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  _____________________________ Date:  November 9, 2006
Jeff Lewandowski, Project Engineer

Reviewed by: _____________________________ Date:  November 9, 2006
David Winkelbauer, Facility Director

FINAL REPORT ACCEPTED BY OVSC:

Accepted By: _____________________________

Acceptance Date:  November 9, 2006
Compliance tests were conducted on the subject 2005 Mercedes C230 in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP208-12 for the determination of FMVSS 208 compliance. Test failures identified were as follows:

**TEST FAILURES:**
The neck tension-extension (Nte) was more than the maximum allowed (1.0) for the position 1, chin on module, 5th percentile driver low risk deployment test. (S25.4(a)(5))

**Key Words**
- Frontal Impact
- 40 kmph Vehicle Safety Compliance Testing
- FMVSS 208, “Occupant Crash Protection”
- FMVSS 212, “Windshield Mounting”
- FMVSS 219, (partial), “Windshield Zone Intrusion”
- FMVSS 301, “Fuel System Integrity”

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A Low Risk Test Data
B Low Risk Photographs
C Suppression Photographs
D Instrumentation Calibration
E Notice of Test Failure (If Applicable)
SECTION 1
PURPOSE OF COMPLIANCE TEST

This Federal Motor Vehicle Safety Standard (FMVSS) 208 compliance test is 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 2005 Mercedes C230, NHTSA No. C50500, meets certain performance requirements of FMVSS 208. The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No. TP208-12 dated January 14, 2003.
SECTION 2
TESTS PERFORMED

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
NHTSA No.: C50500
Test Dates: 9/30/04-6/7/06

The following checked items indicate the tests that were performed:

- 1. Rear outboard seating position seat belts (S4.1.1.2(b) & (S4.2.4)
- 2. Air bag labels (S4.5.1)
- 3. Readiness indicator (S4.5.2)
- 4. Passenger air bag manual cut-off device (S4.5.4)
- 5. Lap belt lockability (S7.1.1.5)
- 6. Seat belt warning system (S7.3)
- 7. Seat belt contact force (S7.4.4)
- 8. Seat belt latch plate access (S7.4.4)
- 9. Seat belt retraction (S7.4.5)
- 10. Seat belt guides and hardware (S7.4.6)
- 11. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R)
- 12. Suppression tests with newborn infant (Part 572, Subpart K)
- 13. Suppression tests with 3-year-old dummy (Part 572, Subpart P)
- 14. Suppression tests with 6-year-old dummy (Part 572, Subpart N)
- 15. Test of reactivation of the passenger air bag system with an unbelted 5th percentile female dummy
- 16. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R)
- 17. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P)
- 18. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N)
- 19. Low risk deployment test with 5th female dummy (Part 572, Subpart O)
- 20. 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))
The low risk deployment tests were recorded using high speed film and high speed digital video.

The vehicle did not appear to meet the performance requirements to which it was tested.

The neck tension-extension (Nte) was more than the maximum allowed (1.0) for the position 1, chin on module, 5th percentile driver low risk deployment test. (S25.4(a)(5))
### 5th Percentile Female SN 506 Position 1 (Chin On Module) 3-10-05 Trial 1

<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>
<td>700</td>
<td>67</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>1.0 (1.006)</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>27.1</td>
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<tr>
<td>Peak Nij (Ntf)</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>40.5</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
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<td>0.9</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>137.6</td>
</tr>
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<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
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<tr>
<td>Time (ms)</td>
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<td>237.8</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1411</td>
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<td>2520 N</td>
<td>846</td>
</tr>
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<td>Chest g</td>
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<td>14</td>
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<td>14</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>199</td>
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<tr>
<td>Right Femur</td>
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<td>227</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

### 5th Percentile Female SN 511 Position 1 (Chin On Module) 4-5-05 Trial 2

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<td>1.1 (1.074)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>4.9</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>0.9</td>
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<td>Time (ms)</td>
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<td>142.3</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>254.3</td>
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<td>Neck Compression</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
### 5th Percentile Female Low Risk Deployments

**5th Percentile Female SN 505 Position 1 (Chin On Module) 4-20-05 Trial 3**

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<td>1.2 (1.151)</td>
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<td>Peak Nij (Ntf)</td>
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<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>39.9</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>0.5</td>
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<td>Time (ms)</td>
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<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>181.3</td>
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<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1434</td>
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<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>430</td>
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<tr>
<td>Chest g</td>
<td>60 g</td>
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<td>Chest Displacement</td>
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<tr>
<td>Left Femur</td>
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<td>Right Femur</td>
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<td>517</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

**5th Percentile Female SN 505 Position 1 (Chin On Module) 7-7-05 Trial 4**

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<td>Time (ms)</td>
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<td>Time (ms)</td>
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<tr>
<td>Time (ms)</td>
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<td>1344</td>
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<td>549</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
### 5th Percentile Female SN 506 Position 1 (Chin On Module) 7-07-05 Trial 5

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<td>Time (ms)</td>
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<td>Time (ms)</td>
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<tr>
<td>Chest g</td>
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<td>Chest Displacement</td>
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<td>13</td>
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<tr>
<td>Left Femur</td>
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<td>Right Femur</td>
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<td>254</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

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### 5th Percentile Female SN 510 Position 1 (Chin On Module) 7-07-05 Trial 6

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<td>Time (ms)</td>
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<td>1195</td>
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<tr>
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</tr>
<tr>
<td>Chest Displacement</td>
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<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
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<td>571</td>
</tr>
<tr>
<td>Right Femur</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
## INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

### 5th Percentile Female Low Risk Deployments

#### 5th Percentile Female SN 507 Position 1 (Chin On Module) 9-23-05 Trial 7

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<td>2520 N</td>
<td>644</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
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<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>766</td>
</tr>
<tr>
<td>Right Femur</td>
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<td>1191</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

#### 5th Percentile Female SN 510 Position 1 (Chin On Module) 9-23-05 Trial 8

<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>98</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.9 (0.891)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</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>
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</tr>
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<td>1.0</td>
<td>1.1 (1.084)</td>
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<td>Time (ms)</td>
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<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
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<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1557</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>1125</td>
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<td>Chest g</td>
<td>60 g</td>
<td>16</td>
</tr>
<tr>
<td>Chest Displacement</td>
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<td>Left Femur</td>
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<td>Right Femur</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
SECTION 3 ...(continued)

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
NHTSA No.: C50500  
Test Dates: 9/23/05

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 505 Position 1 (Chin On Module) 9-23-05 Trial 9

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
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<tbody>
<tr>
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<td>Time (ms)</td>
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<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
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<td>1.0 (1.016)</td>
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<td>Time (ms)</td>
<td>NA</td>
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</tr>
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<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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<td>1478</td>
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<td>1094</td>
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<tr>
<td>Chest g</td>
<td>60 g</td>
<td>13</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>275</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>231</td>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

5th Percentile Female SN 516 Position 1 (Chin On Module) 9-23-05 Trial 10

<table>
<thead>
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<th>Max. Allowable Injury Assessment Values</th>
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</thead>
<tbody>
<tr>
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<td>Peak Nij (Ntf)</td>
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<td>Time (ms)</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>1.0 (0.961)</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>136.5</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>174.6</td>
</tr>
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<td>Neck Tension</td>
<td>2070 N</td>
<td>1426</td>
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<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>906</td>
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<tr>
<td>Chest g</td>
<td>60 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>15</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>289</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>254</td>
</tr>
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</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
### 5th Percentile Female Low Risk Deployments

#### 5th Percentile Female SN 075 Position 1 (Chin On Module) 5-10-06 Trial 11

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>14</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>33.4</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.1</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>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>177.7</td>
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<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>225.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>803</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>352</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>11</td>
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<td>Chest Displacement</td>
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<td>Left Femur</td>
<td>6805 N</td>
<td>86</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>109</td>
</tr>
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</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms

#### 5th Percentile Female SN 075 Position 1 (Chin On Module) 6-7-06 Trial 12

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tbody>
<tr>
<td>HIC15</td>
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<td>100</td>
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<td>0.5</td>
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<td>0.3</td>
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<td>Time (ms)</td>
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<td>0.1</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>242.3</td>
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<td>Neck Tension</td>
<td>2070 N</td>
<td>1318</td>
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<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>817</td>
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<td>Chest g</td>
<td>60 g</td>
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<tr>
<td>Chest Displacement</td>
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<td>14</td>
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<td>Left Femur</td>
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<td>119</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>172</td>
</tr>
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</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
SECTION 3 ...(continued)

INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
NHTSA No.: C50500  
Test Dates: 4/05/05

5th Percentile Female Low Risk Deployments

5th Percentile Female SN 511 Position 2 (Chin On Rim) 4-5-05

<table>
<thead>
<tr>
<th>Injury Criteria</th>
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<th>Measured Value</th>
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<tr>
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<td>Time (ms)</td>
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<td>Neck Compression</td>
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<td>113</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>29</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>29</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>285</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>297</td>
</tr>
</tbody>
</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 325 ms
### 3-Year-Old Low Risk Deployments

#### 3-Year-Old SN 032 Position 1 (Chest On Instrument Panel) 3-10-05

<table>
<thead>
<tr>
<th>Injury Criteria</th>
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<th>Measured Value</th>
</tr>
</thead>
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<tr>
<td>HIC15</td>
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</tr>
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</tr>
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</tr>
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<td>Time (ms)</td>
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<td>13.2</td>
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<tr>
<td>Peak Nij (Nce)</td>
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<td>0.1</td>
</tr>
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<td>Time (ms)</td>
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<td>24.0</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>0.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>454</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>48</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>9</td>
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<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>14</td>
</tr>
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</table>

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms

#### 3-Year-Old SN 032 Position 2 (Head On Instrument Panel) 4-20-05

<table>
<thead>
<tr>
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<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>20</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
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<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>0.8</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
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<td>Time (ms)</td>
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<td>15.1</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>39.9</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.0</td>
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<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>4</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>560</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>10</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>1</td>
</tr>
</tbody>
</table>

Second stage fire time of 150 ms; Injuries calculated on 0 ms to 100 ms
A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

The neck tension-extension (Nte) was more than the maximum allowed (1.0) for the position 1, chin on module, 5th percentile driver low risk deployment test. (S25.4(a)(5)). Ten position 1 low risk deployment tests were performed on NHTSA’s test vehicle for this investigation. Six of the ten trials had neck tension-extension injury measures that exceeded 1.000. These trials were: Trial 1 = 1.006, Trial 2 = 1.074, Trial 3 = 1.151, Trial 4 = 1.118, Trial 9 = 1.038, and Trial 10 = 1.075. Trial 2 used the original steering column and steering wheel even though they had already been used for position 1 and position 2, chin on rim, low risk deployment tests. All other trials used a new steering column and steering wheel. In other trials, there were variations on leg position and taping the dummy in place.

Mercedes Benz issued a recall (NHTSA 05V560000; Mercedes Benz recall no. 2006020005) to remedy this situation. Low risk deployment trial 11 was conducted with the recall remedy and passed all the injury measure requirements.

The C230 could also be manufactured with a 4-spoke steering wheel. All the trials were performed using the 3 spoke steering wheel. The air bag from the 4-spoke wheel was not included in the recall. An additional trial (12th) was performed with this wheel to confirm it complied with the low risk deployment requirements. It passed all the injury measure requirements.

The frontal crash test was not conducted at the request of the COTR.
### Test Data Sheets

<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2005 Mercedes C230</th>
<th>NHTSA No.:</th>
<th>C50500</th>
</tr>
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<tbody>
<tr>
<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Dates:</td>
<td>9/30/04-6/7/06</td>
</tr>
</tbody>
</table>
DATA SHEET 1
COTR VEHICLE WORK ORDER

Test Vehicle: 2005 Mercedes C230  NHTSA No.: C50500
Test Program: FMVSS 208 Compliance  Test Dates: 9/30/04-6/7/06

COTR Signature: Charles R. Case

Test to be performed for this vehicle are checked below:

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

Section B

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

Section C

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

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

Section A

| X | Cosco Dream Ride 02-719 | Full Rearward | Mid Position | X | 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>Child Restraint</th>
<th>Position</th>
<th>Position</th>
<th>Position</th>
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<tbody>
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<td>Full Rearward</td>
<td>Mid Position</td>
<td>Full Forward</td>
</tr>
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<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>
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<tr>
<td>Cosco Touriva 02519</td>
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<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>

**Section D**

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position</th>
<th>Position</th>
<th>Position</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>

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>Child Restraint</th>
<th>Position</th>
<th>Position</th>
<th>Position</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>

**Section D**

<table>
<thead>
<tr>
<th>Child Restraint</th>
<th>Position</th>
<th>Position</th>
<th>Position</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>

15. Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following positions

<table>
<thead>
<tr>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sitting on seat with back against seat back</td>
</tr>
<tr>
<td>Sitting on seat with back against reclined seat back</td>
</tr>
<tr>
<td>Sitting on seat with back not against seat back</td>
</tr>
<tr>
<td>Sitting on seat edge, spine vertical, hands by the child's side</td>
</tr>
<tr>
<td>Standing on seat, facing forward</td>
</tr>
<tr>
<td>Kneeling on seat facing forward</td>
</tr>
<tr>
<td>Kneeling on seat facing rearward</td>
</tr>
<tr>
<td>Lying on seat</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sitting on seat with back against seat back</td>
</tr>
<tr>
<td>Sitting on seat with back against reclined seat back</td>
</tr>
<tr>
<td>Sitting on seat with back not against seat back</td>
</tr>
<tr>
<td>Sitting on seat edge, spine vertical, hands by the child’s side</td>
</tr>
<tr>
<td>Standing on seat, facing forward</td>
</tr>
<tr>
<td>Kneeling on seat facing forward</td>
</tr>
<tr>
<td>Kneeling on seat facing rearward</td>
</tr>
<tr>
<td>Lying on seat</td>
</tr>
</tbody>
</table>
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

| Britax Roadster 9004 | Full Rearward | Mid Position | Full Forward |
| Century Next Step 4920 | Full Rearward | Mid Position | Full Forward |
| Cosco High Back Booster 02-442 | Full Rearward | Mid Position | Full Forward |
| Evenflo Right Fit 245 | Full Rearward | Mid Position | Full Forward |

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

Section D

| Britax Roadster 9004 | Full Rearward | Mid Position | Full Forward |
| Century Next Step 4920 | Full Rearward | Mid Position | Full Forward |
| Cosco High Back Booster 02-442 | Full Rearward | Mid Position | Full Forward |
| Evenflo Right Fit 245 | Full Rearward | Mid Position | Full Forward |

19. Suppression tests with 6-year-old dummy (Part 572, Subpart N) 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)

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

| 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 |
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:
  - 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)(2) or S5.1.2(b))
  - 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))
  - 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 male 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: 2005 Mercedes C230  NHTSA No.: C50500
Test Program: FMVSS 208 Compliance  Test Date: 9/30/04-6/7/06

CONTRACT NO.  DTNH22- 03-D-11002  Date: 6/13/06
FROM (Lab and rep name): MGA Research Corporation
TO: NHTSA, OVSC (NVS-220)

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

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2005 Mercedes C230 Passenger Car
MANUFACTURE DATE: 7/04
NHTSA NO. C50500  GVWR: 1940 kg (4280 lbs)
BODY COLOR: RED  GAWR (Fr): 940 kg (2075 lbs)
VIN: WDBRF40J75F607909  GAWR (Rr): 1000 kg (2205 lbs)

ODOMETER READINGS: ARRIVAL (miles): 57  DATE: 9/24/04
COMPLETION (miles): 100  DATE: 6/7/06

PURCHASE PRICE: ($) 32,671.00
DEALER’S NAME: Concours Motors, 1400 W. Silver Spring Dr. Glendale, WI 53209

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:  ___Yes  _X_ 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 Low Risk Deployments

VEHICLE: 2005 Mercedes C230 Passenger Car  
NHTSA NO. C50500

REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page: None

Explanation for equipment removal:

Test Vehicle Condition:
Air bags deployed. Vehicle has had numerous steering column and steering wheel replacements, Wiring harness is suspect. Vehicle is fully intact and runs

RECORDED BY: Jeff Lewandowski  
APPROVED BY: David Winkelbauer  

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

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: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
Test Technician: Nick Kosinski

<table>
<thead>
<tr>
<th>Certification Label</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer:</td>
<td>DaimlerChrysler Corp.</td>
</tr>
<tr>
<td>Date of Manufacture:</td>
<td>7/04</td>
</tr>
<tr>
<td>VIN:</td>
<td>WDBRF40J75F607909</td>
</tr>
<tr>
<td>Vehicle Certified As (Pass. Car/MPV/Truck/Bus):</td>
<td>Passenger Car</td>
</tr>
<tr>
<td>Front Axle GVWR:</td>
<td>940 kg (2075 lbs)</td>
</tr>
<tr>
<td>Rear Axle GVWR:</td>
<td>1000 kg (2205 lbs)</td>
</tr>
<tr>
<td>Total GVWR:</td>
<td>1940 kg (4280 lbs)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tire Placard</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Not applicable, vehicle is not a passenger car and does not have a tire placard.</td>
<td>Passenger Car</td>
</tr>
<tr>
<td>This is not a passenger car, but all or part of this information is still contained on a vehicle label and is reported here. (From Owner’s Manual)</td>
<td>Passenger Car</td>
</tr>
<tr>
<td>Vehicle Capacity Weight:</td>
<td>392 kg (865 lbs)</td>
</tr>
<tr>
<td>Designated Seating Capacity Front:</td>
<td>2</td>
</tr>
<tr>
<td>Designated Seating Capacity Rear:</td>
<td>3</td>
</tr>
<tr>
<td>Total Designated Seating Capacity:</td>
<td>5</td>
</tr>
<tr>
<td>Recommended Cold Tire Inflation Pressure Front:</td>
<td>196 kpa (28 psi)</td>
</tr>
<tr>
<td>Recommended Cold Tire Inflation Pressure Rear:</td>
<td>224 kpa (32 psi)</td>
</tr>
<tr>
<td>Recommended Tire Size:</td>
<td>P225/45R17</td>
</tr>
</tbody>
</table>

Signature: Nick Kosinski  
Date: 3/10/05
## DATA SHEET 4
### REAR OUTBOARD SEATING POSITION SEAT BELTS

<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2005 Mercedes C230</th>
<th>NHTSA No.:</th>
<th>C50500</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Date:</td>
<td>9/30/04</td>
</tr>
<tr>
<td>Test Technician:</td>
<td>Wayne Dahlke</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do all rear outboard seating positions have Type 2 seat belts?</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

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:** Wayne Dahlke

**Date:** 9/30/04
DATA SHEET 5
AIR BAG LABELS (S4.5.1)

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

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?
      □ 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?
      □ 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?
      □ 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?
      □ Yes – Pass
      □ No – Fail

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

X Test Vehicle: 2005 Mercedes C230
X Test Program: FMVSS 208 Compliance
X Test Technician: Wayne Dahlke

NHTSA No.: C50500
Test Date: 9/30/04
2.3 Include a statement that the air bag is a supplement restraint at the front outboard seating position?
X 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?
X 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?
X 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?
X 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))
X 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))
X 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))
X 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))
X 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))
X 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))
X Yes – Pass  
No – Fail

2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?
X 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))
X 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?

