

REPORT NUMBER: 201U-CAL-06-05

**SAFETY COMPLIANCE TESTING FOR FMVSS 201
OCCUPANT PROTECTION IN INTERIOR IMPACT
UPPER INTERIOR HEAD IMPACT PROTECTION**

**MAZDA MOTOR CORPORATION
2006 MAZDA 5 SPORT**

NHTSA NUMBER: C65401

CALSPAN TEST NUMBER: 8754-FMH-12

CALSPAN
TRANSPORTATION SCIENCES CENTER
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Test Date: April 28, 2006

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Enforcement
Office of Vehicle Safety Compliance
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16. <i>Abstract</i> Compliance tests were conducted on the subject vehicle, a 2006 Mazda 5 Sport, in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure TP-201U-01 for determination of FMVSS 201 compliance. Test failures identified were as follows in the table below:																							
<table border="1"> <thead> <tr> <th>Target Point</th> <th>Horizontal</th> <th>Vertical</th> <th>Velocity</th> <th>HIC</th> <th>HICd</th> </tr> </thead> <tbody> <tr> <td>None</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>None</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>						Target Point	Horizontal	Vertical	Velocity	HIC	HICd	None	-	-	-	-	-	None	-	-	-	-	-
Target Point	Horizontal	Vertical	Velocity	HIC	HICd																		
None	-	-	-	-	-																		
None	-	-	-	-	-																		
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SECTION 1

PURPOSE AND TEST PROCEDURE

This head impact compliance test is part of the FMVSS 201, Upper Interior Head Impact Protection, Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-04-C-01027. The purpose of this head impact compliance test was to determine whether the subject vehicle, a 2006 Mazda 5 Sport, NHTSA No.C65401, met the performance requirements of FMVSS 201, Occupant Protection in Interior Impact. The compliance test was conducted in accordance with the OVSC Laboratory Test Procedure No. TP-201U-01 dated April 03, 1998.

SECTION 2

SUMMARY OF UPPER INTERIOR HEAD IMPACTS

A 2006 Mazda 5 Sport, NHTSA No.C65401 , was tested at various upper interior locations by a 4.54 kg 50th percentile headform. A total of twelve (12) impacts were performed in the test series with the target areas tested selected by the NHTSA Contracting Officer's Technical Representative (COTR). A summary of test results can be found on Data Sheet 2-1, Summary of Upper Interior Head Impact Tests. The twelve (12) areas chosen for testing were:

RP1	OP1	UROP	BP4	BP2
URBP	AP3	AP1	RH	URRP
BP3	AP2			

The selected impact areas on the test vehicle appeared to comply with the performance requirements of FMVSS 201.

Five Free Motion Headforms (FMH) were used in this test series. All five FMH's were calibrated prior to and after the test series. Calibration information is included in Appendix B. Each FMH weighed 4.54 ± 0.5 kg and had an orthogonal tri-axis accelerometer pack mounted at the headform's center of gravity (c.g.).

A total of three (3) channels of data for each test were recorded on a Keyser-Threde data acquisition system. Data plots, along with still images, can be found in Section 3, Summary of Test Results and Data Plots.

To document each target area impact test, a Weinberger high-speed video camera was placed at an appropriate location to record the headform contact with the selected target area.

DATA SHEET 2-1

SUMMARY OF UPPER INTERIOR HEAD IMPACT TESTS

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05 (SEE CERTIFICATION LABEL)
COLOR:	Gray

TARGET CODE	Target Coordinates						Approach Angles (degrees)		Velocity (kph)	FMH HIC	HIC(d)
	Driver Side			Passenger Side			Horizontal	Vertical			
	X(mm)	Y(mm)	Z(mm)	X(mm)	Y(mm)	Z(mm)					
AP1	63.212	-77.082	-65.176	63.910	1041.570	-64.929	116°	41°	18.64	235.8	344.3
AP2	-155.017	-114.717	-153.539	-156.514	1079.996	-154.249	206°	47°	18.81	358.6	437.0
AP3	-302.303	-135.737	-222.867	-302.937	1099.361	-223.170	149°	33°	18.43	430.7	491.4
BP1	607.993	7.911	26.776	603.222	953.146	28.045	-	-	-	-	-
BP2	577.291	-87.133	-175.419	577.090	1048.390	-174.677	90°	10°	23.80	640.9	650.0
BP3	523.084	-125.894	-197.244	527.213	1088.102	-199.493	270°	(-6)°	23.53	503.5	546.3
BP4	615.685	-164.536	-310.415	619.128	1126.927	-310.097	142°	(-9)°	23.84	970.6	898.7
FH1	4.429	7.100	2.638	5.030	956.488	3.699	Relocated 2 circles		-	-	-
FH1_R2	-1.399	56.693	9.177	-2.317	911.149	9.816	-	-	-	-	-
FH2	-5.531	158.802	14.960	2.648	808.203	16.917	-	-	-	-	-
OP1	1604.817	-102.682	-175.398	1607.682	1063.678	-173.596	90°	9°	23.60	388.4	459.4
OP2	1632.863	-131.802	-138.867	1634.292	1093.646	-140.360	-	-	-	-	-
RH	2118.762	235.753	68.827	2120.162	820.953	62.302	360°	50°	23.64	788.0	760.9
RP1	2034.775	-27.301	-6.202	2033.381	992.691	-4.955	Relocated 1 circle		-	-	-
RP1_R1	2029.371	-7.201	2.818	2019.716	973.901	4.842	77°	19°	18.64	433.1	493.1
RP2	2057.232	-38.922	-30.914	2054.393	1001.909	-28.893	-	-	-	-	-
SD	1103.615	-11.193	69.883	1103.591	972.312	68.659	Relocated 1 circle on Passenger side		-	-	-
SD_R1	-	-	-	1083.509	977.587	61.116	-	-	-	-	-
SR1	213.716	-20.957	16.967	216.485	981.527	19.667	Relocated 1 circle		-	-	-
SR1_R1	217.410	-38.844	1.454	193.519	986.426	11.636	-	-	-	-	-

SR2A	366.830	-18.742	22.681	367.786	989.308	41.607	Relocated 1 circle on Passenger side		-	-	-
SR2A_R1	-	-	-	368.454	998.655	20.617	-	-	-	-	-
SR2B	308.127	-26.979	15.884	306.029	989.488	35.234	Relocated 2 circles on Passenger side		-	-	-
SR2B_R2	-	-	-	327.051	1002.164	11.568	-	-	-	-	-
SR3F	974.628	42.200	91.626	978.544	920.964	90.245	-	-	-	-	-
SR3R	1149.869	40.875	94.322	1151.779	922.506	92.201	-	-	-	-	-
URAP	291.029	94.110	71.246	288.044	861.860	70.036	-	-	-	-	-
URBP	644.132	96.474	82.722	592.885	857.133	98.205	90°	33°	23.55	455.9	510.4
URFSR	392.218	110.362	100.464	390.672	850.879	100.452	-	-	-	-	-
UROP	1567.320	108.899	126.028	1622.932	854.465	122.979	90°	39°	23.69	541.9	575.3
URRP	1824.873	91.114	103.826	1839.848	884.511	97.011	275°	38°	23.51	405.6	472.5
URRSR1	988.337	139.932	144.023	974.735	834.564	139.260	-	-	-	-	-
URRSR2	1354.958	106.893	132.682	1336.424	854.465	132.378	-	-	-	-	-

*HIC(d)=0.75446(Free Motion Headform HIC)+166.4

DATA SHEET 2-2

GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:									
Year/Make/Model/Body Style:					2006 Mazda 5 Sport				
VIN:					JM1CR293760102352				
Month & Year of Manufacture:					05/05 (SEE CERTIFICATION LABEL)				
Vehicle Body Color:					Gray				
Engine Data:	4	Cylinders;	-	CID;	2.3	Liters;	-	cc	
Engine Placement:		x	Longitudinal;	or		-	Lateral		
Transmission:	4	Speed;	-	Manual;	x	Automatic;	x	Overdrive	
Final Drive:	-	Rear Wheel Drive;	x	Front Wheel Drive;	-	Four Wheel Drive			
Odometer Reading:		66	km						
Options:	x	A/C;	x	Power Steering;	x	Pwr.Brakes;	x	Pwr. Windows	
Interior Trim Information :									
1. Adjustable seat belt anchorages on both B-pillars									
2. Nonadjustable seat belt anchorages on both rear pillars									
3. Side rail grab handles on front passenger and rear occupant seating position side rails									

DATA FROM TIRE PLACARD:									
Tire Pressure (at capacity);					230	kPa FRONT			
					230	kPa REAR			
Recommended Tire Size:					P205/50R17				
Tires on Test Vehicle:			P205/50R17		Manufacturer:			Toyo	
Vehicle Capacity Data:									
Number of Occupants:	2	Front;	2	Rear;	2	3rd Seat;	6	Total	
Type of Front Seats:	x	Bucket;	-	Bench;	-	Split Bench			
Type of Front Seat Back:	-	Fixed;	x	Adjustable with	x	Lever or	-	Knob	
Vehicle Capacity Weight (VCW)=					462	kg (A)			
No. of Occupants x 68 kg. =					408	kg (B)			
Rated Cargo/Luggage Weight (RCLW) =					54	kg (A-B) Max. RCLW = 136 kg.			

DATA SHEET 2-2

GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:							
Left Front	=	424	kg	Left Rear	=	346	kg
Right Front	=	445	kg	Right Rear	=	320	kg
TOTAL FRONT	=	869	kg	TOTAL REAR	=	666	kg
% of Total Weight	=	56.6	%	% of Total Weight	=	43.4	%
TOTAL WEIGHT	=	1535				kg	

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:		
Total Test Vehicle Delivered Weight=	1535	kg (A)
+ Rated Cargo/Luggage Weight =	54	kg (B)
TEST VEHICLE TARGET WEIGHT =	1589	kg (A+B)

WEIGHT OF TEST VEHICLE (FULLY LOADED):							
Left Front	=	421	kg	Left Rear	=	366	kg
Right Front	=	444	kg	Right Rear	=	349	kg
TOTAL FRONT	=	865	kg	TOTAL REAR	=	715	kg
% of Total Weight	=	54.7	%	% of Total Weight	=	45.3	%
TOTAL TEST WEIGHT	=	1580					
Weight of vehicle secured in test vehicles cargo area	=	54				kg	

TEST VEHICLE ATTITUDE (all dimensions in millimeters):				
AS DELIVERED:	Left Front	713	Left Rear	743
	Right Front	704	Right Rear	738
FULLY LOADED:	Left Front	709	Left Rear	729
	Right Front	700	Right Rear	725
Test Vehicle Wheelbase:	2750		millimeters	

TEST VEHICLE PITCH AND ROLL ANGLES:				
AS DELIVERED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↑0.8↓	Front Bumper	↓0.2↑
	Right Door Sill	↓0.9↑	Rear Bumper	↓0.2↑
FULLY LOADED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↑0.5↓	Front Bumper	↓0.1↑
	Right Door Sill	↓0.6↑	Rear Bumper	↓0.3↑
AS TESTED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↑0.6↓	Front Bumper	↓0.2↑
	Right Door Sill	↓0.6↑	Rear Bumper	↓0.2↑

DATA SHEET 2-3

APPROACH ANGLE LIMITS

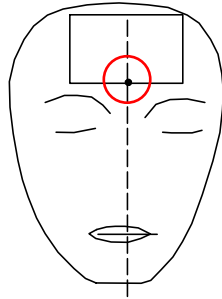
Left Side					Right Side				
Target Code	Horizontal Angles (deg.)		Vertical Angles (deg.)		Target Code	Horizontal Angles (deg.)		Vertical Angles (deg.)	
	Minimum	Maximum	Minimum	Maximum		Minimum	Maximum	Minimum	Maximum
AP1	204	247	-5	41	AP1	113	157	-5	41
AP2	204	247	-5	47	AP2	113	157	-5	47
AP3	204	247	-5	33	AP3	113	157	-5	33
BP1	199	284	-10	10	BP1	76	161	-10	10
BP2	ANY		0	10	BP2	ANY		0	10
BP3	199	284	-10	-6	BP3	76	161	-10	-6
BP4	199	284	-10	-9	BP4	76	161	-10	-9
OP1	ANY		0	9	OP1	ANY		0	9
OP2	270		-10	9	OP2	90		-10	9
RP1	270	345	-10	23	RP1	15	90	-10	23
RP2	270	345	-10	21	RP2	15	90	-10	21
FH1	180		0	50	FH1	180		0	50
FH2	180		0	50	FH2	180		0	50
RH	360		0	50	RH	0		0	50
SR1	270		0	34	SR1	90		0	30
SR2A	270		0	39	SR2A	90		0	39
SR2B	270		0	37	SR2B	90		0	34
SR3	270		0	43	SR3	90		0	43
URAP	ANY		0	43	URAP	ANY		0	43
URBP	ANY		0	33	URBP	ANY		0	33
UROP	ANY		0	39	UROP	ANY		0	39
URRP	ANY		0	38	URRP	ANY		0	38

Note : BP2 and OP1 target location – Seat belt anchorages

DATA SHEET 2-4

SUMMARY TARGET IMPACT LOCATION ON FMH

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05 (SEE CERTIFICATION LABEL)
COLOR:	Gray



ã RIGHT SIDE OF FACE

TARGET	Distance Above Point 0 (mm)	Distance Over From Pt. O (mm)
RP1	30	4L
OP1	12	10L
UROP	31	5L
BP4	20	7L
BP2	12	0
URBP	16	10R
AP3	26	4L
AP1	5	17R
RH	29	5L
URRP	36	5R
BP3	10	24L
AP2	20	1R

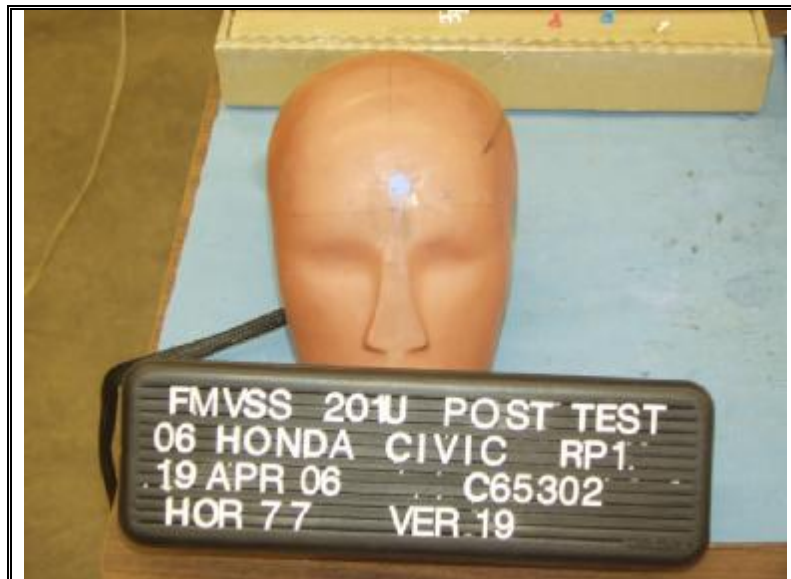
SECTION 3

SUMMARY OF TEST RESULTS AND DATA PLOTS

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05 (SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	01
Test Date:	04/27/06
Target Location:	REAR PILLAR
Target Code:	RP1
Horizontal Impact Angle:	77°
Vertical Impact Angle:	19°
Ambient Temperature:	21.0 C°
Relative Humidity:	28
Time of Impact:	10:10
Headform Number:	0062

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	4	mm right	x mm left
On Centerline	30	mm up	



POST-IMPACT RP1 HEADFORM

Free Motion HIC	433.1
HIC(d)	493.1
Impact Velocity (kph)	18.64
HIC T1 (msec)	3.7
HIC T2 (msec)	11.3

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - RP1

FMH Headform 0062

Location: RP1

Test Date: April 27, 2006

Work File: RP1

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 493.1

Lab Humidity: 28 %

HIC (36ms): 433.1

Velocity at Impact: 18.64 KPH

t1: 3.7 msec

t2: 11.3 msec

Free Flight Distance: 219.47 mm

Duration: 7.6 msec

Maximum: 109.0 g

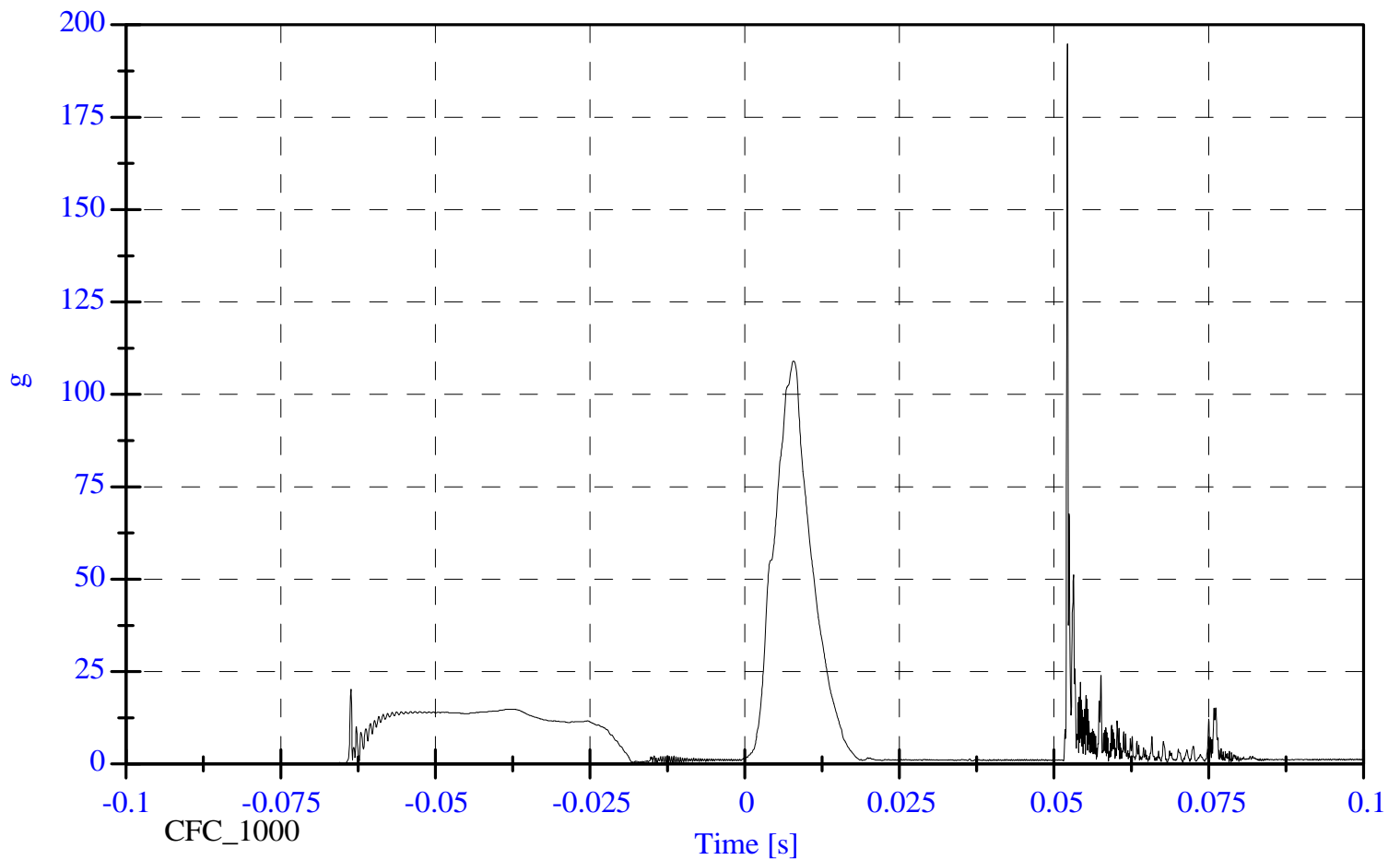
Average Acceleration: 8.1 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 109.0 [g] at 0.008 [s]

Headform Resultant

Min: 0.0 [g] at -0.097 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

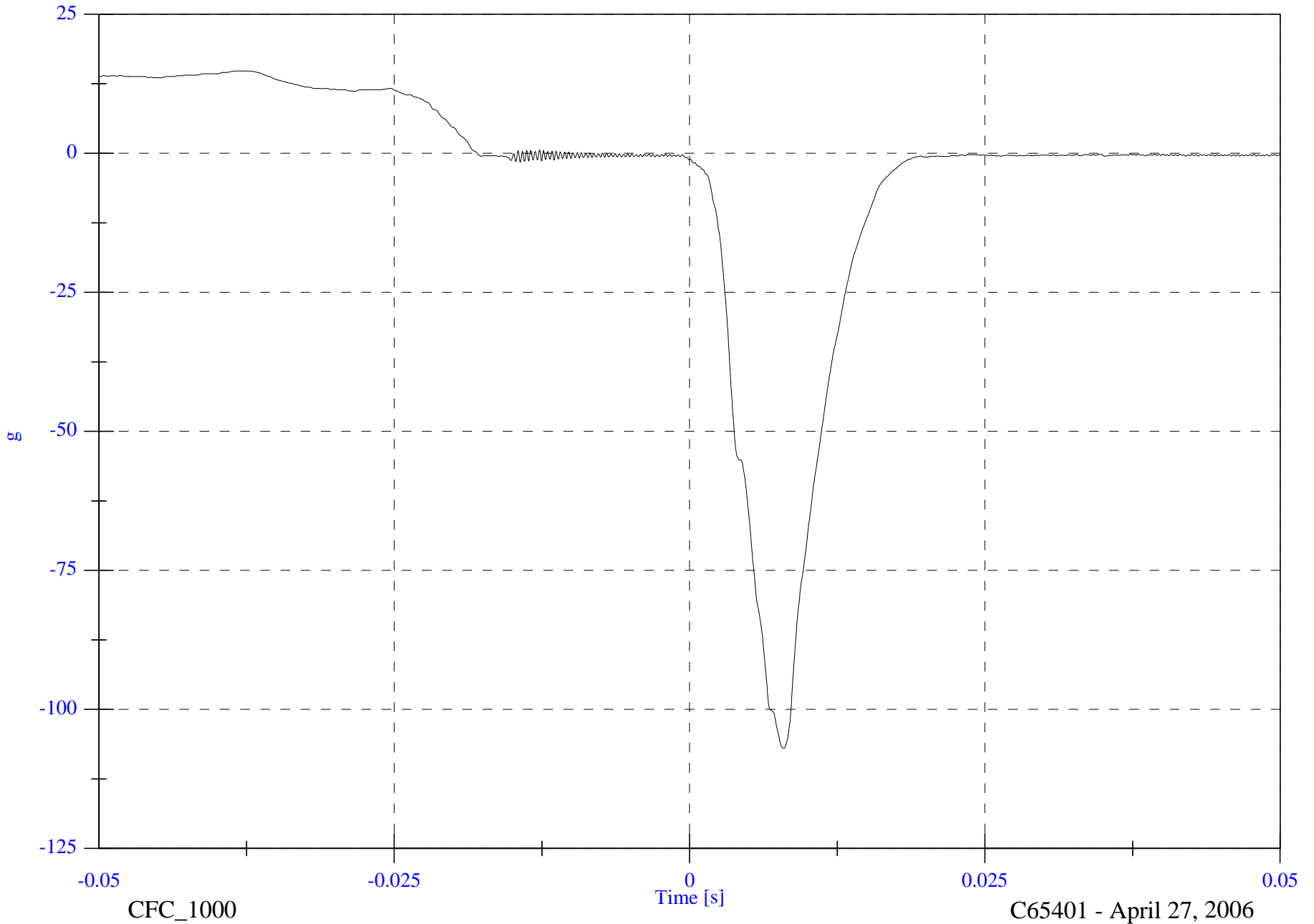
Headform X Acceleration

Max: 14.8 [g] at -0.039 [s]

Min: -107.0 [g] at 0.008 [s]

C65401 PASSENGER SIDE RP1 IMPACT PLOT #1

8754+FMH-12



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FMVSS 201U IMPACT TEST - 2006 MAZDA 5

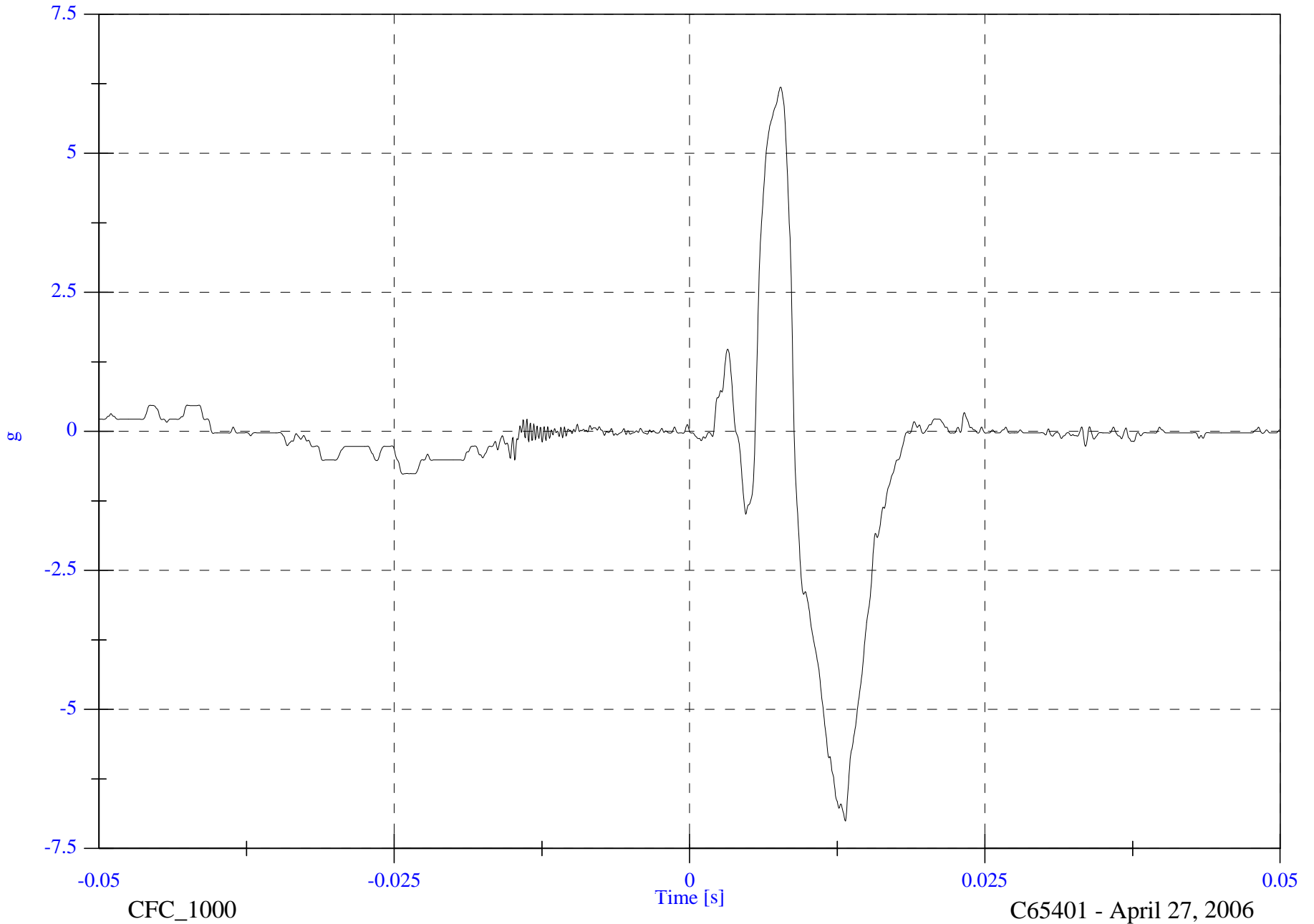
Headform Y Acceleration

Max: 6.2 [g] at 0.008 [s]

Min: -7.0 [g] at 0.013 [s]

C65401 PASSENGER SIDE RP1 IMPACT PLOT #2

8754+FMH-12



CFC_1000

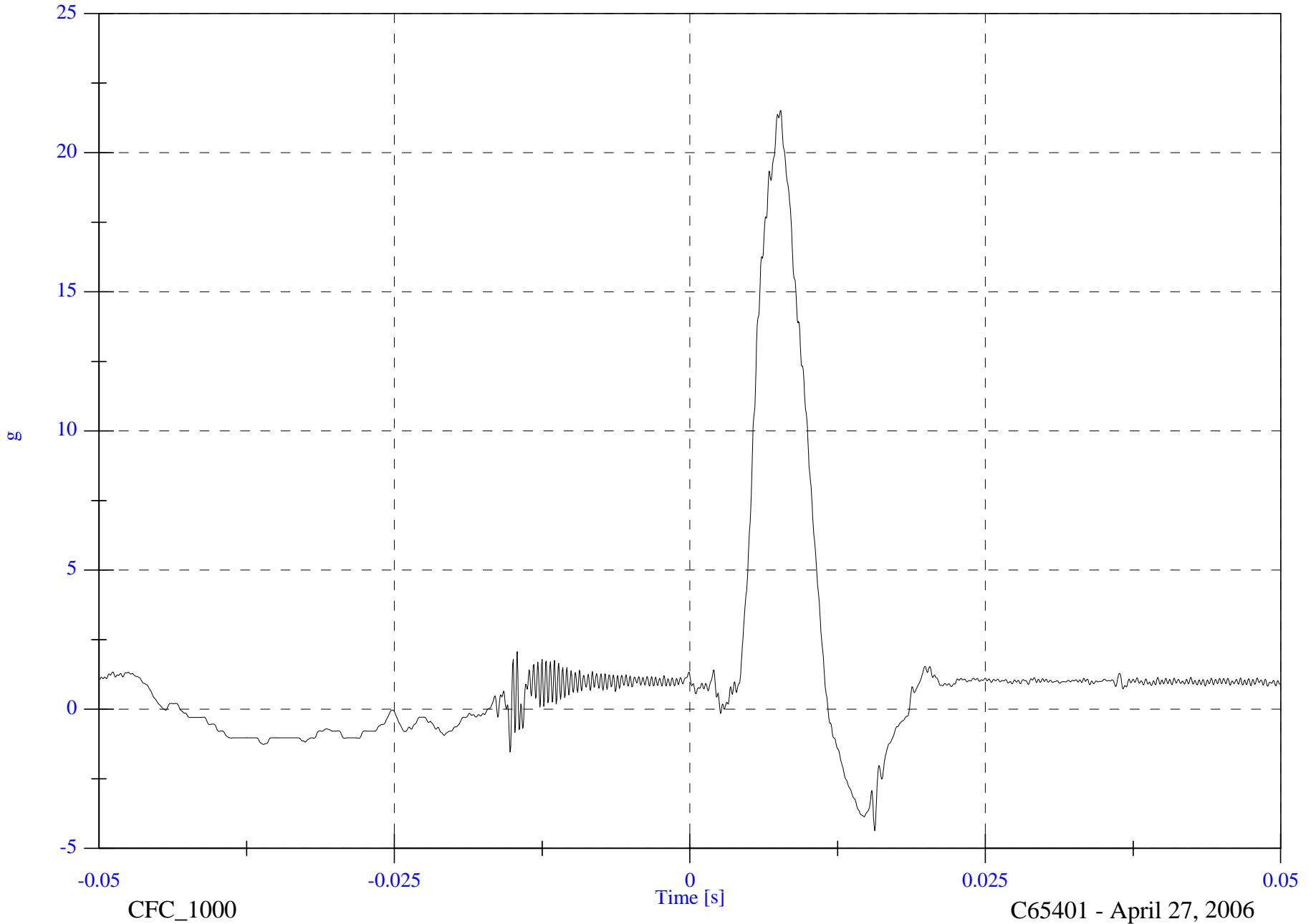
C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Z Acceleration

Max: 21.5 [g] at 0.008 [s]

Min: -4.4 [g] at 0.016 [s]



C65401 PASSENGER SIDE RP1 IMPACT PLOT #3

8754+FMH-12

CFC_1000

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FMVSS 201U IMPACT TEST - 2006 MAZDA 5

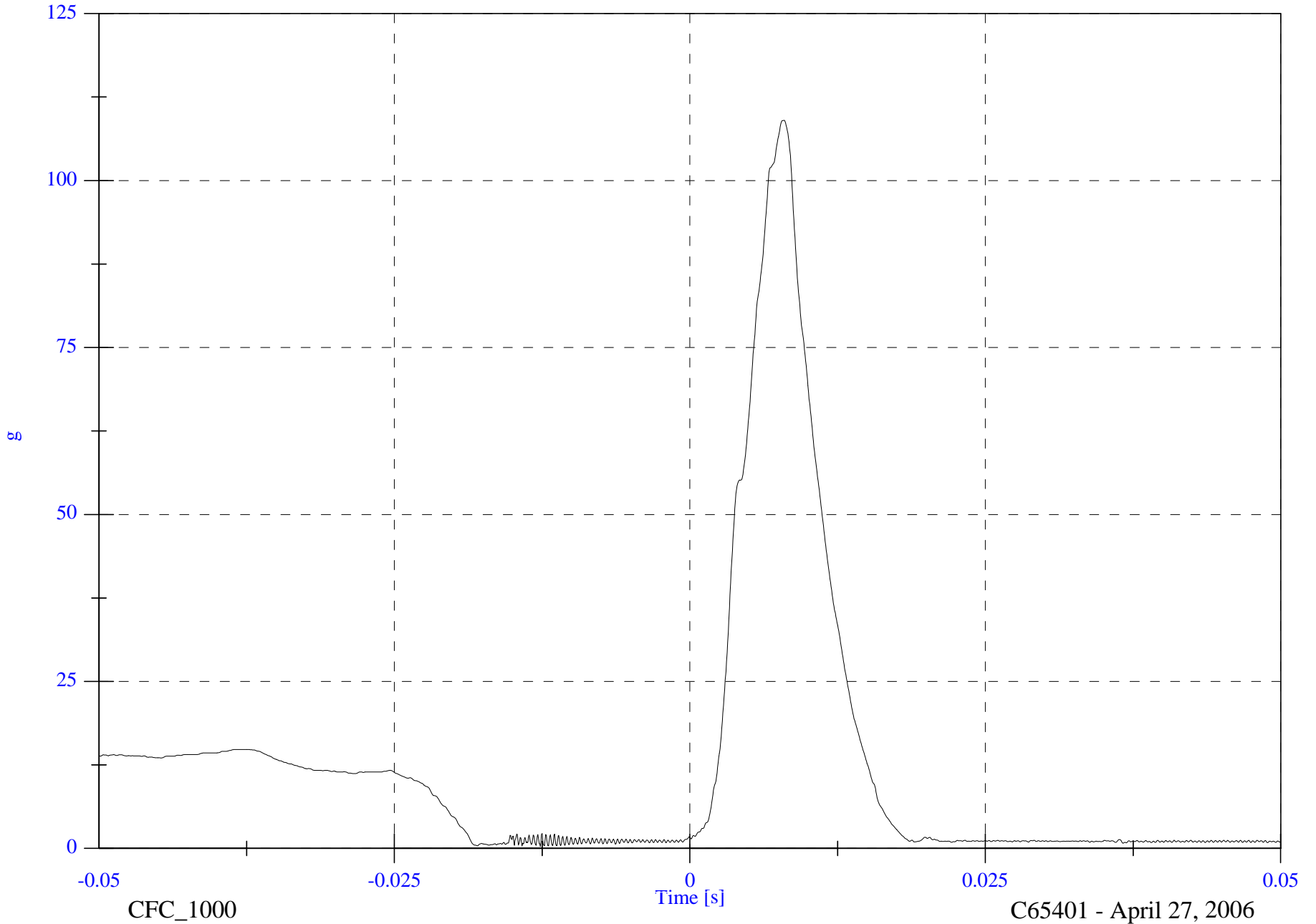
Headform Resultant

Max: 109.0 [g] at 0.008 [s]

Min: 0.3 [g] at -0.013 [s]

C65401 PASSENGER SIDE RP1 IMPACT PLOT #4

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

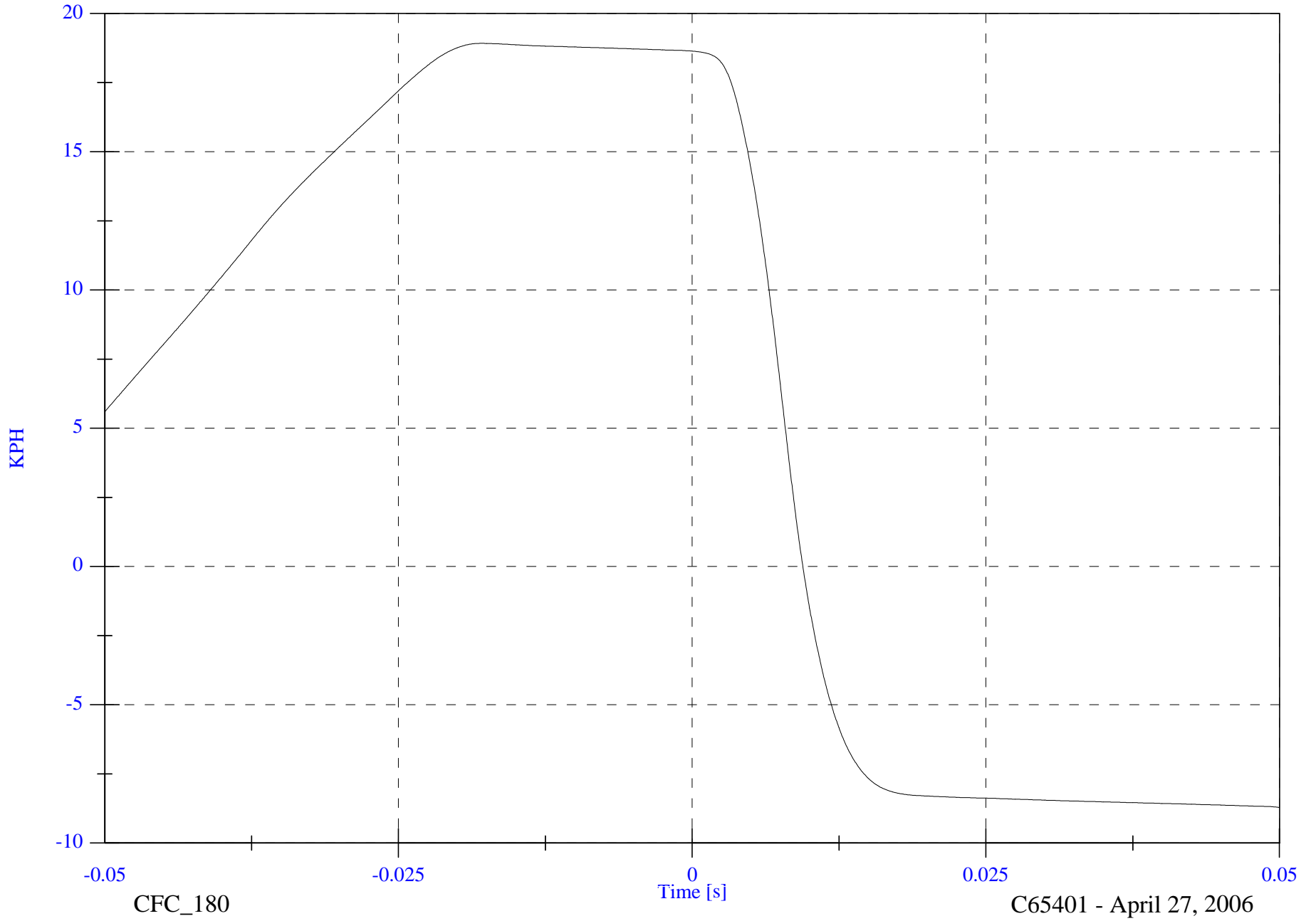
Headform Velocity

Max: 18.9 [KPH] at -0.018 [s]

Min: -8.7 [KPH] at 0.050 [s]

C65401 PASSENGER SIDE RP1 IMPACT PLOT #5

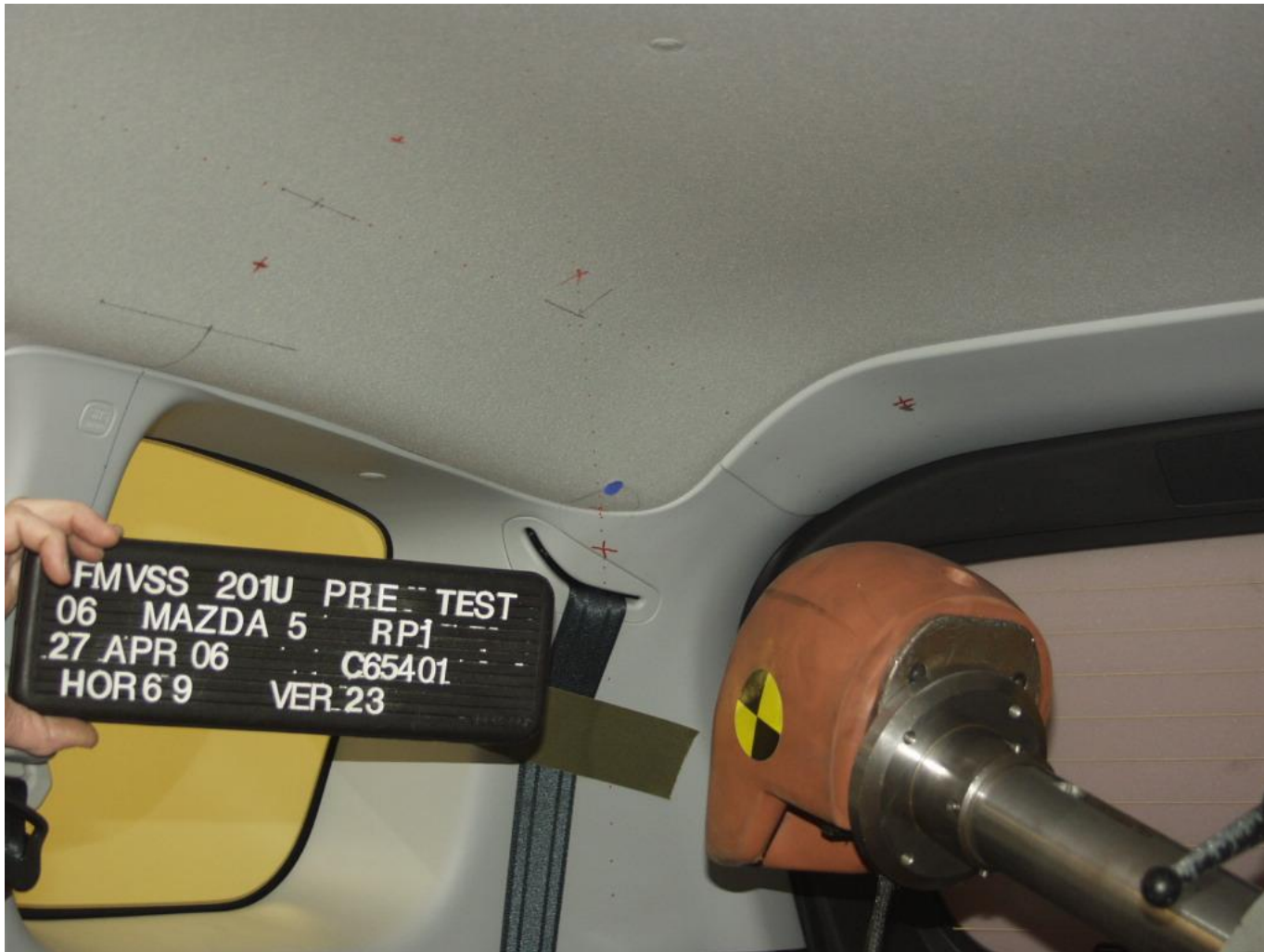
8754+FMH-12



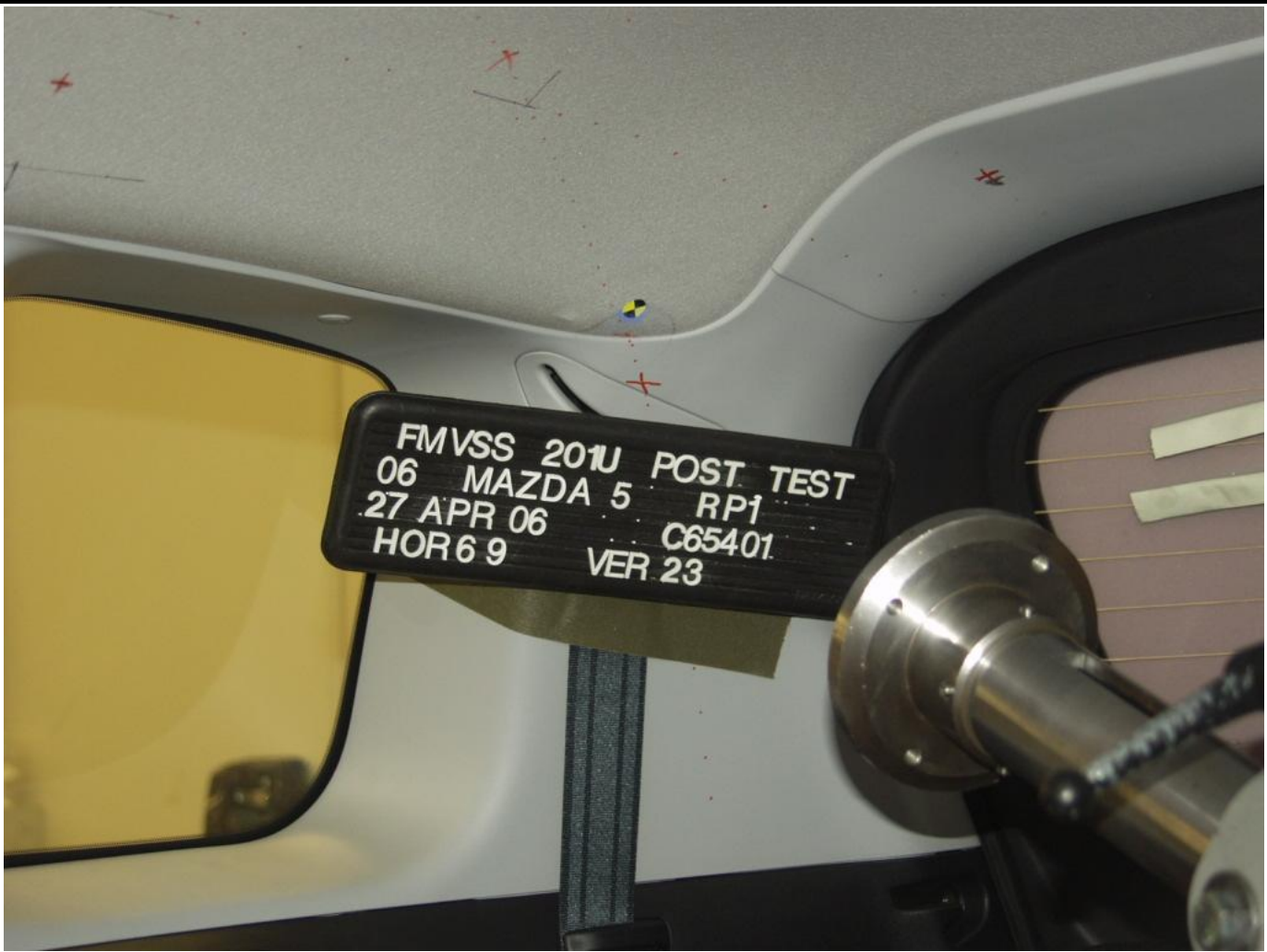
CFC_180

Time [s]

C65401 - April 27, 2006



PRE-IMPACT RP1



POST-IMPACT RP1

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05 (SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	02
Test Date:	04/27/06
Target Location:	OTHER PILLAR
Target Code:	OP1
Horizontal Impact Angle:	90°
Vertical Impact Angle:	9°
Ambient Temperature:	21.0 C°
Relative Humidity:	28
Time of Impact:	10:35
Headform Number:	0355

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	10	mm right	x mm left
On Centerline	12	mm up	



POST-IMPACT OP1 HEADFORM

Free Motion HIC	388.4
HIC(d)	459.4
Impact Velocity (kph)	23.6
HIC T1 (msec)	2.1
HIC T2 (msec)	10.1

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - OP1

FMH Headform 0355

Location: OP1

Test Date: April 27, 2006

Work File: OP1

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 459.4

Lab Humidity: 28 %

HIC (36ms): 388.4

Velocity at Impact: 23.60 KPH

t1: 2.2 msec

t2: 10.1 msec

Free Flight Distance: 215.11 mm

Duration: 7.9 msec

Maximum: 98.2 g

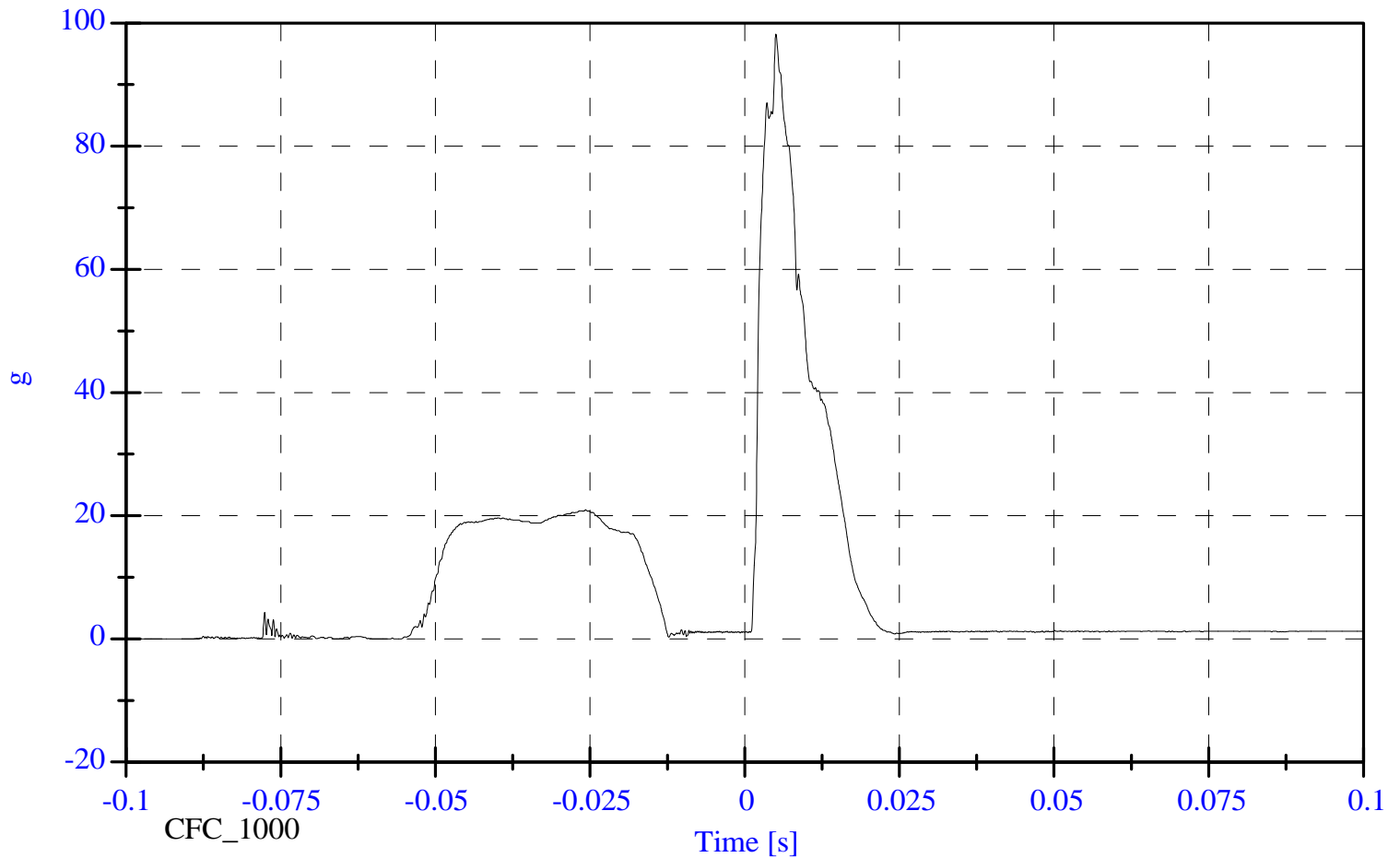
Average Acceleration: 8.3 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 98.2 [g] at 0.005 [s]

