

637650

REPORT NUMBER: 214-CAL-05-03

**SAFETY COMPLIANCE TESTING FOR FMVSS 214
SIDE IMPACT PROTECTION**

**GENERAL MOTORS, CORP
2005 CHEVROLET CORVETTE
TWO-DOOR COUPE**

NHTSA NUMBER: C50109

**GENERAL DYNAMICS
ADVANCED INFORMATION ENGINEERING SERVICES
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January 11, 2005

FINAL REPORT

**U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Enforcement
Office of Vehicle Safety Compliance
400 Seventh Street, SW
Room 6111 (NVS-220)
Washington, DC 20590**

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-02-D-01114. This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufactures' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

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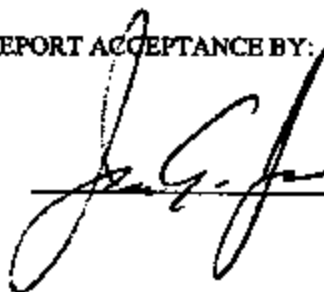

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16. Abstract A 48/24 kph 90° Impact Moving Deformable Barrier Side Impact Test was conducted on the subject 2005 Chevrolet Corvette Two-Door Coupe in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-214D-06 (July 26, 2001) to determine FMVSS 214 Side Impact Protection compliance. This test was conducted at the Advanced Information Engineering Services Crash Test Facility in Buffalo, New York, on January 11, 2005. The impact velocity of the Moving Deformable Barrier (MDB) was 53.75 kph, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 21°C. The target vehicle post-test maximum crush was 175 mm at level 3. The test vehicle's performance follows: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th align="center"><u>Front SID</u></th> <th></th> </tr> </thead> <tbody> <tr> <td>Left Upper Rib Acceleration (LUR):</td> <td align="center">48.2</td> <td align="right">g's</td> </tr> <tr> <td>Left Lower Rib Acceleration (LLR):</td> <td align="center">49.7</td> <td align="right">g's</td> </tr> <tr> <td>Lower Spine Acceleration (T₁₂):</td> <td align="center">66.7</td> <td align="right">g's</td> </tr> <tr> <td>Thoracic Trauma Index (TTI):</td> <td align="center">58</td> <td align="right">g's</td> </tr> <tr> <td>Pelvis Acceleration (PEV):</td> <td align="center">71</td> <td align="right">g's</td> </tr> </tbody> </table> The two doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite doors did not open during the side impact event.							<u>Front SID</u>		Left Upper Rib Acceleration (LUR):	48.2	g's	Left Lower Rib Acceleration (LLR):	49.7	g's	Lower Spine Acceleration (T ₁₂):	66.7	g's	Thoracic Trauma Index (TTI):	58	g's	Pelvis Acceleration (PEV):	71	g's
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SECTION 1

PURPOSE AND TEST PROCEDURE

This side impact test is part of the FMVSS 214 Side Impact Protection Compliance Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-02-D-01114. The purpose of this test was to evaluate side impact protection in a 2005 Chevrolet Corvette Two-Door Coupe. The test was conducted in accordance with the Office of Vehicle Safety Compliance's Laboratory Test Procedure (TP-214D-06, dated July 26, 2001).

SECTION 2

SUMMARY OF SIDE IMPACT TEST

A 2005 Chevrolet Corvette Two-Door Coupe was impacted on the left or driver's side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the monorail at a velocity of 53.75 kph (33.4 mph). The target vehicle was stationary and was positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by the Advanced Information Engineering Services Transportation Sciences Center in Buffalo, New York on January 11, 2005. Pre- and post-test photographs of the test vehicle, the moving deformable barrier (MDB), and the side impact dummies (SIDs) are included in Appendix A.

One restrained Side Impact Dummy (SID) was placed in the driver (Pos. #1) designated seating position according to the instructions specified in the OVSC Side Impact Laboratory Test Procedure (TP-214D-06, dated July 26, 2001). The SID was certified prior to this test. The side impact test was documented by one real-time camera and 8 high-speed cameras. Camera locations and other pertinent camera information are included in this report.

The SID was instrumented with the following accelerometers:

1. Left Upper Rib (LUR) uniaxial and redundant accelerometer (Y-direction)
2. Left Lower Rib (LLR) uniaxial and redundant accelerometer (Y-direction)
3. Lower Thoracic Spine (T₁₂) uniaxial and redundant accelerometer (Y-direction)
4. Pelvic (PEV) section uniaxial and redundant accelerometer (Y-direction)
5. Head triaxial accelerometers (X-, Y- and Z-direction)

A summary of the side impact dummy (SID) configuration and verification test data can be found in Appendix C. A total of 36 channels of data were recorded. Appendix B contains the vehicle, MDB and dummy response data traces.

The following table summarizes the results of the test.

Injury Criteria	Front SID
TTI (g)	58
PEV (g)	71

FMVSS 214D requires that the TTI not exceed 85 g's for 4 door vehicles and not exceed 90 g's for 2 door vehicles. Peak lateral pelvis acceleration shall not exceed 130 g's.

SECTION 3

SUMMARY OF TEST RESULTS

DATA SHEET 1

GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2005 Chevrolet Corvette Two-Door Coupe
 Vehicle Body Color: Orange VIN: 1G1YY22U655105314
 Vehicle NHTSA No.: C50109 Month & Year of Manufacture: 10/04
 Engine Data: 8 Cylinders; - CID; 6.0 Liters; - cc
 Engine Placement: X Longitudinal; - or - Lateral
 Transmission: 4 Speed; - Manual; X Automatic; X Overdrive
 Final Drive: X Rear Wheel Drive; - Front Wheel Drive; - Four Wheel Drive
 Odometer Reading 56 km
 Supplemental Airbag Restraints:
 Front Occupant: X Frontal; - Knee; - Side; - Curtain
 Rear Occupant: N/A Frontal; N/A Knee; N/A Side; N/A Curtain
 Options:
- ADL; X A/C; X Power Steering; X Power Brakes; X Power Windows

DATA FROM TIRE PLACARD

Recommended Tire Size: Front: P245/40ZR18 Rear: P285/35ZR19
 *Recommended Cold Tire Pressure: 210 kpa FRONT; 210 kpa REAR

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: Front: P245/40ZR18 88Y LL Rear P285/35ZR19 90Y LL Manufacturer: Goodyear
 Tire Pressure with Maximum Capacity Vehicle Load: Front: 300 kPa; Rear: 300 kPa
 Treadwear: 300; Traction: AA; Temperature: A

VEHICLE CAPACITY DATA:

Number of Occupants: 2 Front; - Rear; - 3rd Seat; 2 Total
 Type of Front Seats: X Bucket; - Bench; - Split Bench;
 Type of Rear Seats: N/A Bucket; N/A Bench; N/A Split Bench; N/A Contoured
 Type of Front Seat Back: - Fixed; X Adjustable with X Lever or - Knob
 Type of Rear Seat Back: N/A Fixed; N/A Adjustable with N/A Lever or N/A Knob
 Vehicle Max Capacity Loading = 192 kg (A)
 No. of Occupants x 68.04 kg. = 136.08 kg (B)
 Vehicle Cargo Capacity = 55.92 kg (A-B)

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front = 374.0 kg Left Rear = 355.0 kg
 Right Front = 375.0 kg Right Rear = 356.0 kg
 TOTAL FRONT = 749.0 kg TOTAL REAR = 711.0 kg
 % of Total Weight = 51.3% % % of Total Weight = 48.7 %
 TOTAL WEIGHT = 1460.0 kg

* Tire pressure used in test.

DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Test Vehicle Delivered Weight with Max. Fluids	=	<u>1460.0</u>	kg (A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>55.92</u>	kg (B)
Weight of instrumented Side Impact Dummy (1 X 81.2 kg)	=	<u>81.2</u>	kg (C)
TEST VEHICLE TARGET WEIGHT:	=	<u>1597.12</u>	kg (A+B+C)

FULLY LOADED TEST VEHICLE (UDVW + 1 SID + CARGO):

Left Front	=	<u>403.0</u>	kg	Left Rear	=	<u>417.0</u>	kg
Right Front	=	<u>379.0</u>	kg	Right Rear	=	<u>401.0</u>	kg
TOTAL FRONT	=	<u>782.0</u>	kg	TOTAL REAR	=	<u>818.0</u>	kg
% of Total Weight	=	<u>48.9%</u>	%	% of Total Weight	=	<u>51.1%</u>	%
TOTAL TEST WEIGHT =		<u>1600.0</u>	kg				

AS TESTED WEIGHT OF TEST VEHICLE (1 SID + CARGO + EQUIPMENT & INSTRUMENTATION):

Left Front	=	<u>396.0</u>	kg	Left Rear	=	<u>414.0</u>	kg
Right Front	=	<u>377.5</u>	kg	Right Rear	=	<u>401.5</u>	kg
TOTAL FRONT	=	<u>773.5</u>	kg	TOTAL REAR	=	<u>815.5</u>	kg
% of Total Weight	=	<u>48.7%</u>	%	% of Total Weight	=	<u>51.3%</u>	%
TOTAL TEST WEIGHT =		<u>1589.0</u>	kg				

TEST VEHICLE ATTITUDE (all dimensions in millimeters):

AS DELIVERED:

Left Front	<u>703</u>	Right Front	<u>701</u>	Left Rear	<u>753</u>	Right Rear	<u>753</u>
------------	------------	-------------	------------	-----------	------------	------------	------------

FULLY LOADED:

Left Front	<u>688</u>	Right Front	<u>694</u>	Left Rear	<u>727</u>	Right Rear	<u>729</u>
------------	------------	-------------	------------	-----------	------------	------------	------------

READY FOR TEST:

Left Front	<u>694</u>	Right Front	<u>695</u>	Left Rear	<u>730</u>	Right Rear	<u>732</u>
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Test Vehicle Wheelbase: 2686 millimeters

C.G. = 1378 millimeters rearward of front wheel centerline

TOTAL VEHICLE LENGTH:

Right Side =	<u>4310</u>	millimeters
Left Side =	<u>4310</u>	millimeters
Centerline =	<u>4420</u>	millimeters

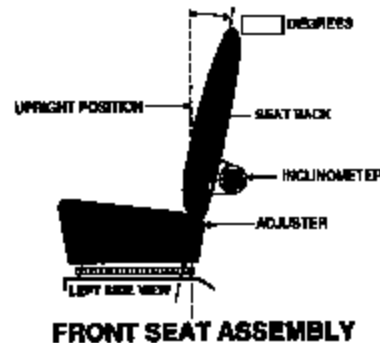
DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

Nominal Design Riding Position for adjustable driver and passenger seat backs. Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch/detent, if applicable.



FRONT SEAT CUSHION PLACEMENT: Placed in Mid-Position (120 mm)

Total Length of Adjustment Travel: 240 millimeters

Total Number of Adjustment Positions or Detents: Electronic Adjuster

FRONT SEAT BACK ADJUSTMENT POSITION: Reclined 26 degrees from most upright

Seat Back Torso Angle: 24.4 degrees

SECOND POSITION SEAT:

Total Length of Fore/Aft Adjustment Travel: N/A millimeters

Seat Back Adjustment Position: N/A

ADJUSTABLE STEERING COLUMN POSITION: Placed in mid-tilt position (19.0 degrees) – detent 3 of 5

WINDOW POSITIONS: Left Front: Closed Left Rear: N/A

Right Front: Removed Right Rear: N/A

Note: Windows will be in closed position on struck side of test vehicle and in open position on opposite side.

AUTOMATIC DOOR LOCKS: Is test vehicle equipped with ADLs? - Yes X No

Does vehicle owner's manual describe how to deactivate ADLs? - Yes - No X N/A

Comments: None

AMOUNT OF STODDARD SOLVENT IN FUEL TANK:

68.9 liters (Fuel Tank Usable Capacity)

64.0 liters used for test (92%-94% of Fuel Tank Usable Capacity)

LOCATION OF IMPACT POINT ON TEST VEHICLE SIDE TO BE IMPACTED:

Wheelbase = 2686 millimeters

Impact Point is 403 millimeters rearward of front axle centerline
(which is 940 millimeters forward of the wheelbase midpoint)

Actual Impact Point is 402 millimeters rearward of front axle centerline

DATA SHEET 2

TEST VEHICLE SUMMARY OF RESULTS

VEHICLE IDENTIFICATION:

Vehicle Year/Make/Model: 2005 Chevrolet Corvette

Body Style: Two-Door Coupe

VIN: 1G1YY22U655105314

NHTSA No.: C50109

Test Date: January 11, 2005

Overall Length = 4420 millimeters; Overall Width = 1836 millimeters

VEHICLE TEST WEIGHT (Pre-Test):

Left Front = 396.0 kg Left Rear = 414.0 kg

Right Front = 377.5 kg Right Rear = 401.5 kg

TOTAL FRONT = 773.5 kg TOTAL REAR = 815.5 kg

TOTAL VEHICLE WEIGHT 1589.0 kg

Wheelbase = 2686 millimeters

Longitudinal C.G. from Center of Front Axle = 1378.5 millimeters

Impact Angle with Respect to Impactor = 90 degrees

ACTUAL IMPACT POINT

Actual Impact Point is 1 mm forward of nominal impact ref. line (Lateral)

Actual Impact Point is 10 mm below nominal impact point (Vertical)

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1 (194 mm above ground) = 41 millimeters

2. LEVEL 2 (361 mm above ground) = 111 millimeters

3. LEVEL 3 (562 mm above ground) = 175 millimeters

4. LEVEL 4 (781 mm above ground) = 129 millimeters

5. LEVEL 5 (1167 mm above ground) = -1 millimeters

Maximum Post-Test Intrusion = 175 millimeters

OCCUPANTS:

Front Passenger:

Dummy Identification 015

Restraints Used Three-Point Safety Belt with Shoulder Belt Pretensioner and Force Limiter

INSTRUMENTATION:

Number of Vehicle Data Channels: = 19

Number of Cameras: Onboard = 2

Offboard = 7

TOTAL = 9

DATA SHEET 3**MOVING DEFORMABLE BARRIER (MDB) SUMMARY**Vehicle: 2005 Chevrolet Corvette Two-Door CoupeNHTSA No. C50109**MDB FACE MANUFACTURER AND SERIAL NUMBER:**Plascore, Inc. 017A0604-3 049A0504**POSITION OF IMPACT (MDB) ON MONORAIL:**Crabbed 27° to left**MDB DETAILS:**

Overall Width of Framework Carriage	=	<u>1250</u>	millimeters
Overall Length of MDB (incl. honeycomb impact face)	=	<u>4120</u>	millimeters
Wheelbase of Framework Carriage	=	<u>2590</u>	millimeters
Tread of Framework Carriage (Front & Rear)	=	<u>1875</u>	millimeters
C.G. Location Rearward of Front Axle	=	<u>1104</u>	millimeters

MDB WEIGHT:

Left Front	=	<u>409.5</u>	kg	Left Rear	=	<u>281.5</u>	kg
Right Front	=	<u>372.5</u>	kg	Right Rear	=	<u>299.0</u>	kg
TOTAL FRONT =		<u>782.0</u>	kg	TOTAL REAR =		<u>580.5</u>	kg
TOTAL MDB WEIGHT =		<u>1362.5</u>	kg				
Impact Angle (MDB C/L to Target Vehicle C/L)	=	<u>90</u>	degrees				
Impact Speed	=	<u>53.75</u>	kph				

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE:

1. Row A at Center of Bumper Level	=	<u>147</u>	millimeters
2. Row B at Top of Bumper Level	=	<u>112</u>	millimeters
3. Row C at Mid Level	=	<u>85</u>	millimeters
4. Row D at Top of Stack Level	=	<u>51</u>	millimeters

INSTRUMENTATION:

Number of MDB Data Channels	=	<u>5</u>
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DATA SHEET 4
POST-TEST OBSERVATIONS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

VISIBLE DUMMY CONTACT POINTS:

LEFT FRONT SID

Head:	<u>The side of the head to the window and side sill</u>
Upper Torso:	<u>Door Trim Panel</u>
Lower Torso:	<u>Door Trim Panel</u>
Left Knee:	<u>Door Trim Panel</u>
Right Knee:	<u>Left Knee</u>

DOOR OPENING:

LEFT DOOR

RIGHT DOOR

Front:	<u>Closed, latched and inoperable without tools</u>	<u>Closed, latched and operable without tools</u>
Rear:	<u>N/A</u>	<u>N/A</u>

MDB DISTANCE FROM TARGET IMPACT POINT:

Vertical: 10 mm

Horizontal: 1 mm

ARM REST LOCATIONS:

Front:	<u>Pushed inboard during the event.</u>
Rear:	<u>N/A</u>

SEAT MOVEMENT:

Front:	<u>None</u>
Rear:	<u>N/A</u>

GLAZING DAMAGE:

Windshield:	<u>Cracked along the left A-Pillar</u>
Window:	<u>The driver side window glass shattered during the event.</u>

PILLAR PERFORMANCE:

The A- and B-Pillars were moved inboard during the event with no visible tears or separations

SILL SEPARATION:

There were no visible tears or separations of the structural material

AIR BAG DEPLOYMENT STATUS:

	DRIVER	FRONT PASSENGER	REAR PASSENGER
FRONT	No	No	N/A
SIDE	N/A	N/A	N/A

OTHER NOTABLE IMPACT EFFECTS:

The driver door skin detached during the event.

SECTION 4

OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5
SID INSTRUMENTATION DATA

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

		Front Dummy ID# 015			
		Pos. Direction		Neg. Direction	
		Max (g)	Time (msec)	Max (g)	Time (msec)
HEAD ACCELERATIONS:					
Longitudinal	X	2.9	60.1	-56.3	74.2
Lateral	Y	80.6	74.1	-10.9	144.2
Vertical	Z	38.6	58.7	-1.1	28.0
Resultant	R	98.7	74.2	0.0	-7.4
HIC		349.2			
RIB ACCELERATIONS:					
Upper Rib Lateral	Y	48.2	31.8	-14.7	78.1
Upper Rib Lateral	Y(R)	49.2	31.8	-13.9	78.1
Lower Rib Lateral	Y	49.7	31.8	-17.9	138.1
Lower Rib Lateral	Y(R)	50.6	31.8	-14.0	88.7
SPINE ACCELERATIONS:					
Lower Lateral	Y	66.7	35.6	-18.3	65.6
Lower Lateral	Y(R)	67.8	35.6	-17.2	65.0
PELVIC ACCELERATIONS:					
Lateral	Y	70.6	33.1	-8.1	53.2
Lateral	Y(R)	70.2	33.1	-8.1	53.2

REFERENCE: Positive Direction –
Longitudinal (X) = forward
Lateral (Y) = to right
Vertical (Z) = down

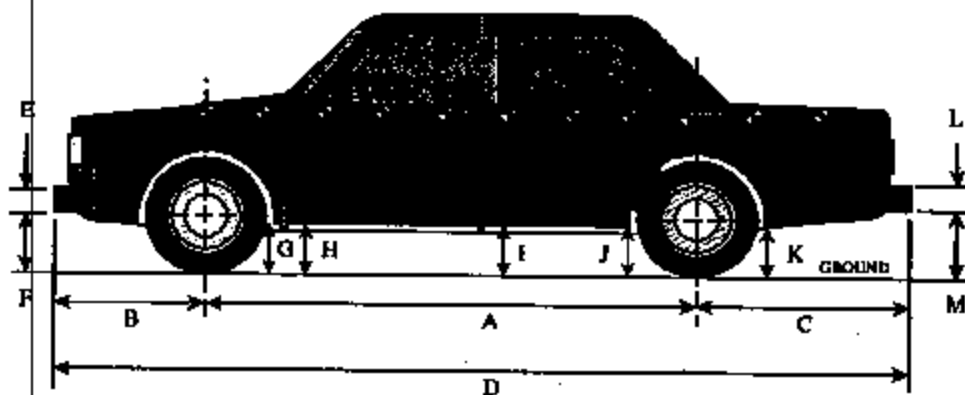
Note: Above data has been FIR filtered, Y(R) denotes redundant Y direction accelerometer.
Head Accelerations are filtered at SAE Class 1000.

DATA SHEET 6

VEHICLE SIDE MEASUREMENTS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



LEFT SIDE VIEW

NOTE: all dimensions are in millimeters with tolerance of ± 3 mm

	PRE-TEST (as delivered)	PRE-TEST (as tested)	POST-TEST (as tested)	Δ CHANGE
A	2682	2686	2690	4
B	893	-	896	3
C	845	-	848	3
D	4420	-	4434	14
E	120	-	120	0
F	173	173	177	4
G	139	124	117	-7
H	144	129	134	5
I	159	139	143	4
J1	156	142	115	-27
J2	166	152	125	-27
K	217	208	213	5
L	505	-	505	0
M	390	358	372	14
N	593	-	608	15
O	460	-	484	24
P	885	-	871	-14
Q	361	-	332	-29
R	4310	-	4318	8
S	4310	-	4318	8
T	1836	-	1763	-73

D = Length at Centerline
T = Width at B-Pillar

E&L = Bumper Thickness
J1 = To Pinch Weld

R = Right Side Length
J2 = To Sill

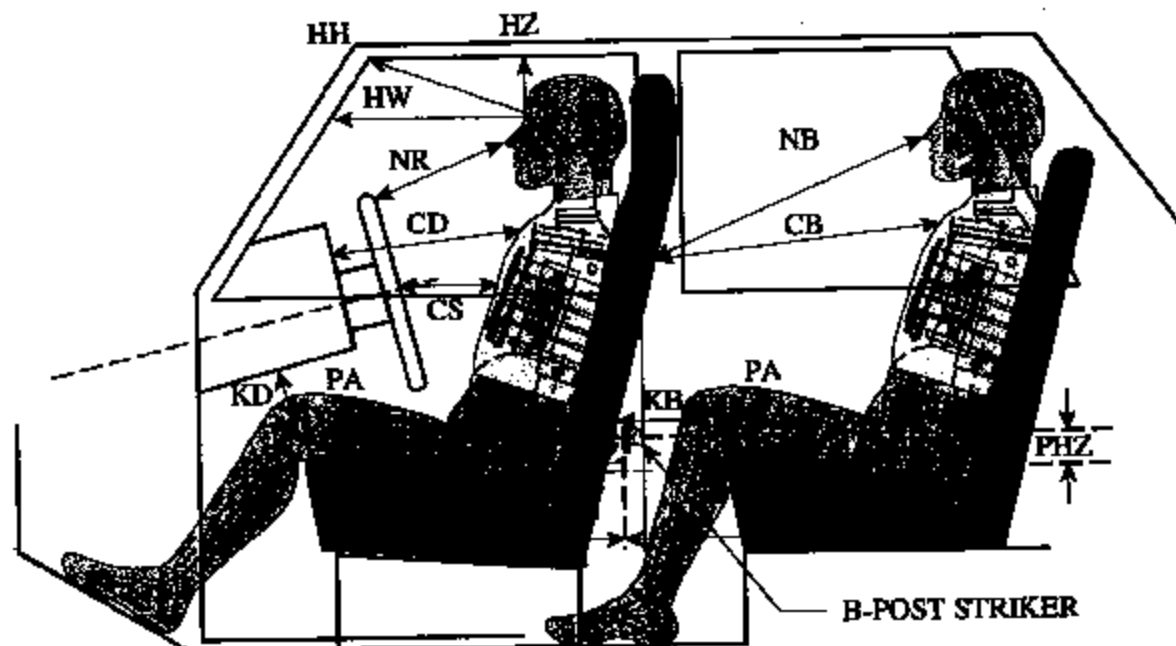
S = Left Side Length

DATA SHEET 7

SID LONGITUDINAL CLEARANCE DIMENSIONS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



LEFT SIDE VIEW

NOTE: 2-DOOR VEHICLE SHOWN.
REAR DUMMY PHX & PHZ
MEASUREMENTS FOR A 4-DOOR
VEHICLE WOULD USE THE C-POST
STRIKER AS A REFERENCE POINT

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

DRIVER ID# 015	
HH	415
HW	632
HZ	165
NR/NB	417
CD/CB	501
CS	275
KDL(KDA°)/KBL(KBA°)	147 / (47°)
KDR(KBA°)/KBR(KBA°)	137 / (55°)
PA°	24.4 °
PHX	423
PHZ	217

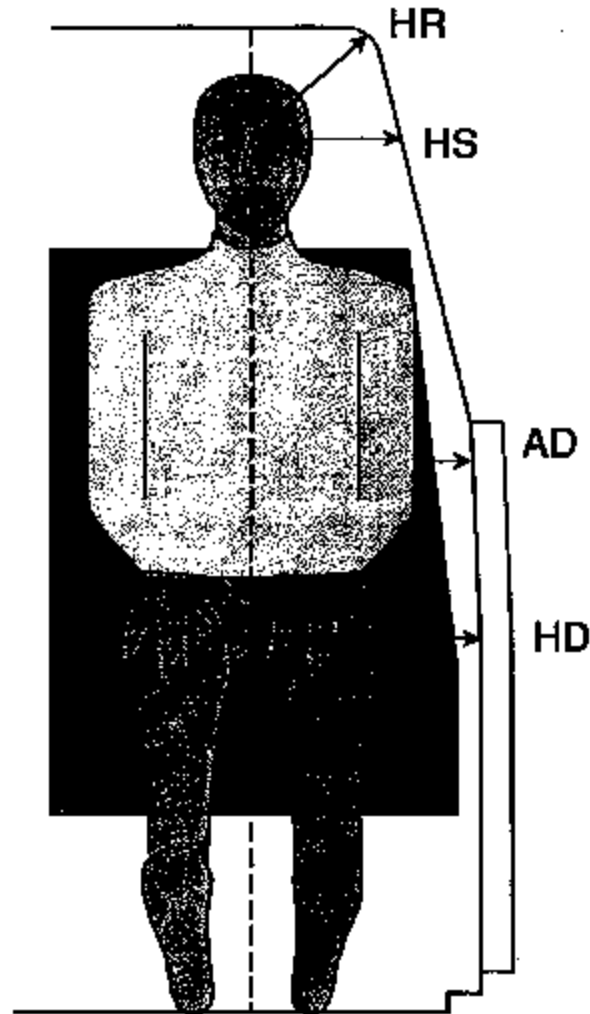
Note: 2-door vehicle shown. Rear dummy PHX & PHZ measurements for 4-door vehicle would use the C-post striker as a reference point.

DATA SHEET 8

SID LATERAL CLEARANCE DIMENSIONS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

DRIVER ID # 015			
HR		180	
HS		263	
AD*	LOWER:	98	UPPER: 90
HD		140	

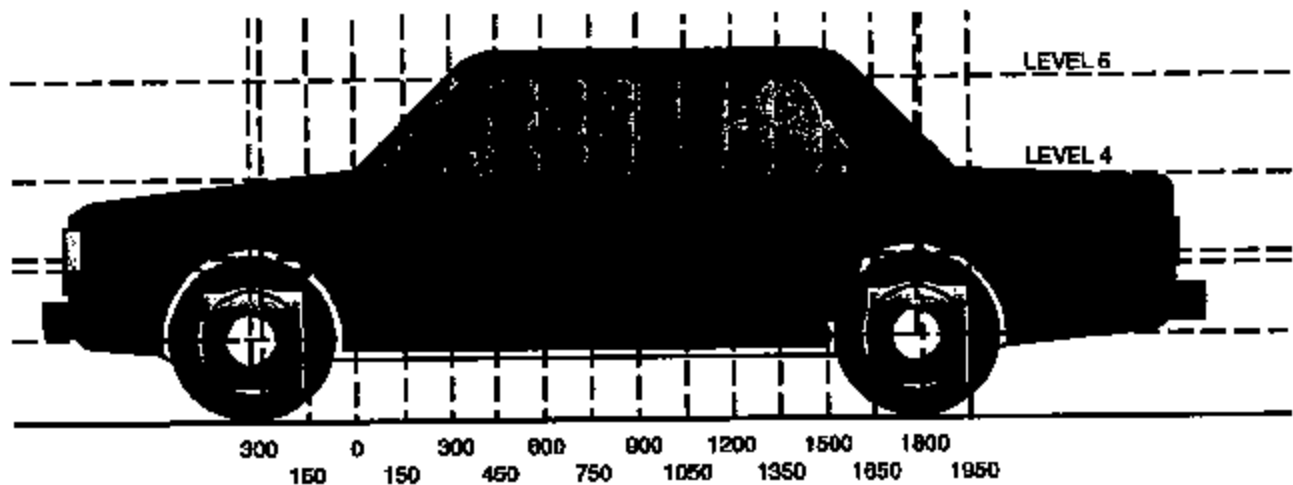
* Lower measurement is taken laterally at the center of the lower rib accelerometer height from the SID arm to the closest part of the vehicle side. Upper measurement is taken laterally at the center of the upper rib accelerometer height from the SID arm to the closest part of the vehicle side.

DATA SHEET 9

VEHICLE SIDE MEASUREMENTS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



LEFT SIDE VIEW

NOTE: All measurements are in millimeters (mm)

LEVEL 5 - WINDOW TOP
 LEVEL 4 - WINDOW SILL
 LEVEL 3 - MID-DOOR
 LEVEL 2 - OCCUPANT H-POINT
 LEVEL 1 - SILL TOP HEIGHT

MEASUREMENTS ARE TAKEN WHEN THE VEHICLE IS IN THE "AS TESTED" CONFIGURATION.
 Measurements Along the Vertical 750 mm Line Shown Above:

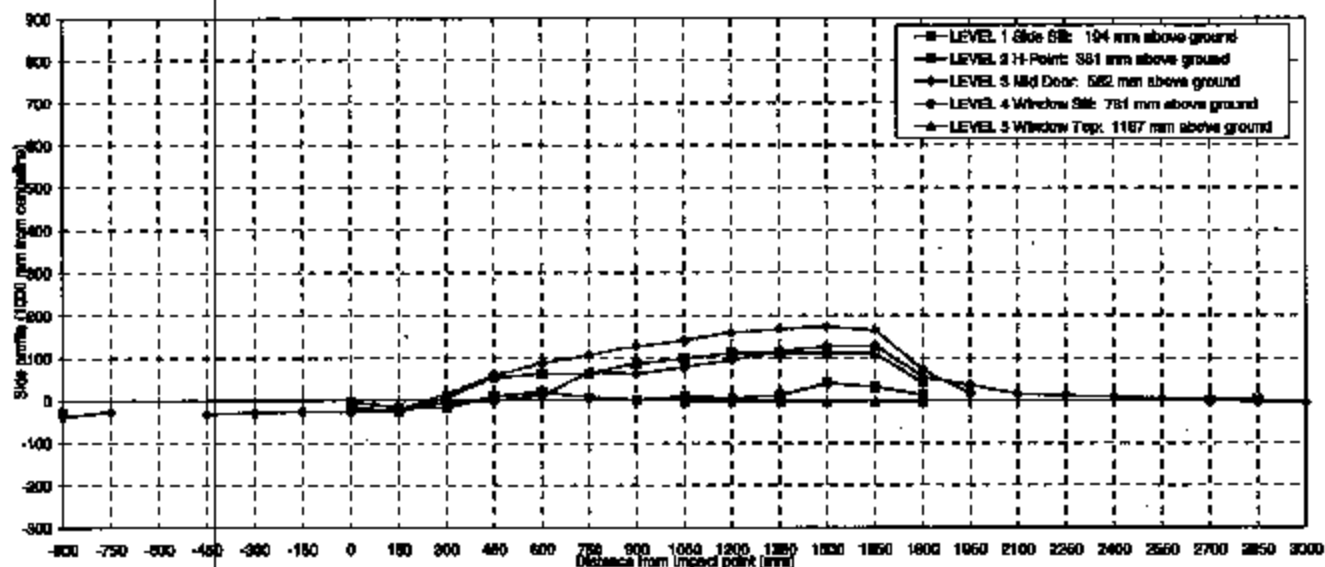
Level 5 @ Window Top	=	<u>1167</u>	millimeters
Level 4 @ Window Sill	=	<u>781</u>	millimeters
Level 3 @ Mid Door	=	<u>562</u>	millimeters
Level 2 @ Occupant H-Point	=	<u>361</u>	millimeters
Level 1 @ Sill Top Height	=	<u>194</u>	millimeters

DATA SHEET 10

VEHICLE EXTERIOR CRUSH PROFILES - ALL LEVELS

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



NOTE: All dimensions are in millimeters with a tolerance of ±3 mm.

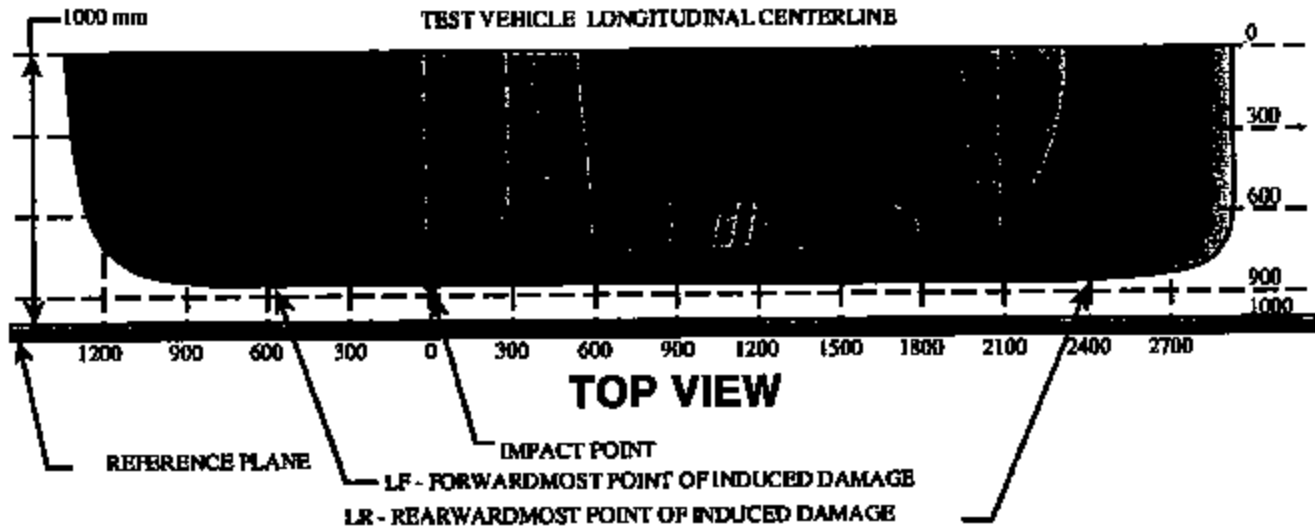
		DISTANCE IN MILLIMETERS FROM IMPACT POINT																												
LEVEL	HEIGHT (mm)		-900	-750	-600	-450	-300	-150		150	300	450	600	750	900	1050	1200	1350	1500	1650	1800	1950	2100	2250	2400	2550	2700	2850	3000	
LEVEL 1 SIDE SILL	194	PRE	—	—	—	—	—	—		128	127	133	133	140	144	145	146	148	142	141	133	—	—	—	—	—	—	—	—	—
		POST	—	—	—	—	—	—		106	110	144	154	149	145	154	159	155	163	173	146	—	—	—	—	—	—	—	—	—
		CRUSH	N/A	N/A	N/A	N/A	N/A	N/A		-17	-27	11	21	8	1	9	4	19	61	32	14	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LEVEL 2 H POINT	361	PRE	153	—	—	—	—	—		101	126	122	119	114	116	112	108	109	106	105	104	—	—	—	—	—	115	143	—	—
		POST	124	—	—	—	—	—		74	135	177	182	178	203	211	219	220	217	215	146	—	—	—	—	—	117	148	—	—
		CRUSH	-29	N/A	N/A	N/A	N/A	N/A		-27	7	35	63	64	37	98	111	111	111	110	43	N/A	N/A	N/A	N/A	N/A	2	2	N/A	N/A
LEVEL 3 MID DOOR	562	PRE	170	110	—	—	—	—		93	104	100	98	96	93	93	95	96	96	92	92	77	—	—	—	—	102	127	—	—
		POST	132	84	—	—	—	—		71	121	140	185	203	230	233	253	263	271	257	164	93	—	—	—	—	104	126	—	—
		CRUSH	-38	-26	N/A	N/A	N/A	N/A		-21	15	60	88	117	138	142	160	169	173	165	72	16	N/A	N/A	N/A	N/A	2	-1	N/A	N/A
LEVEL 4 WINDOW SILL	781	PRE	—	—	—	164	147	146		158	165	180	181	129	165	158	152	150	139	131	158	119	109	104	111	123	137	180	184	—
		POST	—	—	—	133	118	120		134	148	179	193	196	228	236	248	264	267	260	214	151	133	116	119	127	142	154	178	—
		CRUSH	N/A	N/A	N/A	-31	-29	-26		-24	-5	-1	12	67	63	78	96	114	128	129	36	34	16	12	8	4	5	-6	-6	—
LEVEL 5 WINDOW TOP	1167	PRE	—	—	—	—	—	—		—	—	—	—	—	—	319	426	429	442	463	527	—	—	—	—	—	—	—	—	—
		POST	—	—	—	—	—	—		—	—	—	—	—	—	—	316	422	428	439	461	525	—	—	—	—	—	—	—	—
		CRUSH	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-3	-4	-1	-3	-2	-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

DATA SHEET 11

VEHICLE DAMAGE PROFILE DISTANCES

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



MEASUREMENT CONVENTIONS:

Forward of the impact point (towards front of vehicle) is considered negative (—).
Rearward of the impact point (toward rear of vehicle) is considered positive (+).

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm.

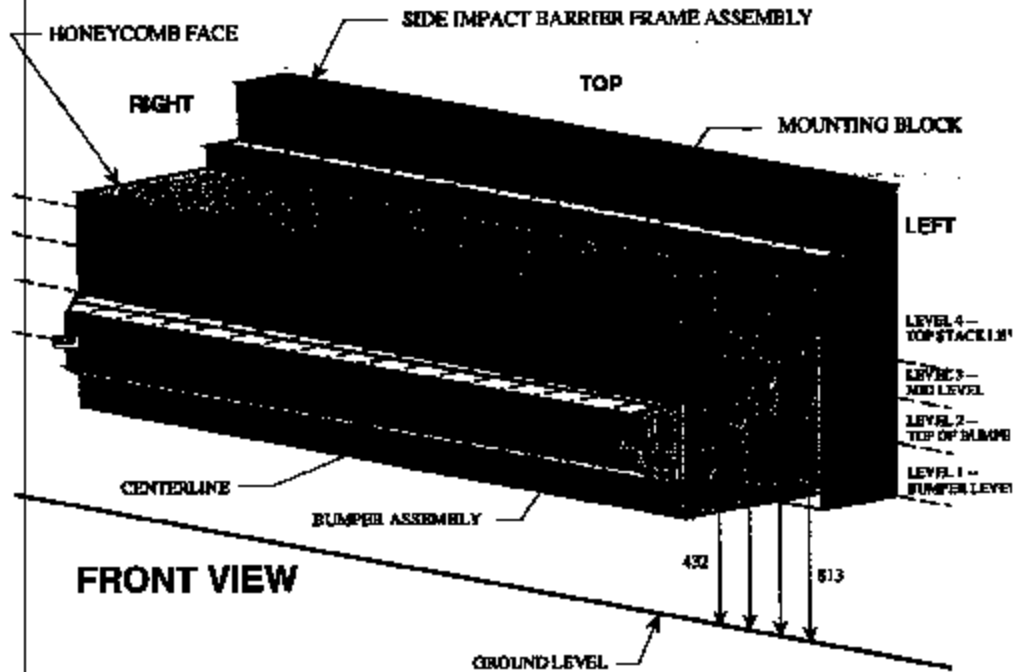
DPD MEASUREMENTS (mm)	POST TEST (mm)	PRETEST (mm)	STATIC CRUSH (mm)
1 (LR)	2800	136	134
2	2240	117	104
3	1680	238	92
4	1120	244	94
5	560	179	99
6 (LF)	0	122	125
			-3

DATA SHEET 12

EXTERIOR STATIC CRUSH FOR IMPACTOR FACE

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50102



NOTE: Dimensions are shown in millimeters, mm.

NOTE: All dimensions are in millimeters with a tolerance of ± 3 mm.

LEVEL	HEIGHT AT CL (mm)*		DISTANCE RIGHT OF CENTER (mm)								DISTANCE LEFT OF CENTER (mm)							
			800	700	600	500	400	300	200	100	100	200	300	400	500	600	700	800
LEVEL 4 TOP STACK	813	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
		POST	667	628	614	608	606	609	612	616	632	628	645	653	650	652	660	670
		CRUSH	48	9	-5	-11	-13	-10	-7	-3	13	9	26	34	31	33	41	51
LEVEL 3 MID LEVEL	606	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
		POST	704	647	632	622	617	614	616	620	633	644	659	699	699	688	676	681
		CRUSH	85	28	13	3	-2	-5	-3	1	74	25	40	80	80	69	57	62
LEVEL 2 TOP BUMPER	533	PRE	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619	619
		POST	731	699	664	636	628	629	636	640	654	666	685	711	722	717	713	707
		CRUSH	112	80	45	17	9	10	17	21	33	47	66	92	103	98	94	88
LEVEL 1 MID BUMPER	432	PRE	535	519	518	518	518	518	518	518	518	518	518	518	518	518	519	535
		POST	633	602	578	558	546	546	553	560	575	591	621	665	664	656	647	654
		CRUSH	98	83	60	40	28	28	35	42	57	73	103	147	146	138	128	119

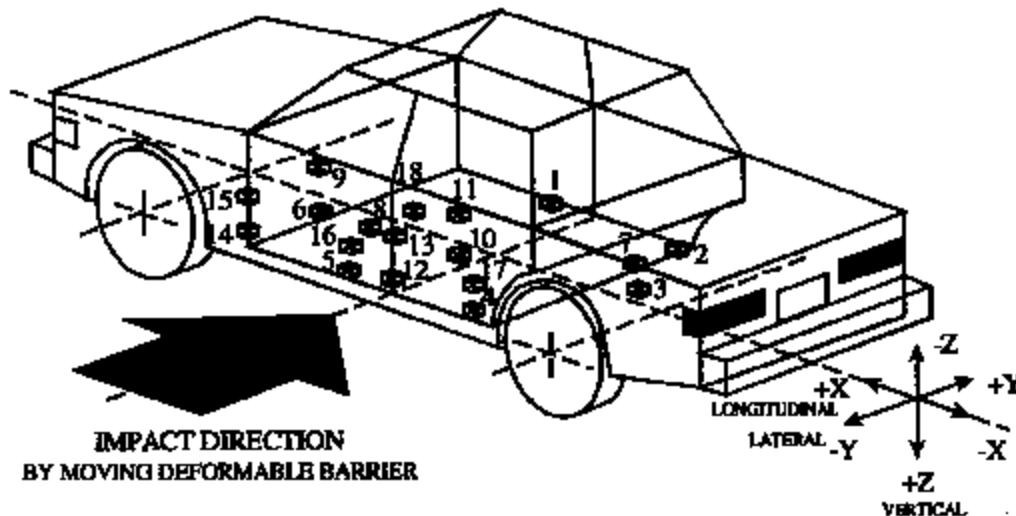
*Heights measured above ground level.

DATA SHEET 13

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



- 1-Right Side Sill @ Front Seat
- 2-Right Side Sill @ Rear Seat
- 3-Rear Floorpan Above Axle
- 4-Left Side Sill @ Rear Seat
- 5-Left Side Sill @ Front Seat
- 6-Left Front Door on Centerline
- 7-Right Rear Occupant Compartment
- 8-Midrear of Left Front Door
- 9-Left Front Door Upper Centerline

- 10-Midrear of Left Rear Door
- 11-Left Rear Door Upper Centerline
- 12-Left Lower B-Pillar
- 13-Left Middle B-Pillar
- 14-Left Lower A-Pillar
- 15-Left Middle A-Pillar
- 16-Front Seat Track
- 17-Rear Seat Track
- 18-Vehicle CG

DATA SHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

Accel. No.	Location	Coordinates (mm) ±3			Long. (x)		Lat. (y)		Vert. (z)		Resultant	
		X*	Y*	Z*	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)
1	Right Side Sill at Front Seat	2438	678	-178	pos. neg.	1.9 -5.8	25.8 18.4	21.9 -3.0	46.7 67.1	7.4 -4.0	22.4 0.0	46.7 -14.4
2	Right Side Sill at Rear Seat	1275	541	-662	pos. neg.	9.9 -16.5	37.2 16.5	22.7 -3.8	43.9 73.1	7.3 -4.3	23.3 0.0	43.1 -4.7
3	Rear Floorpan Above Axle	1321	9	-640	pos. neg.	§ §	§ §	§ §	§ §	§ §	§ §	§ §
4	Left Side Sill at Rear Seat	1319	-500	-643	pos. neg.	- -	- -	32.5 -3.1	21.3 73.5	- -	- -	- -
5	Left Side Sill at Front Seat	2423	-669	-201	pos. neg.	- -	- -	48.2 -7.1	5.0 47.8	- -	- -	- -
6**	Left Front Door on Centerline	-	-	-	pos. neg.	- -	- -	- -	- -	- -	- -	- -
7	Right Rear Occupant Compartment	1387	370	-609	pos. neg.	- -	- -	22.4 -4.3	44.9 73.0	- -	- -	- -
8**	Midrear of Left Front Door	-	-	-	pos. neg.	- -	- -	- -	- -	- -	- -	- -
9**	Left Front Door Upper Centerline	-	-	-	pos. neg.	- -	- -	- -	- -	- -	- -	- -
10**	Midrear of Left Rear Door	-	-	-	pos. neg.	- -	- -	- -	- -	- -	- -	- -
11**	Left Rear Door Upper Centerline	-	-	-	pos. neg.	- -	- -	- -	- -	- -	- -	- -

*Reference: X - Rear Bumper (+ Forward) Y - Vehicle Centerline (+ To Right) Z - Ground Level (+ Down)

**Accelerometer was not requested by COTR. § - Transducer Mount Broke at 40 ms.

DATA SHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109

Accel. No.	Location	Coordinates (mm) ±3 mm			Long. (x)		Lat. (y)		Vert. (z)		Resultant	
		X*	Y*	Z*	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)	Max (g)	Time (msec)
12	Left Lower B-Pillar	1670	-638	-212	-	-	40.5	28.3	-	-	-	-
13	Left Middle B-Pillar	1328	-591	-746	-	-	-1.3	185.3	-	-	-	-
14	Left Lower A-Pillar	2565	-647	-274	-	-	33.7	5.4	-	-	-	-
15	Left Middle A-Pillar	2518	-641	-828	-	-	-5.7	48.3	-	-	-	-
16	Front Seat Track	1733	-528	-184	-	-	38.7	30.3	-	-	-	-
17	Rear Seat Track	-	-	-	-	-	-17.2	34.9	-	-	-	-
18	Vehicle CG	2213	79	-445	-	-	25.2	7.5	-	-	-	-
					-	-	-1.7	186.6	-	-	-	-
					-	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
					19.0	80.7	32.2	20.8	56.6	38.0	58.1	57.9
					-26.1	52.5	-9.4	62.2	-35.3	82.2	0.0	-11.1

*Reference: X - Rear Bumper (+ Forward) Y - Vehicle Centerline (+ To Right) Z - Ground Level (+ Down)

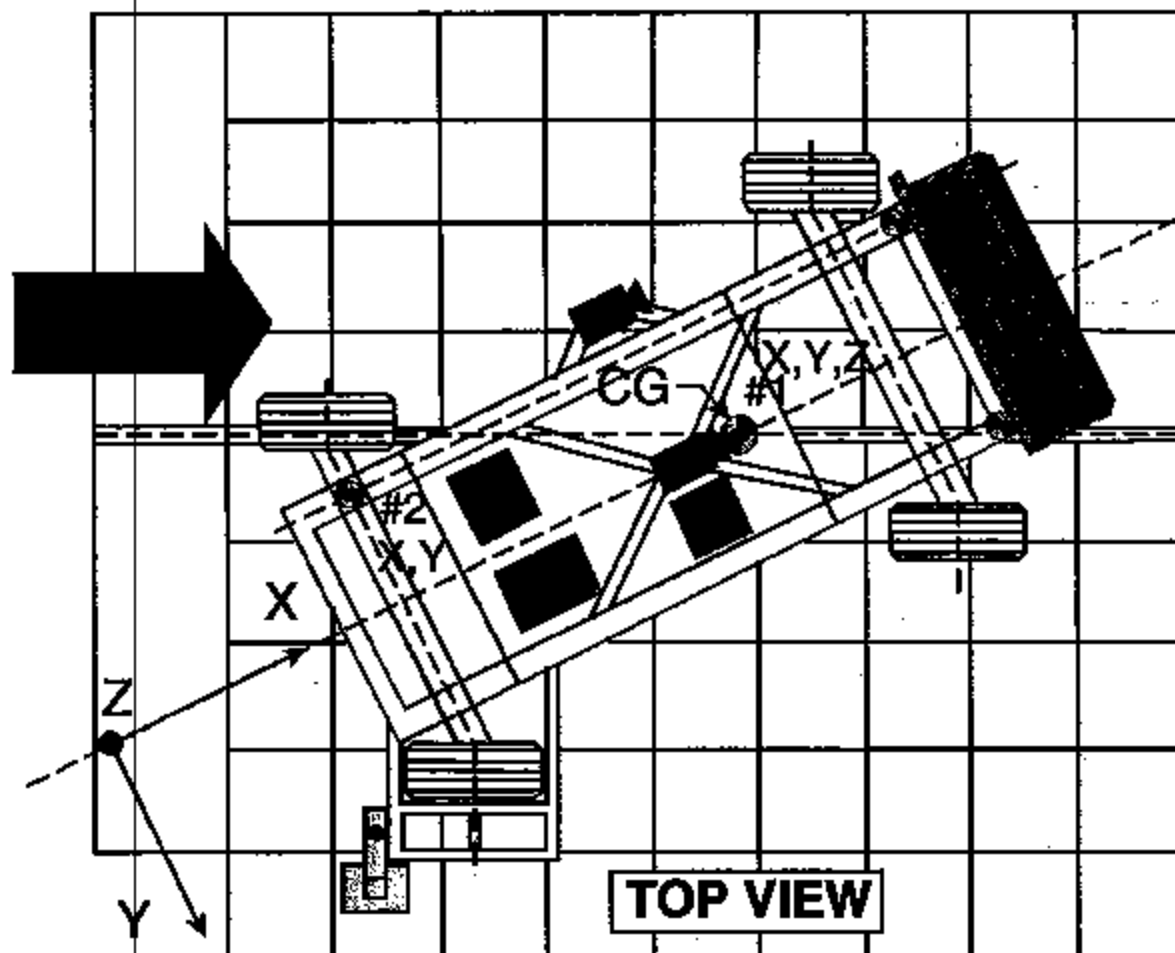
† - Pillar trim broke during the event.

DATA SHEET 14

MDB ACCELEROMETER LOCATIONS AND DATA SUMMARY

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50109



Accel. No.		Location	Coordinates (millimeters)			Pos. Direct.		Neg. Direct.	
						Max (g)	Time (msec)	Max (g)	Time (msec)
			X*	Y*	Z*				
1	MDB Center of Gravity								
	Longitudinal...	X	1859	0	-330	0.6	88.0	-23.2	40.4
	Lateral.....	Y				1.7	77.8	-5.4	28.7
	Vertical.....	Z				7.7	75.4	-11.3	43.1
	Resultant.....	R				24.3	42.3	0.1	136.2
2	Rear Frame Member								
	Longitudinal...	X	386	-660	-660	1.5	104.6	-24.3	33.3
	Lateral.....	Y				6.3	27.9	-2.7	58.8

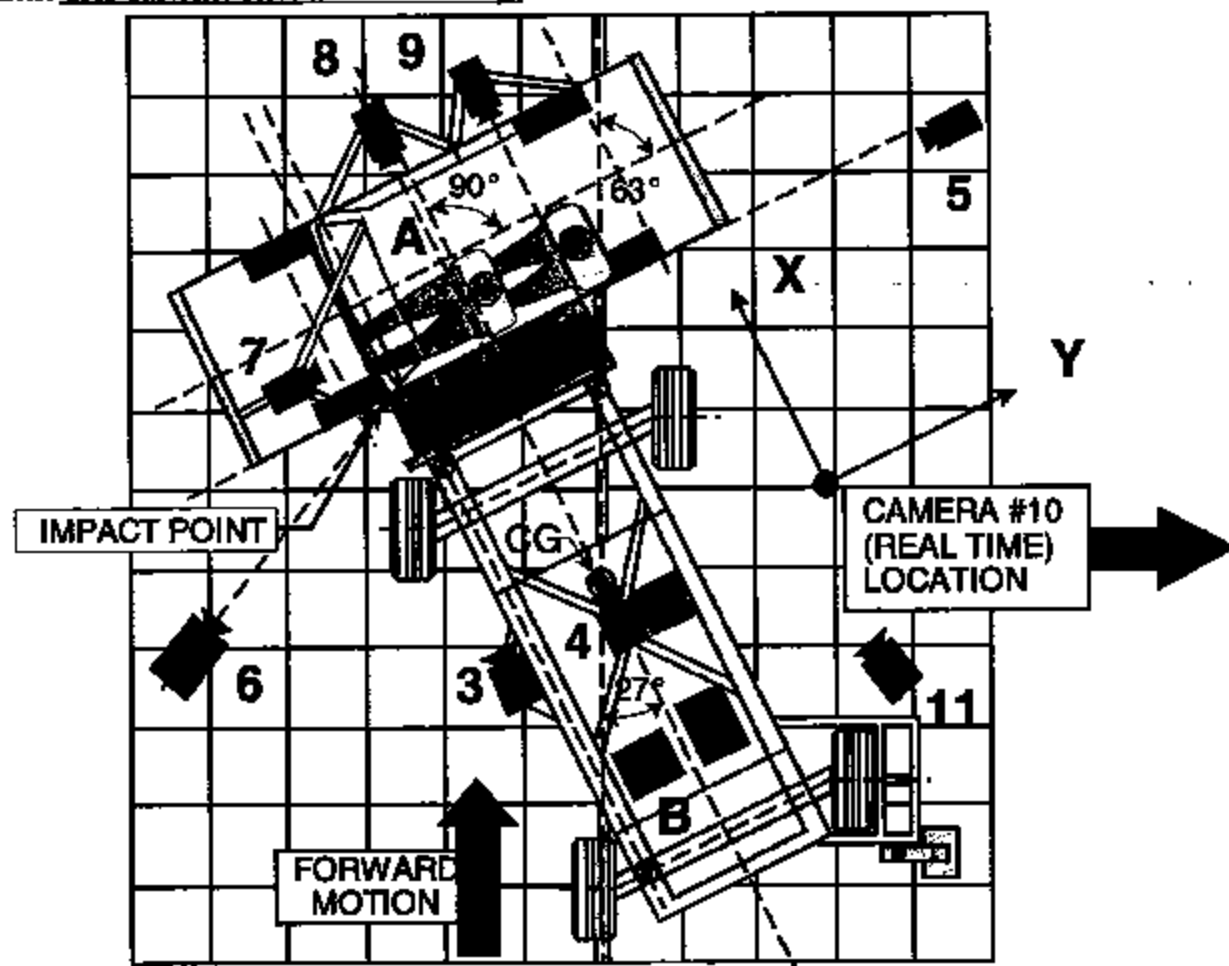
*Reference:
 X = Rear Bumper (+ Forward)
 Y = Vehicle Centerline (+ To Right)
 Z = Ground Level (+ Down)
 All measurements accurate to within ± 3 mm.

DATA SHEET 15

HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No. C50102



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Overhead view of test vehicle	72	812	-4880	-90	20	1000
2	Overhead closeup view of impact plane	195	855	-4880	-90	20	1000
3	MDB onboard closeup view of impact point	-1470	0	-847	0	13	
4	MDB onboard view of driver dummy	-1140	838	-1586	-17	7.5	
5	Right side ground level overall view	83	10047	-1134	-4	50	1000
6	Left side ground level overall view	-1939	-1734	-959	-8	28	1000
7	Test vehicle onboard driver front view	536	-177	-1132	-9	25	1000
8	Test vehicle onboard driver side view	1630	1216	-947	-7	12.5	1000
9	Test vehicle onboard passenger side view	-	-	-	-	-	-
10	Real time film coverage of test	-	-	-	-	-	30

* Reference (from point of impact); all measurements accurate to within ± 6 mm.

X = (Impact Point) + Forward

Y = (Impact Point) + To Right

Z = (Ground Level) + Down

SECTION 5

FUEL SYSTEM INTEGRITY

DATA SHEET 16

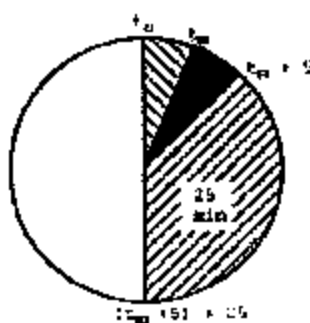
FMVSS 301 FUEL SYSTEM INTEGRITY DATA

NHTSA No.: C50109 TEST DATE: January 11, 2005
 Vehicle Mfr./Make/Model: General Motors, Corp 2005 Chevrolet Corvette Two-Door Coupe

TEST VEHICLE IMPACT TYPE:

- Frontal (48.28 kph)
- Oblique (48.28 kph) with ° barrier face first
 contacting the side
 (driver/passenger)
- Rear Moving Barrier (48.28 kph)
- Lateral Moving Barrier (32.19 kph)
- X Side Impact Moving Deformable Barrier (53.75 kph)
 contacting the driver side side
 (driver/passenger)

FUEL SPILLAGE MEASUREMENT:



1. From impact until vehicle motion ceases
2. For five minute period after vehicle motion ceases
3. For next 25 minutes

ACTUAL	MAX ALLOWED
0 g	28 g
0 g	142 g
0 g	28 g/1 min.

SOLVENT SPILLAGE DETAILS:

None

DATA SHEET 17

ROLLOVER DATA

Vehicle: 2005 Chevrolet Corvette Two-Door Coupe

NHTSA No.: C50109



90



180



270



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Stage		Rotation Time (spec. 1 - 3 min)			FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	1	minutes	13	seconds	5	minutes	6	minutes	13	seconds	7	minutes
90° - 180°	1	minutes	07	seconds	5	minutes	6	minutes	7	seconds	7	minutes
180°-270°	1	minutes	02	seconds	5	minutes	6	minutes	2	seconds	7	minutes
270°-360°	1	minutes	11	seconds	5	minutes	6	minutes	11	seconds	7	minutes

II. FMVSS 301 REQUIREMENTS: (Maximum allowable solvent spillage):

First 5 minutes from onset of rotation	6th min.	7th min.	8th min. (if required)
142 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

Rollover Stage	First 5 minutes from onset of rotation (g)	6th min. (g)	7th min. (g)	8th min. (if required) (g)
0° - 90°	0	0	0	N/A
90° - 180°	0	0	0	N/A
180° - 270°	0	0	0	N/A
270° - 360°	0	0	0	N/A

Note: Record spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

Rollover Stage	Spillage Location
0° - 90°	None
90° - 180°	None
180° - 270°	None
270° - 360°	None



APPENDIX A

PHOTOGRAPHS

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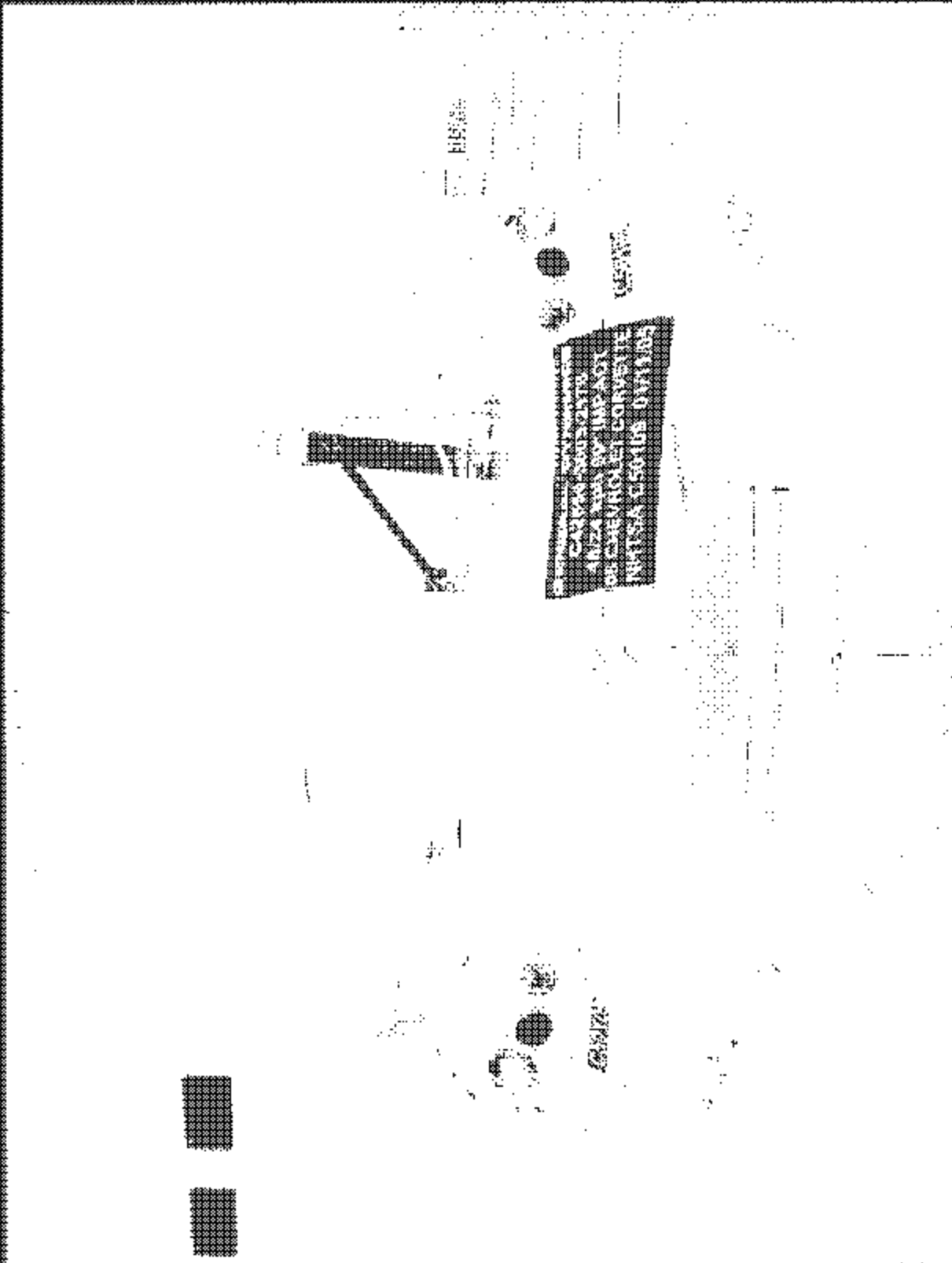


