* * * A T T E N T I O N * * *

Individual Vehicle dimensions were obtained through the use of the Expert AutoStats(R) program.

The Expert AutoStats(R) program contains a multitude of vehicle dimensions and specifications on over 54,000 different vehicles and 203 different manufacturers spanning more than 80 years.

While every attempt has been made to ensure accurate data,these dimensions are meant to be used as first approximations. Some measurements are dependant on such factors as tire and rim sizes, tire inflation pressure and wear, suspension system condition, bumper type and style, and other manufacturing variations from vehicle to vehicle.

Whenever feasible, the vehicle in question or an exemplar vehicle should be measured to verify data important to your case.

Individual Vehicle Data Search Service (R)

Provided by:
4N6XPRT SYSTEMS (R)
Forensic Expert Software
8387 University Avenue
La Mesa, CA 91942-9342

(619) 464-3478 / (800) 266-9778 / FAX: (619) 464-2206
Web Site - www.4N6XPRT.com
Email - 4n6@4n6xprt.com

Through the use of

E X P E R T A U T O S T A T S (R)

DEVELOPED BY:
Daniel W. Vomhof III & Daniel W. Vomhof, Ph.D.

VEHICLE DATA RESEARCH BY:
Sheryl Cozby, Marion Vomhof, Muriel Vomhof, & Cindy Christensen

Expert VIN DeCoder®

Version Number 4.3.1.0

DeCoded VIN: 1FMZU32E4XUC87606

Model:	1999 Ford Explorer XL 4x2 4-door SUV
Engine Size:	4.0 L / 244 cu.in.
Engine Description:	V6 cylinder with Single Overhead Cam
Horse Power:	160 @ 4000 rpm
Torque:	255 lb-ft at 2500 rpm
Injection System:	Multipolt Fuel Injection (MFI)
PSI:	60-72 psi
Ignition:	electronic
Manufacturer:	Ford
Assembly Plant:	Louisville, KY
Drive Wheels:	This is a Rear Wheel Drive vehicle w/ Second Generation Front Air Bags

The First through Third characters (1FM) indicate a Ford Multi-Purpose Vehicle (MPV) made in the U.S.A.

The Fourth character (Z) indicates a GVWR of 5001-6000 lbs.

The Fifth through Seventh characters (U32) indicate an Explorer XL 4x2 and a 4-door SUV

The Eighth character (E) indicates the OEM engine: 4.0 L / 244 cu.in., V6, SOHC

The Ninth character (the check digit) is entered as 4.
The VIN appears Valid, the calculated value is 4.

The Tenth character (X) indicates the model year 1999

The Eleventh character (U) indicates the vehicle was made in the assembly plant in Louisville, KY

The Twelfth through Seventeenth characters (C87606) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

Version 6.6.1.1

PROVIDED BY:
4N6XPRT Systems
8387 University Avenue
La Mesa CA 91941

5/14/2026

1999 FORD EXPLORER 4 DOOR 4X2 UTILITY

Curb Weight:		3911	lbs.	1774	kg.
Curb Weight Distribution -	Front:	56	% Rear:	44	%
Gross Vehicle Weight Rating:		5340	lbs.	2422	kg.
Number of Tires on Vehicle:		4			
Drive Wheels:		REAR			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	189	15.75	4.80
Wheelbase:	112	9.33	2.84
Front Bumper to Front Axle:	35	2.92	0.89
Front Bumper to Front of Front Well:	17	1.42	0.43
Front Bumper to Front of Hood:	7	0.58	0.18
Front Bumper to Base of Windshield:	53	4.42	1.35
Front Bumper to Top of Windshield:	74	6.17	1.88
Rear Bumper to Rear Axle:	42	3.50	1.07
Rear Bumper to Rear of Rear Well:	26	2.17	0.66
Rear Bumper to Rear of Trunk:	5	0.42	0.13
Rear Bumper to Base of Rear Window:	6	0.50	0.15
Width Dimensions			
Maximum Width:	70	5.83	1.78
Front Track:	59	4.92	1.50
Rear Track:	59	4.92	1.50
Vertical Dimensions			
Height:	67	5.58	1.70
Ground to -			
Front Bumper (Top)	27	2.25	0.69
Headlight - center	34	2.83	0.86
Hood - top front:	40	3.33	1.02
Base of Windshield	48	4.00	1.22
Rear Bumper - top:	24	2.00	0.61
Trunk - top rear:	39	3.25	0.99
Base of Rear Window:	45	3.75	1.14

1999 FORD EXPLORER 4 DOOR 4X2 UTILITY

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	56	4.67	1.42
Front Seat to Headliner	40	3.33	1.02
Front Leg Room - seatback to floor (max)	42	3.50	1.07
Rear Seat Shoulder Width	58	4.83	1.47
Rear Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (min)	37	3.08	0.94

Seatbelts: 3pt - front and rear
Airbags: FRONT SEAT AIRBAGS

Steering Data

Turning Circle (Diameter)	444	37	11.28
Steering Ratio: 17.00:1			
Wheel Radius:	13	1.08	0.33
Tire Size (OEM): P225/70R15			

Acceleration & Braking Information

Brake Type: ALL DISC
ABS System: ABS

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):
d = 129.0 ft t = 2.9 sec a = -30.0 ft/sec² G-force = -0.93

Acceleration:

0 to 30mph	t =	3.0	sec	a =	14.7	ft/sec²	G-force = 0.46
0 to 60mph	t =	8.2	sec	a =	10.7	ft/sec²	G-force = 0.33
45 to 65mph	t =	6.4	sec	a =	4.6	ft/sec²	G-force = 0.14

Transmission Type: 5spd MANUAL

Notes:
Federal Bumper Standard Requirements: No Requirement

N.S.D.C = 1998 - 2001

1999 FORD EXPLORER 4 DOOR 4X2 UTILITY

Other Information

Tip-Over Stability Ratio =	1.10	Reasonably Stable
NHTSA Star Rating (calculated)		**

Center of Gravity (No Load):		Inches	Feet	Meters
behind front axle	=	49.28	4.11	1.25
in front of rear axle	=	62.72	5.23	1.59
from side of vehicle	=	35.00	2.92	0.89
from ground	=	26.73	2.23	0.68
from front corner	=	91.26	7.60	2.32
from rear corner	=	110.41	9.20	2.80
from front bumper	=	84.28	7.02	2.14
from rear bumper	=	104.72	8.73	2.66

Moments of Inertia Approximations (No Load):		lb*ft*sec²	kg*m*sec²
Yaw Moment of Inertia	=	2685.33	371.26
Pitch Moment of Inertia	=	2723.32	376.51
Roll Moment of Inertia	=	625.42	86.47

Front Profile Information

Angle Front Bumper to Hood Front	=	61.7	deg
Angle Front of Hood to Windshield Base	=	9.9	deg
Angle Front of Hood to Windshield Top	=	20.5	deg
Angle of Windshield	=	39.0	deg
Angle of Steering Tires at Max Turn	=	28.9	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)	=	21	CF
Bullet vehicle IMPACT SPEED estimation based on TARGET VEHICLE damage ONLY (Tested for Rear/Side Impact only)	=	27	CF

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

Stiffness Values and Test Data

Derived from

NHTSA Crash Test

#3850

2000 FORD EXPLORER

Provided By

4N6XPRT StifCalcs®

Registered to:

4N6XPRT SYSTEMS
8387 UNIVERSITY AVENUE
LA MESA CA 91941-3842
25R-030201SC01301

4N6XPRT Systems | 8387 University Avenue | La Mesa, CA 91942 | USA
(800) 266-9778 | (619) 464-3478 | FAX: (619) 464-2206 | Email: 4n6@4n6xprt.com

Similar Vehicle database reader

You entered: **1999 FORD EXPLORER**

The Similar Vehicle Year/Model list indicates the following are Similar Models

Year Range	Make	Model	Body Styles	Wheelbase
1995 - 2001	FORD	EXPLORER	SW, SUV	114, 111.5
Remarks: FRONT RESTYLE LIKE 93 RANGER				
1996 - 2001	MERCURY	MOUNTAINEER	SUV	114
Remarks:				
2001 - 2003	FORD	EXPLORER SPORT	SUV	101.8
Remarks: RESTYLED 2D EXPLORER				
2001 - 2005	FORD	EXPLORER SPORTTRAC	P/U	125.9
Remarks: 4D EXPL SPORT W/PICKUP BED				

Test Information

Test #	3850	NHTSA Test Reference Guide Version #	V5			
Test Date	11/16/2001	Contract #	DTNH22-01-D-32005			
Contract/Study Title	FRONTAL BARRIER 40% OFFSET IMPACT TEST					
Test Objective(s)	TO OBTAIN VEHICLE CRASHWORTHINESS AND ATD PERFORMANCE INFORMATION					
Test Type	TEST PROCEDURE DEVELOPMENT	Configuration	VEHICLE INTO BARRIER			
Impact Angle	0	Side Impact Point	9999	mm	0.0	inches
		Offset Distance	-663	mm	-26.1	inches
		Closing Speed	59.9	Km/Hr	37.19	MPH
Test Performer	CALSPAN					
Test Reference #	RUN1963					
Test Track Surface	CONCRETE	Condition	DRY			
Ambient Temperature	21 C	69.8 F	Total Number of Curves	215		
Data Recorder Type	DIGITAL DATA ACQUISITION	Data Link	UMB			
Test Commentary	TEST PERFORMED FOR NHTSA CRASHWORTHINESS RESEARCH DIVISION					

Fixed Barrier Information

Barrier Type	DEFORMABLE	Pole Barrier Diameter	9999	mm	9999	inches
Barrier Shape	US OFFSET LC BARRIER MOD1					
Barrier Commentary	EEVC DEFORMABLE US BARRIER WITH LC MOD1 (1000mm wide)					

2000 FORD EXPLORER LEFT FRONT SEAT

Test #	3850		
Vehicle #	1	Sex	FEMALE
Location	LEFT FRONT SEAT	Age	99
Position	FORWARD Of CENTER POSITION	Height	9999.0 mm 0.0 inches
Type	HYBRID III DUMMY WITH THOR LX LEGS	Weight	999.0 kg 2202.0 pounds
Size	5 PERCENTILE		
Calibration Method	HYBRID III		
Occupant Manufacturer	MFG: FIRST TECHNOLOGY SAFETY SYSTEMS S/N:421		
Occupant Modification	THOR LX INSTRUMENTED LEGS INSTALLED		
Occupant Description	SUBPART 572O HYBRID III		
Occupant Commentary	CNTRH2: HEAD RESTRAINT		

Head

Head to -

Windshielder Header	319.0	mm	12.6	inches	Head Injury Criteria (HIC)	217.0	
WindShield	498.0	mm	19.6	inches	HIC Lower Time Interval (ms)	68.0	
Seatback	9999.0	mm	0.0	inches	HIC Upper Time Interval (ms)	103.9	
Side Header	278.0	mm	10.9	inches			
Side Window	361.0	mm	14.2	inches			

Neck to Seatback 9999.0 mm 0.0 inches

First Contact Region (Head): AIR BAG

Second Contact Region (Head): OTHER

Chest

Chest to -

Dash	401.0	mm	15.8	inches	Arm to Door	152.0	mm	6.0	inches
Steering Wheel	168.0	mm	6.6	inches	Hip to Door	173.0	mm	6.8	inches
Seatback	9999.0	mm	0.0	inches					

Chest Severity Index	249.0	Pelvic Peak Lateral Acceleration (g's)	10000.0
Thoracic Trauma Index	9999.0	Thorax Peak Acceleration (g's)	31.0

Lap Belt Peak Load 9999.0 Newtons 2247.9 pound Force

Shoulder Belt Peak Load 9999.0 Newtons 2247.9 pound Force

First Contact Region (Chest/Abdomen): AIR BAG

Second Contact Region (Chest/Abdomen): STEERING WHEEL

Legs

Knees to Dash	77.0	mm	3.0	inches	Knees to Seatback	9999.0	mm	0.0	inches

Left Femur Peak Load	-3701.0 Newtons	-832.0	pounds Force
Right Femur Peak Load	-2152.0 Newtons	-483.8	pounds Force

First Contact Region (Legs): DASHPANEL

Second Contact Region (Legs):

2000 FORD EXPLORER LEFT FRONT SEAT

Test #	3850					
Vehicle #	1	Sex	FEMALE			
Location	LEFT FRONT SEAT	Age	99			
Position	FORWARD Of CENTER POSITION	Height	9999.0	mm	0.0	inches
Type	HYBRID III DUMMY WITH THOR LX LEGS	Weight	999.0	kg	2202.0	pounds
Size	5 PERCENTILE					

Calibration Method	HYBRID III
Occupant Manufacturer	MFG: FIRST TECHNOLOGY SAFETY SYSTEMS S/N:421
Occupant Modification	THOR LX INSTRUMENTED LEGS INSTALLED
Occupant Description	SUBPART 572O HYBRID III
Occupant Commentary	CNTRH2: HEAD RESTRAINT

Restraints

Restraint # 1	3 POINT BELT
Mounted	BELT - CONVENTIONAL MOUNT
Deployment	NOT APPLICABLE
Restraint Commentary	NONE
Restraint #2	FRONTAL AIRBAG
Mounted	STEERING WHEEL
Deployment	DEPLOYED PROPERLY
Restraint Commentary	NONE

2000 FORD EXPLORER RIGHT FRONT SEAT

Test #	3850		
Vehicle #	1	Sex	FEMALE
Location	RIGHT FRONT SEAT	Age	99
Position	FORWARD Of CENTER POSITION	Height	9999.0 mm 0.0 inches
Type	HYBRID III DUMMY WITH THOR LX LEGS	Weight	999.0 kg 2202.0 pounds
Size	5 PERCENTILE		
Calibration Method	HYBRID III		
Occupant Manufacturer	MFG: FIRST TECHNOLOGY SAFETY SYSTEMS S/N:416		
Occupant Modification	THOR LX INSTRUMENTED LEGS INSTALLED		
Occupant Description	SUBPART 572O HYBRID III		
Occupant Commentary	CNTRH2: HEAD RESTRAINT		

Head

Head to -

Windshielder Header	309.0	mm	12.2	inches	Head Injury Criteria (HIC)	450.0	
WindShield	485.0	mm	19.1	inches	HIC Lower Time Interval (ms)	90.2	
Seatback	9999.0	mm	0.0	inches	HIC Upper Time Interval (ms)	126.2	
Side Header	267.0	mm	10.5	inches			
Side Window	345.0	mm	13.6	inches			

Neck to Seatback 9999.0 mm 0.0 inches

First Contact Region (Head): AIR BAG

Second Contact Region (Head): OTHER

Chest

Chest to -

Dash	372.0	mm	14.6	inches	Arm to Door	140.0	mm	5.5	inches
Steering Wheel	9999.0	mm	0.0	inches	Hip to Door	174.0	mm	6.9	inches
Seatback	9999.0	mm	0.0	inches					

Chest Severity Index	275.0	Pelvic Peak Lateral Acceleration (g's)	10000.0
Thoracic Trauma Index	9999.0	Thorax Peak Acceleration (g's)	36.0

Lap Belt Peak Load 9999.0 Newtons 2247.9 pound Force

Shoulder Belt Peak Load 9999.0 Newtons 2247.9 pound Force

First Contact Region (Chest/Abdomen): AIR BAG

Second Contact Region (Chest/Abdomen): NONE

Legs

Knees to Dash	60.0	mm	2.4	inches	Knees to Seatback	9999.0	mm	0.0	inches

Left Femur Peak Load	-2925.0 Newtons	-657.6	pounds Force
Right Femur Peak Load	-1761.0 Newtons	-395.9	pounds Force

First Contact Region (Legs): DASHPANEL

Second Contact Region (Legs):

2000 FORD EXPLORER RIGHT FRONT SEAT

Test #	3850					
Vehicle #	1	Sex	FEMALE			
Location	RIGHT FRONT SEAT	Age	99			
Position	FORWARD Of CENTER POSITION	Height	9999.0	mm	0.0	inches
Type	HYBRID III DUMMY WITH THOR LX LEGS	Weight	999.0	kg	2202.0	pounds
Size	5 PERCENTILE					

Calibration Method	HYBRID III
Occupant Manufacturer	MFG: FIRST TECHNOLOGY SAFETY SYSTEMS S/N:416
Occupant Modification	THOR LX INSTRUMENTED LEGS INSTALLED
Occupant Description	SUBPART 572O HYBRID III
Occupant Commentary	CNTRH2: HEAD RESTRAINT

Restraints

Restraint # 1	3 POINT BELT
Mounted	BELT - CONVENTIONAL MOUNT
Deployment	NOT APPLICABLE
Restraint Commentary	NONE
Restraint #2	FRONTAL AIRBAG
Mounted	DASH PANEL - MID
Deployment	DEPLOYED PROPERLY
Restraint Commentary	NONE