<table>
<thead>
<tr>
<th></th>
<th>Yes – Pass</th>
<th>No – Fail</th>
</tr>
</thead>
</table>

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))

<table>
<thead>
<tr>
<th></th>
<th>Yes – Pass</th>
<th>No – Fail</th>
</tr>
</thead>
</table>

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))

<table>
<thead>
<tr>
<th></th>
<th>Yes – Pass</th>
<th>No – Fail</th>
</tr>
</thead>
</table>

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))

<table>
<thead>
<tr>
<th></th>
<th>Yes – Pass</th>
<th>No – Fail</th>
</tr>
</thead>
</table>

3. Sun Visor Air Bag Warning Label (S4.5.1(b)) Check only one of the following:

<table>
<thead>
<tr>
<th></th>
<th>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 and 3.3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The vehicle is certified to meet the requirements of S19, S21, and S23 before 9/1/03. (Obtain answer from COTR) (S4.5.1(b)(2)) Go to 3.2 and skip 3.1 and 3.3</td>
</tr>
<tr>
<td></td>
<td>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 3.3 and skip 3.1 and 3.2</td>
</tr>
</tbody>
</table>

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 it? (S4.5.1(b)(1))

|   | 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))
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

3.2 Vehicles certified to meet the requirements of S19, S21, and S23 before 9/1/03.

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)(2))
- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail
3.2.2 Does the label conform in content to the label shown in either Figure 8 or 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)(2)(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)(2)(v))

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

3.2.3 Is the label heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(b)(2)(i))

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

3.2.4 Is the message area white with black text? (S4.5.1(b)(2)(ii))

Driver Side, Yes – Pass  
Driver Side, No – Fail  
Passenger Side, Yes – Pass  
Passenger Side, No – Fail
3.2.5 Is the message area at least 30 cm²? (S4.5.1(b)(2)(ii))
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

3.2.6 Is the pictogram black 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

3.2.7 Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(2)(iii))
Driver Side: Length __________
Passenger Side: Length __________

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

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

3.3.1 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))

- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail
3.3.2 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))

![Figure 11. Sun Visor Label Visible when Visor is in Down Position.](image)

3.3.3 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>Side</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Pass</td>
</tr>
<tr>
<td>Passenger</td>
<td>Fail</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Side</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Pass</td>
</tr>
<tr>
<td>Passenger</td>
<td>Pass</td>
</tr>
</tbody>
</table>

3.3.5 Is the message area at least 30 cm²? (S4.5.1(b)(3)(iii))

<table>
<thead>
<tr>
<th>Side</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Pass</td>
</tr>
<tr>
<td>Passenger</td>
<td>Pass</td>
</tr>
</tbody>
</table>

- Driver Side: Length 12.3 cm, Width 4.3 cm
- Passenger Side: Length 12.3 cm, Width 4.3 cm
- Driver Actual message area 52.89 cm²
- Passenger Actual message area 52.89 cm²
3.3.6 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

3.3.7 Is the pictogram at least 30 mm (1.2 inches) in length? (S4.5.1(b)(3)(iii))

- ✔ Driver Side: Length 40 mm
- ✔ Passenger Side: Length 40 mm

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

3.4 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

3.5 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

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

- ✔ Yes, go to 3.6.1
- X No, go to 4 (skipping 3.6.1 through 3.6.3)

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

- ✔ Yes, go to 3.6.2 and skip 3.6.3
- No, go to 3.6.3 and skip 3.6.2

3.6.2 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
3.6.3 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?

If yes for driver and passenger, go to 5.

Driver Side, Yes

Driver Side, No

Passenger Side, Yes

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))

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))

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))

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))

Driver Side: Length 9.3 cm, Width 2.8 cm
Passenger Side: Length 9.4 cm, Width 2.8 cm
Actual message area 26.04 cm²

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))

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))
Driver Side Diameter mm
Passenger Side Diameter mm
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(3)(2))
Yes, go to 5.1.1 and skip 5.2
No, go to 5.2, skipping 5.1.1 through 5.1.6
5.1.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(2))
Yes – Pass
No - Fail
5.1.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(2))
Yes – Pass
No - Fail
5.1.3 Does the label conform in content to the label shown in Figure 9? (S4.5.1(e)(2))
Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” (S4.5.1(e)(2)(iii))
Yes – Pass
No - Fail
5.1.4 Is the heading area yellow with black text? (S4.5.1(e)(2)(i))
Yes – Pass
No - Fail
5.1.5 Is the message white with black text? (S4.5.1(e)(2)(ii))
Yes – Pass
No - Fail
5.1.6 Is the message area at least 30 cm²? (S4.5.1(e)(2)(ii))
Length 1.06 cm, Width 3.7 cm
Actual message area 39.22 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)(2)(iii))

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))
Length_______, Width_______
Actual message area __________ cm²
[ ] Yes – Pass
[ ] No - Fail

I certify that I have read and performed each instruction.

Signature: __________________________
Date: 9/30/04
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: Right side 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: 9/30/04
1. Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position?
   - No, this sheet is complete

2. Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4(a))
   - No, go to 4

3. Verification of the lack of room for a child restraint in the rear seat behind the driver’s seat. (S4.5.4(b))
   - N/A, no lumbar adjustment

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

3.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.02)
   - N/A, no additional support adjustment

3.3 If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
   - N/A, no independent fore-aft seat cushion adjustment

3.4 If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position (S16.2.10.3.1)
   - N/A, no independent seat cushion height adjustment

3.5 Put the seat in its full rearward position. (S16.2.10.3.1)
   - N/A, the seat does not have a fore-aft adjustment

3.6 If the seat height is adjustable, put it in the full down position. (S16.2.10.3.1)
   - N/A, no seat height adjustment

3.7 Draw a horizontal reference line on the side of the seat cushion.

3.8 Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, 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 full rearward.
   - N/A – the seat does not have a fore-aft adjustment.

3.9 Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position. (S8.1.2)
   - N/A – the seat does not have fore-aft adjustment.

Mid position
If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:

3.10 If seat adjustments, other than fore-aft, are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal.

N/A – No adjustments

Angle of reference line as tested:

3.11 The 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

Manufacturers design seat back angle:

Tested seat back angle:

3.12 Is the driver seat a bucket seat?

Yes, go to 3.12.1 and skip 3.12.2

No, go to 3.12.2 and skip 3.12.1

3.12.1 Bucket Seats:

3.12.1.1 Locate and mark a vertical Plane B through the longitudinal centerline of the seat driver’s seat cushion. (S22.2.1.3) The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle.

Record the width of the seat:

Record the distance from the edge of the seat to Plane B:

3.12.1.2 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.

Distance (mm):

Less than 720 mm – Pass

More than 720 mm – Fail

Go to 4

3.12.2 Bench seats (including split bench seats):

3.12.2.1 Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline.

3.12.2.2 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.

Distance (mm):

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” on the telltale? (S4.5.4.3(b))
      7.2.1 within 25 mm of the telltale?
         - Yes – Pass, go to 7.3
         - No – go to 7.2.2
      7.2.2 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: there is no back seat
- the rear seat is too small to accommodate a child restraint
- there is a medical condition that must be monitored constantly

Children aged 1 to 12: there is no back seat
- space is not always available in the rear seat

Medical condition: medical risk causes special risk for passenger
- 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: [Signature]

Date: 9/30/04
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: 2005 Mercedes C230  NHTSA No.: C50500
Test Program: FMVSS 208 Compliance  Test Date: 9/30/04
Test Technician: Wayne Dahlke

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

- 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: Full Aft
   (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. Buckle the seat belt. (S7.1.1.5(c)(1))

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

6. 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))

7. 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 7.1
   - No, go to 8

7.1 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

8. 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))
9. 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): 66.25

10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. 
(S7.1.1.5(c)(3))

11. 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): 9.1

12. 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): 34.5

13. 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)): 36 lb/sec

Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 35.25 inches

14. Subtract the measurement in 12 from the measurement in 13. Is the difference 2 inches or less? 
(S7.1.1.5(c)(7))

13 - 12 = 34.5 – 35.25 = .75 inches

Yes – Pass

No – Fail

15. Subtract the measurement in 13 from the measurement in 9. Is the difference 3 inches or more? 
(S7.1.1.5(c)(8))

9 - 13 = 66.25 - 35.25 = 31 inches

Yes – Pass

No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 9/30/04
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: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

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

1. 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: Not Adjustable (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. Buckle the seat belt. (S7.1.1.5(c)(1))
   5. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))
   6. 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))
   7. 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 7.1
      □ No, go to 8
   7. 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
   8. 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))
9. 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): 61.125

10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))

11. 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): 9.3

12. 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): 23.75

13. 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)): 35

   Measured distance between A and B (Spec. 5-15 degrees): 24.5

14. Subtract the measurement in 12 from the measurement in 13. Is the difference 2 inches or less? (S7.1.1.5(c)(7))

   13 - 12 = 24.5 - 23.75 = .75 inches

   Yes – Pass
   No – Fail

15. Subtract the measurement in 13 from the measurement in 9. Is the difference 3 inches or more? (S7.1.1.5(c)(8))

   9 - 13 = 61.125 - 24.5 = 36.625 inches

   Yes – Pass
   No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/30/04
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: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
Test Technician: Nick Kosinski

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

- 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: Not Adjustable  
   (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. Buckle the seat belt. (S7.1.1.5(c)(1))

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

6. 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))

7. 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 7.1
   - No, go to 8

7.1 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

8. 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))
9. 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): 67.75

10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))

11. 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): 9.7

12. 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): 28

13. 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)): 35

Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 28.75

14. Subtract the measurement in 12 from the measurement in 13. Is the difference 2 inches or less? (S7.1.1.5(c)(7))

13 - 12 = 28.75 - 28 = .75 inches

Yes – Pass

No – Fail

15. Subtract the measurement in 13 from the measurement in 9. Is the difference 3 inches or more? (S7.1.1.5(c)(8))

9 - 13 = 67.75 - 28.75 = 39 inches

Yes – Pass

No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date:  9/30/04
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: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

NHTSA No.: C50500
Test Date: 9/30/04

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

- 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: Not Adjustable
   (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. Buckle the seat belt. (S7.1.1.5(c)(1))

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

6. 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))

7. 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 7.1
   - No, go to 8

7.1 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

8. 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))
9. 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): 55.5

10. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))

11. 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): 9.2

12. 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): 30.5

13. 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)): 40
   Measured distance between A and B (inches) (S7.1.1.5(c)(6)): 30.75

14. Subtract the measurement in 12 from the measurement in 13. Is the difference 2 inches or less? (S7.1.1.5(c)(7))
   13 - 12 = 30.75 - 30.5 = .25 inches
   Yes – Pass
   No – Fail

15. Subtract the measurement in 13 from the measurement in 9. Is the difference 3 inches or more? (S7.1.1.5(c)(8))
   9 - 13 = 55.5 - 30.75 = 24.75 inches
   Yes – Pass
   No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________
Date: 9/30/04
DATA SHEET 9
FMVSS 208 SEAT BELT WARNING SYSTEM CHECK (S7.3)

Test Vehicle: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
Test Technician: Wayne Dahlke

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: 6.0
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: 6.0
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 audible signal beginning with key “on” or “start” is
    Seconds: 0.0
13. The occupant is in the driver’s seat.
14. The seat belt is in the latched position and with at least 4 inches of belt webbing extended.
15. The key is in the “on” or “start” position.
16. The time duration of the warning light beginning with key “on” or “start” is
    Seconds: 6.0
17. Complete the following table with the data from 4, 8, 12, and 16 to determine which option is used.

<table>
<thead>
<tr>
<th>Warning light specification</th>
<th>Audible signal specification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Item 16:</strong> 6</td>
<td><strong>Item 12:</strong> 6</td>
</tr>
<tr>
<td>0 seconds**</td>
<td></td>
</tr>
<tr>
<td><strong>Item 8:</strong> 6</td>
<td><strong>Item 4:</strong> 6</td>
</tr>
<tr>
<td>60 seconds minimum</td>
<td>4 to 8 seconds</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 16: 6</td>
<td>Item 12: 0</td>
</tr>
<tr>
<td>4 to 8 seconds</td>
<td>0 seconds**</td>
</tr>
<tr>
<td>Item 8: 6</td>
<td>Item 4: 6</td>
</tr>
<tr>
<td>4 to 8 seconds</td>
<td>4 to 8 seconds</td>
</tr>
</tbody>
</table>

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds.
** 0 seconds means the light or audible signal are NOT permitted to operate under these conditions.
See 7/12/00 interpretation to Patrick Raher of Hogan and Hartson
18. The seat belt warning system meets the requirements of (manufacturers may comply with either section)

- S7.3 (a)(1)
- S7.3 (a)(2)
- FAIL – does not meet the requirements of either option

19. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))

- Fasten seat belts
- Fasten belts
- Symbol 101
- FAIL – does not used any of the above working or symbol

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/30/04
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:** Left 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. 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 independent fore-aft seat cushion adjustment

5. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
   - [X] N/A, no independent seat cushion height adjustment

6. Put the seat in its full rearward position. (S16.2.10.3.1)
   - [X] N/A, the seat does not have a fore-aft adjustment

7. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)
   - [X] N/A, no seat height adjustment

8. Draw a horizontal reference line on the side of the seat cushion.

9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the midpoint), and R for full rearward.
   - [X] N/A, the seat does not have a fore-aft adjustment

10. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2)
    - [X] Mid position
    If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat: Not adjustable
11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
   - N/A, no adjustments
   - Reference line angle as tested: N/A

12. The 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 seat back angle: Fixed
   - Tested seat back angle: Fixed

13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.

14. Fasten the seat belt latch.

15. 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.

16. 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): 0.20
   - 0.0 to 0.7 pounds - Pass
   - Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 9/30/04
DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

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?
   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. 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 independent fore-aft seat cushion adjustment

5. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
   X N/A, no independent seat cushion height adjustment

6. Put the seat in its full rearward position. (S16.2.10.3.1)
   X N/A, the seat does not have a fore-aft adjustment

7. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)
   X N/A, no seat height adjustment

8. Draw a horizontal reference line on the side of the seat cushion.

9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the midpoint), and R for full rearward.
   X N/A, the seat does not have a fore-aft adjustment

10. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2)
    X Mid position
    If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat: Not adjustable

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Nick Kosinski

Test Date: 9/30/04
NHTSA No.: C50500

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.
11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
   
   N/A, no adjustments
   
   Reference line angle as tested: N/A

12. The 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 seat back angle: Fixed
   
   Tested seat back angle: Fixed

13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.

14. Fasten the seat belt latch.

15. 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.

