REPORT NUMBER: SideNCAPPole-MGA-21-022

NEW CAR ASSESSMENT PROGRAM (NCAP)
Side Impact Pole Test

TOYOTA MOTOR CORPORATION
2021 Toyota Prius Hybrid LE 5-Door Hatchback
NHTSA No.: O20215106

MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105

Test Date: February 18, 2021

Final Report Date: June 22, 2021

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Office of Crashworthiness Standards
Mail Code: NRM-100
1200 New Jersey Ave, SE
Room W43-410
Washington, DC 20590

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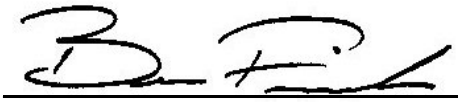
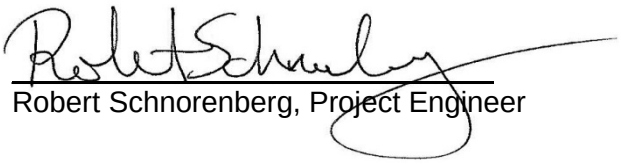
Prepared by: 
Ben Fischer, Program Manager

Approved by: 
Robert Schnorenberg, Project Engineer

Approval Date: June 22, 2021

FINAL REPORT ACCEPTANCE BY OCWS:

_____
Division Chief, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

_____
COR, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. SideNCAPPole-MGA-21-022	**2. Government Accession No.**	**3. Recipient's Catalog No.**
4. Title and Subtitle Final Report of New Car Assessment Program Side Impact Pole Testing and FMVSS No. 305 Indicant Testing of a 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106		**5. Report Date** June 22, 2021 **6. Performing Organization Code** MGA
7. Author(s) Ben Fischer, Program Manager		**8. Performing Organization Report No.** SideNCAPPole-MGA-21-022
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		**10. Work Unit No.** **11. Contract or Grant No.** DTNH22-14-D-00353
12. Sponsoring Agency Name and Address United States Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards Mail Code: NRM-100 1200 New Jersey Ave, SE, Room W43-410 Washington, DC 20590		**13. Type of Report and Period Covered:** Final Test Report February 18, 2021 to June 22, 2021 **14. Sponsoring Agency Code** NRM-100
15. Supplementary Notes		

16. Abstract

A 32.20 km/h, 75° oblique impact Side NCAP Test was conducted on the subject 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback in accordance with the specifications of the Office of Crashworthiness Standards Side NCAP Pole Laboratory Test Procedure for the generation of consumer information on vehicle side pole crash protection. The test was conducted at the MGA Research Corporation facility in Burlington, Wisconsin on February 18, 2021.

The impact velocity was 32.37 km/h, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 21.2°C. The test vehicle post-test maximum crush was 332 mm at level 3. The test vehicle's performance was as follows:

Measurement Description	Units	Driver ATD (SID-IIs)	
		Threshold	Result
Head Injury Criteria (HIC_{36})		1000	299
Resultant Lower Spine Acceleration	g	82	45
Total Pelvic Force (sum of acetabular and iliac forces)	N	5525	3648
Maximum Thoracic Rib Deflection	mm	38*	15
Maximum Abdomen Rib Deflection	mm	45*	23

*Proposed IARV

The two doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite door(s) did not open during the side impact event.

17. Key Words New Car Assessment Program (NCAP) Side Impact Pole Part 572V SID-IIs	**18. Distribution Statement** Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division 1200 New Jersey Ave, SE Washington, DC 20590

19. Security Classification of Report Unclassified	**20. Security Classification of Page** Unclassified	**21. No. of Pages** 169	**22. Price**

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SECTION 1
PURPOSE AND SUMMARY OF TEST

PURPOSE

This side pole impact test is part of the MY 2021 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-14-D-00353. The purpose of this test is to generate comparative side impact performance in a 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Side NCAP Pole Laboratory Test Procedure, dated March 2020.

SUMMARY

A rigid pole side impact test was conducted on a 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback. The subject vehicle was towed into the rigid pole at an angle of 75° and a velocity of 32.37 km/h. The test was conducted by MGA Research Corporation in Burlington, Wisconsin on February 18, 2021. Pre-test and post-test photographs of the test vehicle and side impact dummy (SID-IIs) are included in this report.

One Part 572V (SID-IIs) dummy was placed in the driver designated seating position according to instructions specified in the OCWS Side NCAP Pole Laboratory Test Procedure dated March 2020. Camera locations and other pertinent camera information are included in this report.

The Part 572V (SID-IIs) dummy was instrumented accordingly:

Primary and Redundant Head CG Triaxial Accelerometers
Head Triaxial Angular Rate Sensors
Thorax Upper, Middle, and Lower Rib Displacement Potentiometers
Abdomen Upper Rib and Lower Rib Displacement Potentiometers
Lower Spine (T12) Triaxial Accelerometers
Iliac Load Cell
Acetabulum Load Cell

Appendix B contains the vehicle and dummy response data. Dummy configuration and performance verification data can be found in Appendix C of this report. Appendix D contains the test equipment and instrumentation calibration data.

Injury readings for the SID-IIs dummy were recorded as follows:

Measurement Description	Units	Driver ATD (SID-IIs)	
		Threshold	Result
Head Injury Criteria (HIC_{36})		1000	299
Resultant Lower Spine Acceleration	g	82	45
Total Pelvic Force (sum of acetabular and iliac forces)	N	5525	3648
Maximum Thoracic Rib Deflection	mm	38*	15
Maximum Abdomen Rib Deflection	mm	45*	23

*Proposed IARV

Supplemental restraint information is given below:

Restraint Type	Left Front (Driver) Occupant Location 1		Left Rear (Passenger) Occupant Location 4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	Yes		
Knee Airbag	Yes	No		
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Pelvis Airbag	Yes	Yes	Yes	Yes
Side Airbag (Other)				
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes		No	
Other:	No		No	

The test data can be found on the NHTSA website at www.nhtsa.gov

GENERAL COMMENTS

Vehicle CG Z recorded questionable data from 68-75 ms.
Left B-Post @ Sill Y recorded no valid data after 20 ms.
Driver Seat Track Y recorded no valid data after 22 ms.
Load Cell Pole #8 Fy recorded no valid data.

Driver Head X, Driver Head Y, Driver Head Z, Top of Engine X, Top of Engine X, Floorpan @ Rear Axle X, Floorpan @ Rear Axle Y recorded low-level cyclical noise throughout the data.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

DATA SHEET NO. 1
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	O20215106	Traction Control System (TCS)	Yes
Model Year	2021	Auto-Leveling System	No
Make	Toyota	Automatic Door Locks (ADL)	Yes
Model	Prius Prime Hybrid LE	Power Window Auto-Reverse	Yes
Body Style	5-Door Hatchback	Other Optional Feature	No
VIN	JTDKAMFP5M3170764	Driver Front Airbag	Yes
Body Color	Classic Silver Metallic	Driver Curtain Airbag	Yes
Odometer Reading (km/mi)	27 km / 17 mi	Driver Head/Torso Airbag	No
Engine Displacement (L)	1.8 L	Driver Torso Airbag	No
Type/No. Cylinders	Inline 4	Driver Torso/Pelvis Airbag	Yes
Engine Placement	Lateral	Driver Pelvis Airbag	No
Transmission Type	Automatic	Driver Knee Airbag	Yes
Transmission Speeds	CVT	Rear Pass. Curtain Airbag	Yes
Overdrive	Yes	Rear Pass. Head/Torso Airbag	No
Final Drive	FWD	Rear Pass. Torso Airbag	No
Roof Rack	No	Rear Pass. Torso/Pelvis Airbag	Yes
Sunroof/T-Top	No	Rear Pass. Pelvis Airbag	No
Running Boards	No	Driver Seat Belt Pretensioner	Yes
Tilt Steering Wheel	Yes	Rear Pass. Seat Belt Pretensioner	No
Power Seats	No	Driver Load Limiter	Yes
Anti-Lock Brakes (ABS)	Yes	Rear Pass. Load Limiter	No
		Other Safety Restraint	N/A

Does owner's manual provide instruction to turn off automatic door locks?	No

DATA FROM CERTIFICATION LABEL

Manufactured By	TOYOTA MOTOR CORPORATION
Date of Manufacture	09/20
Vehicle Type	Passenger Car

GVWR (kg)	1930
GAWR Front (kg)	1057
GAWR Rear (kg)	1016

VEHICLE SEATING AND WEIGHT CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total	
Designated Seating Capacity (DSC)	2	3		5	
Capacity Weight (VCW) (kg)				385	(A)
DSC x 68.04 kg				340	(B)
Rated Cargo and Luggage Weight (RCLW) (kg)				41	(A-B)

* Rated Cargo and Luggage Weight (RCLW) reduced by 4 kg to account for Load Carrying Capacity Reduction Label.

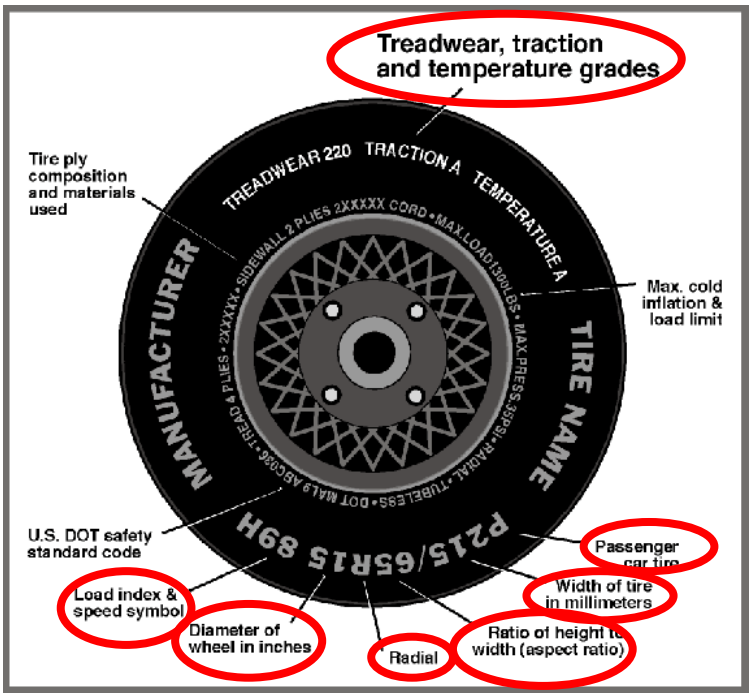
VEHICLE SEAT TYPE

Seating Location	Type of Seat Pan				Type of Seat Back		
	Bucket	Bench	Split Bench	Contoured	Fixed	Adjustable w/ Lever	Adjustable w/ Knob
Front Seat	X					X	
Rear or Second Row				X	X		
Third Row Seat							

DATA SHEET NO. 1 (CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

VEHICLE TIRE INFORMATION



Measured Parameter	Front	Rear
Max. Tire Pressure (kPa)	300	300
Cold Pressure (kPa)	250	240
Recommended Tire Size	195/65R15	195/65R15
Tire Size on Vehicle	195/65R15	195/65R15
Tire Manufacturer	Bridgestone	Bridgestone
Tire Model	Ecopia EP422 Plus	Ecopia EP422 Plus
Treadwear	600	600
Traction	A	A
Temperature Grade	A	A
Tire Plies Sidewall	1 Polyester	1 Polyester
Tire Plies Body	1 Polyester, 2 Steel, 1 Polyester	1 Polyester, 2 Steel, 1 Polyester
Load Index/Speed Symbol	91S	91S
Tire Material	Rubber	Rubber
DOT Safety Code Left	EL9N DMB 3720	EL9N DMB 3720
DOT Safety Code Right	EL9N DMB 3720	EL9N DMB 3720

DATA SHEET NO. 1 (CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback Test Program: NCAP Side Pole Impact Test

NHTSA No.: O20215106
Test Date: 2/18/2021

TEST PRESSURES

	Units	LF	RF	LR	RR
As Delivered	kPa	235	235	235	235
Tire Placard	kPa	250	250	240	240
Owner's Manual	kPa	250	250	240	240
As Tested	kPa	250	250	240	240

TEST AXLE VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	448.5	341.0		475.0	371.5		469.0	380.0	
Right	kg	411.5	343.5		419.0	363.0		417.0	371.5	
Ratio	%	55.7%	44.3%		54.9%	45.1%		54.1%	45.9%	
Totals	kg	860.0	684.5	1544.5	894.0	734.5	1628.5	886.0	751.5	1637.5

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1544.5	(A)
Actual Weight of 1 P572 ATD (SID-IIs) Used	kg	52	(B)
Rated Cargo/Luggage Weight (RCLW)	kg	41	(C)
Calculated Test Vehicle Target Weight (TVTW)	kg	1637.5	(A+B+C)

Does the measured As Tested Vehicle Weight lie within the required weight range (i.e. Calculated Test Vehicle Target Weight – 4.5 kg to 9 kg)? **YES**

TEST VEHICLE ATTITUDES AND CG

	Units	As Delivered	As Tested	Fully Loaded	Meets Requirement
Driver Door Sill Angle (front-to-back)*	deg	0.0	0.1	0.1	Yes
Front Pass. Door Sill Angle (front-to-back)*	deg	0.0	0.1	0.1	Yes
Front Bumper Angle (left-to-right)**	deg	-1.0	-0.9	-0.8	Yes
Rear Bumper Angle (left-to-right)**	deg	-0.1	-0.2	-0.3	Yes
Vehicle CG (Aft of Front Axle)	mm	1197	1218	1239	
Vehicle CG (Left (+) / Right (-) from Longitudinal Centerline)	mm	17	30	28	

* ND=Nose Down (-), NU=Nose Up (+) ** LD=Left Down (-), LU=Left Up (+)
*** The "As Tested" vehicle attitude measurements must be equal to or between the "As Delivered" and "Fully Loaded" vehicle attitude measurements.

WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW

Component Description	Units	Weight
Weight of Ballast Added	kg	
Components Removed: RF/RR door panel, RR taillight, RF underbody plastic, RR window glass	kg	13

Test height adjustable suspension setting, if applicable:	Not Applicable

DATA SHEET NO. 1 (CONTINUED)
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

TEST SURFACE MARKINGS

	Distance from 75° Impact Location Line (mm)
Fore 25 mm Target	875
Aft 25 mm Target	873

DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT AND FUEL SYSTEM DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

SEAT POSITIONING

The driver's seat, front center seat (if applicable), and right front passenger's seat should be set to the forward-most, mid-height, mid-angle position. The struck-side rear passenger's seat, rear center seat, and non-struck side rear passenger's seats should be set to the rear-most, lowest, mid-angle position.

SCRL ANGLE RANGE

Seat	SCRL (°)		
	Max	Min	Mid
Driver Seat	20.6	15.6	18.1
Front Passenger Seat	Fixed	Fixed	Fixed
Front Center Seat			
Struck Side Rear Seat	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Fixed

SEAT HEIGHT AND ANGLE

Seat	As-Tested SCRL Angle (Mid) (°)	As-Tested SCRP Height (mm)	SCRP Height Position	SCRP Height (mm)		
				Rear-Most	Mid	Forward-Most
Driver Seat	18.1	Fixed	Max	Fixed	Fixed	Fixed
			Mid	Fixed	Fixed	Fixed
			Min	Fixed	Fixed	Fixed
Front Passenger Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
			Mid	Fixed	Fixed	Fixed
			Min	Fixed	Fixed	Fixed
Front Center Seat			Max			
			Mid			
			Min			
Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
			Mid	Fixed	Fixed	Fixed
			Min	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
			Mid	Fixed	Fixed	Fixed
			Min	Fixed	Fixed	Fixed
Rear Center Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
			Mid	Fixed	Fixed	Fixed
			Min	Fixed	Fixed	Fixed

DATA SHEET NO. 2 (CONTINUED)
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

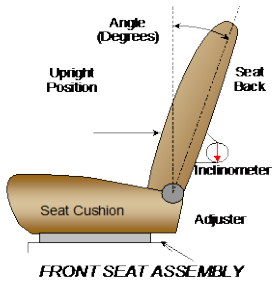
Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

SEAT FORE/AFT POSITIONS

Seat	Total Fore/Aft Travel		Test Position from Forward-Most Position	
	mm	Detents (1st as 1)	mm	Detent (1st as 0)
Driver Seat	260	27	0	0
Front Passenger Seat	260	27	0	0
Front Center Seat				
Struck Side Rear Seat	Fixed		Fixed	
Non-Struck Side Rear Seat	Fixed		Fixed	
Rear Center Seat	Fixed		Fixed	

SEAT BACK ANGLE ADJUSTMENT

The driver's seat back is positioned such that the dummy's head is level. The front center and front passenger's seat backs are positioned in a similar manner as the driver's seat back. The struck-side rear passenger seat back is positioned in accordance with the information provided by the manufacturer on S1 – Vehicle Setup Information for the 5th percentile female dummy in a Side NCAP MDB test. The rear center and non-struck side rear passenger's seat back is set to match the struck-side rear seat back.



Seat	Total Seat Back Angle Range		Test Position from Vertical	
	Degrees	Detents (1st as 1)	Degrees	Detent (1st as 0)
Driver Seat	66.7	32	-4.4	1
Front Passenger Seat	67.8	32	-4.4	1
Front Center Seat				
Struck Side Rear Seat	Fixed		Fixed	
Non-Struck Side Rear Seat	Fixed		Fixed	
Rear Center Seat	Fixed		Fixed	

All seat back angles measured on outboard headrest post.

SEAT BELT ANCHORAGE ADJUSTMENT

Seat belt anchorages are adjusted in accordance with the information provided by the manufacturer on S1 – Vehicle Setup Information.

	Total # of Positions	Placed in Position #
Driver Seat	4	0 (Uppermost as 0)

HEAD RESTRAINT ADJUSTMENT

Head restraints are adjusted to the lowest and most full forward in-use position.

	Total # of Positions	Placed in Position #
Driver Seat	3	0 (Lowest as 0) / Fixed Fore-Aft

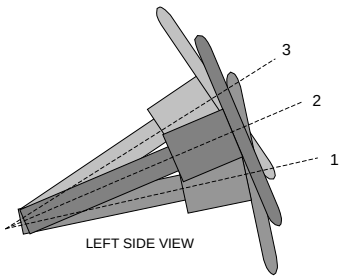
DATA SHEET NO. 2 (CONTINUED)
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel geometric locus is described when it moves through its full range of motion.

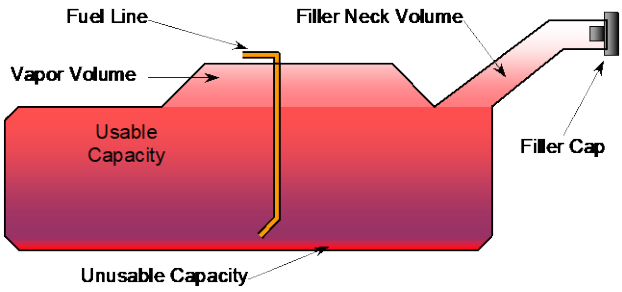
	Wheel Angle (°)	Fore/Aft Position (mm)
Lowermost, Position 1	70.9	
Geometric Center, Position 2	68.8	
Uppermost, Position 3	66.7	
Telescoping Steering Wheel Travel		30
Test Position	68.8	15



STEERING COLUMN ASSEMBLY

FUEL PUMP

The vehicle is equipped with an electronic fuel pump. The fuel pump is activated when the ignition is turned on. The filler neck is located on the driver's side.



VEHICLE FUEL TANK ASSEMBLY

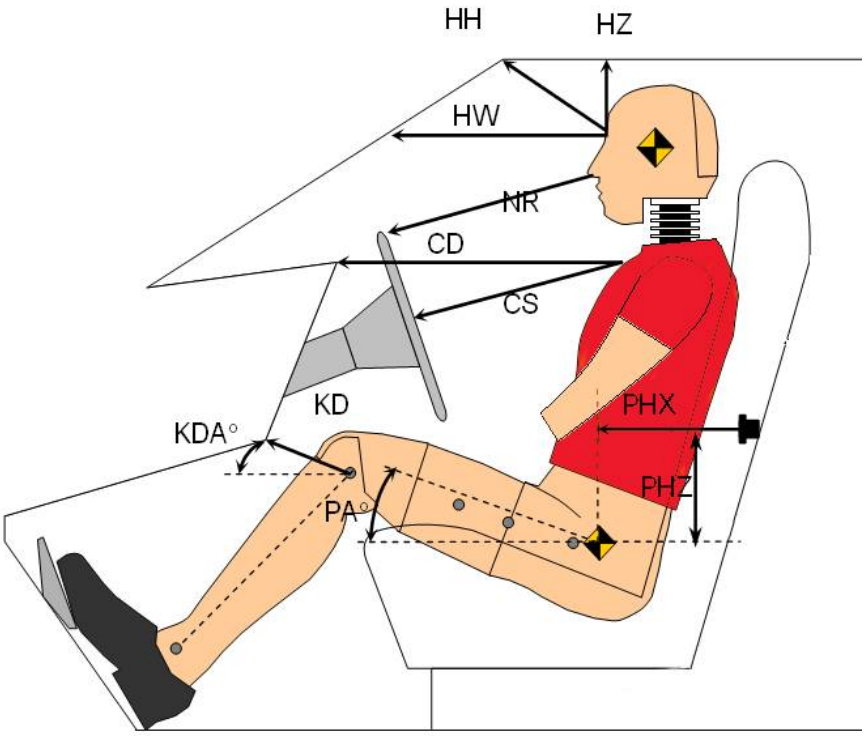
FUEL TANK CAPACITY DATA

	Liters
Usable Capacity of Standard Tank (see S1 – Vehicle Setup Information)	43.2
Usable Capacity of Optional Tank (see S1 – Vehicle Setup Information)	
Usable Capacity of Standard Tank as Specified in Owner's Manual	43.2
Usable Capacity of Optional Tank as Specified in Owner's Manual	
93% of Usable Capacity	40.1
Actual Amount of Solvent Used	40.1
1/3 of Usable Capacity	14.4

Is the actual amount of solvent used in the test equal to 93% ± 1%
of the Usable Capacity stated in S1 – Vehicle Setup Information? **YES**

DATA SHEET NO. 3
DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

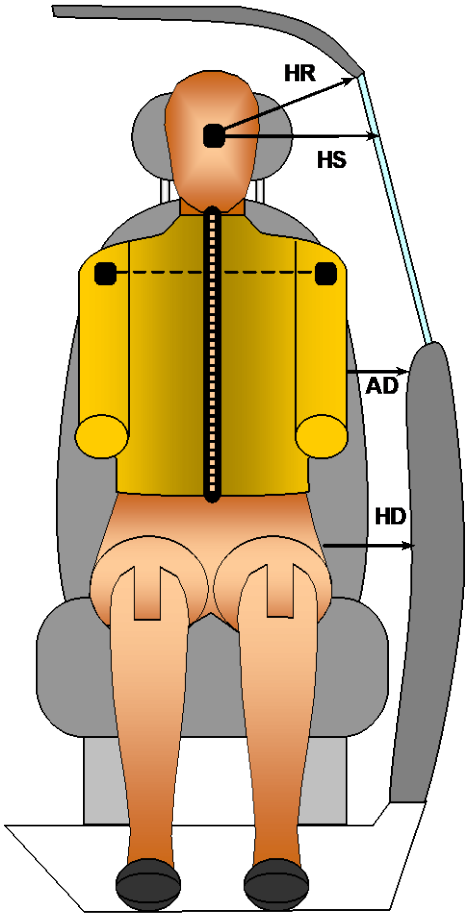


LEFT SIDE VIEW

Code	Measurement Description	Driver	
		Length (mm)	Angle (°)
HH	Head to Header	318	
HW	Head to Windshield	702	
HZ	Head to Roof Liner	212	
NR	Nose to Rim/Seat Back	202	
CD	Chest to Dashboard/Seat Back	652	
CS	Chest to Steering Wheel	141	
KDL / KDAL	Left Knee to Dash/Seat Back	138	28.2
KDR / KDAL	Right Knee to Dash/Seat Back	115	32.1
PAX	Pelvic Tilt Angle X		19.7
PAY	Pelvic Tilt Angle Y		0.7
PHX	Hip Point to Striker (X-Axis)	341	
PHZ	Hip Point to Striker (Z-Axis)	208	

DATA SHEET NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback
NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test
Test Date: 2/18/2021

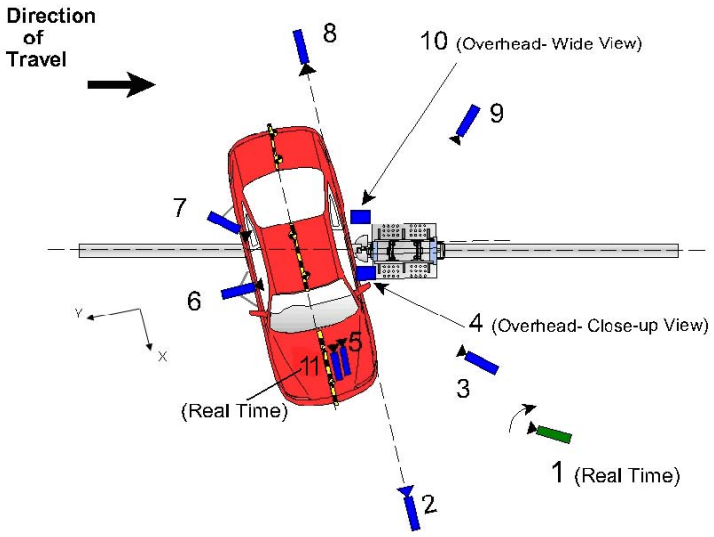


FRONT VIEW OF DUMMY

Code	Measurement Description	Driver
		Length (mm)
HR	Head to Side Header	262
HS	Head to Side Window	372
AD	Arm to Door	181
HD	Hip Point to Door	172

DATA SHEET NO. 5
CAMERA AND INSTRUMENTATION DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



Reference: (from Point of Impact for X and Y; from Ground for Z):
+X = Forward of Impact, + Y = Right of Impact, +Z = Down

No.	Camera View	Coordinates* (mm)			Lens (mm)	Frame Rate (fps)
		X	Y	Z		
1	Real-Time Pan View					30
2	Front Ground Level	6385	-155	-1765	25	1000
3	Impact Side 45° Forward	4140	-1480	-1890	20	1000
4	Overhead Closeup	0	0	-6670	70	1000
5	Onboard – Driver Front				16	1000
6	Onboard – Driver Side				8.5	1000
7	Onboard – Driver Rear				8.5	1000
8	Rear Ground Level	-6695	-200	-1755	25	1000
9	Impact Side 45° Rearward	-2675	-3705	-1900	20	1000
10	Overhead Wide View	-115	810	-6650	12	1000
11	Real-Time Dummy Front View					30

*All measurements accurate to ±6 mm
Note: Vehicle was positioned at a 75° angle to the rigid pole.

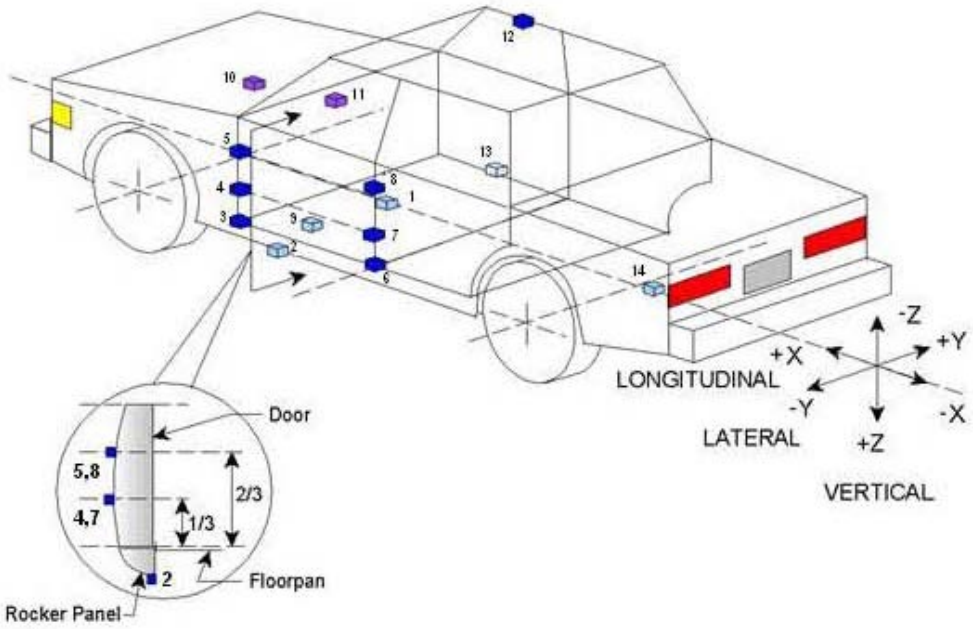
Explain why camera(s) did not operate as intended: None

INSTRUMENTATION

	Number of Channels
Driver Dummy	19
Vehicle Structure	18
Pole Load Cells	8
Total	45

DATA SHEET NO. 6
TEST VEHICLE ACCELEROMETER LOCATIONS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



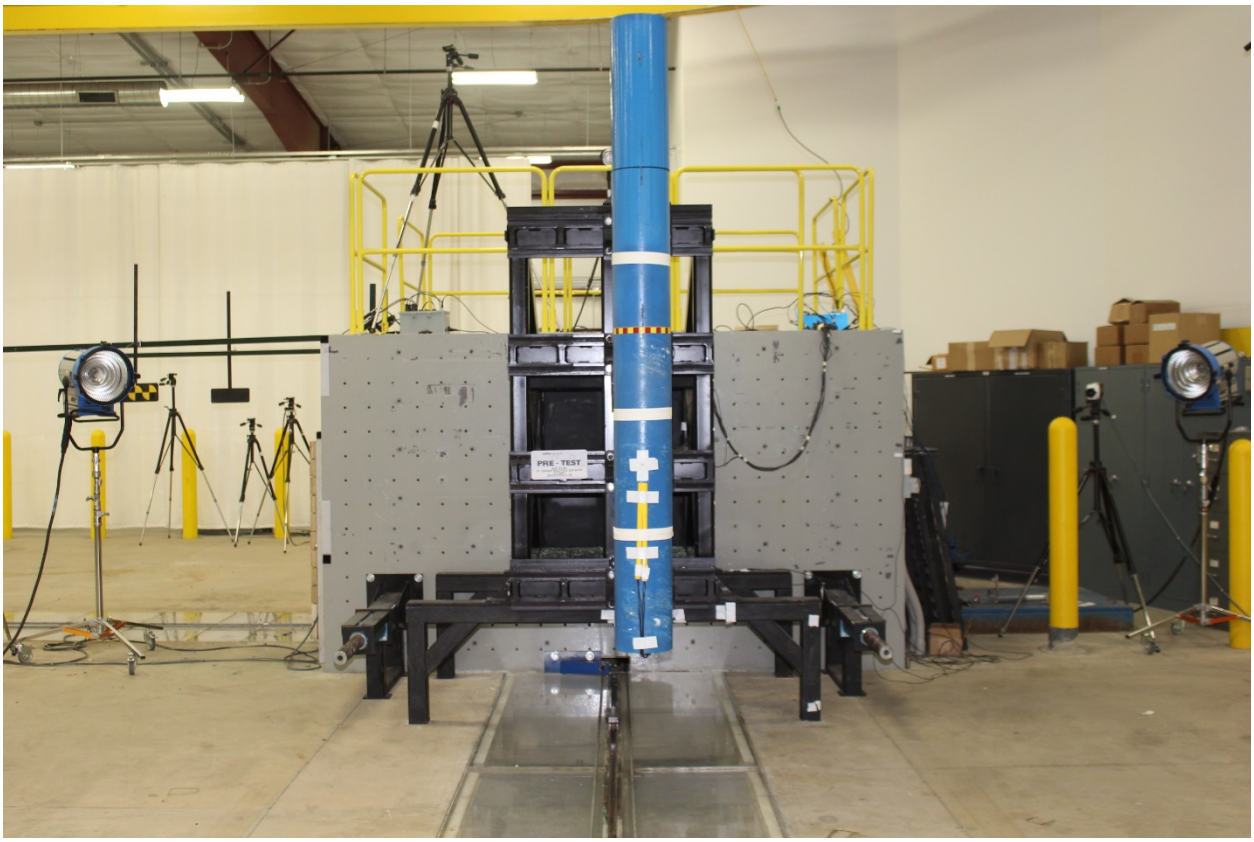
TEST VEHICLE ACCELEROMETER LOCATIONS

No.	ID	Coordinates (mm)		
		X	Y	Z
1	Vehicle CG	2491	160	-197
2	Left Floor Sill	2854	-715	-175
3	A Pillar Sill	3180	-715	-178
4	A Pillar Low	3110	-832	-731
5	A Pillar Mid	3110	-818	-717
6	B Pillar Sill	2079	-715	-181
7	B Pillar Low	2019	-734	-268
8	B Pillar Mid	2017	-712	-518
9	Driver Seat Track	2161	-384	-232
10	Engine Top	3738	-25	-788
11	Firewall	3533	7	-839
12	Right Roof	2099	445	-1516
13	Right Floor Sill	2854	715	-181
14	Rear Floorpan	864	25	-744

Reference: X – Test Vehicle Rear Bumper (+forward)
Y – Test Vehicle Centerline (+ to right)
Z – Ground Plane (+ down)

DATA SHEET NO. 7
RIGID POLE LOAD CELL DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback
Test Program: NCAP Side Pole Impact Test
NHTSA No.: O20215106
Test Date: 2/18/2021



254 mm Diameter Rigid Pole

Load Cell Locations	
ID	**Height from Test Surface (mm)**
1	182
2	470
3	698
4	986
5	1212
6	1641
7	1854
8	2053

DATA SHEET NO. 8
POST-TEST OBSERVATIONS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

TEST DUMMY INFORMATION AND CONTACT POINTS

Description	Driver Dummy (SID-IIs)
Face	Curtain Airbag
Top of Head	Curtain Airbag
Left Side of Head	Curtain Airbag
Back of Head	Curtain Airbag, Headrest
Left Shoulder	Seatback
Upper Torso	Seatback
Lower Torso	Side Torso/Pelvis Airbag, Seatback
Left Hip	Side Torso/Pelvis Airbag
Left Knee	None

POST-TEST DOOR PERFORMANCE

Description	Struck Side		Non-Struck Side		Rear Hatch
	Front	Rear	Front	Rear	
Remained Closed and Operational	No	No	Yes	Yes	Yes
Total Separation from Vehicle at Hinges or Latches	No	No	No	No	No
Latch or Hinge Systems Pulled Out of Their Anchorages	No	No	No	No	No
Disengaged from Latched Position	No	No	No	No	No
Latch Separated from Striker	No	No	No	No	No
Jammed Shut	Yes	Yes	No	No	No
If Door Opened at Striker, Record Width of Opening at Striker (mm)					

POST-TEST SEAT PERFORMANCE

Description	Struck Side		Non-Struck Side	
	Front	Rear	Front	Rear
Seat Movement Along Seat Track	No	No	No	No
Seat Disengagement from Floor Pan	No	No	No	No
Seat Back Movement from Initial Position	No	No	No	No
Seat Back Collapse	No	No	No	No

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	No Separation
Sill Separation	No Separation
Windshield Damage	Cracked
Side Window Damage	LF window cracked
Other Notable Effects	None

DATA SHEET NO. 8 (CONTINUED)
POST-TEST OBSERVATIONS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

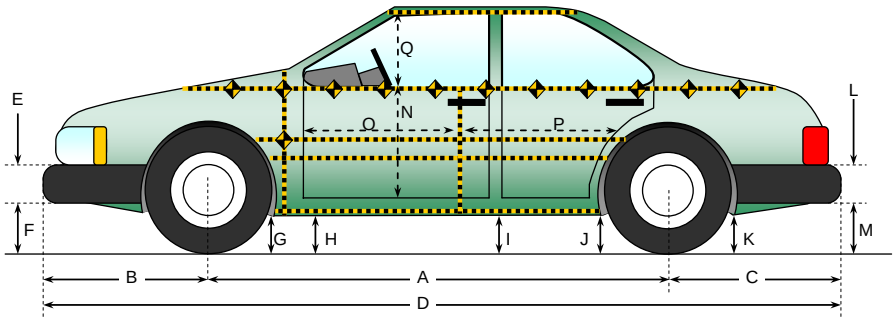
Restraint Type	Left Front (Driver) Occupant Location 1		Left Rear (Passenger) Occupant Location 4	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes	No		
Knee Airbag	Yes	No		
Side Curtain Airbag	Yes	Yes	Yes	Yes
Side Torso/Pelvis Airbag	Yes	Yes	Yes	Yes
Side Airbag (Other)				
Seat Belt Pretensioner	Yes	Yes	No	
Seat Belt Load Limiter	Yes		No	
Other:	No		No	

SPEED, ANGLE AT IMPACT, AND IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point)	mm		1073
Actual Impact Point (Aft of Front Axle)	mm		1076
Horizontal Offset (+forward / -rearward)	mm	+/- 38 of Intended Impact Point	-3
Angle Between Vehicle's Longitudinal Centerline and Line of Forward Motion	degrees	75 +/- 3	75.2
Trap No. 1 Velocity (Primary)	km/h	31.4 to 33.0	32.37
Trap No. 2 Velocity (Redundant)	km/h	31.4 to 33.0	32.33

DATA SHEET NO. 9
TEST VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



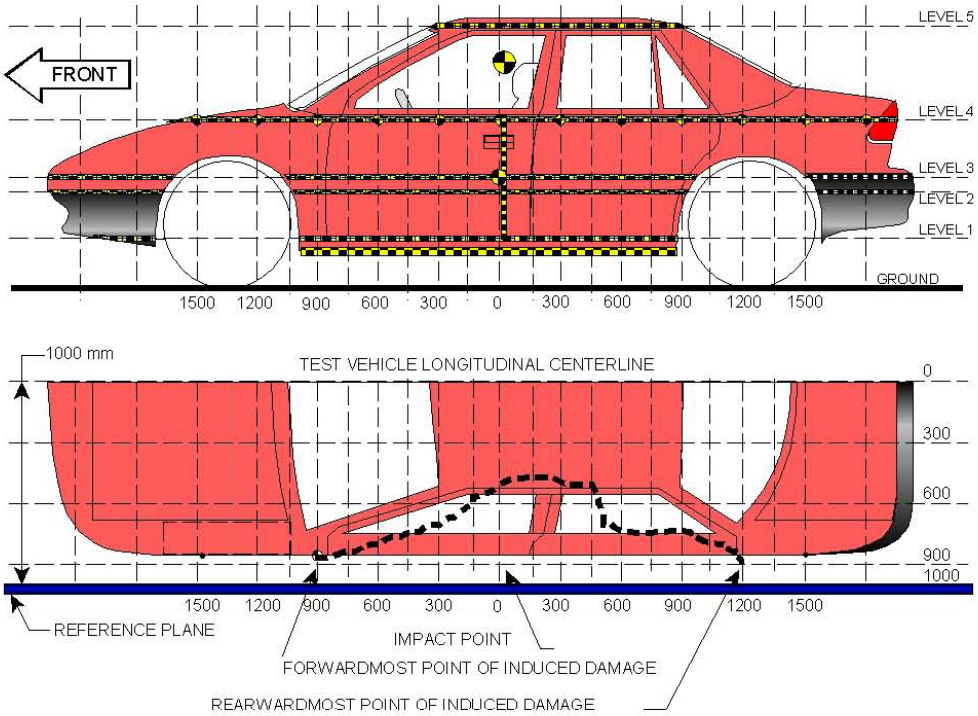
All measurements in (mm) with tolerance of ± 3 mm
LEFT SIDE VIEW

VEHICLE PRE- AND POST-TEST MEASUREMENT INFORMATION

Code	Measurement Description	Pre-Test	Post-Test	Difference
A	Wheelbase	2700	2622	78
B	Front Axle to FSOV	969	1006	-37
C	Rear Axle to RSOV	955	947	8
D	Total Vehicle Length at Centerline	4624	4575	49
E	Front Bumper Thickness	112	112	0
F	Front Bumper Bottom to Ground	219	240	-21
G	Sill Height at Front Wheel Well	158	157	1
H	Sill Height at Front Door Leading Edge	154	155	-1
I	Sill Height at B-Pillar	160	182	-22
J1	Sill Height at Rear Wheel Well	162	176	-14
J2	Pinch Weld Height at Rear Wheel Well	164	172	-8
K	Sill Height Aft of Rear Wheel Well	415	422	-7
L	Rear Bumper Thickness	162	162	0
M	Rear Bumper Bottom to Ground	395	389	6
N	Sill Height to Bottom of Front Window Sill	701	698	3
O	Front Door Leading Edge to Impact CL	622	518	104
P	Rear Door Trailing Edge to Impact CL	1292	1207	85
Q	Front Window Opening	463	444	19
R	Right Side Length	3726	3746	-20
S	Left Side Length	3726	3631	95
T	Vehicle Width at B-Pillars	1753	1700	53
U	Front Wheel Track Width	1530		
V	Rear Wheel Track Width	1532		

DATA SHEET NO. 10
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



NOTE: The measurements are taken along the vertical impact reference line.
Vehicle measurements forward of the vertical impact reference line are negative.

MAXIMUM EXTERIOR CRUSH MEAUREMENTS

Level	Measurement Description	Height Above Ground	Maximum Exterior Static Crush	Distance from Impact
1	Sill Top	286	288	0
2	Occupant H-Point	514	321	0
3	Mid Door	585	329	0
4	Window Sill	844	304	0
5	Window Top	1395	101	0

DATA SHEET NO. 10 (CONTINUED)
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

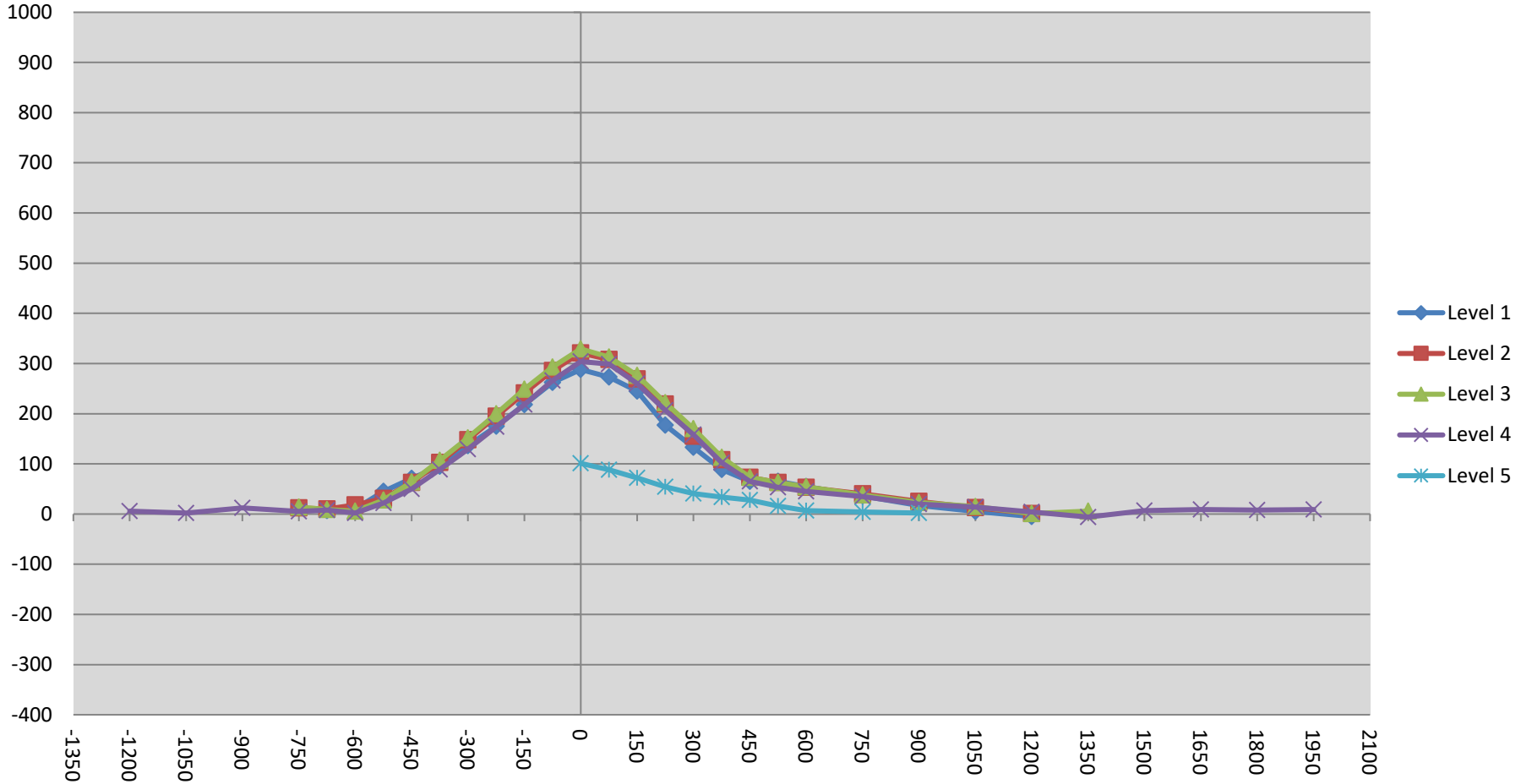
Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

Pre-test measurements are taken when the vehicle is in the “As Tested” weight condition. Vehicle measurements forward of the vertical impact reference line are negative. The crush profile grid is established prior to the test based on an estimated impact point.

	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-2700															
-2550															
-2400															
-2250															
-2100															
-1950															
-1800															
-1650															
-1500															
-1350															
-1200				319					325					6	
-1050				294					296					2	
-900				282					294					12	
-825															
-750		221	218	275			233	232	280			12	14	5	
-675	234	221	219	275		241	231	228	283		7	10	9	8	
-600	235	221	221	271		245	239	227	273		10	18	6	2	
-525	235	222	222	269		280	253	250	291		45	31	28	22	
-450	238	223	222	265		309	286	286	315		71	63	64	50	
-375	244	223	221	262		339	326	328	351		95	103	107	89	
-300	245	224	221	259		381	372	373	388		136	148	152	129	
-225	246	224	221	255		421	419	421	429		175	195	200	174	
-150	247	226	221	254		465	467	470	472		218	241	249	218	
-75	249	228	222	256		511	514	515	522		262	286	293	266	
0	251	228	222	249	532	539	549	551	553	633	288	321	329	304	101
75	252	227	223	246	521	525	535	536	545	609	273	308	313	299	88
150	252	228	225	244	516	497	497	501	504	588	245	269	276	260	72
225	253	229	226	244	516	430	448	448	451	570	177	219	222	207	54
300	254	230	227	262	516	387	385	397	420	557	133	155	170	158	41
375	254	232	228	248	508	343	340	341	350	542	89	108	113	102	34
450	255	233	229	244	509	320	306	302	309	537	65	73	73	65	28
525	253	234	229	242	512	318	297	292	295	528	65	63	63	53	16
600	248	235	230	241	516	303	288	284	286	523	55	53	54	45	7
675															
750	236	236	234	241	530	272	276	272	276	534	36	40	38	35	4
825															
900	235	235	234	244	552	252	260	257	264	554	17	25	23	20	2
1050	234	233	229	244		239	246	244	258		5	13	15	14	
1200	230	224	225	246		225	225	226	250		-5	1	1	4	
1350			221	252				227	246				6	-6	
1500				255					262					7	
1650				261					270					9	
1800				274					282					8	
1950				286					295					9	
2100															
2250															
2400															
2550															
2700															

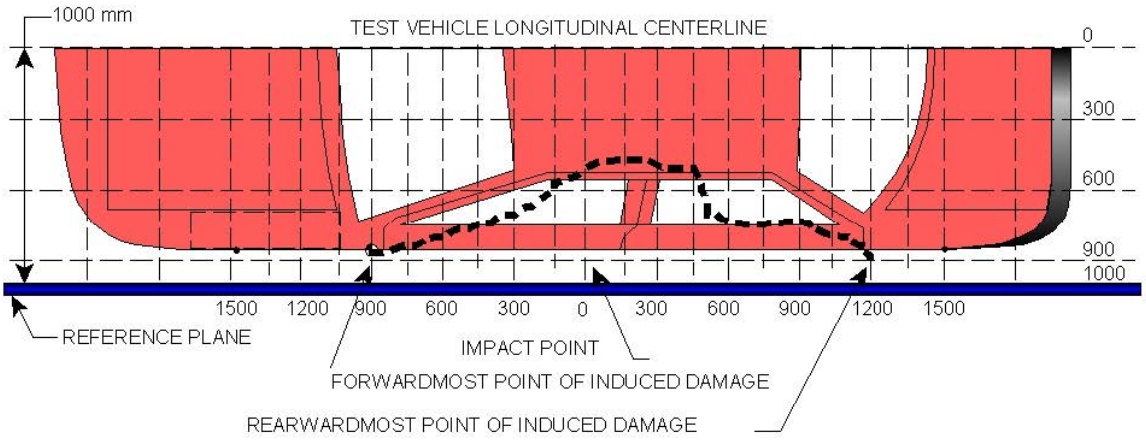
DATA SHEET NO. 10 (CONTINUED)
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



DATA SHEET NO. 10 (CONTINUED)
TEST VEHICLE EXTERIOR CRUSH MEASUREMENTS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



VEHICLE DAMAGE PROFILE DISTANCES

DPD	Distance from Impact Point (mm)	Level	Pre-Test (mm)	Post-Test (mm)	Max. Static Crush (mm)
1	465	3	229	294	65
2	248	3	226	433	207
3	31	3	222	554	332
4	-186	3	221	446	225
5	-403	3	221	313	92
6	-620	3	220	220	0

DATA SHEET NO. 11
FMVSS NO. 301 STATIC ROLLOVER RESULTS

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

Test Time: 1:32 pm Temperature: 21.2°C

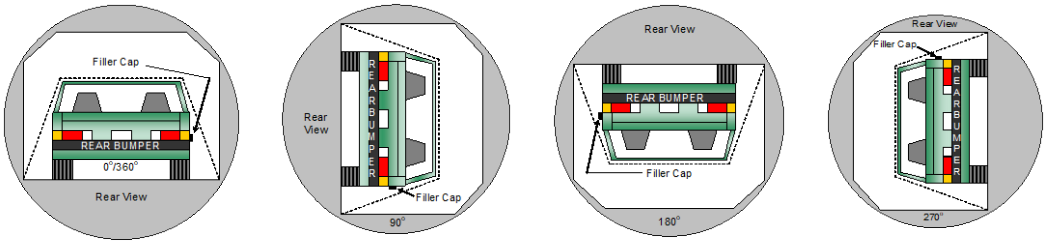
A. From impact until vehicle motion ceases: (Maximum Allowable = 1 ounce) 0.0 oz.

B. For the 5 minute period after motion ceases: (Maximum Allowable = 5 ounces) 0.0 oz.

C. For the following 25 minutes: (Maximum Allowable = 1 ounce / minute) None

D. Spillage Details: None

FMVSS 301 STATIC ROLLOVER DATA



0°/360° 90° 180° 270°

ROLLOVER SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	110	300	410
90° to 180°	111	300	411
180° to 270°	107	300	407
270° to 360°	111	300	411

FMVSS 301 ROLLOVER SPILLAGE TABLE (UNITS IN OUNCES)

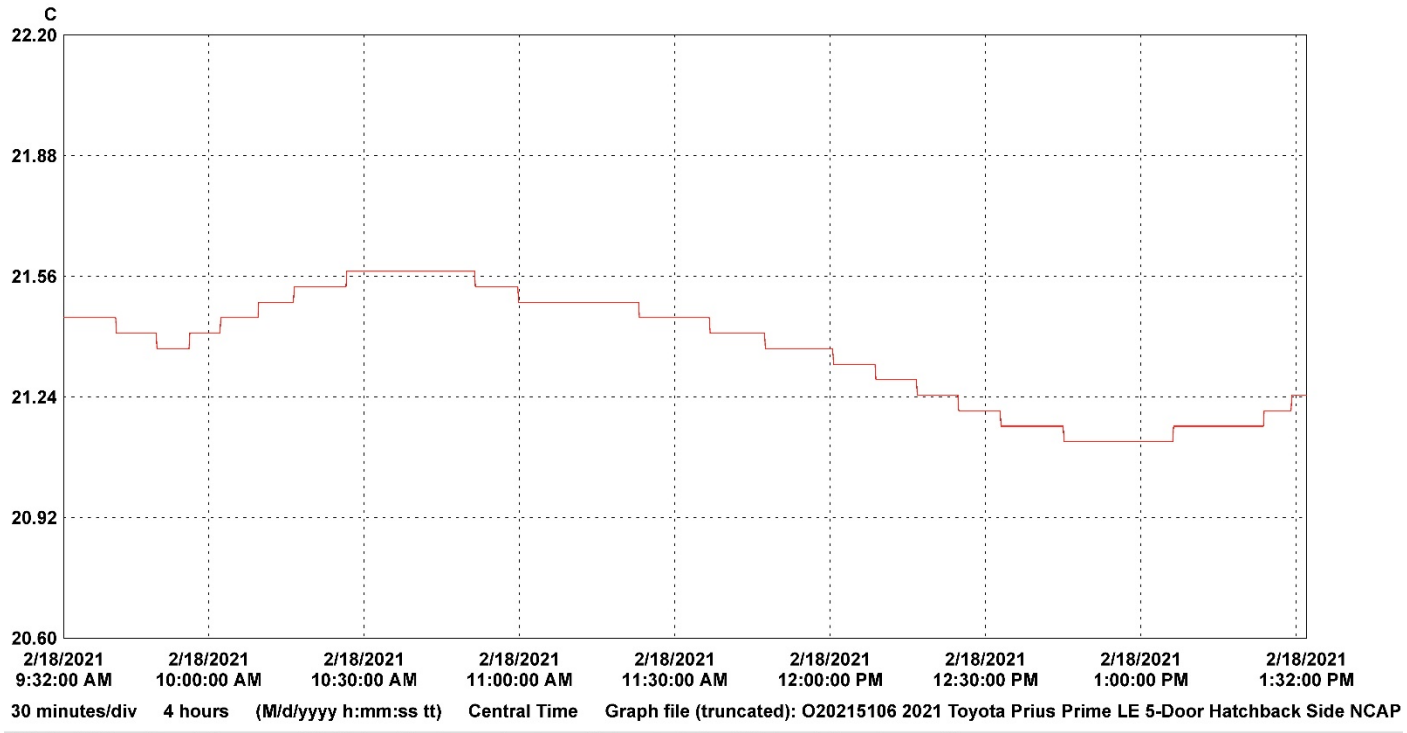
Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° to 90°	0.0	0.0	0.0	
90° to 180°	0.0	0.0	0.0	
180° to 270°	0.0	0.0	0.0	
270° to 360°	0.0	0.0	0.0	

ROLLOVER SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	
90° to 180°	
180° to 270°	
270° to 360°	

DATA SHEET NO. 12
DUMMY/VEHICLE TEMPERATURE AND HUMIDITY STABILIZATION DATA

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021



LN	Serial #	Description	CH	Value	Maximum	Average	Minimum	Units	CH description	Logger file
1	12032257	VSC_South_Hall	1		21.57	21.37	21.12	C	Temperature	12032257_VSC_South_Hall.spl

DATA SHEET NO. 305-1
GENERAL TEST AND VEHICLE PARAMETER DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

ELECTRIC VEHICLE PROPULSION SYSTEM

	Units	Observations and Conclusions
Type of Electric Vehicle		Gas-Electric Hybrid
Propulsion Battery Type		Li-ion
Nominal Voltage	V	351.5
Physical Location of Automatic Propulsion Battery Disconnect		Physically contained within the Hybrid Battery system
Auxiliary Battery Type		Lead-acid Battery

PROPULSION BATTERY SYSTEM DATA

	Units		Observations and Conclusions
Electrolyte Fluid Type			Organic Electrolyte
Electrolyte Fluid Specific Gravity	g/L		1.22
Electrolyte Fluid Kinematic Viscosity	cSt		3.4
Electrolyte Fluid Color			Clear
Propulsion Battery Coolant Type, Color, Specific Gravity (if applicable)			Air-Cooled
Location of Battery Modules		X	Inside Passenger Compartment
			Outside Passenger Compartment
			The high-voltage battery is located below the cargo area floor.