Vehicle 1 2000 FORD EXPLORER

Test #	3850		
VIN	1FMZU72X8YZB59978	NHTSA Test Vehicle Number	1
Year	2000	Vehicle Modification Indicator	PRODUCTION VEHICLE
Make	FORD	Post-test Steering Column Shear Capsule Seperation	UNKNOWN
Model	EXPLORER	Steering Column Collapse Mechanism	UNKNOWN
Body	UTILITY VEHICLE		
Engine	V6 INLINE FRONT		
Displacement	4 Liter	Transmission	AUTOMATIC - FOUR WHEEL DRIVE
Vehicle Modification(s) Description	NONE		
Vehicle Commentary	2000 FORD EXPLORER MY0220		

Vehicle Length	4863	mm	191.5	inches	CG behind Front Axle	1419	mm	55.9	inches
Vehicle Width	1820	mm	71.7	inches	Center of Damage to CG Axis	-83	mm	-3.3	inches
Vehicle Wheelbase	2855	mm	112.4		Total Length of Indentation	1278	mm	50.3	inches
Vehicle Test Weight	2159	KG	4759	pounds	Maximum Static Crush Depth	842	mm	33.1	inches
					Pre-Impact Speed	60	kph	37.2	mph

Vehicle Damage Index	12FDEW4	Principal Direction of Force	0

Damage Profile Distance Measurements

(Measured Left-to-Right, Rear-to-Front)

DPD 1	780	mm	30.7	inches
DPD 2	830	mm	32.7	inches
DPD 3	589	mm	23.2	inches
DPD 4	353	mm	13.9	inches
DPD 5	141	mm	5.6	inches
DPD 6	10	mm	0.4	inches

Crush from Pre & Post Test Damage Measurements

	Pre-Test		Post-Test		Crush Depth	
Left Bumper Corner	189.8	inches	156.7	inches	33.1	inches
	4821	mm	3979	mm	842	mm
Centerline	191.5	inches	173.0	inches	18.5	inches
	4863	mm	4394	mm	469	mm
Right Bumper Corner	189.3	inches	184.6	inches	4.6	inches
	4808	mm	4690	mm	118	mm

Bumper Engagement (Inline Impact Only)	Sill Engagement (Side Impact Only)	A-pillar Engagement (Side Impact Only)
0.0	NOT APPLICABLE	0.0

Moving Test Cart Angle	Moving Test Cart/Vehicle Crabbed Angle	Vehicle Orientation on Cart Moving Test Cart
DIRECT ENGAGEMENT	0.0	0
Magnitude of the Tilt Angle Measured between surface of a Rollover Test Cart and the Ground	*Magniture of the Crabbed Angle Measure Clockwise from Longitudinal Vector to Velocity Vector of Vehicle*	*Magnitude of the Angle Measured between the Vehicle Orientation and Direction of Test Cart Motion*

Vehicle 1 2000 FORD EXPLORER

Test #	3850		
VIN	1FMZU72X8YZB59978	NHTSA Test Vehicle Number	1
Year	2000	Vehicle Modification Indicator	PRODUCTION VEHICLE
Make	FORD	Post-test Steering Column Shear Capsule Seperation	UNKNOWN
Model	EXPLORER	Steering Column Collapse Mechanism	UNKNOWN
Body	UTILITY VEHICLE		
Engine	V6 INLINE FRONT		
Displacement	4 Liter	Transmission	AUTOMATIC - FOUR WHEEL DRIVE
Vehicle Modification(s) Description	NONE		
Vehicle Commentary	2000 FORD EXPLORER MY0220		

Vehicle Length	4863	mm	191.5	inches	CG behind Front Axle	1419	mm	55.9	inches
Vehicle Width	1820	mm	71.7	inches	Center of Damage to CG Axis	-83	mm	-3.3	inches
Vehicle Wheelbase	2855	mm	112.4	inches	Total Length of Indentation	1278	mm	50.3	inches
Vehicle Test Weight	2159	KG	4759	pounds	Maximum Static Crush Depth	842	mm	33.1	inches
					Pre-Impact Speed	60	kph	37.2	mph

Vehicle Damage Index	12FDEW4	Principal Direction of Force	0

Pre & Post Test Damage Measurements

(Measurements are taken in a longitudinaldirection. Except for Engine Block, all measurements are take from the Rear Vehicle Surface forward.)

Left Side				Centerline				Right Side			
Pre-Test		Post-Test		Pre-Test		Post-Test		Pre-Test		Post-Test	
mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches
				Length of Vehicle at Centerline							
				4863	191.5	4394	173.0				
				Engine Block							
				456	18.0	456	18.0				
4821	189.8	3979	156.7	Front Bumper Corner				4808	189.3	4690	184.6
				Front of Engine							
				4177	164.4	3849	151.5				
3627	142.8	3410	134.3	Firewall				3604	141.9	3495	137.6
				3670	144.5	3421	134.7				
3356	132.1	3112	122.5	Upper Leading Edge of Door				3362	132.4	3294	129.7
3324	130.9	2979	117.3	Lower Leading Edge of Door				3325	130.9	3204	126.1
3337	131.4	3103	122.2	Bottom of 'A' Post				3334	131.3	3268	128.7
2324	91.5	2122	83.5	Upper Trailing Edge of Door				2330	91.7	2262	89.1
2323	91.5	2040	80.3	Lower Trailing Edge of Door				2353	92.6	2230	87.8
				Steering Column							
				2906	114.4	2735	107.7				
				Center of Seering Column to 'A' Post (Horizontal)							
				308	12.1	325	12.8				
				Center of Steering Column to Headliner (Vertical)							
				420	16.5	427	16.8				

2000 FORD EXPLORER

NHTSA Crash Test - #3850 - Front Impact

Pre/Post Depths - Vehicle Width - Closing Speed - Trapezoidal Average

Test Vehicle Weight = 4759 pounds
Vehicle Closing Speed = 37.2 MPH
Test Crush Length = 71.7 inches

Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	
(Driver Side)	33.1	18.5	4.6	(Pass. Side)

		CRASH 3 Stiffness Coefficents			SMAC Stiffness
		A	B	G	Kv
Minimum Crush = 4.6 inches					3411.8
Using a Rated No Damage Speed of	2.5mph	993.9	2968.5	166.4	
Using a Rated No Damage Speed of	5.0mph	1844.5	2556.0	665.5	
Using a Rated No Damage Speed of	7.5mph	2551.9	2174.4	1497.4	
Using a Rated No Damage Speed of	10.0mph	3116.0	1823.6	2662.1	
Average Crush = 18.7 inches					211.0
Using a Rated No Damage Speed of	2.5mph	247.2	183.6	166.4	
Using a Rated No Damage Speed of	5.0mph	458.7	158.1	665.5	
Using a Rated No Damage Speed of	7.5mph	634.6	134.5	1497.4	
Using a Rated No Damage Speed of	10.0mph	774.9	112.8	2662.1	
Maximum Crush = 33.1 inches					67.0
Using a Rated No Damage Speed of	2.5mph	139.3	58.3	166.4	
Using a Rated No Damage Speed of	5.0mph	258.5	50.2	665.5	
Using a Rated No Damage Speed of	7.5mph	357.6	42.7	1497.4	
Using a Rated No Damage Speed of	10.0mph	436.7	35.8	2662.1	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanant vehicle deformation
Normal "Rated No Damage Speed" is 2.5 or 5 mph. Some Specific vehicles may, however, have a higher rating

A = Maximum force per inch of damage without permanent damage, lb/in
B = Crush resistance per inch of damage width (Crash), lb/in^2
G = Energy dissipated without permanent damage, lb
Kv = Crush resistance per inch of damage width (SMAC), lb/in^2

****

4N6XPRT System's First Approximation Crush Factor (CF)

Speed from Crush calculation using a generic CF of 21 as suggested in Expert AutoStats

KE Speed (mph) = SQRT(30 * CF * max crush in feet)

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	32.7	41.7	4.5	12.2

4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 16.7

CF = (mph * mph) / (30 * max crush in feet), dimensionless

4N6XPRT Systems CF is calculated based upon the data reported and is specific to this vehicle and this test

2000 FORD EXPLORER

NHTSA Crash Test - #3850 - Front Impact

Pre/Post Depths - Indention Length - Closing Speed - Trapezoidal Average

Test Vehicle Weight = 4759 pounds
Vehicle Closing Speed = 37.2 MPH
Test Crush Length = 50.3 inches

Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	
(Driver Side)	33.1	18.5	4.6	(Pass. Side)

			CRASH 3 Stiffness Coefficents			SMAC Stiffness
			A	B	G	Kv
Minimum Crush =	4.6	inches				4858.7
Using a Rated No Damage Speed of		2.5mph	1415.4	4227.4	236.9	
Using a Rated No Damage Speed of		5.0mph	2626.7	3640.0	947.8	
Using a Rated No Damage Speed of		7.5mph	3634.1	3096.6	2132.5	
Using a Rated No Damage Speed of		10.0mph	4437.4	2597.0	3791.0	
Average Crush =	18.7	inches				300.5
Using a Rated No Damage Speed of		2.5mph	352.0	261.4	236.9	
Using a Rated No Damage Speed of		5.0mph	653.2	225.1	947.8	
Using a Rated No Damage Speed of		7.5mph	903.7	191.5	2132.5	
Using a Rated No Damage Speed of		10.0mph	1103.5	160.6	3791.0	
Maximum Crush =	33.1	inches				95.4
Using a Rated No Damage Speed of		2.5mph	198.4	83.0	236.9	
Using a Rated No Damage Speed of		5.0mph	368.1	71.5	947.8	
Using a Rated No Damage Speed of		7.5mph	509.3	60.8	2132.5	
Using a Rated No Damage Speed of		10.0mph	621.9	51.0	3791.0	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanant vehicle deformation
Normal "Rated No Damage Speed" is 2.5 or 5 mph. Some Specific vehicles may, however, have a higher rating

A = Maximum force per inch of damage without permanent damage, lb/in
B = Crush resistance per inch of damage width (Crash), lb/in^2
G = Energy dissipated without permanent damage, lb
Kv = Crush resistance per inch of damage width (SMAC), lb/in^2

****

4N6XPRT System's First Approximation Crush Factor (CF)

Speed from Crush calculation using a generic CF of 21 as suggested in Expert AutoStats

KE Speed (mph) = SQRT(30 * CF * max crush in feet)

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	32.7	41.7	4.5	12.2

4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 16.7

CF = (mph * mph) / (30 * max crush in feet), dimensionless

4N6XPRT Systems CF is calculated based upon the data reported and is specific to this vehicle and this test

Available Test Results
Front Impact Test Summary

Report Filter Settings

Year Range: 1995 - 2001
Make: FORD
Model: EXPLORER

Test Number	Vehicle Info	No Damage Speed (mph)	Average Crush (inch)	Closing Speed (mph)	Vehicle Stiffness A	Vehicle Stiffness B	Width Values G	Width Values Kv	Crush Factor
2644	1996 FORD EXPLORER UTILITY VEHICLE	5.0	28.3	39.1	292.6	70.4	608.3	92.5	21.6
2749	1998 FORD EXPLORER UTILITY VEHICLE	5.0	20.3	35.0	410.9	121.4	695.4	165.3	24.1
5034	2002 FORD EXPLORER UTILITY VEHICLE	5.0	20.2	35.0	415.9	123.7	699.5	168.3	24.3
2864	1998 FORD EXPLORER UTILITY VEHICLE	5.0	14.8	29.3	424.4	139.1	647.5	202.3	23.1
2839	1998 FORD EXPLORER UTILITY VEHICLE	5.0	14.9	29.2	427.3	138.8	657.5	202.1	22.9
3415	1997 FORD EXPLORER UTILITY VEHICLE	5.0	6.0	15.0	430.7	142.2	652.4	320.5	14.8
2211	1995 FORD EXPLORER UTILITY VEHICLE	5.0	19.5	34.9	434.8	133.3	708.8	181.6	25.0
3850	2000 FORD EXPLORER UTILITY VEHICLE	5.0	18.2	37.2	471.5	167.0	665.5	223.0	30.4
2885	1998 FORD EXPLORER UTILITY VEHICLE	5.0	10.2	24.8	502.8	195.6	646.3	306.8	24.2
4223	2002 FORD EXPLORER SPORT UTILITY VEHICLE	5.0	14.7	34.6	512.3	205.9	637.2	281.4	32.5
3730	2002 FORD EXPLORER UTILITY VEHICLE	5.0	13.6	34.4	604.9	262.2	697.7	359.1	34.9
3898	2002 FORD EXPLORER UTILITY VEHICLE	5.0	5.5	17.4	613.5	274.8	684.8	541.2	21.9
4690	2003 FORD EXPLORER FIVE DOOR HATCHBACK	5.0	10.9	29.7	664.3	301.6	731.6	435.9	32.5
	Average (AVG)				**477.4**	**175.1**	**671.7**	**267.7**	**25.5**
	Minimum (MIN)				**292.6**	**70.4**	**608.3**	**92.5**	**14.8**
	Maximum (MAX)				**664.3**	**301.6**	**731.6**	**541.2**	**34.9**
	Standard Deviation (STDev-sample)				**101.4**	**68.9**	**34.4**	**124.1**	**5.6**
	Number of Tests (n)	**13**							

Available Test Results
Front Impact Test Summary

Report Filter Settings

Year Range: 1995 - 2001
Make: FORD
Model: EXPLORER

Test Number	Vehicle Info	No Damage Speed (mph)	Max Crush (inch)	Closing Speed (mph)	Vehicle Stiffness A	Vehicle Stiffness B	Width Values G	Width Values Kv	Crush Factor
3898	2002 FORD EXPLORER UTILITY VEHICLE	5.0	19.7	17.4	172.5	21.7	684.8	42.8	6.2
4471	2002 FORD EXPLORER UTILITY VEHICLE	5.0	16.8	19.7	239.5	41.9	684.8	75.2	9.2
4564	2002 FORD EXPLORER UTILITY VEHICLE	5.0	16.1	19.7	251.9	46.0	690.1	82.6	9.6
3850	2000 FORD EXPLORER UTILITY VEHICLE	5.0	33.1	37.2	258.5	50.2	665.5	67.0	16.7
2644	1996 FORD EXPLORER UTILITY VEHICLE	5.0	28.3	39.1	292.6	70.4	608.3	92.5	21.6
2885	1998 FORD EXPLORER UTILITY VEHICLE	5.0	14.1	24.8	362.0	101.4	646.3	159.1	17.4
5034	2002 FORD EXPLORER UTILITY VEHICLE	5.0	22.0	35.0	381.2	103.9	699.5	141.4	22.2
2749	1998 FORD EXPLORER UTILITY VEHICLE	5.0	21.5	35.0	388.7	108.6	695.4	147.9	22.8
3415	1997 FORD EXPLORER UTILITY VEHICLE	5.0	6.7	15.0	391.2	117.3	652.4	264.4	13.5
2864	1998 FORD EXPLORER UTILITY VEHICLE	5.0	15.8	29.3	397.1	121.8	647.5	177.1	21.6
2839	1998 FORD EXPLORER UTILITY VEHICLE	5.0	16.0	29.2	398.3	120.6	657.5	175.6	21.3
2211	1995 FORD EXPLORER UTILITY VEHICLE	5.0	20.8	34.9	407.3	117.0	708.8	159.4	23.4
	Average (AVG)				**328.4**	**85.1**	**670.1**	**132.1**	**17.1**
	Minimum (MIN)				**172.5**	**21.7**	**608.3**	**42.8**	**6.2**
	Maximum (MAX)				**407.3**	**121.8**	**708.8**	**264.4**	**23.4**
	Standard Deviation (STDev-sample)				**80.7**	**36.5**	**29.0**	**62.3**	**6.1**
	Number of Tests (n)	**12**							

4N6XPRT Systems
Motorcycle Stats
05-15-26

Model: 2001 Yamaha YXF426F

Overall Length	= 86 inches
Wheelbase	= 59 inches
Front Seat Ht.	= 38 inches
Rear Seat Ht.	= N/A
Footpeg Ht.	= 14 inches
Ground Clearance	= 13 inches
Handle Grip Ht.	= 36 inches
Handle grip Ht.	= 46 inches
Handlebar Ht.	= 49 inches
Width	= 33 inches
Rake	= 27.8 degrees
Trail	= 5 inches
Dry Weight	= 231 pounds
Wet Weight	= 258 pounds
Brakes : Front	- Hydraulic, single disc
Rear	- Hydraulic, single disc
60 - 0 mph	= 108 feet

Engine: Four stroke, single; liquid cooled; five valves per cylinder

Drivetrain: Final	- #520 chain
Clutch	- five speed
Tires: Front	- 80/100-21
Rear	- 110/90-18
Suspension: Front	- 12 inches of travel
Rear	- 12 inches of travel

4N6XPRT Systems
Motorcycle Stats
05-15-26

VIN: JYA CJ01C 7 1A 020031

The first three characters { J, Y, A } indicates a Yamaha Motorcycle made in Japan

The fourth through eighth characters { 5AHE0 } indicates a YZF426F model

The ninth character { the Check Digit } is 7
The calculated Check Digit is 7

The tenth character { 1 } indicates the model year was 2001

The eleventh character { A } indicates the motorcycle was manufactured at Japan

The twelfth through seventeenth characters { 020031 } is the serial number unique to this vehicle

Expert VIN DeCoder®

Version Number 4.4.1.2

DeCoded VIN: 1HGCP26429A188317

Model:	2009 Honda Accord LX 4-Door Sedan
Engine Size:	2.4 L / 143 cu.in.
Engine Description:	Inline 4 cylinder with Dual Overhead Cam i-VTEC
Horse Power:	177 @ 6500 rpm
Torque:	161 lb-ft at 4300 rpm
Injection System:	Programmed Fuel Injection (PGM-FI)
PSI:	41-48 psi
Ignition:	electronic
Manufacturer:	Honda
Assembly Plant:	Marysville, Ohio
Drive Wheels:	This is a Front Wheel Drive vehicle w/ Manual Belts; Airbag(s)

The First through Third characters (1HG) indicate a Honda Passenger Car made in the U.S.A.