Figure A-1 PRE-TEST FRONTAL VIEW OF TEST VEHICLE

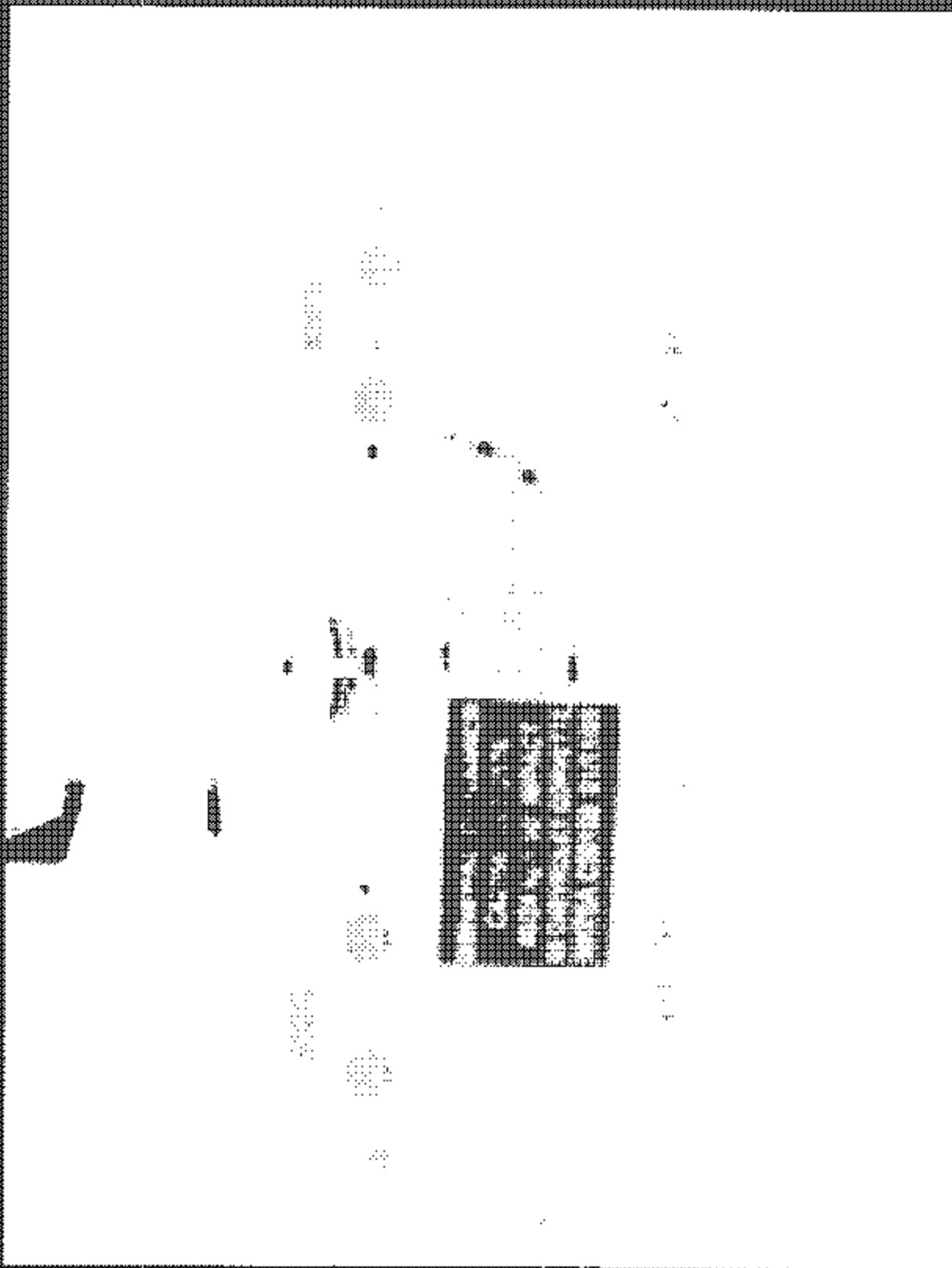


Fig. A-3 PRE-TEST REAR VIEW OF TEST VEHICLE

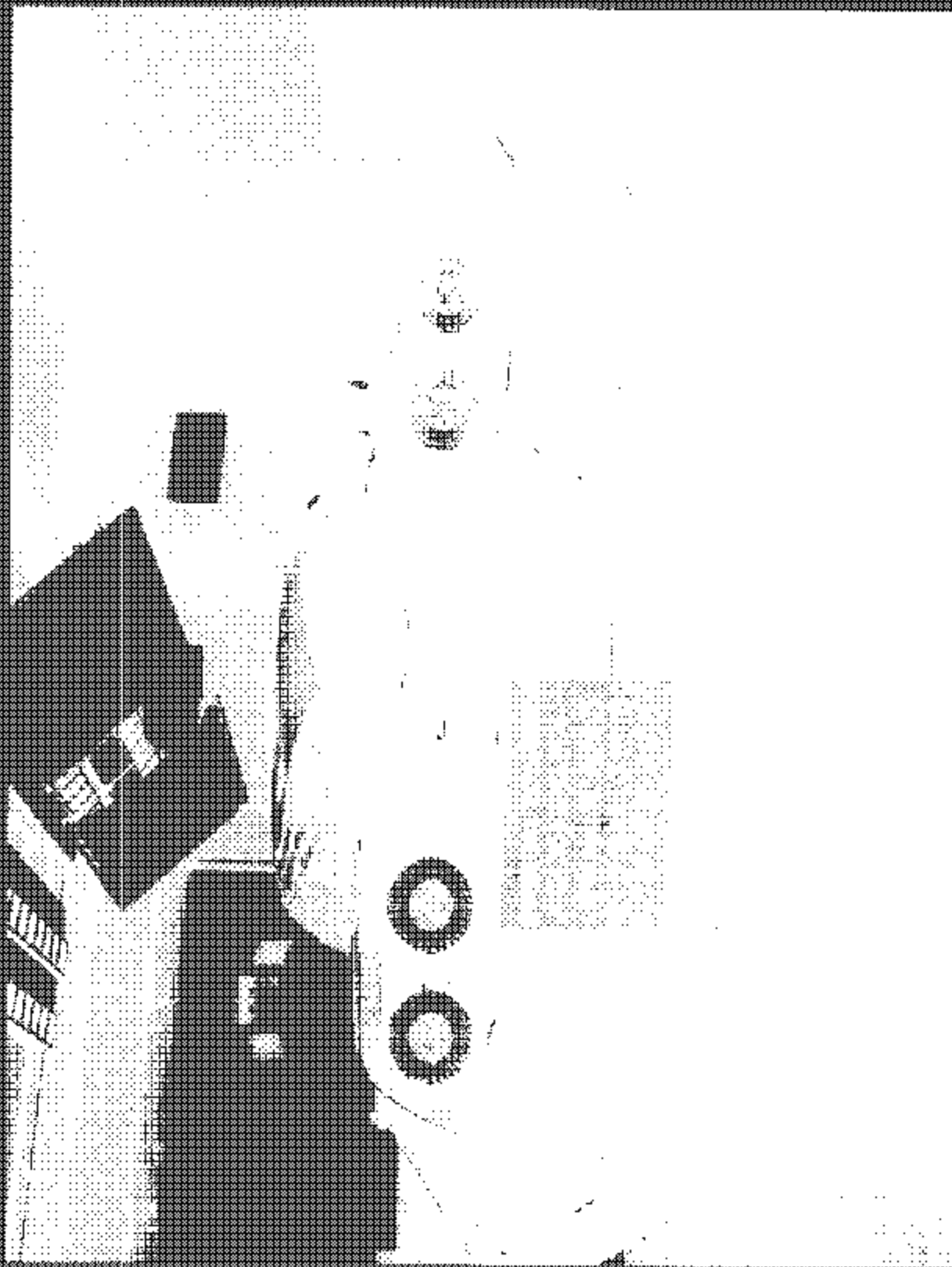


Figure A-1 POST-TEST REAR VIEW OF TEST VEHICLE

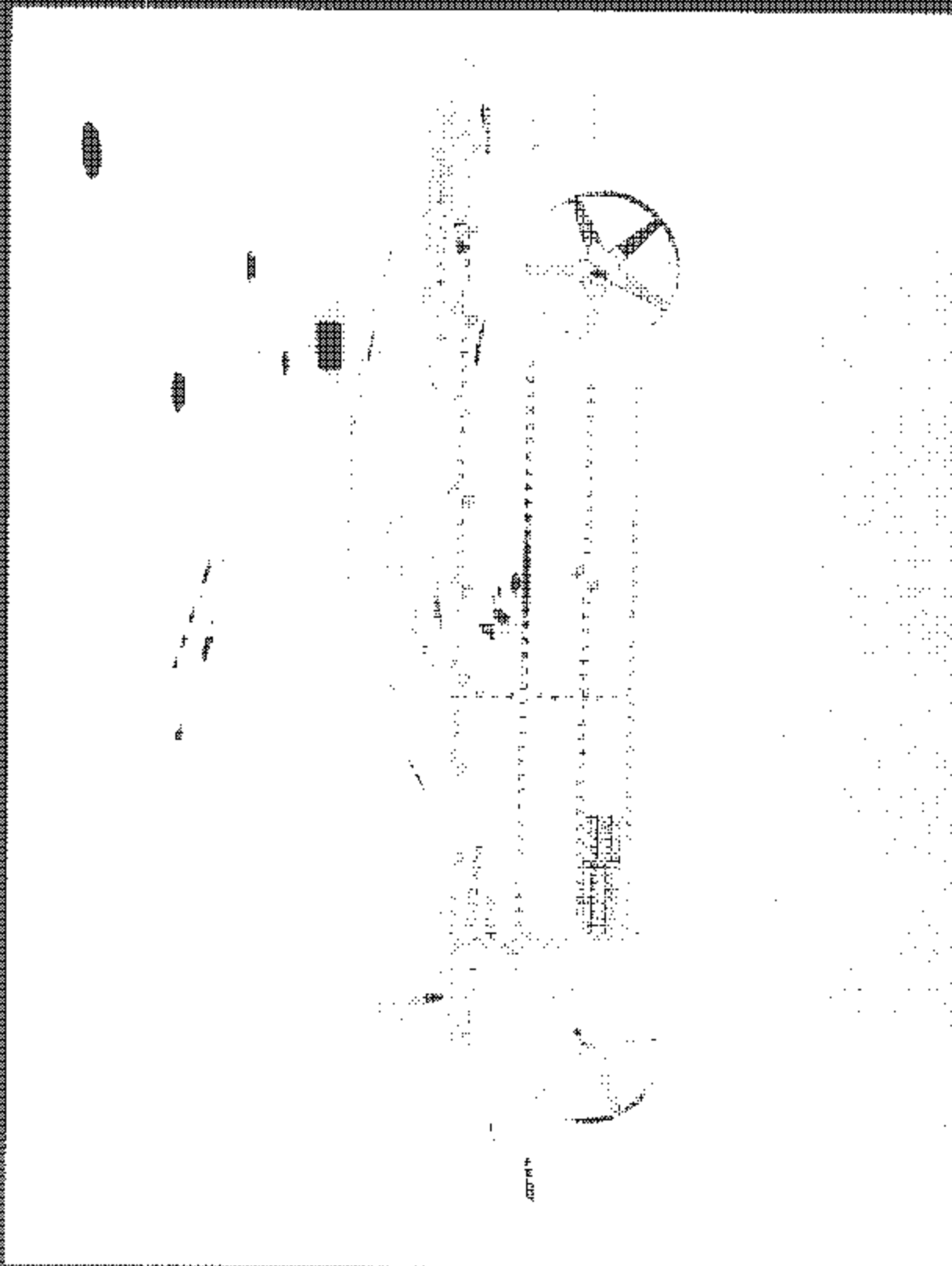


Figure A-5: POST-TEST IMPACTED SIDE VIEW OF TEST VEHICLE

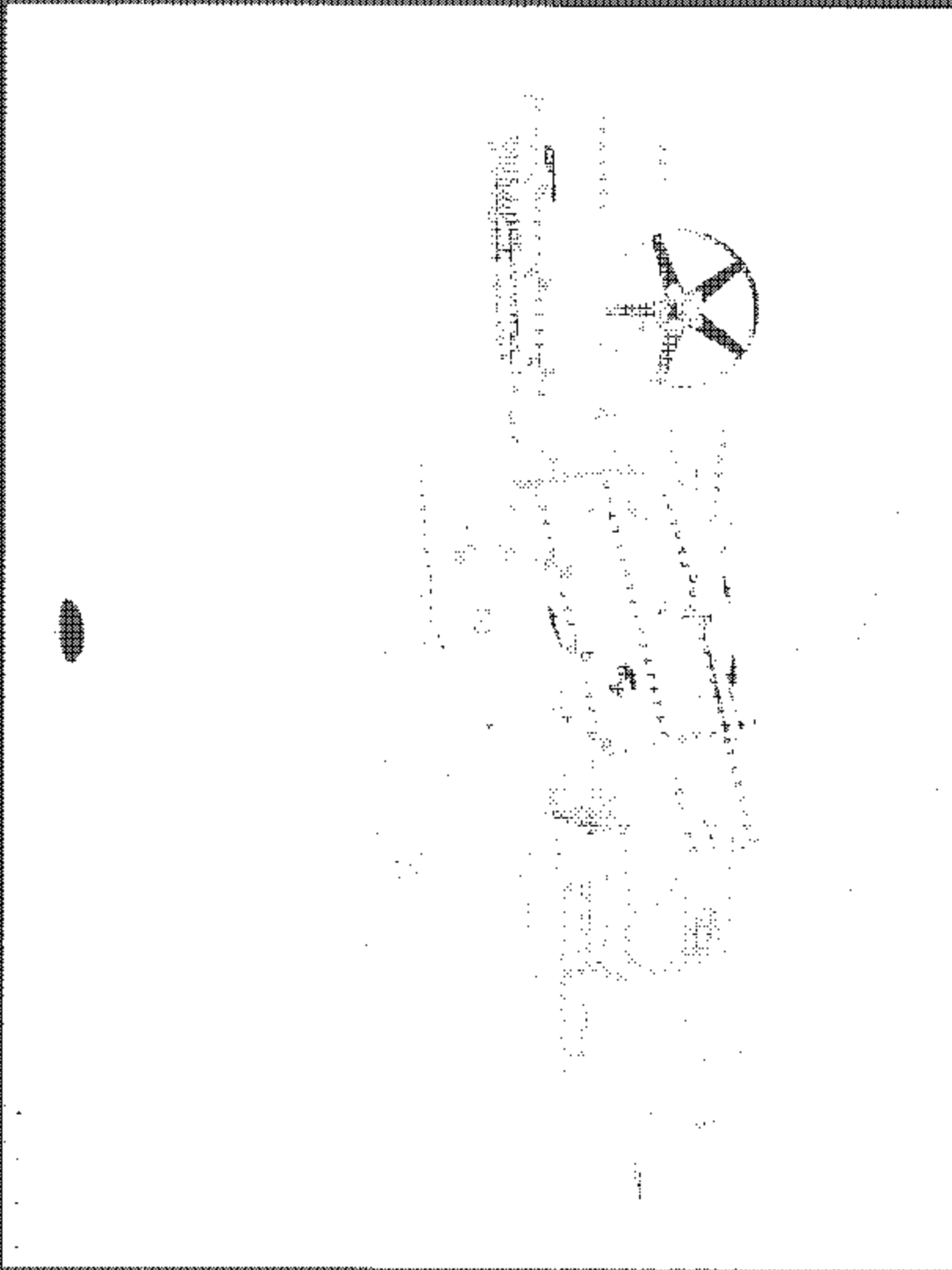


Figure A-6 POST-TEST IMPACTED SIDE VIEW OF TEST VEHICLE

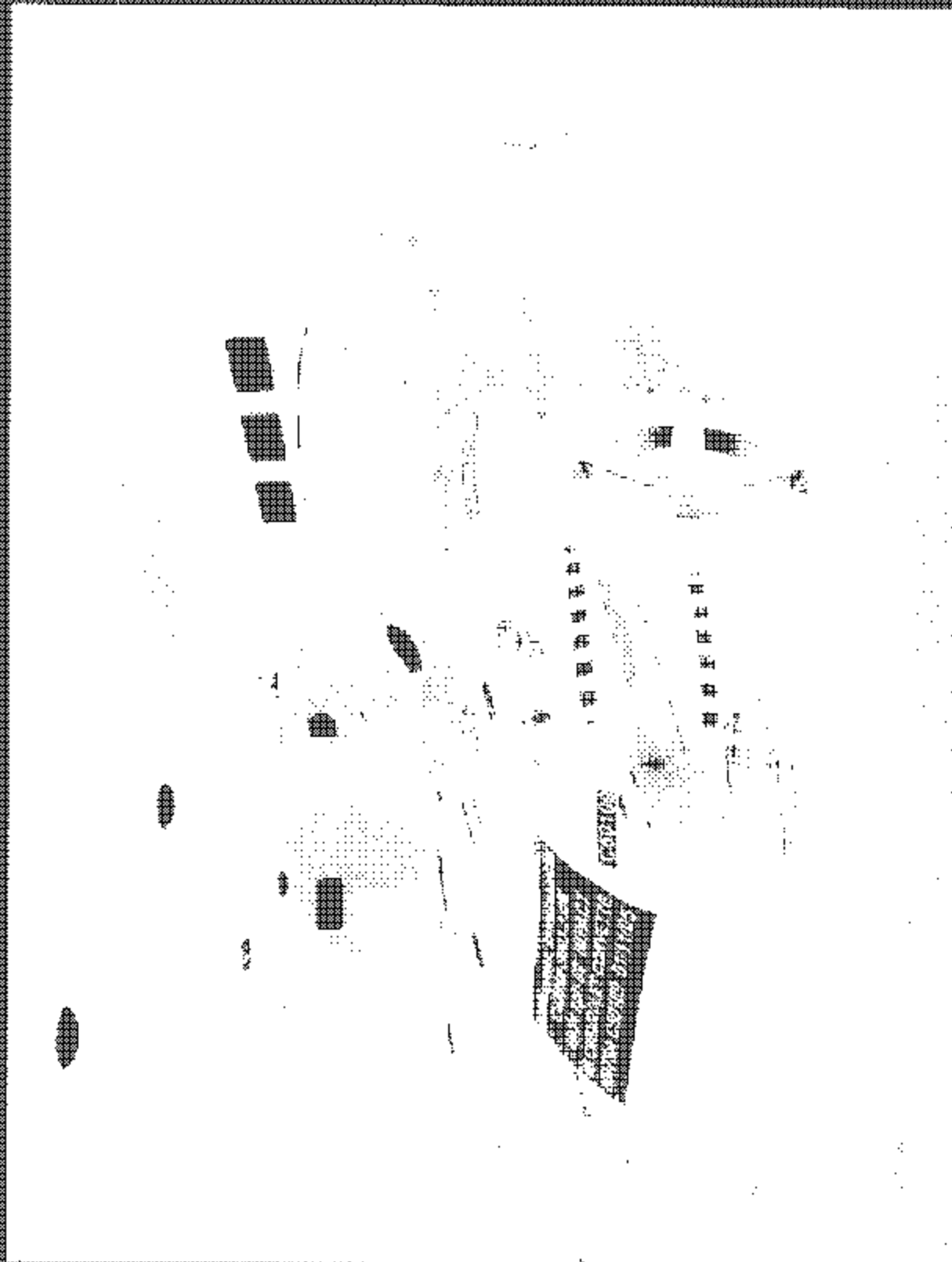


Figure A-1 PRE-TEST LEFT FRONT VIEW OF TEST VEHICLE

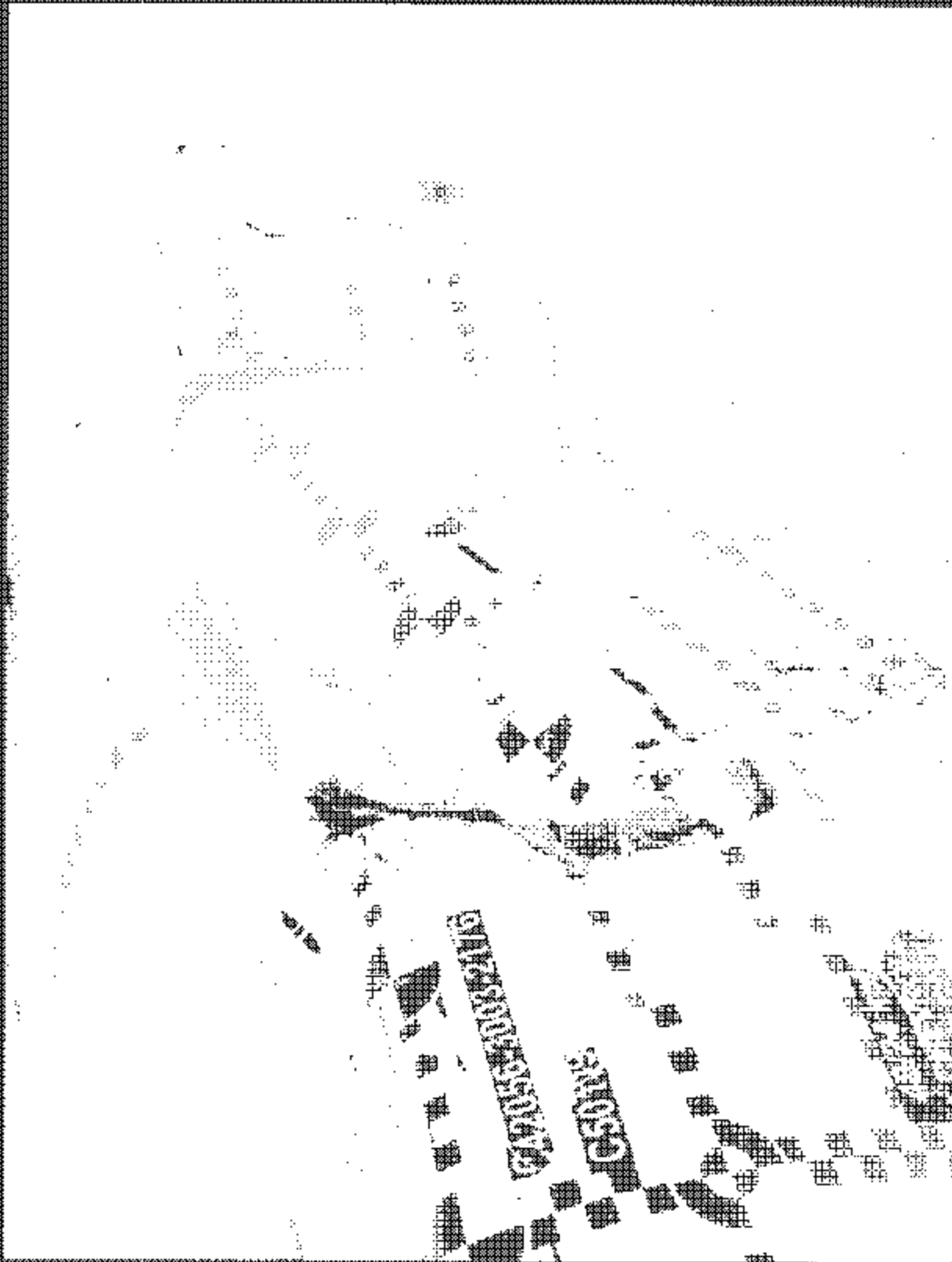


Figure 1. Aerial view of test vehicle

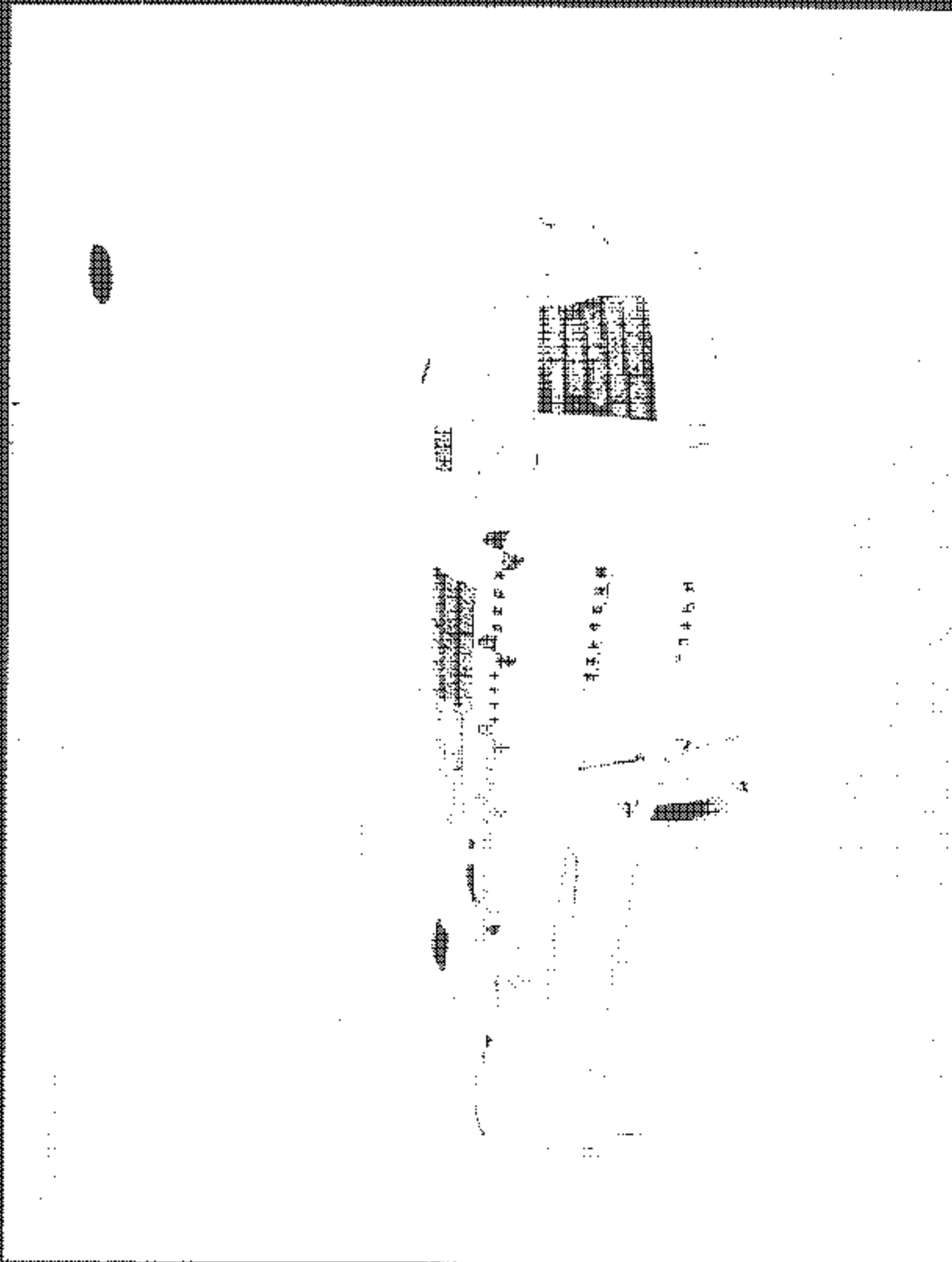


Figure A-17: Left Side View of Test Vehicle



Figure 4. 10 MINUTE TEST AREA WITH LEFT SIDE OF THE VEHICLE

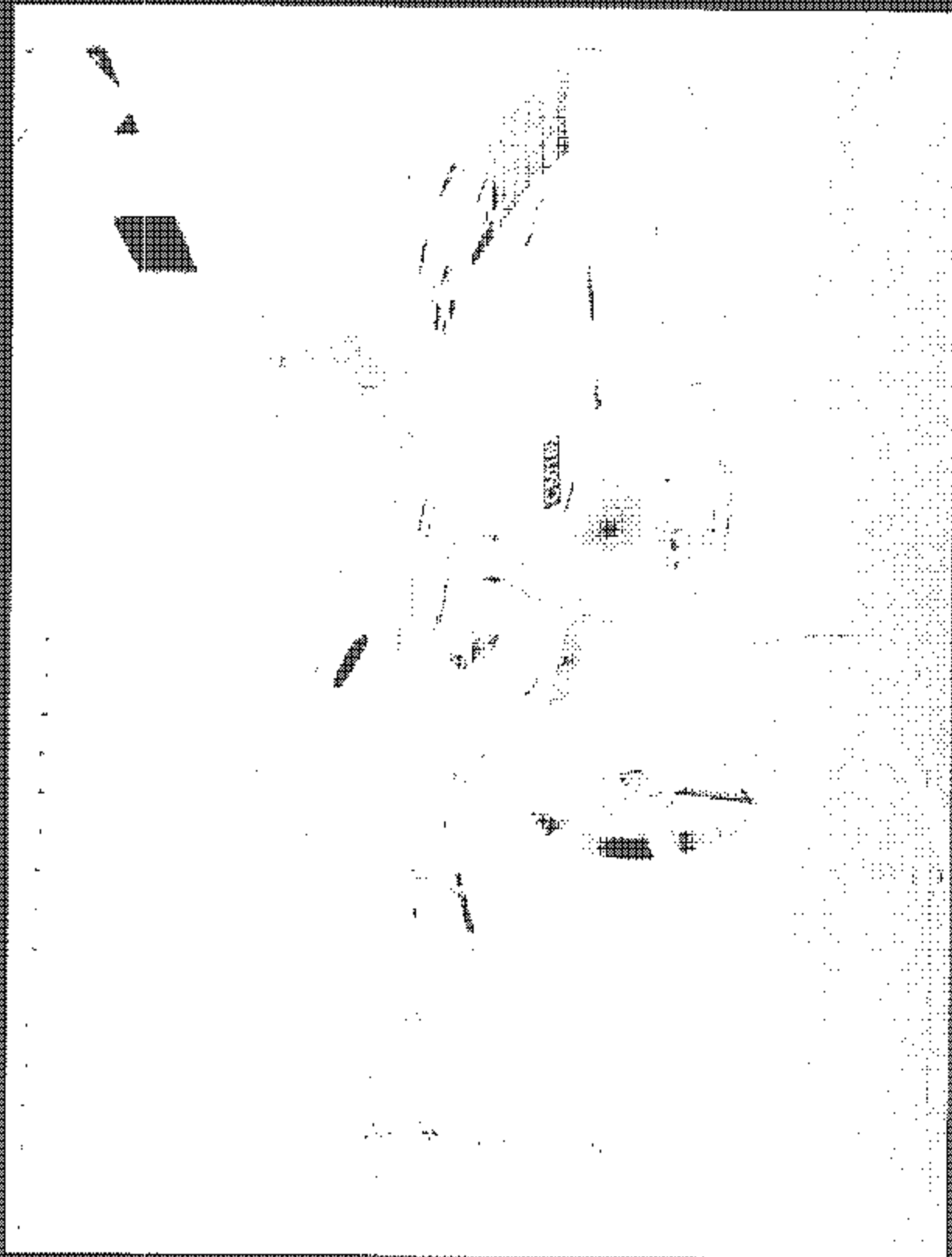
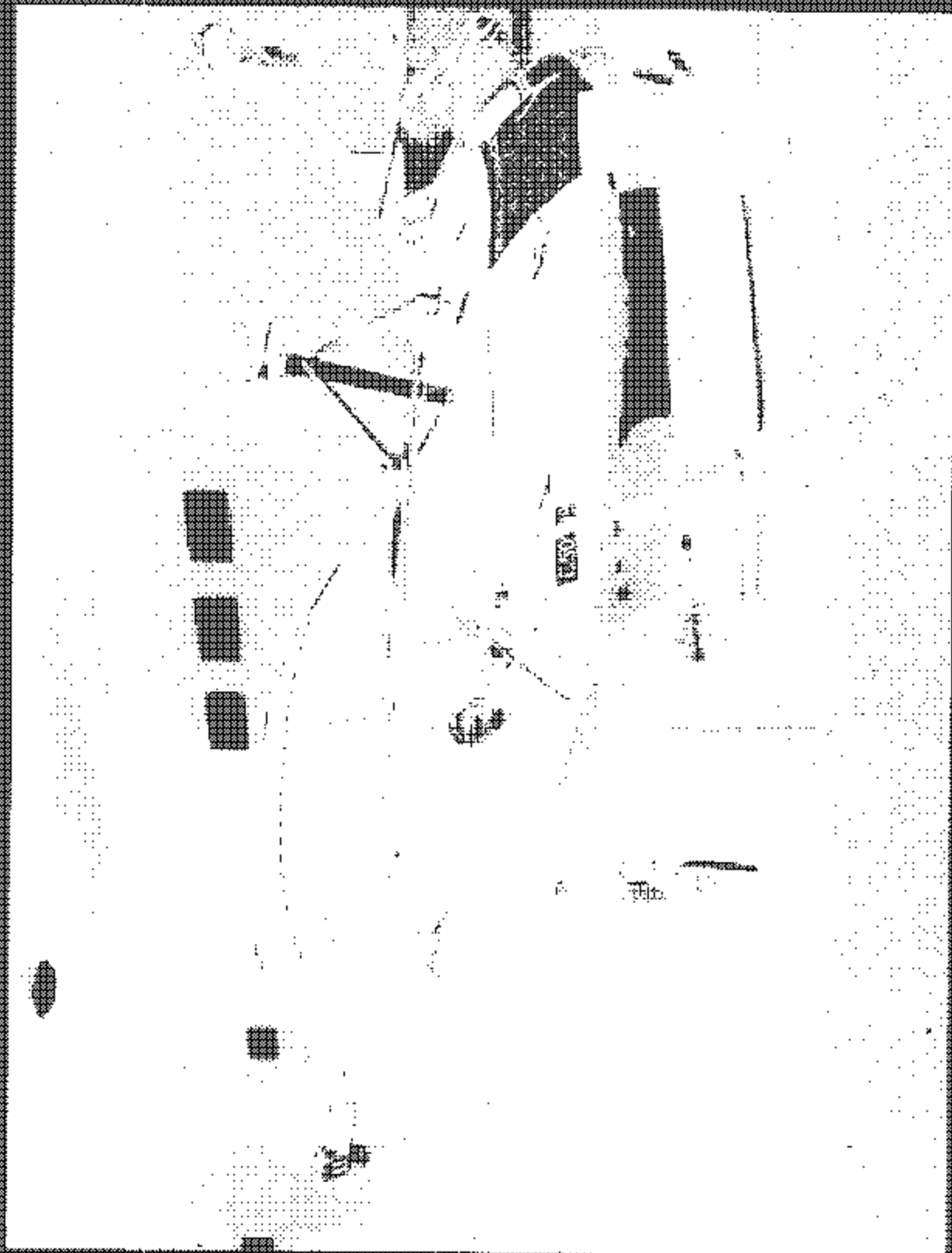


