

REPORT NUMBER 207-GTL-05-004

## FMVSS NO. 207 INDICANT TEST

DAIMLERCHRYSLER CORPORATION  
2005 CHRYSLER 300, PASSENGER CAR  
NHTSA NO. C50306

GENERAL TESTING LABORATORIES, INC.  
1623 LEEDSTOWN ROAD  
COLONIAL BEACH, VIRGINIA 22443



JUNE 24, 2005

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
ENFORCEMENT  
OFFICE OF VEHICLE SAFETY COMPLIANCE  
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ROOM 5111 (NVS-220)  
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## SECTION 1

### INTRODUCTION

#### 1.0 PURPOSE OF INDICANT TEST

A 2005 Chrysler 300 4-door passenger car was subjected to the following tests to determine the effects of the newly developed FMVSS 207/210 force application devices (FAD) (a.k.a. Tommy (FAD 1) and Tommy Jr (FAD 2) as compared to the current FMVSS 207/210 seat belt body blocks.

#### 1.1 TEST VEHICLE

The test vehicle was a 2005 Chrysler 300 4-door passenger car. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 2C3JA43R65H558582

B. NHTSA No.: C50306

C. Manufacturer: DAIMLERCHRYSLER CORPORATION

D. Manufacture Date: 08/04

#### 1.2 TEST DATE

The test vehicle was subjected to testing on June 16, 2005.

## SECTION 2

### TEST PROCEDURE AND SUMMARY OF RESULTS

#### 2.0 GENERAL

The 2005 Chrysler 300 4-door passenger car, NHTSA No. C50306, was subjected to testing on June 16, 2005.

#### 2.1 TEST PROCEDURE

##### FAD Positioning Procedure:

1. Place seat in full rearward and full downward position.
2. Set seatback angle per manufacturers recommendation.
3. Identify and mark the centerline of the seat and seat back for each seating position.
4. Place the FAD so the midsagittal plane of the FAD contains the centerline for both the seat and back support of the seat. (Centerline of Body aligns with the centerline of the seat)
5. Rotate torso forward.
6. Push on pelvis parallel to surface of seating surface so the back of the pelvis is solidly against the seat back.
7. Rotate the torso up against the seatback while holding the pelvis in place.
8. Push on torso at center of gravity, perpendicular to the seat back with a force of 40 pounds.
9. Attach seatbelt and position the seatbelt so lap belt is over the FAD's hips and the shoulder strap over the torso (chest).
10. If seatbelts need to be replaced with wire rope, install ratchet-type-belt tensioner on B-pillar between D-Ring and retractor and remove excess belt from the retractor. If a second retractor is installed on the lap belt, install a second ratchet type-belt tensioner between the FAD and the lap belt retractor.
11. Attach one actuator to the torso pull yoke and one to the pelvis eyelet.

##### Pull Test Procedure:

1. Connect load cells and actuators to the FAD's so they pull in a plane that is inclined  $10^{\circ} \pm 4^{\circ}$  above the horizontal. The applied load shall be parallel to the vehicle's centerline  $\pm 3^{\circ}$ . Also connect the standard test blocks in accordance with FMVSS 207/210 compliance testing.
2. Take pre-test photographs.
3. Ramp to holding load within 30 seconds.
4. Take photographs
5. Hold the maximum force for a period of not less than ten seconds.
6. Take post test photographs.

## SECTION 2 Continued

### Test Configuration for Chrysler 300 5 Passenger Sedan:

1. LF FAD1
2. RF Standard Blocks
3. LR Standard Blocks
4. CR FAD2
5. RR FAD1

## 2.2 SUMMARY OF RESULTS

The test results are provided in Section 3, Test Data.



## SECTION 3 TEST DATA

### 3.0 DATA

The following items were noted during the conduct of these tests.

1. The new FMVSS 207/210 FAD (Tommy Blocks) are much easier to position and set for lap and shoulder belts than the current FMVSS 207/210 body blocks.
2. The current FMVSS 207/210 shoulder belt body block wants to slide down and rest on top of the lower body block. This is no longer a problem with the new FMVSS 207/210 FAD (Tommy Blocks).
3. The new FMVSS 207/210 FAD (Tommy Blocks) appear to be more "seat belt friendly" than the current FMVSS 207/210 body blocks. ie: A remote chance of breakage of the lap belt buckle due to bending around the corner of the current FMVSS 207/210 lap belt body block and less pay-out of shoulder belt during the test due to the torso being connected to the lap on the new FMVSS 207/210 FAD (Tommy Blocks).
4. Using existing body block, pay-out of seat belt webbing due to load limiters causes hydraulic test load application cylinders to bottom-out and test cannot be completed without resetting and starting the test over again. The resetting of the hydraulic test load application cylinders was not necessary using the new proposed FMVSS 207/210 FAD (Tommy Blocks).
5. This vehicle appears to meet the requirements of FVMSS 210 when tested with current FMVSS 207/210 body blocks and the proposed FMVSS 207/210 FAD force application device (a.k.a.) Tommy (FAD 1) and Tommy Jr. (FAD 2).

**DATA SHEET 1**  
**LAP AND SHOULDER BELT ASSEMBLY ANCHORAGE LOADING**

VEHICLE MAKE/MODEL/BODY STYLE: 2005 CHRYSLER 300 PASSENGER CAR  
 VEHICLE NHTSA NO.: C50306 ; VIN: 2C3JA43R65H556582  
 LABORATORY: GENERAL TESTING LABORATORIES  
 TEST DATE: 06/16/05  
 OBSERVERS: G. Farrand, J. Latane, E. Chan, B. Krauss, K. Chappel

SEAT	BELT ASSEMBLY TESTED	MAXIMUM LOAD REQUIREMENT	APPLIED LOAD
FRONT GTL TEST #5313*	Left Lap	3000 lbs, -10, -50	2990
	Left Shoulder	3000 lbs, -10, -50	2989
	Right Lap	3000 lbs, -10, -50	2973
	Right Shoulder	3000 lbs, -10, -50	2939
FRONT GTL TEST #5314 RETEST OF 5313	Left Lap	3000 lbs, -10, -50	2975
	Left Shoulder	3000 lbs, -10, -50	2994
	Right Lap	3000 lbs, -10, -50	2981
	Right Shoulder	3000 lbs, -10, -50	2988
REAR GTL TEST #5315	Left Lap	3000 lbs, -10, -50	2991
	Left Shoulder	3000 lbs, -10, -50	2972
	Right Lap	3000 lbs, -10, -50	2973
	Right Shoulder	3000 lbs, -10, -50	2988
	Center Lap	3000 lbs, -10, -50	2972
	Center Shoulder	3000 lbs, -10, -50	2980

REMARKS: \*Passenger side shoulder belt hydraulic ram ran out of travel due to spool-out of the shoulder belt retractor on test #5313. Hydraulic rams were re-hooked and test was continued. See Test #5314.

RECORDED BY: [Signature]

DATE: 06/16/05

APPROVED BY: [Signature]

**DATA SHEET 2**  
**SEAT BELT ASSEMBLY LOAD ANGLE MEASUREMENT**

VEHICLE MAKE/MODEL/BODY STYLE: 2005 CHRYSLER 300 PASSENGER CAR

VEHICLE NHTSA NO.: C50306 ; VIN: 2C3JA43R65H556582

LABORATORY: GENERAL TESTING LABORATORIES

TEST DATE: 06/15/05

OBSERVERS: G. Farrand, J. Latane, E. Chan, B. Krauss, K. Chappel

TYPE	ANGLE MEASURED	ANGLE REFERENCE	ANGLE AT 10% LOAD (degrees)					
			LEFT DSP		CENTER DSP		RIGHT DSP	
			FRT	RR	FRT	RR	FRT	RR
LAP BELT	Load Application Angle (degrees)	From Side View Horizontal 10 ± 4	10°	8°	N/A	8°	10°	8°
		From Plan View Vehicle Centerline 0 ± 3	0°	0°	N/A	0°	0°	0°
SHOULDER BELT	Load Application Angle (degrees)	From Side View Horizontal 10 ± 4	11°	9°	N/A	9°	11°	9°
		From Plan View Vehicle Centerline 0 ± 3	0°	0°	N/A	0°	0°	0°

REMARKS:

RECORDED BY: 

DATE: 06/16/05

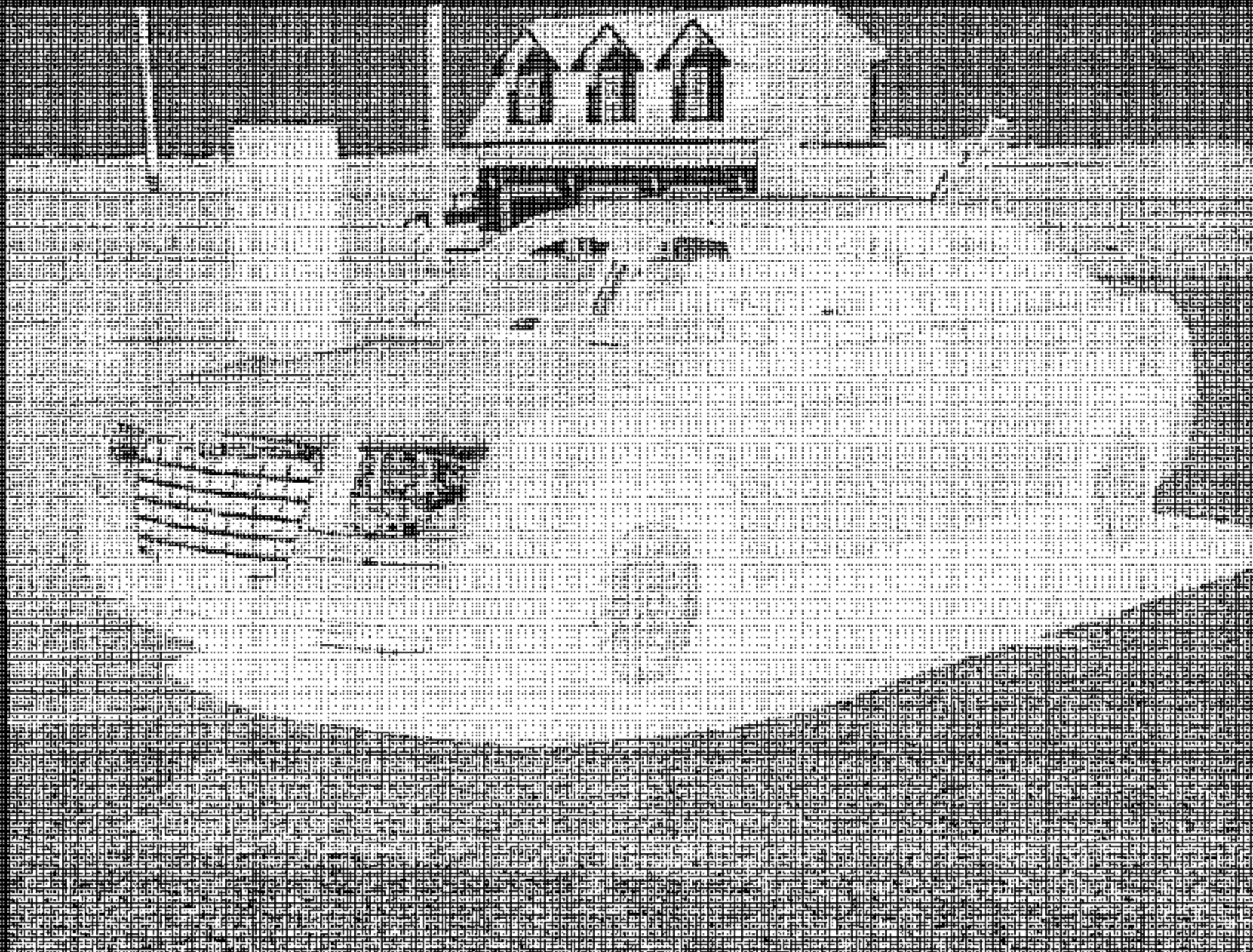
APPROVED BY: 

SECTION 4  
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

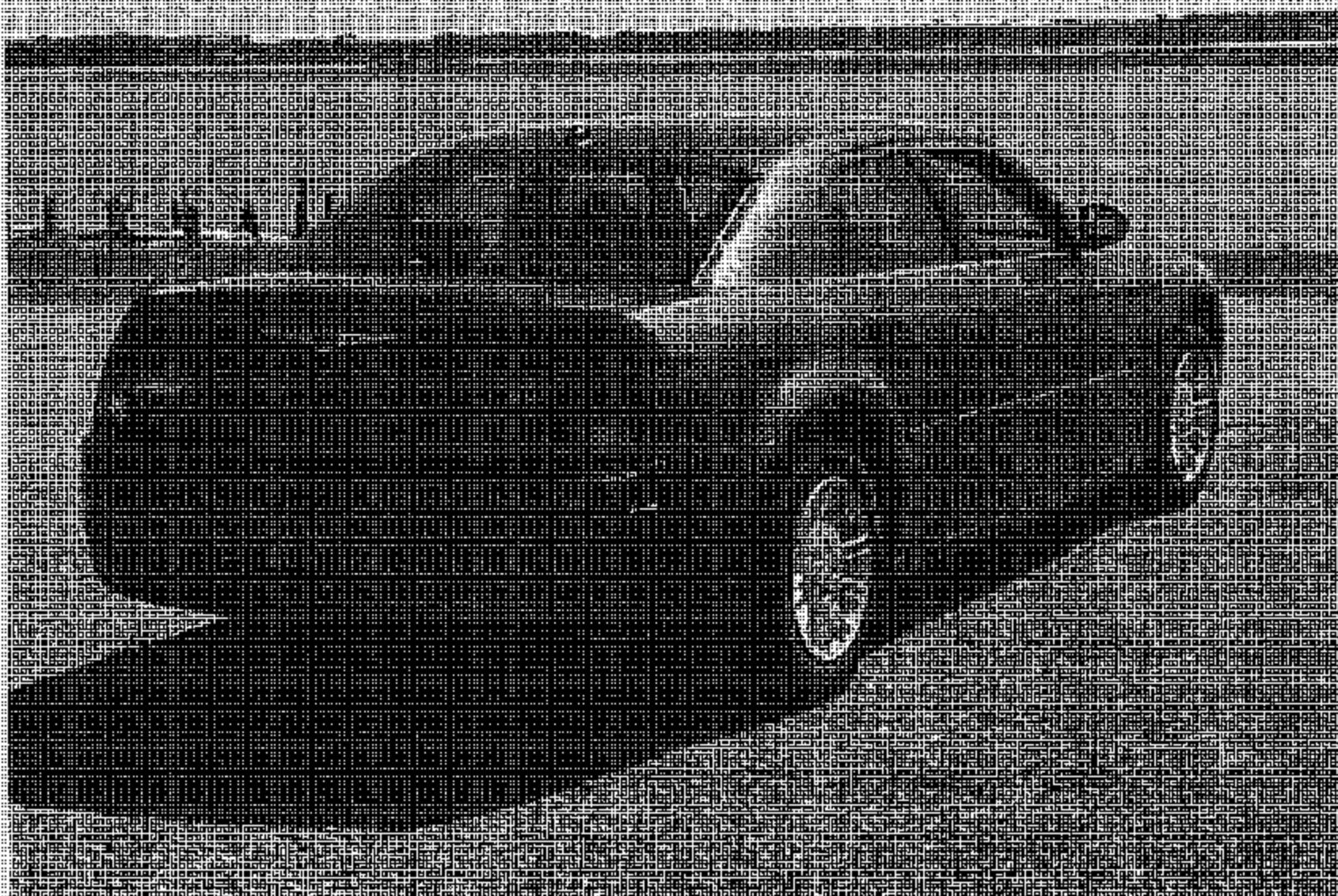
EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
COMPUTER	AT&T	486DX266	N/A	N/A
TEST FIXTURE	GTL	N/A	BEFORE USE	BEFORE USE
SIGNAL CONDITIONER	METRABYTE	EXP-RES	BEFORE USE	BEFORE USE
LOAD CELL	REVERE	46021	01/05	01/06
LOAD CELL	REVERE	46022	01/05	01/06
LOAD CELL	REVERE	46023	01/05	01/06
LOAD CELL	REVERE	46024	01/05	01/06
LOAD CELL	REVERE	46025	01/05	01/06
LOAD CELL	REVERE	44243	01/05	01/06

SECTION 5  
PHOTOGRAPHS



2005 CHRYSLER 300  
NHTSA NO. C50006  
FMVSS NO. 210

FIGURE 5.1  
¾ FRONTAL LEFT SIDE VIEW OF VEHICLE

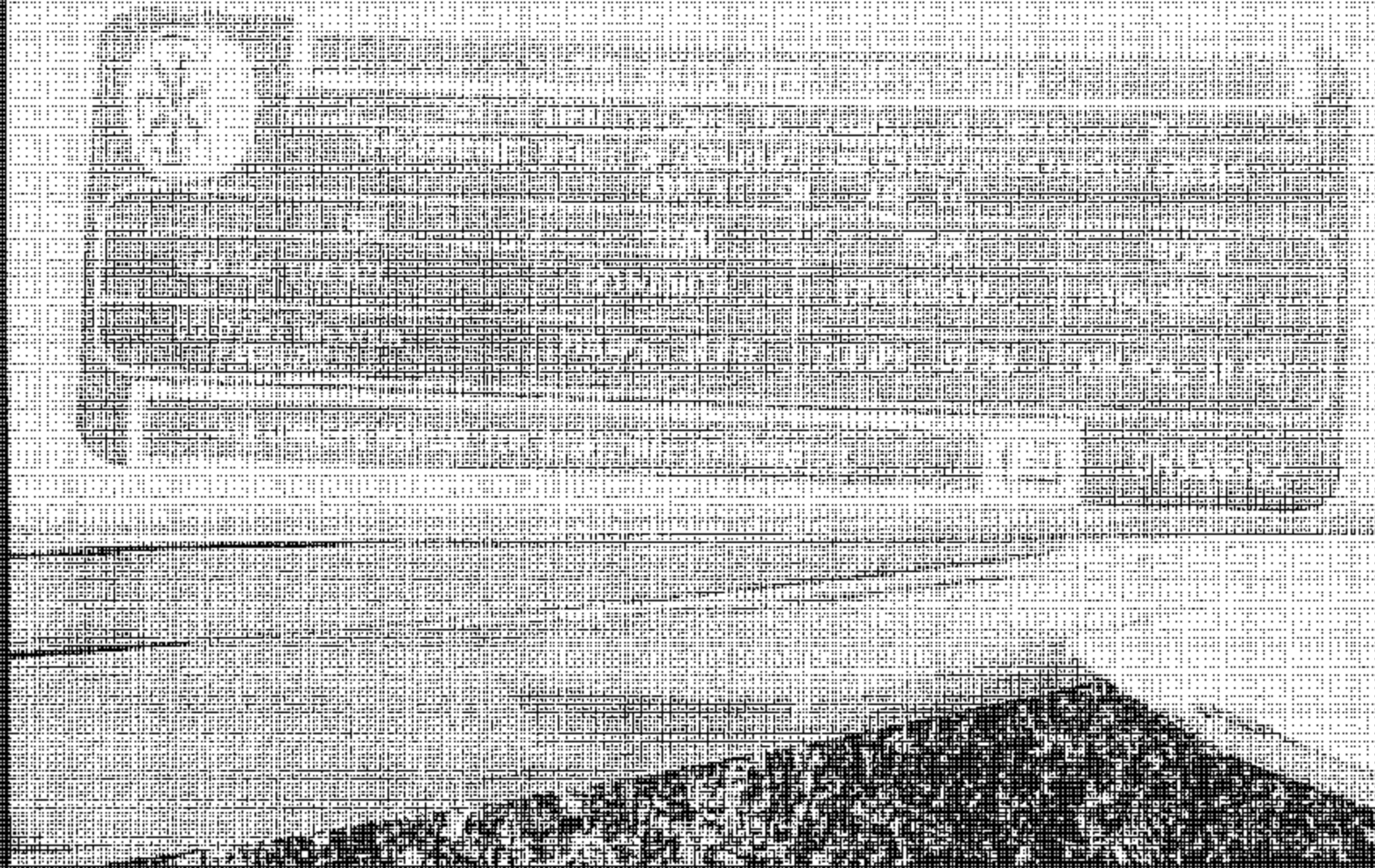


2006 CHRYSLER 300  
NHTSA NO. 050306  
FMVSS NO. 210

FIGURE 5.2  
¾ REAR RIGHT SIDE VIEW OF VEHICLE

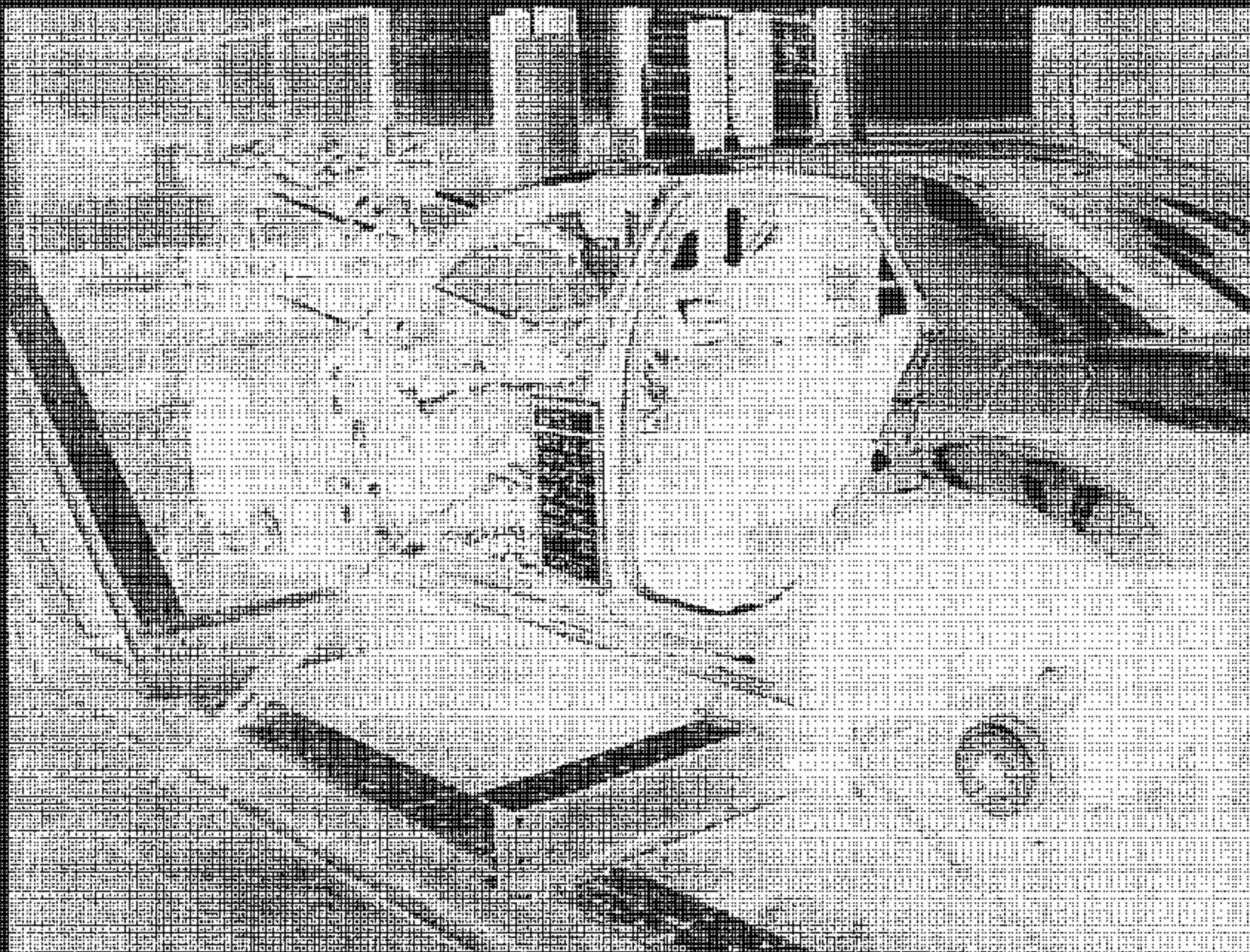
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2005 CHRYSLER 300  
NHTSA NO. C30306  
FMVSS NO. 210

