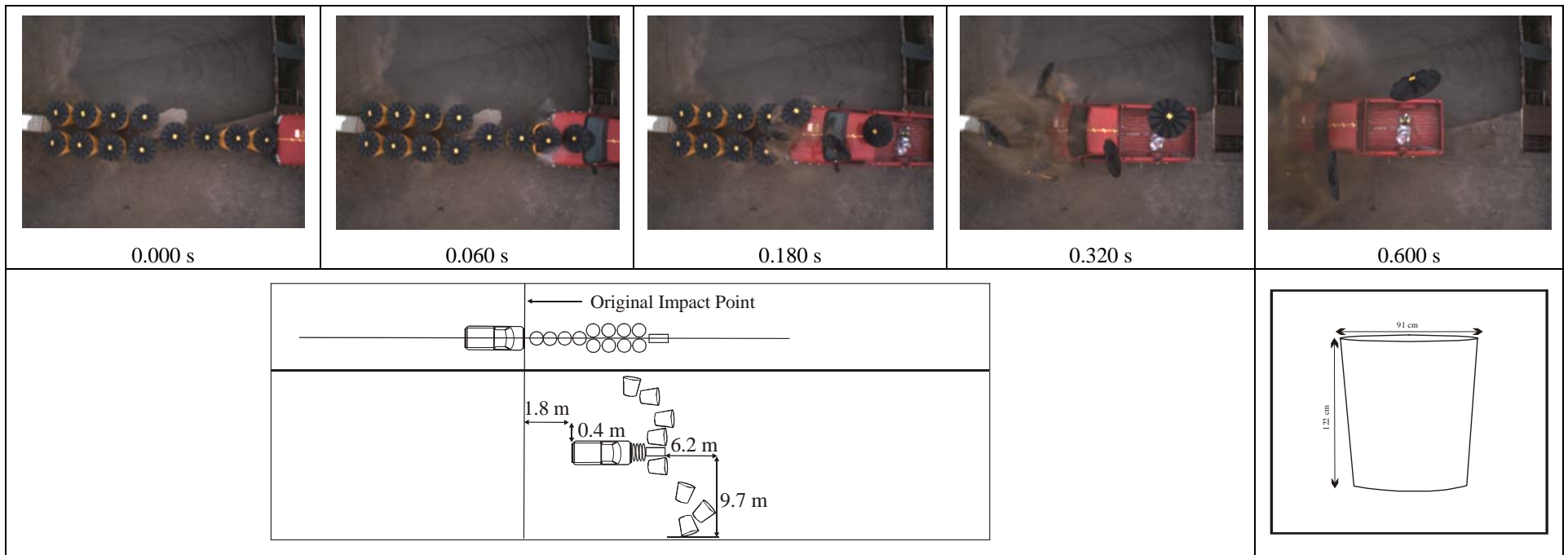


General Information		Impact Conditions		Test Article Deflections (m)		Vehicle Trajectory Post Test	
Test Agency	Transportation Research Center Inc. (TRC Inc.)	Speed (km/h)	101.8	Dynamic	17.25	The impacting vehicle's final most outer right trajectory did not stay within twelve feet of the barrier. Assuming that the barrier was at the right edge of the lane, the vehicle would not have stayed within a 12-foot lane width to the right.	
Test No.	061120	Angle (deg)	0	Permanent	17.25		
Date	November 20, 2006	Exit Conditions		Vehicle Damage			
Test Article		Speed (km/h)	N/A	Exterior			
Type	Sand barrel array	Angle (deg)	N/A	VDS	N/A		
Manufacturer	Plastic Safety Systems, Inc.	Occupant Risk Values		CDC	12FZEW2		
Size and/or dimension and material of key elements	12 individual portable sand filled barrels, each being 122 cm high with a 91 cm diameter	Impact Velocity (m/s)		Interior			
Soil Type and Condition	N/A	x-direction	9.6	OCDI	RS0000000		
Test Vehicle		y-direction	0.7	Maximum Exterior Vehicle Crush (mm)	---1		
Type	Production Model	THIV (optional)	34.79 km/h	Max. Occ. Compart. Deformation (mm)	40		
Designation	Passenger car	Ridedown Acceleration (g's)		Post-Impact Vehicular Behavior			
Model	2000 Chevrolet Metro LSi	x-direction	9.5	Maximum Roll Angle (deg)	-31.6		
Mass (kg)		y-direction	2.1	Maximum Pitch Angle (deg)	-23.9		
Curb	845.5	PHD (optional)	9.65 g	Maximum Yaw Angle (deg)	-228.2		
Test Inertial	843.8	ASI (optional)	0.79				
Dummy(s)	76.0	Max. 0.050 -s Average (g's)					
Gross Static	919.8	x-direction	-8.7				
		y-direction	1.5				
		z-direction	2.7				

