REPORT NUMBER: 208-MGA-2009-017

VEHICLE SAFETY COMPLIANCE TESTING FOR
FMVSS 208, OCCUPANT CRASH PROTECTION
FMVSS 212, WINDSHIELD MOUNTING
FMVSS 219, WINDSHIELD INTRUSION (PARTIAL)
FMVSS 301, FUEL SYSTEM INTEGRITY

VOLKSWAGEN AG GERMANY
2009 VOLKSWAGEN TIGUAN MPV
NHTSA NO.: C95804

PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105

TEST DATES: MAY 14, 2009 – JUNE 19, 2009

FINAL REPORT DATE: SEPTEMBER 16, 2010

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 NEW JERSEY AVENUE, S.E., NVS-220
WASHINGTON, D.C. 20590
This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-08-D-00086.

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Prepared by: _____________________________ Date:  September 16, 2010
Jeff Lewandowski, Project Engineer

Reviewed by: _____________________________ Date:  September 16, 2010
David Winkelbauer, Facility Director

FINAL REPORT ACCEPTED BY OVSC:

Accepted By: _____________________________

Acceptance Date: __September 16, 2010______________
<table>
<thead>
<tr>
<th>4. Title and Subtitle</th>
<th>Final Report of FMVSS 208 Compliance Testing of a 2009 Volkswagen Tiguan</th>
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| 7. Author(s)         | Jeff Lewandowski, Project Engineer                                        |

| 16. Abstract         | Compliance tests were conducted on the subject 2009 Volkswagen Tiguan in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No.: TP208-14 for the determination of FMVSS 208 compliance. Test failures identified were as follows: |

TEST FAILURES:
None

| 17. Key Words        | Frontal Impact  |
|                      | 48 kmph Vehicle Safety Compliance Testing |
|                      | FMVSS 208, “Occupant Crash Protection” |
|                      | FMVSS 212, “Windshield Mounting” |
|                      | FMVSS 219, (partial), “Windshield Zone Intrusion” |
|                      | FMVSS 301, “Fuel System Integrity” |

| 18. Distribution Statement | Copies of this report are available from the following: |
|                           | U.S. Department of Transportation |
|                           | National Highway Traffic Safety Administration |
|                           | Office of Enforcement |
|                           | Office of Vehicle Safety Compliance |
|                           | 1200 New Jersey Avenue, S.E., NVS-220 |
|                           | Washington, D.C. 20590 |

| 19. Security Classif. (of this report) | Unclassified |
| 20. Security Classif. (of this page)  | Unclassified |
| 21. No. of Pages                     | 343 |
| 22. Price                            | 343 |
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SECTION 1
PURPOSE OF COMPLIANCE TESTS

This Federal Motor Vehicle Safety Standard 208 compliance test is part of a program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No.: DTNH22-08-D-00086. The purpose of this test was to determine whether the subject vehicle, a 2009 Volkswagen Tiguan, NHTSA No.: C95804, meets certain performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Mounting"; FMVSS 219, "Windshield Zone Intrusion"; and FMVSS 301, "Fuel System Integrity". The compliance test was conducted in accordance with OVSC Laboratory Test Procedure No.: TP208-14 dated April 16, 2008.
SECTION 2
TESTS PERFORMED

Test Vehicle: 2009 Volkswagen Tiguan    NHTSA No.: C95804
Test Program: FMVSS 208 Compliance    Test Dates: 5/14/09 - 6/19/09

The following checked items indicate the tests that were performed:

1. Rear seating position seat belts
2. Air bag labels (S4.5.1)
3. Readiness indicator (S4.5.2)
4. Passenger air bag manual cut-off device (S4.5.4)
5. Lap belt lockability (S7.1.1.5)
6. Seat belt warning system (S7.3)
7. Seat belt contact force (S7.4.3)
8. Seat belt latch plate access (S7.4.4)
9. Seat belt retraction (S7.4.5)
10. Seat belt guides and hardware (S7.4.6)
11. Air bag suppression telltale (S19.2.2)
12. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R)
13. Suppression tests with Newborn infant (Part 572, Subpart K)
14. Suppression tests with 3-year-old dummy
15. Suppression tests with 6-year-old dummy
16. Test of Reactivation of the passenger air bag system with an unbelted 5th percentile female dummy
17. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R)
18. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P)
19. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N)
20. Low risk deployment test with 5th female dummy (Part 572, Subpart O)
21. Impact Tests
   Frontal Oblique
   - Belted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.1(a))
   - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a)(1))
   - Unbelted 50th male dummy driver and passenger (32 to 40 kmph) (S5.1.2(a)(1) or S5.1.2(b))
   Frontal 0°
   - Belted 50th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
   - Belted 50th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1(a))
   - Belted 5th female dummy driver (0 to 48 kmph) (S16.1(a))
   - Belted 5th female dummy passenger (0 to 48 kmph) (S16.1(a))
   - Belted 50th male dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
   - Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2(a) (1))
   - Unbelted 50th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
   - Unbelted 50th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
   - Unbelted 5th female dummy driver (32 to 40 kmph) (S16.1(b))
   - Unbelted 5th female dummy passenger (32 to 40 kmph) (S16.1(b))
   - 40% Offset 0° Belted 5th female dummy driver and passenger (0 to 40 kmph) (S18.1)
For the crash tests, the vehicle was instrumented with 8 accelerometers. The accelerometer data from the vehicle and dummies were sampled at 10,000 samples per second and processed as specified in SAE J211/1 MAR95 and FMVSS 208, S4.13.

The dynamic tests were recorded using high-speed digital video.

The vehicle appears to meet the performance requirements to which it was tested.
## SECTION 3
### INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

**Test Vehicle:** 2009 Volkswagen Tiguan  
**NHTSA No.:** C95804  
**Test Program:** FMVSS 208 Compliance  
**Test Date:** 5/27/09

### 3 Year-Old Low Risk Deployments

#### 3 Year-Old SN 032 Position 1 (Chest On Instrument Panel) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>36</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.7</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>45.0</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.9</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>4.7</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>525</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>260</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>5</td>
</tr>
</tbody>
</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 100 ms.

#### 3 Year-Old SN 032 Position 2 (Head On Instrument Panel) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>3</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.6</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.7</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.5</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>29.2</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>15.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>5</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>559</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>0</td>
</tr>
</tbody>
</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 100 ms.
SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2009 Volkswagen Tiguan    NHTSA No.: C95804
Test Program: FMVSS 208 Compliance    Test Date: 5/28/09

6 Year-Old Low Risk Deployments

### 6 Year-Old SN 155 Position 1 (Chest On Instrument Panel) 5/28/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tr>
<td>HIC15</td>
<td>700</td>
<td>17</td>
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<td>0.3</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
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<td>0.2</td>
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<td>Time (ms)</td>
<td>NA</td>
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<td>0.0</td>
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<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.6</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
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</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>15.6</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>354</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>131</td>
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<tr>
<td>Chest g</td>
<td>60 g</td>
<td>9</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>4</td>
</tr>
</tbody>
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Second stage fire time of 200 ms; Injuries calculated on 0 ms to 100 ms.

### 6 Year-Old SN 155 Position 2 (Head On Instrument Panel) 5/28/09

<table>
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<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<td>Time (ms)</td>
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<tr>
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<td>1820 N</td>
<td>681</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>0</td>
</tr>
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</table>

Second stage fire time of 200 ms; Injuries calculated on 0 ms to 100 ms.
### 5th Percentile Female Low Risk Deployments

#### 5th Percentile Female SN 505 Position 1 (Chin On Module) 5/27/09

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<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
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<tr>
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<tr>
<td>Time (ms)</td>
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<td>Time (ms)</td>
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<td>Time (ms)</td>
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<td>Neck Tension</td>
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<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>680</td>
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<tr>
<td>Chest g</td>
<td>60 g</td>
<td>15</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>17</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>61</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>54</td>
</tr>
</tbody>
</table>

Single stage air bag; Injuries calculated on 0 ms to 125 ms.

#### 5th Percentile Female SN 505 Position 2 (Chin On Rim) 5/27/09

<table>
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<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
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<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>12</td>
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<tr>
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<tr>
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<td>Time (ms)</td>
<td>NA</td>
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<td>Time (ms)</td>
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<td>Neck Compression</td>
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<td>131</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
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<td>Chest Displacement</td>
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<td>19</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>8</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>11</td>
</tr>
</tbody>
</table>

Single stage air bag; Injuries calculated on 0 ms to 125 ms.
SECTION 3
INJURY RESULT SUMMARY FOR FMVSS 208 TESTS

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 6/19/09

48 kmph Frontal Crash

Impact Angle: Zero degrees

Belted Dummies: X Yes  No

Speed Range: ___ 0 to 40 kmph  ___ 32 to 40 kmph
X 0 to 48 kmph  ___ 0 to 56 kmph

Test Speed: 47.8 kmph  Test Weight: 1780.8 kg

Driver Dummy: X 5th female  50th male
Passenger Dummy: X 5th female  50th male

5th Percentile Female Frontal Crash Test
Vehicles certified to S16.1(a)(1), S16.1(a)(2), S16.1(b), or S18.1

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Driver</th>
<th>Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>541</td>
<td>544</td>
</tr>
<tr>
<td>N_{Ne}</td>
<td>1.0</td>
<td>0.6</td>
<td>0.4</td>
</tr>
<tr>
<td>N_{Nd}</td>
<td>1.0</td>
<td>0.4</td>
<td>0.3</td>
</tr>
<tr>
<td>N_{tNe}</td>
<td>1.0</td>
<td>0.3</td>
<td>0.3</td>
</tr>
<tr>
<td>N_{tNd}</td>
<td>1.0</td>
<td>0.2</td>
<td>0.3</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2620 N</td>
<td>1848</td>
<td>1003</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>625</td>
<td>392</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>52</td>
<td>46</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>2813</td>
<td>3327</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>2279</td>
<td>802</td>
</tr>
</tbody>
</table>
A blanket and visor were not used in the suppression testing because they did not affect the sensing system used on the vehicle.

The 6-year-old Position 2 Low Risk Deployment test conducted on 5/28/09 broke the windshield. The 6-year-old Position 1 test conducted on 5/28/09 was run with this broken windshield. The windshield was replaced with a new OEM windshield for the frontal crash impact.

There was no valid data after 100ms on the Passenger Neck Force Y (FY) load cell during the frontal impact test.

There was no valid data after 30ms on the Top of Engine (X) accelerometer during the frontal impact test.

Due to a hardware error there was no high speed video for the overhead, windshield, driver front, and passenger front positions on the frontal impact test conducted on 6-19-09.
<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2009 Volkswagen Tiguan</th>
<th>NHTSA No.:</th>
<th>C95804</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Dates:</td>
<td>5/14/09 - 6/19/09</td>
</tr>
</tbody>
</table>
## DATA SHEET 1
### COTR VEHICLE WORK ORDER

Test Vehicle: **2009 Volkswagen Tiguan**  
Test Program: **FMVSS 208 Compliance**  
NHTSA No.: **C95804**  
Test Dates:  **5/14/09 - 6/19/09**

COTR Signature: Brian Smith

Test to be performed for this vehicle are checked below:

<table>
<thead>
<tr>
<th>Test</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>1. Rear Seating Position Seat Belts</td>
</tr>
<tr>
<td>X</td>
<td>2. Air Bag Labels (S4.5.1)</td>
</tr>
<tr>
<td>X</td>
<td>3. Readiness Indicator (S4.5.2)</td>
</tr>
<tr>
<td>X</td>
<td>4. Passenger Air Bag Manual Cut-off Device (S4.5.4)</td>
</tr>
<tr>
<td>X</td>
<td>5. Lap Belt Lockability (S7.1.1.5)</td>
</tr>
<tr>
<td>X</td>
<td>6. Seat Belt Warning System (S7.3)</td>
</tr>
<tr>
<td>X</td>
<td>7. Seat Belt Contact Force (S7.4.3)</td>
</tr>
<tr>
<td>X</td>
<td>8. Seat Belt Latch Plate Access (S7.4.4)</td>
</tr>
<tr>
<td>X</td>
<td>9. Seat Belt Retraction (S7.4.5)</td>
</tr>
<tr>
<td>X</td>
<td>10. Seat Belt Guides and Hardware (S7.4.6)</td>
</tr>
<tr>
<td>X</td>
<td>11. Air bag suppression telltale (S19.2.2)</td>
</tr>
<tr>
<td>X</td>
<td>12. Suppression tests with 12-month-old CRABI dummy (Part 572, Subpart R) using the following indicated child restraints (mid-height seat position):</td>
</tr>
<tr>
<td></td>
<td><strong>Section B – Rear Facing (unbelted and belted rear facing, unbelted forward facing)</strong></td>
</tr>
<tr>
<td></td>
<td>- Britax Handle with Care 191</td>
</tr>
<tr>
<td></td>
<td>- Century Assura 4553</td>
</tr>
<tr>
<td></td>
<td>- Century Smart Fit 4543</td>
</tr>
<tr>
<td></td>
<td>- Cosco Arriva 02727</td>
</tr>
<tr>
<td></td>
<td>- Cosco Opus 35 02603</td>
</tr>
<tr>
<td></td>
<td>- Evenflo Discovery Adjust Right 212</td>
</tr>
<tr>
<td></td>
<td>- Evenflo First Choice 204</td>
</tr>
<tr>
<td></td>
<td>- Graco Infant 8457</td>
</tr>
<tr>
<td></td>
<td><strong>Section C – Convertible (unbelted and belted rear facing, unbelted and belted forward facing)</strong></td>
</tr>
<tr>
<td></td>
<td>- Britax Roundabout 161</td>
</tr>
<tr>
<td></td>
<td>- Century Encore 4612</td>
</tr>
<tr>
<td></td>
<td>- Century STE 1000 4416</td>
</tr>
<tr>
<td></td>
<td>- Cosco Olympian 02803</td>
</tr>
<tr>
<td></td>
<td>- Cosco Touriva 02519</td>
</tr>
<tr>
<td></td>
<td>- Evenflo Horizon V 425</td>
</tr>
<tr>
<td></td>
<td>- Evenflo Medallion 254</td>
</tr>
<tr>
<td>X</td>
<td>13. Suppression tests with newborn infant (Part 572, Subpart K) using the following indicated child restraints (mid-height seat position).</td>
</tr>
<tr>
<td></td>
<td><strong>Section A – Car Bed (Belted)</strong></td>
</tr>
<tr>
<td></td>
<td>- Cosco Dream Ride 02-719</td>
</tr>
<tr>
<td>X</td>
<td>14. Suppression tests with 3-year-old dummy (Part 572, Subpart P) using the following indicated child restraints where a child restraint is required (mid-height seat position):</td>
</tr>
<tr>
<td></td>
<td><strong>Section C – Convertible (Belted forward-facing)</strong></td>
</tr>
<tr>
<td></td>
<td>- Britax Roundabout 161</td>
</tr>
<tr>
<td></td>
<td>- Century Encore 4612</td>
</tr>
<tr>
<td></td>
<td>- Century STE 1000 4416</td>
</tr>
<tr>
<td></td>
<td>- Cosco Olympian 02803</td>
</tr>
<tr>
<td></td>
<td>- Cosco Touriva 02519</td>
</tr>
<tr>
<td></td>
<td>- Evenflo Horizon V 425</td>
</tr>
<tr>
<td></td>
<td>- Evenflo Medallion 254</td>
</tr>
</tbody>
</table>
Section D – Toddler/Belt Positioning Booster (Belted)

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

15. Suppression tests with representative 3-year-old child using the following indicated child restraints where a child restraint is required (mid-height position). (Appendix H, Data Sheet 19H and 20H)

Section C – Convertible (Belted forward-facing)

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

Section D – Toddler/Belt Positioning Booster (Belted)

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

16. Suppression tests with 3-year-old dummy (Part 572, Subpart P) in the following positions (mid-height seat position):

- Sitting on seat with back against seat back (S22.2.2.1)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat with back against reclined seat back (S22.2.2.2)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat with back not against seat back (S22.2.2.3)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)
  - Full Rearward  |  Mid Position  |  Full Forward
- Standing on seat, facing forward (S22.2.2.5)
  - Full Rearward  |  Mid Position  |  Full Forward
- Kneeling on seat facing forward (S22.2.2.6)
  - Full Rearward  |  Mid Position  |  Full Forward
- Kneeling on seat facing rearward (S22.2.2.7)
  - Full Rearward  |  Mid Position  |  Full Forward
- Lying on seat (S22.2.2.8)
  - Full Rearward  |  Mid Position  |  Full Forward

17. Suppression tests with representative 3-year-old child in the following positions (mid-height seat position):

- Sitting on seat with back against seat back (S22.2.2.1)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat with back against reclined seat back (S22.2.2.2)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat with back not against seat back (S22.2.2.3)
  - Full Rearward  |  Mid Position  |  Full Forward
- Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)
  - Full Rearward  |  Mid Position  |  Full Forward
- Standing on seat, facing forward (S22.2.2.5)
  - Full Rearward  |  Mid Position  |  Full Forward
- Kneeling on seat facing forward (S22.2.2.6)
  - Full Rearward  |  Mid Position  |  Full Forward
18. Suppression tests with 6-year-old dummy (Part 572, Subpart N) using the following indicated child restraints where a child restraint is required (mid-height seat position):

<table>
<thead>
<tr>
<th>Section D</th>
<th>Britax Roadster 9004</th>
<th>Century Next Step 4920</th>
<th>Cosco High Back Booster 02-442</th>
<th>Evenflo Right Fit 245</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
</tr>
<tr>
<td></td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
</tr>
<tr>
<td></td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

19. Suppression tests with representative 6-year-old child using the following indicated child restraints where a child restraint is required (mid-height seat position):

<table>
<thead>
<tr>
<th>Section D</th>
<th>Britax Roadster 9004</th>
<th>Century Next Step 4920</th>
<th>Cosco High Back Booster 02-442</th>
<th>Evenflo Right Fit 245</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
</tr>
<tr>
<td></td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
</tr>
<tr>
<td></td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

20. Suppression tests with 6-year-old dummy (Part 572, Subpart N) in the following positions (mid-height seat position):

<table>
<thead>
<tr>
<th></th>
<th>Sitting on seat with back against seat back (S22.2.2.1)</th>
<th>Sitting on seat with back against reclined seat back (S22.2.2.2)</th>
<th>Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)</th>
<th>Sitting back in the seat and leaning on the right front passenger door (S24.2.3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
</tr>
<tr>
<td></td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
</tr>
<tr>
<td></td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

21. Suppression tests with representative 6-year-old child in the following positions (mid-height seat position):

<table>
<thead>
<tr>
<th></th>
<th>Sitting on seat with back against seat back (S22.2.2.1)</th>
<th>Sitting on seat with back against reclined seat back (S22.2.2.2)</th>
<th>Sitting on seat edge, spine vertical, hands by the child’s side (S22.2.2.4)</th>
<th>Sitting back in the seat and leaning on the right front passenger door (S24.2.3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
<td>Full Rearward</td>
</tr>
<tr>
<td></td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
<td>Mid Position</td>
</tr>
<tr>
<td></td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
<td>Full Forward</td>
</tr>
</tbody>
</table>

22. Test of Reactivation of the Passenger Air Bag System with an Unbelted 5th percentile female dummy (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests: After each restraint.

23. Test of Reactivation of the Passenger Air Bag System with a representative 5th percentile female (S20.3, 22.3, S24.3) (mid-height seat position). Perform this test after the following suppression tests: After each restraint.

24. Low risk deployment test with 12-month-old dummy (Part 572, Subpart R) using the following indicated child restraints (full forward, mid-height seat position)(S20.4):
Section B
Britax Handle with Care 191
Century Assura 4553
Century Smart Fit 4543
Cosco Arriva 02727
Evenflo Discovery Adjust Right 212
Evenflo First Choice 204
Graco Infant 8457

Section C
Britax Roundabout 161
Century Encore 4612
Century STE 1000 4416
Cosco Olympian 02803
Cosco Touriva 02519
Evenflo Horizon V 425
Evenflo Medallion 254

X 25. Low risk deployment test with 3-year-old dummy (Part 572, Subpart P) in the following positions:
   X Position 1 (rearmost, lowest seat position)
   X Position 2 (mid-height seat position)

X 26. Low risk deployment test with 6-year-old dummy (Part 572, Subpart N) in the following positions:
   X Position 1 (rearmost, lowest seat position)
   X Position 2 (mid-height seat position)

X 27. Low risk deployment test with 5th female dummy (Part 572, Subpart O) in the following positions:
   X Position 1 (mid-height seat position)
   X Position 2 (mid-height seat position)

X 28. Impact Tests
   Frontal Oblique  Impact Angle:  Test Speed:
   Belted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.1.(a))
   Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2.(a)(1))
   Unbelted 50th male dummy driver and passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
   Frontal 0° - Test Speed: 47.8 kmph
   Belted 50th male dummy driver (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1.(a))
   Belted 50th male dummy passenger (0 to 48 kmph) (S5.1.1.(b)(1) or S5.1.1.(a))
   Belted 5th female dummy driver (0 to 48 kmph) (S16.1(a)(1))
   Belted 5th female dummy passenger (0 to 48 kmph) (S16.1(a)(1))
   Belted 5th female dummy driver and passenger (0 to 56 kmph) (S16.1(a)(2))
   Belted 5th female dummy driver and passenger (0 to 56 kmph) (S5.1.1.(b)(2))
   Unbelted 50th male dummy driver and passenger (0 to 48 kmph) (S5.1.2.(a)(1))
   Unbelted 50th male dummy driver (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
   Unbelted 50th male dummy passenger (32 to 40 kmph) (S5.1.2.(a)(2) or S5.1.2(b))
   Unbelted 5th female dummy driver (32 to 40 kmph) (S16.1(b))
   Unbelted 5th female dummy passenger (32 to 40 kmph) (S16.1(b))
   40% Offset 0° Belted 5th female dummy driver and passenger (0 to 40 kmph) (S18.1) Test Speed:
   29. FMVSS 204 Indicant Test
   X 30. FMVSS 212 Test
   X 31. FMVSS 219 Indicant Test
   X 32. FMVSS 301 Frontal Test
DATA SHEET 2
REPORT OF VEHICLE CONDITION

Test Vehicle: 2009 Volkswagen Tiguan  
NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  
Test Dates: 5/14/09-6/19/09

CONTRACT NO.: DTNH22-08-D-00086  
Date: 6/26/09
FROM (Lab and rep name): MGA Research Corporation
TO: NHTSA, OVSC, NVS-220

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

MODEL YEAR/MAKE/MODEL/BODY STYLE: 2009 Volkswagen Tiguan MPV
MANUFACTURE DATE: 09/08
NHTSA NO. C95804
BODY COLOR: Candy White
VIN: WVGCV75N49W513012
GVWR: 2150 kg (4741 lbs)
GAWR (Fr): 1080 kg (2381 lbs)
GAWR (Rr): 1130 kg (2492 lbs)

ODOMETER READINGS: ARRIVAL (miles): 83  DATE: 3/3/09
COMPLETION (miles): 88  DATE: 6/19/09
PURCHASE PRICE: ($) 21,985
DEALER’S NAME: Boucher Fleet Group – 1421 East Moreland Blvd. Waukesha, WI 53186

A. All options listed on window sticker are present on the test vehicle:  
  _X_ Yes   ___No
B. Tires and wheel rims are new and the same as listed:  _X_ Yes   ___No
C. There are no dents or other interior or exterior flaws:  _X_ Yes   ___No
D. The vehicle has been properly prepared and is in running condition:  
  _X_ Yes   ___No
E. Keyless remote is available and working:  _X_ Yes   ___No
F. The glove box contains an owner’s manual, warranty document, consumer information,  
   and extra set of keys:  _X_ Yes   ___No
G. Proper fuel filler cap is supplied on the test vehicle:  _X_ Yes   ___No
H. Using permanent marker, identify vehicle with NHTSA number and FMVSS test type(s)  
   on roof line above driver door or for school buses, place a placard with NHTSA number  
   inside the windshield and to the exterior front and rear side of bus:  
   _X_ Yes   ___No
I. Place vehicle in storage area:  _X_ Yes   ___No
J. Inspect the vehicle’s interior and exterior, including all windows, seats, doors, etc. to  
   confirm that each system is complete and functional per the manufacturer’s  
   specifications. Any damage, misadjustment, or other unusual condition that could  
   influence the test program or test results shall be recorded. Report any abnormal  
   condition to the NHTSA COTR before beginning any test:  
   ____Vehicle OK   ____Conditions reported below in comment section

Identify the letter above to which any of the following comments apply.
Comments:___________________________________________________________________
____________________________________________________________________________
REPORT OF VEHICLE CONDITION AT THE COMPLETION OF TESTING

LIST OF FMVSS TESTS PERFORMED BY THIS LAB: FMVSS 208, 212, 219, 301

VEHICLE: 2009 Volkswagen Tiguan  NHTSA NO.: C95804

REMARKS:

Equipment that is no longer on the test vehicle as noted on previous page:
Second row floor mats, right rear tail light, spare tire, tools, jack, and trunk carpet.

Explanation for equipment removal:
Components removed for instrumentation installation and to meet target weight.

Test Vehicle Condition:
30 mph frontal impact damage- front suspension & structure damaged, hood & front quarter panels damaged, radiator damaged, air bags & pretensioners deployed, Stoddard in fuel system

RECORDED BY: Jeff Lewandowski  DATE: 6/26/2009
APPROVED BY: David Winkelbauer  DATE: 6/26/2009

RELEASE OF TEST VEHICLE
The vehicle described above is released from MGA to be delivered to:

Date:  Time:  Odometer:

Lab Rep’s Signature:  
Title:
Carrier/Customer Rep:
Date:

# # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # # #
DATA SHEET 3
CERTIFICATION LABEL AND TIRE PLACARD INFORMATION

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide

NHTSA No.: C95804
Test Date: 6/19/09

<table>
<thead>
<tr>
<th>Certification Label (Part 567)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer: Volkswagen AG Germany</td>
</tr>
<tr>
<td>Date of Manufacture: 09/08</td>
</tr>
<tr>
<td>VIN: WVGCV75N49W513012</td>
</tr>
<tr>
<td>Vehicle Certified As (Pass. Car/MPV/Truck/Bus): MPV</td>
</tr>
<tr>
<td>Front Axle GVWR: 1080 kg (2381 lbs)</td>
</tr>
<tr>
<td>Rear Axle GVWR: 1130 kg (2492 lbs)</td>
</tr>
<tr>
<td>Total GVWR: 2150 kg (4741 lbs)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tire Placard for Motor Vehicles with GVWR of 10,000 lb or Less and Passenger Cars (571.110)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Capacity Weight: 505 kg (1110 lbs)</td>
</tr>
<tr>
<td>Designated Seating Capacity Front: 2</td>
</tr>
<tr>
<td>Designated Seating Capacity Rear: 3</td>
</tr>
<tr>
<td>Total Designated Seating Capacity: 5</td>
</tr>
<tr>
<td>Recommended Cold Tire Inflation Pressure Front: 240 kpa (35 psi)</td>
</tr>
<tr>
<td>Recommended Cold Tire Inflation Pressure Rear: 240 kpa (35 psi)</td>
</tr>
<tr>
<td>Recommended Tire Size: 215/65R16</td>
</tr>
<tr>
<td>Tire Size on Vehicle: 215/65R16</td>
</tr>
</tbody>
</table>

Signature: [Signature]
Date: 6/19/09
DATA SHEET 4
REAR SEATING POSITION SEAT BELTS

<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2009 Volkswagen Tiguan</th>
<th>NHTSA No.:</th>
<th>C95804</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Date:</td>
<td>5/14/09</td>
</tr>
<tr>
<td>Test Technician:</td>
<td>Alyssa Paul</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a Type 2 seat belt was not installed.

