

REPORT NUMBER: 201U-CAL-10-03

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

**SUZUKI MOTOR CORPORATION  
2010 SUZUKI KIZASHI**

NHTSA NUMBER: CA0510

CALSPAN TEST NUMBER: CC2010-03

CALSPAN  
TRANSPORTATION SCIENCES CENTER  
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Test Date: February 5, 2010

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Enforcement  
Office of Vehicle Safety Compliance  
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Washington, DC 20590

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Approval Date:

6-18-2010

FINAL REPORT ACCEPTANCE BY:

NHTSA, Office of Vehicle Safety Compliance

Date of Report Acceptance

**TECHNICAL REPORT STANDARD TITLE PAGE**

1. <i>Report No.</i> 201U-CAL-10-03		2. <i>Government Accession No.</i>		3. <i>Recipient's Catalog No.</i>																			
4. <i>Title and Subtitle</i> Final Report of FMVSS 201 Compliance Testing of a 2010 Suzuki Kizashi NHTSA No. CA0510				5. <i>Report Date</i> February 5, 2010																			
				6. <i>Performing Organization Code</i> CAL																			
7. <i>Author(s)</i> David J. Travale, Program Manager Patrick T. Miller, Project Engineer				8. <i>Performing Organization Report No.</i> CC2010-03																			
9. <i>Performing Organization Name and Address</i> Calspan 4455 Genesee Street Buffalo, New York 14225				10. <i>Work Unit No.</i>																			
				11. <i>Contract or Grant No.</i> DTNH22-09-D-00130																			
12. <i>Sponsoring Agency Name and Address</i> U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance Mail Code: NVS-220, West building 4 <sup>th</sup> Floor 1200 New Jersey Avenue, SE Washington, D.C. 20590				13. <i>Type of Report and Period Covered</i> Final Report																			
				14. <i>Sponsoring Agency Code</i> NVS-220																			
15. <i>Supplementary Notes</i>																							
16. <i>Abstract</i>  Compliance tests were conducted on the subject vehicle, a 2010 Suzuki Kizashi, 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	-	-	-	-	-																		
17. <i>Key Words</i> Compliance Testing Safety Engineering FMVSS 201				18. <i>Distribution Statement</i> <u>Copies of this report are available from:</u> NHTSA Technical Information Services National Highway Traffic Safety Admin. 1200 New Jersey Avenue, SE Washington, DC 20590																			
19. <i>Security Classif. (of this report)</i> UNCLASSIFIED		20. <i>Security Classif. (of this page)</i> UNCLASSIFIED		21. <i>No. of Pages</i>	22. <i>Price</i>																		

**Form DOT F1700.7 (8-69)**

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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. DTNH22-09-D-00130. The purpose of this head impact compliance test was to determine whether the subject vehicle, a 2010 Suzuki Kizashi, NHTSA No. CA0510, meets 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 2010 Suzuki Kizashi, NHTSA No. CA0510, was tested at various upper interior locations by a 4.54 kg 50<sup>th</sup> percentile headform. A total of twelve (12) impacts were performed in this test series. The target area impacts were chosen 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) area chosen for testing were:

RP1	SR3F	URRP	BP2	BP1
SR2B	AP3	AP1	RP2	BP4
URBP	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 are included in Appendix B. Each FMH weighed  $4.54 \pm 0.5$  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:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09 (SEE CERTIFICATION LABEL)
COLOR:	Blue

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	1653.56	-524.71	1030.696	1652.755	524.2558	1028.044	Relocated 2 circles				
AP1 R2	1673.771	-546.225	993.851	1667.503	549.1229	983.9842	116	15	18.86	152.6	281.5
AP2	1577.213	-578.946	942.4535	1578.999	580.2875	940.3467	218	50	18.56	212.1	326.4
AP3	1418.5	-607.076	876.3501	1418.648	607.6461	873.0432	141	48	18.66	244.3	350.8
BP1	2243.397	-484.684	1069.739	2240.424	483.9383	1067.923	90	16	18.47	229	339.2
BP2	2216.315	-600.898	865.026	2219.877	601.5693	859.3964	90	5	23.68	534.8	569.9
BP3	2184.349	-598.418	887.9941	2187.442	598.5732	879.7418	-	-	-	-	-
BP4	2283.398	-650.523	795.7926	2282.747	650.0405	795.4845	226	-6	23.6	566.1	593.5
FH1	1565.277	-402.282	1025.677	1570.942	404.2931	1024.027	-	-	-	-	-
FH2	1547.699	-254.172	1033.181	1545.387	256.6325	1029.461	-	-	-	-	-
RH	3014.926	-340.612	1067.48	3017.695	341.2613	1067.123	-	-	-	-	-
RP1	3040.305	-505.178	1008.436	3042.183	508.3663	1004.094	Relocated 1 circle		-	-	-
RP1 R1	3026.666	-514.362	991.2055	3026.143	515.6042	988.9871	90	4	18.79	152.4	281.4
RP2	3050.833	-592.89	861.6262	3062.258	596.0418	855.7283	284	18	23.78	386	457.6
SR1	1800.635	-516.241	1034.9	1802.625	515.1139	1032.807	Relocated 1 circle		-	-	-
SR1 R1	1799.976	-532.889	1018.407	1802.352	533.2644	1014.946	-	-	-	-	-
SR2A	1953.166	-510.885	1057.536	1951.704	508.2797	1057.233	Relocated 2 circles		-	-	-
SR2A R2	1959.423	-472.461	1062.915	1960.593	470.2972	1062.286	-	-	-	-	-
SR2B	1940.983	-511.013	1056.653	1941.627	509.9382	1054.452	Relocated 2 circles		-	-	-
SR2B R2	1944.716	-474.123	1061.144	1946.066	470.7081	1060.804	90	44	18.84	390.6	461.1
SR3F	2605.142	-495.563	1025.235	2603.876	493.1172	1026.268	90	33	18.57	83.8	229.6
SR3R	2764.633	-494.194	1015.54	2766.903	490.852	1018.216	-	-	-	-	-
URAP	1839.937	-374.75	1076.325	1842.193	379.7488	1074.051	-	-	-	-	-
URBP	2240.859	-345.228	1104.18	2251.058	312.878	1105.105	270	50	23.54	466.6	518.5
URFSR	2057.484	-360.602	1097.837	2061.051	363.302	1095.405	-	-	-	-	-
URRP	2840.563	-351.749	1088.313	2868.325	341.1937	1088.545	42	50	23.78	378.5	452.0
URRSR	2701.884	-338.76	1095.289	2699.511	341.7732	1095.338	-	-	-	-	-

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



**DATA SHEET 2-2**

**GENERAL TEST AND VEHICLE PARAMETER DATA**

<b>TEST VEHICLE INFORMATION:</b>									
Year/Make/Model/Body Style:				2010 Suzuki Kizashi					
VIN:				JS2RF9A39A6100007					
Month & Year of Manufacture:				10/09 (SEE CERTIFICATION LABEL)					
Vehicle Body Color:				Blue					
Engine Data:	4	Cylinders;	-	CID;	2.0	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:		309	km						
Options:	x	A/C;	x	Power Steering;	x	Pwr.Brakes;	-	Pwr. Windows	
Interior Trim Information :									
1. Adjustable seat belt anchorages on B-Pillar									
2. Side rail grab handles on both front and side seating positions									
3. Normal Roof									

<b>DATA FROM TIRE PLACARD:</b>									
Tire Pressure (at capacity);				260		kPa FRONT			
				260		kPa REAR			
Recommended Tire Size:				P215/55R17					
Tires on Test Vehicle:		P215/55R17		Manufacturer:			Continental		
Vehicle Capacity Data:									
Number of Occupants:	2	Front;	3	Rear;	-	3rd Seat;	5	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)=				400		kg (A)			
No. of Occupants x 68 kg. =				340		kg (B)			
Rated Cargo/Luggage Weight (RCLW) =				60		kg (A-B) Max. RCLW = 136 kg.			

**DATA SHEET 2-2**

**GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)**

<b>TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:</b>							
Left Front	=	447.0	kg	Left Rear	=	345.0	kg
Right Front	=	429.5	kg	Right Rear	=	351.0	kg
TOTAL FRONT	=	876.5	kg	TOTAL REAR	=	696.0	kg
% of Total Weight	=	55.7%	%	% of Total Weight	=	44.3%	%
TOTAL WEIGHT	=	1572.5				kg	

<b>CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:</b>		
Total Test Vehicle Delivered Weight=	1572.5	kg (A)
+ Rated Cargo/Luggage Weight =	60.0	kg (B)
TEST VEHICLE TARGET WEIGHT =	1632.5	kg (A+B)

<b>WEIGHT OF TEST VEHICLE (FULLY LOADED):</b>							
Left Front	=	448.5	kg	Left Rear	=	410.5	kg
Right Front	=	430.0	kg	Right Rear	=	414.0	kg
TOTAL FRONT	=	878.5	kg	TOTAL REAR	=	824.5	kg
% of Total Weight	=	51.6%	%	% of Total Weight	=	48.4%	%
TOTAL TEST WEIGHT	=	1632.5					
Weight of vehicle secured in test vehicles cargo area	=	130.5				kg	

<b>TEST VEHICLE ATTITUDE (all dimensions in millimeters):</b>				
AS DELIVERED:	Left Front	742	Left Rear	807
	Right Front	742	Right Rear	805
FULLY LOADED:	Left Front	739	Left Rear	789
	Right Front	739	Right Rear	787
Test Vehicle Wheelbase:	2700		millimeters	

<b>TEST VEHICLE PITCH AND ROLL ANGLES:</b>				
AS DELIVERED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↓1.3↑	Front Bumper	0.0
	Right Door Sill	↑1.3↓	Rear Bumper	↓0.1↑
FULLY LOADED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↓1.2↑	Front Bumper	0.0
	Right Door Sill	↑1.2↓	Rear Bumper	0.0
AS TESTED:	PITCH ANGLES		ROLL ANGLES	
	Left Door Sill	↓1.3↑	Front Bumper	0.0
	Right Door Sill	↑1.3↓	Rear Bumper	↓0.1↑

**DATA SHEET 2-3**  
**APPROACH ANGLE LIMITS**

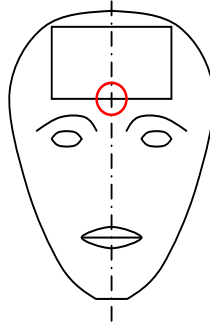
Target Code	Left Side				Target Code	Right Side			
	Horizontal Angles (deg.)		Vertical Angles (deg.)			Horizontal Angles (deg.)		Vertical Angles (deg.)	
	Minimum	Maximum	Minimum	Maximum		Minimum	Maximum	Minimum	Maximum
AP1	200	248	-5	15	AP1	112	160	-5	15
AP2	200	248	-5	50	AP2	112	160	-5	50
AP3	200	248	-5	48	AP3	112	160	-5	48
BP1	202	276	-10	16	BP1	84	158	-10	16
BP2	Any		0	5	BP2	Any		0	5
BP3	202	276	-10	7	BP3	84	158	-10	7
BP4	202	276	-10	-3	BP4	84	158	-10	-3
RP1	270	345	-10	4	RP1	15	90	-10	4
RP2	270	345	-10	18	RP2	15	90	-10	18
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	45	SR1	90		0	45
SR2A	270		0	45	SR2A	90		0	45
SR2B	270		0	44	SR2B	90		0	44
SR3F	270		0	33	SR3F	90		0	33
SR3R	270		0	33	SR3R	90		0	33
URAP	ANY		0	50	URAP	ANY		0	50
URBP	ANY		0	50	URBP	ANY		0	50
URRP	ANY		0	50	URRP	ANY		0	50

Note : BP2 target location – Seat belt anchorage

**DATA SHEET 2-4**

**SUMMARY TARGET IMPACT LOCATION ON FMH**

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue



↖ RIGHT SIDE OF FACE

TARGET	Distance Above Point 0 (mm)	Distance Over From Pt. O (mm)
RP1	15	10L
SR3F	23	0
URRP	45	3R
BP2	8	4R
BP1	45	2R
SR2B	20	1R
AP3	45	0
AP1	15	28R
RP2	23	17L
BP4	28	10R
URBP	27	0
AP2	15	3R

**SECTION 3**

**SUMMARY OF TEST RESULTS AND DATA PLOTS**

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	01
Test Date:	02/04/10
Target Location:	REAR PILLAR
Target Code:	RP1
Horizontal Impact Angle:	90
Vertical Impact Angle:	4
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	10:30
Headform Number:	1140

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	10	<input type="checkbox"/>	mm right	<input checked="" type="checkbox"/>	mm left
On Centerline	15				mm up



POST-IMPACT RP1 HEADFORM

Free Motion HIC	152.4
HIC(d)	281.4
Impact Velocity (kph)	18.79
HIC T1 (msec)	4.8
HIC T2 (msec)	16.9

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - RP1

FMH Headform 1140

Location: RP1

Test Date: February 04, 2010

Work File: RP1

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 281.4

Lab Humidity: 17 %

HIC (36ms): 152.4

Velocity at Impact: 18.79 KPH

t1: 4.8 msec

t2: 16.9 msec

Free Flight Distance: 217.48 mm

Duration: 12.1 msec

Average Acceleration: 7.1 g

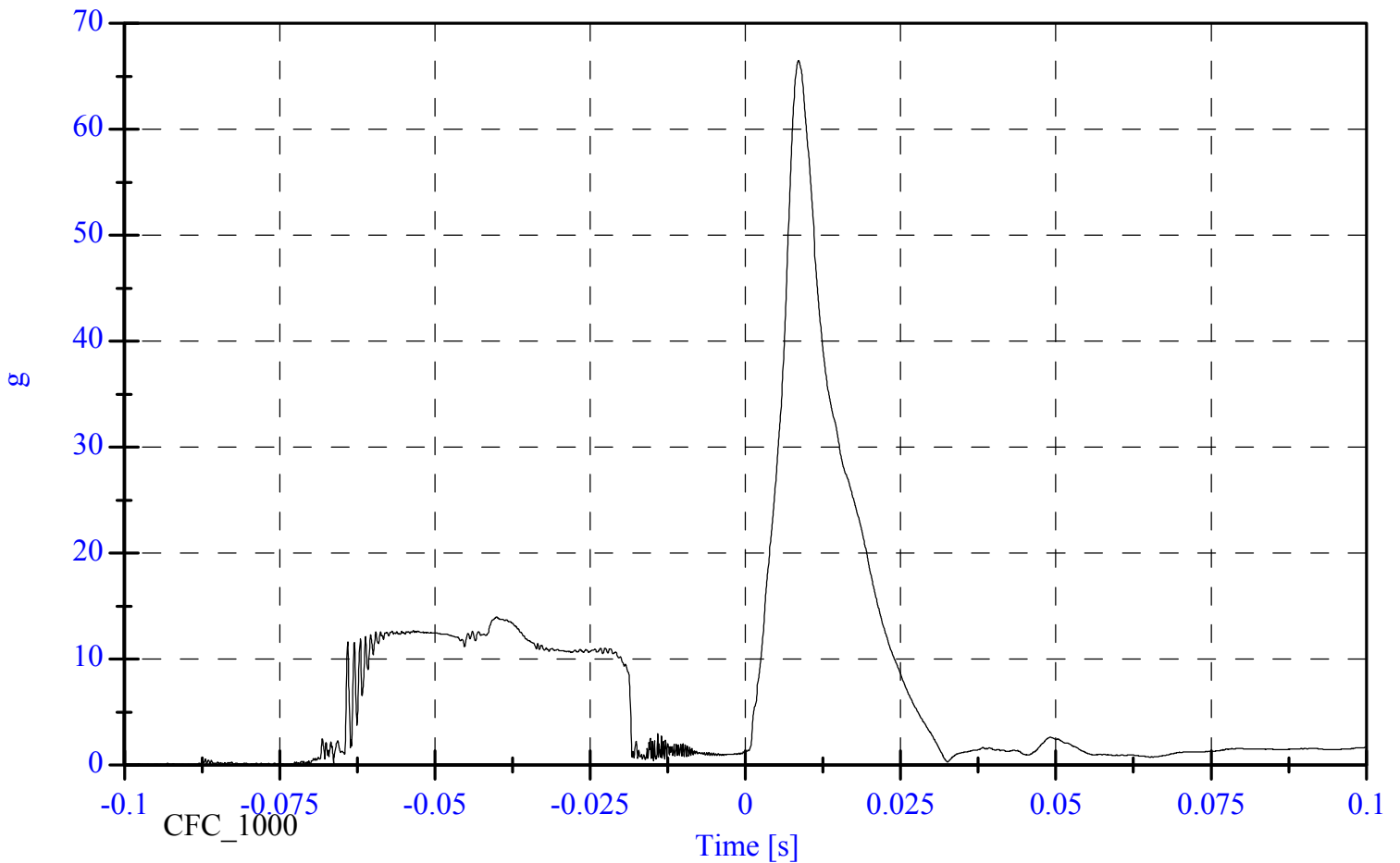
Maximum: 66.5 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 66.5 [g] at 0.009 [s]

Min: 0.0 [g] at -0.096 [s]

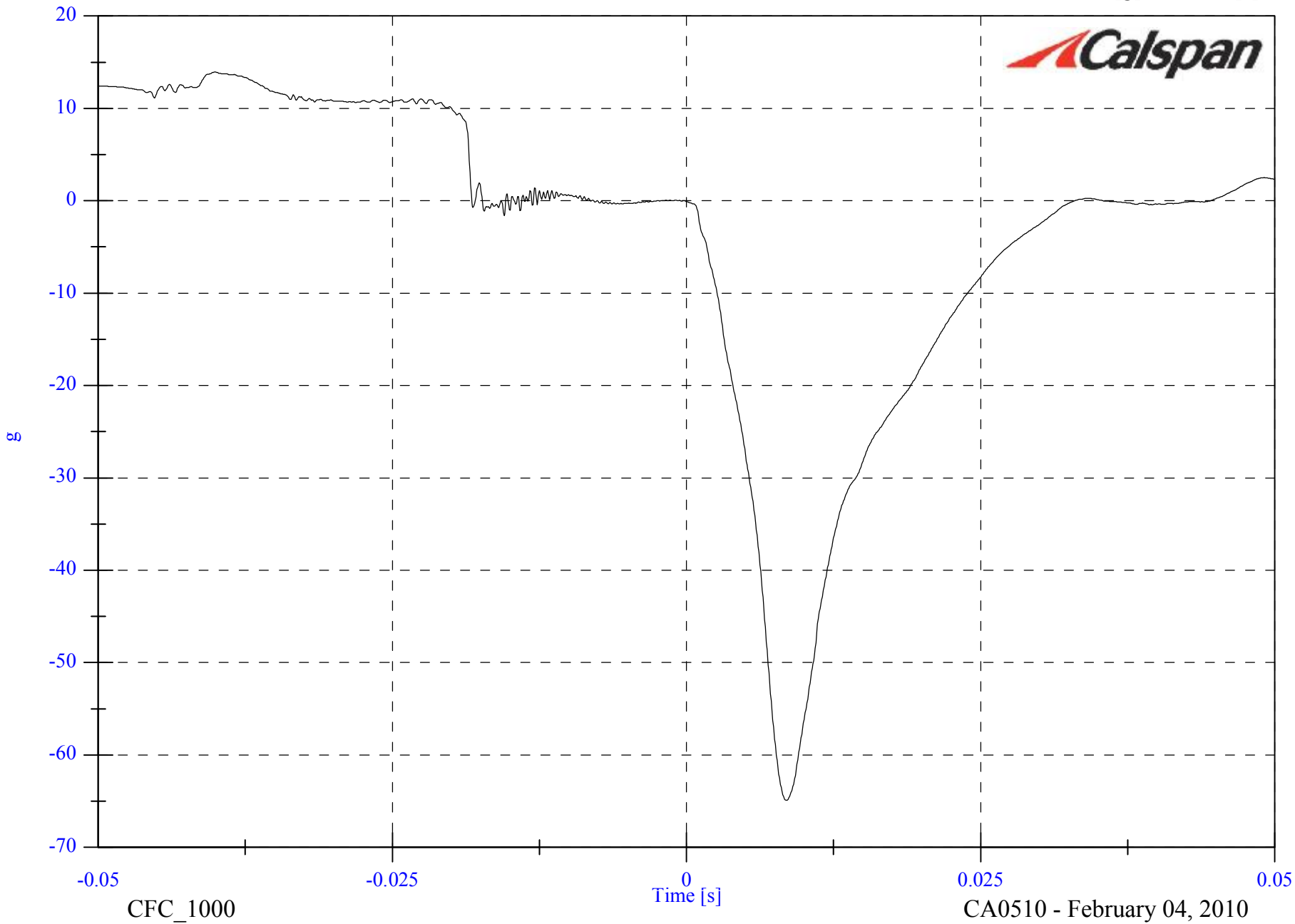


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 13.9 [g] at -0.040 [s]

Min: -64.9 [g] at 0.009 [s]



CA0510 PASSENGER SIDE RP1 IMPACT PLOT #1

CC2010-03

CFC\_1000

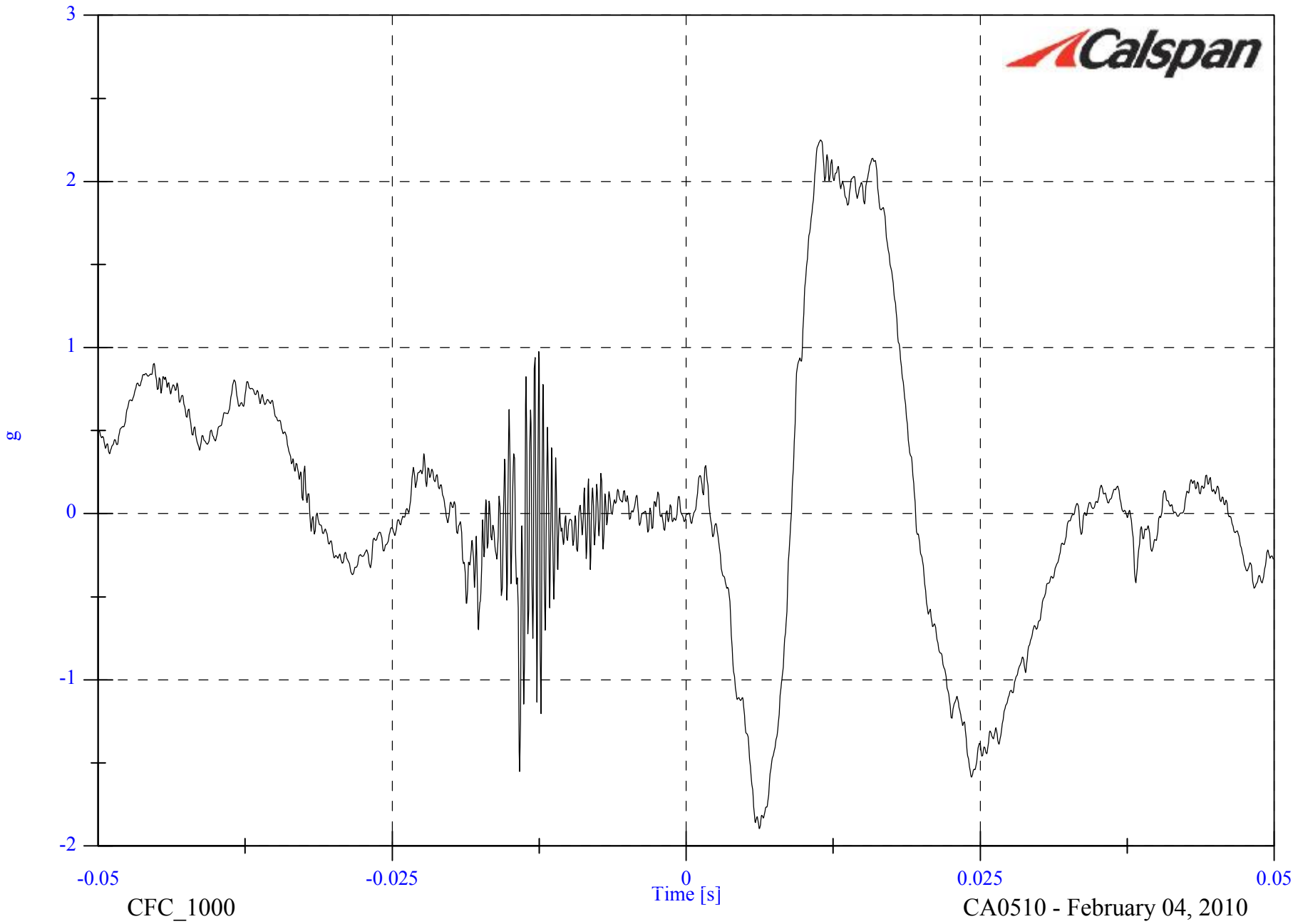
CA0510 - February 04, 2010



Headform Y Acceleration

Max: 2.3 [g] at 0.011 [s]

Min: -1.9 [g] at 0.006 [s]



CA0510 PASSENGER SIDE RP1 IMPACT PLOT #2

CC2010-03

CFC\_1000

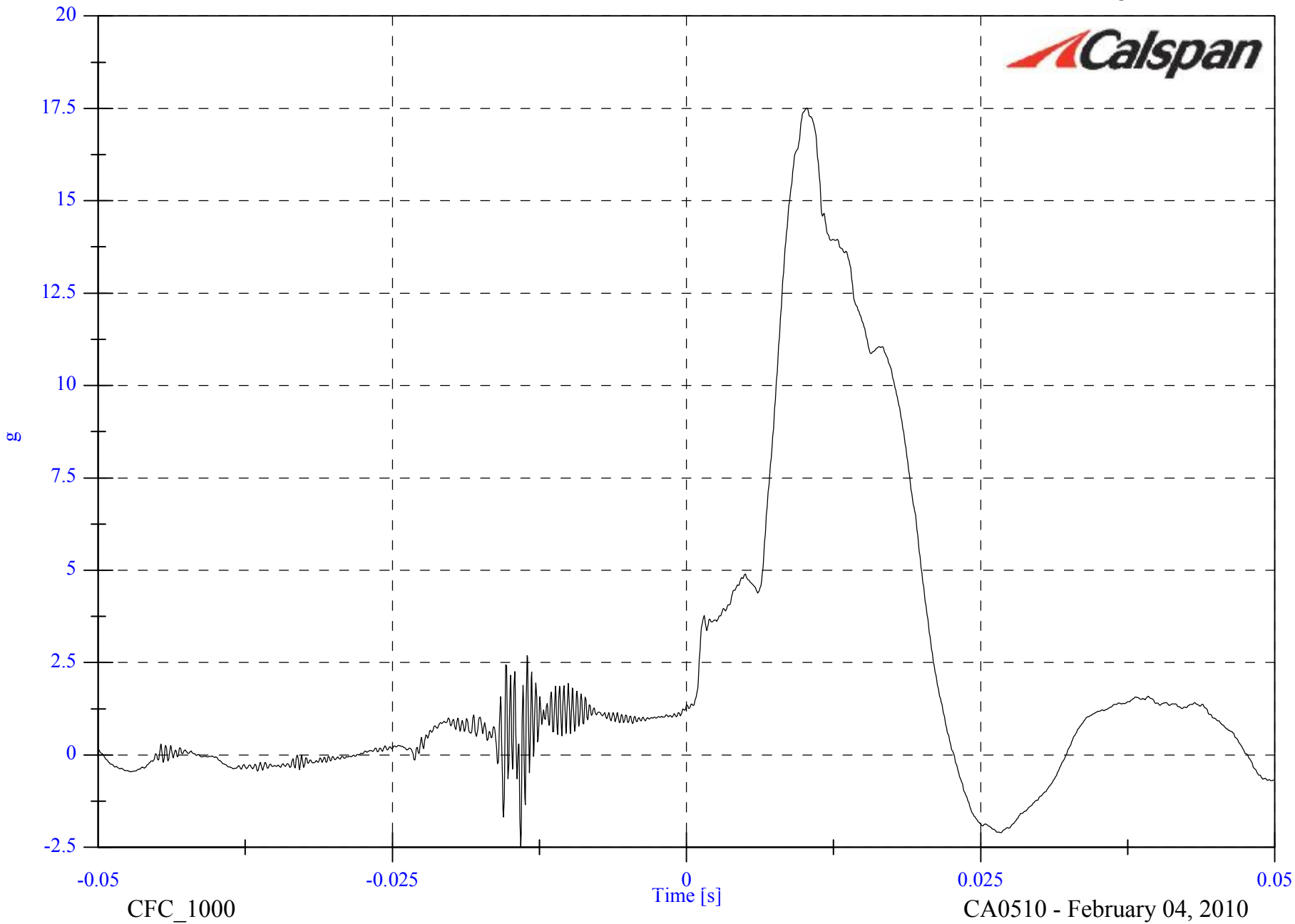
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 17.5 [g] at 0.010 [s]

Min: -2.5 [g] at -0.014 [s]



CA0510 PASSENGER SIDE RP1 IMPACT PLOT #3

CC2010-03

CFC\_1000

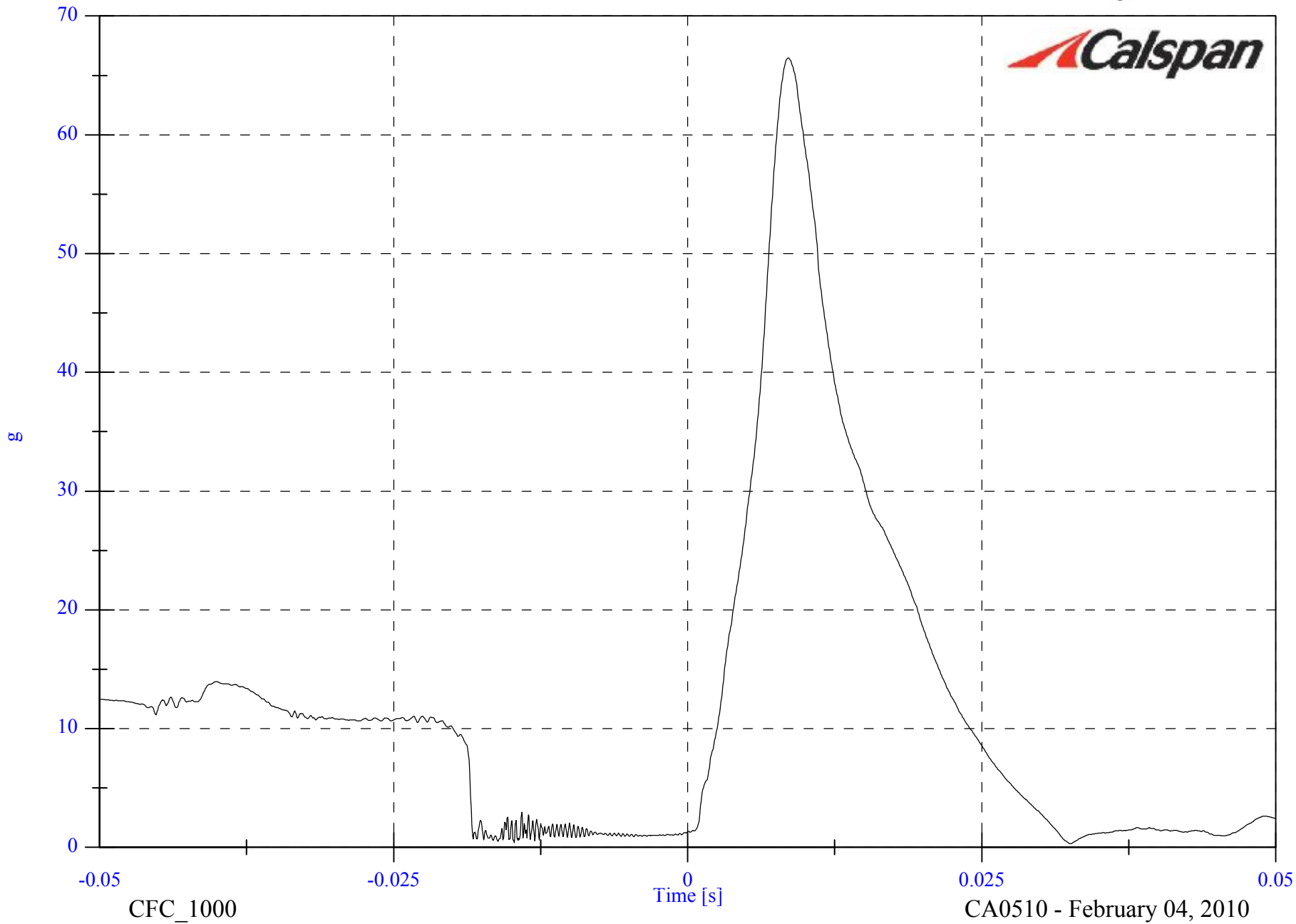
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 66.5 [g] at 0.009 [s]

Min: 0.3 [g] at 0.033 [s]



CA0510 PASSENGER SIDE RP1 IMPACT PLOT #4

CC2010-03

CFC\_1000

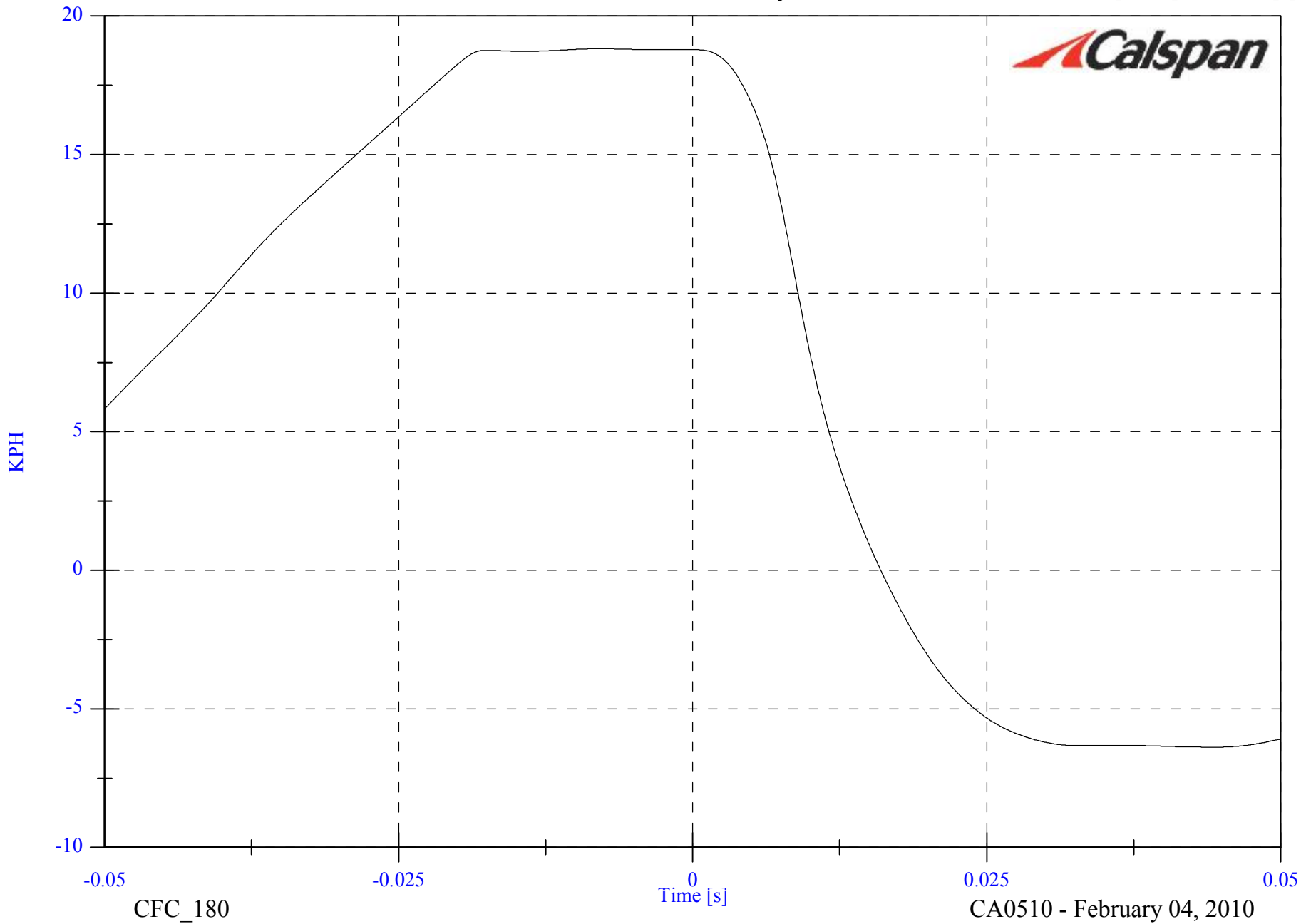
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 18.8 [KPH] at -0.008 [s]

Min: -6.4 [KPH] at 0.044 [s]

### Headform Velocity



CA0510 PASSENGER SIDE RP1 IMPACT PLOT #5

CC2010-03

CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT RP1

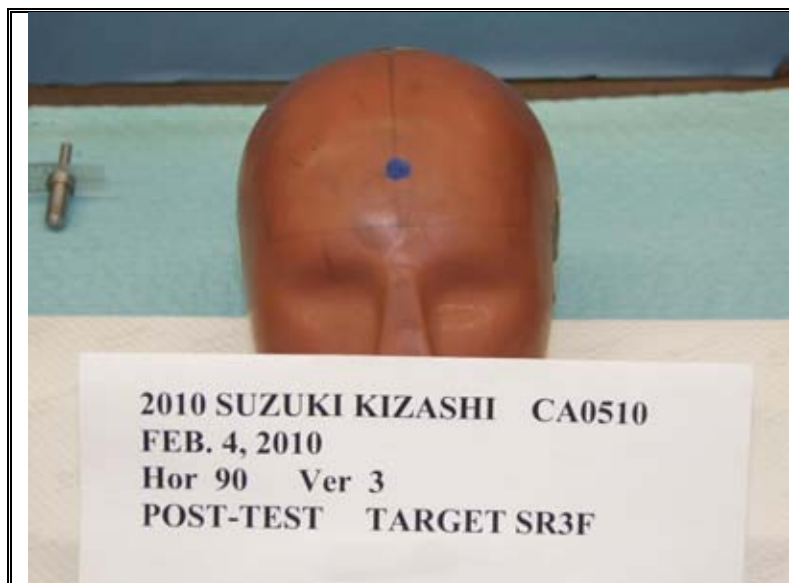


POST-IMPACT RPI

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	02
Test Date:	02/04/10
Target Location:	REAR SIDE RAIL
Target Code:	SR3F
Horizontal Impact Angle:	90
Vertical Impact Angle:	33
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	10:55
Headform Number:	355

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	0	mm right	mm left
On Centerline	23	mm up	



POST-IMPACT SR3F HEADFORM\*

Free Motion HIC	83.8
HIC(d)	229.6
Impact Velocity (kph)	18.57
HIC T1 (msec)	1.1
HIC T2 (msec)	13.8

\*Please note the vertical angle was incorrectly typed as 3° in this picture. The true tested angle was 33° as per the specification.

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - SR3F

FMH Headform 0355

Location: SR3F

Test Date: February 04, 2010

Work File: SR3F

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 229.6

Lab Humidity: 17 %

HIC (36ms): 83.8

Velocity at Impact: 18.57 KPH

t1: 1.1 msec

t2: 13.8 msec

Free Flight Distance: 227.73 mm

Duration: 12.7 msec

Average Acceleration: 6.2 g

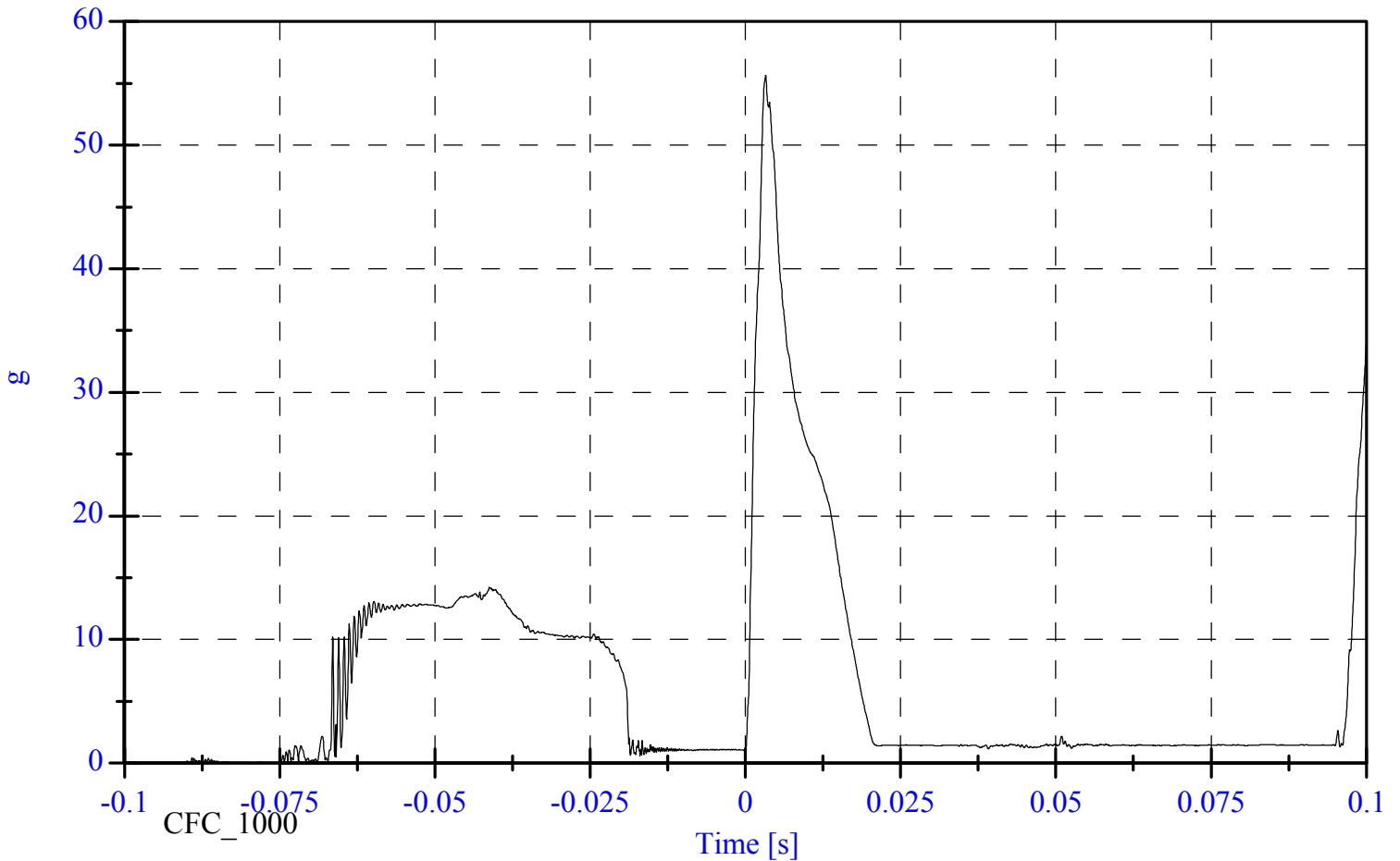
Maximum: 55.7 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 55.7 [g] at 0.003 [s]

Min: 0.0 [g] at -0.079 [s]



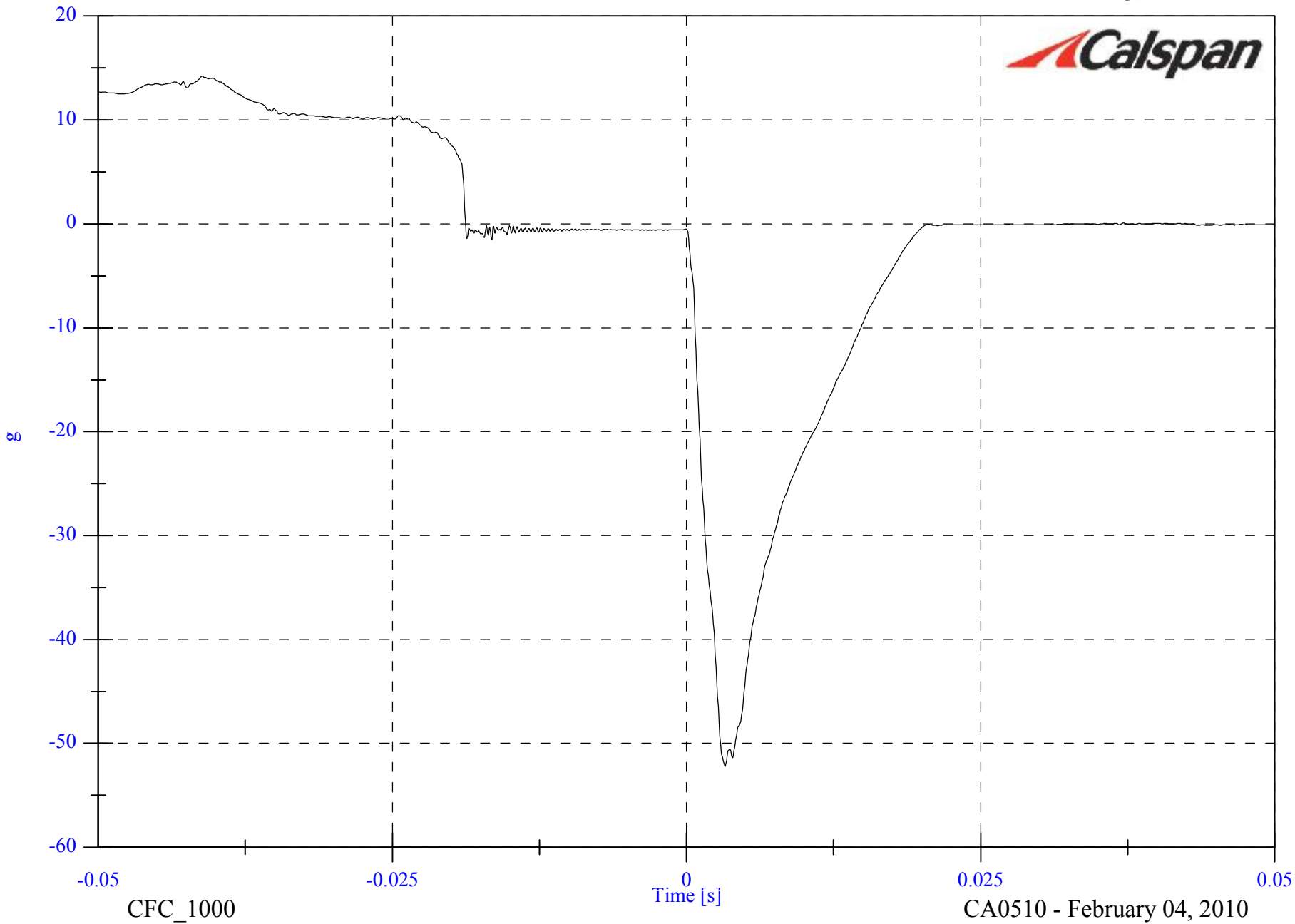


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 14.2 [g] at -0.041 [s]

Min: -52.2 [g] at 0.003 [s]



CA0510 PASSENGER SIDE SR3F IMPACT PLOT #1

CC2010-03

CFC\_1000

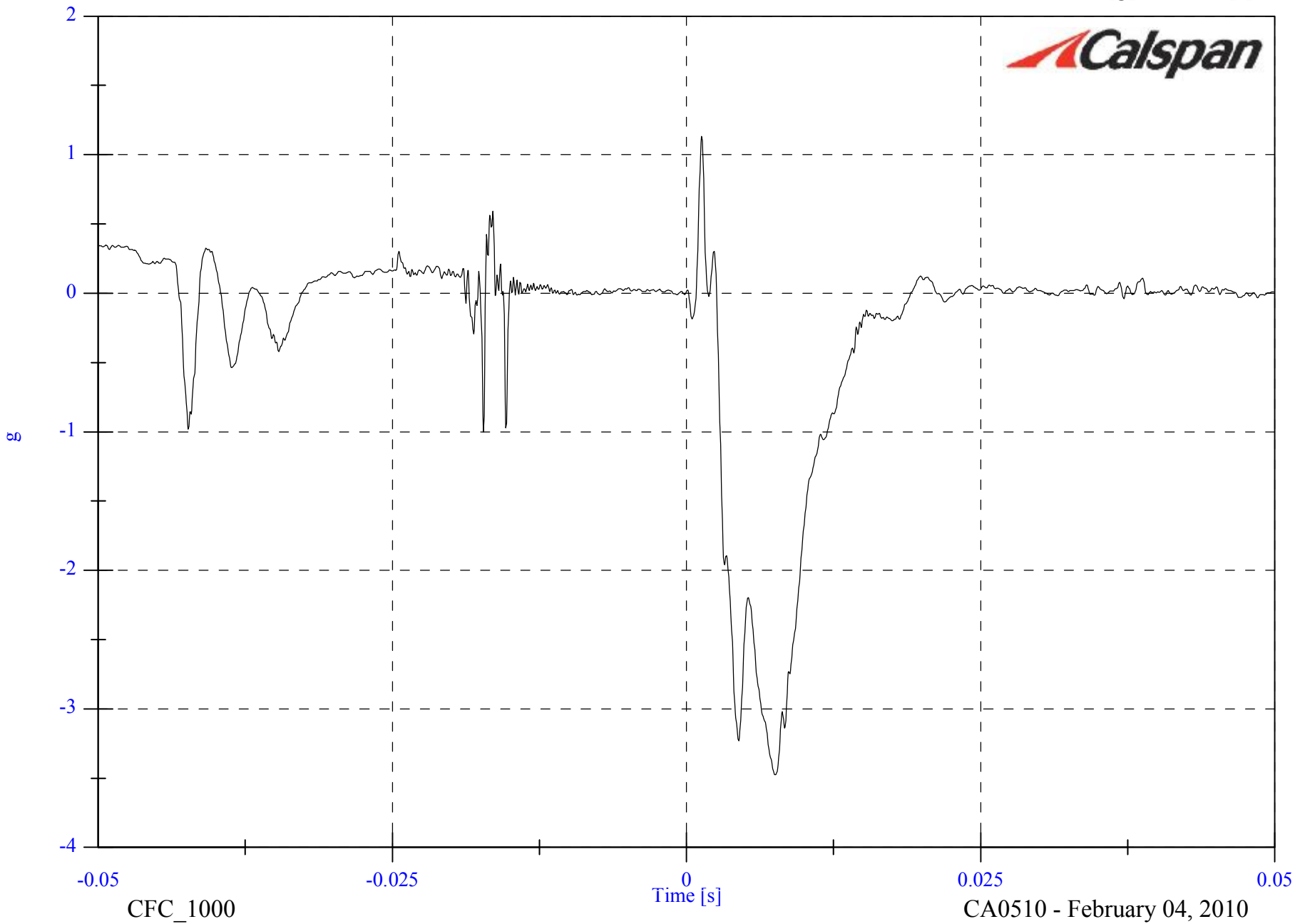
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 1.1 [g] at 0.001 [s]

Min: -3.5 [g] at 0.008 [s]



CA0510 PASSENGER SIDE SR3F IMPACT PLOT #2

CC2010-03

CFC\_1000

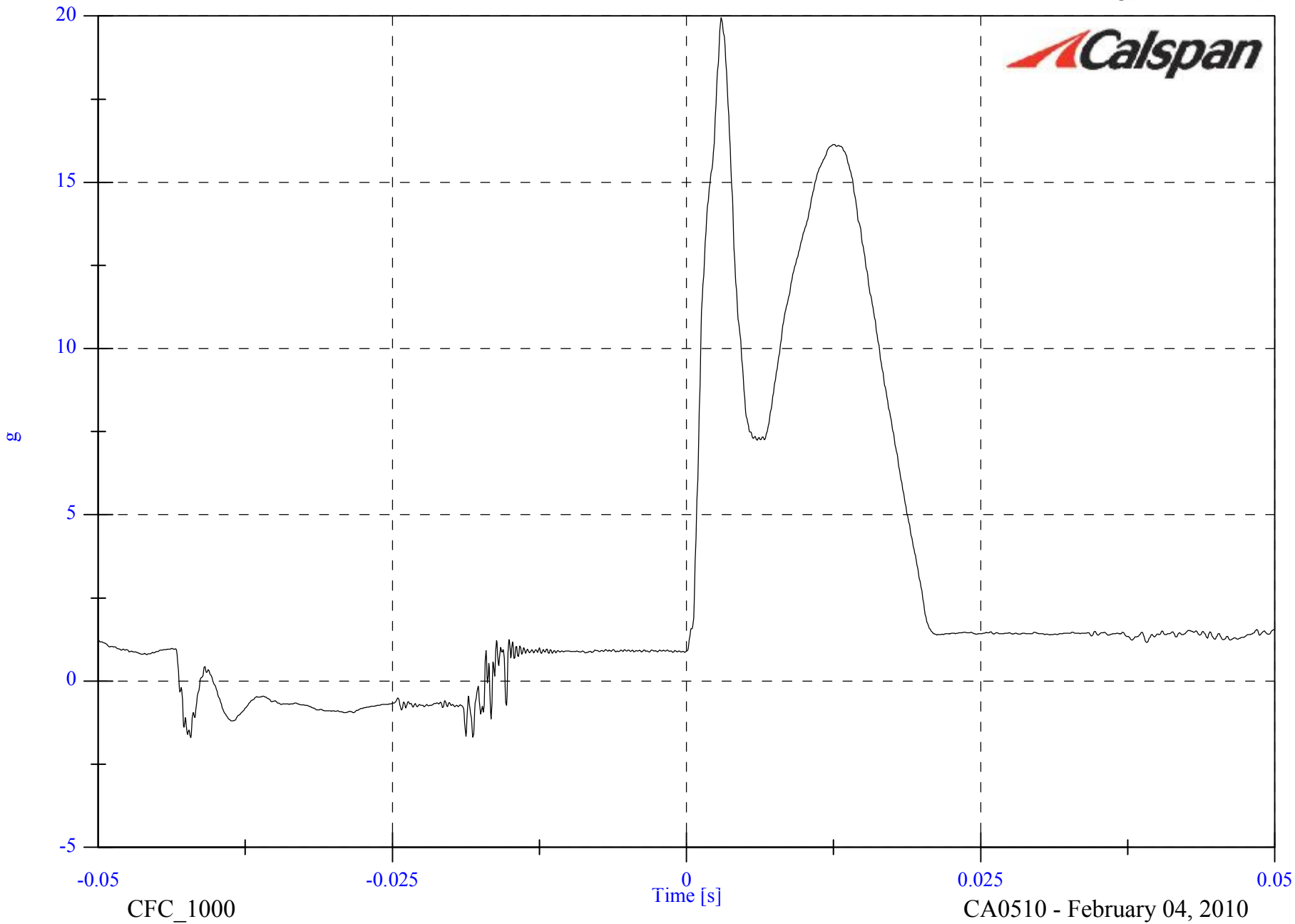
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 20.0 [g] at 0.003 [s]

Min: -1.7 [g] at -0.042 [s]



CA0510 PASSENGER SIDE SR3F IMPACT PLOT #3

CC2010-03

CFC\_1000

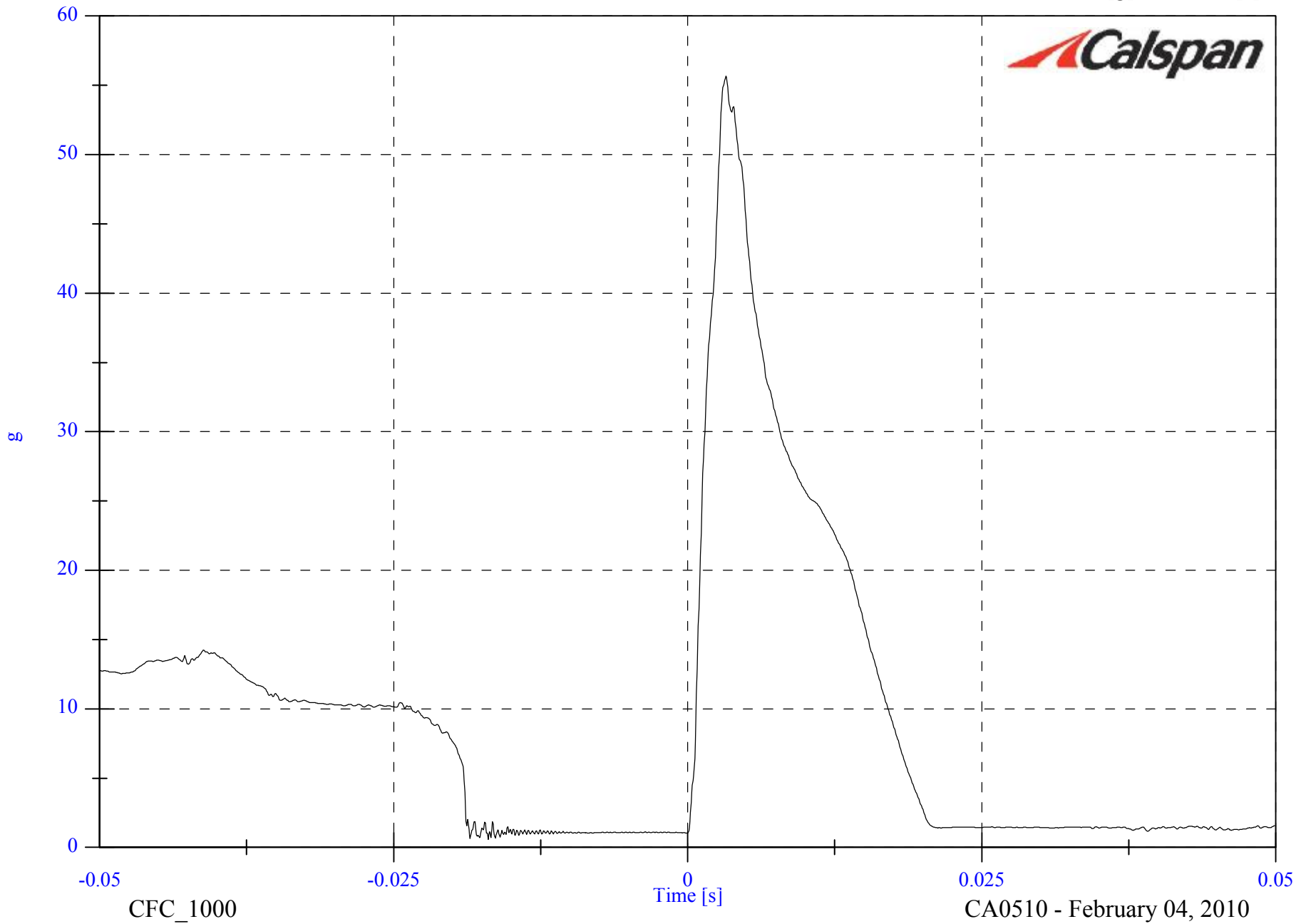
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 55.7 [g] at 0.003 [s]