PROPULSION BATTERY STATE OF CHARGE

For all battery types:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge	
Maximum State of Charge	
95% of Maximum State of Charge	
Test Voltage - No less than 95% of maximum State of Charge	372.2
For batteries that are rechargeable ONLY by an energy source on the vehicle:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge	
Maximum State of Charge	
Test Voltage – Maximum practicable State of Charge within Normal Operating Range	

DATA SHEET NO. 305-2
PRE-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback	NHTSA No.:	O20215106
Test Program:	NCAP Side Pole Impact Test	Test Date:	2/18/2021

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

Details of Vehicle Chassis Ground Point(s) & Location(s)	Right rear body (fender)

PROPULSION BATTERY SYSTEM

Details of Electric Energy Storage/Conversion System Test Points	Connected at + and – terminal ends of propulsion system
Additional Comments	None

DATA SHEET NO. 305-3
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		Fluke
Model		289
Serial Number		32910090
Internal Impedance Value	MΩ	> 10 MΩ < 100 pF
Resolution	V	0.001
Last Calibration Date		11/19/2020

PROPULSION BATTERY VOLTAGE

Measurement shall be made with Energy Storage/Conversion System connected to the vehicle propulsion system, and the vehicle in the "ready-to-drive" (propulsion system energized) position.

NOTE: If voltage measurement is not at the voltage or within the normal operating voltage range specified by the manufacturer, the battery must be charged.

Vb	V	372.2

ELECTRIC ISOLATION MEASUREMENTS
PROPULSION BATTERY TO VEHICLE CHASSIS

Vehicle chassis point(s) determined and supplied to contractor by COR.

V1	V	174.6
V2	V	189.2

PROPULSION BATTERY TO VEHICLE CHASSIS ACROSS RESISTOR

The known resistance Ro (in ohms) should be approximately 500 times the normal operating voltage of the vehicle (in volts) per SAE J1766.

Ro	Ω	180,700

V1' Pre-Impact	V	29.8
V2' Pre-Impact	V	28.0

DATA SHEET NO. 305-3 (CONTINUED)
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback	NHTSA No.:	O20215106
Test Program:	NCAP Side Pole Impact Test	Test Date:	2/18/2021

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record “Zero Volts”.
This “zero voltage” condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1’)/V1’]		
Ri1 Pre-Impact	Ω	1,829,485
Ri2 = Ro (1 + V1/V2) [(V2-V2’)/V2’]		
Ri2 Pre-Impact	Ω	2,000,353
Ri = The lesser of Ri1 and Ri2		
Ri Pre-Impact	Ω	1,829,485
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage		
Ri / Vb Pre-Impact	Ω	4,915

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?	X	
Additional Comments	None	

DATA SHEET NO. 305-4
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		Fluke
Model		289
Serial Number		32910090
Internal Impedance Value	MΩ	> 10 MΩ < 100 pF
Resolution	V	0.001
Last Calibration Date		11/19/2020

ELECTRICAL ISOLATION MEASUREMENTS

Vb Post-Impact	V	0.1

V1 Post-Impact	V	2.6	Impact Time	1	Minutes	5	Seconds
V2 Post-Impact	V	2.7		1	Minutes	9	Seconds
V1' Post-Impact	V	0.2		1	Minutes	17	Seconds
V2' Post-Impact	V	0.2		1	Minutes	14	Seconds

DATA SHEET NO. 305-4 (CONTINUED)
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle:	2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback	NHTSA No.:	O20215106
Test Program:	NCAP Side Pole Impact Test	Test Date:	2/18/2021

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']							
Ri1 Post-Impact	Ω	4,420,200	Impact Time	1	Minutes	9	Seconds
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']							
Ri2 Post-Impact	Ω	4,433,843	Impact Time	1	Minutes	5	Seconds
Ri = The lesser of Ri1 and Ri2							
Ri Post-Impact	Ω	4,420,200	Impact Time	1	Minutes	9	Seconds
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage							
Ri / Vb Post-Impact	Ω	44,202,000	Impact Time	1	Minutes	17	Seconds

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?	X	
Additional Comments	None	

DATA SHEET NO. 305-4 (CONTINUED)
POST-IMPACT DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

PROPULSION BATTERY SYSTEM COMPONENTS

Describe any Propulsion Battery Module movement within the passenger compartment [Supply photographs as appropriate]:
Not Applicable

	Yes (Fail)	No
Has the Propulsion Battery Module moved within the passenger compartment?		X

Describe intrusion of an outside Propulsion Battery Component into the passenger compartment [Supply photographs as appropriate]:
No Intrusion

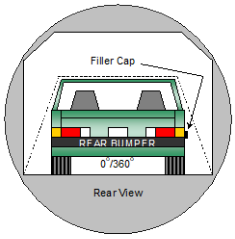
	Yes (Fail)	No
Has an outside Propulsion Battery Component intruded into the passenger compartment?		X

	Yes (Fail)	No
Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?		X

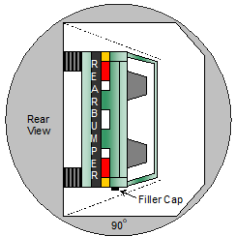
DATA SHEET NO. 305-5
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

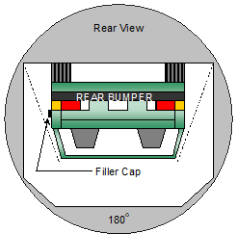
PROPULSION BATTERY SYSTEM COMPONENTS



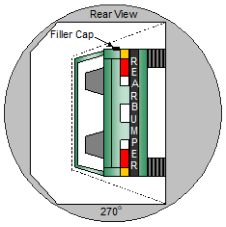
0°/360°



90°



180°



270°

PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

Test Phase	Rotation Time (spec. 1-3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	1	min	50	sec	5	min	6	min	50	sec	7	min
90° - 180°	1	min	51	sec	5	min	6	min	51	sec	7	min
180° - 270°	1	min	47	sec	5	min	6	min	47	sec	7	min
270° - 360°	1	min	51	sec	5	min	6	min	51	sec	7	min

TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

NOTE: The maximum allowable Propulsion Battery Electrolyte Spillage is 5.0 Liters.

Test Phase	Propulsion Battery Electrolyte Spillage (L)	Spillage Location
0° to 90°	0	Not Applicable
90° to 180°	0	Not Applicable
180° to 270°	0	Not Applicable
270° to 360°	0	Not Applicable
Total Spillage	0	

	Yes (Fail)	No
Is the total Propulsion Battery Electrolyte Spillage greater than 5.0 Liters?		X
Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment?		X

DATA SHEET NO. 305-5 (CONTINUED)
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

VOLTMETER INFORMATION

	Units	Observations and Conclusions
Make		Fluke
Model		289
Serial Number		32910090
Internal Impedance Value	MΩ	> 10 MΩ < 100 pF
Resolution	V	0.001
Last Calibration Date		11/19/2020

ELECTRICAL ISOLATION MEASUREMENTS

Vb Post-Impact	V	0.1

Record V1, V2, V1', V2' voltage measurements at the start of each successive increment of 90°, 180°, 270°, and 360° of the static rollover test.

	Voltage	Units	Test Phase	Time			
V1	0.0	V	0°		min		sec
	0.0		90°	3		23	
	0.0		180°	2		34	
	0.0		270°	3		11	
	0.0		360°	3		46	
V2	0.0	V	0°		min		sec
	0.0		90°	3		26	
	0.0		180°	2		37	
	0.0		270°	3		13	
	0.0		360°	3		49	
V1'	0.0	V	0°		min		sec
	0.0		90°	3		35	
	0.0		180°	2		46	
	0.0		270°	3		19	
	0.0		360°	3		54	
V2'	0.0	V	0°		min		sec
	0.0		90°	3		31	
	0.0		180°	2		42	
	0.0		270°	3		15	
	0.0		360°	3		51	

DATA SHEET NO. 305-5 (CONTINUED)
STATIC ROLLOVER TEST DATA
FOR INDICANT FMVSS NO. 305 TESTING

Test Vehicle: 2021 Toyota Prius Prime Hybrid LE 5-Door Hatchback NHTSA No.: O20215106
Test Program: NCAP Side Pole Impact Test Test Date: 2/18/2021

ELECTRICAL ISOLATION CALCULATIONS

NOTE: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

	Voltage	Units	Test Phase	Time			
Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']							
Ri1	Zero Volts	Ω	0°		min		sec
	Zero Volts		90°	3		26	
	Zero Volts		180°	2		37	
	Zero Volts		270°	3		13	
	Zero Volts		360°	3		49	
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']							
Ri2	Zero Volts	Ω	0°		min		sec
	Zero Volts		90°	3		23	
	Zero Volts		180°	2		34	
	Zero Volts		270°	3		11	
	Zero Volts		360°	3		46	
Ri = The lesser of Ri1 and Ri2							
Ri	Zero Volts	Ω	0°		min		sec
	Zero Volts		90°	3		26	
	Zero Volts		180°	2		37	
	Zero Volts		270°	3		13	
	Zero Volts		360°	3		49	
Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage							
Ri / Vb	Zero Volts	Ω/V	0°		min		sec
	Zero Volts		90°	3		26	
	Zero Volts		180°	2		37	
	Zero Volts		270°	3		13	
	Zero Volts		360°	3		49	

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

	Yes	No (Fail)
Is the measured Electrical Isolation Value ≥ 500 Ω/V?	X	
Additional Comments	None	

APPENDIX A
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Photo No. 001 - As Delivered Right Front Three-Quarter View of Test Vehicle

Photo No. 002 - As Delivered Left Rear Three-Quarter View of Test Vehicle

Photo No. 003 - Pre-Test Frontal View of Test Vehicle

Photo No. 004 - Post-Test Frontal View of Test Vehicle

Photo No. 005 - Pre-Test Left Front Three-Quarter View of Test Vehicle

Photo No. 006 - Post-Test Left Front Three-Quarter View of Test Vehicle

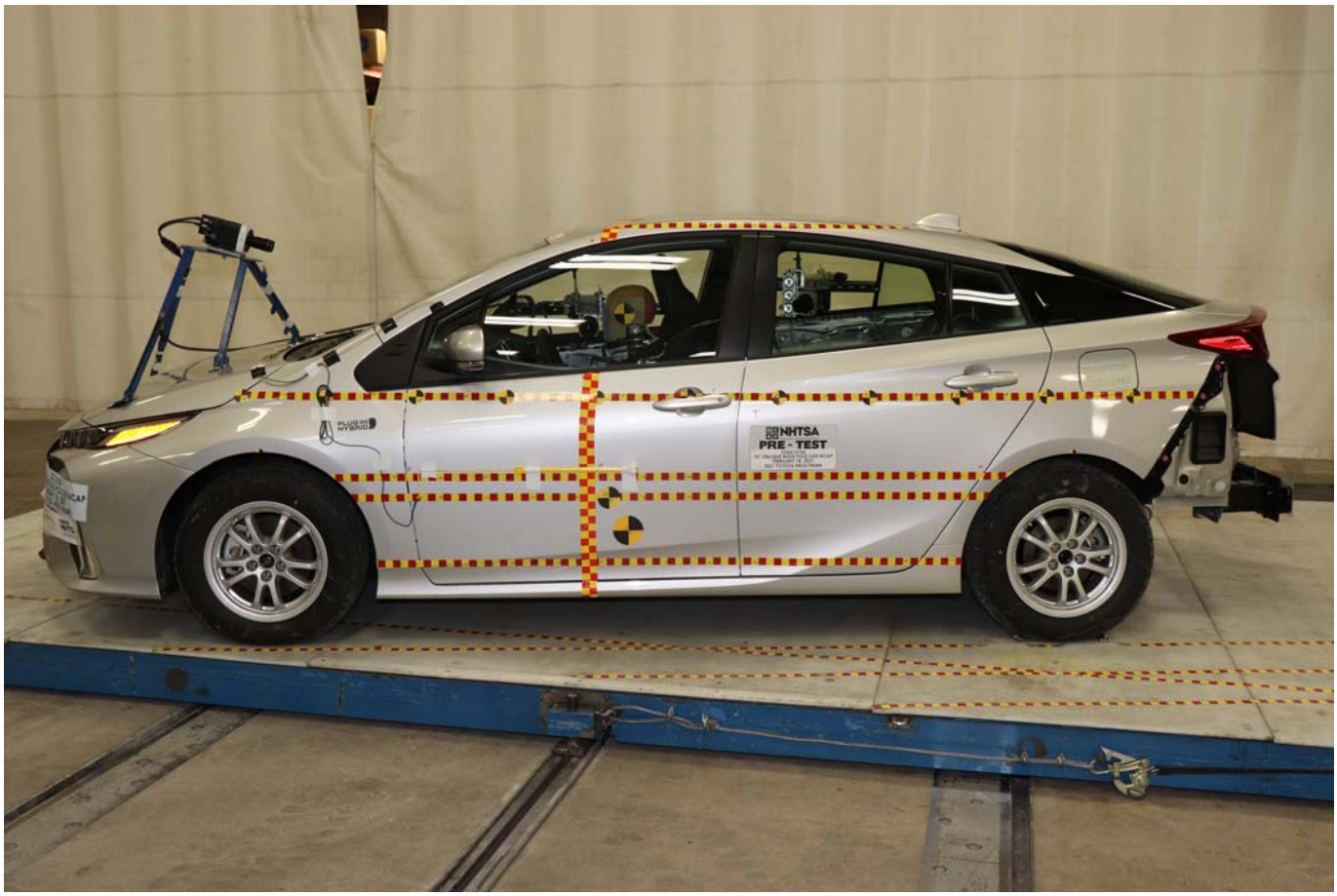


Photo No. 007 - Pre-Test Left Side View of Test Vehicle

Photo No. 008 - Post-Test Left Side View of Test Vehicle

Photo No. 009 - Pre-Test Left Rear Three-Quarter View of Test Vehicle

Photo No. 010 - Post-Test Left Rear Three-Quarter View of Test Vehicle

Photo No. 011 - Pre-Test Rear View of Test Vehicle

Photo No. 012 - Post-Test Rear View of Test Vehicle

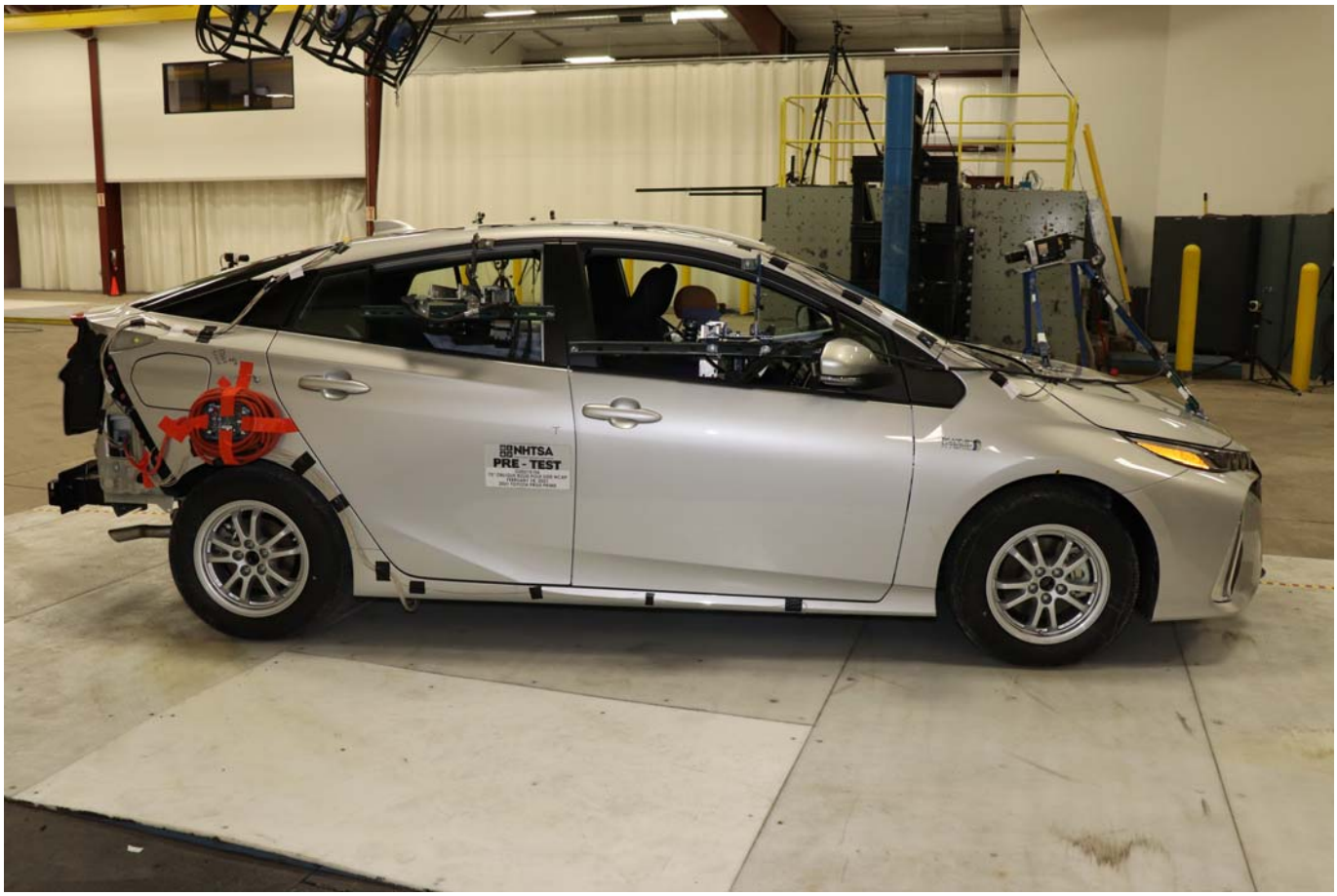


Photo No. 013 - Pre-Test Right Side View of Test Vehicle

Photo No. 014 - Post-Test Right Side View of Test Vehicle

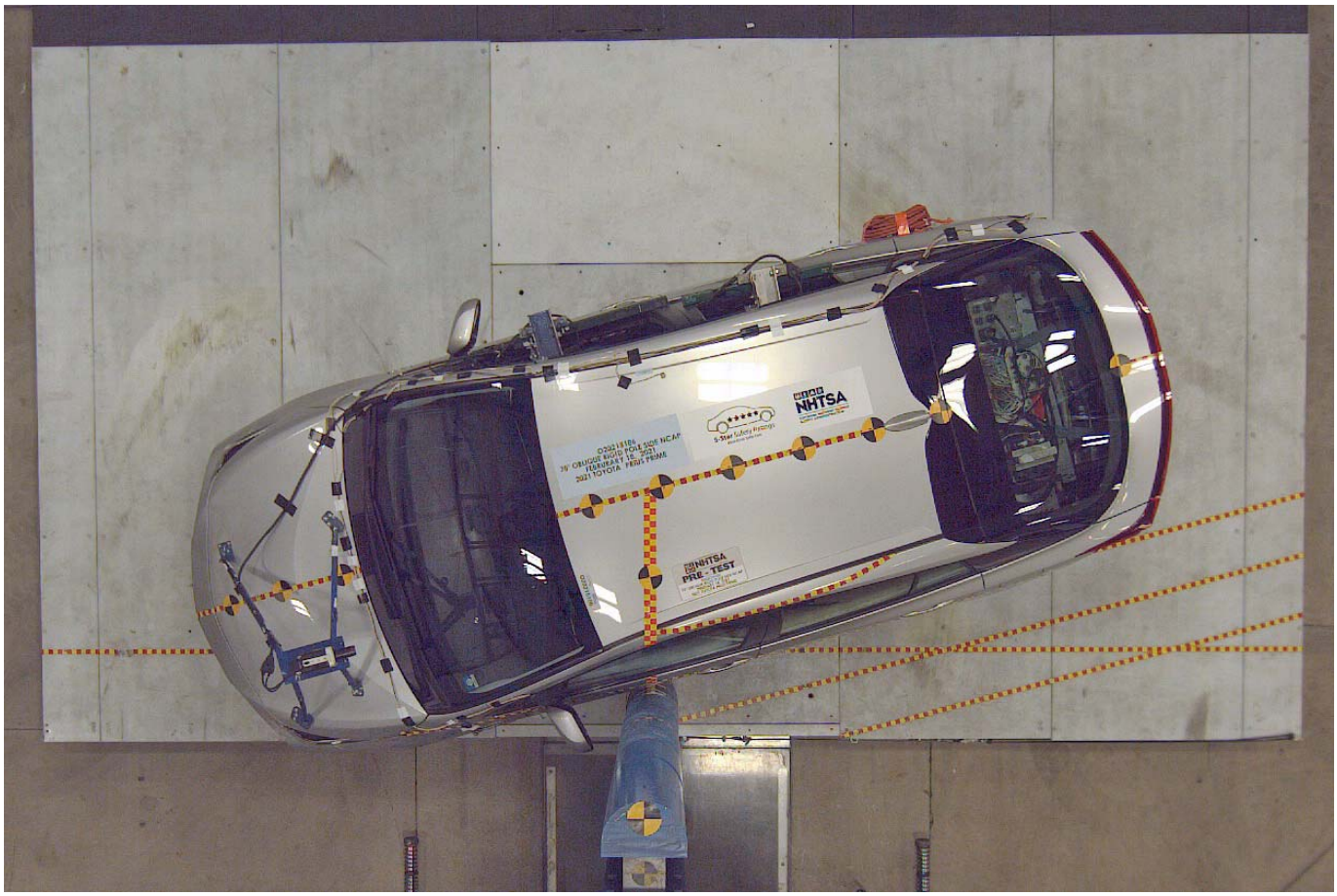


Photo No. 015 - Pre-Test Overhead View of Test Area

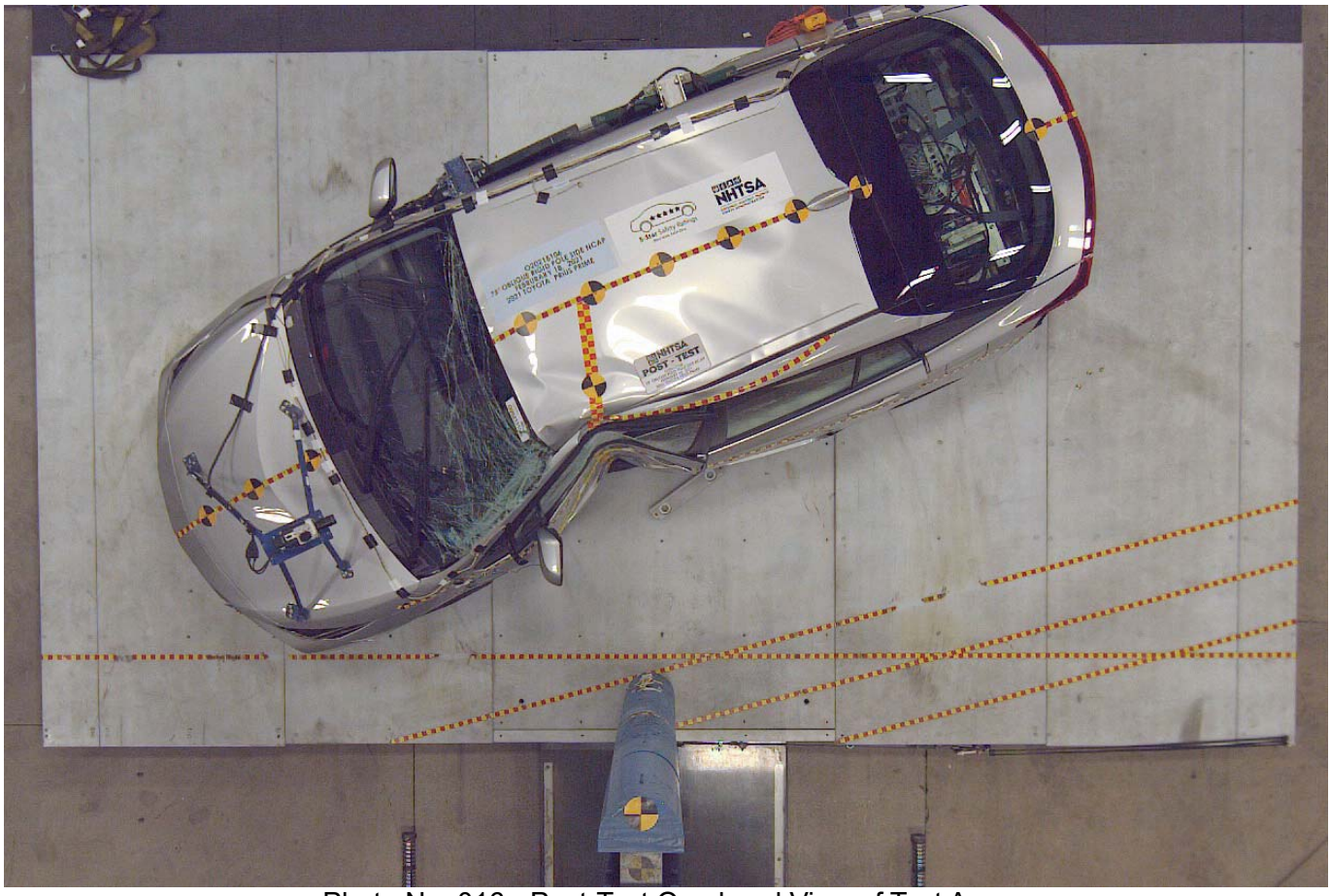


Photo No. 016 - Post-Test Overhead View of Test Area

Photo No. 017 - Pre-Test Left Side View of Pole Positioned Against Side of Vehicle

Photo No. 018 - Pre-Test Right Side View of Pole Positioned Against Side of Vehicle

Photo No. 019 - Pre-Test Close-Up View of Impact Point Target

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Photo No. 021 - Pre-Test Front Close-Up View of Dummy Head and Chest


Photo No. 022 - Post-Test Front Close-Up View of Dummy

Photo No. 023 - Pre-Test Left Side View of Dummy Showing Belt and Chalking

Photo No. 024 - Pre-Test Left Side View of Dummy Shoulder and Door Top View

Photo No. 025 - Post-Test Left Side View of Dummy Shoulder and Door Top View

Photo No. 026 - Pre-Test Front View of Seat Back Prior to Dummy Positioning

Photo No. 027 - Pre-Test Front Close-Up View of Dummy Head and Shoulders in Relation to Head Restraint

Photo No. 028 - Pre-Test Front View of Seat Pan Prior to Dummy Positioning

Photo No. 029 - Pre-Test Overhead View of Dummy Thighs on Seat Pan

Photo No. 030 - Pre-Test Left Side View of Dummy Neck Showing Position of Adjustable Neck Bracket

Photo No. 031 - Pre-Test Left Side View of Dummy Head Showing Dummy Head is Level

Photo No. 032 - Pre-Test Placement of Dummy Feet

Photo No. 033 - Pre-Test View of Belt Anchorage for Dummy

Photo No. 034 - Pre-Test Left Side View of Steering Wheel

Photo No. 035 - Pre-Test View of Disengaged Parking Brake

Photo No. 036 - Pre-Test View of Parking Brake

Photo No. 037 - Pre-Test Close-Up Left Side View of Driver Seat Track

Photo No. 038 - Pre-Test Close-Up Left Side View of Driver Seat Back

Photo No. 039 - Pre-Test Close-Up View of Driver Seat Back or Head Restraint

Photo No. 040 - Pre-Test Dummy and Door Clearance View

Photo No. 041 - Post-Test Dummy and Door Clearance View

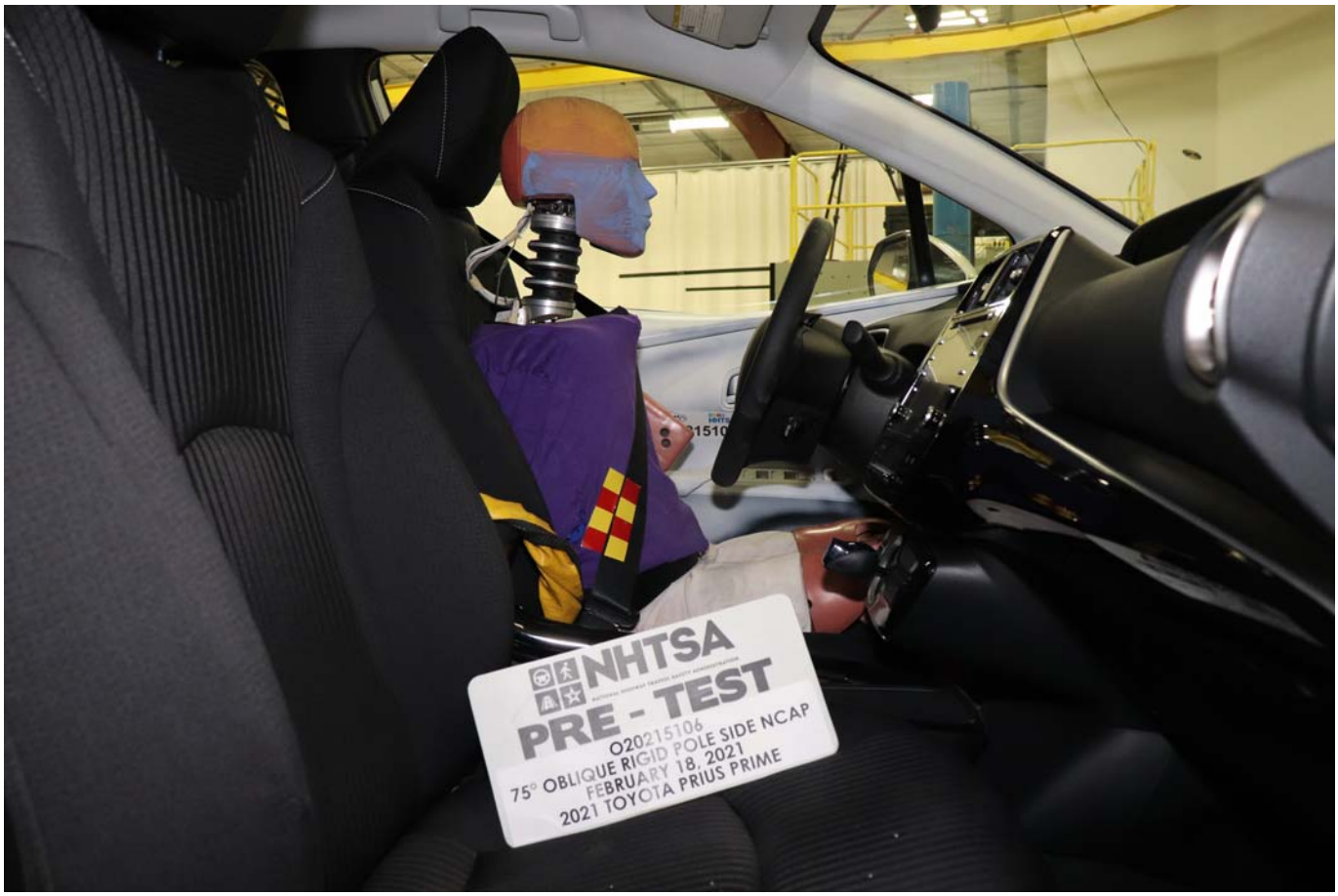


Photo No. 042 - Pre-Test Right Side View of Dummy and Front Seat of Occupant Compartment

Photo No. 043 - Post-Test Right Side View of Dummy and Front Seat of Occupant Compartment

Photo No. 044 - Pre-Test Inner Door Panel View

Photo No. 045 - Post-Test Inner Door Panel View Showing Dummy Contact Location

Photo No. 046 - Post-Test Dummy Close-Up Head Contact with Vehicle Interior View

Photo No. 047 - Post-Test Dummy Close-Up Head Contact with Side Air Bag View

Photo No. 048 - Post-Test Dummy Close-Up Torso Contact with Vehicle Interior View

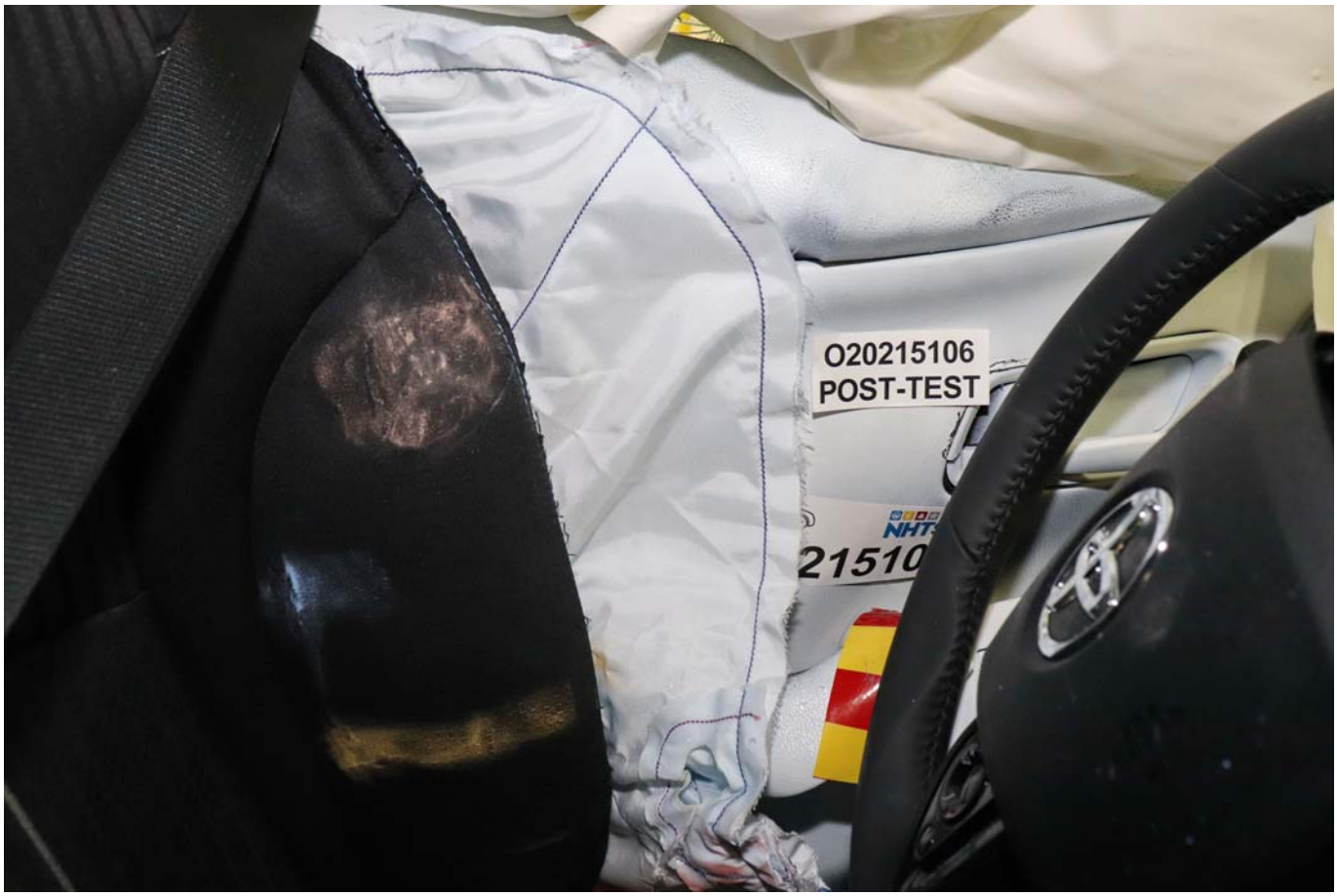


Photo No. 049 - Post-Test Dummy Close-Up Torso Contact with Side Air Bag View

PHOTOGRAPH NOT APPLICABLE

Photo No. 050 - Post-Test Dummy Close-Up Pelvis Contact with Vehicle Interior View

Photo No. 051 - Post-Test Dummy Close-Up Pelvis Contact with Side Air Bag View

PHOTOGRAPH NOT APPLICABLE

Photo No. 052 - Post-Test Dummy Close-Up Knee Contact with Vehicle Interior View

Photo No. 053 - Post-Test Right Side View of Dummy and Rear Seat of Occupant Compartment

Photo No. 054 - Post-Test Inner Rear Passenger Torso Air Bag Deployment View

Photo No. 055 - Pre-Test View of Fuel Filler Cap or Fuel Filler Neck

PHOTOGRAPH NOT AVAILABLE

Photo No. 056 - Post-Test View of Fuel Filler Cap or Fuel Filler Neck

Photo No. 057 - Close-Up View of Vehicle Certification Label

Photo No. 058 - Close-Up View of Vehicle Tire Information Placard or Label

Photo No. 058a - Close-Up View of Vehicle Load Carrying Capacity Reduction Label

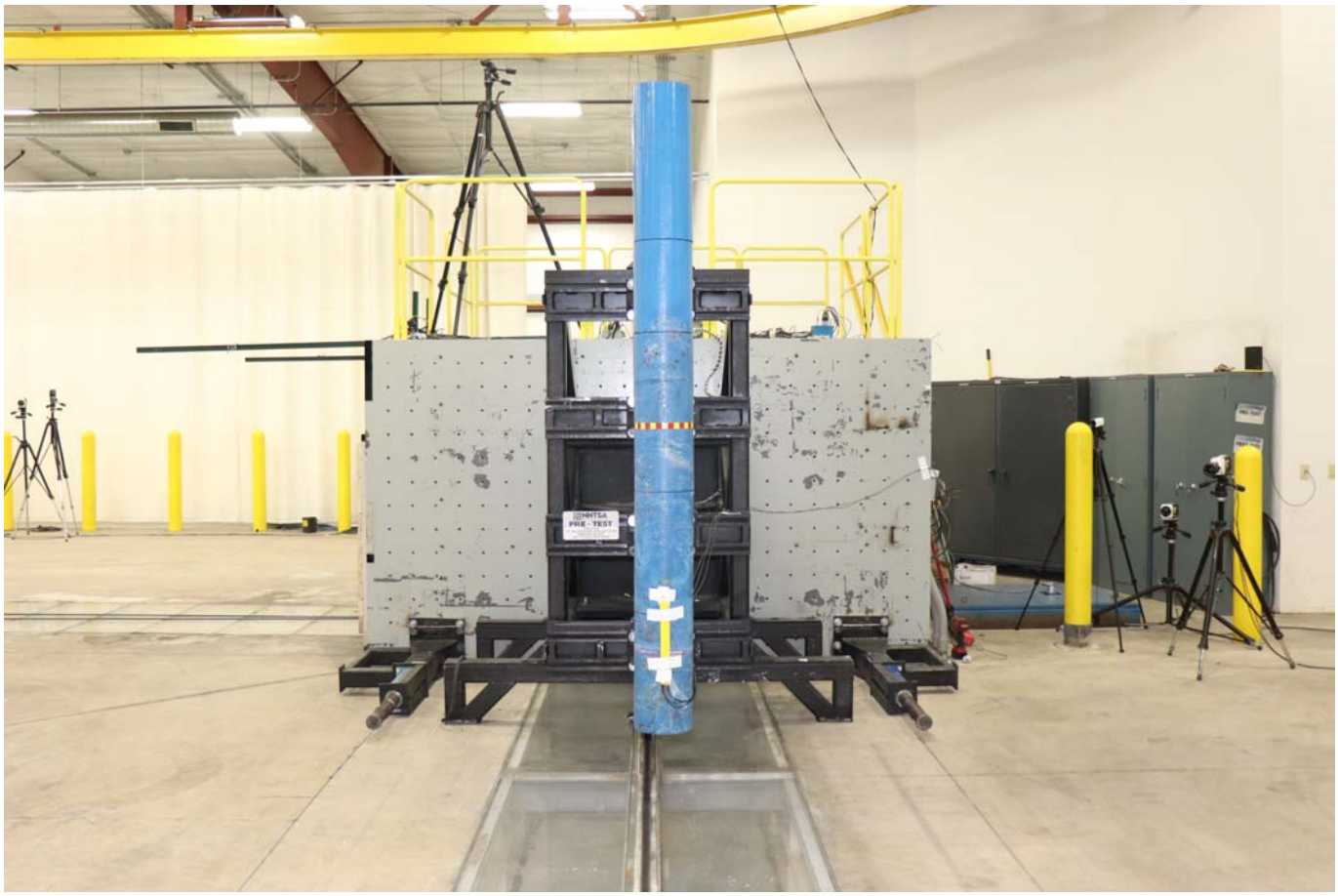


Photo No. 059 - Pre-Test Pole Barrier Front View

Photo No. 060 - Post-Test Pole Barrier Front View

Photo No. 061 - Pre-Test Pole Barrier Side View

Photo No. 062 - Post-Test Pole Barrier Side View

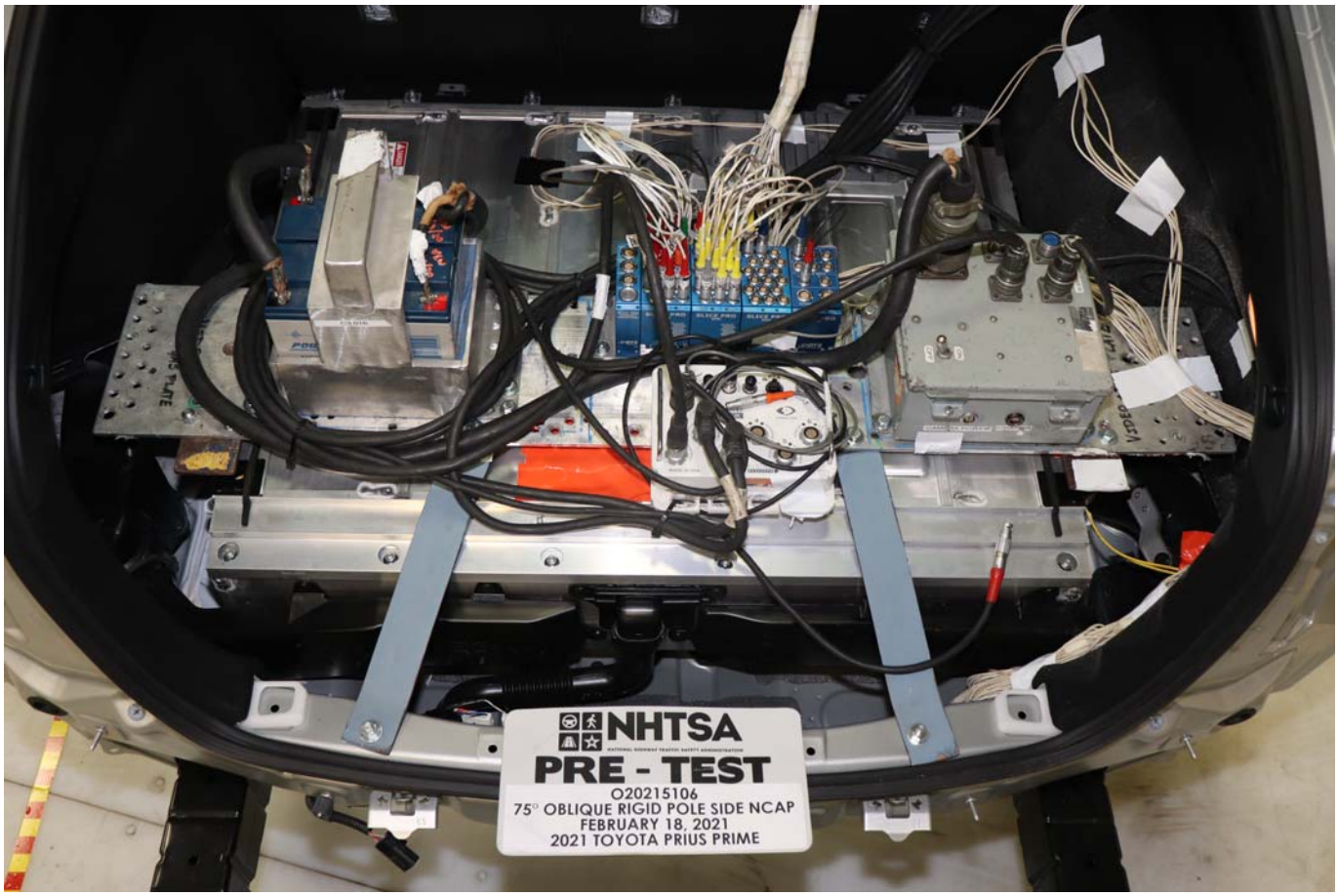


Photo No. 063 - Pre-Test Ballast View

Photo No. 064 - Post-Test Primary and Redundant Speed Trap Read-Out

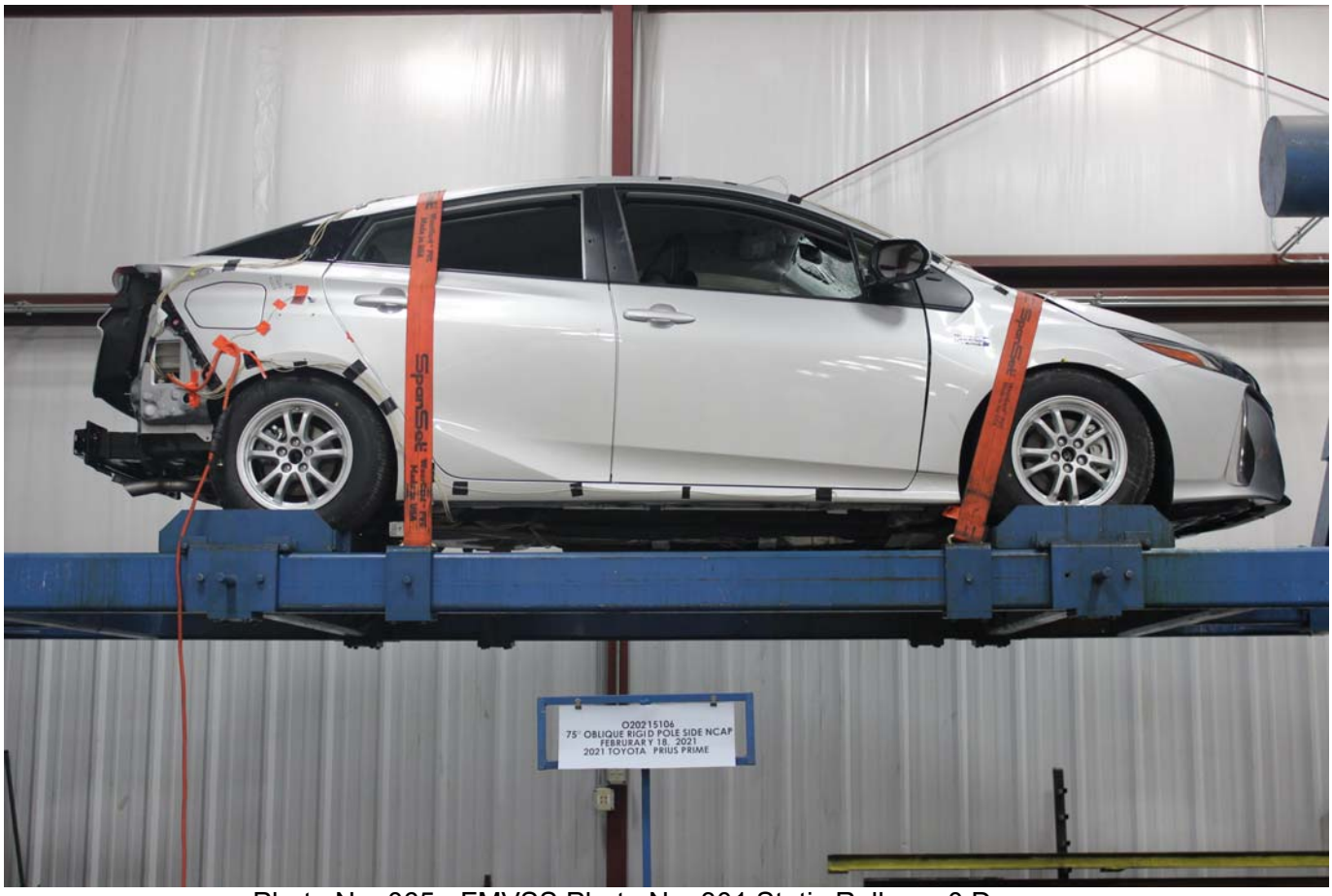


Photo No. 065 - FMVSS Photo No. 301 Static Rollover 0 Degrees

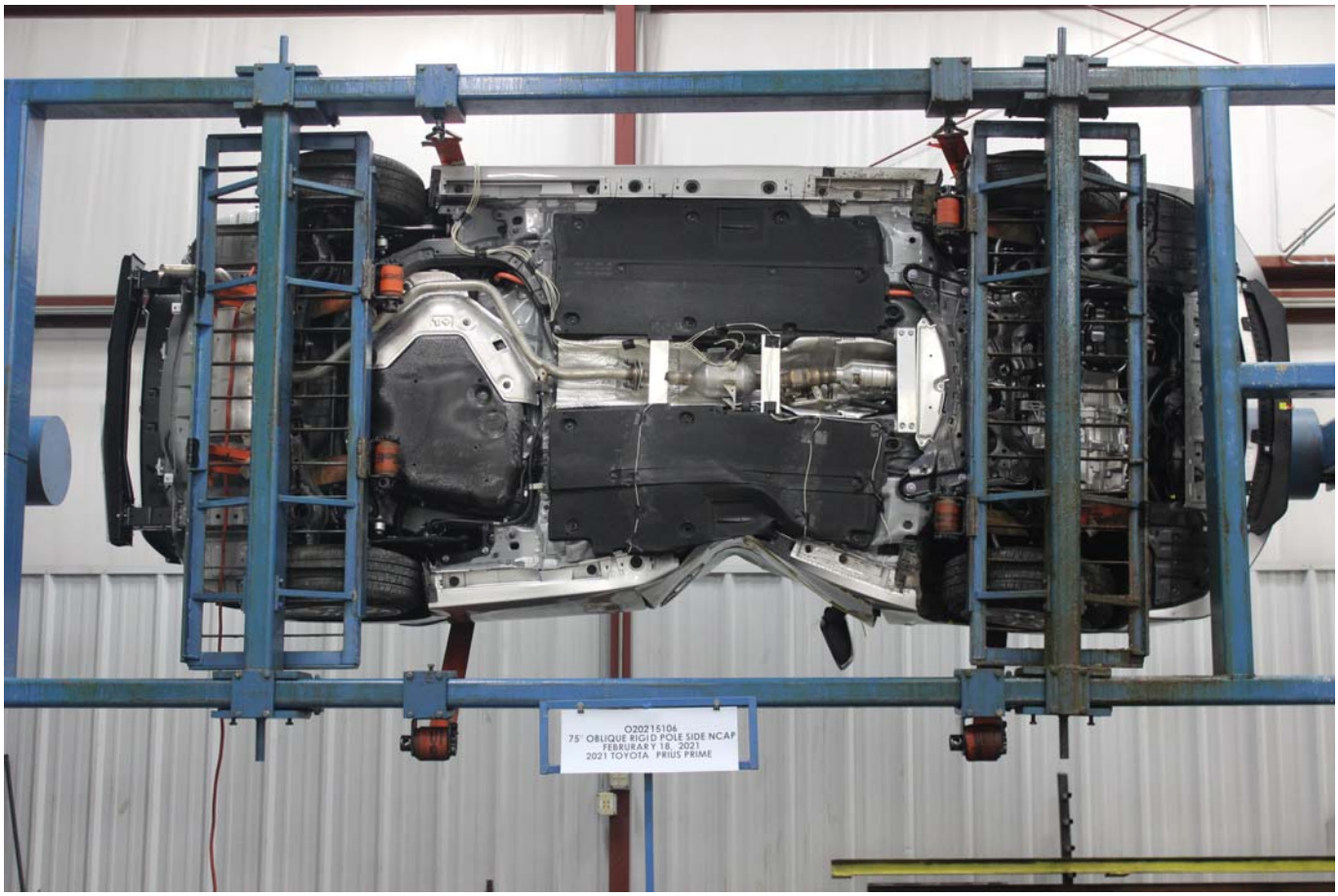


Photo No. 066 - FMVSS Photo No. 301 Static Rollover 90 Degrees

Photo No. 067 - FMVSS Photo No. 301 Static Rollover 180 Degrees

Photo No. 068 - FMVSS Photo No. 301 Static Rollover 270 Degrees

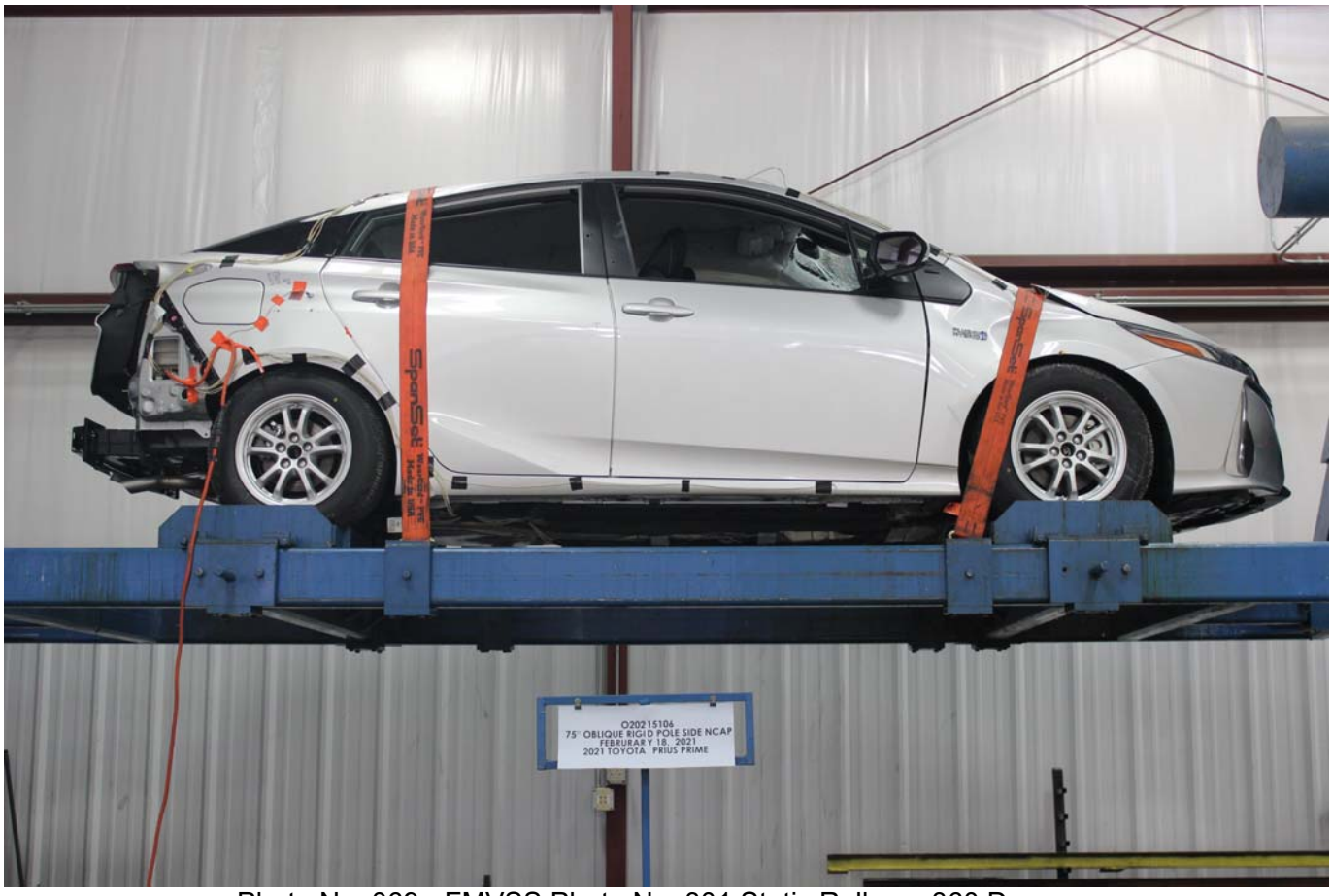


Photo No. 069 - FMVSS Photo No. 301 Static Rollover 360 Degrees

Photo No. 070 - Impact Event

TOYOTA
Let's Go Places

DESC.: PRIUS PRIME LE
VIN: JTDKAMFP5M3170764
YR/MDL: 2021/1235A
CLR: CLASSIC SILVER MET/FB20 (01F7/20)
FINAL ASSEMBLY POINT: TOYOTA, AICHI, JAPAN

GOVERNMENT 5-STAR SAFETY RATINGS

This vehicle has not been rated by the government for overall vehicle score, frontal crash, side crash or rollover risk.

