

# **Small Overlap Frontal Crashworthiness Evaluation Crash Test Protocol**

## **Version VIII**

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**Insurance Institute for Highway Safety**

988 Dairy Road

Ruckersville, VA 22968

[researchpapers@iihs.org](mailto:researchpapers@iihs.org)

+1 434 985 4600

[iihs.org](http://iihs.org)



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## DOCUMENT REVISION HISTORY

Revisions to Version VIII of the protocol compared with Version VII:

- Clarified the method of attaching the test vehicle to our crash propulsion system.
- Changed our floormat installation criteria.

If floormats are standard equipment through the manufacturer or dealership, we install them only in the locations where a dummy is positioned. For the driver-side test, we install a floormat in the driver footwell only. For the passenger-side test, we install floormats in both the driver footwell and the front-passenger footwell.

Vehicles that are not equipped with standard floormats are measured and tested without them.

- Updated the onboard equipment weights for the instrumentation rack (added its weight; 14 kg) and the camera, lighting, and communication system (to 24 kg).

Revisions to Version VII of the protocol compared with Version VI:

- In the Test Vehicle Preparation section, the following updates were made:
  - Purple dye is added to the Stoddart solvent.
  - The description of attaching the vehicle to the propulsion system was updated.
  - The crash avoidance features are deactivated before the test.
  - The mass of the onboard test equipment was updated (onboard emergency breaking system, to 11 kg from 10.6 kg; 12-volt battery and monitoring system, to 25 kg from 35.2 kg).
  - The hoses connecting the onboard emergency breaking system to the brake lines can be placed beneath the vehicle.
  - The steel plate for mounting the accelerometers is attached to (instead of welded to) the floor of the rear-seating area.
  - Lengths of the segmented tape were updated to three 50-cm and two 75-cm-length gages, and targets are no longer applied along the A-pillar. Figure 4 was updated with these changes.
- In the Crash Dummy Preparation and Setup section, clarified the position of the shoulder belt upper anchorage point.
- In the Measurement Point Locations section, added that for vehicles with manual transmissions, both the clutch and brake pedals are measured pre and postcrash, with the higher resultant of the two used for the rating.
- Appendix C: Test Vehicle Selection was removed. For updated information on how we select vehicles for our crash test programs, see *Test Vehicle Selection (Version 1)* (IIHS, 2021b).
- In Appendix D, the following updates were made:
  - A target is placed on the passenger side door to designate the forwardmost position of the steering wheel center in the longitudinal direction.
  - When positioning the dummy in the front passenger seat for the passenger-side small overlap test, a floormat is installed in the passenger footwell.
  - In the passenger-side small overlap test, forward excursion is not recorded for the driver dummy.

Revisions to Version VI of the protocol compared with Version V:

- Passenger-side small overlap test protocol updated, including changes to the maximum test weight, passenger dummy hand placement, nomenclature of intrusion points, onboard brake activation time, and final seat placement.
- Hybrid vehicle high-voltage batteries to be charged to manufacturer recommendations.

Revisions to Version V of the protocol compared with Version IV:

- The high-voltage battery state of charge (SoC) for hybrid and full-electric vehicles was reduced from 95 to 12.5% prior to conducting a crash test.

Revisions to Version IV of the protocol compared with Version III:

- An additional onboard digital high-speed camera was added, along with its mass.
- The onboard brake activation time changed from 1.5 to 1.0 second from skate release.
- A new vehicle width tape scheme illustration and description for determining vehicle overlap was added.
- The test vehicle selection criteria was updated to better cover current trends in vehicle sales and production.
- Additions/deviations to protocol for conducting passenger-side tests was added (Appendix D).

Revisions to Version III of the protocol compared with Version II:

- The weight of the onboard test equipment was updated.
- The preferred vehicle tie-down method is outlined.
- The location of the vehicle accelerometer was changed.
- The tibia index calculation was moved to Frontal Offset Guideline for Rating Injury Measures.
- The type of high-speed cameras used for the test and their locations was updated.
- Illustrations added to Appendix A: Occupant Excursion

Revisions to Version I of the protocol compared with Version II:

- Addition of a marker on the outside of the driver door locating the center of the steering wheel.
- The standard location for postcrash recovery points was moved to the nonstruck (right) side rear door frame.
- The method for measuring occupant excursion changed from using seat belt spool out data to a direct measurement of occupant excursion (also Appendix A).
- The location for measuring forward coverage of the side head protection airbag changed from a specific vertical location to a zone of measurement (also Appendix B with updated photographs).

Revisions to Version I, October 2012 of the protocol compared with Version I, August 2012:

- Intrusion measurement point locations on the lower and upper hinge pillar have been named (points 1, 2, and 3) to correspond with their vertical coordinates.
- Intrusion measurement point locations on the rocker panel have been named (points 1, 2, and 3) to correspond with their longitudinal coordinates.
- Corrected inconsistencies in the video analysis procedure in determining the forward edge of the side curtain airbag compared with the Excel spreadsheet.
- In step 5 of Appendix A, the leading edge of the side curtain airbag is considered to be the largest value (most forward location), not the smallest value.

## OVERVIEW

This test protocol applies to driver- and passenger-side small overlap crash tests, with the passenger-side documentation included as an appendix (Appendix D). Other supporting documents for the Insurance Institute for Highway Safety (IIHS) small overlap frontal crash test program are available from the Technical Protocols section of the IIHS website.

### Test vehicle selection

For information on how we select vehicles for our crash test programs, see *Test Vehicle Selection (Version 1)* (IIHS, 2021b).

## TEST CONDITIONS

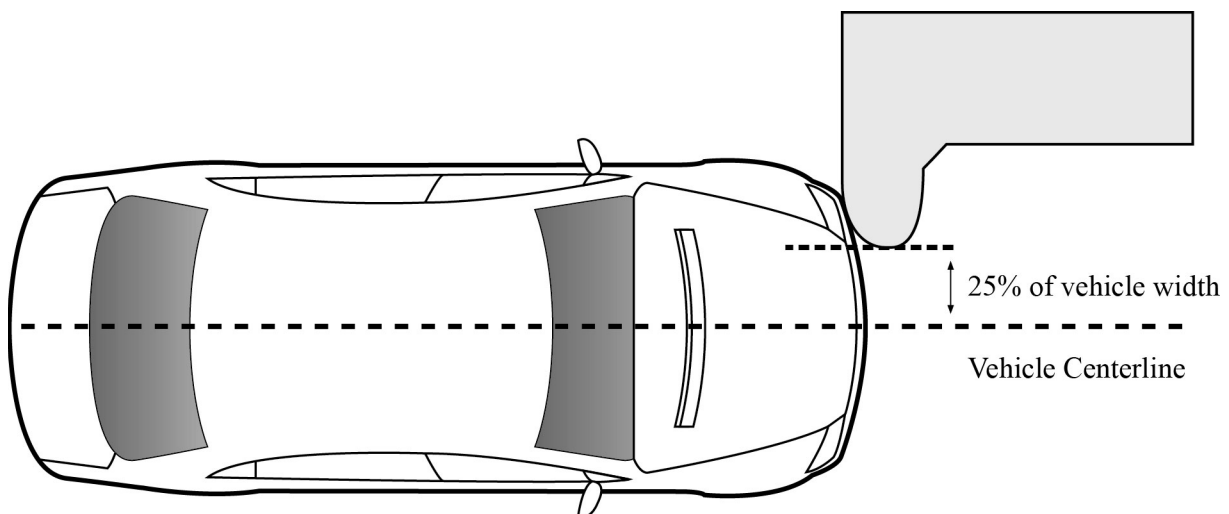
### Impact speed and overlap

Small overlap barrier crash tests are conducted at  $64.4 \pm 1$  km/h ( $40 \pm 0.6$  mi/h) and  $25 \pm 1\%$  overlap.

The test vehicle is aligned with the rigid barrier such that the right edge of the barrier face is offset to the left of the vehicle centerline by  $25 \pm 1\%$  of the vehicle width (Figure 1).

The vehicle width is defined and measured as indicated in *Society of Automotive Engineers (SAE), Surface Vehicle Recommended Practice J1100* (2009), which states, "The maximum dimension measured between the widest part on the vehicle, excluding exterior mirrors, flexible mud flaps, and marker lamps, but including bumpers, moldings, sheet metal protrusions, or dual wheels, if standard equipment."

**Figure 1**  
**Vehicle overlap with flat 150 small overlap barrier**



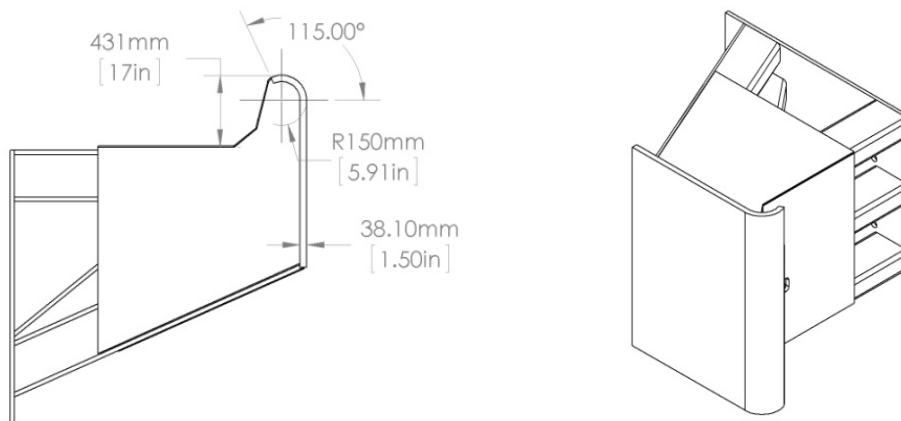
The vehicle is accelerated by the propulsion system at an average of 0.3 g until it reaches the test speed and then is released from the propulsion system approximately 25 cm before the barrier. The onboard braking system, which applies the vehicle's service brakes on the rear wheels, is activated 1 second after the vehicle is released from the propulsion system.

## Barrier design

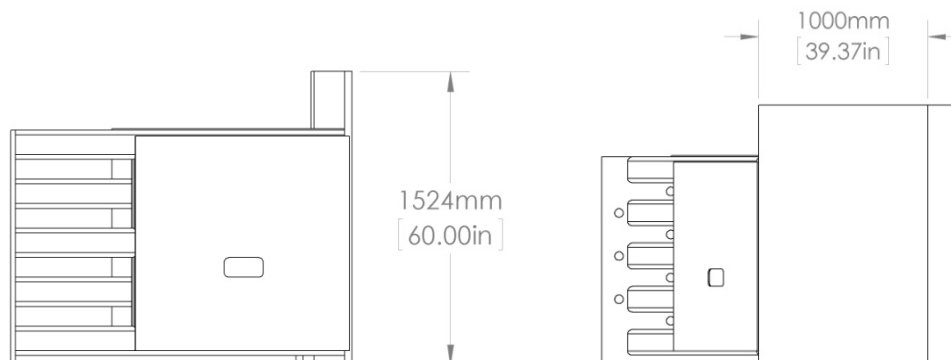
The rigid barrier is composed of a vertical steel plate, with a radius on the right edge (Figures 2 and 3). The front plate has a thickness of 38.1 mm and is 1,000 mm wide to the point at which the 150 mm radius begins. This radius continues over a 115 degree arc. The side of the barrier is set back from the radius to prevent secondary contacts with the vehicle. The barrier rests on the floor, has a height of 1,524 mm, and is attached to a base unit.