Min: 0.6 [g] at -0.017 [s]



CA0510 PASSENGER SIDE SR3F IMPACT PLOT #4

CC2010-03

CFC\_1000

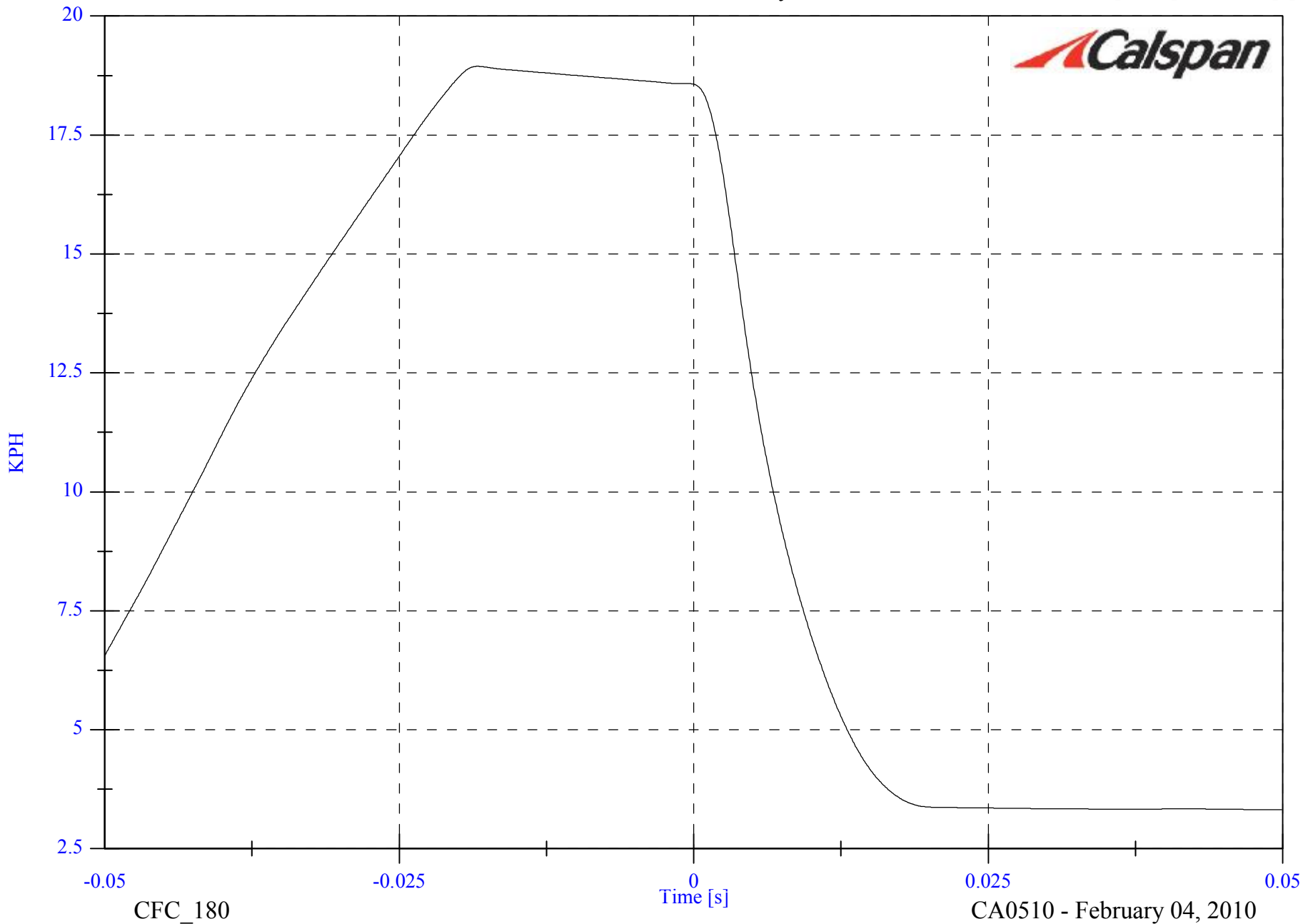
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

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

Min: 3.3 [KPH] at 0.050 [s]

### Headform Velocity




CA0510 PASSENGER SIDE SR3F IMPACT PLOT #5

CC2010-03

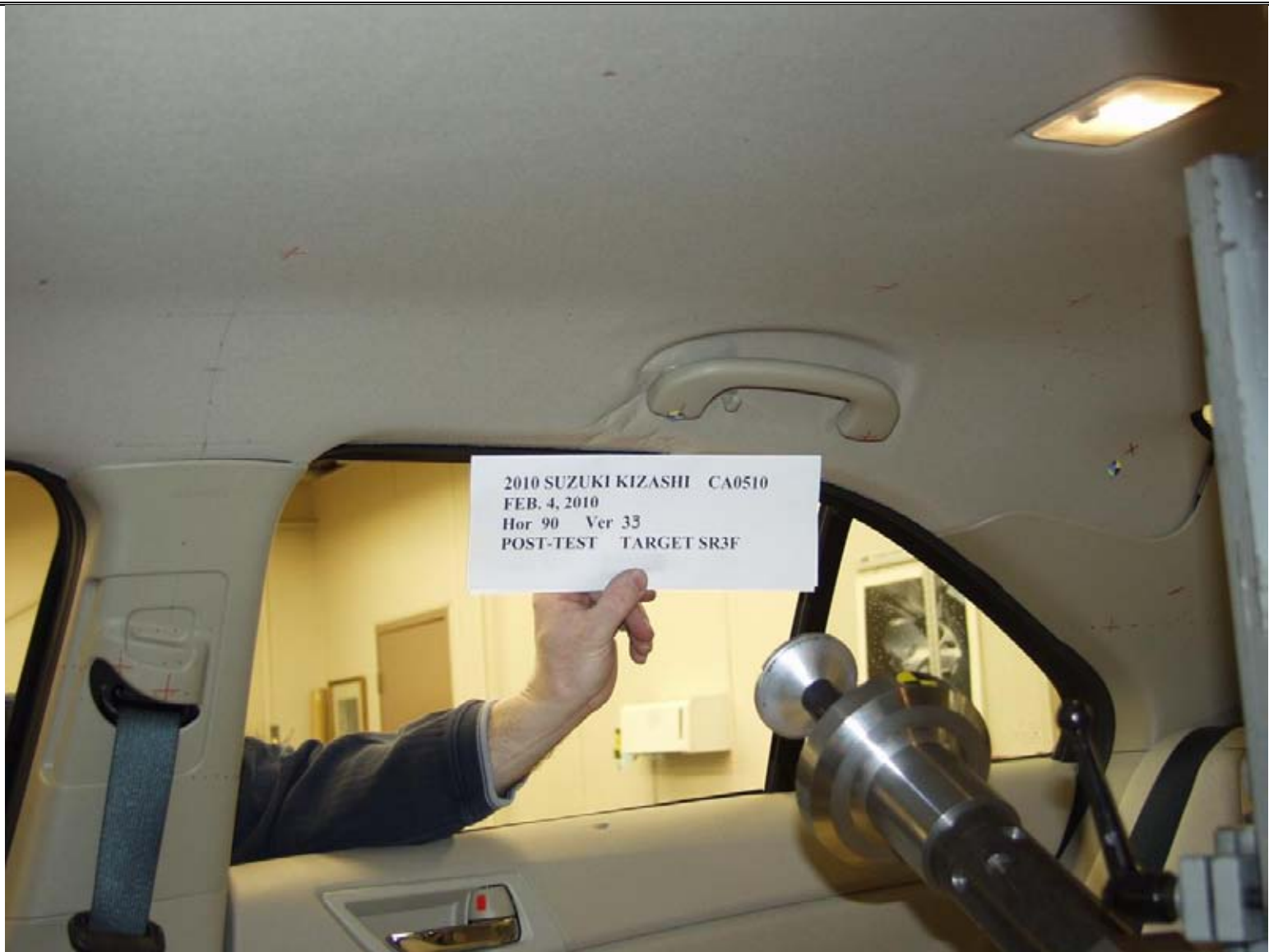
CFC\_180

CA0510 - February 04, 2010



2010 SUZUKI KIZASHI CA0510  
FEB. 4, 2010  
Hor 90 Ver 33  
PRE-TEST TARGET SR3F

PRE-IMPACT SR3F

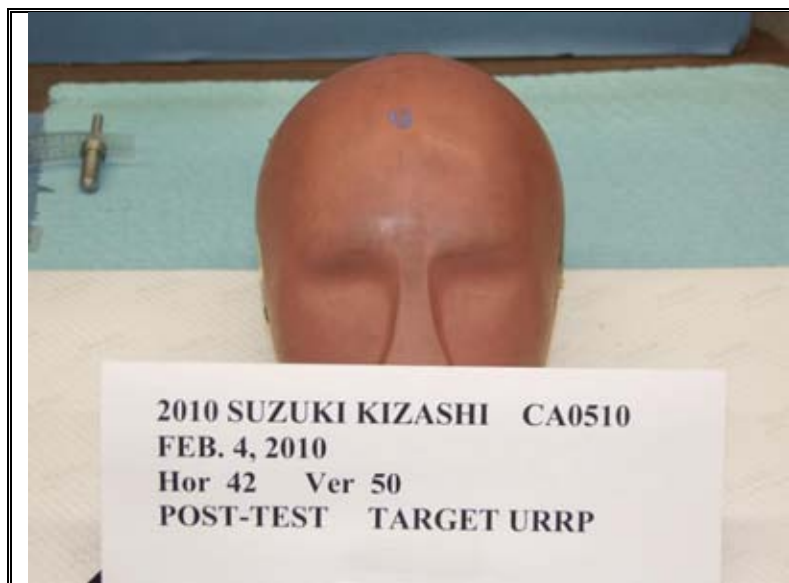


POST-IMPACT SR3F

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	03
Test Date:	02/04/10
Target Location:	UPPER ROOF
Target Code:	URRP
Horizontal Impact Angle:	42
Vertical Impact Angle:	50
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	11:20
Headform Number:	1142

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	3	<input checked="" type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	45				mm up



POST-IMPACT URRP HEADFORM

Free Motion HIC	378.5
HIC(d)	452.0
Impact Velocity (kph)	23.78
HIC T1 (msec)	2.3
HIC T2 (msec)	15.3



# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - URRP

FMH Headform 1142

Location: URRP

Test Date: February 04, 2010

Work File: URRP

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 452.0

Lab Humidity: 17 %

HIC (36ms): 378.5

Velocity at Impact: 23.78 KPH

t1: 2.3 msec

t2: 15.3 msec

Free Flight Distance: 220.19 mm

Duration: 12.9 msec

Average Acceleration: 9.0 g

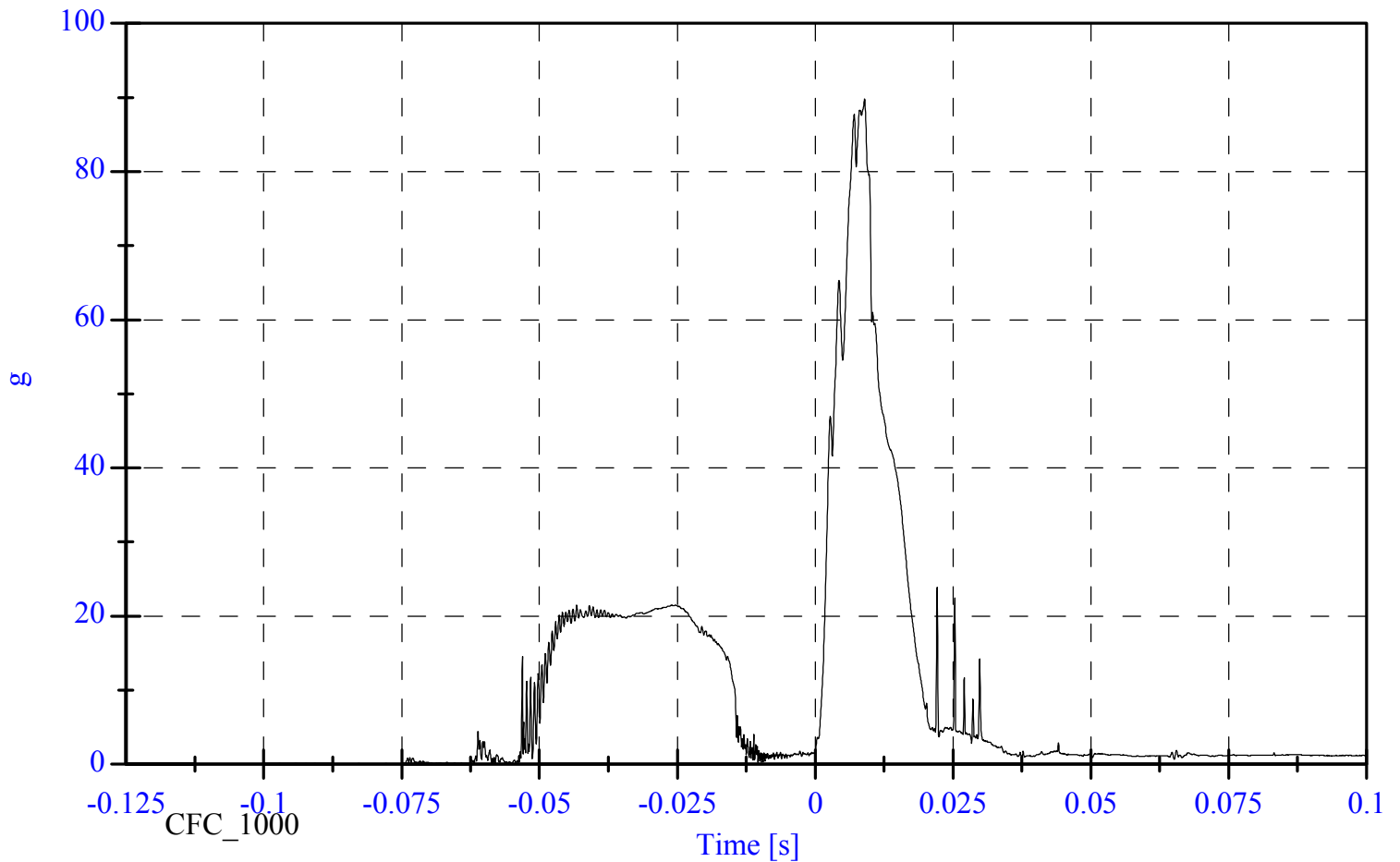
Maximum: 89.8 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 89.8 [g] at 0.009 [s]

Min: 0.0 [g] at -0.080 [s]



FMVSS 201U 2010 SUZUKI KIZASHI

Max: 21.4 [g] at -0.043 [s]

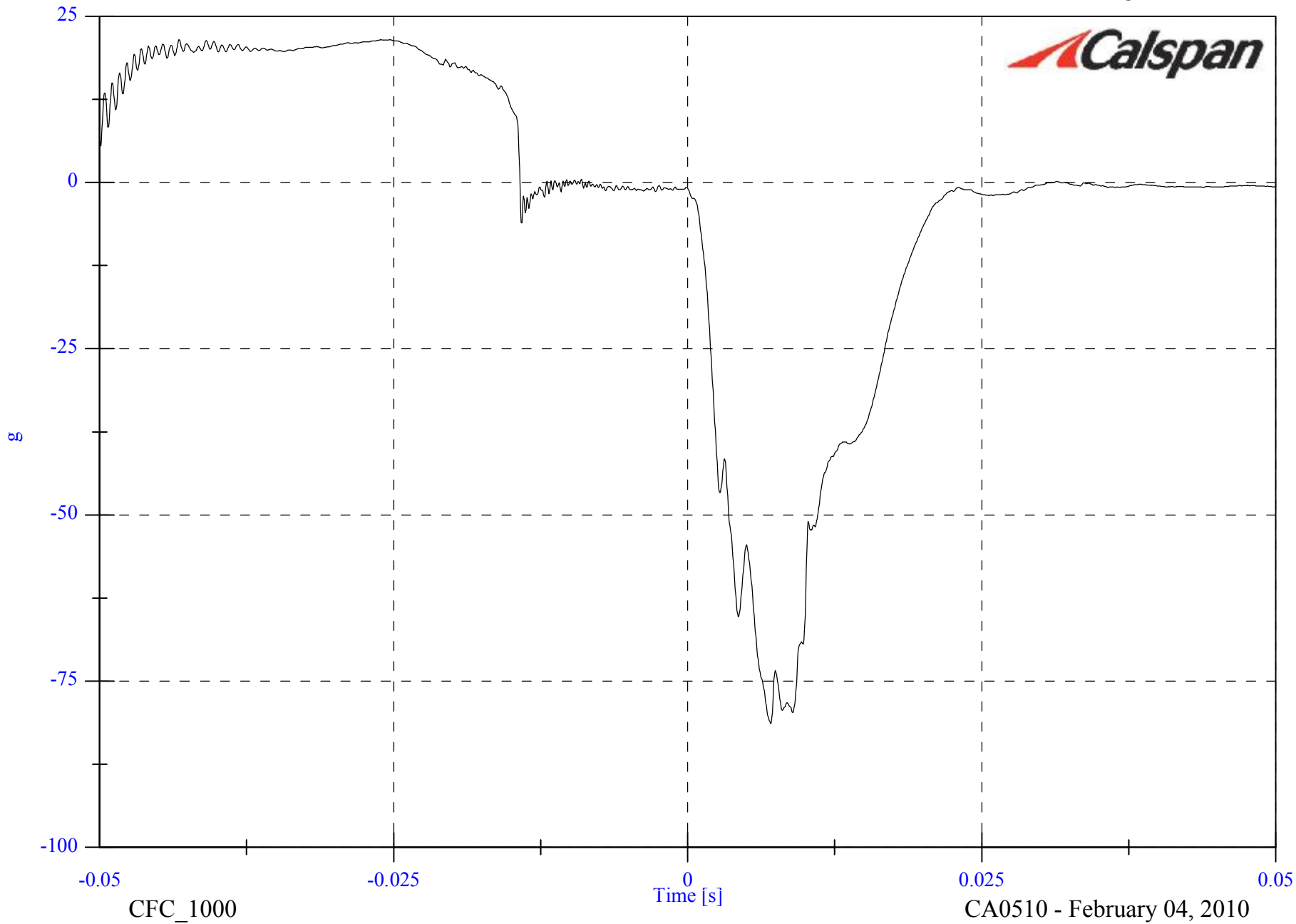
Min: -81.4 [g] at 0.007 [s]

### Headform X Acceleration



CA0510 PASSENGER SIDE URRP IMPACT PLOT #1

CC2010-03



CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

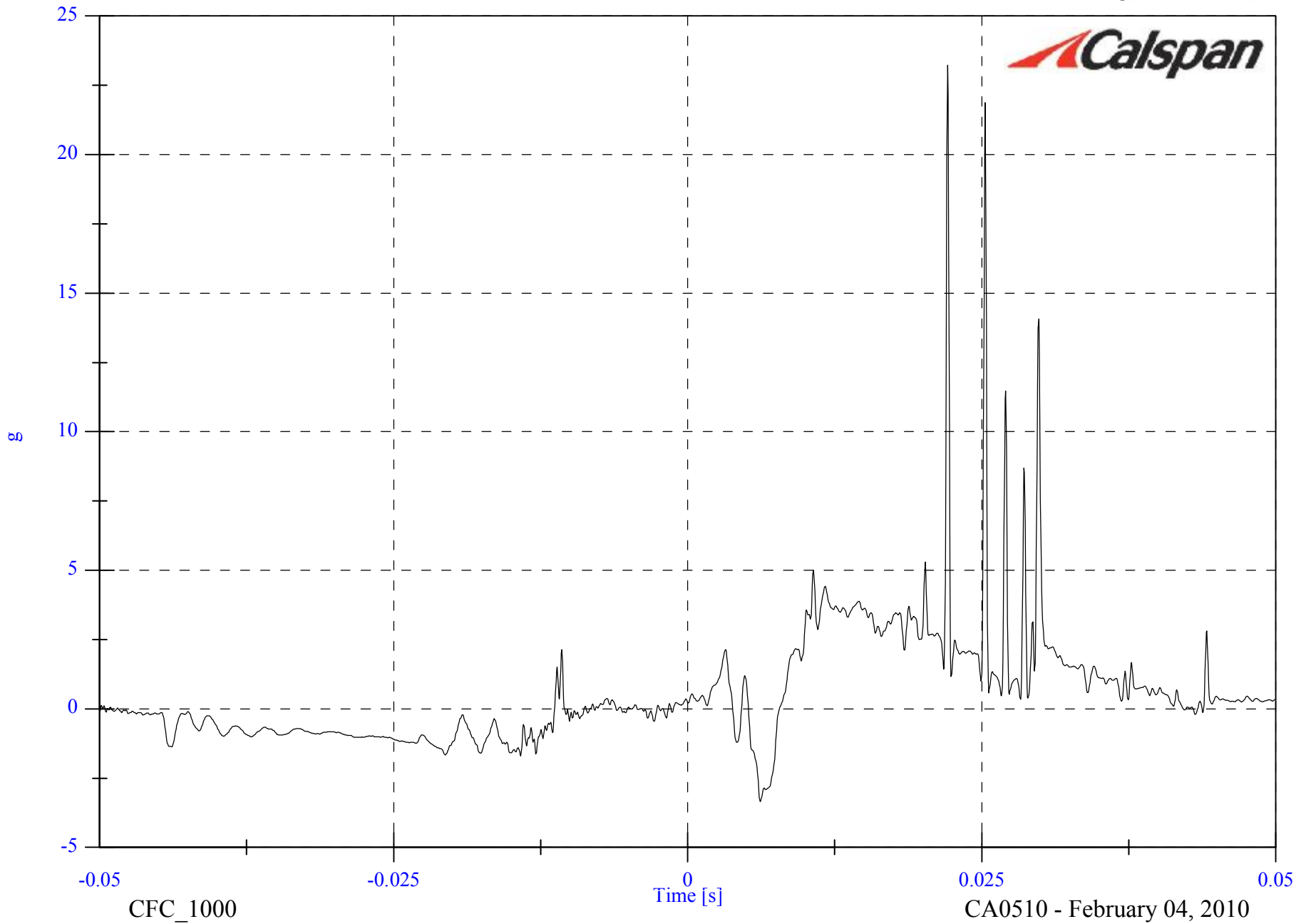
Max: 23.2 [g] at 0.022 [s]

Min: -3.3 [g] at 0.006 [s]



CA0510 PASSENGER SIDE URRP IMPACT PLOT #2

CC2010-03



CFC\_1000

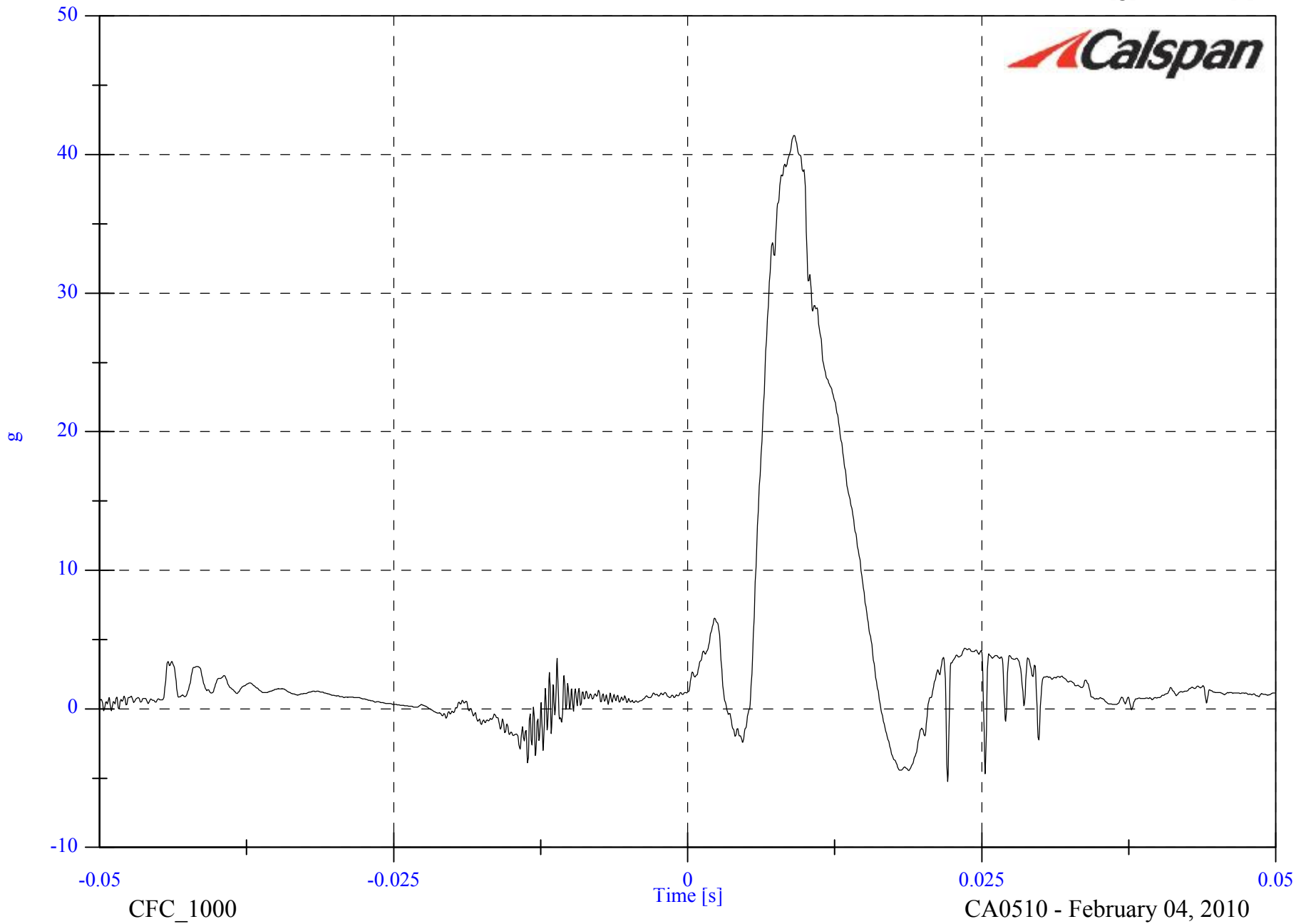
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 41.4 [g] at 0.009 [s]

Min: -5.3 [g] at 0.022 [s]

### Headform Z Acceleration



CA0510 PASSENGER SIDE URRP IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

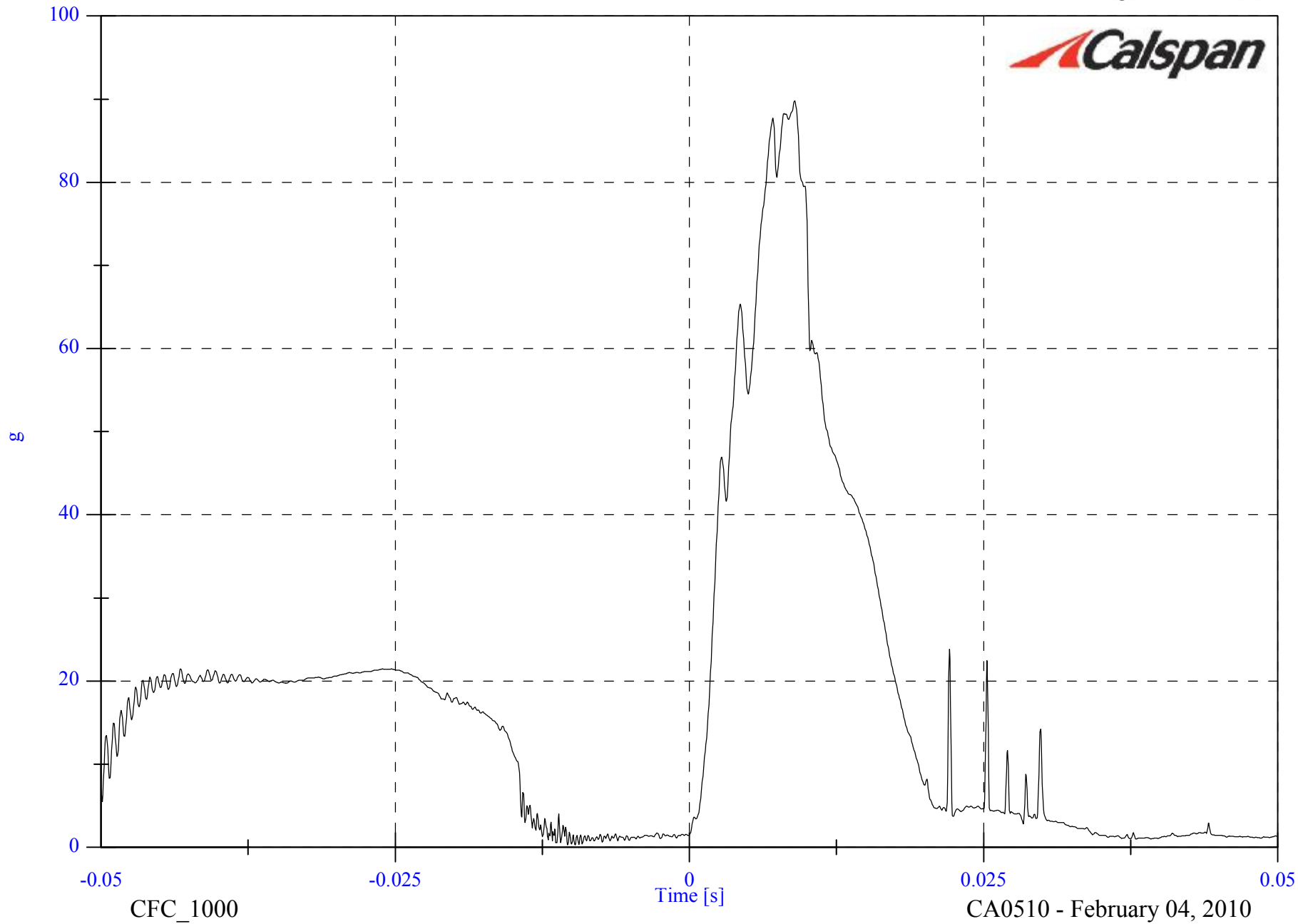
Max: 89.8 [g] at 0.009 [s]

Min: 0.3 [g] at -0.010 [s]



CA0510 PASSENGER SIDE URRP IMPACT PLOT #4

CC2010-03



CFC\_1000

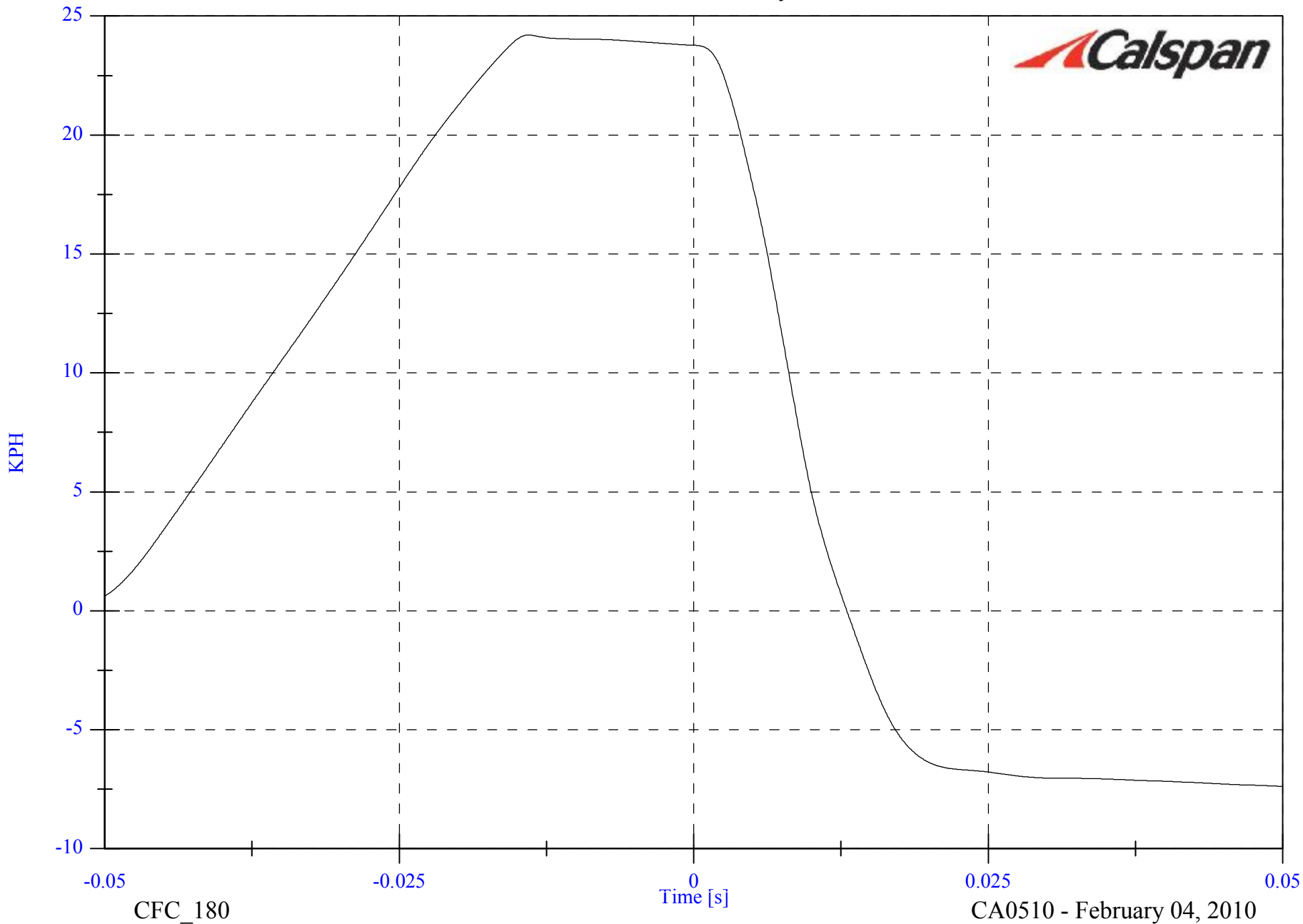
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 24.2 [KPH] at -0.014 [s]

Min: -7.4 [KPH] at 0.050 [s]

### Headform Velocity

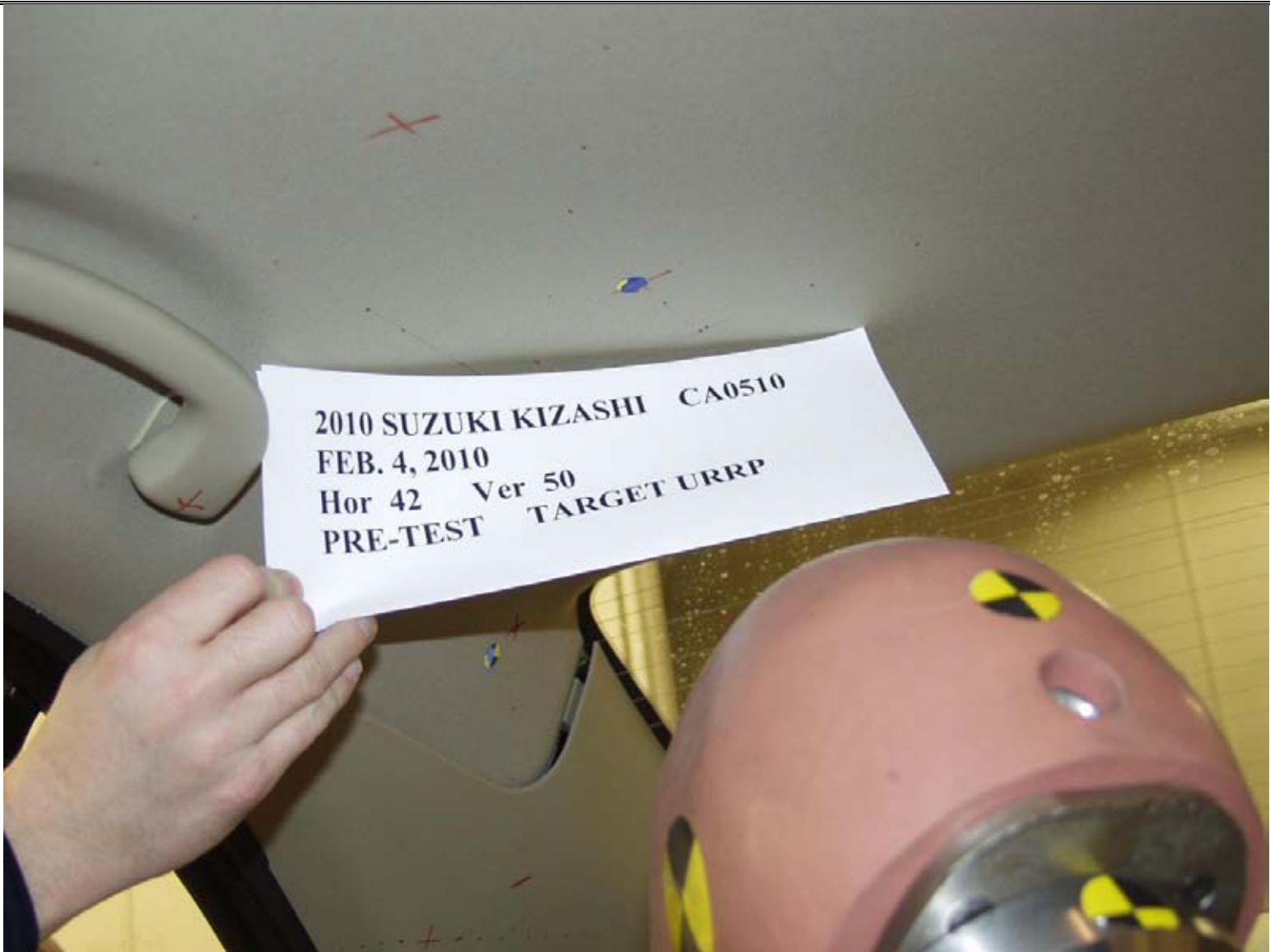


CA0510 PASSENGER SIDE URRP IMPACT PLOT #5

CC2010-03

CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT URRP



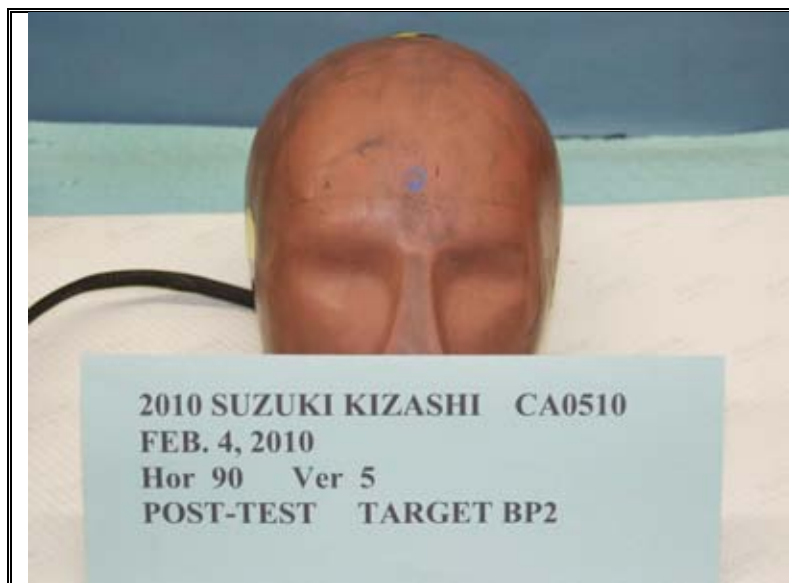
POST-IMPACT URRP



VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	04
Test Date:	02/04/10
Target Location:	B-PILLAR
Target Code:	BP2
Horizontal Impact Angle:	90
Vertical Impact Angle:	5
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	11:55
Headform Number:	805

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	4	<input checked="" type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	8				mm up



POST-IMPACT BP2 HEADFORM

Free Motion HIC	534.8
HIC(d)	569.9
Impact Velocity (kph)	23.68
HIC T1 (msec)	4.3
HIC T2 (msec)	9.2

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - BP2

FMH Headform 0805

Location: BP2

Test Date: February 04, 2010

Work File: BP2

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 569.9

Lab Humidity: 17 %

HIC (36ms): 534.8

Velocity at Impact: 23.68 KPH

t1: 4.3 msec

t2: 9.2 msec

Free Flight Distance: 222.44 mm

Duration: 4.9 msec

Average Acceleration: 8.8 g

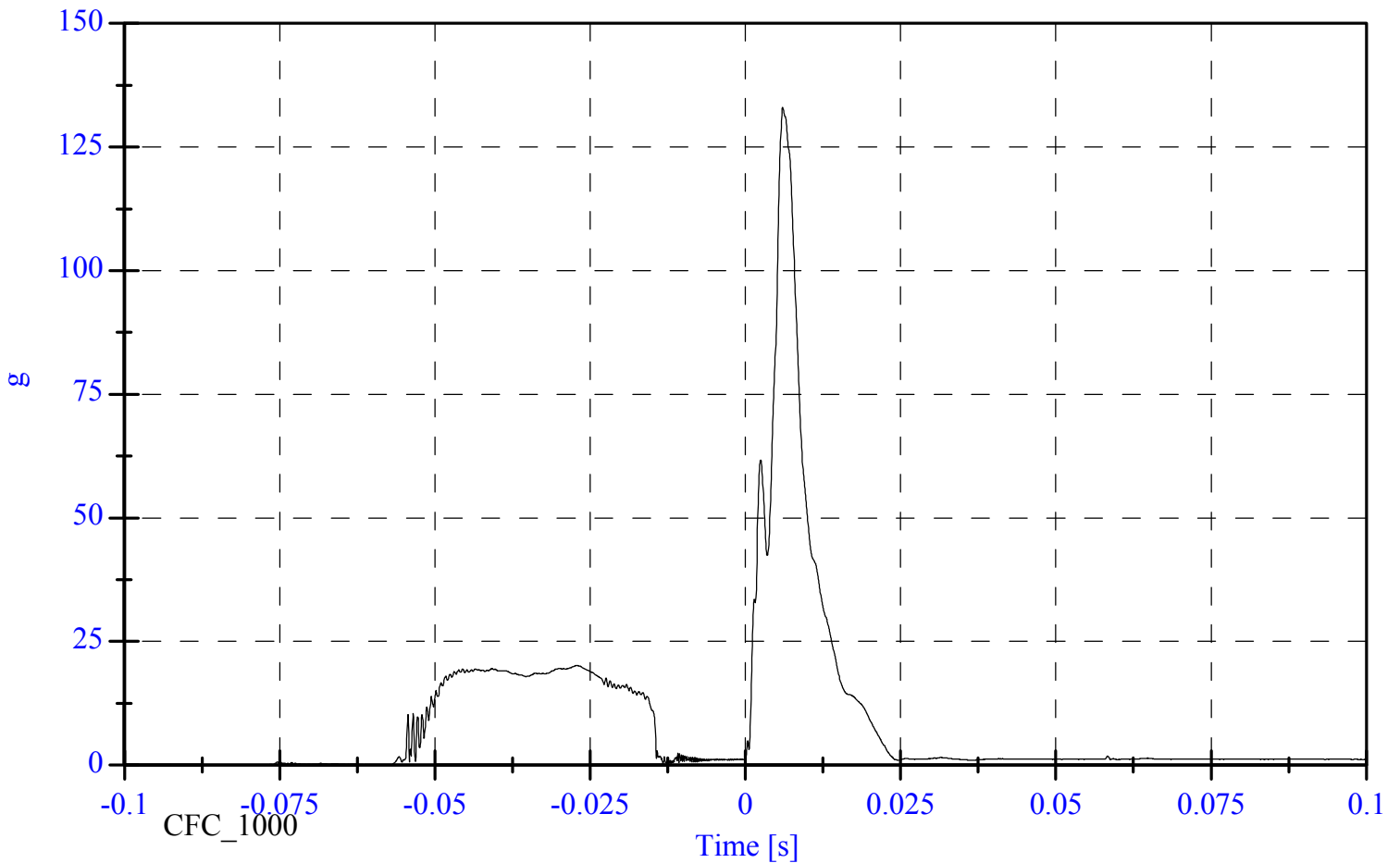
Maximum: 133.0 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 133.0 [g] at 0.006 [s]

Min: 0.0 [g] at -0.091 [s]

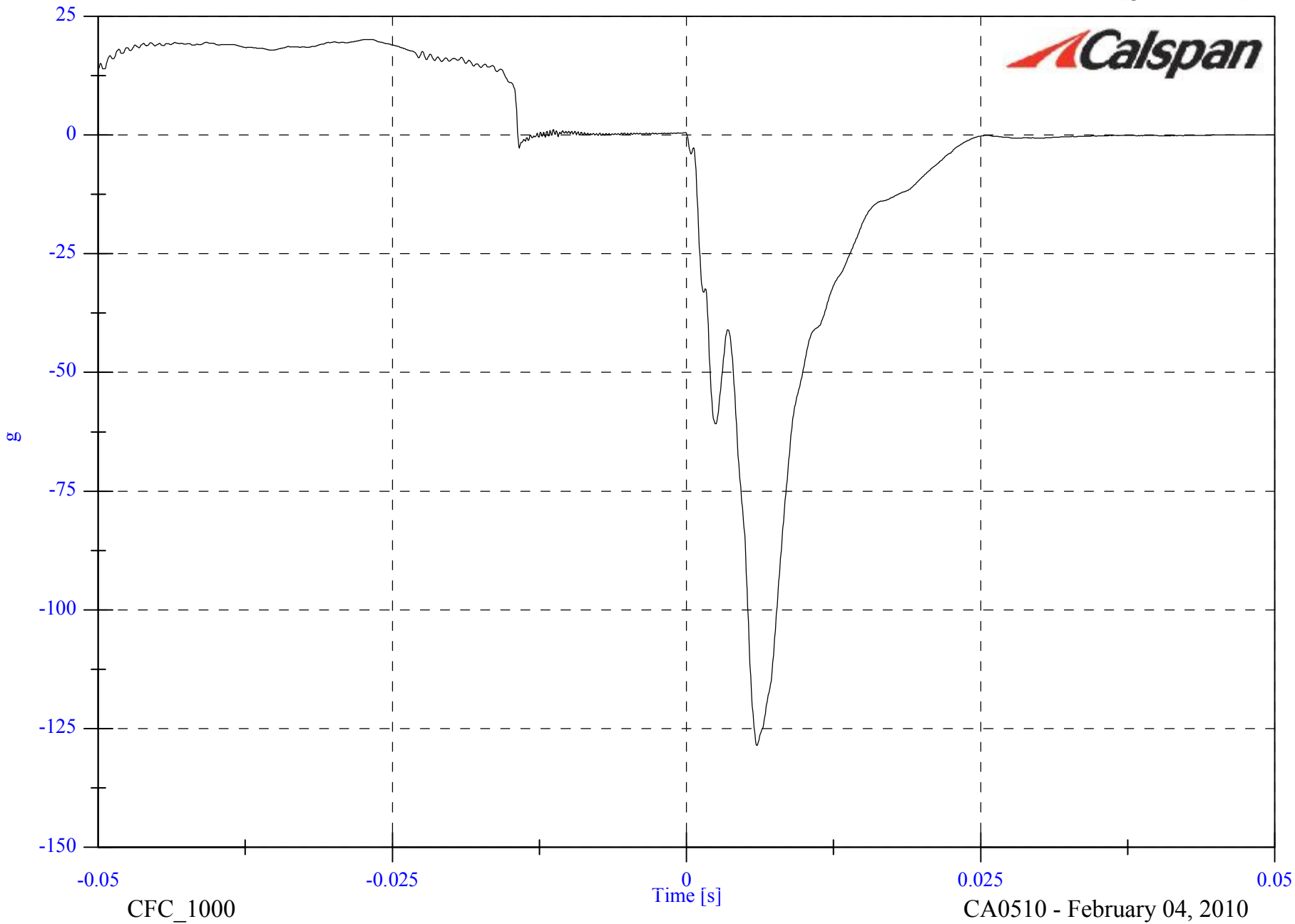


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 20.1 [g] at -0.027 [s]

Min: -128.6 [g] at 0.006 [s]



CA0510 PASSENGER SIDE BP2 IMPACT PLOT #1

CC2010-03

CFC\_1000

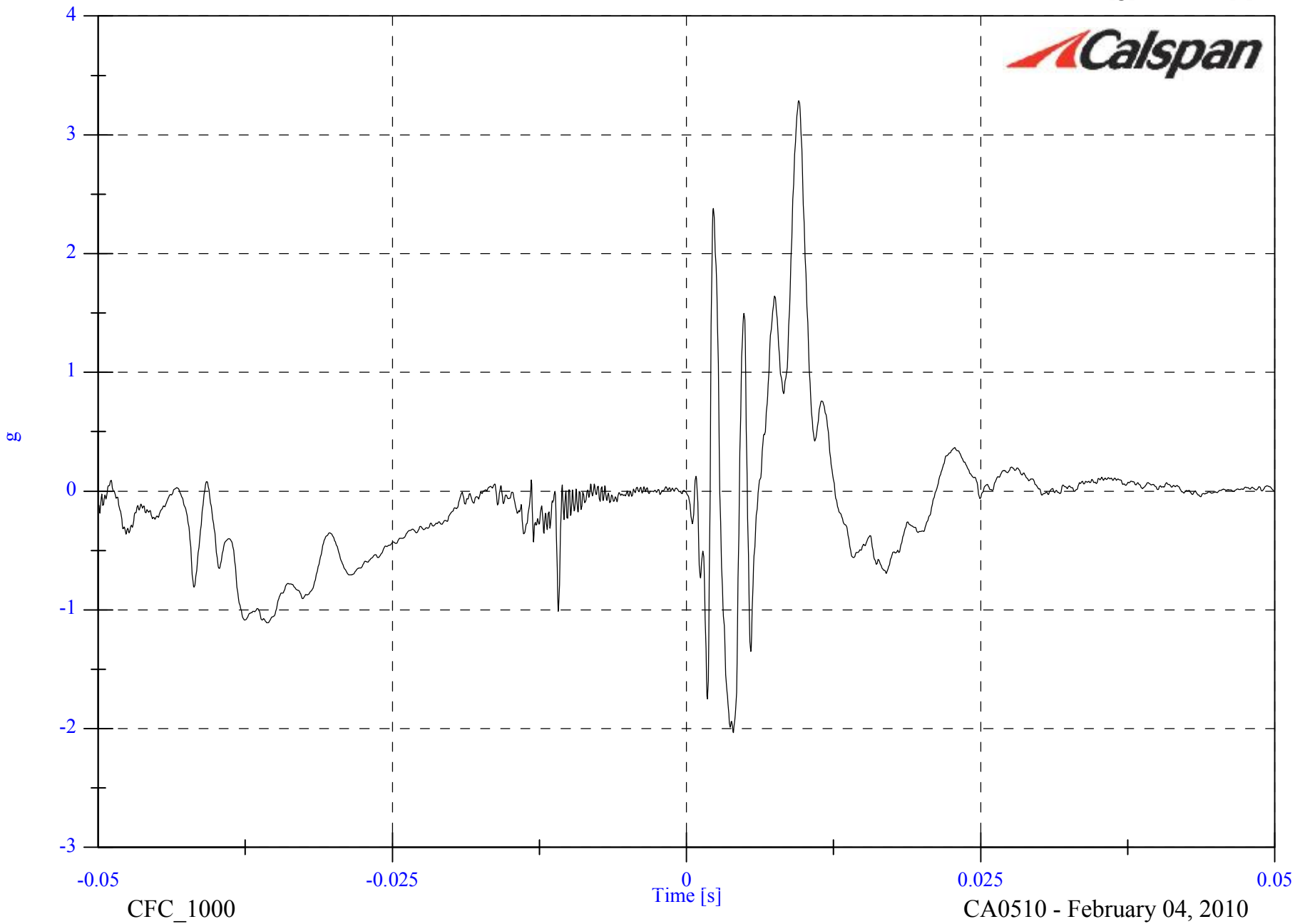
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 3.3 [g] at 0.010 [s]

Min: -2.0 [g] at 0.004 [s]



CA0510 PASSENGER SIDE BP2 IMPACT PLOT #2

CC2010-03

CFC\_1000

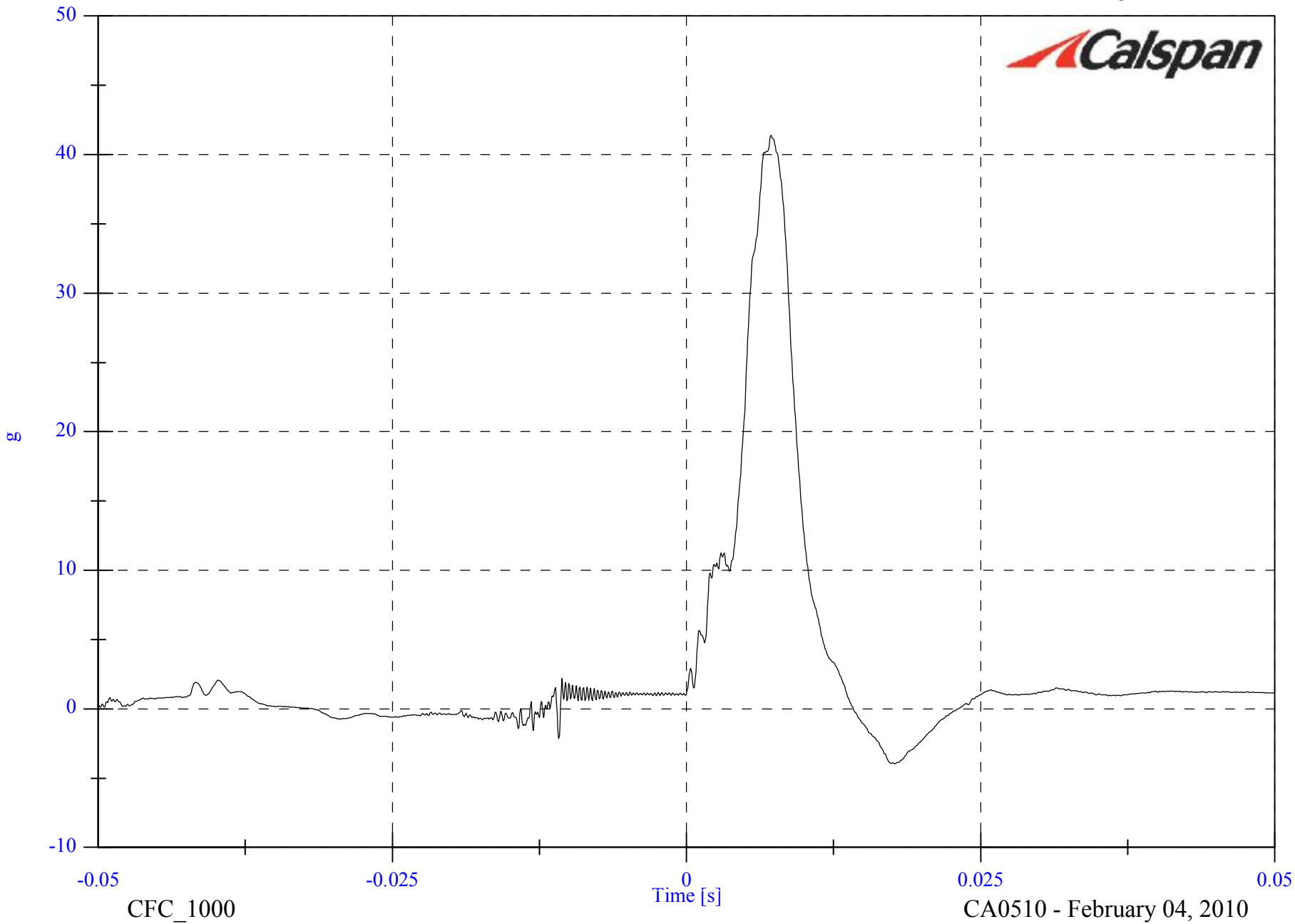
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 41.4 [g] at 0.007 [s]

Min: -4.0 [g] at 0.018 [s]