Headform Resultant

Min: -0.0 [g] at -0.098 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

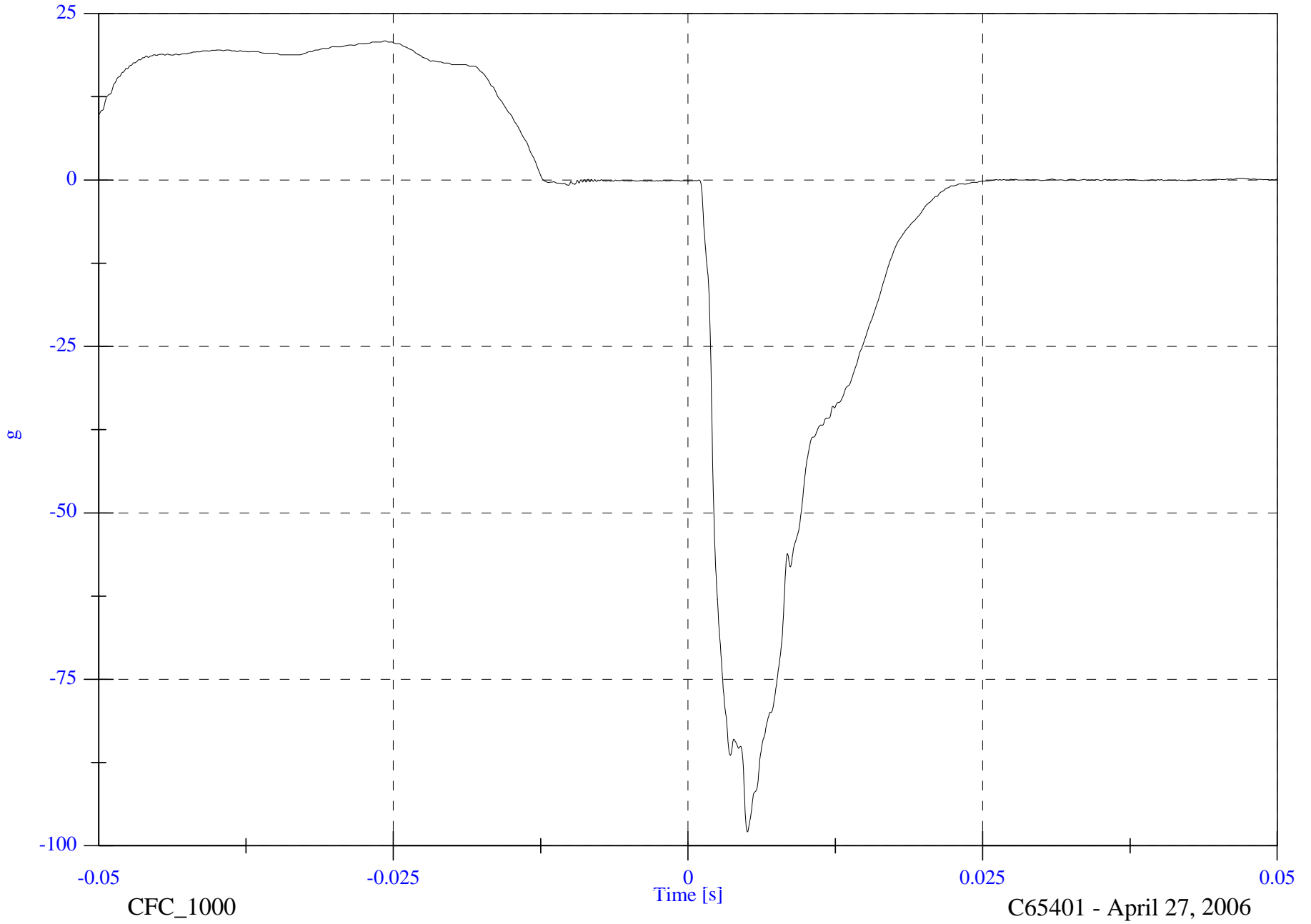
Headform X Acceleration

Max: 20.9 [g] at -0.026 [s]

Min: -97.9 [g] at 0.005 [s]

C65401 PASSENGER SIDE OP1 IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

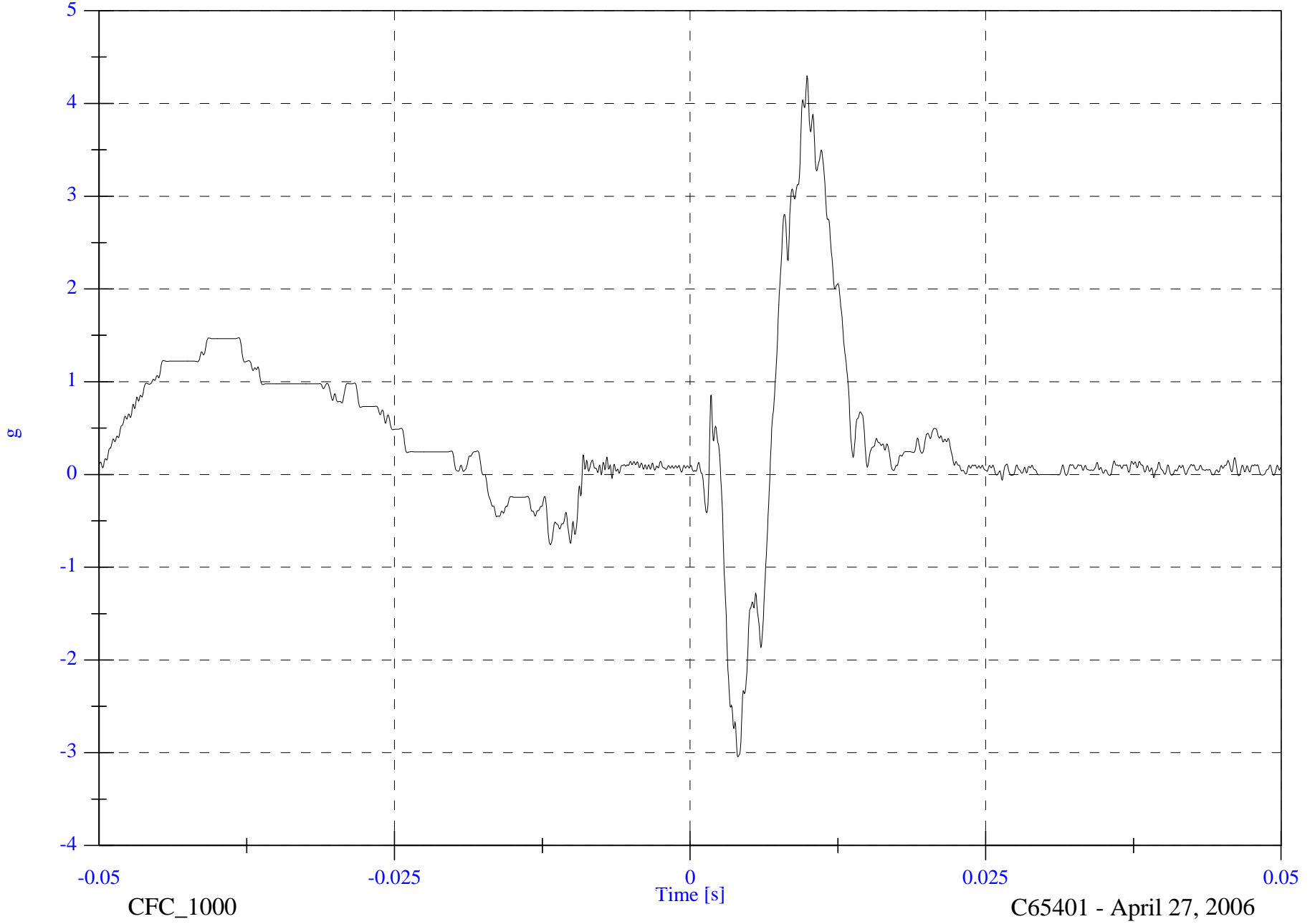
Headform Y Acceleration

Max: 4.3 [g] at 0.010 [s]

Min: -3.0 [g] at 0.004 [s]

C65401 PASSENGER SIDE OP1 IMPACT PLOT #2

8754+FMH-12



CFC_1000

Time [s]

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

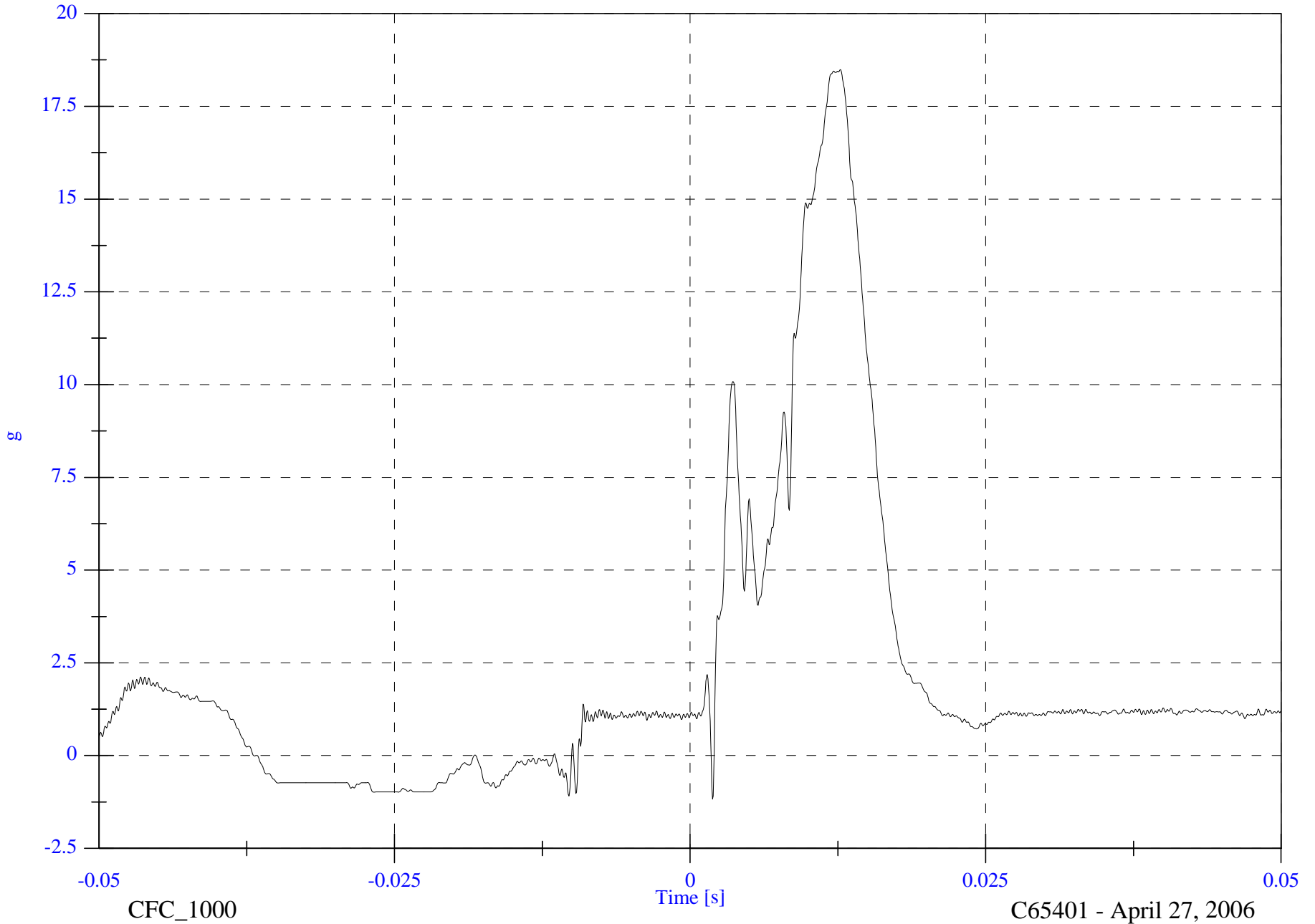
Headform Z Acceleration

Max: 18.5 [g] at 0.013 [s]

Min: -1.2 [g] at 0.002 [s]

C65401 PASSENGER SIDE OP1 IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

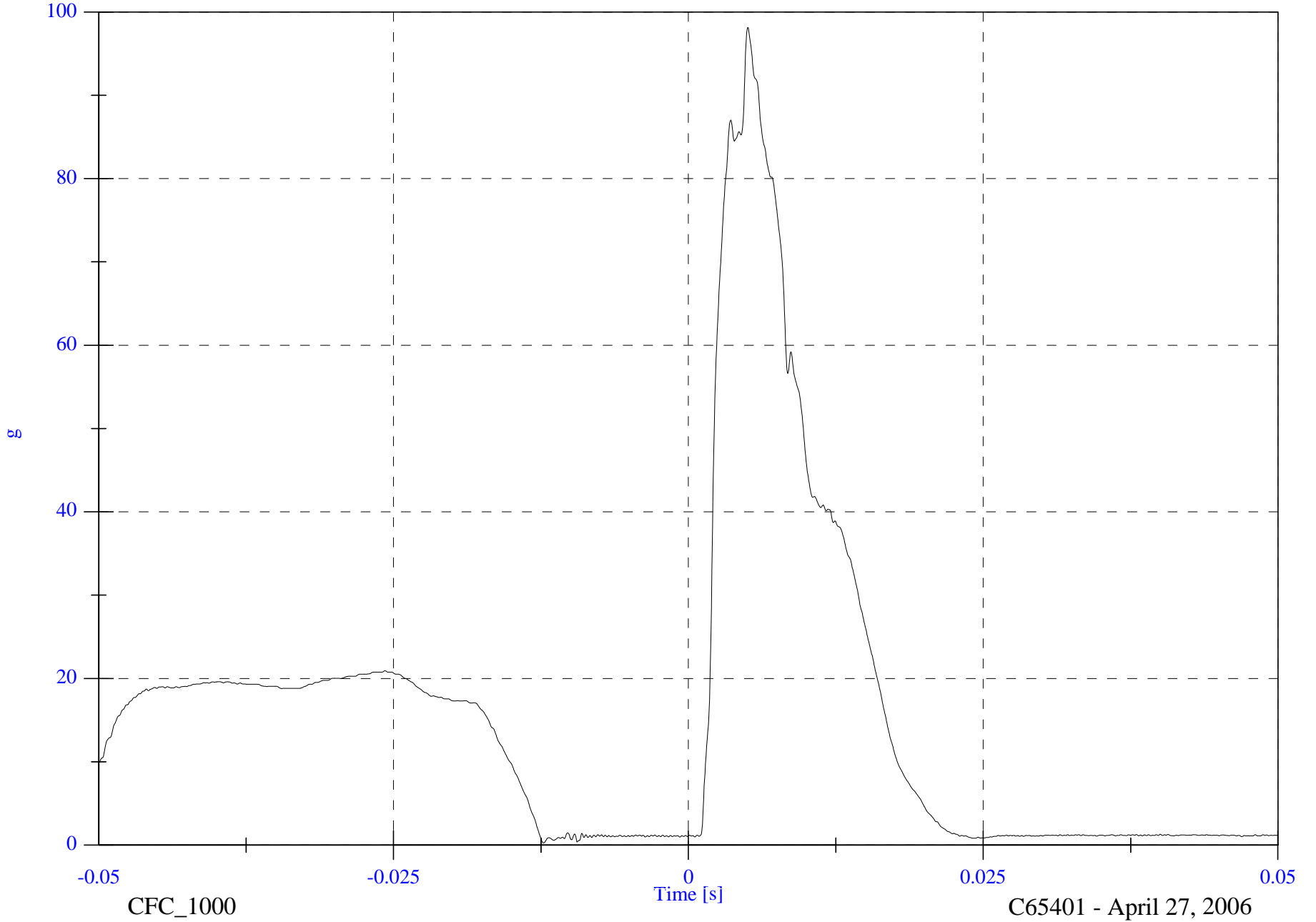
Headform Resultant

Max: 98.2 [g] at 0.005 [s]

Min: 0.3 [g] at -0.012 [s]

C65401 PASSENGER SIDE OP1 IMPACT PLOT #4

8754-FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

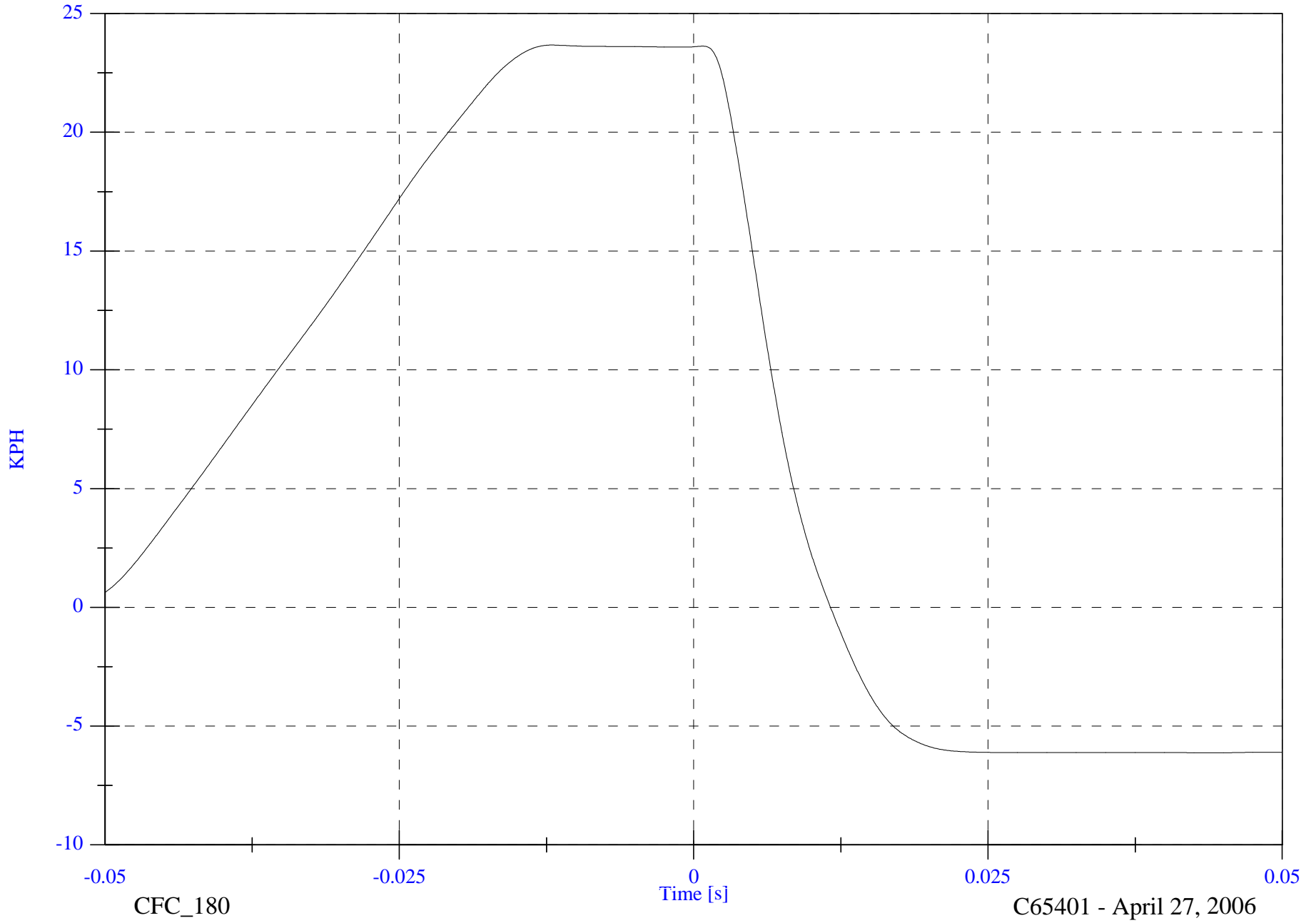
Max: 23.7 [KPH] at -0.012 [s]

Headform Velocity

Min: -6.1 [KPH] at 0.044 [s]

C65401 PASSENGER SIDE OP1 IMPACT PLOT #5

8754+FMH-12



CFC_180

Time [s]

C65401 - April 27, 2006



PRE-IMPACT OP1



POST-IMPACT OPI

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	03
Test Date:	04/27/06
Target Location:	UPPER ROOF
Target Code:	UROP
Horizontal Impact Angle:	90°
Vertical Impact Angle:	39°
Ambient Temperature:	21C°
Relative Humidity:	28
Time of Impact:	11:00
Headform Number:	0642

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	5	mm right	x mm left
On Centerline	31	mm up	



POST-IMPACT UROP HEADFORM

Free Motion HIC	541.9
HIC(d)	575.3
Impact Velocity (kph)	23.69
HIC T1 (msec)	4.1
HIC T2 (msec)	13.3

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - UROP

FMH Headform 0642

Location: UROP

Test Date: April 27, 2006

Work File: UROP

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 575.3

Lab Humidity: 28 %

HIC (36ms): 541.9

Velocity at Impact: 23.69 KPH

t1: 4.1 msec

t2: 13.3 msec

Free Flight Distance: 216.30 mm

Duration: 9.1 msec

Maximum: 102.0 g

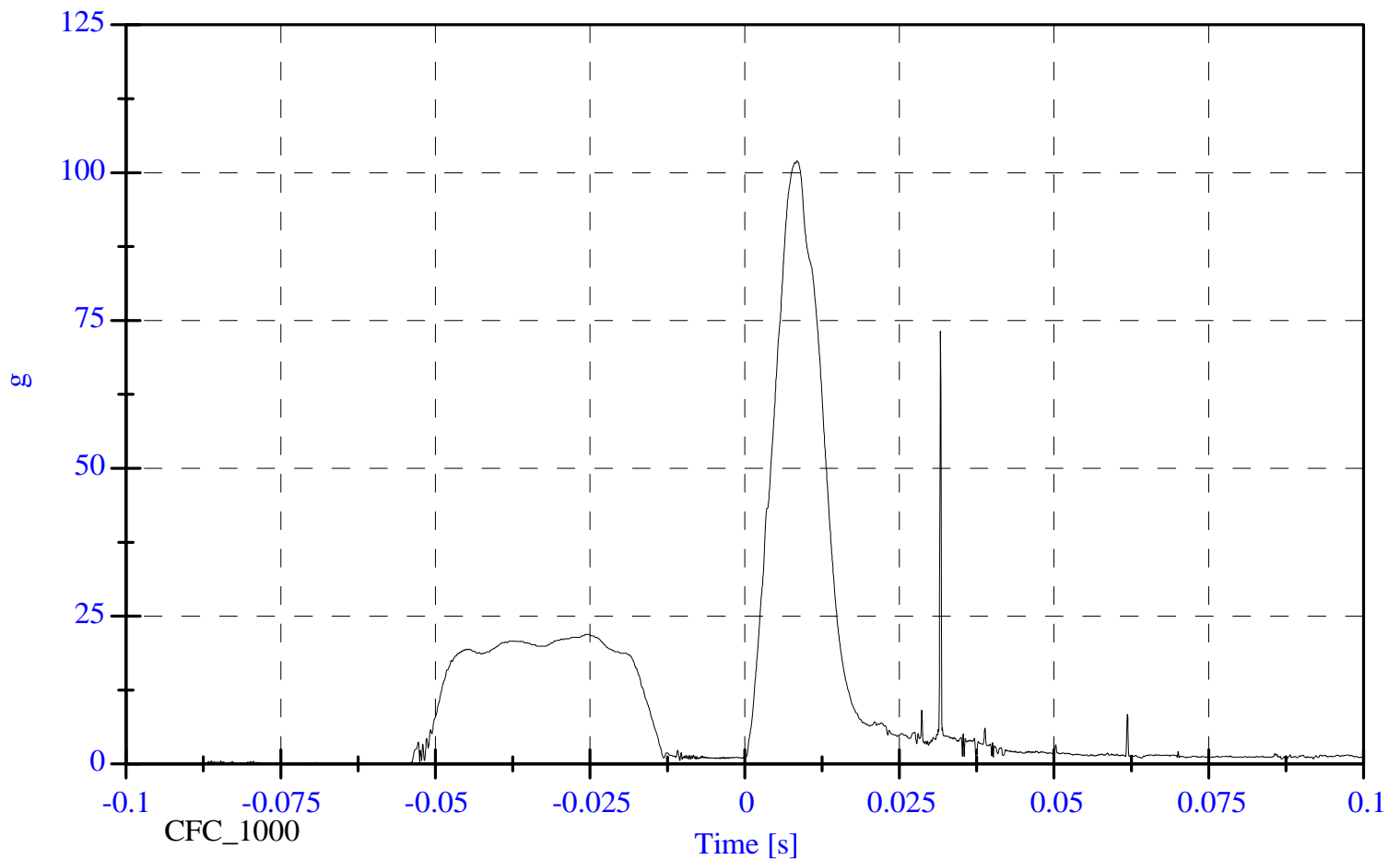
Average Acceleration: 9.3 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 102.0 [g] at 0.008 [s]

Headform Resultant

Min: 0.0 [g] at -0.055 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

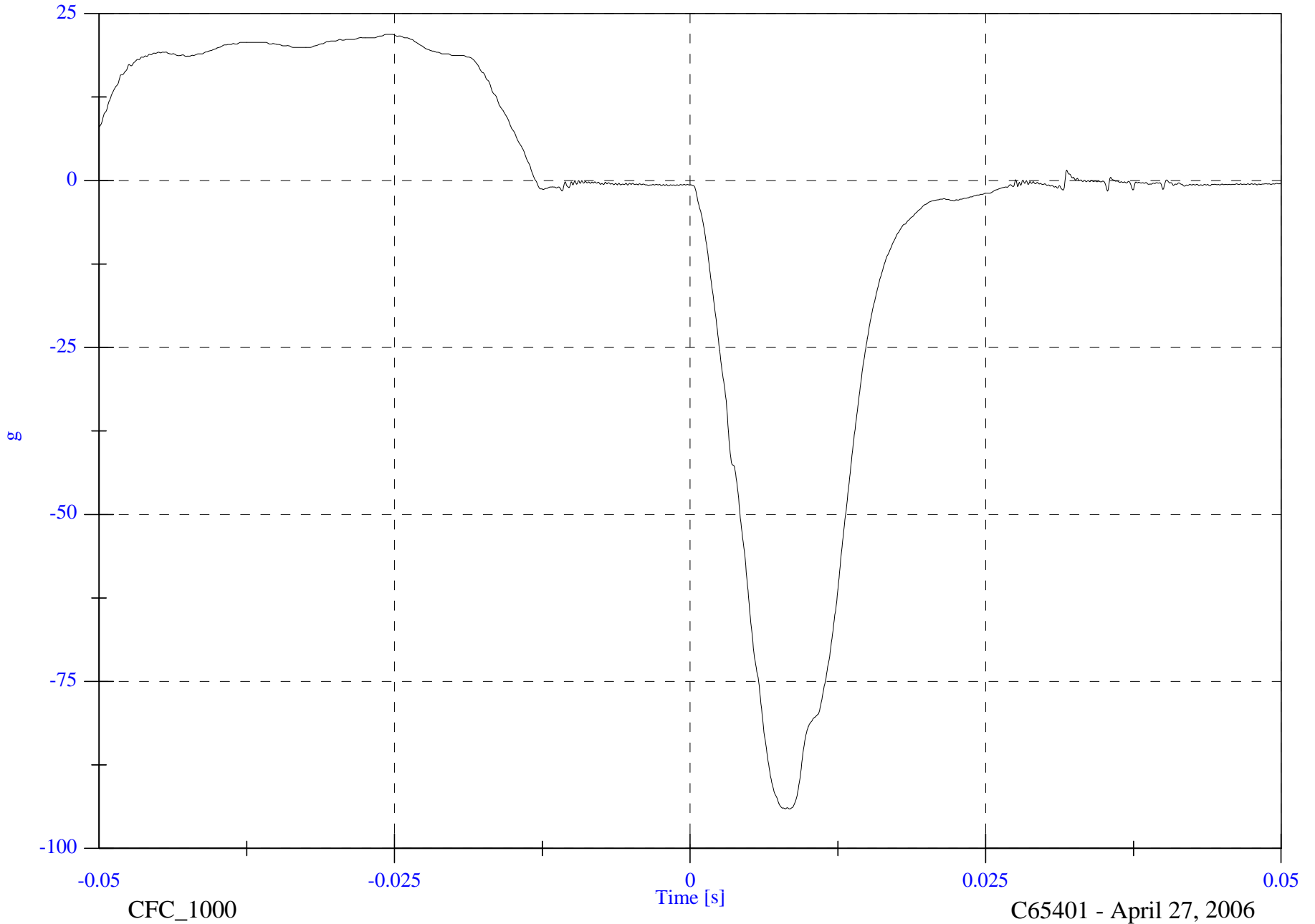
Headform X Acceleration

Max: 21.9 [g] at -0.025 [s]

Min: -94.1 [g] at 0.008 [s]

C65401 PASSENGER SIDE UROP IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

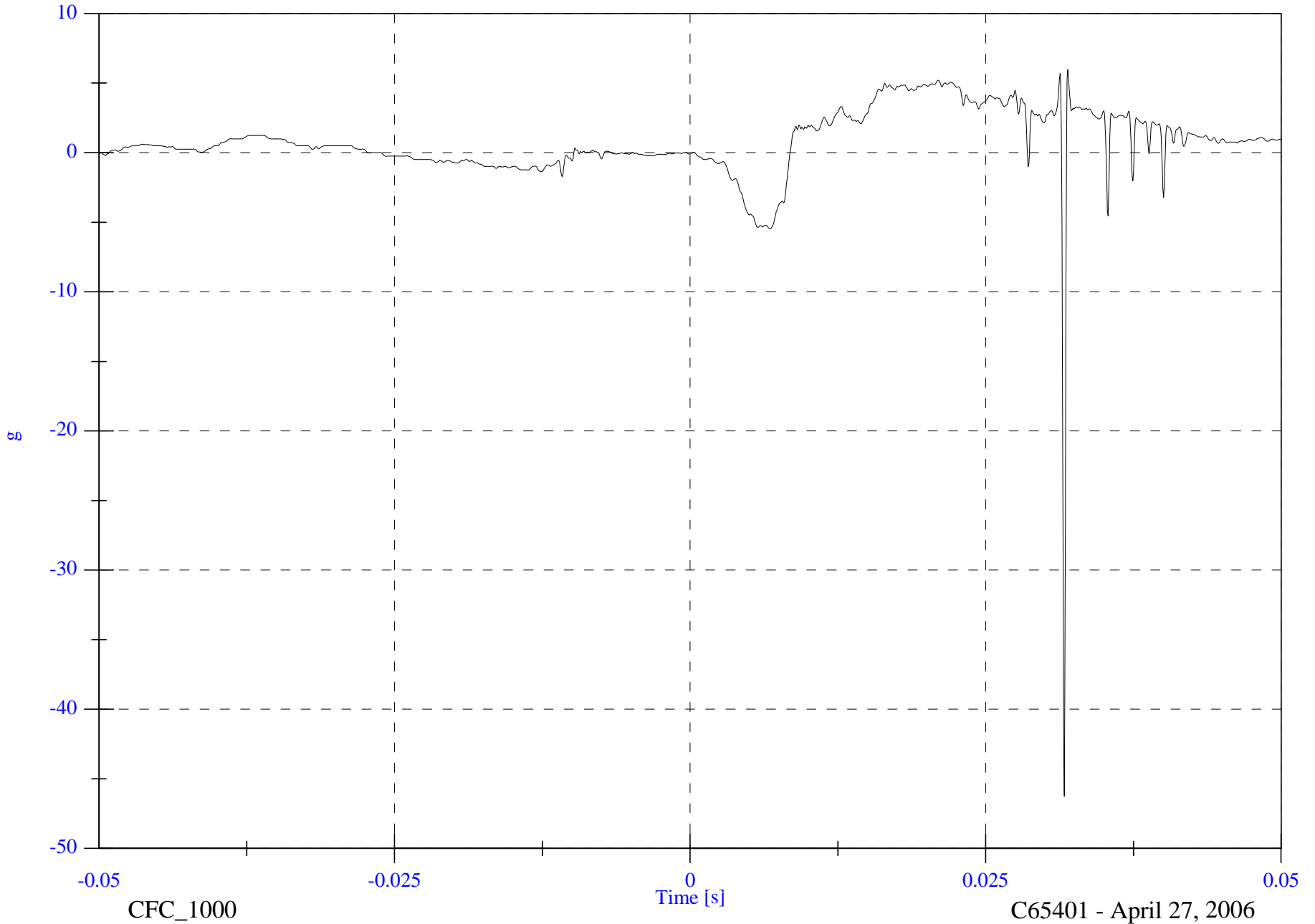
Headform Y Acceleration

Max: 6.0 [g] at 0.032 [s]

Min: -46.3 [g] at 0.032 [s]

C65401 PASSENGER SIDE UROP IMPACT PLOT #2

8754+FMH-12



C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

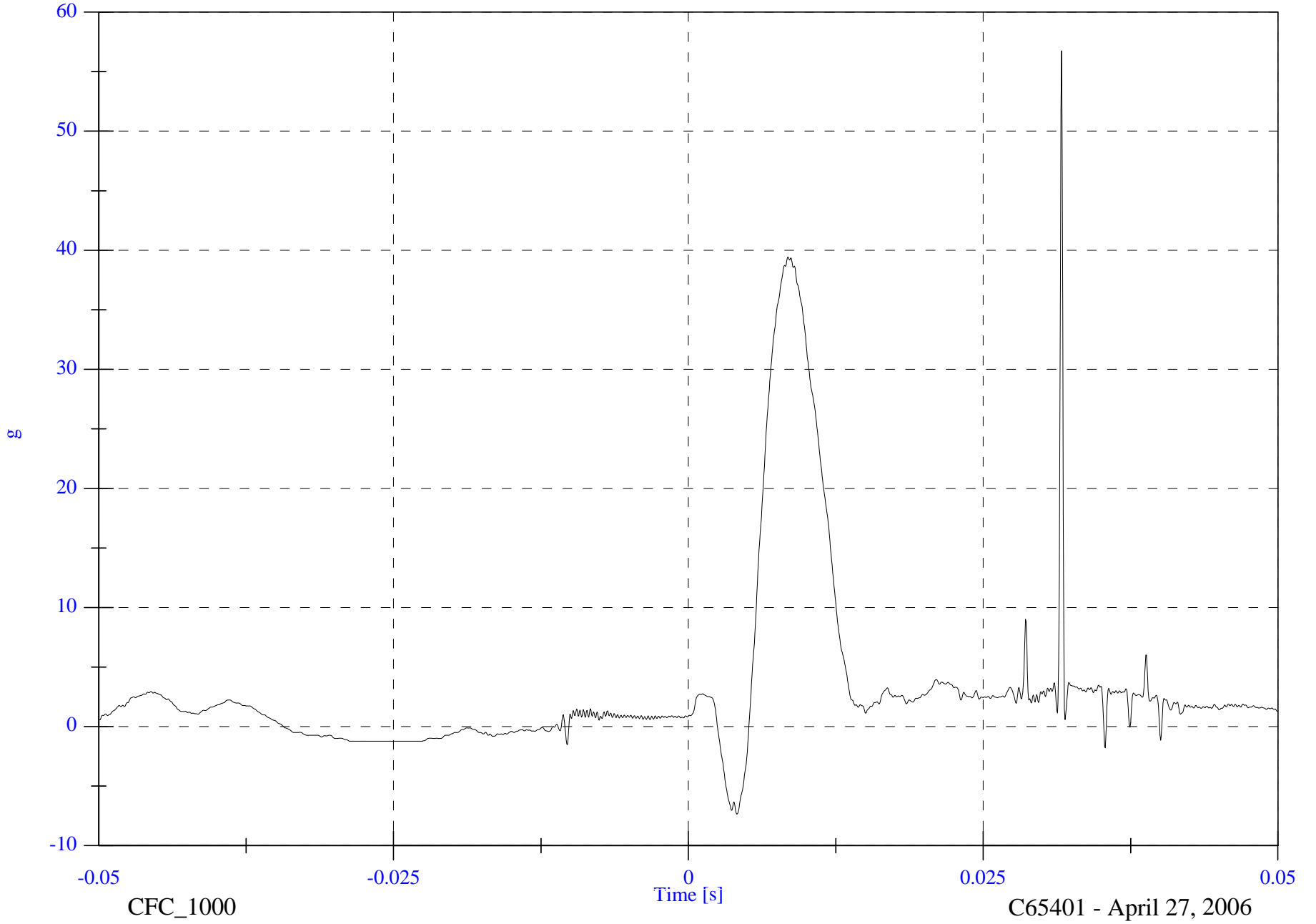
Headform Z Acceleration

Max: 56.7 [g] at 0.032 [s]

Min: -7.4 [g] at 0.004 [s]

C65401 PASSENGER SIDE UROP IMPACT PLOT #3

8754-FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

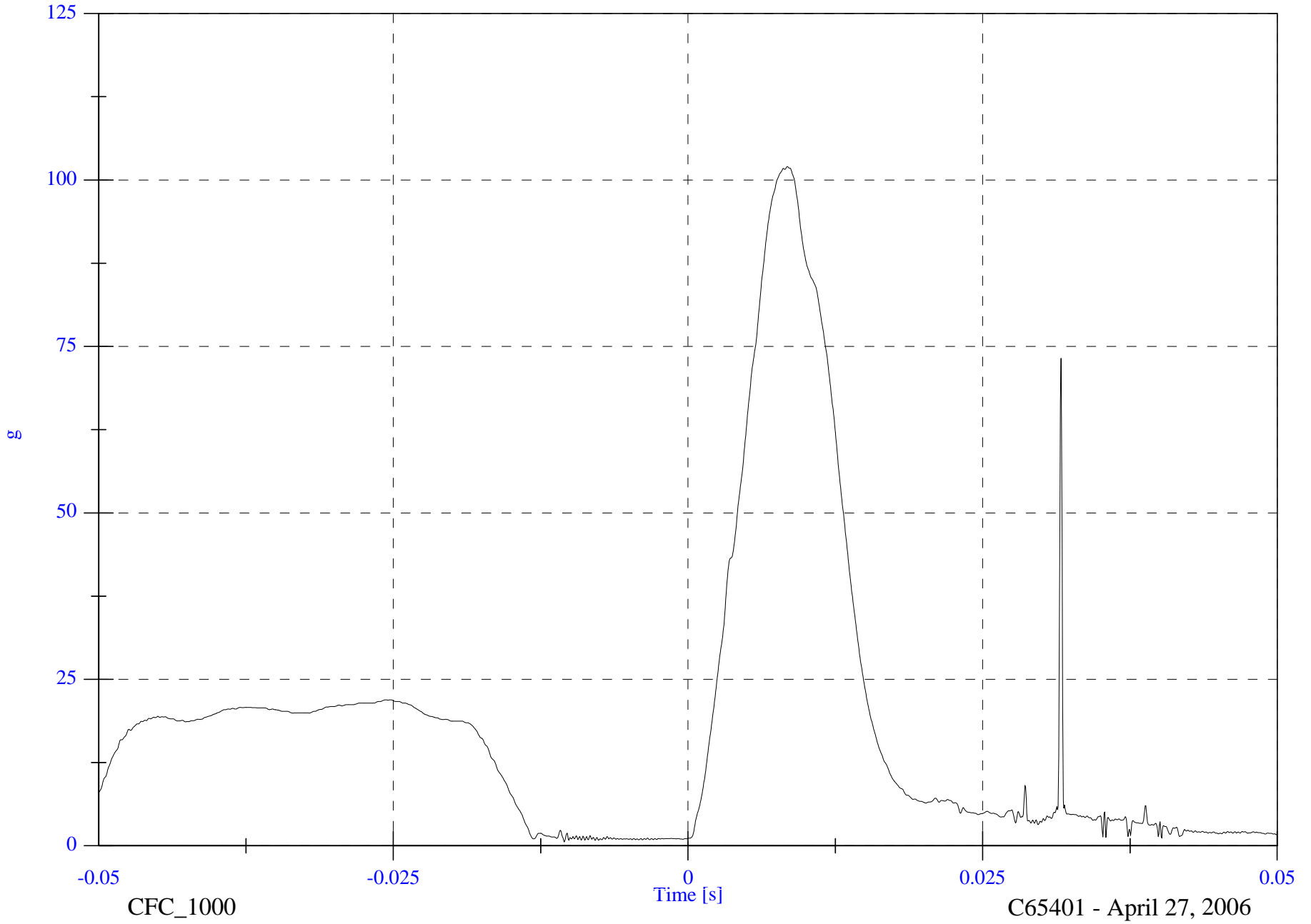
Headform Resultant

Max: 102.0 [g] at 0.008 [s]

Min: 0.6 [g] at -0.010 [s]

C65401 PASSENGER SIDE UROP IMPACT PLOT #4

8754-FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

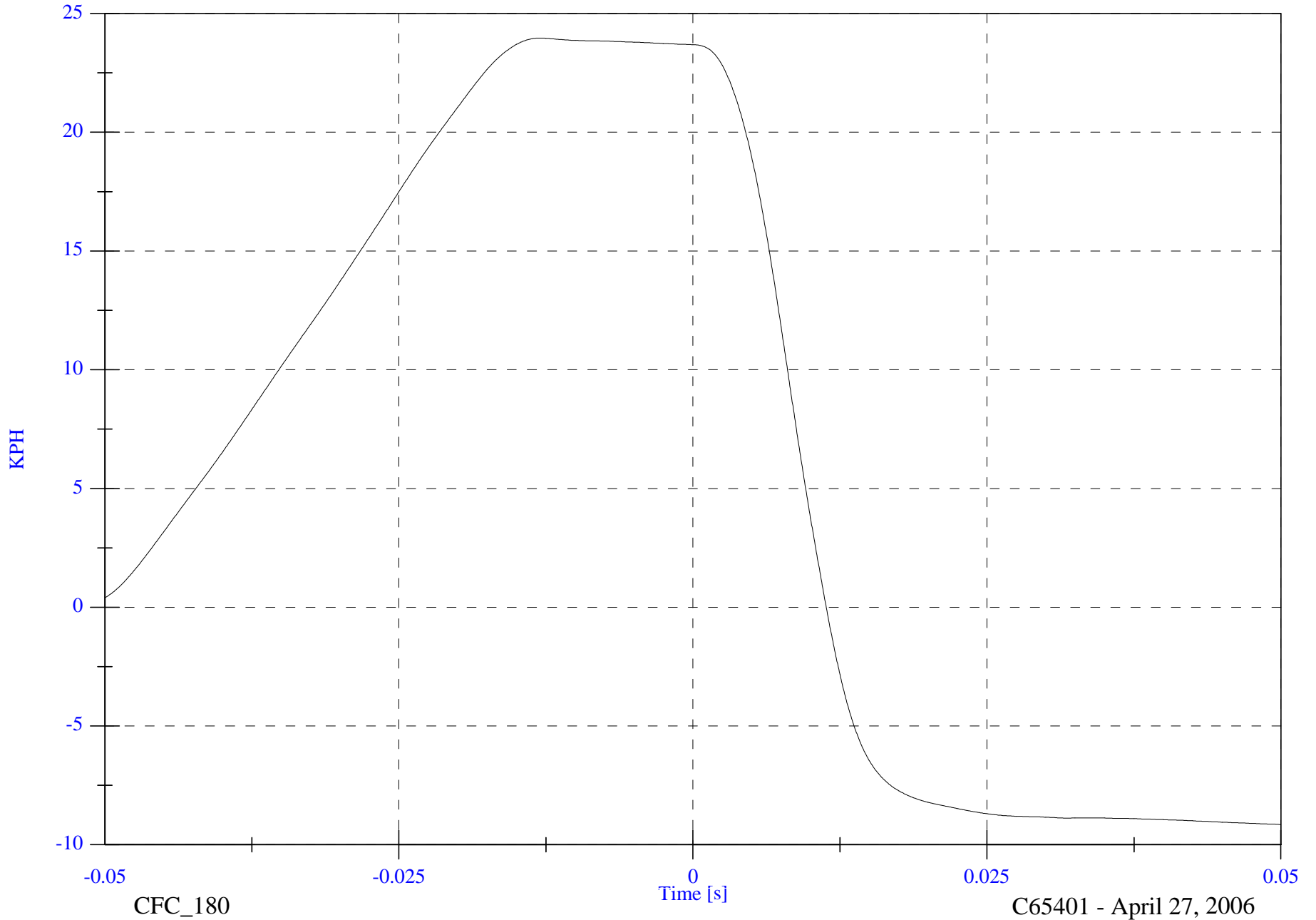
Headform Velocity

Max: 24.0 [KPH] at -0.013 [s]

Min: -9.1 [KPH] at 0.050 [s]

C65401 PASSENGER SIDE UROP IMPACT PLOT #5

8754+FMH-12



CFC_180

C65401 - April 27, 2006



PRE-IMPACT UROP

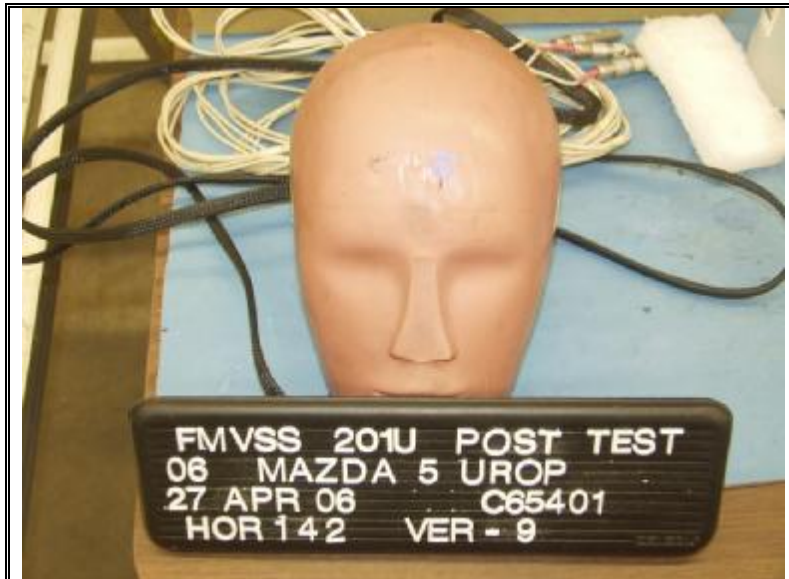


POST-IMPACT UROP

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	04
Test Date:	04/27/06
Target Location:	B-PILLAR
Target Code:	BP4
Horizontal Impact Angle:	142°
Vertical Impact Angle:	(-9)°
Ambient Temperature:	21.0 C°
Relative Humidity:	29
Time of Impact:	11:30
Headform Number:	805

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	7	mm right	x mm left
On Centerline	20	mm up	



POST-IMPACT BP4 HEADFORM

Free Motion HIC	970.6
HIC(d)	898.7
Impact Velocity (kph)	23.84
HIC T1 (msec)	1.1
HIC T2 (msec)	6.6

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - BP4

FMH Headform 0805

Location: BP4

Test Date: April 27, 2006

Work File: BP4

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 898.7

Lab Humidity: 29 %

HIC (36ms): 970.6

Velocity at Impact: 23.84 KPH

t1: 1.1 msec

t2: 6.6 msec

Free Flight Distance: 221.70 mm

Duration: 5.5 msec

Maximum: 158.0 g

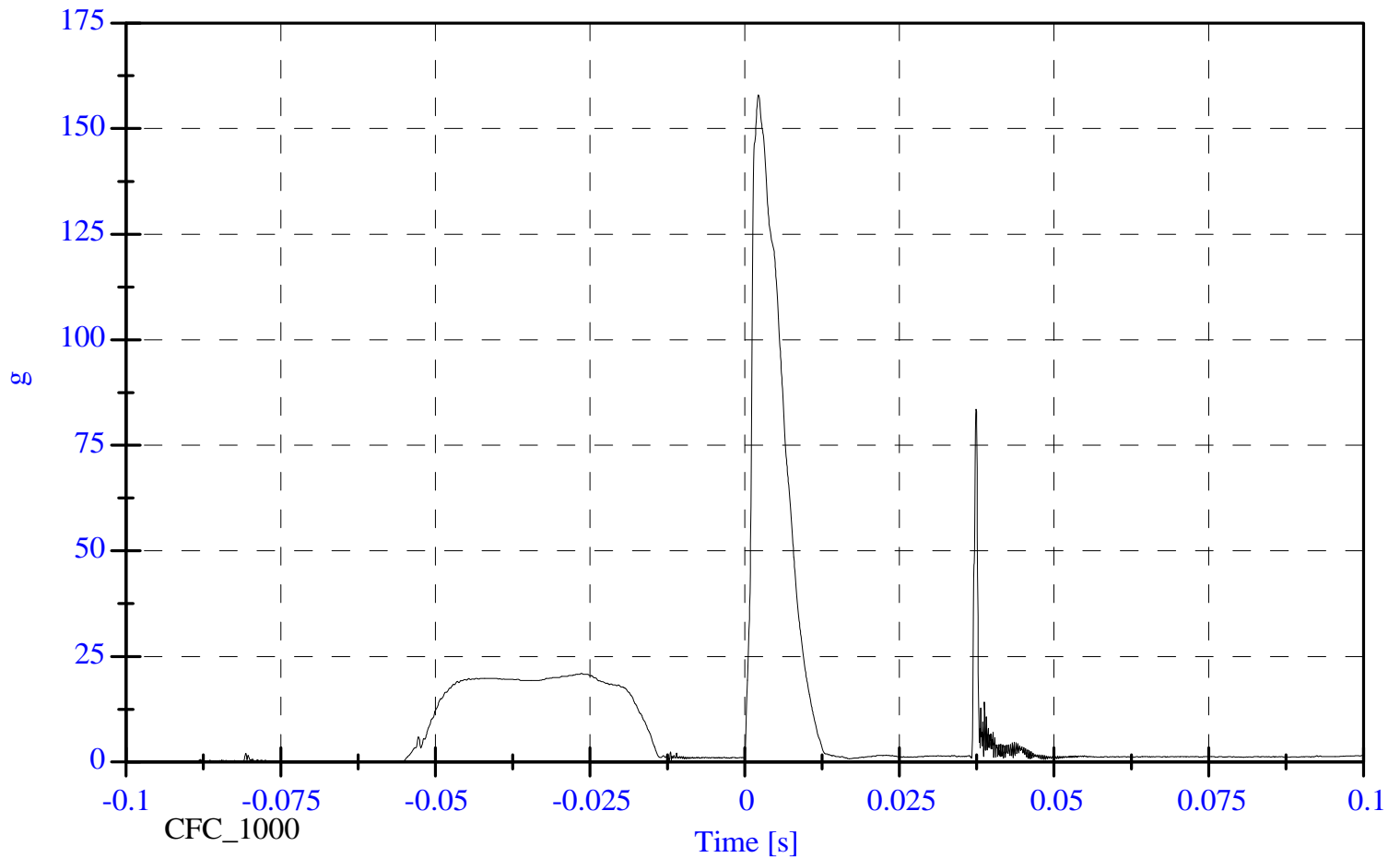
Average Acceleration: 8.9 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 158.0 [g] at 0.002 [s]