REMARKS:

Signature: __________________________
Date: 5/14/09
1. Air Bag Maintenance Label and Owner's Manual Instructions: (S4.5.1(a))

1.1 Does the manufacturer recommend periodic maintenance or replacement of the air bag?
- Yes (Go to 1.2)
- No (Go to 2)

1.2 Does the vehicle have a label specifying air bag maintenance or replacement?
- Yes – Pass
- No – Fail

1.3 Does the label contain one of the following?
- Yes – Pass
- No – Fail

Check applicable schedule:
- __ Schedule on label specifies month and year (Record date______)
- __ Schedule on label specifies vehicle mileage (Record mileage______)
- __ Schedule on label specifies interval measured from date on certification label
  (Record interval______)

1.4 Is the label permanently affixed within the passenger compartment such that it cannot be removed without destroying or defacing the label or vehicle part? (3/19/01 legal interpretation to Todd Mitchell)
- Yes – Pass
- No – Fail

1.5 Is the label lettered in English?
- Yes – Pass
- No – Fail

1.6 Is the label in block capitals and numerals?
- Yes – Pass
- No – Fail

1.7 Are the letters and numerals at least 3/32 inches high?
- Yes – Pass
- No – Fail

1.8 Does the owner’s manual set forth the recommended schedule for maintenance or replacement?

2. Does the owner’s manual: (S4.5.1(f))

2.1 Include a description of the vehicle’s air bag system in an easily understandable format?
- Yes – Pass
- No – Fail

2.2 Include a statement that the vehicle is equipped with an air bag and a lap/shoulder belt at the front outboard seating position?
- Yes – Pass
- No – Fail

2.3 Include a statement that the air bag is a supplemental restraint at the front outboard seating position?
- Yes – Pass
- No – Fail

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul

Test Vehicle:
2009 Volkswagen Tiguan
Test Program:
FMVSS 208 Compliance
Test Technician:
Alyssa Paul
2.4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an air bag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
- Yes – Pass
- No – Fail

2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to ensure maximum safety protection for those occupants?
- Yes – Pass
- No – Fail

2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
- Yes – Pass
- No – Fail

2.7 Is the vehicle certified to meet the requirements of S14.5, S15, S17, S19, S21, S23, and S25? (Obtain answer to this question from the COTR) (S4.5.1(f)(2))
- Yes – (Go to 2.7.1)
- No – (Go to 3.)

2.7.1 Explain the proper functioning of the advanced air bag system? (S4.5.1(f)(2))
- Yes – Pass
- No – Fail

2.7.2 Provide a summary of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2))
- Yes – Pass
- No – Fail

2.7.3 Present and explain the main components of the advanced passenger air bag system? (S4.5.1(f)(2)(i))
- Yes – Pass
- No – Fail

2.7.4 Explain how the components function together as part of the advanced passenger air bag system? (S4.5.1(f)(2)(ii))
- Yes – Pass
- No – Fail

2.7.5 Contain the basic requirements for proper operation, including an explanation of the actions that may affect the proper functioning of the system? (S4.5.1(f)(2)(iii))
- Yes – Pass
- No – Fail

2.7.6 Is the vehicle certified to the requirements of S19.2, S21.2, or 23.2 (automatic suppression)?
- Yes, continue with 2.7.6
- No, go to 2.7.7

2.7.6.1 Contain a complete description of the passenger air bag suppression system installed in the vehicle, including a discussion of any suppression zone? (S4.5.1(f)(2)(iv))
- Yes – Pass
- No – Fail

2.7.6.2 Discuss the telltale light, specifying its location in the vehicle and explaining when the light is illuminated?
- Yes – Pass
- No – Fail
2.7.7 Explain the interaction of the advanced passenger air bag system with other vehicle components, such as seat belts, seats or other components? (S4.5.1(f)(2)(v))

- Yes – Pass
- No – Fail

2.7.8 Summarize the expected outcomes when child restraint systems, children and small teenagers or adults are both properly and improperly positioned in the passenger seat, including cautionary advice against improper placement of child restraint systems? (S4.5.1(f)(2)(vi))

- Yes – Pass
- No – Fail

2.7.9 Provide information on how to contact the vehicle manufacturer concerning modifications for persons with disabilities that may affect the advanced air bag system? (S4.5.1(f)(2)(vii))

- Yes – Pass
- No – Fail

3. Sun Visor Air Bag Warning Label (S4.5.1(b)): Vehicles certified to meet the requirements of S19, S21 and S23. (S4.5.1(b)(3))

- Is the label permanently affixed (including permanent marking on the visor material or molding into the visor material) to either side of the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(b)(3)) (3/19/01 legal interpretation to Todd Mitchell)

- Driver Side, Yes – Pass
- Driver Side, No – Fail
- Passenger Side, Yes – Pass
- Passenger Side, No – Fail
3.2 Does the label conform in content to the label shown in Figure 11 at each front outboard seating position? (S4.5.1(b)(2)) (Vehicles without back seats or the back seat is too small to accommodate a rear-facing child restraint may omit the statement: “Never put a rear-facing child seat in the front.” (S4.5.1(b)(3)(v))

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

3.3 Is the label heading area yellow with the word “WARNING” and the alert symbol in black? (S4.5.1(b)(3)(i))

<table>
<thead>
<tr>
<th>Side</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>X</td>
</tr>
<tr>
<td>Passenger</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Side</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>X</td>
</tr>
<tr>
<td>Passenger</td>
<td></td>
</tr>
</tbody>
</table>
3.5 Is the message area at least 30 cm²? (S4.5.1(b)(3)(ii))

The message area consists of the total label area minus the yellow heading area and the pictogram. The pictogram is enclosed on the left side and bottom by the edge of the label. The top edge of the pictogram area is defined by a horizontal line midway between the uppermost edge of the pictogram and the lowermost edge of the text. The right side of the pictogram is defined by a vertical line midway between the rightmost edge of the pictogram and the left most edge of the text, including any bullets. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)

Driver Side:  Length 78 mm, Width 42 mm
Passenger Side:  Length 78 mm, Width 42 mm
Driver actual message area 32.8 cm²
Passenger actual message area 32.8 cm²

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

3.6 Is the pictogram black on a white background? (S4.5.1(b)(3)(iii))

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

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

Driver side:  Length: 42 mm
Passenger side:  Length: 42 mm

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

3.8 Is the same side of the sun visor that contains the air bag warning label free of other information with the exception of the air bag maintenance label and/or the rollover-warning label? (S4.5.1(b)(5)(i))

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

3.9 Is the sun visor free of other information about air bags or the need to wear seat belts with the exception of the air bag alert label and/or the rollover-warning label? (S4.5.1(b)(5)(ii))

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

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

- Yes (go to 3.10.1)
- No (go to 4., skipping 3.10.1 through 3.10.3)

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

- Yes (go to 3.10.2 and skip 3.10.3)
- No (go to 3.10.3 and skip 3.10.2)
3.10.2 Is the shortest distance from the border of the rollover label to the border of the air bag warning label at least 1 cm? (575.105 (d)(1)(iv)(B))

---cm actual distance
---Yes-Pass ---No-FAIL

3.10.3 Is the shortest distance from any of the lettering or graphics on the rollover-warning label to any of the lettering or graphics of the air bag warning label at least 3 cm? (575.105 (d)(1)(iv)(A))

---actual distance
---Yes-Pass ---No-FAIL

4. Air Bag Alert Label (S4.5.1(c) (A “Rollover Warning Label” or “Rollover Alert Label” may be on the same side of the driver’s sun visor as the “Air Bag Alert Label.” 575.105(d))

4.1 Is the Sun Visor Warning Label visible when the sun visor is in the stowed position?

---If yes for driver and passenger, go to 5.
---Driver Side, Yes
---Driver Side, No
---Passenger Side, Yes
---Passenger Side, No

4.2 Is the air bag alert label permanently affixed (including permanent marking on the visor material or molding into the visor material) to the sun visor at each front outboard seating position such that it cannot be removed without destroying or defacing the label or the sun visor? (S4.5.1(c)) (3/19/01 legal interpretation to Todd Mitchell)

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

4.3 Is the air bag alert label visible when the visor is in the stowed position? (S4.5.1(c))

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

4.4 Does the label conform in content to the label shown in Figure 6C? (S4.5.1(c))

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

4.5 Is the message area black with yellow text? (S4.5.1(c)(1))

---Driver Side, Yes – Pass
---Driver Side, No – Fail
---Passenger Side, Yes – Pass
---Passenger Side, No – Fail
4.6 Is the message area at least 20 cm²? (S4.5.1(c)(1)) The message area consists of the black part of the label.
Driver Side: Length 90 mm, Width 23 mm
Passenger Side: Length 90 mm, Width 23 mm
Actual message area 20.7 cm²
X Driver Side, Yes – Pass
X Driver Side, No – Fail
X Passenger Side, Yes – Pass
X Passenger Side, No – Fail

4.7 Is the pictogram black with a red circle and slash on a white background? (S4.5.1(c)(2))
X Driver Side, Yes – Pass
X Driver Side, No – Fail
X Passenger Side, Yes – Pass
X Passenger Side, No – Fail

4.8 Is the pictogram at least 20 mm in diameter? (S4.5.1(c)(2))
Driver Side: Diameter 20 mm
Passenger Side: Diameter 20 mm
X Driver Side, Yes – Pass
X Driver Side, No – Fail
X Passenger Side, Yes – Pass
X Passenger Side, No – Fail

5. Label on the Dashboard: Vehicles certified to meet the requirements of S19, S21 and S23?

5.1 Does the vehicle have a label on the dash or steering wheel hub? (S4.5.1(e)(3))
X Yes – Pass
X No – Fail

5.2 Is the label clearly visible from all front seating positions? (S4.5.1(e)(3))
X Yes – Pass
X No - Fail

5.3 Does the label conform in content to the label shown in Figure 12? (S4.5.1(e)(3)(iii))
Vehicles without back seats may omit the statement: “The back seat is the safest place for children.” Vehicles without back seats or too small to accommodate a rear-facing child restraint consistent with S4.5.4.1 as determined in DATA SHEET 7 may omit the statement “Never put a rear-facing child seat in the front.” (S4.5.1(e)(3)(iii))
X Yes – Pass
X No - Fail
5.4 Is the heading area yellow with black text? (S4.5.1(e)(3)(i))
- Yes – Pass
- No - Fail

5.5 Is the message white with black text? (S4.5.1(e)(3)(ii))
- Yes – Pass
- No - Fail

5.6 Is the message area at least 30 cm²? (S4.5.1(e)(3)(ii)) The message area consists of the total label area minus the yellow heading area. (See 5/6/03 interpretation to Gerald Plante on behalf of Subaru)
Length 126 mm, Width 37 mm
Actual message area 46.6 cm²
- Yes – Pass
- No - Fail

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 5/14/09
DATA SHEET 6
FMVSS 208 READINESS INDICATOR (S4.5.2)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul
NHTSA No.: C95804
Test Date: 5/14/09

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement. (11/8/94 legal interpretation to Lawrence F. Hennegerger on behalf of Breed)

1. Is the system totally mechanical? (If Yes, this Data Sheet is complete).
   - Yes
   - No

2. Describe the location of the readiness indicator: Right Side

3. Is the readiness indicator clearly visible to the driver?
   - Yes – Pass
   - No - Fail

4. Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided on a label or in the owner’s manual?
   - Yes – Pass
   - No - Fail

5. Does the vehicle have an on-off switch for the passenger air bag?
   - If Yes (go to 6)
   - If No (this form is complete)

6. Is the air bag readiness indicator off when the passenger air bag switch is in the off position?
   - Yes – Pass
   - No - Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________
Date: 5/14/09
DATA SHEET 7
PASSenger Air Bag Manual Cut-Off Device (S4.5.4)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul

1. Is the vehicle equipped with an on-off switch that deactivates the air bag installed at the right front outboard seating position?
   - Yes, go to 2
   - X No, this sheet is complete

2. Does the vehicle have any forward-facing rear designated seating positions? (S4.5.4.1(a))
   - Yes, go to 3
   - No, go to 4

3. Verification there is room for a child restraint in the rear seat behind the driver's seat. (S4.5.4.1(b))
   - 3.1 Using all the controls that affect the fore-aft movement of the seat, move the seat to the rearmost position. Mark this position.
     N/A – the seat does not have fore-aft adjustment
   - 3.2 Using all the controls that affect the fore-aft movement of the seat, move the seat to the foremost position. Mark this position.
     N/A – the seat does not have fore-aft adjustment
   - 3.3 Move the seat to the middle of the foremost and rearmost positions. (S8.1.2)
     N/A – the seat does not have a fore-aft adjustment
   - 3.4 If the driver's seat height is adjustable, use all the controls that affect height to put it in the lowest position while maintaining the middle fore-aft position. (S8.1.2)
     N/A – No seat height adjustment
   - 3.5 Position the driver's seat adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
     N/A – No lumbar adjustment
   - 3.6 The driver's seat back angle, if adjustable, is set at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer. (S4.5.4.1(b) and S8.1.3)
     N/A – No seat back angle adjustment
     Manufacturer's design driver's seat back angle
     Tested driver's seat back angle
   - 3.7 Is the driver seat a bucket seat?
     - Yes, go to 3.7.1 and skip 3.7.2.
     - No, go to 3.7.2 and skip 3.7.1.

3.7 Bucket seats:
   - 3.7.1 Locate and mark a vertical Plane B through the longitudinal centerline of the driver's seat cushion. The longitudinal centerline of a bucket seat cushion is determined at SgRP. (S16.3.1.10) (S4.5.4.1(b)(1))
   - 3.7.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion behind the driver's seat. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the driver's seat.
     mm distance
     Less than 720 mm – Pass
     more than 720 mm – FAIL
     Go to 4

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul

NHTSA No.: C95804
Test Date: 5/14/09
3.7.2 Bench seats (including split bench seats):

3.7.2.1 Locate and mark a vertical Plane B through the center of the steering wheel parallel to the vehicle longitudinal centerline. (S4.5.4.1(b)(2))

3.7.2.2 Locate the longitudinal horizontal line in plane B that is tangent to the highest point of the rear seat cushion. Measure along this line from the front of the seat back of the rear seat to the rear of the seat back of the front seat.

  mm distance
  less than 720 mm – Pass
  more than 720 mm - FAIL

Go to 4

4. Does the device turn the air bag on and off using the vehicle’s ignition key? (S4.5.4.2)
   Yes – Pass
   No – Fail

5. Is the on-off device separate from the ignition switch? (S4.5.4.2)
   Yes – Pass
   No – Fail

6. Is there a telltale light that comes on when the passenger air bag is turned off? (S4.5.4.2)
   Yes – Pass
   No – Fail

7. Telltale light (S4.5.4.3)
   7.1 Is the light yellow? (S4.5.4.3(a))
      Yes – Pass
      No – Fail
   7.2 Are the words “PASSENGER AIR BAG OFF” or “PASS AIR BAG OFF” on the telltale?
      Yes – Pass, go to 7.3
      No – go to 7.2.2
    7.2.2 within 25 mm of the telltale?
       Measurement from the edge of the telltale light (mm):
       Yes – Pass
       No – Fail
   7.3 Does the telltale remain illuminated while the air bag is turned off? (S4.5.4.3(c)) (Leave the air bag off for 5 minutes.)
      Yes – Pass
      No – Fail
   7.4 Is the telltale illuminated while the air bag is turned on? (S4.5.4.3(d))
      Yes – Fail
      No – Pass
   7.5 Is the telltale combined with the air bag readiness indicator? (S4.5.4.3(e))
      Yes – Fail
      No – Pass

8. Owner’s Manual

8.1 Does the owner’s manual contain complete instructions on the operation of the on-off switch? (S4.5.4.4(a))
   Yes – Pass
   No – Fail
8.2 Does the owner’s manual contain a statement that the on-off switch should only be used when a member of one of the following risk groups is occupying the right front passenger seating position? (S4.5.4.4(b))

Infants: there is no back seat
the rear seat is too small to accommodate a child restraint
there is a medical condition that must be monitored constantly

Children aged 1 to 12: there is no back seat
space is not always available in the rear seat
there is a medical condition that must be monitored constantly

Medical condition: medical risk causes special risk for passenger
greater risk for harm than with the air bag on

☐ Yes – Pass
☐ No – Fail

8.3 Does the owner’s manual contain a warning about the safety consequences of using the on-off switch at other times?

☐ Yes – Pass
☐ No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: __________________________

Date: 5/14/09
DATA SHEET 8
LAP BELT LOCKABILITY
Passenger cars, trucks, buses, and multipurpose passenger Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

**DESIGNATED SEATING POSITION:** Front Passenger

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A – No retractor is at this position</td>
<td></td>
</tr>
<tr>
<td>N/A – The retractor is an automatic locking retractor ONLY</td>
<td></td>
</tr>
<tr>
<td>X</td>
<td>1. Record test fore-aft seat position: REAR (S7.1.1.5(c)(1)) (Any position is acceptable)</td>
</tr>
<tr>
<td>X</td>
<td>2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))</td>
</tr>
<tr>
<td>X</td>
<td>Yes – Pass</td>
</tr>
<tr>
<td></td>
<td>No – Fail</td>
</tr>
<tr>
<td>X</td>
<td>3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))</td>
</tr>
<tr>
<td>X</td>
<td>Yes – Pass</td>
</tr>
<tr>
<td></td>
<td>No – Fail</td>
</tr>
<tr>
<td>X</td>
<td>4. Place any adjustable seat belt anchorage in the lowest adjustment position.</td>
</tr>
<tr>
<td></td>
<td>N/A The anchorage is not adjustable.</td>
</tr>
<tr>
<td>X</td>
<td>5. Buckle the seat belt. (S7.1.1.5(c)(1))</td>
</tr>
<tr>
<td>X</td>
<td>6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X</td>
<td>7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X</td>
<td>8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?</td>
</tr>
<tr>
<td>X</td>
<td>Yes (go to 8.1)</td>
</tr>
<tr>
<td></td>
<td>No (go to 9)</td>
</tr>
<tr>
<td>X</td>
<td>8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))</td>
</tr>
<tr>
<td>X</td>
<td>Yes – Pass</td>
</tr>
<tr>
<td></td>
<td>No – Fail</td>
</tr>
<tr>
<td>X</td>
<td>9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) &amp; S7.1.1.5(c)(1))</td>
</tr>
<tr>
<td>X</td>
<td>10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X</td>
<td>Measured distance between A and B (inches): 75</td>
</tr>
</tbody>
</table>

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul
11. Readjust the belt system so that the webbing between points A and B is at \( \frac{1}{2} \) the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle: \( \underline{10} \) (spec. 5 - 15 degrees)

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B: \( \underline{37 \frac{1}{2}} \) inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

   Record onset rate: \( \underline{20} \) lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

   Measured distance between A and B: \( \underline{37 \frac{3}{4}} \) inches (S7.1.1.5(c)(6))

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

   Measured force application angle: \( \underline{10} \) (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

   Measured distance between A and B: \( \underline{28} \) inches

18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

   Record onset rate: \( \underline{20} \) lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

   Measured distance between A and B: \( \underline{28 \frac{1}{2}} \) inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))

   \[ 14 - 13 = \underline{37 \frac{3}{4} \text{ in}} - 37 \frac{1}{2} \text{ in} = \frac{1}{4} \text{ in} \]

   \[ 18 - 17 = \underline{28 \frac{1}{2} \text{ in}} - 28 \frac{1}{2} \text{ in} = \frac{1}{2} \text{ in} \]

   Yes – Pass

   No – Fail
20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))

10-14 = 75 – 37 ¾ = 37 ¼ inches;
10-18 = 75 – 28 ½ = 46 ½ inches

X Yes – Pass
X No – Fail

REMARKS:

Signature: __________________________ Date: 5/14/09

I certify that I have read and performed each instruction.

Figure 5. - Webbing Tension Pull Device
DATA SHEET 8

LAP BELT LOCKABILITY

Passenger cars, trucks, buses, and multipurpose passenger Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Left Rear Passenger</th>
</tr>
</thead>
</table>
| 1. Record test fore-aft seat position: REAR  
(S7.1.1.5(c)(1)) (Any position is acceptable)  |
| 2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))  |
| Yes – Pass  
No – Fail  |
| 3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))  |
| Yes – Pass  
No – Fail  |
| 4. Place any adjustable seat belt anchorage in the lowest adjustment position.  
N/A The anchorage is not adjustable.  |
| 5. Buckle the seat belt. (S7.1.1.5(c)(1))  |
| 6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))  |
| 7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))  |
| 8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?  |
| Yes (go to 8.1)  
No (go to 9)  |
| 8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))  |
| Yes – Pass  
No – Fail  |
| 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))  |
| 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))  |
| Measured distance between A and B (inches): 94  |

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul  
NHTSA No.: C95804  
Test Date: 5/14/09
11. Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: 10° (spec. 5 - 15 degrees)

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: 47 inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: 47 ¼ inches (S7.1.1.5(c)(6))

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: 10° (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: 32 inches

18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: 33 ¼ inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))

14 – 13 = 47 ¼ - 47 = ¼ inch;
18 – 17 = 33 ¼ - 32 = 1 ¼ inches

Yes – Pass
No – Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))

10-14 = 94 - 47 ¼ = 46 ¾ inches;
10-18 = 94 - 33 ¼ = 60 ¾ inches

Yes – Pass
No – Fail

REMARKS:

Signature: __________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 8
LAP BELT LOCKABILITY
Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul

Complete one of these forms for each designated seating position that can be adjusted to forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

DESIGNATED SEATING POSITION: Center Rear Passenger

- N/A – No retractor is at this position
- N/A – The retractor is an automatic locking retractor ONLY

1. Record test fore-aft seat position: REAR
   (S7.1.1.5(c)(1)) (Any position is acceptable)

2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))
   - Yes – Pass
   - No – Fail

3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))
   - Yes – Pass
   - No – Fail

4. Place any adjustable seat belt anchorage in the lowest adjustment position.
   - N/A The anchorage is not adjustable.

5. Buckle the seat belt. (S7.1.1.5(c)(1))

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

7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?
   - Yes (go to 8.1)
   - No (go to 9)

8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))
   - Yes – Pass
   - No – Fail

9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) & S7.1.1.5(c)(1))

10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
    - Measured distance between A and B (inches): 78
11. Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: 10° (spec. 5 - 15 degrees)

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: 39 inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: 39 ½ inches (S7.1.1.5(c)(6))

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: 10° (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: 26 inches

18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: 20 lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: 27 inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))

\[14 - 13 = 39 \frac{1}{2} - 39 = 39 \frac{1}{2} \text{ inch};\]
\[18 - 17 = 27 - 26 = 1 \text{ inch}\]

Yes – Pass

No – Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))

\[10 - 14 = 78 - 39 \frac{1}{2} = 38 \frac{1}{2} \text{ inches};\]
\[10 - 18 = 78 - 27 = 51 \text{ inches}\]

Yes – Pass

No – Fail

REMARKS:

Signature: __________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 8
LAP BELT LOCKABILITY

Passenger cars, trucks, buses, and multipurpose passenger
Vehicles with a GVWR of 10,000 pounds or less. (S7.1.1.5)

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul

Complete one of these forms for each designated seating position that can be adjusted to
forward-facing or that is a forward-facing seat, other than the driver’s seat (S7.1.1.5(a), and
that has seat belt retractors that are not solely automatic locking retractors. (S7.1.1.5(c))

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION: Right Rear Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A – No retractor is at this position</td>
</tr>
<tr>
<td>N/A – The retractor is an automatic locking retractor ONLY</td>
</tr>
<tr>
<td>1. Record test fore-aft seat position: REAR</td>
</tr>
<tr>
<td>(S7.1.1.5(c)(1)) (Any position is acceptable)</td>
</tr>
<tr>
<td>X 2. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))</td>
</tr>
<tr>
<td>X Yes – Pass</td>
</tr>
<tr>
<td>No – Fail</td>
</tr>
<tr>
<td>X 3. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing. (S7.1.1.5(a))</td>
</tr>
<tr>
<td>X Yes – Pass</td>
</tr>
<tr>
<td>No – Fail</td>
</tr>
<tr>
<td>X 4. Place any adjustable seat belt anchorage in the lowest adjustment position.</td>
</tr>
<tr>
<td>X N/A The anchorage is not adjustable.</td>
</tr>
<tr>
<td>X 5. Buckle the seat belt. (S7.1.1.5(c)(1))</td>
</tr>
<tr>
<td>X 6. Locate a reference point A on the seat belt buckle. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X 7. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X 8. Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?</td>
</tr>
<tr>
<td>X Yes (go to 8.1)</td>
</tr>
<tr>
<td>No (go to 9)</td>
</tr>
<tr>
<td>X 8.1 Does the vehicle owner’s manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7.1.1.5(b))</td>
</tr>
<tr>
<td>X Yes – Pass</td>
</tr>
<tr>
<td>No – Fail</td>
</tr>
<tr>
<td>X 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner’s manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system. (S7.1.1.5(c)(2) &amp; S7.1.1.5(c)(1))</td>
</tr>
<tr>
<td>X 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))</td>
</tr>
<tr>
<td>X Measured distance between A and B (inches): 94</td>
</tr>
</tbody>
</table>

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul

NHTSA No.: C95804
Test Date: 5/14/09
11. Readjust the belt system so that the webbing between points A and B is at ½ the maximum length of the webbing. (S7.1.1.5(c)(3))

12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: \(10\) (spec. 5 - 15 degrees)

13. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: \(47\) inches

14. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: \(20\) lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: \(47\frac{1}{2}\) inches (S7.1.1.5(c)(6))

15. Let the seat belt webbing retract to its minimum length with the seat belt still buckled.

16. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device in Figure 5. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

Measured force application angle: \(10\) (spec. 5 - 15 degrees)

17. Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied. (S7.1.1.5(c)(4))

Measured distance between A and B: \(30\) inches

18. Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: \(20\) lb/sec (spec. 10 to 50 lb/sec) (S7.1.1.5(c)(5))

Measured distance between A and B: \(31\) inches (S7.1.1.5(c)(6))

19. Subtract the measurement in 13 from the measurement in 14 and the measurement in 17 from the measurement in 18. Is the difference 2 inches or less for both? (S7.1.1.5(c)(7))

\[14 - 13 = 47\frac{1}{2} - 47 = \frac{1}{2}\] inch;
\[18 - 17 = 31 - 30 = 1\] inch

Yes – Pass

No – Fail

20. Subtract the measurement in 14 from the measurement in 10 and the measurement in 18 from the measurement in 10. Is the difference 3 inches or more for both? (S7.1.1.5(c)(8))

\[10-14 = 94 - 47 \frac{1}{2} = 46\frac{1}{2}\] inches;
\[10-18 = 94 - 31 = 63\] inches

Yes – Pass

No – Fail

REMARKS:

Signature: __________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 9
FMVSS 208 SEAT BELT WARNING SYSTEM CHECK (S7.3)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul

1. The occupant is in the driver’s seat.
2. The seat belt is in the stowed position.
3. The key is in the “on” or “start” position.
4. The time duration of the audible signal beginning with key “on” or “start” is 6 seconds.
5. The occupant is in the driver’s seat.
6. The seat belt is in the stowed position.
7. The key is in the “on” or “start” position.
8. The time duration of the warning light beginning with key “on” or “start” is Stays On seconds.
9. The occupant is in the driver’s seat.
10. The seat belt is in the latched position and with at least 4 inches of belt webbing extended.
11. The key is in the “on” or “start” position.
12. The time duration of the warning light beginning with key “on” or “start” is 6 seconds.
13. Complete the following table with the data from 4, 8, and 12 to determine which option is used.

