



U.S. Department
of Transportation

DEPT. OF TRANSPORTATION
DOCKETS

2008 MAR 13 P 3:06

Memorandum

**National Highway
Traffic Safety
Administration**

Subject: Import Eligibility Petition for
Nissan Skyline Passenger Cars
Coleman Sachs
From: Coleman Sachs
Office of Vehicle Safety Compliance
To: Docket Management

Date:

MAR 13 2008

Please place the attached document supporting the petition for NHTSA to decide that certain model and model year right-hand drive (RHD) Nissan GTS and GTR "Skyline" passenger cars are eligible for importation in each of the following dockets: NHTSA-1999-5507 and NHTSA-2005-22654. In response to a request from the petitioner submitted pursuant to 49 CFR Part 512, NHTSA had accorded confidentiality to certain portions of the document. The period for which confidentiality was granted has now expired. The agency is consequently releasing the document to you so that it can be made available for public view.

Attachment

J.K. Motors
3500 Sweet Air Street
Baltimore, MD 21211
(410) 366-6332
(410) 366-7655 fax

Registered Importer R-90-006

Petition For Import Eligibility Determination

**IAW 49 CFR 593.5 (A) (1)(ii)
VCP**

March 24, 1999

Office of Chief Counsel
National Highway traffic Safety Administration
Room 5219
400 Seventh Street, SW
Washington, DC 20590

Ref: 2 Copies of Petition Containing Confidential Information marked in [brackets] as well as Confidential Addendums A and B pursuant to 512.4 (a) (4).

Dear Sirs:

The following is the basis for this petition:

Part 593.6(b) (1)

The vehicle for which a determination is sought is a 1990 - 1999 Nissan GTS and GTR Models.

Part 593.6(b) (2)

The following is a discussion of the necessary changes to bring this vehicle into conformity with all applicable Federal Motor Vehicle Safety Standards.

FMVSS 101 – Controls and Displays

Except as shown below, all controls and displays meet this FMVSS in the same manner as similar Nissan models i.e. the 300ZX turbo.

The word "BRAKE" must be added to the dash in place of the international ECE warning symbol.

The speedometer must be changed to one whose face shows MPH. The world

speedometers are in Kilometers. This unit can be purchased from the parent manufacturer in England. We are also silk screening our own custom faces to meet this FMVSS.

The controls and displays are not exclusive to the GTR or GTS. They are identical to several Nissan models, most especially the 300ZX. A parts list will be included with the final report.

FMVSS 102 – Transmission Interlock

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The markings, starter interlock, shifting pattern, and brake effect are identical to those in the 300ZX.

FMVSS 103 – Windshield Defrosting and Defogging Systems

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The windshield defogging and defrosting systems are identical to those in similar US models i.e. the 300ZX, and 300ZX turbo.

FMVSS 104 – Windshield Wiping and Washing Systems

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The windshield wiping and washing systems are identical to those in similar US models i.e. the 240SX, 300ZX, Maxima, and 300ZX Turbo.

FMVSS 105 – Hydraulic Brake Systems

There were no modifications necessary to bring this vehicle into compliance with this FMVSS.

The hydraulic brake system and the parking brake system are identical to those in similar US models. All parts of these systems are available from Nissan or alternate suppliers. [240SX, 300ZX Turbo, GTR-is 300ZX Turbo alternate High Performance Rally System certified for the USA.] Based on our engineering analysis the 300ZX Turbo and the Maxima which have the same hydraulic systems are the worst case examples of these Nissan systems. The 300 ZX Turbo and the Maxima are heavier and their ABS systems do not sample as quickly as the GTR systems. The Brembo High performance systems offer the latest technological advances available in the production car market. The 300 ZX and the Maxima systems easily meet this FMVSS and by association the GTR and GTS also meet these standards. Complete engineering is available upon request.

FMVSS 106 – Brake Hoses

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The brake hoses are identical to those in the similar US models. The hoses have DOT markings from the factory.

FMVSS 108 – Lamps and Reflective Devices

The following modifications must be made to fully meet this FMVSS:

Install U.S. model headlamps and front side marker lights i.e. the 240 SX- 300ZX depending on year. The GTR has Xenon standard these are certified by the manufacturer and labeled as such. The marker lights and reflectors must be added to the GTR Xenon assemblies.

Tail lamp assemblies meet this FMVSS in all respects. However, Side markers and reflectors must be added for complete compliance. These are used from the similar US model 240 SX Part #s 63141376977, and 63141376978 .

High-mounted stop light assembly comes standard in these cars and they are labeled DOT. However, all will be inspected for compliance with FMVSS.

FMVSS 109 - Tires

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. This vehicle came equipped with tires that bear the "DOT" symbol.

FMVSS 110 – Tire Selection and Rims

A tire placard must be installed to meet this FMVSS requirement. Rims on this vehicle have the dot stamp and are the same as 300ZX Turbo.

FMVSS 111 – Rear View Mirrors

The driver's inside and outside rearview mirrors meet this FMVSS. However, the passenger's rearview outside mirror must be Labeled with "objects in mirror are closer than they appear" statement to fully comply with this FMVSS.

FMVSS 113 – Hood Latch Systems

No modifications were necessary to bring this vehicle into compliance with this FMVSS. The hood latch system is identical to the one used on the 300 ZX Turbo.

FMVSS 114 – Theft Prevention

No modifications were necessary to bring this vehicle into compliance with this FMVSS for model years (1994-1999).

The earlier vehicles need to add the key warning and seat belt warning system from the 300ZX similar models. GTS uses the Maxima system and the GTR uses the 300 ZX Turbo system. A copy of the wiring diagram will be submitted with the final report.

CFR 541 – Theft Prevention Standard

N.A.

CFR 565 – Vehicle Identification Number Requirements

A "Vehicle Identification Plate" must be added near the left windshield post and a reference and certification label must be added in the left front door post area to meet this FMVSS. Copies of all labels will be included in the final report.

FMVSS 116 – Brake Fluids

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The vehicle came equipped with DOT brake fluid and the top of the master cylinder is labeled with the DOT information.

FMVSS 118 – Power Operated Window Systems

No modifications were necessary to bring this vehicle into compliance with this FMVSS. Systems are the same as the 300ZX models of like years.

FMVSS 124 – Accelerator Control Systems

No modifications were to necessary to bring this vehicle into compliance with this FMVSS. The accelerator control system is identical to similar US models 300ZX Turbo. It makes use of dual return springs. When either of the springs are disconnected the remaining spring closes the throttle completely bring this system into compliance with this FMVSS.

FMVSS 201 – Occupant Protection in Interior Impact

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific modifications were made to the dash area of the vehicle. [For specific modifications see Addendum A.]

FMVSS 202 – Head Restraints

No modifications were necessary to bring this vehicle into compliance with this FMVSS.

FMVSS 203 – Impact Protection for Driver from Steering Control Systems

No modifications were necessary to bring this vehicle into compliance with this FMVSS.