Figure 10. Summary of results for test 061120

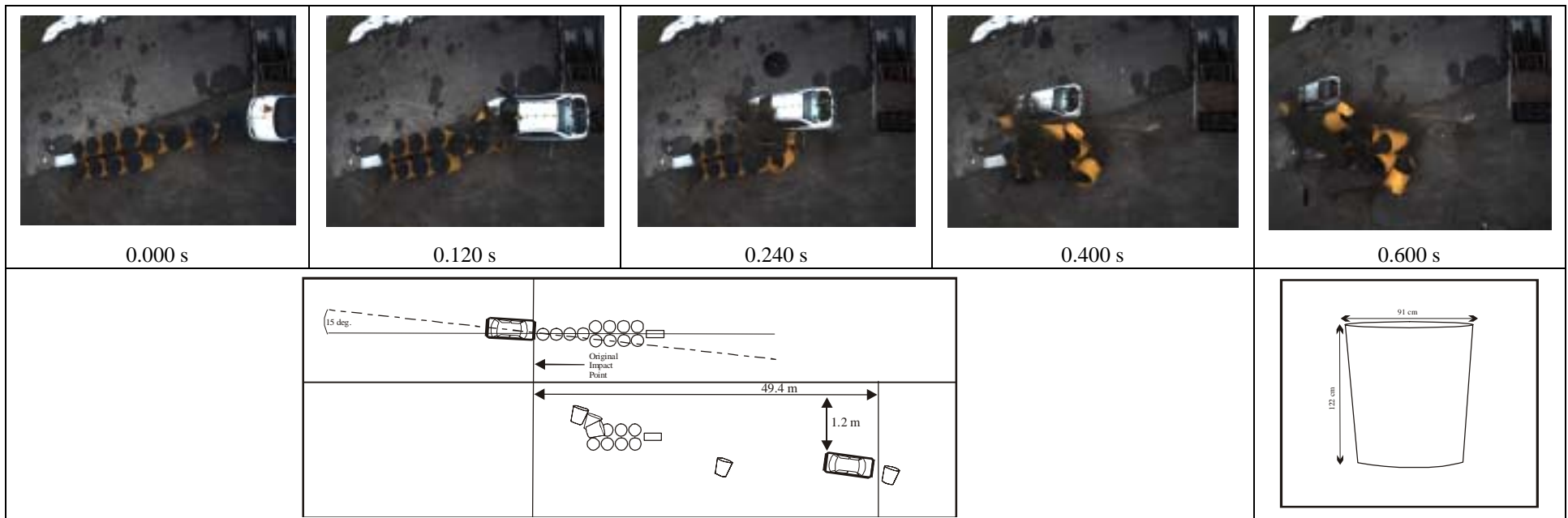
¹ Measurement point could not be located post-test. Maximum exterior vehicle crush could not be measured.