16. 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): 0.08
   
   0.0 to 0.7 pounds – Pass
   
   Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 9/30/04
DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
Test Technician: Nick Kosinski

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>Right Rear Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Does the vehicle incorporate a webbing tension-relieving device?</td>
<td>Yes, this form is complete</td>
</tr>
<tr>
<td>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)</td>
<td>N/A, no lumbar adjustment</td>
</tr>
<tr>
<td>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)</td>
<td>N/A, no additional support adjustment</td>
</tr>
<tr>
<td>4. 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)</td>
<td>N/A, no independent fore-aft seat cushion adjustment</td>
</tr>
<tr>
<td>5. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)</td>
<td>N/A, no independent seat cushion height adjustment</td>
</tr>
<tr>
<td>6. Put the seat in its full rearward position. (S16.2.10.3.1)</td>
<td>N/A, the seat does not have a fore-aft adjustment</td>
</tr>
<tr>
<td>7. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)</td>
<td>N/A, no seat height adjustment</td>
</tr>
<tr>
<td>8. Draw a horizontal reference line on the side of the seat cushion.</td>
<td>N/A, the seat does not have a fore-aft adjustment</td>
</tr>
<tr>
<td>9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, M for mid-position (if there is no mid position, label the closest adjustment position to the rear of the midpoint), and R for full rearward.</td>
<td>[ N/A, \text{ the seat does not have a fore-aft adjustment } ]</td>
</tr>
<tr>
<td>10. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the middle fore-aft position for this test. (S8.1.2)</td>
<td>[ \text{Mid position} ]</td>
</tr>
</tbody>
</table>

Test Vehicle: 2005 Mercedes C230  
Test Program: FMVSS 208 Compliance  
Test Technician: Nick Kosinski  
NHTSA No.: C50500  
Test Date: 9/30/04
11. If seat adjustments other than fore-aft are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2.1)
   - N/A, no adjustments
   - Reference line angle as tested: N/A

12. The 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 seat back angle: Fixed
   - Tested seat back angle: Fixed

13. Position the test dummies according to dummy position placement instructions in Appendix B and include the positioning check sheets.

14. Fasten the seat belt latch.

15. 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.

16. 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): 0.08
   - 0.0 to 0.7 pounds – Pass
   - Greater than 0.7 pounds - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: ________________

Date: 9/30/04
Data Sheet 11

Latch Plate Access (S7.4.4)

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. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (8.1.3)
   - N/A, no lumbar adjustment

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)
   - N/A, no additional support adjustment

3. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
   - N/A, no independent fore-aft seat cushion adjustment

4. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)
   - N/A, no independent seat cushion height adjustment

5. Put the seat in its full rearward position. (S16.2.10.3.1)
   - N/A, the seat does not have a fore-aft adjustment

6. If the seat height is adjustable, put it in the full down position. (S16.2.10.3.1)
   - N/A, no seat height adjustment

7. Draw a horizontal reference line on the side of the seat cushion

8. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, 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 full rearward.
   - N/A, the seat does not have a fore-aft adjustment.

9. Using only the controls that change the seat in the fore-aft direction, place the seat in the full rearward position and then place the seat in the forward most fore-aft position for this test. (S10.7)
   - N/A, no adjustments

10. If seat adjustments, other than fore-aft, are present and the horizontal reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal.
    - N/A, no adjustments
Reference line angle as tested:

11. The 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 seat back angle:

Tested seat back angle:

12. Position the test dummy using the procedures in Appendix A. (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position. Note on the Appendix A positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy.) Include the positioning check sheet with this form.

13. Position the adjustable seat belt anchorage in the manufacturer’s nominal design position for a 50th percentile adult male occupant.

14. Attach the inboard reach string to the base of the head following the instructions on Figure 3.

15. Attach the outboard reach string to the torso sheath following the instructions on Figure 3.

16. Place the latch plate in the stowed position.

17. 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

18. Extend outboard 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

19. Is the latch plate within the inboard (item 17) or outboard (item 18) reach envelope?

Yes – Pass
No – Fail

20. 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
Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device
REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 9/30/04
DATA SHEET 12
SEAT BELT RETRACTION (S7.4.5)

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

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. If the seat cushion adjusts fore and aft, independent of the seat back, set this adjustment to the full rearward position. (S16.2.10.3.1)
   X N/A, no independent fore-aft seat cushion adjustment

5. If the seat cushion height adjusts independent of the seat back, set this adjustment to the full down position. (S16.2.10.3.1)
   X N/A, no independent seat cushion height adjustment

6. Put the seat in its full rearward position.
   X N/A, the seat does not have a fore-aft adjustment

7. If the seat height is adjustable, put it in the full down position. (S8.1.2)
   X N/A, no seat adjustment

8. Draw a horizontal line on the side of the seat cushion.

9. Using only the controls that change the seat in the fore-aft direction, mark the fore-aft seat positions. Mark the side of the seat and a reference position directly below on a part of the vehicle that does not adjust. For manual seats, move the seat forward one detent at a time and mark each detent as was done for the full rearward position. For power seats, mark only the full rearward, middle, and full forward positions. Label three of the positions with the following: F for full forward, 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 full rearward.
   X N/A, the seat does not have a fore-aft adjustment

10. Using only the controls that change the seat in the fore-aft direction, place the seat in the middle fore-aft position. (S8.1.2)
    If there is no mid position, put the seat in the closest adjustment position to the rear of the midpoint. Describe the location of the seat:

---

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke
NHTSA No.: C50500
Test Date: 9/30/04
11. If seat adjustments, other than fore-aft, are present and the reference line is no longer horizontal, use those adjustments to maintain the reference line as closely as possible to the horizontal. (S16.2.10.3.2)

N/A – no seat adjustment

Reference angle as tested:

12. The 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. (S8.1.3)

N/A – no seat back angle adjustment

Manufacturer’s design seat back angle:

Tested seat back angle:

13. If adjustable, set the head restraint at the full up and full forward position. (S8.1.3) Any adjustment 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.

N/A – no head restraint adjustment

14. Place any adjustable seat belt anchorages at the vehicle manufacturer’s nominal design position for a 50th percentile adult male occupant (S8.1.3)

N/A – no adjustable upper seat belt anchorage

Manufacturer’s specified anchorage position:

Tested anchorage position:

15. Is the driver seat a bucket seat?

Yes, go to 15.1 and skip 15.2.

No, go to 15.2 and skip 15.1

15.1 Bucket seats - Locate and mark a vertical Plane B through the longitudinal centerline of the seat. The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle.

Record the width of the seat:

Record the distance from the edge of the seat to Plane B.

15.2 Bench seats (including split bench seats):

Driver seat: Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline.

Passenger seat: Locate and mark a vertical longitudinal Plane B on the seat that is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel.

Distance from the vehicle centerline to the center of the steering wheel:

Distance from the vehicle centerline to Plane B:

16. Stow outboard armrests that are capable of being stowed. (S7.4.5)

17. Remove the arms of a Subpart E dummy and place it in the seat such that the midsagittal plane is coincident with Plane B and the upper torso rests against the seat back. (S10.4.1.1 & S10.4.1.2)

18. Rest the thighs on the seat cushion
19. Position the H-point of the dummy within 0.5 inch of the vertical dimension and 0.5 inch of the horizontal dimension of a point 0.25 inch below the H-point determined by using the equipment and procedures specified in SAE J826 (APR 1980). (S10.4.2.1) Then measure the pelvic angle with respect to the horizontal using the pelvic angle gage. Adjust the dummy position until these three measurements are within the specifications. (S10.4.2.1 and S10.4.2.2)

| Horizontal inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1) |
| Vertical inches from the point 0.25 below the determined H-point (0.5 inch max.) (S10.4.2.1) |
| Pelvic angle (20° to 25°) |

20. Set the distance between the outboard knee clevis flange surfaces at 10.6 inches. Measured distance (10.6 inches) (S10.5):

21. To the extent practicable keep the thighs and the legs in a vertical plane (S10.5) and rest the thighs on the seat cushion while resting the feet on the floorpan or toe board.

22. Fasten the seat belt around the dummy.

23. Remove all slack from the lap belt portion. (S10.9)

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

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

Pound load applied:

26. Is the belt system equipped with a tension relieving device?

| Yes, continue |
| No, go to 27 |

26.1 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). Go to 25.

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

27.1 The torso and lap belt webbing of the seat belt system automatically retracts when the adjacent vehicle door is in an open position and the seat belt catch plate is released.

| Pass |

27.2 The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt catch plate is released.

| Pass |

27.3 Neither 27.1 or 27.2 apply

| Fail |

28. 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 |
29. 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
- Yes – Pass
- No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date:  9/30/04
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?**
   - Yes, this form is complete
   - No, go to 2

2. **Is the seat removable?**
   - 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?**
   - 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?**
   - 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)?**
   - 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.**
   - 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)
   X Yes – Pass
   X 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)
   X Yes – Pass
   X 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)
    X Yes – Pass
    X No – Fail
    X N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date:  9/30/04
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: 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
   - 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

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)
   - X 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)
   - X 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)
    - X Yes – Pass
    - No – Fail
    - N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/30/04
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2005 Mercedes C230  NHTSA No.: C50500
Test Program: FMVSS 208 Compliance  Test Date: 9/30/04
Test Technician: Wayne Dahlke

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: Right 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

    X N/A – Rear seat

REMARKS:

I certify that I have read and performed each instruction.

Signature: [Signature]

Date: 9/30/04
DATA SHEET 14
MARKING OF REFERENCE POINTS FOR VARIOUS TEST POSITIONS AND POINTS

Test Vehicle: 2005 Mercedes C230
Test Program: FMVSS 208 Compliance
Test Technician: Eric Peschman
NHTSA No.: C50500
Test Date: 3/10/05

1. Driver Designated Seating Position:
   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)
   X N/A – No lumbar adjustment
   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)
   X N/A – No additional support adjustment
   1.3 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.
   1.4 Draw a line (seat cushion reference line) through the seat cushion reference point.
   1.5 Using only the controls that primarily move the seat in the fore-aft direction, move the seat cushion reference point to the rearmost position.
   X N/A – No independent fore-aft seat cushion adjustment
   1.6 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)
   X N/A – No independent fore-aft seat cushion adjustment
   1.7 Using any part of any control, other than the parts just used for fore-aft positioning, determine the range of angles of the seat cushion reference line and set the seat cushion reference line at the mid-angle.
   Maximum Angle: (Fwd Up) 11.5 Degrees
   Minimum Angle: (Fwd Down) 0.5 Degrees
   Mid-angle: (Fwd Up) 5.5 Degrees
   1.8 If the seat and/or seat cushion height is adjustable, use any part of any control other than those 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 1.7.
   X N/A – No seat height adjustment
   1.9 Using only the controls that primarily move the seat in the fore-aft direction, verify the seat is in the rearmost position.
   1.10 Using only the controls that primarily move the seat in the fore-aft direction, 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.
   1.11 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.
   1.12 Using any controls, other than the controls that primarily move the seat and/or seat cushion in the fore-aft direction, 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 1.7.
1.13 Using only the controls that primarily move the seat and/or seat cushion in the fore-aft direction, place the seat in the mid-fore-aft position.

1.14 Using any controls, other than the controls that primarily move the seat in the fore-aft direction, 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 1.7.

1.15 Using only the controls that change the seat in the fore-aft direction, place the seat in the foremost position.

1.16 Using any controls, other than the controls that primarily move the seat in the fore-aft direction, 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 1.7.

1.17 Visually mark for future reference the seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.

- N/A – No seat back angle adjustment
- Manufacturer's design seat back angle: 23.5°

1.18 Is the seat a bucket seat?

- Yes, go to 1.18.1 and skip 1.18.2
- No, go to 1.18.2 and skip 1.18.1

1.18.1 Bucket seats:

- Locate and mark for future reference the longitudinal centerline of the seat cushion. The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle. (S16.3.1.10)

- Record the width of the seat cushion: 510 mm
- One half the width of the seat cushion is: 255 mm
- Record the distance from the edge of the seat cushion to the seat mark: 255 mm

1.18.2 Bench seats:

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

2. Passenger Designated Seating Position

2.1 Is the seat adjustable independent of the driver seating position?

- Yes, go to 2.2
- No, go to 2.18

2.2 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, S22.1.7.1)

- N/A – No lumbar adjustment

2.3 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, S20.1.9.2, S22.1.7.2)

- N/A – No additional support adjustment

2.4 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.

2.5 Draw a line (seat cushion reference line) through the seat cushion reference point.

2.6 Using only the controls that primarily move the seat in the fore-aft direction, move the seat cushion reference point to the rearmost position.
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, S20.1.9.3, S22.1.7.3).

N/A – No independent fore-aft seat cushion adjustment.

Using any part of the control, other than the parts just used for fore-aft positioning, determine the range of angles of the seat cushion reference line and set the seat cushion reference line at the mid-angle.

Maximum Angle: (Fwd Down) 14.3 Degrees

Minimum Angle: (Fwd Down) 2.3 Degrees

Mid-angle: (Fwd Down) 8.3 Degrees

If the seat and/or seat cushion height is adjustable, use any part of any control other than those 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-range angle.

N/A – No seat height adjustment

Using only the controls that primarily move the seat and/or seat cushion in the fore-aft direction, verify the seat is in the rearmost position.

Using only the controls that primarily move the seat in the fore-aft direction, 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.

Using only the controls that primarily move the seat in the fore-aft direction, place the seat in the rearmost position.

Using any controls, other than the controls that primarily move the seat in the fore-aft direction, 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 2.8.

N/A – No seat height adjustment Go to 2.18

Using only the controls that primarily move the seat in the fore-aft direction, place the seat in the mid-fore-aft position.

Using any controls, other than the controls that primarily move the seat in the fore-aft direction, 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 2.8.

Using only the controls that change the seat in the fore-aft direction, place the seat in the foremost position.

Using any controls, other than the controls that primarily move the seat in the fore-aft direction, 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 2.8.
2.18 Visually mark for future reference the seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.

- N/A – No seat back angle adjustment
- N/A – The seat back angle adjustment is controlled by the setting of the driver seat back angle.

Manufacturer's design seat back angle: 23.5°
Actual seat back angle: 23.5°

2.19 Is the seat a bucket seat?
- Yes, go to 2.19.1 and skip 2.19.2
- No, go to 2.19.2 and skip 2.19.1

2.19.1 Bucket seats:
- Locate and mark for future reference the longitudinal centerline of the seat cushion. (S20.2.1.3, S22.2.1.3) The longitudinal centerline of a bucket seat cushion is determined at the widest part of the seat cushion. Measure perpendicular to the longitudinal centerline of the vehicle. (S20.1.10)

- Record the width of the seat cushion: 510 mm
- One half the width of the seat cushion is: 255 mm

2.19.2 Bench seats:
- 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)

- 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.)

3. Head Restraints
- N/A, vehicle contains automatic head restraints
- N/A, there is no head restraint adjustment

3.1 Left outboard
- Adjust the head restraint to its lowest position. (S16.3.4.2)
- Any adjustment 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.

3.1.3 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.
- Vertical height of head restraint (mm): 210
- Mid-point height (mm): 105

3.2 Right-outboard
- Adjust the head restraint to its lowest position. (S16.3.4.2)
3.2.2 Any adjustment 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.

3.2.3 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. Vertical height of head restraint (mm): 194

Mid-point height (mm): 97

4. Steering Wheel

4.1 Is the steering wheel adjustable up and down and/or in and out?

- **X** Yes, go to 4.2
- **X** No, this form is complete

4.2 Find and **mark** for future reference each up and down position. Label three of the positions with the following: H for highest, M for mid-position (if there is no mid-position, label the next lowest adjustment position), and L for lowest.

- **X** N/A, steering wheel is not adjustable up and down

4.3 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, label the next rearmost adjustment position), and R for rearmost.

- **X** N/A, steering wheel is not adjustable in and out

5. Driver Low Risk Deployment

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

5.2 Position any adjustable parts of the steering controls to the mid-position as determined in item 3 above. If a mid-position adjustment is not achievable, position the controls to the next lowest detent position. (S26.2.1)

5.3 Locate the vertical plane parallel to the vehicle longitudinal centerline through the geometric center of the opening through which the driver air bag deploys into the occupant compartment. This is referred to as “Plane E”. (Check determination method below.) (S26.2.6)

- **X** Plane E determined using manufacturer's information supplied by the COTR. (Found in Appendix B on page B-231) OR
- **X** Plane E determined by test lab personnel and approved by the COTR. (Include supporting documentation in the test report.)

<table>
<thead>
<tr>
<th>Ey (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Plane E&quot; Measurement:</td>
</tr>
<tr>
<td>Measured:</td>
</tr>
<tr>
<td>Specified:</td>
</tr>
<tr>
<td>Verify Measured Equals Specified +/- 6mm:</td>
</tr>
</tbody>
</table>
5.4  Locate the horizontal plane through the highest point of the air bag module cover. This is referred to as “Plane F.” (Check determination method below.) (S26.2.6)

- Plane F determined using manufacturer’s information supplied by the COTR. (Found in Appendix B on page B-231) OR
- Plane F determined by test lab personnel and approved by the COTR. (Include supporting documentation in the test report.)

