REPORT NUMBER: TWG-CAL-19-02

NEW CAR ASSESSMENT PROGRAM (NCAP)
SIDE AIRBAG OUT-OF-POSITION INJURY TESTING

Ford Motor Co.
2019 Ford F-250

NHTSA NUMBER: M20190206TWG2
CALSPAN TEST NUMBER: CT2019-02

PREPARED BY:
CALSPAN CORPORATION
4455 Genesee St.
BUFFALO, NEW YORK 14225

June 24, 2020

DRAFT REPORT

Alpha Technology Associate, Inc.
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Fairfax, VA 22031

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-13-D-00311L, Alpha Technology PO 12GC150. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

Prepared By: Zachary Granby, Test Engineer

Approved By: Vanessa Hansen, Program Manager

Approval Date: June 24, 2020

FINAL REPORT ACCEPTANCE BY:

Accepted By: _____

Acceptance Date: _____

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15. Supplementary Notes		

16. Abstract

This side airbag Out-Of-Position test was performed in conjunction with a New Car Assessment Program (NCAP) on a 2019 Ford F-250. This test was conducted at the Calspan Test Facility in Buffalo, New York, on July 29, 2019. Please note that the upper neck compression exceeded the limit.

Injury Summary

HIC15	Peak Tension (CFC1000)	Peak Compression (CFC1000)	NIJ(NTF)	NIJ(NTE)	NIJ(NCF)	NIJ(NCE)
69.66	307.123	-2829.069	0.147	0.243	0.841	0.973

17. Key Words New Car Assessment Program (NCAP) Side Airbag Out-Of-Position	18. Distribution Statement Copies of this report are available from: Alpha Technology Associate, Inc. 2810 Old Lee Hwy, Suite 120 Fairfax, VA 22031 Phone: (703) 876-0010 Fax: (703) 876-0120

19. Security Classification of Report UNCLASSIFIED	20. Security Classification of Page UNCLASSIFIED	21. No. of Pages 32	22. Price

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SECTION 1

PURPOSE AND SUMMARY OF TEST:

1.1 PURPOSE

The purpose of this test was to obtain data from a static out-of-position side air bag deployment using a vehicle that had previously undergone a New Car Assessment Program (NCAP) sponsored side pole impact test requested by the National Highway Traffic Safety Administration (NHTSA). This test was performed under NHTSA contract No. DTNH22-13-D-00311L and through Alpha Technology Associate, Inc.

1.2 SUMMARY

The effects of both a seat-mounted side airbag and a curtain airbag deployment in a 2019 Ford F-250 on an out-of-position SID-IIs ATD were evaluated. The test was performed by Calspan on July 29, 2019. Pre-and post-test photographs of the vehicle and ATD can be found in Appendix A.

Three high-speed digital cameras were used to document the side airbag deployment event. Images were recorded at rates of 1000 frames per second. The cameras were placed perpendicular to the right-front passenger seat centerline, Oblique, and through the passenger window to capture the deployment event from various positions.

The SID-IIs anthropomorphic test device (ATD) was placed in the right front (passenger) seat facing toward the center of the vehicle with its arm against the seatback according to the ATD placement instructions specified by Alpha Technology Associate, Inc. who referenced the Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as prepared by the Side Airbag Out-of-Position Injury Technical Working Group (TWG). This orientation complies with section 3.3.5.3 of the TWG Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as defined by Lund, et al and the Technical Working Group First Revision dated July, 2003.

The SID-IIs ATD was instrumented with head x, y and z accelerometers. In addition, a six axis upper and lower neck load cell sensor was utilized to record the resulting neck forces and moments during the event. Please note that the upper neck compression exceeded the allowable limit.

Eighteen channels of data were recorded using an on-board data acquisition system. Appendix A contains photographs. Appendix B contains ATD response data traces. Appendix C contains the Instrumentation Data Channel assignments.

SECTION 2

DATA SHEET NO. 1
TEST SUMMARY

TEST CONFIGURATION INFORMATION:

Seating Position:	P2	Right Front Seating Position
Test:	3.3.5.3	Roof Rail Mounted – Inboard facing SID IIs on Raised Seat
Airbag: 1	Curtain	Roof Rail Mounted – Passenger Side
Airbag: 2	Seat/Torso	Passenger Seat Mounted – Outside Seam
Booster Block:	N/A	N/A
ATD Type/Serial No.:	DG8012	SID IIs

Number of Data Channels:	18	
Number of Cameras:	0	Real Time
	3	High Speed Digital

PRE-TEST VISIBLE DUMMY CONTACT POINTS

Head Contact:	None
Upper Torso Contact:	Seatback
Lower Torso Contact:	Seatback & Passenger Door
Knee Contact:	Seatback and Seatpan
Foot Contact:	Center seat removed, Feet contacted the floor

POST-TEST VISIBLE DUMMY CONTACT POINTS

Head Contact:	Curtain Airbag & Front Dash
Upper Torso Contact:	Torso/Pelvis Airbag & Curtain Airbag
Lower Torso Contact:	Torso/Pelvis Airbag
Knee Contact:	Seatback & Seat pan
Foot Contact:	Floor

DATA SHEET NO. 2
VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2019 Ford F-250 Four Door Truck

NHTSA No. : M20190206TWG2 ; VIN: 1FT7W2A6XKED82443 Color: Blue

Engine Data: V8 cylinders; - CID; 6.2 Liters; - cc

Placement: X Longitudinal or In-Line; - Transverse or Lateral

Transmission Data: 6 speeds; - Manual; X Automatic; X Overdrive

Final Drive: - Rear Wheel Drive; X Front Wheel Drive; - Four Wheel Drive

Safety Belt Features – Driver X Pretensioner (Shoulder); X Load Limiter; X Adj. Anchorage

Safety Belt Features - Passenger X Pretensioner (Shoulder); X Load Limiter; X Adj. Anchorage

Major Options: X A/C; X Pwr. Steering.; X Pwr. Brakes

X Pwr. Windows; X Pwr. Door Locks; X Tilt Wheel

Date Received: 2/25/2019 ; Odometer Reading 61.1 Km

Selling Dealer: Griffith Ford San Marcos

& Address: 2661 IH 35 North, San Marcos TX 78666

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: Ford Motor Co.

Date of Manufacture 12/18

GVWR: 4536 kg; GAWR: 1792 kg FRONT; 2876 kg REAR

DATA FROM TIRE PLACARD:

Recommended Tire Size: LT275/65R18

*Recommended Cold Tire Pressure: 420 kPa Front 520 kPa Rear

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: LT275/65R18 ; Manufacturer: Continental

Tire Pressure with Maximum Capacity Vehicle Load: Front 550 kPa Rear: 550 kPa

Treadwear: N/A ; Traction: N/A : Temperature: N/A

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench

Number of Occupants: 3 Front; 3 Rear; 6 Total

Vehicle Capacity Weight (VCW) = 1741 Kg

No. of Occupants x 68.04 kg = 408.24 Kg

Rated Cargo/Luggage Weight (RCLW) = 136 Kg

*Tire pressure used for test

‡Vehicle had previously undergone a New Car Assessment Program Side MDB Pole Test.

DATA SHEET NO. 3
SID-IIs Dummy POSITIONING IN VEHICLE

NHTSA No. M20190206TWG2

Measurement	Value
Total Fore/Aft Travel (mm)	255
Test Distance Rearward of Full-Forward (mm)	0
Total Fore/Aft Travel (Detents)	38 (0-37)
Placed in Position #	0

Seat Back Angle (headrest post)	SA (-21.6°)	Value
Airbag Module Width	AMW (mm)	-
Airbag Width	ABW (mm)	-
Airbag Module Length	AML (mm)	-
Airbag Length	ABL (mm)	-
Top of Airbag Module to Head/Neck Junction	AN (mm)	245
Head CG to Door Panel/Side Window	HD (mm)	105
Head to Seat Back Centerline	HSC (mm)	195
Head to B-Pillar (cg)	HB (mm)	388
Head to Roof, Z (top of the head)	HZ (mm)	85
Head to Header	HHD (mm)	373
Chest to Dash	CD (mm)	453
Chest to Seatback	CS (mm)	0
Right Arm to Seat Back Centerline	RACL (mm)	-
Right Arm to Seat Back Centerline	RACL (deg)	-
Left Arm to Door Panel	LA (mm)	97
Knee to Knee	KK (mm)	90
Toe to Toe	TT (mm)	140
Right Knee to Seat Cushion Centerline	KSCR (mm)	-
Left Knee to Seat Cushion Centerline	KSCL (mm)	-
Right Toe to Seat Cushion Centerline	TSCR (mm)	-
Left Toe to Seat Cushion Centerline	TSCL (mm)	-

DATA SHEET 4
SID-IIs Dummy INJURY CRITERIA VALUES

NHTSA No.: M20190206TWG2

Channel	Units	Max	Time (ms)	Min	Time (ms)
V1P2 Head x [CFC_1000]	g's	36.97	15.80	-9.50	226.50
V1P2 Head y [CFC_1000]	g's	36.60	8.70	-32.26	9.30
V1P2 Head z [CFC_1000]	g's	101.29	8.80	-27.57	18.15
V1P2 Headform Resultant [CFC_1000]	g's	106.79	8.75	0.00	-13.85
V1P2 Upper Neck Mocy [CFC_600]	Nm	19.99	14.60	-55.65	32.05
V1P2 Upper Neck Ntf [CFC_600]	-	0.15	152.30	0.00	-50.00
V1P2 Upper Neck Nte [CFC_600]	-	0.24	73.80	0.00	-49.80
V1P2 Upper Neck Ncf [CFC_600]	-	0.84	15.45	0.00	-50.00
V1P2 Upper Neck Nce [CFC_600]	-	0.97	29.30	0.00	-50.00
V1P2 Upper Neck Nij [CFC_600]	-	0.97	29.30	0.00	-30.25
V1P2 Upper Neck Fx [CFC_1000]	N	232.07	11.10	-697.49	31.65
V1P2 Upper neck Fy [CFC_1000]	N	196.69	23.55	-107.09	8.85
V1P2 Upper neck Fz [CFC_1000]	N	307.12	113.25	-2829.07	15.50
V1P2 Neck Force Resultant [CFC_1000]	N	2830.02	15.50	0.27	-37.00
V1P2 Upper Neck Mx [CFC_600]	Nm	14.21	54.95	-6.22	153.00
V1P2 Upper Neck My [CFC_600]	Nm	21.50	14.55	-67.78	31.95
V1P2 Upper Neck Mz [CFC_600]	Nm	9.28	148.20	-12.21	79.75
V1P2 Neck Moment Resultant [CFC_600]	Nm	68.39	31.95	0.02	-8.00
V1P2 Lower Neck Fx F [CFC_1000]	N	608.98	30.80	-321.30	13.80
V1P2 Lower Neck Fy F [CFC_1000]	N	299.31	31.65	-197.00	13.30
V1P2 Lower Neck Fz F [CFC_1000]	N	366.52	110.25	-2884.35	15.80
V1P2 Lower Neck Force Resultant [CFC_1000]	N	2893.61	15.80	0.27	-2.80
V1P2 Lower Neck Mx F [CFC_600]	Nm	34.33	32.05	-12.09	138.00
V1P2 Lower Neck My F [CFC_600]	Nm	118.02	16.60	-24.71	57.30
V1P2 Lower Neck Mz F [CFC_600]	Nm	14.14	31.70	-14.46	73.75
V1P2 Lower Neck Moment Resultant [CFC_600]	Nm	118.10	16.60	0.01	-32.80
Curtain Airbag Volts	V	16.01	0.25	-1.34	16.40
Torso/Pelvis Airbag Volts	V	18.11	0.25	-0.76	25.75
Front Center Airbag Volts	V	N/A	N/A	N/A	N/A
Curtain Airbag Current	A	12.48	16.40	-1.42	19.15
Torso/Pelvis Airbag Current	A	4.28	4.05	-0.03	25.75
Front Center Airbag Current	A	N/A	N/A	N/A	N/A

DATA SHEET 4

SID-IIs DUMMY INJURY CRITERIA VALUES (CONTINUED)