General Information		Impact Conditions		Test Article Deflections (m)		Vehicle Trajectory Post Test	
Test Agency	Transportation Research Center Inc. (TRC Inc.)	Speed (km/h)	101.2	Dynamic	9.69	The impacting vehicle's final most outer left trajectory stayed within twelve feet of the barrier. Assuming that the barrier was at the edge of the lane, the vehicle would have stayed within a 12-foot lane width.	
Test No.	061111	Angle (deg)	0	Permanent	9.69		
Date	November 11, 2006	Exit Conditions		Vehicle Damage			
Test Article	Sand barrel array	Speed (km/h)	N/A	Exterior	N/A		
Type	Plastic Safety Systems, Inc.	Angle (deg)	N/A	VDS	12FZEW2		
Manufacturer	12 individual portable sand filled barrels, each being 122 cm high with a 91 cm diameter	Occupant Risk Values		Interior	LF0000000		
Size and/or dimension and material of key elements	N/A	Impact Velocity (m/s)		OCDI			
Soil Type and Condition		x-direction	8.9	Maximum Exterior			
Test Vehicle		y-direction	0.4	Vehicle Crush (mm)	167		
Type	Production Model	THIV (optional)	32.24 km/h	Max. Occ. Compart.			
Designation	2000P	Ridedown Acceleration (g's)		Deformation (mm)	6		
Model	2002 GMC Sierra 2500	x-direction	11.46	Post-Impact Vehicular Behavior			
Mass (kg)		y-direction	1.6	Maximum Roll Angle (deg)	-7.73		
Curb	2285.0	PHD (optional)	11.54 g	Maximum Pitch Angle (deg)	-6.04		
Test Inertial	2031.7	ASI (optional)	0.68	Maximum Yaw Angle (deg)	-9.79		
Dummy(s)	0.0	Max. 0.050 -s Average (g's)					
Gross Static	2031.7	x-direction	-7.7				
		y-direction	-0.9				
		z-direction	-2.8				

Figure 10. Summary of results for test 061111

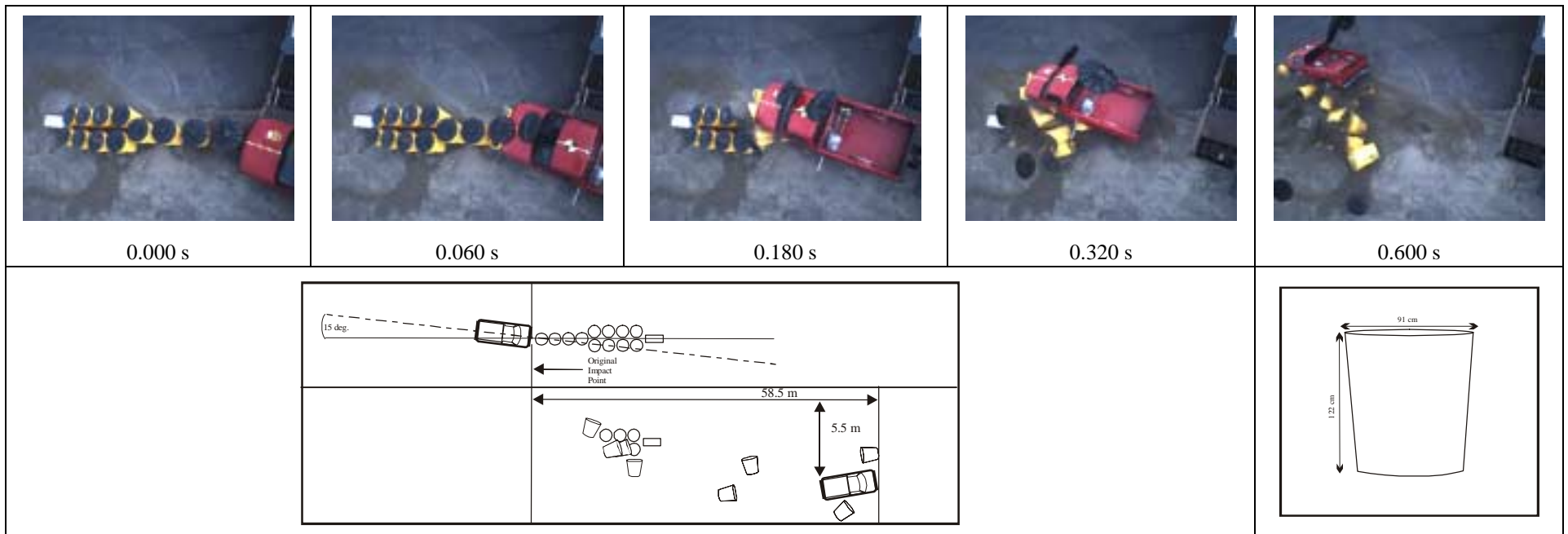
¹ Measurement estimated from overhead film view.