FIGURE 5.4  
VEHICLE TIRE INFORMATION LABEL



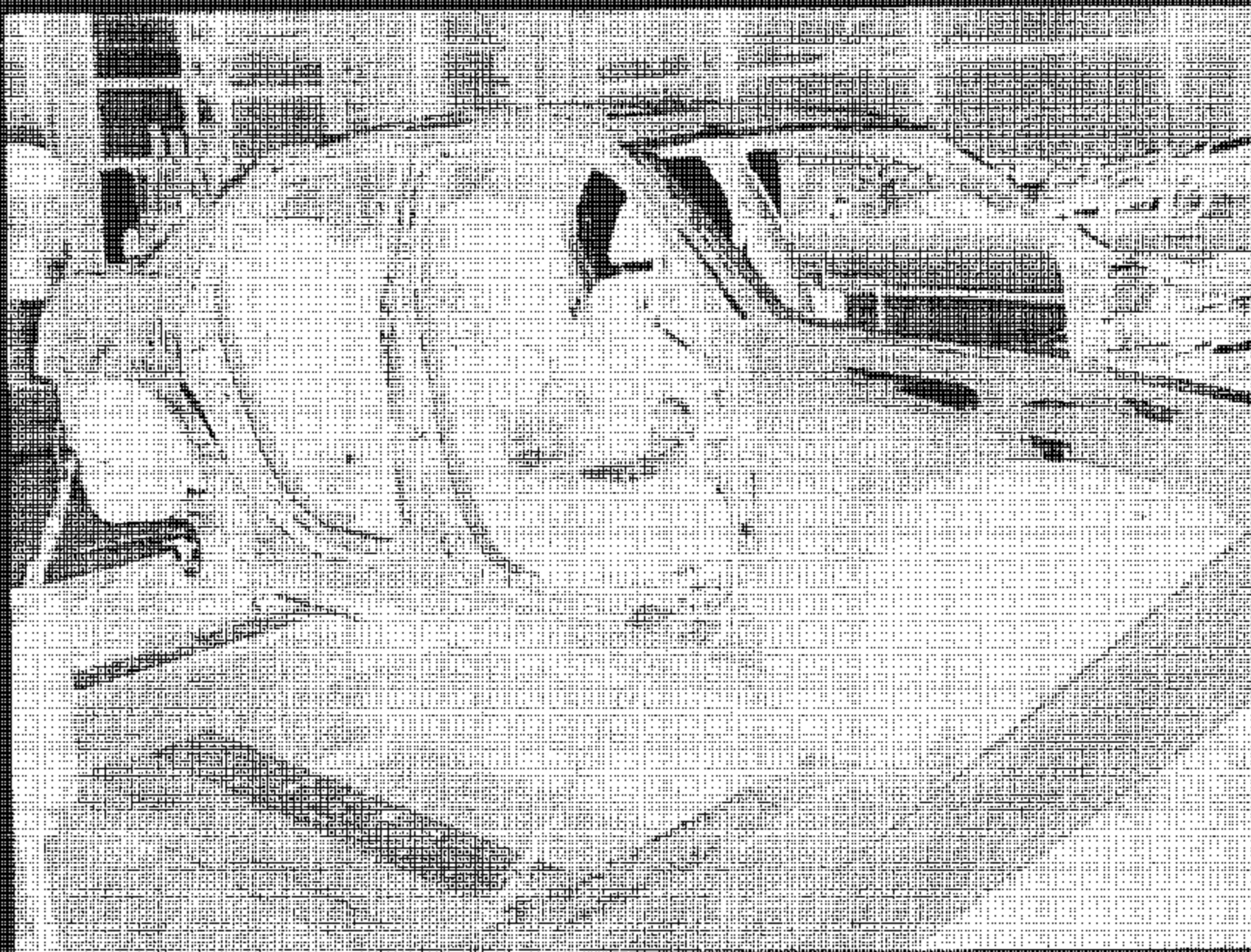
2005 CHRYSLER 300  
NHTSA NO. C53306  
FMVSS NO. 210

FIGURE 5.5  
% LEFT REAR VIEW OF VEHICLE IN TEST RIG



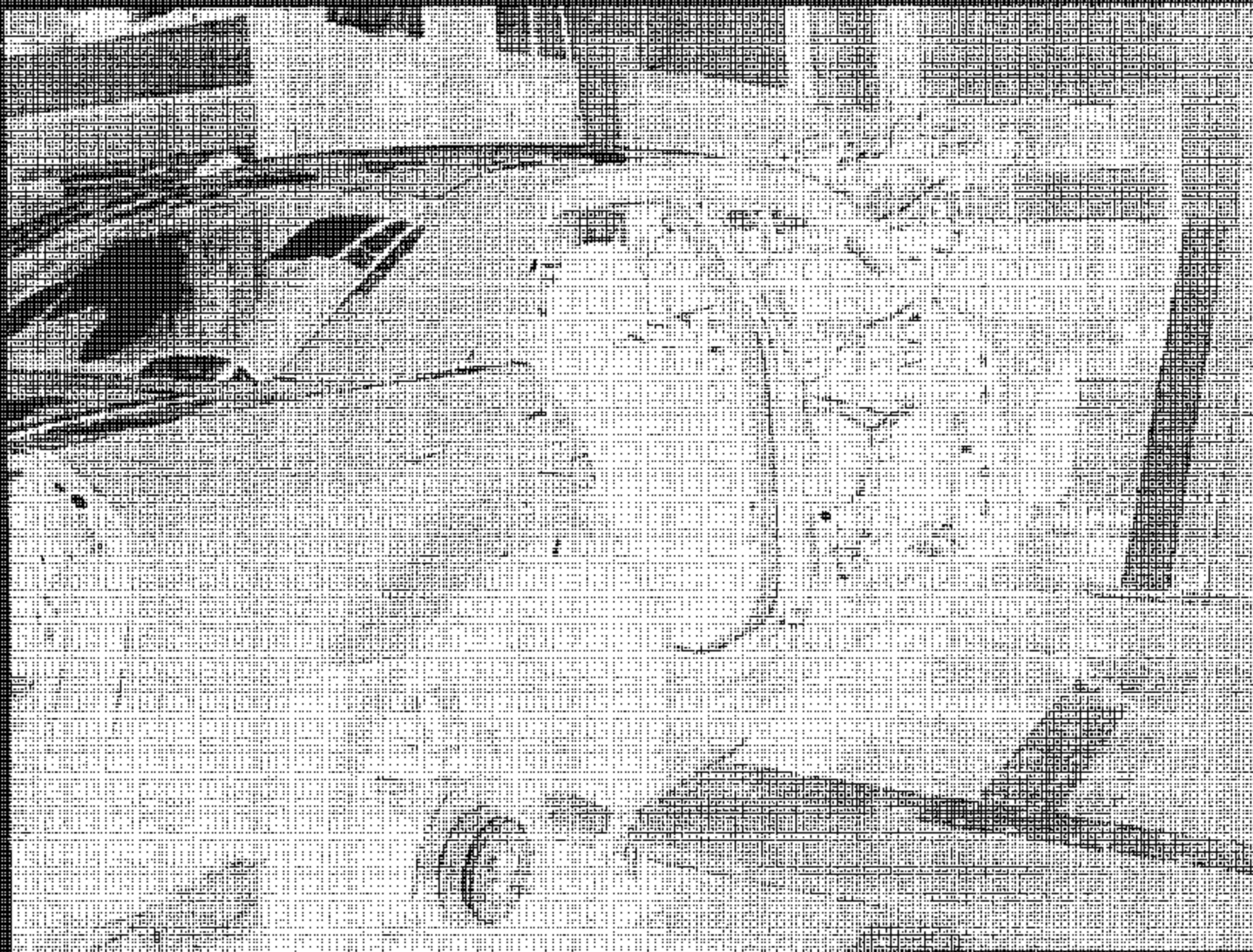
2005 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

FIGURE 3-6  
¾ LEFT FRONT VIEW OF VEHICLE IN TEST RIG



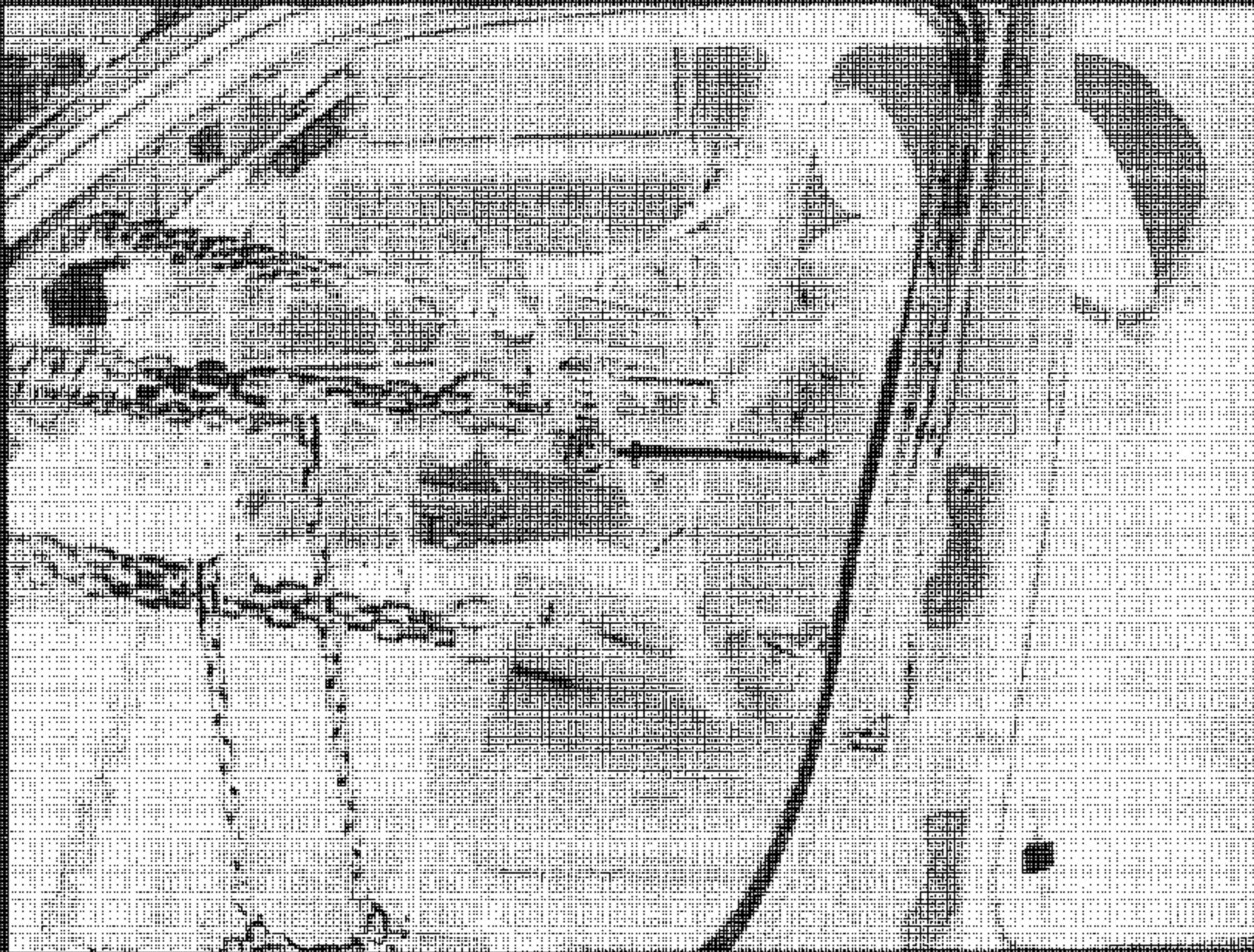
2005 CHRYSLER 300  
NHTSA NO. C50305  
FMVSS NO. 210

FIGURE 6.7  
¾ RIGHT FRONT VIEW OF VEHICLE IN TEST  
RIG



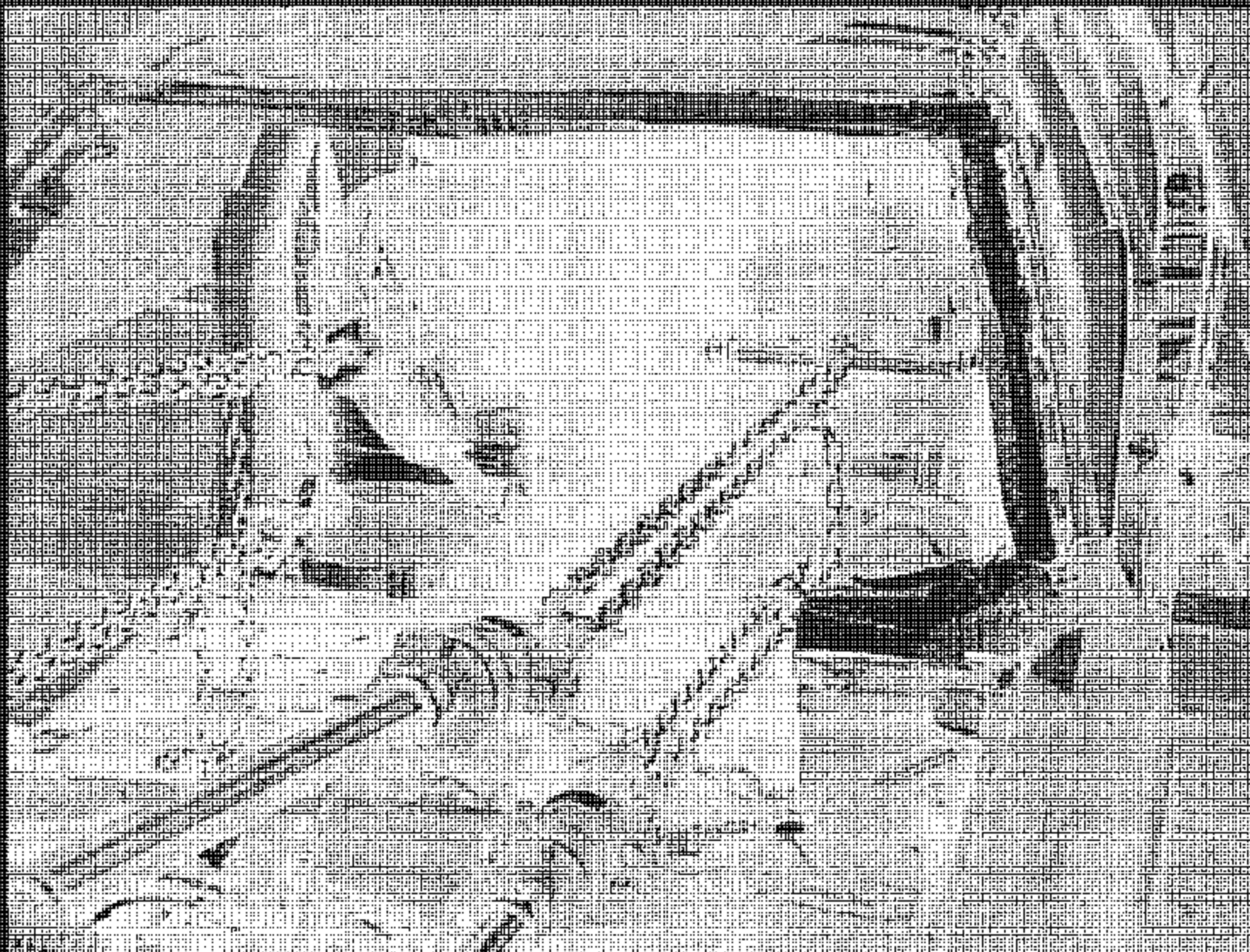
2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 5.3  
¾ RIGHT REAR VIEW OF VEHICLE IN TEST RIG



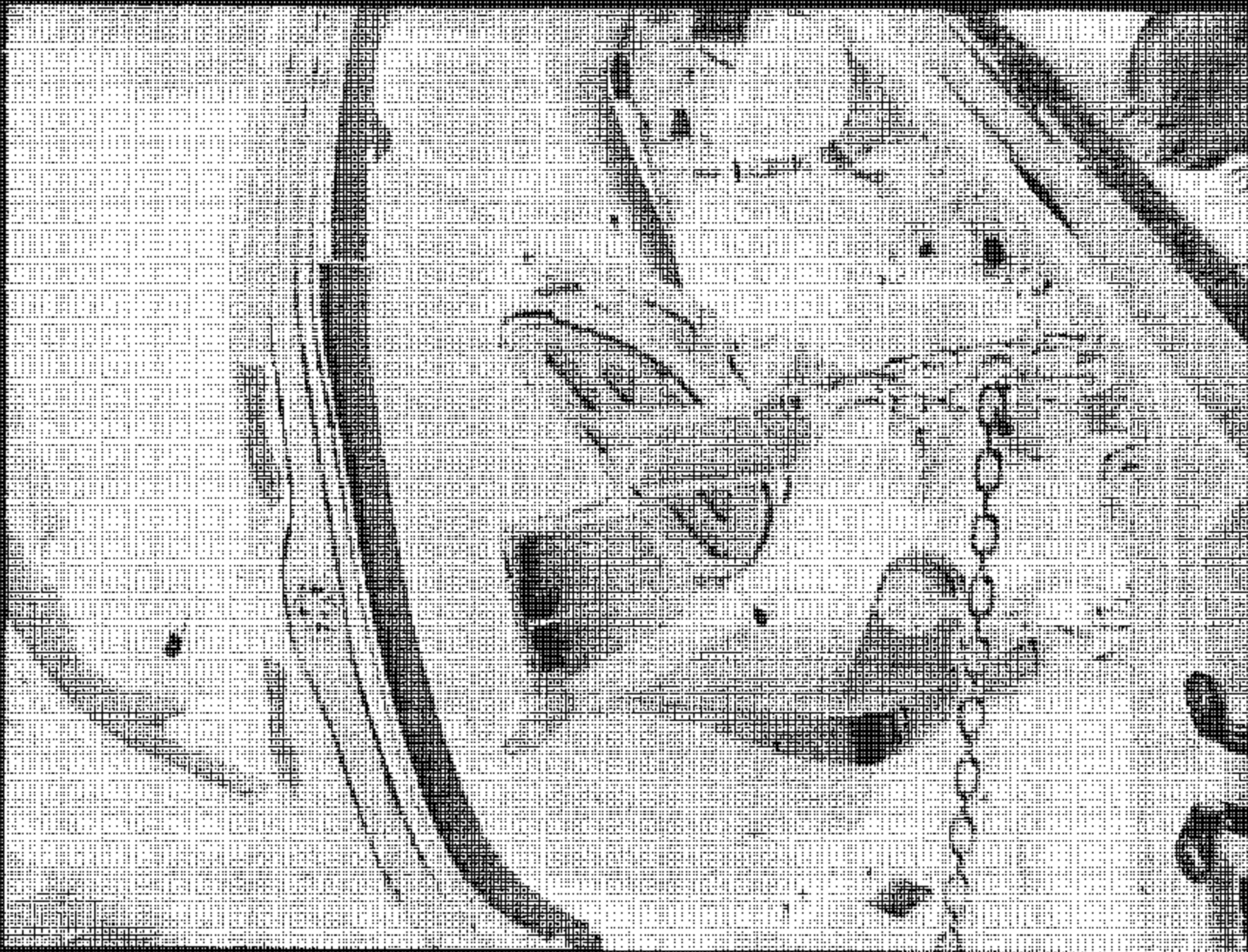
2005 CHRYSLER 300  
NHTSA NO. C850306  
FMVSS NO. 210

FIGURE 5.9  
PRE-TEST ROW 1. LEFT SIDE VIEW



2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

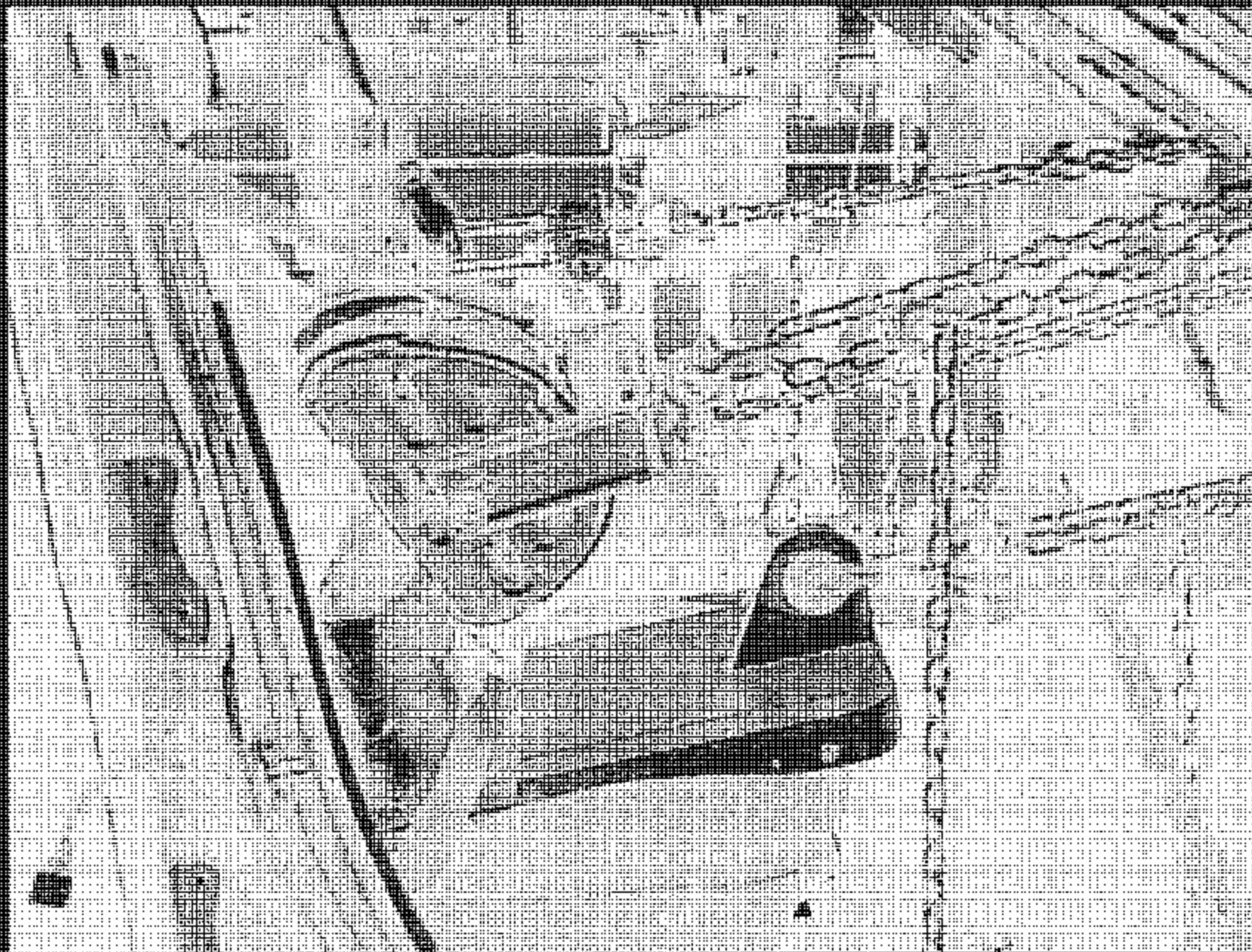
FIGURE 5.10  
PRE-TEST ROW 1, ¾ LEFT FRONT VIEW