The base unit is 184 cm high, 366 cm wide, and 542 cm deep. It is composed of laminated steel and reinforced concrete with a total mass of 145,150 kg. The rigid barrier is mounted to the right side of the base unit, which allows continued forward motion of the vehicle after primary engagement with the rigid barrier. Because this front plate is the only surface of the barrier that should contact the vehicle, details on the support structure are not included below, but a drawing package of the complete barrier design is available on the IIHS website.

**Figure 2**  
**Flat 150 barrier, top and isometric views**



**Figure 3**  
**Flat 150 barrier, side and front views**



## Test vehicle preparation

Each vehicle is inspected upon arrival at the research center. Vehicles are checked for evidence of prior collision damage or repair. Each vehicle is further examined to verify that it is in satisfactory operating condition and to note defects such as missing parts, maladjustments, or fluid leaks. If directly relevant to testing, such deficiencies are corrected or a replacement vehicle is procured.

All engine and transmission fluids are drained from the vehicle prior to the test. The gasoline is removed from the fuel tank and fuel lines, and replaced with Stoddard solvent to 90–95% of the useable capacity. Purple dye has been added to the Stoddard to better identify leaks postcrash. The engine is started for a short period to ensure the Stoddard solvent has filled the fuel lines. The electrolyte is drained from the battery. The air conditioning system refrigerant is recovered by a means that complies with applicable environmental regulations. The left front axle boots and grease are removed.

High-voltage batteries in vehicles with full-electric drivetrains are tested at a state of charge (SoC) of 12.5% ( $\pm 2.5\%$ ), with a minimum of 25 miles of travel capacity on the battery; however, in some cases, a higher SoC may be required. To avoid the possibility of the hybrid system attempting to begin a charge cycle, (i.e., engine start), the high-voltage batteries in hybrid vehicles are tested at the minimum SoC recommended by the manufacturer. Maintenance fuses are not removed, but additional precrash and postcrash precautions specified by the vehicle manufacturer are followed. Equipment is added to the high-voltage system in accordance with manufacturer-recommended procedures for monitoring electrical isolation as per U.S. Federal Motor Vehicle Safety Standard (FMVSS) 305. Thermocouple(s) also are attached to the high-voltage battery to detect temperature increases that may indicate a thermal runaway condition.

Multiple onboard video cameras are placed in the vehicle. Typically, one is attached to the right front-passenger door, just aft of the A-pillar; one to the rear -passenger door; and two are attached to the roof in the rear-seating area. Lights for these cameras also are attached to the vehicle. The total weight of the four digital cameras, mounting hardware, camera router, cables, and lights is 25.5 kg.

The front of the vehicle is attached to the propulsion system via two separate chains or cables that are in turn attached to flexible straps wrapped around suspension components, or in some cases, attached to the subframe or engine cradle. This method allows components to break away from the vehicle during the crash if designed to do so. The preferred tie-down locations are aligned with the front axle centerline and are placed as far apart as possible. The rear of the vehicle is attached to the propulsion system with a nylon strap and ratchet strap assembly. The front and rear attachment hardware weighs 10 kg.

Vehicle crash avoidance features are disabled prior to testing by deactivating the system through onboard vehicle settings, covering the sensors with tape, and/or physically disconnecting the sensors (cameras, radars, etc.).

An aluminum instrumentation rack, which supports the test equipment, is installed in the cargo area of the vehicle. The weight of this rack is approximately 14 kg. The carpeting in this area is removed to allow access to the floor. If necessary, the spare tire, accessory jack, tool compartments, and third row seats may be removed. The following test equipment is installed on the instrumentation rack located in the cargo area:

**Onboard emergency braking system:** When activated, this system applies pressurized nitrogen gas against the brake fluid in the lines to the rear wheels. The remaining brake fluid in the master cylinder is removed. Flexible hoses connect the emergency braking system to the brake lines in the engine compartment or beneath the vehicle. The onboard braking system weighs approximately 11 kg.



**12-volt battery and DAS power supply:** This system supplies electrical power for the vehicle, emergency braking system, the Diversified Technical Systems (DTS) data acquisition system (DAS), and a wireless bridge for DAS communication. The system weighs approximately 25 kg.

**High-speed camera, onboard lighting power supply, and communication bridge:** This system supplies electrical power to the onboard high-speed video cameras and LED lighting. It also allows wireless communication among the dummy (driver-side test) or dummies (passenger-side test), vehicle, cameras, and control tower. The weight of this camera, lighting, and communication system is 24 kg.

The test weight of the vehicle is 125–175 kg greater than the measured curb weight of the vehicle (weight of the vehicle as delivered from the dealer with full fluid and fuel levels). If the vehicle test weight needs to be increased to fall within the range, steel plates are added to the instrumentation rack. If the vehicle test weight needs to be decreased, nonessential, nonstructural items are removed from the rear of the vehicle.

A steel plate is attached to the floor in the rear seating area along the centerline of the vehicle for mounting the accelerometers. The carpeting or seat cushion in this area may be removed to allow access to the underlying structure.

If floor mats are standard equipment through the manufacturer or dealership, a floor mat is installed only in the driver footwell for the driver-side test. For the passenger-side test, floor mats are installed in both the driver footwell and the front-passenger footwell. Vehicles that are not equipped with standard floor mats are measured and tested without them.

Daytime running lights (if equipped) are disabled by removing the fuses or relays to these devices to reduce the electrical power required for the test.

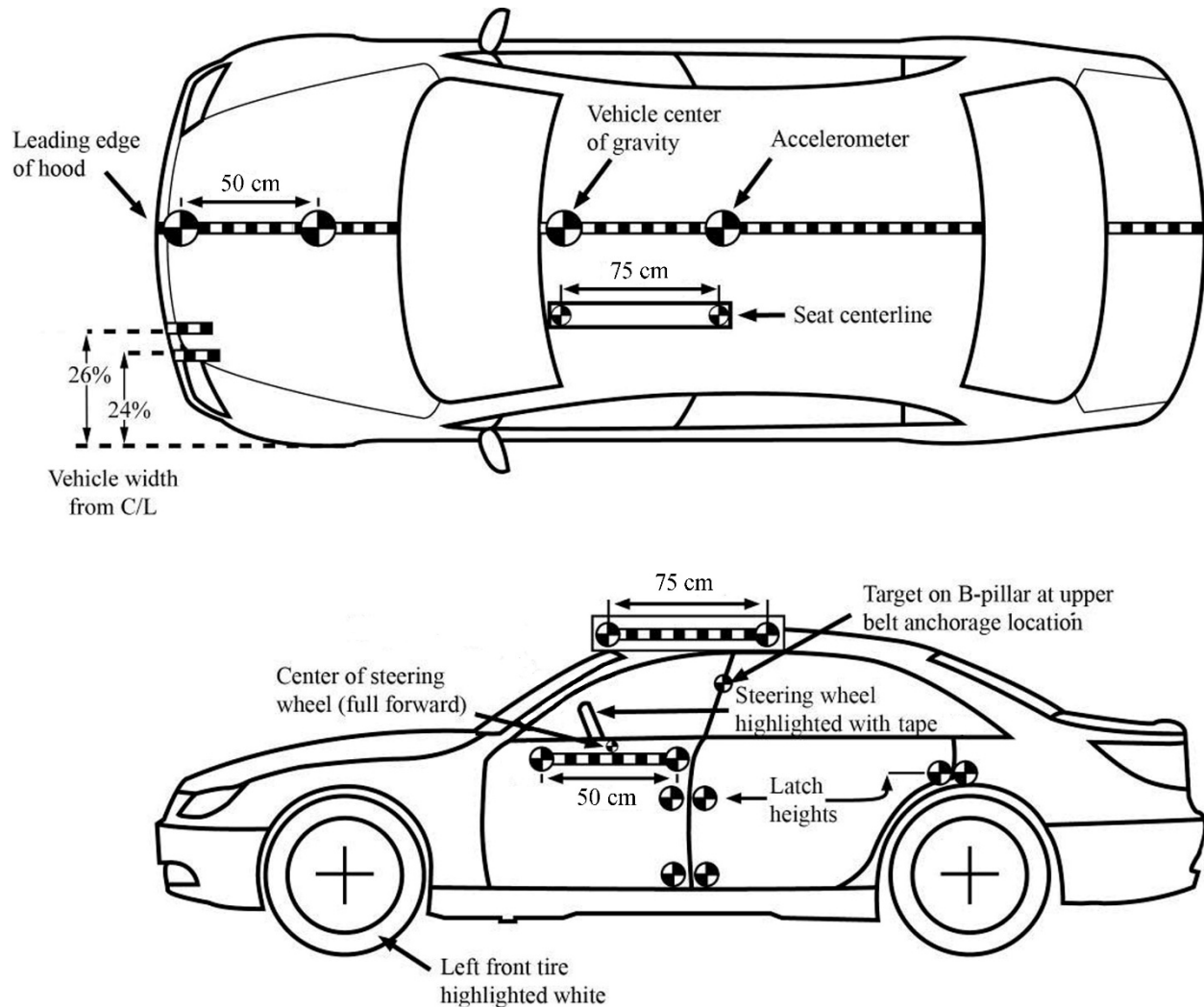
A plastic block containing an array of high-intensity LEDs is attached to the hood of the vehicle with sheet metal screws. An additional LED is placed inside the vehicle in view of the onboard high-speed cameras. The LEDs are illuminated when the vehicle first contacts the barrier.

Two pressure-sensitive tape switches are applied to the vehicle such that they make first contact with the barrier during the crash. Pressure applied to these switches completes an electrical circuit that illuminates the LEDs and signals the start of the crash (time-zero) for the data acquisition system and onboard cameras.

The exterior surfaces of the vehicle are trimmed with segmented tape and photographic targets to facilitate analysis of the high-speed camera footage (Figure 4). The scheme consists of five gages in separate reference planes: three 50-cm-length gages, one each on the surface of the hood and on the surfaces of the front left and right side doors; and two 75-cm-length gages, one each on the surface of the roof and in a vertical plane passing through the centerline of the driver seat. The location of the vehicle accelerometers and the location of the vehicle precrash center of gravity are marked with photographic targets applied to the appropriate top surfaces of the vehicle.

The locations of the front and rear door latch locations (left and right sides of vehicle) and driver shoulder belt upper anchorage are marked on the side surfaces with photographic targets. To determine the side head protection airbag forward coverage, a target is placed on the driver door to designate the forwardmost position of the steering wheel center in the longitudinal direction. To determine vehicle alignment with the barrier at impact, segmented tape is placed at 24 and 26% of the vehicle width. The steering wheel and the leading edge of the dashboard are highlighted with segmented tape, and the left front tire is highlighted with white paint.

**Figure 4**  
**Exterior surface marking**



The head restraints are removed from the front seats, and the front right passenger frontal and side curtain airbags are deactivated (if necessary) to prevent these components from obstructing camera views. The airbags are deactivated by inserting an appropriately sized resistor in place of the connection to each airbag.

The manually adjustable inboard armrest for the driver seat (if equipped) is adjusted to its lowered position. For vehicles equipped with multiple-locking armrest positions, the position that results in the top surface of the armrest being closest to parallel with the ground is chosen.

