VEHICLE SAFETY COMPLIANCE TESTING
FOR
FMVSS 208, OCCUPANT CRASH PROTECTION
FMVSS 212, WINDSHIELD MOUNTING
FMVSS 219, WINDSHIELD INTRUSION (PARTIAL)
FMVSS 301, FUEL SYSTEM INTEGRITY

CHRYSLER LLC
2008 DODGE CALIBER PASSENGER CAR
NHTSA NO.: C80302

PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURTINGTON, WI 53105

TEST DATES: JUNE 16, 2008 - SEPTEMBER 8, 2008
FINAL REPORT DATE: NOVEMBER 14, 2008

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 NEW JERSEY AVENUE, S.E., NVS-220
WASHINGTON, D.C. 20590
This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-03-D-11002.

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Prepared by: _____________________________  Date:  November 14, 2008
Jeff Lewandowski, Project Engineer

Reviewed by: _____________________________  Date:  November 14, 2008
David Winkelbauer, Facility Director

FINAL REPORT ACCEPTED BY OVSC:

Accepted By: _____________________________  Acceptance Date:  November 14, 2008
**Technical Report Documentation Page**

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<td>Compliance tests were conducted on the subject 2008 Dodge Caliber in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP208-13 for the determination of FMVSS 208 compliance. Test failures identified were as follows:</td>
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**TEST FAILURES:**

None

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Form DOT F1700.7 (8-72)
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SECTION 1

PURPOSE OF COMPLIANCE TEST

The tests performed are part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No. DTNH22-03-D-11002. The purpose of this test was to determine whether the subject vehicle, a 2008 Dodge Caliber, NHTSA No. C80302, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219, "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No. TP208-13 dated July 27, 2005.
## SECTION 2

### TESTS PERFORMED

**Test Vehicle:** 2008 DODGE CALIBER  
**Test Program:** FMVSS 208 Compliance  
**NHTSA No.:** C80302  
**Test Dates:** 6/16/08 - 9/8/08

The following checked items indicate the tests that were performed:

| X | 1. Rear outboard seating position seat belts (S4.1.1.2(b)) & (S4.2.4) |
| X | 2. Air bag labels (S4.5.1) |
| X | 3. Readiness indicator (S4.5.2) |
| X | 4. Passenger air bag manual cut-off device (S4.5.4) |
| X | 5. Lap belt lockability (S7.1.1.5) |
| X | 6. Seat belt warning system (S7.3) |
| X | 7. Seat belt contact force (S7.4.4) |
| X | 8. Seat belt latch plate access (S7.4.4) |
| X | 9. Seat belt retraction (S7.4.5) |
| X | 10. Seat belt guides and hardware (S7.4.6) |
| X | 11. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) |
| X | 12. Suppression tests with newborn infant (Part 572, Subpart K) |
| X | 13. Suppression tests with 3-year-old dummy (Part 572, Subpart P) |
| X | 14. Suppression tests with 6-year-old dummy (Part 572, Subpart N) |
| X | 15. Test of reactivation of the passenger air bag system with an unbelted 5th percentile female dummy |
| X | 16. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) |
| X | 17. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) |
| X | 18. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) |
| X | 19. Low risk deployment test with 5th female dummy (Part 572, Subpart O) |

#### Impact Tests

- **Frontal Oblique**
  - Belted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.1.(a))
  - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
  - Unbelted 50th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b))
- **Frontal 0°**
  - Belted 50th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
  - Belted 50th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
  - Belted 5th female dummy driver (0 to 48 kmph) (S16.1(a))
  - Belted 5th female dummy passenger (0 to 48 kmph) (S16.1(a))
  - Belted 50th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
  - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
  - Unbelted 50th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
  - Unbelted 50th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
For the crash tests, the vehicle was instrumented with 8 accelerometers. The accelerometer data from the vehicle and dummies were sampled at 10,000 samples per second and processed as specified in SAE J211/1 MAR95 and FMVSS 208, S4.13.

The dynamic tests were recorded using high-speed digital video.

The vehicle appears to meet the performance requirements to which it was tested.
### 5th Percentile Female Low Risk Deployments

#### 5th Percentile Female SN 510 Position 1 (Chin On Module) 7/28/08

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<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tr>
<td>HIC15</td>
<td>700</td>
<td>13</td>
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<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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<td>Peak Nij (Ntf)</td>
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<td>Time (ms)</td>
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<td>Time (ms)</td>
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<td>Peak Nij (Ncf)</td>
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<td>Time (ms)</td>
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<td>Neck Tension</td>
<td>2070 N</td>
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<td>116</td>
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<td>Chest g</td>
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<td>Chest Displacement</td>
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<td>Left Femur</td>
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Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

#### 5th Percentile Female SN 510 Position 2 (Chin On Rim) 7/28/08

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<td>Neck Compression</td>
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Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms
### 12-Month-Old Low Risk Deployments

#### 12-Month-Old SN 082 / Century Encore / 7/28/08

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<td>Time (ms)</td>
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<tr>
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<tr>
<td>Time (ms)</td>
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Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

#### 12-Month-Old SN 082 / Britax Roundabout / 8/12/08

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<tr>
<td>Time (ms)</td>
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<td>99.3</td>
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<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>33.9</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>142.5</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>137.5</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>246</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>459</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>24</td>
</tr>
</tbody>
</table>

Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms
### Section 3

**Injury Result Summary for FMVSS 208 Tests**

**Test Vehicle:** 2008 DODGE CALIBER  
**NHTSA No.:** C80302  
**Test Program:** FMVSS 208 Compliance  
**Test Dates:** 8/12/08 & 8/13/08

#### 12-Month-Old Low Risk Deployments

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>17</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
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<td>0.2</td>
</tr>
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<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.9</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>79.8</td>
</tr>
<tr>
<td>Neck Tension</td>
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<td>122</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>52</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>16</td>
</tr>
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</table>

Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

#### 12-Month-Old SN 082 / Evenflo Medallion / 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>4</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>144.6</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>122.6</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
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<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.1</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>80.0</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>87</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>342</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>6</td>
</tr>
</tbody>
</table>

Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

---
### 12-Month-Old Low Risk Deployments

**12-Month-Old SN 082 / Graco Infant / 8/13/08**

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
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<td>10</td>
</tr>
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<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>145.0</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>127.2</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.7</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>76.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>71</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>354</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>6</td>
</tr>
</tbody>
</table>

Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms
### 3-Year-Old Low Risk Deployments

#### 3-Year-Old SN 031 Position 1 (Chest On Instrument Panel) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
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</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>99.9</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>23.8</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.1</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.7</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>63</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>319</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>8</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>4</td>
</tr>
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</table>

Second stage fire time of 40 ms; Injuries calculated on 0 ms to 100 ms

#### 3-Year-Old SN 031 Position 2 (Head On Instrument Panel) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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</thead>
<tbody>
<tr>
<td>HIC15</td>
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<tr>
<td>Time (ms)</td>
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<td>11.3</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.6</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.5</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>21.7</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>23</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>394</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>0</td>
</tr>
</tbody>
</table>

Second stage fire time of 40 ms; Injuries calculated on 0 ms to 100 ms
### INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

**Test Vehicle:** 2008 DODGE CALIBER  
**Test Program:** FMVSS 208 Compliance  
**NHTSA No.:** C80302  
**Test Dates:** 8/11/08 & 8/13/08

#### 6-Year-Old Low Risk Deployments

**6-Year-Old SN 159 Position 1 (Chest On Instrument Panel) 8/11/08 – Trial 2**

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
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</tr>
<tr>
<td>Peak Nij (Nte)</td>
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<td>0.0</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>10.1</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
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<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>16.5</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>282</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>31</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>7</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>4</td>
</tr>
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</table>

Second stage fire time of 40 ms; Injuries calculated on 0 ms to 100 ms

**6-Year-Old SN 159 Position 1 (Chest On Instrument Panel) 8/13/08 – Trial 3**

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
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</thead>
<tbody>
<tr>
<td>HIC15</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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<td>0.2</td>
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<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.8</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>200</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>153</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>7</td>
</tr>
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<td>Chest Displacement</td>
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</tr>
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</table>

Second stage fire time of 40 ms; Injuries calculated on 0 ms to 100 ms
## INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

**Test Vehicle:** 2008 DODGE CALIBER  
**Test Program:** FMVSS 208 Compliance  
**NHTSA No.:** C80302  
**Test Date:** 8/11/08

### 6-Year-Old Low Risk Deployments

#### 6-Year-Old SN 159 Position 2 (Head On Instrument Panel) 8/11/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>3</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.2</td>
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<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>31</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>618</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>6</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>1</td>
</tr>
</tbody>
</table>

Second stage fire time of 40 ms; Injuries calculated on 0 ms to 100 ms
SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  Test Date: 9/8/08

48 kmph Frontal Crash

Impact Angle: Zero degrees

Belted Dummies:  X Yes  No
Speed Range:  0 to 40 kmph  32 to 40 kmph
  0 to 48 kmph  0 to 56 kmph

Test Speed: 48.0 kmph  Test Weight: 1532.7 kg

Driver Dummy:  X 5th female  50th male
Passenger Dummy:  X 5th female  50th male

5th Percentile Female Frontal Crash Test
Vehicles certified to S16.1(a), S16.1(b), or S18.1

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Driver</th>
<th>Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
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<td>0.6</td>
<td>0.6</td>
</tr>
<tr>
<td>Ntf</td>
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<td>0.2</td>
</tr>
<tr>
<td>Nce</td>
<td>1.0</td>
<td>0.3</td>
<td>0.5</td>
</tr>
<tr>
<td>Ncf</td>
<td>1.0</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2620 N</td>
<td>1737</td>
<td>1374</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>272</td>
<td>538</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>44</td>
<td>39</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>2569</td>
<td>2216 *</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>1247</td>
<td>1832</td>
</tr>
</tbody>
</table>

* There was no valid data after 40 msec on the passenger left femur during the frontal impact crash test. The left femur measure reported occurred near the same time as the maximum right femur injury measure. In addition, data was collected for another 16.4 ms before being cut off and the plot of the data has the normal shape. Thus the left femur injury measure is thought to be valid.
SECTION 4
DISCUSSION OF TESTS

Test Vehicle: 2008 DODGE CALIBER
Test Program: FMVSS 208 Compliance
NHTSA No.: C80302
Test Dates: 6/16/08 - 9/8/08

The 12-Month-Old Century Encore Low Risk Deployment test conducted on 7/28/08 broke the windshield. The windshield was replaced and subsequent tests run on 8/11/08 and thereafter were run with a windshield that was not broken.

The 6-Year-Old Position 1 Trial 1 Low Risk Deployment test conducted on 7/28/08 used the wrong passenger air bag. A model year 2007 passenger air bag was used in the test. Subsequent tests were run with the correct model year 2008 passenger air bag. The data for this test is not included in this report.

There was no valid data after 40 msec on the passenger left femur during the frontal impact crash test. The left femur measure reported occurred near the same time as the maximum right femur injury measure. In addition, data was collected for another 16.4 ms before being cut off and the plot of the data has the normal shape. Thus the left femur injury measure is thought to be valid.

There was no valid data on the Trunk (Z) accelerometer during the frontal impact crash test.
Test Vehicle: 2008 DODGE CALIBER
Test Program: FMVSS 208 Compliance
NHTSA No.: C80302
Test Dates: 6/16/08 - 9/8/08
DATA SHEET 1
COTR VEHICLE WORK ORDER

Test Vehicle: 2008 DODGE CALIBER  
NHTSA No.: C80302  
Test Program: FMVSS 208 Compliance  
Test Dates: 6/16/08 - 9/8/08  
COTR Signature: Charles R. Case

Test to be performed for this vehicle are checked below:

X 1. Rear Outboard Seating Position Seat Belts (S4.1.2(b)) & (S4.2.4)  
X 2. Air Bag Labels (S4.5.1)  
X 3. Readiness Indicator (S4.5.2)  
X 4. Passenger Air Bag Manual Cut-off Device (S4.5.4)  
X 5. Lap Belt Lockability (S7.1.1.5)  
X 6. Seat Belt Warning System (S7.3)  
X 7. Seat Belt Contact Force (S7.4.4)  
X 8. Seat Belt Latch Plate Access (S7.4.4)  
X 9. Seat Belt Retraction (S7.4.5)  
X 10. Seat Belt Guides and Hardware (S7.4.6)  
X 11. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints.

| Section B | Child Restraint | Position |  | Position | Position |
|------------|----------------|----------|  |----------|----------|
|            | Britax Handle with Care 191 | Full Rearward | Mid Position | Full Forward |
|            | Century Assura 4553 | Full Rearward | Mid Position | Full Forward |
|            | Century Avanta SE 41530 | Full Rearward | Mid Position | Full Forward |
|            | Century Smart Fit 4543 | Full Rearward | Mid Position | Full Forward |
|            | Cosco Arriva 02727 | Full Rearward | Mid Position | Full Forward |
|            | Cosco Opus 35 02603 | Full Rearward | Mid Position | Full Forward |
|            | Evenflo Discovery Adjust Right 212 | Full Rearward | Mid Position | Full Forward |
|            | Evenflo First Choice 204 | Full Rearward | Mid Position | Full Forward |
|            | Evenflo On My Way Position Right V 282 | Full Rearward | Mid Position | Full Forward |
|            | Graco Infant 8457 | Full Rearward | Mid Position | Full Forward |

| Section C | Child Restraint | Position |  | Position | Position |
|------------|----------------|----------|  |----------|----------|
|            | Britax Roundabout 161 | Full Rearward | Mid Position | Full Forward |
|            | Century Encore 4612 | Full Rearward | Mid Position | Full Forward |
|            | Century STE 1000 4416 | Full Rearward | Mid Position | Full Forward |
|            | Cosco Olympian 02803 | Full Rearward | Mid Position | Full Forward |
|            | Cosco Touriva 02519 | Full Rearward | Mid Position | Full Forward |
|            | Evenflo Horizon V 425 | Full Rearward | Mid Position | Full Forward |
|            | Evenflo Medallion 254 | Full Rearward | Mid Position | Full Forward |

12. Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints.

| Section A | Child Restraint | Position |  | Position | Position |
|------------|----------------|----------|  |----------|----------|
|            | Cosco Dream Ride 02-719 | Full Rearward | Mid Position | Full Forward |

13. Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required.
### Section C

<table>
<thead>
<tr>
<th>Model</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roundabout 161</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century Encore 4612</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century STE 1000 4416</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco Olympian 02803</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco Touriva 02519</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Horizon V 425</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Medallion 254</td>
<td>Full Rearward</td>
</tr>
</tbody>
</table>

### Section D

<table>
<thead>
<tr>
<th>Model</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roadster 9004</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century Next Step 4920</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco High Back Booster 02-442</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Right Fit 245</td>
<td>Full Rearward</td>
</tr>
</tbody>
</table>

14. Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required. (Appendix H, Data Sheet 16H and 17H)

### Section C

<table>
<thead>
<tr>
<th>Model</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roundabout 161</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century Encore 4612</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century STE 1000 4416</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco Olympian 02803</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco Touriva 02519</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Horizon V 425</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Medallion 254</td>
<td>Full Rearward</td>
</tr>
</tbody>
</table>

### Section D

<table>
<thead>
<tr>
<th>Model</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roadster 9004</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Century Next Step 4920</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Cosco High Back Booster 02-442</td>
<td>Full Rearward</td>
</tr>
<tr>
<td>Evenflo Right Fit 245</td>
<td>Full Rearward</td>
</tr>
</tbody>
</table>

15. Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following Forward, Middle, and Rearward seat track positions

16. Suppression tests with representative 3-year-old child in the following positions

17. Suppression tests with 6-year-old dummy (Part 572, Subpart N) using the following indicated child restraints where a child restraint is required.
Section D

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position 1</th>
<th>Position 2</th>
<th>Position 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roadster 9004</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Next Step 4920</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco High Back Booster 02-442</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo Right Fit 245</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

18. Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required.

Section D

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position 1</th>
<th>Position 2</th>
<th>Position 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roadster 9004</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Next Step 4920</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco High Back Booster 02-442</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo Right Fit 245</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

19. Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following Forward, Middle, and Rearward seat track positions

- Sitting on seat with back against seat back (S22.2.2.1)
- Sitting on seat with back against reclined seat back (S22.2.2.2)
- Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)
- Sitting back in the seat and leaning on the right front passenger door (S24.2.3)

20. Suppression tests with representative 6-year-old child in the following positions

- Sitting on seat with back against seat back (S22.2.2.1)
- Sitting on seat with back against reclined seat back (S22.2.2.2)
- Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)
- Sitting back in the seat and leaning on the right front passenger door (S24.2.3)

21. Test of Reactivation of the Passenger Air Bag System with an Unbelted 5th percentile female dummy (S20.3, 22.3, S24.3). Perform this test after the following suppression tests: After each restraint.

22. Test of Reactivation of the passenger air bag system with a representative 5th percentile female (S20.3, 22.3, S24.3). Perform this test after the following suppression tests:

23. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints.

Section B

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position 1</th>
<th>Position 2</th>
<th>Position 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Handle with Care 191</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Assura 4553</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Avanta SE 41530</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Smart Fit 4543</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco Arriva 02727</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco Opus 35 02603</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo Discovery Adjust Right 212</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo First Choice 204</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo On My Way Position Right V 282</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Graco Infant 8457</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

Section C

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position 1</th>
<th>Position 2</th>
<th>Position 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britax Roundabout 161</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century Encore 4612</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Century STE 1000 4416</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco Olympian 02803</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Cosco Touriva 02519</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo Horizon V 425</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
<tr>
<td>Evenflo Medallion 254</td>
<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>
24. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions
   - Position 1
   - Position 2

25. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions
   - Position 1
   - Position 2

26. Low risk deployment test with 5th percentile female dummy (Part 572, Subpart O) in the following positions
   - Position 1
   - Position 2

27. Impact Tests
   - Frontal Oblique - Test Speed:
     - Belted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
     - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
     - Unbelted 50th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a) (1) or S5.1.2(b))
   - Frontal 0° - Test Speed: 48.0 kmph
     - Belted 50th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
     - Belted 50th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
     - Belted 5th female dummy driver (0 to 48 kmph) (S16.1(a))
     - Belted 5th female dummy passenger (0 to 48 kmph) (S16.1(a))
     - Belted 50th male dummy driver and passenger (0 to 56 kmph) (S5.1.2(a) (1))
     - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1) or S5.1.2(b))
     - Unbelted 50th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
     - Unbelted 50th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
     - Unbelted 5th female dummy driver (32 to 40 kmph) (S16.1(b))
     - Unbelted 5th female dummy passenger (32 to 40 kmph) (S16.1(b))
   - 40% Offset 0° Belted 5th female dummy driver and passenger (0 to 40 kmph) (S18.1) - Test Speed:
   - 28. Sled Test: Unbelted 50th male dummy driver and passenger (S13)
   - 29. FMVSS 204 Indicant Test
   - 30. FMVSS 212 Indicant Test
   - 31. FMVSS 219 Indicant Test
   - 32. FMVSS 301 Frontal Indicant Test
DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2008 DODGE CALIBER  
NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  
Test Dates: 6/16/08 - 9/8/08

CONTRACT NO.: DTNH22-03-D-11002  
Date: 9/15/08
FROM (Lab and rep name): MGA Research Corporation
TO: NHTSA, OVSC (NVS-220)

PURPOSE: (X) Initial Receipt  ( ) Received via Transfer  (X) Present vehicle condition

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2008 DODGE CALIBER 4 Door
MANUFACTURE DATE: 1/08
NHTSA NO. C80302  
GVWR: 2012 kg (4435 lbs)
BODY COLOR: Red  
GAWR (Fr): 1080 kg (2380 lbs)
VIN: 1B3HB28B78D666227  
GAWR (Rr): 998 kg (2200 lbs)

ODOMETER READINGS:  
ARRIVAL (miles): 51  
DATE: 3/28/08
COMPLETION (miles): 69  
DATE: 9/8/08
PURCHASE PRICE: ($) 15,054
DEALER’S NAME: Boucher Fleet Group, 1421 E Moreland Blvd, Waukesha, WI 53186

A. All options listed on window sticker are present on the test vehicle: 
   _X_ Yes  ___No
B. Tires and wheel rims are new and the same as listed:  _X_ Yes  ___No
C. There are no dents or other interior or exterior flaws:  _X_ Yes  ___No
D. The vehicle has been properly prepared and is in running condition:  
   _X_ Yes  ___No
E. Keyless remote is available and working:  _X_ Yes  ___No
F. The glove box contains an owner’s manual, warranty document, consumer information, and extra set of keys:  _X_ Yes  ___No
G. Proper fuel filler cap is supplied on the test vehicle:  _X_ Yes  ___No
H. Using permanent marker, identify vehicle with NHTSA number and FMVSS test type(s) on roof line above driver door or for school buses, place a placard with NHTSA number inside the windshield and to the exterior front and rear side of bus:  
   _X_ Yes  ___No
I. Place vehicle in storage area:  _X_ Yes  ___No
J. Inspect the vehicle’s interior and exterior, including all windows, seats, doors, etc. to confirm that each system is complete and functional per the manufacturer’s specifications. Any damage, misadjustment, or other unusual condition that could influence the test program or test results shall be recorded. Report any abnormal condition to the NHTSA COTR before beginning any test:  
   _X_ Vehicle OK  ___Conditions reported below
REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

LIST OF FMVSS TESTS PERFORMED BY THIS LAB: FMVSS 208, 212, 219, 301
VEHICLE: 2008 DODGE CALIBER NHTSA NO.: C80302
REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page:
Spare tire, jack and tools, rear floor mats, trunk carpet and right rear tail light

Explanation for equipment removal:
Components removed for instrumentation installation and to meet target weight.

Test Vehicle Condition:
30 mph frontal impact damage- front suspension & structure damaged, hood & front quarter panels damaged, radiator damaged, air bags & pretensioners deployed, Stoddard in fuel system
The vehicle includes three (3) OEM replacement windshields.

RECORDED BY: Jeff Lewandowski DATE: 9/15/2008
APPROVED BY: David Winkelbauer DATE: 9/15/2008

# # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #

RELEASE OF TEST VEHICLE

The vehicle described above is released from MGA to be delivered to:

Date: Time: Odometer:
Lab Rep’s Signature:
Title:
Carrier/Customer Rep:
Date:
## DATA SHEET 3
### CERTIFICATION LABEL AND TIRE PLACARD INFORMATION

**Test Vehicle:** 2008 DODGE CALIBER  
**NHTSA No.:** C80302  
**Test Program:** FMVSS 208 Compliance  
**Test Technician:** Jamie Aide

### Certification Label

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>CHRYSLER LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of Manufacture</td>
<td>1/08</td>
</tr>
<tr>
<td>VIN</td>
<td>1B3HB28B78D666227</td>
</tr>
<tr>
<td>Vehicle Certified As</td>
<td>Passenger Car</td>
</tr>
<tr>
<td>Front Axle GVWR</td>
<td>1080 kg (2380 lbs)</td>
</tr>
<tr>
<td>Rear Axle GVWR</td>
<td>998 kg (2200 lbs)</td>
</tr>
<tr>
<td>Total GVWR</td>
<td>2012 kg (4435 lbs)</td>
</tr>
</tbody>
</table>

### Tire Placard

Not applicable, vehicle is not a passenger car and does not have a tire placard.  

This is not a passenger car, but all or part of this information is still contained on a vehicle label and is reported here.  

| Vehicle Capacity Weight:     | 392 kg (865 lbs) |
| Designated Seating Capacity Front: | 2  |
| Designated Seating Capacity Rear: | 3  |
| Total Designated Seating Capacity: | 5  |
| Recommended Cold Tire Inflation Pressure Front: | 220 kpa (32 psi) |
| Recommended Cold Tire Inflation Pressure Rear: | 220 kpa (32 psi) |
| Recommended Tire Size:       | P215/60R17     |

**Signature:** [Signature]

**Date:** 9/8/08
DATA SHEET 4
REAR OUTBOARD SEATING POSITION SEAT BELTS

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.:  C80302
Test Program: FMVSS 208 Compliance  Test Date:  6/16/08
Test Technician: Chris Novak

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Do all rear outboard seating positions have Type 2 seat belts? [X]

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a Type 2 seat belt was not installed.