Figure A-11 PER TEST FRONT VIEW OF TEST VEHICLE



TYPE A-3 POST-TEST FRONT VIEW OF TEST VEHICLE

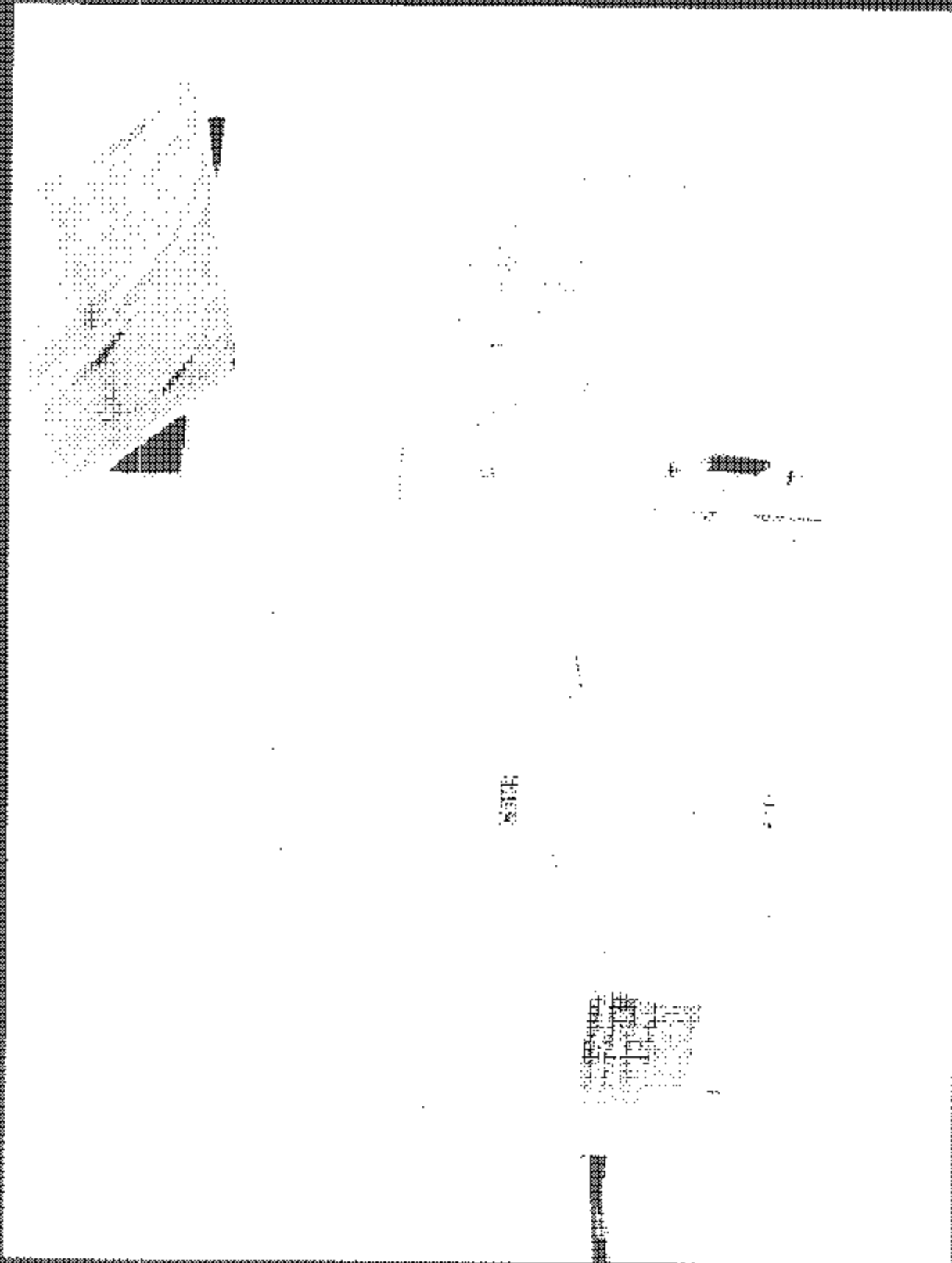


Figure A-11 PRE-TEST NIGHT REAR VIEW OF TEST VEHICLE

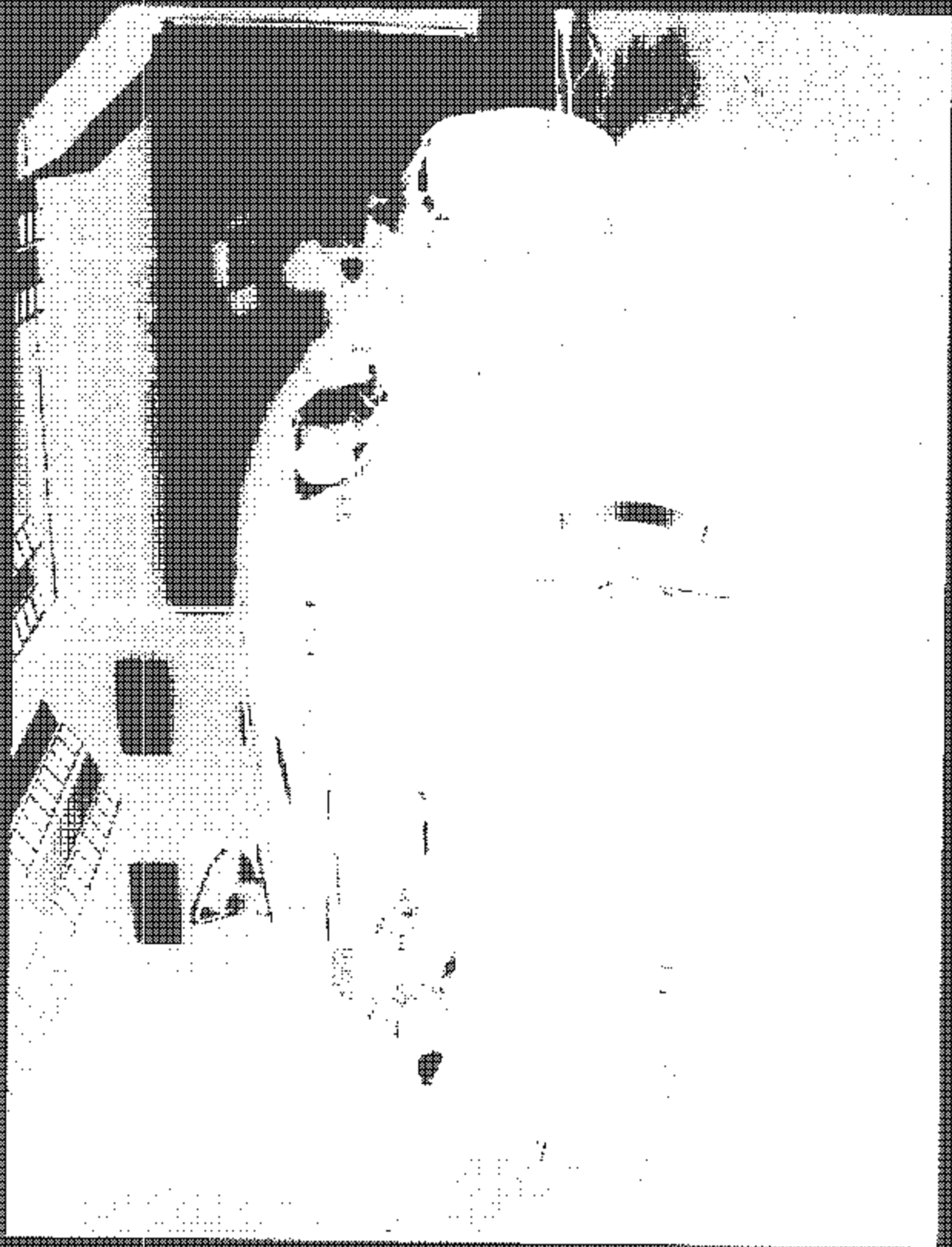


FIGURE 1-10 FRONT-LEFT REAR VIEW OF TEST VEHICLE

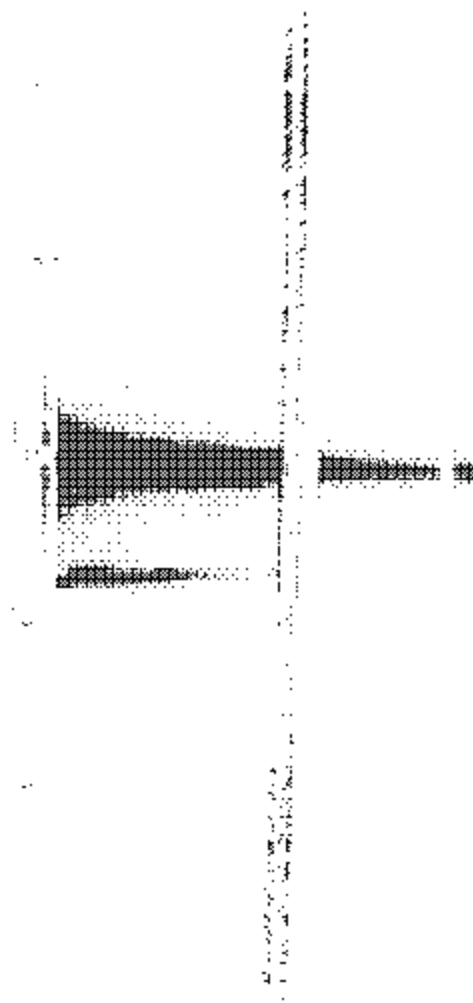


FIGURE A-15 PRE-TEST FRONTAL VIEW OF IMPACTOR FACE

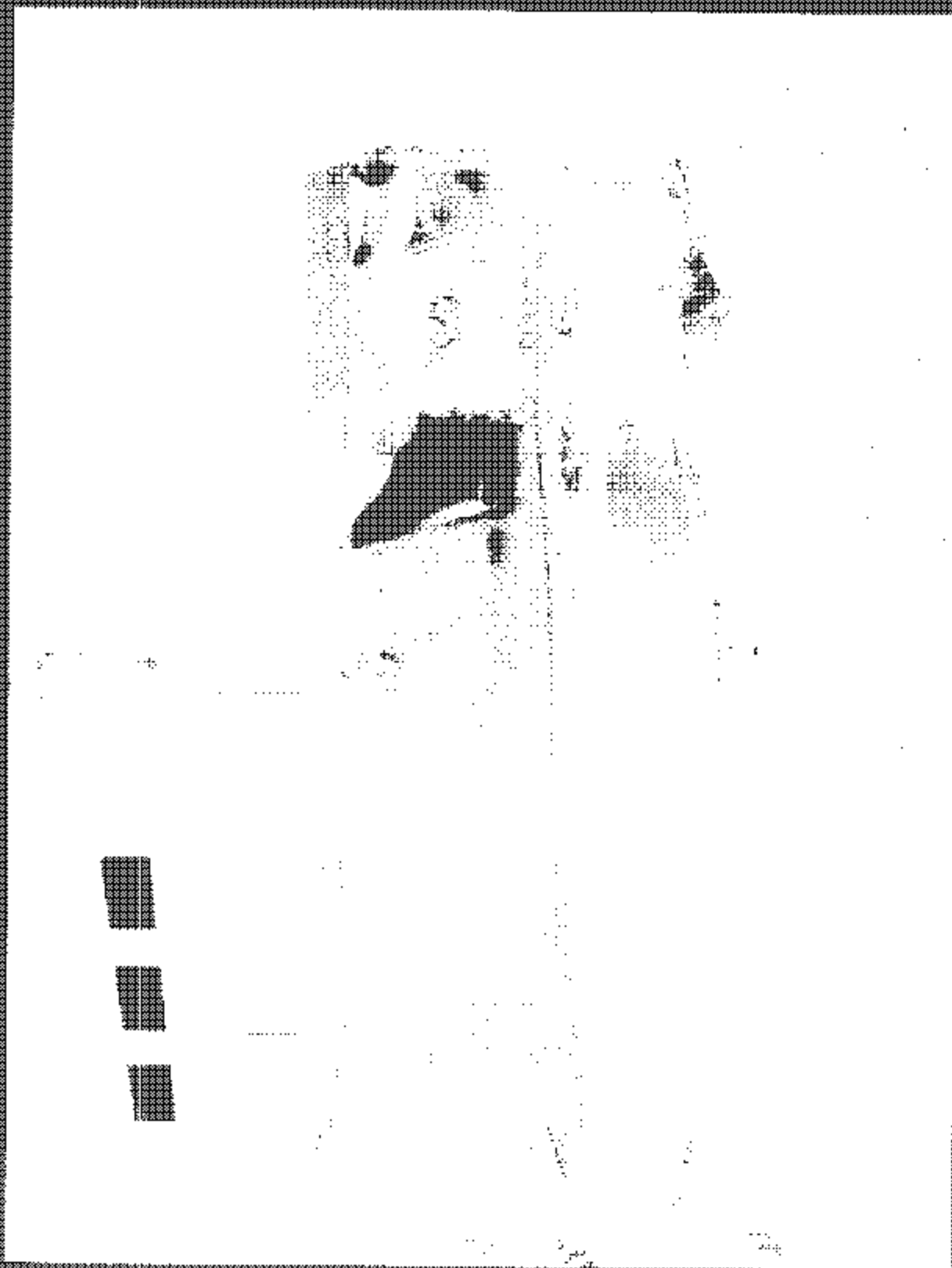


Figure A-16 POST-FIST FRONTAL VIEW OF BIPICTOR FACE

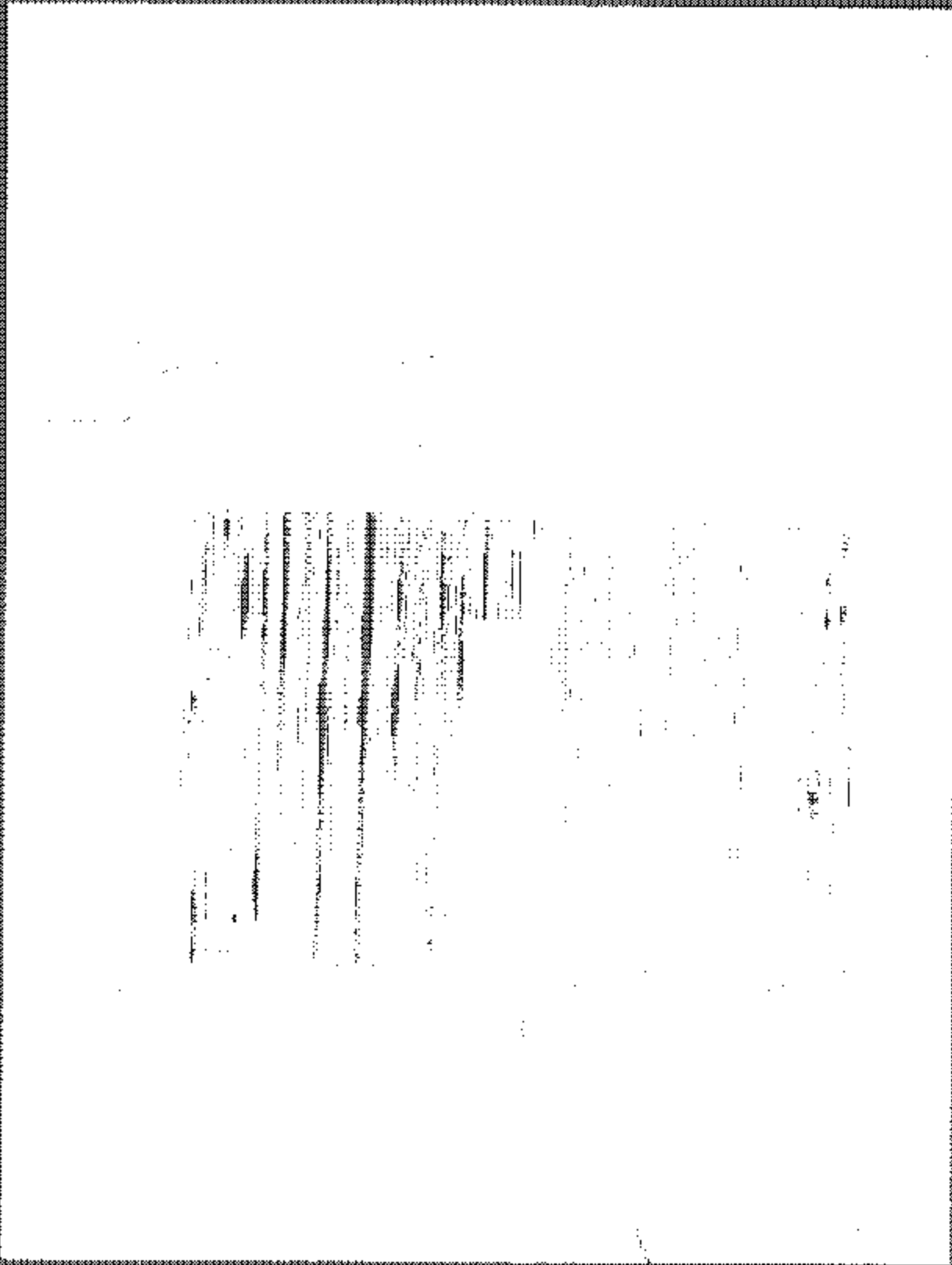


Figure A-17 IMPACT TEST UNIT SIDE VIEW OF IMPACTOR FACE

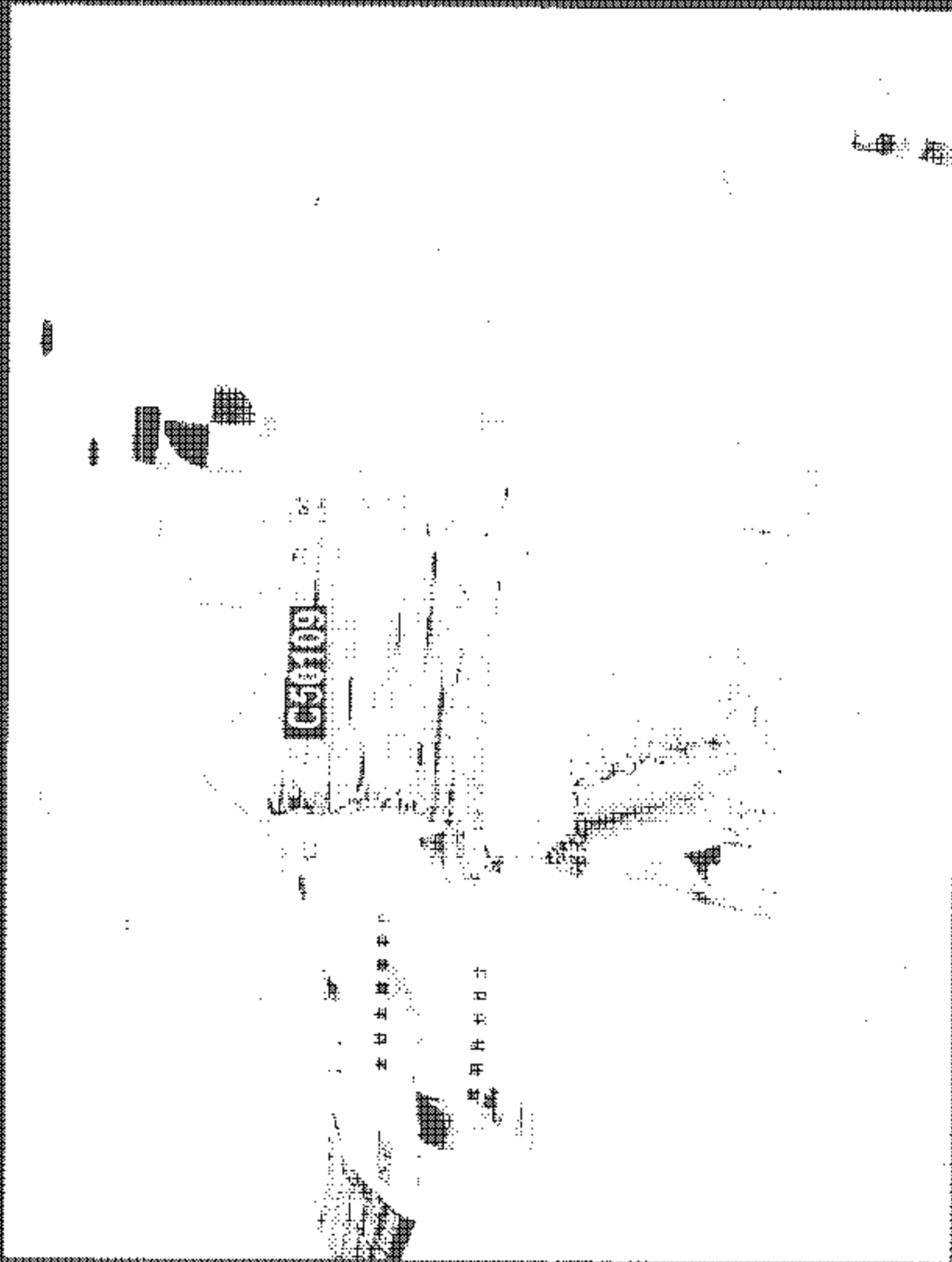


Figure A-11: First Left Side View of Inceptor Face

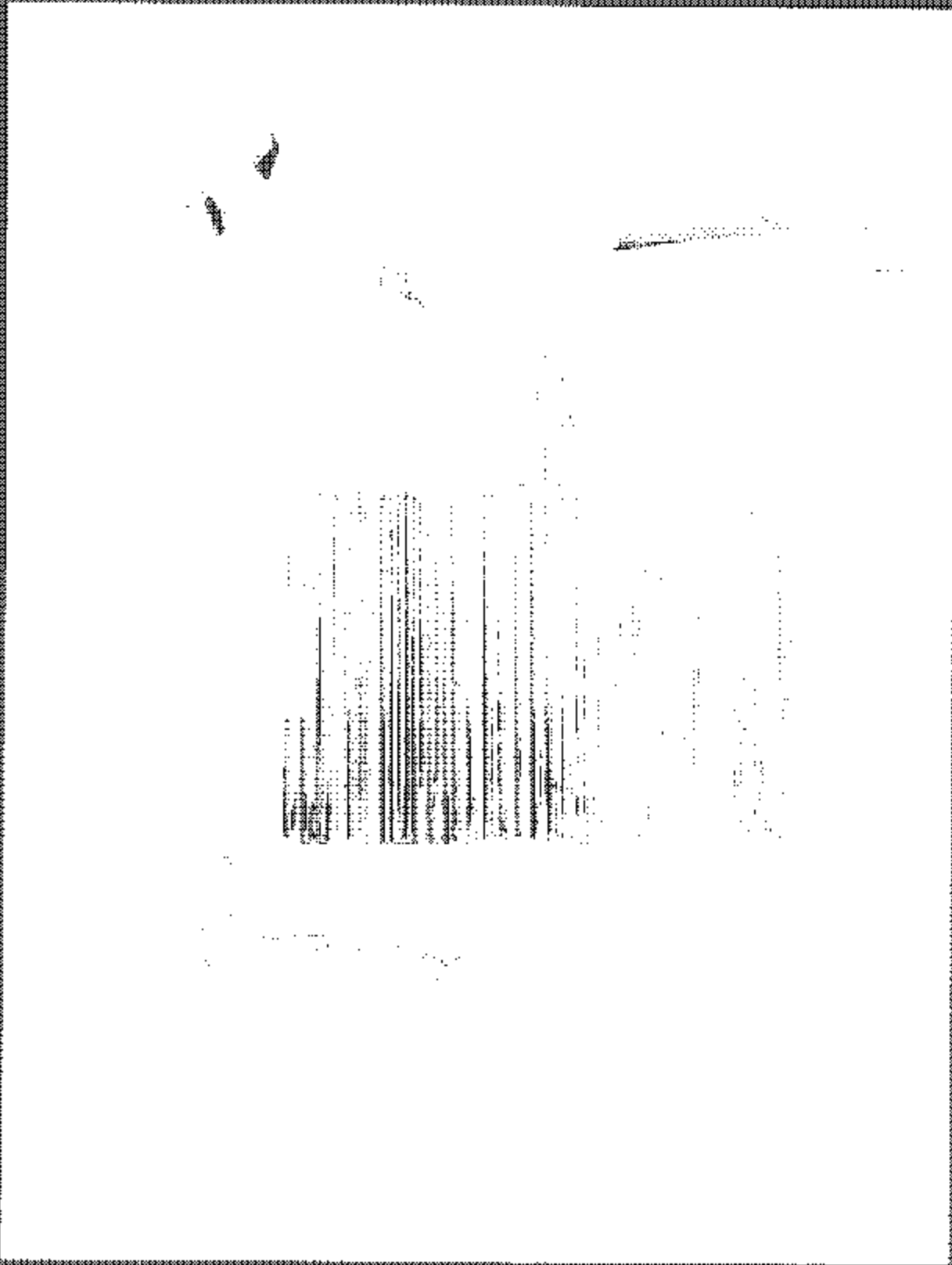


Figure A-19 PRE-TEST RIGHT SIDE VIEW OF IMPACTOR CASE

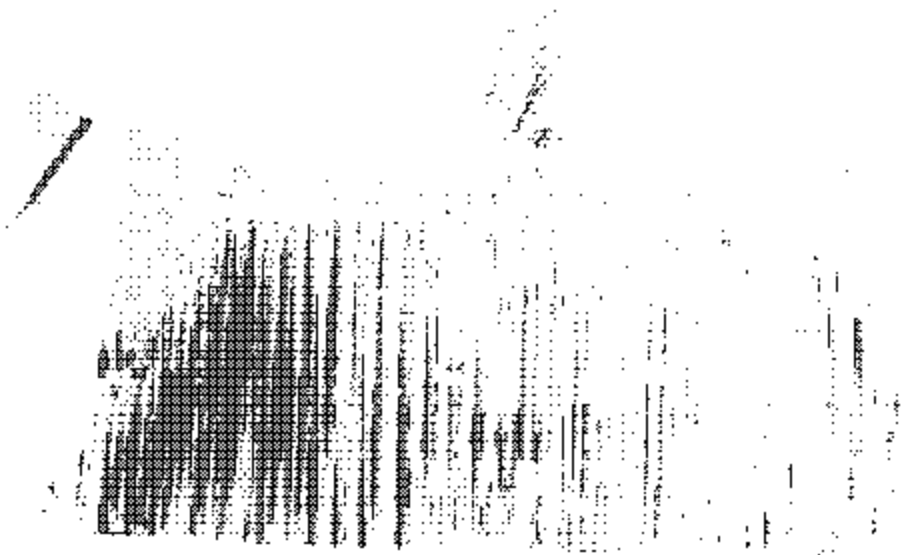


FIGURE 4-24 POST-TEST LIGHT SIDE VIEW OF IMPACTOR FACE

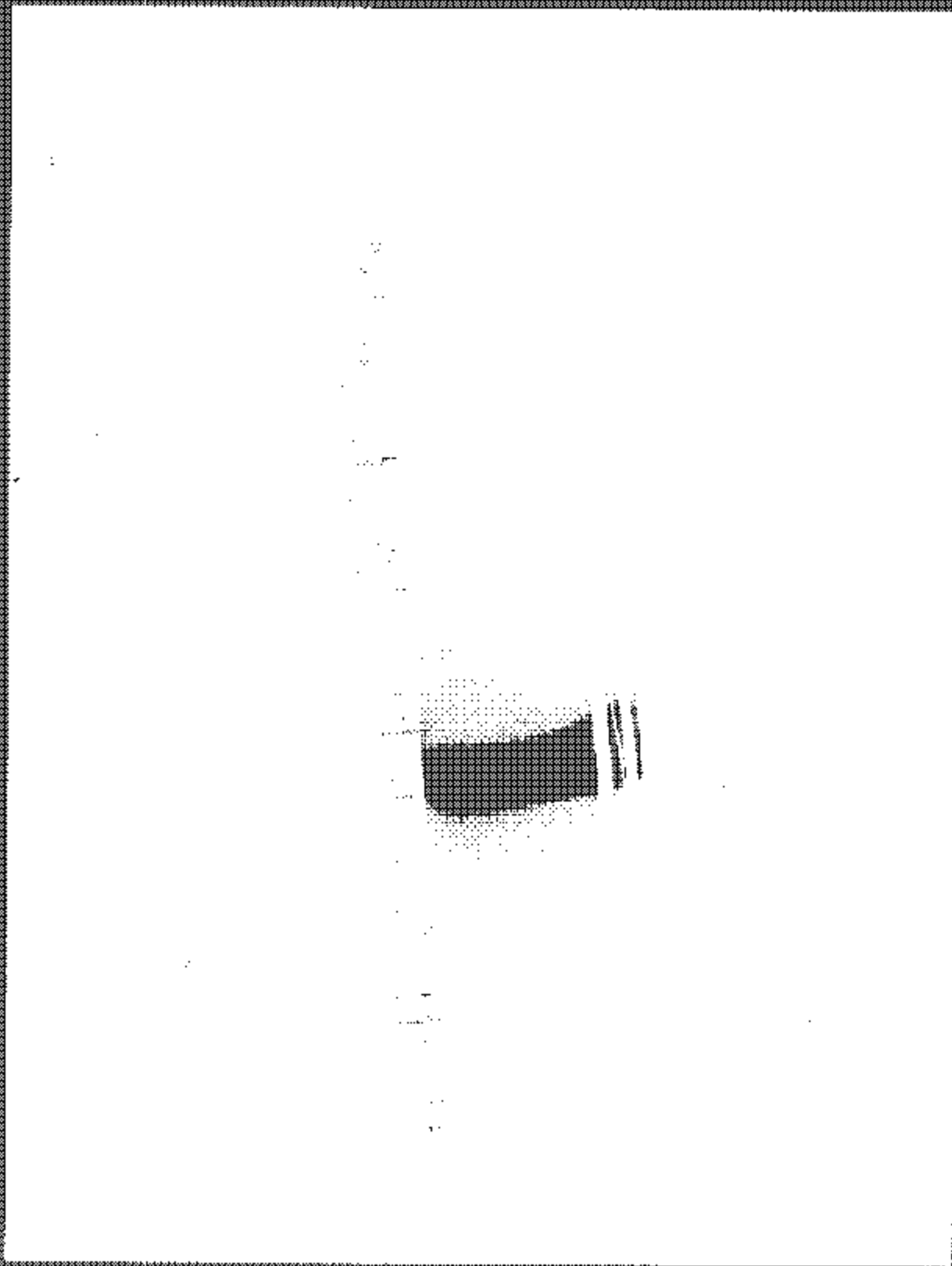


Figure A-01: PRO-TEST TOP VIEW OF INDUCTOR FACTS

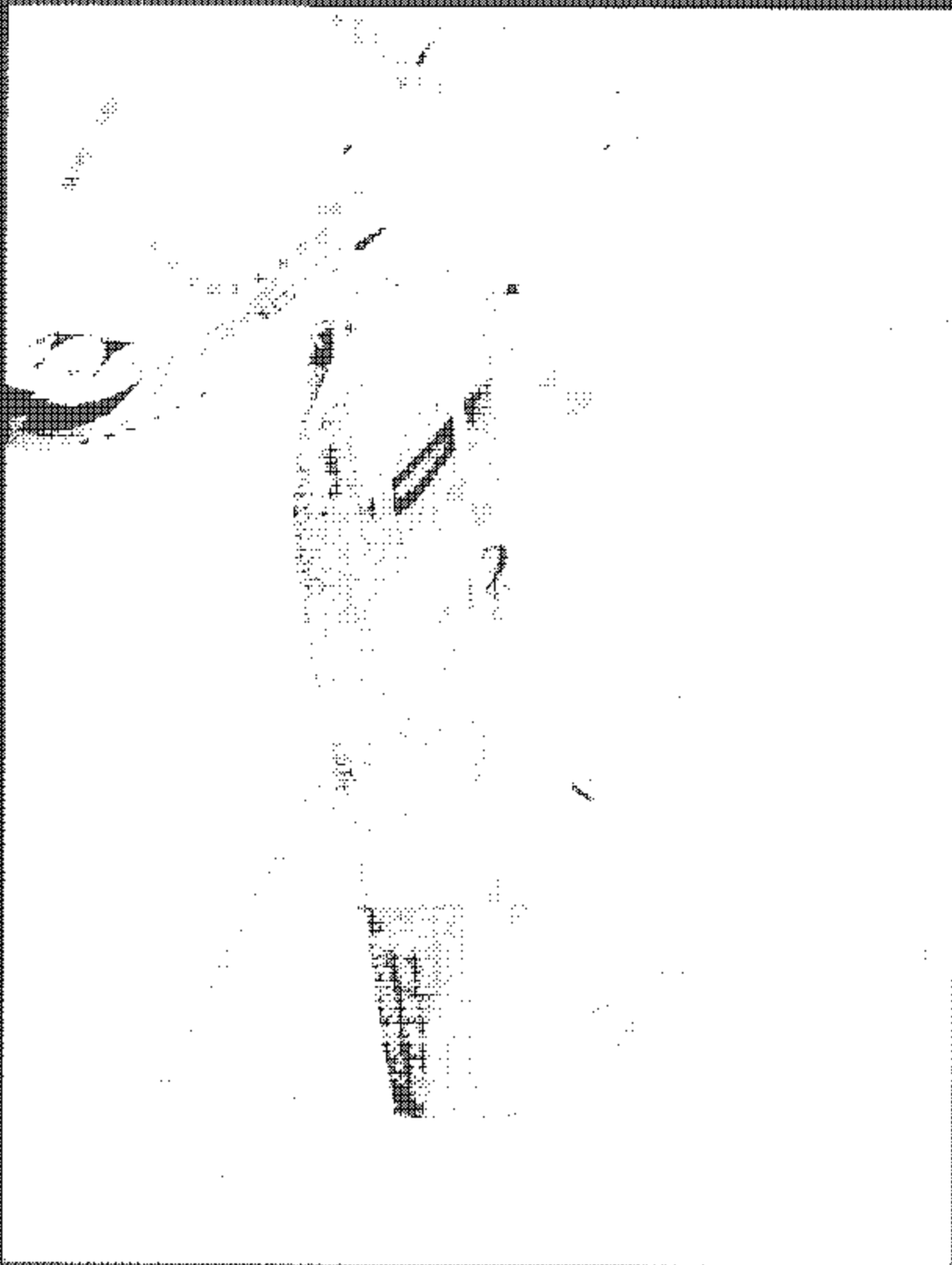


Figure A-22 Piston-rod top view of injector pack

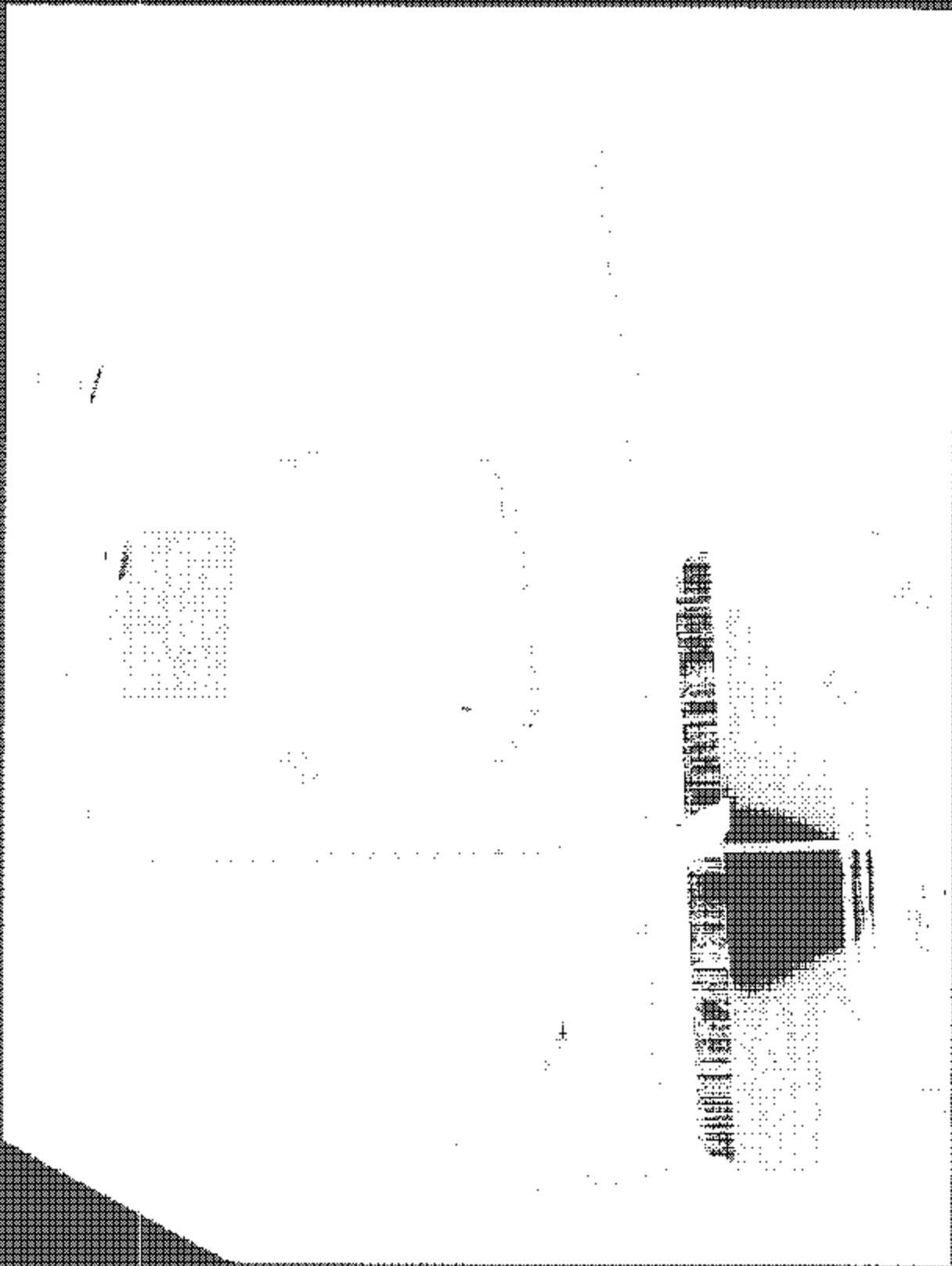


FIGURE A-23 PRE-TILT OVERHEAD VIEW OF ALIGNED MDH AND VEHICLE

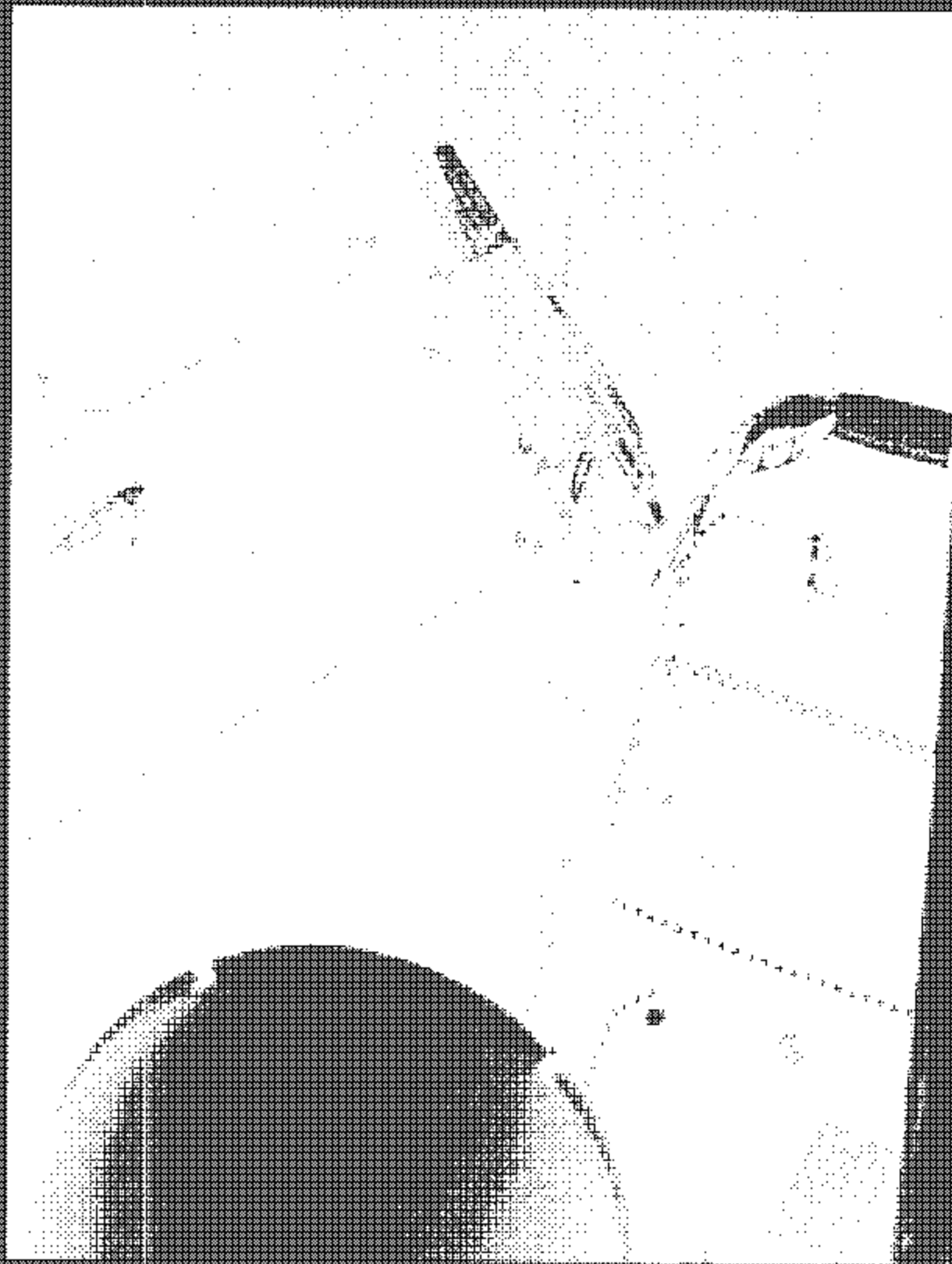


Figure A-22: POST TEST OVERHEAD VIEW OF MECH AND VEHICLE

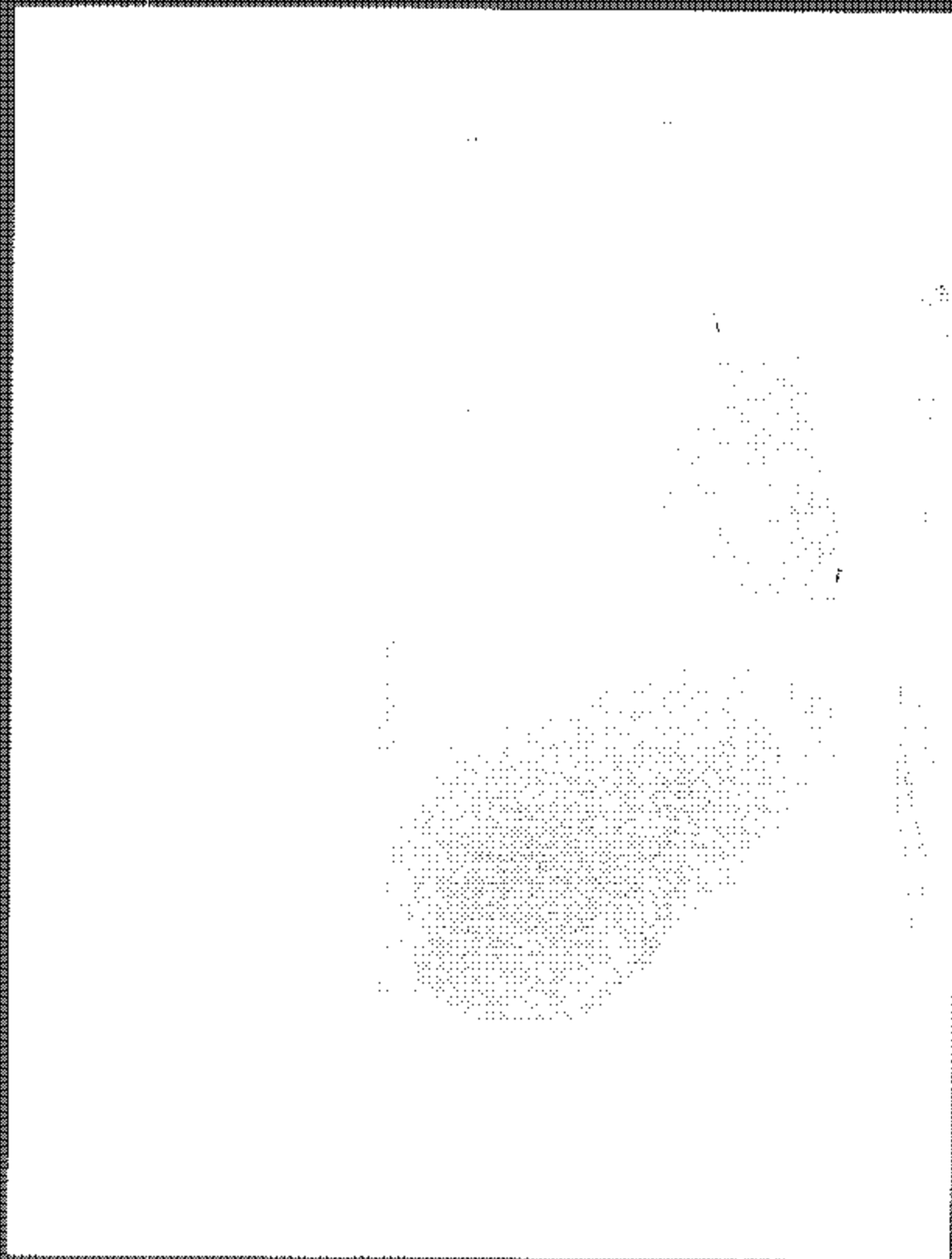


Figure A-25 PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SEAT

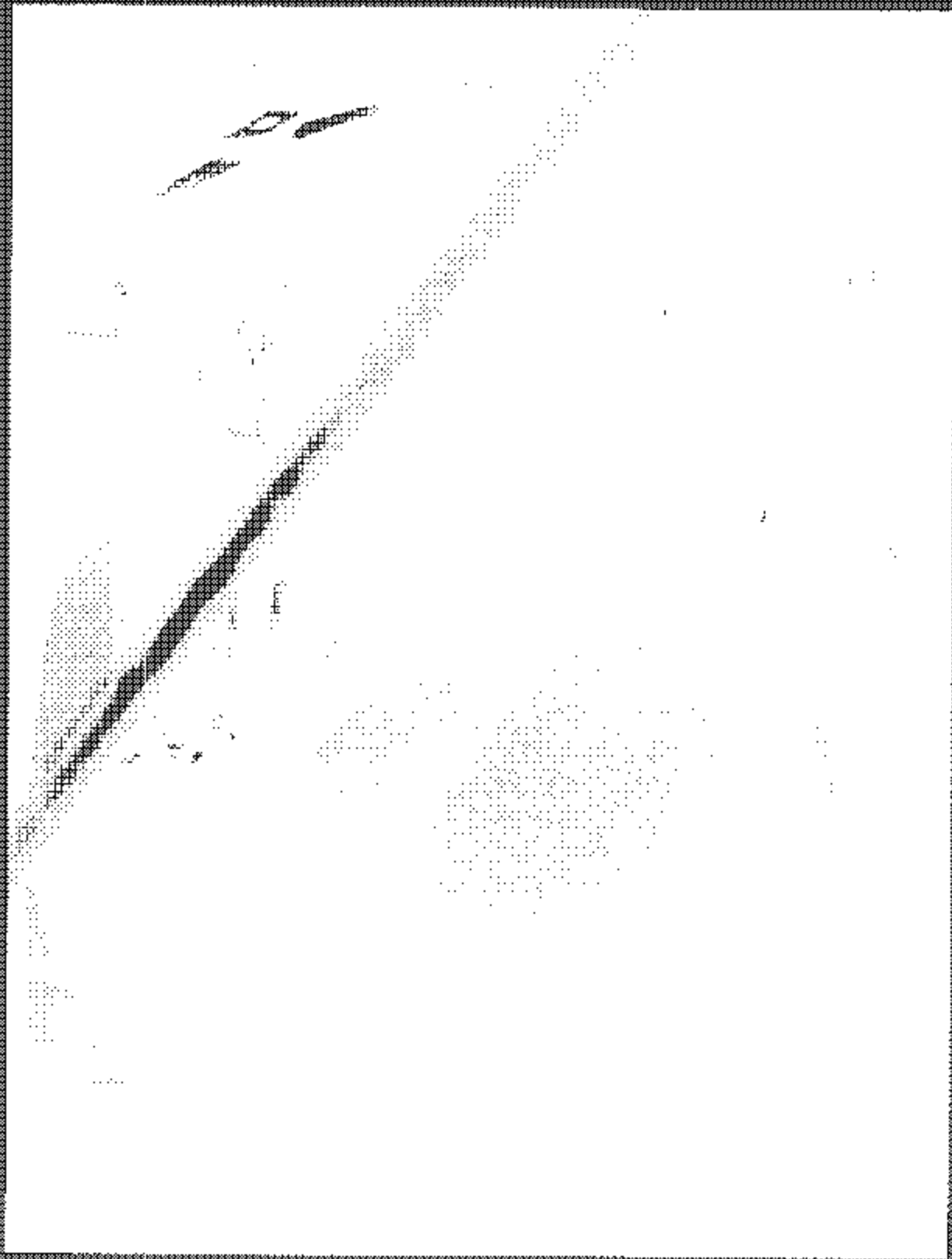


Figure A-66. POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID

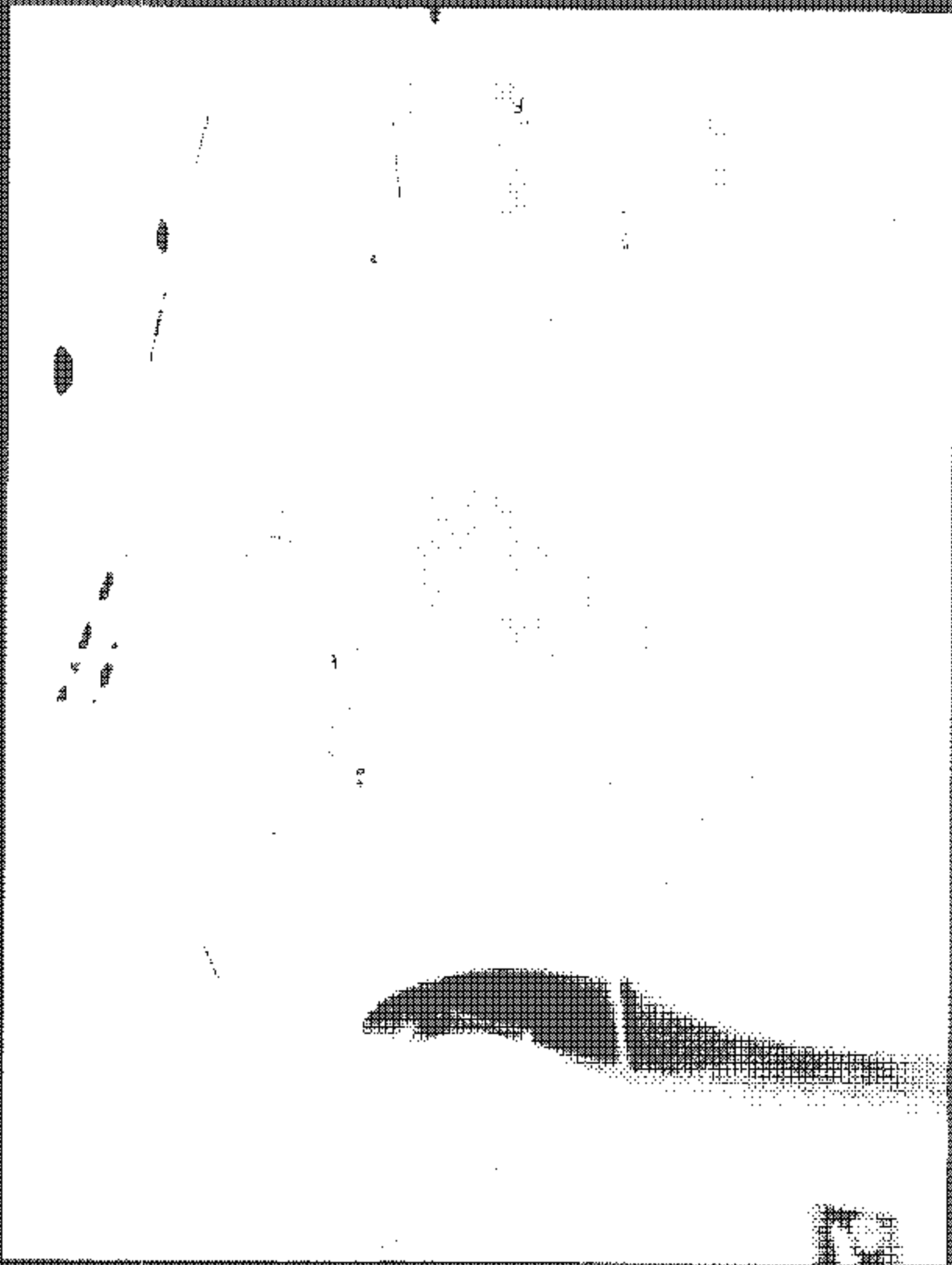


Figure A-22 PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FLORISID

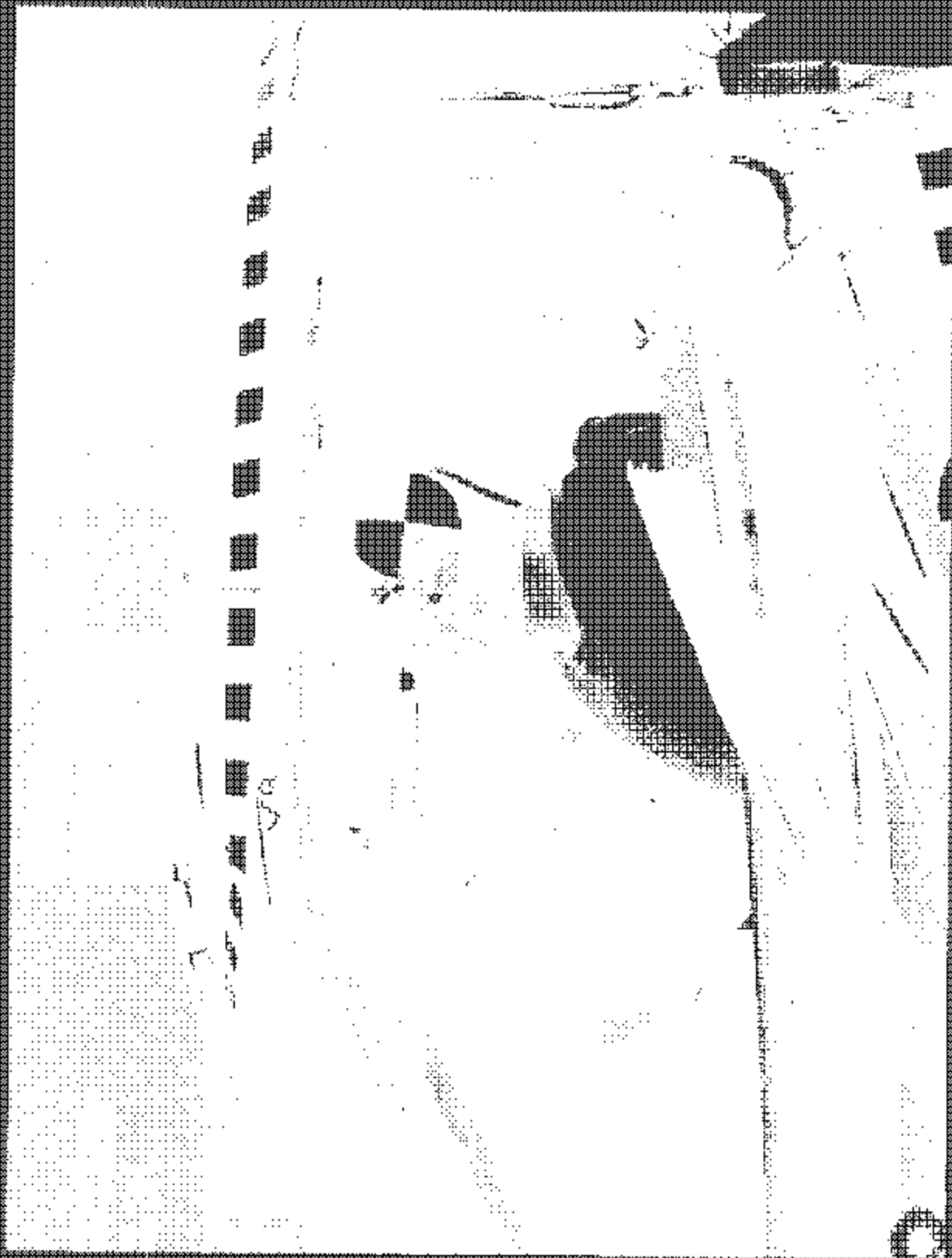


Figure A-28 POST-MYST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID

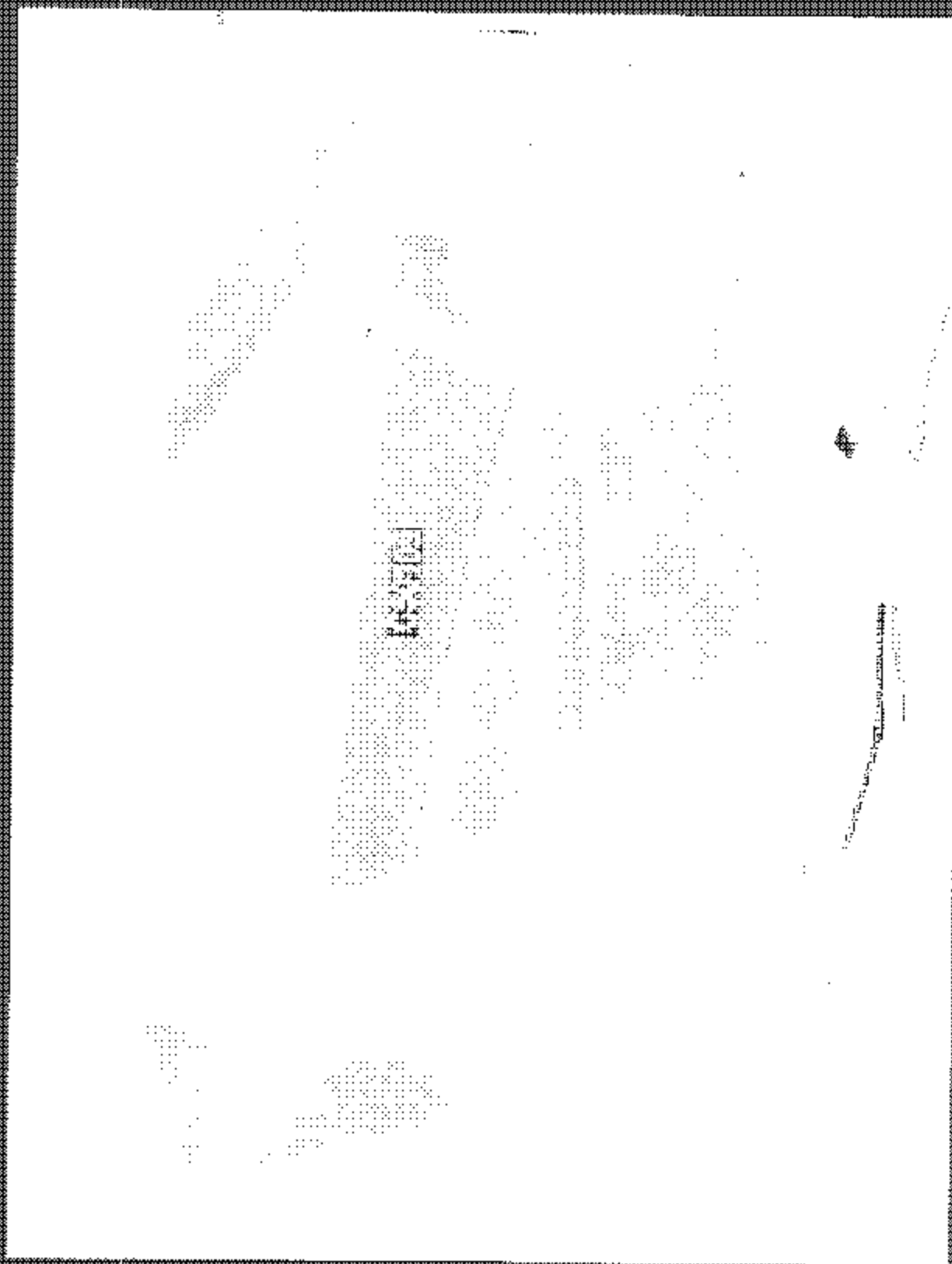


Figure A-29 PRE-TEST INTERIOR OF FRONT DOOR

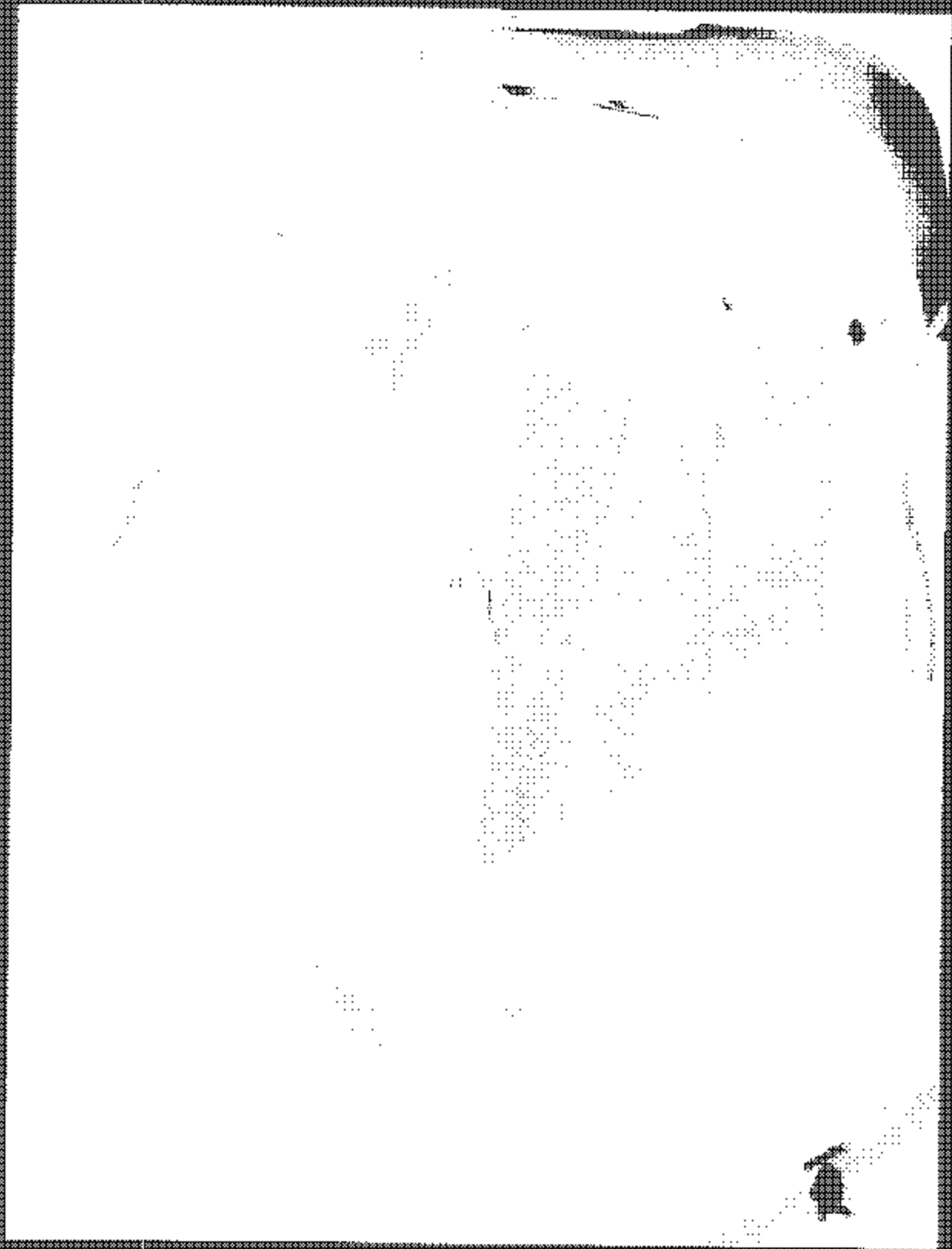


Figure A-30 POST-TEST INTERIOR OF FRONT DOOR SHOWING BID IMPACT LOCATIONS

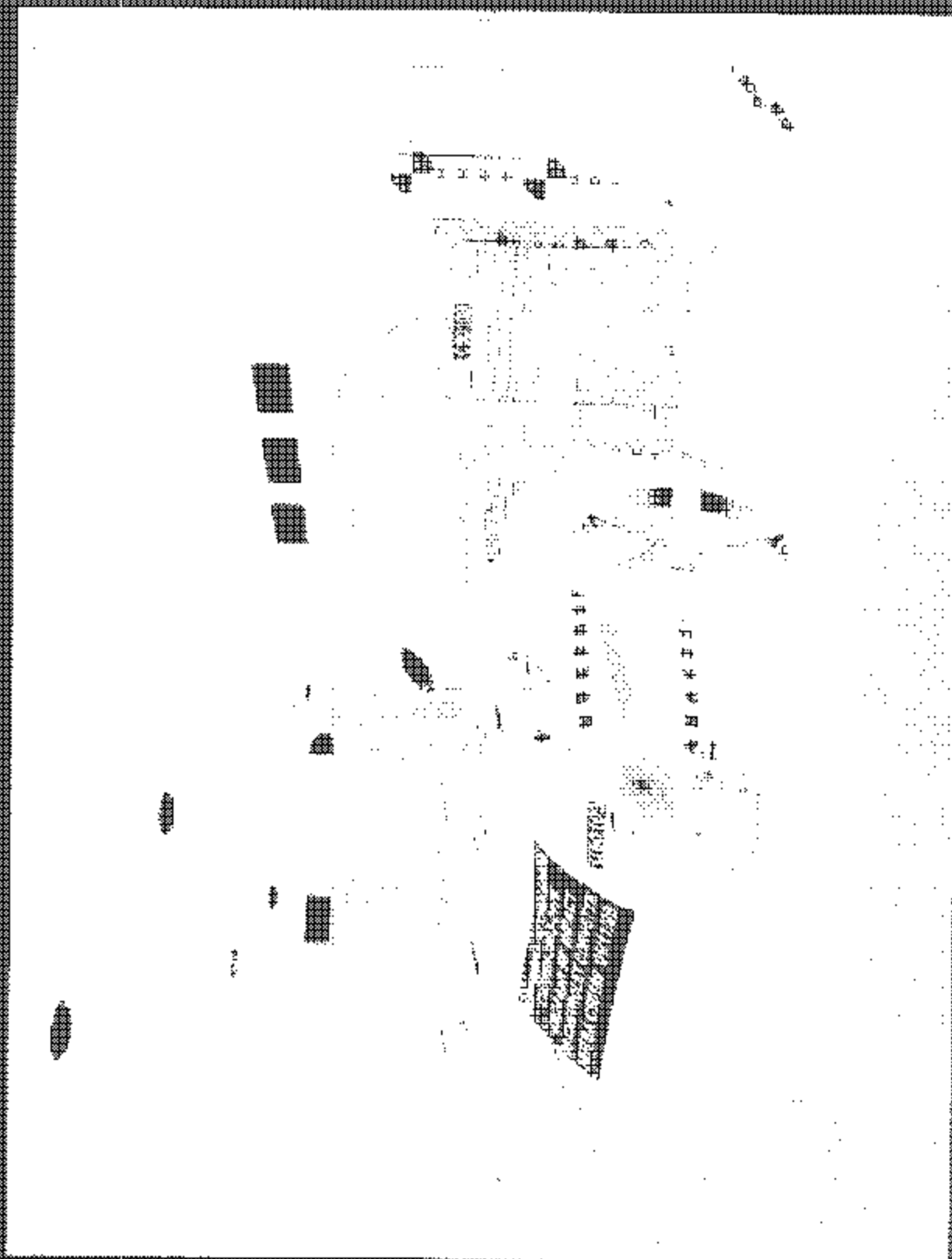


Figure A-34 PRE-TEST LEFT SIDE VIEW OF MB WITH IMPACTOR FACE IN POSITION

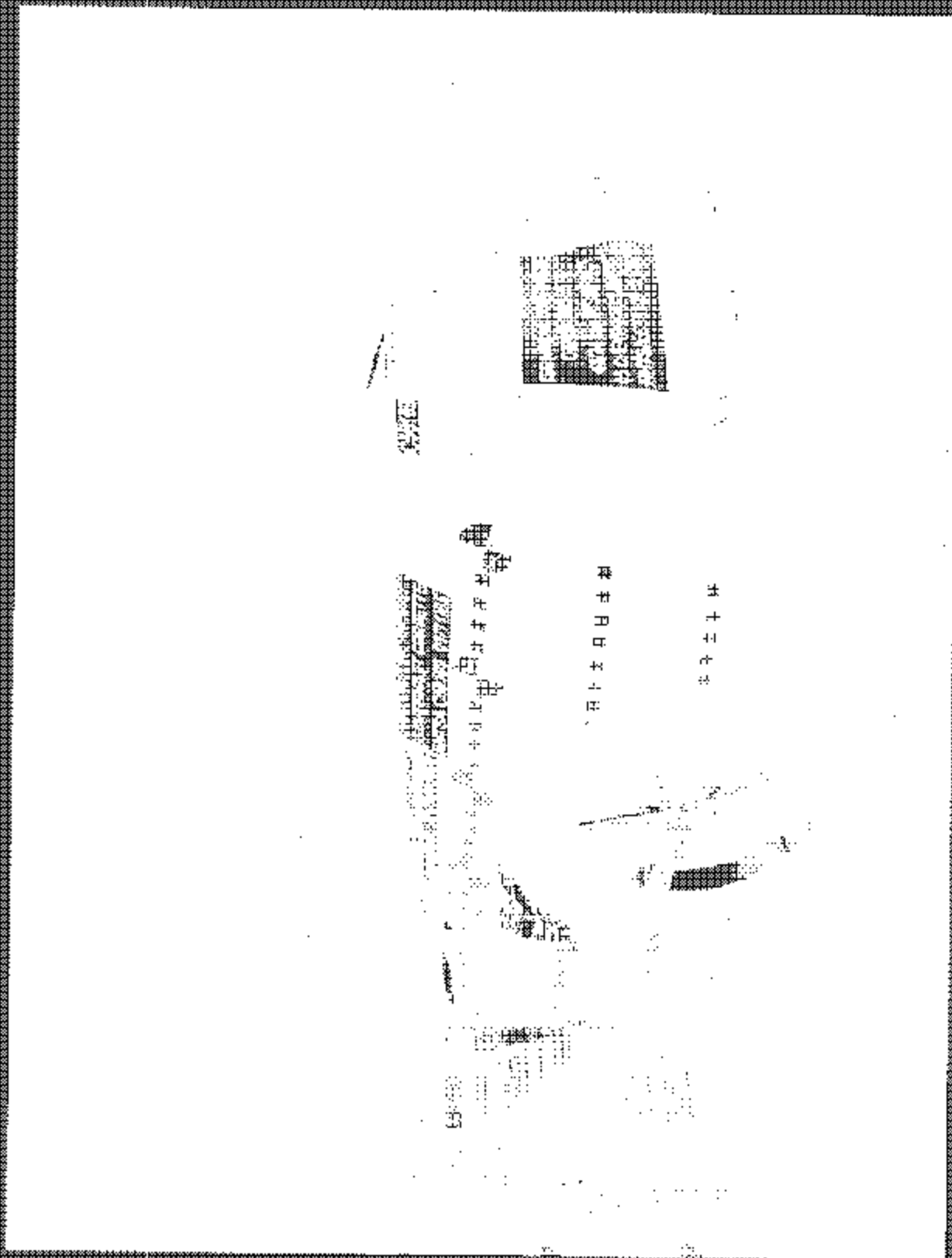


Figure A-10: RIGHT SIDE VIEW OF MDX WITH IMPACTOR FACE IN POSITION

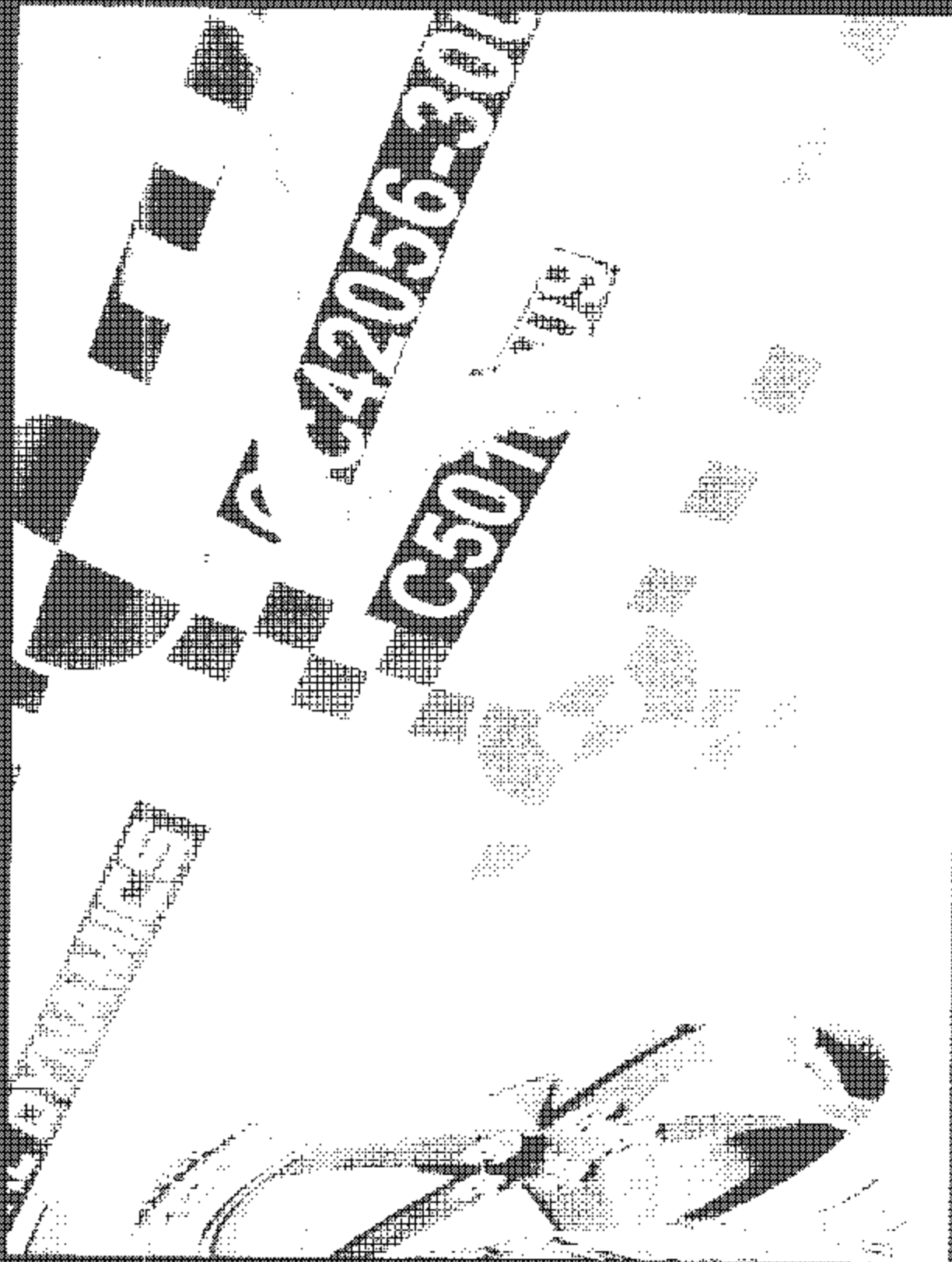


Figure A-11 POINT-BEST CLOSE-UP VIEW OF IMPACT POINT TARGET

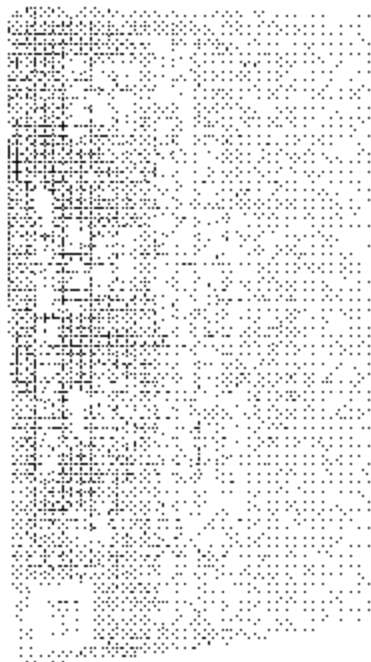


Figure A-M Close-Up View of Vehicle's Center Console Label

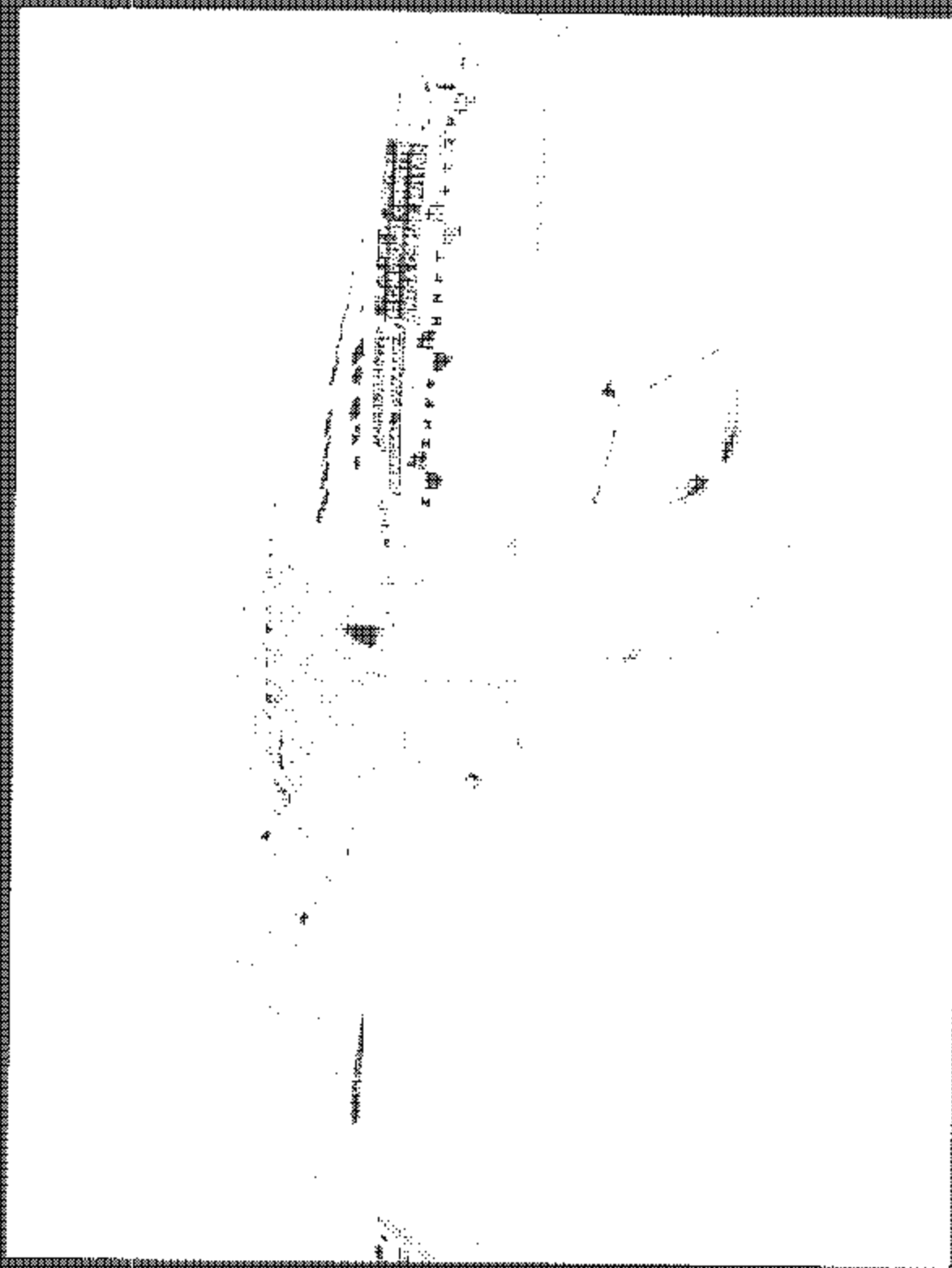


Figure A-36 IMPACT PHOTO

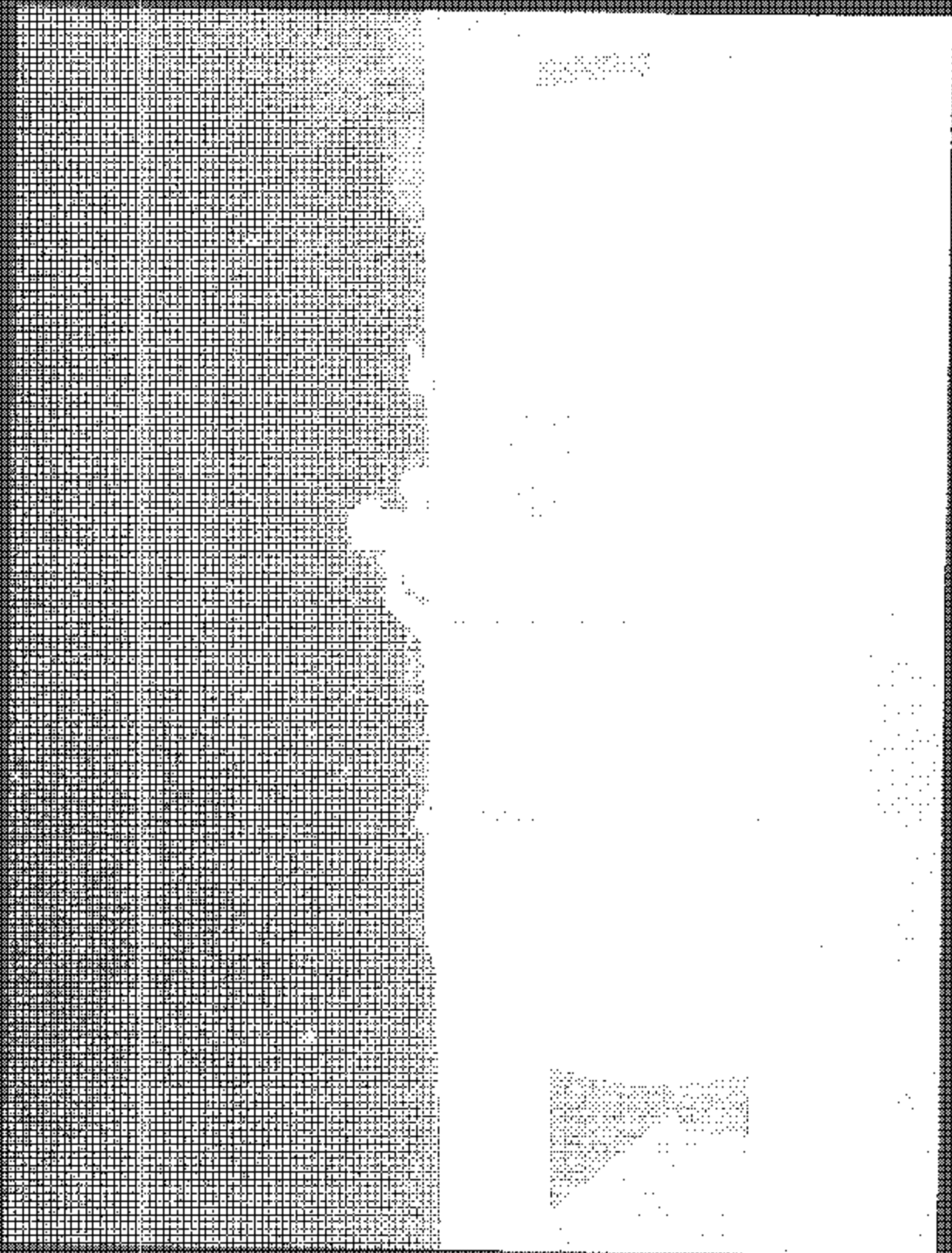


Figure A-37 HOLD COVER WITH GSSDS

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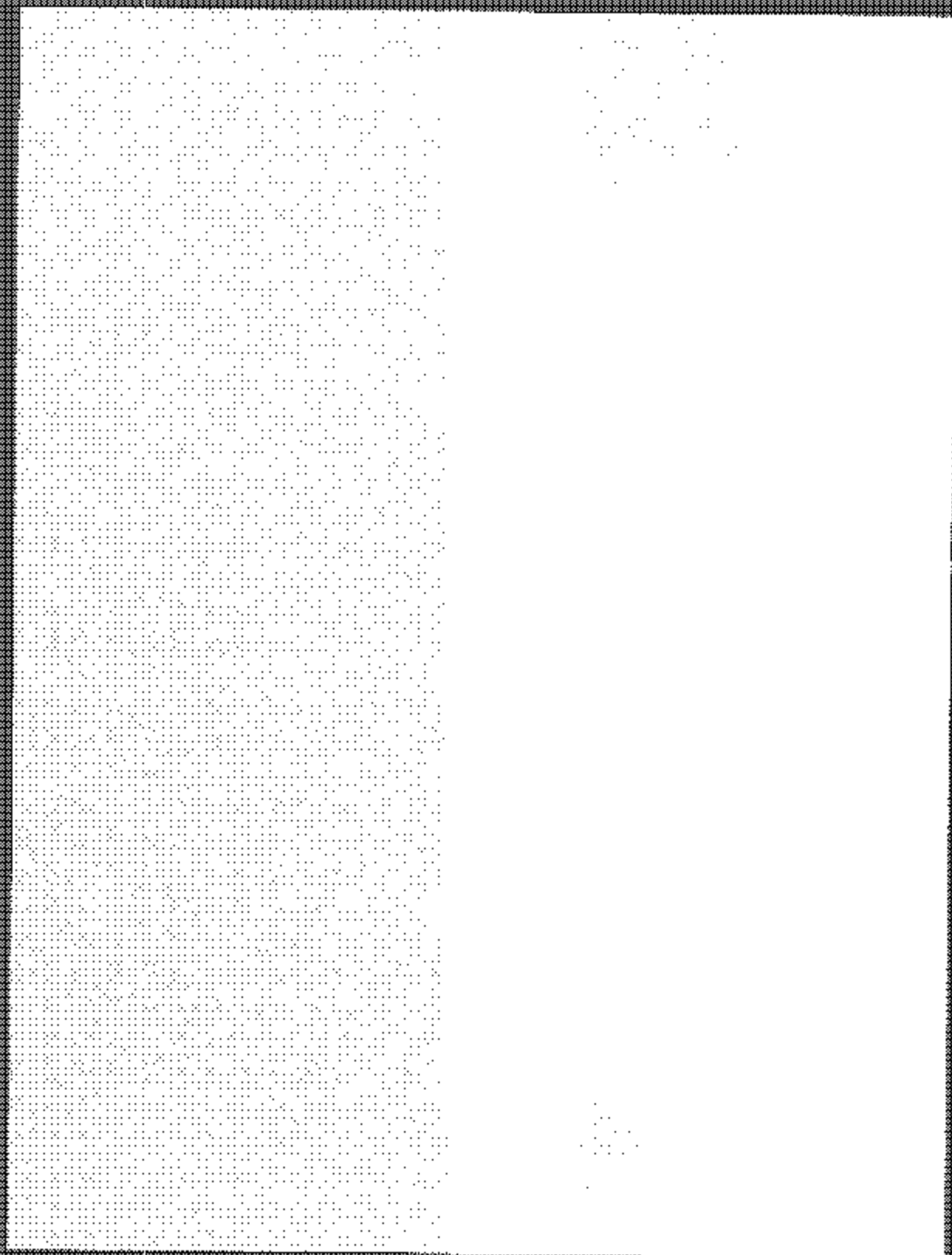


Figure A-40 ROLL-OVER 340 DEGREES

APPENDIX B

VEHICLE, MDB AND SID RESPONSE DATA

TABLE OF DATA PLOTS

DRIVER DUMMY INSTRUMENTATION PLOTS ACCELERATION DATA - FILTER CLASS 1000, LOWER SPINE - FILTER CLASS 180 INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
1	DRIVER HEAD (X) ACCELERATION VS TIME	B- 6
2	DRIVER HEAD (X) VELOCITY VS TIME	B- 7
3	DRIVER HEAD (Y) ACCELERATION VS TIME	B- 8
4	DRIVER HEAD (Y) VELOCITY VS TIME	B- 9
5	DRIVER HEAD (Z) ACCELERATION VS TIME	B- 10
6	DRIVER HEAD (Z) VELOCITY VS TIME	B- 11
7	DRIVER HEAD RESULTANT ACCELERATION VS TIME	B- 12
8	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 13
9	DRIVER UPPER RIB (Y) VELOCITY VS TIME	B- 14
10	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 15
11	DRIVER LOWER RIB (Y) VELOCITY VS TIME	B- 16
12	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 17
13	DRIVER LOWER SPINE (Y) VELOCITY VS TIME	B- 18
14	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 19
15	DRIVER PELVIC (Y) VELOCITY VS TIME	B- 20

DRIVER DUMMY INSTRUMENTATION PLOTS ACCELERATION DATA - FIR FILTERED

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
16	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 21
17	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 22
18	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 23
19	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 24

TEST VEHICLE INSTRUMENTATION PLOTS
ACCELERATION DATA - FILTER CLASS 60
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
20	RIGHT SIDE SILL AT FRONT SEAT (X) ACCELERATION VS TIME	B- 25
21	RIGHT SIDE SILL AT FRONT SEAT (X) VELOCITY VS TIME	B- 26
22	RIGHT SIDE SILL AT FRONT SEAT (Y) ACCELERATION VS TIME	B- 27
23	RIGHT SIDE SILL AT FRONT SEAT (Y) VELOCITY VS TIME	B- 28
24	RIGHT SIDE SILL AT FRONT SEAT (Z) ACCELERATION VS TIME	B- 29
25	RIGHT SIDE SILL AT FRONT SEAT (Z) VELOCITY VS TIME	B- 30
26	RIGHT SIDE SILL AT FRONT SEAT RESULTANT ACCELERATION VS TIME	B- 31
27	RIGHT SIDE SILL AT REAR SEAT (X) ACCELERATION VS TIME	B- 32
28	RIGHT SIDE SILL AT REAR SEAT (X) VELOCITY VS TIME	B- 33
29	RIGHT SIDE SILL AT REAR SEAT (Y) ACCELERATION VS TIME	B- 34
30	RIGHT SIDE SILL AT REAR SEAT (Y) VELOCITY VS TIME	B- 35
31	RIGHT SIDE SILL AT REAR SEAT (Z) ACCELERATION VS TIME	B- 36
32	RIGHT SIDE SILL AT REAR SEAT (Z) VELOCITY VS TIME	B- 37
33	RIGHT SIDE SILL AT REAR SEAT RESULTANT ACCELERATION VS TIME	B- 38
34	REAR FLOORPAN ABOVE AXLE (X) ACCELERATION VS TIME	B- 39
35	REAR FLOORPAN ABOVE AXLE (X) VELOCITY VS TIME	B- 40
36	REAR FLOORPAN ABOVE AXLE (Y) ACCELERATION VS TIME	B- 41
37	REAR FLOORPAN ABOVE AXLE (Y) VELOCITY VS TIME	B- 42
38	REAR FLOORPAN ABOVE AXLE (Z) ACCELERATION VS TIME	B- 43
39	REAR FLOORPAN ABOVE AXLE (Z) VELOCITY VS TIME	B- 44
40	REAR FLOORPAN ABOVE AXLE RESULTANT ACCELERATION VS TIME	B- 45
41	LEFT SIDE SILL AT REAR SEAT (Y) ACCELERATION VS TIME	B- 46
42	LEFT SIDE SILL AT REAR SEAT (Y) VELOCITY VS TIME	B- 47
43	LEFT SIDE SILL AT FRONT SEAT (Y) ACCELERATION VS TIME	B- 48
44	LEFT SIDE SILL AT FRONT SEAT (Y) VELOCITY VS TIME	B- 49
45	RIGHT REAR OCCUPANT COMPARTMENT (Y) ACCELERATION VS TIME	B- 50
46	RIGHT REAR OCCUPANT COMPARTMENT (Y) VELOCITY VS TIME	B- 51
47	LOWER B-POST (Y) ACCELERATION VS TIME	B- 52
48	LOWER B-POST (Y) VELOCITY VS TIME	B- 53
49	MIDDLE B-POST (Y) ACCELERATION VS TIME	B- 54
50	MIDDLE B-POST (Y) VELOCITY VS TIME	B- 55
51	LOWER A-POST (Y) ACCELERATION VS TIME	B- 56
52	LOWER A-POST (Y) VELOCITY VS TIME	B- 57
53	MIDDLE A-POST (Y) ACCELERATION VS TIME	B- 58
54	MIDDLE A-POST (Y) VELOCITY VS TIME	B- 59
55	FRONT SEAT TRACK (Y) ACCELERATION VS TIME	B- 60
56	FRONT SEAT TRACK (Y) VELOCITY VS TIME	B- 61

TEST VEHICLE INSTRUMENTATION PLOTS
ACCELERATION DATA - FILTER CLASS 60
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
57	VEHICLE CENTER OF GRAVITY (X) ACCELERATION VS TIME	B- 62
58	VEHICLE CENTER OF GRAVITY (X) VELOCITY VS TIME	B- 63
59	VEHICLE CENTER OF GRAVITY (Y) ACCELERATION VS TIME	B- 64
60	VEHICLE CENTER OF GRAVITY (Y) VELOCITY ACCELERATION VS TIME	B- 65
61	VEHICLE CENTER OF GRAVITY (Z) ACCELERATION VS TIME	B- 66
62	VEHICLE CENTER OF GRAVITY (Z) VELOCITY VS TIME	B- 67
63	VEHICLE CENTER OF GRAVITY RESULTANT ACCELERATION VS TIME	B- 68

MDB INSTRUMENTATION PLOTS
ACCELERATION DATA - FILTER CLASS 60
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
64	MDB CENTER OF GRAVITY (X) ACCELERATION VS TIME	B- 69
65	MDB CENTER OF GRAVITY (X) VELOCITY VS TIME	B- 70
66	MDB CENTER OF GRAVITY (Y) ACCELERATION VS TIME	B- 71
67	MDB CENTER OF GRAVITY (Y) VELOCITY VS TIME	B- 72
68	MDB CENTER OF GRAVITY (Z) ACCELERATION VS TIME	B- 73
69	MDB CENTER OF GRAVITY (Z) VELOCITY VS TIME	B- 74
70	MDB CENTER OF GRAVITY RESULTANT ACCELERATION VS TIME	B- 75
71	MDB REAR (X) ACCELERATION VS TIME	B- 76
72	MDB REAR (X) VELOCITY VS TIME	B- 77
73	MDB REAR (Y) ACCELERATION VS TIME	B- 78
74	MDB REAR (Y) VELOCITY VS TIME	B- 79

DRIVER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
ACCELERATION DATA - FILTER CLASS 1000, LOWER SPINE - FILTER CLASS 180
INTEGRATION DATA - FILTER CLASS 180

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
75	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 80
76	DRIVER UPPER RIB (Y) VELOCITY VS TIME	B- 81
77	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 82
78	DRIVER LOWER RIB (Y) VELOCITY VS TIME	B- 83
79	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 84
80	DRIVER LOWER SPINE (Y) VELOCITY VS TIME	B- 85
81	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 86
82	DRIVER PELVIC (Y) VELOCITY VS TIME	B- 87

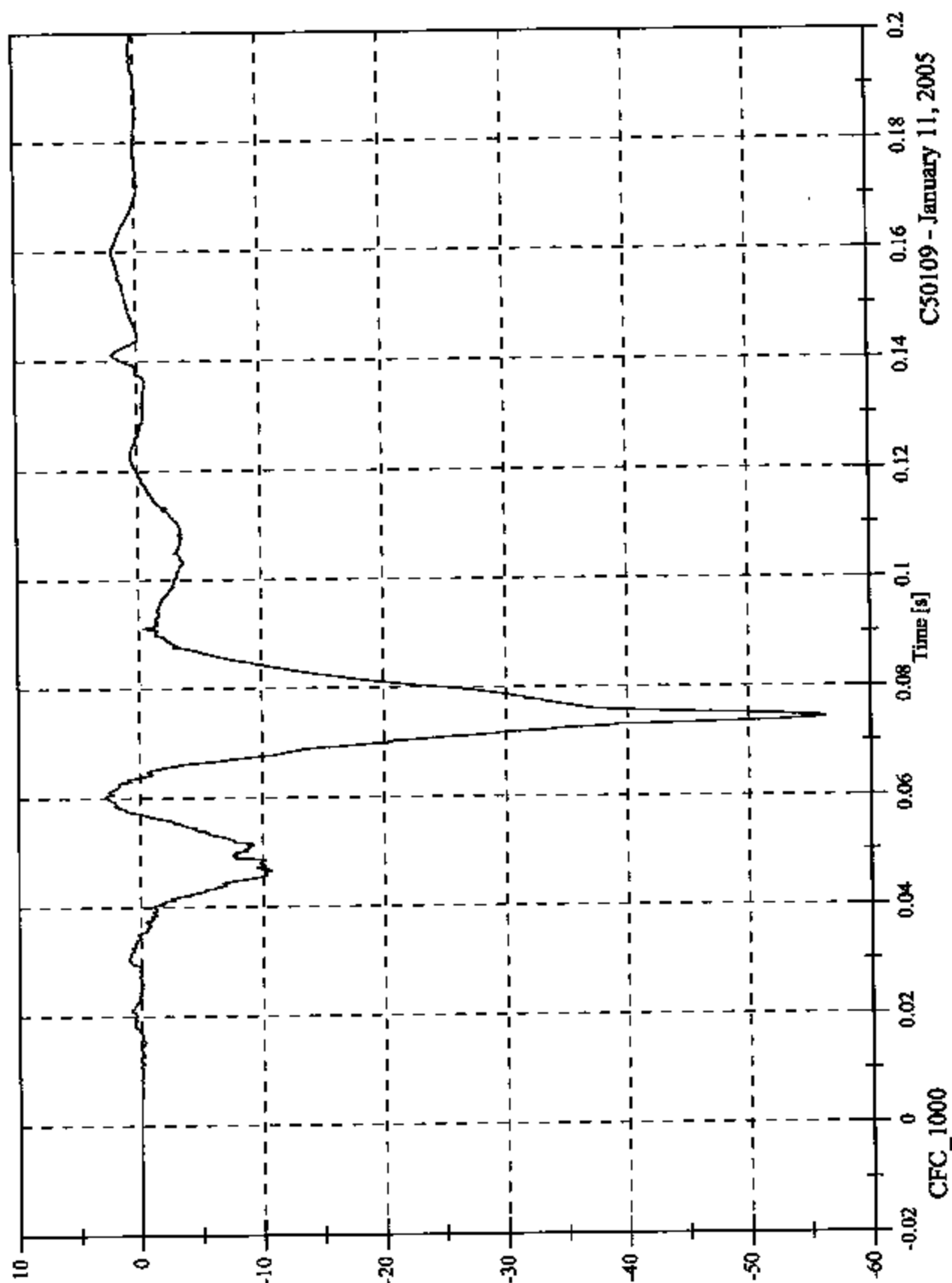
DRIVER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
ACCELERATION DATA - FIR FILTERED

<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
83	DRIVER UPPER RIB (Y) ACCELERATION VS TIME	B- 88
84	DRIVER LOWER RIB (Y) ACCELERATION VS TIME	B- 89
85	DRIVER LOWER SPINE (Y) ACCELERATION VS TIME	B- 90
86	DRIVER PELVIC (Y) ACCELERATION VS TIME	B- 91

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 2.9 [g] at 0.060 [s]
Min: -56.3 [g] at 0.074 [s]

V2P1 Head x

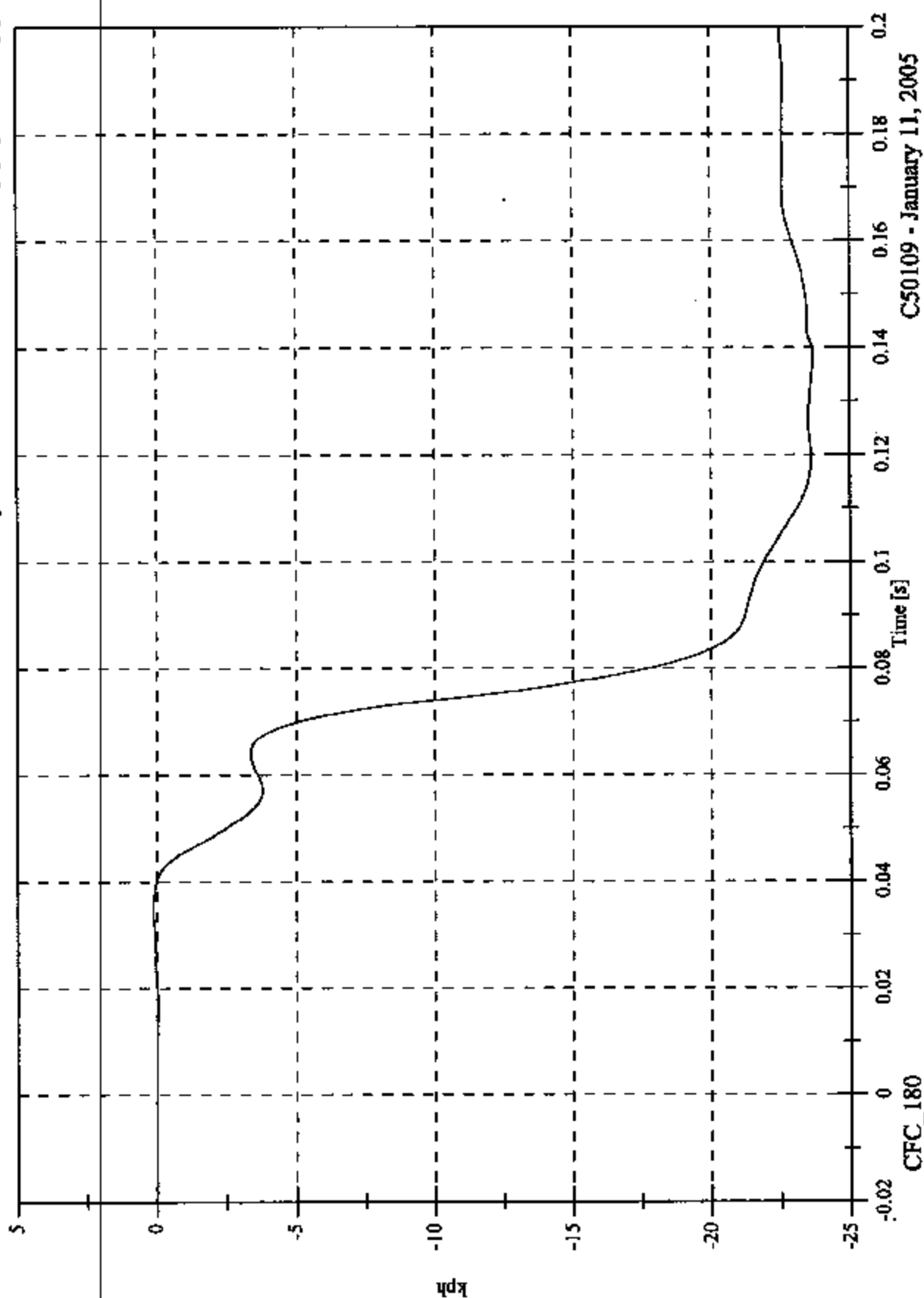


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Head x Velocity

Max: 0.2 [kph] at 0.035 [s]
Min: -23.7 [kph] at 0.138 [s]

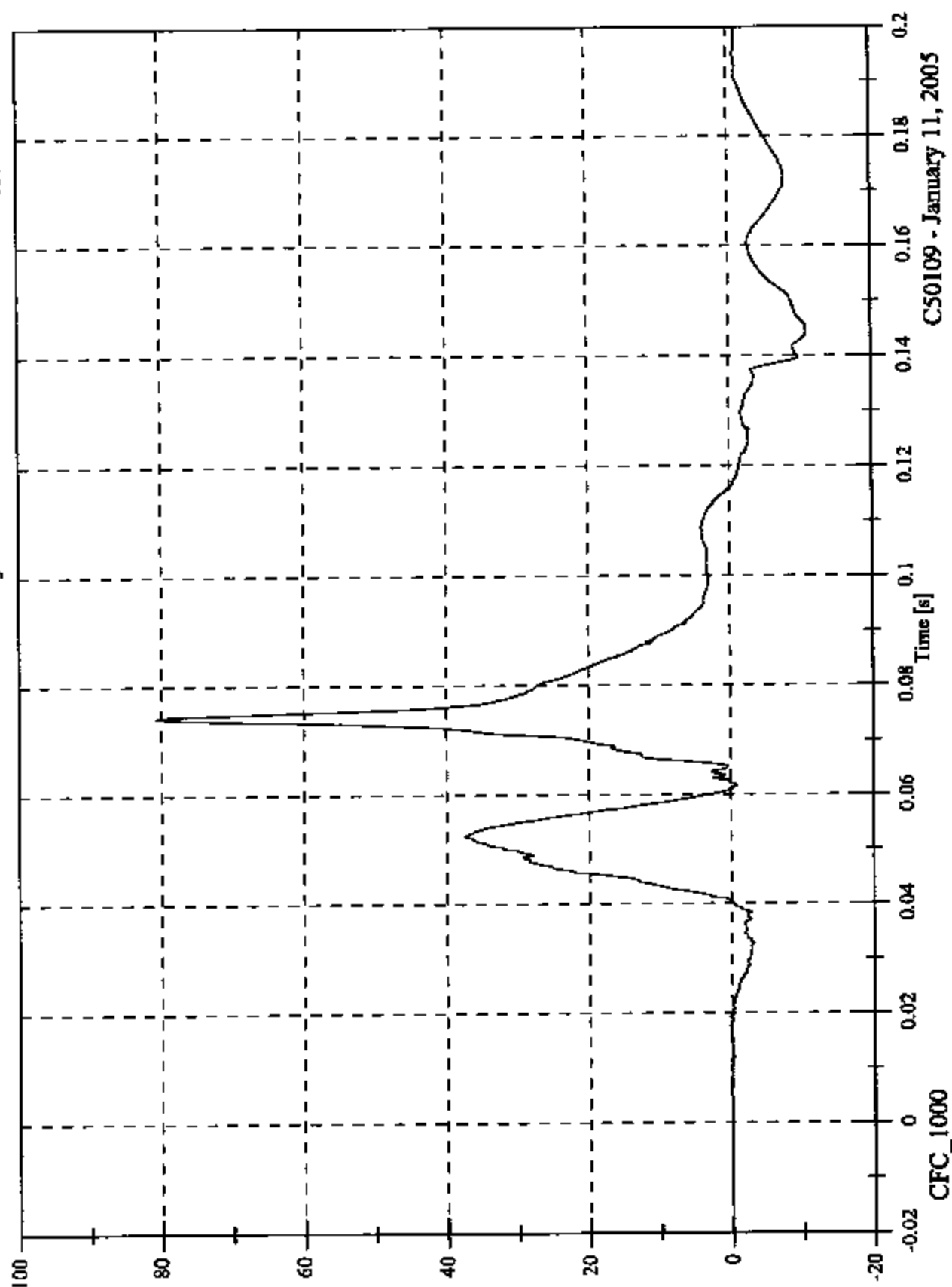


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 80.6 [g] at 0.074 [s]
Min: -10.9 [g] at 0.144 [s]

V2P1 Head y

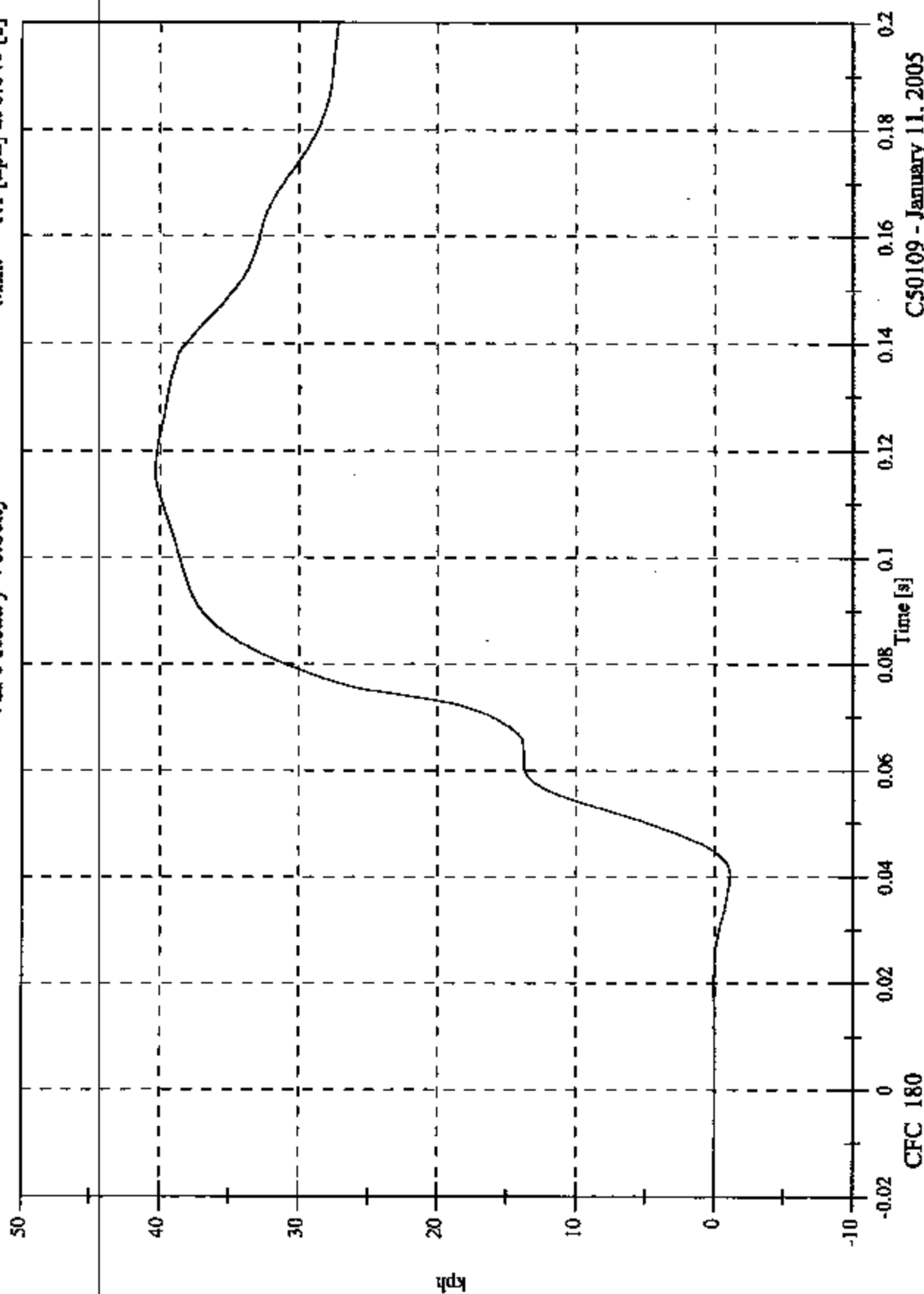


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Head y Velocity

Max: 40.3 [kph] at 0.116 [s]
Min: -1.1 [kph] at 0.040 [s]

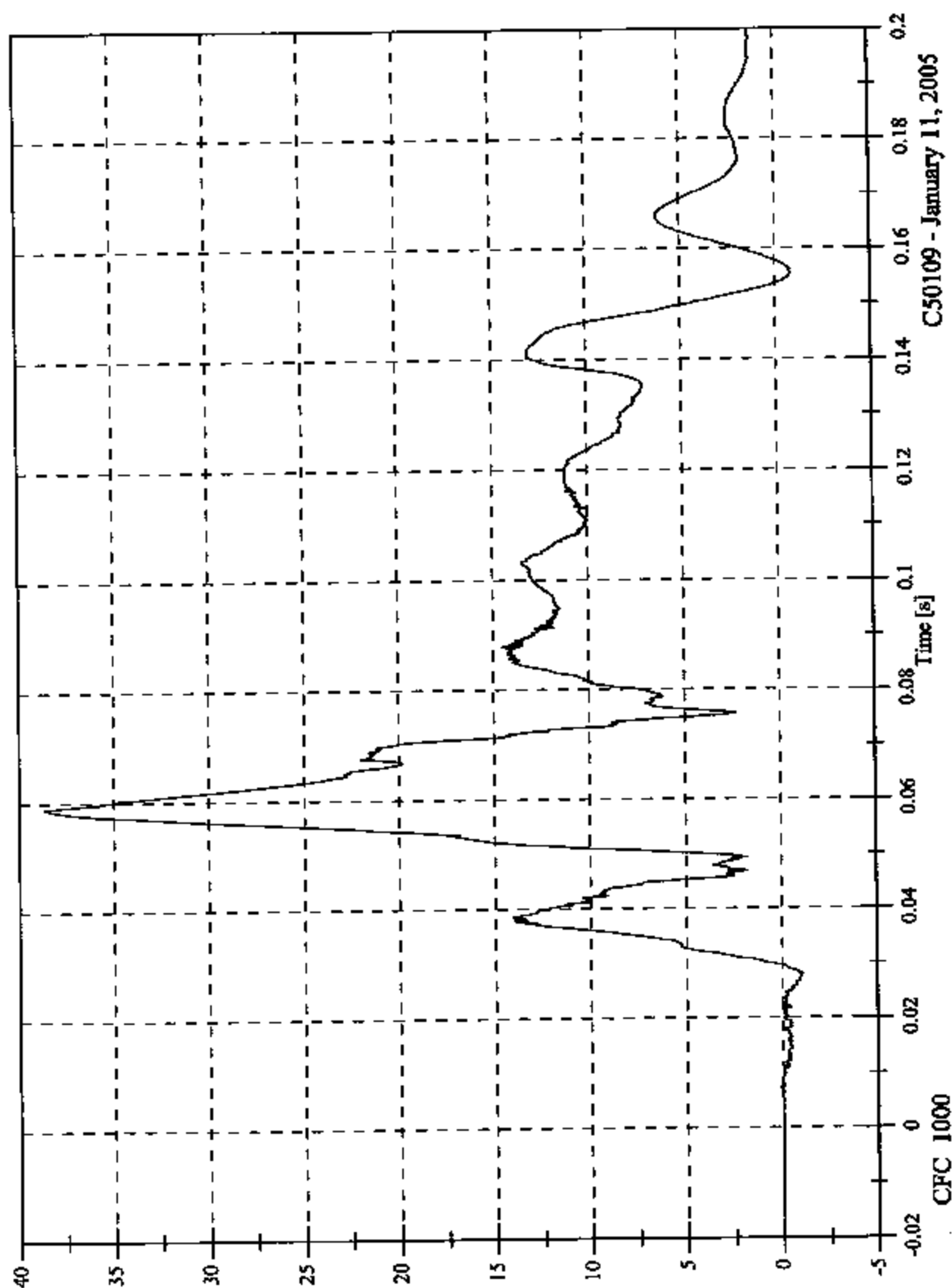


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 38.6 [g] at 0.059 [s]
Min: -1.1 [g] at 0.028 [s]

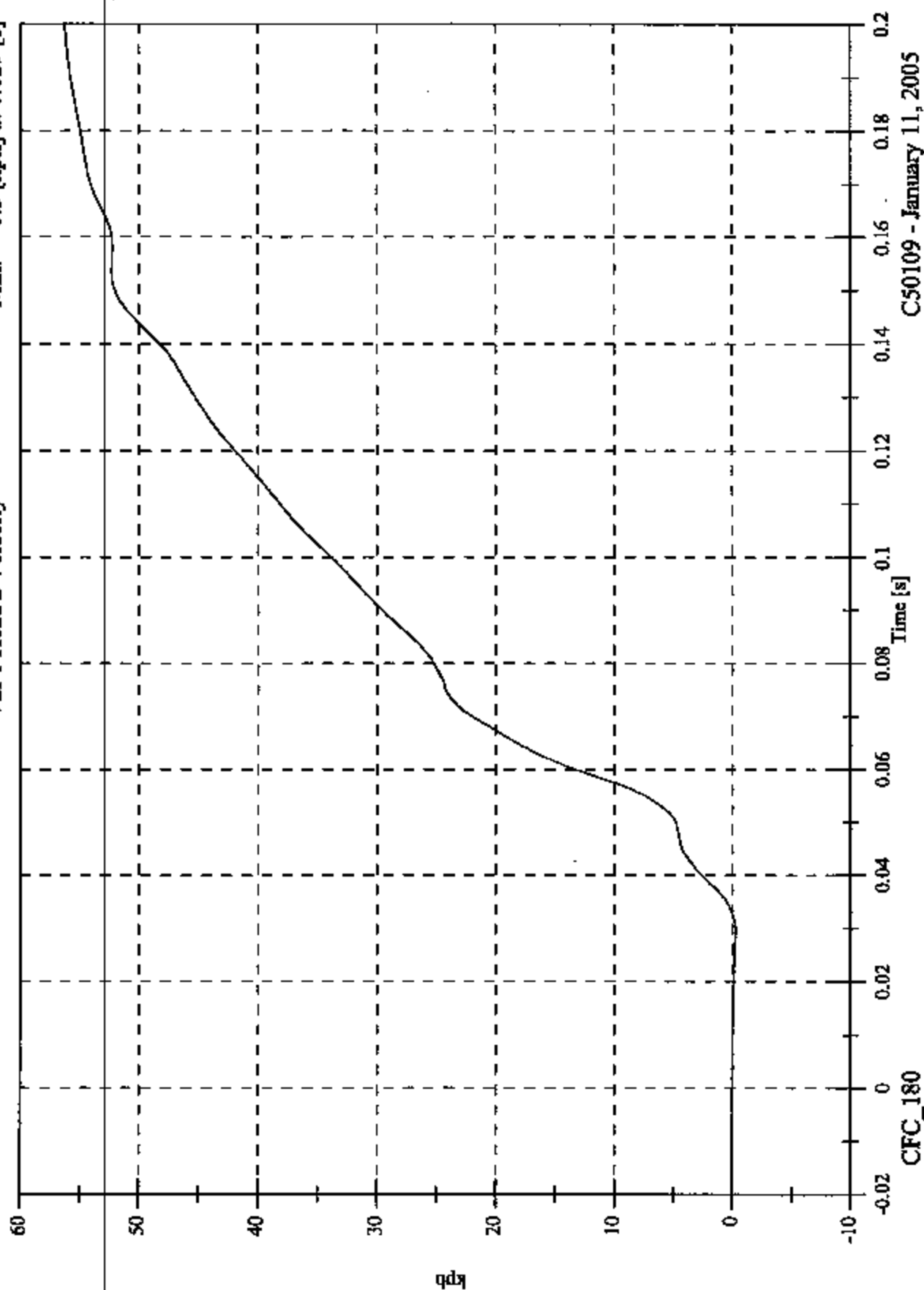
V2P1 Head z



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Head z Velocity

Max: 56.3 [kph] at 0.200 [s]
Min: -0.3 [kph] at 0.029 [s]