<table>
<thead>
<tr>
<th>Fz (mm)</th>
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<tbody>
<tr>
<td>&quot;Plane F&quot; Measurement:</td>
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<tr>
<td>Measured:</td>
</tr>
<tr>
<td>Specified:</td>
</tr>
<tr>
<td>Verify Measured Equals Specified +/- 6mm:</td>
</tr>
</tbody>
</table>

6.  Passenger Low Risk Deployment – Planes C and D

6.1  Locate the horizontal plane through the geometric center of the opening through which the right front air bag deploys into the occupant compartment. This is referred to as “Plane C.” (Check location method below.) (S22.4.1.3)

- Plane C located using manufacturer’s information supplied by the COTR. (Found in Appendix B on pages B-232) OR
- Plane C located by test lab personnel and approved by the COTR. (Include supporting documentation in the test report.)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>&quot;Plane C&quot; Measurement:</td>
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<tr>
<td>Measured:</td>
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<tr>
<td>Specified:</td>
</tr>
<tr>
<td>Verify Measured Equals Specified +/- 6mm:</td>
</tr>
</tbody>
</table>

6.2  Locate the vertical plane parallel to the vehicle longitudinal centerline through the geometric center of the opening through which the right front air bag deploys into the occupant compartment. This is referred to as “Plane D.” (Check determination method below.) (S22.4.1.2)

- Plane D determined using manufacturer’s information supplied by the COTR. (Found in Appendix B on pages B-232) OR
- Plane D determined by test lab personnel and approved by the COTR. (Include supporting documentation in the test report.)

<table>
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<tr>
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</tr>
<tr>
<td>Specified:</td>
</tr>
<tr>
<td>Verify Measured Equals Specified +/- 6mm:</td>
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</table>

6.3  Mark the intersection of Planes C and D on the instrument panel.

7.  5\textsuperscript{th} Female Dummy

- Mark a point on the chin of the dummy 40 mm below the center of the mouth. (Chin Point) (S26.2.6)
8. 6-Year-Old Dummy
Locate and mark a point on the front of the dummy’s chest jacket on the midsaggital plane which is 139 mm (5.5 in) ± 3 mm (± 0.1 in) along the surface of the skin down from the top of the skin at the neck line. Designate this point as "Point 1." (S24.4.1.1)

"Point 1" measurement (mm): 139

9. 3-Year-Old Dummy
Locate and mark a point on the front of the dummy’s chest jacket on the midsaggital plane which is 114 mm (4.5 in) ± 3 mm (± 0.1 in) along the surface of the skin down from the top of the skin at the neck line. Designate this point as "Point 1." (S22.4.1.1)

"Point 1" measurement (mm +/- 3 mm): 114

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

Signature: ____________________  Date: 3/10/05
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

<table>
<thead>
<tr>
<th>NHTSA No.:</th>
<th>C50500</th>
<th>TEST DATE:</th>
<th>1/20/05</th>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>JL</td>
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<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
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<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Britax</th>
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<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>Handle With Care 191</td>
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<td>DATE OF MANUFACTURE:</td>
<td>5-26-2000</td>
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</table>

Base: __On ___Off __X N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket and visor combinations were not used

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Handle Down</th>
<th>Handle Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward 14*</td>
<td>127</td>
<td>Suppressed</td>
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</tr>
<tr>
<td>Rear Facing</td>
<td>Middle</td>
<td>129</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>132</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 14*</td>
<td>N/A</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td>Rear Facing</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 7*</td>
<td>N/A</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
<tr>
<td>Forward</td>
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<td>Facing</td>
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<td>N/A</td>
<td>Suppressed</td>
<td>Not Tested</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 total Seat Slide detents)
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy  (Part 572, Subpart R)
Section B  Rear Facing CRS

<table>
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<td>DUMMY TYPE:</td>
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<td>DUMMY SERIAL NO.:</td>
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<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Evenflo</th>
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<tbody>
<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>First Choice 204</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>6-20-2000</td>
</tr>
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Base: __On  __Off  _X_ N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle:  23.5°
Tested seat back angle:  23.5°
Manufacturer’s specified anchorage position:  Top
Tested anchorage position:  Top

Blanket and visor combinations were not used

### Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Handle Down</th>
<th>Handle Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted Rear Facing</td>
<td>Forward 19*</td>
<td>128</td>
<td>Not Tested</td>
<td>Suppressed</td>
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<tr>
<td>Unbelted Rear Facing</td>
<td>Forward</td>
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<td>Won't Fit</td>
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<td>Unbelted Forward Facing</td>
<td>Forward 23*</td>
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<td>Not Tested</td>
<td>Suppressed</td>
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<td>Unbelted Forward Facing</td>
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<td>Not Tested</td>
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</tr>
<tr>
<td>Unbelted Rearward Facing</td>
<td>Rearward</td>
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<td>Suppressed</td>
<td>Not Tested</td>
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</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 Total Seat Slide Detents )
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy  (Part 572, Subpart R)
Section B  Rear Facing CRS

<table>
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<th>TEST DATE:</th>
<th>1-20-05</th>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>JL</td>
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<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
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<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Graco</th>
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<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>Infant 8457</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>8-31-2000</td>
</tr>
</tbody>
</table>

Base: _X_On  __Off  __N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket and visor combinations were not used

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Handle Down</th>
<th>Handle Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted Rear Facing</td>
<td>Forward 15 *</td>
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<td>Not Tested</td>
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<tr>
<td></td>
<td>Middle</td>
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<td>Middle</td>
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<td></td>
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<td>Unbelted Forward Facing</td>
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<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Not Tested</td>
<td>Suppressed</td>
</tr>
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</table>

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 Total Seat Slide Detents)
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy  (Part 572, Subpart R)
Section B  Rear Facing CRS

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<tr>
<td>DUMMY TYPE:</td>
<td>DUMMY SERIAL NO.:</td>
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<tr>
<th>CHILD RESTRAINT NAME:</th>
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<td>CHILD RESTRAINT MODEL:</td>
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</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>8-31-2000</td>
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</tbody>
</table>

Base: __On __X_Off __N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket and visor combinations were not used

<table>
<thead>
<tr>
<th>Test Summary</th>
</tr>
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<tbody>
<tr>
<td>Seat Belt</td>
</tr>
<tr>
<td>Belted Rear Facing</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
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<td>Unbelted Forward Facing</td>
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<tr>
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<tr>
<td></td>
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</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 Total Seat Slide Detents)
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy  (Part 572, Subpart R)
Section C  Forward Facing Convertible CRS

<table>
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<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
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<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Britax</th>
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<tr>
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<td>Roundabout 161</td>
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<td>DATE OF MANUFACTURE:</td>
<td>7-21-2000</td>
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Base: ___On ___Off ___X N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket combinations were not used

**Test Summary**

<table>
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<tr>
<th>Seat Belt</th>
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<th>Cinch Load (N)</th>
<th>No Blanket</th>
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</thead>
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<tr>
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<tr>
<td></td>
<td>Middle</td>
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<td></td>
<td>Rearward</td>
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<tr>
<td>Unbelted</td>
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<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Rear</td>
<td>132</td>
<td>Suppressed</td>
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<td></td>
<td>Rearward</td>
<td>132</td>
<td>Suppressed</td>
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<tr>
<td>Unbelted</td>
<td>Rear</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
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</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53  Total Seat Slide Detents)
DATA SHEET 15 SUMMARY

Suppression Test Using 12-month-old CRABI Dummy  (Part 572, Subpart R)
Section C  Forward Facing Convertible CRS

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<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>082</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Century</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>Encore 4612</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>8-16-2000</td>
</tr>
</tbody>
</table>

Base: __On __Off  _X N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket combinations were not used

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>No Blanket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>128</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>128</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Forward 8 *</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 12*</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 Total Seat Slide Detents)
DATA SHEET 15 SUMMARY
Suppression Test Using 12-month-old CRABI Dummy (Part 572, Subpart R)
Section C  Forward Facing Convertible CRS

<table>
<thead>
<tr>
<th>NHTSA No.:</th>
<th>C50500</th>
<th>TEST DATE:</th>
<th>1-20-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>JL</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: Evenflo
CHILD RESTRAINT MODEL: Medallion 254
DATE OF MANUFACTURE: 6-1-2000

Base: __On  __Off  _X N/A-Restraint does not have a removable base

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket combinations were not used

### Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>No Blanket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Forward 4*</td>
<td>133</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>129</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>129</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 11*</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN506)

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft position with respect to the foremost position. (1 = Full Forward; 53 = Full Rearward; 53 Total Seat Slide Detents)
DATA SHEET 16 SUMMARY
Suppression Test Using Newborn Infant Dummy (Part 572, Subpart K)
Section A Car Bed

<table>
<thead>
<tr>
<th>NHTSA No.</th>
<th>C50500</th>
<th>TEST DATE:</th>
<th>1-20-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>JL</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>Newborn Infant</td>
<td>DUMMY SERIAL NO.:</td>
<td>003</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CAR BED NAME:</th>
<th>Cosco</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAR BED MODEL:</td>
<td>Dream Ride 02-719</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>6-16-2000</td>
</tr>
</tbody>
</table>

Base: _X_N/A-Restraint does not have a removable base
(A car bed with a removable base shall be treated as two separate models, i.e. this form and test procedure will be completed with the base on and then repeated on a new form with the base off.

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Manufacturer’s specified anchorage position: Top
Tested anchorage position: Top

Blanket and visor combinations were not used.

**Test Summary**

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Handle Down</th>
<th>Handle Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forward</td>
<td>Won’t Fit</td>
<td>Won’t Fit</td>
<td></td>
</tr>
<tr>
<td>Middle</td>
<td>Suppressed</td>
<td>Suppressed</td>
<td></td>
</tr>
<tr>
<td>Rearward</td>
<td>Won’t Fit</td>
<td>Won’t Fit</td>
<td></td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN506)
DATA SHEET 23 SUMMARY
Low Risk Deployment Tests Using an Unbelted 3-Year-Old Dummy (Part 572, Subpart P) (S22)
Position 1 – Chest On Instrument Panel (S22.4.2)

<table>
<thead>
<tr>
<th>NHTSA No.</th>
<th>C50500</th>
<th>TEST DATE:</th>
<th>3-10-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>AH/BR</td>
</tr>
<tr>
<td>DUMMY TYPE</td>
<td>3-Year-Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>032</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Height from floor pan to heel: 149 mm
Thorax cavity angle: 0.1°
Thigh angle: 42.6°
Point 1 height: 1 mm Above AB 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>200.0</td>
<td>200.1</td>
</tr>
</tbody>
</table>

### 3-Year-Old SN 032 Position 1 (Chest on Instrument Panel) 3-10-05

<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>14</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>62.9</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>13.2</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>240.0</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>0.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>454</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>48</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>9</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>14</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))
DATA SHEET 24 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>C50500</th>
<th>TEST DATE:</th>
<th>4-20-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>AH/BR</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>3-Year-Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>032</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Forward

Thorax cavity angle: 0.1°
Thigh angle: 8.4°
Point 1 height: 186 mm Below AB Center

### 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

### 3-Year-Old SN 032 Position 2 (Head on Instrument Panel) 4-20-05

<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>20</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>0.8</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>15.1</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>39.9</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>110.0</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>4</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>560</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>10</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 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))
DATA SHEET 27 TRIAL 1 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>C50500</th>
<th>TEST DATE:</th>
<th>3-10-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>AH/BR</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>506</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.5°
Thorax cavity angle: 27.3°
Bottom of chin height: 4 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 516 Position 1 (Chin On Module) 3-10-05

<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>67</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>1.0 (1.006)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>27.1</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>40.5</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.9</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>137.6</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>237.8</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1411</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>846</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>14</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>199</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>227</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 200 ms; Injuries calculated on 0 ms to 325 ms
DATA SHEET 27 TRIAL 2 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>C50500</th>
<th>TEST DATE:</th>
<th>4-5-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>AH/BR</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>511</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 18.5°
(The steering wheel would only adjust to 18.5° due to the previous Position 2 Deployment) *
Thorax cavity angle: 24.6°
Bottom of chin height: 1 mm Above Module

<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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

Air Bag Deployment Timing

5th Percentile Female SN 511 Position 1 (Chin On Module) 4-05-05

<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>65</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>1.1 (1.074)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>26.2</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>4.9</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.9</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>142.3</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>254.3</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1458</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>1053</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>17</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>14</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>193</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>375</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 200 ms; Injuries calculated on 0 ms to 325 ms

* The steering column and steering wheel were not replaced for trial 2. The 3/10/05 position 1 test (trial 1) and the 4/5/05 position 2 test were performed with this column and wheel prior to the 4/5/05 (trial 2) position 1 test.
DATA SHEET 27 TRIAL 3 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.: C50500  TEST DATE: 4-20-05
LABORATORY: MGA  TECHNICIANS: AH/BR
DUMMY TYPE: 5th Percentile Female  DUMMY SERIAL NO.: 505

Manufacturer’s design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.1°
Thorax cavity angle: 27.3°
Bottom of chin height: 2 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 505 Position 1 (Chin On Module) 4-20-05

<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>55</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
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</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>27.6</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>39.9</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>145.7</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>181.3</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1434</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>430</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>14</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>1042</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>517</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
DATA SHEET 27 TRIAL 4 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>C50500</td>
<td>7-07-05</td>
<td>MGA</td>
<td>AH/BR</td>
<td>5th Percentile Female</td>
<td>505</td>
</tr>
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</table>

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft
Tested steering wheel angle: 21.0°
Thorax cavity angle: 27.2°
Bottom of chin height: 1 mm Above 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>200.0</td>
<td>200.3</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 505 Position 1 (Chin On Module) 7-07-05

<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>66</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>1.1 (1.118)</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>28.8</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>282.0</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.7</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>Neck Tension</td>
<td>2070 N</td>
<td>1344</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>549</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>11</td>
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<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>13</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>122</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>334</td>
</tr>
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</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
DATA SHEET 27 TRIAL 5 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.: C50500 TEST DATE: 7-07-05
LABORATORY: MGA TECHNICIANS: AH/BR
DUMMY TYPE: 5th Percentile Female DUMMY SERIAL NO.: 506

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.1°
Thorax cavity angle: 27.4°
Bottom of chin height: 2 mm Below 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>200.0</td>
<td>200.3</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 506 Position 1 (Chin On Module) 7-07-05

<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>60</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.8</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>26.2</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>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>143.4</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>181.1</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1231</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>508</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
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<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>13</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>214</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>254</td>
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</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
DATA SHEET 27 TRIAL 6 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.: C50500  TEST DATE:  7-07-05
LABORATORY: MGA  TECHNICIANS:  AH/BR
DUMMY TYPE: 5th Percentile Female  DUMMY SERIAL NO.:  510

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
Thorax cavity angle: 27.2°
Bottom of chin height: 1 mm Above 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>
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<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 510 Position 1 (Chin On Module) 7-07-05

<table>
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<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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<td>0.8</td>
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<tr>
<td>Time (ms)</td>
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<td>28.2</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>39.1</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>179.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1195</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>576</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>13</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>571</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>419</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
DATA SHEET 27 TRIAL 7 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>C50500</th>
<th>TEST DATE:</th>
<th>9-23-05</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>507</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
Thorax cavity angle: 26.9°
Bottom of chin height: 1 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 507 Position 1 (Chin On Module) 9-23-05

<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>
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<tr>
<td>Time (ms)</td>
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<tr>
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<td>0.2</td>
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<tr>
<td>Time (ms)</td>
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<td>Peak Nij (Nce)</td>
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<td>0.6</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
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</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.2</td>
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<tr>
<td>Time (ms)</td>
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<tr>
<td>Neck Tension</td>
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<td>1177</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>644</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>766</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>1191</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
The Mercedes Benz procedures for taping the dummy and positioning the legs were used
DATA SHEET 27 TRIAL 8 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female
Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.: C50500 TEST DATE: 9-23-05
LABORATORY: MGA TECHNICIANS: WD/BR
DUMMY TYPE: 5th Percentile Female DUMMY SERIAL NO.: 510

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
Thorax cavity angle: 26.8°
Bottom of chin height: 1 mm Below Module

<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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

Air Bag Deployment Timing

5th Percentile Female SN 510 Position 1 (Chin On Module) 9-23-05

<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>98</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
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<td>0.9 (0.891)</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>26.6</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>
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</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>1.1 (1.084)</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>
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<td>1557</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>1125</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>213</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>198</td>
</tr>
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</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
The Mercedes Benz procedures for taping the dummy and positioning the legs were used.
DATA SHEET 27 TRIAL 9 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

NHTSA No.: C50500  TEST DATE: 9-23-05
LABORATORY: MGA  TECHNICIANS: WD/BR
DUMMY TYPE: 5th Percentile Female  DUMMY SERIAL NO.: 505

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
Thorax cavity angle: 26.6°
Bottom of chin height: 1 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 505 Position 1 (Chin On Module) 9-23-05