General Information		Impact Conditions		Test Article Deflections (m)		Vehicle Trajectory Post Test	
Test Agency	Transportation Research Center Inc. (TRC Inc.)	Speed (km/h)	101.3	Dynamic	50.0 ¹	The impacting vehicle's final most outer left trajectory stayed within twelve feet of the barrier. Assuming that the barrier was at the edge of the lane, the vehicle would have stayed within a 12-foot lane width.	
Test No.	051227	Angle (deg)	15	Permanent	50.0 ¹		
Date	December 27, 2005	Exit Conditions		Vehicle Damage			
Test Article		Speed (km/h)	N/A	Exterior			
Type	Sand barrel array	Angle (deg)	N/A	VDS	N/A		
Manufacturer	Plastic Safety Systems, Inc.	Occupant Risk Values		CDC	12FZEW2		
Size and/or dimension and material of key elements	12 individual portable sand filled barrels, each being 122 cm high with a 91 cm diameter	Impact Velocity (m/s)		Interior			
Soil Type and Condition	N/A	x-direction	8.2	OCDI	FS0000000		
Test Vehicle		y-direction	1.4	Maximum Exterior Vehicle Crush (mm)	111		
Type	Production Model	THIV (optional)	N/A	Max. Occ. Compart. Deformation (mm)	12		
Designation	820C	Ridedown Acceleration (g's)		Post-Impact Vehicular Behavior			
Model	2001Chevrolet Metro	x-direction	4.7	Maximum Roll Angle (deg)	7.6		
Mass (kg)		y-direction	2.8	Maximum Pitch Angle (deg)	-6.1		
Curb	895.5	PHD (optional)	N/A	Maximum Yaw Angle (deg)	-7.4		
Test Inertial	843.6	ASI (optional)	N/A				
Dummy(s)	73.0	Max. 0.050 –s Average (g's)					
Gross Static	919.6	x-direction	N/A				
		y-direction	N/A				
		z-direction	N/A				

Figure 10. Summary of results for test 051227

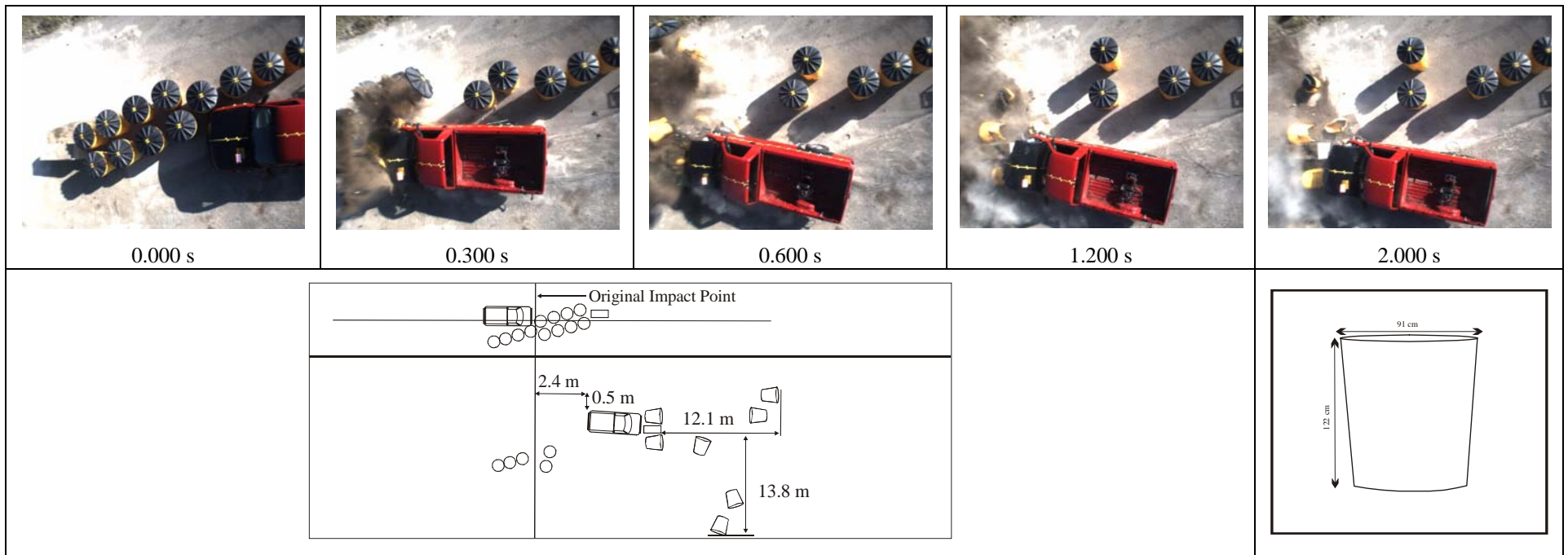
¹ Measurement estimated from overhead film view.