REMARKS:

Signature: [Signature]

Date: 6/16/08
DATA SHEET 5
AIR BAG LABELS (S4.5.1)

Test Vehicle: 2008 DODGE CALIBER                     NHTSA No.: C80302
Test Program: FMVSS 208 Compliance                   Test Date: 6/16/08
Test Technician: Chris Novak

1. Air bag maintenance label and owner’s manual instructions: (S4.5.1(a))
   1.1 Does the manufacturer recommend periodic maintenance or replacement of the air bag?
      X Yes, go to 1.2
      No - go to 2
   1.2 Does the vehicle have a label specifying air bag maintenance or replacement?
      Yes - Pass
      No - Fail
   1.3 Does the label contain one of the following?
      Yes - Pass
      No - Fail
      Check applicable schedule:
      _ Schedule on label specifies month and year (Record date_______)
      _ Schedule on label specified vehicle mileage (Record mileage_______)
      _ Schedule on label specifies interval measured from date on certification label
        (Record interval_______)
   1.4 Is the label permanently affixed within the passenger compartment such that it cannot
      be removed without destroying or defacing the label or the sunvisor? (3/19/01 legal
      interpretation to Todd Mitchell)
      Yes - Pass
      No - Fail
   1.5 Is the label lettered in English?
      Yes - Pass
      No - Fail
   1.6 Is the label in block capitals and numerals?
      Yes - Pass
      No - Fail
   1.7 Are the letters and numerals at least 3/32 inches high?
      Yes - Pass
      No - Fail
   1.8 Does the owner’s manual set forth the recommended schedule for maintenance or
      replacement?
      Yes - Pass
      No - Fail

2. Does the owner’s manual: (S4.5.1(f))
   2.1 Include a description of the vehicle’s air bag system in an easily understandable
      format?
      X Yes - Pass
      No - Fail
   2.2 Include a statement that the vehicle is equipped with an air bag and a lap/shoulder
      belt at the front outboard seating position?
      X Yes - Pass
      No - Fail
2.3 Include a statement that the air bag is a supplemental restraint at the front outboard seating position?
   - Yes - Pass
   - No - Fail

2.4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
   - Yes - Pass
   - No - Fail

2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?
   - Yes - Pass
   - No - Fail

2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
   - Yes - Pass
   - No - Fail

2.7 Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer from COTR) (S4.5.1(f)(2))
   - Yes - (Go to 2.7.1)
   - No - (Go to 3.)

2.7.1 Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))
   - Yes - Pass
   - No - Fail

2.7.2 Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))
   - Yes - Pass
   - No - Fail

2.7.3 Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))
   - Yes - Pass
   - No - Fail

2.7.4 Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))
   - Yes - Pass
   - No - Fail

2.7.5 Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))
   - Yes - Pass
   - No - Fail

2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or S23.2 (automatic suppression)?
   - Yes, continue with 2.7.6
   - No, go to 2.7.7

2.7.6.1 Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
   - Yes - Pass
   - No - Fail
2.7.6.2 Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
- Yes - Pass
- No - Fail

2.7.7 Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))
- Yes - Pass
- No - Fail

2.7.8 Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))
- Yes - Pass
- No - Fail

2.7.9 Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))
- Yes - Pass
- No - Fail

3. Sun Visor Air Bag Warning Label (S4.5.1(b)) Check only one of the following:
- The vehicle is not certified to meet the requirements of S19, S21, and S23 (Obtain answer from COTR) (S4.5.1(b)(1)) Go to 3.1 and skip 3.2
- The vehicle is certified to meet the requirements of S19, S21, and S23 on 9/1/03 or later. (Obtain answer from COTR) (S4.5.1(b)(3)) Go to 3.2 and skip 3.1

3.1 Vehicles not certified to meet the requirements of S19, S21, and S23.
3.1.1 Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or sun visor? (S4.5.1(b)(1)) (3/19/01 legal interpretation to Todd Mitchell)
- Driver Side, Yes - Pass
- Driver Side, No - Fail
- Passenger Side, Yes - Pass
- Passenger Side, No - Fail
3.1.2 Does the label conform in content to the label shown in either Figure 6A or 6B (Figure 6b is for vehicles with passenger air bag on-off switches), as appropriate, at each front outboard seating position? (S4.5.1(b)(1)) (Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” (S4.5.1(b)(1)(iv))

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

3.1.3 Is the label heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(b)(1)(i))

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

3.1.4 Is the message area white with black text? (S4.5.1(b)(1)(ii))

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail
3.1.5 Is the message area at least 30 cm²? (S4.5.1(b)(1)(ii))
The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label and on the top by line that borders the yellow heading area. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Driver Side: Length______, Width________
Passenger Side: Length______, Width________

Actual message area __________ cm²

- Driver Side, Yes - Pass
- Driver Side, No - Fail
- Passenger Side, Yes - Pass
- Passenger Side, No - Fail

3.1.6 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(b)(2)(iii))

- Driver Side, Yes - Pass
- Driver Side, No - Fail
- Passenger Side, Yes - Pass
- Passenger Side, No - Fail

3.1.7 Is the pictogram at least 30 mm in diameter? (S4.5.1(b)(2)(iii))

Actual diameter__________mm

- Driver Side, Yes - Pass
- Driver Side, No - Fail
- Passenger Side, Yes - Pass
- Passenger Side, No - Fail

X 3.2 Vehicles certified to meet the requirements of S19, S21, and S23 on 9/1/03 and later. (S4.5.1(b)(3))

X 3.2.1 Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3)) (3/19/01 legal interpretation to Todd Mitchell)

X Driver Side, Yes - Pass
- Driver Side, No - Fail
X Passenger Side, Yes - Pass
- Passenger Side, No - Fail
3.2.2 Does the label conform in content to the label shown in Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) (Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” (S4.5.1(b)(3)(iv)) Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement “Never put a rear-facing child seat in the front.”(S4.5.1(b)(3)(v))

![Label Image](image)

<table>
<thead>
<tr>
<th>Section</th>
<th>Side</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2.2</td>
<td>Driver Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Driver Side</td>
<td>No - Fail</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>No - Fail</td>
</tr>
</tbody>
</table>

3.2.3 Is the label heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(b)(3)(i))

<table>
<thead>
<tr>
<th>Section</th>
<th>Side</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2.3</td>
<td>Driver Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Driver Side</td>
<td>No - Fail</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>No - Fail</td>
</tr>
</tbody>
</table>

3.2.4 Is the message area white with black text? (S4.5.1(b)(3)(ii))

<table>
<thead>
<tr>
<th>Section</th>
<th>Side</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2.4</td>
<td>Driver Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Driver Side</td>
<td>No - Fail</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>Passenger Side</td>
<td>No - Fail</td>
</tr>
</tbody>
</table>
| 3.2.5 | Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii)) The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
   | **Driver Side:** Length 6.0 cm, Width 5.2 cm  
   | **Passenger Side:** Length 6.0 cm, Width 5.2 cm  
   | Actual message area: 31.2 cm²  
   | **Driver Side:** Yes - Pass  
   | **Driver Side:** No - Fail  
   | **Passenger Side:** Yes - Pass  
   | **Passenger Side:** No - Fail  

| 3.2.6 | Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))  
   | **Driver Side:** Yes - Pass  
   | **Driver Side:** No - Fail  
   | **Passenger Side:** Yes - Pass  
   | **Passenger Side:** No - Fail  

| 3.2.7 | Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(3)(iii))  
   | **Driver Side:** Length 55 mm  
   | **Passenger Side:** Length 55 mm  
   | **Driver Side:** Yes - Pass  
   | **Driver Side:** No - Fail  
   | **Passenger Side:** Yes - Pass  
   | **Passenger Side:** No - Fail  

| 3.3 | Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))  
   | **Driver Side:** Yes - Pass  
   | **Driver Side:** No - Fail  
   | **Passenger Side:** Yes - Pass  
   | **Passenger Side:** No - Fail  

| 3.4 | Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))  
   | **Driver Side:** Yes - Pass  
   | **Driver Side:** No - Fail  
   | **Passenger Side:** Yes - Pass  
   | **Passenger Side:** No - Fail  

3.5 Does the driver side visor contain a rollover-warning label on the same side of the visor as the air bag warning label?

_X_ Yes, go to 3.5.1

_X_ No, go to 4 (skipping 3.5.1 through 3.5.3)

3.5.1 Are both the rollover-warning label and the air bag warning label surrounded by a continuous solid-lined border?

__ Yes, go to 3.5.2 and skip 3.5.3

__ No, go to 3.5.3 and skip 3.5.2

3.5.2 Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B)) actual distance

3.5.3 Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))

__ actual distance

__Yes-Pass __No-FAIL

4. Air Bag Alert Label (S4.5.1(c) (A “Rollover Warning Label” or “Rollover Alert Label” may be on the same side of the driver’s sun visor as the “Air Bag Alert Label.” 575.105(d))

4.1 Is the sun visor warning label visible when the sun visor is in the stowed position?

_X_ If yes for driver and passenger, go to 5.

_X_ Driver Side, Yes

_X_ Driver Side, No

_X_ Passenger Side, Yes

_X_ Passenger Side, No

4.2 Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c)) (3/19/01 legal interpretation to Todd Mitchell)

Driver Side, Yes - Pass

Driver Side, No - Fail

Passenger Side, Yes - Pass

Passenger Side, No - Fail

4.3 Is the air bag alert label visible when the visor is in the stowed position? (S4.5.1(c))

Driver Side, Yes - Pass

Driver Side, No - Fail

Passenger Side, Yes - Pass

Passenger Side, No - Fail
4.4 Does the label conform in content to the label shown in Figure 6C? (S4.5.1(c))

Does the label conform in content to the label shown in Figure 6C?

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

4.5 Is the message area black with yellow text? (S4.5.1(c)(1))

Is the message area black with yellow text?

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

4.6 Is the message area at least 20 cm²? (S4.5.1(c)(1)) The message area consists of the black part of the label.

Is the message area at least 20 cm²? The message area consists of the black part of the label.

Driver Side: Length ______, Width ______
Passenger Side: Length ______, Width ______
Actual message area _______

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

4.7 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))

Is the pictogram black with a red circle and slash on a white background?

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail

4.8 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))

Is the pictogram at least 20 mm in diameter?

Driver Side Diameter ______
Passenger Side Diameter _______

Driver Side, Yes - Pass
Driver Side, No - Fail
Passenger Side, Yes - Pass
Passenger Side, No - Fail
5. Label on the Dashboard

5.1 Is the vehicle certified to meet the requirements of S19, S21, and S23? (Obtain answer from COTR) (S4.5.1(e)(3))

X Yes, go to 5.1.1 and skip 5.2
No, go to 5.2, skipping 5.1.1 through 5.6

5.1.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(3))

X Yes - Pass
No - Fail

5.1.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))

X Yes - Pass
No - Fail

5.1.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3))
Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement “Never put a rear-facing child seat in the front.” (S4.5.1(e)(3)(iii))

X Yes - Pass
No - Fail

---

**Figure 12. Removable Label on Dash.**

5.1.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))

X Yes - Pass
No - Fail

5.1.5 Is the message white with black text? (S4.5.1(e)(3)(ii))

X Yes - Pass
No - Fail
5.1.6 Is the message area at least 30 cm²? (S4.5.1(e)(3)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Length: 9.4 cm Width: 3.5 cm
Actual message area: 32.9 cm²

X  Yes - Pass  
  No - Fail

5.2 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(1))

□  Yes - Pass  
□  No - Fail

5.2.1 Is the label clearly visible from all front seating positions? (S4.5.1(e)(1))

□  Yes - Pass  
□  No - Fail

5.2.2 Does the label conform in content to the label shown in Figure 7? (S4.5.1(e)(1)(iii)) Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” (S4.5.1(e)(1)(iii))

□  Yes - Pass  
□  No - Fail

5.2.3 Is the heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(e)(1)(i))

□  Yes - Pass  
□  No - Fail

5.2.4 Is the message white with black text? (S4.5.1(e)(1)(ii))

□  Yes - Pass  
□  No - Fail

5.2.5 Is the message area at least 30 cm²? (S4.5.1(e)(1)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Length_______, Width_______
Actual message area _________ cm²

□  Yes - Pass  
□  No - Fail
REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
DATA SHEET 6
FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  Test Date: 6/16/08
Test Technician: Chris Novak

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement. (11/8/94 legal interpretation to Lawrence F. Hennegerger on behalf of Breed)

1. Is the system totally mechanical? If Yes, this data sheet is complete.
   - Yes
   - No

2. Describe the location of the readiness indicator: Center of Instrument Cluster

3. Is the readiness indicator clearly visible to the driver?
   - Yes – Pass
   - No – Fail

4. Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided on a label or in the owner's manual?
   - Yes – Pass
   - No – Fail

5. Does the vehicle have an on-off switch for the passenger air bag?
   - If Yes, go to 6
   - If No, this form is complete.

6. Is the air bag readiness indicator off when the passenger air bag switch is in the off position?
   - Yes – Pass
   - No – Fail

REMARKS:
I certify that I have read and performed each instruction.

Signature: __________________________
Date: 6/16/08
1. Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position?
   - Yes, go to 2
   - X No, this sheet is complete

2. Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4.1(a))
   - Yes, go to 3
   - No, go to 4

3. Verification there is room for a child restraint in the rear seat behind the driver’s seat. (S4.5.4.1(b))
   3.1 Using all the controls that affect the fore-aft movement of the seat, move the seat to the rearmost position. Mark this position.
      N/A, the seat does not have fore-aft adjustment
   3.2 Using all the controls that affect the fore-aft movement of the seat, move the seat to the foremost position. Mark this position.
      N/A, the seat does not have fore-aft adjustment
   3.3 Move the seat to the middle of the foremost and rearmost positions. (S8.1.2)
      N/A, the seat does not have a fore-aft adjustment
   3.4 If the driver’s seat height is adjustable, use all the controls that affect height to put it in the lowest position while maintaining the middle fore-aft position. (S8.1.2)
      N/A, No seat height adjustment
   3.5 Position the driver’s seat adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
      N/A, No lumbar adjustment
   3.6 The driver’s seat back angle, if adjustable, is set at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1(b) and S8.1.3)
      N/A, No seat back angle adjustment
      Manufacturer’s design driver’s seat back angle ______________
      Tested driver’s seat back angle ______________

3.7 Is the driver seat a bucket seat?
   - Yes, go to 3.7.1 and skip 3.7.2.
   - No, go to 3.7.2 and skip 3.7.1.

3.7.1 Bucket seats:

3.7.1.1 Locate and mark a vertical Plane B through the longitudinal centerline of the driver’s seat cushion. The longitudinal centerline of a bucket seat cushion is determined at SgRP. (S16.3.1.10) (S4.5.4.1(b)(1))
3.7.1.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion behind the driver’s seat. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the driver’s seat.

___ mm distance
  ___less than 720 mm - Pass
  ___more than 720 mm - FAIL
Go to 4

3.7.2 Bench seats (including split bench seats):

3.7.2.1 Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline. (S4.5.4.1(b)(2))

3.7.2.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat.

___ mm distance
  ___less than 720 mm - Pass
  ___more than 720 mm - FAIL
Go to 4

4. Does the device turn the air bag on and off using the vehicle’s ignition key? (S4.5.4.2)
   Yes - Pass
   No - Fail

5. Is the on-off device separate from the ignition switch? (S4.5.4.2)
   Yes - Pass
   No - Fail

6. Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2)
   Yes - Pass
   No - Fail

7. Telltale light (S4.5.4.3)

7.1 Is the light yellow? S4.5.4.3(a))
   Yes - Pass
   No - Fail

7.2 Are the words “PASSENGER AIR BAG OFF” or “PASS AIR BAG OFF” (S4.5.4.3(b))
   7.2.1 on the telltale?
       Yes - Pass, go to 7.3
       No - go to 7.2.2

   7.2.2 within 25 mm of the telltale?
       Measurement from the edge of the telltale light (mm):
       Yes - Pass
       No - Fail
7.3 Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3c) (Leave the air bag off for 5 minutes.)
- Yes - Pass
- No - Fail

7.4 Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))
- Yes - Fail
- No - Pass

7.5 Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))
- Yes - Fail
- No - Pass

8. Owner’s Manual

8.1 Does the owner’s manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))
- Yes - Pass
- No - Fail

8.2 Does the owner’s manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))
- Infants: the rear seat is too small to accommodate a child restraint
- Children aged 1 to 12: there is a medical condition that must be monitored constantly
- Medical condition: greater risk for harm than with the air bag on
- Yes - Pass
- No - Fail

8.3 Does the owner’s manual contain a warning about the safety consequences of using the on-off switch at other times?
- Yes - Pass
- No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
DATA SHEET 8

LAP BELT LOCKABILITY

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2008 DODGE CALIBER   NHTSA No.: C80302
Test Program: FMVSS 208 Compliance   Test Date: 6/16/08
Test Technician: Chris Novak

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION: Front Passenger

1. Record test fore-aft seat position: Rear  
(S7.1.1.5(c)(1)) (Any position is acceptable)
2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))
   X Yes - Pass
   No - Fail
3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))
   X Yes - Pass
   No - Fail
4. Place any adjustable seat belt anchorage in the lowest adjustment position.
   N/A The anchorage is not adjustable.
5. Buckle the seat belt. (S7.1.1.5(c)(1))
6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
   X Yes, go to 8.1
   No, go to 9.
8.1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))
   X Yes - Pass
   No - Fail
9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

   Measured distance between A and B (inches): **86 inches**

11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle (Spec. 5-15 degrees): **12°**

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B (inches): **43 ¼ inches**

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

   Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): **20 lbs/sec**

   Measured distance between A and B (inches) (S7.1.1.5(c)(6)): **43 ½ inches**

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle: **12°** (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B: **19 inches**
18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
   Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
   Measured distance between A and B: 19 ½ inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
   14-13 = 43 ½ - 43 ¼ = ¼ inch
   18-17 = 19 ½ - 19 = ½ inch
   X Yes - Pass
   No - Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
   10-14 = 86 – 43 ½ = 42 ½ inches
   10-18 = 86 – 19 ½ = 66 ½ inches
   X Yes - Pass
   No - Fail

REMARKS:
I certify that I have read and performed each instruction.

Signature:

Date: 6/16/08

Figure 5 - Webbing Tension Pull Device
DATA SHEET 8

LAP BELT LOCKABILITY

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance  
Test Technician: Chris Novak  
NHTSA No.: C80302  
Test Date: 6/16/08

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

**DESIGNATED SEATING POSITION:** Left Rear Passenger

- N/A - no retractor is at this position
- N/A - the retractor is an automatic locking retractor ONLY
- 1. Record test fore-aft seat position: (S7.1.1.5(c)(1)) (Any position is acceptable) **FIXED**
- 2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))
  - Yes - Pass
  - No - Fail
- 3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))
  - Yes - Pass
  - No - Fail
- 4. Place any adjustable seat belt anchorage in the lowest adjustment position.
  - N/A The anchorage is not adjustable.
- 5. Buckle the seat belt. (S7.1.1.5(c)(1))
- 6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
- 7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- 8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
  - Yes, go to 8.1
  - No, go to 9.
- 8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))
  - Yes - Pass
  - No - Fail
9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
    Measured distance between A and B (inches): 92 inches

11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
    Measured force application angle (Spec. 5-15 degrees): 10°

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
    Measured distance between A and B (inches): 46 ½ inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
    Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 20 lbs/sec
    Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 46 ¾ inches

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
    Measured force application angle: 9° (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
    Measured distance between A and B: 12 ½ inches

18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
    Record onset rate: 20 lbs/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
    Measured distance between A and B: 13 ¼ inches (S7.1.1.5(c)(6))
19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))

\[14-13 = 46 \frac{3}{4} - 46 \frac{1}{2} = \frac{1}{4} \text{ inch}\]

\[18-17 = 13 \frac{3}{4} - 12 \frac{1}{2} = \frac{3}{4} \text{ inch}\]

\(\checkmark\) Yes - Pass
\(\times\) No - Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))

\[10-14 = 92 - 46 \frac{3}{4} = 45 \frac{1}{4} \text{ inch}\]

\[10-18 = 92 - 13 \frac{3}{4} = 78 \frac{1}{4} \text{ inch}\]

\(\checkmark\) Yes - Pass
\(\times\) No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
Data Sheet 8

Lap Belt Lockability

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2008 Dodge Caliber
Test Program: FMVSS 208 Compliance
Test Technician: Chris Novak
NHTSA No.: C80302
Test Date: 6/16/08

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

**Designated Seating Position:** Center Rear Passenger

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N/A - no retractor is at this position</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>N/A - the retractor is an automatic locking retractor ONLY</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>1. Record test fore-aft seat position: FIXED (S7.1.1.5(c)(1)) (Any position is acceptable)</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>No - Fail</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>No - Fail</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>4. Place any adjustable seat belt anchorage in the lowest adjustment position.</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>5. Buckle the seat belt. (S7.1.1.5(c)(1))</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?</td>
<td>Yes, go to 8.1</td>
</tr>
<tr>
<td></td>
<td>No, go to 9</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))</td>
<td>Yes - Pass</td>
</tr>
<tr>
<td></td>
<td>No - Fail</td>
<td></td>
</tr>
</tbody>
</table>
9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

   Measured distance between A and B (inches): 95 ¾ inches

11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle (Spec. 5-15 degrees): 12°

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B (inches): 47 1/8 inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

   Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 20 lbs/sec

   Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 47 1/8 inches

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle: 10° (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B: 4 ½ inches
18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
   
   Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
   
   Measured distance between A and B: 5 3/8 inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
   
   14-13 = 47 1/8 – 47 1/8 = 0 inches
   
   18-17 = 5 3/8 – 4 ½ = 7/8 inch
   
   Yes - Pass
   
   No - Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
   
   10-14 = 95 ¾ - 47 1/8 = 48 5/8 inches
   
   10-18 = 95 ¾ - 5 3/8 = 90 3/8 inches
   
   Yes - Pass
   
   No - Fail

I certify that I have read and performed each instruction.

Signature: _________________________

Date: 6/16/08

Figure 5. - Webbing Tension Pull Device
DATA SHEET 8
LAP BELT LOCKABILITY
Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance
Test Technician: Chris Novak

Complete one of these forms for each designated seating position that can be adjusted to
forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that
has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION: Right Rear Passenger

1. Record test fore-aft seat position: FIXED
   (S7.1.1.5(c)(1)) (Any position is acceptable)

2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be
   adjusted to forward-facing consist of a locking device that does NOT have to be attached
   by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle.
   (S7.1.1.5 (a))
   - Yes - Pass
   - No - Fail

3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be
   adjusted to forward-facing consist of a locking device that does NOT require inverting,
   twisting or deforming of the belt webbing. (S7.1.1.5 (a))
   - Yes - Pass
   - No - Fail

4. Place any adjustable seat belt anchorage in the lowest adjustment position.
   - N/A The anchorage is not adjustable.

5. Buckle the seat belt. (S7.1.1.5(c)(1))

6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))

7. Locate a reference point B on the attachment hardware or retractor assembly at the other
   end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

8. Does the vehicle user need to take some action to activate the locking feature on the lap
   belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to
   forward-facing?
   - Yes, go to 8.1
   - No, go to 9.

8.1 Does the vehicle owner’s manual include a description in words and/or diagrams
   describing how to activate the locking feature so that the seat belt assembly can tightly
   secure a child restraint system and how to deactivate the locking feature to remove the
   child restraint system. (S7.1.1.5(b))
   - Yes - Pass
   - No - Fail
9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
    Measured distance between A and B (inches): 93 1/4 inches

11. Readjust the belt system so that the webbing between points A and B is at 1/2 the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
    Measured force application angle (Spec. 5-15 degrees): 13°

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
    Measured distance between A and B (inches): 47 1/4 inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
    Record onset rate (lb/sec) (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5)): 20 lbs/sec
    Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 47 1/2 inches

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))
    Measured force application angle: 11° (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))
    Measured distance between A and B: 11 7/8 inches
18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))
   Record onset rate: 20 lbs/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))
   Measured distance between A and B: 12 ¾ inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))
   14-13 = 47 ½ - 47 ¼ = ¼ inch
   18-17 = 12 ¾ - 11 7/8 = 7/8 inch
   Yes - Pass
   No - Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))
   10-14 = 93 ¼ - 47 ½ = 45 ¾ inches
   10-18 = 93 ¼ - 12 ¾ = 80 ½ inches
   Yes - Pass
   No - Fail

REMARKS:
I certify that I have read and performed each instruction.