<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>104</td>
</tr>
<tr>
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<td>1.0</td>
<td>1.0 (1.038)</td>
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<tr>
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<tr>
<td>Peak Nij (Ntf)</td>
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<td>0.1</td>
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<tr>
<td>Time (ms)</td>
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</tr>
<tr>
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<td>1.0 (1.016)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
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</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>252.1</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1478</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>1094</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>13</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>12</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>275</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>231</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
The Mercedes Benz procedures for taping the dummy and positioning the legs were used.
DATA SHEET 27 TRIAL 10 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>C50500</th>
<th>TEST DATE:</th>
<th>9-23-05</th>
</tr>
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<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>516</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 21.0°
Thorax cavity angle: 26.8°
Chin Point height: 2 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 516 Position 1 (Chin On Module) 9-23-05

<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>77</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>1.1 (1.075)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>27.8</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>42.2</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>1.0 (0.961)</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>136.5</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>174.6</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1426</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>906</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>15</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>289</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>254</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 200 ms; Injuries calculated on 0 ms to 325 ms

The steering column and steering wheel were replaced prior to this test.
The Mercedes Benz procedures for taping the dummy and positioning the legs were used.
DATA SHEET 27 TRIAL 11 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>C50500</th>
<th>TEST DATE:</th>
<th>5-10-06</th>
</tr>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>JH/BR</td>
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<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>075</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft
Tested steering wheel angle: 21.3°
Thorax cavity angle: 27.2°
Chin Point height: 1 mm Above 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>200.0</td>
<td>200.2</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 075 Position 1 (Chin On Module) 5-10-06

<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>14</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.4</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>5.3</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>177.7</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>225.4</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>803</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>352</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
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<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>8</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>86</td>
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<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>109</td>
</tr>
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</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 200 ms; Injuries calculated on 0 ms to 325 ms

This was a test of the recall remedy. The steering column and steering wheel were replaced prior to this test. The Mercedes Benz procedure for positioning the legs was used for this test and taping of the dummy was modified.
DATA SHEET 27 TRIAL 12 SUMMARY (4 Spoke Steering Wheel)
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26)
Position 1 - Chin On Module (S26.2)

Manufacturer's design seat back angle: 23.5°
Tested seat back angle: 23.5°
Tested seat position: Full Aft

Tested steering wheel angle: 24.0°
(Thick steering wheel would only adjust to 24.0° due to the previous Position 1 Deployment)
Thorax cavity angle: 26.8°
Chin Point height: 2 mm Above 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>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

**Injury Criteria**

<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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<td>100</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>28.3</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>37.0</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>1.0 (0.95)</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>131.7</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>242.3</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1318</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>817</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>21</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>14</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>119</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>172</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 200 ms; Injuries calculated on 0 ms to 325 ms

This was a test of the 4-spoke steering wheel. The steering column and steering wheel were replaced prior to this test. The Mercedes Benz procedure for positioning the legs was used for this test and no tape was needed to hold the dummy in place.
DATA SHEET 28 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>C50500</th>
<th>TEST DATE:</th>
<th>4-5-05</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>AH/BR</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>511</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 23.5°
 Tested seat back angle: 23.5°
 Tested seat position: Full Aft

Tested steering wheel angle: 17.3°
 Thorax cavity angle: 23.3°
 Chin Point height: 10 mm Below Steering Wheel Target

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

*The dummy contacted the windshield with the steering wheel at mid position. The steering controls were adjusted to lower the upper steering wheel rim the necessary amount to bring the Chin Point coincident with the upper steering wheel rim. The rear thorax cavity was adjusted along with the steering wheel angle.

Air Bag Deployment Timing

<table>
<thead>
<tr>
<th>Stage No.</th>
<th>Firing time (ms)</th>
<th>Recorded firing time (ms)</th>
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<tbody>
<tr>
<td>1</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>2</td>
<td>200.0</td>
<td>200.0</td>
</tr>
</tbody>
</table>

5th Percentile Female SN 511 Position 2 (Chin On Rim) 4-5-05

<table>
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<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>31</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>12.3</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>0.4</td>
</tr>
<tr>
<td>Time (ms)</td>
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<td>167.0</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>284.6</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>1293</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>113</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>29</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>29</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>285</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>297</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 200 ms; Injuries calculated on 0 ms to 325 ms
<table>
<thead>
<tr>
<th>Figure No.</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5th Fem. P1 Trial 1 Driver Head X Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>2</td>
<td>5th Fem. P1 Trial 1 Driver Head Y Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>3</td>
<td>5th Fem. P1 Trial 1 Driver Head Z Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>4</td>
<td>5th Fem. P1 Trial 1 Driver Head Resultant Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>5</td>
<td>5th Fem. P1 Trial 1 Driver Head X Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>6</td>
<td>5th Fem. P1 Trial 1 Driver Head Y Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>7</td>
<td>5th Fem. P1 Trial 1 Driver Head Z Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>8</td>
<td>5th Fem. P1 Trial 1 Driver Neck Force X vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>9</td>
<td>5th Fem. P1 Trial 1 Driver Neck Force Y vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>10</td>
<td>5th Fem. P1 Trial 1 Driver Neck Force Z vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>11</td>
<td>5th Fem. P1 Trial 1 Driver Neck Force Resultant vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>12</td>
<td>5th Fem. P1 Trial 1 Driver Neck Moment X vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>13</td>
<td>5th Fem. P1 Trial 1 Driver Neck Moment Y vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>14</td>
<td>5th Fem. P1 Trial 1 Driver Neck Moment Z vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>15</td>
<td>5th Fem. P1 Trial 1 Driver Occipital Condyle Moment vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>16</td>
<td>5th Fem. P1 Trial 1 Driver Chest X Acceleration vs. Time</td>
<td>A-5</td>
</tr>
<tr>
<td>17</td>
<td>5th Fem. P1 Trial 1 Driver Chest Y Acceleration vs. Time</td>
<td>A-5</td>
</tr>
<tr>
<td>18</td>
<td>5th Fem. P1 Trial 1 Driver Chest Z Acceleration vs. Time</td>
<td>A-5</td>
</tr>
<tr>
<td>19</td>
<td>5th Fem. P1 Trial 1 Driver Chest Resultant Acceleration vs. Time</td>
<td>A-5</td>
</tr>
<tr>
<td>20</td>
<td>5th Fem. P1 Trial 1 Driver Chest X Velocity vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>21</td>
<td>5th Fem. P1 Trial 1 Driver Chest Y Velocity vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>22</td>
<td>5th Fem. P1 Trial 1 Driver Chest Z Velocity vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>23</td>
<td>5th Fem. P1 Trial 1 Driver Chest Displacement vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>24</td>
<td>5th Fem. P1 Trial 1 Driver Left Femur Force vs. Time</td>
<td>A-7</td>
</tr>
<tr>
<td>25</td>
<td>5th Fem. P1 Trial 1 Driver Right Femur Force vs. Time</td>
<td>A-7</td>
</tr>
<tr>
<td>26</td>
<td>Fire Voltage #1 Voltage vs. Time Trial 1</td>
<td>A-8</td>
</tr>
<tr>
<td>27</td>
<td>Fire Current #1 Voltage vs. Time Trial 1</td>
<td>A-8</td>
</tr>
<tr>
<td>28</td>
<td>Fire Voltage #2 Voltage vs. Time Trial 1</td>
<td>A-8</td>
</tr>
<tr>
<td>29</td>
<td>Fire Current #2 Voltage vs. Time Trial 1</td>
<td>A-8</td>
</tr>
</tbody>
</table>
Figure No. 30. 5th Fem. P1 Driver Nij (N_{TF}) vs. Time Trial 1  
Page No. A-9
Figure No. 31. 5th Fem. P1 Driver Nij (N_{TE}) vs. Time Trial 1  
Page No. A-9
Figure No. 32. 5th Fem. P1 Driver Nij (N_{CF}) vs. Time Trial 1  
Page No. A-9
Figure No. 33. 5th Fem. P1 Driver Nij (N_{CE}) vs. Time Trial 1  
Page No. A-9
Figure No. 34. 5th Fem. P1 Trial 2 Driver Head X Acceleration vs. Time  
Page No. A-10
Figure No. 35. 5th Fem. P1 Trial 2 Driver Head Y Acceleration vs. Time  
Page No. A-10
Figure No. 36. 5th Fem. P1 Trial 2 Driver Head Z Acceleration vs. Time  
Page No. A-10
Figure No. 37. 5th Fem. P1 Trial 2 Driver Head Resultant Acceleration vs. Time  
Page No. A-10
Figure No. 38. 5th Fem. P1 Trial 2 Driver Head X Velocity vs. Time  
Page No. A-11
Figure No. 39. 5th Fem. P1 Trial 2 Driver Head Y Velocity vs. Time  
Page No. A-11
Figure No. 40. 5th Fem. P1 Trial 2 Driver Head Z Velocity vs. Time  
Page No. A-11
Figure No. 41. 5th Fem. P1 Trial 2 Driver Neck Force X vs. Time  
Page No. A-12
Figure No. 42. 5th Fem. P1 Trial 2 Driver Neck Force Y vs. Time  
Page No. A-12
Figure No. 43. 5th Fem. P1 Trial 2 Driver Neck Force Z vs. Time  
Page No. A-12
Figure No. 44. 5th Fem. P1 Trial 2 Driver Neck Force Resultant vs. Time  
Page No. A-12
Figure No. 45. 5th Fem. P1 Trial 2 Driver Neck Moment X vs. Time  
Page No. A-13
Figure No. 46. 5th Fem. P1 Trial 2 Driver Neck Moment Y vs. Time  
Page No. A-13
Figure No. 47. 5th Fem. P1 Trial 2 Driver Neck Moment Z vs. Time  
Page No. A-13
Figure No. 48. 5th Fem. P1 Trial 2 Driver Occipital Condyle Moment vs. Time  
Page No. A-13
Figure No. 49. 5th Fem. P1 Trial 2 Driver Chest X Acceleration vs. Time  
Page No. A-14
Figure No. 50. 5th Fem. P1 Trial 2 Driver Chest Y Acceleration vs. Time  
Page No. A-14
Figure No. 51. 5th Fem. P1 Trial 2 Driver Chest Z Acceleration vs. Time  
Page No. A-14
Figure No. 52. 5th Fem. P1 Trial 2 Driver Chest Resultant Acceleration vs. Time  
Page No. A-14
Figure No. 53. 5th Fem. P1 Trial 2 Driver Chest X Velocity vs. Time  
Page No. A-15
Figure No. 54. 5th Fem. P1 Trial 2 Driver Chest Y Velocity vs. Time  
Page No. A-15
Figure No. 55. 5th Fem. P1 Trial 2 Driver Chest Z Velocity vs. Time  
Page No. A-15
Figure No. 56. 5th Fem. P1 Trial 2 Driver Chest Displacement vs. Time  
Page No. A-15
Figure No. 57. 5th Fem. P1 Trial 2 Driver Left Femur Force vs. Time  
Page No. A-16
Figure No. 58. 5th Fem. P1 Trial 2 Driver Right Femur Force vs. Time  
Page No. A-16
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LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)
Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 31.9 G's
Tmax: 110.3 ms
Min: -32.8 G's
Tmin: 34.9 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 5.0 G's
Tmax: 24.0 ms
Min: -12.1 G's
Tmin: 21.2 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 26.3 G's
Tmax: 6.7 ms
Min: -73.2 G's
Tmin: 5.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 74.6 G's
Tmax: 5.6 ms
Min: 0.0 G's
Tmin: 1.3 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 2.3 kph
Tmax: 191.3 ms
Min: -29.3 kph
Tmin: 73.9 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 2.5 kph
Tmax: 321.7 ms
Min: -0.8 kph
Tmin: 39.7 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 62.0 kph
Tmax: 325.0 ms
Min: -0.7 kph
Tmin: 6.2 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 74.3 N
Tmax: 180.7 ms
Min: -996.6 N
Tmin: 26.9 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 48.9 N
Tmax: 40.6 ms
Min: -83.7 N
Tmin: 142.0 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1410.7 N
Tmax: 36.8 ms
Min: -846.5 N
Tmin: 136.1 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1633.4 N
Tmax: 26.8 ms
Min: 0.5 N
Tmin: 0.4 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)
Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 6.0 G's
Tmax: 148.6 ms
Min: -15.5 G's
Tmin: 11.9 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 1.8 G's
Tmax: 25.2 ms
Min: -2.6 G's
Tmin: 18.0 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 5.8 G's
Tmax: 31.3 ms
Min: -6.5 G's
Tmin: 6.4 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 16.3 G's
Tmax: 11.8 ms
Min: 0.0 G's
Tmin: 0.9 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 8.4 kph
Tmax: 302.8 ms
Min: -12.0 kph
Tmin: 46.8 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 1.2 kph
Tmax: 222.5 ms
Min: -0.5 kph
Tmin: 23.7 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 11.3 kph
Tmax: 161.9 ms
Min: -0.3 kph
Tmin: 7.6 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 1.3 ms
Min: -14.1 mm
Tmin: 34.6 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

-200 -100 0 100 200 300 400
-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320
Max: 329.0 N
Tmax: 25.7 ms
Min: -198.6 N
Tmin: 193.9 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

-300 -200 -100 0 100 200
-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320
Max: 187.4 N
Tmax: 21.4 ms
Min: -226.8 N
Tmin: 188.6 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.3 Volts
Tmax: 0.5 ms
Min: -0.3 Volts
Tmin: 28.1 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.1 Amps
Tmax: 6.9 ms
Min: -0.1 Amps
Tmin: 10.4 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.2 Volts
Tmax: 200.4 ms
Min: -0.2 Volts
Tmin: 199.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.7 Amps
Tmax: 200.1 ms
Min: -0.5 Amps
Tmin: 200.4 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 40.5 ms
Min: 0.0
Tmin: 0.4 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 1.0
Tmax: 27.1 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 237.8 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.9
Tmax: 137.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 40.5 G's
Tmax: 117.4 ms
Min: -32.7 G's
Tmin: 26.9 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 8.6 G's
Tmax: 4.9 ms
Min: -2.6 G's
Tmin: 6.3 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 22.9 G's
Tmax: 114.5 ms
Min: -78.2 G's
Tmin: 5.0 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 80.1 G's
Tmax: 5.0 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 5.3 kph
Tmax: 206.7 ms
Min: -26.2 kph
Tmin: 57.9 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 6.0 kph
Tmax: 156.4 ms
Min: 0.0 kph
Tmin: 0.0 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 49.7 kph
Tmax: 170.7 ms
Min: -1.0 kph
Tmin: 5.8 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
-1250 -1000 -750 -500 -250 0 250 500 750 1000 1250
-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320
Max: 161.6 N
Tmax: 118.3 ms
Min: -1066.7 N
Tmin: 26.1 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
-1500 -1000 -500 0 500 1000 1500
-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320
Max: 44.7 N
Tmax: 5.3 ms
Min: -92.8 N
Tmin: 158.2 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
-1500 -1000 -500 0 500 1000 1500
-20 0 20 40 60 80 100 120 140 160 180 200 240 260 280 300 320
Max: 1457.5 N
Tmax: 23.0 ms
Min: -1052.8 N
Tmin: 153.1 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
-2000 -1750 -1500 -1250 -1000 -750 -500 -250 0 250 500 750 1000 1250 1500 1750 2000
-20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320
Max: 1794.2 N
Tmax: 23.0 ms
Min: 0.5 N
Tmin: 0.0 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 9.0 Nm
Tmax: 163.8 ms
Min: -4.4 Nm
Tmin: 27.2 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 11.4 Nm
Tmax: 254.0 ms
Min: -63.2 Nm
Tmin: 26.2 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 2.3 Nm
Tmax: 101.5 ms
Min: -5.0 Nm
Tmin: 38.9 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 13.7 Nm
Tmax: 257.2 ms
Min: -44.4 Nm
Tmin: 26.3 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 16.2 G's
Tmax: 173.4 ms
Min: -18.6 G's
Tmin: 8.7 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 7.0 G's
Tmax: 7.2 ms
Min: -6.9 G's
Tmin: 8.7 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 9.8 G's
Tmax: 8.6 ms
Min: -8.9 G's
Tmin: 5.8 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 22.1 G's
Tmax: 8.7 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 9.1 kph
Tmax: 395.7 ms
Min: -11.0 kph
Tmin: 42.8 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.9 kph
Tmax: 172.0 ms
Min: -0.1 kph
Tmin: 10.8 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 12.9 kph
Tmax: 170.1 ms
Min: -0.5 kph
Tmin: 7.0 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 0.0 ms
Min: -14.2 mm
Tmin: 30.1 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)

Max: 16.5 Volts
Tmax: 0.6 ms
Min: -0.1 Volts
Tmin: 0.0 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)

Max: 2.4 Amps
Tmax: 5.6 ms
Min: -0.1 Amps
Tmin: 200.8 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)

Max: 16.0 Volts
Tmax: 200.6 ms
Min: -0.2 Volts
Tmin: 199.8 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)