Star ratings range from 1 to 5 stars (★★★★★) with 5 being the highest.
Source: National Highway Traffic Safety Administration (NHTSA)
www.safercar.gov or 1-888-327-4236

STANDARD EQUIPMENT

MECHANICAL & PERFORMANCE
- Hybrid Synergy Drive System, TZEV
- 1.8L DOHC 16V VVT-I 4-Cylinder Engine
- EV, EV Auto, HV Modes
- 15-in Alloy Wheels with Covers
- Elec Pwr Steering(EPS);4-Whl Disc Brakes

SAFETY & CONVENIENCE
- 10 Airbags; Star Safety System
- Toyota Safety Sense 2.0: Pre-Collision Sys w/Pedestrian Detection, Dynamic Radar Cruise Control, Lane Departure Alert w/Steering Assist, Automatic High Beams, Road Sign Assist
- Eng Immobilizer, Tire Press Monitor Sys
- Integrated Backup Camera
- Smart Key System w/ Push Button Start
- Safety Connect w/ 1-Year Trial

EXTERIOR
- Quad-LED Headlights w/Auto-Off
- Heated Power Outside Mirrors

INTERIOR
- Audio Plus - 7-in. Touchscreen HandsFree Bluetooth Phone/Music, USB Media Port, 2 USB Charge-Ports, SiriusXM w/3-Month All Access Trial Android Auto & Apple CarPlay Compatible
- Smart-Flow Climate Control System
- Fabric-Trimmed Heated Fr Seats, 5 Pass. Seating w/60/40 Split Rear Seats
- Dual Sunvisors w/Extenders
- Cargo Area Tonneau Cover
- Tire Repair Kit
- ***Full Tank of Gas***

MANUFACTURER'S SUGGESTED RETAIL PRICE $28,220.00

OPTIONAL EQUIPMENT

FE	50 State Emissions	
63.	All-Weather Floor Liners	169.00
EF.	Rear Bumper Applique	79.00
DK.	Preferred Owner's Portfolio	

DELIVERY PROCESSING AND HANDLING FEE 995.00

TOTAL $29,463.00

The New Vehicle Limited Warranty provides 3-year/36,000 mile basic coverage, 5-year/60,000 mile powertrain coverage, 5-year/unlimited mile corrosion perforation coverage, 6-year/100,000 mile coverage for specific Hybrid components and 10-year/150,000 mile coverage for the Hybrid Battery. Some components may have longer coverage under California emissions warranty (applicable in CA, CT, DE, ME, MD, MA, NJ, NY, OR, PA, RI, VT, WA, District of Columbia). See Warranty and Maintenance Guide for details. An extended service contract may be available for the vehicle. Ask dealer for details. Manufacturer's suggested retail includes manufacturer's recommended pre-delivery service. Gasoline, license and title fees, applicable federal, state and local taxes and dealer and distributor installed options and accessories are not included in the manufacturer's suggested retail price. ToyotaCare, which covers normal factory scheduled maintenance for two years or 25,000 miles, whichever occurs first, is included as part of the sales price of the vehicle for qualifying buyers. See participating dealer for eligibility and coverage details.

Delivered by Truck to: 31177
MAGUIRE TOYOTA
370 ELMIRA ROAD
ITHACA NY14850

EPA DOT Fuel Economy and Environment

Plug-In Hybrid Vehicle
Electricity-Gasoline

Fuel Economy Midsize Cars range from 14 to 141 MPGe. The best vehicle rates 141 MPGe

Electricity + Gasoline (Charge Time: 2.0 hours (240V))
133 MPGe combined city/highway
0.0 gallons per 100 miles
25 kWh per 100 miles

Gasoline Only
54 MPG combined city/highway
1.9 gallons per 100 miles

Driving Range
Electricity + Gasoline
All Electric Range = 0 to 25 miles
Gasoline only: 640 miles

You save $ 4,500 in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost $ 600

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 10 (Best)
Smog Rating (tailpipe only): 7 (Best)

This vehicle emits 78 grams CO2 per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel and electricity also create emissions, learn more at fueleconomy.gov

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 27 MPG and costs $7,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $2.70 per gallon and $0.13 per kW-hr. This is a dual fueled automobile. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles

Smartphone QR Code™

Photo No. 071 - Monroney Label

Head restraints

Head restraints are provided for all seats.

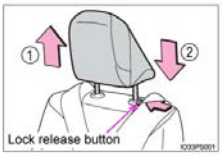
Front seats

① Up

Pull the head restraints up.

② Down

Push the head restraint down while pressing the lock release button.



Rear seats

■ **Rear outboard seats**

① To fold

Pull the head restraint up while pressing the lock release button.

② To use

Lift up and push down the head restraint to the lowest lock position.

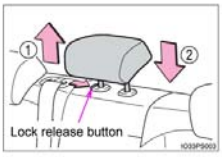
■ **Rear center seat**

① Up

Pull the head restraints up.

② Down

Push the head restraint down while pressing the lock release button.



4 Operation of each component

■ **Removing the head restraints**

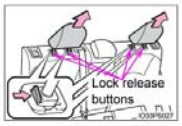
▶ Front and rear center seats

Pull the head restraint up while pressing the lock release button.

▶ Rear outboard seats

1 Pull the seatback lock release lever and fold down the seatback until it reaches the position where the head restraints can be removed.

2 Pull the head restraint up while pressing the lock release buttons.



■ **Installing the head restraints**

▶ Front and rear center seats

Align the head restraint with the installation holes and push it down to the lock position.

Press and hold the lock release button when lowering the head restraint.

Photo No. 072 - Head Restraint Use and Adjustment Information from Vehicle Owners Manual

Photo No. 073 - Post-Test View of Shattered Vehicle Inner Door Panel

Photo No. 305-01 - Auxiliary Power Module Warning Label

Photo No. 305-02 - Power Inverter Warning Label

Photo No. 305-03 - First Responder Warning Label

Photo No. 305-04 - First Responder Warning Location

Photo No. 305-05 - Other Vehicle Label(s) Related to Electrical Propulsion System

Photo No. 305-06 - Manual High Voltage Service Disconnect in Place

Photo No. 305-07 - Manual High Voltage Service Disconnect Removed

Photo No. 305-08 - Manual High Voltage Service Disconnect Removed

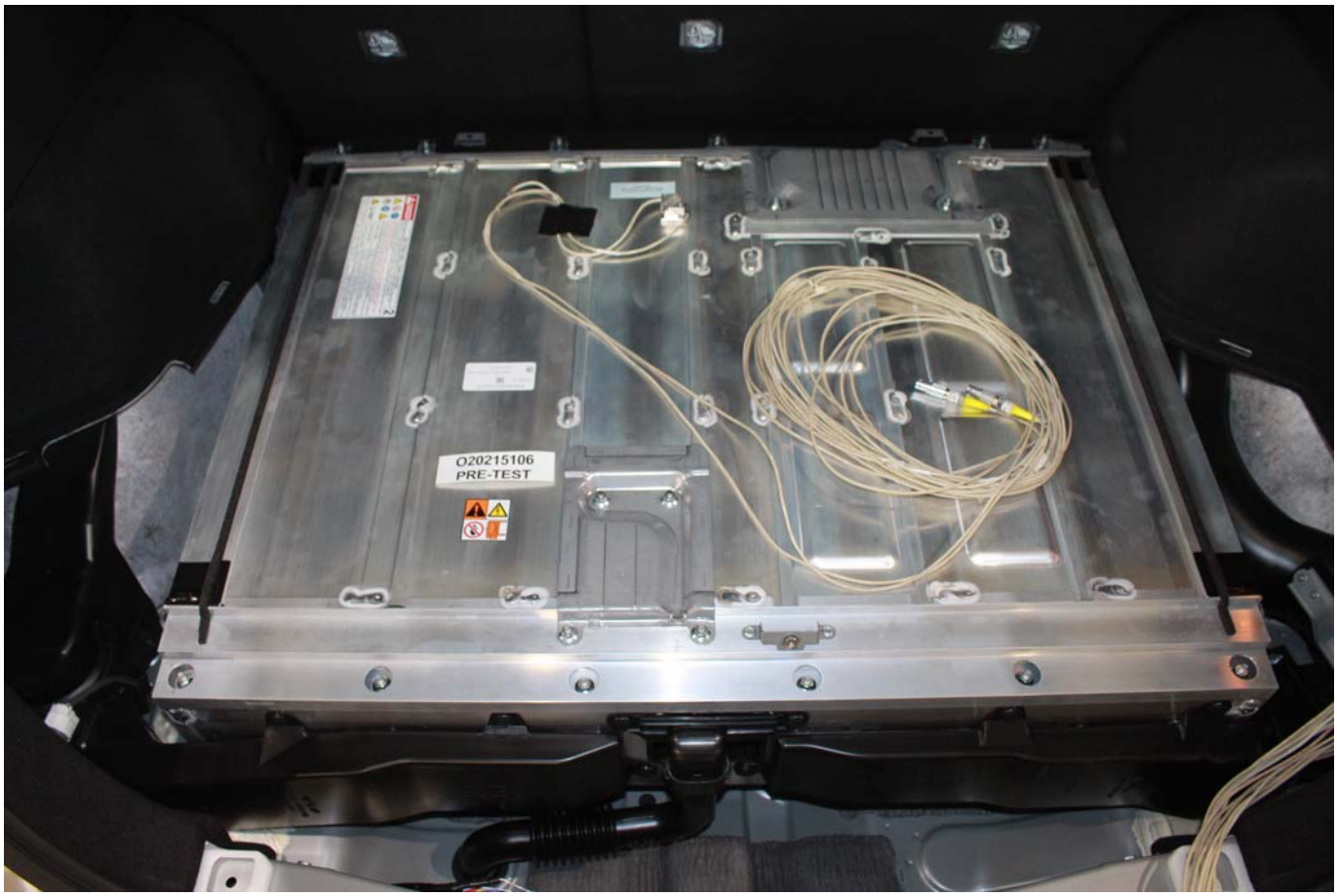


Photo No. 305-09 - Pre-Impact View of Propulsion Battery

Photo No. 305-10 - Post-Impact Front View of Propulsion Battery

Photo No. 305-11 - Post-Impact Rear View of Propulsion Battery

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-12 - Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

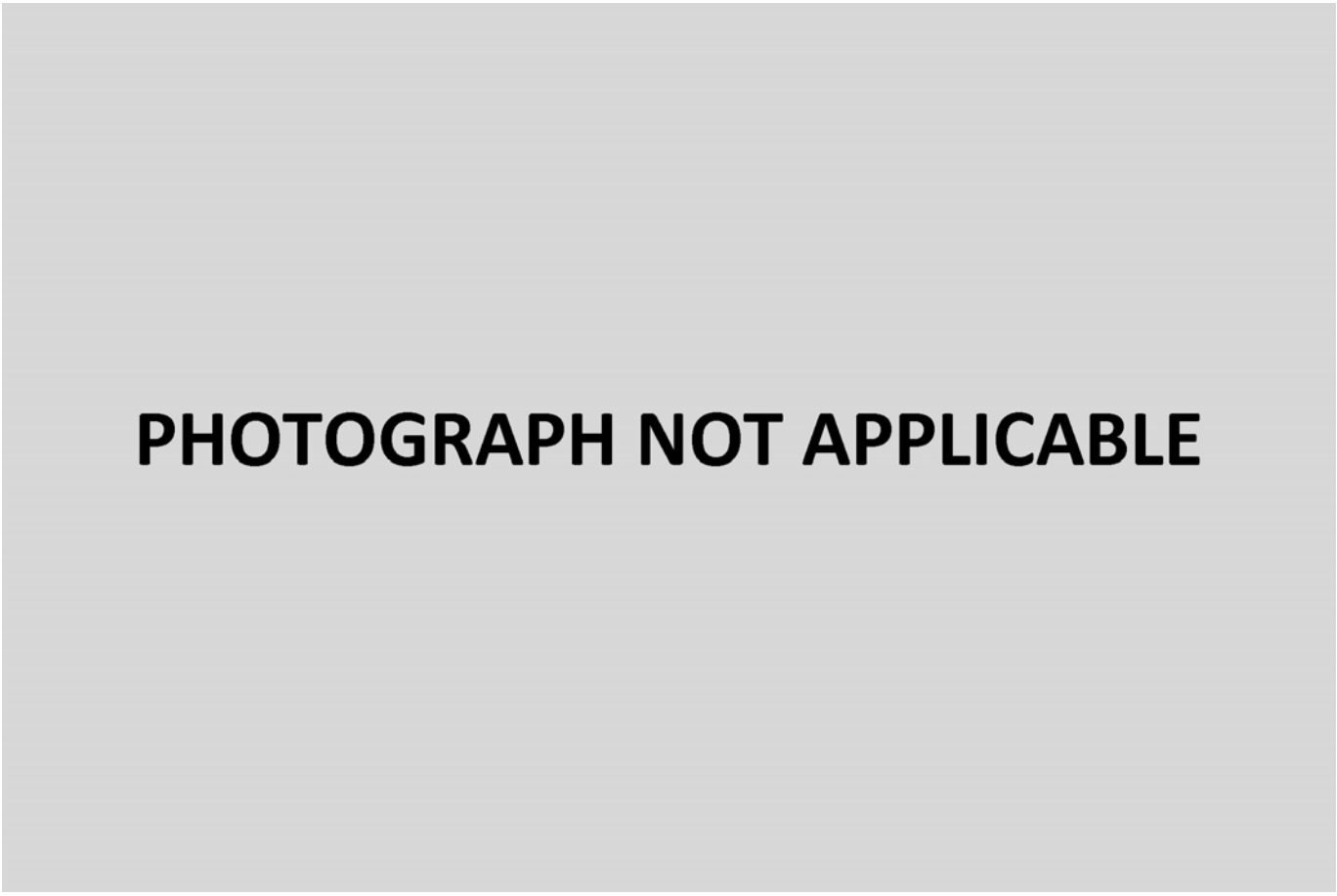


Photo No. 305-13 - Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

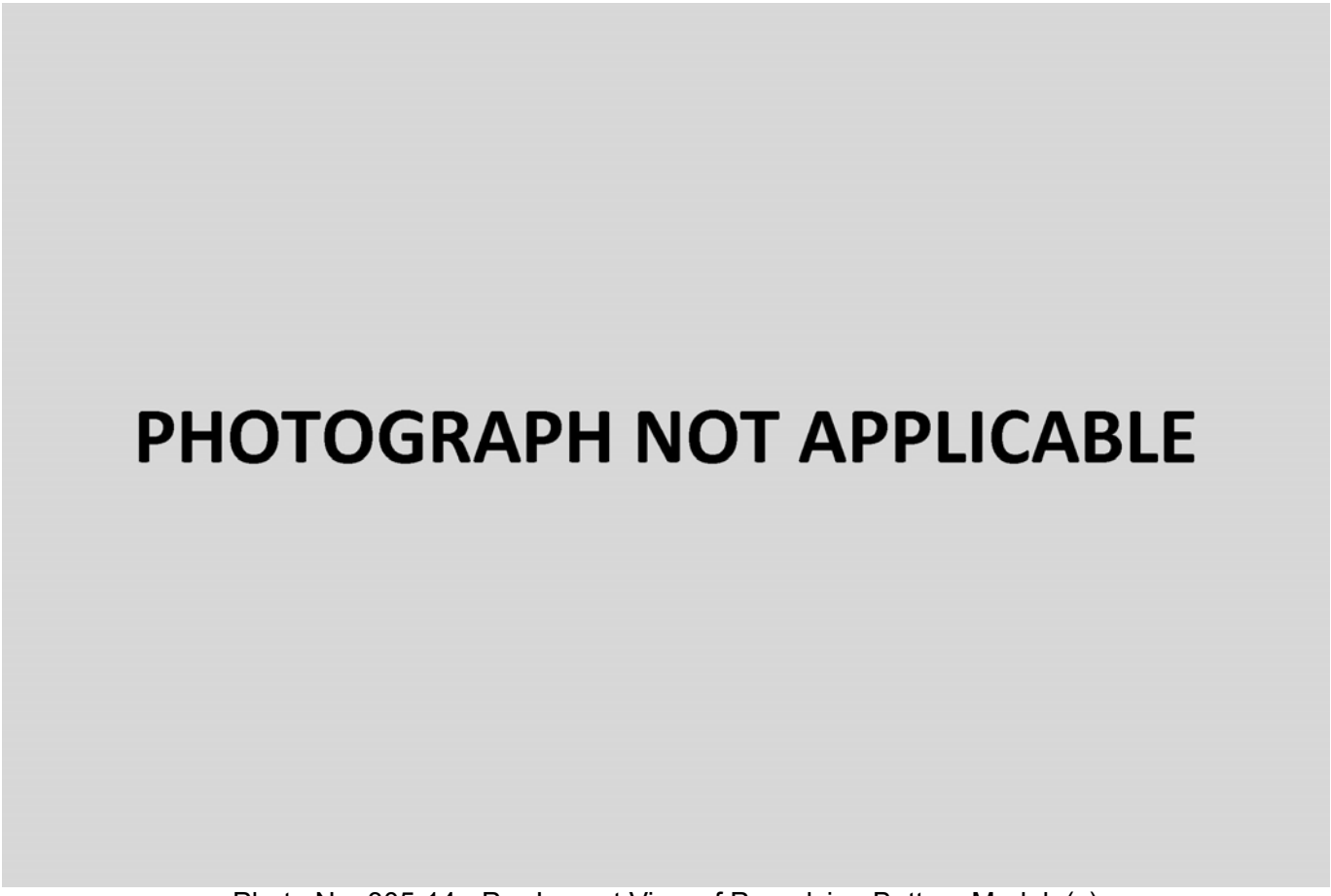


Photo No. 305-14 - Pre-Impact View of Propulsion Battery Module(s)

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-15 - Post-Impact View of Propulsion Battery Module(s)

Photo No. 305-16 - Pre-Impact View of Electric Propulsion Drive

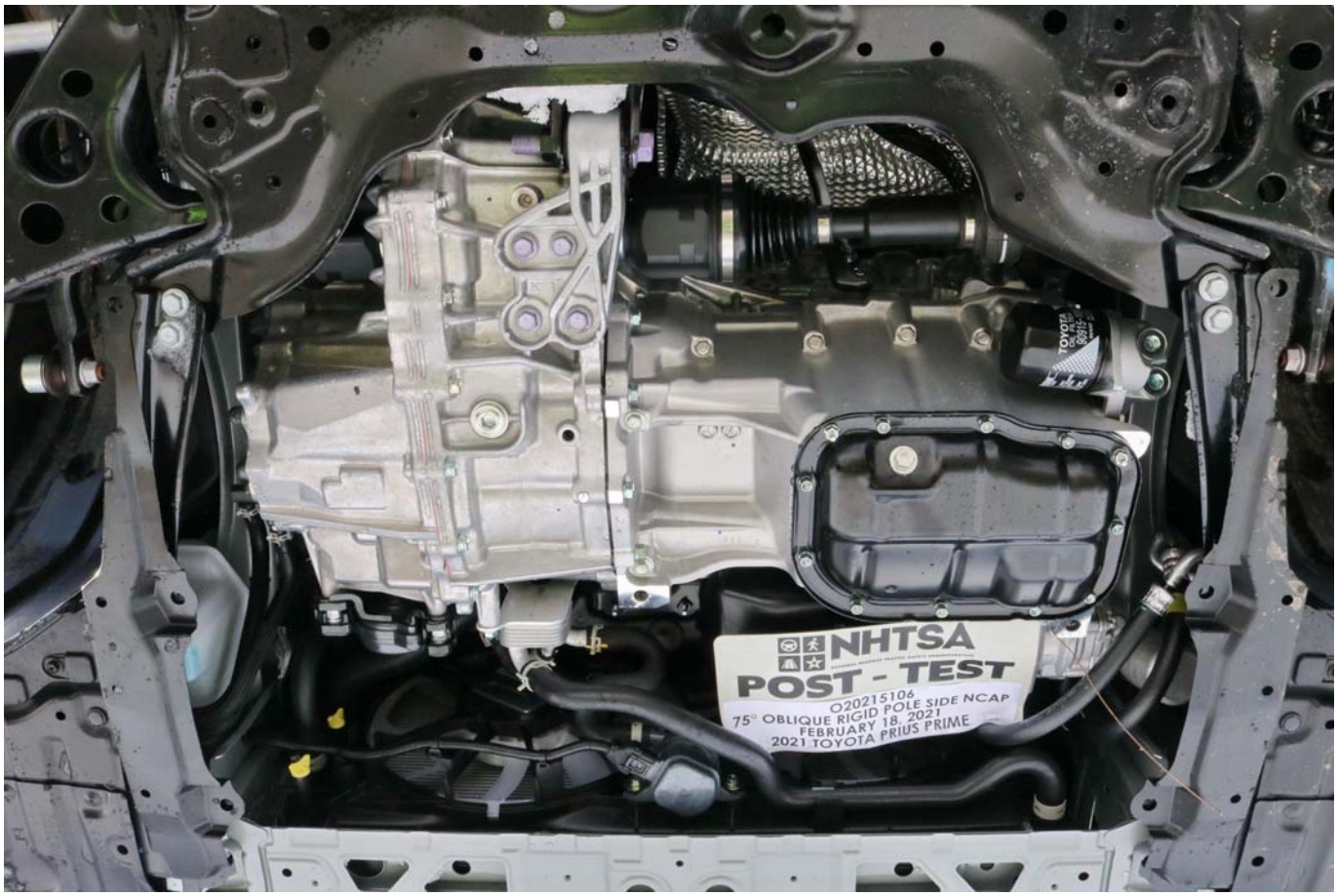


Photo No. 305-17 - Post-Impact View of Electric Propulsion Drive

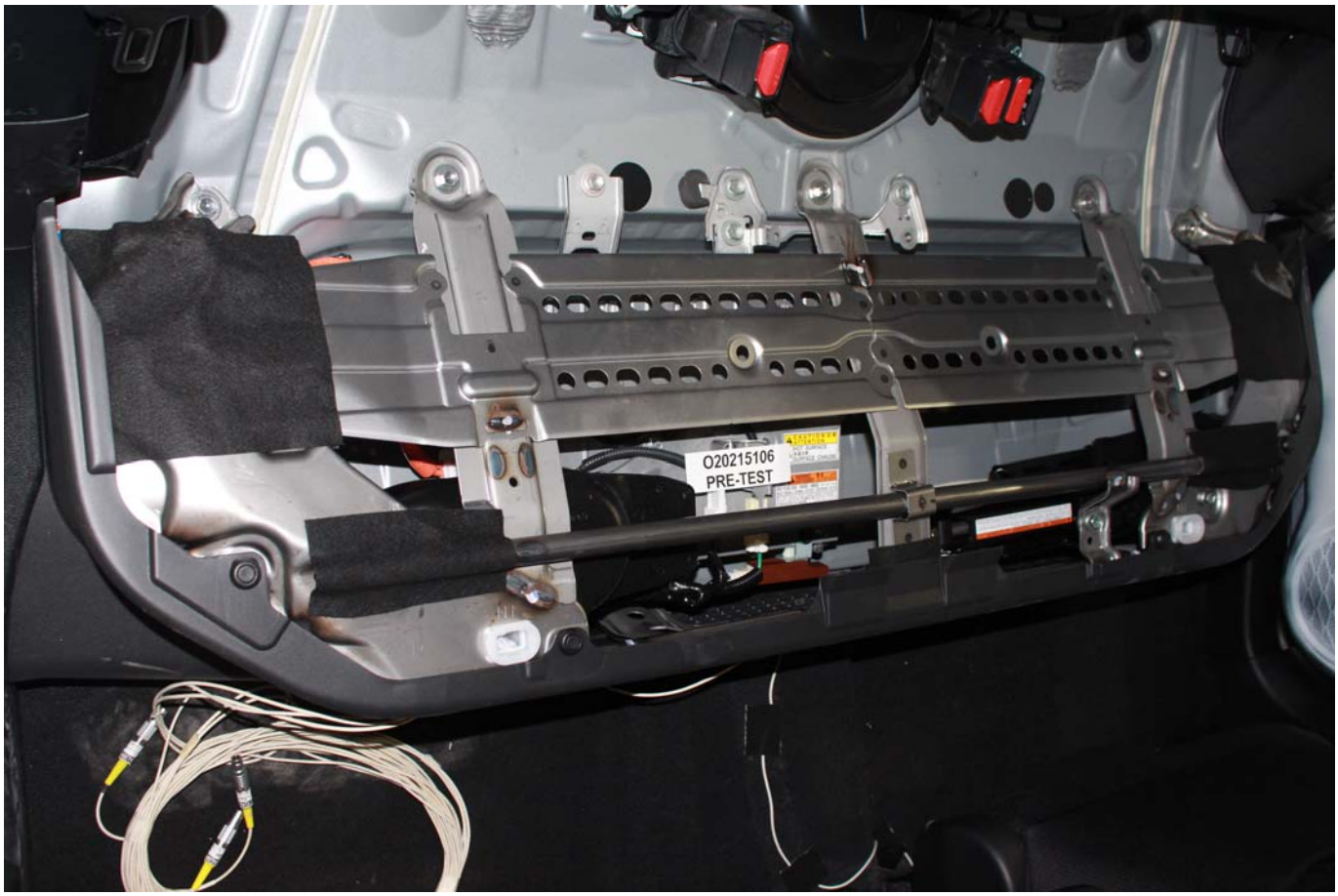


Photo No. 305-18 - Pre-Impact View of High Voltage Interconnect(s)

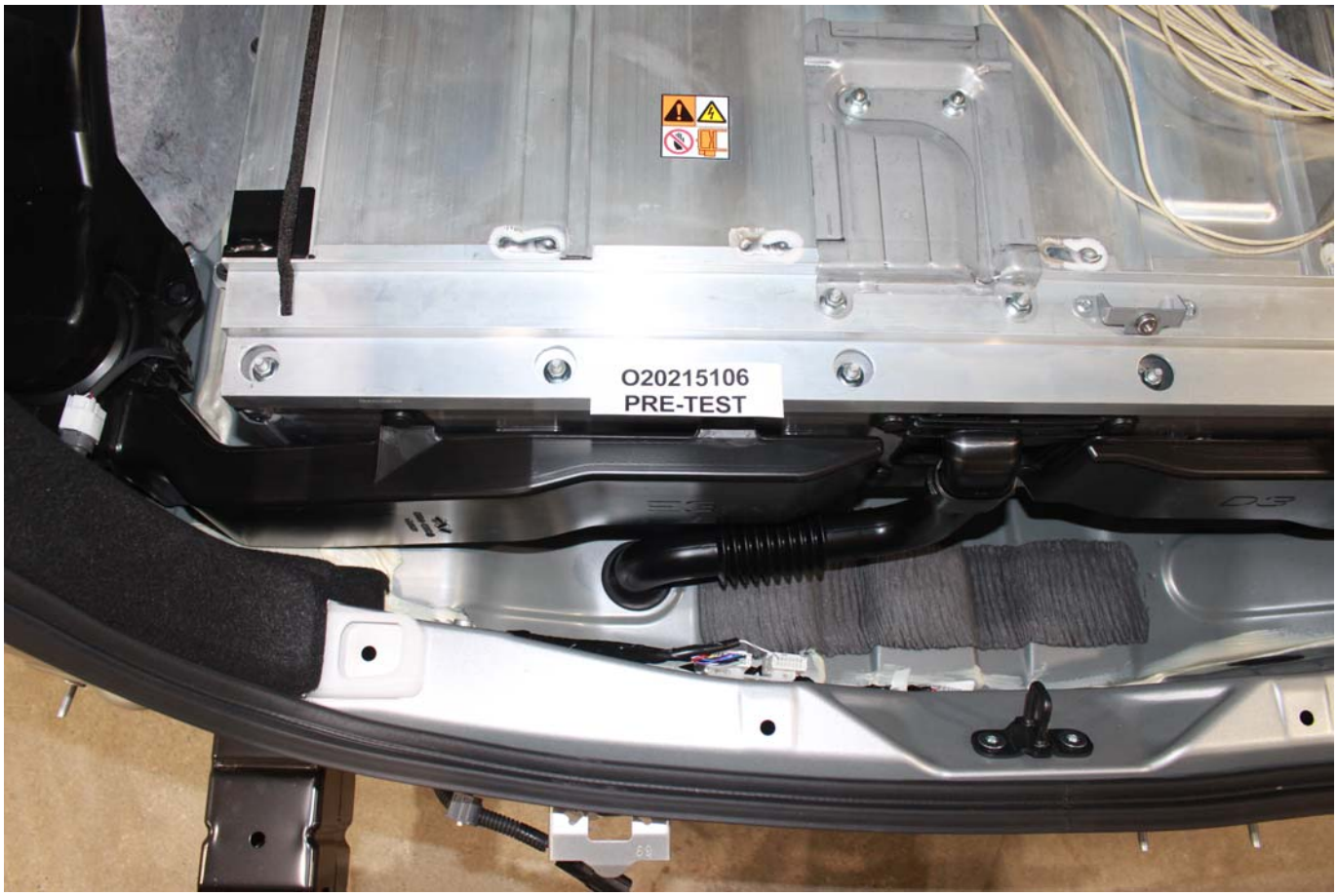


Photo No. 305-19 - Pre-Impact View Propulsion Battery Venting System(s)

Photo No. 305-20 - Pre-Impact View of Other Visible Electric Propulsion Components

Photo No. 305-21 - Pre-Impact View of Ground Lead Attached

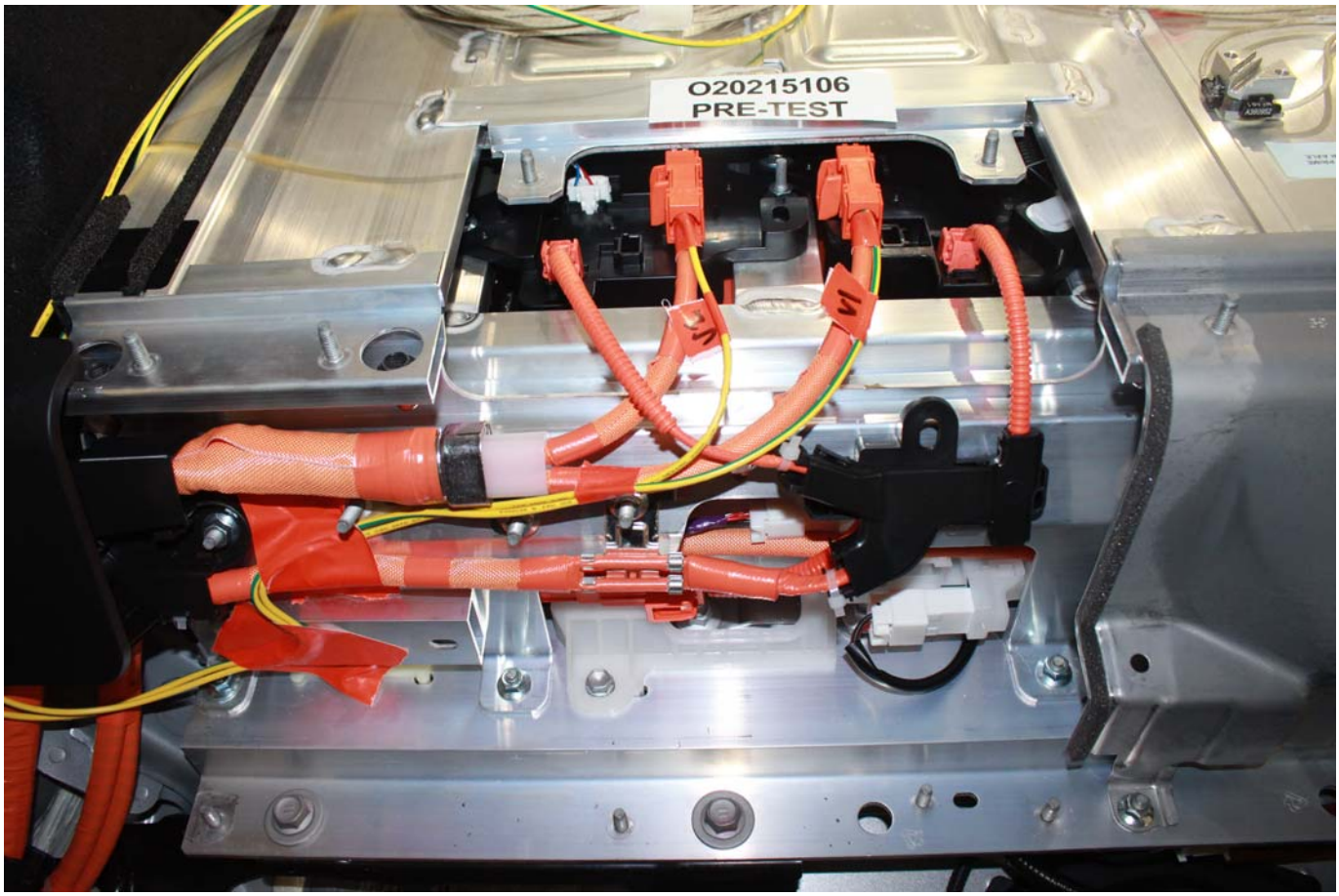


Photo No. 305-22 - Pre-Impact View of High Voltage Leads Attached

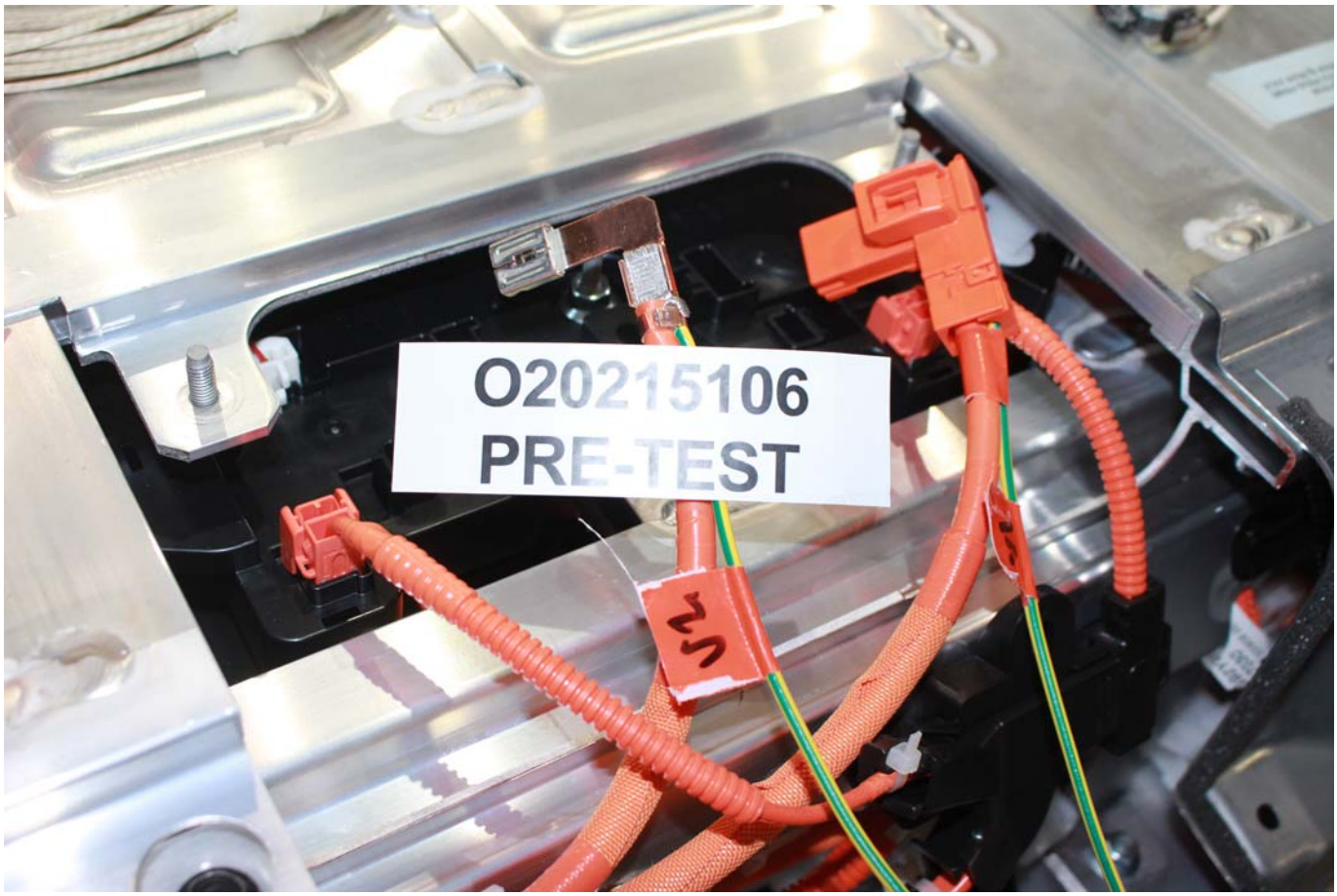


Photo No. 305-23 - Pre-Impact Close-Up View of High Voltage Leads Attached

Photo No. 305-24 - Pre-Impact View of Installed Test Interface Port

PHOTOGRAPH NOT AVAILABLE

Photo No. 305-25 - Post-Impact View of Installed Test Interface Port

Photo No. 305-26 - Pre-Impact View of Other Test Devices

Photo No. 305-27 - Post-Impact View of Other Test Devices

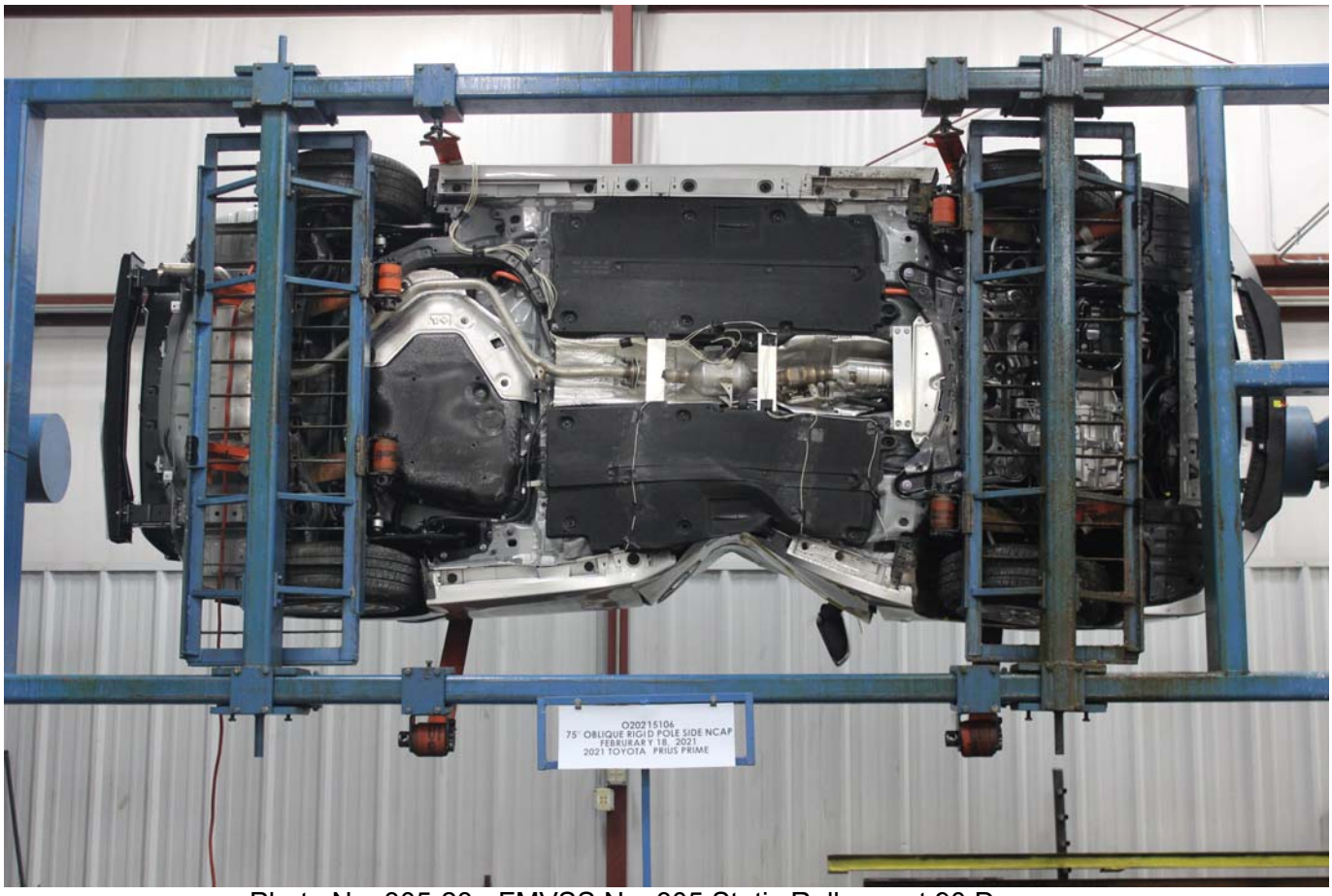


Photo No. 305-28 - FMVSS No. 305 Static Rollover at 90 Degrees

Photo No. 305-29 - FMVSS No. 305 Static Rollover at 180 Degrees

Photo No. 305-30 - FMVSS No. 305 Static Rollover at 270 Degrees

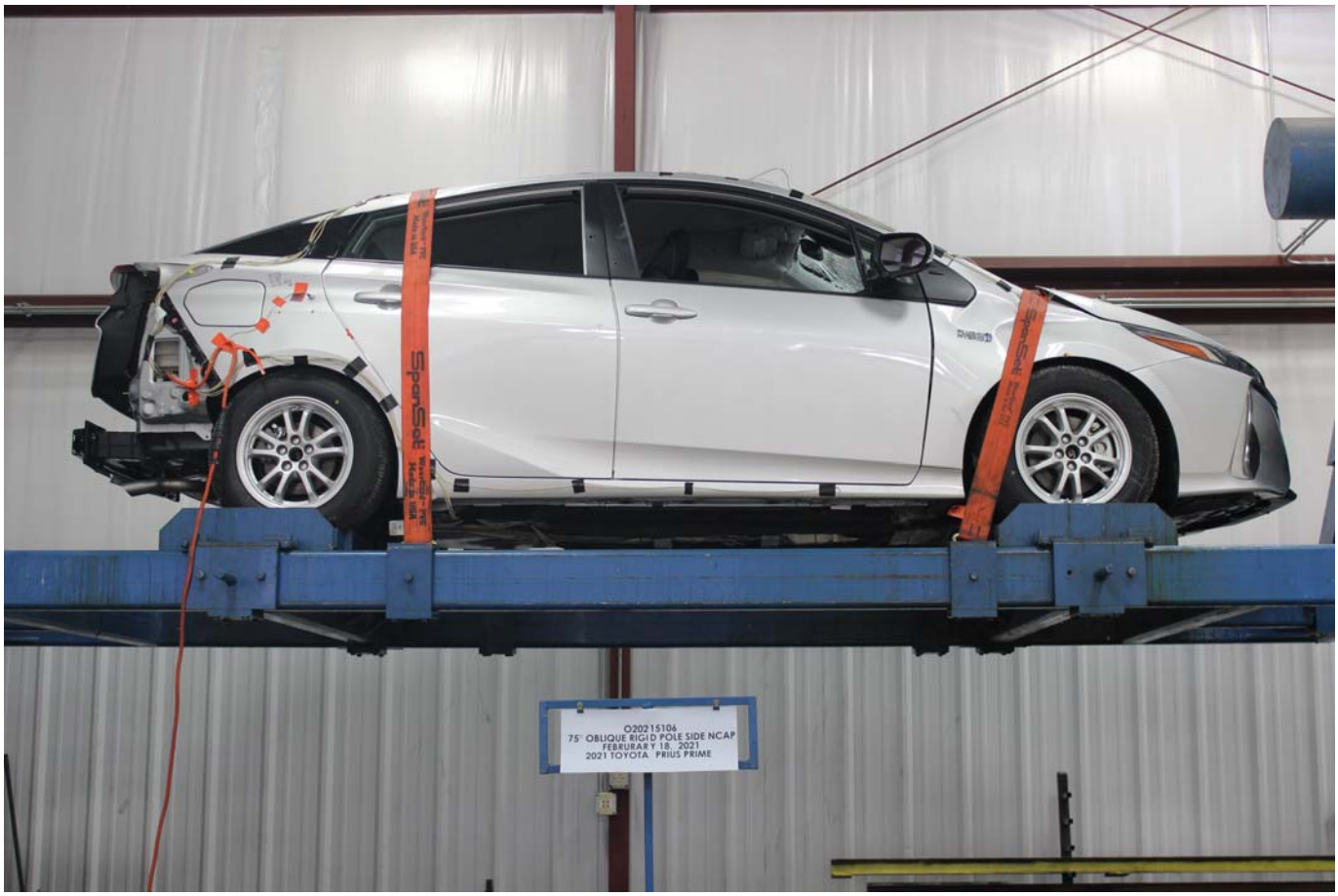


Photo No. 305-31 - FMVSS No. 305 Static Rollover at 360 Degrees

Photo No. 305-32 - Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Photo No. 305-33 - Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-34 - Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)

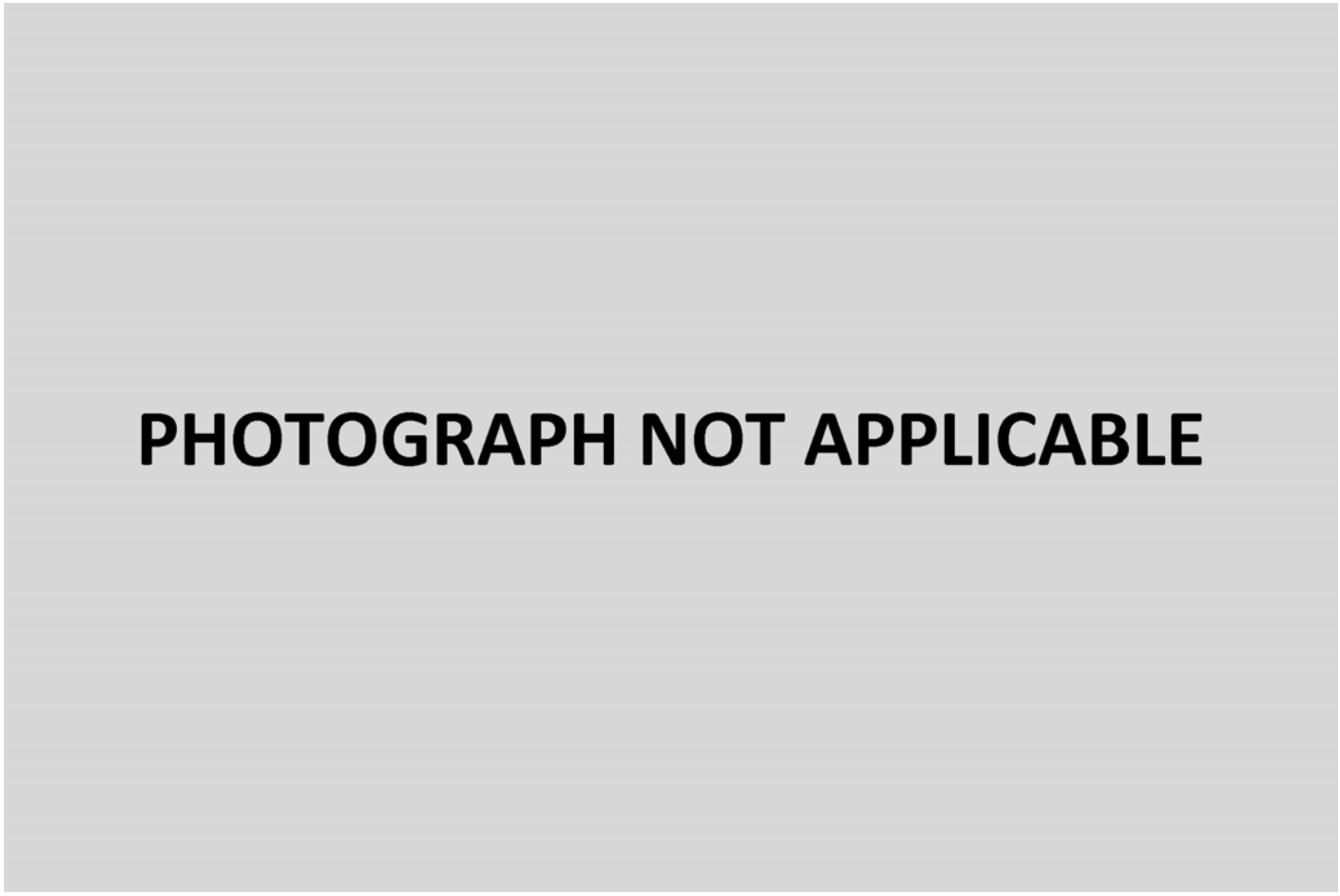


Photo No. 305-35 - Post-Impact View of Battery Component Intrusion

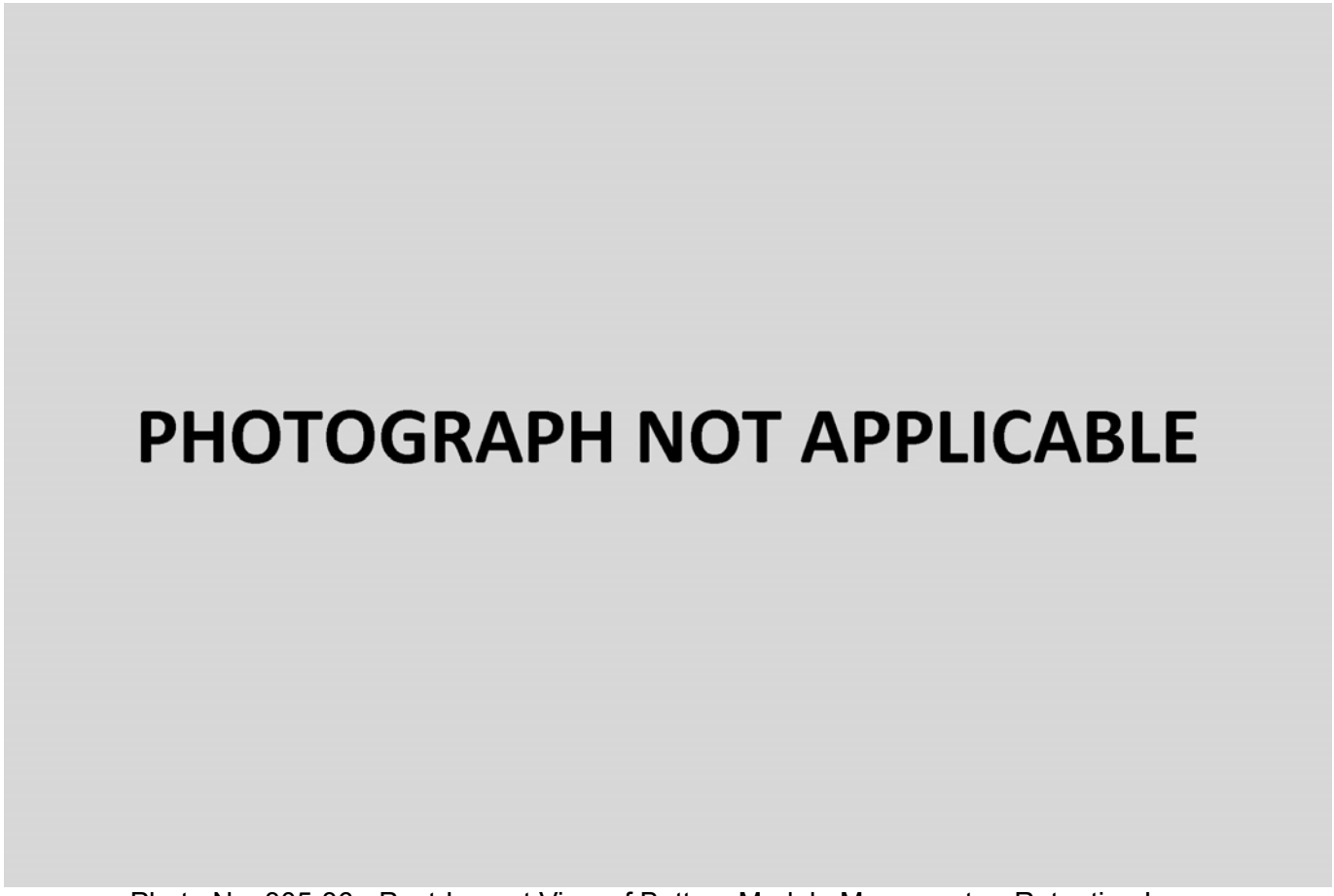


Photo No. 305-36 - Post-Impact View of Battery Module Movement or Retention Loss

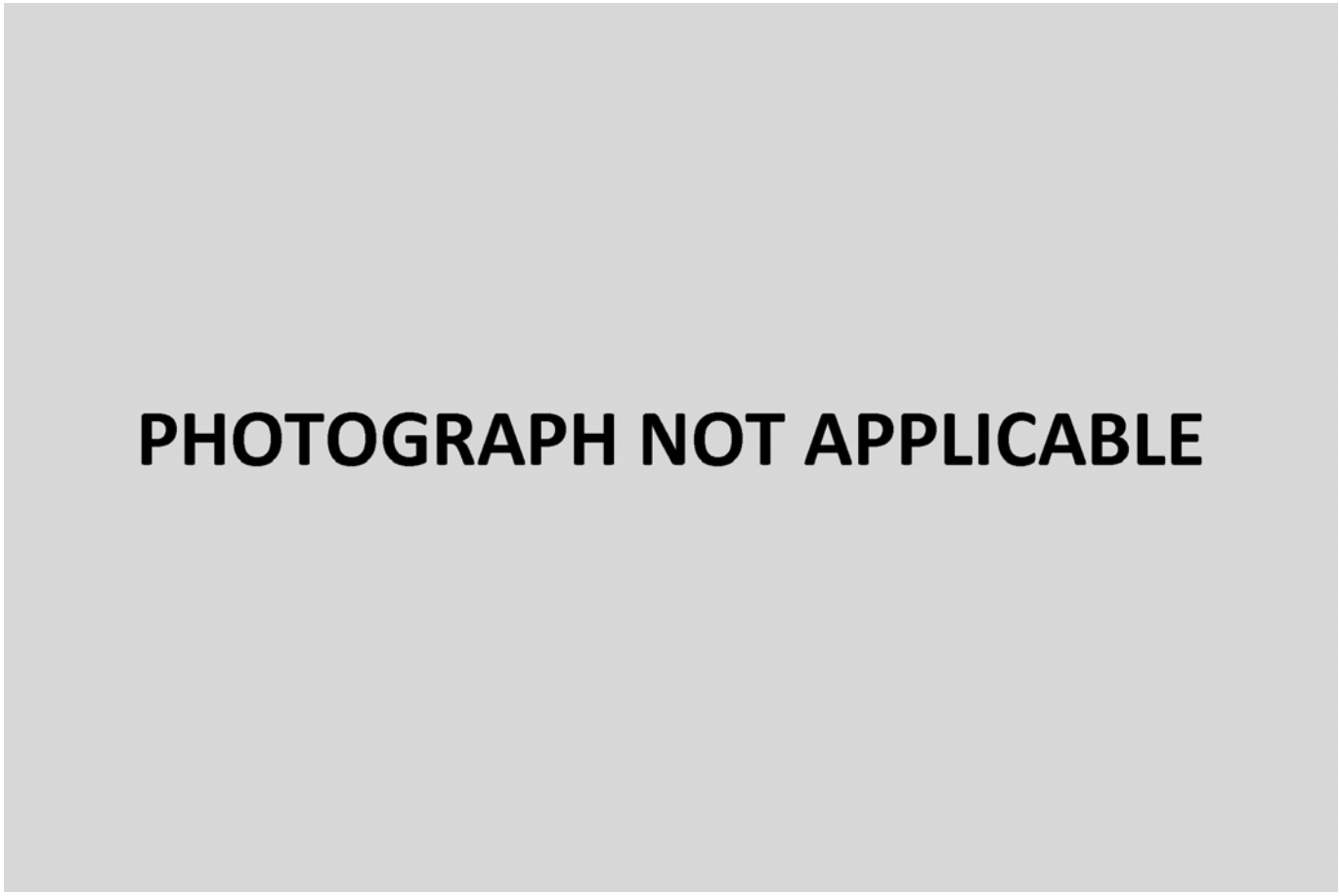


Photo No. 305-37 - Post-Impact View of Propulsion Battery Electrolyte Spillage Location