Signature: ____________________________
Date: 6/16/08

Figure 5. - Webbing Tension Pull Device
DATA SHEET 9
FMVSS 208 SEAT BELT WARNING SYSTEM CHECK (S7.3)

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  Test Date: 6/16/08
Test Technician: Chris Novak

1. The occupant is in the driver’s seat.
2. The seat belt is in the stowed position.
3. The key is in the “on” or “start” position.
4. The time duration of the audible signal beginning with key “on” or “start” is
   Seconds: 6
5. The occupant is in the driver’s seat.
6. The seat belt is in the stowed position.
7. The key is in the “on” or “start” position.
8. The time duration of the warning light beginning with key “on” or “start” is
   Seconds: Stays On
9. The occupant is in the driver’s seat.
10. The seat belt is in the latched position and with at least 4 inches of belt webbing extended.
11. The key is in the “on” or “start” position.
12. The time duration of the warning light beginning with key “on” or “start” is
    Seconds: 6
13. Complete the following table with the data from 4, 8, and 12 to determine which option is used.

<table>
<thead>
<tr>
<th>Warning light specification</th>
<th>Audible signal specification*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item 8: Stays On</td>
<td>Item 4: 6</td>
</tr>
<tr>
<td>60 seconds minimum</td>
<td>4 to 8 seconds</td>
</tr>
<tr>
<td>S7.3 (a)(1) Belt stowed &amp;</td>
<td>4 to 8 seconds</td>
</tr>
<tr>
<td>key on or start</td>
<td></td>
</tr>
<tr>
<td>Item 12: 6</td>
<td></td>
</tr>
<tr>
<td>S7.3 (a)(2) Belt latched &amp;</td>
<td></td>
</tr>
<tr>
<td>key on or start</td>
<td></td>
</tr>
<tr>
<td>Item 8: Stays On</td>
<td>Item 4: 6</td>
</tr>
<tr>
<td>4 to 8 seconds</td>
<td>4 to 8 seconds</td>
</tr>
<tr>
<td>Belt stowed &amp; key on or</td>
<td></td>
</tr>
<tr>
<td>start</td>
<td></td>
</tr>
</tbody>
</table>

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.
A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).
14. The seat belt warning system meets the requirements of (manufacturers may comply with either section)
   - X S7.3 (a)(1)
   - S7.3 (a)(2)
   - FAIL - does not meet the requirements of either option

15. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
   - Fasten seat belts
   - Fasten belts
   - X Symbol 101 -  
   - FAIL - does not use any of the above wording or symbol

REMARKS:
I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 6/16/08
DATA SHEET 10

BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  Test Date: 6/16/08
Test Technician: Chris Novak

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front
outboard designated seating positions in passenger cars. Complete a form for each applicable
seat belt.

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Left Rear Passenger</th>
</tr>
</thead>
</table>

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes, this form is complete
   - No, continue with this check sheet

2. Position the seat’s adjustable lumbar supports so that the lumbar support is in its lowest,
   retracted or deflated adjustment position. (S8.1.3)
   - N/A, no lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in
   the lowest or most open adjustment position. (S16.2.10.2)
   - N/A, no additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No- go to 5
   - Yes - Put the seat in the mid fore-aft and full down height position determined in Data
   Sheet 14.2

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes-Use the seat back angle determined in Data Sheet 14.2

6. Position the test dummies according to dummy position placement instructions in
   Appendix F. Complete the Appendix F check sheets, but include them in the test
   report ONLY if there is a test failure.

7. Fasten the seat belt latch.

8. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing,
   whichever is less, from the retractor and then release it, allowing the belt webbing to
   return to the dummy's chest.

9. Locate the point where the centerline of the upper torso belt webbing crosses the
   midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches
   from the dummy's chest and release until it is within one inch from the dummy's chest.
   (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds,
   measure the contact force perpendicular to the dummy's chest exerted by the belt
   webbing.

Contact Force (lb):
   - 0.0 to 0.7 pounds - Pass 0.5 lbs.
   - Greater than 0.7 pounds - Fail
REMARKS:

I certify that I have read and performed each instruction.

Signature:  

Date: 6/16/08
DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2008 DODGE CALIBER  
NHTSA No.: C80302  
Test Program: FMVSS 208 Compliance  
Test Date: 6/16/08  
Test Technician: Chris Novak

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Center Rear Passenger

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes, this form is complete
   - No, continue with this check sheet

2. Position the seat’s adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - N/A, no lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A, no additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No- go to 5
   - Yes - Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes-Use the seat back angle determined in Data Sheet 14.2

6. Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

7. Fasten the seat belt latch.

8. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.

9. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.

   Contact Force (lb):
   - 0.0 to 0.7 pounds - Pass 0.4 lbs.
   - Greater than 0.7 pounds - Fail
REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION:** Right Rear Passenger

1. Does the vehicle incorporate a webbing tension-relieving device?
   - X Yes, this form is complete
   - X No, continue with this check sheet

2. Position the seat’s adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - X N/A, no lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - X N/A, no additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - X No- go to 5
   - Yes – Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2

5. Is the seat back angle adjustable?
   - X No- go to 6
   - Yes-Use the seat back angle determined in Data Sheet 14.2

6. Position the test dummies according to dummy position placement instructions in Appendix F. **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**

7. Fasten the seat belt latch.

8. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.

9. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.

   Contact Force (lb):
   - X 0.0 to 0.7 pounds – Pass **0.4 lbs.**
   - Greater than 0.7 pounds - Fail

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**DATA SHEET 10**

**BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: **2008 DODGE CALIBER**

Test Program: **FMVSS 208 Compliance**

Test Technician: **Chris Novak**

Test Vehicle: **2008 DODGE CALIBER**

NHTSA No.: **C80302**

Test Program: **FMVSS 208 Compliance**

Test Date: **6/16/08**

Test Technician: **Chris Novak**

NHTSA No.: **C80302**

Test Date: **6/16/08**

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.
REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION:** Not Applicable For Any Position - Passenger Car

1. Put the seat in the forwardmost fore-aft and full down height position determined in Data Sheet 14.2. (S10.7)
2. Put the seat back angle in the position determined in Data Sheet 14.2.
3. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**
4. Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant.
5. Attach the inboard reach string to the base of the head following the instructions on Figure 3.
6. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.
7. Place the latch plate in the stowed position.
8. Extend inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate an arc of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
   - Yes - Pass
   - No
9. Extend outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
   - Yes - Pass
   - No
10. Is the latch plate within the inboard (item 10) or outboard (item 11) reach envelope?
    - Yes - Pass
    - No - Fail
11. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
    - Yes - Pass
    - No - Fail
REMARKS:

I certify that I have read and performed each instruction.

Signature:  

Date:  6/16/08
DATA SHEET 12
SEAT BELT RETRACTION (S7.4.5)

Test all front outboard seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION:** Not Applicable For Any Position - Passenger Car

1. Is the vehicle a passenger car or walk-in van-type vehicle?
   - X Yes, this form is complete
   - No

2. Put the seat in the mid fore-aft and full down height position determined in Data Sheet 14.2. (S8.1.2)

3. Put the seat back angle in the position determined in Data Sheet 14.2. (8.1.3)

4. Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

5. Fasten the seat belt around the dummy.

6. Remove all slack from the lap belt portion. (S10.9)
   - N/A, the seat does not have a fore-aft adjustment

7. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this four times. (S10.9)

8. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)

**Pound load applied:** 4

9. Is the belt system equipped with a tension relieving device?
   - Yes, continue
   - No, go to 12

10. Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner’s manual. (S10.9).

11. Check the statement that applies to this test vehicle:

   11.1 The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
       - Yes - Pass go to 12
       - No - go to 11.2

   11.2 The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
       - Yes - Pass go to 12
       - No - go to 11.3

   11.3 Neither 11.1 nor 11.2 apply.
       - Fail
12. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
   - Yes - Pass
   - No - Fail

13. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
   - N/A - Not an open body vehicle
   - Yes - Pass
   - No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _________________________

Date: 6/16/08
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Left Rear Passenger

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b))
   □ Yes, this form is complete
   □ No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   □ Yes, this form is complete
   □ No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   □ Yes, this form is complete
   □ No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   □ Yes, go to 5
   □ No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   □ Yes - Pass
   □ No - Fail
   Identify the part(s) on top or above the seat.
   □ Seat belt latch plate
   □ Buckle
   □ Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   □ Yes - Pass
   □ No - Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   □ Yes - Pass
   □ No - Fail
8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes - Pass
    - No - Fail
    - N/A - Rear seat

REMARKS:
I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2008 DODGE CALIBER NHTSA No.: C80302
Test Program: FMVSS 208 Compliance Test Date: 6/16/08
Test Technician: Chris Novak

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION: Center Rear Passenger**

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b))
   - [ ] Yes, this form is complete
   - [x] No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   - [ ] Yes, this form is complete
   - [x] No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   - [x] Yes, this form is complete
   - [ ] No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   - [ ] Yes, go to 5
   - [x] No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   - [x] Yes - Pass
   - [ ] No - Fail

   Identify the part(s) on top or above the seat.
   - [ ] Seat belt latch plate
   - [ ] Buckle
   - [ ] Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions? 
   - [ ] Yes - Pass
   - [x] No - Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   - [x] Yes - Pass
   - [ ] No - Fail
8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes - Pass
    - No - Fail
    - N/A - Rear seat

REMARKS:
I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 6/16/08
### DATA SHEET 13
### SEAT BELT GUIDES AND HARDWARE (S7.4.6)

**Test Vehicle:** 2008 DODGE CALIBER  
**NHTSA No.:** C80302  
**Test Program:** FMVSS 208 Compliance  
**Test Date:** 6/16/08  
**Test Technician:** Chris Novak

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Right Rear Passenger</th>
</tr>
</thead>
</table>

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1 (b))
   - Yes, this form is complete
   - No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   - Yes, this form is complete
   - No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   - Yes, this form is complete
   - No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   - Yes, go to 5
   - No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   - Yes - Pass
   - No - Fail
   
   Identify the part(s) on top or above the seat.
   - Seat belt latch plate
   - Buckle
   - Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   - Yes - Pass
   - No - Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   - Yes - Pass
   - No - Fail
8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes - Pass
   - No - Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes - Pass
    - No - Fail
    - N/A - Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 6/16/08
DATA SHEET 14
MARKING OF REFERENCE POINTS FOR VARIOUS TEST POSITIONS AND POINTS

Test Vehicle: 2008 DODGE CALIBER  
NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  
Test Date: 7/28/08
Test Technician: Wayne Dahlke

DATA SHEET 14.1
MARKING OF REFERENCE POINTS FOR 5th FEMALE

X Driver Seat  __Passenger Seat

1. Seat Position
   X 1.1 Position the seat’s adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
      X N/A - No lumbar adjustment
   X 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
      X N/A - No additional support adjustment
   X 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
      X N/A - No adjustable leg support system
   X 1.4 Mark a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)
   X 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)
   X 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)
      X N/A - No independent fore-aft seat cushion adjustment
   X 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
      X N/A - No independent fore-aft seat cushion adjustment
   X 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1) NO ADJUSTMENT
      Maximum angle Zero
      Minimum angle Zero
      Mid-angle Zero
   X 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
      X N/A - No seat height adjustment
   X 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.
1.11 Use only the controls that primarily move the seat in the fore-aft direction to mark for future reference the fore-aft seat positions. Mark each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and mark each detent. For power seats, mark only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.

1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.

1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.

1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)

1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

1.18 Visually mark for future reference the seat back angle at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S24.1.2, S24.4.2.1, S26.2.3, S26.3.1)

__ N/A - No seat back angle adjustment
Manufacturer’s design seat back angle 12.7° On Headrest Post

1.19 Is the seat a bucket seat?

X Yes, go to 1.20 and skip 1.21
__ No, go to 1.21 and skip 1.20

1.20 Bucket seats:
Locate and mark for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)

__ 1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):

__ 1.21.1 Driver Seat
Locate and mark for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.
1.21.2 Passenger Seat

Locate and mark for future reference the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.3, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _______

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _______

2. Head Restraint Position

N/A Vehicle contains automatic head restraints.

N/A, there is no head restraint adjustment

2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. Mark the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and mark a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint 180 mm
Mid-point height 90 mm

I certify that I have read and performed each instruction. Date
DATA SHEET 14.1
MARKING OF REFERENCE POINTS FOR 5th FEMALE

__Driver Seat X Passenger Seat

1. Seat Position

X 1.1 Position the seat’s adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
X N/A - No lumbar adjustment

X 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
X N/A - No additional support adjustment

X 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
X N/A - No adjustable leg support system

X 1.4 **Mark** a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)

X 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)

X 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)

X 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
X N/A - No independent fore-aft seat cushion adjustment

X 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1) NO ADJUSTMENT
Maximum angle Zero
Minimum angle Zero
Mid-angle Zero

X 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
X N/A - No seat height adjustment

X 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.

X 1.11 Use only the controls that primarily move the seat in the fore-aft direction to **mark** for future reference the fore-aft seat positions. **Mark** each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and **mark** each detent. For power seats, **mark** only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.

X 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.4.3.1, S26.2.3, S26.3.1)

X N/A - No seat height adjustment. Go to 1.18

_ 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.

_ 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

_ 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)

_ 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark for future reference the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

X 1.18. Visually mark for future reference the seat back angle at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer for the rearmost, mid, and foremost seat positions. (S20.1.9.5, S22.1.7.5, S22.4.2.1, S22.4.3.1, S26.2.3, S26.3.1)

N/A - No seat back angle adjustment

Manufacturer’s design seat back angle 12.7° On Head Rest Post

X 1.19. Is the seat a bucket seat?

X Yes, go to 1.20 and skip 1.21

_ No, go to 1.21 and skip 1.20

X 1.20 Bucket seats:

Locate and mark for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)

1.21 Bench seats (complete ONLY the one that is applicable to the seat being marked):

1.21.1 Driver Seat

Locate and mark for future reference the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface.

1.21.2 Passenger Seat

Locate and mark for future reference the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.3, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel.

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _______
2. Head Restraint Position

N/A Vehicle contains automatic head restraints.
N/A, there is no head restraint adjustment

X 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. Mark the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and mark a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint 180 mm
Mid-point height 90 mm

____________________________________  7/28/08

I certify that I have read and performed each instruction. Date
DATA SHEET 14.3
MARKING OF REFERENCE POINTS FOR STEERING WHEEL

X 1. Is the steering wheel adjustable up and down and/or in and out?
   X Yes - go to 2
   ___No - this form is complete

X 2. Find and mark for future reference each up and down position. Label three of the
positions with the following: H for Top of 4, M for mid-position (if there is no mid-position,
labeled the next lowest adjustment position), and L for lowest.
   ___N/A - steering wheel is not adjustable up and down

X 3. Find and mark for future references each in and out position. Label three of the
positions with the following: F for foremost, M for mid-position (if there is no mid-position,
labeled the next rearmost adjustment position), and R for rearmost.
   ___N/A - steering wheel is not adjustable in and out.

I certify that I have read and performed each instruction.  Date

Wayne Johnson  7/28/08
DATA SHEET 14.4

MARKING OF REFERENCE POINTS FOR DRIVER LOW RISK DEPLOYMENT

X Position 1  X Position 2

X 1. Position the steering wheel so the front wheels are in the straight-ahead position. (S26.2.1)

X 2. Position any adjustable parts of the steering controls to the mid-position as determined in Data Sheet 14.3 above. If a mid-position adjustment is not achievable, position the controls to the next lowest detent position. (S26.2.1)

X 3. Locate and mark the point that is defined by the intersection of the steering wheel cover and a line between the volumetric center of the smallest volume that can encompass the folded undeployed air bag and the volumetric center of the static fully inflated air bag. The vertical plane parallel to the vehicle longitudinal centerline through this point is referred to as “Plane E.” (Check determination method below.) (S26.2.2)

Measurements with respect to measurement reference points:

_____________________________________________________________________
The longitudinal centerline of the air bag was used.

_____________________________________________________________________
_Underline Point determined using manufacturer’s information supplied by the COTR.
(Include manufacturer’s information in the test report.)

OR

X Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

X 4. Locate the Top of 4 point of the air bag module cover. The horizontal plane through this point is referred to as “Plane F.” (Check determination method below.) (S26.2.6)

Measurements with respect to measurement reference points:

_____________________________________________________________________
The top of the air bag module cover was used.

_____________________________________________________________________
_Underline Point determined using manufacturer’s information supplied by the COTR.
(Include manufacturer’s information in the test report.)

OR

X Point determined by test lab personnel and approved by the COTR.
(Include manufacturer’s information in the test report.)

7/28/08

I certify that I have read and performed each instruction. Date
Marking of Reference Points for Passenger Low Risk Deployment

X Position 1  X Position 2

X Locate and mark the point that is defined by the intersection of the instrument panel and a line between the volumetric center of the smallest volume that can encompass the folded undeployed air bag and the volumetric center of the static fully inflated air bag. (S22.4.1.2, S24.4.1.2) The horizontal plane thru this point is referred to as “Plane C” (S22.4.1.4 and S24.4.1.4). The vertical plane parallel to the vehicle longitudinal centerline and through this point is referred to as “Plane D” (S22.4.1.3 and S24.4.1.3). (Check determination method below.)

Measurements with respect to measurement reference points:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

X Point determined using manufacturer’s information supplied by the COTR.
(Include manufacturer’s information in the test report.) See Appendix D-85
OR

__ Point determined by test lab personnel and approved by the COTR.
(Include supporting documentation in the test report.)

________________________________________________________________________

I certify that I have read and performed each instruction.  Date

7/28/08
DATA SHEET 24 SUMMARY
Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart N)(S20.4)

<table>
<thead>
<tr>
<th>NHTSA NO.</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>7/28/08</th>
</tr>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
</tr>
</tbody>
</table>

Child Restraint Name and Model: Century Encore
Separate Base? No
Base Used? (S20.1.7) N/A
Handle Position? (S20.1.3) N/A
Sunshade? (S20.1.4) N/A
Blanket Position 1? (S20.1.5(a)) No
Blanket Position 2? (S20.1.5(b)) No

Tested seat back angle: 12.7° On Headrest Post
Seat cushion angle: Zero (No Adjustment)
Manufacturer’s specified anchorage position: 1 Down from Full Up
Tested anchorage position: 1 Down from Full Up
Tested seat position: 7th Notch; 1st as One
Seat belt tension: 2 N

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>20.0</td>
<td>20.3</td>
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12-Month-Old CRABI in CRS (Century Encore) 7/28/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>58</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>101.7</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.8</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>42.1</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>71.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>189</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>55</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>21</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

The original equipment parts were used for this deployment.
The original equipment windshield broke during this deployment.
DATA SHEET 24 SUMMARY
Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart N)(S20.4)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/12/08</th>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
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<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
</tr>
</tbody>
</table>

Child Restraint Name and Model: Britax Roundabout
Separate Base? No
Base Used? (S20.1.7) N/A
Handle Position? (S20.1.3) N/A
Sunshade? (S20.1.4) N/A
Blanket Position 1? (S20.1.5(a)) No
Blanket Position 2? (S20.1.5(b)) No

Tested seat back angle: 12.7° On Headrest Post
Seat cushion angle: Zero (No Adjustment)
Manufacturer’s specified anchorage position: 1 Down from Full Up
Tested anchorage position: 1 Down from Full Up
Tested seat position: 9th Notch; 1st as One
Seat belt tension: 8 N

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>20.0</td>
<td>20.3</td>
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</table>

12-Month-Old CRABI in CRS (Britax Roundabout) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>112</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>99.3</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.9</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>142.5</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>137.5</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>246</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>459</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>24</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
DATA SHEET 24 SUMMARY
Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart N)(S20.4)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/12/08</th>
</tr>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
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<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
</tr>
</tbody>
</table>

Child Restraint Name and Model: Evenflo Medallion
Separate Base? No
Base Used? (S20.1.7) N/A
Handle Position? (S20.1.3) N/A
Sunshade? (S20.1.4) N/A
Blanket Position 1? (S20.1.5 (a)) No
Blanket Position 2? (S20.1.5 (b)) No

Tested seat back angle: 12.7° On Headrest Post
Seat cushion angle: Zero (No Adjustment)
Manufacturer’s specified anchorage position: 1 Down from Full Up
Tested anchorage position: 1 Down from Full Up
Tested seat position: 11th Notch; 1st as One
Seat belt tension: 1 N

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>20.0</td>
<td>20.3</td>
</tr>
</tbody>
</table>

12-Month-Old CRABI in CRS (Evenflo Medallion) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>17</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>44.3</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>36.5</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.9</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>79.8</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>122</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>52</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>16</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment
designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
DATA SHEET 24 SUMMARY
Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart N)(S20.4)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/13/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
</tr>
</tbody>
</table>

Child Restraint Name and Model: Britax Handle With Care
Separate Base? No
Base Used? (S20.1.7) N/A
Handle Position? (S20.1.3) Down
Sunshade? (S20.1.4) Stowed
Blanket Position 1? (S20.1.5(a)) No
Blanket Position 2? (S20.1.5(b)) No

Tested seat back angle: 12.7° On Headrest Post
Seat cushion angle: Zero (No Adjustment)
Manufacturer’s specified anchorage position: 1 Down from Full Up
Tested anchorage position: 1 Down from Full Up
Tested seat position: 7th Notch; 1st as One
Seat belt tension: 123 N

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>20.0</td>
<td>20.4</td>
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</table>

12-Month-Old CRABI In CRS (Britax Handle With Care) 8/13/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>4</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
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<td>0.2</td>
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<tr>
<td>Time (ms)</td>
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<tr>
<td>Peak Nij (Ntf)</td>
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<tr>
<td>Time (ms)</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>Time (ms)</td>
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<td>Neck Tension</td>
<td>780 N</td>
<td>87</td>
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<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>342</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>6</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))
Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
Low Risk Deployment Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart N)(S20.4)

NHTSA NO.: C80302  TEST DATE: 8/13/08
LABORATORY: MGA  TECHNICIANS: BR/AP
DUMMY TYPE: 12 Month Old  DUMMY SERIAL NO.: 082

Child Restraint Name and Model: Graco Infant  
Separate Base? Yes  
Base Used? (S20.1.7) Yes  
Handle Position? (S20.1.3) Up  
Sunshade? (S20.1.4) Stowed  
Blanket Position 1? (S20.1.5(a)) No  
Blanket Position 2? (S20.1.5(b)) No  

Tested seat back angle: 12.7° On Headrest Post  
Seat cushion angle: Zero (No Adjustment)  
Manufacturer’s specified anchorage position: 1 Down from Full Up  
Tested anchorage position: 1 Down from Full Up  
Tested seat position: 15th Notch; 1st as One  
Seat belt tension: 6 N  

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>20.0</td>
<td>20.2</td>
</tr>
</tbody>
</table>

12-Month-Old CRABI in CRS (Graco Infant) 8/13/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>390</td>
<td>10</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>145.0</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>127.2</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.7</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>76.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>780 N</td>
<td>71</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>960 N</td>
<td>354</td>
</tr>
<tr>
<td>Chest g</td>
<td>50 g</td>
<td>6</td>
</tr>
</tbody>
</table>

Calculations are based on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 64 km/h. (S4.11(c))  
Second stage fire time of 20 ms; Injuries calculated on 0 ms to 145 ms

A new air bag and instrument panel cover were used for this deployment.  
An OEM replacement windshield was used during this deployment.
DATA SHEET 26 SUMMARY
Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 1 - Chest On Instrument Panel (S22.4.3)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/12/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>3 Year Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>031</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 12.7° On Headrest Post
Tested seat position: Full Rear

Thorax cavity angle: 0.1°
Thigh angle: 56.3°
Point 1 height: 1 mm Above Plane C Air Bag Height

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>40.0</td>
<td>40.4</td>
</tr>
</tbody>
</table>

3-Year-Old SN 031 Position 1 (Chest on Instrument Panel) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>4</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>99.9</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>23.8</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.1</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.7</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>63</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>319</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>8</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>4</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
DATA SHEET 26 SUMMARY
Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 2 - Head On Instrument Panel (S22.4.3)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/12/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>3 Year Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>031</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 12.7° On Headrest Post
Tested seat position: 4th Notch; 1st as One
Thorax cavity angle: 0.1°
Thigh angle: 15.2°