<table>
<thead>
<tr>
<th>Warning light specification</th>
<th>Audible signal specification*</th>
</tr>
</thead>
<tbody>
<tr>
<td>S7.3 (a)(1) Belt stowed &amp; key on or start</td>
<td>Item 8: Stays On 60 seconds minimum Item 4: 6 4 to 8 seconds</td>
</tr>
<tr>
<td>S7.3 (a)(2) Belt latched &amp; key on or start</td>
<td>Item 12: 6 4 to 8 seconds</td>
</tr>
<tr>
<td>S7.3 (a)(2) Belt stowed &amp; key on or start</td>
<td>Item 8: Stays On 4 to 8 seconds Item 4: 6 4 to 8 seconds</td>
</tr>
</tbody>
</table>

* 49 USCS @ 30124 does NOT allow an audible signal to operate for more than 8 seconds. A voluntary audible signal after the 4 to 8 second required signal may be provided. It must be differentiated from the required signal (5/25/2001 legal interpretation to Longacre and Associates).

14. The seat belt warning system meets the requirements of (manufacturers may comply with either section)
- S7.3 (a)(1)
- S7.3 (a)(2)
- FAIL – Does NOT meet the requirements of either option

15. Note wording of visual warning: (S7.3(a)(1) and S7.3(a)(2))
- Fasten Seat Belts
- Fasten Belts
- Symbol 101 - FAIL – Does not use any of the above wording or symbol

I certify that I have read and performed each instruction.

Signature: ____________________________  Date: 5/14/09
DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Left Front Driver

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes (this form is complete)
   - No (continue with this check sheet)

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

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: 18°
   - Tested seat back angle: 18°
6. Is the seat a bucket seat?
   - Yes, go to 6.1 and skip 6.2
   - No, go to 6.2 and skip 6.1

6.1 Bucket seats:
   - Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)

6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
   6.2.1 Driver Seat
   - Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

   6.2.2 Front Outboard Passenger Seat
   - Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
   - Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. ______
   - Record the distance from the longitudinal centerline of the seat cushion. ______

6.2.3 Rear designated seating positions
   - Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.

7. Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

8. Fasten the seat belt latch.

9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.

10. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
   - Contact Force (lb): 0.2
   - 0.0 to 0.7 pounds – Pass
   - Greater than 0.7 pounds - FAIL

REMARKS:

I certify that I have read and performed each instruction.

Signature: _________________________________ Date: 5/14/09
Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION:** Right Front Passenger

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes (this form is complete)
   - No (continue with this check sheet)

2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - N/A – No lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

   4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

   4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

   4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

   4.4 Move the seat to the mid position.

   4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: **18°**
   - Tested seat back angle: **18°**
6. Is the seat a bucket seat?
  ✔ Yes, go to 6.1 and skip 6.2
  ❌ No, go to 6.2 and skip 6.1

6.1 Bucket seats:
  Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)

6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):

6.2.1 Driver Seat
  Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

6.2.2 Front Outboard Passenger Seat
  Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)
  □ Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. __________
  □ Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. __________

6.2.3 Rear designated seating positions
  Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline.

7. Position the test dummies according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

8. Fasten the seat belt latch.

9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest.

10. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Using a force measuring gage with a full scale range of no more than 1.5 pounds, measure the contact force perpendicular to the dummy's chest exerted by the belt webbing.
    Contact Force (lb): 0.2
    □ 0.0 to 0.7 pounds – Pass
    □ Greater than 0.7 pounds - FAIL

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

Signature: ____________________________ Date: 5/14/09
### DATA SHEET 10

**BELT CONTACT FORCE (S7.4.3)**

**Test Vehicle:** 2009 Volkswagen Tiguan  
**NHTSA No.:** C95804  
**Test Program:** FMVSS 208 Compliance  
**Test Date:** 5/14/09  
**Test Technician:** Alyssa Paul

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Left Rear Passenger</th>
</tr>
</thead>
</table>

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes (this form is complete)
   - No (continue with this check sheet)

2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - N/A – No lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: **Not Provided**
   - Tested seat back angle: **As arrived; Full back**
6. Is the seat a bucket seat?
   □ Yes, go to 6.1 and skip 6.2
   X No, go to 6.2 and skip 6.1

   6.1 Bucket seats:
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of
   the vertical longitudinal plane that passes through the SgRP and the seat cushion
   upper surface determines the longitudinal centerline of a bucket seat cushion.
   (S10.4.1.2 and S16.3.1.10)

   6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
   6.2.1 Driver Seat
   Locate and mark the longitudinal line on the seat cushion that marks the intersection
   of the vertical longitudinal plane through the centerline of the steering wheel and the
   seat cushion upper surface. (S10.4.1.1)

   6.2.2 Front Outboard Passenger Seat
   Locate and mark the longitudinal centerline of the passenger seat cushion. The
   longitudinal centerline is the same distance from the longitudinal centerline of the vehicle
   as the center of the steering wheel. (S10.4.1.1)

   Record the distance from the longitudinal centerline of the vehicle to the center of the
   steering wheel. _________

   Record the distance from the longitudinal centerline of the vehicle to the longitudinal
   centerline of the seat cushion. ________

   6.2.3 Rear designated seating positions
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of the
   vertical longitudinal plane that passes through the SgRP and the seat cushion upper
   surface determines the longitudinal centerline.

   7. Position the test dummies according to dummy position placement instructions in
      Appendix F. Complete the Appendix F check sheets, but include them in the test
      report ONLY if there is a test failure.

   8. Fasten the seat belt latch.

   9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing,
      whichever is less, from the retractor and then release it, allowing the belt webbing to
      return to the dummy's chest.

   10. Locate the point where the centerline of the upper torso belt webbing crosses the
       midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches
       from the dummy's chest and release until it is within one inch from the dummy's chest.
       (S10.8) Using a force measuring gage with a full scale range of no more than 1.5
       pounds, measure the contact force perpendicular to the dummy's chest exerted by the
       belt webbing.

   Contact Force (lb): 0.3
   □ 0.0 to 0.7 pounds – Pass
   □ Greater than 0.7 pounds - FAIL

   REMARKS:

   I certify that I have read and performed each instruction.

   Signature: _________________________________ Date: 5/14/09
DATA SHEET 10
BELT CONTACT FORCE (S7.4.3)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul

NHTSA No.: C95804  
Test Date: 5/14/09

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Center Rear Passenger

1. Does the vehicle incorporate a webbing tension-relieving device?
   - Yes (this form is complete)
   - No (continue with this check sheet)

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

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle:
   - Tested seat back angle:
6. Is the seat a bucket seat?
   [X] Yes, go to 6.1 and skip 6.2
   [X] No, go to 6.2 and skip 6.1

6.1 Bucket seats:
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of
   the vertical longitudinal plane that passes through the SgRP and the seat cushion
   upper surface determines the longitudinal centerline of a bucket seat cushion.
   (S10.4.1.2 and S16.3.1.10)

6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
   6.2.1 Driver Seat
   Locate and mark the longitudinal line on the seat cushion that marks the intersection
   of the vertical longitudinal plane through the centerline of the steering wheel and the
   seat cushion upper surface. (S10.4.1.1)

6.2.2 Front Outboard Passenger Seat
   Locate and mark the longitudinal centerline of the passenger seat cushion. The
   longitudinal centerline is the same distance from the longitudinal centerline of the vehicle
   as the center of the steering wheel. (S10.4.1.1)
   [X] Record the distance from the longitudinal centerline of the vehicle to the center of the
       steering wheel. ______
   [X] Record the distance from the longitudinal centerline of the vehicle to the longitudinal
       centerline of the seat cushion. ______

6.2.3 Rear designated seating positions
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of
   the vertical longitudinal plane that passes through the SgRP and the seat cushion upper
   surface determines the longitudinal centerline.

7. Position the test dummies according to dummy position placement instructions in
   Appendix F. Complete the Appendix F check sheets, but include them in the test
   report ONLY if there is a test failure.

8. Fasten the seat belt latch.

9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing,
   whichever is less, from the retractor and then release it, allowing the belt webbing to
   return to the dummy's chest.

10. Locate the point where the centerline of the upper torso belt webbing crosses the
    midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches
    from the dummy's chest and release until it is within one inch from the dummy's chest.
    (S10.8) Using a force measuring gage with a full scale range of no more than 1.5
    pounds, measure the contact force perpendicular to the dummy's chest exerted by the
    belt webbing.

   Contact Force (lb): 0.6
   [X] 0.0 to 0.7 pounds – Pass
   [X] Greater than 0.7 pounds - FAIL

REMARKS:

I certify that I have read and performed each instruction.

Signature: _________________________________ Date: 5/14/09
**DATA SHEET 10**

**BELT CONTACT FORCE (S7.4.3)**

Test Vehicle: 2009 Volkswagen Tiguan  
NHTSA No.: C95804  
Test Program: FMVSS 208 Compliance  
Test Date: 5/14/09  
Test Technician: Alyssa Paul

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Right Rear Passenger</th>
</tr>
</thead>
</table>

1. Does the vehicle incorporate a webbing tension-relieving device?  
   [ ] Yes (this form is complete)  
   [x] No (continue with this check sheet)

2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)  
   [x] N/A – No lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)  
   [x] N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?  
   [ ] No – go to 5  
   [x] Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?  
   [ ] No- go to 6  
   [x] Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.  
   [ ] N/A – No seat back angle adjustment  
   [x] Manufacturer's design seat back angle: **Not Provided**  
   [x] Tested seat back angle: **As arrived; full back**
6. Is the seat a bucket seat?
   - Yes, go to 6.1 and skip 6.2
   - No, go to 6.2 and skip 6.1

6.1 Bucket seats:
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of
   the vertical longitudinal plane that passes through the SgRP and the seat cushion
   upper surface determines the longitudinal centerline of a bucket seat cushion.
   (S10.4.1.2 and S16.3.1.10)

6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
   6.2.1 Driver Seat
   Locate and mark the longitudinal line on the seat cushion that marks the intersection
   of the vertical longitudinal plane through the centerline of the steering wheel and the
   seat cushion upper surface. (S10.4.1.1)

   6.2.2 Front Outboard Passenger Seat
   Locate and mark the longitudinal centerline of the passenger seat cushion. The
   longitudinal centerline is the same distance from the longitudinal centerline of the vehicle
   as the center of the steering wheel. (S10.4.1.1)
   - Record the distance from the longitudinal centerline of the vehicle to the center of the
     steering wheel. 
   - Record the distance from the longitudinal centerline of the vehicle to the longitudinal
     centerline of the seat cushion.

6.2.3 Rear designated seating positions
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of
   the vertical longitudinal plane that passes through the SgRP and the seat cushion upper
   surface determines the longitudinal centerline.

7. Position the test dummies according to dummy position placement instructions in
   Appendix F. Complete the Appendix F check sheets, but include them in the test
   report ONLY if there is a test failure.

8. Fasten the seat belt latch.

9. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing,
   whichever is less, from the retractor and then release it, allowing the belt webbing to
   return to the dummy's chest.

10. Locate the point where the centerline of the upper torso belt webbing crosses the
     midsagittal line on the dummy's chest. At that point pull the belt webbing out 3 inches
     from the dummy's chest and release until it is within one inch from the dummy's chest.
     (S10.8) Using a force measuring gage with a full scale range of no more than 1.5
     pounds, measure the contact force perpendicular to the dummy's chest exerted by the
     belt webbing.

     Contact Force (lb): 0.3

     0.0 to 0.7 pounds – Pass
     Greater than 0.7 pounds - FAIL

REMARKS:

I certify that I have read and performed each instruction.

Signature: _________________________________ Date: 5/14/09
Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

<table>
<thead>
<tr>
<th>DESIGNATED SEATING POSITION:</th>
<th>Left Front Driver</th>
</tr>
</thead>
</table>

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

2. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)  
   - N/A – No additional support adjustment

3. Is the fore-aft position of the seat adjustable?  
   - No – go to 4  
   - Yes – go to 3.1

3.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

3.2 While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

4. Is the seat back angle adjustable?  
   - No- go to 5  
   - Yes- go to 4.1

4.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.  
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: 18°  
   - Tested seat back angle: 18°

5. Is the seat a bucket seat?  
   - Yes, go to 5.1 and skip 5.2  
   - No, go to 5.2 and skip 5.1

5.1 Bucket seats:  
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)

5.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):  
   5.2.1 Driver Seat  
   Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
5.2.2 Front Outboard Passenger Seat

Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (§10.4.1.1)

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. ________

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. ________

6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

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

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

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

10. Place the latch plate in the stowed position.

11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

   X Yes – Pass
   X No

12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

   X Yes – Pass
   X No

13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?

   X Yes – Pass
   X No – Fail

14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?

   X Yes – Pass
   X No – Fail

REMARKS:

I certify that I have read and performed each instruction.

Signature: _________________________________ Date: 5/14/09
Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart E Test Device

Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS
LATCH PLATE ACCESS (S7.4.4)

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION: Right Front Passenger**

1. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - N/A – No lumbar adjustment

2. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

3. Is the fore-aft position of the seat adjustable?
   - No – go to 4
   - Yes – go to 3.1
   3.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

3.2 While maintaining the forward most position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

4. Is the seat back angle adjustable?
   - No- go to 5
   - Yes- go to 4.1
   4.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: 18°
   - Tested seat back angle: 18°

5. Is the seat a bucket seat?
   - Yes, go to 5.1 and skip 5.2
   - No, go to 5.2 and skip 5.1
   5.1 Bucket seats:
   - Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)

5.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):
   - Driver Seat
   - Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)
5.2.2 Front Outboard Passenger Seat

Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)

- Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. __________
- Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. __________

6. Position the test dummy using the procedures in Appendix F. (Some modifications to the positioning procedure may need to be made because the seat is in the forward most position. Note on the Appendix F positioning check sheet any deviations necessary to position the Part 572, Subpart E dummy). **Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.**

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

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

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

10. Place the latch plate in the stowed position.

11. Extend the inboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

   - Yes – Pass
   - No

12. Extend the outboard reach string in front of the dummy and then backward and outboard to the latch plate to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?

   - Yes – Pass
   - No

13. Is the latch plate within the inboard (item 11) or outboard (item 12) reach envelope?

   - Yes – Pass
   - No – Fail

14. Using the clearance test block, specified in Figure 4, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?

   - Yes – Pass
   - No – Fail

**REMARKS:**

I certify that I have read and performed each instruction.

Signature: _________________________________ Date: 5/14/09
Figure 3. Location of Anchoring Points for Latchplate Reach Limiting Chains or Strings to Test for Latchplate Accessibility Using Subpart F Test Device.

Figure 4—USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS
**DATA SHEET 12**  
**SEAT BELT RETRACTION (S7.4.5)**

Test Vehicle: 2009 Volkswagen Tiguan  
NHTSA No.: C95804  
Test Program: FMVSS 208 Compliance  
Test Date: 5/14/09  
Test Technician: Alyssa Paul

Test all front outboard seat belts, except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

<table>
<thead>
<tr>
<th>DESIGNED SEATING POSITION: Left Front Driver</th>
</tr>
</thead>
</table>

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

2. Position the seat's adjustable lumbar supports so that the lumbar support is in its lowest, retracted or deflated adjustment position. (S8.1.3)
   - N/A – No lumbar adjustment

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. **Mark** this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 **Mark** each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, **mark** each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer's recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer's nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer's design seat back angle: 18°
   - Tested seat back angle: 18°

6. Is the seat a bucket seat?
   - Yes, go to 6.1 and skip 6.2
   - No, go to 6.2 and skip 6.1

6.1 **Bucket Seats:**  
Locate and **mark** the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10)
6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):

6.2.1 Driver Seat
Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

6.2.2 Front Outboard Passenger Seat
Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _________

Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. ________

7. Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

8. Fasten the seat belt around the dummy.

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

N/A, the seat does not have a fore-aft adjustment

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

11. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
Pound load applied: 3 lb

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

Yes, continue

No, go to 14

13. Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner’s manual. (S10.9).

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

14.1 The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.

Yes – Pass go to 16

No – go to 14.2

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

Yes – Pass go to 15

No – go to 14.3

14.3 Neither 14.1 nor 14.2 apply.

Fail

15. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?

Yes – Pass

No – Fail

16. If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?

N/A – Not an open body vehicle

Yes – Pass

No – Fail

REMARKS:

Signature: ___________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 12
SEAT BELT RETRACTION (S7.4.5)

Test Vehicle: 2009 Volkswagen Tiguan                      NHTSA No.: C95804
Test Program: FMVSS 208 Compliance                      Test Date: 5/14/09
Test Technician: Alyssa Paul

Test all front outboard seat belts, except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Right Front Passenger

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

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

3. Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2)
   - N/A – No additional support adjustment

4. Is the fore-aft position of the seat adjustable?
   - No – go to 5
   - Yes – go to 4.1

4.1 Use all the seat controls that have any affect on the fore-aft movement of the seat to move the seat cushion to the rearmost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.2 Use all the seat controls that have any affects on the fore-aft movement of the seat to move the seat cushion to the foremost position. Mark this position. (8/31/95 legal interp to Hogan and Hartson)

4.3 Mark each fore-aft position so that there is a visual indication when the seat is at a particular position. For manual seats, mark each detent. For power seats, mark only the rearmost, middle and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost. Determine the mid fore-aft seat position based on the foremost and rearmost positions determined in items 4.1 and 4.2. (8/31/95 legal interp to Hogan and Hartson)

4.4 Move the seat to the mid position.

4.5 While maintaining the mid position, move the seat to its lowest position. For seats with adjustable seat cushions, use the manufacturer’s recommended seat cushion angle for determining the lowest height position.

5. Is the seat back angle adjustable?
   - No- go to 6
   - Yes- go to 5.1

5.1 Set and mark seat back angle, if adjustable, at the manufacturer’s nominal design riding position for a 50th percentile adult male in the manner specified by the manufacturer.
   - N/A – No seat back angle adjustment
   - Manufacturer’s design seat back angle: 18°
   - Tested seat back angle: 18°

6. Is the seat a bucket seat?
   - Yes, go to 6.1 and skip 6.2
   - No, go to 6.2 and skip 6.1

6.1 Bucket Seats:
   Locate and mark the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S10.4.1.2 and S16.3.1.10).
6.2 Bench seats (complete ONLY the one that is applicable to the seat being tested):

6.2.1 Driver Seat
Locate and mark the longitudinal line on the seat cushion that marks the intersection of the vertical longitudinal plane through the centerline of the steering wheel and the seat cushion upper surface. (S10.4.1.1)

6.2.2 Front Outboard Passenger Seat
Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S10.4.1.1)

Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _______
Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. _______

7. Position the Part 572 Subpart E test dummy according to dummy position placement instructions in Appendix F. Complete the Appendix F check sheets, but include them in the test report ONLY if there is a test failure.

8. Fasten the seat belt around the dummy.
9. Remove all slack from the lap belt portion. (S10.9)
N/A, the seat does not have a fore-aft adjustment

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

11. Apply a 2 to 4 pound tension load to the lap belt. (S10.9)
Pound load applied: 3 lb

12. Is the belt system equipped with a tension relieving device?
Yes, continue
No, go to 14

13. Introduce the maximum amount of slack into the upper torso belt that is recommended by the vehicle manufacturer in the vehicle owner's manual. (S10.9).

14. Check the statement that applies to this test vehicle:
14.1 The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
Yes – Pass go to 16
No – go to 14.2

14.2 The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released.
Yes – Pass go to 15
No – go to 14.3

14.3 Neither 14.1 nor 14.2 apply.
Fail

15. With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
Yes – Pass
No – Fail

16. If this test vehicle has an open body (without doors) and has a belt system with a tension relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
N/A – Not an open body vehicle
Yes – Pass
No – Fail

REMARKS:

Signature: __________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Alyssa Paul

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Left Front Driver

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b))
   ✔ Yes, this form is complete
   X No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   ✔ Yes, this form is complete
   X No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   ✔ Yes, this form is complete
   X No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   ✔ Yes, go to 5
   X No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   ✔ Yes – Pass
   X No – Fail
   Identify the part(s) on top or above the seat.
   ✔ Seat belt latch plate
   ✔ Buckle
   X Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   ✔ Yes – Pass
   X No – Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   ✔ Yes – Pass
   X No – Fail

8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   ✔ Yes – Pass
   X No – Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   ✔ Yes – Pass
   X No – Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    ✔ Yes – Pass
    X No – Fail
    X N/A – Rear seat

REMARKS:

Signature: _______________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2009 Volkswagen Tiguan  NHTSA No.: C95804
Test Program: FMVSS 208 Compliance  Test Date: 5/14/09
Test Technician: Alyssa Paul

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Right Front Passenger

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b))
   - Yes, this form is complete  X No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   - Yes, this form is complete  X No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   - Yes, this form is complete  X No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   - Yes, go to 5  X No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   - Yes – Pass  No – Fail
   - Identify the part(s) on top or above the seat.
   - Seat belt latch plate  Buckle  Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   - Yes – Pass  No – Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   - Yes – Pass  No – Fail

8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes – Pass  No – Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes – Pass  No – Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes – Pass  No – Fail  N/A – Rear seat

REMARKS:

Signature: _______________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 13  
SEAT BELT GUIDES AND HARDWARE (S7.4.6) 

Test Vehicle: 2009 Volkswagen Tiguan  
NHTSA No.: C95804  
Test Program: FMVSS 208 Compliance  
Test Date: 5/14/09  
Test Technician: Alyssa Paul  

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

### DESIGNATED SEATING POSITION: Left Rear Passenger

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1.</td>
<td>Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b))</td>
</tr>
<tr>
<td></td>
<td>X Yes, this form is complete</td>
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<td></td>
<td>X No, go to 2</td>
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<tr>
<td>2.</td>
<td>Is the seat removable? (S7.4.6.1(b))</td>
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<td></td>
<td>X Yes, this form is complete</td>
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<td></td>
<td>No, go to 3</td>
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<tr>
<td>3.</td>
<td>Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))</td>
</tr>
<tr>
<td></td>
<td>X Yes, this form is complete</td>
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<td></td>
<td>No, go to 4</td>
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<tr>
<td>4.</td>
<td>Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))</td>
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<tr>
<td></td>
<td>X Yes, go to 5</td>
</tr>
<tr>
<td></td>
<td>No, this form is complete</td>
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<tr>
<td>5.</td>
<td>Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))</td>
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<tr>
<td></td>
<td>X Yes – Pass</td>
</tr>
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<td></td>
<td>No – Fail</td>
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<tr>
<td></td>
<td>Identify the part(s) on top or above the seat.</td>
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<tr>
<td></td>
<td>Seat belt latch plate</td>
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<tr>
<td></td>
<td>Buckle</td>
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<td></td>
<td>Seat belt webbing</td>
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<tr>
<td>6.</td>
<td>Are the remaining two seat belt parts accessible under normal conditions?</td>
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<tr>
<td></td>
<td>X Yes – Pass</td>
</tr>
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<td></td>
<td>No – Fail</td>
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<td>7.</td>
<td>The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)</td>
</tr>
<tr>
<td></td>
<td>X Yes – Pass</td>
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<td></td>
<td>No – Fail</td>
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<tr>
<td>8.</td>
<td>The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)</td>
</tr>
<tr>
<td></td>
<td>X Yes – Pass</td>
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<td></td>
<td>No – Fail</td>
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<tr>
<td>9.</td>
<td>The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)</td>
</tr>
<tr>
<td></td>
<td>X Yes – Pass</td>
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<td></td>
<td>No – Fail</td>
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<tr>
<td>10.</td>
<td>Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)</td>
</tr>
<tr>
<td></td>
<td>X Yes – Pass</td>
</tr>
<tr>
<td></td>
<td>No – Fail</td>
</tr>
<tr>
<td></td>
<td>N/A – Rear seat</td>
</tr>
</tbody>
</table>

### REMARKS:

Signature: [Signature]  
Date: 5/14/09  
I certify that I have read and performed each instruction.
Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

**DESIGNATED SEATING POSITION:** Center Rear Passenger

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b))
   - X Yes, this form is complete
   - No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   - X Yes, this form is complete
   - No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   - X Yes, this form is complete
   - No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   - Yes, go to 5
   - No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   - Yes – Pass
   - No – Fail

   Identify the part(s) on top or above the seat.
   - Seat belt latch plate
   - Buckle
   - Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   - Yes – Pass
   - No – Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes – Pass
    - No – Fail
    - N/A – Rear seat