VEHICLE: 2019 Ford F-250 NHTSA No.: M20190206TWG2

HEAD INJURY CRITERIA (HIC)

	HIC15			
	HIC(15)	t_1 (msec)	t_2 (msec)	Average Acceleration t_1 to t_2
Position P2	69.66	8.45	23.00	29.68

THORAX CRITERIA

	Critical Values	Actual	Time(ms)
Maximum Deflection (mm)	N/A	N/A	N/A
Maximum Deflection Rate (m/s)	N/A	N/A	N/A

Position P2 - Neck Injury Summary (SID-IIs – In Position)

Nij V10	Nij	Time (ms)	Z Force (N)	X Force (N)	Y Moment (N-m)
Ntf	0.147	152.300	197.227	-166.141	11.989
Nte	0.243	73.800	38.183	46.298	-13.408
Ncf	0.841	15.450	-2820.962	56.631	19.496
Nce	0.973	29.300	-751.449	-455.701	-55.582

Peak Tension (CFC1000) 307.123 **N** **Peak Compression (CFC1000)** -2829.069 **N**

Critical Values

Nij Intercepts				Peak Limits	
Tension (CVt)	3880.00 N	Extension (mCVe)	61.00 N-m	Tension	2070.00 N
Compression (CVc)	3880.00 N	Flexion (mCVf)	155.00 N-m	Compression	2520.00 N

Appendix A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Figure A-1: Right ¾ Front View of Vehicle, As Received