2006 CHRYSLER 300  
NHTSA NO. 050306  
FMVSS NO. 210

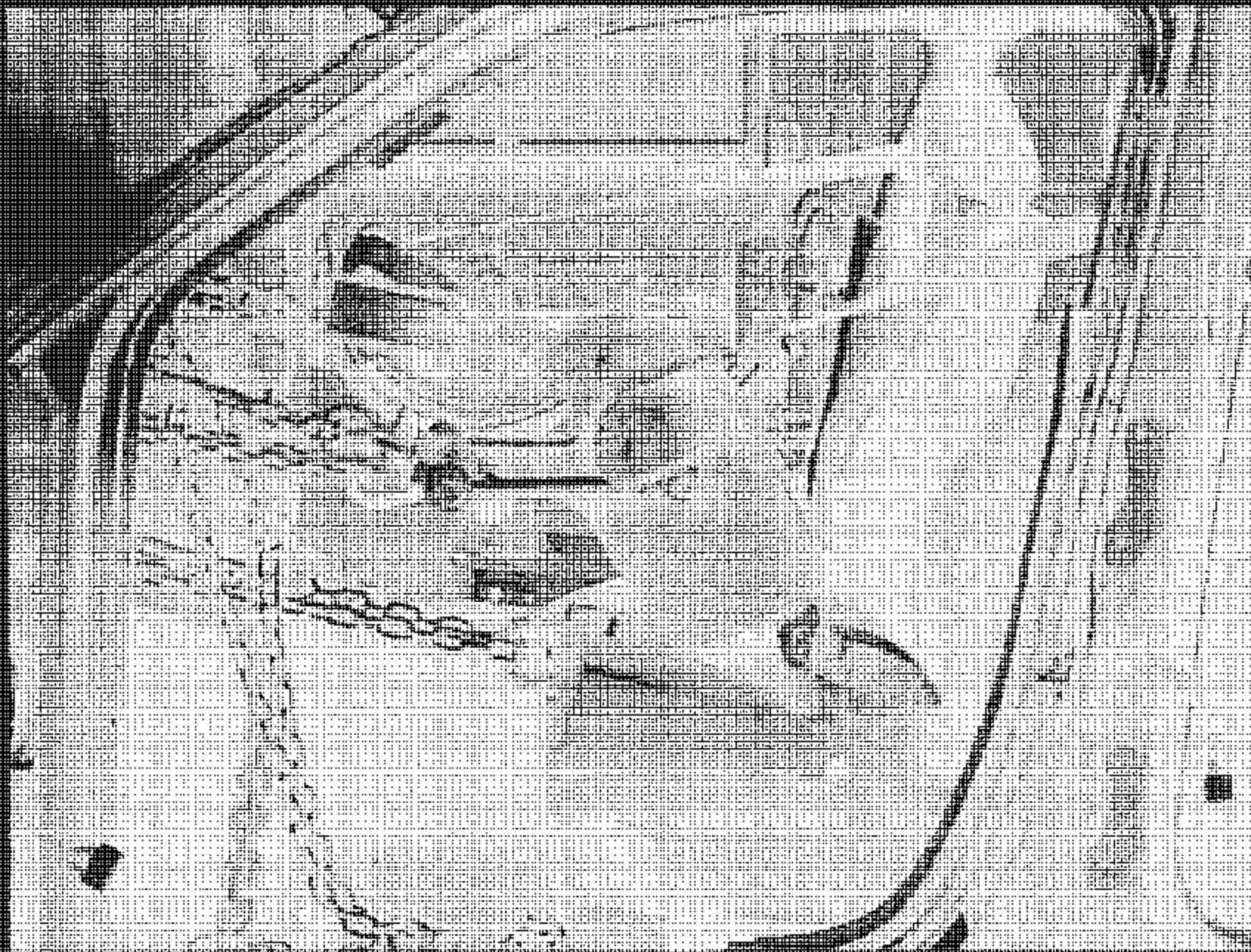
FIGURE 5-11  
PRE-TEST ROW 1, ¼ RIGHT FRONT VIEW





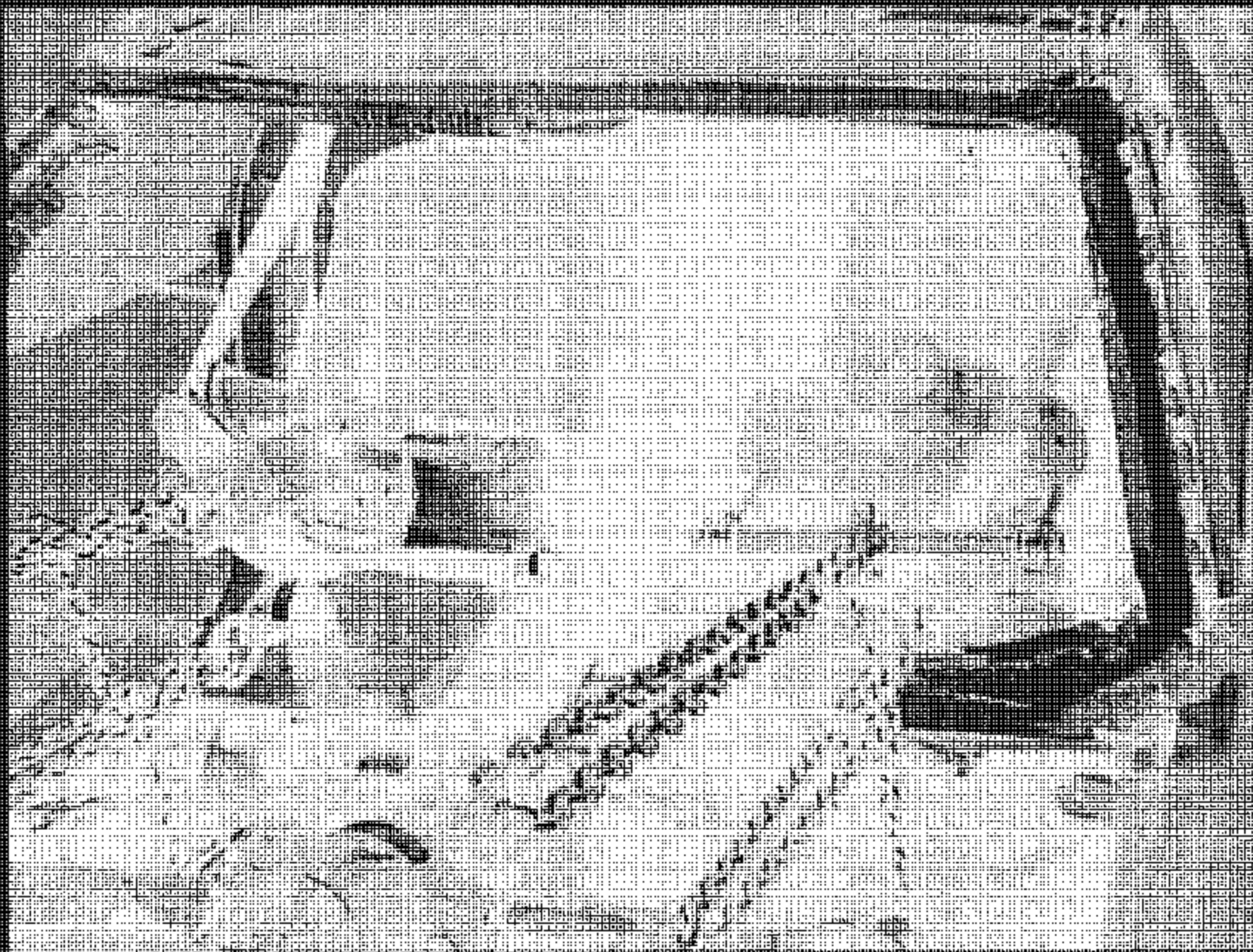
2005 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

FIGURE 5.12  
PRE-TEST ROW 1, RIGHT SIDE VIEW



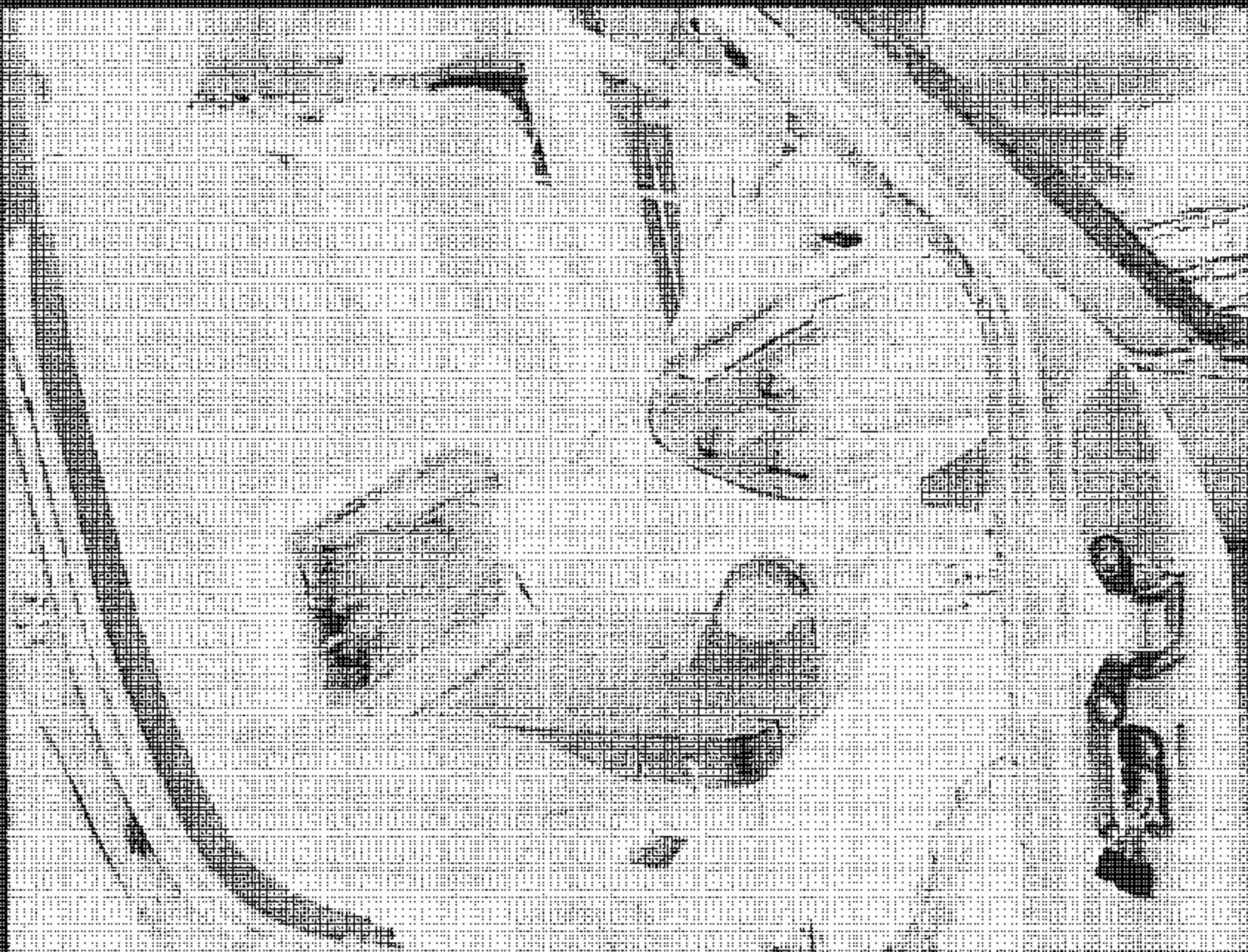
2005 CHRYSLER 300  
NHTSA NO. C50305  
FMVSS NO. 210

FIGURE 5.13  
END OF TEST, ROW 1, LEFT SIDE VIEW



2003 CHRYSLER 300  
NHTSA NO. C50358  
FMVSS NO. 210

FIGURE 5.14  
END OF TEST, ROW 1, 1/2 LEFT FRONT VIEW



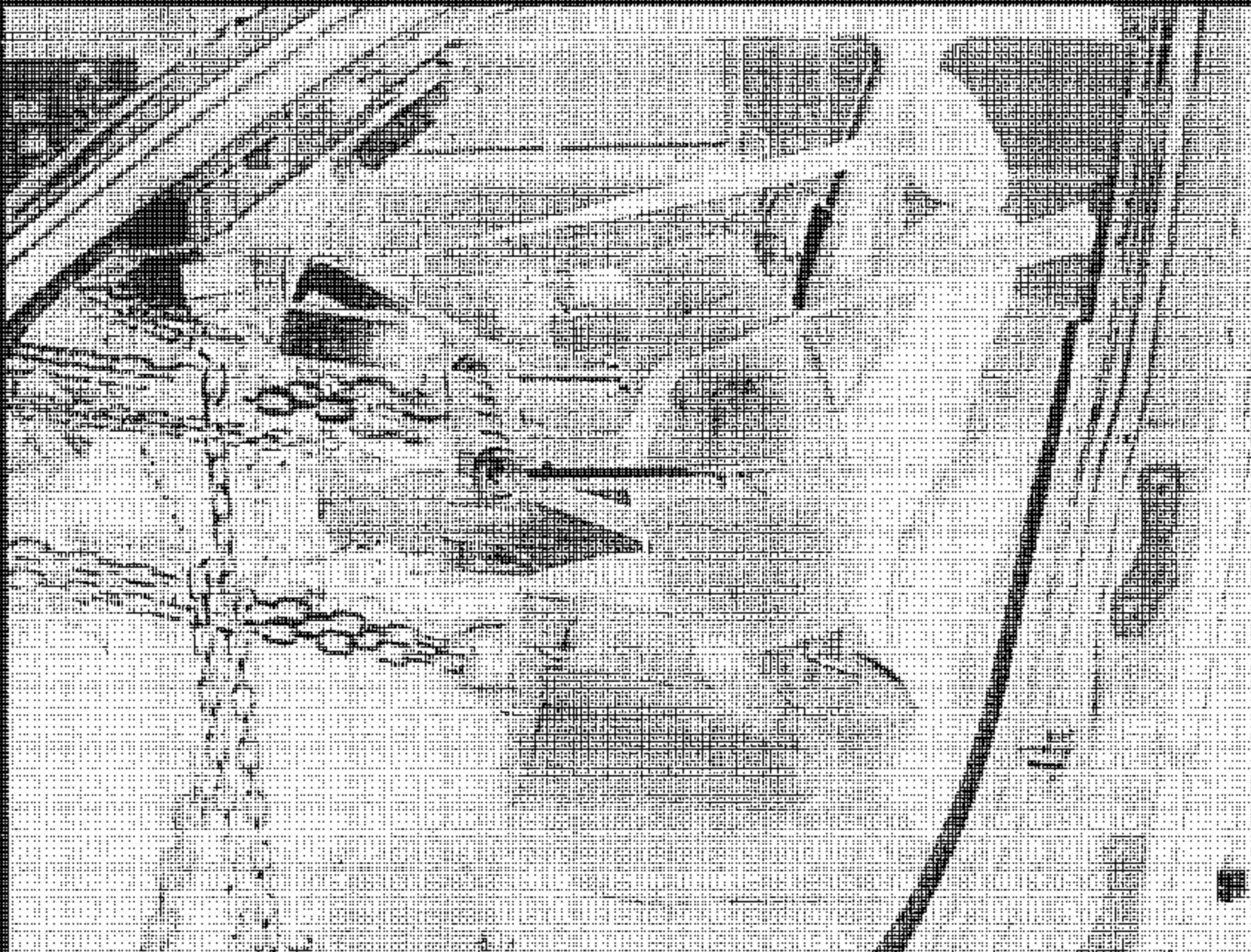
2005 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

FIGURE 5-15  
END OF TEST, ROW 1, ¼ RIGHT FRONT VIEW



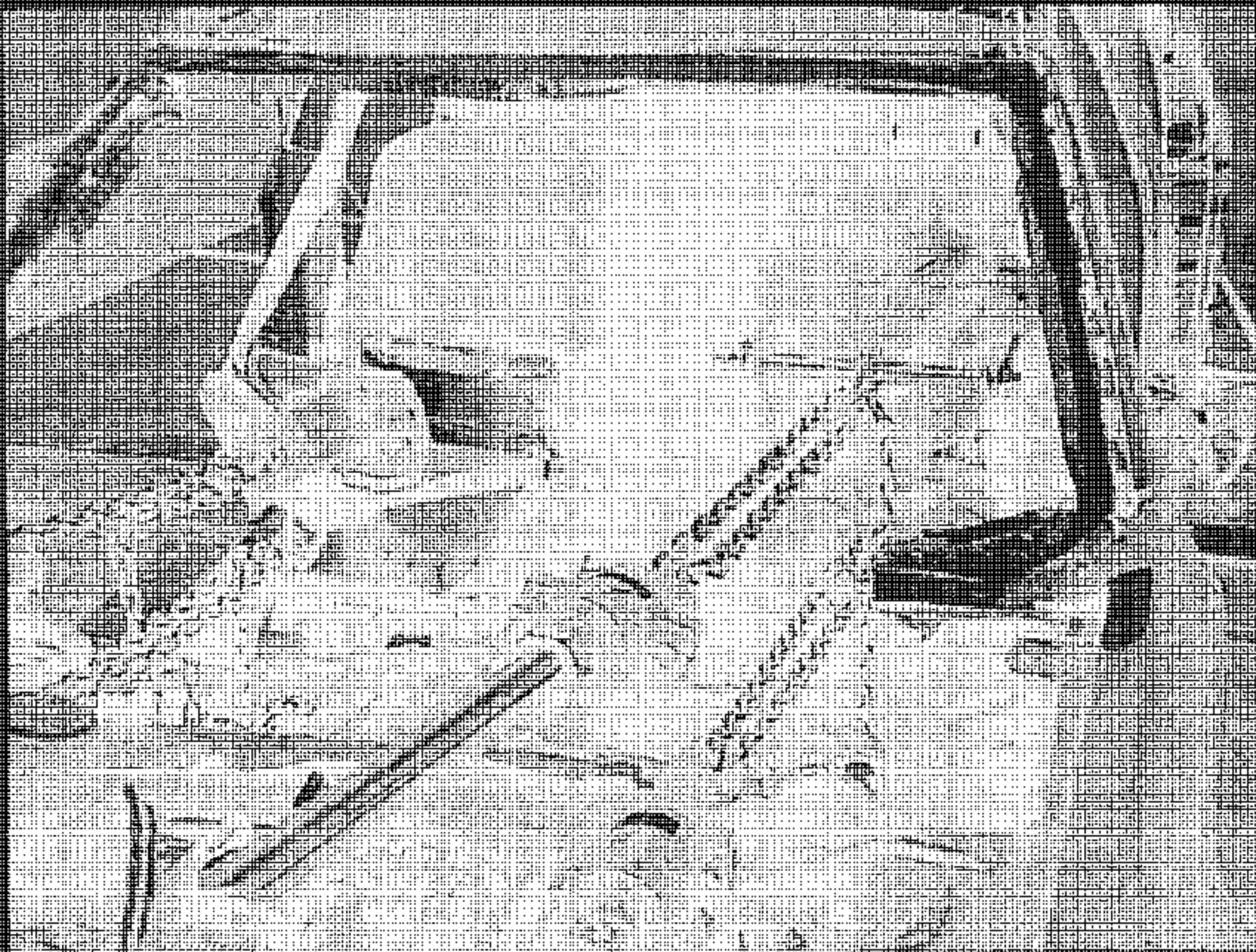
2006 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 6.18  
END OF TEST, ROW 1, RIGHT SIDE VIEW



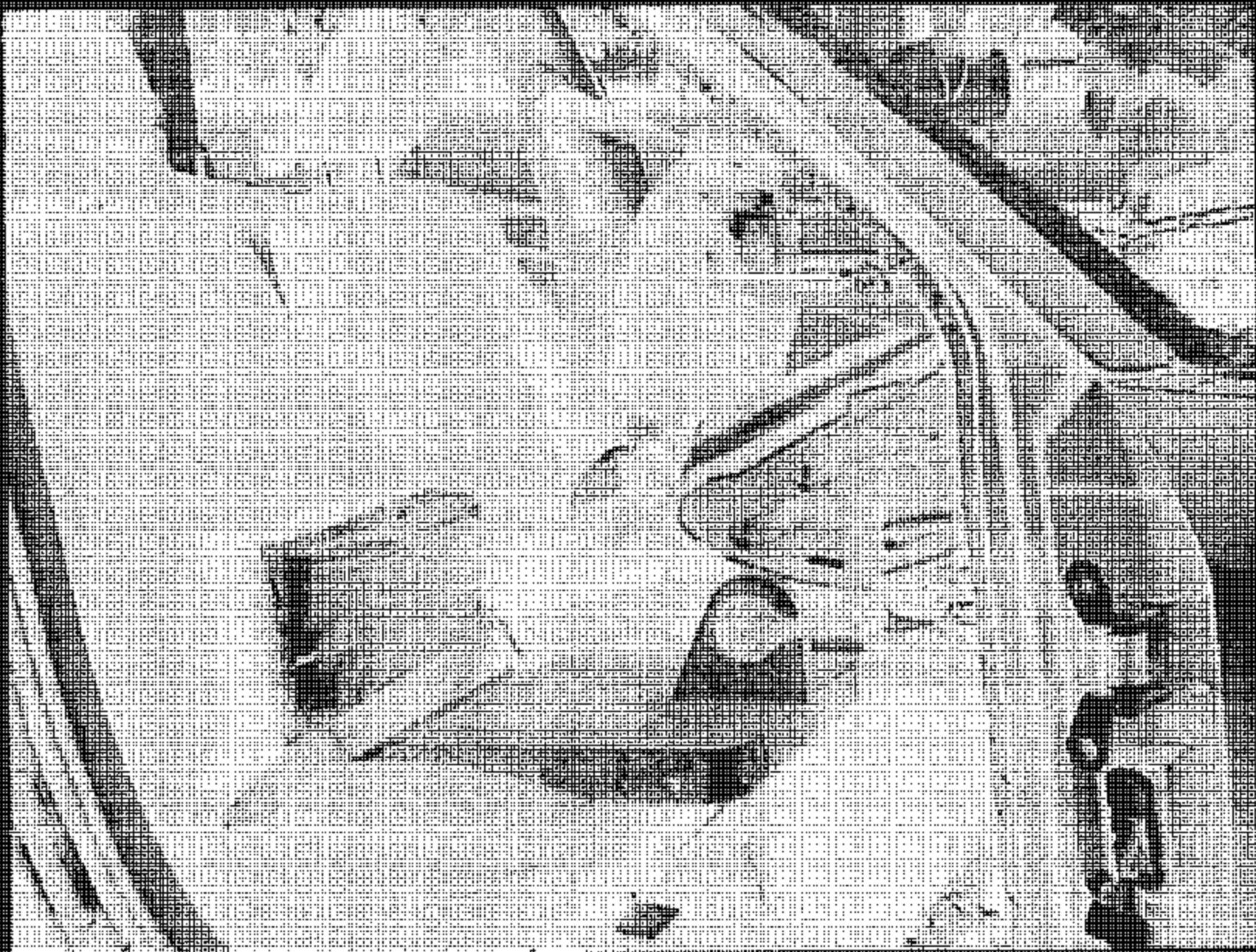
2005 CHRYSLER 300  
NHTSA NO. C50303  
FMVSS NO. 210

FIGURE 5.17  
PRE-TEST ROW 1, LEFT SIDE VIEW



2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 240

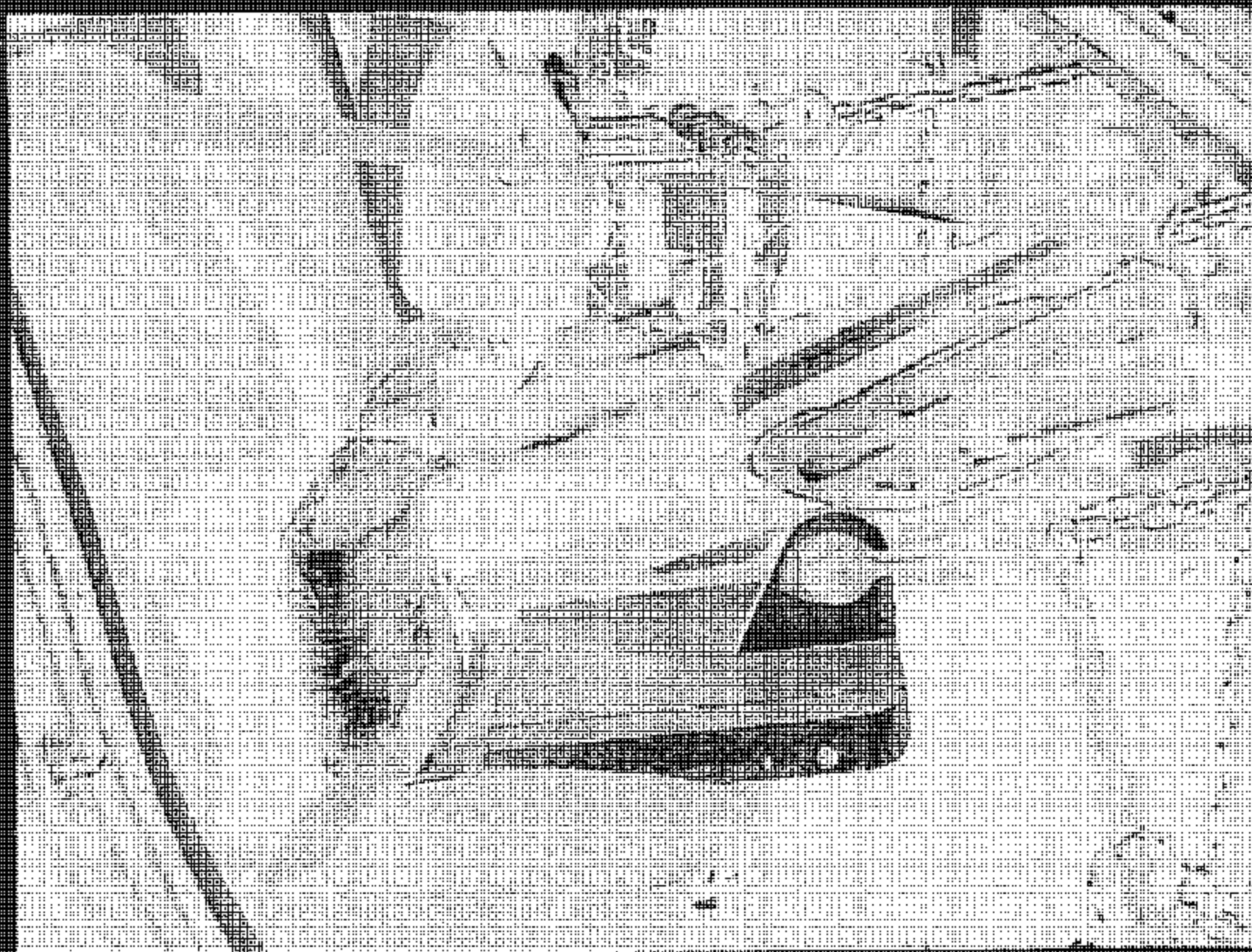
FIGURE 5.18  
PRE-TEST ROW 1, ¼ LEFT FRONT VIEW