Headform Resultant

Min: 0.0 [g] at -0.066 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

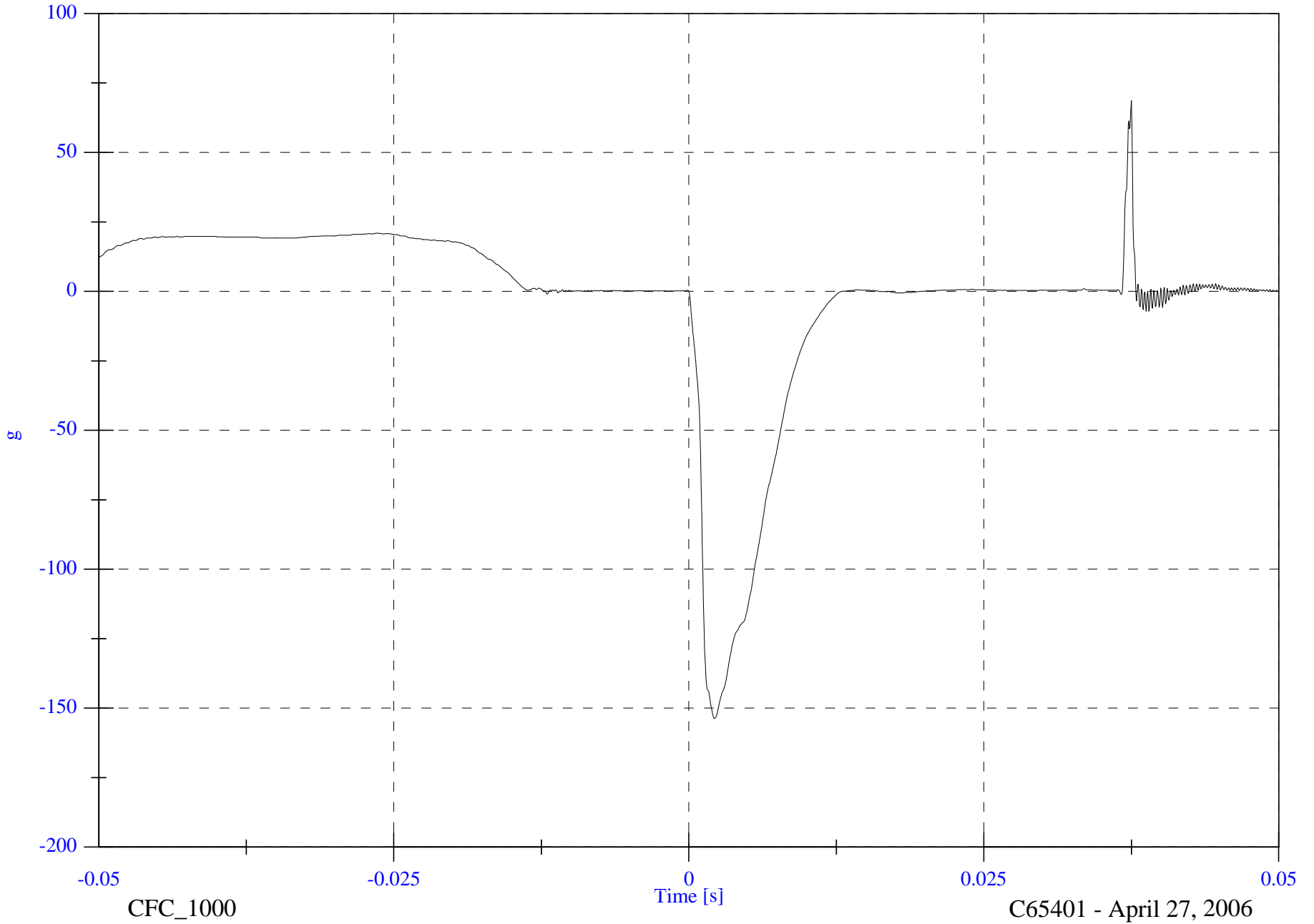
Headform X Acceleration

Max: 68.6 [g] at 0.038 [s]

Min: -153.7 [g] at 0.002 [s]

C65401 PASSENGER SIDE BP4 IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

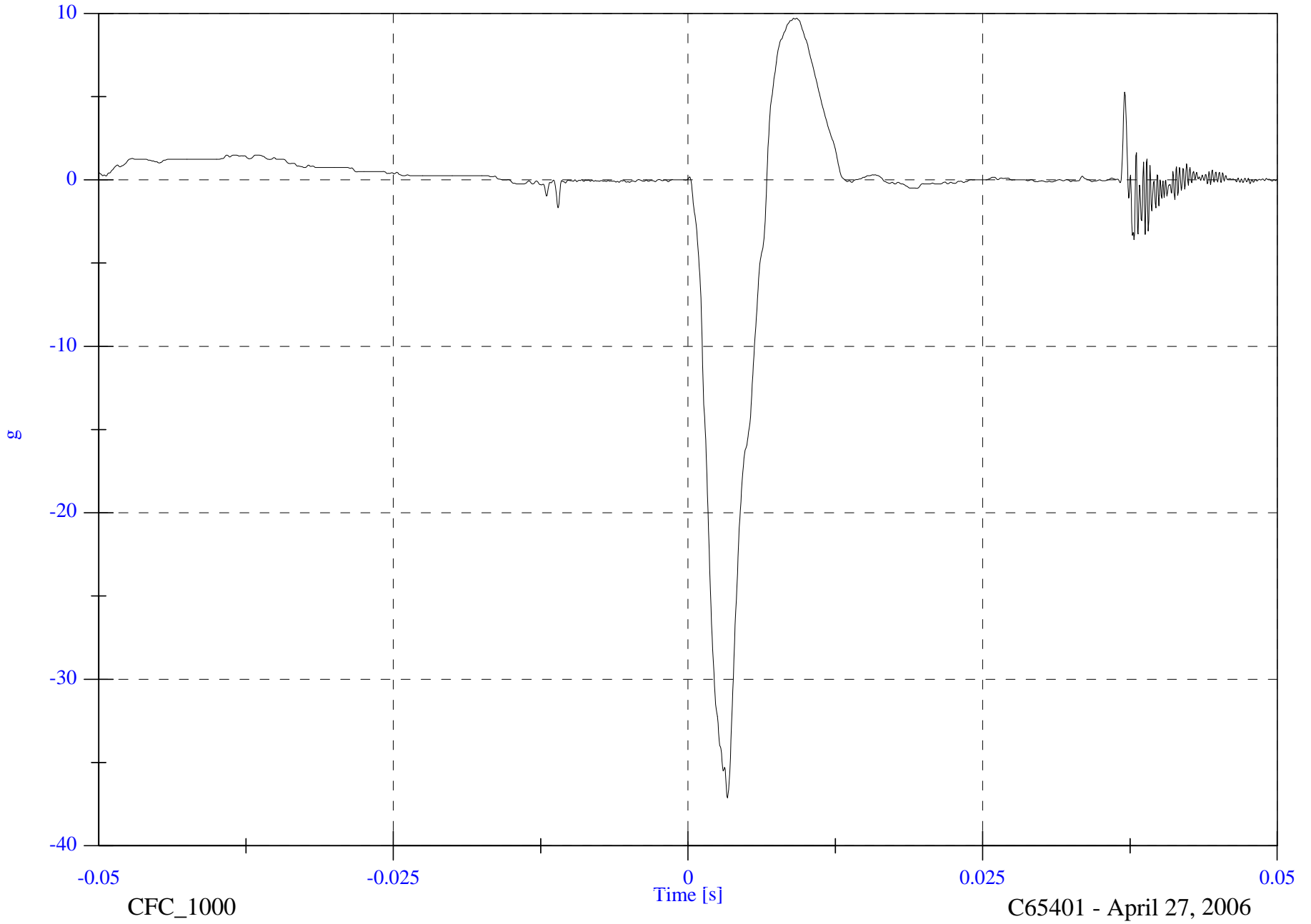
Headform Y Acceleration

Max: 9.7 [g] at 0.009 [s]

Min: -37.1 [g] at 0.003 [s]

C65401 PASSENGER SIDE BP4 IMPACT PLOT #2

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

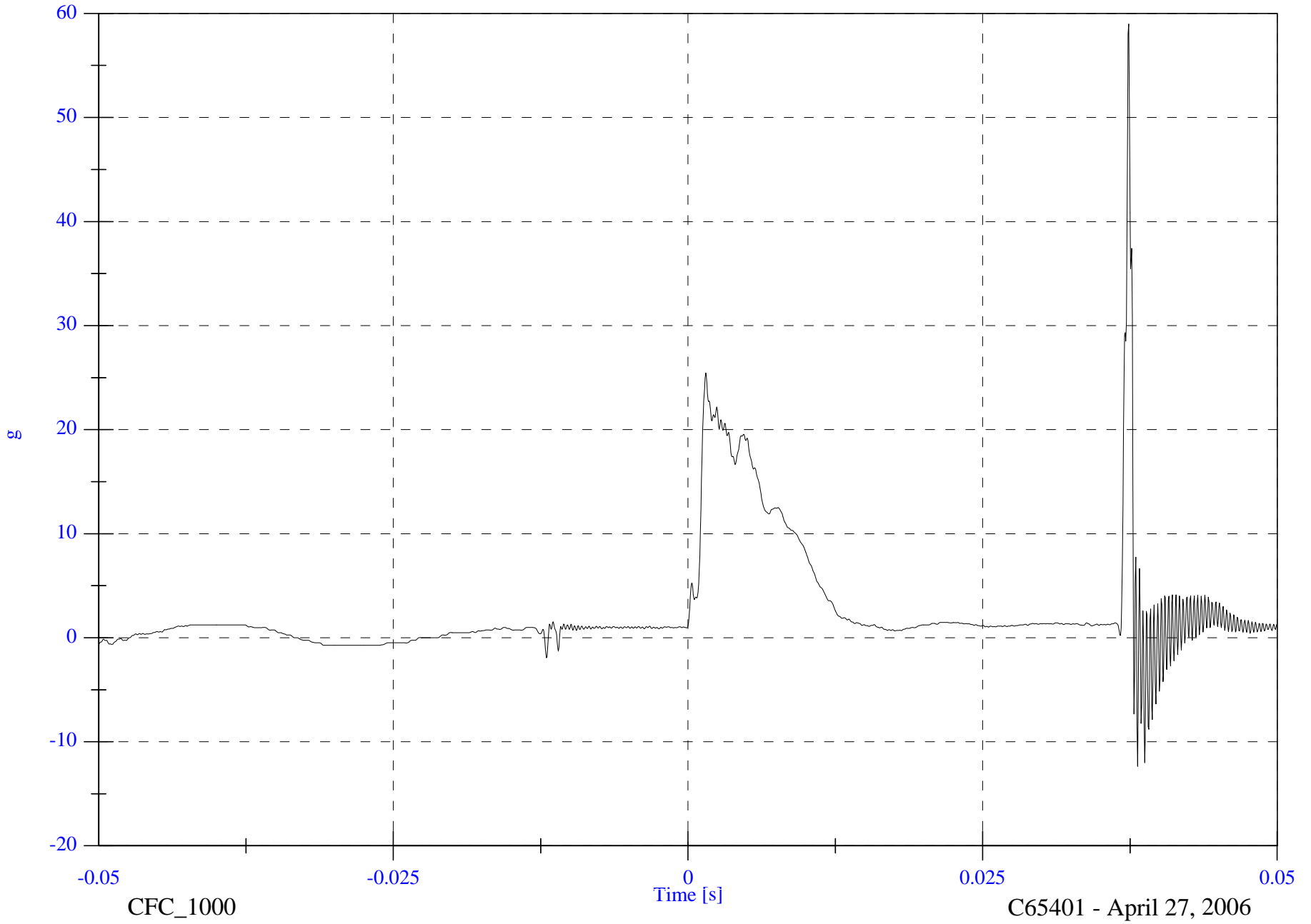
Headform Z Acceleration

Max: 59.0 [g] at 0.037 [s]

Min: -12.4 [g] at 0.038 [s]

C65401 PASSENGER SIDE BP4 IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

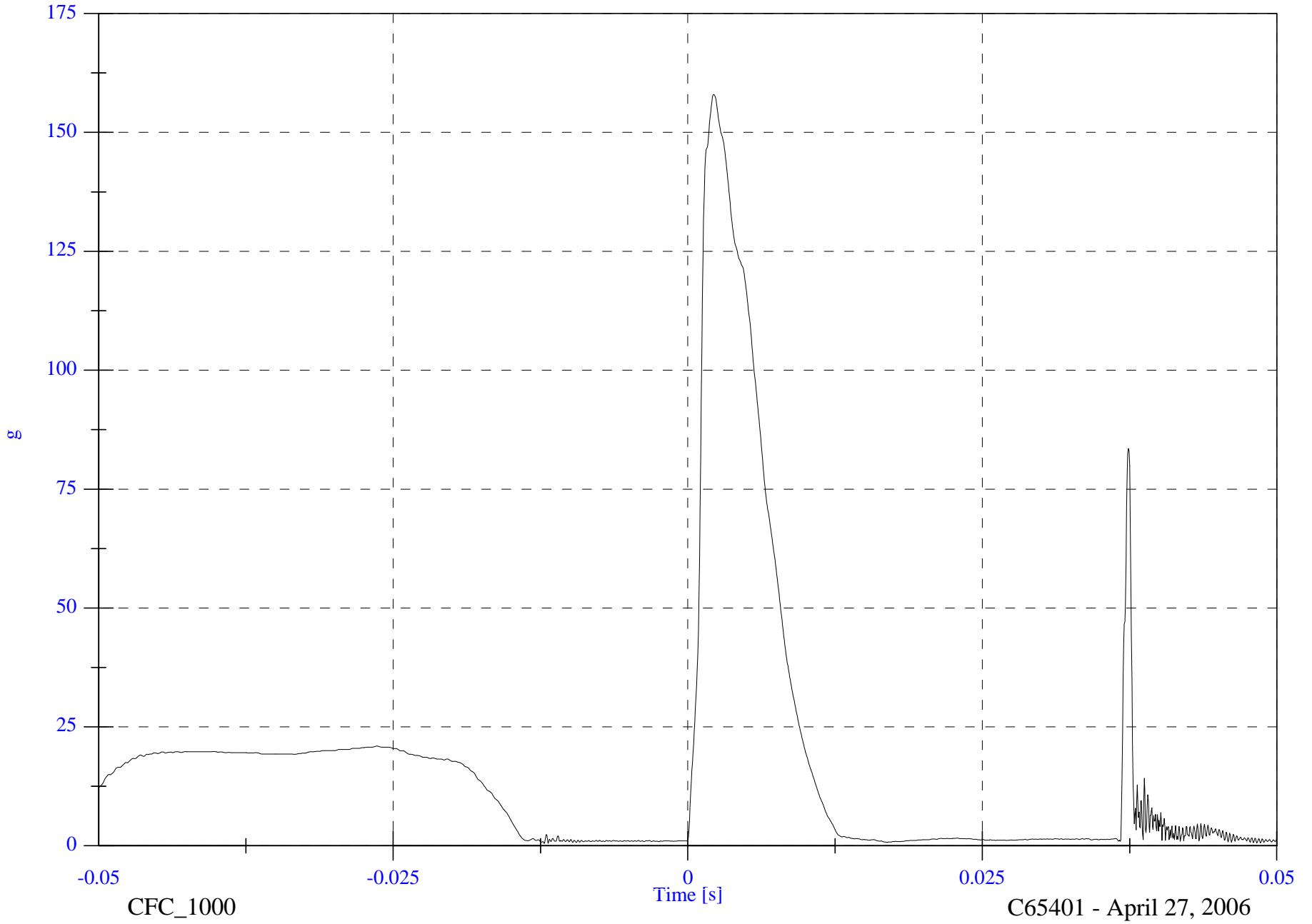
Headform Resultant

Max: 158.0 [g] at 0.002 [s]

Min: 0.5 [g] at -0.012 [s]

C65401 PASSENGER SIDE BP4 IMPACT PLOT #4

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

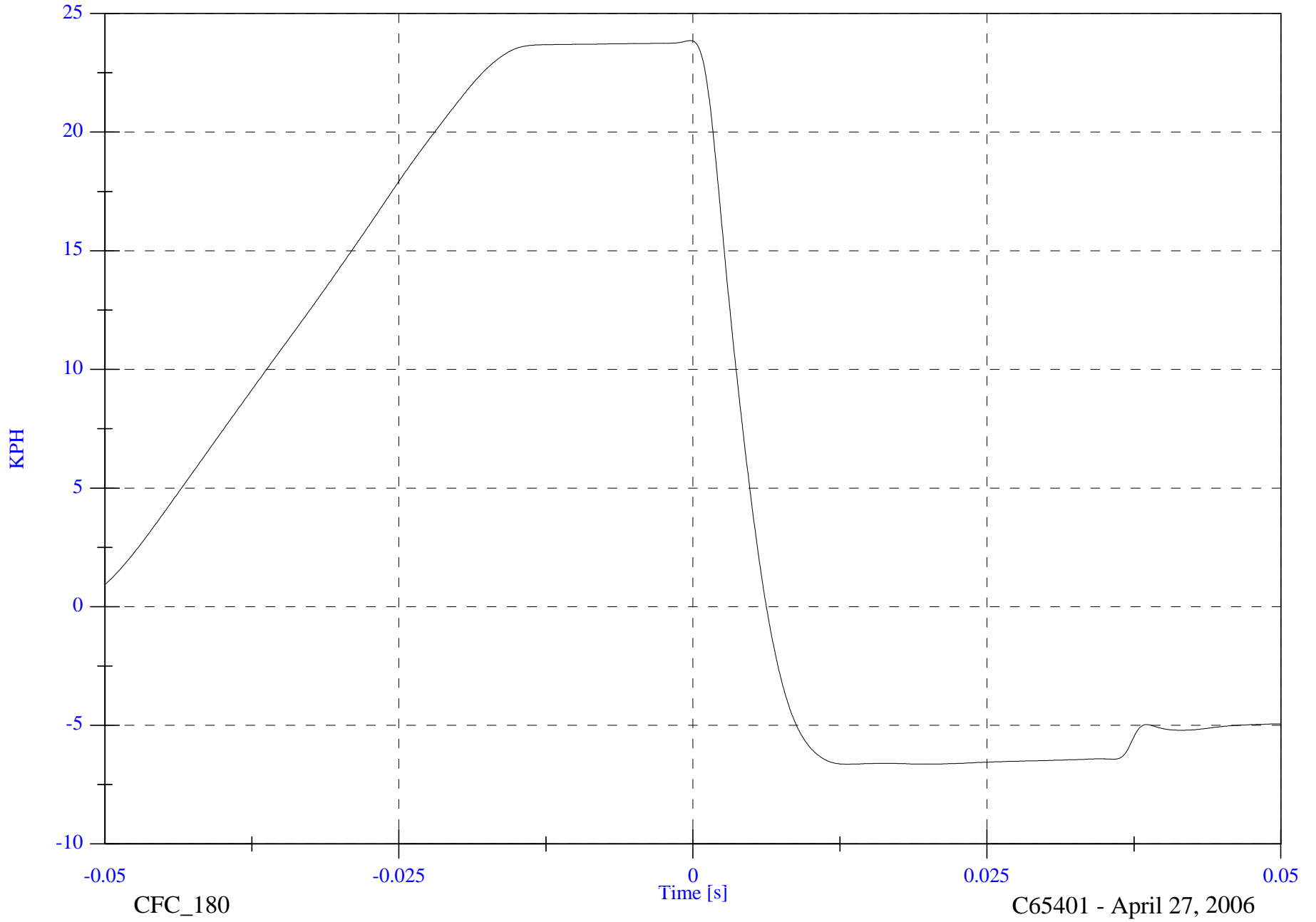
Headform Velocity

Max: 23.9 [KPH] at -0.000 [s]

Min: -6.6 [KPH] at 0.013 [s]

C65401 PASSENGER SIDE BP4 IMPACT PLOT #5

8754+FMH-12

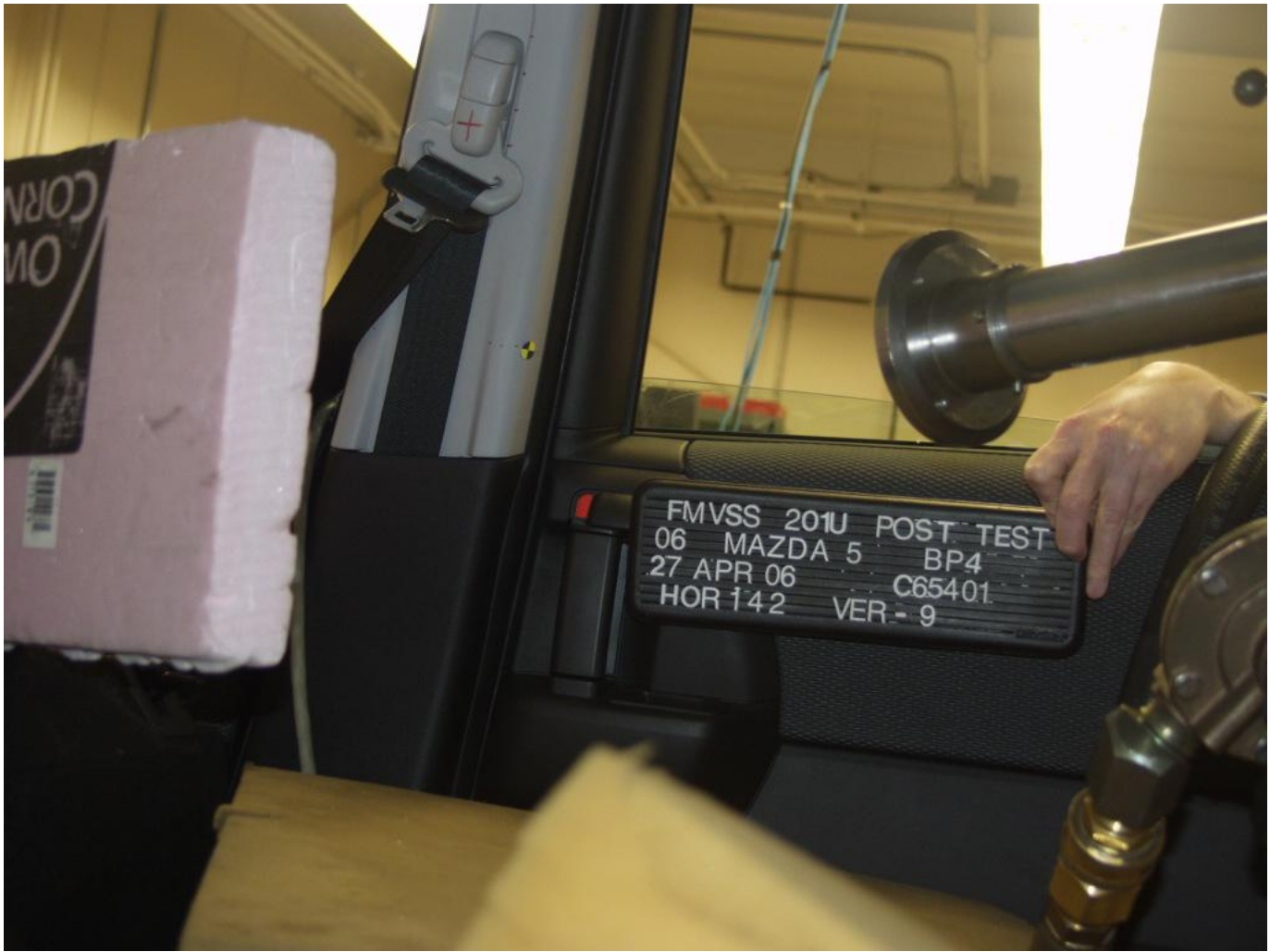


CFC_180

C65401 - April 27, 2006



PRE-IMPACT BP4



POST-IMPACT BP4

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	05
Test Date:	04/27/06
Target Location:	B-PILLAR
Target Code:	BP2
Horizontal Impact Angle:	90°
Vertical Impact Angle:	10°
Ambient Temperature:	21 C°
Relative Humidity:	28
Time of Impact:	13:05
Headform Number:	1255

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	0	<input type="checkbox"/>	mm right <input type="checkbox"/> mm left
On Centerline	12		mm up



POST-IMPACT BP2 HEADFORM

Free Motion HIC	640.9
HIC(d)	650.0
Impact Velocity (kph)	23.80
HIC T1 (msec)	1.5
HIC T2 (msec)	10.9

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - BP2

FMH Headform 1255

Location: BP2

Test Date: April 27, 2006

Work File: BP2

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 650.0

Lab Humidity: 28 %

HIC (36ms): 640.9

Velocity at Impact: 23.80 KPH

t1: 1.5 msec

t2: 10.9 msec

Free Flight Distance: 219.08 mm

Duration: 9.4 msec

Maximum: 109.1 g

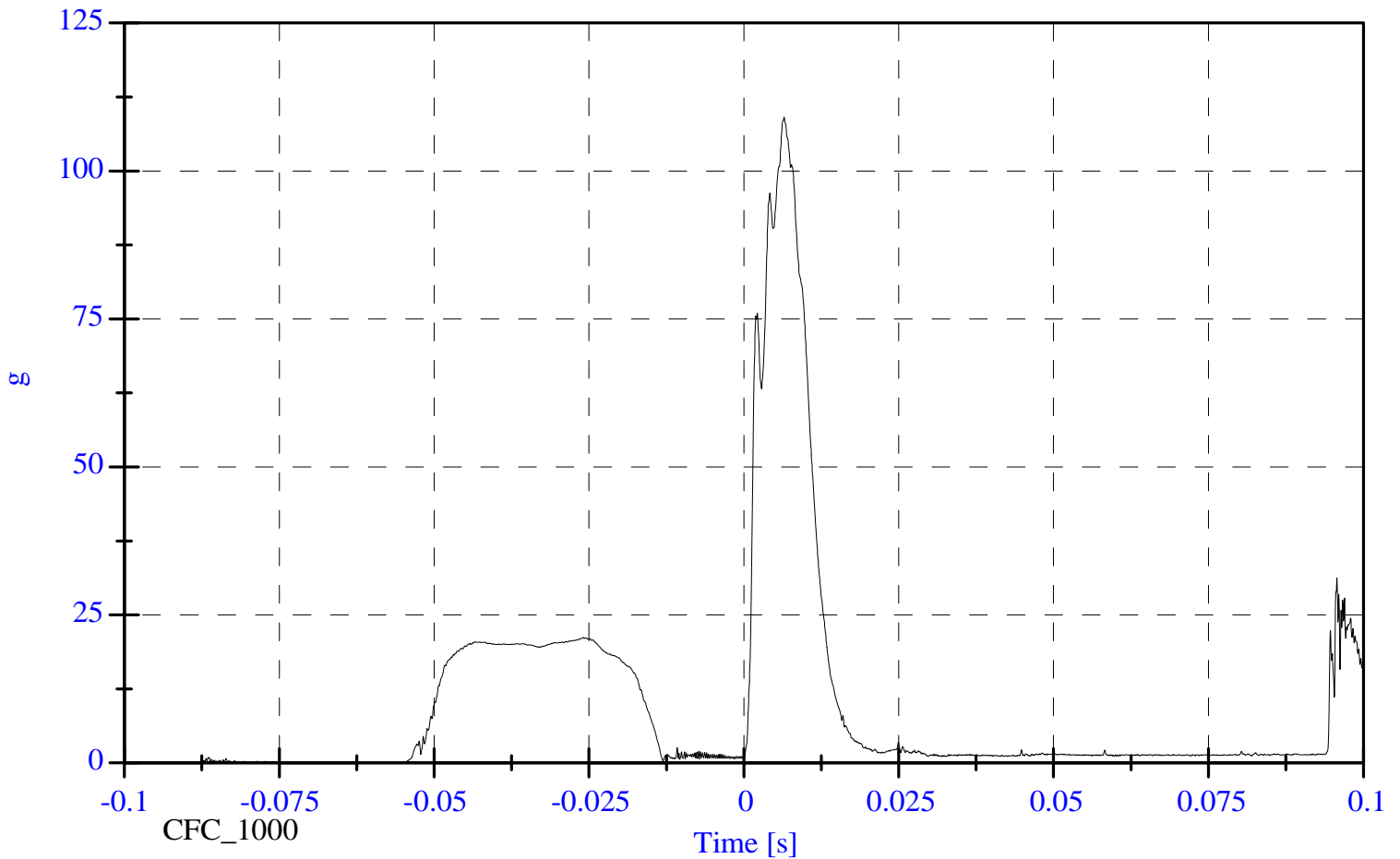
Average Acceleration: 9.4 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 109.1 [g] at 0.006 [s]

Headform Resultant

Min: 0.0 [g] at -0.060 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

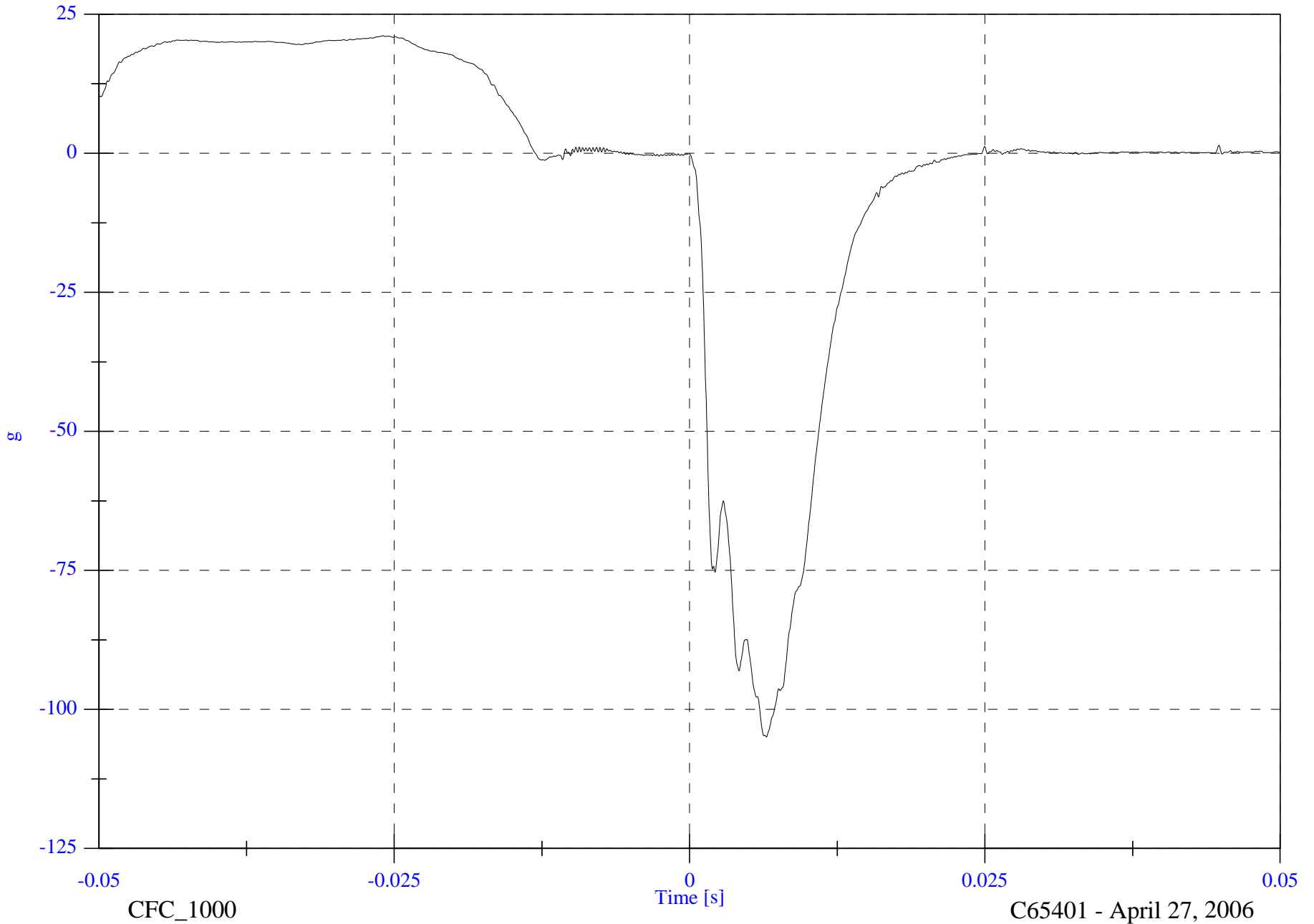
Headform X Acceleration

Max: 21.1 [g] at -0.026 [s]

Min: -105.0 [g] at 0.006 [s]

C65401 PASSENGER SIDE BP2 IMPACT PLOT #1

8754+FMH-12



CFC_1000

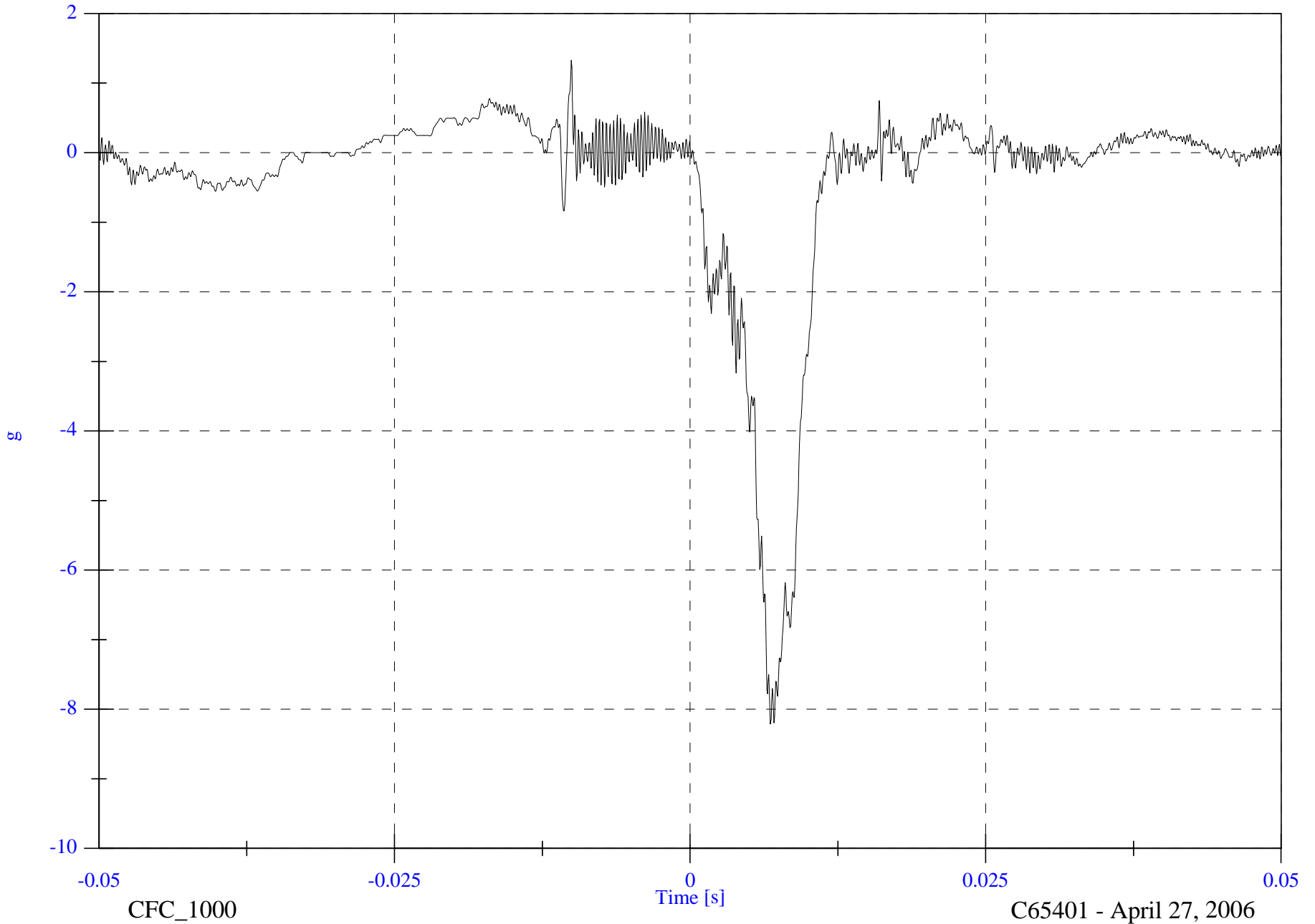
C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Y Acceleration

Max: 1.3 [g] at -0.010 [s]

Min: -8.2 [g] at 0.007 [s]



C65401 PASSENGER SIDE BP2 IMPACT PLOT #2

8754+FMH-12

CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

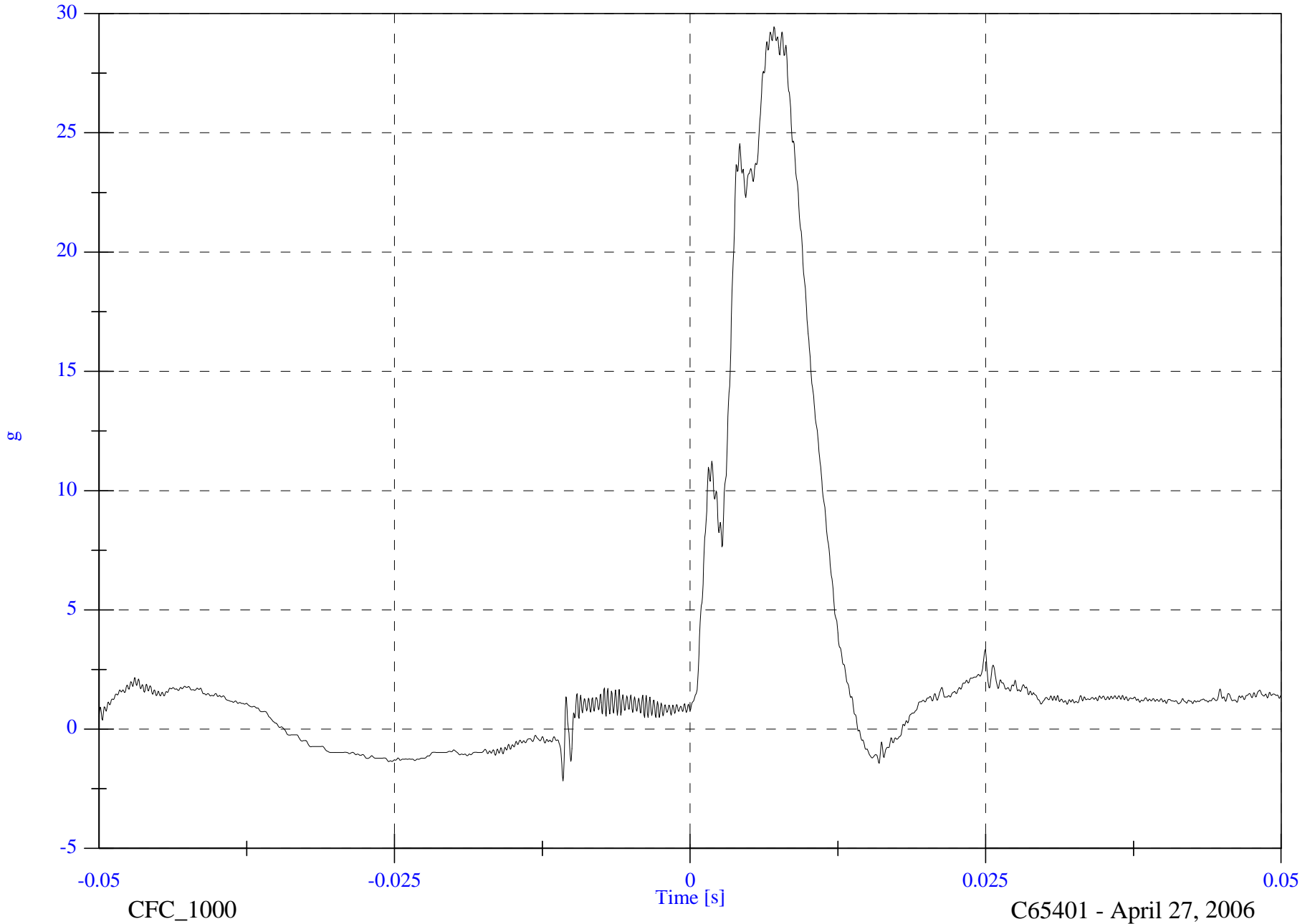
Headform Z Acceleration

Max: 29.4 [g] at 0.007 [s]

Min: -2.2 [g] at -0.011 [s]

C65401 PASSENGER SIDE BP2 IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

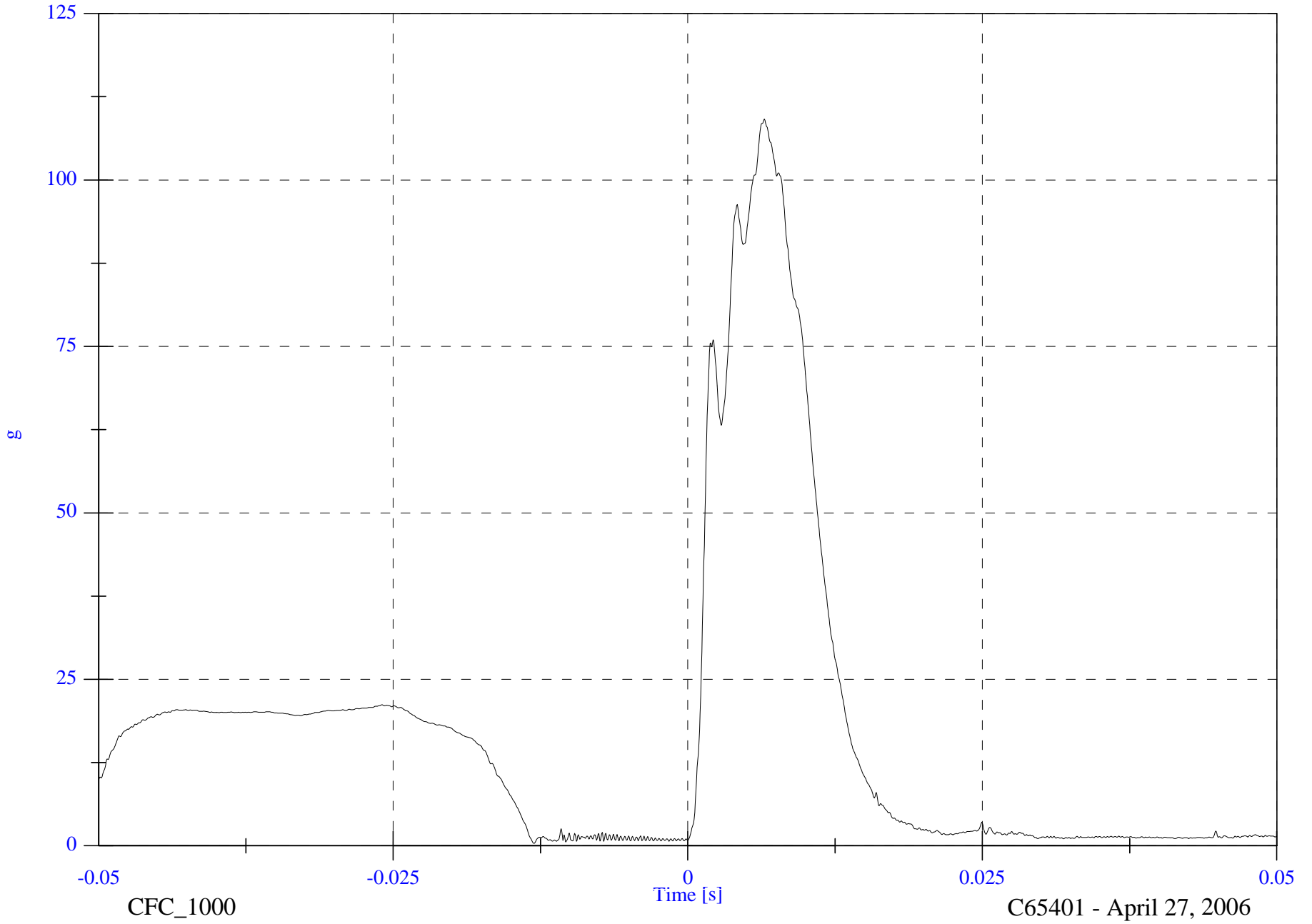
Headform Resultant

Max: 109.1 [g] at 0.006 [s]

Min: 0.4 [g] at -0.013 [s]

C65401 PASSENGER SIDE BP2 IMPACT PLOT #4

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

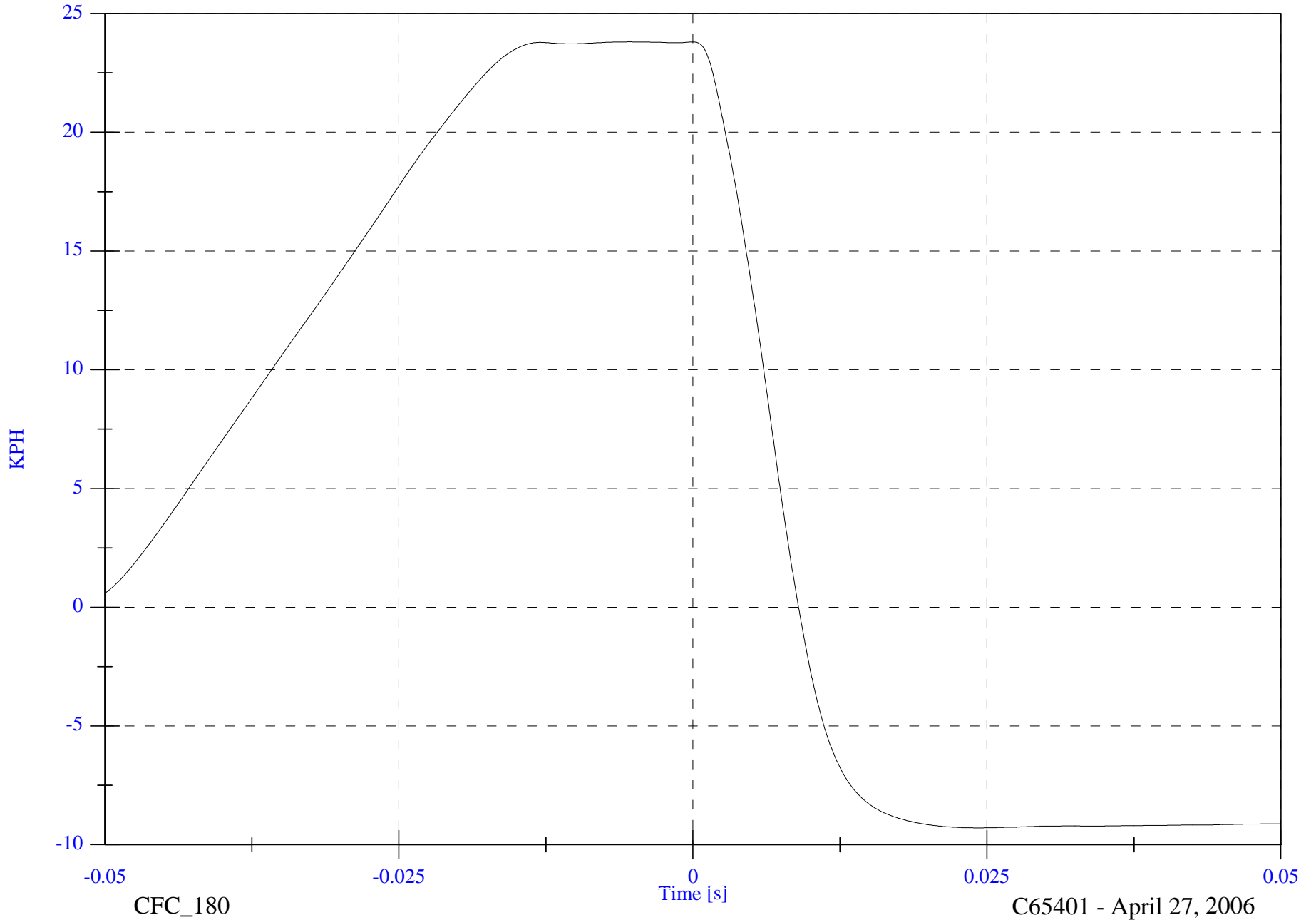
Headform Velocity

Max: 23.8 [KPH] at -0.005 [s]

Min: -9.3 [KPH] at 0.024 [s]

C65401 PASSENGER SIDE BP2 IMPACT PLOT #5

8754+FMH-12



CFC_180

C65401 - April 27, 2006



PRE-IMPACT BP2



POST-IMPACT BP2

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	06
Test Date:	04/27/06
Target Location:	UPPER ROOF
Target Code:	URBP
Horizontal Impact Angle:	90°
Vertical Impact Angle:	33°
Ambient Temperature:	21C°
Relative Humidity:	28
Time of Impact:	13:25
Headform Number:	0062

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	10	x	mm right		mm left
On Centerline	16				mm up



POST-IMPACT URBP HEADFORM

Free Motion HIC	455.9
HIC(d)	510.4
Impact Velocity (kph)	23.55
HIC T1 (msec)	3.8
HIC T2 (msec)	12.3

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - URBP

FMH Headform 0062

Location: URBP

Test Date: April 27, 2006

Work File: URBP

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 510.4

Lab Humidity: 28 %

HIC (36ms): 455.9

Velocity at Impact: 23.55 KPH

t1: 3.8 msec

t2: 12.3 msec

Free Flight Distance: 220.24 mm

Duration: 8.5 msec

Maximum: 96.3 g

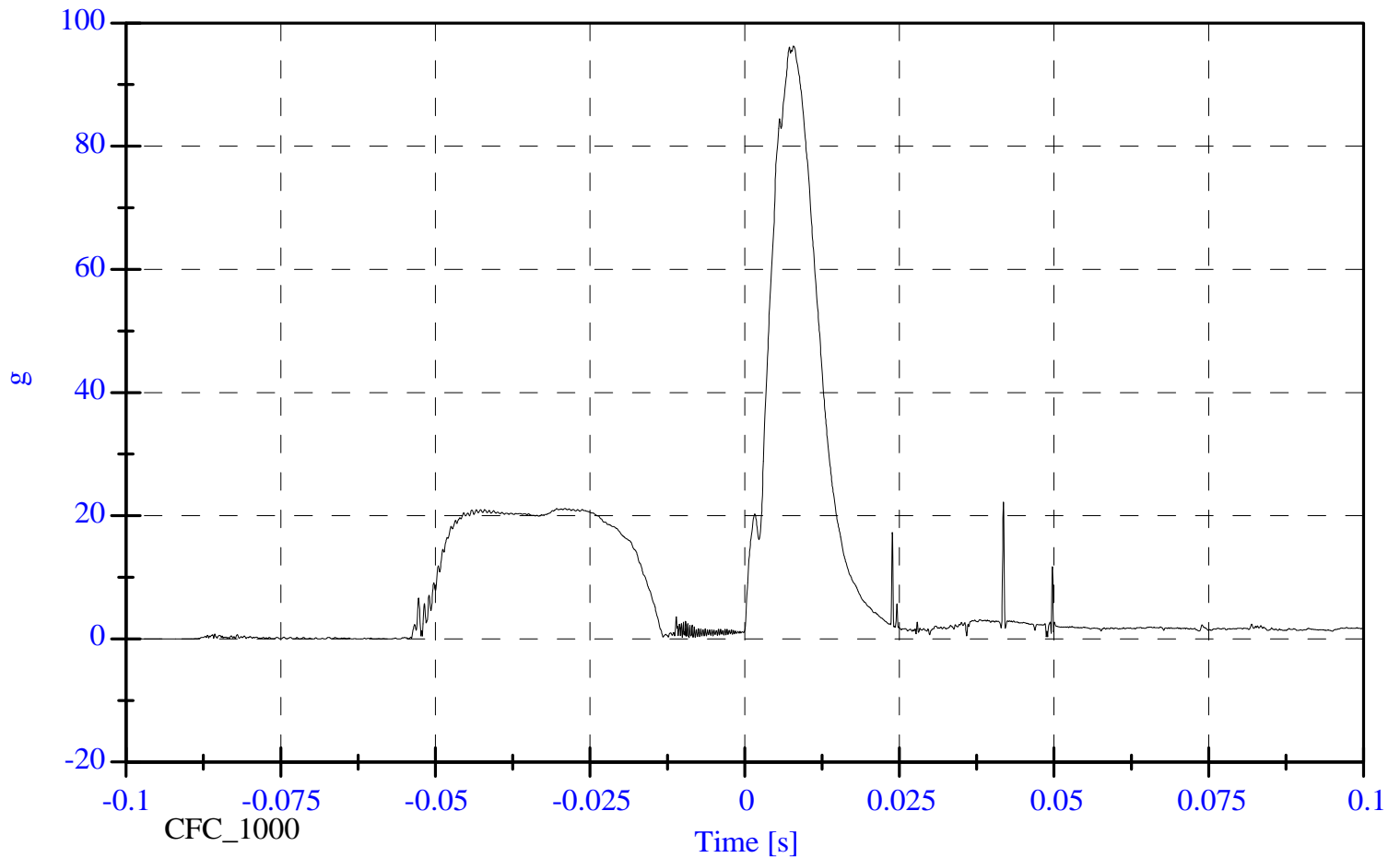
Average Acceleration: 8.7 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 96.3 [g] at 0.008 [s]