The Fourth through Sixth characters (CP2) indicate an Accord and the OEM engine: 2.4 L / 143 cu.in., L4, DOHC

The Seventh character (6) indicates a 4-Door Sedan

The Eighth character (4) indicates a LX series and Manual Belts; Airbag(s)

The Ninth character (the check digit) is entered as 2.
The VIN appears Valid, the calculated value is 2.

The Tenth character (9) indicates the model year 2009

The Eleventh character (A) indicates the vehicle was made in the assembly plant in Marysville, Ohio

The Twelfth through Seventeenth characters (188317) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

Version 6.6.1.1

PROVIDED BY:

4N6XPRT Systems

8387 University Avenue

La Mesa CA 91941

5/14/2026

2009 HONDA ACCORD (L4) 4 DOOR SEDAN

Curb Weight:		3338	lbs.	1514	kg.
Curb Weight Distribution -	Front:	62	% Rear:	38	%
Gross Vehicle Weight Rating:		4299	lbs.	1950	kg.
Number of Tires on Vehicle:		4			
Drive Wheels:		FRONT			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	194	16.17	4.93
Wheelbase:	110	9.17	2.79
Front Bumper to Front Axle:	38	3.17	0.97
Front Bumper to Front of Front Well:	22	1.83	0.56
Front Bumper to Front of Hood:	5	0.42	0.13
Front Bumper to Base of Windshield:	49	4.08	1.24
Front Bumper to Top of Windshield:	80	6.67	2.03
Rear Bumper to Rear Axle:	46	3.83	1.17
Rear Bumper to Rear of Rear Well:	28	2.33	0.71
Rear Bumper to Rear of Trunk:	6	0.50	0.15
Rear Bumper to Base of Rear Window:	22	1.83	0.56
Width Dimensions			
Maximum Width:	73	6.08	1.85
Front Track:	63	5.25	1.60
Rear Track:	63	5.25	1.60
Vertical Dimensions			
Height:	58	4.83	1.47
Ground to -			
Front Bumper (Top)	21	1.75	0.53
Headlight - center	28	2.33	0.71
Hood - top front:	31	2.58	0.79
Base of Windshield	39	3.25	0.99
Rear Bumper - top:	25	2.08	0.64
Trunk - top rear:	42	3.50	1.07
Base of Rear Window:	43	3.58	1.09

2009 HONDA ACCORD (L4) 4 DOOR SEDAN

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	58	4.83	1.47
Front Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (max)	43	3.58	1.09
Rear Seat Shoulder Width	56	4.67	1.42
Rear Seat to Headliner	37	3.08	0.94
Front Leg Room - seatback to floor (min)	37	3.08	0.94

Seatbelts: 3pt - front and rear

Airbags: FRONT SEAT AIRBAGS + SIDE AIRBAGS

Steering Data

Turning Circle (Diameter)	444	37	11.28
Steering Ratio: 13.10:1			
Wheel Radius:	13	1.08	0.33
Tire Size (OEM): P215/60R16			

Acceleration & Braking Information

Brake Type: ALL DISC

ABS System: ALL WHEEL ABS

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):

d = 137.0 ft t = 3.1 sec a = -28.2 ft/sec² G-force = -0.88

Acceleration:

0 to 30mph	t =		sec	a =		ft/sec²	G-force =	
0 to 60mph	t =	7.4	sec	a =	11.9	ft/sec²	G-force =	0.37
45 to 65mph	t =	4.8	sec	a =	6.1	ft/sec²	G-force =	0.19

Transmission Type: 5spd MANUAL

Notes:

Federal Bumper Standard Requirements: 2.5 mph

This vehicles Rated Bumper Strength: 2.5 mph

N.S.D.C = 2008 - 2010

2009 HONDA ACCORD (L4) 4 DOOR SEDAN

Other Information

Tip-Over Stability Ratio =	1.38	Stable
NHTSA Star Rating (calculated)		****

Center of Gravity (No Load):		Inches	Feet	Meters
behind front axle	=	41.80	3.48	1.06
in front of rear axle	=	68.20	5.68	1.73
from side of vehicle	=	36.50	3.04	0.93
from ground	=	22.77	1.90	0.58
from front corner	=	87.75	7.31	2.23
from rear corner	=	119.89	9.99	3.05
from front bumper	=	79.80	6.65	2.03
from rear bumper	=	114.20	9.52	2.90

Moments of Inertia Approximations (No Load):		lb*ft*sec²	kg*m*sec²
Yaw Moment of Inertia	=	2232.14	308.60
Pitch Moment of Inertia	=	2155.62	298.03
Roll Moment of Inertia	=	450.84	62.33

Front Profile Information

Angle Front Bumper to Hood Front	=	63.4	deg
Angle Front of Hood to Windshield Base	=	10.3	deg
Angle Front of Hood to Windshield Top	=	18.4	deg
Angle of Windshield	=	28.7	deg
Angle of Steering Tires at Max Turn	=	28.4	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)	=	21	CF
Bullet vehicle IMPACT SPEED estimation based on TARGET VEHICLE damage ONLY (Tested for Rear/Side Impact only)	=	27	CF

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

Expert VIN DeCoder®

Version Number 4.4.1.2

DeCoded VIN: 1B3CC4FB7AN154747

Model:	2010 Dodge Avenger SE 4 door Sedan
Engine Size:	2.4L / 146 cu.in.
Engine Description:	In-Line 4 cylinder with Double Overhead Cam
Horse Power:	150 @ 5200 rpm
Torque:	164 lb-ft @ 4000 rpm
Injection System:	Sequential Multiport Fuel Injection (SMFI)
PSI:	49 psi
Ignition:	Electronic
Manufacturer:	Mitsubishi
Assembly Plant:	Sterling Hts, MI
Drive Wheels:	This is a Front Wheel Drive vehicle w/ Active Belts (ASP) with Front Airbags, & Side Inflatable Restraints (All Rows)

The First through Third characters (1B3) indicate a Dodge Passenger Car made in the U.S.A.

The Fourth character (C) indicates Active Belts (ASP) with Front Airbags, & Side Inflatable Restraints (All Rows)

The Fifth through Sixth characters (C4) indicate an Avenger

The Seventh character (F) indicates a 4 door Sedan

The Eighth character (B) indicates the OEM engine: 2.4L / 146 cu.in., L4, DOHC

The Ninth character (the check digit) is entered as 7.
The VIN appears Valid, the calculated value is 7.

The Tenth character (A) indicates the model year 2010

The Eleventh character (N) indicates the vehicle was made in the assembly plant in Sterling Hts, MI

The Twelfth through Seventeenth characters (154747) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

Version 6.6.1.1

PROVIDED BY:

4N6XPRT Systems

8387 University Avenue

La Mesa CA 91941

5/6/2026

2010 DODGE AVENGER 4 DOOR SEDAN

Curb Weight:		3355	lbs.	1522	kg.
Curb Weight Distribution -	Front:	61	% Rear:	39	%
Gross Vehicle Weight Rating:		4300	lbs.	1950	kg.
Number of Tires on Vehicle:		4			
Drive Wheels:		FRONT			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	191	15.92	4.85
Wheelbase:	109	9.08	2.77
Front Bumper to Front Axle:	37	3.08	0.94
Front Bumper to Front of Front Well:	21	1.75	0.53
Front Bumper to Front of Hood:	6	0.50	0.15
Front Bumper to Base of Windshield:	48	4.00	1.22
Front Bumper to Top of Windshield:	78	6.50	1.98
Rear Bumper to Rear Axle:	45	3.75	1.14
Rear Bumper to Rear of Rear Well:	26	2.17	0.66
Rear Bumper to Rear of Trunk:	4	0.33	0.10
Rear Bumper to Base of Rear Window:	22	1.83	0.56
Width Dimensions			
Maximum Width:	72	6.00	1.83
Front Track:	62	5.17	1.57
Rear Track:	62	5.17	1.57
Vertical Dimensions			
Height:	59	4.92	1.50
Ground to -			
Front Bumper (Top)	22	1.83	0.56
Headlight - center	31	2.58	0.79
Hood - top front:	33	2.75	0.84
Base of Windshield	41	3.42	1.04
Rear Bumper - top:	27	2.25	0.69
Trunk - top rear:	42	3.50	1.07
Base of Rear Window:	44	3.67	1.12

2010 DODGE AVENGER 4 DOOR SEDAN

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	56	4.67	1.42
Front Seat to Headliner	40	3.33	1.02
Front Leg Room - seatback to floor (max)	41	3.42	1.04
Rear Seat Shoulder Width	56	4.67	1.42
Rear Seat to Headliner	38	3.17	0.97
Front Leg Room - seatback to floor (min)	28	2.33	0.71

Seatbelts: 3pt - front and rear

Airbags: FRONT SEAT AIRBAGS + SIDE AIRBAGS

Steering Data

Turning Circle (Diameter)	432	36	10.97
Steering Ratio: :1			
Wheel Radius:	12	1.00	0.30
Tire Size (OEM): P215/65R16			

Acceleration & Braking Information

Brake Type: FRONT DISC - REAR DRUM

ABS System: ALL WHEEL ABS - OPTIONAL

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):

d = 129.0 ft t = 2.9 sec a = -30.0 ft/sec² G-force = -0.93

Acceleration:

0 to 30mph	t =	2.3	sec	a =	19.1	ft/sec²	G-force = 0.59
0 to 60mph	t =	7.0	sec	a =	12.6	ft/sec²	G-force = 0.39
45 to 65mph	t =	3.7	sec	a =	7.9	ft/sec²	G-force = 0.25

Transmission Type: 4spd AUTOMATIC

Notes:

Federal Bumper Standard Requirements: 2.5 mph

This vehicles Rated Bumper Strength: 2.5 mph

N.S.D.C = 2008 - 2014

2010 DODGE AVENGER 4 DOOR SEDAN

Other Information

Tip-Over Stability Ratio =	1.34	Stable
NHTSA Star Rating (calculated)		****

Center of Gravity (No Load):

		Inches	Feet	Meters
behind front axle	=	42.51	3.54	1.08
in front of rear axle	=	66.49	5.54	1.69
from side of vehicle	=	36.00	3.00	0.91
from ground	=	23.16	1.93	0.59
from front corner	=	87.28	7.27	2.22
from rear corner	=	117.16	9.76	2.98
from front bumper	=	79.51	6.63	2.02
from rear bumper	=	111.49	9.29	2.83

Moments of Inertia Approximations (No Load):

		lb*ft*sec²	kg*m*sec²
Yaw Moment of Inertia	=	2249.65	311.03
Pitch Moment of Inertia	=	2172.45	300.35
Roll Moment of Inertia	=	453.90	62.75

Front Profile Information

Angle Front Bumper to Hood Front	=	61.4	deg
Angle Front of Hood to Windshield Base	=	10.8	deg
Angle Front of Hood to Windshield Top	=	18.4	deg
Angle of Windshield	=	28.1	deg
Angle of Steering Tires at Max Turn	=	28.9	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side) = 21 CF

Bullet vehicle IMPACT SPEED estimation
based on TARGET VEHICLE damage ONLY = 27 CF
(Tested for Rear/Side Impact only)

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

Stiffness Values and Test Data

Derived from

NHTSA Crash Test

#6169

2008 CHRYSLER SEBRING CONVERTIBLE

Provided By

4N6XPRT StifCalcs®

Registered to:

4N6XPRT SYSTEMS
8387 UNIVERSITY AVENUE
LA MESA CA 91941-3842
25R-030201SC01301

4N6XPRT Systems | 8387 University Avenue | La Mesa, CA 91942 | USA
(800) 266-9778 | (619) 464-3478 | FAX: (619) 464-2206 | Email: 4n6@4n6xprt.com

Similar Vehicle database reader

You entered: **2010 DODGE AVENGER**

The Similar Vehicle Year/Model list indicates the following are Similar Models

Year Range	Make	Model	Body Styles	Wheelbase
2011 - 2014	CHRYSLER	200	4D, CONV	108.9
Remarks: WAS SEBRING				
2007 - 2010	CHRYSLER	SEBRING	2D, 4D, CONV	115, 106
Remarks:				
2007 - 2014	DODGE	AVENGER	2D, 4D	108.9, 133
Remarks:				

Test Information

Test #	6169	NHTSA Test Reference Guide Version #	V5			
Test Date	8/28/2007	Contract #	DTNH22-06-D-00028			
Contract/Study Title	NCAP - 2008 CHRYSLER SEBRING CONVERTIBLE					
Test Objective(s)	VEHICLE CRASHWORTHINESS AND OCCUPANT RESTRAINT PERFORMANCE DATA					
Test Type	NEW CAR ASSESSMENT TEST	Configuration	VEHICLE INTO BARRIER			
Impact Angle	0	Side Impact Point	0	mm	0.0	inches
		Offset Distance	0	mm	0.0	inches
		Closing Speed	56.5	Km/Hr	35.11	MPH
Test Performer	MGA RESEARCH					
Test Reference #	BT07082801					
Test Track Surface	CONCRETE	Condition	DRY			
Ambient Temperature	21 C	69.8 F	Total Number of Curves	132		
Data Recorder Type	OTHER	Data Link	OTH			
Test Commentary	DTS TDAS PRO ON BOARD DAS					

Fixed Barrier Information

Barrier Type	RIGID	Pole Barrier Diameter	0	mm	0 inches
Barrier Shape	LOAD CELL BARRIER				
Barrier Commentary					

2008 CHRYSLER SEBRING CONVERTIBLE LEFT FRONT SEAT

Test #	6169						
Vehicle #	1			Sex	MALE		
Location	LEFT FRONT SEAT			Age	0		
Position	CENTER POSITION			Height	0.0	mm	0.0 inches
Type	HYBRID III DUMMY			Weight	0.0	kg	0.0 pounds
Size	50 PERCENTILE						

Calibration Method	HYBRID III
Occupant Manufacturer	FIRST TECHNOLOGY S/N 065
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO VISOR

Head

Head to -

Windshielder Header	399.0	mm	15.7	inches	Head Injury Criteria (HIC)	498.0	
WindShield	719.0	mm	28.3	inches	HIC Lower Time Interval (ms)	59.1	
Seatback	0.0	mm	0.0	inches	HIC Upper Time Interval (ms)	95.1	
Side Header	188.0	mm	7.4	inches			
Side Window	336.0	mm	13.2	inches			

Neck to Seatback 0.0 mm 0.0 inches

First Contact Region (Head)	AIR BAG
Second Contact Region (Head)	OTHER

Chest

Chest to -

Dash	543.0	mm	21.4	inches	Arm to Door	123.0	mm	4.8	inches
Steering Wheel	307.0	mm	12.1	inches	Hip to Door	130.0	mm	5.1	inches
Seatback	0.0	mm	0.0	inches					

Chest Severity Index	0.0	Pelvic Peak Lateral Acceleration (g's)	0.0
Thoracic Trauma Index	0.0	Thorax Peak Acceleration (g's)	46.0

Lap Belt Peak Load	5010.0	Newtons	1126.3	pound Force
Shoulder Belt Peak Load	5029.0	Newtons	1130.6	pound Force

First Contact Region (Chest/Abdomen)	AIR BAG
Second Contact Region (Chest/Abdomen)	NONE