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>40.0</td>
<td>40.3</td>
</tr>
</tbody>
</table>

3-Year-Old SN 032 Position 2 (Head on Instrument Panel) 8/12/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>7</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.3</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.6</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.5</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>21.7</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>23</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>394</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>0</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
Low Risk Deployment Tests Using an Unbelted 6 Year Old Dummy
(Part 572, Subpart P) (S24) Position 1 - Chest On Instrument Panel (S24.4.2)

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 12.7° On Headrest Post
Tested seat position: Full Aft
Thorax cavity angle: 6.0°
Point 1 height: 1 mm Below Plane C Air Bag Height

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>40.0</td>
<td>40.3</td>
</tr>
</tbody>
</table>

6-Year-Old SN 159 Position 1 (Chest on Instrument Panel) 8/11/08 Trial 2

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>4</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>10.1</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>62.1</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>4.8</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>16.5</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>282</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>31</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>9</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>4</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment. An OEM replacement windshield was used during this deployment.
DATA SHEET 27 SUMMARY
Low Risk Deployment Tests Using an Unbelted 6 Year Old Dummy
(Part 572, Subpart P) (S24) Position 1 - Chest On Instrument Panel (S24.4.2)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/13/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>6 Year Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>159</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 12.7° On Headrest Post
Tested seat position: Full Aft
Thorax cavity angle: 6.0°
Point 1 height: 1 mm Above Plane C Air Bag Height

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>40.0</td>
<td>40.3</td>
</tr>
</tbody>
</table>

6-Year-Old SN 159 Position 1 (Chest on Instrument Panel) 8/13/08 Trial 3

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>3</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.3</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>65.4</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.8</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>200</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>153</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>7</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>2</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.
An OEM replacement windshield was used during this deployment.
The OEM replacement windshield broke during this deployment.
Low Risk Deployment Tests Using an Unbelted 6 Year Old Dummy (Part 572, Subpart P) (S24) Position 2 - Head On Instrument Panel (S24.4.2)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>8/11/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>BR/AP</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>6-Year-Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>159</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 12.7° On Headrest Post
Tested seat position: Full Forward

Thorax cavity angle: 18.5°
Thigh angle: 1.5°

### Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>40.0</td>
<td>40.3</td>
</tr>
</tbody>
</table>

### 6-Year-Old SN 159 Position 2 (Head on Instrument Panel) 8/11/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>3</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.6</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>10.9</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>23.7</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>31</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>618</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>6</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>1</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment. An OEM replacement windshield was used during this deployment.
DATA SHEET 29 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26) Position 1 - Chin On Module (S26.2)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>TEST DATE:</th>
<th>LABORATORY:</th>
<th>TECHNICIANS:</th>
<th>DUMMY TYPE:</th>
<th>DUMMY SERIAL NO.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>C80302</td>
<td>7/28/08</td>
<td>MGA</td>
<td>WD/BR</td>
<td>5th Percentile Female</td>
<td>510</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 13.4° On Head Rest Post
Tested seat position: Full Aft
Tested steering wheel angle: 21.4°
Thorax cavity angle: 27.5°
Bottom of chin height: 3 mm – Above Airbag Module

### Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>100.0</td>
<td>100.3</td>
</tr>
</tbody>
</table>

### 5th Percentile Female SN 511 Position 1 (Chin On Module) 7/28/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>13</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>83.5</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>35.8</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>208.8</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>225.0</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>493</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>116</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>9</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>6</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>40</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>33</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d)) Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

The original equipment parts were used for this deployment.
DATA SHEET 30 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26) Position 2 - Chin On Rim (S26.3)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C80302</th>
<th>TEST DATE:</th>
<th>7/28/08</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD/BR</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>510</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 12.7° On Headrest Post
Tested seat back angle: 13.4° On Head Rest Post
Tested seat position: Full Aft

Tested steering wheel angle: 21.6°
Thorax cavity angle: 27.6°
Chin Point height: 0 mm At Steering Wheel Target

Note: The chin on rim steering wheel target is 10 mm below the highest point on the steering wheel.

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>100.0</td>
<td>100.3</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 510 Position 2 (Chin On Rim) 7/28/08

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>7</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.4</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.6</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.0</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>219.2</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.1</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>513</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>19</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>16</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>13</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>28</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>14</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Second stage fire time of 100 ms; Injuries calculated on 0 ms to 225 ms

A new air bag; and original equipment steering column and steering wheel were used for this deployment.
### DATA SHEET 32

**VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA**

<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2008 DODGE CALIBER</th>
<th>NHTSA No.:</th>
<th>C80302</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Date:</td>
<td>9/8/08</td>
</tr>
<tr>
<td>Test Technician:</td>
<td>Jamie Aide</td>
<td>NHTSA No.:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Test Date:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>X 5th female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>X 5th female</td>
</tr>
</tbody>
</table>

1. Fill the transmission with transmission fluid to the satisfactory range.
2. Drain fuel from vehicle
3. Run the engine until fuel remaining in the fuel delivery system is used and the engine stops.
4. Record the useable fuel tank capacity supplied by the COTR
   Useable Fuel Tank Capacity supplied by COTR: 51.5 liters (13.6 gallons)
5. Record the fuel tank capacity supplied in the owner’s manual.
   Useable Fuel Tank Capacity in owner’s manual: 51.5 liters (13.6 gallons)
6. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, “Standard Specifications for Hydrocarbon Dry-cleaning Solvents,” or gasoline, fill the fuel tank.
   Amount Added: 51.5 liters (13.6 gallons)
7. Fill the coolant system to capacity.
8. Fill the engine with motor oil to the Max. mark on the dip stick.
9. Fill the brake reservoir with brake fluid to its normal level.
10. Fill the windshield washer reservoir to capacity.
11. Inflate the tires to the tire pressure on the tire placard. If no tire placard is available, inflate the tires to the recommended pressure in the owner’s manual.
   Tire placard pressure:  RF: 32 psi  LF: 32 psi  RR: 32 psi  LR: 32 psi
   Owner’s manual pressure: RF: 32 psi  LF: 32 psi  RR: 32 psi  LR: 32 psi
   Actual inflated pressure: RF: 32 psi  LF: 32 psi  RR: 32 psi  LR: 32 psi
12. Record the vehicle weight at each wheel to determine the unloaded vehicle weight (UVW), i.e. "as delivered" weight.
   | Right Front (kg): | 402.3 | Right Rear (kg): | 283.0 |
   | Left Front (kg):  | 418.2 | Left Rear (kg):  | 285.8 |
   | Total Front (kg): | 820.5 | Total Rear (kg): | 568.8 |
   | % Total Weight:   | 59.1  | % Total Weight:  | 40.9  |
   | UVW = TOTAL FRONT PLUS TOTAL REAR (KG): | 1389.3 |
13. UVW Test Vehicle Attitude: (All dimensions in millimeters)
13.1 Mark a point on the vehicle above the center of each wheel.
13.2 Place the vehicle on a level surface.
13.3 Measure perpendicular to the level surface to the 4 points marked on the body and record the measurements

RF: 756  LF: 752  RR: 770  LR: 761

14. Calculate the Rated Cargo and Luggage Weight (RCLW): 52 kg
14.1 Does the vehicle have the vehicle capacity weight (VCW) on the certification label or tire placard?
X Yes, go to 14.3
X No, go to 14.2

14.2 VCW = Gross Vehicle Weight - UVW

VCW = __________ - __________ = __________

14.3 VCW = 392 kg (865 lbs)

14.4 Does the certification or tire placard contain the Designated Seating Capacity (DSC)?
X Yes, go to 14.6
X No, go to 14.5 and skip 14.6

14.5 DSC = Total number of seat belt assemblies = __________

14.6 DSC = 5

14.7 RCLW = VCW - (68 kg x DSC) = 392 kg - (68 kg x 5) = 52 kg

14.8 Is the vehicle certified as a truck, MPV or bus (see the certification label on the door jamb)?
X Yes, if the calculated RCLW is greater than 136 kg, use 136 kg as the RCLW. (S8.1.1)
X No, use the RCLW calculated in 14.7

15. Fully Loaded Weight (100% fuel fill): 1540.4 kg
15.1 Place the appropriate test dummy in both front outboard seating positions.

Driver: X 5th female __ 50th male
Passenger: X 5th female __ 50th male

15.2 Load the vehicle with the RCLW from 14.7 or 14.8 whichever is applicable.

15.3 Place the RCLW in the cargo area. Center the load over the longitudinal centerline of the vehicle. (S8.1.1 (d))

15.4 Record the vehicle weight at each wheel to determine the Fully Loaded Weight.

<table>
<thead>
<tr>
<th>Right Front (kg):</th>
<th>429.6</th>
<th>Right Rear (kg):</th>
<th>331.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front (kg):</td>
<td>445.4</td>
<td>Left Rear (kg):</td>
<td>334.3</td>
</tr>
<tr>
<td>Total Front (kg):</td>
<td>875.0</td>
<td>Total Rear (kg):</td>
<td>665.4</td>
</tr>
<tr>
<td>% Total Weight:</td>
<td>56.8</td>
<td>% Total Weight:</td>
<td>43.2</td>
</tr>
<tr>
<td>% GVW</td>
<td>53.7</td>
<td>% GVW</td>
<td>49.6</td>
</tr>
</tbody>
</table>

(\% GVW = Axle GVW divided by Vehicle GVW)

Fully Loaded Weight = Total Front Plus Total Rear (kg): 1540.4

16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)
16.1 Place the vehicle on a level surface.
16.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13.1 above) and record the measurements

- RF: 736
- LF: 733
- RR: 743
- LR: 734

17. Drain the fuel system

18. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, “Standard Specifications for Hydrocarbon Dry-cleaning Solvents,” fill the fuel tank to 92 - 94 percent of usable capacity.

Fuel tank capacity x .94 = 51.5 liters (13.6 gallons) x .94 = 48.4 liters (12.8 gallons)

Amount added 47.8 liters (12.62 gallons) 92.8%

19. Crank the engine to fill the fuel delivery system with Stoddard solvent

20. Calculate the test weight range.

20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)

\[ 1539.4 \text{ kg} = 1389.4 \text{ kg} + 52.0 \text{ kg} + 98.0 \text{ kg} \]

20.2 Test Weight Range = Calculated Weight (-4.5 kg, -9 kg.)

Max. Test Weight = Calculated Test Weight - 4.5 kg = 1534.9 kg

Min. Test Weight = Calculated Test Weight - 9 kg = 1530.4 kg

21. Remove the RCLW from the cargo area.

22. Drain transmission fluid, engine coolant, motor oil, and windshield washer fluid from the test vehicle so that Stoddard solvent leakage from the fuel system will be evident.

23. Vehicle Components Removed For Weight Reduction:
- Spare tire, jack and tools, rear floor mats, trunk carpet and right rear tail light

24. Secure the equipment and ballast in the load carrying area and distribute it, as nearly as possible, to obtain the proportion of axle weight indicated by the gross axle weight ratings and center it over the longitudinal centerline of the vehicle.

25. If necessary, add ballast to achieve the actual test weight.

- N/A

26. Ballast, including test equipment, must be contained so that it will not shift during the impact event or interfere with data collection or interfere with high-speed film recordings or affect the structural integrity of the vehicle or do anything else to affect test results. Care must be taken to assure that any attachment hardware added to the vehicle is not in the vicinity of the fuel tank or lines.

27. Record the vehicle weight at each wheel to determine the actual test weight.

<table>
<thead>
<tr>
<th>Right Front (kg):</th>
<th>438.2</th>
<th>Right Rear (kg):</th>
<th>321.6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front (kg):</td>
<td>439.5</td>
<td>Left Rear (kg):</td>
<td>333.4</td>
</tr>
<tr>
<td>Total Front (kg):</td>
<td>877.7</td>
<td>Total Rear (kg):</td>
<td>655.0</td>
</tr>
<tr>
<td>% Total Weight:</td>
<td>57.3</td>
<td>% Total Weight:</td>
<td>42.7</td>
</tr>
<tr>
<td>% GVW</td>
<td>53.7</td>
<td>% GVW</td>
<td>49.6</td>
</tr>
</tbody>
</table>

(\% GVW = Axle GVW divided by Vehicle GVW)

TOTAL FRONT PLUS TOTAL REAR (kg): 1532.7
28. Is the test weight between the Max. Weight and the Min. Weight (See 20.2)?
   ✓ Yes
   □ No, explain why not.

29. Test Weight Vehicle Attitude: (all dimensions in millimeters)
   29.1 Place the vehicle on a level surface
   29.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13 above) and record the measurements
   
   RF: 738  LF: 739  RR: 747  LR: 738

30. Summary of test attitude
   30.1 AS DELIVERED:
   
   AS TESTED:
   
   FULLY LOADED:
   
   30.2 Is the "as tested" test attitude equal to or between the "fully loaded" and "as delivered" attitude?
   ✓ Yes
   □ No, explain why not.

REMARKS:
I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/8/08
DATA SHEET 33

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance  
Test Technician: Jamie Aide

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>X 5th female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>X 5th female</td>
</tr>
</tbody>
</table>

1. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the left front outboard seating position intersects the left rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.

2. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the right front outboard seating position intersects the right rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.

3. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect at the top of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

4. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect the bottom of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

5. Install an accelerometer on the right front brake caliper to record x-direction accelerations. Record the location on the following chart.

6. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the top of the instrument panel. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

7. Install an accelerometer on the left front brake caliper to record x-direction accelerations. Record the location on the following chart.

8. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the floor of the trunk. Install an accelerometer on the trunk floor at this intersection to record z-direction accelerations. Record the location on the following chart.

REMARKS:

I certify that I have read and performed each instruction.

Signature: Jamie Aide  
Date: 9/8/08
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

ACCELEROMETER COORDINATE SYSTEM (POSITIVE DIRECTION SHOWN)

TOP VIEW

CENTERLINE OF FRONT WHEELS

ENGINE

TOP VIEW

REAR SEAT CUSHION ASSY. FRONT ATTACHMENT BRACKET SUPPORT

LEFT SIDE VIEW

BOTTOM OF OIL PAN

DISC BRAKE CALIPER

Dimensions Corresponding To The Letters “A” Through “K” (Excluding “I”) Are Recorded In The Table On The Following Page. Accelerometers Corresponding To The Numbers 1 Through 8 Are Specified On The Preceding Page.
<table>
<thead>
<tr>
<th>DIMENSION</th>
<th>LENGTH (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PRETEST VALUES</strong></td>
<td></td>
</tr>
<tr>
<td>A (LH Rear Seat Xmbr)</td>
<td>343</td>
</tr>
<tr>
<td>B (RH Rear Seat Xmbr)</td>
<td>343</td>
</tr>
<tr>
<td>C (Engine Top)</td>
<td>3695</td>
</tr>
<tr>
<td>D (Engine Bottom)</td>
<td>3708</td>
</tr>
<tr>
<td>E (Caliper)</td>
<td></td>
</tr>
<tr>
<td>Right Side: 3582</td>
<td>Left Side: 3580</td>
</tr>
<tr>
<td>F (Left Caliper)</td>
<td>665</td>
</tr>
<tr>
<td>G (IP)</td>
<td>2740</td>
</tr>
<tr>
<td>H (Seat)</td>
<td>1634</td>
</tr>
<tr>
<td>J (Right Caliper)</td>
<td>665</td>
</tr>
<tr>
<td>K (Trunk)</td>
<td>812</td>
</tr>
<tr>
<td><strong>POST TEST VALUES</strong></td>
<td></td>
</tr>
<tr>
<td>A (LH Rear Seat Xmbr)</td>
<td>343</td>
</tr>
<tr>
<td>B (RH Rear Seat Xmbr)</td>
<td>343</td>
</tr>
<tr>
<td>C (Engine Top)</td>
<td>3674</td>
</tr>
<tr>
<td>D (Engine Bottom)</td>
<td>3592</td>
</tr>
<tr>
<td>E (Caliper)</td>
<td></td>
</tr>
<tr>
<td>Right Side: 3573</td>
<td>Left Side: 3590</td>
</tr>
<tr>
<td>F (Left Caliper)</td>
<td>648</td>
</tr>
<tr>
<td>G (IP)</td>
<td>2740</td>
</tr>
<tr>
<td>H (Seat)</td>
<td>1634</td>
</tr>
<tr>
<td>J (Right Caliper)</td>
<td>648</td>
</tr>
<tr>
<td>K (Trunk)</td>
<td>812</td>
</tr>
</tbody>
</table>
DATA SHEET 34

PHOTOGRAPHIC TARGETS

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance  
Test Technician: Jamie Aide  
NHTSA No.: C80302  
Test Date: 9/8/08

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>5th female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>5th female</td>
</tr>
</tbody>
</table>

1. FMVSS 208 vehicle targeting requirements (See Figures 28A and 28B)
   1.1 Targets A1 and A2 are on flat rectangular panels.
   1.2 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the front on the outboard sides of A1 and A2. The center of each circular target is 100 mm from the one next to it.

Distance between targets (mm): 100 mm

1.3 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the back on the outboard sides of on A1 and A2. The center of each circular target is 100 mm from the one next to it.

Distance between targets (mm): 100 mm

1.4 The distance between the first circular target at the front of A1 and A2 and the last circular target at the back of A1 and A2 is at least 915 mm.

Distance between the first and last circular targets (mm): 915 mm

1.5 Firmly fix target A1 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy.

1.6 Firmly fix target A2 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy.

1.7 Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the driver door. The centers of each circular target are at least 610 mm apart.

Distance between targets (mm): 612 mm

1.8 Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the passenger door. The centers of each circular target are at least 610 mm apart.

Distance between targets (mm): 611 mm

1.9 Place tape with squares having alternating colors on the top portion of the steering wheel.

1.10 Chalk the bottom portion of the steering wheel

1.11 Is this an offset test?

Yes, continue with this section

No, go to 2.
1.12 Measure the width of the vehicle.
Vehicle width (mm):

1.13 Find the centerline of the vehicle. (½ of the vehicle width)

1.14 Find the line parallel to the centerline of the vehicle and 0.1 x vehicle width from the centerline of the vehicle.

1.15 Apply 25 mm wide tape with alternating black and yellow squares parallel to and on each side of the line found in 1.14. The edge of each tape shall be 50 mm from the line found in 1.14. The tape shall extend from the bottom of the bumper to the front edge of the windshield. (Figure 28D)

2. Barrier Targeting

2.1 Fix two stationary targets D1 and D2 to the barrier as shown in the Figure 28A. One target is in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. The other is in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy.

2.2 Targets D1 and D2 are on a rectangular panel.

2.3 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted on the sides of the rectangular panel away from the longitudinal centerline of the vehicle. The center of each circular target is 100 mm from the one next to it.

Distance between circular targets on D1 (mm): 100 mm
Distance between circular targets on D2 (mm): 100 mm

3. FMVSS 208 Dummy Targeting Requirements

3.1 Place a circular target with black and yellow quadrants on both sides of the driver dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).

3.2 Place a circular target with black and yellow quadrants on both sides of the passenger dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).

3.3 Place a circular target with black and yellow quadrants on the outboard shoulder of the driver dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.

3.4 Place a circular target with black and yellow quadrants on the outboard shoulder of the passenger dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.

4. FMVSS 204 Targeting Requirements

4.1 Is an FMVSS 204 indicant test ordered on the “COTR Vehicle Work Order?”

[ ] Yes, continue with this form.
[ ] No, this form is complete.

4.2 Resection panel (Figure 28C)

4.2.1 The panel deviates no more than 6 mm from perfect flatness when suspended vertically.

4.2.2 The 8 targets on the panel are circular targets at least 90 mm in diameter and with black and yellow quadrants.

4.2.3 The center of each of the 4 outer targets are placed within 1 mm of the corners of a square measuring 914 mm on each side.
4.2.4 Locate another square with 228 mm sides and with the center of this square coincident with the center of the 914 mm square.

4.2.5 The center of the 4 inner targets are placed at the midpoints of each of the 228 mm sides.

4.3 Place a circular target at least 90 mm in diameter and with black and yellow quadrants on a material (cardboard, metal, etc.) that can be taped to the top of the steering column.

4.4 Tape the target from 4.3 to the top of the steering column in a manner that does not interfere with the movement of the steering column in a crash.

I certify that I have read and performed each instruction.

Signature:  
Date: 9/8/08
REFERENCE PHOTO TARGETS

CONCRETE BARRIER

A1

B

C1

C2

915 mm

100 mm

100 mm

610 mm

MONORAIL

COVERED PHOTO PIT

LEFT SIDE VIEW
RESECTION PANEL TARGETING ALIGNMENT

CAR TOP TARGETS A1 & A2

RESECTION CONTROL POINTS PANEL

STEERING WHEEL

STEERING COLUMN TARGET B

REAR VIEW

TEST RUN STEERING COLUMN CAMERA VIEW OF TYPICAL TIME ZERO VEHICLE POSITION

LEFT SIDE VIEW
PRE-RUN STEERING COLUMN HIGH SPEED CAMERA VIEW

LEFT SIDE VIEW
DATA SHEET 35
CAMERA LOCATIONS

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance  
NHTSA No.: C80302  
Test Date: 9/8/08  
Time: 9:45 am

<table>
<thead>
<tr>
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<th>VIEW</th>
<th>CAMERA POSITIONS (mm) *</th>
<th>LENS (mm)</th>
<th>SPEED (fps)</th>
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<td>Y</td>
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<td>1</td>
<td>Real Time Left Side View</td>
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<td>Pit Camera Fuel Tank View</td>
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<td>-3150</td>
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</table>

*COORDINATES:
  +X - forward of impact plane
  +Y - right of monorail centerline
  +Z - above ground level

Test Vehicle: 2008 DODGE CALIBER  
Test Program: FMVSS 208 Compliance  
NHTSA No.: C80302  
Test Date: 9/8/08  
Time: 9:45 am
DATA SHEET 36

APPENDIX G

DUMMY POSITIONING PROCEDURES
FOR 5th% DRIVER TEST DUMMY CONFORMING TO SUBPART O OF PART 572

| Test Vehicle: | 2008 DODGE CALIBER | NHTSA No.: | C80302 |
| Test Program: | FMVSS 208 Compliance | Test Date: | 9/8/08 |
| Test Technician: | Jordan Haynes | |

| IMPACT ANGLE: | Zero Degrees |
| BELTED DUMMIES (YES/NO): | Yes |
| TEST SPEED: | 32 to 40 kmph | 0 to 48 kmph | 0 to 56 kmph |
| DRIVER DUMMY: | 5th female | 50th male |
| PASSENGER DUMMY: | 5th female | 50th male |

1. Using the markings made from data sheet 14.3 (If not done previously or steering repairs have been made, complete data sheet 14.3 at this time.) to position the steering controls in the mid-position or if applicable next lowest detent position. (S16.2.9)

2. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined during the completion of Data Sheet 14.1. (S16.3.2.1.1)

3. If the vehicle has an adjustable accelerator pedal, place it in the full forward position. (S16.3.2.2.1)
   N/A accelerator pedal not adjustable

4. Fully recline the seat back. (S16.3.2.1.2)
   N/A seat back not adjustable.

5. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.2.1.2)

6. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in Data Sheet 14.1. (S16.3.2.1.3 and S16.3.2.1.4)

7. Hold down the dummy’s thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.2.1.5)

8. Set the angle between the legs and the thighs to 120 degrees. (S16.3.2.1.6)

9. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches) Center the knee separation with respect to the longitudinal seat cushion marking as determined Data Sheet 14.1. (S16.3.2.1.6)
   Record Knee Separation 165

10. Push rearward on the dummy’s knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.2.1.6)
   Pelvis contacted seat back.
   Calves contacted seat cushion.
11. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three time. (S16.3.2.1.7)

12. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.2.1.8)

13. Position the right foot until the foot is in line with a longitudinal vertical plane passing through the center of the accelerator pedal. Maintain the leg and thigh in a vertical plane. (S16.3.2.1.8)

14. Rotate the left leg and thigh laterally to equalize the distance between each knee and the longitudinal seat cushion marking as determined in Data Sheet 14.1. (S16.3.2.1.8)

15. Attempt to return the seat to the foremost fore-aft position, mid-height, and seat cushion mid-angle as determined in Data Sheet 14.2. The foot may contact and depress the accelerator and/or change the angle of the foot with respect to the leg. (S16.3.2.1.8)  
Foremost position achieved. Proceed to step 20.
__Foremost not achieved because of foot interference. Proceed to step 17.
__Foremost not achieved because of steering wheel contact.