Headform Resultant

Min: -0.0 [g] at -0.099 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

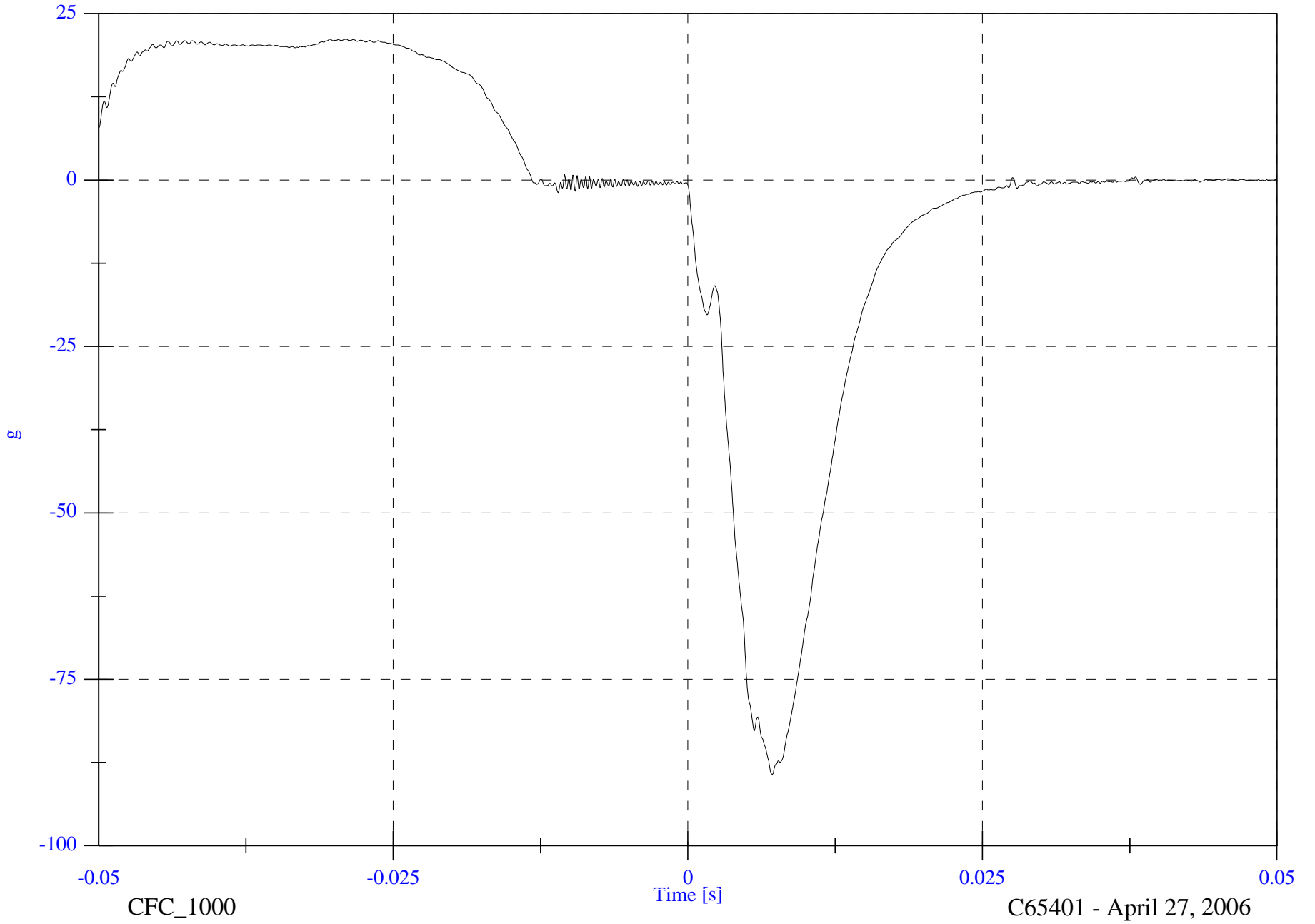
Headform X Acceleration

Max: 21.1 [g] at -0.029 [s]

Min: -89.3 [g] at 0.007 [s]

C65401 PASSENGER SIDE URBAN IMPACT PLOT #1

8754+FMH-12



CFC_1000

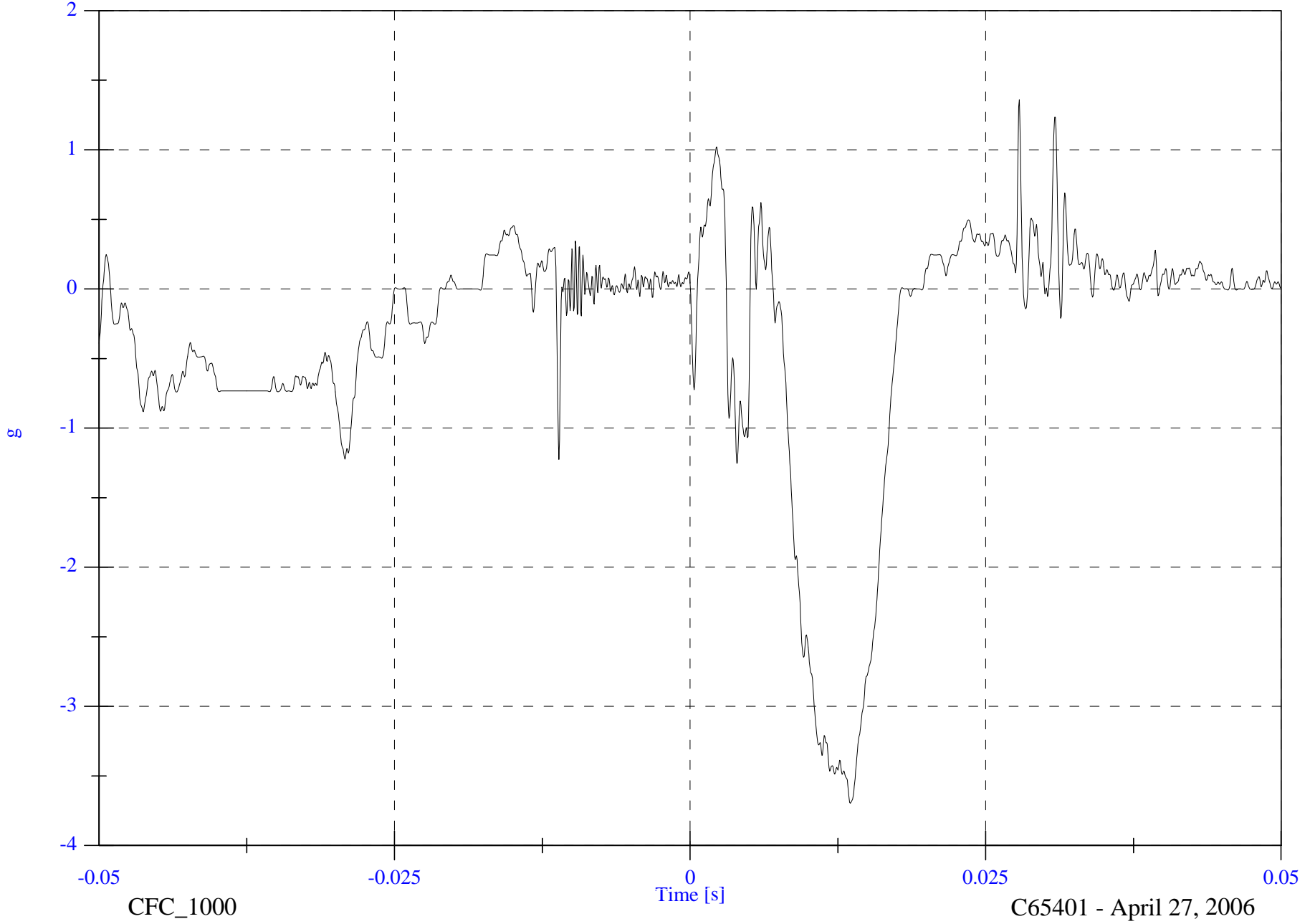
C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Y Acceleration

Max: 1.4 [g] at 0.028 [s]

Min: -3.7 [g] at 0.014 [s]



C65401 PASSENGER SIDE URBP IMPACT PLOT #2

8754-FMH-12

CFC_1000

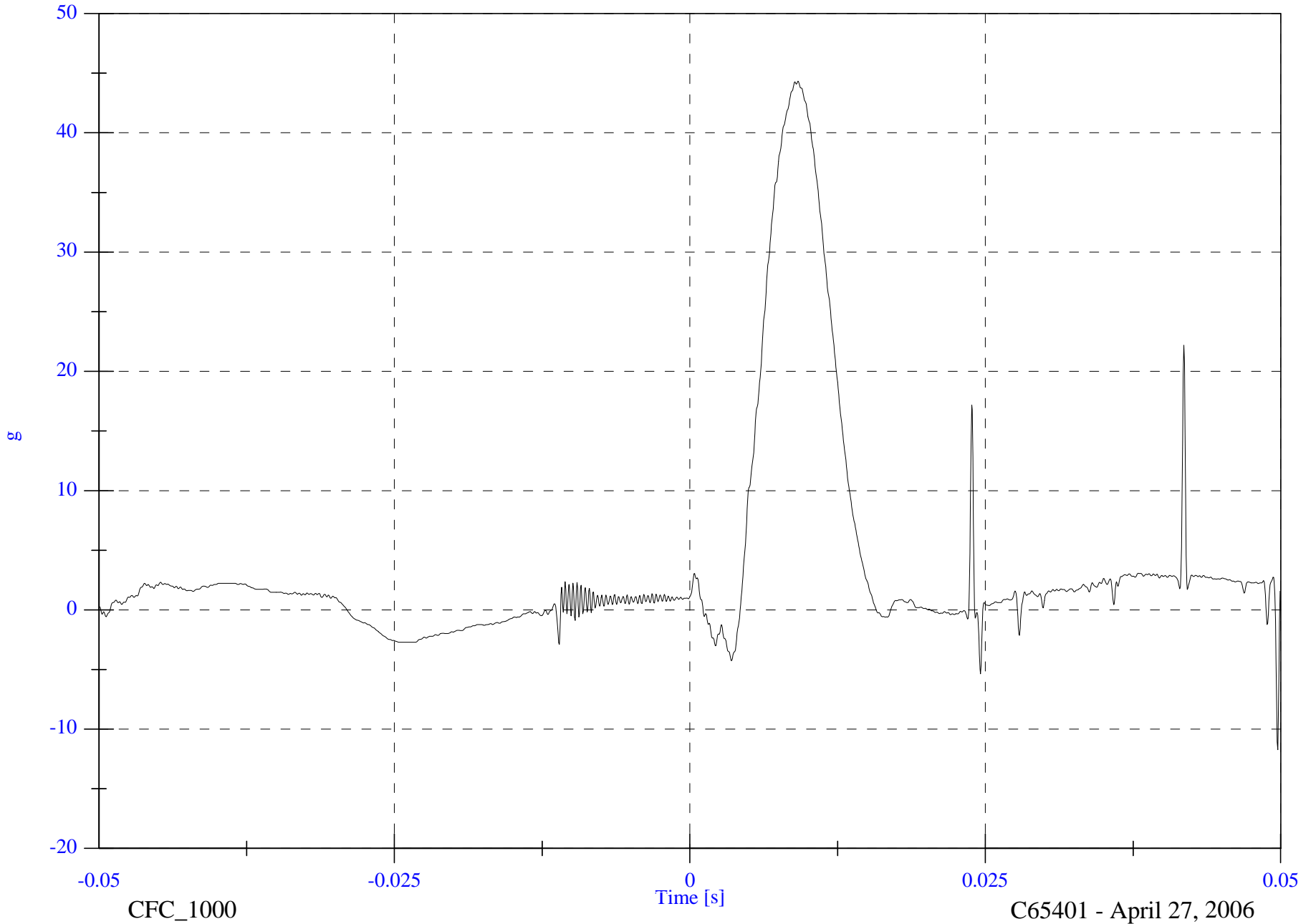
C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Z Acceleration

Max: 44.3 [g] at 0.009 [s]

Min: -11.7 [g] at 0.050 [s]



C65401 PASSENGER SIDE URBP IMPACT PLOT #3

8754-FMH-12

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

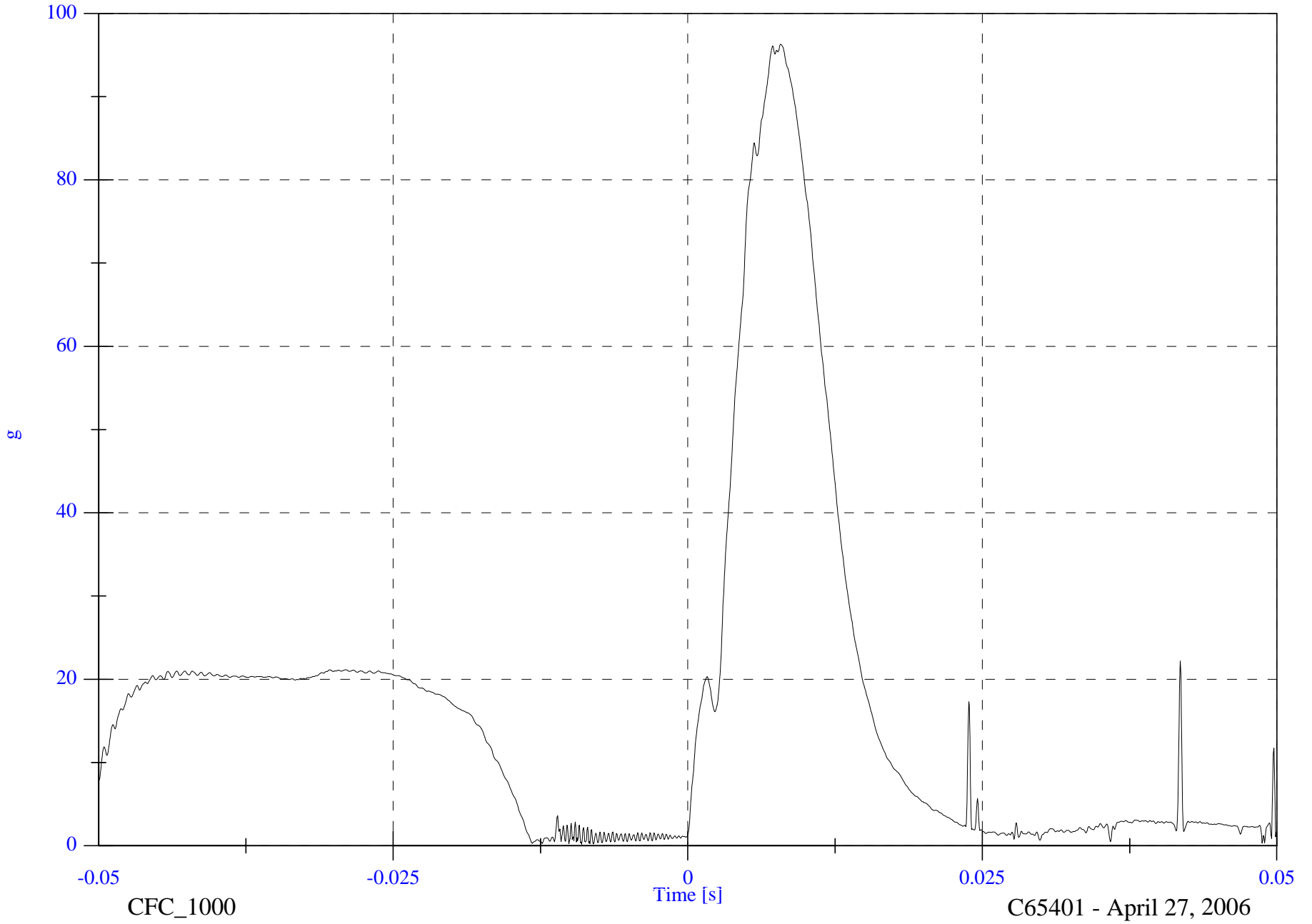
Headform Resultant

Max: 96.3 [g] at 0.008 [s]

Min: 0.2 [g] at -0.009 [s]

C65401 PASSENGER SIDE URBAN IMPACT PLOT #4

8754+FMH-12



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

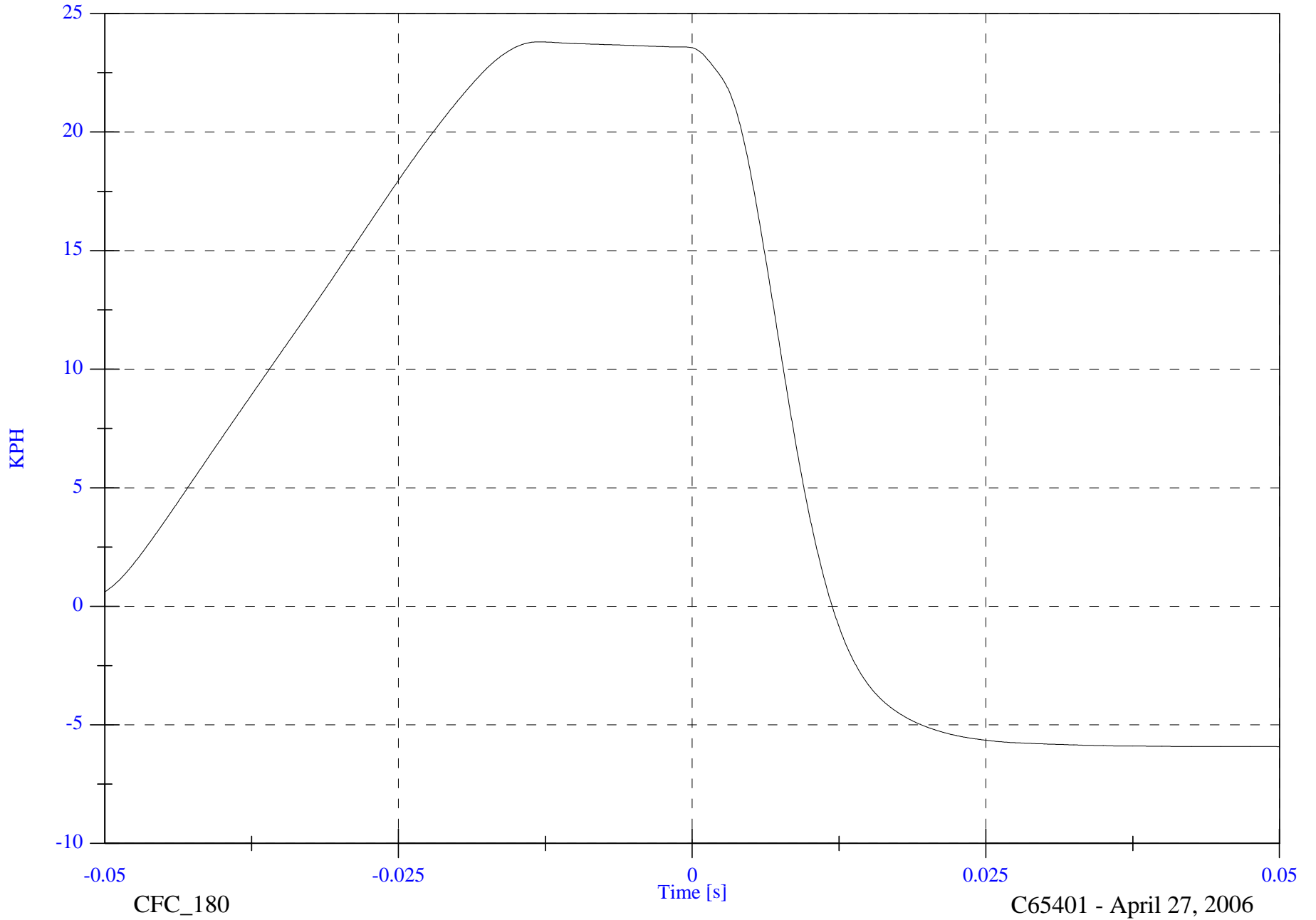
Headform Velocity

Max: 23.8 [KPH] at -0.013 [s]

Min: -5.9 [KPH] at 0.050 [s]

C65401 PASSENGER SIDE URBP IMPACT PLOT #5

8754+FMH-12



CFC_180

C65401 - April 27, 2006



PRE-IMPACT URBP



VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	07
Test Date:	04/27/06
Target Location:	A-PILLAR
Target Code:	AP3
Horizontal Impact Angle:	149°
Vertical Impact Angle:	33°
Ambient Temperature:	21.0 C°
Relative Humidity:	29
Time of Impact:	14:20
Headform Number:	0355

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	4	mm right	x mm left
On Centerline	26	mm up	



POST-IMPACT AP3 HEADFORM

Free Motion HIC	430.7
HIC(d)	491.4
Impact Velocity (kph)	18.43
HIC T1 (msec)	2.3
HIC T2 (msec)	7.1

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - AP3

FMH Headform 0355

Location: AP3

Test Date: April 27, 2006

Work File: AP3

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 491.4

Lab Humidity: 29 %

HIC (36ms): 430.7

Velocity at Impact: 18.43 KPH

t1: 2.3 msec

t2: 7.1 msec

Free Flight Distance: 228.44 mm

Duration: 4.8 msec

Maximum: 114.4 g

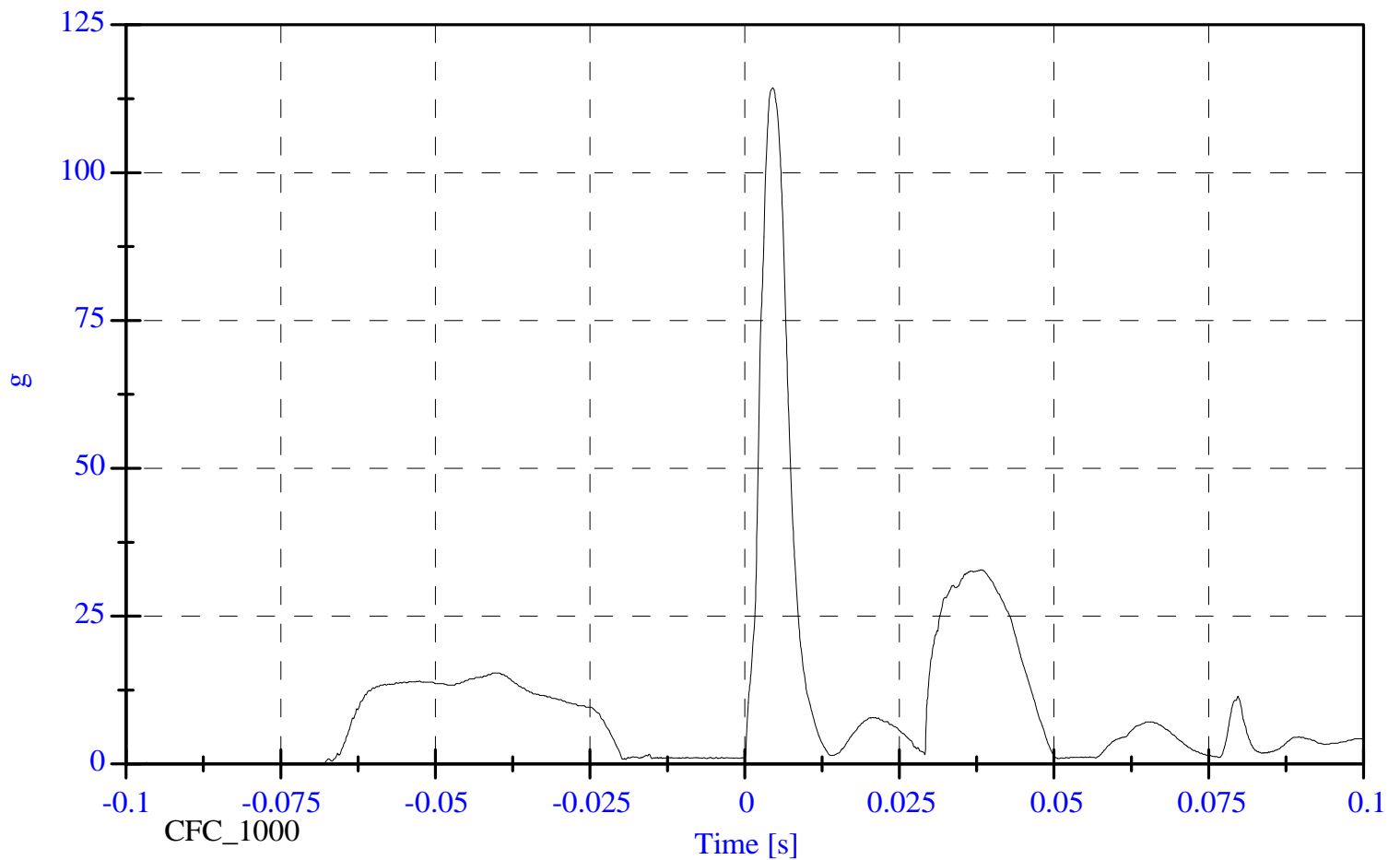
Average Acceleration: 9.6 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 114.4 [g] at 0.005 [s]

Headform Resultant

Min: 0.0 [g] at -0.098 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

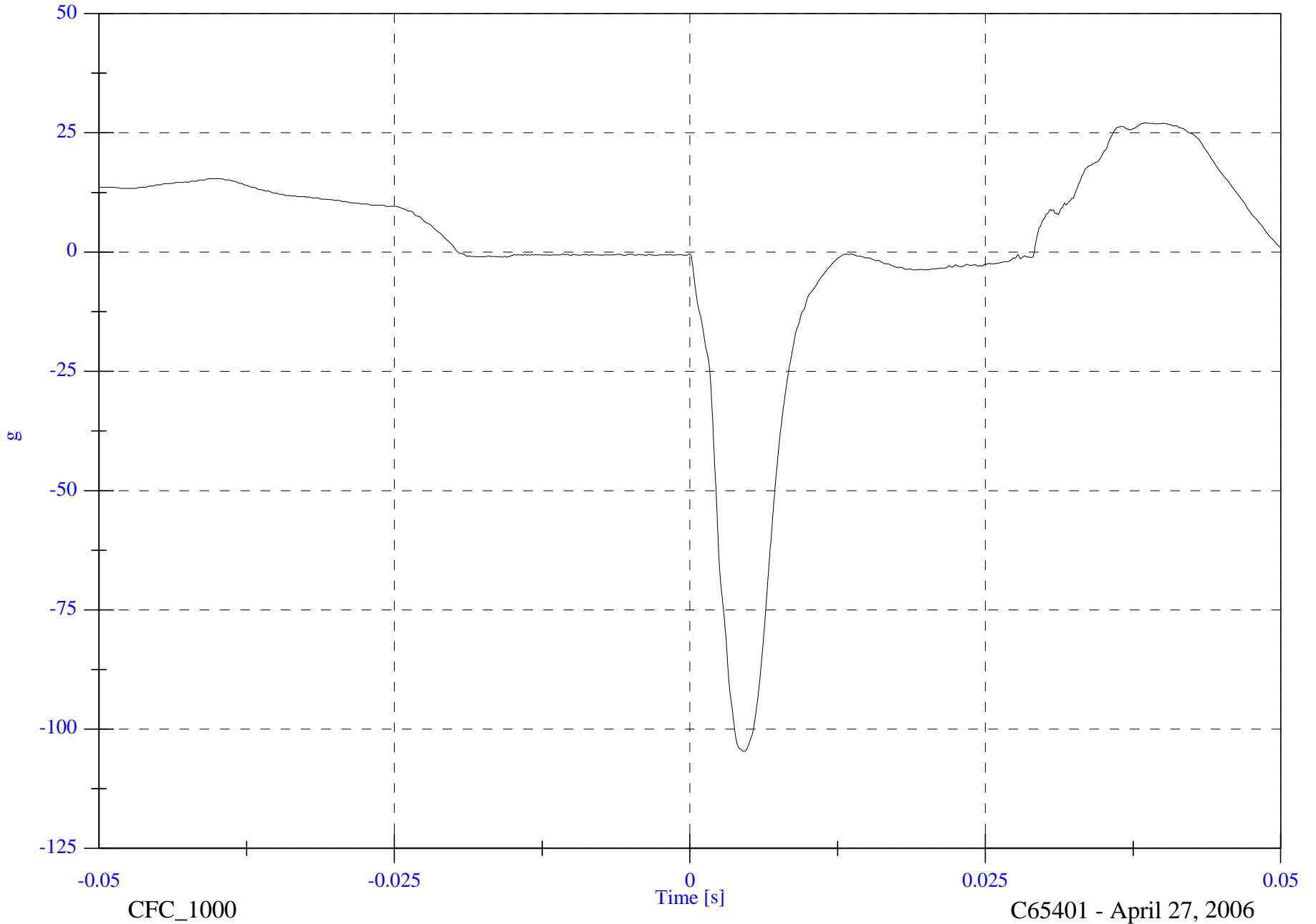
Headform X Acceleration

Max: 27.1 [g] at 0.038 [s]

Min: -104.7 [g] at 0.005 [s]

C65401 PASSENGER SIDE AP3 IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

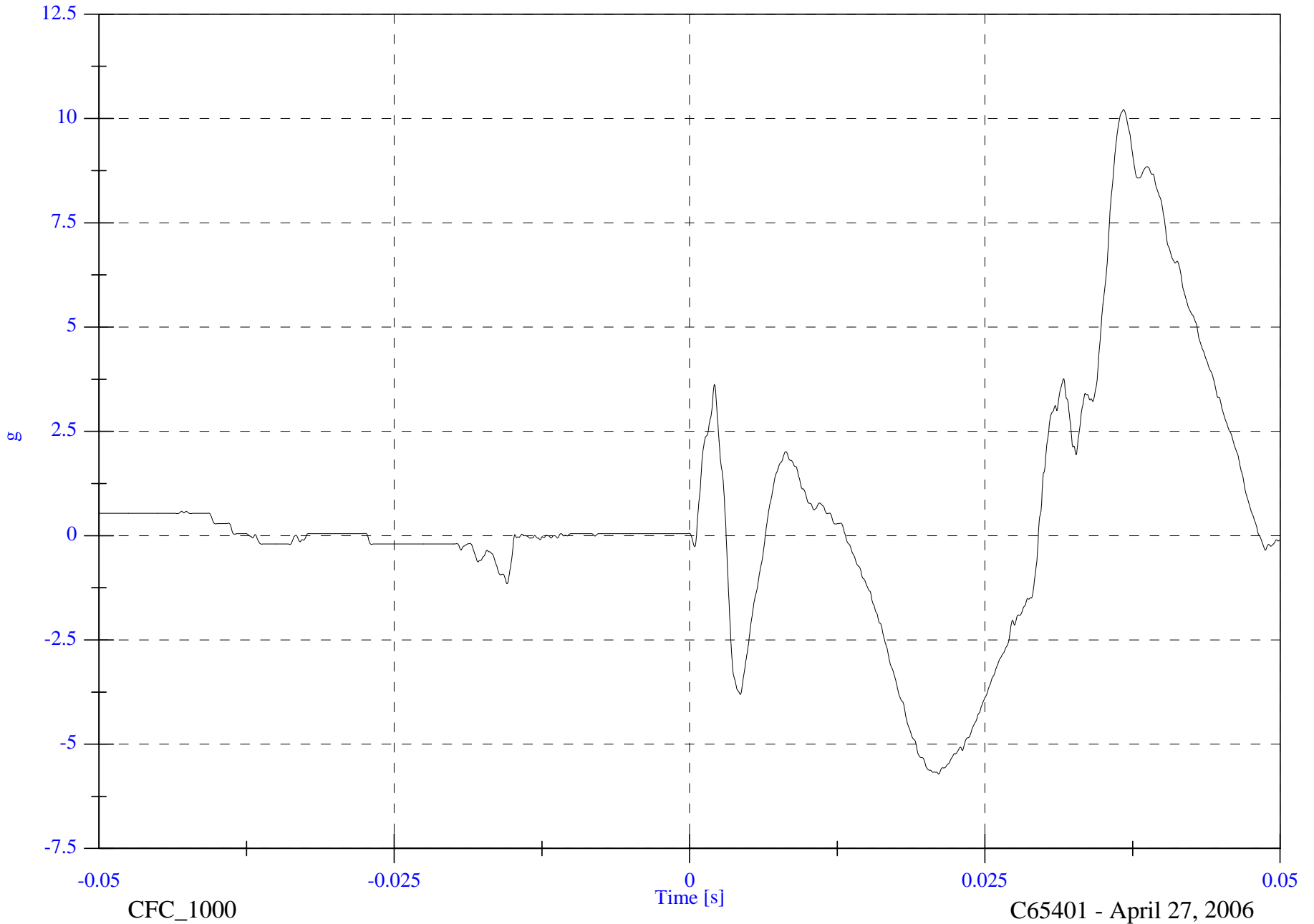
Headform Y Acceleration

Max: 10.2 [g] at 0.037 [s]

Min: -5.7 [g] at 0.021 [s]

C65401 PASSENGER SIDE AP3 IMPACT PLOT #2

8754+FMH-12



C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

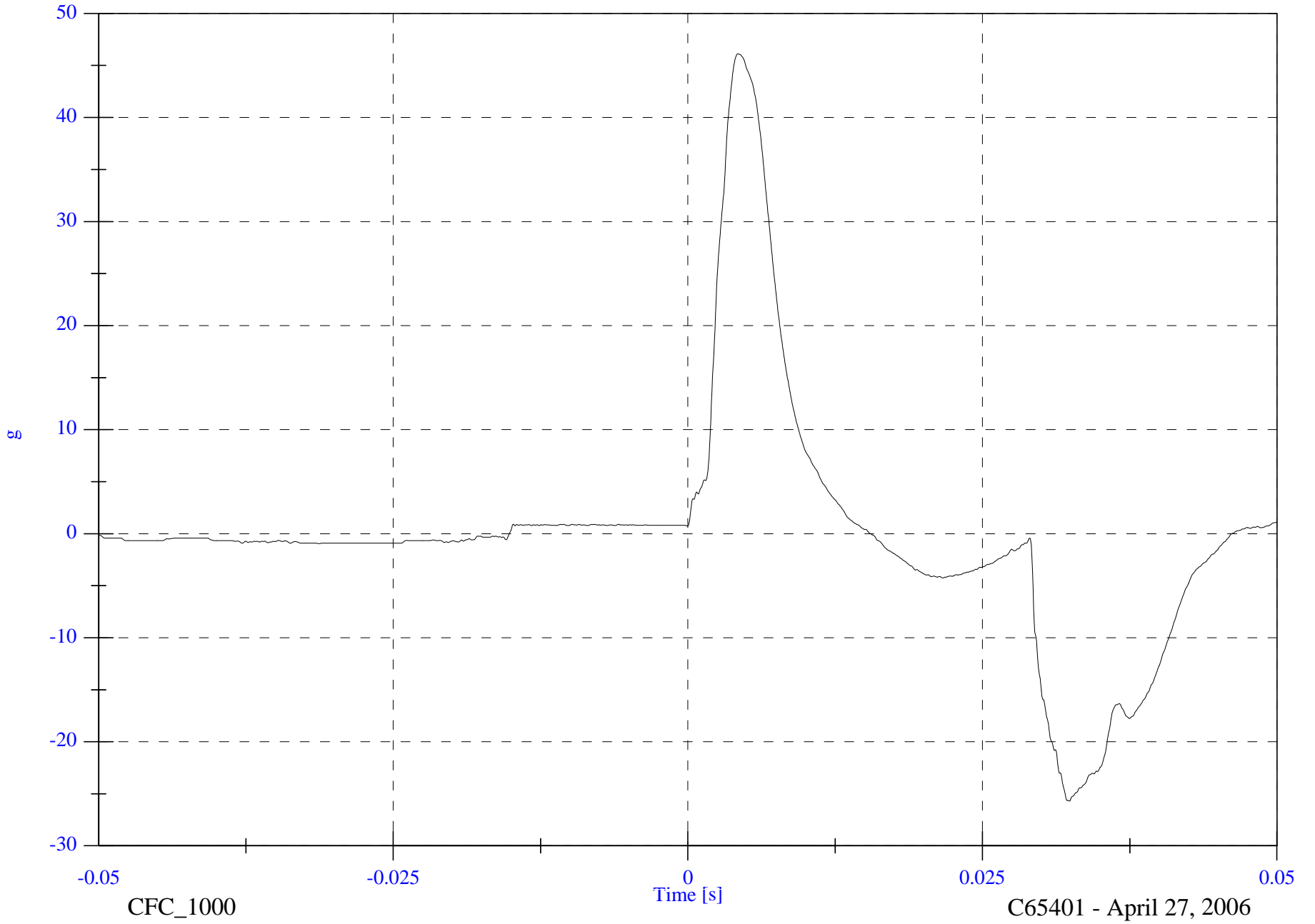
Headform Z Acceleration

Max: 46.1 [g] at 0.004 [s]

Min: -25.7 [g] at 0.032 [s]

C65401 PASSENGER SIDE AP3 IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

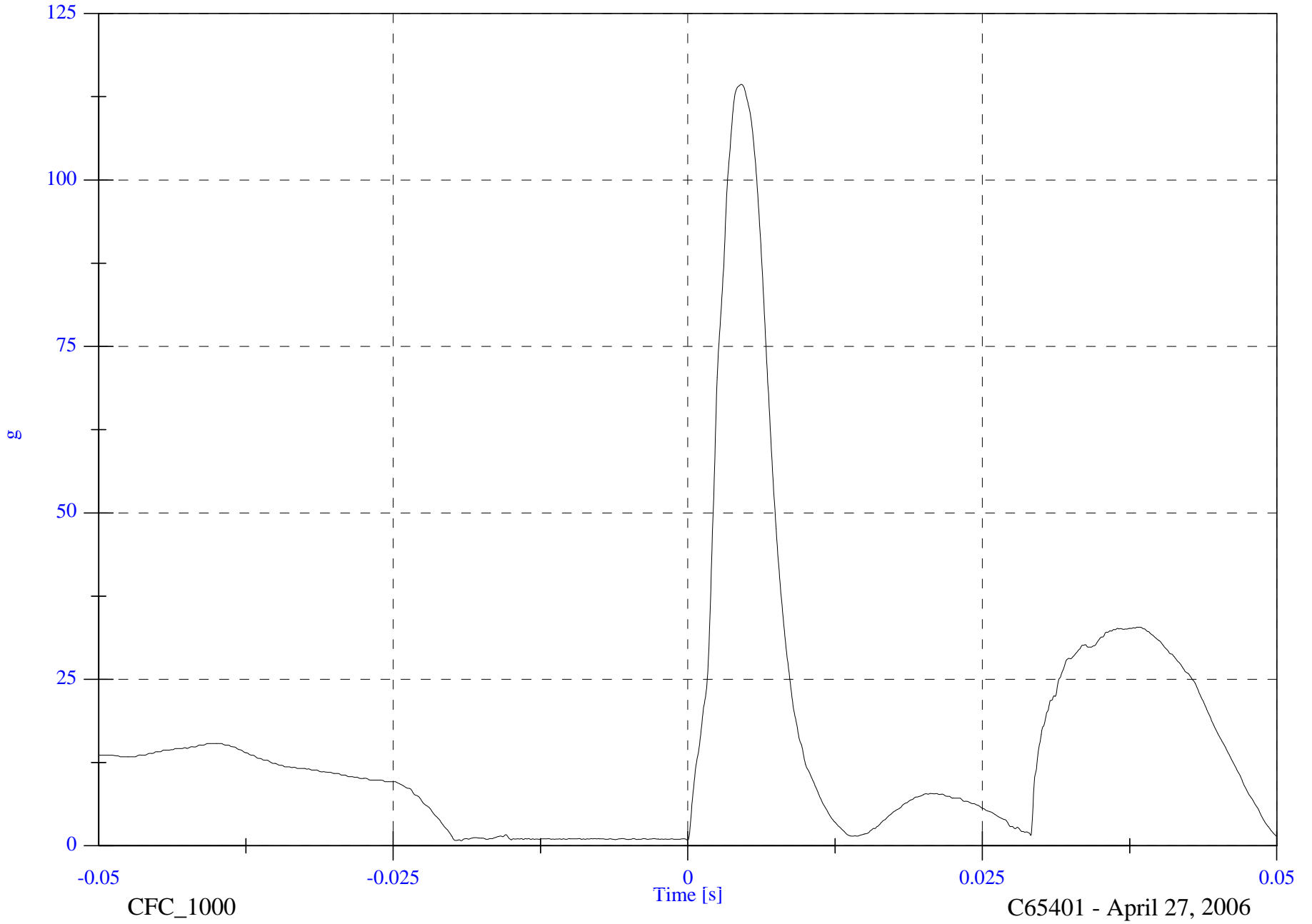
Headform Resultant

Max: 114.4 [g] at 0.005 [s]

Min: 0.8 [g] at -0.019 [s]

C65401 PASSENGER SIDE AP3 IMPACT PLOT #4

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

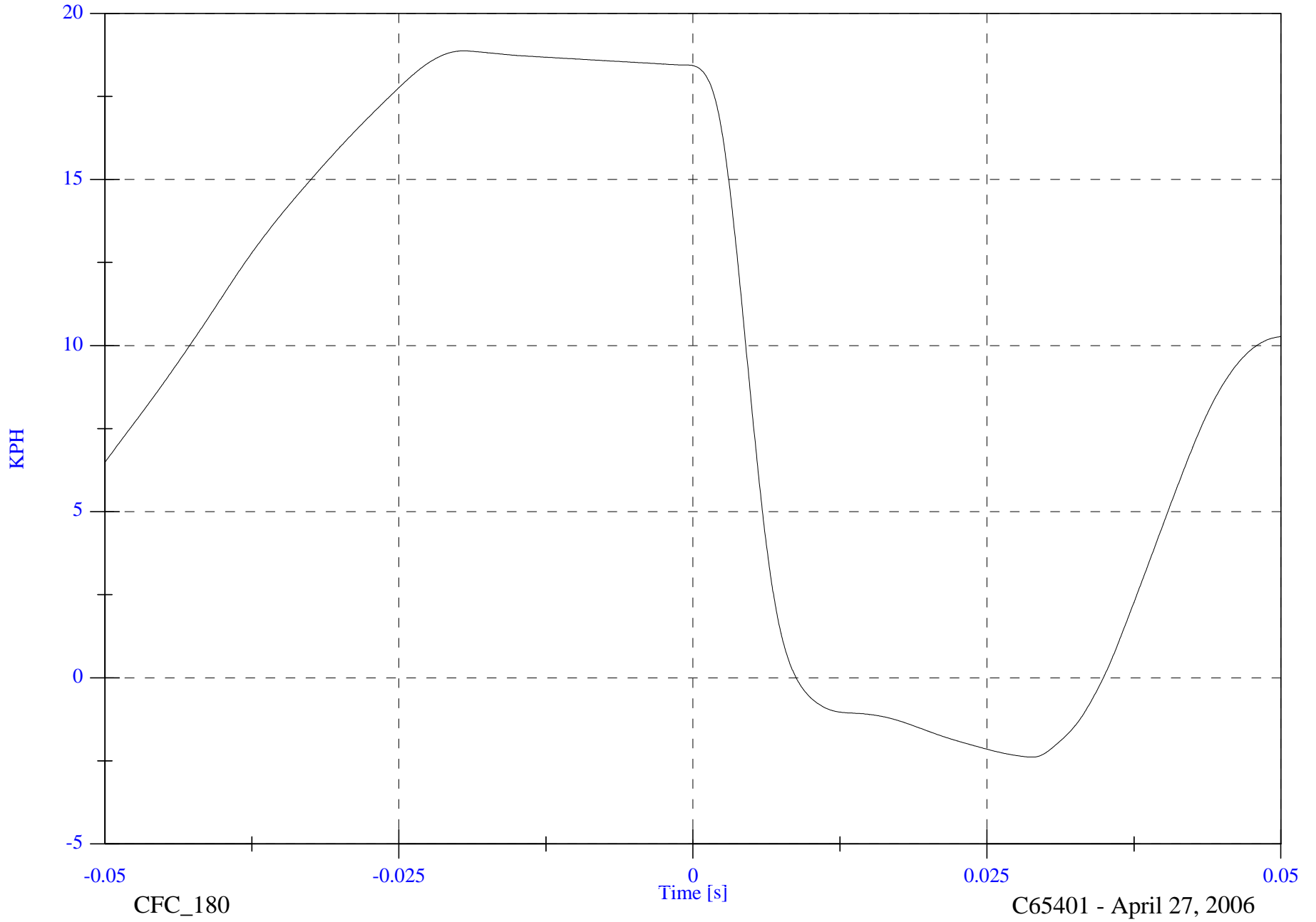
Headform Velocity

Max: 18.9 [KPH] at -0.020 [s]

Min: -2.4 [KPH] at 0.029 [s]

C65401 PASSENGER SIDE AP3 IMPACT PLOT #5

8754+FMH-12



CFC_180

Time [s]

C65401 - April 27, 2006



PRE-IMPACT AP3

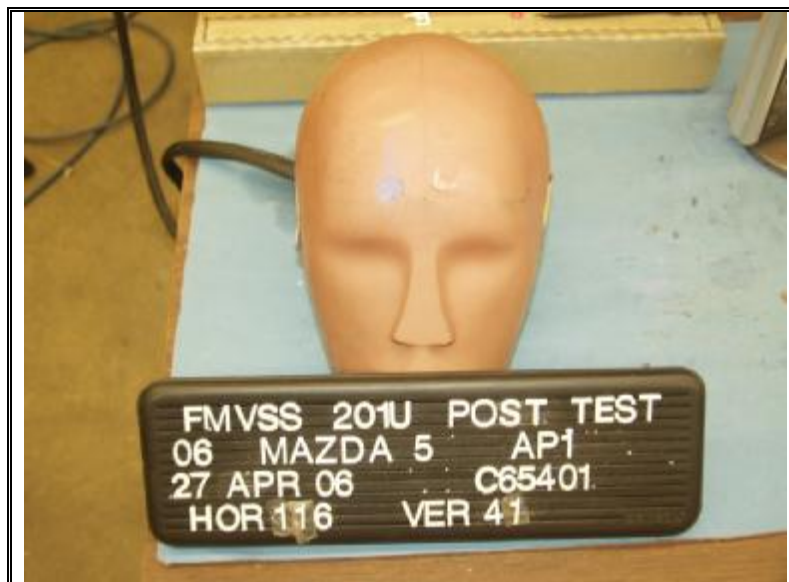


POST-IMPACT AP3

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	08
Test Date:	04/27/06
Target Location:	A-PILLAR
Target Code:	AP1
Horizontal Impact Angle:	116°
Vertical Impact Angle:	41°
Ambient Temperature:	21 C°
Relative Humidity:	30
Time of Impact:	15:00
Headform Number:	0642

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	17	x	mm right		mm left
On Centerline	5				mm up



POST-IMPACT AP1 HEADFORM

Free Motion HIC	235.8
HIC(d)	344.3
Impact Velocity (kph)	18.64
HIC T1 (msec)	4.3
HIC T2 (msec)	15.3

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - AP1

FMH Headform 0642

Location: AP1

Test Date: April 27, 2006

Work File: AP1

-----TEST RESULTS-----

Lab Temperature: 21 C

HICd: 344.3

Lab Humidity: 30 %

HIC (36ms): 235.8

Velocity at Impact: 18.64 KPH

t1: 4.3 msec

t2: 15.3 msec

Free Flight Distance: 218.16 mm

Duration: 11.0 msec

Maximum: 77.9 g

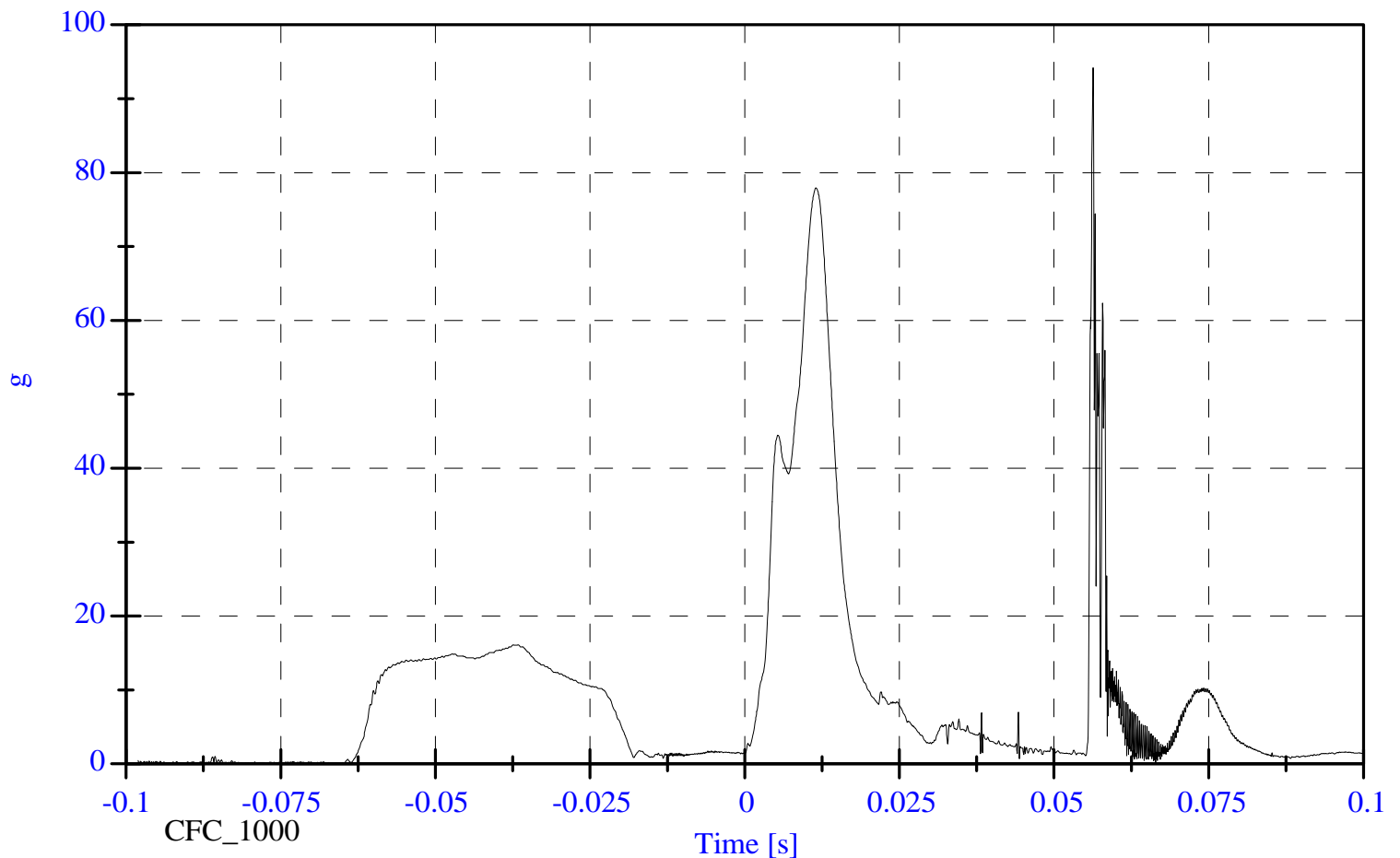
Average Acceleration: 8.8 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 77.9 [g] at 0.012 [s]