### Headform Z Acceleration



CA0510 PASSENGER SIDE BP2 IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

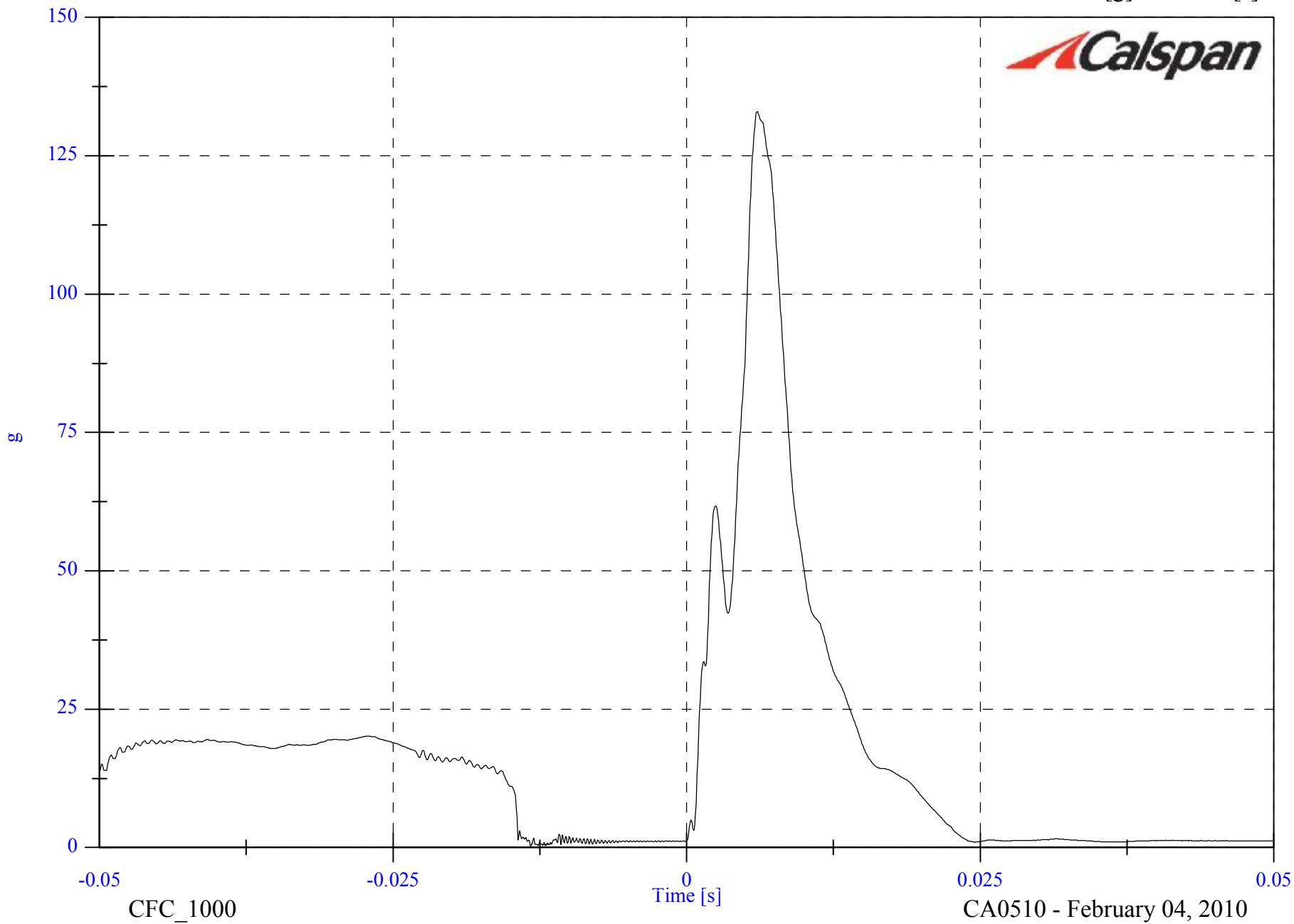
Max: 133.0 [g] at 0.006 [s]

Min: 0.2 [g] at -0.013 [s]



CA0510 PASSENGER SIDE BP2 IMPACT PLOT #4

CC2010-03



CFC\_1000

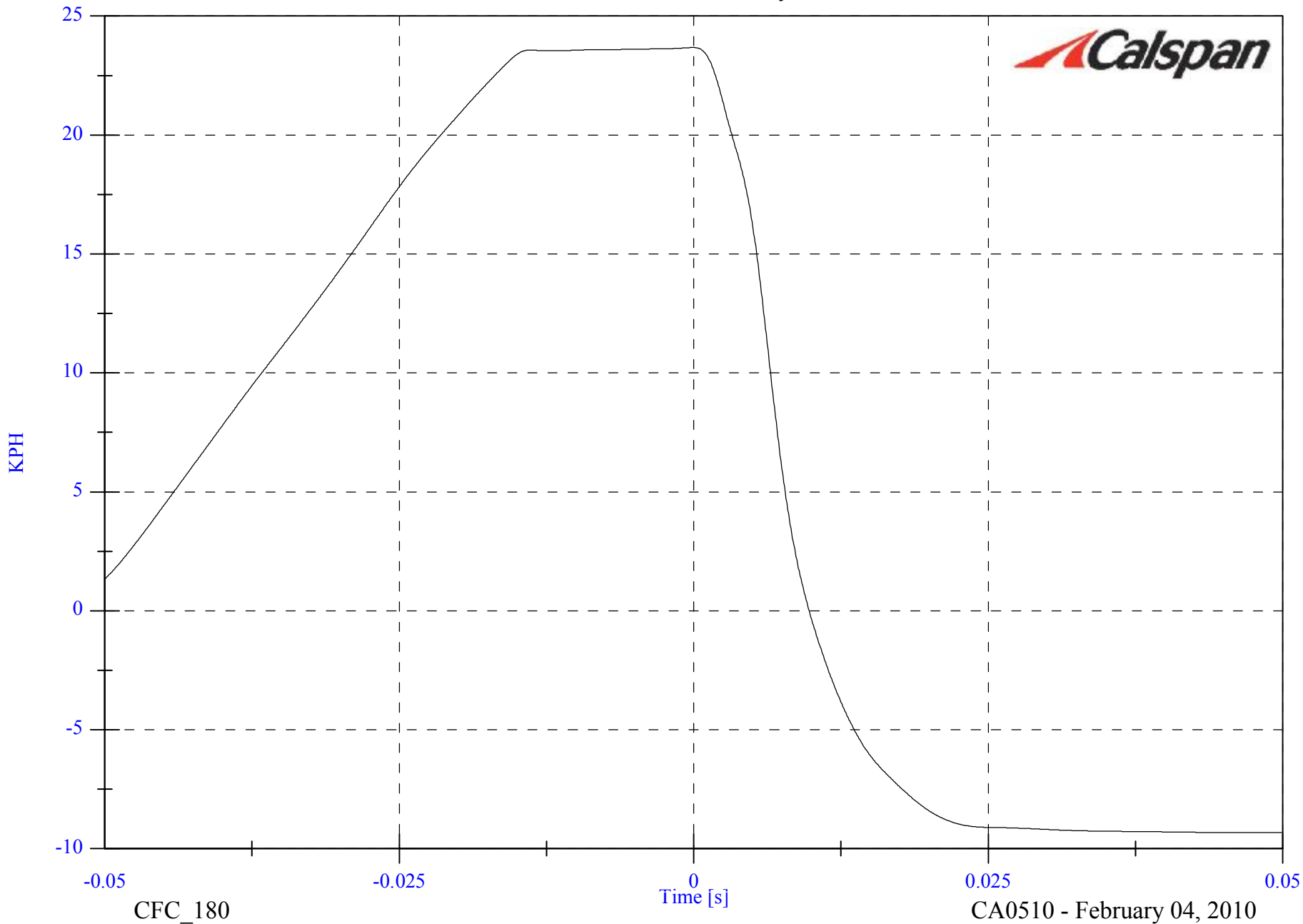
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 23.7 [KPH] at -0.000 [s]

Min: -9.3 [KPH] at 0.050 [s]

### Headform Velocity



CA0510 PASSENGER SIDE BP2 IMPACT PLOT #5

CC2010-03

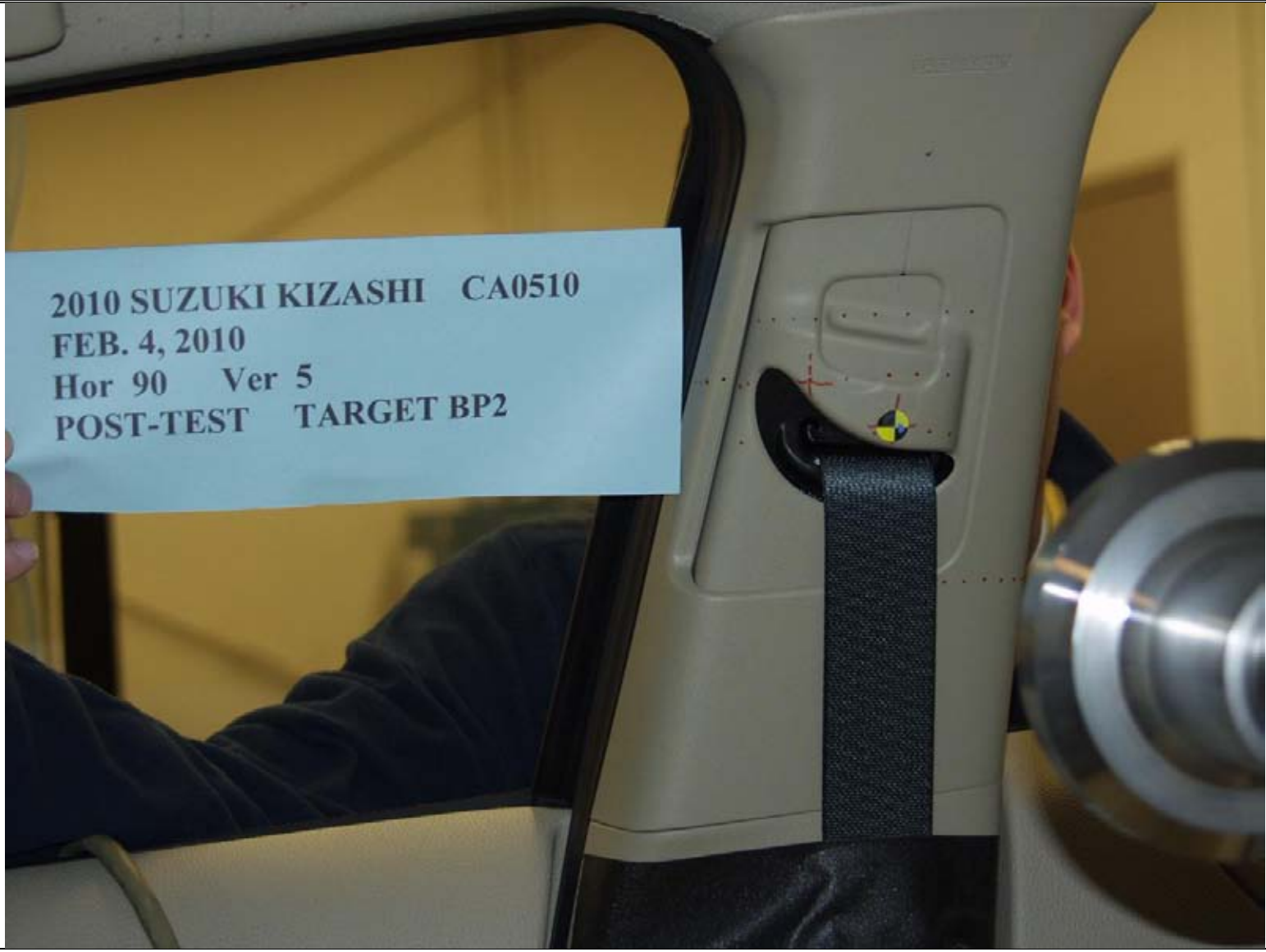
CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT BP2





POST-IMPACT BP2

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	05
Test Date:	02/04/10
Target Location:	B-PILLAR
Target Code:	BP1
Horizontal Impact Angle:	90
Vertical Impact Angle:	16
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	13:25
Headform Number:	62

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	2	<input checked="" type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	45				mm up



POST-IMPACT BP1 HEADFORM

Free Motion HIC	229.0
HIC(d)	339.2
Impact Velocity (kph)	18.47
HIC T1 (msec)	4.4
HIC T2 (msec)	14.6

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - BP1

FMH Headform 0062

Location: BP1

Test Date: February 04, 2010

Work File: BP1

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 339.2

Lab Humidity: 17 %

HIC (36ms): 229.0

Velocity at Impact: 18.47 KPH

t1: 4.4 msec

t2: 14.6 msec

Free Flight Distance: 219.41 mm

Duration: 10.2 msec

Average Acceleration: 7.1 g

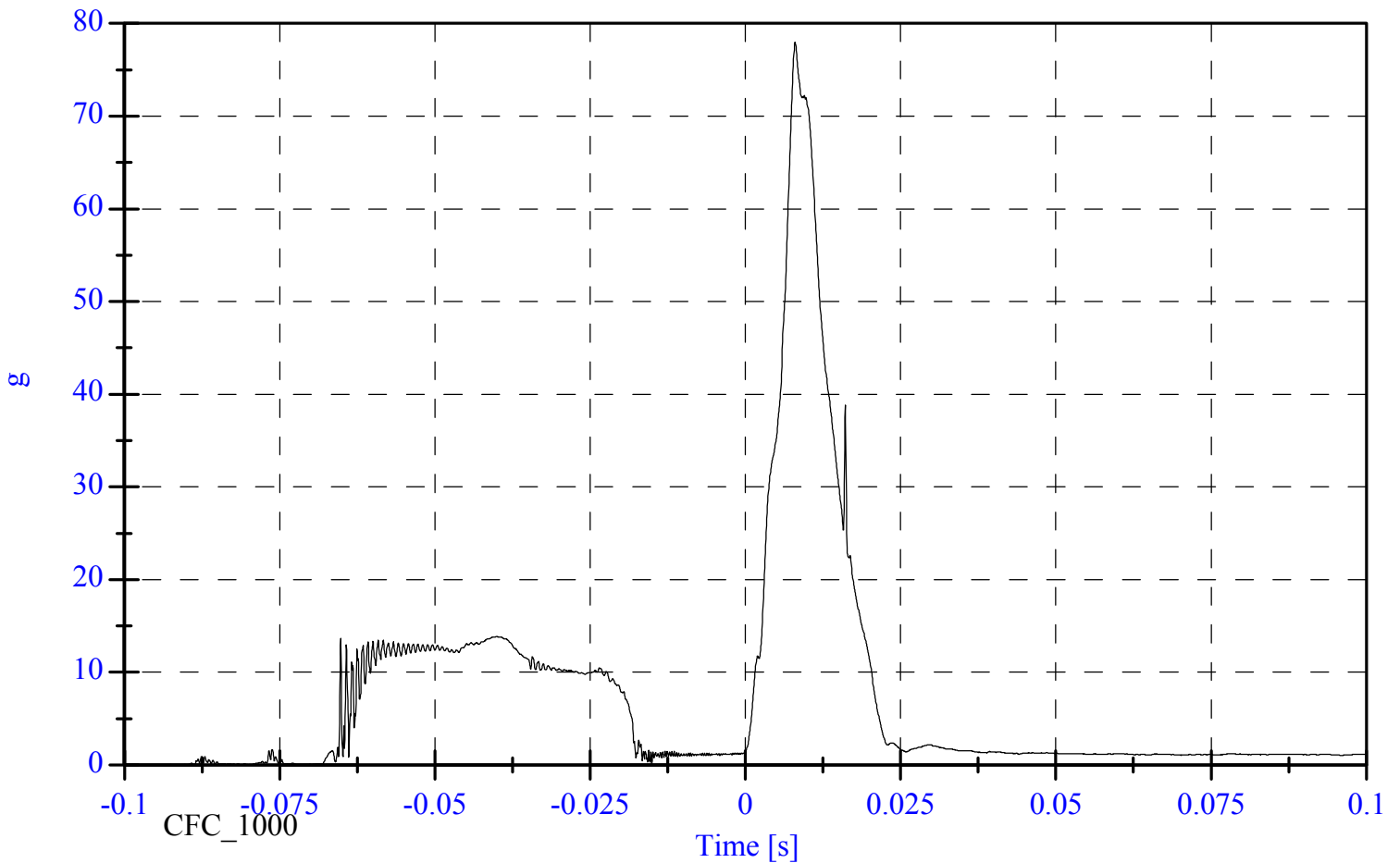
Maximum: 78.0 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 78.0 [g] at 0.008 [s]

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



FMVSS 201U 2010 SUZUKI KIZASHI

Max: 13.9 [g] at -0.040 [s]

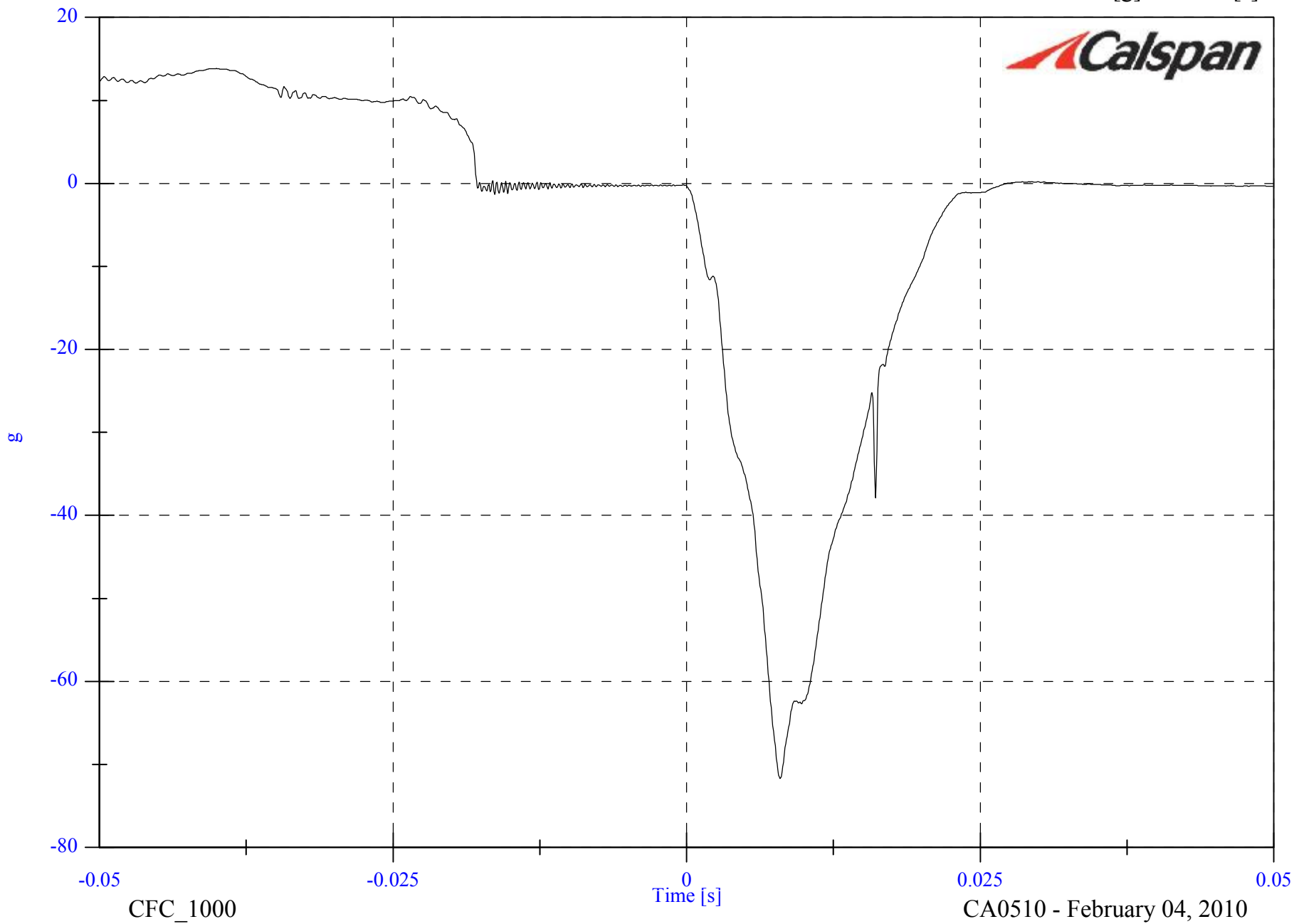
Headform X Acceleration

Min: -71.7 [g] at 0.008 [s]



CA0510 PASSENGER SIDE BP1 IMPACT PLOT #1

CC2010-03



CFC\_1000

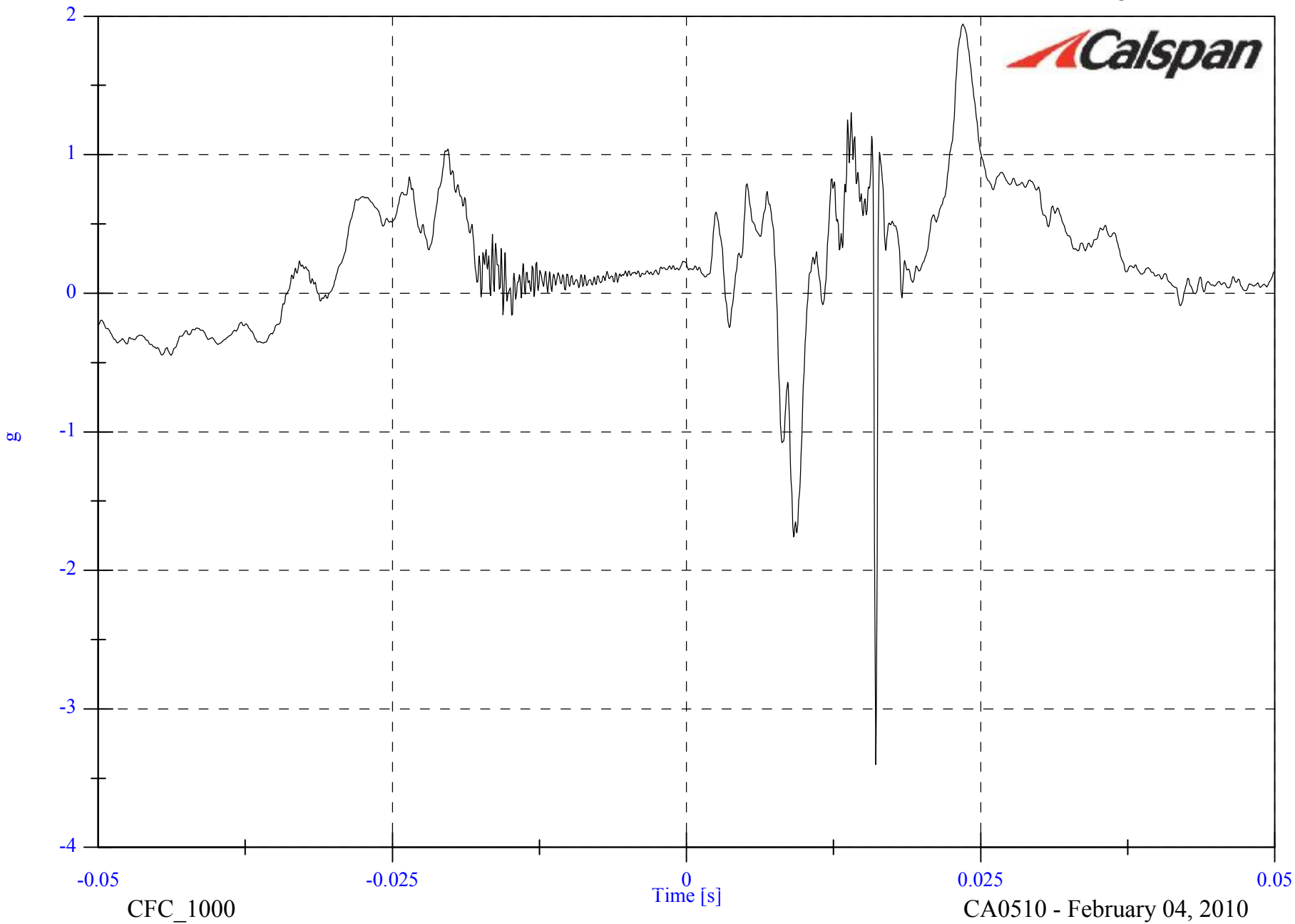
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 1.9 [g] at 0.023 [s]

Min: -3.4 [g] at 0.016 [s]



CA0510 PASSENGER SIDE BP1 IMPACT PLOT #2

CC2010-03

CFC\_1000

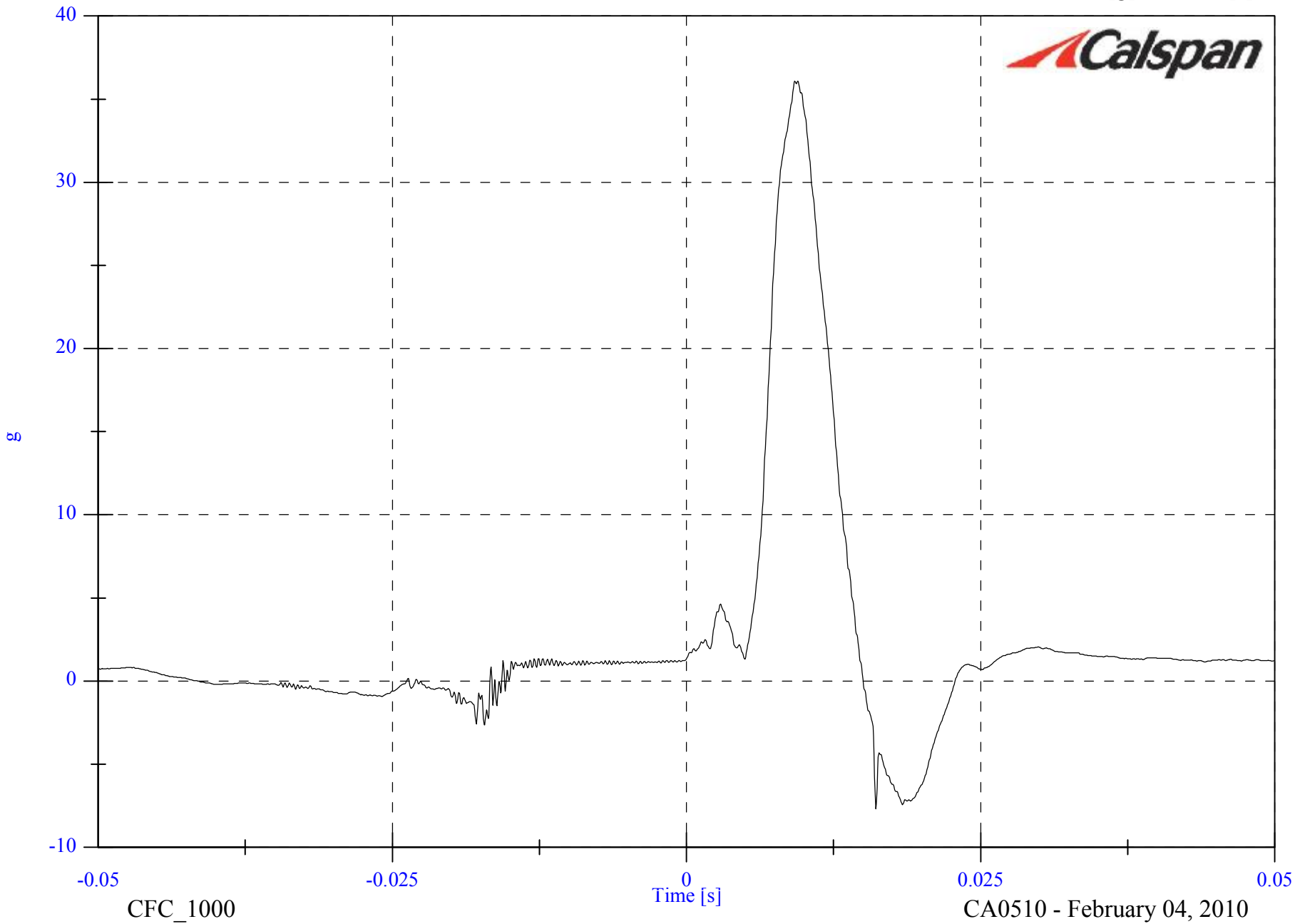
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 36.1 [g] at 0.009 [s]

Min: -7.7 [g] at 0.016 [s]



CA0510 PASSENGER SIDE BP1 IMPACT PLOT #3

CC2010-03

CFC\_1000

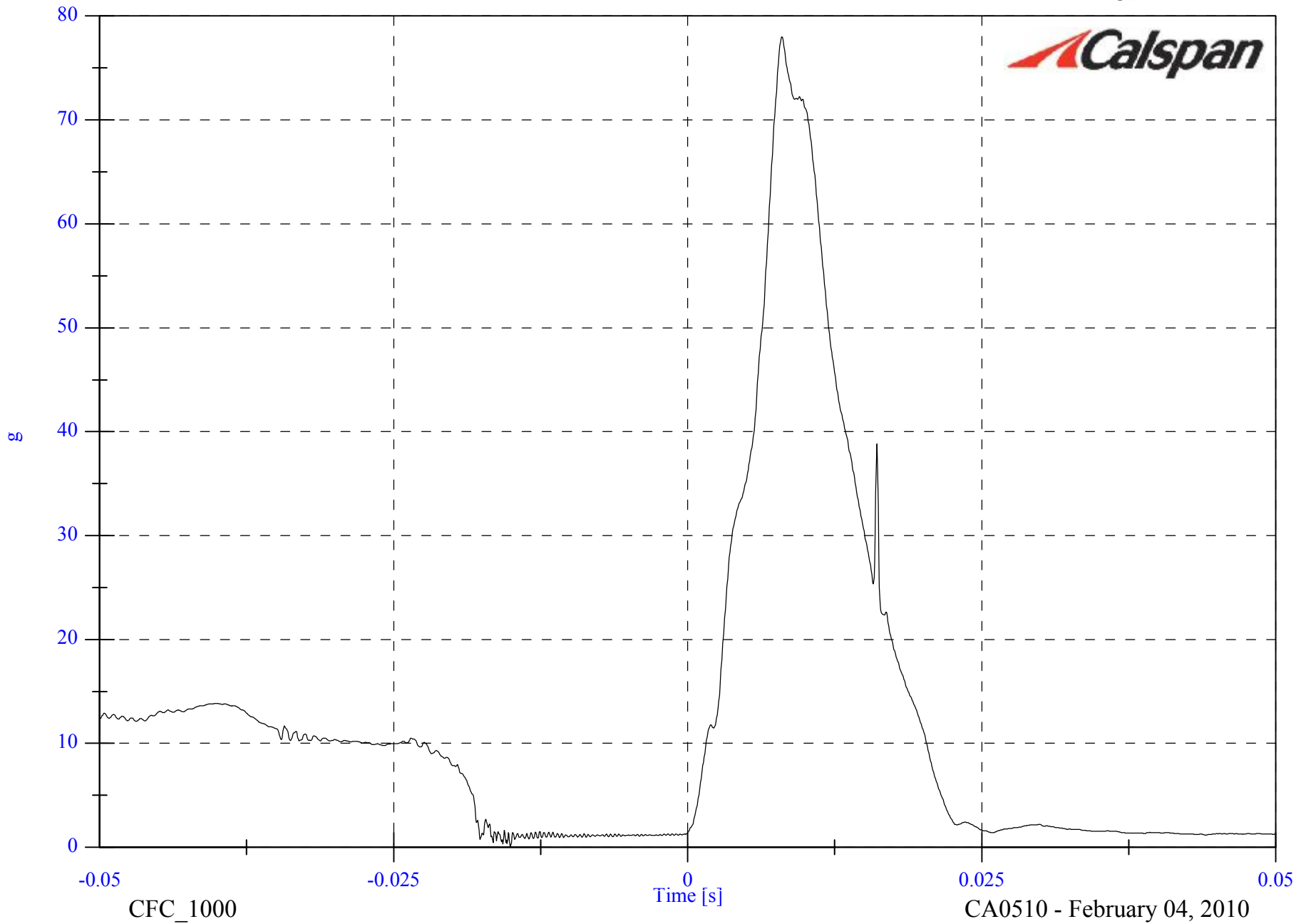
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 78.0 [g] at 0.008 [s]

Min: 0.1 [g] at -0.015 [s]



CA0510 PASSENGER SIDE BP1 IMPACT PLOT #4

CC2010-03

CFC\_1000

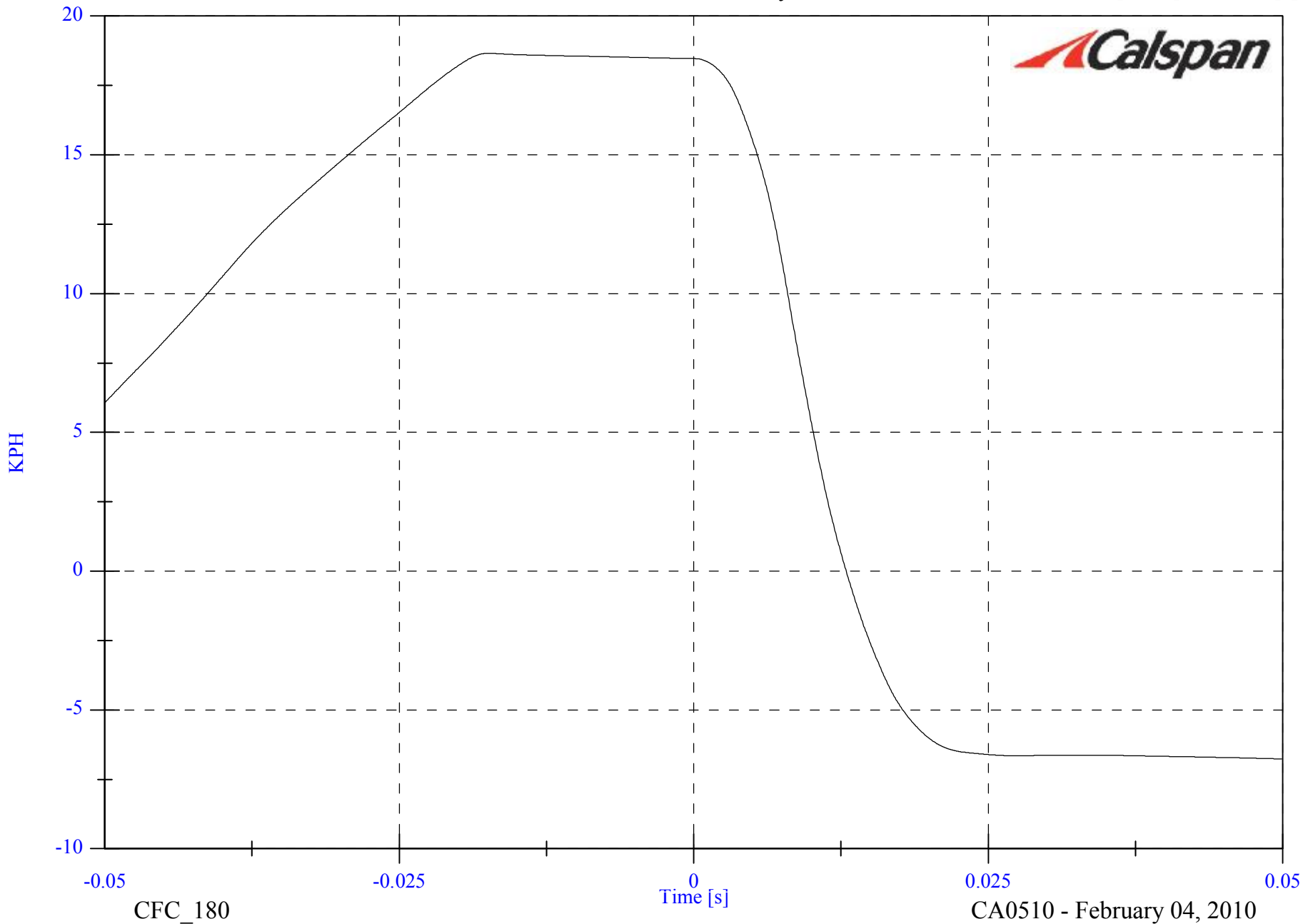
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 18.7 [KPH] at -0.017 [s]

Min: -6.8 [KPH] at 0.050 [s]

### Headform Velocity



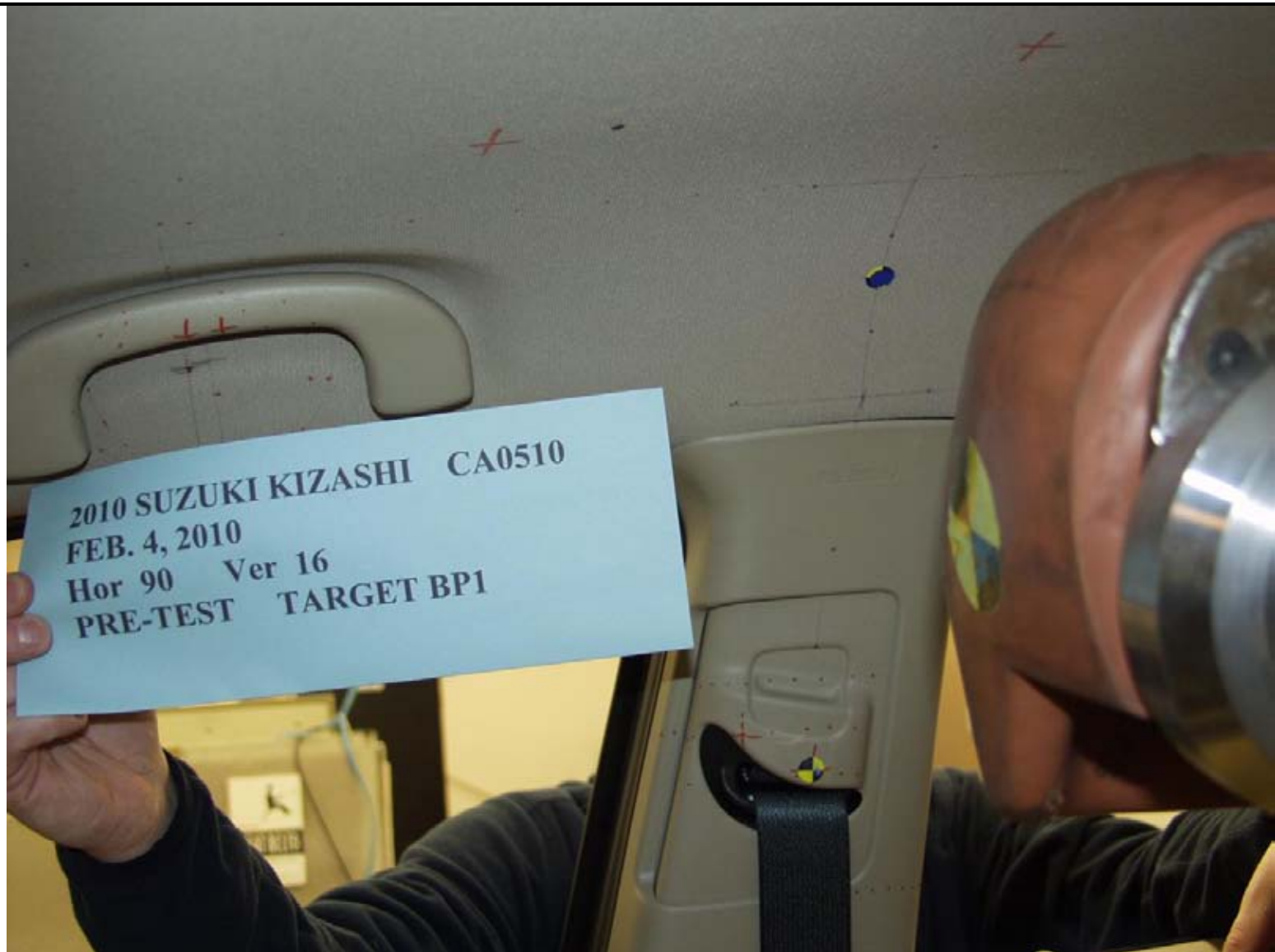
CA0510 PASSENGER SIDE BP1 IMPACT PLOT #5

CC2010-03

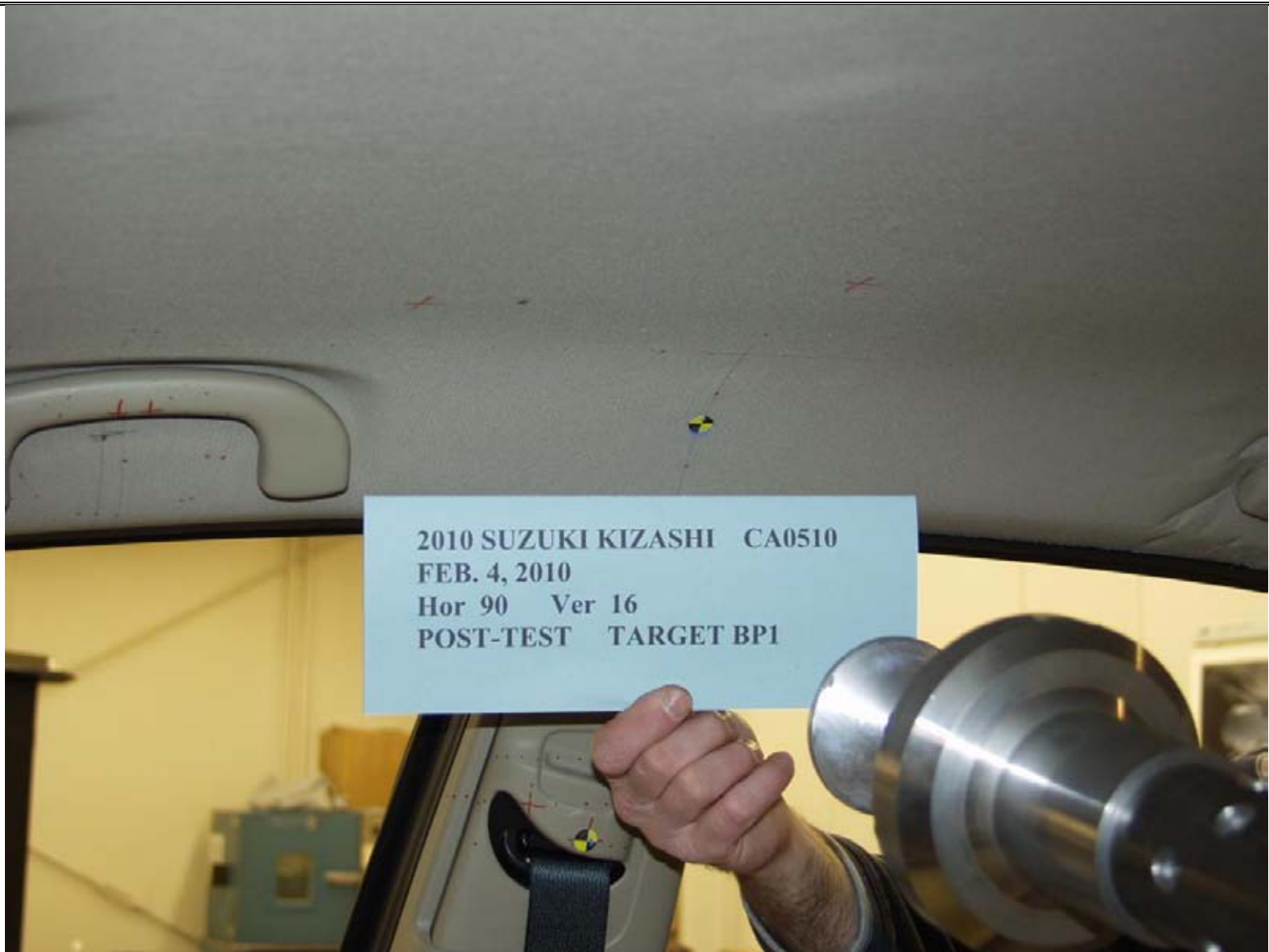
CFC\_180

CA0510 - February 04, 2010





PRE-IMPACT BP1



POST-IMPACT BP1

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	06
Test Date:	02/04/10
Target Location:	SIDE RAIL
Target Code:	SR2B
Horizontal Impact Angle:	90
Vertical Impact Angle:	44
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	14:00
Headform Number:	1140

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	1	<input checked="" type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	20				mm up



POST-IMPACT SR2B HEADFORM

Free Motion HIC	390.6
HIC(d)	461.1
Impact Velocity (kph)	18.84
HIC T1 (msec)	2.7
HIC T2 (msec)	9.4

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - SR2B

FMH Headform 1140

Location: SR2B

Test Date: February 04, 2010

Work File: SR2B

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 461.1

Lab Humidity: 17 %

HIC (36ms): 390.6

Velocity at Impact: 18.84 KPH

t1: 2.7 msec

t2: 9.4 msec

Free Flight Distance: 222.54 mm

Duration: 6.7 msec

Average Acceleration: 7.1 g

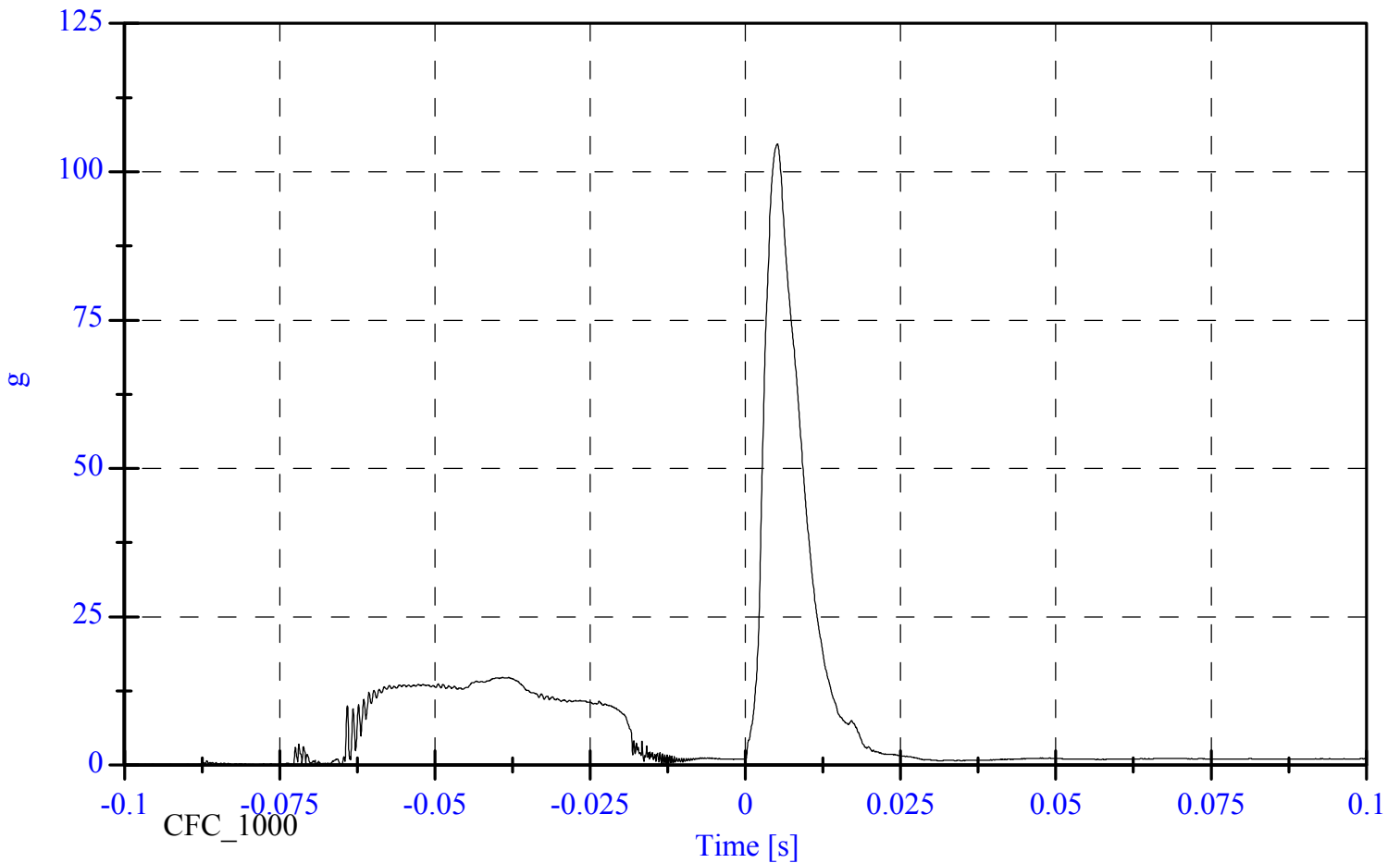
Maximum: 104.7 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 104.7 [g] at 0.005 [s]

Min: 0.0 [g] at -0.096 [s]

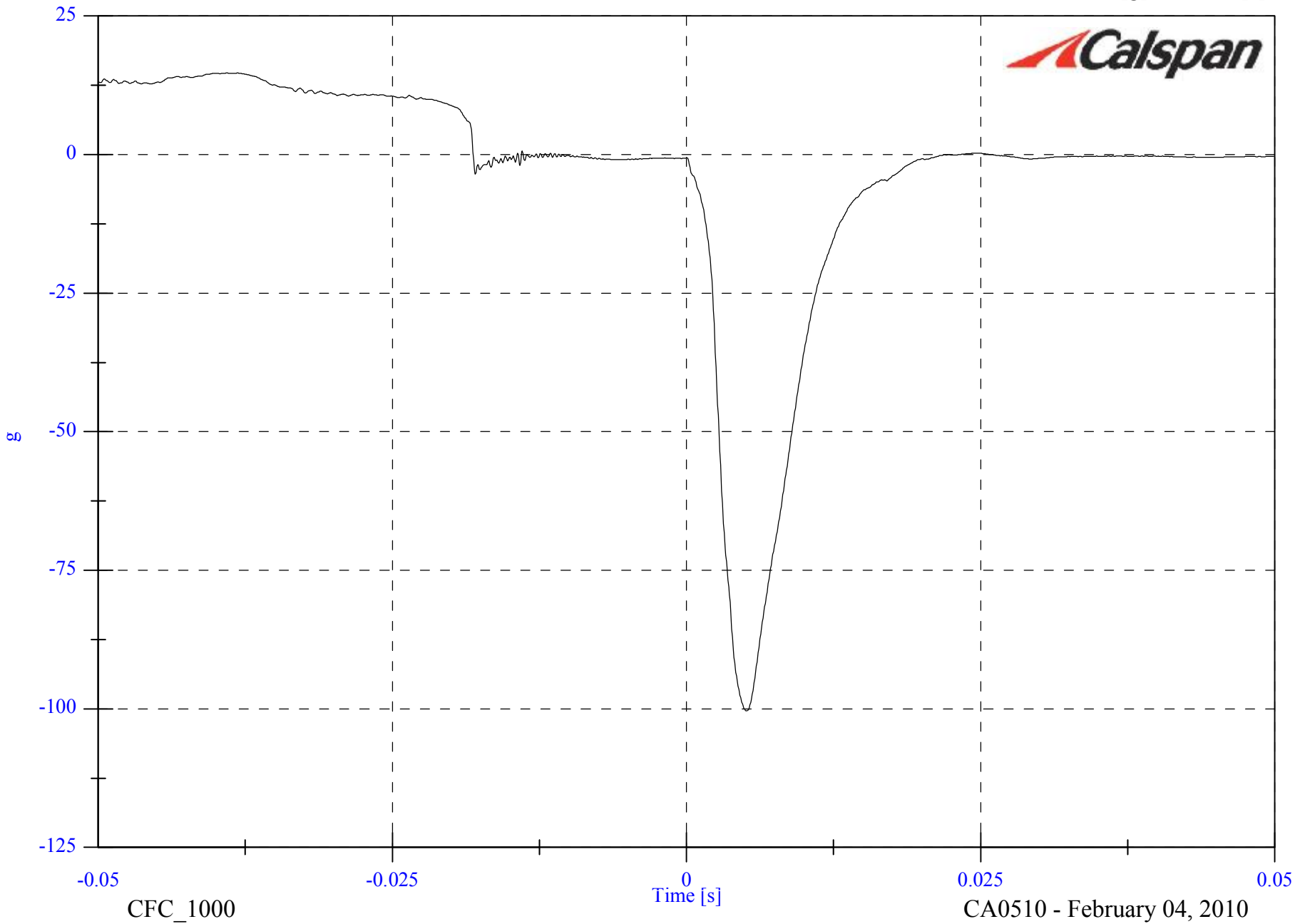


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 14.7 [g] at -0.039 [s]

Min: -100.4 [g] at 0.005 [s]



CA0510 PASSENGER SIDE SR2B IMPACT PLOT #1

CC2010-03

CFC\_1000

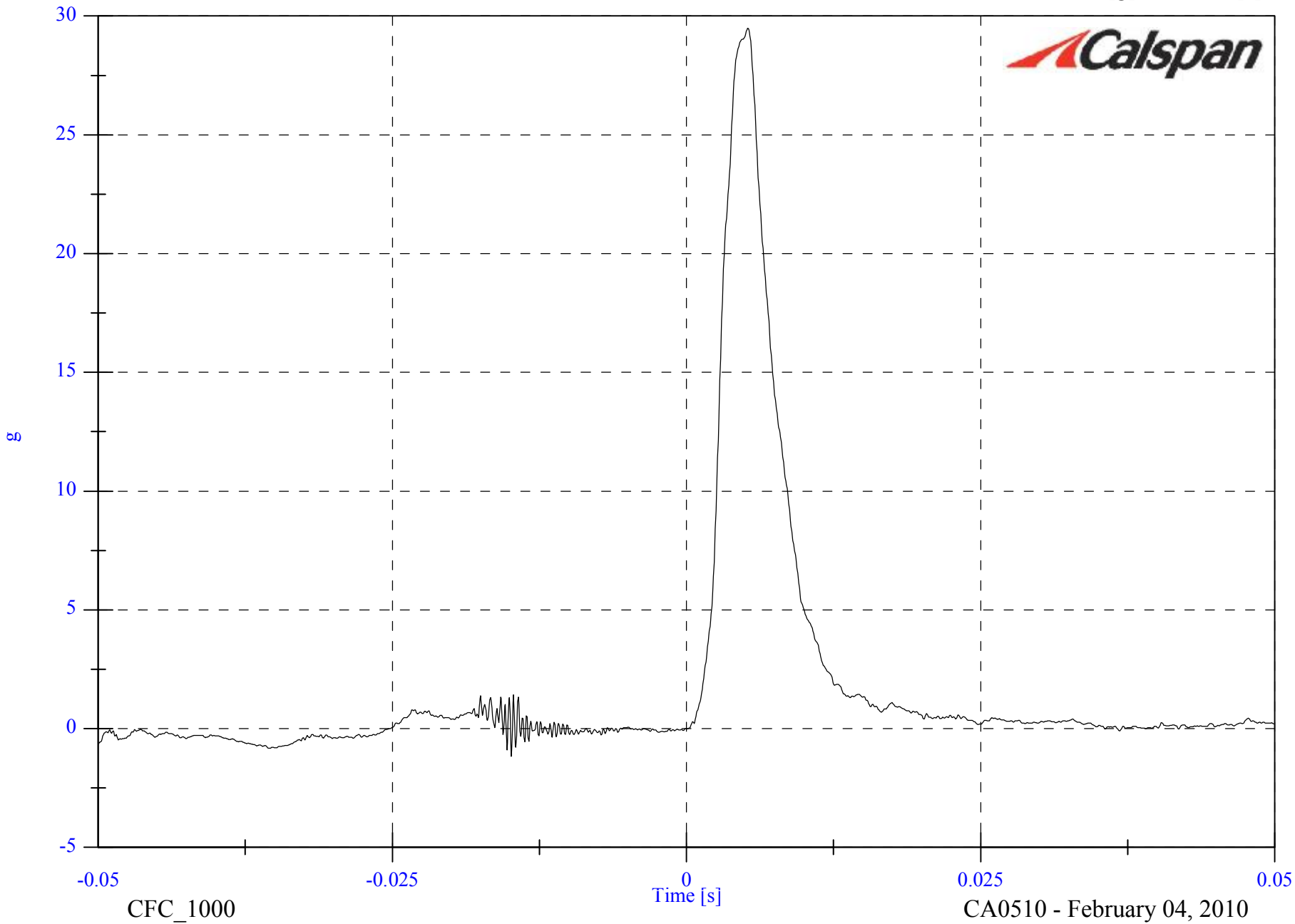
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 29.5 [g] at 0.005 [s]

Min: -1.2 [g] at -0.015 [s]



CA0510 PASSENGER SIDE SR2B IMPACT PLOT #2

CC2010-03

CFC\_1000

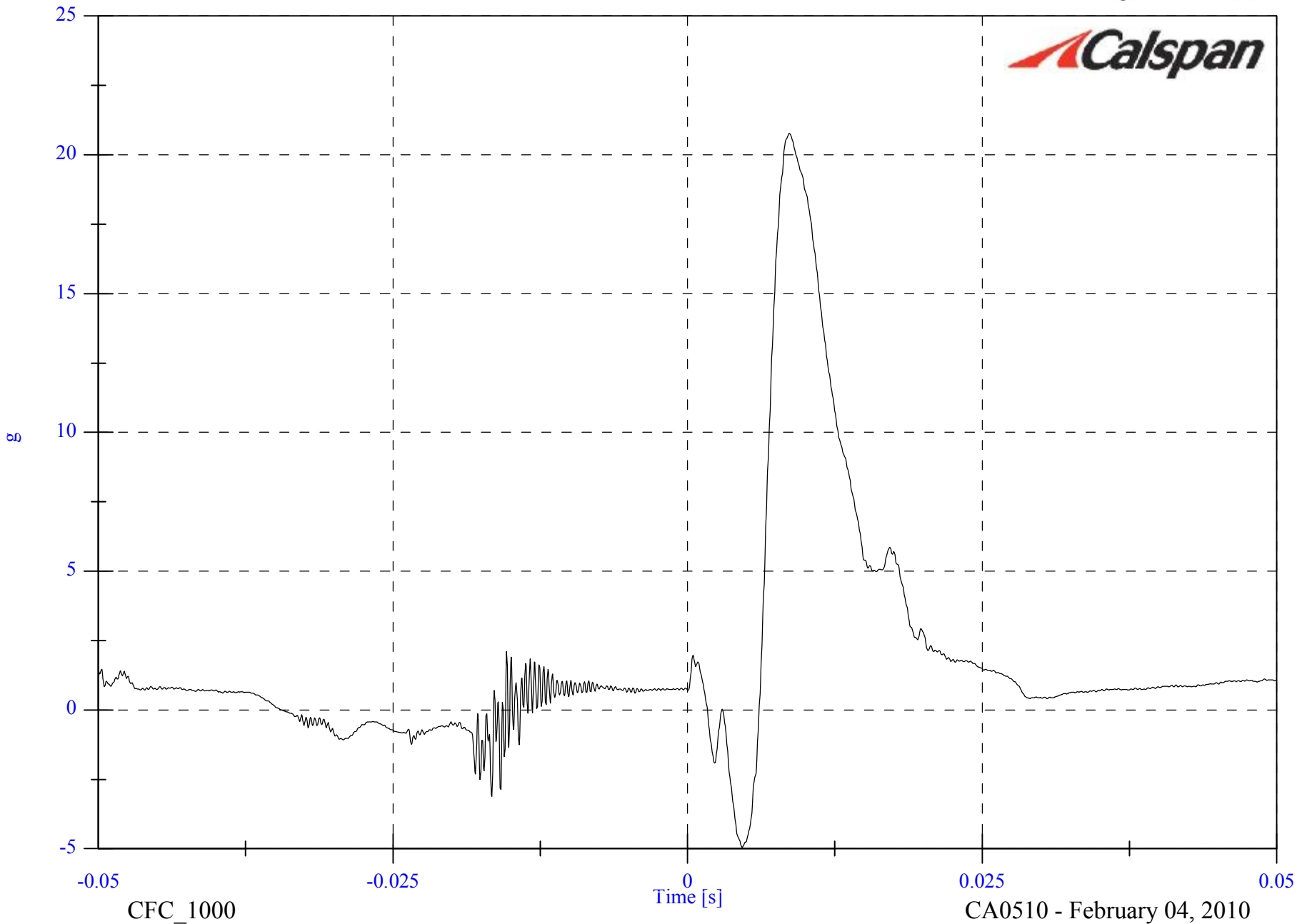
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 20.8 [g] at 0.009 [s]