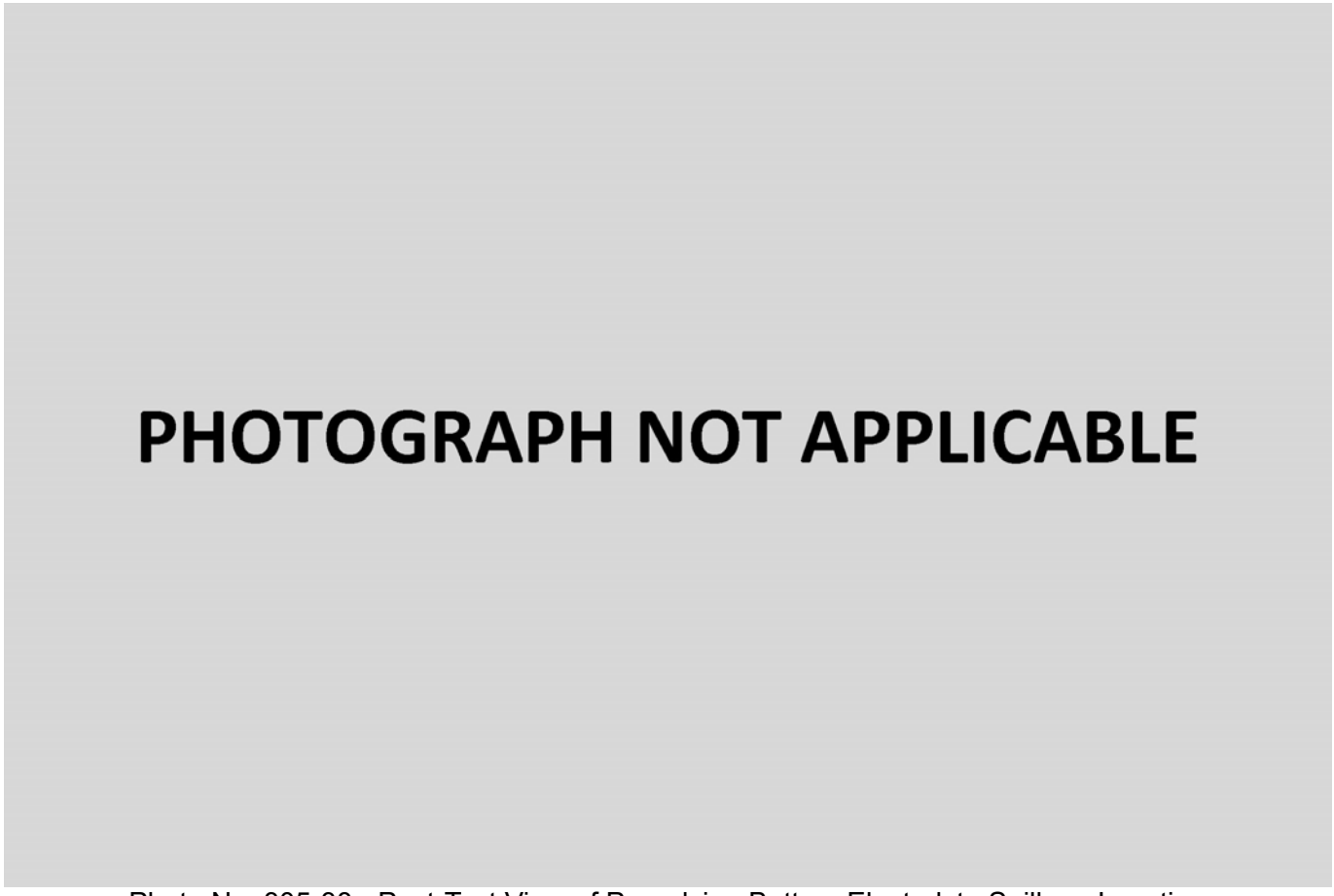


Photo No. 305-38 - Post-Test View of Propulsion Battery Electrolyte Spillage Location

APPENDIX B
DUMMY RESPONSE DATA PLOTS

TABLE OF DATA PLOTS
Driver Dummy Instrumentation Plots

The following additional data for this test can be obtained from the Research and Development section of the NHTSA website. The website can be found at www.nhtsa.gov

Additional Driver Dummy Instrumentation Data

Driver Head CG Redundant Acceleration (X) vs. Time

Driver Head CG Redundant Acceleration (Y) vs. Time

Driver Head CG Redundant Acceleration (Z) vs. Time

Driver Head Angular Velocity X (Deg/Sec) vs. Time

Driver Head Angular Velocity Y (Deg/Sec) vs. Time

Driver Head Angular Velocity Z (Deg/Sec) vs. Time

Driver Upper Thorax Rib Deflection (Y)

Driver Middle Thorax Rib Deflection (Y)

Driver Lower Thorax Rib Deflection (Y)

Driver Upper Abdomen Rib Deflection (Y)

Driver Lower Abdomen Rib Deflection (Y)

Vehicle Instrumentation Data

Vehicle Center of Gravity Acceleration (X)

Vehicle Center of Gravity Acceleration (Y)

Vehicle Center of Gravity Acceleration (Z)

Left Floor Sill Acceleration (Y)

Left A-Pillar Sill Acceleration (Y)

Left Lower A-Pillar Acceleration (Y)

Left Mid A-Pillar Acceleration (Y)

Left B-Pillar Sill Acceleration (Y)

Left Lower B-Pillar Acceleration (Y)

Left Mid B-Pillar Acceleration (Y)

Driver Seat Track at Dummy Hip Point Acceleration (Y)

Engine Top Acceleration (X)

Engine Top Acceleration (Y)

Firewall Center Acceleration (Y)

Right Roof at Vertical Impact Reference Line Acceleration (Y)

Right Sill at Vertical Impact Reference Line Acceleration (Y)

Rear Floorpan Behind Rear Axle at Centerline Acceleration (X)

Rear Floorpan Behind Rear Axle at Centerline Acceleration (Y)

Pole Instrumentation Data

Load Cell Pole Barrier #1 Force (Y)

Load Cell Pole Barrier #2 Force (Y)

Load Cell Pole Barrier #3 Force (Y)

Load Cell Pole Barrier #4 Force (Y)

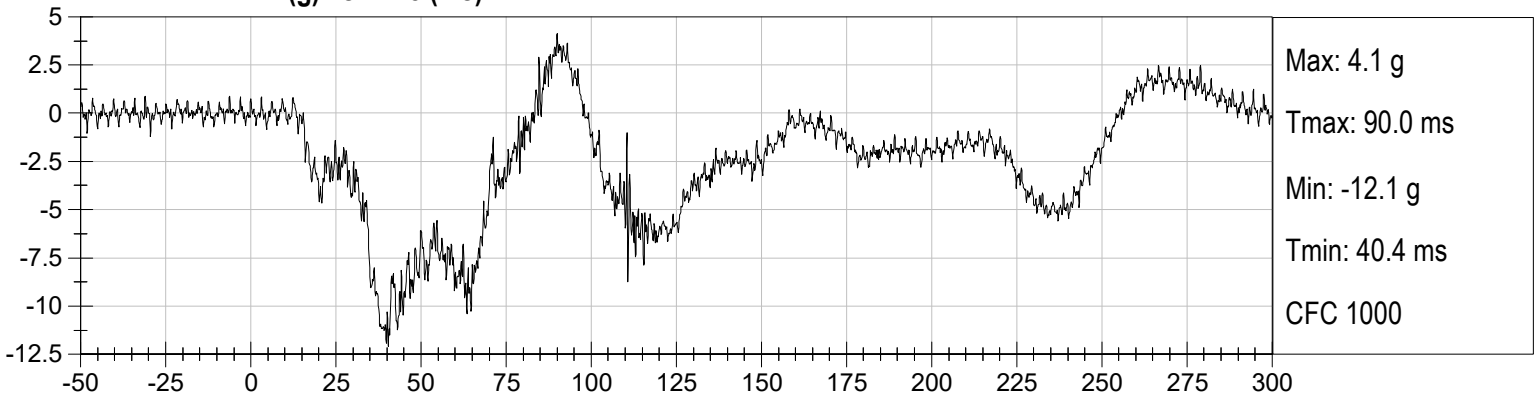
Load Cell Pole Barrier #5 Force (Y)

Load Cell Pole Barrier #6 Force (Y)

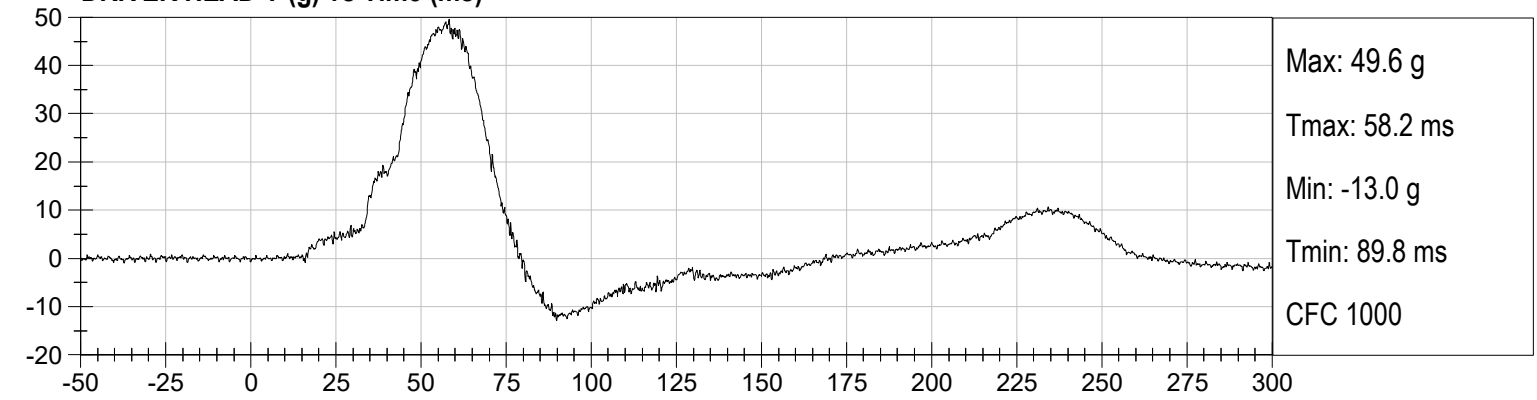
Load Cell Pole Barrier #7 Force (Y)

Load Cell Pole Barrier #8 Force (Y)

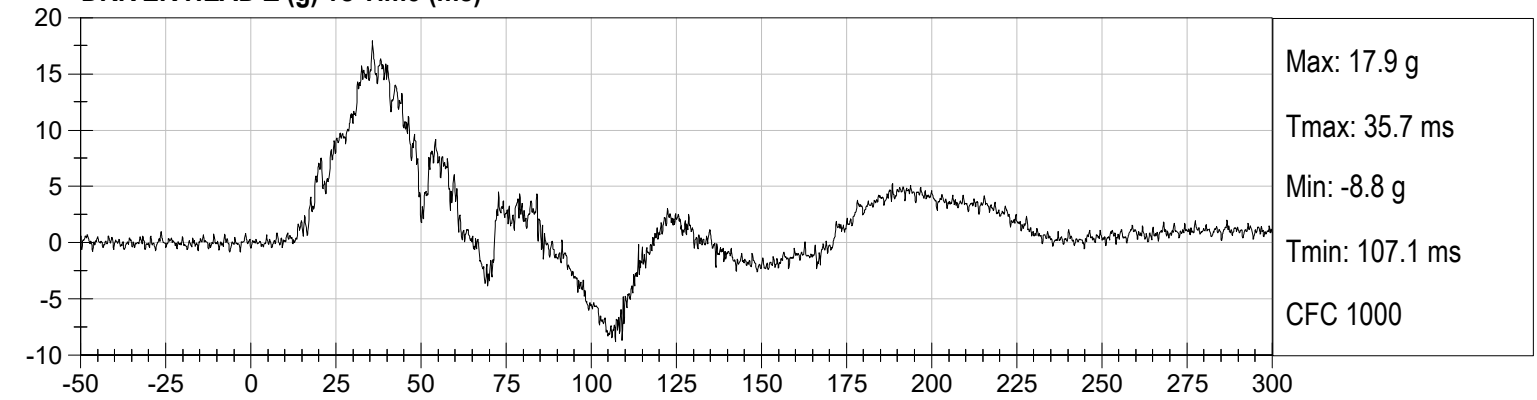
DRIVER HEAD X (g) vs Time (ms)



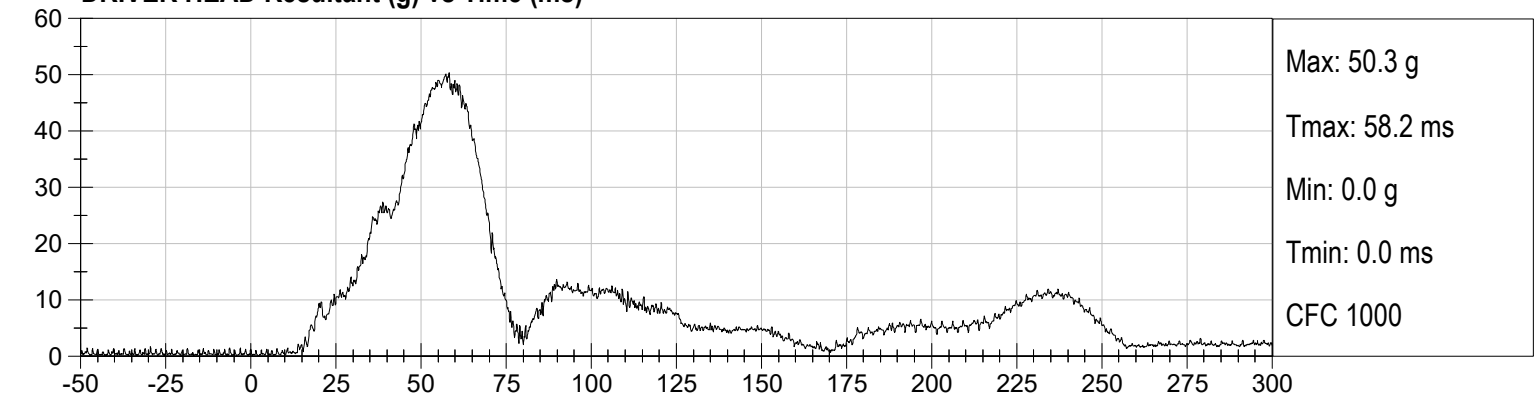
DRIVER HEAD Y (g) vs Time (ms)



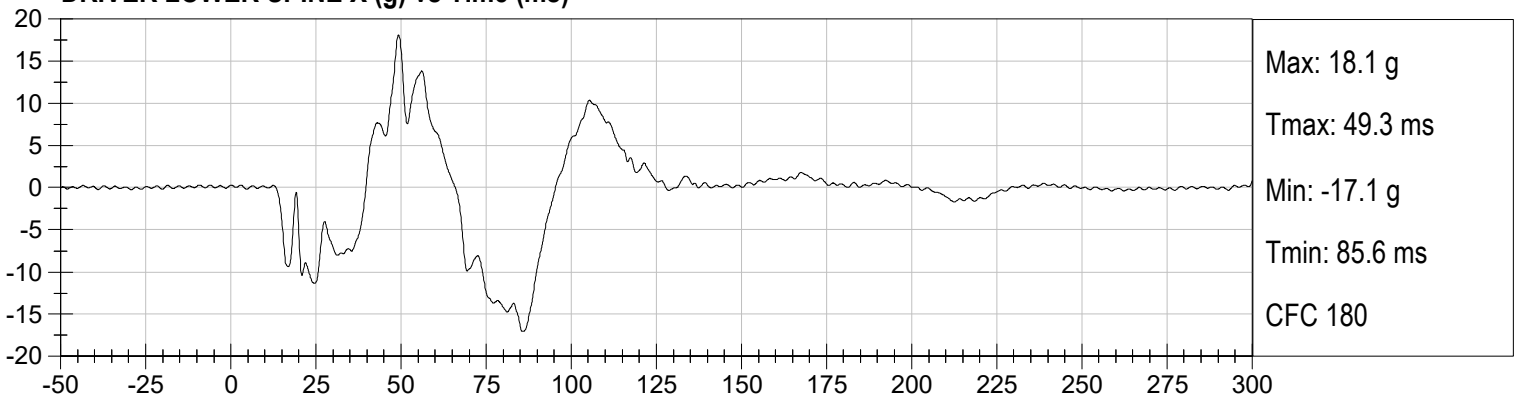
DRIVER HEAD Z (g) vs Time (ms)



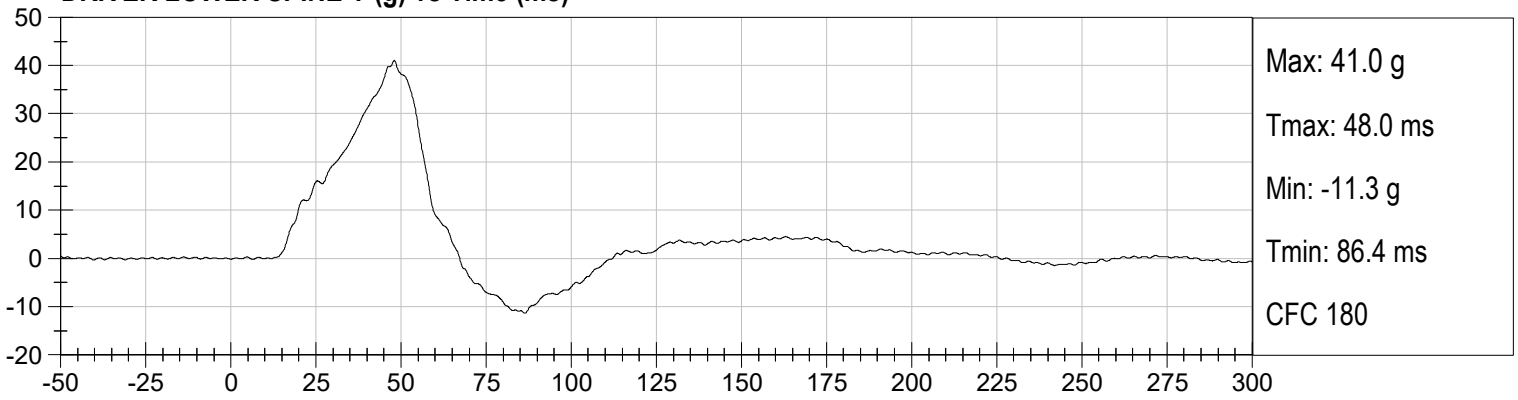
DRIVER HEAD Resultant (g) vs Time (ms)



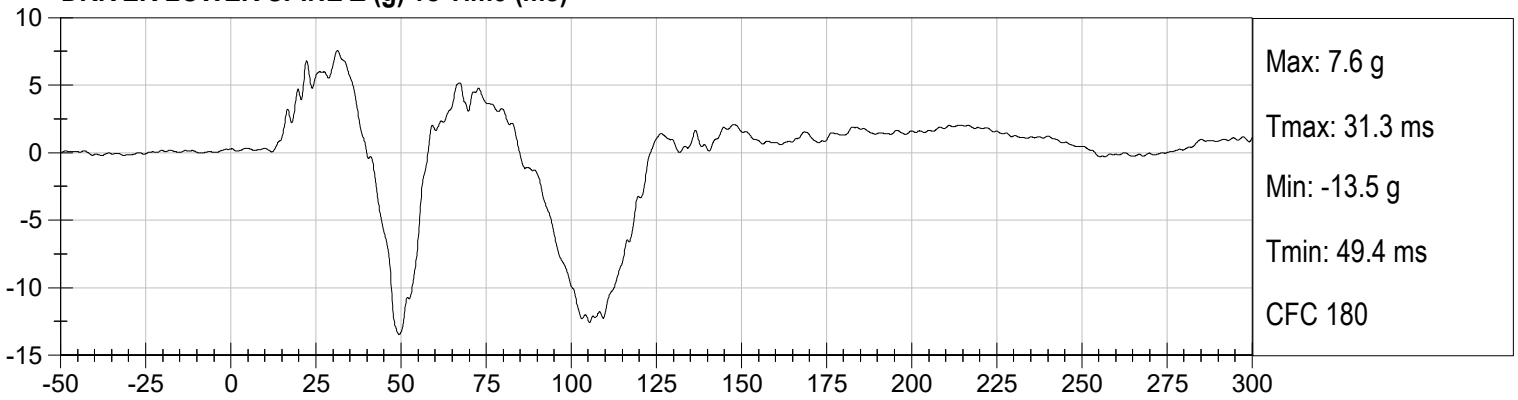
DRIVER LOWER SPINE X (g) vs Time (ms)



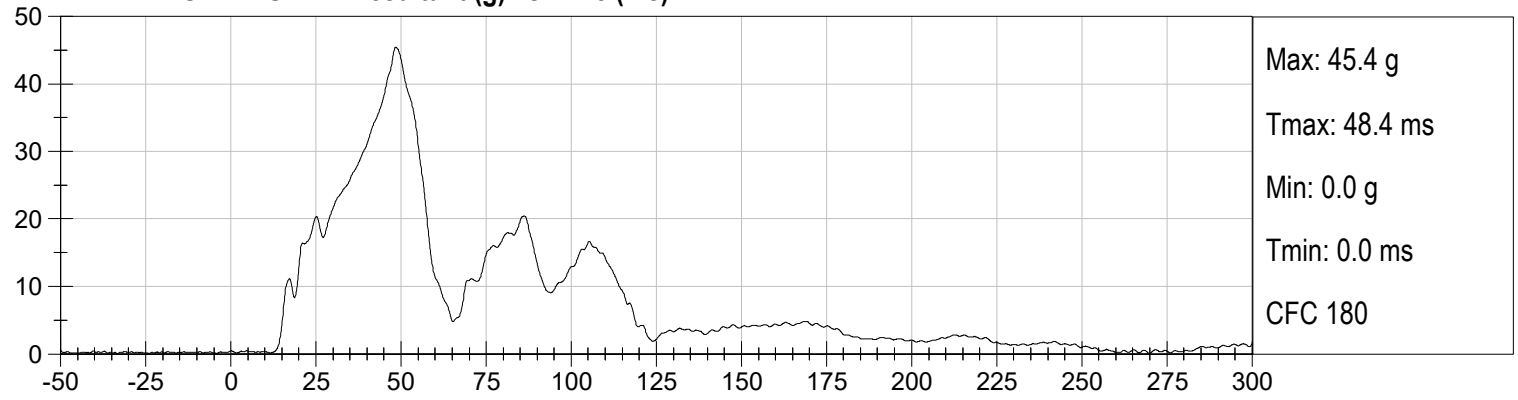
DRIVER LOWER SPINE Y (g) vs Time (ms)



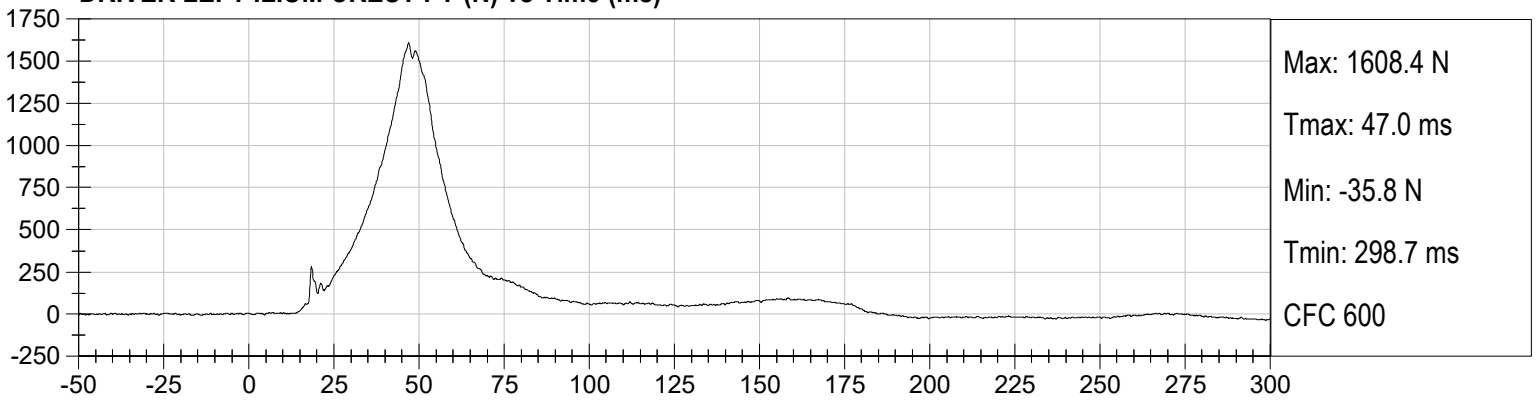
DRIVER LOWER SPINE Z (g) vs Time (ms)



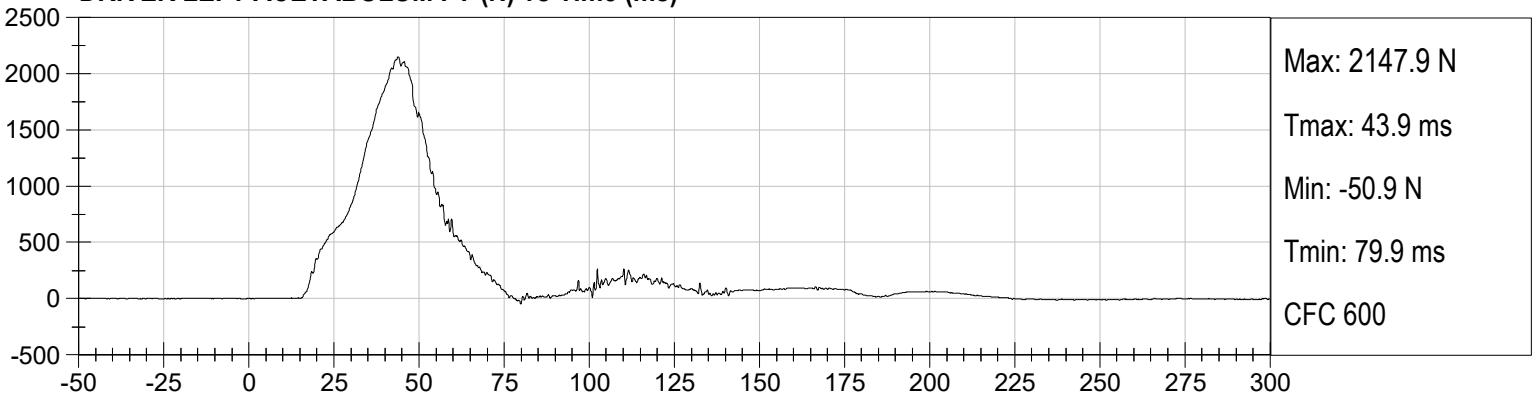
DRIVER LOWER SPINE Resultant (g) vs Time (ms)



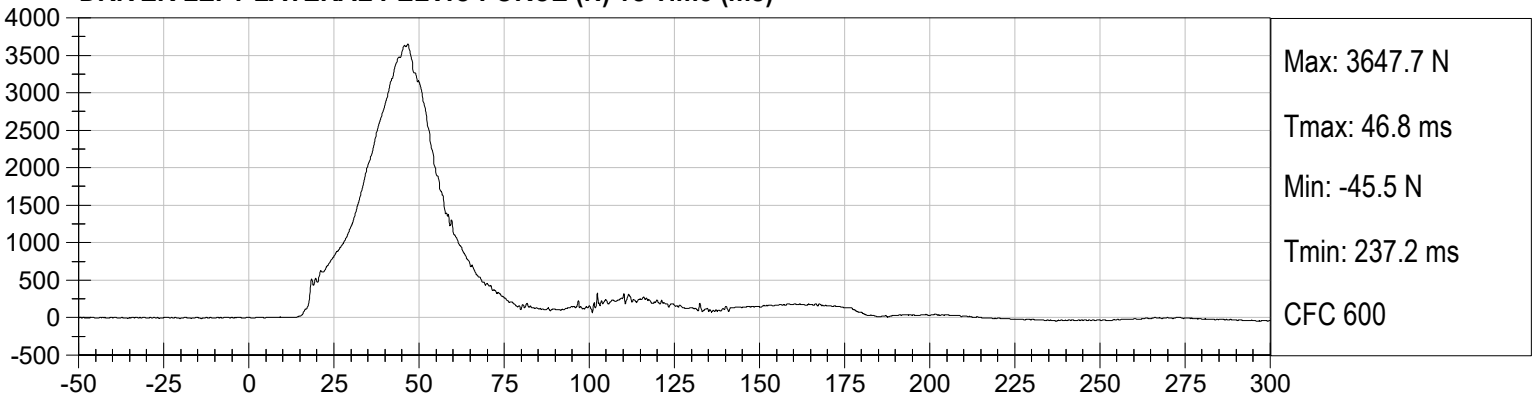
DRIVER LEFT ILIUM CREST FY (N) vs Time (ms)



DRIVER LEFT ACETABULUM FY (N) vs Time (ms)



DRIVER LEFT LATERAL PELVIC FORCE (N) vs Time (ms)



APPENDIX C
DUMMY CONFIGURATION AND PERFORMANCE VERIFICATION DATA

CALIBRATION TEST RESULTS

PRE-TEST

SID-IIS 5TH PERCENTILE FEMALE - DRIVER ATD

SID-IIsD External Measurements
SN: 296

No.	Name	Spec. (mm)	Result	Pass/Fail
A	Sitting Height	772 - 788	784	Pass
B	Shoulder Pivot Height	437 - 453	442	Pass
C	H-point Height	79 - 89	83	Pass
D	H-point from Seatback	141 - 151	145	Pass
E	Shoulder Pivot from Backline	97 - 107	99	Pass
F	Thigh Clearance	119 -135	121	Pass
G	Head Breadth	140 - 148	142	Pass
H	Head Back from Backline	40 - 46	45	Pass
I	Head Depth	178 - 188	180	Pass
J	Head Circumference	541 - 551	548	Pass
K	Buttock to Knee Length	514 - 540	535	Pass
L	Popliteal Height	343 - 369	358	Pass
M	Knee Pivot to Floor Height	392 - 409	404	Pass
N	Buttock Popliteal Length	416 - 442	435	Pass
O	Chest Depth w/o Jacket	195 - 211	206	Pass
P	Foot Length	216 - 232	219	Pass
Q	Hip Breadth (w/ pelvic plugs)	313 - 323	316	Pass
R	Arm Length	249 - 259	250	Pass
S	Knee Joint to Seatback	477 - 493	481	Pass
V	Shoulder Width	341 - 357	346	Pass
W	Foot Width	78 - 94	85	Pass
Y	Chest Circumference w/ jacket	851 - 881	870	Pass
Z	Waist Circumference	761 - 791	772	Pass

MGA RESEARCH CORPORATION

HEAD DROP TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D210311

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.0	Pass
Laboratory Relative Humidity	%	10 to 70	14	Pass
Peak Resultant Acceleration	G's	115 to 137	132	Pass
Peak Longitudinal Acceleration	G's	+/- 15	3.0	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	<15%	Yes	Pass
		Overall Test Results		Pass

Laboratory Technician

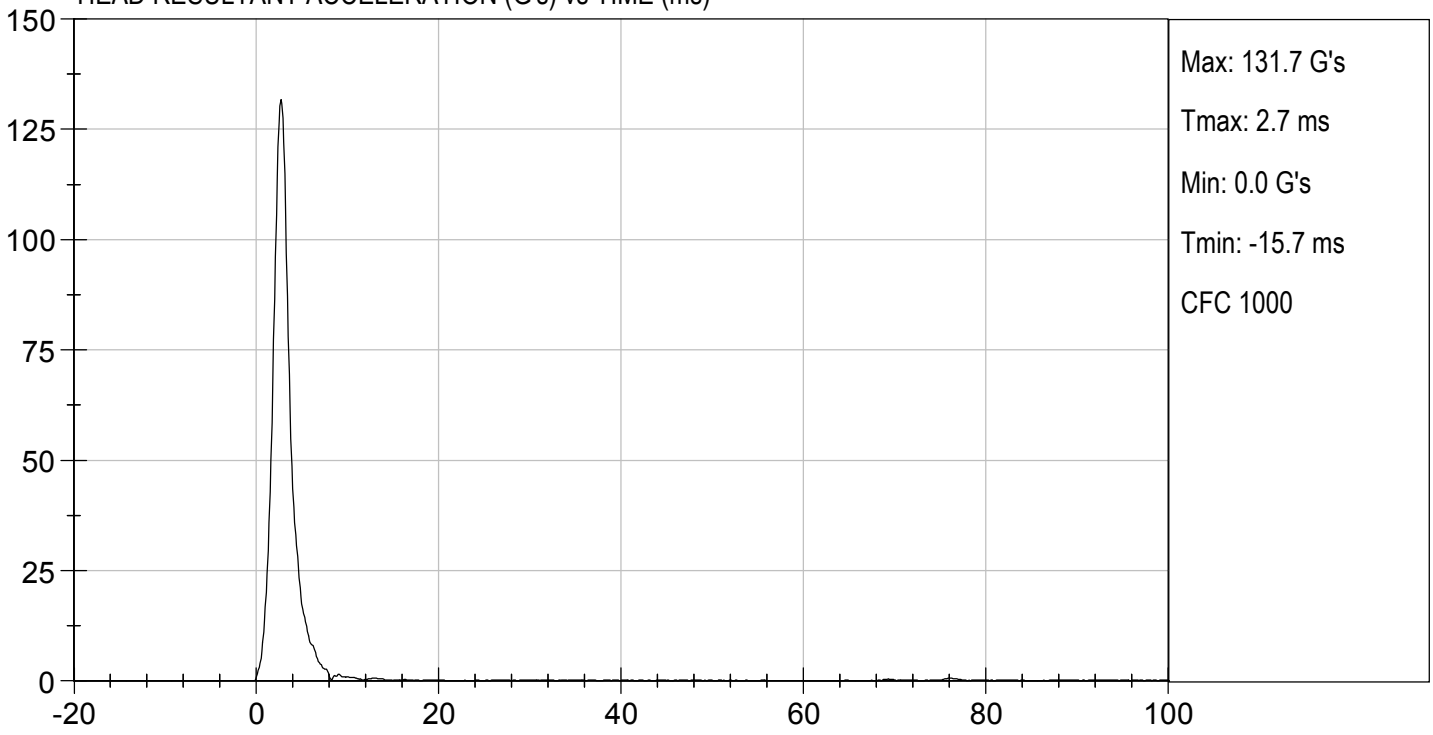
02/08/2021
Test Date

Approved By

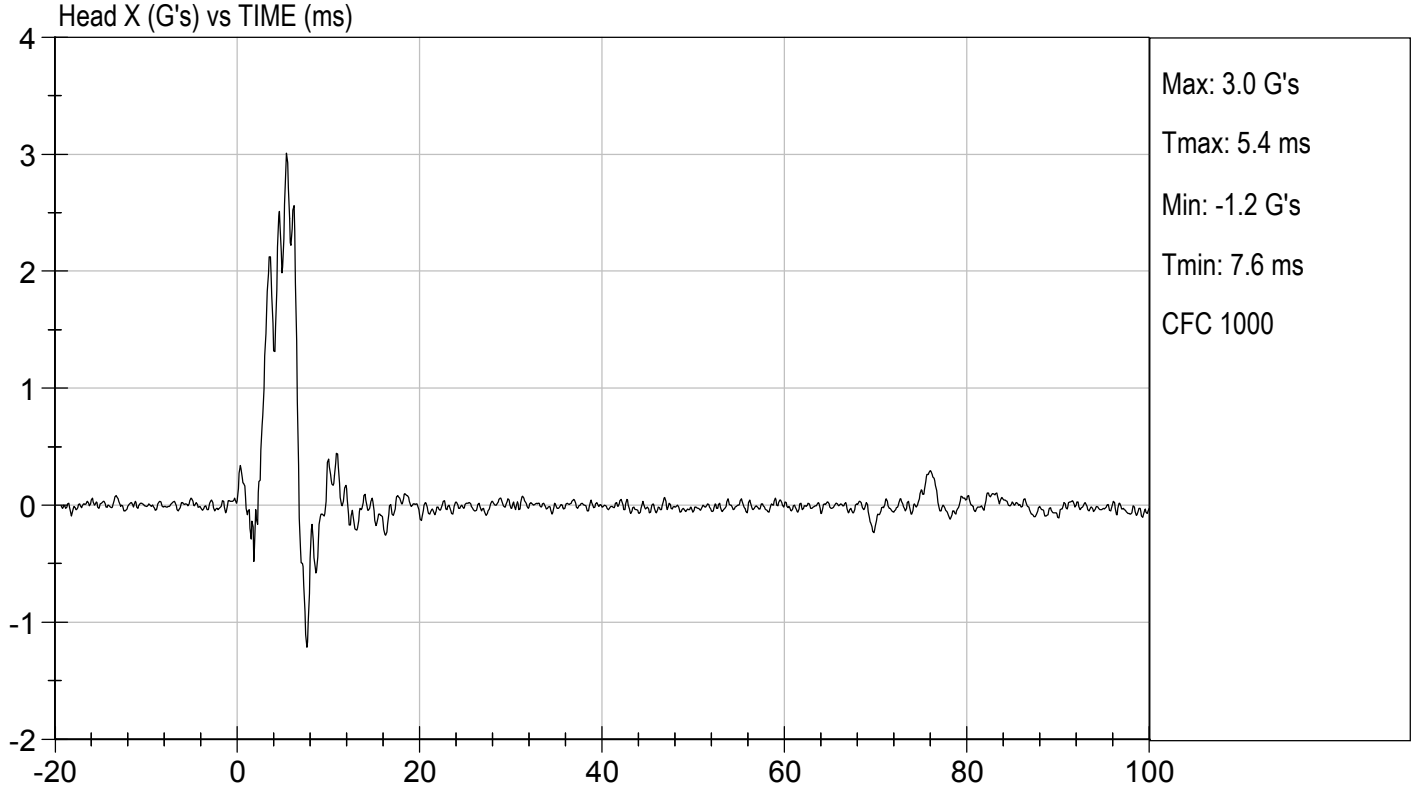
TEST DESC: HEAD DROP

TEST DATE: 02/08/2021
TEST #: D210311

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

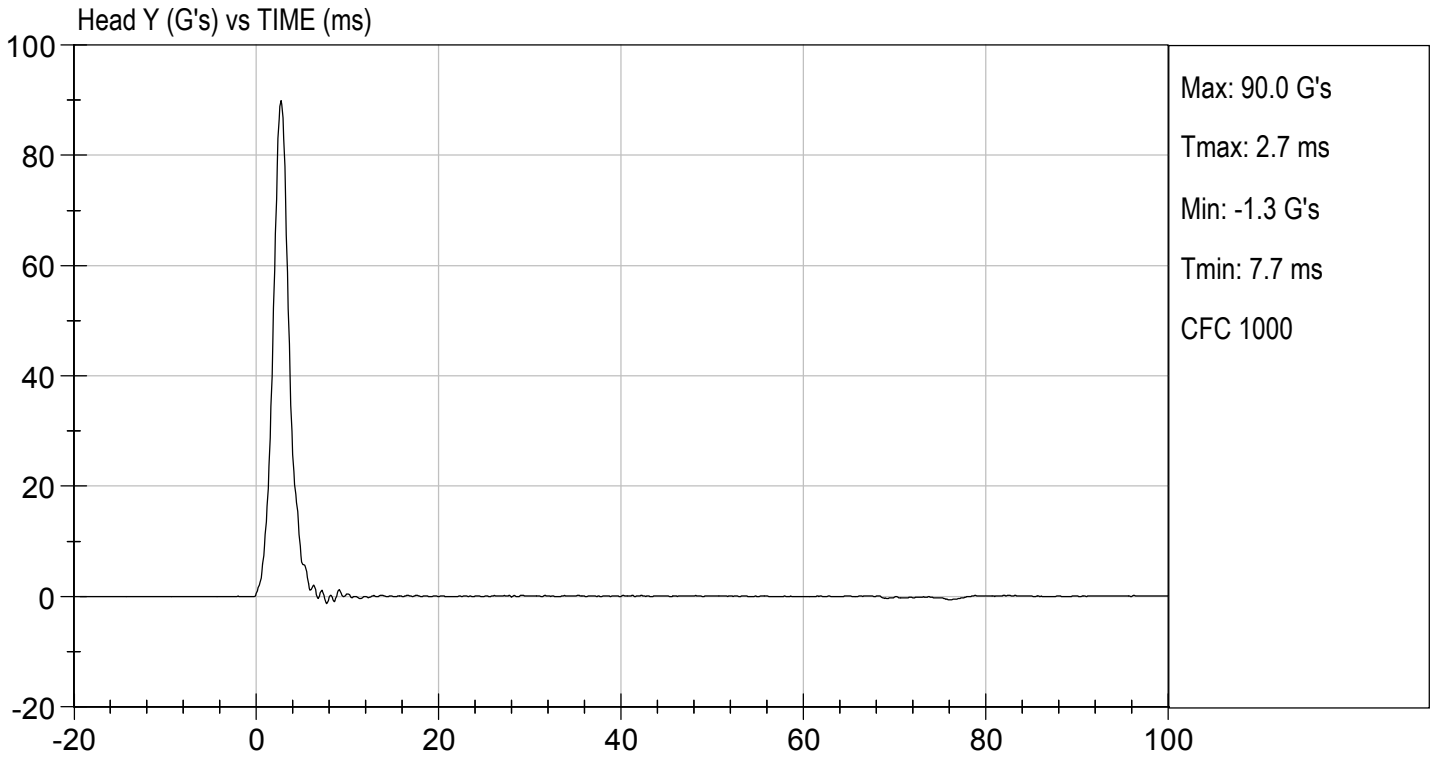


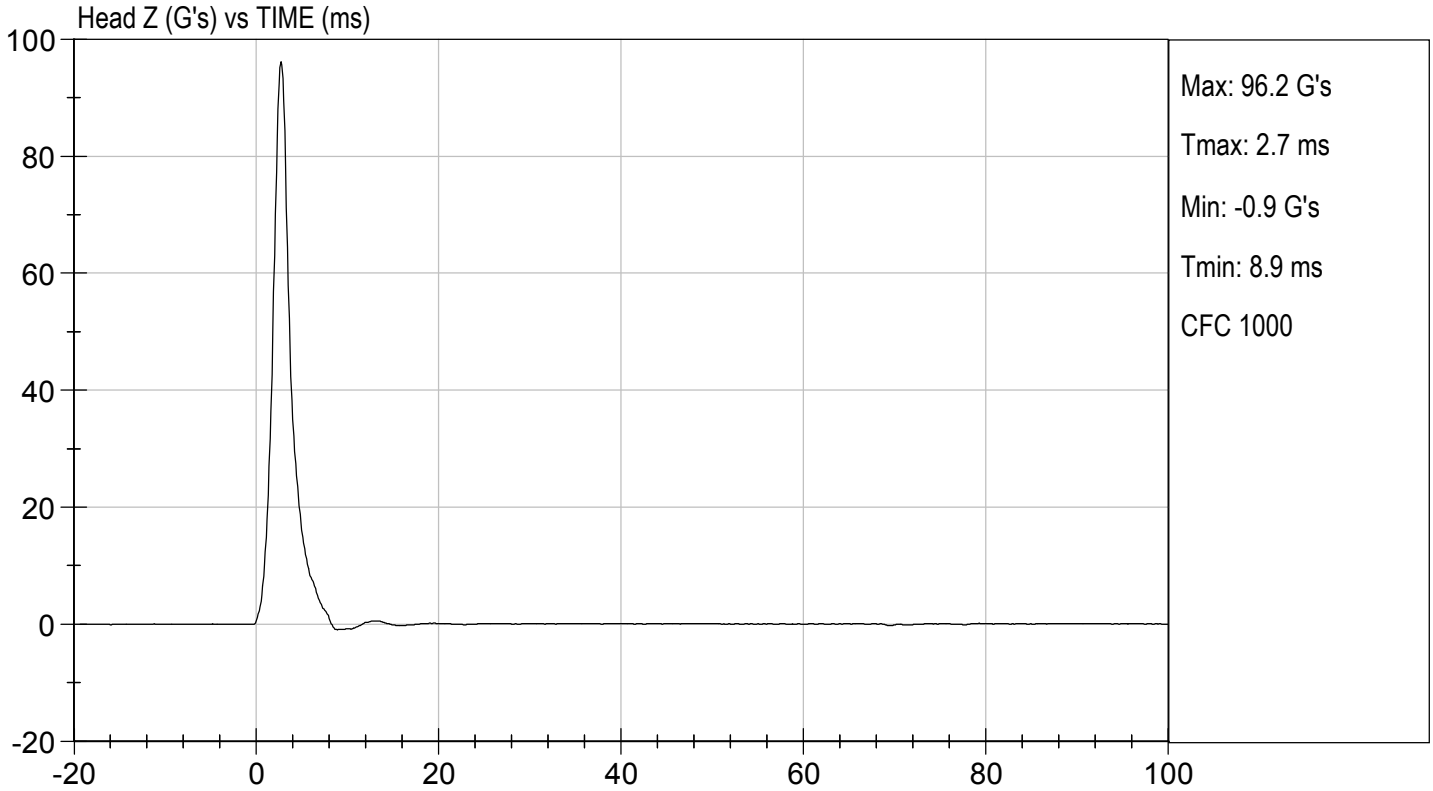
Head X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 02/08/2021
TEST #: D210311





MGA RESEARCH CORPORATION

LATERAL NECK PENDULUM TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210312

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	21.0	Pass
Humidity		%	10 to 70	14	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Pendulum Velocity	10 ms	m/s	2.20 to 2.80	2.58	Pass
	15 ms	m/s	3.30 to 4.10	3.70	Pass
	20 ms	m/s	4.40 to 5.40	5.06	Pass
	25 ms	m/s	5.40 to 6.10	5.74	Pass
	25-100 ms	m/s	5.50 to 6.20	5.75	Pass
Maximum D-Plane Rotation		deg	71 to 81	74	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	60	Pass
Maximum Occipital Condyle Moment		Nm	-44 to -36	-38	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	118	Pass
			Overall Test Results		Pass

Laboratory Technician

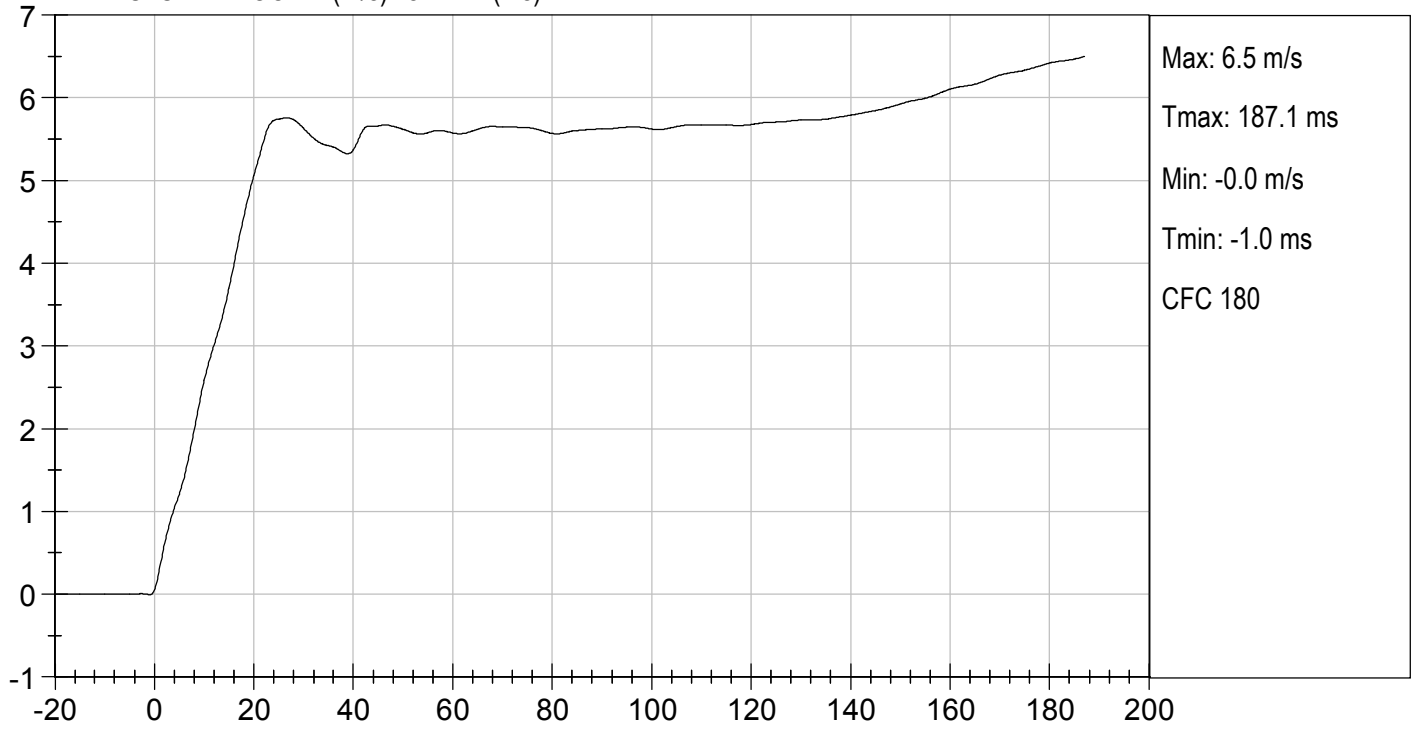
02/08/2021
Test Date

Approved By

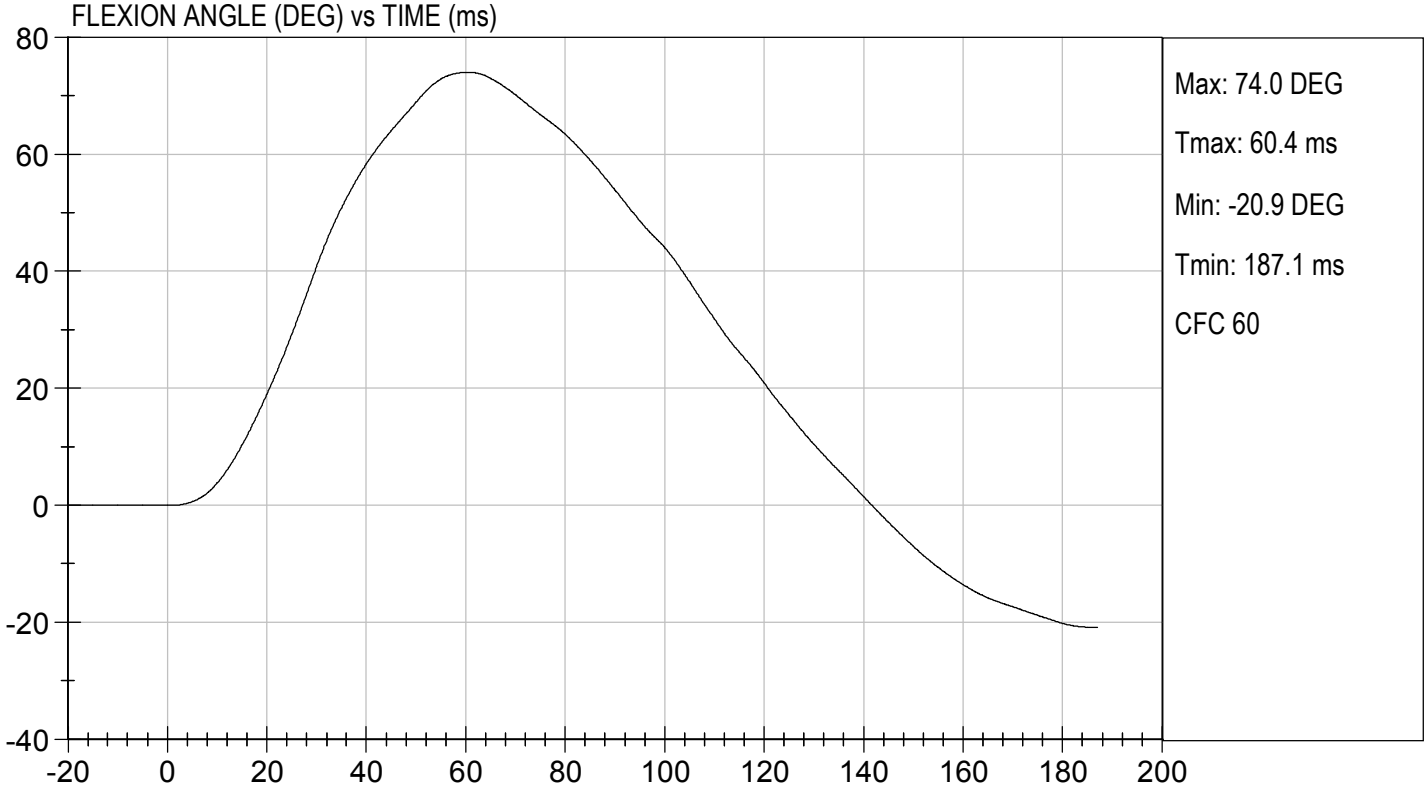
TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 02/08/2021
TEST #: D210312

PENDULUM VELOCITY (m/s) vs TIME (ms)

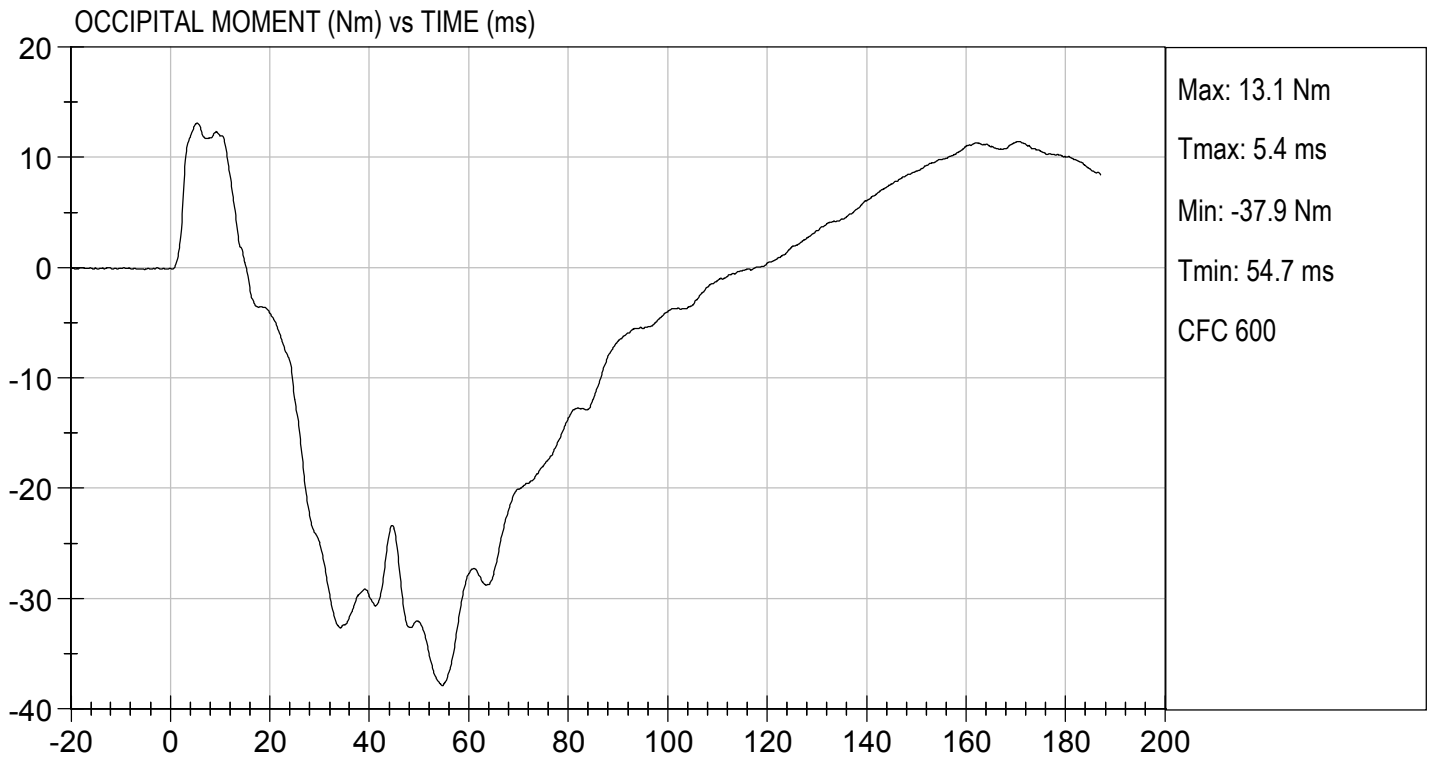


FLEXION ANGLE (DEG) vs TIME (ms)



TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 02/08/2021
TEST #: D210312



MGA RESEARCH CORPORATION

SHOULDER IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D210313

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.0	Pass
Laboratory Relative Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	4.20 to 4.40	4.27	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	31	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
		Overall Test Results		Pass