Headform Resultant

Min: 0.0 [g] at -0.095 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

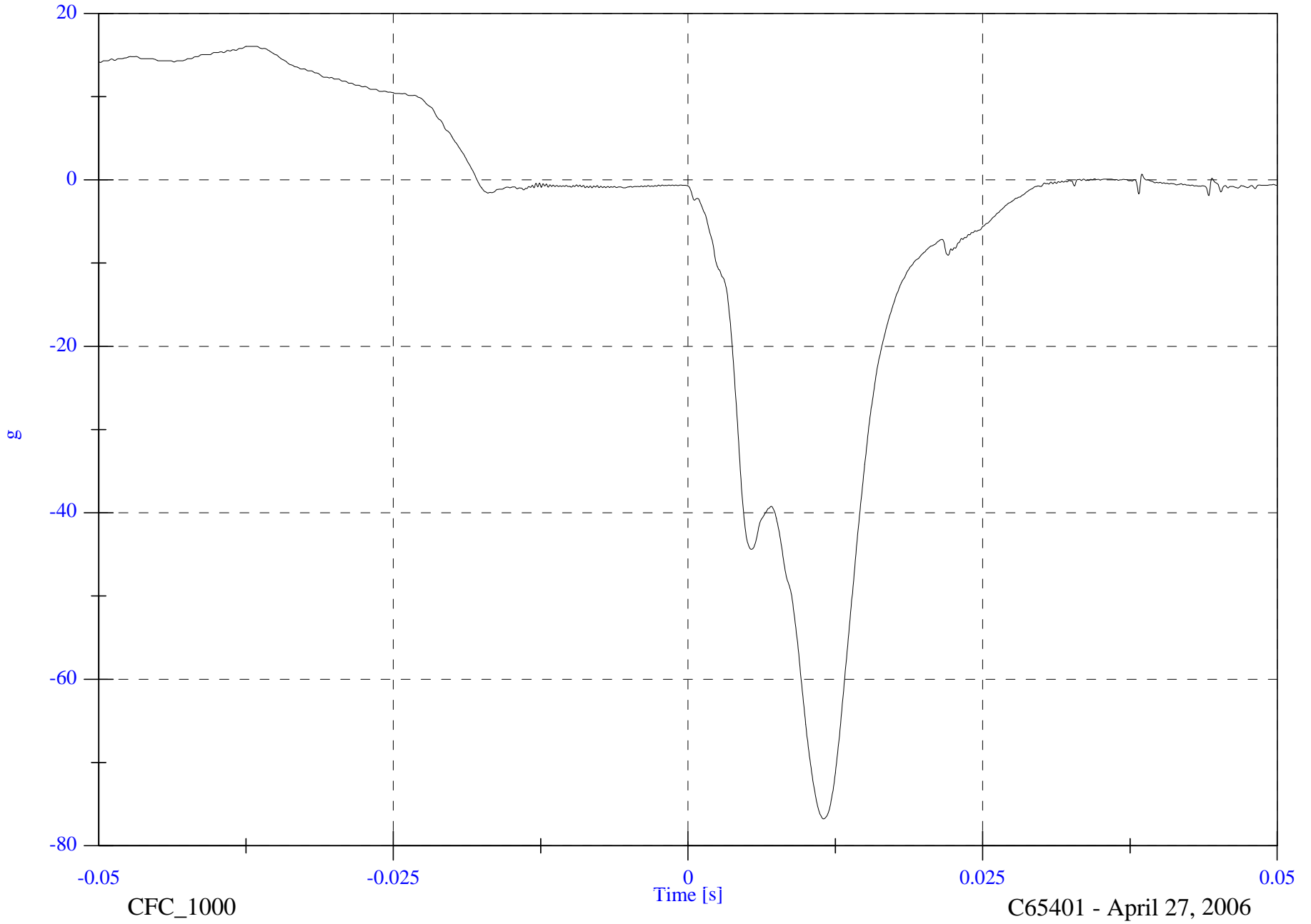
Headform X Acceleration

Max: 16.0 [g] at -0.037 [s]

Min: -76.8 [g] at 0.012 [s]

C65401 PASSENGER SIDE AP1 IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

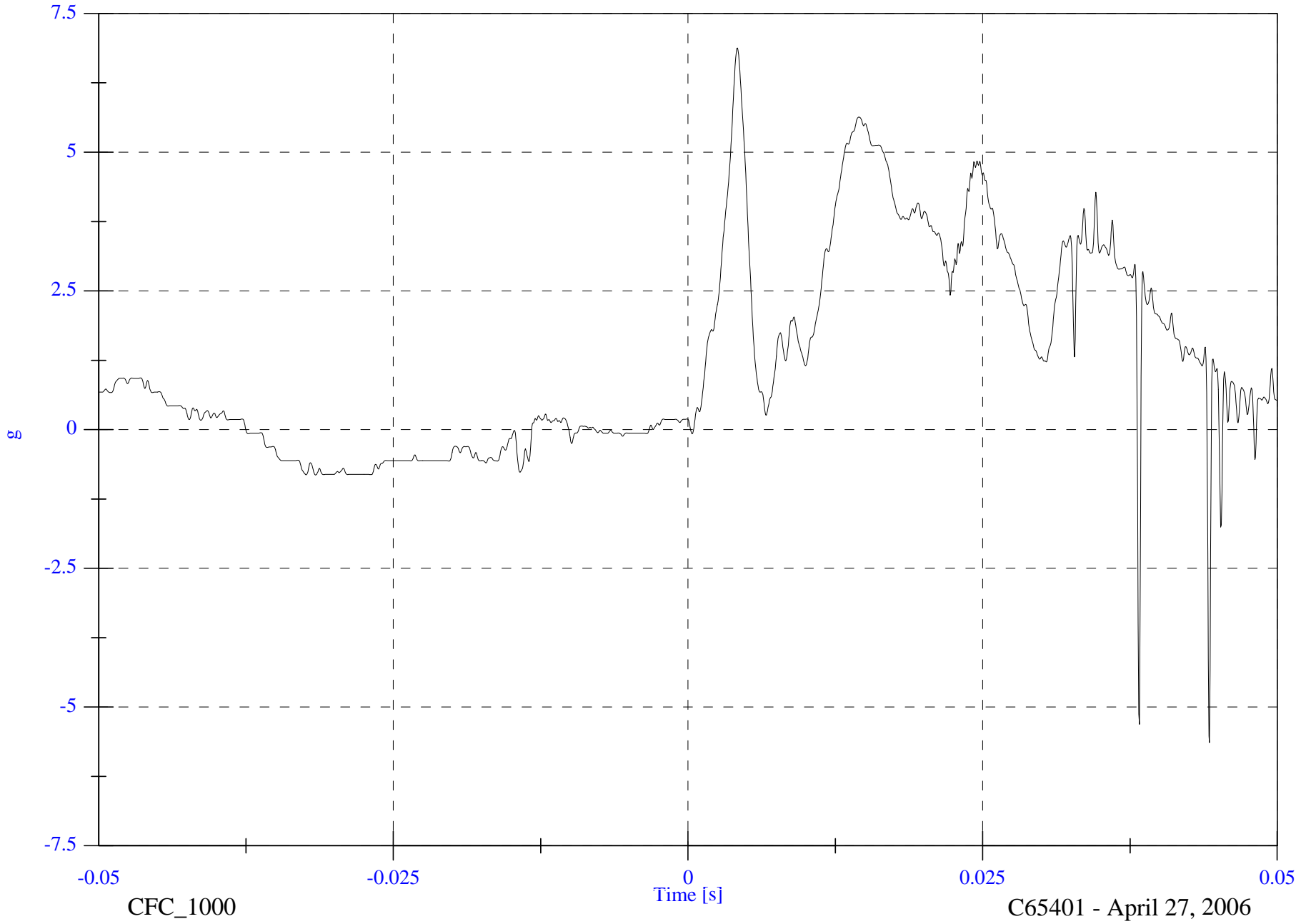
Headform Y Acceleration

Max: 6.9 [g] at 0.004 [s]

Min: -5.6 [g] at 0.044 [s]

C65401 PASSENGER SIDE AP1 IMPACT PLOT #2

8754-FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

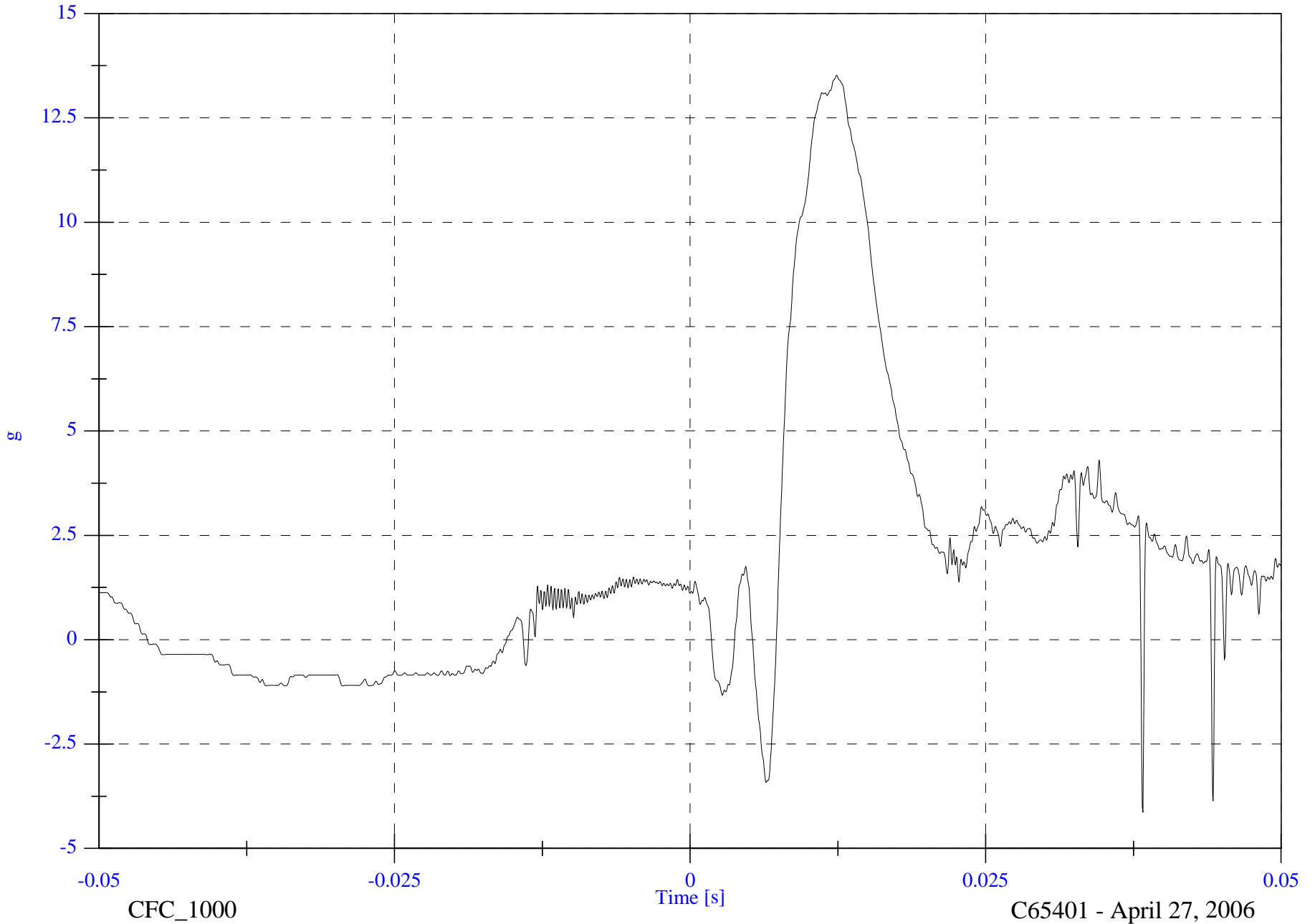
Headform Z Acceleration

Max: 13.5 [g] at 0.012 [s]

Min: -4.1 [g] at 0.038 [s]

C65401 PASSENGER SIDE AP1 IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 27, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

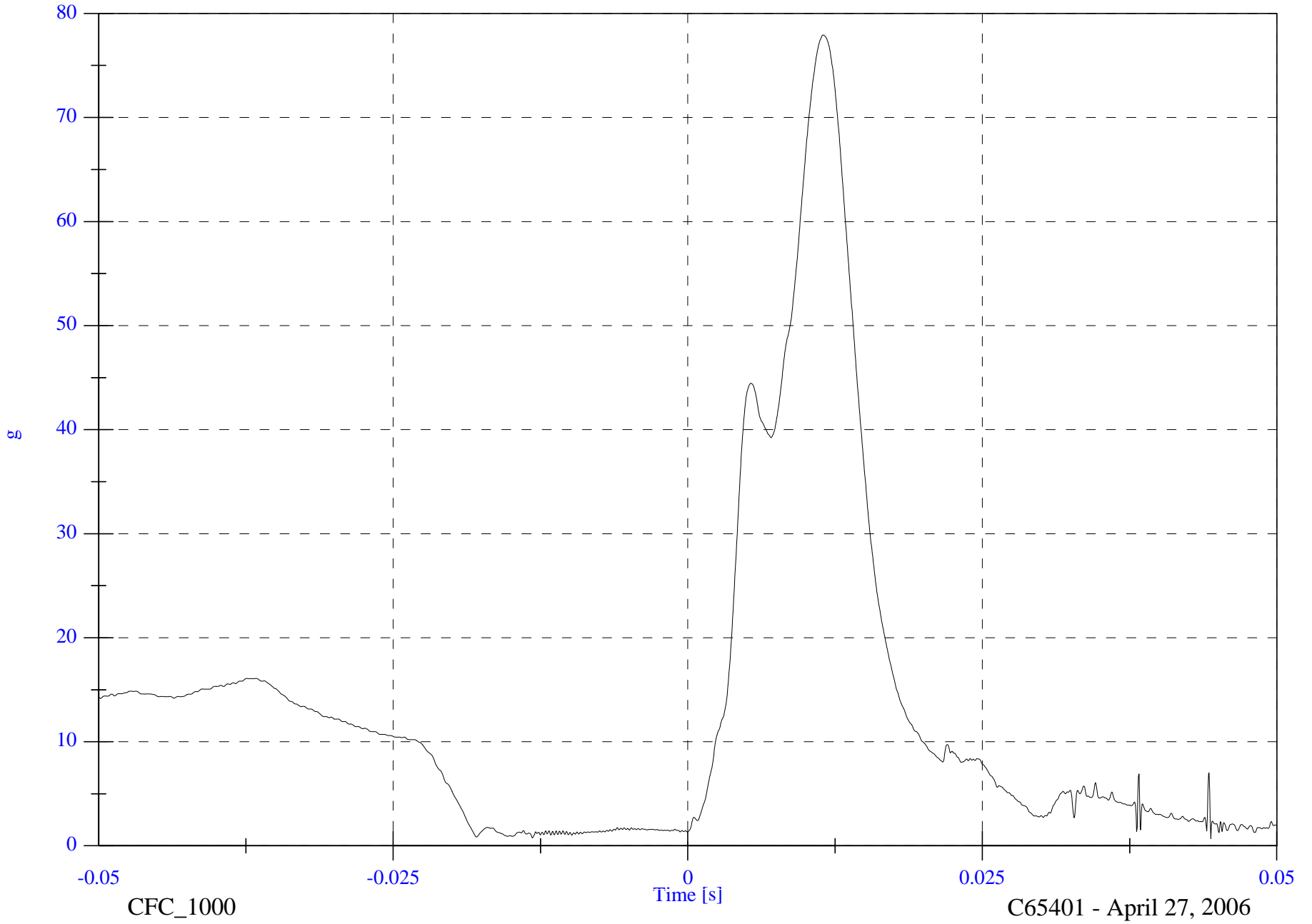
Headform Resultant

Max: 77.9 [g] at 0.012 [s]

Min: 0.7 [g] at 0.044 [s]

C65401 PASSENGER SIDE AP1 IMPACT PLOT #4

8754+FMH-12



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

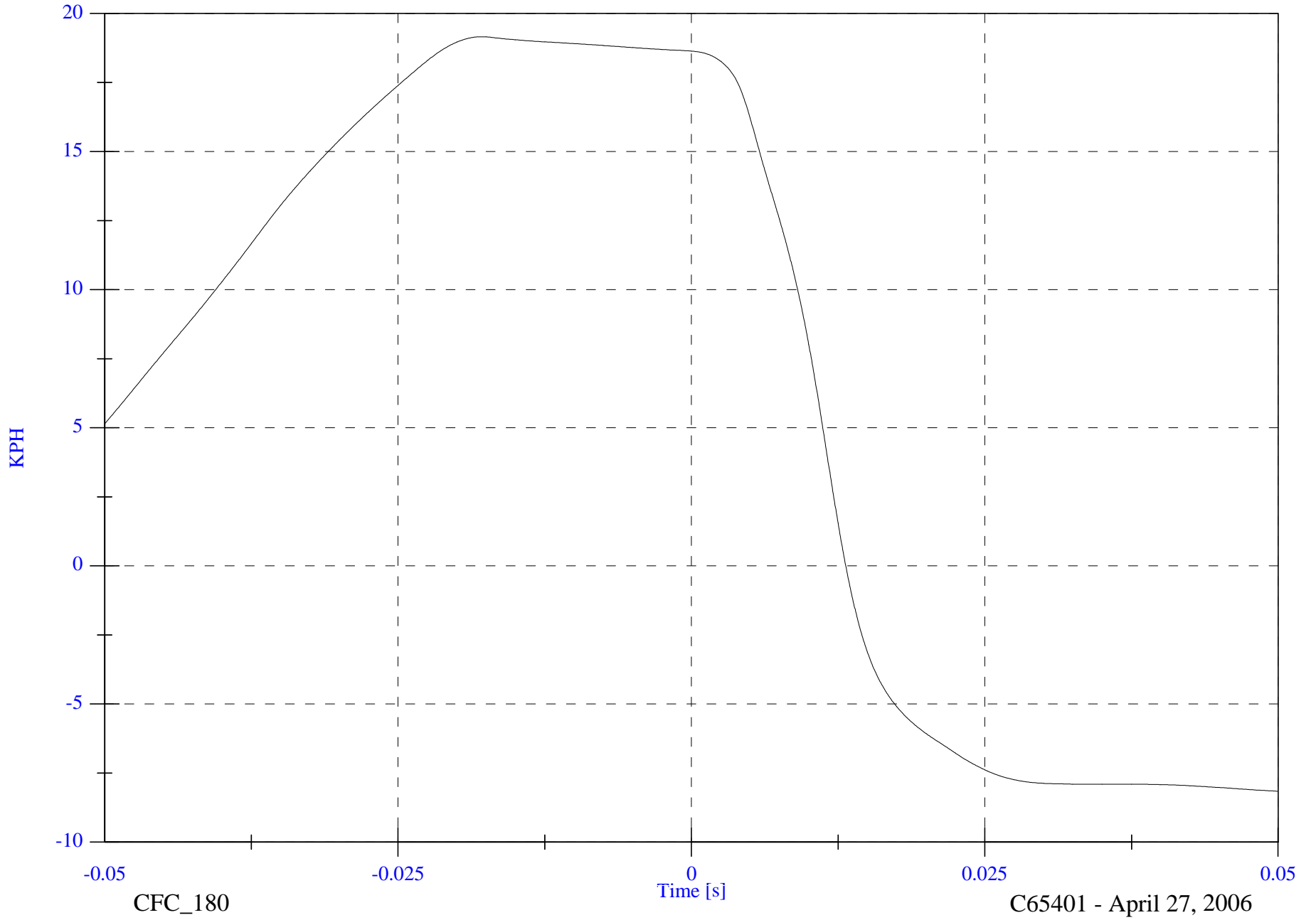
Headform Velocity

Max: 19.2 [KPH] at -0.018 [s]

Min: -8.2 [KPH] at 0.050 [s]

C65401 PASSENGER SIDE AP1 IMPACT PLOT #5

8754+FMH-12



CFC_180

Time [s]

C65401 - April 27, 2006



PRE-IMPACT AP1

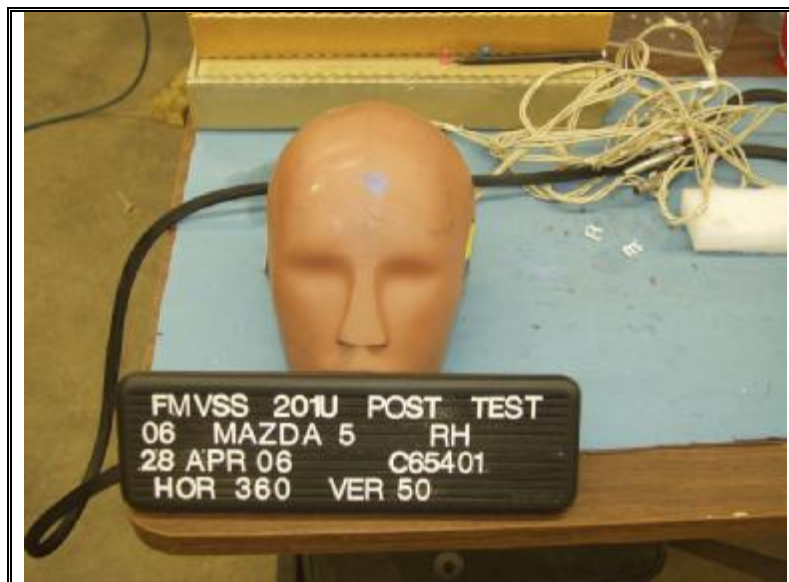


POST-IMPACT API

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	09
Test Date:	04/28/06
Target Location:	REAR HEADER
Target Code:	RH
Horizontal Impact Angle:	360°
Vertical Impact Angle:	50°
Ambient Temperature:	20 C°
Relative Humidity:	25
Time of Impact:	9:05
Headform Number:	642

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	5	mm right	x mm left
On Centerline	29	mm up	



POST-IMPACT RH HEADFORM

Free Motion HIC	788.0
HIC(d)	760.9
Impact Velocity (kph)	23.64
HIC T1 (msec)	1.3
HIC T2 (msec)	8.8

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - RH

FMH Headform 0642

Location: RH

Test Date: April 28, 2006

Work File: RH

-----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 760.9

Lab Humidity: 25 %

HIC (36ms): 788.0

Velocity at Impact: 23.64 KPH

t1: 1.3 msec

t2: 8.8 msec

Free Flight Distance: 217.13 mm

Duration: 7.6 msec

Maximum: 127.3 g

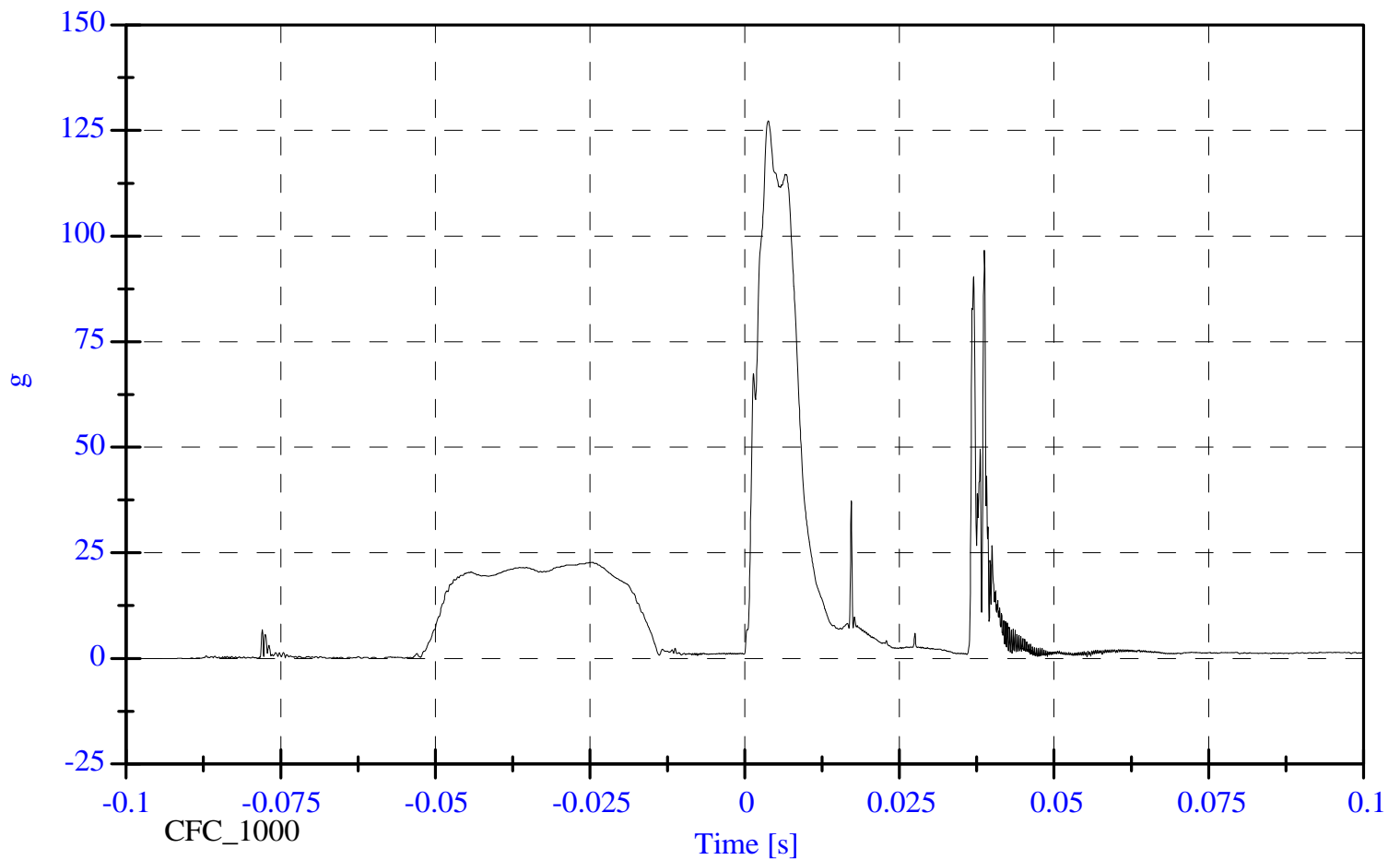
Average Acceleration: 10.0 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 127.3 [g] at 0.004 [s]

Headform Resultant

Min: -0.0 [g] at -0.100 [s]



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

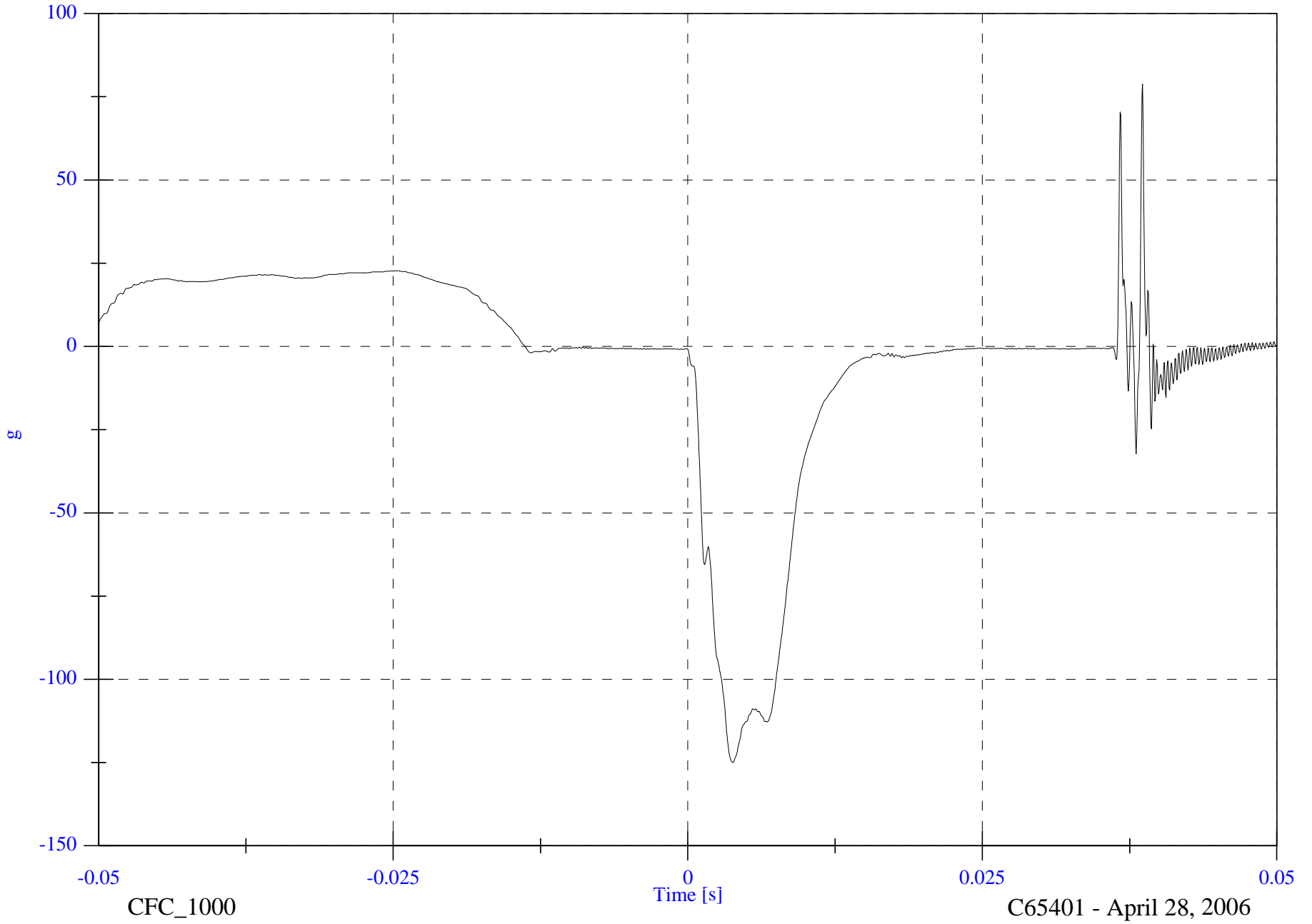
Headform X Acceleration

Max: 78.8 [g] at 0.039 [s]

Min: -125.0 [g] at 0.004 [s]

C65401 DRIVER SIDE RH IMPACT PLOT #1

8754+FMH-12



CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

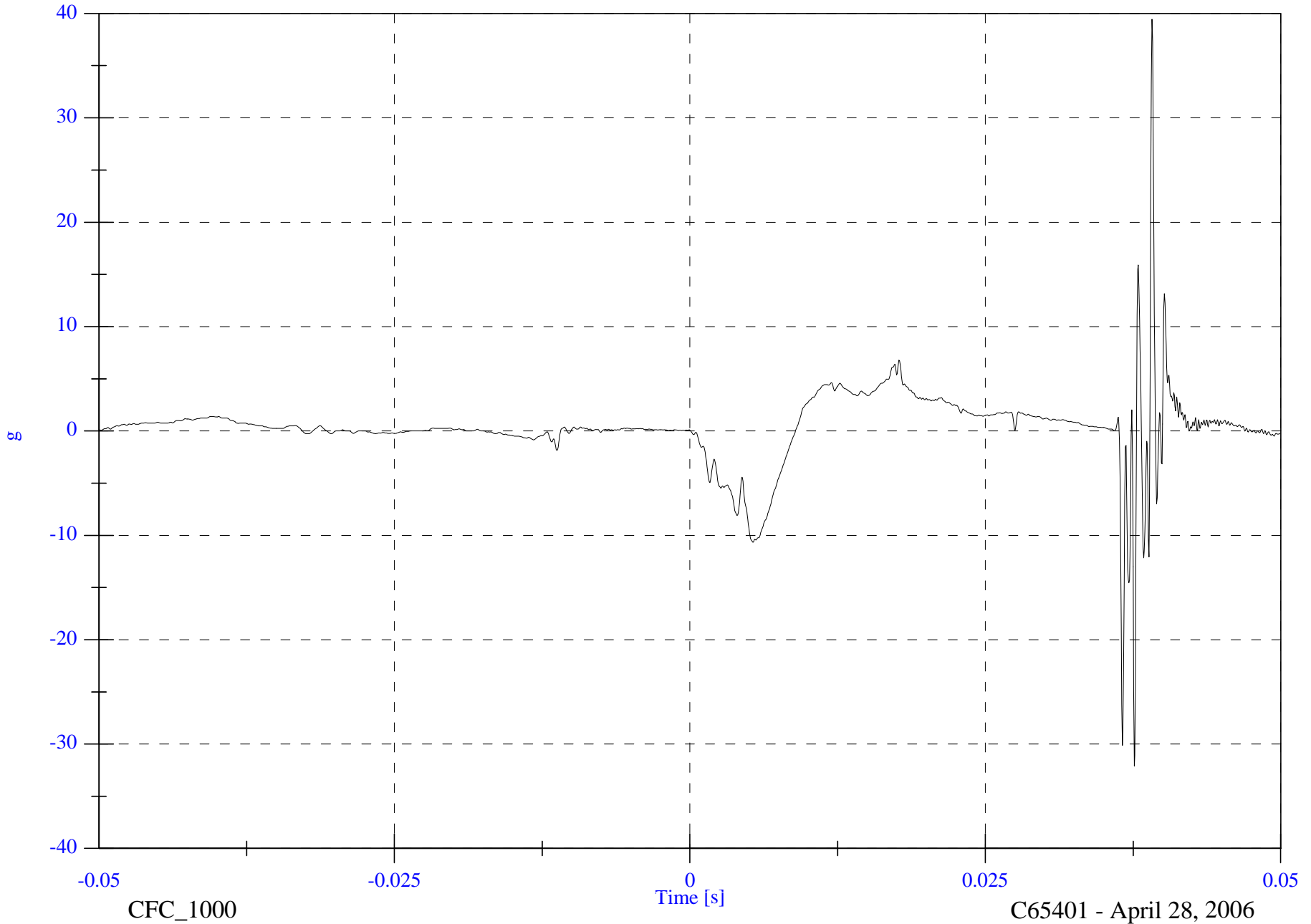
Headform Y Acceleration

Max: 39.4 [g] at 0.039 [s]

Min: -32.1 [g] at 0.038 [s]

C65401 DRIVER SIDE RH IMPACT PLOT #2

8754+FMH-12



CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

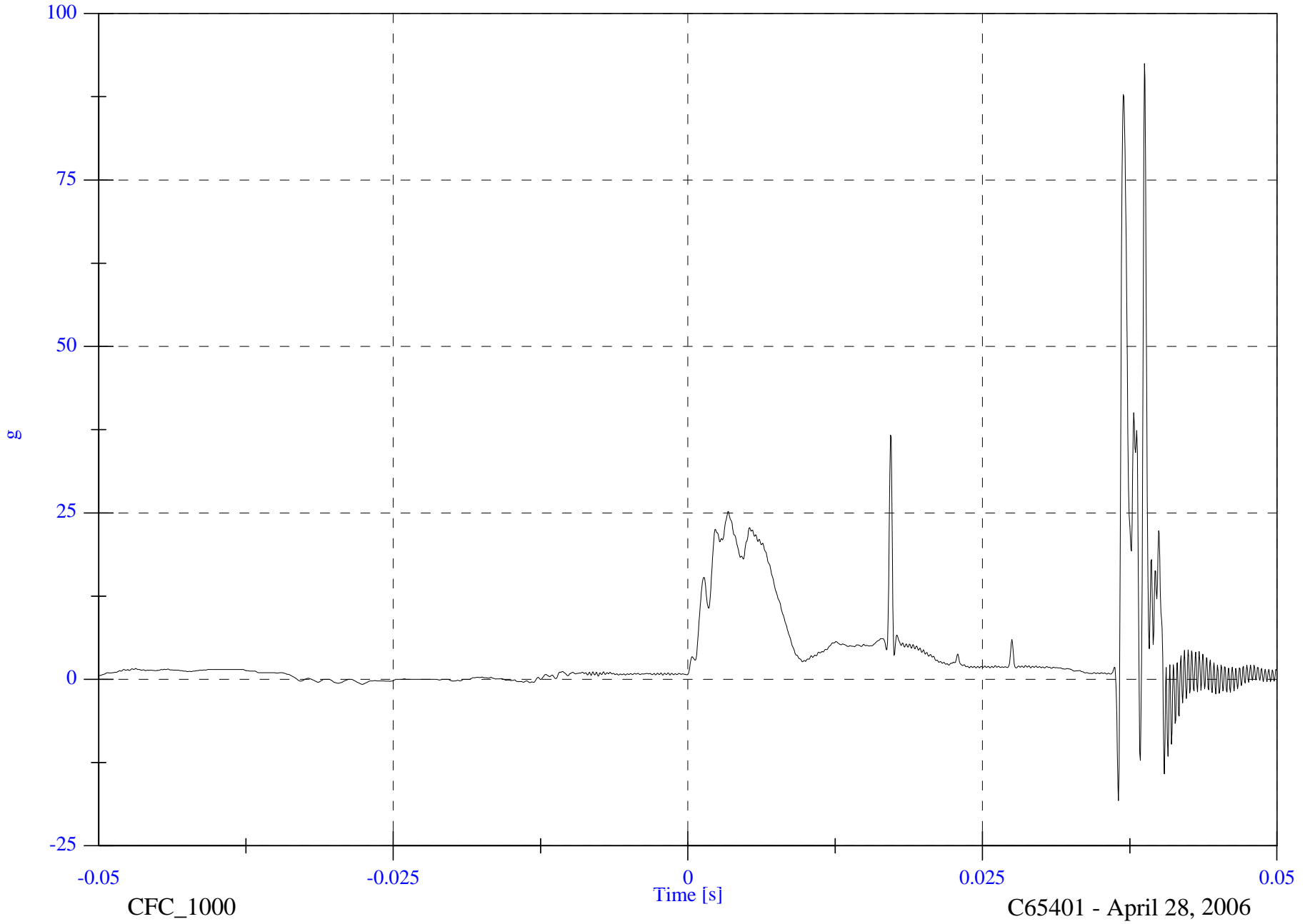
Headform Z Acceleration

Max: 92.5 [g] at 0.039 [s]

Min: -18.2 [g] at 0.037 [s]

C65401 DRIVER SIDE RH IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

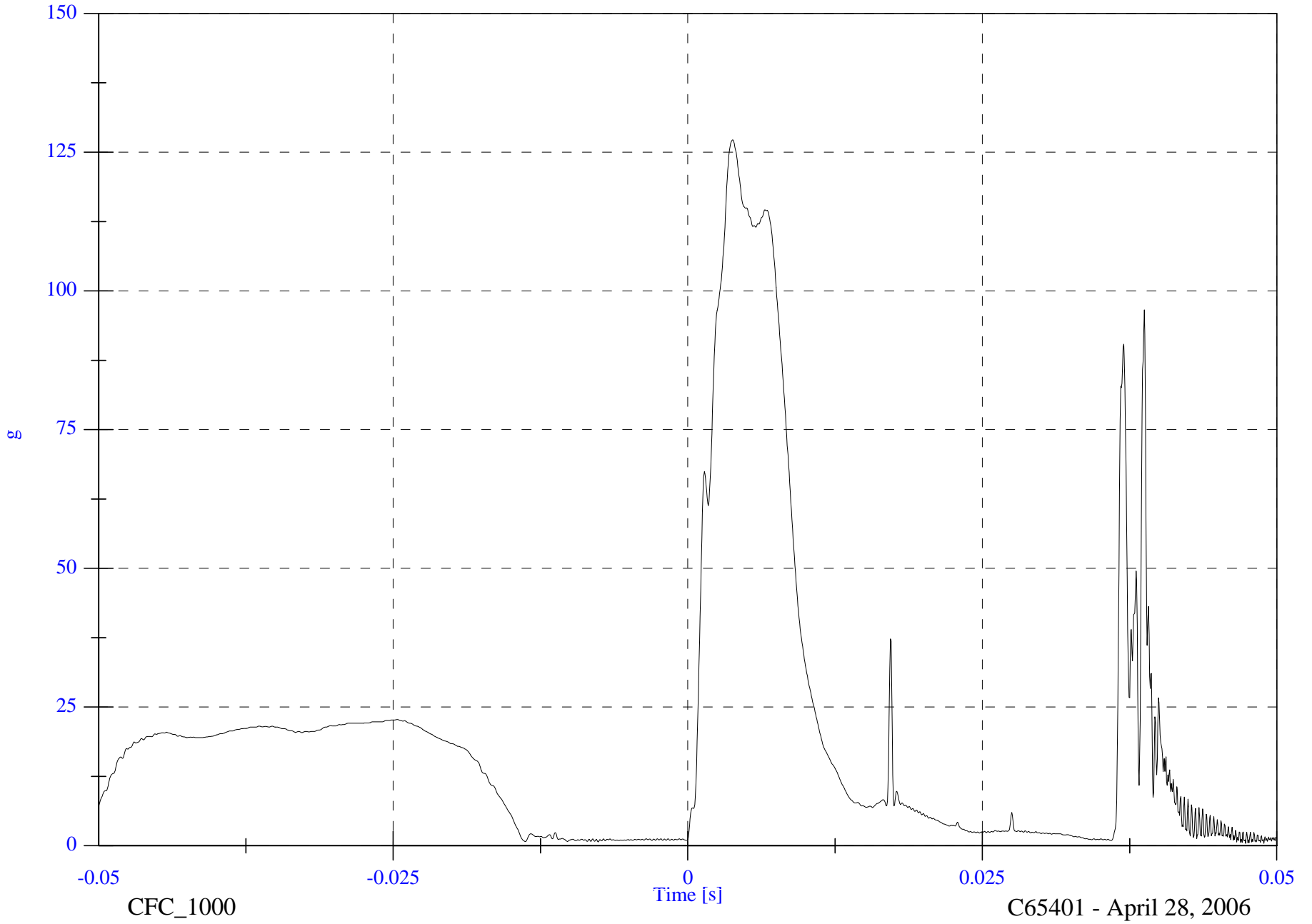
Headform Resultant

Max: 127.3 [g] at 0.004 [s]

Min: 0.4 [g] at 0.047 [s]

C65401 DRIVER SIDE RH IMPACT PLOT #4

8754-FMH-12



FMVSS 201U IMPACT TEST - 2006 MAZDA 5

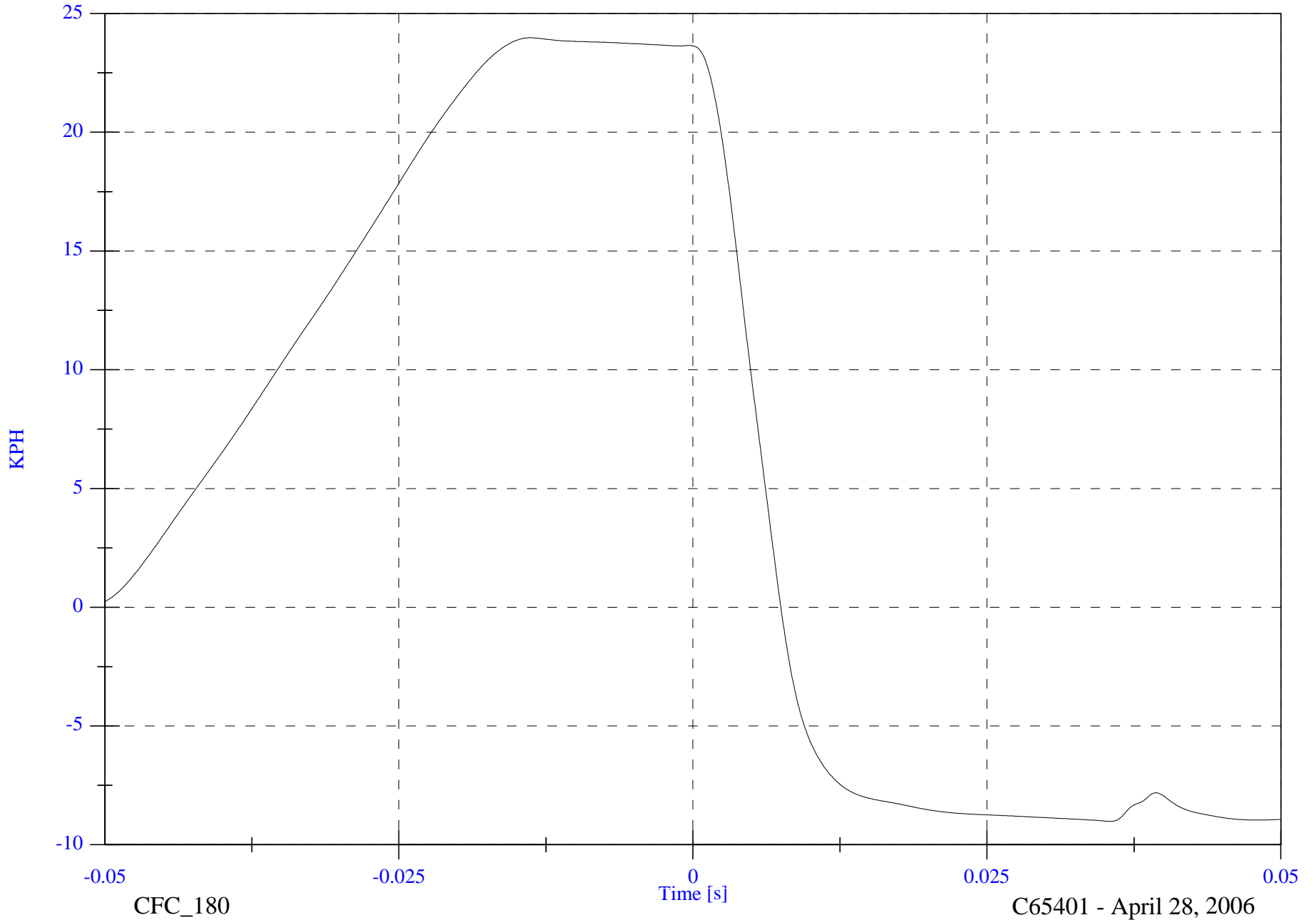
Headform Velocity

Max: 24.0 [KPH] at -0.014 [s]

Min: -9.0 [KPH] at 0.035 [s]

C65401 DRIVER SIDE RH IMPACT PLOT #5

8754+FMH-12



CFC_180

C65401 - April 28, 2006



PRE-IMPACT RH



POST-IMPACT RH

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	10
Test Date:	04/28/06
Target Location:	UPPER ROOF
Target Code:	URRP
Horizontal Impact Angle:	275°
Vertical Impact Angle:	38°
Ambient Temperature:	20 C°
Relative Humidity:	25.1
Time of Impact:	9:38
Headform Number:	805

Impact Point Description (from lower midpoint on midsagittal line)				
On Centerline	5	x	mm right	mm left
On Centerline	36		mm up	



POST-IMPACT URRP HEADFORM

Free Motion HIC	405.6
HIC(d)	472.5
Impact Velocity (kph)	23.51
HIC T1 (msec)	5.5
HIC T2 (msec)	13.1

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - URRP

FMH Headform 0805

Location: URRP

Test Date: April 28, 2006

Work File: URRP

-----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 472.4

Lab Humidity: 25.1 %

HIC (36ms): 405.6

Velocity at Impact: 23.51 KPH

t1: 5.5 msec

t2: 13.1 msec

Free Flight Distance: 226.95 mm

Duration: 7.6 msec

Maximum: 99.2 g

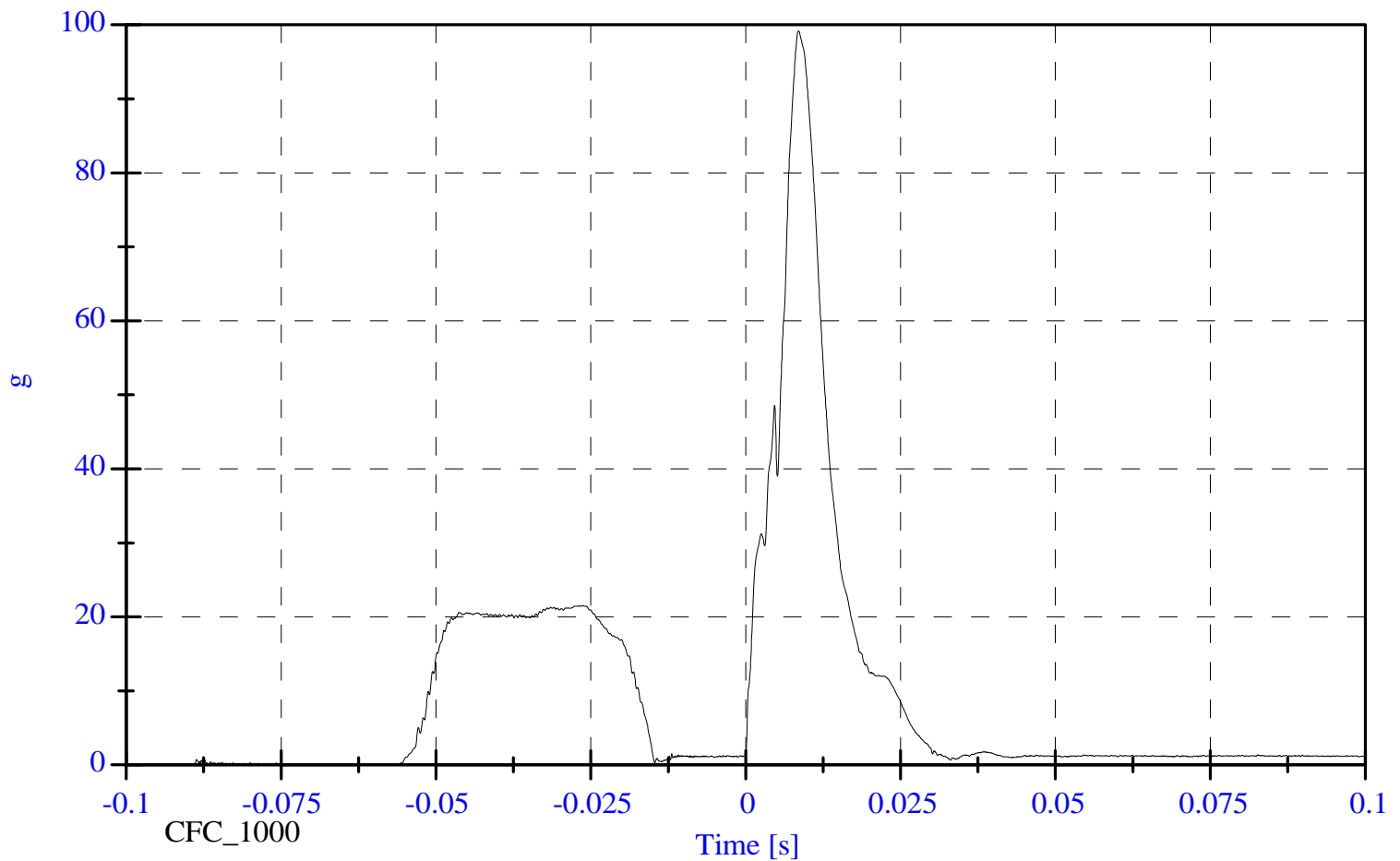
Average Acceleration: 9.0 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 99.2 [g] at 0.009 [s]

Headform Resultant

Min: 0.0 [g] at -0.061 [s]