All doors are fully latched but not locked. However, if the vehicle is equipped with automatic-locking doors that cannot be set to remain unlocked when the vehicle is in forward motion, the door locks are kept in their automatic state. All side windows are lowered to their lowest position, the ignition is turned to its on position, and the transmission is shifted into its neutral position prior to the test.

## **Crash dummy preparation and setup**

A 50th percentile male Hybrid III dummy (49 C.F.R. 572 [E], 1986) with instrumented lower legs is positioned in the driver seat according to the *Guidelines for Using the UMTRI ATD Positioning Procedure for ATD and Seat Positioning (Version V)* (IIHS, 2022).

The dummy is equipped with feet and ankles described in the final rule incorporating Hybrid III dummy modifications (61 Fed. Reg. 67953, 1996). The feet have been further modified to include two accelerometers, and the ankles have been modified to prevent metal-to-metal contact that results from bottoming of the ankle bumper (Humanetics Innovative Solutions, Inc., part numbers 78051-653-H and 78051-654-H).

The dummy's knees are equipped with ball-bearing sliders, and the neck is fitted with a neck shield. In addition, the dummy's thoracic spine has been modified to accommodate an onboard data acquisition system (DTS TDAS G5). The mass and moments of inertia of the modified thoracic spine are similar to those of the standard dummy.

The dummies used in these tests are calibrated according to 49 C.F.R. 572 (E) (1986) after being subjected to no more than five crash tests. Additionally, individual parts are recalibrated if levels recorded during a test exceed the higher of published injury reference values or the values achieved in dummy certification tests, or if postcrash inspection reveals damage. All visible damage is repaired before the dummy is used again.

The dummy and vehicle are kept in a temperature-controlled area where the temperature is maintained at 20.0–22.2 degrees Celsius and the relative humidity at 10–70% for at least 16 hours prior to the test. The dummy's head, knees, shins, and heel of the left hand are colored with grease paint to identify its impacts with the vehicle interior postcrash. Photographic targets are placed on both sides of the head to mark the location of its center of gravity.

## ***Seat belt placement***

The driver seat belt is fastened around the dummy. For vehicles with continuous-loop lap/shoulder seat belts, the slack from the lap portion of the driver seat belt is removed and the webbing is pulled fully out of the retractor and allowed to retract under tension a total of four times. The lap belt slack is then removed again with a small pulling force.

For vehicles with separate lap and shoulder seat belt retractors, the webbing from each is pulled fully out of the retractor and allowed to retract under tension a total of four times. The shoulder belt upper anchorage point should be set to the topmost position, if adjustable, or positioned according to the manufacturer's recommendation.

## Photography

### *Still photography*

The precrash and postcrash conditions of each test vehicle are photographed. Two precrash and two postcrash views show the side and left front quarter of the test vehicle.

Additional photographs document the precrash position of the driver dummy, including close-up views of the dummy's legs.

Three standard views of the vehicle in its postcrash position in front of the barrier are recorded. Additional photographs document the postcrash position of the driver dummy.

### *High-speed video*

Nine high-speed digital imagers along with real-time cameras record video of the test. The coordinates and lens focal length of each offboard camera are listed in Table 1. The camera view and focal length of the onboard high-speed cameras are listed in Table 2. All high-speed imagers record at 500 frames per second. The positions of the offboard and onboard cameras are illustrated in Figures 5A and 5B, respectively.

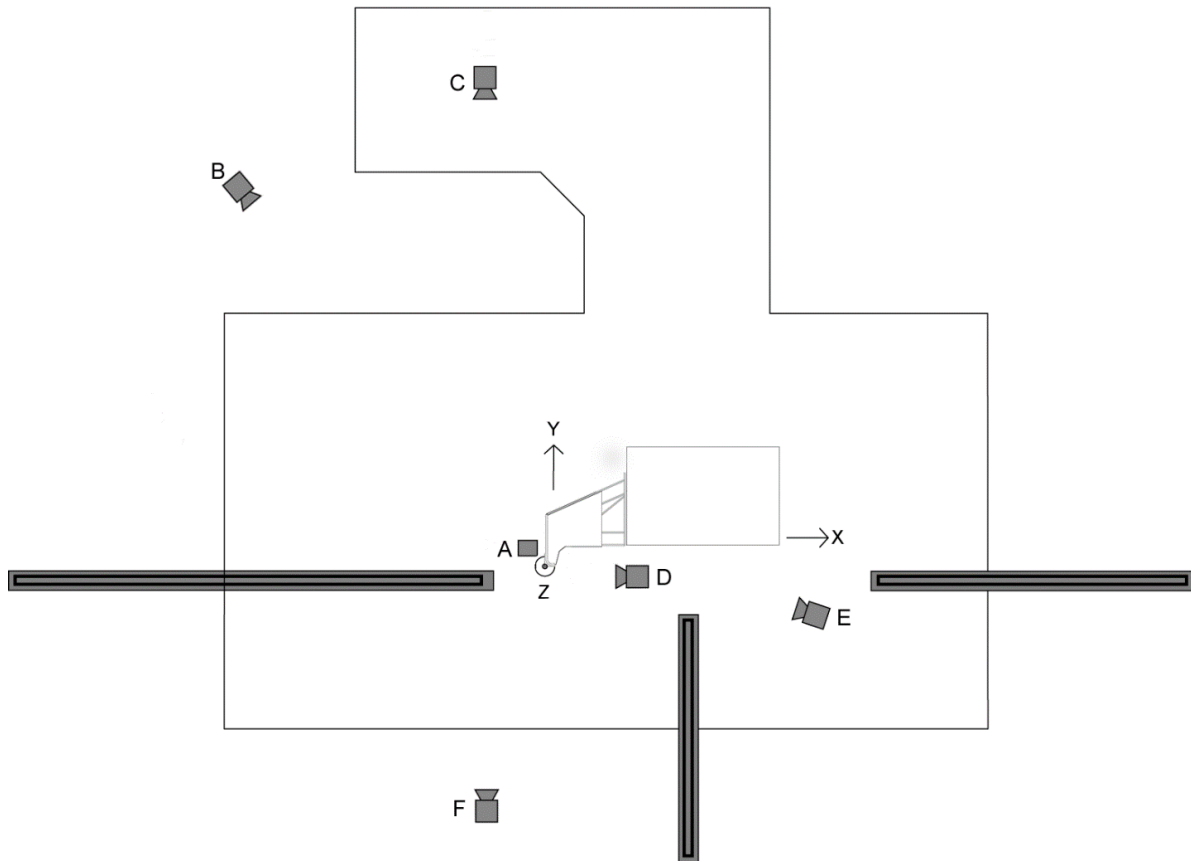
**Table 1**  
**Crash hall high-speed cameras — Coordinates, focal points, and settings**

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>Camera position</b>	<b>Overhead</b>	<b>Rear oblique</b>	<b>Left side</b>	<b>Front</b>	<b>Front oblique</b>	<b>Right side</b>
Coordinate X (cm)	0	−712	−127	232	892	−102
Coordinate Y (cm)	0	1,030	1,410	−58	−318	−1,543
Coordinate Z (cm)	910	125	150	227	222	135
Focal length (mm)	35	85	50	18	70	95

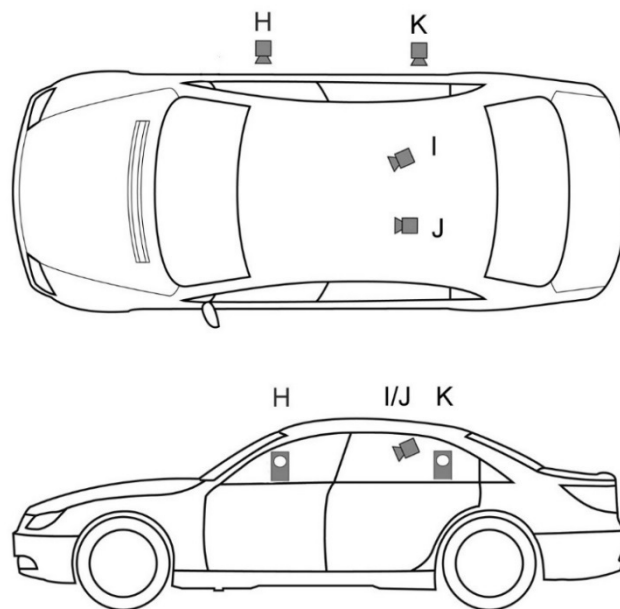
**Table 2**  
**Onboard high-speed digital cameras — Focal points and settings**

	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>
<b>Camera position</b>	<b>Passenger door (front)</b>	<b>Inside roof, passenger side</b>	<b>Inside roof, driver side</b>	<b>Passenger door (rear)</b>
Focal point	Side view of driver	Over the shoulder of driver	Rear view of driver	View of string potentiometers and instrumentation
Focal length (mm)	10	16	16	10

**Figure 5A**  
High-speed camera positions



**Figure 5B**  
Onboard high-speed camera positions



## MEASUREMENTS AND OBSERVATIONS

### Test weight

The test weight of the vehicle is measured at each of the four wheels. The vehicle is weighed with all test equipment installed, including the driver dummy. The front and rear axle weights are used to determine the longitudinal position of the center of gravity for the test vehicle.

### Impact speed

The impact speed is determined by averaging the measurements of two speed-measurement devices. Both devices measure the average velocity of the vehicle at 1–1.5 m before impact with the barrier.

### Overlap

The test overlap is verified from the video taken by the high-speed digital imager overhead view (position A in Figure 5A). At the time of impact, the outboard edge of a plastic target that has been attached to the inboard edge of the barrier should fall within the 24 and 26% vehicle width tape on the vehicle hood or front bumper (Figure 6). If the target falls outside of this area, additional analysis is conducted to determine the actual offset.

**Figure 6**  
**Determining vehicle overlap — Target (left) and video screen shot (right)**



### Vehicle accelerations

The linear accelerations in three orthogonal directions (longitudinal, lateral, and vertical) of the vehicle occupant compartment are measured by accelerometer arrays (three Endevco 7264A-2000 or 7264B-2000 accelerometers) and recorded by the TDAS G5 system. A DTS SLICE MICRO DAS with a triaxial accelerometer array (Accel SLICE) also may be used to measure vehicle acceleration. Positive vehicle accelerations are forward along the longitudinal axis, rightward along the lateral axis, and downward along the vertical axis. The data are presented filtered according to the channel frequency class (CFC) 60 as defined in *SAE Surface Vehicle Recommended Practice J211/1* (2014).

## **Fuel system integrity**

Observations about fuel system integrity are recorded for each test. Any Stoddard fluid leaked from the fuel system within 1 minute after the impact is collected as the first sample. This typically is done by soaking up the fluid with an absorbent pad of known mass. The second sample of leaked Stoddard fluid is collected during the 5 minutes immediately following the collection of the first sample. This sample typically is collected in pans placed under the sources of identified leaks. The third sample is collected during the 25 minutes immediately following the collection of the second. The pans used to collect the second sample are replaced with clean empty pans. The volume of each sample is determined by dividing the weight of the sample by the density of Stoddard fluid (790 g/l). The elapsed time is determined using a stopwatch. The entire process is recorded with a video camera equipped with an internal timer, which displays the time in each frame.