16. If either of the dummy’s legs contact the steering wheel, move the steering wheel up the minimum amount required to avoid contact. If the steering wheel is not adjustable separate the knees the minimum required to avoid contact. (S16.3.2.1.8)  
__N/A- there was no leg contact
__Steering wheel repositioned
__Knees separated

17. If the left foot interferes with the clutch or brake pedals, rotate the left foot about the leg to provide clearance. If this is not sufficient, rotate the thigh outboard at the hip the minimum amount required for clearance. (S16.3.2.1.8)  
__N/A, No foot interference with pedals.
__Foot adjusted to provide clearance.
__Foot and Thigh adjusted to provide clearance.

18. Continue to move the seat. Use seat controls to line up the seat markings determined during the completion of Data Sheet 14.1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)  
Foremost, mid-height position and the seat cushion mid-angle reached
__Dummy contact. Clearance set at maximum of 5mm  
Measured Clearance______________
__Dummy Contact. Seat set at nearest detent position.
Seat position ____ detent positions rearward of foremost  
(foremost is position zero)
19. If the steering wheel was repositioned in step 16, return the steering wheel to the original position. If the steering wheel contacts the dummy before reaching the original position, position the wheel until a maximum clearance of 5mm (.2 inches) is achieved, or the steering wheel is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
N/A Steering wheel was not repositioned.
Original position achieved.
Dummy contact. Clearance set at maximum of 5mm
Measured Clearance

Dummy Contact. Steering wheel set at nearest detent position.
Steering wheel position ___ detent positions upward of original position.
(Original position is position zero)

20. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If the head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.2.1.9)
Head Level Achieved. (Check all that apply)
Head leveled using the adjustable seat back
Head leveled using the neck bracket.
Head Angle _______ 0.0 ______ degrees
Head Level NOT Achieved. (Check all that apply)
Head adjusted using the adjustable seat back
Head adjusted using the neck bracket.
Head Angle ________________ degrees

21. Verify the pelvis is not interfering with the seat bight. (S16.3.2.1.9)
No interference
Pelvis moved forward the minimum amount so that it is not caught in the seat bight.

22. Verify the dummy abdomen is properly installed. (S16.3.2.1.9)
Abdomen still seated properly into dummy
Abdomen was adjusted because it was not seated properly into dummy

23. Head Angle
N/A, neither the pelvis nor the abdomen were adjusted.

23.1 Head still level (Go to 24)

23.2 Head level adjusted
Head Level Achieved. (Check all that apply)
Head leveled using the adjustable seat back
Head leveled using the neck bracket.
Head Angle ________________ degrees

Head Level NOT Achieved. (Check all that apply)
Head level adjusted using the adjustable seat back
Head level adjusted using the neck bracket.
Head Angle ________________ degrees
X 24. If the dummy torso contacts the steering wheel while performing step 20, reposition the steering wheel in the following order to eliminate contact. (S16.3.2.1.9)

X N/A, No dummy torso contact with the steering wheel.

X 24.1 Adjust telescoping mechanism.

X N/A No telescoping adjustment.

Adjustment performed (fill in appropriate change)

Steering wheel moved ____ detent positions in the forward direction.
Steering wheel moved ____ mm in the forward direction.

X 24.2 Adjust tilt mechanism.

X N/A No tilt adjustment.

No adjustment performed.

Adjustment performed.

Steering wheel moved ____ detent positions Upward/Downward.

Steering wheel moved ____ degrees Upward/Downward.

X 24.3 Adjust Seat in the aft direction.

X No Adjustment performed.

Seat moved aft ____ mm from original position.
Seat moved aft ____ detent positions from the original position.

X 25. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees ± 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level. (S16.3.2.1.11)

X Pelvic angle set to 20.0 degrees ± 2.5 degrees.

Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.
X Record the pelvic angle. ____ 20.7 ____ degrees

X 26. Check the dummy for contact with the interior after completing adjustments. (S16.3.2.1.12)

X No contact.

Dummy in contact with interior.

Seat moved aft ____ mm from the previous position.
Seat moved aft ____ detent positions from the previous position.

X 27. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.2.1.12)

X N/A, Seat already at foremost position.

Clearance unchanged. No adjustments required.

Additional clearance available

Seat moved Forward ____ mm from the previous position.
Seat moved Forward ____ detent positions from the previous position.

X 28. Driver’s foot positioning, right foot. Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 29 otherwise, proceed to step 30. (S16.3.2.2.1)

X 29. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 29.6 shall be completed in all cases. (S16.3.2.2.1(a))
X 29.1 With the rear of the heel contacting the floor pan, move the foot forward until pedal contact occurs or the foot is at the full forward position.

29.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position.

X 29.3 Extend the leg, allowing the heel to lose contact with the floor until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

29.4 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

29.5 Align the centerline of the foot with the vertical-longitudinal plane passing through the center of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

X 29.6 Record foot position

X Pedal Contact achieved. Contact occurred at step 29.3.

X Heel contacts floor pan

__Heel set _____ mm from floor pan.

__ Pedal Contact not achieved. Heel set _____ mm from the floor pan.
30. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 30.5 shall be completed in all cases.

30.1 Extend the leg until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)

30.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)

N/A No pedal adjustment

30.3 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.2 & S16.3.2.2.3)

30.4 Align the centerline of the foot in the same horizontal plane as the centerline of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)
30.5 Record foot position
   _Pedal Contact achieved. Contact occurred at step _________.
   __ Heel set _____ mm from floor pan.
   __Pedal Contact not achieved. Heel set _____ mm from the floor pan.

X 31. Driver’s foot positioning, left foot.

X 31.1 Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 31.2, otherwise position the leg as perpendicular to the thigh as possible with the foot parallel to the floor pan. (S16.2.2.6)

X 31.2 Place the foot on the toe board with the heel resting on the floor pan as close to the intersection of the floor pan and the toe board as possible. Adjust the angle of the foot if necessary to contact the toe board. If the foot will not contact the toe board, set the foot perpendicular to the leg, and set the heel on the floor pan as far forward as possible. Avoid contact with the brake pedal, clutch pedal, wheel well projection, and footrest. To avoid this contact use the following three manipulations in the order listed, with each subsequent option incorporating the previous, until contact is avoided: rotate the foot about the lower leg (abduction/adduction), plantar flex the foot, rotate the leg outboard about the hip. Movement should be the minimum amount necessary. If it is not possible to avoid all foot contact, give priority to avoiding brake or clutch pedal contact. (S16.2.2.4 & S16.2.2.5 & S16.2.2.7)
   __ No contact
   X Foot rotated about the leg (abduction/adduction)
   __ Foot rotated about the leg, and foot plantar flexed
   __ Foot rotated about the leg, foot plantar flexed, and the leg rotated about the hip.

X 31.3 Record foot position.
   __ Heel does not contact floor pan.
   __ Heel on floor pan and foot on toe board.
   X Heel on floor pan and foot not on toe board.

X 32. Driver arm/hand positioning.

X 32.1 Place the dummy’s upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.2.3.1)

X 32.2 Place the palms of the dummy in contact with the outer part of the steering wheel rim at its horizontal centerline with the thumbs over the steering wheel rim. (S16.3.2.3.2)

X 32.3 If it is not possible to position the thumbs inside the steering wheel rim at its horizontal centerline, then position them above and as close to the horizontal centerline of the steering wheel rim as possible. (S16.3.2.3.3)

X 32.4 Lightly tape the hands to the steering wheel rim so that if the hand of the test dummy is pushed upward by a force of not less than 9 N (2 lb) and not more than 22 N (5 lb), the tape releases the hand from the steering wheel rim. S16.3.2.3.4

X 33. Adjustable head restraints
   __ N/A, there is no head restraint adjustment
__33.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 34.

X 33.2 Adjust each head restraint vertically so that the mid-horizontal plane determined in Data Sheet 14.1 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

X 33.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

__N/A midpoint position attained in previous step
X Headrest set at nearest detent below the head CG

__33.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

X 34. Driver and passenger manual belt adjustment (for tests conducted with a belted dummy). (S16.3.5) BELTED TEST

__34.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer’s design position for a 5th percentile adult female. (S16.3.5.1) This information will be supplied by the COTR.

Manufacturer’s specified position: ____ Full Down 4 of 4
Actual Position: ____ Full Down 4 of 4

X 34.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

X 34.3 Ensure that the dummy’s head remains as level as possible. (S16.3.5.3)

X 34.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

REMARKS:

I certify that I have read and performed each instruction.

Signature: Jordan J. James Date: 9/8/08
APPENDIX G

DUMMY POSITIONING PROCEDURES
FOR 5th% PASSENGER TEST DUMMY CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2008 DODGE CALIBER  NHTSA No.: C80302
Test Program: FMVSS 208 Compliance  Test Date: 9/8/08
Test Technician: Eric Peschman

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<th>IMPACT ANGLE:</th>
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<td>TEST SPEED:</td>
<td>32 to 40 kmph X 0 to 48 kmph 0 to 56 kmph</td>
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<tr>
<td>DRIVER DUMMY:</td>
<td>5th female 50th male</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>5th female 50th male</td>
</tr>
</tbody>
</table>

(Check this item ONLY if it applies to this vehicle.)

The passenger seat adjustments are controlled by the adjustments made to the driver’s seat. Therefore, positioning of the passenger dummy is made simultaneously with the driver dummy. Adjustments made to the seat to position the driver will over ride any adjustments that would normally be made to position the passenger. (S16.2.10.3)

X 1. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined during the completion of Data Sheet 14.1. (S16.3.3.1.1)

X 2. Fully recline the seat back. (S16.3.3.1.2)
   __ N/A seat back not adjustable.

X 3. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.3.1.2)

X 4. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion marking that was determined in Data Sheet 14.1. (S16.3.3.1.3 and S16.3.3.1.4)

X 5. Hold down the dummy’s thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.3.1.5)

X 6. Set the angle between the legs and the thighs to 120 degrees. (S16.3.3.1.6)

X 7. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches). Center the knee separation with respect to the longitudinal seat cushion marking that was determined Data Sheet 14.1. (S16.3.3.1.6)
   Record Knee Separation 170 mm

X 8. Push rearward on the dummy’s knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.3.1.6)
   __Pelvis contacted seat back.
   X Calves contacted seat cushion.

X 9. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.3.1.7)
10. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.3.1.8)

11. Use seat controls to line up the seat markings determined during the completion of Data Sheet 14.1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.3.1.8)
   - Foremost, mid-height position and the seat cushion mid-angle reached
   - Dummy contact. Clearance set at maximum of 5mm
     - Measured Clearance ______________
   - Dummy Contact. Seat set at nearest detent position.
     - Seat position ___ detent positions rearward of foremost (foremost is position zero)

12. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, adjust the head as closely as possible to the ± 0.5 degree range. (S16.3.3.1.9 and S16.3.3.1.10)
   (Check All That Apply)
   - Seat back not adjustable
   - Seat back not independent of driver side seat back
   - Head Level Achieved. (Check all that apply)
     - Head leveled using the adjustable seat back
       - Head leveled using the neck bracket.
         - Head Angle __________ degrees
   - Head Level NOT Achieved. (Check all that apply)
     - Head adjusted using the adjustable seat back
     - Head adjusted using the neck bracket.
       - Head Angle __________ degrees

13. Verify the pelvis is not interfering with the seat bight. (S16.3.3.1.9)
   - No interference
   - Pelvis moved forward the minimum amount so that it is not caught in the seat bight.

14. Verify the dummy abdomen is properly installed. (S16.3.3.1.9)
   - Abdomen still seated properly into dummy
   - Abdomen was adjusted because it was not seated properly into dummy

15. Head Angle
   - N/A, neither the pelvis nor the abdomen were adjusted.

15.1 Head still level (Go to 16)
__15.2 Head level adjusted
  __Head Level Achieved. (Check all that apply)
    __Head leveled using the adjustable seat back
    __Head leveled using the neck bracket.
    Head Angle ____________ degrees
  __Head Level NOT Achieved. (Check all that apply)
    __Head adjusted using the adjustable seat back
    __Head adjusted using the neck bracket.
    Head Angle ____________ degrees

X 16. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees ± 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level.
  X Pelvic angle set to 20.0 degrees ± 2.5 degrees.
  __Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.
  X Record the pelvic angle. _____21.8_____ degrees

X 17. Check the dummy for contact with the interior after completing adjustments.
  X No contact.
  __Dummy in contact with interior.
    __Seat moved aft ___ mm from the previous position.
    __Seat moved aft ___ detent positions from the previous position.

X 18. Verify the transverse instrument platform of the dummy head is level +/- 0.5 degrees. Use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.3.1.9, S16.3.3.1.10, and S16.3.3.1.11)
  X Head Level Achieved
    Head Angle _____0.1_____ degrees
  __Head Level NOT Achieved.
    Head Angle ____________ degrees

X 19. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.3.1.12)
  __N/A Bench Seat
  X N/A Seat already at full forward position.
  __Clearance unchanged. No adjustments required.
  __Additional clearance available
    __Seat moved Forward ___ mm from the previous position.
    __Seat moved Forward ___ detent positions from the previous position.
    __Seat moved Forward, Full Forward position reached.

X 20. Passenger foot positioning. (Indicate final position achieved) (S16.3.3.2)
  __20.1 Place feet flat on the toe board; OR (S16.3.3.2.1)
  X 20.2 If the feet cannot be placed flat on the toe board, set the feet perpendicular to the lower leg, and rest the heel as far forward on the floor pan as possible; OR (S16.3.3.2.2)
  __20.3 If the heels do not touch the floor pan, set the legs as perpendicular to the thighs as possible and set the feet parallel to the floor pan. (S16.3.3.2.2)

X 21. Passenger arm/hand positioning. (S16.3.3.3)
21.1 Place the dummy’s upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.3.3.1)

21.2 Place the palms of the dummy in contact with the outer part of the thighs (S16.3.3.3.2)

21.3 Place the little fingers in contact with the seat cushion. (S16.3.3.3.3)

22. Adjustable head restraints (S16.3.4)

— N/A, there is no head restraint adjustment

22.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 23.

22.2 Adjust each head restraint vertically so that the horizontal plane determined in Data Sheet 14.1 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)

22.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)

— N/A midpoint position attained in previous step
— Headrest set at nearest detent below the head CG

22.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

23. Manual belt adjustment (for tests conducted with a belted dummy) S16.3.5

— N/A BELTED TEST

23.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer’s design position for a 5th percentile adult female. (S16.3.5.1) This information will be supplied by the COTR.

Manufacturer’s specified position: Full Down 4 of 4
Actual Position: Full Down 4 of 4

23.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

23.3 Ensure that the dummy’s head remains as level as possible. (S16.3.5.3)

23.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

REMARKS:

I certify that I have read and performed each instruction.

Signature:  Date: 9/8/08
DATA SHEET 37

DUMMY MEASUREMENTS

Test Vehicle: 2008 DODGE CALIBER
Test Program: FMVSS 208 Compliance
Test Technician: Jordan Haynes

DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS

AD Arm to Door
HD H-Point to Door
HR Head to Side Header
HS Head to Side Window
KK Knee to Knee
SHY Striker to H-Point (Y Axis)

CD Chest to Dash
CS Chest to Steering Wheel Hub
HH Head to Header
HW Head to Windshield
HZ Head to Roof
KDA Knee to Dash Angle
KDL Left Knee to Dash
KDR Right Knee to Dash
NA Nose to Rim Angle
NR Nose to Rim
PA Pelvic Angle
RA Rim to Abdomen
SA Seat Back Angle
SCA Steering Column Angle
SH Striker to H-Point
SK Striker to Knee
ST Striker to Head
SWA Steering Wheel Angle
TA Tibial Angle
WA Windshield Angle
## DATA SHEET 37
### DUMMY MEASUREMENTS

**Test Vehicle:** 2008 DODGE CALIBER  
**NHTSA No.:** C80302  
**Test Program:** FMVSS 208 Compliance  
**Test Date:** 9/8/08  
**Test Technician:** Jordan Haynes

### TEST DUMMY POSITION MEASUREMENTS

<table>
<thead>
<tr>
<th>Code</th>
<th>Measurement Description</th>
<th>Driver SN 510</th>
<th>Passenger SN 507</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Length (mm)</td>
<td>Angle (°)</td>
</tr>
<tr>
<td>WA</td>
<td>Windshield Angle</td>
<td>26.6</td>
<td></td>
</tr>
<tr>
<td>SWA</td>
<td>Steering Wheel Angle</td>
<td>67.8</td>
<td></td>
</tr>
<tr>
<td>SCA</td>
<td>Steering Column Angle</td>
<td>22.2</td>
<td></td>
</tr>
<tr>
<td>SA</td>
<td>Seat Back Angle (On Headrest Post)</td>
<td>12.1</td>
<td>12.3</td>
</tr>
<tr>
<td>HZ</td>
<td>Head to Roof (Z)</td>
<td>255</td>
<td>262</td>
</tr>
<tr>
<td>HH</td>
<td>Head to Header</td>
<td>388</td>
<td>27.0</td>
</tr>
<tr>
<td>HW</td>
<td>Head to Windshield</td>
<td>752</td>
<td>0.0</td>
</tr>
<tr>
<td>HR</td>
<td>Head to Side Header (Y)</td>
<td>264</td>
<td></td>
</tr>
<tr>
<td>NR</td>
<td>Nose to Rim</td>
<td>251</td>
<td>4.2</td>
</tr>
<tr>
<td>CD</td>
<td>Chest to Dash</td>
<td>455</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>Chest to Steering Hub</td>
<td>202</td>
<td>11.1</td>
</tr>
<tr>
<td>RA</td>
<td>Rim to Abdomen</td>
<td>81</td>
<td>0.0</td>
</tr>
<tr>
<td>KDL</td>
<td>Left Knee to Dash</td>
<td>105</td>
<td>30.1</td>
</tr>
<tr>
<td>KDR</td>
<td>Right Knee to Dash</td>
<td>89</td>
<td></td>
</tr>
<tr>
<td>PA</td>
<td>Pelvic Angle</td>
<td>207</td>
<td></td>
</tr>
<tr>
<td>TA</td>
<td>Tibia Angle</td>
<td>49.0</td>
<td></td>
</tr>
<tr>
<td>KK</td>
<td>Knee to Knee (Y)</td>
<td>245</td>
<td></td>
</tr>
<tr>
<td>SK</td>
<td>Striker to Knee</td>
<td>665</td>
<td>99.1</td>
</tr>
<tr>
<td>ST</td>
<td>Striker to Head</td>
<td>458</td>
<td>60.2</td>
</tr>
<tr>
<td>SH</td>
<td>Striker to H-Point</td>
<td>342</td>
<td>28.9</td>
</tr>
<tr>
<td>SHY</td>
<td>Striker to H-Point (Y)</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td>HS</td>
<td>Head to Side Window</td>
<td>395</td>
<td></td>
</tr>
<tr>
<td>HD</td>
<td>H-Point to Door (Y)</td>
<td>172</td>
<td></td>
</tr>
<tr>
<td>AD</td>
<td>Arm to Door (Y)</td>
<td>188</td>
<td></td>
</tr>
<tr>
<td>AA</td>
<td>Ankle to Ankle</td>
<td>238</td>
<td></td>
</tr>
</tbody>
</table>
SEAT BELT POSITIONING DATA

DUMMY’S CENTERLINE

SHOULDER BELT PORTION

TBI

‘D’ RING

1/8" THICK ALUMINUM PLATE

EMERGENCY LOCKING RETRACTOR

OUTBOARD ANCHORAGE

FLOORPAN

INBOARD ANCHORAGE

BUCKET ASSEMBLY

MALE BLADE

PBL

PBU

LAP BELT PORTION

REEL

FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

<table>
<thead>
<tr>
<th>Measurement Description</th>
<th>Units</th>
<th>Driver</th>
<th>Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>PBU - Top surface of reference to belt upper edge</td>
<td>mm</td>
<td>280</td>
<td>280</td>
</tr>
<tr>
<td>PBL - Top surface of reference to belt lower edge</td>
<td>mm</td>
<td>205</td>
<td>200</td>
</tr>
</tbody>
</table>
**DATA SHEET 38**  
**CRASH TEST**

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>X 5&lt;sup&gt;th&lt;/sup&gt; female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>X 5&lt;sup&gt;th&lt;/sup&gt; female</td>
</tr>
</tbody>
</table>

1. Vehicle underbody painted  
2. The speed measuring devices are in place and functioning.  
3. The speed measuring devices are 1.0 m from the barrier (spec. 1.5m) and 30 cm from the barrier (spec. is 30 cm)  
4. Convertible top is in the closed position.  
5. N/A, not a convertible  
6. Instrumentation and wires are placed so the motion of the dummies during impact is not affected.  
7. Tires inflated to pressure on tire placard or if it does not have a tire placard because it is not a passenger car, then inflated to the tire pressure specified in the owner information.  
   - 210 kpa front left tire  
   - 210 kpa front right tire  
   - 210 kpa rear left tire  
   - 210 kpa rear right tire  
8. Time zero contacts on barrier in place.  
9. Pre test zero and shunt calibration adjustments performed and recorded  
10. Dummy temperature meets requirements of section 12.2 of the test procedure.  
11. Vehicle hood closed and latched  
12. Transmission placed in neutral  
13. Parking brake off  
14. Ignition in the ON position  
15. Doors closed and latched but not locked  
16. Posttest zero and shunt calibration checks performed and recorded  
17. Posttest zero and shunt calibration checks performed and recorded  
18. Describe whether the doors open after the test and what method is used to open the doors.  
   - Left Front Door: Door remained closed and latched; Door opened without tools  
   - Right Front Door: Door remained closed and latched; Door opened without tools  
   - Left Rear Door: Door remained closed and latched; Door opened without tools  
   - Right Rear Door: Door remained closed and latched; Door opened without tools
19. Describe the contact points of the dummy with the interior of the vehicle.

- Driver Dummy: Head to Air Bag and Headrest; Chest to Air Bag; Knees to Knee Airbag
- Passenger Dummy: Head to Air Bag and Headrest; Chest to Air Bag; Knees to Glove Box

REMARKS:

I certify that I have read and performed each instruction.