FMVSS 204 – Steering Control Rearward Displacement

No modifications were necessary to bring this vehicle into compliance with this FMVSS.

FMVSS 205 – Glazing Materials

There were no modifications necessary to bring this vehicle into compliance with this FMVSS. The glass and glazing materials used on this vehicle are identical to those used on the U.S. model.

FMVSS 206 – Door Locks and Door Lock Retention

No modifications were necessary to bring this vehicle into compliance with this FMVSS.

FMVSS 207 – Seating Systems

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific modifications were made to the seating systems. [For specific modifications see Addendum A.]

FMVSS 208 – Occupant Crash Protection

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific changes to the airbags were made to bring this vehicle into compliance. [For specific modifications see Addendum A.]

This vehicle is equipped with a seat belt warning lamp and audible buzzer that is identical to that used on similar US models. Airbag warning labels have been placed on each sun visor in order to meet this FMVSS.

FMVSS 209 – Seat Belt Assemblies

No modifications were necessary to bring this vehicle into compliance with this FMVSS. The seat belt labels are identical to those on similar U.S. models and they meet this FMVSS requirement.

FMVSS 210 – Seat Belt Assembly Anchorages

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific seat belt anchorage modifications were necessary to make this vehicle comply with this FMVSS. [For specific modifications see Addendum A.]

FMVSS 212 – Windshield Mounting

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific changes to the mounting methods were made to the vehicles. [For specific modifications see Addendum A.]

FMVSS 214 – Side Impact

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific structural modifications were necessary to meet this FMVSS. [For specific modifications see Addendum A.]

49 CFR 581 or FMVSS 215 – Bumper Standards

No modifications were necessary to bring this vehicle into compliance with this FMVSS. The bumpers are of a normal plastic/nylon design impregnated with body color and are mounted with high-energy absorption components.

FMVSS 216 – Roof Crush Resistance

No modifications were necessary to bring this vehicle into compliance with this FMVSS. This vehicle has identical roof structure to the 300ZX. Engineering analysis has shown compliance based on this similarity.

FMVSS 219 – Windshield Intrusion Zone

No modifications were necessary to bring this vehicle into compliance with this FMVSS.


FMVSS 301 – Fuel System Integrity

Modifications were necessary to bring this vehicle into compliance with this FMVSS. Specific modifications were made to the fuel system. [For specific modifications see Addendum A.]

FMVSS 302 – Flammability of Interior Materials

No modifications were necessary to bring this vehicle into compliance with this FMVSS. This vehicle is equipped with interior materials that are identical to those used on similar U.S. models including the 300ZX Turbo.

Thank you for your attention,

A handwritten signature in black ink, appearing to read 'Jonathan Weisheit', enclosed within a hand-drawn oval border.

Jonathan Weisheit, Rep.
J.K. Motors

J.K. Motors, Inc.

3500 Sweet Air Street
Baltimore, MD 21211
410-366-6332
410-366-7655 Fax

Addendum A

Vehicle Modifications

FMVSS 201 – Occupant Protection

Shock padding was added prior to 208 testing and 214 testing. The padding is pinned between the dash and the frame structure of the dash, preventing knee injury and high femur numbers, upon contact in 208 and 214 testing. Please see figure 201 A and 201 B.

FMVSS 207 – Seating Systems

The seats were braced prior to testing. This prevents any movement in the seat during 208 frontal testing. Any movement would yield high HIC and CLP numbers. See figure 207 A and B.

FMVSS 208 – Frontal Impact

The airbag part numbers for these vehicles are as follows:

Driver = R-90-006 – AB1 and Passenger = R-90-006 – AB2.
Alternate numbers are: Driver = JK133 and Passenger = JK479.

These bags are only available through J.K. Motors as they are produced for us.

FMVSS 210 – Seat Belt Anchorage

The mounting points of the seat belts were braced to limit movement in 208 testing. Any movement would yield high HIC and CLP numbers. See figure 210 A and 210 B.

FMVSS 212 – Windshield Retention

The windshield was glued in prior to testing using 3M windshield adhesive part # 08509.

FMVSS 214 – Side Impact Dynamic

A new brace was added, tying the "B" pillar door lock assembly area to the rear tire well area. See 214 A and B.

