

\* \* \*            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](http://www.4N6XPRT.com)  
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Through the use of

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

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# Expert VIN DeCoder®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

The First through Third characters (5GA) indicate a Buick MPV made in the U.S.A.

The Fourth character (K) indicates a GVWR of 6,001 - 7,000 lbs. and a 4 Door Utility

The Fifth through Sixth characters (RA) indicate an Enclave FWD and a CX series

The Seventh character (E) indicates Active Belts, AB - Driver & Passenger Front (1st row) & roof side (All seating rows)

The Eighth character (D) indicates the OEM engine: 3.6 L/ 217 cu.in., V6

The Ninth character (the check digit) is entered as 9.

The VIN appears valid, the calculated value is 9.

The Tenth character (B) indicates the model year 2011

The Eleventh character (J) indicates the vehicle was made in the assembly plant in Janesville (T&B),WI

The Twelfth through Seventeenth characters (224950) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

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

6/6/2026

2011 BUICK ENCLAVE 4 DOOR 4X2 UTILITY

Curb Weight:		<input type="text" value="4780"/>	lbs.		<input type="text" value="2168"/>	kg.
Curb Weight Distribution -	Front:	<input type="text" value="55"/>	%	Rear:	<input type="text" value="45"/>	%
Gross Vehicle Weight Rating:		<input type="text" value="6411"/>	lbs.		<input type="text" value="2908"/>	kg.
Number of Tires on Vehicle:		<input type="text" value="4"/>				
Drive wheels:		<input type="text" value="FRONT"/>				

Horizontal Dimensions	Inches	Feet	Meters
Total Length	<input type="text" value="202"/>	<input type="text" value="16.83"/>	<input type="text" value="5.13"/>
wheelbase:	<input type="text" value="119"/>	<input type="text" value="9.92"/>	<input type="text" value="3.02"/>
Front Bumper to Front Axle:	<input type="text" value="38"/>	<input type="text" value="3.17"/>	<input type="text" value="0.97"/>
Front Bumper to Front of Front Well:	<input type="text" value="21"/>	<input type="text" value="1.75"/>	<input type="text" value="0.53"/>
Front Bumper to Front of Hood:	<input type="text" value="9"/>	<input type="text" value="0.75"/>	<input type="text" value="0.23"/>
Front Bumper to Base of windshield:	<input type="text" value="41"/>	<input type="text" value="3.42"/>	<input type="text" value="1.04"/>
Front Bumper to Top of windshield:	<input type="text" value="75"/>	<input type="text" value="6.25"/>	<input type="text" value="1.91"/>
Rear Bumper to Rear Axle:	<input type="text" value="45"/>	<input type="text" value="3.75"/>	<input type="text" value="1.14"/>
Rear Bumper to Rear of Rear Well:	<input type="text" value="26"/>	<input type="text" value="2.17"/>	<input type="text" value="0.66"/>
Rear Bumper to Rear of Trunk:	<input type="text" value="3"/>	<input type="text" value="0.25"/>	<input type="text" value="0.08"/>
Rear Bumper to Base of Rear Window:	<input type="text" value="7"/>	<input type="text" value="0.58"/>	<input type="text" value="0.18"/>
Width Dimensions			
Maximum width:	<input type="text" value="79"/>	<input type="text" value="6.58"/>	<input type="text" value="2.01"/>
Front Track:	<input type="text" value="67"/>	<input type="text" value="5.58"/>	<input type="text" value="1.70"/>
Rear Track:	<input type="text" value="67"/>	<input type="text" value="5.58"/>	<input type="text" value="1.70"/>
Vertical Dimensions			
Height:	<input type="text" value="72"/>	<input type="text" value="6.00"/>	<input type="text" value="1.83"/>
Ground to -			
Front Bumper (Top)	<input type="text" value="25"/>	<input type="text" value="2.08"/>	<input type="text" value="0.64"/>
Headlight - center	<input type="text" value="34"/>	<input type="text" value="2.83"/>	<input type="text" value="0.86"/>
Hood - top front:	<input type="text" value="42"/>	<input type="text" value="3.50"/>	<input type="text" value="1.07"/>
Base of Windshield	<input type="text" value="46"/>	<input type="text" value="3.83"/>	<input type="text" value="1.17"/>
Rear Bumper - top:	<input type="text" value="29"/>	<input type="text" value="2.42"/>	<input type="text" value="0.74"/>
Trunk - top rear:	<input type="text" value="41"/>	<input type="text" value="3.42"/>	<input type="text" value="1.04"/>
Base of Rear Window:	<input type="text" value="52"/>	<input type="text" value="4.33"/>	<input type="text" value="1.32"/>

## 2011 BUICK ENCLAVE 4 DOOR 4X2 UTILITY

## Interior Dimensions

	Inches	Feet	Meters
Front Seat Shoulder width	62	5.17	1.57
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	61	5.08	1.55
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 + SIDE AIRBAGS		

## Steering Data

Turning Circle (Diameter)	516	43	13.11
Steering Ratio:	16.10:1		
Wheel Radius:			
Tire Size (OEM):	P255/65R18		

## Acceleration &amp; Braking Information

Brake Type:	ALL DISC
ABS System:	ALL WHEEL ABS

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

$$d = 124.0 \text{ ft} \quad t = 2.8 \text{ sec} \quad a = -31.2 \text{ ft/sec}^2 \quad G\text{-force} = -0.97$$

Acceleration:

0 to 30mph	t = 2.9 sec	a = 15.2 ft/sec <sup>2</sup>	G-force = 0.47
0 to 60mph	t = 8.1 sec	a = 10.9 ft/sec <sup>2</sup>	G-force = 0.34
45 to 65mph	t = 4.4 sec	a = 6.7 ft/sec <sup>2</sup>	G-force = 0.21

Transmission Type: AUTOMATIC

## Notes:

Federal Bumper Standard Requirements: No Requirement

N.S.D.C = 2008 - 2012

2011 BUICK ENCLAVE 4 DOOR 4X2 UTILITY

Other Information

Tip-Over Stability Ratio = 1.17 Reasonably Stable  
 NHTSA Star Rating (calculated) \*\*\*

Center of Gravity (No Load):

	Inches	Feet	Meters
behind front axle	53.55	4.46	1.36
in front of rear axle	65.45	5.45	1.66
from side of vehicle	39.50	3.29	1.00
from ground	28.73	2.39	0.73
from front corner	99.71	8.31	2.53
from rear corner	117.30	9.78	2.98
from front bumper	91.55	7.63	2.33
from rear bumper	110.45	9.20	2.81

Moments of Inertia Approximations (No Load):

	lb*ft*sec <sup>2</sup>	kg*m*sec <sup>2</sup>
Yaw Moment of Inertia	3580.40	495.01
Pitch Moment of Inertia	3696.60	511.07
Roll Moment of Inertia	816.60	112.90

Front Profile Information

Angle Front Bumper to Hood Front	62.1	deg
Angle Front of Hood to windshield Base	7.1	deg
Angle Front of Hood to windshield Top	23.0	deg
Angle of windshield	35.2	deg
Angle of Steering Tires at Max Turn	26.4	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:

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

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).

# Expert VIN DeCoder®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

The First through Third characters (1N4) indicate a Nissan Car made in U.S.A.

The Fourth character (A) indicates the OEM engine: 2.5L / 152 cu.in., L4, DOHV

The Fifth through Sixth characters (L3) indicate a Altima

The Seventh character (A) indicates a 4 door Sedan

The Eighth character (P) indicates 3-Point Manual Belts w/ Dual Front, Front Side, and Curtain Airbags

The Ninth character (the check digit) is entered as 5.

The VIN appears valid, the calculated value is 5.

The Tenth character (D) indicates the model year 2013

The Eleventh character (C) indicates the vehicle was made in the assembly plant in Smyrna, TN

The Twelfth through Seventeenth characters (218924) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

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

6/6/2026

2013 NISSAN ALTIMA (L4) 4 DOOR SEDAN

Curb Weight:		<input type="text" value="3132"/>	lbs.		<input type="text" value="1421"/>	kg.
Curb weight Distribution -	Front:	<input type="text" value="59"/>	%	Rear:	<input type="text" value="41"/>	%
Gross Vehicle Weight Rating:		<input type="text" value="4211"/>	lbs.		<input type="text" value="1910"/>	kg.
Number of Tires on Vehicle:		<input type="text" value="4"/>				
Drive wheels:		<input type="text" value="FRONT"/>				

Horizontal Dimensions	Inches	Feet	Meters
Total Length	<input type="text" value="192"/>	<input type="text" value="16.00"/>	<input type="text" value="4.88"/>
wheelbase:	<input type="text" value="109"/>	<input type="text" value="9.08"/>	<input type="text" value="2.77"/>
Front Bumper to Front Axle:	<input type="text" value="37"/>	<input type="text" value="3.08"/>	<input type="text" value="0.94"/>
Front Bumper to Front of Front Well:	<input type="text" value="23"/>	<input type="text" value="1.92"/>	<input type="text" value="0.58"/>
Front Bumper to Front of Hood:	<input type="text" value="6"/>	<input type="text" value="0.50"/>	<input type="text" value="0.15"/>
Front Bumper to Base of windshield:	<input type="text" value="46"/>	<input type="text" value="3.83"/>	<input type="text" value="1.17"/>
Front Bumper to Top of windshield:	<input type="text" value="80"/>	<input type="text" value="6.67"/>	<input type="text" value="2.03"/>
Rear Bumper to Rear Axle:	<input type="text" value="46"/>	<input type="text" value="3.83"/>	<input type="text" value="1.17"/>
Rear Bumper to Rear of Rear Well:	<input type="text" value="29"/>	<input type="text" value="2.42"/>	<input type="text" value="0.74"/>
Rear Bumper to Rear of Trunk:	<input type="text" value="5"/>	<input type="text" value="0.42"/>	<input type="text" value="0.13"/>
Rear Bumper to Base of Rear Window:	<input type="text" value="20"/>	<input type="text" value="1.67"/>	<input type="text" value="0.51"/>
Width Dimensions			
Maximum width:	<input type="text" value="72"/>	<input type="text" value="6.00"/>	<input type="text" value="1.83"/>
Front Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Rear Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Vertical Dimensions			
Height:	<input type="text" value="58"/>	<input type="text" value="4.83"/>	<input type="text" value="1.47"/>
Ground to -			
Front Bumper (Top)	<input type="text" value="21"/>	<input type="text" value="1.75"/>	<input type="text" value="0.53"/>
Headlight - center	<input type="text" value="27"/>	<input type="text" value="2.25"/>	<input type="text" value="0.69"/>
Hood - top front:	<input type="text" value="30"/>	<input type="text" value="2.50"/>	<input type="text" value="0.76"/>
Base of Windshield	<input type="text" value="39"/>	<input type="text" value="3.25"/>	<input type="text" value="0.99"/>
Rear Bumper - top:	<input type="text" value="25"/>	<input type="text" value="2.08"/>	<input type="text" value="0.64"/>
Trunk - top rear:	<input type="text" value="43"/>	<input type="text" value="3.58"/>	<input type="text" value="1.09"/>
Base of Rear Window:	<input type="text" value="45"/>	<input type="text" value="3.75"/>	<input type="text" value="1.14"/>

2013 NISSAN ALTIMA (L4) 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)	45	3.75	1.14
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)	36	3.00	0.91
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:			
Tire Size (OEM):	215/60R16		

## Acceleration &amp; Braking Information

Brake Type:	ALL DISC
ABS System:	ALL WHEEL ABS

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

$$d = 123.0 \text{ ft} \quad t = 2.8 \text{ sec} \quad a = -31.4 \text{ ft/sec}^2 \quad G\text{-force} = -0.98$$

Acceleration:

0 to 30mph	t = 2.7 sec	a = 16.3 ft/sec <sup>2</sup>	G-force = 0.51
0 to 60mph	t = 7.4 sec	a = 11.9 ft/sec <sup>2</sup>	G-force = 0.37
45 to 65mph	t = 3.8 sec	a = 7.7 ft/sec <sup>2</sup>	G-force = 0.24

Transmission Type: AUTOMATIC

## Notes:

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

N.S.D.C = 2013 - 2015

2013 NISSAN ALTIMA (L4) 4 DOOR SEDAN

Other Information

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

1.36

Stable
****

Center of Gravity (No Load):

	Inches	Feet	Meters
behind front axle	44.69	3.72	1.14
in front of rear axle	64.31	5.36	1.63
from side of vehicle	36.00	3.00	0.91
from ground	22.77	1.90	0.58
from front corner	89.27	7.44	2.27
from rear corner	116.04	9.67	2.95
from front bumper	81.69	6.81	2.07
from rear bumper	110.31	9.19	2.80

Moments of Inertia Approximations (No Load):

	lb*ft*sec <sup>2</sup>	kg*m*sec <sup>2</sup>
Yaw Moment of Inertia	2019.96	279.27
Pitch Moment of Inertia	1951.68	269.83
Roll Moment of Inertia	413.76	57.20

Front Profile Information

Angle Front Bumper to Hood Front	56.3	deg
Angle Front of Hood to windshield Base	12.7	deg
Angle Front of Hood to windshield Top	19.4	deg
Angle of windshield	26.6	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:

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

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

#6191

2008 NISSAN ALTIMA

Provided By

4N6XPRT StifCalcs®

Registered to:

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

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## Similar Vehicle database reader

You entered: **2011 NISSAN ALTIMA**

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

Year Range	Make	Model	Body Styles	Wheelbase
2007 - 2012	NISSAN	ALTIMA	4D	109.3

Remarks:

The Similar Vehicle List contained in 4N6XPRT StifCalcs is an extension of the free Vehicle Interchange List provided by Gregory C. Anderson of Scalia Safety Engineering through the 2012 model year. 4N6XPRT Systems® has taken over the maintenance of the Similar Vehicle List beginning with the 2013 version of the 4N6XPRT StifCalcs program. 4N6XPRT Systems® makes no warranties, either expressed or implied, with respect to this data, its quality, performance, merchantability, or fitness for any particular purpose. The entire risk as to its quality and performance is with the user. In no event will 4N6XPRT Systems® be liable for direct, indirect, incidental, or consequential damages resulting from any data presented here, even if 4N6XPRT Systems® has been advised of the possibility of such damages. The user must agree to assume full responsibility for any decisions which are based, in whole or in part, upon information obtained by using this data. Some of the listed similarities are based on estimates or memory. Most of the data are pulled from specification tables which may contain inaccuracies of their own. Use common sense - if something seems wrong, check it (and if it is wrong, let us know!).

If you have suggestions and/or corrections, we request and urge you to contact us - [4n6@4n6xpert.com](mailto:4n6@4n6xpert.com).

**Test Information**

Test #	<b>6191</b>	NHTSA Test Reference Guide Version #	<b>V5</b>	
Test Date	<b>9/17/2007</b>	Contract #	<b>DTNH22-06-D-00027</b>	
Contract/Study Title	<b>35 MPH NCAP FRONTAL - 2008 NISSAN ALTIMA 3.5 SE 2-DOOR COUPE</b>			
Test Objective(s)	<b>OBTAIN ATD AND VEHICLE DATA</b>			
Test Type	<b>OPTIONAL NEW CAR ASSESSMENT TEST</b>	Configuration	<b>VEHICLE INTO BARRIER</b>	
Impact Angle	<b>0</b>	Side Impact Point	<b>0</b> mm	<b>0.0</b> inches
		Offset Distance	<b>0</b> mm	<b>0.0</b> inches
		Closing Speed	<b>56.3</b> Km/Hr	<b>34.96</b> MPH
Test Performer	<b>KARCO ENGINEERING</b>			
Test Reference #	<b>N85201</b>			
Test Track Surface	<b>CONCRETE</b>	Condition	<b>DRY</b>	
Ambient Temperature	<b>25</b> C	<b>77.0</b> F	Total Number of Curves	<b>132</b>
Data Recorder Type	<b>DIGITAL DATA ACQUISITION</b>	Data Link	<b>OTH</b>	
Test Commentary	<b>DATALINK IS NONE, ON-BOARD DAS</b>			

**Fixed Barrier Information**

Barrier Type	<b>RIGID</b>	Pole Barrier Diameter	<b>0</b> mm	<b>0</b> inches
Barrier Shape	<b>LOAD CELL BARRIER</b>			
Barrier Commentary	<b>NO COMMENTS</b>			

**2008 NISSAN ALTIMA LEFT FRONT SEAT**

Test #	<input type="text" value="6191"/>	Sex	<input type="text" value="MALE"/>
Vehicle #	<input type="text" value="1"/>	Age	<input type="text" value="0"/>
Location	<input type="text" value="LEFT FRONT SEAT"/>	Height	<input type="text" value="0.0"/> mm <input type="text" value="0.0"/> inches
Position	<input type="text" value="CENTER POSITION"/>	Weight	<input type="text" value="0.0"/> kg <input type="text" value="0.0"/> pounds
Type	<input type="text" value="HYBRID III DUMMY"/>		
Size	<input type="text" value="50 PERCENTILE"/>		
Calibration Method	<input type="text" value="HYBRID III"/>		
Occupant Manufacturer	<input type="text" value="FTSS, S/N:034"/>		
Occupant Modification	<input type="text" value="UNMODIFIED"/>		
Occupant Description	<input type="text" value="NO COMMENTS"/>		
Occupant Commentary	<input type="text" value="NO COMMENTS"/>		

**Head**

Head to -				
Windshield Header	<input type="text" value="355.0"/> mm	<input type="text" value="14.0"/> inches	Head Injury Criteria (HIC)	<input type="text" value="282.0"/>
WindShield	<input type="text" value="660.0"/> mm	<input type="text" value="26.0"/> inches	HIC Lower Time Interval (ms)	<input type="text" value="53.2"/>
Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	HIC Upper Time Interval (ms)	<input type="text" value="89.2"/>
Side Header	<input type="text" value="253.0"/> mm	<input type="text" value="10.0"/> inches		
Side Window	<input type="text" value="310.0"/> mm	<input type="text" value="12.2"/> inches		
Neck to Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
First Contact Region (Head)	<input type="text" value="AIR BAG"/>			
Second Contact Region (Head)	<input type="text" value="NONE"/>			

**Chest**

Chest to -				
Dash	<input type="text" value="530.0"/> mm	<input type="text" value="20.9"/> inches	Arm to Door	<input type="text" value="100.0"/> mm <input type="text" value="3.9"/> inches
Steering Wheel	<input type="text" value="280.0"/> mm	<input type="text" value="11.0"/> inches	Hip to Door	<input type="text" value="135.0"/> mm <input type="text" value="5.3"/> inches
Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
Chest Severity Index	<input type="text" value="0.0"/>		Pelvic Peak Lateral Acceleration (g's)	<input type="text" value="0.0"/>
Thoracic Trauma Index	<input type="text" value="0.0"/>		Thorax Peak Acceleration (g's)	<input type="text" value="53.0"/>
Lap Belt Peak Load	<input type="text" value="8300.0"/> Newtons	<input type="text" value="1865.9"/> pound Force		
Shoulder Belt Peak Load	<input type="text" value="4680.0"/> Newtons	<input type="text" value="1052.1"/> pound Force		
First Contact Region (Chest/Abdomen)	<input type="text" value="AIR BAG"/>			
Second Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>			

**Legs**

Knees to Dash	<input type="text" value="180.0"/> mm	<input type="text" value="7.1"/> inches	Knees to Seatback	<input type="text" value="0.0"/> mm <input type="text" value="0.0"/> inches
Left Femur Peak Load	<input type="text" value="-1408.0"/> Newtons		<input type="text" value="-316.5"/> pounds Force	
Right Femur Peak Load	<input type="text" value="-3171.0"/> Newtons		<input type="text" value="-712.9"/> pounds Force	
First Contact Region (Legs)	<input type="text" value="DASHBOARD"/>			
Second Contact Region (Legs)	<input type="text"/>			

**2008 NISSAN ALTIMA LEFT FRONT SEAT**

Test #	<b>6191</b>	Sex	<b>MALE</b>
Vehicle #	<b>1</b>	Age	<b>0</b>
Location	<b>LEFT FRONT SEAT</b>	Height	<b>0.0</b> mm <b>0.0</b> inches
Position	<b>CENTER POSITION</b>	Weight	<b>0.0</b> kg <b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>		
Size	<b>50 PERCENTILE</b>		
Calibration Method	<b>HYBRID III</b>		
Occupant Manufacturer	<b>FTSS, S/N:034</b>		
Occupant Modification	<b>UNMODIFIED</b>		
Occupant Description	<b>NO COMMENTS</b>		
Occupant Commentary	<b>NO COMMENTS</b>		

**Restraints**

Restraint # 1	<b>3 POINT BELT</b>
Mounted	<b>BELT - CONVENTIONAL MOUNT</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>
Restraint #2	<b>FRONTAL AIRBAG</b>
Mounted	<b>STEERING WHEEL</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>

## 2008 NISSAN ALTIMA RIGHT FRONT SEAT

Test #	6191	Sex	MALE
Vehicle #	1	Age	0
Location	RIGHT FRONT SEAT	Height	0.0 mm 0.0 inches
Position	CENTER POSITION	Weight	0.0 kg 0.0 pounds
Type	HYBRID III DUMMY		
Size	50 PERCENTILE		
Calibration Method	HYBRID III		
Occupant Manufacturer	FTSS, S/N:035		
Occupant Modification	UNMODIFIED		
Occupant Description	NO COMMENTS		
Occupant Commentary	NO COMMENTS		

Head

Head to -				
Windshield Header	357.0	mm	14.1	inches
WindShield	671.0	mm	26.4	inches
Seatback	0.0	mm	0.0	inches
Side Header	246.0	mm	9.7	inches
Side Window	310.0	mm	12.2	inches
Neck to Seatback	0.0	mm	0.0	inches
Head Injury Criteria (HIC)	677.0			
First Contact Region (Head)	AIR BAG			
Second Contact Region (Head)	NONE			
HIC Lower Time Interval (ms)	60.1			
HIC Upper Time Interval (ms)	96.1			

Chest

Chest to -				
Dash	535.0	mm	21.1	inches
Steering Wheel	0.0	mm	0.0	inches
Seatback	0.0	mm	0.0	inches
Arm to Door	90.0	mm	3.5	inches
Hip to Door	137.0	mm	5.4	inches
Chest Severity Index	0.0			
Thoracic Trauma Index	0.0			
Pelvic Peak Lateral Acceleration (g's)	0.0			
Thorax Peak Acceleration (g's)	50.0			
Lap Belt Peak Load	7658.0	Newtons	1721.6	pound Force
Shoulder Belt Peak Load	5889.0	Newtons	1323.9	pound Force
First Contact Region (Chest/Abdomen)	AIR BAG			
Second Contact Region (Chest/Abdomen)	NONE			

Legs

Knees to Dash	187.0	mm	7.4	inches
Left Femur Peak Load	-864.0	Newtons	-194.2	pounds Force
Right Femur Peak Load	-1244.0	Newtons	-279.7	pounds Force
Knees to Seatback	0.0	mm	0.0	inches
First Contact Region (Legs)	DASHBOARD			
Second Contact Region (Legs)				

**2008 NISSAN ALTIMA RIGHT FRONT SEAT**

Test #	<b>6191</b>	Sex	<b>MALE</b>
Vehicle #	<b>1</b>	Age	<b>0</b>
Location	<b>RIGHT FRONT SEAT</b>	Height	<b>0.0</b> mm <b>0.0</b> inches
Position	<b>CENTER POSITION</b>	Weight	<b>0.0</b> kg <b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>		
Size	<b>50 PERCENTILE</b>		
Calibration Method	<b>HYBRID III</b>		
Occupant Manufacturer	<b>FTSS, S/N:035</b>		
Occupant Modification	<b>UNMODIFIED</b>		
Occupant Description	<b>NO COMMENTS</b>		
Occupant Commentary	<b>NO COMMENTS</b>		

**Restraints**

Restraint # 1	<b>3 POINT BELT</b>
Mounted	<b>BELT - CONVENTIONAL MOUNT</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>
Restraint #2	<b>FRONTAL AIRBAG</b>
Mounted	<b>DASH PANEL - TOP</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>

## Vehicle 1 2008 NISSAN ALTIMA

Test #	6191				
VIN	1N4BL24E58C110897	NHTSA Test Vehicle Number	1		
Year	2008	Vehicle Modification Indicator	PRODUCTION VEHICLE		
Make	NISSAN	Post-test Steering Column Shear Capsule Separation	UNKNOWN		
Model	ALTIMA	Steering Column Collapse Mechanism	UNKNOWN		
Body	TWO DOOR COUPE				
Engine	V6 TRANSVERSE FRONT				
Displacement	3.5 Liter	Transmission	AUTOMATIC - FRONT WHEEL DRIVE		
Vehicle Modification(s) Description	UNMODIFIED				
Vehicle Commentary	NO COMMENTS				
Vehicle Length	4610 mm	181.5 inches	CG behind Front Axle	1102 mm	43.4 inches
Vehicle Width	1775 mm	69.9 inches	Center of Damage to CG Axis	0 mm	0.0 inches
Vehicle Wheelbase	2673 mm	105.2 inches	Total Length of Indentation	1405 mm	55.3 inches
Vehicle Test Weight	1710 KG	3769 pounds	Maximum Static Crush Depth	600 mm	23.6 inches
			Pre-Impact Speed	56 kph	35.0 mph
Vehicle Damage Index	12FDEW6		Principal Direction of Force	0	

Damage Profile Distance Measurements

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

DPD 1	392 mm	15.4 inches
DPD 2	537 mm	21.1 inches
DPD 3	587 mm	23.1 inches
DPD 4	592 mm	23.3 inches
DPD 5	534 mm	21.0 inches
DPD 6	408 mm	16.1 inches

Crush from Pre & Post Test Damage Measurements

	Pre-Test	Post-Test	Crush Depth
Left Bumper Corner	173.5 inches	158.1 inches	15.4 inches
	4408 mm	4016 mm	392 mm
Centerline	181.5 inches	157.9 inches	23.6 inches
	4610 mm	4010 mm	600 mm
Right Bumper Corner	173.5 inches	157.5 inches	16.0 inches
	4408 mm	4001 mm	407 mm

Bumper Engagement  
(Inline Impact Only)

0.0

Sill Engagement  
(Side Impact Only)

NOT APPLICABLE

A-pillar Engagement  
(Side Impact Only)

0.0

Moving Test Cart  
Angle

DIRECT ENGAGEMENT

Magnitude of the Tilt Angle  
Measured between surface of a  
Rollover Test Cart and the Ground

Moving Test Cart/Vehicle  
Crabbed Angle

0.0

Magnitude of the Crabbed Angle  
Measure Clockwise from  
Longitudinal Vector to Velocity Vector of Vehicle

Vehicle Orientation on Cart  
Moving Test Cart

0

Magnitude of the Angle  
Measured between the Vehicle Orientation  
and Direction of Test Cart Motion

**Vehicle 1 2008 NISSAN ALTIMA**

Test #	6191								
VIN	1N4BL24E58C110897	NHTSA Test Vehicle Number	1						
Year	2008	Vehicle Modification Indicator	PRODUCTION VEHICLE						
Make	NISSAN	Post-test Steering Column Shear Capsule Separation	UNKNOWN						
Model	ALTIMA	Steering Column Collapse Mechanism	UNKNOWN						
Body	TWO DOOR COUPE								
Engine	V6 TRANSVERSE FRONT								
Displacement	3.5	Liter	Transmission	AUTOMATIC - FRONT WHEEL DRIVE					
Vehicle Modification(s) Description	UNMODIFIED								
Vehicle Commentary	NO COMMENTS								
Vehicle Length	4610	mm	181.5	inches	CG behind Front Axle	1102	mm	43.4	inches
Vehicle Width	1775	mm	69.9	inches	Center of Damage to CG Axis	0	mm	0.0	inches
Vehicle Wheelbase	2673	mm	105.2	inches	Total Length of Indentation	1405	mm	55.3	inches
Vehicle Test Weight	1710	KG	3769	pounds	Maximum Static Crush Depth	600	mm	23.6	inches
					Pre-Impact Speed	56	kph	35.0	mph
Vehicle Damage Index	12FDEW6			Principal Direction of Force	0				

**Pre & Post Test Damage Measurements**

(Measurements are taken in a longitudinal direction. 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											
4610	181.5	4010	157.9								
Engine Block											
620	24.4	620	24.4								
Front Bumper Corner											
4408	173.5	4016	158.1					4408	173.5	4001	157.5
Front of Engine											
4123	162.3	3805	149.8								
Firewall											
3542	139.4	3481	137.0	3575	140.7	0	0.0	3542	139.4	3418	134.6
3111	122.5	3114	122.6					3111	122.5	3108	122.4
3132	123.3	3134	123.4					3131	123.3	3128	123.1
3098	122.0	3098	122.0					3098	122.0	3096	121.9
1809	71.2	1806	71.1					1802	70.9	1800	70.9
1986	78.2	1990	78.3					1983	78.1	1980	78.0
Steering Column											
2660	104.7	2645	104.1								
Center of Seering Column to 'A' Post (Horizontal)											
410	16.1	390	15.4								
Center of Steering Column to Headliner (Vertical)											
415	16.3	480	18.9								

# 2008 NISSAN ALTIMA

NHTSA Crash Test - #6191 - Front Impact

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

Test Vehicle Weight = 3769 pounds  
 Vehicle Closing Speed = 35.0 MPH  
 Test Crush Length = 69.9 inches

### Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	(Pass. Side)
(Driver Side)	15.4	23.6	16.0	

### CRASH 3 Stiffness Coefficients

### SMAC Stiffness

Minimum Crush = 15.4 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph  
 Average Crush = 19.7 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph  
 Maximum Crush = 23.6 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

	<u>A</u>	<u>B</u>	<u>G</u>	<u>Kv</u>
				221.8
	227.3	191.3	135.1	
	419.7	162.9	540.5	
	577.0	136.9	1216.1	
	699.2	113.1	2161.9	
				136.5
	178.3	117.7	135.1	
	329.2	100.2	540.5	
	452.6	84.2	1216.1	
	548.5	69.6	2161.9	
				94.7
	148.5	81.6	135.1	
	274.2	69.5	540.5	
	376.9	58.4	1216.1	
	456.8	48.3	2161.9	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanent 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<sup>2</sup>  
 G = Energy dissipated without permanent damage, lb  
 Kv = Crush resistance per inch of damage width (SMAC), lb/in<sup>2</sup>

\*\*\*\*\*

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

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

$$KE \text{ Speed (mph)} = \text{SQRT}(30 * CF * \text{max crush in feet})$$

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	23.3	35.2	0.3	0.7

**4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 20.7**

$$CF = (\text{mph} * \text{mph}) / (30 * \text{max crush in feet}), \text{ dimensionless}$$

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

# 2008 NISSAN ALTIMA

NHTSA Crash Test - #6191 - Front Impact

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

Test Vehicle Weight = 3769 pounds  
 Vehicle Closing Speed = 35.0 MPH  
 Test Crush Length = 55.3 inches

### Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	(Pass. Side)
(Driver Side)	15.4	23.6	16.0	

### CRASH 3 Stiffness Coefficients

### SMAC Stiffness

Minimum Crush = 15.4 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph  
 Average Crush = 19.7 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph  
 Maximum Crush = 23.6 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

	A	B	G	Kv
				280.3
	287.2	241.6	170.7	
	530.2	205.8	682.8	
	728.9	172.9	1536.3	
	883.4	142.9	2731.2	
				172.4
	225.3	148.7	170.7	
	415.9	126.6	682.8	
	571.7	106.4	1536.3	
	692.9	87.9	2731.2	
				119.6
	187.6	103.1	170.7	
	346.4	87.9	682.8	
	476.2	73.8	1536.3	
	577.1	61.0	2731.2	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanent 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<sup>2</sup>  
 G = Energy dissipated without permanent damage, lb  
 Kv = Crush resistance per inch of damage width (SMAC), lb/in<sup>2</sup>

\*\*\*\*\*

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

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

$$KE \text{ Speed (mph)} = \text{SQRT}(30 * CF * \text{max crush in feet})$$

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	23.3	35.2	0.3	0.7

**4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 20.7**

$$CF = (\text{mph} * \text{mph}) / (30 * \text{max crush in feet}), \text{ dimensionless}$$

**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 - 2015

Make: NISSAN

Model: ALTIMA

Test Number	Vehicle Info	No		Closing Speed (mph)	Vehicle Width		Crush Factor		
		Damage Speed (mph)	Average Crush (inch)		Stiffness A	Stiffness B		Stiffness G	Stiffness Kv
7966	2013 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	20.9	34.9	288.3	82.7	502.7	112.6	23.4
5895	2007 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	21.5	35.1	292.8	82.0	523.0	111.4	22.9
6191	2008 NISSAN ALTIMA TWO DOOR COUPE	5.0	20.9	35.0	310.4	89.1	540.5	121.4	23.4
8947	2014 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	10.0	24.7	408.9	162.1	515.7	254.7	24.6
7152	2011 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	12.3	35.1	491.4	240.1	503.0	326.3	40.0
<b>Average (AVG)</b>					<b>358.4</b>	<b>131.2</b>	<b>517.0</b>	<b>185.3</b>	<b>26.9</b>
<b>Minimum (MIN)</b>					<b>288.3</b>	<b>82.0</b>	<b>502.7</b>	<b>111.4</b>	<b>22.9</b>
<b>Maximum (MAX)</b>					<b>491.4</b>	<b>240.1</b>	<b>540.5</b>	<b>326.3</b>	<b>40.0</b>
<b>Standard Deviation (STDev-sample)</b>					<b>89.1</b>	<b>69.6</b>	<b>15.7</b>	<b>99.4</b>	<b>7.4</b>
<b>Number of Tests (n)</b>					<b>5</b>				

**Available Test Results  
Front Impact Test Summary**

Report Filter Settings

Year Range: 2007 - 2015

Make: NISSAN

Model: ALTIMA

Test Number	Vehicle Info	No Damage Speed (mph)	Max Crush (inch)	Closing Speed (mph)	-----V e h i c l e W i d t h-----  -----S t i f f n e s s V a l u e s-----				Crush Factor
					A	B	G	Kv	
8947	2014 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	17.7	24.7	229.7	51.2	515.7	80.4	13.8
5895	2007 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	23.3	35.1	270.7	70.1	523.0	95.3	21.2
6191	2008 NISSAN ALTIMA TWO DOOR COUPE	5.0	23.6	35.0	274.2	69.5	540.5	94.7	20.7
7966	2013 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	21.6	34.9	278.9	77.4	502.7	105.4	22.6
7152	2011 NISSAN ALTIMA FOUR DOOR SEDAN	5.0	13.4	35.1	453.1	204.1	503.0	277.4	36.9
<b>Average (AVG)</b>					<b>301.3</b>	<b>94.4</b>	<b>517.0</b>	<b>130.6</b>	<b>23.0</b>
<b>Minimum (MIN)</b>					<b>229.7</b>	<b>51.2</b>	<b>502.7</b>	<b>80.4</b>	<b>13.8</b>
<b>Maximum (MAX)</b>					<b>453.1</b>	<b>204.1</b>	<b>540.5</b>	<b>277.4</b>	<b>36.9</b>
<b>Standard Deviation (STDev-sample)</b>					<b>87.1</b>	<b>62.1</b>	<b>15.7</b>	<b>82.5</b>	<b>8.5</b>
<b>Number of Tests (n)</b>					<b>5</b>				

# Expert VIN DeCoder®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

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

The Fourth character (C) indicates the GVWR: 4001-5000 lbs with Manual Seatbelts w/ Dual Front, Driver Knee, and Curtain Airbags

The Fifth through Seventh characters (U0F) indicate an Escape S 4x2 4-door MPV

The Eighth character (7) indicates the OEM engine: 2.5 L/ 153 cu.in., L4 DOHC

The Ninth character (the check digit) is entered as 3.

The VIN appears Valid, the calculated value is 3.

The Tenth character (E) indicates the model year 2014

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

The Twelfth through Seventeenth characters (B61413) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

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

6/6/2026

2014 FORD ESCAPE 4 DOOR 4X2 UTILITY

Curb Weight:  lbs.  kg.  
 Curb Weight Distribution - Front:  % Rear:  %  
 Gross Vehicle Weight Rating:  lbs.  kg.  
 Number of Tires on Vehicle:   
 Drive wheels:

Horizontal Dimensions	Inches	Feet	Meters
Total Length	<input type="text" value="178"/>	<input type="text" value="14.83"/>	<input type="text" value="4.52"/>
wheelbase:	<input type="text" value="106"/>	<input type="text" value="8.83"/>	<input type="text" value="2.69"/>
Front Bumper to Front Axle:	<input type="text" value="36"/>	<input type="text" value="3.00"/>	<input type="text" value="0.91"/>
Front Bumper to Front of Front Well:	<input type="text" value="20"/>	<input type="text" value="1.67"/>	<input type="text" value="0.51"/>
Front Bumper to Front of Hood:	<input type="text" value="4"/>	<input type="text" value="0.33"/>	<input type="text" value="0.10"/>
Front Bumper to Base of windshield:	<input type="text" value="37"/>	<input type="text" value="3.08"/>	<input type="text" value="0.94"/>
Front Bumper to Top of windshield:	<input type="text" value="76"/>	<input type="text" value="6.33"/>	<input type="text" value="1.93"/>
Rear Bumper to Rear Axle:	<input type="text" value="36"/>	<input type="text" value="3.00"/>	<input type="text" value="0.91"/>
Rear Bumper to Rear of Rear Well:	<input type="text" value="19"/>	<input type="text" value="1.58"/>	<input type="text" value="0.48"/>
Rear Bumper to Rear of Trunk:	<input type="text" value="4"/>	<input type="text" value="0.33"/>	<input type="text" value="0.10"/>
Rear Bumper to Base of Rear Window:	<input type="text" value="6"/>	<input type="text" value="0.50"/>	<input type="text" value="0.15"/>
Width Dimensions			
Maximum width:	<input type="text" value="72"/>	<input type="text" value="6.00"/>	<input type="text" value="1.83"/>
Front Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Rear Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Vertical Dimensions			
Height:	<input type="text" value="66"/>	<input type="text" value="5.50"/>	<input type="text" value="1.68"/>
Ground to -			
Front Bumper (Top)	<input type="text" value="24"/>	<input type="text" value="2.00"/>	<input type="text" value="0.61"/>
Headlight - center	<input type="text" value="34"/>	<input type="text" value="2.83"/>	<input type="text" value="0.86"/>
Hood - top front:	<input type="text" value="36"/>	<input type="text" value="3.00"/>	<input type="text" value="0.91"/>
Base of Windshield	<input type="text" value="44"/>	<input type="text" value="3.67"/>	<input type="text" value="1.12"/>
Rear Bumper - top:	<input type="text" value="25"/>	<input type="text" value="2.08"/>	<input type="text" value="0.64"/>
Trunk - top rear:	<input type="text" value="45"/>	<input type="text" value="3.75"/>	<input type="text" value="1.14"/>
Base of Rear Window:	<input type="text" value="47"/>	<input type="text" value="3.92"/>	<input type="text" value="1.19"/>

2014 FORD ESCAPE 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)	40	3.33	1.02
Rear Seat Shoulder width	55	4.58	1.40
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 + SIDE AIRBAGS		

## Steering Data

Turning Circle (Diameter)	444	37	11.28
Steering Ratio:	15.20:1		
Wheel Radius:			
Tire Size (OEM):	235/55R17		

## Acceleration &amp; Braking Information

Brake Type:	ALL DISC
ABS System:	ALL WHEEL ABS

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

$$d = 116.0 \text{ ft} \quad t = 2.6 \text{ sec} \quad a = -33.3 \text{ ft/sec}^2 \quad G\text{-force} = -1.03$$

Acceleration:

0 to 30mph	t = 2.6 sec	a = 16.9 ft/sec <sup>2</sup>	G-force = 0.53
0 to 60mph	t = 8.9 sec	a = 9.9 ft/sec <sup>2</sup>	G-force = 0.31
45 to 65mph	t = 5.2 sec	a = 5.6 ft/sec <sup>2</sup>	G-force = 0.18

Transmission Type: AUTOMATIC

Notes:

Federal Bumper Standard Requirements: No Requirement

N.S.D.C = 2013 - 2019

2014 FORD ESCAPE 4 DOOR 4X2 UTILITY

Other Information

Tip-Over Stability Ratio = 1.18      Reasonably Stable  
 NHTSA Star Rating (calculated) \*\*\*

Center of Gravity (No Load):

	Inches	Feet	Meters
behind front axle	<span style="border: 1px solid black; padding: 2px;">44.52</span>	<span style="border: 1px solid black; padding: 2px;">3.71</span>	<span style="border: 1px solid black; padding: 2px;">1.13</span>
in front of rear axle	<span style="border: 1px solid black; padding: 2px;">61.48</span>	<span style="border: 1px solid black; padding: 2px;">5.12</span>	<span style="border: 1px solid black; padding: 2px;">1.56</span>
from side of vehicle	<span style="border: 1px solid black; padding: 2px;">36.00</span>	<span style="border: 1px solid black; padding: 2px;">3.00</span>	<span style="border: 1px solid black; padding: 2px;">0.91</span>
from ground	<span style="border: 1px solid black; padding: 2px;">26.33</span>	<span style="border: 1px solid black; padding: 2px;">2.19</span>	<span style="border: 1px solid black; padding: 2px;">0.67</span>
from front corner	<span style="border: 1px solid black; padding: 2px;">88.20</span>	<span style="border: 1px solid black; padding: 2px;">7.35</span>	<span style="border: 1px solid black; padding: 2px;">2.24</span>
from rear corner	<span style="border: 1px solid black; padding: 2px;">103.92</span>	<span style="border: 1px solid black; padding: 2px;">8.66</span>	<span style="border: 1px solid black; padding: 2px;">2.64</span>
from front bumper	<span style="border: 1px solid black; padding: 2px;">80.52</span>	<span style="border: 1px solid black; padding: 2px;">6.71</span>	<span style="border: 1px solid black; padding: 2px;">2.05</span>
from rear bumper	<span style="border: 1px solid black; padding: 2px;">97.48</span>	<span style="border: 1px solid black; padding: 2px;">8.12</span>	<span style="border: 1px solid black; padding: 2px;">2.48</span>

Moments of Inertia Approximations (No Load):

	lb*ft*sec <sup>2</sup>	kg*m*sec <sup>2</sup>
Yaw Moment of Inertia	<span style="border: 1px solid black; padding: 2px;">2332.04</span>	<span style="border: 1px solid black; padding: 2px;">322.42</span>
Pitch Moment of Inertia	<span style="border: 1px solid black; padding: 2px;">2339.16</span>	<span style="border: 1px solid black; padding: 2px;">323.40</span>
Roll Moment of Inertia	<span style="border: 1px solid black; padding: 2px;">549.96</span>	<span style="border: 1px solid black; padding: 2px;">76.03</span>

Front Profile Information

Angle Front Bumper to Hood Front	<span style="border: 1px solid black; padding: 2px;">71.6</span>	deg
Angle Front of Hood to windshield Base	<span style="border: 1px solid black; padding: 2px;">13.6</span>	deg
Angle Front of Hood to windshield Top	<span style="border: 1px solid black; padding: 2px;">21.3</span>	deg
Angle of windshield	<span style="border: 1px solid black; padding: 2px;">27.1</span>	deg
Angle of Steering Tires at Max Turn	<span style="border: 1px solid black; padding: 2px;">27.4</span>	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:

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

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).

# Expert VIN DeCoder®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

The First through Third characters (1GB) indicate a Chevrolet Incomplete Vehicle made in the U.S.A.

The Fourth character (3) indicates a GVWR of lbs. and a Motorhome Chassis

The Fifth through Sixth characters (G2) indicate an Express and a 3500 Cutaway 139'WB 4x2 series

The Seventh character (B) indicates Active Belts, AB - Driver Front

The Eighth character (G) indicates the OEM engine: 6.0L / 366 cu.in., V8

The Ninth character (the check digit) is entered as 6.

The VIN appears valid, the calculated value is 6.

The Tenth character (C) indicates the model year 2012

The Eleventh character (1) indicates the vehicle was made in the assembly plant in Wentzville, MO

The Twelfth through Seventeenth characters (128633) indicate the Serial Number and are unique to this vehicle.

EXPERT AUTOSTATS  
 Ver. 3.9  
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PROVIDED BY:  
 4N6XPRT Systems  
 8387 University Avenue  
 La Mesa CA 91941

06-12-2026

2012 CHEVROLET EXPRESS 3500 139WB DRW 2DR CUTAWAY VAN

CURB WEIGHT:	4628 lbs.	2099 kg.
Curb Weight Distribution -	Front: 67 %	Rear: 33 %
 Gross Vehicle Weight Rating:	 9600 lbs.	 4354 kg.
 Number of Tires on Vehicle:	 6	
Drive Wheels:	REAR	

HORIZONTAL DIMENSIONS

	Inches	Feet	Meters
Total Length	247	20.58	6.27
Wheelbase:	139	11.58	3.53
 Front Bumper to Front Axle	 40	 3.33	 1.02
Front Bumper to Front of Front Well	21	1.75	0.53
Front Bumper to Front of Hood	8	0.67	0.20
Front Bumper to Base of Windshield	34	2.83	0.86
Front Bumper to Top of Windshield	59	4.92	1.50
 Rear Bumper to Rear Axle	 68	 5.67	 1.73
Rear Bumper to Rear of Rear Well	—	—	—
Rear Bumper to Rear of Trunk	—	—	—
Rear Bumper to Base of Rear Window	—	—	—

WIDTH DIMENSIONS

	Inches	Feet	Meters
Maximum Width	96	8.00	2.44
Front Track	68	5.67	1.73
Rear Track	72	6.00	1.83

VERTICAL DIMENSIONS

	Inches	Feet	Meters
Height	83	6.92	2.11
Ground to:			
Front Bumper (Top)	26	2.17	0.66
Headlight - center	37	3.08	0.94
Hood - top front	45	3.75	1.14
Base of windshield	53	4.42	1.35
 Rear Bumper - top	 —	 —	 —
Trunk - top rear	—	—	—
Base of rear window	—	—	—

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2012 CHEVROLET EXPRESS 3500 139WB DRW 2DR CUTAWAY VAN

INTERIOR DIMENSIONS

	Inches	Feet	Meters
Front Seat Shoulder Width	69	5.75	1.75
Front Seat to Headliner	40	3.33	1.02
Front Leg - seatback to floor (max)	41	3.42	1.04
Rear Seat Shoulder Width	---	---.---	---.---
Rear Seat to Headliner	---	---.---	---.---
Rear Leg - seatback to floor (min)	---	---.---	---.---

Seatbelts: 3pt LAP & SHOULDER - front, None or Unknown - rear  
 Airbags: AIRBAGS UNKNOWN

STEERING DATA

Turning Circle (Diameter)	600	50.00	15.24
Steering Ratio:	17.20:1		
Wheel Radius:	---	---.---	---.---
Tire Size (OEM):	LT245/75R16		

ACCELERATION & BRAKING INFORMATION

Brake Type: ALL DISC  
 ABS System: ABS UNKNOWN

Braking, 60 mph -> 0 (Hard pedal, no skid, dry pavement):  
 d = \_\_\_ ft t = \_\_\_ sec. a = -\_\_\_ ft/sec/sec G-force = -\_\_\_

ACCELERATION:

0->30 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
0->60 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
45->65 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___

Transmission Type: 4spd AUTOMATIC

NOTES:

Federal Bumper Standard Requirements = NO REQUIREMENT

N.S.D.C. = 2003 - 2023

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2012 CHEVROLET EXPRESS 3500 139WB DRW 2DR CUTAWAY VAN

OTHER INFORMATION

TIP-OVER STABILITY RATIO = 1.05 REASONABLY STABLE

CENTER OF GRAVITY (No Load):

Inches behind front axle = 45.87  
 Inches in front of rear axle = 93.13  
 Inches from side of vehicle = 48.00  
 Inches from ground = 33.20  
 Inches from front corner = 98.38  
 Inches from rear corner = 168.13  
 Inches from front bumper = 85.87  
 Inches from rear bumper = 161.13

MOMENTS OF INERTIA APPROXIMATIONS (No Load):

YAW MOMENT OF INERTIA = 3560.84 lb-ft-sec<sup>2</sup>  
 PITCH MOMENT OF INERTIA = 3432.72 lb-ft-sec<sup>2</sup>  
 ROLL MOMENT OF INERTIA = 683.04 lb-ft-sec<sup>2</sup>

FRONT PROFILE INFORMATION

ANGLE FRONT BUMPER TO HOOD FRONT = 67.2 deg  
 ANGLE FRONT OF HOOD TO WINDSHIELD BASE = 17.1 deg  
 ANGLE FRONT OF HOOD TO WINDSHIELD TOP = 30.5 deg  
 ANGLE OF WINDSHIELD = 50.2 deg  
 ANGLE OF STEERING TIRES AT MAX TURN = 26.5 deg

FIRST APPROXIMATION CRUSH FACTORS:

Speed Equivalent (mph) of energy used in causing crush or indentation may be evaluated using the following formula and the appropriate Crush Factor (CF) and Maximum indentation depth, or MID, (in feet):

$$V(\text{mph}) = \text{Sqr root of } (30 * CF * \text{MID})$$

Front Impact for a front engine vehicle = 21  
 Front Impact for a Rear engine vehicle = 27  
 Side Impact = 27  
 Rear Impact for a front engine vehicle = 27  
 Rear Impact for a rear engine vehicle = 21

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 than 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, esp. GM, your 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

#5265

2005 CHEVROLET EXPRESS

Provided By

4N6XPRT StifCalcs®

Registered to:

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

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(800) 266-9778 | (619) 464-3478 | FAX: (619) 464-2206 | Email: 4n6@4n6xpert.com

## Similar Vehicle database reader

You entered: **2012 CHEVROLET EXPRESS**

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

Year Range	Make	Model	Body Styles	Wheelbase
1996 - 2002 Remarks: G1500, G2500, G3500 Cargo Van	CHEVROLET	VAN	VAN	96.9
1996 - 2002 Remarks: 1500, 2500, 3500	GMC	SAVANA	VAN	135, 155
1996 - 2002 Remarks: G1500, G2500, G3500 Passenger Van	CHEVROLET	EXPRESS	VAN	135, 155
2003 - 2024 Remarks: 1500, 2500, 3500	CHEVROLET	EXPRESS	VAN	135, 155
2003 - 2024 Remarks: 1500, 2500, 3500	GMC	SAVANA	VAN	135, 155

The Similar Vehicle List contained in 4N6XPRT StifCalcs is an extension of the free Vehicle Interchange List provided by Gregory C. Anderson of Scalia Safety Engineering through the 2012 model year. 4N6XPRT Systems® has taken over the maintenance of the Similar Vehicle List beginning with the 2013 version of the 4N6XPRT StifCalcs program. 4N6XPRT Systems® makes no warranties, either expressed or implied, with respect to this data, its quality, performance, merchantability, or fitness for any particular purpose. The entire risk as to its quality and performance is with the user. In no event will 4N6XPRT Systems® be liable for direct, indirect, incidental, or consequential damages resulting from any data presented here, even if 4N6XPRT Systems® has been advised of the possibility of such damages. The user must agree to assume full responsibility for any decisions which are based, in whole or in part, upon information obtained by using this data. Some of the listed similarities are based on estimates or memory. Most of the data are pulled from specification tables which may contain inaccuracies of their own. Use common sense - if something seems wrong, check it (and if it is wrong, let us know!).

If you have suggestions and/or corrections, we request and urge you to contact us - [4n6@4n6xpirt.com](mailto:4n6@4n6xpirt.com).

**Test Information**

Test #	<b>5265</b>	NHTSA Test Reference Guide Version #	<b>V5</b>
Test Date	<b>12/2/2004</b>	Contract #	<b>DTNH22-01-D-02005</b>
Contract/Study Title	<b>35 MPH NCAP FRONTAL - 2005 CHEVROLET EXPRESS 4-DOOR MPV</b>		
Test Objective(s)	<b>OBTAIN ATD AND VEHICLE DATA</b>		
Test Type	<b>NEW CAR ASSESSMENT TEST</b>	Configuration	<b>VEHICLE INTO BARRIER</b>
Impact Angle	<b>0</b>	Side Impact Point	<b>0</b> mm <b>0.0</b> inches
		Offset Distance	<b>0</b> mm <b>0.0</b> inches
		Closing Speed	<b>56.2</b> Km/Hr <b>34.90</b> MPH
Test Performer	<b>KARCO ENGINEERING</b>		
Test Reference #	<b>M50108</b>		
Test Track Surface	<b>CONCRETE</b>	Condition	<b>DRY</b>
Ambient Temperature	<b>8</b> C <b>46.4</b> F	Total Number of Curves	<b>213</b>
Data Recorder Type	<b>DIGITAL DATA ACQUISITION</b>	Data Link	<b>OTH</b>
Test Commentary	<b>DATALINK IS NONE, ON-BOARD DAS</b>		

**Fixed Barrier Information**

Barrier Type	<b>RIGID</b>	Pole Barrier Diameter	<b>0</b> mm <b>0</b> inches
Barrier Shape	<b>LOAD CELL BARRIER</b>		
Barrier Commentary	<b>NO COMMENTS</b>		

**2005 CHEVROLET EXPRESS LEFT FRONT SEAT**

Test #	<input type="text" value="5265"/>	Sex	<input type="text" value="MALE"/>	
Vehicle #	<input type="text" value="1"/>	Age	<input type="text" value="0"/>	
Location	<input type="text" value="LEFT FRONT SEAT"/>	Height	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches
Position	<input type="text" value="CENTER POSITION"/>	Weight	<input type="text" value="0.0"/> kg	<input type="text" value="0.0"/> pounds
Type	<input type="text" value="HYBRID III DUMMY"/>			
Size	<input type="text" value="50 PERCENTILE"/>			
Calibration Method	<input type="text" value="HYBRID III"/>			
Occupant Manufacturer	<input type="text" value="VECTOR, S/N:035"/>			
Occupant Modification	<input type="text" value="UNMODIFIED"/>			
Occupant Description	<input type="text" value="NO COMMENTS"/>			
Occupant Commentary	<input type="text" value="NO COMMENTS"/>			

**Head**

Head to -

Windshield Header	<input type="text" value="500.0"/> mm	<input type="text" value="19.7"/> inches	Head Injury Criteria (HIC)	<input type="text" value="427.0"/>
WindShield	<input type="text" value="675.0"/> mm	<input type="text" value="26.6"/> inches	HIC Lower Time Interval (ms)	<input type="text" value="55.9"/>
Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	HIC Upper Time Interval (ms)	<input type="text" value="91.9"/>
Side Header	<input type="text" value="280.0"/> mm	<input type="text" value="11.0"/> inches		
Side Window	<input type="text" value="300.0"/> mm	<input type="text" value="11.8"/> inches		
Neck to Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
First Contact Region (Head)	<input type="text" value="AIR BAG"/>			
Second Contact Region (Head)	<input type="text" value="NONE"/>			

**Chest**

Chest to -

Dash	<input type="text" value="510.0"/> mm	<input type="text" value="20.1"/> inches	Arm to Door	<input type="text" value="80.0"/> mm	<input type="text" value="3.1"/> inches
Steering Wheel	<input type="text" value="300.0"/> mm	<input type="text" value="11.8"/> inches	Hip to Door	<input type="text" value="115.0"/> mm	<input type="text" value="4.5"/> inches
Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches			
Chest Severity Index	<input type="text" value="0.0"/>		Pelvic Peak Lateral Acceleration (g's)	<input type="text" value="0.0"/>	
Thoracic Trauma Index	<input type="text" value="0.0"/>		Thorax Peak Acceleration (g's)	<input type="text" value="34.0"/>	
Lap Belt Peak Load	<input type="text" value="2577.0"/> Newtons	<input type="text" value="579.3"/> pound Force			
Shoulder Belt Peak Load	<input type="text" value="4250.0"/> Newtons	<input type="text" value="955.4"/> pound Force			
First Contact Region (Chest/Abdomen)	<input type="text" value="AIR BAG"/>				
Second Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>				

**Legs**

Knees to Dash	<input type="text" value="80.0"/> mm	<input type="text" value="3.1"/> inches	Knees to Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches
Left Femur Peak Load	<input type="text" value="-4015.0"/> Newtons		<input type="text" value="-902.6"/> pounds Force		
Right Femur Peak Load	<input type="text" value="-6070.0"/> Newtons		<input type="text" value="-1364.6"/> pounds Force		
First Contact Region (Legs)	<input type="text" value="DASHBOARD"/>				
Second Contact Region (Legs)	<input type="text"/>				

**2005 CHEVROLET EXPRESS LEFT FRONT SEAT**

Test #	<b>5265</b>	Sex	<b>MALE</b>	
Vehicle #	<b>1</b>	Age	<b>0</b>	
Location	<b>LEFT FRONT SEAT</b>	Height	<b>0.0</b> mm	<b>0.0</b> inches
Position	<b>CENTER POSITION</b>	Weight	<b>0.0</b> kg	<b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>			
Size	<b>50 PERCENTILE</b>			
Calibration Method	<b>HYBRID III</b>			
Occupant Manufacturer	<b>VECTOR, S/N:035</b>			
Occupant Modification	<b>UNMODIFIED</b>			
Occupant Description	<b>NO COMMENTS</b>			
Occupant Commentary	<b>NO COMMENTS</b>			

**Restraints**

Restraint # 1	<b>3 POINT BELT</b>
Mounted	<b>BELT - CONVENTIONAL MOUNT</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>
Restraint #2	<b>FRONTAL AIRBAG</b>
Mounted	<b>STEERING WHEEL</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>

## 2005 CHEVROLET EXPRESS RIGHT FRONT SEAT

Test #	5265	Sex	MALE
Vehicle #	1	Age	0
Location	RIGHT FRONT SEAT	Height	0.0 mm 0.0 inches
Position	CENTER POSITION	Weight	0.0 kg 0.0 pounds
Type	HYBRID III DUMMY		
Size	50 PERCENTILE		
Calibration Method	HYBRID III		
Occupant Manufacturer	VECTOR, S/N:034		
Occupant Modification	UNMODIFIED		
Occupant Description	NO COMMENTS		
Occupant Commentary	NO COMMENTS		

Head

Head to -				
Windshield Header	535.0	mm	21.1	inches
WindShield	725.0	mm	28.5	inches
Seatback	0.0	mm	0.0	inches
Side Header	280.0	mm	11.0	inches
Side Window	215.0	mm	8.5	inches
Neck to Seatback	0.0	mm	0.0	inches
Head Injury Criteria (HIC)	390.0			
First Contact Region (Head)	AIR BAG			
Second Contact Region (Head)	NONE			
HIC Lower Time Interval (ms)	61.5			
HIC Upper Time Interval (ms)	97.5			

Chest

Chest to -				
Dash	450.0	mm	17.7	inches
Steering Wheel	0.0	mm	0.0	inches
Seatback	0.0	mm	0.0	inches
Arm to Door	10.0	mm	0.4	inches
Hip to Door	120.0	mm	4.7	inches
Chest Severity Index	0.0			
Thoracic Trauma Index	0.0			
Pelvic Peak Lateral Acceleration (g's)	0.0			
Thorax Peak Acceleration (g's)	38.0			
Lap Belt Peak Load	3586.0	Newtons	806.2	pound Force
Shoulder Belt Peak Load	4249.0	Newtons	955.2	pound Force
First Contact Region (Chest/Abdomen)	AIR BAG			
Second Contact Region (Chest/Abdomen)	NONE			

Legs

Knees to Dash	75.0	mm	3.0	inches
Left Femur Peak Load	-4010.0	Newtons	-901.5	pounds Force
Right Femur Peak Load	-5230.0	Newtons	-1175.8	pounds Force
Knees to Seatback	0.0	mm	0.0	inches
First Contact Region (Legs)	DASHBOARD			
Second Contact Region (Legs)				

**2005 CHEVROLET EXPRESS RIGHT FRONT SEAT**

Test #	<b>5265</b>	Sex	<b>MALE</b>
Vehicle #	<b>1</b>	Age	<b>0</b>
Location	<b>RIGHT FRONT SEAT</b>	Height	<b>0.0</b> mm <b>0.0</b> inches
Position	<b>CENTER POSITION</b>	Weight	<b>0.0</b> kg <b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>		
Size	<b>50 PERCENTILE</b>		
Calibration Method	<b>HYBRID III</b>		
Occupant Manufacturer	<b>VECTOR, S/N:034</b>		
Occupant Modification	<b>UNMODIFIED</b>		
Occupant Description	<b>NO COMMENTS</b>		
Occupant Commentary	<b>NO COMMENTS</b>		

**Restraints**

Restraint # 1	<b>3 POINT BELT</b>
Mounted	<b>BELT - CONVENTIONAL MOUNT</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>
Restraint #2	<b>FRONTAL AIRBAG</b>
Mounted	<b>DASH PANEL - TOP</b>
Deployment	<b>DEPLOYED PROPERLY</b>
Restraint Commentary	<b>NO COMMENTS</b>

**2005 CHEVROLET EXPRESS RIGHT REAR SEAT**

Test #	<input type="text" value="5265"/>	Sex	<input type="text" value="NOT APPLICABLE"/>	
Vehicle #	<input type="text" value="1"/>	Age	<input type="text" value="0"/>	
Location	<input type="text" value="RIGHT REAR SEAT"/>	Height	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches
Position	<input type="text" value="NOT APPLICABLE"/>	Weight	<input type="text" value="0.0"/> kg	<input type="text" value="0.0"/> pounds
Type	<input type="text" value="HYBRID III DUMMY"/>			
Size	<input type="text" value="3 YEAR OLD CHILD"/>			
Calibration Method	<input type="text" value="HYBRID III"/>			
Occupant Manufacturer	<input type="text" value="FIRST TECHNOLOGY SAFETY SYSTEMS, S/N:082"/>			
Occupant Modification	<input type="text" value="UNMODIFIED"/>			
Occupant Description	<input type="text" value="NO COMMENTS"/>			
Occupant Commentary	<input type="text" value="NO COMMENTS"/>			

**Head**

Head to -

Windshield Header	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Head Injury Criteria (HIC)	<input type="text" value="456.0"/>
WindShield	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	HIC Lower Time Interval (ms)	<input type="text" value="64.4"/>
Seatback	<input type="text" value="630.0"/> mm	<input type="text" value="24.8"/> inches	HIC Upper Time Interval (ms)	<input type="text" value="100.4"/>
Side Header	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
Side Window	<input type="text" value="680.0"/> mm	<input type="text" value="26.8"/> inches		
Neck to Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
First Contact Region (Head)	<input type="text" value="NONE"/>			
Second Contact Region (Head)	<input type="text" value="NONE"/>			

**Chest**

Chest to -

Dash	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Arm to Door	<input type="text" value="490.0"/> mm	<input type="text" value="19.3"/> inches
Steering Wheel	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Hip to Door	<input type="text" value="555.0"/> mm	<input type="text" value="21.9"/> inches
Seatback	<input type="text" value="580.0"/> mm	<input type="text" value="22.8"/> inches			
Chest Severity Index	<input type="text" value="0.0"/>		Pelvic Peak Lateral Acceleration (g's)	<input type="text" value="0.0"/>	
Thoracic Trauma Index	<input type="text" value="0.0"/>		Thorax Peak Acceleration (g's)	<input type="text" value="34.0"/>	
Lap Belt Peak Load	<input type="text" value="0.0"/> Newtons	<input type="text" value="0.0"/> pound Force			
Shoulder Belt Peak Load	<input type="text" value="0.0"/> Newtons	<input type="text" value="0.0"/> pound Force			
First Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>				
Second Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>				

**Legs**

Knees to Dash	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Knees to Seatback	<input type="text" value="370.0"/> mm	<input type="text" value="14.6"/> inches
Left Femur Peak Load	<input type="text" value="0.0"/> Newtons	<input type="text" value="0.0"/> pounds Force			
Right Femur Peak Load	<input type="text" value="0.0"/> Newtons	<input type="text" value="0.0"/> pounds Force			
First Contact Region (Legs)	<input type="text" value="NONE"/>				
Second Contact Region (Legs)	<input type="text"/>				

**2005 CHEVROLET EXPRESS RIGHT REAR SEAT**

Test #	<b>5265</b>	Sex	<b>NOT APPLICABLE</b>	
Vehicle #	<b>1</b>	Age	<b>0</b>	
Location	<b>RIGHT REAR SEAT</b>	Height	<b>0.0</b> mm	<b>0.0</b> inches
Position	<b>NOT APPLICABLE</b>	Weight	<b>0.0</b> kg	<b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>			
Size	<b>3 YEAR OLD CHILD</b>			
Calibration Method	<b>HYBRID III</b>			
Occupant Manufacturer	<b>FIRST TECHNOLOGY SAFETY SYSTEMS, S/N:082</b>			
Occupant Modification	<b>UNMODIFIED</b>			
Occupant Description	<b>NO COMMENTS</b>			
Occupant Commentary	<b>NO COMMENTS</b>			

**Restraints**

Restraint # 1	<b>CONVERTIBLE CHILD SAFETY SEAT, FRONT FACING</b>
Mounted	<b>LATCH - LOWER ANCHORAGES AND TOP TETHER</b>
Deployment	<b>NOT APPLICABLE</b>
Restraint Commentary	<b>MANUFACTURER:EVNFLO, MODEL:TITAN 5, MODEL#3671439 P1</b>
Restraint #2	<b>5 POINT BELT</b>
Mounted	<b>CHILD SEAT</b>
Deployment	<b>NOT APPLICABLE</b>
Restraint Commentary	<b>NO COMMENTS</b>

**2005 CHEVROLET EXPRESS LEFT REAR SEAT**

Test #	<input type="text" value="5265"/>	Sex	<input type="text" value="NOT APPLICABLE"/>	
Vehicle #	<input type="text" value="1"/>	Age	<input type="text" value="0"/>	
Location	<input type="text" value="LEFT REAR SEAT"/>	Height	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches
Position	<input type="text" value="NOT APPLICABLE"/>	Weight	<input type="text" value="0.0"/> kg	<input type="text" value="0.0"/> pounds
Type	<input type="text" value="HYBRID III DUMMY"/>			
Size	<input type="text" value="10 YEAR OLD CHILD"/>			
Calibration Method	<input type="text" value="HYBRID III"/>			
Occupant Manufacturer	<input type="text" value="RA DENTON, S/N:011"/>			
Occupant Modification	<input type="text" value="UNMODIFIED"/>			
Occupant Description	<input type="text" value="NO COMMENTS"/>			
Occupant Commentary	<input type="text" value="DUMSIZ, 10 YEAR OLD"/>			

**Head**

Head to -

Windshield Header	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Head Injury Criteria (HIC)	<input type="text" value="1186.0"/>
WindShield	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	HIC Lower Time Interval (ms)	<input type="text" value="74.6"/>
Seatback	<input type="text" value="610.0"/> mm	<input type="text" value="24.0"/> inches	HIC Upper Time Interval (ms)	<input type="text" value="110.6"/>
Side Header	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
Side Window	<input type="text" value="290.0"/> mm	<input type="text" value="11.4"/> inches		
Neck to Seatback	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches		
First Contact Region (Head)	<input type="text" value="CHEST"/>			
Second Contact Region (Head)	<input type="text" value="NONE"/>			

**Chest**

Chest to -

Dash	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Arm to Door	<input type="text" value="165.0"/> mm	<input type="text" value="6.5"/> inches
Steering Wheel	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Hip to Door	<input type="text" value="140.0"/> mm	<input type="text" value="5.5"/> inches
Seatback	<input type="text" value="630.0"/> mm	<input type="text" value="24.8"/> inches			
Chest Severity Index	<input type="text" value="0.0"/>		Pelvic Peak Lateral Acceleration (g's)	<input type="text" value="0.0"/>	
Thoracic Trauma Index	<input type="text" value="0.0"/>		Thorax Peak Acceleration (g's)	<input type="text" value="44.0"/>	
Lap Belt Peak Load	<input type="text" value="10796.0"/> Newtons	<input type="text" value="2427.0"/> pound Force			
Shoulder Belt Peak Load	<input type="text" value="15191.0"/> Newtons	<input type="text" value="3415.1"/> pound Force			
First Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>				
Second Contact Region (Chest/Abdomen)	<input type="text" value="NONE"/>				

**Legs**

Knees to Dash	<input type="text" value="0.0"/> mm	<input type="text" value="0.0"/> inches	Knees to Seatback	<input type="text" value="310.0"/> mm	<input type="text" value="12.2"/> inches
Left Femur Peak Load	<input type="text" value="-28.0"/> Newtons		<input type="text" value="-6.3"/> pounds Force		
Right Femur Peak Load	<input type="text" value="-133.0"/> Newtons		<input type="text" value="-29.9"/> pounds Force		
First Contact Region (Legs)	<input type="text" value="NONE"/>				
Second Contact Region (Legs)	<input type="text"/>				

**2005 CHEVROLET EXPRESS LEFT REAR SEAT**

Test #	<b>5265</b>	Sex	<b>NOT APPLICABLE</b>	
Vehicle #	<b>1</b>	Age	<b>0</b>	
Location	<b>LEFT REAR SEAT</b>	Height	<b>0.0</b> mm	<b>0.0</b> inches
Position	<b>NOT APPLICABLE</b>	Weight	<b>0.0</b> kg	<b>0.0</b> pounds
Type	<b>HYBRID III DUMMY</b>			
Size	<b>10 YEAR OLD CHILD</b>			
Calibration Method	<b>HYBRID III</b>			
Occupant Manufacturer	<b>RA DENTON, S/N:011</b>			
Occupant Modification	<b>UNMODIFIED</b>			
Occupant Description	<b>NO COMMENTS</b>			
Occupant Commentary	<b>DUMSIZ, 10 YEAR OLD</b>			

**Restraints**

Restraint # 1	<b>3 POINT BELT</b>
Mounted	<b>BELT - CONVENTIONAL MOUNT</b>
Deployment	<b>NOT APPLICABLE</b>
Restraint Commentary	<b>NO COMMENTS</b>
Restraint #2	<b>BOOSTER SEAT</b>
Mounted	<b>LAP/SHOULDER BELT, NO TOP TETHER</b>
Deployment	<b>NOT APPLICABLE</b>
Restraint Commentary	<b>MANUFACTURER:GRACO, MODEL:TURBO BOOSTER, MODEL# JJ1006042008681</b>

**Vehicle 1 2005 CHEVROLET EXPRESS**

Test #	5265	
VIN	1GNFG15X051114137	NHTSA Test Vehicle Number
Year	2005	Vehicle Modification Indicator
Make	CHEVROLET	Post-test Steering Column Shear Capsule Separation
Model	EXPRESS	Steering Column Collapse Mechanism
Body	VAN	
Engine	V6 INLINE FRONT	
Displacement	4.3 Liter	Transmission
		AUTOMATIC - REAR WHEEL DRIVE
Vehicle Modification(s) Description	UNMODIFIED	
Vehicle Commentary	MODEL:EXPRESS, BODY:4 DOOR MPV	
Vehicle Length	5695 mm / 224.2 inches	CG behind Front Axle
Vehicle Width	2000 mm / 78.7 inches	Center of Damage to CG Axis
Vehicle Wheelbase	3425 mm / 134.8 inches	Total Length of Indentation
Vehicle Test Weight	2721 KG / 5998 pounds	Maximum Static Crush Depth
		Pre-Impact Speed
Vehicle Damage Index	12FDEW6	Principal Direction of Force

Damage Profile Distance Measurements

Crush from Pre & Post Test Damage Measurements

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

DPD 1	-403 mm	-15.9 inches
DPD 2	-609 mm	-24.0 inches
DPD 3	-619 mm	-24.4 inches
DPD 4	-623 mm	-24.5 inches
DPD 5	-585 mm	-23.0 inches
DPD 6	-385 mm	-15.2 inches

	Pre-Test	Post-Test	Crush Depth
Left Bumper Corner	216.3 inches	200.5 inches	15.9 inches
	5495 mm	5092 mm	403 mm
Centerline	224.2 inches	200.3 inches	23.9 inches
	5695 mm	5088 mm	607 mm
Right Bumper Corner	216.3 inches	201.2 inches	15.2 inches
	5495 mm	5110 mm	385 mm

Bumper Engagement  
(Inline Impact Only)

0.0

Sill Engagement  
(Side Impact Only)

NOT APPLICABLE

A-pillar Engagement  
(Side Impact Only)

0.0

Moving Test Cart  
Angle

DIRECT ENGAGEMENT

Magnitude of the Tilt Angle  
Measured between surface of a  
Rollover Test Cart and the Ground

Moving Test Cart/Vehicle  
Crabbed Angle

0.0

Magnitude of the Crabbed Angle  
Measure Clockwise from  
Longitudinal Vector to Velocity Vector of Vehicle

Vehicle Orientation on Cart  
Moving Test Cart

0

Magnitude of the Angle  
Measured between the Vehicle Orientation  
and Direction of Test Cart Motion

**Vehicle 1 2005 CHEVROLET EXPRESS**

Test #	5265		
VIN	1GNFG15X051114137	NHTSA Test Vehicle Number	1
Year	2005	Vehicle Modification Indicator	PRODUCTION VEHICLE
Make	CHEVROLET	Post-test Steering Column Shear Capsule Separation	UNKNOWN
Model	EXPRESS	Steering Column Collapse Mechanism	UNKNOWN
Body	VAN		
Engine	V6 INLINE FRONT		
Displacement	4.3 Liter	Transmission	AUTOMATIC - REAR WHEEL DRIVE
Vehicle Modification(s) Description	UNMODIFIED		
Vehicle Commentary	MODEL:EXPRESS, BODY:4 DOOR MPV		
Vehicle Length	5695 mm	224.2 inches	CG behind Front Axle 1621 mm 63.8 inches
Vehicle Width	2000 mm	78.7 inches	Center of Damage to CG Axis 0 mm 0.0 inches
Vehicle Wheelbase	3425 mm	134.8 inches	Total Length of Indentation 1770 mm 69.7 inches
Vehicle Test Weight	2721 KG	5998 pounds	Maximum Static Crush Depth 623 mm 24.5 inches
			Pre-Impact Speed 56 kph 34.9 mph
Vehicle Damage Index	12FDEW6		Principal Direction of Force 0

**Pre & Post Test Damage Measurements**

(Measurements are taken in a longitudinal direction. 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											
5695	224.2	5088	200.3								
Engine Block											
0	0.0	0	0.0								
Front Bumper Corner											
5495	216.3	5092	200.5					5495	216.3	5110	201.2
Front of Engine											
4573	180.0	4875	191.9								
Firewall											
4745	186.8	4910	193.3					4640	182.7	4830	190.2
Upper Leading Edge of Door											
4350	171.3	4398	173.1					4350	171.3	4405	173.4
Lower Leading Edge of Door											
4190	165.0	4200	165.4					4190	165.0	4204	165.5
Bottom of 'A' Post											
3290	129.5	4276	168.3					3290	129.5	4286	168.7
Upper Trailing Edge of Door											
3302	130.0	3349	131.9					3296	129.8	3354	132.0
Lower Trailing Edge of Door											
3090	121.7	3292	129.6					3295	129.7	3301	130.0
Steering Column											
3954	155.7	4030	158.7								
Center of Seering Column to 'A' Post (Horizontal)											
685	27.0	324	12.8								
Center of Steering Column to Headliner (Vertical)											
465	18.3	470	18.5								

# 2005 CHEVROLET EXPRESS

NHTSA Crash Test - #5265 - Front Impact

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

Test Vehicle Weight = 5998 pounds  
 Vehicle Closing Speed = 34.9 MPH  
 Test Crush Length = 78.7 inches

### Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	(Pass. Side)
(Driver Side)	15.9	23.9	15.2	

### CRASH 3 Stiffness Coefficients

### SMAC Stiffness

Minimum Crush = 15.2 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

Average Crush = 19.7 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

Maximum Crush = 23.9 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

	A	B	G	Kv
Minimum Crush = 15.2 inches				323.6
Using a Rated No Damage Speed of 2.5mph	326.3	278.9	190.8	
Using a Rated No Damage Speed of 5.0mph	602.2	237.5	763.3	
Using a Rated No Damage Speed of 7.5mph	827.7	199.5	1717.3	
Using a Rated No Damage Speed of 10.0mph	1002.9	164.7	3053.1	
Average Crush = 19.7 inches				191.5
Using a Rated No Damage Speed of 2.5mph	251.0	165.0	190.8	
Using a Rated No Damage Speed of 5.0mph	463.2	140.6	763.3	
Using a Rated No Damage Speed of 7.5mph	636.7	118.0	1717.3	
Using a Rated No Damage Speed of 10.0mph	771.5	97.5	3053.1	
Maximum Crush = 23.9 inches				130.2
Using a Rated No Damage Speed of 2.5mph	206.9	112.2	190.8	
Using a Rated No Damage Speed of 5.0mph	381.9	95.6	763.3	
Using a Rated No Damage Speed of 7.5mph	525.0	80.2	1717.3	
Using a Rated No Damage Speed of 10.0mph	636.1	66.3	3053.1	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanent 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<sup>2</sup>  
 G = Energy dissipated without permanent damage, lb  
 Kv = Crush resistance per inch of damage width (SMAC), lb/in<sup>2</sup>

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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

$$KE \text{ Speed (mph)} = \text{SQRT}(30 * CF * \text{max crush in feet})$$

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	24.5	35.4	0.5	1.5

**4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 20.4**

$$CF = (\text{mph} * \text{mph}) / (30 * \text{max crush in feet}), \text{ dimensionless}$$

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

# 2005 CHEVROLET EXPRESS

NHTSA Crash Test - #5265 - Front Impact

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

Test Vehicle Weight = 5998 pounds  
 Vehicle Closing Speed = 34.9 MPH  
 Test Crush Length = 69.7 inches

### Pre/Post Collision Crush Depths (inches)

	Left Side Crush	Centerline Crush	Right Side Crush	(Pass. Side)
(Driver Side)	15.9	23.9	15.2	

### CRASH 3 Stiffness Coefficients

### SMAC Stiffness

Minimum Crush = 15.2 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

Average Crush = 19.7 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

Maximum Crush = 23.9 inches  
 Using a Rated No Damage Speed of 2.5mph  
 Using a Rated No Damage Speed of 5.0mph  
 Using a Rated No Damage Speed of 7.5mph  
 Using a Rated No Damage Speed of 10.0mph

	A	B	G	Kv
Minimum Crush = 15.2 inches				365.7
Using a Rated No Damage Speed of 2.5mph	368.7	315.2	215.6	
Using a Rated No Damage Speed of 5.0mph	680.4	268.4	862.4	
Using a Rated No Damage Speed of 7.5mph	935.3	225.4	1940.5	
Using a Rated No Damage Speed of 10.0mph	1133.3	186.1	3449.8	
Average Crush = 19.7 inches				216.4
Using a Rated No Damage Speed of 2.5mph	283.6	186.5	215.6	
Using a Rated No Damage Speed of 5.0mph	523.4	158.8	862.4	
Using a Rated No Damage Speed of 7.5mph	719.5	133.4	1940.5	
Using a Rated No Damage Speed of 10.0mph	871.7	110.1	3449.8	
Maximum Crush = 23.9 inches				147.1
Using a Rated No Damage Speed of 2.5mph	233.8	126.8	215.6	
Using a Rated No Damage Speed of 5.0mph	431.6	108.0	862.4	
Using a Rated No Damage Speed of 7.5mph	593.2	90.7	1940.5	
Using a Rated No Damage Speed of 10.0mph	718.8	74.9	3449.8	

Rated No Damage Speed = Impact speed with a barrier resulting in no permanent 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<sup>2</sup>  
 G = Energy dissipated without permanent damage, lb  
 Kv = Crush resistance per inch of damage width (SMAC), lb/in<sup>2</sup>

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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

$$KE \text{ Speed (mph)} = \text{SQRT}(30 * CF * \text{max crush in feet})$$

Crush Factor	Maximum Crush (inches)	Calculated KE Speed (mph)	Calculated Error (mph)	Calculated Error (%)
21	24.5	35.4	0.5	1.5

**4N6XPRT Systems Specific Crush Factor (CF Specific to this test) = 20.4**

$$CF = (\text{mph} * \text{mph}) / (30 * \text{max crush in feet}), \text{ dimensionless}$$

**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: 1990 - 2025

Bodystyle: VAN

Test Number	Vehicle Info	No		Closing Speed (mph)	Vehicle Width Stiffness Values				Crush Factor
		Damage Speed (mph)	Average Crush (inch)		A	B	G	Kv	
2071	1994 CHEVROLET ASTRO VAN	5.0	16.9	29.4	327.2	94.6	566.2	137.3	20.5
2046	1994 CHEVROLET ASTRO VAN	5.0	18.7	29.3	341.0	88.8	654.2	129.1	18.4
1677	1992 CHEVROLET ASTRO VAN	5.0	20.4	35.0	352.2	103.8	597.7	141.3	24.1
1692	1992 CHEVROLET ASTRO VAN	5.0	17.2	29.5	358.8	102.3	628.9	148.3	20.3
1696	1992 CHEVROLET G-10 VAN	5.0	14.7	29.3	383.2	126.7	579.4	184.2	23.4
3352	2000 CHEVROLET ASTRO VAN	5.0	16.9	29.8	385.5	113.5	654.8	163.8	21.1
1671	1992 CHEVROLET SPORTVAN VAN	5.0	20.8	34.7	390.7	111.3	685.8	151.9	23.1
5265	2005 CHEVROLET EXPRESS VAN	5.0	22.3	34.9	409.6	109.9	763.3	149.7	21.9
2050	1994 GMC VANDURA VAN	5.0	16.7	29.6	414.1	122.2	701.5	177.0	21.0
3639	2001 DODGE RAM WAGON VAN VAN	5.0	17.7	34.7	419.1	140.4	625.5	191.6	27.2
1457	1990 FORD CLUBWAGON MPV VAN	5.0	20.0	35.2	431.9	130.5	715.1	177.2	24.8
3123	1999 FORD E150 VAN VAN	5.0	15.6	30.0	435.5	139.1	681.9	200.4	23.0
3213	1999 FORD E150 VAN VAN	5.0	16.5	30.1	437.5	132.9	720.1	191.2	21.9
2202	1995 DODGE RAM 250 VAN VAN	5.0	13.6	29.4	442.2	158.6	616.3	230.3	25.4
2404	1996 CHEVROLET ASTRO VAN	5.0	18.0	35.2	461.1	154.9	686.4	210.4	27.5
5284	2005 FORD E150 VAN VAN	5.0	19.0	35.0	468.5	147.5	743.7	200.8	25.7
2061	1994 CHEVROLET BEAUVILLE VAN	5.0	20.9	35.0	481.8	138.3	839.6	188.1	23.5
1695	1992 FORD CLUBWAGON MPV VAN	5.0	18.2	35.2	486.7	161.5	733.5	219.3	27.2
1701	1992 DODGE RAM WAGON VAN VAN	5.0	17.1	35.0	493.6	173.1	703.7	235.6	28.6
1719	1992 DODGE RAM 250 VAN VAN	5.0	11.9	29.3	496.7	203.6	605.9	295.9	29.0
2498	1997 FORD E150 VAN VAN	5.0	13.4	29.1	504.1	180.9	702.4	263.8	25.2
1694	1992 FORD CLUBWAGON MPV VAN	5.0	14.2	29.3	512.6	175.6	748.0	255.3	24.2
2476	1997 FORD CLUBWAGON MPV VAN	5.0	19.9	34.9	574.8	173.0	954.6	235.7	24.5

**Average (AVG) 435.1 138.4 691.7 194.7 24.0**

**Minimum (MIN) 327.2 88.8 566.2 129.1 18.4**

**Maximum (MAX) 574.8 203.6 954.6 295.9 29.0**

**Standard Deviation (STDev-sample) 62.5 30.7 87.1 43.9 2.8**

**Number of Tests (n) 23**

**Available Test Results  
Front Impact Test Summary**

**Report Filter Settings**

Year Range: 1990 - 2025

Bodystyle: VAN

Test Number	Vehicle Info	No Damage Speed (mph)	Max Crush (inch)	Closing Speed (mph)	Vehicle Width Stiffness Values				Crush Factor
					A	B	G	Kv	
2046	1994 CHEVROLET ASTRO VAN	5.0	19.6	29.3	324.7	80.6	654.2	117.1	17.5
1677	1992 CHEVROLET ASTRO VAN	5.0	21.9	35.0	327.5	89.7	597.7	122.1	22.4
3352	2000 CHEVROLET ASTRO VAN	5.0	19.8	29.8	327.7	82.0	654.8	118.4	17.9
1692	1992 CHEVROLET ASTRO VAN	5.0	18.3	29.5	336.9	90.2	628.9	130.8	19.0
3639	2001 DODGE RAM WAGON VAN VAN	5.0	21.1	34.7	352.2	99.2	625.5	135.4	22.8
1696	1992 CHEVROLET G-10 VAN	5.0	15.5	29.3	363.5	114.0	579.4	165.7	22.2
1671	1992 CHEVROLET SPORTVAN VAN	5.0	22.0	34.7	369.8	99.7	685.8	136.2	21.9
5265	2005 CHEVROLET EXPRESS VAN	5.0	24.5	34.9	372.1	90.7	763.3	123.6	19.9
3123	1999 FORD E150 VAN VAN	5.0	17.6	30.0	386.7	109.6	681.9	158.0	20.4
2202	1995 DODGE RAM 250 VAN VAN	5.0	15.4	29.4	391.6	124.4	616.3	180.6	22.5
1750	1992 CHEVROLET G-10 VAN	5.0	15.3	29.8	393.0	127.4	606.0	183.9	23.2
1457	1990 FORD CLUBWAGON MPV VAN	5.0	21.8	35.2	396.5	109.9	715.1	149.3	22.8
2050	1994 GMC VANDURA VAN	5.0	17.3	29.6	399.0	113.5	701.5	164.3	20.2
3213	1999 FORD E150 VAN VAN	5.0	18.0	30.1	400.6	111.4	720.1	160.3	20.1
5284	2005 FORD E150 VAN VAN	5.0	21.3	35.0	419.7	118.4	743.7	161.2	23.0
2404	1996 CHEVROLET ASTRO VAN	5.0	19.3	35.2	428.5	133.7	686.4	181.8	25.6
2061	1994 CHEVROLET BEAUVILLE VAN	5.0	23.2	35.0	434.4	112.4	839.6	152.9	21.1
1695	1992 FORD CLUBWAGON MPV VAN	5.0	20.0	35.2	443.5	134.1	733.5	182.1	24.8
2498	1997 FORD E150 VAN VAN	5.0	15.1	29.1	448.7	143.3	702.4	209.0	22.4
1694	1992 FORD CLUBWAGON MPV VAN	5.0	16.2	29.3	448.8	134.6	748.0	195.6	21.2
1719	1992 DODGE RAM 250 VAN VAN	5.0	13.1	29.3	449.7	166.9	605.9	242.6	26.2
1701	1992 DODGE RAM WAGON VAN VAN	5.0	17.8	35.0	474.2	159.8	703.7	217.6	27.5
1893	1993 GMC VANDURA VAN	5.0	16.5	29.4	513.7	151.5	870.6	220.0	20.9
2476	1997 FORD CLUBWAGON MPV VAN	5.0	21.7	34.9	525.7	144.8	954.6	197.2	22.4
4677	2001 HONDA VAMOS L VAN	5.0	8.2	29.5	543.5	323.6	456.4	469.2	42.3

**Average (AVG)                    410.9    126.6    691.0    179.0    22.8**

**Minimum (MIN)                    324.7    80.6    456.4    117.1    17.5**

**Maximum (MAX)                    543.5    323.6    954.6    469.2    42.3**

**Standard Deviation (STDev-sample)                    60.9    47.4    101.2    69.5    4.7**

**Number of Tests (n)    25**

# Expert VIN DeCoder®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

The First through Third characters (1G4) indicate a Buick Passenger Car made in the U.S.A.

The Fourth through Fifth characters (HA) indicate a Lucerne and a CX series

The Sixth character (5) indicates a 4 door Sedan

The Seventh character (E) indicates Manual Belts w/Driver & Passenger Front Air Bags

The Eighth character (M) indicates the OEM engine: 3.9L / 238 cu.in., V6 OHV

The Ninth character (the check digit) is entered as 9.

The VIN appears valid, the calculated value is 9.

The Tenth character (B) indicates the model year 2011

The Eleventh character (U) indicates the vehicle was made in the assembly plant in Hamtramck, MI

The Twelfth through Seventeenth characters (127460) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

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

6/6/2026

2011 BUICK LUCERNE 4 DOOR SEDAN

Curb Weight:	<input type="text" value="3794"/>	lbs.	<input type="text" value="1721"/>	kg.
Curb Weight Distribution -	Front: <input type="text" value="62"/>	%	Rear: <input type="text" value="38"/>	%
Gross Vehicle Weight Rating:	<input type="text" value="5008"/>	lbs.	<input type="text" value="2272"/>	kg.
Number of Tires on Vehicle:	<input type="text" value="4"/>			
Drive wheels:	<input type="text" value="FRONT"/>			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	<input type="text" value="203"/>	<input type="text" value="16.92"/>	<input type="text" value="5.16"/>
wheelbase:	<input type="text" value="116"/>	<input type="text" value="9.67"/>	<input type="text" value="2.95"/>
Front Bumper to Front Axle:	<input type="text" value="41"/>	<input type="text" value="3.42"/>	<input type="text" value="1.04"/>
Front Bumper to Front of Front Well:	<input type="text" value="25"/>	<input type="text" value="2.08"/>	<input type="text" value="0.64"/>
Front Bumper to Front of Hood:	<input type="text" value="6"/>	<input type="text" value="0.50"/>	<input type="text" value="0.15"/>
Front Bumper to Base of windshield:	<input type="text" value="51"/>	<input type="text" value="4.25"/>	<input type="text" value="1.30"/>
Front Bumper to Top of windshield:	<input type="text" value="82"/>	<input type="text" value="6.83"/>	<input type="text" value="2.08"/>
Rear Bumper to Rear Axle:	<input type="text" value="46"/>	<input type="text" value="3.83"/>	<input type="text" value="1.17"/>
Rear Bumper to Rear of Rear Well:	<input type="text" value="29"/>	<input type="text" value="2.42"/>	<input type="text" value="0.74"/>
Rear Bumper to Rear of Trunk:	<input type="text" value="4"/>	<input type="text" value="0.33"/>	<input type="text" value="0.10"/>
Rear Bumper to Base of Rear Window:	<input type="text" value="26"/>	<input type="text" value="2.17"/>	<input type="text" value="0.66"/>
Width Dimensions			
Maximum width:	<input type="text" value="74"/>	<input type="text" value="6.17"/>	<input type="text" value="1.88"/>
Front Track:	<input type="text" value="63"/>	<input type="text" value="5.25"/>	<input type="text" value="1.60"/>
Rear Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Vertical Dimensions			
Height:	<input type="text" value="58"/>	<input type="text" value="4.83"/>	<input type="text" value="1.47"/>
Ground to -			
Front Bumper (Top)	<input type="text" value="20"/>	<input type="text" value="1.67"/>	<input type="text" value="0.51"/>
Headlight - center	<input type="text" value="27"/>	<input type="text" value="2.25"/>	<input type="text" value="0.69"/>
Hood - top front:	<input type="text" value="29"/>	<input type="text" value="2.42"/>	<input type="text" value="0.74"/>
Base of Windshield	<input type="text" value="39"/>	<input type="text" value="3.25"/>	<input type="text" value="0.99"/>
Rear Bumper - top:	<input type="text" value="26"/>	<input type="text" value="2.17"/>	<input type="text" value="0.66"/>
Trunk - top rear:	<input type="text" value="42"/>	<input type="text" value="3.50"/>	<input type="text" value="1.07"/>
Base of Rear Window:	<input type="text" value="44"/>	<input type="text" value="3.67"/>	<input type="text" value="1.12"/>

2011 BUICK LUCERNE 4 DOOR SEDAN

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder width	58	4.83	1.47
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	57	4.75	1.45
Rear Seat to Headliner	38	3.17	0.97
Front Leg Room - seatback to floor (min)	41	3.42	1.04
Seatbelts:	3pt - front and rear		
Airbags:	FRONT SEAT AIRBAGS + SIDE AIRBAGS		

Steering Data			
Turning Circle (Diameter)	504	42	12.80
Steering Ratio:	:1		
Wheel Radius:			
Tire Size (OEM):	P225/60R16		

Acceleration & Braking Information

Brake Type:	ALL DISC
ABS System:	ALL WHEEL ABS

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

d = 143.0 ft    t = 3.3 sec    a = -27.0 ft/sec<sup>2</sup>    G-force = -0.84

Acceleration:

0 to 30mph	t =		sec	a =		ft/sec <sup>2</sup>	G-force =	
0 to 60mph	t =	7.5	sec	a =	11.7	ft/sec <sup>2</sup>	G-force =	0.36
45 to 65mph	t =	4.9	sec	a =	6.0	ft/sec <sup>2</sup>	G-force =	0.19

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 - 2011

2011 BUICK LUCERNE 4 DOOR SEDAN

Other Information

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

1.38	Stable
	****

Center of Gravity (No Load):

	Inches	Feet	Meters
behind front axle	44.08	3.67	1.12
in front of rear axle	71.92	5.99	1.83
from side of vehicle	37.00	3.08	0.94
from ground	22.77	1.90	0.58
from front corner	92.78	7.73	2.36
from rear corner	123.59	10.30	3.14
from front bumper	85.08	7.09	2.16
from rear bumper	117.92	9.83	3.00

Moments of Inertia Approximations (No Load):

	lb*ft*sec <sup>2</sup>	kg*m*sec <sup>2</sup>
Yaw Moment of Inertia	2701.82	373.54
Pitch Moment of Inertia	2607.06	360.44
Roll Moment of Inertia	532.92	73.68

Front Profile Information

Angle Front Bumper to Hood Front	56.3	deg
Angle Front of Hood to windshield Base	12.5	deg
Angle Front of Hood to windshield Top	19.6	deg
Angle of windshield	28.7	deg
Angle of Steering Tires at Max Turn	26.4	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:

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

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 than 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®

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Version Number 4.4.1.2

DeCoded VIN:

Model:

Engine Size:

Engine Description:

Horse Power:

Torque:

Injection System:

PSI:  Ignition:

Manufacturer:

Assembly Plant:

Drive Wheels:

The First through Third characters (3GN) indicate a Chevrolet MPV made in Mexico

The Fourth character (A) indicates a GVWR of 4,001 - 5,000 lbs. and a 4 Door Utility

The Fifth through Sixth characters (L4) indicate a Captiva and a Sport LTZ FWD series

The Seventh character (E) indicates Active Belts, AB - Driver & Passenger Front (1st row) & roof side (All seating rows)

The Eighth character (K) indicates the OEM engine: 2.4 L/ 366 cu.in., L4, DOHC

The Ninth character (the check digit) is entered as 9.

The VIN appears valid, the calculated value is 9.

The Tenth character (E) indicates the model year 2014

The Eleventh character (S) indicates the vehicle was made in the assembly plant in Ramos Arizpe, Mexico

The Twelfth through Seventeenth characters (598660) indicate the Serial Number and are unique to this vehicle.

Expert AutoStats®

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

6/6/2026

2014 CHEVROLET CAPTIVA 4 DOOR 4X2 UTILITY

Curb Weight:		<input type="text" value="3740"/>	lbs.		<input type="text" value="1696"/>	kg.
Curb Weight Distribution -	Front:	<input type="text" value="56"/>	%	Rear:	<input type="text" value="44"/>	%
Gross Vehicle Weight Rating:		<input type="text" value="4920"/>	lbs.		<input type="text" value="2232"/>	kg.
Number of Tires on Vehicle:		<input type="text" value="4"/>				
Drive wheels:		<input type="text" value="FRONT"/>				

Horizontal Dimensions	Inches	Feet	Meters
Total Length	<input type="text" value="184"/>	<input type="text" value="15.33"/>	<input type="text" value="4.67"/>
wheelbase:	<input type="text" value="107"/>	<input type="text" value="8.92"/>	<input type="text" value="2.72"/>
Front Bumper to Front Axle:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Front Bumper to Front of Front Well:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Front Bumper to Front of Hood:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Front Bumper to Base of windshield:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Front Bumper to Top of windshield:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear Bumper to Rear Axle:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear Bumper to Rear of Rear Well:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear Bumper to Rear of Trunk:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear Bumper to Base of Rear Window:	<input type="text"/>	<input type="text"/>	<input type="text"/>

Width Dimensions	Inches	Feet	Meters
Maximum width:	<input type="text" value="73"/>	<input type="text" value="6.08"/>	<input type="text" value="1.85"/>
Front Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>
Rear Track:	<input type="text" value="62"/>	<input type="text" value="5.17"/>	<input type="text" value="1.57"/>

Vertical Dimensions	Inches	Feet	Meters
Height:	<input type="text" value="68"/>	<input type="text" value="5.67"/>	<input type="text" value="1.73"/>
Ground to -			
Front Bumper (Top)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Headlight - center	<input type="text"/>	<input type="text"/>	<input type="text"/>
Hood - top front:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Base of Windshield	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear Bumper - top:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Trunk - top rear:	<input type="text"/>	<input type="text"/>	<input type="text"/>
Base of Rear Window:	<input type="text"/>	<input type="text"/>	<input type="text"/>

2014 CHEVROLET CAPTIVA 4 DOOR 4X2 UTILITY

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder width	57	4.75	1.45
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	57	4.75	1.45
Rear Seat to Headliner	40	3.33	1.02
Front Leg Room - seatback to floor (min)	37	3.08	0.94

Seatbelts:   
 Airbags:

Steering Data

Turning Circle (Diameter)     
 Steering Ratio:   
 Wheel Radius:   
 Tire Size (OEM):

Acceleration & Braking Information

Brake Type:   
 ABS System:

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

d =  ft    t =  sec    a =  ft/sec<sup>2</sup>    G-force =

Acceleration:

0 to 30mph    t =  sec    a =  ft/sec<sup>2</sup>    G-force =   
 0 to 60mph    t =  sec    a =  ft/sec<sup>2</sup>    G-force =   
 45 to 65mph    t =  sec    a =  ft/sec<sup>2</sup>    G-force =

Transmission Type:

Notes:

Federal Bumper Standard Requirements:

N.S.D.C =

2014 CHEVROLET CAPTIVA 4 DOOR 4X2 UTILITY

Other Information

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

Center of Gravity (No Load):

	Inches	Feet	Meters
behind front axle	<input type="text" value="47.08"/>	<input type="text" value="3.92"/>	<input type="text" value="1.20"/>
in front of rear axle	<input type="text" value="59.92"/>	<input type="text" value="4.99"/>	<input type="text" value="1.52"/>
from side of vehicle	<input type="text" value="36.50"/>	<input type="text" value="3.04"/>	<input type="text" value="0.93"/>
from ground	<input type="text" value="27.13"/>	<input type="text" value="2.26"/>	<input type="text" value="0.69"/>
from front corner	<input type="text"/>	<input type="text"/>	<input type="text"/>
from rear corner	<input type="text"/>	<input type="text"/>	<input type="text"/>
from front bumper	<input type="text"/>	<input type="text"/>	<input type="text"/>
from rear bumper	<input type="text"/>	<input type="text"/>	<input type="text"/>

Moments of Inertia Approximations (No Load):

	lb*ft*sec <sup>2</sup>	kg*m*sec <sup>2</sup>
Yaw Moment of Inertia	<input type="text" value="2509.20"/>	<input type="text" value="346.91"/>
Pitch Moment of Inertia	<input type="text" value="2531.80"/>	<input type="text" value="350.03"/>
Roll Moment of Inertia	<input type="text" value="587.80"/>	<input type="text" value="81.27"/>

Front Profile Information

Angle Front Bumper to Hood Front	<input type="text"/>	deg
Angle Front of Hood to windshield Base	<input type="text"/>	deg
Angle Front of Hood to windshield Top	<input type="text"/>	deg
Angle of windshield	<input type="text"/>	deg
Angle of Steering Tires at Max Turn	<input type="text" value="26.2"/>	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:

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

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).

EXPERT VIN DeCoder

The VIN Number is 4V4 NC9EJ 0 9N 282454

The vehicle should be a 2009 Volvo  
The model: VNL 6x4 Complete Conventional  
The assembly plant: Dublin, VA

The OEM engine was: Inline 6 cylinder Detroit DD13 Diesel  
Engine Displacement/Type = 12.8 L/ 781 cu.in., L6 Diesel  
Engine manufacturer = Detroit Diesel

The fuel distribution system: Diesel

fuel pump/line pressure = N/A  
The ignition system = N/A

This is a Rear Wheel Drive Vehicle

The first three characters { 4, V, 4 } indicates that the vehicle  
was a Volvo Complete Conventional made in the U.S.A.

The fourth character { N } indicates the series: VNL

The fifth character { C } indicates a 6x4  
GVWR: Class 8 (33001 lbs and over)  
Brake System: AIR

The sixth character { 9 } indicates: Conventional - New Gen

The seventh character { E } indicates the OEM engine:  
12.8 L/ 781 cu.in., L6, Detroit DD13 Diesel

The eighth character { J } indicates the OEM engine HP range:  
475-524

The ninth character { the Check Digit } is 0  
The calculated Check Digit is 0

The tenth character { 9 } indicates the model year was 2009

The eleventh character { N } indicates it was made at the  
assembly plant at Dublin, VA

The twelfth through seventeenth characters { 282454 } is the  
serial number unique to this vehicle.

EXPERT AUTOSTATS  
 Ver. 3.9  
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PROVIDED BY:  
 4N6XPRT Systems  
 8387 University Avenue  
 La Mesa CA 91941

06-12-2026

2009 VOLVO VNL64T 670 207"WB 6X4 2DR TRACTOR

CURB WEIGHT:	16120 lbs.	7312 kg.
Curb Weight Distribution -	Front: 54 %	Rear: 46 %
 Gross Vehicle Weight Rating:	 56000 lbs.	 25401 kg.
 Number of Tires on Vehicle:	 10	
Drive Wheels:	REAR	

HORIZONTAL DIMENSIONS

	Inches	Feet	Meters
Total Length	314	26.17	7.98
Wheelbase:	207	17.25	5.26
 Front Bumper to Front Axle	 52	 4.33	 1.32
Front Bumper to Front of Front Well	—	—	—
Front Bumper to Front of Hood	—	—	—
Front Bumper to Base of Windshield	—	—	—
Front Bumper to Top of Windshield	—	—	—
 Rear Bumper to Rear Axle	 55	 4.58	 1.40
Rear Bumper to Rear of Rear Well	—	—	—
Rear Bumper to Rear of Trunk	—	—	—
Rear Bumper to Base of Rear Window	—	—	—

WIDTH DIMENSIONS

	Inches	Feet	Meters
Maximum Width	96	8.00	2.44
Front Track	80	6.67	2.03
Rear Track	72	6.00	1.83

VERTICAL DIMENSIONS

	Inches	Feet	Meters
Height	115	9.58	2.92
Ground to:			
Front Bumper (Top)	—	—	—
Headlight - center	—	—	—
Hood - top front	—	—	—
Base of windshield	—	—	—
 Rear Bumper - top	 —	 —	 —
Trunk - top rear	—	—	—
Base of rear window	—	—	—

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2009 VOLVO VNL64T 670 207"WB 6X4 2DR TRACTOR

INTERIOR DIMENSIONS

	Inches	Feet	Meters
Front Seat Shoulder Width	___	___.	___.
Front Seat to Headliner	___	___.	___.
Front Leg - seatback to floor (max)	___	___.	___.
Rear Seat Shoulder Width	___	___.	___.
Rear Seat to Headliner	___	___.	___.
Rear Leg - seatback to floor (min)	___	___.	___.
Seatbelts: SEATBELTS UNKNOWN			
Airbags: NO AIRBAGS			

STEERING DATA

Turning Circle (Diameter)	___	___.	___.
Steering Ratio: ___.:1			
Wheel Radius:	___	___.	___.
Tire Size (OEM): 275/80R22.5 14P			

ACCELERATION & BRAKING INFORMATION

Brake Type: AIRBRAKES  
 ABS System: ABS

Braking, 60 mph -> 0 (Hard pedal, no skid, dry pavement):  
 d = \_\_\_ ft t = \_\_\_ sec. a = -\_\_\_ ft/sec/sec G-force = -\_\_\_

ACCELERATION:

0->30 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
0->60 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
45->65 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___

Transmission Type: 10spd MANUAL

NOTES:

Federal Bumper Standard Requirements = NO REQUIREMENT

N.S.D.C. = 2003 - 2009

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2009 VOLVO VNL64T 670 207"WB 6X4 2DR TRACTOR

OTHER INFORMATION

TIP-OVER STABILITY RATIO = 0.83 UNSTABLE

CENTER OF GRAVITY (No Load):

Inches behind front axle = 95.22  
 Inches in front of rear axle = 111.78  
 Inches from side of vehicle = 48.00  
 Inches from ground = 46.00  
 Inches from front corner = 154.85  
 Inches from rear corner = 173.55  
 Inches from front bumper = 147.22  
 Inches from rear bumper = 166.78

MOMENTS OF INERTIA APPROXIMATIONS (No Load):

YAW MOMENT OF INERTIA = 15397.60 lb-ft-sec<sup>2</sup>  
 PITCH MOMENT OF INERTIA = 14809.80 lb-ft-sec<sup>2</sup>  
 ROLL MOMENT OF INERTIA = 2751.60 lb-ft-sec<sup>2</sup>

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 = \_\_\_\_ deg  
 ANGLE OF STEERING TIRES AT MAX TURN = \_\_\_\_ deg

FIRST APPROXIMATION CRUSH FACTORS:

Speed Equivalent (mph) of energy used in causing crush or indentation may be evaluated using the following formula and the appropriate Crush Factor (CF) and Maximum indentation depth, or MID, (in feet):

$$V(\text{mph}) = \text{Sqr root of } (30 * \text{CF} * \text{MID})$$

Front Impact for a front engine vehicle = 21  
 Front Impact for a Rear engine vehicle = 27  
 Side Impact = 27  
 Rear Impact for a front engine vehicle = 27  
 Rear Impact for a rear engine vehicle = 21

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 than 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, esp. GM, your 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

The VIN Number is 1UY VS253 7 DP 561602

The vehicle should be a 2013 Utility Trailer  
The model: Van Semi-trailer  
The assembly plant: Paragold, AR

This is a 53 foot long 2 axle Van Semi-trailer

The first three characters { 1, U, Y } indicates that the vehicle was a Utility Trailer made in the U.S.A.

The fourth character { V } indicates a Van Trailer

The fifth character { S } indicates a Semi-Trailer

The sixth character { 2 } indicates the number of axles: 2

The seventh with the eighth character { 53 } indicates the nominal length: 53 feet

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

The tenth character { D } indicates the model year was 2013

The eleventh character { P } indicates it was made at the assembly plant at Paragold, AR

The twelfth through seventeenth characters { 561602 } is the serial number unique to this vehicle.

EXPERT TrukStuf

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1994

4N6XPRT SYSTEMS  
La Mesa, CA. 91941

This program contains information and computational programs pertaining to Semi-Tractors and Trailers. The dimensional data is generic and approximate. It is intended that these dimensions be used for preliminary case evaluation. There is no substitute for the actual information for a specific Tractor or Trailer.

The data used in this program was derived from several sources which included original manufacturer's information when available. The information was crossed checked against secondary publications such as shop manuals, resale books, other vehicle references, and finally, against many vehicles found in dealers' lots, parking lots, and elsewhere.

Because many, if not most, Semi-Tractors are essentially custom made to a buyer's specifications, only ranges of curb and gross weights, and wheelbase values can be provided. The same is true for the King Pin to rear wheels of Semi-Trailers, in most cases. You should, therefore, verify all dimensional and weight values with an exemplar tractor/trailer, scale receipts, shipping manifests, etc., whenever possible.

\*\*\* For these reasons, we DO NOT GUARANTEE the Absolute Accuracy of this program's interpretation of any specific Vehicle or computation. NO other Warranties are either expressed or implied!! \*\*\*

EXPERT TRUKSTUF Ver. 2.94

Serial #: 930114TS01201  
Registered to:4N6XPRT SYSTEMS

EXPERT TRUKSTUF INFORMATION  
Ver. 2.94

Prepared for: 4N6XPRT SYSTEMS  
on 06-12-2026

---TRAILER TYPE---      ----- INCH ----- FEET ----- METERS -----

DRY or BOX VAN

Length

(Typical)	48	14.6	
(Range)	40-53	12.19-16.12	

Height

(Range)	13.5	4.11	
	12-1	3.66-4.12	

Width

(Standard)	96	8	2.44
(Freeway Maximum)	102	8	2.59

Wheelbase (From King Pin)

Typical	438	36.5	11.33
(Sliding Tandem Unit has 12 Ft. of Travel - Min/Max W.B.)			

Swing Radius - King Pin to Corner of Bed

Sq. Corner Bed (96/102)	60/62.5	5-5.21	1.525-1.59
Rnd. Crnr Bed (96/102)	56/58.5	4.7-4.9	1.43-1.49

Rear Overhang

	40	3.3	1.001
--	----	-----	-------

Clearance (\*)

Loaded Floor Ht.	54	4.5	1.37
Frame - Ground	35-43	2.9-3.6	0.88-1.10
Minimum to Ground	11	0.9	0.275

Tandem Axle Separation

	48	4.0	1.22
--	----	-----	------

Tires: # = 8 and Size (Type) = 10x22(Tube) = 11x24.5(Tubeless)

Diam. O.D.	46	3.8	1.16
------------	----	-----	------

Empty Weight

(Typical)	11,500	5221	
(Range)	10-12,000	4540 - 5448	

(\*) Clearances based upon the tire size stated. Changing tires will change these values. All of these values are +/- 2 inches.

Fifth Wheel (King) Pin is about 3 ft. (1 m) behind the front of trailer.

Under-ride frame Ground Clearance at rear of trailer is 19-30 In. (48-76 Cm)

EXPERT TRUKSTUF Ver. 2.94

Serial #: 930114TS01201  
Registered to: 4N6XPRT SYSTEMS

EXPERT TRUKSTUF INFORMATION  
Ver. 2.94

Prepared for: 4N6XPRT SYSTEMS  
on 06-12-2026

---TRAILER TYPE---	----- INCH -----	----- FEET -----	----- METERS -----
REFRIGERATED VAN			
Length			
(Typical)		45	13.72
(Range)		40-53	12.2-16.15
Height		13.5	4.11
(Range)		12-14	3.66-4.12
Width			
(Standard)	96	8	2.44
(Freeway Maximum)	102	8.5	2.59
Wheelbase (From King Pin)			
Typical	438	36.5	11.33
(            (Sliding Tandem Unit has 12 Ft. of Travel - Min/Max W.B.)			
Swing Radius - King Pin to Corner of Bed			
Sq. Corner Bed (96/102)	60/62.5	5-5.21	1.525-1.59
Rnd. Crnr Bed (96/102)	56/58.5	4.7-4.9	1.43-1.49
Rear Overhang	42	3.5	1.068
Clearance (*)			
Loaded Floor Ht.	54	4.5	1.37
Frame - Ground	35-43	2.9-3.6	0.88-1.10
Minimum to Ground	11	0.9	0.275
Tandem Axle Separation	48	4.0	1.22
Tires: # = 8 and Size (Type) = 10x22(Tube) = 11x24.5(Tubeless)			
Diam. O.D.	46	3.8	1.16
Empty Weight		----- Lbs -----	----- Kg -----
(Typical)		18,000	8182
(Range)		16-20,000	7273 - 9091

(\*) Clearances based upon the tire size stated. Changing tires will change these values. All of these values are +/- 2 inches.

Fifth Wheel (King) Pin is about 3 ft. (1 m) behind the front of trailer.

Under-ride frame Ground Clearance at rear of trailer is 19-30 In. (48-76 Cm)

EXPERT TRUKSTUF Ver. 2.94

Serial #: 930114TS01201  
Registered to: 4N6XPRT SYSTEMS

EXPERT VIN DeCoder

The VIN Number is 3AK JGLDR 5 HS GY6573

The vehicle should be a 2017 Freightliner  
The model: Cascadia 125 Sleepercab 6x4 Truck-Tractor  
The assembly plant: Saltillo, MEXICO

The OEM engine was: Inline 6 cylinder Detroit DD15 Diesel  
Engine Displacement/Type = 14.8 L/ 903 cu.in., L6 Diesel  
Engine manufacturer = Detroit Diesel

The fuel distribution system: Diesel

fuel pump/line pressure = N/A  
The ignition system = N/A

This is a Rear Wheel Drive Vehicle

The first three characters { 3, A, K } indicates that the vehicle  
was a Freightliner Truck made in MEXICO

The fourth character { J } indicates a 6x4 Truck-Tractor

The fifth with the sixth character { GL } indicates a  
Cascadia 125 Sleeper Cab  
GVWR: 33001 lbs and over

The seventh with the eighth character { DR } indicates the OEM  
engine: 14.8 L/ 903 cu.in., L6 Detroit DD15 Diesel

The ninth character { the Check Digit } is 5  
The calculated Check Digit is 5

The tenth character { H } indicates the model year was 2017

The eleventh character { S } indicates it was made at the  
assembly plant at Saltillo, MEXICO

The twelfth through seventeenth characters { GY6573 } is the  
serial number unique to this vehicle.

EXPERT AUTOSTATS  
 Ver. 3.9  
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PROVIDED BY:  
 4N6XPRT Systems  
 8387 University Avenue  
 La Mesa CA 91941

06-12-2026

2017 FREIGHTLINER CASCADIA CA125 6X4 SLEPCAB 232WB 2DR TRACTOR

CURB WEIGHT:	17802 lbs.	8075 kg.
Curb Weight Distribution -	Front: 56 %	Rear: 44 %
Gross Vehicle Weight Rating:	60000 lbs.	27216 kg.
Number of Tires on Vehicle:	10	
Drive Wheels:	REAR	

HORIZONTAL DIMENSIONS

	Inches	Feet	Meters
Total Length	338	28.17	8.59
Wheelbase:	232	19.33	5.89
Front Bumper to Front Axle	49	4.08	1.24
Front Bumper to Front of Front Well	—	—.	—.
Front Bumper to Front of Hood	—	—.	—.
Front Bumper to Base of Windshield	—	—.	—.
Front Bumper to Top of Windshield	—	—.	—.
Rear Bumper to Rear Axle	57	4.75	1.45
Rear Bumper to Rear of Rear Well	—	—.	—.
Rear Bumper to Rear of Trunk	—	—.	—.
Rear Bumper to Base of Rear Window	—	—.	—.

WIDTH DIMENSIONS

	Inches	Feet	Meters
Maximum Width	96	8.00	2.44
Front Track	80	6.67	2.03
Rear Track	72	6.00	1.83

VERTICAL DIMENSIONS

	Inches	Feet	Meters
Height	117	9.75	2.97
Ground to:			
Front Bumper (Top)	—	—.	—.
Headlight - center	—	—.	—.
Hood - top front	—	—.	—.
Base of windshield	—	—.	—.
Rear Bumper - top	—	—.	—.
Trunk - top rear	—	—.	—.
Base of rear window	—	—.	—.

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2017 FREIGHTLINER CASCADIA CA125 6X4 SLEEPCAB 232WB 2DR TRACTOR

INTERIOR DIMENSIONS

	Inches	Feet	Meters
Front Seat Shoulder Width	___	___.	___.
Front Seat to Headliner	___	___.	___.
Front Leg - seatback to floor (max)	___	___.	___.
Rear Seat Shoulder Width	___	___.	___.
Rear Seat to Headliner	___	___.	___.
Rear Leg - seatback to floor (min)	___	___.	___.
Seatbelts: SEATBELTS UNKNOWN			
Airbags: AIRBAGS UNKNOWN			

STEERING DATA

Turning Circle (Diameter)	___	___.	___.
Steering Ratio: ___.:1			
Wheel Radius:	___	___.	___.
Tire Size (OEM): 295/75R22.5 14P			

ACCELERATION & BRAKING INFORMATION

Brake Type: AIRBRAKES  
 ABS System: ABS UNKNOWN

Braking, 60 mph -> 0 (Hard pedal, no skid, dry pavement):  
 d = \_\_\_ ft t = \_\_\_ sec. a = -\_\_\_ ft/sec/sec G-force = -\_\_\_

ACCELERATION:

0->30 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
0->60 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___
45->65 mph	t = ___ sec.	a = ___ ft/sec/sec	G-force = ___

Transmission Type: 10spd MANUAL

NOTES:

Federal Bumper Standard Requirements = NO REQUIREMENT

N.S.D.C. = 2012 - 2020

Reg. To: 4N6XPRT Systems

S/N:99R-930512AQ03201

2017 FREIGHTLINER CASCADIA CA125 6X4 SLEEPCAB 232WB 2DR TRACTOR

OTHER INFORMATION

TIP-OVER STABILITY RATIO = 0.81 UNSTABLE

CENTER OF GRAVITY (No Load):

Inches behind front axle = 102.08  
 Inches in front of rear axle = 129.92  
 Inches from side of vehicle = 48.00  
 Inches from ground = 46.80  
 Inches from front corner = 158.52  
 Inches from rear corner = 192.98  
 Inches from front bumper = 151.08  
 Inches from rear bumper = 186.92

MOMENTS OF INERTIA APPROXIMATIONS (No Load):

YAW MOMENT OF INERTIA = 17130.06 lb-ft-sec<sup>2</sup>  
 PITCH MOMENT OF INERTIA = 16474.98 lb-ft-sec<sup>2</sup>  
 ROLL MOMENT OF INERTIA = 3054.36 lb-ft-sec<sup>2</sup>

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 = \_\_\_\_ deg  
 ANGLE OF STEERING TIRES AT MAX TURN = \_\_\_\_ deg

FIRST APPROXIMATION CRUSH FACTORS:

Speed Equivalent (mph) of energy used in causing crush or indentation may be evaluated using the following formula and the appropriate Crush Factor (CF) and Maximum indentation depth, or MID, (in feet):

$$V(\text{mph}) = \text{Sqr root of } (30 * \text{CF} * \text{MID})$$

Front Impact for a front engine vehicle = 21  
 Front Impact for a Rear engine vehicle = 27  
 Side Impact = 27  
 Rear Impact for a front engine vehicle = 27  
 Rear Impact for a rear engine vehicle = 21

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 than 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, esp. GM, your 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

The VIN Number is 1UY FS253 6 L5 963609

The vehicle should be a 2020 Utility Trailer  
The model: Flatbed Semi-trailer  
The assembly plant: Enterprise, AL

This is a 53 foot long 2 axle Flatbed Semi-trailer

The first three characters { 1, U, Y } indicates that the vehicle  
was a Utility Trailer made in the U.S.A.

The fourth character { F } indicates a Flatbed Trailer

The fifth character { S } indicates a Semi-Trailer

The sixth character { 2 } indicates the number of axles: 2

The seventh with the eighth character { 53 } indicates the  
nominal length: 53 feet

The ninth character { the Check Digit } is 6  
The calculated Check Digit is 6

The tenth character { L } indicates the model year was 2020

The eleventh character { 5 } indicates it was made at the  
assembly plant at Enterprise, AL

The twelfth through seventeenth characters { 963609 } is the  
serial number unique to this vehicle.

EXPERT TrukStuf

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1994

4N6XPRT SYSTEMS  
La Mesa, CA. 91941

This program contains information and computational programs pertaining to Semi-Tractors and Trailers. The dimensional data is generic and approximate. It is intended that these dimensions be used for preliminary case evaluation. There is no substitute for the actual information for a specific Tractor or Trailer.

The data used in this program was derived from several sources which included original manufacturer's information when available. The information was crossed checked against secondary publications such as shop manuals, resale books, other vehicle references, and finally, against many vehicles found in dealers' lots, parking lots, and elsewhere.

Because many, if not most, Semi-Tractors are essentially custom made to a buyer's specifications, only ranges of curb and gross weights, and wheelbase values can be provided. The same is true for the King Pin to rear wheels of Semi-Trailers, in most cases. You should, therefore, verify all dimensional and weight values with an exemplar tractor/trailer, scale receipts, shipping manifests, etc., whenever possible.

\*\*\* For these reasons, we DO NOT GUARANTEE the Absolute Accuracy of this program's interpretation of any specific Vehicle or computation. NO other Warranties are either expressed or implied!! \*\*\*

EXPERT TRUKSTUF Ver. 2.94

Serial #: 930114TS01201  
Registered to:4N6XPRT SYSTEMS

EXPERT TRUKSTUF INFORMATION  
Ver. 2.94

Prepared for: 4N6XPRT SYSTEMS  
on 06-12-2026

---TRAILER TYPE---	----- INCH -----	----- FEET -----	----- METERS -----
STD. FLATBED			
Length			
(Typical)		45	13.72
(Range)		40-48	12.2-14.6
Height			
		4.5	1.37
Width			
(Standard)	96	8	2.44
(Freeway Maximum)	102	8.5	2.59
Wheelbase (From King Pin)			
Typical	438	36.5	11.33
(Length - Rear O.H. - 3 Ft)			
Swing Radius - King Pin to Corner of Bed			
Sq. Corner Bed (96/102)	60/62.5	5-5.21	1.525-1.59
Rnd. Crnr Bed (96/102)	56/58.5	4.7-4.9	1.43-1.49
Rear Overhang			
	84	7	2.135
Clearance (*)			
Loaded Floor Ht.	54	4.5	1.37
Frame -> Ground	32-36	2.7-3	0.81-0.91
Minimum to Ground	11	0.9	0.275
Tandem Axle Separation			
	48	4.0	1.22
Tires: # = 8, Size (Type) = 10x22(Tube) = 11x24.5(Tubeless)			
Diam. O.D.	46	3.8	1.16
Empty Weight			
(Typical)		----- Lbs -----	----- Kg -----
(Range)		11,000	5000
		9-13,000	4091 - 5909

(\*) Clearances based upon the tire size stated. Changing tires will change these values. All of these values are +/- 2 inches.

Fifth Wheel (King) Pin is about 3 ft. (1 m) behind the front of trailer.

Under-ride frame Ground Clearance at rear of trailer is 19-30 In. (48-76 Cm)

EXPERT TRUKSTUF Ver. 2.94

Serial #: 930114TS01201  
Registered to: 4N6XPRT SYSTEMS

# 4N6XPRT Systems

Expert System Software for Litigation

8387 University Avenue  
La Mesa, CA 91942

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Toll Free: 1- 800-266-9778

Web Site: <http://www.4n6xpert.com>

E-Mail: [4n6@4n6xpert.com](mailto:4n6@4n6xpert.com)

Dear Conference Attendee,

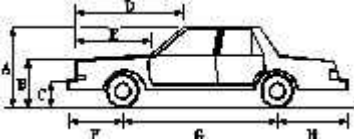
We at 4N6XPRT Systems were pleased to be able to provide you with the preceding data for the crash test vehicles.

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						
<b>Horizontal Dimensions</b>			<b>Vertical Dimensions</b>			
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.					
<b>Depth Dimensions</b>			<b>Weight Dimensions</b>			
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.		

## 4N6XPRT BioMeknx®



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

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

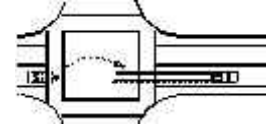
## Expert VIN DeCoder®



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.

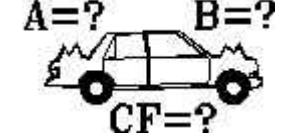
When the law enforcement accident report gives insufficient information to do a full - blown accident reconstruction, Expert Qwic Calcs® may be used to “scope out” the parameters of speeds, times, and distances to determine these relationships in a vehicle accident.



## 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.

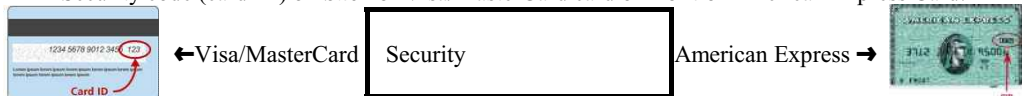
Please use this order form when ordering. Due to conditions and rising costs beyond our control, Shipping & Handling for program orders must be paid per the included schedule.

Contact Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Company/Organization: \_\_\_\_\_  
 Street: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: (\_\_\_\_) \_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_\_  
 E-Mail: \_\_\_\_\_

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*(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 No Significant Dimensional Changes VIN DeCoding when VIN is provided Information available	
Mid-60's to present <b>also includes</b> (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@4n6xpert.com](mailto:4n6@4n6xpert.com)

Web: <http://www.4n6xpert.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

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Mailing Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
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Fax: \_\_\_\_\_  
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Expert VIN DeCoder®  
\_\_\_\_\_ (copies) x \$575.00 . . . . . = \$ \_\_\_\_\_  
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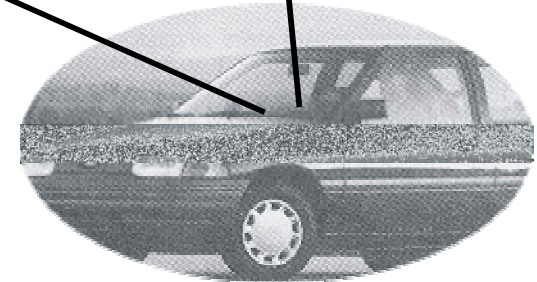
Mail to: 4N6XPRT Systems®  
8387 University Avenue  
La Mesa, CA 91942-9342

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®

**3FAPP1280MR117253**



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.4n6xpirt.com>**

**E-Mail: [VIN@4n6xpirt.com](mailto:VIN@4n6xpirt.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 twelfth through the seventeenth characters { 117253 } is the Serial Number unique to this vehicle.

## 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.

### PLEASE PRINT

Contact Name: \_\_\_\_\_  
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Fax: \_\_\_\_\_  
E-Mail: \_\_\_\_\_

AutoStats® \_\_\_\_\_ (copies) x \$675.00 . . = \$ \_\_\_\_\_  
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( Check with order = \$5.00, Credit Card = \$10.00, Govt. P.O.r = \$15.00 )  
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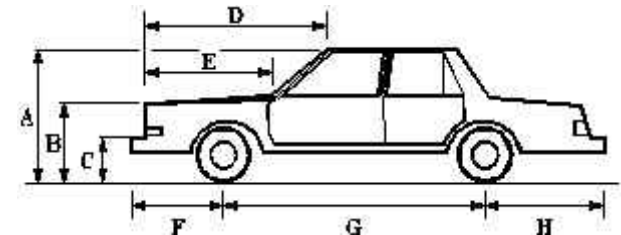
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8387 University Avenue  
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Phone: (619) 464-3478 Fax: (619) 464-2206

*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 AutoStats®



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

### 4N6XPRT Systems®

Forensic Expert Software  
8387 University Avenue  
La Mesa, CA 91942-9342

**Web: <http://www.4n6xpirt.com>**  
**E-Mail: [autostats@4n6xpirt.com](mailto:autostats@4n6xpirt.com)**

1-800-266-9778

## Select Your Vehicle

Expert AutoStats®  
Version 5.2.0.1  
Serial Number: 129-81911A002001  
Copyright © 1991-2012  
Expert Witness Services, Inc.  
All Rights Reserved.

Make of Vehicle: FORD  
Year of Vehicle: 2011  
Model of Vehicle: [Select the Manufacturer from the list below. Once a Manufacturer has been Selected the list of available Models will be below. Fill in the empty boxes to the left to narrow the search.]  
Number of Doors: [ ]  
Bodystyle of Vehicle: [ ]  
 Car  Pickup  Van  Utility  Other [Clear]

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

Manufacturer	Start Year	End Year
FRAZER	1947	1951
FRAZER NASH	1948	1957
FUNKE & WILL	2002	2004
GENERIC	1879	1899
GED	1987	1998
GLAS	1863	1866
GMG	1947	2011

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La Mesa CA 92046  
129-81911A002001

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www.ANOSPRT.com  
4182@ANOSPRT.com

## Screen 1

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	
Curb Weight	4184 lbs.
Curb Weight Distribution:	
Front	56 %
Rear	44 %
Gross Vehicle Weight Rating	5500 lbs.

Depth Dimensions	
Width	78 in.
Front Track	63 in.
Rear Track	66 in.

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

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

Acceleration/Braking		Interior Dimensions	
Acceleration 0-30 mph	13.8 ft/sec <sup>2</sup>	Bumper Strength	2.5 mph
Acceleration 0-60 mph	9.8 ft/sec <sup>2</sup>	Steering Ratio	:1
Acceleration 45-65 mph	6.5 ft/sec <sup>2</sup>	Front Shoulder Room	61 in.
Braking 60-0 mph	138 feet	Front Head Room	40 in.
Drive Wheels	REAR	Front Leg Room	42 in.
Turn Circle (Diameter)	40 feet	Rear Shoulder Room	60 in.
Number of Wheels	4	Rear Head Room	38 in.
Wheel Radius	12 in.	Rear Leg Room	38 in.
Tire Size	P235/55R17		

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

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 behind front axle	50.60
Inches from front bumper	93.60
Inches from front corner	101.40
Inches from side of vehicle	39.00
Inches in front of rear axle	64.40
Inches from rear bumper	118.40
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*sec <sup>2</sup>
Pitch Moment of Inertia	2993.16 lb*ft*sec <sup>2</sup>
Roll Moment of Inertia	603.12 lb*ft*sec <sup>2</sup>

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

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 dependent on such factors as manufacturing variations from vehicle to vehicle. Whenever possible, 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\_SEDAAN\_

Length	212 Inches
Wheelbase	115 Inches
Width	78 Inches
Front Track	63 Inches
Rear Track	66 Inches
Front Overhang	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

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

DXF Output Data:

Length	17.67 Feet
Width	6.50 Feet
Front bumper to Front Axle	3.67 Feet
Wheelbase	9.58 Feet
Front Track	5.25 Feet
Rear Track	5.33 Feet
CG behind Front Axle	4.31 Feet

## 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			
	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.

## PLEASE PRINT

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Fax: \_\_\_\_\_  
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(E-mail address required for electronic delivery)  
StifCalcs® \_\_\_\_\_ (copies) x \$700.00 . . . = \$ \_\_\_\_\_  
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Enclosed is:

Check/M. O. : \_\_\_ Credit Card: \_\_\_ P.O.: \_\_\_

Please make check/M.O./P.O. payable to:

**4N6XPRT Systems®**

**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:

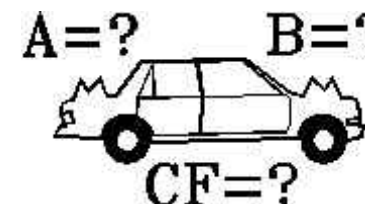
Monday-Friday - 9:30am-5:00pm PST

Phone: (619) 464-3478 Fax: (619) 464-2206

*Orders within the U.S. will be shipped Priority Mail or via E-mail attachment within 10 working days of receipt of order.*

*All prices are in U.S. Dollars, and subject to change **WITHOUT NOTICE**.  
Orders outside of U.S.A. shipped via E-Mail attachment **ONLY**.*

# 4N6XPRT StifCalcs®



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

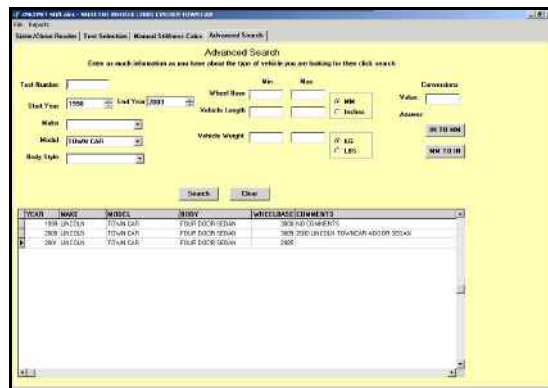
**4N6XPRT Systems®**  
Forensic Expert Software  
8387 University Avenue  
La Mesa, CA 91942-9342

**Web: <http://www.4n6xpert.com>**  
**E-Mail: [stifcalcs@4n6xpert.com](mailto:stifcalcs@4n6xpert.com)**

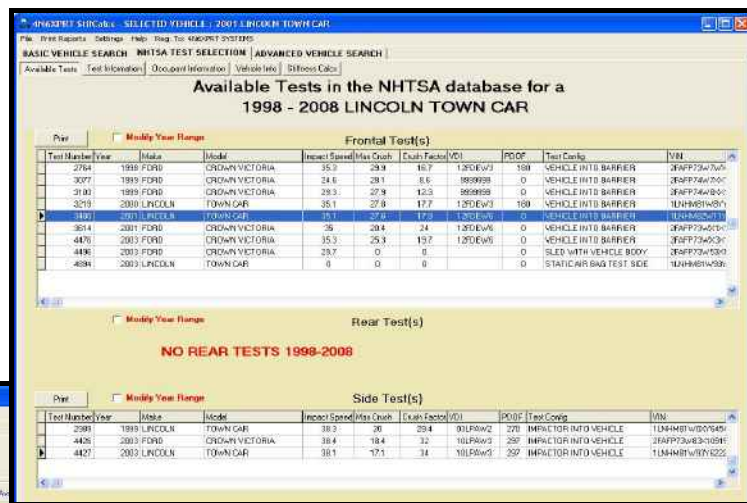
1-800-266-9778

# BASIC VEHICLE CRASH TEST SEARCH

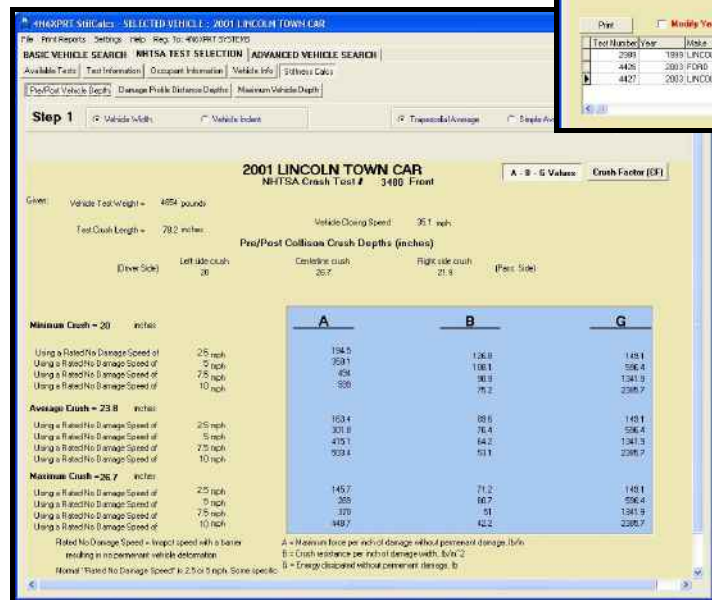
Select the desired vehicle through our **SIMILAR VEHICLE READER**



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



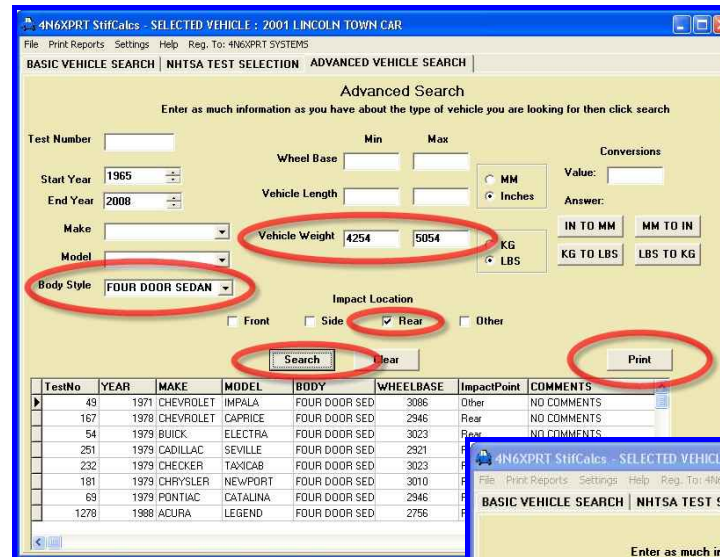
Once a test is selected, the available data



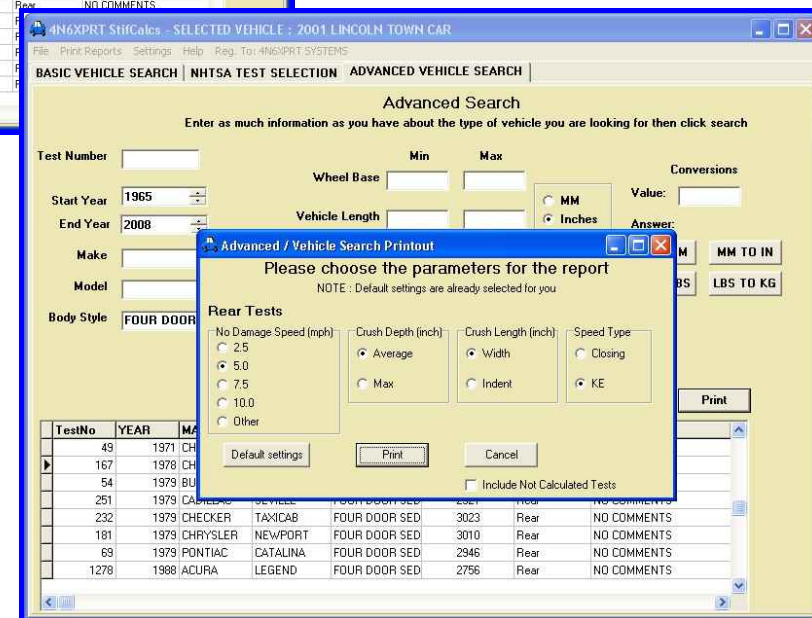
for the Test, Occupant(s), Vehicle(s), and Stiffness data can be viewed. The stiffness values are automatically generated from the available test data.

# "CLASS" VEHICLE CRASH TEST SEARCH

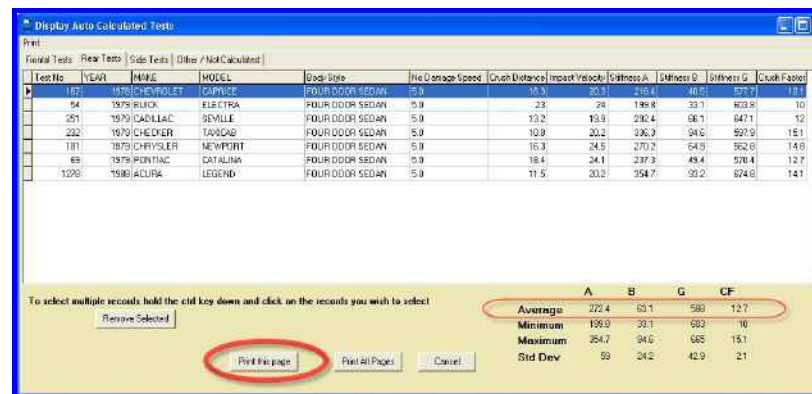
Using the **ADVANCED SEARCH** tab, you can also create a **CLASS** of vehicle for when there are no tests available for the specific vehicle and test type. To create a class of **REAR IMPACT** stiffness values for the Lincoln, first set the **weight range**, **body style**, and **test type**, then **search** 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.

# 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.4n6xpert.com>

E-Mail: [4n6@4n6xpert.com](mailto:4n6@4n6xpert.com)

## 2024 ORDER FORM

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

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

Contact Name: \_\_\_\_\_

Title: \_\_\_\_\_

Company/Organization: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_\_

E-Mail: \_\_\_\_\_

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 will be via email of a download link to a self extracting zip file*

- Deliver via electronic download link (e-mail address required) \$ 0.00

- Please deliver on USB at an **additional cost of \$50.00 per program** \$ \_\_\_\_\_

**SUB-TOTAL** \$ \_\_\_\_\_

California shipping addresses add **8.5%** sales tax \$ \_\_\_\_\_

(California orders delivered by e-mail attachment **DO NOT** owe sales tax)

**TOTAL** \$ \_\_\_\_\_

Enclosed is:

Check \_\_\_\_\_ Money Order \_\_\_\_\_ Purchase Order \_\_\_\_\_ Credit Card: Visa \_\_\_\_\_ Master Card \_\_\_\_\_ American Express \_\_\_\_\_

Card # \_\_\_\_\_ Expires \_\_\_\_\_ SecCode \_\_\_\_\_

Billing Add. : \_\_\_\_\_ Billing Zip: \_\_\_\_\_

Name on Card: \_\_\_\_\_ Signature: \_\_\_\_\_

### \*PLEASE NOTE\*

- Orders cannot be shipped without correct Shipping & Handling included.
- California orders cannot be shipped without sales tax included.
- Written Purchase Orders must be received in office before shipping.

\* Prices are subject to change without notice. Call for Multi-program and package purchase discounts.

\*\* Orders will normally be shipped within 10 working days. Other shipping methods may cost extra. The Handling charge listed is for the first program, add \$5.00 per additional program ordered at the same time and shipped to the same address.

Please make checks, money orders or Purchase Orders Payable to: **4N6XPRT Systems®**  
You may call or fax your order to us if paying by credit card.

## 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 somehow 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.

## CAUTIONS & LEGAL STUFF

® Denotes a Trademark registered with the USPTO. All of the program materials are copyrighted under U.S. and International Law

- The E57 Point Cloud model is being provided “As Is”.
- We are not responsible for the mis-use or mis-representation of the scan data provided, nor the information extracted based on that mis-use or mis-representation.
- 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.
- Some manufacturers have production “problems” (eg – “deer hunter”/“deer hunting season” production or last minute design changes) which lead to dimensions on the actual vehicle which may differ significantly from published information for a specific vehicle, make, or model series.
- **You DO** have the right to bill your clients for the Point Cloud model as an expense.
- **You DO NOT** have the right to resell the point clouds purchased from us as your own product.

# POINT CLOUDS



offered by

**4N6XPRT Systems®**

8387 University Avenue

La Mesa, CA 91942

Phone: (800) 266-9778

Fax: (619) 464-2206

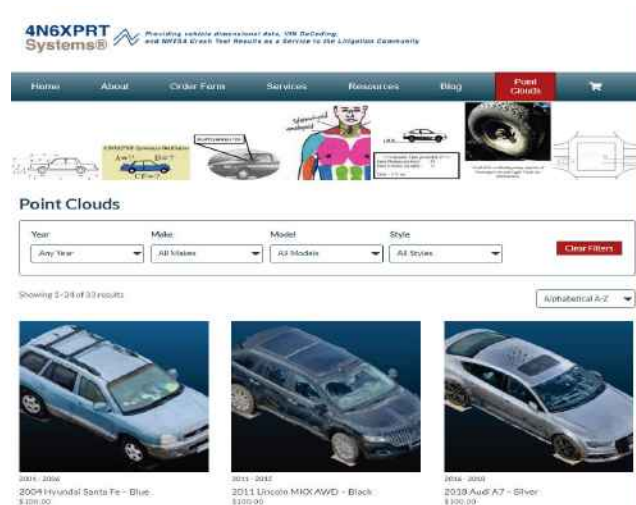
email: [4n6@4n6xpert.com](mailto:4n6@4n6xpert.com)

**[www.4N6XPRT.com](http://www.4N6XPRT.com)**

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.



2001 - 2006  
2004 Hyundai Santa Fe - Blue  
\$100.00



2011 - 2015  
2011 Lincoln MKX AWD - Black  
\$100.00



2016 - 2018  
2018 Audi A7 - Silver  
\$100.00



2016 - 2018  
2018 Lincoln MKX - Gray  
\$100.00



2017 - 2024  
2018 Tesla Model S 100D - Blue  
\$100.00



2022  
2022 Chevrolet 5500HD Chassis Cab - White  
\$100.00



2020 - 2022  
2022 Toyota Corolla - White  
\$100.00



2022 - 2023  
2022 Chevrolet Bolt EUV - White  
\$100.00



2021 - 2024  
2021 Chevrolet Suburban - White  
\$100.00



2022 - 2023  
2023 Chevrolet Traverse - White  
\$100.00



2022 - 2024  
2023 Genesis GV70 - Silver  
\$100.00



2022 - 2024  
2023 Honda Civic type R Sedan - White  
\$100.00

# 4N6XPRT Systems

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La Mesa, CA 91942-9342

FED Tax ID No.: 95-3121248

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Fax: (619) 464-2206

Web Site: <http://www.4n6xpert.com>

E-Mail: [4n6@4n6xpert.com](mailto:4n6@4n6xpert.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 )

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<sup>®</sup> 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:

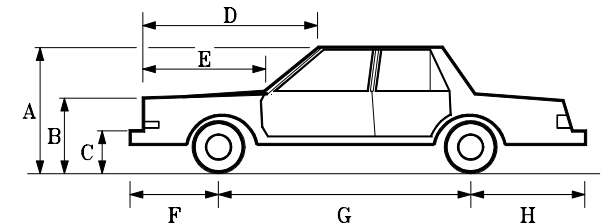
\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Case Reference Name/Number: \_\_\_\_\_

# Individual Vehicle Data Search Service<sup>®</sup>



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

E-Mail: [ivdss@4n6xpert.com](mailto:ivdss@4n6xpert.com)

**FAX: (619) 464-2206**

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

**4N6XPRT Systems<sup>®</sup>**

Forensic Expert Software

8387 University Avenue, Suite P

La Mesa, CA 91942-9342

**Web: <http://www.4n6xpert.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	Ignition 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 year with No Significant Dimensional Changes VIN DeCoding when VIN is provided Information available	
Mid-60's to present <b>also includes</b> (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<sup>®</sup> 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

**\$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

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

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  
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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: \_\_\_\_\_

# 4N6XPRT Systems

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Fax: (619) 464-2206

Web Site: <http://www.4n6xpert.com>

E-Mail: [4n6@4n6xpert.com](mailto:4n6@4n6xpert.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 )

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