Signature: ___________________ Date: 9/8/08
<table>
<thead>
<tr>
<th><strong>IMPACT ANGLE:</strong></th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BELTED DUMMIES (YES/NO):</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>TEST SPEED:</strong></td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td><strong>DRIVER DUMMY:</strong></td>
<td>X 5th female</td>
</tr>
<tr>
<td><strong>PASSENGER DUMMY:</strong></td>
<td>X 5th female</td>
</tr>
<tr>
<td><strong>Vehicle Year/Make/Model/Body Style:</strong></td>
<td>2008 DODGE CALIBER Passenger Car</td>
</tr>
<tr>
<td><strong>VIN:</strong></td>
<td>1B3HB28B78D666227</td>
</tr>
<tr>
<td><strong>Wheelbase:</strong></td>
<td>2635 mm</td>
</tr>
<tr>
<td><strong>Build Date:</strong></td>
<td>1/08</td>
</tr>
<tr>
<td><strong>Vehicle Size Category:</strong></td>
<td>3</td>
</tr>
<tr>
<td><strong>Test Weight:</strong></td>
<td>1532.7 kg</td>
</tr>
<tr>
<td><strong>Front Overhang:</strong></td>
<td>935 mm</td>
</tr>
<tr>
<td><strong>Overall Width:</strong></td>
<td>1752 mm</td>
</tr>
<tr>
<td><strong>Overall Length Center:</strong></td>
<td>4360 mm</td>
</tr>
<tr>
<td><strong>Accelerometer Data</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Location:</strong></td>
<td>As per measurements on Data Sheet 33</td>
</tr>
<tr>
<td><strong>Linearity:</strong></td>
<td>&gt;99.9%</td>
</tr>
<tr>
<td><strong>Integration Algorithm:</strong></td>
<td>Trapezoidal</td>
</tr>
<tr>
<td><strong>Vehicle Impact Speed:</strong></td>
<td>48.0 kmph</td>
</tr>
<tr>
<td><strong>Time of Separation:</strong></td>
<td>81.8 ms</td>
</tr>
<tr>
<td><strong>Velocity Change:</strong></td>
<td>54.3 kmph</td>
</tr>
</tbody>
</table>
CRUSH PROFILE

Collision Deformation Classification: 12FDEW6
Midpoint of Damage: Vehicle Longitudinal Centerline
Damage Region Length (mm): 1530
Impact Mode: Frontal Barrier

<table>
<thead>
<tr>
<th>No.</th>
<th>Measurement Description</th>
<th>Units</th>
<th>Pre-Test</th>
<th>Post-Test</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Crush zone 1 at left side</td>
<td>mm</td>
<td>4175</td>
<td>3950</td>
<td>225</td>
</tr>
<tr>
<td>C2</td>
<td>Crush zone 2 at left side</td>
<td>mm</td>
<td>4311</td>
<td>4036</td>
<td>275</td>
</tr>
<tr>
<td>C3</td>
<td>Crush zone 3 at left side</td>
<td>mm</td>
<td>4353</td>
<td>4051</td>
<td>302</td>
</tr>
<tr>
<td>C4</td>
<td>Crush zone 4 at right side</td>
<td>mm</td>
<td>4358</td>
<td>4015</td>
<td>343</td>
</tr>
<tr>
<td>C5</td>
<td>Crush zone 5 at right side</td>
<td>mm</td>
<td>4310</td>
<td>4000</td>
<td>310</td>
</tr>
<tr>
<td>C6</td>
<td>Crush zone 6 at right side</td>
<td>mm</td>
<td>4175</td>
<td>3918</td>
<td>257</td>
</tr>
</tbody>
</table>

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]
Date: 9/8/08
DATA SHEET 41
WINDSHIELD MOUNTING (FMVSS 212)

Test Vehicle: 2008 DODGE CALIBER
NHTSA No.: C80302
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide
Test Date: 9/8/08

IMPACT ANGLE: Zero Degrees
BELTED DUMMIES (YES/NO): Yes
TEST SPEED: _ 32 to 40 kmph  X 0 to 48 kmph  _ 0 to 56 kmph
DRIVER DUMMY:  X 5th female  _ _ 50th male
PASSENGER DUMMY:  X 5th female  _ _ 50th male

1. Pre-Crash
   1.1 Describe from visual inspection how the windshield is mounted and describe any trim material.
   Retained with glue
   Plastic trim and Rubber Trim

   1.2 Mark the longitudinal centerline of the windshield
   1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.
   1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.
   1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
   Dimension G (mm): 15 mm

2. Post Crash
   2.1 Can a single thickness of copier type paper (as small a piece as necessary) slide between the windshield and the vehicle body?
   X No - Pass. Skip to the table of measurements, complete it by repeating the pre-crash measurements in the post crash column, and calculate the retention percentage, which will be 100%.
   X Yes, go to 2.2

   2.2 Visibly mark the beginning and end of the portions of the periphery where the paper slides between the windshield and the vehicle body.

   2.3 Measure and record post-crash A, B, C, D, E, and F such that the measurements do not include any of the parts of the windshield where the paper slides between the windshield and the vehicle body.

   2.4 Calculate and record the percent retention for the right and left side of the windshield.

   2.5 Is total right side percent retention less than 75%?
   Yes, Fail
   No, Pass

   2.6 Is total left side percent retention less than 75%?
   Yes, Fail
   No, Pass
## WINDSHIELD RETENTION MEASUREMENTS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Pre-Crash (mm)</th>
<th>Post-Crash (mm)</th>
<th>Percent Retention (Post-Test ÷ Pre-Crash)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Side</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>607</td>
<td>607</td>
<td>100%</td>
</tr>
<tr>
<td>B</td>
<td>725</td>
<td>725</td>
<td>100%</td>
</tr>
<tr>
<td>C</td>
<td>698</td>
<td>698</td>
<td>100%</td>
</tr>
<tr>
<td>Total</td>
<td>2030</td>
<td>2030</td>
<td>100%</td>
</tr>
<tr>
<td>Right Side</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>607</td>
<td>607</td>
<td>100%</td>
</tr>
<tr>
<td>E</td>
<td>725</td>
<td>725</td>
<td>100%</td>
</tr>
<tr>
<td>F</td>
<td>698</td>
<td>698</td>
<td>100%</td>
</tr>
<tr>
<td>Total</td>
<td>2030</td>
<td>2030</td>
<td>100%</td>
</tr>
</tbody>
</table>

Indicate area of mounting failure. NONE

**FRONT VIEW OF WINDSHIELD**

**INDICATE WIDTH OF MOLDING**

Zero point (0,0)

Remarks:

I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/8/08
## DATA SHEET 42
### WINDSHIELD ZONE INTRUSION (FMVSS 219)

**Test Vehicle:** 2008 DODGE CALIBER  
**Test Program:** FMVSS 208 Compliance  
**Test Technician:** Jamie Aide  
**NHTSA No.:** C80302  
**Test Date:** 9/8/08

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>X 5th female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>X 5th female</td>
</tr>
</tbody>
</table>

1. Place a 165 mm diameter rigid sphere, with a mass of 6.8 kg on the instrument panel so that it is simultaneously touching the instrument panel and the windshield. (571.219 S6.1(a))

2. Roll the sphere from one side of the windshield to the other while marking on the windshield where the sphere contacts the windshield. (571.219 S6.1(b))

3. From the outermost contactable points on the windshield draw a horizontal line to the edges of the windshield. (571.219 S6.1(b))

4. Draw a line on the inner surface of the windshield that is 13 mm below the line determined in items 2 and 3

5. After the crash test, record any points where a part of the exterior of the vehicle has marked, penetrated, or broken the windshield.

Provide all dimensions necessary to reproduce the protected area.

![Front View of Windshield Diagram](image-url)

**FRONT VIEW OF WINDSHIELD**
WINDSHIELD DIMENSIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Units</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>mm</td>
<td>1215</td>
</tr>
<tr>
<td>B</td>
<td>mm</td>
<td>465</td>
</tr>
<tr>
<td>C</td>
<td>mm</td>
<td>1395</td>
</tr>
<tr>
<td>D</td>
<td>mm</td>
<td>725</td>
</tr>
<tr>
<td>E</td>
<td>mm</td>
<td>465</td>
</tr>
<tr>
<td>F</td>
<td>mm</td>
<td>397</td>
</tr>
</tbody>
</table>

AREA OF PROTECTED ZONE FAILURES:

B. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one which is normally in contact with the windshield.

<table>
<thead>
<tr>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

C. Provide coordinates of the area beneath the protected zone template that the inner surface of the windshield was penetrated by a vehicle component.

<table>
<thead>
<tr>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>NONE</td>
<td></td>
</tr>
<tr>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]
Date: 9/8/08
DATA SHEET 43
FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2008 DODGE CALIBER
Test Program: FMVSS 208 Compliance
Test Technician: Ben Fischer
NHTSA No.: C80302
Test Date: 9/8/08

TYPE OF IMPACT: 30 mph Belted Flat Frontal

Stoddard Solvent Spillage Measurements

A. From impact until vehicle motion ceases: 0.0 grams
   (Maximum Allowable = 28 grams)
B. For the 5 minute period after motion ceases: 0.0 grams
   (Maximum Allowable = 142 grams)
C. For the following 25 minutes: 0.0 grams
   (Maximum Allowable = 28 grams/minute)
D. Spillage: NONE

REMARKS: NO SPILLAGE
1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage locations: **None**

<table>
<thead>
<tr>
<th>Test Phase</th>
<th>Rotation Time (sec.)</th>
<th>Hold Time (sec.)</th>
<th>Spillage (grams)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0° to 90°</td>
<td>122</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>90° to 180°</td>
<td>117</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>180° to 270°</td>
<td>110</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>270° to 360°</td>
<td>116</td>
<td>300</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Test Vehicle: 2008 DODGE CALIBER
Test Program: FMVSS 208 Compliance
NHTSA No.: C80302
Test Date: 9/8/08
APPENDIX A

CRASH TEST DATA
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30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 21.6 G's
Tmax: 178.1 ms
Min: -60.0 G's
Tmin: 66.5 ms
CFC 1000

Max: 5.9 G's
Tmax: 74.0 ms
Min: -5.8 G's
Tmin: 187.1 ms
CFC 1000

Max: 14.1 G's
Tmax: 48.6 ms
Min: -2.5 G's
Tmin: 105.2 ms
CFC 1000

Max: 60.2 G's
Tmax: 66.6 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 1000
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 48.0 kph
Tmax: 0.0 ms
Min: -26.8 kph
Tmin: 141.6 ms
CFC 180

Max: 3.2 kph
Tmax: 134.1 ms
Min: -4.5 kph
Tmin: 258.7 ms
CFC 180

Max: 32.7 kph
Tmax: 299.6 ms
Min: -0.2 kph
Tmin: 17.7 ms
CFC 180
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 64.2 N
Tmax: 65.5 ms
Min: -308.2 N
Tmin: 44.9 ms
CFC 1000

Max: 38.1 N
Tmax: 290.6 ms
Min: -101.7 N
Tmin: 49.3 ms
CFC 1000

Max: 1737.0 N
Tmax: 56.5 ms
Min: -272.1 N
Tmin: 196.3 ms
CFC 1000

Max: 1749.0 N
Tmax: 56.5 ms
Min: 0.8 N
Tmin: 0.0 ms
CFC 1000
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 3.7 Nm
Tmax: 194.1 ms
Min: -4.7 Nm
Tmin: 166.7 ms
CFC 600

Max: 17.1 Nm
Tmax: 111.2 ms
Min: -25.9 Nm
Tmin: 48.2 ms
CFC 600

Max: 2.4 Nm
Tmax: 264.1 ms
Min: -7.4 Nm
Tmin: 65.7 ms
CFC 600

Max: 26.1 Nm
Tmax: 48.2 ms
Min: 0.0 Nm
Tmin: 0.0 ms
CFC 600
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 5.9 G's
Tmax: 142.4 ms
Min: -45.2 G's
Tmin: 65.9 ms
CFC 180

Max: 1.4 G's
Tmax: 99.4 ms
Min: -8.2 G's
Tmin: 70.6 ms
CFC 180

Max: 4.1 G's
Tmax: 191.8 ms
Min: -5.4 G's
Tmin: 73.6 ms
CFC 180

Max: 45.7 G's
Tmax: 65.9 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)
Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 210.9 N
Tmax: 182.5 ms
Min: -2569.2 N
Tmin: 36.8 ms
CFC 600

Max: 81.3 N
Tmax: 289.6 ms
Min: -1247.4 N
Tmin: 26.9 ms
CFC 600
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 13.2 Nm
Tmax: 66.9 ms
Min: -5.6 Nm
Tmin: 111.5 ms
CFC 600

PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 16.1 Nm
Tmax: 120.9 ms
Min: -26.9 Nm
Tmin: 213.7 ms
CFC 600

PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 3.8 Nm
Tmax: 67.1 ms
Min: -3.6 Nm
Tmin: 124.1 ms
CFC 600

PASSENGER NECK MResultant (Nm) vs TIME (ms)
Max: 27.2 Nm
Tmax: 213.6 ms
Min: 0.0 Nm
Tmin: 0.0 ms
CFC 600
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

PASSENGER CHEST X (G's) vs TIME (ms)
Max: 6.0 G's
Tmax: 205.0 ms
Min: -40.2 G's
Tmin: 64.5 ms
CFC 180

PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 4.6 G's
Tmax: 69.2 ms
Min: -2.7 G's
Tmin: 61.3 ms
CFC 180

PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 4.1 G's
Tmax: 208.8 ms
Min: -3.7 G's
Tmin: 75.1 ms
CFC 180

PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 40.4 G's
Tmax: 64.6 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

PASSENGER LEFT FEMUR (N) vs TIME (ms)

Max: 459.7 N
Tmax: 23.6 ms
Min: -2216.4 N
Tmin: 33.6 ms
CFC 600

No valid data after 40 msec.

PASSENGER RIGHT FEMUR (N) vs TIME (ms)

Max: 493.6 N
Tmax: 28.3 ms
Min: -1832.4 N
Tmin: 43.1 ms
CFC 600

-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300
-2500 -2000 -1500 -1000 -500 0 500 1000 1500 2000 2500
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

- Drv. nij (NTF) () vs TIME (ms)
  - Max: 0.2
  - Tmax: 79.5 ms
  - Min: 0.0
  - Tmin: 0.0 ms
  - CFC 600

- Drv. nij (NTE) () vs TIME (ms)
  - Max: 0.6
  - Tmax: 55.1 ms
  - Min: 0.0
  - Tmin: 0.0 ms
  - CFC 600

- Drv. nij (NCF) () vs TIME (ms)
  - Max: 0.1
  - Tmax: 110.4 ms
  - Min: 0.0
  - Tmin: 0.0 ms
  - CFC 600

- Drv. nij (NCE) () vs TIME (ms)
  - Max: 0.3
  - Tmax: 196.5 ms
  - Min: 0.0
  - Tmin: 0.0 ms
  - CFC 600
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

Max: 0.2
Tmax: 67.6 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.6
Tmax: 59.3 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.1
Tmax: 120.6 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.5
Tmax: 213.6 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600
30 MPH FRONTAL BELTED  
2008 DODGE CALIBER (C80302)  
Test Date: 09/08/2008  
Speed: 29.8 mph (48.0 km/h)
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)
Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

LEFT REAR SEAT CROSSMEMBER X (G's) vs TIME (ms)
- Max: 1.4 G's
- Tmax: 14.6 ms
- Min: -33.6 G's
- Tmin: 54.8 ms
- CFC 60

LEFT REAR SEAT CROSSMEMBER X Velocity (kph) vs TIME (ms)
- Max: 48.0 kph
- Tmax: 0.0 ms
- Min: -5.9 kph
- Tmin: 221.1 ms
- CFC 180

RIGHT REAR SEAT CROSSMEMBER X (G's) vs TIME (ms)
- Max: 1.9 G's
- Tmax: 92.5 ms
- Min: -37.0 G's
- Tmin: 56.9 ms
- CFC 60

RIGHT REAR SEAT CROSSMEMBER X Velocity (kph) vs TIME (ms)
- Max: 48.0 kph
- Tmax: 0.0 ms
- Min: -6.7 kph
- Tmin: 83.6 ms
- CFC 180
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

TOP OF ENGINE X (G's) vs TIME (ms)
Max: 10.5 G's
Tmax: 42.9 ms
Min: -79.2 G's
Tmin: 22.1 ms
CFC 60

TOP OF ENGINE X Velocity (kph) vs TIME (ms)
Max: 48.0 kph
Tmax: 0.0 ms
Min: -6.5 kph
Tmin: 220.6 ms
CFC 180

BOTTOM OF ENGINE X (G's) vs TIME (ms)
Max: 24.4 G's
Tmax: 39.5 ms
Min: -137.9 G's
Tmin: 30.7 ms
CFC 60

BOTTOM OF ENGINE X Velocity (kph) vs TIME (ms)
Max: 48.0 kph
Tmax: 0.0 ms
Min: -9.0 kph
Tmin: 113.3 ms
CFC 180
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

INSTRUMENT PANEL X (G's) vs TIME (ms)
- Max: 21.6 G's
- Tmax: 31.0 ms
- Min: -53.8 G's
- Tmin: 39.0 ms
- CFC 60

INSTRUMENT PANEL X Velocity (kph) vs TIME (ms)
- Max: 48.0 kph
- Tmax: 0.0 ms
- Min: -3.8 kph
- Tmin: 83.2 ms
- CFC 180

TRUNK Z (G's) vs TIME (ms)
- Max: 35.4 G's
- Tmax: 0.0 ms
- Min: -369.9 G's
- Tmin: 0.0 ms
- CFC 60

TRUNK Z Velocity (kph) vs TIME (ms)
- Max: 143.0 kph
- Tmax: 300.0 ms
- Min: -41.0 kph
- Tmin: 0.2 ms
- CFC 180

No valid data collected
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

BARRIER FORCE - UPPER LEFT (KN) vs TIME (ms)

Max: 2.3 KN
Tmax: 4.1 ms
Min: -46.7 KN
Tmin: 12.4 ms
CFC 60

BARRIER FORCE - UPPER CENTER (KN) vs TIME (ms)

Max: 2.5 KN
Tmax: 4.6 ms
Min: -60.3 KN
Tmin: 28.2 ms
CFC 60

BARRIER FORCE - UPPER RIGHT (KN) vs TIME (ms)

Max: 4.0 KN
Tmax: 3.9 ms
Min: -76.6 KN
Tmin: 23.2 ms
CFC 60
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

BARRIER FORCE - LOWER LEFT (KN) vs TIME (ms)
- Max: 1.3 KN
- Tmax: 1.6 ms
- Min: -126.0 KN
- Tmin: 22.6 ms
- CFC 60

BARRIER FORCE - LOWER CENTER (KN) vs TIME (ms)
- Max: 1.7 KN
- Tmax: 0.0 ms
- Min: -209.1 KN
- Tmin: 31.4 ms
- CFC 60

BARRIER FORCE - LOWER RIGHT (KN) vs TIME (ms)
- Max: 0.9 KN
- Tmax: 0.7 ms
- Min: -115.0 KN
- Tmin: 30.3 ms
- CFC 60
30 MPH FRONTAL BELTED
2008 DODGE CALIBER (C80302)

Test Date: 09/08/2008
Speed: 29.8 mph (48.0 km/h)

BARRIER FORCE - SUM LEFT (KN) vs TIME (ms)
- Max: 2.6 KN
- Tmax: 100.2 ms
- Min: -166.9 KN
- Tmin: 21.7 ms

BARRIER FORCE - SUM CENTER (KN) vs TIME (ms)
- Max: 2.0 KN
- Tmax: 0.0 ms
- Min: -266.1 KN
- Tmin: 31.2 ms

BARRIER FORCE - SUM RIGHT (KN) vs TIME (ms)
- Max: 2.1 KN
- Tmax: 1.9 ms
- Min: -180.8 KN
- Tmin: 23.2 ms

BARRIER FORCE - SUM ALL (KN) vs TIME (ms)
- Max: 2.4 KN
- Tmax: 124.9 ms
- Min: -594.0 KN
- Tmin: 31.3 ms
APPENDIX B

LOW RISK TEST DATA
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Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
- Max: 13.9 G's
- Tmax: 191.0 ms
- Min: -15.6 G's
- Tmin: 27.4 ms
- CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
- Max: 3.6 G's
- Tmax: 7.1 ms
- Min: -7.0 G's
- Tmin: 23.1 ms
- CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
- Max: 9.2 G's
- Tmax: 8.4 ms
- Min: -11.0 G's
- Tmin: 6.3 ms
- CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
- Max: 17.4 G's
- Tmax: 7.9 ms
- Min: 0.0 G's
- Tmin: 2.2 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P1)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 6.0 kph
Tmax: 225.0 ms
Min: -17.6 kph
Tmin: 66.7 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.1 kph
Tmax: 77.4 ms
Min: 0.0 kph
Tmin: 0.1 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 27.6 kph
Tmax: 221.2 ms
Min: -0.2 kph
Tmin: 7.4 ms
CFC 180
5TH FEM. DRIVER NECK FX (N) vs TIME (ms)

Max: 316.3 N
Tmax: 34.4 ms
Min: -91.4 N
Tmin: 222.3 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)

Max: 34.3 N
Tmax: 53.7 ms
Min: -40.6 N
Tmin: 14.7 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)

Max: 492.9 N
Tmax: 42.0 ms
Min: -116.2 N
Tmin: 225.0 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)

Max: 577.8 N
Tmax: 33.0 ms
Min: 0.3 N
Tmin: 4.1 ms
CFC 1000

Injury Values Calculated between 0ms and 225ms
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P1)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)

Max: 3.0 Nm
Tmax: 27.1 ms
Min: -1.7 Nm
Tmin: 93.7 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)

Max: 31.7 Nm
Tmax: 35.1 ms
Min: -10.5 Nm
Tmin: 82.5 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)

Max: 0.4 Nm
Tmax: 72.0 ms
Min: -2.0 Nm
Tmin: 200.4 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 26.3 Nm
Tmax: 35.7 ms
Min: -10.8 Nm
Tmin: 83.1 ms
CFC 600
Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 5.3 G's
Tmax: 224.7 ms
Min: -9.4 G's
Tmin: 32.1 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 0.8 G's
Tmax: 17.7 ms
Min: -1.1 G's
Tmin: 33.3 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 3.9 G's
Tmax: 37.2 ms
Min: -2.2 G's
Tmin: 7.9 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 9.8 G's
Tmax: 32.5 ms
Min: 0.0 G's
Tmin: 3.5 ms
CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P1)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
- Max: 0.9 kph
- Tmax: 225.0 ms
- Min: -6.9 kph
- Tmin: 53.3 ms
- CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.2 kph
- Tmax: 225.0 ms
- Min: -0.2 kph
- Tmin: 81.2 ms
- CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 7.8 kph
- Tmax: 225.0 ms
- Min: -0.2 kph
- Tmin: 9.3 ms
- CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
- Max: 0.0 mm
- Tmax: 0.7 ms
- Min: -6.1 mm
- Tmin: 37.0 ms
- CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P1)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

Max: 148.5 N
Tmax: 36.8 ms
Min: -40.2 N
Tmin: 79.7 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

Max: 187.6 N
Tmax: 40.6 ms
Min: -32.9 N
Tmin: 13.7 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P1)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 35.8 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.2
Tmax: 83.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 225.0 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.0
Tmax: 208.8 ms
Min: 0.0
Tmin: 2.2 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 2.9 G's
Tmax: 127.4 ms
Min: -10.7 G's
Tmin: 37.0 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 5.1 G's
Tmax: 15.3 ms
Min: -1.1 G's
Tmin: 14.4 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 14.4 G's
Tmax: 10.6 ms
Min: -0.3 G's
Tmin: 7.7 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 14.6 G's
Tmax: 10.6 ms
Min: 0.0 G's
Tmin: 2.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 9.5 ms
Min: -13.2 kph
Tmin: 67.7 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.2 kph
Tmax: 68.3 ms
Min: -0.0 kph
Tmin: 11.9 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 14.9 kph
Tmax: 223.1 ms
Min: -0.0 kph
Tmin: 7.8 ms
CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 27.1 N
Tmax: 127.3 ms
Min: -223.4 N
Tmin: 14.5 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 21.4 N
Tmax: 14.3 ms
Min: -36.0 N
Tmin: 30.5 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 513.4 N
Tmax: 10.7 ms
Min: -19.0 N
Tmin: 8.0 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 528.0 N
Tmax: 10.8 ms
Min: 0.9 N
Tmin: 3.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 2.1 Nm
Tmax: 33.3 ms
Min: -1.1 Nm
Tmin: 15.7 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 11.4 Nm
Tmax: 29.8 ms
Min: -19.1 Nm
Tmin: 14.7 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 0.9 Nm
Tmax: 119.9 ms
Min: -2.3 Nm
Tmin: 53.0 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 12.5 Nm
Tmax: 30.0 ms
Min: -15.2 Nm
Tmin: 14.8 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 14.9 G's
Tmax: 12.5 ms
Min: -41.3 G's
Tmin: 10.2 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 3.1 G's
Tmax: 17.0 ms
Min: -4.0 G's
Tmin: 11.4 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 4.9 G's
Tmax: 13.2 ms
Min: -1.0 G's
Tmin: 22.6 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 41.3 G's
Tmax: 10.2 ms
Min: 0.0 G's
Tmin: 0.1 ms
CFC 180

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5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
- Max: 0.1 kph
- Tmax: 7.3 ms
- Min: -8.1 kph
- Tmin: 53.4 ms
- CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.1 kph
- Tmax: 10.0 ms
- Min: -0.2 kph
- Tmin: 16.0 ms
- CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 7.1 kph
- Tmax: 225.0 ms
- Min: -0.0 kph
- Tmin: 4.7 ms
- CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
- Max: 0.0 mm
- Tmax: 3.3 ms
- Min: -13.1 mm
- Tmin: 12.0 ms
- CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (5th P2)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 225ms

