HSNO. 637177

REPORT NUMBER: 114-CAL-04-02

SAFETY COMPLIANCE TESTING FOR FMVSS No. 114 THEFT PROTECTION

HYUNDAI MOTOR COMPANY
2004 HYUNDAI XG350 4-DOOR SEDAN

NHTSA NUMBER: C40500

GENERAL DYNAMICS TEST NUMBER: 8655-F114-02

GENERAL DYNAMICS
ADVANCED INFORMATION ENGINEERING SERVICES
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225

April 28, 2004

FINAL REPORT

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Enforcement
Office of Vehicle Safety Compliance
400 Seventh Street, SW
Room No. 6115 (NVS-220)
Washington, DC 20590

Prepared By: _____
Patrick G. MacDiarmid, Jr., Project Engineer

Approved By: _____
David J. Travale, Program Manager
Transportation Sciences Center

Approval Date: April 28, 2004

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By: _____

Acceptance Date: 5/18/04

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 114-CAL-04-02	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle: Final Report of FMVSS 114 Compliance Testing of a 2004 Hyundai XG350 4-Door Sedan NHTSA No.: C40500		5. Report Date: April 28, 2004 6. Performing Organization Code CAL
7. Author(s) Patrick G. MacDiarmid, Jr., Project Engineer David J. Travale, Program Manager		8. Performing Organization Report No. 8655-F114-02
9. Performing Organization Name and Address General Dynamics Advanced Information Engineering Services Transportation Sciences Center P.O. Box 400 Buffalo, New York 14225		10. Work Unit No. 11. Contract or Grant No. DTNH22-01-C-01025
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Enforcement Office of Vehicle Safety Compliance (NVS-220) 400 Seventh Street, SW, Rm. 6115 Washington, D.C. 20590		13. Type of Report and Period Covered Final Report, April 12 – April 28, 2004 14. Sponsoring Agency Code NVS-220
15. Supplementary Notes		
16. Abstract Compliance tests were conducted on the subject 2004 Hyundai XG350 4-Door Sedan in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-114-01 for the determination of FMVSS 114 compliance. Test failures were identified as follows: None		
17. Key Words Compliance Testing Safety Engineering FMVSS 114	18. Distribution Statement Copies of this report are available from: NHTSA Technical Information Services (TIS) Room 5108 (NAD-40) 400 Seventh Street, SW Washington, D.C. 20590 Telephone No. (202) 366-2588	

19. Security Classification of Report	20. Security Classification of Page	21. No. of Pages	22. Price
UNCLASSIFIED	UNCLASSIFIED	24	

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SECTION 1

PURPOSE OF COMPLIANCE TEST

This test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 114 Compliance Test Program conducted for the National Highway Traffic Safety Administration (NHTSA) by General Dynamics Advanced Information Engineering Services under Contract No. DTNH22-01-C-01025. The purpose of this test was to determine if the subject vehicle, a 2004 Hyundai XG350 4-Door Sedan, was in compliance with FMVSS No. 114, Theft Protection. The purpose of this standard is to reduce the incidence of crashes resulting from unauthorized operation of vehicles by specifying requirements for theft protection. Additionally, FMVSS No. 114 specifies requirements to reduce the incidents of crashes from rollaway of parked vehicles with automatic transmissions as a result of children moving the shift mechanism out of the "park" position. This standard applies to passenger cars, trucks and multipurpose passenger vehicles having a Gross Vehicle Weight Rating (GVWR) of 4536 kilograms or less. This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-114-01, dated December 17, 1997.

SECTION 2

TEST PROCEDURE AND DISCUSSION OF RESULTS

A 2004 Hyundai XG350 4-Door Sedan with an automatic transmission was subjected to FMVSS No. 114 testing in accordance with the NHTSA Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure TP-114-01, dated December 17, 1997. This test was performed by General Dynamics Advanced Information Engineering Services on April 12, 2004.

The test equipment used for this test included a standard metric tape ruler, a digital inclinometer with digital clinometer function, weight scales and a digital manometer. Testing was performed in the following sequence:

KEY LOCKING SYSTEM REQUIREMENT (S4.2):

The key locking system with the key removed, did prevent normal activation of the vehicle's engine. Both steering and forward self mobility were prevented.

WARNING ALARM REQUIREMENT (S4.5):

With the key left in the locking system and the driver's door opened, an audible alarm was activated. This "warning to the driver" was verified in all ignition switch positions except "on" and "start".

"PARK" POSITION REQUIREMENT (S4.2.1(a)(2)):

The key locking system only permitted removal of the key when the automatic transmission shift lever was locked in "park". Key removal was attempted in all shift lever positions. On this vehicle, the transmission shift lever would not remain between detent positions without assistance.

TEN PERCENT GRADE "PARK" REQUIREMENT (S4.2.1(a)(3))

The vehicle was driven forward and stopped with the service brakes on a 10.6% grade. The parking brake was fully applied and the transmission lever was placed in "park". When the service and parking brakes were released the vehicle moved 34 mm (150 mm maximum is allowed on a 10% grade). Since the available test grade was more stringent than the specified condition, the subject vehicle appeared to perform within the safety performance requirements.