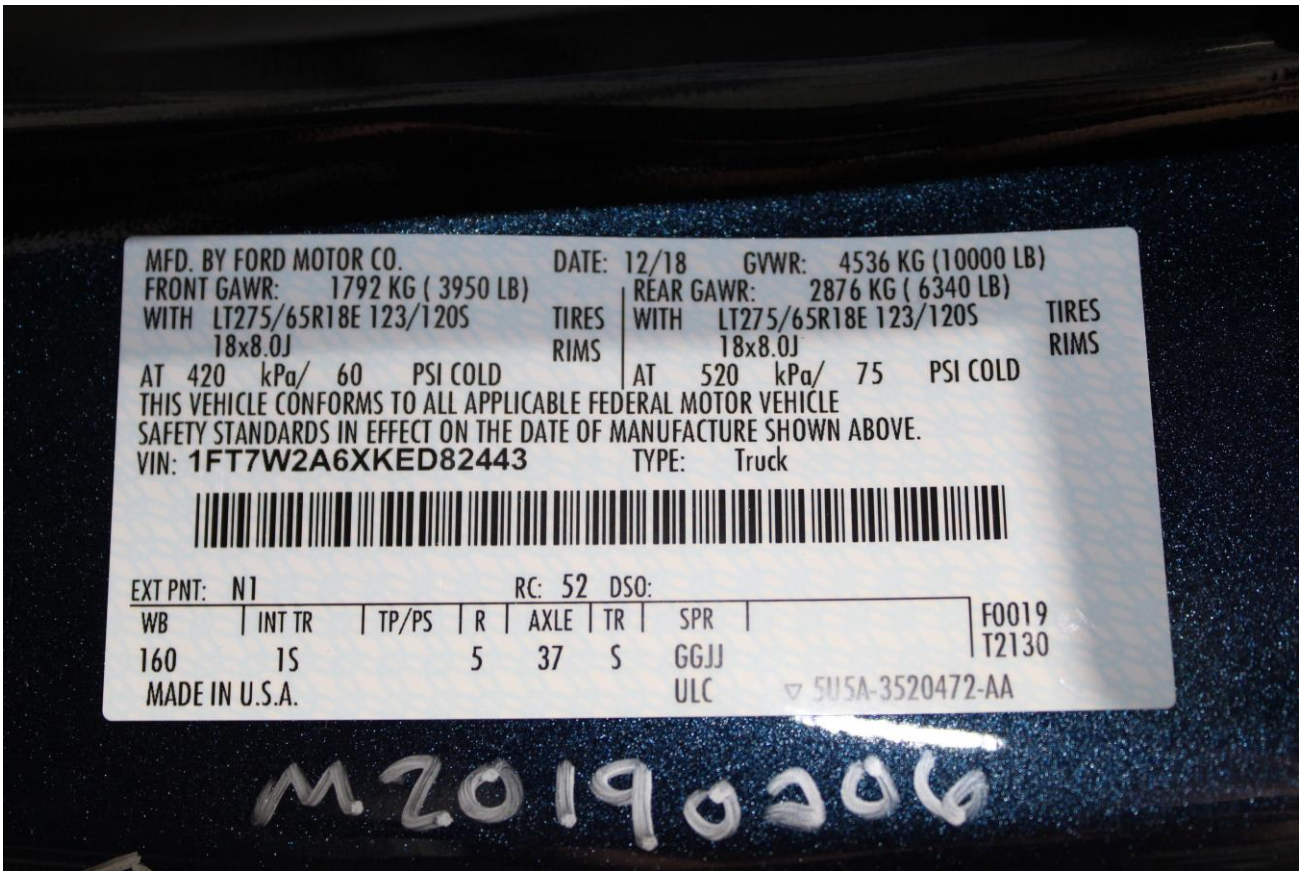


Figure A-2: Vehicle Certification Placard

Figure A-3: Pre-Test SID-IIs Left Side View

Figure A-4: Post-Test SID-IIs Left Side View

Figure A-5: Pre-Test SID-IIs Left Side Close-up View

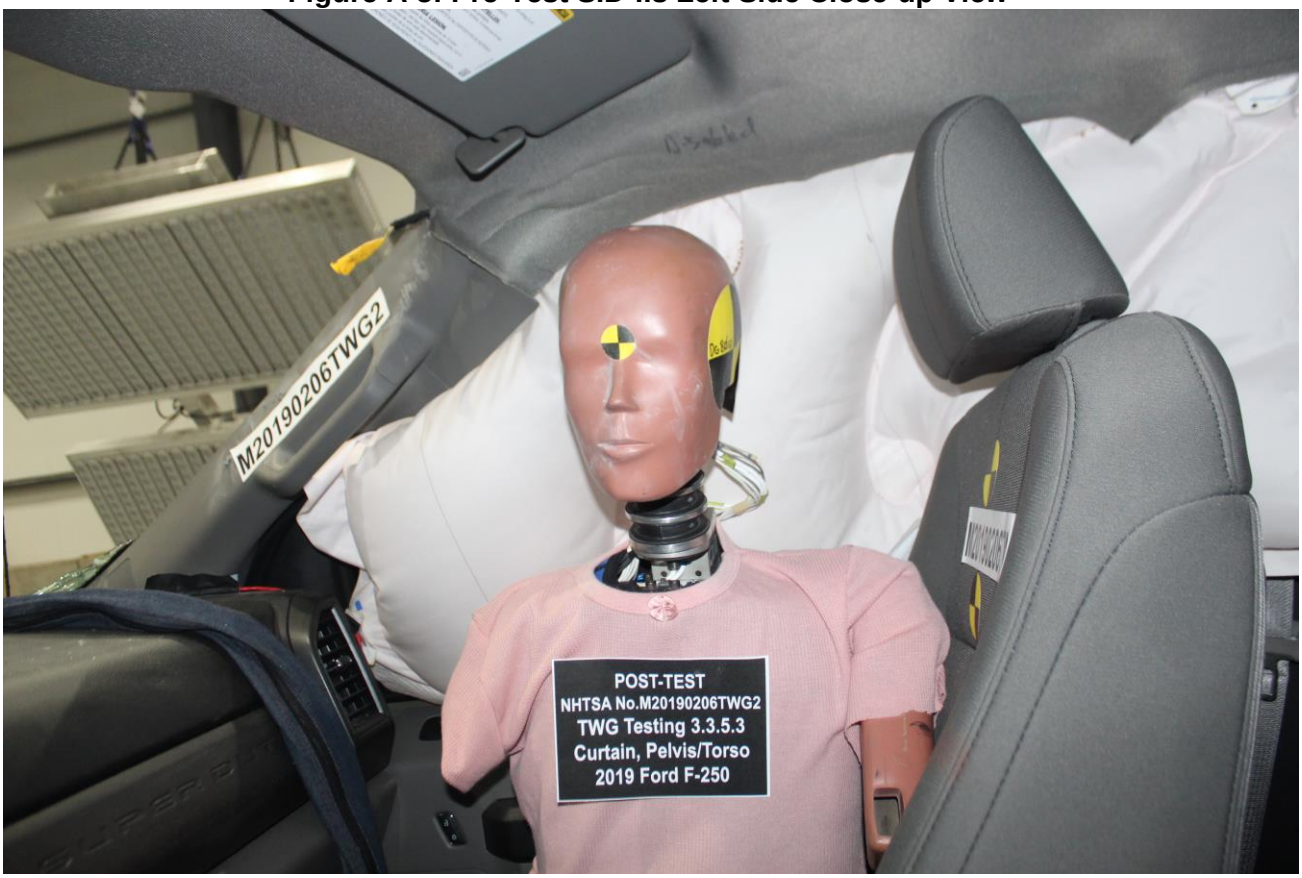


Figure A-6: Post-Test SID-IIs Left Side Close-up View

Figure A-7: Pre-Test SID-IIs Front View

Figure A-8: Post-Test SID-IIs Front View

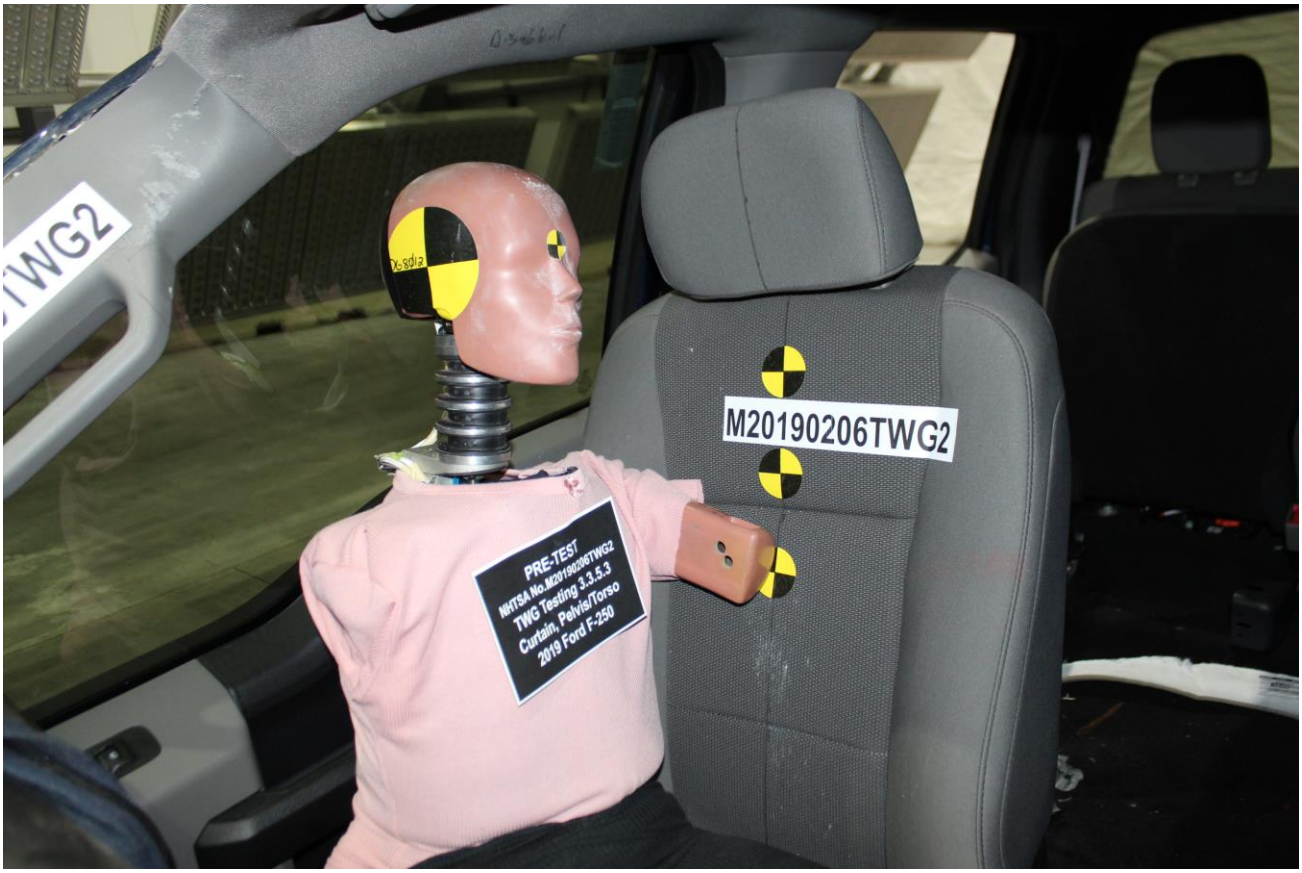


Figure A-9: Pre-Test SID-IIs Left ¾ Front View

Figure A-10: Post-Test SID-IIs Left ¾ Front View

Figure A-11: Pre-Test SID-IIs Right Side View

Figure A-12: Post-Test SID-IIs Right Side View

Figure A-13: Post-Test Curtain Airbag View

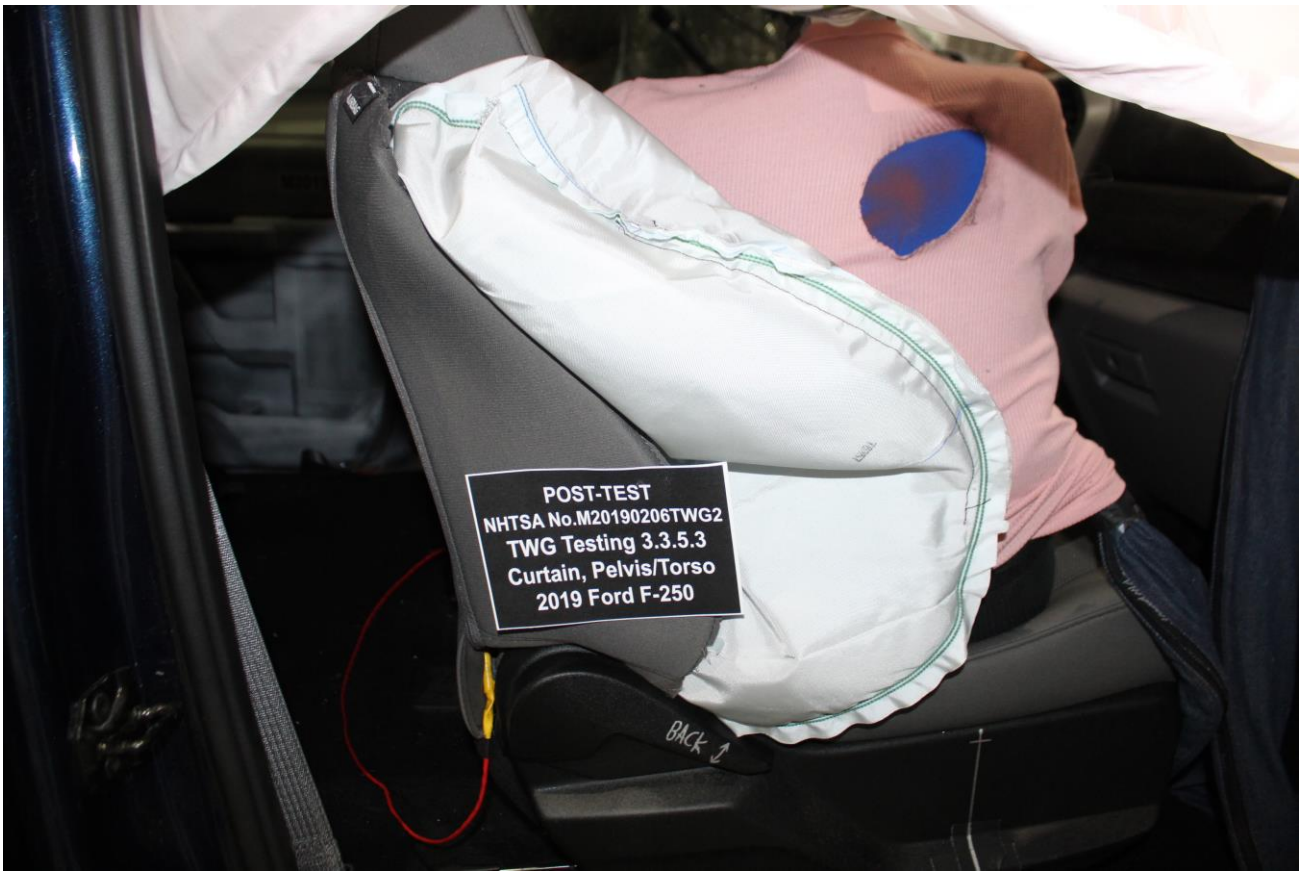