2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 3.19  
PRE-TEST ROW 1, ¼ RIGHT FRONT VIEW





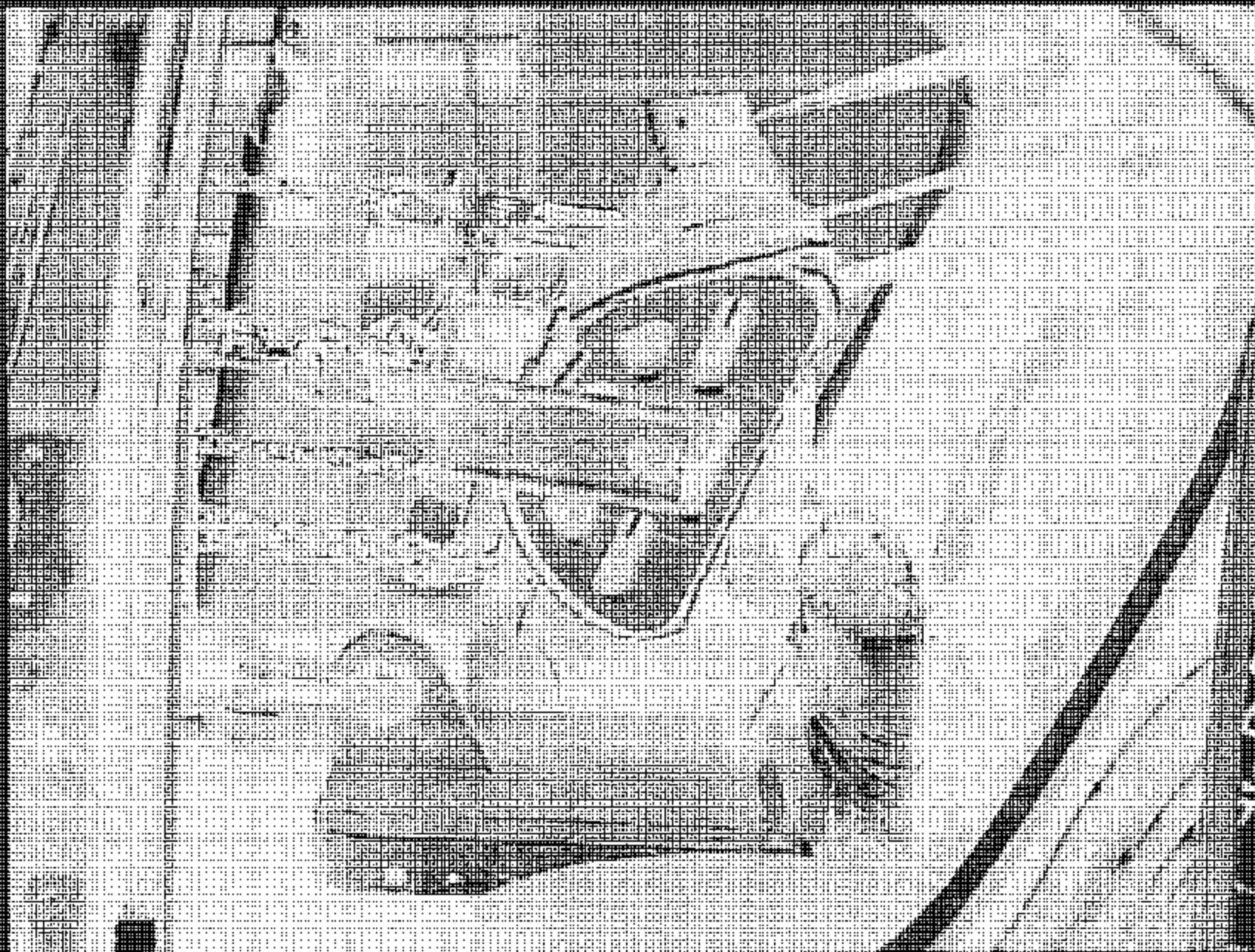
2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 9.20  
PRE-TEST ROW 1, RIGHT SIDE VIEW



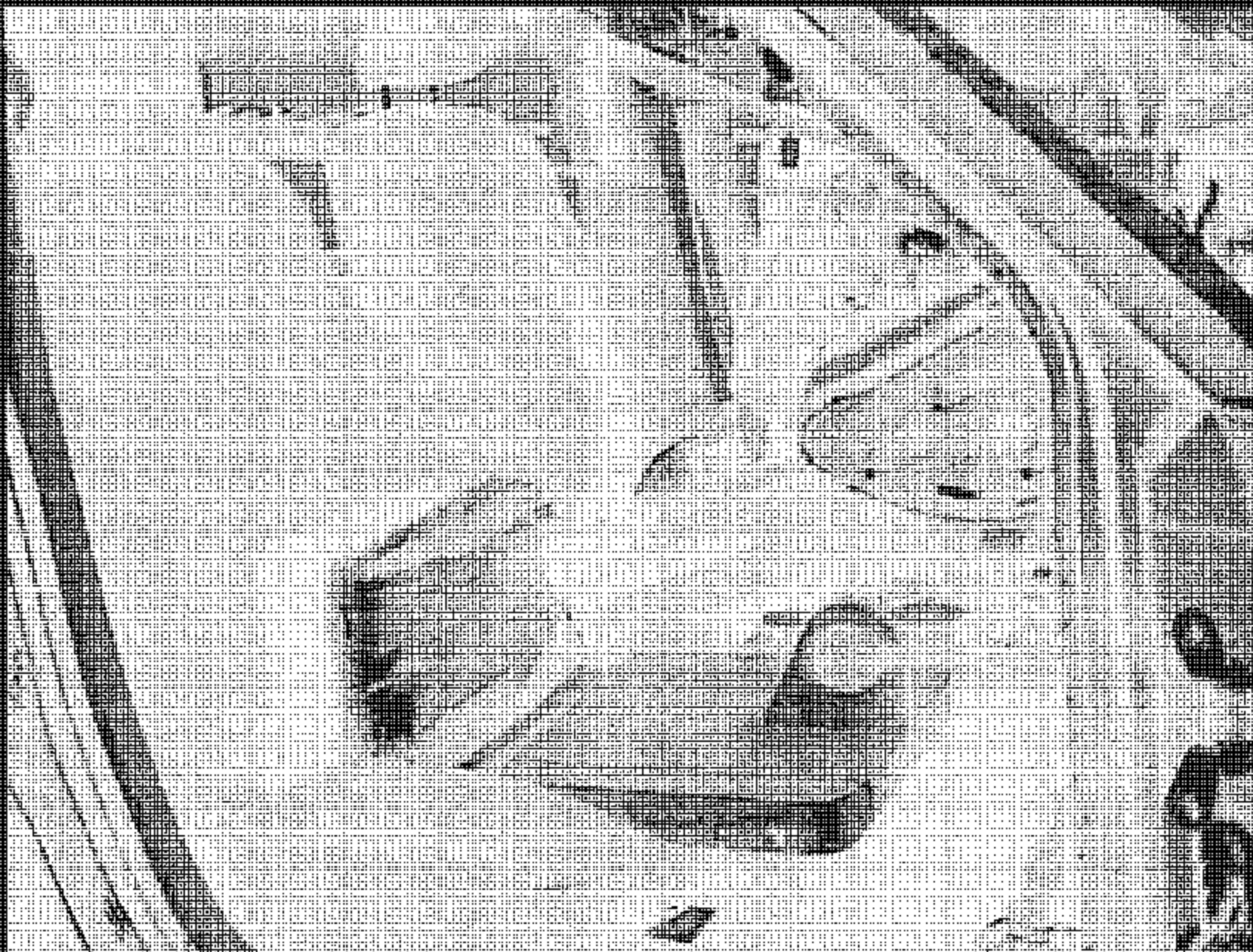
2008 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 5.21  
FULL LOAD ROW 1, LEFT SIDE VIEW



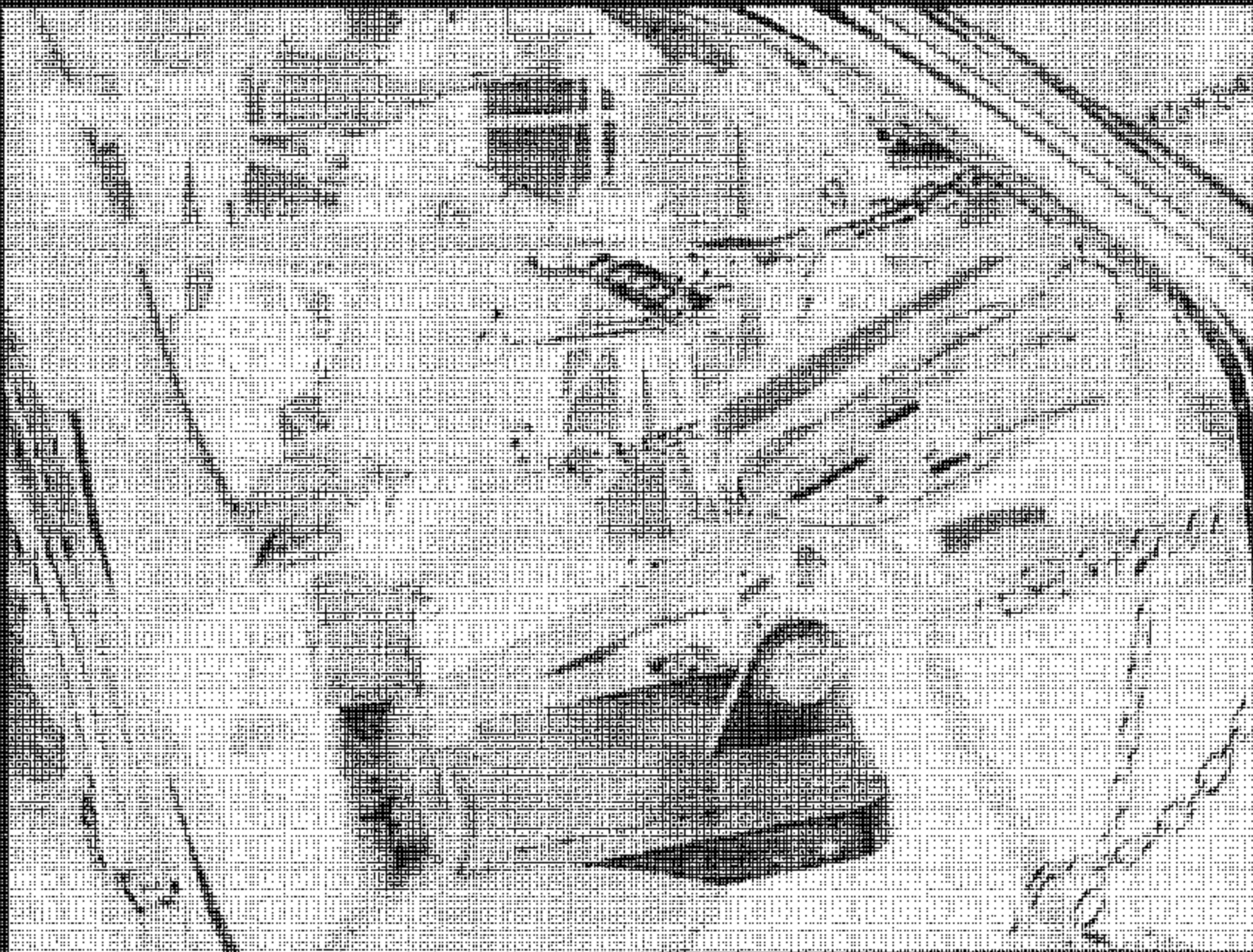
2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 6.22  
FULL LOAD ROW 1. ¾ LEFT FRONT VIEW



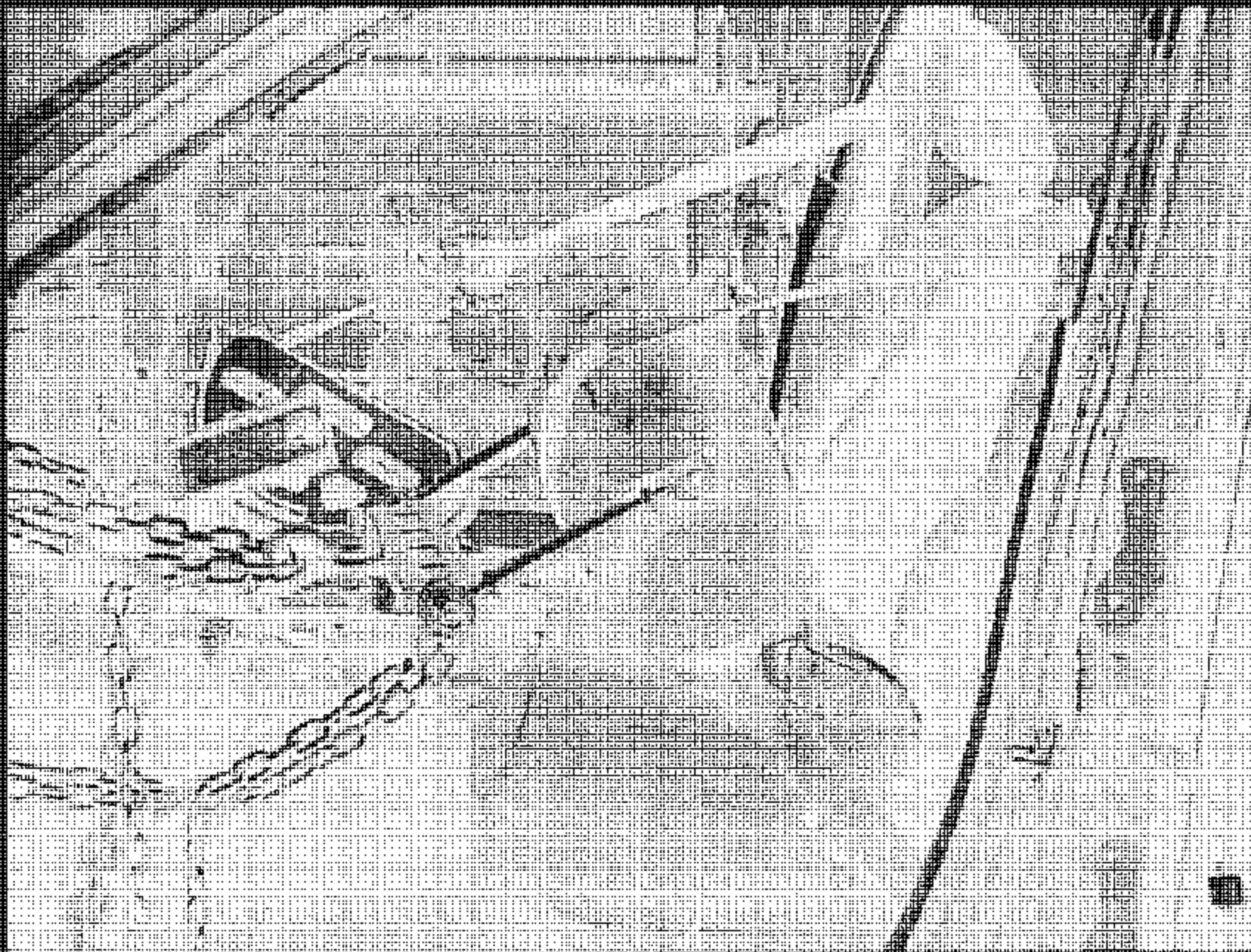
2003 CHRYSLER 300  
NHTSA NO. C66306  
FMVSS NO. 210

FIGURE 5.23  
FULL LOAD ROW 1, ¾ RIGHT FRONT VIEW



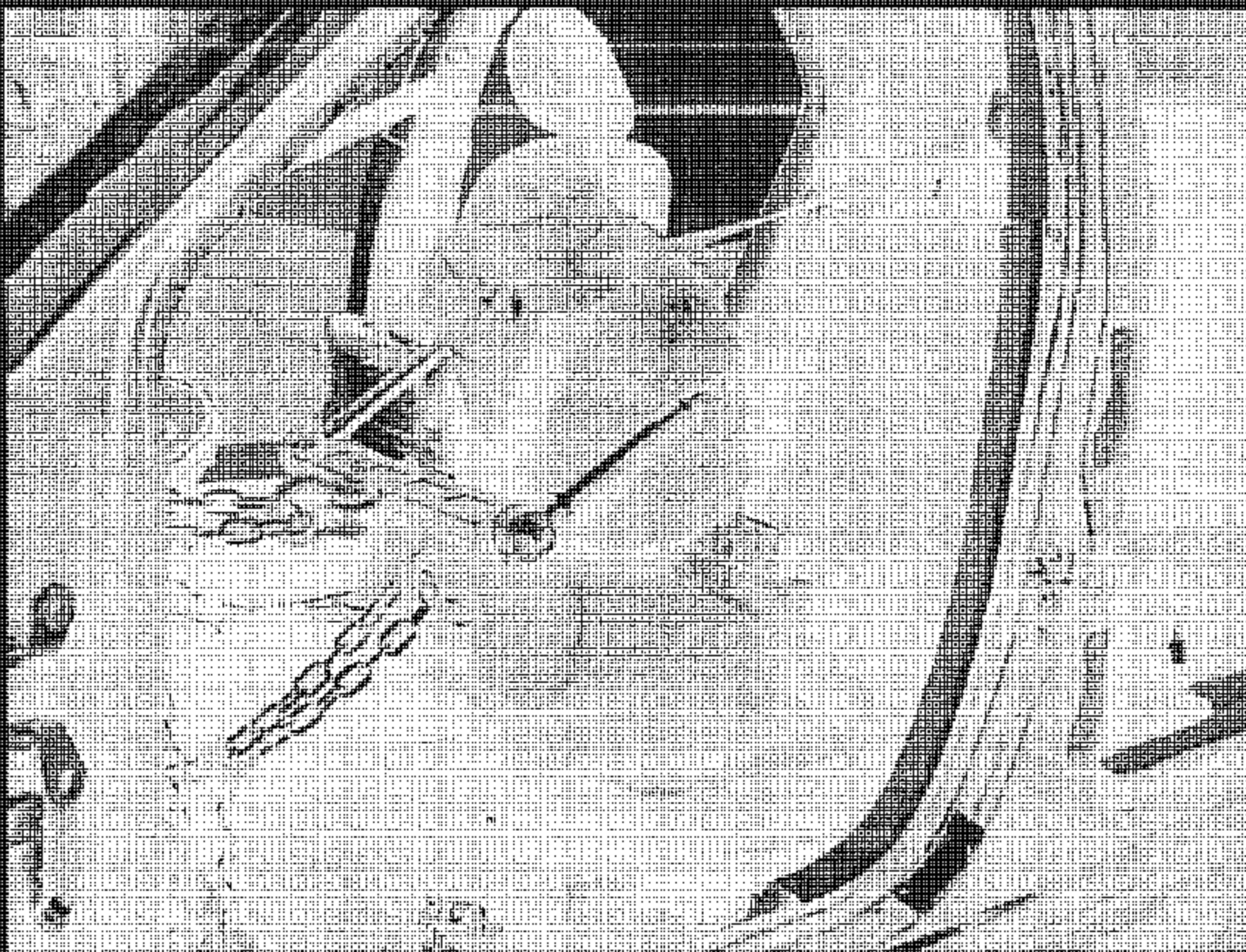
2006 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

FIGURE 5.24  
FULL LOAD ROW 1, RIGHT SIDE VIEW



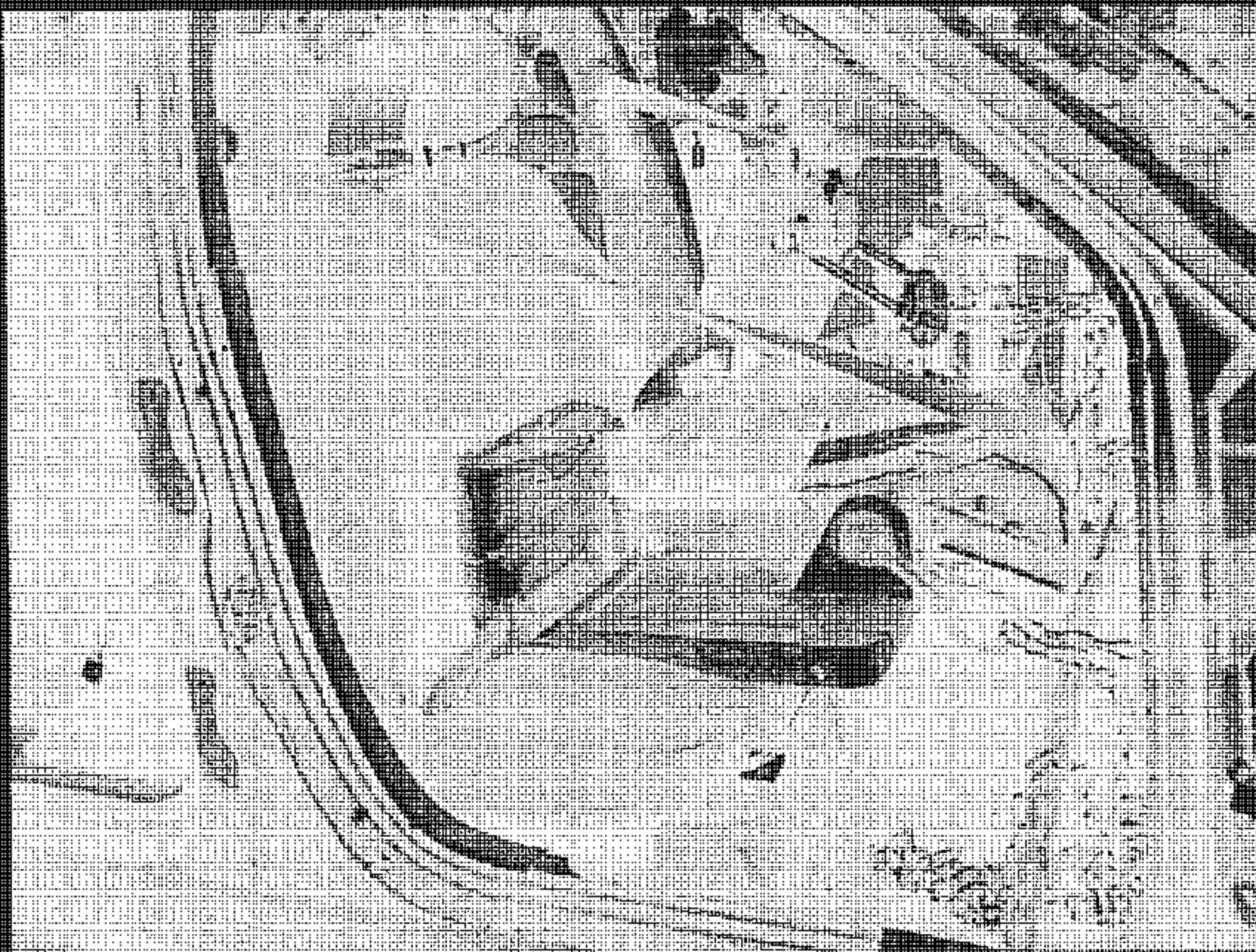
2005 CHRYSLER 300  
NHTSA NO. C50336  
FMVSS NO. 210

