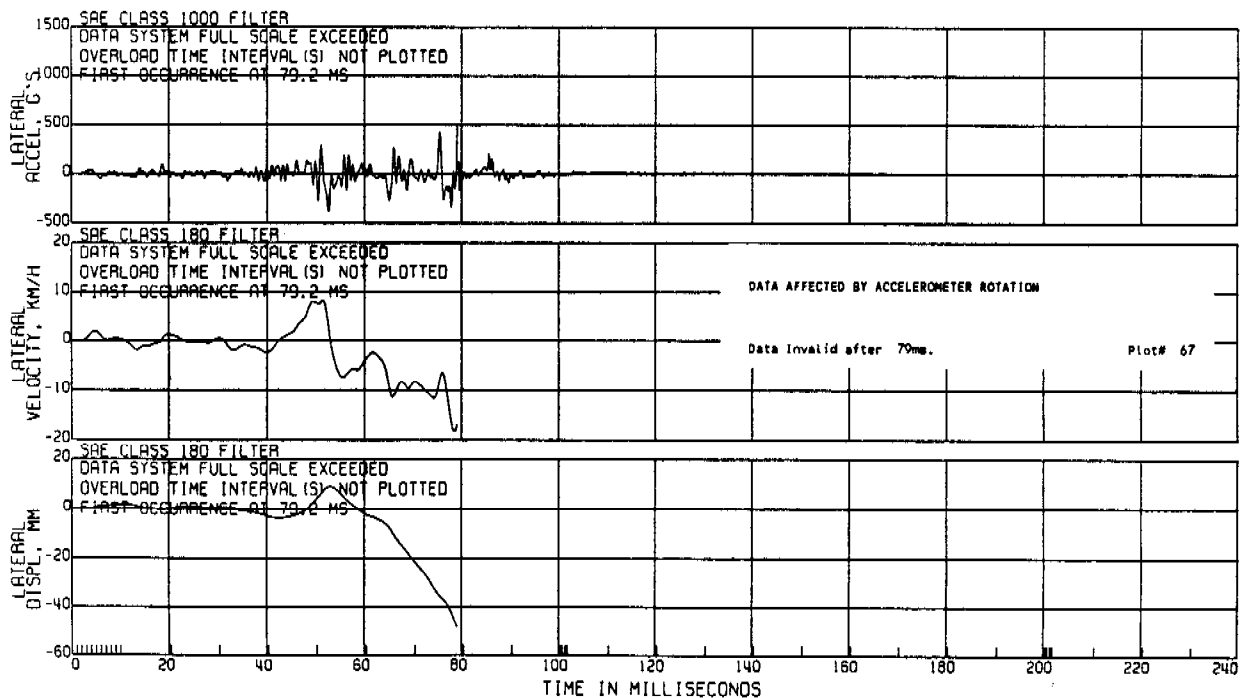
SC

1JW99326 4-000R

R.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



67 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

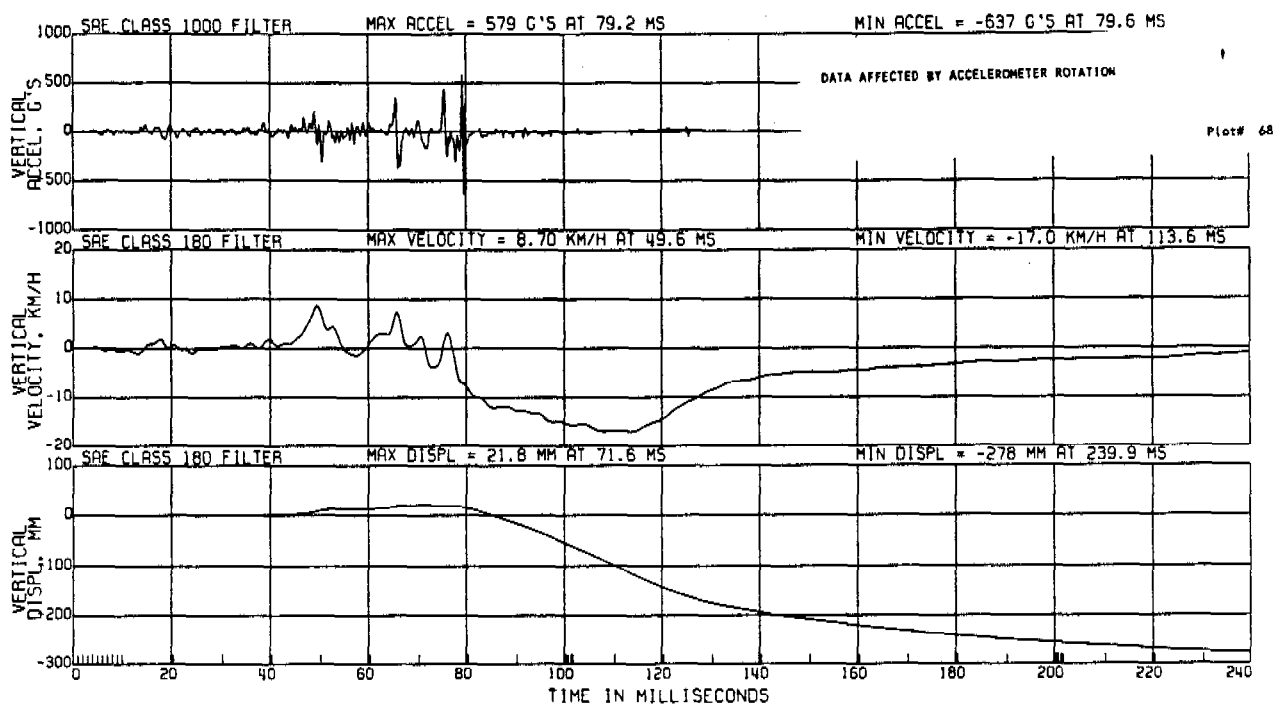
SC

1JW99326 4-DOOR

R.REAR ROCKER

TEST DATE:01/28/1998

ELEC DATA



68 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

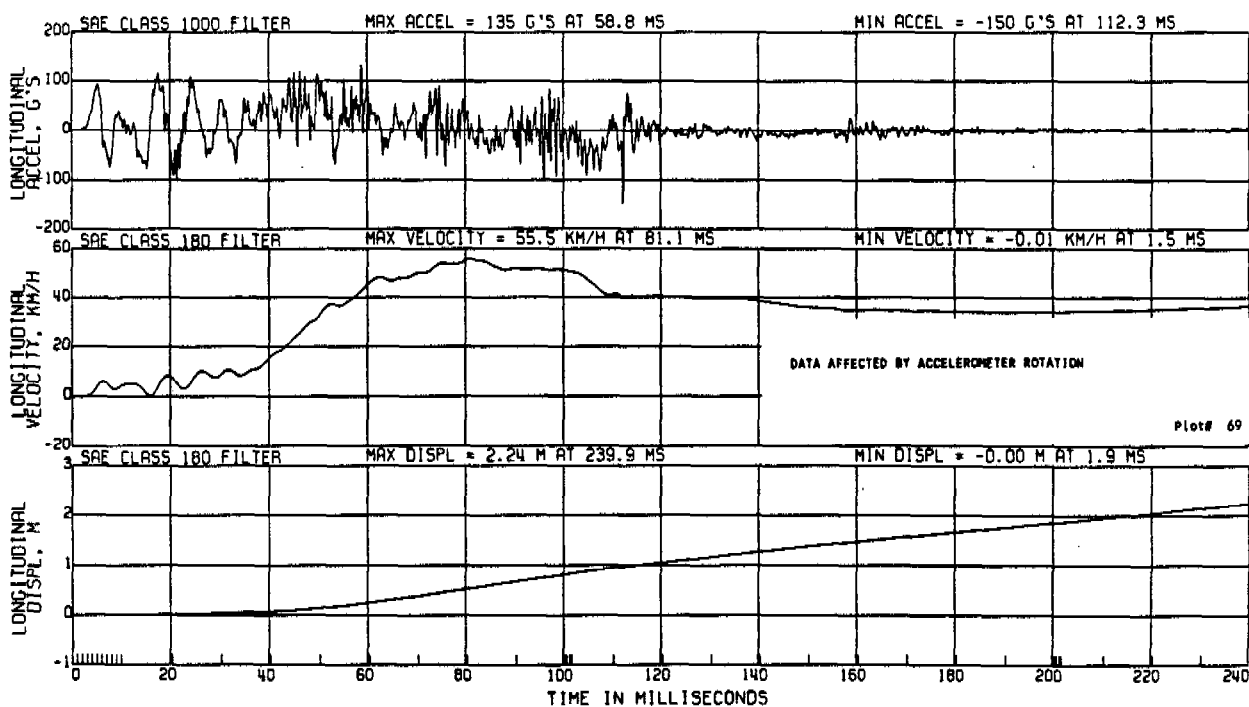
SC

1JW99326 4-DOOR