Min: -4.9 [g] at 0.005 [s]



CA0510 PASSENGER SIDE SR2B IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

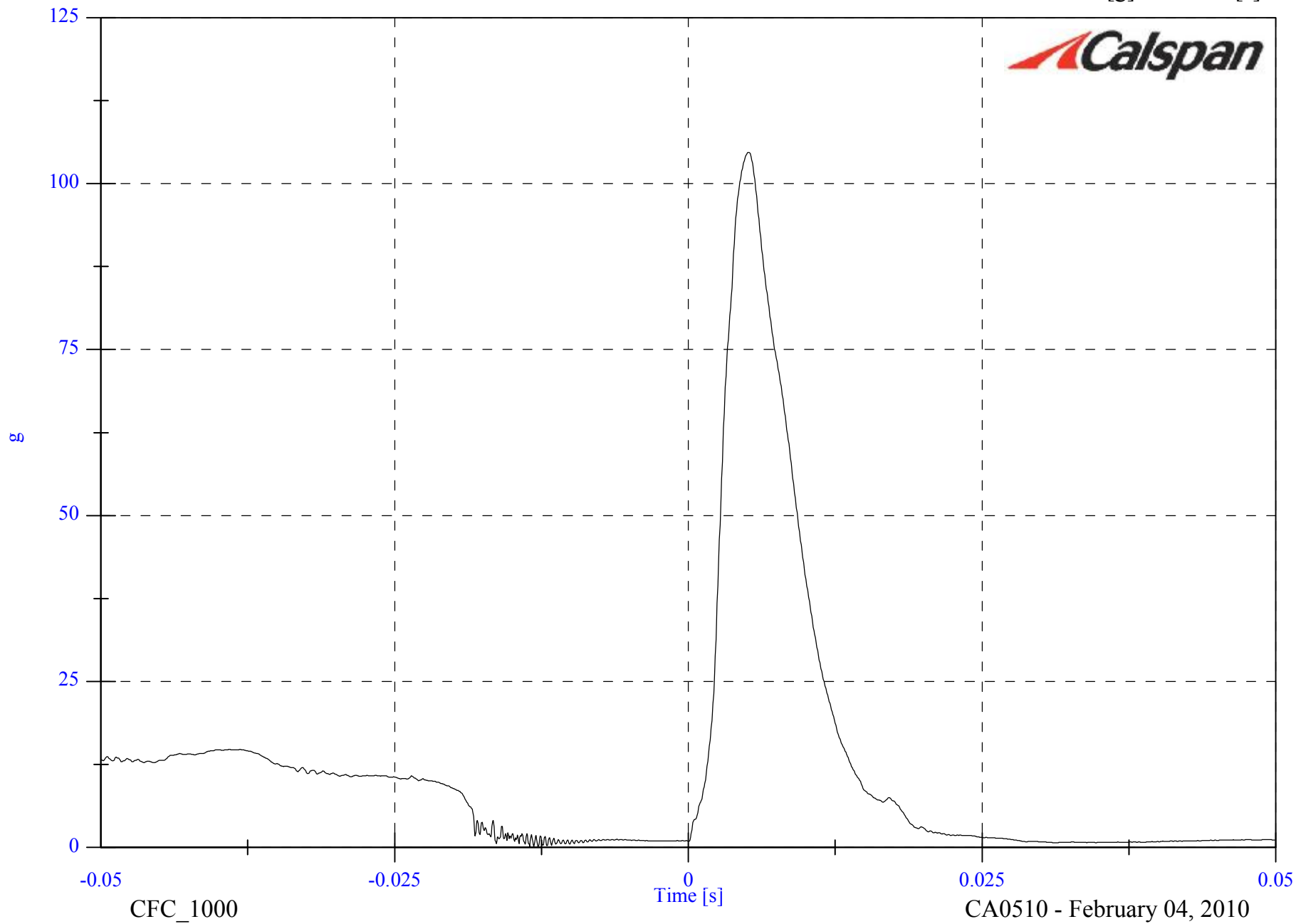
Max: 104.7 [g] at 0.005 [s]

Min: 0.2 [g] at -0.013 [s]



CA0510 PASSENGER SIDE SR2B IMPACT PLOT #4

CC2010-03



CFC\_1000

CA0510 - February 04, 2010

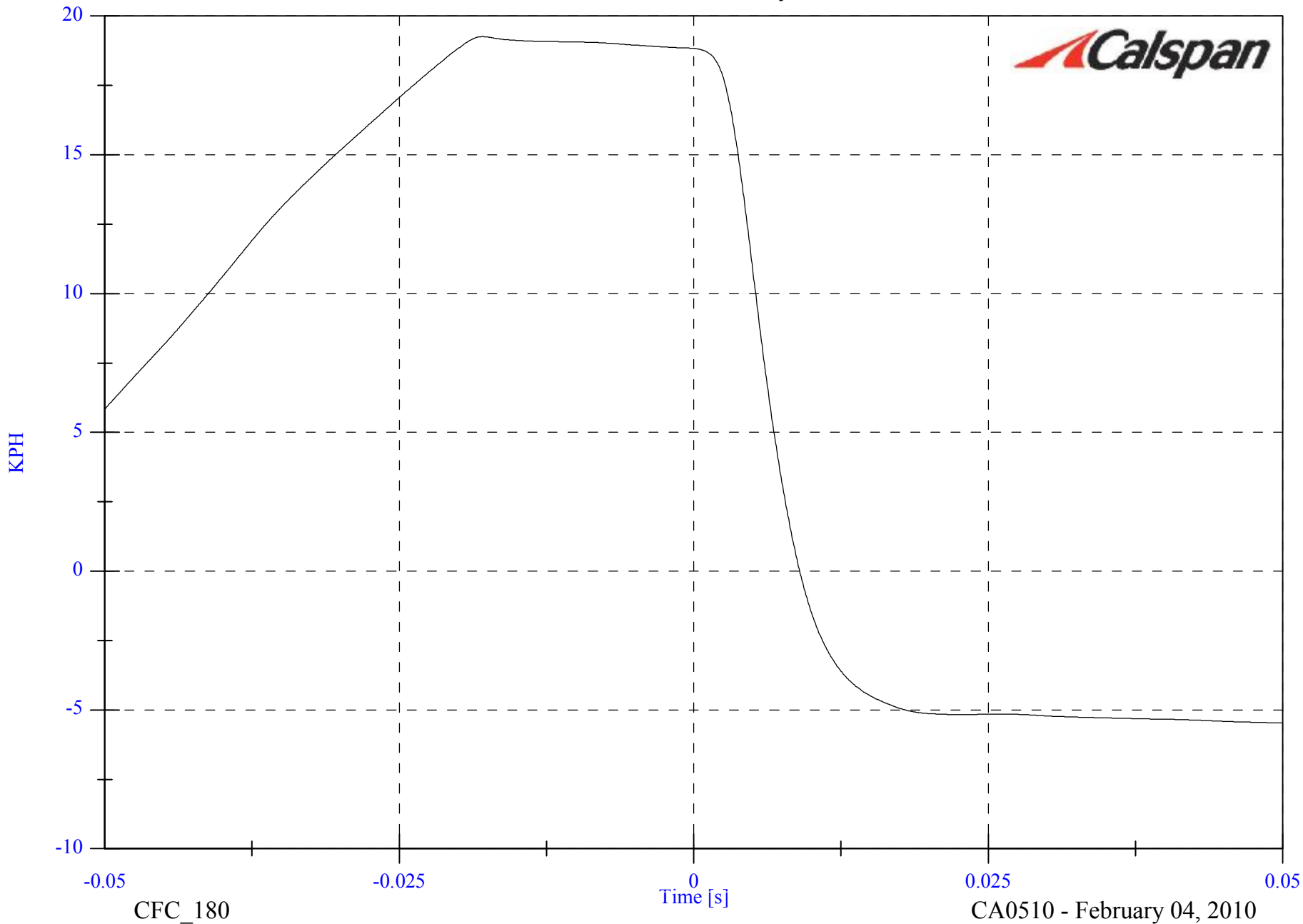


FMVSS 201U 2010 SUZUKI KIZASHI

Max: 19.3 [KPH] at -0.018 [s]

Min: -5.5 [KPH] at 0.050 [s]

### Headform Velocity

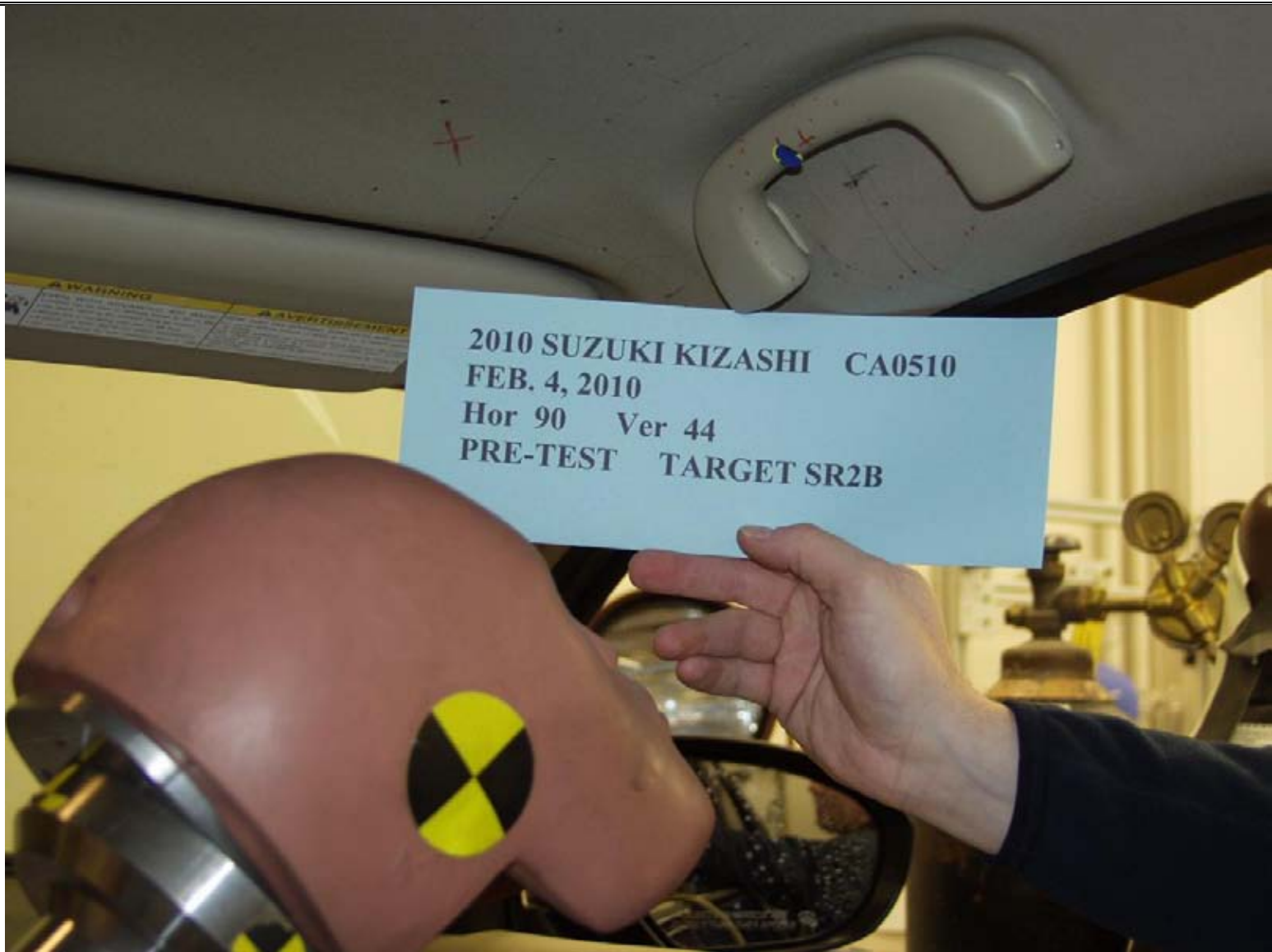


CA0510 PASSENGER SIDE SR2B IMPACT PLOT #5

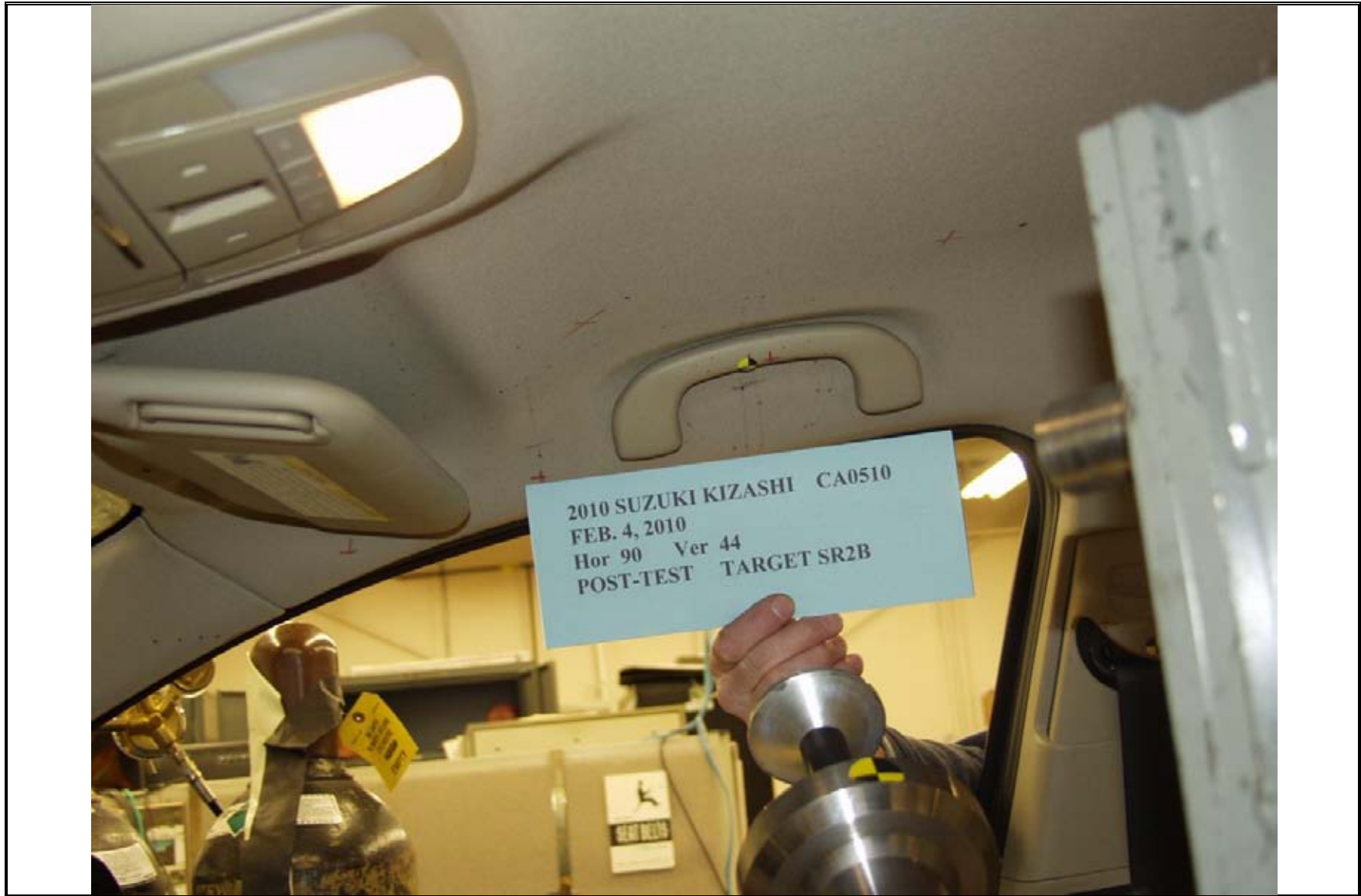
CC2010-03

CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT SR2B



POST-IMPACT SR2B

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	07
Test Date:	02/04/10
Target Location:	A-PILLAR
Target Code:	AP3
Horizontal Impact Angle:	141
Vertical Impact Angle:	48
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	14:45
Headform Number:	355

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	0	<input type="checkbox"/>	mm right <input type="checkbox"/> mm left
On Centerline	45		mm up



POST-IMPACT AP3 HEADFORM

Free Motion HIC	244.3
HIC(d)	350.8
Impact Velocity (kph)	18.66
HIC T1 (msec)	1.6
HIC T2 (msec)	14.8

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - AP3

FMH Headform 0355

Location: AP3

Test Date: February 04, 2010

Work File: AP3

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 350.8

Lab Humidity: 17 %

HIC (36ms): 244.3

Velocity at Impact: 18.66 KPH

t1: 1.6 msec

t2: 14.8 msec

Free Flight Distance: 226.66 mm

Duration: 13.2 msec

Average Acceleration: 8.6 g

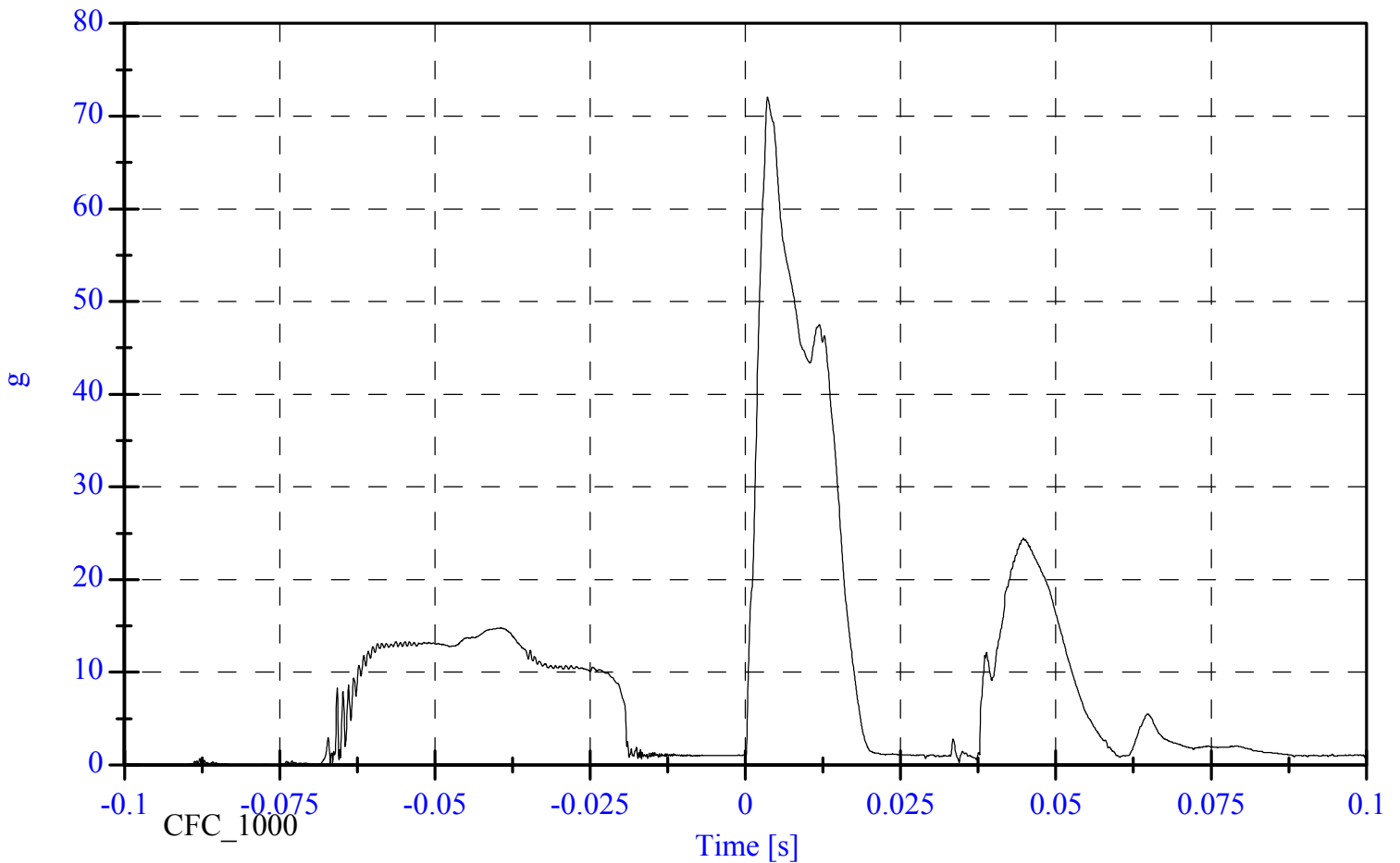
Maximum: 72.1 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 72.1 [g] at 0.004 [s]

Min: 0.0 [g] at -0.075 [s]



FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

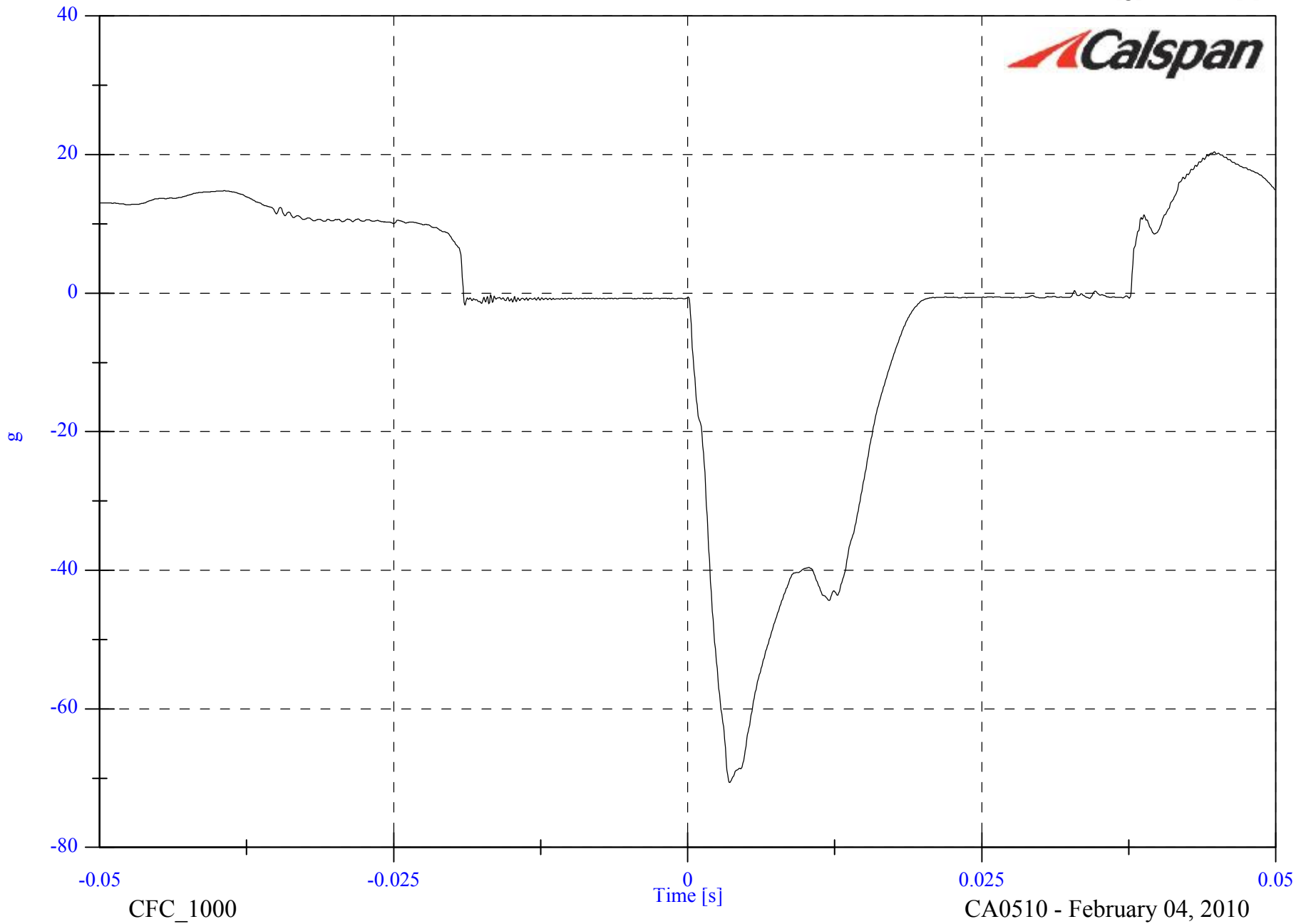
Max: 20.4 [g] at 0.045 [s]

Min: -70.6 [g] at 0.004 [s]



CA0510 PASSENGER SIDE AP3 IMPACT PLOT #1

CC2010-03



CFC\_1000

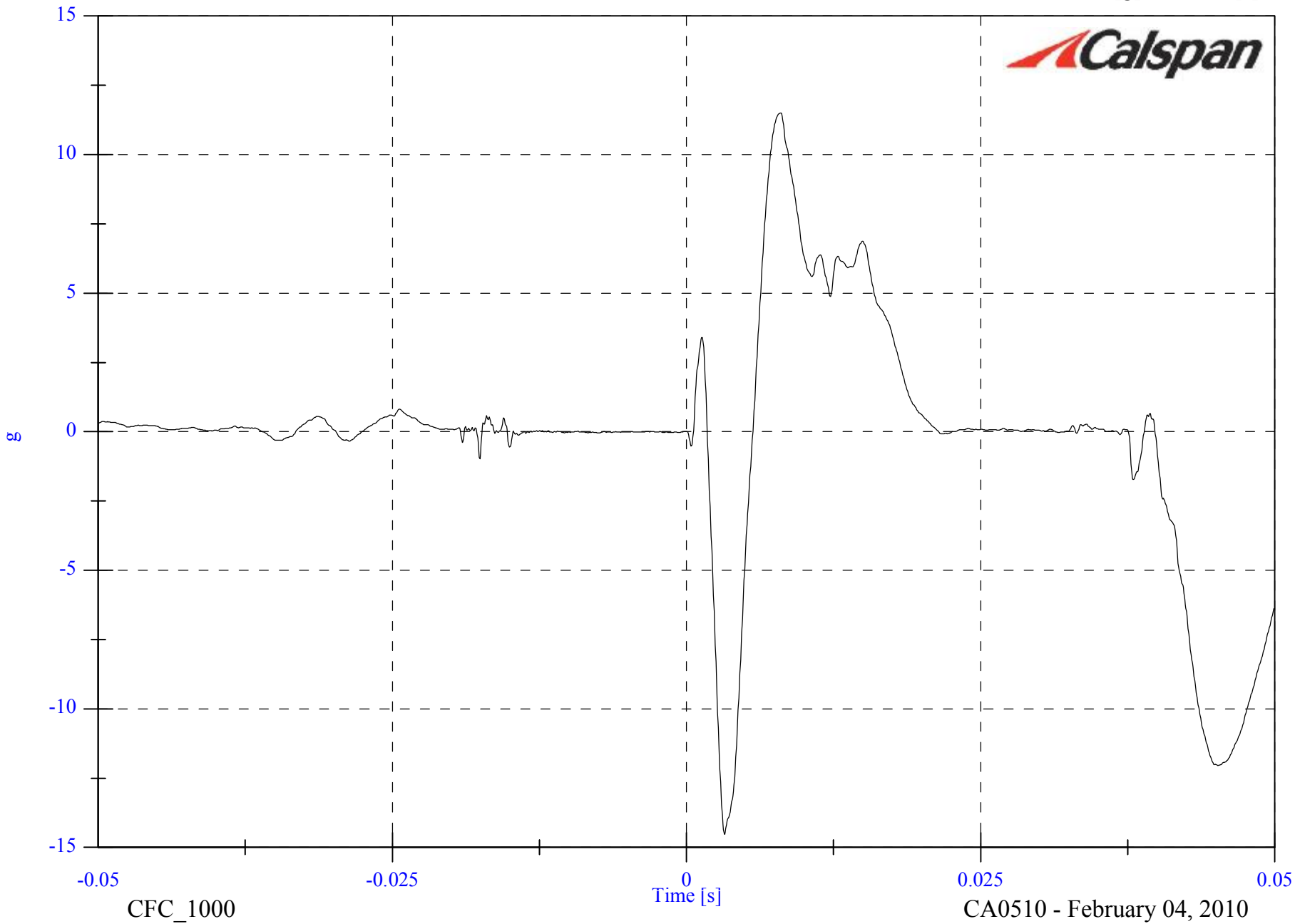
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 11.5 [g] at 0.008 [s]

Min: -14.5 [g] at 0.003 [s]



CA0510 PASSENGER SIDE AP3 IMPACT PLOT #2

CC2010-03

CFC\_1000

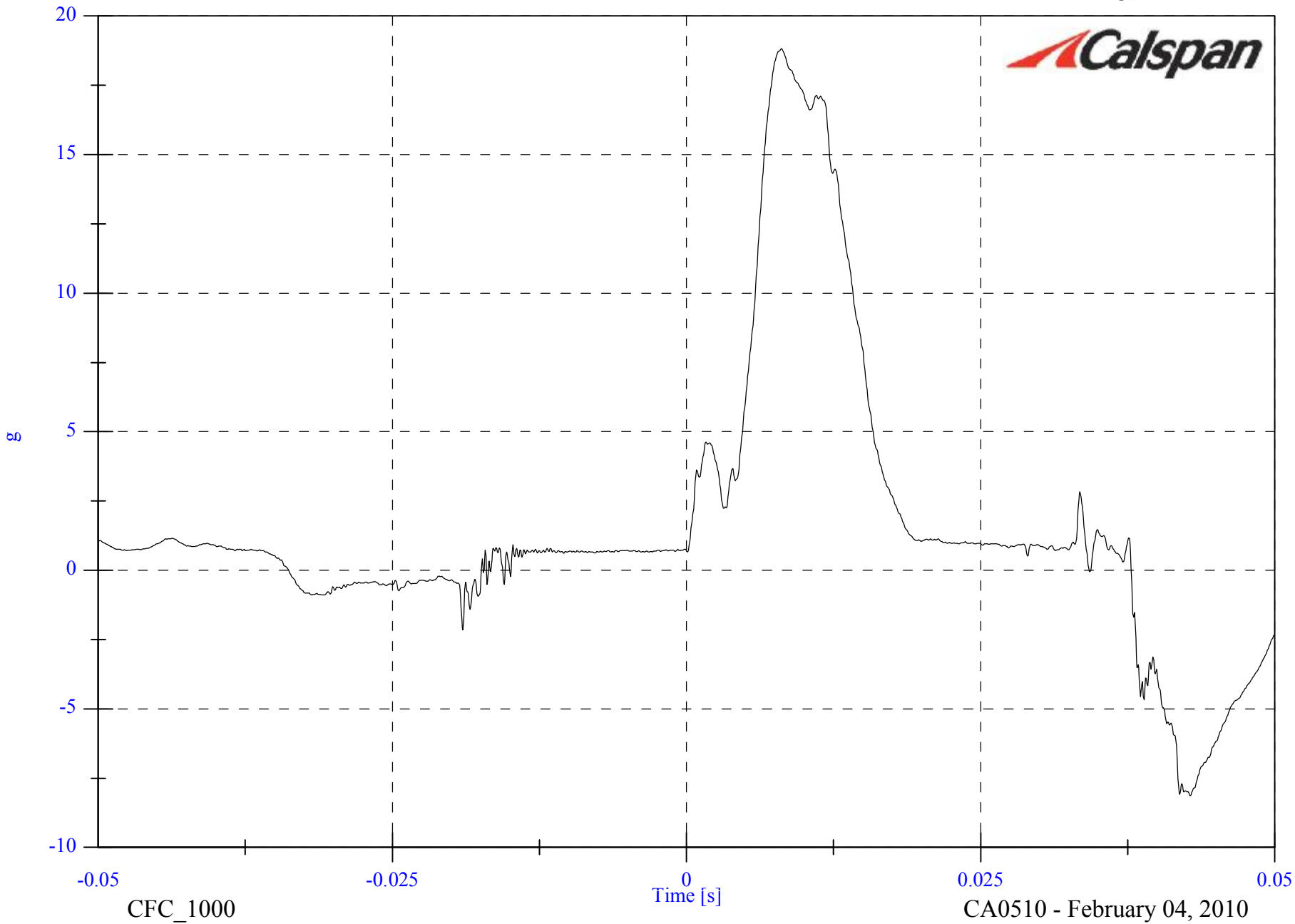
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 18.8 [g] at 0.008 [s]

Min: -8.1 [g] at 0.043 [s]



CA0510 PASSENGER SIDE AP3 IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 04, 2010

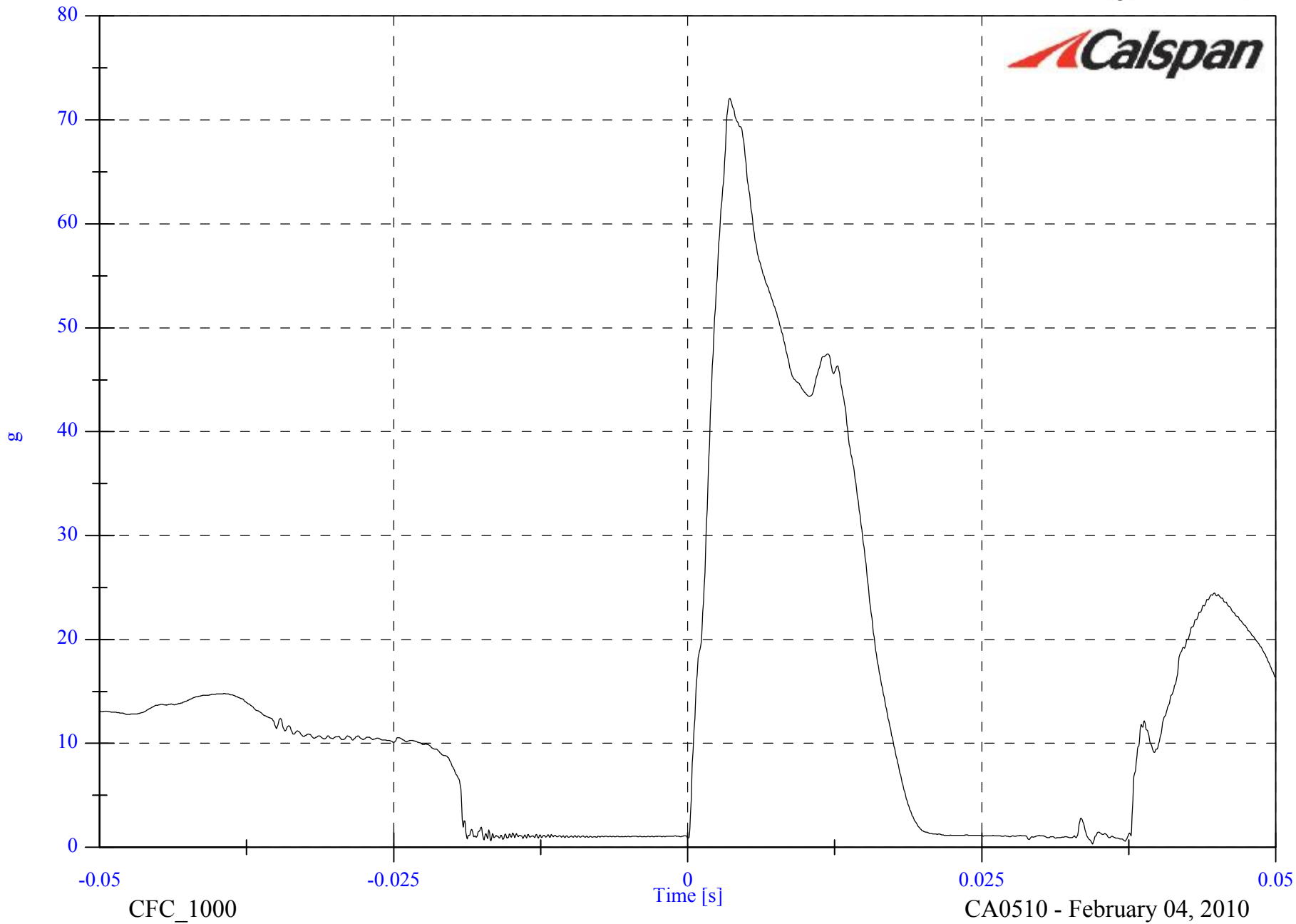


FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 72.1 [g] at 0.004 [s]

Min: 0.3 [g] at 0.034 [s]



CA0510 PASSENGER SIDE AP3 IMPACT PLOT #4

CC2010-03

CFC\_1000

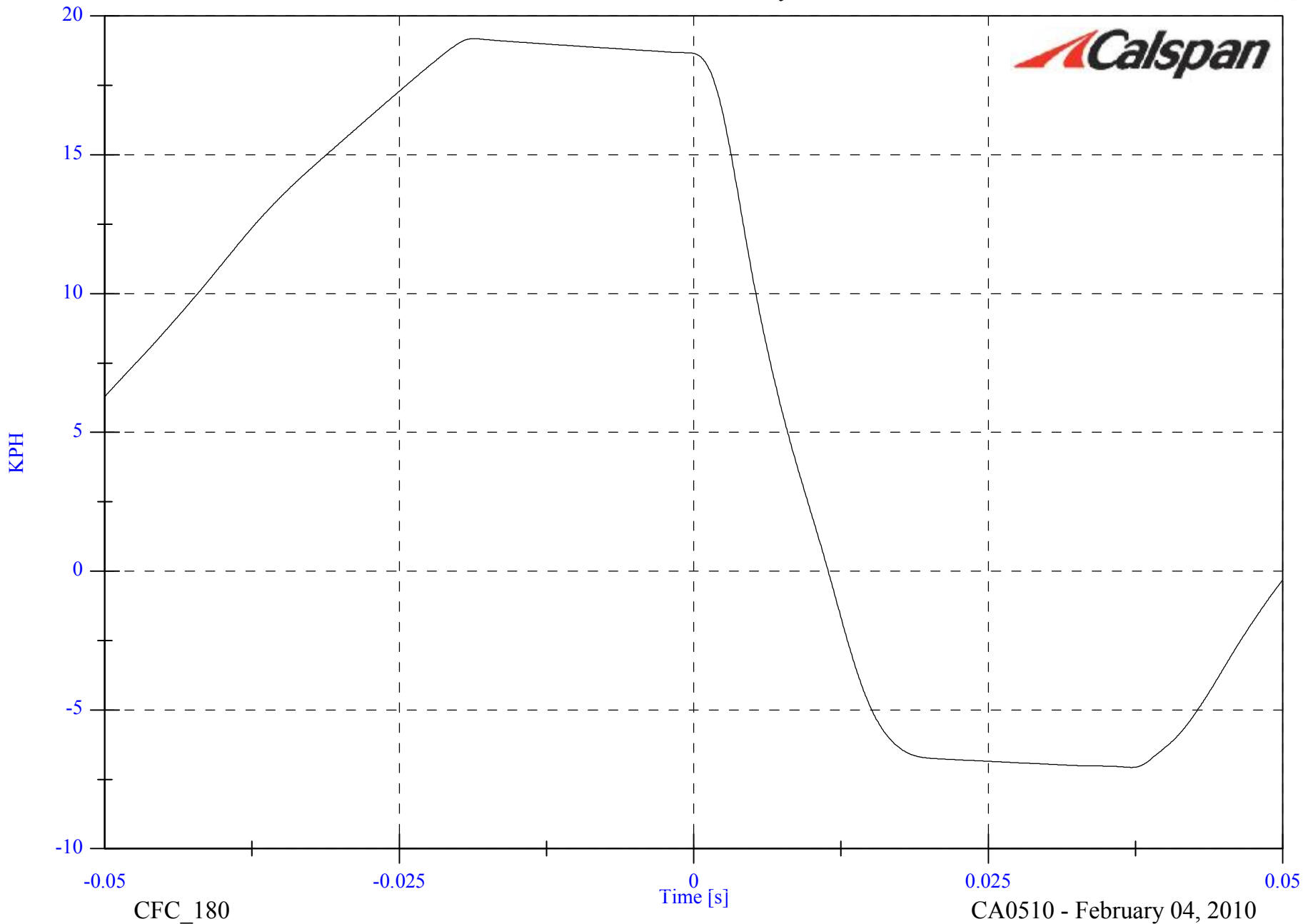
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 19.2 [KPH] at -0.019 [s]

Min: -7.1 [KPH] at 0.037 [s]

### Headform Velocity



CA0510 PASSENGER SIDE AP3 IMPACT PLOT #5

CC2010-03

CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT AP3



POST-IMPACT AP3

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	08
Test Date:	02/04/10
Target Location:	A-PILLAR
Target Code:	AP1
Horizontal Impact Angle:	116
Vertical Impact Angle:	15
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	15:30
Headform Number:	1142

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	28	<input checked="" type="checkbox"/>	mm right <input type="checkbox"/> mm left
On Centerline	15		mm up



POST-IMPACT AP1 HEADFORM

Free Motion HIC	152.6
HIC(d)	281.5
Impact Velocity (kph)	18.86
HIC T1 (msec)	6.1
HIC T2 (msec)	15.6

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - AP1

FMH Headform 1142

Location: AP1

Test Date: February 04, 2010

Work File: AP1

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 281.5

Lab Humidity: 17 %

HIC (36ms): 152.6

Velocity at Impact: 18.86 KPH

t1: 6.1 msec

t2: 15.6 msec

Free Flight Distance: 218.44 mm

Duration: 9.5 msec

Average Acceleration: 7.1 g

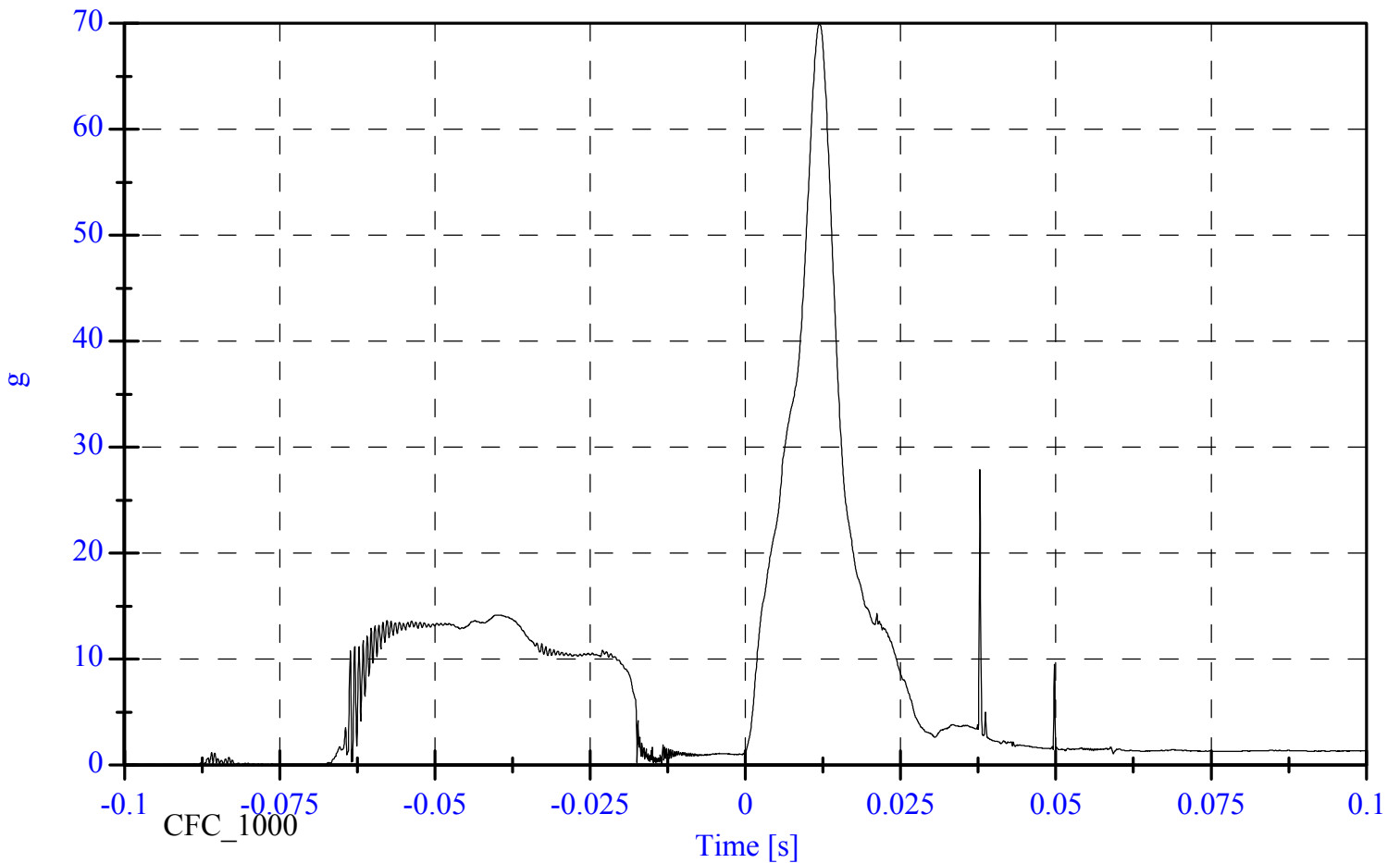
Maximum: 70.0 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 70.0 [g] at 0.012 [s]

Min: 0.0 [g] at -0.094 [s]

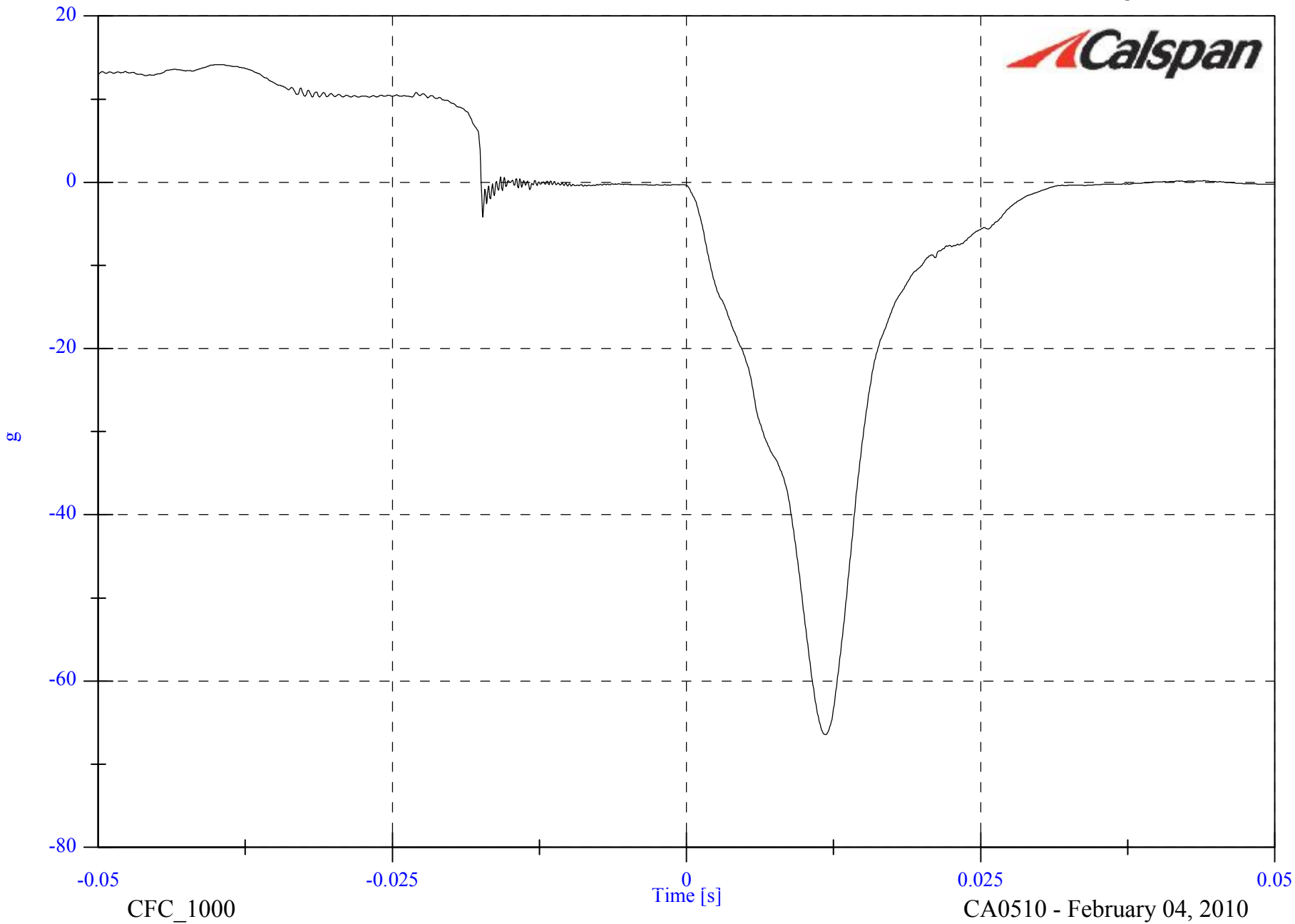


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 14.1 [g] at -0.040 [s]

Min: -66.4 [g] at 0.012 [s]



CA0510 PASSENGER SIDE AP1 IMPACT PLOT #1

CC2010-03

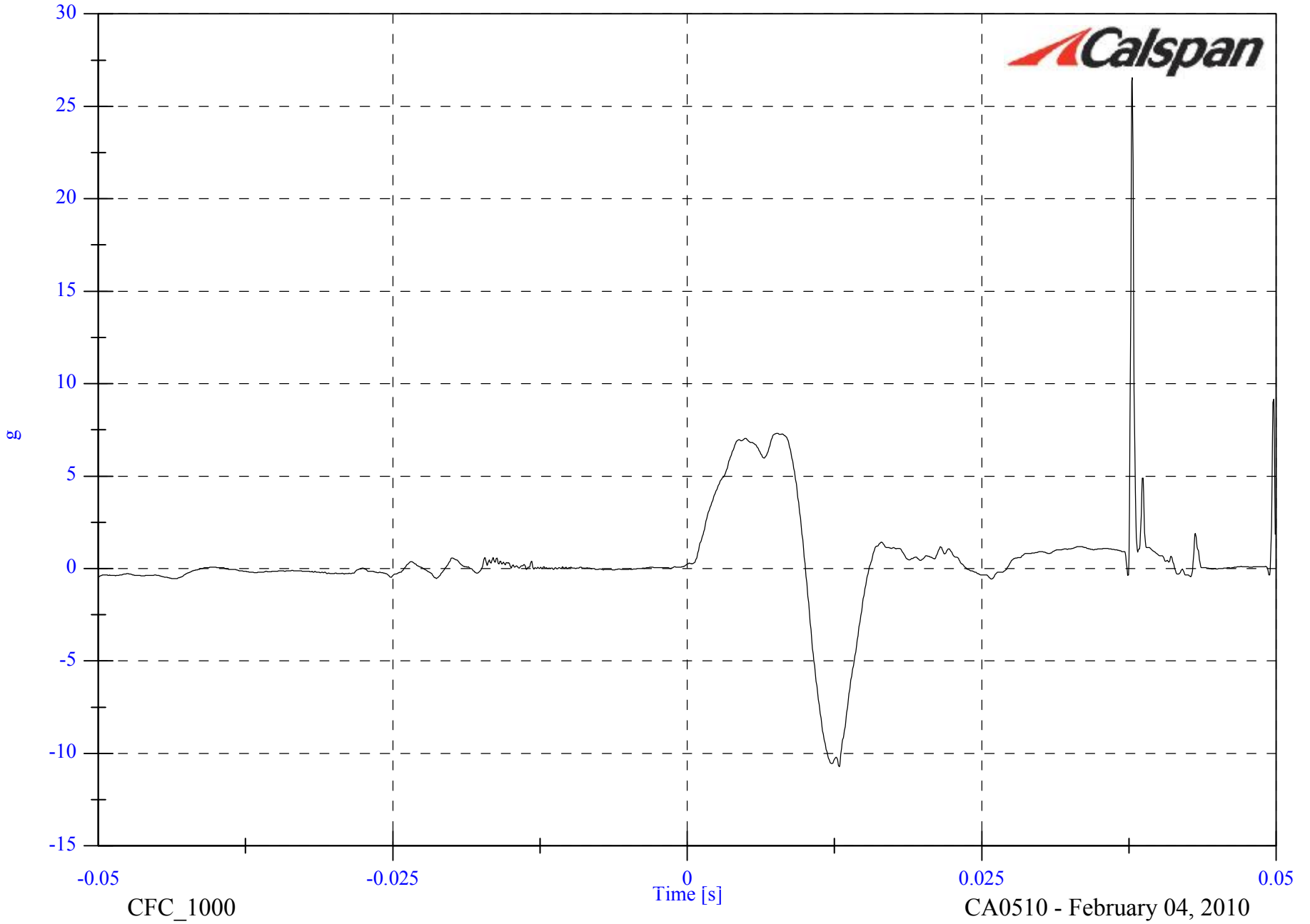
CFC\_1000

CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 26.6 [g] at 0.038 [s]  
Min: -10.7 [g] at 0.013 [s]



CA0510 PASSENGER SIDE AP1 IMPACT PLOT #2

CC2010-03

CFC\_1000

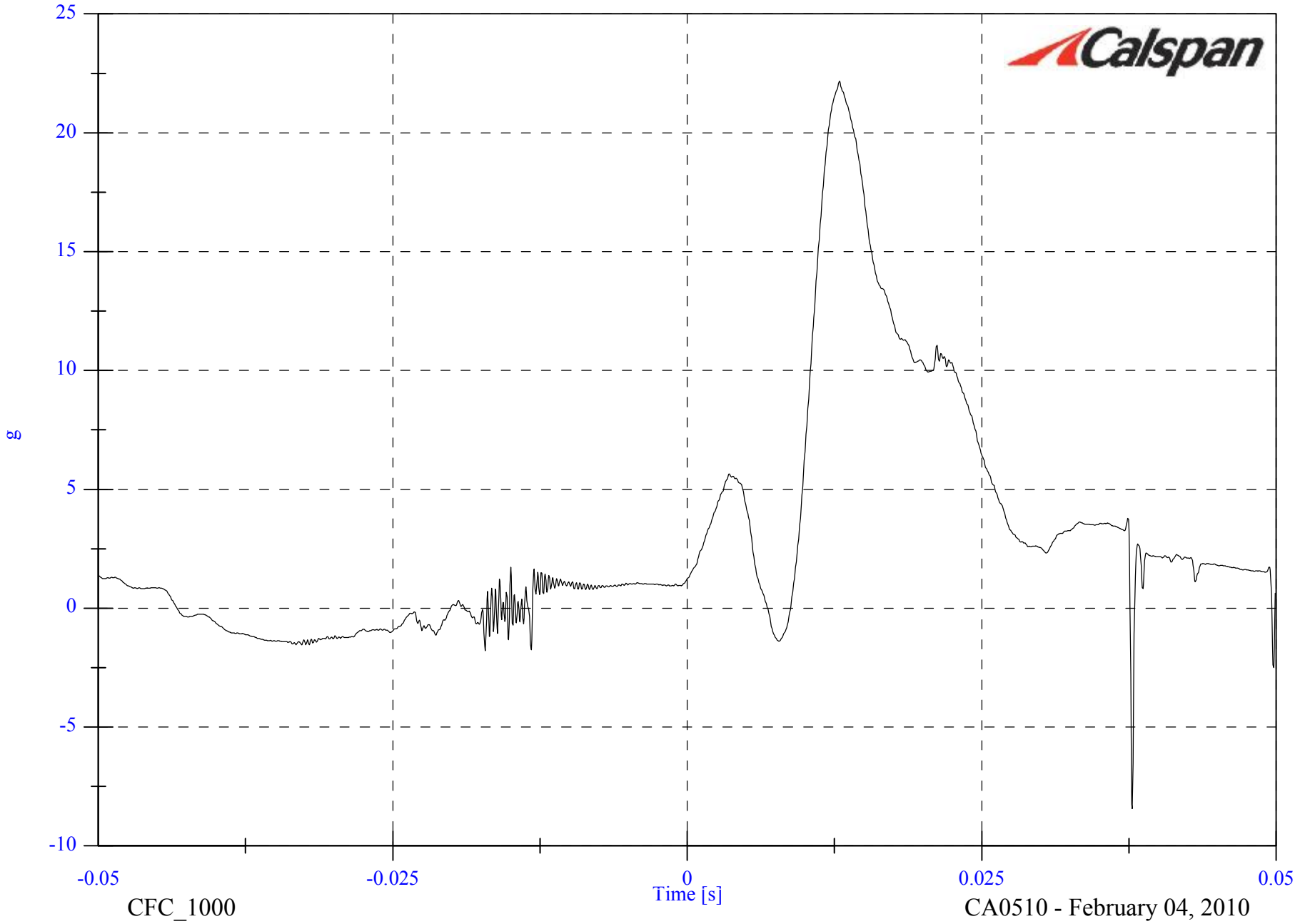
CA0510 - February 04, 2010



FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 22.2 [g] at 0.013 [s]  
Min: -8.4 [g] at 0.038 [s]