FIGURE 5.24  
POST TEST ROW 1, LEFT SIDE VIEW



2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

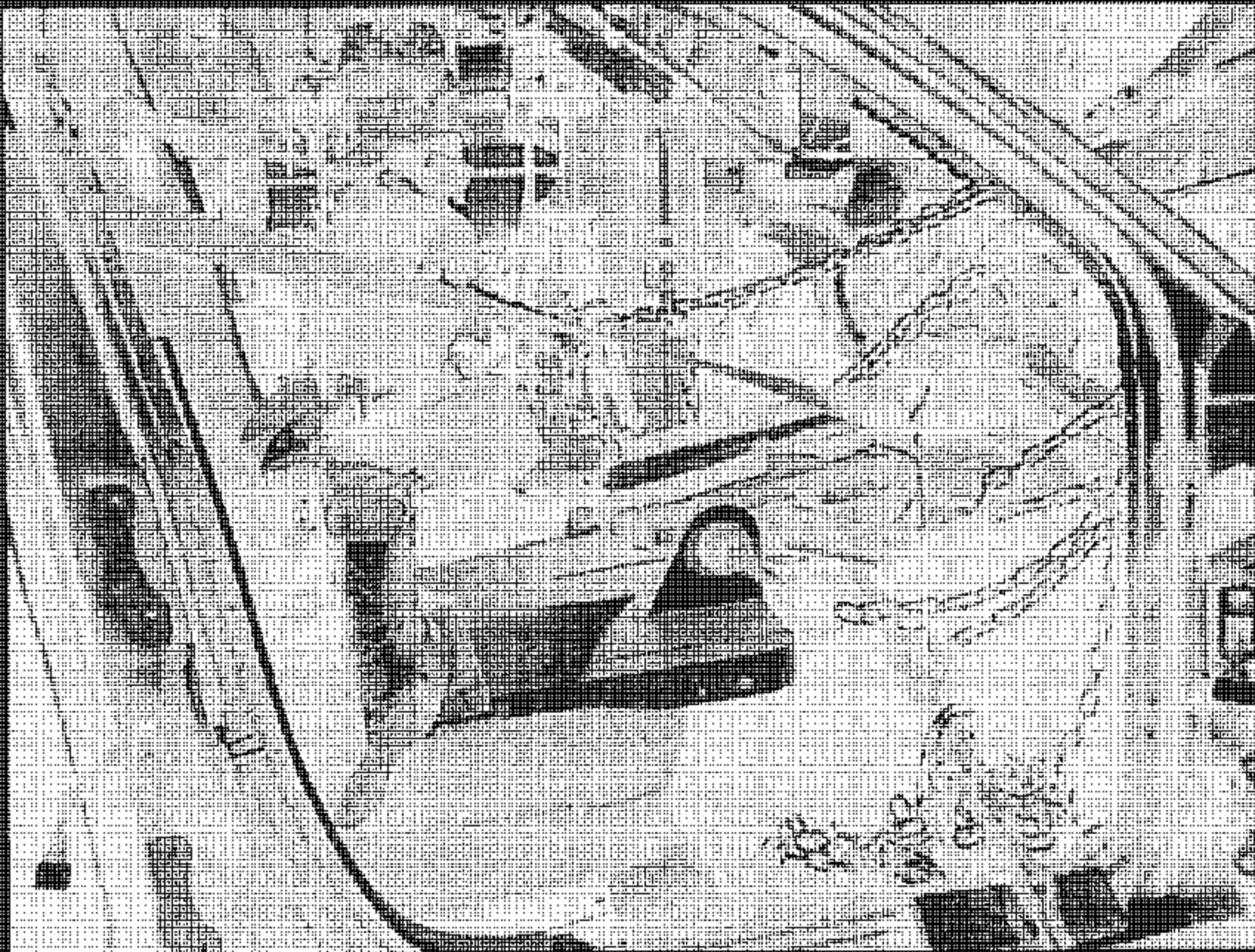
FIGURE 5.26  
POST TEST ROW 1, 1/2 LEFT FRONT VIEW



2005 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

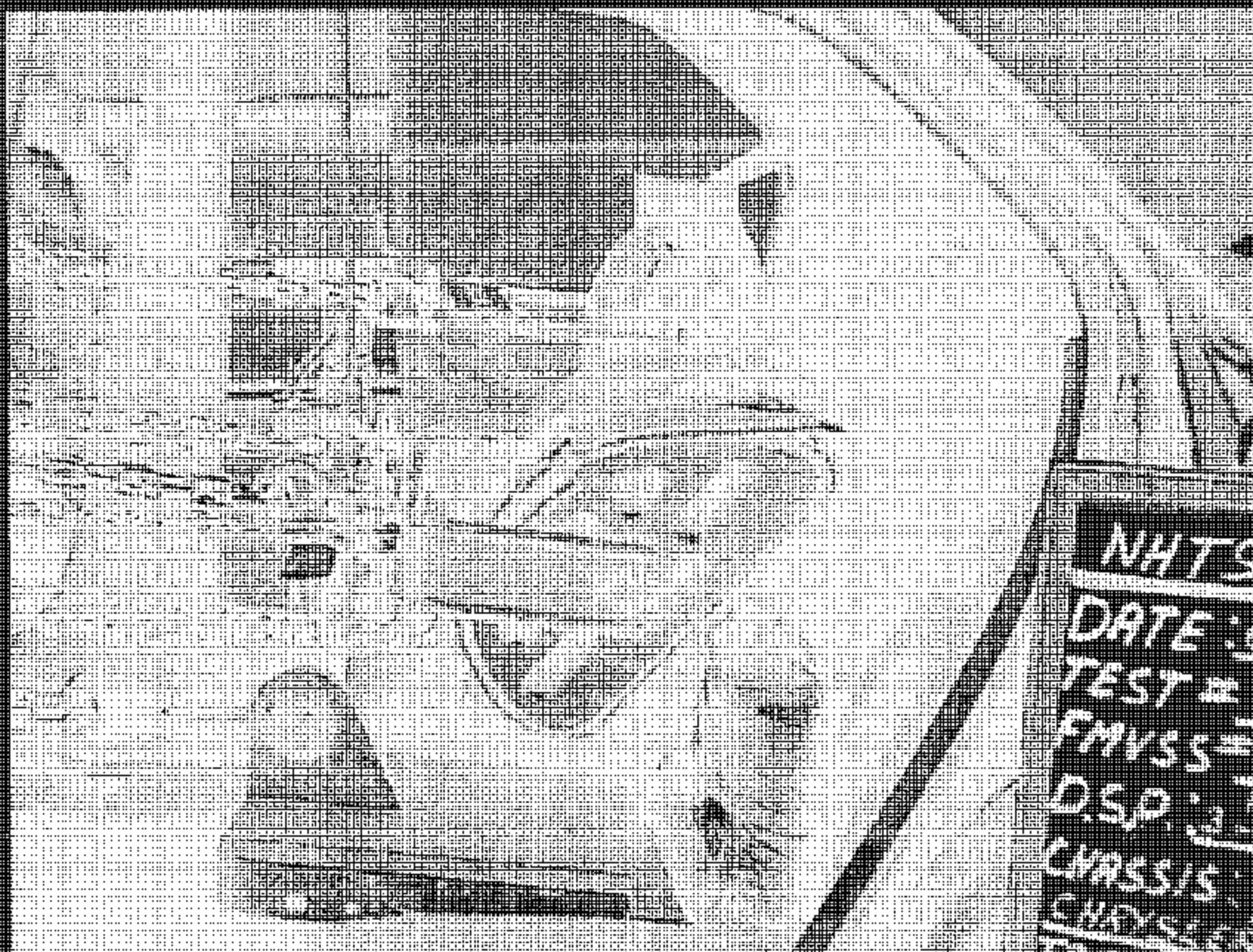
FIGURE 5.27  
POST TEST ROW 1, ¼ RIGHT FRONT VIEW





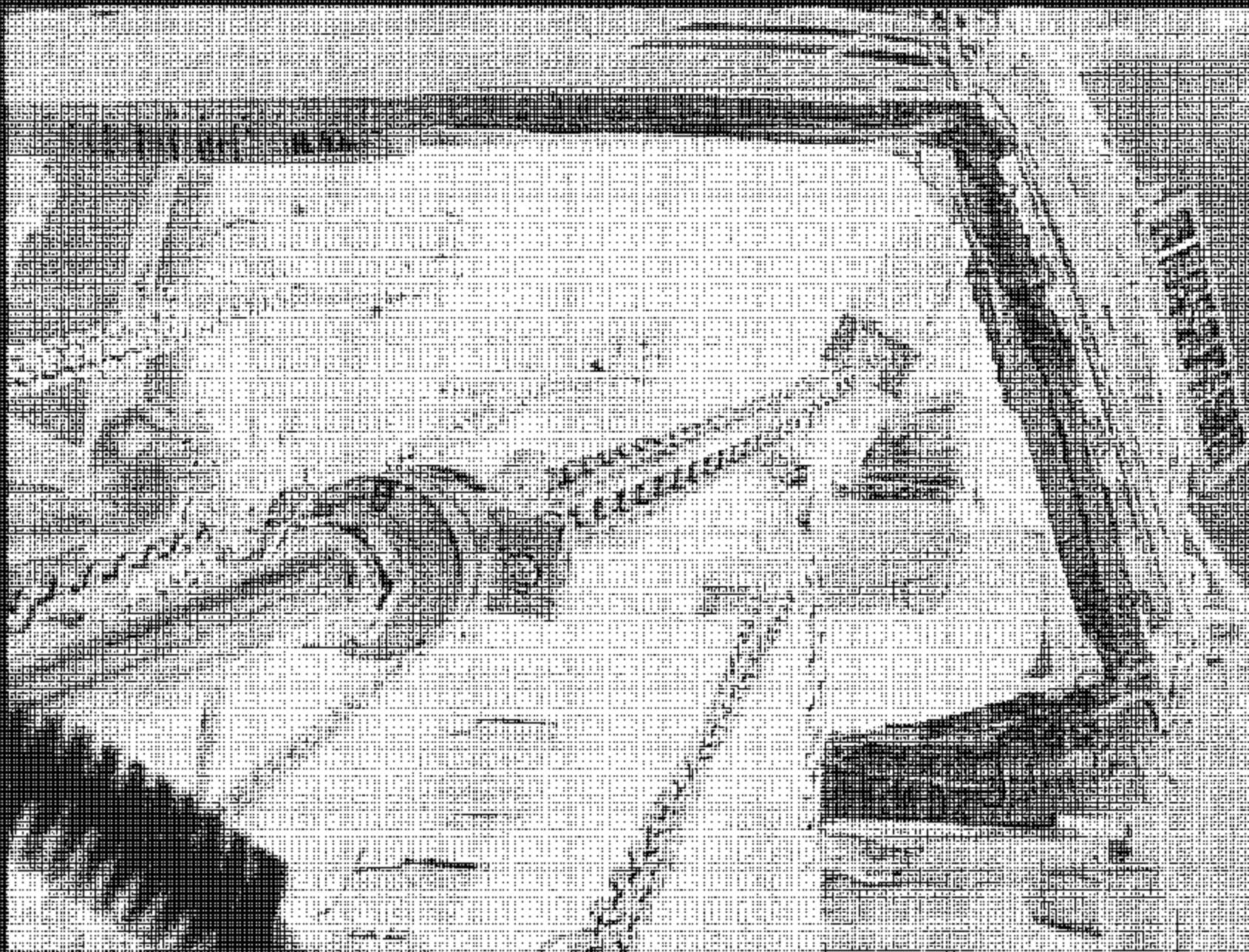
2006 CHRYSLER 300  
NHTSA NO. C60306  
FMVSS NO. 210

FIGURE 3-28  
POST TEST ROW 1, RIGHT SIDE VIEW



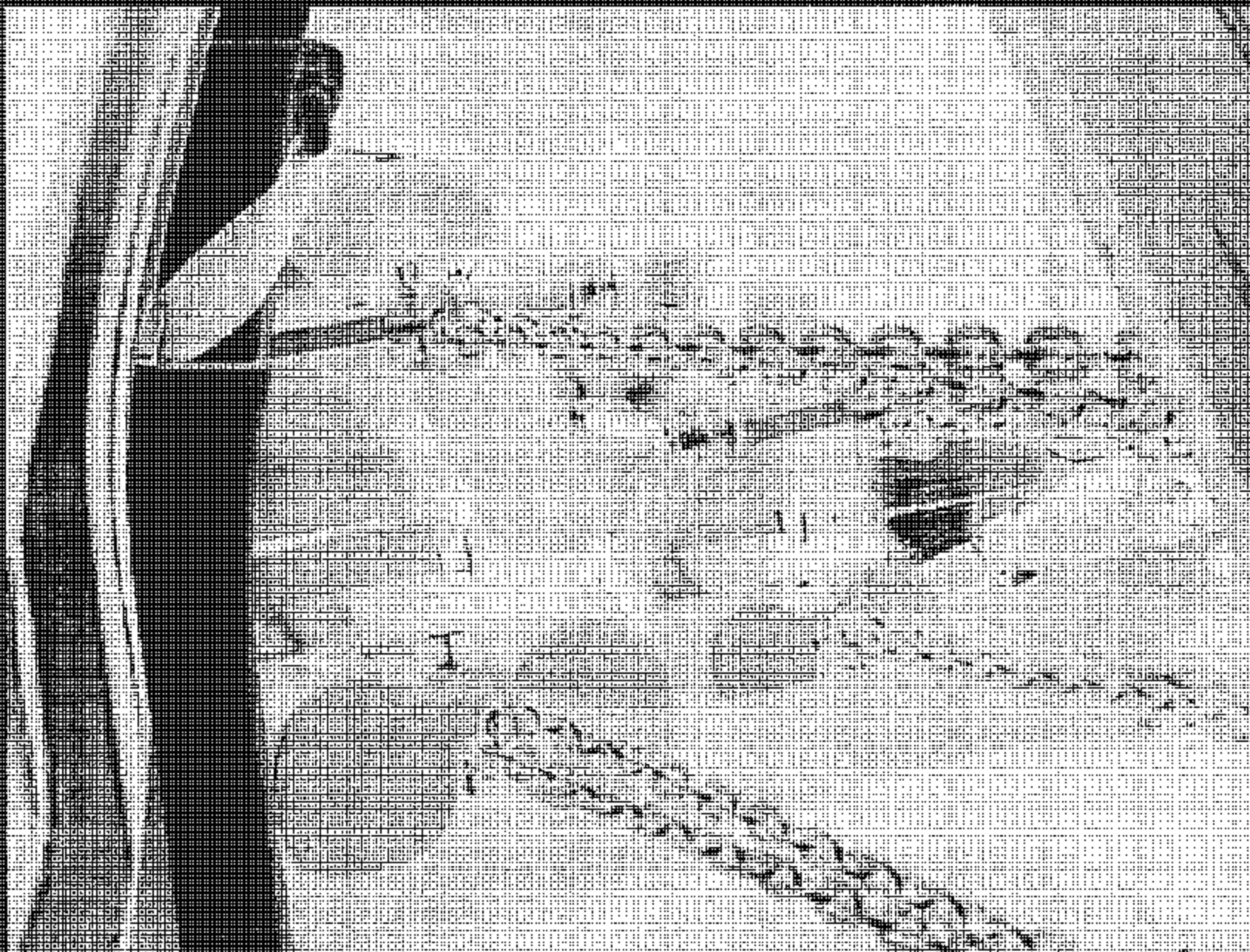
2005 CHRYSLER 300  
NHTSA NO. C50305  
FMVSS NO. 210

FIGURE 5.20  
PRE-TEST ROW 2, LEFT SIDE VIEW



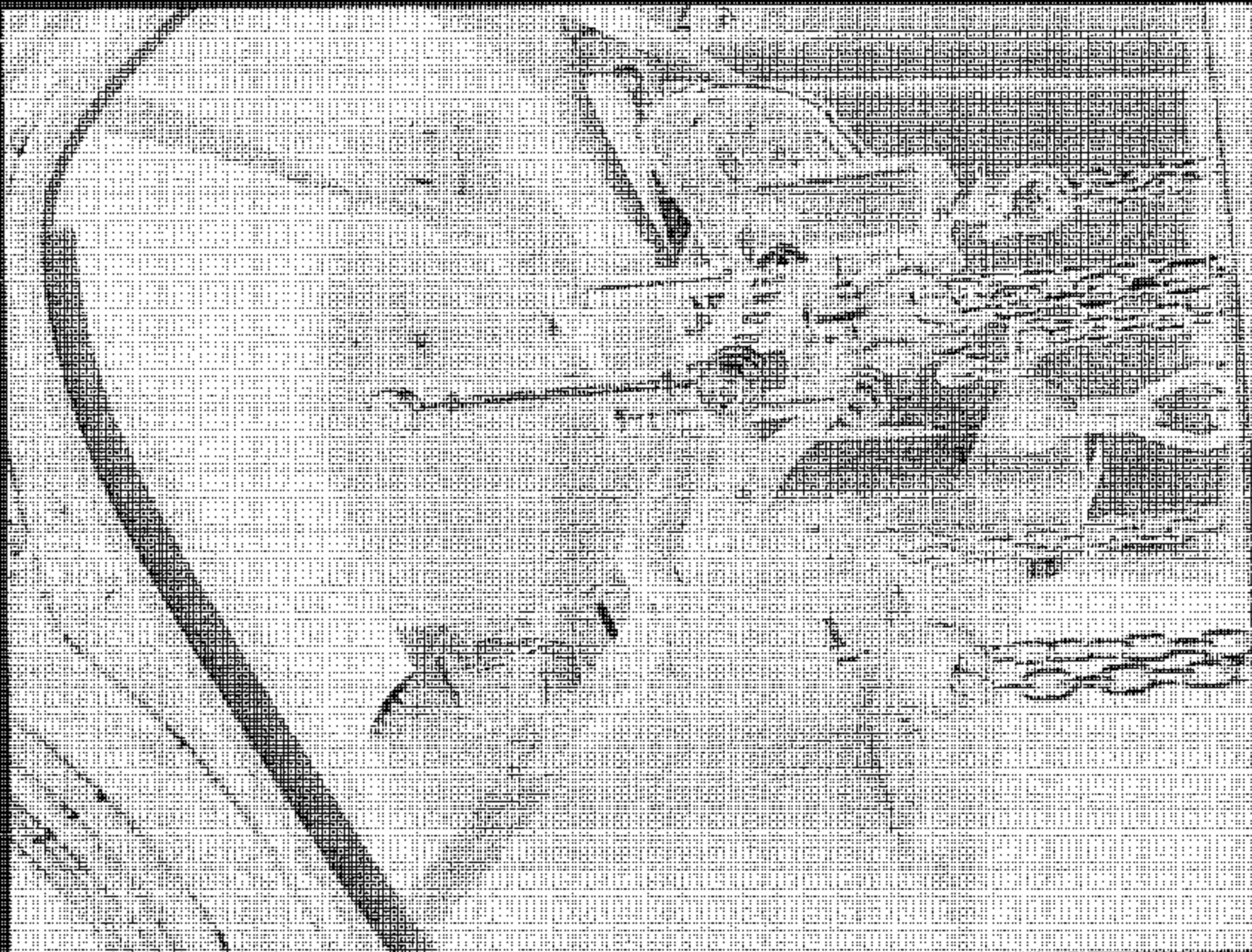
2005 CHRYSLER 300  
NHTSA NO. C50300  
FMVSS NO. 210

FIGURE 5.30  
PRE-TEST ROW 2, 1/4 LEFT FRONT VIEW



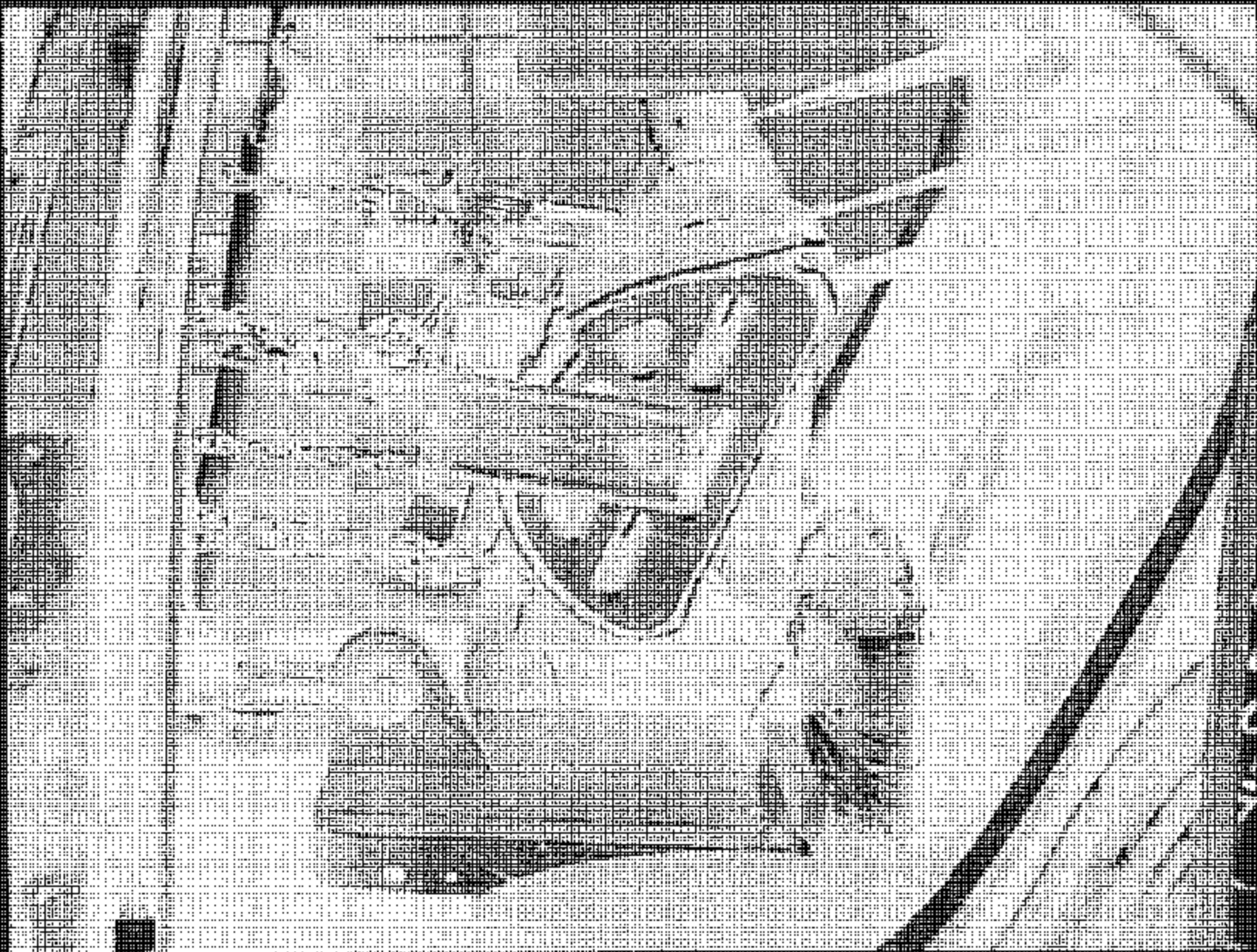
2003 CHRYSLER 300  
NH-TSA NO. C50306  
FMVSS NO. 210