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998

ELEC DATA

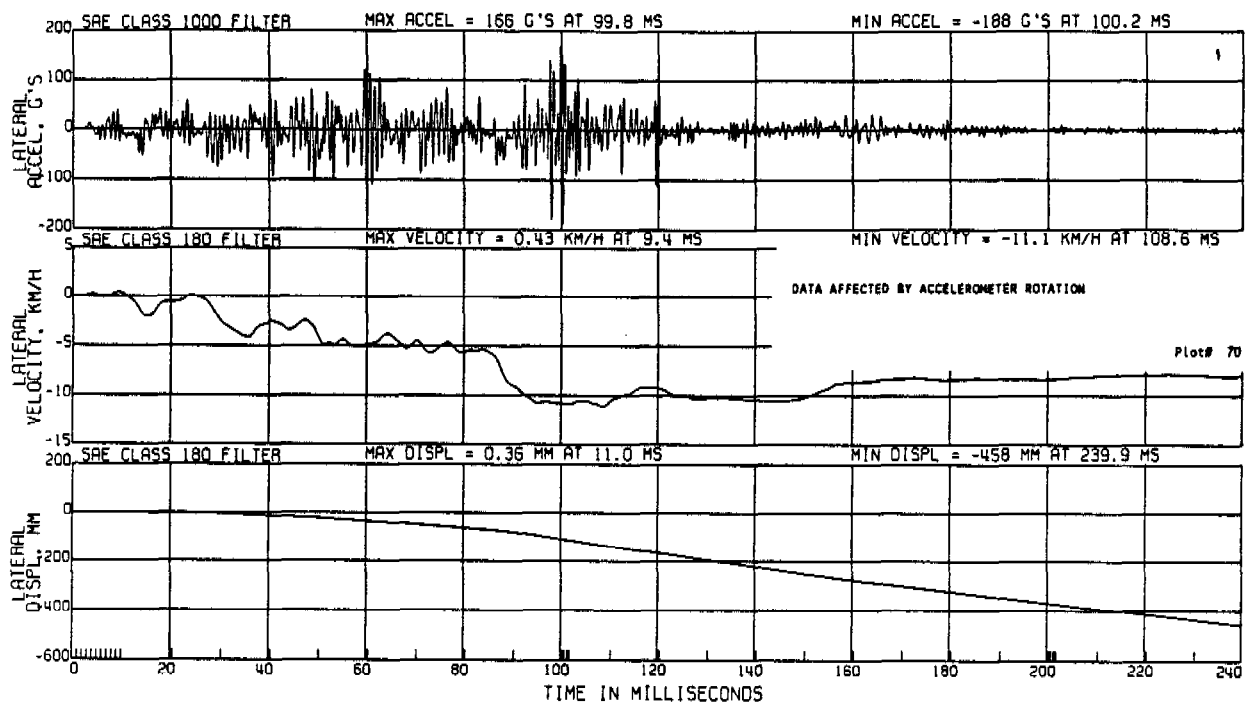


C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A
ELEC DATA

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998



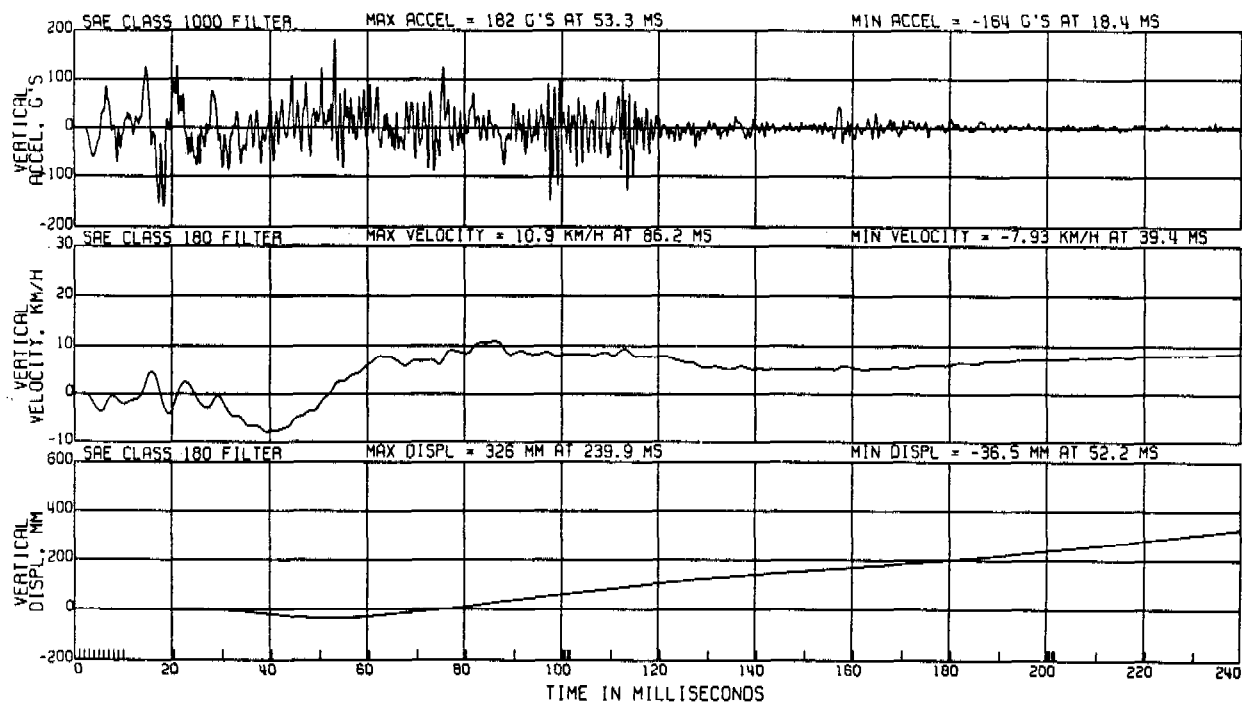
70 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MOB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A
ELEC DATA