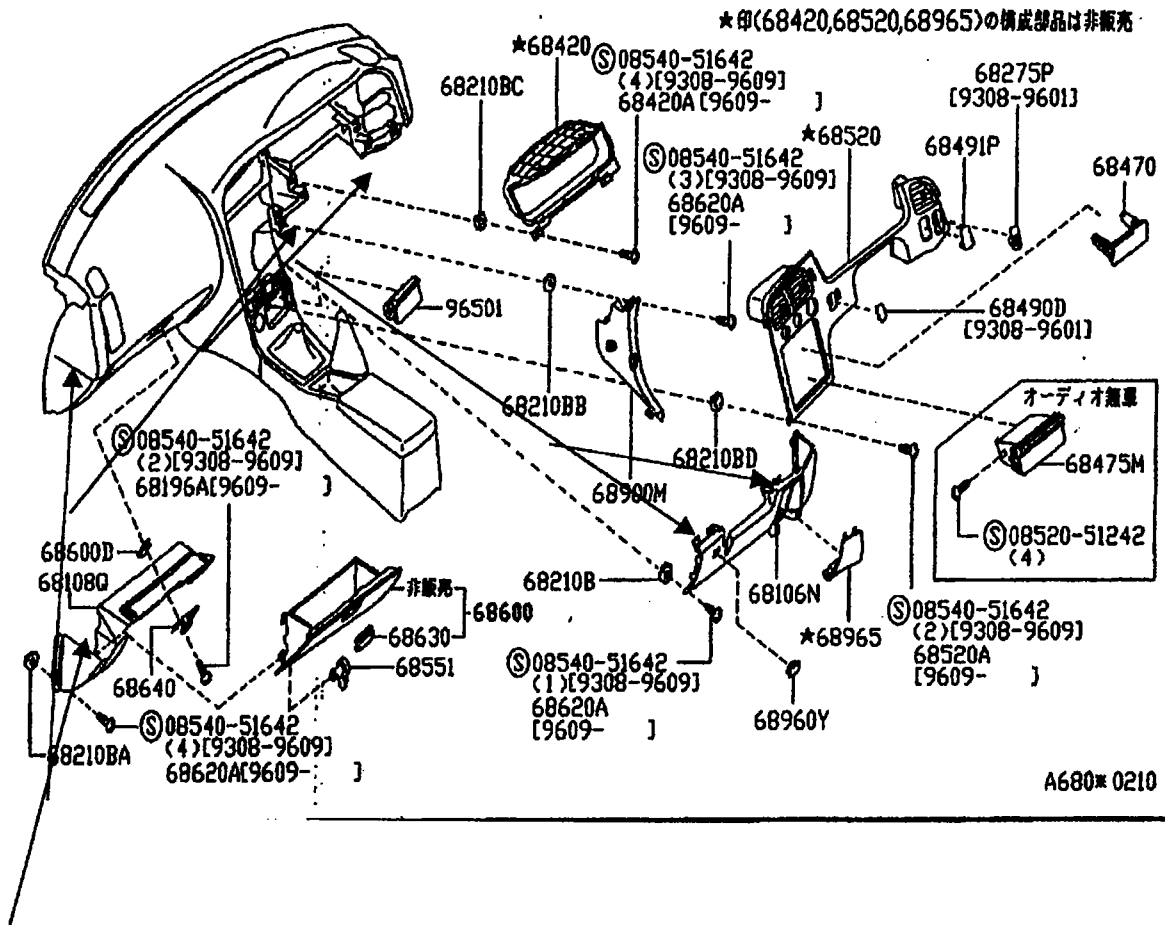
FMVSS 301 – Fuel System Integrity

The fuel spill system was modified in the course of the EPA evaporative testing. The rollover valve was changed to part # - 107 470 08 93 and canister # - F5VX 9E817 AE.

Addendum A

FMVSS 201 – Occupant Protection

Figure 201 - A



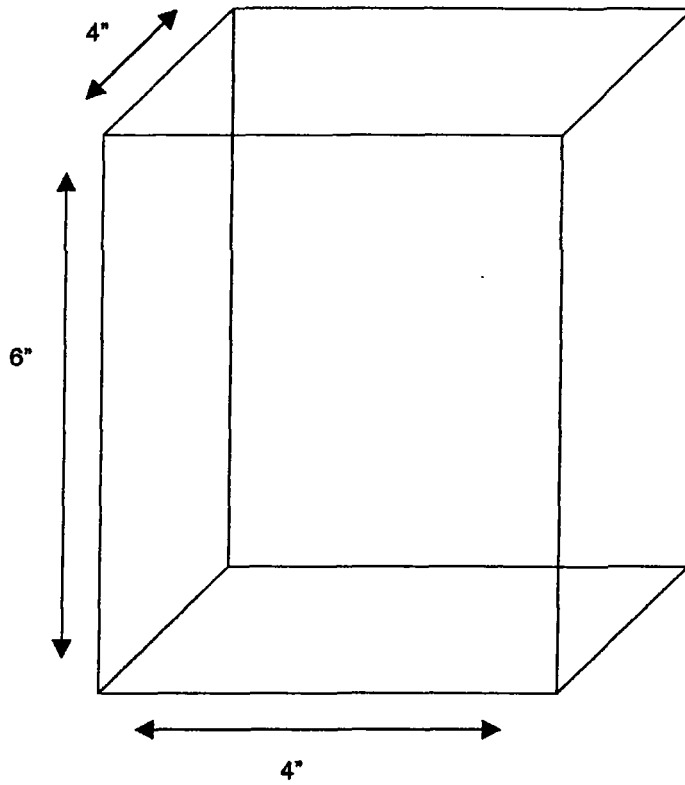
Added Shock Padding:
Knee Contact Area 214 Test and Frontal 208.
Polymeric Diisocyanate and Polyol resin foam used to make foam blocks.