**REMARKS:**

Signature: ___________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 13
SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Alyssa Paul

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

DESIGNATED SEATING POSITION: Right Rear Passenger

1. Is the seat cushion movable so that the seat back serves a function other than seating? (S7.4.6.1(b))
   - Yes, this form is complete
   - No, go to 2

2. Is the seat removable? (S7.4.6.1(b))
   - Yes, this form is complete
   - No, go to 3

3. Is the seat movable so that the space formerly occupied by the seat can be used for a secondary function? (S7.4.6.1(b))
   - Yes, this form is complete
   - No, go to 4

4. Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back? (S7.4.6.1(a))
   - Yes, go to 5
   - No, this form is complete

5. Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)? (S7.4.6.1(a))
   - Yes – Pass
   - No – Fail
   - Identify the part(s) on top or above the seat.
     - Seat belt latch plate
     - Buckle
     - Seat belt webbing

6. Are the remaining two seat belt parts accessible under normal conditions?
   - Yes – Pass
   - No – Fail

7. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the belt is completely retracted or, if the belt is nonretractable, the belt is unlatched. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

8. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat is moved to any position to which it is designed to be adjusted. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

9. The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the seat back, if foldable, is folded forward as far as possible and then moved backward into position. (S7.4.6.2)
   - Yes – Pass
   - No – Fail

10. Is the inboard receptacle end of the seat belt assembly, installed in the front outboard designated seating position, accessible with the center armrest in any position to which it can be adjusted (without moving the armrest)? (S7.4.6.2)
    - Yes – Pass
    - No – Fail
    - N/A – Rear seat

REMARKS:

Signature: _______________________________ Date: 5/14/09

I certify that I have read and performed each instruction.
DATA SHEET 16
AIR BAG SUPPRESSION TELLTALE (S19.2.2)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Wayne Dahlke

1. Is the vehicle certified to any suppression performance standards of FMVSS 208?
   _Yes - go to 2
   _No - this form is complete

2. Does telltale emit yellow light when the air bag is suppressed? (S19.2.2(a))
   _Yes - Pass ___
   _No - FAIL

3. Are the words “PASSENGER AIR BAG OFF” or “PASS AIR BAG OFF” on the telltale? (S19.2.2(b))
   _Yes - Pass, go to 4
   _No - go to 3.2

3.1 Within 25 mm of the telltale? (S19.2.2(b)) 4 mm from the edge of the telltale light?
   _Yes – Pass ___
   _No - FAIL

4. Is the telltale separate from the air bag readiness indicator? (S19.2.2(c))
   _Yes - Pass ___
   _No - FAIL

5. Is the telltale within the interior of the vehicle? (S19.2.2(d))
   _Yes - Pass ___
   _No - FAIL

6. Is the telltale forward of and above the design H-point of both the driver’s and the front outboard passenger’s seat when the seats are in their forwardmost seating positions? (S19.2.2(d))
   _Yes - Pass ___
   _No - FAIL

7. Is the telltale away from surfaces that can be used for temporary or permanent storage of objects that could obscure the telltale from either the driver’s or front outboard passenger’s view? (S19.2.2(d))
   _Yes - Pass ___
   _No - FAIL

8. Is the telltale located so that it is not obscured from the driver or front outboard passenger by a rear-facing child restraint in Appendix A installed in the front outboard passenger seat? (S19.2.2(d))
   _Yes - Pass ___
   _No - FAIL

9. Is the telltale visible or recognizable during the night? (S19.2.2(e))
   _Yes - Pass ___
   _No - FAIL

10. Is the telltale visible or recognizable during the day? (S19.2.2(e))
    _Yes - Pass ___
    _No - FAIL

11. If there is a visibility adjustment, do all the adjustment levels make the telltale visible and recognizable? (S19.2.2(g))
    _Yes - Pass ___
    _No - FAIL

12. Does the telltale remain illuminated while the air bag is suppressed? (S19.2.2(h)) (Leave the air bag suppressed for 5 minutes.)
    _Yes - Pass ___
    _No - FAIL

13. Is the telltale off while the air bag is activated? (S19.2.2(h)) (Leave the air bag activated for 5 minutes.)
    _Yes - Pass ___
    _No - FAIL

I certify that I have read and performed each instruction.

________________________________________________  5/19/09

Test Date: 5/19/09

__/__/2009

NHTSA No.: C95804
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/19/09</th>
</tr>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>062</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHILD RESTRAINT NAME:</th>
<th>Britax</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>Handle With Care 191</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>5-26-2000</td>
</tr>
</tbody>
</table>

Base: ___On ___Off ___N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>131</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN507)
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

| NHTSA NO.:  | C95804 | TEST DATE: | 5/19/09 |
| LABORATORY: | MGA    | TECHNICIANS: | WD     |
| DUMMY TYPE: | 12 Month Old | DUMMY SERIAL NO.: | 062 |

| CHILD RESTRAINT NAME: | Evenflo |
| CHILD RESTRAINT MODEL: | First Choice 204 |
| DATE OF MANUFACTURE: | 6-20-2000 |

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

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward 16 *</td>
<td>128</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>132</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 18 *</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 7 *</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 52 = Full Rearward; 52 total Seat Slide detents)

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN507)
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/19/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>062</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHILD RERAINT NAME:</th>
<th>Graco</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHILD RESTRAINT MODEL:</td>
<td>Infant 8457</td>
</tr>
<tr>
<td>DATE OF MANUFACTURE:</td>
<td>8-31-2000</td>
</tr>
</tbody>
</table>

Base: X On Off N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward 8 *</td>
<td>128</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>132</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 12 *</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 9 *</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 52 = Full Rearward; 52 total Seat Slide detents)
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section B Rear Facing CRS

<table>
<thead>
<tr>
<th>NHTSA NO.</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/19/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>062</td>
</tr>
</tbody>
</table>

| CHILD RESTRAINT NAME: | Graco        |
| CHILD RESTRAINT MODEL: | Infant 8457 |
| DATE OF MANUFACTURE:  | 8-31-2000   |

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

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

### Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward 4 *</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>131</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward 9 *</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

* The CRS would not fit in this Forward Seat Slide position. If there is a number in the Seat Slide column, it indicates the fore-aft detent position with respect to the foremost position. (1 = Full Forward; 52 = Full Rearward; 52 total Seat Slide detents)

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN507)
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>062</td>
</tr>
</tbody>
</table>

| CHILD RESTRAINT NAME: | Britax |
| CHILD RESTRAINT MODEL: | Roundabout 161 |
| DATE OF MANUFACTURE: | 7-21-2000 |

Base: ___On ___Off  _X_ N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

### Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>133</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>130</td>
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</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>128</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>131</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>130</td>
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<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
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<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
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Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN507)
DATA SHEET 17 SUMMARY
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)
Section C Forward Facing Convertible CRS

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/19/09</th>
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<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>12 Month Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>062</td>
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</table>

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

Base: ___On ___Off ___X N/A-Restraint does not have a removable base

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

Test Summary

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>129</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Rearward</td>
<td>132</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>129</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Middle position. (SN507)
Suppression Test Using 12-Month-Old CRABI Dummy (Part 572, Subpart R)  
Section C Forward Facing Convertible CRS

NHTSA NO.: C95804  
TEST DATE: 5/19/09  
LABORATORY: MGA  
TECHNICIANS: WD  
DUMMY TYPE: 12 Month Old  
DUMMY SERIAL NO.: 062

CHILD RESTRAINT NAME: Evenflo  
CHILD RESTRAINT MODEL: Medallion 254  
DATE OF MANUFACTURE: 6-1-2000

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

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer's specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket was not used in the suppression testing because it did not affect the weight sensing system used on the vehicle.

**Test Summary**

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Cinch Load (N)</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>130</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>131</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Forward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Forward</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Belted</td>
<td>Forward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>129</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>127</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Unbelted</td>
<td>Rear</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Rear</td>
<td>Middle</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
<tr>
<td>Facing</td>
<td>Rearward</td>
<td>N/A</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Rearward position. (SN507)
DATA SHEET 18 SUMMARY
Suppression Test Using Newborn Infant Dummy (Part 572, Subpart K)
Section A Car Bed

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/19/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>Newborn Infant</td>
<td>DUMMY SERIAL NO.:</td>
<td>003</td>
</tr>
</tbody>
</table>

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

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

Manufacturer’s design seat back angle: 18°
Tested seat back angle: 18°
Manufacturer’s specified anchorage position: 1 (4 total detents, upper-most as 0)
Tested anchorage position: 1 (4 total detents, upper-most as 0)

A blanket and visor were not used in the suppression testing because they did not affect the weight sensing system used on the vehicle.

**Test Summary**

<table>
<thead>
<tr>
<th>Seat Belt</th>
<th>Seat Slide</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belted</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Forward</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Middle</td>
<td>Suppressed</td>
</tr>
<tr>
<td></td>
<td>Rearward</td>
<td>Suppressed</td>
</tr>
</tbody>
</table>

Successful Unbelted 5th percentile Female Dummy Reactivation was performed with the seat in the Forward position. (SN507)
Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 1 - Chest On Instrument Panel (S22.4.3)

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Aft
Thorax cavity angle: 0.0°
Thigh angle: 65.1°
Point 1 height: 0 mm At Plane C Air Bag Height

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

3-Year-Old SN 032 Position 1 (Chest on Instrument Panel) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>36</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.7</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>45.0</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.9</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>4.7</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>14.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>525</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>260</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>14</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>5</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

The original equipment parts were used for this deployment.
DATA SHEET 26 SUMMARY
Low Risk Deployment Tests Using an Unbelted 3 Year Old Dummy
(Part 572, Subpart P) (S22) Position 2 - Head On Instrument Panel (S22.4.3)

NHTSA NO.: C95804 TEST DATE: 5/27/09
LABORATORY: MGA TECHNICIANS: WD / JL
DUMMY TYPE: 3 Year Old DUMMY SERIAL NO.: 032

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Forward
Thorax cavity angle: 0.0°
Thigh angle: 4.8°

Air Bag Deployment Timing

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

3-Year-Old SN 032 Position 2 (Head on Instrument Panel) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>570</td>
<td>3</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>0.6</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.7</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.5</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>29.2</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>15.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1130 N</td>
<td>5</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1380 N</td>
<td>559</td>
</tr>
<tr>
<td>Chest g</td>
<td>55 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>34 mm</td>
<td>0</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.
DATA SHEET 27 SUMMARY
Low Risk Deployment Tests Using an Unbelted 6-Year-Old Dummy (Part 572, Subpart N) (S24) Position 1 – Chest on Instrument Panel (S24.4.2)

Position 1 – Chest on Instrument Panel (S24.4.2)

Manufacturer’s design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Aft

Thorax cavity angle: 6.1°
Point 1 height: 8 mm Below Plane C Air Bag Height

Air Bag Deployment Timing

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

6-Year-Old SN 155 Position 1 (Chest on Instrument Panel) 5/28/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>17</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>38.8</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>26.2</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>11.6</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.1</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>15.6</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>354</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>131</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>9</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>4</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.

Also, the cracked windshield was not replaced but clear tape sheet was applied to the windshield.
DATA SHEET 28 SUMMARY
Low Risk Deployment Tests Using an Unbelted 6 Year Old Dummy
(Part 572, Subpart P) (S24) Position 2 - Head On Instrument Panel (S24.4.2)

<table>
<thead>
<tr>
<th>NHTSA NO.</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/28/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD / JL</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>6 Year Old</td>
<td>DUMMY SERIAL NO.:</td>
<td>155</td>
</tr>
</tbody>
</table>

Manufacturer's design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Forward

Thorax cavity angle: 22.2°
Thigh angle: 6.8°

### Air Bag Deployment Timing

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

### 6-Year-Old SN 155 Position 2 (Head on Instrument Panel) 5/28/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>2</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>68.5</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>2.5</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.4</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>39.5</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>43.2</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>1490 N</td>
<td>98</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>1820 N</td>
<td>681</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>5</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>40 mm</td>
<td>0</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 100 ms after the initial deployment of the air bag. (S4.11(b))

A new air bag and instrument panel cover were used for this deployment.

The windshield cracked during this test.
DATA SHEET 29 SUMMARY

Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26) Position 1 - Chin On Module (S26.2)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/27/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD / JL</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>505</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Aft
Tested steering wheel angle: 27.6°
Thorax cavity angle: 33.6°
Bottom of chin height: 2 mm – Above Plane F Module Height

Air Bag Deployment Timing

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

5th Percentile Female SN 505 Position 1 (Chin On Module) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>79</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.4</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>98.0</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.4</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>33.1</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>125.0</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>4.1</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>841</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>680</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>15</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>17</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>61</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>54</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))

Single stage air bag; Injuries calculated on 0 ms to 125 ms.

The original equipment parts were used for this deployment.
DATA SHEET 30 SUMMARY
Low Risk Deployment Tests Using an Unbelted 5th Percentile Female Dummy (Part 572, Subpart O) (S26) Position 2 - Chin On Rim (S26.3)

<table>
<thead>
<tr>
<th>NHTSA NO.:</th>
<th>C95804</th>
<th>TEST DATE:</th>
<th>5/27/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>LABORATORY:</td>
<td>MGA</td>
<td>TECHNICIANS:</td>
<td>WD / JL</td>
</tr>
<tr>
<td>DUMMY TYPE:</td>
<td>5th Percentile Female</td>
<td>DUMMY SERIAL NO.:</td>
<td>505</td>
</tr>
</tbody>
</table>

Manufacturer’s design seat back angle: 18°
Tested seat back angle: 18°
Tested seat position: Full Aft

Tested steering wheel angle: 27.6°
Thorax cavity angle: 33.8°
Chin Point height: 1 mm – Above Steering Wheel Target
Note: The chin on rim steering wheel target is 10 mm below the highest point on the steering wheel.

Air Bag Deployment Timing

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

5th Percentile Female SN 505 Position 2 (Chin On Rim) 5/27/09

<table>
<thead>
<tr>
<th>Injury Criteria</th>
<th>Max. Allowable Injury Assessment Values</th>
<th>Measured Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIC15</td>
<td>700</td>
<td>12</td>
</tr>
<tr>
<td>Peak Nij (Nte)</td>
<td>1.0</td>
<td>0.6</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>19.8</td>
</tr>
<tr>
<td>Peak Nij (Ntf)</td>
<td>1.0</td>
<td>0.3</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>55.7</td>
</tr>
<tr>
<td>Peak Nij (Nce)</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>6.3</td>
</tr>
<tr>
<td>Peak Nij (Ncf)</td>
<td>1.0</td>
<td>0.2</td>
</tr>
<tr>
<td>Time (ms)</td>
<td>NA</td>
<td>67.6</td>
</tr>
<tr>
<td>Neck Tension</td>
<td>2070 N</td>
<td>735</td>
</tr>
<tr>
<td>Neck Compression</td>
<td>2520 N</td>
<td>131</td>
</tr>
<tr>
<td>Chest g</td>
<td>60 g</td>
<td>26</td>
</tr>
<tr>
<td>Chest Displacement</td>
<td>52 mm</td>
<td>19</td>
</tr>
<tr>
<td>Left Femur</td>
<td>6805 N</td>
<td>8</td>
</tr>
<tr>
<td>Right Femur</td>
<td>6805 N</td>
<td>11</td>
</tr>
</tbody>
</table>

Calculated on data recorded for 125 ms after the initiation of the final stage of air bag deployment designed to deploy in any full frontal rigid barrier crash up to 26 km/h. (S4.11(d))
Single stage air bag; Injuries calculated on 0 ms to 125 ms.

A new air bag and original equipment steering wheel and steering column were used for this deployment.
DATA SHEET 32
VEHICLE WEIGHT, FUEL TANK, AND ATTITUDE DATA

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Jamie Aide  
NHTSA No.: C95804  
Test Date: 6/19/09

**IMPACT ANGLE:** Zero Degrees  
**BELTED DUMMIES (YES/NO):** Yes  
**TEST SPEED:**  
- __ 32 to 40 kmph  
- __ 0 to 48 kmph  
- _X_ 0 to 56 kmph  
**DRIVER DUMMY:**  
- _X_ 5th female  
- __ 50th male  
**PASSENGER DUMMY:**  
- _X_ 5th female  
- __ 50th male

---

1. Fill the transmission with transmission fluid to the satisfactory range.  
2. Drain fuel from vehicle.  
3. Run the engine until fuel remaining in the fuel delivery system is used and the engine stops.  
4. Record the useable fuel tank capacity supplied by the COTR.  
   Useable Fuel Tank Capacity supplied by COTR: 64.4 liters (17.0 gallons)  
5. Record the fuel tank capacity supplied in the owner’s manual.  
   Useable Fuel Tank Capacity in owner’s manual: 64.4 liters (17.0 gallons)  
6. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, “Standard Specifications for Hydrocarbon Dry-cleaning Solvents,” or gasoline, fill the fuel tank.  
   Amount Added: 64.4 liters (17.0 gallons)  
7. Fill the coolant system to capacity.  
8. Fill the engine with motor oil to the Max. mark on the dip stick.  
9. Fill the brake reservoir with brake fluid to its normal level.  
10. Fill the windshield washer reservoir to capacity.  
11. Inflate the tires to the tire pressure on the tire placard. If no tire placard is available, inflate the tires to the recommended pressure in the owner’s manual.  
   - Tire placard pressure: RF: 35 psi  
   - Owner’s manual pressure: RF: 35 psi  
   - Actual inflated pressure: RF: 35 psi  
12. Record the vehicle weight at each wheel to determine the unloaded vehicle weight (UVW), i.e. “as delivered” weight.  
   - Right Front (kg): 448.2  
   - Left Front (kg): 456.8  
   - Total Front (kg): 905.0  
   - Right Rear (kg): 320.7  
   - Left Rear (kg): 328.4  
   - Total Rear (kg): 649.1  
   - % Total Weight: 58.2  
   - UVW = TOTAL FRONT PLUS TOTAL REAR (KG): 1554.1

---

13. UVW Test Vehicle Attitude: (All dimensions in millimeters)  
13.1 Mark a point on the vehicle above the center of each wheel.  
13.2 Place the vehicle on a level surface.  
13.3 Measure perpendicular to the level surface to the 4 points marked on the body and record the measurements.  
   - RF: 762  
   - LF: 759  
   - RR: 779  
   - LR: 775
14. Calculate the Rated Cargo and Luggage Weight (RCLW): 136 kg
14.1 Does the vehicle have the vehicle capacity weight (VCW) on the certification label or tire placard?
  Yes, go to 14.3
  No, go to 14.2
14.2 VCW = Gross Vehicle Weight - UVW
  VCW = __________ - __________ = __________
14.3 VCW = 505 kg (1110 lbs)
14.4 Does the certification or tire placard contain the Designated Seating Capacity (DSC)?
  Yes, go to 14.6
  No, go to 14.5 and skip 14.6
14.5 DSC = Total number of seat belt assemblies = __________
14.6 DSC = __________
14.7 RCLW = VCW - (68 kg x DSC) = 505 kg - (68 kg x 5) = 165 kg
14.8 Is the vehicle certified as a truck, MPV or bus (see the certification label on the door jamb)?
  Yes, if the calculated RCLW is greater than 136 kg, use 136 kg as the RCLW. (S8.1.1)
  No, use the RCLW calculated in 14.7
15. Fully Loaded Weight (100% fuel fill): 1788.2 kg
15.1 Place the appropriate test dummy in both front outboard seating positions.
  Driver:  X 5th female __ 50th male
  Passenger: X 5th female __ 50th male
15.2 Load the vehicle with the RCLW from 14.7 or 14.8 whichever is applicable.
15.3 Place the RCLW in the cargo area. Center the load over the longitudinal centerline of the vehicle. (S8.1.1 (d))
15.4 Record the vehicle weight at each wheel to determine the Fully Loaded Weight.

<table>
<thead>
<tr>
<th>Right Front (kg)</th>
<th>470.4</th>
<th>Right Rear (kg)</th>
<th>416.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left Front (kg)</td>
<td>477.2</td>
<td>Left Rear (kg)</td>
<td>423.7</td>
</tr>
<tr>
<td>Total Front (kg)</td>
<td>947.6</td>
<td>Total Rear (kg)</td>
<td>840.6</td>
</tr>
<tr>
<td>% Total Weight</td>
<td>53.0</td>
<td>% Total Weight</td>
<td>47.0</td>
</tr>
<tr>
<td>% GVW</td>
<td>50.2</td>
<td>% GVW</td>
<td>52.6</td>
</tr>
</tbody>
</table>
(% GVW = Axle GVW divided by Vehicle GVW)

Fully Loaded Weight = Total Front Plus Total Rear (kg): 1788.2

16. Fully Loaded Test Vehicle Attitude: (All dimensions in millimeters)
16.1 Place the vehicle on a level surface.
16.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13.1 above) and record the measurements.

| RF: 751 | LF: 751 | RR: 738 | LR: 731 |

17. Drain the fuel system
18. Using purple dyed Stoddard solvent having the physical and chemical properties of Type 1 solvent or cleaning fluid, Table 1, ASTM Standard D484-71, “Standard Specifications for Hydrocarbon Dry-cleaning Solvents,” fill the fuel tank to 92 - 94 percent of usable capacity. Fuel tank capacity x .94 = 64.4 liters (17.0 gallons) x .94 = 60.5 liters (16.0 gallons)
Amount added: 59.9 liters (15.8 gallons) 93.0%
19. Crank the engine to fill the fuel delivery system with Stoddard solvent
20. Calculate the test weight range.
20.1 Calculated Weight = UVW (see 12 above) + RCLW (see 14 above) + 2x(dummy weight)

1788.1 kg = 1554.1 kg + 136.0 kg + 98.0 kg
20.2 Test Weight Range = Calculated Weight (- 4.5 kg, - 9 kg.)
  Max. Test Weight = Calculated Test Weight - 4.5 kg = 1783.6 kg
  Min. Test Weight = Calculated Test Weight - 9 kg = 1779.1 kg
21. Remove the RCLW from the cargo area.

22. Drain transmission fluid, engine coolant, motor oil, and windshield washer fluid from the test vehicle so that Stoddard solvent leakage from the fuel system will be evident.

23. Vehicle Components Removed For Weight Reduction:
Second row floor mats, right rear tail light, spare tire, tools, jack and trunk carpet

24. Secure the equipment and ballast in the load carrying area and distribute it, as nearly as possible, to obtain the proportion of axle weight indicated by the gross axle weight ratings and center it over the longitudinal centerline of the vehicle.

25. If necessary, add ballast to achieve the actual test weight.

X 26. Ballast, including test equipment, must be contained so that it will not shift during the impact event or interfere with data collection or interfere with high-speed film recordings or affect the structural integrity of the vehicle or do anything else to affect test results. Care must be taken to assure that any attachment hardware added to the vehicle is not in the vicinity of the fuel tank or lines.

27. Record the vehicle weight at each wheel to determine the actual test weight.

| Right Front (kg): 481.3 | Right Rear (kg): 401.4 |
| Left Front (kg): 471.7 | Left Rear (kg): 426.4 |
| Total Front (kg): 953.0 | Total Rear (kg): 827.8 |
| % Total Weight: 53.5 | % Total Weight: 46.5 |
| % GVW: 50.2 | % GVW: 52.6 |
| TOTAL FRONT PLUS TOTAL REAR (kg): 1780.8 |

28. Is the test weight between the Max. Weight and the Min. Weight (See 20.2)?

X Yes

29. Test Weight Vehicle Attitude: (all dimensions in millimeters)

29.1 Place the vehicle on a level surface.

29.2 Measure perpendicular to the level surface to the 4 points marked on the body (see 13 above) and record the measurements.

| RF: 754 | LF: 754 | RR: 739 | LR: 733 |

30. Summary of test attitude

30.1 AS DELIVERED:

| RF: 762 | LF: 759 | RR: 779 | LR: 775 |

AS TESTED:

| RF: 754 | LF: 754 | RR: 739 | LR: 733 |

FULLY LOADED:

| RF: 751 | LF: 751 | RR: 738 | LR: 731 |

30.2 Is the “as tested” test attitude equal to or between the “fully loaded” and “as delivered” attitude?

X Yes

REMARKS:

Signature: __________________ Date: 6/19/09

I certify that I have read and performed each instruction.
DATA SHEET 33

VEHICLE ACCELEROMETER LOCATION AND MEASUREMENT

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide

Impact Angle: Zero Degrees
Belted Dummies (YES/NO): Yes
Test Speed: 32 to 40 kmph _X_ 0 to 48 kmph _X_ 0 to 56 kmph
Driver Dummy: _X_ 5th female _X_ 50th male
Passenger Dummy: _X_ 5th female _X_ 50th male

1. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the left front outboard seating position intersects the left rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.

2. Find the location where the vertical plane parallel to the longitudinal centerline of the vehicle and through the center of the right front outboard seating position intersects the right rear seat cross member. Install an accelerometer at this intersection on the rear seat cross member to record x-direction accelerations. Record the location on the following chart.

3. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect at the top of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

4. Find the location where a vertical plane through the longitudinal centerline of the vehicle and a vertical transverse plane through the center of the two wheels on opposite sides of the engine intersect the bottom of the engine. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

5. Install an accelerometer on the right front brake caliper to record x-direction accelerations. Record the location on the following chart.

6. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the top of the instrument panel. Install an accelerometer at this intersection to record x-direction accelerations. Record the location on the following chart.

7. Install an accelerometer on the left front brake caliper to record x-direction accelerations. Record the location on the following chart.

8. Find the location where a vertical plane through the longitudinal centerline of the vehicle intersects the floor of the trunk. Install an accelerometer on the trunk floor at this intersection to record z-direction accelerations. Record the location on the following chart.

Remarks:

I certify that I have read and performed each instruction.