CTR REAR SEATBACK CLOSEOUT

TEST DATE:01/28/1998



71 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

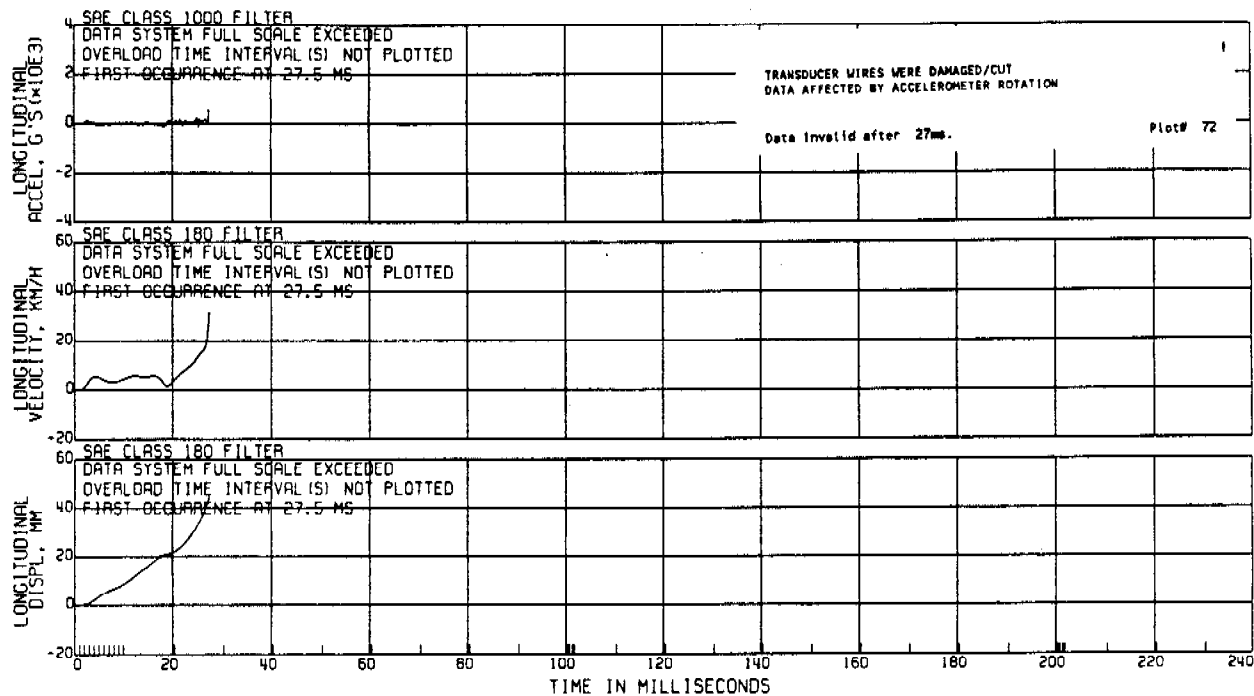
81.0KM/H

SC
ELEC DATA

1JW99326 4-D00R

L.REAR FRAME RAIL

TEST DATE:01/28/1998



72 PROCESSED 1/28/1998 15:14 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

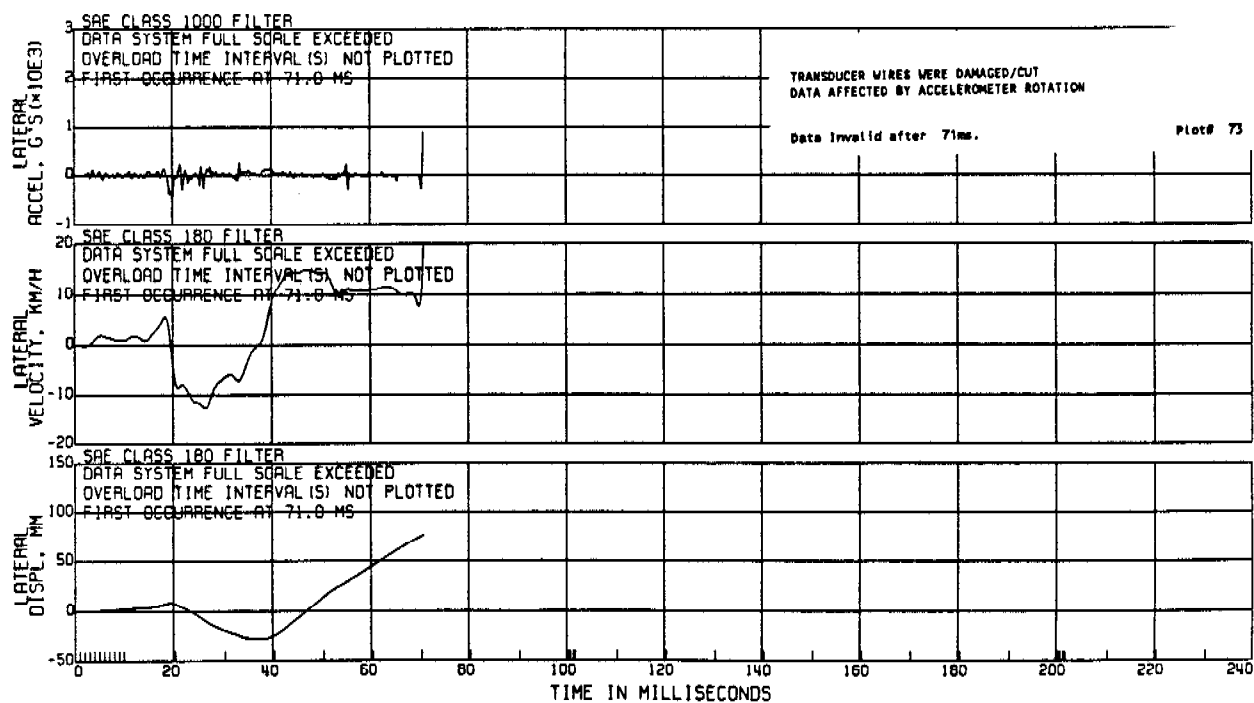
81.0KM/H

SC
ELEC DATA

1JW99326 4-D00R

L.REAR FRAME RAIL

TEST DATE:01/28/1998



73 PROCESSED 1/28/1998 15:14 V2.07

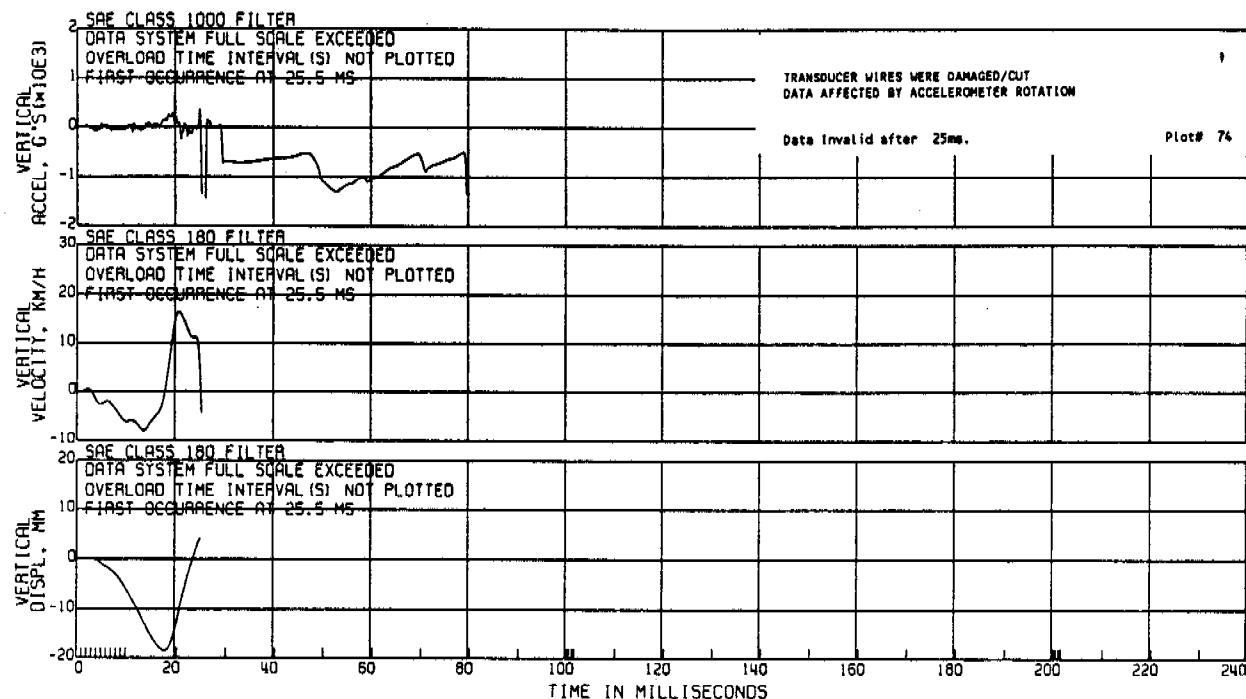
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A

L.REAR FRAME RAIL

TEST DATE:01/28/1998

ELEC DATA



74 PROCESSED 1/28/1998 15:14 V2.07

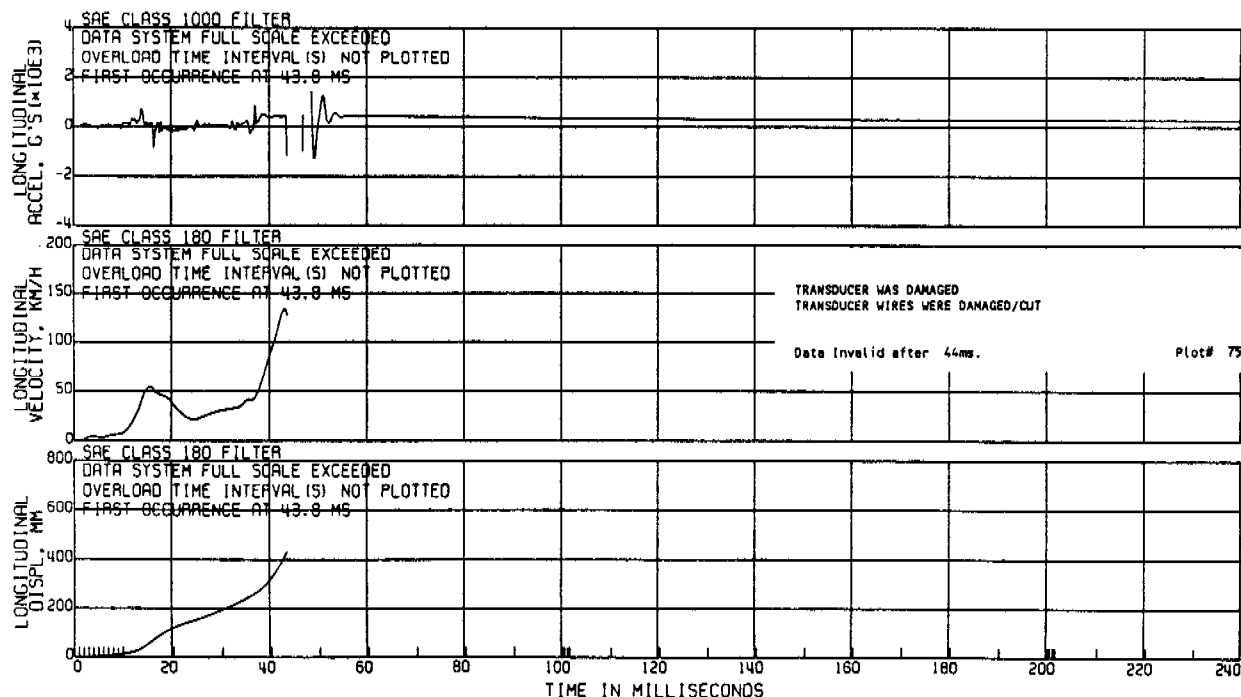
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC 1JW99326 4-000A