CA0510 PASSENGER SIDE AP1 IMPACT PLOT #3

CC2010-03

CFC\_1000

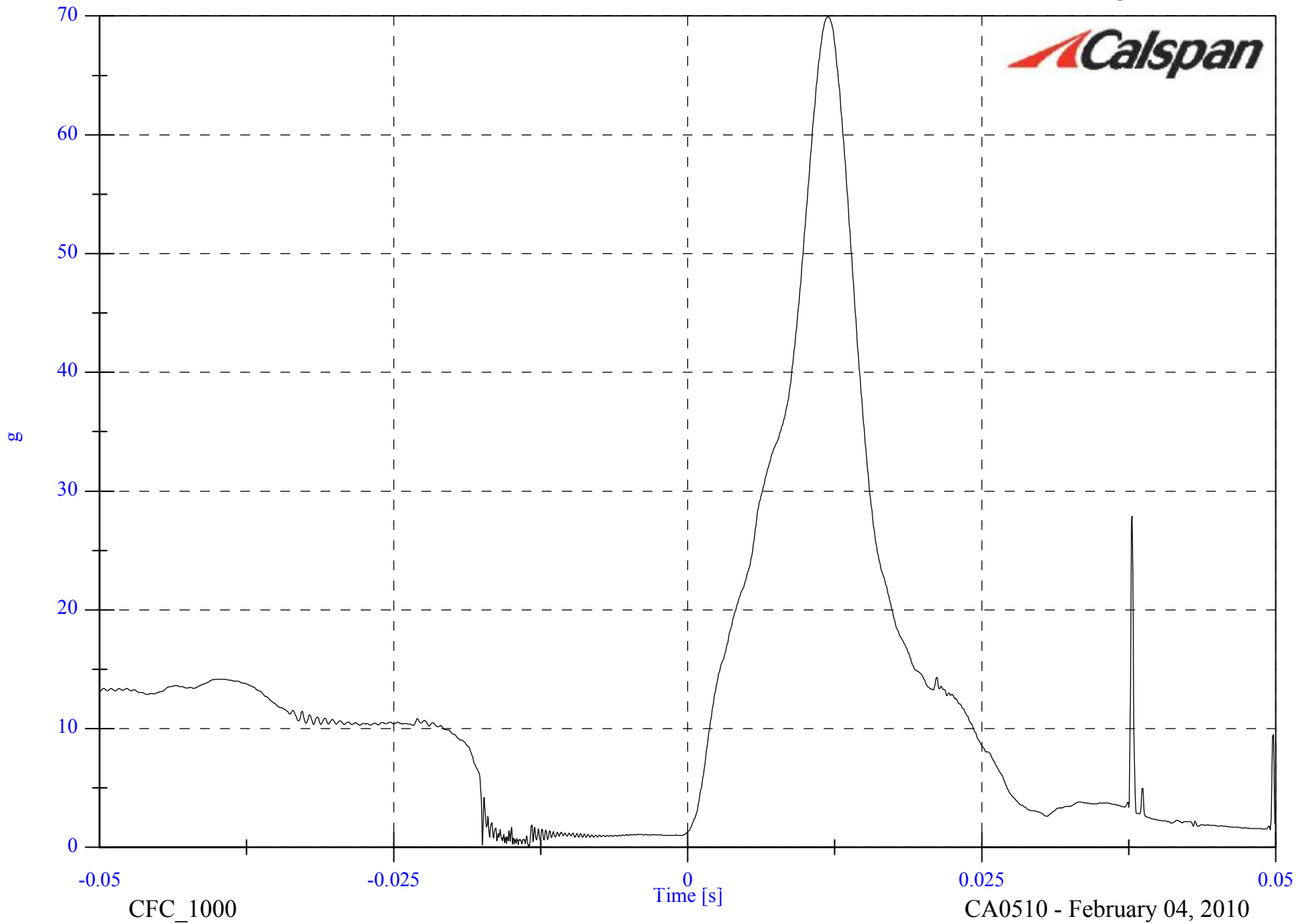
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 70.0 [g] at 0.012 [s]

Min: 0.1 [g] at -0.013 [s]



CA0510 PASSENGER SIDE AP1 IMPACT PLOT #4

CC2010-03

CFC\_1000

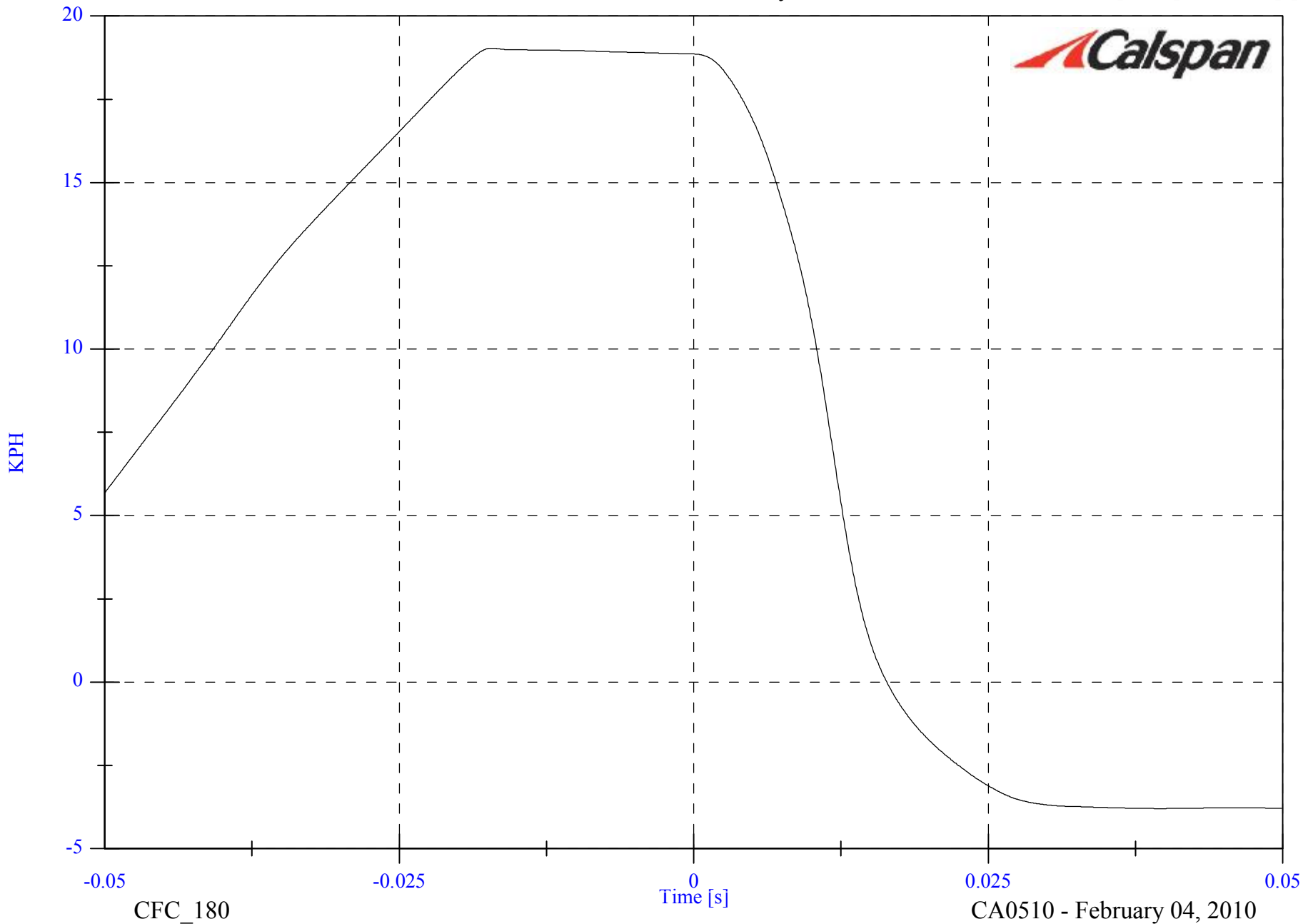
CA0510 - February 04, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 19.0 [KPH] at -0.017 [s]

Min: -3.8 [KPH] at 0.040 [s]

### Headform Velocity

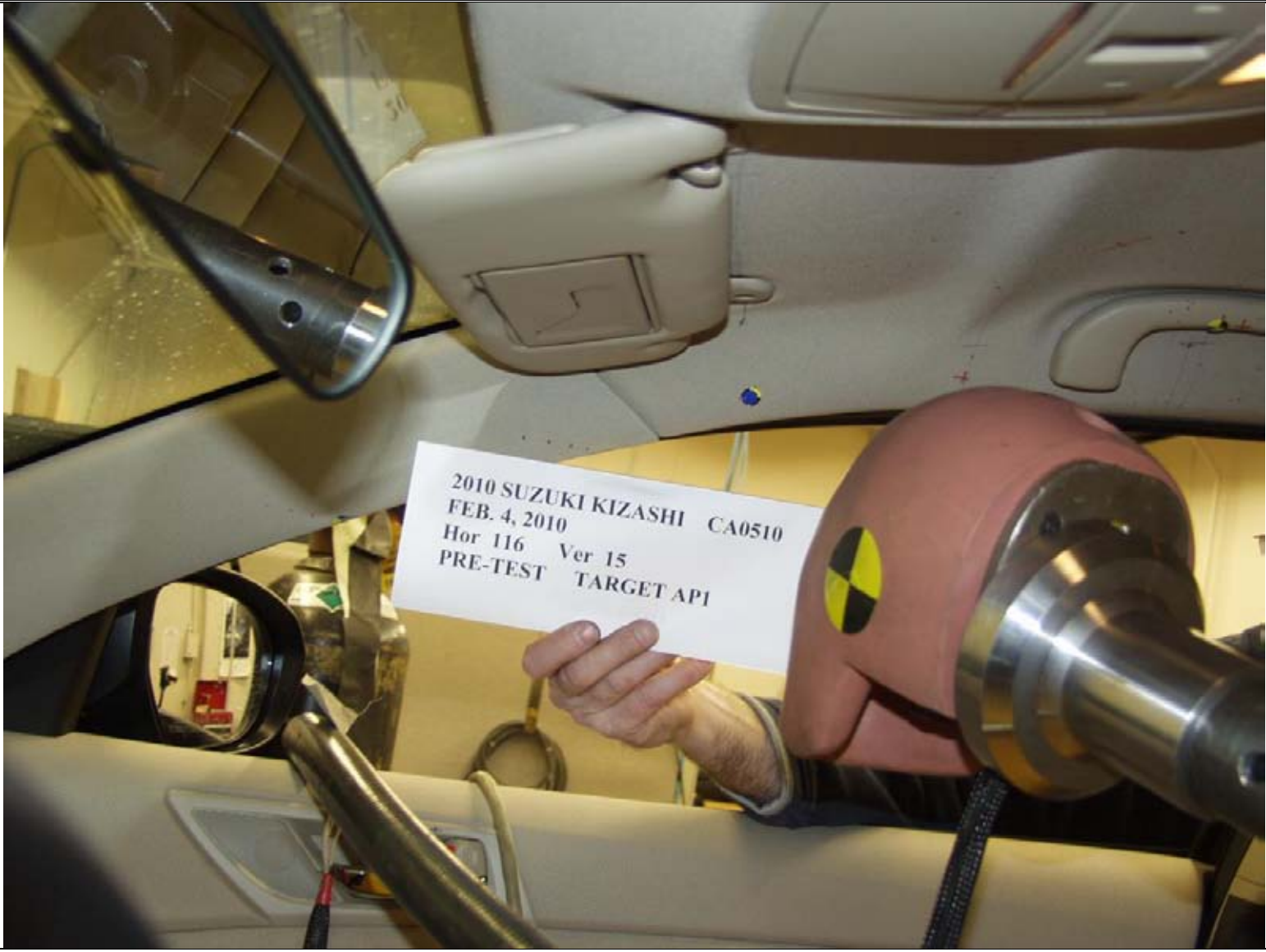


CA0510 PASSENGER SIDE AP1 IMPACT PLOT #5

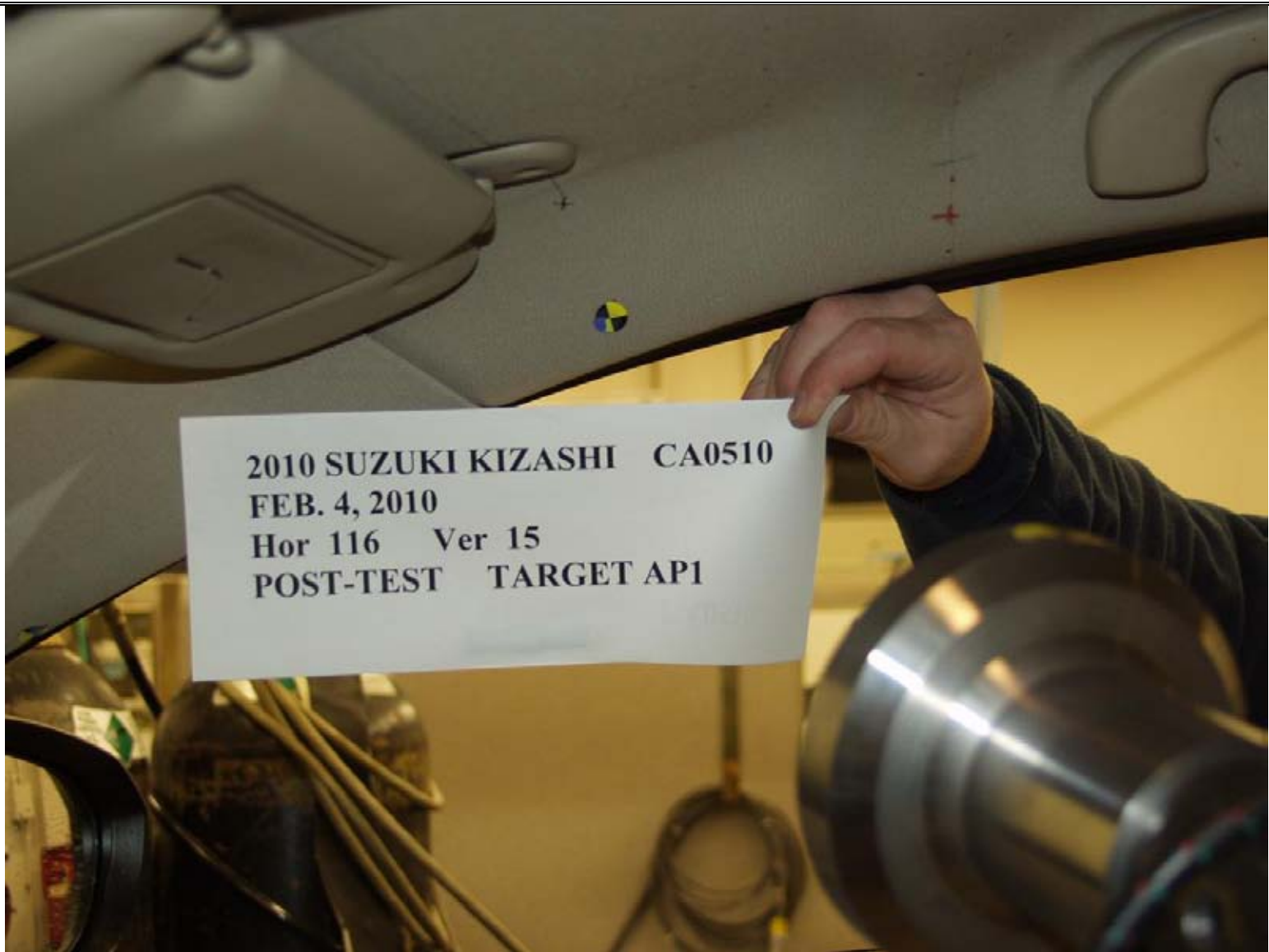
CC2010-03

CFC\_180

CA0510 - February 04, 2010



PRE-IMPACT API

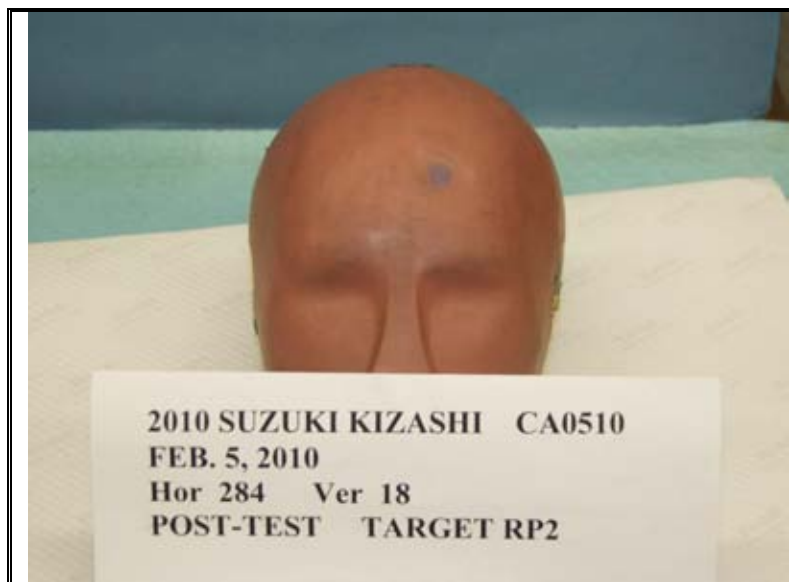


POST-IMPACT API

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	09
Test Date:	02/05/10
Target Location:	REAR PILLAR
Target Code:	RP2
Horizontal Impact Angle:	284
Vertical Impact Angle:	18
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	9:15
Headform Number:	1142

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	17	<input type="checkbox"/>	mm right <input checked="" type="checkbox"/> mm left
On Centerline	23		mm up



POST-IMPACT RP2 HEADFORM

Free Motion HIC	386.0
HIC(d)	457.6
Impact Velocity (kph)	23.78
HIC T1 (msec)	4.1
HIC T2 (msec)	13.6

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - RP2

FMH Headform 1142

Location: RP2

Test Date: February 05, 2010

Work File: RP2

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 457.6

Lab Humidity: 17 %

HIC (36ms): 386.0

Velocity at Impact: 23.78 KPH

t1: 4.1 msec

t2: 13.6 msec

Free Flight Distance: 218.69 mm

Duration: 9.5 msec

Average Acceleration: 10.1 g

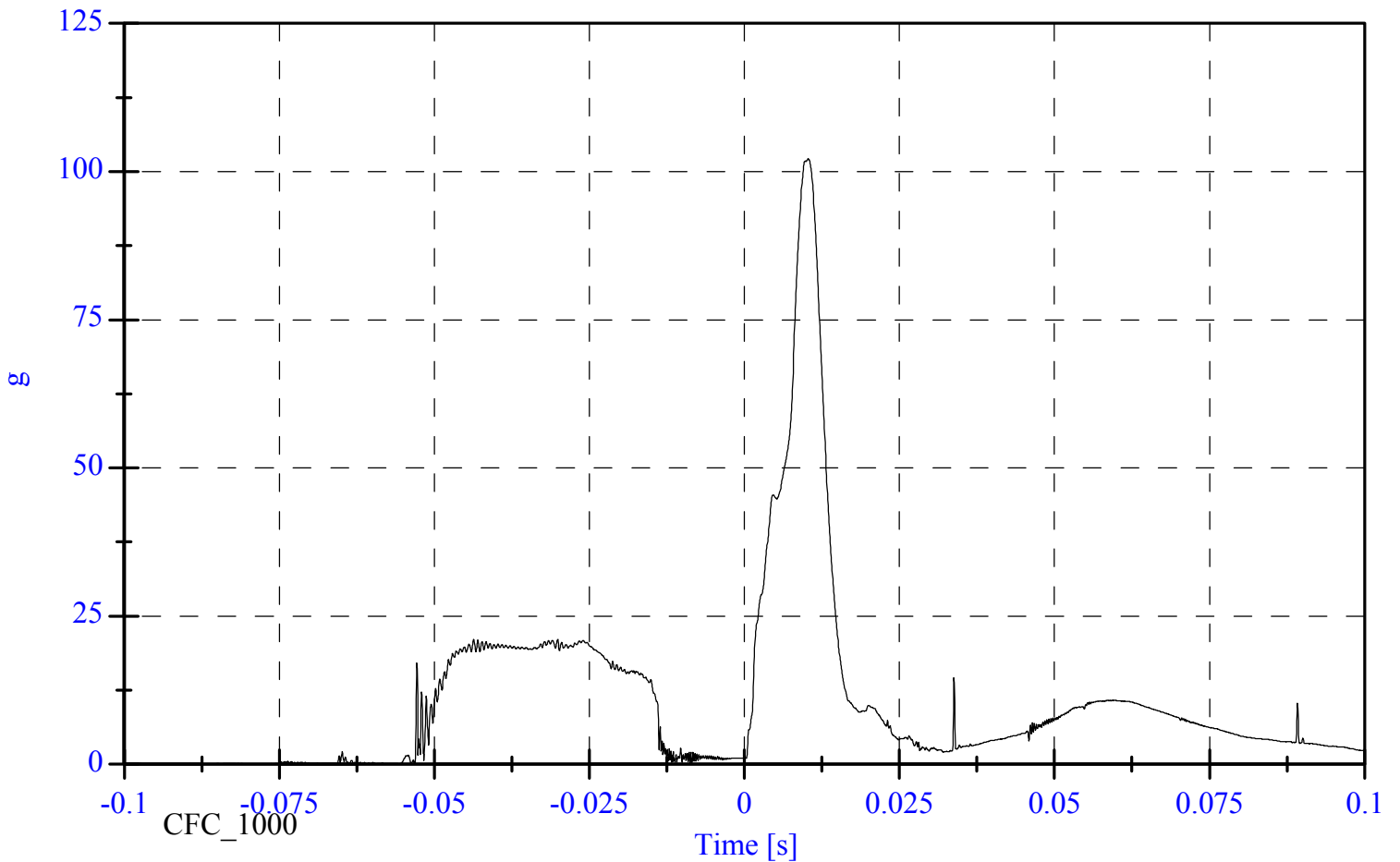
Maximum: 102.1 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 102.1 [g] at 0.010 [s]

Min: 0.0 [g] at -0.078 [s]



FMVSS 201U 2010 SUZUKI KIZASHI

Max: 21.1 [g] at -0.030 [s]

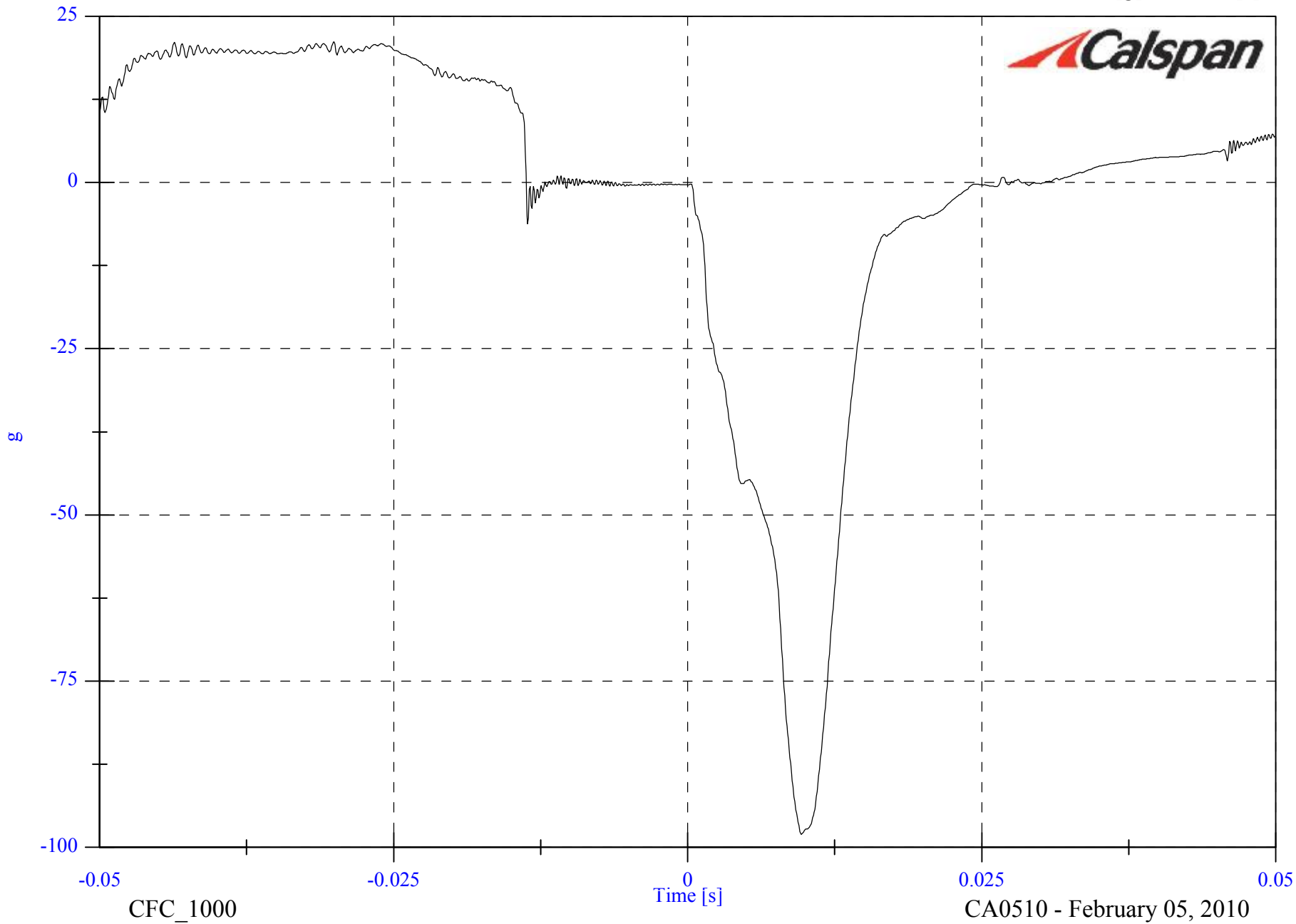
Headform X Acceleration

Min: -98.1 [g] at 0.010 [s]



CA0510 DRIVER SIDE RP2 IMPACT PLOT #1

CC2010-03



CFC\_1000

CA0510 - February 05, 2010



FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

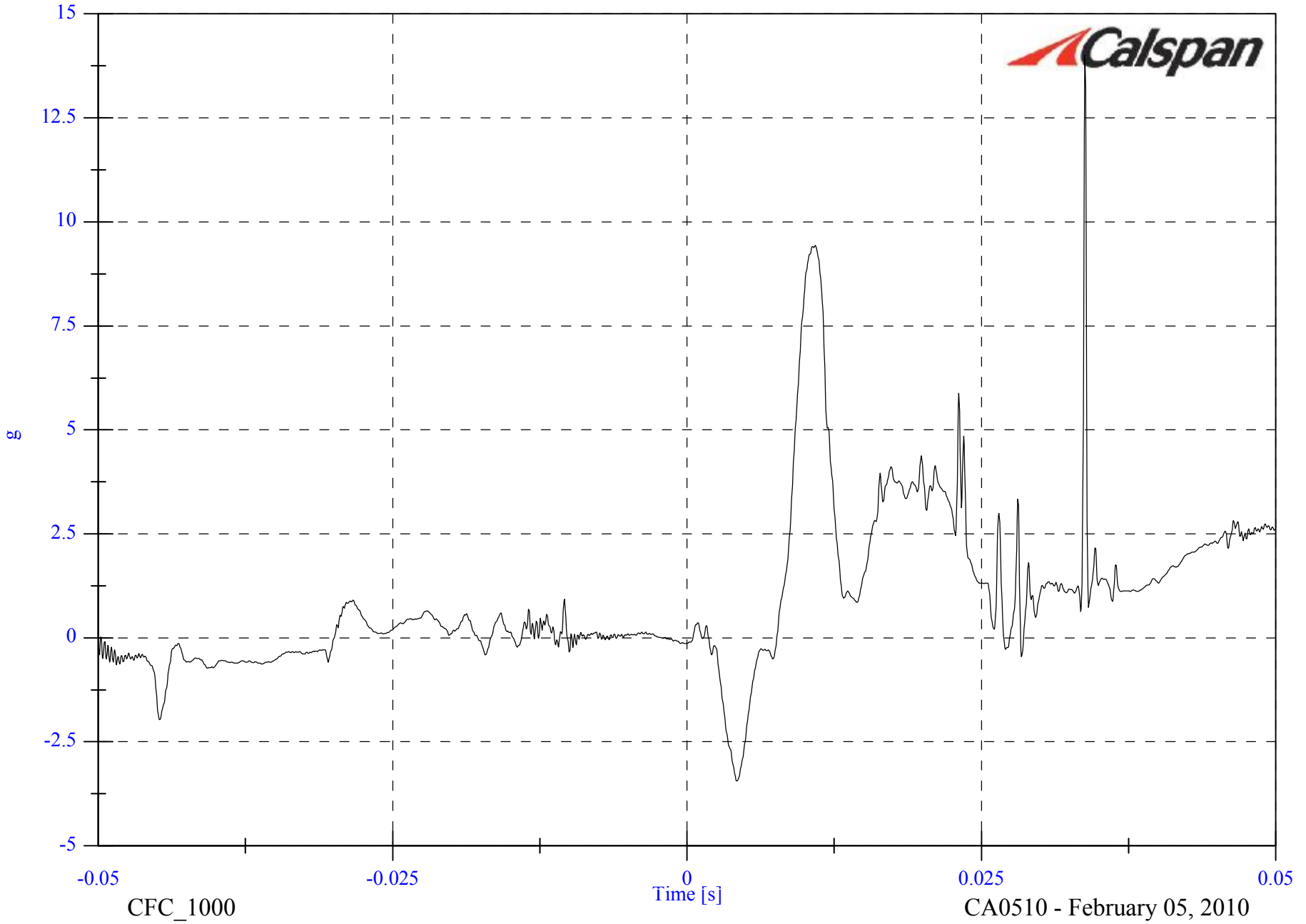
Max: 14.0 [g] at 0.034 [s]

Min: -3.4 [g] at 0.004 [s]



CA0510 DRIVER SIDE RP2 IMPACT PLOT #2

CC2010-03



CFC\_1000

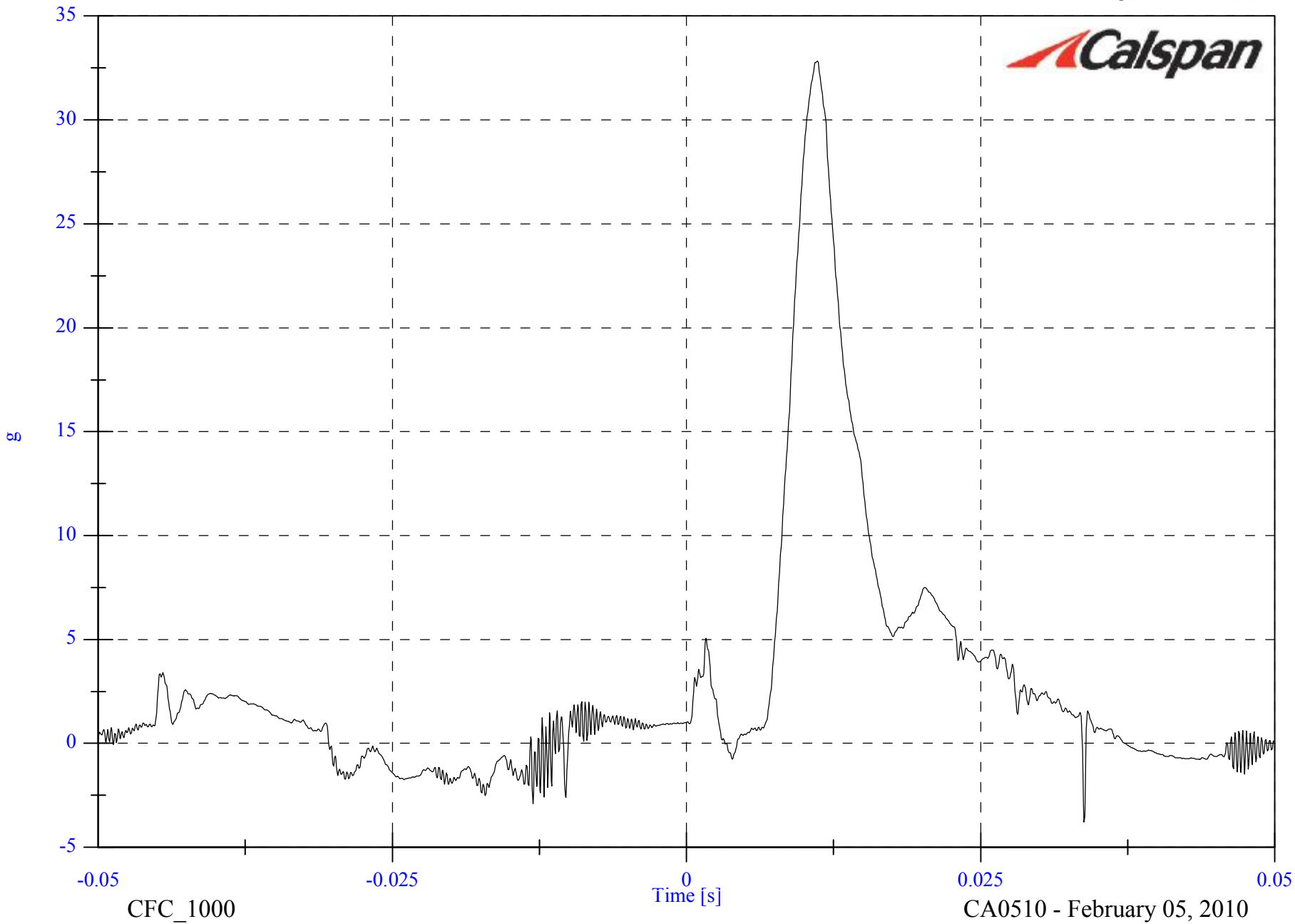
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 32.8 [g] at 0.011 [s]

Min: -3.8 [g] at 0.034 [s]



CA0510 DRIVER SIDE RP2 IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

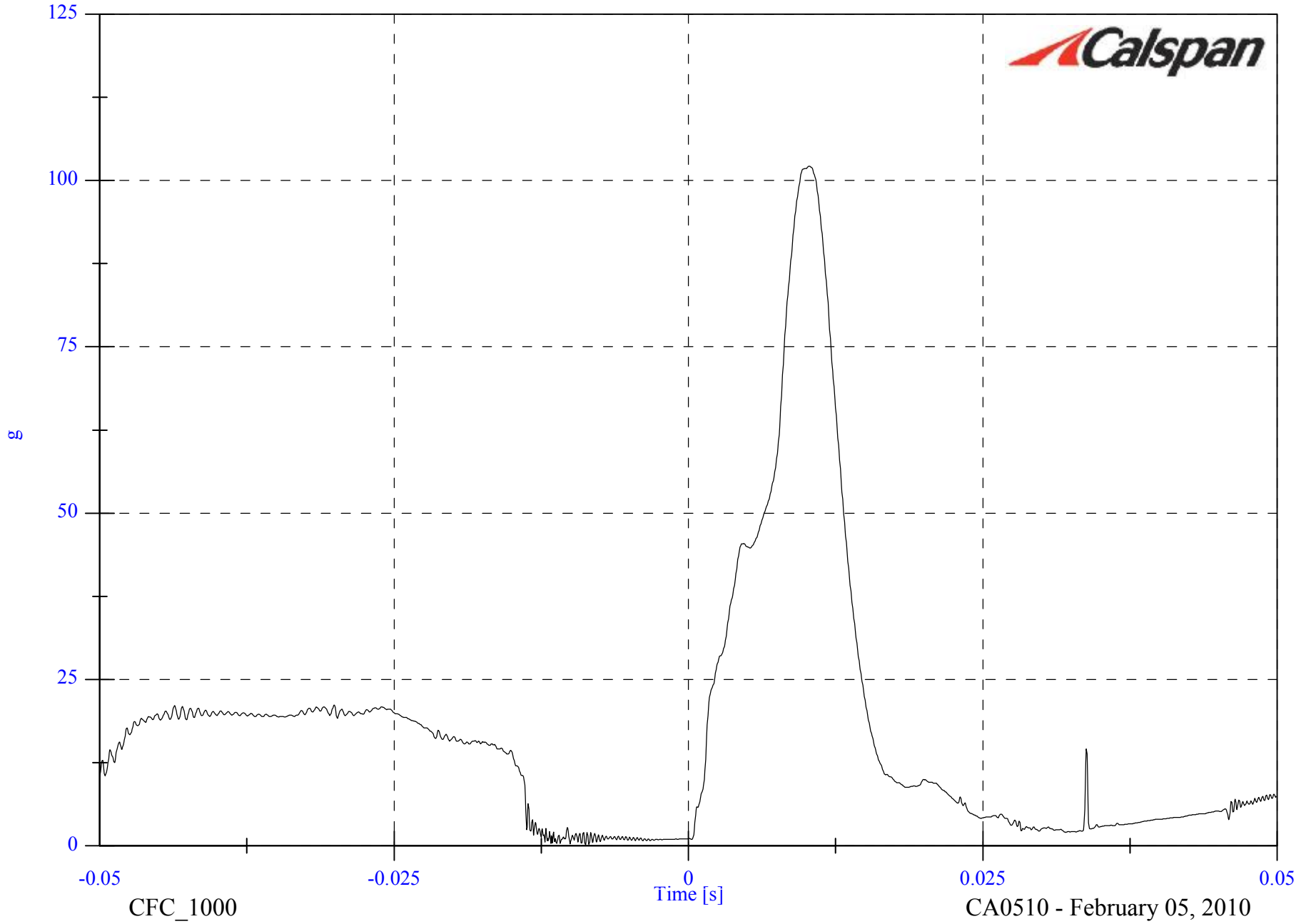
Headform Resultant

Max: 102.1 [g] at 0.010 [s]  
Min: 0.1 [g] at -0.009 [s]



CA0510 DRIVER SIDE RP2 IMPACT PLOT #4

CC2010-03



CFC\_1000

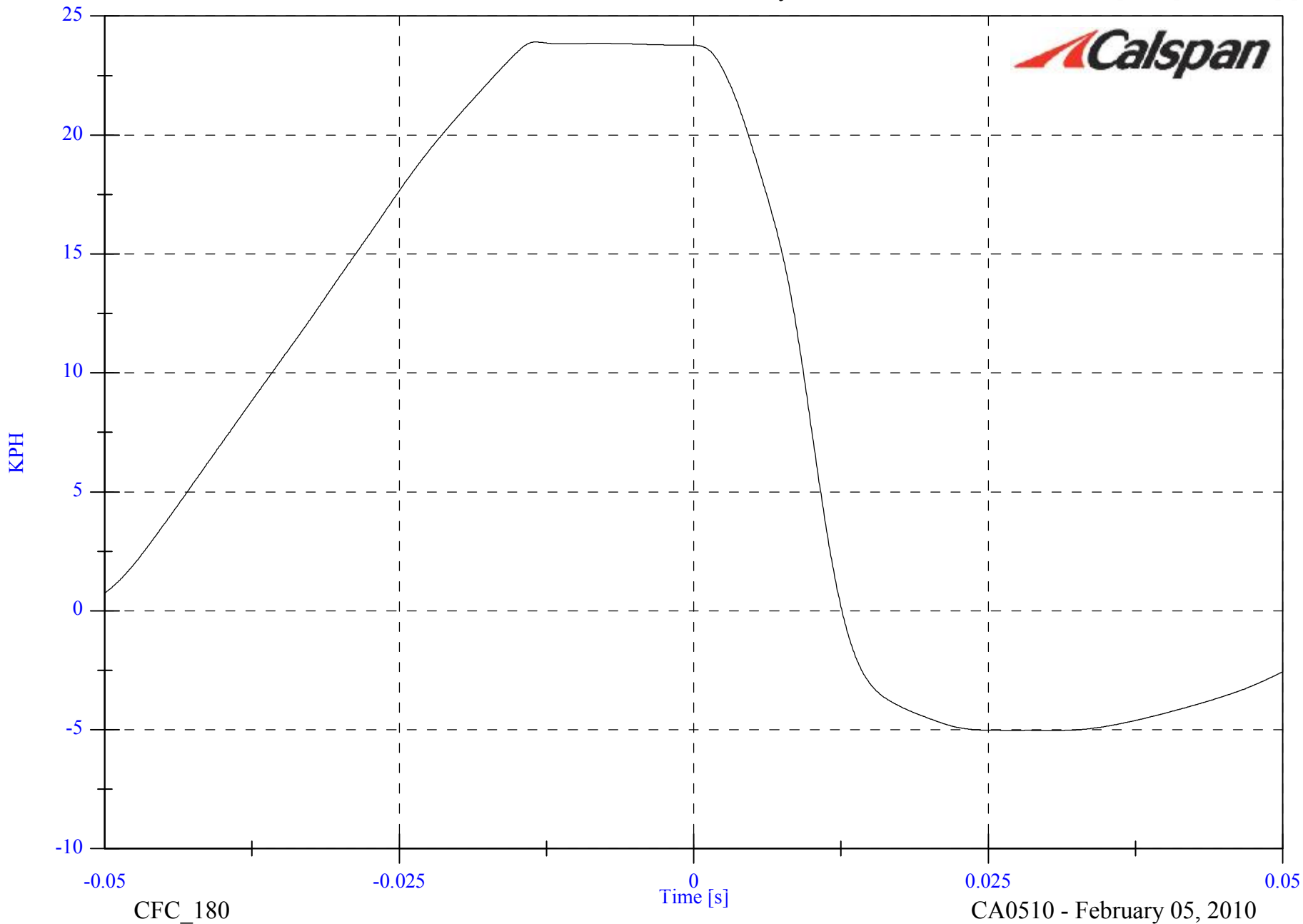
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 23.9 [KPH] at -0.013 [s]

Min: -5.0 [KPH] at 0.030 [s]

### Headform Velocity

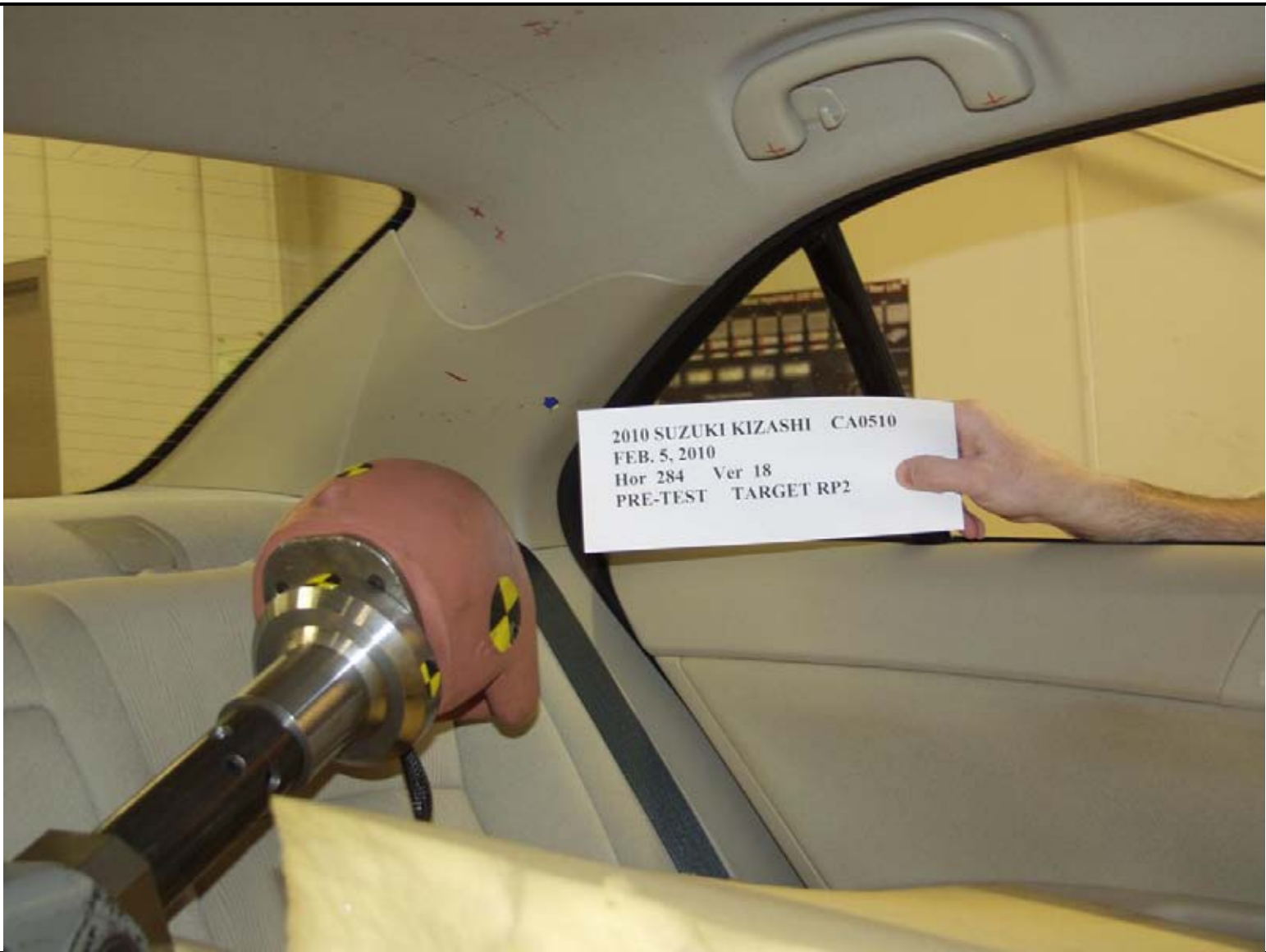


CA0510 DRIVER SIDE RP2 IMPACT PLOT #5

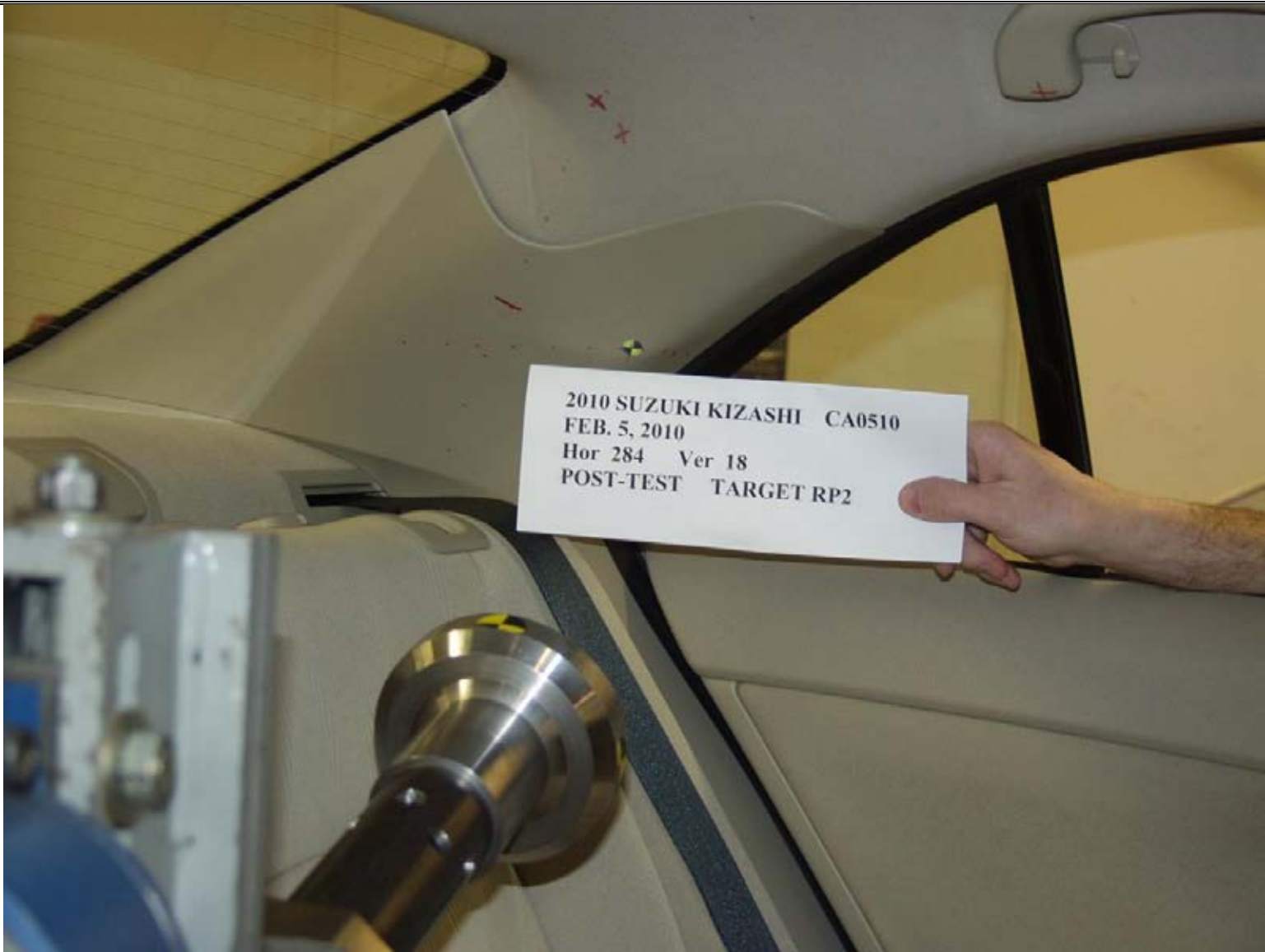
CC2010-03

CFC\_180

CA0510 - February 05, 2010



PRE-IMPACT RP2



POST-IMPACT RP2

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	10
Test Date:	02/05/10
Target Location:	B-PILLAR
Target Code:	BP4
Horizontal Impact Angle:	226
Vertical Impact Angle:	-6
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	9:45
Headform Number:	355

Impact Point Description (from lower midpoint on midsagittal line)			
On Centerline	10	<input checked="" type="checkbox"/>	mm right <input type="checkbox"/> mm left
On Centerline	28		mm up



POST-IMPACT BP4 HEADFORM

Free Motion HIC	566.1
HIC(d)	593.5
Impact Velocity (kph)	23.6
HIC T1 (msec)	3.4
HIC T2 (msec)	11.2

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - BP4

FMH Headform 0355

Location: BP4

Test Date: February 05, 2010

Work File: BP4

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 593.5

Lab Humidity: 17 %

HIC (36ms): 566.1

Velocity at Impact: 23.60 KPH

t1: 3.4 msec

t2: 11.2 msec

Free Flight Distance: 229.90 mm

Duration: 7.8 msec

Average Acceleration: 10.3 g

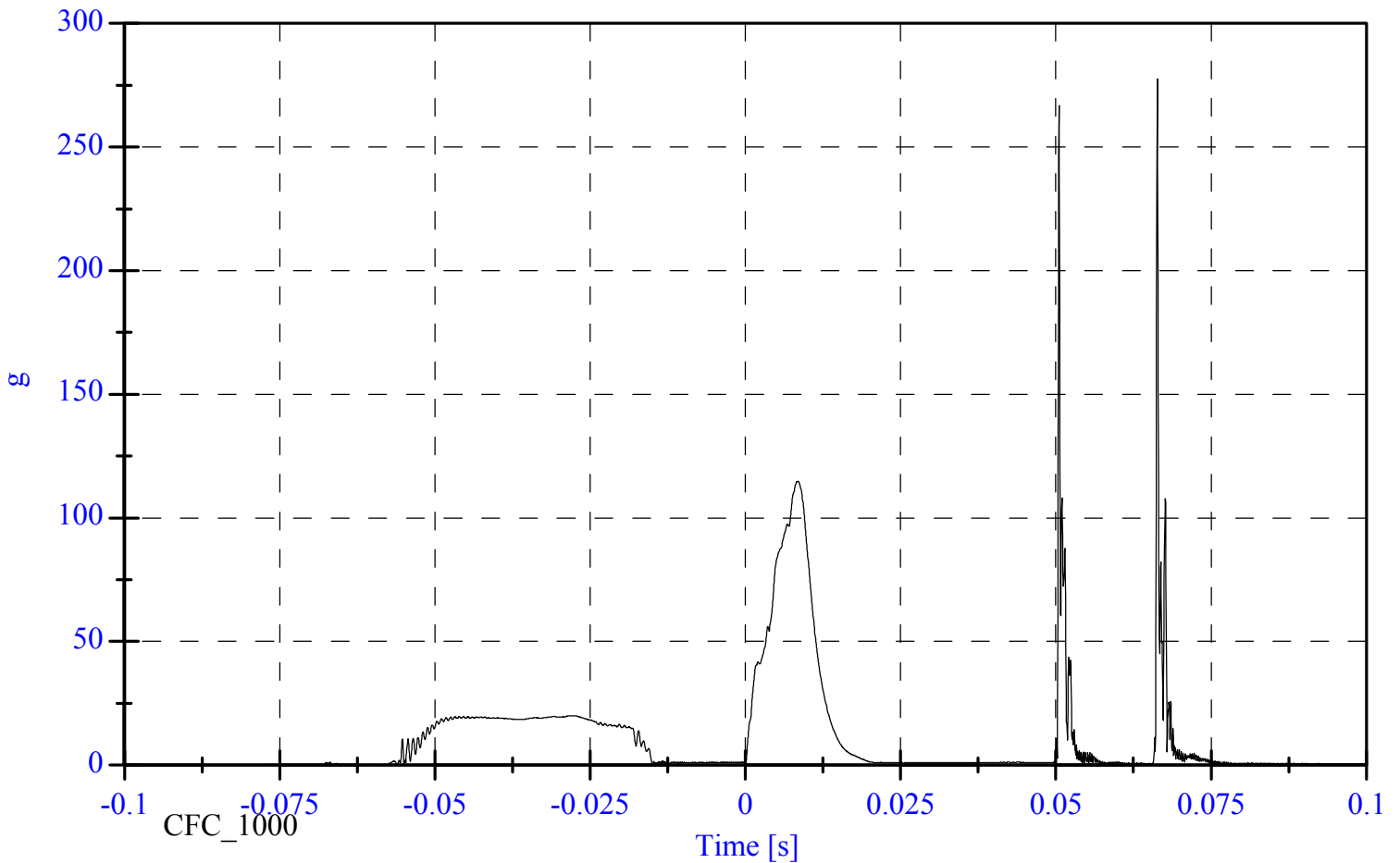
Maximum: 114.8 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 114.8 [g] at 0.009 [s]

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

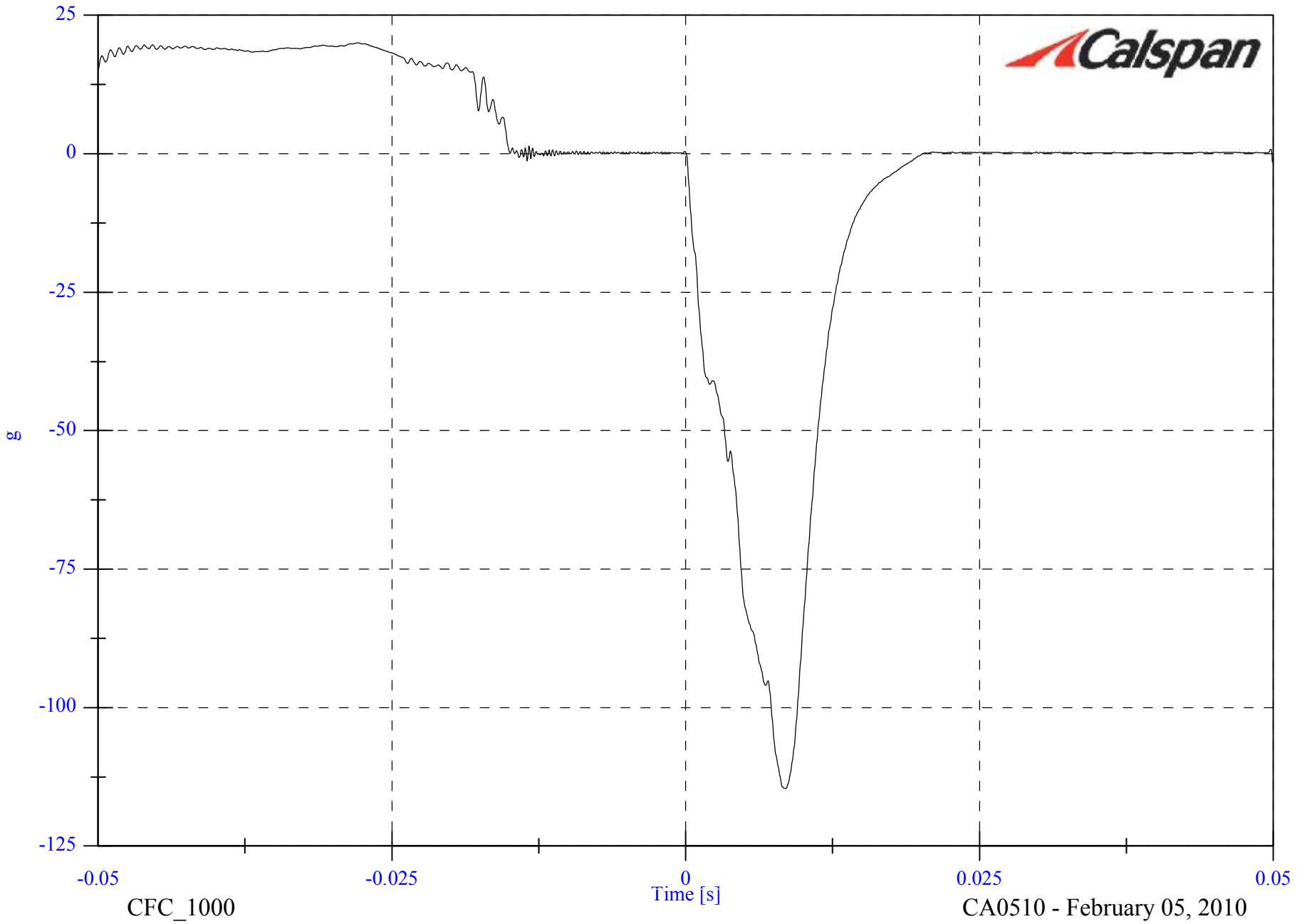




FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 20.0 [g] at -0.028 [s]  
Min: -114.6 [g] at 0.009 [s]