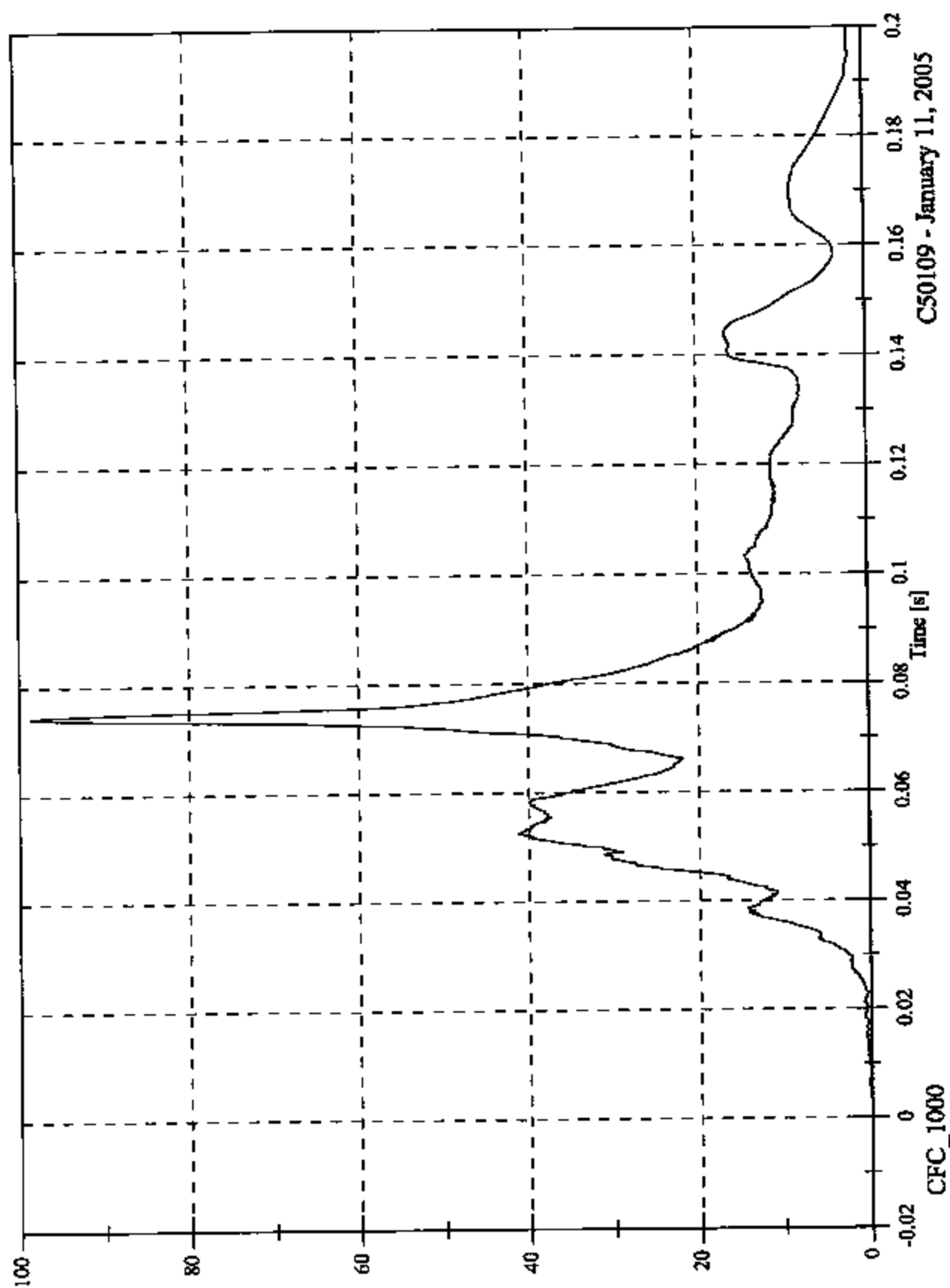


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Head Resultant

Max: 98.7 [g] at 0.074 [s]
Min: 0.0 [g] at -0.007 [s]

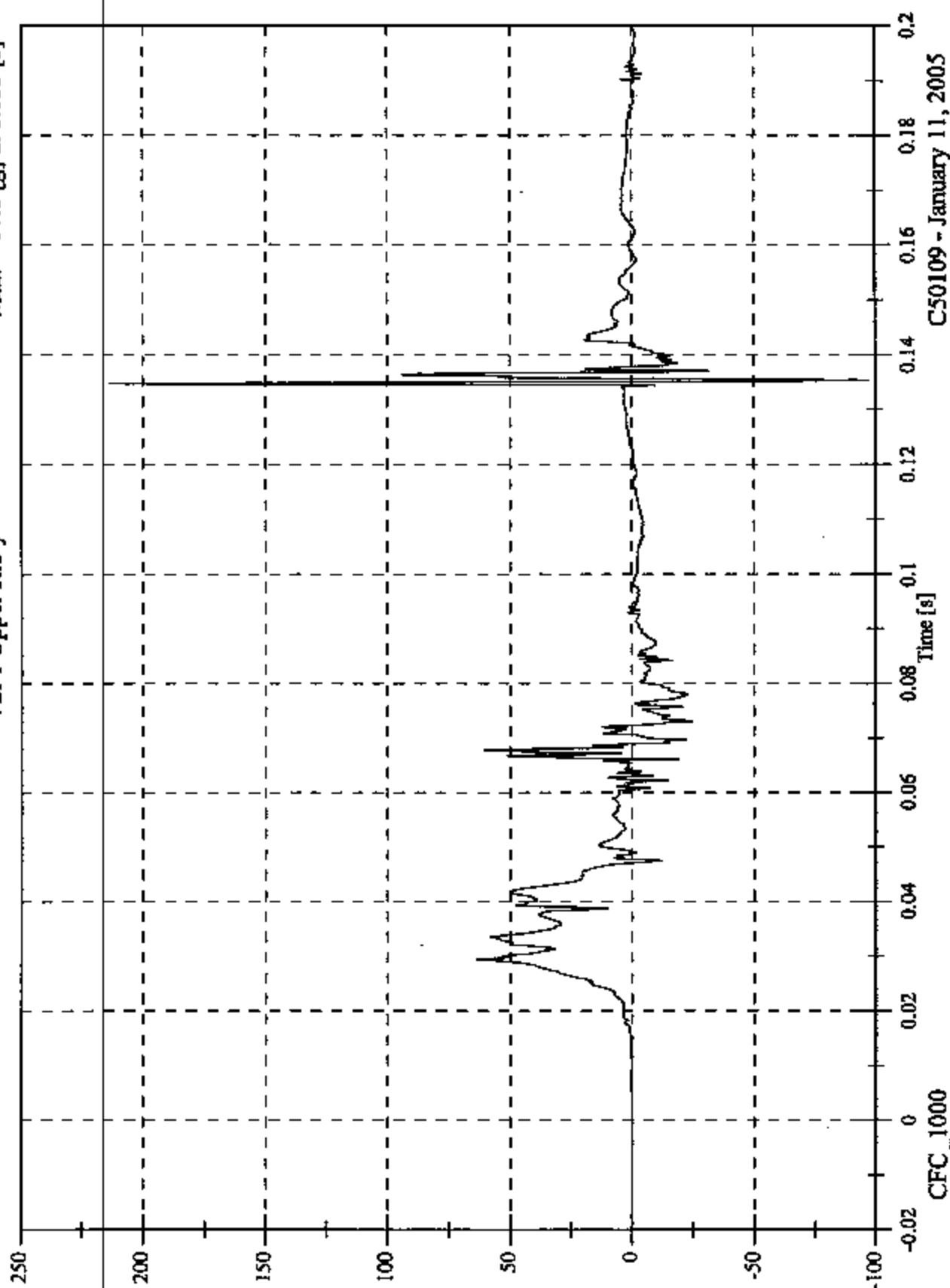


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Upper Rib y

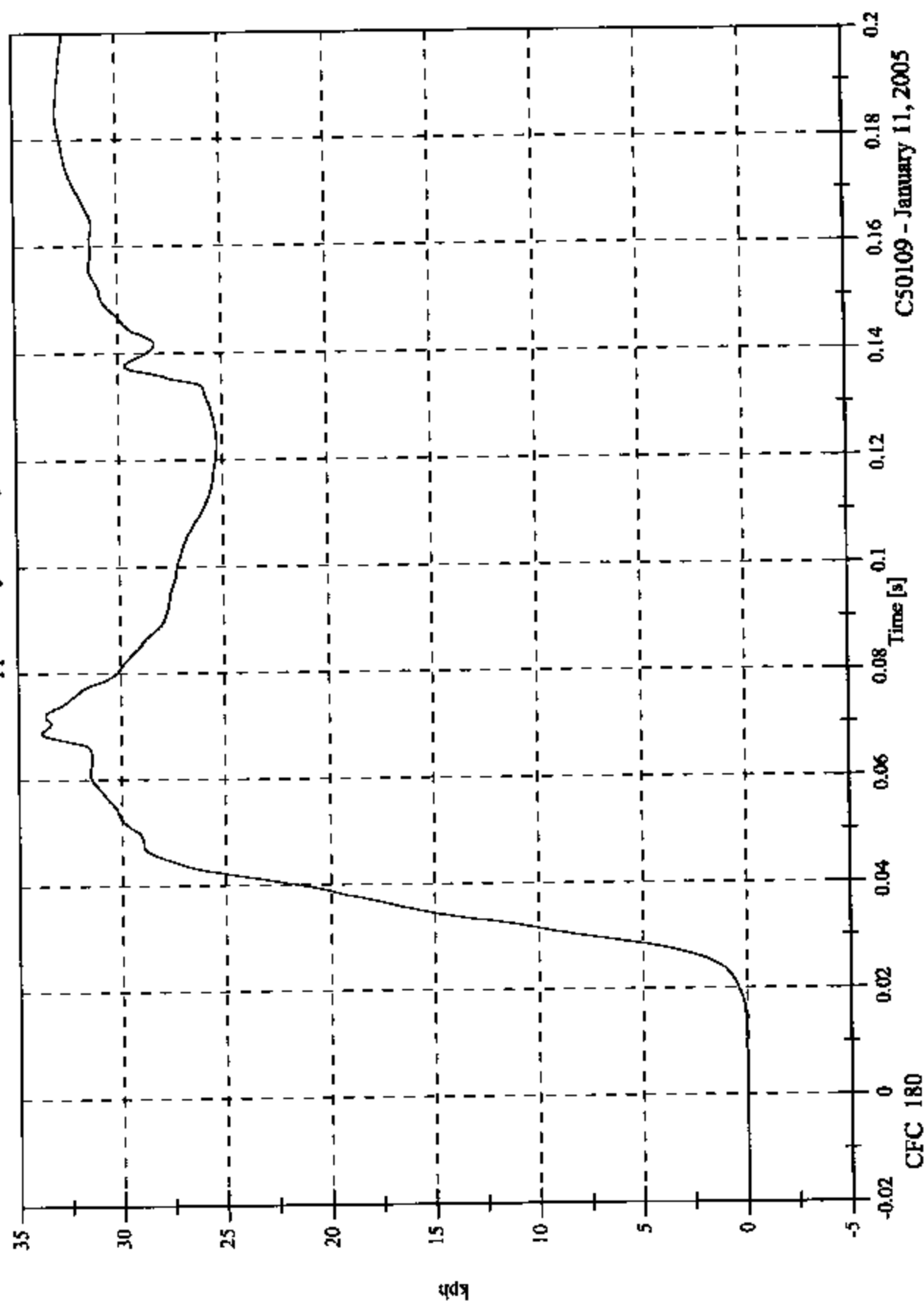
Max: 213.5 [g] at 0.135 [s]
Min: -97.0 [g] at 0.135 [s]



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Upper Rib y Velocity

Max: 33.9 [kph] at 0.069 [s]
Min: -0.0 [kph] at -0.012 [s]

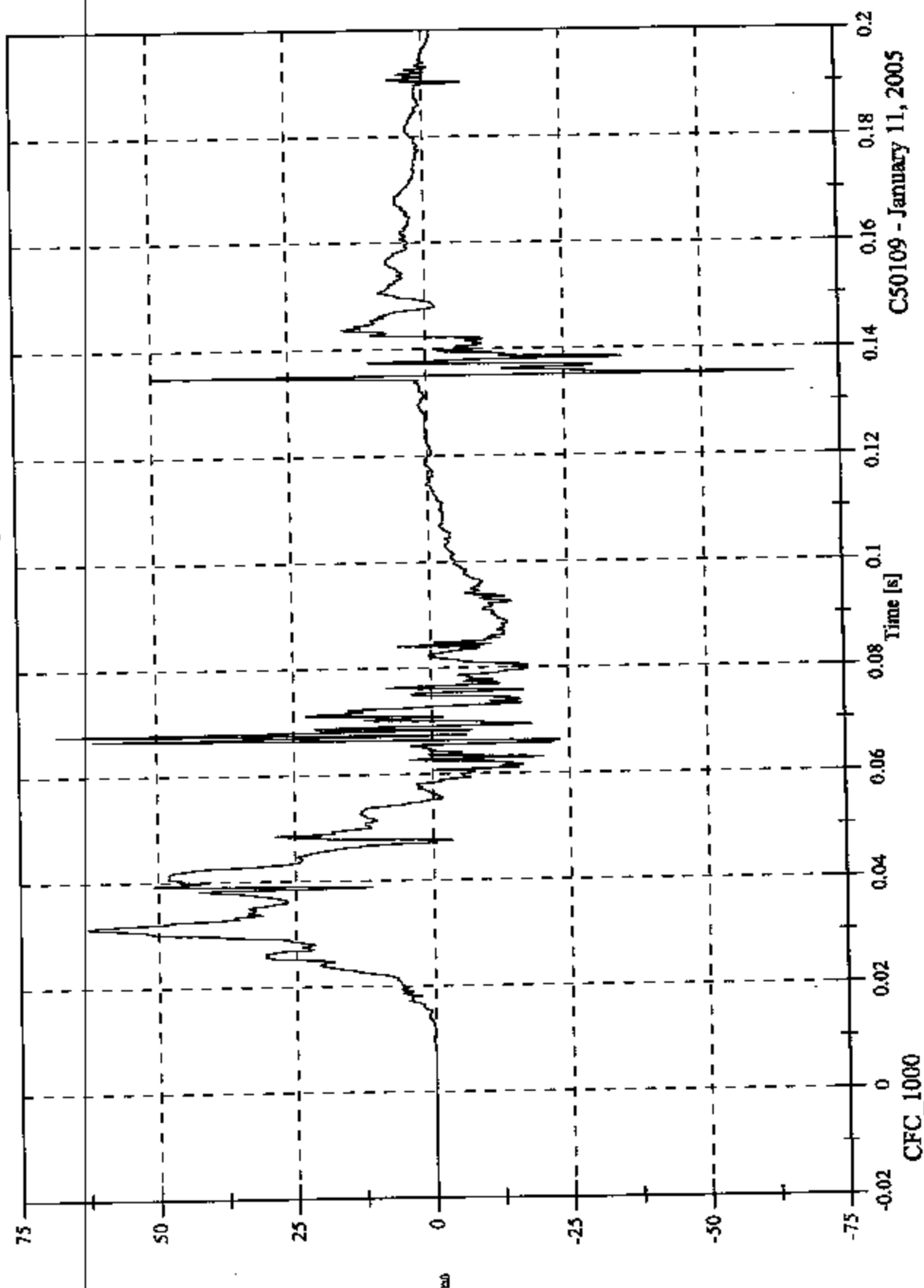


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Rib y

Max: 68.0 [g] at 0.068 [s]
Min: -66.8 [g] at 0.135 [s]

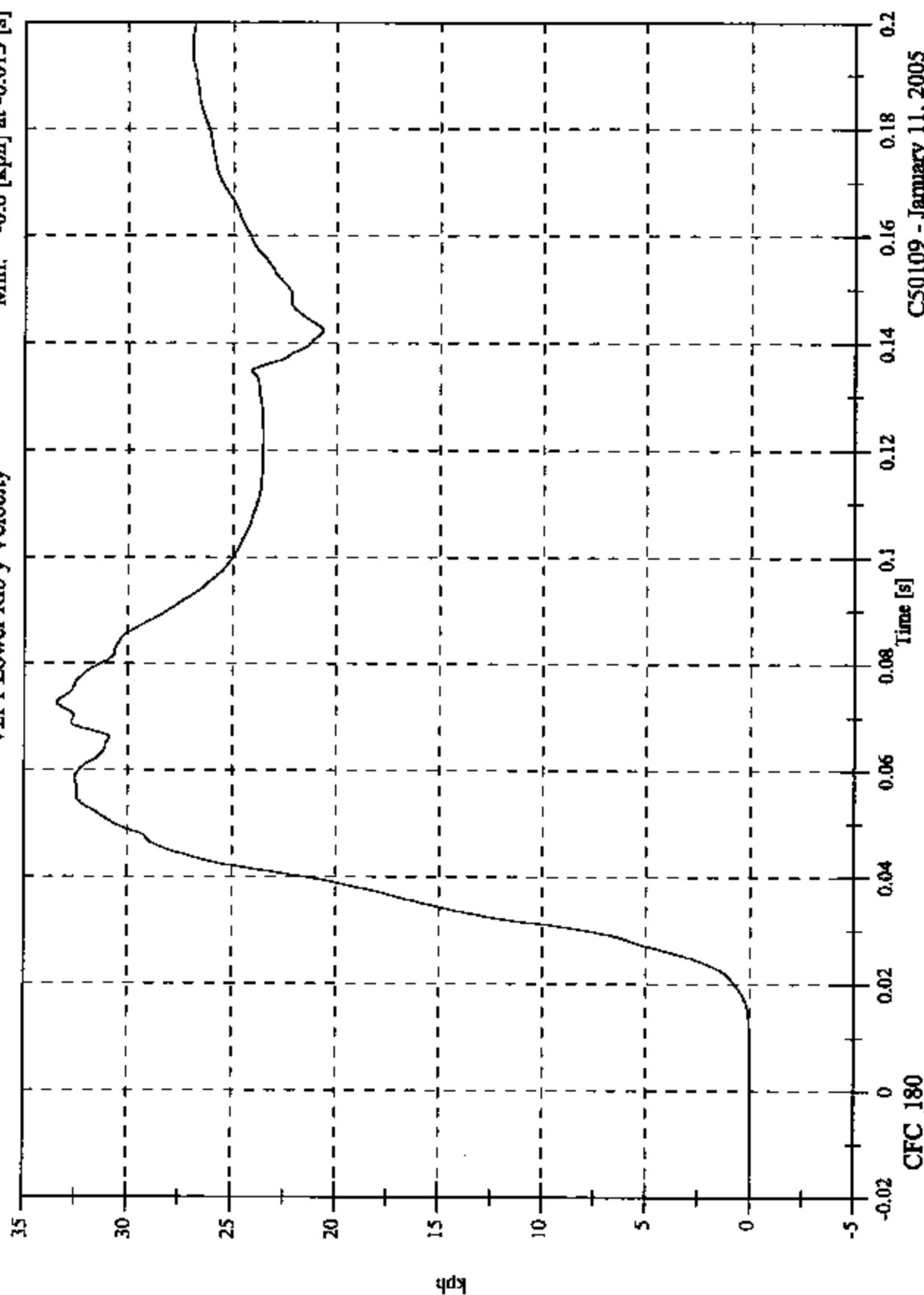


C50109 - January 11, 2005

2005 FMCVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Rib y Velocity

Max: 33.4 [kph] at 0.073 [s]
Min: -0.0 [kph] at -0.013 [s]

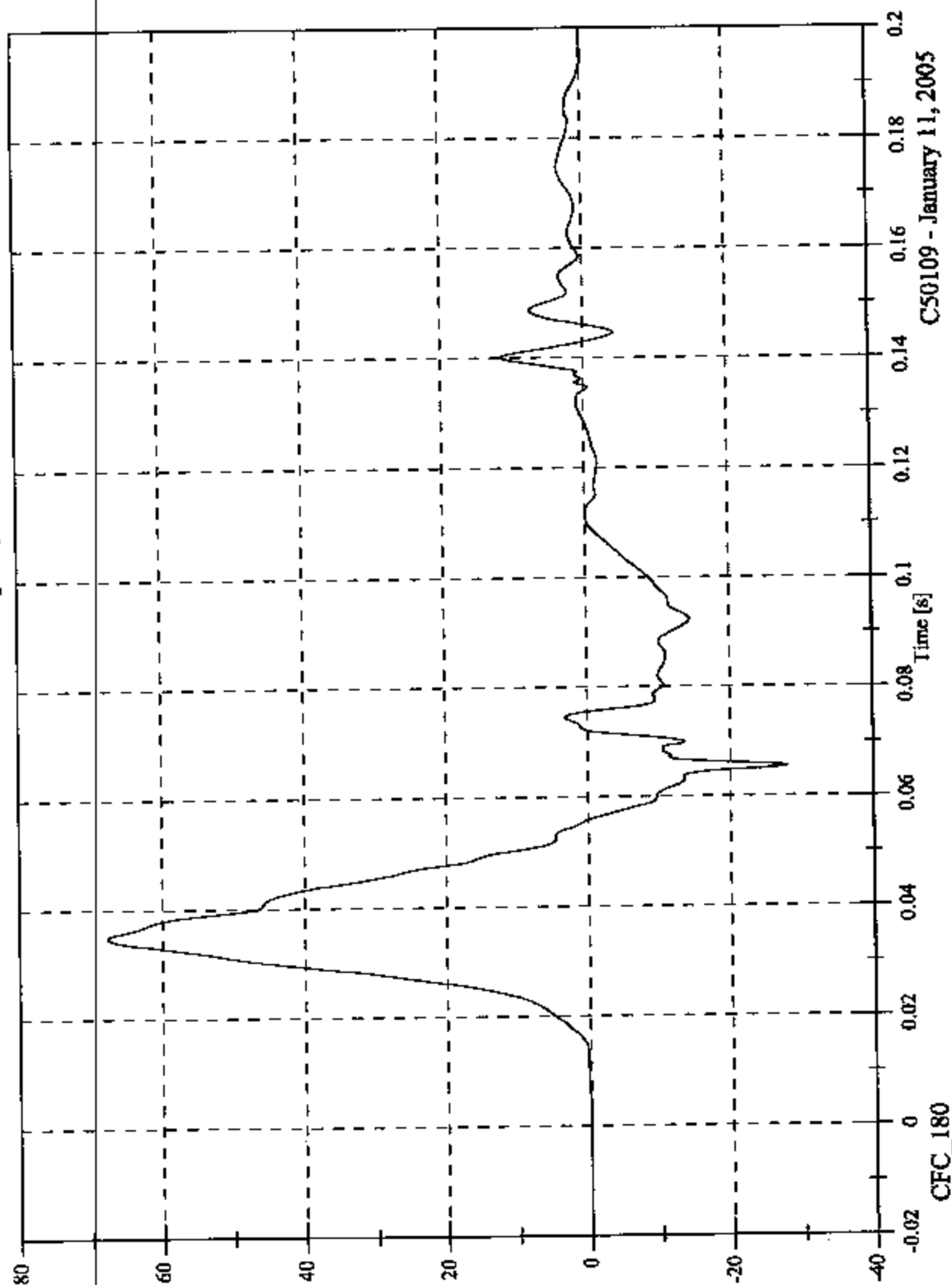


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine y

Max: 67.7 [g] at 0.035 [s]
Min: -27.9 [g] at 0.065 [s]

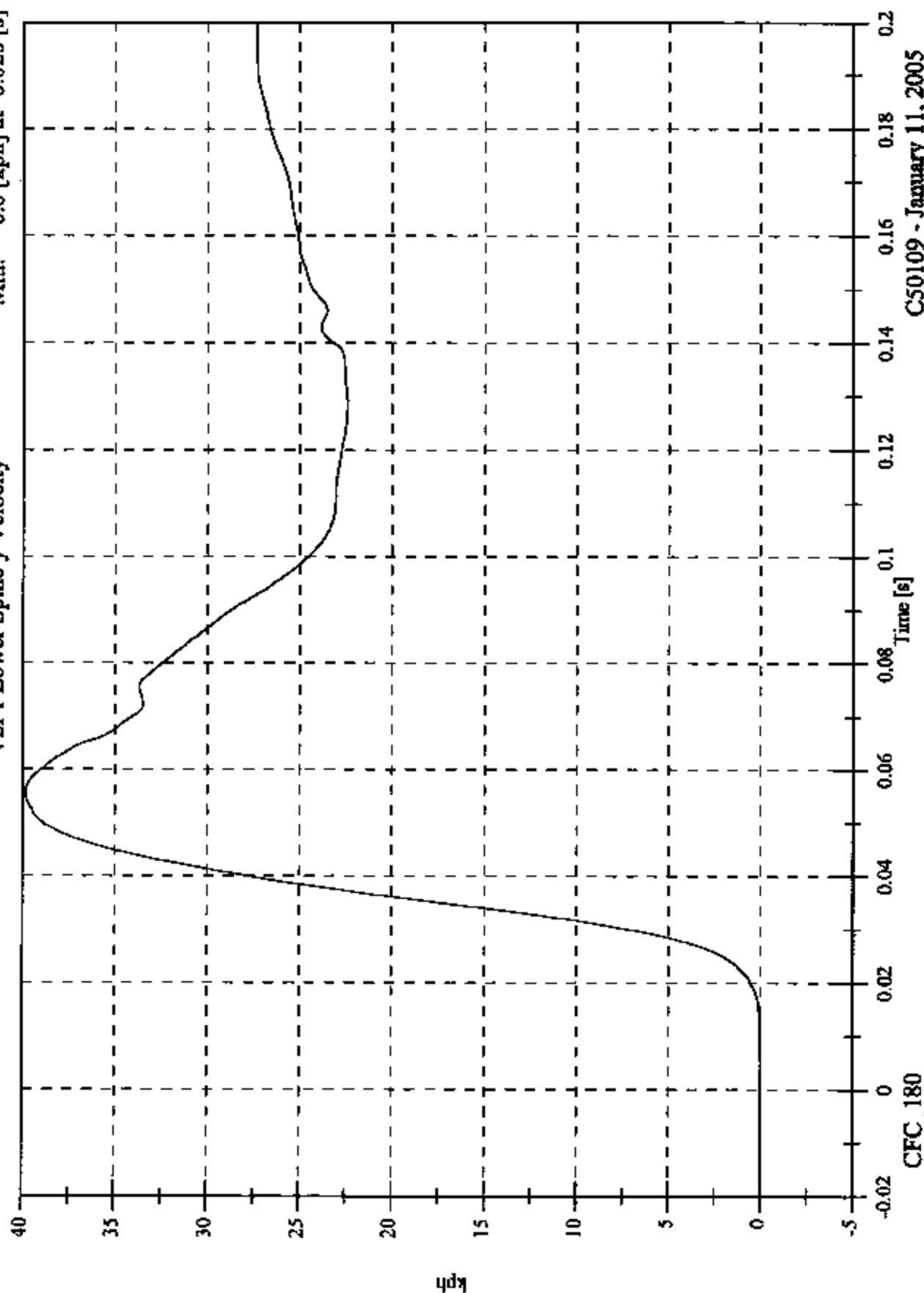


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine y Velocity

Max: 39.8 [kph] at 0.056 [s]
Min: -0.0 [kph] at -0.020 [s]

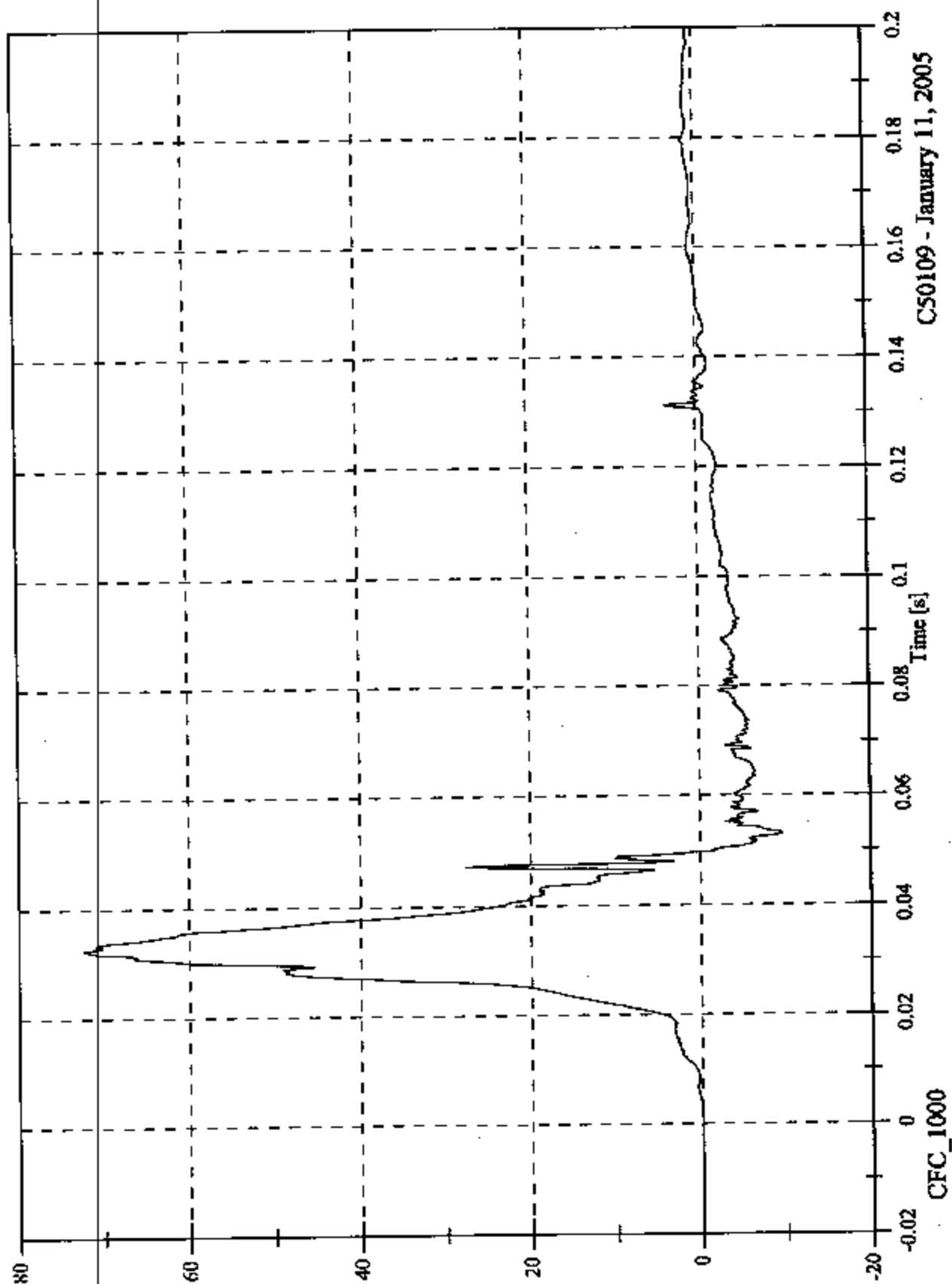


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Pelvic y

Max: 72.4 [g] at 0.032 [s]
Min: -9.7 [g] at 0.053 [s]

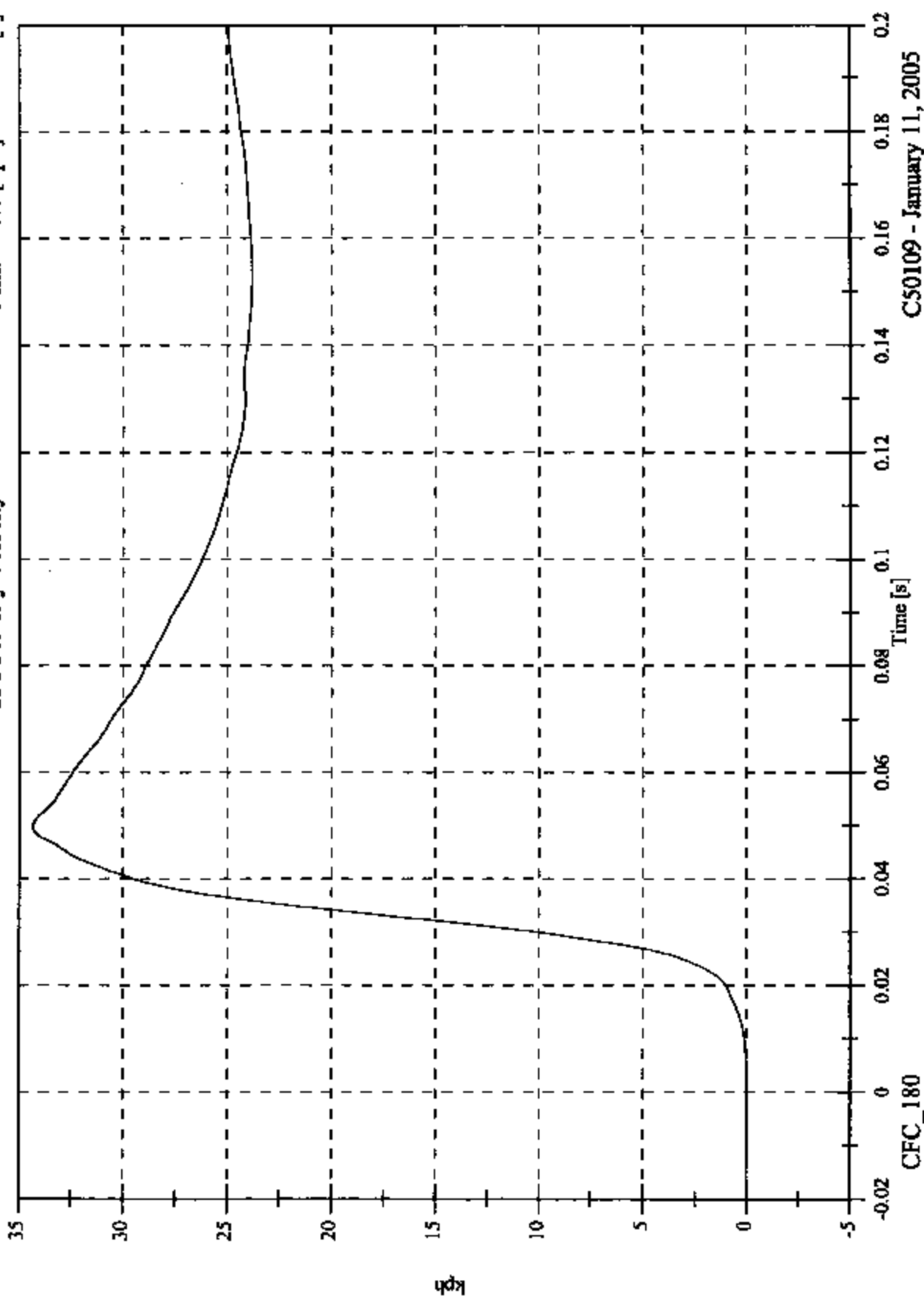


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 34.4 [kph] at 0.050 [s]
 Min: -0.0 [kph] at -0.018 [s]

V2P1 Pelvic y Velocity



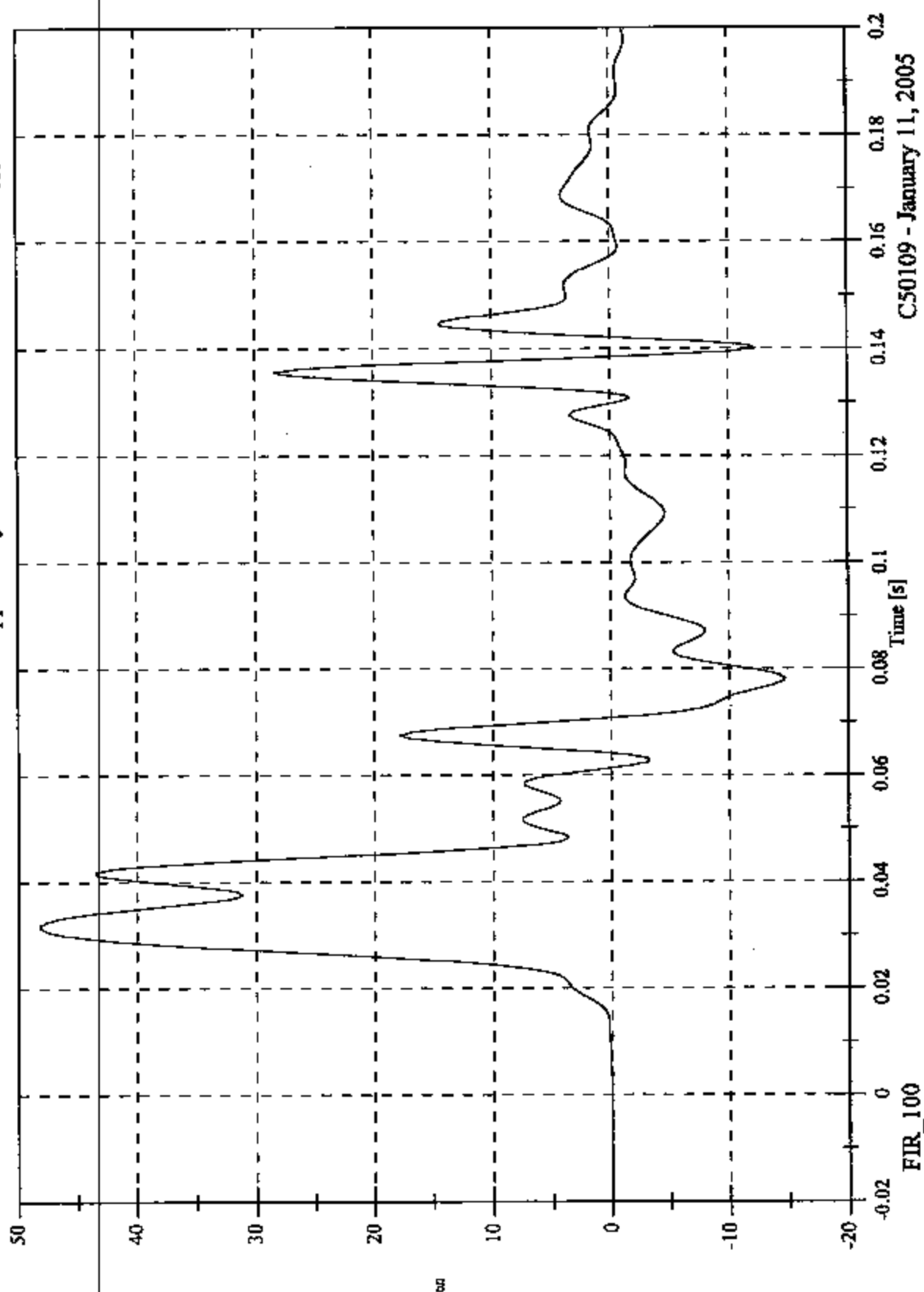
CFC_180

C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Upper Rib y

Max: 48.2 [g] at 0.032 [s]
Min: -14.7 [g] at 0.078 [s]

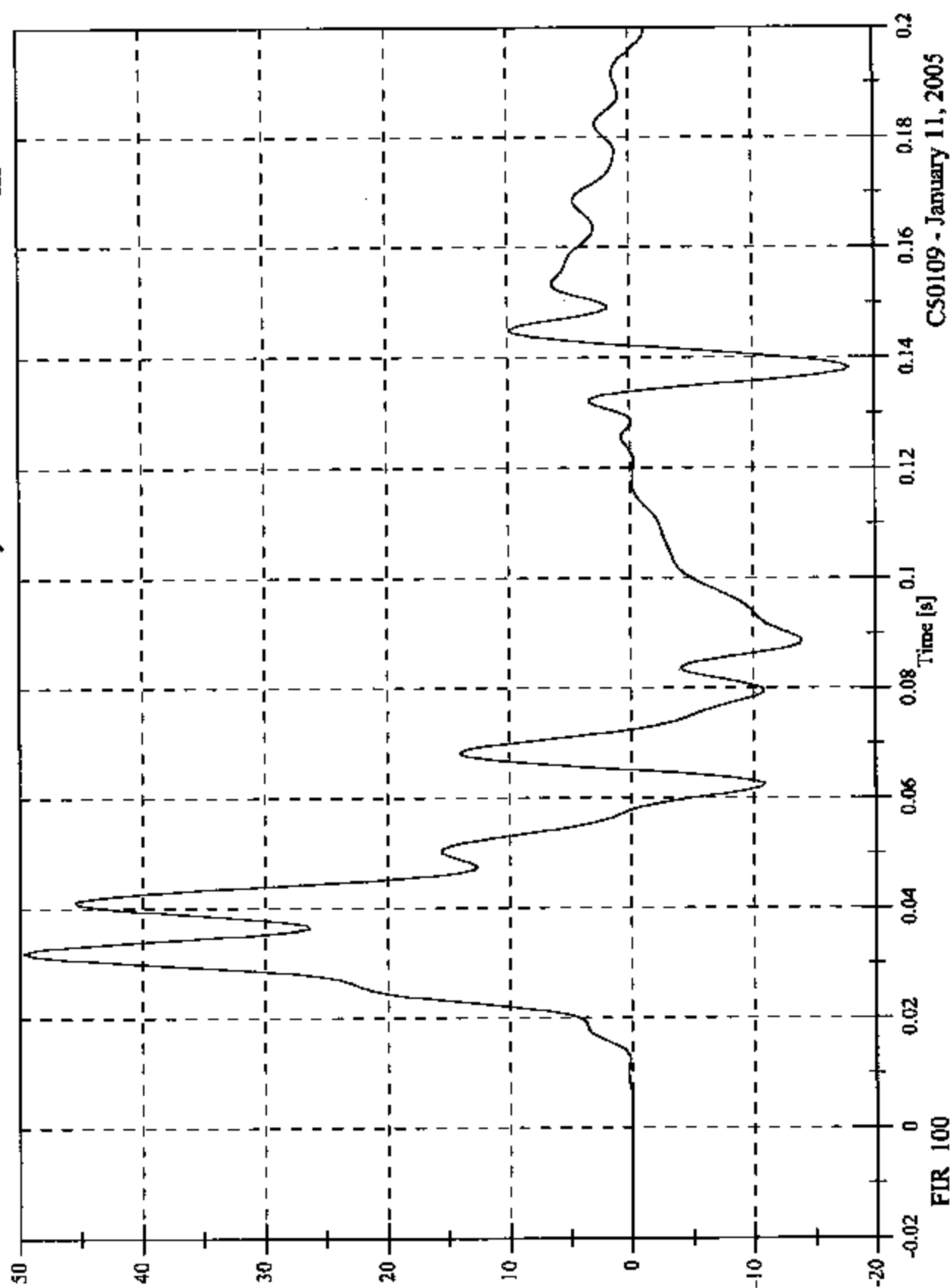


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Rib y

Max: 49.7 [g] at 0.032 [s]
Min: -17.9 [g] at 0.138 [s]

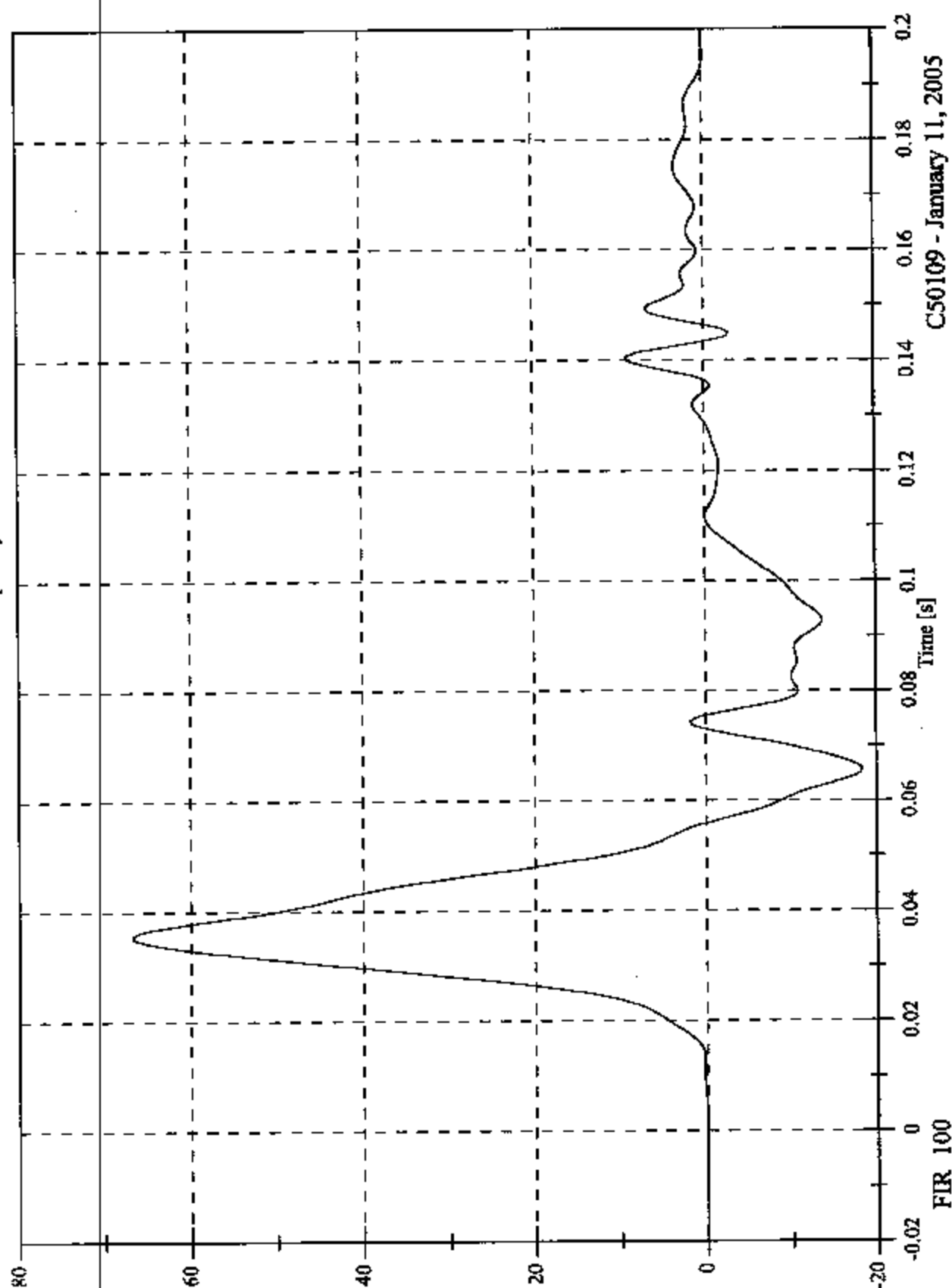


C50109 - January 11, 2005

2005 FIMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine y

Max: 66.7 [g] at 0.036 [s]
Min: -18.3 [g] at 0.066 [s]

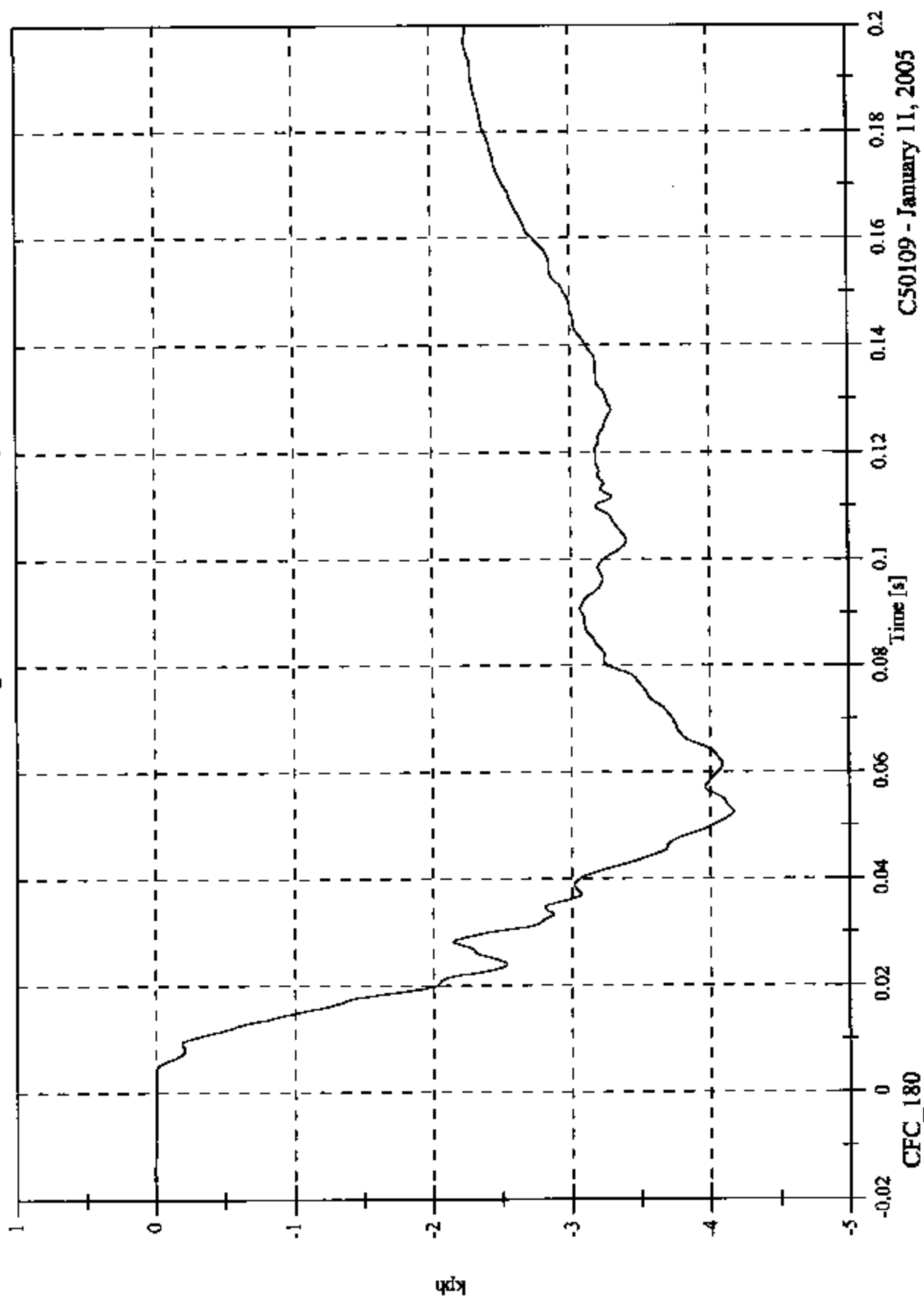


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill X Velocity

Max: 0.0 [kph] at -0.015 [s]
Min: -4.2 [kph] at 0.052 [s]

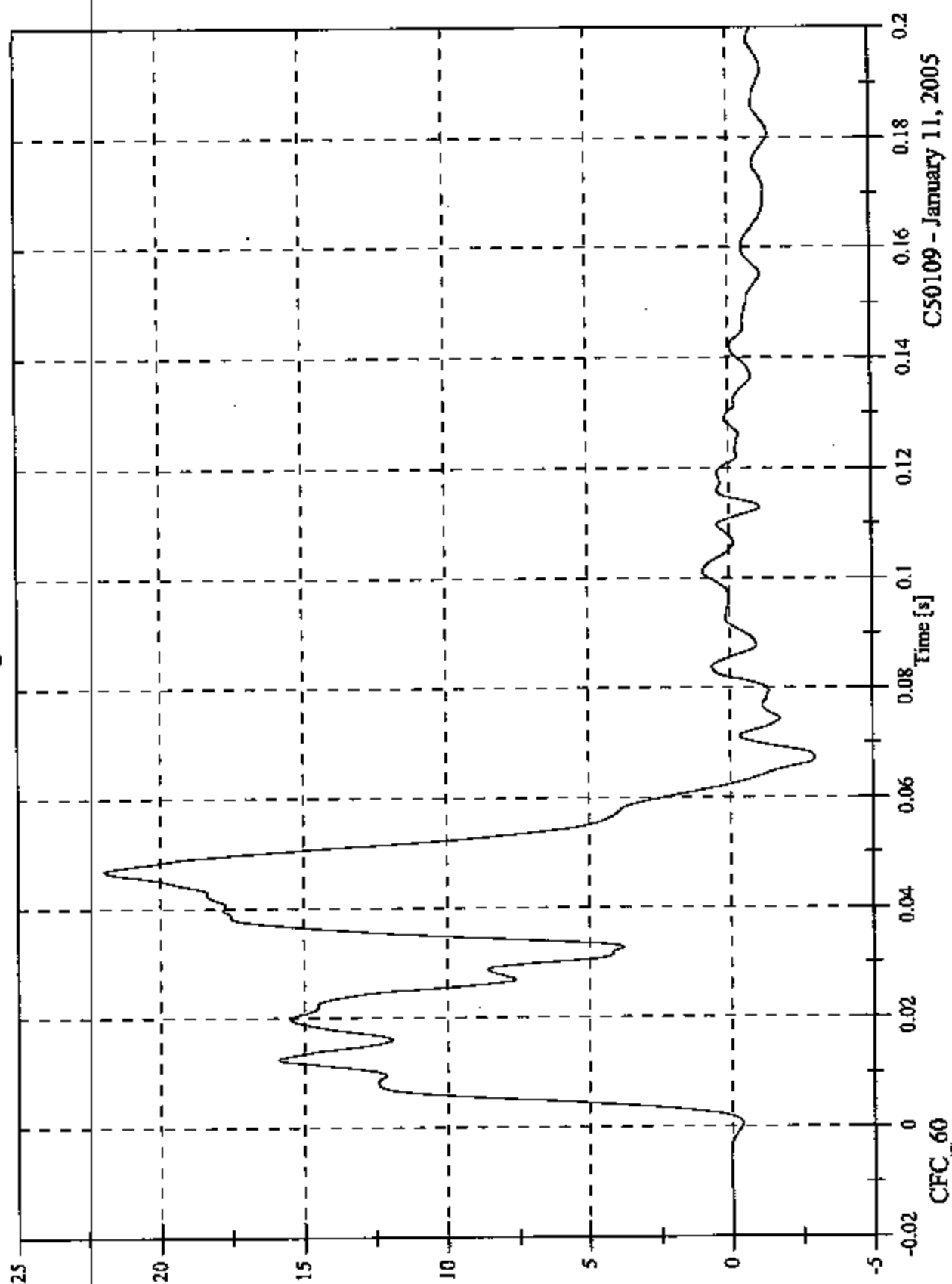


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill Y

Max: 21.9 [g] at 0.047 [s]
Min: -3.0 [g] at 0.067 [s]

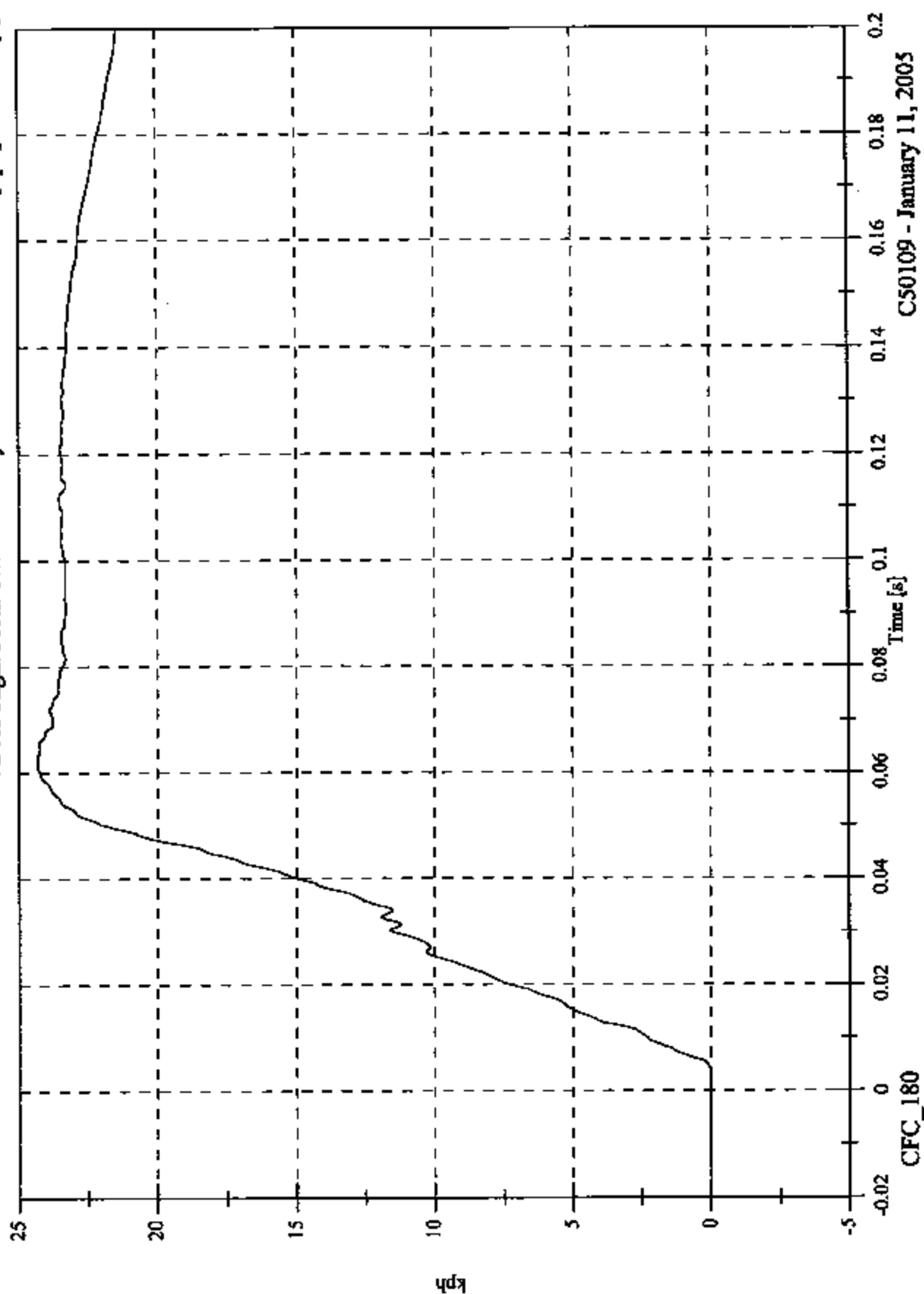


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill Y Velocity

Max: 24.3 [kph] at 0.063 [s]
Min: -0.0 [kph] at -0.013 [s]

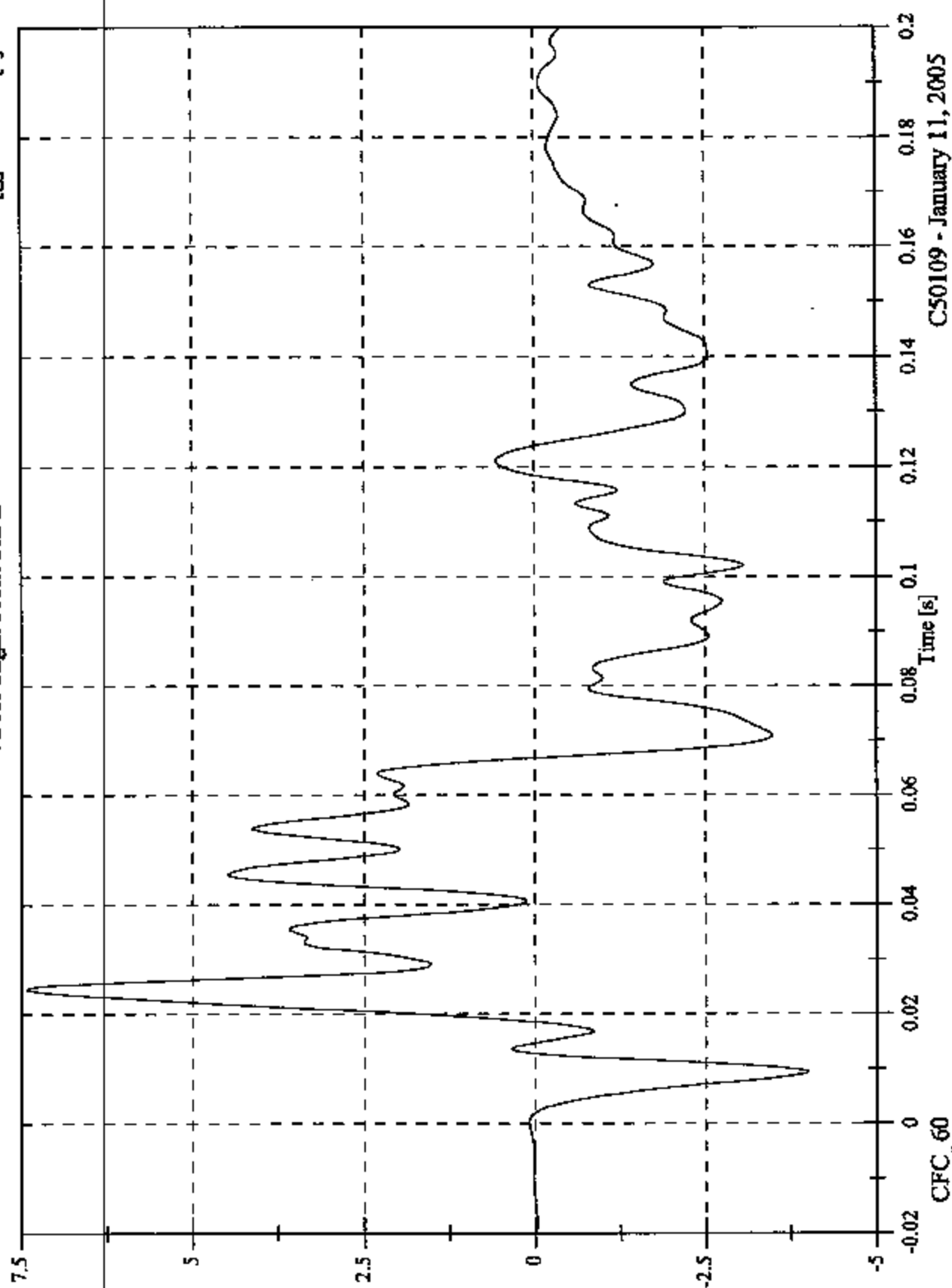


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill Z

Max: 7.4 [g] at 0.025 [s]
Min: -4.0 [g] at 0.009 [s]

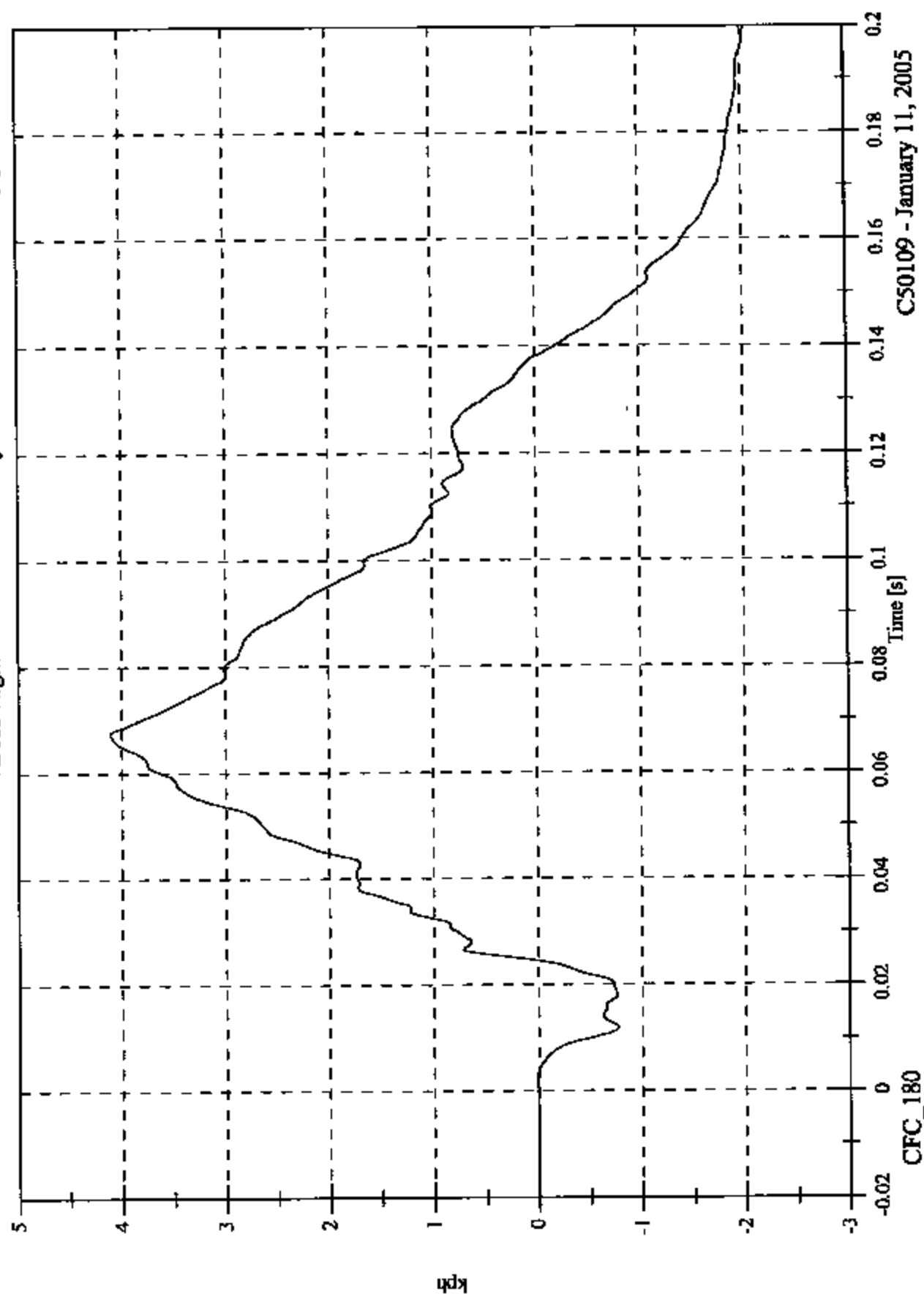


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill Z Velocity

Max: 4.1 [kph] at 0.067 [s]
Min: -2.0 [kph] at 0.200 [s]



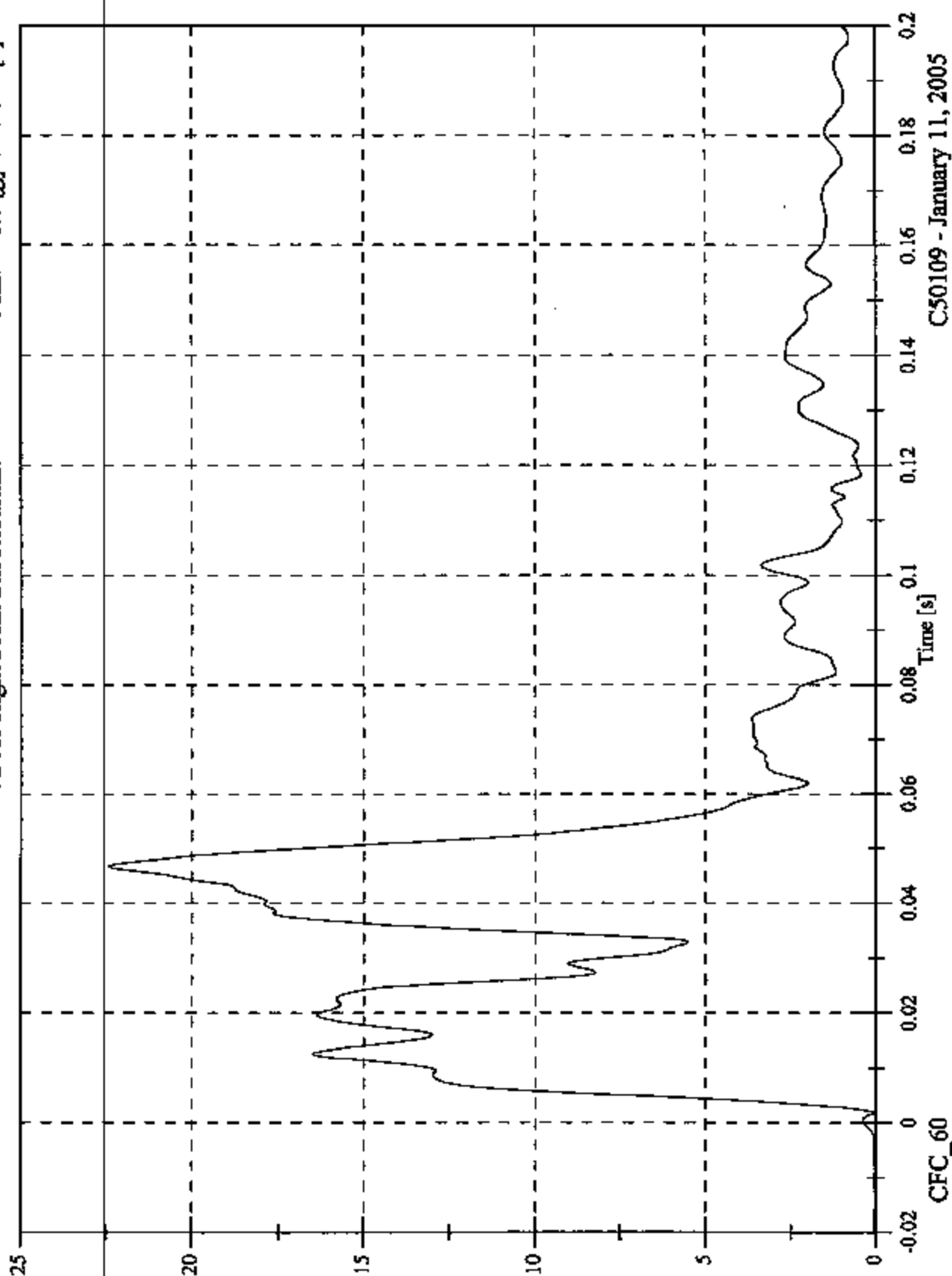
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A1 Right Front Sill Resultant

Max: 22.4 [g] at 0.047 [s]

Min: 0.0 [g] at -0.014 [s]

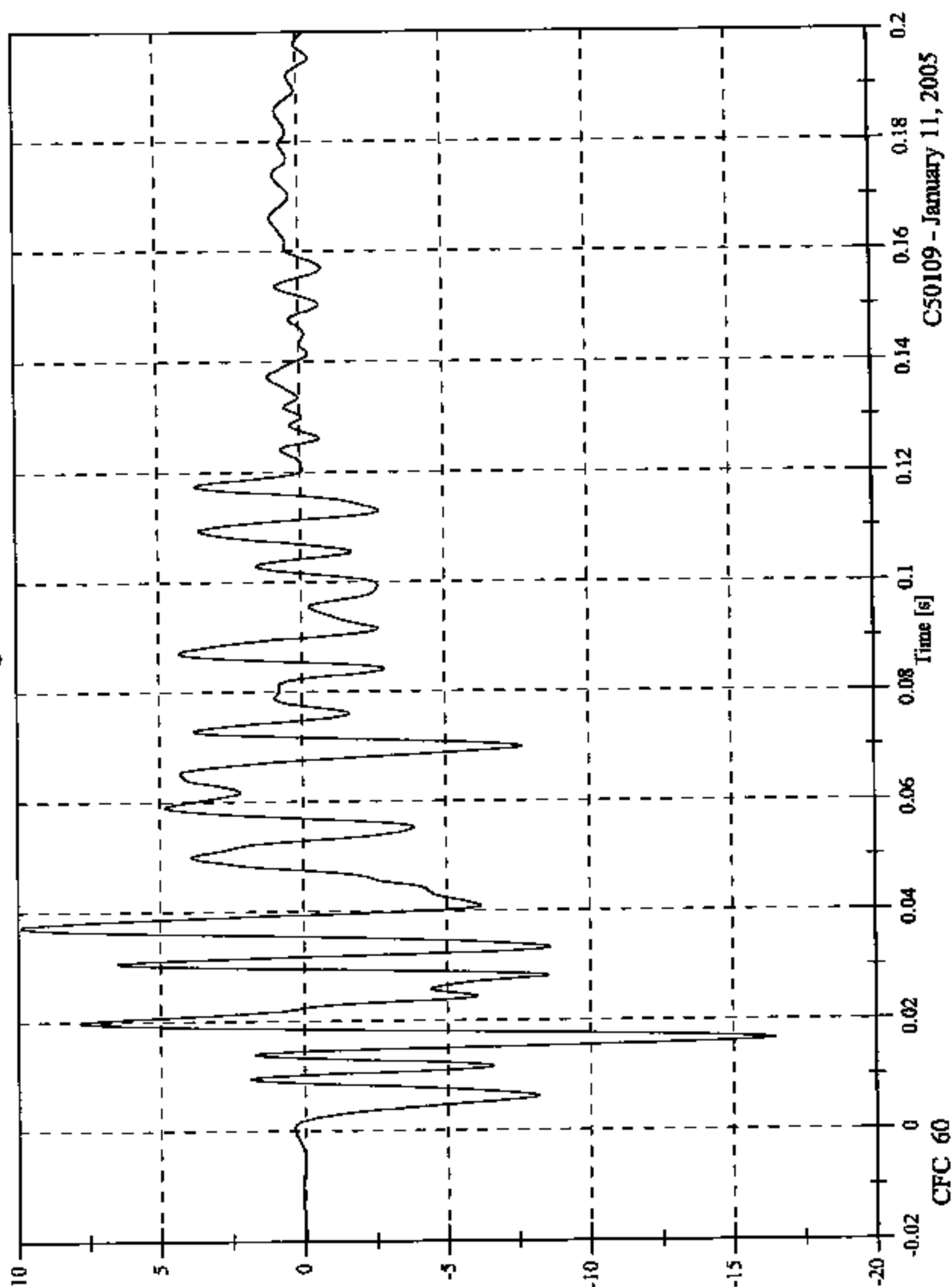


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill X

Max: 9.9 [g] at 0.037 [s]
Min: -16.5 [g] at 0.017 [s]