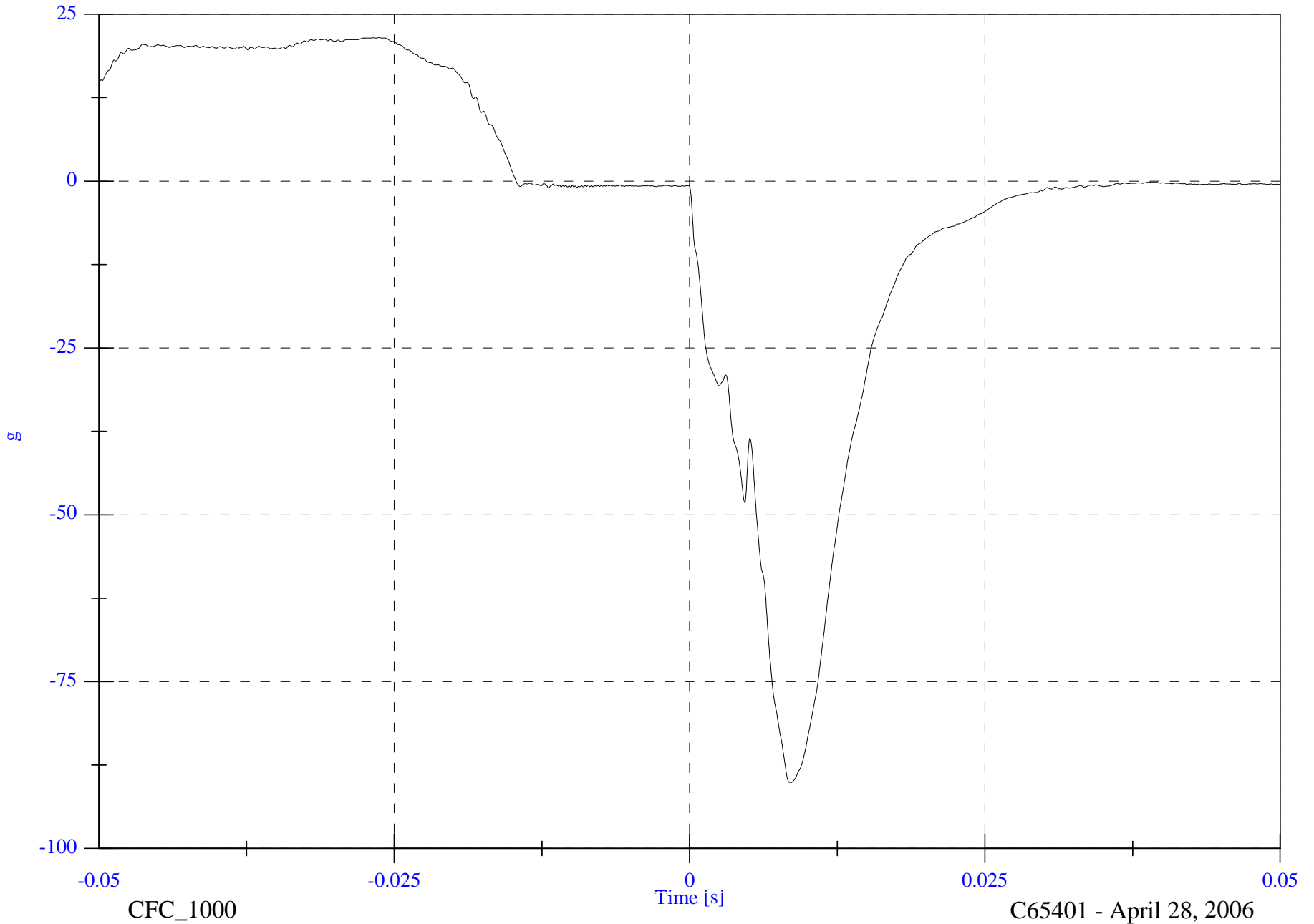


FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform X Acceleration

Max: 21.5 [g] at -0.026 [s]

Min: -90.1 [g] at 0.009 [s]



C65401 DRIVER SIDE URRP IMPACT PLOT #1

8754+FMH-12

CFC_1000

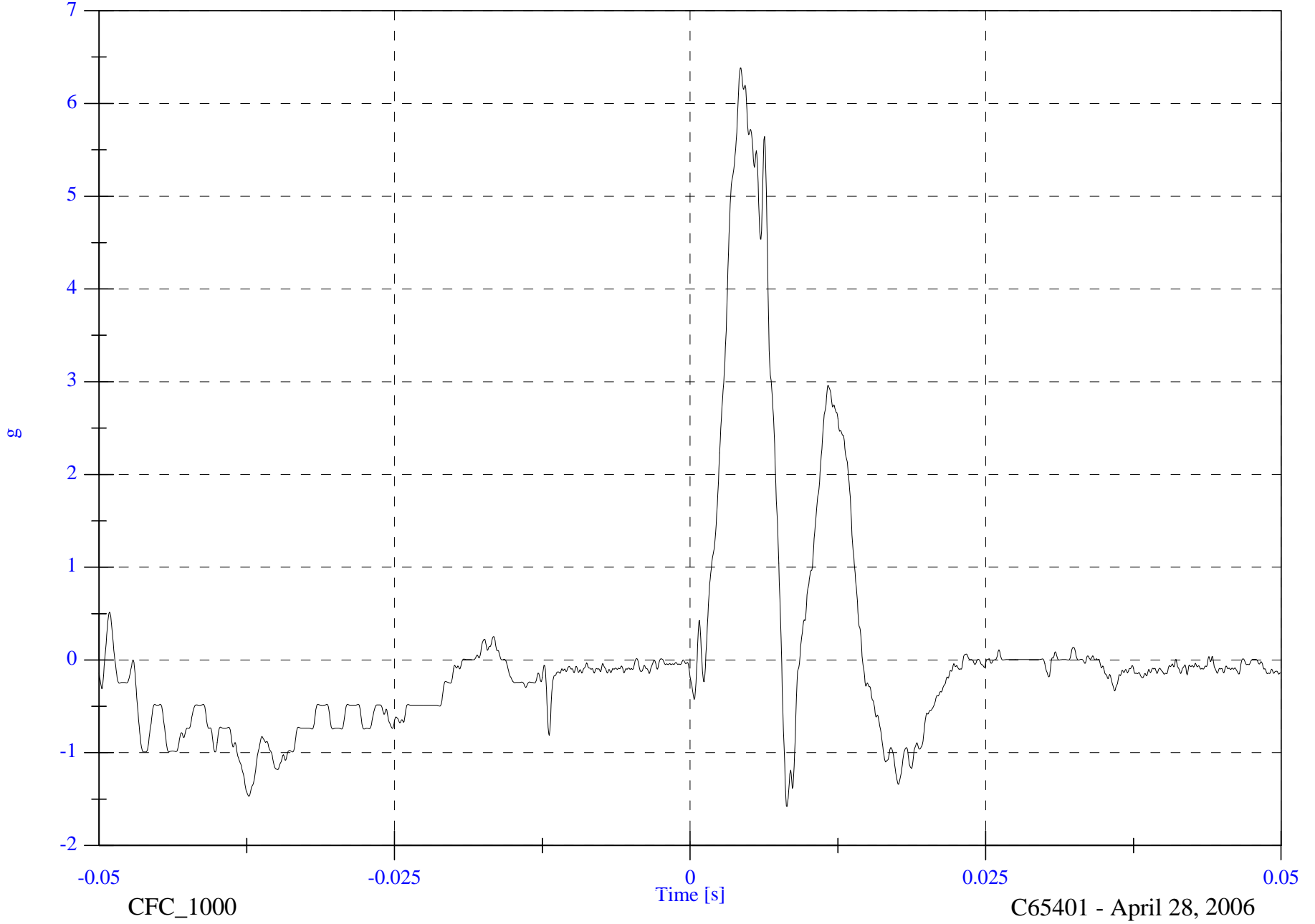
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Y Acceleration

Max: 6.4 [g] at 0.004 [s]

Min: -1.6 [g] at 0.008 [s]



C65401 DRIVER SIDE URRP IMPACT PLOT #2

8754-FMH-12

CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

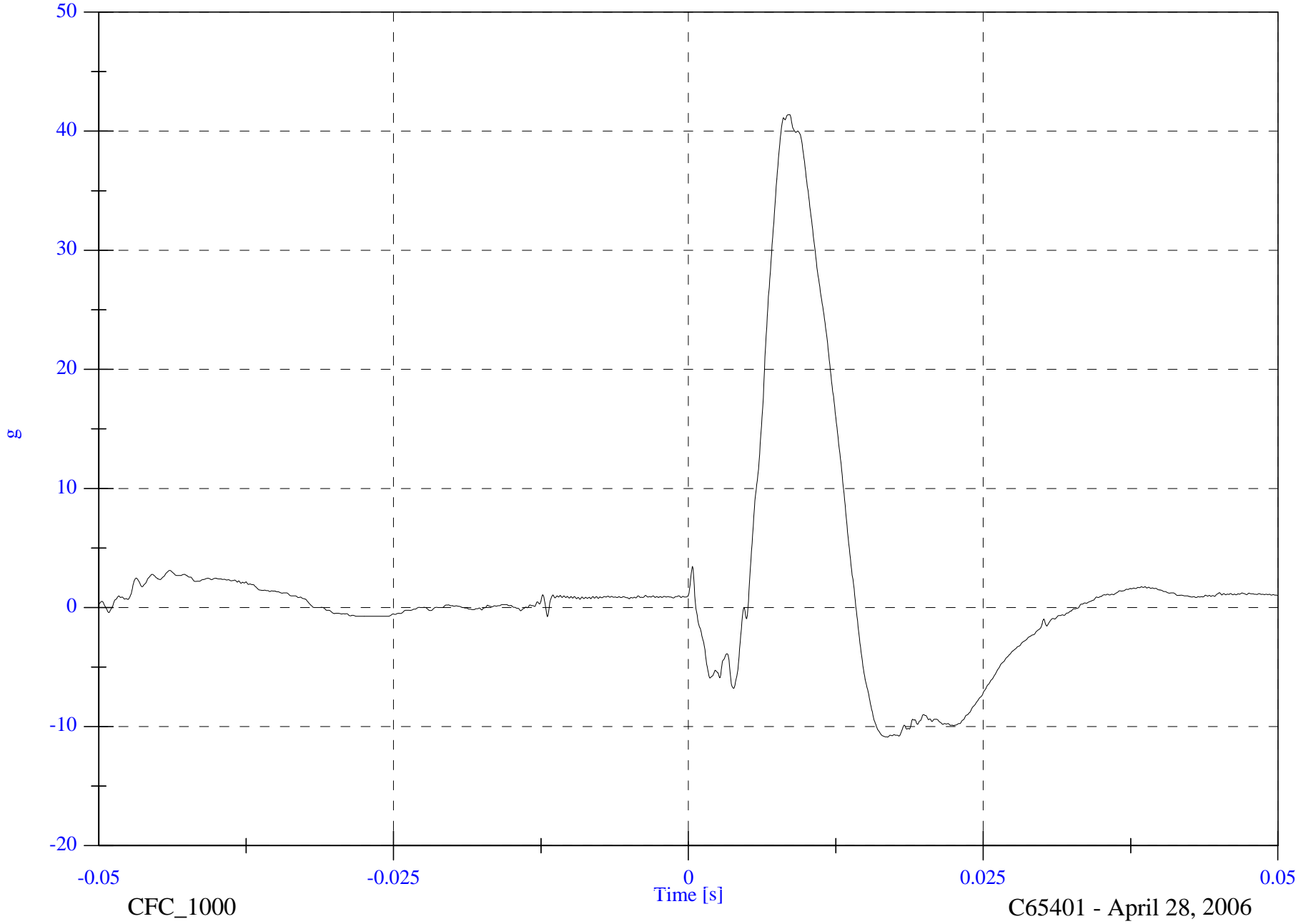
Headform Z Acceleration

Max: 41.4 [g] at 0.009 [s]

Min: -10.9 [g] at 0.017 [s]

C65401 DRIVER SIDE URRP IMPACT PLOT #3

8754+FMH-12



CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

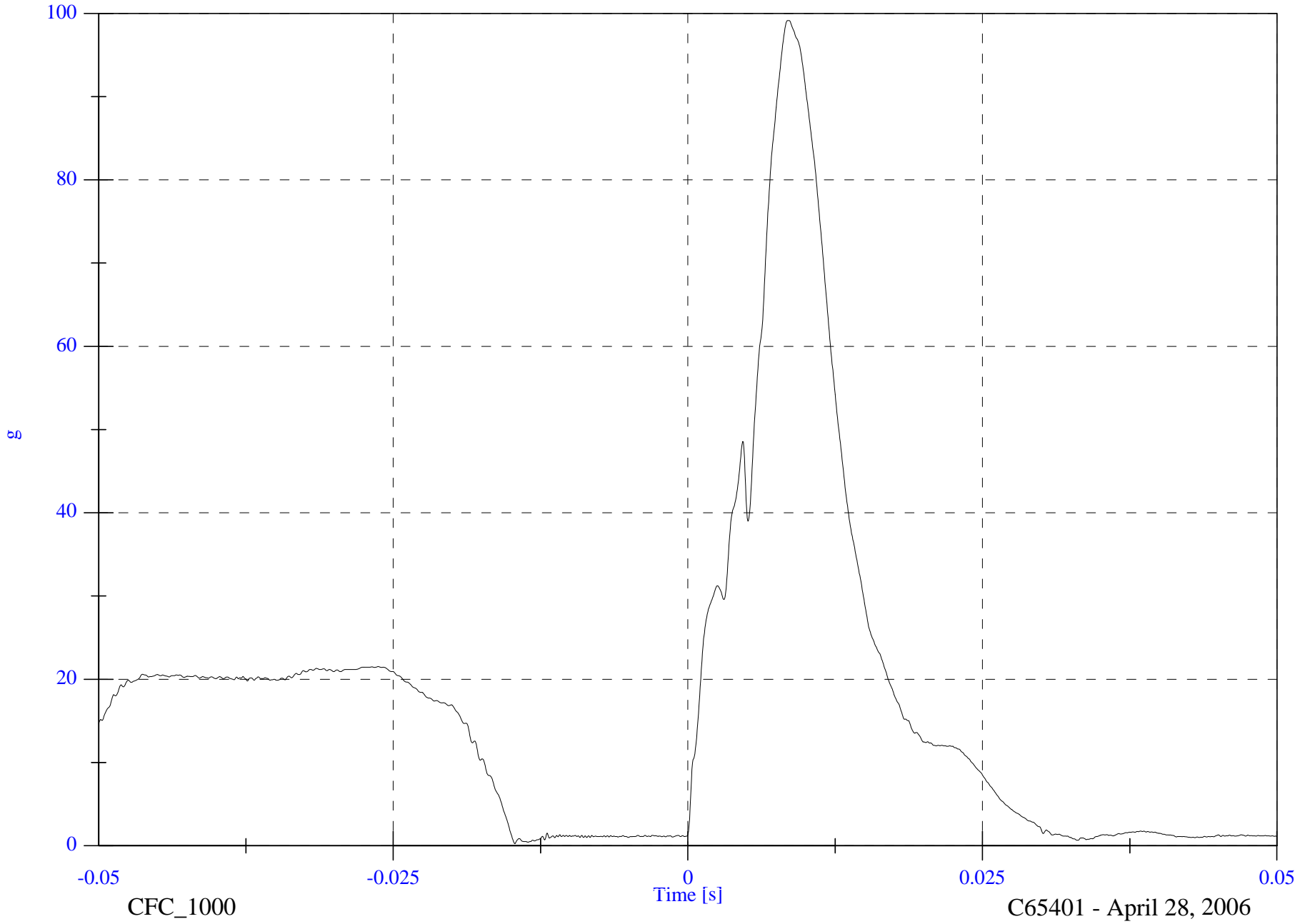
Headform Resultant

Max: 99.2 [g] at 0.009 [s]

Min: 0.3 [g] at -0.015 [s]

C65401 DRIVER SIDE URRP IMPACT PLOT #4

8754+FMH-12

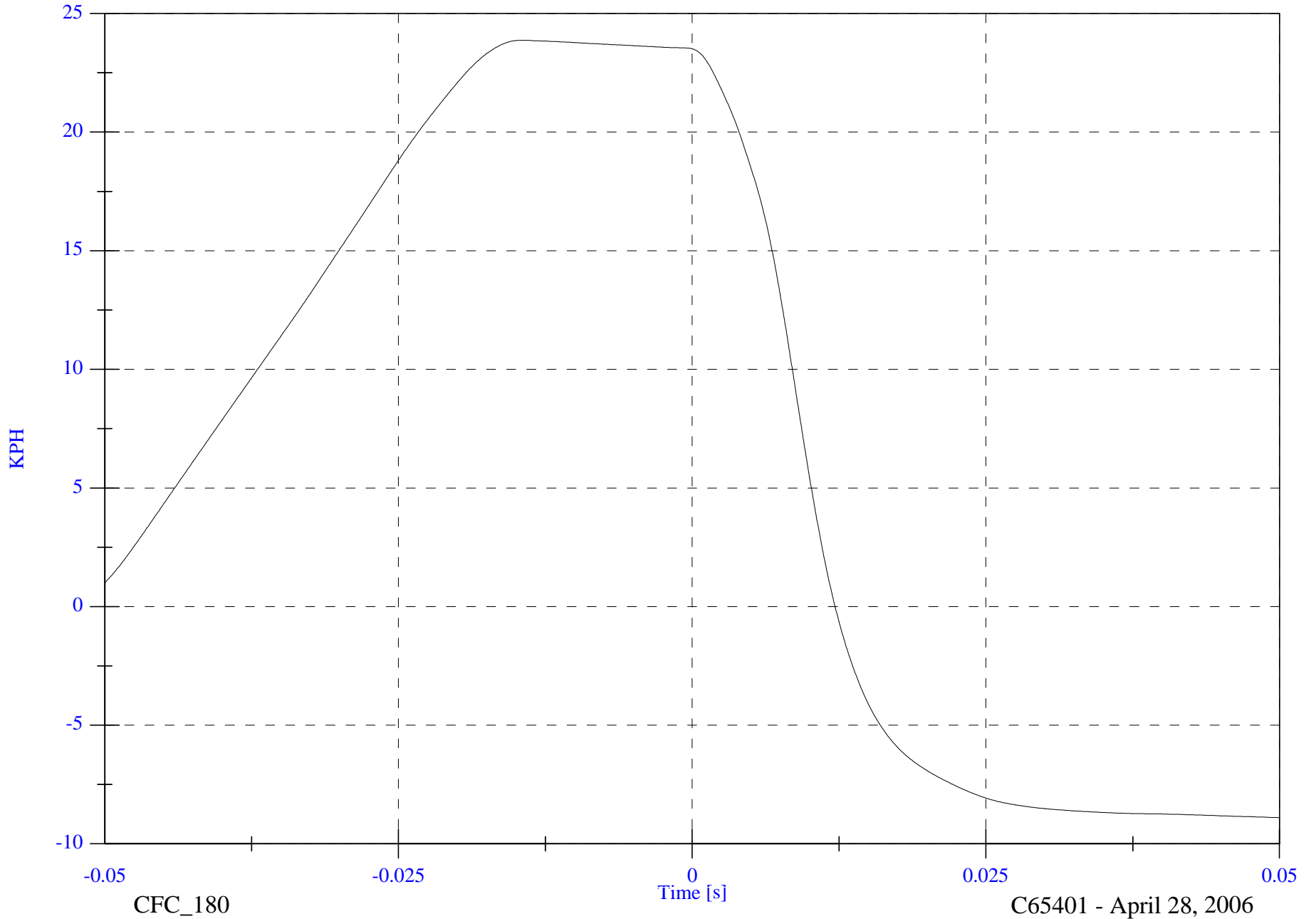


FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Velocity

Max: 23.9 [KPH] at -0.015 [s]

Min: -8.9 [KPH] at 0.050 [s]



C65401 DRIVER SIDE URRP IMPACT PLOT #5

8754+FMH-12

CFC_180

C65401 - April 28, 2006



PRE-IMPACT URRP



POST-IMPACT URRP

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	11
Test Date:	04/28/06
Target Location:	B-PILLAR
Target Code:	BP3
Horizontal Impact Angle:	270°
Vertical Impact Angle:	(-6)°
Ambient Temperature:	20.2 C°
Relative Humidity:	25.3
Time of Impact:	10:19
Headform Number:	1255

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	24	<input type="checkbox"/>	mm right	<input checked="" type="checkbox"/>	mm left
On Centerline	10				mm up



POST-IMPACT BP3 HEADFORM

Free Motion HIC	503.5
HIC(d)	546.3
Impact Velocity (kph)	23.53
HIC T1 (msec)	2.4
HIC T2 (msec)	12.2

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - BP3

FMH Headform 1255

Location: BP3

Test Date: April 28, 2006

Work File: BP3

-----TEST RESULTS-----

Lab Temperature: 20.2 C

HICd: 546.3

Lab Humidity: 25.3 %

HIC (36ms): 503.5

Velocity at Impact: 23.53 KPH

t1: 2.4 msec

t2: 12.2 msec

Free Flight Distance: 217.81 mm

Duration: 9.8 msec

Maximum: 109.1 g

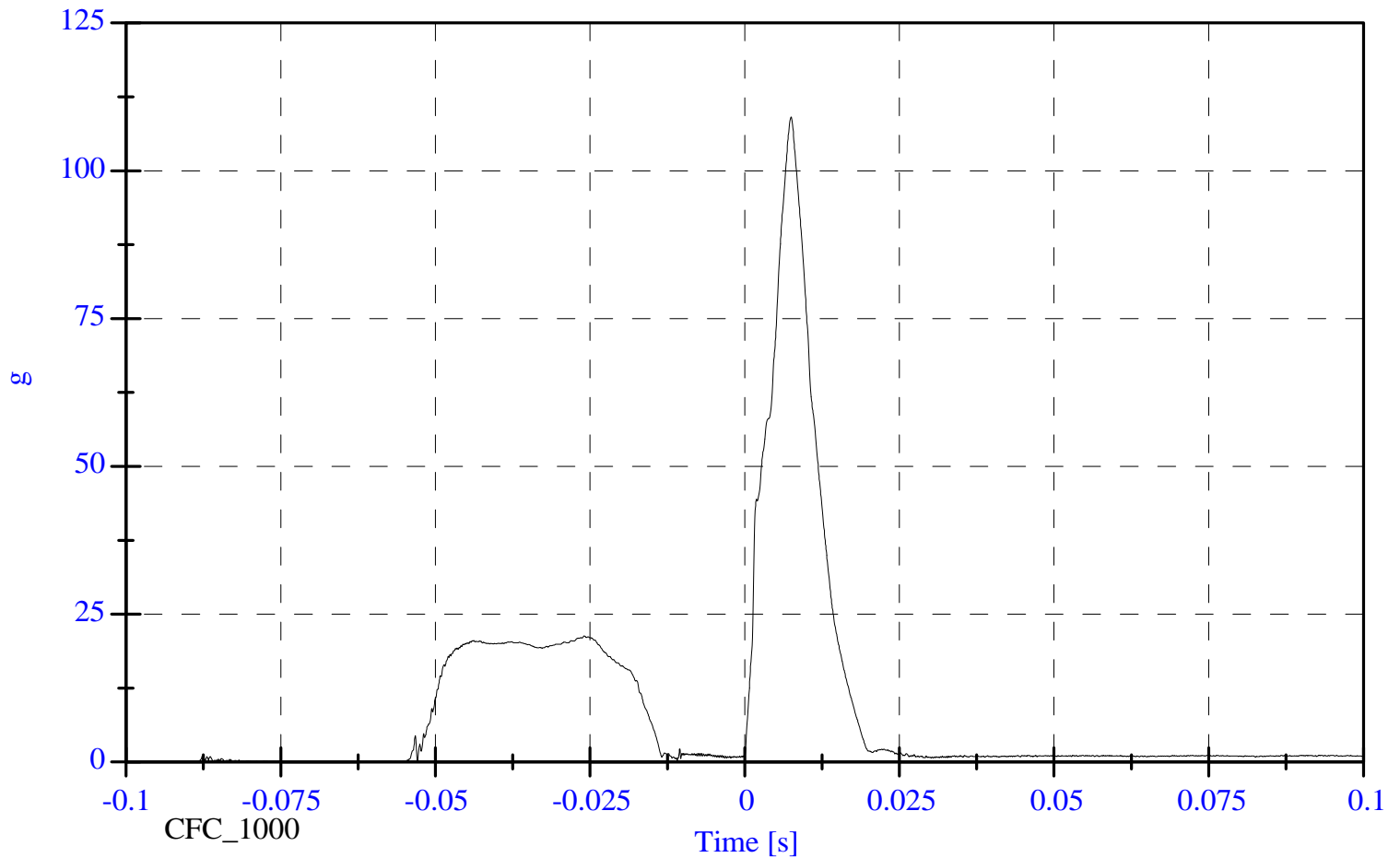
Average Acceleration: 8.6 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 109.1 [g] at 0.007 [s]

Headform Resultant

Min: 0.0 [g] at -0.064 [s]

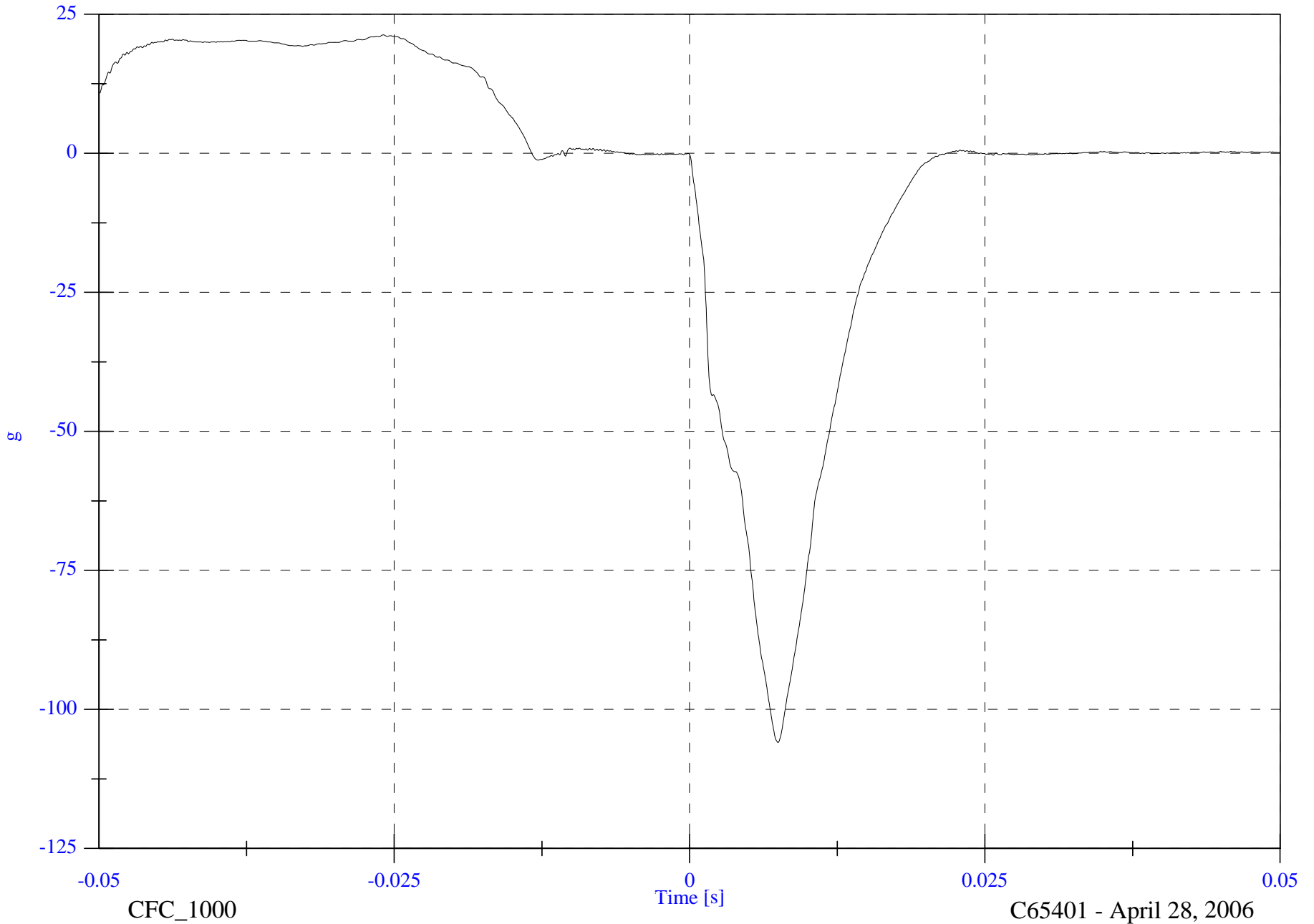


FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform X Acceleration

Max: 21.3 [g] at -0.026 [s]

Min: -106.0 [g] at 0.007 [s]



C65401 DRIVER SIDE BP3 IMPACT PLOT #1

8754+FMH-12

CFC_1000

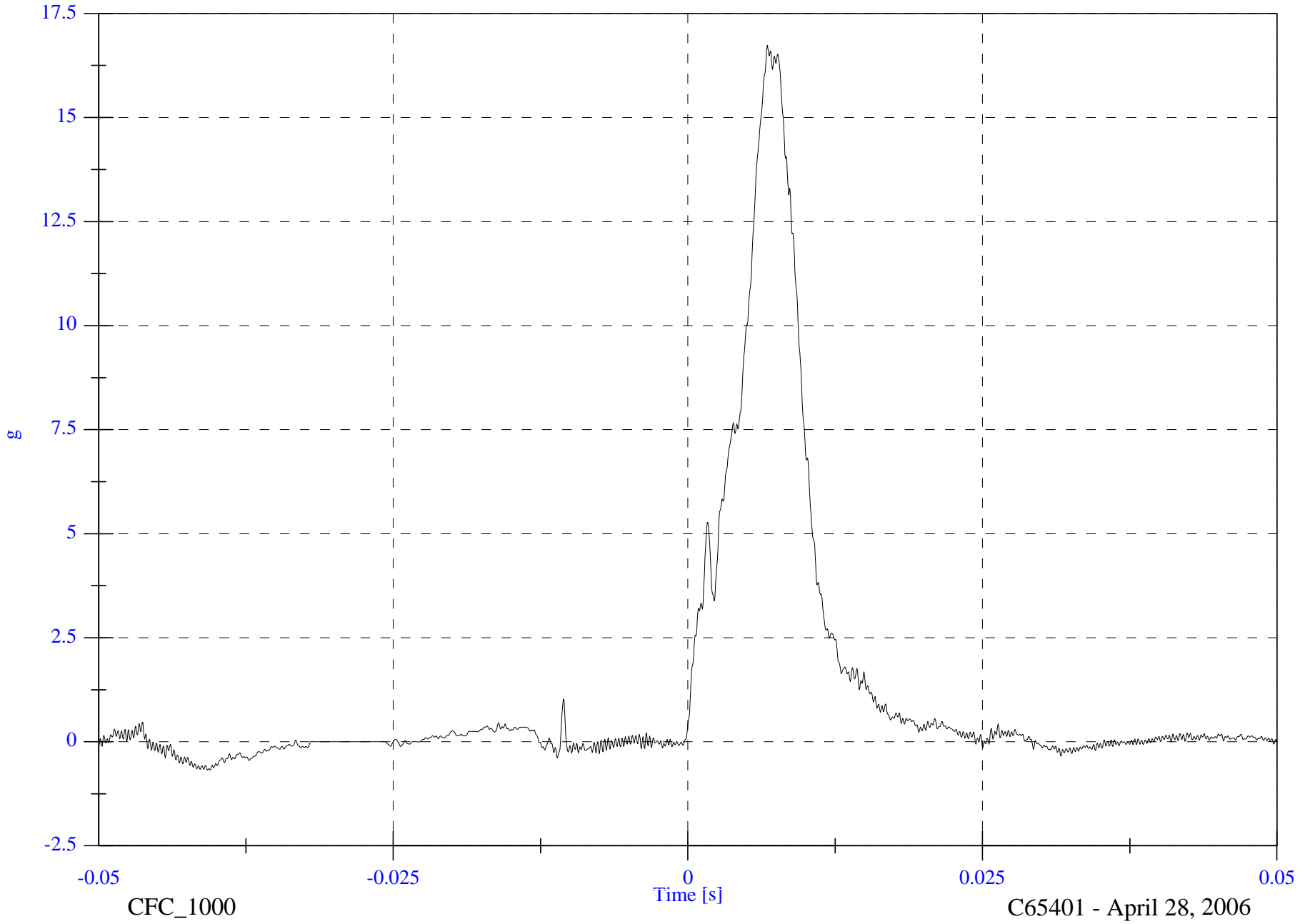
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Y Acceleration

Max: 16.7 [g] at 0.007 [s]

Min: -0.7 [g] at -0.041 [s]



C65401 DRIVER SIDE BP3 IMPACT PLOT #2

8754+FMH-12

CFC_1000

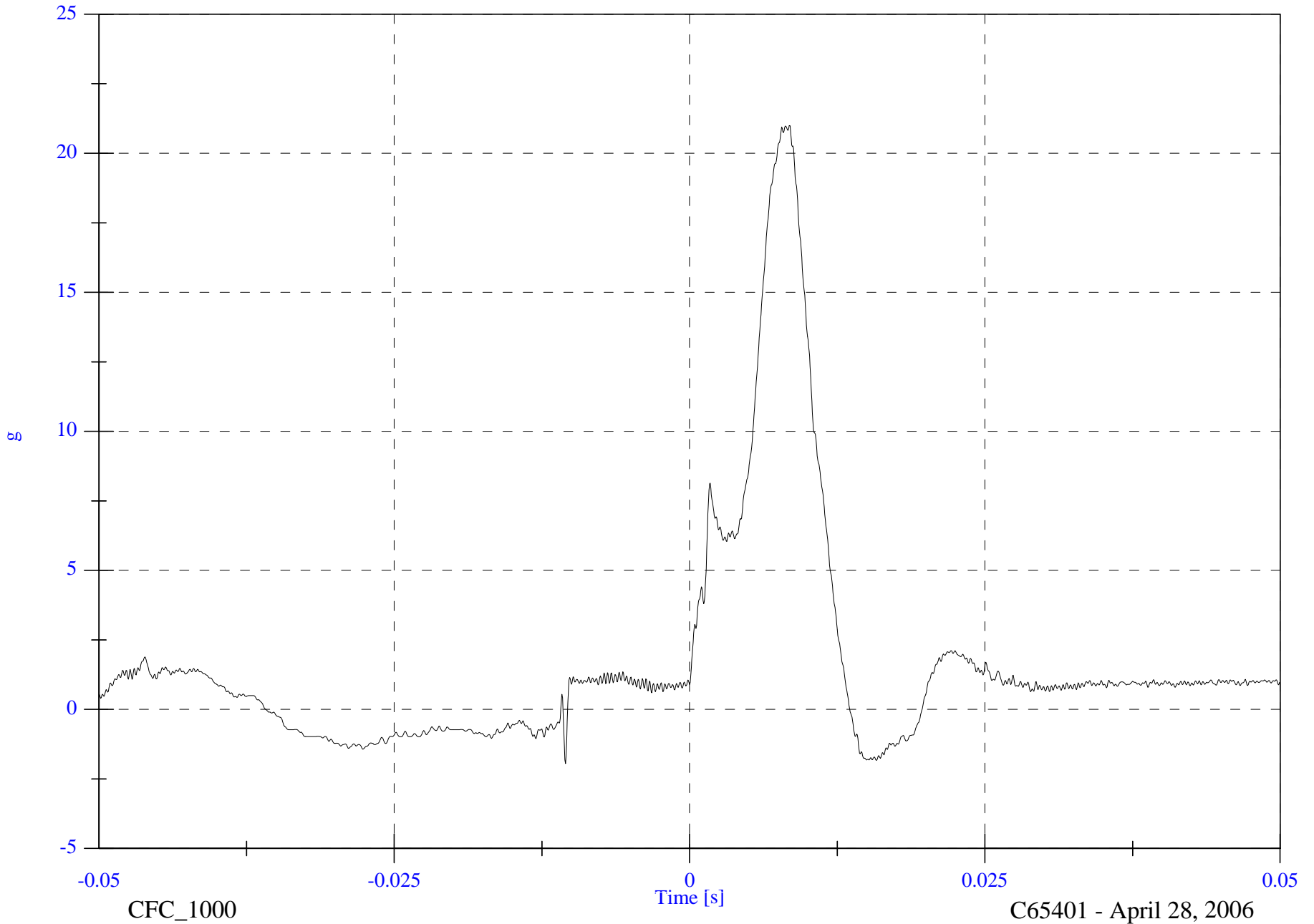
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Z Acceleration

Max: 21.0 [g] at 0.008 [s]

Min: -1.9 [g] at -0.010 [s]



C65401 DRIVER SIDE BP3 IMPACT PLOT #3

8754+FMH-12

CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

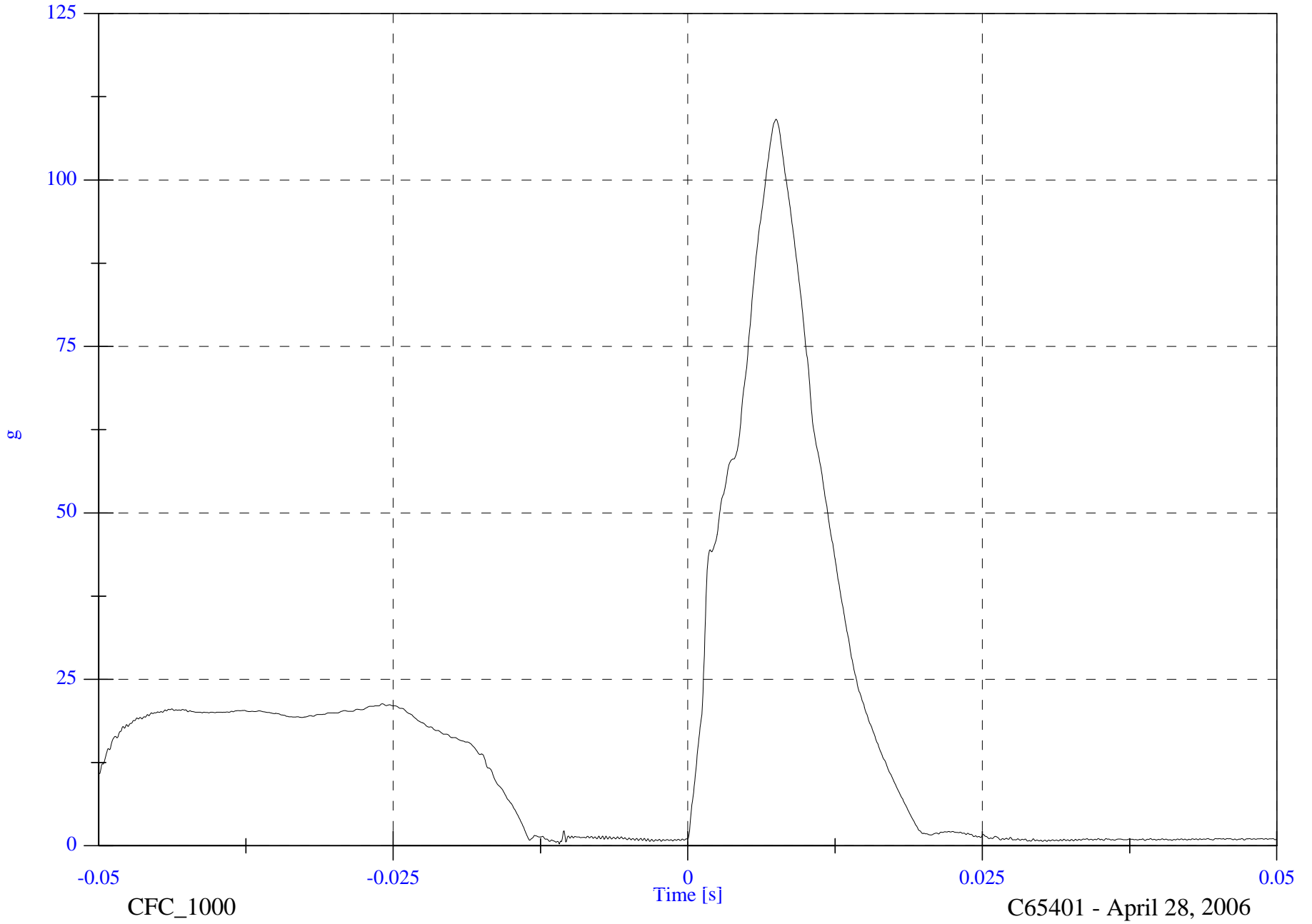
Headform Resultant

Max: 109.1 [g] at 0.007 [s]

Min: 0.2 [g] at -0.011 [s]

C65401 DRIVER SIDE BP3 IMPACT PLOT #4

8754+FMH-12



CFC_1000

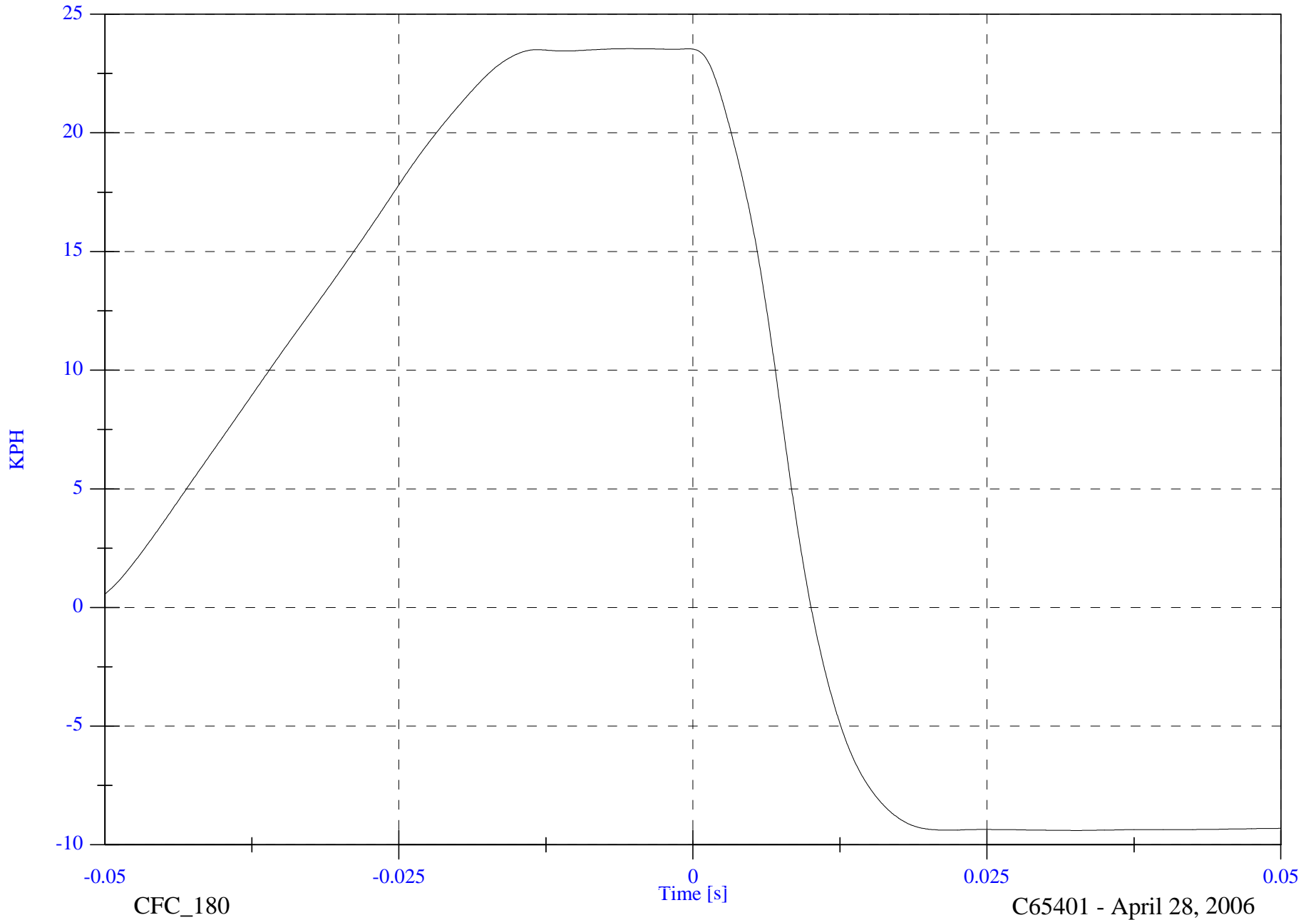
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 23.5 [KPH] at -0.005 [s]

Headform Velocity

Min: -9.4 [KPH] at 0.033 [s]



C65401 DRIVER SIDE BP3 IMPACT PLOT #5

8754+FMH-12

CFC_180

C65401 - April 28, 2006



PRE-IMPACT BP3



POST-IMPACT BP3

VEHICLE YEAR/MAKE/MODEL/STYLE:	2006 Mazda 5 Sport
VIN:	JM1CR293760102352
DATE OF MANUFACTURE:	05/05(SEE CERTIFICATION LABEL)
COLOR:	Gray

Test Number:	12
Test Date:	04/28/06
Target Location:	A-PILLAR
Target Code:	AP2
Horizontal Impact Angle:	206°
Vertical Impact Angle:	47°
Ambient Temperature:	20.3 C°
Relative Humidity:	25
Time of Impact:	11:00
Headform Number:	0062

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	1	x	mm right		mm left
On Centerline	20				mm up



POST-IMPACT AP2 HEADFORM

Free Motion HIC	358.6
HIC(d)	437
Impact Velocity (kph)	18.81
HIC T1 (msec)	1.7
HIC T2 (msec)	7.7

FMVSS 201U IMPACT TEST - 2006 MAZDA 5 C65401 - AP2

FMH Headform 0062

Location: AP2

Test Date: April 28, 2006

Work File: AP2

-----TEST RESULTS-----

Lab Temperature: 20.3 C

HICd: 437.0

Lab Humidity: 25.0 %

HIC (36ms): 358.6

Velocity at Impact: 18.81 KPH

t1: 1.7 msec

t2: 7.7 msec

Free Flight Distance: 214.97 mm

Duration: 5.9 msec

Maximum: 114.2 g

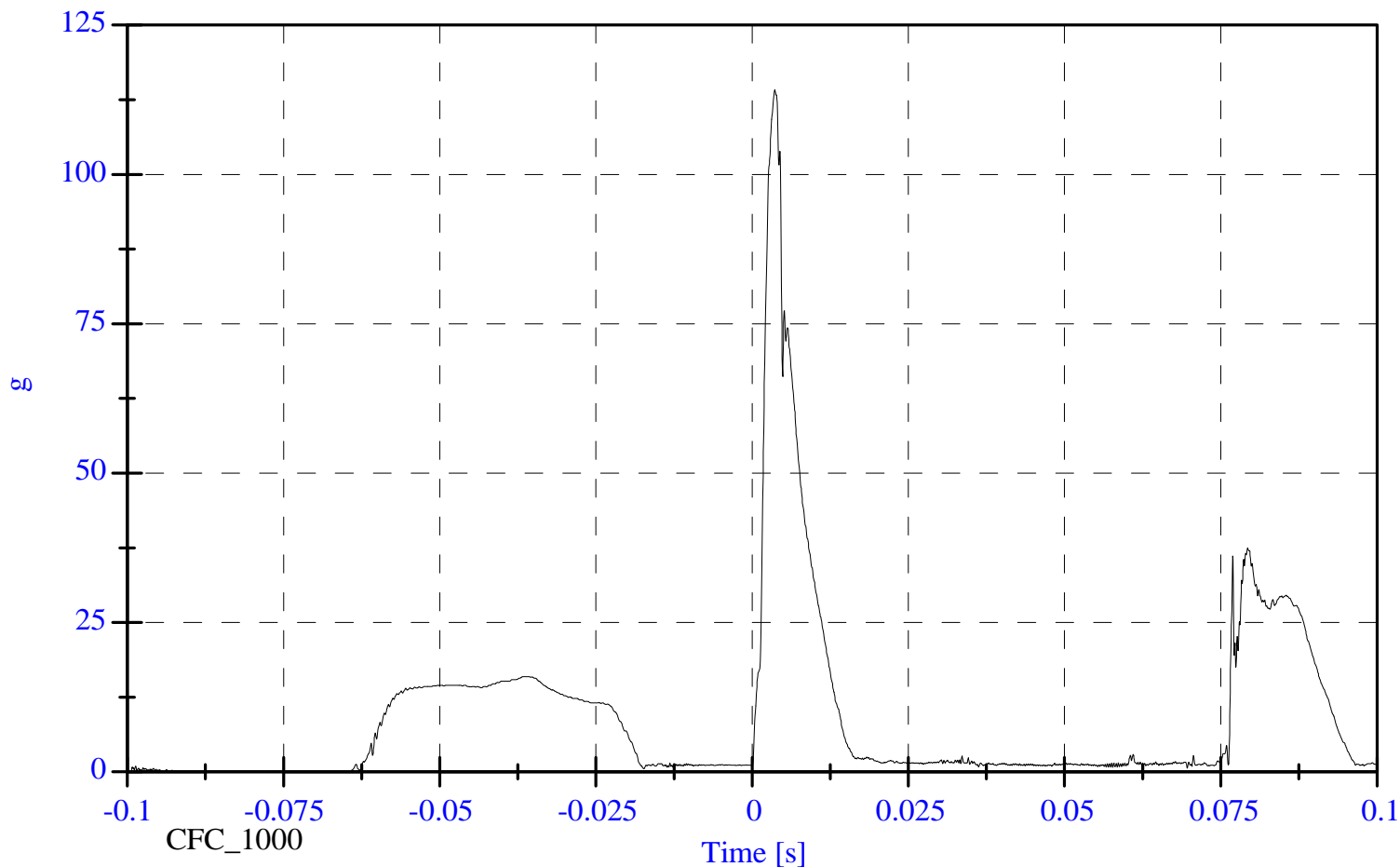
Average Acceleration: 9.0 g

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Max: 114.2 [g] at 0.004 [s]

Headform Resultant

Min: 0.1 [g] at -0.092 [s]

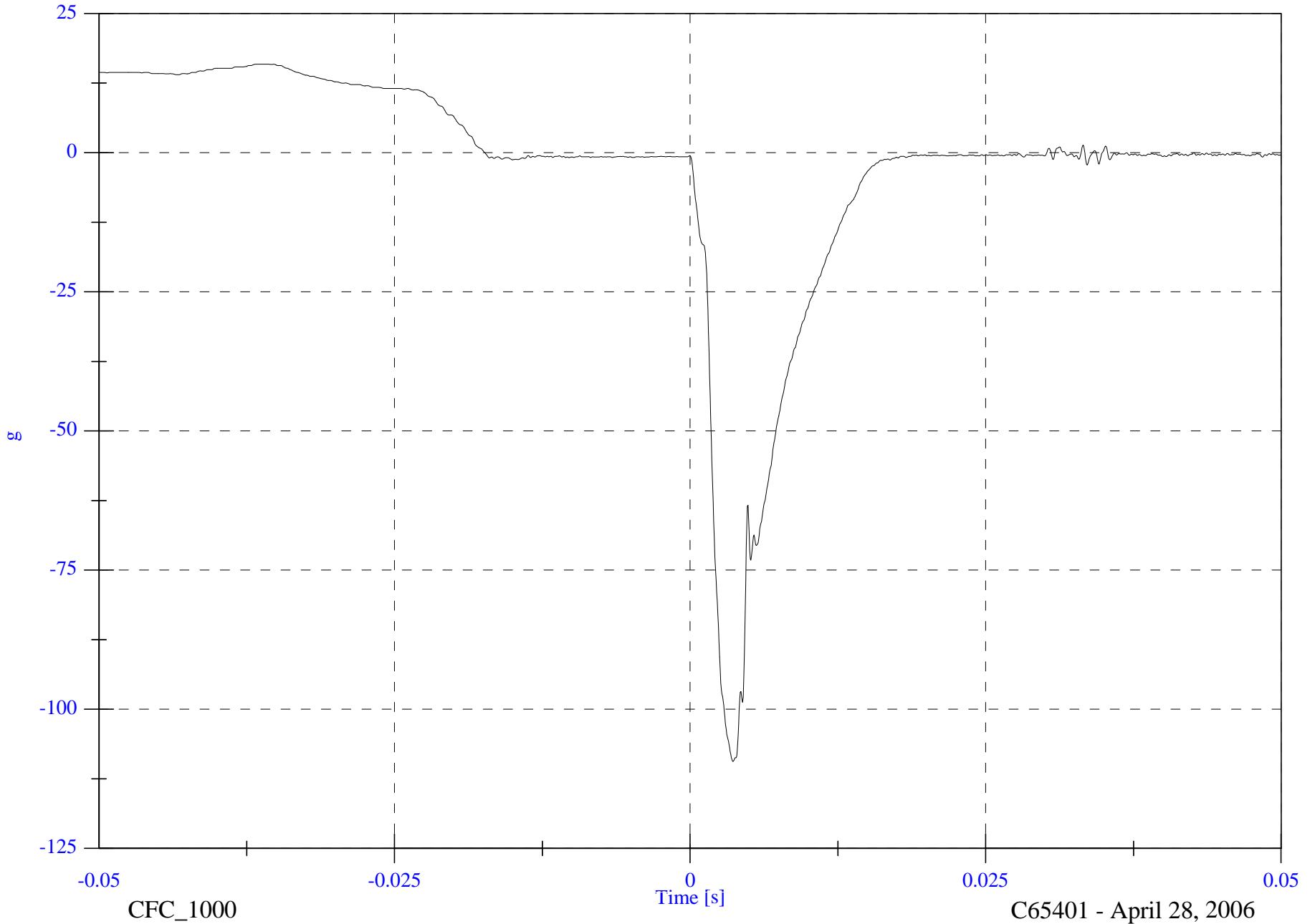


FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform X Acceleration

Max: 15.9 [g] at -0.037 [s]