CA0510 DRIVER SIDE BP4 IMPACT PLOT #1

CC2010-03

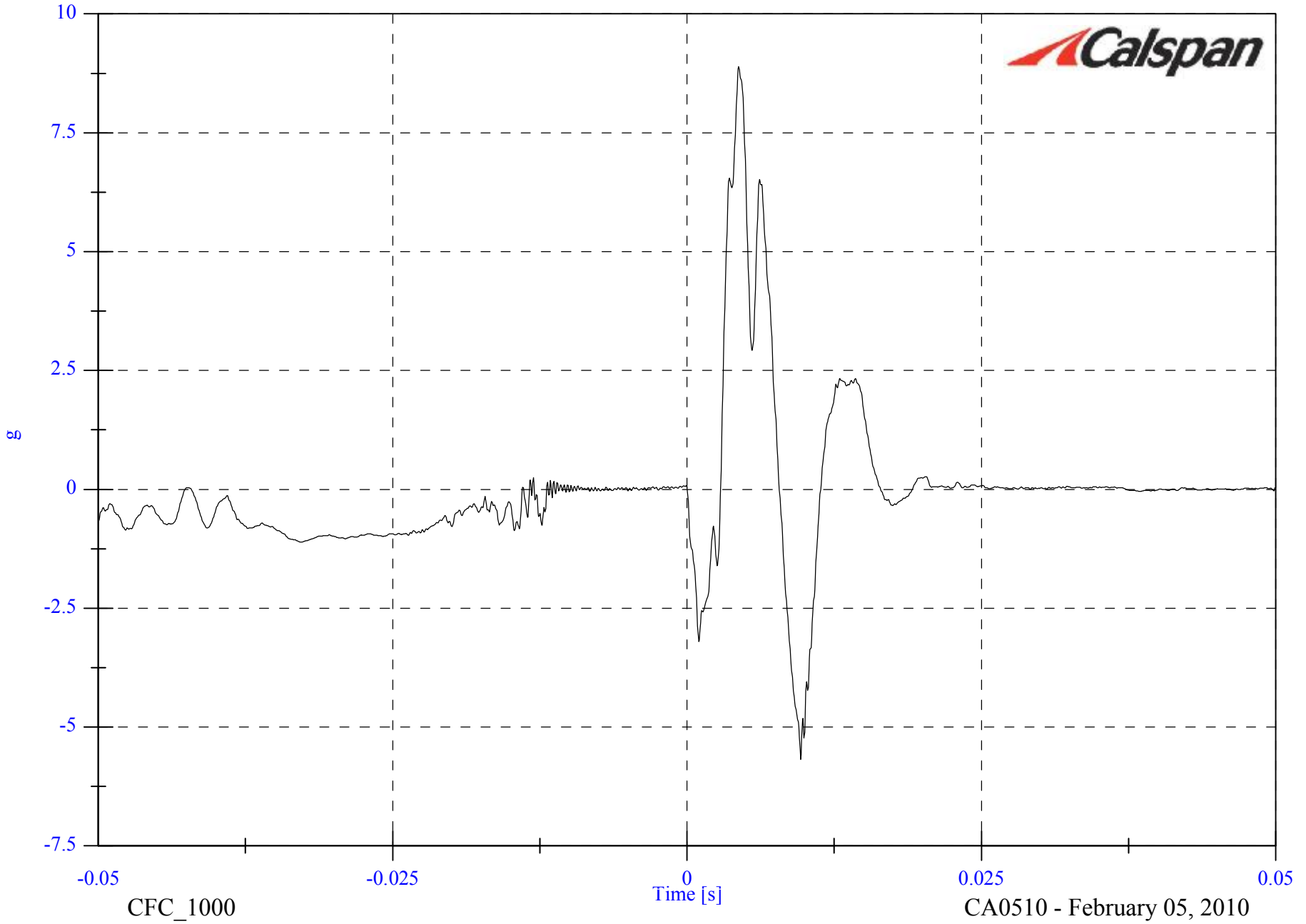
CFC\_1000

CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 8.9 [g] at 0.004 [s]  
Min: -5.7 [g] at 0.010 [s]



CA0510 DRIVER SIDE BP4 IMPACT PLOT #2

CC2010-03

CFC\_1000

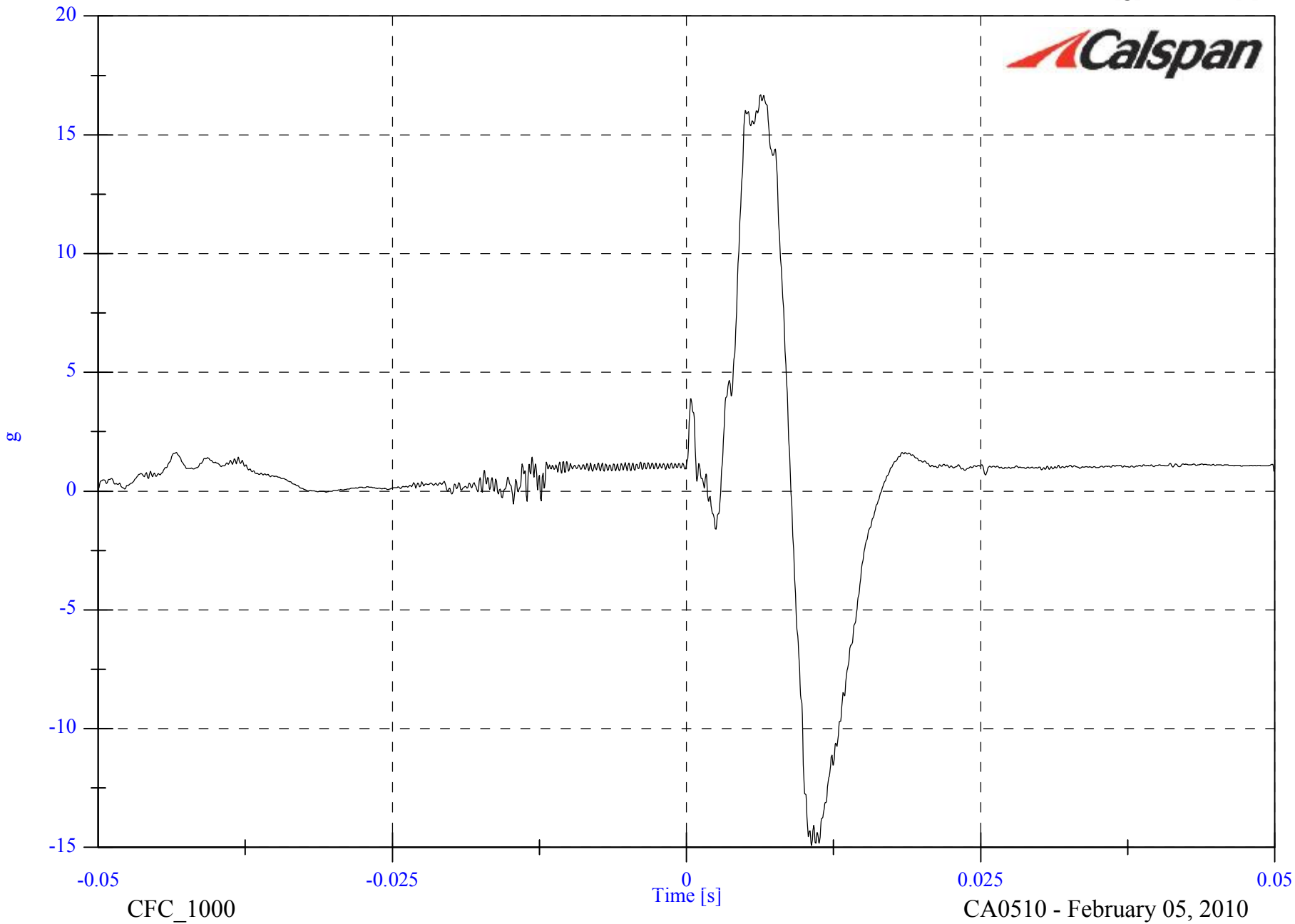
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 16.7 [g] at 0.006 [s]

Min: -14.9 [g] at 0.011 [s]



CA0510 DRIVER SIDE BP4 IMPACT PLOT #3

CC2010-03

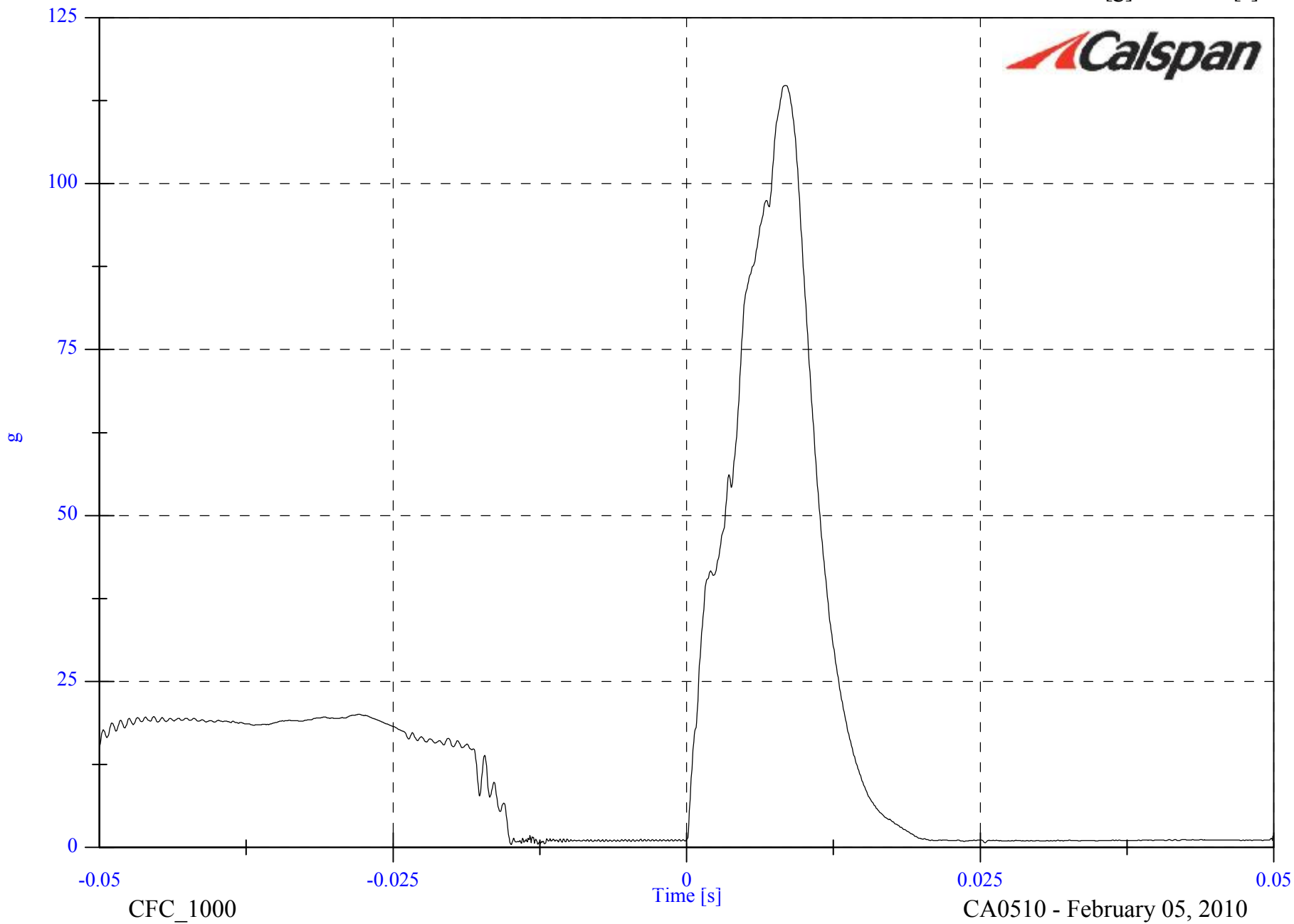
CFC\_1000

CA0510 - February 05, 2010



CA0510 DRIVER SIDE BP4 IMPACT PLOT #4

CC2010-03

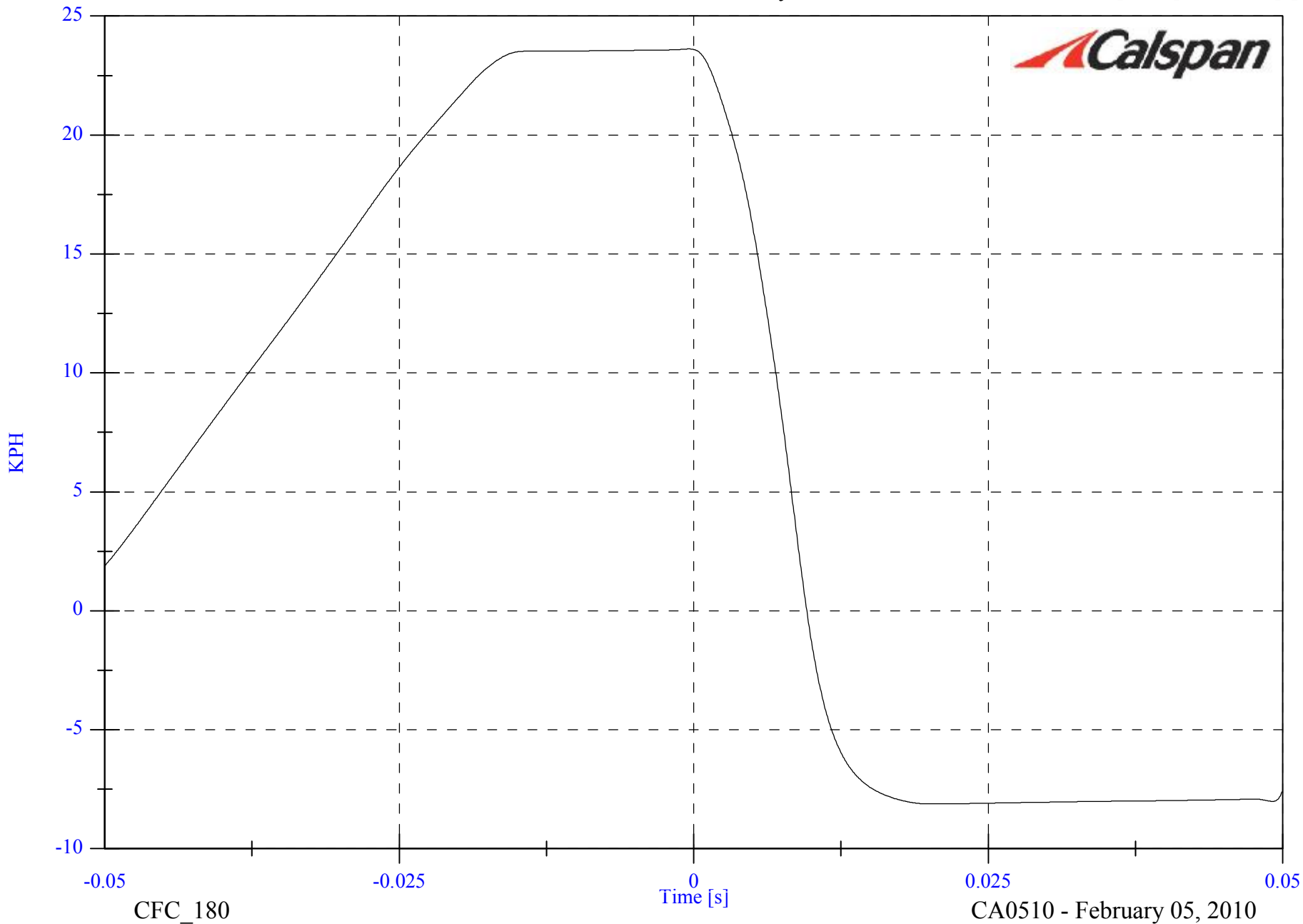


FMVSS 201U 2010 SUZUKI KIZASHI

Max: 23.6 [KPH] at -0.000 [s]

Min: -8.1 [KPH] at 0.020 [s]

### Headform Velocity

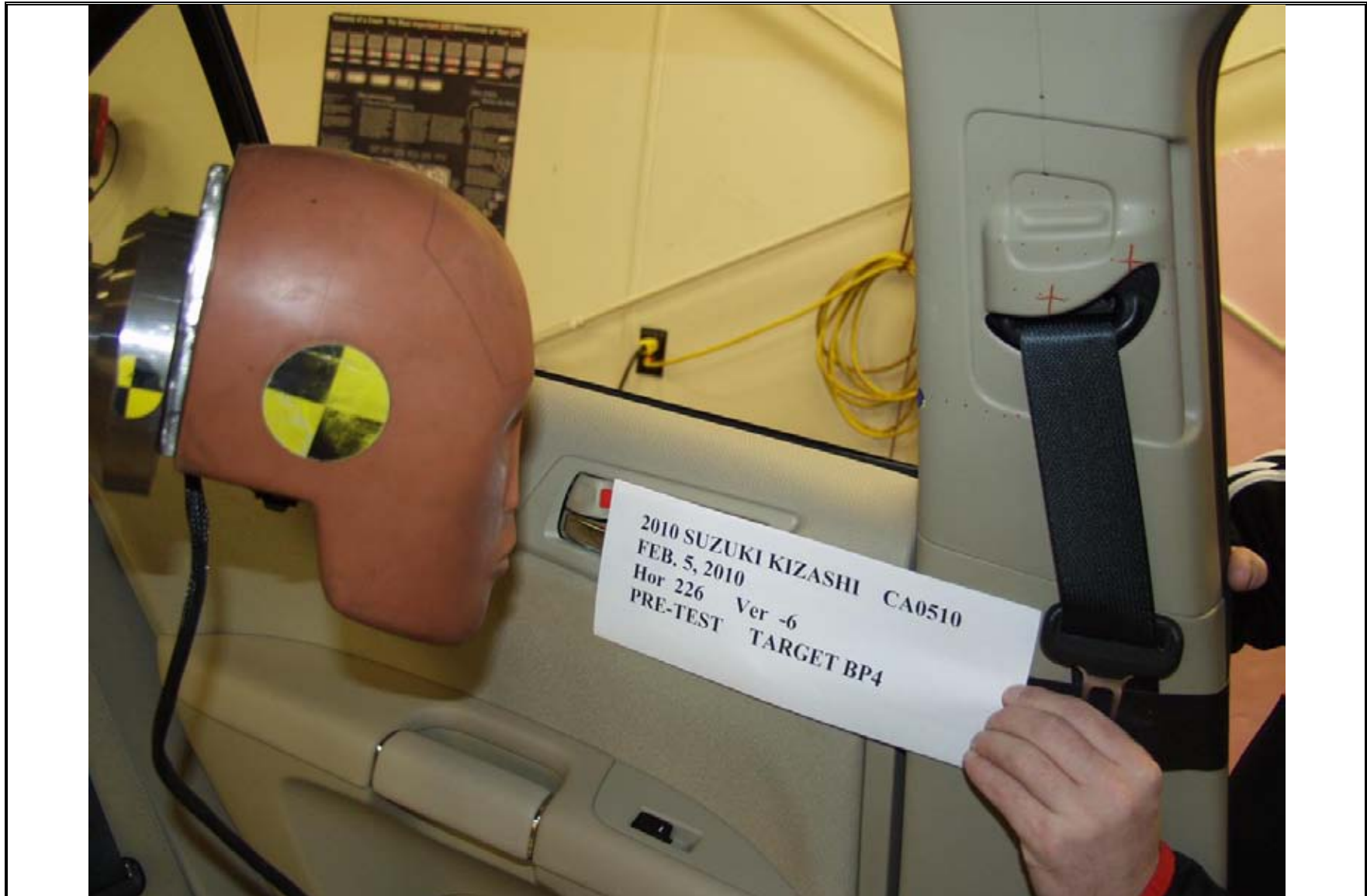


CA0510 DRIVER SIDE BP4 IMPACT PLOT #5

CC2010-03

CFC\_180

CA0510 - February 05, 2010



PRE-IMPACT BP4



POST-IMPACT BP4

VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	11
Test Date:	02/05/10
Target Location:	UPPER ROOF
Target Code:	URBP
Horizontal Impact Angle:	270
Vertical Impact Angle:	50
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	10:20
Headform Number:	1140

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	0	<input type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	27				mm up



POST-IMPACT URBP HEADFORM

Free Motion HIC	466.6
HIC(d)	518.5
Impact Velocity (kph)	23.54
HIC T1 (msec)	4.0
HIC T2 (msec)	12.4



# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - URBP

FMH Headform 1140

Location: URBP

Test Date: February 05, 2010

Work File: URBP

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 518.5

Lab Humidity: 17 %

HIC (36ms): 466.6

Velocity at Impact: 23.54 KPH

t1: 4.0 msec

t2: 12.4 msec

Free Flight Distance: 218.00 mm

Duration: 8.4 msec

Average Acceleration: 8.8 g

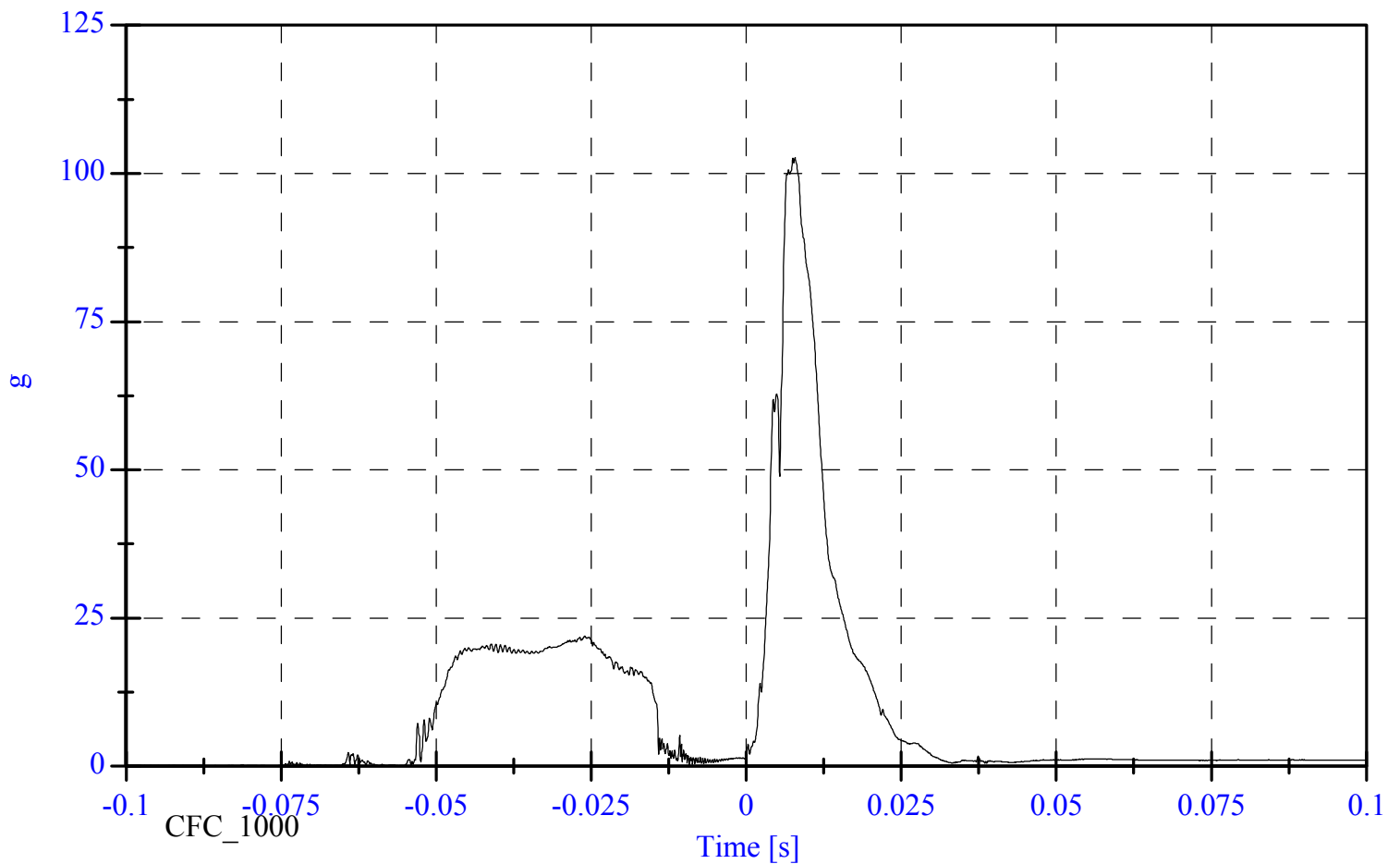
Maximum: 102.7 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 102.7 [g] at 0.008 [s]

Min: 0.0 [g] at -0.088 [s]

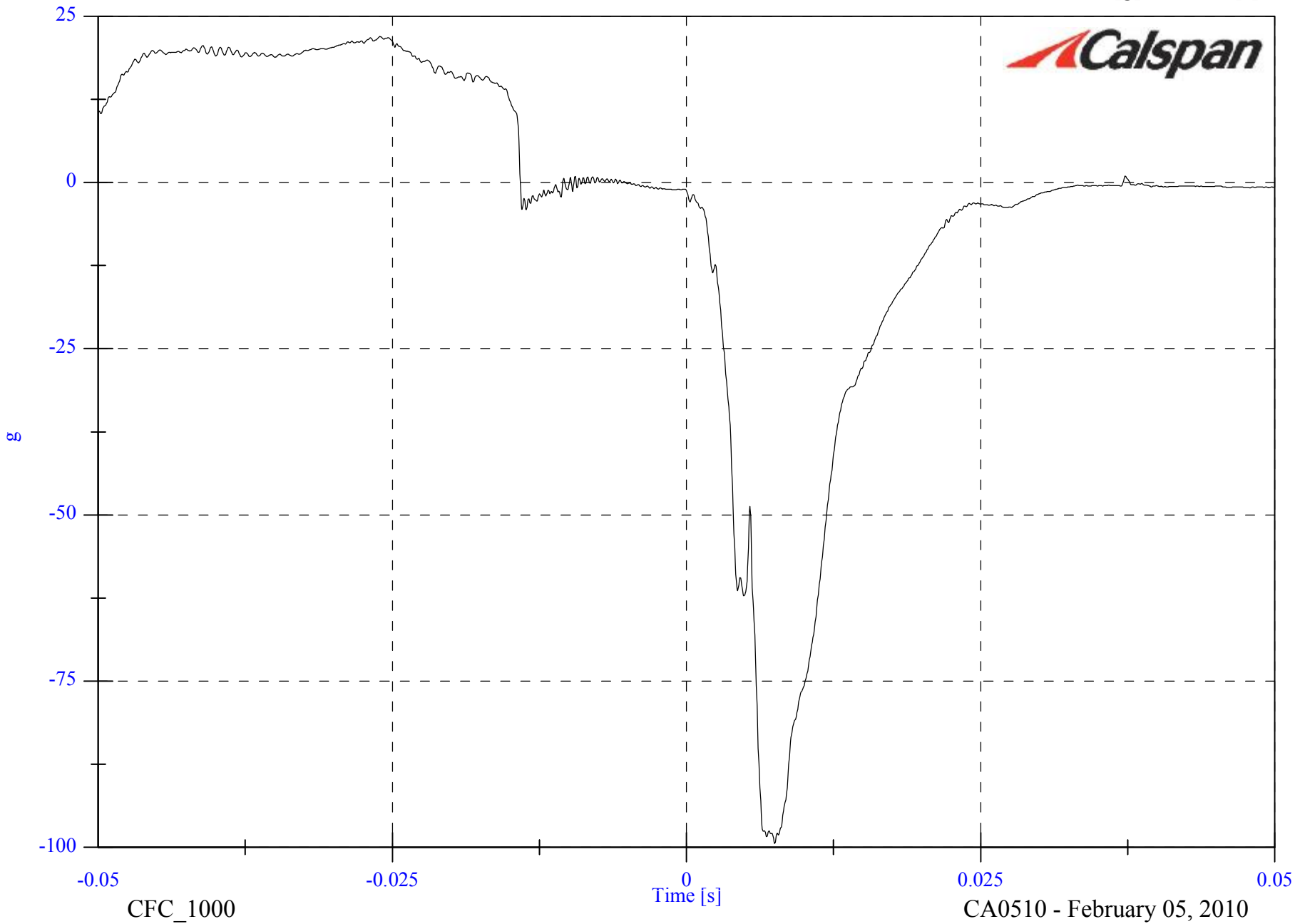


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 21.9 [g] at -0.026 [s]

Min: -99.4 [g] at 0.007 [s]



CA0510 DRIVER SIDE URBP IMPACT PLOT #1

CC2010-03

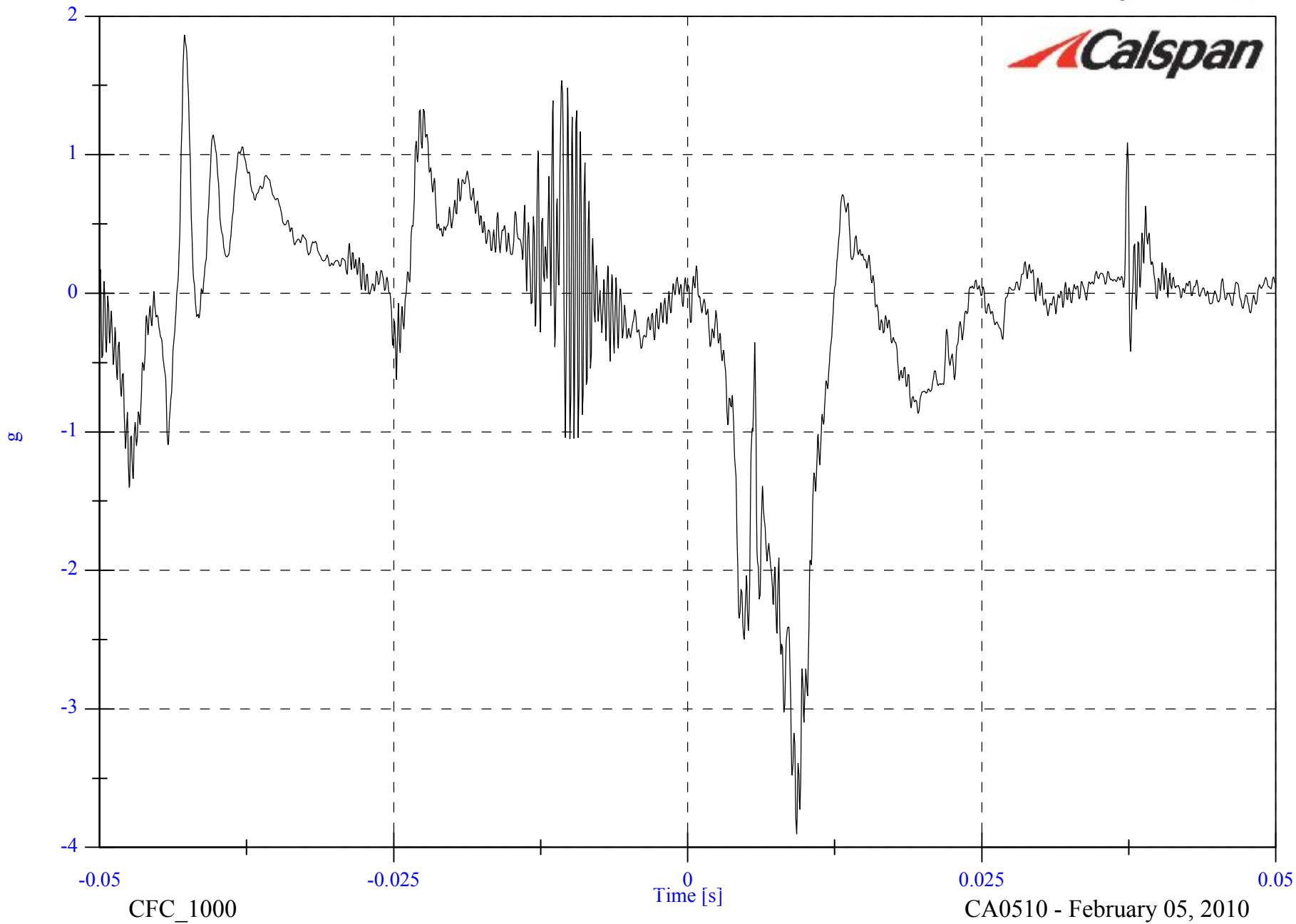
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 1.9 [g] at -0.043 [s]

Min: -3.9 [g] at 0.009 [s]



CA0510 DRIVER SIDE URBP IMPACT PLOT #2

CC2010-03

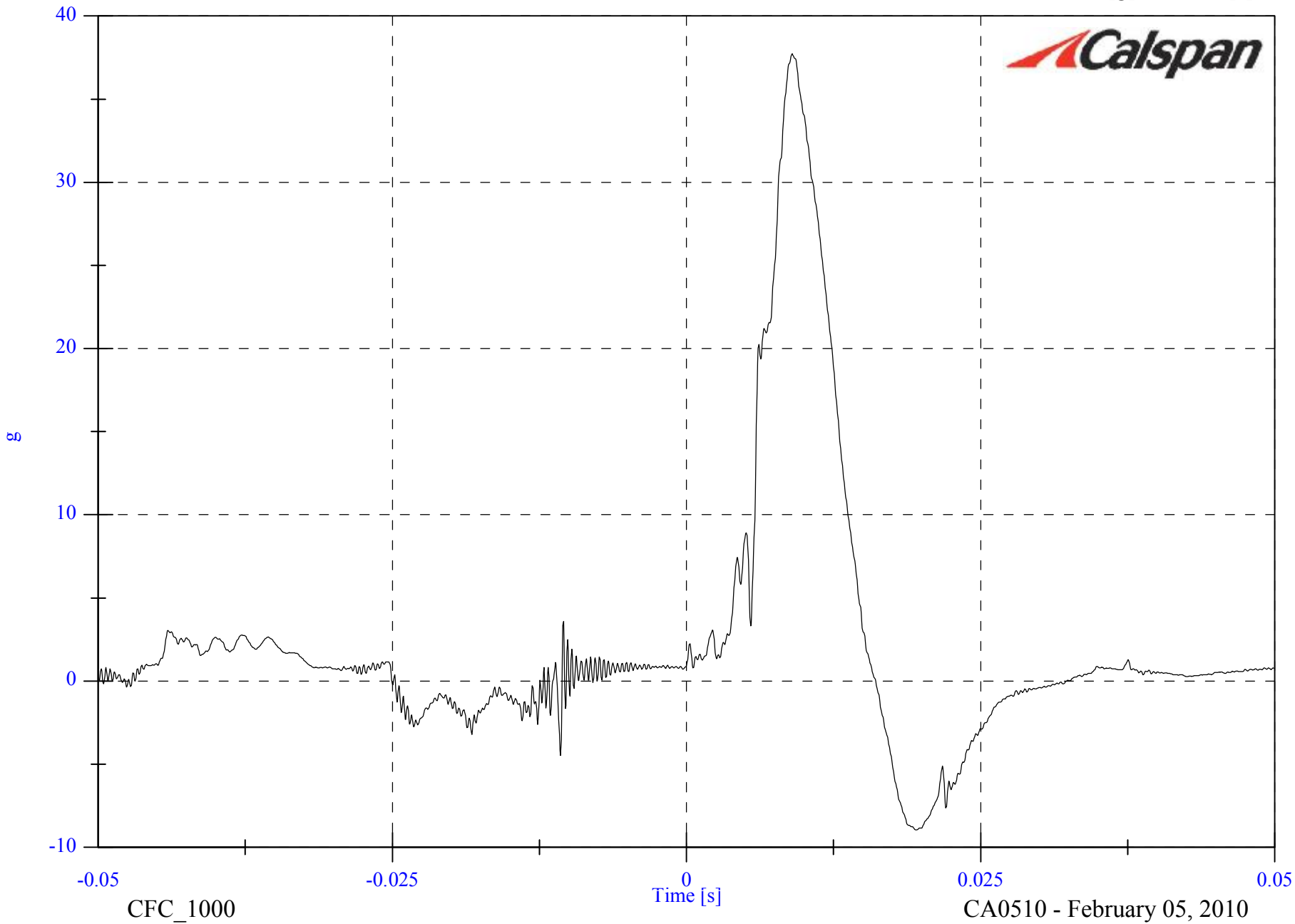
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 37.7 [g] at 0.009 [s]

Min: -9.0 [g] at 0.019 [s]



CA0510 DRIVER SIDE URBP IMPACT PLOT #3

CC2010-03

CFC\_1000

CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

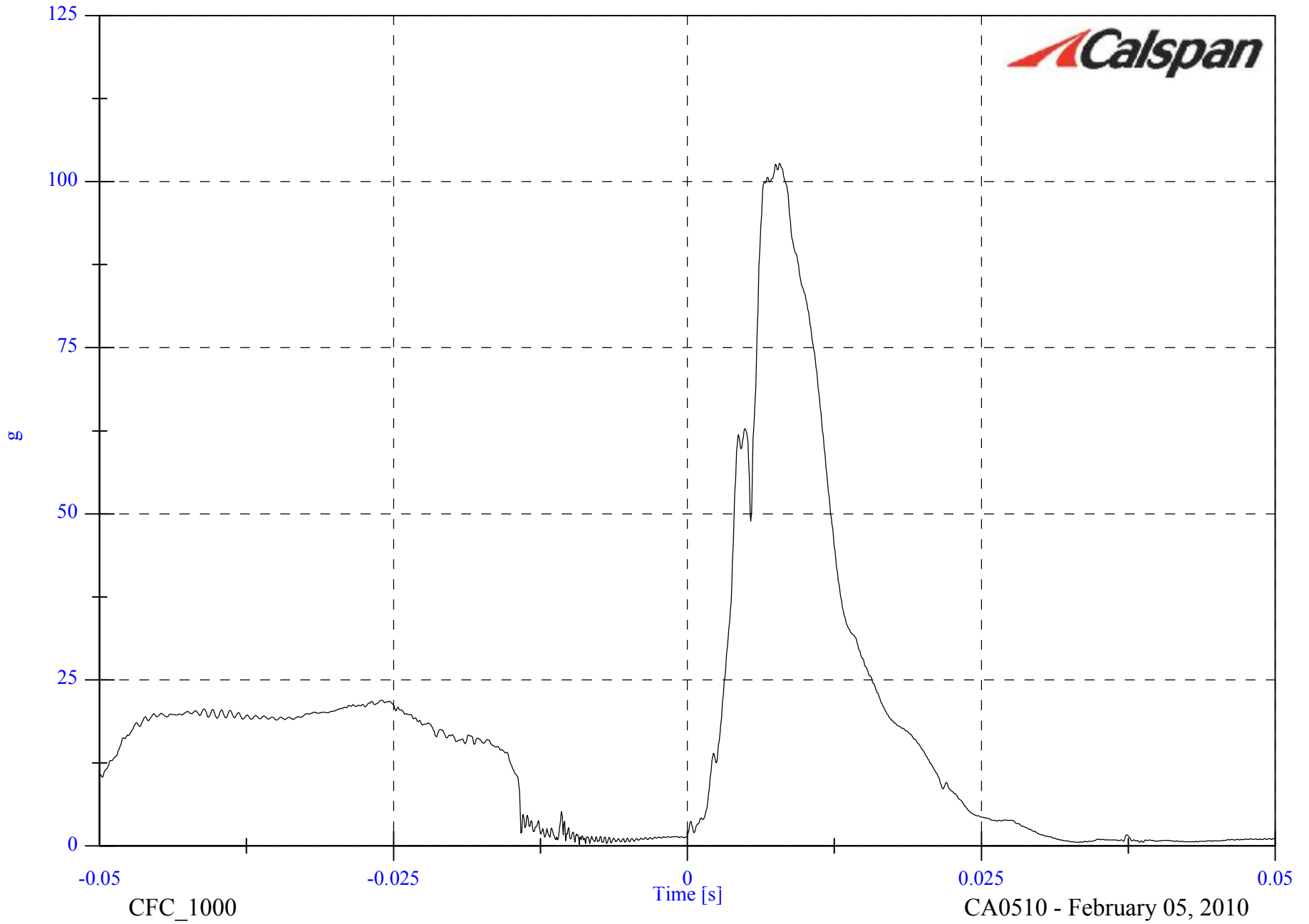
Headform Resultant

Max: 102.7 [g] at 0.008 [s]  
Min: 0.2 [g] at -0.009 [s]



CA0510 DRIVER SIDE URBP IMPACT PLOT #4

CC2010-03

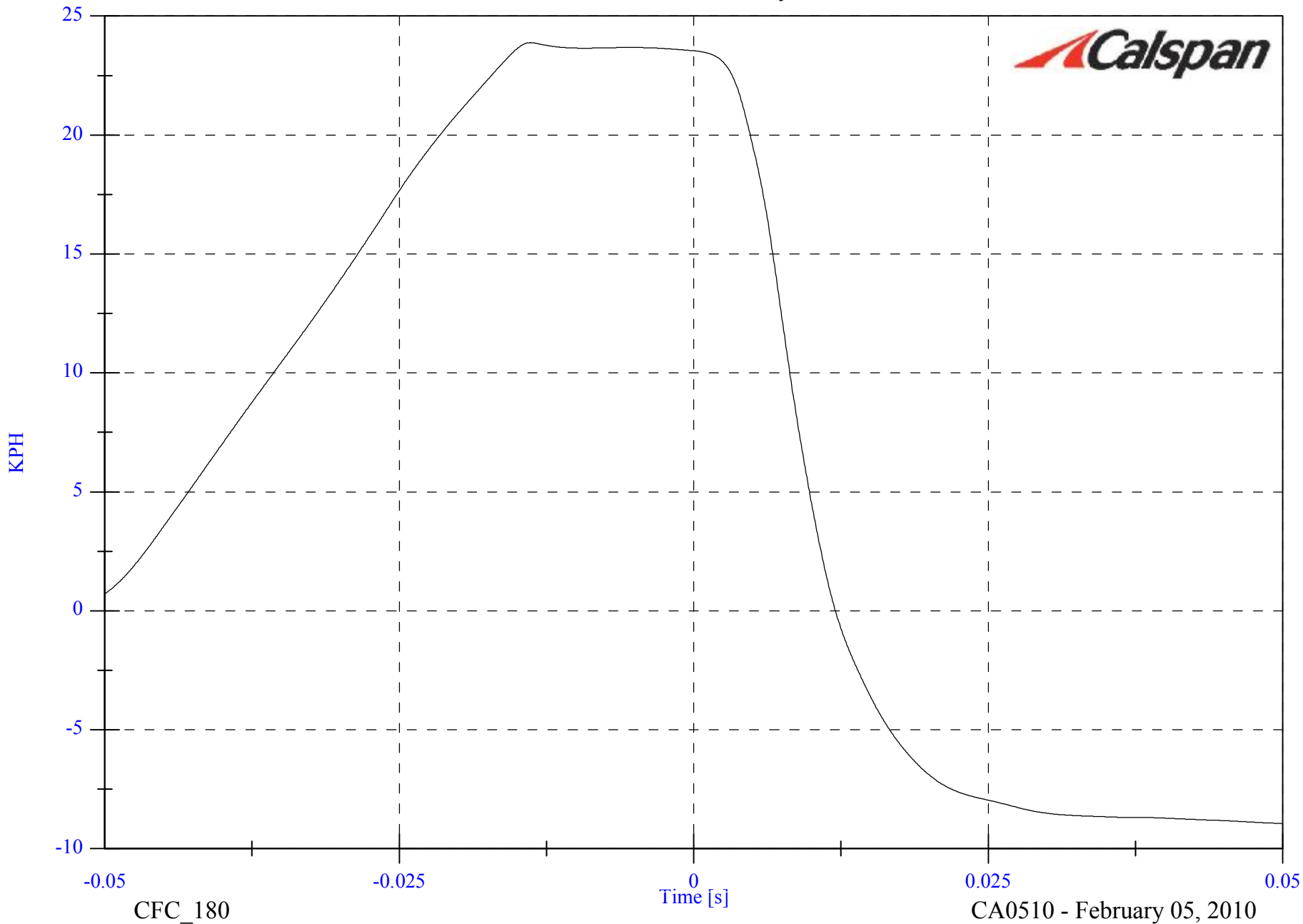


FMVSS 201U 2010 SUZUKI KIZASHI

Max: 23.9 [KPH] at -0.014 [s]

Min: -9.0 [KPH] at 0.050 [s]

### Headform Velocity

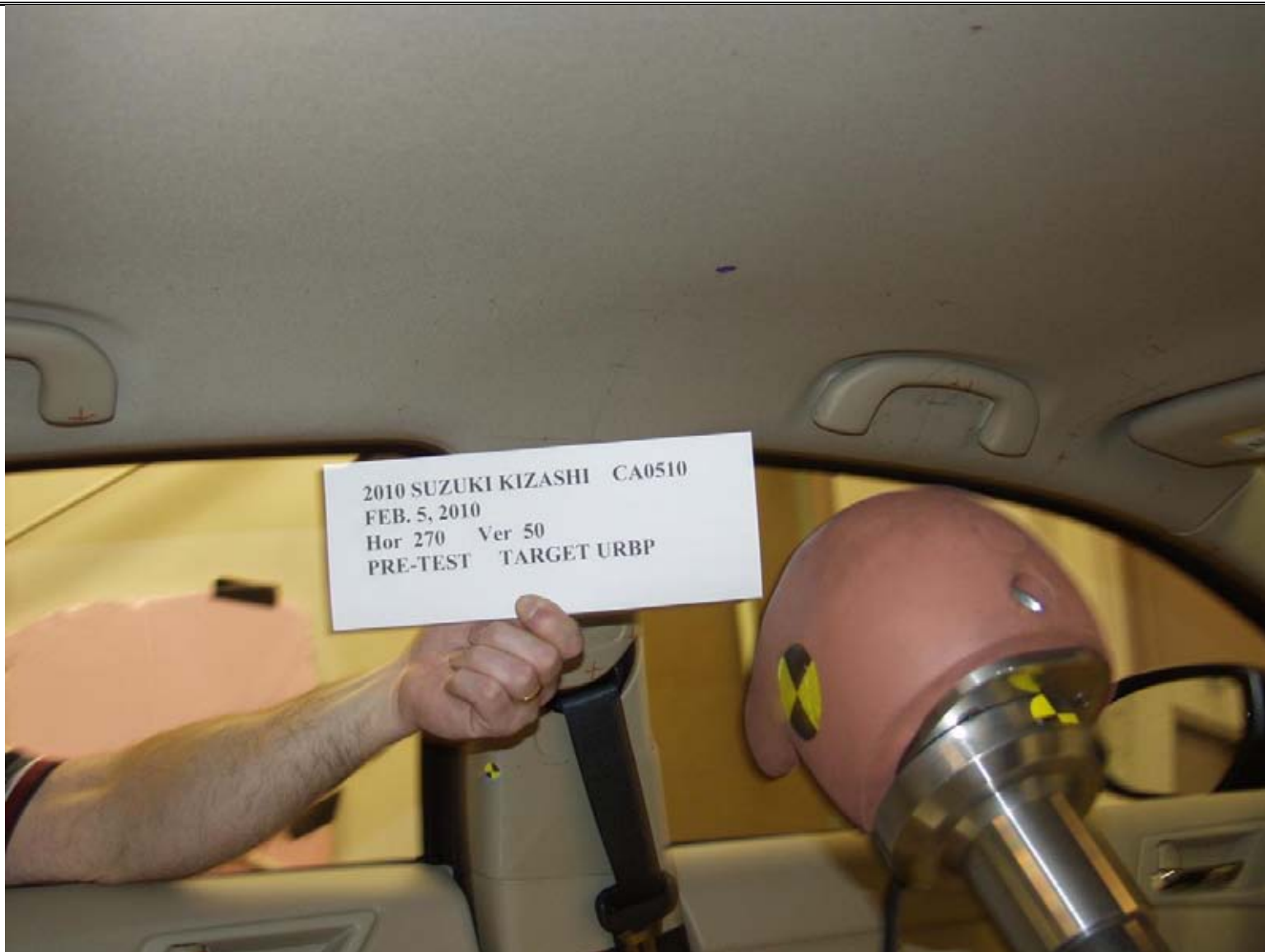


CA0510 DRIVER SIDE URBP IMPACT PLOT #5

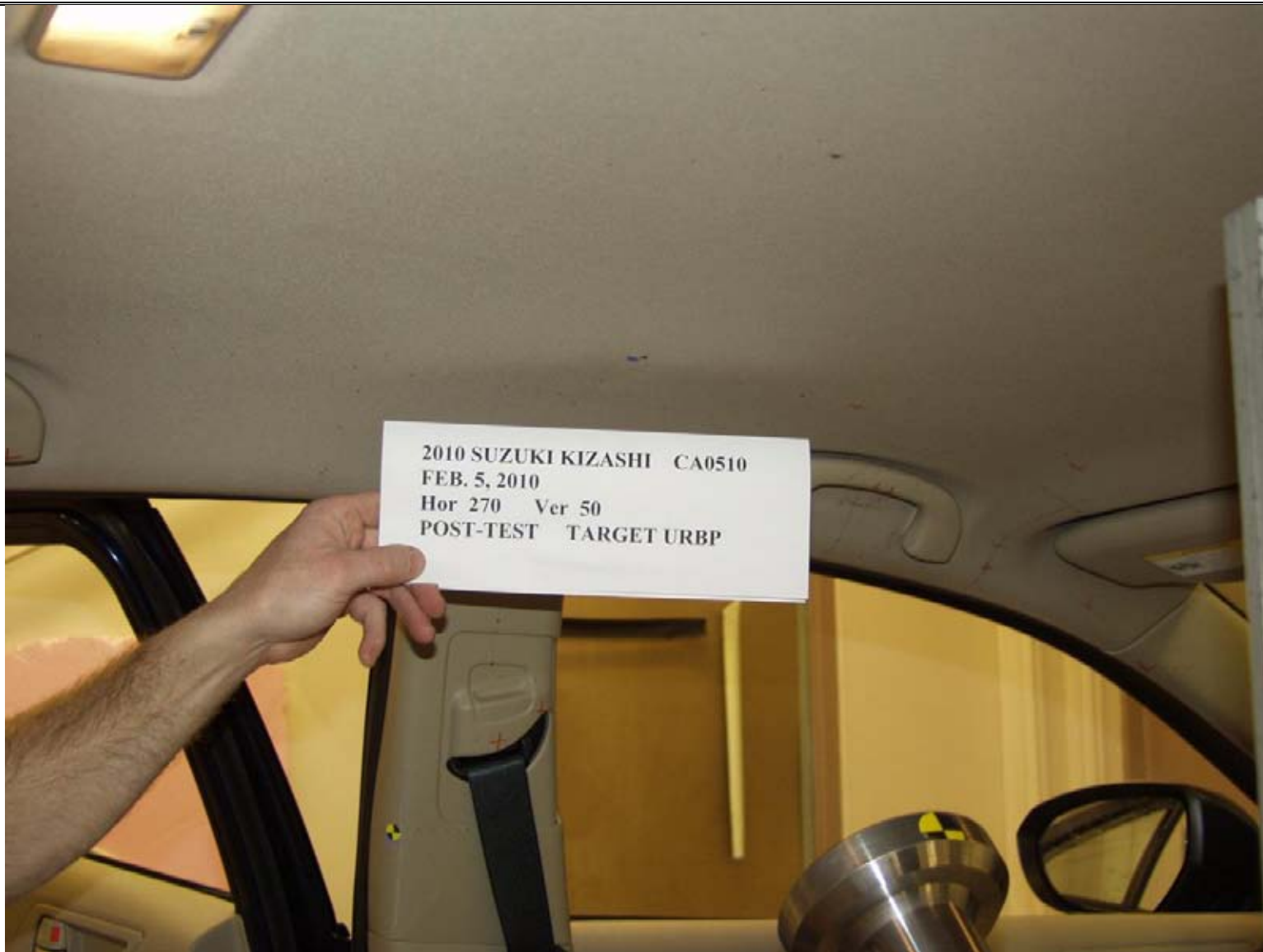
CC2010-03

CFC\_180

CA0510 - February 05, 2010



PRE-IMPACT URBP



**POST-IMPACT URBP**



VEHICLE YEAR/MAKE/MODEL/STYLE:	2010 Suzuki Kizashi
VIN:	JS2RF9A39A6100007
DATE OF MANUFACTURE:	10/09(SEE CERTIFICATION LABEL)
COLOR:	Blue

Test Number:	12
Test Date:	02/05/10
Target Location:	A-PILLAR
Target Code:	AP2
Horizontal Impact Angle:	218
Vertical Impact Angle:	50
Ambient Temperature:	20°C
Relative Humidity:	17
Time of Impact:	11:00
Headform Number:	805

Impact Point Description (from lower midpoint on midsagittal line)					
On Centerline	3	<input checked="" type="checkbox"/>	mm right	<input type="checkbox"/>	mm left
On Centerline	15				mm up



POST-IMPACT AP2 HEADFORM

Free Motion HIC	212.1
HIC(d)	326.4
Impact Velocity (kph)	18.56
HIC T1 (msec)	2.2
HIC T2 (msec)	15.8

# FMVSS 201U 2010 SUZUKI KIZASHI CA0510 - AP2

FMH Headform 0805

Location: AP2

Test Date: February 05, 2010

Work File: AP2

## -----TEST RESULTS-----

Lab Temperature: 20 C

HICd: 326.4

Lab Humidity: 17 %

HIC (36ms): 212.1

Velocity at Impact: 18.56 KPH

t1: 2.2 msec

t2: 15.8 msec

Free Flight Distance: 220.44 mm

Duration: 13.6 msec

Average Acceleration: 8.0 g

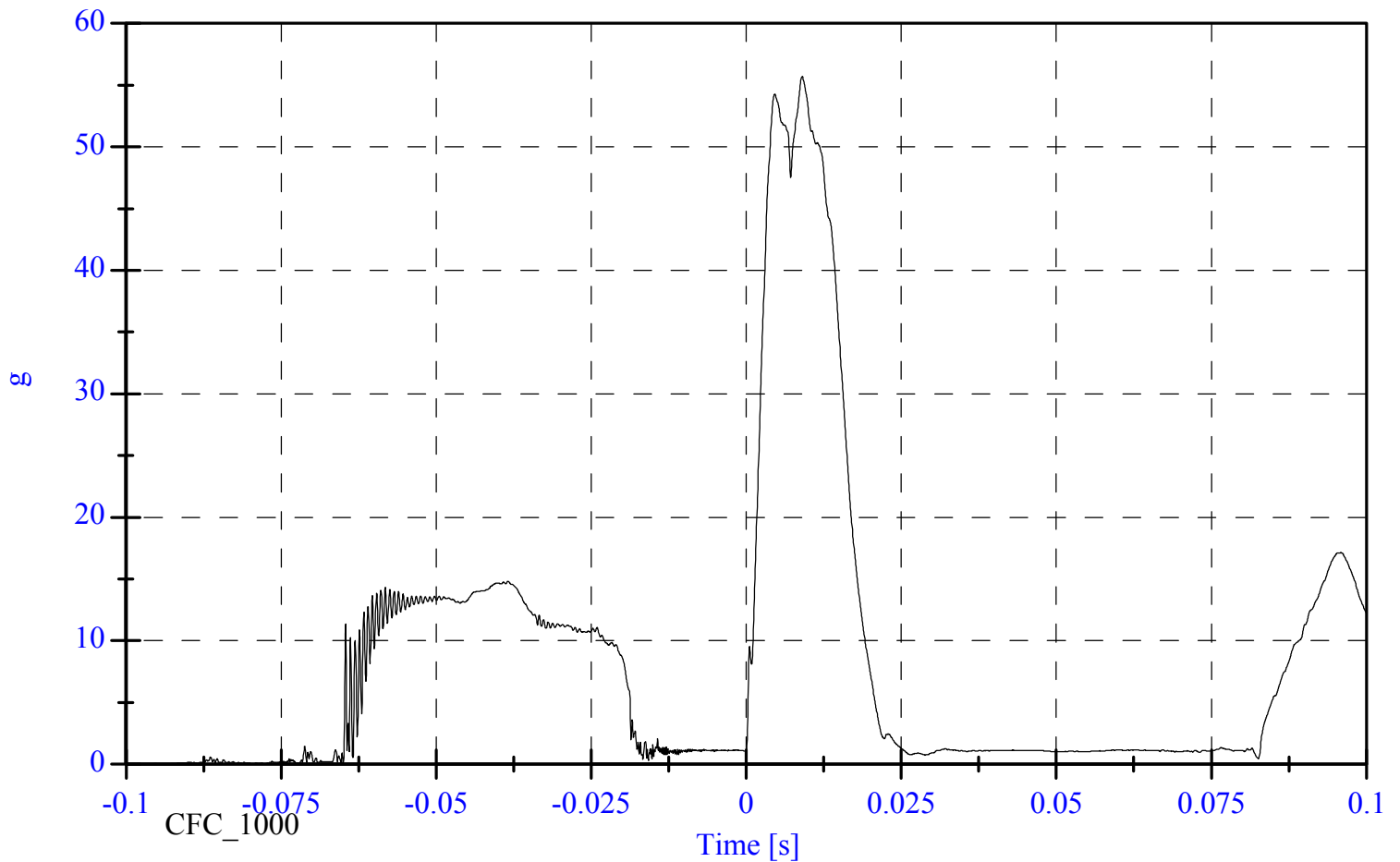
Maximum: 55.7 g

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Resultant

Max: 55.7 [g] at 0.009 [s]