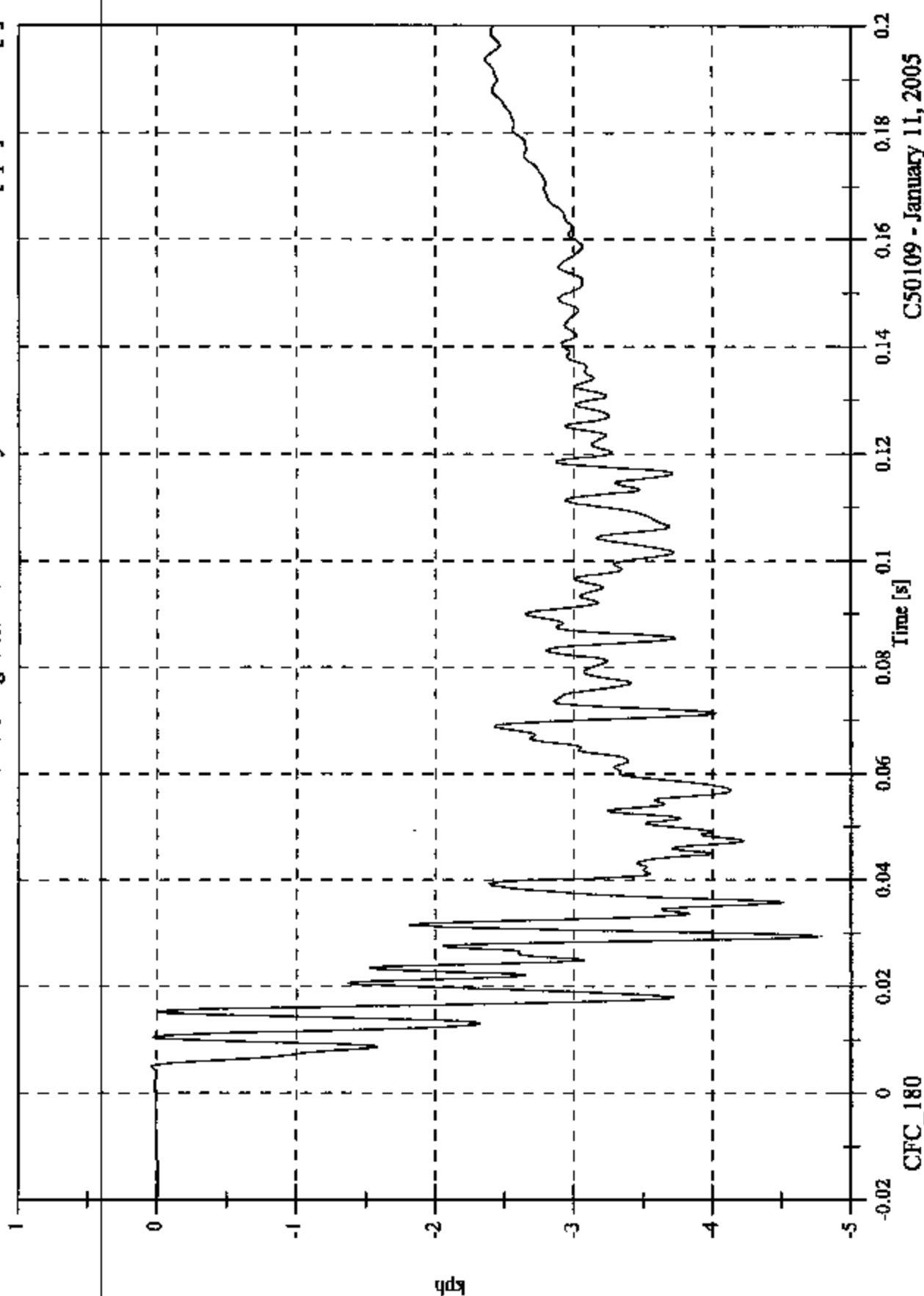
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill X Velocity

Max: 0.0 [kph] at 0.005 [s]

Min: -4.8 [kph] at 0.029 [s]

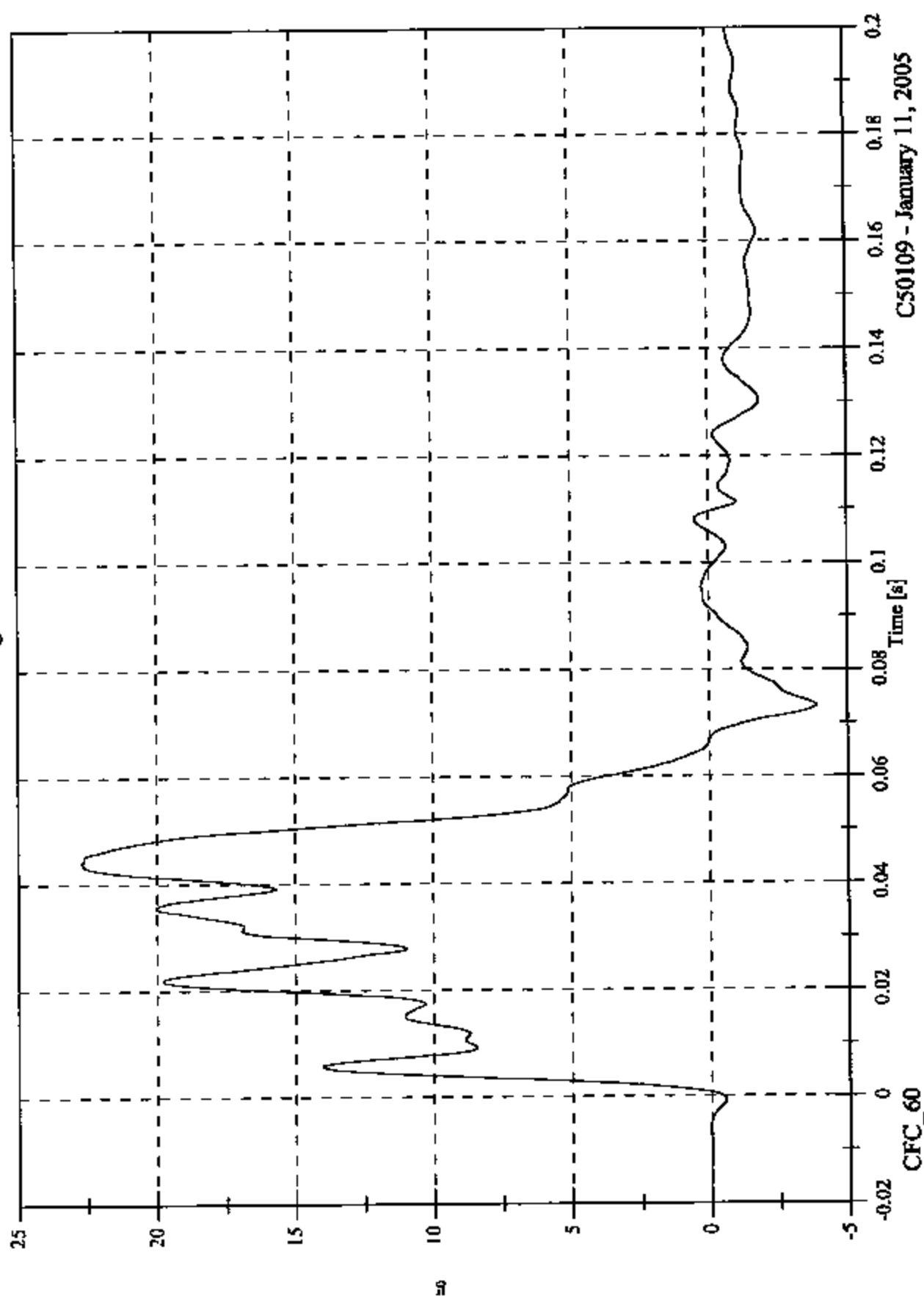


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill Y

Max: 22.7 [g] at 0.044 [s]
Min: -3.8 [g] at 0.073 [s]

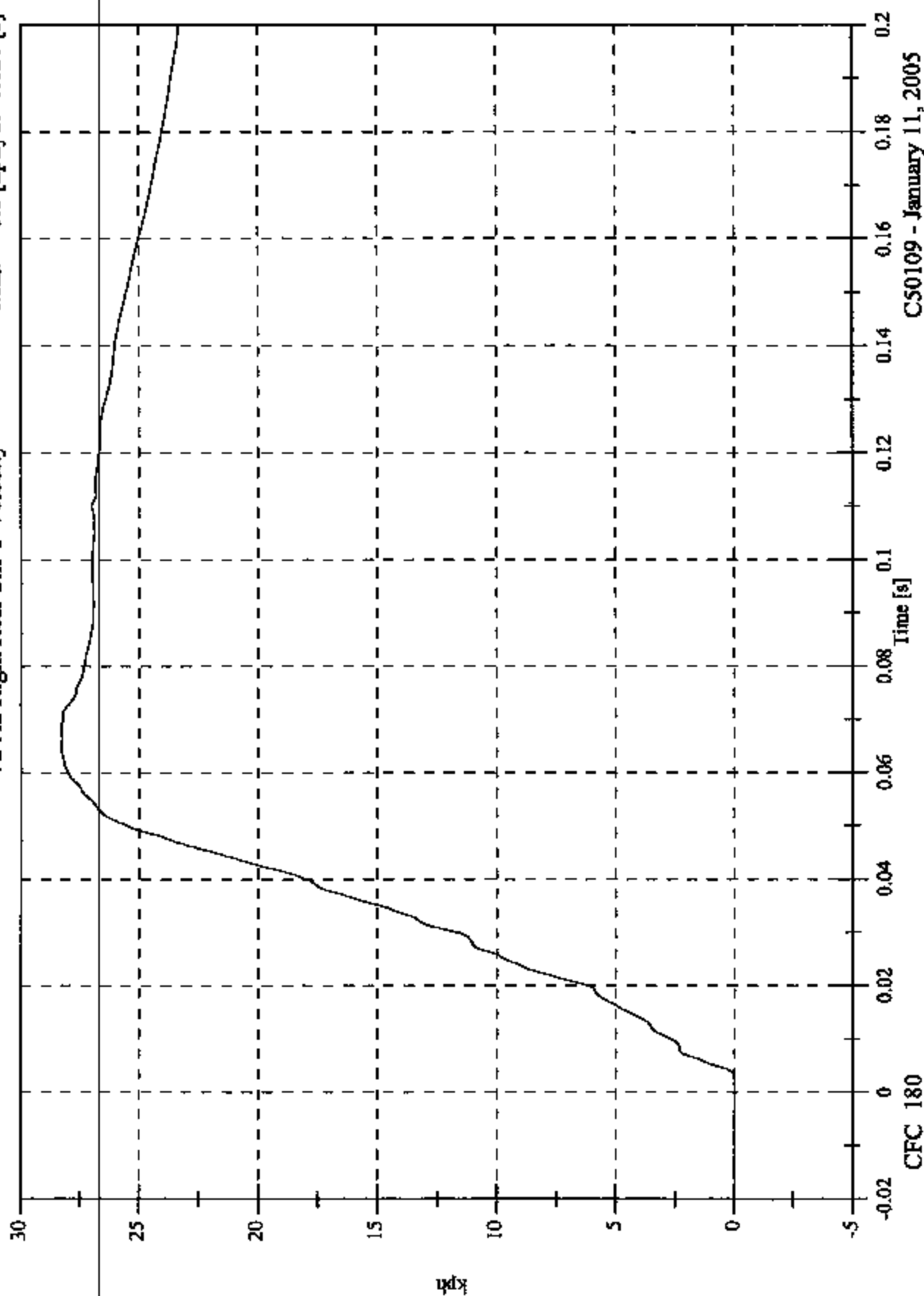


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill Y Velocity

Max: 28.3 [kph] at 0.064 [s]
Min: -0.0 [kph] at -0.020 [s]



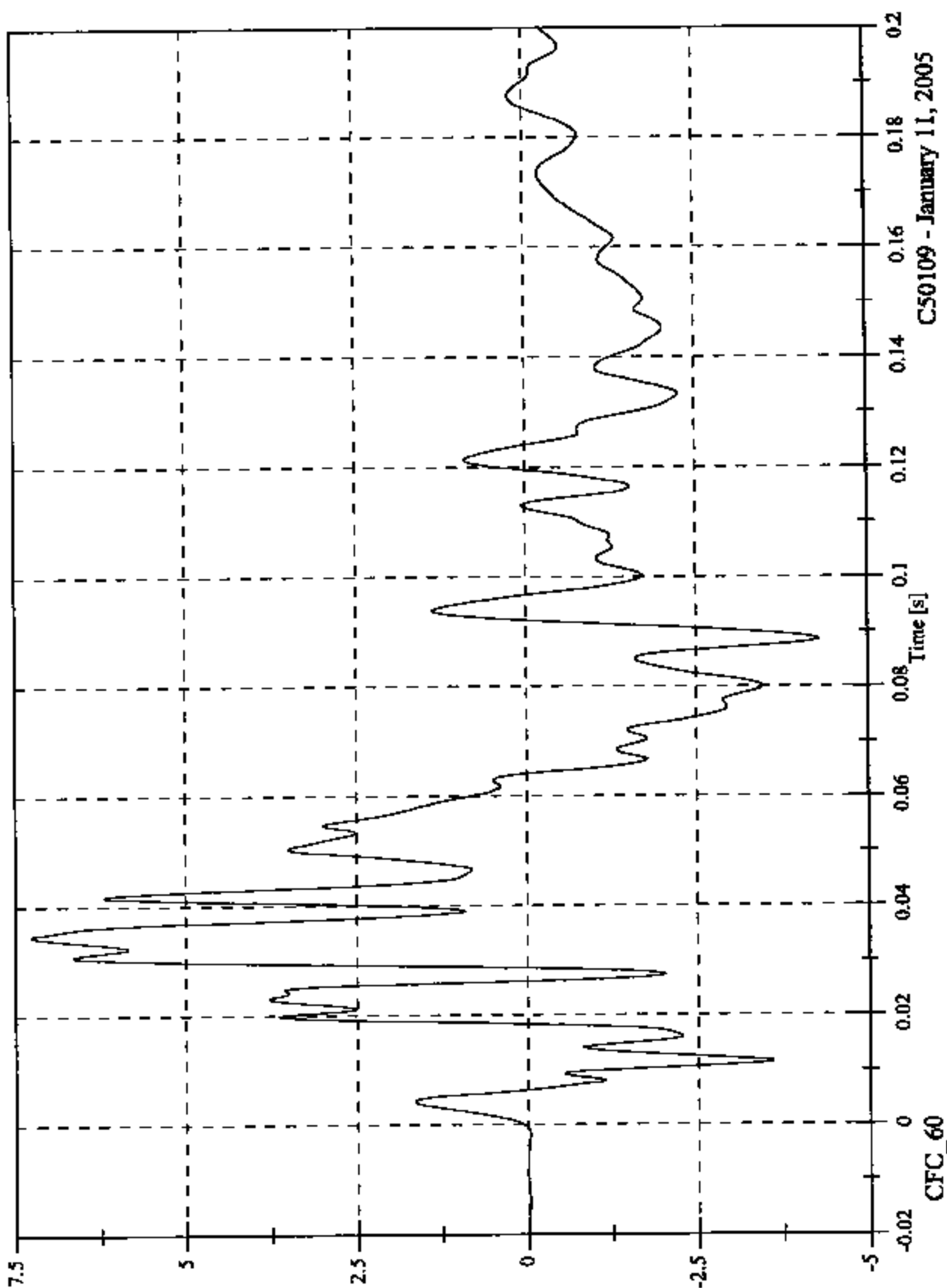
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill Z

Max: 7.3 [g] at 0.034 [s]

Min: -4.3 [g] at 0.089 [s]

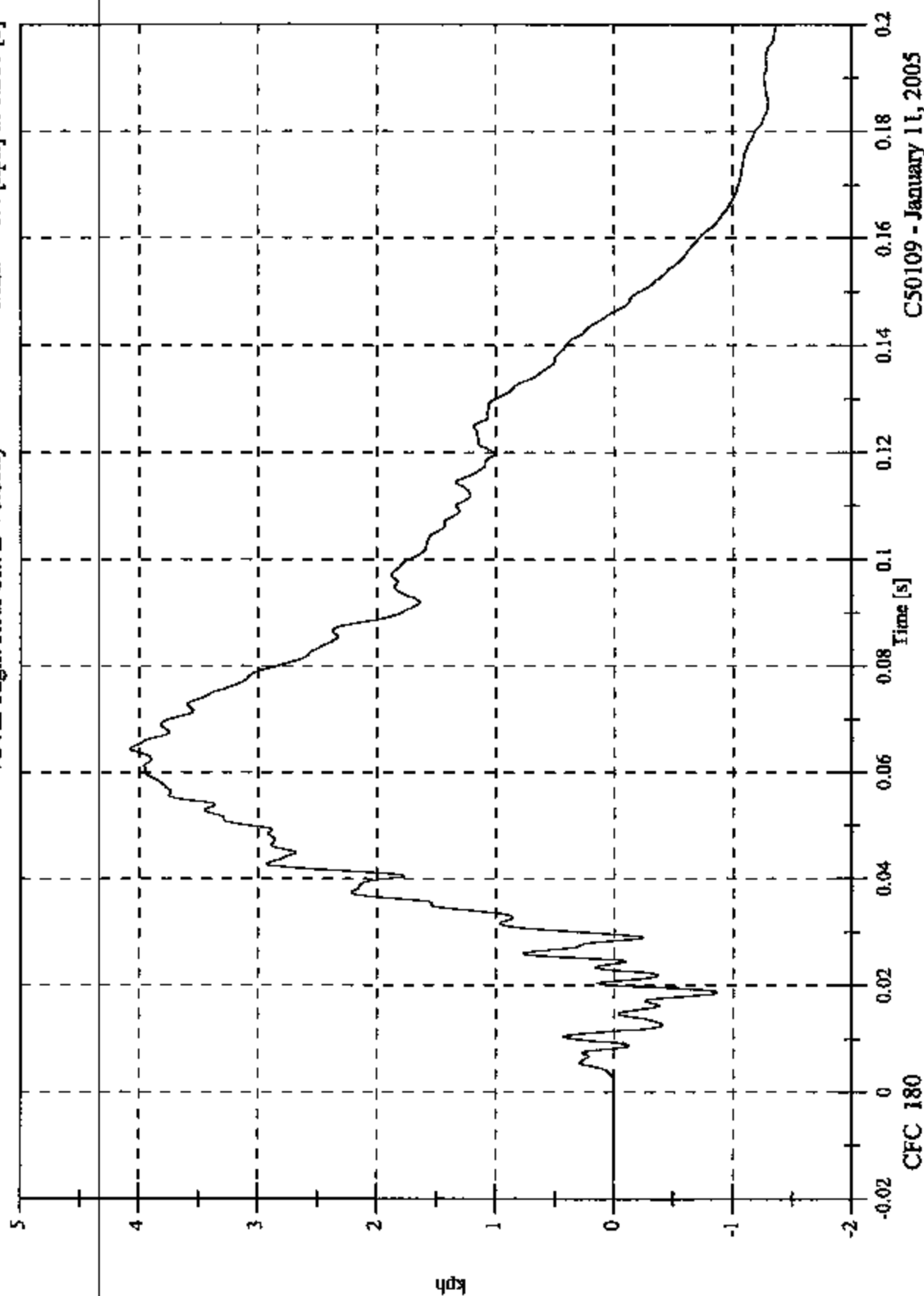


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 4.1 [kph] at 0.064 [s]
Min: -1.4 [kph] at 0.200 [s]

V2 A2 Right Rear Sill Z Velocity

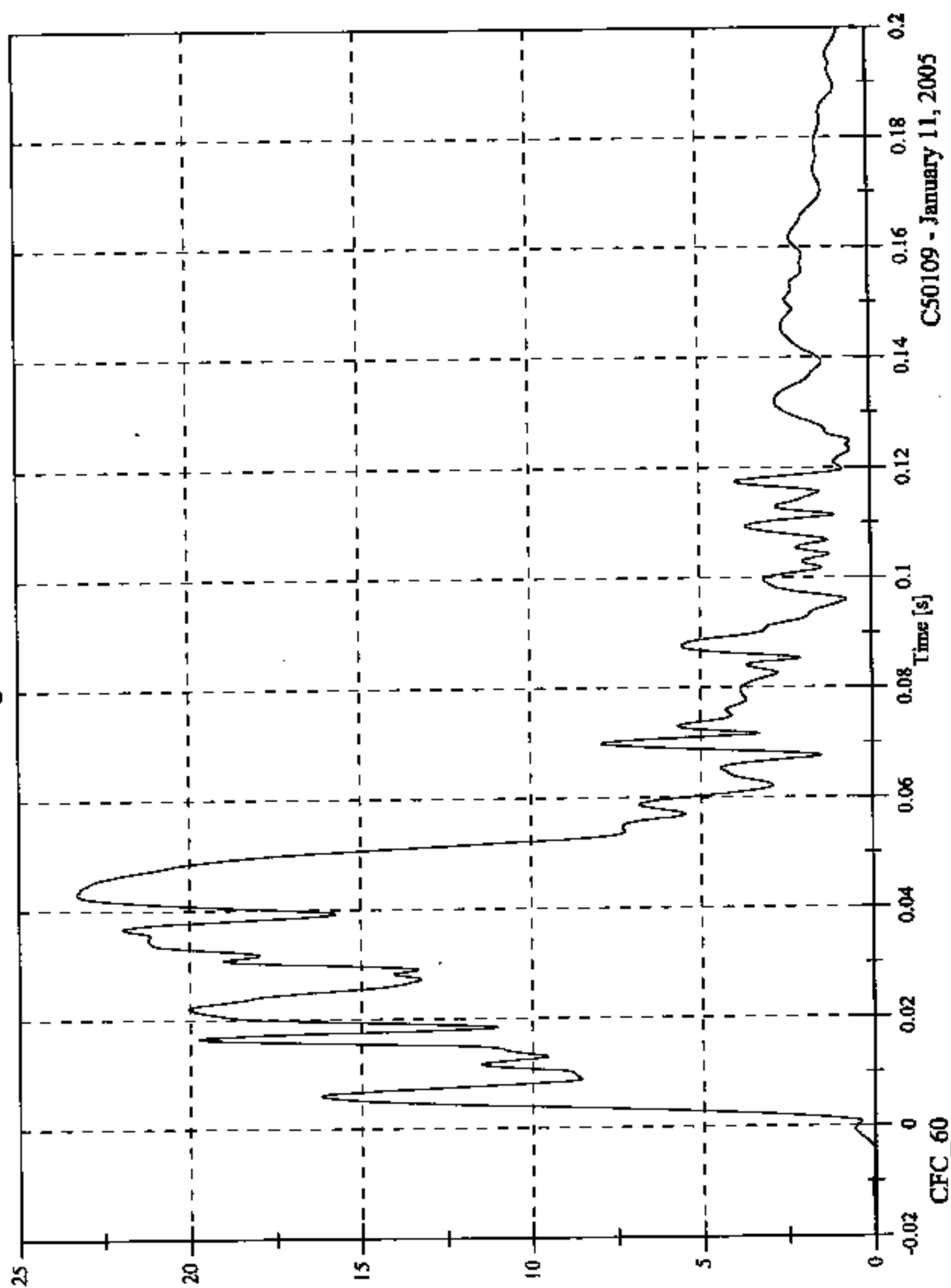


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A2 Right Rear Sill Resultant

Max: 23.3 [g] at 0.043 [s]
Min: 0.0 [g] at -0.005 [s]

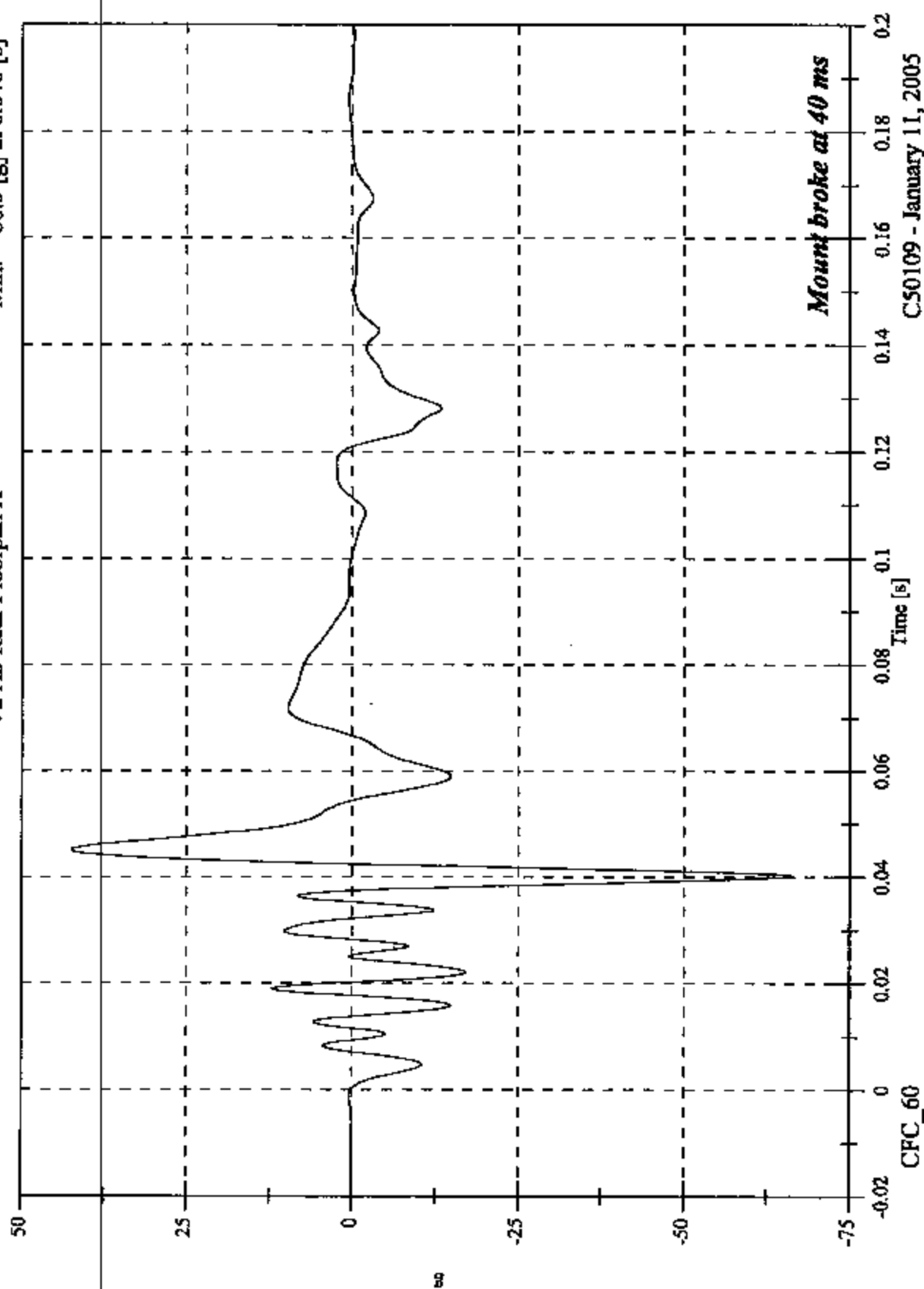


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan X

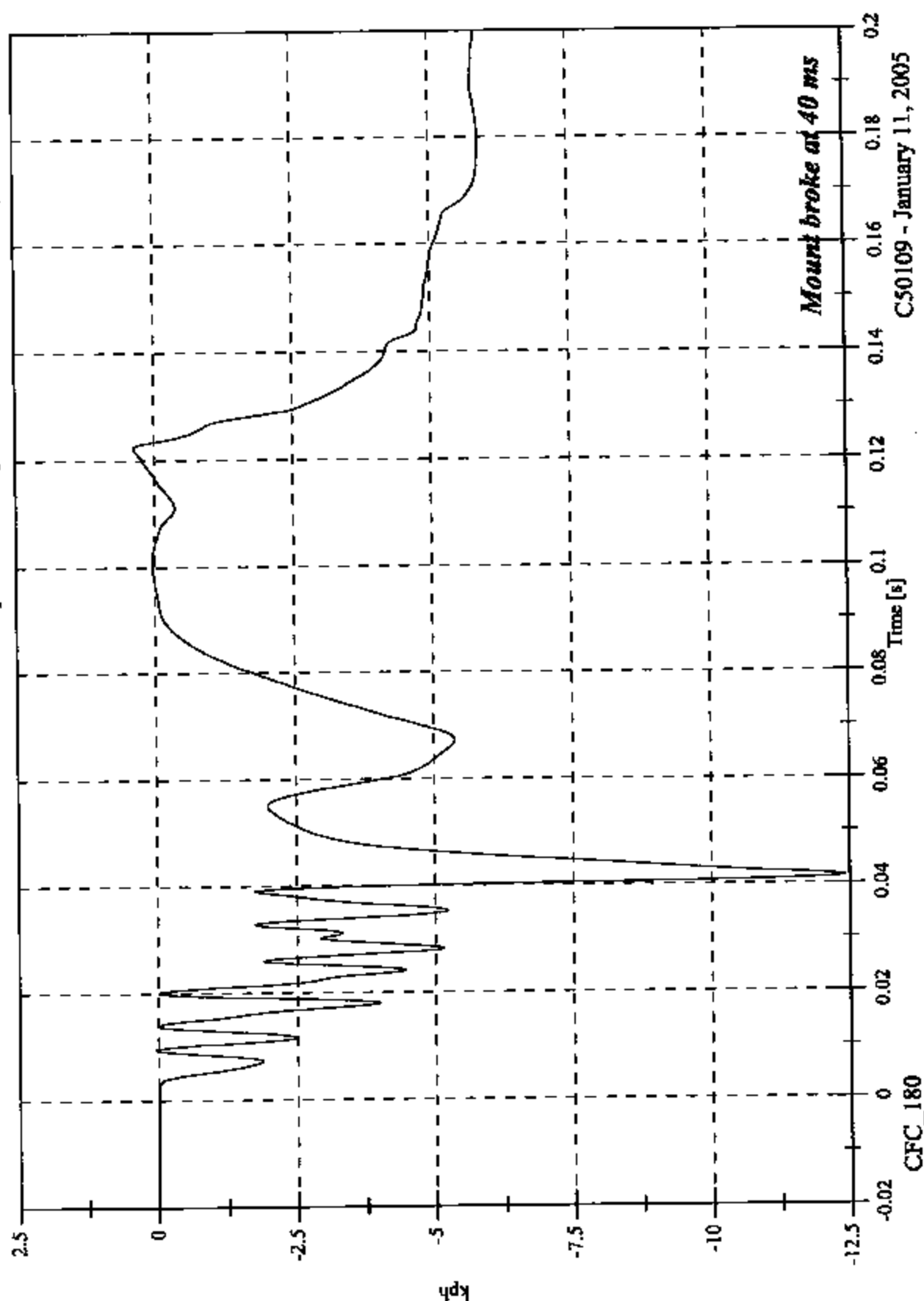
Max: 42.5 [g] at 0.045 [s]
Min: -66.3 [g] at 0.040 [s]



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan X Velocity

Max: 0.4 [kph] at 0.122 [s]
Min: -12.4 [kph] at 0.041 [s]

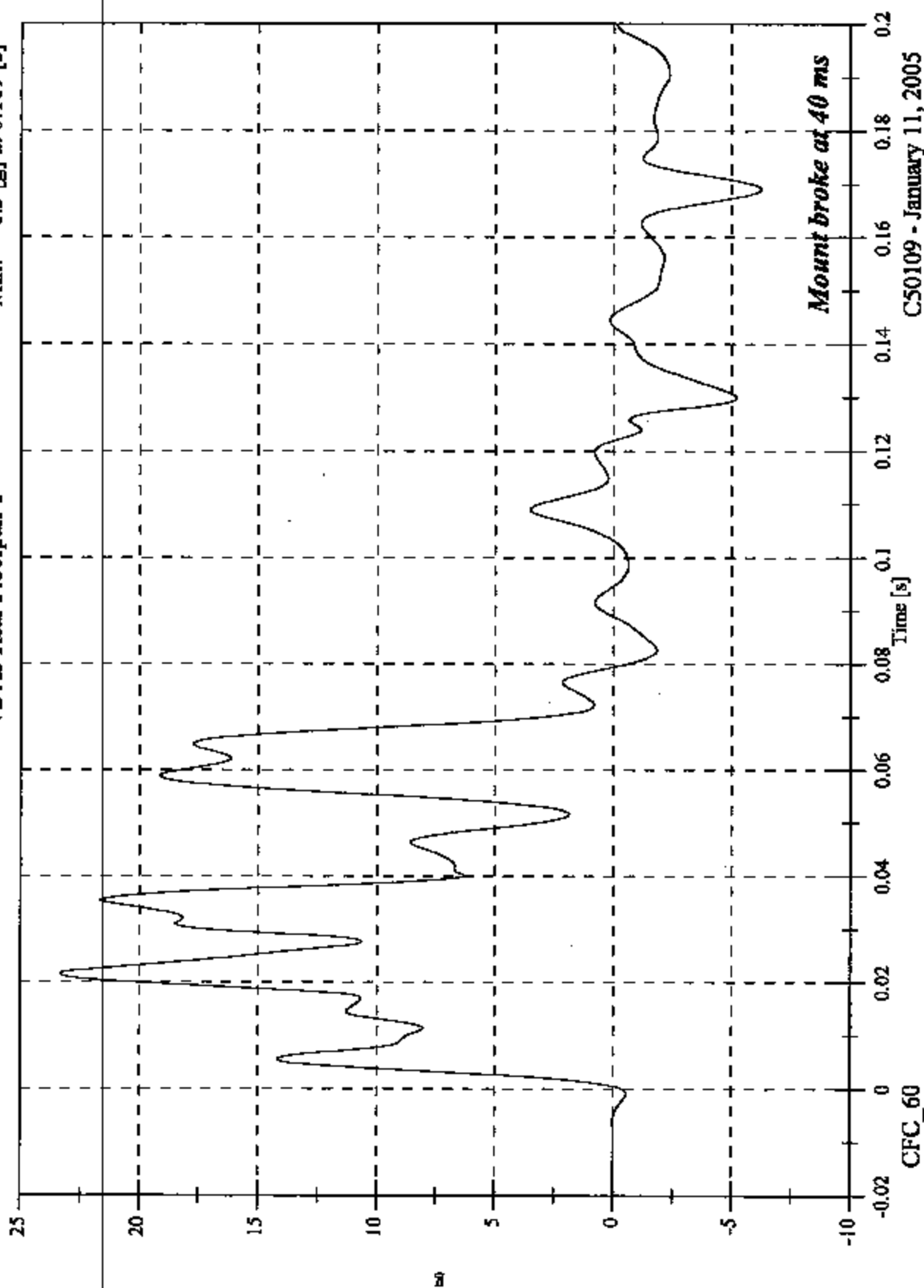


2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan Y

Max: 23.3 [g] at 0.022 [s]

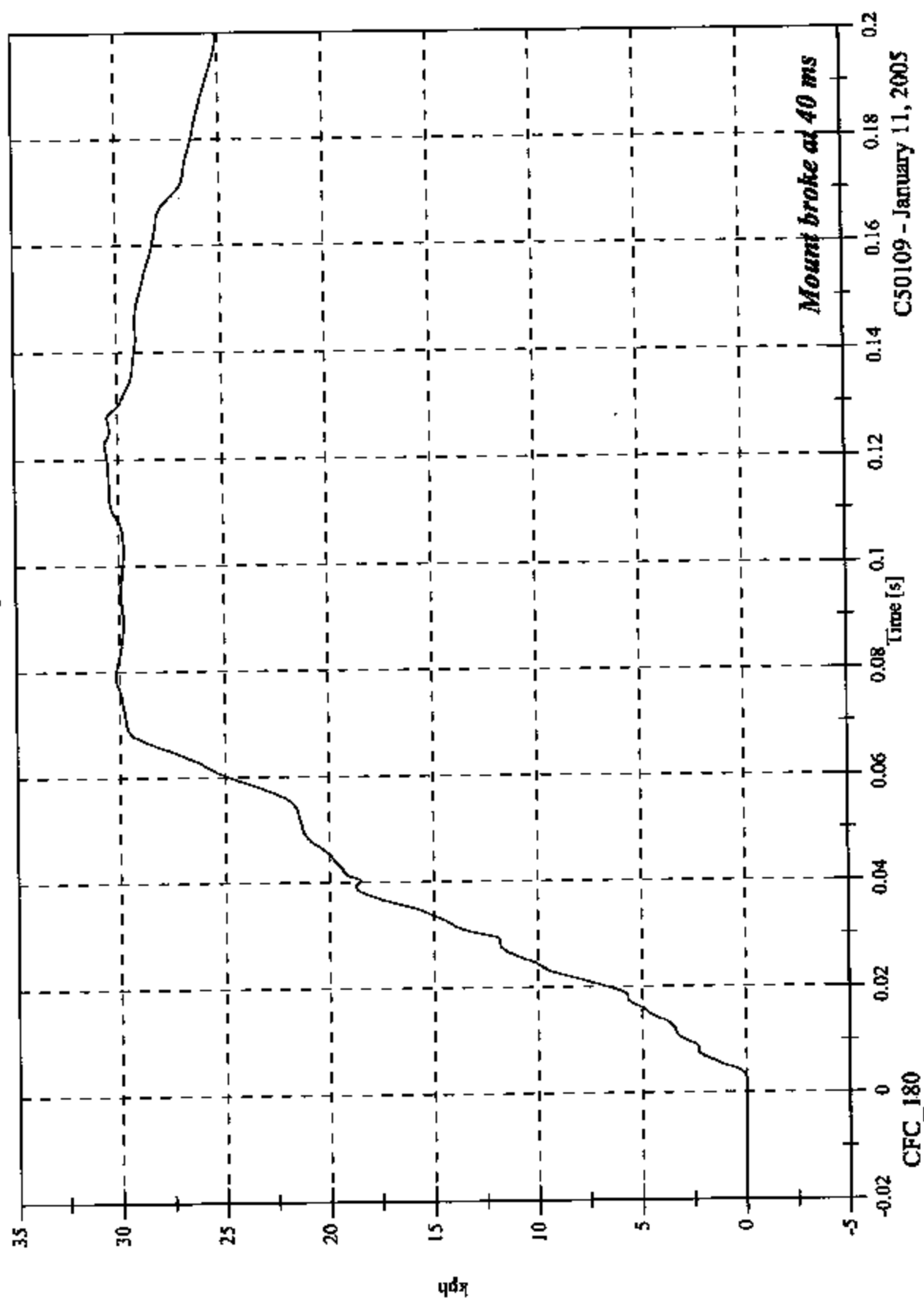
Min: -6.3 [g] at 0.169 [s]



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan Y Velocity

Max: 30.6 [kph] at 0.123 [s]
Min: -0.0 [kph] at 0.002 [s]

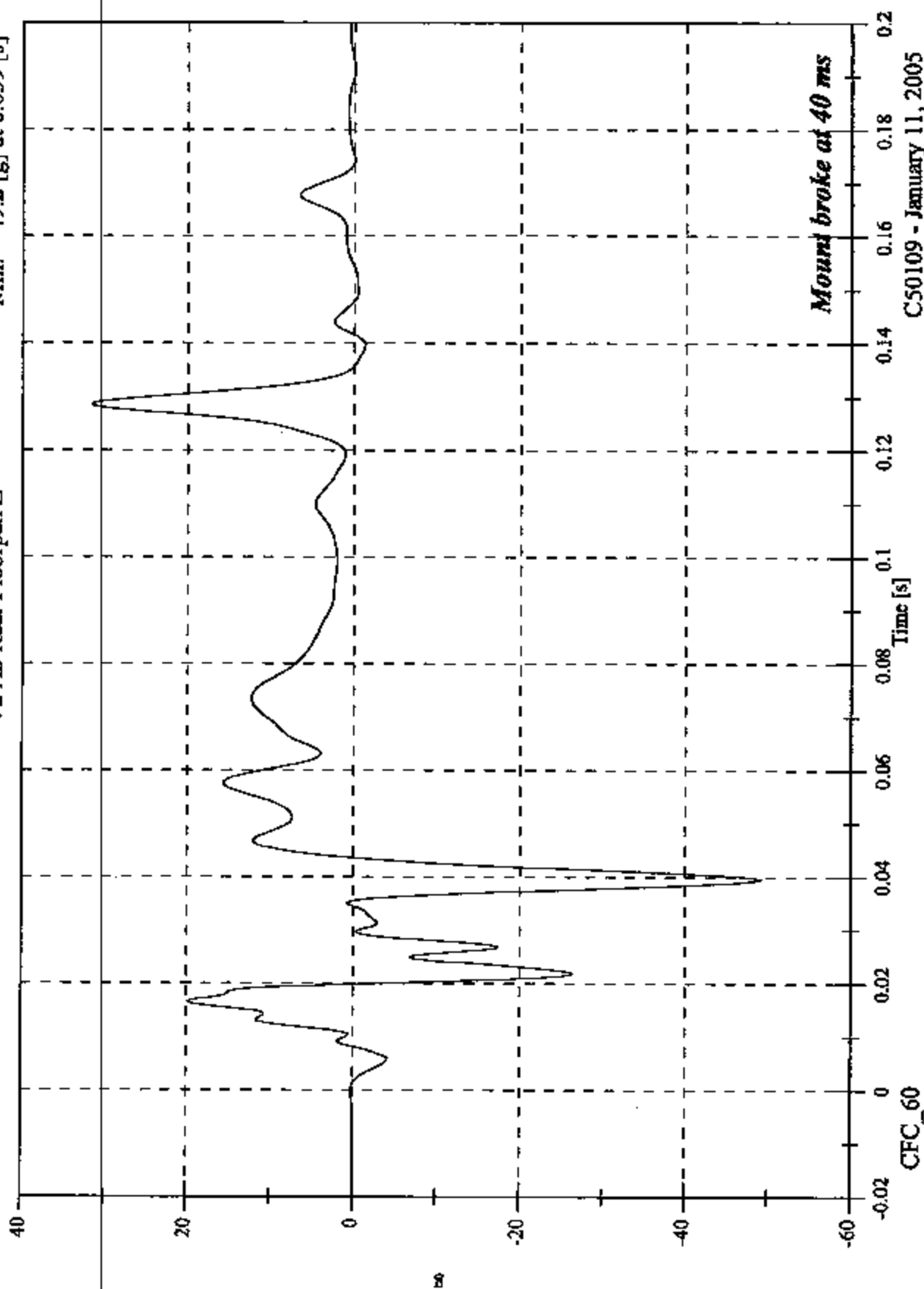


Mount broke at 40 ms
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan Z

Max: 31.7 [g] at 0.129 [s]
Min: -49.2 [g] at 0.039 [s]

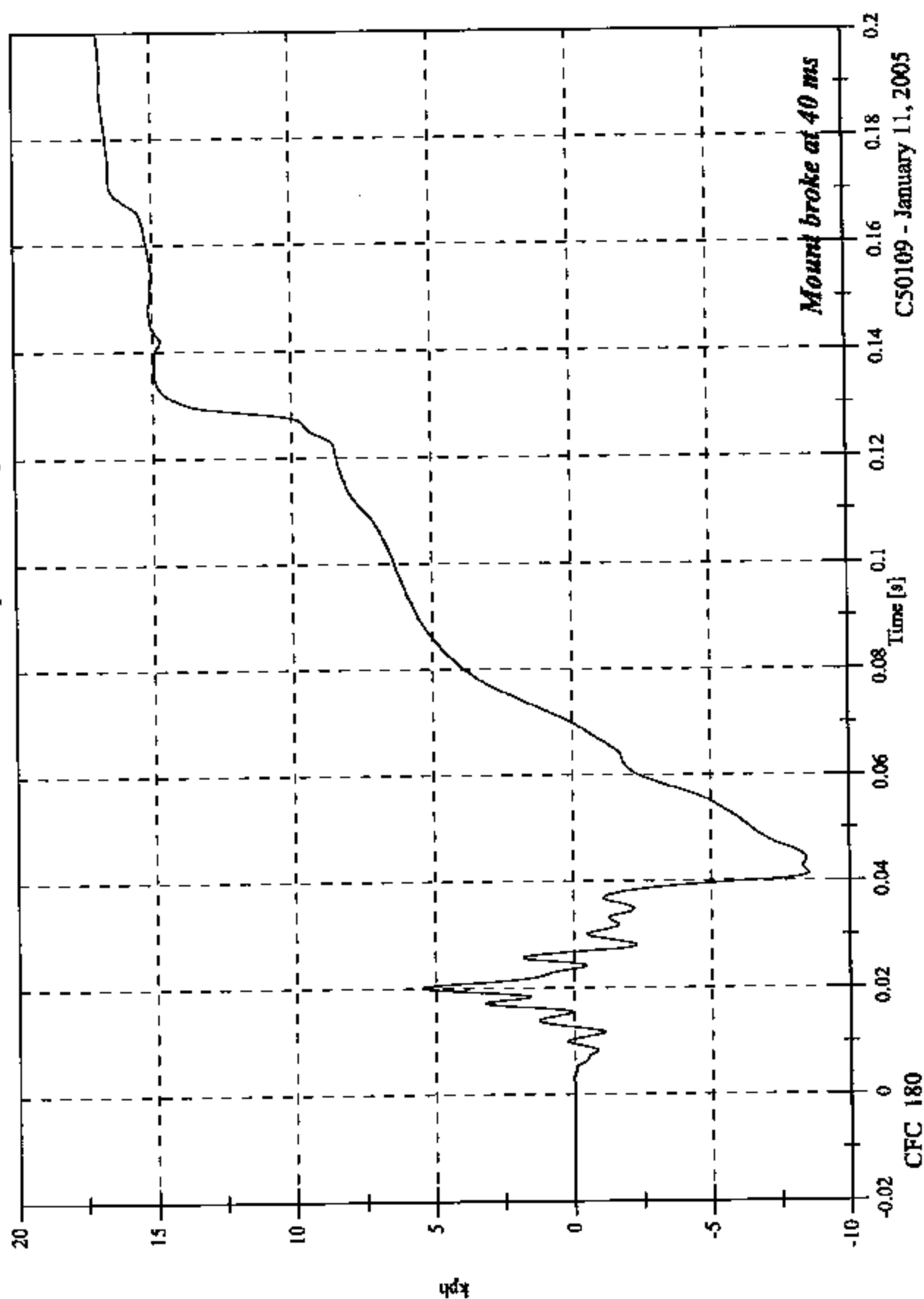


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan Z Velocity

Max: 16.9 [kph] at 0.200 [s]
Min: -8.5 [kph] at 0.041 [s]

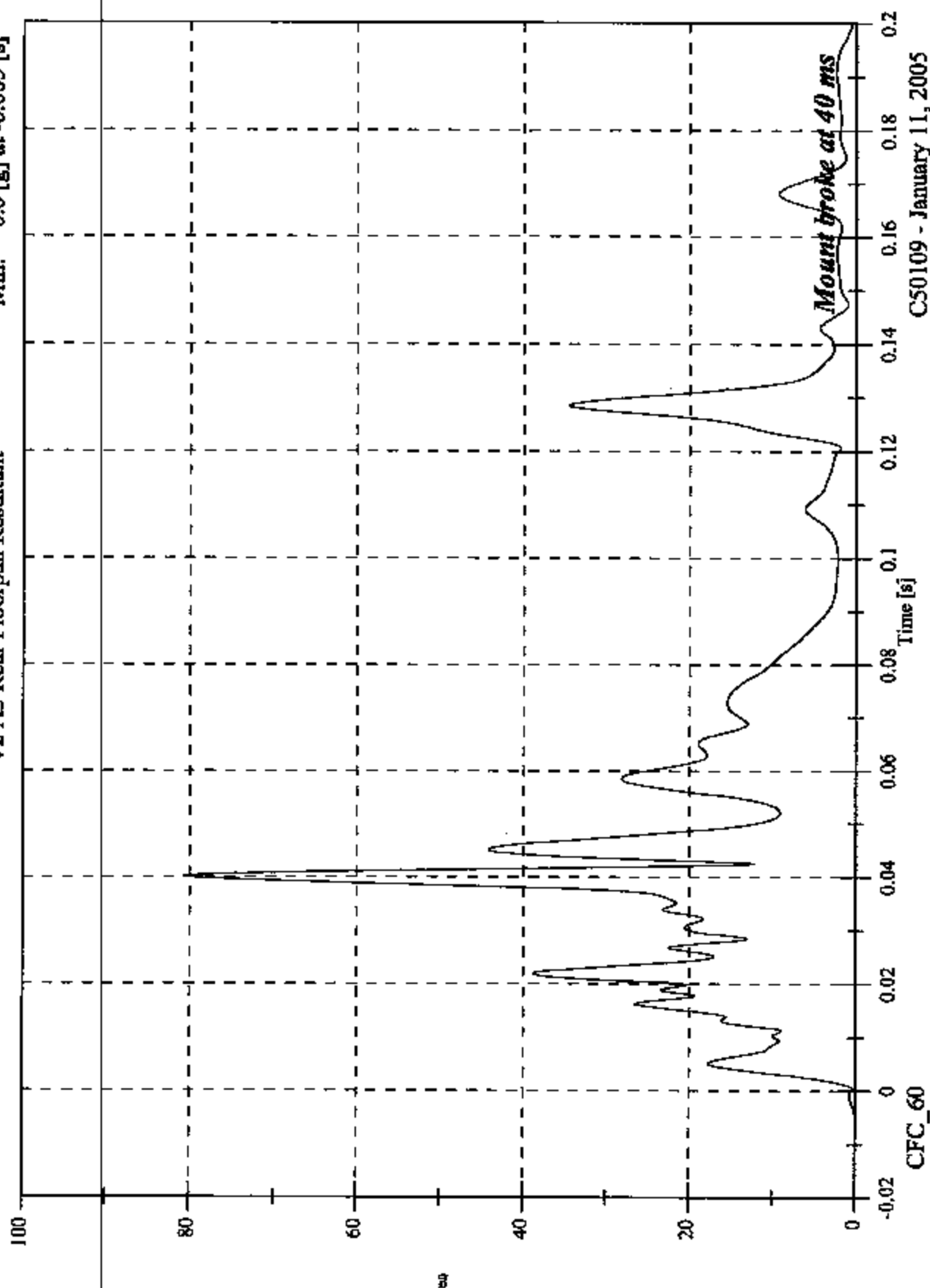


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A3 Rear Floorpan Resultant

Max: 80.7 [g] at 0.040 [s]
Min: 0.0 [g] at -0.005 [s]

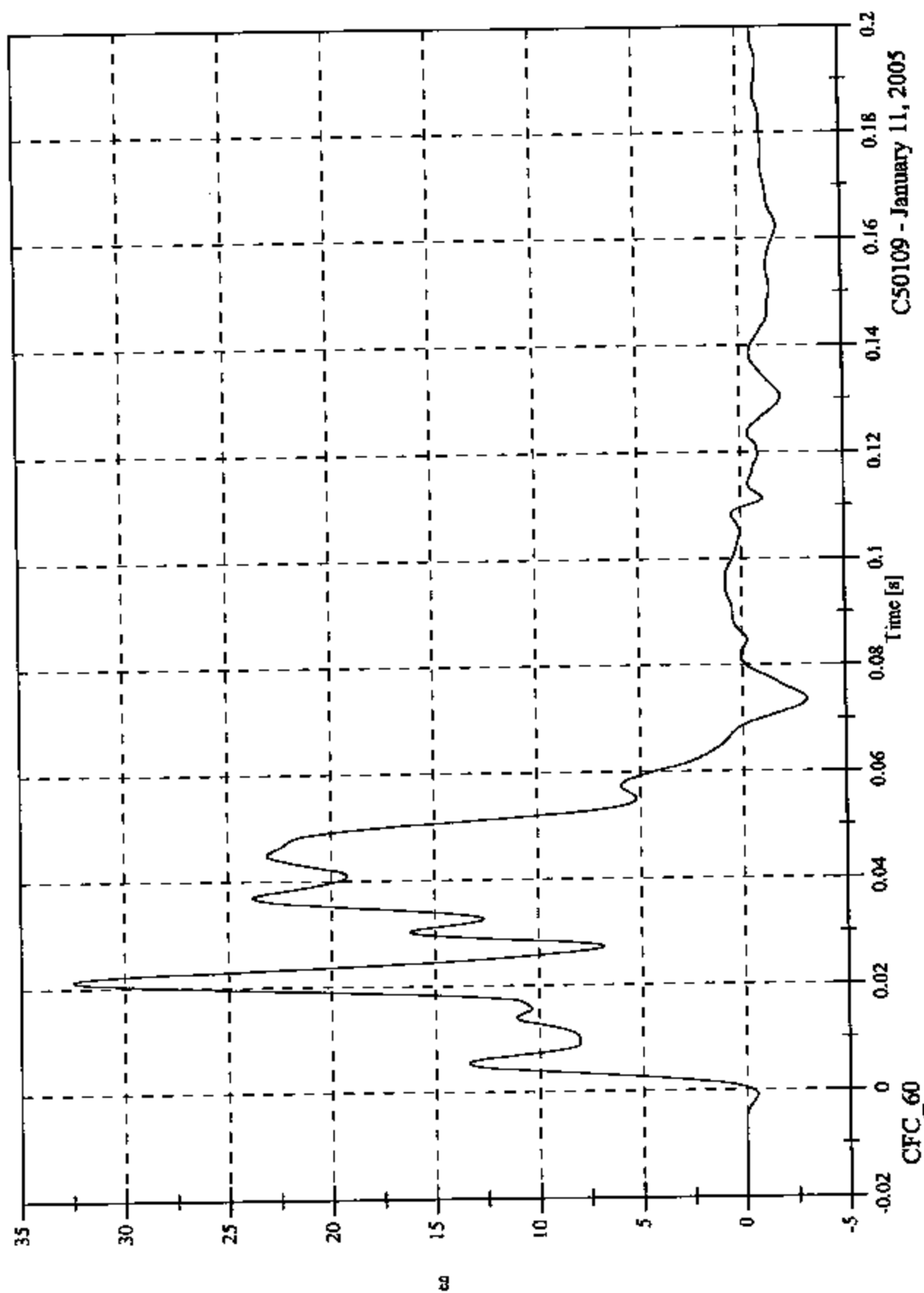


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A4 Left Rear Sill Y

Max: 32.5 [g] at 0.021 [s]
Min: -3.1 [g] at 0.073 [s]

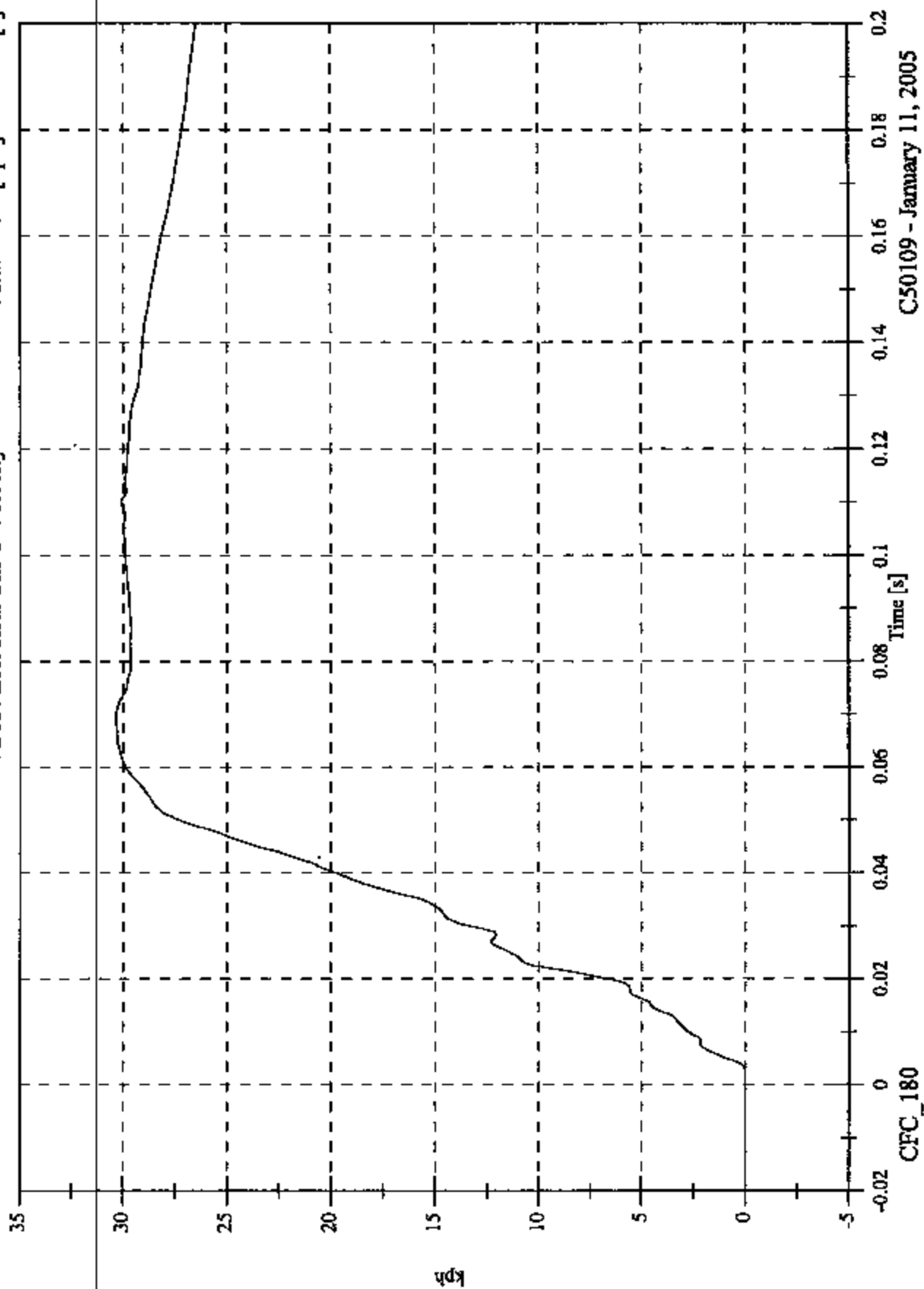


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A4 Left Rear Sill Y Velocity

Max: 30.3 [kph] at 0.069 [s]
Min: -0.0 [kph] at -0.008 [s]

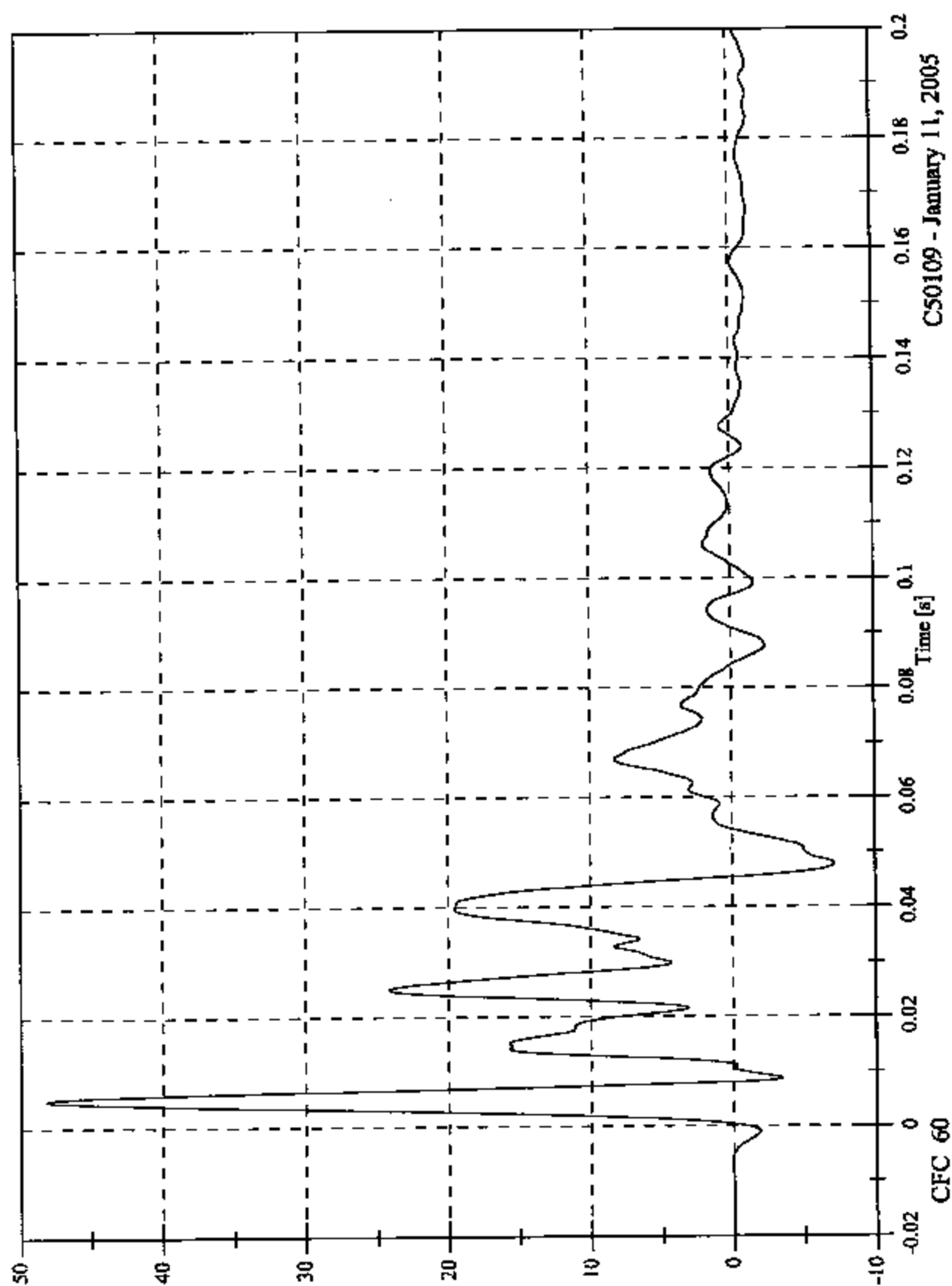


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A5 Left Front Sill Y

Max: 48.2 [g] at 0.005 [s]
Min: -7.1 [g] at 0.048 [s]

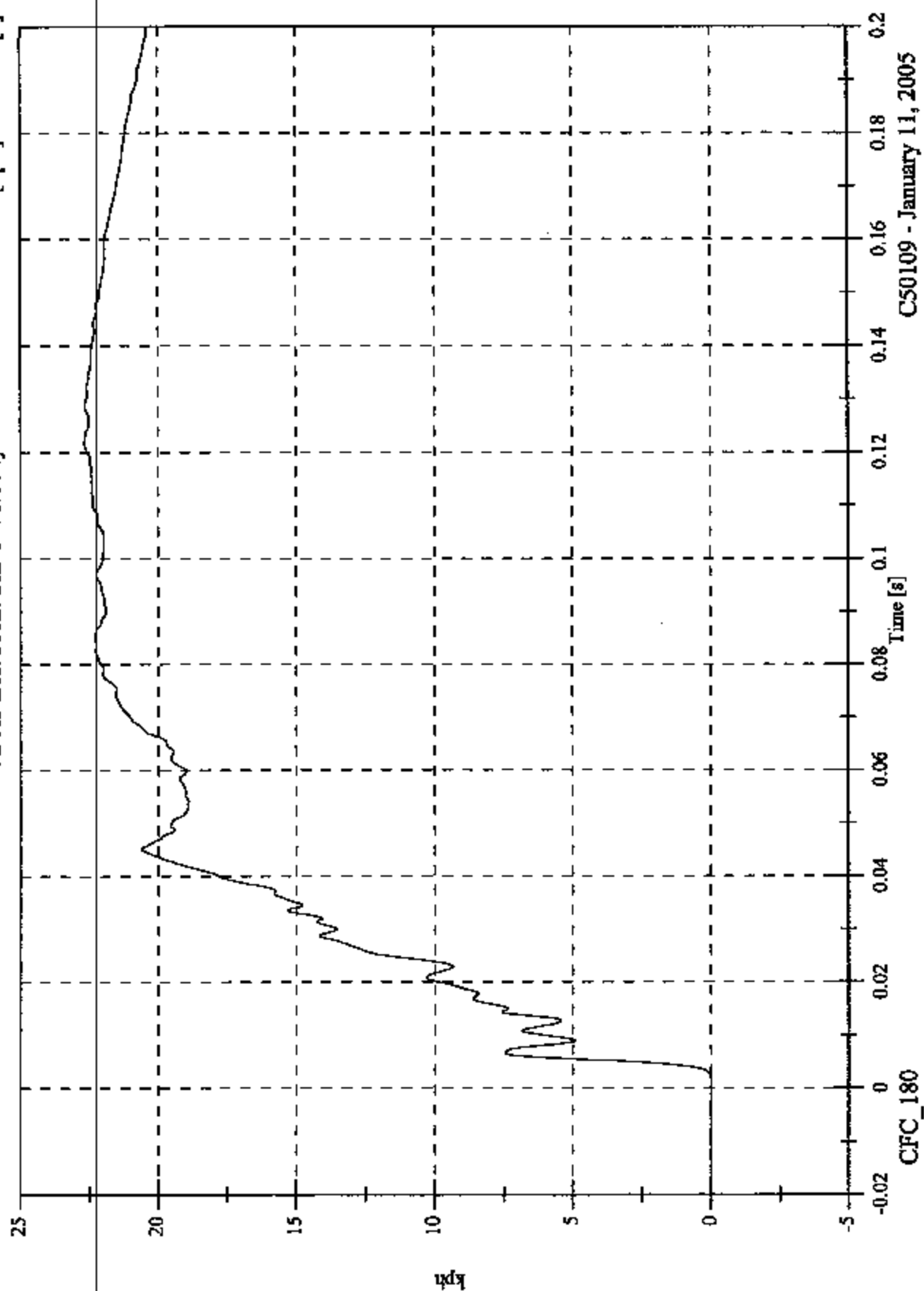


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A5 Left Front Sill Y Velocity

Max: 22.7 [kph] at 0.122 [s]
Min: -0.0 [kph] at -0.009 [s]

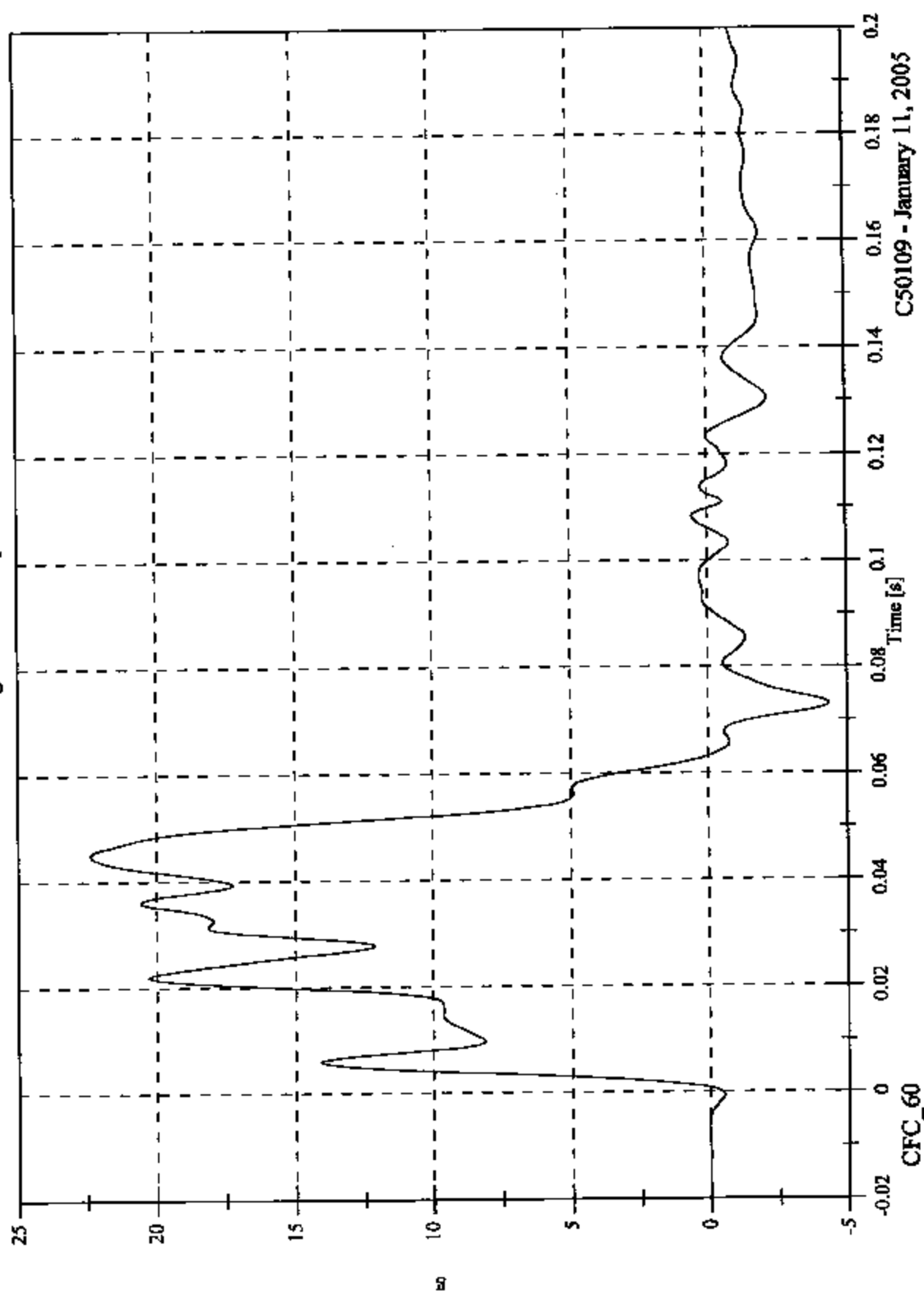


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A7 Right Rear Compartment Y

Max: 22.4 [g] at 0.045 [s]
Min: -4.3 [g] at 0.073 [s]



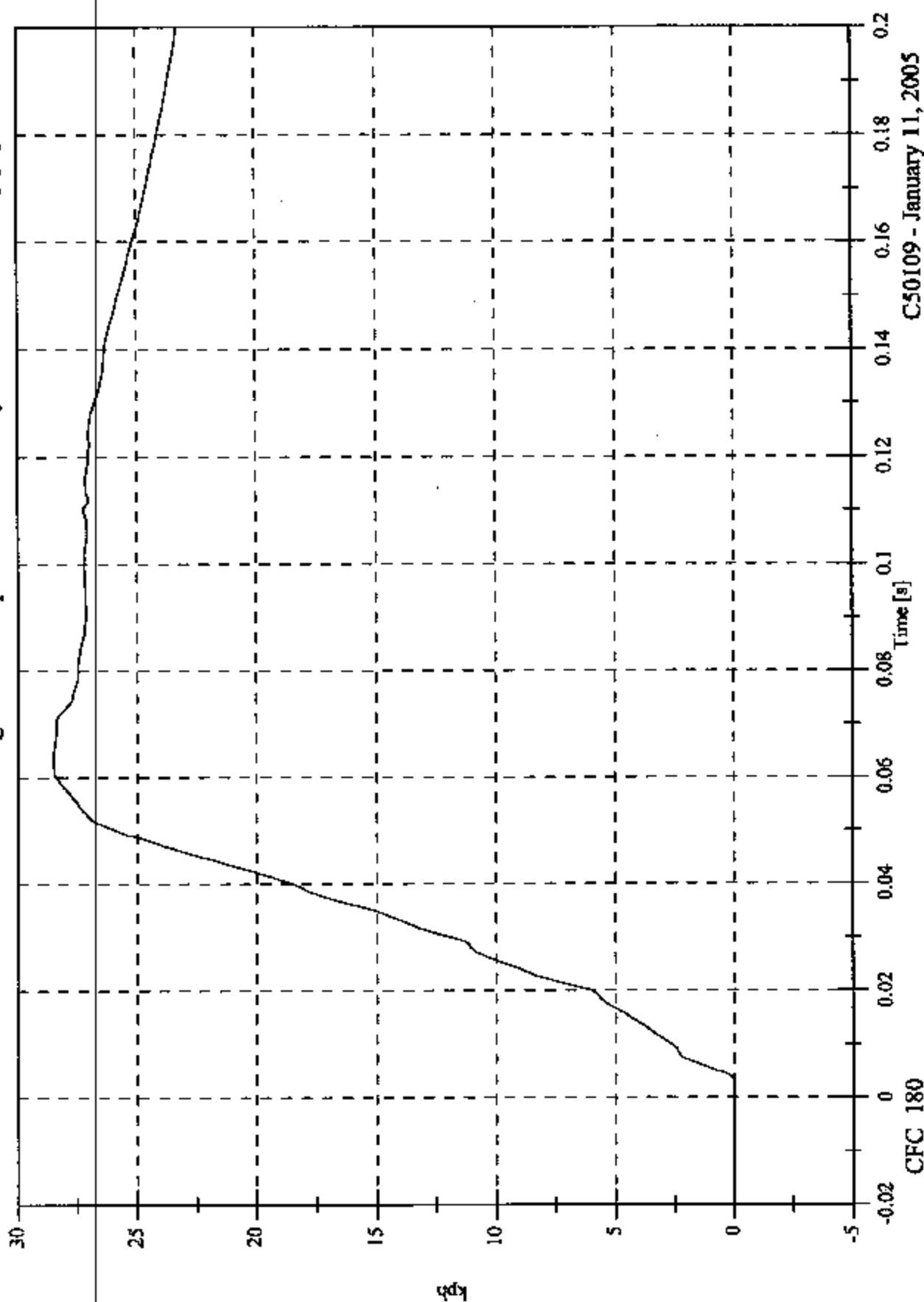
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A7 Right Rear Compartment Y Velocity