R.REAR FRAME RAIL

TEST DATE:01/28/1998

ELEC DATA



75 PROCESSED 1/28/1998 15:15 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

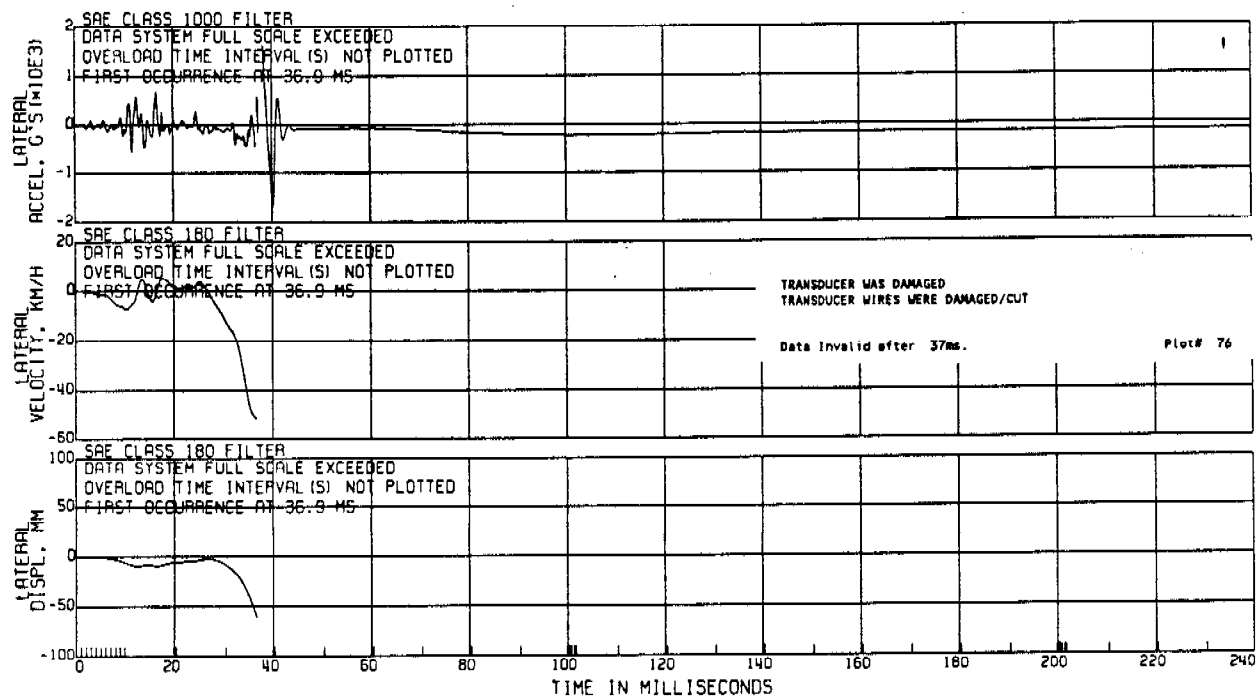
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R.REAR FRAME RAIL