J.K. Motors

Addendum A

FMVSS 201 – Occupant Protection
Shock Padding Diagram

Figure 201 - B

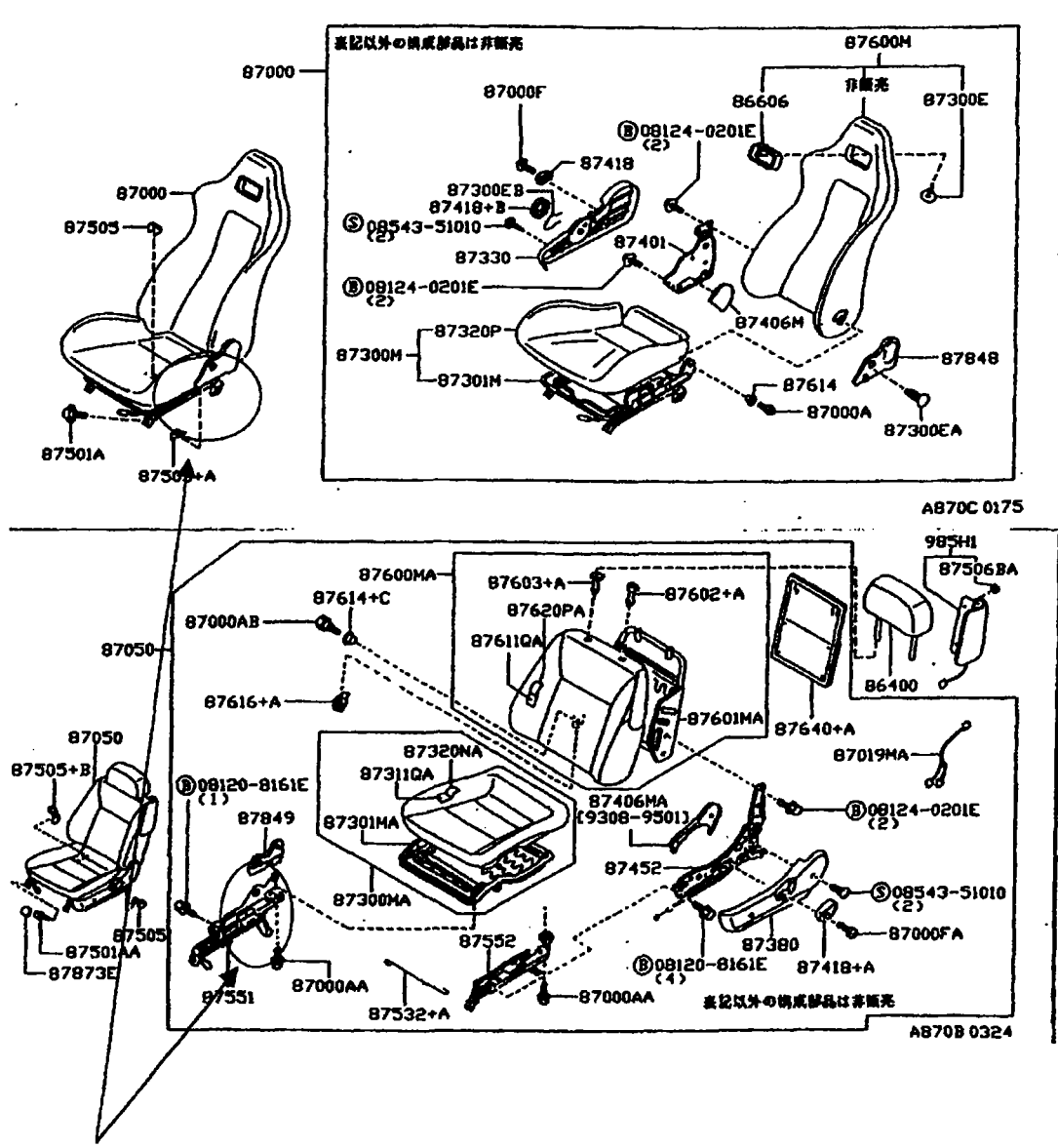


J.K. Motors

Addendum A

FMVSS 207 – Seating Systems

Figure 207 – A



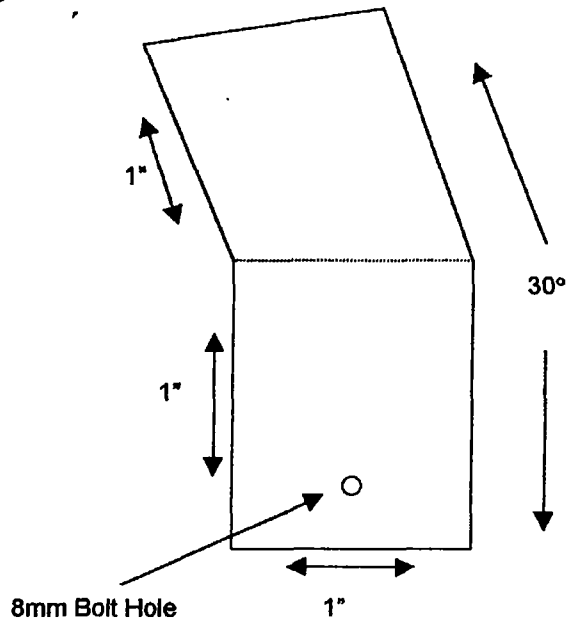
Areas of Modifications For FMVSS 207

J.K. Motors

Addendum A

FMVSS 207 - Seating Systems
Seat Track Brace

Figure 207 - B



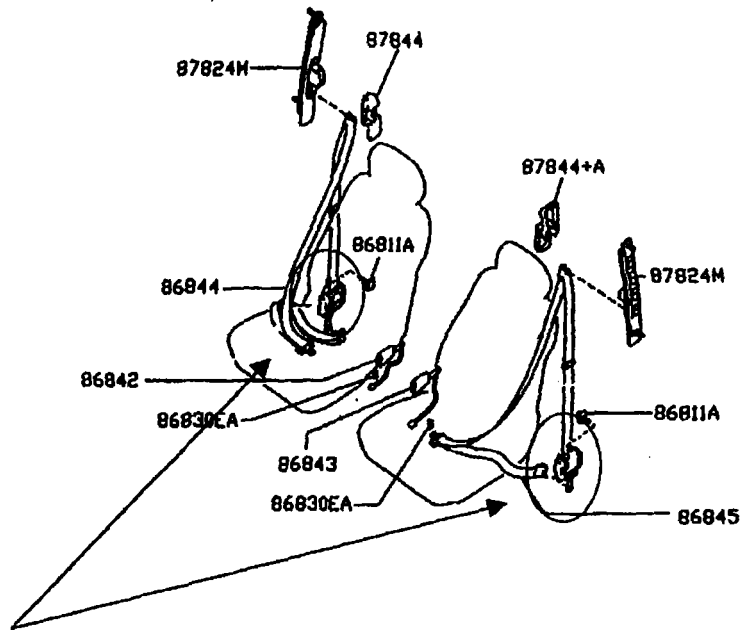
Plates Are Welded to Each Front Seat Frame Brace

J.K. Motors

Addendum A

FMVSS 210 – Seat belt Anchorage
Anchorage Modifications

Figure 210 - A



ARCRA MOD

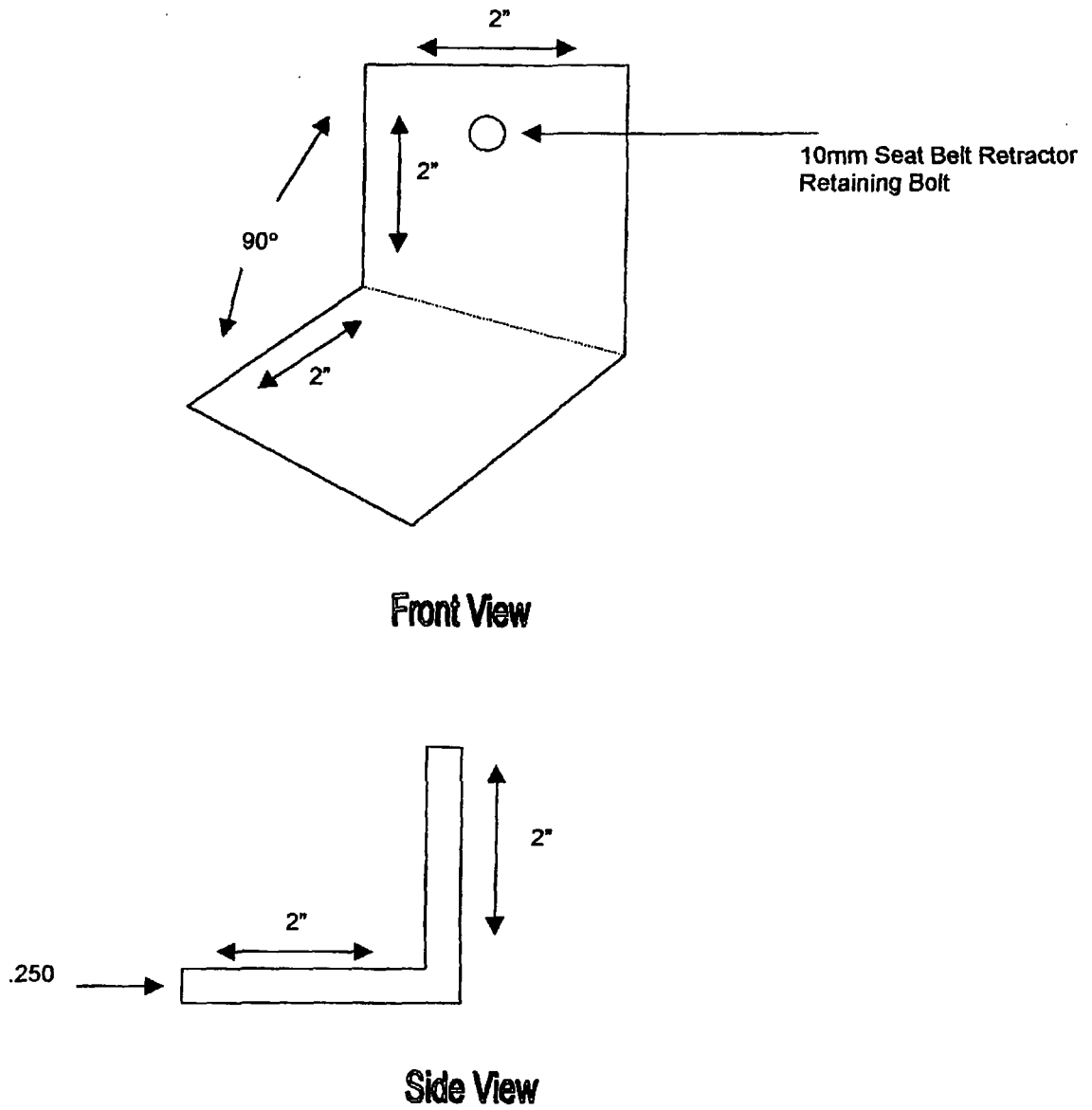
Areas for FMVSS 210 Seat Belt Anchorage Modifications