FIGURE 5.31  
PRE-TEST ROW 2, ¼ RIGHT FRONT VIEW



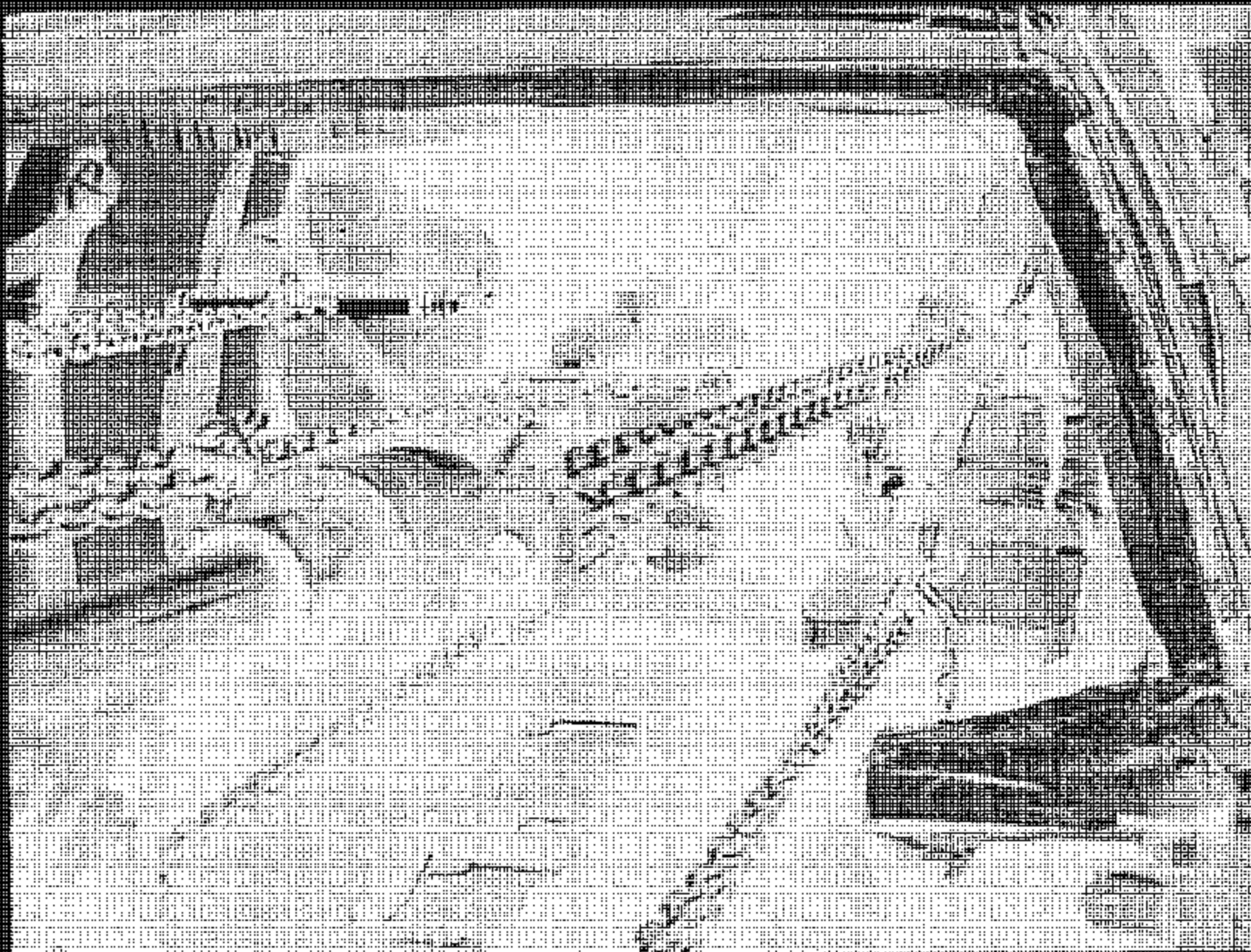
2006 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 5.32  
PHE TEST ROW 2, RIGHT SIDE VIEW



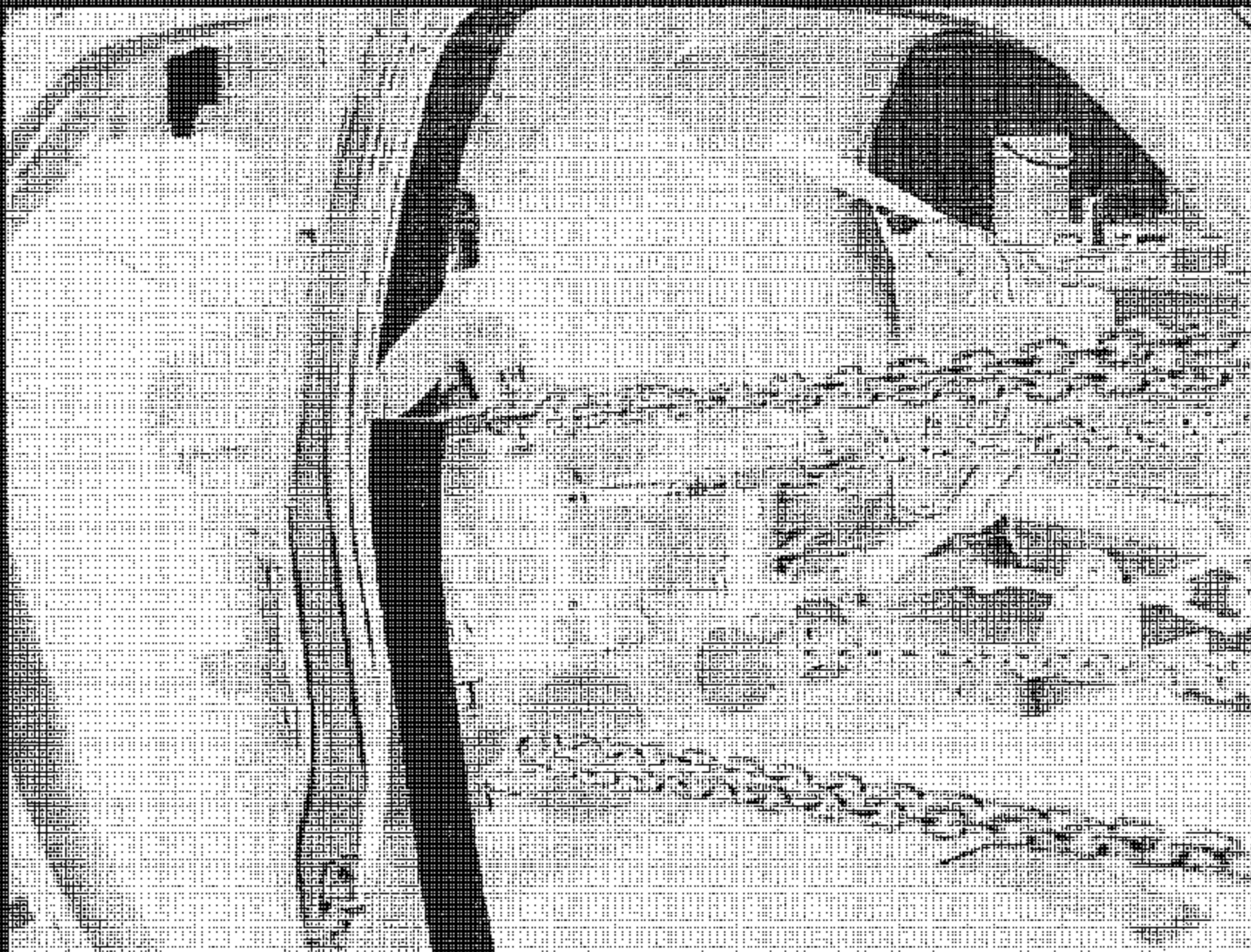
2005 CHRYSLER 300  
NHTSA NO. C503008  
FMVSS NO. 210

FIGURE 5.53  
FULL LOAD ROW 2, LEFT SIDE VIEW



2005 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

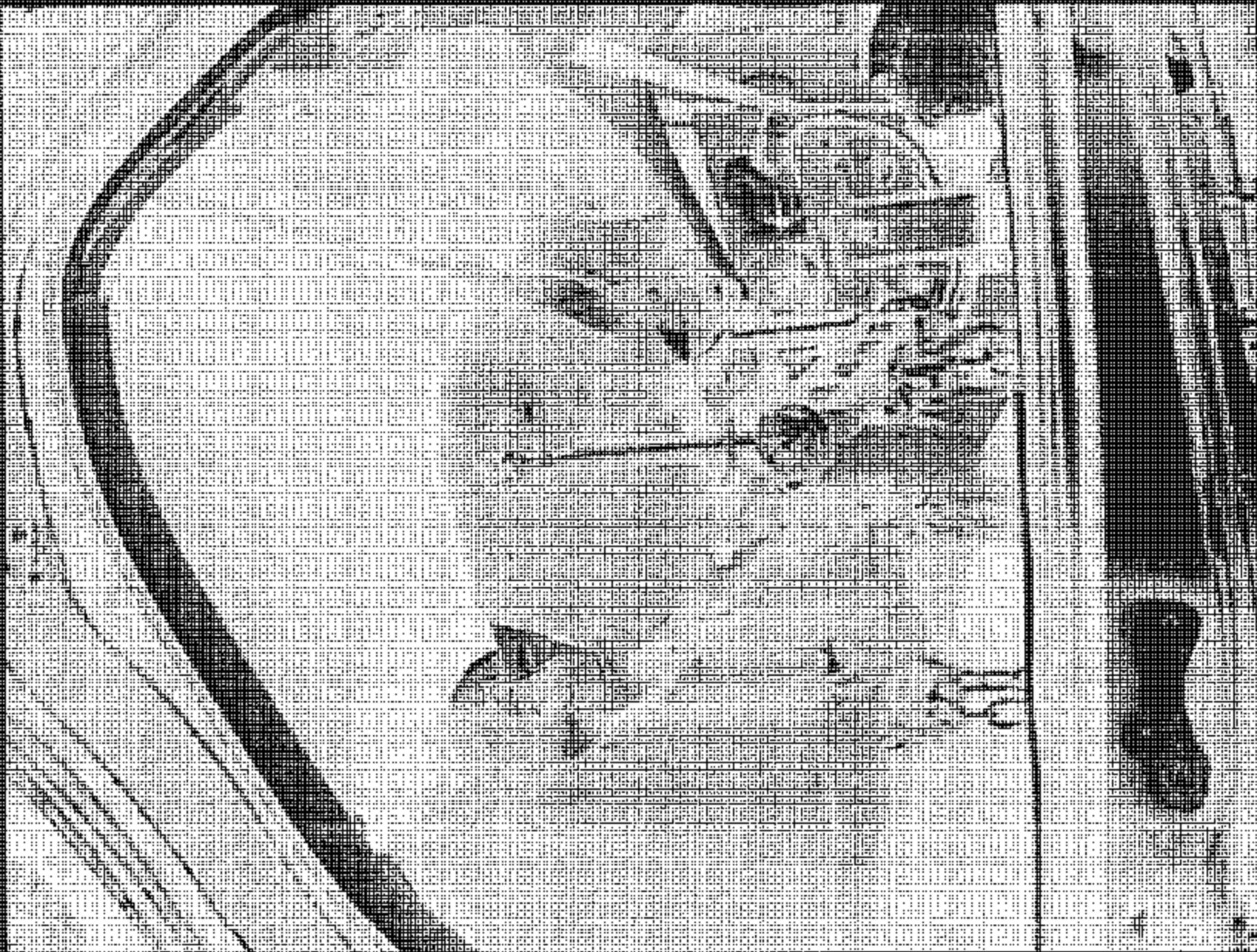
FIGURE 5 34  
FULL LOAD ROW 2, ¾ LEFT FRONT VIEW



2005 CHRYSLER 300  
NHTSA NO. 050303  
FMVSS NO. 213

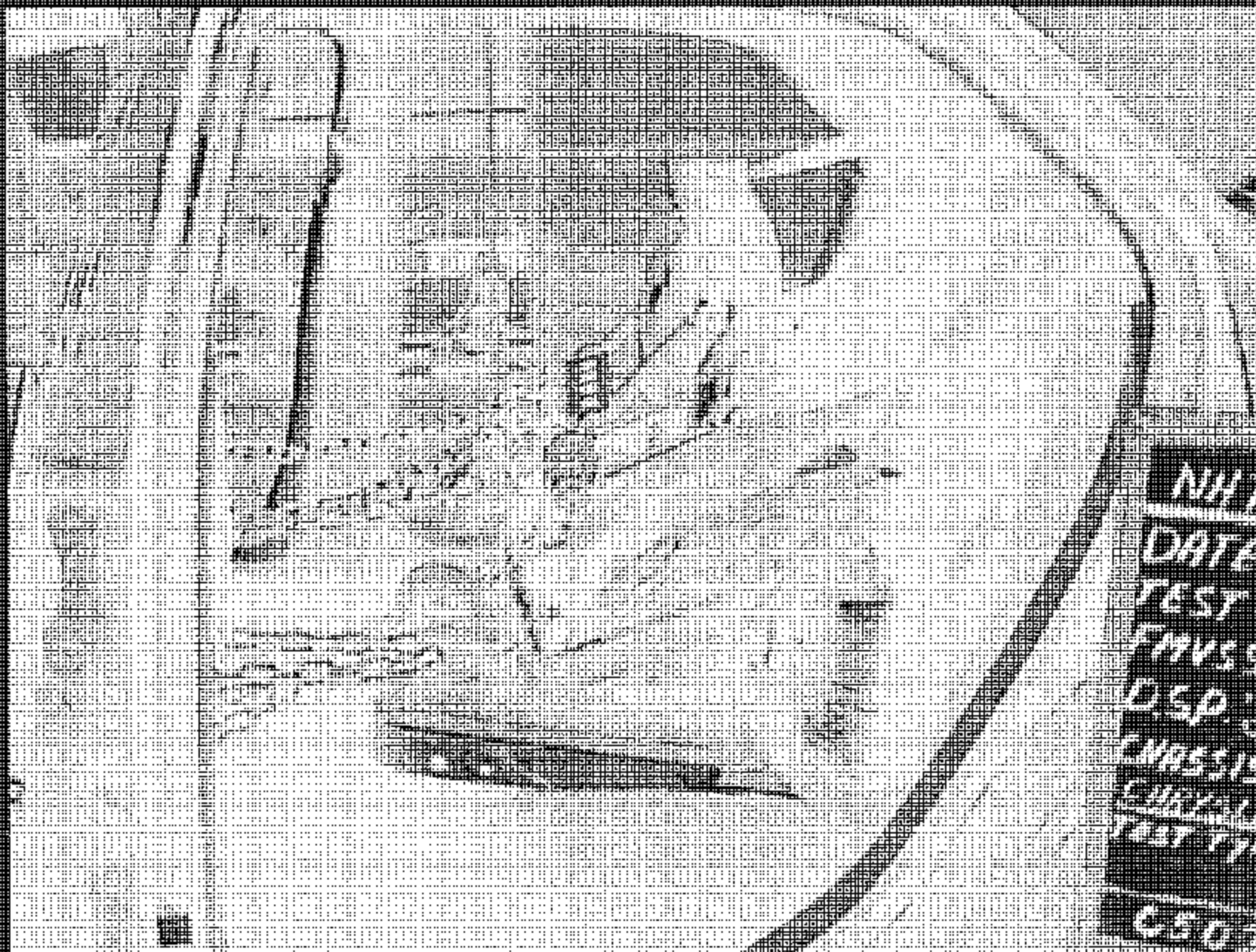
FIGURE 6.35  
FULL LOAD ROW 2, 1/2 RIGHT FRONT VIEW





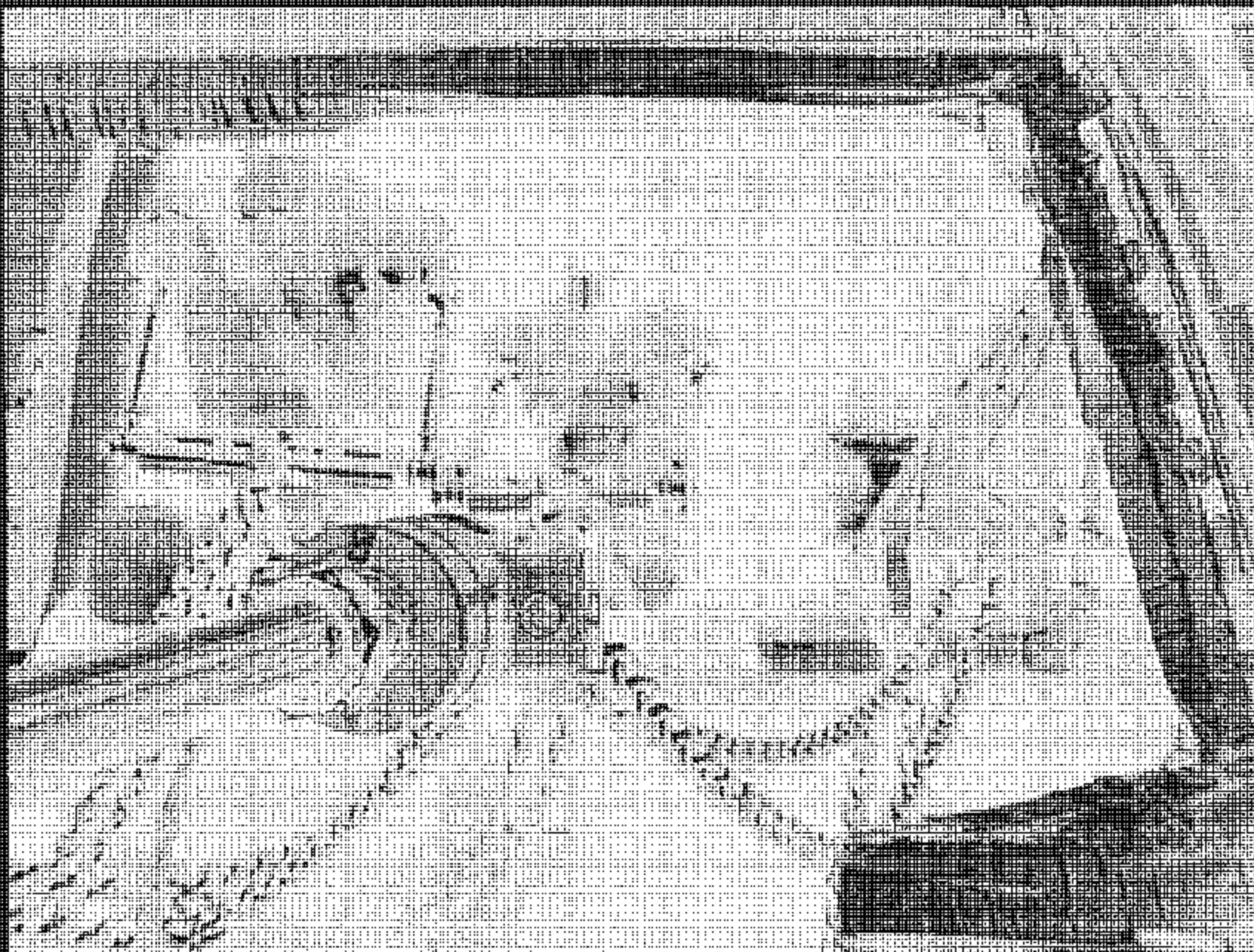
2005 CHRYSLER 300  
NHTSA NO. C553300  
FMVSS NO. 210

FIGURE 5.36  
FULL LOAD ROW 2, RIGHT SIDE VIEW



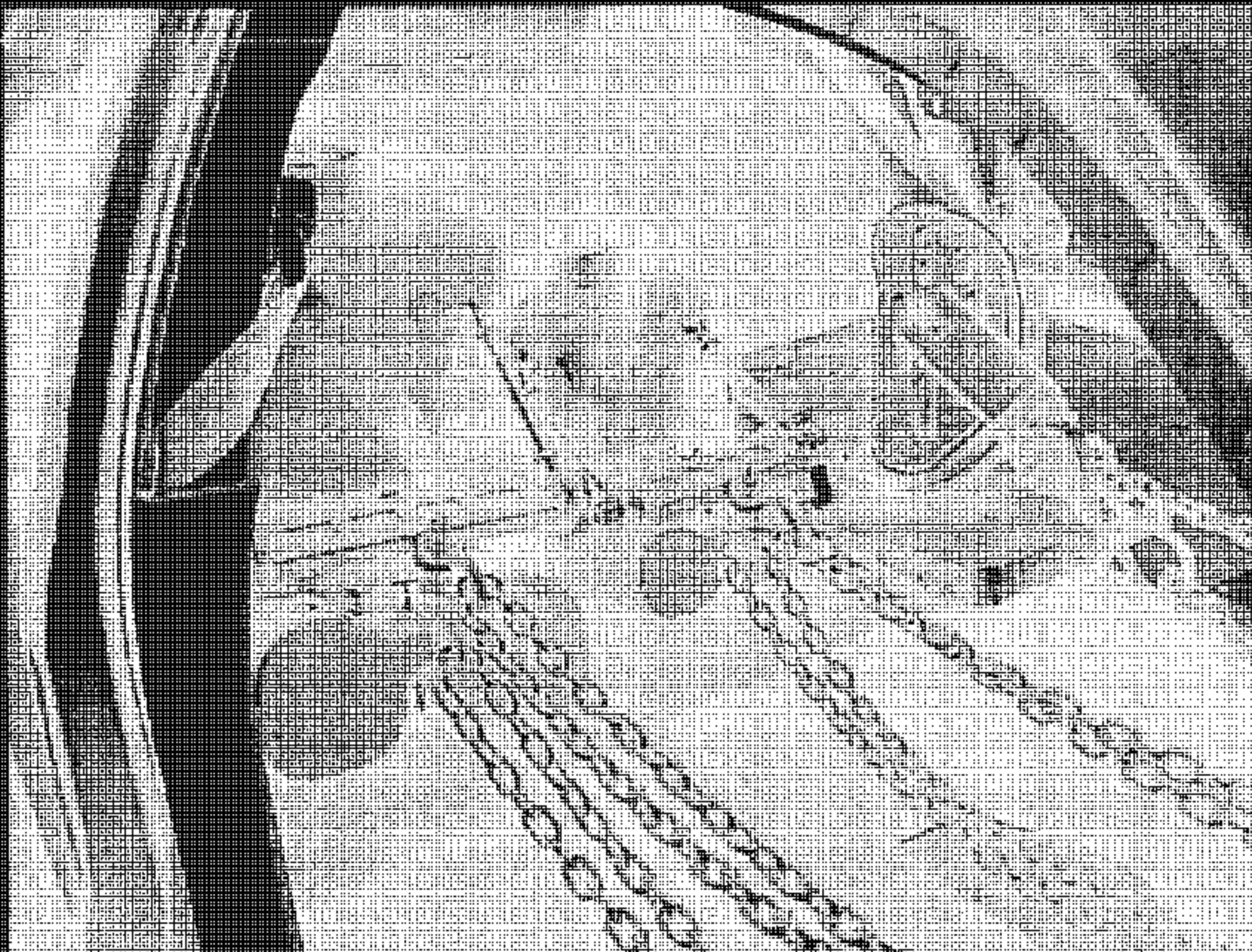
2006 CHRYSLER 300  
NHTSA NO. C50306  
FMVSS NO. 210

FIGURE 5.37  
POST TEST ROW 2, LEFT SIDE VIEW



2005 CHRYSLER 300  
NHTSA NO. C50006  
FMVSS NO. 210

FIGURE 5.38  
POST TEST ROW 2, ¼ LEFT FRONT VIEW



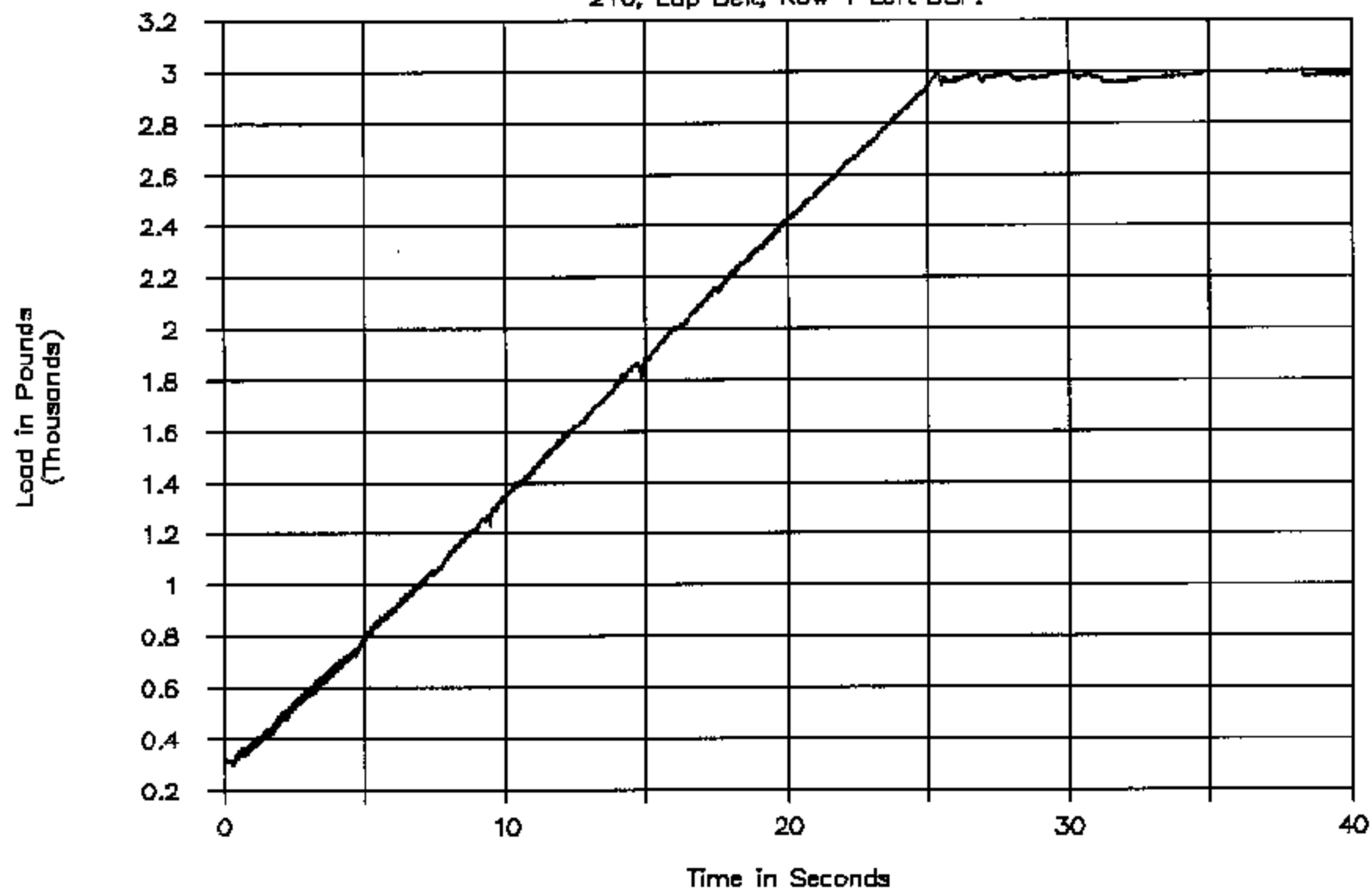
2005 CHRYSLER 300  
NHTSA NO. C50338  
FIATSS NO. 210