TEST DATE:01/28/1998



76 PROCESSED 1/28/1998 15:15 V2.07

C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

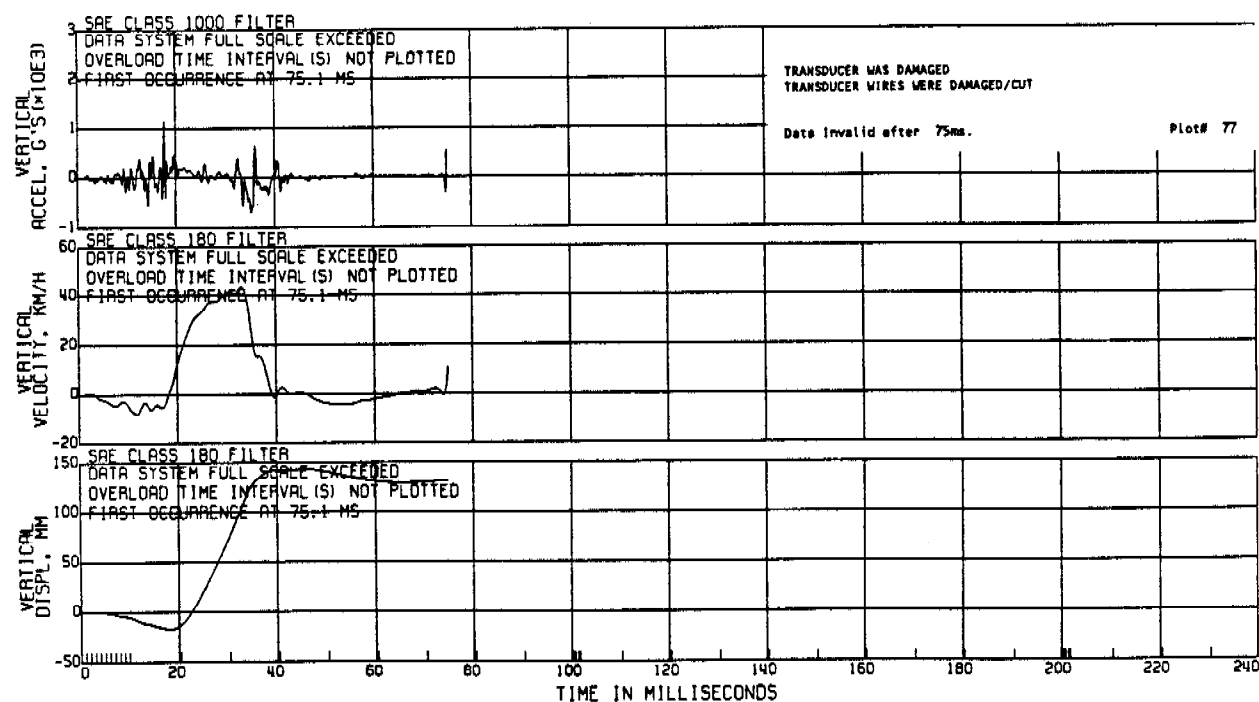
81.0KM/H

SC
ELEC DATA

1JW99326 4-DOOR

R.REAR FRAME RAIL

TEST DATE:01/28/1998



77 PROCESSED 1/28/1998 15:15 V2.07

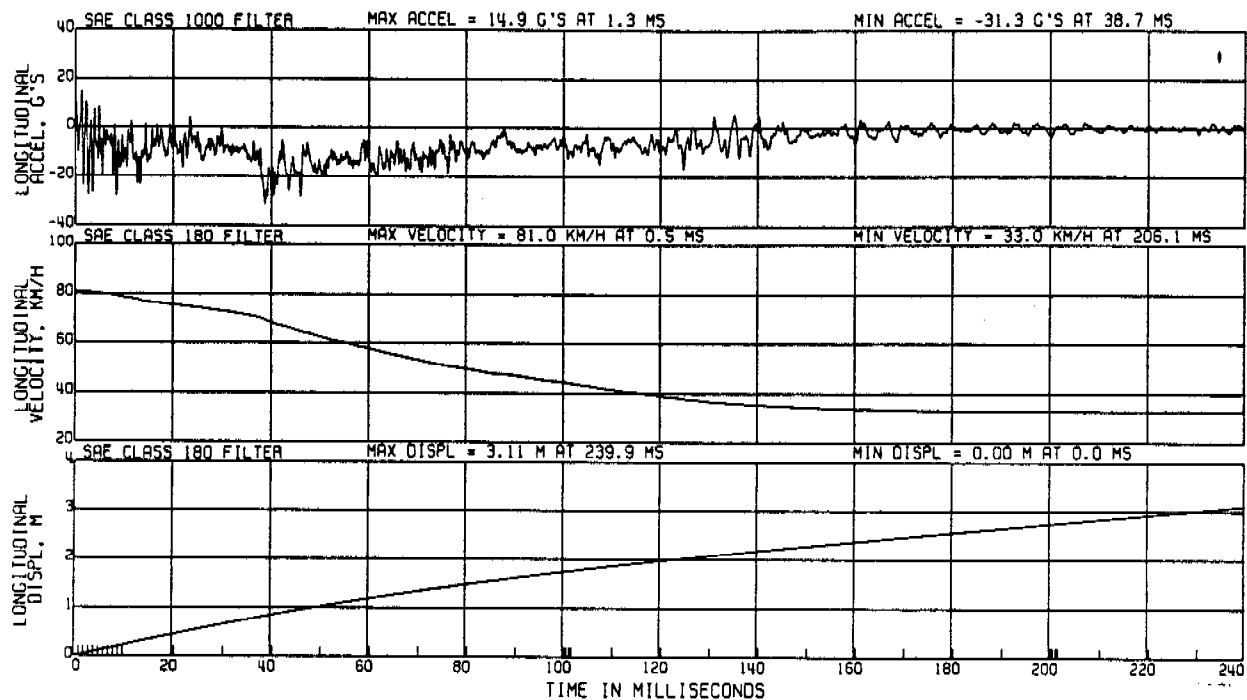
C11829 A.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-000A
ELEC DATA

LTV MDB AT C.G.

TEST DATE:01/28/1998