Max: 28.5 [kph] at 0.064 [s]

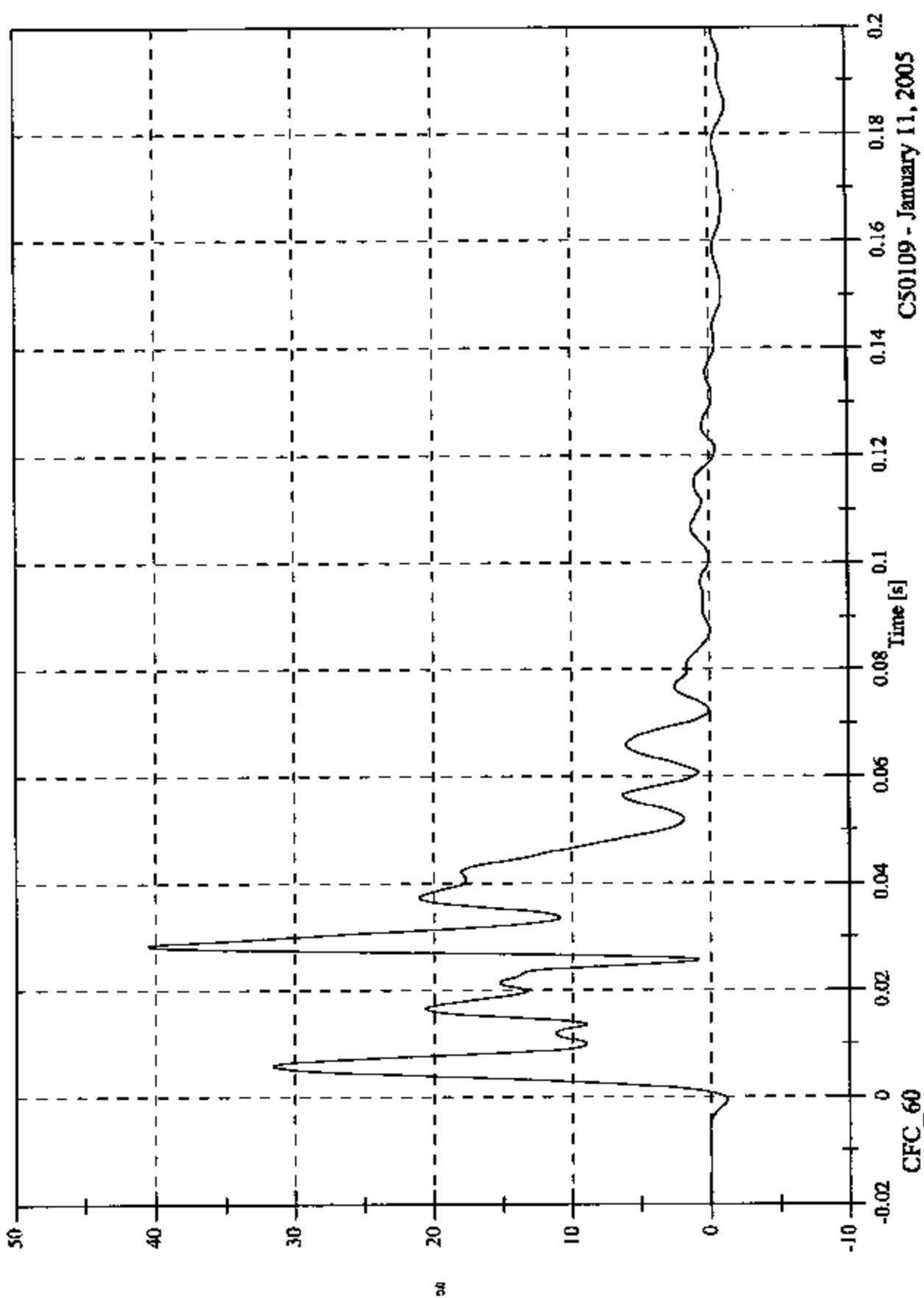
Min: -0.0 [kph] at -0.011 [s]



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2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette
V2 A12 Left Lower B Post Y

Max: 40.5 [g] at 0.028 [s]
Min: -1.3 [g] at 0.185 [s]

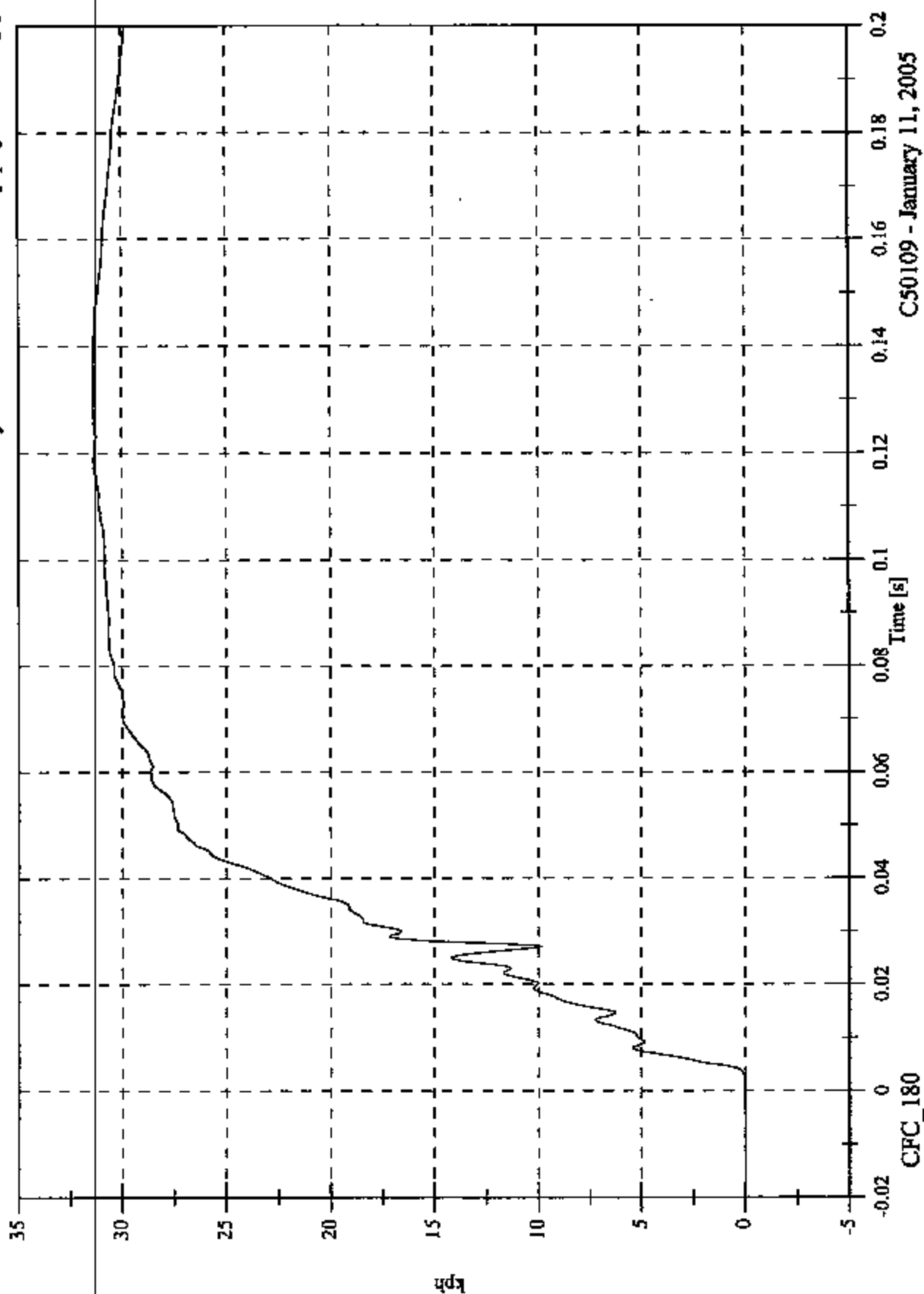


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A12 Left Lower B Post Y Velocity

Max: 31.4 [kph] at 0.128 [s]
Min: -0.0 [kph] at -0.020 [s]



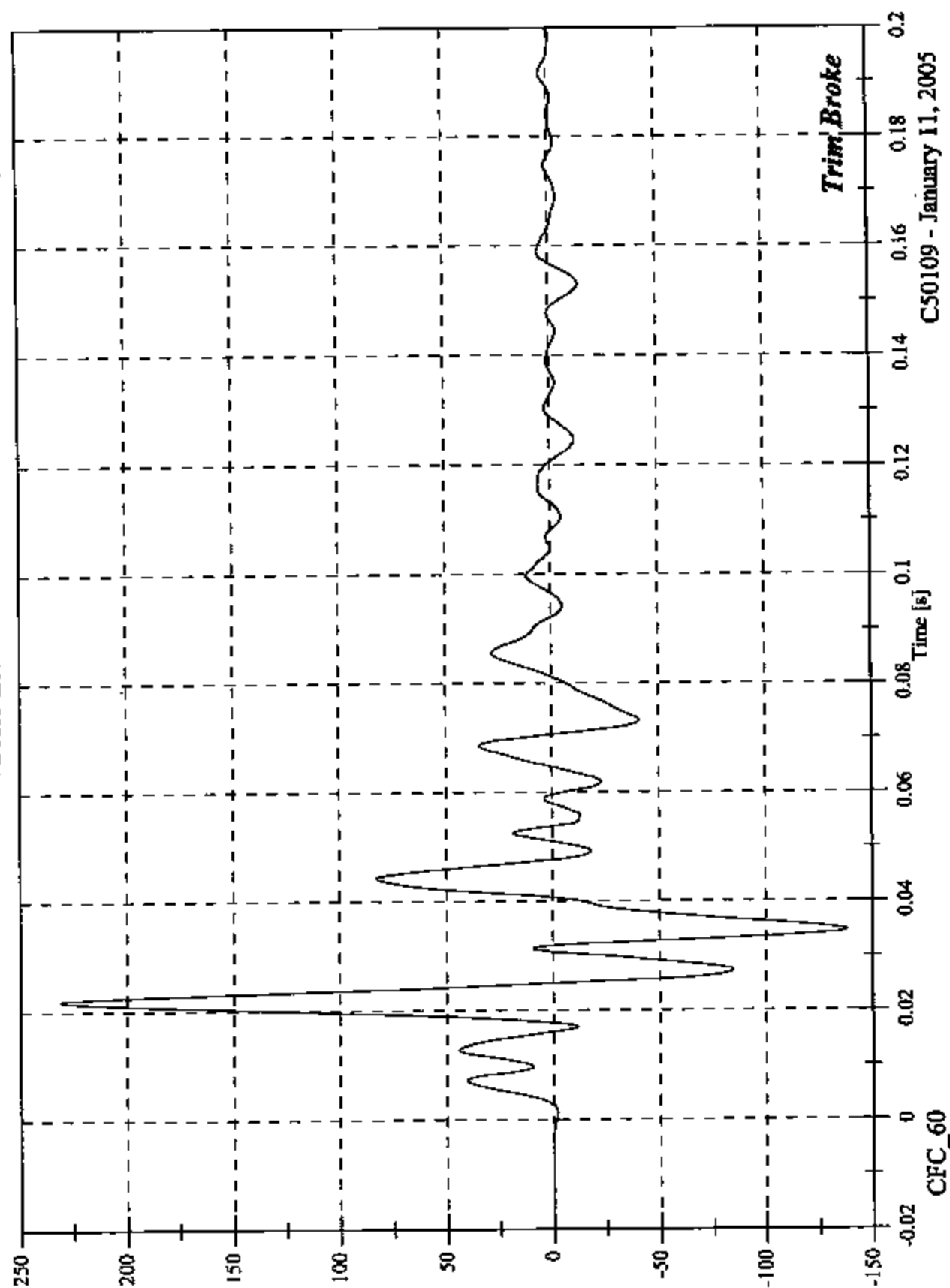
CFC_180

C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

VZ A13 Left Middle B Post Y

Max: 231.0 [g] at 0.022 [s]
Min: -137.8 [g] at 0.035 [s]



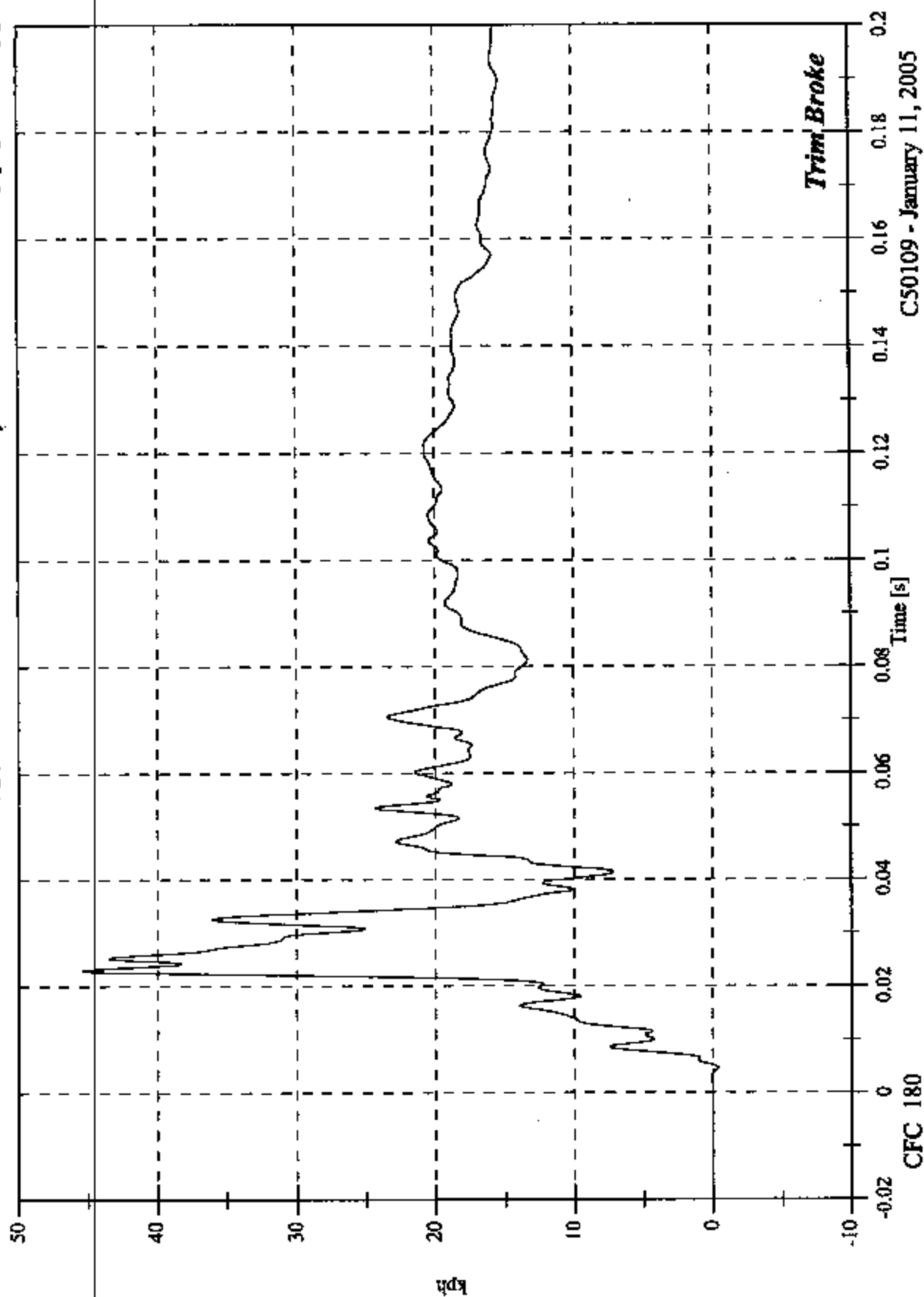
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A13 Left Middle B Post Y Velocity

Max: 45.4 [kph] at 0.023 [s]

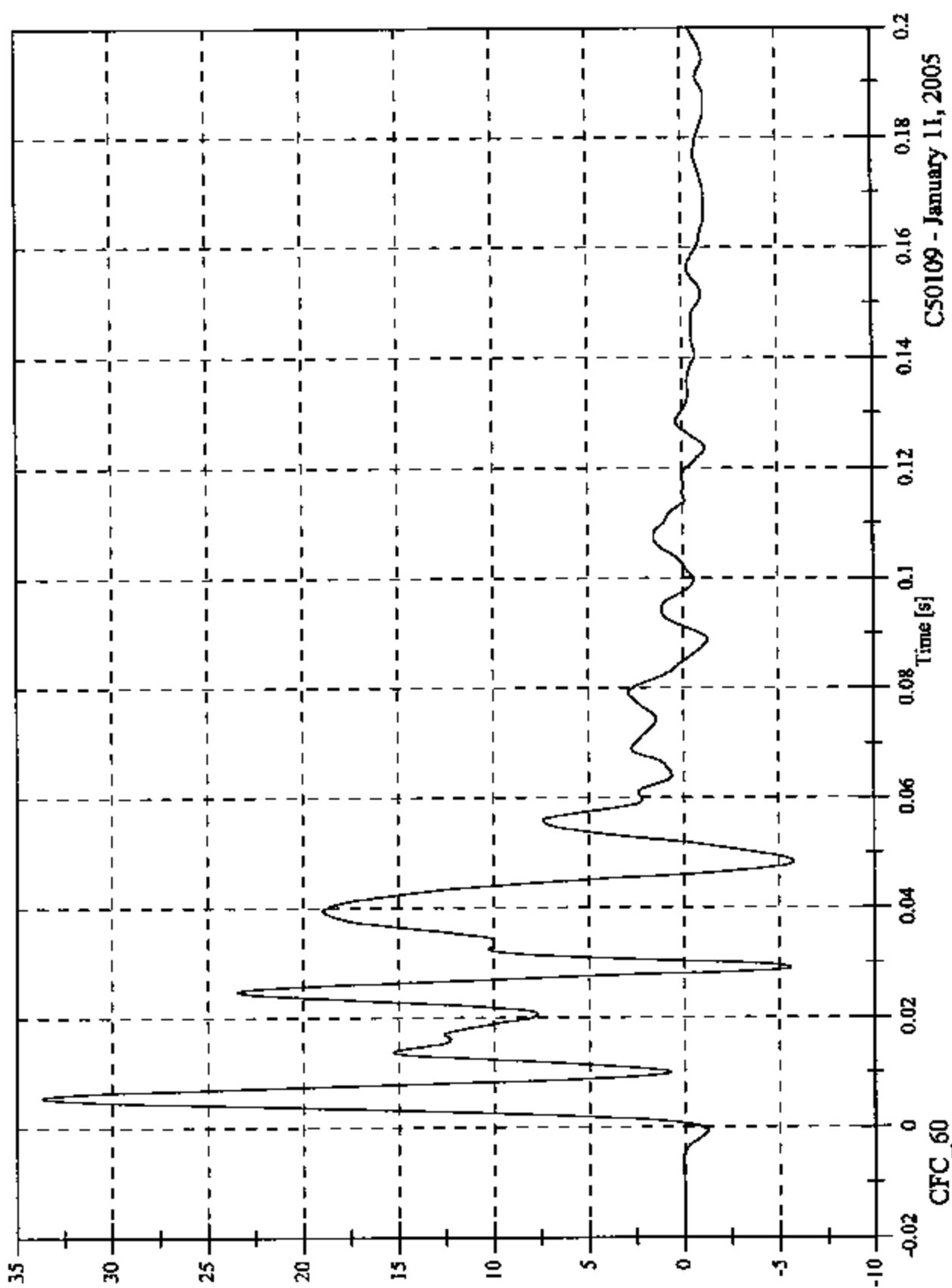
Min: -0.4 [kph] at 0.005 [s]



C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette
V2 A14 Left Lower A Post Y

Max: 33.7 [g] at 0.005 [s]
Min: -5.7 [g] at 0.048 [s]

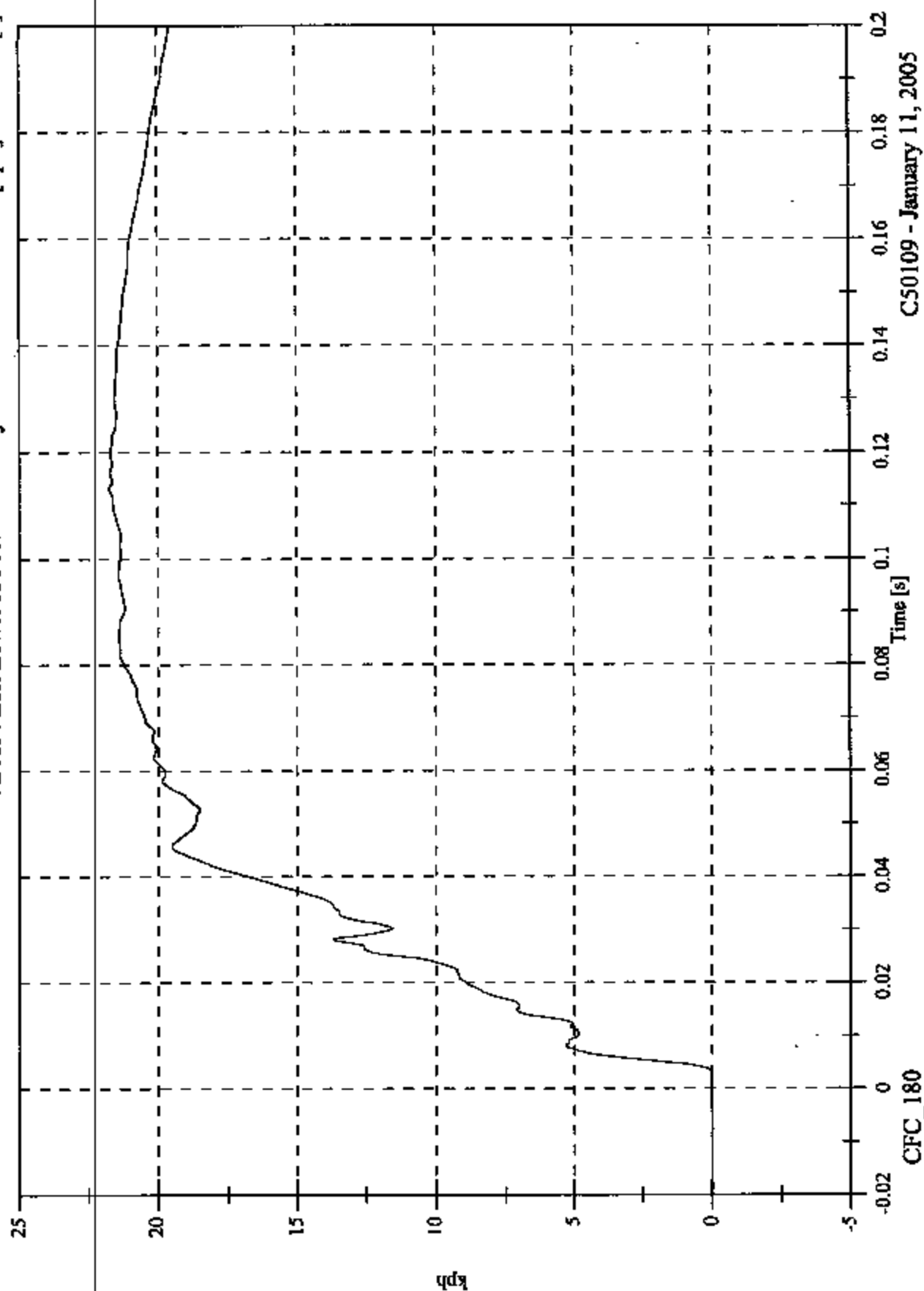


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A14 Left Lower A Post Y Velocity

Max: 21.7 [kph] at 0.113 [s]
Min: -0.0 [kph] at -0.018 [s]

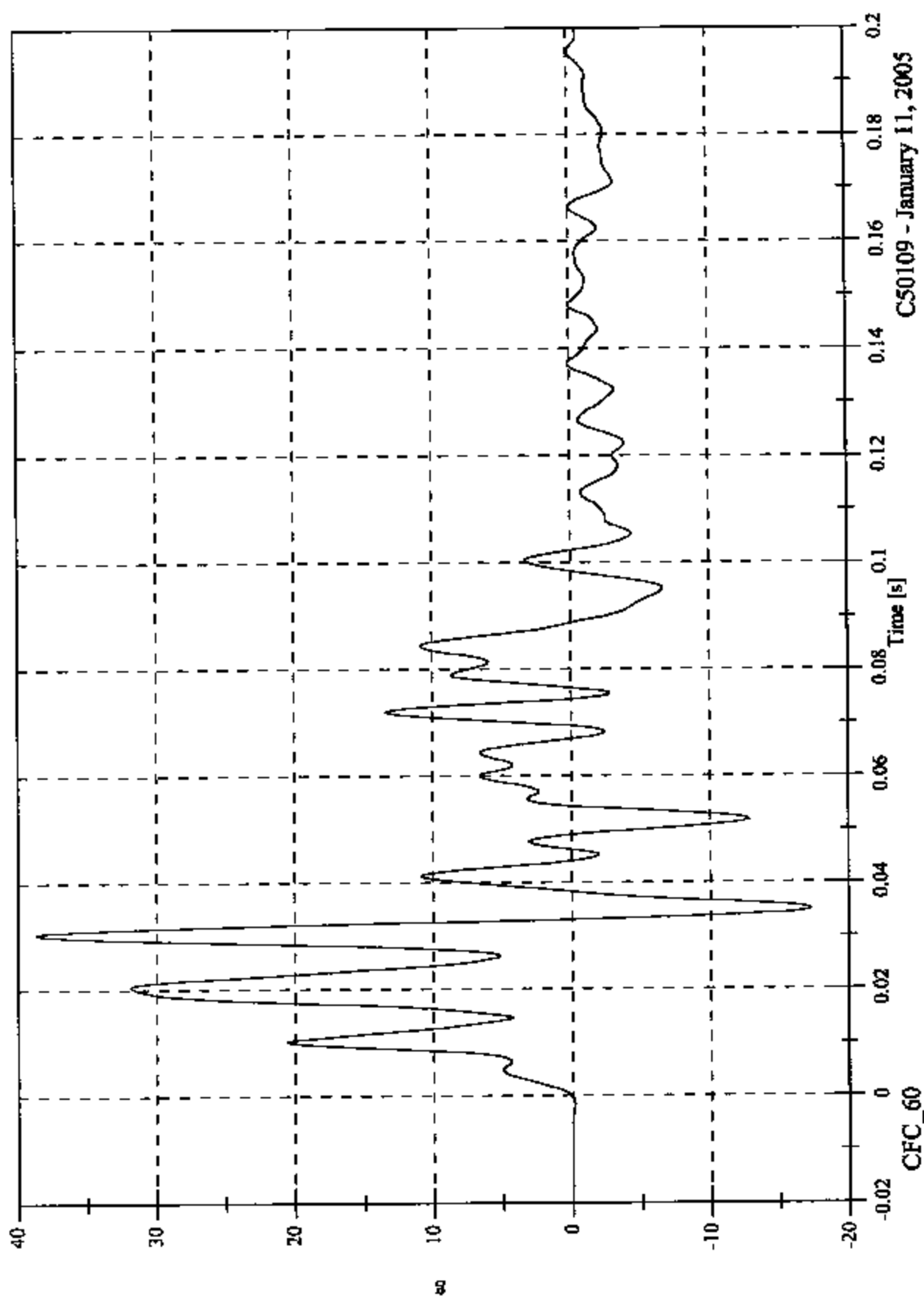


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A15 Left Mid A Post Y

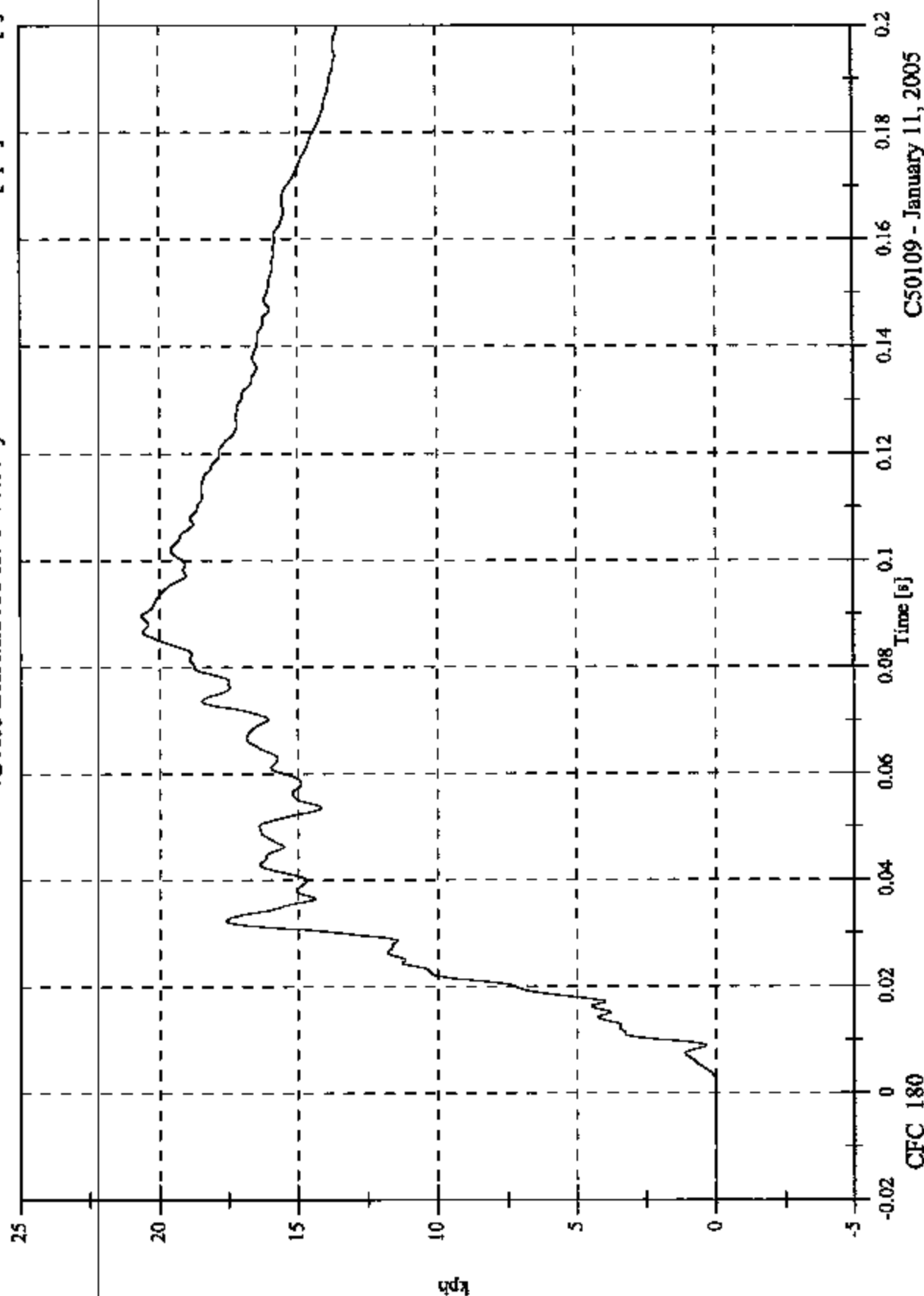
Max: 38.7 [g] at 0.030 [s]
Min: -17.2 [g] at 0.035 [s]



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A15 Left Mid A Post Y Velocity

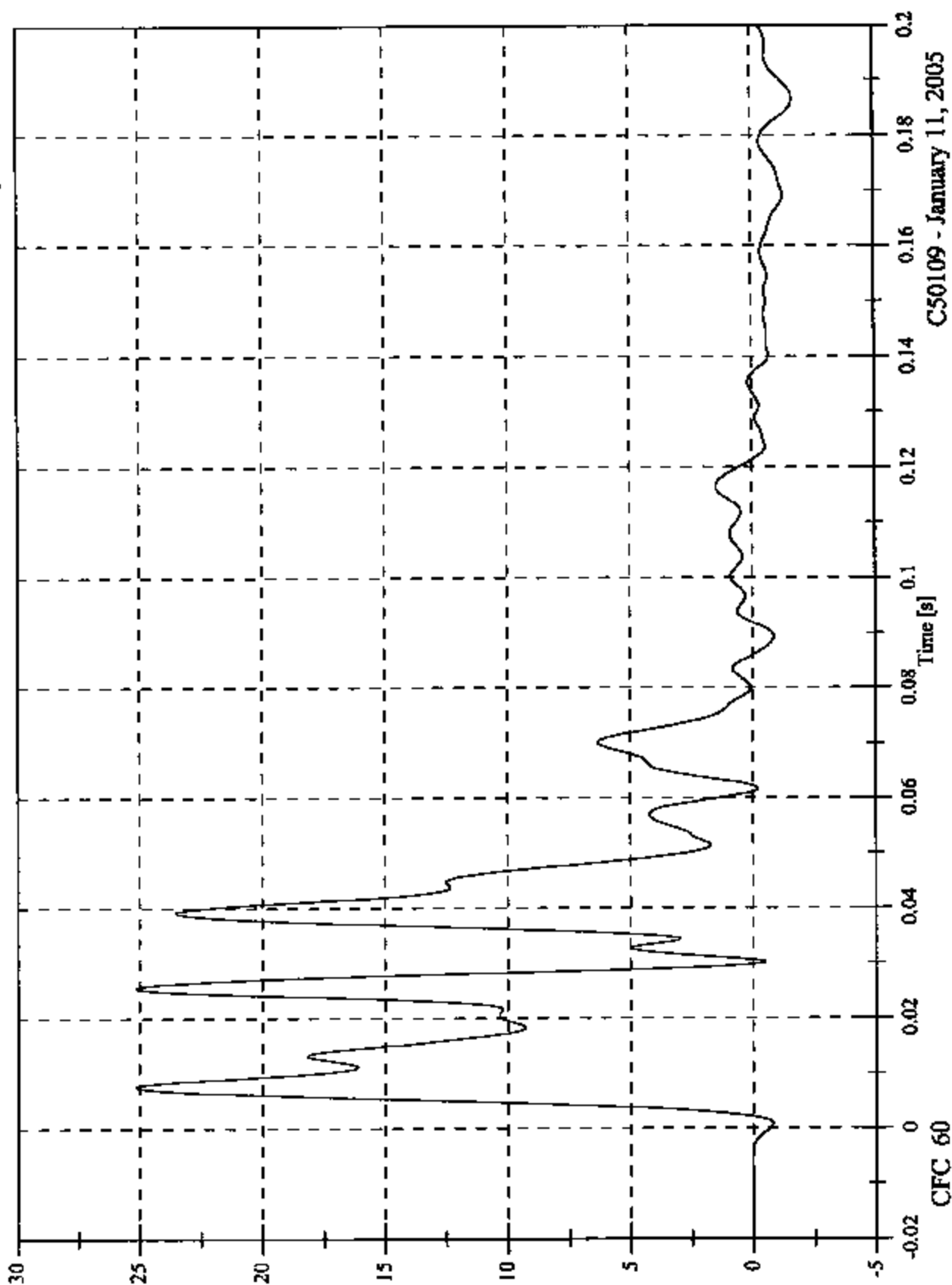
Max: 20.6 [kph] at 0.090 [s]
Min: -0.0 [kph] at -0.015 [s]



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2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette
V2 A16 Front Seat Track Y

Max: 25.2 [g] at 0.008 [s]
Min: -1.7 [g] at 0.187 [s]



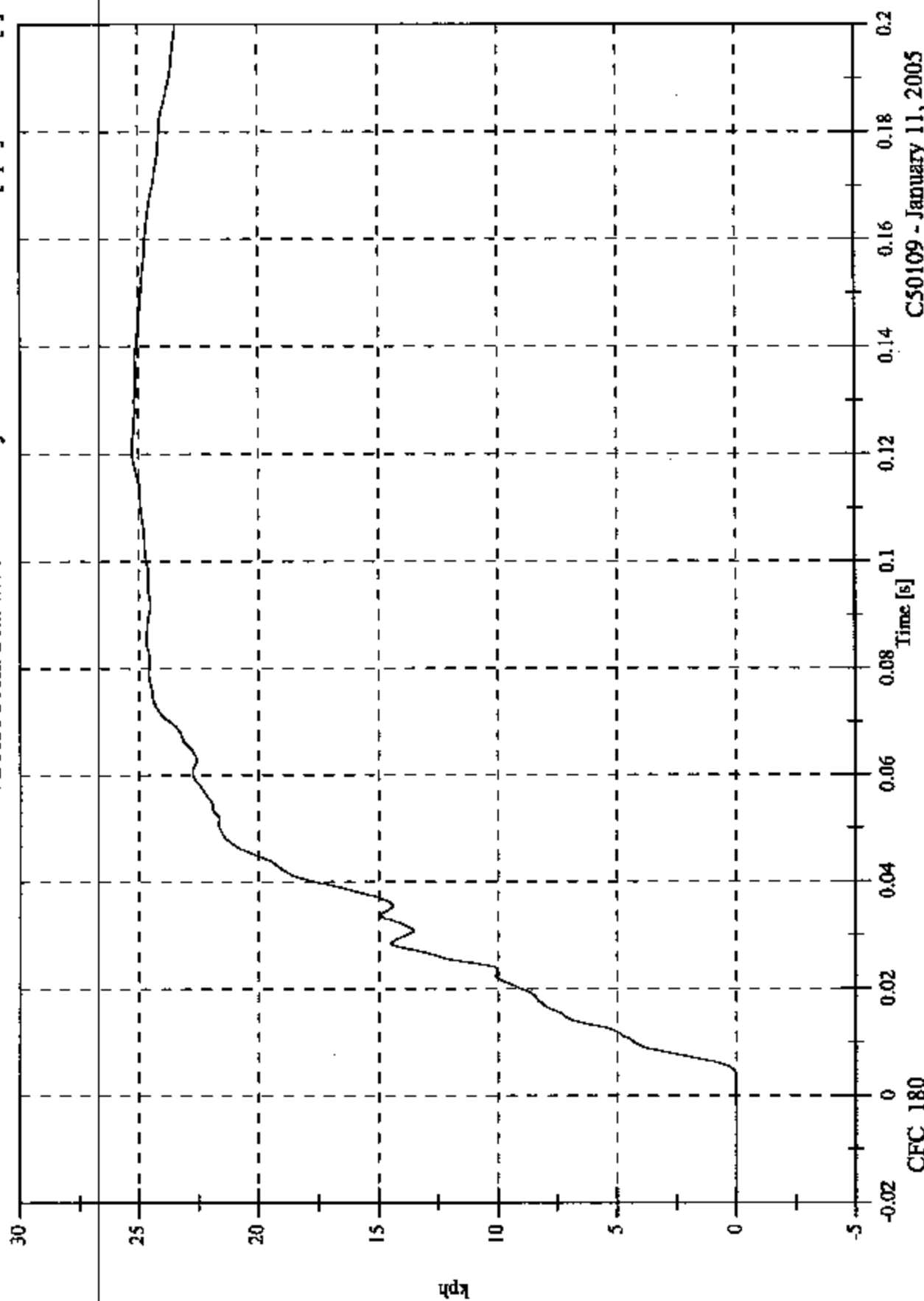
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A16 Front Seat Track Y Velocity

Max: 25.3 [kph] at 0.122 [s]

Min: -0.0 [kph] at -0.012 [s]

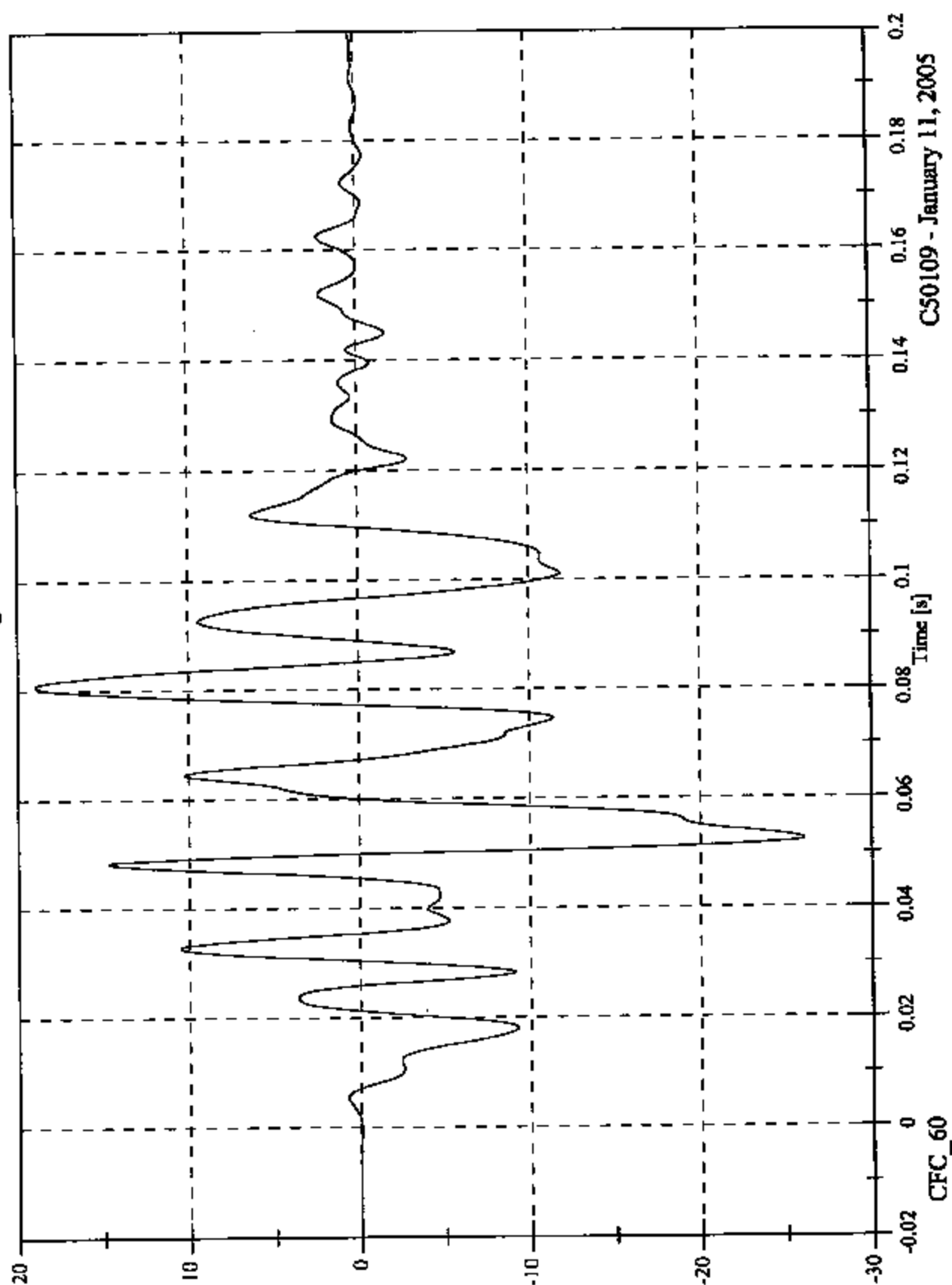


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG X

Max: 19.0 [g] at 0.081 [s]
Min: -26.1 [g] at 0.052 [s]

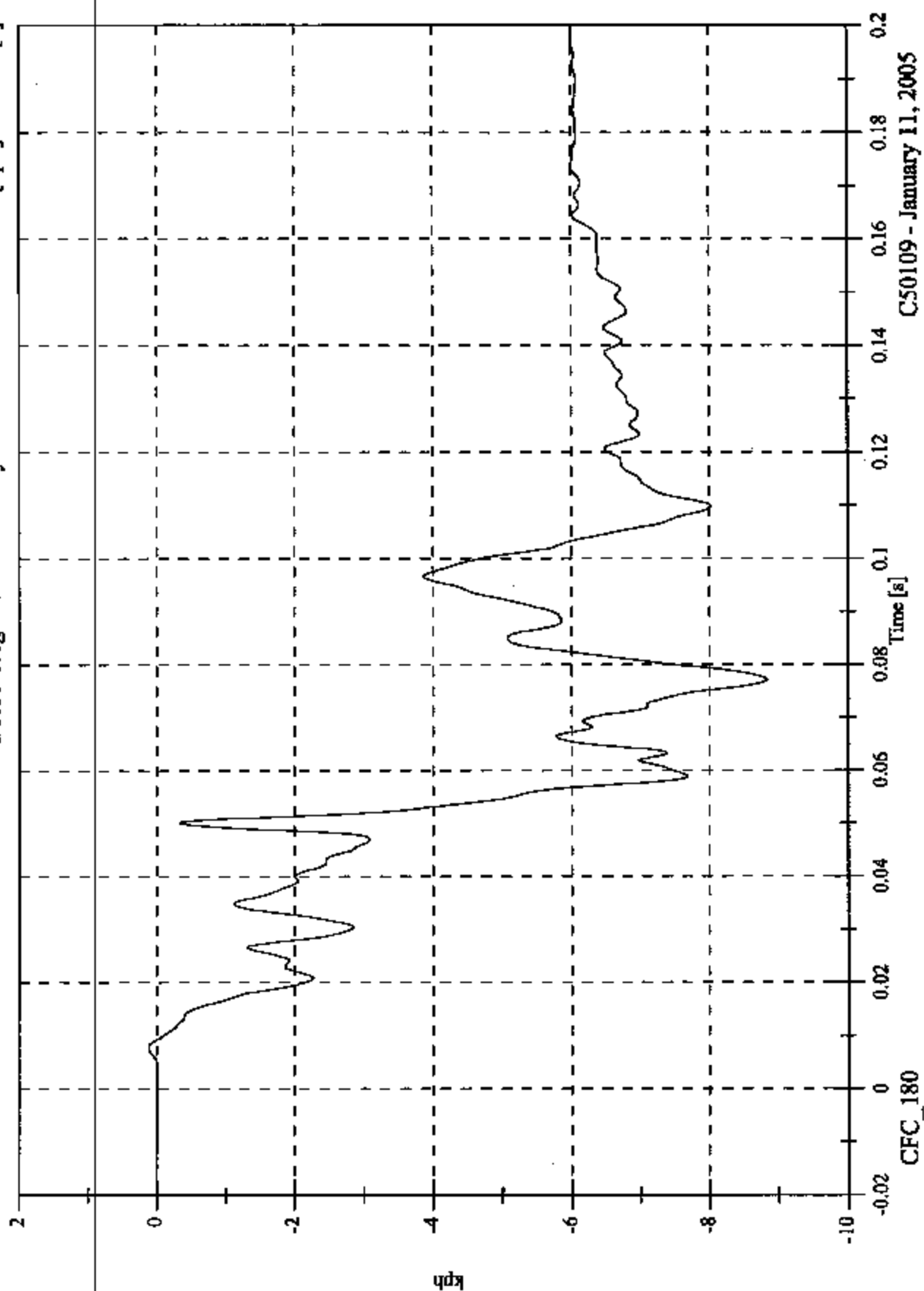


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG X Velocity

Max: 0.1 [kph] at 0.008 [s]
Min: -8.8 [kph] at 0.077 [s]

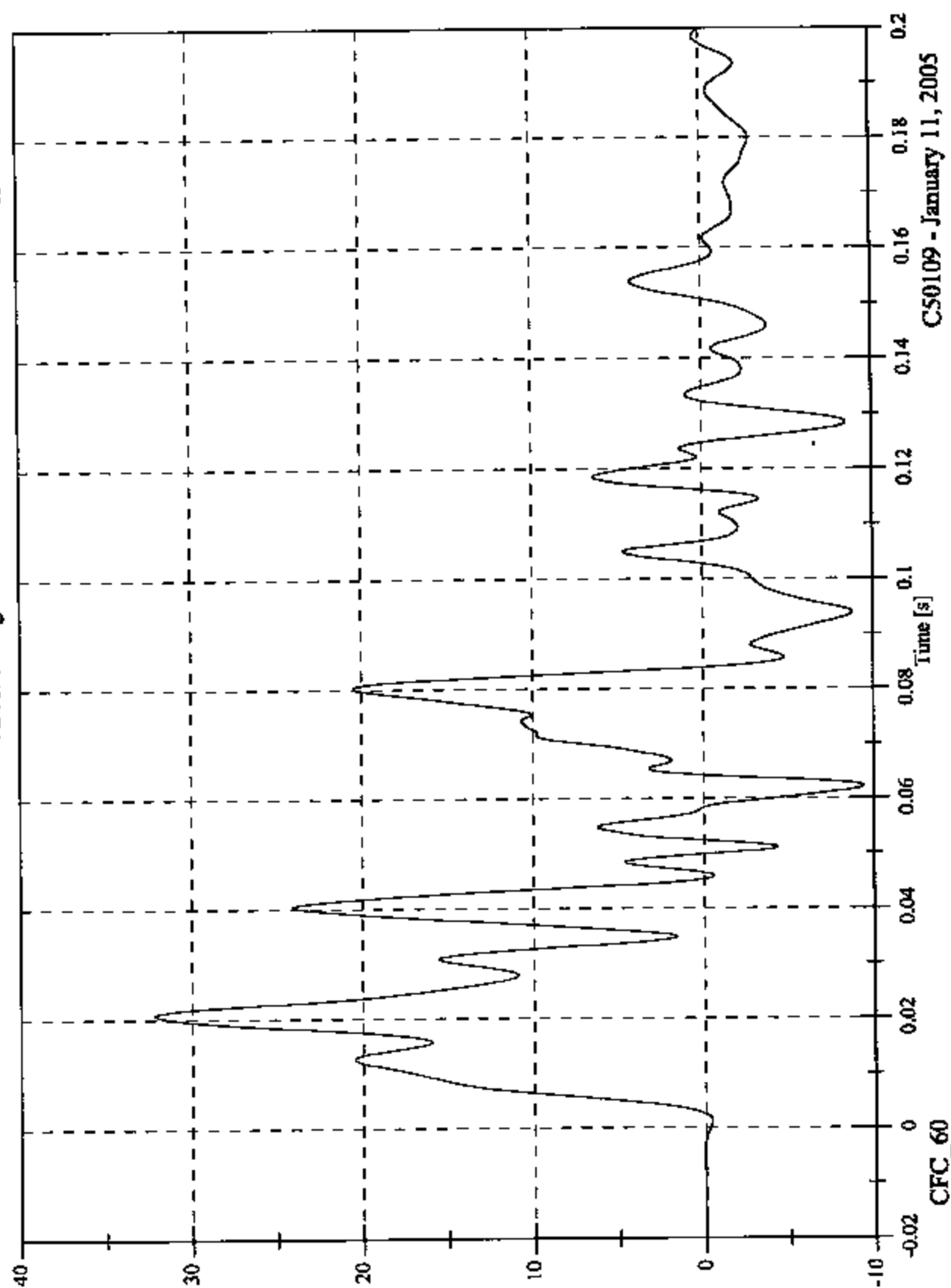


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG Y

Max: 32.2 [g] at 0.021 [s]
Min: -9.4 [g] at 0.062 [s]

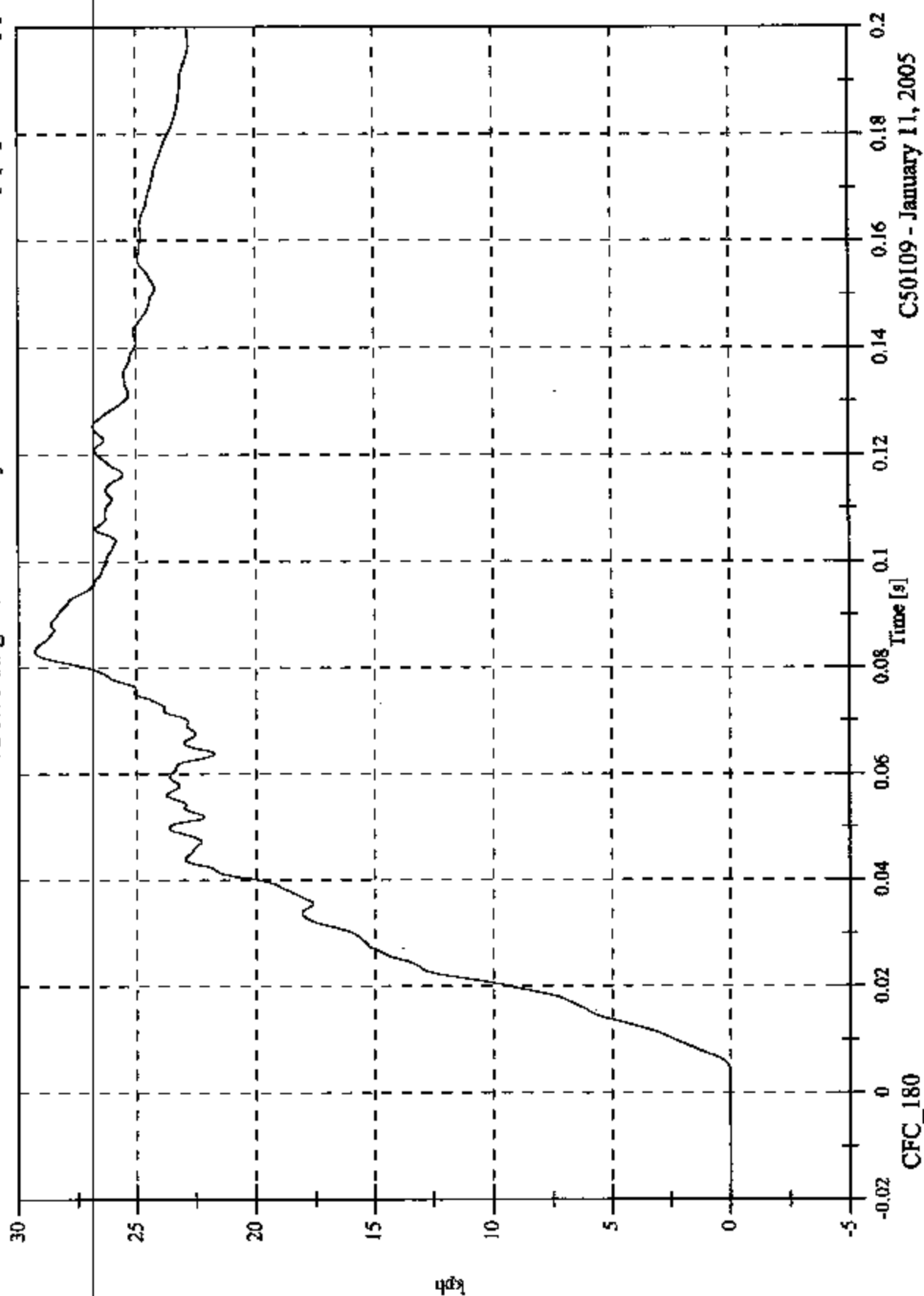


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG Y Velocity

Max: 29.3 [kph] at 0.083 [s]
Min: -0.0 [kph] at -0.016 [s]

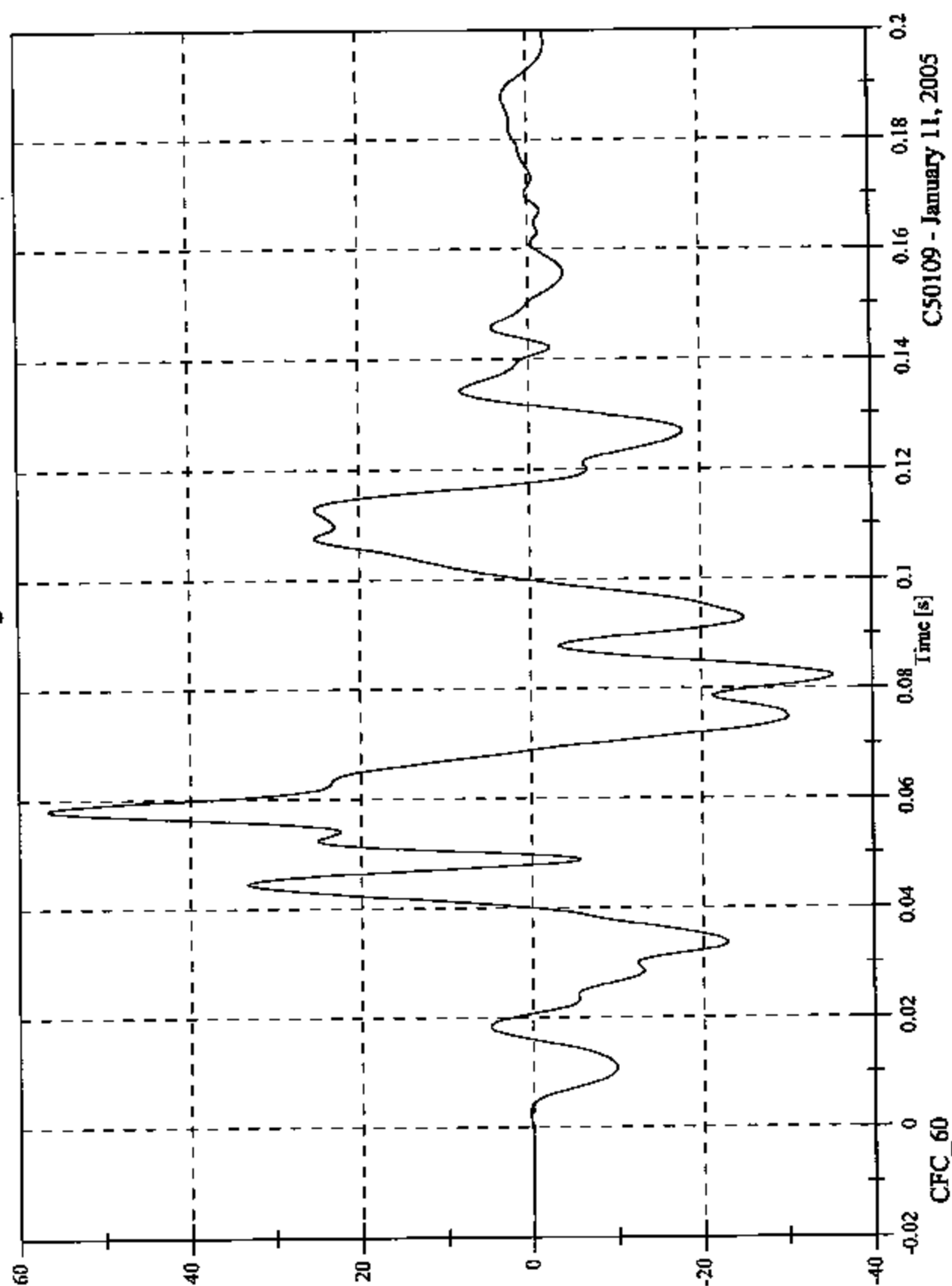


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG Z

Max: 56.6 [g] at 0.058 [s]
Min: -35.3 [g] at 0.082 [s]

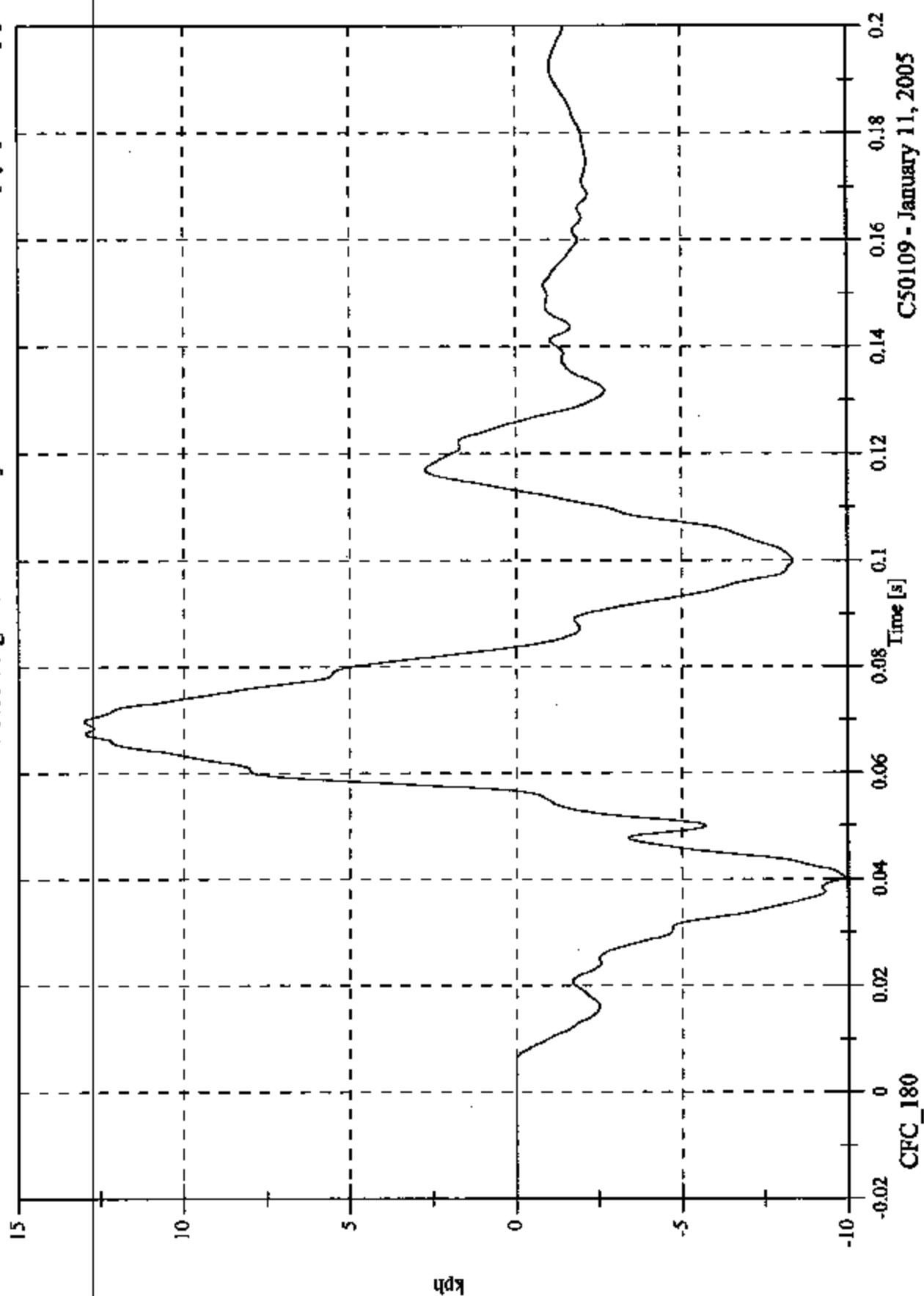


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2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG Z Velocity

Max: 13.0 [kph] at 0.070 [s]
Min: -9.9 [kph] at 0.040 [s]

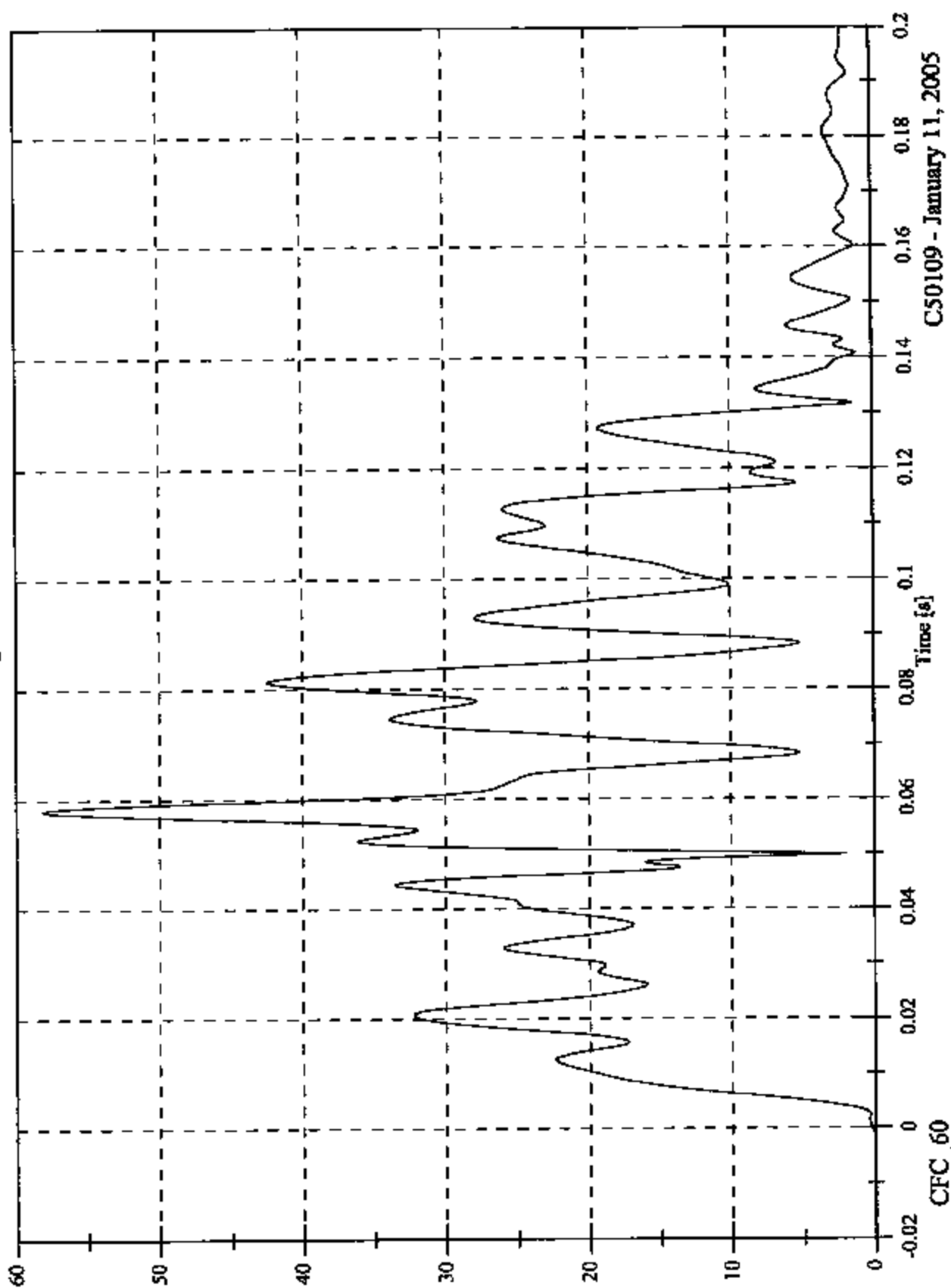


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2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2 A18 Target CG Resultant

Max: 58.1 [g] at 0.058 [s]
Min: 0.0 [g] at -0.011 [s]

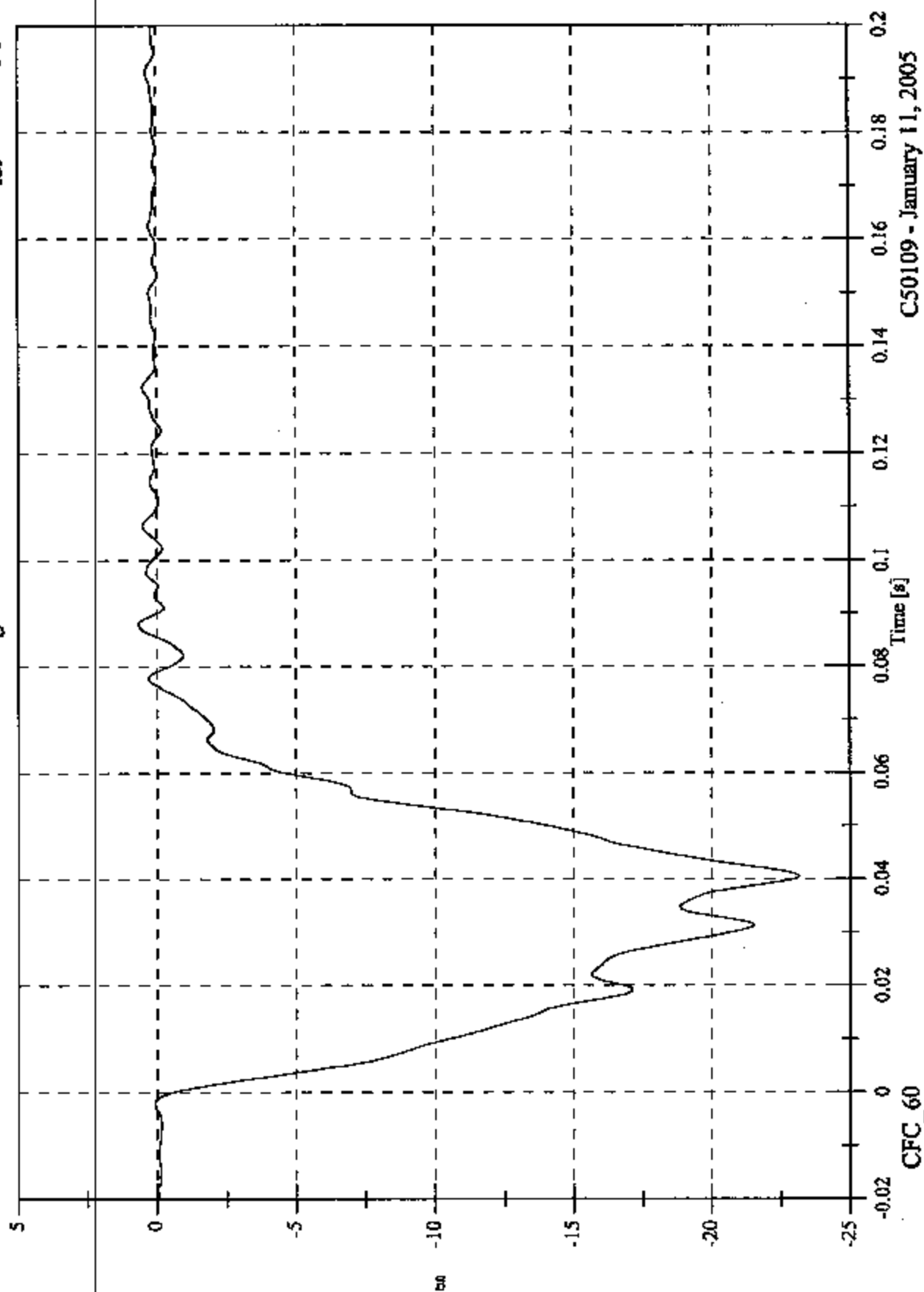


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG X

Max: 0.6 [g] at 0.088 [s]
Min: -23.2 [g] at 0.040 [s]

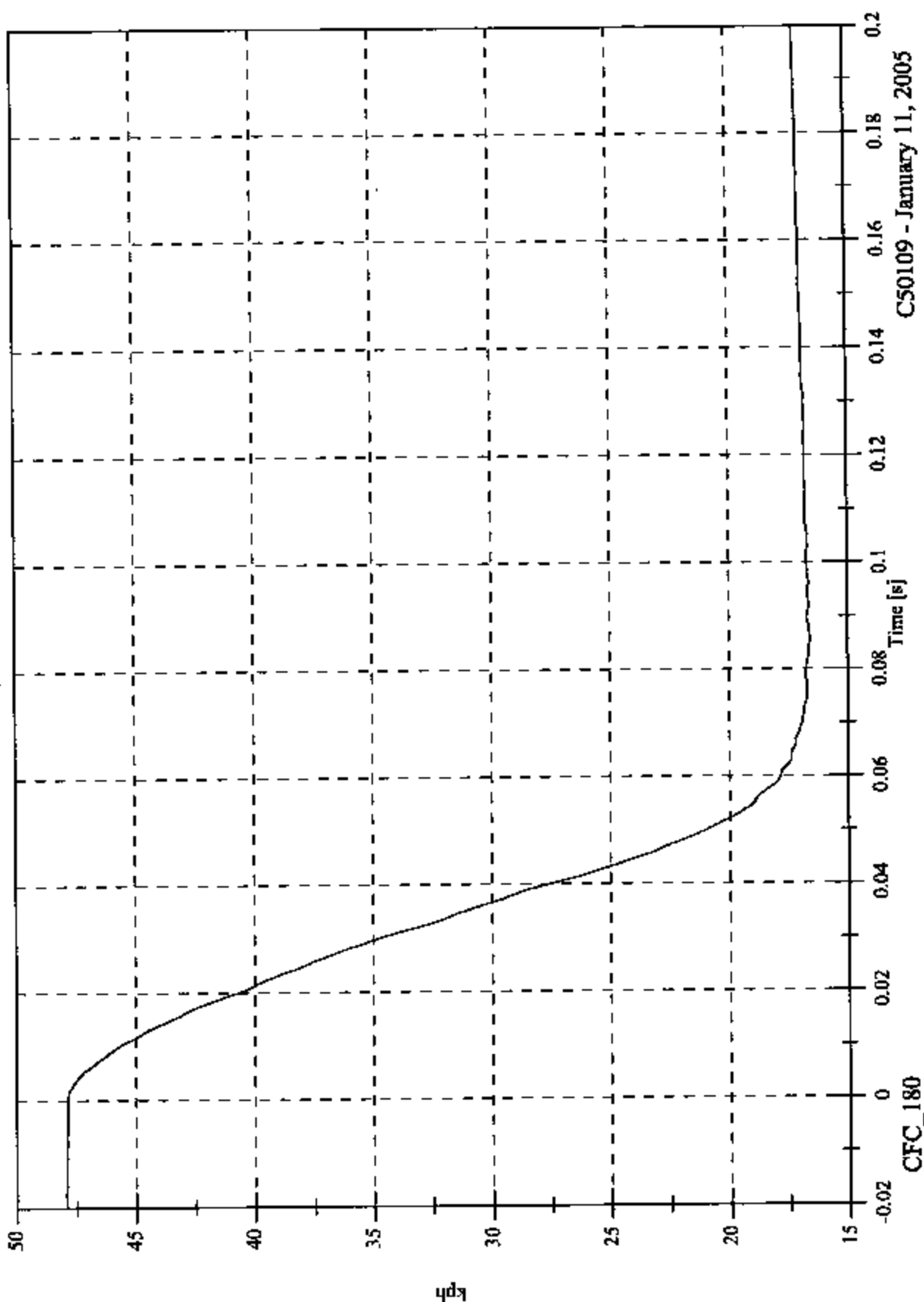


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG X Velocity

Max: 47.9 [kph] at -0.018 [s]
Min: 16.6 [kph] at 0.086 [s]