Laboratory Technician

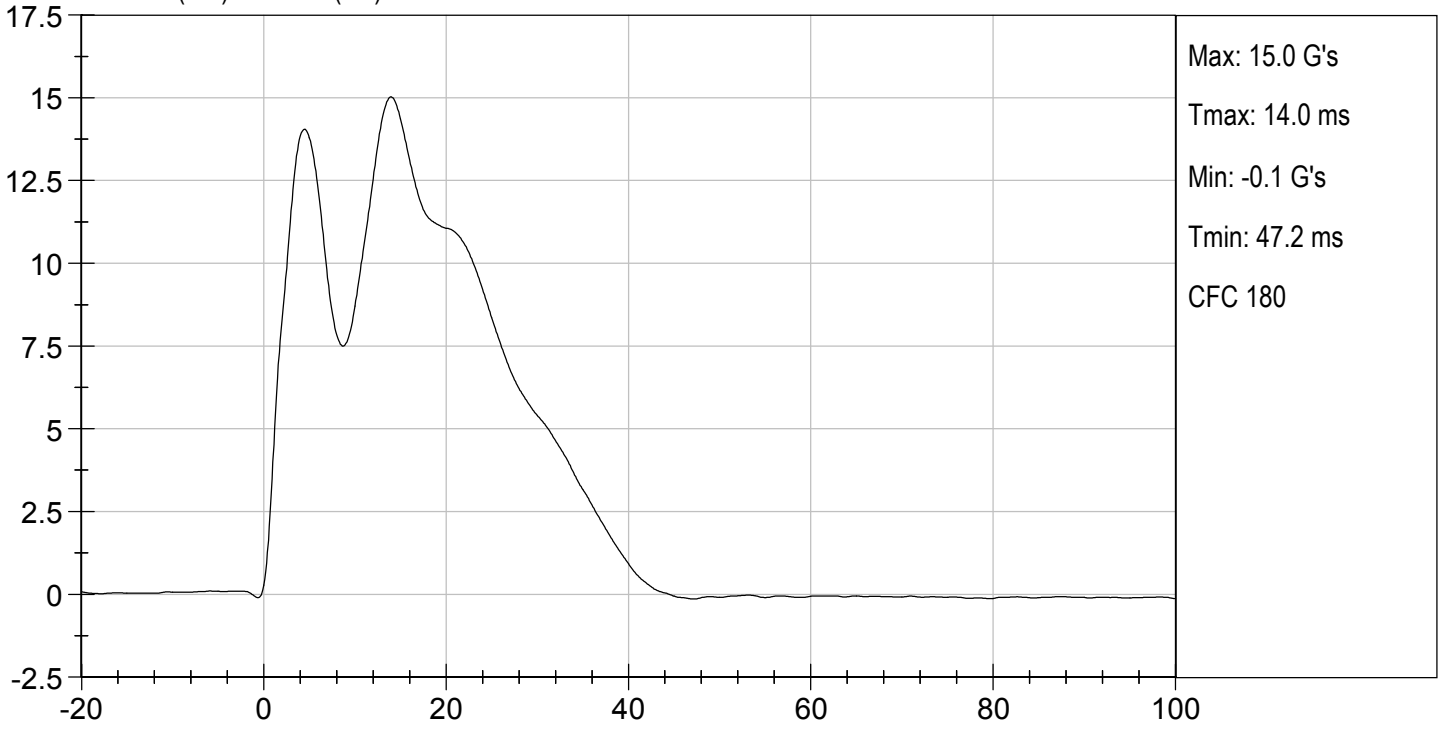
02/08/2021
Test Date

Approved By

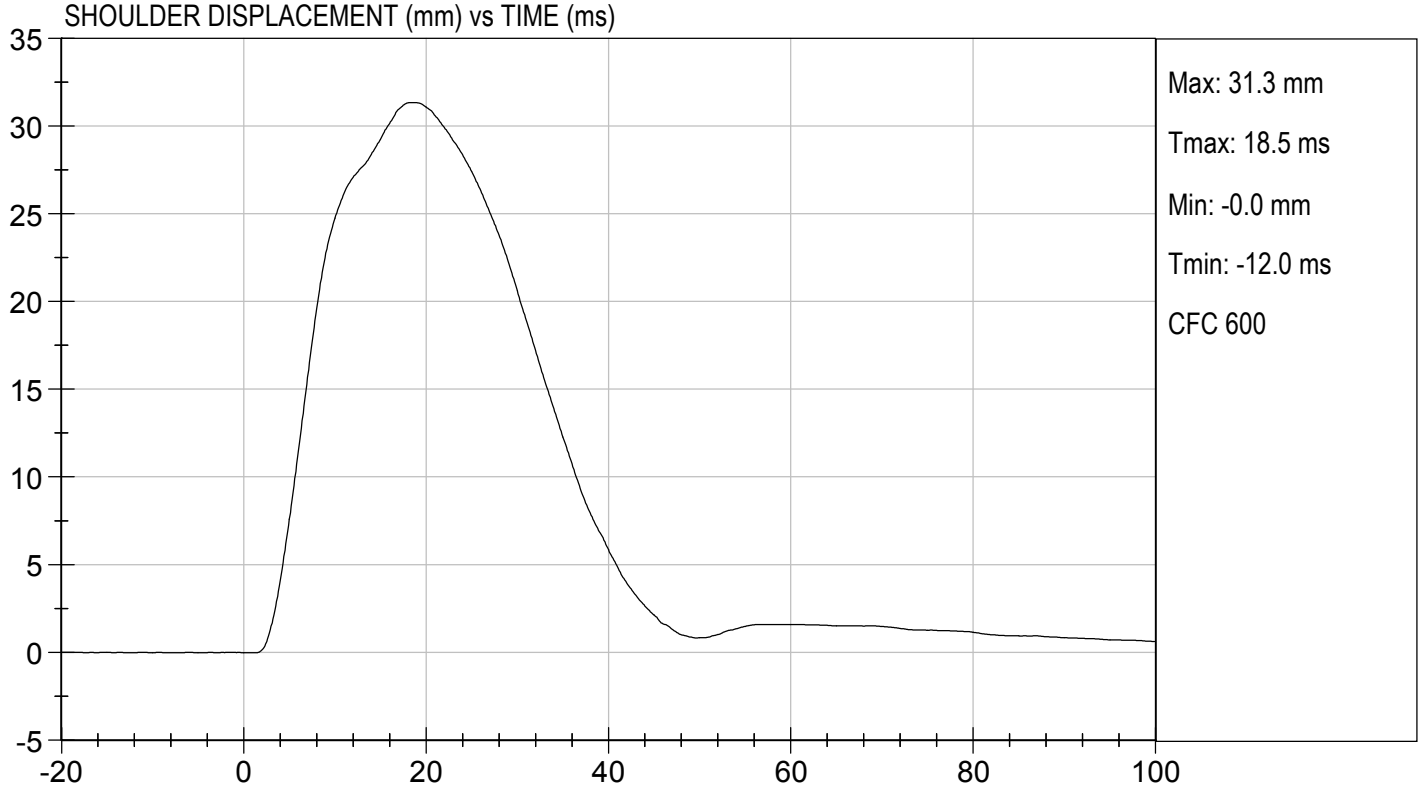
TEST DESC: SHOULDER IMPACT
VELOCITY: 14.01 ft/s, 4.27 m/s

TEST DATE: 02/08/2021
TEST #: D210313

PROBE (G's) vs TIME (ms)



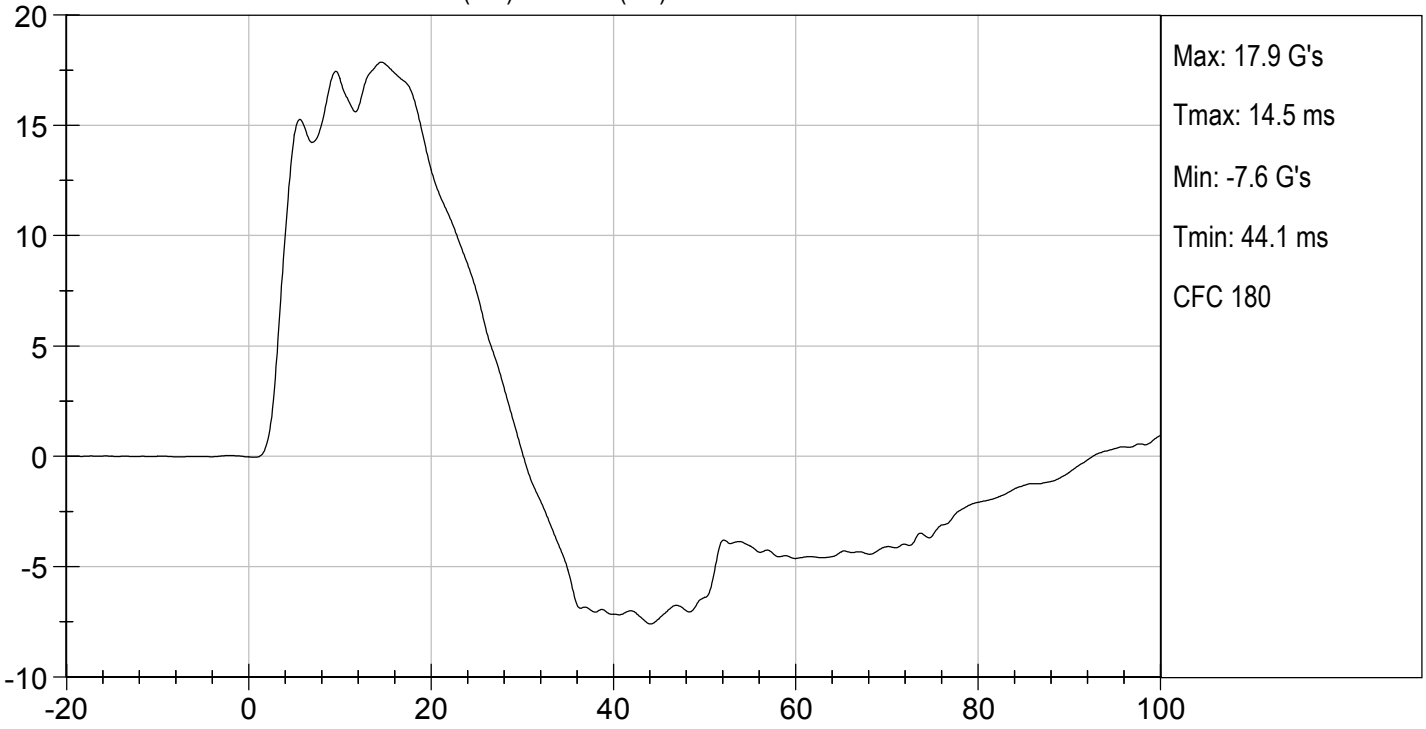
SHOULDER DISPLACEMENT (mm) vs TIME (ms)



TEST DESC: SHOULDER IMPACT
VELOCITY: 14.01 ft/s, 4.27 m/s

TEST DATE: 02/08/2021
TEST #: D210313

UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

THORAX (WITH ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210314

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.0	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	6.60 to 6.80	6.68	Pass
Maximum Probe Acceleration	G's	30 to 36	33	Pass
Shoulder Displacement	mm	31 to 40	38	Pass
Upper Rib Displacement	mm	25 to 32	29	Pass
Middle Rib Displacement	mm	30 to 36	32	Pass
Lower Rib Displacement	mm	32 to 38	33	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	36	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	34	Pass
		Overall Test Results		Pass

Alex Thomas
Laboratory Technician

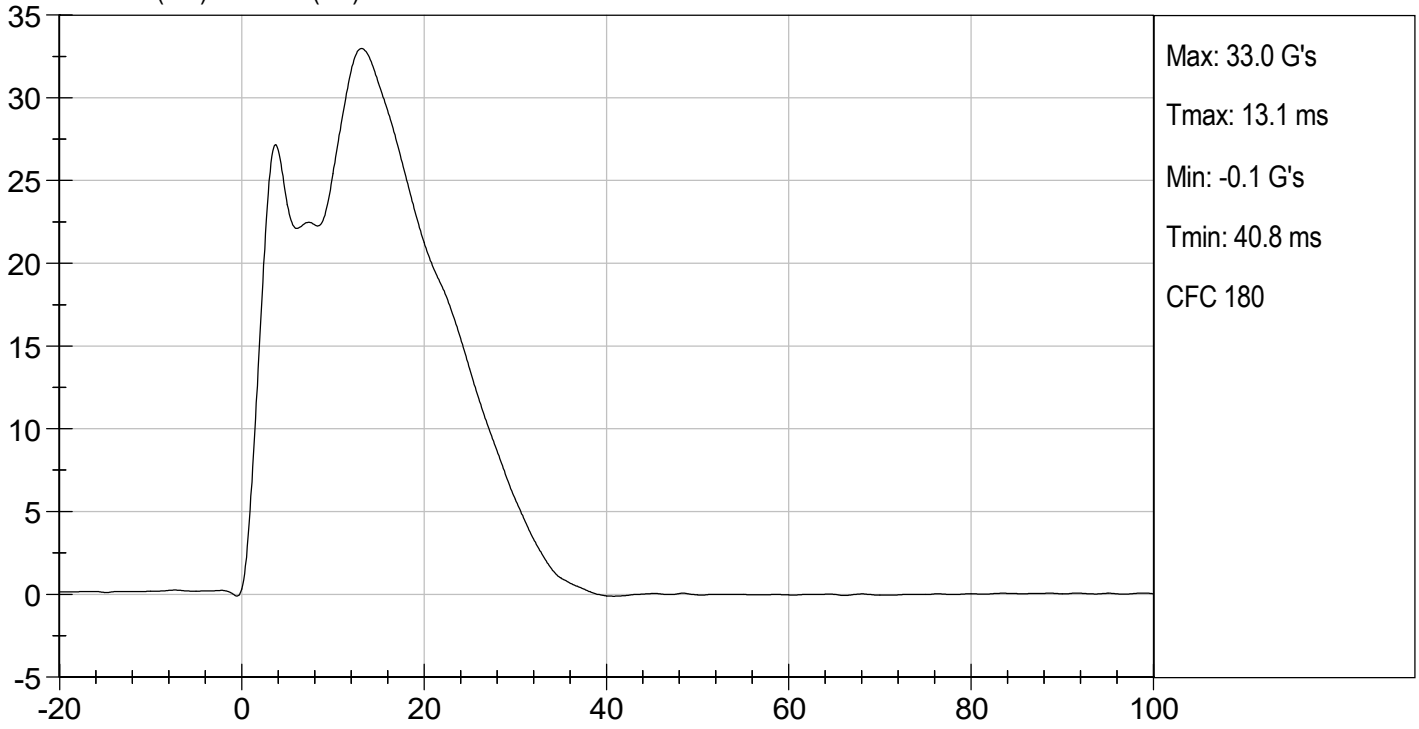
02/08/2021
Test Date

Approved By

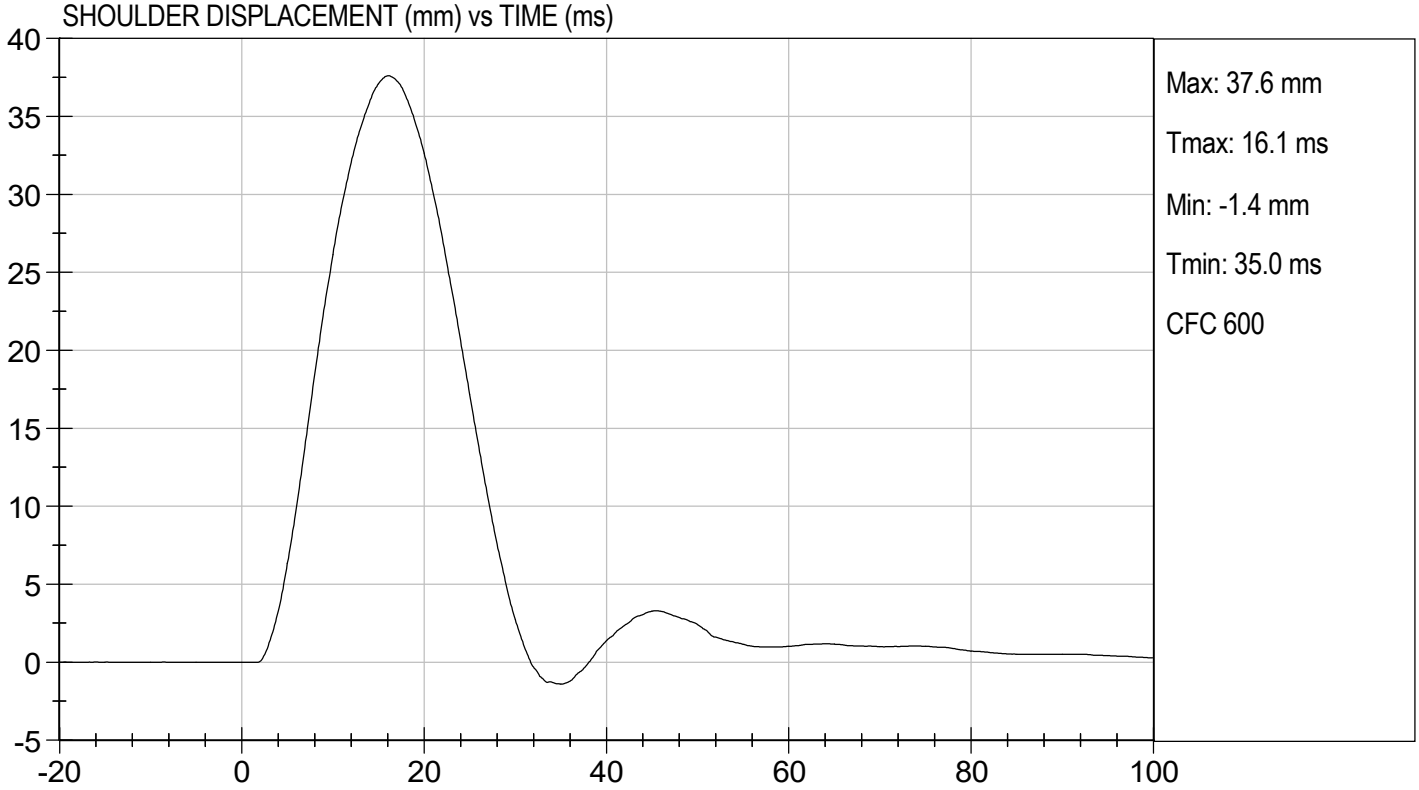
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 02/08/2021
TEST #: D210314

PROBE (G's) vs TIME (ms)



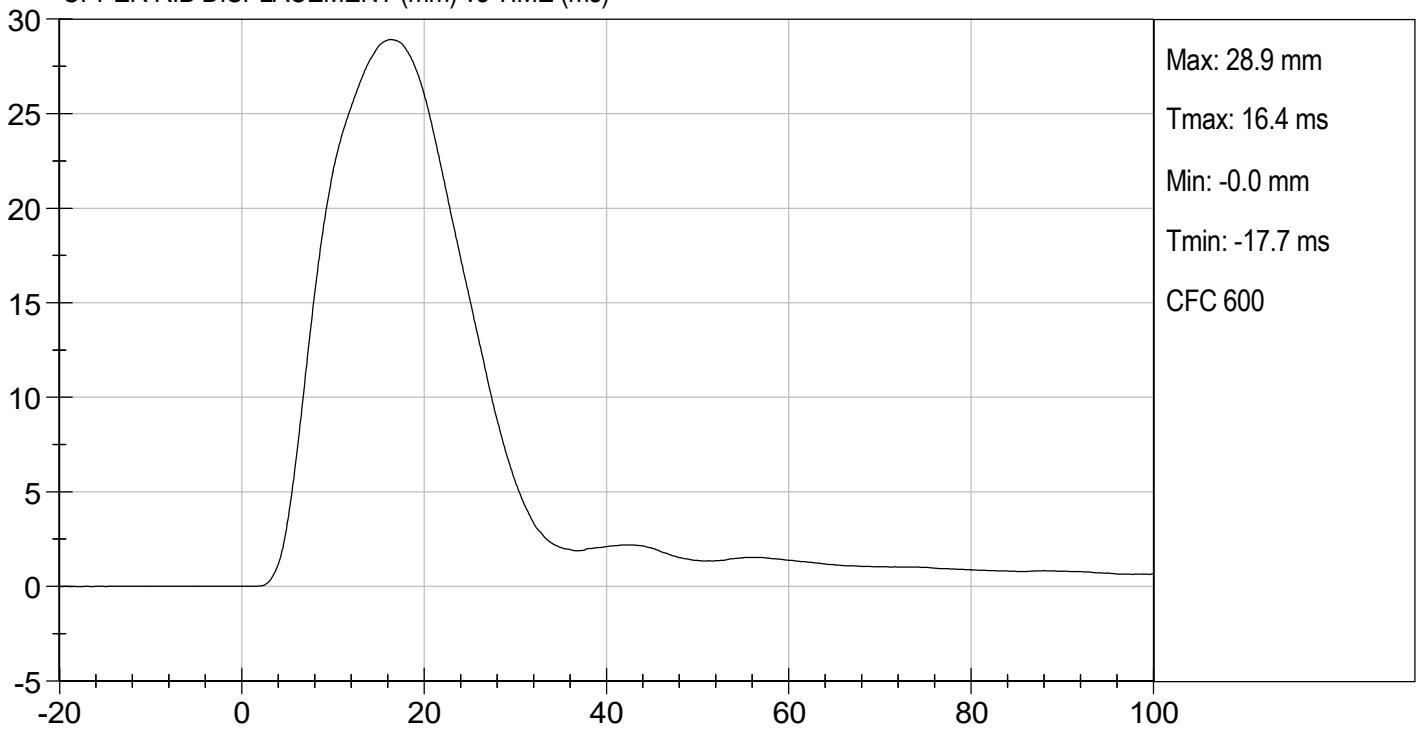
SHOULDER DISPLACEMENT (mm) vs TIME (ms)



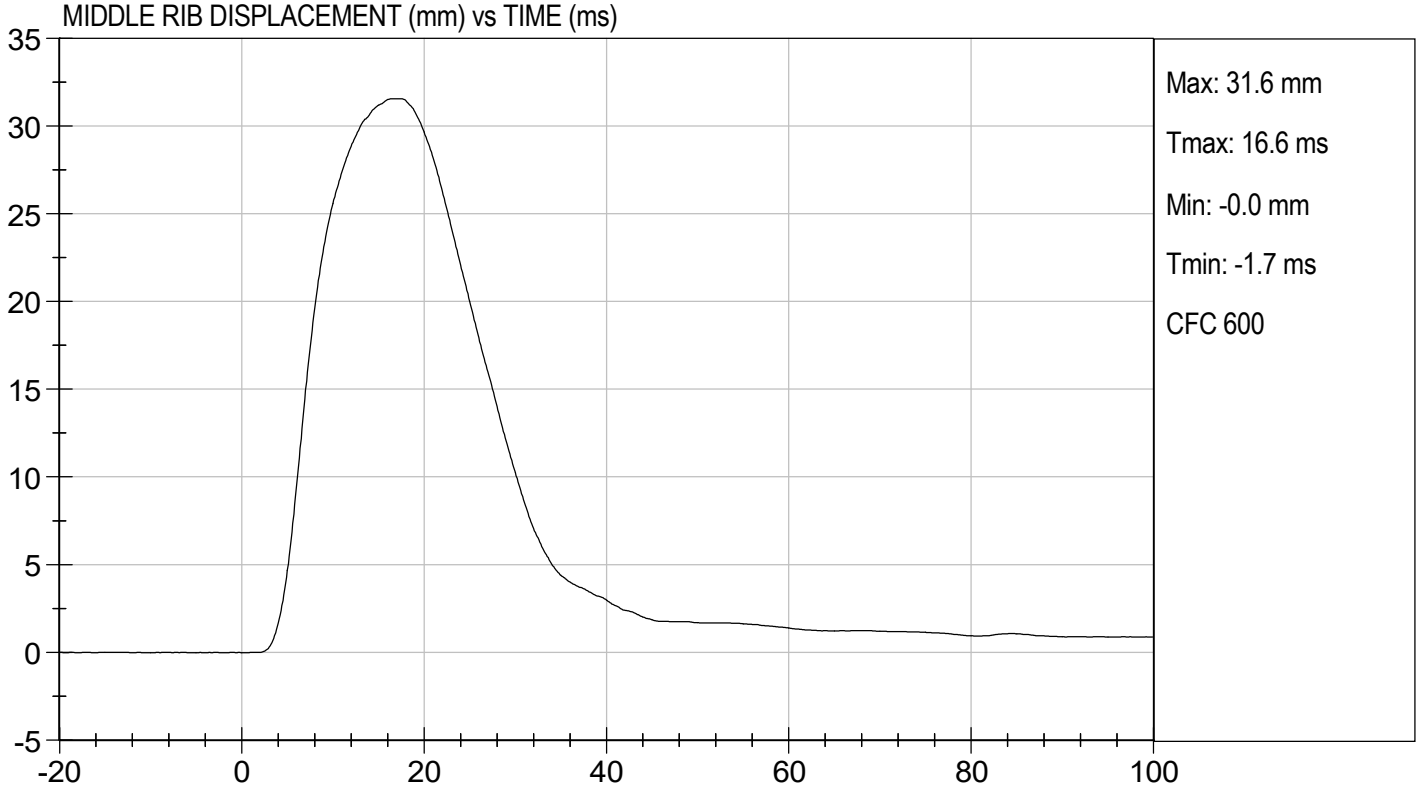
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 02/08/2021
TEST #: D210314

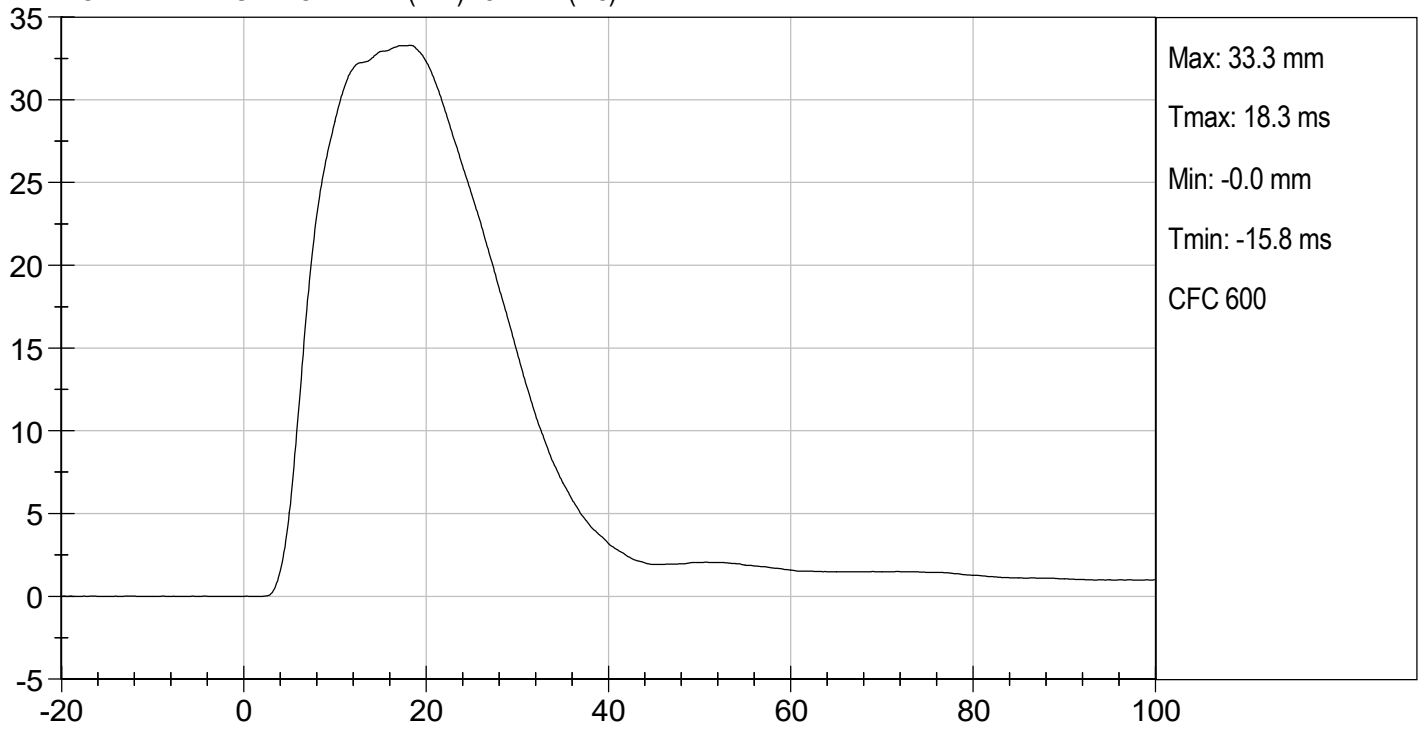
UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



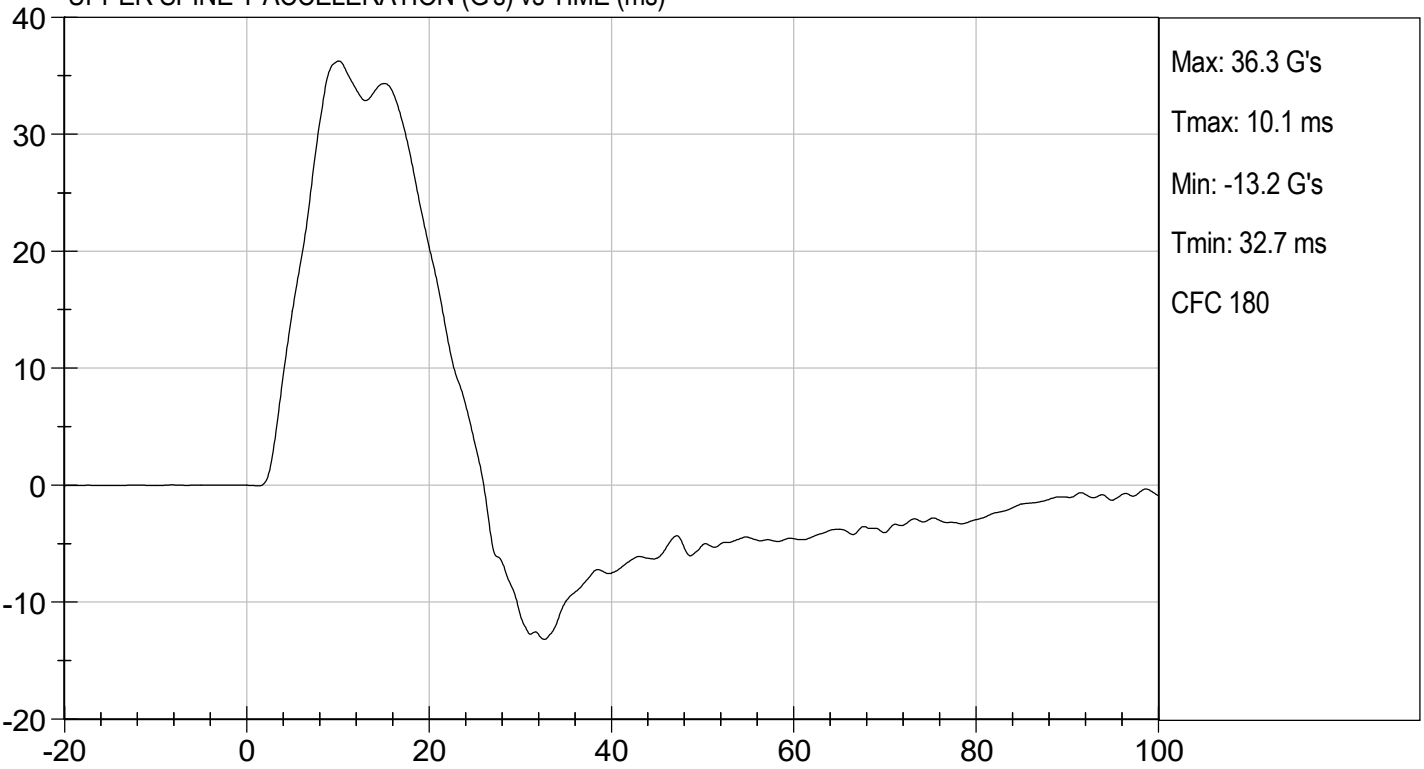
MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER RIB DISPLACEMENT (mm) vs TIME (ms)

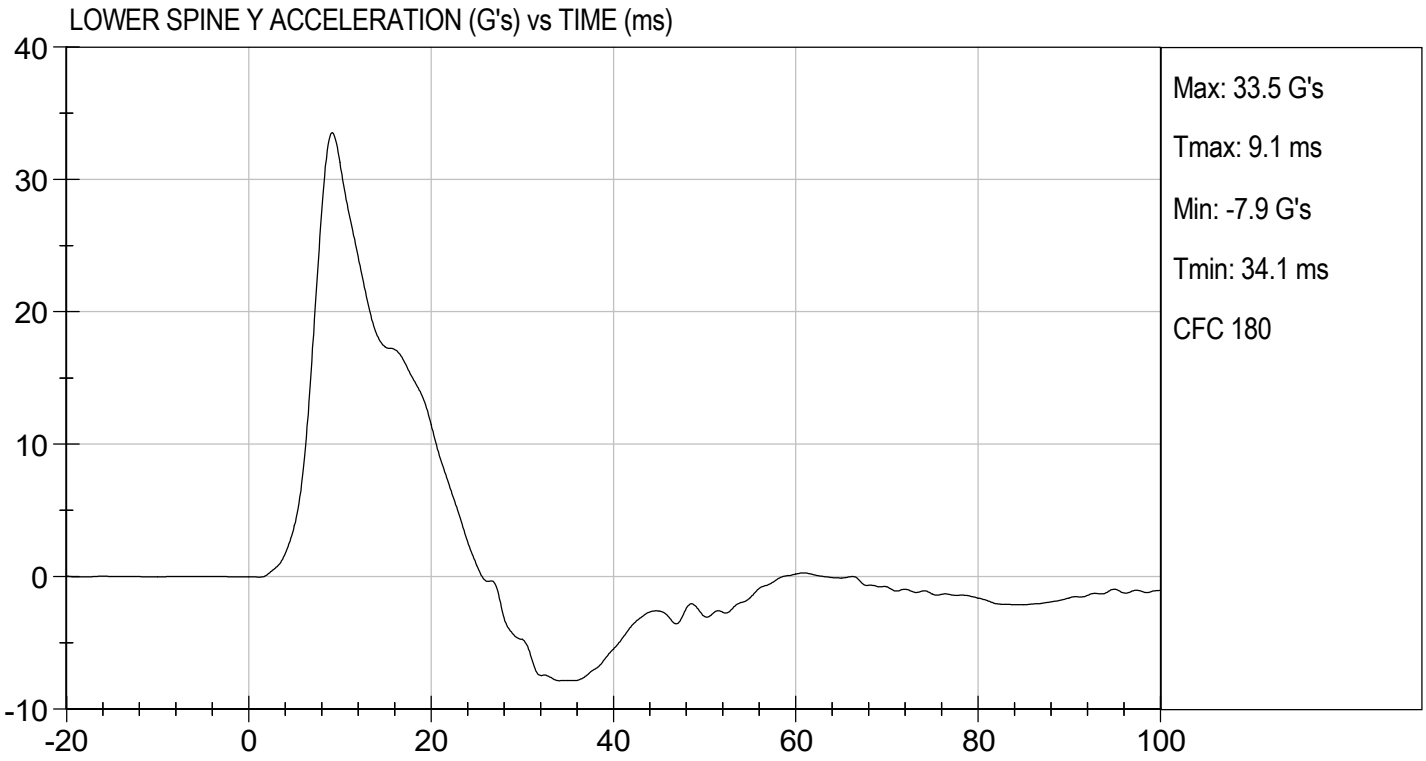


UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 02/08/2021
TEST #: D210314



MGA RESEARCH CORPORATION

THORAX (WITHOUT ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210315

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.0	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	4.20 to 4.40	4.27	Pass
Maximum Probe Acceleration	G's	14 to 18	15	Pass
Upper Rib Displacement	mm	32 to 40	39	Pass
Middle Rib Displacement	mm	39 to 45	43	Pass
Lower Rib Displacement	mm	35 to 43	40	Pass
Upper Spine (T1) Y Acceleration	G's	13 to 17	14	Pass
Lower Spine (T12) Y Acceleration	G's	7 to 11	9	Pass
		Overall Test Results		Pass

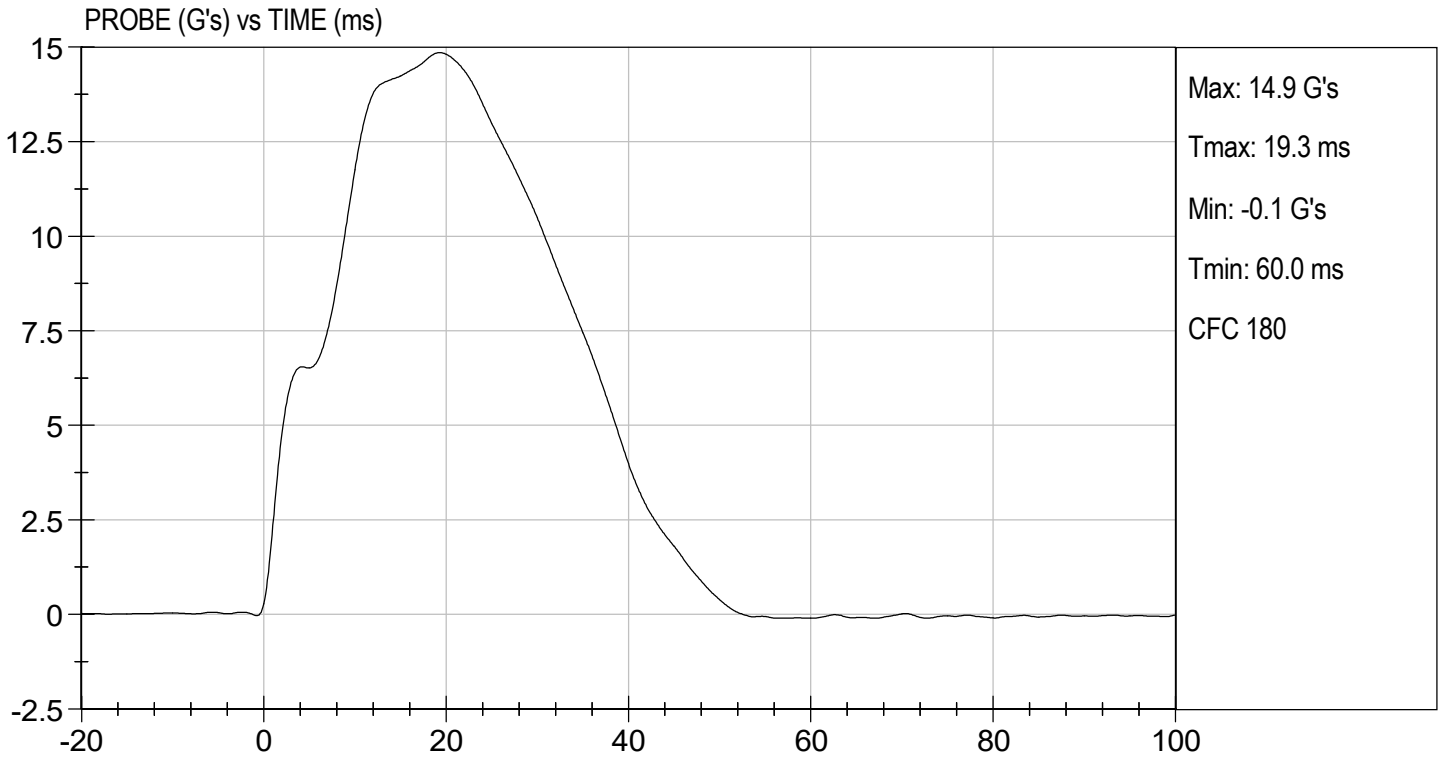
Alex Thomas
Laboratory Technician

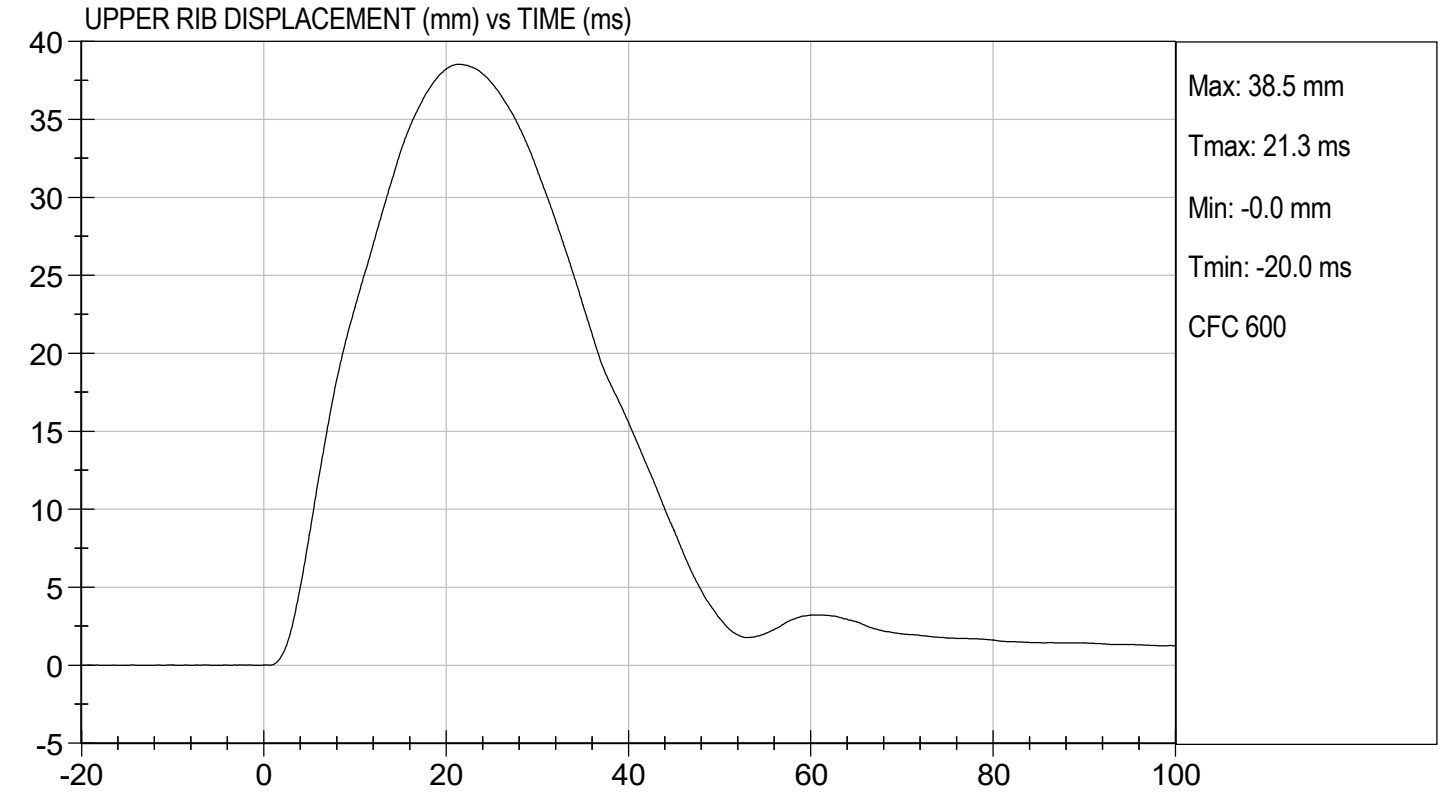
02/08/2021
Test Date

Approved By

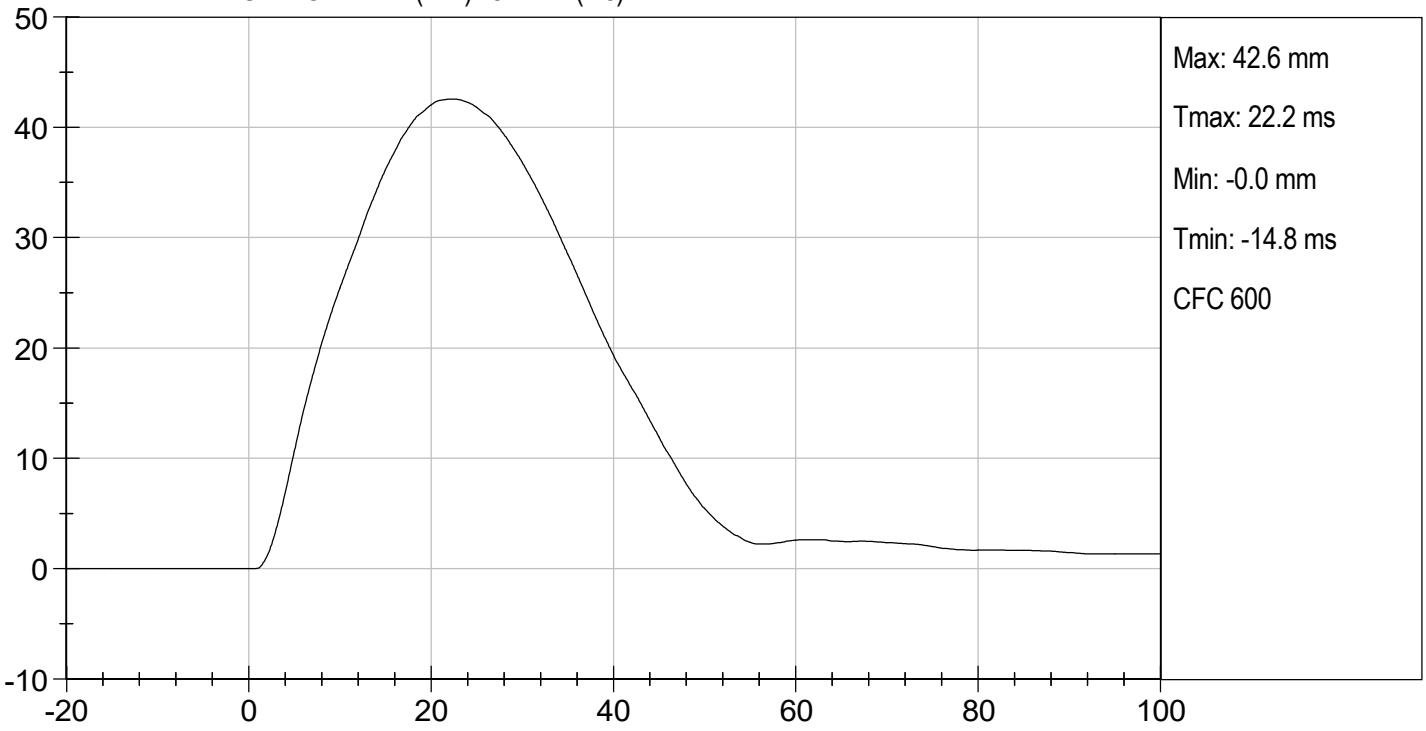
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.01 ft/s, 4.27 m/s

TEST DATE: 02/08/2021
TEST #: D210315

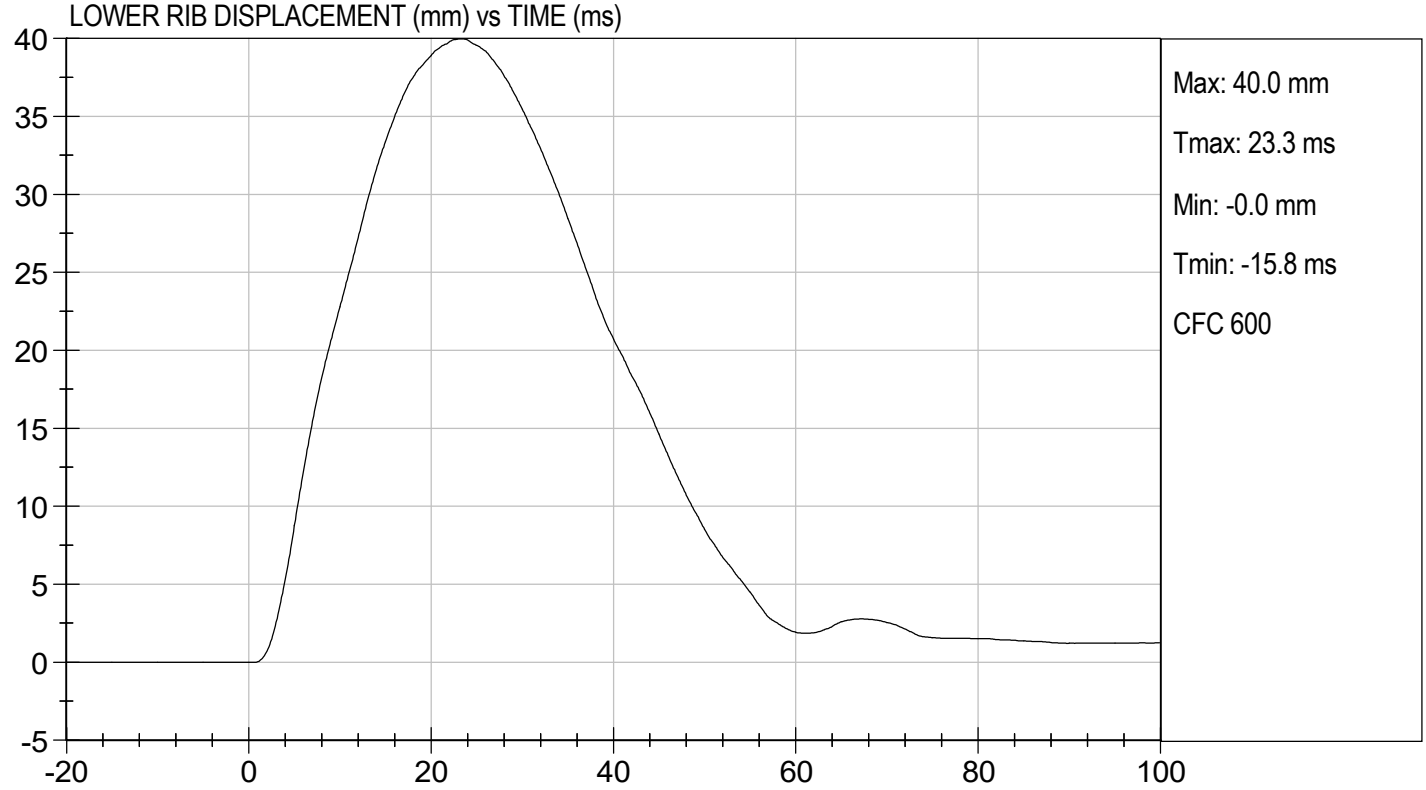




MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



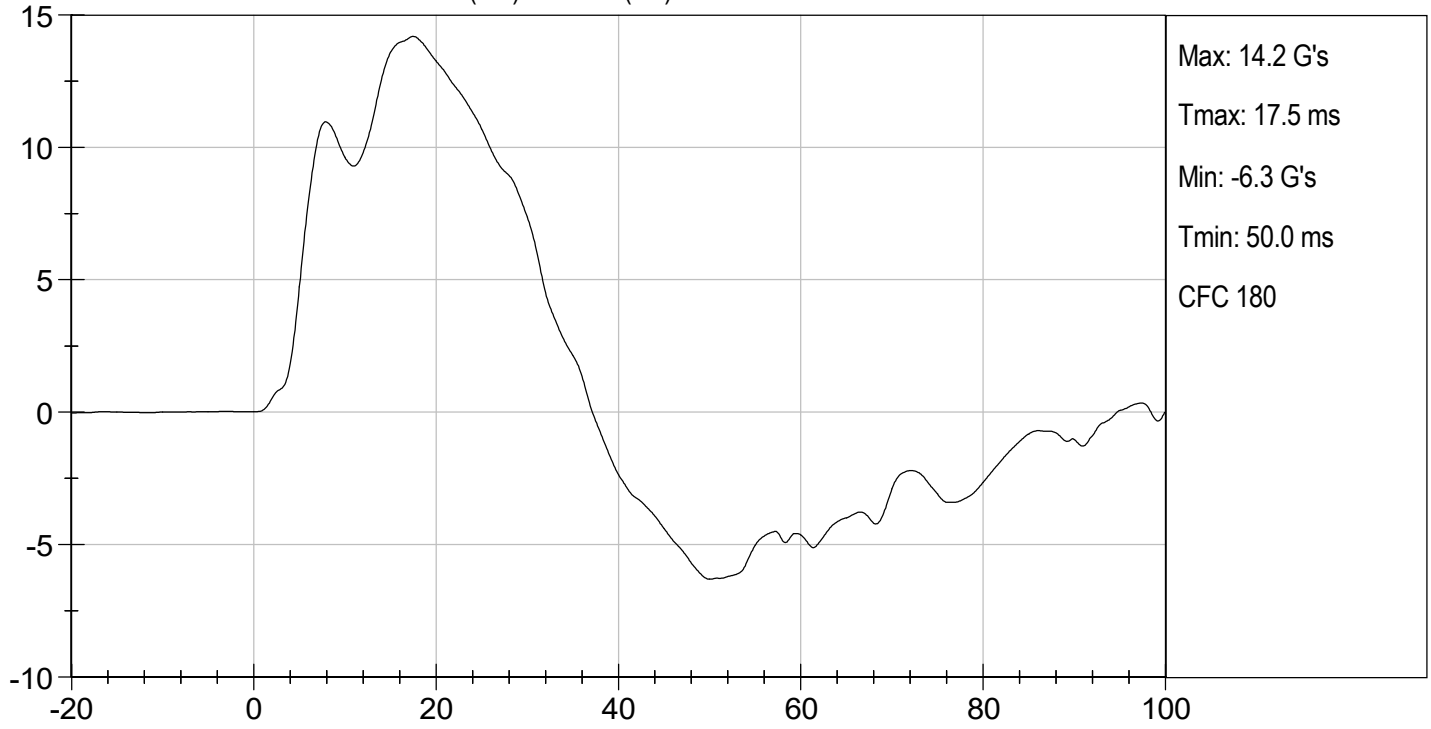
LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



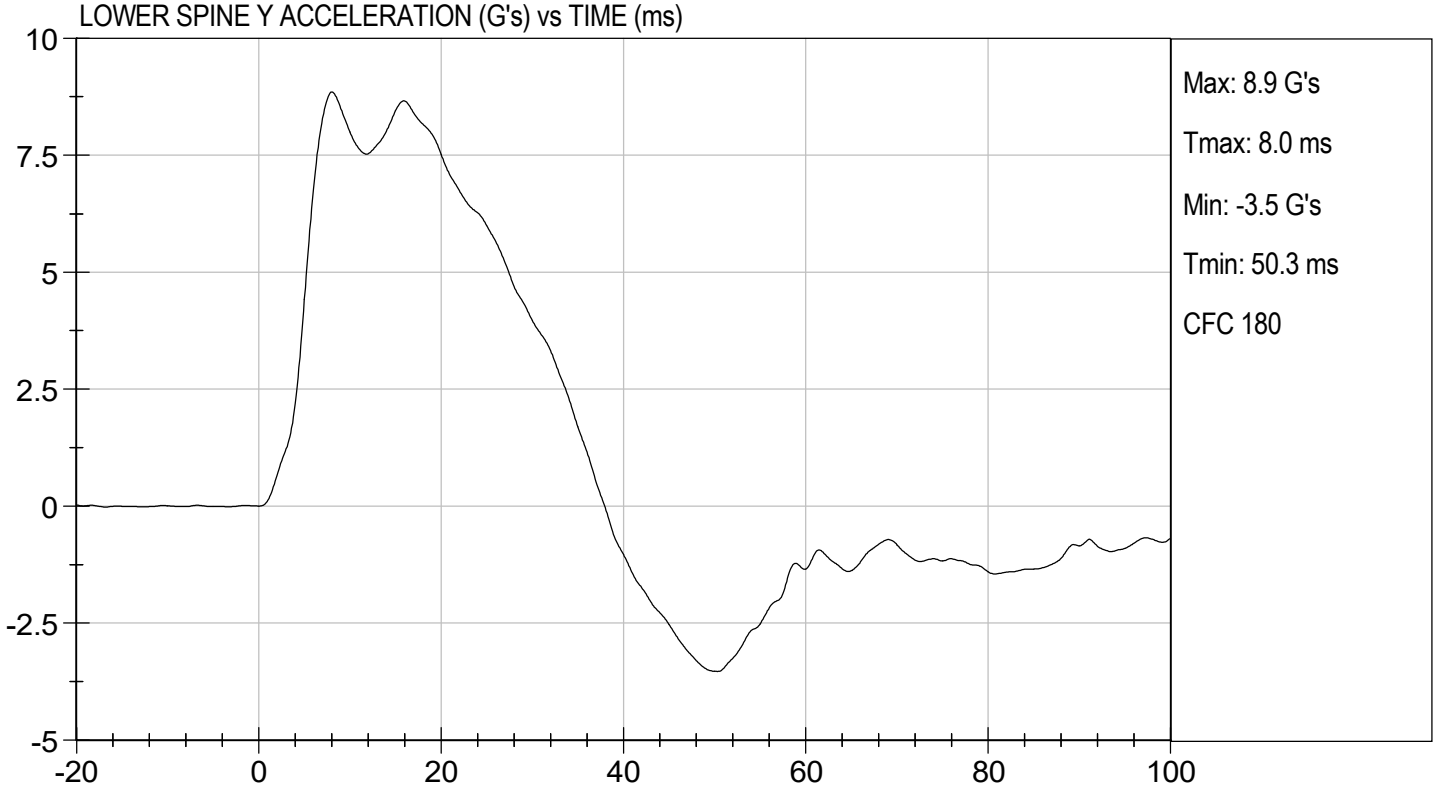
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 14.01 ft/s, 4.27 m/s

TEST DATE: 02/08/2021
TEST #: D210315

UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



LOWER SPINE Y ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

ABDOMINAL IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210316

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.0	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	4.20 to 4.40	4.38	Pass
Maximum Probe Acceleration	G's	12 to 16	13	Pass
Upper Abdomen Rib Displacement	mm	36 to 47	42	Pass
Lower Abdomen Rib Displacement	mm	33 to 44	39	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	12	Pass
		Overall Test Results		Pass