## **High-voltage system integrity**

Vehicles with a hybrid or full-electric drivetrain are monitored to ensure the high-voltage electrical system has not been compromised. Postcrash observations include a measure of electrolyte spillage (if any), battery retention, and electrical isolation of the high-voltage system as per FMVSS 305. Additionally, the battery temperature is monitored for a rapid increase in temperature, which may indicate a thermal-runaway condition.

## **Intrusion measurements**

A total of 18 locations are marked on the driver-side interior and exterior of the vehicle, and their longitudinal, lateral, and vertical coordinates are recorded using a coordinate measurement machine (CMM). These same marks are measured after the crash using the same reference coordinate system.

### ***Coordinate system definition***

A right-handed, three-axis orthogonal coordinate system is used for these measures: longitudinal (front to rear is positive), lateral (left to right is positive), and vertical (bottom to top is positive). The precrash coordinate system is defined with the vehicle unloaded (no occupants) on a level floor. The plane of the ground is used to define the X-Y plane, and the two end points on the centerline of the roof are used to define the X axis.

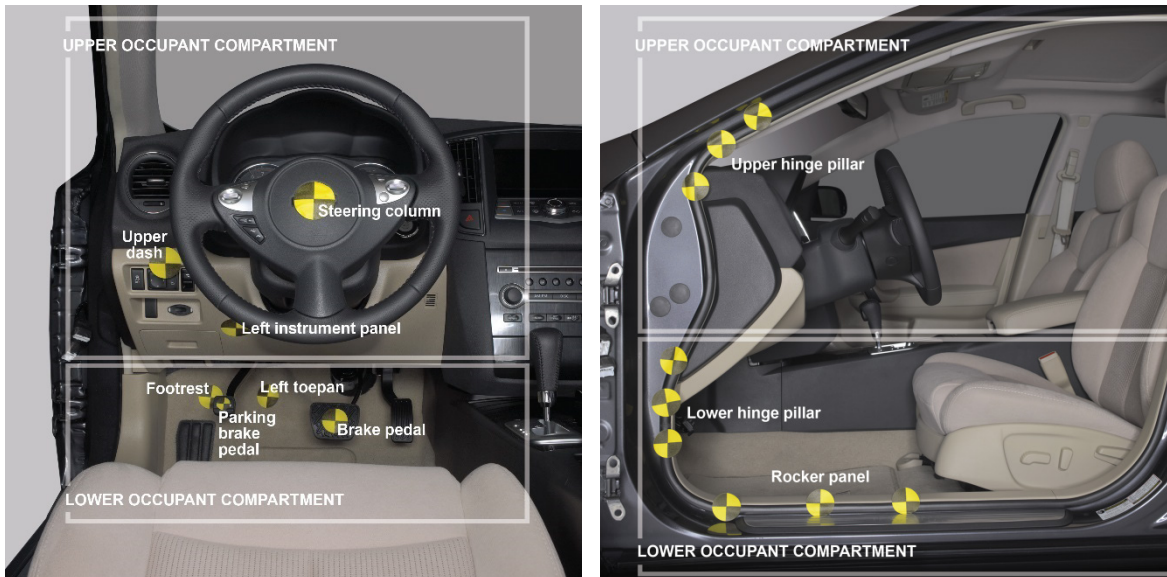
Coordinates of at least two marked reference points inside the vehicle compartment are recorded precrash to establish the postcrash coordinate system. For most vehicles, the reference points will be taken on the vehicle structure on the nonstruck (right side) rear door frame.

### ***Measurement point locations***

The following are the locations for measuring vehicle intrusion (Figure 7):

***Steering column (one point):*** The marked reference is the geometric center of the steering wheel, typically on the airbag door. After the crash, this point is measured by folding the airbag doors back into their undeployed position. In most cases, this measurement is probably less than the maximum intrusion into the compartment. However, if the steering column has loosened (from the release of the adjustment lever), or completely separates from the instrument panel (due to shear module separation, for example) during the crash, the steering column postcrash measurement is taken by placing and holding the wheel and column in its approximate maximum dynamic position, upward and forward. High-speed video may be used to determine the approximate steering column position; however, the video footage may not always show clearly where the column was during the crash, and in such cases other clues would be needed to reposition the column for measurement. In rare instances, it may not be possible to obtain any meaningful postcrash measurement.

**Figure 7**  
**Locations for measuring vehicle intrusion**



**Left instrument panel (one point):** The left instrument panel lateral coordinate is defined by subtracting 15 cm from the steering column reference lateral coordinate. The vertical coordinate is defined as 45 cm above the height of the floor (without floor mats). If the panel loosens or breaks away in the crash, the postcrash measurements are taken by pressing and holding the panel against the underlying structure.

**Brake pedal (one point):** The geometric center of the brake pedal pad (top surface). If the brake pedal is constructed so that it dangles loosely after the crash, the brake pedal is pushed straight forward against the toepan/floor pan and held there to take the postcrash measurement. If the pedal drops away entirely, no postcrash measurement is taken.

For vehicles with a manual transmission, the clutch pedal is also measured, and the pedal with the most resultant intrusion postcrash is used for the final rating.

**Parking brake pedal (one point):** The marked reference is the geometric center of the parking brake pedal (top surface). If the parking brake is a hand brake or button located on the instrument panel or center console, no measurement is taken.

**Footrest (one point):** The vertical coordinate for the footrest measurement location is the vertical coordinate of the brake pedal reference. The lateral coordinate of the footrest is obtained by subtracting 25 cm from the brake pedal reference lateral coordinate. To mark and measure the underlying structure, a utility knife is used to cut a small "v" in the carpet and underlying padding on the footrest. The point of the "v" is peeled back, and the exposed floor is marked and measured. The carpet and padding are then refitted prior to the crash.

In cases where there is a specific footrest construct at the footrest measurement location, the construct is removed and the underlying structure is marked and measured. The construct is reinstalled prior to the crash.

**Seat bolts (two points):** The marked reference is the two rear bolts that anchor the driver seat to the floor of the vehicle (not shown in Figure 7).

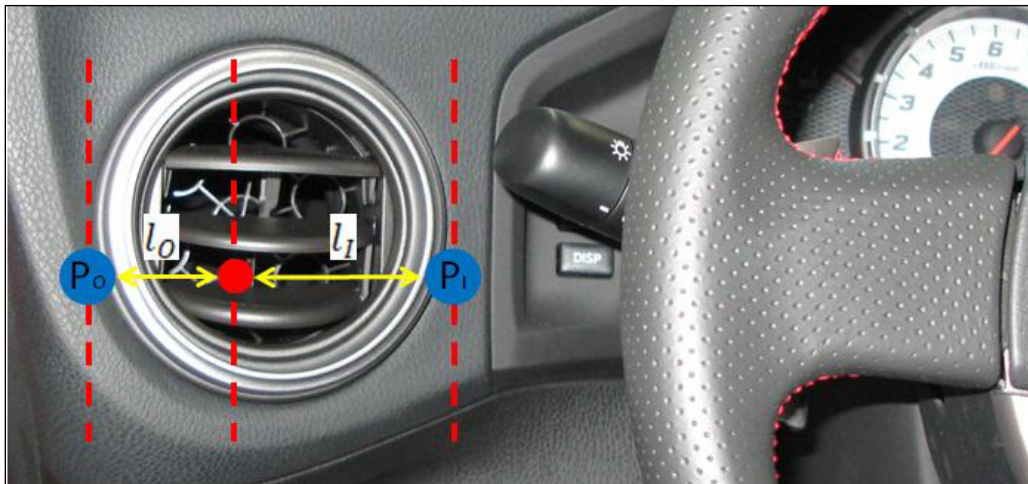


**Left toepan (one point):** The vertical coordinate for the left toepan measurement location is the vertical coordinate of the brake pedal reference. The lateral coordinate of the left toepan locations is obtained by subtracting 15 cm from the brake pedal reference lateral coordinate. The longitudinal coordinate is measured, and a mark is temporarily placed at the locations on the toepan. Next, the carpet and underlying padding on the toepan is cut, using the same procedure described in the *Footrest (one point)* section, to mark and measure the underlying structure.

**Upper dash (one point):** The upper dash point is obtained by subtracting 25 cm from the lateral coordinate of the steering column reference lateral coordinate. This defines a line of points on the edge of the upper dash. The upper dash point is located on the rearwardmost (toward the rear of the vehicle) point on this line. This point must be located at least 30 cm above the brake pedal reference point to ensure a vertical location high enough to represent a location that could be contacted by the driver's upper body or head. If the rearwardmost point is less than 30 cm above the brake pedal reference point, the upper dash point is located at this 30 cm reference location.

There may be instances when the upper dash point is located on a "soft component" such as an air vent or control knob (Figure 8). To measure a more robust structure, the upper dash point is replaced with two additional points, and the weighted average of their coordinates is used to represent the deformation of a point at the original location (Equation 1). Each new point is determined by moving inboard/outboard to a location that is just off of the soft component.

**Figure 8**  
**Equation for measuring the soft component upper dash point**



$$\text{Simulated upper dash point location} = \frac{l_I}{l_O + l_I} \times [x_{P_O}, y_{P_O}, z_{P_O}] + \frac{l_O}{l_O + l_I} \times [x_{P_I}, y_{P_I}, z_{P_I}] \quad (1)$$

**Lower (three points) and upper (three points) hinge pillar:** The hinge pillar is measured at the innermost surface of the door opening, typically on the pinch weld. The vertical coordinates for the three lower points are obtained by adding 0 cm (lower hinge pillar point 1), 7.5 cm (lower hinge pillar point 2), and 15 cm (lower hinge pillar point 3) to the brake pedal reference point. The upper points are obtained by adding 45 cm (upper hinge pillar point 1), 52.5 cm (upper hinge pillar point 2), and 60 cm (upper hinge pillar point 3).

***Rocker panel (three points):*** The rocker panel also is measured at the innermost surface of the door opening, typically on the pinch weld. The longitudinal coordinates are obtained by adding 20 cm (rocker panel point 1), 35 cm (rocker panel point 2), and 50 cm (rocker panel point 3) to the brake pedal reference point.

If the 20 cm point is forward of the actual door frame, this point is located 5 cm rearward of the lower hinge pillar point.

## **Dummy kinematics and contact locations**

Dummy kinematics are studied by reviewing the high-speed video. Contact of the dummy's head or knees with the vehicle interior is recorded on the basis of postcrash grease paint deposits.

The dummy is inspected in its undisturbed postcrash position. Any damage to the dummy or unusual dummy resting position information is noted. The locations of paint transferred from the dummy to the vehicle interior are noted.

The high-speed video is used to estimate the time after the start of the crash that various events occur. For each event, the camera that provides the clearest view of the event is used. The start of the crash is considered to be the first frame from each camera in which the LEDs mounted on the hood and/or interior seat back of the vehicle are illuminated. The time recorded for each event is based on the number of frames elapsed from the start of the crash and the nominal operating speed of the camera. For the cameras operating at 500 frames per second, the estimate of the crash start time can be up to 2 ms late, and the event's time, as determined from the video, can be early or late by 2 ms. The time of the driver airbag deployment, full inflation, and first dummy contact are recorded as well as any other notable events.