Legs

Knees to Dash	163.0	mm	6.4	inches	Knees to Seatback	0.0	mm	0.0	inches

Left Femur Peak Load	-551.0	Newtons	-123.9	pounds Force
Right Femur Peak Load	-2557.0	Newtons	-574.8	pounds Force

First Contact Region (Legs)	DASHPANEL
Second Contact Region (Legs)	

2008 CHRYSLER SEBRING CONVERTIBLE LEFT FRONT SEAT

Test #	6169					
Vehicle #	1	Sex	MALE			
Location	LEFT FRONT SEAT	Age	0			
Position	CENTER POSITION	Height	0.0	mm	0.0	inches
Type	HYBRID III DUMMY	Weight	0.0	kg	0.0	pounds
Size	50 PERCENTILE					

Calibration Method	HYBRID III
Occupant Manufacturer	FIRST TECHNOLOGY S/N 065
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO VISOR

Restraints

Restraint # 1	3 POINT BELT
Mounted	BELT - CONVENTIONAL MOUNT
Deployment	DEPLOYED PROPERLY
Restraint Commentary	PRIMARY
Restraint #2	FRONTAL AIRBAG
Mounted	STEERING WHEEL
Deployment	DEPLOYED PROPERLY
Restraint Commentary	SECONDARY

2008 CHRYSLER SEBRING CONVERTIBLE RIGHT FRONT SEAT

Test #	6169						
Vehicle #	1			Sex	MALE		
Location	RIGHT FRONT SEAT			Age	0		
Position	CENTER POSITION			Height	0.0	mm	0.0 inches
Type	HYBRID III DUMMY			Weight	0.0	kg	0.0 pounds
Size	50 PERCENTILE						

Calibration Method	HYBRID III
Occupant Manufacturer	FIRST TECHNOLOGY S/N 066
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO VISOR

Head

Head to -

Windshielder Header	397.0	mm	15.6	inches	Head Injury Criteria (HIC)	434.0			
WindShield	713.0	mm	28.1	inches	HIC Lower Time Interval (ms)	67.4			
Seatback	0.0	mm	0.0	inches	HIC Upper Time Interval (ms)	103.4			
Side Header	179.0	mm	7.0	inches					
Side Window	318.0	mm	12.5	inches					

Neck to Seatback 0.0 mm 0.0 inches

First Contact Region (Head)	AIR BAG
Second Contact Region (Head)	OTHER

Chest

Chest to -

Dash	520.0	mm	20.5	inches	Arm to Door	112.0	mm	4.4	inches
Steering Wheel	0.0	mm	0.0	inches	Hip to Door	131.0	mm	5.2	inches
Seatback	0.0	mm	0.0	inches					

Chest Severity Index	0.0	Pelvic Peak Lateral Acceleration (g's)	0.0
Thoracic Trauma Index	0.0	Thorax Peak Acceleration (g's)	40.0

Lap Belt Peak Load	5435.0	Newtons	1221.8	pound Force
Shoulder Belt Peak Load	5365.0	Newtons	1206.1	pound Force

First Contact Region (Chest/Abdomen)	AIR BAG
Second Contact Region (Chest/Abdomen)	NONE

Legs

Knees to Dash	178.0	mm	7.0	inches	Knees to Seatback	0.0	mm	0.0	inches

Left Femur Peak Load	-804.0	Newtons	-180.7	pounds Force
Right Femur Peak Load	-2380.0	Newtons	-535.0	pounds Force

First Contact Region (Legs)	DASHPANEL
Second Contact Region (Legs)	

2008 CHRYSLER SEBRING CONVERTIBLE RIGHT FRONT SEAT

Test #	6169					
Vehicle #	1		Sex	MALE		
Location	RIGHT FRONT SEAT		Age	0		
Position	CENTER POSITION		Height	0.0	mm 0.0	inches
Type	HYBRID III DUMMY		Weight	0.0	kg 0.0	pounds
Size	50 PERCENTILE					

Calibration Method	HYBRID III
Occupant Manufacturer	FIRST TECHNOLOGY S/N 066
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO VISOR

Restraints

Restraint # 1	3 POINT BELT
Mounted	BELT - CONVENTIONAL MOUNT
Deployment	DEPLOYED PROPERLY
Restraint Commentary	PRIMARY
Restraint #2	FRONTAL AIRBAG
Mounted	DASH PANEL - TOP
Deployment	DEPLOYED PROPERLY
Restraint Commentary	SECONDARY

2008 CHRYSLER SEBRING CONVERTIBLE RIGHT REAR SEAT

Test #	6169				
Vehicle #	1		Sex	NOT APPLICABLE	
Location	RIGHT REAR SEAT		Age	0	
Position	NONADJUSTABLE SEAT		Height	0.0 mm	0.0 inches
Type	CRABI		Weight	0.0 kg	0.0 pounds
Size	12 MONTH OLD CHILD				
Calibration Method	PART 572				
Occupant Manufacturer	FIRST TECHNOLOGY S/N 093				
Occupant Modification					
Occupant Description					
Occupant Commentary	HEAD TO SEATBACK				

Head

Head to -

Windshielder Header	0.0	mm	0.0	inches	Head Injury Criteria (HIC)	788.0	
WindShield	0.0	mm	0.0	inches	HIC Lower Time Interval (ms)	65.9	
Seatback	509.0	mm	20.0	inches	HIC Upper Time Interval (ms)	98.0	
Side Header	0.0	mm	0.0	inches			
Side Window	485.0	mm	19.1	inches			

Neck to Seatback 0.0 mm 0.0 inches

First Contact Region (Head): SEAT BACK

Second Contact Region (Head): NONE

Chest

Chest to -

Dash	0.0	mm	0.0	inches	Arm to Door	248.0	mm	9.8	inches
Steering Wheel	0.0	mm	0.0	inches	Hip to Door	276.0	mm	10.9	inches
Seatback	415.0	mm	16.3	inches					

Chest Severity Index	0.0	Pelvic Peak Lateral Acceleration (g's)	0.0
Thoracic Trauma Index	0.0	Thorax Peak Acceleration (g's)	52.0

Lap Belt Peak Load	0.0	Newtons	0.0	pound Force
Shoulder Belt Peak Load	0.0	Newtons	0.0	pound Force

First Contact Region (Chest/Abdomen): NONE

Second Contact Region (Chest/Abdomen): NONE

Legs

Knees to Dash	0.0	mm	0.0	inches	Knees to Seatback	195.0	mm	7.7	inches

Left Femur Peak Load	0.0	Newtons	0.0	pounds Force
Right Femur Peak Load	0.0	Newtons	0.0	pounds Force

First Contact Region (Legs): SEAT BACK

Second Contact Region (Legs):

2008 CHRYSLER SEBRING CONVERTIBLE RIGHT REAR SEAT

Test #	6169					
Vehicle #	1		Sex	NOT APPLICABLE		
Location	RIGHT REAR SEAT		Age	0		
Position	NONADJUSTABLE SEAT		Height	0.0	mm	0.0 inches
Type	CRABI		Weight	0.0	kg	0.0 pounds
Size	12 MONTH OLD CHILD					

Calibration Method	PART 572
Occupant Manufacturer	FIRST TECHNOLOGY S/N 093
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO SEATBACK

Restraints

Restraint # 1	INFANT SAFETY SEAT
Mounted	LATCH - LOWER ANCHORAGES NO TOP TETHER
Deployment	NOT APPLICABLE
Restraint Commentary	PRIMARY - GRACO SNUGRIDE
Restraint #2	5 POINT BELT
Mounted	CHILD SEAT
Deployment	NOT APPLICABLE
Restraint Commentary	SECONDARY - GRACO SNUGRIDE

2008 CHRYSLER SEBRING CONVERTIBLE LEFT REAR SEAT

Test #	6169		
Vehicle #	1	Sex	NOT APPLICABLE
Location	LEFT REAR SEAT	Age	0
Position	NONADJUSTABLE SEAT	Height	0.0 mm 0.0 inches
Type	CRABI	Weight	0.0 kg 0.0 pounds
Size	12 MONTH OLD CHILD		
Calibration Method	PART 572		
Occupant Manufacturer	FIRST TECHNOLOGY S/N 090		
Occupant Modification			
Occupant Description			
Occupant Commentary	HEAD TO SEATBACK		

Head

Head to -

Windshielder Header	0.0	mm	0.0	inches	Head Injury Criteria (HIC)	991.0	
WindShield	0.0	mm	0.0	inches	HIC Lower Time Interval (ms)	62.1	
Seatback	467.0	mm	18.4	inches	HIC Upper Time Interval (ms)	97.1	
Side Header	0.0	mm	0.0	inches			
Side Window	460.0	mm	18.1	inches			

Neck to Seatback 0.0 mm 0.0 inches

First Contact Region (Head): SEAT BACK

Second Contact Region (Head): NONE

Chest

Chest to -

Dash	0.0	mm	0.0	inches	Arm to Door	245.0	mm	9.6	inches
Steering Wheel	0.0	mm	0.0	inches	Hip to Door	290.0	mm	11.4	inches
Seatback	388.0	mm	15.3	inches					

Chest Severity Index	0.0	Pelvic Peak Lateral Acceleration (g's)	0.0
Thoracic Trauma Index	0.0	Thorax Peak Acceleration (g's)	57.0

Lap Belt Peak Load 0.0 Newtons 0.0 pound Force

Shoulder Belt Peak Load 0.0 Newtons 0.0 pound Force

First Contact Region (Chest/Abdomen): NONE

Second Contact Region (Chest/Abdomen): NONE

Legs

Knees to Dash 0.0 mm 0.0 inches Knees to Seatback 191.0 mm 7.5 inches

Left Femur Peak Load 0.0 Newtons 0.0 pounds Force

Right Femur Peak Load 0.0 Newtons 0.0 pounds Force

First Contact Region (Legs): SEAT BACK

Second Contact Region (Legs):

2008 CHRYSLER SEBRING CONVERTIBLE LEFT REAR SEAT

Test #	6169					
Vehicle #	1	Sex	NOT APPLICABLE			
Location	LEFT REAR SEAT	Age	0			
Position	NONADJUSTABLE SEAT	Height	0.0	mm	0.0	inches
Type	CRABI	Weight	0.0	kg	0.0	pounds
Size	12 MONTH OLD CHILD					

Calibration Method	PART 572
Occupant Manufacturer	FIRST TECHNOLOGY S/N 090
Occupant Modification	
Occupant Description	
Occupant Commentary	HEAD TO SEATBACK

Restraints

Restraint # 1	INFANT SAFETY SEAT
Mounted	LATCH - LOWER ANCHORAGES NO TOP TETHER
Deployment	NOT APPLICABLE
Restraint Commentary	PRIMARY - COMPASS I-410
Restraint #2	5 POINT BELT
Mounted	CHILD SEAT
Deployment	NOT APPLICABLE
Restraint Commentary	SECONDARY - COMPASS I-410

Vehicle 1 2008 CHRYSLER SEBRING CONVERTIBLE

Test #	6169		
VIN	1C3LC45K58N572951	NHTSA Test Vehicle Number	1
Year	2008	Vehicle Modification Indicator	PRODUCTION VEHICLE
Make	CHRYSLER	Post-test Steering Column Shear Capsule Seperation	UNKNOWN
Model	SEBRING CONVERTIBLE	Steering Column Collapse Mechanism	UNKNOWN
Body	CONVERTIBLE		
Engine	4 CYLINDER TRANSVERSE FRONT		
Displacement	2.4 Liter	Transmission	AUTOMATIC - FRONT WHEEL DRIVE
Vehicle Modification(s) Description			
Vehicle Commentary			

Vehicle Length	4875	mm	191.9	inches	CG behind Front Axle	1219	mm	48.0	inches
Vehicle Width	1814	mm	71.4	inches	Center of Damage to CG Axis	0	mm	0.0	inches
Vehicle Wheelbase	2768	mm	109.0		Total Length of Indentation	1217	mm	47.9	inches
Vehicle Test Weight	1915	KG	4221	pounds	Maximum Static Crush Depth	541	mm	21.3	inches
					Pre-Impact Speed	57	kph	35.1	mph

Vehicle Damage Index: 12FDEW6

Principal Direction of Force: 0

Damage Profile Distance Measurements

(Measured Left-to-Right, Rear-to-Front)

DPD 1	503	mm	19.8	inches
DPD 2	516	mm	20.3	inches
DPD 3	529	mm	20.8	inches
DPD 4	533	mm	21.0	inches
DPD 5	459	mm	18.1	inches
DPD 6	0	mm	0.0	inches

Crush from Pre & Post Test Damage Measurements

	Pre-Test		Post-Test		Crush Depth	
Left Bumper Corner	187.4	inches	167.6	inches	19.9	inches
	4761	mm	4256	mm	505	mm
Centerline	191.9	inches	170.6	inches	21.3	inches
	4875	mm	4334	mm	541	mm
Right Bumper Corner	187.4	inches	169.4	inches	18.0	inches
	4759	mm	4302	mm	457	mm

Bumper Engagement (Inline Impact Only)	Sill Engagement (Side Impact Only)	A-pillar Engagement (Side Impact Only)
0.0	NOT APPLICABLE	0.0

Moving Test Cart Angle	Moving Test Cart/Vehicle Crabbed Angle	Vehicle Orientation on Cart Moving Test Cart
DIRECT ENGAGEMENT	0.0	0
Magnitude of the Tilt Angle Measured between surface of a Rollover Test Cart and the Ground	*Magniture of the Crabbed Angle Measure Clockwise from Longitudinal Vector to Velocity Vector of Vehicle*	*Magnitude of the Angle Measured between the Vehicle Orientation and Direction of Test Cart Motion*

Vehicle 1 2008 CHRYSLER SEBRING CONVERTIBLE

Test #	6169		
VIN	1C3LC45K58N572951	NHTSA Test Vehicle Number	1
Year	2008	Vehicle Modification Indicator	PRODUCTION VEHICLE
Make	CHRYSLER	Post-test Steering Column Shear Capsule Seperation	UNKNOWN
Model	SEBRING CONVERTIBLE	Steering Column Collapse Mechanism	UNKNOWN
Body	CONVERTIBLE		
Engine	4 CYLINDER TRANSVERSE FRONT		
Displacement	2.4 Liter	Transmission	AUTOMATIC - FRONT WHEEL DRIVE
Vehicle Modification(s) Description			
Vehicle Commentary			

Vehicle Length	4875	mm	191.9	inches	CG behind Front Axle	1219	mm	48.0	inches
Vehicle Width	1814	mm	71.4	inches	Center of Damage to CG Axis	0	mm	0.0	inches
Vehicle Wheelbase	2768	mm	109.0	inches	Total Length of Indentation	1217	mm	47.9	inches
Vehicle Test Weight	1915	KG	4221	pounds	Maximum Static Crush Depth	541	mm	21.3	inches
					Pre-Impact Speed	57	kph	35.1	mph

Vehicle Damage Index: 12FDEW6 — Principal Direction of Force: 0

Pre & Post Test Damage Measurements

(Measurements are taken in a longitudinaldirection. Except for Engine Block, all measurements are take from the Rear Vehicle Surface forward.)