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

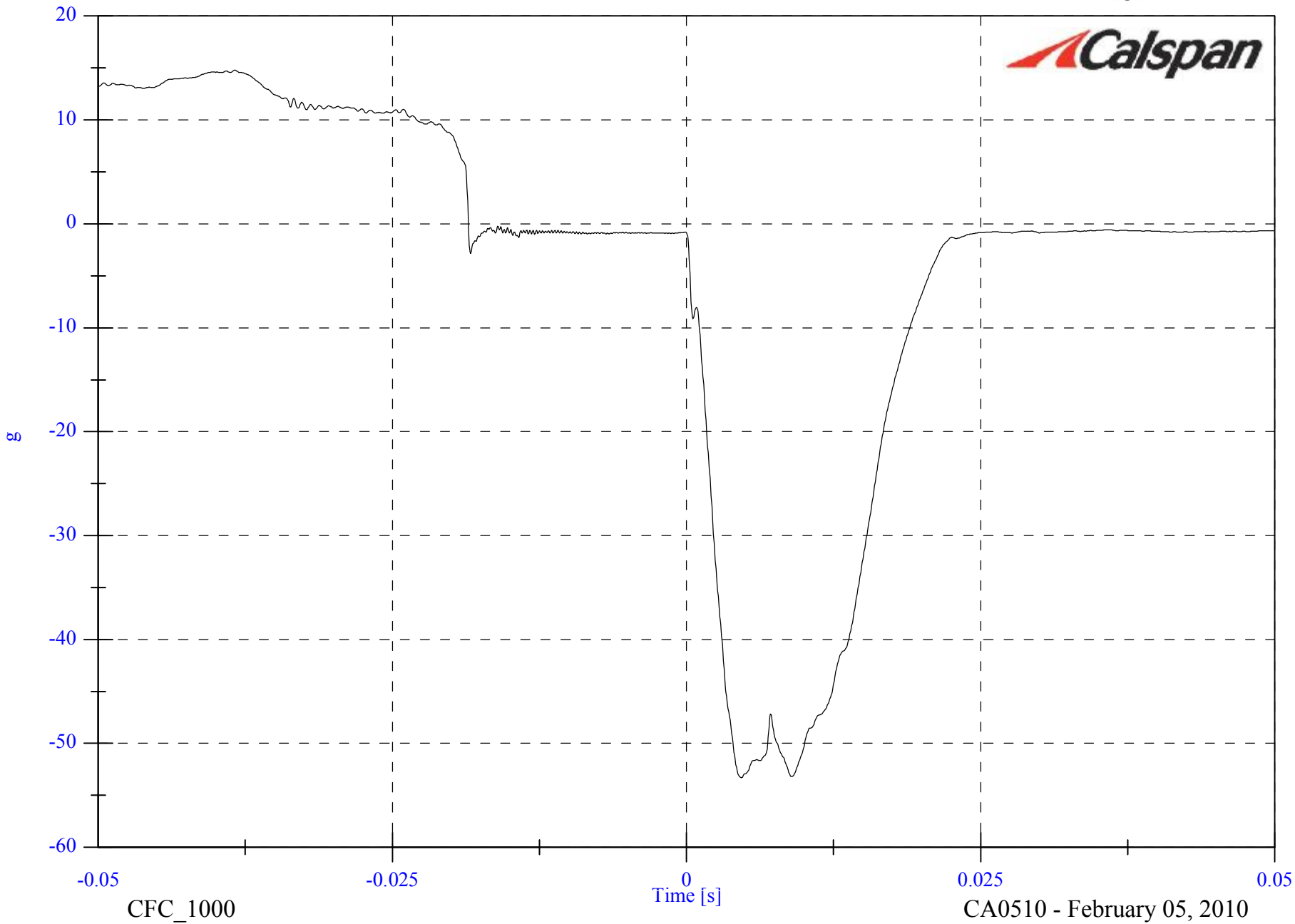


FMVSS 201U 2010 SUZUKI KIZASHI

Headform X Acceleration

Max: 14.8 [g] at -0.038 [s]

Min: -53.3 [g] at 0.005 [s]



CA0510 DRIVER SIDE AP2 IMPACT PLOT #1

CC2010-03

CFC\_1000

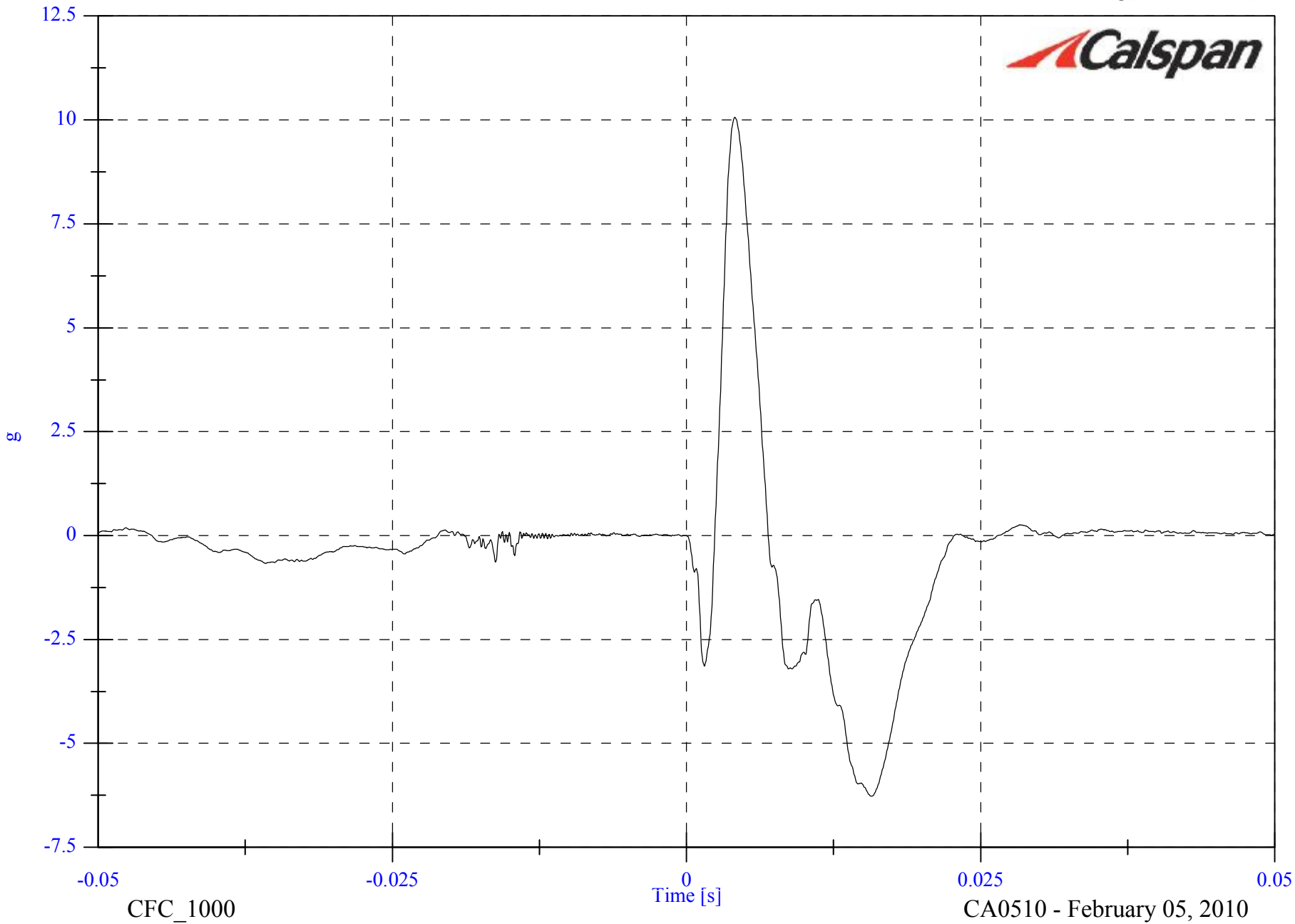
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Y Acceleration

Max: 10.1 [g] at 0.004 [s]

Min: -6.3 [g] at 0.016 [s]



CA0510 DRIVER SIDE AP2 IMPACT PLOT #2

CC2010-03

CFC\_1000

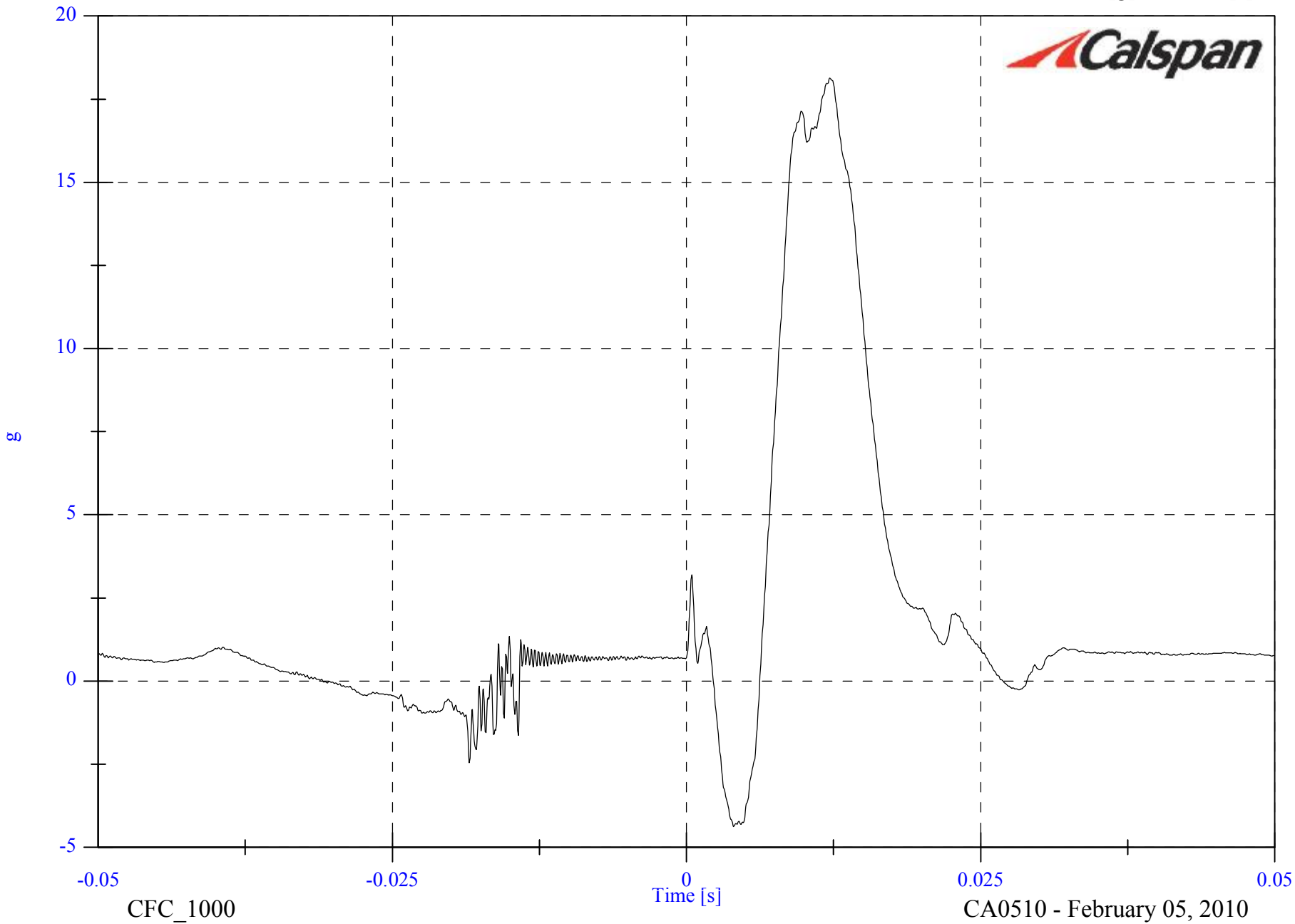
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Headform Z Acceleration

Max: 18.1 [g] at 0.012 [s]

Min: -4.4 [g] at 0.004 [s]

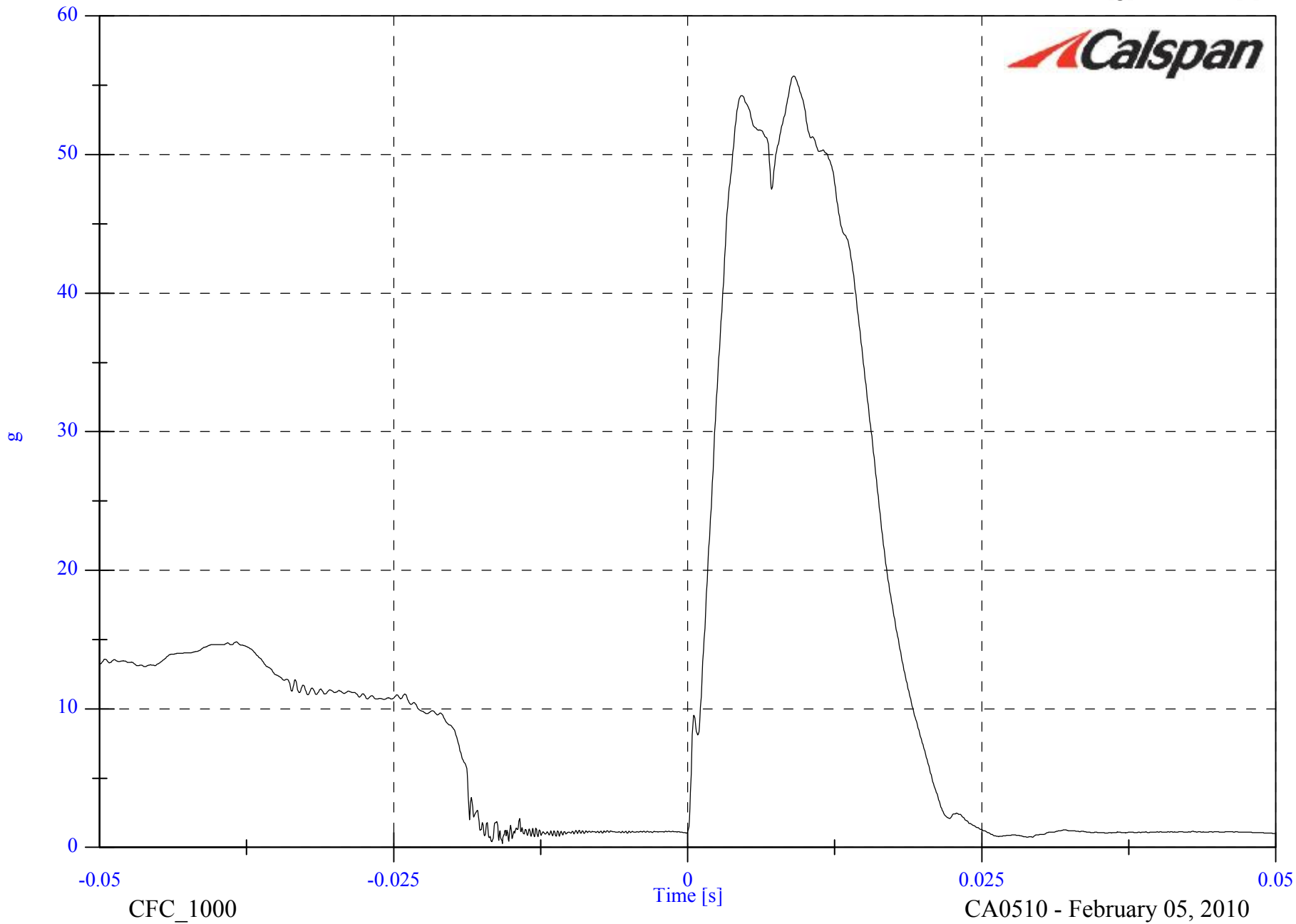


CA0510 DRIVER SIDE AP2 IMPACT PLOT #3

CC2010-03

CFC\_1000

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CA0510 DRIVER SIDE AP2 IMPACT PLOT #4

CC2010-03

CFC\_1000

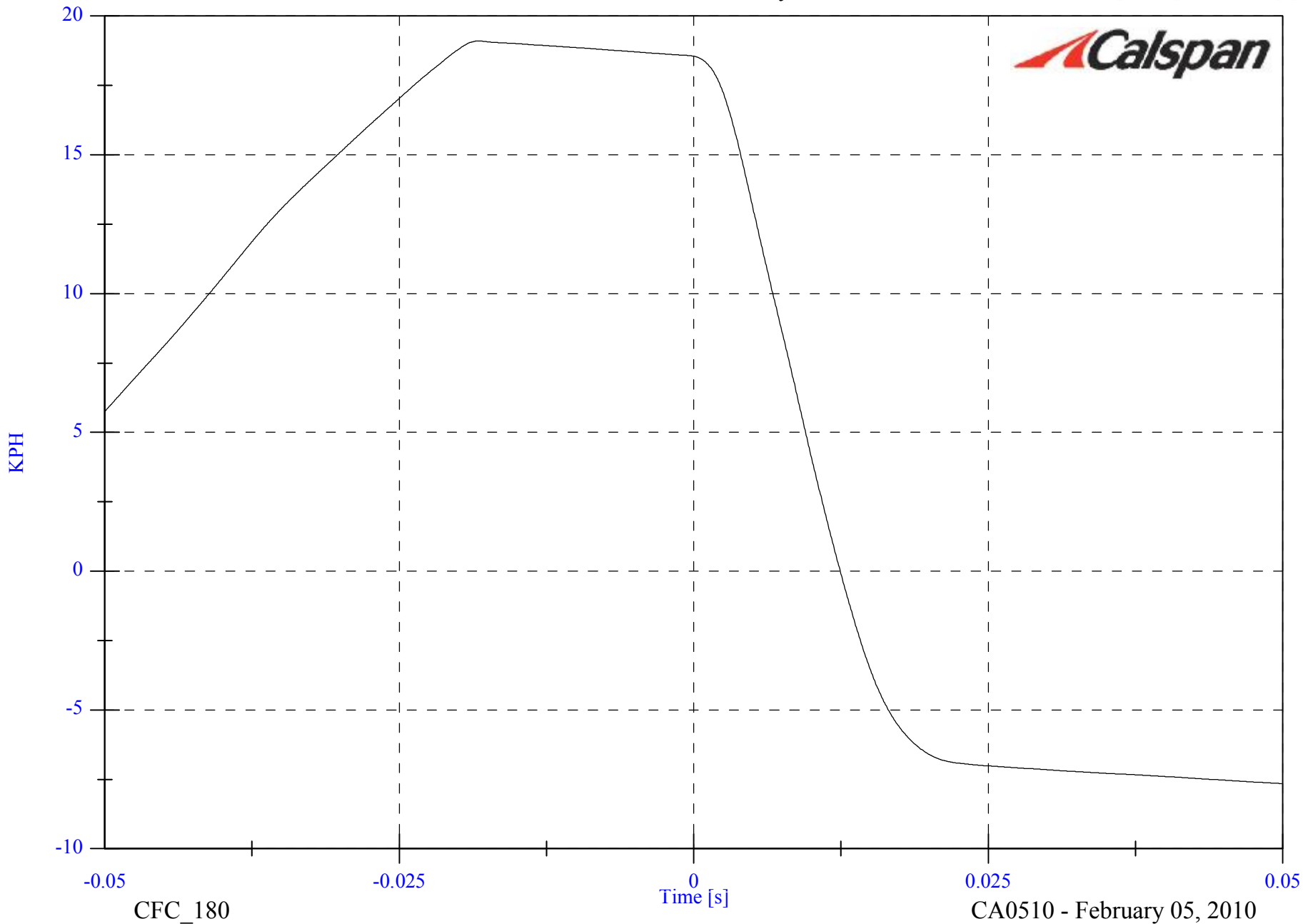
CA0510 - February 05, 2010

FMVSS 201U 2010 SUZUKI KIZASHI

Max: 19.1 [KPH] at -0.018 [s]

Min: -7.7 [KPH] at 0.050 [s]

### Headform Velocity



CA0510 DRIVER SIDE AP2 IMPACT PLOT #5

CC2010-03

CFC\_180

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PRE-IMPACT AP2





2010 SUZUKI KIZASHI CA0510  
FEB. 5, 2010  
Hor 218 Ver 50  
POST-TEST TARGET AP2

POST-IMPACT AP2

**APPENDIX A**

**PHOTOGRAPHS**

## PHOTOGRAPHS

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A-19	POST-TEST DRIVER SIDE SIDE RAIL	A-21
A-20	POST-TEST DRIVER SIDE B-PILLAR	A-22
A-21	POST-TEST DRIVER SIDE REAR PILLAR	A-23
A-22	POST-TEST PASSENGER SIDE A-PILLAR	A-24
A-23	POST-TEST PASSENGER SIDE FRONT HEADER	A-25
A-24	POST-TEST PASSENGER SIDE SIDE RAIL	A-26
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A-26	POST-TEST PASSENGER SIDE REAR PILLAR	A-28



Figure A-1 : LEFT SIDE VIEW OF VEHICLE



Figure A-2 : RIGHT SIDE VIEW OF VEHICLE



A-5

CC2010-03

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





A-6

CC2010-03

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

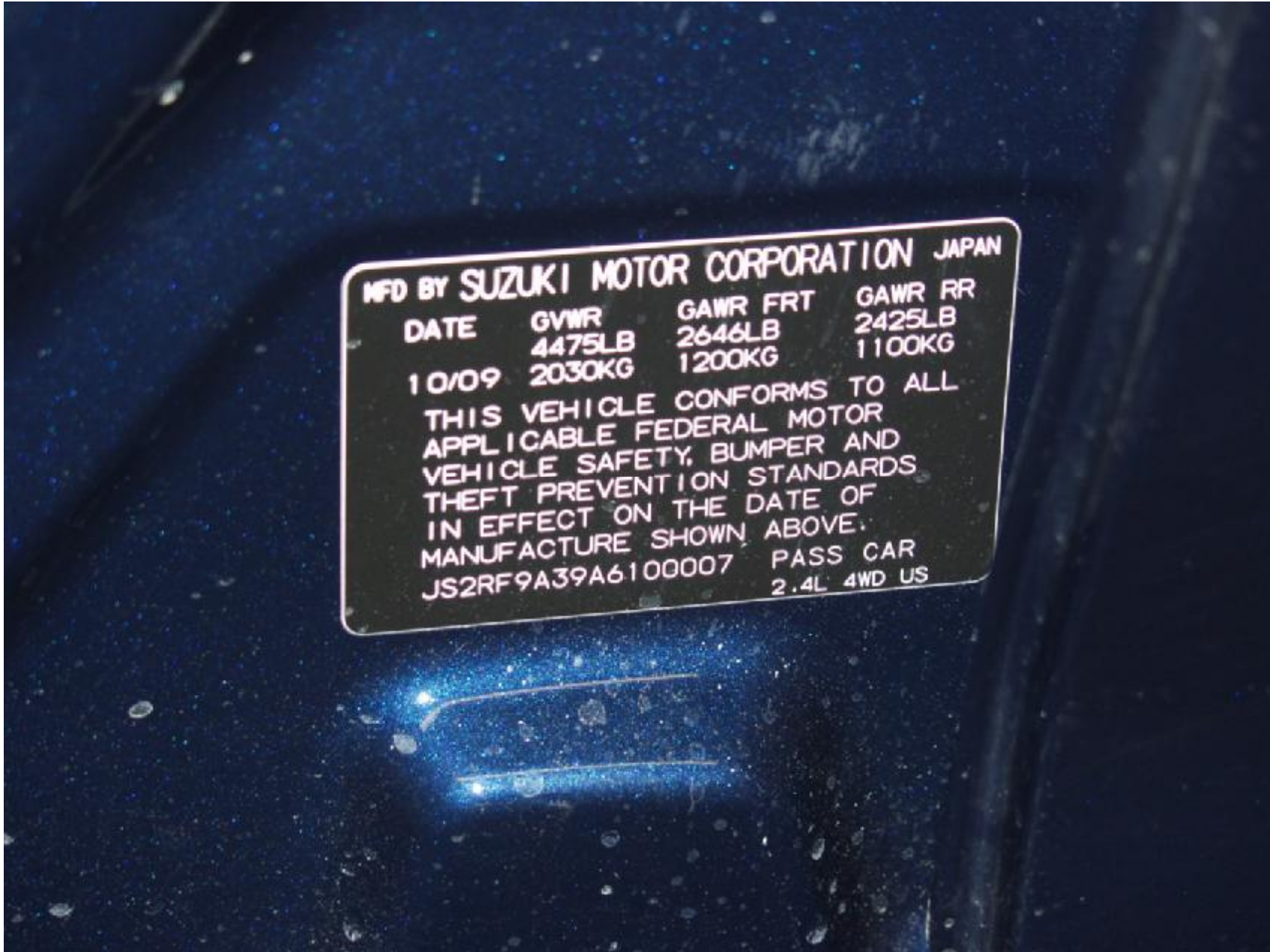


Figure A-5 : VEHICLE'S CERTIFICATION LABEL





Figure A-6 : VEHICLE'S TIRE INFORMATION LABEL



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

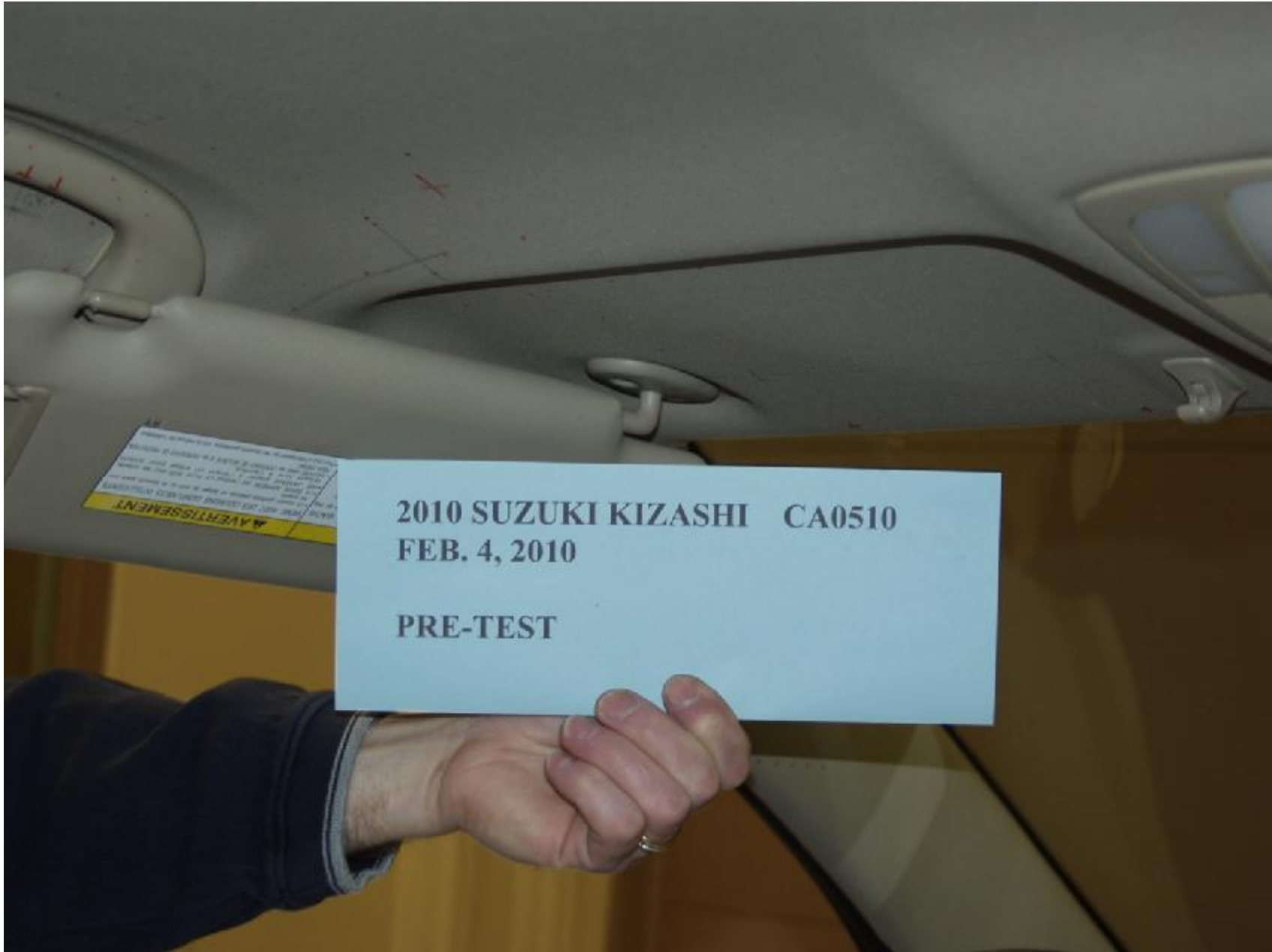


Figure A-8 : PRE-TEST DRIVER SIDE FRONT HEADER



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 PILLAR



Figure A-12 : PRE-TEST PASSENGER SIDE A-PILLAR



Figure A-13 : PRE-TEST PASSENGER SIDE FRONT HEADER





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



Figure A-15 : PRE-TEST PASSENGER SIDE B-PILLAR



Figure A-16 : PRE-TEST PASSENGER SIDE REAR PILLAR

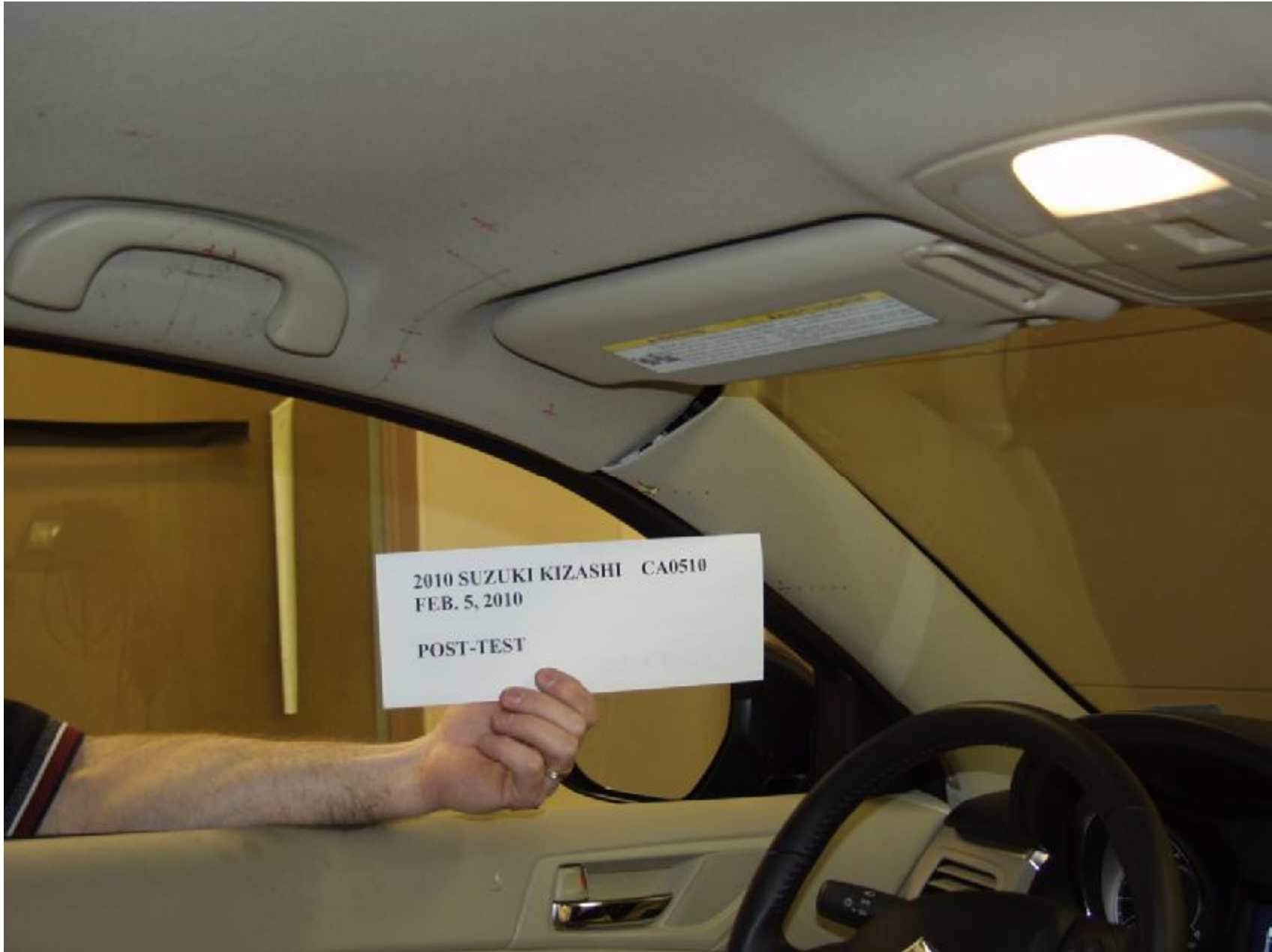


Figure A-17 : POST-TEST DRIVER SIDE A-PILLAR



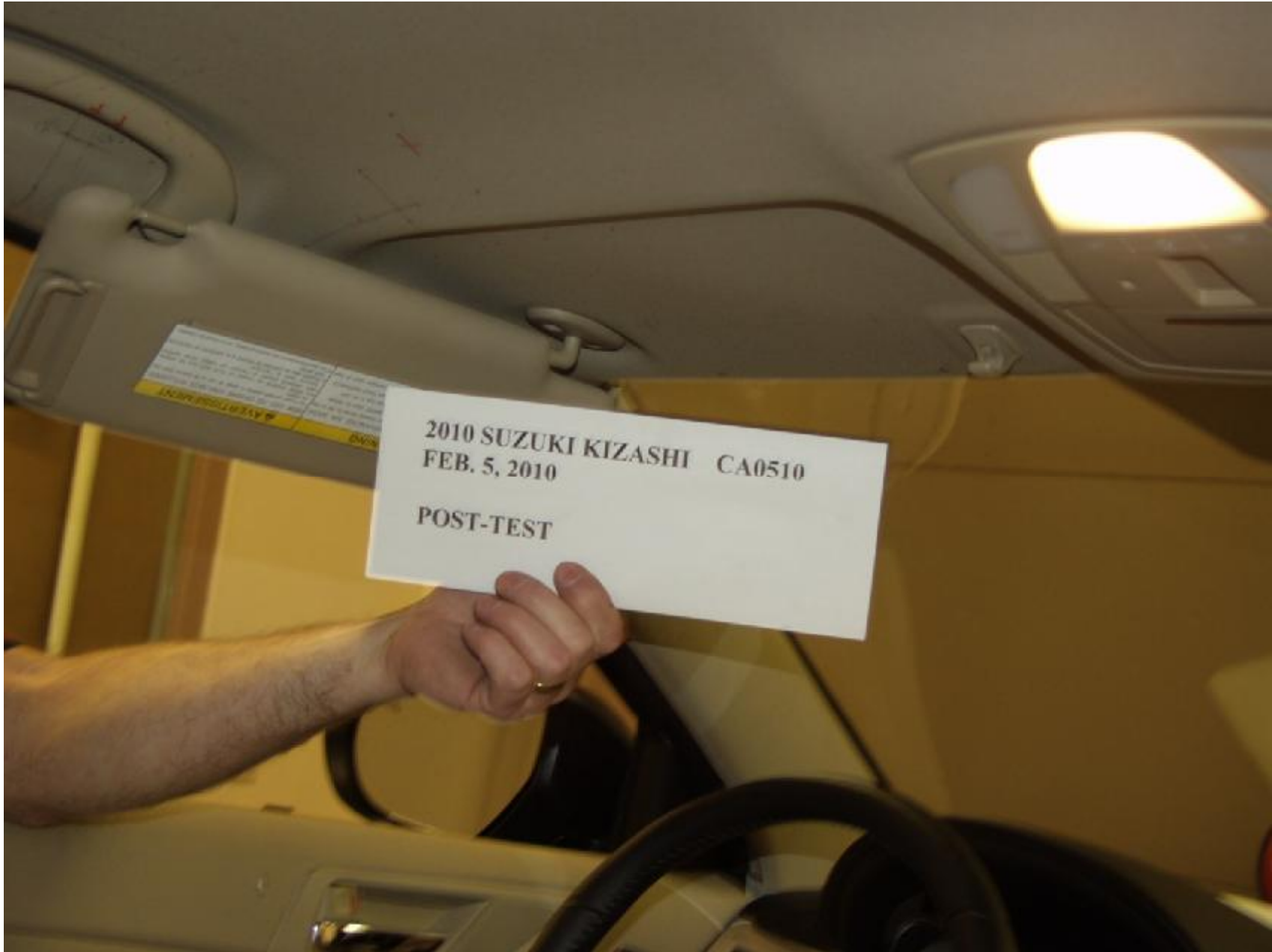


Figure A-18 : POST-TEST DRIVER SIDE FRONT HEADER



Figure A-19 : POST-TEST DRIVER SIDE SIDE RAIL



Figure A-20 : POST-TEST DRIVER SIDE B-PILLAR

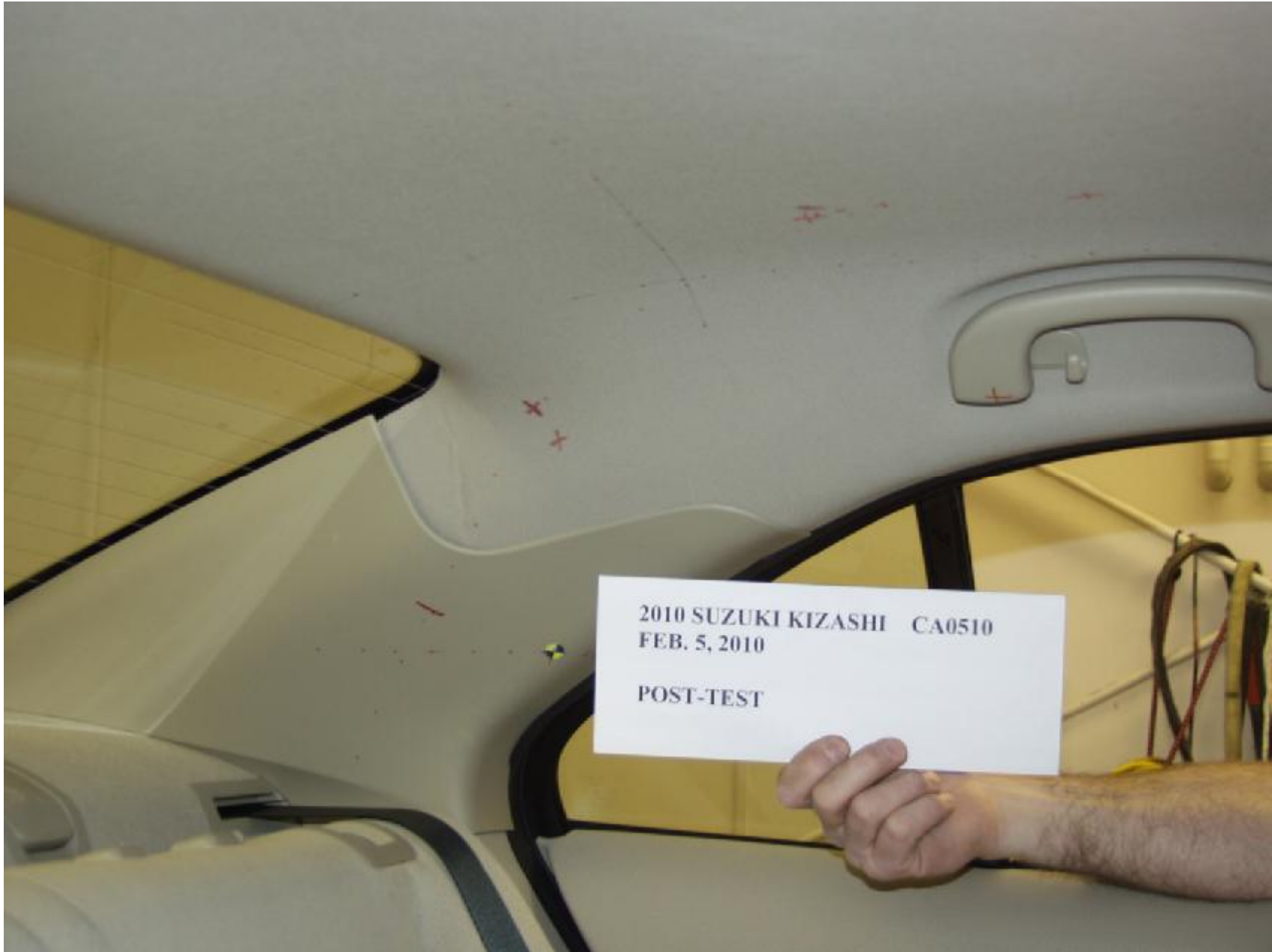


Figure A-21 : POST-TEST DRIVER SIDE REAR PILLAR





Figure A-22 : POST-TEST PASSENGER SIDE A-PILLAR

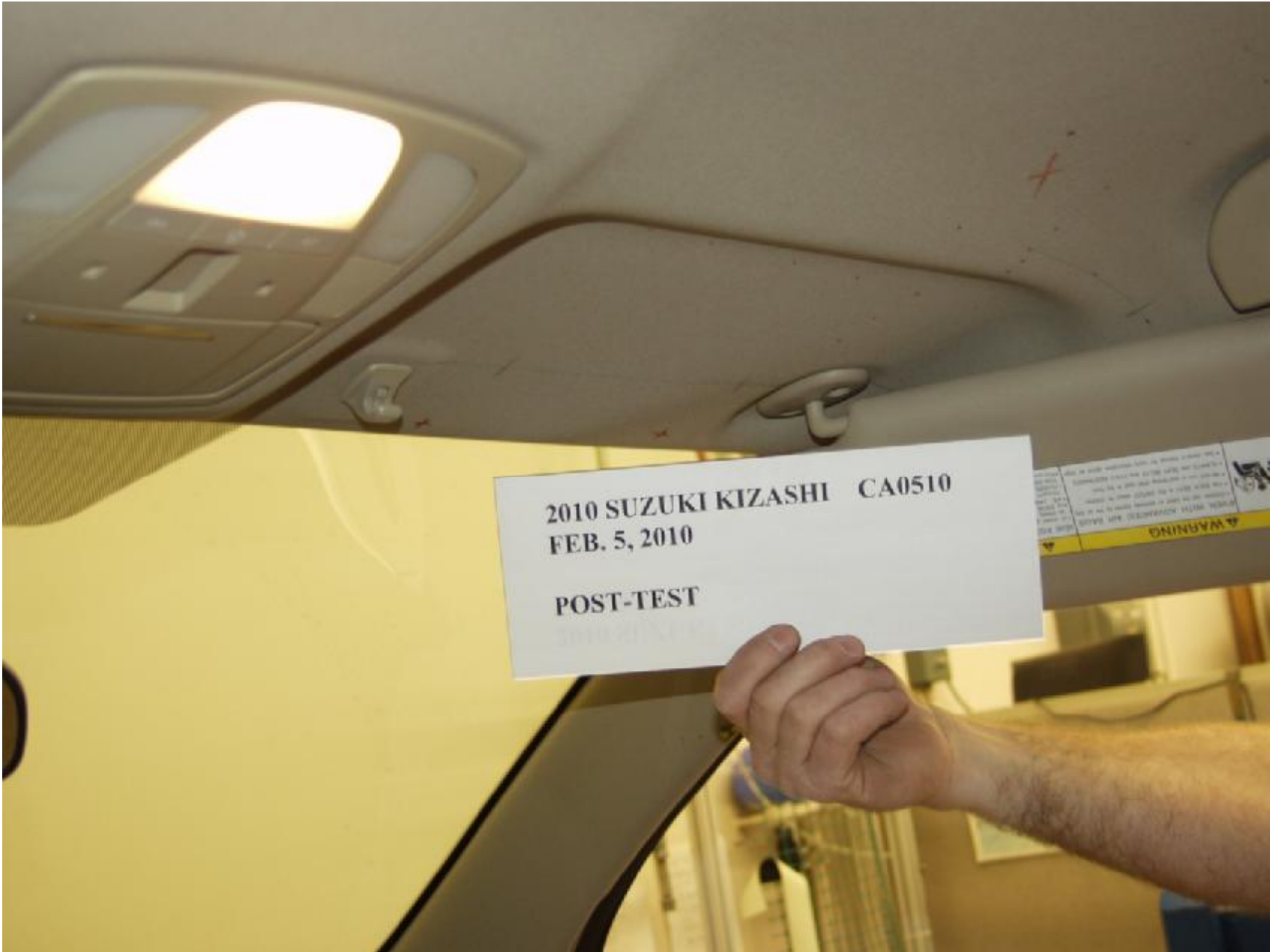


Figure A-23 : POST-TEST PASSENGER SIDE FRONT HEADER

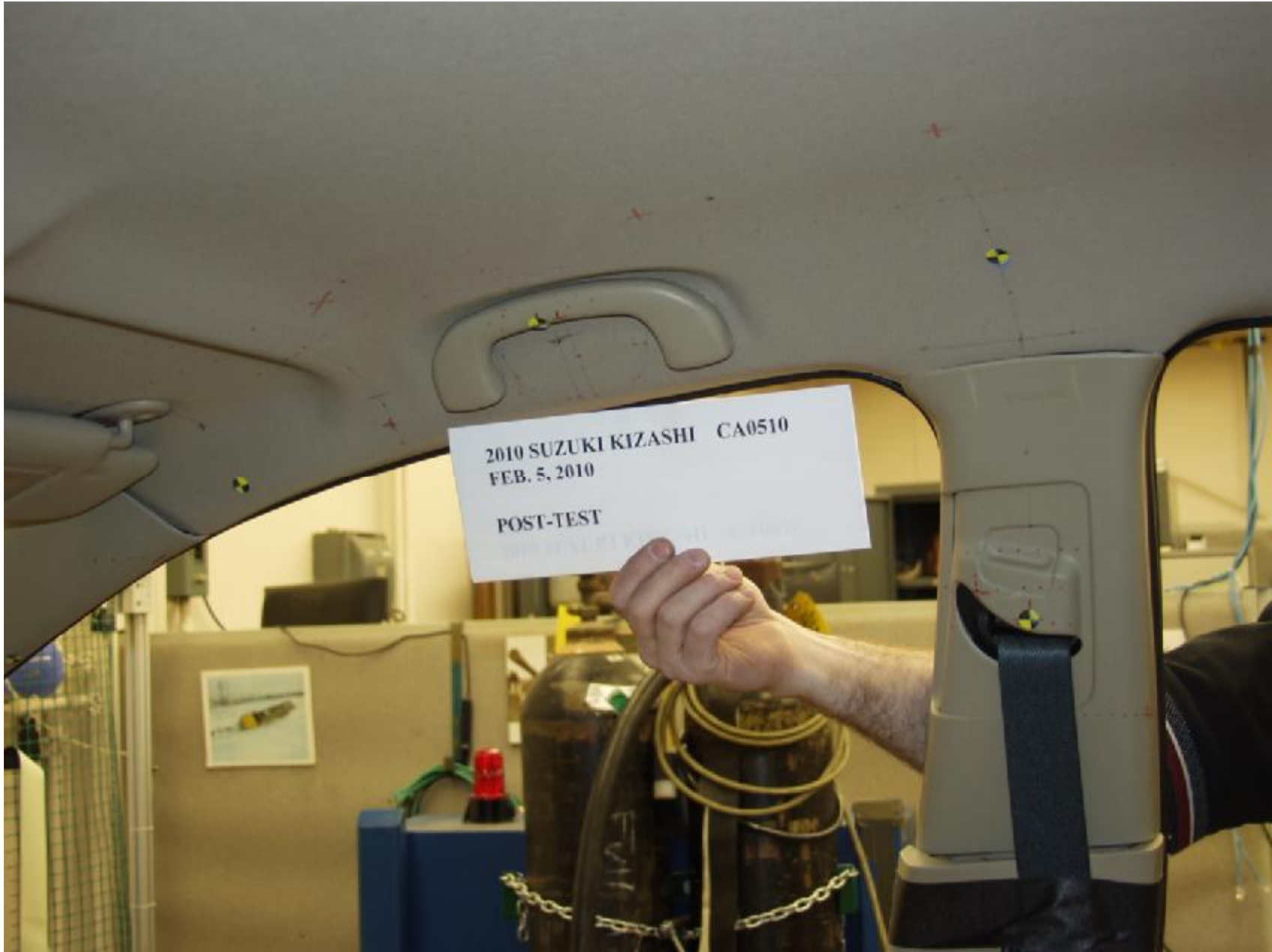


Figure A-24 : POST-TEST PASSENGER SIDE SIDE RAIL





Figure A-25 : POST-TEST PASSENGER SIDE B-PILLAR



Figure A-26 : 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**

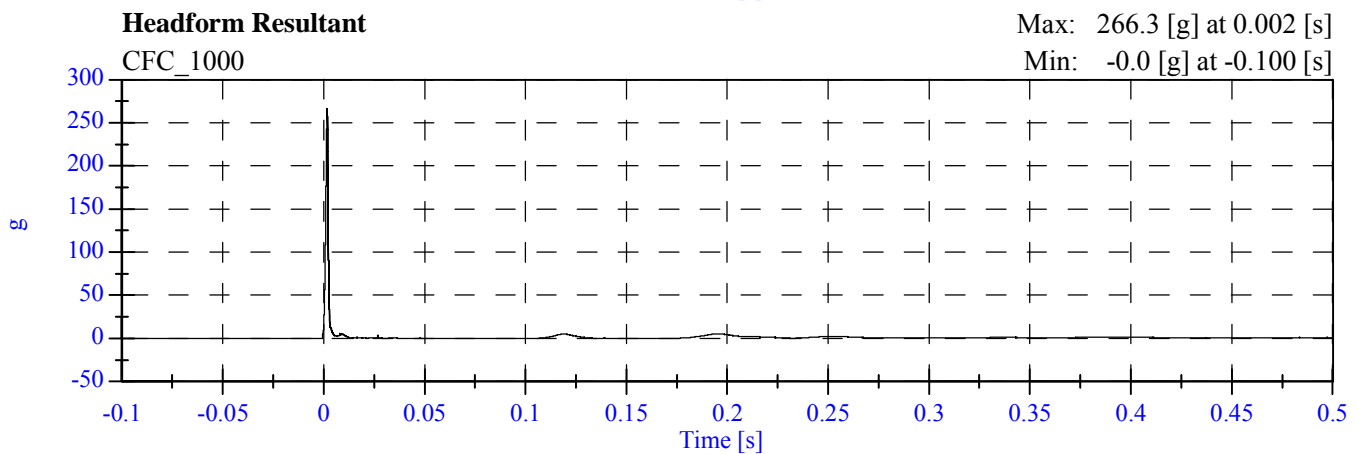
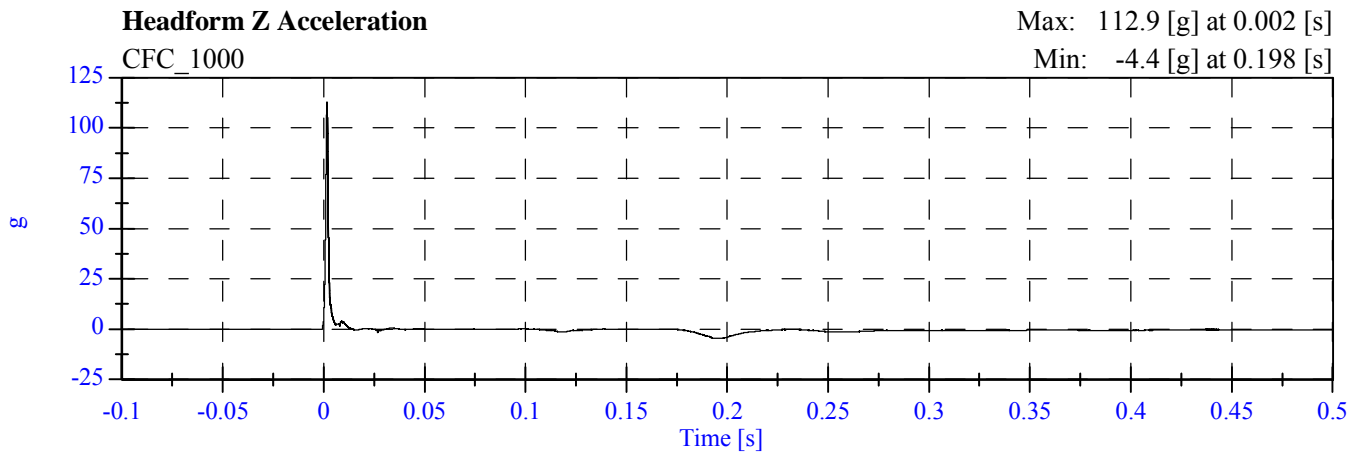
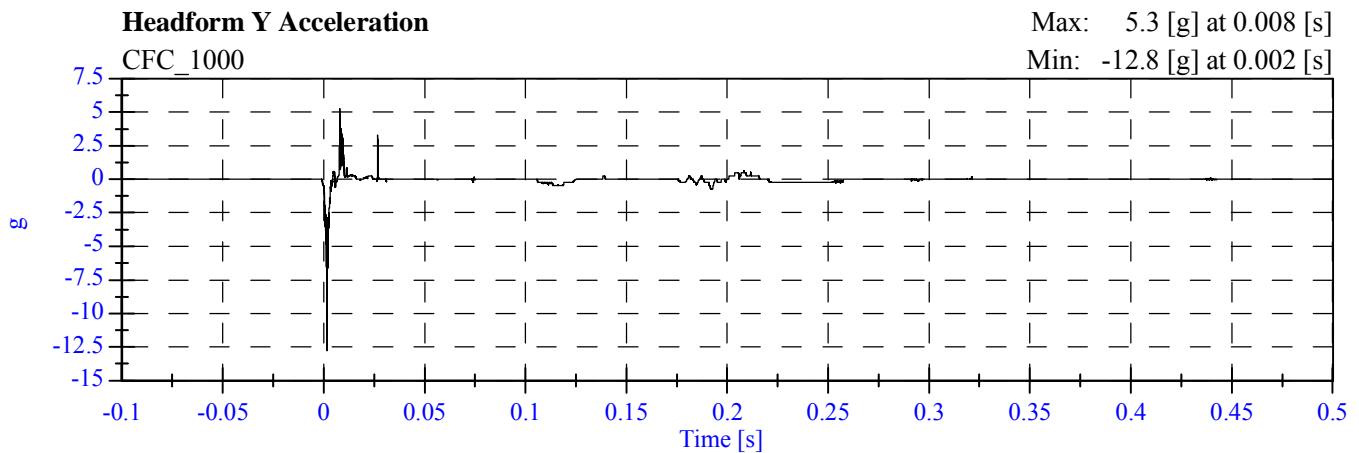
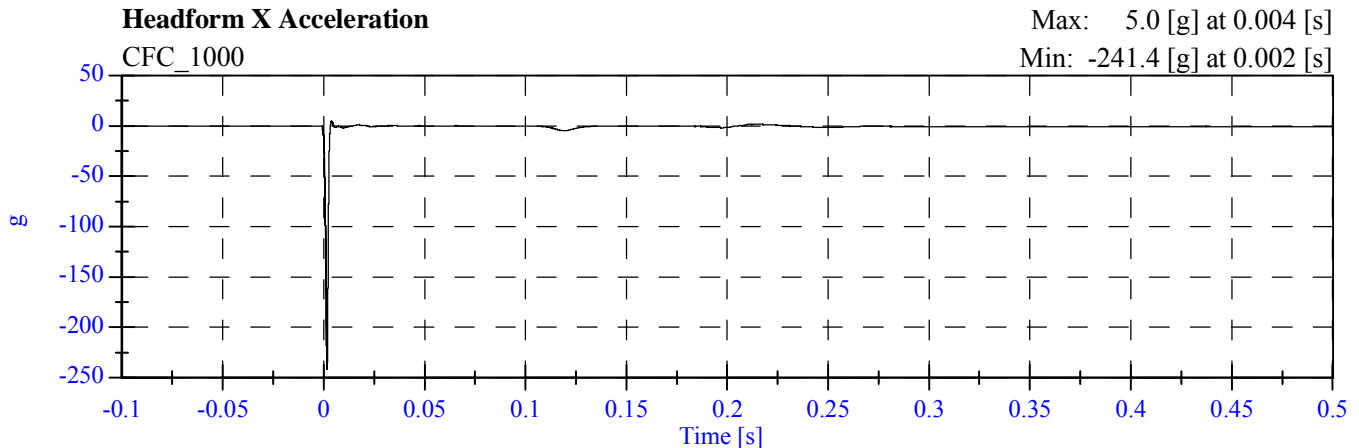
<b>MANUFACTURER:</b>		<b>FIRST TECHNOLOGY SAFETY SYSTEMS</b>	
<b>SERIAL NUMBER:</b>		<b>1142</b>	
<b>CALIBRATION DATE:</b>		<b>January 19, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>266.3</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>12.8</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J24876</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33030</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J31009</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - January 19, 2010