Laboratory Technician

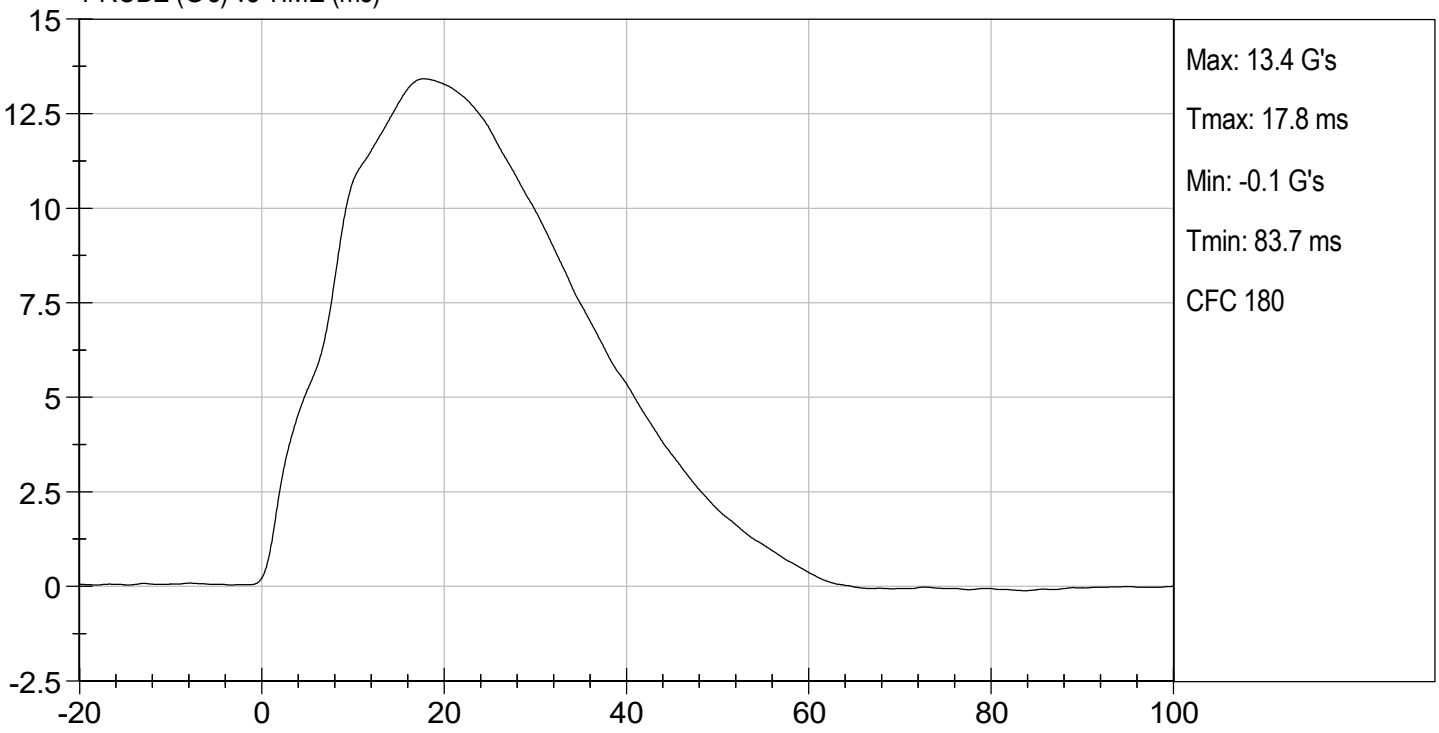
02/08/2021
Test Date

Approved By

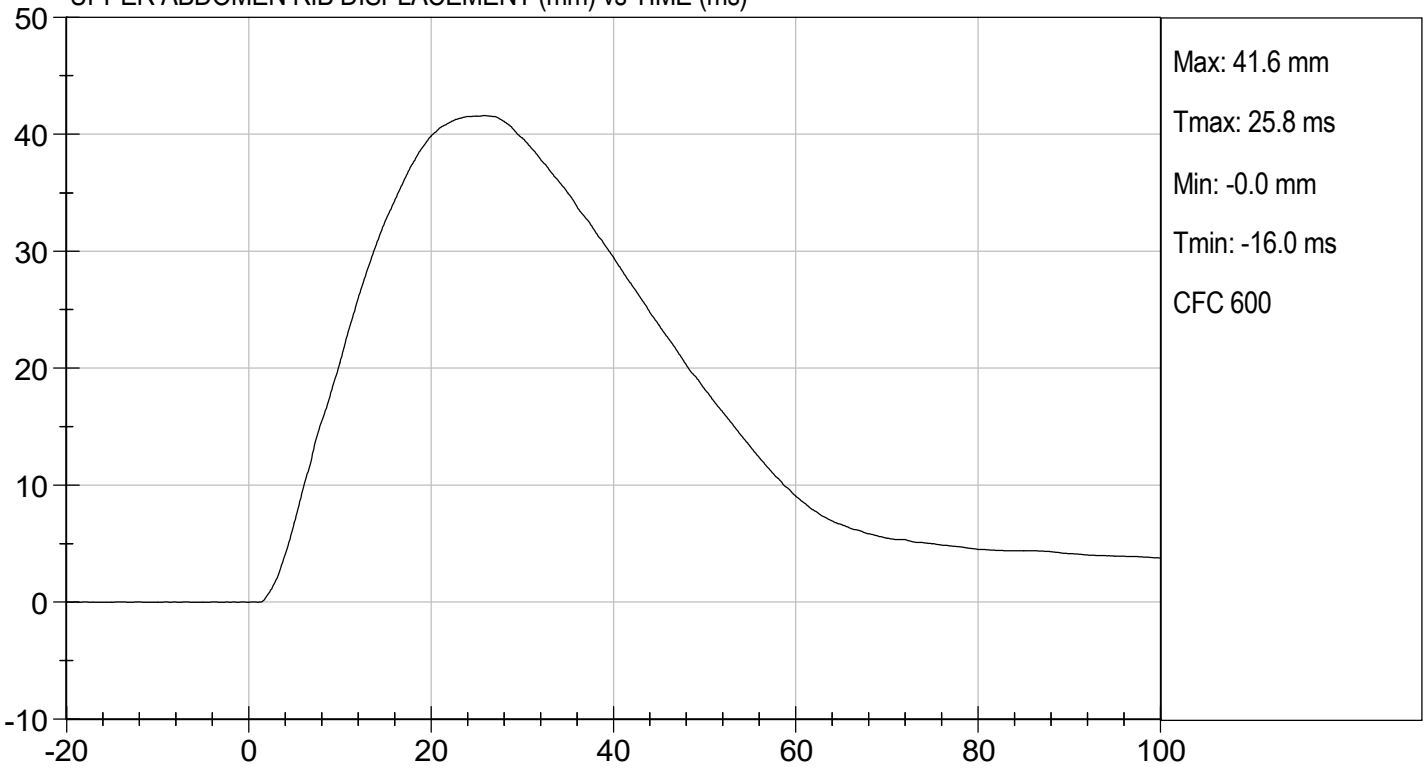
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.37 ft/s, 4.38 m/s

TEST DATE: 02/08/2021
TEST #: D210316

PROBE (G's) vs TIME (ms)



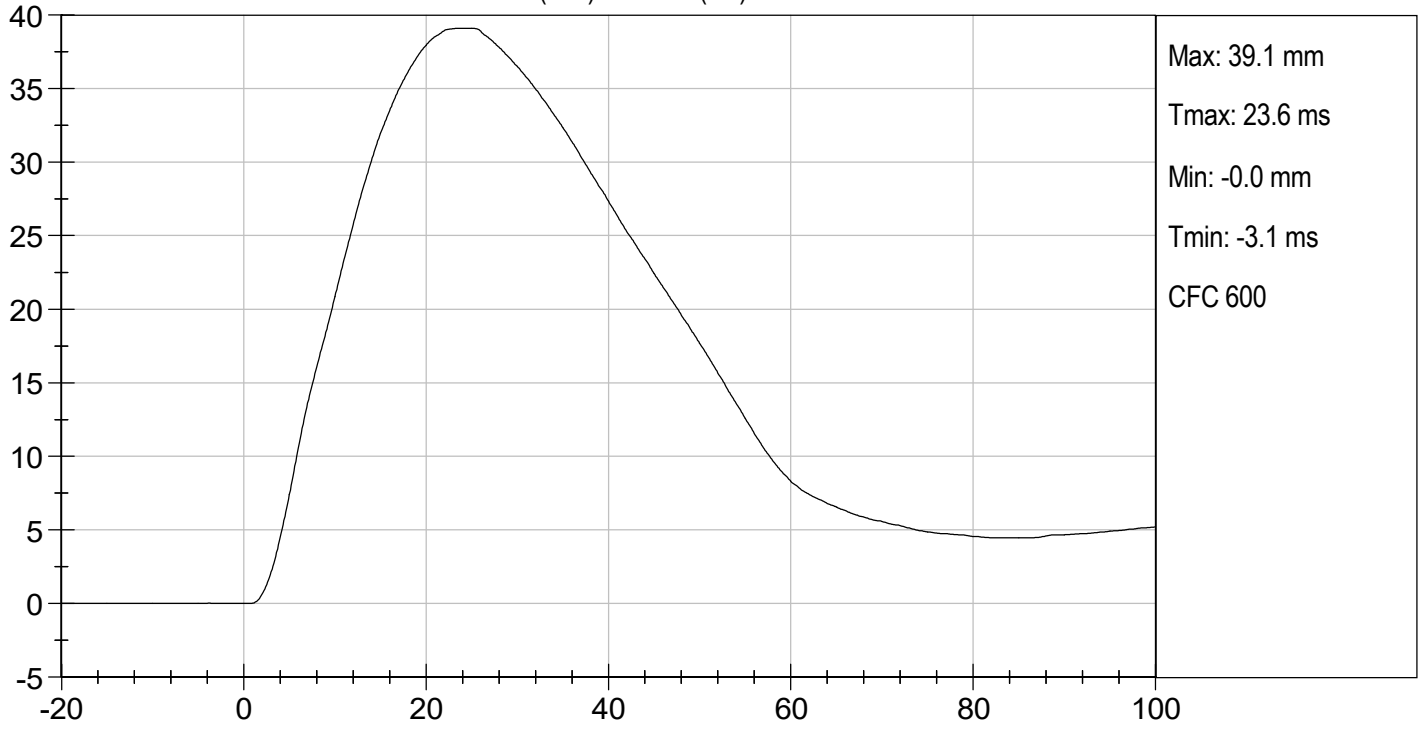
UPPER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



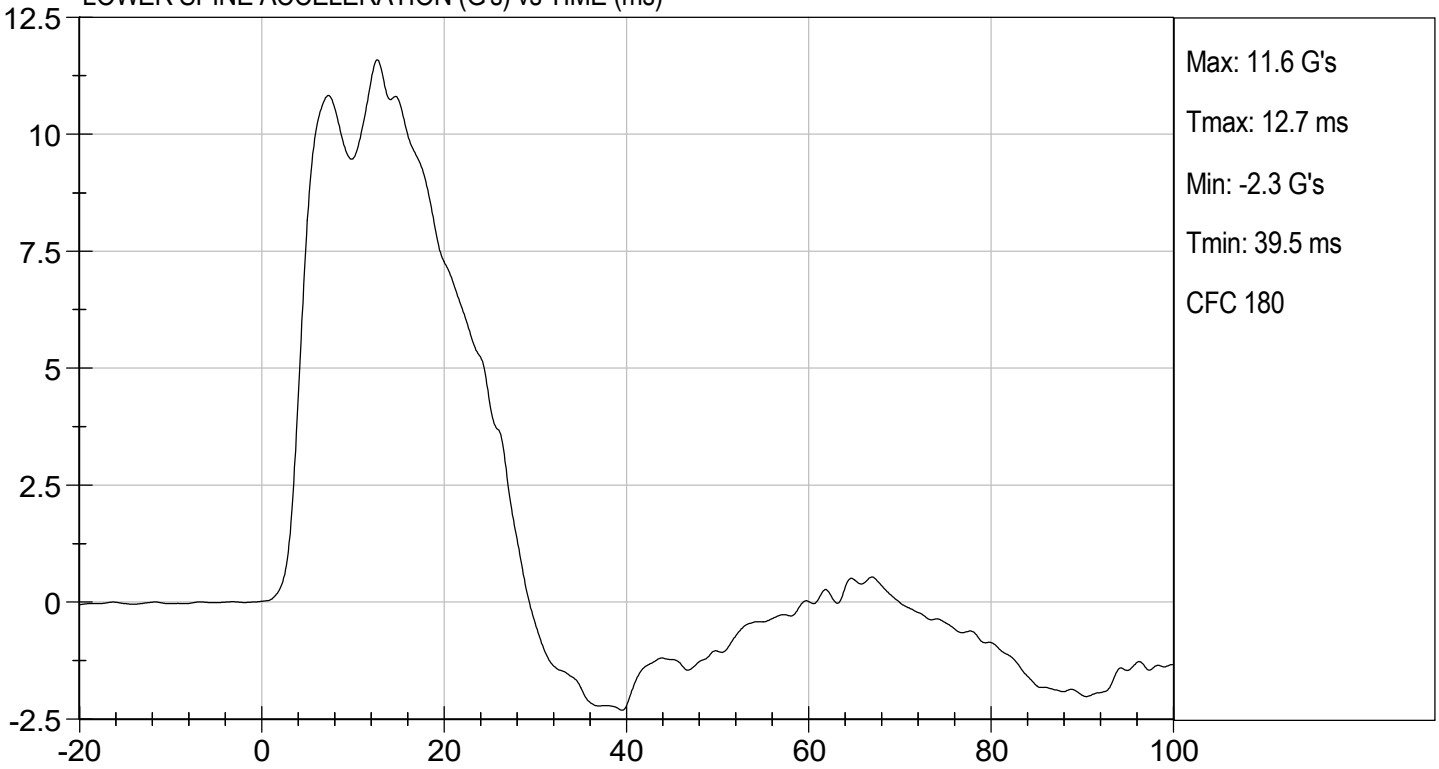
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.37 ft/s, 4.38 m/s

TEST DATE: 02/08/2021
TEST #: D210316

LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER SPINE ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

PELVIS IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210317

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.0	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	6.60 to 6.80	6.60	Pass
Maximum Probe Acceleration	G's	38 to 47	41	Pass
Pelvis Y Acceleration After 6 ms	G's	34 to 42	39	Pass
Peak Acetabulum Force	N	3600 to 4300	3,887	Pass
		Overall Test Results		Pass

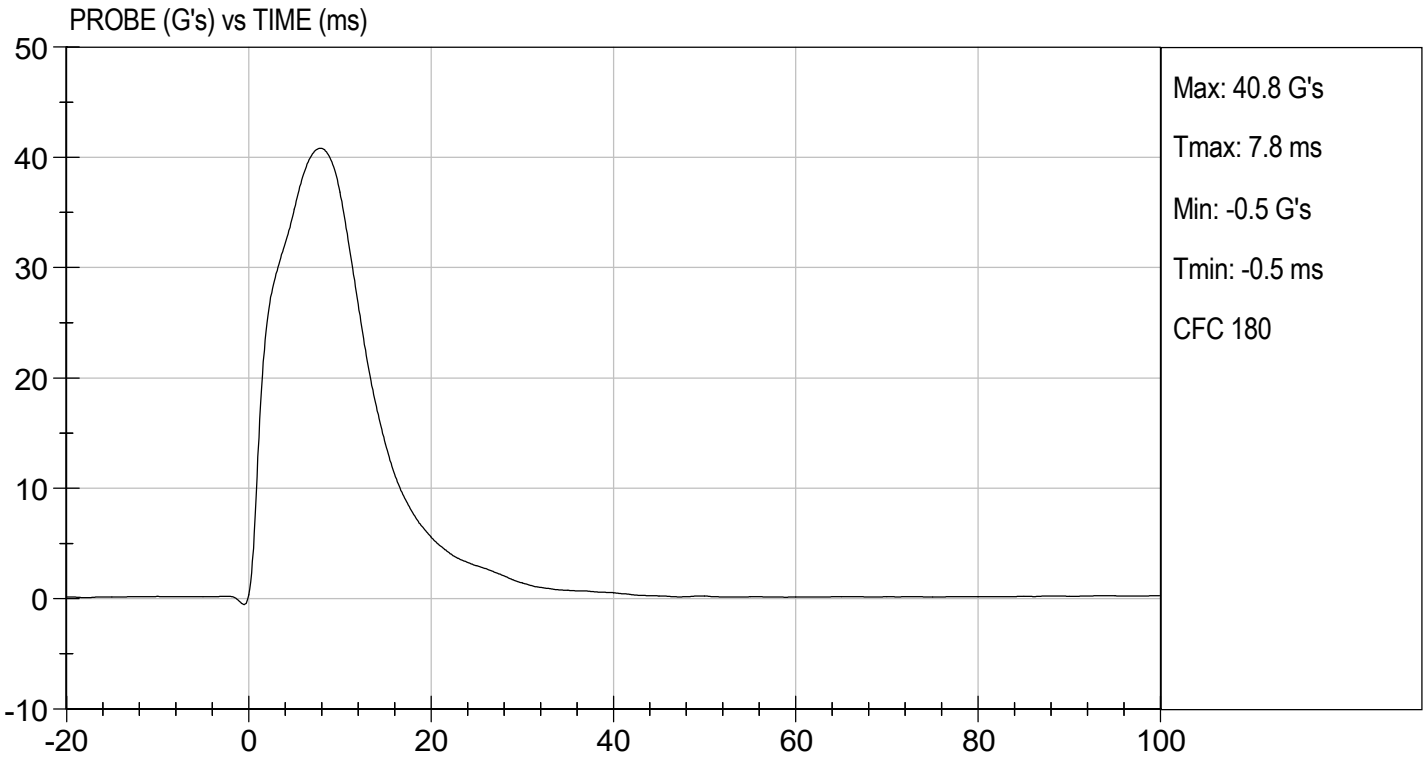
Laboratory Technician

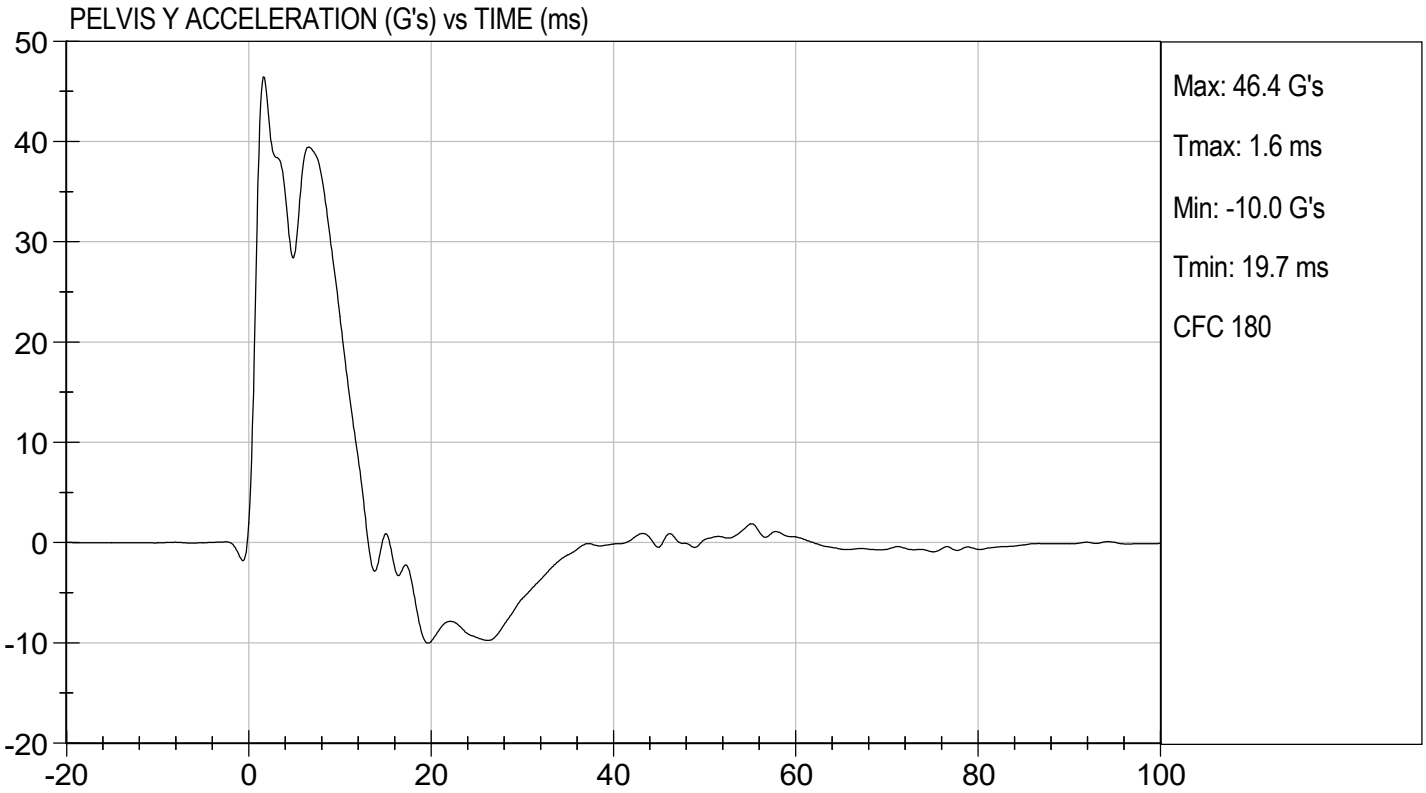
02/08/2021
Test Date

Approved By

TEST DESC: PELVIS IMPACT
VELOCITY: 21.66 ft/s, 6.60 m/s

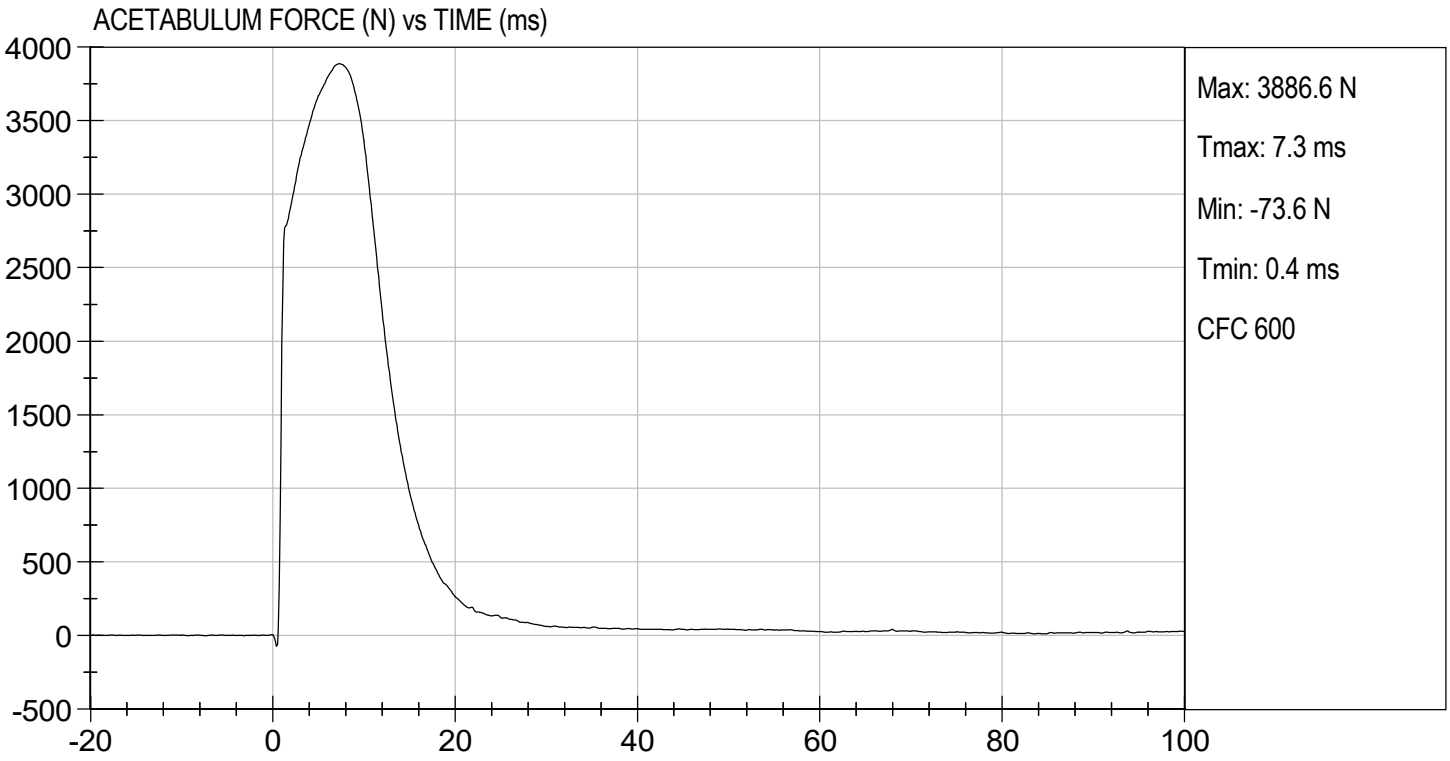
TEST DATE: 02/08/2021
TEST #: D210317





TEST DESC: PELVIS IMPACT
VELOCITY: 21.66 ft/s, 6.60 m/s

TEST DATE: 02/08/2021
TEST #: D210317



MGA RESEARCH CORPORATION

ILIAC IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210318

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.0	Pass
Humidity	%	10 to 70	13	Pass
Impact Velocity	m/s	4.20 to 4.40	4.20	Pass
Maximum Probe Acceleration	G's	36 to 45	41	Pass
Pelvis Y Acceleration	G's	28 to 39	33	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4,717	Pass
		Overall Test Results		Pass

Laboratory Technician

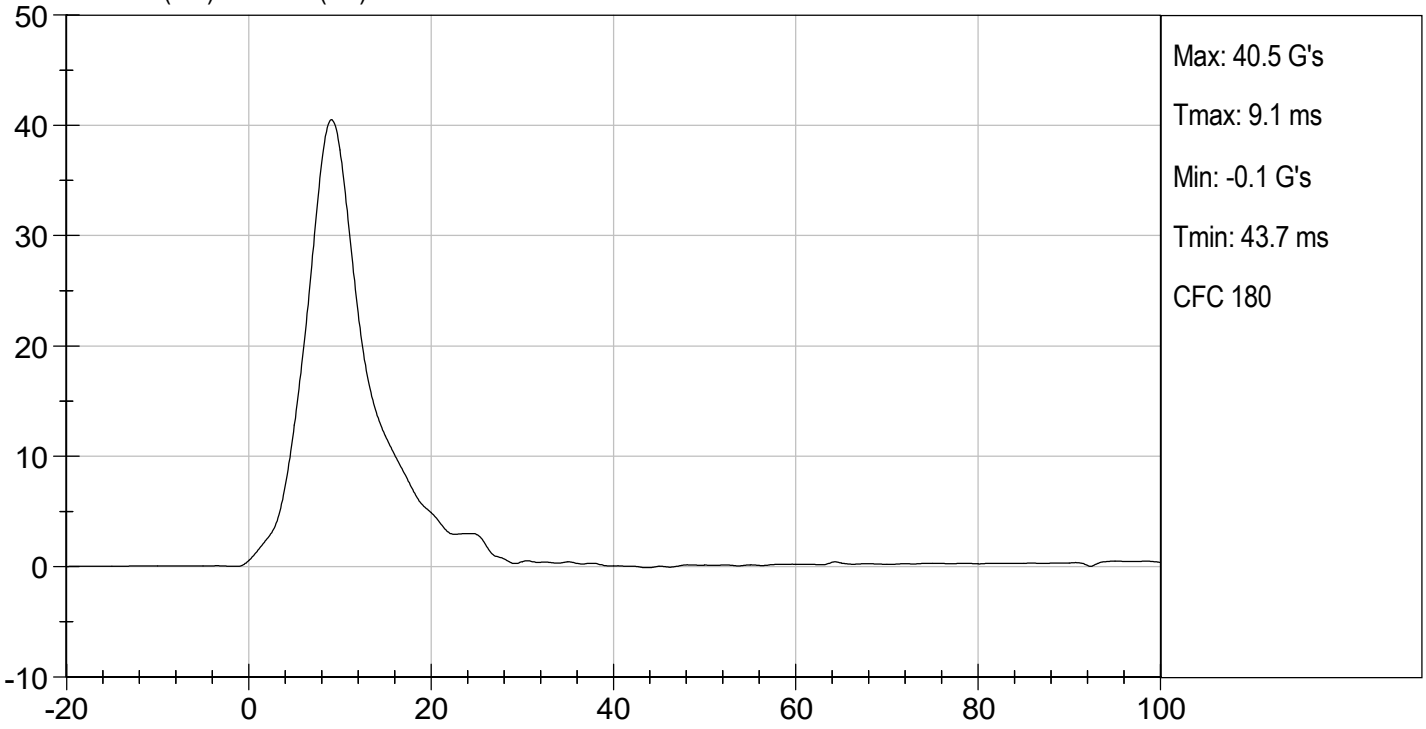
02/08/2021
Test Date

Approved By

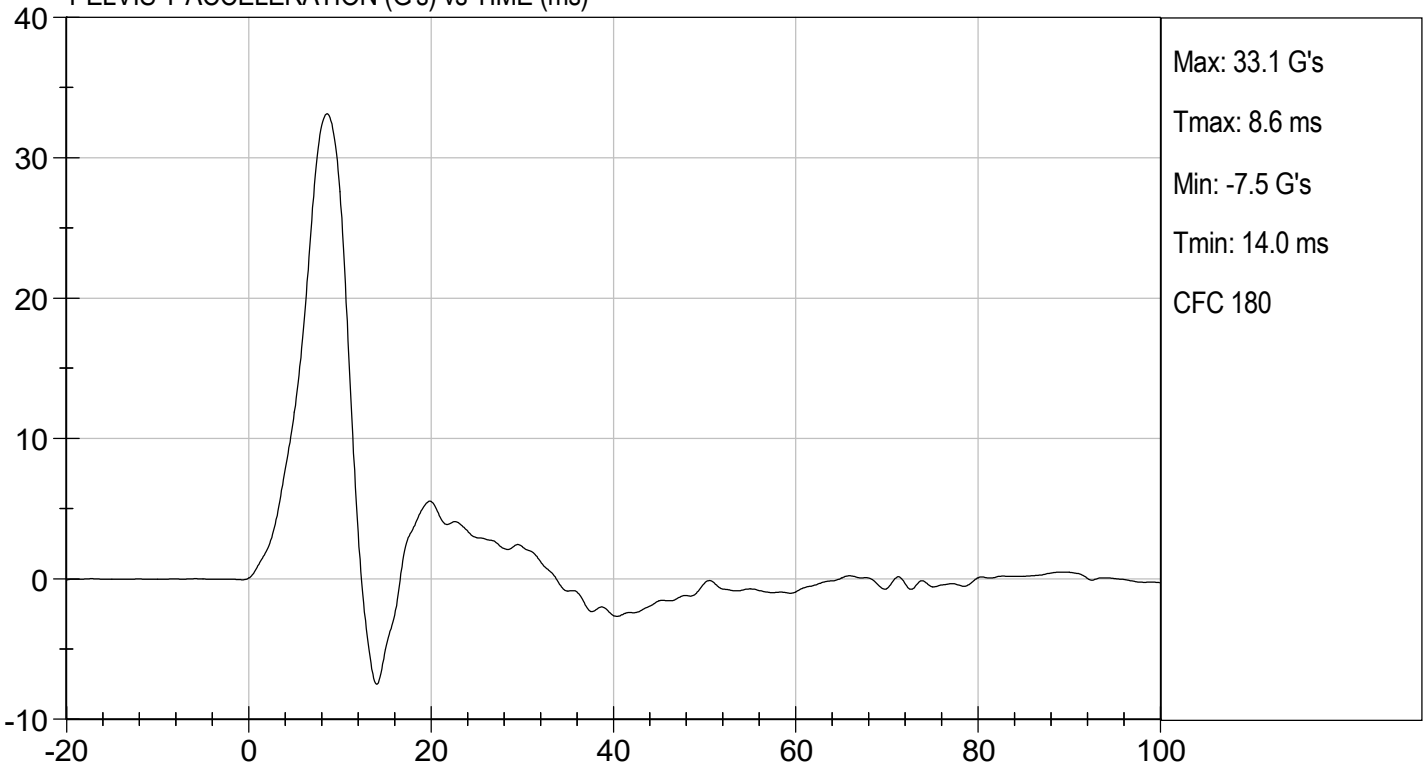
TEST DESC: ILLIAC
VELOCITY: 13.77 ft/s, 4.20 m/s

TEST DATE: 02/08/2021
TEST #: D210318

PROBE (G's) vs TIME (ms)

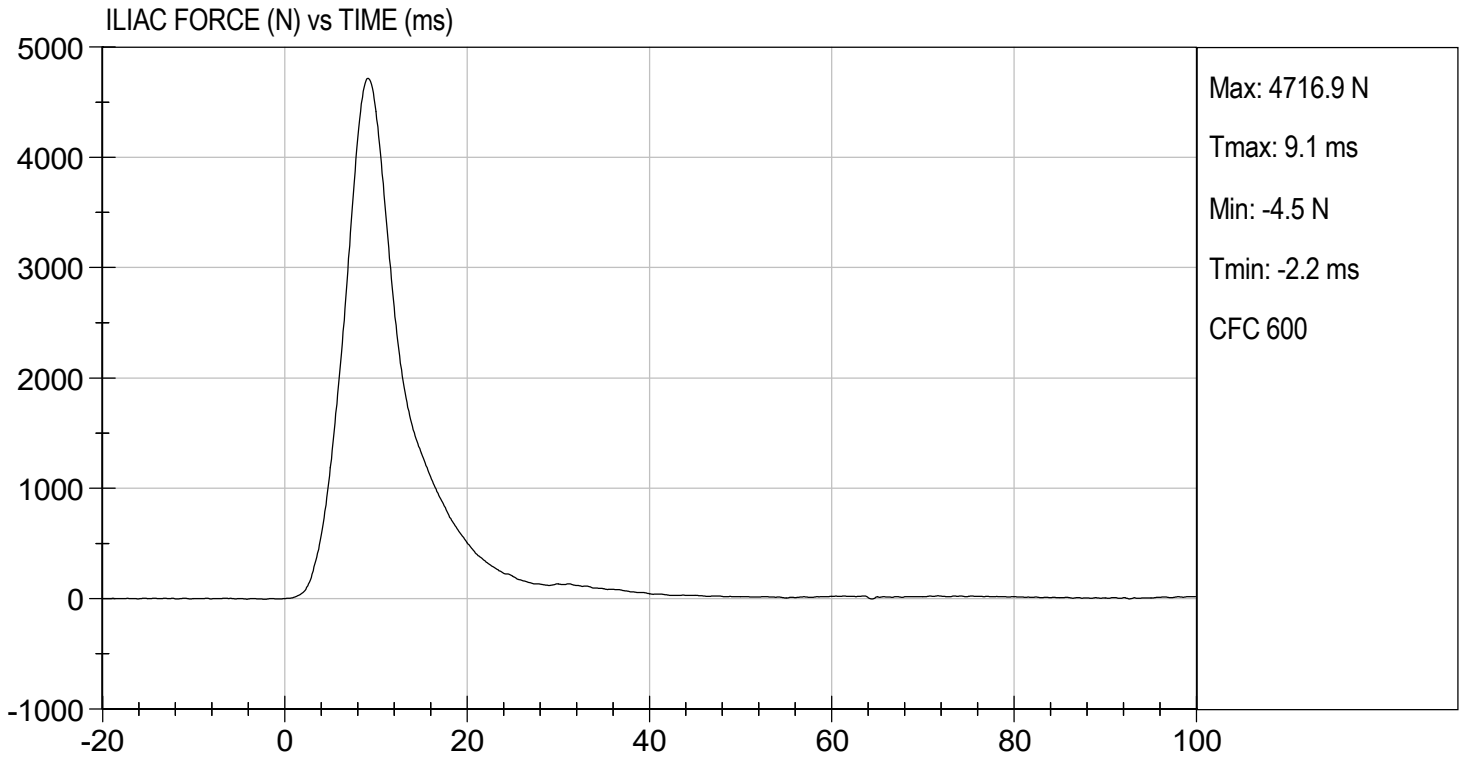


PELVIS Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: ILLIAC
VELOCITY: 13.77 ft/s, 4.20 m/s

TEST DATE: 02/08/2021
TEST #: D210318



CALIBRATION TEST RESULTS

POST-TEST

SID-IIS 5TH PERCENTILE FEMALE - DRIVER ATD

SID-IIsD External Measurements
SN: 296

No.	Name	Spec. (mm)	Result	Pass/Fail
A	Sitting Height	772 - 788	784	Pass
B	Shoulder Pivot Height	437 - 453	442	Pass
C	H-point Height	79 - 89	83	Pass
D	H-point from Seatback	141 - 151	145	Pass
E	Shoulder Pivot from Backline	97 - 107	99	Pass
F	Thigh Clearance	119 -135	121	Pass
G	Head Breadth	140 - 148	142	Pass
H	Head Back from Backline	40 - 46	45	Pass
I	Head Depth	178 - 188	180	Pass
J	Head Circumference	541 - 551	548	Pass
K	Buttock to Knee Length	514 - 540	535	Pass
L	Popliteal Height	343 - 369	358	Pass
M	Knee Pivot to Floor Height	392 - 409	404	Pass
N	Buttock Popliteal Length	416 - 442	435	Pass
O	Chest Depth w/o Jacket	195 - 211	206	Pass
P	Foot Length	216 - 232	219	Pass
Q	Hip Breadth (w/ pelvic plugs)	313 - 323	316	Pass
R	Arm Length	249 - 259	250	Pass
S	Knee Joint to Seatback	477 - 493	481	Pass
V	Shoulder Width	341 - 357	346	Pass
W	Foot Width	78 - 94	85	Pass
Y	Chest Circumference w/ jacket	851 - 881	870	Pass
Z	Waist Circumference	761 - 791	772	Pass

MGA RESEARCH CORPORATION

HEAD DROP TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D210491

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.3	Pass
Laboratory Relative Humidity	%	10 to 70	19	Pass
Peak Resultant Acceleration	G's	115 to 137	129	Pass
Peak Longitudinal Acceleration	G's	+/- 15	-5.1	Pass
Unimodal	N/A	Yes	Yes	Pass
Oscillations	N/A	<15%	Yes	Pass
		Overall Test Results		Pass

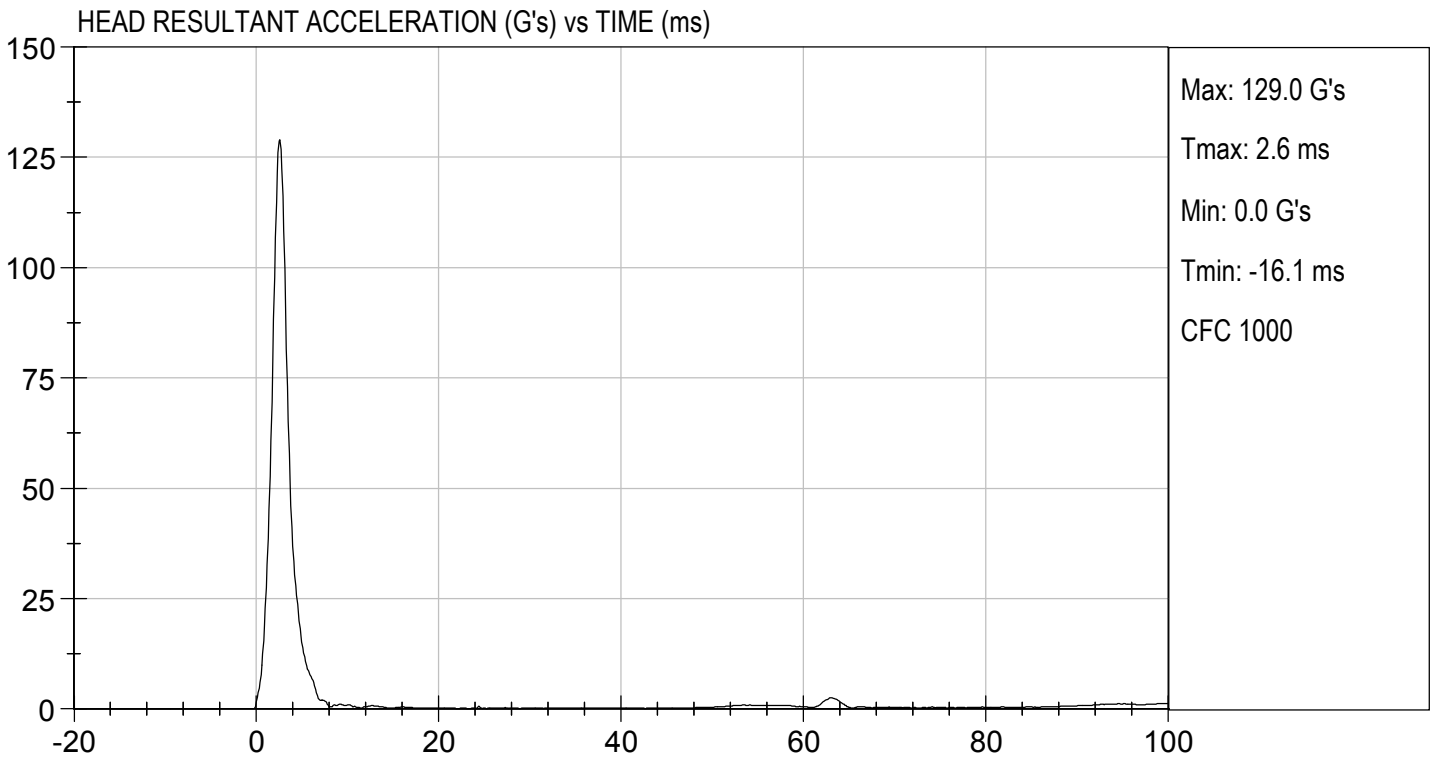
Laboratory Technician

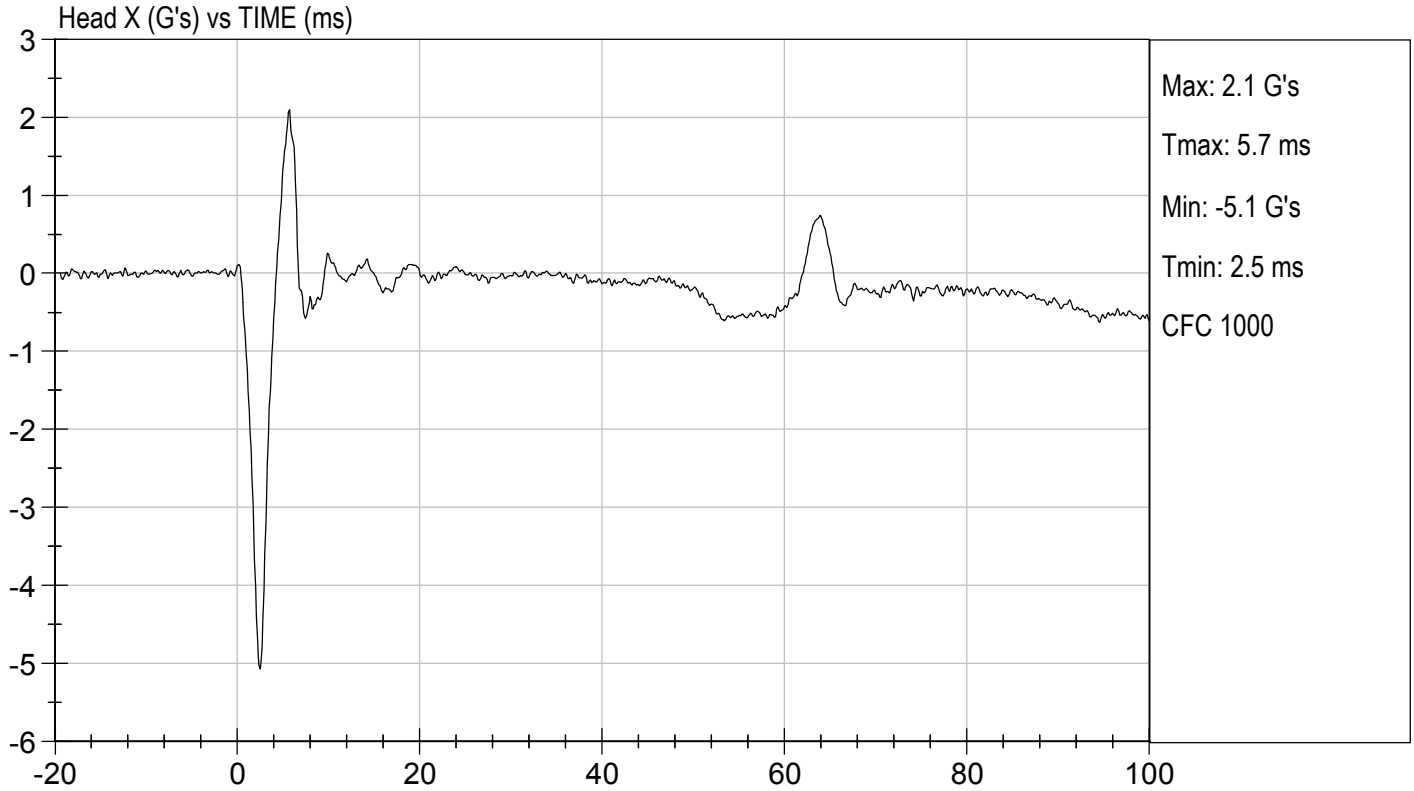
02/19/2021
Test Date

Approved By

TEST DESC: HEAD DROP

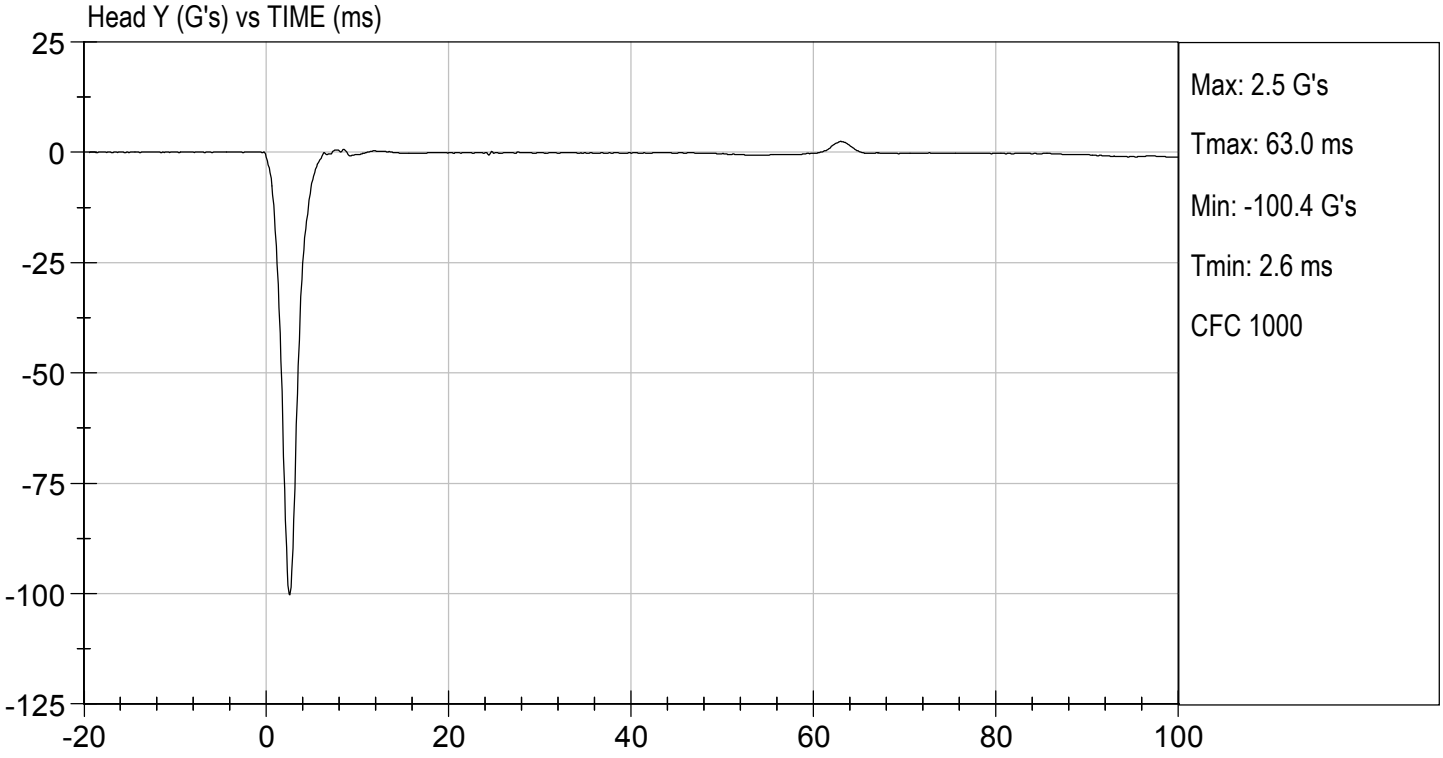
TEST DATE: 02/19/2021
TEST #: D210491

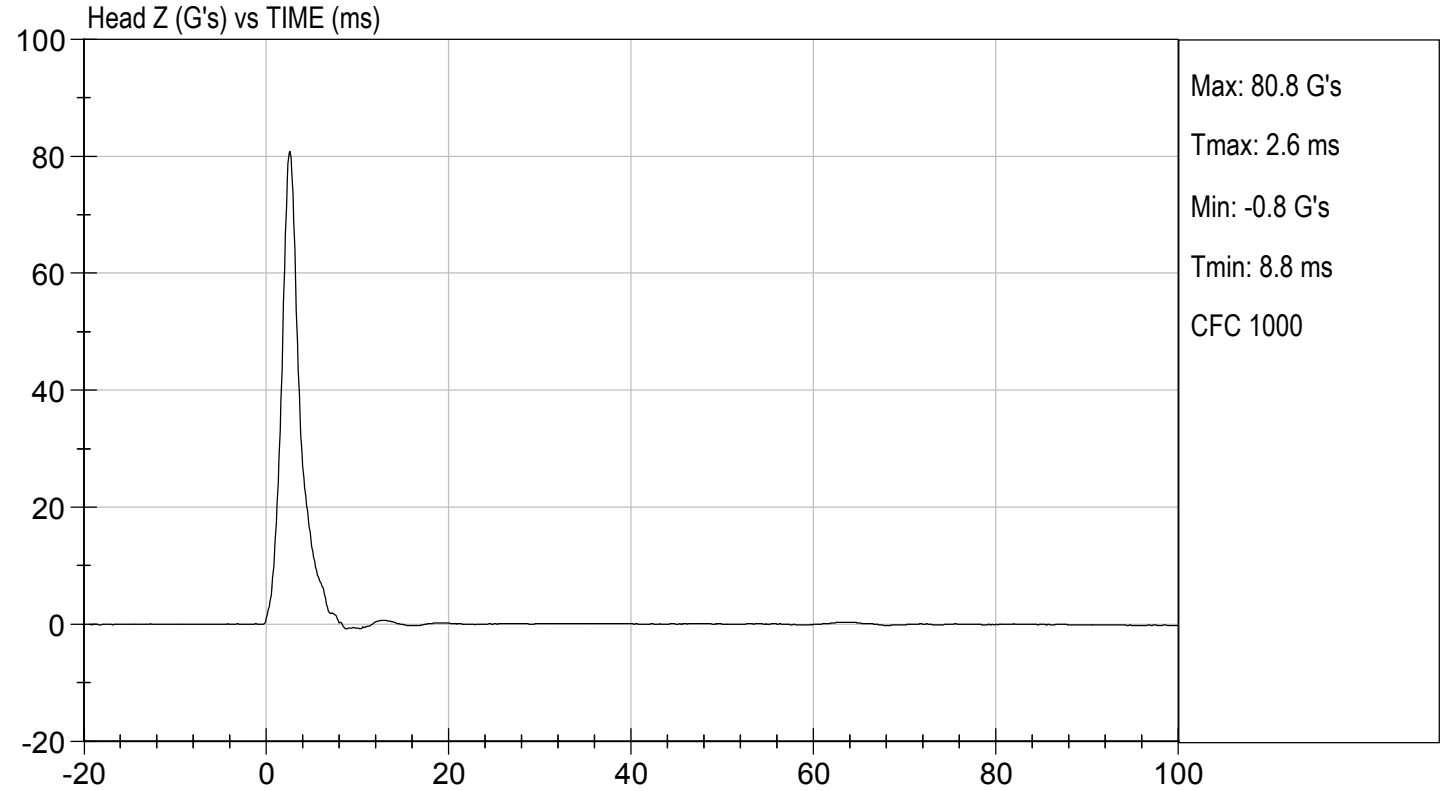




TEST DESC: HEAD DROP

TEST DATE: 02/19/2021
TEST #: D210491





MGA RESEARCH CORPORATION

LATERAL NECK PENDULUM TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210492

Tested Parameter		Units	Specification	Result	Pass/Fail
Temperature		deg C	20.6 to 22.2	21.3	Pass
Humidity		%	10 to 70	17	Pass
Impact Velocity		m/s	5.51 to 5.63	5.58	Pass
Pendulum Velocity	10 ms	m/s	2.20 to 2.80	2.77	Pass
	15 ms	m/s	3.30 to 4.10	3.96	Pass
	20 ms	m/s	4.40 to 5.40	5.38	Pass
	25 ms	m/s	5.40 to 6.10	5.64	Pass
	25-100 ms	m/s	5.50 to 6.20	5.66	Pass
Maximum D-Plane Rotation		deg	71 to 81	71	Pass
Time of Maximum D-Plane Rotation		ms	50 to 70	59	Pass
Maximum Occipital Condyle Moment		Nm	-44 to -36	-37	Pass
Time of Moment Decay to 0 Nm		ms	102 to 126	111	Pass
			Overall Test Results		Pass