J.K. Motors

Addendum A

FMVSS 210 – Seat belt Anchorage
Anchorage Modifications
The Plates Are Welded To Areas Shown in FMVSS 210A

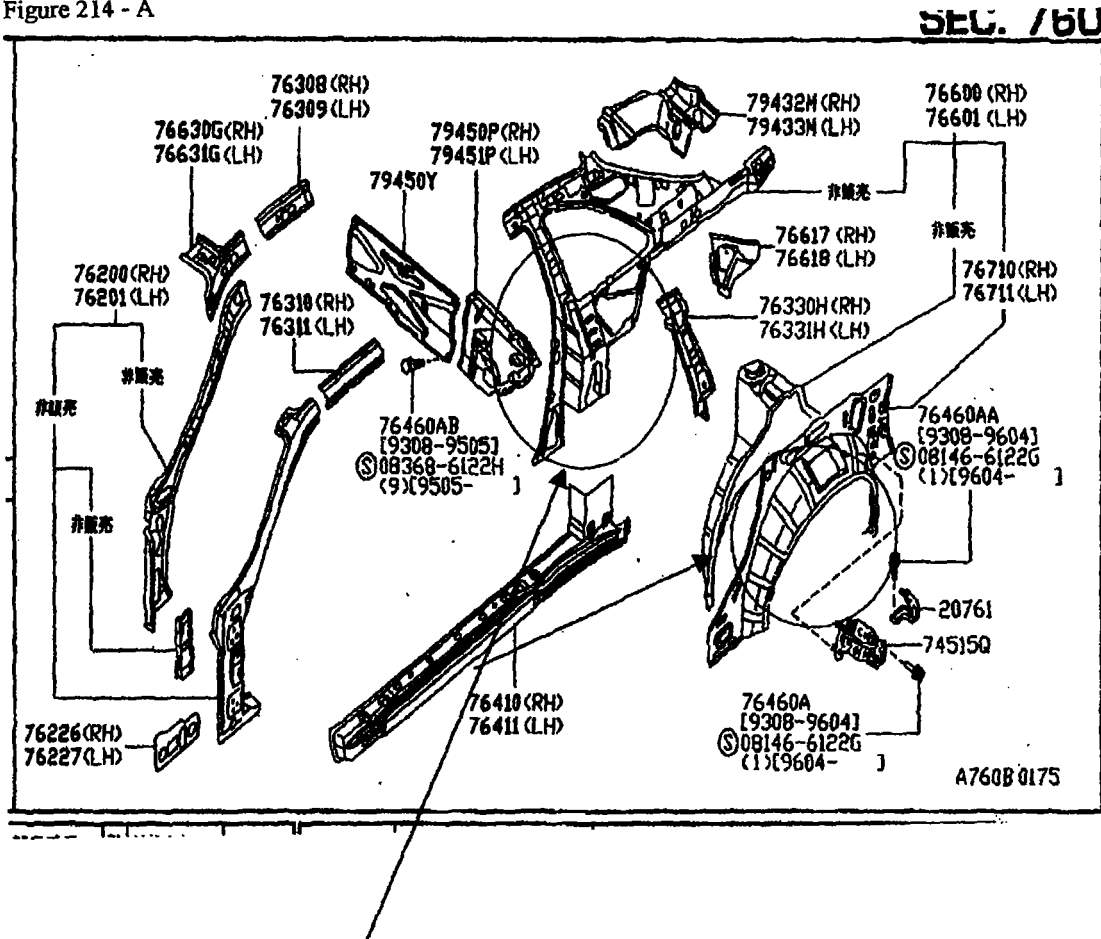
Figure 210 – B



Addendum A

FMVSS 214 - Side Impact
Side Impact Bar

Figure 214 - A



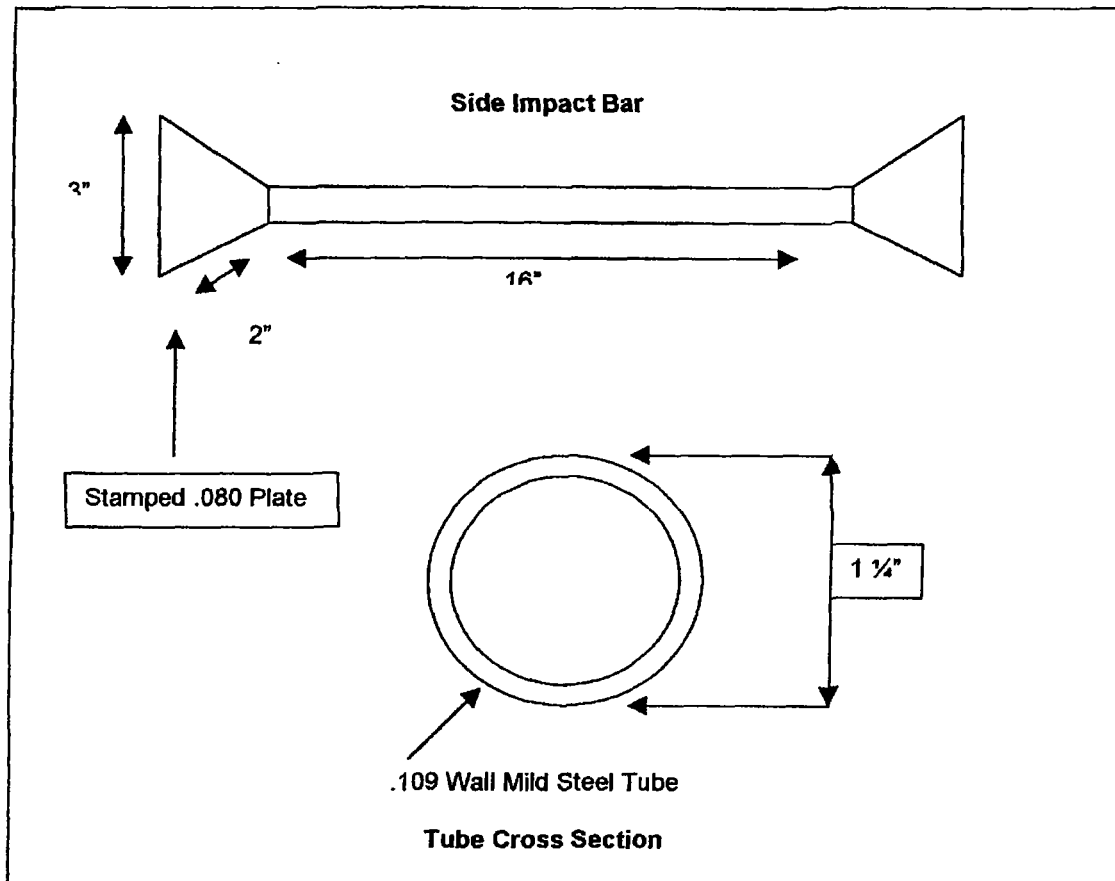
Contact Areas of Added Structural Bar for protection in Side Impact 214 Testing

J.K. Motors

Addendum A

FMVSS 214 – Side Impact
Side Impact Bar
Exploded View of Side Impact Bar Added to Quarter Panels.