Left Side Pre-Test mm	Left Side Pre-Test inches	Left Side Post-Test mm	Left Side Post-Test inches	Centerline	Centerline Pre-Test mm	Centerline Pre-Test inches	Centerline Post-Test mm	Centerline Post-Test inches	Right Side Pre-Test mm	Right Side Pre-Test inches	Right Side Post-Test mm	Right Side Post-Test inches
				Length of Vehicle at Centerline	4875	191.9	4334	170.6				
				Engine Block	502	19.8	502	19.8				
4761	187.4	4256	167.6	Front Bumper Corner					4759	187.4	4302	169.4
				Front of Engine	4331	170.5	4072	160.3				
3731	146.9	3679	144.8	Firewall					3730	146.9	3683	145.0
					3786	149.1	0	0.0				
3370	132.7	3360	132.3	Upper Leading Edge of Door					3371	132.7	3355	132.1
3341	131.5	3317	130.6	Lower Leading Edge of Door					3340	131.5	3312	130.4
3341	131.5	3312	130.4	Bottom of 'A' Post					3340	131.5	3310	130.3
2064	81.3	2060	81.1	Upper Trailing Edge of Door					2065	81.3	2048	80.6
2079	81.9	2064	81.3	Lower Trailing Edge of Door					2079	81.9	2051	80.7
				Steering Column	2834	111.6	2867	112.9				
				Center of Seering Column to 'A' Post (Horizontal)	380	15.0	401	15.8				
				Center of Steering Column to Headliner (Vertical)	403	15.9	434	17.1				

2008 CHRYSLER SEBRING CONVERTIBLE

NHTSA Crash Test - #6169 - Front Impact

Pre/Post Depths - Vehicle Width - Closing Speed - Trapezoidal Average

Test Vehicle Weight = 4221 pounds
Vehicle Closing Speed = 35.1 MPH
Test Crush Length = 71.4 inches

Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	
(Driver Side)	19.9	21.3	18.0	(Pass. Side)

		CRASH 3 Stiffness Coefficents			SMAC Stiffness
		A	B	G	Kv
Minimum Crush = 18.0 inches					180.4
Using a Rated No Damage Speed of	2.5mph	214.7	155.6	148.1	
Using a Rated No Damage Speed of	5.0mph	396.4	132.7	592.3	
Using a Rated No Damage Speed of	7.5mph	545.3	111.6	1332.6	
Using a Rated No Damage Speed of	10.0mph	661.2	92.3	2369.0	
Average Crush = 20.1 inches					144.3
Using a Rated No Damage Speed of	2.5mph	192.0	124.5	148.1	
Using a Rated No Damage Speed of	5.0mph	354.5	106.1	592.3	
Using a Rated No Damage Speed of	7.5mph	487.6	89.2	1332.6	
Using a Rated No Damage Speed of	10.0mph	591.3	73.8	2369.0	
Maximum Crush = 21.3 inches					128.7
Using a Rated No Damage Speed of	2.5mph	181.3	111.0	148.1	
Using a Rated No Damage Speed of	5.0mph	334.9	94.7	592.3	
Using a Rated No Damage Speed of	7.5mph	460.6	79.6	1332.6	
Using a Rated No Damage Speed of	10.0mph	558.5	65.8	2369.0	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanant vehicle deformation
Normal "Rated No Damage Speed" is 2.5 or 5 mph. Some Specific vehicles may, however, have a higher rating

A = Maximum force per inch of damage without permanent damage, lb/in
B = Crush resistance per inch of damage width (Crash), lb/in^2
G = Energy dissipated without permanent damage, lb
Kv = Crush resistance per inch of damage width (SMAC), lb/in^2

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4N6XPRT System's First Approximation Crush Factor (CF)

Speed from Crush calculation using a generic CF of 21 as suggested in Expert AutoStats

KE Speed (mph) = SQRT(30 * CF * max crush in feet)

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	21.0	33.4	1.7	4.8

4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 23.1

CF = (mph * mph) / (30 * max crush in feet), dimensionless

4N6XPRT Systems CF is calculated based upon the data reported and is specific to this vehicle and this test

2008 CHRYSLER SEBRING CONVERTIBLE

NHTSA Crash Test - #6169 - Front Impact

Pre/Post Depths - Indention Length - Closing Speed - Trapezoidal Average

Test Vehicle Weight = 4221 pounds
Vehicle Closing Speed = 35.1 MPH
Test Crush Length = 47.9 inches

Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	
(Driver Side)	19.9	21.3	18.0	(Pass. Side)

		CRASH 3 Stiffness Coefficents			SMAC Stiffness
		A	B	G	Kv
Minimum Crush = 18.0 inches					268.9
Using a Rated No Damage Speed of	2.5mph	320.0	232.0	220.7	
Using a Rated No Damage Speed of	5.0mph	590.9	197.8	882.8	
Using a Rated No Damage Speed of	7.5mph	812.7	166.3	1986.3	
Using a Rated No Damage Speed of	10.0mph	985.5	137.5	3531.1	
Average Crush = 20.1 inches					215.1
Using a Rated No Damage Speed of	2.5mph	286.2	185.5	220.7	
Using a Rated No Damage Speed of	5.0mph	528.4	158.2	882.8	
Using a Rated No Damage Speed of	7.5mph	726.8	133.0	1986.3	
Using a Rated No Damage Speed of	10.0mph	881.4	110.0	3531.1	
Maximum Crush = 21.3 inches					191.9
Using a Rated No Damage Speed of	2.5mph	270.3	165.5	220.7	
Using a Rated No Damage Speed of	5.0mph	499.1	141.1	882.8	
Using a Rated No Damage Speed of	7.5mph	686.5	118.7	1986.3	
Using a Rated No Damage Speed of	10.0mph	832.5	98.1	3531.1	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanant vehicle deformation
Normal "Rated No Damage Speed" is 2.5 or 5 mph. Some Specific vehicles may, however, have a higher rating

A = Maximum force per inch of damage without permanent damage, lb/in
B = Crush resistance per inch of damage width (Crash), lb/in^2
G = Energy dissipated without permanent damage, lb
Kv = Crush resistance per inch of damage width (SMAC), lb/in^2

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4N6XPRT System's First Approximation Crush Factor (CF)

Speed from Crush calculation using a generic CF of 21 as suggested in Expert AutoStats

KE Speed (mph) = SQRT(30 * CF * max crush in feet)

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	21.0	33.4	1.7	4.8

4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 23.1

CF = (mph * mph) / (30 * max crush in feet), dimensionless

4N6XPRT Systems CF is calculated based upon the data reported and is specific to this vehicle and this test

Available Test Results
Front Impact Test Summary

Report Filter Settings

Year Range: 2007 - 2014
Make: DODGE
Model: AVENGER

Test Number	Vehicle Info	No Damage Speed (mph)	Average Crush (inch)	Closing Speed (mph)	Vehicle Stiffness A	Vehicle Stiffness B	Width Values G	Width Values Kv	Crush Factor
8195	2013 DODGE AVENGER FOUR DOOR SEDAN	5.0	12.8	24.7	329.9	101.4	536.7	159.3	19.1
6197	2008 DODGE AVENGER FOUR DOOR SEDAN	5.0	18.0	35.1	349.4	116.7	523.1	158.6	27.4
6169	2008 CHRYSLER SEBRING CONVERTIBLE CON...	5.0	18.0	35.1	395.8	132.3	592.3	179.8	27.4
5886	2007 CHRYSLER SEBRING FOUR DOOR SEDAN	5.0	14.6	35.2	431.5	178.2	522.4	242.2	33.9
7464	2012 DODGE AVENGER FOUR DOOR SEDAN	5.0	14.0	35.2	484.0	208.5	561.6	283.4	35.3
7482	2012 CHRYSLER 200 FOUR DOOR SEDAN	5.0	13.3	35.2	487.4	220.5	538.6	299.6	37.1
	Average (AVG)				**413.0**	**159.6**	**545.8**	**220.5**	**30.0**
	Minimum (MIN)				**329.9**	**101.4**	**522.4**	**158.6**	**19.1**
	Maximum (MAX)				**487.4**	**220.5**	**592.3**	**299.6**	**37.1**
	Standard Deviation (STDev-sample)				**66.6**	**49.9**	**26.9**	**63.1**	**6.7**
	Number of Tests (n)			**6**					

Available Test Results
Front Impact Test Summary

Report Filter Settings

Year Range: 2007 - 2014
Make: DODGE
Model: AVENGER

Test Number	Vehicle Info	No Damage Speed (mph)	Max Crush (inch)	Closing Speed (mph)	Vehicle Stiffness A	Vehicle Stiffness B	Width Values G	Width Values Kv	Crush Factor
8195	2013 DODGE AVENGER FOUR DOOR SEDAN	5.0	19.8	24.7	213.9	42.6	536.7	67.0	12.4
6197	2008 DODGE AVENGER FOUR DOOR SEDAN	5.0	20.0	35.1	315.2	95.0	523.1	129.1	24.7
6169	2008 CHRYSLER SEBRING CONVERTIBLE CON...	5.0	21.3	35.1	334.9	94.7	592.3	128.7	23.1
5886	2007 CHRYSLER SEBRING FOUR DOOR SEDAN	5.0	16.9	35.2	373.3	133.4	522.4	181.2	29.3
7482	2012 CHRYSLER 200 FOUR DOOR SEDAN	5.0	16.1	35.2	403.8	151.4	538.6	205.7	30.7
7464	2012 DODGE AVENGER FOUR DOOR SEDAN	5.0	16.1	35.2	419.9	157.0	561.6	213.3	30.7
	Average (AVG)				**343.5**	**112.3**	**545.8**	**154.2**	**25.1**
	Minimum (MIN)				**213.9**	**42.6**	**522.4**	**67.0**	**12.4**
	Maximum (MAX)				**419.9**	**157.0**	**592.3**	**213.3**	**30.7**
	Standard Deviation (STDev-sample)				**74.9**	**43.4**	**26.9**	**56.1**	**7.0**
	Number of Tests (n)			**6**					

Expert VIN DeCoder®

Version Number 4.4.1.2

DeCoded VIN: SAJDA42C21NA19221

Model:	2001 Jaguar XK8 XK8 2 door Convertible
Engine Size:	4.0 L/ 243 cu.in.
Engine Description:	V-6 cylinder w/ Dual Overhead Cam
Horse Power:	290 @ 6100 rpm
Torque:	290 lb-ft at 4250 rpm
Injection System:	Multiport Fuel Injection Powertain Control Module (MFI/PCM(SEFI))
PSI:	N/A
Ignition:	electronic
Manufacturer:	Jaguar
Assembly Plant:	Brown's LaneCastle Bromwich, England
Drive Wheels:	This is a Rear Wheel Drive vehicle w/ Manual Restraints

The First through Third characters (SAJ) indicate a Jaguar made in the U.S.A.

The Fourth character (D) indicates Manual Restraints

The Fifth character (A) indicates Automatic transmission

The Sixth through Seventh characters (42) indicate a XK8 and a 2 door Convertible

The Eighth character (C) indicates the OEM engine: 4.0 L/ 243 cu.in., V6, DOHC

The Ninth character (the check digit) is entered as 2.
The VIN appears Valid, the calculated value is 2.

The Tenth character (1) indicates the model year 2001

The Eleventh character (N) indicates the vehicle was made in the assembly plant in Brown's LaneCastle Bromwich, England

The Twelfth through Seventeenth characters (A19221) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

Version 6.6.1.1

PROVIDED BY:

4N6XPRT Systems

8387 University Avenue

La Mesa CA 91941

5/14/2026

2001 JAGUAR XK8 2 DOOR CONVERTIBLE

Curb Weight:		3962	lbs.	1797	kg.
Curb Weight Distribution -	Front:	52	% Rear:	48	%
Gross Vehicle Weight Rating:			lbs.		kg.
Number of Tires on Vehicle:		4			
Drive Wheels:		REAR			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	187	15.58	4.75
Wheelbase:	102	8.50	2.59
Front Bumper to Front Axle:	38	3.17	0.97
Front Bumper to Front of Front Well:	23	1.92	0.58
Front Bumper to Front of Hood:			
Front Bumper to Base of Windshield:	59	4.92	1.50
Front Bumper to Top of Windshield:	85	7.08	2.16
Rear Bumper to Rear Axle:	47	3.92	1.19
Rear Bumper to Rear of Rear Well:	32	2.67	0.81
Rear Bumper to Rear of Trunk:	3	0.25	0.08
Rear Bumper to Base of Rear Window:	35	2.92	0.89
Width Dimensions			
Maximum Width:	79	6.58	2.01
Front Track:	59	4.92	1.50
Rear Track:	59	4.92	1.50
Vertical Dimensions			
Height:	51	4.25	1.30
Ground to -			
Front Bumper (Top)	19	1.58	0.48
Headlight - center	24	2.00	0.61
Hood - top front:	23	1.92	0.58
Base of Windshield	35	2.92	0.89
Rear Bumper - top:	21	1.75	0.53
Trunk - top rear:	34	2.83	0.86
Base of Rear Window:	38	3.17	0.97

2001 JAGUAR XK8 2 DOOR CONVERTIBLE

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	55	4.58	1.40
Front Seat to Headliner	37	3.08	0.94
Front Leg Room - seatback to floor (max)	43	3.58	1.09
Rear Seat Shoulder Width	42	3.50	1.07
Rear Seat to Headliner	33	2.75	0.84
Front Leg Room - seatback to floor (min)	24	2.00	0.61

Seatbelts: 3pt - front and rear
Airbags: FRONT SEAT AIRBAGS

Steering Data

Turning Circle (Diameter)	432	36	10.97
Steering Ratio:	:1		
Wheel Radius:			
Tire Size (OEM):	P245/50ZR17		

Acceleration & Braking Information

Brake Type: ALL DISC
ABS System: ABS

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):
d = 122.0 ft t = 2.8 sec a = -31.7 ft/sec² G-force = -0.98

Acceleration:

0 to 30mph	t =	2.1	sec	a =	21.0	ft/sec²	G-force = 0.65
0 to 60mph	t =	5.2	sec	a =	16.9	ft/sec²	G-force = 0.53
45 to 65mph	t =	2.5	sec	a =	11.7	ft/sec²	G-force = 0.37

Transmission Type: 5spd AUTOMATIC

Notes:
Federal Bumper Standard Requirements: 2.5 mph
This vehicles Rated Bumper Strength: 2.5 mph

N.S.D.C = 2000 - 2004

2001 JAGUAR XK8 2 DOOR CONVERTIBLE

Other Information

Tip-Over Stability Ratio =	1.42	Stable
NHTSA Star Rating (calculated)		****

Center of Gravity (No Load):		Inches	Feet	Meters
behind front axle	=	48.96	4.08	1.24
in front of rear axle	=	53.04	4.42	1.35
from side of vehicle	=	39.50	3.29	1.00
from ground	=	20.83	1.74	0.53
from front corner	=	95.51	7.96	2.43
from rear corner	=	107.56	8.96	2.73
from front bumper	=	86.96	7.25	2.21
from rear bumper	=	100.04	8.34	2.54

Moments of Inertia Approximations (No Load):		lb*ft*sec²	kg*m*sec²
Yaw Moment of Inertia	=	2874.86	397.46
Pitch Moment of Inertia	=	2773.38	383.43
Roll Moment of Inertia	=	563.16	77.86

Front Profile Information

Angle Front Bumper to Hood Front	=		deg
Angle Front of Hood to Windshield Base	=		deg
Angle Front of Hood to Windshield Top	=		deg
Angle of Windshield	=	28.3	deg
Angle of Steering Tires at Max Turn	=	27.1	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)	=	21	CF
Bullet vehicle IMPACT SPEED estimation based on TARGET VEHICLE damage ONLY (Tested for Rear/Side Impact only)	=	27	CF

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

4N6XPRT Systems
Expert System Software for Litigation

8387 University Avenue
La Mesa, CA 91942

Phone: (619) 464-3478
Fax: (619) 464-2206
Toll Free: 1- 800-266-9778

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

E-Mail: 4n6@4n6xprt.com

Dear Conference Attendee,

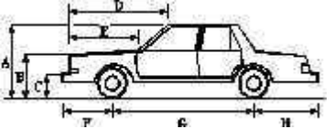
We at 4N6XPRT Systems were pleased to be able to provide you with the preceding data for the crash test vehicles.

Information regarding the Services available to you through our company, as well as the Programs used to create the data report follows this page.

We look forward to providing you similar information in the near future.

Sincerely,

Daniel W. Vomhof III
Daniel W. Vomhof, Ph.D.



Expert AutoStats®

Expert AutoStats® is a program that has over 50,000 cars, pick-ups, vans, and utility vehicles that range in years from the 1940's to the present. Expert AutoStats® has specifications that can assist in reconstructing accidents when the data for the vehicle is unavailable or the vehicle is too severely damaged to get correct measurements.

For many vehicles mid-1960's to present, data such as bumper height, front and rear overhang, hood height, etc., are also included.

Model | Data Page 1 | Data Page 2 | Data Page 3 | Printer | File Output | DXF Output

2011 FORD POLICE INTERCEPTOR (3.27) MSP POLICE PKG 4 DOOR SEDAN

Horizontal Dimensions			Vertical Dimensions		
Length	212	in.	Height	58	in.
Wheelbase	115	in.	Ground to:		
Front Bumper to Front Axle	43	in.	Front Bumper (Top)	23	in.
Front Bumper to Front of Hood	8	in.	Headlight - Center	27	in.
Front Bumper to Base of Windshield	65	in.	Hood - Top Front	31	in.
Front Bumper to Top of Windshield	91	in.	Base of Windshield	39	in.
Front Bumper to Front Wheel Well	26	in.	Rear Bumper (Top)	25	in.
Rear Bumper to Rear of Trunk	8	in.	Trunk - Top Rear	39	in.
Rear Bumper to Base of Rear Window	38	in.	Base of Rear Window	40	in.
Rear Bumper to Rear Well	38	in.			
Rear Bumper to Rear Axle	54	in.	**Weight Dimensions**		
Depth Dimensions			Curb Weight	4184	lbs.
Width	78	in.	Curb Weight Distribution:		
Front Track	63	in.	Front =	56	%
Rear Track	66	in.	Rear =	44	%
			Gross Vehicle Weight Rating	5500	lbs.

4N6XPRT BioMeknx®

Collecting the Biomechanical data of importance to the Accident Investigator into one easily accessible reference location

Biomechanics is the application of physics to describe, evaluate, or model living tissue and biological materials. Originally it was the application of the part of physics known as Mechanics to living systems. This is the same portion of physics which is used as the basis for much of accident reconstruction.

Biomechanics is important in many aspects of forensic work from vehicle accident reconstruction to slip-trip-stumble-fall cases. This particular program contains modules containing information on a variety of biomechanics and injury modalities, physical data found in the literature for failure of bone and tissue, calculation modules to evaluate individual specific parameters, and definitions and terminology used in the literature and found in medical reports.

4N6XPRT BioMeknx® is a program designed for the accident investigator. The BioMeknx program incorporates information from a number of different sources, as well as over 30 years of reconstruction experience. 4N6XPRT BioMeknx™ compiles into one source a number of items of information to assist in reconstructing accidents by tying in the human component more tightly without the need to be a BioMechanics expert. Identification of body location, body part illustrations, failure threshold limits, definitions of terms, calculation modules for body link lengths, weights, stride lengths, and formulas for other types of calculations are only some of the material included in the program.

To gather into your library the material included in the 4N6XPRT BioMeknx™, you would need a minimum of 10-15 Anatomy and Physiology, Human Factors, and Biomechanics books, as well as conduct over 50 hours of internet research.

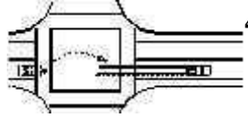
3FAPP1280MR117253

Expert VIN DeCoder®

Expert VIN DeCoder® is a program that "DeCodes" the 17 character VIN number for Cars, Vans, Pickups, and Utility vehicles manufactured from 1981 to the present.

Cars/Vans/Utility/Lt. Trucks Modules: 1981 to Present

Ford	Chevrolet/Geo
Mercury/Lincoln	Pontiac / Buick / Oldsmobile
Chrysler/AMC/Jeep	Cadillac/Saturn
European Import	Asian Import



4N6XPRT Ped & Bike Calcs®

The **4N6XPRT Ped & Bike Calcs®)** program is a program that provides FIRST ESTIMATE calculations to evaluate the speed of a vehicle involved in striking a pedestrian or bicyclist, IF Vehicle, scene, and pedestrian {or pedestrian and bicycle in a vehicle-bike accident} measurements are available. This program may also be used when skateboards or roller skates are involved.

>>>Calculate Time given D & V<<<
Enter Distance (in feet) : 45
Enter Velocity (in mph) : 6

Expert Qwic Calcs®

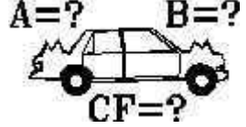
Expert Qwic Calcs® quickly provides answers to questions important in vehicle collision litigation. The user inputs data in response to relevant questions, Expert Qwic Calcs® performs the mathematical calculations required. Both the input data and the calculated result are then displayed, and may be "dumped" to a printer.

When the law enforcement accident report gives insufficient information to do a full - blown accident reconstruction, Expert Qwic Calcs® may be used to "scope out"the parameters of speeds, times, and distances to determine these relationships in a vehicle accident.

Expert TireStuf®

The Expert TireStuf® program is a Menu Driven program which has 19 modules explaining the various tire size designation systems, the information which MAY be in the DOT tire number, the DOT mandated Tire Grading system, Lug Nut Tightening and Tire Rotation schemes, Mix and Match precautions, a glossary of Tire Terms, and Addresses of a few of the sources of additional information on tires and rims.

Also included is a calculation of the number of revolutions in one mile given the tire dimensions.



4N6XPRT StifCalcs®

4N6XPRT StifCalcs®. Is a program which puts the NHTSA Crash Test database at your fingertips with no need to access the internet in order to obtain Stiffness Values!

In addition to the NHTSA Crash Test data, the program includes a "Similar Vehicle List Reader" which allows quick retrieval of the data for the desired and "similar" vehicle(s). This will drive the initial selection of the available tests. Alternatively, we have an ADVANCED SEARCH module which allows the creation of "Class" vehicles.

WITHOUT THE INTERNET the user can:

★ Lookup individual tests and get basic front, side, and rear **STIFFNESS VALUES** from these tests. The values are based on the reported crush depths and lengths within each test.

★ Obtain Similar Vehicle group summary STIFFNESS data with Statistical measures.

★ Create "CLASS" vehicles and get summary STIFFNESS data with Statistical measures.

FRONTAL STATISTICAL MEASURES EXAMPLE:

		Vehicle Width Stiffness Values A	B	G	Kv
Average (AVG)		305.7	93.5	523.6	143.1
Minimum (MIN)		115.0	13.2	465.2	23.5
Maximum (MAX)		461.6	200.0	614.1	387.3
Standard Deviation (STDev-sample)		73.4	38.4	36.2	72.8
Number of Tests (n)	53				

WITH THE INTERNET the user can:

★ **RESEARCH** and **download** the **PICTURES**, **VIDEOS**, and and **REPORTS** available for individual tests.

Please use this order form when ordering. Due to conditions and rising costs beyond our control, Shipping & Handling for program orders must be paid per the included schedule.

Contact Name:_____

Title:_____

Company/Organization:_____

Street:_____

City: _____ State: _____ Zip: _____

Phone: (_____)_____ FAX: (_____)_____

E-Mail: _____

PAYMENT BY: Check____ Money Order____ Govt. Purchase Order____

for Credit Card Orders, **please circle Credit Card type: Am. Express / Visa / MasterCard**, then complete the following:

Card Number: _____Expiration Date (MM/YY):____/____

Security code (card ID) on **back of** Visa/MasterCard card or **front of** American Express Card:

←Visa/MasterCard | Security | American Express →

Address for where the **credit card bill is sent**: _____

(This is the address that the credit card bill would go to, not where we would send the data or product to)

Zip for where the **credit card bill is sent**:_____

(This is the zip code that the credit card bill would go to, not where we would send the data or product to)

PROGRAM ORDER FORM:

(Pricing effective as of 5/3/20 - prices subject to change without notice)

Expert AutoStats®:	$ 675.00 *	$_____
4N6XPRT BioMeknx®:	$ 550.00 *	$_____
4N6XPRT Ped & Bike Calcs®:	$ 375.00 *	$_____
Expert Qwic Calcs®:	$ 275.00 *	$_____
Expert TireStuf®:	$ 85.00 *	$_____
4N6XPRT StifCalcs®:	$ 700.00 *	$_____
Expert VIN DeCoder®:	$ 575.00 *	$_____
		======
	SUB-TOTAL	$_____
Handling **:		$_____

(Cash or Check with order = $5.00, Credit Card = $10.00 , Govt. Purchase Order = $15.00)

Notarized Affidavit Filing Requirement $_____

($25.00 per required Notarized Signature)

Normal delivery is via electronic download

☐ - Deliver via electronic download link (e-mail address required)	$ 0.00
☐ - Deliver on USB - **additional cost of $50.00 / disk / program**	$_____
	======
SUB-TOTAL	$_____

California shipping addresses add **8.5%** sales tax $_____

(*California orders delivered electronically **DO NOT** owe sales tax*)

TOTAL $_____

Authorized signature: _____

Individual Vehicle Data FAX/Order Form

☐ **Expert VIN Decoder & Expert AutoStats**
☐ **NHTSA Crash Test Results**
☐ **BOTH**
Please circle ALL OPTIONS that apply

YEAR & MAKE:_____

MODEL:_____

If you are requesting **VIN DeCoder & AutoStats** please also provide:

Vehicle Type:Car - Pickup - Utility - Van
No. of Doors:2/3/4/5
Car Body Style:Coupe/Conv./Sedan/Wagon
DRIVE WHEELS: 4x2 / 4x4
PICKUPS:Dual Rear Wheel - Std. / Extra / Super / Crew Cab - Short Bed / Long Bed
VANS:Cargo / Passenger - Short / Long Wheelbase

VIN Information

___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___ ___
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

NHTSA Crash Test Information
Impact location - Front / Side / Rear
Impact Speed - Lower / Higher

Case Reference/Number:_____

Individual Vehicle Data Search Service®

Charges & Services

Individual Vehicle Specifications
$50.00-First vehicle*, $40.00/Additional Vehicles*,
$30.00/Additional Similar Model*

Medium/Heavy Truck Specifications
$50.00-First vehicle*, $40.00/Additional Vehicles*,
$30.00/Additional Similar Model*

Motorcycle Specifications (1970+)
$50.00-First cycle*, $40.00/Additional cycles*,
$30.00/Additional Similar Model*

NHTSA Crash Test Results
$50.00 per test - Includes A, B, & G values
Calculations are based on the test results

Individual Vehicle Specifications

Now you can get the Expert AutoStats® data for the vehicles in your case ***QUICKLY, EASILY***, and ***ECONOMICALLY***, instead of guessing, or begging a printout from a friend.

Our vehicle database includes dimensions on over 50,000 Cars, Vans, Lt. Pickups, and Utility Vehicles covering 1945 to the present.

Minimum Vehicle specifications include:

Overall Length	Curb Weight
Overall Width	Weight Distribution
Overall Height	Front/Rear Track
Wheelbase	CG Location

Model years with **N**o **S**ignificant **D**imensional **C**hanges VIN DeCoding when VIN is provided Information available

Mid-60's to present **also includes** (*when available*)

Front/Rear Overhang	Bumper Heights
Hood height	Turning Circle
Bumper-to-hood	Ground-to-hood

Dimensions are given in both Imperial and metric (SI) units. Motorcycle specifications will be similar to the Vehicle specifications with appropriate changes where applicable.

NHTSA Crash Test Results

Test results include: General Test information, Barrier Data when provided, Vehicle Data as reported by the testing organization, Occupant (Dummy) data when provided, and A-B-G Stiffness calculations based on the test results.

4N6XPRT Systems®

Providing Vehicle dimensional data, VIN DeCoding, and NHTSA Crash Test Results as a service to the Litigation community, in the form of:

Expert Systems Software Programs for Litigation

Expert AutoStats®
4N6XPRT StifCalcs®
4N6XPRT BioMeknx®
4N6XPRT Ped & Bike Calcs®
Expert Qwic Calcs®
Expert TireStuf®
Expert VIN DeCoder®

Vehicle Data Service

Individual Vehicle Data Search Service®

8387 University Avenue, Suite P
La Mesa, CA 91942-9342

Phone: 1-800-266-9778
Fax: **(619) 464-2206**
E-Mail: **4n6@4n6xprt.com**

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

Expert VIN DeCoder®

Expert VIN DeCoder® is a program that "DeCodes" the 17 character VIN number for vehicles manufactured from 1981 to the present.

Modules: 1981 to Present
Control Module - One Required per Set

Ford Cars (includes Festiva & Merkur)
Mercury/Lincoln Cars
Ford vans/Utility/Lt. Trucks

Chevrolet/Geo Cars
Pontiac/GM of Canada Cars
Oldsmobile Cars
Buick Cars
Cadillac/Saturn Cars
General Motors Vans/Utility/Lt. Trucks

Chrysler/AMC/Jeep Cars
Chrysler/Jeep Vans/Utility/Lt. Trucks

European Import Cars/Vans/Utility/Lt. Trucks
Asian Import Cars/Vans/Utility/Lt. Trucks

SYSTEM REQUIREMENTS

Expert VIN DeCoder® has been tested on a wide variety of IBM laptop and desktop clones ranging from 8088 through Pentium® chips. A math co-processor chip is NOT required. Expert VIN DeCoder® has also been tested under the various versions of MS-DOS 3.0 thru 7.0, DrDOS 6.0, and PC DOS 7.0. It also works as a DOS program under Windows 3.x, Windows, 95, Windows 98, Windows NT, OS/2 2.x, OS/2 Warp, and various versions of LINUX.

A variety of dot matrix printers emulating the EPSON series have been used with no difficulty. The output is also compatible with the Hewlett-Packard II, IIP, III and IIIP Laser printers. Expert VIN DeCoder® works with monochrome and color monitors.

As of April 1995 the 4N6XPRT Systems® programs Expert AutoStats®, Expert Qwic Calcs®, Expert TireStuf®, 4N6XPRT Ped & Bike Calcs®, and Expert VIN DeCoder® are accessible from within RECTEC.

PLEASE PRINT

Contact Name:_____
Company/Dept:_____
Mailing Address:_____
City:_____State:____Zip:_____
Phone:_____
Fax:_____
E-Mail:_____

Expert VIN DeCoder®
_____ (copies) x $575.00. . . . . = $_____
Handling **: $_____
(Check with order = $5.00, Credit Card = $10.00 , Govt. P.O.r = $15.00)
Notarized Affidavit Filing Requirement $_____
($25.00 per required Notarized Signature)

Normal delivery is via electronic download
☐ - Deliver via electronic download link (e-mail address required) $ 0.00
☐ Please deliver on USB at an
additional cost of $50.00 per disk $_____
SUB-TOTAL = $_____
CA Addresses add 8.5% sales tax . . . . . = $_____
*(California orders delivered by e-mail attachment **DO NOT** owe sales tax)*
TOTAL = $_____

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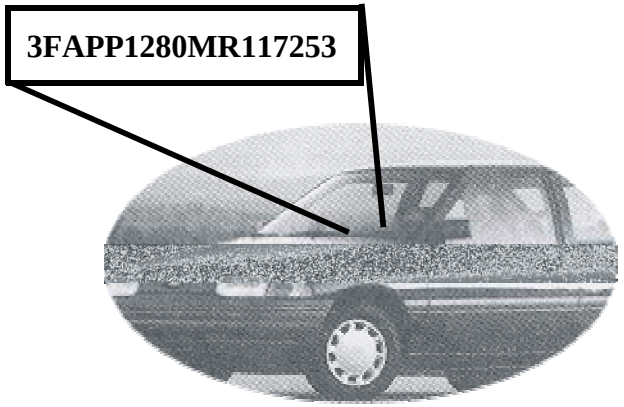
Credit Card Orders:
MasterCard:___ Visa:___ Am.Ex.:___
Card #:_____
Expires:_____
Name on Card: _____
Signature: _____
Billing Add. #: _____
Billing Zip: _____

Mail to: 4N6XPRT Systems®
8387 University Avenue
La Mesa, CA 91942-9342
Telephone Orders:
Monday-Friday - 9:30am-5:00pm PST
Phone: (619) 464-3478 Fax: (619) 464-2206

Orders will be shipped Priority Mail within 10 working days of receipt of order.
Prices subject to change WITHOUT NOTICE.
** Checks MUST be drawn from a bank in the U.S.A.*

Expert VIN DeCoder®



User Friendly Software to provide interpretation of the 17 character VIN Number on Cars, Lt. Pickups, Utility Vehicles, and Vans.

4N6XPRT Systems®
Forensic Expert Software
8387 University Avenue
La Mesa, CA 91942-9342

Web: http://www.4n6xprt.com
E-Mail: VIN@4n6xprt.com

1-800-266-9778

Expert VIN DeCoder® example

INPUT:

1) Enter VIN Numbers to be DeCoded: 3FAPP1280MR117253

3FA PP128 0 MR 117253

2) Is this the VIN Number to be DeCoded (Y/N)? **Y**

OUTPUT:

EXPERT VIN DeCoder

The VIN Number is 3FA PP128 0 MR 117253

The vehicle should be a 1991 Ford
The model: Escort 2/3-door Hatchback GT
The assembly plant: Hermosillo, Mexico
The 4 passenger vehicle had : Passive (Automatic) Front Belts

The OEM engine was: In-line 4 cylinder with Double Overhead Cam
Engine Displacement/Type = 1.8 L/ 112 cu.in. L4, DOHC
Brake Horsepower (SAE) = 127 @ 6500 rpm
Torque (SAE) = 114 lb-ft at 4500 rpm
Engine manufacturer = Mazda

The fuel distribution system: Electronic Fuel Injection (EFI)
Fuel pump/line pressure = 35-45 psi
The ignition system = electronic

This is a Front Wheel Drive vehicle.

The first three characters {3, F, A} indicates that the vehicle
was a Ford made in Mexico

The fourth character {P} indicates the vehicle had
Passive (Automatic) Front Belts

The fifth character {P} indicates it was a Passenger Car

The sixth with the seventh character {12} indicates a
Escort 2/3-door Hatchback GT

The eighth character {8} indicates the OEM engine :
1.8 L/ 112 cu.in. L4, DOHC

The 9th Character { the Check Digit } is 0
The calculated Check Digit value is 0

The tenth character {M} indicates the Model Year was 1991

The eleventh character {R} indicates it was made
at the assembly plant in Hermosillo, Mexico

The twelveth through the seventeenth characters { 117253 } is
the Serial Number unique to this vehicle.

01-01-2001 S/N:930114VD01201 Reg. User: 4N6XPRT SYSTEMS

Expert AutoStats®

The Expert AutoStats® program contains data on more than 50,000 cars, pick-ups, vans, and utility vehicles that range in years from the 1940's to the present. The Expert AutoStats® base information can assist in reconstructing accidents when the data for the vehicle is unavailable or the vehicle is too severely damaged to get correct measurements. The program is currently relied upon by over 700 private and 300 Government entities within the United States for this very purpose. Additionally, for many vehicles mid-1960's to present, data such as bumper height, front and rear overhang, hood height, etc., are also included.

As of April 1995 the 4N6XPRT Systems® programs Expert AutoStats®, Expert Qwic Calcs®, Expert TireStuf®, and Expert VIN DeCoder® are accessible from within RECTEC.

SYSTEM REQUIREMENTS

Expert AutoStats® has been tested on a wide variety of IBM laptop and desktop clones ranging from 8088 through Pentium® chips. A math co-processor chip is NOT required. Expert AutoStats® has also been tested under the various versions of MS-DOS 3.0 thru 7.0, DrDOS 6.0, and PC DOS 7.0. It also works as a DOS program under Windows 3.x, Windows, 95, Windows 98, Windows NT, Windows Me, Windows 2000, Windows XP, Windows Vista/7/8/10, OS/2 2.x, OS/2 Warp, and various versions of LINUX.

A variety of dot matrix printers emulating the EPSON series have been used with no difficulty. The output is also compatible with the Hewlett-Packard II, IIP, III and IIIP Laser printers and Hewlett-Packard Desk Jet inkjet printers. Expert AutoStats® works with monochrome and color monitors.

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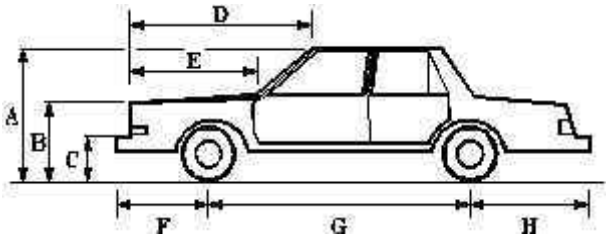
Expert AutoStats®



Over 50,000 cars, pick-ups, vans, and utility vehicles 1940's to the present are represented.

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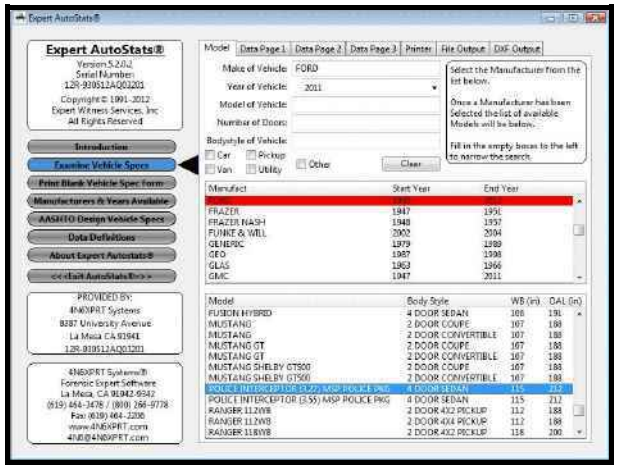
Select Your Vehicle



After typing in the Make, Year, and Type of vehicle, you are presented with the vehicles which are available for that year.

Screen 1

Model | Data Page 1 | Data Page 2 | Data Page 3 | Printer | File Output | DXF Output

2011 FORD POLICE INTERCEPTOR (3.27) MSP POLICE PKG 4 DOOR SEDAN

Horizontal Dimensions			Vertical Dimensions		
Length	212	in.	Height	58	in.
Wheelbase	115	in.	Ground to:		
Front Bumper to Front Axle	43	in.	Front Bumper (Top)	23	in.
Front Bumper to Front of Hood	8	in.	Headlight - Center	27	in.
Front Bumper to Base of Windshield	65	in.	Hood - Top Front	31	in.
Front Bumper to Top of Windshield	91	in.	Base of Windshield	39	in.
Front Bumper to Front Wheel Well	26	in.	Rear Bumper (Top)	25	in.
Rear Bumper to Rear of Trunk	8	in.	Trunk - Top Rear	39	in.
Rear Bumper to Base of Rear Window	38	in.	Base of Rear Window	40	in.
Rear Bumper to Rear Well	38	in.			
Rear Bumper to Rear Axle	54	in.			

Depth Dimensions			Weight Dimensions		
Width	78	in.	Curb Weight	4184	lbs.
Front Track	63	in.	Curb Weight Distribution:		
Rear Track	66	in.	Front =	56	%
			Rear =	44	%
			Gross Vehicle Weight Rating	5500	lbs.

The first screen of data contains exterior dimensions and weight data. Length, Height, Wheelbase, Width, and Weight Distribution are published dimensions. Curb Weight is an average of published curb weights for the given vehicle. Detail dimensions such as the bumper heights and Front Bumper to Front of Hood are measurements obtained by our staff from actual vehicles.

Screen 2

Model | Data Page 1 | Data Page 2 | Data Page 3 | Printer | File Output | DXF Output

2011 FORD POLICE INTERCEPTOR (3.27) MSP POLICE PKG 4 DOOR SEDAN

Acceleration/Braking		
Acceleration 0-30 mph	13.8	ft/sec²
Acceleration 0-60 mph	9.8	ft/sec²
Acceleration 45-65 mph	6.5	ft/sec²
Braking 60-0 mph	138	feet
Drive Wheels	REAR	
Turn Circle (Diameter)	40	feet
Number of Wheels	4	
Wheel Radius	12	in.
Tire Size	P235/55R17	

Bumper Strength	2.5	mph
Steering Ratio	:1	

Interior Dimensions		
Front Shoulder Room	61	in.
Front Head Room	40	in.
Front Leg Room	42	in.
Rear Shoulder Room	60	in.
Rear Head Room	38	in.
Rear Leg Room	38	in.

ALL DISC - ALL WHEEL ABS

3pt - front and rear - FRONT SEAT AIRBAGS

4spd AUTOMATIC

N.S.D.C. = 2011 - 2011

= Not in Database

The second screen of data contains interior dimensions and various performance data. The data contained in the second screen comes from various published sources.

Screen 3

Model | Data Page 1 | Data Page 2 | Data Page 3 | Printer | File Output | DXF Output

2011 FORD POLICE INTERCEPTOR (3.27) MSP POLICE PKG 4 DOOR SEDAN

Angle Measurements		
Angle Front Bumper to Hood Front	=	45.0 degrees
Angle Front of Hood to Windshield Base	=	8.0 degrees
Angle Front of Hood to Windshield Top	=	16.8 degrees
Angle of Windshield	=	33.2 degrees
Angle of Steering Tires at Max Turn	=	27.5 degrees

Center of Gravity					
Inches from ground	=	22.77	Inches from side of vehicle	=	39.00
Inches behind front axle	=	50.60	Inches in front of rear axle	=	64.40
Inches from front bumper	=	93.60	Inches from rear bumper	=	118.40
Inches from front corner	=	101.40	Inches from rear corner	=	124.66
Tip-Over Stability Ratio		=	1.41	Stable	
NHTSA Static Stability Factor (calculated) Star Rating		=	****		

Moments of Inertia		
Yaw Moment of Inertia	=	3103.52 lb*ft*sec²
Pitch Moment of Inertia	=	2993.16 lb*ft*sec²
Roll Moment of Inertia	=	603.12 lb*ft*sec²

The third and last screen contains a number of calculated items of information which may be of use depending upon the type of case, the other software that you use, and the questions which need to be answered.

DXF Output Screen

Model | Data Page 1 | Data Page 2 | Data Page 3 | Printer | File Output | DXF Output

2011 FORD POLICE INTERCEPTOR (3.27) MSP POLICE PKG 4 DOOR SEDAN

While every attempt has been made to ensure accurate data, these dimensions are meant to be used as first approximations. Some measurements are dependant on such factors as manufacturing variations from vehicle to vehicle. Whenever feasible, the vehicle in question or an exemplar vehicle should be measured TO VERIFY DATA IMPORTANT TO YOUR CASE. The provision of the DXF output is provided as an aide to your evaluation. It is not meant to be the final drawing of the vehicle.

DXF File Name: 2011_FORD_POLICE_INTERCEPTOR_(3.27)_MSP_POLICE_PKG_4_DOOR_SEDAN_

Length	212	Inches
Wheelbase	115	Inches
Width	78	Inches
Front Track	63	Inches
Rear Track	66	Inches
Front Overang	43	Inches
Bumper to Base of windshield	65	Inches
Bumper to Top of windshield	91	Inches
Rear Bumper to Base of Rear window	38	Inches
Rear Bumper to Top of Rear window	64	Inches
Front Tire Diameter	24	Inches
Rear Tire Diameter	24	Inches
CG behind Front axle	50.6	Inches

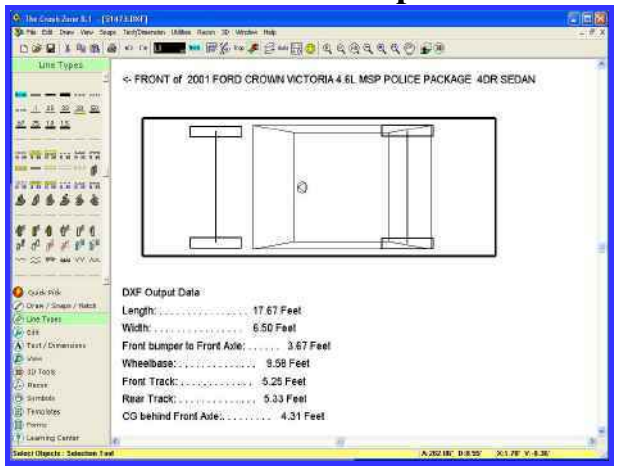
Drawing Notation: On / Off

Units: Inches / Feet / Meters

DXF Output

From within the Expert AutoStats program you have the ability to output the data to a 2-D DXF file for importation into your CAD Scene Drawings. The screen below shows an import of the DXF file with Text into the CAD Zone program.

CADZONE Import



4N6XPRT StifCalcs®

Introducing ..... 4N6XPRT StifCalcs®. A program which puts the NHTSA Crash Test database at your fingertips with no need to access the internet in order to obtain Stiffness Values!

In addition to the NHTSA Crash Test data, the program includes a "Similar Vehicle Reader". Initially developed in cooperation with Greg Anderson and maintained by 4N6XPRT Systems starting with the 2013 version. The reader allows quick retrieval of vehicles similar to the desired vehicle. The Reader drives the initial selection of the available tests. Alternatively, we have an ADVANCED SEARCH module which allows the creation of "CLASS" vehicles.

STIFFNESS DATA, based on the selected test or test grouping is automatically calculated based on the reported crush depths and widths for front, side, and rear tests.

The User can - **WITHOUT the need for the internet:**

★ Lookup individual tests and get basic front, side, or rear (as appropriate to the test) **STIFFNESS VALUES** from the selected test. The values are based on the reported crush depths and lengths within each test.
★ Obtain Similar Vehicle group summary **STIFFNESS VALUES** with Statistical measures.
★ Create "CLASS" vehicles and get summary **STIFFNESS VALUES** with Statistical measures.

FRONTAL STATISTICAL MEASURES EXAMPLE:

		Vehicle Width Stiffness Values			
		A	B	G	Kv
Average (AVG)		305.7	93.5	523.6	143.1
Minimum (MIN)		115.0	13.2	465.2	23.5
Maximum (MAX)		461.6	200.0	614.1	387.3
Standard Deviation (STDev-sample)		73.4	38.4	36.2	72.8
Number of Tests (n)	53				

WITH an internet connection the User will also be able to -

★ **RESEARCH** and **download** the
PICTURES,
VIDEOS,
and
REPORTS
that are available for the individual tests

SYSTEM REQUIREMENTS

4N6XPRT StifCalcs® is a MS-Windows program designed to work under a 32 **or** 64-bit (2000/XP/Vista/7/8/10) Windows System.

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Contact Name: _____
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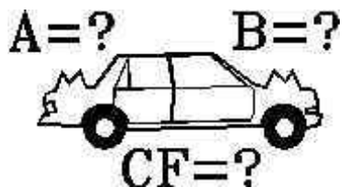

Quick, Convenient, Easy access to the NHTSA Crash Test data on your own MS-Windows computer without the need for an internet connection.

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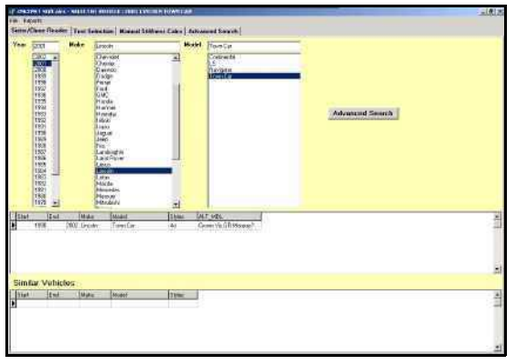
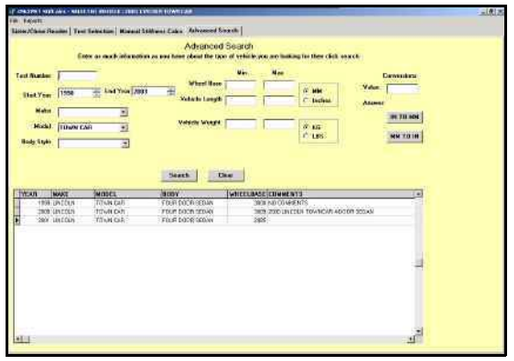
BASIC VEHICLE CRASH TEST SEARCH

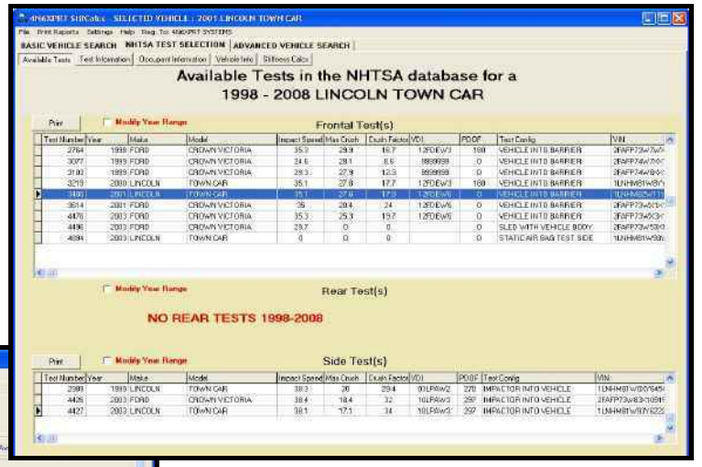
Select the desired vehicle through our **SIMILAR VEHICLE READER**

.

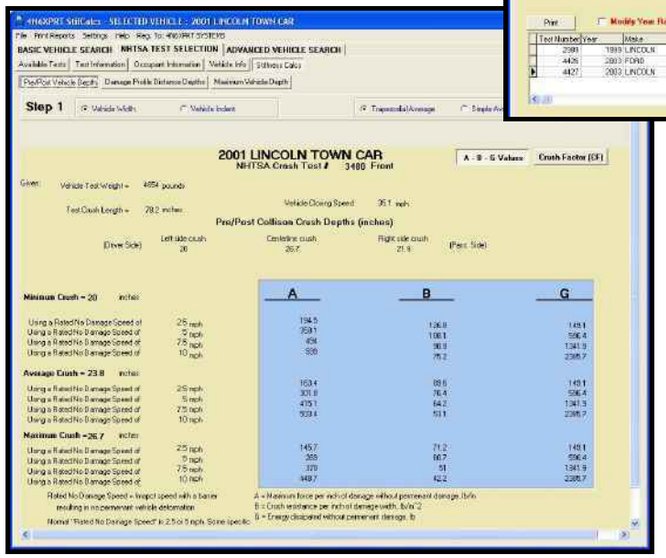




Once the desired vehicle is found/selected, click on the Test Selection tab. From here, select the test to be viewed

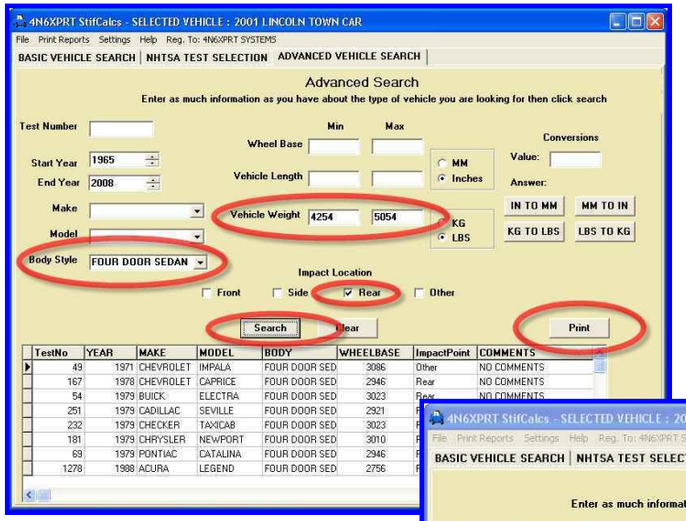


Once a test is selected, the available data

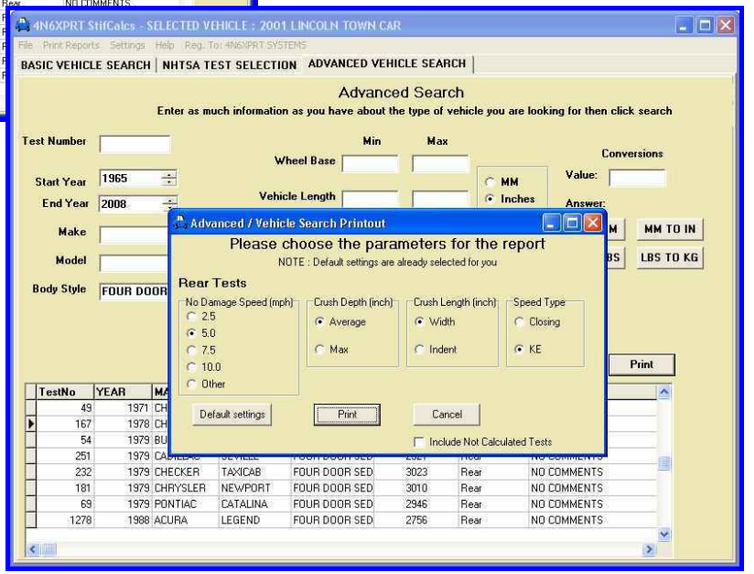


for the Test, Occupant(s), Vehicle(s), and Stiffness data can be viewed. The stiffness values are automatically generated from the available test data.

"CLASS" VEHICLE CRASH TEST SEARCH

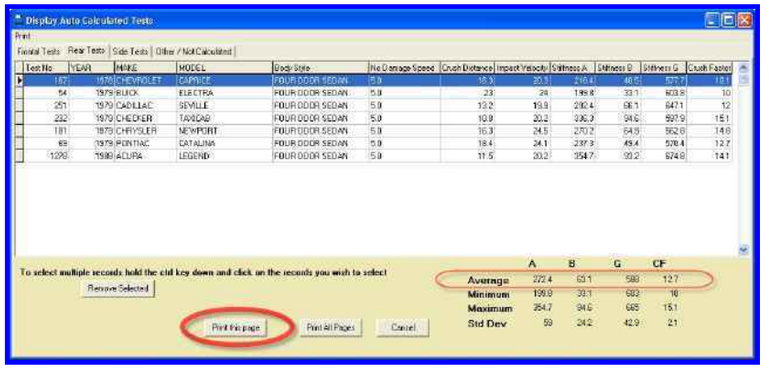


Using the **ADVANCED SEARCH** tab, you can also create a **CLASS** of vehicle for when there are no tests available for the specific vehicle and test type. To create a class of REAR IMPACT stiffness values for the Lincoln, first set the **weight range**, **body style**, and **test type**, then **search** the database, when you have a sufficient number of tests (that is, more than one or two) that have been found, click the PRINT button:



Now Set your calculation parameters - **No Damage Speed - Crush Depth - Indentation (Crush) Length** - and **Speed**, then view your results, and if desired, print them to hard copy

The program will calculate the



AVERAGE, MINIMUM, MAXIMUM, and **Standard Deviation** of the Stiffness Values calculated based upon the parameters you set in the preceding step.

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THE PRODUCT

We are now offering a new resource to our customers at what we believe to be a reasonable price. We are currently offering our models for the price of $100.00 USD per model.

The models are to be purchased through the online shopping cart, and downloaded directly to your computer. We have placed no “locks” on the actual models, so our anticipation is that there is no need for you to purchase more than one of any model at a given time, as you can just reuse the single model purchased (as long as you don’t make significant editing changes). If you do happen to some how mess up the purchased model, you can download the purchased model up to 5 times within a 90 day time period.

The point cloud models are just that, point clouds. We do not offer the models in a mesh format at this time.

Our intent in offering this new service/product is to:

* Provide exemplar Point Clouds to our customers in a somewhat “universal” format (E57). The point cloud format can easily be converted using a program called CLOUD COMPARE if the user has a need to do so. This program can be downloaded at no charge from the internet.
* Provide the models at a reasonable cost, especially for the lower budget cases.
* Provide something that is Ideal for use as exemplars for crush analysis.
* Allow users to obtain detail dimensions not readily available through other means.

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- The Scan units were “inches”. Depending on your Point cloud program, the import units may be Meters, Inches, or Feet. You should be sure to check a “known” dimension, such as wheelbase, to verify what your Point Cloud units are before working with the point cloud.
- The Point Cloud is provided **“As Scanned”**. No Scaling has been done to the point cloud. If “exact” measurements are important to you, it is suggested that you scale the Point Cloud to match published or measured Overall Length, Wheelbase, or some other dimension that is important to you.
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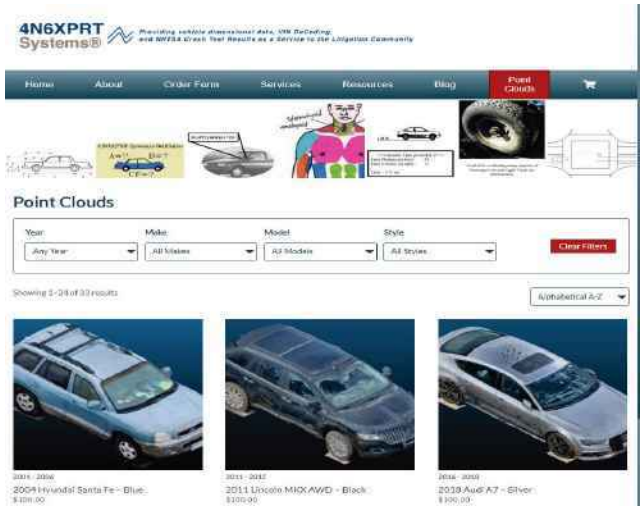
You can enter the Point Cloud Shopping Cart page through two different “portals” on our web site, one along the top menu bar, the other down the right side menu bar.

After entering the shopping cart, you are able to filter the available models, or just scroll down to view.



FILTERS:

YEAR - will bring up all available models where the year range spans the selected year

MAKE - Will bring up all the models available for a given manufacturer.

MODEL - The filter is set for a “base” model. So, for instance, ATLAS will bring up all of the ATLAS and ATLAS CROSS models for Volkswagen, as well as any other manufacturers which have a model with ATLAS in the model name.

STYLE - This is meant as a generic classification - Car Truck / Utility / Van.

As of 04-01-2026 we have over 800 models representing OVER 2400 model year vehicles available for sale and download. We will be adding additional models as they become available.

12 of the models we have available can be seen to the right.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Address for where the **credit card bill is sent**:

_____

*(This is the address number - for instance, ours would be **8387 University Avenue** - that the credit card bill would go to, not where we would send the data or product to)*

City/State/Zip for where the **credit card bill is sent**:

_____

*(- for instance, ours would be **La Mesa, CA 91941** - that the credit card bill would go to, not where we would send the data or product to)*

Authorized signature: _____

We appreciate your cooperation in supplying us with this information and understanding that it is being required of us to obtain the information.

Sincerely,

Daniel W. Vomhof III
General Manager/Technical Support

Individual Vehicle Data Search Service® Charges & Services

Individual Vehicle Specifications

$50.00-First vehicle*, $40.00/Additional Vehicles*,
$30.00/Additional Similar Model*

Medium/Heavy Truck Specifications

$50.00-First vehicle*, $40.00/Additional Vehicles*,
$30.00/Additional Similar Model*

Motorcycle Specifications (1970+)

$50.00-First cycle*, $40.00/Additional cycles*,
$30.00/Additional Similar Model*

NHTSA Crash Test Results

$50.00 per test - Includes A, B, & G values
Calculations are based on the test results

NHTSA Crash Test Results

Test results include: General Test information, Barrier Data when provided, Vehicle Data as reported by the testing organization, Occupant (Dummy) data when provided, and A-B-G Stiffness calculations based on the test results.

You may make your request by phone or fax or Email. Our fax machine is on 24 hours/day and can be reached at:

(619) 464-2206

FAX/Order Form

☐ **Expert VIN Decoder & Expert AutoStats**
☐ **NHTSA Crash Test Results**
☐ **BOTH**

Please circle ALL OPTIONS that apply

YEAR & MAKE:

_____

MODEL:_____

If you are requesting
VIN DeCoder & AutoStats
please also provide the following information:

No. of Doors:	2/3/4/5
Body Style:	Coupe/Conv./Sedan/Wagon
SUV & P/U:	4x2 / 4x4 / Dual Rear Wheel
PICKUPS:	Std. / Extra / Super / Crew Cab
	Short Bed / Long Bed
VANS:	Cargo / Passenger
	Short / Long Wheelbase

VIN Information

1	2	3	4	5	6	7	8	9

10	11	12	13	14	15	16	17

NHTSA Crash Test Information
Impact location - Front / Side / Rear

PAYMENT INFORMATION
Visa/MasterCard / American Express:

_____

Expires: _____ / _____ Sec.Code _____

Name & Address:

_____

_____

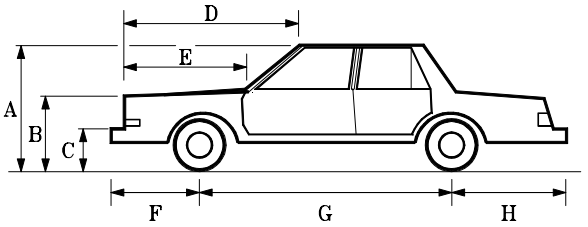
_____

Phone: _____

Email: _____

Case Reference Name/Number: _____

Individual Vehicle Data Search Service®



Providing Vehicle dimensional data, VIN DeCoding, and NHTSA Crash Test Results as a service to the Litigation community.

E-Mail: ivdss@4n6xprt.com

FAX: (619) 464-2206
Phone: (619) 464-3478 / 1-800-266-9778

4N6XPRT Systems®
Forensic Expert Software
8387 University Avenue, Suite P
La Mesa, CA 91942-9342

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

VIN DeCoding Information

How often have you been confronted with the following on a Traffic Collision Report - “87 Ford, 4 door, Blue”? We have the answer to the problem of determining WHICH Ford 4 door model this was!

We will DeCode the VIN number and provide you with the information contained within that VIN number

Information generally includes:

Year	OEM Engine
Make	Displacement/Type
Model	Rated Horsepower
Drive Wheels	Rated Torque
Rated Pass. Load	Iginition System
Plant of Manufacture	Fuel Line Pressure

Also (*when provided by VIN*)

Gross Vehicle Weight	Safety Equipment
Transmission	

A DMV search for a vehicle identification from the registration will typically cost less than $10.00 and will give the VIN number, Make, and Year of vehicle. However, to also obtain the vehicle Model requires a “Manual Search” which will typically cost $30.00/vehicle/year searched or more.

With our service, you will be able to find out the model of vehicle as well as all of the other information mentioned above. This information will be faxed to you, typically in less than one working day, and the hard copy will follow in the mail.

Allow us to help you have all the information you require in your next Accident, Personal Injury, Criminal, Domestic, or Product Liability case.

Individual Vehicle Specifications

Now you can get the Expert AutoStats® data for the vehicles in your case ***QUICKLY, EASILY***, and ***ECONOMICALLY***, instead of guessing, or begging a printout from a friend.

Our vehicle database includes dimensions on over 35,000 Cars, Vans, Lt. Pickups, and Utility Vehicles covering 1945 to the present.

Minimum Vehicle specifications include:

Overall Length	Curb Weight
Overall Width	Weight Distribution
Overall Height	Front/Rear Track
Wheelbase	CG Location

Model yeasr with **N**o **S**ignificant **D**imensional **C**hanges
VIN DeCoding when VIN is provided Information available

Mid-60's to present **also includes** (*when available*)

Front/Rear Overhang	Bumper Heights
Hood height	Turning Circle
Bumper-to-hood	Ground-to-hood

Dimensions are given in both Imperial and metric (SI) units. Motorcycle specifications will be similar to the Vehicle specifications with appropriate changes where applicable.

While the VIN number contains much information, it does not contain everything needed to identify a particular vehicle in every situation. Therefore, we would appreciate you providing as much of the information on the order form as possible.

If you are not sure of the specific model, we will provide dimensions on the similar model vehicles matching the provided data for a small additional cost per model*.

SERVICE

You may make your request by phone or fax. Our fax machine is on 24 hours, 7 days a week, and can be reached at (619) 464-2206. A request may also be made by e-mail, which reaches us when we are “on the road” as well as in the office..

Upon receiving your request, we will research your request and **e-mail or fax the information to you at NO ADDITIONAL CHARGE!** Normal response time is one working day or less. Your hard copy will follow in the mail.

Please include the vehicle information on the sample order form when requesting your Individual Vehicle Data Search. Please also be sure to provide a Visa, MasterCard, or American Express number, name as it appears on the card, Expiration date, and the billing address # and Zip.

*Pricing is for multiple vehicles on same Order/Request. Similar Vehicles may be required when it is not possible to determine the exact model of vehicle requested, based upon the information provided.

Individual Vehicle Data Search Service® Charges & Services

You may make your request by phone, fax, or Email. Our fax machine is on 24 hours/day and can be reached at

(619) 464-2206

Individual Vehicle Specifications
$50.00-First vehicle*, $40.00/Additional Vehicles*, $30.00/Additional Similar Model*

Medium/Heavy Truck Specifications
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$50.00-First cycle*, $40.00/Additional cycles*, $30.00/Additional Similar Model*

NHTSA Crash Test Results
$50.00 per test - Includes A, B, & G values
Calculations are based on the test results

Contact Name & Address:

_____
_____
_____
_____
Phone: (_____) _____
Fax: (_____) _____

E-Mail _____

PAYMENT INFORMATION
Visa/MasterCard / American Express:

_____
Expires: _____ / _____
Credit Card billing address and Zip:
Address:_____
Zip: _____
Security Code # _____

FAX/Order Form

☐ **Expert VIN Decoder & Expert AutoStats**
☐ **NHTSA Crash Test Results**
☐ **BOTH**

Please circle ALL OPTIONS that apply

YEAR & MAKE:

_____
MODEL:_____

If you are requesting
VIN DeCoder & AutoStats
please also provide:

No. of Doors:	2/3/4/5
Body Style:	Coupe/Conv./Sedan/Wagon
SUV - P/U:	4x2 / 4x4 / Dual Rear Wheel
PICKUPS:	Std. / Extra / Super / Crew Cab
	Short Bed / Long Bed
VANS:	Cargo / Passenger
	Short / Long Wheelbase

VIN Information

___	___	___	___	___	___	___	___	___	___	___
1	2	3	4	5	6	7	8	9	10	11
___	___	___	___	___	___	___	___	___		
12	13	14	15	16	17					

NHTSA Crash Test Information
YEAR & MAKE:

_____
MODEL:_____

Impact location - Front / Side / Rear

Case
Reference/Number:_____

FAX/Order Form

☐ **Expert VIN Decoder & Expert AutoStats**
☐ **NHTSA Crash Test Results**
☐ **BOTH**

Please circle ALL OPTIONS that apply

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VIN Information

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1	2	3	4	5	6	7	8	9	10	11
___	___	___	___	___	___	___	___	___		
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NHTSA Crash Test Information
YEAR & MAKE:

_____
MODEL:_____

Impact location - Front / Side / Rear

Case
Reference/Number:_____

4N6XPRT Systems

Expert System Software for Litigation

8387 University Avenue
La Mesa, CA 91942-9342

FED Tax ID No.: 95-3121248

Phone: 1- 800-266-9778
Fax: (619) 464-2206

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

E-Mail: 4n6@4n6xprt.com

Dear Customer,

Due to the governments desire (both U.S. & California) to "protect us" we will need the following information from you in order to process your credit card(s). Please complete this form and return it with your order.

Card type: Am. Express / Visa / MasterCard
Card Number: _____
Expiration Date (MM/YY): ____/____

←Visa/MasterCard American Express →

Security code (card ID) on back of Visa/MasterCard card or front of American Express Card:

Address for where the **credit card bill is sent**:

_____

*(This is the address number - for instance, ours would be **8387 University Avenue** - that the credit card bill would go to, not where we would send the data or product to)*

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