Max: 1.6 Amps
Tmax: 200.2 ms
Min: -1.0 Amps
Tmin: 200.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 4.9 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 1.1
Tmax: 26.2 ms
Min: 0.0
Tmin: 1.1 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 254.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.9
Tmax: 142.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)
Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 35.8 G's
Tmax: 119.3 ms
Min: -27.0 G's
Tmin: 28.3 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 8.9 G's
Tmax: 23.5 ms
Min: -6.8 G's
Tmin: 7.1 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 25.1 G's
Tmax: 6.3 ms
Min: -75.8 G's
Tmin: 5.2 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 79.3 G's
Tmax: 5.2 ms
Min: 0.0 G's
Tmin: 1.7 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 6.1 kph
Tmax: 186.0 ms
Min: -24.0 kph
Tmin: 56.9 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 4.5 kph
Tmax: 158.5 ms
Min: -1.1 kph
Tmin: 15.1 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 43.9 kph
Tmax: 174.6 ms
Min: -0.9 kph
Tmin: 5.9 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)

Max: 120.2 N
Tmax: 120.7 ms
Min: -974.3 N
Tmin: 27.4 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)

Max: 63.2 N
Tmax: 121.3 ms
Min: -107.5 N
Tmin: 28.8 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)

Max: 1434.1 N
Tmax: 28.3 ms
Min: -430.3 N
Tmin: 147.4 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)

Max: 1719.7 N
Tmax: 28.2 ms
Min: 0.5 N
Tmin: 0.0 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 6.2 Nm
Tmax: 137.0 ms
Min: -7.8 Nm
Tmin: 23.6 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 19.7 Nm
Tmax: 181.4 ms
Min: -67.1 Nm
Tmin: 26.3 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 1.9 Nm
Tmax: 114.3 ms
Min: -4.2 Nm
Tmin: 48.9 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 19.6 Nm
Tmax: 181.4 ms
Min: -50.2 Nm
Tmin: 26.3 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 811.1 N
Tmax: 26.7 ms
Min: -1041.6 N
Tmin: 11.8 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 492.7 N
Tmax: 29.4 ms
Min: -517.2 N
Tmin: 11.2 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)
Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.3 Volts
Tmax: 0.6 ms
Min: -0.2 Volts
Tmin: 0.0 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 4.1 Amps
Tmax: 6.5 ms
Min: -0.1 Amps
Tmin: 0.0 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.2 Volts
Tmax: 200.5 ms
Min: -0.2 Volts
Tmin: 199.8 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.6 Amps
Tmax: 200.1 ms
Min: -0.3 Amps
Tmin: 200.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P1 Trial 3)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 39.9 ms
- Min: 0.0
- Tmin: 0.2 ms
- CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
- Max: 1.2
- Tmax: 27.6 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 181.3 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
- Max: 0.5
- Tmax: 145.7 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 37.4 G's
Tmax: 116.6 ms
Min: -33.3 G's
Tmin: 30.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 3.1 G's
Tmax: 25.6 ms
Min: -6.5 G's
Tmin: 22.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 26.1 G's
Tmax: 7.0 ms
Min: -82.6 G's
Tmin: 5.9 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 86.4 G's
Tmax: 5.9 ms
Min: 0.0 G's
Tmin: 2.4 ms
CFC 1000
LOW RISK DEPLOYMENT  
Test Date: 07/07/05

2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)  
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 4.0 kph
Tmax: 183.2 ms
Min: -26.8 kph
Tmin: 59.9 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.4 kph
Tmax: 211.5 ms
Min: -1.3 kph
Tmin: 49.3 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 48.4 kph
Tmax: 173.1 ms
Min: -0.8 kph
Tmin: 6.5 ms
CFC 180
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 134.6 N
Tmax: 118.5 ms
Min: -1081.0 N
Tmin: 28.5 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 52.7 N
Tmax: 40.0 ms
Min: -67.9 N
Tmin: 22.0 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1344.3 N
Tmax: 35.0 ms
Min: -549.3 N
Tmin: 146.0 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1692.9 N
Tmax: 28.5 ms
Min: 0.6 N
Tmin: 3.1 ms
CFC 1000

A-30
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)

Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 5.8 Nm
Tmax: 22.1 ms
Min: -1.7 Nm
Tmin: 240.6 ms

CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 20.2 Nm
Tmax: 179.7 ms
Min: -66.9 Nm
Tmin: 28.8 ms

CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 3.5 Nm
Tmax: 26.6 ms
Min: -0.8 Nm
Tmin: 230.9 ms

CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 19.8 Nm
Tmax: 179.7 ms
Min: -47.9 Nm
Tmin: 29.0 ms

CFC 600
LOW RISK DEPLOYMENT
Test Date: 07/07/05
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)  Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 9.1 kph
Tmax: 325.0 ms
Min: -10.6 kph
Tmin: 46.0 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 1.5 kph
Tmax: 237.9 ms
Min: -0.6 kph
Tmin: 24.4 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 10.3 kph
Tmax: 166.0 ms
Min: -0.4 kph
Tmin: 7.7 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 2.0 ms
Min: -13.0 mm
Tmin: 35.0 ms
CFC 600
LOW RISK DEPLOYMENT
Test Date: 07/07/05
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4) Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

Max: 255.5 N
Tmax: 21.7 ms
Min: -121.8 N
Tmin: 224.7 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

Max: 312.8 N
Tmax: 25.4 ms
Min: -334.3 N
Tmin: 264.0 ms
CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)  
Test Date: 07/07/05  
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.2 Volts  
Tmax: 0.6 ms  
Min: 0.2 Volts  
Tmin: 10.6 ms  
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 4.0 Amps  
Tmax: 1.2 ms  
Min: -0.0 Amps  
Tmin: 10.5 ms  
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.0 Volts  
Tmax: 200.5 ms  
Min: -0.2 Volts  
Tmin: 199.8 ms  
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.9 Amps  
Tmax: 200.2 ms  
Min: -0.1 Amps  
Tmin: 199.8 ms  
CFC 1000
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 4)  
Test Date: 07/07/05  
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.0  
Tmax: 282.0 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 1.1  
Tmax: 28.8 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.2  
Tmax: 180.5 ms  
Min: 0.0  
Tmin: 0.3 ms  
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.7  
Tmax: 142.5 ms  
Min: 0.0  
Tmin: 0.1 ms  
CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)  Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

Max: 35.5 G's
Tmax: 121.2 ms
Min: -30.7 G's
Tmin: 28.8 ms
CFC 1000

Max: 4.0 G's
Tmax: 24.0 ms
Min: -12.8 G's
Tmin: 21.6 ms
CFC 1000

Max: 24.3 G's
Tmax: 6.1 ms
Min: -62.4 G's
Tmin: 5.1 ms
CFC 1000

Max: 67.2 G's
Tmax: 5.1 ms
Min: 0.0 G's
Tmin: 0.8 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 4.6 kph
Tmax: 184.3 ms
Min: -24.9 kph
Tmin: 58.1 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.4 kph
Tmax: 242.7 ms
Min: -3.3 kph
Tmin: 49.1 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 47.2 kph
Tmax: 176.2 ms
Min: -0.6 kph
Tmin: 5.6 ms
CFC 180
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 170.6 N
Tmax: 4.9 ms
Min: -578.2 N
Tmin: 25.8 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 97.2 N
Tmax: 5.1 ms
Min: -57.9 N
Tmin: 24.2 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1230.8 N
Tmax: 26.2 ms
Min: -508.5 N
Tmin: 141.7 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1359.6 N
Tmax: 26.2 ms
Min: 0.4 N
Tmin: 0.6 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 6.4 Nm
Tmax: 138.2 ms
Min: -2.2 Nm
Tmin: 23.0 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 19.5 Nm
Tmax: 181.3 ms
Min: -37.5 Nm
Tmin: 26.0 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 6.9 Nm
Tmax: 47.7 ms
Min: -3.6 Nm
Tmin: 160.8 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 19.6 Nm
Tmax: 181.3 ms
Min: -27.3 Nm
Tmin: 144.7 ms
CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 9.2 kph
Tmax: 325.0 ms
Min: -10.3 kph
Tmin: 43.2 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 3.1 kph
Tmax: 280.4 ms
Min: -0.5 kph
Tmin: 49.3 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 9.9 kph
Tmax: 186.2 ms
Min: -0.4 kph
Tmin: 7.3 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 5.3 ms
Min: -13.0 mm
Tmin: 34.9 ms
CFC 600
LOW RISK DEPLOYMENT

Test Date: 07/07/05

2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)  Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

Max: 435.0 N
Tmax: 17.1 ms
Min: -213.8 N
Tmin: 276.7 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

Max: 384.5 N
Tmax: 17.3 ms
Min: -253.8 N
Tmin: 16.8 ms
CFC 600
LOW RISK DEPLOYMENT

Test Date: 07/07/05

2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 5)

Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)

Max: 16.1 Volts
Tmax: 0.5 ms
Min: 0.2 Volts
Tmin: 46.7 ms

FIRE CURRENT #1 (Amps) vs TIME (ms)

Max: 3.9 Amps
Tmax: 1.2 ms
Min: -0.0 Amps
Tmin: 10.4 ms

FIRE VOLTAGE #2 (Volts) vs TIME (ms)

Max: 15.9 Volts
Tmax: 200.5 ms
Min: -0.2 Volts
Tmin: 199.7 ms

FIRE CURRENT #2 (Amps) vs TIME (ms)

Max: 1.9 Amps
Tmax: 200.1 ms
Min: -0.1 Amps
Tmin: 199.7 ms
LOW RISK DEPLOYMENT

2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)  Test Date: 07/07/05

Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)

Max: 2.8 kph
Tmax: 182.8 ms
Min: -25.4 kph
Tmin: 80.6 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)

Max: 3.6 kph
Tmax: 325.0 ms
Min: -0.9 kph
Tmin: 24.3 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)

Max: 45.5 kph
Tmax: 171.3 ms
Min: -0.7 kph
Tmin: 6.5 ms
CFC 180
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)  
Test Date: 07/07/05  
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 119.3 N  
Tmax: 117.1 ms  
Min: -801.9 N  
Tmin: 27.3 ms  
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 69.3 N  
Tmax: 23.8 ms  
Min: -67.2 N  
Tmin: 151.8 ms  
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1194.5 N  
Tmax: 30.9 ms  
Min: -576.0 N  
Tmin: 143.5 ms  
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1382.3 N  
Tmax: 28.3 ms  
Min: 1.1 N  
Tmin: 1.1 ms  
CFC 1000
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 3.8 Nm
Tmax: 13.4 ms
Min: -7.6 Nm
Tmin: 24.2 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 20.4 Nm
Tmax: 179.1 ms
Min: -45.0 Nm
Tmin: 27.4 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 3.3 Nm
Tmax: 26.9 ms
Min: -1.6 Nm
Tmin: 218.3 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 19.9 Nm
Tmax: 178.7 ms
Min: -31.8 Nm
Tmin: 139.6 ms
CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)  
Test Date: 07/07/05  
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 7.7 G's  
Tmax: 159.6 ms  
Min: -13.3 G's  
Tmin: 28.8 ms  
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 5.1 G's  
Tmax: 28.1 ms  
Min: -4.7 G's  
Tmin: 17.6 ms  
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 5.9 G's  
Tmax: 25.8 ms  
Min: -9.4 G's  
Tmin: 6.7 ms  
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 15.1 G's  
Tmax: 28.6 ms  
Min: 0.0 G's  
Tmin: 0.9 ms  
CFC 180
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

**5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)**
- Max: 7.5 kph
- Tmax: 325.0 ms
- Min: -12.0 kph
- Tmin: 44.9 ms
- CFC 180

**5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)**
- Max: 1.4 kph
- Tmax: 255.6 ms
- Min: -1.4 kph
- Tmin: 22.7 ms
- CFC 180

**5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)**
- Max: 12.7 kph
- Tmax: 186.2 ms
- Min: -0.5 kph
- Tmin: 8.1 ms
- CFC 180

**5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)**
- Max: 0.3 mm
- Tmax: 0.4 ms
- Min: -12.2 mm
- Tmin: 34.3 ms
- CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)
Test Date: 07/07/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 639.8 N
Tmax: 28.6 ms
Min: -571.4 N
Tmin: 7.1 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 510.0 N
Tmax: 28.6 ms
Min: -418.5 N
Tmin: 13.5 ms
CFC 600
LOW RISK DEPLOYMENT
2005 Mercedes Benz C230 (C50500) (5TH P1 Trial 6)  
Test Date: 07/07/05  
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
- Max: 16.3 Volts
- Tmax: 0.5 ms
- Min: -0.2 Volts
- Tmin: 132.7 ms

FIRE CURRENT #1 (Amps) vs TIME (ms)
- Max: 3.9 Amps
- Tmax: 6.5 ms
- Min: -0.1 Amps
- Tmin: 10.2 ms

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
- Max: 16.0 Volts
- Tmax: 200.5 ms
- Min: -0.2 Volts
- Tmin: 199.7 ms

FIRE CURRENT #2 (Amps) vs TIME (ms)
- Max: 1.9 Amps
- Tmax: 200.1 ms
- Min: -0.1 Amps
- Tmin: 199.7 ms

CFC 1000
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 34.9 G's
Tmax: 126.5 ms
Min: -26.9 G's
Tmin: 30.4 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 5.6 G's
Tmax: 6.0 ms
Min: -10.0 G's
Tmin: 10.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 26.5 G's
Tmax: 13.7 ms
Min: -81.8 G's
Tmin: 5.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 83.8 G's
Tmax: 5.6 ms
Min: 0.0 G's
Tmin: 1.9 ms
CFC 1000
5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)

Max: 9.1 kph
Tmax: 235.4 ms
Min: -23.7 kph
Tmin: 60.7 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)

Max: -0.1 kph
Tmax: 6.7 ms
Min: -3.0 kph
Tmin: 123.1 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)

Max: 40.1 kph
Tmax: 168.6 ms
Min: -0.8 kph
Tmin: 6.2 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 91.8 N
Tmax: 101.4 ms
Min: -815.0 N
Tmin: 29.3 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 47.4 N
Tmax: 37.9 ms
Min: -98.1 N
Tmin: 5.9 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1177.3 N
Tmax: 30.1 ms
Min: -644.0 N
Tmin: 146.5 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1415.5 N
Tmax: 30.1 ms
Min: 0.3 N
Tmin: 1.1 ms
CFC 1000
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 6.6 Nm
Tmax: 27.5 ms
Min: -3.5 Nm
Tmin: 127.6 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 18.9 Nm
Tmax: 181.2 ms
Min: -50.1 Nm
Tmin: 29.3 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 3.3 Nm
Tmax: 32.2 ms
Min: -1.1 Nm
Tmin: 226.8 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 17.9 Nm
Tmax: 180.5 ms
Min: -36.2 Nm
Tmin: 29.8 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 9.1 G's
Tmax: 172.6 ms
Min: -15.0 G's
Tmin: 11.8 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 1.9 G's
Tmax: 24.1 ms
Min: -3.3 G's
Tmin: 11.8 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 6.9 G's
Tmax: 28.2 ms
Min: -8.5 G's
Tmin: 6.3 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 16.1 G's
Tmax: 11.7 ms
Min: 0.0 G's
Tmin: 3.0 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)

Speed: 0.0 mph (0.0 km/h)
Test Date: 09/23/05

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 8.2 kph
Tmax: 305.1 ms
Min: -10.6 kph
Tmin: 46.7 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 6.5 ms
Min: -1.4 kph
Tmin: 82.1 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 11.6 kph
Tmax: 171.5 ms
Min: -0.4 kph
Tmin: 7.3 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 5.6 ms
Min: -12.0 mm
Tmin: 36.2 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

Speed: 0.0 mph (0.0 km/h)

2005 MERCEDES-BENZ C230 (C50500)

Max: 718.7 N
Tmax: 25.5 ms
Min: -766.3 N
Tmin: 12.5 ms
CFC 600

Max: 1415.2 N
Tmax: 25.5 ms
Min: -1191.3 N
Tmin: 9.8 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 – TRIAL 7
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.0 Volts
Tmax: 0.6 ms
Min: 0.0 Volts
Tmin: 139.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 3.3 Amps
Tmax: 1.2 ms
Min: -0.1 Amps
Tmin: 10.2 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.1 Volts
Tmax: 200.5 ms
Min: -0.1 Volts
Tmin: 199.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.9 Amps
Tmax: 200.2 ms
Min: -0.1 Amps
Tmin: 199.7 ms
CFC 1000
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 46.2 G's
Tmax: 110.8 ms
Min: -35.4 G's
Tmin: 31.7 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 7.5 G's
Tmax: 108.7 ms
Min: -12.7 G's
Tmin: 6.1 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 28.7 G's
Tmax: 108.6 ms
Min: -70.4 G's
Tmin: 6.2 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 73.9 G's
Tmax: 6.2 ms
Min: 0.0 G's
Tmin: 0.3 ms
CFC 1000
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 4.2 kph
Tmax: 189.5 ms
Min: -30.3 kph
Tmin: 60.0 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 3.4 kph
Tmax: 311.0 ms
Min: -1.4 kph
Tmin: 50.1 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 62.1 kph
Tmax: 325.0 ms
Min: -0.7 kph
Tmin: 6.9 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)