78 PROCESSED 1/28/1998 15:15 V2.07

C11829 A.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

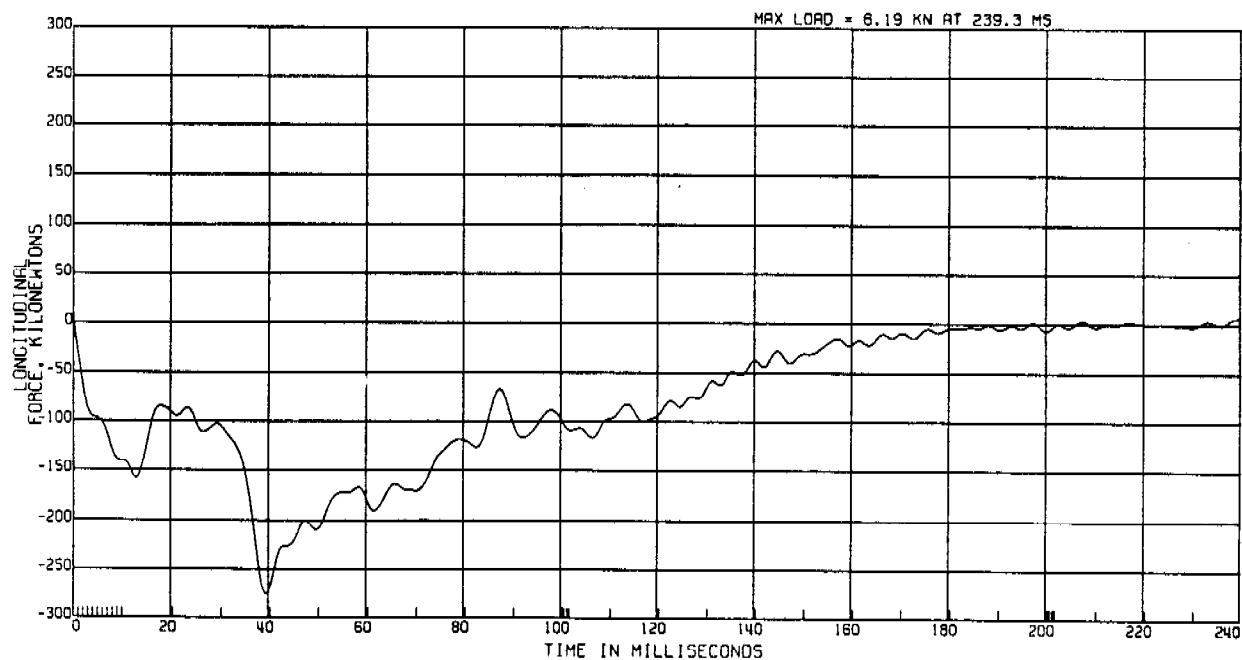
81.0KM/H

SC 1JW99326 4-000A
ELEC DATA, SAE CLASS 60

LTV MDB LONG. FORCE AT C.G.

TEST DATE:01/28/1998

(1371.5 KG) (9.807) (LONG.ACCEL)



79 PROCESSED 1/28/1998 15:15 V2.07

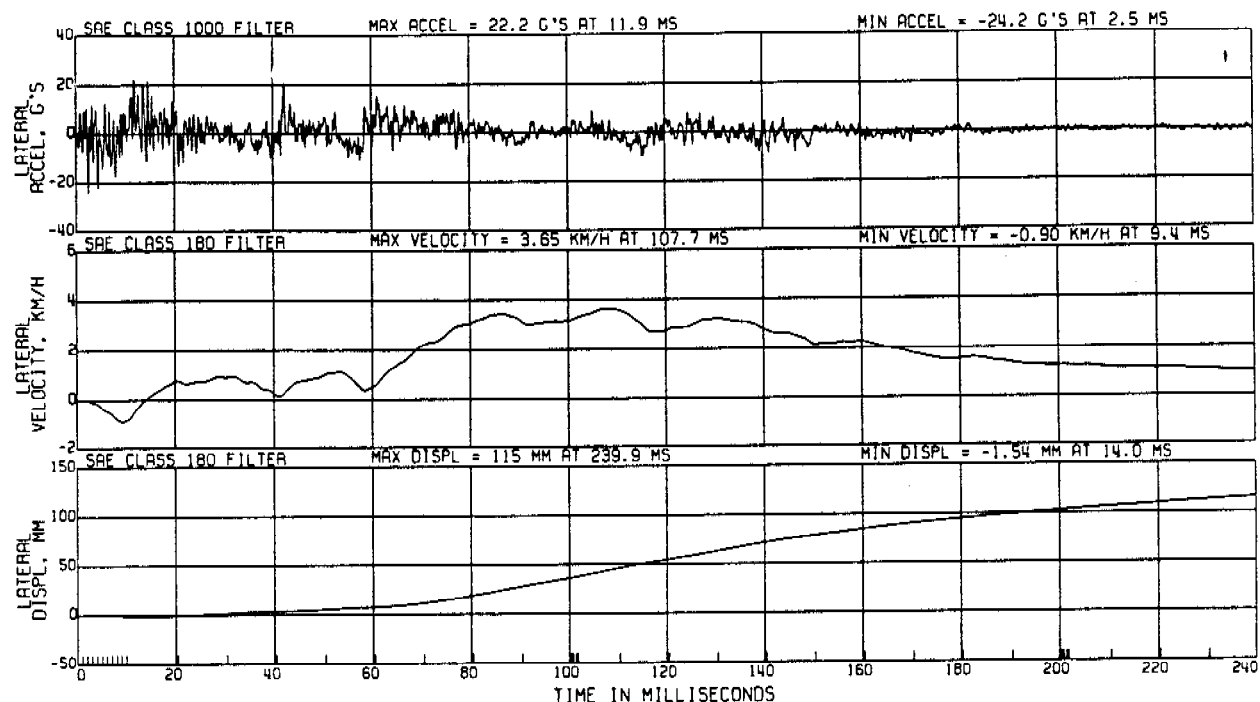
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA

LTV MDB AT C.G.