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

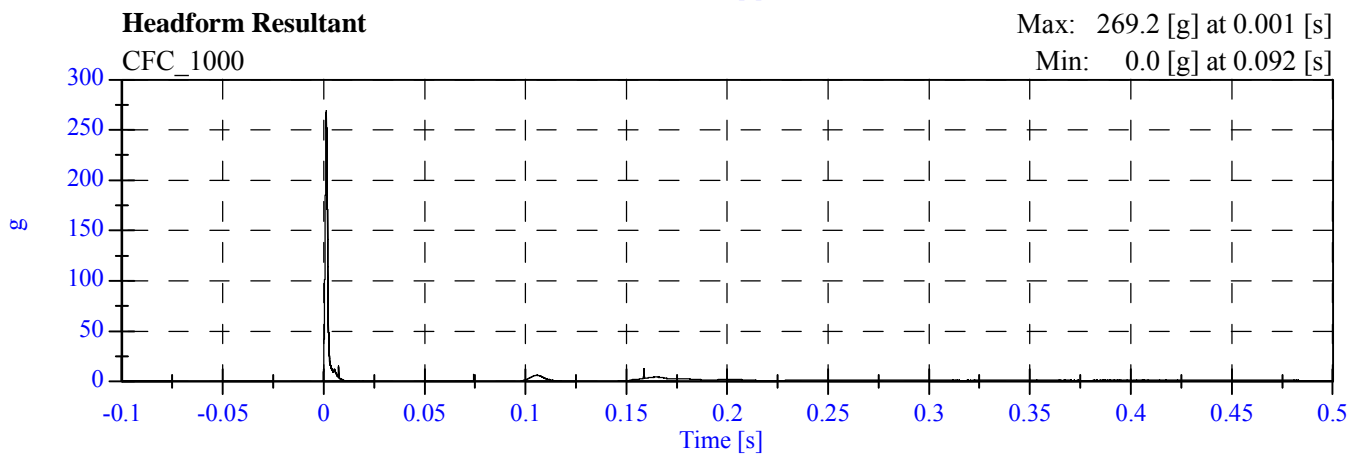
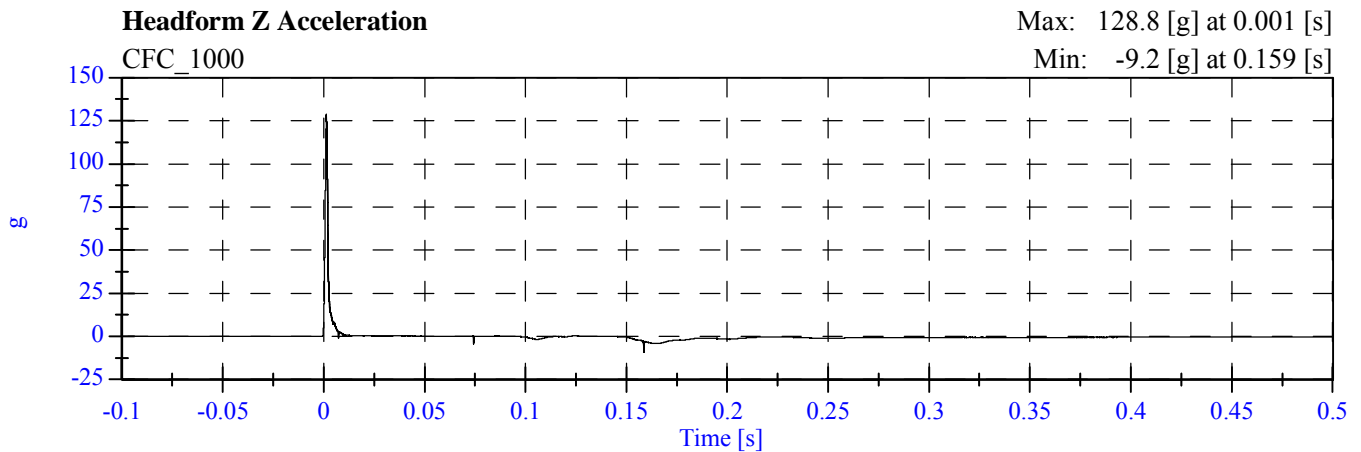
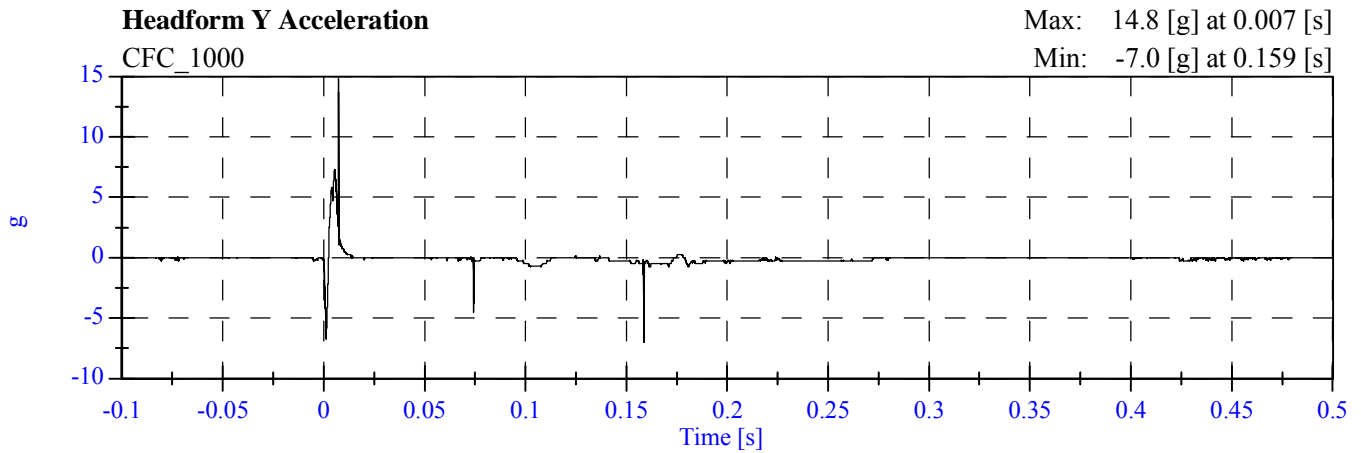
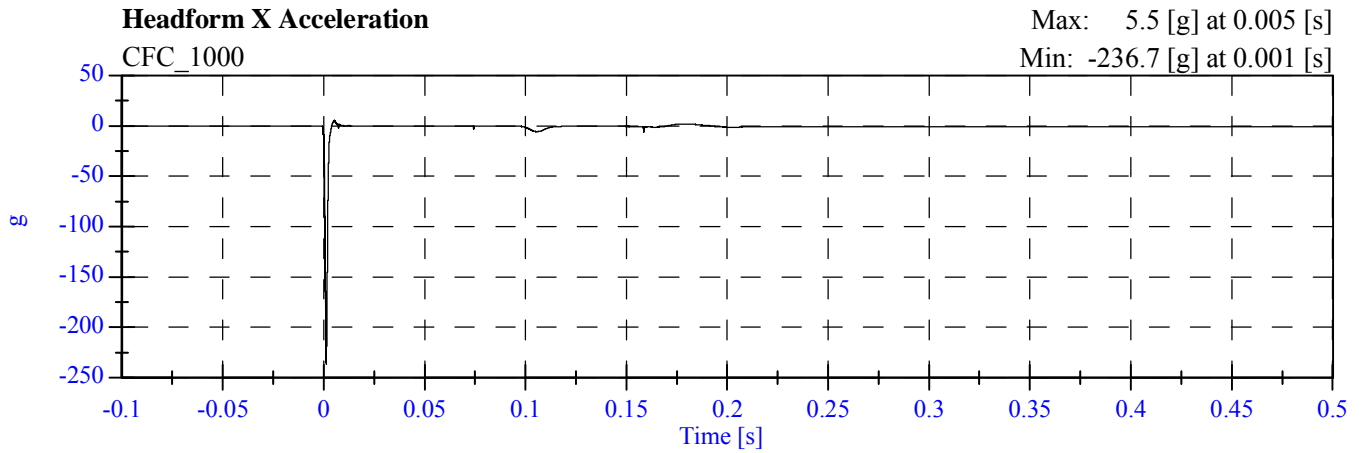
<b>MANUFACTURER:</b>		<b>DENTON ATD INC.</b>	
<b>SERIAL NUMBER:</b>		<b>0062</b>	
<b>CALIBRATION DATE:</b>		<b>January 19, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>269.2</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>14.8</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33127</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33019</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J32782</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - January 19, 2010



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

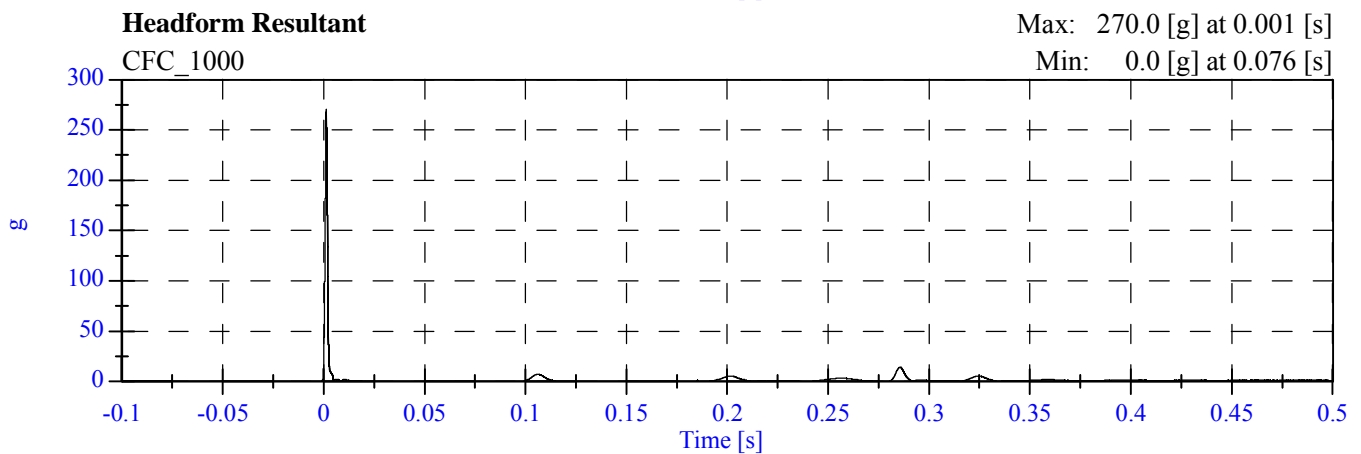
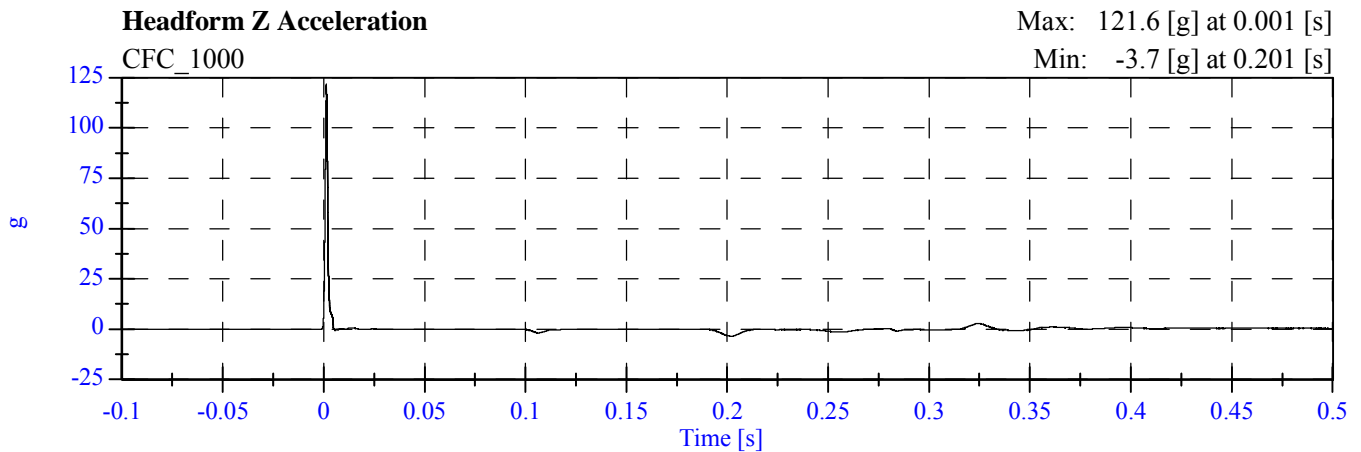
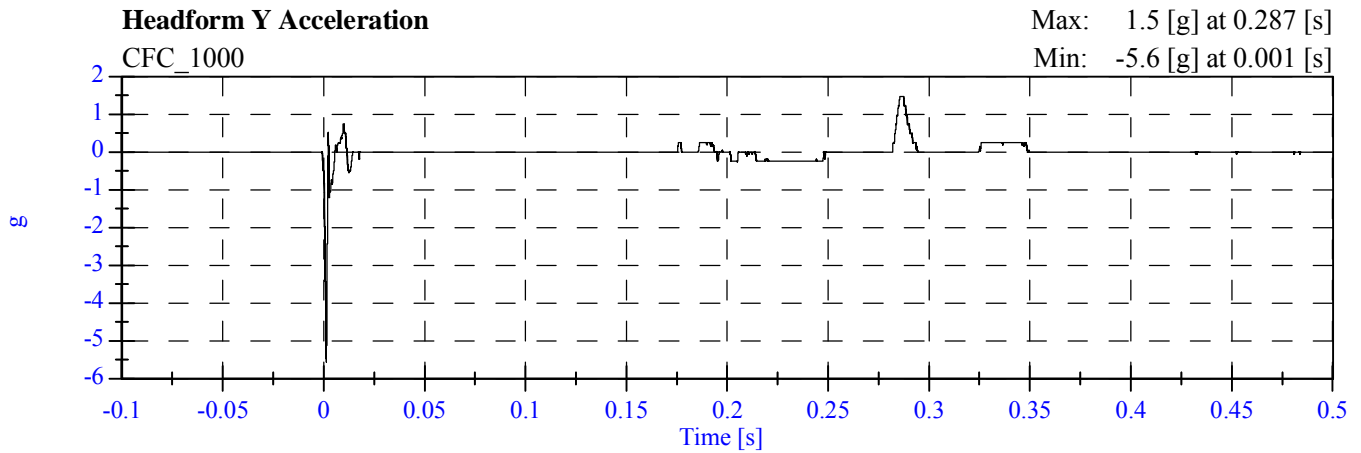
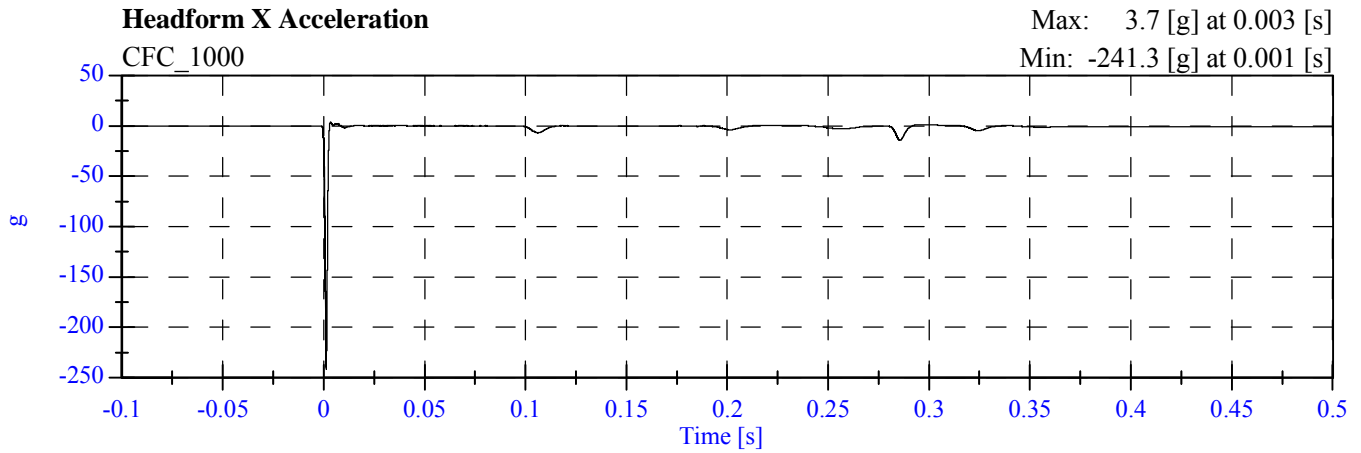
<b>MANUFACTURER:</b>		<b>FIRST TECHNOLOGY SAFETY SYSTEMS</b>	
<b>SERIAL NUMBER:</b>		<b>805</b>	
<b>CALIBRATION DATE:</b>		<b>January 19, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>270.0</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>5.6</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41004</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J37496</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41016</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - January 19, 2010



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

<b>MANUFACTURER:</b>		<b>DENTON ATD INC.</b>	
<b>SERIAL NUMBER:</b>		<b>0355</b>	
<b>CALIBRATION DATE:</b>		<b>January 19, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>265.6</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>11.2</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

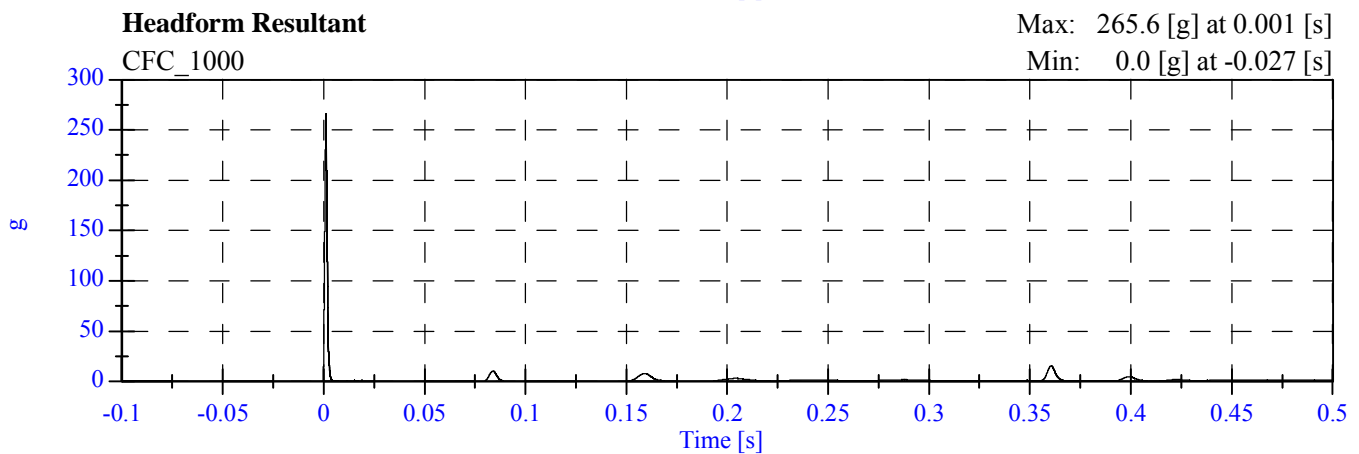
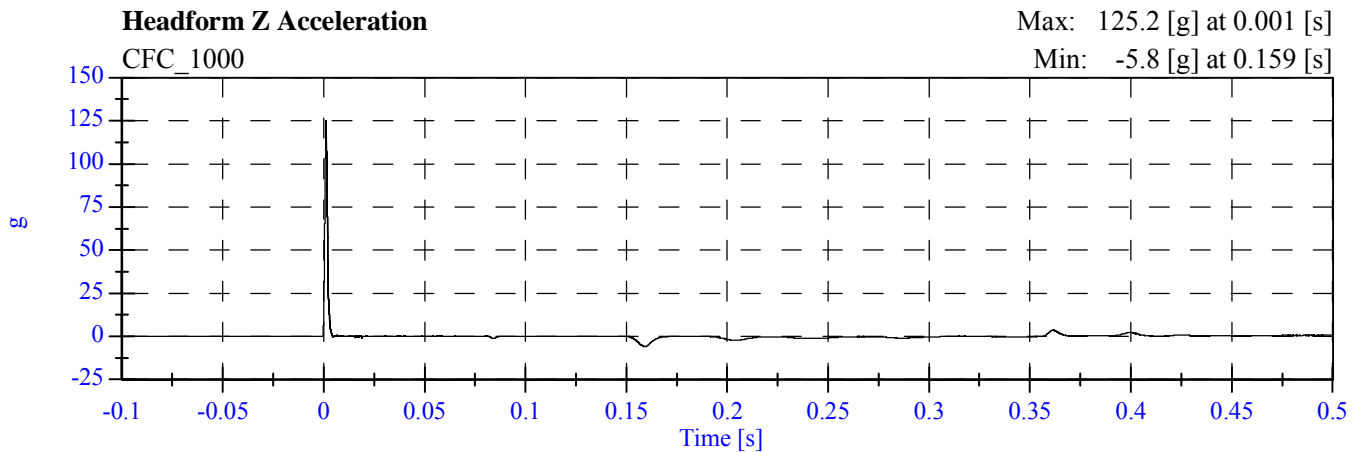
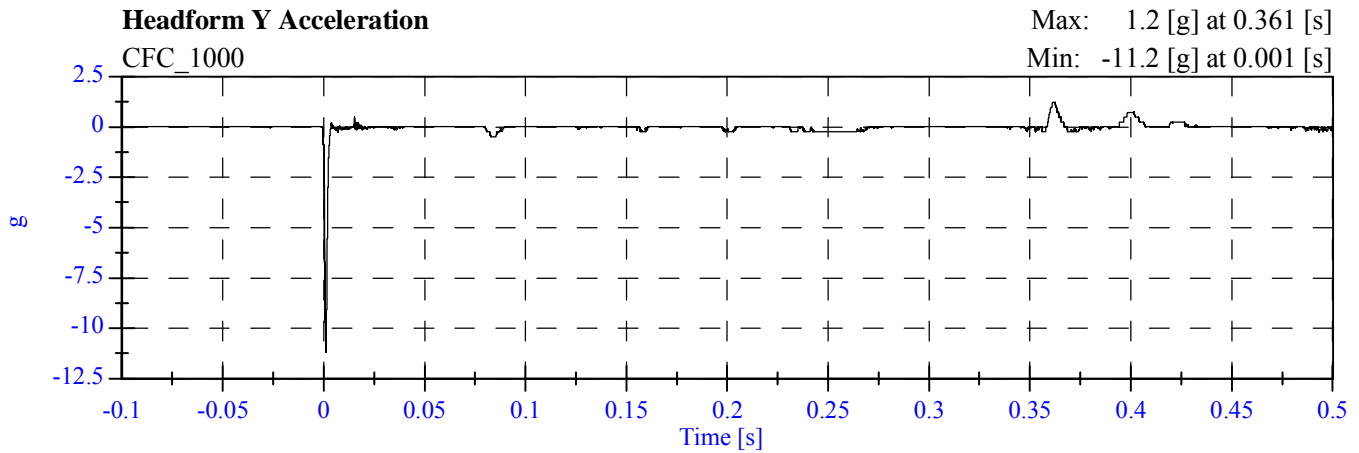
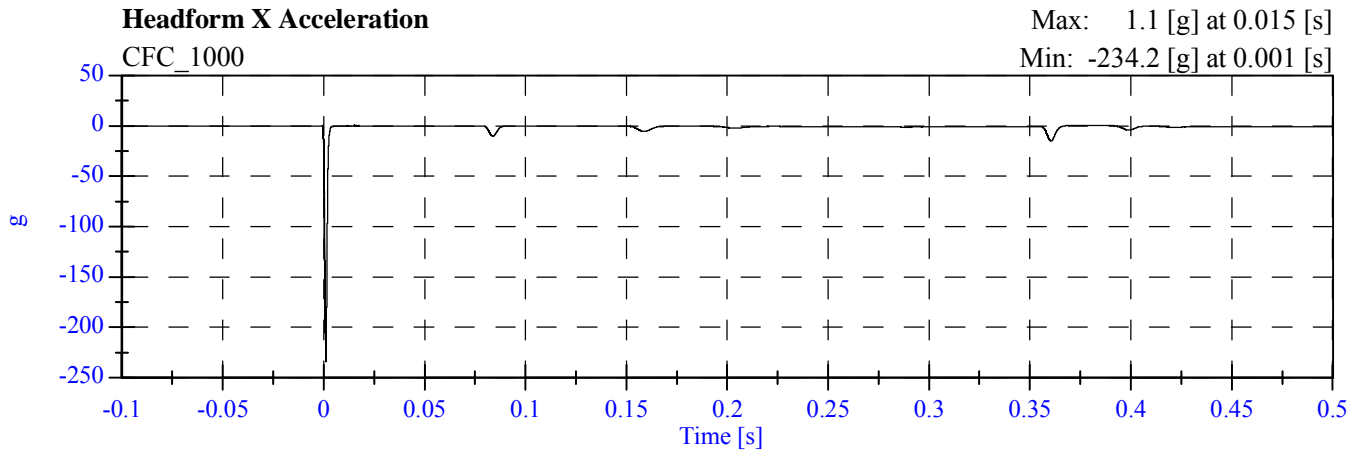
**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J28671</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J32779</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J25854</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops

## CA0510 - January 19, 2010



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

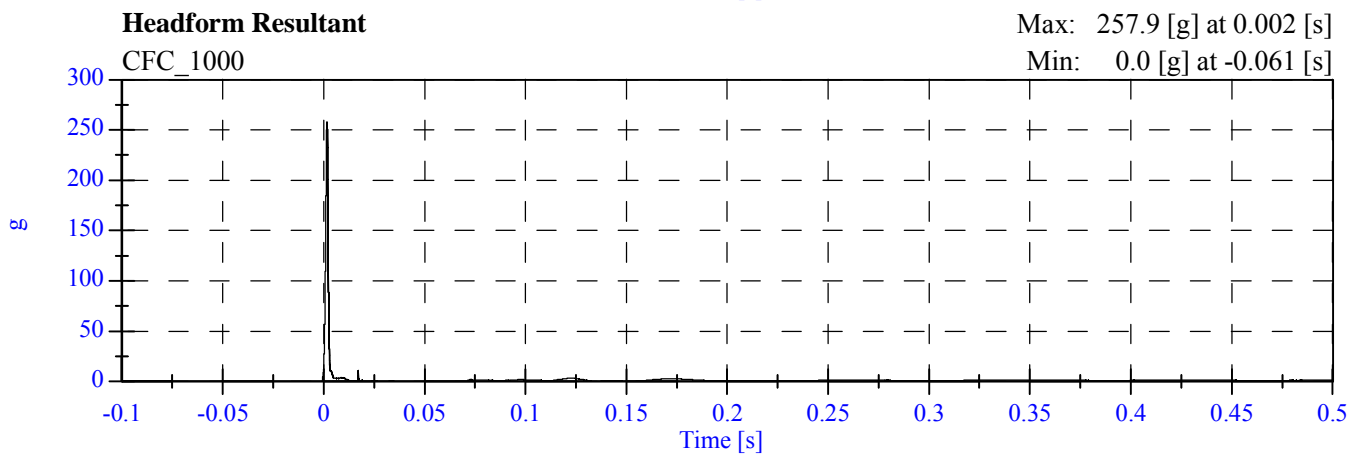
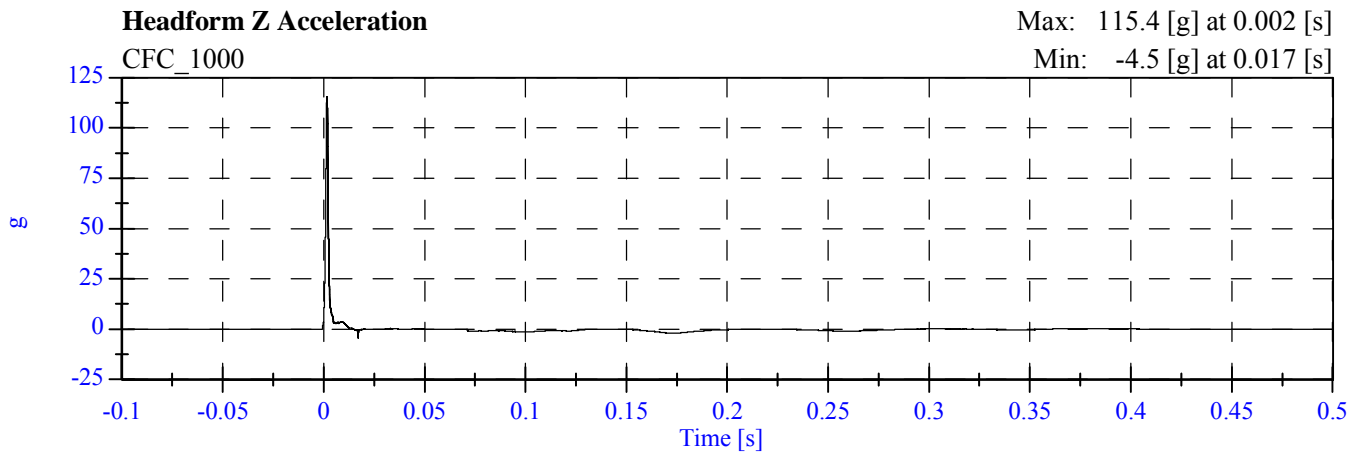
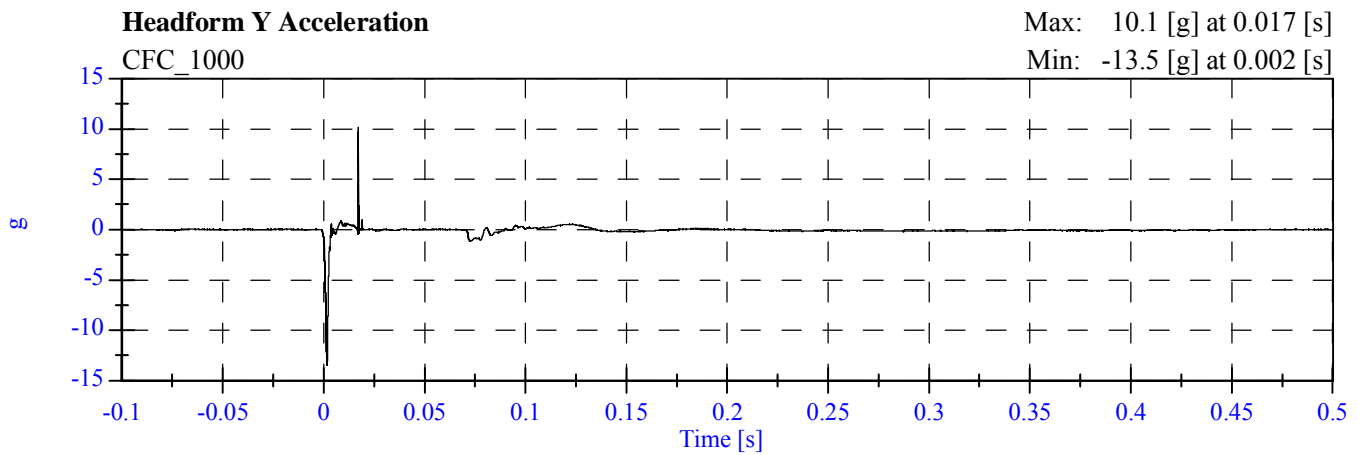
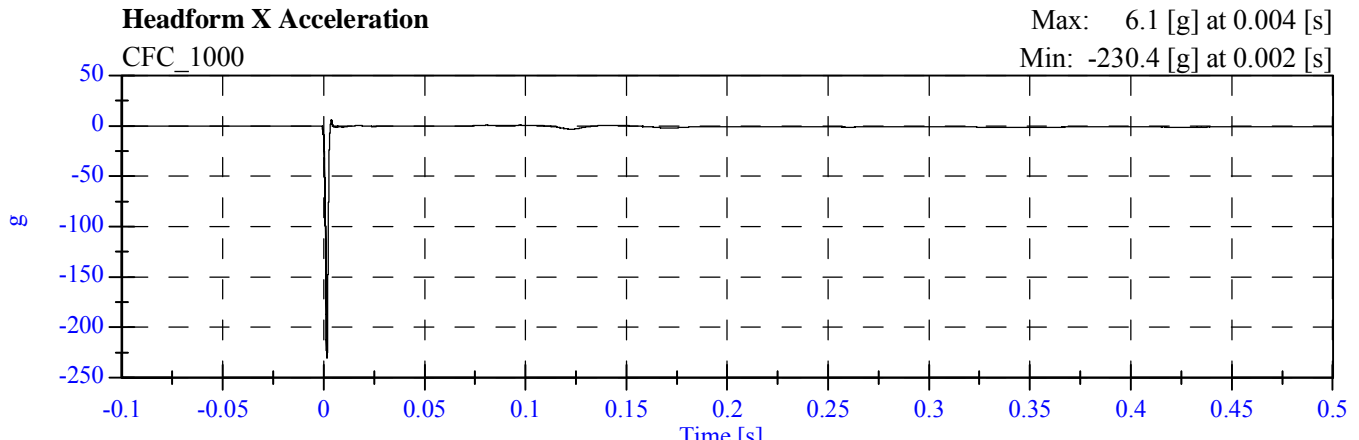
<b>MANUFACTURER:</b>		<b>FIRST TECHNOLOGY SAFETY SYSTEMS</b>	
<b>SERIAL NUMBER:</b>		<b>1142</b>	
<b>CALIBRATION DATE:</b>		<b>February 11, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>257.9</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>13.5</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J24876</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33030</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J31009</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - February 11, 2010





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

<b>MANUFACTURER:</b>		<b>DENTON ATD INC.</b>	
<b>SERIAL NUMBER:</b>		<b>0062</b>	
<b>CALIBRATION DATE:</b>		<b>February 11, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>269.6</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>12.6</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

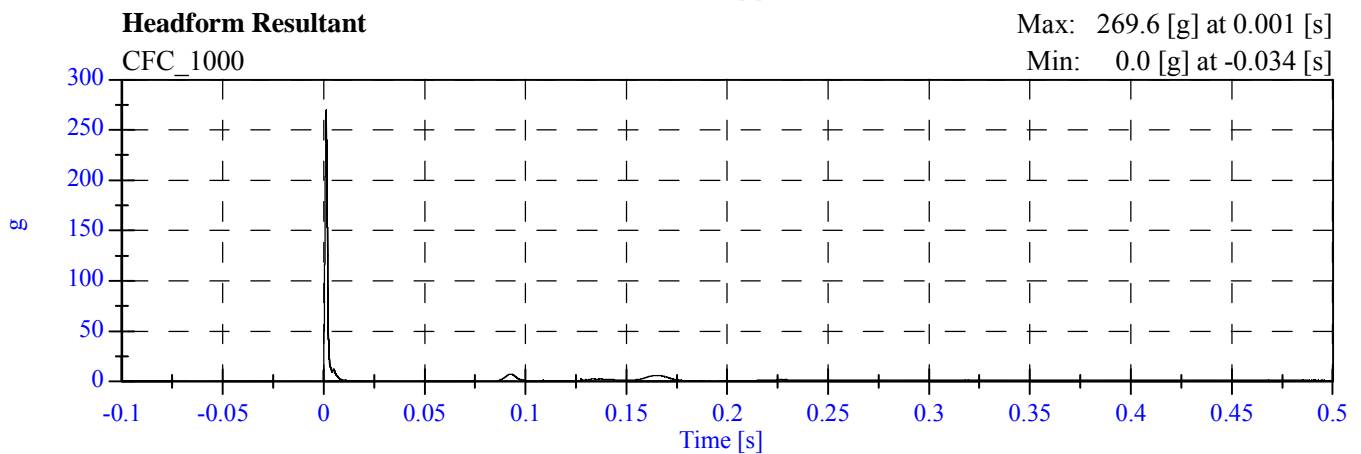
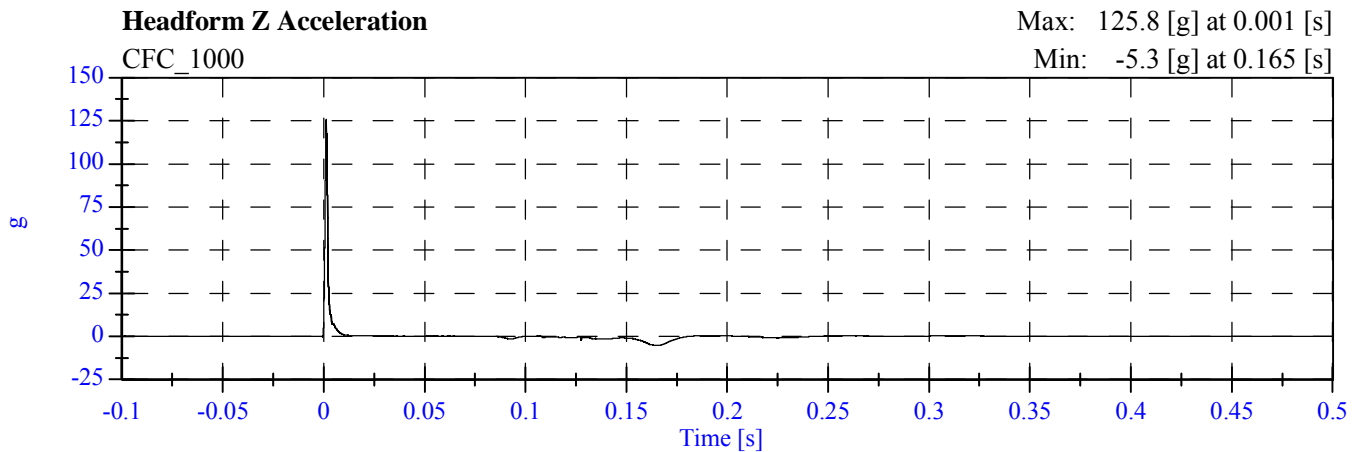
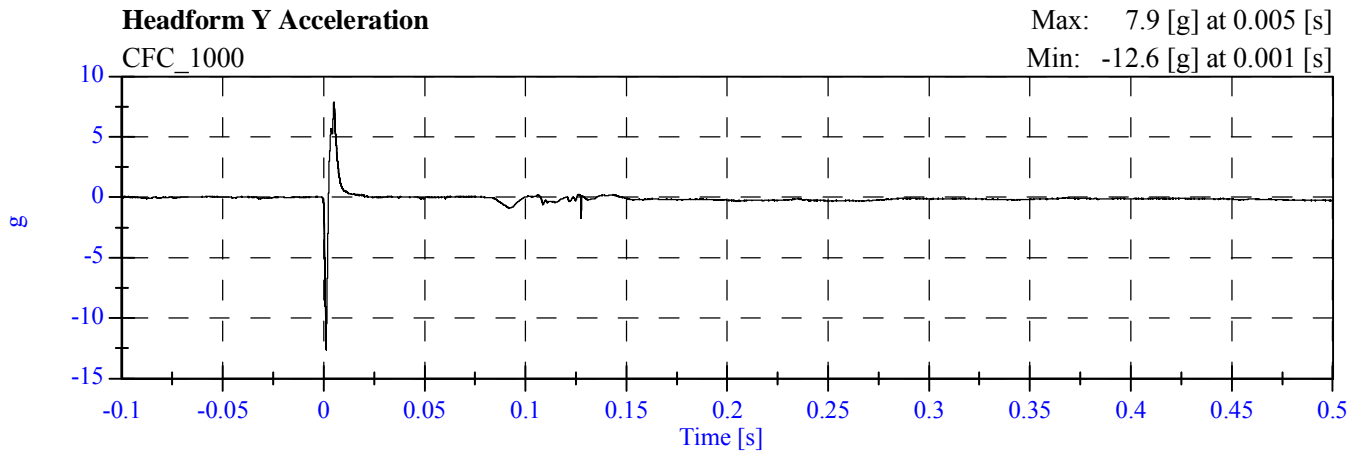
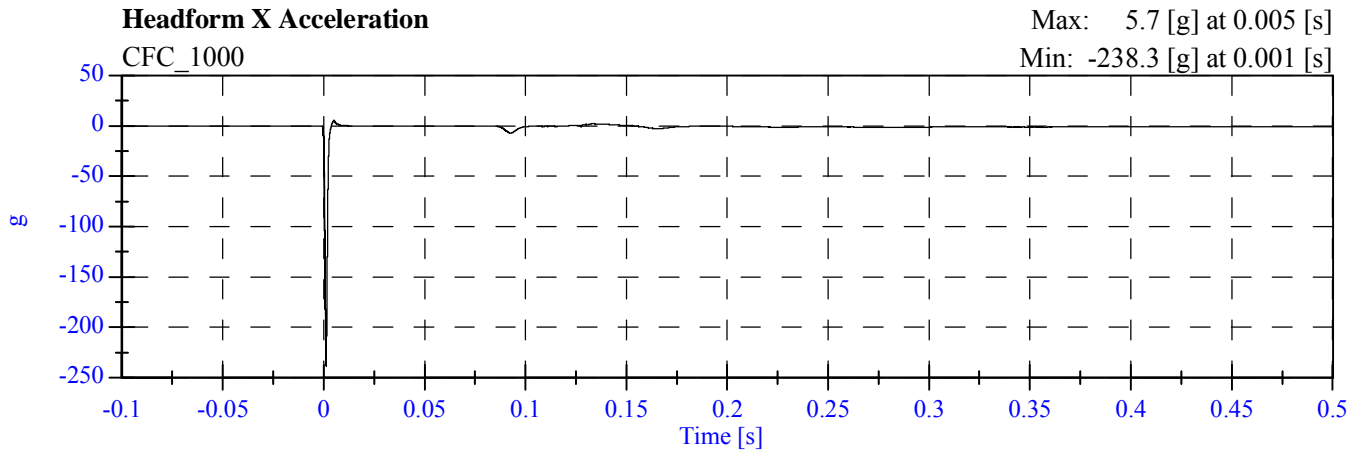
**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33127</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J33019</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J32782</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops

## CA0510 - February 11, 2010



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

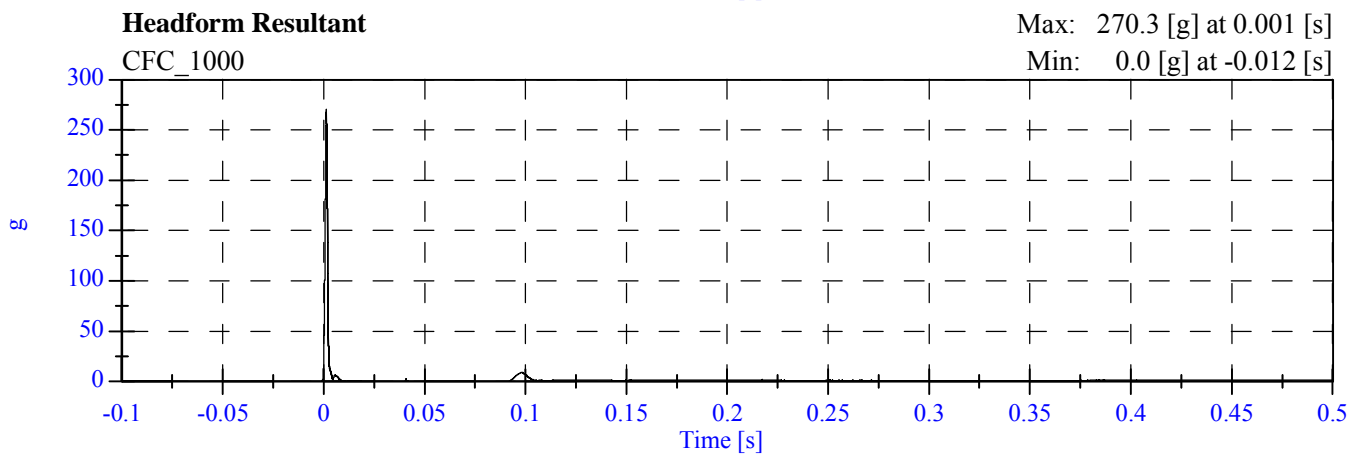
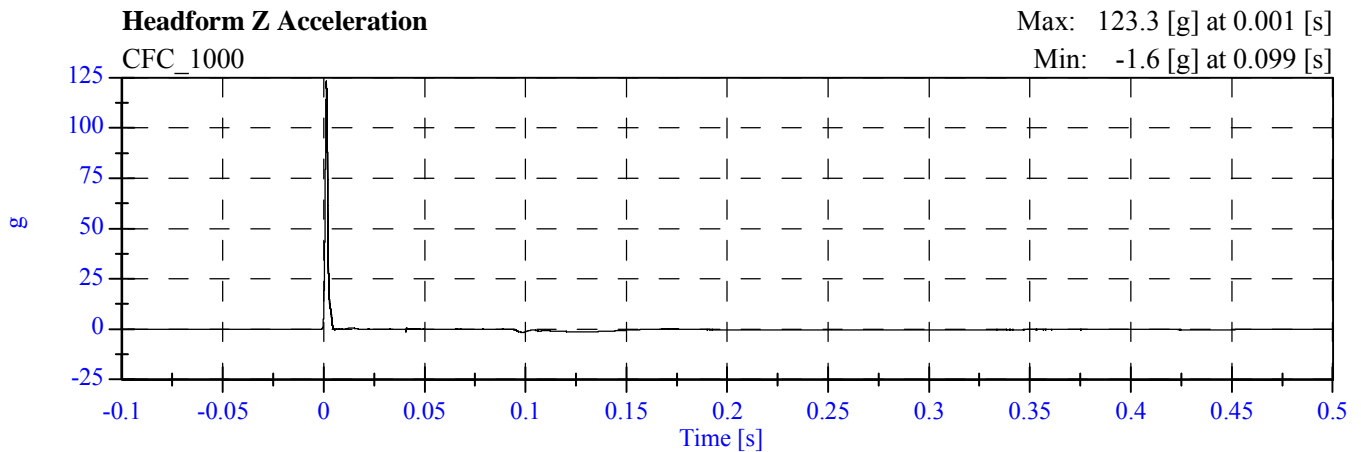
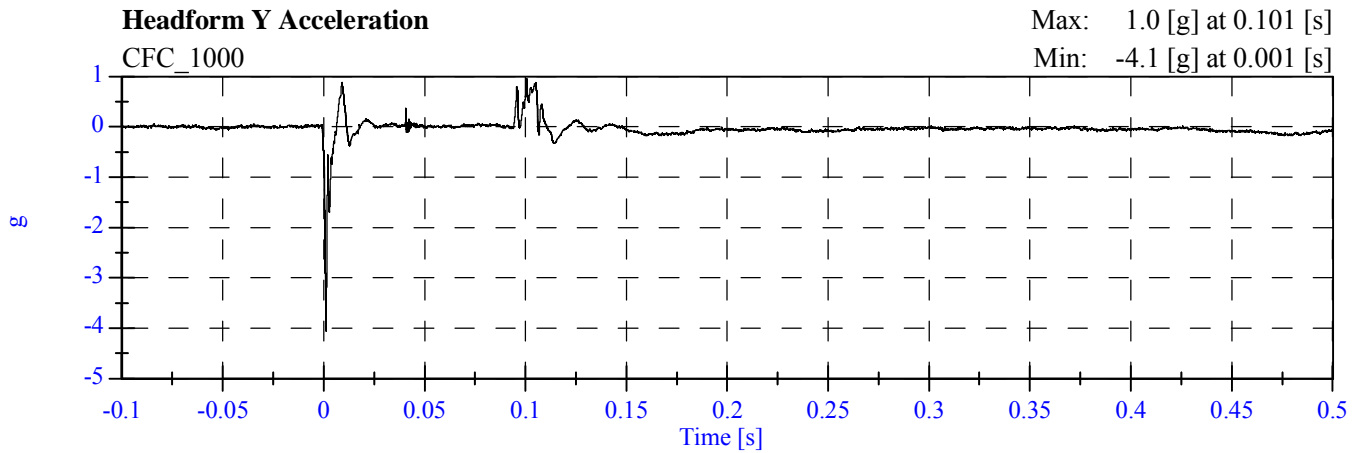
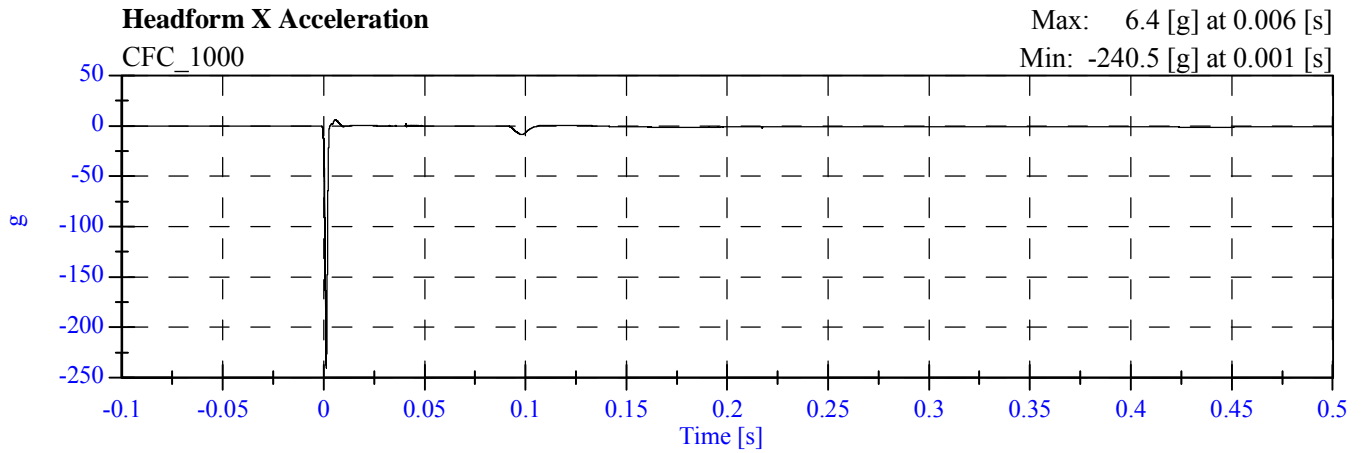
<b>MANUFACTURER:</b>		<b>FIRST TECHNOLOGY SAFETY SYSTEMS</b>	
<b>SERIAL NUMBER:</b>		<b>805</b>	
<b>CALIBRATION DATE:</b>		<b>February 11, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>270.3</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>4.1</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41004</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J37496</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41016</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - February 11, 2010



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

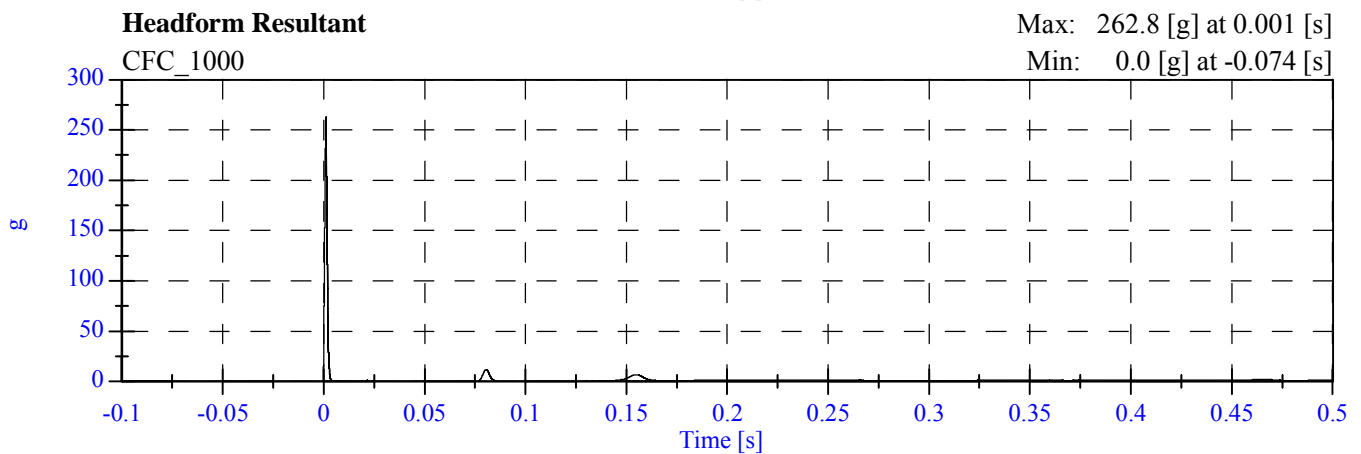
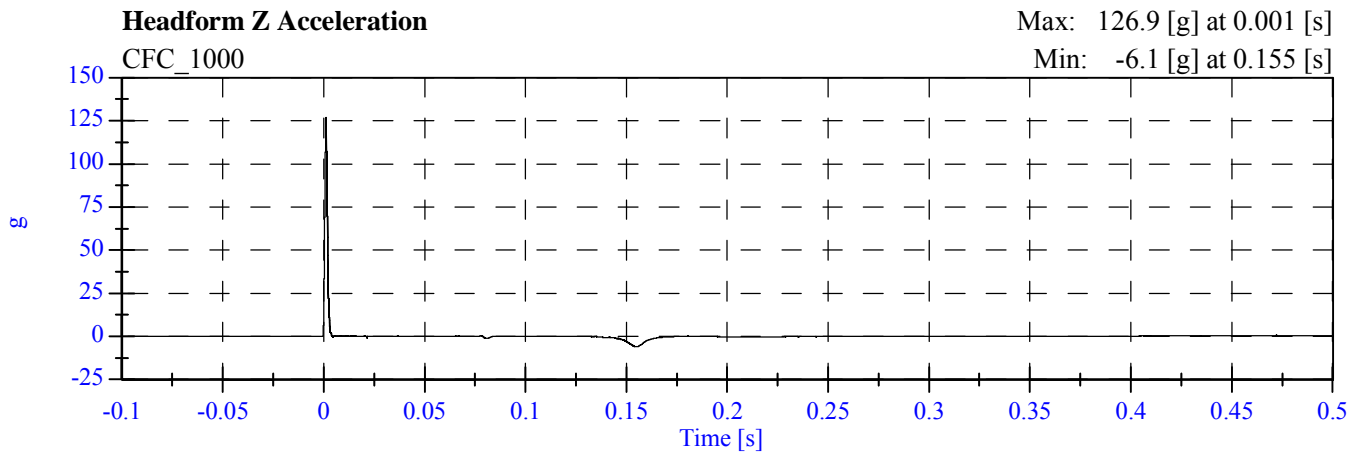
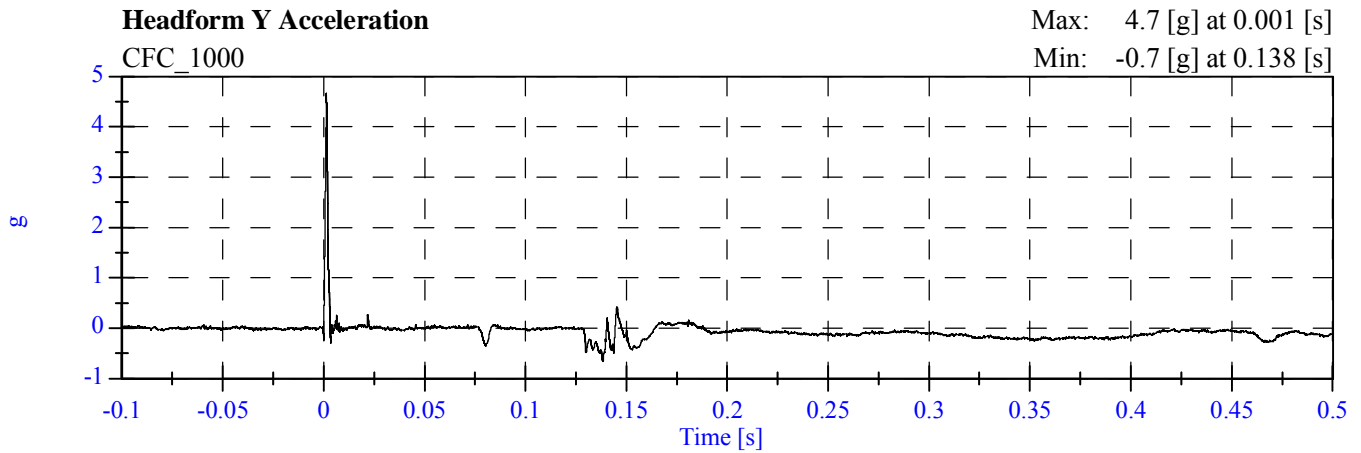
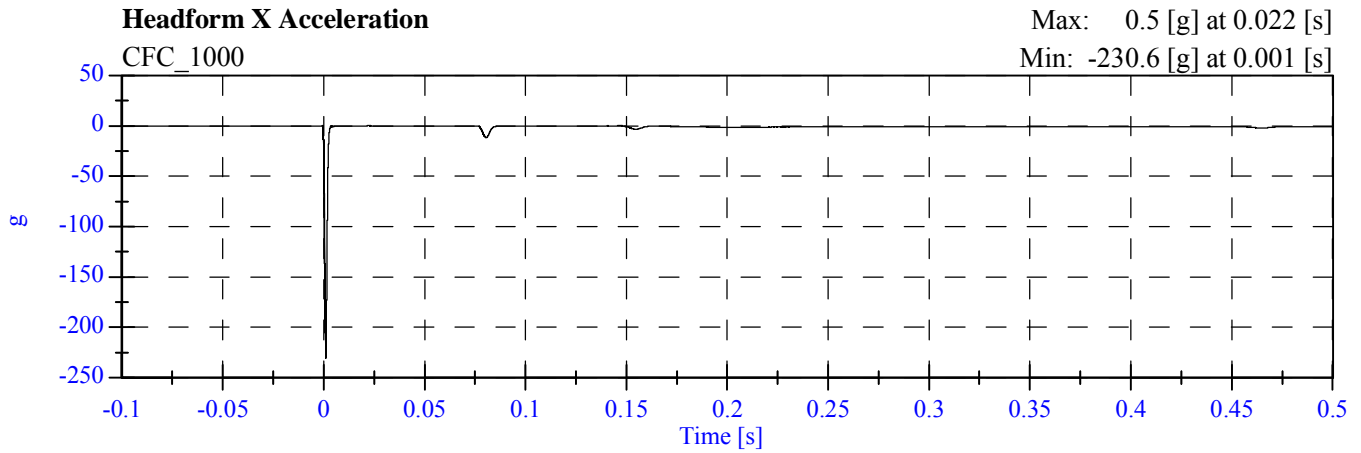
<b>MANUFACTURER:</b>		<b>DENTON ATD INC.</b>	
<b>SERIAL NUMBER:</b>		<b>0355</b>	
<b>CALIBRATION DATE:</b>		<b>February 11, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>262.8</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>4.7</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J28671</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J32779</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J25854</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - February 11, 2010



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

<b>MANUFACTURER:</b>		<b>FIRST TECHNOLOGY SAFETY SYSTEMS</b>	
<b>SERIAL NUMBER:</b>		<b>1140</b>	
<b>CALIBRATION DATE:</b>		<b>February 11, 2010</b>	
<b>TEST PARAMETER</b>	<b>SPECIFICATION</b>	<b>TEST RESULTS</b>	
<b>TEMPERATURE</b>	<b>19°C to 26°C</b>	<b>20</b>	
<b>RELATIVE HUMIDITY</b>	<b>10% to 70%</b>	<b>24</b>	
<b>PEAK RESULTANT ACCELERATION</b>	<b>225 Gs to 275 Gs</b>	<b>263.2</b>	
<b>PEAK LATERAL ACCELERATION</b>	<b>15 Gs Maximum</b>	<b>7.4</b>	
<b>IS ACCELERATION CURVE UNIMODAL?</b>	<b>YES</b>	<b>YES</b>	

**HEAD ACCELEROMETER CALIBRATION INFORMATION**

<b>I.D. NUMBER</b>	<b>MANUFACTURER</b>	<b>MODEL NUMBER</b>	<b>SERIAL NUMBER</b>	<b>DATE OF LAST CALIBRATION</b>	<b>DATE OF NEXT CALIBRATION</b>
<b>1 - LONGITUDINAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41006</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>2 - LATERAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J40994</b>	<b>9/17/2009</b>	<b>3/17/2010</b>
<b>3 - VERTICAL</b>	<b>ENDEVCO</b>	<b>7264-2000T</b>	<b>J41007</b>	<b>9/17/2009</b>	<b>3/17/2010</b>

**REMARKS:**

# FMVSS 201U - Headform Calibration Drops CA0510 - February 11, 2010