## ***Dummy responses***

Each Hybrid III dummy is equipped with instrumentation for measuring the following:

### **Head**

Triaxial accelerations (three Endevco 7264A-2000 [or 7264B-2000] accelerometers)

Triaxial angular rate sensors (three DTS ARS Pro, 18k)

### **Neck**

A-P shear force

L-M shear force

Axial force

A-P moments (Humanetics Innovative Solutions, Inc. Model 2564 or 1716A upper neck load cell)

### **Chest**

Triaxial accelerations (three Endevco 7264A-2000 [or 7264B-2000] accelerometers)

Rib compression

## Lower extremities

Femur axial forces (Humanetics Innovative Solutions, Inc. Model 2121A load cell)

Tibia-femur displacements

Upper tibia A-P moments

Upper tibia L-M moments (Humanetics Innovative Solutions, Inc. Model 1583 load cell)

Lower tibia A-P moments

Lower tibia L-M moments

Lower tibia axial forces (custom Humanetics Innovative Solutions, Inc. Model 3093 load cell)

Biaxial foot accelerations (A-P and I-S) (two Endevco 7264A-2000 [or 7264B-2000] accelerometers)

All instruments are regularly calibrated to a known standard. Accelerometers, load cells, and angular rate sensors are calibrated every 12 months. All measurements recorded from these instruments comply with the recommendations of *SAE Surface Vehicle Information Report J1733* (2018).

The DTS TDAS G5 data acquisition system is installed in the thorax of the Hybrid III dummy and used for dummy and vehicle data acquisition. A TDAS G5 iPort or DTS SLICE MICRO may be used for additional dummy or vehicle data acquisition. During the crash, all measurements are recorded in the system's random access memory with 16-bit resolution at a sample rate of 10 kHz. Signals in all channels convert simultaneously, so the time reference for different channels is not skewed. To ensure digital fidelity, all signals are filtered by an analog low-pass prefilter with a 3 kHz cutoff frequency.

After the data have been downloaded, any initial offset from zero is removed from each channel by computing the mean value for 100 data points preceding the crash event (from 50 to 40 ms before impact) for each channel and subtracting each mean from the respective data channel. The data are digitally filtered using the frequency response classes recommended in *SAE Surface Vehicle Recommended Practice J211/1* (2014). Foot accelerations are filtered to SAE CFC 180. All filtering and subsequent calculations are executed using DIAdem (National Instruments Corporation).

*Note:* This test protocol documents the sensors and data acquisition systems that IIHS uses. Other crash test laboratories, at their discretion, may use sensors and data acquisition systems that are different than those that we use.

### ***Additional calculations***

In addition to summary metrics for each of the recorded data channels, the following calculations are made:

- Vector resultant of the head acceleration
- 3 ms clip of the vector resultant head acceleration
- Head injury criterion (HIC-36 and HIC-15)
- Neck  $N_{ij}$  (calculated using formulas presented in 65 Fed. Reg. 30680 [2000])
- Vector resultant of the spine accelerations
- 3 ms clip of the vector resultant thoracic spine acceleration
- Viscous criterion
- Sternum deflection rate
- Vector resultant of the tibia bending moments (using the adjusted tibia A-P moments [IIHS, 2024; Zuby, Nolan, & Sherwood, 2001])
- Tibia index (using the adjusted tibia A-P moments [IIHS, 2024; Zuby, Nolan, & Sherwood, 2001])
- Vector resultant of the foot accelerations

All calculations comply with the recommendations of *SAE Surface Vehicle Recommended Practice J1727* (2015a). The sternum deflection rate is calculated from the sternum deflection filtered to SAE CFC 60.

### **Occupant excursion**

Occupant excursion is calculated by combining measures of the dummy's movement away from the seat back with measures of seat back deflection. Peak dummy movement away from the seat back is measured by pull-strings or fiberglass measuring tapes tied to a bracket at the top of the dummy's torso and threaded through the seat back material. Dynamic seat back deflection is recorded using two cable potentiometers (Celesco MT2A) mounted to a fixed point behind the driver seat. The seat back deflection data are filtered to SAE CFC 60. A detailed procedure is provided in Appendix A.

### **Side head protection airbag forward coverage**

High-speed video camera views are used to determine if the side head protection airbag has air chambers that extend forward to at least the orthogonal vertical plane intersecting the center of the steering wheel in its forwardmost telescoping position (if adjustable). The measurement is made in a zone from 12–22 cm above the center of the steering wheel. A detailed procedure is provided in Appendix B.

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- Zuby, D.S., Nolan, J.M., and Sherwood, C.P. (2001). Effect of Hybrid III leg geometry on upper tibia bending moments (SAE Technical Paper 2001-01-0169). *Biomechanics Research and Development, SP-1577*. Society of Automotive Engineers. doi:10.4271/2001-01-0169.

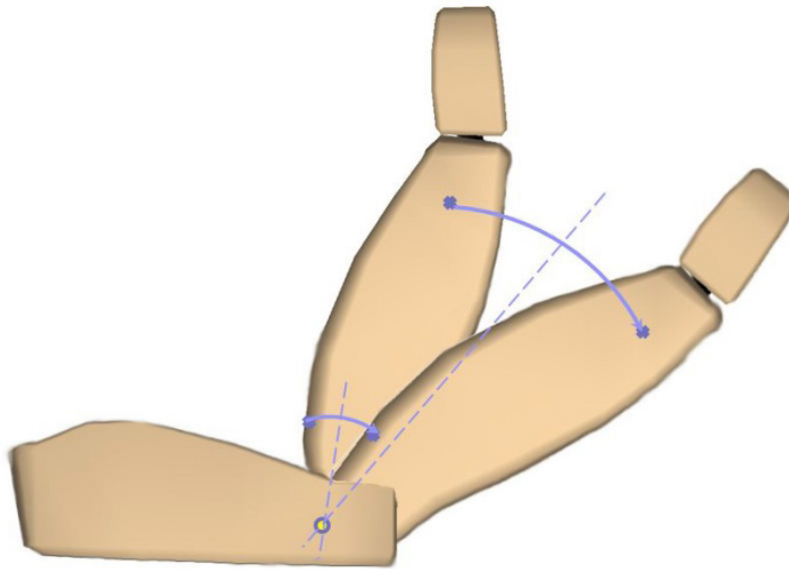
## APPENDIX A: OCCUPANT EXCURSION

The following procedure is used to measure the dummy's forward excursion during the test.

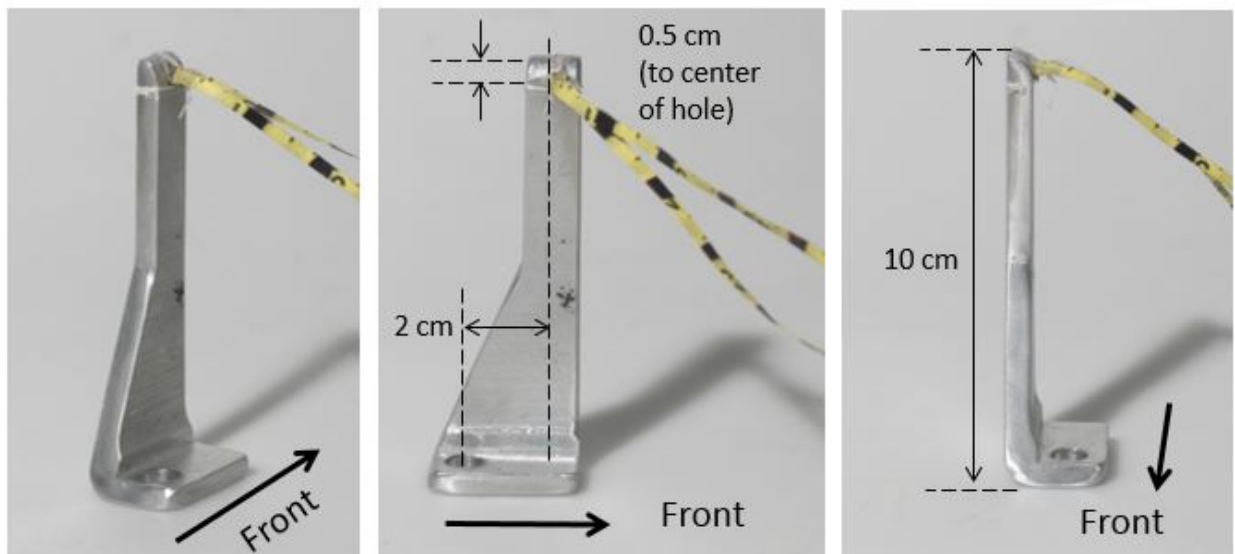
1. With the seat in its test position, calculate the seat back "hinge" point location. This is done using the locations of two points on the seat back (recorded with a CMM) with the seat upright and reclined (Figure A1).
2. Two cable potentiometers are mounted to rigid points behind the driver seat. The cable ends are attached to the rear of the driver seat back near the top, with one near the centerline of the seat and the other near the inboard edge. Access holes may be cut through the seat back fabric but the seat frame is not modified in any way. Plastic cable ties are used to attach the potentiometers to the seat back frame.
3. The dummy's movement away from the seat is measured using two pull strings or fiberglass measuring tapes (McMaster-Carr part# 3519A32, cut into 4 mm wide strips).
  - 3.1. The string or tapes are tied to an aluminum bracket secured to the top of the dummy's neck-adjusting bracket flange. The right (inboard) rear bolt that holds the neck adjusting bracket to the top of the thoracic spine assembly is used as the attachment point for the bracket. To provide clearance above the chest jacket, the bracket extends upward 10 cm above the neck adjusting bracket flange (Figure A2).
  - 3.2. The other ends of the strings or tapes are threaded through holes cut in the seat back material. One hole is located directly rearward from the dummy attachment bracket and the other is angled toward the inboard edge of the seat. The vertical locations of the holes should be close to each other. The strings or tapes are pulled tight between the dummy and seat, with the loose ends allowed to hang freely (Figures A3 and A4).
  - 3.3. If pull strings are used, they are marked where they first meet the seat back fabric. If fiberglass measuring tapes are used, the reading is recorded at the point where they meet the seat back. The CMM is used to record the locations of both ends of both potentiometers, the locations on the seat back where the string/tapes pass through, and the location of the dummy attachment bracket.
4. After the test, the amount of string/tape pulled through the seat back is recorded.
5. Using footage from the onboard digital imagers, the time when the strings/tapes are at the maximum pullout is determined. At this time, the seat back deflection angles are found at the locations where the potentiometers attach to the rear of the seat back. These angles are extrapolated to the locations of the pull strings/tapes on the front of the seat back.
6. The overall resultant excursion is calculated by finding the difference between the position of the dummy attachment bracket pretest and the intersection point of the circles described by the two pull strings/tapes, after adjusting the seat points for the seat back deflection at the time determined in step 5 (Figure A5). The resultant excursion is resolved into its longitudinal and lateral components. The file *small overlap excursion template.xlsx* is used to perform all calculations and determine the overall dummy excursion value.

7. In calculating the overall excursion, the following assumptions are made:
- 7.1. The seat back rotates about the "hinge" point and the seat pan does not move.
  - 7.2. The lateral component of the seat back movement/deflection is negligible (though the longitudinal component of any twisting about the vertical axis of the seat is captured).
  - 7.3. The vertical component of the dummy's movement from the seat is negligible.