Alex Thomas

Laboratory Technician

02/19/2021

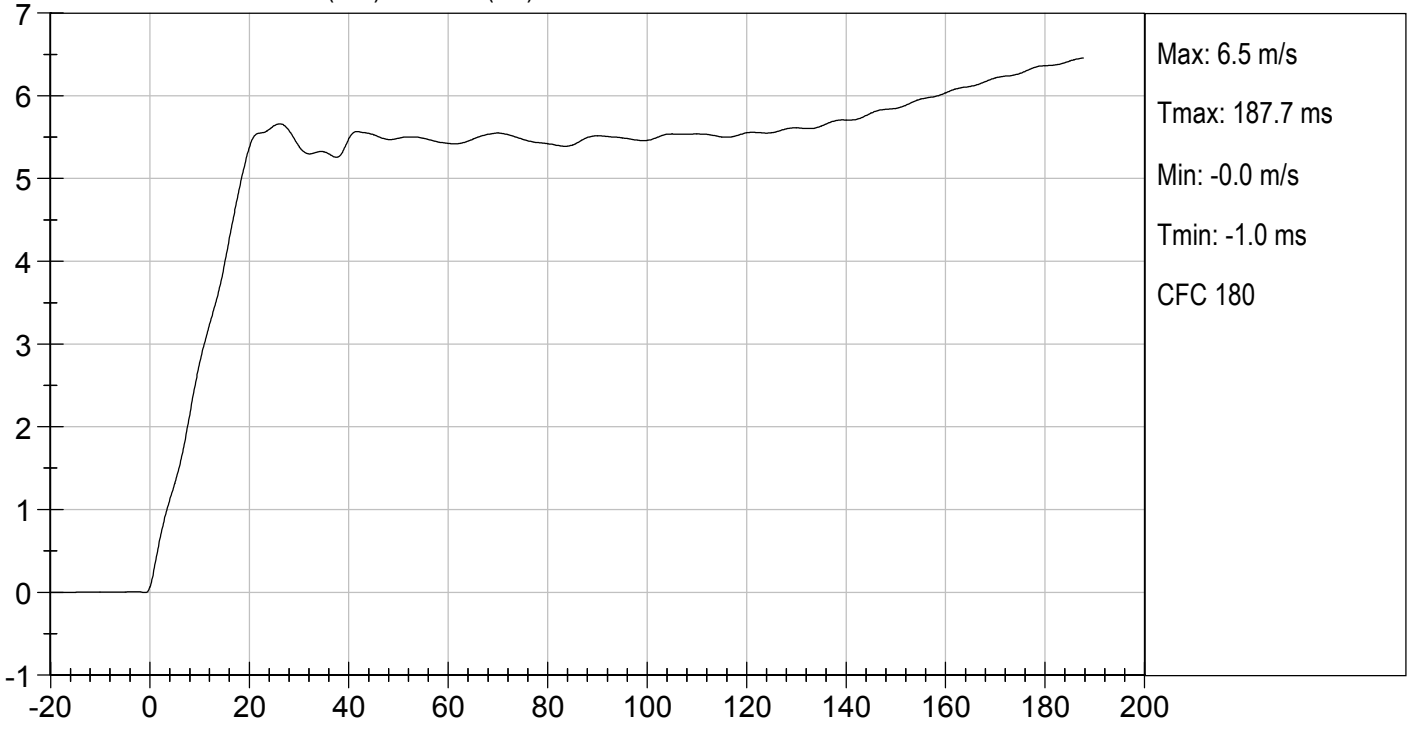
Test Date

Approved By

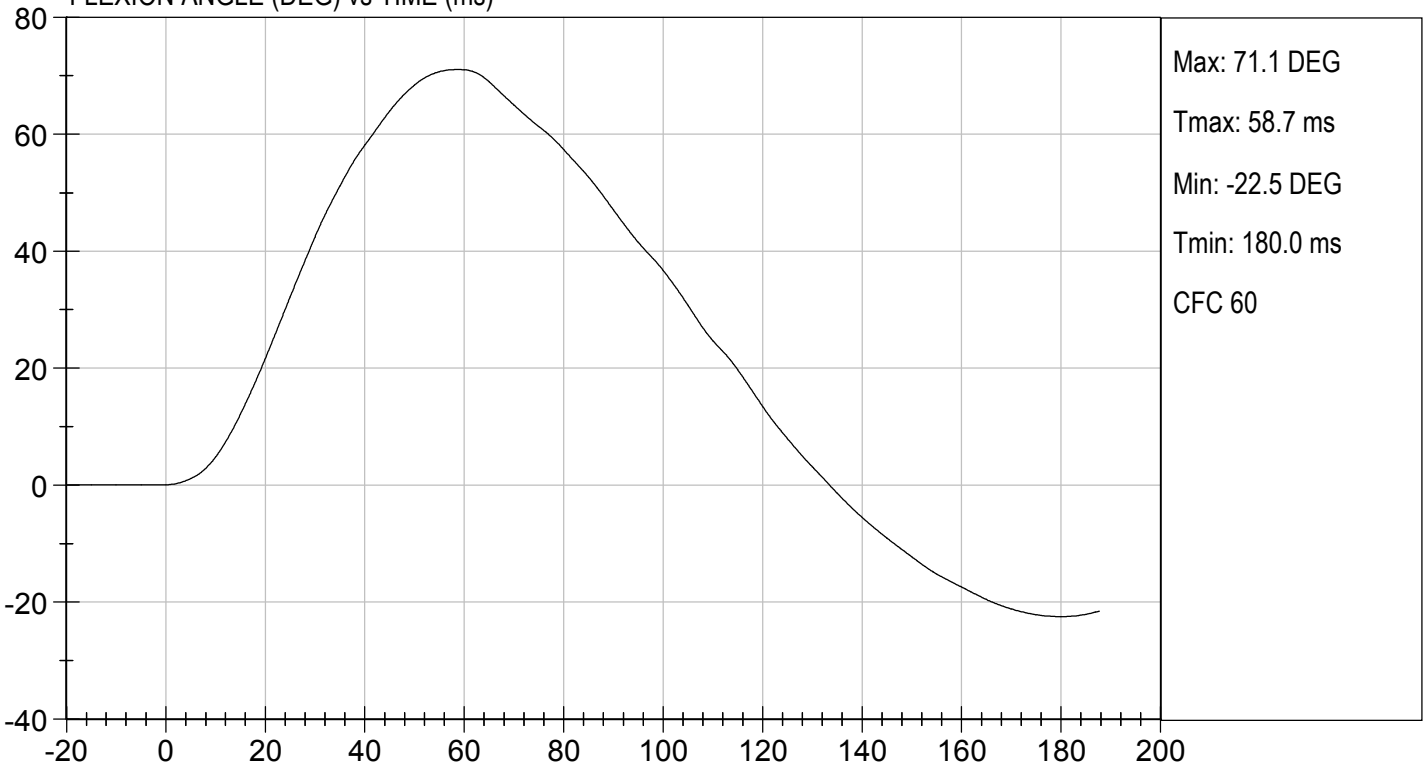
TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 02/19/2021
TEST #: D210492

PENDULUM VELOCITY (m/s) vs TIME (ms)

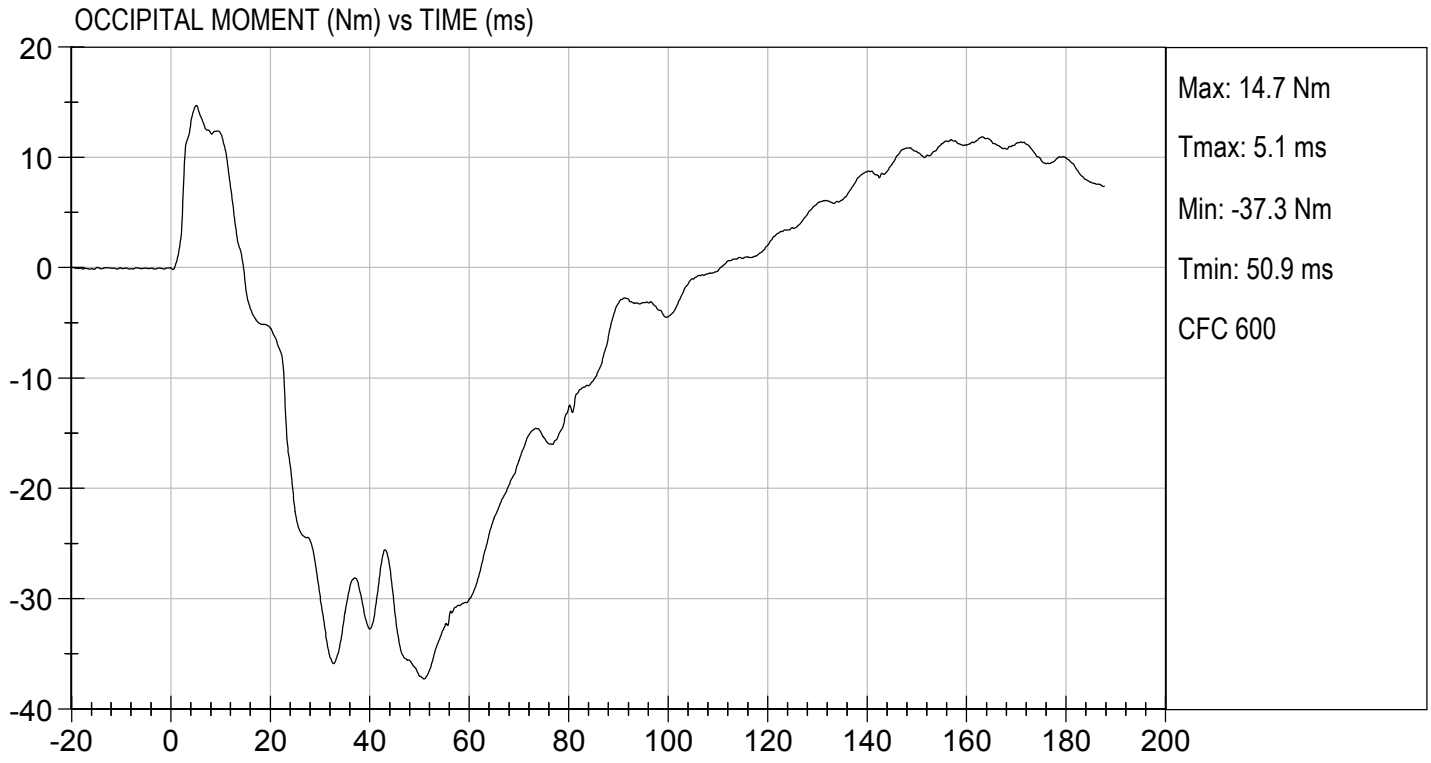


FLEXION ANGLE (DEG) vs TIME (ms)



TEST DESC: NECK BENDING
VELOCITY: 18.32 ft/s, 5.58 m/s

TEST DATE: 02/19/2021
TEST #: D210492



MGA RESEARCH CORPORATION

SHOULDER IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test ID:** D210493

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	deg C	20.6 to 22.2	21.8	Pass
Laboratory Relative Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	4.20 to 4.40	4.23	Pass
Maximum Probe Acceleration	G's	13 to 18	15	Pass
Shoulder Displacement	mm	28 to 37	32	Pass
Upper Spine (T1) Y Acceleration	G's	17 to 22	18	Pass
		Overall Test Results		Pass

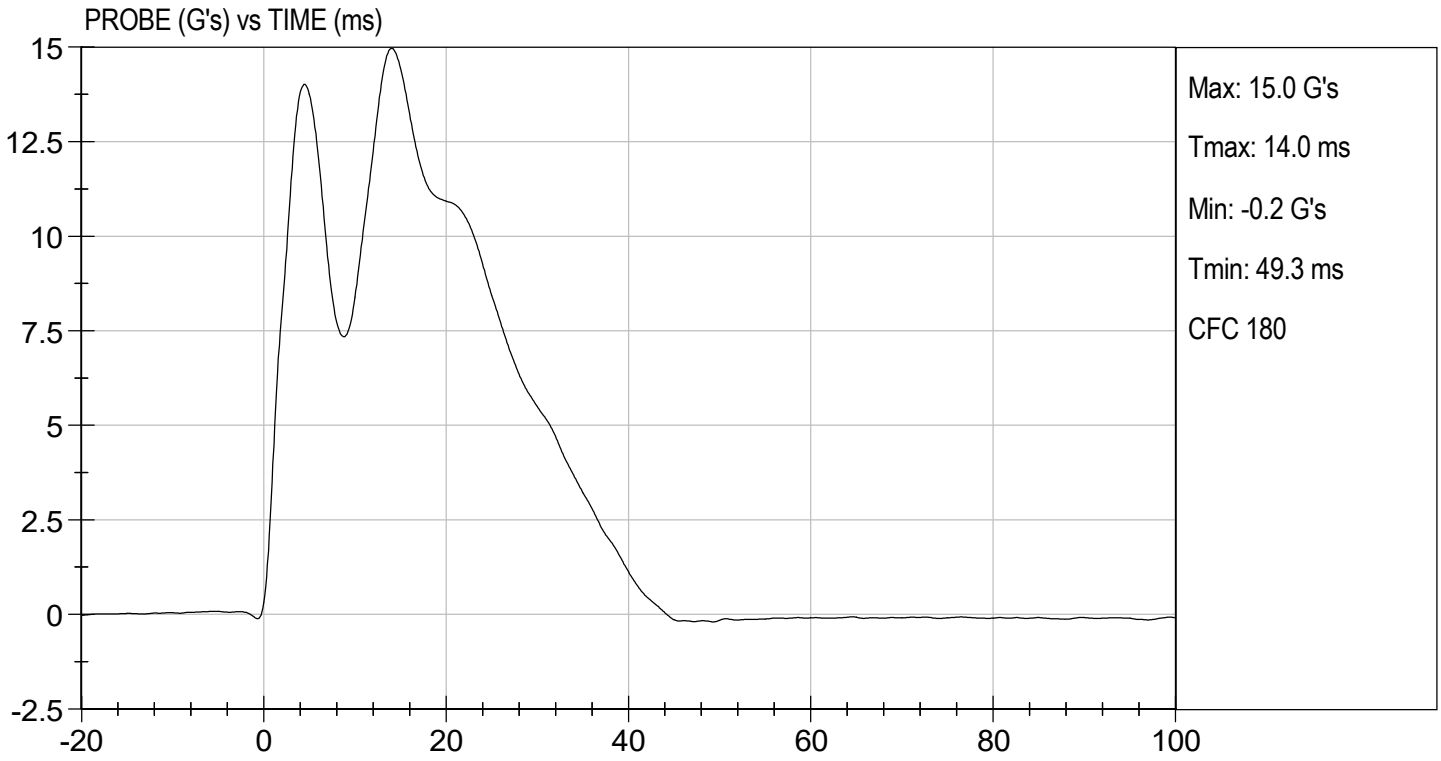
Laboratory Technician

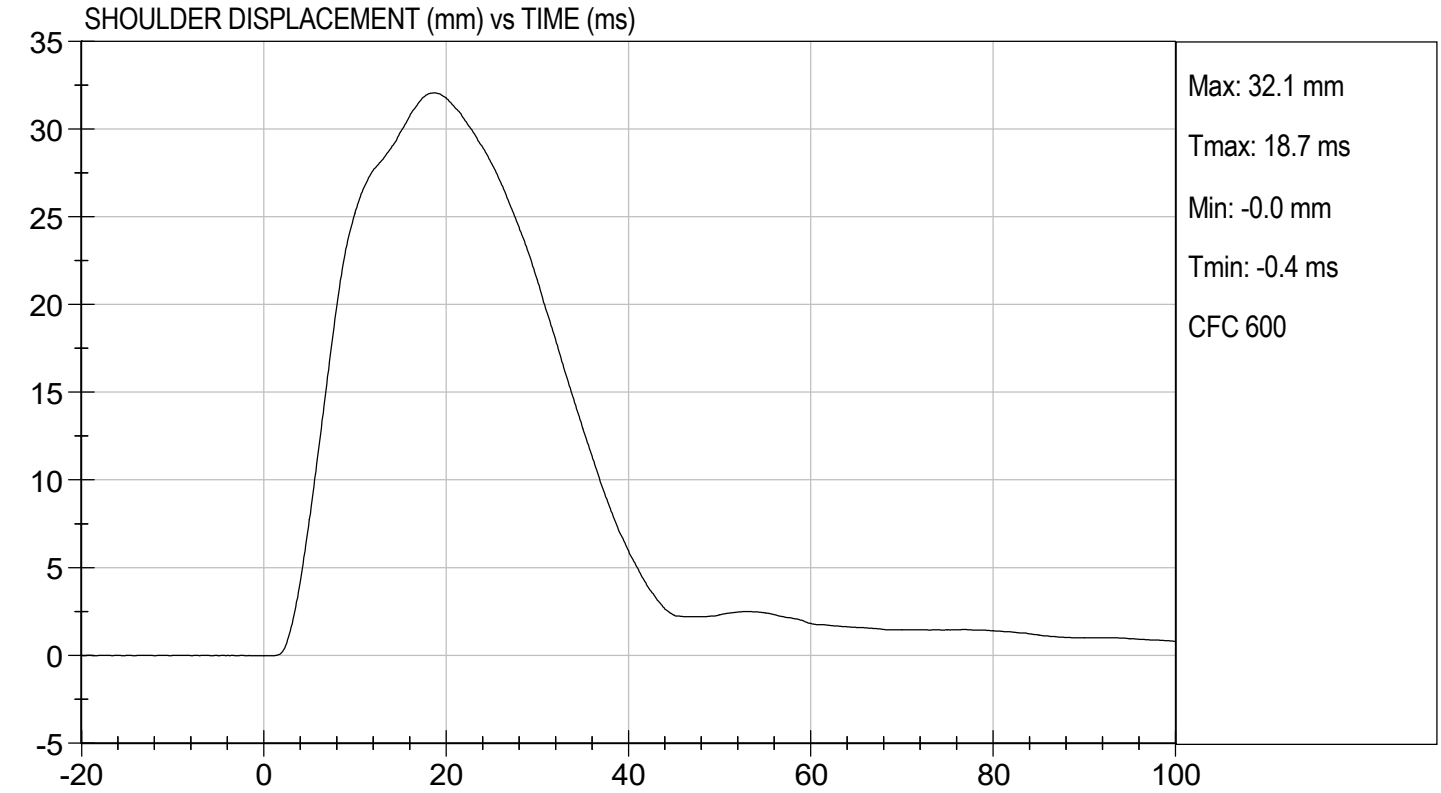
02/19/2021
Test Date

Approved By

TEST DESC: SHOULDER IMPACT
VELOCITY: 13.89 ft/s, 4.23 m/s

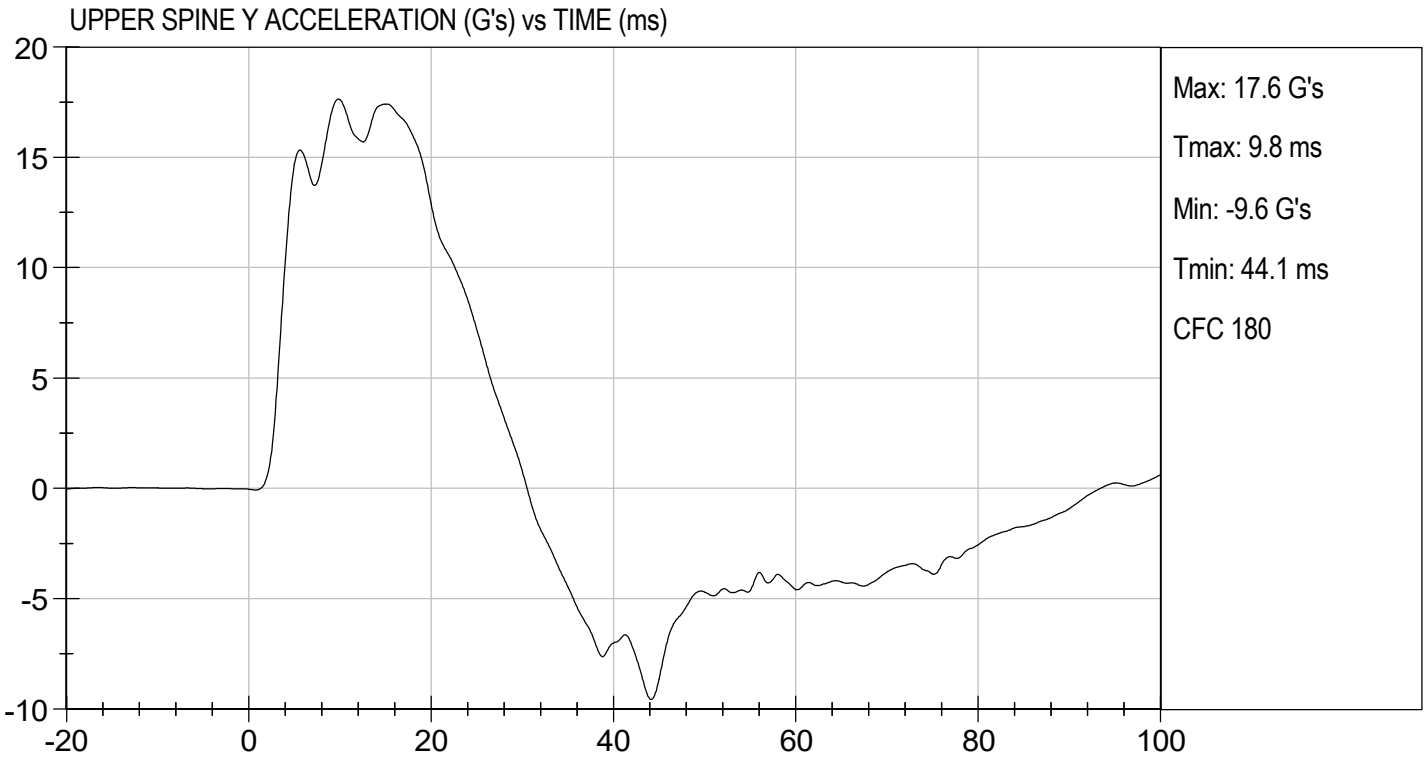
TEST DATE: 02/19/2021
TEST #: D210493





TEST DESC: SHOULDER IMPACT
VELOCITY: 13.89 ft/s, 4.23 m/s

TEST DATE: 02/19/2021
TEST #: D210493



MGA RESEARCH CORPORATION

THORAX (WITH ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210494

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	6.60 to 6.80	6.77	Pass
Maximum Probe Acceleration	G's	30 to 36	32	Pass
Shoulder Displacement	mm	31 to 40	38	Pass
Upper Rib Displacement	mm	25 to 32	29	Pass
Middle Rib Displacement	mm	30 to 36	32	Pass
Lower Rib Displacement	mm	32 to 38	34	Pass
Upper Spine (T1) Y Acceleration	G's	34 to 43	37	Pass
Lower Spine (T12) Y Acceleration	G's	29 to 37	32	Pass
		Overall Test Results		Pass

Laboratory Technician

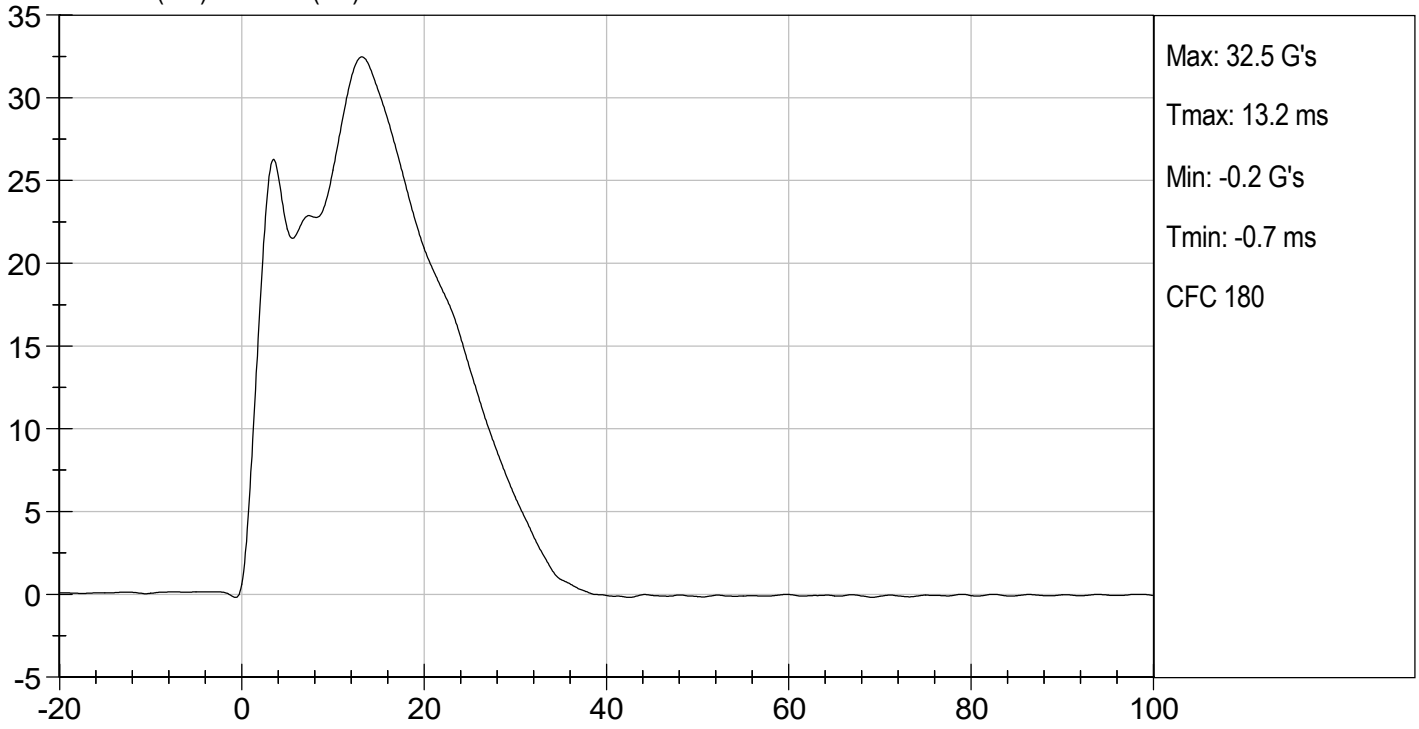
02/19/2021
Test Date

Approved By

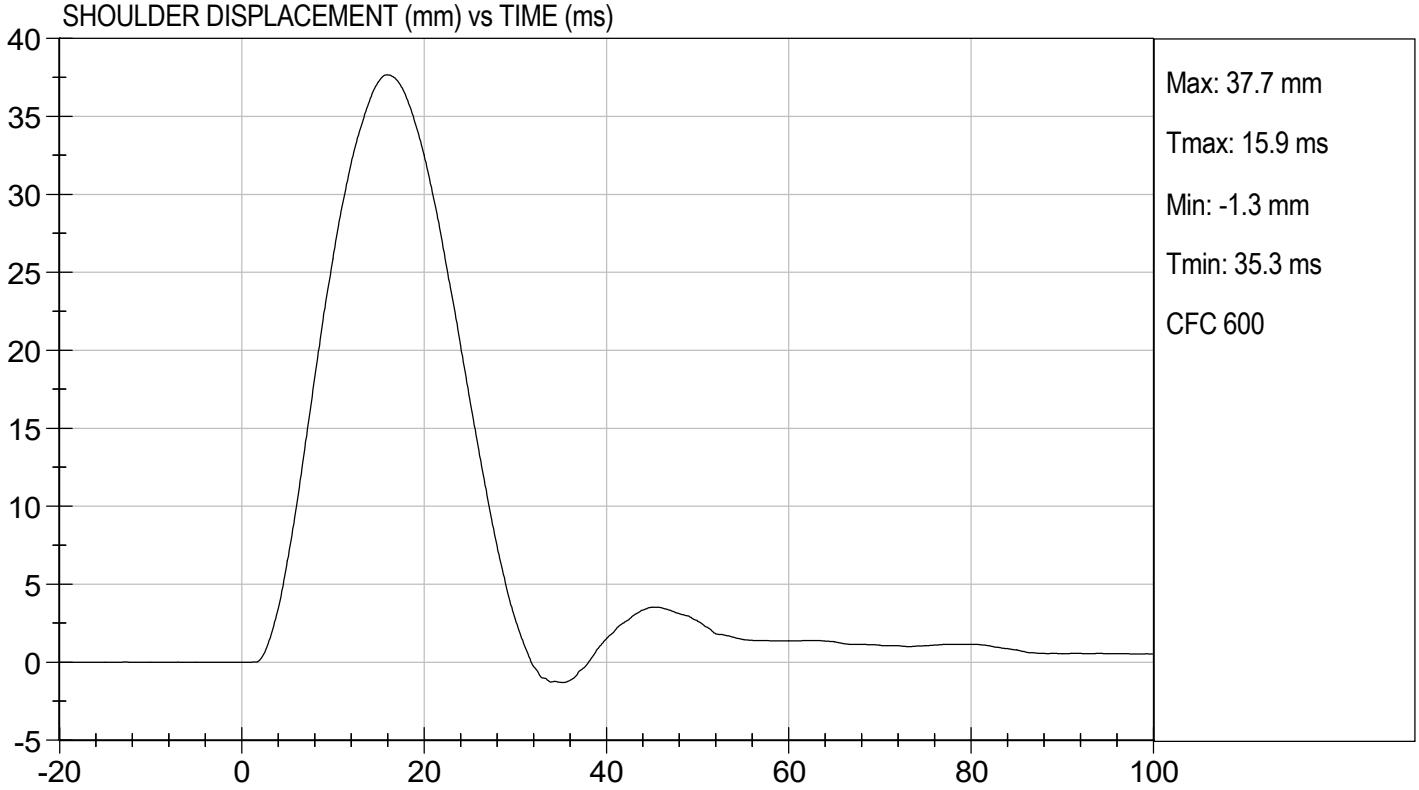
TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 02/19/2021
TEST #: D210494

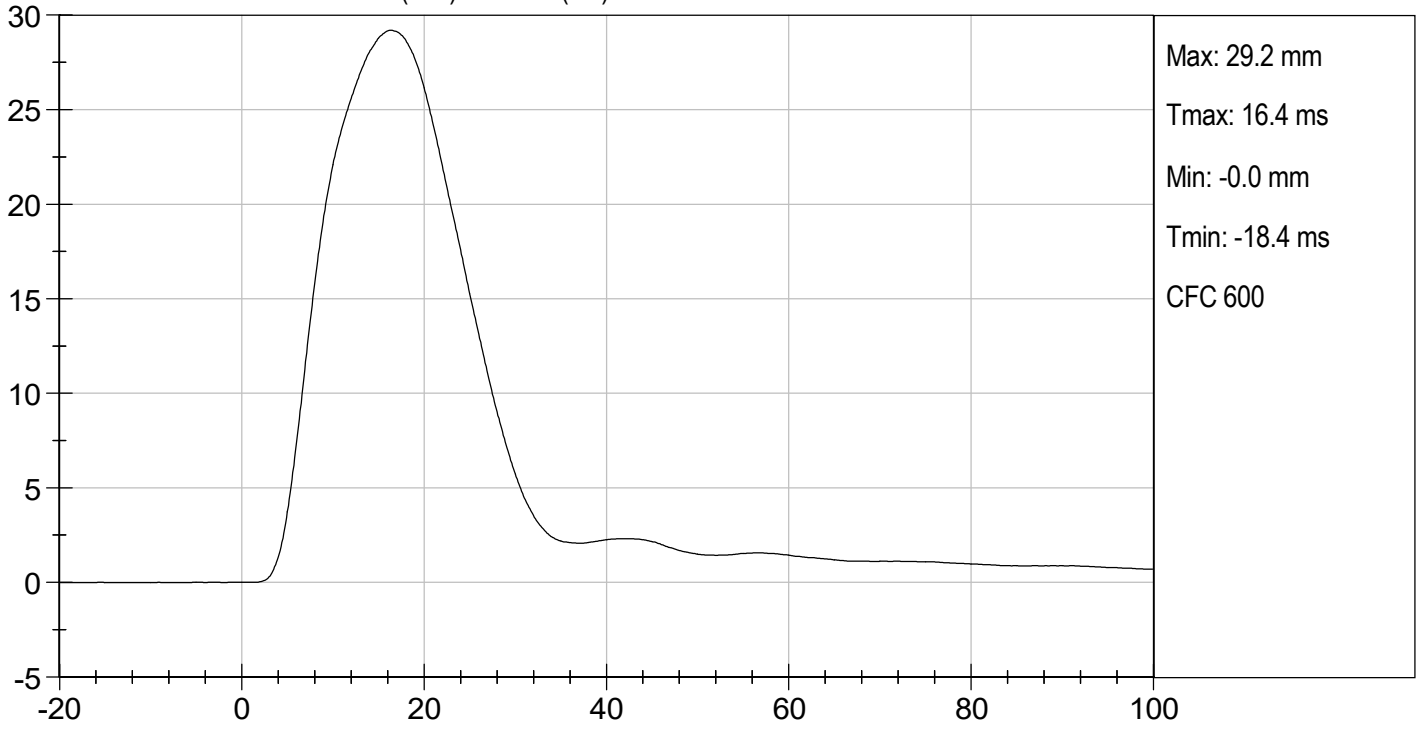
PROBE (G's) vs TIME (ms)



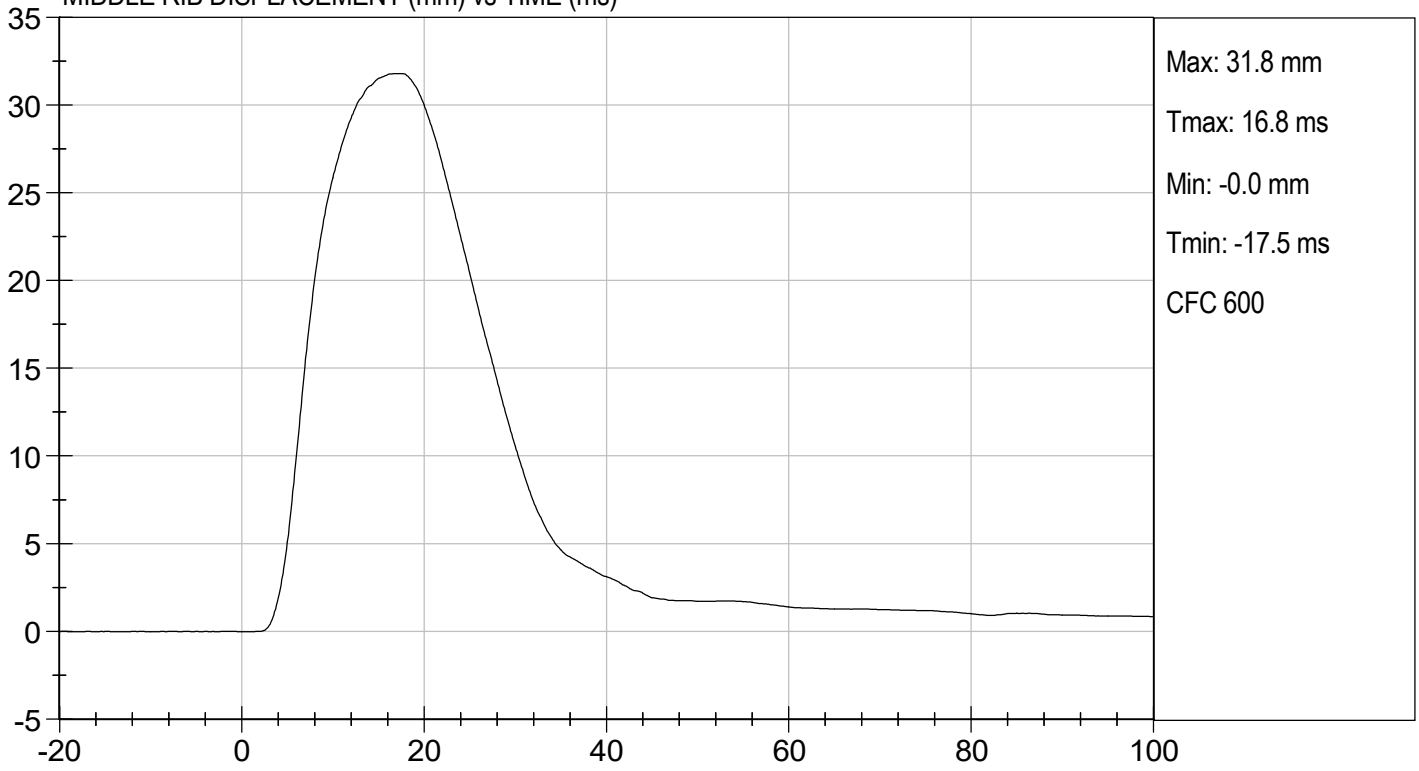
SHOULDER DISPLACEMENT (mm) vs TIME (ms)



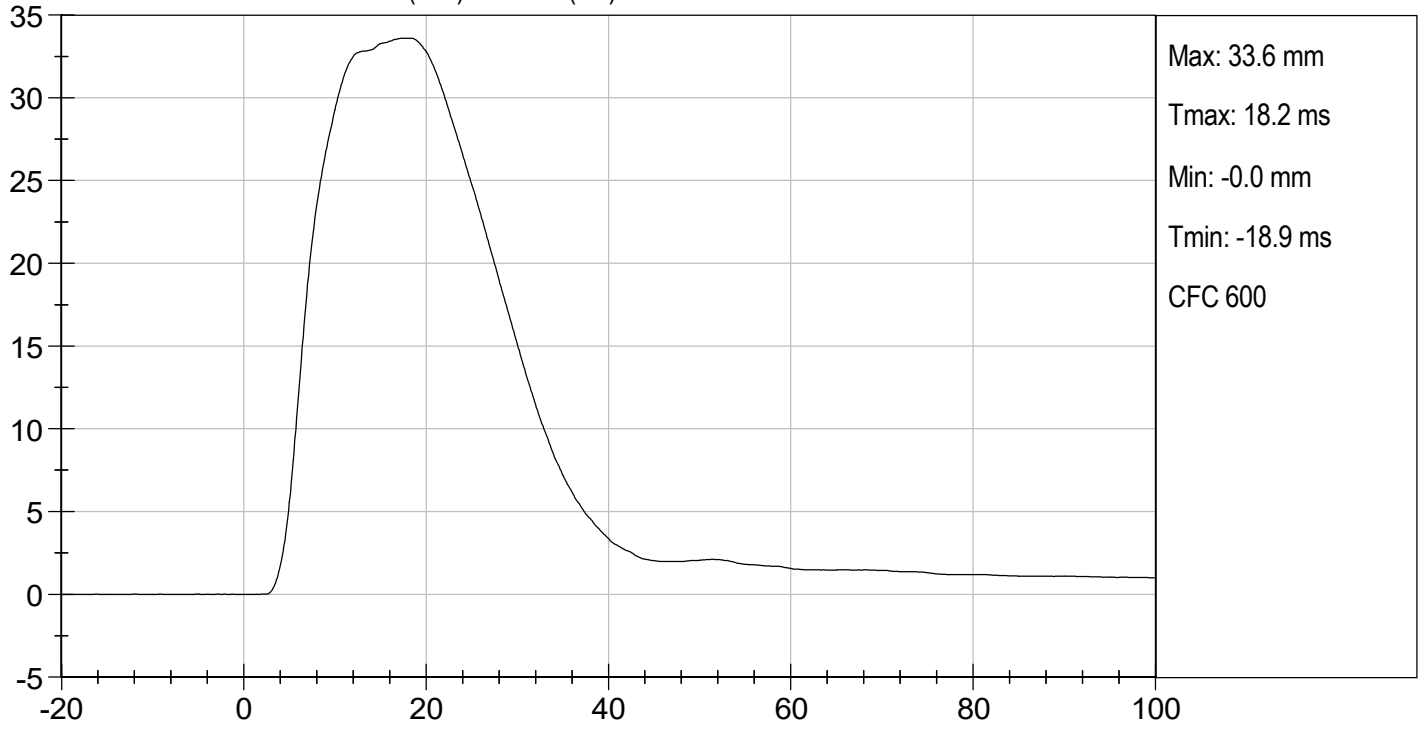
UPPER RIB DISPLACEMENT (mm) vs TIME (ms)



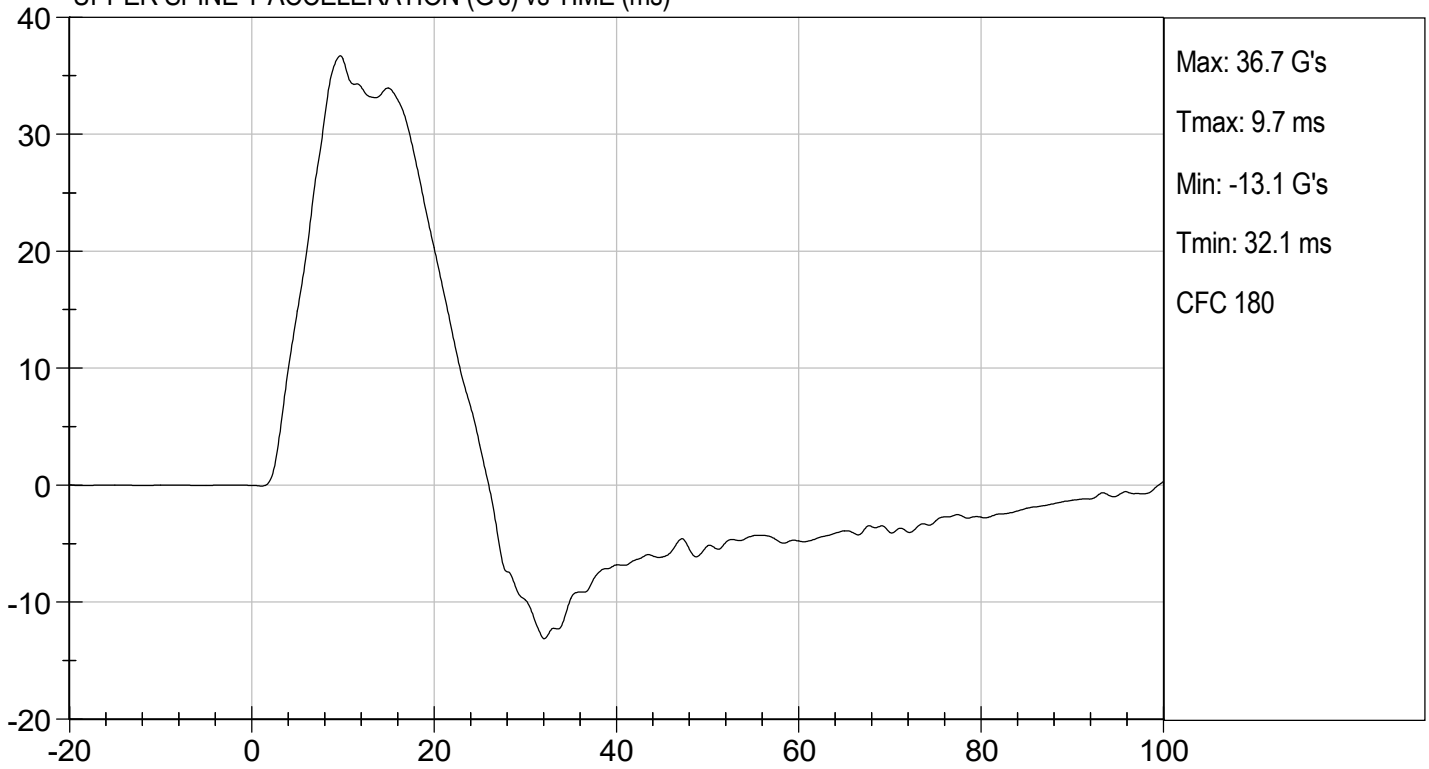
MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



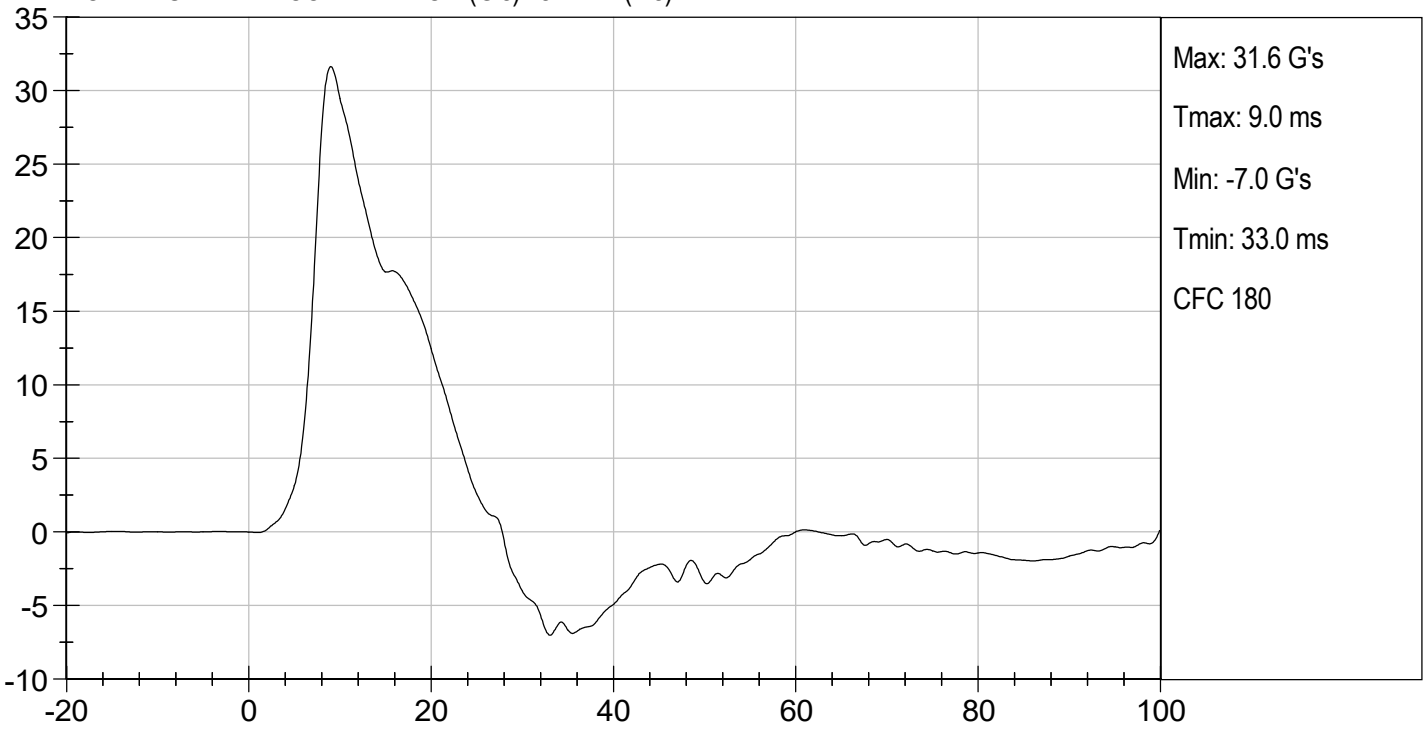
UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: THORAX IMPACT WITH ARM
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 02/19/2021
TEST #: D210494

LOWER SPINE Y ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

THORAX (WITHOUT ARM) IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210495

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	4.20 to 4.40	4.23	Pass
Maximum Probe Acceleration	G's	14 to 18	15	Pass
Upper Rib Displacement	mm	32 to 40	40	Pass
Middle Rib Displacement	mm	39 to 45	43	Pass
Lower Rib Displacement	mm	35 to 43	39	Pass
Upper Spine (T1) Y Acceleration	G's	13 to 17	15	Pass
Lower Spine (T12) Y Acceleration	G's	7 to 11	9	Pass
		Overall Test Results		Pass

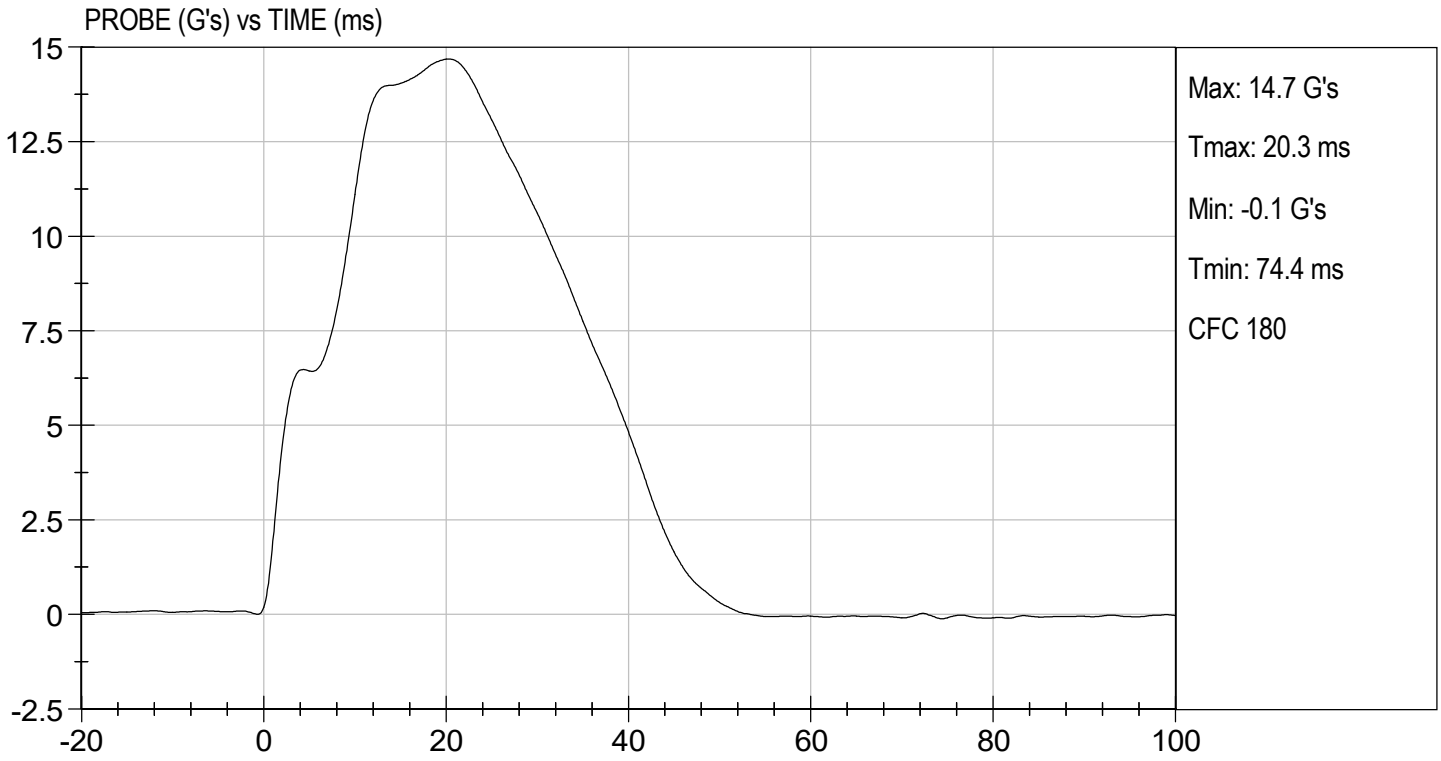
Alex Thomas
Laboratory Technician

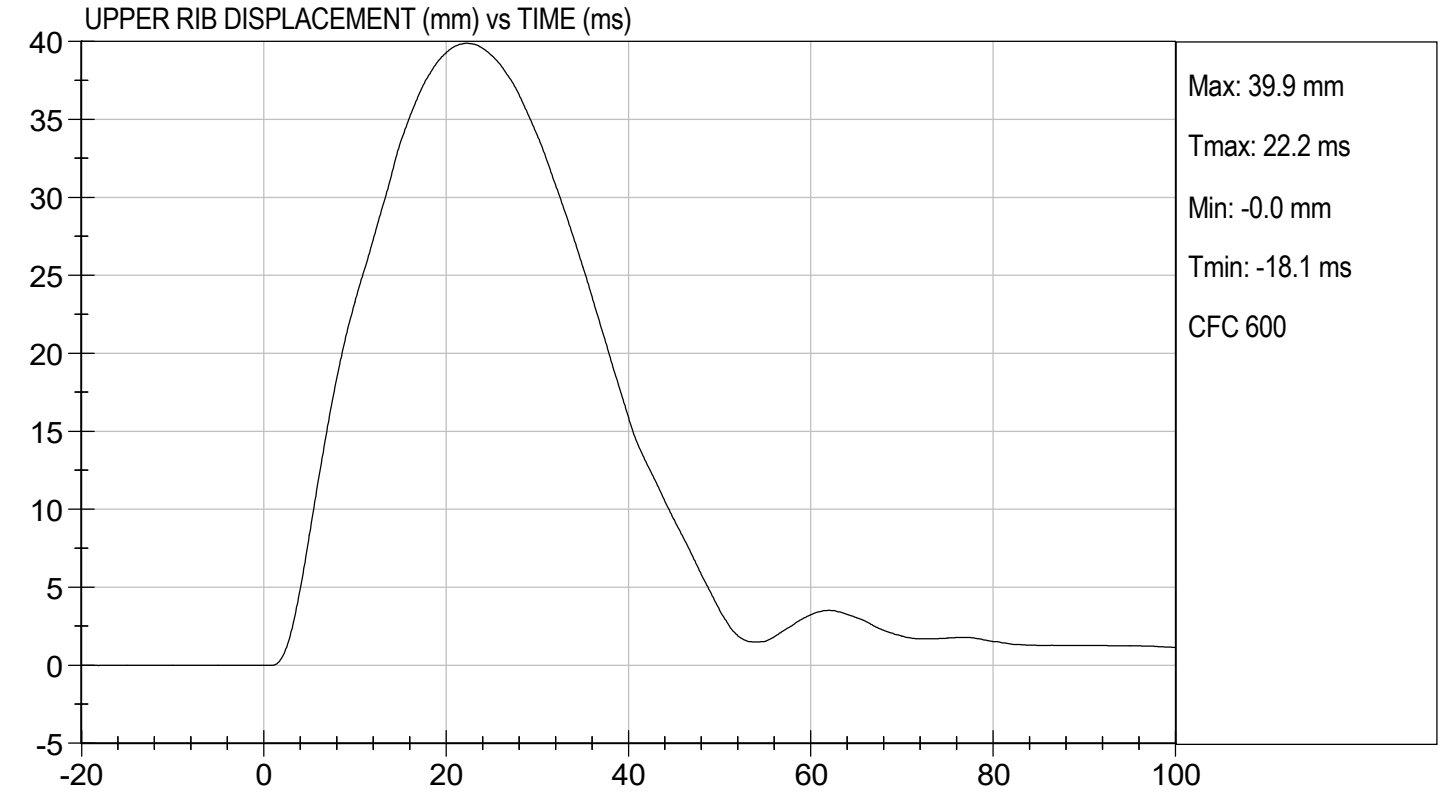
02/19/2021
Test Date

Approved By

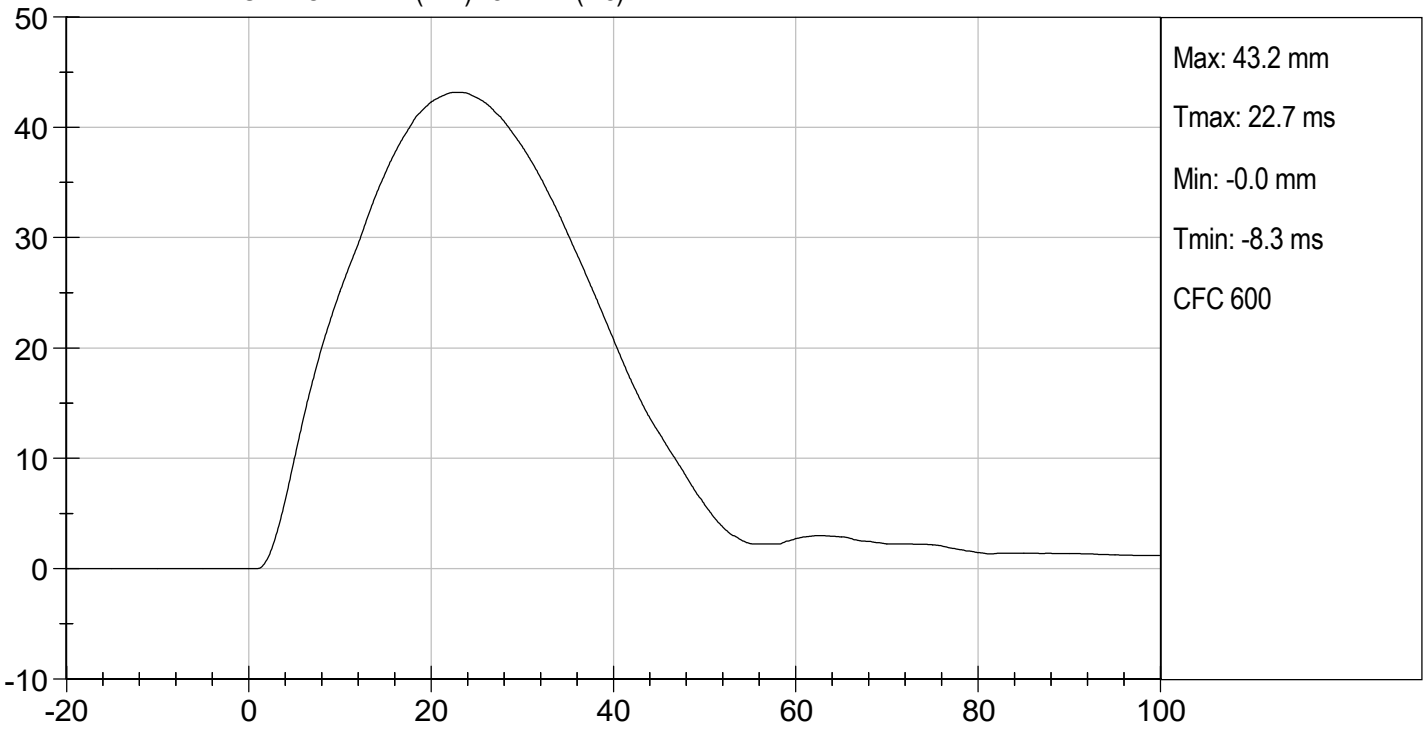
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 13.89 ft/s, 4.23 m/s