Figure A-14: Post-Test Seat Airbag View

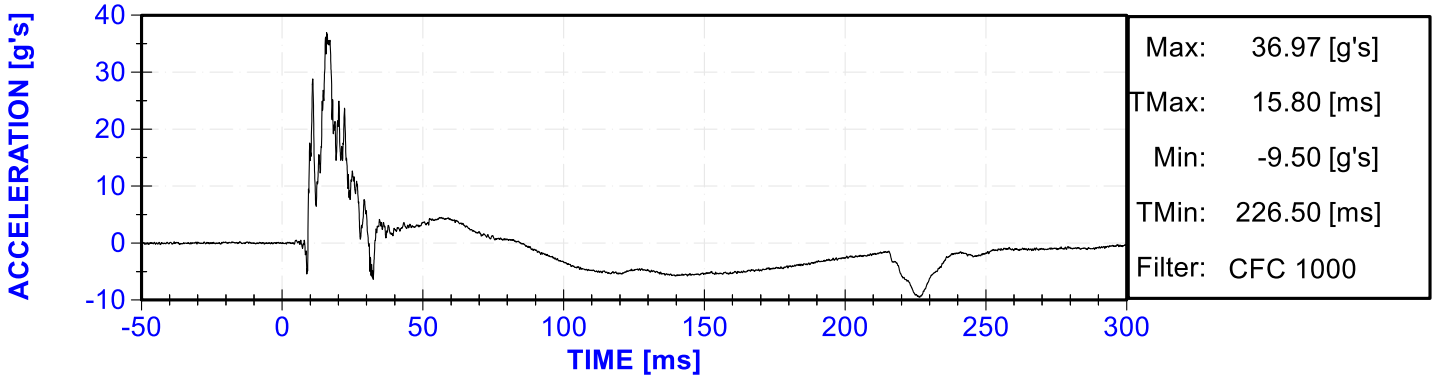
Figure A-15: Impact Event

APPENDIX B

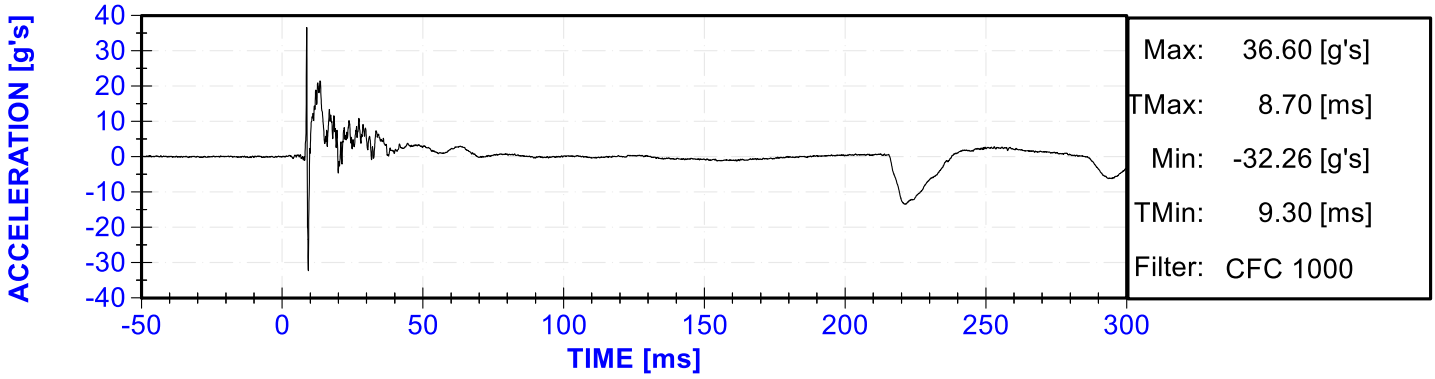
VEHICLE & DUMMY RESPONSE DATA TRACES

Table of Data Plots

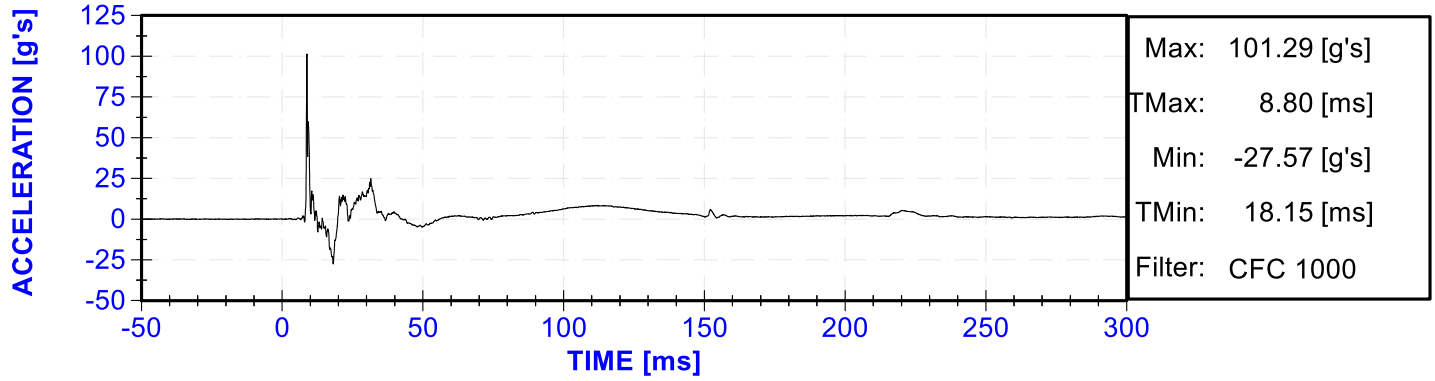
Head CG X Acceleration



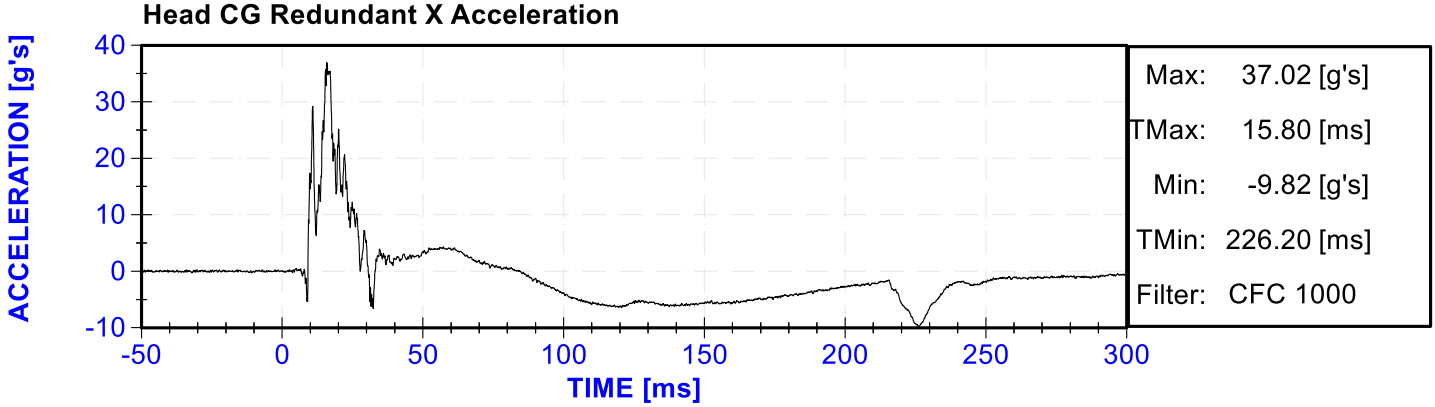
Head CG Y Acceleration

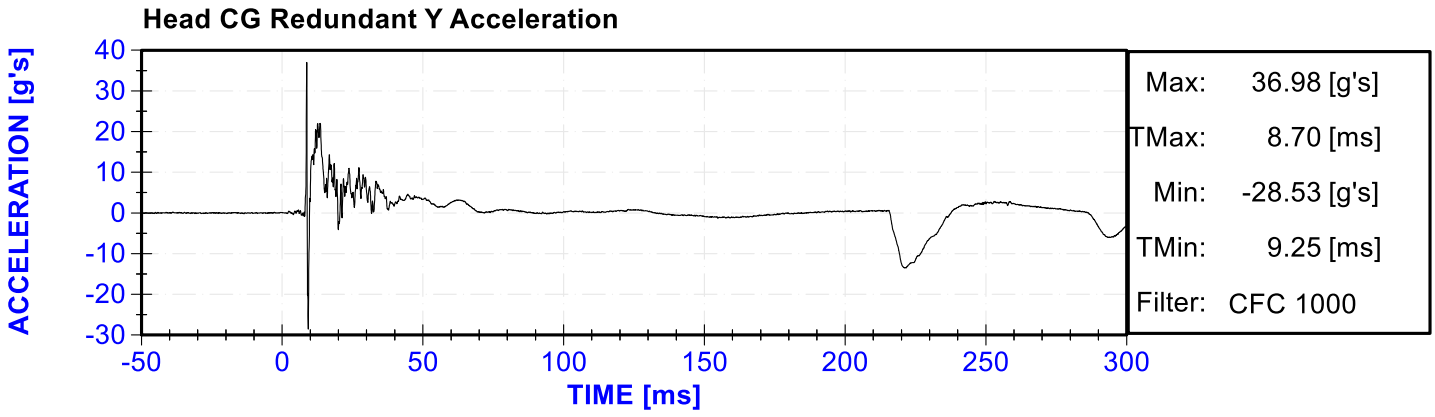


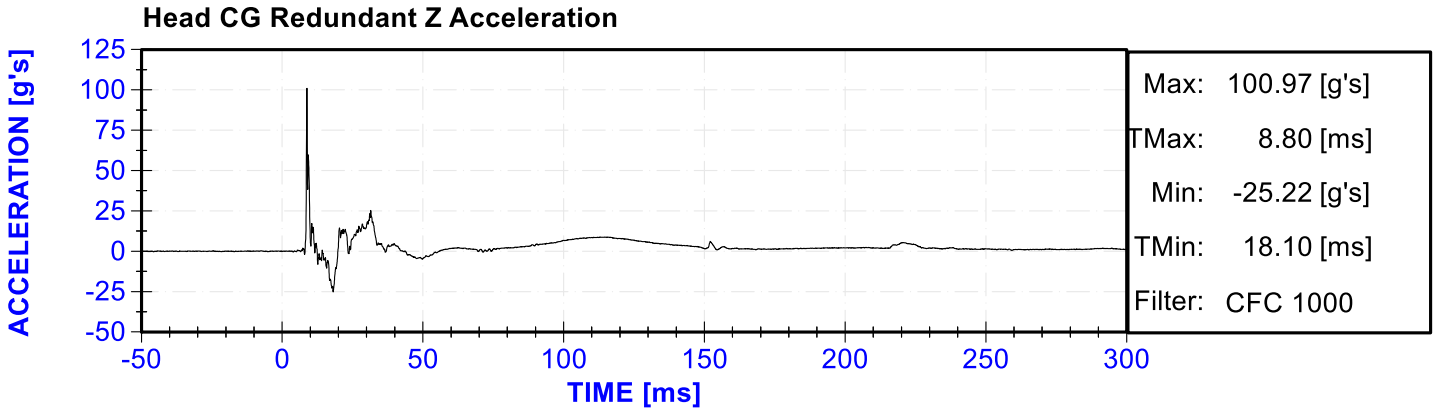
Head CG Z Acceleration



Head CG Redundant X Acceleration




Head CG Redundant Y Acceleration
ACCELERATION [g's]
TIME [ms]
Max: 36.98 [g's]
TMax: 8.70 [ms]
Min: -28.53 [g's]
TMin: 9.25 [ms]
Filter: CFC 1000


Head CG Redundant Z Acceleration
ACCELERATION [g's]
TIME [ms]