**Figure A1**  
**Finding the seat back hinge point**

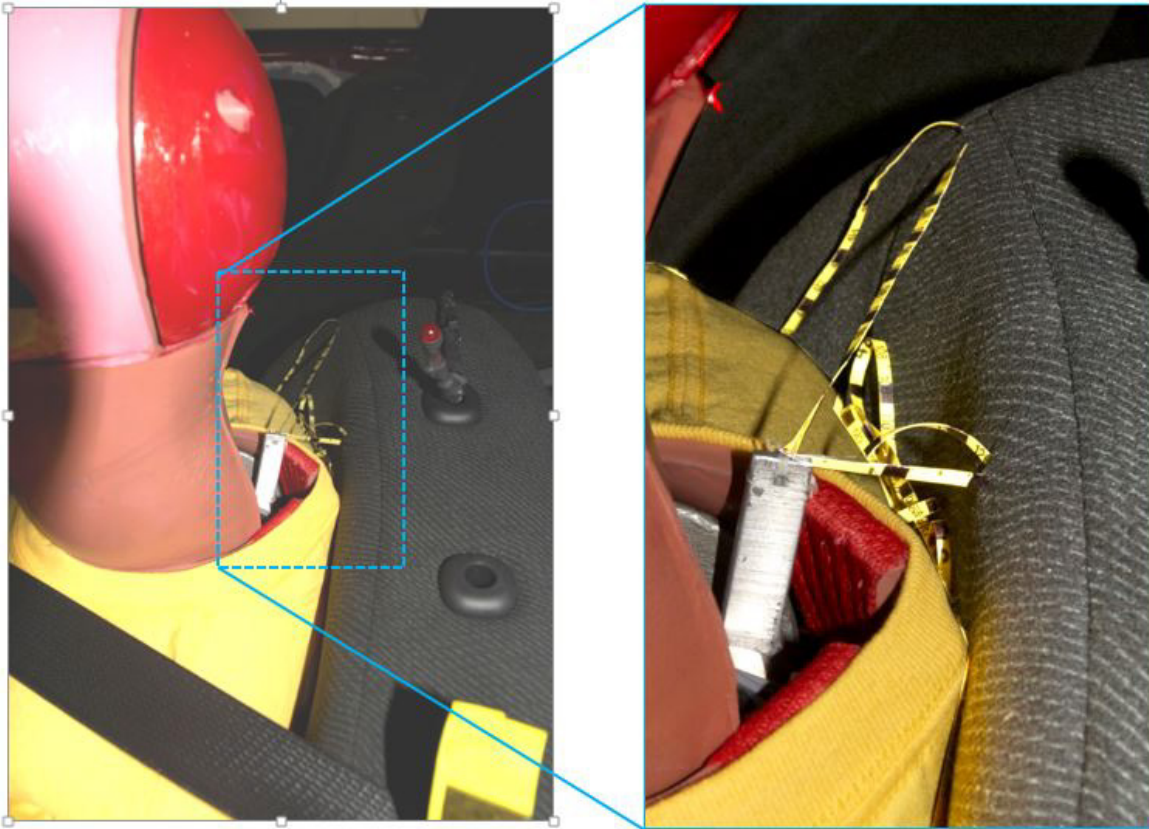


**Figure A2**  
**Dummy neck bracket**





**Figure A3**  
**Fiberglass tapes between dummy and seat back**

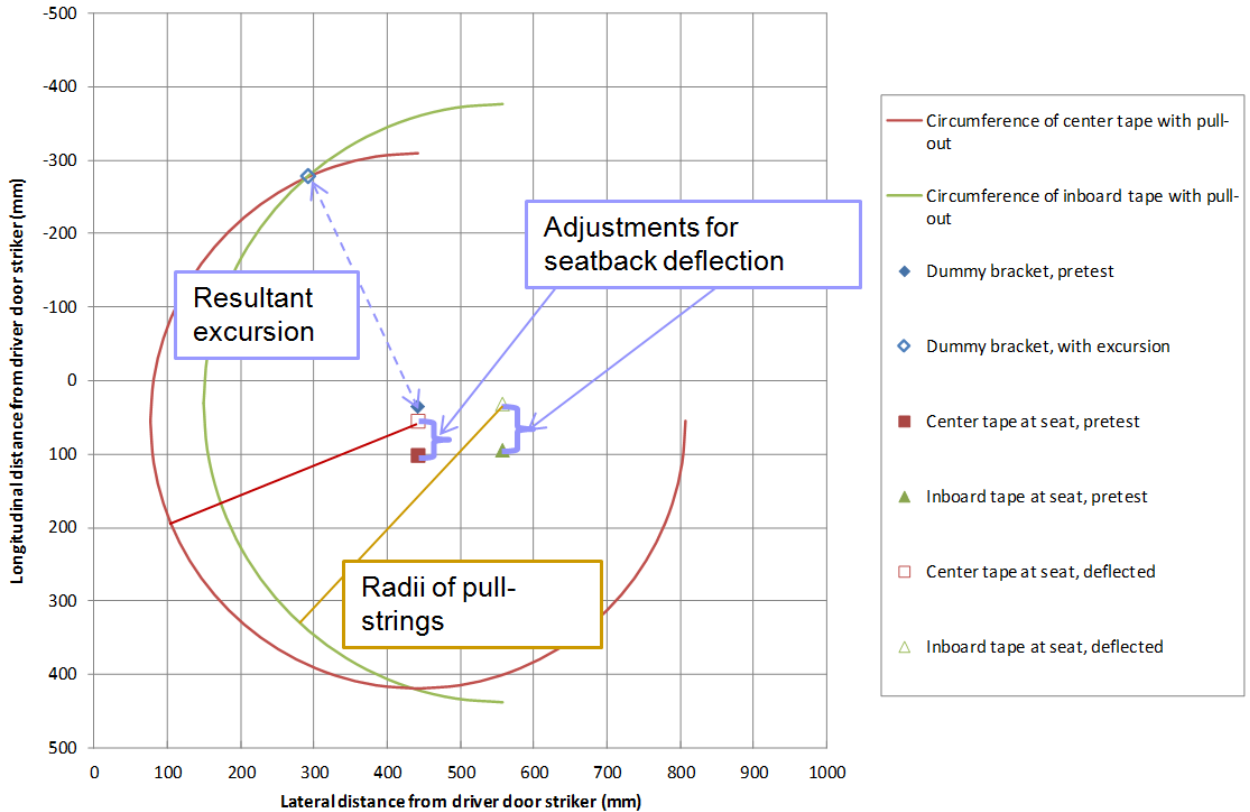


**Figure A4**  
**Fiberglass tape seat back detail**





**Figure A5**  
**Calculating overall dummy excursion**



## **APPENDIX B: VIDEO ANALYSIS PROCEDURE FOR MEASURING SIDE HEAD PROTECTION AIRBAG COVERAGE**

The following procedure should be used when measuring the forward coverage of the side curtain airbag during small overlap frontal crash tests. All video screen grabs should be saved from the same camera angle (driver side, wide view) at the same size. The forwardmost edge of the side head protection airbag is measured a) in the longitudinal direction at the center of the steering wheel in its forwardmost position, and b) in the vertical direction in a zone from 12–22 cm above the center of the steering wheel. For vehicles compliant with FMVSS 226, the forwardmost coverage is measured to any components designed to mitigate ejection (i.e., airbag chamber or a fabric sail). For vehicles not compliant with FMVSS 226, the forwardmost coverage is measured to the airbag chamber only.

### **1. Select video frames**

- 1.1. Save a screen grab from the driver-side camera view (wide) when the steering wheel is approximately in the center of the frame.
- 1.2. Save a screen grab when the side curtain airbag becomes fully inflated, and then save the next nine frames in sequence. Multiple frames are measured to ensure that measurements are taken during the frame when the airbag has the greatest forward coverage.

### **2. Measuring steering wheel location on door**

- 2.1. Using photo-editing software (e.g., Photoshop), open the first screen grab and rotate the image so that the horizontal targets on the top of the door are parallel with the X axis. Next, record the coordinates of the steering wheel center target on the driver door, using the rear door latch target as the origin (Figure B1). The steering wheel door target is located on the outer edge of the door with the same X and Z coordinates as the steering wheel when positioned in the forwardmost (telescoping) position and at the mid-tilt angle. In this example,  $X = 462$  pixels and  $Z = 13$  pixels.
- 2.2. Record the distance, in pixels, between the horizontal targets on the top of the door. This measurement will be used later for scaling purposes (Figure B2). In this example, the distance is 168 pixels. The actual distance between the targets is 61 cm ( $61 \text{ cm} = 168 \text{ pixels}$ ).

### **3. Mark steering wheel center on door**

- 3.1. Open the second screen grab (side curtain fully deployed) and apply the rotation found in step 2.1. Using the measuring tool in the photo-editing software, locate the X and Z steering wheel center coordinates recorded in step 2.1, again using the rear door latch target as the origin. Mark this location with a small dot (Figure B3).
- 3.2. Repeat step 3.1 for the remaining nine screen grabs. If the airbag is clearly never near the reference point throughout the crash (forward or rearward), measurements are only taken for this first screen grab, for reference purposes.

### **4. Determining forward edge of side curtain airbag**

- 4.1. With a known number of pixels equaling 61 cm (distance between the horizontal door target), determine the number of pixels that equal 12 and 22 cm (33 and 61 pixels, respectively, in the example)
- 4.2. Open the second screen grab (side curtain fully deployed). Using the measuring tool in the photo-editing software, and starting at the steering wheel "dot" placed on the door in step 3.2, measure

upward (vehicle Z axis) the number of pixels found to equal 12 and 22 cm. In this zone move either forward or backward (vehicle X axis) until the pointer contacts the leading edge of the inflated side curtain airbag chamber (Figure B4). Record the number of pixels in the X axis (negative if rearward of the steering wheel, positive if forward), then convert to centimeters. In the example, the leading edge of the airbag chamber is 2 pixels forward of the steering wheel center; this equates to 0.7 cm.

4.3. Repeat step 4.2 for the remaining nine screen grabs.

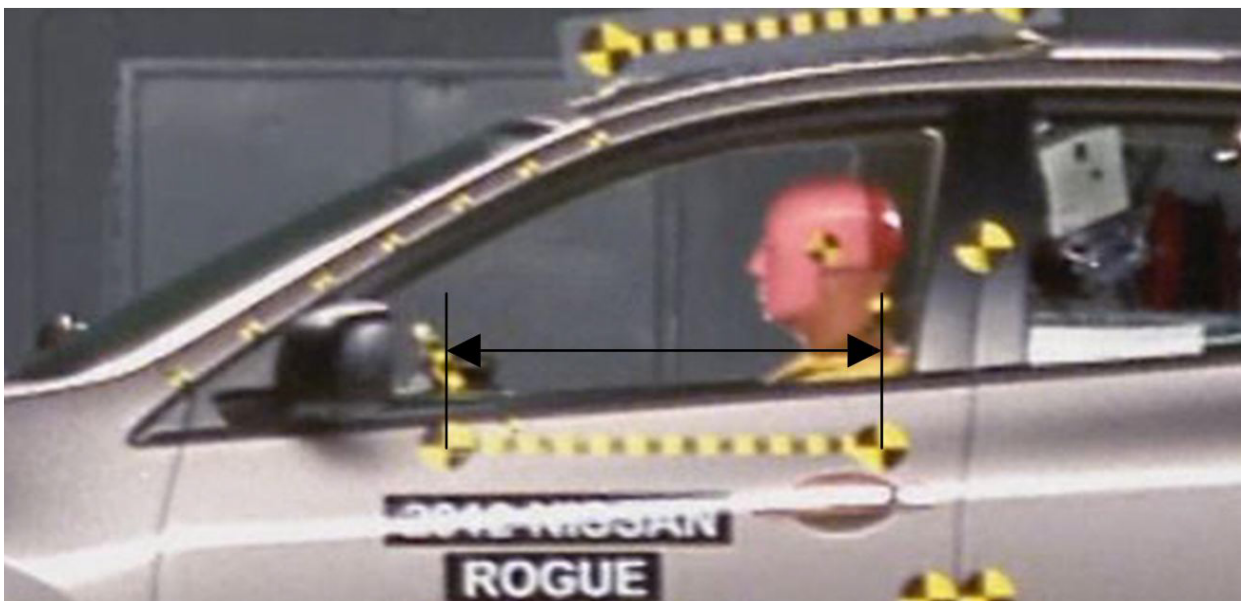
## 5. Final measure

5.1. From the 10 photos analyzed, choose the largest value (most forward location). This number will be considered the leading edge of the side curtain airbag.