TEST DATE: 02/19/2021
TEST #: D210495

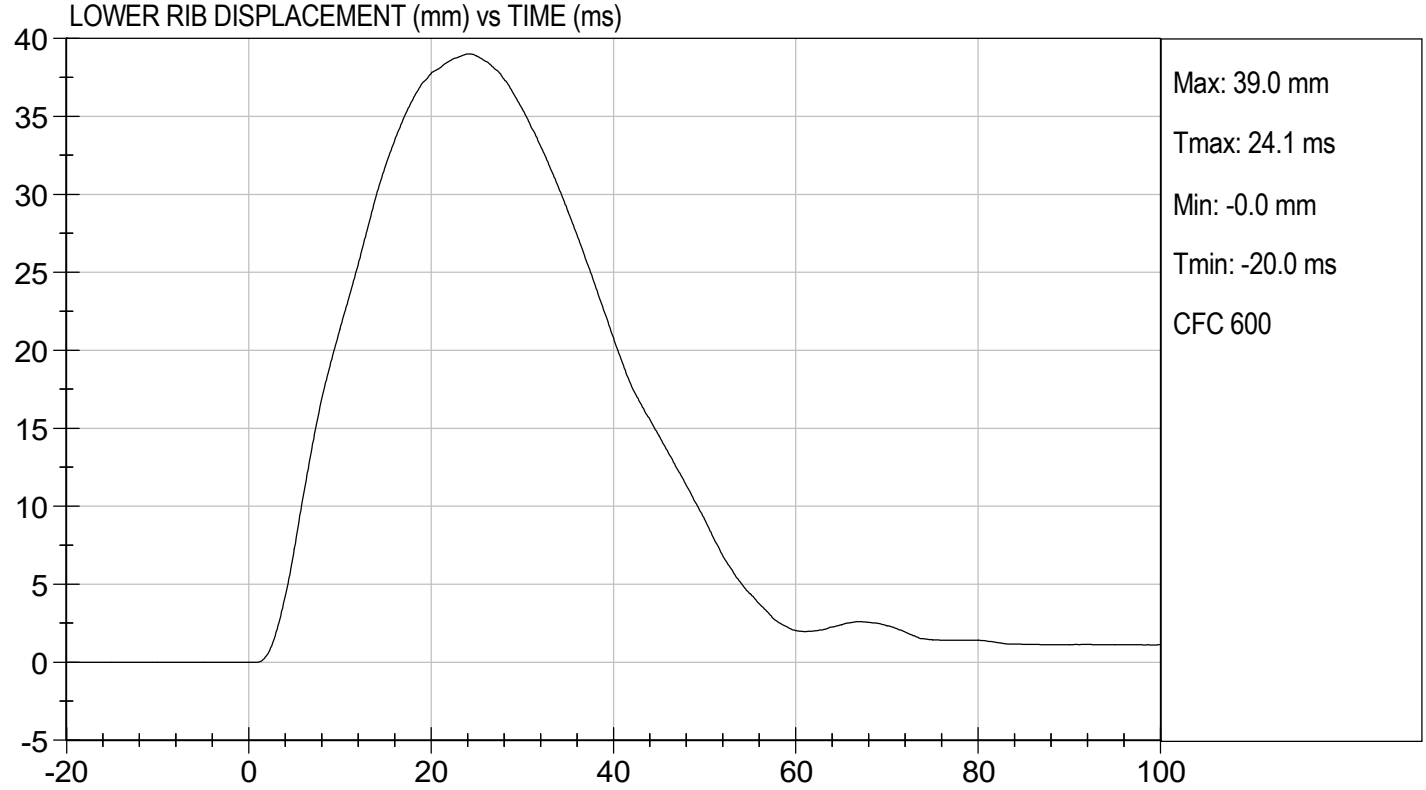




MIDDLE RIB DISPLACEMENT (mm) vs TIME (ms)



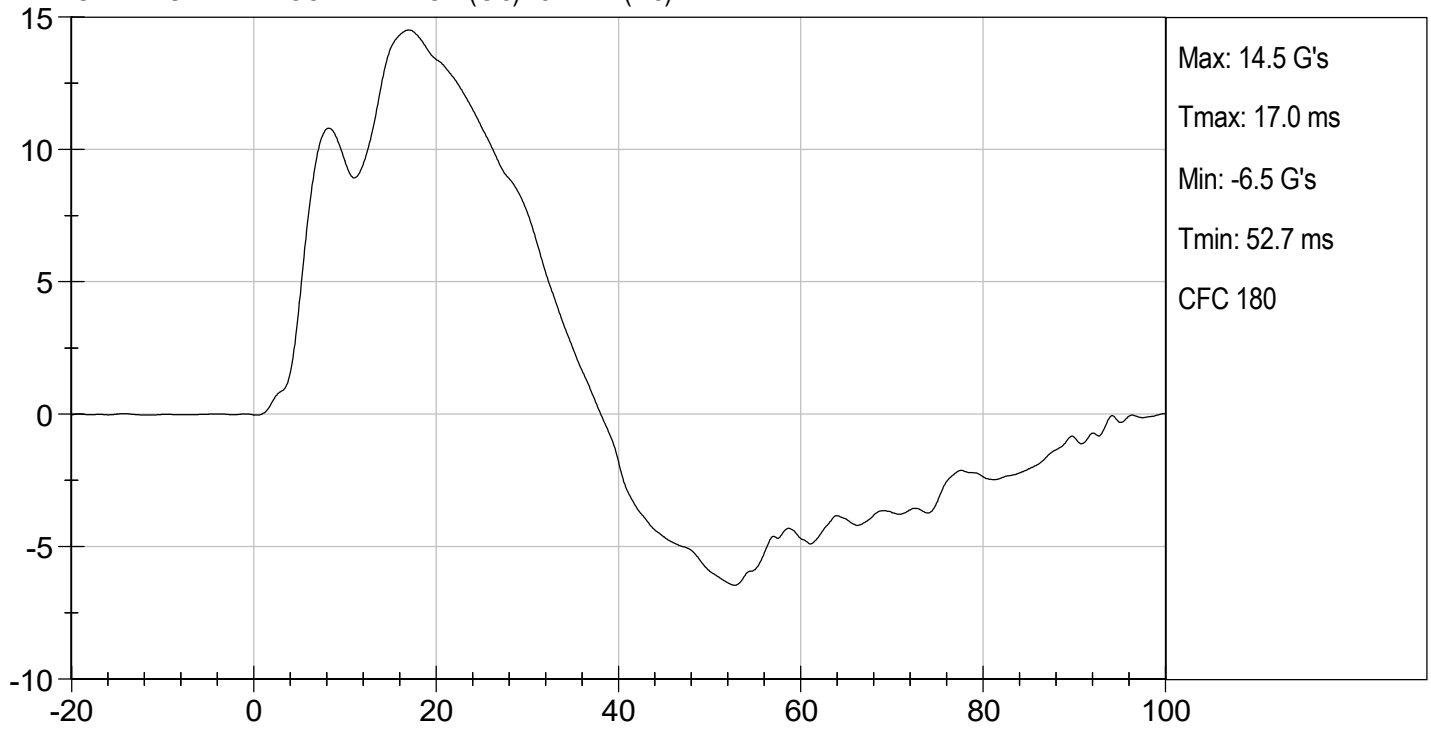
LOWER RIB DISPLACEMENT (mm) vs TIME (ms)



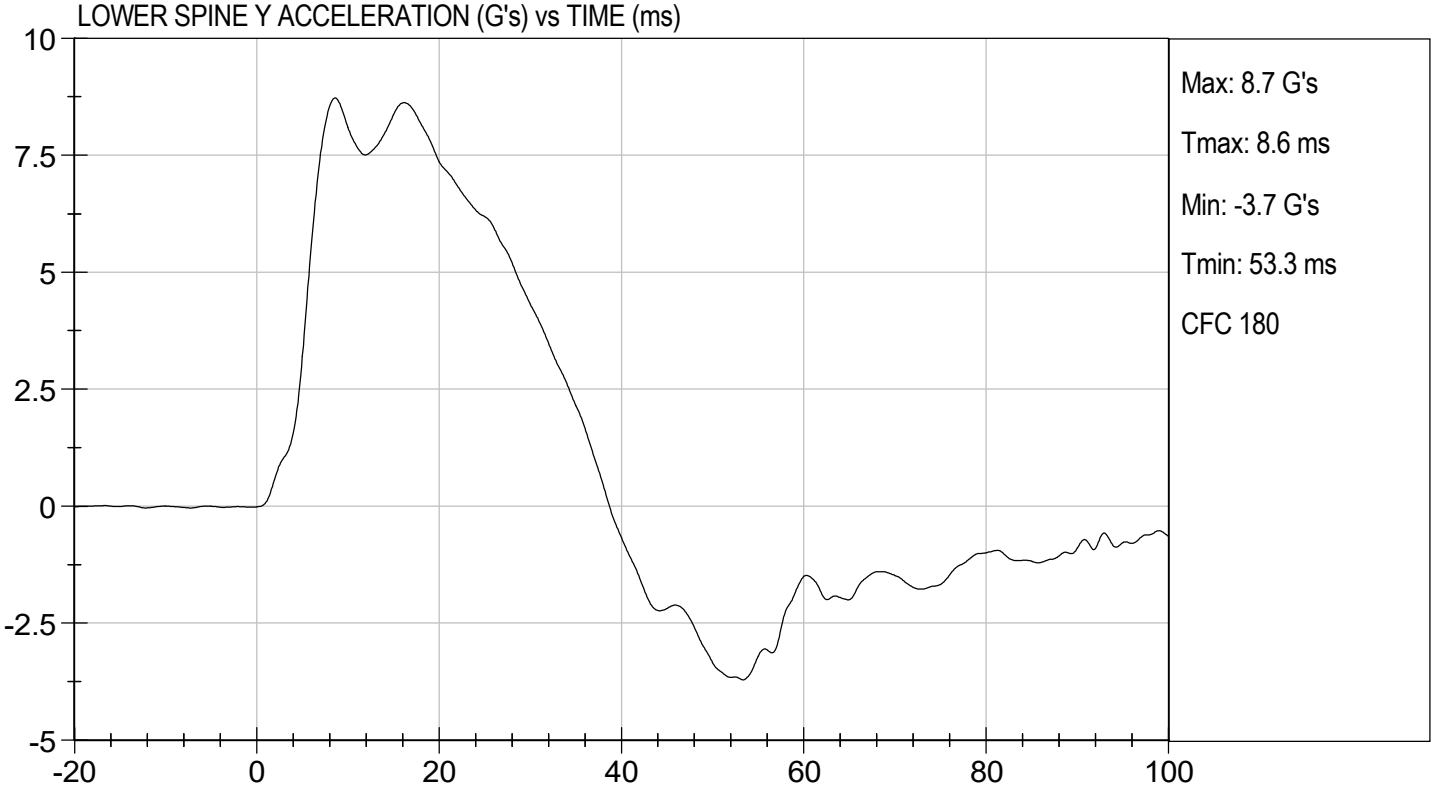
TEST DESC: THORAX IMPACT WITHOUT ARM
VELOCITY: 13.89 ft/s, 4.23 m/s

TEST DATE: 02/19/2021
TEST #: D210495

UPPER SPINE Y ACCELERATION (G's) vs TIME (ms)



LOWER SPINE Y ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

ABDOMINAL IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210496

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	4.20 to 4.40	4.30	Pass
Maximum Probe Acceleration	G's	12 to 16	13	Pass
Upper Abdomen Rib Displacement	mm	36 to 47	41	Pass
Lower Abdomen Rib Displacement	mm	33 to 44	39	Pass
Lower Spine (T12) Y Acceleration	G's	9 to 14	11	Pass
		Overall Test Results		Pass

Laboratory Technician

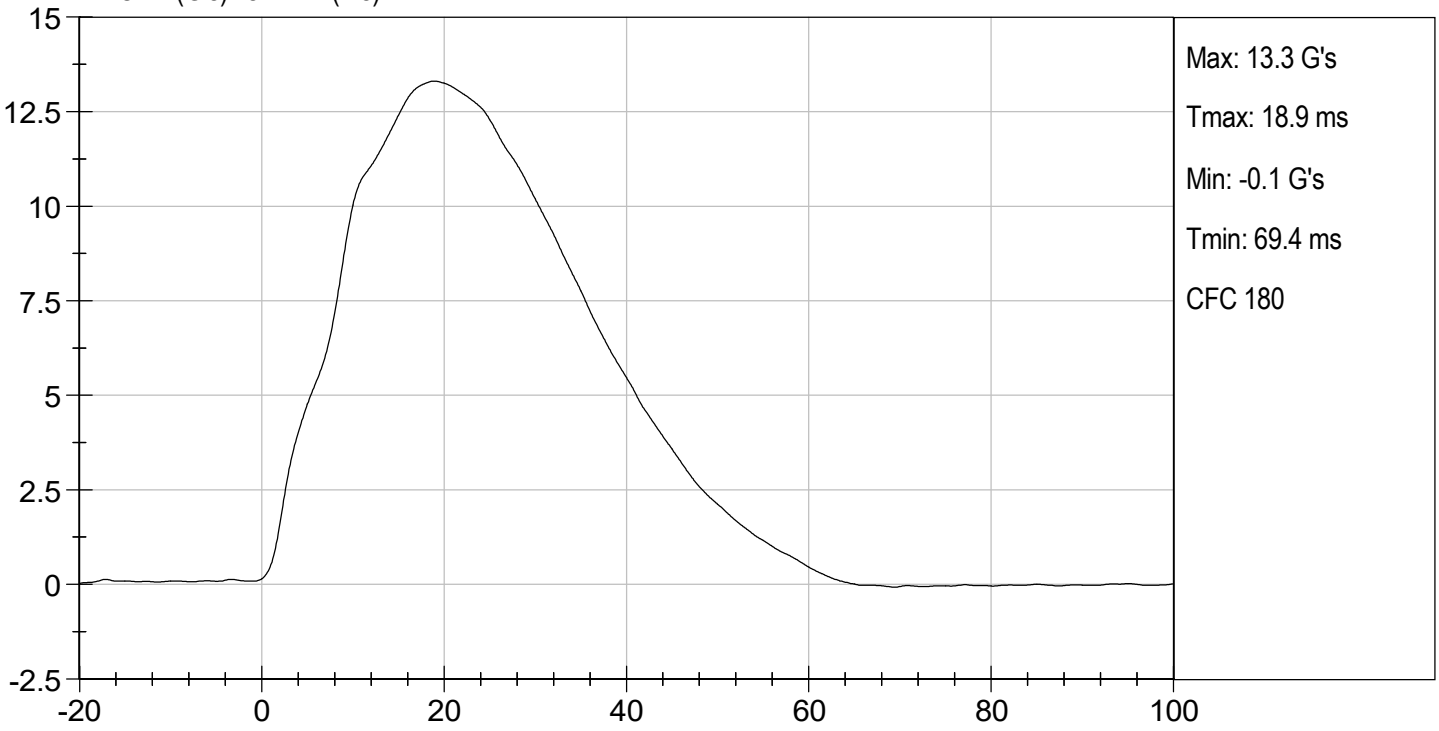
02/19/2021
Test Date

Approved By

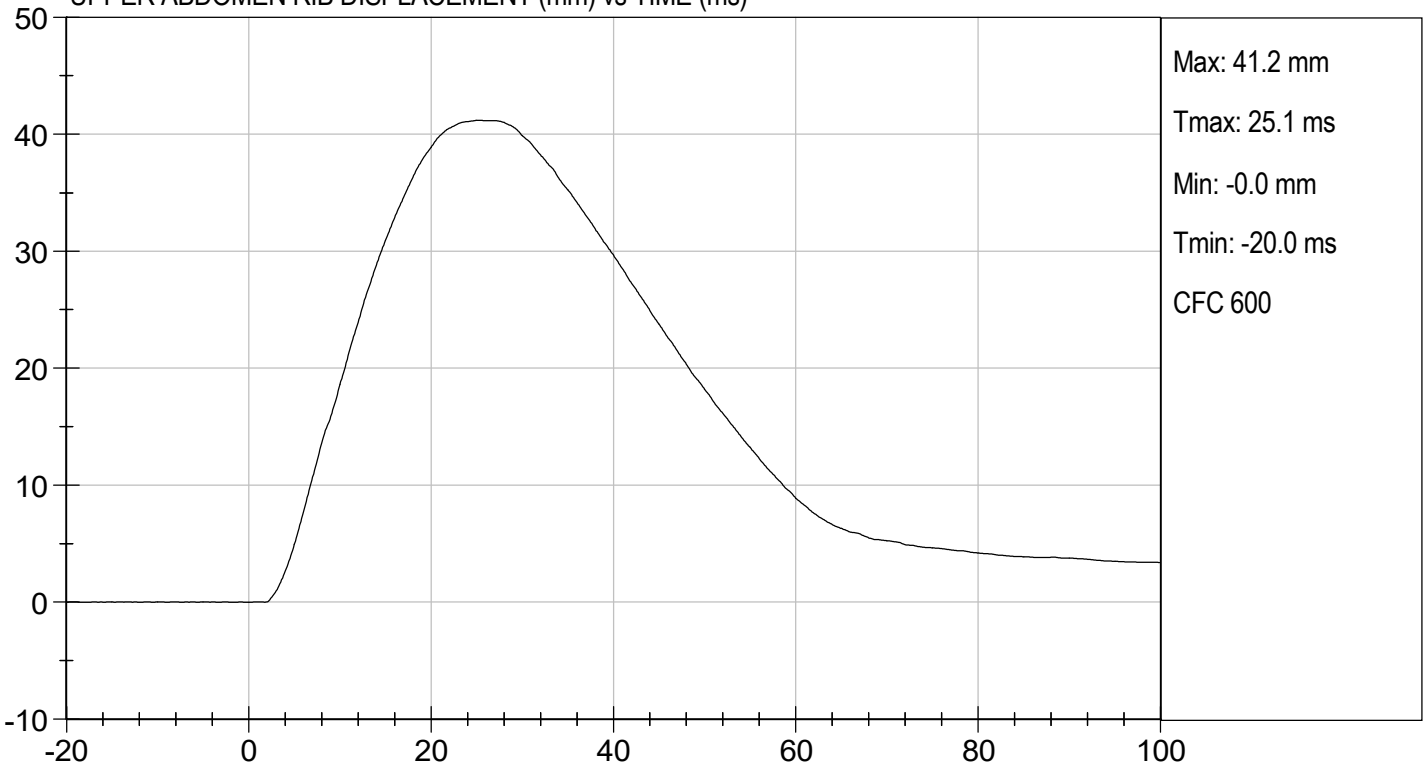
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 02/19/2021
TEST #: D210496

PROBE (G's) vs TIME (ms)



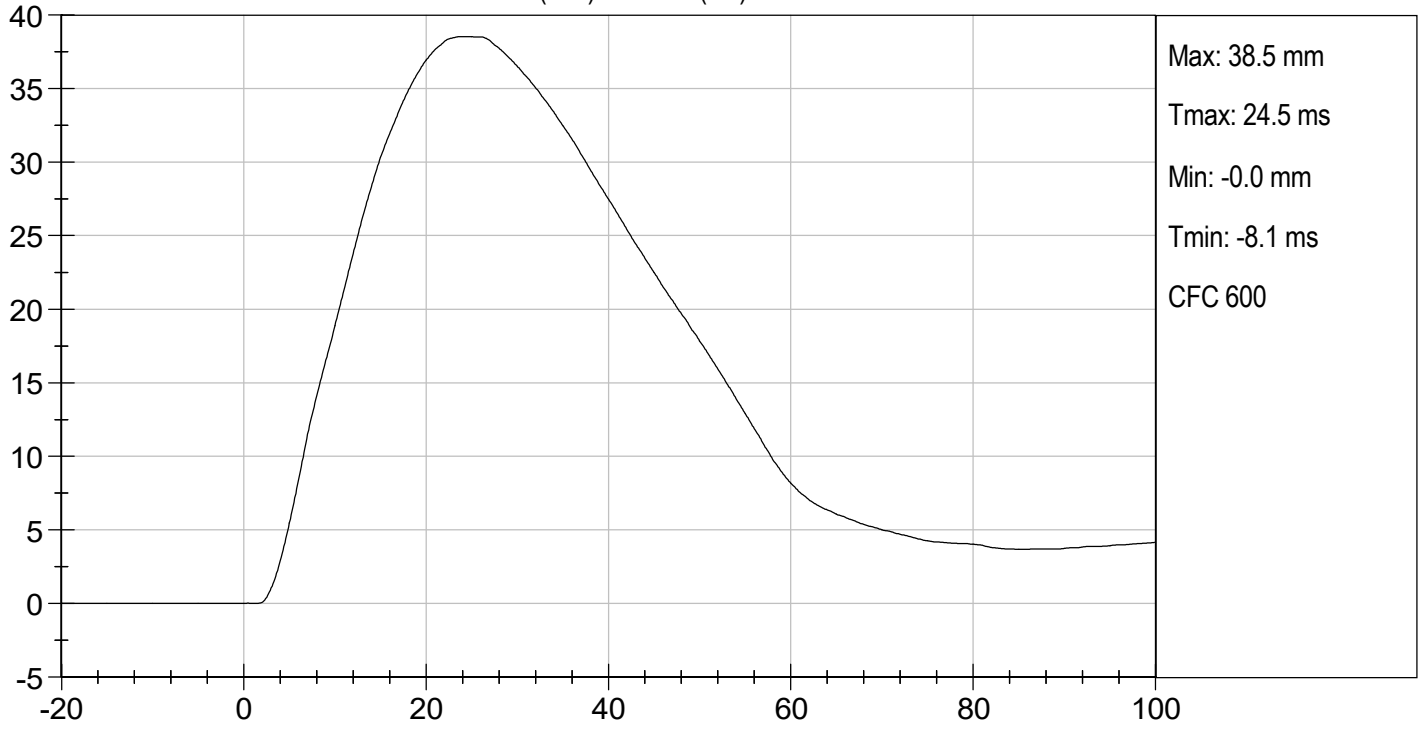
UPPER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



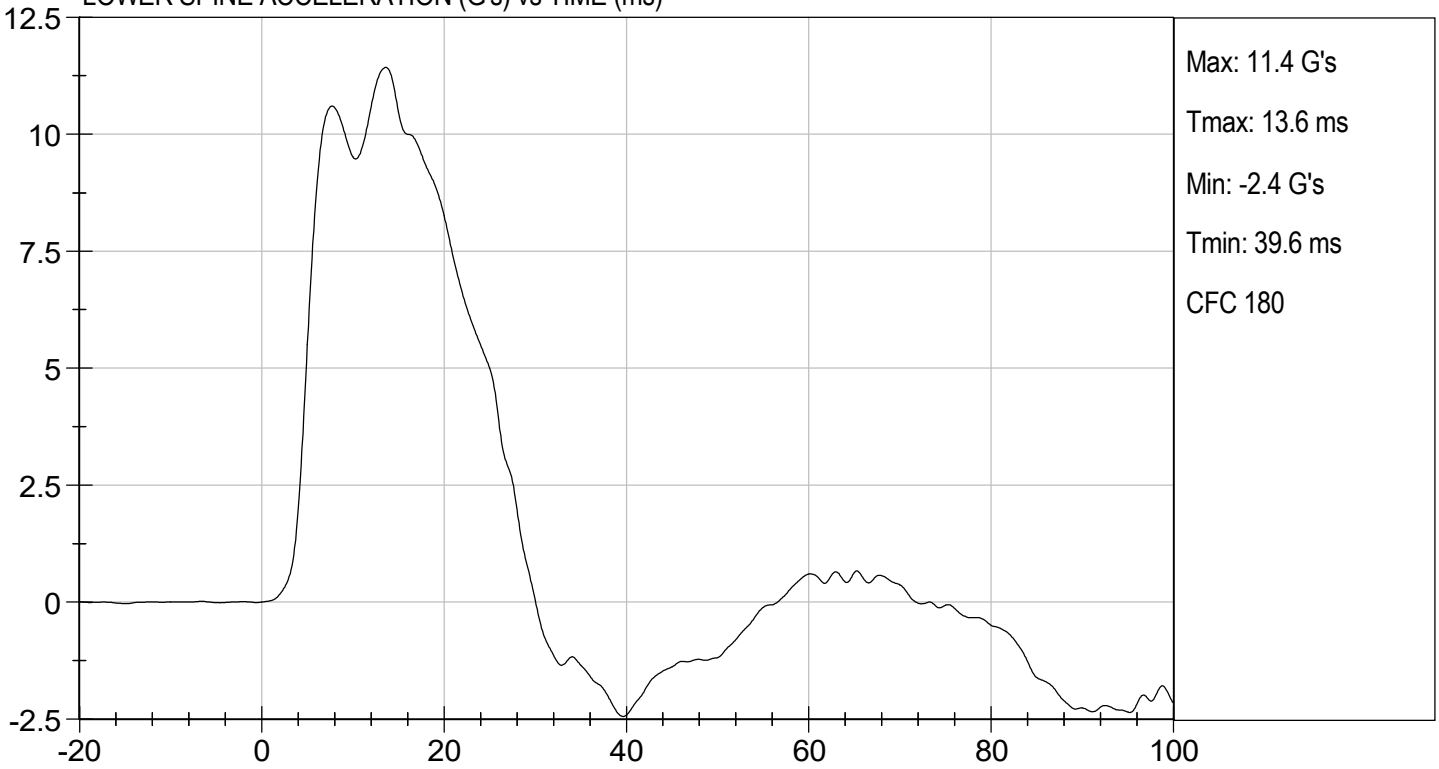
TEST DESC: ABDOMEN IMPACT
VELOCITY: 14.12 ft/s, 4.30 m/s

TEST DATE: 02/19/2021
TEST #: D210496

LOWER ABDOMEN RIB DISPLACEMENT (mm) vs TIME (ms)



LOWER SPINE ACCELERATION (G's) vs TIME (ms)



MGA RESEARCH CORPORATION

PELVIS IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210497

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	6.60 to 6.80	6.60	Pass
Maximum Probe Acceleration	G's	38 to 47	40	Pass
Pelvis Y Acceleration After 6 ms	G's	34 to 42	38	Pass
Peak Acetabulum Force	N	3600 to 4300	3,766	Pass
		Overall Test Results		Pass

Laboratory Technician

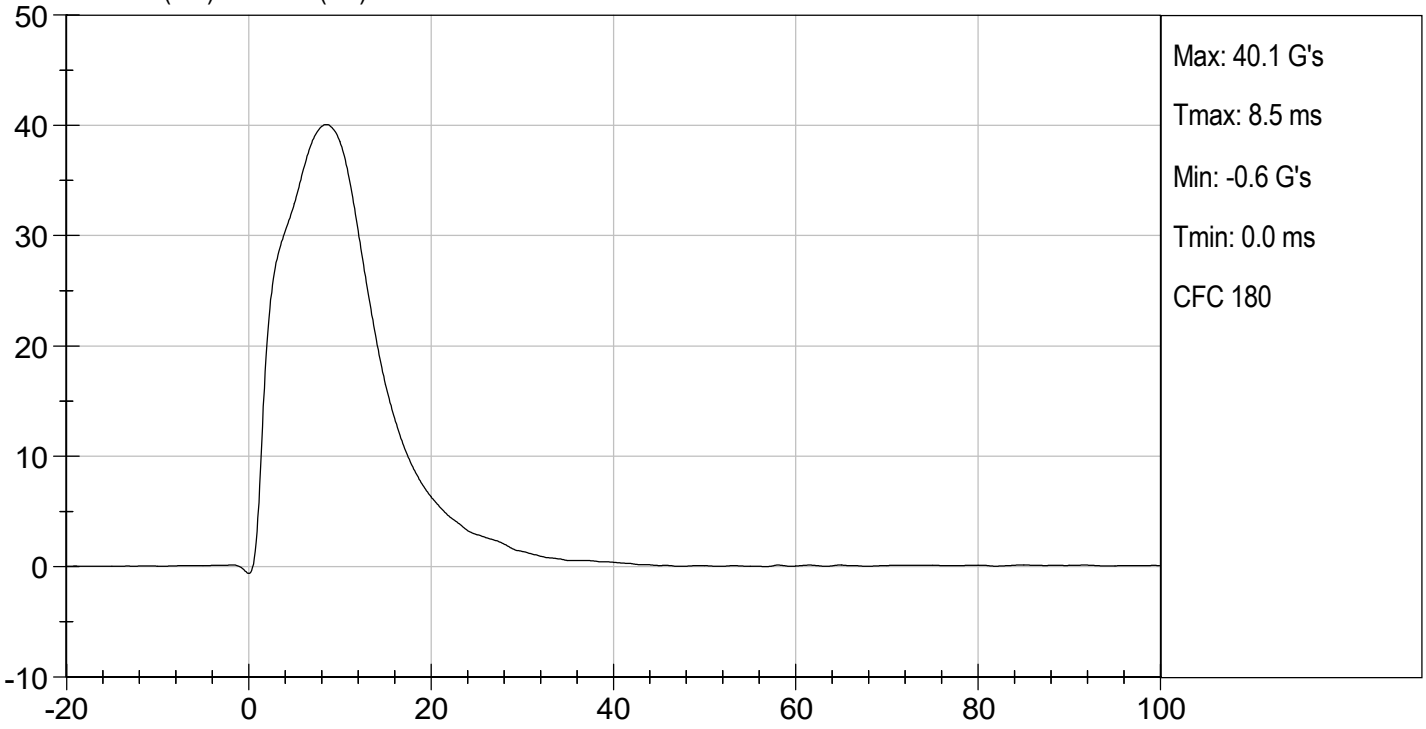
02/19/2021
Test Date

Approved By

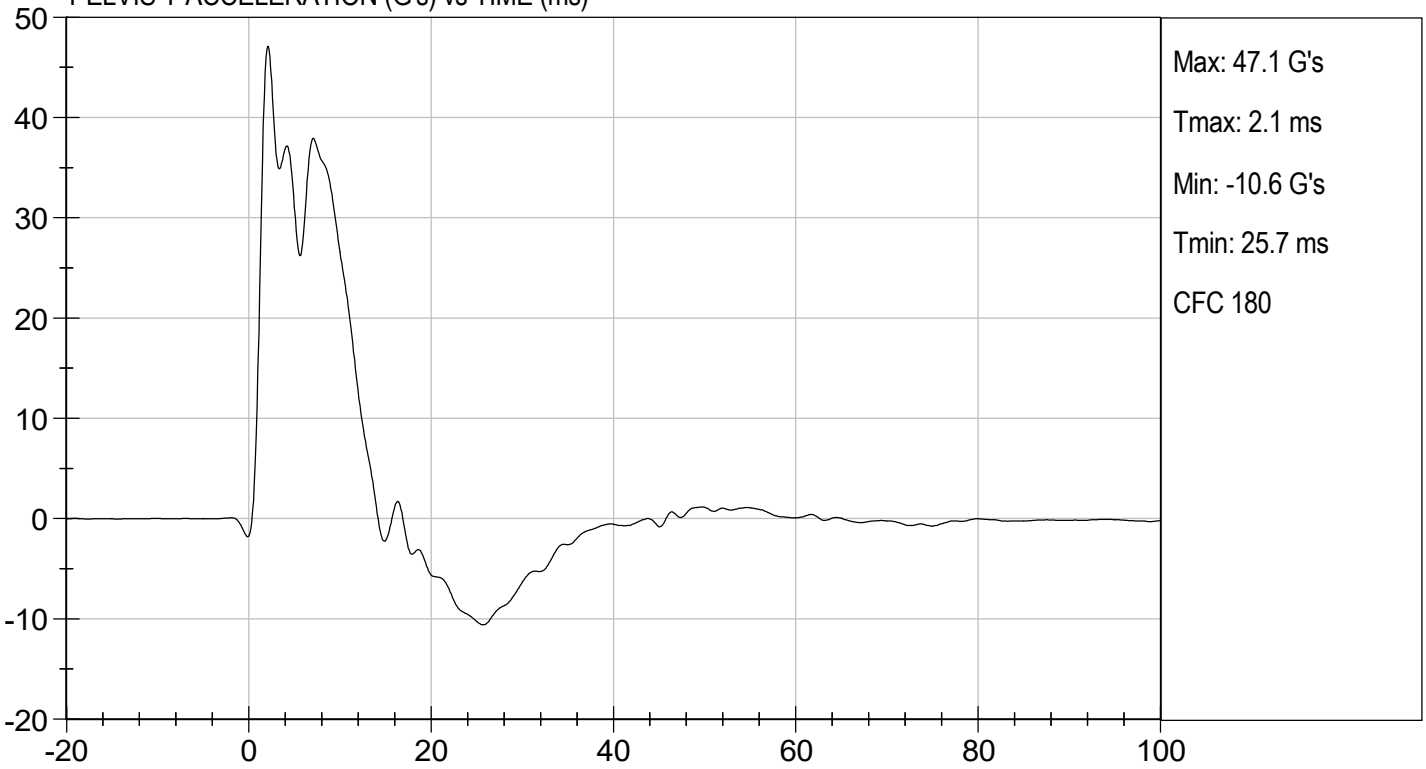
TEST DESC: PELVIS IMPACT
VELOCITY: 21.64 ft/s, 6.60 m/s

TEST DATE: 02/19/2021
TEST #: D210497

PROBE (G's) vs TIME (ms)

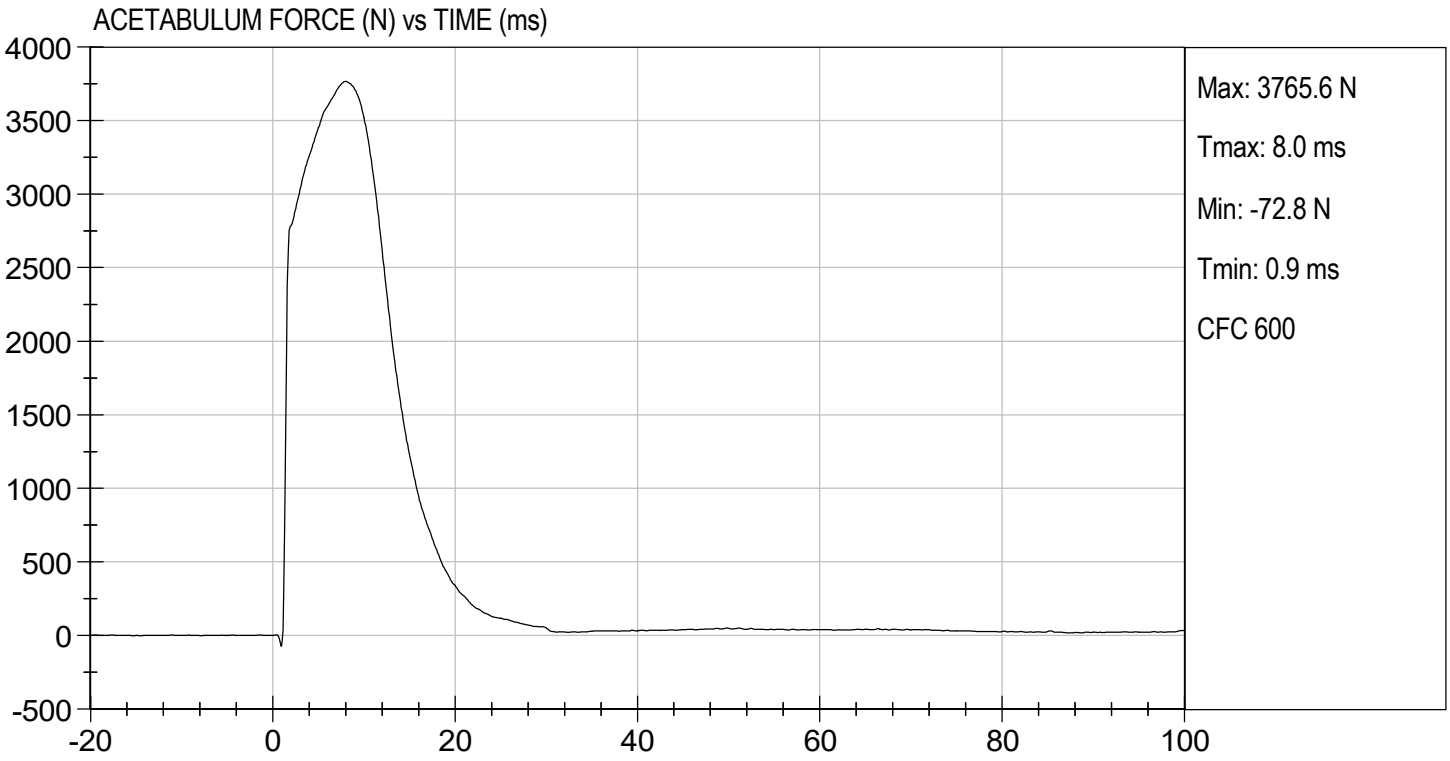


PELVIS Y ACCELERATION (G's) vs TIME (ms)



TEST DESC: PELVIS IMPACT
VELOCITY: 21.64 ft/s, 6.60 m/s

TEST DATE: 02/19/2021
TEST #: D210497



MGA RESEARCH CORPORATION

ILIAC IMPACT TEST

SID-IIs BUILD LEVEL D DUMMY

ATD Serial No: 296 **Test I.D:** D210498

Tested Parameter	Units	Specification	Result	Pass/Fail
Temperature	deg C	20.6 to 22.2	21.8	Pass
Humidity	%	10 to 70	23	Pass
Impact Velocity	m/s	4.20 to 4.40	4.20	Pass
Maximum Probe Acceleration	G's	36 to 45	40	Pass
Pelvis Y Acceleration	G's	28 to 39	32	Pass
Peak Pelvis Iliac Force	N	4100 to 5100	4,620	Pass
		Overall Test Results		Pass

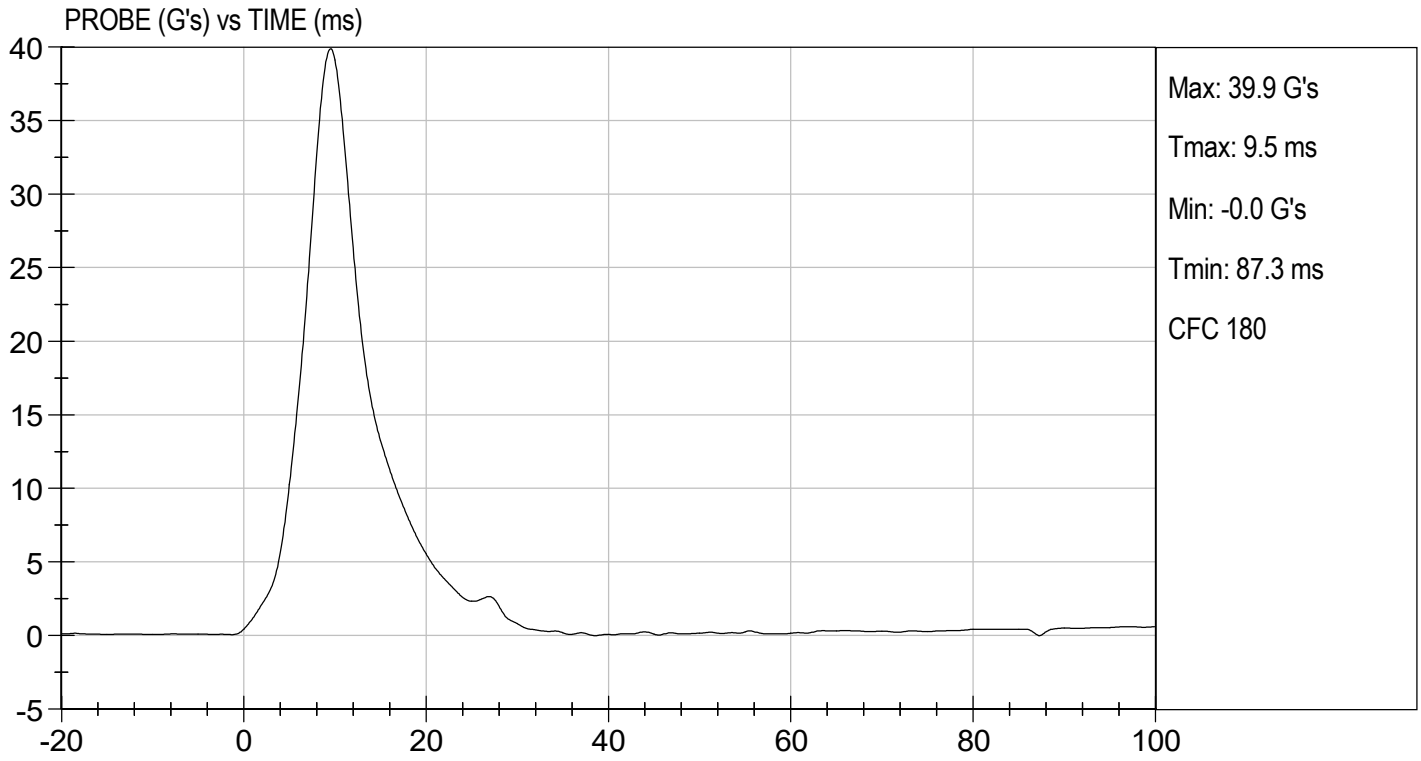
Laboratory Technician

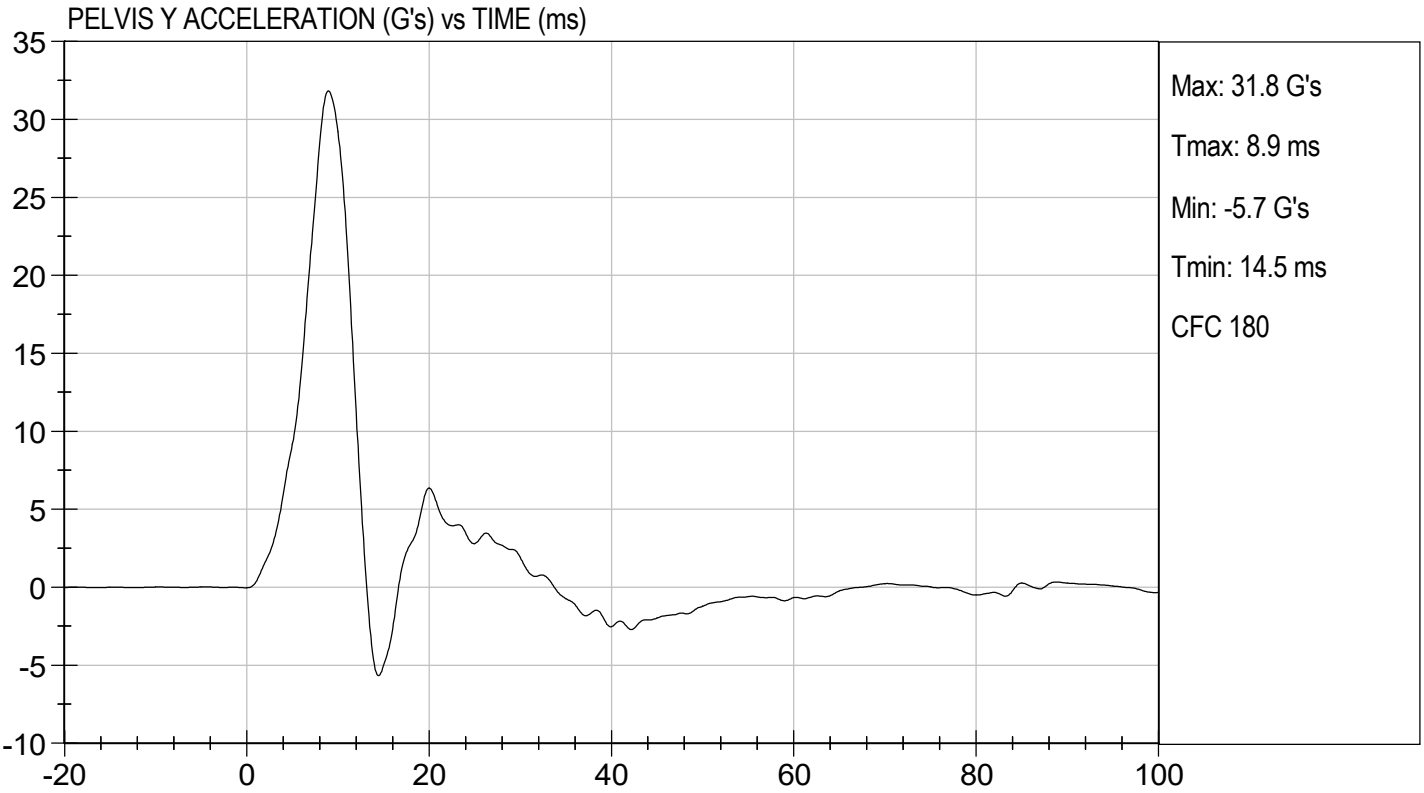
02/19/2021
Test Date

Approved By

TEST DESC: ILLIAC
VELOCITY: 13.77 ft/s, 4.20 m/s

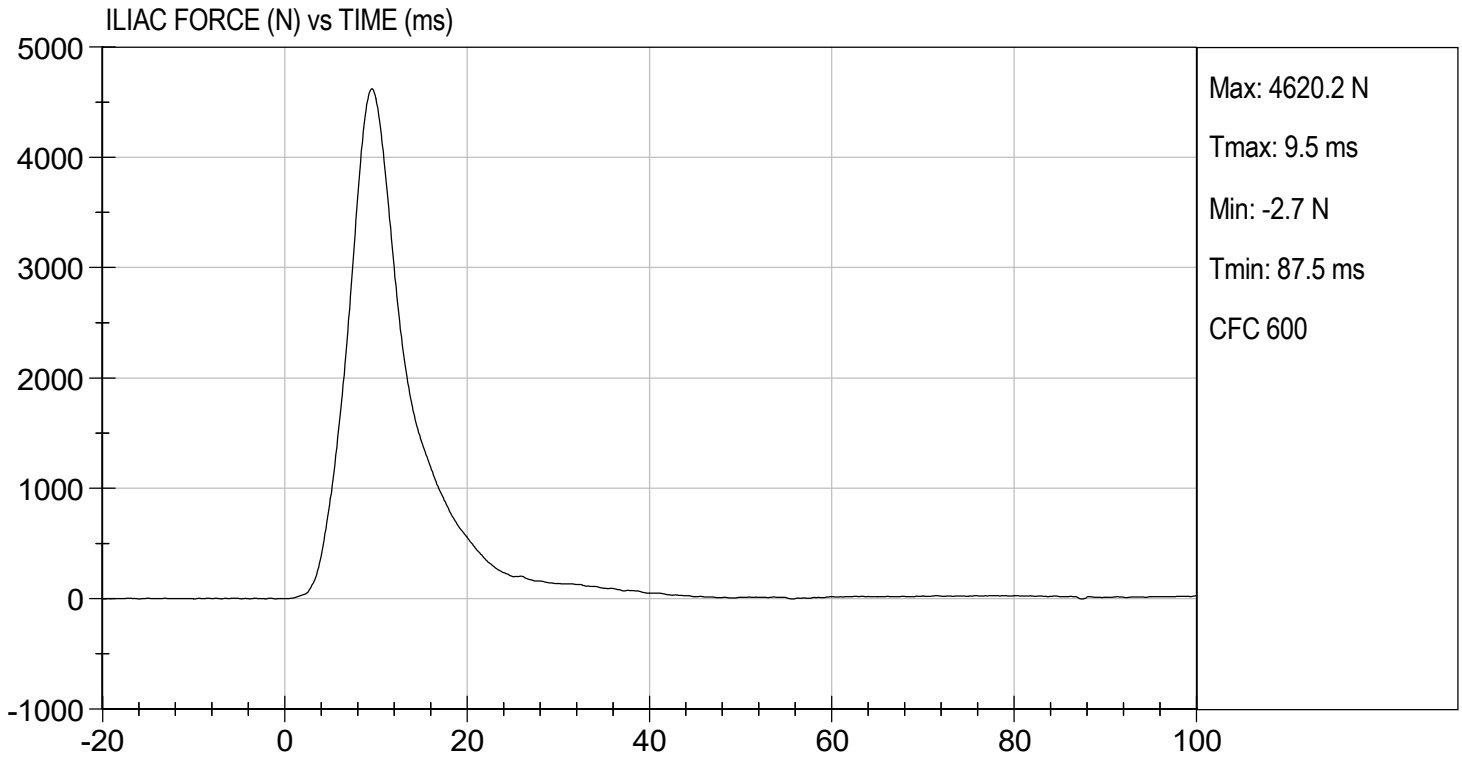
TEST DATE: 02/19/2021
TEST #: D210498





TEST DESC: ILLIAC
VELOCITY: 13.77 ft/s, 4.20 m/s

TEST DATE: 02/19/2021
TEST #: D210498



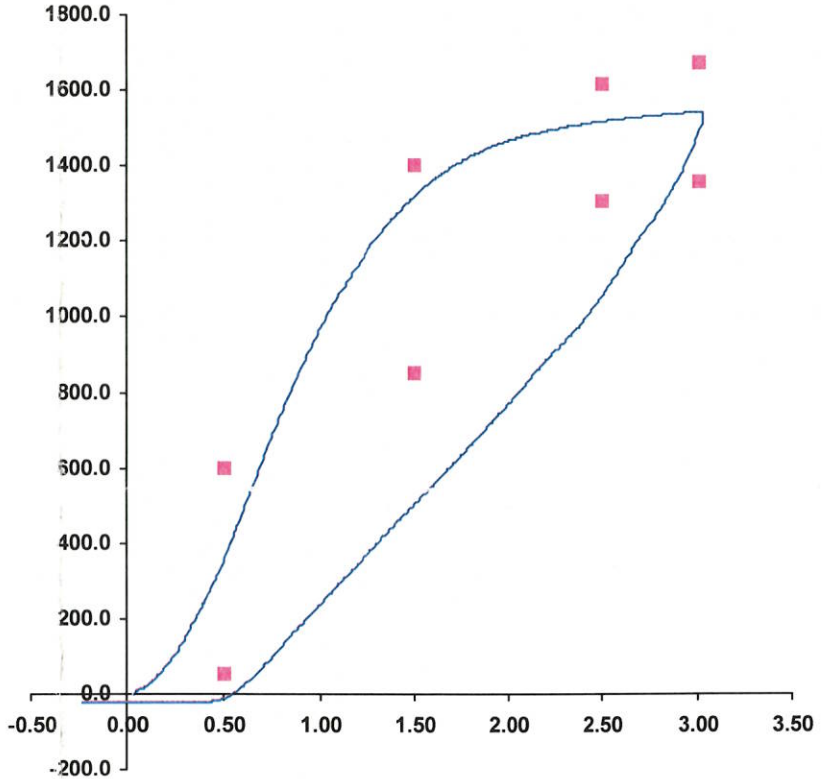
SACO RESEARCH

SID-IIs Pelvis Plug Certification Test

Plug S/N 13705
Test Number 12333
Report Number 12376
Test Date 2/6/2020 12:22:59 PM

	Test Results	Spec Min	Spec Max
Force @ 0.5 mm (N)	362.33	50.00	600.00
Force @ 1.5 mm (N)	1,318.08	850.00	1,400.00
Force @ 2.5 mm (N)	1,517.73	1,306.00	1,618.00
Force @ 3.0 mm (N)	1,544.15	1,361.00	1,673.00

Force (-N) vs Extension (-mm)



Testing Machine STM-20 5965542
Load Cell S/N (TI240813), Units (LBS) 1000

Crosshead Speed (mm / min) or Rate 12.7
Extension or Position Measured by XHD_100 (XHD100)

Notes:

Operator

Part Number 180-4450

Template No 107 06-Feb-20
SACO Research

By : DC Date : 2/6/2020

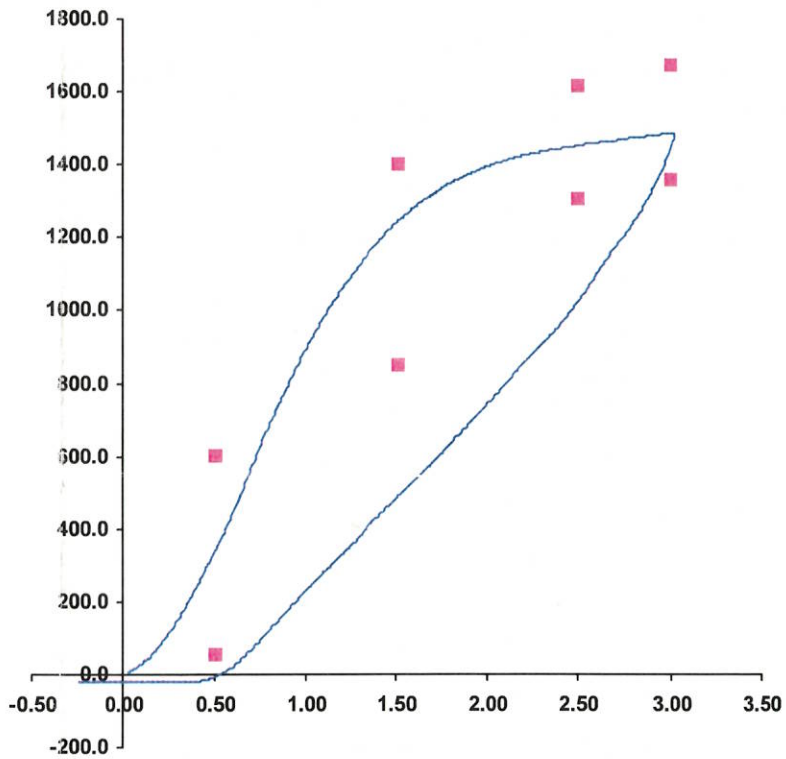
SACO RESEARCH

SID-IIs Pelvis Plug Certification Test

Plug S/N 13704
Test Number 12332
Report Number 12375
Test Date 2/6/2020 12:21:29 PM

	Test Results	Spec Min	Spec Max
Force @ 0.5 mm (N)	340.57	50.00	600.00
Force @ 1.5 mm (N)	1,243.76	850.00	1,400.00
Force @ 2.5 mm (N)	1,452.17	1,306.00	1,618.00
Force @ 3.0 mm (N)	1,485.49	1,361.00	1,673.00

Force (-N) vs Extension (-mm)



Testing Machine STM-20 5965542
Load Cell S/N (TI240813), Units (LBS) 1000

Crosshead Speed (mm / min) or Rate 12.7
Extension or Position Measured by XHD_100 (XHD100)

Notes:

Operator

Part Number 180-4450

Template No 107 **06-Feb-20**
SACO Research

By : DC Date : 2/6/2020

SACO Research 41735 Elm St, #401 Murrieta, CA 92562 Tel 310-694-2082 FAX

APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA

Table 1 – Dummy Instrumentation

				SID-IIs S/N 296		
				Serial Number	Manufacturer	Calibration Date
Head CG Accelerometers			X	P85003	Endevco	01/18/2021
			Y	P94783	Endevco	01/18/2021
			Z	P94786	Endevco	01/18/2021
			Xr	P94938	Endevco	01/18/2021
			Yr	P96854	Endevco	01/18/2021
			Zr	P97386	Endevco	01/18/2021
Head Angular Rate Sensors			X	ARS7325	DTS	09/14/2020
			Y	ARS7354	DTS	08/04/2020
			Z	ARS7371	DTS	09/14/2020
Displacement Potentiometers	Thoracic Rib	Upper	Y	G012	FTSS	12/23/2020
		Middle	Y	G1163	FTSS	12/23/2020
		Lower	Y	G1158	FTSS	12/23/2020
	Abdominal Rib	Upper	Y	G1146	FTSS	12/23/2020
		Lower	Y	G1126	FTSS	12/23/2020
Lower Spine Accelerometers (T12)			X	P79418	Endevco	01/18/2021
			Y	P79439	Endevco	01/18/2021
			Z	P79614	Endevco	01/18/2021
Acetabulum Load Cell			Y	ACG111	FTSS	02/24/2020
Iliac Wing Load Cell			Y	IWG226	FTSS	02/24/2020
Pelvis Plug (struck side)				13705	SACO	02/06/2020
Pelvis Plug (non-struck side)				13704	SACO	02/06/2020

Table 2 – Vehicle Instrumentation

		Serial Number	Manufacturer	Calibration Date
Vehicle Center of Gravity	X	A361019	MSI	12/12/2020
Vehicle Center of Gravity	Y	A361011	MSI	12/12/2020
Vehicle Center of Gravity	Z	A361017	MSI	12/12/2020
Left Floor Sill	Y	A337182	MSI	11/03/2020
A-Pillar Sill	Y	T22710	Endevco	02/05/2021
A-Pillar Low	Y	A360991	MSI	12/05/2020
A-Pillar Mid	Y	A360989	MSI	12/05/2020
B-Pillar Sill	Y	T22664	Endevco	02/05/2021
B-Pillar Low	Y	A340788	MSI	12/09/2020
B-Pillar Mid	Y	A340777	MSI	12/09/2020
Driver Seat	Y	T16910	Endevco	02/08/2021
Engine Top	X	A337199	MSI	11/12/2020
Engine Top	Y	A340805	MSI	09/23/2020
Firewall	Y	A360964	MSI	02/05/2021
Right Roof	Y	A305701	MSI	02/12/2021
Right Floor Sill	Y	A356229	MSI	12/05/2020
Rear Floorpan	X	A360952	MSI	12/05/2020
Rear Floorpan	Y	A337211	MSI	09/21/2020

Table 3 – Pole Instrumentation

	Serial Number	Manufacturer	Calibration Date
Load Cell 1	DG6277	FTSS	07/30/18
Load Cell 2	DG6278	FTSS	07/30/18
Load Cell 3	DG6279	FTSS	07/30/18
Load Cell 4	DG6280	FTSS	07/30/18
Load Cell 5	DG6281	FTSS	07/30/18
Load Cell 6	DG6283	FTSS	07/30/18
Load Cell 7	DG6284	FTSS	07/30/18
Load Cell 8	DG6582	FTSS	07/30/18