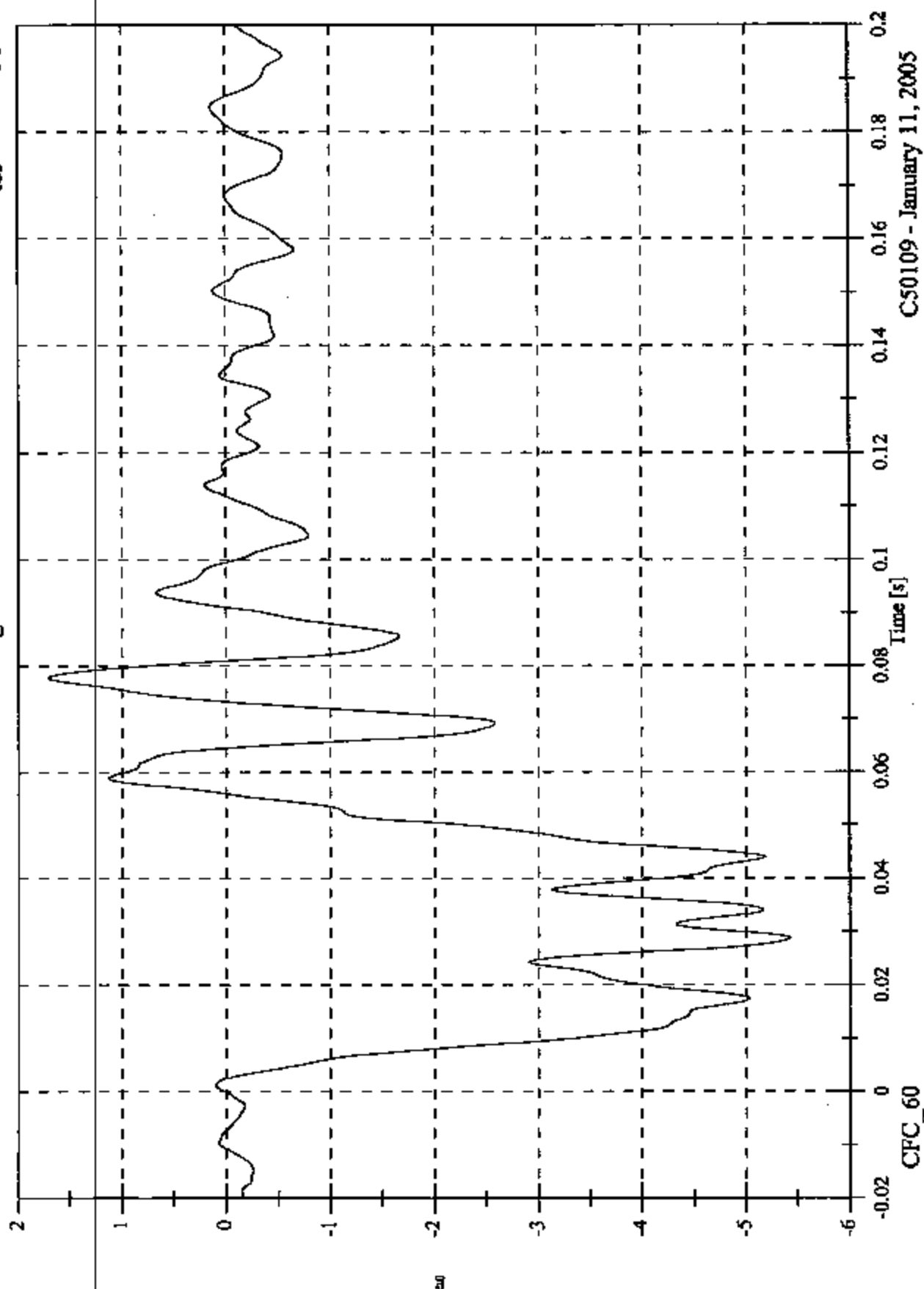
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG Y

Max: 1.7 [g] at 0.078 [s]

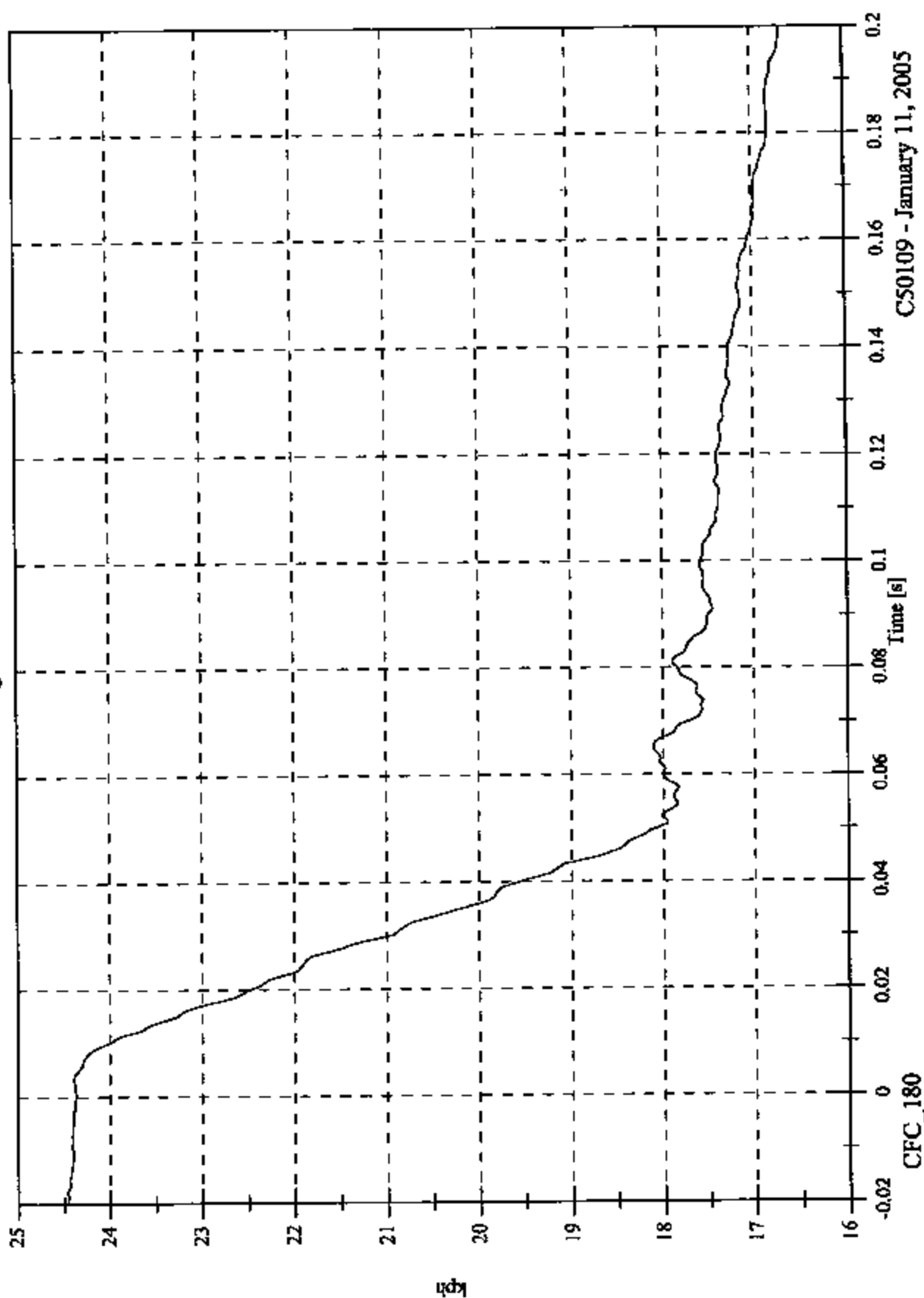
Min: -5.4 [g] at 0.029 [s]



2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG Y Velocity

Max: 24.5 [kph] at -0.018 [s]
Min: 16.7 [kph] at 0.200 [s]

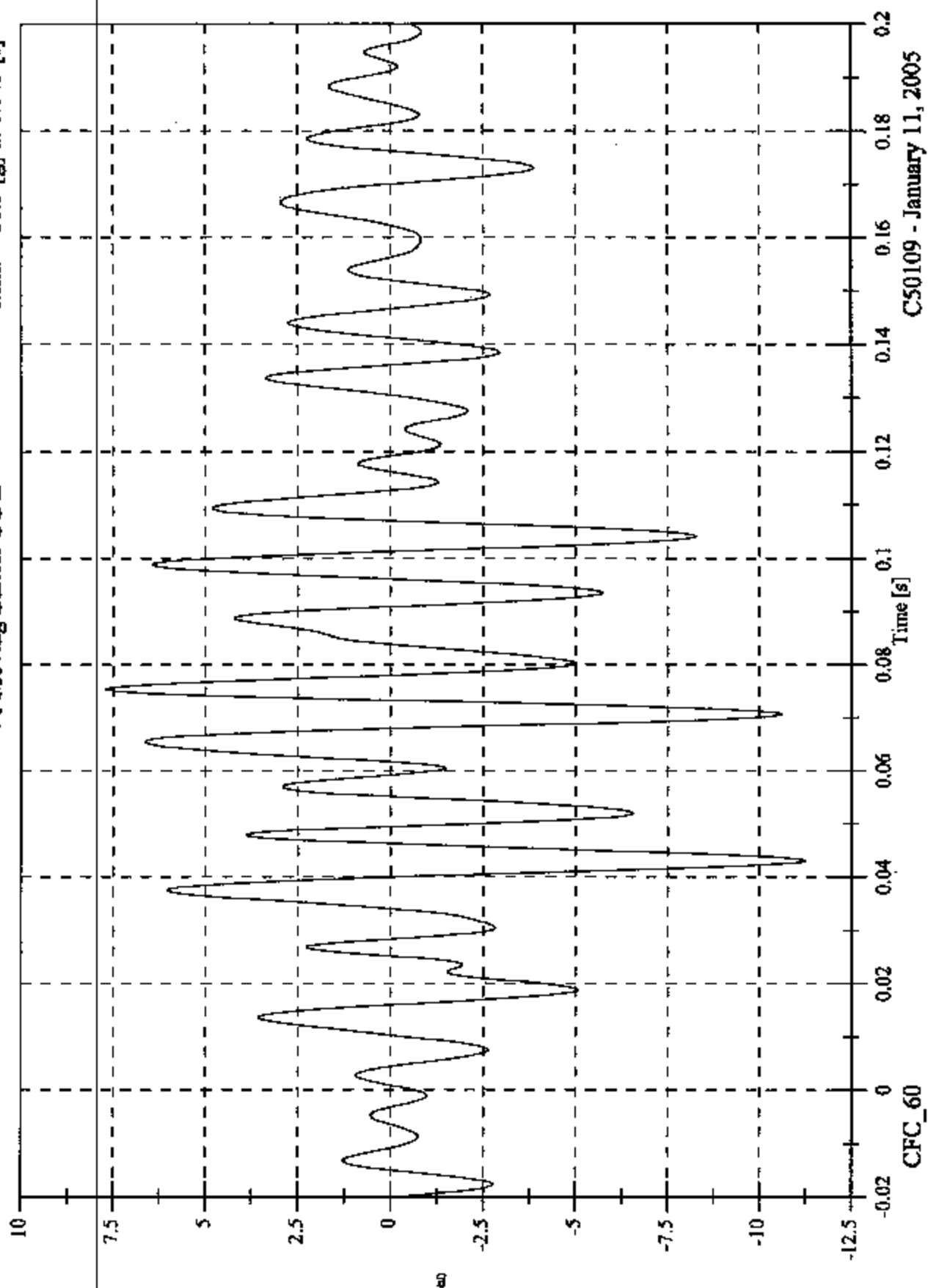


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG Z

Max: 7.7 [g] at 0.075 [s]
Min: -11.3 [g] at 0.043 [s]

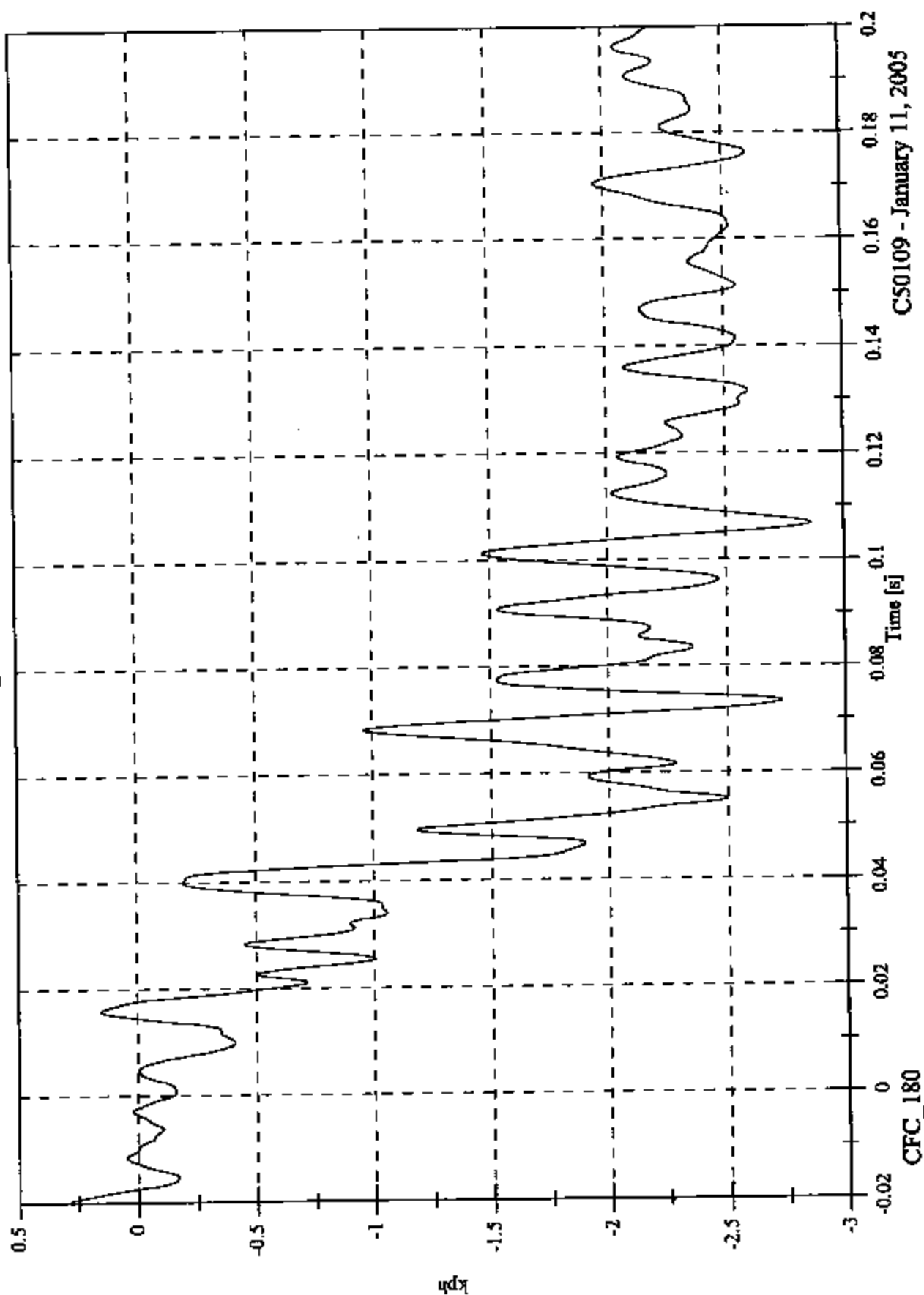


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2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG Z Velocity

Max: 0.3 [kph] at -0.020 [s]
Min: -2.9 [kph] at 0.107 [s]



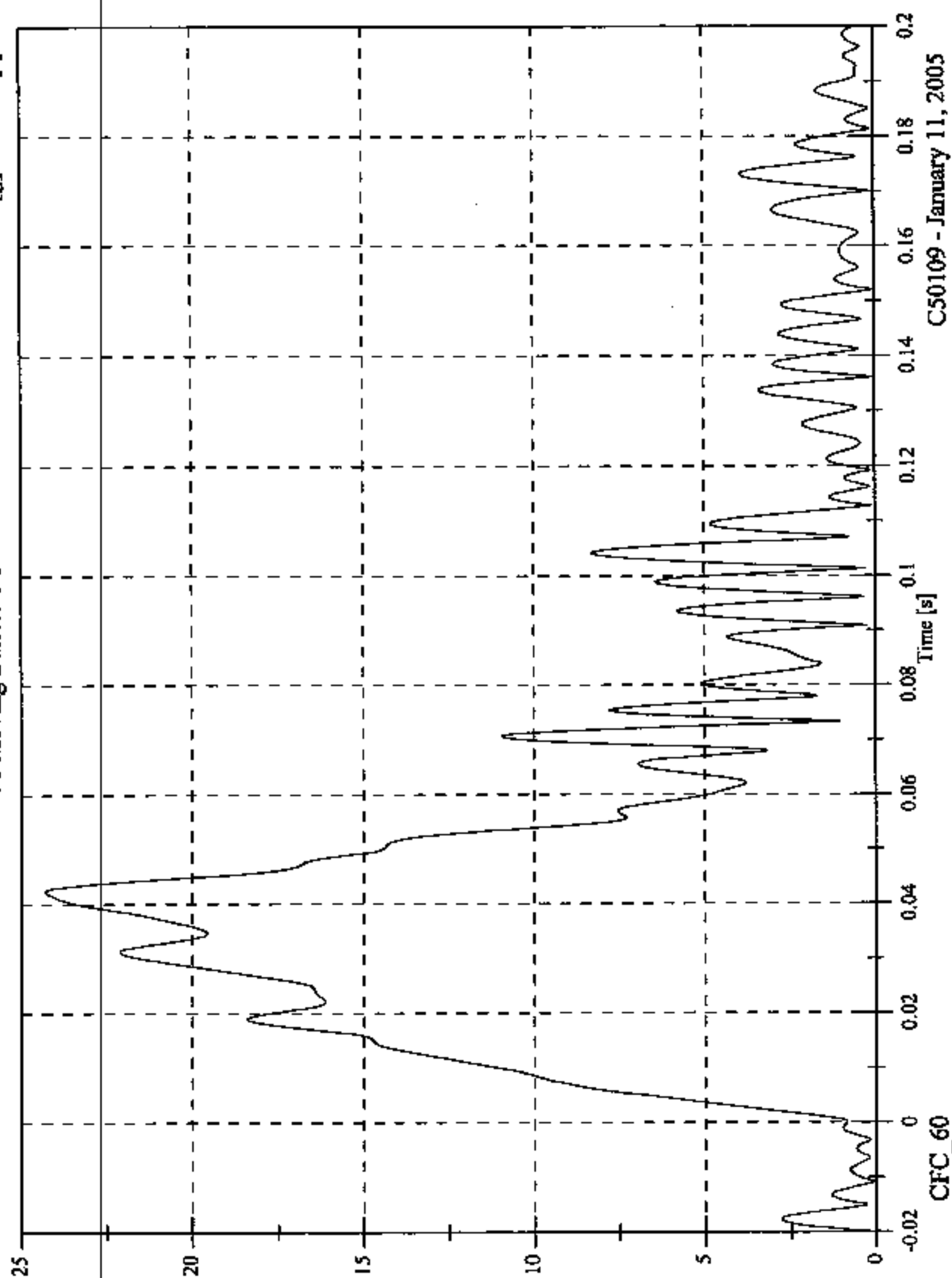
CS0109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier CG Resultant

Max: 24.3 [g] at 0.042 [s]

Min: 0.1 [g] at 0.136 [s]

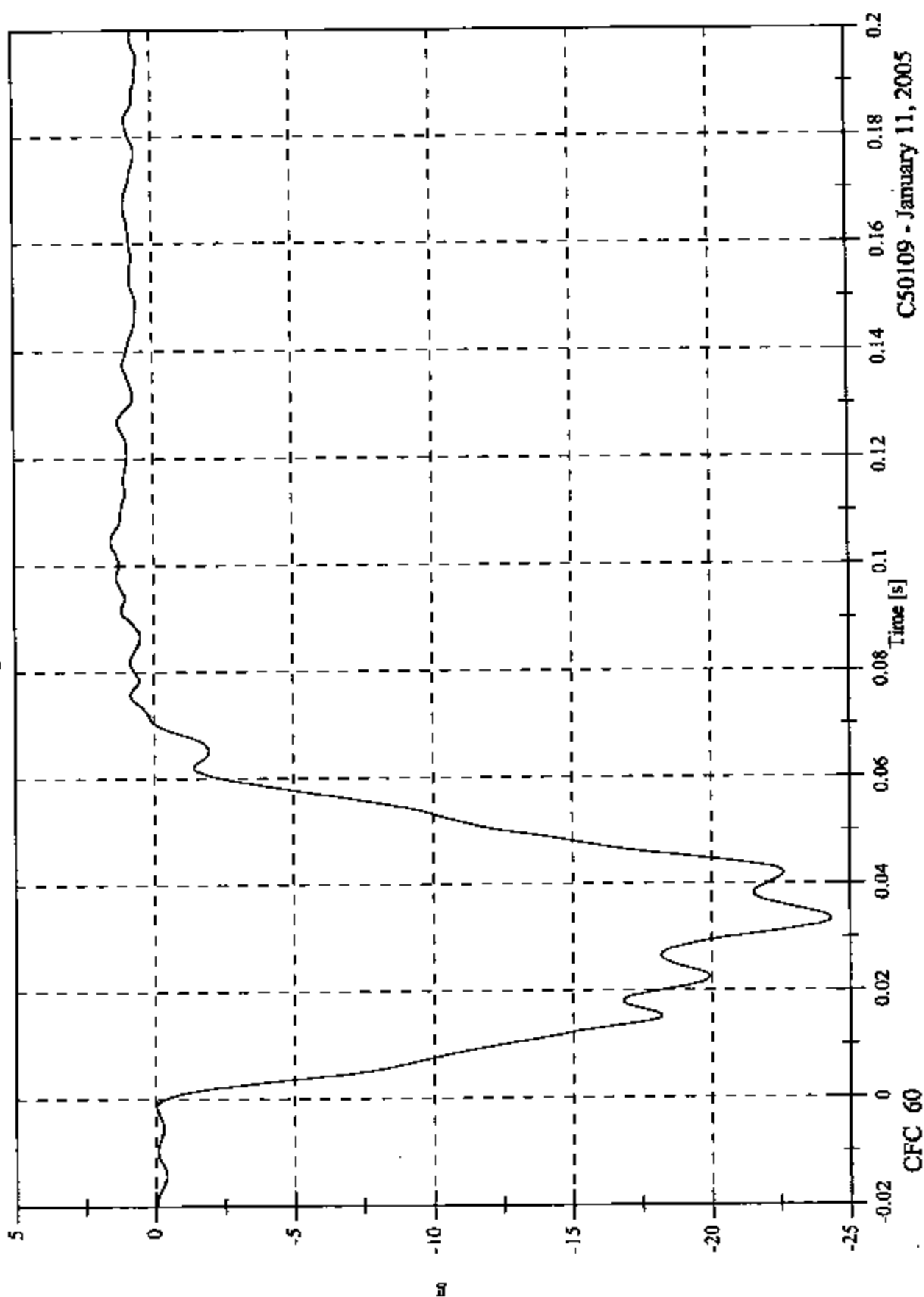


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier Left Rail X

Max: 1.5 [g] at 0.105 [s]
Min: -24.3 [g] at 0.033 [s]

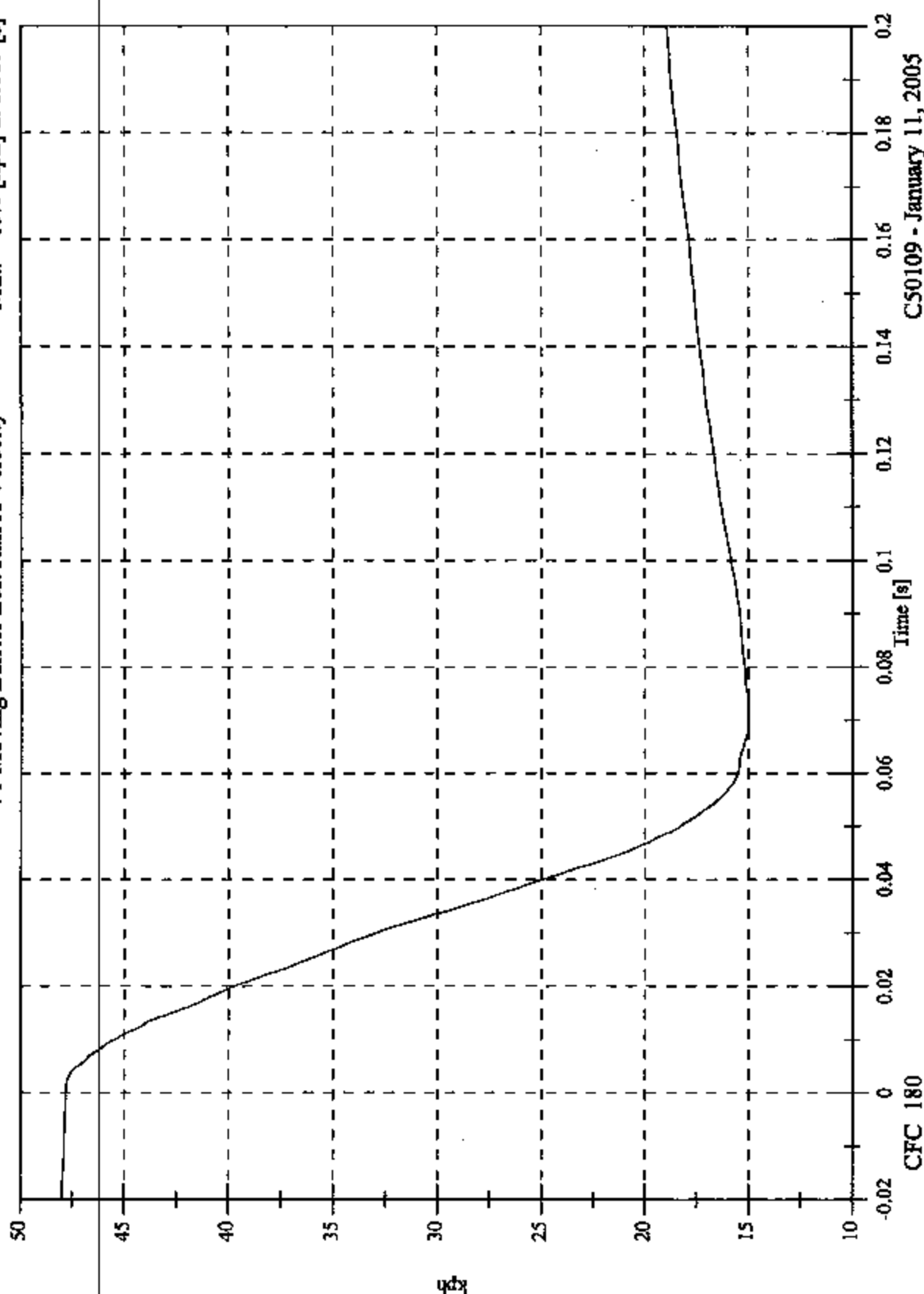


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier Left Rail X Velocity

Max: 48.0 [kph] at -0.019 [s]
Min: 15.0 [kph] at 0.069 [s]

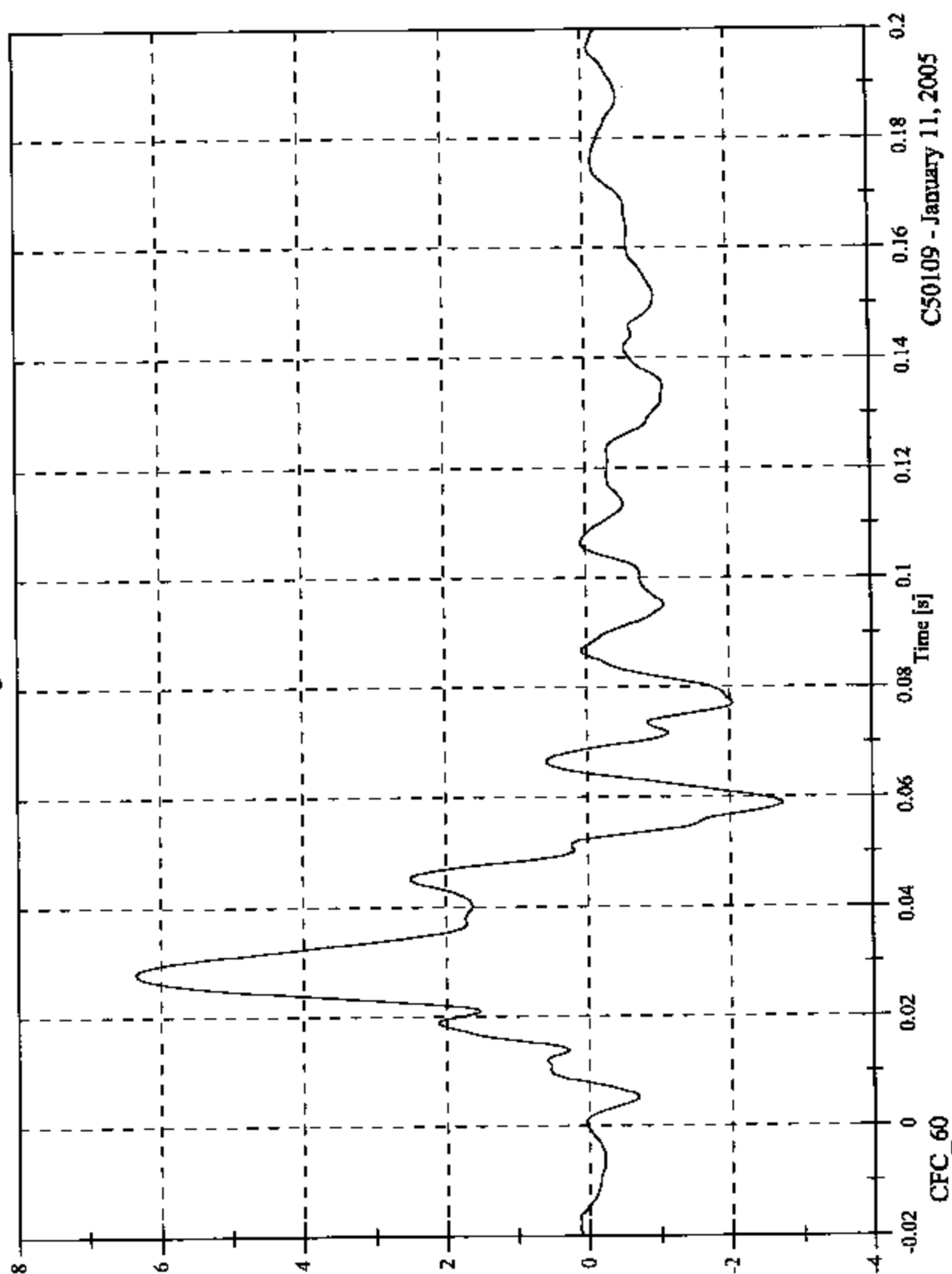


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier Left Rail Y

Max: 6.3 [g] at 0.028 [s]
Min: -2.7 [g] at 0.059 [s]

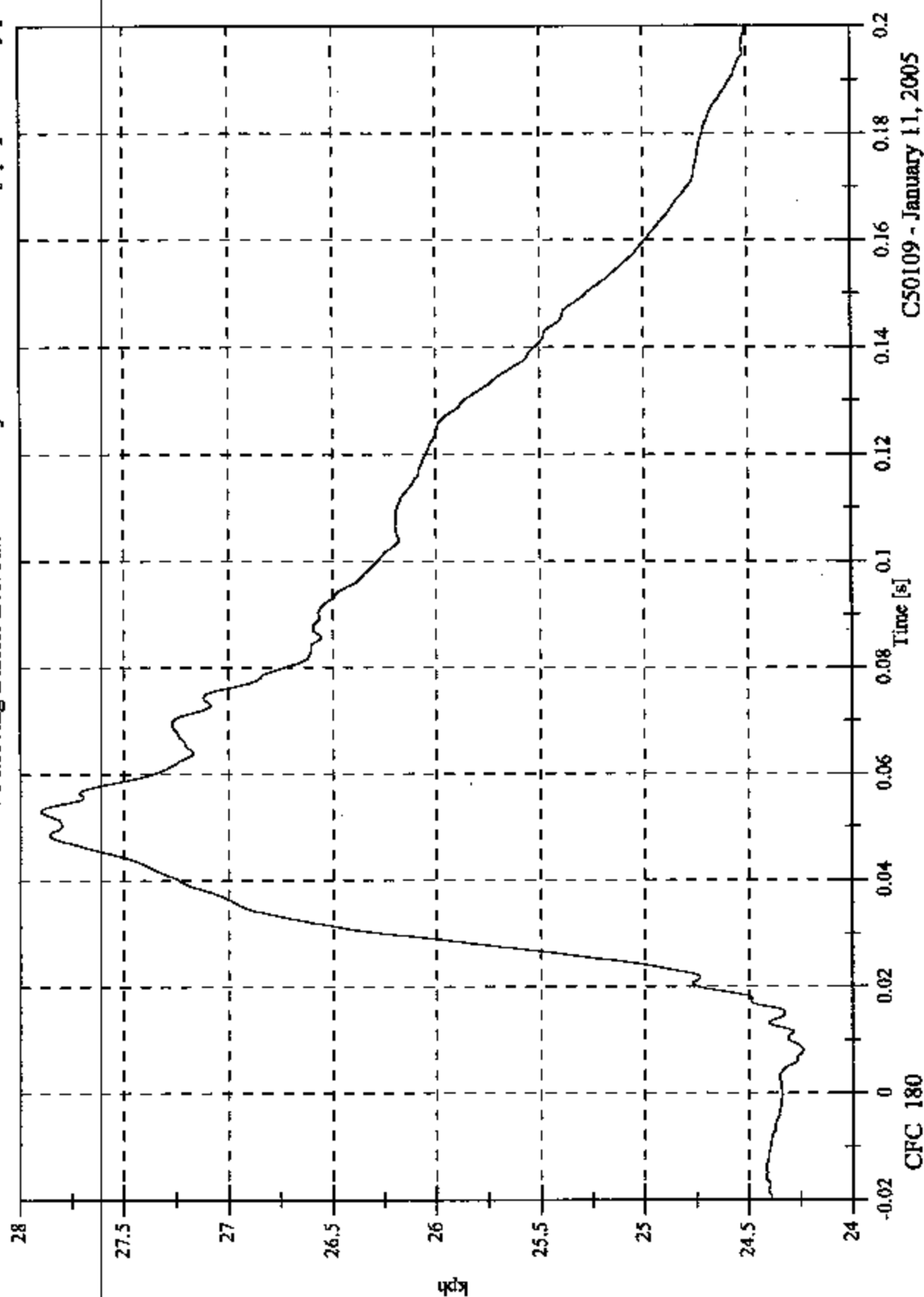


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V1 Moving Barrier Left Rail Y Velocity

Max: 27.9 [kph] at 0.053 [s]
Min: 24.2 [kph] at 0.008 [s]

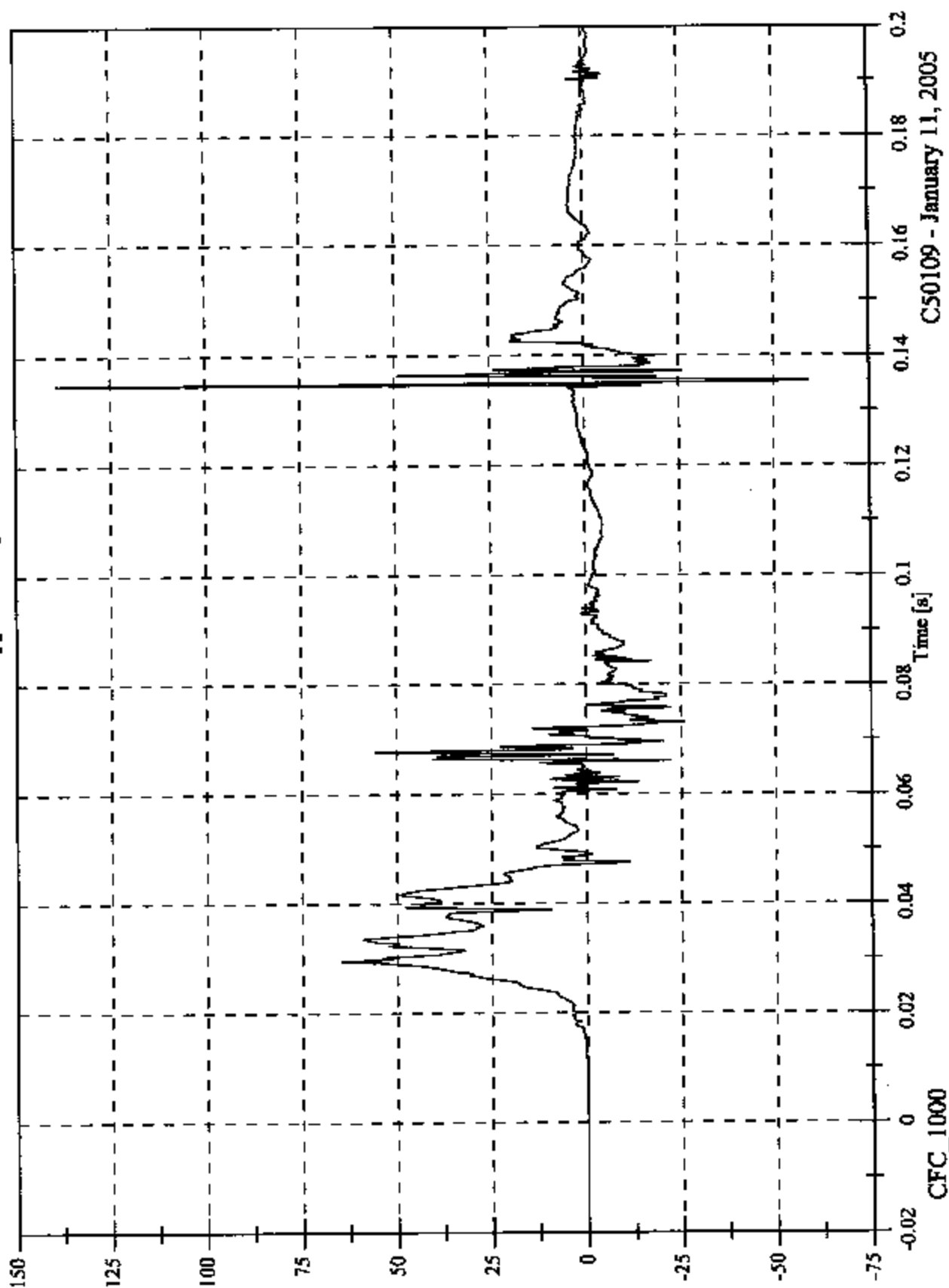


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Upper Rib Ry

Max: 139.3 [g] at 0.135 [s]
Min: -59.0 [g] at 0.135 [s]



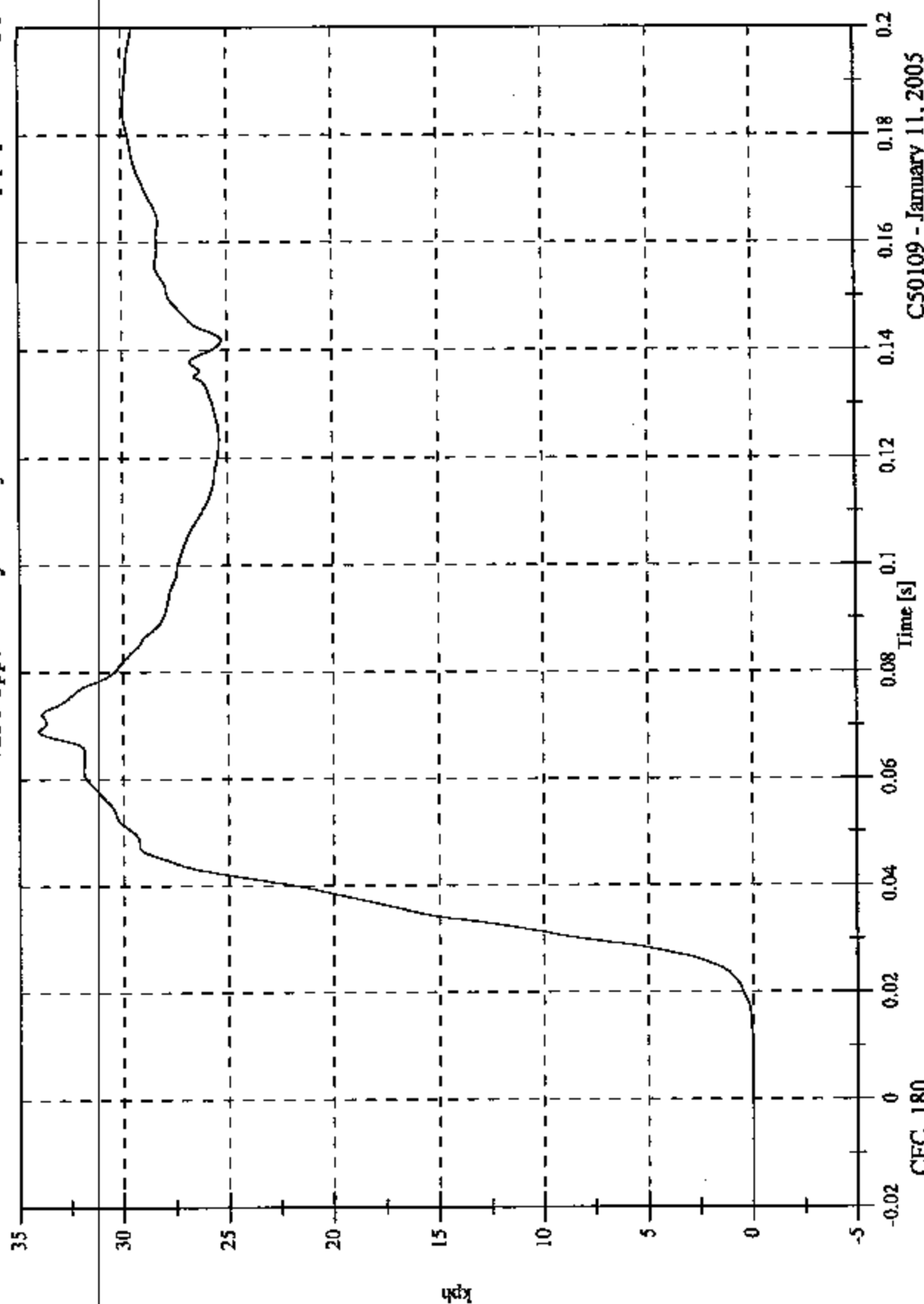
C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

Max: 34.1 [kph] at 0.069 [s]

Min: -0.0 [kph] at -0.020 [s]

V2P1 Upper Rib Ry Velocity

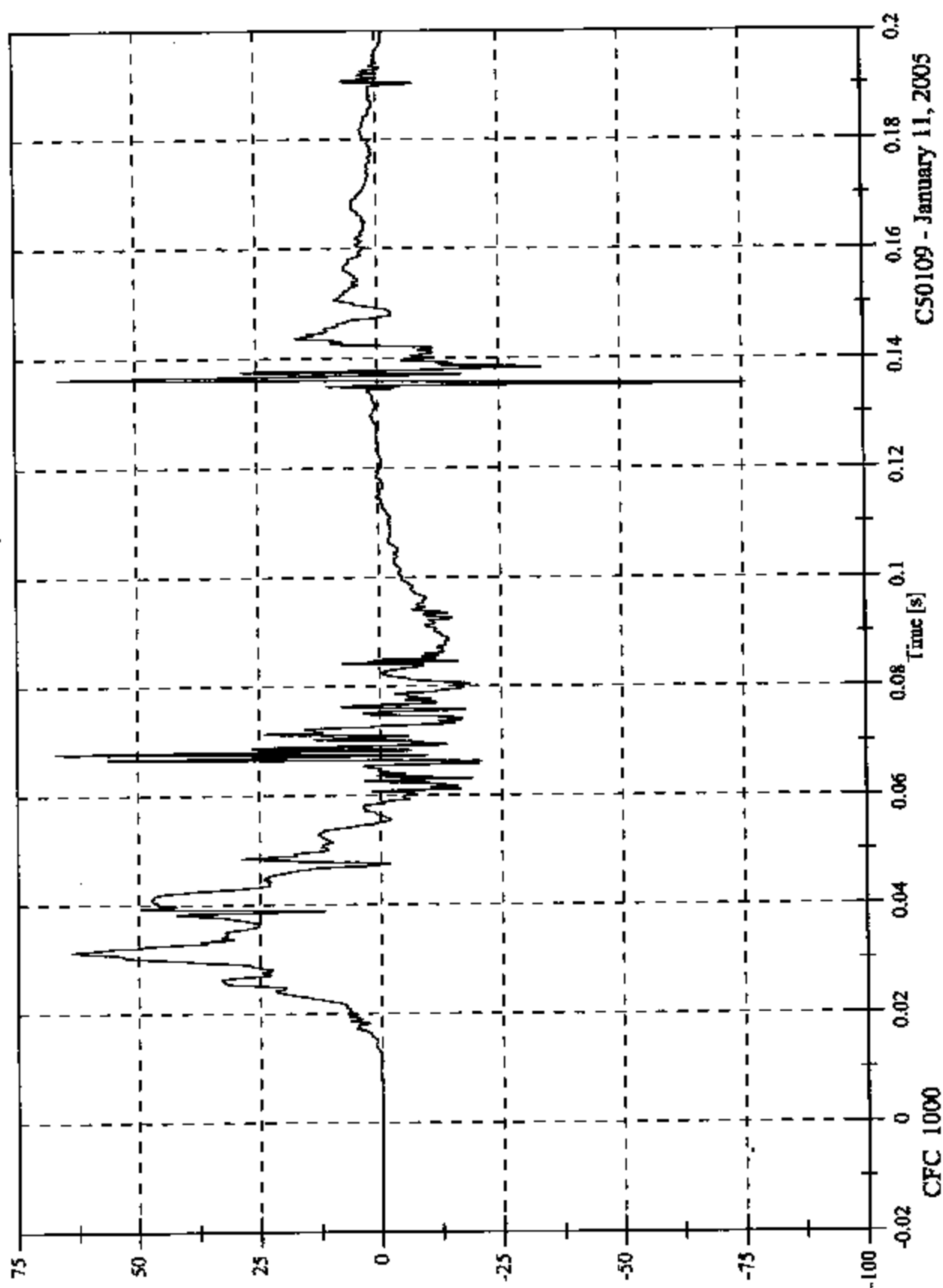


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Rib Ry

Max: 67.2 [g] at 0.068 [s]
Min: -75.8 [g] at 0.135 [s]

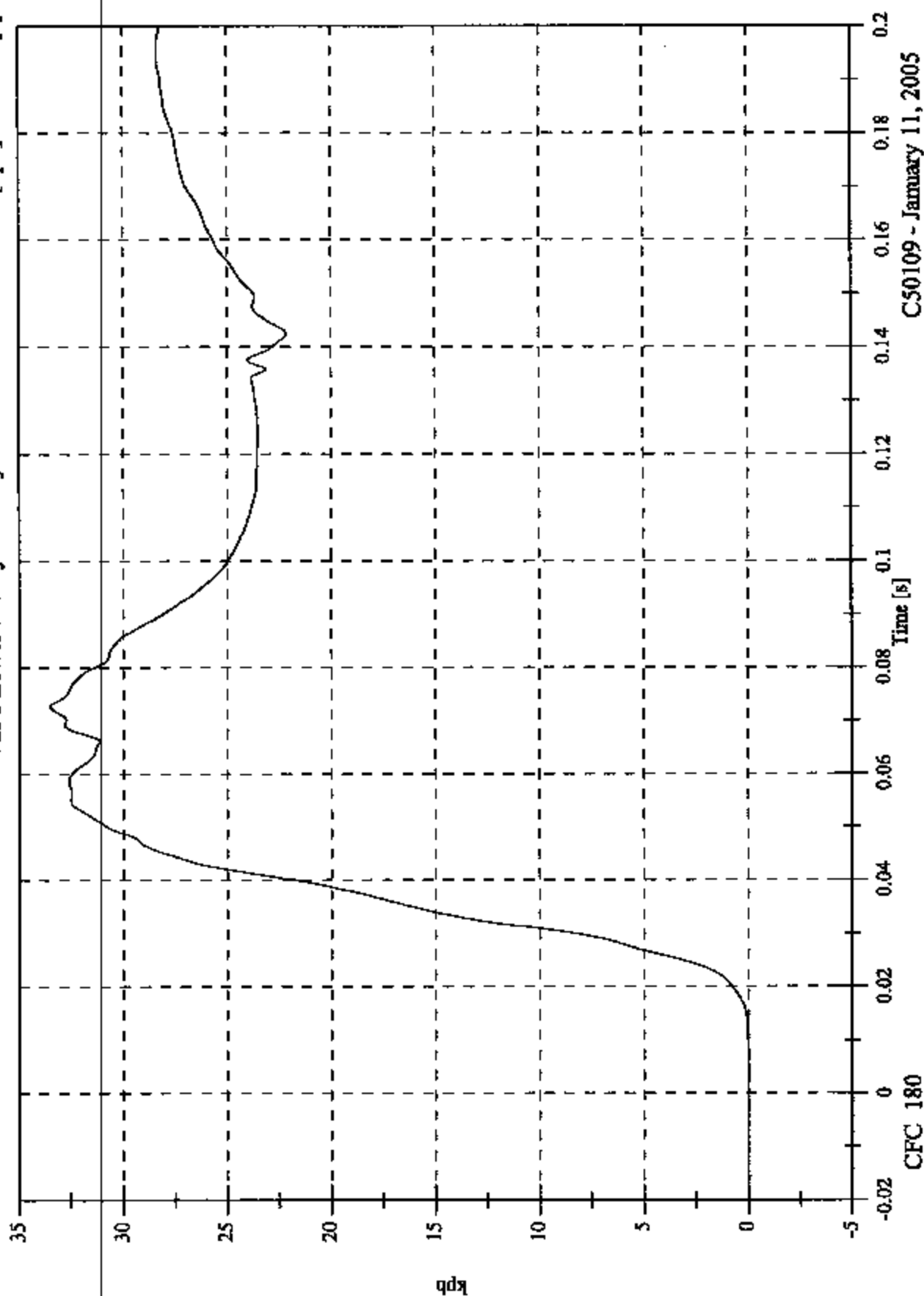


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2PI Lower Rib Ry Velocity

Max: 33.5 [kph] at 0.073 [s]
Min: -0.0 [kph] at -0.020 [s]

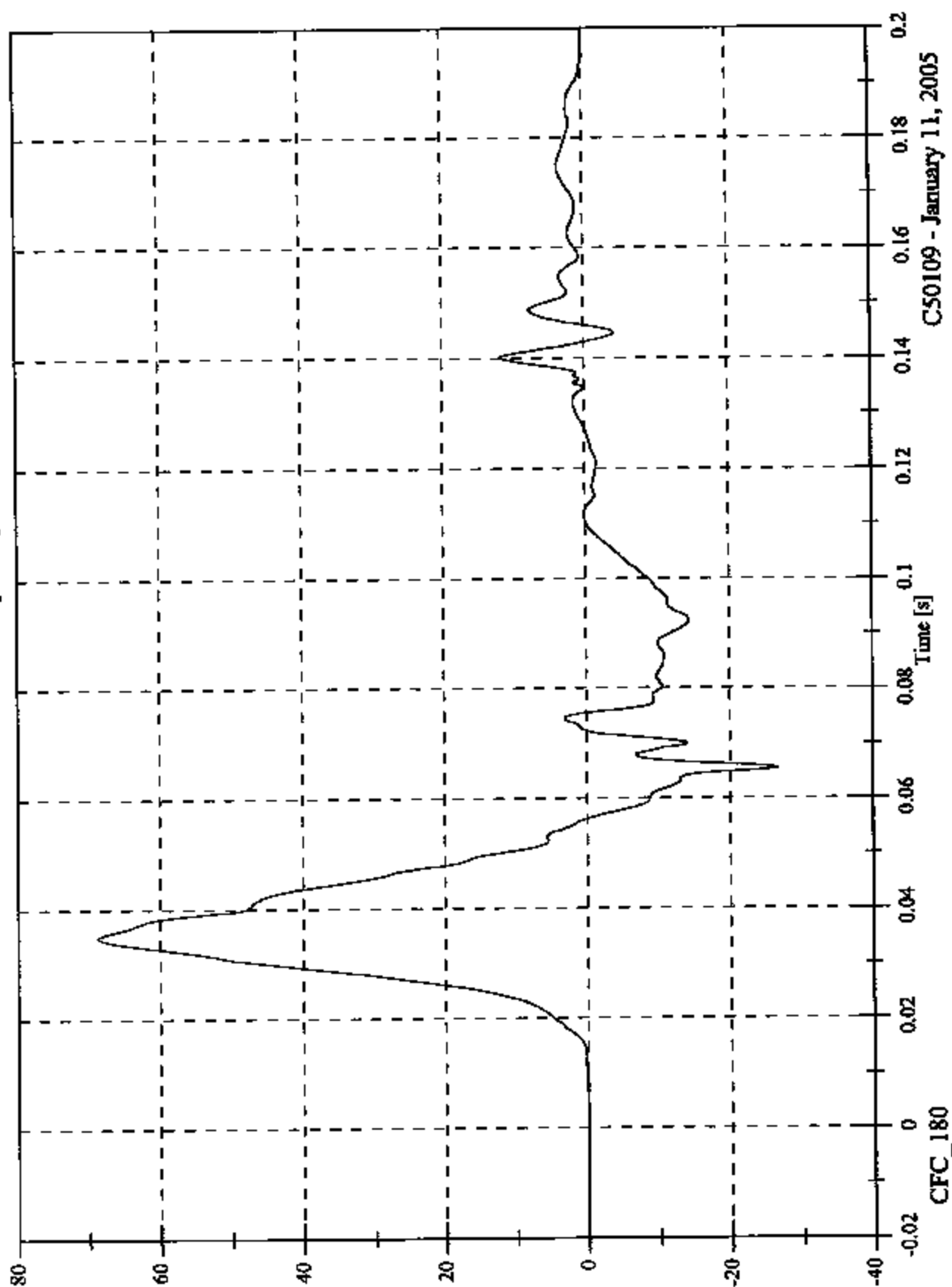


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine Ry

Max: 68.7 [g] at 0.035 [s]
Min: -26.7 [g] at 0.065 [s]

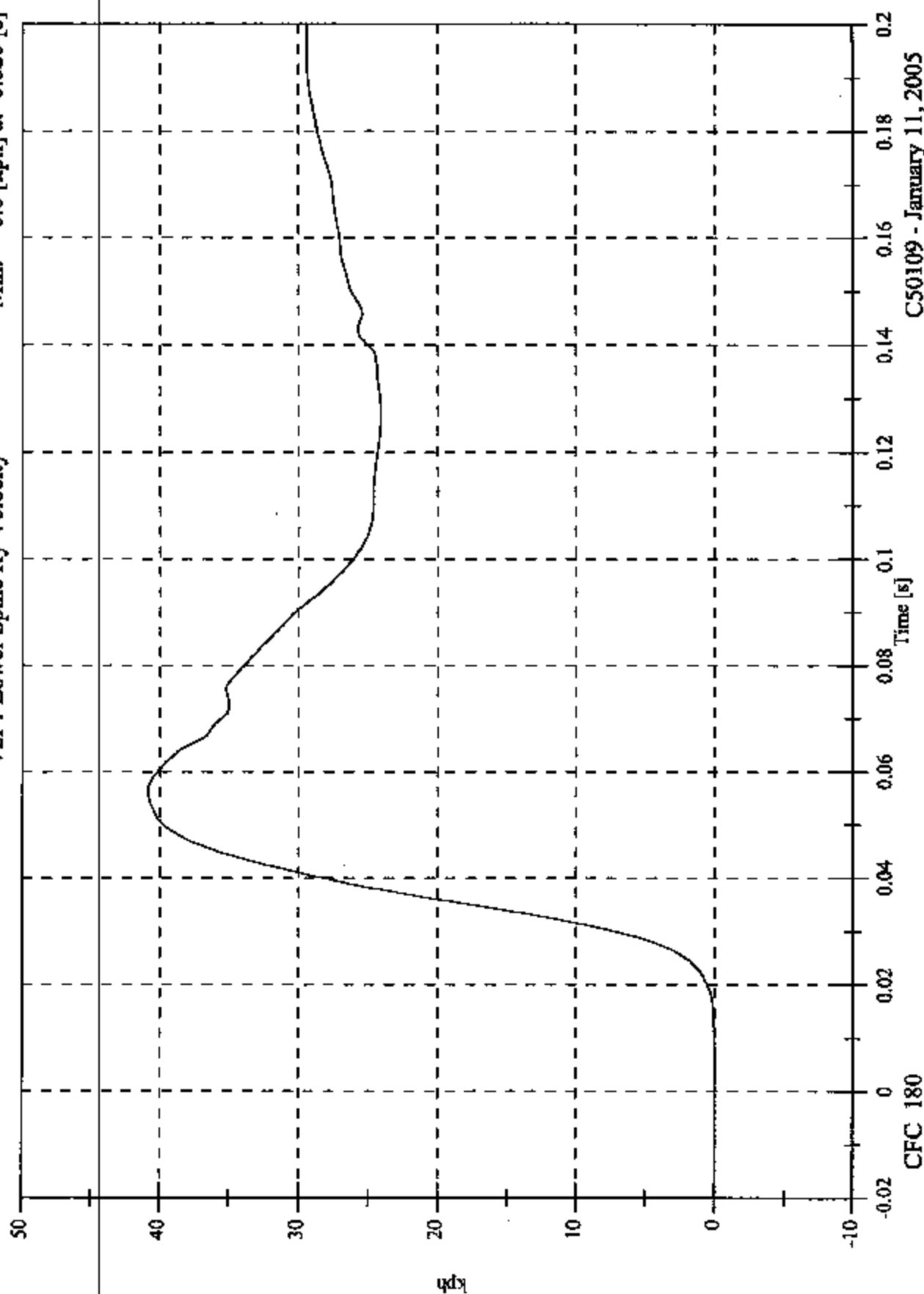


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine Ry Velocity

Max: 40.9 [kph] at 0.056 [s]
Min: -0.0 [kph] at -0.020 [s]

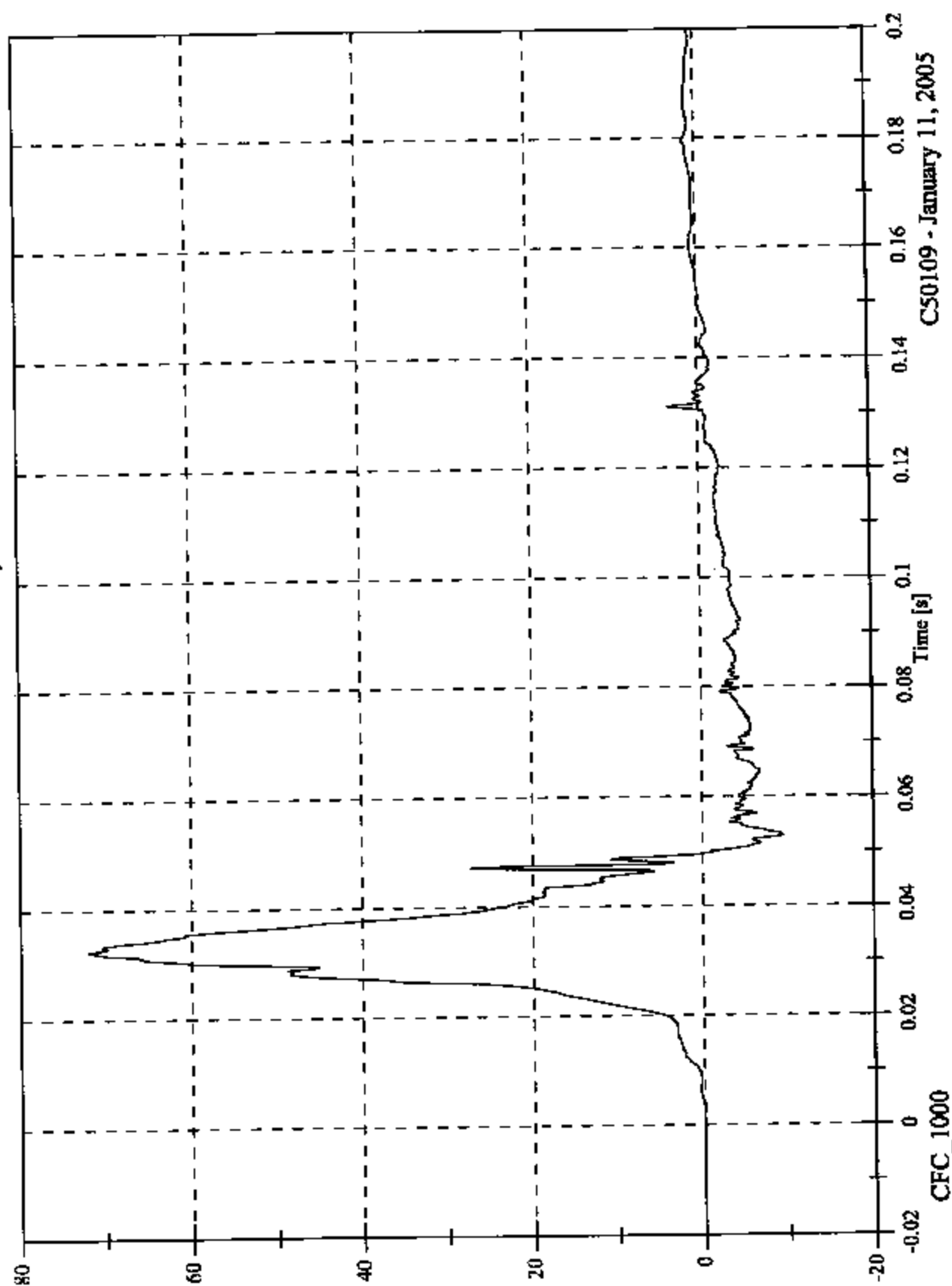


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Pelvic Ry

Max: 72.0 [g] at 0.032 [s]
Min: -9.4 [g] at 0.053 [s]

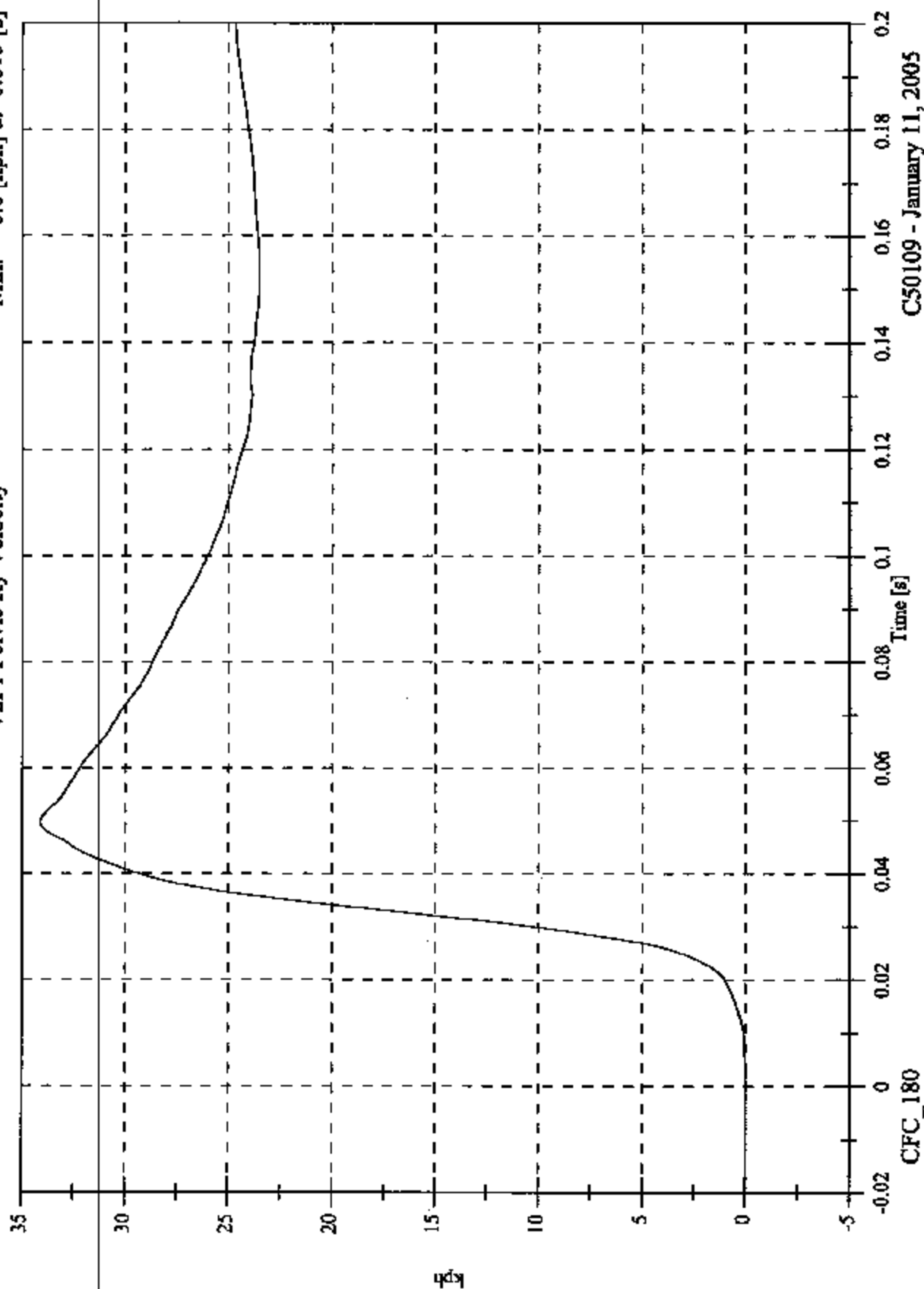


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Pelvic Ry Velocity

Max: 34.1 [kph] at 0.050 [s]
Min: -0.0 [kph] at -0.015 [s]

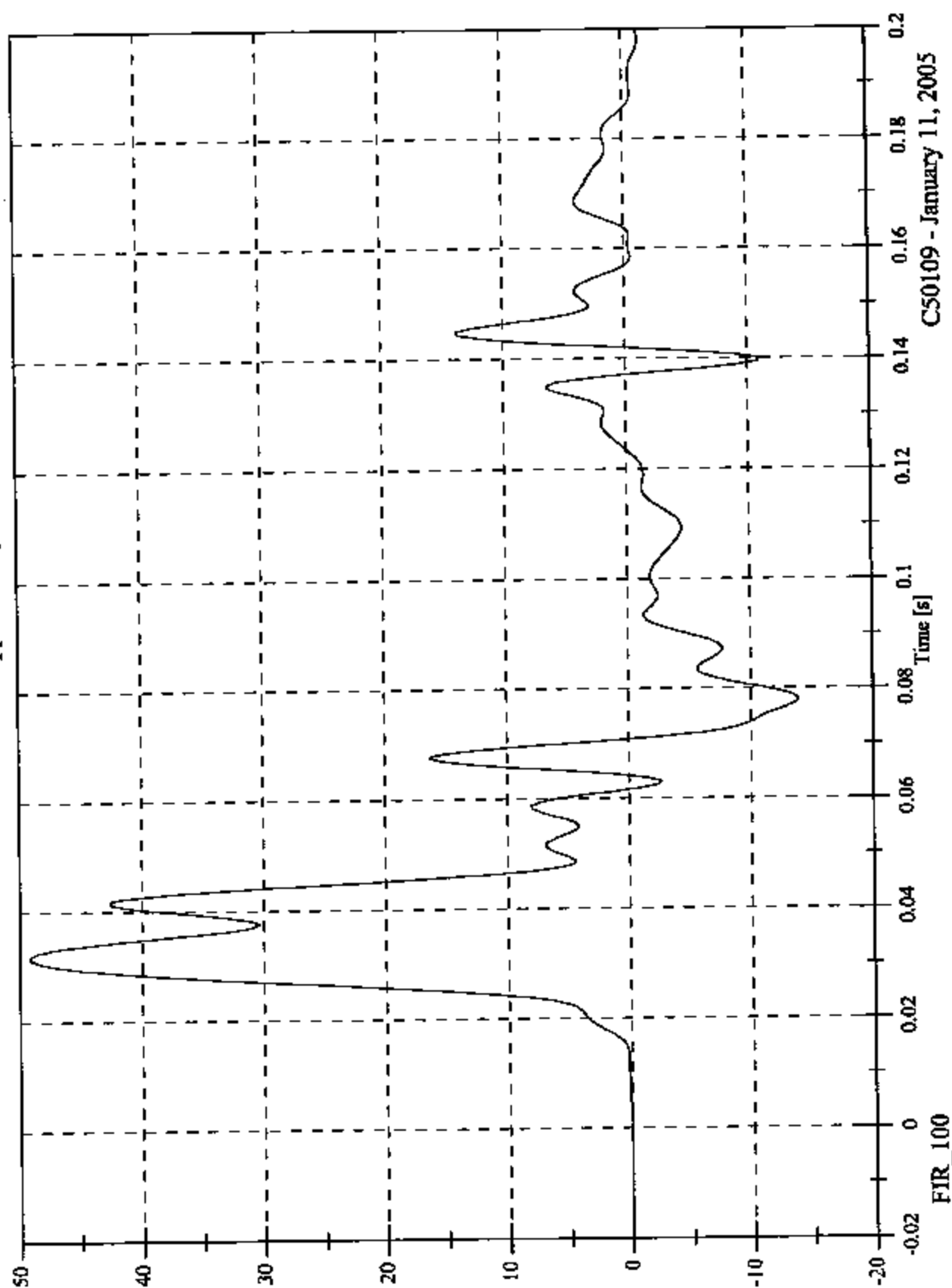


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Upper Rib Ry

Max: 49.2 [g] at 0.032 [s]
Min: -13.9 [g] at 0.078 [s]