Signature:  
Date: 6/19/09
Dimensions Corresponding To The Letters “A” Through “K” (Excluding “I”) Are Recorded In The Table On The Following Page. Accelerometers Corresponding To The Numbers 1 Through 8 Are Specified On The Preceding Page.
## VEHICLE ACCELEROMETER LOCATION AND MEASUREMENTS

<table>
<thead>
<tr>
<th>DIMENSION</th>
<th>LENGTH (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PRETEST VALUES</strong></td>
<td></td>
</tr>
<tr>
<td>A (LH Rear Seat Xmbr)</td>
<td>341</td>
</tr>
<tr>
<td>B (RH Rear Seat Xmbr)</td>
<td>341</td>
</tr>
<tr>
<td>C (Engine Top)</td>
<td>3830</td>
</tr>
<tr>
<td>D (Engine Bottom)</td>
<td>3790</td>
</tr>
<tr>
<td>E (Caliper)</td>
<td>Right Side: 3540</td>
</tr>
<tr>
<td>F (Left Caliper)</td>
<td>704</td>
</tr>
<tr>
<td>G (IP)</td>
<td>2809</td>
</tr>
<tr>
<td>H (Seat)</td>
<td>1624</td>
</tr>
<tr>
<td>J (Right Caliper)</td>
<td>704</td>
</tr>
<tr>
<td>K (Trunk)</td>
<td>235</td>
</tr>
<tr>
<td><strong>POST TEST VALUES</strong></td>
<td></td>
</tr>
<tr>
<td>A (LH Rear Seat Xmbr)</td>
<td>341</td>
</tr>
<tr>
<td>B (RH Rear Seat Xmbr)</td>
<td>341</td>
</tr>
<tr>
<td>C (Engine Top)</td>
<td>3702</td>
</tr>
<tr>
<td>D (Engine Bottom)</td>
<td>3766</td>
</tr>
<tr>
<td>E (Caliper)</td>
<td>Right Side: 3562</td>
</tr>
<tr>
<td>F (Left Caliper)</td>
<td>701</td>
</tr>
<tr>
<td>G (IP)</td>
<td>2810</td>
</tr>
<tr>
<td>H (Seat)</td>
<td>1624</td>
</tr>
<tr>
<td>J (Right Caliper)</td>
<td>702</td>
</tr>
<tr>
<td>K (Trunk)</td>
<td>235</td>
</tr>
</tbody>
</table>
DATA SHEET 34
PHOTOGRAPHIC TARGETS

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide
NHTSA No.: C95804
Test Date: 6/19/09

IMPACT ANGLE: Zero Degrees
BELTED DUMMIES (YES/NO): No
TEST SPEED: _X_ 32 to 40 kmph | _ 0 to 48 kmph | __ 0 to 56 kmph
DRIVER DUMMY: __X__ 5<sup>th</sup> female | __ 50<sup>th</sup> male
PASSENGER DUMMY: __X__ 5<sup>th</sup> female | __ 50<sup>th</sup> male

1. **FMVSS 208 vehicle targeting requirements** (See Figures 28A and 28B)
   1.1 Targets A1 and A2 are on flat rectangular panels.
   1.2 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the front on the outboard sides of A1 and A2. The center of each circular target is 100 mm from the one next to it.
   Distance between targets (mm): 100 mm
   1.3 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted at the back on the outboard sides of on A1 and A2. The center of each circular target is 100 mm from the one next to it.
   Distance between targets (mm): 100 mm
   1.4 The distance between the first circular target at the front of A1 and A2 and the last circular target at the back of A1 and A2 is at least 915 mm.
   Distance between the first and last circular targets (mm): 915 mm
   1.5 Firmly fix target A1 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy.
   1.6 Firmly fix target A2 on the vehicle roof in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy.
   1.7 Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the driver door. The centers of each circular target are at least 610 mm apart.
   Distance between targets (mm): 619 mm
   1.8 Two circular targets (C1 and C2) at least 90 mm in diameter and with black and yellow quadrants are mounted on the outside of the passenger door. The centers of each circular target are at least 610 mm apart.
   Distance between targets (mm): 613 mm
   1.9 Place tape with squares having alternating colors on the top portion of the steering wheel.
   1.10 Chalk the bottom portion of the steering wheel.
   1.11 Is this an offset test?
   - [ ] Yes, continue with this section
   - [X] No, go to 2.
   1.12 Measure the width of the vehicle.
   Vehicle width (mm):
   1.13 Find the centerline of the vehicle. (½ of the vehicle width)
   1.14 Find the line parallel to the centerline of the vehicle and 0.1 x vehicle width from the centerline of the vehicle.
1.15 Apply 25 mm wide tape with alternating black and yellow squares parallel to and on each side of the line found in 1.14. The edge of each tape shall be 50 mm from the line found in 1.14. The tape shall extend from the bottom of the bumper to the front edge of the windshield. (Figure 28D)

2. Barrier Targeting

2.1 Fix two stationary targets D1 and D2 to the barrier as shown in the Figure 28A. One target is in the vertical longitudinal plane that is coincident with the midsagittal plane of the driver dummy. The other is in the vertical longitudinal plane that is coincident with the midsagittal plane of the passenger dummy.

2.2 Targets D1 and D2 are on a rectangular panel.

2.3 Three circular targets at least 90 mm in diameter and with black and yellow quadrants are mounted on the sides of the rectangular panel away from the longitudinal centerline of the vehicle. The center of each circular target is 100 mm from the one next to it.

Distance between circular targets on D1 (mm): 100 mm
Distance between circular targets on D2 (mm): 100 mm

3. FMVSS 208 Dummy Targeting Requirements

3.1 Place a circular target with black and yellow quadrants on both sides of the driver dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).

3.2 Place a circular target with black and yellow quadrants on both sides of the passenger dummy head as close as possible to the center of gravity of the head in the x and z direction (relative to the measuring directions of the accelerometers).

3.3 Place a circular target with black and yellow quadrants on the outboard shoulder of the driver dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.

3.4 Place a circular target with black and yellow quadrants on the outboard shoulder of the passenger dummy. Place the target as high up on the arm as possible at the intersection of the arm and shoulder. The sleeve of the shirt on the dummy may be cut to make the target visible, but do not remove any material.

4. FMVSS 204 Targeting Requirements

4.1 Is an FMVSS 204 indicant test ordered on the “COTR Vehicle Work Order?”

☐ Yes, continue with this form.
☒ No, this form is complete.

4.2 Resection panel (Figure 28C)

4.2.1 The panel deviates no more than 6 mm from perfect flatness when suspended vertically.

4.2.2 The 8 targets on the panel are circular targets at least 90 mm in diameter and with black and yellow quadrants.

4.2.3 The center of each of the 4 outer targets are placed within 1 mm of the corners of a square measuring 914 mm on each side.

4.2.4 Locate another square with 228 mm sides and with the center of this square coincident with the center of the 914 mm square.

4.2.5 The center of the 4 inner targets are placed at the midpoints of each of the 228 mm sides.

4.3 Place a circular target at least 90 mm in diameter and with black and yellow quadrants on a material (cardboard, metal, etc.) that can be taped to the top of the steering column.

4.4 Tape the target from 4.3 to the top of the steering column in a manner that does not interfere with the movement of the steering column in a crash.

REMARKS:

Signature: ___________________  Date: 6/19/09

I certify that I have read and performed each instruction.
REFERENCE PHOTO TARGETS

CONCRETE BARRIER

915 mm

100 mm 100 mm

A1

B

C1 C2

MONORAIL

COVERED PHOTO PIT

610 mm

LEFT SIDE VIEW
RESECTION PANEL TARGETING ALIGNMENT

Car top targets A1 & A2

Resection control points panel

Steering column target B

Rear view

Test run steering column camera view of typical time zero vehicle position

Left side view
PRE-RUN STEERING COLUMN HIGH SPEED CAMERA VIEW

LEFT SIDE VIEW

914 mm
## DATA SHEET 35
### CAMERA LOCATIONS

<table>
<thead>
<tr>
<th>CAMERA NO.</th>
<th>VIEW</th>
<th>CAMERA POSITIONS (mm) *</th>
<th>LENS (mm)</th>
<th>SPEED (fps)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>X</td>
<td>Y</td>
<td>Z</td>
</tr>
<tr>
<td>1</td>
<td>Real Time Left Side View</td>
<td>13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Left Side View (Barrier face to front seat backs)</td>
<td>1000</td>
<td>-5220</td>
<td>1050</td>
</tr>
<tr>
<td>3</td>
<td>Left Side View (Driver)</td>
<td>1490</td>
<td>-6400</td>
<td>1450</td>
</tr>
<tr>
<td>4</td>
<td>Left Side View (B-post aimed toward center of steering wheel)</td>
<td>5140</td>
<td>-5020</td>
<td>1830</td>
</tr>
<tr>
<td>5</td>
<td>Left Side View (Steering Column)</td>
<td>850</td>
<td>-5630</td>
<td>1250</td>
</tr>
<tr>
<td>6</td>
<td>Left Side View (Steering Column)</td>
<td>830</td>
<td>-5570</td>
<td>850</td>
</tr>
<tr>
<td>7</td>
<td>Right Side View (Overall)</td>
<td>2000</td>
<td>6660</td>
<td>1180</td>
</tr>
<tr>
<td>8</td>
<td>Right Side View (Passenger)</td>
<td>1610</td>
<td>6340</td>
<td>1420</td>
</tr>
<tr>
<td>9</td>
<td>Right Side View (Angle)</td>
<td>5390</td>
<td>4990</td>
<td>1875</td>
</tr>
<tr>
<td>10</td>
<td>Right Side View (Front door)</td>
<td>1090</td>
<td>5160</td>
<td>1090</td>
</tr>
<tr>
<td>11</td>
<td>Front View Windshield</td>
<td>-285</td>
<td>0</td>
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*COORDINATES:*
+X - forward of impact plane
+Y - right of monorail centerline
+Z - above ground level
DATA SHEET 36 - APPENDIX G
DUMMY POSITIONING PROCEDURES
FOR 5th PERCENTILE FEMALE DRIVER TEST DUMMY
CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Dustin Underwood
NHTSA No.: C95804
Test Date: 6/19/09

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Seating Procedure 5th Percentile Female Driver Dummy (Part 572, Subpart O) (S16.2-S16.3)

1. Seat Position

_X_ 1.1 Position the seat's adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
___ N/A – No lumbar adjustment

_X_ 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
_X_ N/A – No additional support adjustment

_X_ 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
_X_ N/A – No adjustable leg support system

_X_ 1.4 Mark a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)

_X_ 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)

_X_ 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)

_X_ 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
_X_ N/A – No independent fore-aft seat cushion adjustment

_X_ 1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)

Maximum angle 7.2° Nose Down
Minimum angle 1.8° Nose Down
Mid-angle 4.5° Nose Down
X 1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
__ N/A – No seat height adjustment

X 1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.

X 1.11 Use only the controls that primarily move the seat in the fore-aft direction to mark the fore-aft seat positions. Mark each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and mark each detent. For power seats, mark only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.

X 1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.

X 1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S22.4.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
__ N/A – No seat height adjustment. Go to 1.18

X 1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.

X 1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

X 1.16 Use only the control that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)

X 1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

X 1.18. Is the seat a bucket seat?
  X _Yes, go to 1.19 and skip 1.20
  __No, go to 1.20 and skip 1.19

X 1.19 Bucket seats:
  Locate and mark for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)
1.20 Bench seats (complete ONLY the one that is applicable to the seat being marked):

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

2. Head Restraint Position

__N/A Vehicle contains automatic head restraints.
__N/A, there is no head restraint adjustment Go to 3

X 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. Mark the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and mark a horizontal plane through the midpoint of this distance. (S16.3.4.3)

Vertical height of head restraint 200 mm
Mid-point height 100 mm

X 3. Is the steering wheel adjustable up and down and/or in and out?

X Yes – go to 3.1
__No – Go to 4

X 3.1. Find and mark for future reference each up and down position. Label three of the positions with the following: H for highest, M for mid-position (if there is no mid-position, label the next lowest adjustment position), and L for lowest.

__N/A – steering wheel is not adjustable up and down

X 3.2. Find and mark for future references each in and out position. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the next rearmost adjustment position), and R for rearmost.

__N/A – steering wheel is not adjustable in and out.

X 3.3. Use the markings to position the steering controls in the mid-position or if applicable next lowest detent position. (S16.2.9)

X 4. Place the SCRP in the full rearward, mid-height position, and mid-seat cushion angle, determined in Item 1. (S16.3.2.1.1)

X 5. If the vehicle has an adjustable accelerator pedal, place it in the full forward position. (S16.3.2.2.1)

X N/A accelerator pedal not adjustable

X 6. Fully recline the seat back. (S16.3.2.1.2)

__N/A seat back not adjustable.

X 7. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.2.1.2)

X 8. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion markings as determined in Item 1.19 or 1.20. (S16.3.2.1.3 and S16.3.2.1.4)
X_9. Hold down the dummy’s thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.2.1.5)

X_10. Set the angle between the legs and the thighs to 120 degrees. (S16.3.2.1.6)

X_11. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches) Center the knee separation with respect to the longitudinal seat cushion marking as determined in Item 1.19 or 1.20. (S16.3.2.1.6)

Record Knee Separation: 165 mm

X_12. Push rearward on the dummy’s knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.2.1.6)

___Pelvis contacted seat back.

X_Calves contacted seat cushion.

X_13. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three time. (S16.3.2.1.7)

X_14. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.2.1.8)

X_15. Position the right foot until the foot is in line with a longitudinal vertical plane passing through the center of the accelerator pedal. Maintain the leg and thigh in a vertical plane. (S16.3.2.1.8)

X_16. Rotate the left leg and thigh laterally to equalize the distance between each knee and the longitudinal seat cushion marking as determined in Item 1.19 or 1.20. (S16.3.2.1.8)

X_17. Attempt to return the seat to the foremost fore-aft position, mid-height, and seat cushion mid-angle as determined in Item 1. The foot may contact and depress the accelerator and/or change the angle of the foot with respect to the leg. (S16.3.2.1.8)

___Foremost position achieved. Proceed to step 22.

___Foremost not achieved because of foot interference. Proceed to step 19.

___Foremost not achieved because of steering wheel contact.

X_18. If either of the dummy’s legs contact the steering wheel, move the steering wheel up the minimum amount required to avoid contact. If the steering wheel is not adjustable separate the knees the minimum required to avoid contact. (S16.3.2.1.8)

___N/A- there was no leg contact

___Steering wheel repositioned

___Knees separated

X_19. If the left foot interferes with the clutch or brake pedals, rotate the left foot about the leg to provide clearance. If this is not sufficient, rotate the thigh outboard at the hip the minimum amount required for clearance. (S16.3.2.1.8)

___N/A, No foot interference with pedals.

___Foot adjusted to provide clearance.

___Foot and Thigh adjusted to provide clearance.
20. Continue to move the seat. Use seat controls to line up the seat markings determined during item 1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
   __Foremost, mid-height position and the seat cushion mid-angle reached
   __Dummy contact. Clearance set at maximum of 5mm
      Measured Clearance ________________
   __Dummy Contact. Seat set at nearest detent position.
      Seat position ___ detent positions rearward of foremost
      (foremost is position zero)

21. If the steering wheel was repositioned in step 18, return the steering wheel to the original position. If the steering wheel contacts the dummy before reaching the original position, position the wheel until a maximum clearance of 5mm (.2 inches) is achieved, or the steering wheel is in the closest detent position that does not cause dummy contact. (S16.3.2.1.8)
   __N/A Steering wheel was not repositioned.
   __Original position achieved.
   __Dummy contact. Clearance set at maximum of 5mm
      Measured Clearance ________________
   __Dummy Contact. Steering wheel set at nearest detent position.
      Steering wheel position ___ detent positions upward of original position.
      (Original position is position zero)

   X 22. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If the head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.2.1.9)
      X  Head Level Achieved. (Check all that apply)
         X  Head leveled using the adjustable seat back
         __ Head leveled using the neck bracket.
            Head Angle __0.0__ degrees
         __ Head Level NOT Achieved. (Check all that apply)
            __ Head adjusted using the adjustable seat back
            __ Head adjusted using the neck bracket.
            Head Angle _____ degrees

   X 23. Verify the pelvis is not interfering with the seat bight. (S16.3.2.1.9)
      X  No interference
      __ Pelvis moved forward the minimum amount so that it is not caught in the seat bight.

   X 24. Verify the dummy abdomen is properly installed. (S16.3.2.1.9)
      X  Abdomen still seated properly into dummy
      __ Abdomen was adjusted because it was not seated properly into dummy
X_25. Head Angle

X N/A, neither the pelvis nor the abdomen were adjusted.

X_25.1 Head still level (Go to 26)

__25.2 Head level adjusted
   ___ Head Level Achieved. (Check all that apply)
   ___ Head leveled using the adjustable seat back
   ___ Head leveled using the neck bracket.
      Head Angle ____________ degrees
   ___ Head Level NOT Achieved. (Check all that apply)
   ___ Head level adjusted using the adjustable seat back
   ___ Head level adjusted using the neck bracket.
      Head Angle ____________ degrees

X_26. If the dummy torso contacts the steering wheel while performing step 22, reposition the steering wheel in the following order to eliminate contact. (S16.3.2.1.9)
X N/A, No dummy torso contact with the steering wheel.

__26.1 Adjust telescoping mechanism.
   ___ N/A No telescoping adjustment.
   ___ Adjustment performed (fill in appropriate change)
      Steering wheel moved ____ detent positions in the forward direction.
      Steering wheel moved ____ mm in the forward direction.

__26.2 Adjust tilt mechanism.
   ___ N/A No tilt adjustment.
   ___ No adjustment performed.
   ___ Adjustment performed. (circle one)
      Steering wheel moved ____ detent positions Upward/Downward.
      Steering wheel moved ____ degrees Upward/Downward

__26.3 Adjust Seat in the aft direction.
   ___ No Adjustment performed.
   ___ Seat moved aft ____ mm from original position.
   ___ Seat moved aft ____ detent positions from the original position.

X_27. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees ± 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level. (S16.3.2.1.11)
X Pelvic angle set to 20.0 degrees ± 2.5 degrees.
   ___ Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.
X Record the pelvic angle. ___ 21.7 degrees

X_28. Check the dummy for contact with the interior after completing adjustments.
(S16.3.2.1.12)
X No contact.
   ___ Dummy in contact with interior.
      ___ Seat moved aft ____ mm from the previous position.
      ___ Seat moved aft ____ detent positions from the previous position.
X_29. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.2.1.12)
  X N/A, Seat already at foremost position.
  X Clearance unchanged. No adjustments required.
  ___Additional clearance available
     ___Seat moved Forward ___ mm from the previous position.
     ___Seat moved Forward ___ detent positions from the previous position.

X_30. Driver’s foot positioning, right foot. Place the foot perpendicular to the leg and determine if the heel contacts the floor pan at any leg position. If the heel contacts the floor pan proceed to step 31 otherwise, proceed to step 32. (S16.3.2.2.1)

X_31. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 31.6 shall be completed in all cases. (S16.3.2.2.1(a))

X_31.1 With the rear of the heel contacting the floor pan, move the foot forward until pedal contact occurs or the foot is at the full forward position.

___31.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position.

___31.3 Extend the leg, allowing the heel to lose contact with the floor until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

___31.4 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

___31.5 Align the centerline of the foot with the vertical-longitudinal plane passing through the center of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

X_31.6 Record foot position
   X_Pedal Contact achieved. Contact occurred at step _31.1__.
   ___Heel contacts floor pan
      ___Heel set _____ mm from floor pan.
   ___Pedal Contact not achieved. Heel set _____ mm from the floor pan.
32. Perform the following steps until either all steps are completed, or the foot contacts the accelerator pedal. Step 30.5 shall be completed in all cases.

32.1 Extend the leg until the foot contacts the pedal. Do not raise the toe of the foot higher than the top of the accelerator pedal. If the foot does not contact the pedal, proceed to the next step. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)

32.2 If the vehicle has an adjustable accelerator pedal, move the pedals rearward until pedal contact occurs or the pedals reach the full rearward position. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.1(b) & S16.3.2.2.3)

N/A  No pedal adjustment

32.3 Angle the foot to achieve contact between the foot and the pedal. If the foot does not contact the pedal, return the foot to the perpendicular orientation. If pedal contact does occur, place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.2 & S16.3.2.2.3)

32.4 Align the centerline of the foot in the same horizontal plane as the centerline of the accelerator pedal. Place a tapered foam block as shown in Figure G1 under the heel with the shallow part of the taper facing forward. (S16.3.2.2.3)

32.5 Record foot position

Pedal Contact achieved. Contact occurred at step ________.

Heel set _____ mm from floor pan.

Pedal Contact not achieved. Heel set _____ mm from the floor pan.
X_33. Driver’s foot positioning, left foot.
   X_33.1 Place the foot perpendicular to the leg and determine if the heel contacts the
   floor pan at any leg position. If the heel contacts the floor pan proceed to step
   33.2, otherwise position the leg as perpendicular to the thigh as possible with the
   foot parallel to the floor pan. (S16.2.2.6)

   X_33.2 Place the foot on the toe board with the heel resting on the floor pan as close to
   the intersection of the floor pan and the toe board as possible. Adjust the angle
   of the foot if necessary to contact the toe board. If the foot will not contact the
   toe board, set the foot perpendicular to the leg, and set the heel on the floor pan
   as far forward as possible. Avoid contact with the brake pedal, clutch pedal,
   wheel well projection, and footrest. To avoid this contact use the following three
   manipulations in the order listed, with each subsequent option incorporating the
   previous, until contact is avoided: rotate the foot about the lower leg
   (abduction/adduction), plantar flex the foot, rotate the leg outboard about the hip.
   Movement should be the minimum amount necessary. If it is not possible to
   avoid all foot contact, give priority to avoiding brake or clutch pedal contact.
   (S16.2.2.4 & S16.2.2.5 & S16.2.2.7)
   X_No contact
   __Foot rotated about the leg (abduction/adduction)
   __Foot rotated about the leg, and foot plantar flexed
   ___Foot rotated about the leg, foot plantar flexed, and the leg rotated about the
      hip.

   X_33.3 Record foot position.
   __Heel does not contact floor pan.
   X_Heel on floor pan and foot on toe board.
   __Heel on floor pan and foot not on toe board.

X_34. Driver arm/hand positioning.
   X_34.1 Place the dummy’s upper arms adjacent to the torso with the arm centerlines as
   close to a vertical longitudinal plane as possible. (S16.3.2.3.1)

   X_34.2 Place the palms of the dummy in contact with the outer part of the steering
   wheel rim at its horizontal centerline with the thumbs over the steering wheel rim.
   (S16.3.2.3.2)

   X_34.3 If it is not possible to position the thumbs inside the steering wheel rim at its
   horizontal centerline, then position them above and as close to the horizontal
   centerline of the steering wheel rim as possible. (S16.3.2.3.3)

   X_34.4 Lightly tape the hands to the steering wheel rim so that if the hand of the test
   dummy is pushed upward by a force of not less than 9 N (2 lb) and not more than
   22 N (5 lb), the tape releases the hand from the steering wheel rim. (S16.3.2.3.4)

X_35. Adjustable head restraints
   __N/A, there is no head restraint adjustment
   __35.1 If the head restraint has an automatic adjustment, leave it where the system
      positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go
      to 36.
   __35.2 Adjust each head restraint vertically so that the mid-horizontal plane determined
      in Item 2 is aligned with the center of gravity (CG) of the dummy head.
      (S16.3.4.3)
X_35.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)
__N/A midpoint position attained in previous step
X_ Headrest set at nearest detent below the head CG

__35.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

X_36. Driver and passenger manual belt adjustment (for tests conducted with a belted dummy). (S16.3.5)
__ N/A Dummies are unbelted for this test.

X_36.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer’s design position for a 5th percentile adult female. (S16.3.5.1) This information will be supplied by the COTR.
Manufacturer’s specified position:  2 (4 total detents, upper most as 0)
Actual Position:  2 (4 total detents, upper most as 0)

X_36.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)

X_36.3 Ensure that the dummy’s head remains as level as possible. (S16.3.5.3)

X_36.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

I certify that I have read and performed each instruction.

Signature:  ___________________________ Date:  6/19/09
DATA SHEET 36 - APPENDIX G
DUMMY POSITIONING PROCEDURES
FOR 5th PERCENTILE FEMALE PASSENGER TEST DUMMY
CONFORMING TO SUBPART O OF PART 572

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Joe Fleck

IMPACT ANGLE: Zero Degrees
BELTED DUMMIES (YES/NO): Yes
TEST SPEED: __ 32 to 40 kmph | X 0 to 48 kmph | __ 0 to 56 kmph
DRIVER DUMMY: X 5th female | __ 50th male
PASSENGER DUMMY: X 5th female | __ 50th male

(The check item ONLY if it applies to this vehicle.)

The passenger seat adjustments are controlled by the adjustments made to the driver’s seat. Therefore, positioning of the passenger dummy is made simultaneously with the driver dummy. Adjustments made to the seat to position the driver will over ride any adjustments that would normally be made to position the passenger. (S16.2.10.3)

1. Seat Position

X 1.1 Position the seat’s adjustable lumbar supports so that the lumbar supports are in the lowest, retracted or deflated adjustment positions. (S16.2.10.1, S20.1.9.1, S20.4.1, S22.1.7.1)
X N/A – No lumbar adjustment

X 1.2 Position any adjustable parts of the seat that provide additional support so that they are in the lowest or most open adjustment position. (S16.2.10.2, S20.1.9.2, S20.4.1, S22.1.7.1, S22.4.2.1, S22.4.3.1, S24.4.2.1, S26.2.3, S26.3.1)
X N/A – No additional support adjustment

X 1.3 Position an adjustable leg support system in its rearmost position. (8/27/04 interpretation to Toyota)
X N/A – No adjustable leg support system

X 1.4 Mark a point (seat cushion reference point) on the side of the seat cushion that is between 150 mm and 250 mm from the front edge of the seat cushion. (S16.3.1.12)

X 1.5 Draw a line (seat cushion reference line) through the seat cushion reference point. (S16.3.1.13)

X 1.6 Use only the controls that primarily move the seat in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S22.1.7.3)

X 1.7 If the seat cushion adjusts fore-aft, independent of the seat back, use only the controls that primarily move the seat cushion in the fore-aft direction to move the seat cushion reference point to the rearmost position. (S16.2.10.3.1, S20.1.9.3)
X N/A – No independent fore-aft seat cushion adjustment
1.8 Use any part of any control, other than the parts just used for fore-aft positioning, to determine the range of angles of the seat cushion reference line and to set the seat cushion reference line at the mid-angle. (S16.2.10.3.1)

Maximum angle 16.2° Nose Down
Minimum angle 10.4° Nose Down
Mid-angle 13.3° Nose Down

1.9 If the seat and/or seat cushion height is adjustable, use any part of any control other than the parts which primarily move the seat or seat cushion fore-aft, to put the seat cushion reference point in its lowest position with the seat cushion reference line angle at the mid-angle found in 1.8. (S16.2.10.3.1)
__N/A – No seat height adjustment

1.10 Use only the controls that primarily move the seat in the fore-aft direction to verify the seat is in the rearmost position.