**Figure B1**  
**Rear door latch target to steering wheel center target measure**



**Figure B2**  
**Distance between horizontal door targets (61 cm), all vehicles**



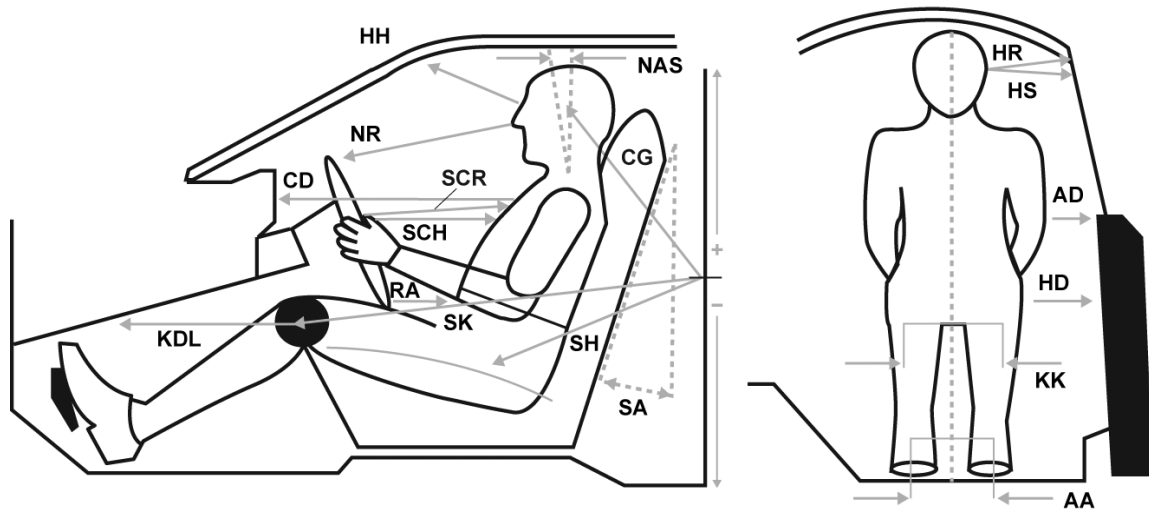
**Figure B3**  
**Marking steering wheel center on door, mid-crash**



**Figure B4**  
**Steering wheel center to front of side curtain airbag chamber measure**



## APPENDIX C: DRIVER DUMMY CLEARANCE MEASUREMENT DEFINITIONS



Location	Code	Definition of measurement
Ankle to ankle	AA	Taken between the center points of both ankles, after the feet are placed per IIHS protocol.
Arm to door	AD	Horizontal measurement taken from the center point of the elbow to the first contact point of the door panel.
Chest to dash	CD	Taken from the clavicle adjustment holes in the chest to the point on the dash at the level of the chest landmark.
Head to A-pillar	HA	Horizontal measurement taken from the center of the head outboard center of gravity target to the A-pillar (not shown in figure).
Hub to chest, minimum	HCM	Minimum horizontal distance measured from the hub to the dummy chest (not shown in figure).
H-point to door	HD	Horizontal measurement taken from the H-point hole to the first contact point of the door panel.
Head to header	HH	Taken from the center point between the dummy's eyes to the header directly in front of the dummy.
Head to roof	HR	Taken from the center of the outboard target to the roof edge (not the upper edge of the vehicle door), perpendicular to the longitudinal axis of the vehicle. If a tape measure is held from the target and extends below the roof, the point to measure is at the low edge of the roof line, which will make contact with the tape measure.
Head to side window	HS	Taken from the center of the outboard target to the side window, measured horizontally and perpendicular to the longitudinal axis of the vehicle. In cases where the window is not fully up, a flat bar should be placed across the window opening to simulate the position of the window.

*continued*



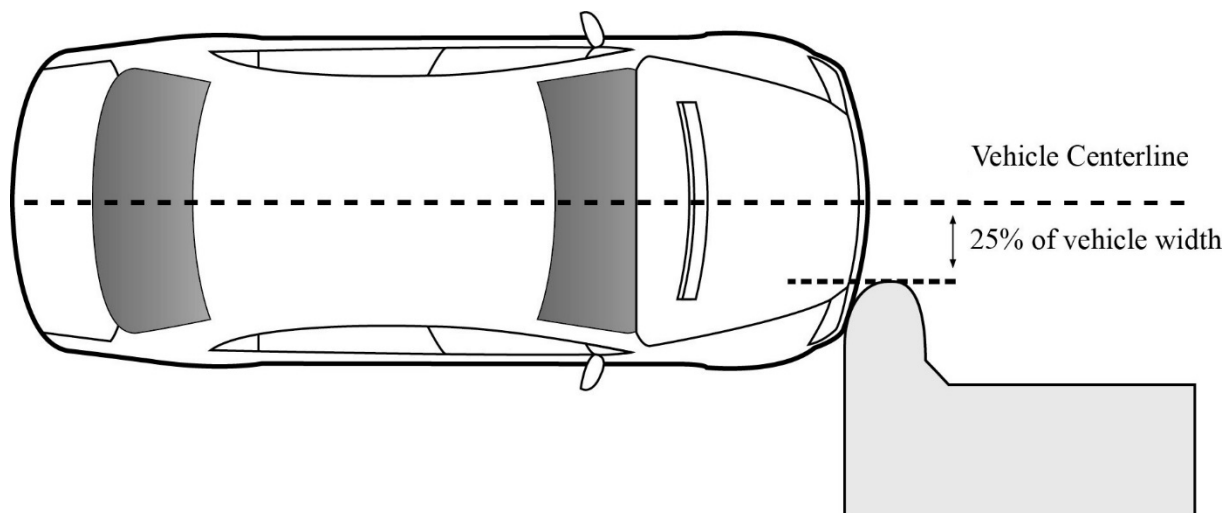
<b>Location</b>	<b>Code</b>	<b>Definition of measurement</b>
Knee to dash, left	KDL	Taken from the left knee pivot point to the point on the dash that is directly level with the center of the knee.
Knee to dash, right	KDR	Taken from the right knee pivot point to the point on the dash that is directly level with the center of the knee.
Knee to knee	KK	With the legs in a vertical plane after the feet are placed per IIHS protocol, the measurement is taken from the outside flange to the outside flange of the knees. The minimum distance is 270 mm (10.6 inches).
Neck angle, seated	NAS	Taken from the neck when the dummy is seated across two of the "vertebral disks" of the neck.
Nose to rim	NR	Taken from the tip of the nose to the steering wheel rim at the 12 o'clock position.
Pelvis angle	PA	Taken from the instrumented pelvis sensor (if available) or by placing an inclinometer on the H-point bar, which is used to align the H-point with previous measurements (not shown in figure).
Rim to abdomen	RA	Taken from the point where the bottom of the chest jacket and the abdominal insert meet to the steering wheel rim at the 6 o'clock position.
Seat back angle	SA	Taken from the driver seat back unless otherwise directed by the manufacturer, at which time it will be properly noted along with the measurement.
Steering wheel to chest, horizontal	SCH	Horizontal measurement taken from the center of the steering wheel to the dummy chest.
Steering wheel to chest, reference	SCR	Taken from the center of the steering wheel to the center of the clavicle adjustment holes (on the Hybrid III dummies).
Striker to head center of gravity, horizontal	CGH	Horizontal measurement taken from the head center of gravity to the driver door striker. Value is negative if the head center of gravity is forward of the striker.
Striker to head center of gravity, lateral	CGL	Lateral measurement taken from the head center of gravity to the driver door striker.
Striker to head center of gravity, vertical	CGV	Vertical measurement taken from the head center of gravity to the driver door striker. Value is negative if the head center of gravity is below the striker.
Striker to H-point, horizontal	SHH	Horizontal measurement taken from the H-point to the driver door striker. Value is negative if the H-point is forward of the striker.
Striker to H-point, vertical	SHV	Vertical measurement taken from the H-point to the driver door striker. Value is negative if the H-point is below the striker.
Striker to knee	SK	Taken from the center point of the knee to the striker.
Striker to knee angle	SKA	The angle from the center point of the knee to the striker, calculated using the coordinates of the knee pivot point and the location of the driver door striker.
Torso recline angle	TRA	Taken from the H-point to the head's center of gravity (not shown in figure).

## APPENDIX D: PASSENGER-SIDE SMALL OVERLAP CRASH TESTS

IIHS also conducts vehicle tests on the passenger side at a 25% overlap as part of the Crashworthiness Evaluation Program. Test vehicle setup and dummy preparation follow the driver-side protocol, with deviations to account for the passenger-side test configuration, including:

- The rigid barrier is of the same design as the driver-side test, symmetrically flipped about the X-axis.
- The vehicle is aligned with the rigid barrier such that the left edge of the barrier face is offset to the right of the vehicle centerline by  $25 \pm 1\%$  of the vehicle width (Figure D1).

**Figure D1**  
**Vehicle overlap with flat 150 small overlap barrier**



- The onboard brake system is set to 0.5 second after skate release.
- Excursion measures are not recorded for the driver dummy.
- In addition to the driver dummy, a 50th percentile male Hybrid III dummy (49 C.F.R. 572 [E], 1986) is positioned in the front passenger seat.
- To determine the side head protection airbag forward coverage, a target is placed on the passenger side door to designate the forwardmost position of the steering wheel center in the longitudinal direction.
- The front passenger seat is set in the midtrack (fore/aft) of its fully lowered position, if separately adjustable in a vertical direction. For manual seats with an even number of notches, the notch that is closest to the measured midtrack range is chosen. Adjustable seat backs are placed in the manufacturer's nominal design riding position. A floor mat is installed in the passenger footwell, if floor mats are standard equipment for the test vehicle.
- We determine the initial H-point of the passenger dummy by follow the procedure outlined in SAE J826 (2015b). For the test, the H-point of the dummy should be within 10 mm of the target H-point from the H-point drop at the final seat position. The dummy's pelvic angle should be within  $22.5 + 2.5$  degrees. The head should be leveled to within  $+ 0.5$  degrees.

- The legs are positioned with the knees 270 mm apart. Each leg is raised with the lower leg extended and then lowered until the thigh touches the seat pan. The lower leg is dropped until the heel of the foot touches the floor. The feet are positioned in the same vertical plane as the knees. Each foot is pointed forward until either the toe touches the floor pan or the ankle contacts the rotational stop. If the ankle stop is contacted, the foot is backed off slightly. If the foot is positioned on an unstable surface, it can be moved inboard until it is stable. Each arm is bent, raised, and then lowered until the elbow touches the seat bolster. The hands are then lowered palm down onto the thigh, with the middle finger aligned with the knee and thigh bolt holes (Figure D2).

**Figure D2**  
**Dummy hand placement — Passenger side**



- The target test weight of the vehicle is 200–275 kg greater than the measured curb weight.
- Figure D3 shows the additional points taken on the passenger side of the occupant compartment, including the following:

**Upper dash (one point):** The upper dash point is obtained by adding 25 cm to the lateral coordinate of the passenger seat centerline. This defines a line of points on the edge of the upper dash. The upper dash point is located on the rearwardmost (toward the rear of the vehicle) point on this line. This point must be located at least 30 cm above the brake pedal reference point, which had been taken on the driver side, to ensure a vertical location high enough to represent a location that could be contacted by



the driver's upper body or head. If the rearwardmost point is less than 30 cm above the brake pedal reference point, the upper dash point is located at this 30 cm reference location. If this point falls on a "soft component" (e.g., air vent), follow the driver-side procedure outlined in the *Intrusion Measurement* section of this document (see Figure 8).

**Center dash (one point):** The marked reference is the lateral coordinate of the front passenger seat centerline, 10 cm above the upper dash point. If this point falls on the airbag door, after the crash, this point is measured by folding the airbag doors back into their undeployed position.

**Figure D3**  
**Locations for measuring vehicle intrusion — Passenger side**



**Right and left lower dash (two points):** The left lower dash lateral coordinate is defined by subtracting 15 cm from the coordinate of the right passenger seat centerline reference, while the right lower dash point is defined by adding 15 cm to the seat centerline. The vertical coordinate of both the left and right points is defined as 45 cm above the height of the driver floor (without floor mats). If the panel loosens or breaks away in the crash, the postcrash measurements are taken by pressing and holding the panel against the underlying structure.

**Right footrest (one point):** The vertical coordinate for the footrest measurement location is the vertical coordinate of the brake pedal reference. The lateral coordinate of the footrest is obtained by adding 25 cm to the front right passenger seat centerline coordinate. The procedure for marking the floor at this point is the same as the driver-side tests.

**Seat bolts (two points):** The marked reference is the two rear bolts that anchor the right front passenger seat to the floor of the vehicle (not shown in Figure D3).

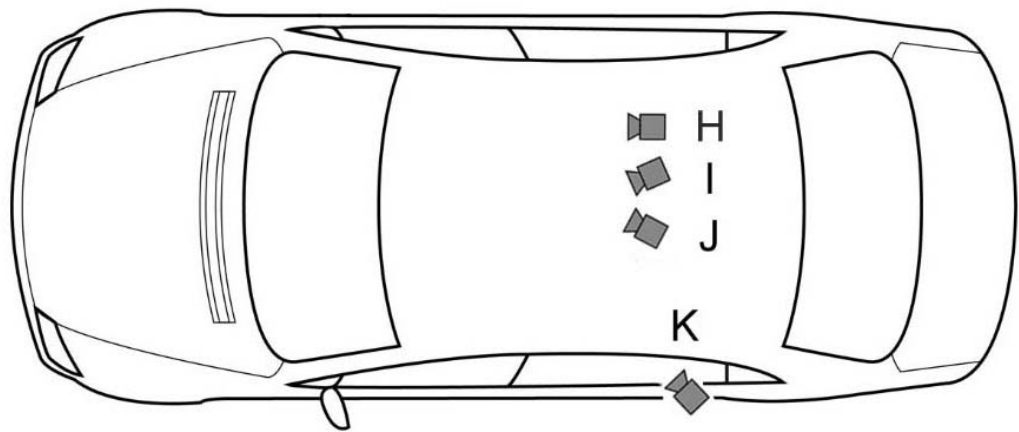
**Toepan (three points):** The center toepan point is on the front right passenger seat centerline. The left toepan point is 15 cm inboard of the centerline coordinate, and the right is 15 cm outboard of the centerline. The vertical reference for all three toepan measurement locations is the vertical coordinate of the brake pedal reference. The procedure for marking the floor at these points is the same as the driver-side tests.

**Lower (three points) and upper (three points) hinge pillar:** The hinge pillar is measured at the innermost surface of the right front door opening, typically on the pinch weld. The vertical coordinates for the three lower points are obtained by adding 0 cm (lower hinge pillar point 1), 7.5 cm (lower hinge pillar point 2), and 15 cm (lower hinge pillar point 3) to the brake pedal reference point. The upper points are obtained by adding 45 cm (upper hinge pillar point 1), 52.5 cm (upper hinge pillar point 2), and 60 cm (upper hinge pillar point 3).

**Rocker panel (three points):** The rocker panel is measured at the innermost surface of the right front door opening, typically on the pinch weld. The longitudinal coordinates are obtained by adding 20 cm (rocker panel point 1), 35 cm (rocker panel point 2), and 50 cm (rocker panel point 3) to the brake pedal reference point. If the 20 cm point is forward of the actual door frame, this point is located 5 cm rearward of the lower hinge pillar point.

- The offboard camera locations are the same distance from the impact point, symmetrically flipped about the X axis.
- The onboard camera locations are specific to right side tests. Figure D4 shows the onboard high-speed camera locations, and Table D1 lists the camera view and focal length.

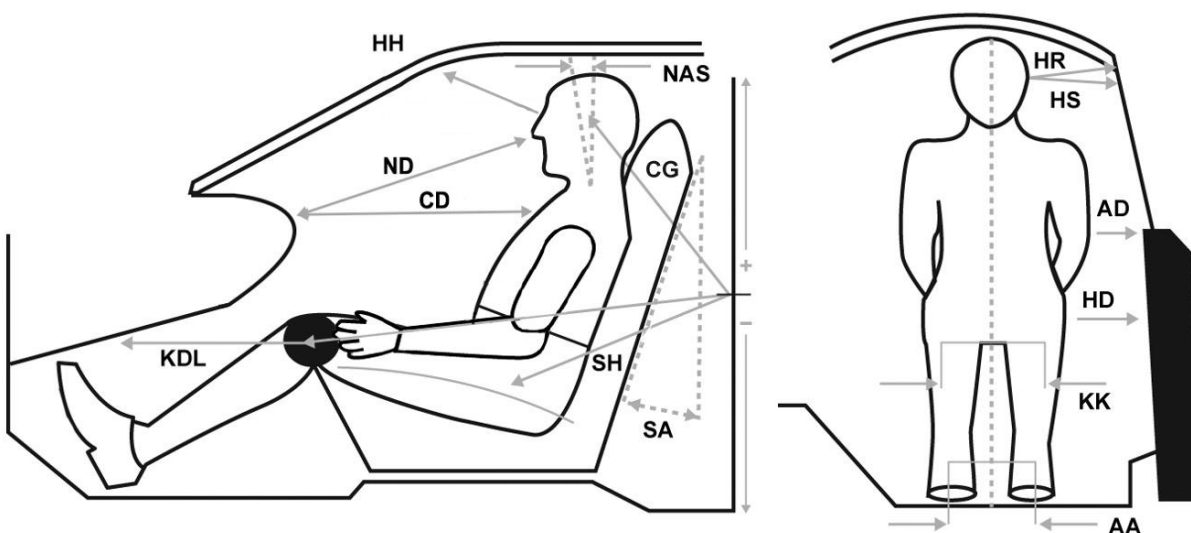
**Figure D4**  
**Onboard high-speed camera positions — Right side test**



**Table D1**  
**Onboard high-speed digital cameras — Focal points and settings – Right side test**

	H	I	J	K
Camera position	Inside roof passenger side	Inside roof, center	Inside roof, driver side	Rear driver side door
Focal point	Rear view of passenger	Over the shoulder of driver	Over the shoulder of passenger	Driver and passenger, wide
Focal length (mm)	12	10	12	10

## Passenger dummy clearance measurement definitions



Location	Code	Definition of measurement
Ankle to ankle	AA	Taken between the center points of both ankles, after the feet are positioned.
Arm to door	AD	Horizontal measurement taken from the center point of the elbow to the first contact point of the door panel.
Chest to center dash	CD	Taken from the clavicle adjustment holes in the chest to the center dash position.
Chest to dash, minimum	CDM	Minimum horizontal distance measured from the dash to the dummy chest (not shown in figure).
Head to A-pillar	HA	Horizontal measurement taken from the center of the head outboard center of gravity target to the A-pillar (not shown in figure).
H-point to door	HD	Horizontal measurement taken from the H-point hole to the first contact point of the door panel.
Head to header	HH	Taken from the center point between the eyes to the header directly in front of the dummy.
Head to roof	HR	Taken from the center of the outboard target to the roof edge (not the upper edge of the vehicle door), perpendicular to the longitudinal axis of the vehicle. If a tape measure is held from the target and extends below the roof, the point to measure is at the low edge of the roof line, which will make contact with the tape measure.
Head to side window	HS	Taken from the center of the outboard target to the side window, measured horizontally and perpendicular to the longitudinal axis of the vehicle. In cases where the window is not fully up, a flat bar should be placed across the window opening to simulate the position of the window.
Knee to dash, left	KDL	Taken from the left knee pivot point to the point on the dash that is directly level with the center of the knee.

*continued*

<b>Location</b>	<b>Code</b>	<b>Definition of measurement</b>
Knee to dash, right	KDR	Taken from the right knee pivot point to the point on the dash that is directly level with the center of the knee (not shown in figure).
Knee to knee	KK	With the legs in a vertical plane after the feet are placed per IIHS protocol, the measurement is taken from the outside flange to the outside flange of the knees. The minimum distance is 270 mm (10.6 inches).
Neck angle, seated	NAS	Taken from the neck when the dummy is seated across two of the "vertebral disks" of the neck.
Nose to center dash	ND	Taken from the tip of the nose to the center dash position.
Pelvic angle	PA	Taken from the instrumented pelvis sensor (if available) or by placing an inclinometer on the H-point bar, which is used to align the H-point with previous measurements (not shown in figure).
Seat back angle	SA	Taken from the front passenger seat back unless otherwise directed by the manufacturer at which time it will be properly noted along with the measurement.
Striker to head center of gravity, horizontal	CGH	Horizontal measurement taken from the head center of gravity to the driver door striker. Value is negative if the head center of gravity is forward of the striker.
Striker to head center of gravity, lateral	CGL	Lateral measurement taken from the head center of gravity to the driver door striker.
Striker to head center of gravity, vertical	CGV	Vertical measurement taken from the head center of gravity to the driver door striker. Value is negative if the head center of gravity is below the striker.
Striker to H-point, horizontal	SHH	Horizontal measurement taken from the H-point to the driver door striker. Value is negative if the H-point is forward of the striker.
Striker to H-point, vertical	SHV	Vertical measurement taken from the H-point to the driver door striker. Value is negative if the H-point is below the striker.
Striker to knee	SK	Taken from the center point of the knee to the striker.
Striker to knee angle	SKA	The angle from the center point of the knee to the striker, calculated using the coordinates of the knee pivot point and the location of the striker.
Torso recline angle	TRA	Taken from the H-point to the head's center of gravity (not shown in figure).