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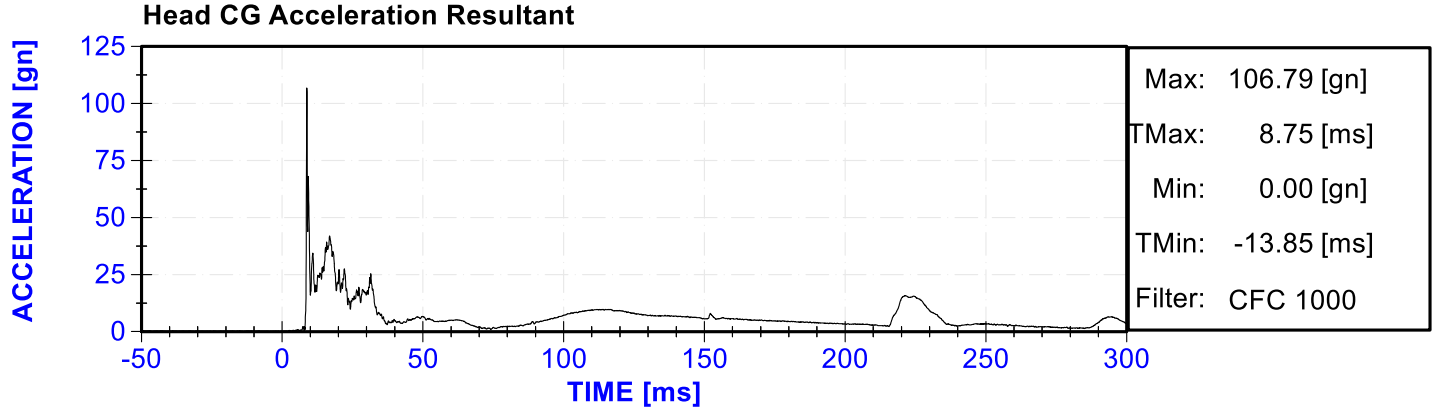
TMax: 8.80 [ms]
Min: -25.22 [g's]
TMin: 18.10 [ms]
Filter: CFC 1000


Head CG Acceleration Resultant
ACCELERATION [gn]
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Min: 0.00 [gn]
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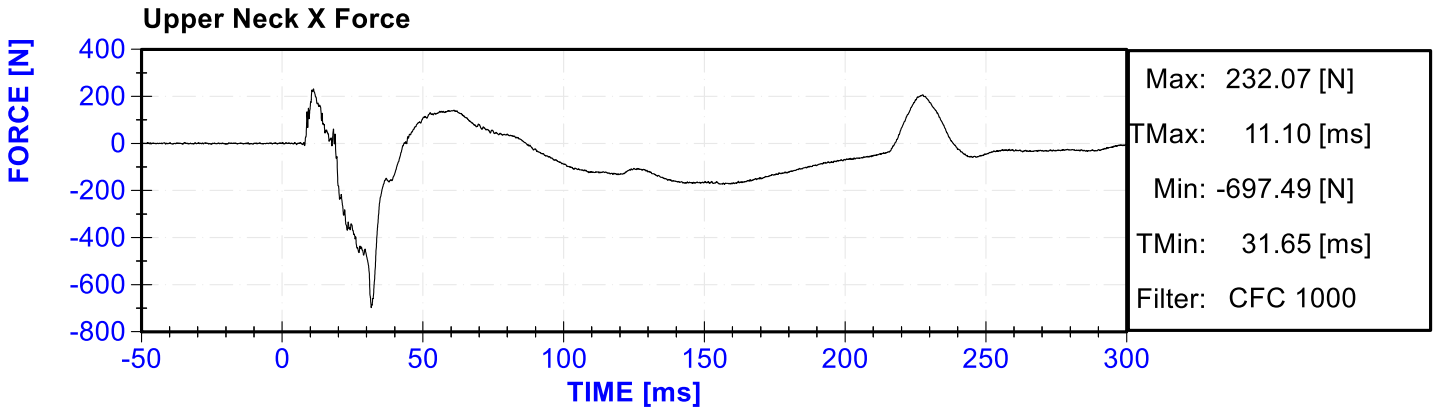
Upper Neck X Force
FORCE [N]
TIME [ms]
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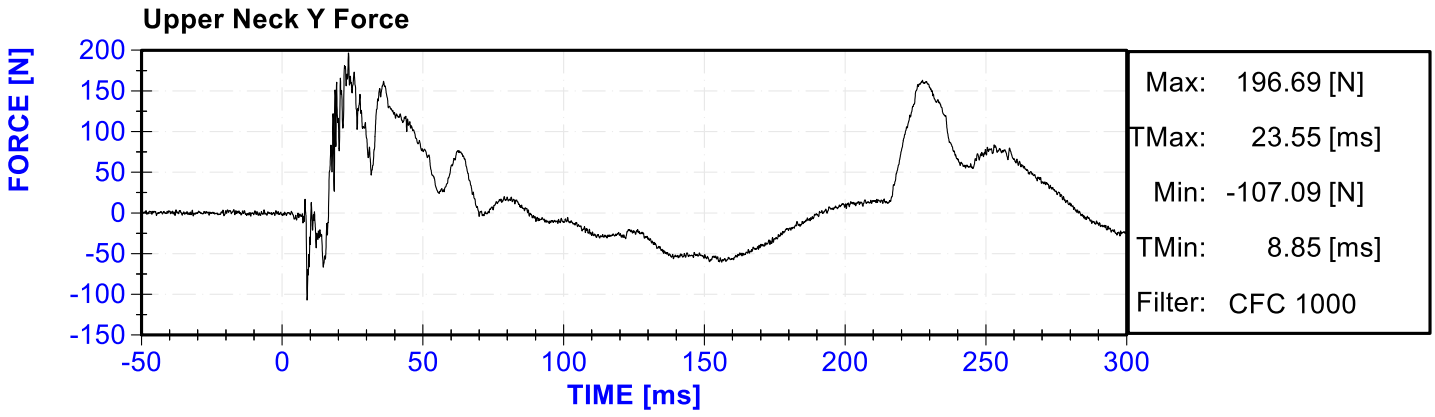
TMax: 11.10 [ms]
Min: -697.49 [N]
TMin: 31.65 [ms]
Filter: CFC 1000


Upper Neck Y Force
FORCE [N]
TIME [ms]
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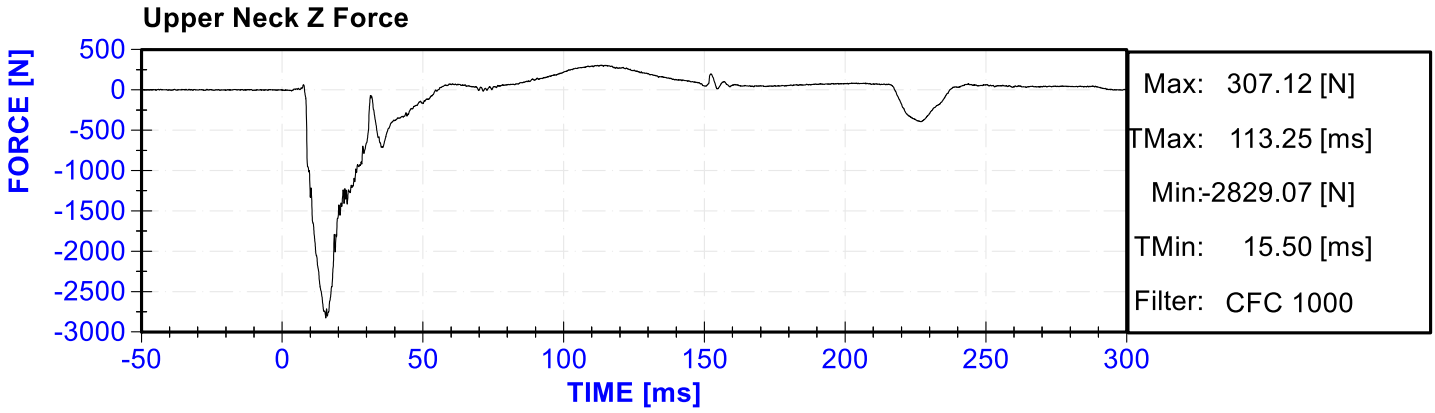
TMin: 8.85 [ms]
Filter: CFC 1000