Figure 214 - B





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Addendum B

TEST REPORT
30 MPH FRONTAL IMPACT
1999 A.I. CRAFT GTR 2 DOOR

MGA Report No. C98C3-029

Test Date: October 30, 1998

Report Date: November 17, 1998

Prepared For:

J.K. Motors
3500 Sweet Air Street
Baltimore, MD 21211

Prepared By:

MGA Research Corporation
5000 Warren Road
Burlington, WI 53105

PURPOSE

The purpose of this test was to determine whether the subject vehicle, a 1999 A.I. Craft GTR 2 Door, meets the performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219 (partial), "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity," in the flat frontal barrier impact mode.

Addendum B

TEST PROCEDURE

This test was conducted in accordance with NHTSA's Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure No. TP-208-09 dated March 15, 1993. Data was obtained relative to FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219 (partial), "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity," performance.

The test vehicle was instrumented with seven (7) accelerometers to measure longitudinal axis accelerations and one (1) accelerometer to measure vertical axis acceleration. The vehicle's specified impact velocity range was 28.9 to 29.9 mph. The vehicle impacted a fixed flat barrier, the face of which was covered with a sheet of 3/4 inch thick plywood.

The test vehicle contained two (2) Part 572 E 50th percentile adult male anthropomorphic test devices (ATDs). The dummies were positioned in the front outboard seating positions according to the dummy placement procedures specified in Appendix C of the Laboratory Test Procedure.

Both dummies were instrumented with head and chest accelerometers to measure longitudinal, lateral, and vertical accelerations; a chest potentiometer to measure longitudinal deflection; and left/right femur load cells to measure axial forces.

The forty-three (43) data channels were multiplexed and recorded on five IBM PC compatible computers with Metrabyte DAS-16F A/D converter boards. The data was digitally sampled at 10,000 samples per second and processed per Section 11.13 through 11.15 of the Laboratory Test Procedure.

Addendum B

The crash event was recorded by one (1) real-time panning motion picture camera and fourteen (14) high-speed motion picture cameras. The pre-test and post-test conditions were recorded by the real-time motion picture camera.

The vehicle and occupant data are summarized in Section 2. The FMVSS 208, 212, 219 (partial) and 301 data are presented in Section 3. The vehicle, occupant, and camera measurements are presented in Section 4. Appendix A contains the still photographic prints. Appendix B contains the vehicle and dummy response data. Appendix C contains the performance verification data and Appendix D contains the dummy and vehicle instrumentation calibration.

Addendum B

TEST RESULTS SUMMARY

This flat frontal barrier test was conducted at MGA Research Corporation on October 30, 1998.

The test vehicle, a 1999 A.I. Craft GTR 2 Door, appeared to comply with the performance requirements of FMVSS 208, 212, 219 (partial), and 301 in the flat frontal barrier impact mode. The Head Injury Criteria (HIC) calculations were less than 1000, the chest resultant accelerations did not exceed 60 g's. The compressive forces transmitted through the upper legs did not exceed 2,250 pounds as measured by Part 572 E dummies seated in the front outboard designated seating positions. For each Part 572 E dummy, the chest deflection did not exceed 3.0 inches. The vehicle's restraint system met the applicable comfort and convenience requirements. The windshield periphery retention on each side of the vehicle centerline was greater than 50 percent. There was no penetration into any portion of the windshield. No fluid spilled from the vehicle's fuel system following the impact or during the static rollover test.

The test vehicle was equipped with an airbag and a Type 2 seat belt in the front outboard designated seating positions. Both dummies were restrained by the seat belts and airbags during the test. The vehicle's test weight was 3483 pounds. The vehicle's impact speed was 29.9 mph. The vehicle's maximum static crush was 20.0 inches.

The driver's HIC was 518. The driver's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 51.4 g's. The driver's chest maximum deflection was 1.1 inches. The driver's left and right femur maximum compressive forces were 249 pounds and 398 pounds, respectively.

The left front passenger's HIC was 541. The left front passenger's chest maximum resultant acceleration with three (3) milliseconds minimum duration was 50.8 g's. The left front passenger's chest maximum deflection was 0.9 inches. The left front passenger's left and right femur maximum compressive forces were 325 pounds and 410 pounds, respectively.

TABLE 13 FMVSS 212, "WINDSHIELD MOUNTING", DATA SUMMARY

Vehicle Year/Make/Model/Body Style: 1999/A.I. Craft/GTR/2 Door

Test Date: October 30, 1998

DETAILS OF WINDSHIELD MOUNTING SUCH AS RETENTION METHOD, TRIM TYPE, ETC.:

Rubber trim with glue retention

CLIPS OR BRACKETS USED TO RETAIN WINDSHIELD: None

FMVSS 212 REQUIREMENTS: The post-test periphery retention amount must be at least 75% of the pre-test periphery measurement for vehicles NOT equipped with automatic restraints, and 50% for each side of windshield for vehicles equipped with automatic restraint systems for front occupants.

FMVSS 212 TEST DATA:

| | WINDSHIELD PERIPHERY (inches) | | PERCENT RETENTION |
|------------|-------------------------------|-----------|-------------------|
| | PRE-TEST | POST-TEST | |
| RIGHT SIDE | 1975 | 1975 | 100% |
| LEFT SIDE | 1966 | 1966 | 100% |
| TOTAL | 3941 | 3941 | 100% |

Pre-Test Windshield Mounting Material
Temperature: 70° F

Width of Molding: 0.6 inches

FAILURE DETAILS: None

FRONT VIEW OF WINDSHIELD

INDICATE WIDTH OF MOLDING →

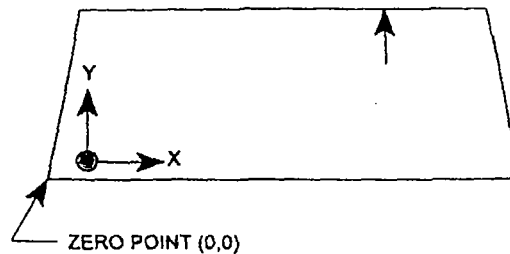


TABLE 14 FMVSS 219, "WINDSHIELD ZONE INTRUSION", DATA SUMMARY

Vehicle Year/Make/Model/Body Style: 1999/A.I. Craft/GTR/2 Door

Test Date: October 30, 1998

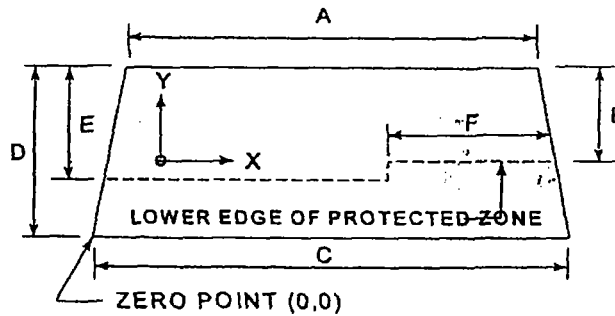
PROTECTED ZONE LOWER EDGE REQUIREMENT:

The lower edge of the protected zone is determined by placing a 6.5" dia. rigid sphere weighing 15 pounds in a position such that it simultaneously contacts the inner surface of the windshield and the top surface of the instrument panel including padding. Draw the locus of points on the inner surface of the windshield contacted by the sphere across the width of the instrument panel. From the outermost contact points, extend the locus line horizontally to the edges of the windshield, and then draw a line on the inner surface of the windshield below and 1/2" distant from the locus line. The LOWER EDGE OF THE PROTECTED ZONE is the longitudinal projection onto the outer surface of the windshield of this line.

WINDSHIELD MEASUREMENTS:

- A= 43.7 in
- B= 16.3 in
- C= 59.4 in
- D= 26.2 in
- E= 17.9 in
- F= 23.8 in

FRONT VIEW OF WINDSHIELD



AREAS OF WINDSHIELD TEMPLATE PENETRATION GREATER THAN 1/4 IN:

None

AREAS OF WINDSHIELD PENETRATION, BELOW THE PROTECTED ZONE, THROUGH THE INNER SURFACE OF THE WINDSHIELD:

None

TABLE 16 FMVSS 301 POST IMPACT TEST DATA

Vehicle Year/Make/Model/Body Style: 1999/A.I. Craft/GTR/2 Door

Test Date: October 30, 1998

TEST REQUIREMENTS:

Test vehicle's fuel tank filled to 92 to 94% of manufacturer's usable capacity and with electric fuel pump operating (if it will operate without engine operation). Part 572E test dummies located at each front designated seating position.

TEST VEHICLE IMPACT TYPE:

- Frontal (30 mph)
 Oblique (30 mph) with ___° barrier face first
 contacting (driver/passenger) side
 Rear Moving Barrier (30 mph)
 Lateral Moving Barrier (20 mph)

FUEL SPILLAGE MEASUREMENT:

| POST IMPACT TEST | TEST RESULTS | MAXIMUM ALLOWABLE |
|----------------------------------------------------|--------------|-------------------|
| 1. From impact until vehicle motion ceases | 0 oz | 1 oz |
| 2. For 5 minute period after vehicle motion ceases | 0 oz | 5 oz |
| 3. For next 25 minutes | 0 oz | 1 oz./1 min |

FUEL SPILLAGE LOCATION(S): None

Addendum B

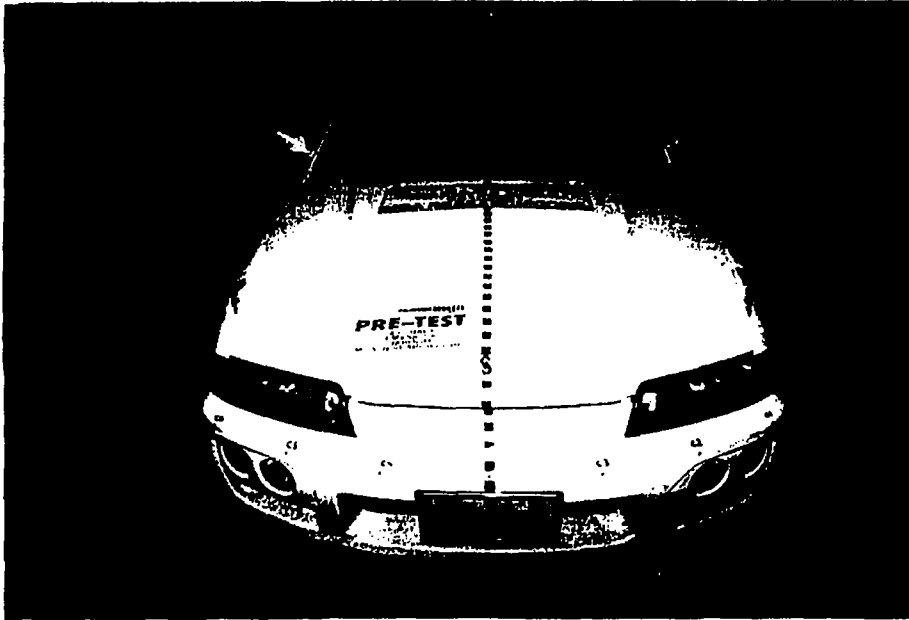


Photo No. A-1 - Pre-Test Front View

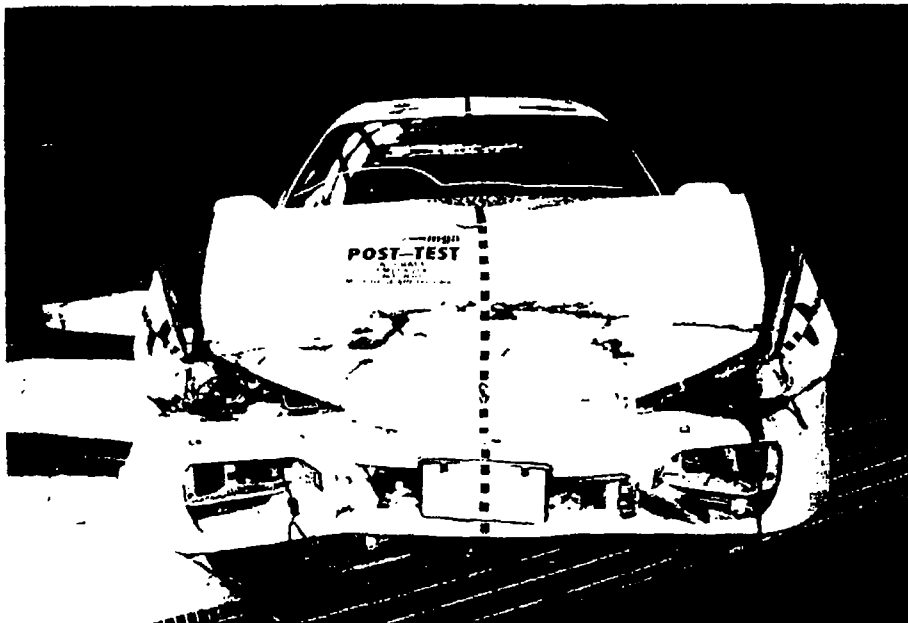


Photo No. A-2 - Post-Test Front View



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Addendum B

TEST REPORT
FOR THE EVALUATION OF A
1999 A. I. CRAFT GTR 2 DOOR
TO THE REQUIREMENTS OF CMVSS/FMVSS 301
FUEL SYSTEM INTEGRITY