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

Max: 240.6 N
Tmax: 24.2 ms
Min: -27.9 N
Tmin: 224.4 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

Max: 322.8 N
Tmax: 16.4 ms
Min: -14.1 N
Tmin: 221.6 ms
CFC 600
FIRE VOLTAGE #1 (Volts) vs TIME (ms)

- Max: 16.2 Volts
- Tmax: 0.3 ms
- Min: -0.8 Volts
- Tmin: 10.3 ms
- CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)

- Max: 4.1 Amps
- Tmax: 0.2 ms
- Min: -0.1 Amps
- Tmin: 10.3 ms
- CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)

- Max: 17.0 Volts
- Tmax: 100.3 ms
- Min: -1.0 Volts
- Tmin: 110.3 ms
- CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)

- Max: 3.2 Amps
- Tmax: 100.1 ms
- Min: -0.4 Amps
- Tmin: 100.4 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**3YR OLD PASSENGER HEAD X (G's) vs TIME (ms)**
- Max: 3.2 G's
- Tmax: 10.7 ms
- Min: -16.2 G's
- Tmin: 11.8 ms
- CFC 1000

**3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)**
- Max: 5.8 G's
- Tmax: 16.6 ms
- Min: -11.7 G's
- Tmin: 13.9 ms
- CFC 1000

**3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)**
- Max: 15.7 G's
- Tmax: 13.5 ms
- Min: -6.1 G's
- Tmin: 13.9 ms
- CFC 1000

**3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)**
- Max: 21.6 G's
- Tmax: 13.6 ms
- Min: 0.0 G's
- Tmin: 4.3 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)
- Max: 0.0 kph
- Tmax: 1.2 ms
- Min: -10.1 kph
- Tmin: 87.3 ms
- CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 0.2 kph
- Tmax: 33.9 ms
- Min: -0.9 kph
- Tmin: 100.0 ms
- CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 5.7 kph
- Tmax: 100.0 ms
- Min: -0.0 kph
- Tmin: 4.4 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**3YR OLD PASSENGER NECK FX (N) vs TIME (ms)**
Max: 181.5 N
Tmax: 19.7 ms
Min: -15.7 N
Tmin: 32.6 ms
CFC 1000

**3YR OLD PASSENGER NECK FY (N) vs TIME (ms)**
Max: 16.8 N
Tmax: 66.2 ms
Min: -23.7 N
Tmin: 20.9 ms
CFC 1000

**3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)**
Max: 62.7 N
Tmax: 100.0 ms
Min: -318.8 N
Tmin: 13.6 ms
CFC 1000

**3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)**
Max: 330.0 N
Tmax: 13.6 ms
Min: 0.4 N
Tmin: 7.1 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)

Max: 4.5 Nm
Tmax: 57.7 ms
Min: -0.8 Nm
Tmin: 100.0 ms
CFC 600

3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)

Max: 10.1 Nm
Tmax: 19.7 ms
Min: -1.4 Nm
Tmin: 99.9 ms
CFC 600

3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

Max: 2.0 Nm
Tmax: 88.0 ms
Min: -2.4 Nm
Tmin: 42.3 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 10.1 Nm
Tmax: 19.7 ms
Min: -1.4 Nm
Tmin: 99.9 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

3YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
Max: 1.8 G's
Tmax: 35.7 ms
Min: -10.4 G's
Tmin: 22.0 ms
CFC 180

3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 1.0 G's
Tmax: 22.8 ms
Min: -1.7 G's
Tmin: 20.3 ms
CFC 180

3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 3.2 G's
Tmax: 13.5 ms
Min: -0.7 G's
Tmin: 23.8 ms
CFC 180

3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 10.4 G's
Tmax: 22.0 ms
Min: 0.0 G's
Tmin: 5.2 ms
CFC 180
LOW RISK DEPLOYMENT
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 5.2 ms
Min: -5.0 kph
Tmin: 80.3 ms
CFC 180

3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 18.6 ms
Min: -1.0 kph
Tmin: 88.1 ms
CFC 180

3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 1.2 kph
Tmax: 100.0 ms
Min: -0.0 kph
Tmin: 4.6 ms
CFC 180

3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.2 mm
Tmax: 19.9 ms
Min: -3.6 mm
Tmin: 27.3 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P1)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**

- Max: 16.0 Volts
- Tmax: 0.3 ms
- Min: -0.9 Volts
- Tmin: 10.3 ms

**FIRE CURRENT #1 (Amps) vs TIME (ms)**

- Max: 5.1 Amps
- Tmax: 0.5 ms
- Min: -0.3 Amps
- Tmin: 40.4 ms

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)**

- Max: 16.7 Volts
- Tmax: 40.4 ms
- Min: -1.0 Volts
- Tmin: 50.3 ms

**FIRE CURRENT #2 (Amps) vs TIME (ms)**

- Max: 3.3 Amps
- Tmax: 40.2 ms
- Min: -0.2 Amps
- Tmin: 39.8 ms
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 5.8 G's
Tmax: 16.7 ms
Min: -32.1 G's
Tmin: 21.6 ms
CFC 1000

3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 3.9 G's
Tmax: 33.7 ms
Min: -14.1 G's
Tmin: 21.4 ms
CFC 1000

3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 16.3 G's
Tmax: 16.3 ms
Min: -3.0 G's
Tmin: 17.2 ms
CFC 1000

3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 35.5 G's
Tmax: 21.6 ms
Min: 0.0 G's
Tmin: 2.8 ms
CFC 1000
Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 3.6 ms
Min: -6.7 kph
Tmin: 100.0 ms
CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 11.4 ms
Min: -1.9 kph
Tmin: 62.5 ms
CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)

Max: 5.8 kph
Tmax: 81.1 ms
Min: -0.0 kph
Tmin: 4.4 ms
CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 168.6 N
Tmax: 60.0 ms
Min: -51.0 N
Tmin: 99.8 ms
CFC 1000

3YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 80.3 N
Tmax: 21.6 ms
Min: -58.3 N
Tmin: 53.9 ms
CFC 1000

3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 23.5 N
Tmax: 11.6 ms
Min: -393.7 N
Tmin: 22.2 ms
CFC 1000

3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 403.8 N
Tmax: 21.6 ms
Min: 0.5 N
Tmin: 3.4 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

- **3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)**
  - Max: 14.4 Nm
  - Tmax: 72.6 ms
  - Min: -1.6 Nm
  - Tmin: 45.2 ms
  - CFC 600

- **3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)**
  - Max: 9.3 Nm
  - Tmax: 76.1 ms
  - Min: -0.1 Nm
  - Tmin: 11.3 ms
  - CFC 600

- **3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)**
  - Max: 0.1 Nm
  - Tmax: 0.2 ms
  - Min: -7.8 Nm
  - Tmin: 76.1 ms
  - CFC 600

- **Pass. Occipital Condyle Moment (Nm) vs TIME (ms)**
  - Max: 9.3 Nm
  - Tmax: 76.1 ms
  - Min: -0.1 Nm
  - Tmin: 11.3 ms
  - CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**3YR OLD PASSENGER CHEST X (G's) vs TIME (ms)**
- Max: 2.5 G's
- Tmax: 92.9 ms
- Min: -5.0 G's
- Tmin: 60.4 ms
- CFC 180

**3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)**
- Max: 2.0 G's
- Tmax: 54.8 ms
- Min: -2.1 G's
- Tmin: 78.9 ms
- CFC 180

**3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)**
- Max: 4.3 G's
- Tmax: 17.0 ms
- Min: -0.5 G's
- Tmin: 61.4 ms
- CFC 180

**3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)**
- Max: 5.8 G's
- Tmax: 19.6 ms
- Min: 0.0 G's
- Tmin: 14.2 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 5.3 ms
Min: -6.1 kph
Tmin: 81.2 ms
CFC 180

3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.2 kph
Tmax: 60.1 ms
Min: -1.4 kph
Tmin: 97.3 ms
CFC 180

3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 2.2 kph
Tmax: 100.0 ms
Min: -0.0 kph
Tmin: 4.8 ms
CFC 180

3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 1.5 mm
Tmax: 23.4 ms
Min: -0.1 mm
Tmin: 14.9 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (3YO P2)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

- **FIRE VOLTAGE #1 (Volts) vs TIME (ms):**
  - Max: 15.6 Volts
  - Tmax: 0.2 ms
  - Min: -0.9 Volts
  - Tmin: 10.3 ms

- **FIRE CURRENT #1 (Amps) vs TIME (ms):**
  - Max: 8.0 Amps
  - Tmax: 0.4 ms
  - Min: -0.4 Amps
  - Tmin: 40.3 ms

- **FIRE VOLTAGE #2 (Volts) vs TIME (ms):**
  - Max: 16.8 Volts
  - Tmax: 40.3 ms
  - Min: -1.0 Volts
  - Tmin: 50.3 ms

- **FIRE CURRENT #2 (Amps) vs TIME (ms):**
  - Max: 3.5 Amps
  - Tmax: 40.1 ms
  - Min: -0.2 Amps
  - Tmin: 39.7 ms

CFC 1000
Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)**
- Max: 6.3 G's
- Tmax: 8.7 ms
- Min: -16.0 G's
- Tmin: 15.9 ms
- CFC 1000

**6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)**
- Max: 3.8 G's
- Tmax: 22.5 ms
- Min: -8.0 G's
- Tmin: 58.1 ms
- CFC 1000

**6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)**
- Max: 7.2 G's
- Tmax: 15.9 ms
- Min: -4.5 G's
- Tmin: 8.6 ms
- CFC 1000

**6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)**
- Max: 17.9 G's
- Tmax: 15.9 ms
- Min: 0.0 G's
- Tmin: 1.2 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)
- Max: -0.0 kph
- Tmax: 0.1 ms
- Min: -9.2 kph
- Tmin: 100.0 ms
- CFC 180

6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 0.0 kph
- Tmax: 11.4 ms
- Min: -4.4 kph
- Tmin: 78.3 ms
- CFC 180

6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 7.0 kph
- Tmax: 100.0 ms
- Min: -0.0 kph
- Tmin: 3.2 ms
- CFC 180
Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK FX (N) vs TIME (ms)
- Max: 250.2 N
- Tmax: 19.4 ms
- Min: -58.1 N
- Tmin: 94.6 ms
- CFC 1000

6YR OLD PASSENGER NECK FY (N) vs TIME (ms)
- Max: 80.1 N
- Tmax: 60.2 ms
- Min: -23.1 N
- Tmin: 30.3 ms
- CFC 1000

6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
- Max: 281.9 N
- Tmax: 65.6 ms
- Min: -31.4 N
- Tmin: 15.4 ms
- CFC 1000

6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
- Max: 338.9 N
- Tmax: 62.4 ms
- Min: 0.8 N
- Tmin: 1.6 ms
- CFC 1000
Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)**
- Max: 1.8 G's
- Tmax: 93.5 ms
- Min: -10.0 G's
- Tmin: 20.8 ms
- CFC 180

**6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)**
- Max: 2.0 G's
- Tmax: 32.0 ms
- Min: -3.9 G's
- Tmin: 20.4 ms
- CFC 180

**6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)**
- Max: 2.0 G's
- Tmax: 74.2 ms
- Min: -2.0 G's
- Tmin: 28.1 ms
- CFC 180

**6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)**
- Max: 10.7 G's
- Tmax: 20.7 ms
- Min: 0.0 G's
- Tmin: 4.0 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 2)
Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)**
- Max: 0.0 kph
- Tmax: 0.6 ms
- Min: -7.1 kph
- Tmin: 78.9 ms
- CFC 180

**6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)**
- Max: 0.4 kph
- Tmax: 58.0 ms
- Min: -1.3 kph
- Tmin: 100.0 ms
- CFC 180

**6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)**
- Max: 1.9 kph
- Tmax: 100.0 ms
- Min: -0.4 kph
- Tmin: 31.8 ms
- CFC 180

**6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)**
- Max: 0.0 mm
- Tmax: 4.6 ms
- Min: -3.7 mm
- Tmin: 72.1 ms
- CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**
- Max: 16.6 Volts
- Tmax: 0.3 ms
- Min: -1.1 Volts
- Tmin: 10.3 ms

**FIRE CURRENT #1 (Amps) vs TIME (ms)**
- Max: 3.5 Amps
- Tmax: 0.2 ms
- Min: -0.0 Amps
- Tmin: 10.3 ms

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)**
- Max: 16.9 Volts
- Tmax: 40.3 ms
- Min: -1.1 Volts
- Tmin: 50.3 ms

**FIRE CURRENT #2 (Amps) vs TIME (ms)**
- Max: 3.2 Amps
- Tmax: 40.1 ms
- Min: -0.1 Amps
- Tmin: 39.7 ms

CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 2)
Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 62.1 ms
Min: 0.0
Tmin: 0.2 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.0
Tmax: 10.1 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 16.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.0
Tmax: 4.8 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

B-42
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 7.2 G's
Tmax: 61.9 ms
Min: -15.0 G's
Tmin: 14.1 ms
CFC 1000

6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 4.7 G's
Tmax: 24.2 ms
Min: -7.4 G's
Tmin: 15.4 ms
CFC 1000

6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 10.5 G's
Tmax: 14.4 ms
Min: -2.2 G's
Tmin: 19.7 ms
CFC 1000

6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 17.5 G's
Tmax: 14.2 ms
Min: 0.1 G's
Tmin: 7.1 ms
CFC 1000
Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)**
- Max: 0.1 kph
- Tmax: 5.3 ms
- Min: -7.9 kph
- Tmin: 100.0 ms
- CFC 180

**6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 0.2 kph
- Tmax: 14.2 ms
- Min: -3.0 kph
- Tmin: 86.8 ms
- CFC 180

**6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 5.7 kph
- Tmax: 100.0 ms
- Min: -0.0 kph
- Tmin: 0.1 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)
Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 195.6 N
Tmax: 21.1 ms
Min: -65.2 N
Tmin: 86.0 ms
CFC 1000

6YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 37.2 N
Tmax: 68.9 ms
Min: -92.0 N
Tmin: 0.7 ms
CFC 1000

6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 200.4 N
Tmax: 25.9 ms
Min: -153.0 N
Tmin: 15.6 ms
CFC 1000

6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 246.7 N
Tmax: 25.8 ms
Min: 0.5 N
Tmin: 9.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)

Max: 4.0 Nm
Tmax: 65.5 ms
Min: -2.4 Nm
Tmin: 21.7 ms
CFC 600

6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)

Max: 15.3 Nm
Tmax: 66.1 ms
Min: -2.4 Nm
Tmin: 0.5 ms
CFC 600

6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

Max: 7.9 Nm
Tmax: 79.7 ms
Min: -1.6 Nm
Tmin: 0.5 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 14.1 Nm
Tmax: 67.2 ms
Min: -3.8 Nm
Tmin: 0.6 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)
Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
Max: 1.3 G's
Tmax: 92.0 ms
Min: -7.9 G's
Tmin: 23.8 ms
CFC 180

6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 1.1 G's
Tmax: 26.2 ms
Min: -2.4 G's
Tmin: 20.6 ms
CFC 180

6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 1.8 G's
Tmax: 73.9 ms
Min: -1.6 G's
Tmin: 25.3 ms
CFC 180

6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 8.0 G's
Tmax: 23.7 ms
Min: 0.0 G's
Tmin: 11.8 ms
CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: -0.0 kph
Tmax: 0.1 ms
Min: -6.1 kph
Tmin: 77.4 ms
CFC 180

6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 11.6 ms
Min: -1.4 kph
Tmin: 100.0 ms
CFC 180

6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 1.8 kph
Tmax: 100.0 ms
Min: -0.1 kph
Tmin: 26.8 ms
CFC 180

6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.0 mm
Tmax: 16.5 ms
Min: -2.1 mm
Tmin: 72.2 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 14.8 Volts
Tmax: 0.3 ms
Min: -0.2 Volts
Tmin: 92.1 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 17.0 Amps
Tmax: 0.5 ms
Min: -0.0 Amps
Tmin: 95.9 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.8 Volts
Tmax: 40.3 ms
Min: -1.2 Volts
Tmin: 50.3 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 3.5 Amps
Tmax: 40.2 ms
Min: -0.2 Amps
Tmin: 39.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P1 Trial 3)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 65.4 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)
- Max: 0.1
- Tmax: 0.3 ms
- Min: 0.0
- Tmin: 0.4 ms
- CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)
- Max: 0.1
- Tmax: 19.2 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)
- Max: 0.1
- Tmax: 0.8 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

B-50
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 11.5 G's
Tmax: 69.3 ms
Min: -13.2 G's
Tmin: 21.3 ms
CFC 1000

6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 6.3 G's
Tmax: 25.2 ms
Min: -7.2 G's
Tmin: 19.2 ms
CFC 1000

6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 12.5 G's
Tmax: 16.1 ms
Min: -3.5 G's
Tmin: 20.1 ms
CFC 1000

6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 14.9 G's
Tmax: 16.2 ms
Min: 0.0 G's
Tmin: 2.3 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)
- Max: 1.2 kph
- Tmax: 87.0 ms
- Min: -3.9 kph
- Tmin: 59.5 ms
- CFC 180

6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 0.9 kph
- Tmax: 42.6 ms
- Min: -0.7 kph
- Tmin: 20.5 ms
- CFC 180

6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 5.1 kph
- Tmax: 78.3 ms
- Min: -0.0 kph
- Tmin: 11.1 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 90.2 N
Tmax: 16.0 ms
Min: -117.8 N
Tmin: 93.3 ms
CFC 1000

6YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 56.8 N
Tmax: 33.7 ms
Min: -20.6 N
Tmin: 69.1 ms
CFC 1000

6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 31.0 N
Tmax: 10.9 ms
Min: -617.6 N
Tmin: 19.7 ms
CFC 1000

6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 617.7 N
Tmax: 19.7 ms
Min: 1.0 N
Tmin: 3.7 ms
CFC 1000

B-53
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
- Max: 2.3 G's
- Tmax: 91.8 ms
- Min: -5.0 G's
- Tmin: 19.5 ms
- CFC 180

6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
- Max: 0.9 G's
- Tmax: 50.5 ms
- Min: -0.9 G's
- Tmin: 59.1 ms
- CFC 180

6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
- Max: 4.9 G's
- Tmax: 18.8 ms
- Min: -1.4 G's
- Tmin: 86.3 ms
- CFC 180

6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
- Max: 6.9 G's
- Tmax: 19.3 ms
- Min: 0.0 G's
- Tmin: 2.8 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: -0.0 kph
Tmax: 12.8 ms
Min: -3.0 kph
Tmin: 80.5 ms
CFC 180

6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.3 kph
Tmax: 100.0 ms
Min: -0.1 kph
Tmin: 66.5 ms
CFC 180

6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 2.5 kph
Tmax: 69.8 ms
Min: -0.0 kph
Tmin: 1.4 ms
CFC 180

6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.6 mm
Tmax: 22.2 ms
Min: -1.3 mm
Tmin: 94.3 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 15.8 Volts
Tmax: 0.3 ms
Min: -1.0 Volts
Tmin: 10.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.7 Volts
Tmax: 40.3 ms
Min: -1.1 Volts
Tmin: 50.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 8.3 Amps
Tmax: 0.5 ms
Min: -0.4 Amps
Tmin: 40.4 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 3.6 Amps
Tmax: 40.2 ms
Min: -0.2 Amps
Tmin: 39.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (6YO P2)

Test Date: 8/11/08
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.0
Tmax: 10.9 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.0
Tmax: 11.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.3
Tmax: 19.4 ms
Min: 0.0
Tmin: 0.5 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 23.7 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

B-58
LOW RISK DEPLOYMENT

Test Date: 8/13/08
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER HEAD X (G's) vs TIME (ms)

Max: 32.7 G's
Tmax: 28.0 ms
Min: -9.0 G's
Tmin: 86.4 ms
CFC 1000

PASSENGER HEAD Y (G's) vs TIME (ms)

Max: 16.9 G's
Tmax: 28.0 ms
Min: -10.3 G's
Tmin: 46.5 ms
CFC 1000

PASSENGER HEAD Z (G's) vs TIME (ms)

Max: 11.3 G's
Tmax: 27.7 ms
Min: -4.0 G's
Tmin: 88.5 ms
CFC 1000

PASSENGER HEAD Resultant (G's) vs TIME (ms)

Max: 37.6 G's
Tmax: 28.0 ms
Min: 0.0 G's
Tmin: 7.9 ms
CFC 1000
Injury Values Calculated between 0ms and 145ms

PASSENGER HEAD X Velocity (kph) vs TIME (ms)
- Max: 5.7 kph
- Tmax: 62.7 ms
- Min: -7.4 kph
- Tmin: 144.9 ms
- CFC 180

PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 1.9 kph
- Tmax: 40.7 ms
- Min: -2.5 kph
- Tmin: 107.9 ms
- CFC 180

PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 4.1 kph
- Tmax: 65.0 ms
- Min: -0.1 kph
- Tmin: 7.4 ms
- CFC 180
LOW RISK DEPLOYMENT
Test Date: 8/13/08
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER NECK FX (N) vs TIME (ms)
Max: 219.8 N
Tmax: 0.9 ms
Min: -217.2 N
Tmin: 85.1 ms
CFC 1000

PASSENGER NECK FY (N) vs TIME (ms)
Max: 28.9 N
Tmax: 27.2 ms
Min: -207.5 N
Tmin: 0.9 ms
CFC 1000

PASSENGER NECK FZ (N) vs TIME (ms)
Max: 87.2 N
Tmax: 144.8 ms
Min: -341.5 N
Tmin: 32.9 ms
CFC 1000

PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 349.4 N
Tmax: 83.7 ms
Min: 0.8 N
Tmin: 20.2 ms
CFC 1000
LOW RISK DEPLOYMENT
Test Date: 8/13/08
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**Passenger Neck MX (Nm) vs Time (ms)**
- Max: 1.0 Nm
- Tmax: 35.3 ms
- Min: -5.3 Nm
- Tmin: 65.8 ms
- CFC 600

**Passenger Neck MY (Nm) vs Time (ms)**
- Max: 5.7 Nm
- Tmax: 93.3 ms
- Min: -1.9 Nm
- Tmin: 144.6 ms
- CFC 600

**Passenger Neck MZ (Nm) vs Time (ms)**
- Max: 3.6 Nm
- Tmax: 70.0 ms
- Min: -0.6 Nm
- Tmin: 116.8 ms
- CFC 600

**Pass. Occipital Condyle Moment (Nm) vs Time (ms)**
- Max: 6.7 Nm
- Tmax: 93.3 ms
- Min: -2.1 Nm
- Tmin: 0.8 ms
- CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Test Date: 8/13/08

Injury Values Calculated between 0ms and 145ms

**PASSENGER CHEST X (G's) vs TIME (ms)**
- Max: 2.7 G's
- Tmax: 60.9 ms
- Min: -3.5 G's
- Tmin: 28.5 ms
- CFC 180

**PASSENGER CHEST Y (G's) vs TIME (ms)**
- Max: 2.7 G's
- Tmax: 69.8 ms
- Min: -3.7 G's
- Tmin: 49.0 ms
- CFC 180

**PASSENGER CHEST Z (G's) vs TIME (ms)**
- Max: 7.4 G's
- Tmax: 32.4 ms
- Min: -5.6 G's
- Tmin: 88.1 ms
- CFC 180

**PASSENGER CHEST Resultant (G's) vs TIME (ms)**
- Max: 7.6 G's
- Tmax: 32.4 ms
- Min: 0.1 G's
- Tmin: 12.0 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: 1.8 kph
Tmax: 121.6 ms
Min: -1.2 kph
Tmin: 49.5 ms
CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 103.7 ms
Min: -1.3 kph
Tmin: 58.9 ms
CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 2.7 kph
Tmax: 60.6 ms
Min: -3.0 kph
Tmin: 115.5 ms
CFC 180
LOW RISK DEPLOYMENT

Test Date: 8/13/08

2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**
- Max: 14.6 Volts
- Tmax: 0.3 ms
- Min: -0.2 Volts
- Tmin: 12.0 ms
- CFC 1000

**FIRE CURRENT #1 (Amps) vs TIME (ms)**
- Max: 16.7 Amps
- Tmax: 0.5 ms
- Min: -0.0 Amps
- Tmin: 99.7 ms
- CFC 1000

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)**
- Max: 16.6 Volts
- Tmax: 20.4 ms
- Min: -0.5 Volts
- Tmin: 19.8 ms
- CFC 1000