Upper Neck Z Force
FORCE [N]
TIME [ms]
Max: 307.12 [N]
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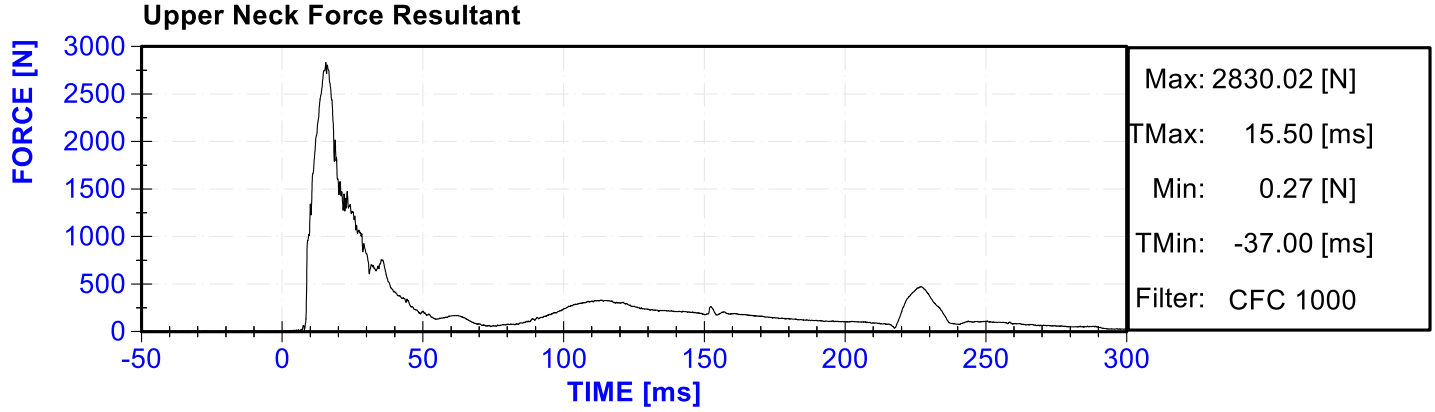
Min:-2829.07 [N]
TMin: 15.50 [ms]
Filter: CFC 1000


Upper Neck Force Resultant
FORCE [N]
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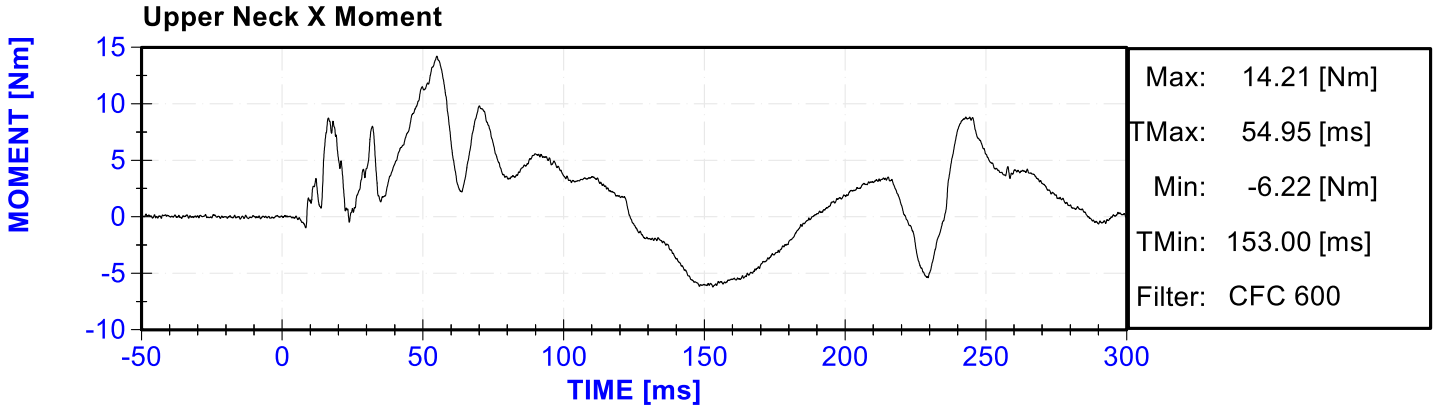
Upper Neck X Moment
MOMENT [Nm]
TIME [ms]
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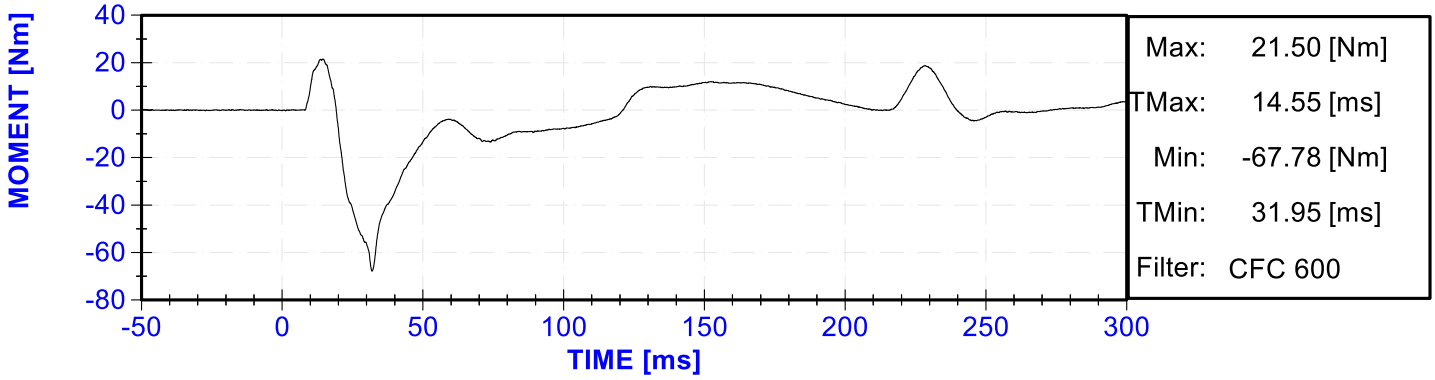
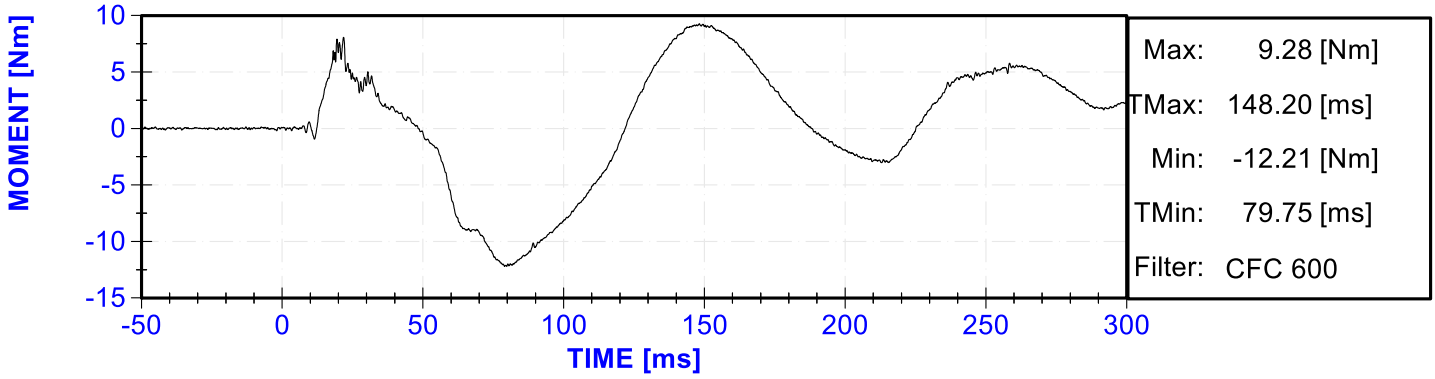
Min: -6.22 [Nm]
TMin: 153.00 [ms]
Filter: CFC 600