1.11 Use only the controls that primarily move the seat in the fore-aft direction to mark the fore-aft seat positions. Mark each position so that there is a visual indication when the seat is at a particular position. For manual seats, move the seat forward one detent at a time and mark each detent. For power seats, mark only the rearmost, middle, and foremost positions. Label three of the positions with the following: F for foremost, M for mid-position (if there is no mid-position, label the closest adjustment position to the rear of the mid-point), and R for rearmost.

1.12 Use only the controls that primarily move the seat in the fore-aft direction to place the seat in the rearmost position.

1.13 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1, S24.4.3.1, S26.2.3, S26.3.1)
__N/A – No seat height adjustment. Go to 1.18

1.14 Use only the controls that primarily move the seat and/or seat cushion in the fore-aft direction to place the seat in the mid-fore-aft position.

1.15 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

1.16 Use only the controls that change the seat in the fore-aft direction to place the seat in the foremost position. (S16.2.10.3.2)

1.17 Use any part of any control, other than the parts which primarily move the seat or seat cushion fore-aft, to find and visually mark the maximum, minimum, and middle height of the seat cushion reference point with the seat cushion reference line at the mid-angle determined in 1.8. (S16.2.10.3.3, S20.1.9.4, S22.1.2, S22.1.7.4, S22.3.1, S24.1.2, S24.3.1)

1.18 Is the seat a bucket seat?
__Yes, go to 1.19 and skip 1.20
__No, go to 1.20 and skip 1.19
X 1.19 Bucket seats:
Locate and mark for future reference the longitudinal centerline of the seat cushion. The intersection of the vertical longitudinal plane that passes through the SgRP and the seat cushion upper surface determines the longitudinal centerline of a bucket seat cushion. (S16.3.1.10 & S20.1.10)

_1.20 Bench seats:
Locate and mark the longitudinal centerline of the passenger seat cushion. The longitudinal centerline is the same distance from the longitudinal centerline of the vehicle as the center of the steering wheel. (S20.2.1.4, S22.2.1.3, S24.2.3, S20.4.4, S22.2.2.1(b), S22.2.2.3(b), S22.2.2.4(a), S22.2.2.5(a), S22.2.2.6(a), S22.2.2.7(a), S24.2.3(a))
Record the distance from the longitudinal centerline of the vehicle to the center of the steering wheel. _______
Record the distance from the longitudinal centerline of the vehicle to the longitudinal centerline of the seat cushion. (The vertical plane through this longitudinal centerline is Plane B for suppression.) _______

2. Head Restraint Position
__N/A Vehicle contains automatic head restraints.
__N/A, there is no head restraint adjustment Go to 3

X 2.1 Adjust the head restraint to its lowest position. (S16.2.10.2, S20.1.9.6 S20.4.1, S22.1.7.6, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.2 All adjustments of the head restraint shall be used to position it full forward. For example, if it rotates, rotate it such that the head restraint extends as far forward as possible. Mark the foremost position. (S16.2.10.2 & S16.3.4.4 & S20.1.9.6, S20.4.1, S22.4.2.1, S22.4.3.1, S24.4.3.1, S26.2.3, S26.3.1)

X 2.3 Measure the vertical distance from the top most point of the head restraint to the bottom most point. Locate and mark a horizontal plane through the midpoint of this distance. (S16.3.4.3)
   Vertical height of head restraint ___200___ mm
   Mid-point height ___100___ mm

X 3. Place the SCR in the full rearward, mid-height position, and mid-seat cushion angle. (S16.3.3.1.1)

X 4. Fully recline the seat back. (S16.3.3.1.2)
__ N/A seat back not adjustable.

X 5. Place the dummy in the seat with the legs at an angle of 120 degrees to the thighs. The calves should not be touching the seat cushion. (S16.3.3.1.2)

X 6. Position the dummy in the seat such that the midsagittal plane is coincident with the longitudinal seat cushion marking that was determined in item 1.19 or 1.20. (S16.3.3.1.3 and S16.3.3.1.4)

X 7. Hold down the dummy’s thighs and push rearward on the upper torso to maximize the pelvic angle. (S16.3.3.1.5)

X 8. Set the angle between the legs and the thighs to 120 degrees. (S16.3.3.1.6)
X. 9. Set the transverse distance between the centers of the front of the knees at 160 to 170 mm. (6.3 to 6.7 inches). Center the knee separation with respect to the longitudinal seat cushion marking that was determined in item 1.19 or 1.20. (S16.3.3.1.6)

Record Knee Separation: __165__

X. 10. Push rearward on the dummy’s knees until the pelvis contacts the seat back, or the backs of the calves contact the seat cushion, whichever occurs first. (S16.3.3.1.6)

__Pelvis contacted seat back.__
__Calves contacted seat cushion.__

X. 11. Gently rock the upper torso ± 5 degrees (approximately 51 mm (2 inches)) side-to-side three times. (S16.3.3.1.7)

X. 12. If needed, extend the legs until the feet do not contact the floor pan. The thighs should be resting on the seat cushion. (S16.3.3.1.8)

X. 13. Use seat controls to line up the seat markings determined during the completion of item 1 to set the foremost fore-aft position, mid-height position and the seat cushion mid-angle. If the dummy contacts the interior move the seat rearward until a maximum clearance of 5 mm (0.2 inches) is achieved or the seat is in the closest detent position that does not cause dummy contact. (S16.3.3.1.8)

__Foremost, mid-height position and the seat cushion mid-angle reached__

__Dummy contact. Clearance set at maximum of 5mm__

Measured Clearance ________________

__Dummy Contact. Seat set at nearest detent position.__

Seat position ____ detent positions rearward of foremost
(foremost is position zero)

X. 14. If the seat back is adjustable, rotate the seat back forward while holding the thighs in place. Continue rotating the seat back forward until the transverse instrument platform of the dummy head is level ± 0.5 degrees. If head cannot be leveled using the seat back adjustment, or the seat back is not adjustable, use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, adjust the head as closely as possible to the ± 0.5 degree range. (S16.3.3.1.9 and S16.3.3.1.10)

(Check All That Apply)

__Seat back not adjustable__
__Seat back not independent of driver side seat back__

X. Head Level Achieved. (Check all that apply)

__Head leveled using the adjustable seat back__

__Head leveled using the neck bracket. Head Angle __0.1____ degrees__

__Head Level NOT Achieved. (Check all that apply)__

__Head adjusted using the adjustable seat back__

__Head adjusted using the neck bracket. Head Angle ________________ degrees__

X. 15. Verify the pelvis is not interfering with the seat bight. (S16.3.3.1.9)

__No interference__

__Pelvis moved forward the minimum amount so that it is not caught in the seat bight.__

X. 16. Verify the dummy abdomen is properly installed. (S16.3.3.1.9)

__Abdomen still seated properly into dummy__

__Abdomen was adjusted because it was not seated properly into dummy__

X. 17. Head Angle

X. N/A, neither the pelvis nor the abdomen were adjusted.
X. 17.1 Head still level (Go to 18)

__17.2 Head level adjusted
   __Head Level Achieved. (Check all that apply)
   __Head leveled using the adjustable seat back
   __Head leveled using the neck bracket.
      Head Angle ____________ degrees
   __Head Level NOT Achieved. (Check all that apply)
   __Head adjusted using the adjustable seat back
   __Head adjusted using the neck bracket.
      Head Angle ____________ degrees

X. 18. Measure and set the pelvic angle using the pelvic angle gage TE-2504. The pelvic angle should be 20.0 degrees ± 2.5 degrees. If the pelvic angle cannot be set to the specified range because the head will not be level or because the dummy will have need major repositioning, adjust the pelvis as closely as possible to the angle range, but keep the head level.
   X. Pelvic angle set to 20.0 degrees ± 2.5 degrees.
   __Pelvic angle of 20.0 degrees not achieved, the angular difference was minimized.
   X. Record the pelvic angle. ___21.7______ degrees

X. 19. Check the dummy for contact with the interior after completing adjustments.
   X. No contact.
   __Dummy in contact with interior.
      __Seat moved aft ___ mm from the previous position.
      __Seat moved aft ___ detent positions from the previous position.

X. 20. Verify the transverse instrument platform of the dummy head is level +/- 0.5 degrees.
      Use the lower neck bracket adjustment to level the head. If a level position cannot be achieved, minimize the angle. (S16.3.3.1.9, S16.3.3.1.10, and S16.3.3.1.11)
   X. Head Level Achieved
      Head Angle __0.2______ degrees
   __Head Level NOT Achieved.
      Head Angle ____________ degrees

X. 21. Check the dummy to see if additional interior clearance is obtained, allowing the seat to be moved forward. (S16.3.3.1.12)
   __N/A Bench Seat
   X. N/A Seat already at full forward position.
      __Clearance unchanged. No adjustments required.
      __Additional clearance available
         __Seat moved Forward ___ mm from the previous position.
         __Seat moved Forward ___ detent positions from the previous position.
         __Seat moved Forward, Full Forward position reached.

X. 22. Passenger foot positioning. (Indicate final position achieved) (S16.3.3.2)
   __22.1 Place feet flat on the toe board; OR (S16.3.3.2.1)
   X. 22.2 If the feet cannot be placed flat on the toe board, set the feet perpendicular to the lower leg, and rest the heel as far forward on the floor pan as possible; OR (S16.3.3.2.2)
   __22.3 If the heels do not touch the floor pan, set the legs as perpendicular to the thighs as possible and set the feet parallel to the floor pan. (S16.3.3.2.2)
X 23. Passenger arm/hand positioning. (S16.3.3.3)
   X 23.1 Place the dummy’s upper arms adjacent to the torso with the arm centerlines as close to a vertical longitudinal plane as possible. (S16.3.3.3.1)
   X 23.2 Place the palms of the dummy in contact with the outer part of the thighs (S16.3.3.3.2)
   X 23.3 Place the little fingers in contact with the seat cushion. (S16.3.3.3.3)

X 24. Adjustable head restraints (S16.3.4)
   N/A, there is no head restraint adjustment
   __24.1 If the head restraint has an automatic adjustment, leave it where the system positions the restraint after the dummy is placed in the seat. (S16.3.4.1) Go to 25.
   __24.2 Adjust each head restraint vertically so that the horizontal plane determined in Item 2 is aligned with the center of gravity (CG) of the dummy head. (S16.3.4.3)
   X 24.3 If the above position is not attainable, move the vertical center of the head restraint to the closest detent below the center of the head CG. (S16.3.4.3)
      N/A Midpoint position attained in previous step
      x Headrest set at nearest detent below the head CG
   __24.4 If the head restraint has a fore and aft adjustment, place the restraint in the foremost position or until contact with the head is made, whichever occurs first. (S16.3.4.4)

X 25. Manual belt adjustment (for tests conducted with a belted dummy) S16.3.5
   N/A, Unbelted test
   __25.1 If an adjustable seat belt D-ring anchorage exists, place it in the manufacturer’s design position for a 5th percentile adult female. This information will be supplied by the COTR. (S16.3.5.1)
      Manufacturer’s specified position: 2 (4 total detents, upper most as 0)
      Actual Position: 2 (4 total detents, upper most as 0)
   X 25.2 Place the Type 2 manual belt around the test dummy and fasten the latch. (S16.3.5.2)
   X 25.3 Ensure that the dummy’s head remains as level as possible. (S16.3.5.3)
   X 25.4 Remove all slack from the lap belt. Pull the upper torso webbing out of the retractor and allow it to retract; repeat this operation four times. Apply a 9 N (2 lbf) to 18 N (4 lbf) tension load to the lap belt. If the belt system is equipped with a tension-relieving device, introduce the maximum amount of slack into the upper torso belt that is recommended by the manufacturer. If the belt system is not equipped with a tension-relieving device, allow the excess webbing in the shoulder belt to be retracted by the retractive force of the retractor. (S16.3.5.4)

I certify that I have read and performed each instruction.

Signature: ___________________________ Date: 6/19/09
DATA SHEET 37
DUMMY MEASUREMENTS

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Joe Fleck

DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS

- CD: Chest to Dash
- CS: Chest to Steering Wheel Hub
- HH: Head to Header
- HW: Head to Windshield
- HZ: Head to Roof
- KDA: Knee to Dash Angle
- KDL: Left Knee to Dash
- KDR: Right Knee to Dash
- NA: Nose to Rim Angle
- NR: Nose to Rim
- PA: Pelvic Angle
- RA: Rim to Abdomen
- SA: Seat Back Angle
- SCA: Steering Column Angle
- SH: Striker to H-Point
- SK: Striker to Knee
- ST: Striker to Head
- SWA: Steering Wheel Angle
- TA: Tibial Angle
- WA: Windshield Angle

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Joe Fleck

NHTSA No.: C95804
Test Date: 6/19/09
# DATA SHEET 37
## DUMMY MEASUREMENTS

### Test Vehicle:
2009 Volkswagen Tiguan

### Test Program:
FMVSS 208 Compliance

### Test Technician:
Joe Fleck

### NHTSA No.:
C95804

### Test Date:
6/19/09

## TEST DUMMY POSITION MEASUREMENTS

<table>
<thead>
<tr>
<th>Code</th>
<th>Measurement Description</th>
<th>Driver SN 511</th>
<th>Passenger SN 516</th>
</tr>
</thead>
<tbody>
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<td>Length (mm)</td>
<td>Angle (°)</td>
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<td>WA</td>
<td>Windshield Angle</td>
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<td>SWA</td>
<td>Steering Wheel Angle</td>
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<td>SCA</td>
<td>Steering Column Angle</td>
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<tr>
<td>SA</td>
<td>Seat Back Angle (On Headrest Post)</td>
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<td>Head to Side Header (Y)</td>
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<td>Chest to Steering Hub</td>
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<td>Striker to H-Point (Y)</td>
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<td>Head to Side Window</td>
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<td>HD</td>
<td>H-Point to Door (Y)</td>
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<tr>
<td>AA</td>
<td>Ankle to Ankle</td>
<td>235</td>
<td>154</td>
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</table>
SEAT BELT POSITIONING DATA

DUMMY'S CENTERLINE

TBI

'S' RING

SHOULDER BELT PORTION

LAP BELT PORTION

1/8" THICK ALUMINUM PLATE

EMERGENCY LOCKING RETRACTOR

OUTBOARD ANCHORAGE

INBOARD ANCHORAGE

FLOORPAN

BUCKET ASSEMBLY

MALE BLADE

REEL

PBU

PBL

SEAT BELT POSITIONING MEASUREMENTS

<table>
<thead>
<tr>
<th>Measurement Description</th>
<th>Units</th>
<th>Driver</th>
<th>Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>PBU - Top surface of reference to belt upper edge</td>
<td>mm</td>
<td>286</td>
<td>254</td>
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<tr>
<td>PBL - Top surface of reference to belt lower edge</td>
<td>mm</td>
<td>214</td>
<td>178</td>
</tr>
</tbody>
</table>
DATA SHEET 38
CRASH TEST

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Joe Fleck
NHTSA No.: C95804
Test Date: 6/19/09

IMPACT ANGLE: Zero Degrees
BELTED DUMMIES (YES/NO): Yes
TEST SPEED: 32 to 40 kmph, 0 to 48 kmph, 0 to 56 kmph
DRIVER DUMMY: 5th female, 50th male
PASSENGER DUMMY: 5th female, 50th male

1. Vehicle underbody painted.
2. The speed measuring devices are in place and functioning.
3. The speed measuring devices are 1.0 m from the barrier (spec. 1.5m) and 30 cm from the barrier (spec. is 30 cm)
4. Convertible top is in the closed position.
5. Instrumentation and wires are placed so motion of dummies during impact is not affected.
6. Tires inflated to pressure on tire placard or if it does not have a tire placard because it is not a passenger car, then inflated to the tire pressure specified in the owner information.
   - 240 kpa front left tire
   - 240 kpa front right tire
   - 240 kpa rear left tire
   - 240 kpa rear right tire
7. Time zero contacts on barrier in place.
8. Pre test zero and shunt calibration adjustments performed and recorded.
9. Dummy temperature meets requirements of section 12.2 of the test procedure.
10. Vehicle hood closed and latched.
11. Transmission placed in neutral.
12. Parking brake off.
13. Are the heads still level?
   - Yes, go to 14
   - No, Adjust dummy so that head is at the angle recorded in the Appendix F or G data sheets and then continue.
15. Doors closed and latched but not locked.
16. Posttest zero and shunt calibration checks performed and recorded.
17. Actual test speed 47.8 kmph
18. Vehicle rebound from the barrier 197 cm
19. Describe whether the doors open after the test and what method is used to open the doors.
   - Left Front Door: Door remained closed and latched; Door opened without tools.
   - Right Front Door: Door remained closed and latched; Door opened without tools.
   - Left Rear Door: Door remained closed and latched; Door opened without tools.
   - Right Rear Door: Door remained closed and latched; Door opened without tools.
20. Describe the contact points of the dummy with the interior of the vehicle.
   - Driver Dummy: Head to Air Bag, Seat back and Headrest; Chest to Air Bag; Knees to Knee Bolster.
   - Passenger Dummy: Head to Air Bag, Seat back and Headrest; Chest to Air Bag; Knees to Glove Box.

REMARKS:

Signature: ____________________________ Date: 6/19/09

I certify that I have read and performed each instruction.
## DATA SHEET NO. 40

### ACCIDENT INVESTIGATION MEASUREMENTS

<table>
<thead>
<tr>
<th>Test Vehicle:</th>
<th>2009 Volkswagen Tiguan</th>
<th>NHTSA No.:</th>
<th>C95804</th>
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<td>Test Program:</td>
<td>FMVSS 208 Compliance</td>
<td>Test Date:</td>
<td>6/19/09</td>
</tr>
<tr>
<td>Test Technician:</td>
<td>Jamie Aide</td>
<td></td>
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</tbody>
</table>

| IMPACT ANGLE:       | Zero Degrees                               |              |        |
| BELTED DUMMY (YES/NO): | Yes                                   |              |        |
| TEST SPEED:         | 32 to 40 kmph, 0 to 48 kmph, 0 to 56 kmph |              |        |
| DRIVER DUMMY:       | 5th female, 50th male                     |              |        |
| PASSENGER DUMMY:    | 5th female, 50th male                     |              |        |

| Vehicle Year/Make/Model/Body Style: | 2009 VOLKSWAGEN TIGUAN MPV |
| VIN:                               | WVGCV75N49W513012 |
| Wheelbase:                         | 2604 mm |
| Build Date:                        | 09/08 |
| Vehicle Size Category:             | 3 |
| Test Weight:                       | 1780.8 kg |
| Front Overhang:                    | 925 mm |
| Overall Width:                     | 1788 mm |
| Overall Length Center:             | 4375 mm |

### Accelerometer Data

| Location:                      | As per measurements on Data Sheet 33 |
| Linearity:                     | >99.9% |

| Integration Algorithm:         | Trapezoidal |
| Vehicle Impact Speed:          | 47.8 kmph |
| Time of Separation:            | 120.7 ms |
| Velocity Change:               | 54.1 kmph |
Collision Deformation Classification: 12FDEW6
Midpoint of Damage: Vehicle Longitudinal Centerline
Damage Region Length (mm): 1060
Impact Mode: Frontal Barrier

<table>
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<tr>
<th>No.</th>
<th>Measurement Description</th>
<th>Units</th>
<th>Pre-Test</th>
<th>Post-Test</th>
<th>Difference</th>
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<tr>
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<td>4211</td>
<td>135</td>
</tr>
<tr>
<td>C6</td>
<td>Crush zone 6 at right side</td>
<td>mm</td>
<td>4276</td>
<td>4160</td>
<td>116</td>
</tr>
</tbody>
</table>

REMARKS:

Signature: [Signature]
Date: 6/19/09

I certify that I have read and performed each instruction.
DATA SHEET 41
WINDSHIELD MOUNTING (FMVSS 212)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Jamie Aide

IMPACT ANGLE: Zero Degrees
BELTED DUMMIES (YES/NO): Yes
TEST SPEED: [ ] 32 to 40 kmph  [X] 0 to 48 kmph  [ ] 0 to 56 kmph
DRIVER DUMMY: [X] 5th female  [ ] 50th male
PASSENGER DUMMY: [X] 5th female  [ ] 50th male

1. Pre-Crash
   1.1 Describe from visual inspection how the windshield is mounted and describe any trim material.
   Retained with glue
   Rubber and plastic trim

   1.2 Mark the longitudinal centerline of the windshield.

   1.3 Measure pre-crash A, B, and C for the left side and record in the chart below.

   1.4 Measure pre-crash C, D, and E for the right side and record in the chart below.

   1.5 Measure from the edge of the retainer or molding to the edge of the windshield.
   Dimension G (mm): Sides = 17 mm, Top = 3 mm

2. Post Crash
   2.1 Can a single thickness of copier type paper (as small a piece as necessary) slide between the windshield and the vehicle body?
   [X] No - Pass. Skip to the table of measurements, complete it by repeating the pre-crash measurements in the post crash column, and calculate the retention percentage, which will be 100%.
   [ ] Yes, go to 2.2

   2.2 Visibly mark the beginning and end of the portions of the periphery where the paper slides between the windshield and the vehicle body.

   2.3 Measure and record post-crash A, B, C, D, E, and F such that the measurements do not include any of the parts of the windshield where the paper slides between the windshield and the vehicle body.

   2.4 Calculate and record the percent retention for the right and left side of the windshield.

   2.5 Is total right side percent retention less than 75%?
   [ ] Yes, Fail
   [ ] No, Pass

   2.6 Is total left side percent retention less than 75%?
   [ ] Yes, Fail
   [ ] No, Pass

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Jamie Aide

NHTSA No.: C95804  
Test Date: 6/19/09
# WINDSHIELD RETENTION MEASUREMENTS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Pre-Crash (mm)</th>
<th>Post-Crash (mm)</th>
<th>Percent Retention (Post-Test ÷ Pre-Crash)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>617</td>
<td>617</td>
<td>100%</td>
</tr>
<tr>
<td>B</td>
<td>749</td>
<td>749</td>
<td>100%</td>
</tr>
<tr>
<td>C</td>
<td>758</td>
<td>758</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2124</strong></td>
<td><strong>2124</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Pre-Crash (mm)</th>
<th>Post-Crash (mm)</th>
<th>Percent Retention (Post-Test ÷ Pre-Crash)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>617</td>
<td>617</td>
<td>100%</td>
</tr>
<tr>
<td>E</td>
<td>749</td>
<td>749</td>
<td>100%</td>
</tr>
<tr>
<td>F</td>
<td>758</td>
<td>758</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2124</strong></td>
<td><strong>2124</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Indicate area of mounting failure: NONE

**FRONT VIEW OF WINDSHIELD**

INDICATE WIDTH OF MOLDING

ZERO POINT (0,0)

REMARKS:

Signature: [Signature]
Date: 6/19/09

I certify that I have read and performed each instruction.
DATA SHEET 42
WINDSHIELD ZONE INTRUSION (FMVSS 219)

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
Test Technician: Jamie Aide
NHTSA No.: C95804
Test Date: 6/19/09

<table>
<thead>
<tr>
<th>IMPACT ANGLE:</th>
<th>Zero Degrees</th>
</tr>
</thead>
<tbody>
<tr>
<td>BELTED DUMMIES (YES/NO):</td>
<td>Yes</td>
</tr>
<tr>
<td>TEST SPEED:</td>
<td>32 to 40 kmph</td>
</tr>
<tr>
<td>DRIVER DUMMY:</td>
<td>X 5th female</td>
</tr>
<tr>
<td>PASSENGER DUMMY:</td>
<td>X 5th female</td>
</tr>
</tbody>
</table>

This standard specifies limits for the displacement of vehicle components into the windshield area during a frontal barrier impact test at any speed up to and including 48 kmph.

1. Place a 165 mm diameter rigid sphere, with a mass of 6.8 kg on the instrument panel so that it is simultaneously touching the instrument panel and the windshield. (571.219 S6.1(a))

2. Roll the sphere from one side of the windshield to the other while marking on the windshield where the sphere contacts the windshield. (571.219 S6.1(b))

3. From the outermost contactable points on the windshield draw a horizontal line to the edges of the windshield. (571.219 S6.1(b))

4. Draw a line on the inner surface of the windshield that is 13 mm below the line determined in items 2 and 3.

5. After the crash test, record any points where a part of the exterior of the vehicle has marked, penetrated, or broken the windshield.

Provide all dimensions necessary to reproduce the protected area.
WINDSHIELD DIMENSIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Units</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>mm</td>
<td>1234</td>
</tr>
<tr>
<td>B</td>
<td>mm</td>
<td>425</td>
</tr>
<tr>
<td>C</td>
<td>mm</td>
<td>1516</td>
</tr>
<tr>
<td>D</td>
<td>mm</td>
<td>749</td>
</tr>
<tr>
<td>E</td>
<td>mm</td>
<td>418</td>
</tr>
<tr>
<td>F</td>
<td>mm</td>
<td>488</td>
</tr>
</tbody>
</table>

AREA OF PROTECTED ZONE FAILURES:

B. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one which is normally in contact with the windshield.

<table>
<thead>
<tr>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

C. Provide coordinates of the area beneath the protected zone template that the inner surface of the windshield was penetrated by a vehicle component.

<table>
<thead>
<tr>
<th>X</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>NONE</td>
<td></td>
</tr>
</tbody>
</table>

REMARKS:

I certify that I have read and performed each instruction.