FIGURE 3.30  
POST TEST ROW 2. RIGHT SIDE VIEW

SECTION 8  
TEST PLOTS

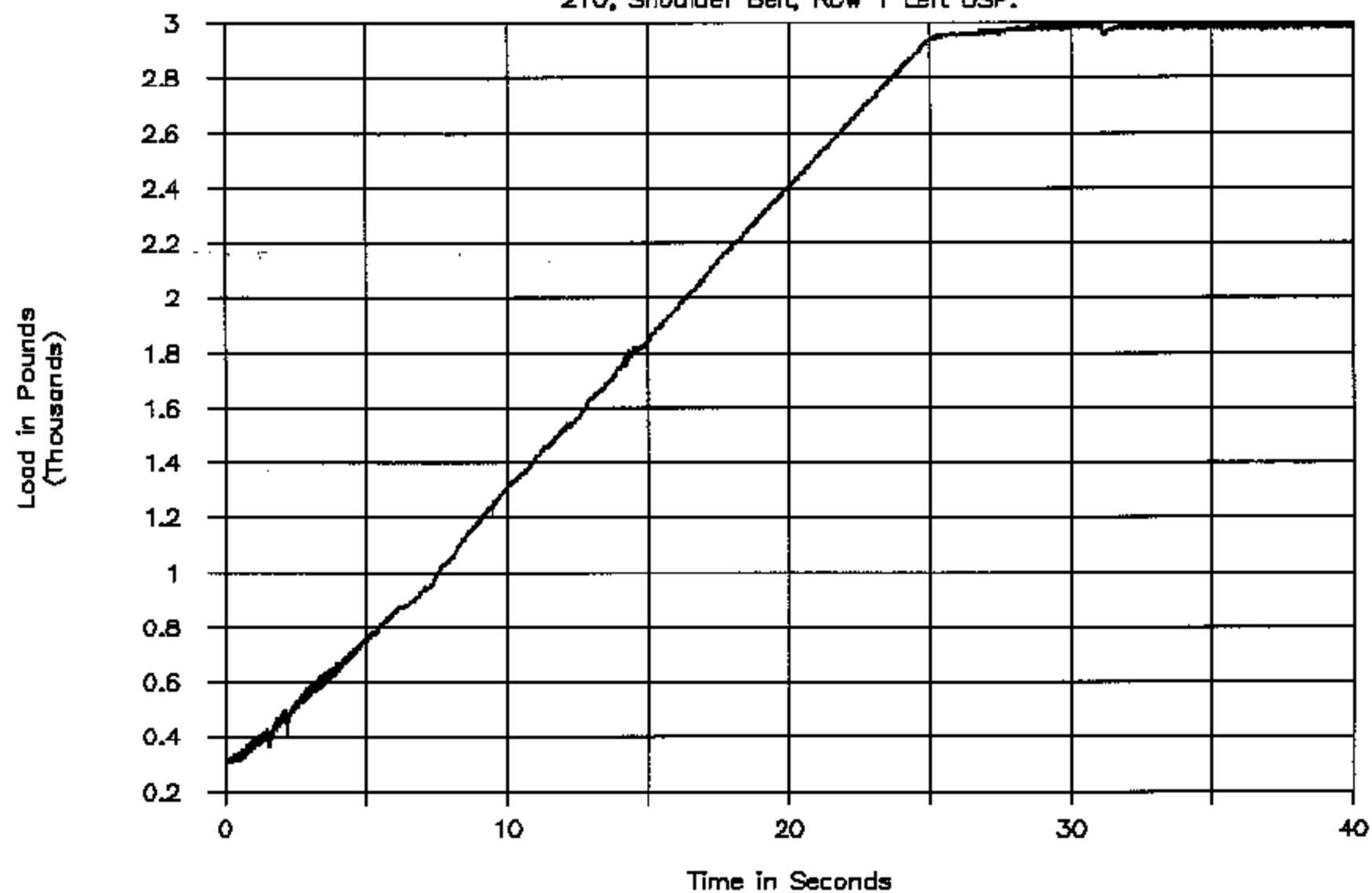
GTL 5313, NHTSA C50306.

210, Lap Belt, Row 1 Left DSP.



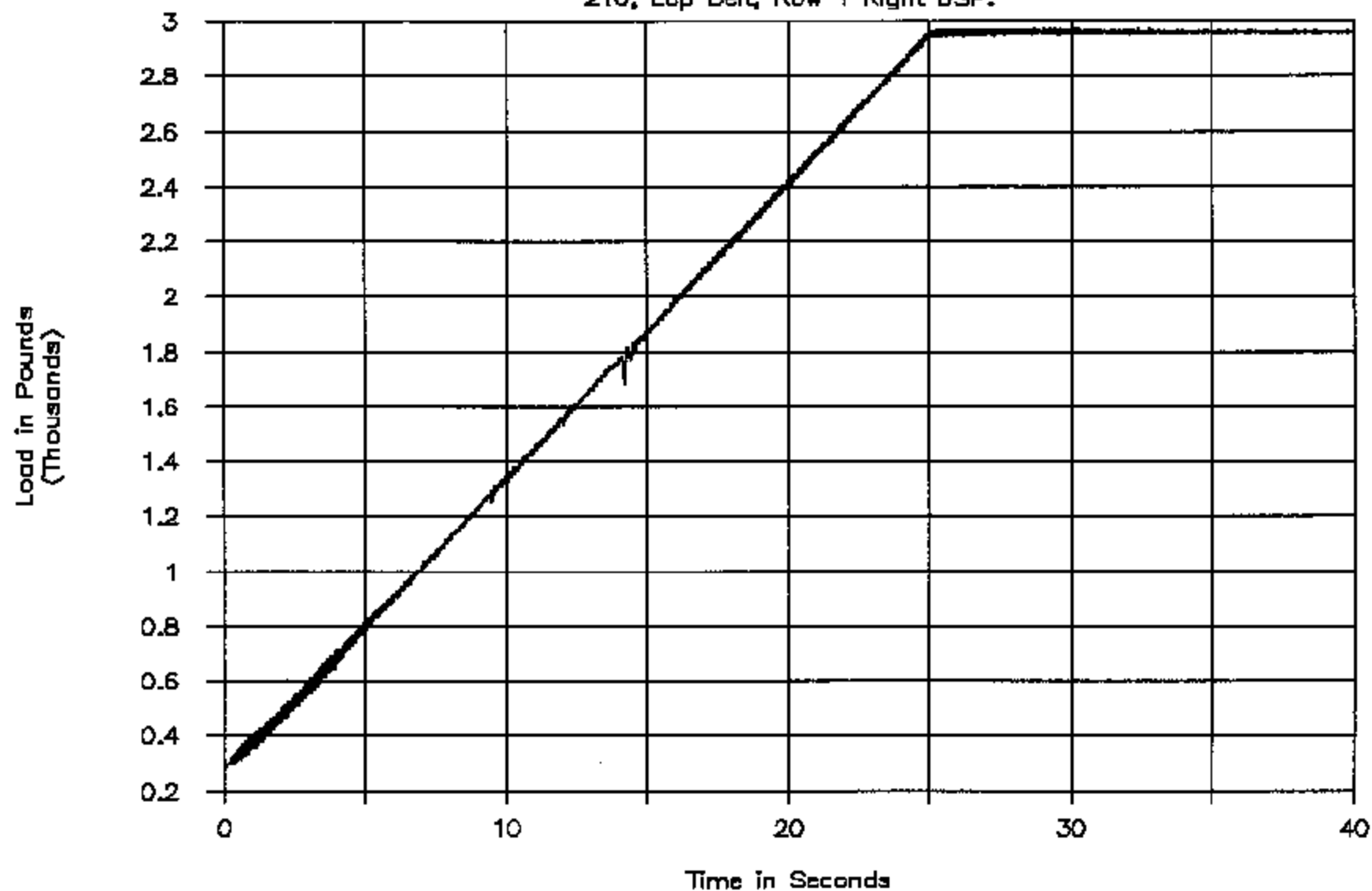
GTL 5313, NHTSA C50306.

210, Shoulder Belt, Row 1 Left DSP.



GTL 5313, NHTSA C50306.

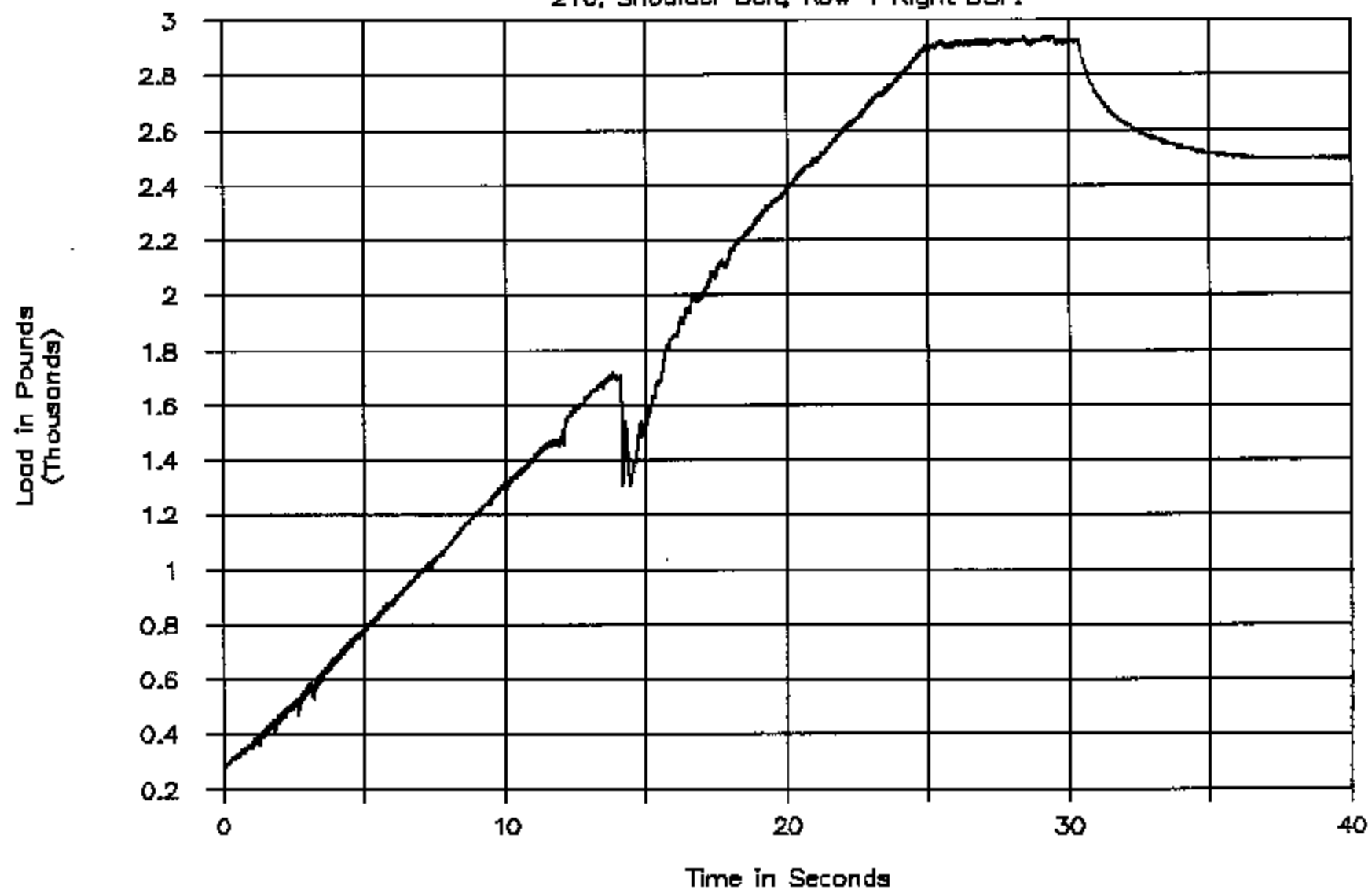
210, Lap Belt, Row 1 Right DSP.





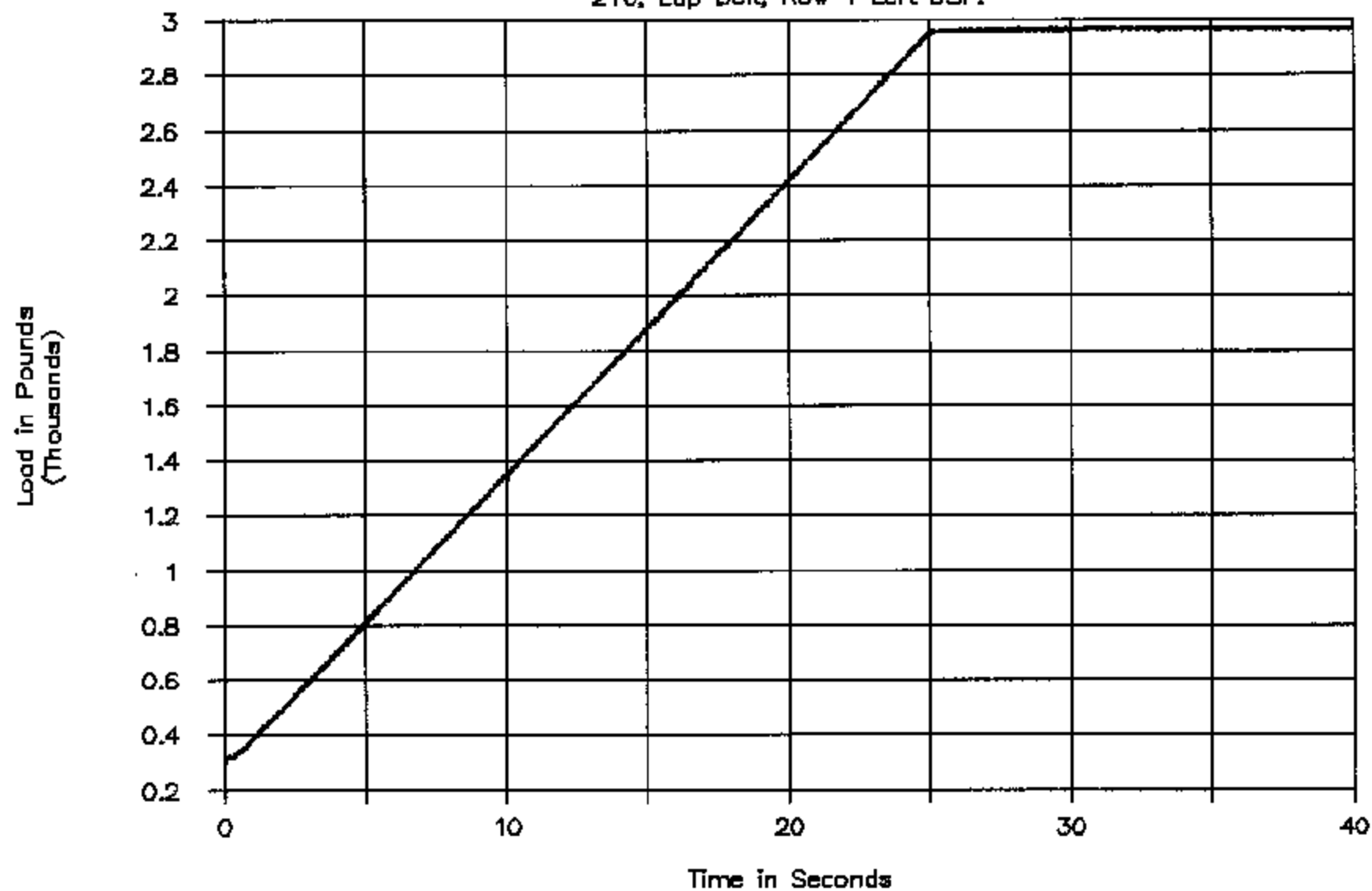
GTL 5313, NHTSA C50306.

210. Shoulder Belt, Row 1 Right DSP.



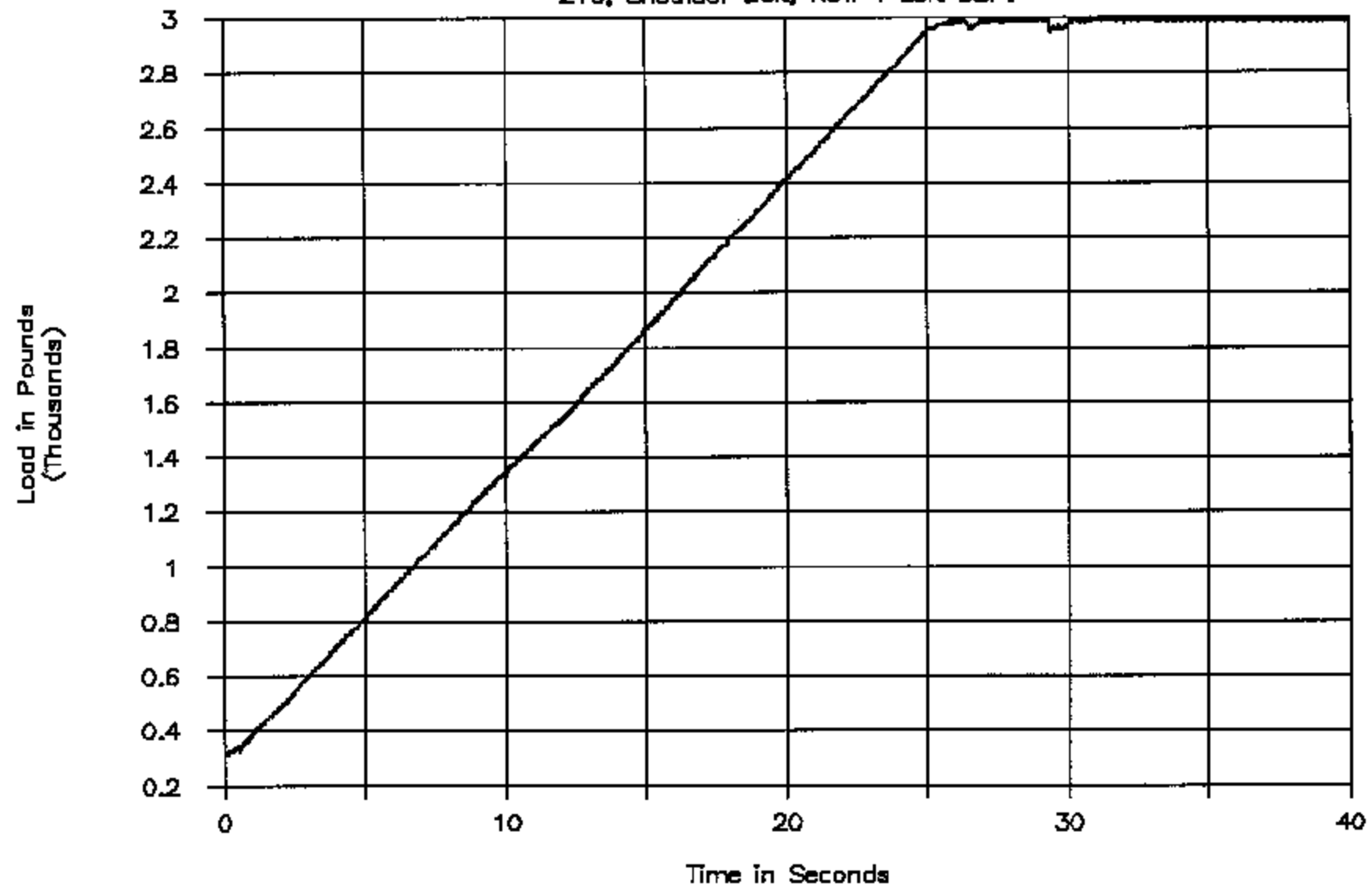
GTL 5314, NHTSA C50306.

210, Lap Belt, Row 1 Left DSP.



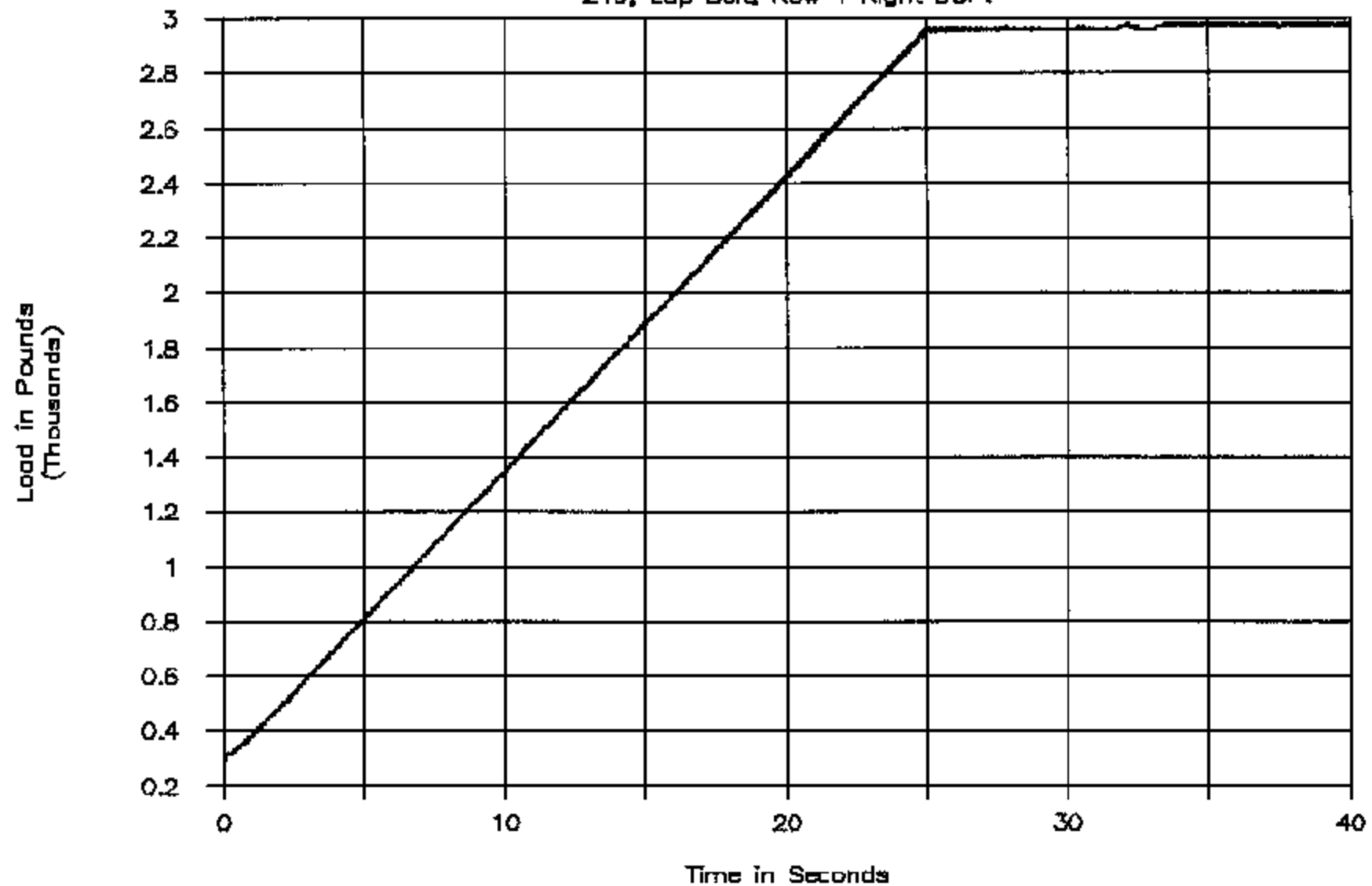
GTL 5314, NHTSA C50306.