General Information		Impact Conditions		Test Article Deflections (m)		Vehicle Trajectory Post Test	
Test Agency	Transportation Research Center Inc. (TRC Inc.)	Speed (km/h)	101.9	Dynamic	58.5	The impacting vehicle's final most outer left trajectory did not stay within twelve feet of the barrier. Assuming that the barrier was at the edge of the lane, the vehicle would not have stayed within a 12-foot lane width.	
Test No.	051228	Angle (deg)	15	Permanent	58.5		
Date	December 28, 2005	Exit Conditions		Vehicle Damage			
Test Article	Sand barrel array	Speed (km/h)	N/A	Exterior			
Type	Plastic Safety Systems, Inc.	Angle (deg)	N/A	VDS	N/A		
Manufacturer	12 individual portable sand filled barrels, each being 122 cm high and material of key elements	Impact Velocity (m/s)		CDC	12FZEW2		
Size and/or dimension and material of key elements	N/A	x-direction	8.0	Interior	FS0000000		
Soil Type and Condition		y-direction	0.9	OCDI			
Test Vehicle		THIV (optional)	N/A	Maximum Exterior			
Type	Production Model	Ridedown Acceleration (g's)		Vehicle Crush (mm)	201		
Designation	2000P	x-direction	3.6	Max. Occ. Compartment			
Model	2000 Chevrolet Silverado	y-direction	2.2	Deformation (mm)	7		
Mass (kg)		PHD (optional)	N/A	Post-Impact Vehicular Behavior			
Curb	2238.0	ASI (optional)	N/A	Maximum Roll Angle (deg)	45.6		
Test Inertial	2027.0	Max. 0.050 -s Average (g's)		Maximum Pitch Angle (deg)	7.6		
Dummy(s)	0.0	x-direction	N/A	Maximum Yaw Angle (deg)	12.2		
Gross Static	2027.0	y-direction	N/A				
		z-direction	N/A				

Figure 10. Summary of results for test 051228

¹ Measurement estimated from overhead film view.



General Information		Impact Conditions		Test Article Deflections (m)		Vehicle Trajectory Post Test	
Test Agency	Transportation Research Center Inc. (TRC Inc.)	Speed (km/h)	102.3	Dynamic	13.84	The impacting vehicle's final most outer right trajectory stayed within twelve feet of the barrier. Assuming that the barrier was at the right edge of the lane, the vehicle would have stayed within a 12-foot lane width to the right.	
Test No.	061205	Angle (deg)	20	Permanent	13.84		
Date	December 5, 2006	Exit Conditions		Vehicle Damage			
Test Article		Speed (km/h)	N/A	Exterior			
Type	Sand barrel array	Angle (deg)	N/A	VDS	N/A		
Manufacturer	Plastic Safety Systems, Inc.	Occupant Risk Values		CDC	12FDEW2		
Size and/or dimension and material of key elements	12 individual portable sand filled barrels, each being 122 cm high with a 91 cm diameter	Impact Velocity (m/s)		Interior			
Soil Type and Condition	N/A	THIV (optional)	45.0 g	OCDI	RF0000000		
Test Vehicle		Ridedown Acceleration (g's)		Maximum Exterior Vehicle Crush (mm)	465		
Type	Production Model	x-direction	14.1	Max. Occ. Compart. Deformation (mm)	0		
Designation	2000P	y-direction	3.2	Post-Impact Vehicular Behavior			
Model	2002 GMC Sierra 2500	PHD (optional)	14.6 g	Maximum Roll Angle (deg)	-10.25		
Mass (kg)		ASI (optional)	1.29	Maximum Pitch Angle (deg)	-5.27		
Curb	2285.0	Max. 0.050 -s Average (g's)		Maximum Yaw Angle (deg)	18.19		
Test Inertial	2028.8	x-direction	-15.1				
Dummy(s)	0.0	y-direction	-1.5				
Gross Static	2028.8	z-direction	-5.2				

Figure 10. Summary of results for test 061205