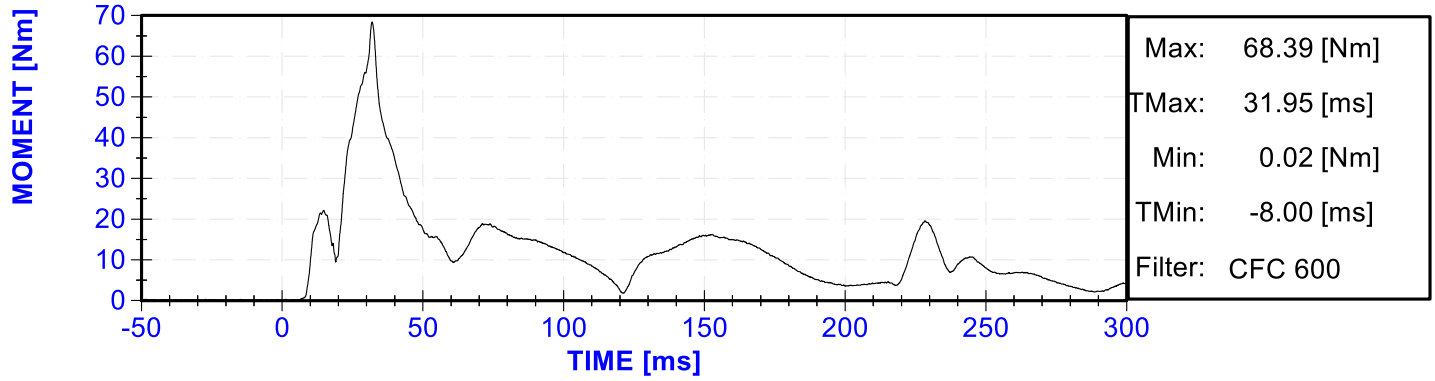
Upper Neck Y Moment



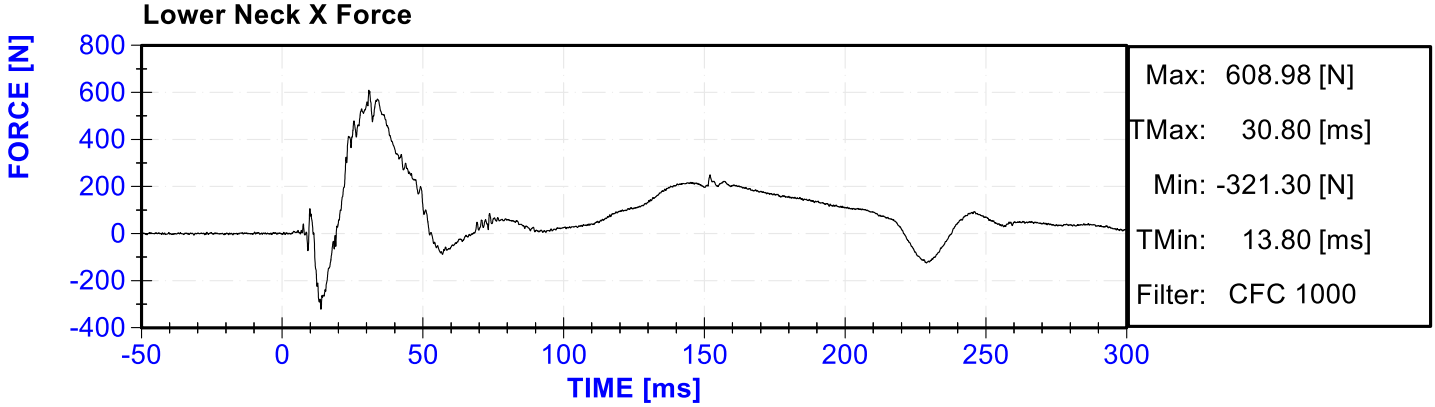
Upper Neck Z Moment

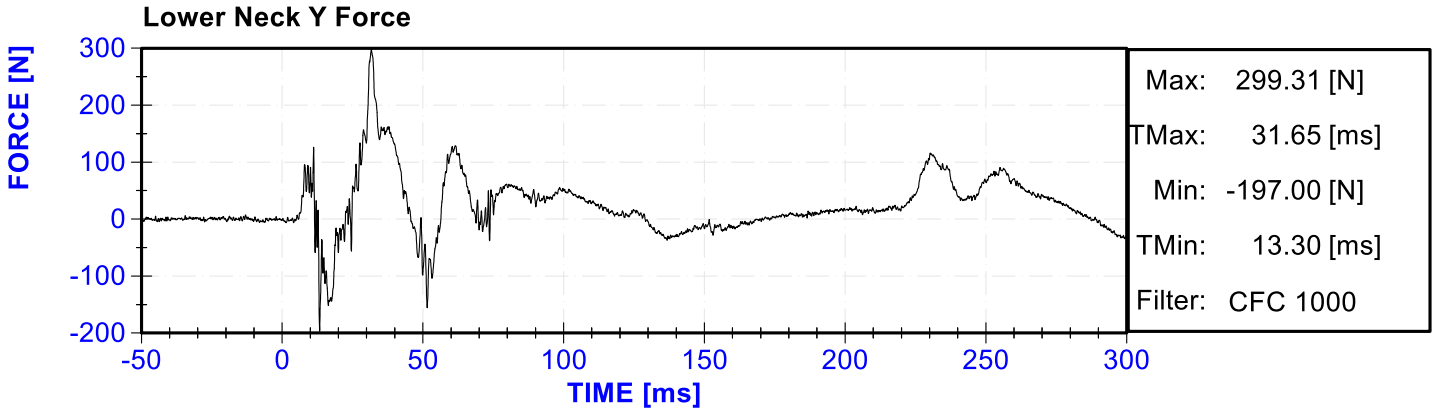


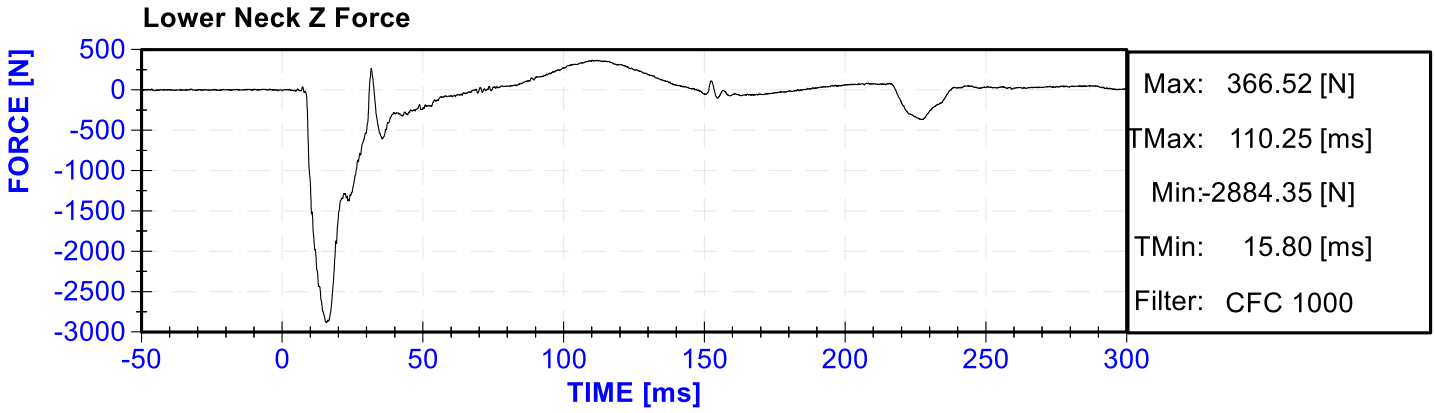
Upper Neck Moment Resultant

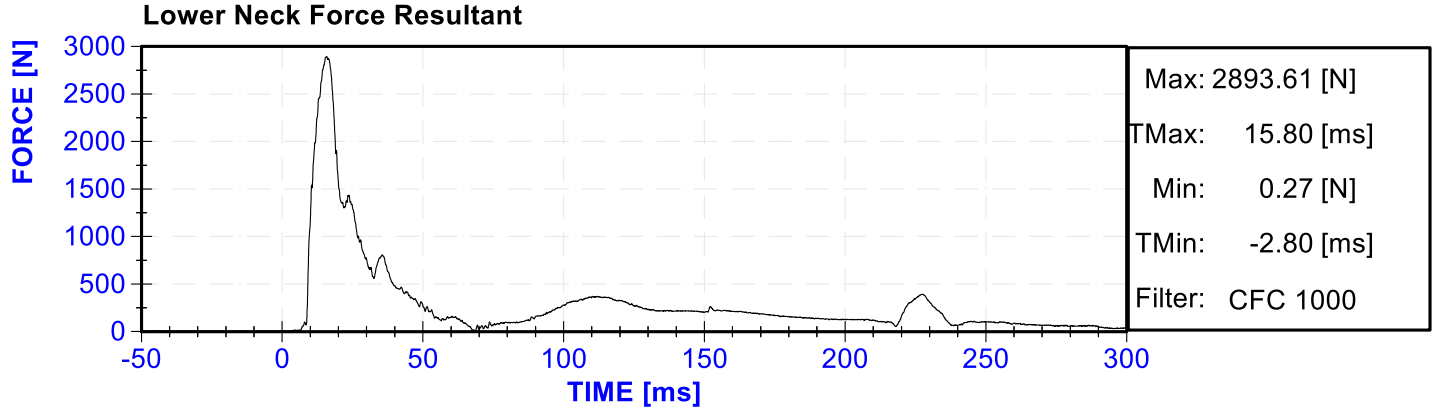


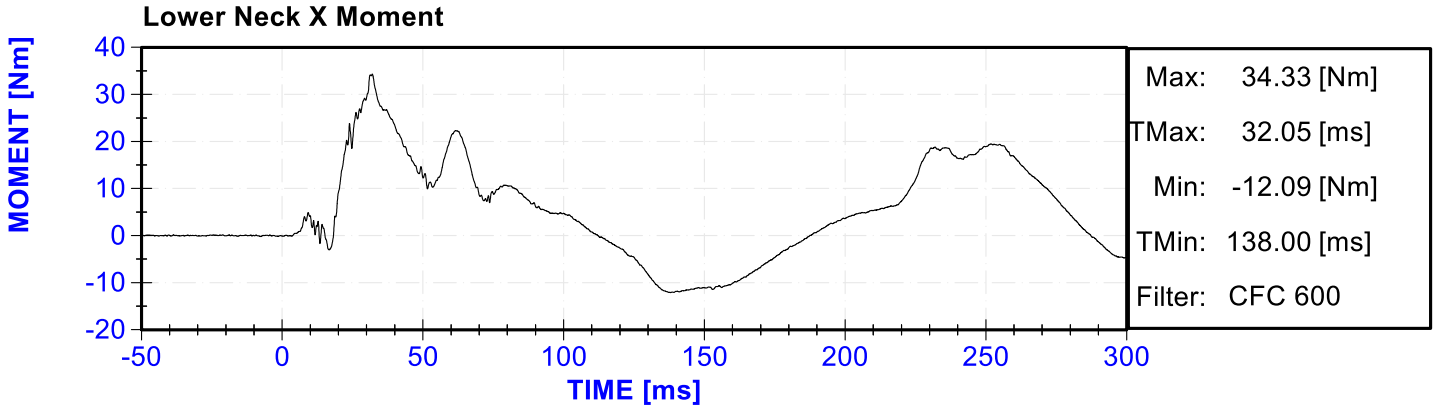
Lower Neck X Force



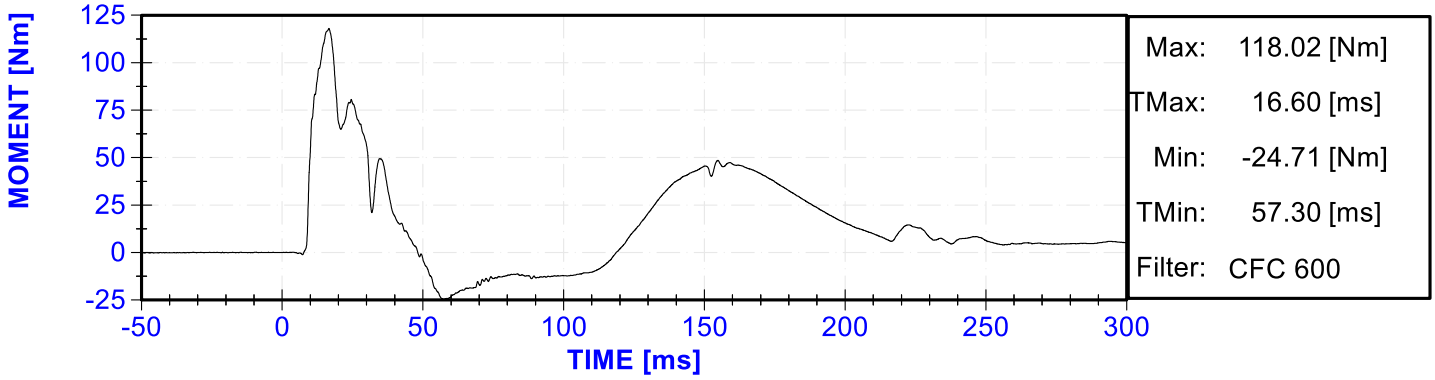

Lower Neck Y Force
FORCE [N]
300
200
100
0
-100
-200
-50
0
50
100
150
200
250
300
TIME [ms]
Max: 299.31 [N]
TMax: 31.65 [ms]
Min: -197.00 [N]
TMin: 13.30 [ms]
Filter: CFC 1000


Lower Neck Z Force
FORCE [N]
500
0
-500
-1000
-1500
-2000
-2500
-3000
-50
0
50
100
150
200
250
300
TIME [ms]
Max: 366.52 [N]
TMax: 110.25 [ms]
Min:-2884.35 [N]
TMin: 15.80 [ms]
Filter: CFC 1000

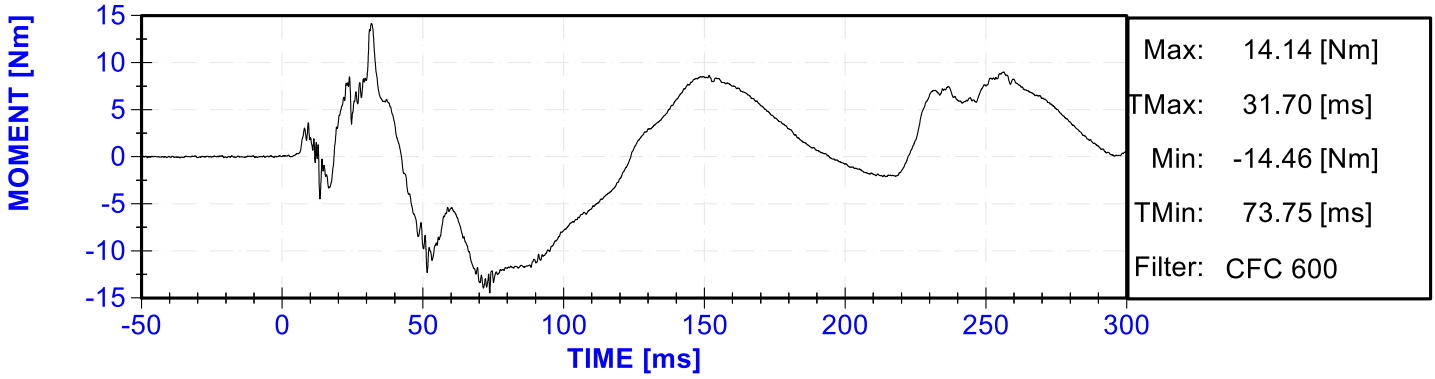

Lower Neck Force Resultant
FORCE [N]
3000
2500
2000
1500
1000
500
0
-50
0
50
100
150
200
250
300
TIME [ms]
Max: 2893.61 [N]
TMax: 15.80 [ms]
Min: 0.27 [N]
TMin: -2.80 [ms]
Filter: CFC 1000