TEST DATE:01/28/1998



80 PROCESSED 1/28/1998 15:15 V2.07

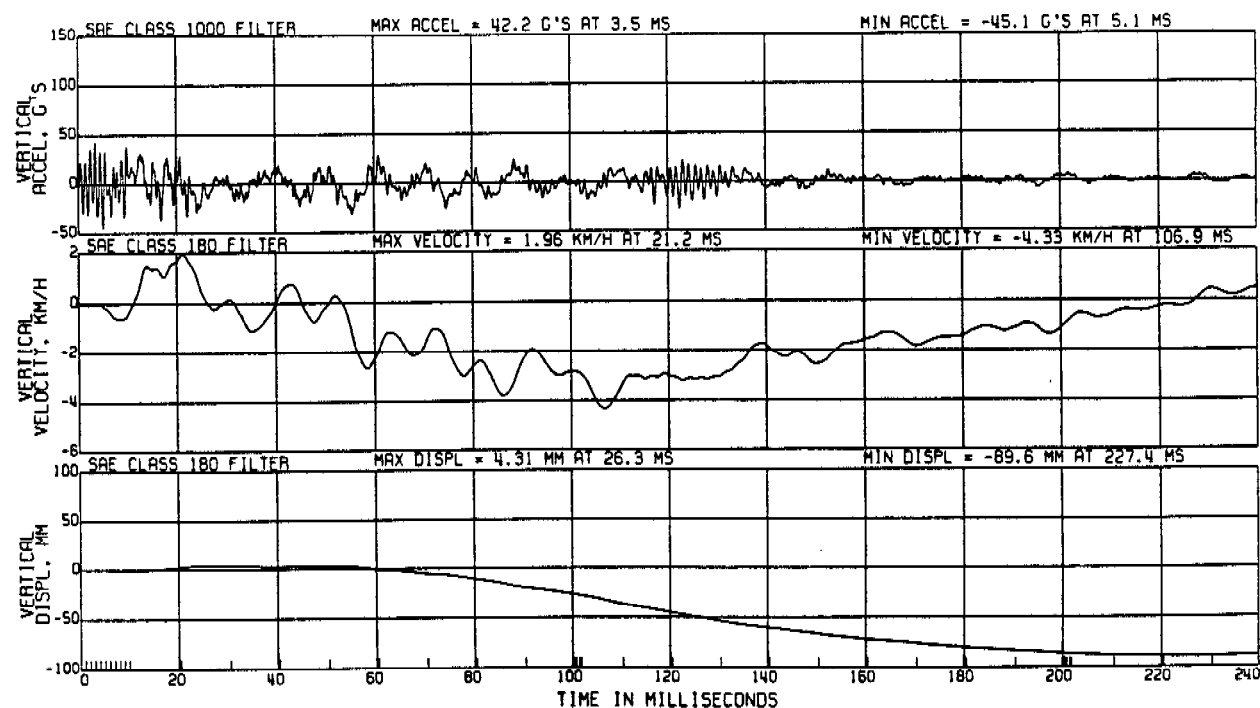
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE

81.0KM/H

SC 1JW99326 4-DOOR
ELEC DATA

LTV MDB AT C.G.

TEST DATE:01/28/1998



81 PROCESSED 1/28/1998 15:15 V2.07

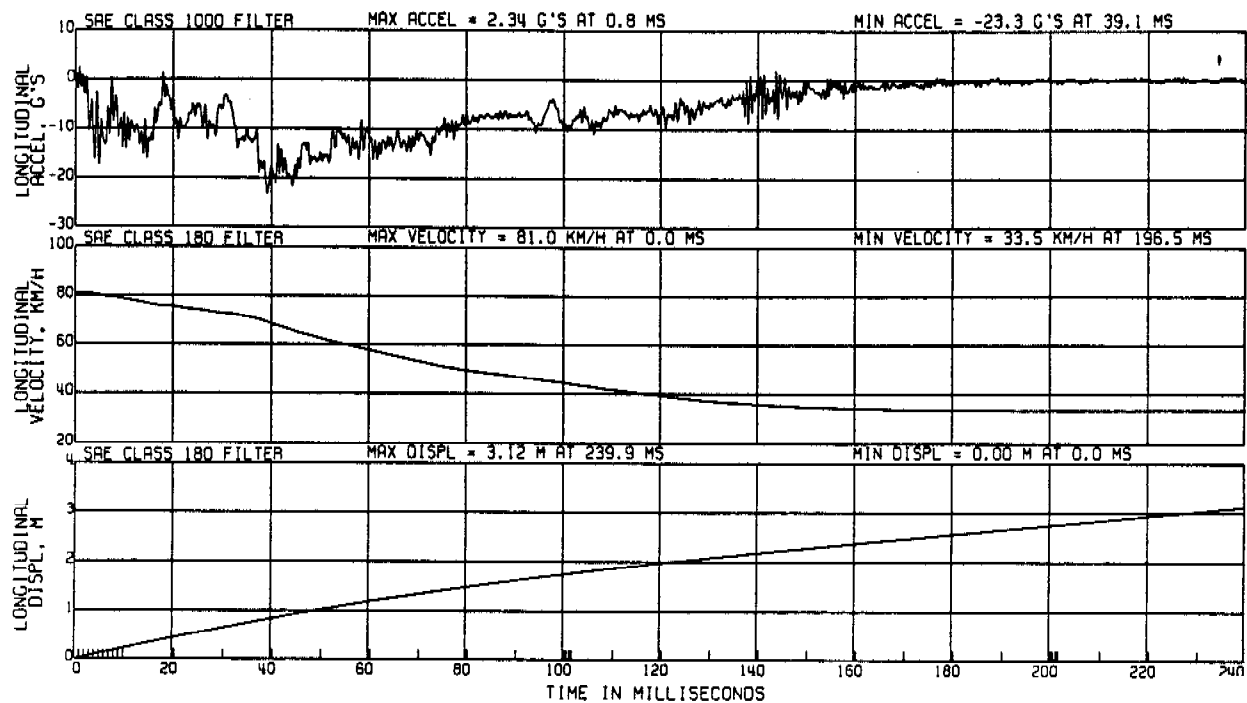
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