**FIRE CURRENT #2 (Amps) vs TIME (ms)**
- Max: 3.7 Amps
- Tmax: 20.2 ms
- Min: -0.2 Amps
- Tmin: 19.8 ms
- CFC 1000
LOW RISK DEPLOYMENT
Test Date: 8/13/08
2008 Dodge Caliber (C80302) (12MO Britax Handle WCare) Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)
- Max: 0.1
- Tmax: 122.6 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 144.6 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)
- Max: 0.3
- Tmax: 80.0 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 33.1 ms
- Min: 0.0
- Tmin: 7.0 ms
- CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER HEAD X (G's) vs TIME (ms)
- Max: 79.4 G's
- Tmax: 31.8 ms
- Min: -35.6 G's
- Tmin: 139.7 ms
- CFC 1000

PASSENGER HEAD Y (G's) vs TIME (ms)
- Max: 5.0 G's
- Tmax: 32.5 ms
- Min: -10.3 G's
- Tmin: 136.3 ms
- CFC 1000

PASSENGER HEAD Z (G's) vs TIME (ms)
- Max: 18.6 G's
- Tmax: 139.6 ms
- Min: -7.5 G's
- Tmin: 31.5 ms
- CFC 1000

PASSENGER HEAD Resultant (G's) vs TIME (ms)
- Max: 79.5 G's
- Tmax: 31.8 ms
- Min: 0.0 G's
- Tmin: 0.1 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)  Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER HEAD X Velocity (kph) vs TIME (ms)**
- Max: 21.0 kph
- Tmax: 75.0 ms
- Min: -0.0 kph
- Tmin: 6.5 ms
- CFC 180

**PASSENGER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 1.6 kph
- Tmax: 99.0 ms
- Min: -1.5 kph
- Tmin: 143.7 ms
- CFC 180

**PASSENGER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 18.5 kph
- Tmax: 145.0 ms
- Min: -1.6 kph
- Tmin: 55.8 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER NECK FX (N) vs TIME (ms)**
- Max: 198.5 N
- Tmax: 1.7 ms
- Min: -88.5 N
- Tmin: 140.9 ms
- CFC 1000

**PASSENGER NECK FY (N) vs TIME (ms)**
- Max: 29.8 N
- Tmax: 59.5 ms
- Min: -186.9 N
- Tmin: 1.7 ms
- CFC 1000

**PASSENGER NECK FZ (N) vs TIME (ms)**
- Max: 246.3 N
- Tmax: 33.5 ms
- Min: -458.7 N
- Tmin: 143.0 ms
- CFC 1000

**PASSENGER NECK FResultant (N) vs TIME (ms)**
- Max: 466.2 N
- Tmax: 142.5 ms
- Min: 1.2 N
- Tmin: 8.1 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER NECK MX (Nm) vs TIME (ms)**
- Max: 3.8 Nm
- Tmax: 139.5 ms
- Min: -0.2 Nm
- Tmin: 37.7 ms
- CFC 600

**PASSENGER NECK MY (Nm) vs TIME (ms)**
- Max: 5.4 Nm
- Tmax: 34.9 ms
- Min: -4.3 Nm
- Tmin: 99.3 ms
- CFC 600

**PASSENGER NECK MZ (Nm) vs TIME (ms)**
- Max: 1.8 Nm
- Tmax: 59.7 ms
- Min: -0.4 Nm
- Tmin: 136.2 ms
- CFC 600

**Pass. Occipital Condyle Moment (Nm) vs TIME (ms)**
- Max: 5.1 Nm
- Tmax: 34.8 ms
- Min: -3.9 Nm
- Tmin: 99.2 ms
- CFC 600
LOW RISK DEPLOYMENT  
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)  
Test Date: 8/12/08  
Speed: 0.0 mph (0.0 km/h)
LOW RISK DEPLOYMENT
Test Date: 8/12/08
2008 Dodge Caliber (C80302) (12MO Britax Roundabout) Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

- **PASSENGER CHEST X Velocity (kph) vs TIME (ms)**
  - Max: 16.1 kph
  - Tmax: 73.7 ms
  - Min: -0.1 kph
  - Tmin: 6.7 ms
  - CFC 180

- **PASSENGER CHEST Y Velocity (kph) vs TIME (ms)**
  - Max: 3.0 kph
  - Tmax: 59.8 ms
  - Min: -0.1 kph
  - Tmin: 14.4 ms
  - CFC 180

- **PASSENGER CHEST Z Velocity (kph) vs TIME (ms)**
  - Max: 10.7 kph
  - Tmax: 145.0 ms
  - Min: -1.6 kph
  - Tmin: 54.5 ms
  - CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)***
- Max: 14.8 Volts
- Tmax: 0.3 ms
- Min: -0.2 Volts
- Tmin: 19.8 ms
- CFC 1000

**FIRE CURRENT #1 (Amps) vs TIME (ms)***
- Max: 14.1 Amps
- Tmax: 1.2 ms
- Min: -0.0 Amps
- Tmin: 131.0 ms
- CFC 1000

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)***
- Max: 17.0 Volts
- Tmax: 20.3 ms
- Min: -0.6 Volts
- Tmin: 19.8 ms
- CFC 1000

**FIRE CURRENT #2 (Amps) vs TIME (ms)***
- Max: 3.1 Amps
- Tmax: 20.1 ms
- Min: -0.2 Amps
- Tmin: 19.8 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Britax Roundabout)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

PASS. nj (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 33.9 ms
Min: 0.0
Tmin: 0.2 ms
CFC 600

Pass. nj (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 99.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nj (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 137.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nj (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.5
Tmax: 142.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER HEAD X (G's) vs TIME (ms)
Max: 43.5 G's
Tmax: 32.2 ms
Min: -2.7 G's
Tmin: 105.5 ms
CFC 1000

PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 2.3 G's
Tmax: 42.2 ms
Min: -1.4 G's
Tmin: 37.1 ms
CFC 1000

PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 5.2 G's
Tmax: 98.5 ms
Min: -9.0 G's
Tmin: 31.2 ms
CFC 1000

PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 44.2 G's
Tmax: 32.2 ms
Min: 0.0 G's
Tmin: 2.2 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Speed: 0.0 mph (0.0 km/h)
Test Date: 7/28/08

Injury Values Calculated between 0ms and 145ms

**PASSENGER HEAD X Velocity (kph) vs TIME (ms)**
- Max: 14.3 kph
- Tmax: 53.7 ms
- Min: -0.0 kph
- Tmin: 4.6 ms
- CFC 180

**PASSENGER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 0.4 kph
- Tmax: 87.0 ms
- Min: -0.8 kph
- Tmin: 145.0 ms
- CFC 180

**PASSENGER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 5.2 kph
- Tmax: 145.0 ms
- Min: -2.8 kph
- Tmin: 73.3 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

- **PASSENGER NECK FX (N) vs TIME (ms)**
  - Max: 110.7 N
  - Tmax: 32.6 ms
  - Min: -65.8 N
  - Tmin: 100.1 ms
  - CFC 1000

- **PASSENGER NECK FY (N) vs TIME (ms)**
  - Max: 15.7 N
  - Tmax: 31.8 ms
  - Min: -27.5 N
  - Tmin: 110.0 ms
  - CFC 1000

- **PASSENGER NECK FZ (N) vs TIME (ms)**
  - Max: 188.9 N
  - Tmax: 34.3 ms
  - Min: -55.2 N
  - Tmin: 55.6 ms
  - CFC 1000

- **PASSENGER NECK FResultant (N) vs TIME (ms)**
  - Max: 211.7 N
  - Tmax: 34.2 ms
  - Min: 0.7 N
  - Tmin: 2.6 ms
  - CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER NECK MX (Nm) vs TIME (ms)**
- Max: 0.6 Nm
- Tmax: 86.0 ms
- Min: -1.2 Nm
- Tmin: 119.3 ms

**PASSENGER NECK MY (Nm) vs TIME (ms)**
- Max: 5.5 Nm
- Tmax: 32.8 ms
- Min: -1.9 Nm
- Tmin: 43.0 ms

**PASSENGER NECK MZ (Nm) vs TIME (ms)**
- Max: 1.0 Nm
- Tmax: 71.8 ms
- Min: -0.4 Nm
- Tmin: 109.2 ms

**Pass. Occipital Condyle Moment (Nm) vs TIME (ms)**
- Max: 4.9 Nm
- Tmax: 32.9 ms
- Min: -1.7 Nm
- Tmin: 43.0 ms

CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER CHEST X (G's) vs TIME (ms)
Max: 26.2 G's
Tmax: 30.8 ms
Min: -5.8 G's
Tmin: 105.5 ms
CFC 180

PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 1.2 G's
Tmax: 55.7 ms
Min: -1.5 G's
Tmin: 107.4 ms
CFC 180

PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 3.5 G's
Tmax: 145.0 ms
Min: -6.6 G's
Tmin: 30.9 ms
CFC 180

PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 27.0 G's
Tmax: 30.8 ms
Min: 0.0 G's
Tmin: 4.7 ms
CFC 180

B-79
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)
Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER CHEST X Velocity (kph) vs TIME (ms)
- Max: 9.8 kph
- Tmax: 77.5 ms
- Min: -0.0 kph
- Tmin: 4.7 ms
- CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.7 kph
- Tmax: 68.9 ms
- Min: -0.6 kph
- Tmin: 145.0 ms
- CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 1.0 kph
- Tmax: 145.0 ms
- Min: -3.9 kph
- Tmin: 81.4 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)

Test Date: 7/28/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.4 Volts
Tmax: 0.3 ms
Min: -1.0 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 5.1 Amps
Tmax: 0.9 ms
Min: -0.0 Amps
Tmin: 10.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 17.0 Volts
Tmax: 20.3 ms
Min: -1.1 Volts
Tmin: 30.3 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 3.2 Amps
Tmax: 20.1 ms
Min: -0.2 Amps
Tmin: 20.4 ms
CFC 1000

B-81
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Century Encore)  
Test Date: 7/28/08  
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.2  
Tmax: 33.8 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600

PASS. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.2  
Tmax: 101.7 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600

PASS. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.1  
Tmax: 71.4 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600

PASS. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.1  
Tmax: 42.1 ms  
Min: 0.0  
Tmin: 0.8 ms  
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

- **PASSENGER HEAD X (G's) vs TIME (ms)**
  - Max: 22.3 G's
  - Tmax: 32.9 ms
  - Min: -3.8 G's
  - Tmin: 109.4 ms
  - CFC 1000

- **PASSENGER HEAD Y (G's) vs TIME (ms)**
  - Max: 2.7 G's
  - Tmax: 20.2 ms
  - Min: -5.5 G's
  - Tmin: 36.8 ms
  - CFC 1000

- **PASSENGER HEAD Z (G's) vs TIME (ms)**
  - Max: 5.5 G's
  - Tmax: 107.2 ms
  - Min: -4.7 G's
  - Tmin: 33.1 ms
  - CFC 1000

- **PASSENGER HEAD Resultant (G's) vs TIME (ms)**
  - Max: 23.0 G's
  - Tmax: 32.9 ms
  - Min: 0.1 G's
  - Tmin: 7.2 ms
  - CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER HEAD X Velocity (kph) vs TIME (ms)**
- Max: 11.3 kph
- Tmax: 61.4 ms
- Min: -0.1 kph
- Tmin: 5.9 ms
- CFC 180

**PASSENGER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 0.3 kph
- Tmax: 25.0 ms
- Min: -1.5 kph
- Tmin: 73.6 ms
- CFC 180

**PASSENGER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 3.0 kph
- Tmax: 145.0 ms
- Min: -2.0 kph
- Tmin: 83.2 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER NECK FX (N) vs TIME (ms)
Max: 228.5 N
Tmax: 0.8 ms
Min: -80.2 N
Tmin: 110.3 ms
CFC 1000

PASSENGER NECK FY (N) vs TIME (ms)
Max: 15.7 N
Tmax: 135.9 ms
Min: -213.5 N
Tmin: 1.0 ms
CFC 1000

PASSENGER NECK FZ (N) vs TIME (ms)
Max: 122.2 N
Tmax: 104.5 ms
Min: -52.1 N
Tmin: 0.6 ms
CFC 1000

PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 315.0 N
Tmax: 0.8 ms
Min: 1.5 N
Tmin: 10.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 1.0 Nm
Tmax: 46.9 ms
Min: -0.6 Nm
Tmin: 38.7 ms
CFC 600

PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 3.2 Nm
Tmax: 34.9 ms
Min: -2.1 Nm
Tmin: 44.2 ms
CFC 600

PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 0.6 Nm
Tmax: 143.5 ms
Min: -1.5 Nm
Tmin: 55.5 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 3.0 Nm
Tmax: 144.2 ms
Min: -2.3 Nm
Tmin: 0.9 ms
CFC 600

Injury Values Calculated between 0ms and 145ms
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)
Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER CHEST X Velocity (kph) vs TIME (ms)
- Max: 6.8 kph
- Tmax: 46.0 ms
- Min: -0.1 kph
- Tmin: 7.0 ms
- CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.0 kph
- Tmax: 25.3 ms
- Min: -1.1 kph
- Tmin: 40.0 ms
- CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 0.5 kph
- Tmax: 28.1 ms
- Min: -2.6 kph
- Tmin: 88.1 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)  Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 14.4 Volts
Tmax: 0.3 ms
Min: -0.2 Volts
Tmin: 19.8 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 17.8 Amps
Tmax: 0.4 ms
Min: -0.0 Amps
Tmin: 118.1 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 17.0 Volts
Tmax: 20.3 ms
Min: -0.6 Volts
Tmin: 19.8 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 3.2 Amps
Tmax: 20.1 ms
Min: -0.2 Amps
Tmin: 19.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Evenflo Medallion)

Test Date: 8/12/08
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.1
Tmax: 36.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 44.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.1
Tmax: 79.8 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 0.9 ms
Min: 0.0
Tmin: 9.8 ms
CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER HEAD X (G's) vs TIME (ms)**
- Max: 37.7 G's
- Tmax: 23.6 ms
- Min: -8.5 G's
- Tmin: 82.0 ms
- CFC 1000

**PASSENGER HEAD Y (G's) vs TIME (ms)**
- Max: 20.2 G's
- Tmax: 35.2 ms
- Min: -7.5 G's
- Tmin: 44.0 ms
- CFC 1000

**PASSENGER HEAD Z (G's) vs TIME (ms)**
- Max: 19.2 G's
- Tmax: 22.7 ms
- Min: -9.3 G's
- Tmin: 23.9 ms
- CFC 1000

**PASSENGER HEAD Resultant (G's) vs TIME (ms)**
- Max: 40.4 G's
- Tmax: 23.6 ms
- Min: 0.1 G's
- Tmin: 6.7 ms
- CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER HEAD X Velocity (kph) vs TIME (ms)
Max: 6.0 kph
Tmax: 58.9 ms
Min: -8.6 kph
Tmin: 145.0 ms
CFC 180

PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
Max: 3.5 kph
Tmax: 41.0 ms
Min: -1.8 kph
Tmin: 128.5 ms
CFC 180

PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
Max: 4.7 kph
Tmax: 54.4 ms
Min: -0.1 kph
Tmin: 6.8 ms
CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

PASSENGER NECK FX (N) vs TIME (ms)
Max: 212.8 N
Tmax: 0.5 ms
Min: -232.6 N
Tmin: 73.4 ms
CFC 1000

PASSENGER NECK FY (N) vs TIME (ms)
Max: 35.5 N
Tmax: 23.7 ms
Min: -200.9 N
Tmin: 0.8 ms
CFC 1000

PASSENGER NECK FZ (N) vs TIME (ms)
Max: 71.4 N
Tmax: 144.9 ms
Min: -354.3 N
Tmin: 59.5 ms
CFC 1000

PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 433.6 N
Tmax: 72.4 ms
Min: 1.0 N
Tmin: 17.1 ms
CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER NECK MX (Nm) vs TIME (ms)**
- Max: 0.9 Nm
- Tmax: 133.1 ms
- Min: -5.8 Nm
- Tmin: 40.7 ms

**PASSENGER NECK MY (Nm) vs TIME (ms)**
- Max: 5.1 Nm
- Tmax: 115.2 ms
- Min: -0.8 Nm
- Tmin: 0.6 ms

**PASSENGER NECK MZ (Nm) vs TIME (ms)**
- Max: 1.4 Nm
- Tmax: 60.8 ms
- Min: -1.3 Nm
- Tmin: 111.2 ms

**Pass. Occipital Condyle Moment (Nm) vs TIME (ms)**
- Max: 5.7 Nm
- Tmax: 115.2 ms
- Min: -2.0 Nm
- Tmin: 0.7 ms

CFC 600
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)
Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER CHEST X (G's) vs TIME (ms)**
- Max: 2.7 G's
- Tmax: 63.1 ms
- Min: -2.0 G's
- Tmin: 24.9 ms
- CFC 180

**PASSENGER CHEST Y (G's) vs TIME (ms)**
- Max: 2.6 G's
- Tmax: 51.8 ms
- Min: -3.4 G's
- Tmin: 36.4 ms
- CFC 180

**PASSENGER CHEST Z (G's) vs TIME (ms)**
- Max: 7.1 G's
- Tmax: 27.3 ms
- Min: -5.8 G's
- Tmin: 86.7 ms
- CFC 180

**PASSENGER CHEST Resultant (G's) vs TIME (ms)**
- Max: 7.2 G's
- Tmax: 27.3 ms
- Min: 0.1 G's
- Tmin: 11.4 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**PASSENGER CHEST X Velocity (kph) vs TIME (ms)**
- Max: 1.2 kph
- Tmax: 140.6 ms
- Min: -0.6 kph
- Tmin: 35.9 ms
- CFC 180

**PASSENGER CHEST Y Velocity (kph) vs TIME (ms)**
- Max: 0.8 kph
- Tmax: 101.4 ms
- Min: -0.9 kph
- Tmin: 42.3 ms
- CFC 180

**PASSENGER CHEST Z Velocity (kph) vs TIME (ms)**
- Max: 3.3 kph
- Tmax: 52.9 ms
- Min: -3.2 kph
- Tmin: 116.5 ms
- CFC 180
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)

Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 145ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**
- Max: 14.3 Volts
- Tmax: 0.2 ms
- Min: -0.2 Volts
- Tmin: 19.8 ms

CFC 1000

**FIRE CURRENT #1 (Amps) vs TIME (ms)**
- Max: 18.0 Amps
- Tmax: 0.4 ms
- Min: -0.0 Amps
- Tmin: 97.4 ms

CFC 1000

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)**
- Max: 16.9 Volts
- Tmax: 20.3 ms
- Min: -0.5 Volts
- Tmin: 19.8 ms

CFC 1000

**FIRE CURRENT #2 (Amps) vs TIME (ms)**
- Max: 3.4 Amps
- Tmax: 20.1 ms
- Min: -0.2 Amps
- Tmin: 19.7 ms

CFC 1000
LOW RISK DEPLOYMENT
2008 Dodge Caliber (C80302) (12MO Graco Infant)
Test Date: 8/13/08
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 127.2 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 145.0 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 76.2 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.2
Tmax: 0.7 ms
Min: 0.0
Tmin: 9.9 ms
CFC 600
APPENDIX C

CRASH TEST PHOTOGRAPHS
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SEE OWNERS MANUAL FOR ADDITIONAL INFORMATION

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Photo No. 58.  Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Photo No. 59.  Pre-Test 12 Mo Pass. Dummy Left Side View (Century Encore)
Photo No. 60.  Post-Test 12 Mo Pass. Dummy Left Side View (Century Encore)
Photo No. 61.  Pre-Test 12 Mo Pass. Dummy Right Side View (Century Encore)
Photo No. 62.  Post-Test 12 Mo Pass. Dummy Right Side View (Century Encore)
Photo No. 63.  Post-Test 12 Mo Pass. Dummy Airbag Left Side View
Photo No. 64.  Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Photo No. 65.  Pre-Test 12 Mo Pass. Dummy Left Side View (Evenflo Medallion)
Photo No. 66.  Post-Test 12 Mo Pass. Dummy Left Side View (Evenflo Medallion)
Photo No. 67.  Pre-Test 12 Mo Pass. Dummy Right Side View (Evenflo Medallion)
Photo No. 68.  Post-Test 12 Mo Pass. Dummy Right Side View (Evenflo Medallion)
Photo No. 69.  Post-Test 12 Mo Pass. Dummy Airbag Left Side View
Photo No. 70.  Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Photo No. 71.  Pre-Test 12 Mo Pass. Dummy Left Side View (Graco Infant)
Photo No. 72.  Post-Test 12 Mo Pass. Dummy Left Side View (Graco Infant)
Photo No. 73.  Pre-Test 12 Mo Pass. Dummy Right Side View (Graco Infant)
Photo No. 74.  Post-Test 12 Mo Pass. Dummy Right Side View (Graco Infant)
Photo No. 75.  Post-Test 12 Mo Pass. Dummy Airbag Left Side View
Photo No. 76.  Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Photo No. 77.  Passenger Geometric Center (2008 Dodge Caliber)
Pre-Test 5th Fem. P1 Driver Dummy Right Side View
Post-Test 5th Fem. P1 Driver Dummy Airbag Left Side View
Post-Test 5th Fem. P1 Driver Dummy Airbag Right Side View
Post-Test 5th Fem. P1 Driver Dummy Head Contact (headrest)
Post-Test 5th Fem. P2 Driver Dummy Right Side View
Post-Test 5th Fem. P2 Driver Dummy Head Contact (visor)
Post-Test 3YO P1 Passenger Dummy Left Side View
Post-Test 3YO P1 Passenger Dummy Airbag Left Side View
Post-Test 3YO P1 Passenger Dummy Airbag Right Side View
Post-Test 3YO P1 Passenger Dummy Head Contact (seatback)
Pre-Test 3YO P2 Passenger Dummy Right Side View
Pre-Test 6YO P1 Passenger Dummy Left Side View (Trial 2)
Post-Test 6YO P1 Passenger Dummy Left Side View (Trial 2)
Pre-Test 6YO P1 Passenger Dummy Right Side View (Trial 2)
Post-Test 6YO P1 Passenger Dummy Airbag Left Side View (Trial 2)
Post-Test 6YO P1 Passenger Dummy Airbag Right Side View (Trial 2)
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Post-Test 6YO P1 Passenger Dummy Right Side View (Trial 3)
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Post-Test 6YO P1 Passenger Dummy Airbag Right Side View (Trial 3)
Pre-Test 6YO P2 Passenger Dummy Left Side View
Post-Test 6YO P2 Passenger Dummy Left Side View
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Pre-Test 12 Mo Pass. Dummy Right Side View (Britax Handle W/ Care)
Post-Test 12 Mo Pass. Dummy Right Side View (Britax Handle W/ Care)
Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Pre-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout)
Post-Test 12 Mo Pass. Dummy Left Side View (Britax Roundabout)
Pre-Test 12 Mo Pass. Dummy Right Side View (Britax Roundabout)
Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Pre-Test 12 Mo Pass. Dummy Left Side View (Century Encore)
Post-Test 12 Mo Pass. Dummy Left Side View (Century Encore)
Pre-Test 12 Mo Pass. Dummy Right Side View (Century Encore)
Pre-Test 12 Mo Pass. Dummy Left Side View (Evenflo Medallion)
Pre-Test 12 Mo Pass. Dummy Right Side View (Evenflo Medallion)
Post-Test 12 Mo Pass. Dummy Right Side View (Evenflo Medallion)
Post-Test 12 Mo Pass. Dummy Airbag Left Side View
Post-Test 12 Mo Pass. Dummy Airbag Right Side View
Pre-Test 12 Mo Pass. Dummy Left Side View (Graco Infant)
Pre-Test 12 Mo Pass. Dummy Right Side View (Graco Infant)
Post-Test 12 Mo Pass. Dummy Right Side View (Graco Infant)
Point location is 121 mm rearward from passenger air bag deployment door on center of glove box door latch.
APPENDIX E

INSTRUMENTATION CALIBRATION
### INSTRUMENTS FOR DRIVER DUMMY NO. 510

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<td>Instrument Panel X</td>
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<tr>
<td>Trunk Z</td>
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