210, Shoulder Belt, Row 1 Left DSP.



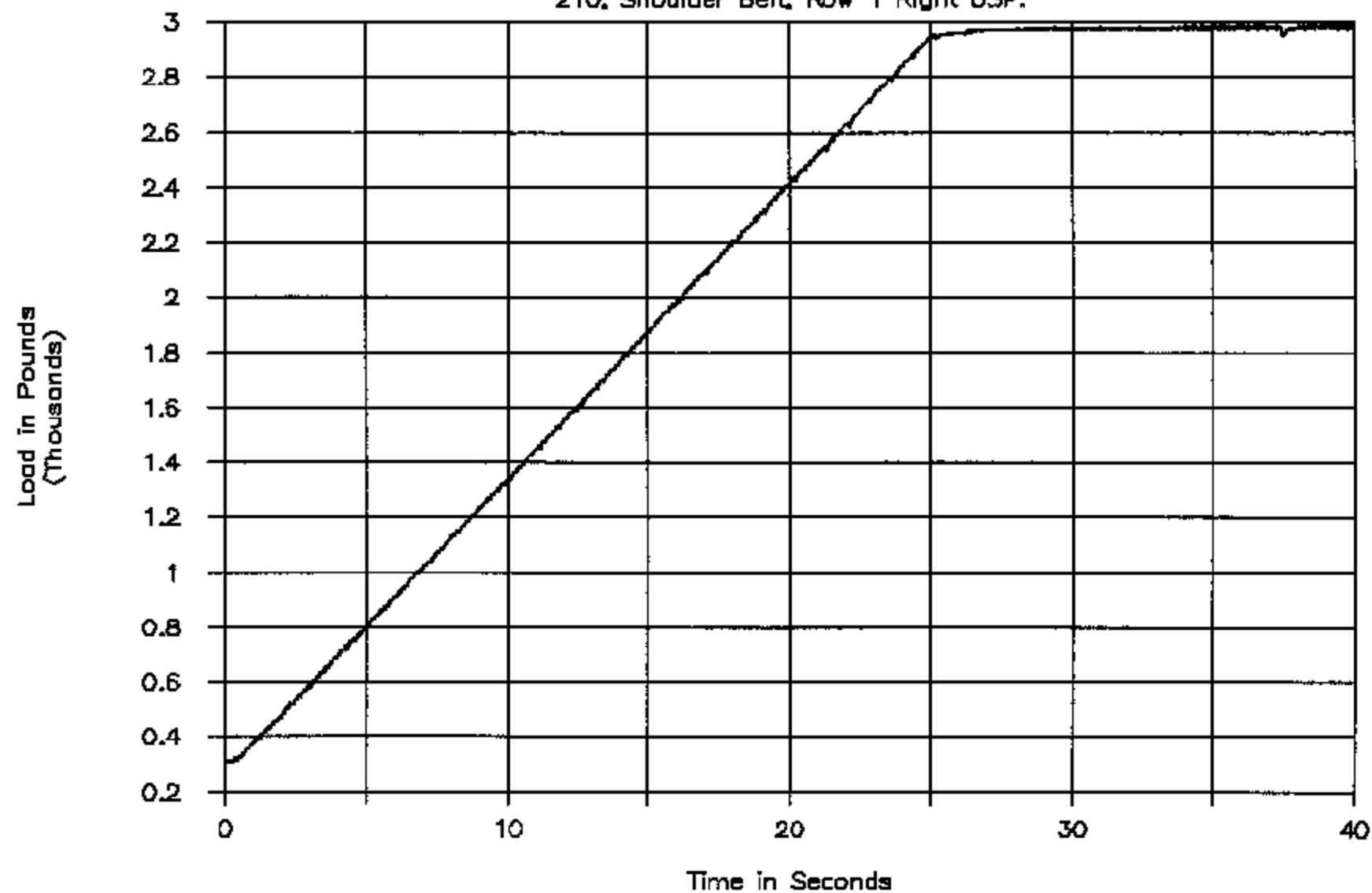
GTL 5314, NHTSA C50306.

210, Lap Belt, Row 1 Right DSP.



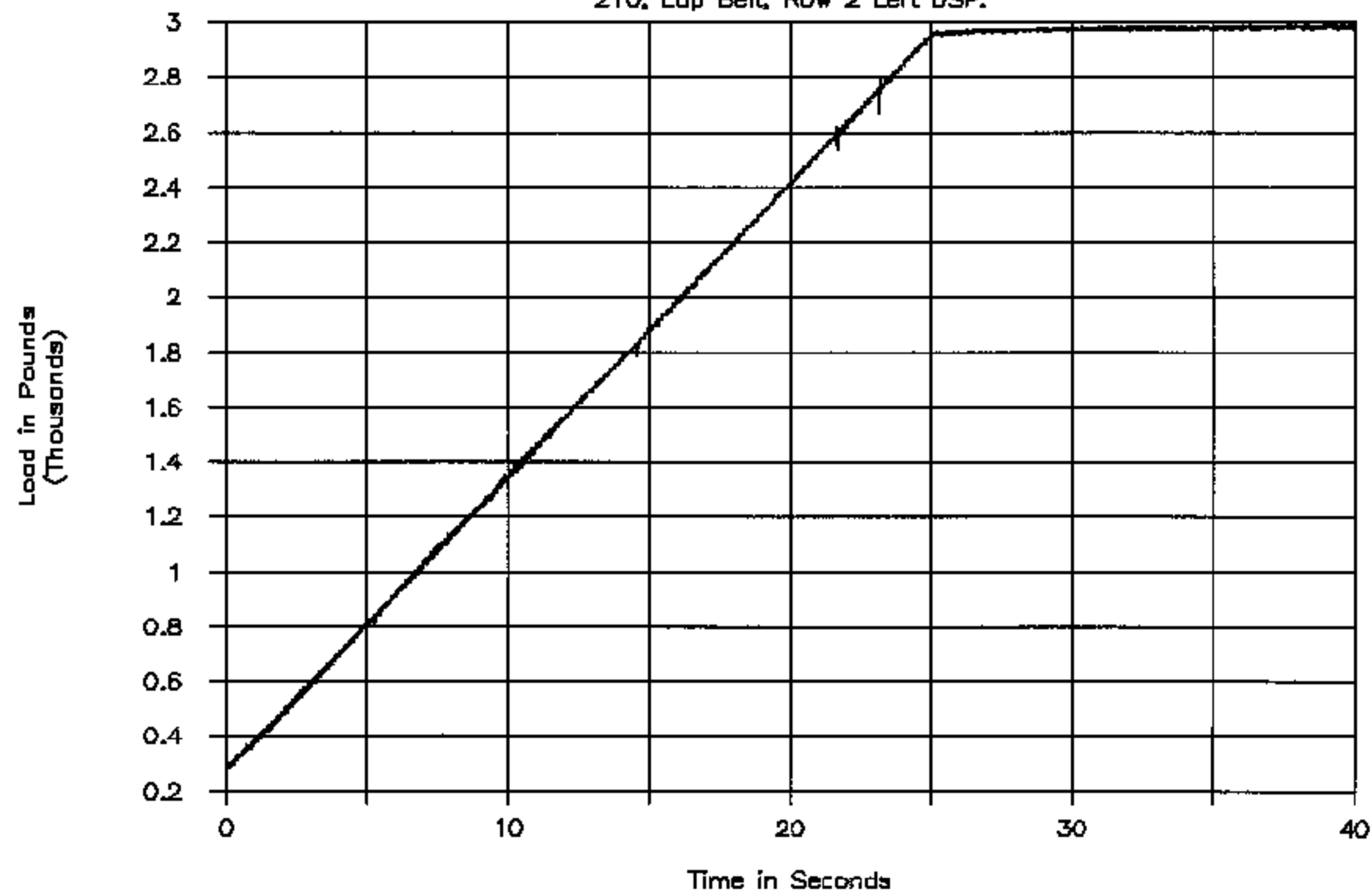
GTL 5314, NHTSA C50306.

210. Shoulder Belt, Row 1 Right DSP.



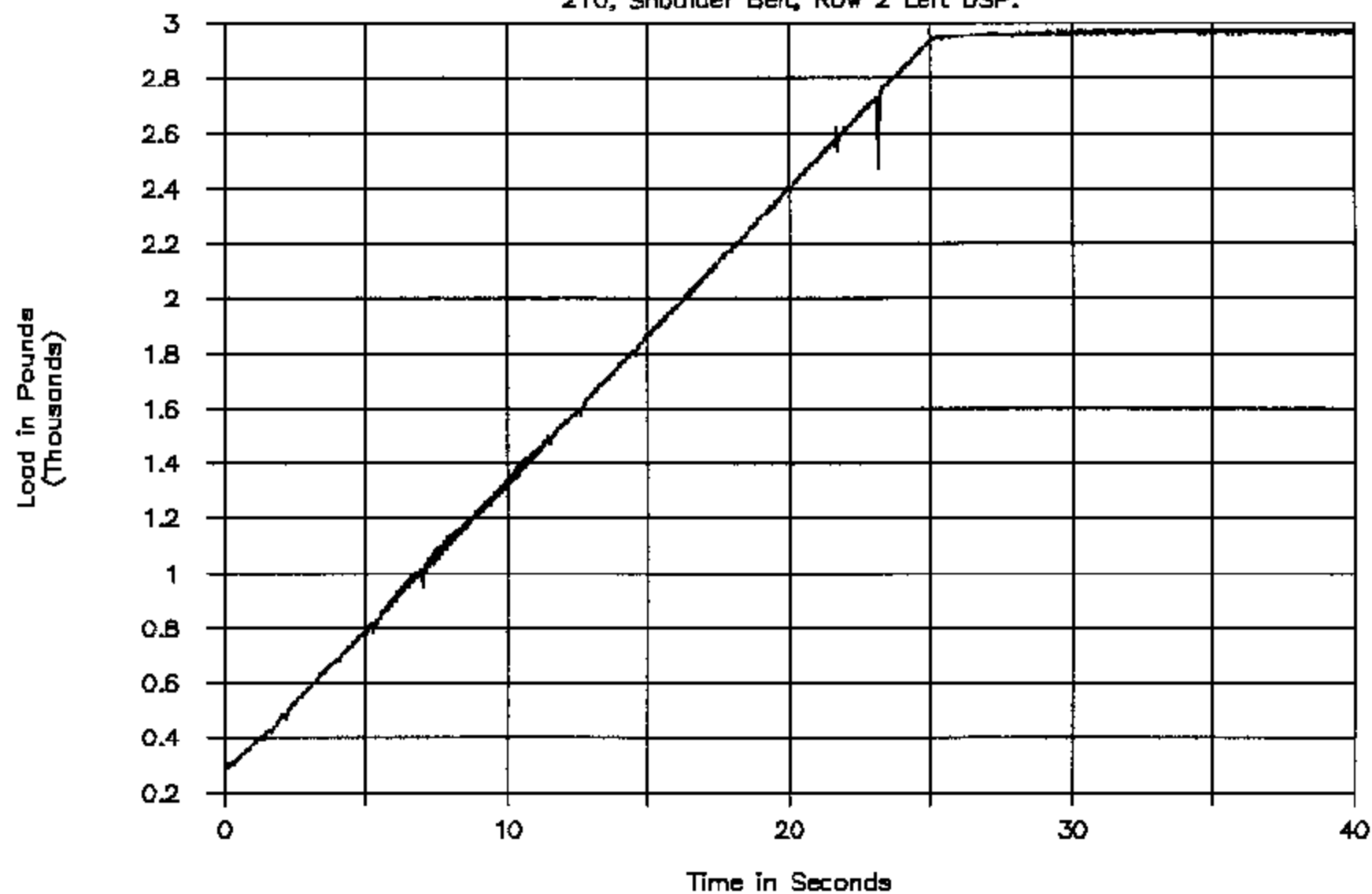
GTL 5315, NHTSA C50306.

210. Lap Belt, Row 2 Left DSP.



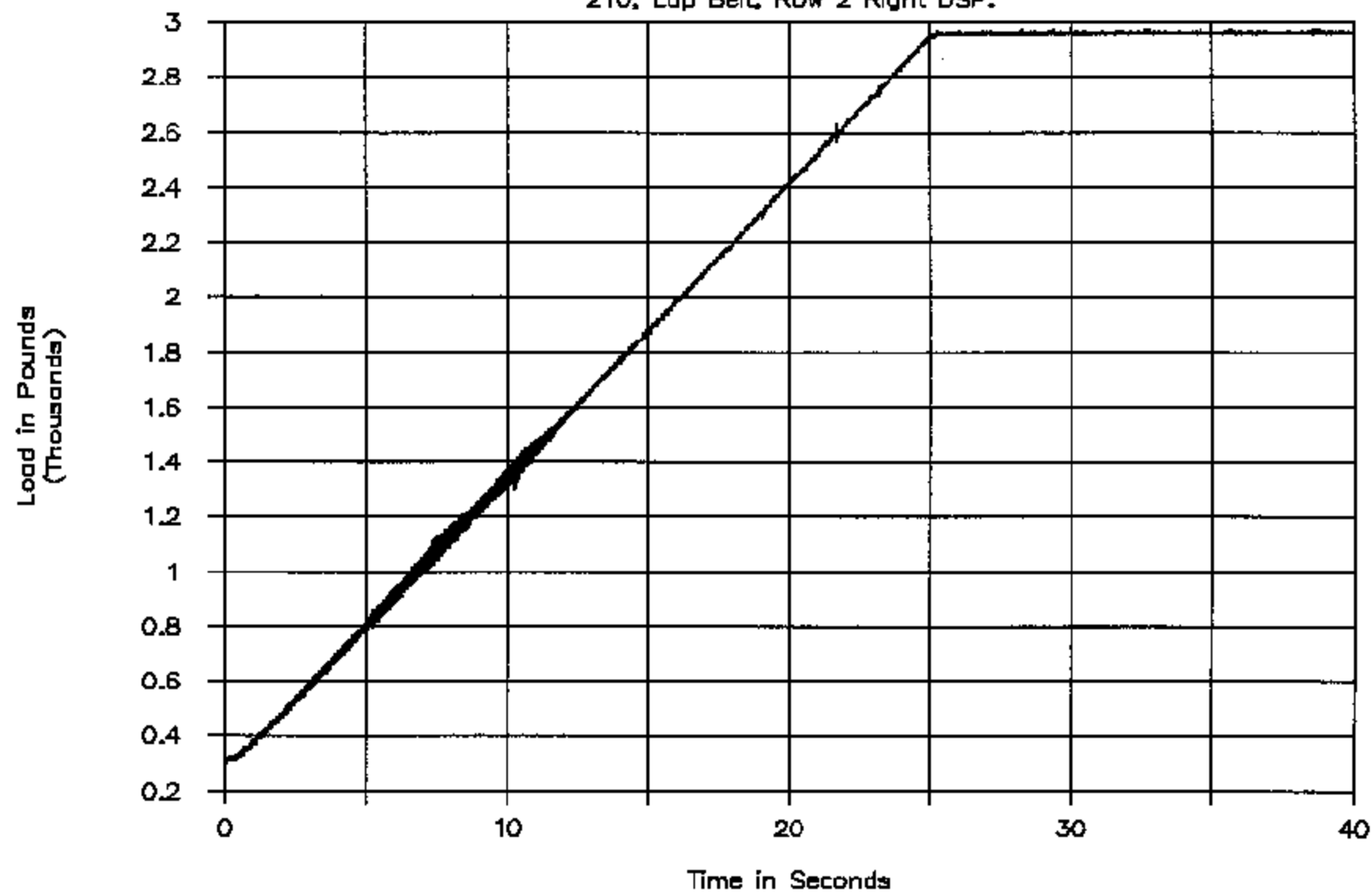
GTL 5315, NHTSA C50306.

210, Shoulder Belt, Row 2 Left DSP.



GTL 5315, NHTSA C50306.

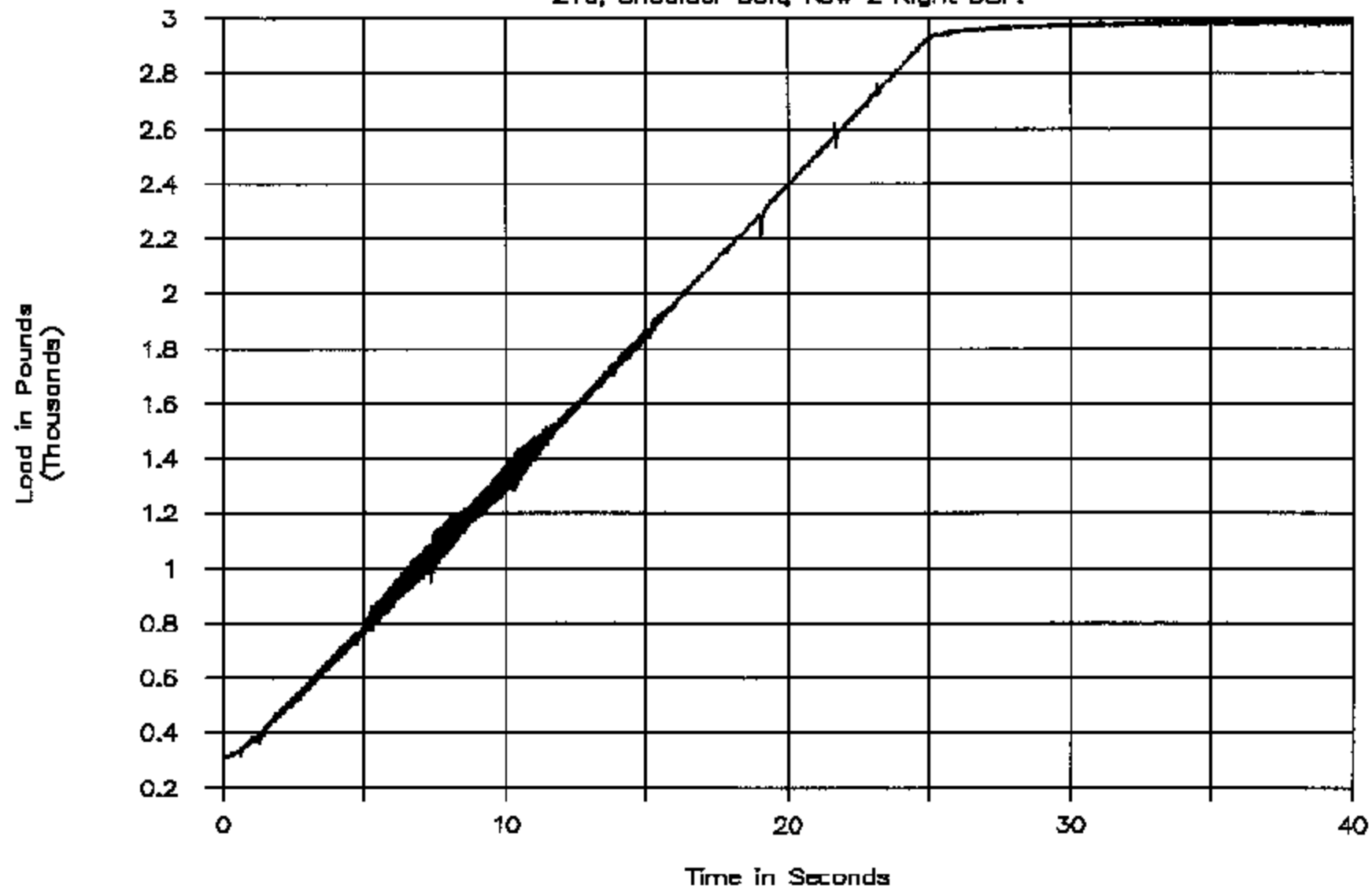
210, Lap Belt, Row 2 Right DSP.





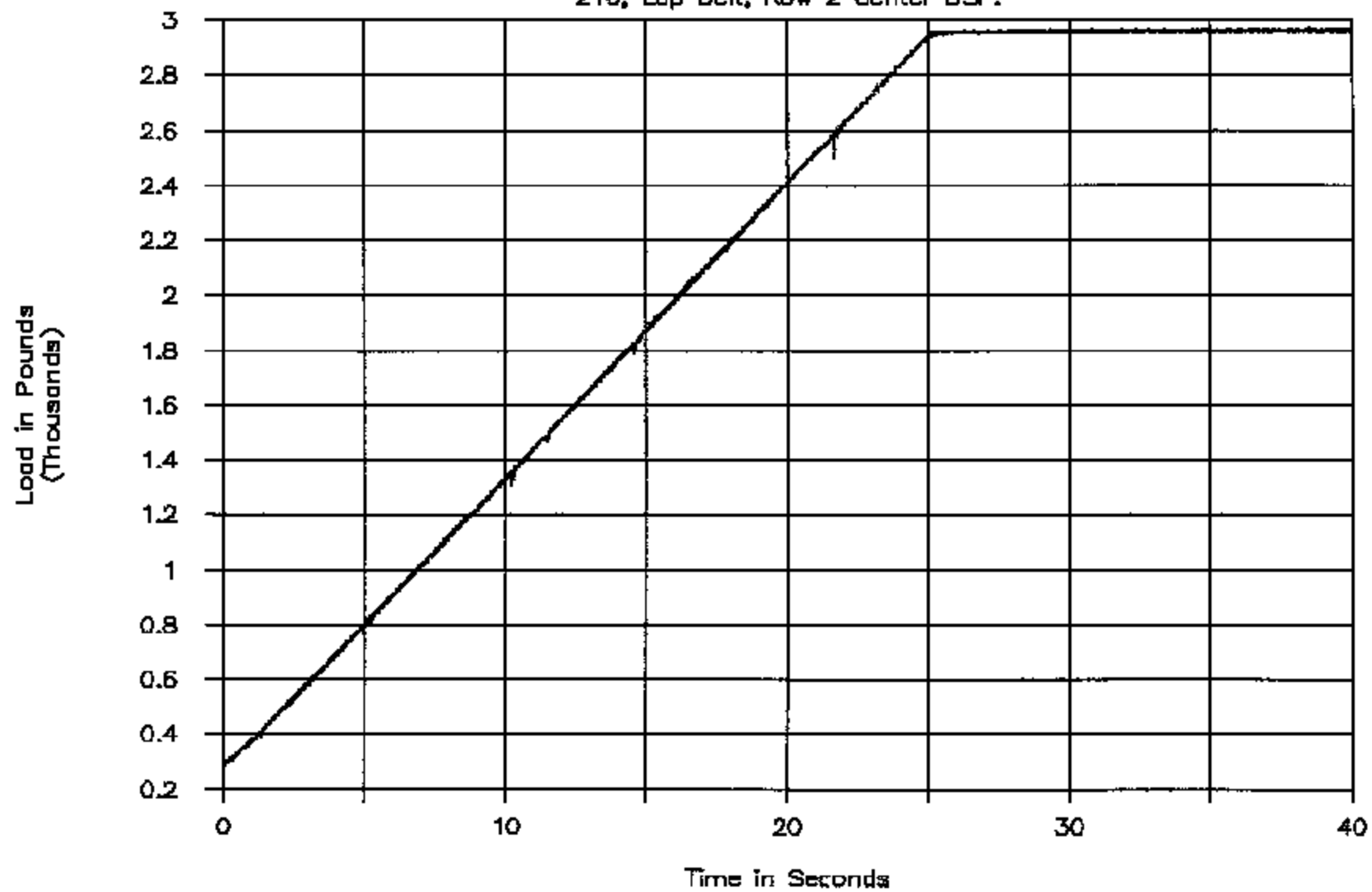
GTL 5315, NHTSA C50306.

210, Shoulder Belt, Row 2 Right DSP.



GTL 5315, NHTSA C50306.

210, Lap Belt, Row 2 Center DSP.



GTL 5315, NHTSA C50306.

210. Shoulder Belt, Row 2 Center DSP.