Test Date: November 20, 1998

Report Date: December 10, 1998

MGA Job Number: C98C3-029

Rear Impact

Prepared For:

J.K. Motors
3500 Sweet Air Street
Baltimore, MD 21211

Prepared By:

MGA Research Corporation
5000 Warren Road
Burlington, WI 53105

SIGNATURE APPROVAL PAGE

Addendum B

Procedure Number: MGA FMVSS 301 Rear, Impact Test Checklist
dated May 13, 1998

Total Pages: 51

APPROVED BY: 
Dave Kosloske, Project Engineer

Technicians: John Beattie
Al Chalmers
Wayne Dahlke
Chris Kulis
Erika Miller
Erik Nelson
Chris Novak
Paul Schlimmer
Kyle Shelton
John Wistert

Secretary: Donna Janovicz

The results presented in this report relate only to the specified test items.

1.0 INTRODUCTION

Addendum B

This document contains the results obtained from a test performed at the MGA Proving Grounds on November 20, 1998, in Burlington, Wisconsin on a 1999 A. I. Craft GTR 2 Door. The purpose of the test was to evaluate fuel system integrity for compliance with the CMVSS/FMVSS 301 requirements.

1.1 Test Procedure

The procedure for conducting the test was written based on the government procedures for CMVSS 301 and FMVSS 301 testing. The test was performed with dummies in the driver and right front passenger seats.

1.2 Test Vehicle

The vehicle tested was a 1999 A. I. Craft GTR 2 Door. The vehicle had previously been used for a 30 mph FMVSS 208 Frontal Impact. The front of the vehicle was pulled out and both front fenders were removed to allow the front wheels to turn freely.

1.3 Sign Conventions

The following conventions are used by MGA Research in reporting the test data:

Acceleration, velocity and displacement of the test vehicle and impactor cart follow the axis and sign convention below:

X-axis - fore/aft (longitudinal) direction

- positive forward

Y-axis - left/right (lateral) direction

- positive right

Z-axis - up/down (vertical) direction

- positive down

Addendum B

It should be noted that MGA Research Corporation does not endorse or certify products. The manufacturer's name appears solely for identifications purposes. No statements as to the vehicle's compliance to the specified standards will be made.

1.4 Test Results

CMVSS/FMVSS 301 Fuel System Integrity

The stationary vehicle was impacted in the rear by a barrier moving at 29.7 mph (47.8 kph). There was no fuel spillage during or after impact or during the static rollover.

Section 2.0 contains a data summary and vehicle measurements. Section 3.0 is a CMVSS/FMVSS 301 assessment data summary. Electronic test data can be found in Section 4.0 and photographs can be found in Appendix A.

Addendum B

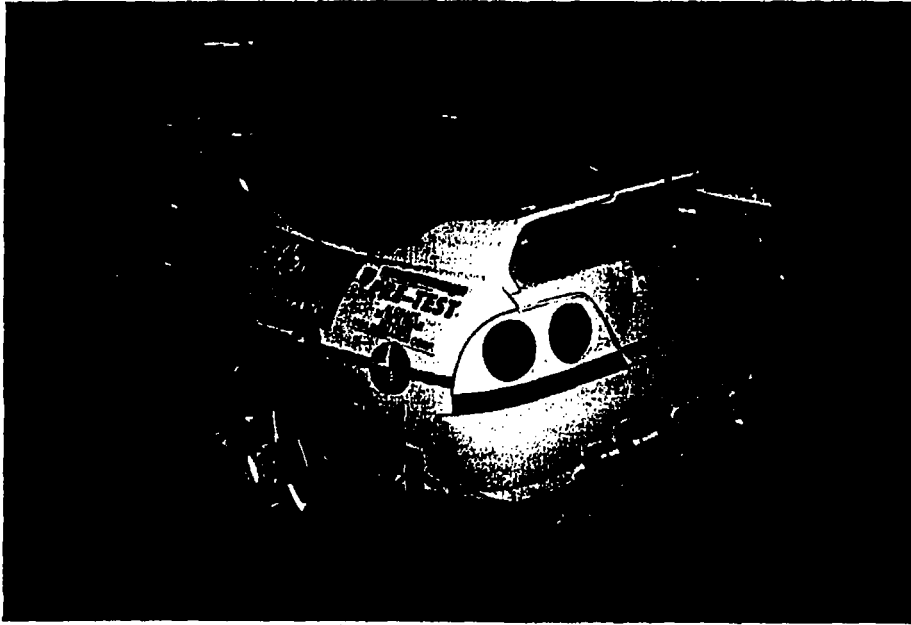


Photo No. A-5 - Pre-Test Left Rear 3/4 View of Test Vehicle

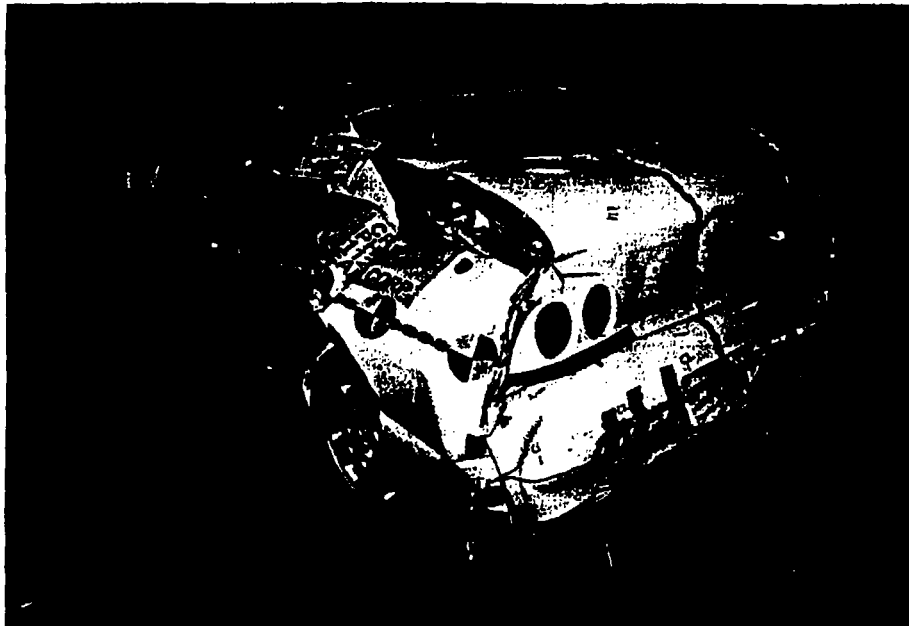


Photo No. A-6 - Post-Test Left Rear 3/4 View of Test Vehicle