Lower Neck X Moment
MOMENT [Nm]
40
30
20
10
0
-10
-20
-50
0
50
100
150
200
250
300
TIME [ms]
Max: 34.33 [Nm]
TMax: 32.05 [ms]
Min: -12.09 [Nm]
TMin: 138.00 [ms]
Filter: CFC 600

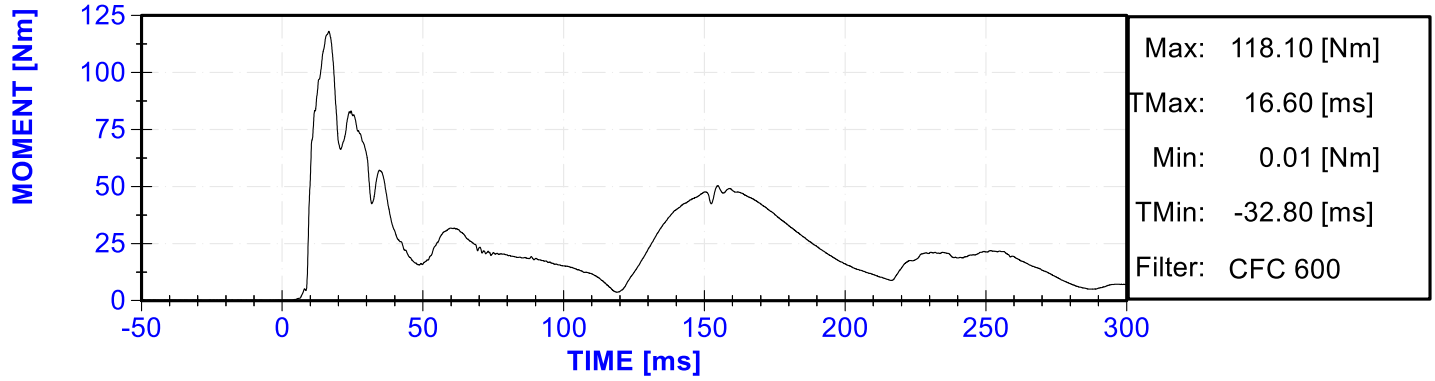
Lower Neck Y Moment



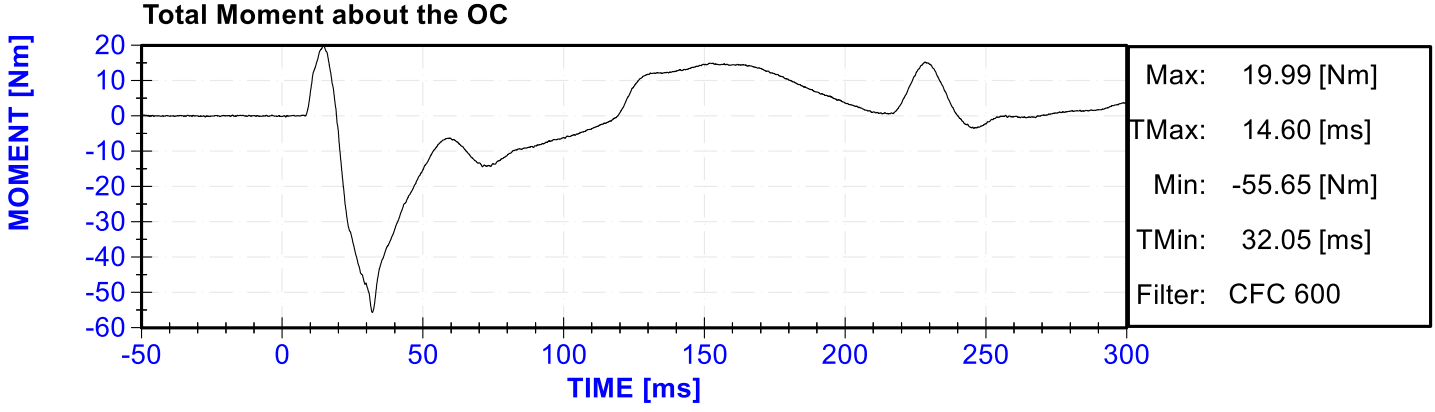
Lower Neck Z Moment



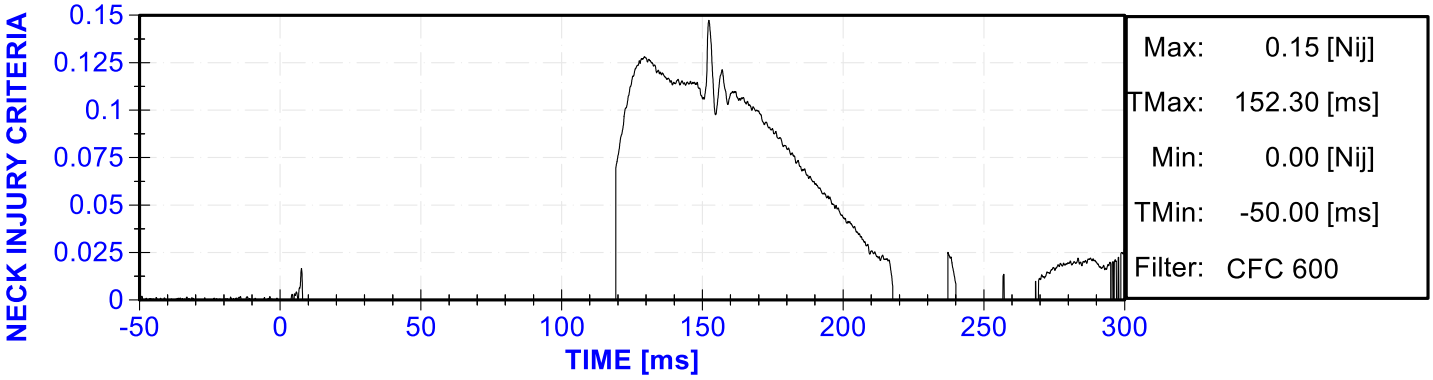
Lower Neck Moment Resultant



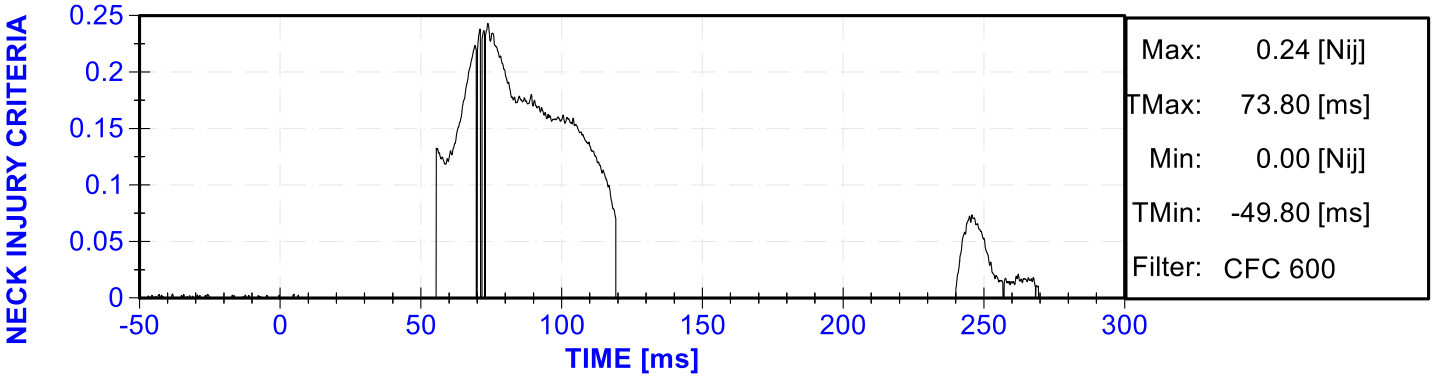
Total Moment about the OC



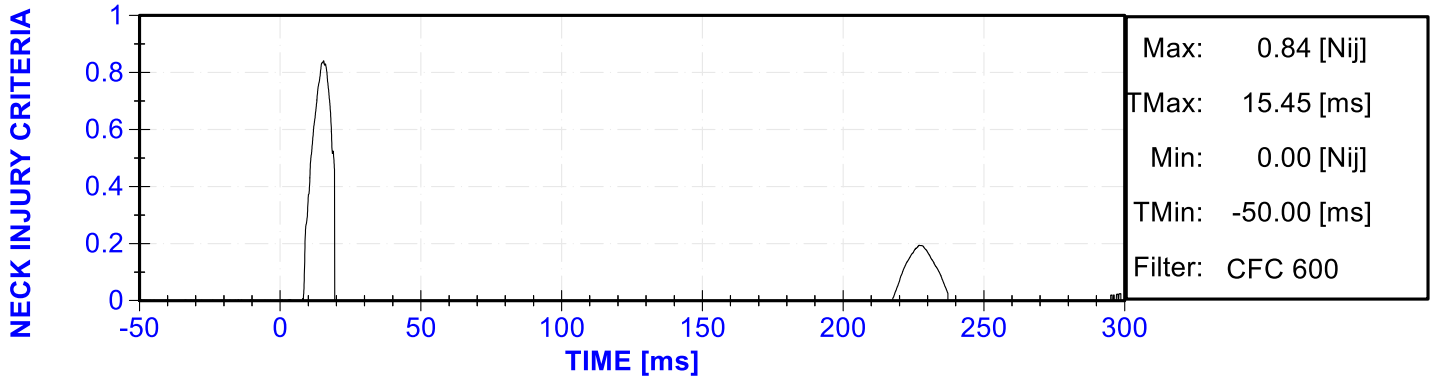
Neck Tension-Flexion Injury



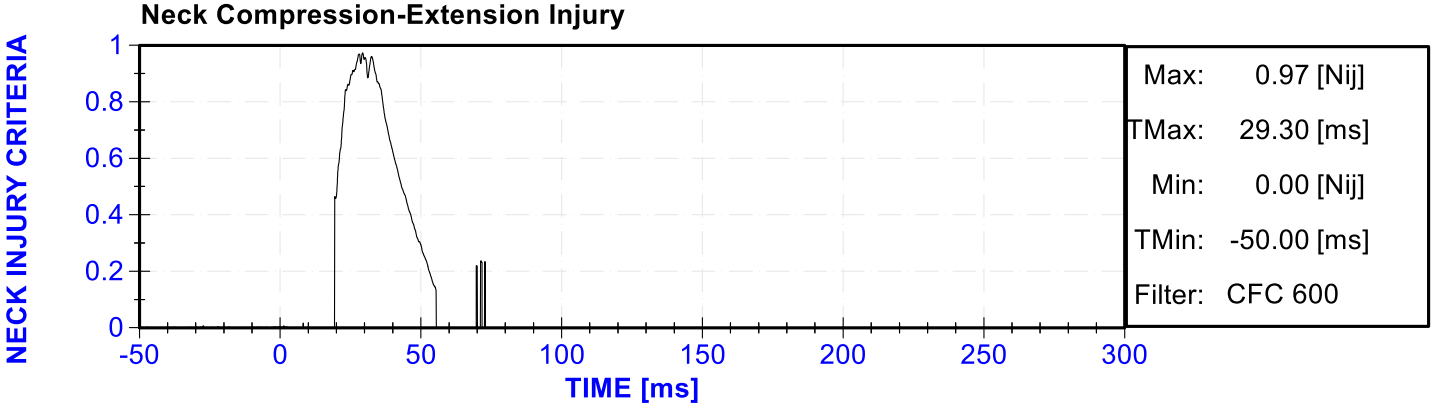
Neck Tension-Extension Injury



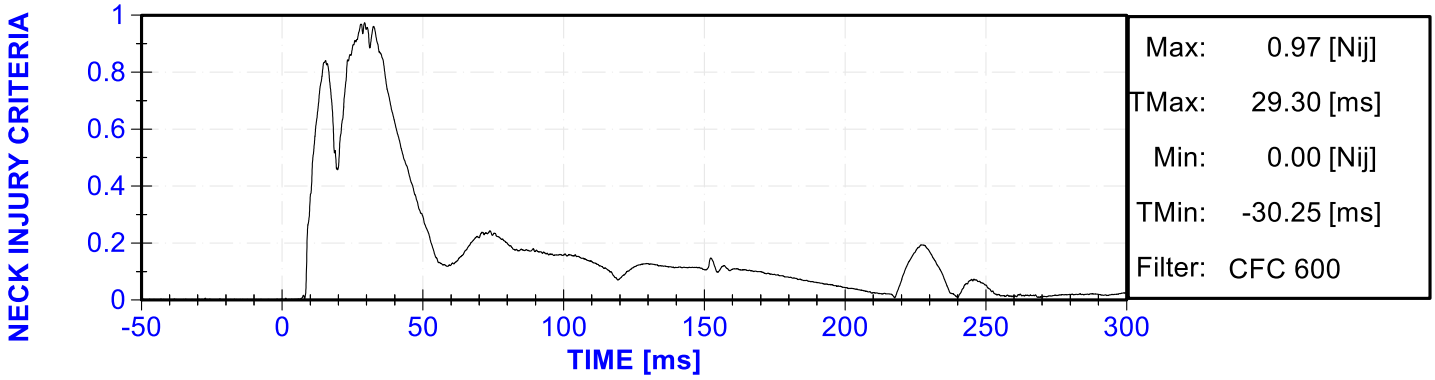
Neck Compression-Flexion Injury



Neck Compression-Extension Injury

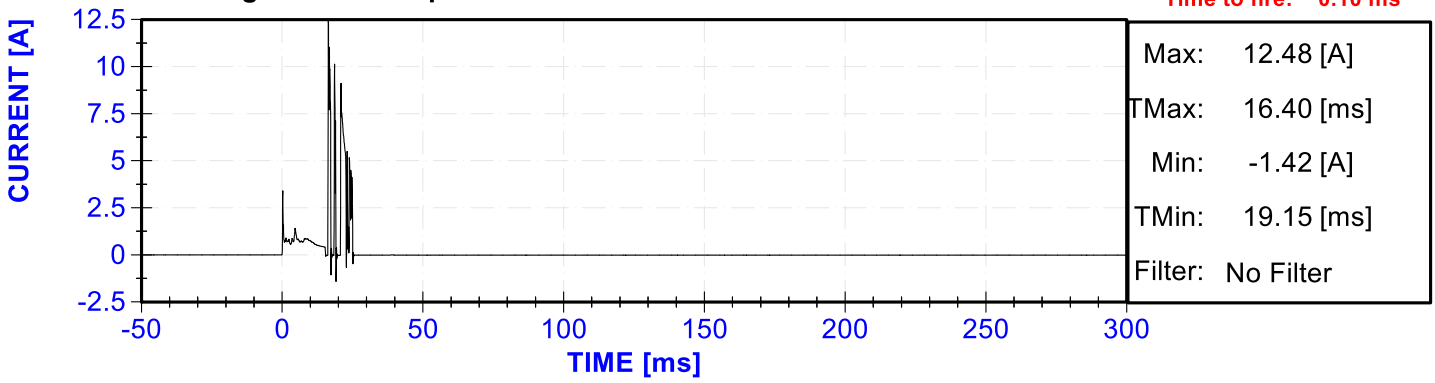


Total Neck Injury



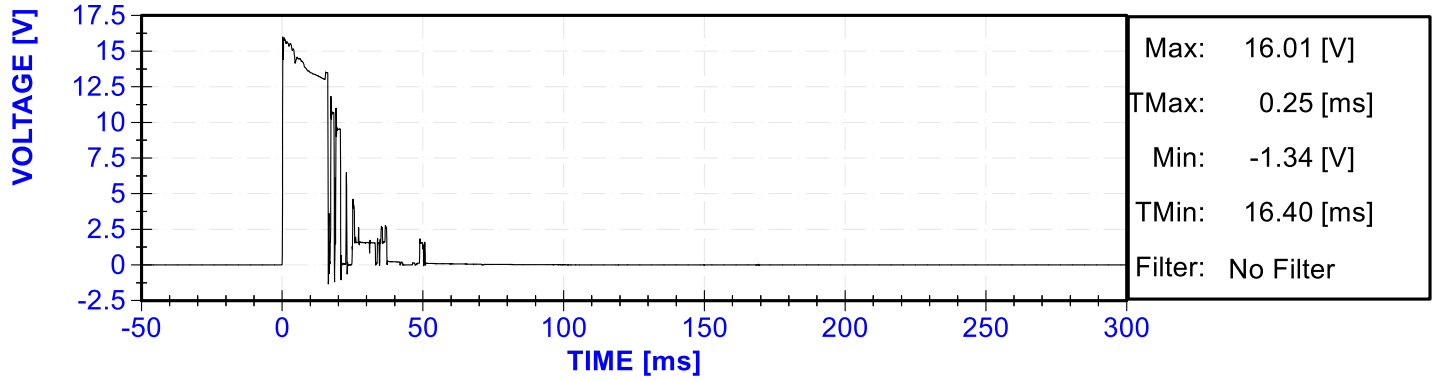
Passenger Curtain Squib Current

Time to fire: 0.10 ms



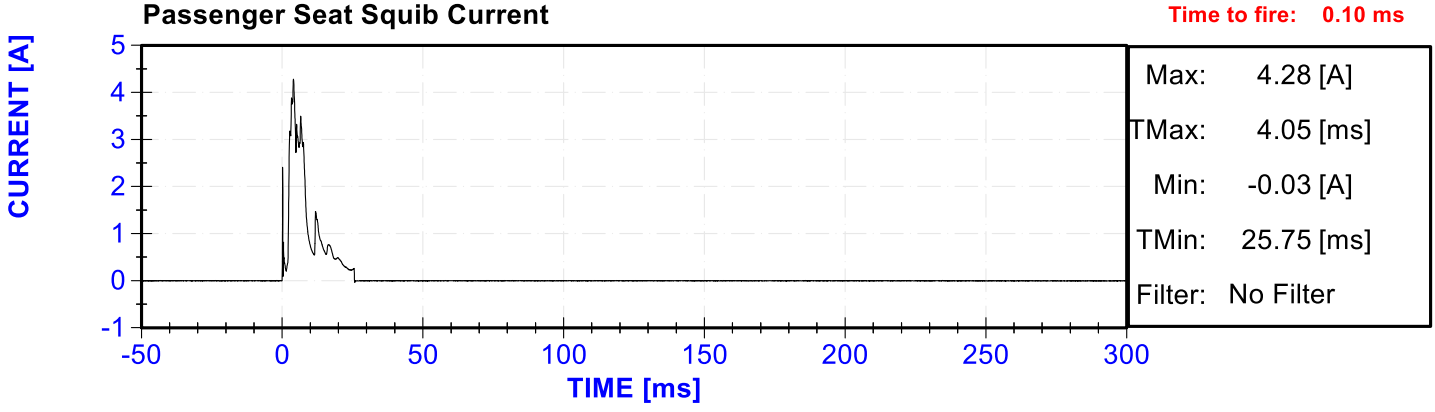
Passenger Curtain Squib Voltage

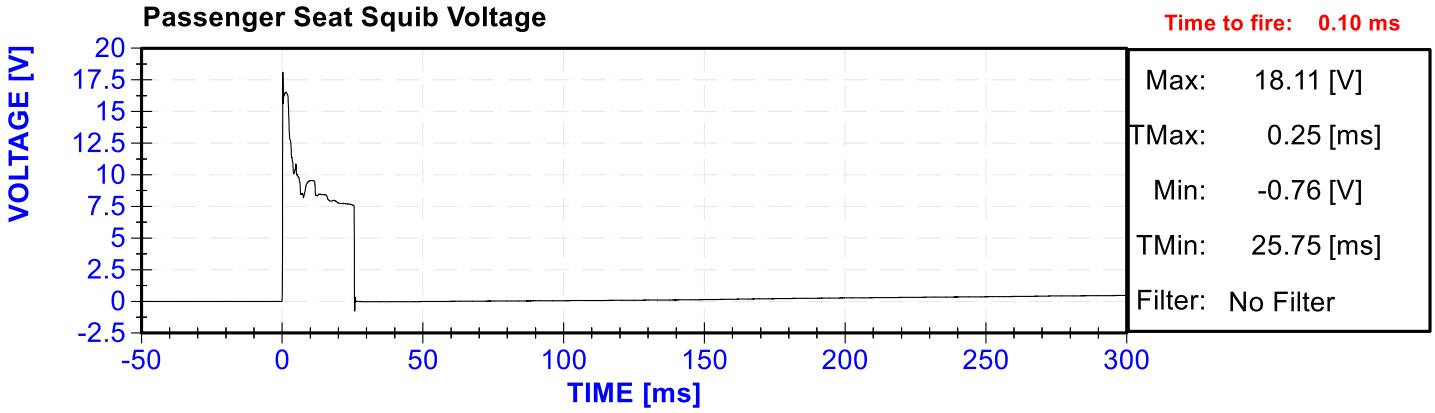
Time to fire: 0.10 ms



Passenger Seat Squib Current

Time to fire: 0.10 ms




Passenger Seat Squib Voltage
Time to fire: 0.10 ms
VOLTAGE [V]
20
17.5
15
12.5
10
7.5
5
2.5
0
-2.5
-50
0
50
100
150
200
250
300
TIME [ms]
Max: 18.11 [V]
TMax: 0.25 [ms]
Min: -0.76 [V]
TMin: 25.75 [ms]
Filter: No Filter

APPENDIX C

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

	POSITION 2 (Front Right Passenger) SERIAL NO.: DG8012 M20190206TWG2		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
Head X Acceleration	P74788	Endevco	4/11/2019
Head Y Acceleration	P83432	Endevco	4/11/2019
Head Z Acceleration	P83319	Endevco	4/11/2019
Head Redundant X Acceleration	P80334	Endevco	4/11/2019
Head Redundant Y Acceleration	P63841	Endevco	4/11/2019
Head Redundant Z Acceleration	P83322	Endevco	4/11/2019
Upper Neck X Force	2019-1716A-Fx	Denton	2/18/2019
Upper Neck Y Force	2019-1716A-Fy	Denton	2/18/2019
Upper Neck Z Force	2019-1716A-Fz	Denton	2/18/2019
Upper Neck X Moment	2019-1716A-Mx	Denton	2/18/2019
Upper Neck Y Moment	2019-1716A-My	Denton	2/18/2019
Upper Neck Z Moment	2019-1716A-Mz	Denton	2/18/2019
Lower Neck X Force	153-3166JTF-Fx	Humanetics	8/22/2018
Lower Neck Y Force	153-3166JTF-Fy	Humanetics	8/22/2018
Lower Neck Z Force	153-3166JTF-Fz	Humanetics	8/22/2018
Lower Neck X Moment	153-3166JTF-Mx	Humanetics	8/22/2018
Lower Neck Y Moment	153-3166JTF-My	Humanetics	8/22/2018
Lower Neck Z Moment	153-3166JTF-Mz	Humanetics	8/22/2018
Curtain Bag Voltage	ABT squib volts	AutoLab System	-
Curtain Bag Current	ABT squib amps	AutoLab System	-
Seat/Torso Bag Voltage	ABT squib volts	AutoLab System	-
Seat/Torso Bag Current	ABT squib amps	AutoLab System	-