Min: -109.4 [g] at 0.004 [s]



C65401 DRIVER SIDE AP2 IMPACT PLOT #1

8754+FMH-12

CFC_1000

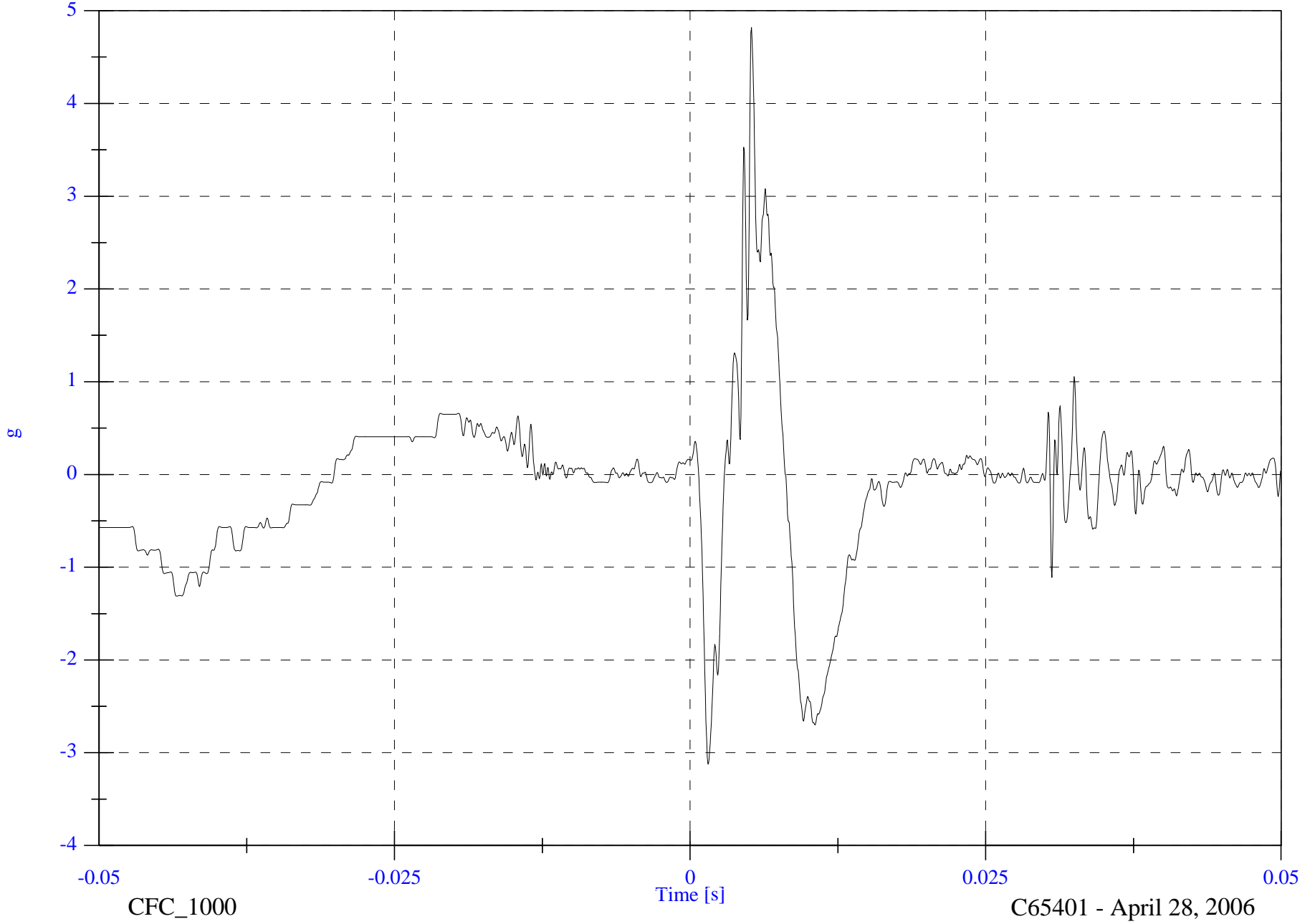
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Y Acceleration

Max: 4.8 [g] at 0.005 [s]

Min: -3.1 [g] at 0.002 [s]



C65401 DRIVER SIDE AP2 IMPACT PLOT #2

8754+FMH-12

CFC_1000

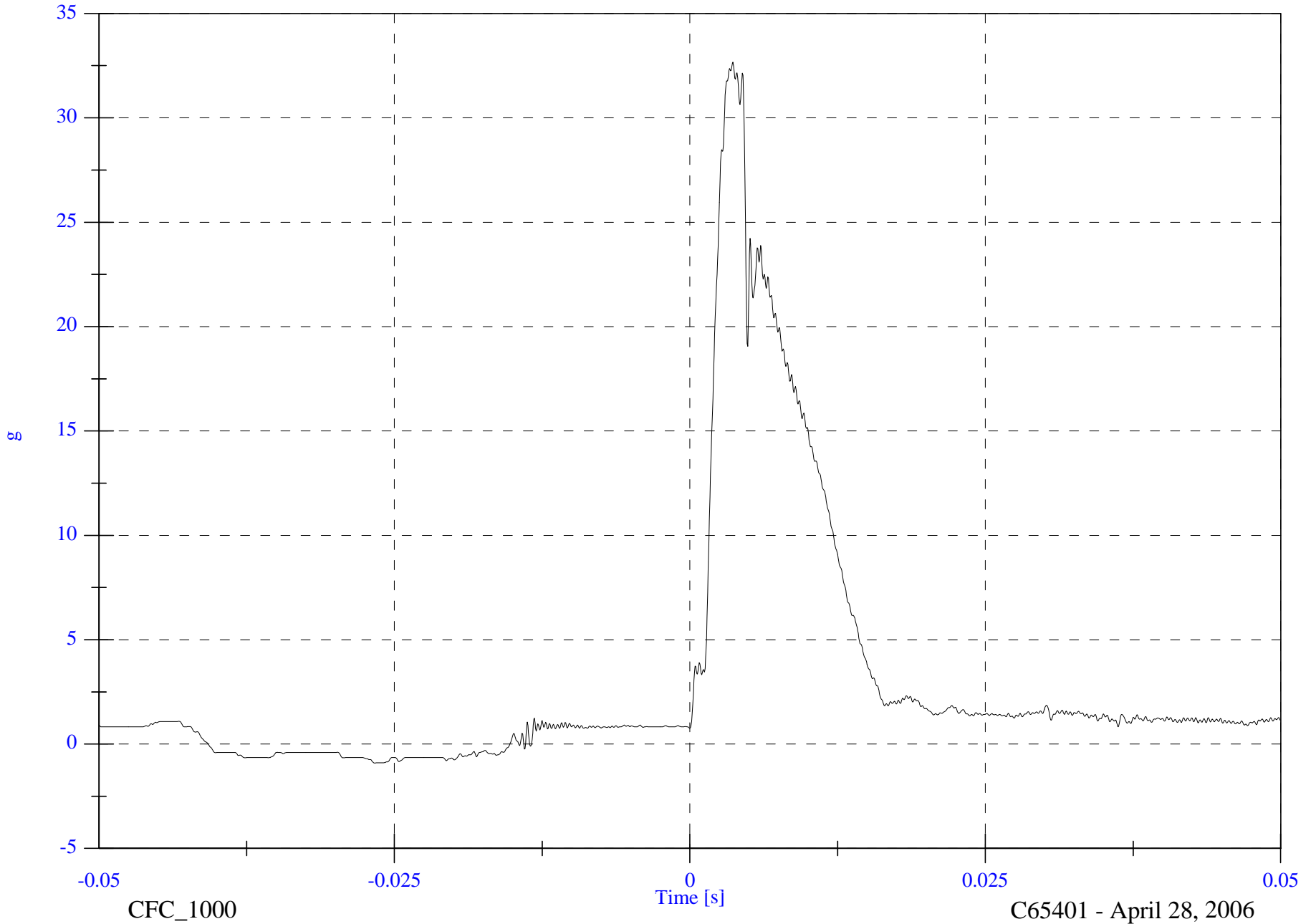
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Z Acceleration

Max: 32.7 [g] at 0.004 [s]

Min: -0.9 [g] at -0.027 [s]



C65401 DRIVER SIDE AP2 IMPACT PLOT #3

8754+FMH-12

CFC_1000

C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

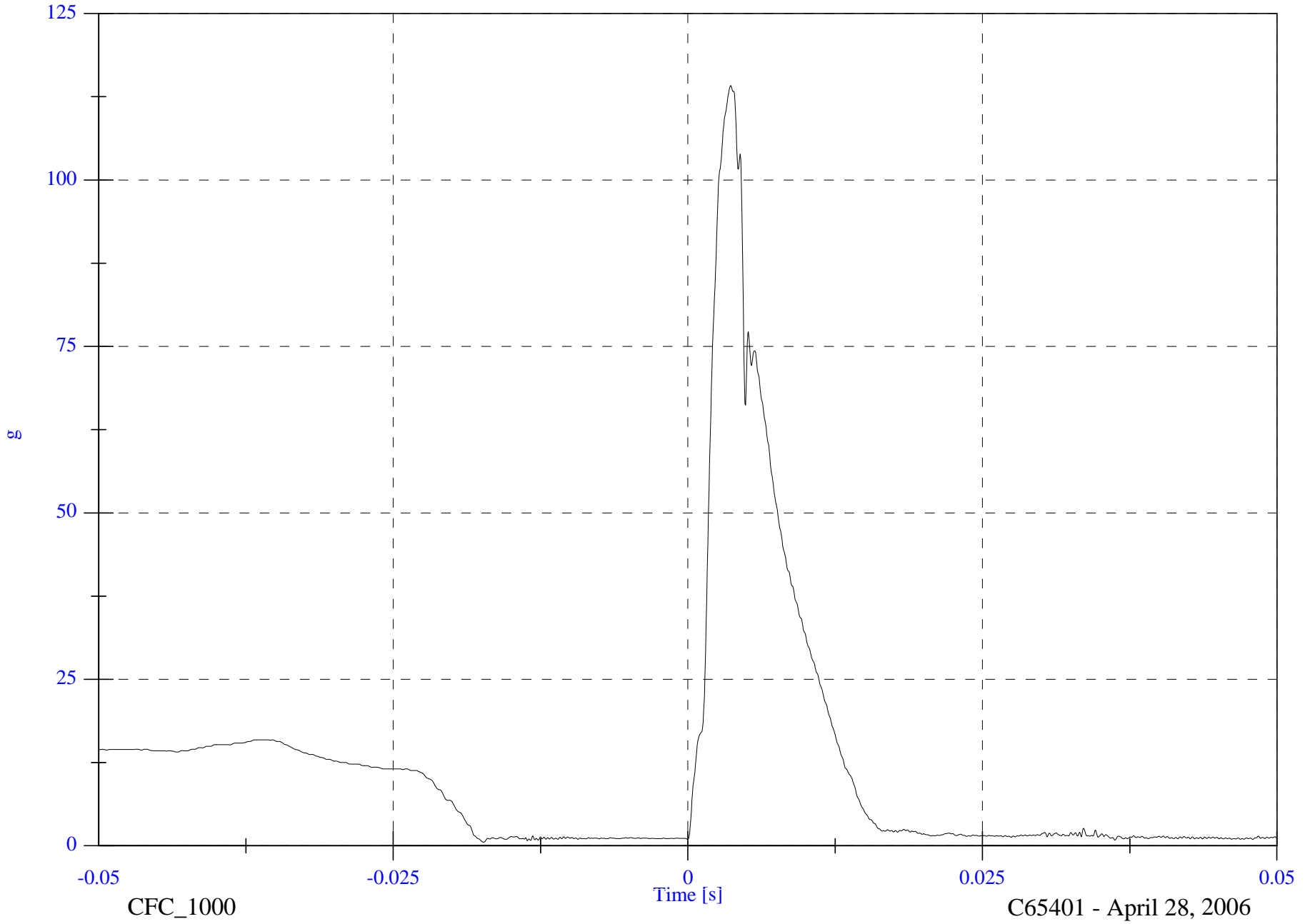
Headform Resultant

Max: 114.2 [g] at 0.004 [s]

Min: 0.5 [g] at -0.017 [s]

C65401 DRIVER SIDE AP2 IMPACT PLOT #4

8754+FMH-12



CFC_1000

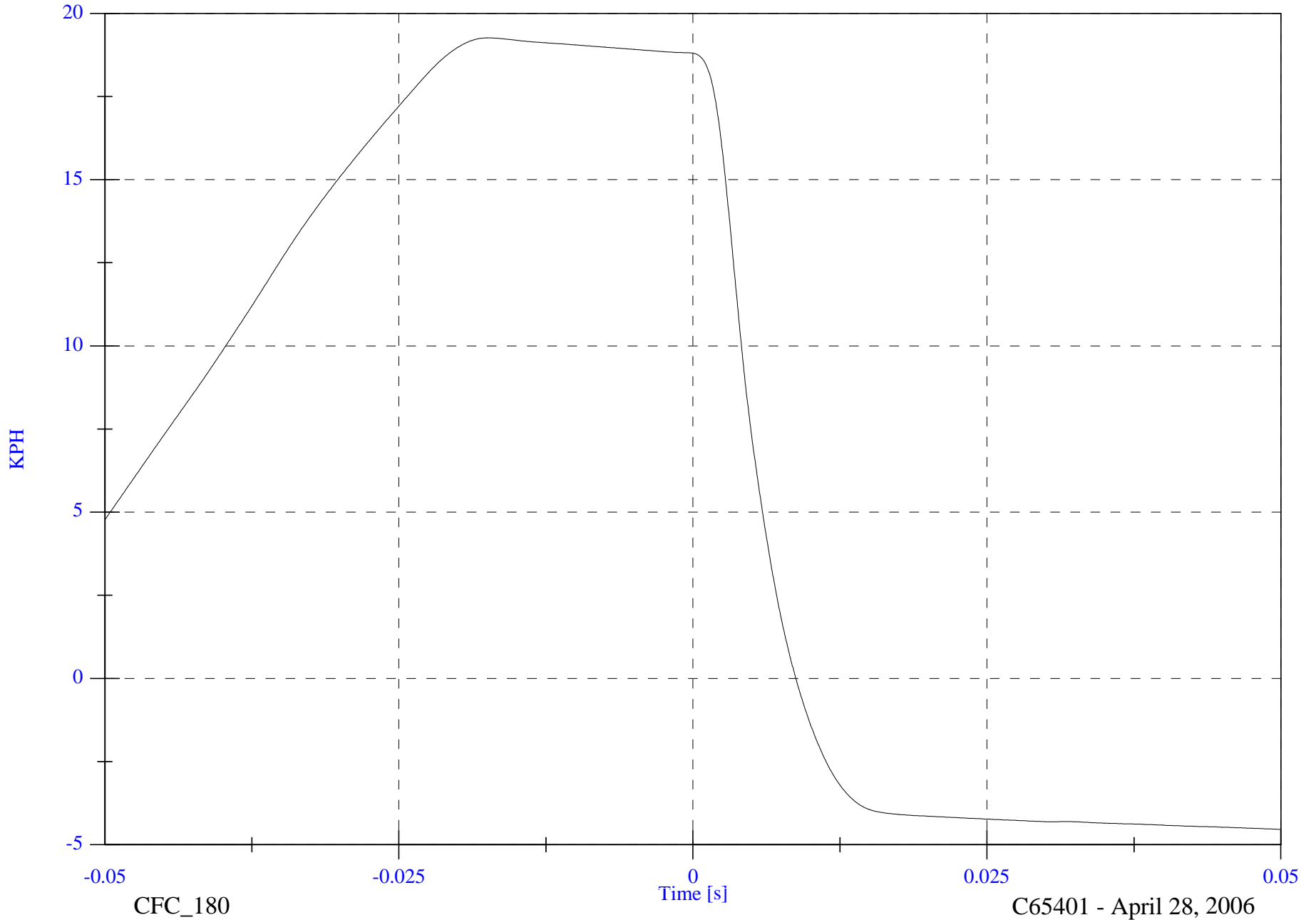
C65401 - April 28, 2006

FMVSS 201U IMPACT TEST - 2006 MAZDA 5

Headform Velocity

Max: 19.3 [KPH] at -0.017 [s]

Min: -4.5 [KPH] at 0.050 [s]



C65401 DRIVER SIDE AP2 IMPACT PLOT #5

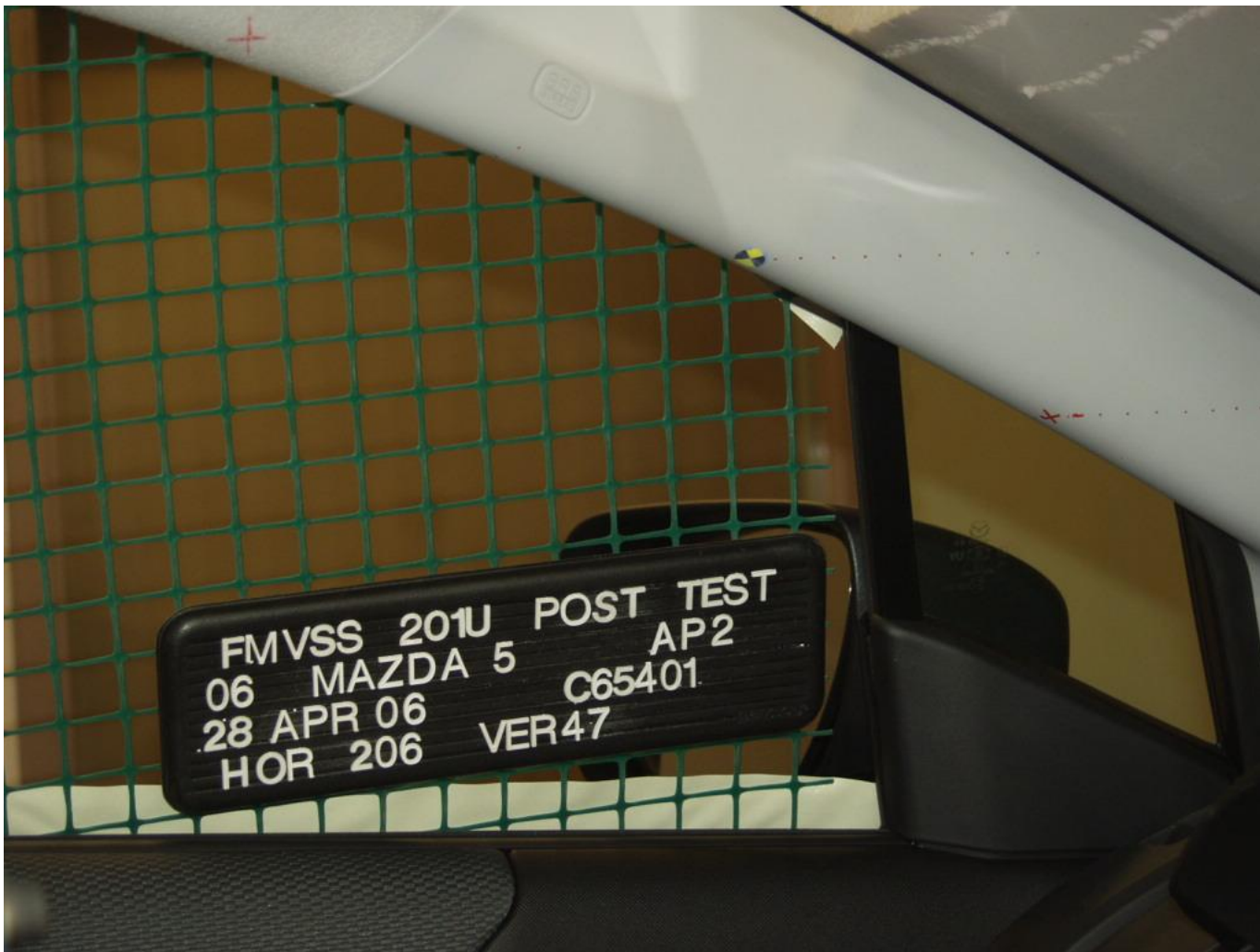
8754+FMH-12

CFC_180

C65401 - April 28, 2006



PRE-IMPACT AP2



POST-IMPACT AP2

APPENDIX A

PHOTOGRAPHS

PHOTOGRAPHS

FIGURE	VIEW
A-1	LEFT SIDE VIEW OF VEHICLE
A-2	RIGHT SIDE VIEW OF VEHICLE
A-3	3/4 FRONTAL VIEW FROM RIGHT SIDE OF VEHICLE
A-4	3/4 REAR VIEW FROM LEFT SIDE OF VEHICLE
A-5	VEHICLE'S CERTIFICATION LABEL
A-6	VEHICLE'S TIRE INFORMATION LABEL
A-7	PRE-TEST DRIVER SIDE A-PILLAR
A-8	PRE-TEST DRIVER SIDE FRONT HEADER
A-9	PRE-TEST DRIVER SIDE SIDE RAIL
A-10	PRE-TEST DRIVER SIDE B-PILLAR
A-11	PRE-TEST DRIVER SIDE REAR SIDE RAIL
A-12	PRE-TEST DRIVER SIDE OTHER PILLAR
A-13	PRE-TEST DRIVER SIDE REAR PILLAR
A-14	PRE-TEST PASSENGER SIDE A-PILLAR
A-15	PRE-TEST PASSENGER SIDE FRONT HEADER
A-16	PRE-TEST PASSENGER SIDE SIDE RAIL
A-17	PRE-TEST PASSENGER SIDE B-PILLAR
A-18	PRE-TEST PASSENGER SIDE REAR SIDE RAIL
A-19	PRE-TEST PASSENGER SIDE OTHER PILLAR
A-20	PRE-TEST PASSENGER SIDE REAR PILLAR
A-21	POST-TEST DRIVER SIDE A-PILLAR
A-22	POST-TEST DRIVER SIDE FRONT HEADER
A-23	POST-TEST DRIVER SIDE SIDE RAIL
A-24	POST-TEST DRIVER SIDE B-PILLAR
A-25	POST -TEST DRIVER SIDE REAR SIDE RAIL
A-26	POST -TEST DRIVER SIDE OTHER PILLAR
A-27	POST -TEST DRIVER SIDE REAR PILLAR
A-28	POST -TEST PASSENGER SIDE A-PILLAR
A-29	POST -TEST PASSENGER SIDE FRONT HEADER
A-30	POST -TEST PASSENGER SIDE SIDE RAIL
A-31	POST -TEST PASSENGER SIDE B-PILLAR
A-32	POST -TEST PASSENGER SIDE REAR SIDE RAIL
A-33	POST -TEST PASSENGER SIDE OTHER PILLAR
A-34	POST -TEST PASSENGER SIDE REAR PILLAR



Figure A-1 : LEFT SIDE VIEW OF VEHICLE



Figure A-2 : RIGHT SIDE VIEW OF VEHICLE



Figure A-3 : 3/4 FRONTAL VIEW FROM RIGHT SIDE OF VEHICLE



Figure A-4 : 3/4 REAR VIEW FROM LEFT SIDE OF VEHICLE



Figure A-5 : VEHICLE'S CERTIFICATION LABEL



Figure A-6 : VEHICLE'S TIRE INFORMATION LABEL



Figure A-7 : PRE-TEST DRIVER SIDE A-PILLAR



Figure A-8 : PRE-TEST DRIVER SIDE FRONT HEADER



Figure A-9 : PRE-TEST DRIVER SIDE SIDE RAIL



Figure A-10 : PRE-TEST DRIVER SIDE B-PILLAR



Figure A-11 : PRE-TEST DRIVER SIDE REAR SIDE RAIL



Figure A-12 : PRE-TEST DRIVER SIDE OTHER PILLAR



Figure A-13 : PRE-TEST DRIVER SIDE REAR PILLAR



Figure A-14 : PRE-TEST PASSENGER SIDE A-PILLAR



Figure A-15 : PRE-TEST PASSENGER SIDE FRONT HEADER



Figure A-16 : PRE-TEST PASSENGER SIDE SIDE RAIL



Figure A-17 : PRE-TEST PASSENGER SIDE B-PILLAR



Figure A-18 : PRE-TEST PASSENGER SIDE REAR SIDE RAIL



Figure A-19 : PRE-TEST PASSENGER SIDE OTHER PILLAR



Figure A-20 : PRE-TEST PASSENGER SIDE REAR PILLAR



Figure A-21 : POST-TEST DRIVER SIDE A-PILLAR



Figure A-22 : POST-TEST DRIVER SIDE FRONT HEADER



Figure A-23 : POST-TEST DRIVER SIDE SIDE RAIL



Figure A-24 : POST-TEST DRIVER SIDE B-PILLAR



Figure A-25 : POST-TEST DRIVER SIDE REAR SIDE RAIL



Figure A-26 : POST-TEST DRIVER SIDE OTHER PILLAR



Figure A-27 : POST-TEST DRIVER SIDE REAR PILLAR



Figure A-28 : POST-TEST PASSENGER SIDE A-PILLAR



Figure A-29 : POST-TEST PASSENGER SIDE FRONT HEADER



Figure A-30 : POST-TEST PASSENGER SIDE SIDE RAIL



Figure A-31 : POST-TEST PASSENGER SIDE B-PILLAR



Figure A-32 : POST-TEST PASSENGER SIDE REAR SIDE RAIL



Figure A-33 : POST-TEST PASSENGER SIDE OTHER PILLAR



Figure A-34 : POST-TEST PASSENGER SIDE REAR PILLAR

APPENDIX B

PART 572L PERFORMANCE CALIBRATION IN SUPPORT OF VEHICLE SAFETY COMPLIANCE TESTING FOR OCCUPANT PROTECTION IN INTERIOR IMPACT

Appendix B contains the results from certification tests performed on the Free Motion Headforms utilized in this test program. The results indicate that the headforms meet all of the performance specifications given in 49 CFR Part 572 Subpart L.

The tests were conducted at the Dummy Certification Test Facility of Calspan Corporation. A summary of the test results are included in this Appendix.

**PART 572L
HEAD DROP PRE-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		0642	
CALIBRATION DATE:		April 20, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	23	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	270.9	
PEAK LATERAL ACCELERATION	15 Gs Maximum	7.9	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

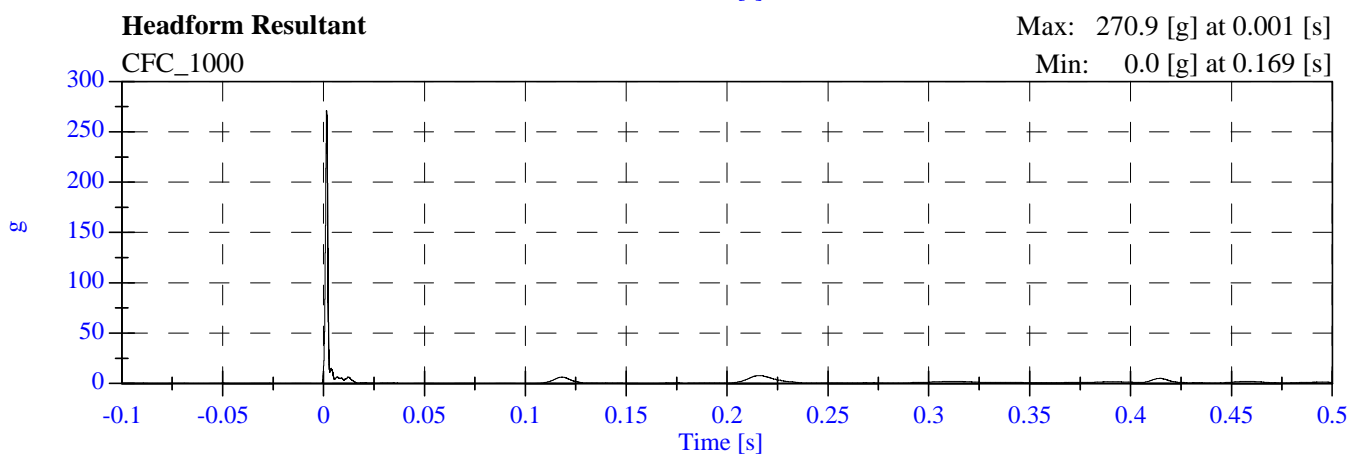
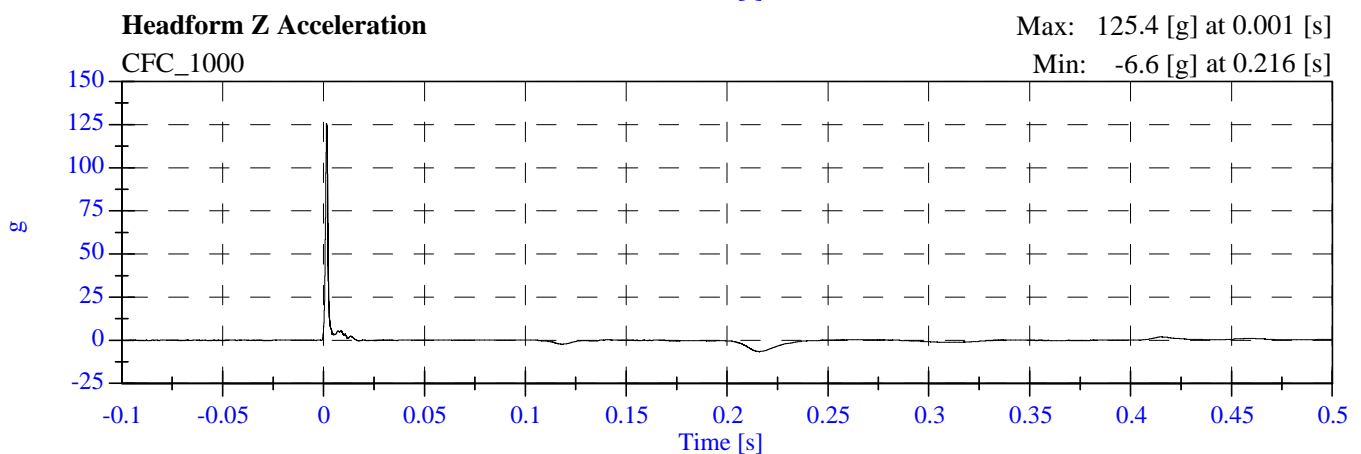
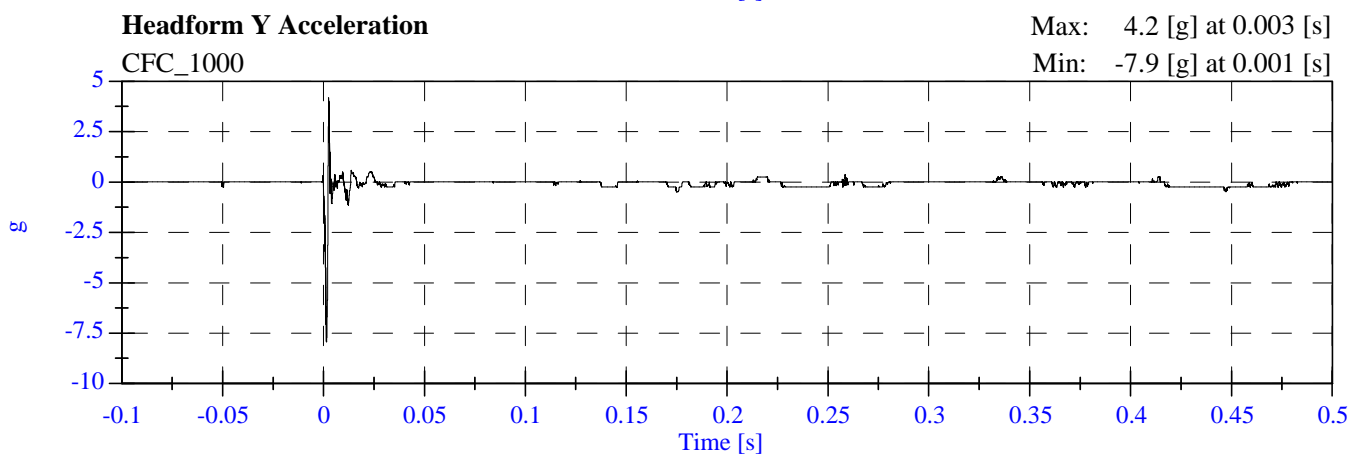
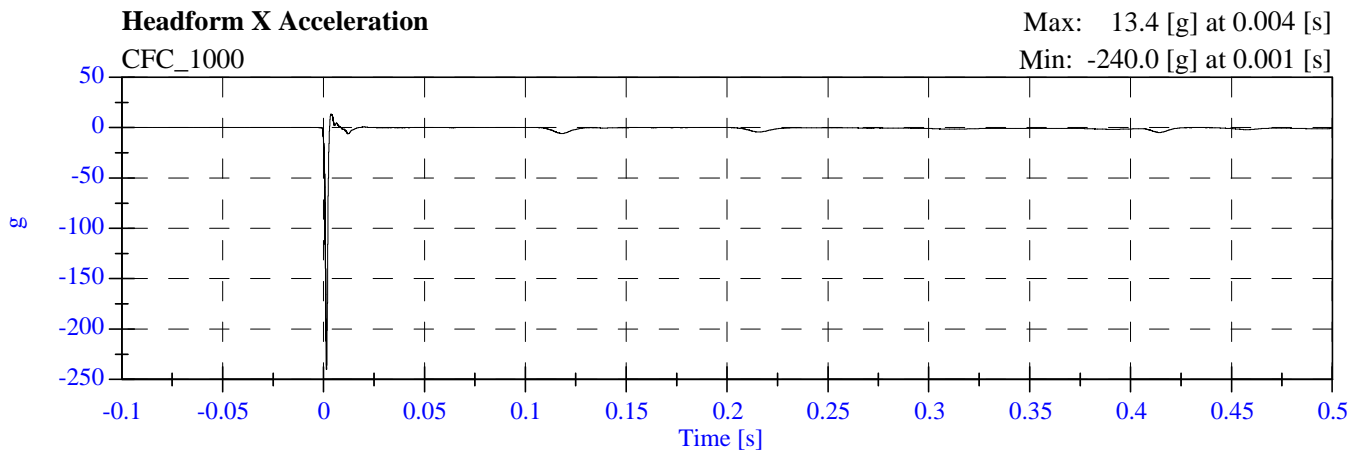
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J24876	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J33030	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J31009	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0642 - April 20, 2006



**PART 572L
HEAD DROP PRE-TEST**

MANUFACTURER:		DENTON ATD INC.	
SERIAL NUMBER:		0062	
CALIBRATION DATE:		April 20, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	23	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	268.1	
PEAK LATERAL ACCELERATION	15 Gs Maximum	1.9	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

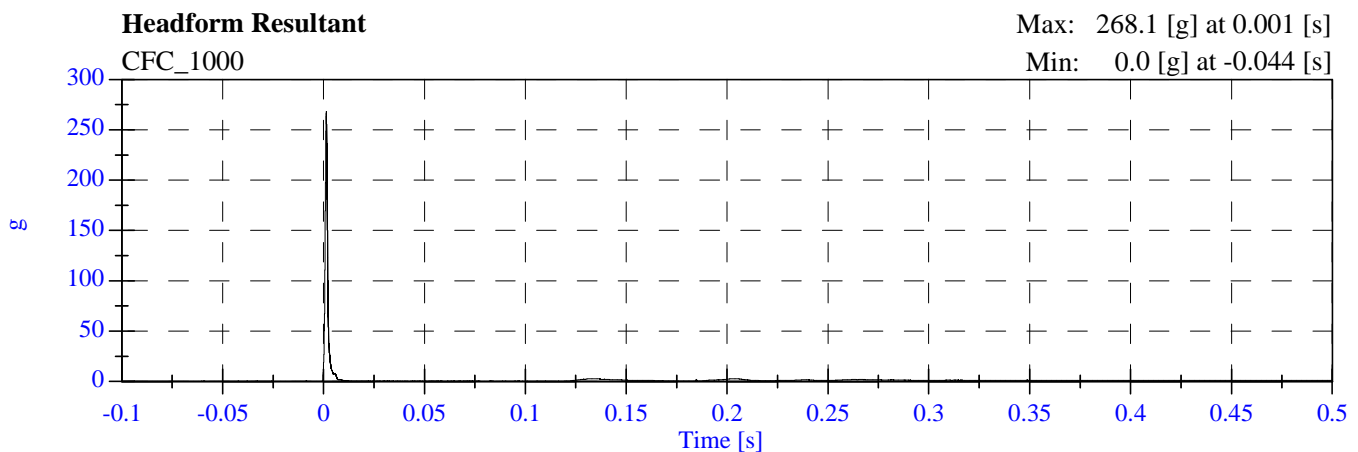
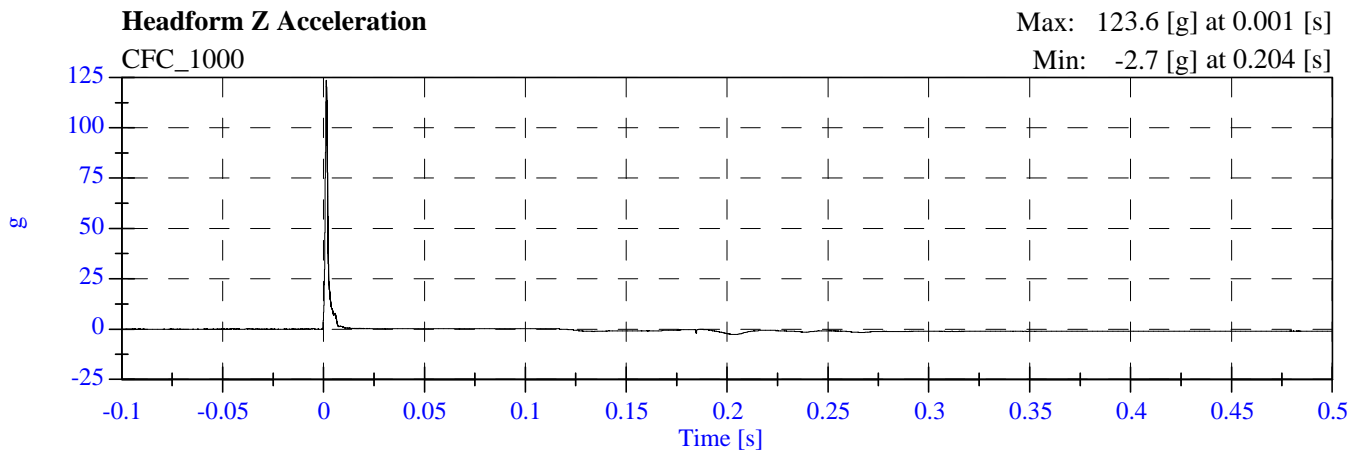
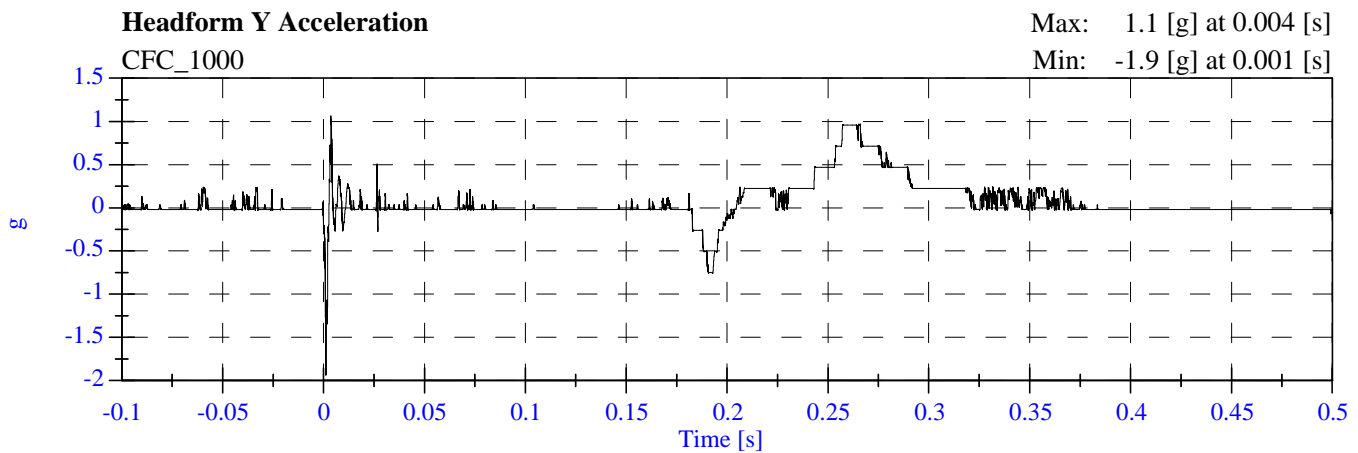
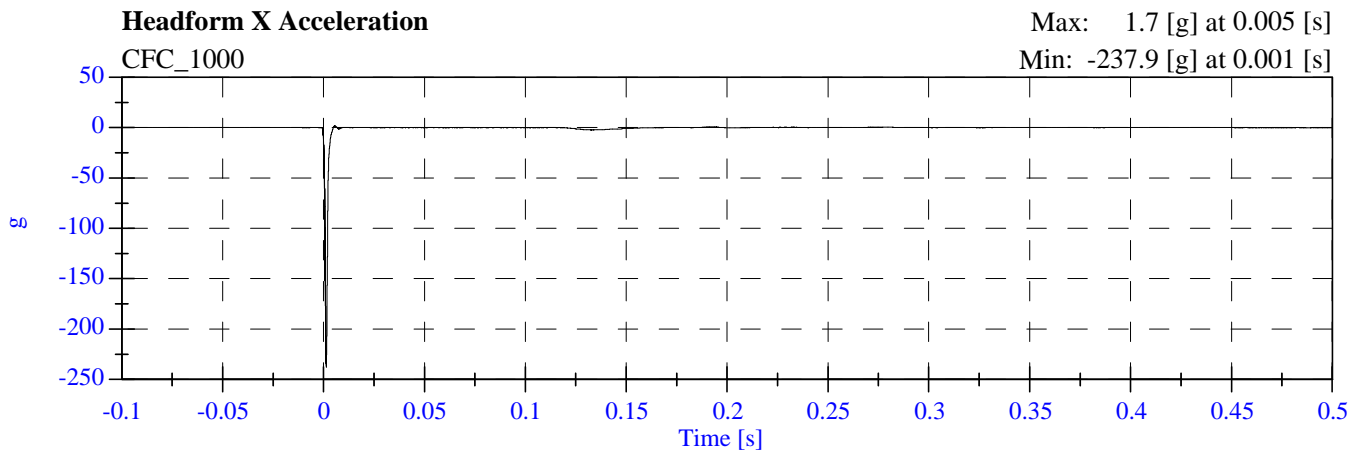
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J33127	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J33019	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J32782	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0062 - April 20, 2006



**PART 572L
HEAD DROP PRE-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		805	
CALIBRATION DATE:		April 20, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	23	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	265.0	
PEAK LATERAL ACCELERATION	15 Gs Maximum	2.3	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

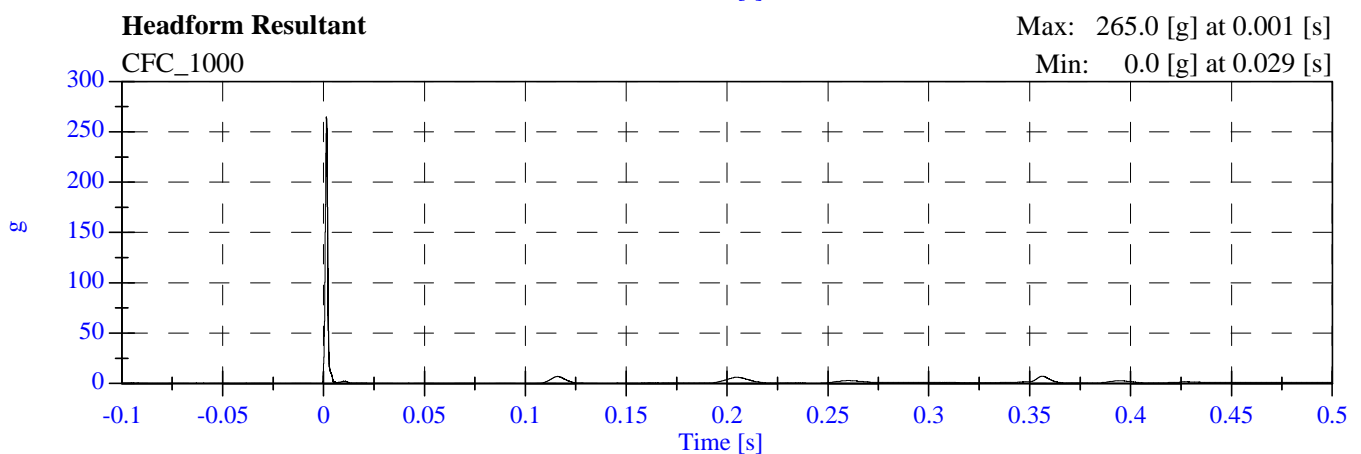
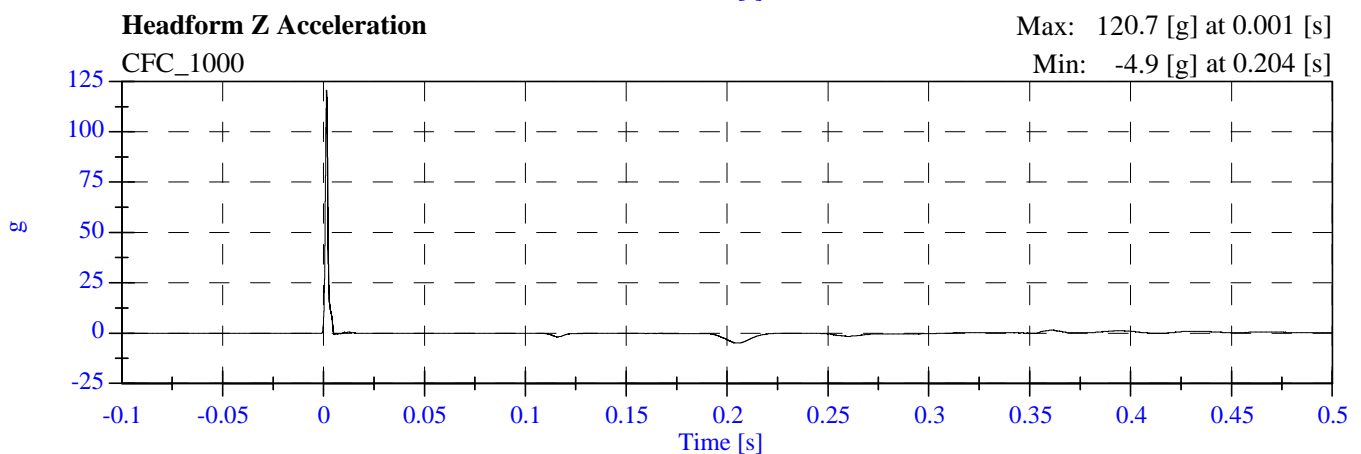
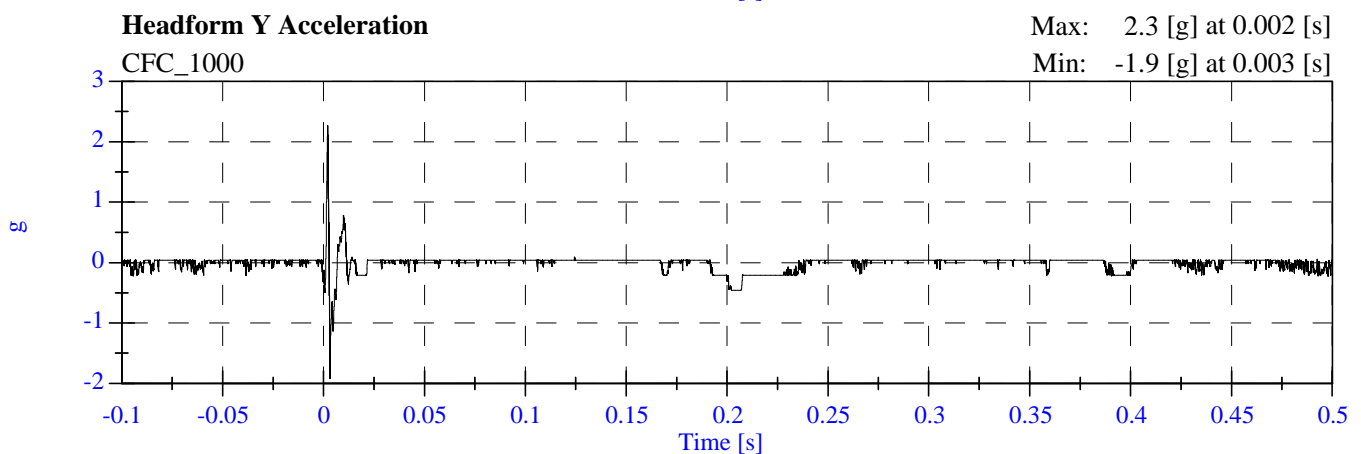
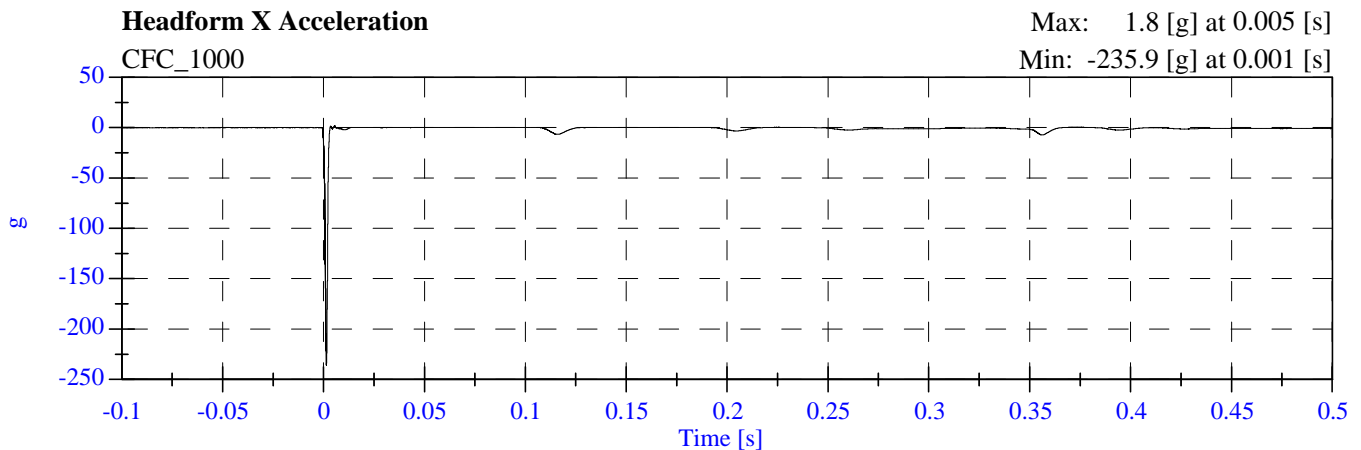
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I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J38127	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J37980	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J37854	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0805 - April 20, 2006



