Expert System Software for Litigation

8387 University Avenue La Mesa, CA 91942-9342

Web Site: http://www.4n6xprt.com

FED Tax ID No.: 95-3121248

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The Force Balance approach to Stiffness values is based on the concept of "Equal and Opposite Forces" in combination with the assumption that one of the vehicles involved has a good set of Stiffness values based on testing.

The 4N6XPRT StifCalcs® program has contained a Force Balance module since its 2011 Update -

There are essentially only TWO requirements in order to use a Force Balance approach, and they are: You must have A-B values for one of the vehicles for the surface that was hit Both vehicles must have SOME damage Beyond these two requirements, the QUALITY of your calculation results will be impacted by: The quality of the information you have on each vehicle (weight, pass/cargo load, etc.)

The quality/accuracy of your crush measurements

The quality of your A-B stiffness values

while the Force Balance analysis CAN be run with degraded information in the above three areas, the quality of the results will also be degraded, sometimes significantly so.

As an extension of our Individual Vehicle Data Search Service, in 2011 we added Force Balance Analysis runs to our services. An order form with pricing follows on the next page.

With respect to the Order Form -

- Please be SPECIFIC on the vehicle make and model, including drive wheels, bed length, etc. A)
- B) The Curb Weight used will come from Expert AutoStats unless you specify some other weight
- The PDOF Lever Arm default length is 0 inches C)
- The Angle of Collision Force to Normal Force default value is 0 degrees D)
- If no Crush Spacing is indicated, equal spacing will be used. E)

If you have any specific questions, please be sure to call.

Sincerely,

Daniel W. Vomhof III

General Manager/Technical Support

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FORCE BALANCE ORDER FORM

Vehicle 1 (KNOWN Stiffness) - Year/Make/Model Curb Weight (pounds) = Occupant + Cargo Weight (pounds) = Total Weight (pounds) = Angle of Collision Force to Force Normal to Collision Face (degrees) = PDOF Lever Arm Distance (inches) = Damage Length (inches) =		Vehicle 2 - Year/Make/Model Curb Weight (pounds) = Occupant + Cargo Weight (pounds) = Total Weight (pounds) = Angle of Collision Force to Force Normal to Collision Face (degrees) = PDOF Lever Arm Distance (inches) = Damage Length (inches) =					
				If Crush Depth measurements are need to fill in the distance between			urements are equally spaced, you do not istance between Crush measurements.
				Crush Depth	Crush Spacing EQUAL?? Yes / No	Crush De	<u>Crush Spacing</u> EQUAL?? Yes / No
				C2 (inches) = Distance C2 C3 (inches) = Distance C3 C4 (inches) = Distance C4 C5 (inches) = Distance C5 C6 (inches) =	to C2 (inches) = 2 to C3 (inches) = 3 to C4 (inches) = 4 to C5 (inches) = 5 to C6 (inches) =	C1 (inches) = C2 (inches) = C3 (inches) = C4 (inches) = C5 (inches) = C6 (inches) =	Distance C1 to C2 (inches) = Distance C2 to C3 (inches) = Distance C3 to C4 (inches) = Distance C4 to C5 (inches) = Distance C5 to C6 (inches) =
C7 (inches) = Distance C7 C8 (inches) = Distance C8 C9 (inches) =	to C7 (inches) = to C8 (inches) = to C9 (inches) = to C10 (inches) =	C7 (inches) = C8 (inches) = C9 (inches) = C10 (inches) =	Distance C7 to C8 (inches) = Distance C8 to C9 (inches) = Distance C9 to C10 (inches) =				
NameAddress		Visa/MasterC	ard/American Express				
Phone Case Reference		_ Card Billing A	Address				