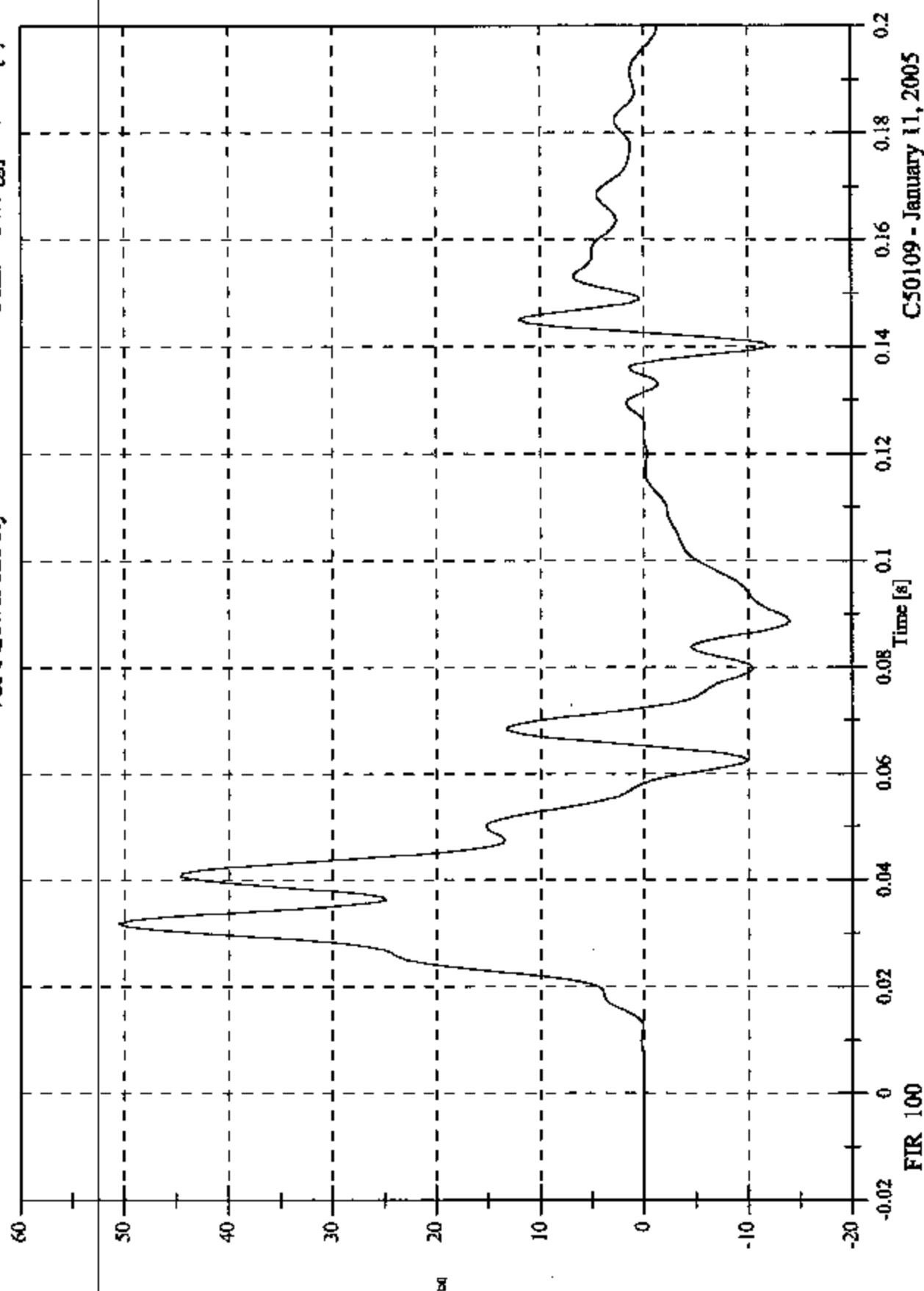


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Rib Ry

Max: 50.6 [g] at 0.032 [s]
Min: -14.0 [g] at 0.089 [s]

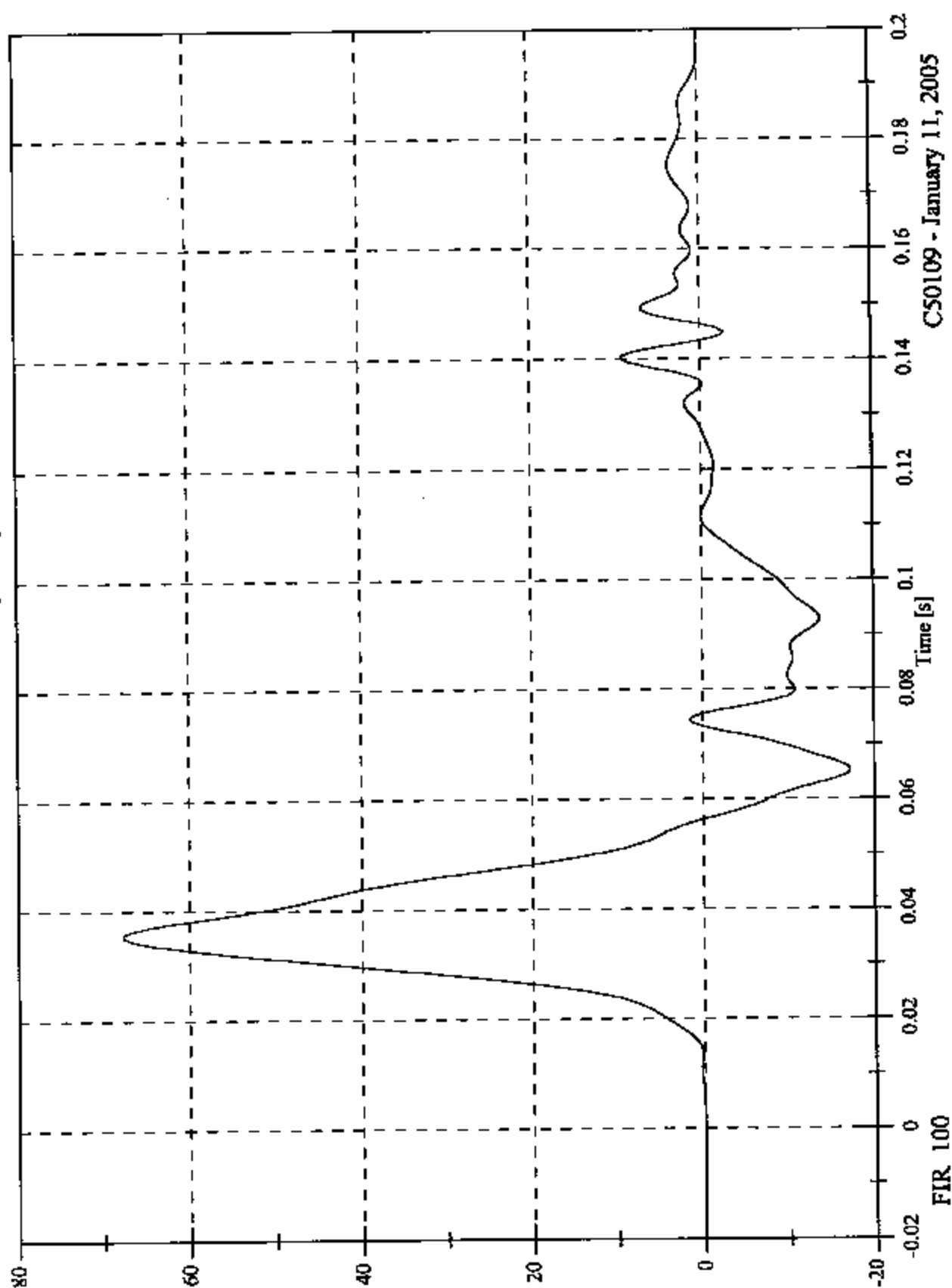


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Lower Spine Ry

Max: 67.8 [g] at 0.036 [s]
Min: -17.2 [g] at 0.065 [s]

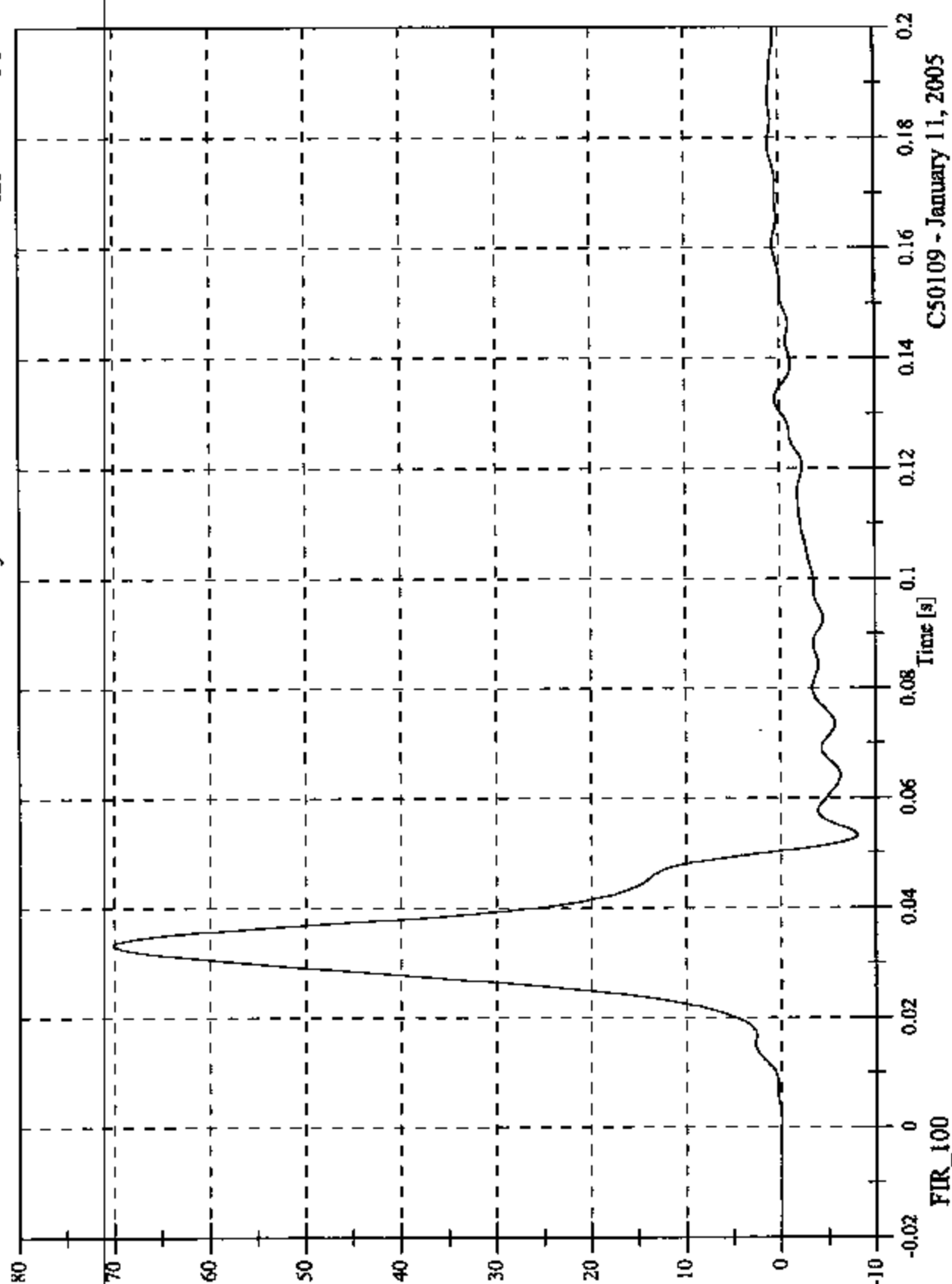


C50109 - January 11, 2005

2005 FMVSS214D Test 3 - 2005 Chevrolet Corvette

V2P1 Pelvic Ry

Max: 70.2 [g] at 0.033 [s]
Min: -8.1 [g] at 0.053 [s]



C50109 - January 11, 2005

APPENDIX C

SID CONFIGURATION AND PERFORMANCE VERIFICATION DATA

SUMMARY
SID PRE & POST TEST CALIBRATION
CONFIGURED FOR LEFT SIDE IMPACT

Date: January 7, 2005; January 19, 2005

Sequential Test Number:
 Laboratory Technician:

1; 2
B. Swiecicki

TEST PARAMETER	SPECIFICATION	SID NO.: 015	
		PRE TEST	POST TEST
SH- Seated Height (mm)	889 - 909	899	899
RH- Rib Height (mm)	501 - 521	511	511
HP- Hip Pivot Height (mm)	99 ref.	99	99
RD- Rib from Back Line (mm)	229 - 241	239	239
KV- Knee Pivot from Back Line (mm)	511 - 526	518	518
SW- Knee Pivot to Floor (mm)	490 - 505	493	493
HW- Hip Width (mm)	356 - 391	373	373
THORAX IMPACTS			
TEMPERATURE (°C)	18.9 - 25.5	21.1	21.1
RELATIVE HUMIDITY (%)	10 - 70	37.00	28.00
PROBE SPEED (m/s)	4.27 - 4.33	4.27	4.27
UPPER RIB (g's)	37 - 46	42.03	41.27
LOWER RIB (g's)	37 - 46	43.68	43.33
LOWER SPINE (g's)	15 - 22	19.12	20.06
PELVIS IMPACT			
TEMPERATURE (°C)	18.9 - 25.5	21.1	21.1
RELATIVE HUMIDITY (%)	10 - 70	38.00	28.00
PROBE SPEED (m/s)	4.27 - 4.33	4.27	4.28
PELVIS (g's)	40 - 60	40.51	41.79

REMARKS: None

CALIBRATION TEST RESULTS

PRE-TEST

SID NO.: 015

CONFIGURED FOR LEFT SIDE IMPACT

**CALIBRATION TEST RESULTS SUMMARY
PRE-TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 015 Sequential Test Number: 1
Date: January 7, 2005 Laboratory Technician: B. Swiecicki

TEST	COMMENTS
EXTERNAL DIMENSIONS	Passed all requirements.
THORACIC SHOCK ABSORBER TEST	Passed all requirements.
LATERAL THORAX IMPACT TEST	Passed all requirements.
LATERAL PELVIS IMPACT TEST	Passed all requirements.
HEAD DROP TEST*	Passed all requirements.
ABDOMINAL COMPRESSION TEST*	Passed all requirements.
LUMBAR FLEXION TEST*	Passed all requirements.

* Test not required for SID certification.

REMARKS: None

**EXTERNAL DIMENSIONS
PRE-TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 015

Sequential Test Number: 1

Date: January 7, 2005

Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS
SH- Seated Height (mm)	889 - 909	899
RH- Rib Height (mm)	502 - 520	511
HP- Hip Pivot Height (mm)	99 ref.	99
RD- Rib from Back Line (mm)	229 - 241	239
KH- Knee Pivot from Back Line (mm)	511 - 526	518
KV- Knee Pivot to Floor (mm)	490 - 505	493
HW- Hip Width (mm)	356 - 391	373

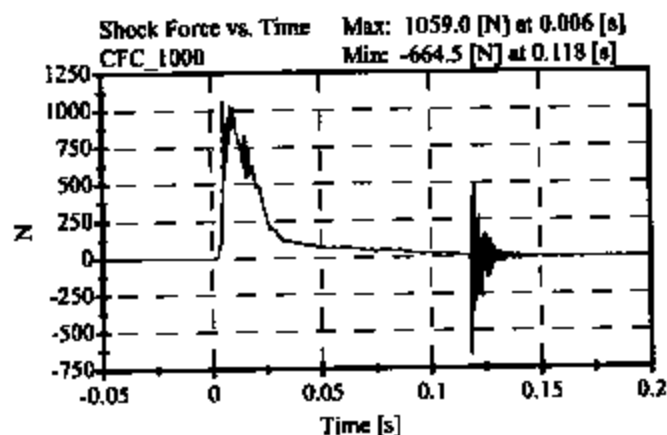
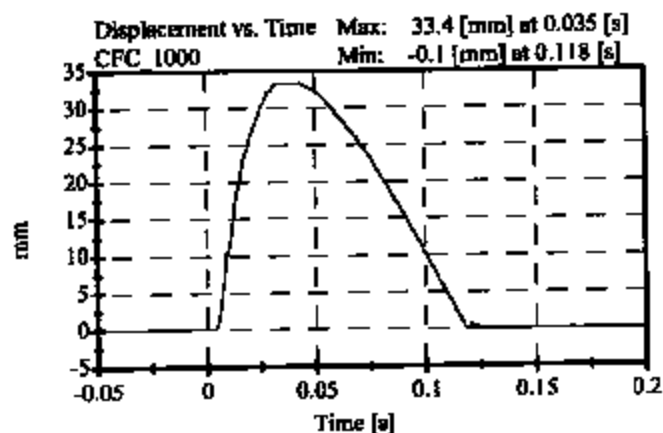
REMARKS: None

Shock Impact Low (3.05 m/s)
PRE TEST
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
 Date: January 4, 2005

Sequential Test Number: 1 File: 015SL 01-04-05
 Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Displacement:	30.00-35.00 mm	33.42 mm	Passed
Maximum Force:	836.00-1125.00 N	1059.03 N	Passed
Impact Test Velocity:	3.05 m/s		
Damper Identification:	015		
Damper Setting:	5		



Shock Impact Med (4.27 m/s)

PRE TEST

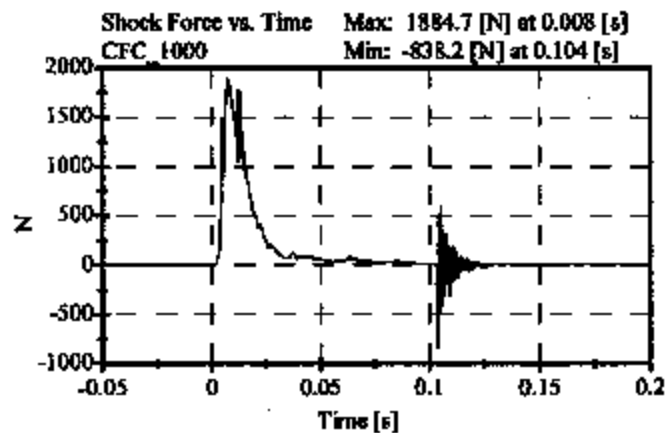
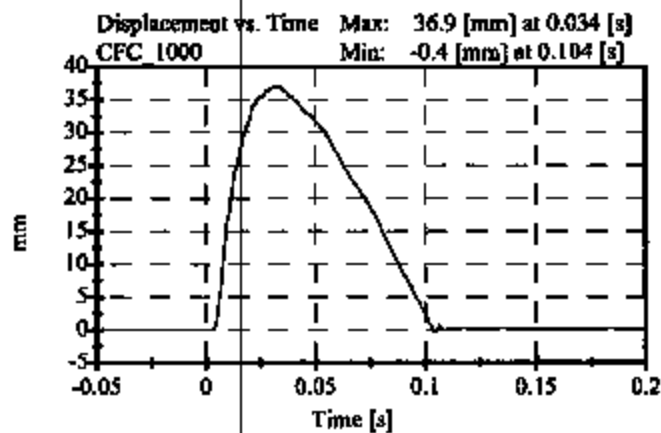
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 4, 2005

Sequential Test Number: 1 File: 015SM 01-04-05
Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Displacement:	32.00-37.00 mm	36.94 mm	Passed
Maximum Force:	1730.00-2099.00 N	1884.66 N	Passed

Impact Test Velocity: 4.27 m/s
Damper Identification: 015
Damper Setting: 5



Shock Impact High (6.10 m/s)

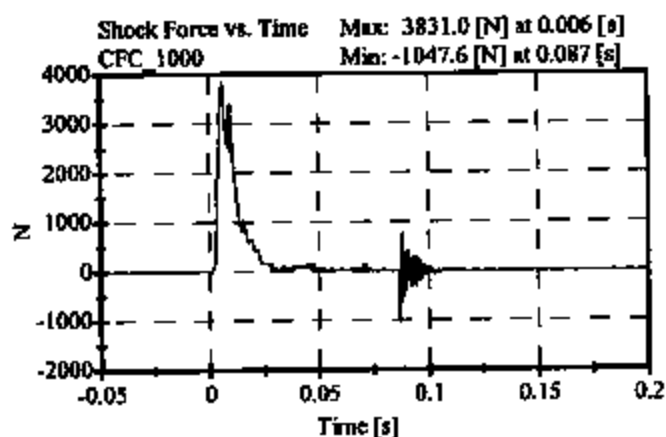
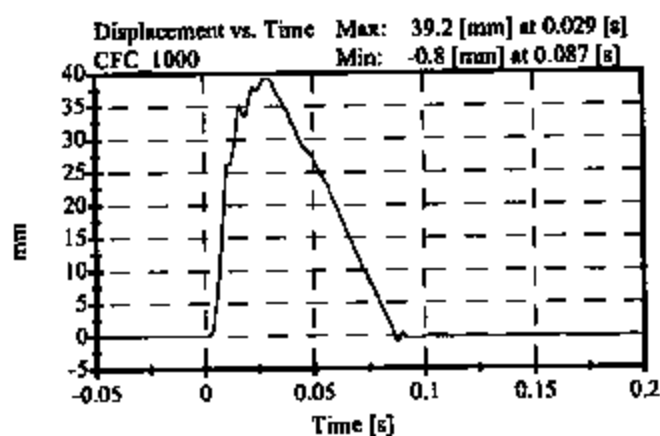
PRE TEST

CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 4, 2005

Sequential Test Number: 1 File: 015SH 01-04-05
Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Displacement:	33.00-40.00 mm	39.16 mm	Passed
Maximum Force:	3741.00-4448.00 N	3831.04 N	Passed
Impact Test Velocity:	6.10 m/s		
Damper Identification:	015		
Damper Setting:	5		

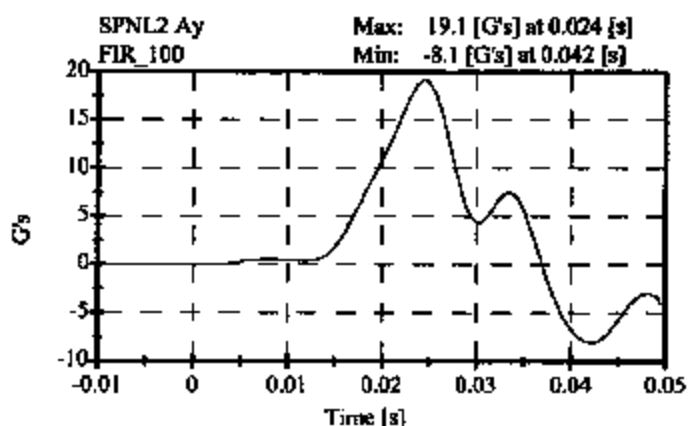
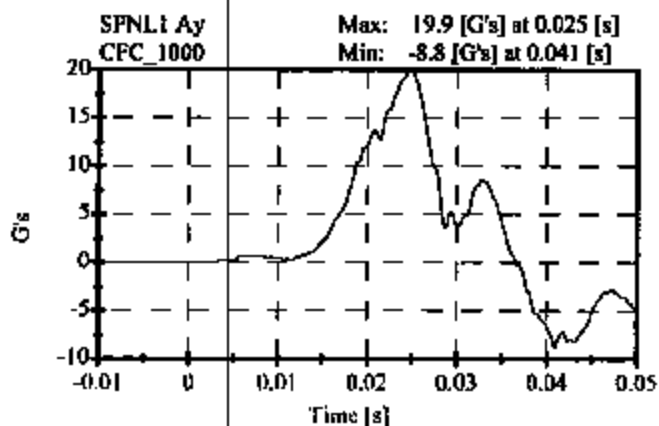
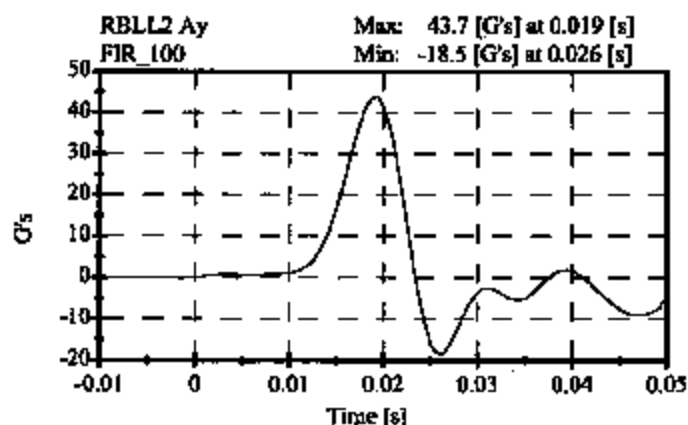
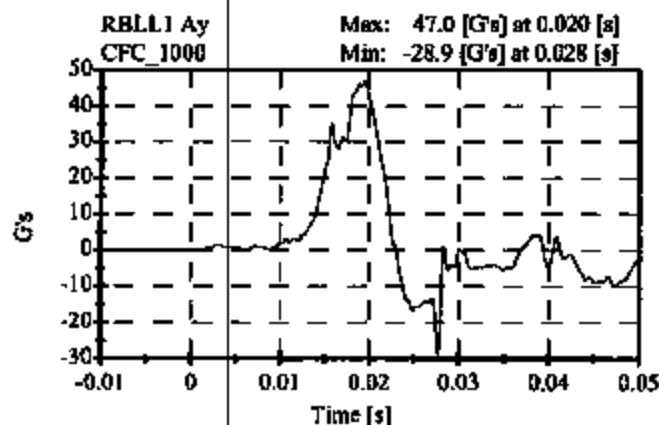
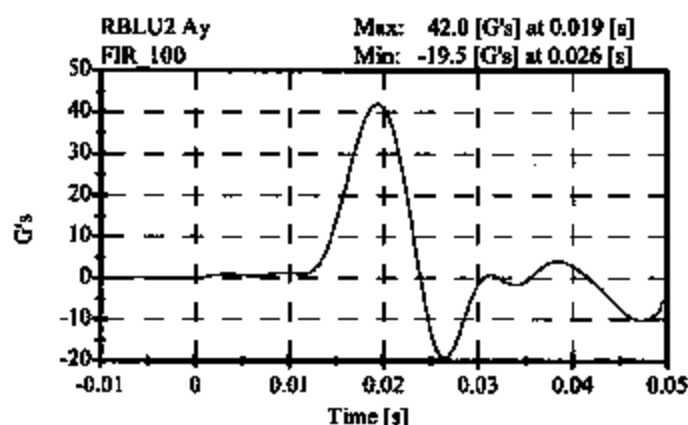
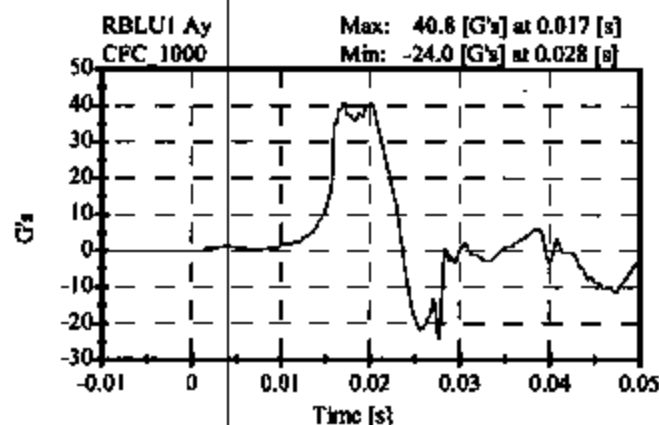


Thorax Impact
Pre-Test
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
 Date: January 5, 2005

Sequential Test Number: 1 File: 015T 01-05-05
 Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	37.00 %	Passed
Probe Velocity:	4.27- 4.33 m/s	4.27 m/s	Passed
Upper Rib Acceleration:	37.00-46.00 G's	42.03 G's	Passed
Lower Rib Acceleration:	37.00-46.00 G's	43.68 G's	Passed
Lower Spine Acceleration:	15.00-22.00 G's	19.12 G's	Passed



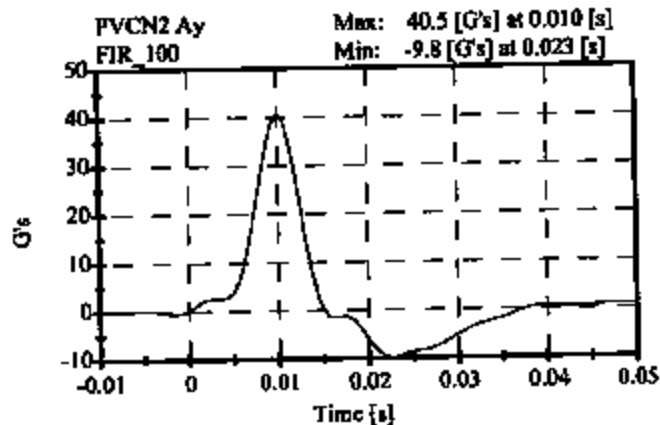
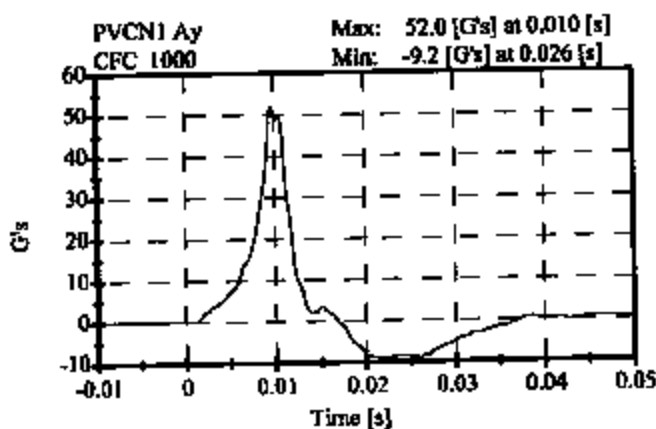
**Pelvic Impact
Pre-Test**

CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 6, 2005

Sequential Test Number: 1 File: 015P1 01-06-05
Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	38.00 %	Passed
Probe Velocity:	4.27- 4.33 m/s	4.27 m/s	Passed
Pelvis Y Acceleration:	40.00-60.00 G's	40.51 G's	Passed
Time Above 20 Gs	3.0-7.0 ms	5.3 ms	Passed



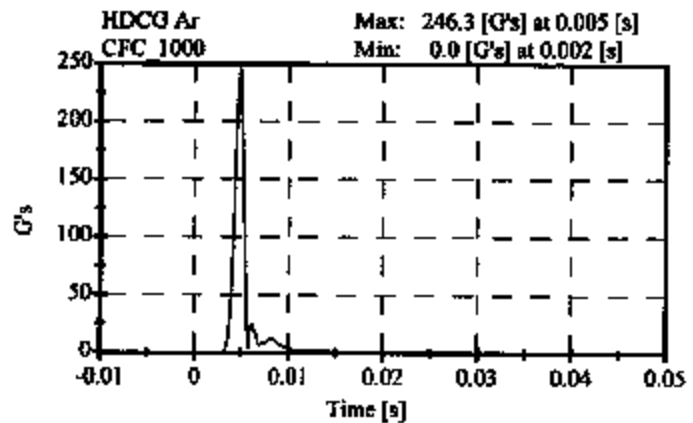
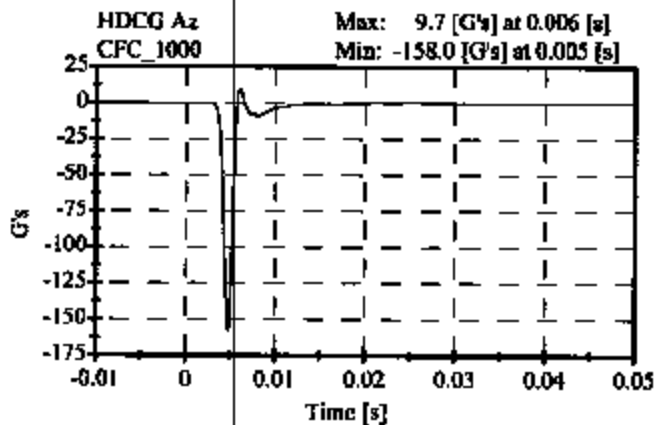
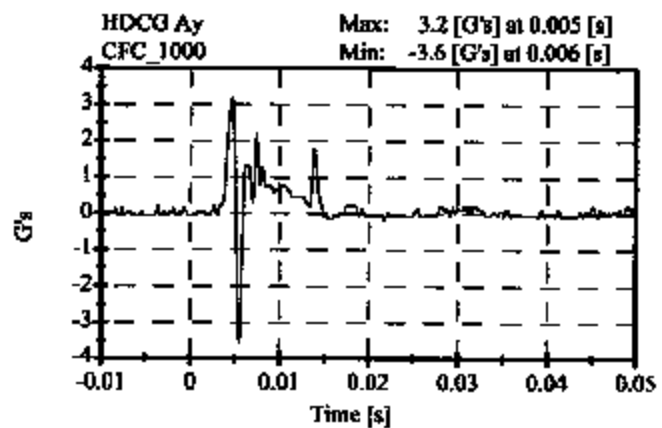
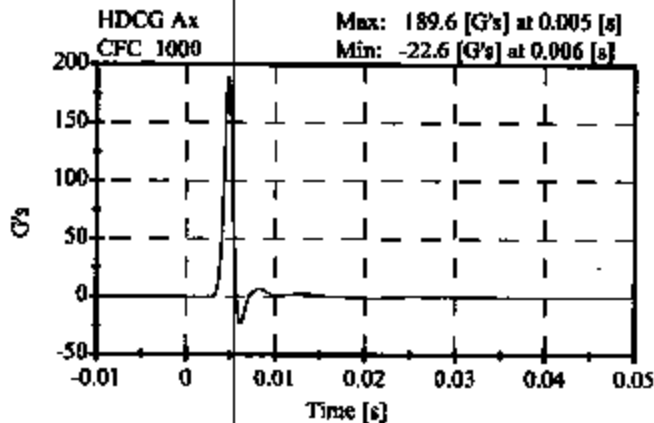
Head Drop Pre-Test

CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 4, 2005

Sequential Test Number: 1 File: 015H1 01-04-05
Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.6 C	21.1 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Peak Resultant Accel.:	210-260 Gs	246.27 Gs	Passed
Peak Lateral Accel.:	10 Gs Max	3.59 Gs	Passed
Unimodal Criteria Above 100 Gs:	0.9-1.5 ms	1.22 ms	Passed
Curve Percent NonModal:	< 10%	9.88 %	Passed



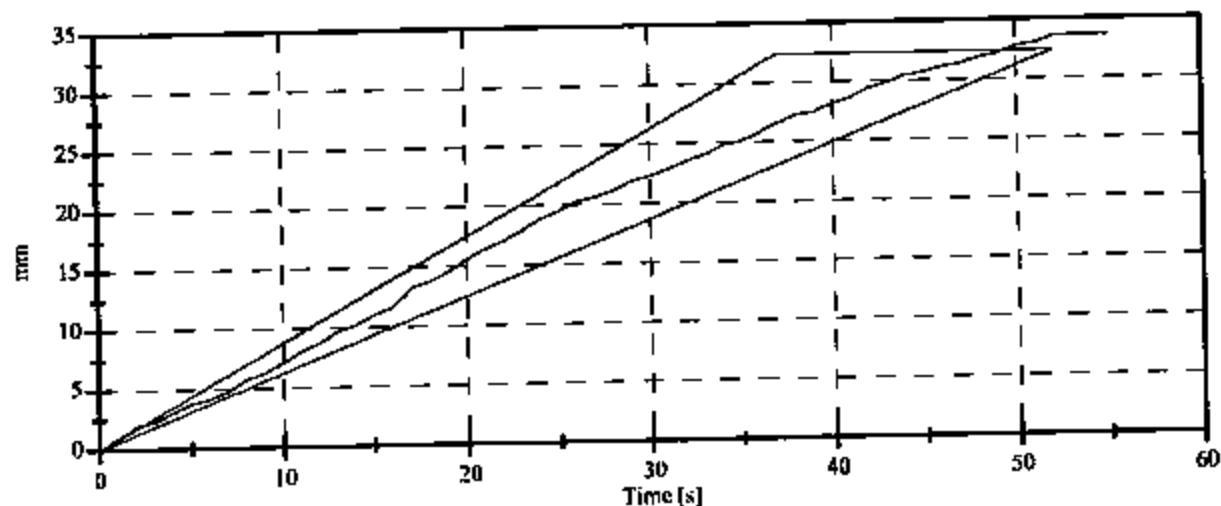
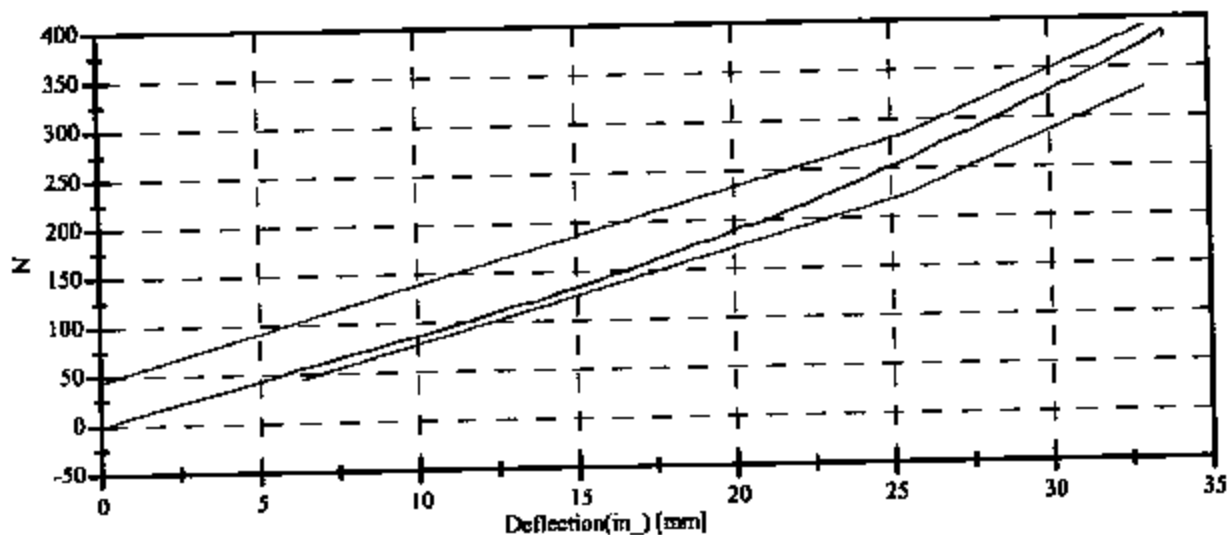
**Abdomen Test
Pre-Test
CONFIGURED FOR LEFT SIDE IMPACT**

ATD Serial No: 015
Date: January 7, 2005

Sequential Test Number: 1 File: 015Ab 01-07-05
Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	34.00 %	Passed
Force at 12.95 mm :	104.00-162.00 N	117.77 N	Passed
Force at 19.05 mm :	162.98-220.99 N	176.99 N	Passed
Force at 25.40 mm :	221.97-280.02 N	252.65 N	Passed
Force at 33.02 mm :	324.99-391.00 N	373.28 N	Passed

ABDOMINAL COMPRESSION TEST



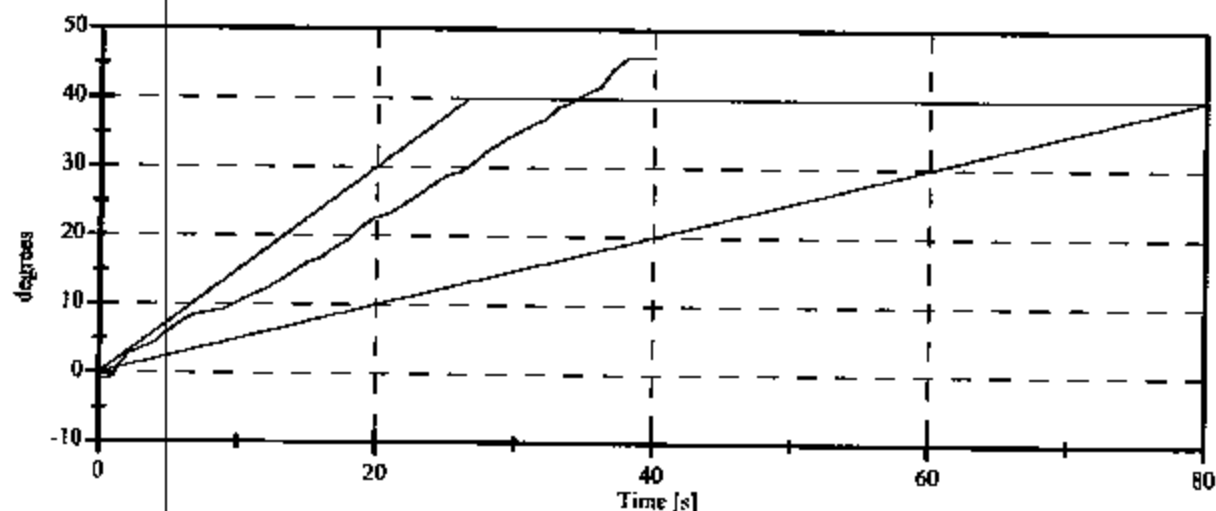
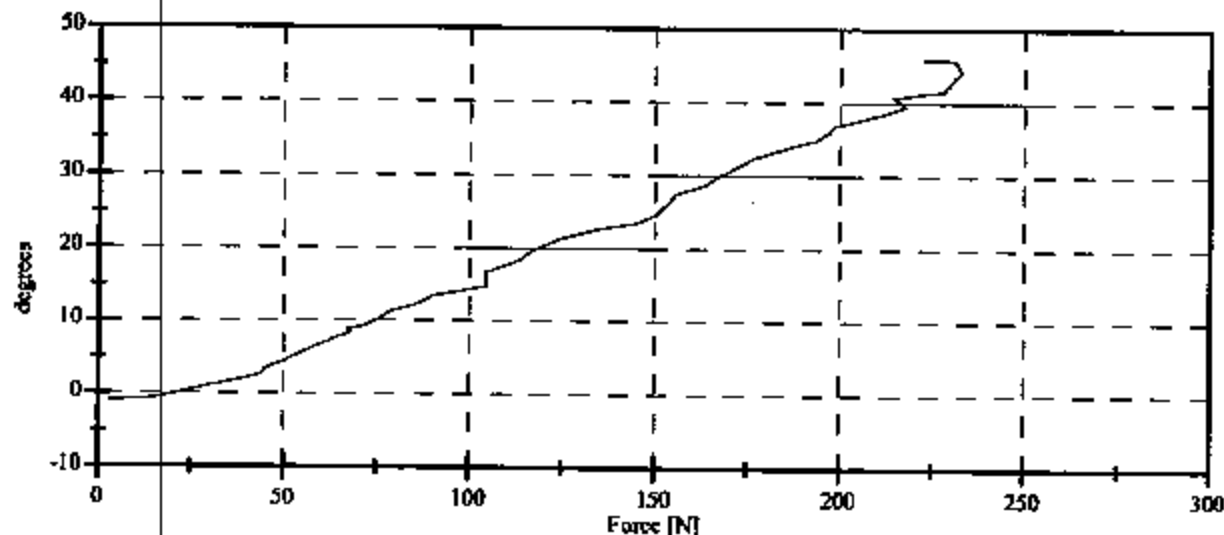
Lumbar Spine Test
Pre-Test
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
 Date: January 7, 2005

Sequential Test Number: 1 File: 015Spine 01-06-05
 Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	33.00 %	Passed
Force at 0 Deg:	0.00-26.69 N	15.34 N	Passed
Force at 20 Deg:	97.86-151.24 N	116.30 N	Passed
Force at 30 Deg:	151.24-204.62 N	165.07 N	Passed
Force at 40 Deg:	204.62-258.00 N	217.51 N	Passed
Return Angle	12 Deg Max	2.13 deg	Passed

LUMBAR SPINE FLEXION TEST



PRE-TEST DUMMY INSPECTION LIST
CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 015
 Date: January 7, 2005

Sequential Test Number:
 Laboratory Technician:

B. Swiecicki

PART	ITEMS CHECKED	COMMENTS
SKIN	VISUAL INSPECTION	OK
HEAD	VISUAL, BALLAST, ACCELEROMETER MOUNT	OK
NECK	VISUAL, CABLE TORQUE	OK
SPINE BOX	VISUAL, BALLAST, WELDMENT, ACCELEROMETER MOUNT	OK
RIB CAGE	VISUAL, MEASURE, STIFFENERS	OK
STERNUM	VISUAL	OK
LUMBAR SPINE	VISUAL	OK
ABDOMEN	VISUAL	OK
PELVIS	VISUAL, PALPATE, ACCELEROMETER MOUNT	OK
UPPER LEGS	VISUAL	OK
KNEES	VISUAL, STOPS, INSERTS	OK
LOWER LEGS	VISUAL, RANGE OF MOTION	OK
ANKLES	VISUAL, RANGE OF MOTION	OK
FEET	VISUAL, RANGE OF MOTION	OK
JOINTS	1 TO 2 g RANGE	OK
OTHER	NONE	-

REMARKS: None

CALIBRATION TEST RESULTS

POST TEST

SID NO.: 015

CONFIGURED FOR LEFT SIDE IMPACT

**CALIBRATION TEST RESULTS SUMMARY
POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 015 Sequential Test Number: 2
Date: January 19, 2005 Laboratory Technician: B. Swiecicki

TEST	COMMENTS
EXTERNAL DIMENSIONS	Passed all requirements.
LATERAL THORAX IMPACT TEST	Passed all requirements.
LATERAL PELVIS IMPACT TEST	Passed all requirements.
HEAD DROP TEST*	Passed all requirements.
ABDOMINAL COMPRESSION TEST*	Passed all requirements.
LUMBAR FLEXION TEST*	Passed all requirements.

* Test not required for SID certification.

REMARKS: None

EXTERNAL DIMENSIONS
POST TEST

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 013

Sequential Test Number:

2

Date: January 19, 2005

Laboratory Technician:

B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS
SH- Seated Height (mm)	889 - 909	899
RH- Rib Height (mm)	502 - 520	511
HP- Hip Pivot Height (mm)	99 ref.	99
RD- Rib from Back Line (mm)	229 - 241	239
KH- Knee Pivot from Back Line (mm)	511 - 526	518
KV- Knee Pivot to Floor (mm)	490 - 505	493
HW- Hip Width (mm)	356 - 391	373

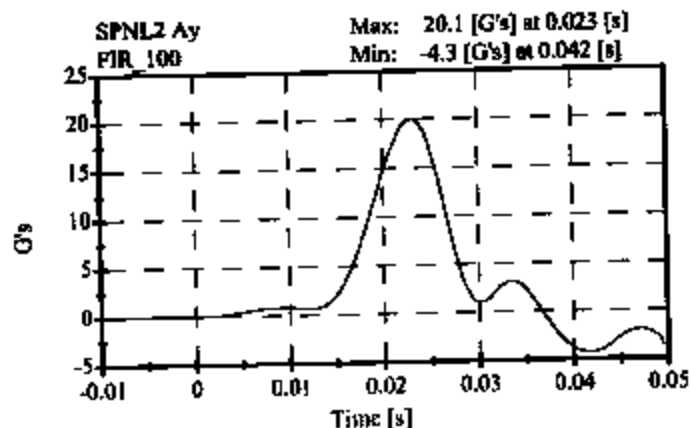
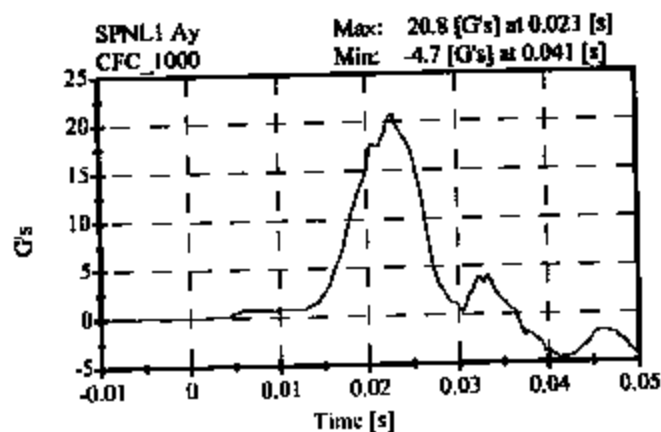
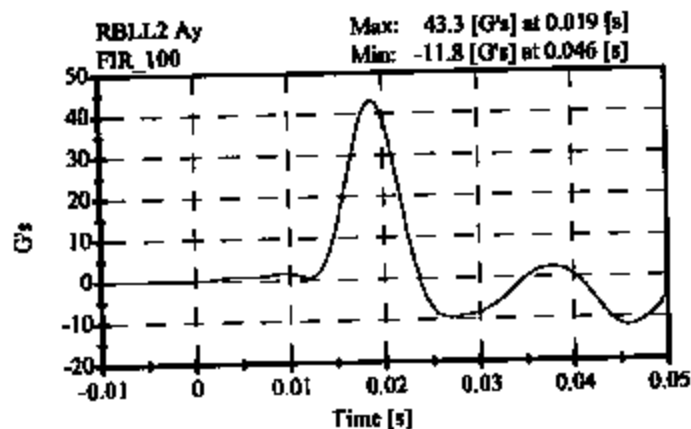
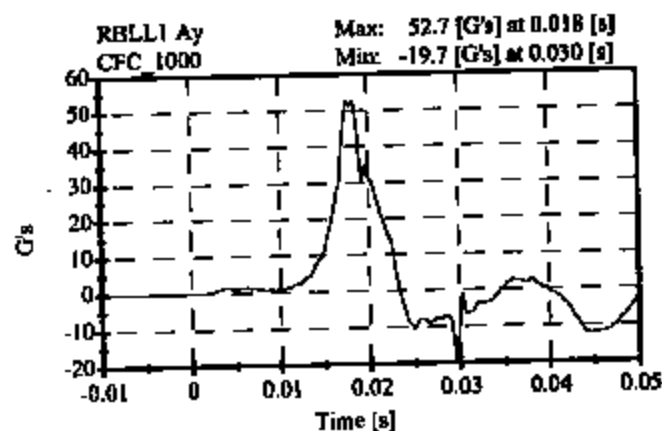
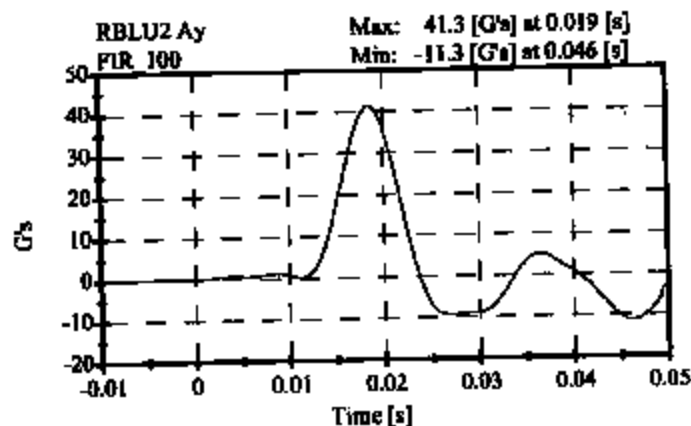
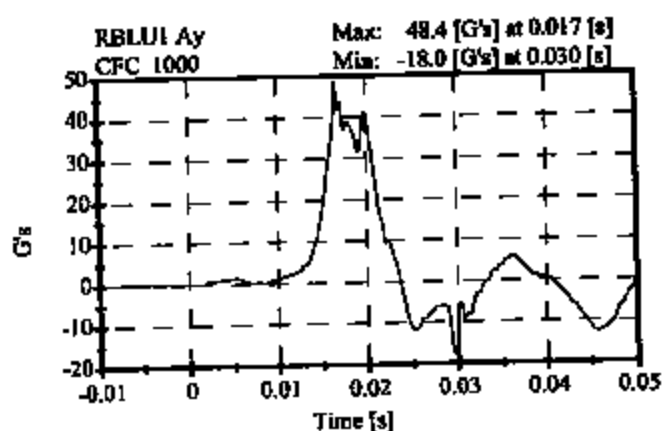
REMARKS: None

Therax Impact
Post-Test
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
 Date: January 18, 2005

Sequential Test Number: 1 File: 015T 01-18-05
 Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	28.00 %	Passed
Probe Velocity:	4.27- 4.33 m/s	4.27 m/s	Passed
Upper Rib Acceleration:	37.00-46.00 G's	41.27 G's	Passed
Lower Rib Acceleration:	37.00-46.00 G's	43.33 G's	Passed
Lower Spine Acceleration:	15.00-22.00 G's	20.06 G's	Passed



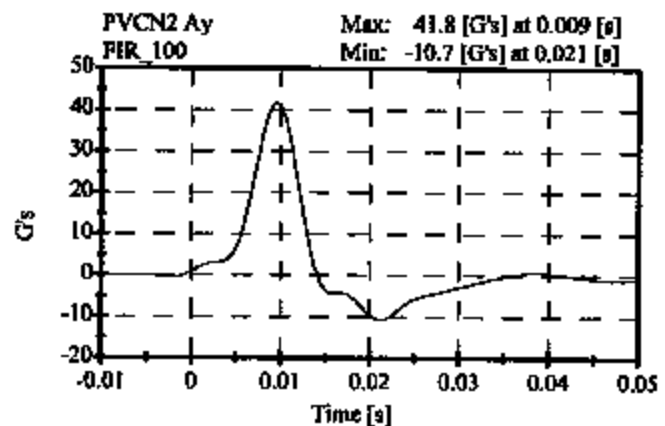
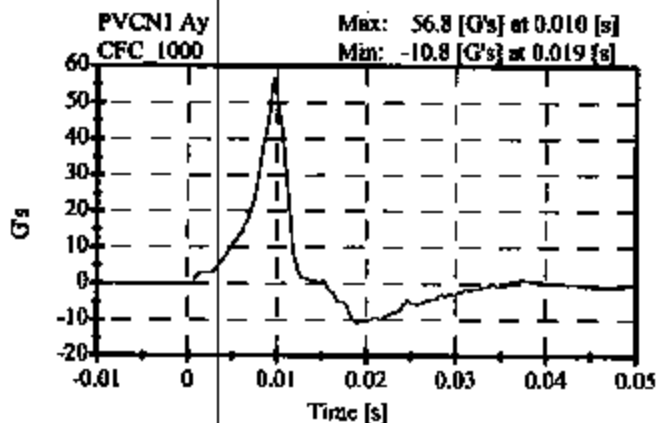
**Pelvic Impact
Post-Test**

CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 18, 2005

Sequential Test Number: 1 File: 015P1 01-18-05
Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	28.00 %	Passed
Probe Velocity:	4.27- 4.33 m/s	4.28 m/s	Passed
Pelvis Y Acceleration:	40.00-60.00 G's	41.79 G's	Passed
Time Above 20 Gs	3.0-7.0 ms	5.4 ms	Passed



Head Drop

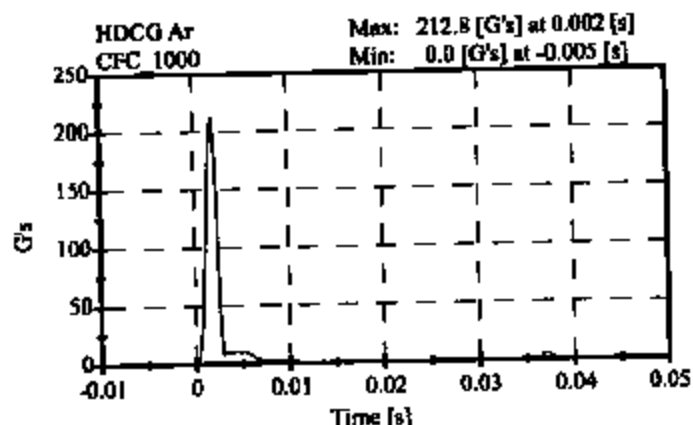
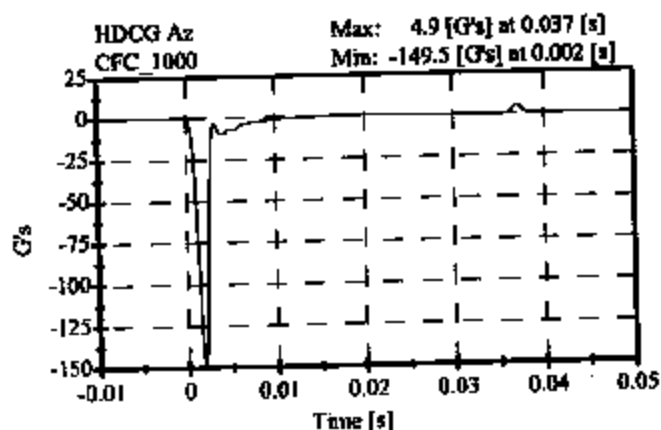
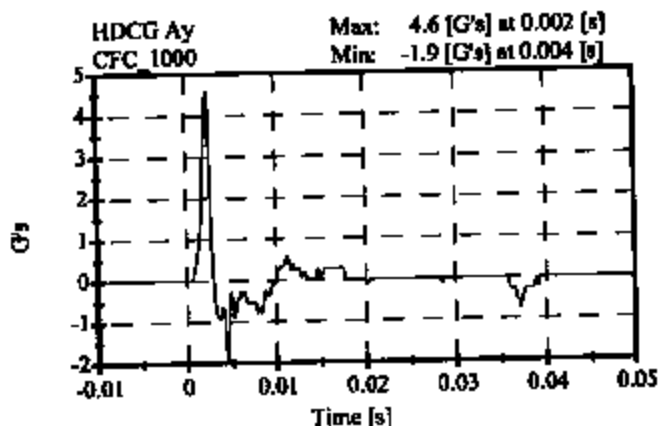
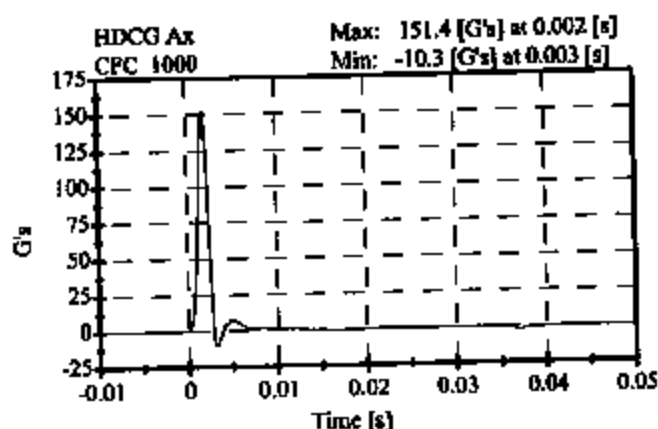
Post-Test

CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 18, 2005

Sequential Test Number: 1 File: 015H2 01-18-05
Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.6 C	21.1 C	Passed
Lab Humidity:	10-70 %	33.00 %	Passed
Peak Resultant Accel.:	210-260 Gs	212.80 Gs	Passed
Peak Lateral Accel.:	10 Gs Max	4.57 Gs	Passed
Unimodal Criteria Above 100 Gs:	0.9-1.5 ms	1.29 ms	Passed
Curve PerCent NonModal:	< 10%	5.09 %	Passed



Abdomen Test

Post-Test

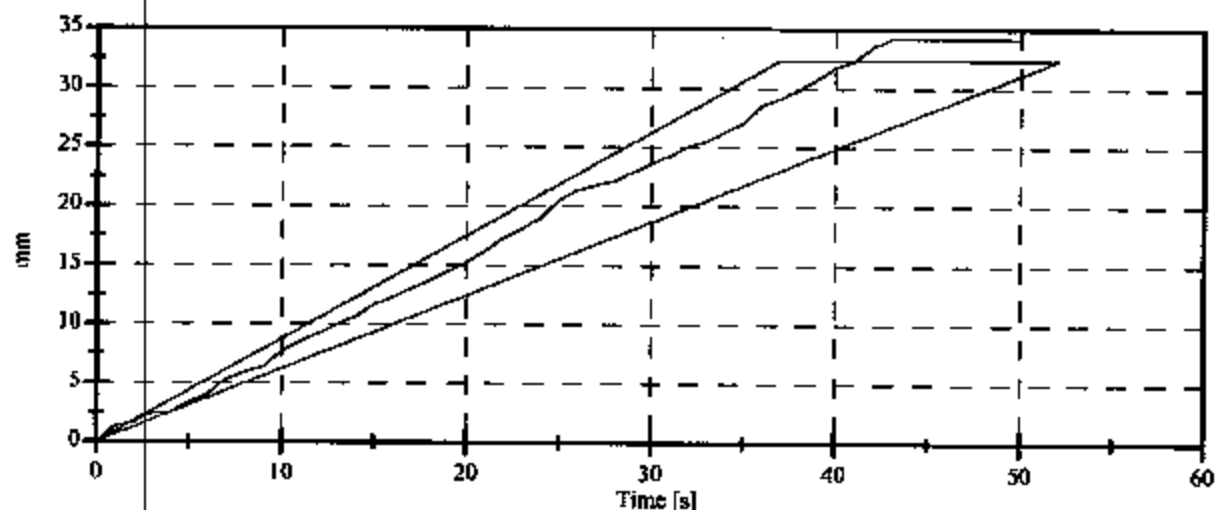
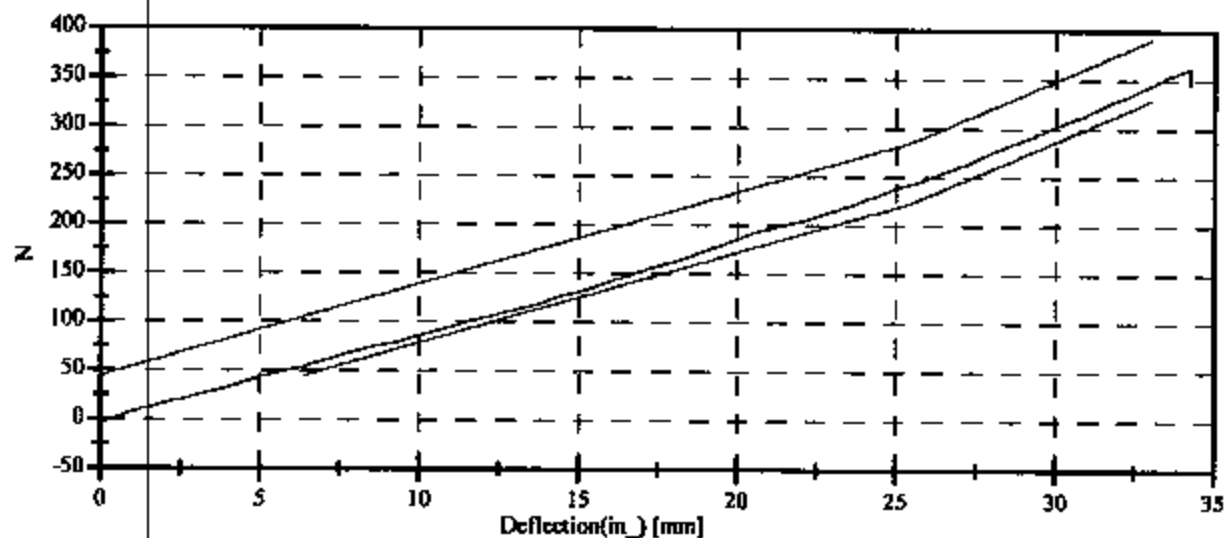
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
Date: January 19, 2005

Sequential Test Number: 1 File: 015Ab 01-19-05
Laboratory Technician: B. Swiecicki

TEST PARAMETER	SPECIFICATION	TEST RESULTS	STATUS
Lab Temperature:	18.9-25.5 C	21.3 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Force at 12.95 mm :	104.00-162.00 N	112.66 N	Passed
Force at 19.05 mm :	162.98-220.99 N	173.70 N	Passed
Force at 25.40 mm :	221.97-280.02 N	242.42 N	Passed
Force at 33.02 mm :	324.99-391.00 N	352.81 N	Passed

ABDOMINAL COMPRESSION TEST



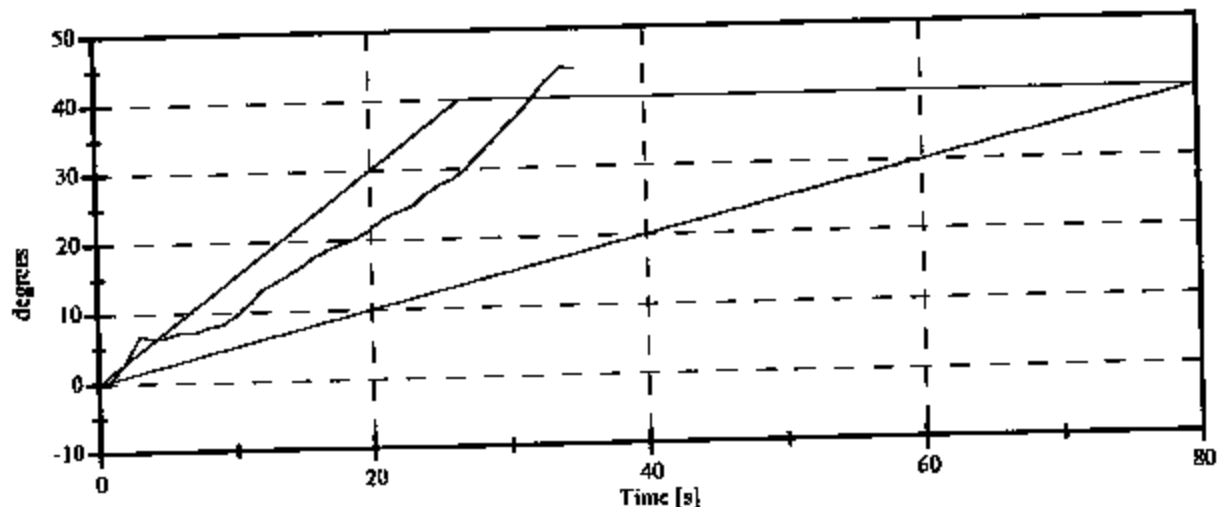
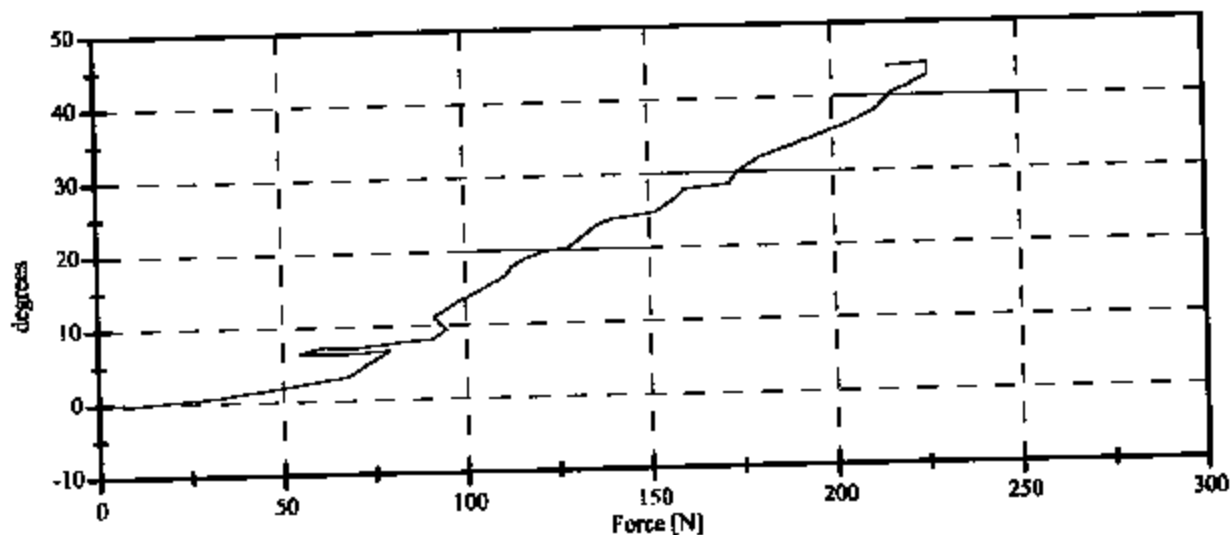
Lumbar Spine Test
Post-Test
CONFIGURED FOR LEFT SIDE IMPACT

ATD Serial No: 015
 Date: January 19, 2005

Sequential Test Number: 1 File: 015Spine 01-19-05
 Laboratory Technician: B. Swiecicki

<u>TEST PARAMETER</u>	<u>SPECIFICATION</u>	<u>TEST RESULTS</u>	<u>STATUS</u>
Lab Temperature:	18.9-25.5 C	21.1 C	Passed
Lab Humidity:	10-70 %	36.00 %	Passed
Force at 0 Deg:	0.00-26.69 N	6.43 N	Passed
Force at 20 Deg:	97.86-151.24 N	120.75 N	Passed
Force at 30 Deg:	151.24-204.62 N	173.98 N	Passed
Force at 40 Deg:	204.62-258.00 N	215.94 N	Passed
Return Angle:	12 Deg Max	7.68 deg	Passed

LUMBAR SPINE FLEXION TEST



POST TEST DUMMY INSPECTION LIST
CONFIGURED FOR LEFT SIDE IMPACT

SID Serial No.: 015 Sequential Test Number: 2
 Date: January 19, 2005 Laboratory Technician: B. Swiecicki

PART	ITEMS CHECKED	COMMENTS
SKIN	VISUAL INSPECTION	OK
HEAD	VISUAL, BALLAST, ACCELEROMETER MOUNT	OK
NECK	VISUAL, CABLE TORQUE	OK
SPINE BOX	VISUAL, BALLAST, WELDMENT, ACCELEROMETER MOUNT	OK
RIB CAGE	VISUAL, MEASURE, STIFFENERS	OK
STERNUM	VISUAL	OK
LUMBAR SPINE	VISUAL	OK
ABDOMEN	VISUAL	OK
PELVIS	VISUAL, PALPATE, ACCELEROMETER MOUNT	OK
UPPER LEGS	VISUAL	OK
KNEES	VISUAL, STOPS, INSERTS	OK
LOWER LEGS	VISUAL, RANGE OF MOTION	OK
ANKLES	VISUAL, RANGE OF MOTION	OK
FEET	VISUAL, RANGE OF MOTION	OK
JOINTS	1 TO 2 g RANGE	OK
OTHER	NONE	

REMARKS: None

8675-F214-22

APPENDIX D

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

SID INSTRUMENTATION

	FRONT SID NO.: 015		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD AX	AC-P39574	ENDEVCO	10-Dec-04
HEAD AY	AC-P35817	ENDEVCO	10-Dec-04
HEAD AZ	AC-P35790	ENDEVCO	10-Dec-04
UPPER RIB	AC-P39731	ENDEVCO	07-Dec-04
LOWER RIB	AC-P38896	ENDEVCO	09-Dec-04
LOWER SPINE	AC-P38188	ENDEVCO	07-Dec-04
PELVIS	AC-P35757	ENDEVCO	07-Dec-04
UPPER RIB REDUNDANT	AC-P39740	ENDEVCO	07-Dec-04
LOWER RIB REDUNDANT	AC-P35786	ENDEVCO	09-Dec-04
LOWER SPINE REDUNDANT	AC-P38216	ENDEVCO	09-Dec-04
PELVIS REDUNDANT	AC-P38132	ENDEVCO	09-Dec-04

REMARKS: None

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

VEHICLE AND MDB INSTRUMENTATION

	VEHICLE AND MDB INSTRUMENTS		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
RIGHT FRONT SILL (X)	AC-J31101	ENDEVCO	04-Nov-04
RIGHT FRONT SILL (Y)	AC-J31059	ENDEVCO	04-Nov-04
RIGHT FRONT SILL (Z)	AC-J31020	ENDEVCO	04-Nov-04
RIGHT REAR SILL (X)	AC-J38127	ENDEVCO	07-Oct-04
RIGHT REAR SILL (Y)	AC-J37980	ENDEVCO	07-Oct-04
RIGHT REAR SILL (Z)	AC-J37854	ENDEVCO	07-Oct-04
REAR FLOORPAN ABOVE AXLE (X)	AC-P24011	ENDEVCO	08-Sep-04
REAR FLOORPAN ABOVE AXLE (Y)	AC-P23161	ENDEVCO	08-Sep-04
REAR FLOORPAN ABOVE AXLE (Z)	AC-P19111	ENDEVCO	08-Sep-04
LEFT REAR SILL (Y)	AC-FGP16	ICS	27-Aug-04
LEFT FRONT SILL (Y)	AC-FGP41	ICS	20-Aug-04
LEFT FRONT DOOR CENTERLINE (Y)	-	-	-
RIGHT REAR SEAT OCCUPANT COMP. (Y)	AC-FGP34	ICS	24-Aug-04
MID REAR OF LEFT FRONT DOOR (Y)	-	-	-
LEFT FRONT DOOR UPPER C/L (Y)	-	-	-
MID REAR OF LEFT REAR DOOR (Y)	-	-	-
LEFT REAR DOOR UPPER C/L (Y)	-	-	-
LOWER LEFT B-PILLAR (Y)	AC-FGP47	ICS	20-Aug-04
MIDDLE LEFT B-PILLAR (Y)	AC-FGP44	ICS	24-Aug-04
LOWER LEFT A-PILLAR (Y)	AC-FGP21	ICS	20-Aug-04
UPPER LEFT A-PILLAR (Y)	AC-FGP11	ICS	27-Aug-04
FRONT SEAT TRACK (Y)	AC-FGP48	ICS	24-Aug-04
REAR SEAT TRACK (Y)	-	-	-
VEHICLE CG (X)	AC-P23139	ENDEVCO	27-Oct-04
VEHICLE CG (Y)	AC-P22943	ENDEVCO	27-Oct-04
VEHICLE CG (Z)	AC-P13323	ENDEVCO	27-Oct-04
MDB CG (X)	AC-C16433	ENDEVCO	31-Aug-04
MDB CG (Y)	AC-C16416	ENDEVCO	31-Aug-04
MDB CG (Z)	AC-C16499	ENDEVCO	31-Aug-04
MDB REAR FRAME MEMBER (X)	AC-C14948	ENDEVCO	31-Aug-04
MDB REAR FRAME MEMBER (Y)	AC-C16680	ENDEVCO	31-Aug-04

REMARKS: None