SPECIAL DEVICES REQUIREMENT (S4.2.2):

The test vehicle was not equipped with any special devices.

"OUT OF PARK" POSITION REQUIREMENT (S4.3):

Starting from the condition of the engine running at idle with the transmission shift lever in the "drive" position, the steering wheel remained unlocked and the vehicle was free to roll with the transmission shift lever in each position except "park" or "reverse" when the key locking system was turned to the "lock" position.

SECTION 3

TEST DATA

FMVSS 114, THEFT PROTECTION

DATA SHEET 1 – ALL VEHICLES

TEST DATE: April 12, 2004 LAB: General Dynamics

CONTRACT: DTNH22-01-C-01025 VEHICLE NHTSA NUMBER: C40500

VIN: KMHFU45E04A273719 BUILD DATE: March 6, 2003

MY/MAKE/MODEL/BODY STYLE: 2004 Hyundai XG350 4-Door Sedan

LOCATION OF KEY LOCKING SYSTEM: The key locking system consisted of an ignition switch mounted on the dashboard to the right of the steering column and a transmission shift lever that was located on the center console mounted to the vehicle floor.

TRANSMISSION TYPE:

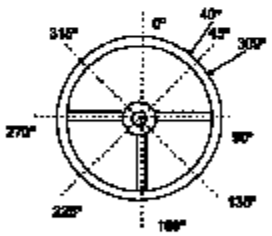
Automatic X ; Manual - ; Other - (describe: N/A)

DRIVE TRAIN TYPE:

Front Wheel X ; Rear Wheel - ; Four Wheel -

OPTIONAL RELEASE DEVICES:

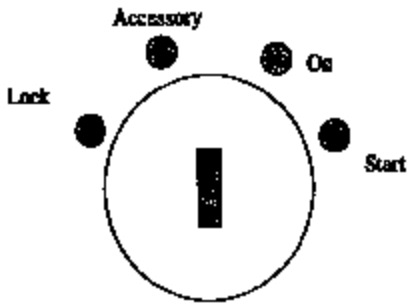
Key - ; Transmission - ; None X

REQUIREMENT S4.2	PASS	FAIL
Engine cannot be started without utilizing the ignition key.	X	-
With key removed, steering wheel locks: Yes X ; No - Identify locking position on wheel using an arrow. Clockwise - 40° Counterclockwise - 309° 		
Key removal prevents forward self mobility: Yes X ; No - If yes describe: Automatic transmission remains in "park" position.		
Locking system, with key removed prevents starting the engine and either steering or self mobility or both.	X	-

REQUIREMENT S4.5	PASS	FAIL
Warning system is activated when the ignition key is left in any switch position except "on" and "start" and the driver's door is opened.	X	-

REMARKS:

Ignition Switch Positions: (refer page 6-3 of this report a description of the switch positions provided in the vehicle owner's manual.)



RECORDED BY: Patrick G. MacPhiarmid, Jr. DATE: April 12, 2004

APPROVED BY:

FMVSS 114, THEFT PROTECTION

DATA SHEET 2 – AUTOMATIC TRANSMISSION VEHICLES ONLY

TEST DATE: April 12, 2004 LAB: General Dynamics

CONTRACT: DTNH22-01-C-01025 VEHICLE NHTSA NUMBER: C40500

VIN: KMHFU45E04A273719 BUILD DATE: March 6, 2003

MY/MAKE/MODEL/BODY STYLE: 2004 Hyundai XG350 4-Door Sedan

VEHICLE TEST WEIGHT* (kg): 1783.5 WEIGHT OF DRIVER AND BALLAST (kg): 90.5

FUEL TANK LEVEL: 100 (% OF MAX)

*with driver and ballast

TIRE PRESSURE:

Vehicle Manufacturer Recommended (kPa): Front 230 ; Rear 210

Measured (kPa): LF 230 ; LR 210 ; RF 230 ; RR 210

REQUIREMENT S4.2.1(a)(2)	PASS	FAIL
Key locking system prevents key removal from any shift mechanism detent position except "park".	X	SEE NOTE
Key locking system prevents key removal from any position between the detent positions where the shift mechanism will remain without assistance.	X	SEE NOTE
NOTE: In the event that the key can be removed at any of the transmission shift lever positions, the vehicle's transmission or transmission shift lever shall become locked in "park" as the direct result of removing the key. If such a mechanism exists, describe the mechanism and its function:	N/A	N/A
No such mechanism is available.		
System prevents movement of the shift mechanism out of "park' position after removal of key.	X	-

DATA SHEET 2 – AUTOMATIC TRANSMISSION VEHICLES ONLY (continued)

REQUIREMENTS S4.2.1(a)(3)	PASS	FAIL
With the transmission in "park" measure movement of the vehicle down the slope upon releasing the service brake.		
Test grade: 10.6 % (9 to 15 %)	X	SEE NOTE
Measured movement: 34 mm (150 mm maximum)		
NOTE: Repeat procedure if vehicle fails on a grade in excess of 10%.		
Test grade: - % (9 to 10 %)	N/A	N/A
Measured movement: - mm (150 mm maximum)		