**PART 572L
HEAD DROP PRE-TEST**

MANUFACTURER:		DENTON ATD INC.	
SERIAL NUMBER:		0355	
CALIBRATION DATE:		April 20, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	23	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	253.0	
PEAK LATERAL ACCELERATION	15 Gs Maximum	10.7	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

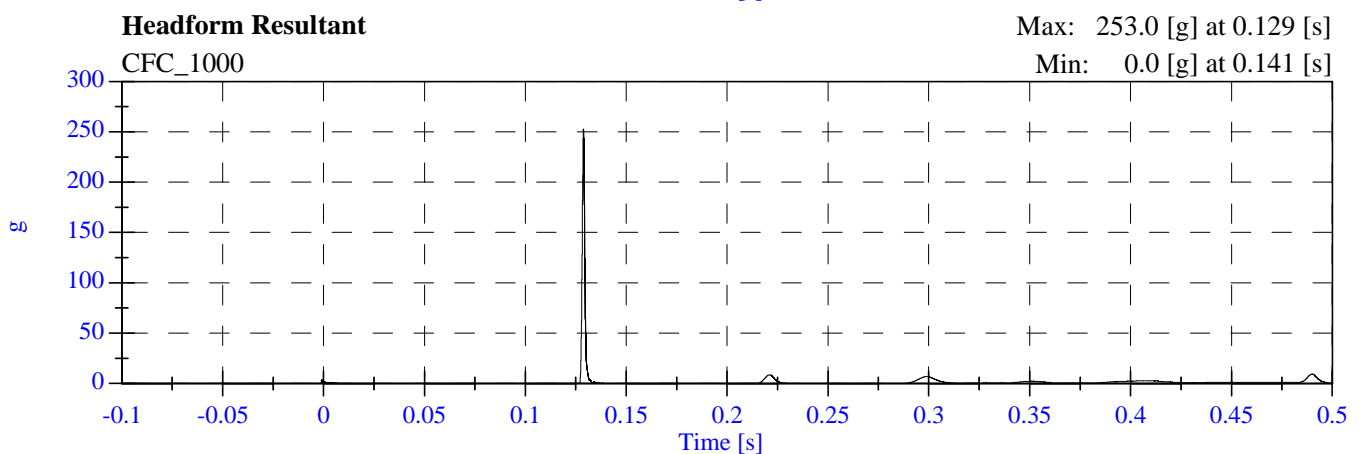
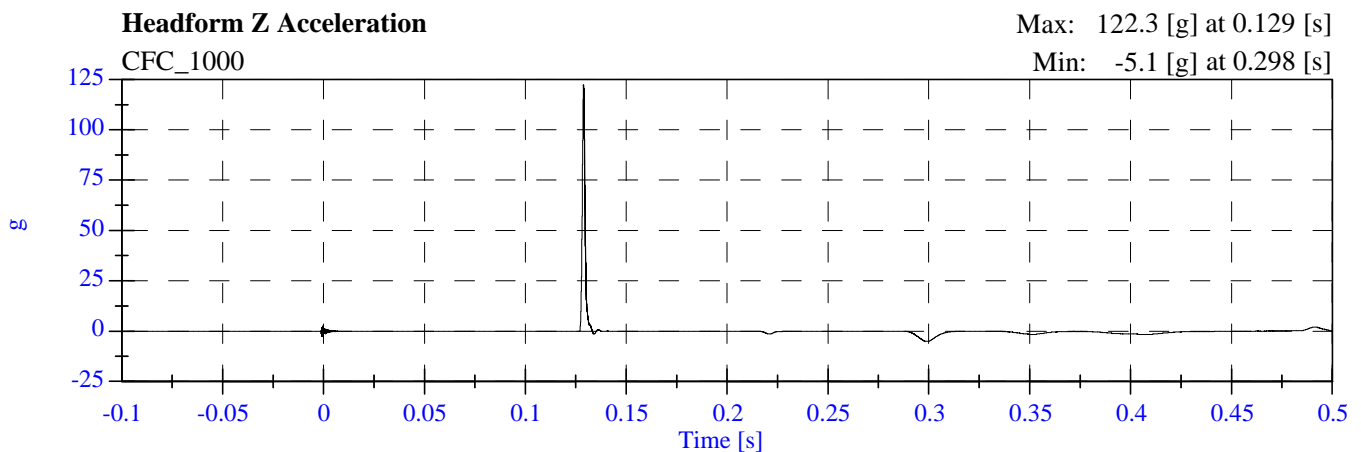
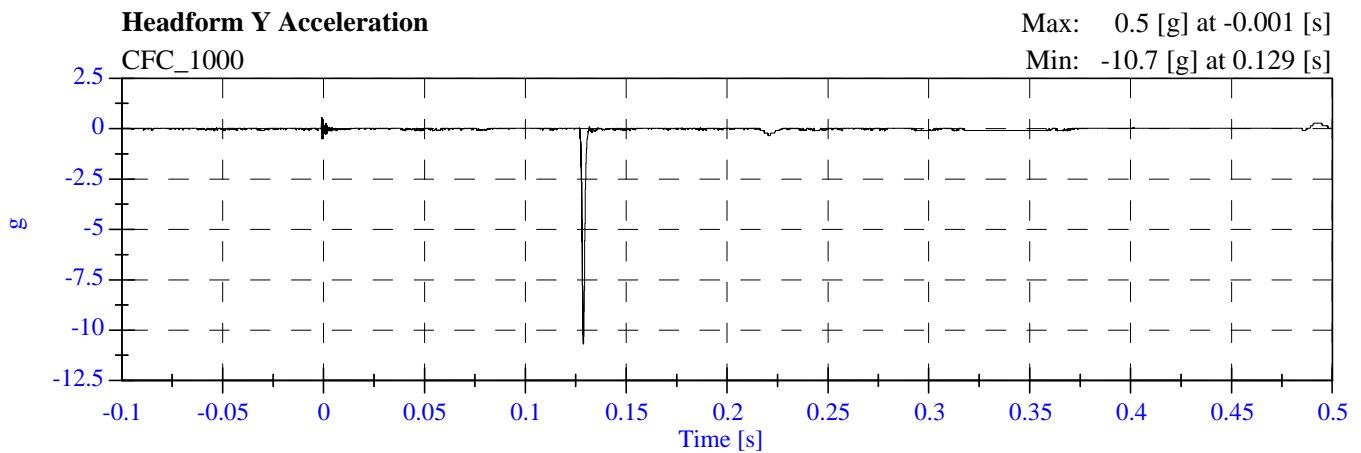
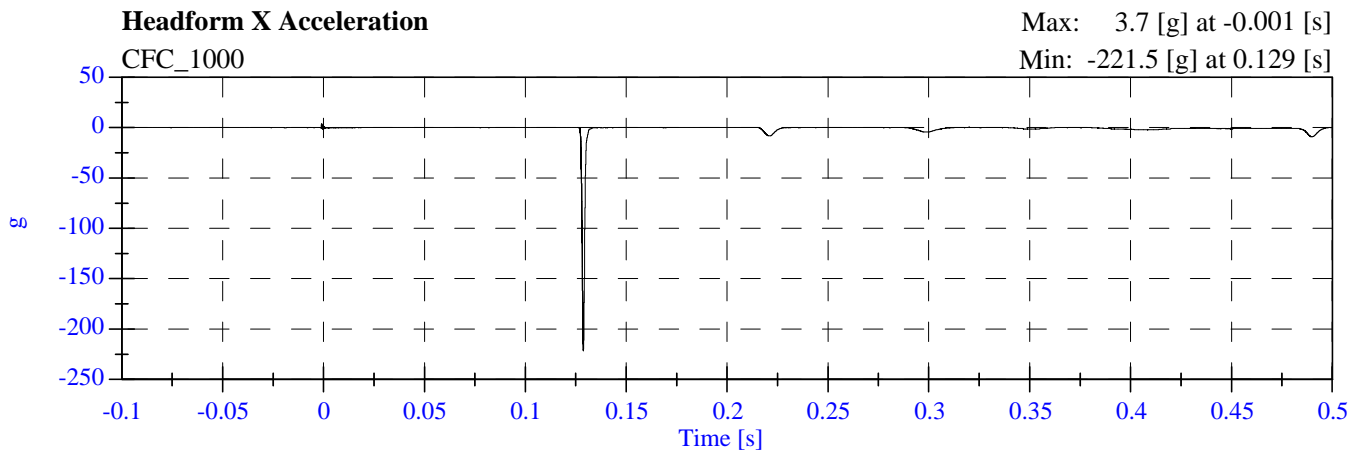
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
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2 - LATERAL	ENDEVCO	7264-2000T	J32779	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J25854	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0355 - April 20, 2006



**PART 572L
HEAD DROP PRE-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		1255	
CALIBRATION DATE:		April 20, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	23	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	269.1	
PEAK LATERAL ACCELERATION	15 Gs Maximum	10.6	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

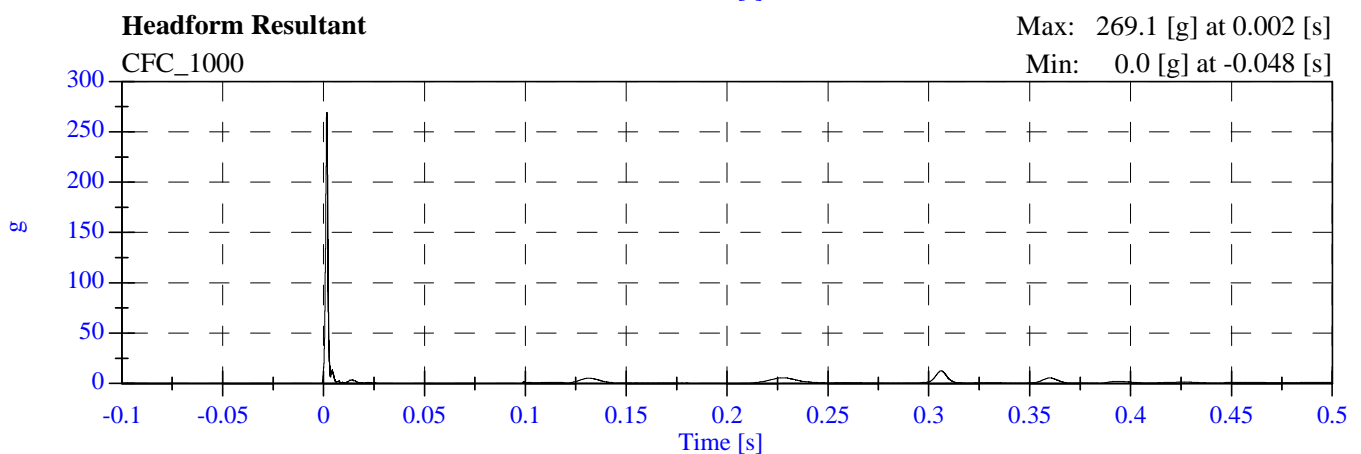
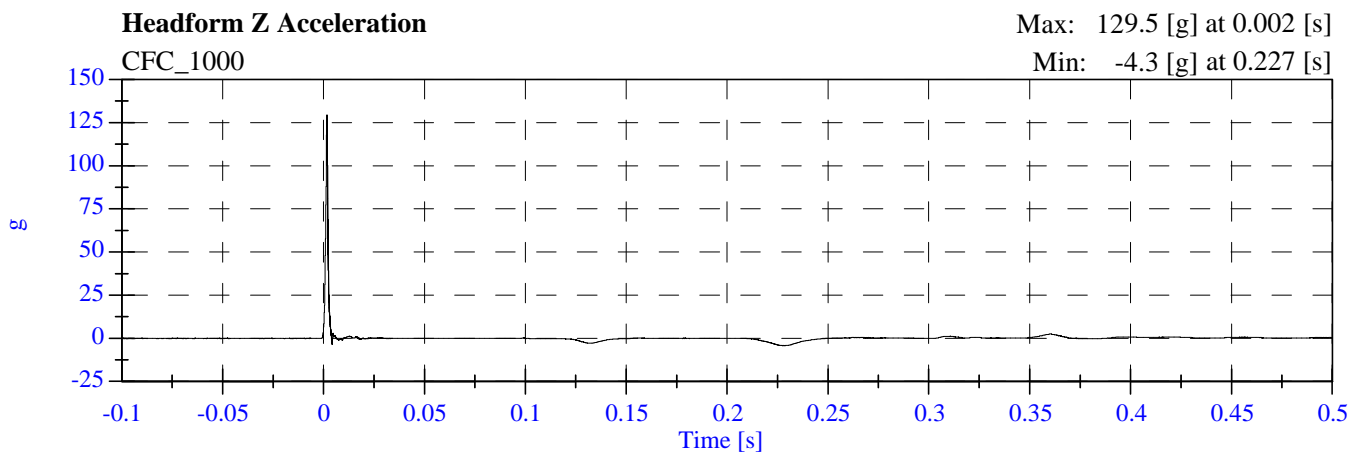
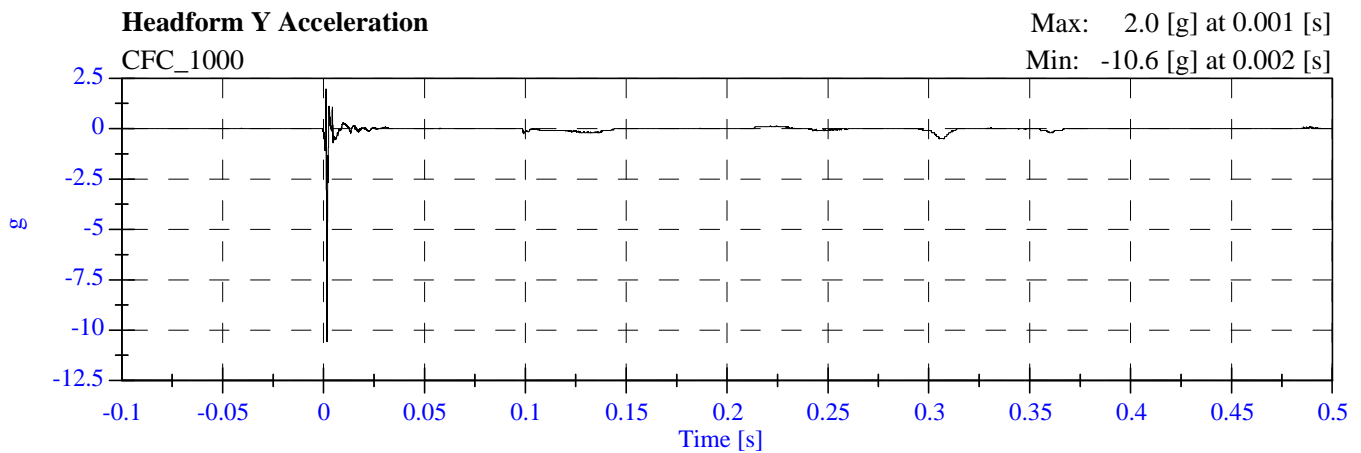
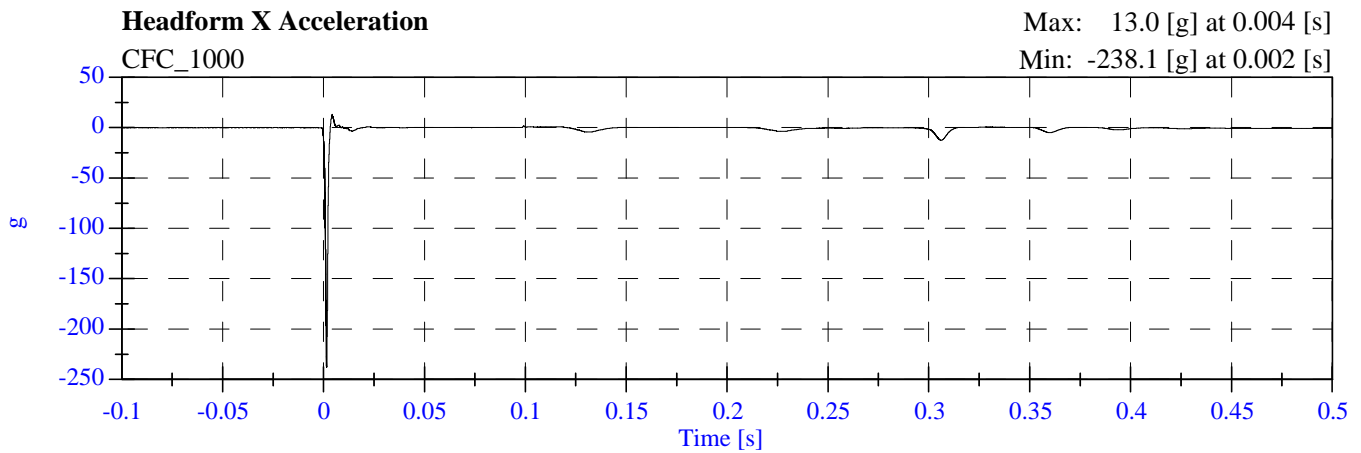
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
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2 - LATERAL	ENDEVCO	7264-2000T	J40994	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J41007	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 1255 - April 20, 2006



**PART 572L
HEAD DROP POST-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		0642	
CALIBRATION DATE:		May 2, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	24	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	269.2	
PEAK LATERAL ACCELERATION	15 Gs Maximum	8.8	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

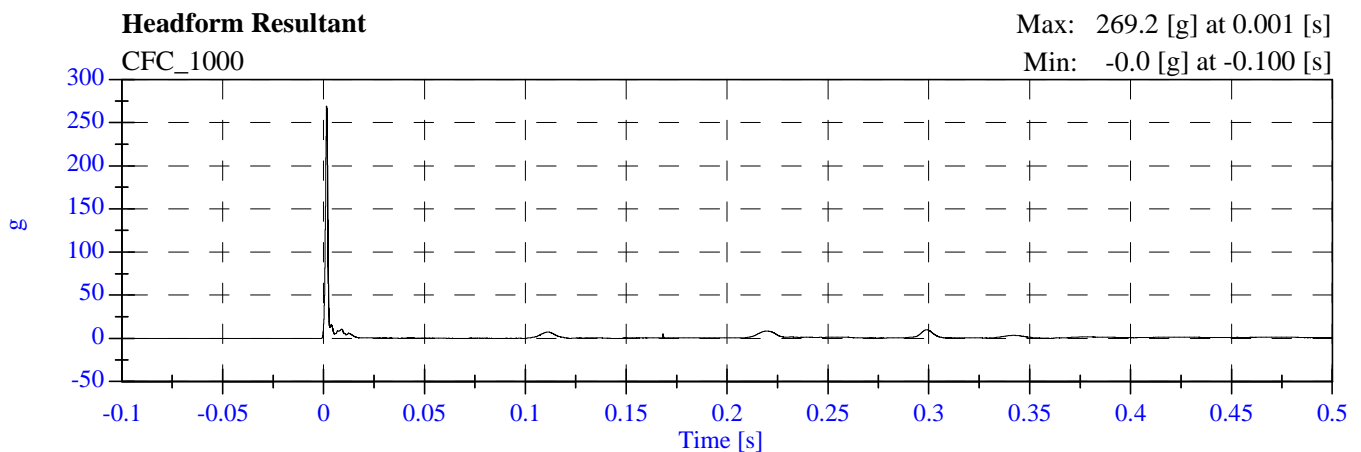
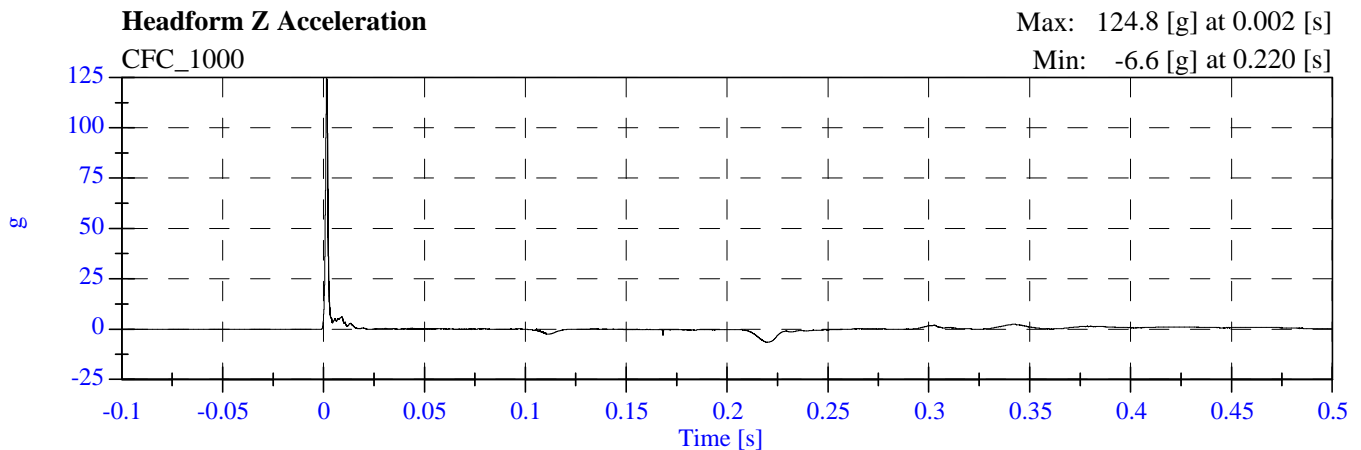
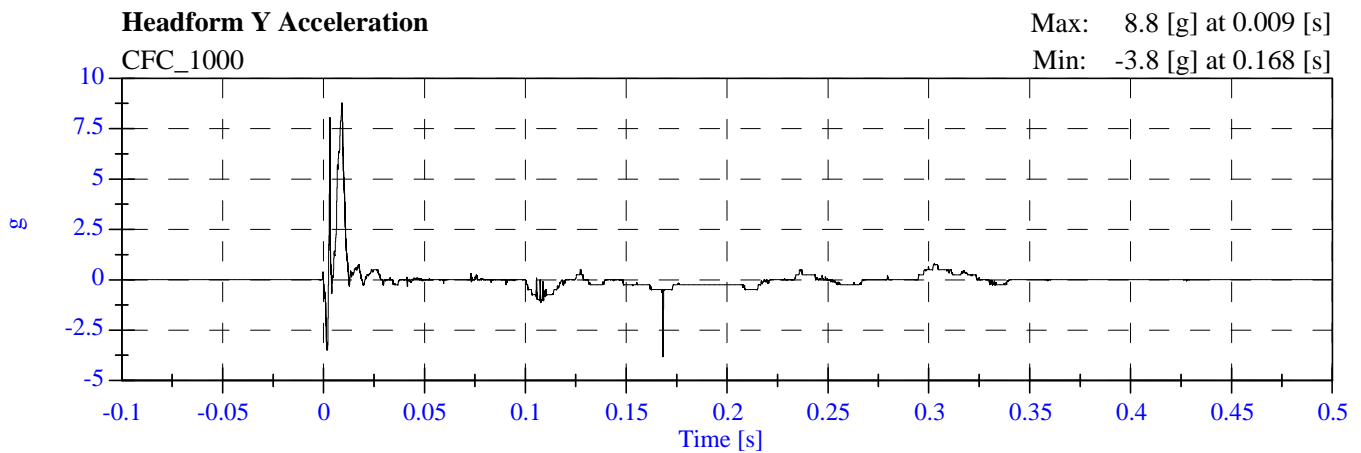
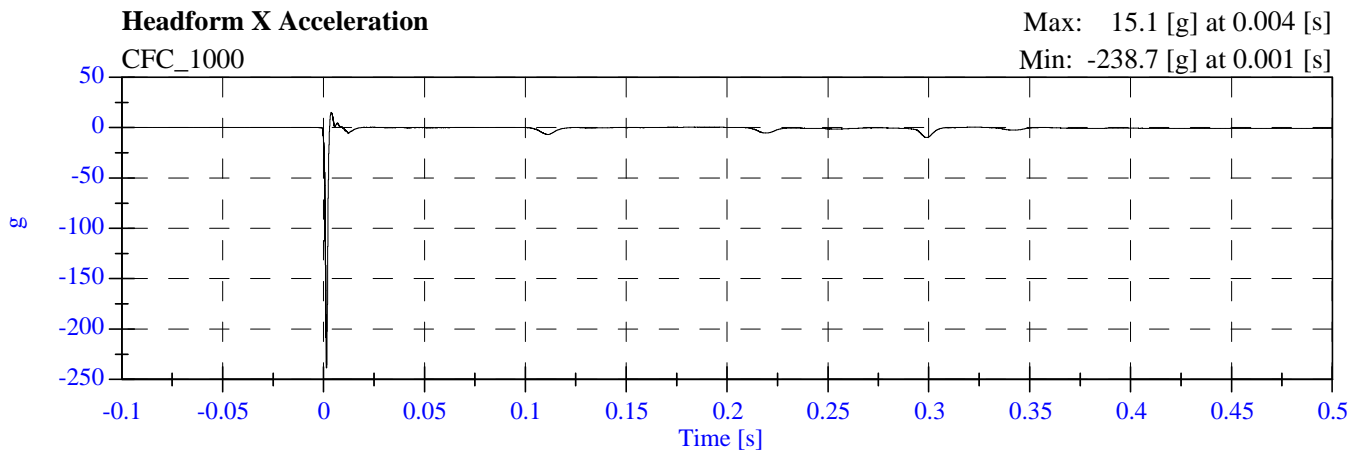
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J24876	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J33030	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J31009	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0642 - May 02, 2006



**PART 572L
HEAD DROP POST-TEST**

MANUFACTURER:		DENTON ATD INC.	
SERIAL NUMBER:		0062	
CALIBRATION DATE:		May 2, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	24	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	266.8	
PEAK LATERAL ACCELERATION	15 Gs Maximum	2.0	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

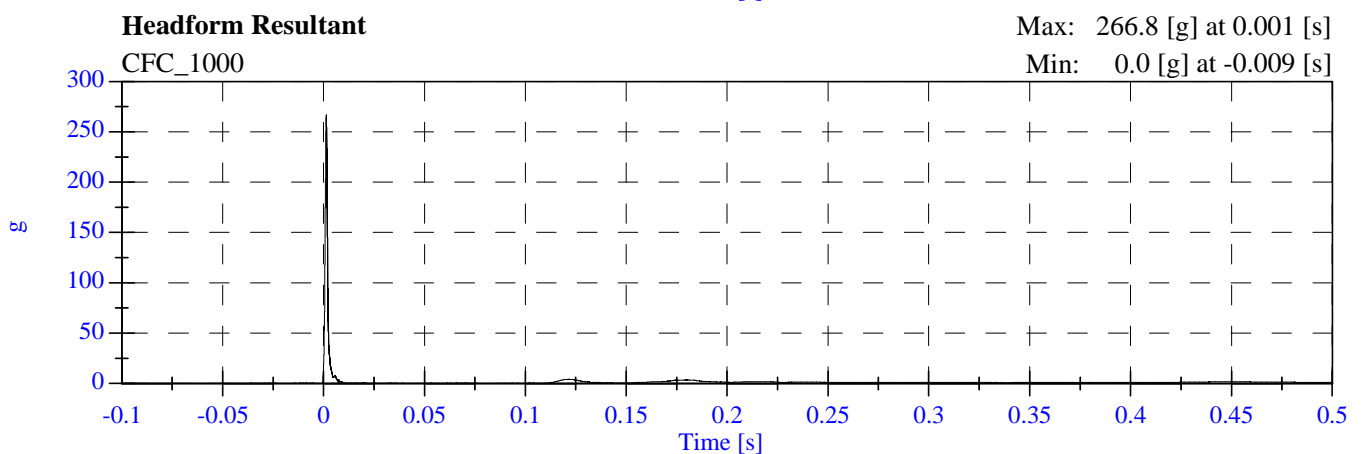
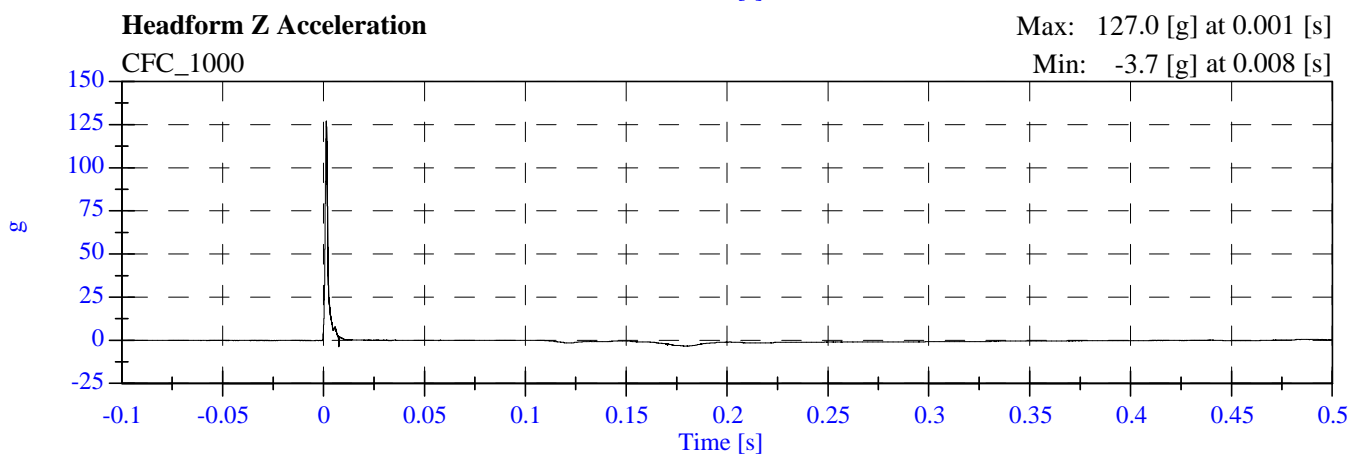
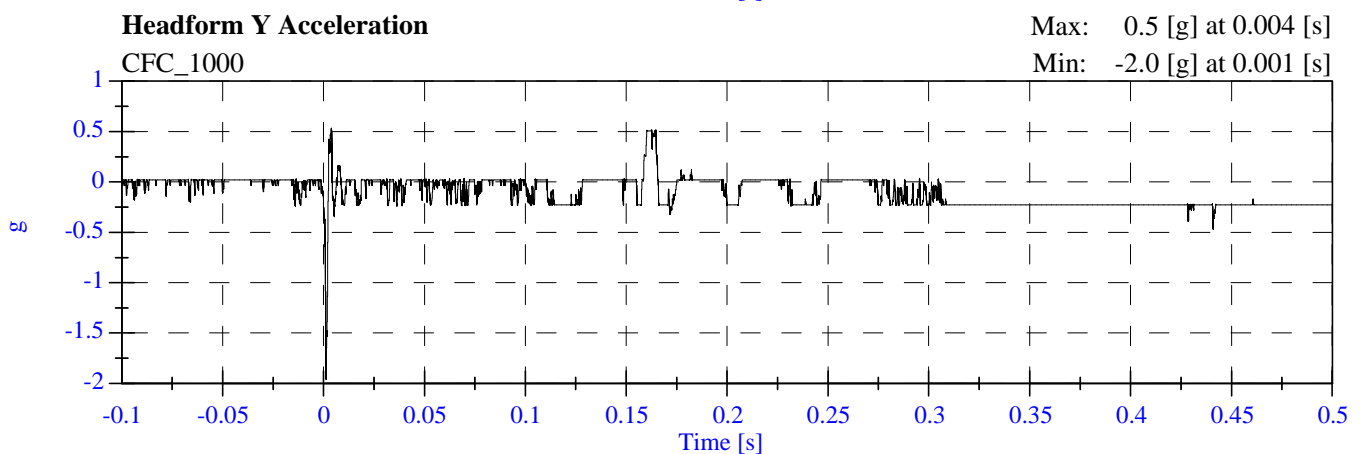
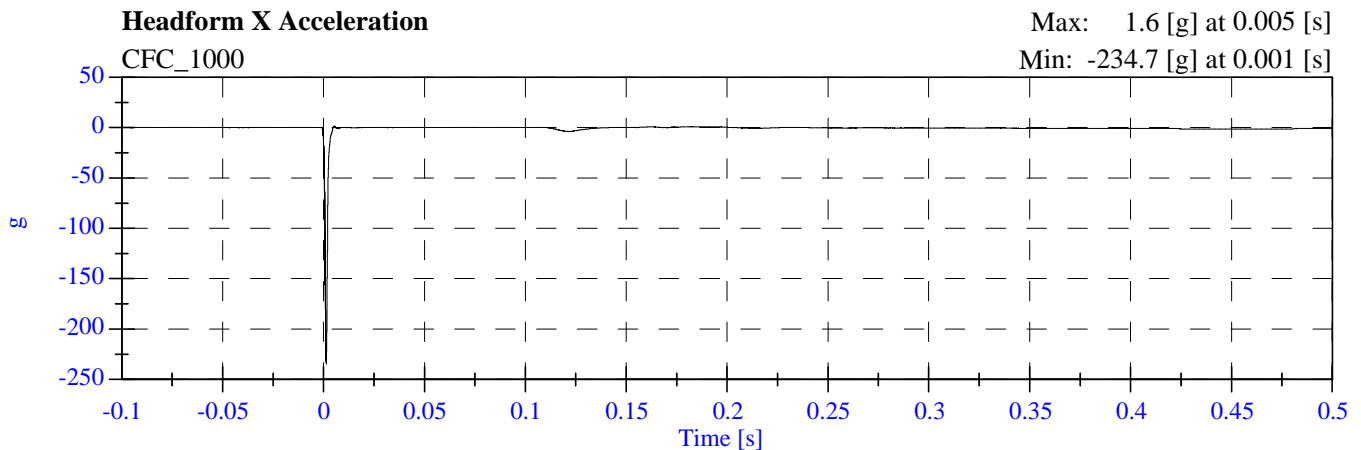
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J33127	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J33019	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J32782	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0062 - May 02, 2006



**PART 572L
HEAD DROP POST-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		805	
CALIBRATION DATE:		May 2, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	24	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	265.6	
PEAK LATERAL ACCELERATION	15 Gs Maximum	4.0	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

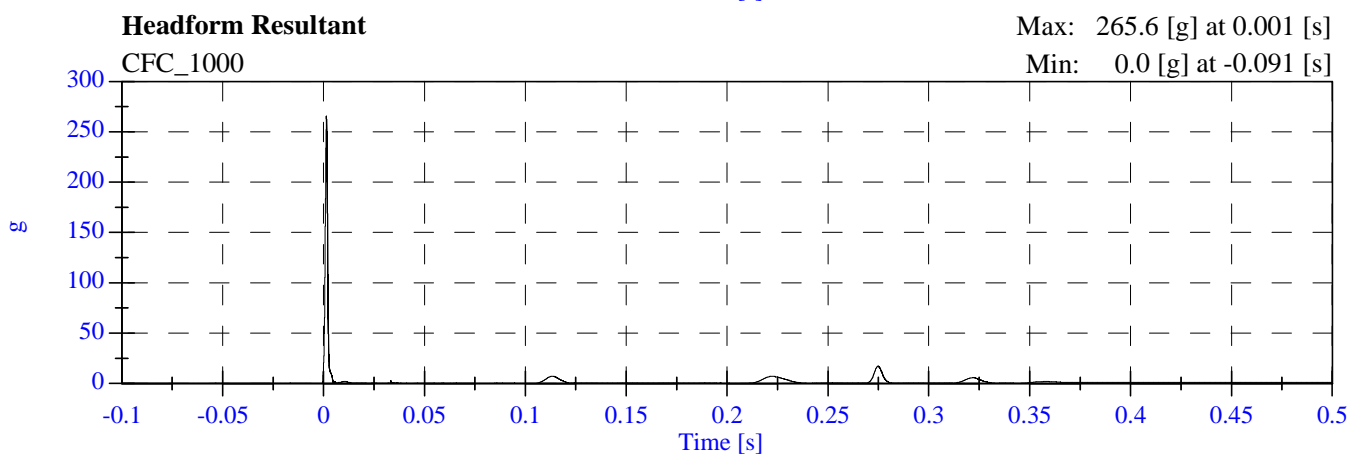
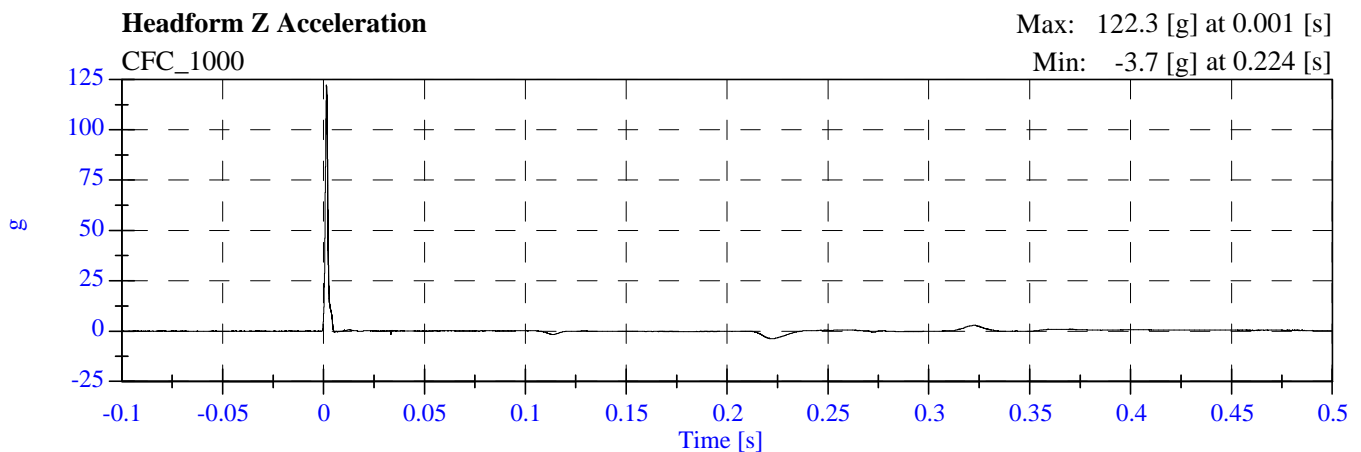
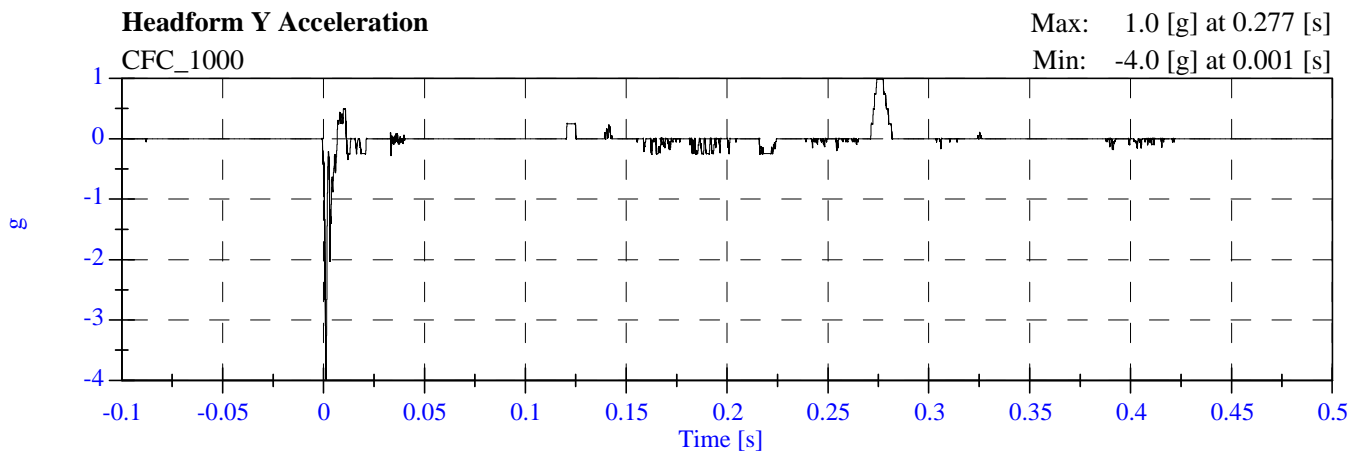
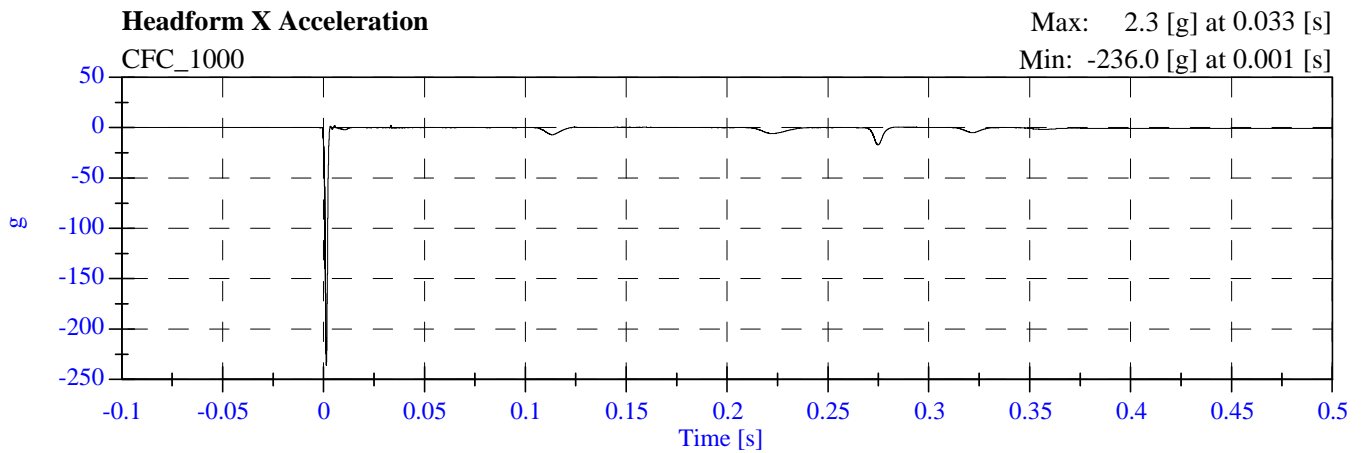
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J38127	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J37980	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J37854	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0805 - May 02, 2006



**PART 572L
HEAD DROP POST-TEST**

MANUFACTURER:		DENTON ATD INC.	
SERIAL NUMBER:		0355	
CALIBRATION DATE:		May 2, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	24	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	251.9	
PEAK LATERAL ACCELERATION	15 Gs Maximum	10.5	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

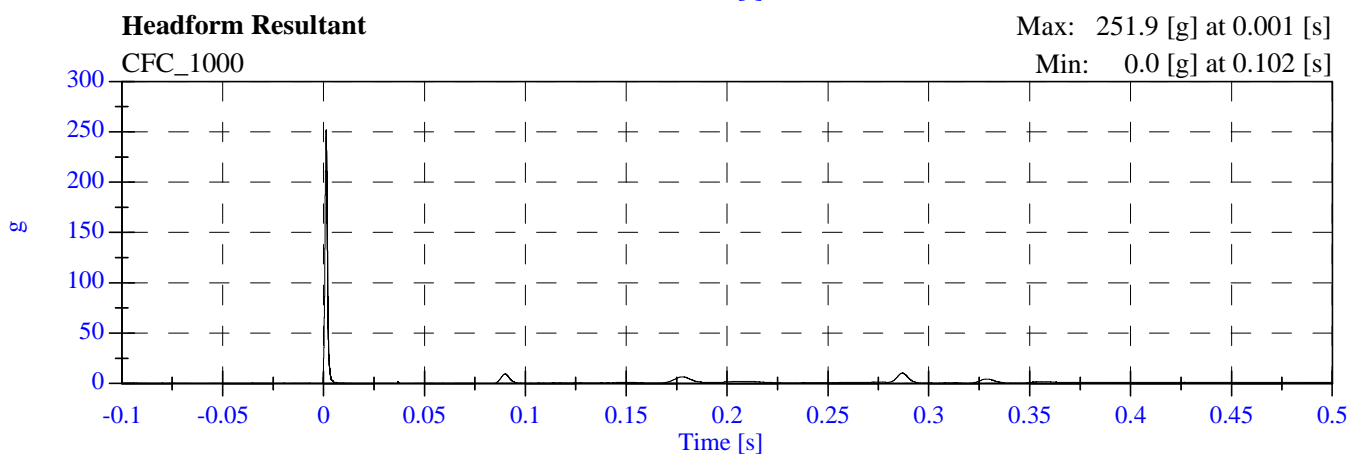
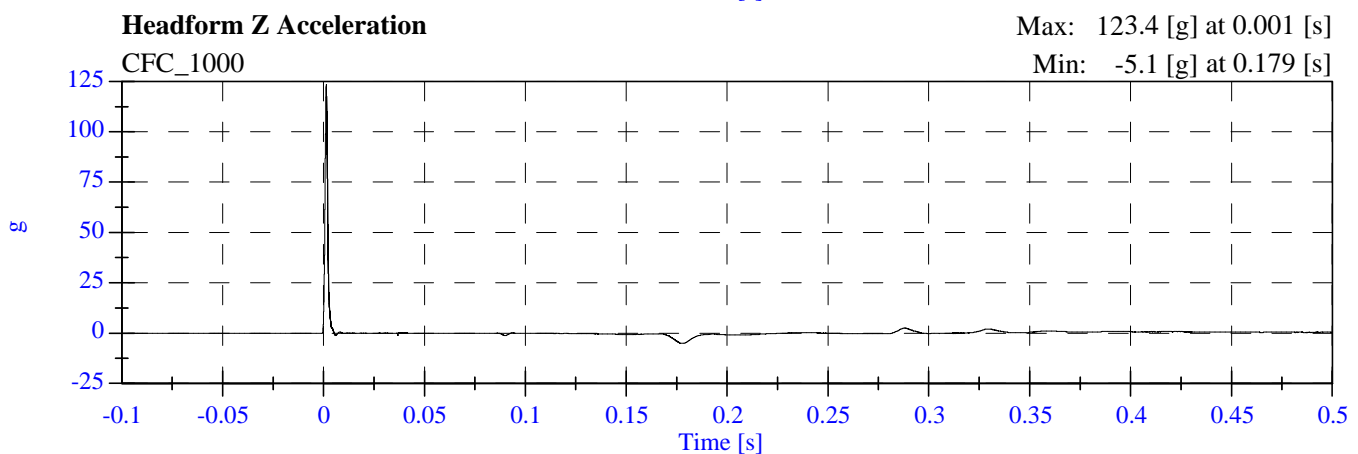
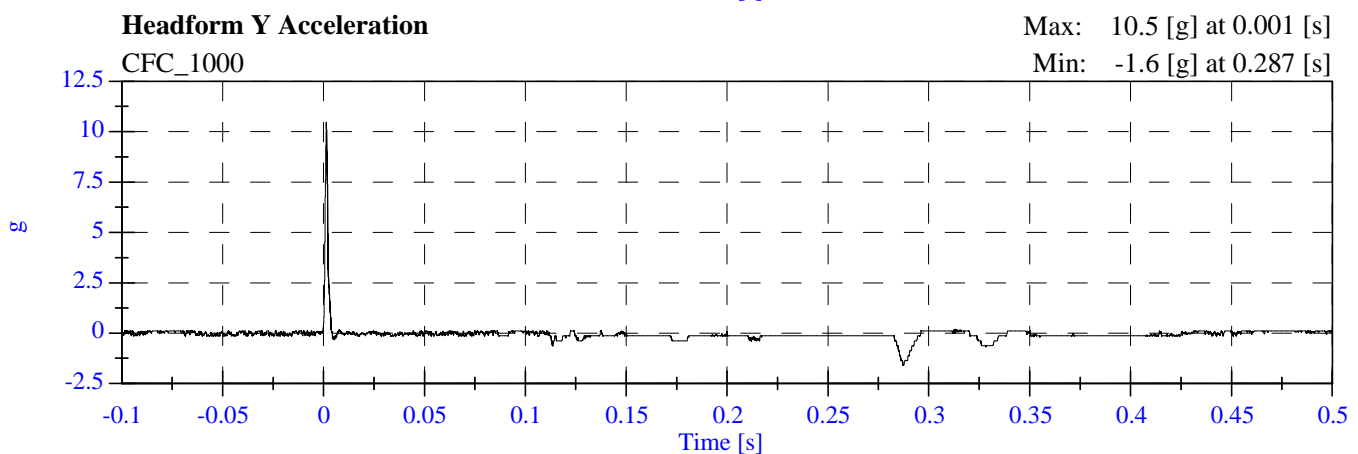
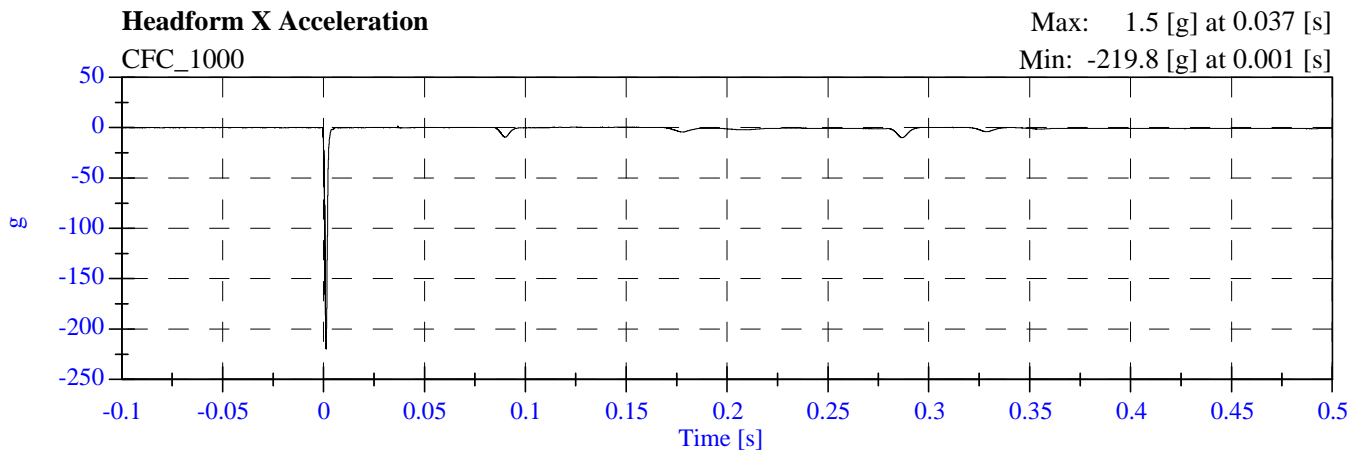
HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J28671	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J32779	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J25854	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 0355 - May 02, 2006



**PART 572L
HEAD DROP POST-TEST**

MANUFACTURER:		FIRST TECHNOLOGY SAFETY SYSTEMS	
SERIAL NUMBER:		1255	
CALIBRATION DATE:		May 2, 2006	
TEST PARAMETER	SPECIFICATION	TEST RESULTS	
TEMPERATURE	19°C to 26°C	23	
RELATIVE HUMIDITY	10% to 70%	24	
PEAK RESULTANT ACCELERATION	225 Gs to 275 Gs	272.8	
PEAK LATERAL ACCELERATION	15 Gs Maximum	10.9	
IS ACCELERATION CURVE UNIMODAL?	YES	YES	

HEAD ACCELEROMETER CALIBRATION INFORMATION

I.D. NUMBER	MANUFACTURER	MODEL NUMBER	SERIAL NUMBER	DATE OF LAST CALIBRATION	DATE OF NEXT CALIBRATION
1 - LONGITUDINAL	ENDEVCO	7264-2000T	J41006	3/9/2006	9/9/2006
2 - LATERAL	ENDEVCO	7264-2000T	J40994	3/9/2006	9/9/2006
3 - VERTICAL	ENDEVCO	7264-2000T	J41007	3/9/2006	9/9/2006

REMARKS:

FMVSS 201U - Headform Calibration Drops

FMH 1255 - May 02, 2006