LTV MDB AT REAR C/MBR

TEST DATE:01/28/1998



82 PROCESSED 1/28/1998 15:15 V2.07

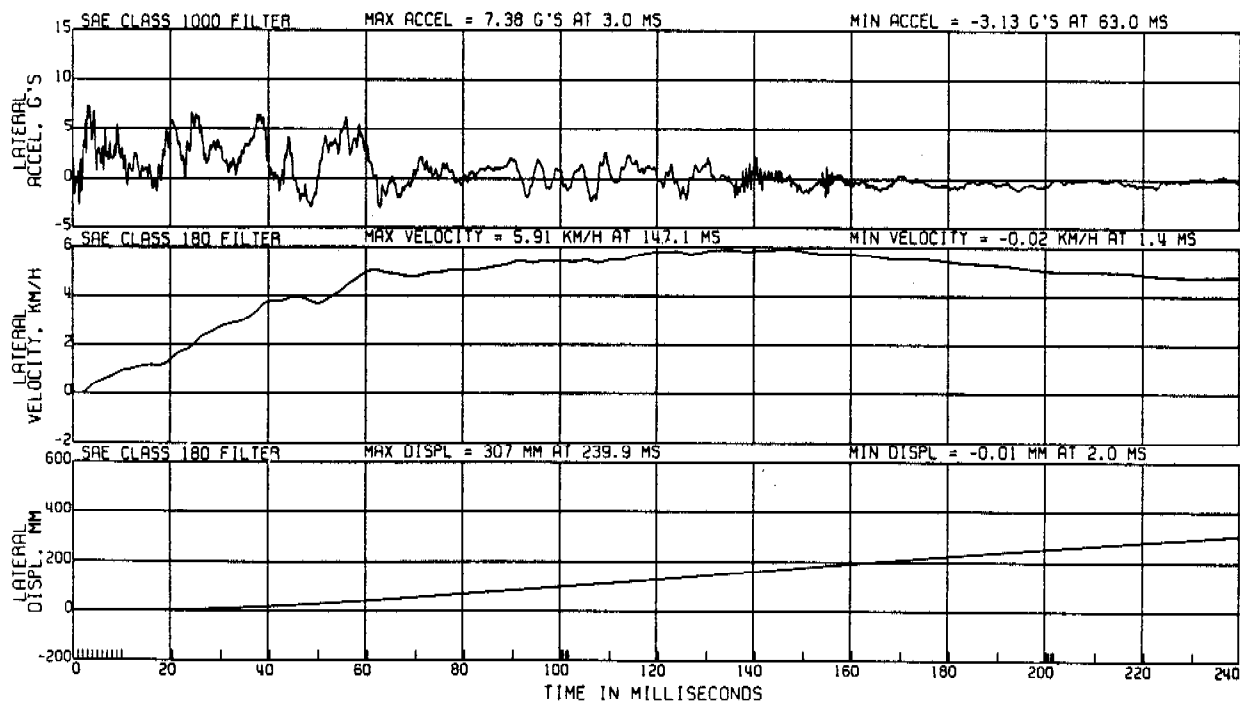
C11829 R.REAR IMP 70% OVERLAP LTV MDB TO STATIONARY VEHICLE 81.0KM/H

SC
ELEC DATA

1JW99326 4-000R

LTV MDB AT REAR C/MBR

TEST DATE:01/28/1998



83 PROCESSED 1/28/1998 15:15 V2.07

C11829 R.REAR IMP 70% OVERLAP

LTV MDB TO STATIONARY VEHICLE

81.0KM/H

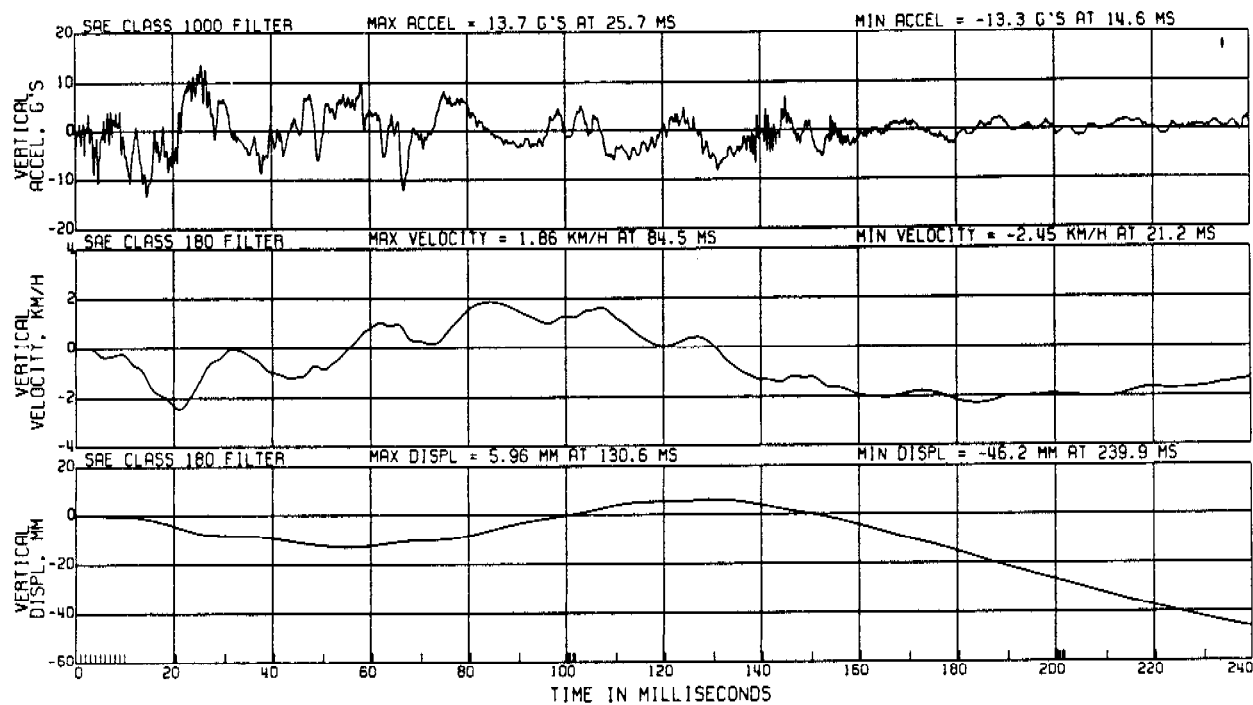
SC

1JW99326 4-000R

LTV MDB AT REAR C/MBR

TEST DATE:01/28/1998

ELEC DATA



84 PROCESSED 1/28/1998 15:15 V2.07