Max: 5.8 Nm
Tmax: 29.2 ms
Min: -4.3 Nm
Tmin: 127.0 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)

Max: 16.9 Nm
Tmax: 250.6 ms
Min: -57.0 Nm
Tmin: 133.6 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)

Max: 5.2 Nm
Tmax: 30.2 ms
Min: -2.2 Nm
Tmin: 111.2 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 20.4 Nm
Tmax: 251.8 ms
Min: -50.6 Nm
Tmin: 133.7 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 7.9 G's
Tmax: 154.7 ms
Min: -17.6 G's
Tmin: 13.8 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 1.2 G's
Tmax: 26.9 ms
Min: -2.9 G's
Tmin: 13.8 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 6.8 G's
Tmax: 30.7 ms
Min: -7.3 G's
Tmin: 6.8 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 18.2 G's
Tmax: 13.8 ms
Min: 0.0 G's
Tmin: 3.2 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 7.1 kph
Tmax: 297.8 ms
Min: -11.5 kph
Tmin: 44.1 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.6 kph
Tmax: 238.1 ms
Min: -1.2 kph
Tmin: 87.5 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 13.4 kph
Tmax: 162.6 ms
Min: -0.4 kph
Tmin: 8.0 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 1.5 ms
Min: -13.3 mm
Tmin: 33.8 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 275.8 N
Tmax: 21.5 ms
Min: -212.7 N
Tmin: 201.1 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 274.4 N
Tmax: 21.9 ms
Min: -197.6 N
Tmin: 211.5 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.1 Volts
Tmax: 0.5 ms
Min: 0.3 Volts
Tmin: 25.9 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.5 Amps
Tmax: 1.2 ms
Min: -0.0 Amps
Tmin: 200.8 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.0 Volts
Tmax: 200.5 ms
Min: -0.1 Volts
Tmin: 199.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.7 Amps
Tmax: 200.1 ms
Min: -0.3 Amps
Tmin: 200.5 ms
CFC 1000
5TH LOW RISK DEPLOYMENT P1 - TRIAL 8
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 240.7 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.9
Tmax: 26.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 250.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 1.1
Tmax: 134.5 ms
Min: 0.0
Tmin: 0.2 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 9
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
- Max: 7.9 Nm
- Tmax: 26.1 ms
- Min: -2.8 Nm
- Tmin: 18.5 ms
- CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
- Max: 14.3 Nm
- Tmax: 175.0 ms
- Min: -61.6 Nm
- Tmin: 26.9 ms
- CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
- Max: 3.0 Nm
- Tmax: 133.8 ms
- Min: -1.6 Nm
- Tmin: 41.1 ms
- CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
- Max: 16.3 Nm
- Tmax: 246.8 ms
- Min: -46.5 Nm
- Tmin: 133.7 ms
- CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 9
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 8.5 G's
Tmax: 148.5 ms
Min: -17.0 G's
Tmin: 12.7 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 0.9 G's
Tmax: 11.1 ms
Min: -2.4 G's
Tmin: 13.7 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 8.8 G's
Tmax: 9.2 ms
Min: -8.3 G's
Tmin: 6.8 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 17.5 G's
Tmax: 12.7 ms
Min: 0.0 G's
Tmin: 2.4 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 - TRIAL 9
2005 MERCEDES-BENZ C230 (C50500)  
Test Date: 09/23/05  
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)

Max: 16.1 Volts  
Tmax: 0.5 ms  
Min: 0.0 Volts  
Tmin: 10.5 ms  
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)

Max: 2.7 Amps  
Tmax: 1.0 ms  
Min: -0.0 Amps  
Tmin: 10.5 ms  
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)

Max: 16.1 Volts  
Tmax: 200.5 ms  
Min: -0.1 Volts  
Tmin: 199.7 ms  
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)

Max: 1.8 Amps  
Tmax: 200.1 ms  
Min: -0.1 Amps  
Tmin: 199.7 ms  
CFC 1000
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 8.6 kph
Tmax: 185.9 ms
Min: -27.9 kph
Tmin: 60.8 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 2.0 kph
Tmax: 304.9 ms
Min: -0.6 kph
Tmin: 80.9 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 51.7 kph
Tmax: 217.2 ms
Min: -1.1 kph
Tmin: 5.9 ms
CFC 180
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 7.7 Nm
Tmax: 21.2 ms
Min: -2.6 Nm
Tmin: 172.4 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 17.7 Nm
Tmax: 174.7 ms
Min: -64.1 Nm
Tmin: 28.0 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 3.1 Nm
Tmax: 140.4 ms
Min: -1.7 Nm
Tmin: 226.0 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 15.0 Nm
Tmax: 174.8 ms
Min: -45.6 Nm
Tmin: 135.7 ms
CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
- Max: 10.4 G's
- Tmax: 148.7 ms
- Min: -15.0 G's
- Tmin: 8.1 ms
- CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
- Max: 2.5 G's
- Tmax: 140.6 ms
- Min: -2.6 G's
- Tmin: 7.8 ms
- CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
- Max: 9.1 G's
- Tmax: 28.9 ms
- Min: -8.8 G's
- Tmin: 5.9 ms
- CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
- Max: 16.6 G's
- Tmax: 8.1 ms
- Min: 0.0 G's
- Tmin: 1.2 ms
- CFC 180
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
- Max: 10.3 kph
- Tmax: 281.0 ms
- Min: -11.9 kph
- Tmin: 45.4 ms
- CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.0 kph
- Tmax: 6.9 ms
- Min: -1.0 kph
- Tmin: 137.7 ms
- CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 11.6 kph
- Tmax: 157.9 ms
- Min: -0.5 kph
- Tmin: 7.3 ms
- CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
- Max: 0.3 mm
- Tmax: 3.5 ms
- Min: -15.0 mm
- Tmin: 31.2 ms
- CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)
Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
- Max: 275.6 N
- Tmax: 31.7 ms
- Min: -288.5 N
- Tmin: 196.0 ms
- CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
- Max: 294.4 N
- Tmax: 31.7 ms
- Min: -253.5 N
- Tmin: 212.3 ms
- CFC 600
5TH LOW RISK DEPLOYMENT P1 - TRIAL 10
2005 MERCEDES-BENZ C230 (C50500)

Test Date: 09/23/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.2 Volts
Tmax: 0.5 ms
Min: 0.2 Volts
Tmin: 43.0 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.2 Amps
Tmax: 1.2 ms
Min: -0.0 Amps
Tmin: 10.5 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.0 Volts
Tmax: 200.5 ms
Min: -0.2 Volts
Tmin: 199.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.7 Amps
Tmax: 200.1 ms
Min: -0.1 Amps
Tmin: 199.7 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
- Max: 17.8 G's
- Tmax: 179.0 ms
- Min: -18.2 G's
- Tmin: 22.5 ms
- CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
- Max: 4.9 G's
- Tmax: 5.6 ms
- Min: -6.3 G's
- Tmin: 25.1 ms
- CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
- Max: 19.1 G's
- Tmax: 6.5 ms
- Min: -79.0 G's
- Tmin: 5.4 ms
- CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
- Max: 80.3 G's
- Tmax: 5.4 ms
- Min: 0.0 G's
- Tmin: 0.1 ms
- CFC 1000
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
- Max: 7.4 kph
- Tmax: 294.8 ms
- Min: -17.4 kph
- Tmin: 47.4 ms
- CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 0.8 kph
- Tmax: 271.7 ms
- Min: -1.4 kph
- Tmin: 166.3 ms
- CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 23.4 kph
- Tmax: 210.9 ms
- Min: -0.7 kph
- Tmin: 6.1 ms
- CFC 180
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)
Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 136.1 N
Tmax: 5.1 ms
Min: -536.6 N
Tmin: 32.0 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 41.2 N
Tmax: 237.7 ms
Min: -92.4 N
Tmin: 22.1 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 803.5 N
Tmax: 28.7 ms
Min: -352.6 N
Tmin: 191.4 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 949.9 N
Tmax: 29.1 ms
Min: 1.7 N
Tmin: 1.8 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 7.7 Nm
Tmax: 23.8 ms
Min: -3.2 Nm
Tmin: 33.1 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 14.2 Nm
Tmax: 226.6 ms
Min: -36.8 Nm
Tmin: 33.4 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 2.8 Nm
Tmax: 240.9 ms
Min: -1.9 Nm
Tmin: 288.5 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 14.0 Nm
Tmax: 226.5 ms
Min: -27.4 Nm
Tmin: 33.5 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)
Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 6.9 G's
Tmax: 224.1 ms
Min: -12.2 G's
Tmin: 12.2 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 1.4 G's
Tmax: 12.7 ms
Min: -1.1 G's
Tmin: 15.4 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 6.0 G's
Tmax: 9.2 ms
Min: -6.4 G's
Tmin: 6.2 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 12.8 G's
Tmax: 12.3 ms
Min: 0.0 G's
Tmin: 1.2 ms
CFC 180
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 9.4 kph
Tmax: 325.0 ms
Min: -6.9 kph
Tmin: 44.2 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 284.6 ms
Min: -0.2 kph
Tmin: 181.6 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 8.6 kph
Tmax: 219.3 ms
Min: -0.3 kph
Tmin: 7.6 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 2.7 ms
Min: -8.3 mm
Tmin: 32.1 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)
Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 313.2 N
Tmax: 24.5 ms
Min: -86.2 N
Tmin: 25.0 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 278.5 N
Tmax: 24.2 ms
Min: -108.6 N
Tmin: 268.2 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.4 Volts
Tmax: 0.8 ms
Min: -0.6 Volts
Tmin: 203.4 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.2 Amps
Tmax: 0.3 ms
Min: -0.0 Amps
Tmin: 200.3 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.1 Volts
Tmax: 200.7 ms
Min: -0.2 Volts
Tmin: 199.8 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 2.1 Amps
Tmax: 200.3 ms
Min: -0.1 Amps
Tmin: 199.8 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 11
2005 Mercedes C230 (C50500) (5TH P1)

Test Date: 05/10/06
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 5.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.6
Tmax: 33.4 ms
Min: 0.0
Tmin: 0.7 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.1
Tmax: 225.4 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 177.7 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 12
Test Date: 06/07/06
2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel)
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 52.2 G's
Tmax: 101.4 ms
Min: -45.6 G's
Tmin: 6.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 11.1 G's
Tmax: 7.0 ms
Min: -17.7 G's
Tmin: 7.2 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 39.0 G's
Tmax: 101.2 ms
Min: -100.0 G's
Tmin: 6.8 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 105.3 G's
Tmax: 6.8 ms
Min: 0.0 G's
Tmin: 0.6 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 12
Test Date: 06/07/06
2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel) Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 2.3 kph
Tmax: 181.7 ms
Min: -32.7 kph
Tmin: 72.7 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 13.8 ms
Min: -5.0 kph
Tmin: 147.5 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 67.7 kph
Tmax: 325.0 ms
Min: -0.8 kph
Tmin: 7.5 ms
CFC 180
LOW RISK DEPLOYMENT - TRIAL 12

Test Date: 06/07/06

2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel)

Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)

Max: 224.4 N
Tmax: 6.7 ms
Min: -402.2 N
Tmin: 27.5 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)

Max: 111.6 N
Tmax: 6.9 ms
Min: -45.6 N
Tmin: 18.9 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)

Max: 1318.1 N
Tmax: 30.7 ms
Min: -816.8 N
Tmin: 131.7 ms
CFC 1000

5TH FEM. DRIVER NECK Fresultant (N) vs TIME (ms)

Max: 1370.3 N
Tmax: 30.0 ms
Min: 0.7 N
Tmin: 0.2 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 12

Test Date: 06/07/06

2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel) Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)

Max: 3.4 Nm
Tmax: 108.6 ms
Min: -4.5 Nm
Tmin: 29.8 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)

Max: 14.4 Nm
Tmax: 176.1 ms
Min: -51.1 Nm
Tmin: 132.5 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)

Max: 6.0 Nm
Tmax: 40.3 ms
Min: -1.7 Nm
Tmin: 103.6 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 14.2 Nm
Tmax: 241.7 ms
Min: -45.2 Nm
Tmin: 131.8 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 12

Test Date: 06/07/06

2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel)

Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)

Max: 6.9 G's
Tmax: 153.0 ms
Min: -24.4 G's
Tmin: 14.0 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)

Max: 2.9 G's
Tmax: 23.1 ms
Min: -2.3 G's
Tmin: 20.3 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)

Max: 7.8 G's
Tmax: 31.6 ms
Min: -6.5 G's
Tmin: 7.7 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)

Max: 25.5 G's
Tmax: 14.0 ms
Min: 0.0 G's
Tmin: 0.1 ms
CFC 180
LOW RISK DEPLOYMENT - TRIAL 12
Test Date: 06/07/06
2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel) Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 8.9 kph
Tmax: 284.8 ms
Min: -12.5 kph
Tmin: 42.6 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.5 kph
Tmax: 325.0 ms
Min: -0.2 kph
Tmin: 21.6 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 11.6 kph
Tmax: 172.5 ms
Min: -0.4 kph
Tmin: 9.8 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 1.6 ms
Min: -13.8 mm
Tmin: 29.9 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 12
Test Date: 06/07/06
2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel) Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 266.4 N
Tmax: 35.6 ms
Min: -118.9 N
Tmin: 200.6 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 472.2 N
Tmax: 18.0 ms
Min: -172.4 N
Tmin: 200.6 ms
CFC 600
LOW RISK DEPLOYMENT - TRIAL 12
Test Date: 06/07/06
2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel)
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.0 Volts
Tmax: 0.6 ms
Min: 0.7 Volts
Tmin: 29.9 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.0 Amps
Tmax: 1.2 ms
Min: -0.0 Amps
Tmin: 10.6 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 15.8 Volts
Tmax: 200.5 ms
Min: -0.2 Volts
Tmin: 199.8 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.9 Amps
Tmax: 200.2 ms
Min: -0.1 Amps
Tmin: 199.8 ms
CFC 1000
LOW RISK DEPLOYMENT - TRIAL 12

Test Date: 06/07/06

2005 Mercedes C230 (C50500) (5TH P1-4 Spoke Wheel)

Speed: 0.0 mph (0.0 km/h)

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LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 14.3 G's
Tmax: 146.4 ms
Min: -22.4 G's
Tmin: 36.6 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 5.7 G's
Tmax: 147.7 ms
Min: -1.9 G's
Tmin: 17.5 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 40.9 G's
Tmax: 11.8 ms
Min: -1.7 G's
Tmin: 44.7 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 42.9 G's
Tmax: 11.8 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 15.4 kph
Tmax: 399.7 ms
Min: -22.3 kph
Tmin: 56.2 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 7.9 kph
Tmax: 240.7 ms
Min: -0.3 kph
Tmin: 39.7 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 34.2 kph
Tmax: 399.7 ms
Min: -0.0 kph
Tmin: 6.7 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
Max: 61.9 N
Tmax: 214.1 ms
Min: -537.7 N
Tmin: 16.6 ms
CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
Max: 27.1 N
Tmax: 215.6 ms
Min: -125.2 N
Tmin: 165.9 ms
CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
Max: 1292.6 N
Tmax: 12.0 ms
Min: -113.4 N
Tmin: 163.0 ms
CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
Max: 1307.7 N
Tmax: 12.1 ms
Min: 0.5 N
Tmin: 0.0 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 5.9 Nm
Tmax: 15.7 ms
Min: -5.9 Nm
Tmin: 42.8 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 19.8 Nm
Tmax: 44.7 ms
Min: -40.6 Nm
Tmin: 16.5 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 2.0 Nm
Tmax: 205.8 ms
Min: -5.0 Nm
Tmin: 49.1 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 22.2 Nm
Tmax: 44.7 ms
Min: -31.1 Nm
Tmin: 16.4 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)
Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 12.3 G's
Tmax: 16.6 ms
Min: -49.1 G's
Tmin: 11.5 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 3.9 G's
Tmax: 12.9 ms
Min: -8.3 G's
Tmin: 7.0 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 18.8 G's
Tmax: 11.2 ms
Min: -2.6 G's
Tmin: 20.1 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 52.3 G's
Tmax: 11.4 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 10.4 kph
Tmax: 337.5 ms
Min: -12.2 kph
Tmin: 35.2 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 2.1 kph
Tmax: 216.2 ms
Min: -0.4 kph
Tmin: 8.2 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 8.3 kph
Tmax: 207.4 ms
Min: -0.0 kph
Tmin: 5.7 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 0.0 ms
Min: -28.9 mm
Tmin: 12.0 ms
CFC 600

A-114
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

CFC 600

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)

Max: 608.3 N
Tmax: 14.0 ms
Min: -284.8 N
Tmin: 235.7 ms

CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)