Signature:  
Date:  6/19/09
DATA SHEET 43
FUEL SYSTEM INTEGRITY (FMVSS 301)

Test Vehicle: 2009 Volkswagen Tiguan  
Test Program: FMVSS 208 Compliance  
Test Technician: Dustin Underwood

NHTSA No.: C95804  
Test Date: 6/19/09

TYPE OF IMPACT: 30 mph Belted Flat Frontal

Stoddard Solvent Spillage Measurements

A. From impact until vehicle motion ceases: 0.0 grams  
(Maximum Allowable = 28 grams)

B. For the 5 minute period after motion ceases: 0.0 grams  
(Maximum Allowable = 142 grams)

C. For the following 25 minutes: 0.0 grams  
(Maximum Allowable = 28 grams/minute)

D. Spillage: NONE

REMARKS: NO SPILLAGE
DATA SHEET NO. 43
FMVSS 301 STATIC ROLLOVER DATA

Test Vehicle: 2009 Volkswagen Tiguan
Test Program: FMVSS 208 Compliance
NHTSA No.: C95804
Test Date: 6/19/09

1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage locations: None

<table>
<thead>
<tr>
<th>Test Phase</th>
<th>Rotation Time (sec.)</th>
<th>Hold Time (sec.)</th>
<th>Spillage (grams)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0° to 90°</td>
<td>116</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>90° to 180°</td>
<td>107</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>180° to 270°</td>
<td>102</td>
<td>300</td>
<td>0.0</td>
</tr>
<tr>
<td>270° to 360°</td>
<td>117</td>
<td>300</td>
<td>0.0</td>
</tr>
</tbody>
</table>
# APPENDIX A

## CRASH TEST DATA

### TABLE OF DATA PLOTS

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<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
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</tr>
<tr>
<td>2</td>
<td>Driver Head Y Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>3</td>
<td>Driver Head Z Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>4</td>
<td>Driver Head Resultant Acceleration vs. Time</td>
<td>A-1</td>
</tr>
<tr>
<td>5</td>
<td>Driver Head X Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>6</td>
<td>Driver Head Y Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>7</td>
<td>Driver Head Z Velocity vs. Time</td>
<td>A-2</td>
</tr>
<tr>
<td>8</td>
<td>Driver Neck Force X vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>9</td>
<td>Driver Neck Force Y vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>10</td>
<td>Driver Neck Force Z vs. Time</td>
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<td>11</td>
<td>Driver Neck Force Resultant vs. Time</td>
<td>A-3</td>
</tr>
<tr>
<td>12</td>
<td>Driver Neck Moment X vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>13</td>
<td>Driver Neck Moment Y vs. Time</td>
<td>A-4</td>
</tr>
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<td>Driver Neck Moment Z vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>15</td>
<td>Driver Neck Moment Resultant vs. Time</td>
<td>A-4</td>
</tr>
<tr>
<td>16</td>
<td>Driver Chest X Acceleration vs. Time</td>
<td>A-5</td>
</tr>
<tr>
<td>17</td>
<td>Driver Chest Y Acceleration vs. Time</td>
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<td>Driver Chest Z Acceleration vs. Time</td>
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<td>19</td>
<td>Driver Chest Resultant Acceleration vs. Time</td>
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<tr>
<td>20</td>
<td>Driver Chest X Velocity vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>21</td>
<td>Driver Chest Y Velocity vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>22</td>
<td>Driver Chest Z Velocity vs. Time</td>
<td>A-6</td>
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<td>23</td>
<td>Driver Chest Displacement vs. Time</td>
<td>A-6</td>
</tr>
<tr>
<td>24</td>
<td>Driver Left Femur Force vs. Time</td>
<td>A-7</td>
</tr>
<tr>
<td>25</td>
<td>Driver Right Femur Force vs. Time</td>
<td>A-7</td>
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<td>26</td>
<td>Passenger Head X Acceleration vs. Time</td>
<td>A-8</td>
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<td>27</td>
<td>Passenger Head Y Acceleration vs. Time</td>
<td>A-8</td>
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<tr>
<td>Figure No. 28.</td>
<td>Passenger Head Z Acceleration vs. Time</td>
<td>A-8</td>
</tr>
<tr>
<td>Figure No. 29.</td>
<td>Passenger Head Resultant Acceleration vs. Time</td>
<td>A-8</td>
</tr>
<tr>
<td>Figure No. 30.</td>
<td>Passenger Head X Velocity vs. Time</td>
<td>A-9</td>
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<tr>
<td>Figure No. 31.</td>
<td>Passenger Head Y Velocity vs. Time</td>
<td>A-9</td>
</tr>
<tr>
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<td>Passenger Head Z Velocity vs. Time</td>
<td>A-9</td>
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<td>Figure No. 33.</td>
<td>Passenger Neck Force X vs. Time</td>
<td>A-10</td>
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<td>Passenger Neck Force Y vs. Time</td>
<td>A-10</td>
</tr>
<tr>
<td>Figure No. 35.</td>
<td>Passenger Neck Force Z vs. Time</td>
<td>A-10</td>
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<tr>
<td>Figure No. 36.</td>
<td>Passenger Neck Force Resultant vs. Time</td>
<td>A-10</td>
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<tr>
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<td>Passenger Neck Moment X vs. Time</td>
<td>A-11</td>
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<tr>
<td>Figure No. 38.</td>
<td>Passenger Neck Moment Y vs. Time</td>
<td>A-11</td>
</tr>
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<td>Passenger Neck Moment Z vs. Time</td>
<td>A-11</td>
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<tr>
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<td>Passenger Neck Moment Resultant vs. Time</td>
<td>A-11</td>
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<tr>
<td>Figure No. 41.</td>
<td>Passenger Chest X Acceleration vs. Time</td>
<td>A-12</td>
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<tr>
<td>Figure No. 42.</td>
<td>Passenger Chest Y Acceleration vs. Time</td>
<td>A-12</td>
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<td>Passenger Chest Z Acceleration vs. Time</td>
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<td>Passenger Chest Resultant Acceleration vs. Time</td>
<td>A-12</td>
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<td>Passenger Chest X Velocity vs. Time</td>
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<tr>
<td>Figure No. 46.</td>
<td>Passenger Chest Y Velocity vs. Time</td>
<td>A-13</td>
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<tr>
<td>Figure No. 47.</td>
<td>Passenger Chest Z Velocity vs. Time</td>
<td>A-13</td>
</tr>
<tr>
<td>Figure No. 48.</td>
<td>Passenger Chest Displacement vs. Time</td>
<td>A-13</td>
</tr>
<tr>
<td>Figure No. 49.</td>
<td>Passenger Left Femur Force vs. Time</td>
<td>A-14</td>
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<tr>
<td>Figure No. 50.</td>
<td>Passenger Right Femur Force vs. Time</td>
<td>A-14</td>
</tr>
<tr>
<td>Figure No. 51.</td>
<td>Driver Nij (N_{TF}) vs. Time</td>
<td>A-15</td>
</tr>
<tr>
<td>Figure No. 52.</td>
<td>Driver Nij (N_{TE}) vs. Time</td>
<td>A-15</td>
</tr>
<tr>
<td>Figure No. 53.</td>
<td>Driver Nij (N_{CF}) vs. Time</td>
<td>A-15</td>
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<tr>
<td>Figure No. 54.</td>
<td>Driver Nij (N_{CE}) vs. Time</td>
<td>A-15</td>
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<tr>
<td>Figure No. 55.</td>
<td>Passenger Nij (N_{TF}) vs. Time</td>
<td>A-16</td>
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<tr>
<td>Figure No. 56.</td>
<td>Passenger Nij (N_{TE}) vs. Time</td>
<td>A-16</td>
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<tr>
<td>Figure No. 57.</td>
<td>Passenger Nij (N_{CF}) vs. Time</td>
<td>A-16</td>
</tr>
</tbody>
</table>
Table of Figure Numbers

<table>
<thead>
<tr>
<th>Figure No.</th>
<th>Description</th>
<th>Page No.</th>
</tr>
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<tbody>
<tr>
<td>58</td>
<td>Passenger Nij (N_{CE}) vs. Time</td>
<td>A-16</td>
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<td>59</td>
<td>Driver Occipital Condyle Moment vs. Time</td>
<td>A-17</td>
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<tr>
<td>60</td>
<td>Passenger Occipital Condyle Moment vs. Time</td>
<td>A-17</td>
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<tr>
<td>61</td>
<td>Left Rear Seat Crossmember X Acceleration vs. Time</td>
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<td>62</td>
<td>Left Rear Seat Crossmember X Velocity vs. Time</td>
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<td>63</td>
<td>Right Rear Seat Crossmember X Acceleration vs. Time</td>
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<td>64</td>
<td>Right Rear Seat Crossmember X Velocity vs. Time</td>
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<td>Top of Engine X Acceleration vs. Time</td>
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<td>Top of Engine X Velocity vs. Time</td>
<td>A-19</td>
</tr>
<tr>
<td>67</td>
<td>Bottom of Engine X Acceleration vs. Time</td>
<td>A-19</td>
</tr>
<tr>
<td>68</td>
<td>Bottom of Engine X Velocity vs. Time</td>
<td>A-19</td>
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<td>69</td>
<td>Left Brake Caliper X Acceleration vs. Time</td>
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<td>Left Brake Caliper X Velocity vs. Time</td>
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<td>71</td>
<td>Right Brake Caliper X Acceleration vs. Time</td>
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<td>Right Brake Caliper X Velocity vs. Time</td>
<td>A-20</td>
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<td>73</td>
<td>Instrument Panel X Acceleration vs. Time</td>
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<td>Instrument Panel X Velocity vs. Time</td>
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</tr>
<tr>
<td>75</td>
<td>Trunk Z Acceleration vs. Time</td>
<td>A-21</td>
</tr>
<tr>
<td>76</td>
<td>Trunk Z Velocity vs. Time</td>
<td>A-21</td>
</tr>
</tbody>
</table>
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

Max: 106.9 G's
Tmax: 130.9 ms
Min: -73.6 G's
Tmin: 57.6 ms
CFC 1000

Max: 5.9 G's
Tmax: 131.0 ms
Min: -7.5 G's
Tmin: 75.7 ms
CFC 1000

Max: 35.0 G's
Tmax: 130.8 ms
Min: -8.2 G's
Tmin: 46.4 ms
CFC 1000

Max: 112.4 G's
Tmax: 130.9 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 1000
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

### DRIVER HEAD X Velocity (kph) vs TIME (ms)
- Max: 47.9 kph
- Tmax: 21.3 ms
- Min: -24.9 kph
- Tmin: 123.7 ms

### DRIVER HEAD Y Velocity (kph) vs TIME (ms)
- Max: 0.0 kph
- Tmax: 0.0 ms
- Min: -10.5 kph
- Tmin: 243.9 ms

### DRIVER HEAD Z Velocity (kph) vs TIME (ms)
- Max: 18.7 kph
- Tmax: 300.0 ms
- Min: -0.3 kph
- Tmin: 21.1 ms
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

- DRIVER NECK FX (N) vs TIME (ms)
  - Max: 18.1 N
  - Tmax: 15.6 ms
  - Min: -388.6 N
  - Tmin: 130.9 ms
  - CFC 1000

- DRIVER NECK FY (N) vs TIME (ms)
  - Max: 82.9 N
  - Tmax: 149.9 ms
  - Min: -112.3 N
  - Tmin: 92.2 ms
  - CFC 1000

- DRIVER NECK FZ (N) vs TIME (ms)
  - Max: 1847.8 N
  - Tmax: 58.2 ms
  - Min: -625.1 N
  - Tmin: 150.7 ms
  - CFC 1000

- DRIVER NECK FResultant (N) vs TIME (ms)
  - Max: 1849.0 N
  - Tmax: 58.2 ms
  - Min: 1.1 N
  - Tmin: 0.0 ms
  - CFC 1000
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)
Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

Max: 7.3 G's
Tmax: 122.6 ms
Min: -51.0 G's
Tmin: 64.3 ms
CFC 180

Max: 8.0 G's
Tmax: 73.4 ms
Min: -7.7 G's
Tmin: 35.7 ms
CFC 180

Max: 6.9 G's
Tmax: 39.2 ms
Min: -14.2 G's
Tmin: 68.4 ms
CFC 180

Max: 52.6 G's
Tmax: 64.3 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 1056.2 N
Tmax: 40.4 ms
Min: -2812.9 N
Tmin: 67.4 ms
CFC 600

DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 1036.7 N
Tmax: 32.6 ms
Min: -2278.9 N
Tmin: 55.4 ms
CFC 600
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

PASSENGER HEAD X Velocity (kph) vs TIME (ms)
Max: 47.9 kph
Tmax: 21.8 ms
Min: -29.8 kph
Tmin: 153.4 ms
CFC 180

PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
Max: 10.4 kph
Tmax: 175.1 ms
Min: -0.2 kph
Tmin: 42.3 ms
CFC 180

PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
Max: 53.1 kph
Tmax: 300.0 ms
Min: -0.2 kph
Tmin: 16.7 ms
CFC 180
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 8.9 Nm
Tmax: 61.4 ms
Min: -8.4 Nm
Tmin: 75.3 ms
CFC 600

PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 31.7 Nm
Tmax: 111.7 ms
Min: -26.0 Nm
Tmin: 74.2 ms
CFC 600

PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 6.2 Nm
Tmax: 132.6 ms
Min: -10.7 Nm
Tmin: 216.9 ms
CFC 600

PASSENGER NECK MResultant (Nm) vs TIME (ms)
Max: 31.7 Nm
Tmax: 111.7 ms
Min: 0.0 Nm
Tmin: 0.0 ms
CFC 600
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

Max: 4.8 G's
Tmax: 210.3 ms
Min: -44.2 G's
Tmin: 67.0 ms
CFC 180

Max: 15.1 G's
Tmax: 64.6 ms
Min: -6.1 G's
Tmin: 49.7 ms
CFC 180

Max: 6.6 G's
Tmax: 51.3 ms
Min: -18.9 G's
Tmin: 68.5 ms
CFC 180

Max: 48.9 G's
Tmax: 66.8 ms
Min: 0.0 G's
Tmin: 0.0 ms
CFC 180
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: 47.8 kph
Tmax: 9.0 ms
Min: -15.0 kph
Tmin: 96.8 ms
CFC 180

PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 2.2 kph
Tmax: 71.3 ms
Min: -1.1 kph
Tmin: 55.5 ms
CFC 180

PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 3.4 kph
Tmax: 56.9 ms
Min: -12.6 kph
Tmin: 105.4 ms
CFC 180

PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.3 mm
Tmax: 0.0 ms
Min: -25.3 mm
Tmin: 70.7 ms
CFC 600

A-13
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

PASSENGER LEFT FEMUR (N) vs TIME (ms)

Max: 990.0 N
Tmax: 37.5 ms
Min: -3326.6 N
Tmin: 62.2 ms
CFC 600

PASSENGER RIGHT FEMUR (N) vs TIME (ms)

Max: 1654.7 N
Tmax: 62.1 ms
Min: -802.5 N
Tmin: 78.2 ms
CFC 600
Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Max: 0.4
Tmax: 53.9 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.6
Tmax: 65.2 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.2
Tmax: 136.3 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Max: 0.3
Tmax: 171.5 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

Pass. nij (NTF) () vs TIME (ms)
Max: 0.3
Tmax: 57.8 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Pass. nij (NTE) () vs TIME (ms)
Max: 0.4
Tmax: 74.2 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Pass. nij (NCF) () vs TIME (ms)
Max: 0.3
Tmax: 113.0 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

Pass. nij (NCE) () vs TIME (ms)
Max: 0.3
Tmax: 189.9 ms
Min: 0.0
Tmin: 0.0 ms
CFC 600

A-16
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

Max: 8.5 Nm
Tmax: 283.1 ms
Min: -24.2 Nm
Tmin: 75.1 ms
CFC 600

Max: 35.7 Nm
Tmax: 111.7 ms
Min: -19.6 Nm
Tmin: 74.3 ms
CFC 600
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Test Date: 06/19/2009
Speed: 29.7 mph (47.8 km/h)

LEFT REAR SEAT CROSSMEMBER X (G's) vs TIME (ms)
Max: 0.8 G's
Tmax: 127.0 ms
Min: -44.0 G's
Tmin: 45.4 ms
CFC 60

LEFT REAR SEAT CROSSMEMBER X Velocity (kph) vs TIME (ms)
Max: 47.8 kph
Tmax: 0.0 ms
Min: -6.6 kph
Tmin: 117.3 ms
CFC 180

RIGHT REAR SEAT CROSSMEMBER X (G's) vs TIME (ms)
Max: 0.9 G's
Tmax: 128.7 ms
Min: -43.9 G's
Tmin: 45.7 ms
CFC 60

RIGHT REAR SEAT CROSSMEMBER X Velocity (kph) vs TIME (ms)
Max: 47.8 kph
Tmax: 0.0 ms
Min: -5.9 kph
Tmin: 124.0 ms
CFC 180
30 MPH FRONTAL BELTED 5THS
2009 VOLKSWAGEN TIGUAN (C95804)

Speed: 29.7 mph (47.8 km/h)

Test Date: 06/19/2009

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**INSTRUMENT PANEL X (G's) vs TIME (ms)**

- Max: 31.0 G's
- Tmax: 32.9 ms
- Min: -45.2 G's
- Tmin: 17.9 ms
- CFC 60

**INSTRUMENT PANEL X Velocity (kph) vs TIME (ms)**

- Max: 47.8 kph
- Tmax: 0.0 ms
- Min: -8.9 kph
- Tmin: 300.0 ms
- CFC 180

**TRUNK Z (G's) vs TIME (ms)**

- Max: 16.7 G's
- Tmax: 67.7 ms
- Min: -18.7 G's
- Tmin: 46.3 ms
- CFC 60

**TRUNK Z Velocity (kph) vs TIME (ms)**

- Max: 4.6 kph
- Tmax: 299.5 ms
- Min: -7.7 kph
- Tmin: 59.0 ms
- CFC 180
### APPENDIX B

#### LOW RISK TEST DATA

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LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
Max: 33.7 G's
Tmax: 108.1 ms
Min: -50.3 G's
Tmin: 6.7 ms
CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
Max: 16.9 G's
Tmax: 5.8 ms
Min: -14.7 G's
Tmin: 7.1 ms
CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
Max: 21.8 G's
Tmax: 100.2 ms
Min: -7.1 G's
Tmin: 6.7 ms
CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
Max: 54.1 G's
Tmax: 5.8 ms
Min: 0.0 G's
Tmin: 0.9 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

**5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)**
- Max: 0.0 kph
- Tmax: 4.1 ms
- Min: -27.7 kph
- Tmin: 58.7 ms
- CFC 180

**5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 6.5 kph
- Tmax: 123.1 ms
- Min: -0.0 kph
- Tmin: 4.4 ms
- CFC 180

**5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 49.2 kph
- Tmax: 125.0 ms
- Min: -0.0 kph
- Tmin: 4.4 ms
- CFC 180
Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
- Max: 670.1 N
- Tmax: 9.8 ms
- Min: -54.8 N
- Tmin: 125.0 ms
- CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
- Max: 84.2 N
- Tmax: 7.4 ms
- Min: -118.9 N
- Tmin: 6.3 ms
- CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
- Max: 841.3 N
- Tmax: 33.3 ms
- Min: -679.7 N
- Tmin: 124.8 ms
- CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
- Max: 955.5 N
- Tmax: 29.9 ms
- Min: 1.2 N
- Tmin: 2.3 ms
- CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

### 5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
- Max: 8.4 Nm
- Tmax: 16.9 ms
- Min: -3.0 Nm
- Tmin: 76.3 ms

### 5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
- Max: 62.6 Nm
- Tmax: 13.5 ms
- Min: -26.9 Nm
- Tmin: 125.0 ms

### 5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
- Max: 2.4 Nm
- Tmax: 100.4 ms
- Min: -5.1 Nm
- Tmin: 47.6 ms

### Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
- Max: 51.0 Nm
- Tmax: 13.2 ms
- Min: -25.9 Nm
- Tmin: 125.0 ms
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 7.6 G's
Tmax: 54.4 ms
Min: -15.7 G's
Tmin: 28.6 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 1.9 G's
Tmax: 18.5 ms
Min: -1.9 G's
Tmin: 13.4 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 6.6 G's
Tmax: 33.9 ms
Min: -6.7 G's
Tmin: 7.7 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 16.5 G's
Tmax: 28.7 ms
Min: 0.0 G's
Tmin: 0.6 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 6.2 ms
Min: -12.8 kph
Tmin: 47.0 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 0.8 kph
Tmax: 53.4 ms
Min: -0.1 kph
Tmin: 16.5 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 8.2 kph
Tmax: 125.0 ms
Min: -0.5 kph
Tmin: 9.3 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.1 mm
Tmax: 2.9 ms
Min: -16.6 mm
Tmin: 36.6 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

**5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)**
- Max: 226.9 N
- Tmax: 45.3 ms
- Min: -60.8 N
- Tmin: 10.7 ms
- CFC 600

**5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)**
- Max: 232.8 N
- Tmax: 39.5 ms
- Min: -54.4 N
- Tmin: 10.4 ms
- CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**
- Max: 16.7 Volts
- Tmax: 0.3 ms
- Min: -0.0 Volts
- Tmin: 10.2 ms
- CFC 1000

**FIRE CURRENT #1 (Amps) vs TIME (ms)**
- Max: 19.4 Amps
- Tmax: 3.5 ms
- Min: 0.0 Amps
- Tmin: 0.5 ms
- CFC 1000

Channel data not found.
Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER HEAD X (G's) vs TIME (ms)
- Max: 33.6 G's
- Tmax: 54.7 ms
- Min: -20.3 G's
- Tmin: 18.0 ms
- CFC 1000

5TH FEM. DRIVER HEAD Y (G's) vs TIME (ms)
- Max: 3.2 G's
- Tmax: 55.9 ms
- Min: -2.4 G's
- Tmin: 21.9 ms
- CFC 1000

5TH FEM. DRIVER HEAD Z (G's) vs TIME (ms)
- Max: 21.4 G's
- Tmax: 9.6 ms
- Min: -3.6 G's
- Tmin: 71.5 ms
- CFC 1000

5TH FEM. DRIVER HEAD Resultant (G's) vs TIME (ms)
- Max: 34.1 G's
- Tmax: 54.7 ms
- Min: 0.0 G's
- Tmin: 0.2 ms
- CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER HEAD X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 8.1 ms
Min: -12.2 kph
Tmin: 47.3 ms
CFC 180

5TH FEM. DRIVER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.9 kph
Tmax: 89.1 ms
Min: -0.2 kph
Tmin: 27.4 ms
CFC 180

5TH FEM. DRIVER HEAD Z Velocity (kph) vs TIME (ms)
Max: 8.7 kph
Tmax: 57.3 ms
Min: -0.0 kph
Tmin: 6.6 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER NECK FX (N) vs TIME (ms)
- Max: 16.3 N
- Tmax: 7.6 ms
- Min: -580.1 N
- Tmin: 20.4 ms
- CFC 1000

5TH FEM. DRIVER NECK FY (N) vs TIME (ms)
- Max: 30.9 N
- Tmax: 54.6 ms
- Min: -69.7 N
- Tmin: 95.4 ms
- CFC 1000

5TH FEM. DRIVER NECK FZ (N) vs TIME (ms)
- Max: 735.1 N
- Tmax: 9.5 ms
- Min: -131.3 N
- Tmin: 68.6 ms
- CFC 1000

5TH FEM. DRIVER NECK FResultant (N) vs TIME (ms)
- Max: 839.0 N
- Tmax: 19.9 ms
- Min: 0.7 N
- Tmin: 4.5 ms
- CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER NECK MX (Nm) vs TIME (ms)
Max: 3.2 Nm
Tmax: 46.2 ms
Min: -5.4 Nm
Tmin: 28.6 ms
CFC 600

5TH FEM. DRIVER NECK MY (Nm) vs TIME (ms)
Max: 28.8 Nm
Tmax: 58.8 ms
Min: -36.1 Nm
Tmin: 20.3 ms
CFC 600

5TH FEM. DRIVER NECK MZ (Nm) vs TIME (ms)
Max: 4.0 Nm
Tmax: 92.8 ms
Min: -2.2 Nm
Tmin: 125.0 ms
CFC 600

Drv. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 29.2 Nm
Tmax: 59.1 ms
Min: -25.9 Nm
Tmin: 19.7 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER CHEST X (G's) vs TIME (ms)
Max: 3.8 G's
Tmax: 17.6 ms
Min: -27.8 G's
Tmin: 10.5 ms
CFC 180

5TH FEM. DRIVER CHEST Y (G's) vs TIME (ms)
Max: 2.3 G's
Tmax: 7.5 ms
Min: -2.3 G's
Tmin: 13.5 ms
CFC 180

5TH FEM. DRIVER CHEST Z (G's) vs TIME (ms)
Max: 7.3 G's
Tmax: 10.7 ms
Min: -3.0 G's
Tmin: 55.3 ms
CFC 180

5TH FEM. DRIVER CHEST Resultant (G's) vs TIME (ms)
Max: 28.8 G's
Tmax: 10.5 ms
Min: 0.0 G's
Tmin: 1.5 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER CHEST X Velocity (kph) vs TIME (ms)
Max: 0.1 kph
Tmax: 6.4 ms
Min: -8.8 kph
Tmin: 49.5 ms
CFC 180

5TH FEM. DRIVER CHEST Y Velocity (kph) vs TIME (ms)
Max: 1.5 kph
Tmax: 115.5 ms
Min: -0.0 kph
Tmin: 6.0 ms
CFC 180

5TH FEM. DRIVER CHEST Z Velocity (kph) vs TIME (ms)
Max: 6.3 kph
Tmax: 125.0 ms
Min: -0.0 kph
Tmin: 4.5 ms
CFC 180

5TH FEM. DRIVER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.0 mm
Tmax: 2.7 ms
Min: -19.4 mm
Tmin: 11.7 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

5TH FEM. DRIVER LEFT FEMUR (N) vs TIME (ms)
Max: 325.9 N
Tmax: 18.6 ms
Min: -7.9 N
Tmin: 7.3 ms
CFC 600

5TH FEM. DRIVER RIGHT FEMUR (N) vs TIME (ms)
Max: 254.5 N
Tmax: 15.5 ms
Min: -11.4 N
Tmin: 7.3 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 125ms

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

Max: 16.3 Volts
Tmax: 0.4 ms
Min: -0.0 Volts
Tmin: 10.3 ms
CFC 1000

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

Max: 17.9 Amps
Tmax: 2.7 ms
Min: -0.4 Amps
Tmin: 0.6 ms
CFC 1000

Channel data not found.
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (5th P2)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Drv. nij (NTF) () vs TIME SPECIAL CHS (ms)
- Max: 0.3
- Tmax: 55.7 ms
- Min: 0.0
- Tmin: 0.5 ms
- CFC 600

Drv. nij (NTE) () vs TIME SPECIAL CHS (ms)
- Max: 0.6
- Tmax: 19.8 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Drv. nij (NCF) () vs TIME SPECIAL CHS (ms)
- Max: 0.2
- Tmax: 67.6 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600

Drv. nij (NCE) () vs TIME SPECIAL CHS (ms)
- Max: 0.0
- Tmax: 6.3 ms
- Min: 0.0
- Tmin: 0.1 ms
- CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 1.7 G's
Tmax: 69.3 ms
Min: -67.3 G's
Tmin: 13.5 ms
CFC 1000

3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 9.3 G's
Tmax: 13.5 ms
Min: -8.9 G's
Tmin: 15.8 ms
CFC 1000

3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 19.1 G's
Tmax: 13.4 ms
Min: -15.6 G's
Tmin: 14.5 ms
CFC 1000

3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 70.4 G's
Tmax: 13.5 ms
Min: 0.0 G's
Tmin: 2.6 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 10.8 ms
Min: -20.7 kph
Tmin: 61.5 ms
CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
Max: 0.2 kph
Tmax: 14.9 ms
Min: -3.3 kph
Tmin: 76.9 ms
CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
Max: 13.4 kph
Tmax: 100.0 ms
Min: -0.0 kph
Tmin: 1.4 ms
CFC 180
LOW RISK DEPLOYMENT

2009 Volkswagen Tiguan (C95804) (3YO P1)

Test Date: 5/27/09

Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK FX (N) vs TIME (ms)

Max: 286.2 N
Tmax: 13.8 ms
Min: -172.9 N
Tmin: 45.5 ms
CFC 1000

3YR OLD PASSENGER NECK FY (N) vs TIME (ms)

Max: 65.0 N
Tmax: 23.3 ms
Min: -36.5 N
Tmin: 46.4 ms
CFC 1000

3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)

Max: 525.3 N
Tmax: 42.2 ms
Min: -259.9 N
Tmin: 14.2 ms
CFC 1000

3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)

Max: 543.1 N
Tmax: 42.2 ms
Min: 0.5 N
Tmin: 5.9 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 3.0 Nm
Tmax: 37.1 ms
Min: -3.4 Nm
Tmin: 23.2 ms
CFC 600

3YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 9.5 Nm
Tmax: 16.8 ms
Min: -11.9 Nm
Tmin: 45.6 ms
CFC 600

3YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 3.3 Nm
Tmax: 41.6 ms
Min: -0.4 Nm
Tmin: 99.4 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 9.5 Nm
Tmax: 16.8 ms
Min: -11.9 Nm
Tmin: 45.6 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
Max: 0.6 G's
Tmax: 67.2 ms
Min: -15.6 G's
Tmin: 40.5 ms
CFC 180

3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 0.8 G's
Tmax: 22.1 ms
Min: -3.5 G's
Tmin: 41.1 ms
CFC 180

3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 3.9 G's
Tmax: 14.5 ms
Min: -5.3 G's
Tmin: 17.8 ms
CFC 180

3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 15.9 G's
Tmax: 40.6 ms
Min: 0.0 G's
Tmin: 1.5 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

**3YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)**
- Max: 0.0 kph
- Tmax: 0.1 ms
- Min: -12.0 kph
- Tmin: 100.0 ms
- CFC 180

**3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)**
- Max: 0.0 kph
- Tmax: 14.3 ms
- Min: -1.3 kph
- Tmin: 51.8 ms
- CFC 180

**3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)**
- Max: 2.1 kph
- Tmax: 100.0 ms
- Min: -0.7 kph
- Tmin: 43.0 ms
- CFC 180

**3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)**
- Max: 0.0 mm
- Tmax: 19.3 ms
- Min: -4.5 mm
- Tmin: 41.1 ms
- CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
- Max: 16.3 Volts
- Tmax: 0.4 ms
- Min: -0.6 Volts
- Tmin: 10.3 ms

FIRE CURRENT #1 (Amps) vs TIME (ms)
- Max: 20.0 Amps
- Tmax: 8.4 ms
- Min: -0.8 Amps
- Tmin: 9.4 ms

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
- Max: 0.0 Volts
- Tmax: 89.9 ms
- Min: -0.0 Volts
- Tmin: 8.2 ms

FIRE CURRENT #2 (Amps) vs TIME (ms)
- Max: 0.0 Amps
- Tmax: 65.7 ms
- Min: -0.0 Amps
- Tmin: 0.2 ms
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P1)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)
Max: 0.3
Tmax: 19.9 ms
Min: 0.0
Tmin: 0.6 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)
Max: 0.7
Tmax: 45.0 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)
Max: 0.2
Tmax: 14.2 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)
Max: 0.0
Tmax: 4.7 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 1.7 G's
Tmax: 14.1 ms
Min: -13.0 G's
Tmin: 14.5 ms
CFC 1000

3YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 8.9 G's
Tmax: 29.9 ms
Min: -6.2 G's
Tmin: 35.6 ms
CFC 1000

3YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 16.4 G's
Tmax: 35.6 ms
Min: -6.5 G's
Tmin: 14.8 ms
CFC 1000

3YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 20.4 G's
Tmax: 14.5 ms
Min: 0.0 G's
Tmin: 3.1 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P2)
Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)
Max: 0.0 kph
Tmax: 7.5 ms
Min: -8.5 kph
Tmin: 62.8 ms
CFC 180

3YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)
Max: 1.8 kph
Tmax: 100.0 ms
Min: -0.0 kph
Tmin: 20.1 ms
CFC 180

3YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)
Max: 4.5 kph
Tmax: 64.4 ms
Min: -0.0 kph
Tmin: 0.1 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 66.5 N
Tmax: 53.2 ms
Min: -110.0 N
Tmin: 29.1 ms
CFC 1000

3YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 15.2 N
Tmax: 88.3 ms
Min: -64.3 N
Tmin: 35.4 ms
CFC 1000

3YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 5.4 N
Tmax: 11.8 ms
Min: -559.1 N
Tmin: 29.8 ms
CFC 1000

3YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 565.4 N
Tmax: 29.8 ms
Min: 0.2 N
Tmin: 3.4 ms
CFC 1000
3YR OLD PASSENGER CHEST X (G's) vs TIME (ms)

Max: 0.8 G's
Tmax: 100.0 ms
Min: -4.5 G's
Tmin: 54.1 ms
CFC 180

3YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)

Max: 2.4 G's
Tmax: 40.7 ms
Min: -0.7 G's
Tmin: 83.7 ms
CFC 180

3YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)

Max: 5.9 G's
Tmax: 29.4 ms
Min: -2.2 G's
Tmin: 70.0 ms
CFC 180

3YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)

Max: 6.5 G's
Tmax: 38.2 ms
Min: 0.0 G's
Tmin: 6.8 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

3YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)
Max: -0.0 kph
Tmax: 0.1 ms
Min: -4.5 kph
Tmin: 82.5 ms
CFC 180

3YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)
Max: 1.3 kph
Tmax: 60.6 ms
Min: -0.0 kph
Tmin: 18.5 ms
CFC 180

3YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)
Max: 3.1 kph
Tmax: 54.6 ms
Min: 0.0 kph
Tmin: 0.6 ms
CFC 180

3YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)
Max: 0.5 mm
Tmax: 30.0 ms
Min: -0.5 mm
Tmin: 97.3 ms
CFC 600

B-32
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (3YO P2)

Test Date: 5/27/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
- Max: 17.1 Volts
- Tmax: 0.3 ms
- Min: -1.3 Volts
- Tmin: 10.3 ms
- CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
- Max: 3.0 Amps
- Tmax: 0.1 ms
- Min: -0.2 Amps
- Tmin: 0.5 ms
- CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
- Max: 0.0 Volts
- Tmax: 5.7 ms
- Min: -0.0 Volts
- Tmin: 6.4 ms
- CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
- Max: 0.0 Amps
- Tmax: 42.7 ms
- Min: -0.0 Amps
- Tmin: 0.1 ms
- CFC 1000

B-33
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)
Max: 1.3 G's
Tmax: 91.1 ms
Min: -39.5 G's
Tmin: 13.0 ms
CFC 1000

6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)
Max: 2.7 G's
Tmax: 18.5 ms
Min: -15.7 G's
Tmin: 13.4 ms
CFC 1000

6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)
Max: 9.0 G's
Tmax: 22.3 ms
Min: -2.3 G's
Tmin: 15.3 ms
CFC 1000

6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)
Max: 42.5 G's
Tmax: 13.0 ms
Min: 0.0 G's
Tmin: 4.5 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)
Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)**
- Max: -0.0 kph
- Tmax: 4.8 ms
- Min: -14.3 kph
- Tmin: 64.9 ms
- CFC 180

**6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)**
- Max: 0.0 kph
- Tmax: 11.0 ms
- Min: -3.2 kph
- Tmin: 91.4 ms
- CFC 180

**6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)**
- Max: 10.6 kph
- Tmax: 100.0 ms
- Min: -0.0 kph
- Tmin: 2.4 ms
- CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK FX (N) vs TIME (ms)
Max: 309.3 N
Tmax: 22.3 ms
Min: -15.0 N
Tmin: 39.1 ms
CFC 1000

6YR OLD PASSENGER NECK FY (N) vs TIME (ms)
Max: 85.3 N
Tmax: 34.3 ms
Min: -36.4 N
Tmin: 18.4 ms
CFC 1000

6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)
Max: 354.1 N
Tmax: 31.5 ms
Min: -130.9 N
Tmin: 15.0 ms
CFC 1000

6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)
Max: 384.4 N
Tmax: 26.1 ms
Min: 0.9 N
Tmin: 4.9 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 4.4 Nm
Tmax: 19.4 ms
Min: -6.5 Nm
Tmin: 35.7 ms
CFC 600

6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 18.7 Nm
Tmax: 22.9 ms
Min: -7.8 Nm
Tmin: 40.3 ms
CFC 600

6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 6.9 Nm
Tmax: 40.9 ms
Min: -2.5 Nm
Tmin: 93.9 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 13.6 Nm
Tmax: 23.5 ms
Min: -7.6 Nm
Tmin: 40.3 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)
Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
Max: 0.1 G's
Tmax: 81.6 ms
Min: -10.6 G's
Tmin: 25.4 ms
CFC 180

6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 0.6 G's
Tmax: 18.7 ms
Min: -2.5 G's
Tmin: 35.8 ms
CFC 180

6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 2.6 G's
Tmax: 27.6 ms
Min: -1.6 G's
Tmin: 21.1 ms
CFC 180

6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 10.7 G's
Tmax: 25.4 ms
Min: 0.0 G's
Tmin: 1.4 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)
Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 1.3 ms
Min: -7.2 kph
Tmin: 100.0 ms
CFC 180

6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 22.0 ms
Min: -1.2 kph
Tmin: 100.0 ms
CFC 180

6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)

Max: 1.9 kph
Tmax: 100.0 ms
Min: -0.0 kph
Tmin: 22.2 ms
CFC 180

6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)

Max: 0.0 mm
Tmax: 3.6 ms
Min: -4.4 mm
Tmin: 32.5 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**FIRE VOLTAGE #1 (Volts) vs TIME (ms)**
- Max: 16.9 Volts
- Tmax: 0.3 ms
- Min: -1.2 Volts
- Tmin: 10.3 ms

**FIRE CURRENT #1 (Amps) vs TIME (ms)**
- Max: 3.3 Amps
- Tmax: 0.2 ms
- Min: -0.3 Amps
- Tmin: 0.5 ms

**FIRE VOLTAGE #2 (Volts) vs TIME (ms)**
- Max: 0.0 Volts
- Tmax: 70.5 ms
- Min: -0.0 Volts
- Tmin: 96.3 ms

**FIRE CURRENT #2 (Amps) vs TIME (ms)**
- Max: 0.0 Amps
- Tmax: 46.4 ms
- Min: -0.0 Amps
- Tmin: 0.2 ms
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P1)
Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 26.2 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.3
Tmax: 38.8 ms
Min: 0.0
Tmin: 0.5 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.1
Tmax: 15.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.0
Tmax: 11.6 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

B-42
Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X (G's) vs TIME (ms)

- Max: 11.2 G's
- Tmax: 43.9 ms
- Min: -9.6 G's
- Tmin: 14.3 ms
- CFC 1000

6YR OLD PASSENGER HEAD Y (G's) vs TIME (ms)

- Max: 5.4 G's
- Tmax: 51.2 ms
- Min: -7.9 G's
- Tmin: 39.6 ms
- CFC 1000

6YR OLD PASSENGER HEAD Z (G's) vs TIME (ms)

- Max: 9.3 G's
- Tmax: 39.2 ms
- Min: -6.1 G's
- Tmin: 15.5 ms
- CFC 1000

6YR OLD PASSENGER HEAD Resultant (G's) vs TIME (ms)

- Max: 12.6 G's
- Tmax: 43.9 ms
- Min: 0.0 G's
- Tmin: 0.7 ms
- CFC 1000
LOW RISK DEPLOYMENT

Test Date: 5/28/09

Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER HEAD X Velocity (kph) vs TIME (ms)

Max: 2.1 kph
Tmax: 49.4 ms
Min: -1.1 kph
Tmin: 68.8 ms
CFC 180

6YR OLD PASSENGER HEAD Y Velocity (kph) vs TIME (ms)

Max: 0.8 kph
Tmax: 77.3 ms
Min: -1.1 kph
Tmin: 44.4 ms
CFC 180

6YR OLD PASSENGER HEAD Z Velocity (kph) vs TIME (ms)

Max: 2.2 kph
Tmax: 49.2 ms
Min: -0.0 kph
Tmin: 16.5 ms
CFC 180
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P2)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

**6YR OLD PASSENGER NECK FX (N) vs TIME (ms)**
- Max: 14.6 N
- Tmax: 9.7 ms
- Min: -116.9 N
- Tmin: 39.2 ms

**6YR OLD PASSENGER NECK FY (N) vs TIME (ms)**
- Max: 71.0 N
- Tmax: 50.3 ms
- Min: -79.5 N
- Tmin: 41.8 ms

**6YR OLD PASSENGER NECK FZ (N) vs TIME (ms)**
- Max: 98.3 N
- Tmax: 17.1 ms
- Min: -681.4 N
- Tmin: 39.6 ms

**6YR OLD PASSENGER NECK FResultant (N) vs TIME (ms)**
- Max: 692.5 N
- Tmax: 39.6 ms
- Min: 0.5 N
- Tmin: 2.2 ms
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P2)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER NECK MX (Nm) vs TIME (ms)
Max: 6.5 Nm
Tmax: 41.9 ms
Min: -1.7 Nm
Tmin: 33.8 ms
CFC 600

6YR OLD PASSENGER NECK MY (Nm) vs TIME (ms)
Max: 4.0 Nm
Tmax: 49.8 ms
Min: -9.0 Nm
Tmin: 68.7 ms
CFC 600

6YR OLD PASSENGER NECK MZ (Nm) vs TIME (ms)
Max: 1.9 Nm
Tmax: 94.7 ms
Min: -2.8 Nm
Tmin: 59.8 ms
CFC 600

Pass. Occipital Condyle Moment (Nm) vs TIME (ms)
Max: 3.8 Nm
Tmax: 48.8 ms
Min: -7.7 Nm
Tmin: 68.7 ms
CFC 600

B-46
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P2)
Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X (G's) vs TIME (ms)
Max: 3.2 G's
Tmax: 36.2 ms
Min: -2.1 G's
Tmin: 26.1 ms
CFC 180

6YR OLD PASSENGER CHEST Y (G's) vs TIME (ms)
Max: 3.8 G's
Tmax: 43.5 ms
Min: -1.7 G's
Tmin: 51.6 ms
CFC 180

6YR OLD PASSENGER CHEST Z (G's) vs TIME (ms)
Max: 5.4 G's
Tmax: 40.1 ms
Min: -2.9 G's
Tmin: 16.8 ms
CFC 180

6YR OLD PASSENGER CHEST Resultant (G's) vs TIME (ms)
Max: 5.6 G's
Tmax: 40.1 ms
Min: 0.0 G's
Tmin: 5.9 ms
CFC 180
Injury Values Calculated between 0ms and 100ms

6YR OLD PASSENGER CHEST X Velocity (kph) vs TIME (ms)

Max: 0.0 kph
Tmax: 39.0 ms
Min: -1.3 kph
Tmin: 100.0 ms
CFC 180

6YR OLD PASSENGER CHEST Y Velocity (kph) vs TIME (ms)

Max: 0.6 kph
Tmax: 48.3 ms
Min: -0.0 kph
Tmin: 35.2 ms
CFC 180

6YR OLD PASSENGER CHEST Z Velocity (kph) vs TIME (ms)

Max: 2.4 kph
Tmax: 53.2 ms
Min: -0.0 kph
Tmin: 21.4 ms
CFC 180

6YR OLD PASSENGER CHEST DISPLACEMENT (mm) vs TIME (ms)

Max: 0.7 mm
Tmax: 45.0 ms
Min: -0.3 mm
Tmin: 23.8 ms
CFC 600
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P2)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

Injury Values Calculated between 0ms and 100ms

FIRE VOLTAGE #1 (Volts) vs TIME (ms)
Max: 17.0 Volts
Tmax: 0.3 ms
Min: -1.2 Volts
Tmin: 10.3 ms
CFC 1000

FIRE CURRENT #1 (Amps) vs TIME (ms)
Max: 2.9 Amps
Tmax: 0.2 ms
Min: -0.3 Amps
Tmin: 0.5 ms
CFC 1000

FIRE VOLTAGE #2 (Volts) vs TIME (ms)
Max: 0.0 Volts
Tmax: 74.8 ms
Min: -0.0 Volts
Tmin: 0.1 ms
CFC 1000

FIRE CURRENT #2 (Amps) vs TIME (ms)
Max: 0.0 Amps
Tmax: 4.2 ms
Min: -0.0 Amps
Tmin: 0.1 ms
CFC 1000
LOW RISK DEPLOYMENT
2009 Volkswagen Tiguan (C95804) (6YO P2)

Test Date: 5/28/09
Speed: 0.0 mph (0.0 km/h)

PASS. nij (NTF) () vs TIME SPECIAL CHS (ms)

Max: 0.0
Tmax: 2.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NTE) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 68.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600

Pass. nij (NCF) () vs TIME SPECIAL CHS (ms)

Max: 0.2
Tmax: 43.2 ms
Min: 0.0
Tmin: 1.4 ms
CFC 600

Pass. nij (NCE) () vs TIME SPECIAL CHS (ms)

Max: 0.4
Tmax: 39.5 ms
Min: 0.0
Tmin: 0.1 ms
CFC 600
## APPENDIX C

### CRASH TEST PHOTOGRAPHS

#### TABLE OF PHOTOGRAPHS

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Vehicle Certification Label

MFD BY VOLKSWAGEN AG GERMANY 09/08
GVWR LBS 4741 KG 2150
GAWR FRONT LBS 2381, KG 1080
WITH 215/65R16 TIRES,
6.5JX16 RIMS, AT 240 KPA, 35 PSI COLD
GAWR REAR LBS 2492, KG 1130
WITH 215/65R16 TIRES,
6.5JX16 RIMS, AT 240 KPA, 35 PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE
U.S. FEDERAL MOTOR VEHICLE SAFETY AND
THEFT PREVENTION STANDARDS IN EFFECT ON
THE DATE OF MANUFACTURE SHOWN ABOVE.
WVGCV75N49W513012 TYPE: MPV
## Tire and Loading Information

### Tire and Loading Information on the Tires and the Load

**Seating Capacity**: Total 5, Front/Av 2, Rear/Ar 3

The combined weight of occupants and cargo should never exceed 505 kg or 1110 lbs.

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See owner's manual for additional information.

Voir manuel du propriétaire pour les détails.
Pre-Test Front View of Test Vehicle
Post-Test Front View of Test Vehicle
Pre-Test Left Side View of Test Vehicle
Post-Test Right Side View of Test Vehicle
Pre-Test Left Front Three-Quarter View of Test Vehicle
Post-Test Left Front Three-Quarter View of Test Vehicle
Pre-Test Right Front Three-Quarter View of Test Vehicle
Post-Test Right Front Three-Quarter View of Test Vehicle
Pre-Test Right Rear Three-Quarter View of Test Vehicle
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Pre-Test Engine Compartment View
Post-Test Engine Compartment View
Pre-Test Front Underbody View
Post-Test Front Underbody View
Post-Test Mid Underbody View
Post-Test Rear Underbody View
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Post-Test Driver Dummy Front View (head position)
Pre-Test Driver Dummy Position Left Side View
Post-Test Driver Dummy Position Left Side View
Pre-Test Driver Dummy Position Left Side View (door open)
Post-Test Driver Dummy Position Left Side View (door open)
Pre-Test Driver Dummy Seat Position
POST-TEST
C95804
30 MPH FRONTAL
09061901
2009 VW TIGUAN

Post-Test Driver Dummy Seat Position
Pre-Test Driver Dummy Feet Position
Post-Test Driver Side Knee Bolster View
Post-Test Driver Dummy Airbag Contact
Post-Test Driver Dummy Head Contact (headrest-seatback)
Post-Test Driver Dummy Knee Contact
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Post-Test Passenger Dummy Airbag Contact
Post-Test Passenger Dummy Head Contact (headrest)
Post-Test Passenger Dummy Knee Contact
Rollover 360 Degrees
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Pre-Test 5th Fem. P1 Driver Dummy Right Side View
Pre-Test 5th Fem. P2 Driver Dummy Left Side View
Post-Test 5th Fem. P2 Driver Dummy Airbag Right Side View
Post-Test 5th Fem. P2 Driver Dummy Head Contact (visor)
Post-Test 3YO P1 Passenger Dummy Left Side View
Pre-Test 3YO P1 Passenger Dummy Right Side View
Post-Test 3YO P2 Passenger Dummy Left Side View
Pre-Test 3YO P2 Passenger Dummy Right Side View
Post-Test 3YO P2 Passenger Dummy Right Side View
Post-Test 3YO P2 Passenger Dummy Airbag Right Side View
Post-Test 6YO P1 Passenger Dummy Right Side View
Post-Test 6YO P1 Passenger Dummy Airbag Right Side View
Pre-Test 6YO P2 Passenger Dummy Left Side View
Post-Test 6YO P2 Passenger Dummy Left Side View
### APPENDIX E

**SUPPRESSION PHOTOGRAPHS**

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Car Bed

DOT/NHTSA 208 Suppression Test - 2009 Volkswagen Tiguan (C95804)

Section A

Newborn

Cosco Dream Ride Car Bed Belted, Forward Seat Track

Unbelted 5th Percentile Female Reactivation, Forward Seat Track

Cosco Dream Ride Car Bed Belted, Middle Seat Track

Cosco Dream Ride Car Bed Belted, Rearward Seat Track

Cosco Dream Ride Car Bed Belted, Forward Seat Track
DOT/NHTSA 208 Suppression Test - 2009 Volkswagen Tiguan (C95804)
12 Month
Section B
Rear Facing CRS

Evenflo First Choice 204 Unbelted, Middle Seat Track

Evenflo First Choice 204 Unbelted, Rearward Seat Track

Evenflo First Choice 204 Forward Facing Unbelted, Forward Seat Track

Evenflo First Choice 204 Forward Facing Unbelted, Middle Seat Track
Evenflo First Choice 204 Forward Facing Unbelted, Rearward Seat Track

Unbelted 5th Percentile Female Reactivation, Middle Seat Track
**DOT/NHTSA 208 Suppression Test - 2009 Volkswagen Tiguan (C95804) Section B**

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Graco Infant WO Base Unbelted, Forward Seat Track
Graco Infant WO Base Unbelted, Middle Seat Track
Graco Infant WO Base Unbelted, Rearward Seat Track
Graco Infant WO Base Forward Facing Unbelted, Forward Seat Track
DOT/NHTSA 208 Suppression Test - 2009 Volkswagen Tiguan (C95804)
12 Month

Section C

Forward Facing Convertible CRS

Evenflo Medallion 254 Rear Facing Belted, Rearward Seat Track

Evenflo Medallion 254 Rear Facing Unbelted, Forward Seat Track

Evenflo Medallion 254 Rear Facing Unbelted, Middle Seat Track

Evenflo Medallion 254 Rear Facing Unbelted, Rearward Seat Track
Unbelted 5th Percentile Female Reactivation, Rearward Seat Track
### APPENDIX F

#### INSTRUMENTATION CALIBRATION

**INSTRUMENTS FOR DRIVER DUMMY NO.: 511**

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<td>Head Z</td>
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<tr>
<td>Neck Load Cell</td>
<td>1561</td>
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<tr>
<td>Chest X</td>
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<td>Chest Y</td>
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<td>Chest Displacement</td>
<td>511</td>
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<td>01/13/09</td>
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<tr>
<td>Left Femur Load Cell</td>
<td>9426</td>
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<td>Right Femur Load Cell</td>
<td>9425</td>
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**INSTRUMENTS FOR PASSENGER DUMMY NO.: 516**

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<tr>
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<td>Head Y</td>
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<td>Neck Load Cell</td>
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<td>Chest X</td>
<td>P59631</td>
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<td>Chest Y</td>
<td>P59632</td>
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<td>Chest Z</td>
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<tr>
<td>Left Femur Load Cell</td>
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### INSTRUMENTS FOR LOW RISK 5TH FEMALE DUMMY NO.: 505 (P1 & P2)

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<td>Head X</td>
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<td>Head Y</td>
<td>P59667</td>
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<td>Head Z</td>
<td>P59669</td>
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<tr>
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<td>1021</td>
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<td>01/08/09</td>
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<td>Chest Y</td>
<td>P59658</td>
<td>Endevco</td>
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<td>P59659</td>
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<td>Chest Displacement</td>
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<td>02/25/09</td>
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<td>Left Femur Load Cell</td>
<td>1362</td>
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### INSTRUMENTS FOR LOW RISK 3 YEAR OLD DUMMY NO.: 032 (P1 & P2)

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<tr>
<td>Head Y</td>
<td>P52134</td>
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<td>Head Z</td>
<td>P52145</td>
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<tr>
<td>Neck Load Cell</td>
<td>233</td>
<td>Denton</td>
<td>02/05/09</td>
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<tr>
<td>Chest X</td>
<td>P52172</td>
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<td>02/26/09</td>
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<td>Chest Y</td>
<td>P52173</td>
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### INSTRUMENTS FOR LOW RISK 6 YEAR OLD DUMMY NO.: 155 (P1 & P2)

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<td>Head Y</td>
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<td>Head Z</td>
<td>P59399</td>
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<tr>
<td>Neck Load Cell</td>
<td>376</td>
<td>Denton</td>
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<tr>
<td>Chest X</td>
<td>P49510</td>
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<td>P49511</td>
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## VEHICLE INSTRUMENTS

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<tbody>
<tr>
<td>Left Rear Seat Crossmember X</td>
<td>J23-J04</td>
<td>Entran</td>
</tr>
<tr>
<td>Right Rear Seat Crossmember X</td>
<td>F28-N03</td>
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<tr>
<td>Top of Engine X</td>
<td>P24265</td>
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<tr>
<td>Bottom of Engine X</td>
<td>P27024</td>
<td>Endevco</td>
</tr>
<tr>
<td>Left Brake Caliper X</td>
<td>C24-A03</td>
<td>Entran</td>
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<tr>
<td>Right Brake Caliper X</td>
<td>C24-J01</td>
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<td>Instrument Panel X</td>
<td>D12-X18</td>
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<tr>
<td>Trunk Z</td>
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