REQUIREMENT S4.3	PASS	FAIL
Transmission in any position other than "park" or "reverse" and the key locking system in the "lock" position. The steering wheel must remain unlocked and the vehicle must remain free to roll.	X	-

REMARKS:

None

RECORDED BY: Patrick G. MacDiarmid, Jr. DATE: April 12, 2004

APPROVED BY:

FMVSS 114, THEFT PROTECTION

DATA SHEET 3 – SPECIAL DEVICES

TEST DATE: April 12, 2004 LAB: General Dynamics

CONTRACT: DTNH22-01-C-01025 VEHICLE NHTSA NUMBER: C40500

VIN: KMHFU45E04A273719 BUILD DATE: March 6, 2003

MY/MAKE/MODEL/BODY STYLE: 2004 Hyundai XG350 4-Door Sedan

REQUIREMENTS S4.2.2(a)	PASS	FAIL
Electrical failure capability permits ignition key removal with transmission shift lever in other than "park" position. Yes - No - Upon key removal steering wheel locks.	N/A	N/A
Device permits key removal when the transmission is in other than the "park" position. Yes - No - The means for activating this device is covered by a non-transparent surface which prevents sight and activation of the device. The non-transparent surface is removable only by use of a screwdriver or other tool. Describe the device, its cover and its location: Not applicable Describe how the device is activated: Not applicable Upon key removal, steering wheel locks.	N/A N/A	N/A N/A

REMARKS:

As described on page 2-3 of the vehicle owner's manual (page 6-3 of this report), if a vehicle electrical failure occurs or the battery is disconnected, the vehicle key can be removed only when the transmission shift lever is moved to the "park" position. This was confirmed in the lab.

DATA SHEET 3 – SPECIAL DEVICES (continued)

REQUIREMENTS S4.2.2(b)	PASS	FAIL
Device permits moving the transmission shift lever from "park" after key removal. Yes __-__ No __-__		
The means for activating this device is covered by a non-transparent surface which prevents sight and activation of the device. The non-transparent surface is removable only by use of a screwdriver or other tool. Describe the device, its cover and its location: Not applicable Describe how the device is activated: Not applicable	N/A	N/A
Upon device activation, the steering wheel remains locked.	N/A	N/A

REMARKS:

Test vehicle is not equipped with this special device.

RECORDED BY: Patrick G. MacDiarmid, Jr. DATE: April 12, 2004

APPROVED BY: James A. Hughes

SECTION 4

TEST EQUIPMENT LIST AND CALIBRATION DATES

Equipment	Manufacturer	Name	Range	Accuracy	Calibration Date	Calibration Due
Clinometer	MD	Smart Level	0-100%	0.1%	3/29/2004	3/29/2005
Steel Tape	Stanley	Stanley 3137	3 meters	0.5mm	N/A	N/A
Weight Scales	Long Acre	Computer Scales 2000	0-12,000lbs.	0.2%	11/25/2003	11/25/2004
Manometer	Meriam Instrument Co.	350 Smart Manometer	0-200 psi.	0.05%	8/3/2003	8/3/2004
Plumb Bob	Stanley	Plumb bob	N/A	N/A	N/A	N/A

SECTION 5

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Designation: E 114 – 02

Standard Practice for Ultrasonic Pulse-Echo Straight-Beam Contact Testing

This standard is issued under the fixed designation E 114; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice covers procedures for pulse-echo straight-beam contact testing of wrought products, both ferrous and nonferrous, to detect discontinuities that are parallel or nearly parallel to the contact surface. Normally, longitudinal waves are used, but shear waves may be used for certain applications.

1.2 This practice is intended for use on materials that are sufficiently homogeneous and free of coarse grains so that meaningful results can be obtained. Some of the factors affecting the ability to detect discontinuities are discussed in Section 5.

1.3 This practice is intended for use on materials that have relatively smooth contact surfaces. Generally, the surface should be free of loose scale, dirt, paint, or other foreign material that will interfere with the free transmission of ultrasonic vibrations. Couplants may be used to improve the transmission of ultrasonic vibrations between the transducer and the material being tested.

1.4 This practice is intended for use on materials that have plane surfaces and uniform thickness. Curved surfaces and irregular thicknesses may limit the ability to detect discontinuities.

1.5 This practice is intended for use on materials that have parallel entry and back surfaces. Nonparallel surfaces may limit the ability to detect discontinuities.

1.6 This practice is intended for use on materials that are sufficiently thick so that the initial pulse and the back reflection do not overlap. Thin materials may require special techniques or procedures.

1.7 This practice is intended for use on materials that are sufficiently large so that the beam spread does not cause excessive loss of energy. Small parts may require special techniques or procedures.

1.8 This practice is intended for use on materials that are sufficiently free of discontinuities so that the back reflection is not lost. Materials with many discontinuities may require special techniques or procedures.

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SECTION 6

VEHICLE OWNER'S MANUAL