Max: 651.4 N
Tmax: 13.8 ms
Min: -296.9 N
Tmin: 221.1 ms

CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.8 Volts
Tmax: 0.5 ms
Min: -0.2 Volts
Tmin: 0.0 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 3.0 Amps
Tmax: 1.4 ms
Min: -0.1 Amps
Tmin: 0.0 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 16.1 Volts
Tmax: 200.5 ms
Min: -0.2 Volts
Tmin: 199.7 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 1.8 Amps
Tmax: 200.1 ms
Min: -0.1 Amps
Tmin: 199.7 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (5TH P2)

Test Date: 04/05/05
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 30.4 ms
Min: 0.0
Tmin: 0.2 ms
CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.6
Tmax: 12.3 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.0
Tmax: 284.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.4
Tmax: 167.0 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
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: 4.9 G's
- Tmax: 16.7 ms
- Min: -25.7 G's
- Tmin: 12.7 ms
- CFC 1000

3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
- Max: 3.1 G's
- Tmax: 12.5 ms
- Min: -6.9 G's
- Tmin: 19.9 ms
- CFC 1000

3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
- Max: 10.7 G's
- Tmax: 15.3 ms
- Min: -14.9 G's
- Tmin: 12.0 ms
- CFC 1000

3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
- Max: 25.8 G's
- Tmax: 12.7 ms
- Min: 0.0 G's
- Tmin: 1.4 ms
- CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
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: 10.4 ms
Min: -21.7 kph
Tmin: 76.3 ms
CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)

Max: 0.1 kph
Tmax: 13.9 ms
Min: -3.4 kph
Tmin: 86.7 ms
CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)

Max: 16.5 kph
Tmax: 100.0 ms
Min: -0.4 kph
Tmin: 13.5 ms
CFC 180
Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 144.1 N
Tmax: 30.3 ms
Min: -23.2 N
Tmin: 18.5 ms
CFC 1000

3YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 56.1 N
Tmax: 23.5 ms
Min: -37.6 N
Tmin: 12.8 ms
CFC 1000

3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 453.8 N
Tmax: 47.2 ms
Min: -48.4 N
Tmin: 24.6 ms
CFC 1000

3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 457.7 N
Tmax: 47.2 ms
Min: 0.3 N
Tmin: 6.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)
Test Date: 03/10/05
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: 1.6 Nm
Tmax: 13.2 ms
Min: -4.9 Nm
Tmin: 31.1 ms
CFC 600

3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)

Max: 5.1 Nm
Tmax: 15.3 ms
Min: -7.0 Nm
Tmin: 64.9 ms
CFC 600

3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)

Max: 4.0 Nm
Tmax: 43.7 ms
Min: -0.4 Nm
Tmin: 12.7 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)

Max: 5.1 Nm
Tmax: 15.3 ms
Min: -7.0 Nm
Tmin: 64.9 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
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: 4.0 G's
Tmax: 13.0 ms
Min: -13.5 G's
Tmin: 16.4 ms
CFC 180

3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 2.3 G's
Tmax: 22.4 ms
Min: -3.1 G's
Tmin: 16.1 ms
CFC 180

3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 4.2 G's
Tmax: 15.5 ms
Min: -7.8 G's
Tmin: 12.9 ms
CFC 180

3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 14.3 G's
Tmax: 16.3 ms
Min: 0.0 G's
Tmin: 11.1 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
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: 0.3 kph
Tmax: 14.1 ms
Min: -9.9 kph
Tmin: 100.0 ms
CFC 180

3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 15.1 ms
Min: -1.2 kph
Tmin: 100.0 ms
CFC 180

3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 2.1 kph
Tmax: 100.0 ms
Min: -0.8 kph
Tmin: 53.8 ms
CFC 180

3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 4.4 mm
Tmax: 26.0 ms
Min: -14.2 mm
Tmin: 18.2 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 16.3 Volts
Tmax: 0.4 ms
Min: 0.1 Volts
Tmin: 10.5 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.8 Amps
Tmax: 1.2 ms
Min: -1.8 Amps
Tmin: 0.4 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 0.0 Volts
Tmax: 34.5 ms
Min: -0.0 Volts
Tmin: 51.2 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 0.0 Amps
Tmax: 93.9 ms
Min: -0.0 Amps
Tmin: 0.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P1)

Test Date: 03/10/05
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 13.2 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

PASS. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.4
Tmax: 62.9 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

PASS. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.0
Tmax: 0.4 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

PASS. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.1
Tmax: 24.0 ms
Min: 0.0
Tmin: 0.2 ms
CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Test Date: 04/20/05
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: 4.8 G's
Tmax: 52.9 ms
Min: -55.3 G's
Tmin: 9.6 ms
CFC 1000

3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 2.6 G's
Tmax: 11.3 ms
Min: -7.2 G's
Tmin: 10.1 ms
CFC 1000

3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 3.2 G's
Tmax: 14.2 ms
Min: -26.7 G's
Tmin: 9.9 ms
CFC 1000

3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 60.2 G's
Tmax: 9.6 ms
Min: 0.0 G's
Tmin: 1.5 ms
CFC 1000
Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)

Max: 0.1 kph
Tmax: 7.8 ms
Min: -3.7 kph
Tmin: 41.9 ms
CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)

Max: 0.2 kph
Tmax: 71.3 ms
Min: -0.5 kph
Tmin: 83.0 ms
CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 7.8 ms
Min: -3.3 kph
Tmin: 66.7 ms
CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 328.8 N
Tmax: 10.0 ms
Min: -27.7 N
Tmin: 98.8 ms
CFC 1000

3YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 52.2 N
Tmax: 56.7 ms
Min: -42.0 N
Tmin: 79.0 ms
CFC 1000

3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 4.1 N
Tmax: 2.5 ms
Min: -560.3 N
Tmin: 10.7 ms
CFC 1000

3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 627.5 N
Tmax: 10.6 ms
Min: 0.4 N
Tmin: 1.3 ms
CFC 1000
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Test Date: 04/20/05
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: 2.7 Nm
- Tmax: 80.3 ms
- Min: -3.5 Nm
- Tmin: 57.4 ms
- CFC 600

**3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)**
- Max: 15.7 Nm
- Tmax: 12.0 ms
- Min: -1.8 Nm
- Tmin: 33.3 ms
- CFC 600

**3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)**
- Max: 1.4 Nm
- Tmax: 100.0 ms
- Min: -2.4 Nm
- Tmin: 79.8 ms
- CFC 600

**Pass. Occipital Condyle Moment (Nm) vs TIME (ms)**
- Max: 15.7 Nm
- Tmax: 12.0 ms
- Min: -1.8 Nm
- Tmin: 33.3 ms
- CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Test Date: 04/20/05
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: 2.1 G's
- Tmax: 82.1 ms
- Min: -13.1 G's
- Tmin: 11.4 ms
- CFC 180

3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
- Max: 1.6 G's
- Tmax: 79.8 ms
- Min: -1.5 G's
- Tmin: 57.6 ms
- CFC 180

3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
- Max: 8.1 G's
- Tmax: 10.5 ms
- Min: -4.7 G's
- Tmin: 14.0 ms
- CFC 180

3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
- Max: 14.3 G's
- Tmax: 11.0 ms
- Min: 0.0 G's
- Tmin: 2.0 ms
- CFC 180
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Test Date: 04/20/05
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: 8.6 ms
- Min: -2.2 kph
- Tmin: 60.3 ms
- CFC 180

### 3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
- Max: 0.5 kph
- Tmax: 87.6 ms
- Min: -0.1 kph
- Tmin: 60.5 ms
- CFC 180

### 3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
- Max: 2.0 kph
- Tmax: 68.2 ms
- Min: -0.0 kph
- Tmin: 8.4 ms
- CFC 180

### 3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
- Max: 0.8 mm
- Tmax: 32.3 ms
- Min: -0.9 mm
- Tmin: 17.6 ms
- CFC 600
LOW RISK DEPLOYMENT
2005 MERCEDES BENZ C230 (3YO P2)

Test Date: 04/20/05
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
- Max: 16.2 Volts
- Tmax: 0.5 ms
- Min: -0.4 Volts
- Tmin: 10.3 ms

CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
- Max: 2.9 Amps
- Tmax: 9.8 ms
- Min: -0.2 Amps
- Tmin: 10.3 ms

CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
- Max: 0.0 Volts
- Tmax: 15.1 ms
- Min: -0.0 Volts
- Tmin: 34.7 ms

CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
- Max: 0.0 Amps
- Tmax: 66.4 ms
- Min: -0.0 Amps
- Tmin: 16.5 ms

CFC 1000
APPENDIX B

LOW RISK PHOTOGRAPHS
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DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month  Section B  Rear Facing CRS

Britax Handle With Care 191 With Belt, Forward Seat Track, Handle Down

Britax Handle With Care 191 With Belt, Middle Seat Track, Handle Down

Britax Handle With Care 191 With Belt, Rearward Seat Track, Handle Down
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section B Rear Facing CRS

Britax Handle With Care 191 Unbelted, Forward Seat Track, Handle Down

Britax Handle With Care 191 Unbelted, Middle Seat Track, Handle Down

Britax Handle With Care 191 Unbelted, Rearward Seat Track, Handle Down
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section B Rear Facing CRS

- Britax Handle With Care 191 Fwd Facing Unbelted, Forward Seat Track, Handle Down
- Britax Handle With Care 191 Fwd Facing Unbelted, Middle Seat Track, Handle Down
- Britax Handle With Care 191 Fwd Facing Unbelted, Rearward Seat Track, Handle Down
- Unbelted 5th Percentile Female Reactivation, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section B Rear Facing CRS

Evenflo First Choice 204 With Belt, Forward Seat Track, Handle Up

Evenflo First Choice 204 With Belt, Middle Seat Track, Handle Up

Evenflo First Choice 204 With Belt, Rearward Seat Track, Handle Down
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section B Rear Facing CRS

Evenflo First Choice 204 Unbelted, Middle Seat Track, Handle Up

Evenflo First Choice 204 Unbelted, Rearward Seat Track, Handle Up
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section B Rear Facing CRS

- Graco Infant W/ Base With Belt, Forward Seat Track, Handle Up
- Graco Infant W/ Base With Belt, Middle Seat Track, Handle Up
- Graco Infant W/ Base With Belt, Rearward Seat Track, Handle Down
- Graco Infant W/ Base Unbelted, Forward Seat Track, Handle Up
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section B Rear Facing CRS

Graco Infant W/ Base Unbelted, Middle Seat Track, Handle Up
Graco Infant W/ Base Unbelted, Rearward Seat Track, Handle Down
Graco Infant W/ Base Fwd Facing Unbelted, Forward Seat Track, Handle Up
Graco Infant W/ Base Fwd Facing Unbelted, Middle Seat Track, Handle Up
Graco Infant W/ Base Fwd Facing Unbelted, Rearward Seat Track, Handle Up
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section B Rear Facing CRS

Graco Infant W/O Base With Belt, Forward Seat Track, Handle Up
Graco Infant W/O Base With Belt, Middle Seat Track, Handle Up
Graco Infant W/O Base With Belt, Rearward Seat Track, Handle Down
Graco Infant W/O Base Unbelted, Middle Seat Track, Handle Up
Unbelted 5th Percentile Female Reactivation, Middle Seat Track
Britax Roundabout 161 Fwd Facing With Belt, Forward Seat Track

Britax Roundabout 161 Fwd Facing With Belt, Middle Seat Track

Britax Roundabout 161 Fwd Facing With Belt, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section C Forward Facing Convertible CRS

Britax Roundabout 161 Fwd Facing Unbelted, Forward Seat Track

Britax Roundabout 161 Fwd Facing Unbelted, Middle Seat Track

Britax Roundabout 161 Fwd Facing Unbelted, Rearward Seat Track
Britax Roundabout 161 Rear Facing With Belt, Forward Seat Track

Britax Roundabout 161 Rear Facing With Belt, Middle Seat Track

Britax Roundabout 161 Rear Facing With Belt, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section C Forward Facing Convertible CRS

- Britax Roundabout 161 Rear Facing Unbelted, Forward Seat Track
- Britax Roundabout 161 Rear Facing Unbelted, Middle Seat Track
- Britax Roundabout 161 Rear Facing Unbelted, Rearward Seat Track
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Century Encore Fwd Facing With Belt, Forward Seat Track

Century Encore Fwd Facing With Belt, Middle Seat Track

Century Encore Fwd Facing With Belt, Rearward Seat Track

Century Encore Fwd Facing Unbelted, Forward Seat Track
Century Encore Fwd Facing Unbelted, Middle Seat Track

Century Encore Fwd Facing Unbelted, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section C Forward Facing Convertible CRS

Century Encore Rear Facing With Belt, Forward Seat Track
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Century Encore Rear Facing With Belt, Rearward Seat Track
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Century Encore Rear Facing Unbelted, Rearward Seat Track

Unbelted 5th Percentile Female Reactivation, Middle Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section C Forward Facing Convertible CRS

Evenflo Medallion 254 Fwd Facing With Belt, Forward Seat Track

Evenflo Medallion 254 Fwd Facing With Belt, Middle Seat Track

Evenflo Medallion 254 Fwd Facing With Belt, Rearward Seat Track

Evenflo Medallion 254 Fwd Facing Unbelted, Forward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)
12 Month Section C Forward Facing Convertible CRS

![Evenflo Medallion 254 Fwd Facing Unbelted, Middle Seat Track](image1)

Evenflo Medallion 254 Fwd Facing Unbelted, Middle Seat Track

![Evenflo Medallion 254 Fwd Facing Unbelted, Rearward Seat Track](image2)

Evenflo Medallion 254 Fwd Facing Unbelted, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)  
12 Month Section C Forward Facing Convertible CRS

- Evenflo Medallion 254 Rear Facing With Belt, Forward Seat Track
- Evenflo Medallion 254 Rear Facing With Belt, Middle Seat Track
- Evenflo Medallion 254 Rear Facing With Belt, Rearward Seat Track
DOT/NHTSA 208 Suppression Test – 2005 Mercedes Benz (C50500)

12 Month Section C Forward Facing Convertible CRS

- Evenflo Medallion 254 Rear Facing Unbelted, Forward Seat Track
- Evenflo Medallion 254 Rear Facing Unbelted, Middle Seat Track
- Evenflo Medallion 254 Rear Facing Unbelted, Rearward Seat Track
- Unbelted 5th Percentile Female Reactivation, Forward Seat Track
APPENDIX D

INSTRUMENTATION CALIBRATION
### INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 506 (P1) Trial 1

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### INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO. 075 (P1) Trial 12

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### INSTRUMENTS FOR LOW RISK 3 YEAR OLD PASSENGER DUMMY NO. 032 (P1)

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APPENDIX E

NOTICE OF TEST FAILURE
LABORATORY NOTICE OF APPARENT TEST FAILURE TO OVSC

FMVSS NO. 208 TEST DATE: December 9, 2004

LABORATORY: MGA Research Corporation

CONTRACT NO.: DTNH22-03-D-11002 DELV. ORDER NO.: #3

LABORATORY PROJECT ENGINEER'S NAME: Jeff Lewandowski

TEST SPECIMEN DESCRIPTION: 2005 Mercedes C230 Passenger Car

VEHICLE NHTSA NO.: C50500 VIN: WDBRF40J75F607909

MFR: DaimlerChrysler

APPARENT TEST FAILURE DESCRIPTION: TP208-12 Data Sheet 5 3.3.1 The driver and passenger side sun visor air bag warning labels are not permanently affixed to the sun visor. The labels are easily peeled off of the visor.

FMVSS REQUIREMENT, PARAGRAPH S: S4.5.1 (b)(3) Each vehicle shall have a label permanently affixed to either side of the sun visor, at the manufacturer's option, at each front outboard seating position that is equipped with an inflatable restraint.

NOTIFICATION TO NHTSA (COTR): Charles Case

DATE: 12-9-2004 BY: Audrey Hale

REMARKS:
LABORATORY NOTICE OF APPARENT TEST FAILURE TO OVSC

FMVSS NO. 208 TEST DATE: March 10, 2005

LABORATORY: MGA Research Corporation

CONTRACT NO.: DTNH22-03-D-11002 DELV. ORDER NO.: #3

LABORATORY PROJECT ENGINEER'S NAME: Jeff Lewandowski

TEST SPECIMEN DESCRIPTION: 2005 Mercedes C230 Passenger Car

VEHICLE NHTSA NO.: C50500 VIN: WDBRF40J75F607909

MFR: DaimlerChrysler

APPARENT TEST FAILURE DESCRIPTION: The 5th% Driver Dummy had a Tension Extension Neck Injury of 1.0 at a 27.1 ms time during a Position 1 (Chin on Module) Low Risk Deployment test.

FMVSS REQUIREMENT, PARAGRAPH S.25.3 / S.25.4 Neck Injury (Critical values: Tension = 3880N; Extension = 61Nm) The Neck Injury value shall not exceed 1.0 at any time during the low risk deployment event.

NOTIFICATION TO NHTSA (COTR): Charles Case

DATE: 3-10-2005 BY: Audrey Hale

REMARKS: