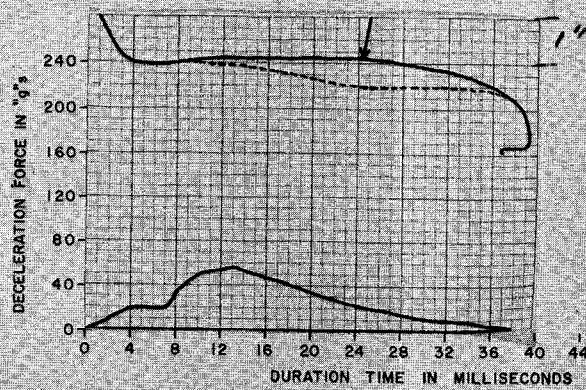
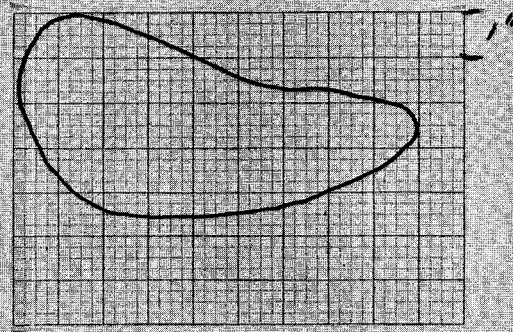


APPENDIX



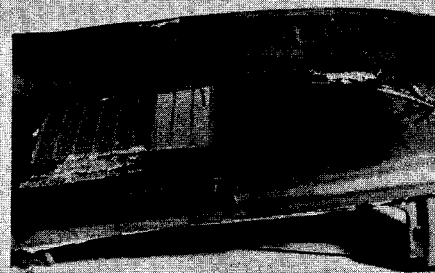
VELOCITY OF IMPACT (FT/SEC)	<u>14.0</u>
METAL THICKNESS (INCHES)	<u>.034</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>11.5</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>5/8</u>
AREA (SQ. INCHES)	<u>25.6</u>
YEAR AND MAKE OF CAR	<u>64 CHEV</u>



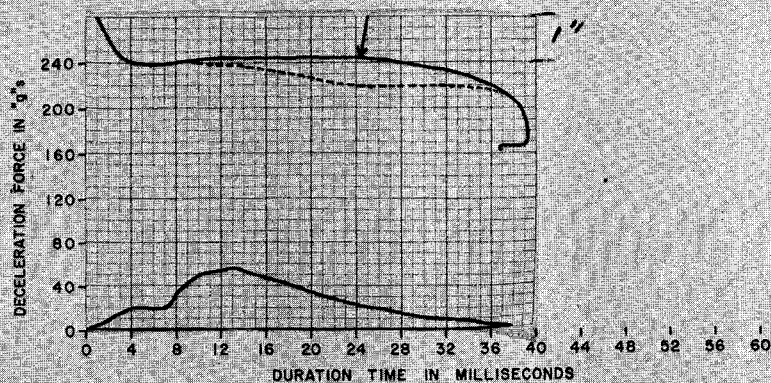
SHAPE AND AREA OF DEPRESSION



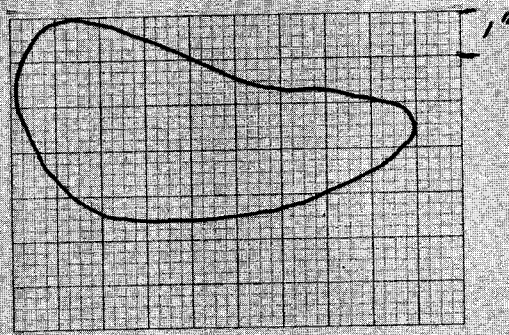
BEFORE IMPACT



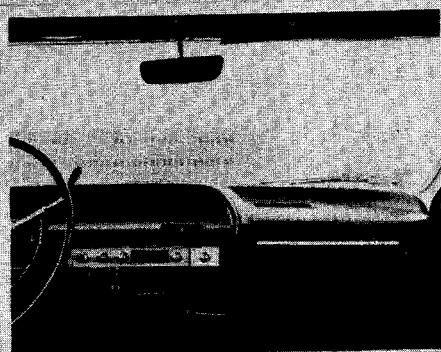
AFTER IMPACT



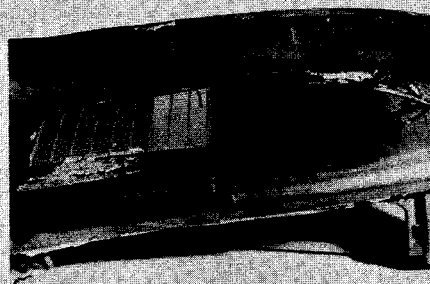
VELOCITY OF IMPACT (FT/SEC)	<u>14.0</u>
METAL THICKNESS (INCHES)	<u>.034</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>11.5</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>5/8</u>
AREA (SQ. INCHES)	<u>25.6</u>
YEAR AND MAKE OF CAR	<u>64 CHEV</u>



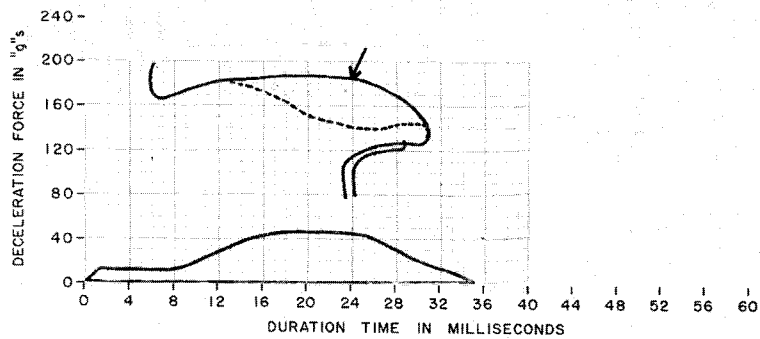
SHAPE AND AREA OF DEPRESSION



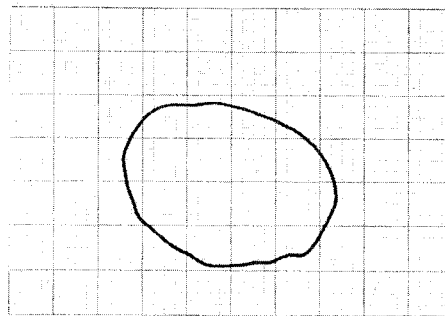
BEFORE IMPACT



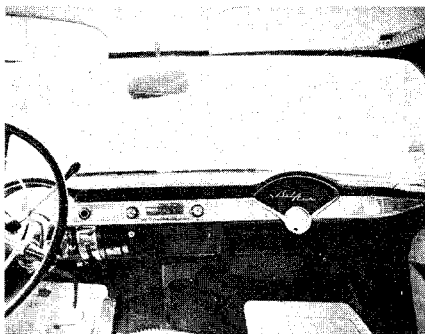
AFTER IMPACT



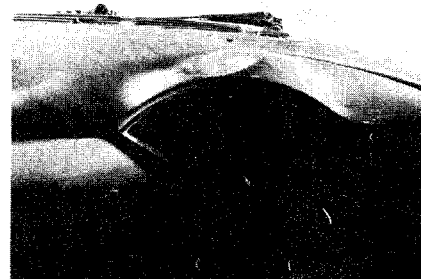
VELOCITY OF IMPACT (FT/SEC)	<u>14.0</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>13.9</u>
YEAR AND MAKE OF CAR	<u>56 CHEV</u>



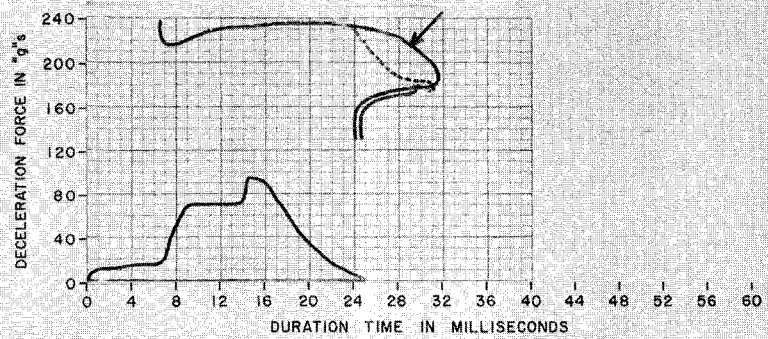
SHAPE AND AREA OF DEPRESSION



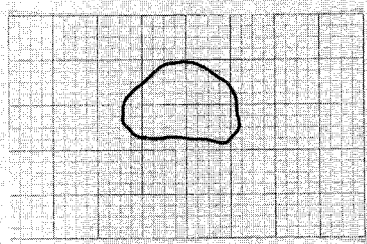
BEFORE IMPACT



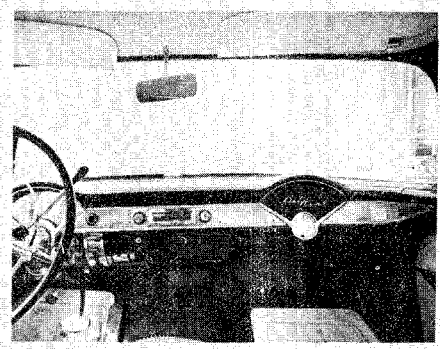
AFTER IMPACT



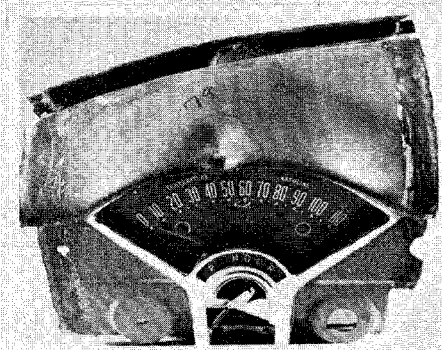
VELOCITY OF IMPACT (FT/SEC)	<u>14.0</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>3.7</u>
YEAR AND MAKE OF CAR	<u>56 CHEV</u>



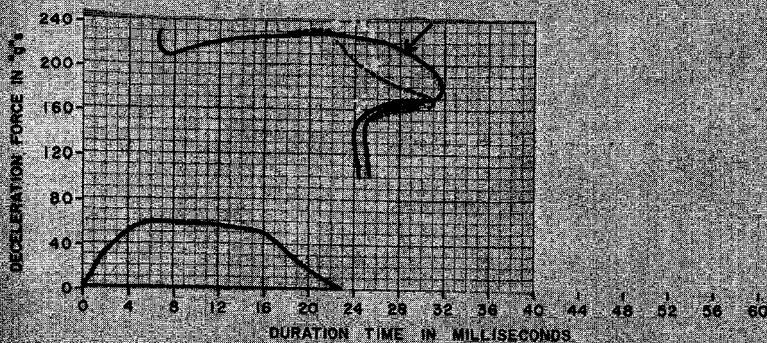
SHAPE AND AREA OF DEPRESSION



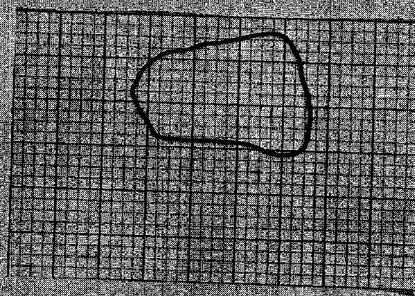
BEFORE IMPACT



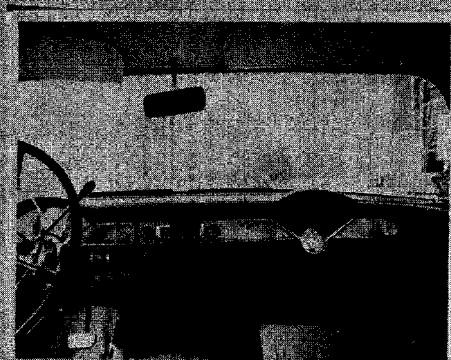
AFTER IMPACT



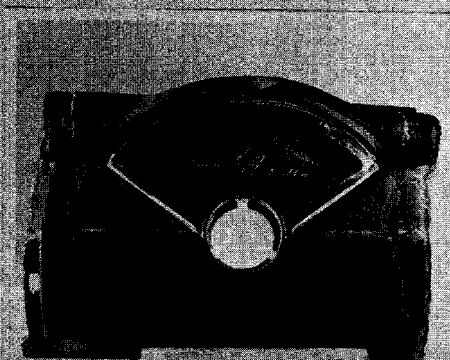
VELOCITY OF IMPACT (FT / SEC)	<u>14.3</u>
METAL THICKNESS (INCHES)	<u>0.39</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2 ³/₄</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>8.3</u>
YEAR AND MAKE OF CAR	<u>56 CHEV</u>



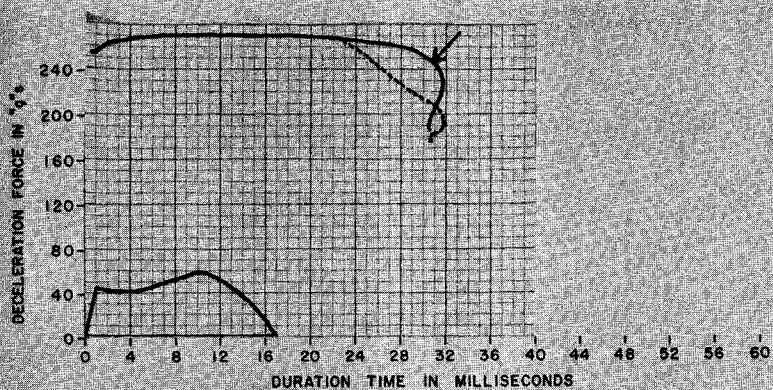
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 15.67

METAL THICKNESS
(INCHES) 0.42

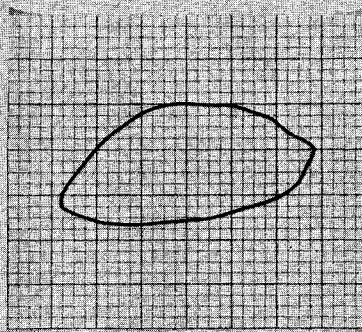
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 3/4

PADDED NO

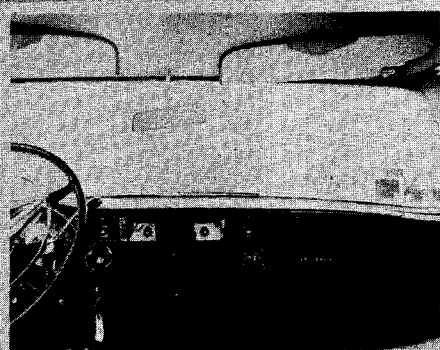
MAXIMUM DEPRESSION:
DEPTH (INCHES) 3/4

AREA (SQ. INCHES) 10.6

YEAR AND MAKE OF CAR 55 PONTIAC



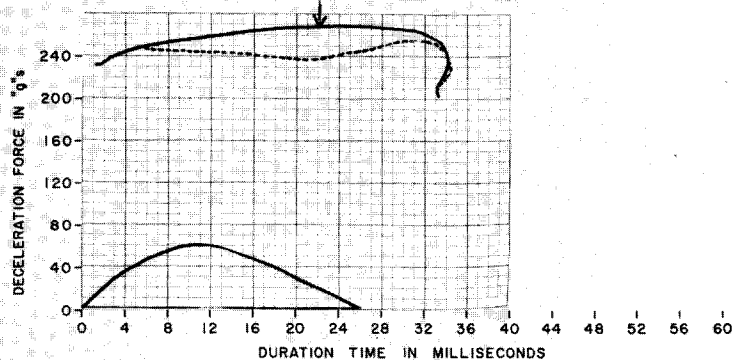
SHAPE AND AREA OF DEPRESSION



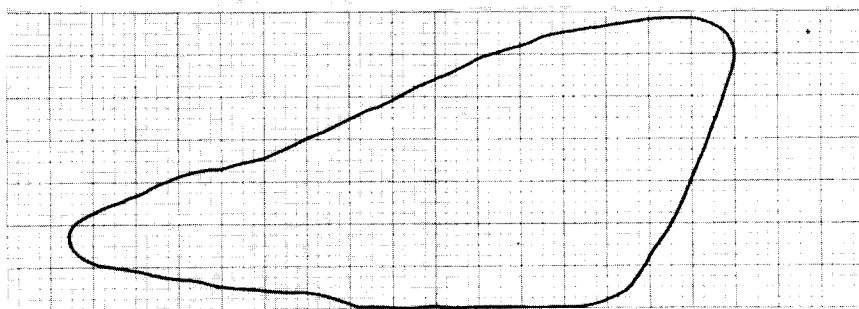
BEFORE IMPACT



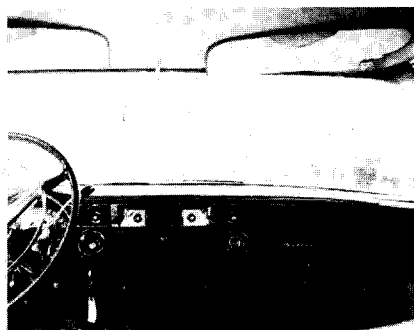
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>15.97</u>
METAL THICKNESS (INCHES)	<u>.042</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>13</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>64.8</u>
YEAR AND MAKE OF CAR	<u>55</u> <u>PONTIAC</u>



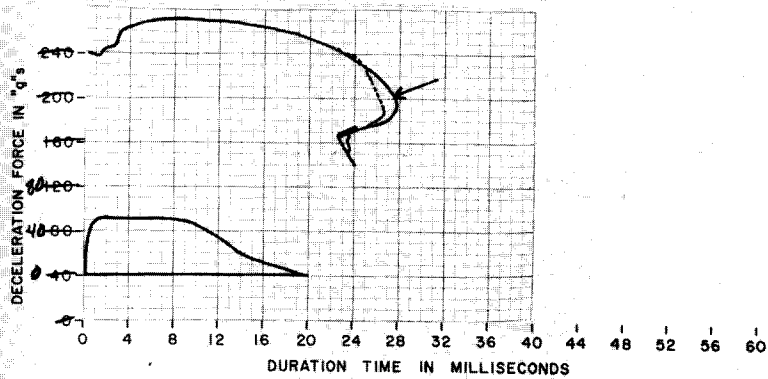
SHAPE AND AREA OF DEPRESSION



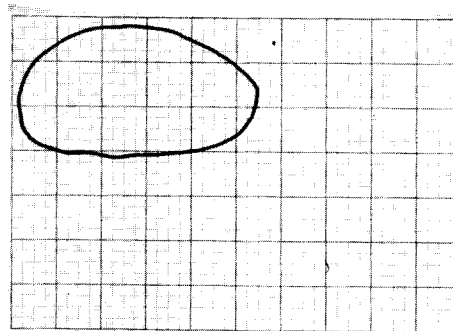
BEFORE IMPACT



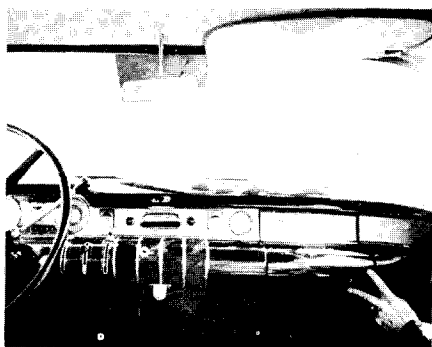
AFTER IMPACT



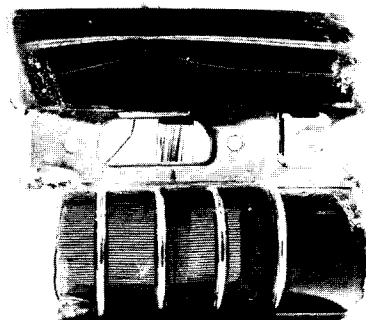
VELOCITY OF IMPACT (FT/SEC)	<u>16.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/8</u>
AREA (SQ. INCHES)	<u>12.4</u>
YEAR AND MAKE OF CAR	<u>55</u> <u>BUICK</u>



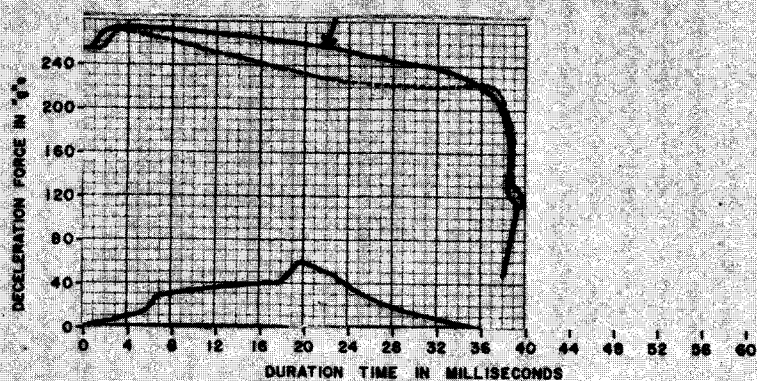
SHAPE AND AREA OF DEPRESSION



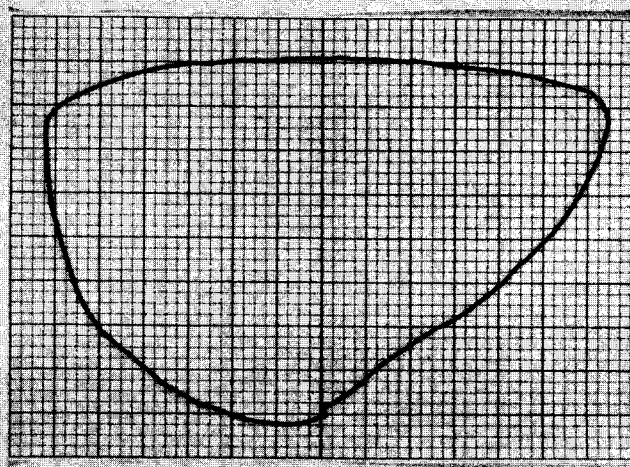
BEFORE IMPACT



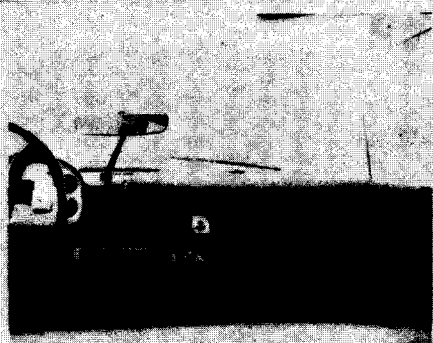
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>17.5</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>16 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>72.0</u>
YEAR AND MAKE OF CAR	<u>57 PLYM</u>



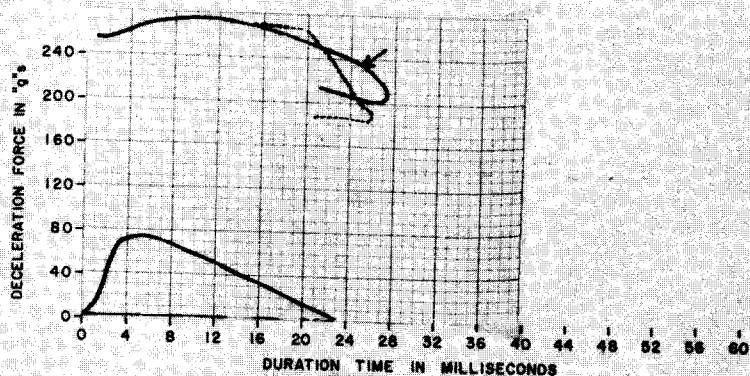
SHAPE AND AREA OF DEPRESSION



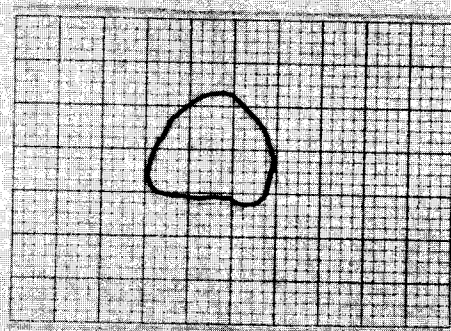
BEFORE IMPACT



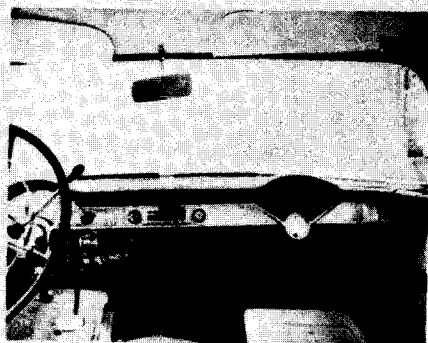
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>17.8</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3 3/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>6.5</u>
YEAR AND MAKE OF CAR	<u>56 CHEV</u>



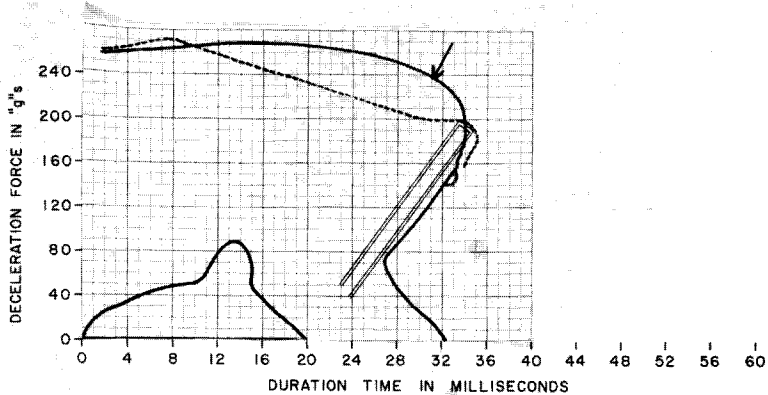
SHAPE AND AREA OF DEPRESSION



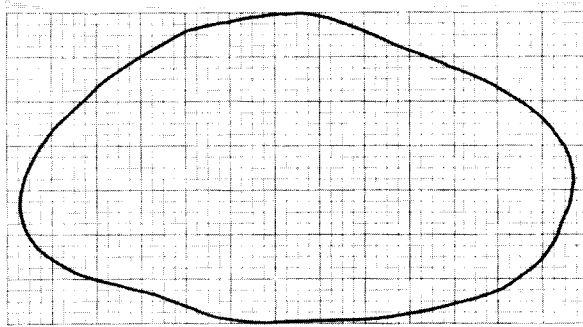
BEFORE IMPACT



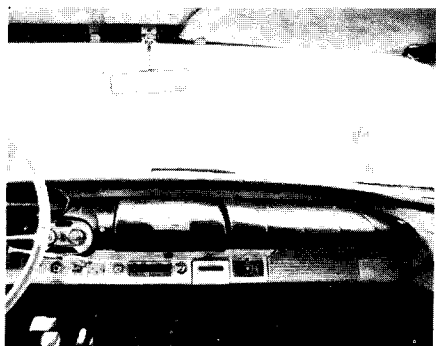
AFTER IMPACT



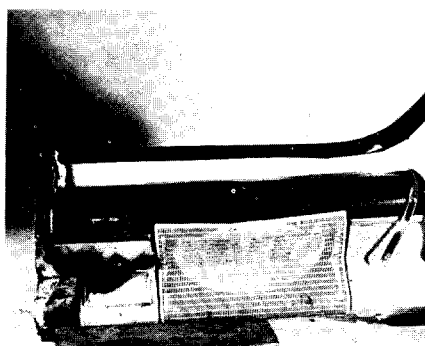
VELOCITY OF IMPACT (FT/SEC)	<u>18.0</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>63.5</u>
YEAR AND MAKE OF CAR	<u>57</u> <u>MERC</u>



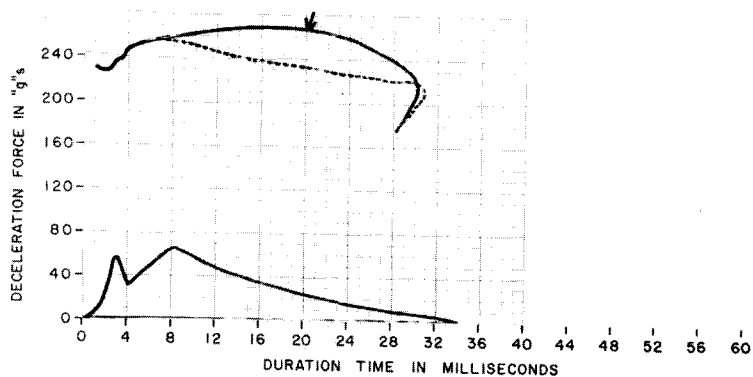
SHAPE AND AREA OF DEPRESSION



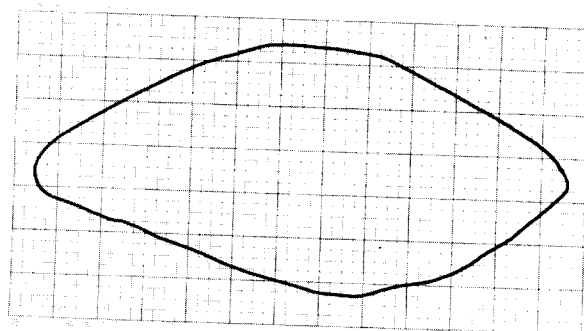
BEFORE IMPACT



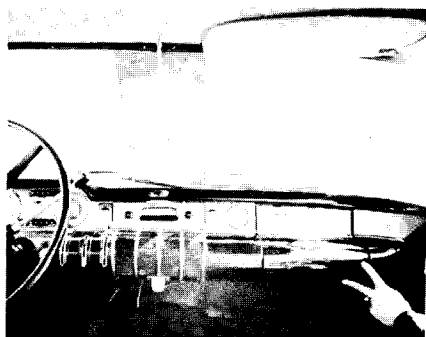
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>18.0</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>7/8</u>
AREA (SQ. INCHES)	<u>45.1</u>
YEAR AND MAKE OF CAR	<u>55 BUICK</u>



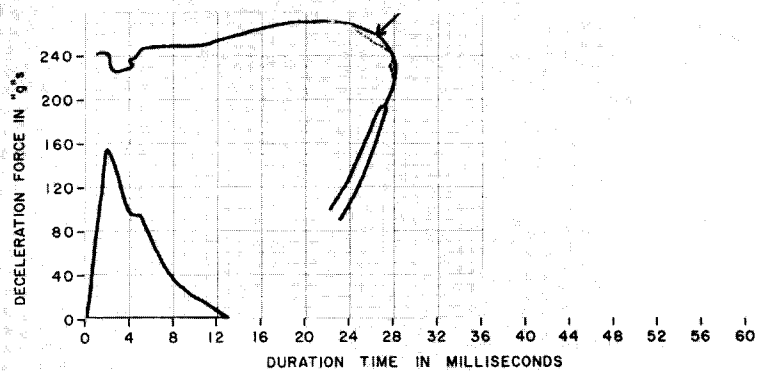
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 18.0

METAL THICKNESS
(INCHES)041

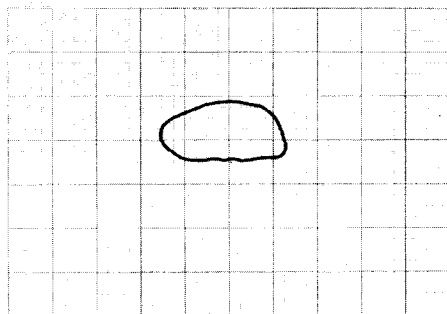
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 1

PADDED NO

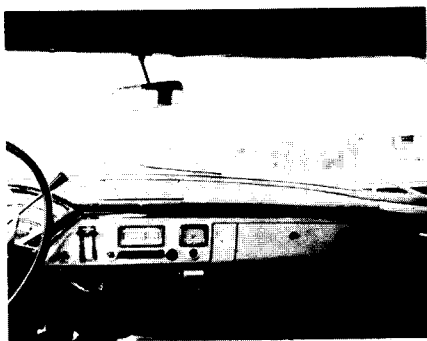
MAXIMUM DEPRESSION:
DEPTH (INCHES) 3/16

AREA (SQ. INCHES) 2.9

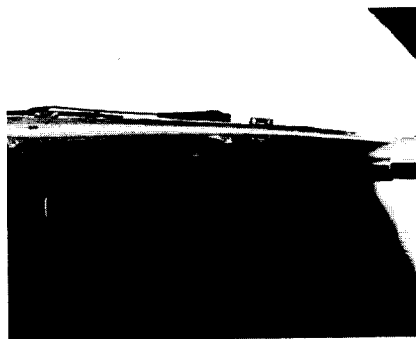
YEAR AND MAKE OF CAR 56
MERC



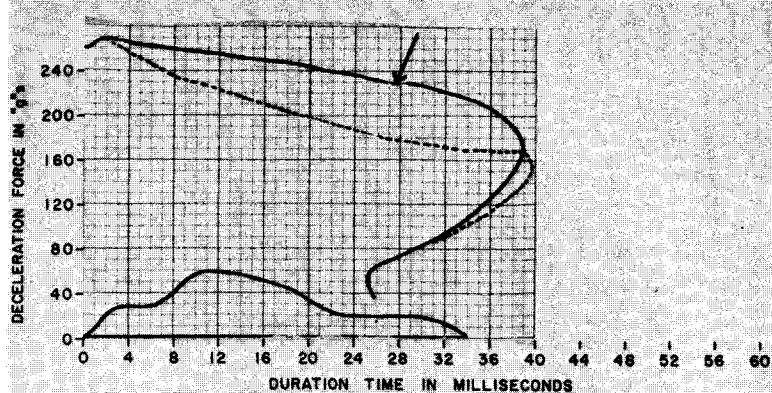
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT / SEC) 18.0

METAL THICKNESS
(INCHES)046

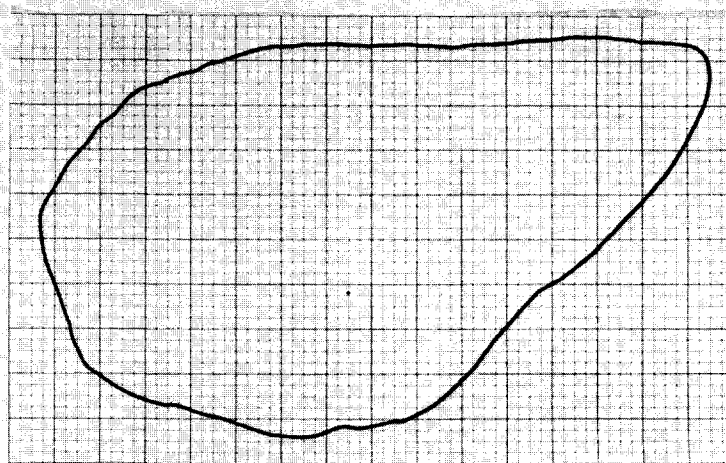
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 14 3/4

PADDED. NO

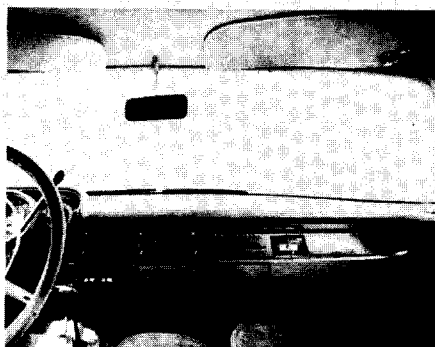
MAXIMUM DEPRESSION:
DEPTH (INCHES) 1 1/4

AREA (SQ. INCHES) 92.6

YEAR AND MAKE OF CAR 57 CHEV



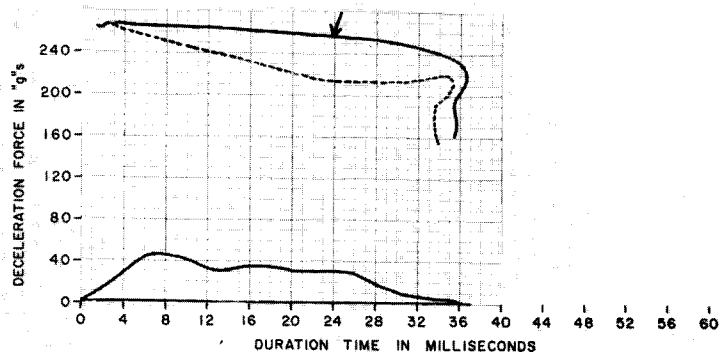
SHAPE AND AREA OF DEPRESSION



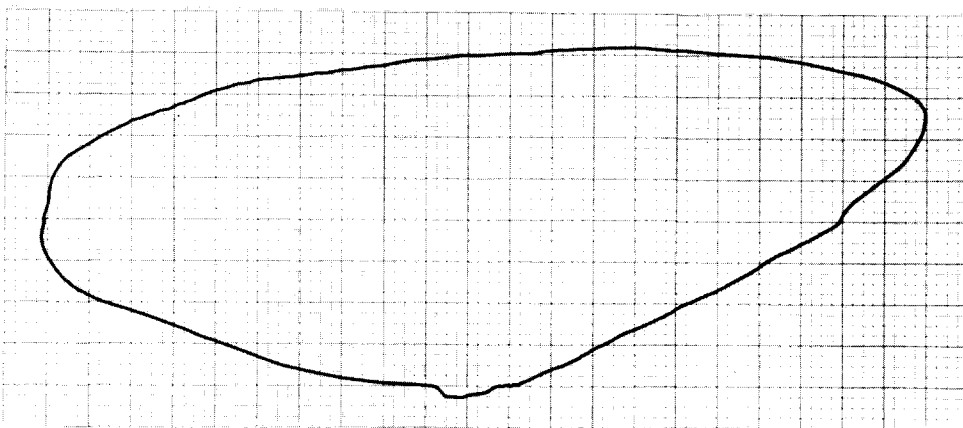
BEFORE IMPACT



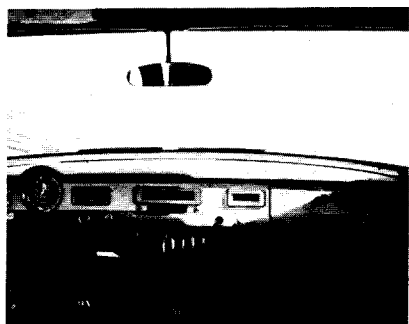
AFTER IMPACT



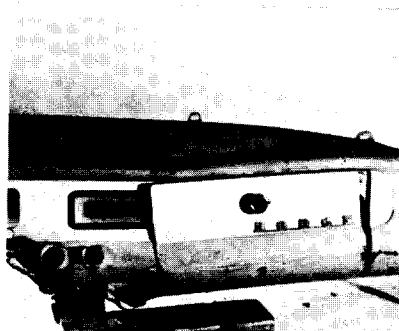
VELOCITY OF IMPACT (FT/SEC)	<u>18.1</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>16</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>122.7</u>
YEAR AND MAKE OF CAR	<u>54 DODGE</u>



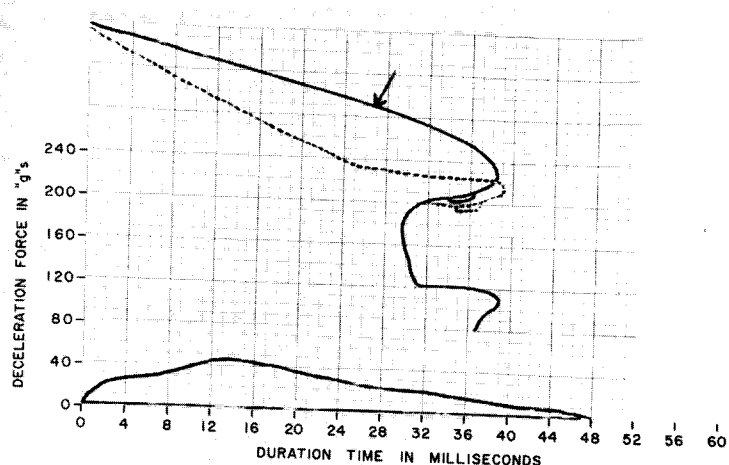
SHAPE AND AREA OF DEPRESSION



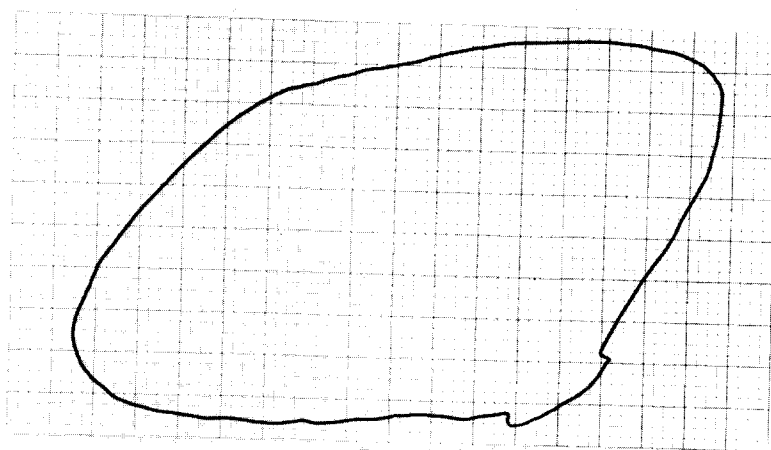
BEFORE IMPACT



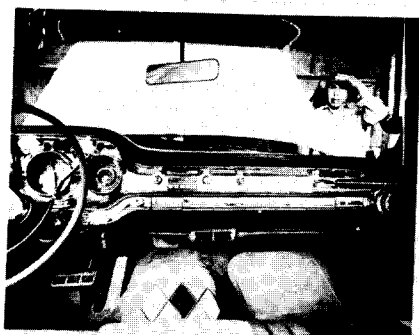
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>18.1</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>19</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/2</u>
AREA (SQ. INCHES)	<u>101.8</u>
YEAR AND MAKE OF CAR	<u>59 PONTIAC</u>



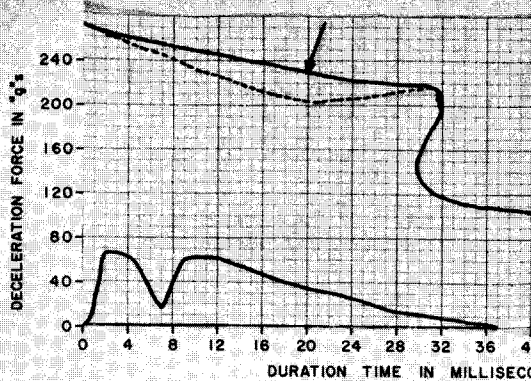
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 18.5

METAL THICKNESS
(INCHES)037

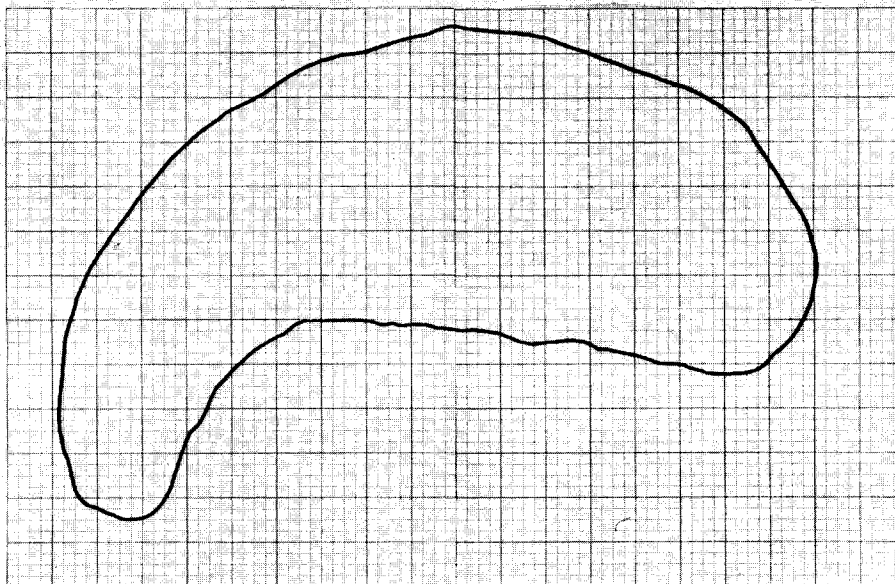
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) FLAT

PADDED NO

MAXIMUM DEPRESSION:
DEPTH (INCHES) 5/8

AREA (SQ. INCHES) 101.7

YEAR AND MAKE OF CAR 60 CHEV



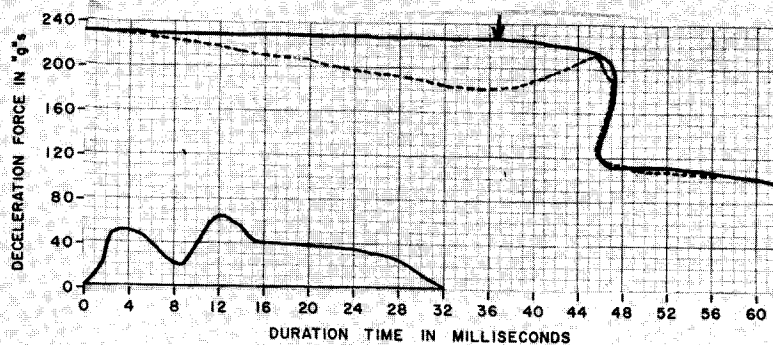
SHAPE AND AREA OF DEPRESSION



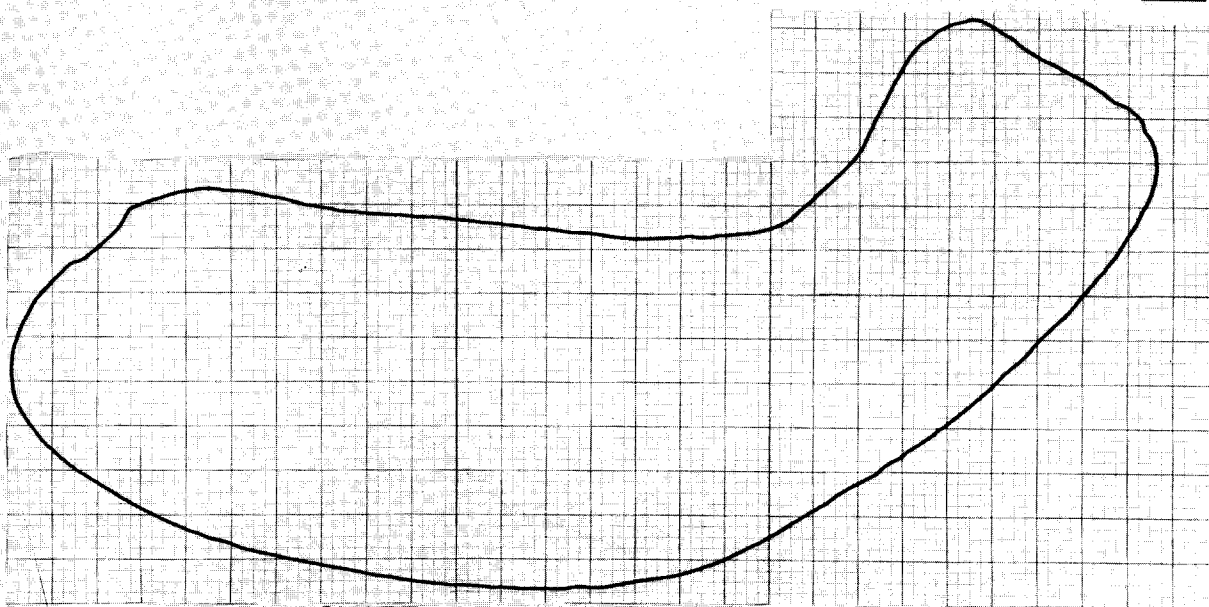
BEFORE IMPACT



AFTER IMPACT



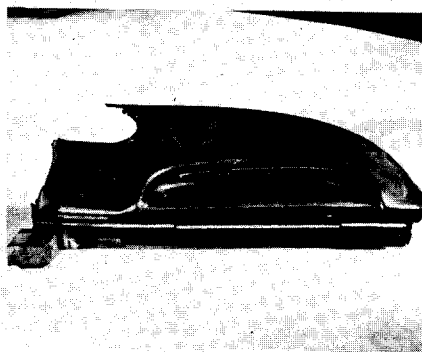
VELOCITY OF IMPACT (FT/SEC)	<u>18.5</u>
METAL THICKNESS (INCHES)	<u>.040</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/8</u>
AREA (SQ. INCHES)	<u>182.7</u>
YEAR AND MAKE OF CAR	<u>60 CHEV</u>



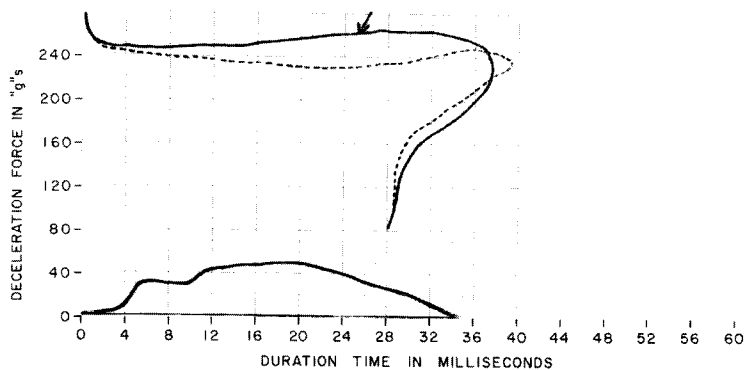
SHAPE AND AREA OF DEPRESSION



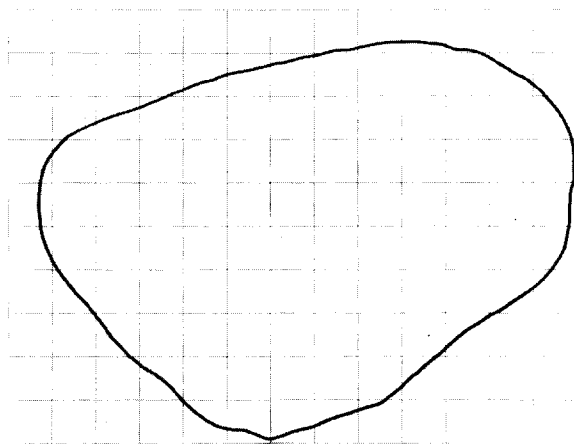
BEFORE IMPACT



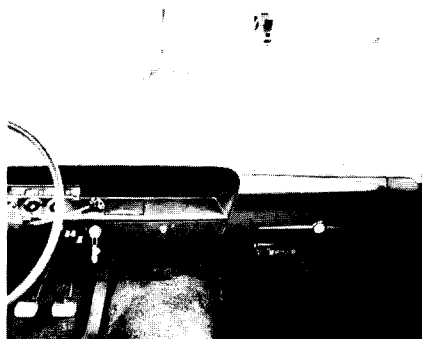
AFTER IMPACT



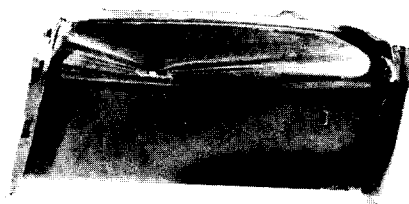
VELOCITY OF IMPACT (FT / SEC)	<u>19.0</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>81.3</u>
YEAR AND MAKE OF CAR	<u>61 CHEV</u>



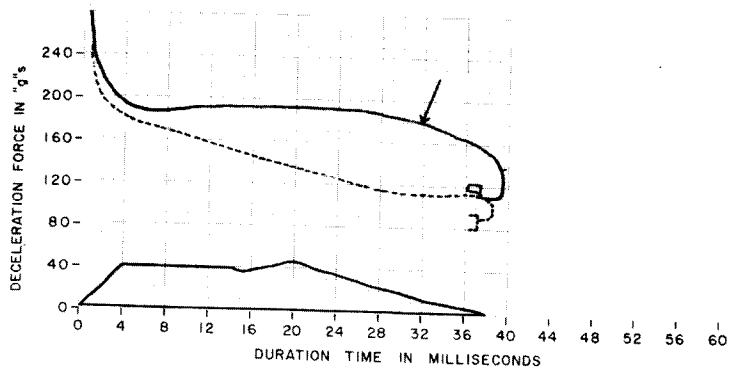
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 22.4

METAL THICKNESS
(INCHES)037

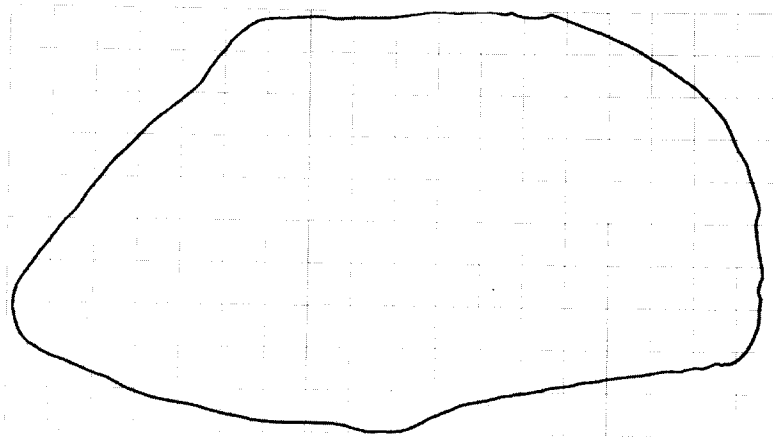
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 5 1/4

PADDED NO

MAXIMUM DEPRESSION:
DEPTH (INCHES) 1 3/4

AREA (SQ. INCHES) 131.5

YEAR AND MAKE OF CAR 64 CHEV



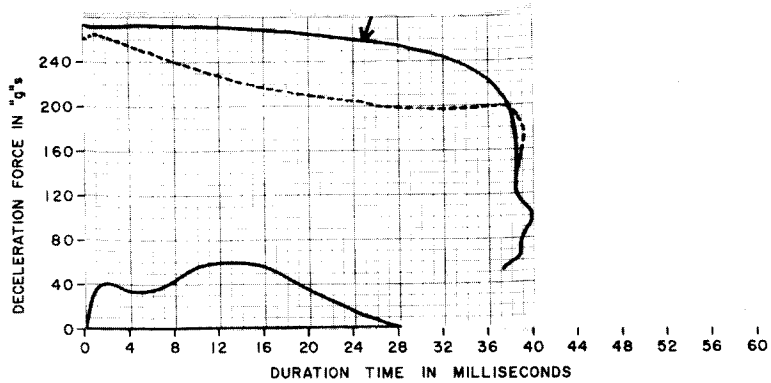
SHAPE AND AREA OF DEPRESSION



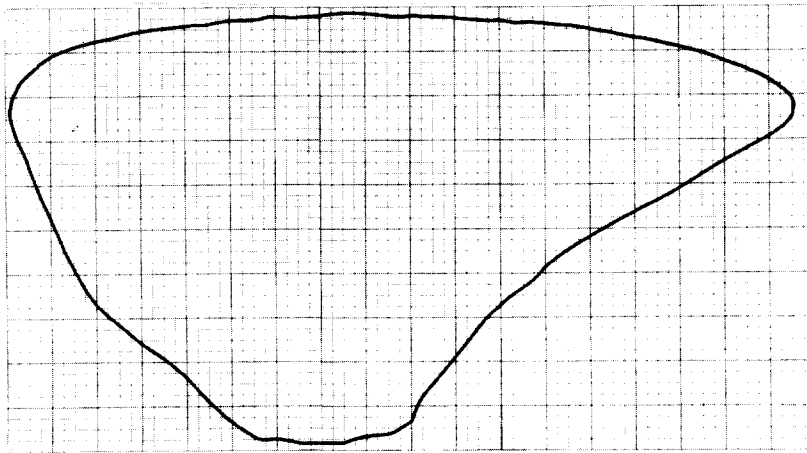
BEFORE IMPACT



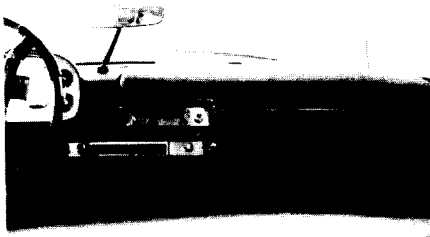
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>23.4</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>12</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/8</u>
AREA (SQ. INCHES)	<u>110.0</u>
YEAR AND MAKE OF CAR	<u>57 PLYM</u>



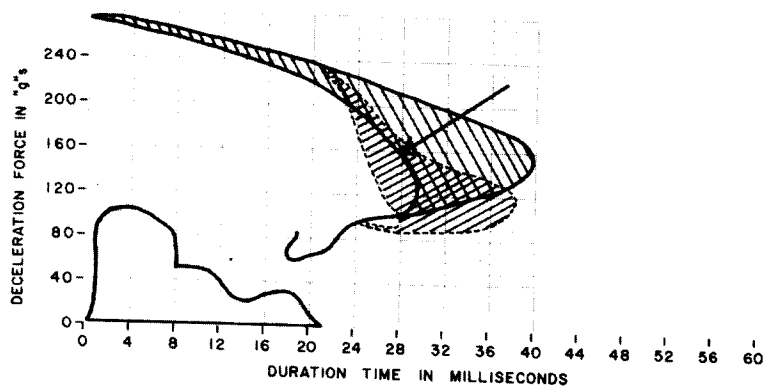
SHAPE AND AREA OF DEPRESSION



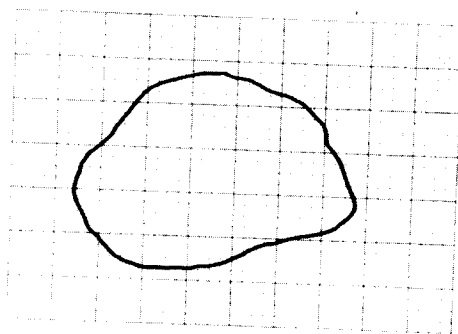
BEFORE IMPACT



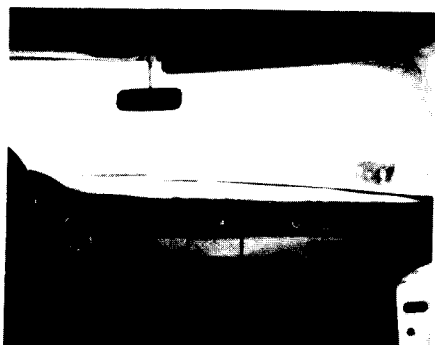
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>24.1</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>19.4</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



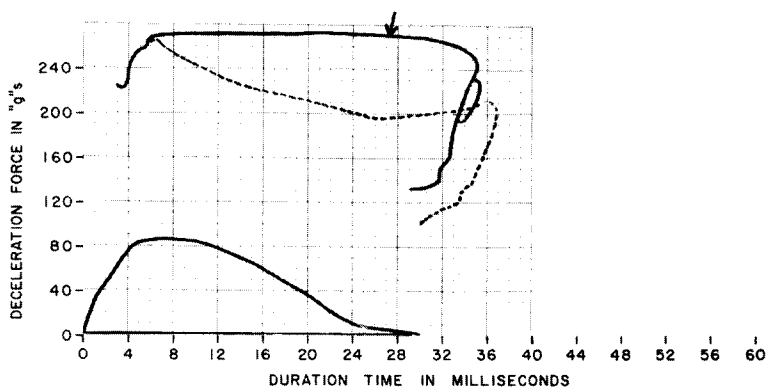
SHAPE AND AREA OF DEPRESSION



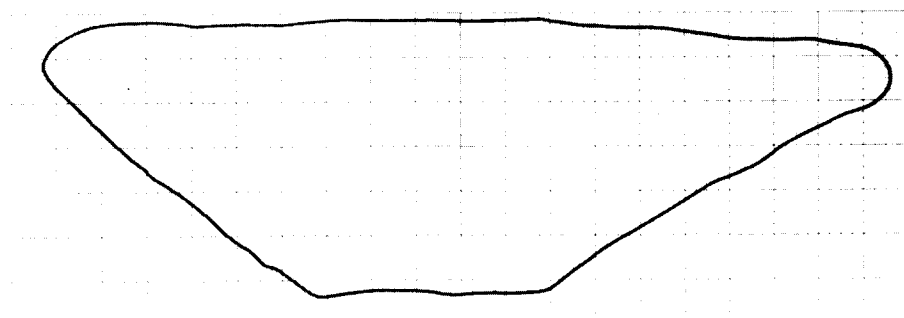
BEFORE IMPACT



AFTER IMPACT



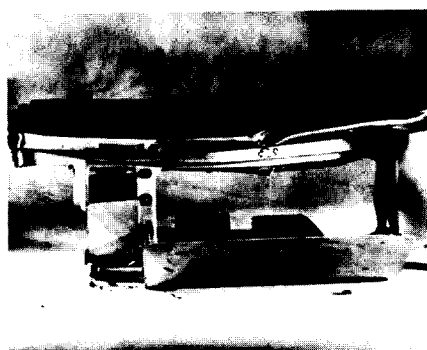
VELOCITY OF IMPACT (FT/SEC)	<u>24.3</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10 1/2</u>
PADDED.	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 7/8</u>
AREA (SQ. INCHES)	<u>79.9</u>
YEAR AND MAKE OF CAR	<u>55 MERC</u>



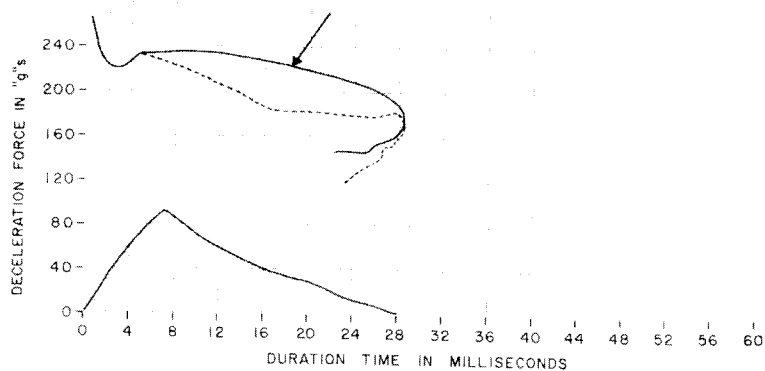
SHAPE AND AREA OF DEPRESSION



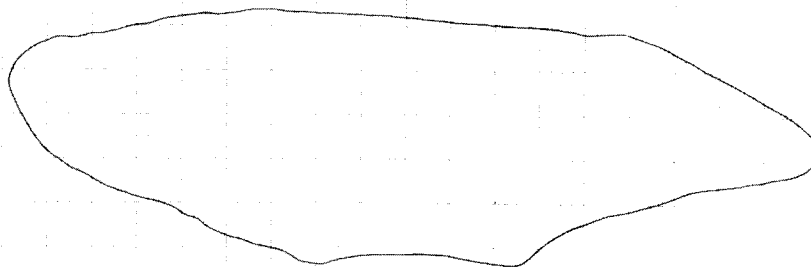
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>24.4</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>13</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/8</u>
AREA (SQ. INCHES)	<u>73.0</u>
YEAR AND MAKE OF CAR	<u>54 DODGE</u>



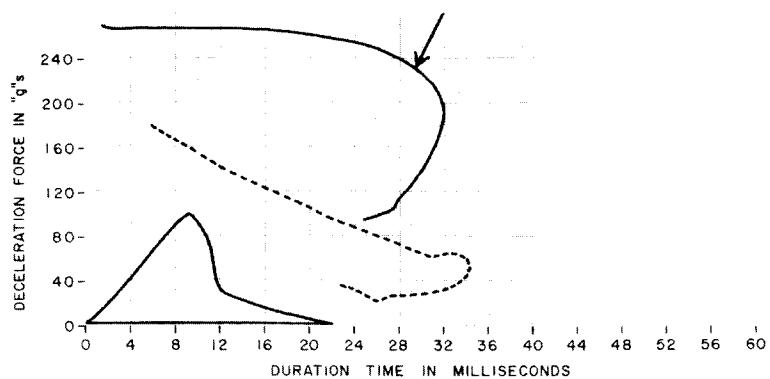
SHAPE AND AREA OF DEPRESSION



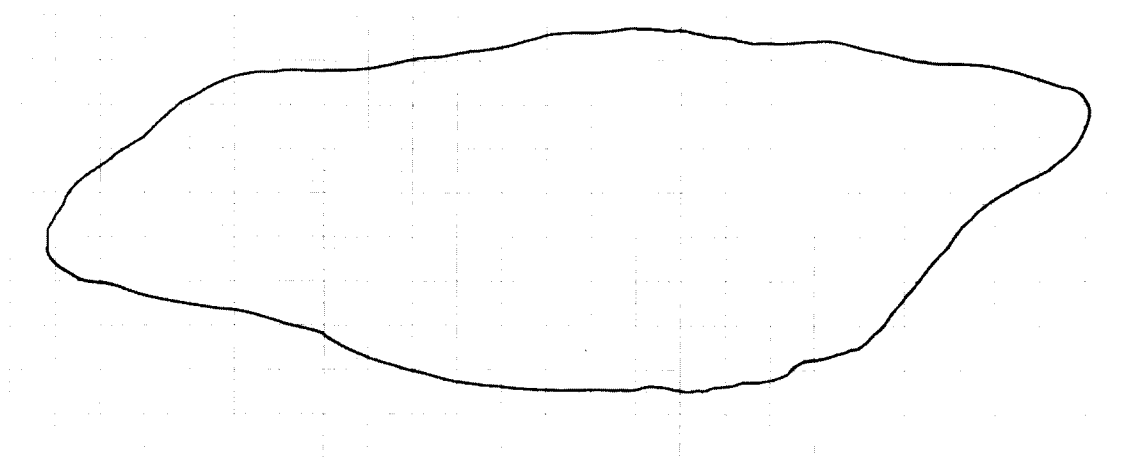
BEFORE IMPACT



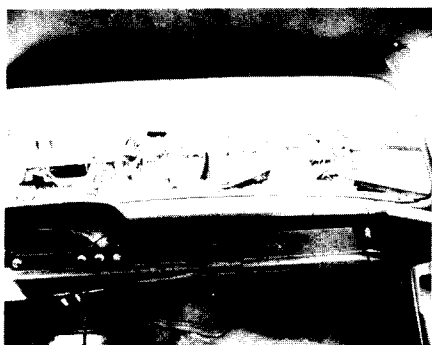
AFTER IMPACT



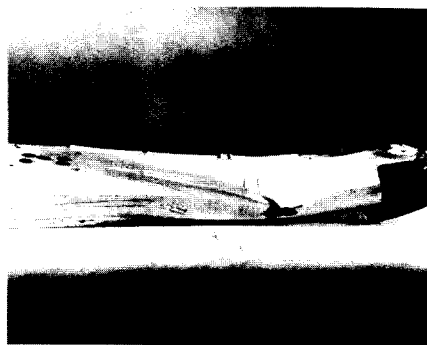
VELOCITY OF IMPACT (FT/SEC)	<u>24.5</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 1/2</u>
AREA (SQ. INCHES)	<u>247.0</u>
YEAR AND MAKE OF CAR	<u>59 FORD</u>



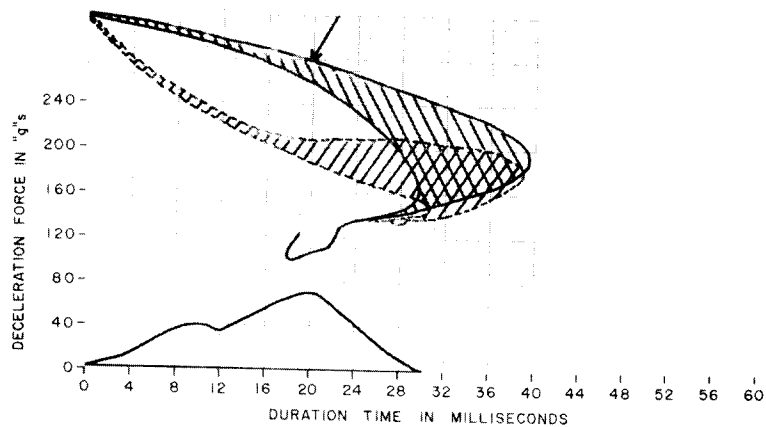
SHAPE AND AREA OF DEPRESSION



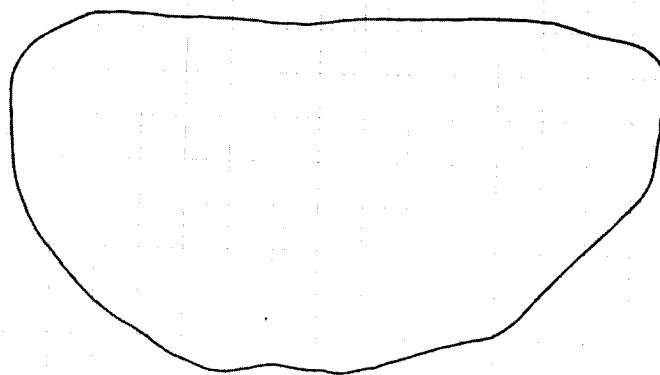
BEFORE IMPACT



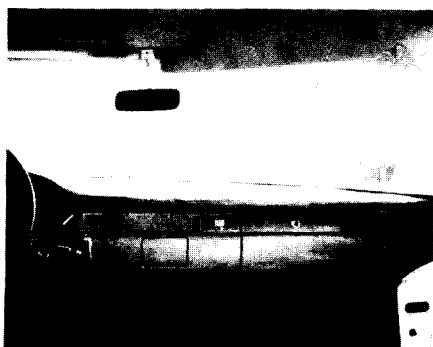
AFTER IMPACT



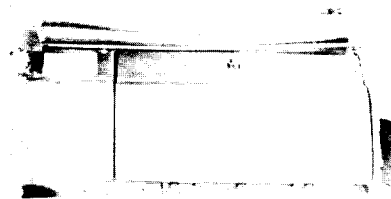
VELOCITY OF IMPACT (FT/SEC)	<u>24.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1³/₄</u>
AREA (SQ. INCHES)	<u>95.0</u>
YEAR AND MAKE OF CAR	<u>57</u> <u>FORD</u>



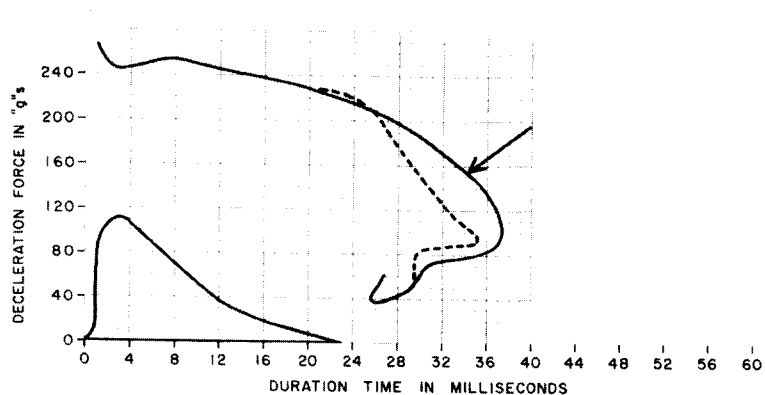
SHAPE AND AREA OF DEPRESSION



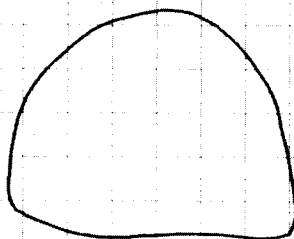
BEFORE IMPACT



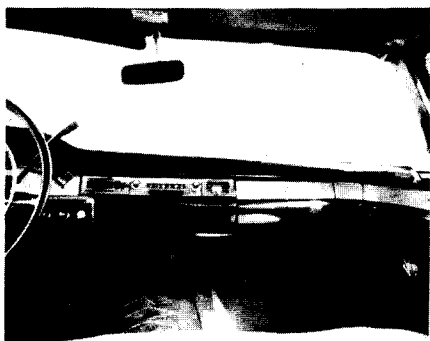
AFTER IMPACT



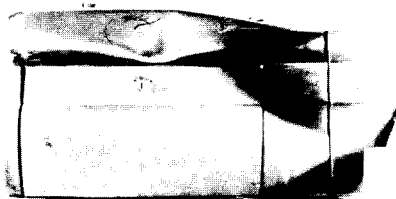
VELOCITY OF IMPACT (FT/SEC)	<u>24.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 3/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>7/8</u>
AREA (SQ. INCHES)	<u>26.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



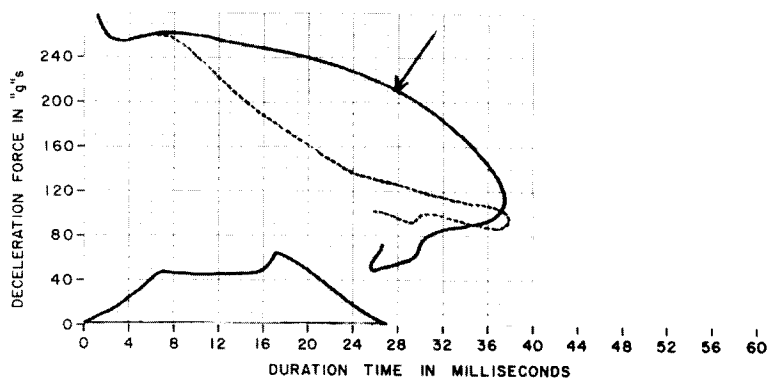
SHAPE AND AREA OF DEPRESSION



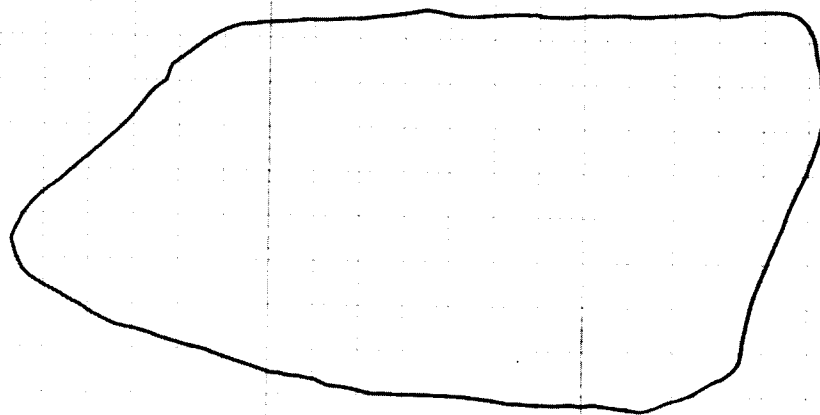
BEFORE IMPACT



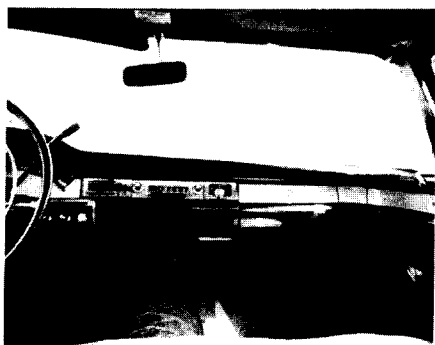
AFTER IMPACT



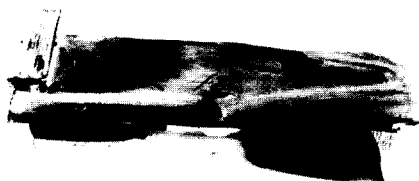
VELOCITY OF IMPACT (FT/SEC)	<u>24.7</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8 ³/₈</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 ¹/₈</u>
AREA (SQ. INCHES)	<u>126.4</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



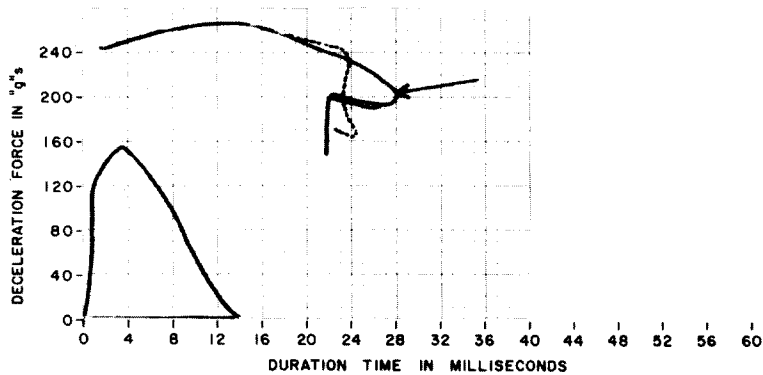
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 25.0

METAL THICKNESS
(INCHES) 0.042

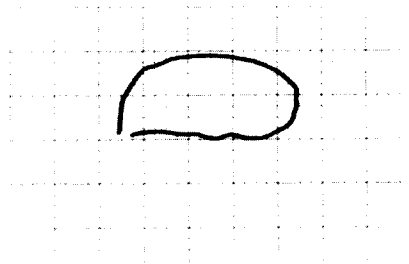
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 1/8

PADDED NO

MAXIMUM DEPRESSION:
DEPTH (INCHES) 1 1/8

AREA (SQ. INCHES) 6.0

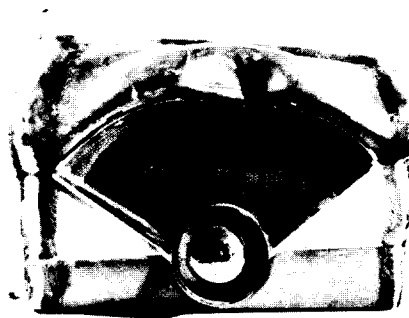
YEAR AND MAKE OF CAR 55 CHEV



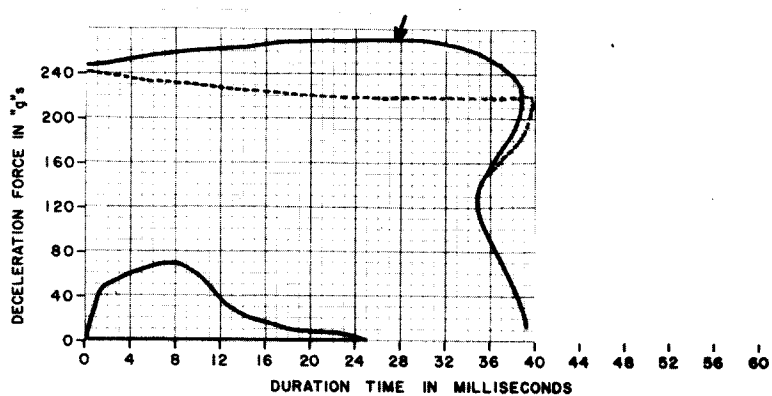
SHAPE AND AREA OF DEPRESSION



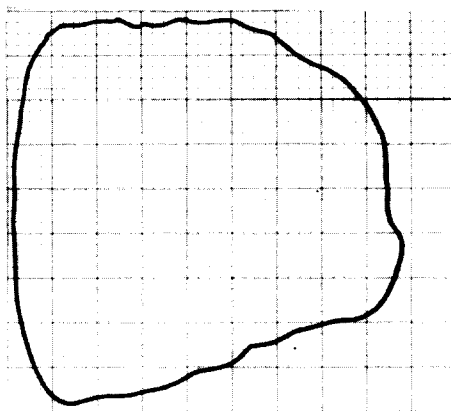
BEFORE IMPACT



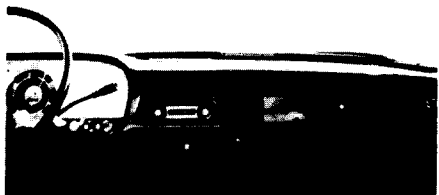
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>25.2</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10 3/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/4</u>
AREA (SQ. INCHES)	<u>28.7</u>
YEAR AND MAKE OF CAR	<u>61 FORD P/U</u>



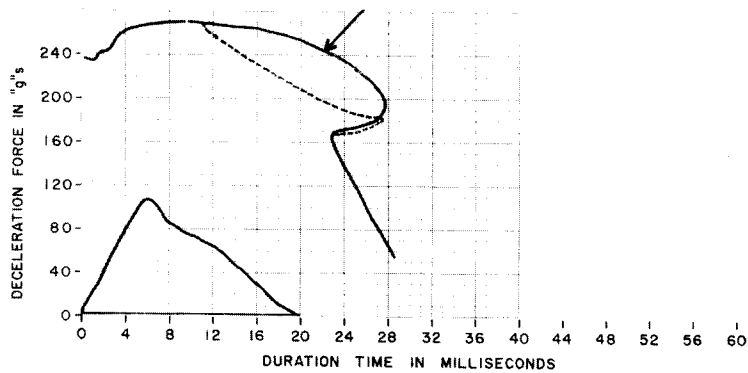
SHAPE AND AREA OF DEPRESSION



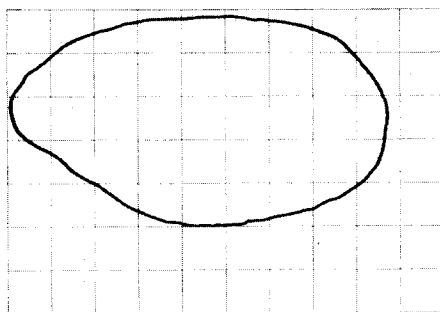
BEFORE IMPACT



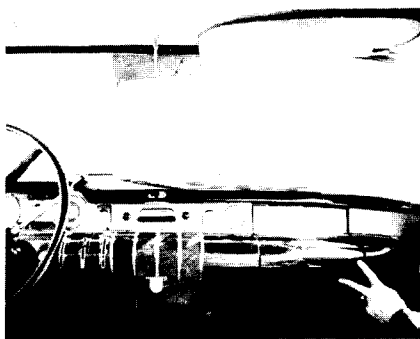
AFTER IMPACT



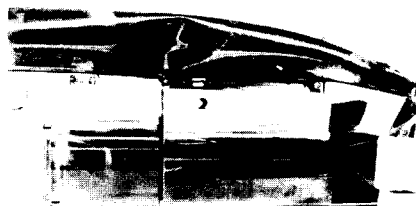
VELOCITY OF IMPACT (FT/SEC)	<u>25.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>31.9</u>
YEAR AND MAKE OF CAR	<u>55</u> <u>BUICK</u>



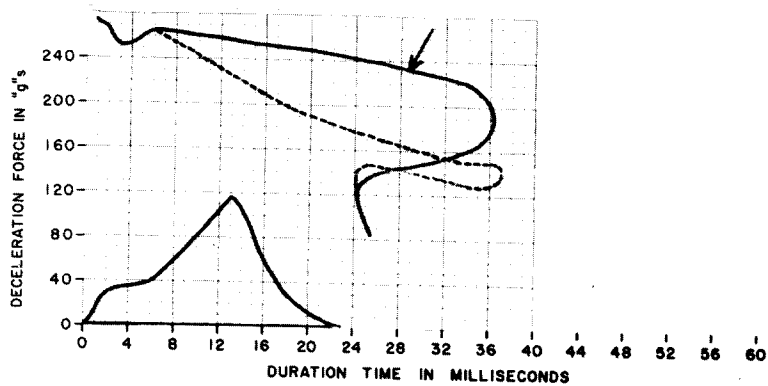
SHAPE AND AREA OF DEPRESSION



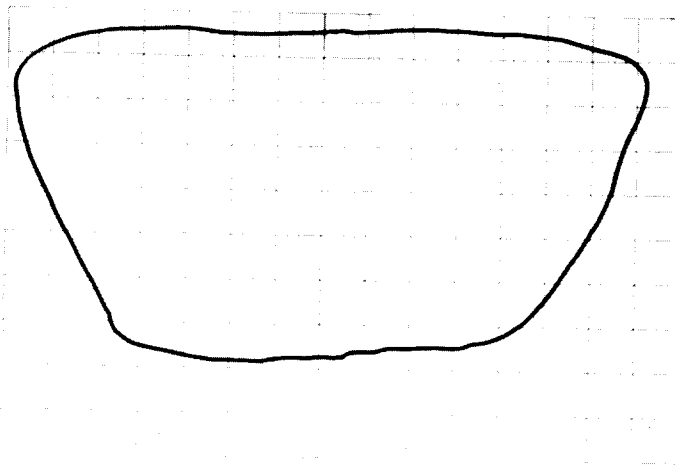
BEFORE IMPACT



AFTER IMPACT



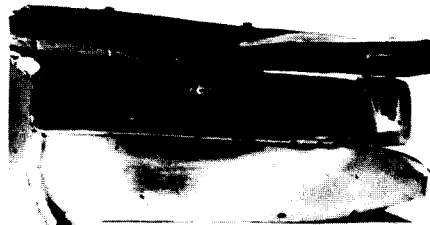
VELOCITY OF IMPACT (FT/SEC)	<u>25.6</u>
METAL THICKNESS (INCHES)	<u>.049</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES).	<u>10 1/2</u>
PADDED.	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 5/8</u>
AREA (SQ. INCHES)	<u>86.7</u>
YEAR AND MAKE OF CAR	<u>57 DODGE</u>



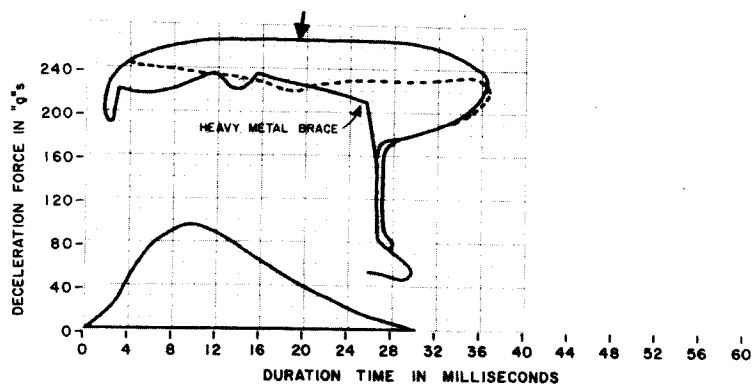
SHAPE AND AREA OF DEPRESSION



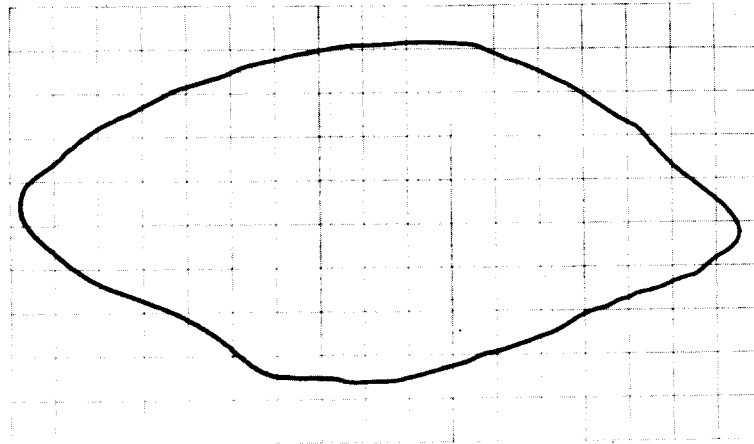
BEFORE IMPACT



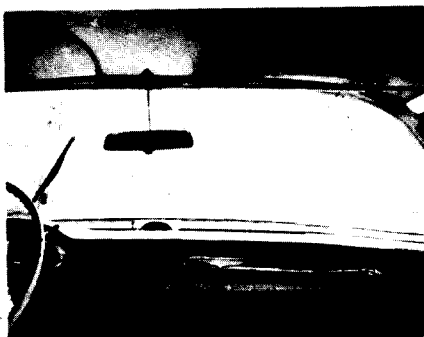
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>26.0</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>19</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/4</u>
AREA (SQ. INCHES)	<u>86.8</u>
YEAR AND MAKE OF CAR	<u>57 OLDS</u>



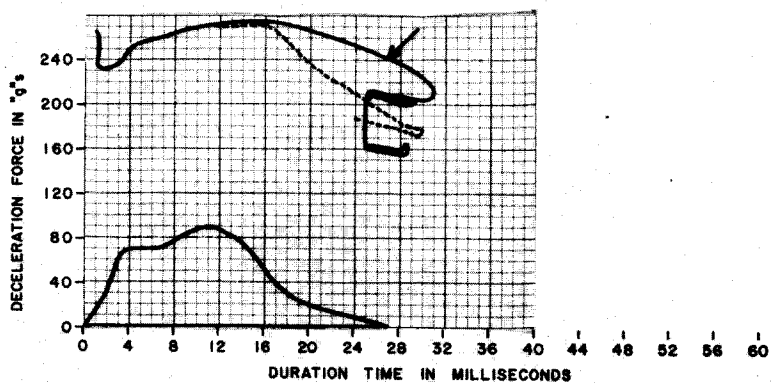
SHAPE AND AREA OF DEPRESSION



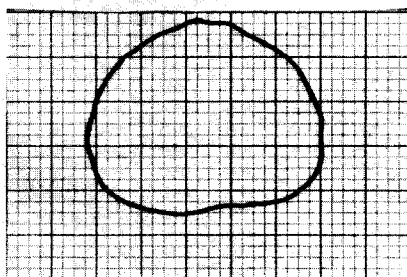
BEFORE IMPACT



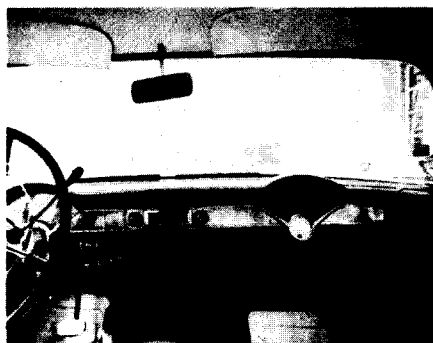
AFTER IMPACT



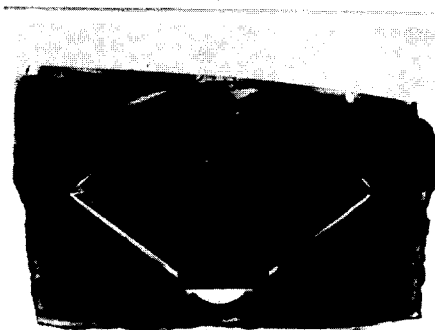
VELOCITY OF IMPACT (FT/SEC)	<u>26.0</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>7</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>18.0</u>
YEAR AND MAKE OF CAR	<u>56</u> <u>CHEV</u>



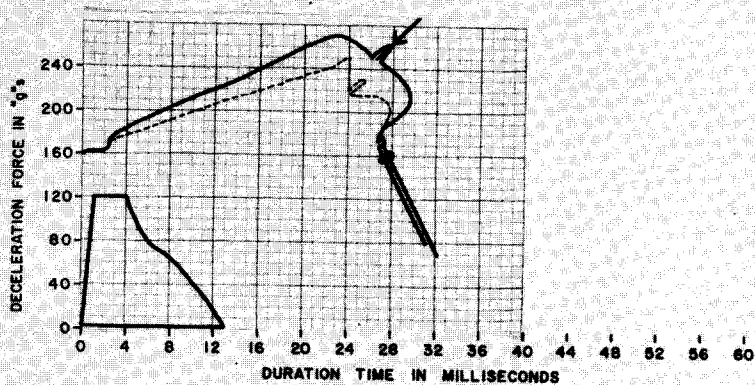
SHAPE AND AREA OF DEPRESSION



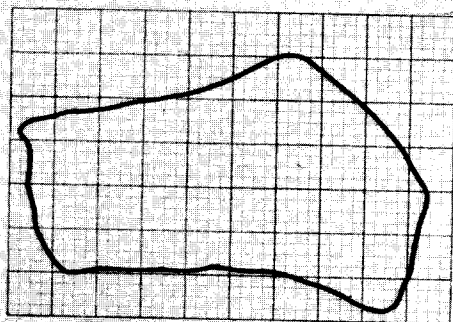
BEFORE IMPACT



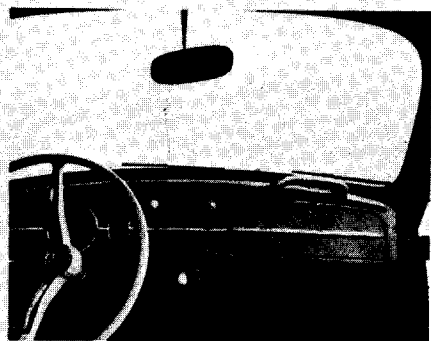
AFTER IMPACT



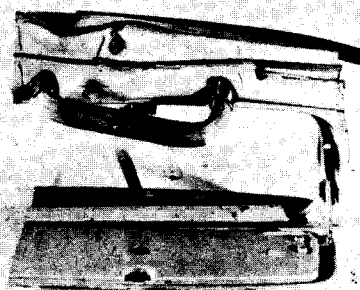
VELOCITY OF IMPACT (FT/SEC)	<u>26.4</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>FLAT/PROT. SHARP EDGE</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>35.5</u>
YEAR AND MAKE OF CAR	<u>63 VW</u>



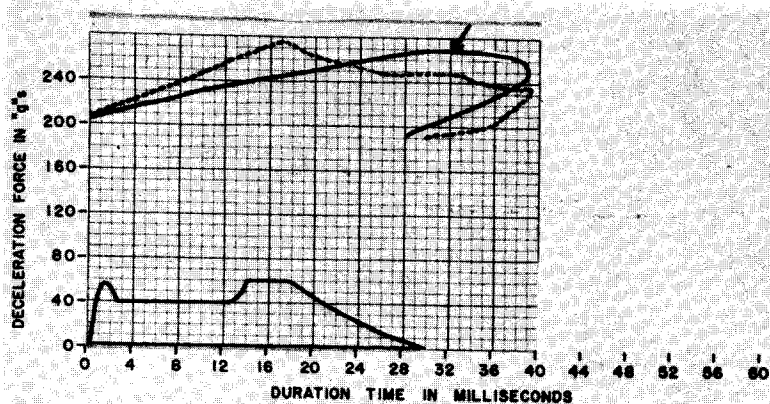
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 27.2

METAL THICKNESS
(INCHES) 0.45

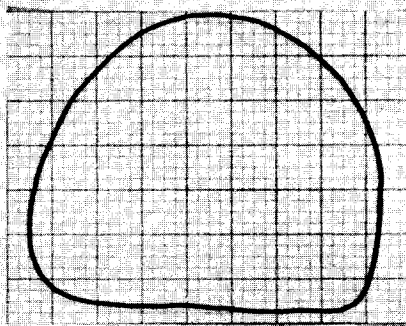
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 7 1/2

PADDED NO

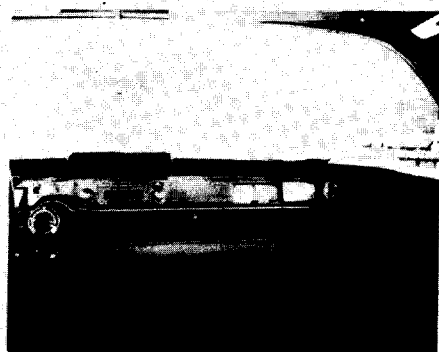
MAXIMUM DEPRESSION:
DEPTH (INCHES) 5/8

AREA (SQ. INCHES) 42.5

YEAR AND MAKE OF CAR 58 BUICK



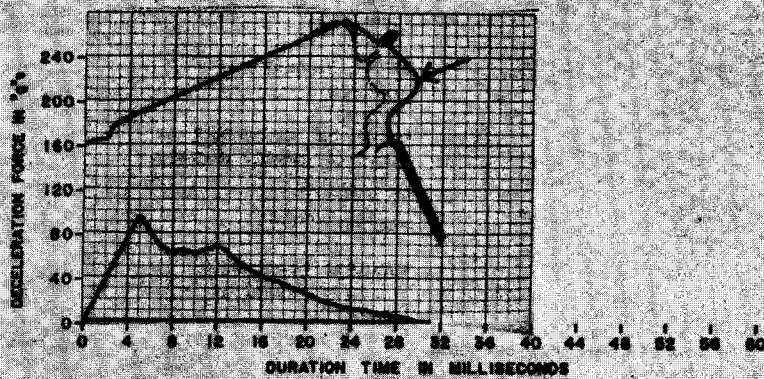
SHAPE AND AREA OF DEPRESSION



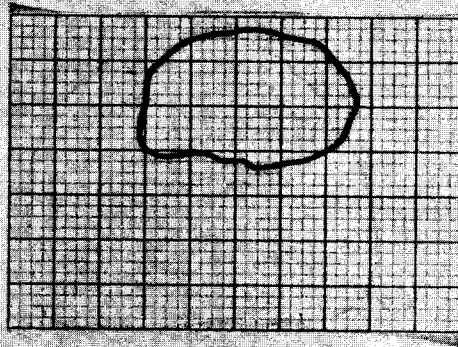
BEFORE IMPACT



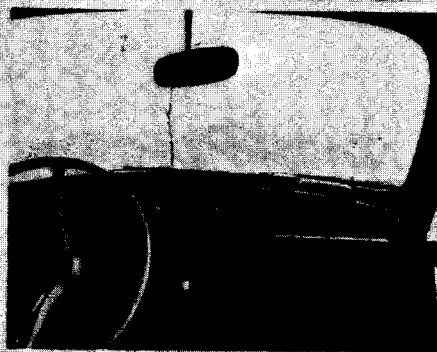
AFTER IMPACT



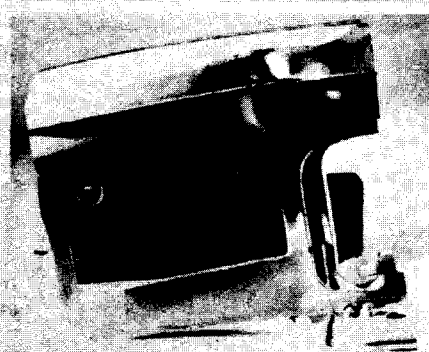
VELOCITY OF IMPACT (FT/SEC)	<u>27.2</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>11.5</u>
YEAR AND MAKE OF CAR	<u>63</u> <u>VW</u>



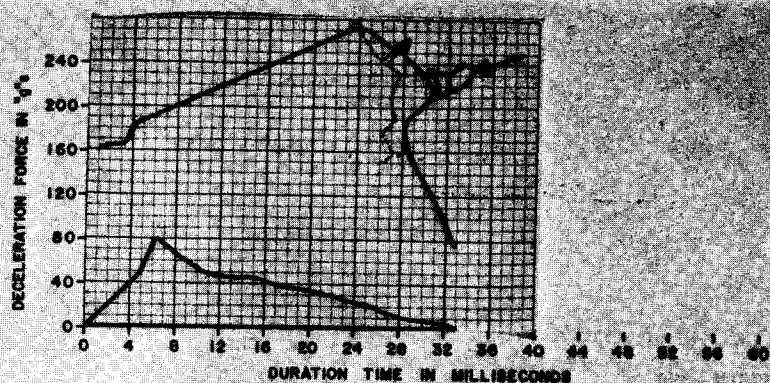
SHAPE AND AREA OF DEPRESSION



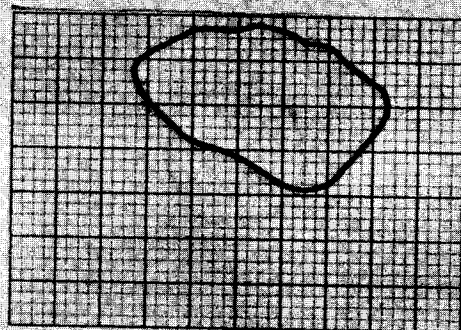
BEFORE IMPACT



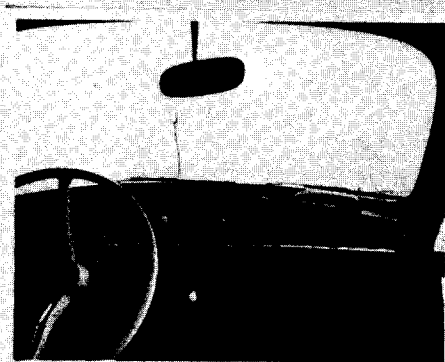
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>27.3</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/4</u>
PADDED	<u>RUB. COV. HANDLE</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1</u>
AREA (SQ. INCHES)	<u>13.7</u>
YEAR AND MAKE OF CAR	<u>63 VW</u>



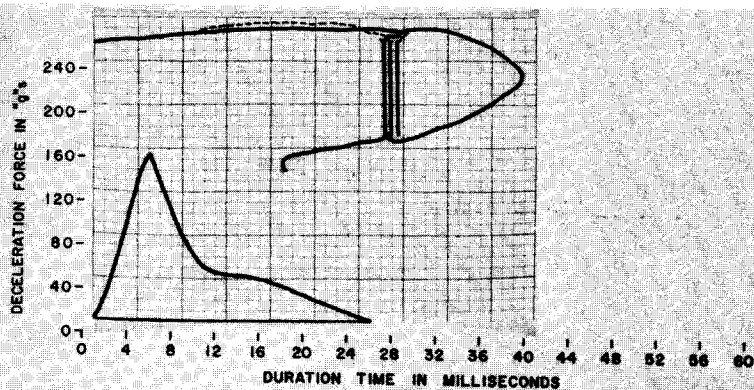
SHAPE AND AREA OF DEPRESSION



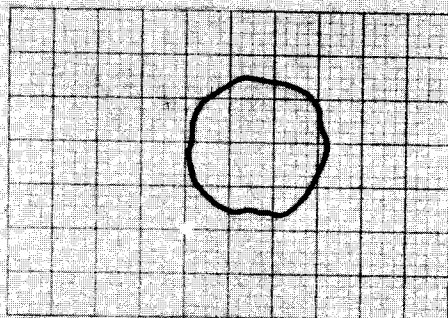
BEFORE IMPACT



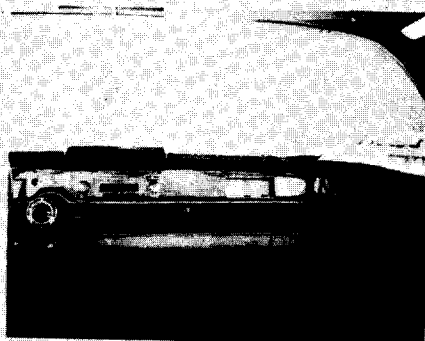
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>27.3</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>20</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1/4</u>
AREA (SQ. INCHES)	<u>7.5</u>
YEAR AND MAKE OF CAR	<u>58 BUICK</u>



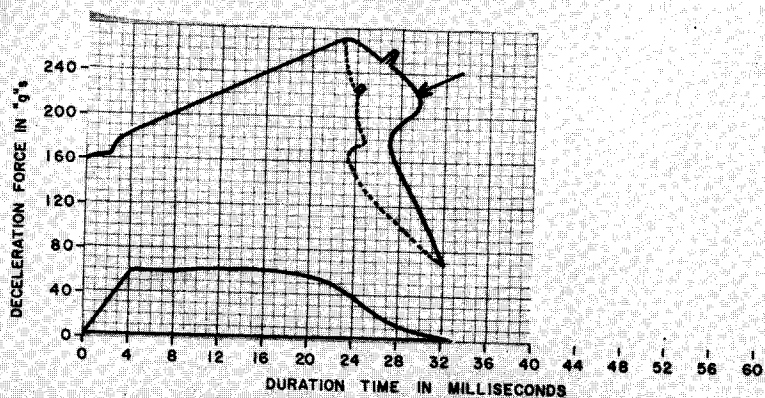
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 27.3

METAL THICKNESS
(INCHES)038

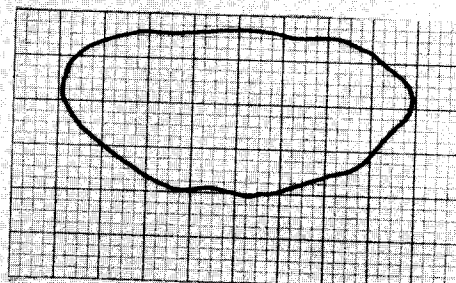
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) $\frac{1}{4}$

PADDED NO

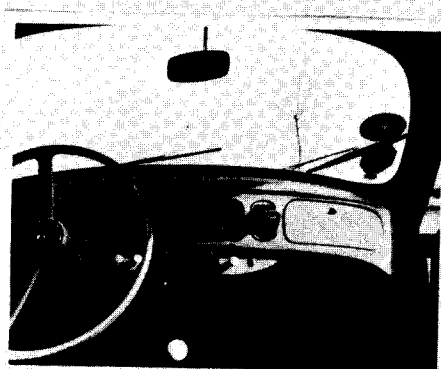
MAXIMUM DEPRESSION:
DEPTH (INCHES) $\frac{1}{2}$

AREA (SQ. INCHES) 22.4

YEAR AND MAKE OF CAR 63
VW



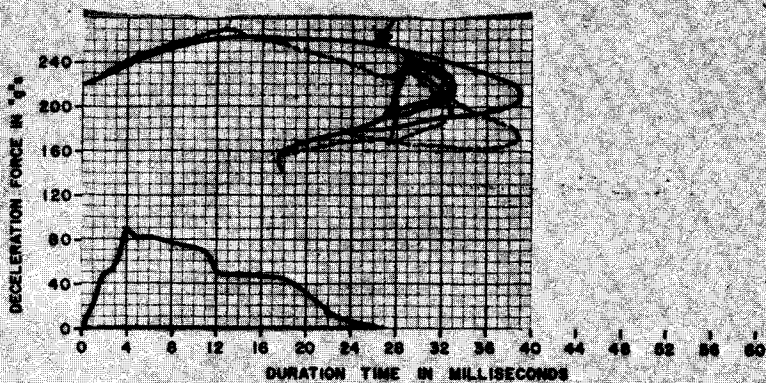
SHAPE AND AREA OF DEPRESSION



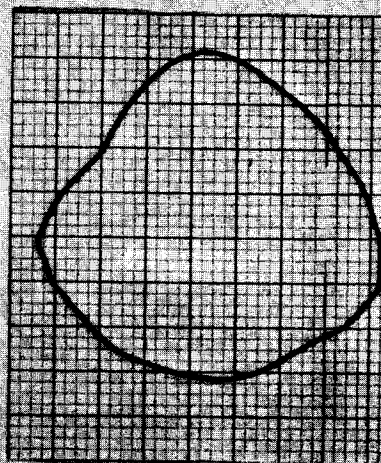
BEFORE IMPACT



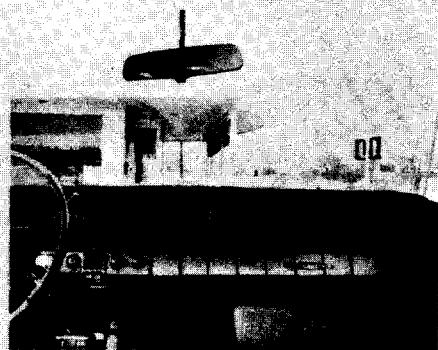
AFTER IMPACT.



VELOCITY OF IMPACT (FT/SEC)	<u>27.4</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10³/₄</u>
PADDED	<u>PADDED LIP</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/₄</u>
AREA (SQ. INCHES)	<u>38.6</u>
YEAR AND MAKE OF CAR	<u>61 PONTIAC</u>



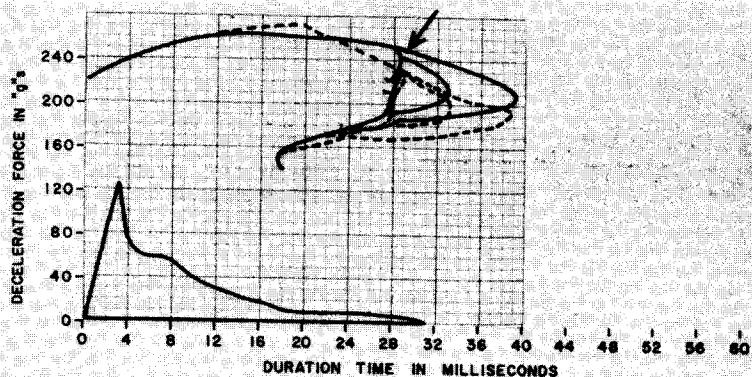
SHAPE AND AREA OF DEPRESSION



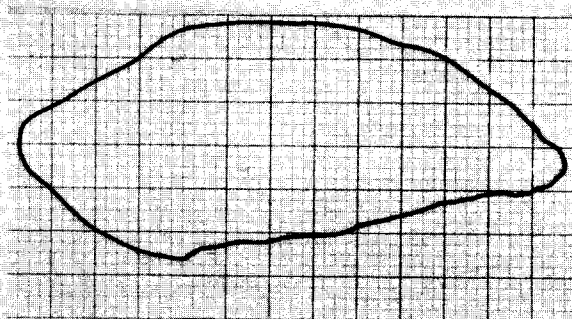
BEFORE IMPACT



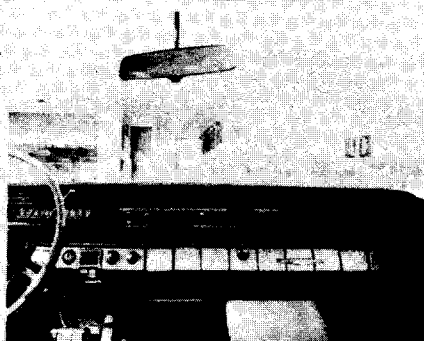
AFTER IMPACT



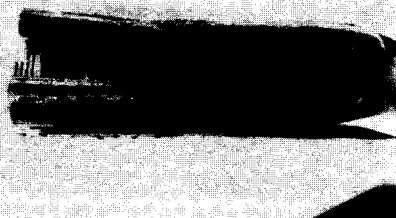
VELOCITY OF IMPACT (FT/SEC)	<u>27.5</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10³/₄</u>
PADDED	<u>PADDED LIP</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1¹/₂</u>
AREA (SQ. INCHES)	<u>45.4</u>
YEAR AND MAKE OF CAR	<u>61 PONTIAC</u>



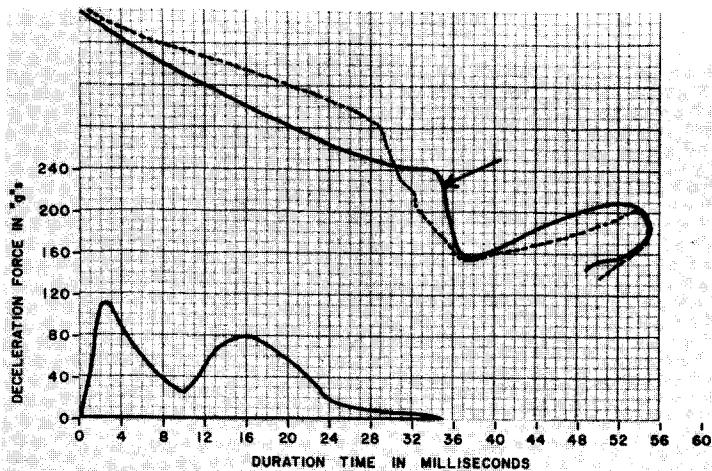
SHAPE AND AREA OF DEPRESSION



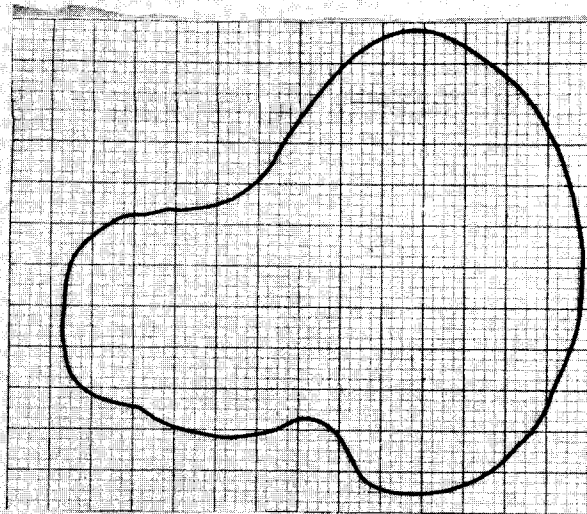
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>29.07</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>90.8</u>
YEAR AND MAKE OF CAR	<u>59 CHEV</u>



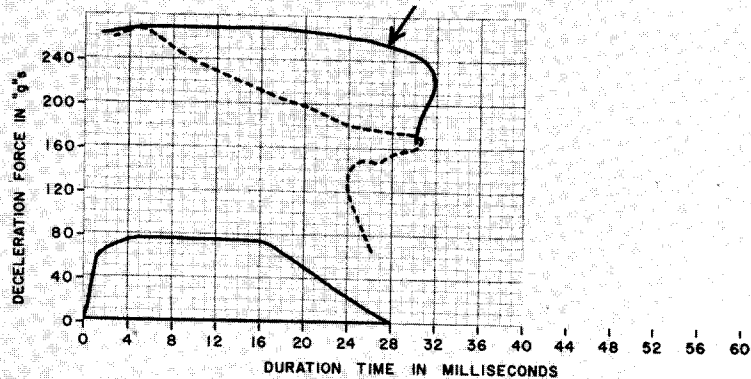
SHAPE AND AREA OF DEPRESSION



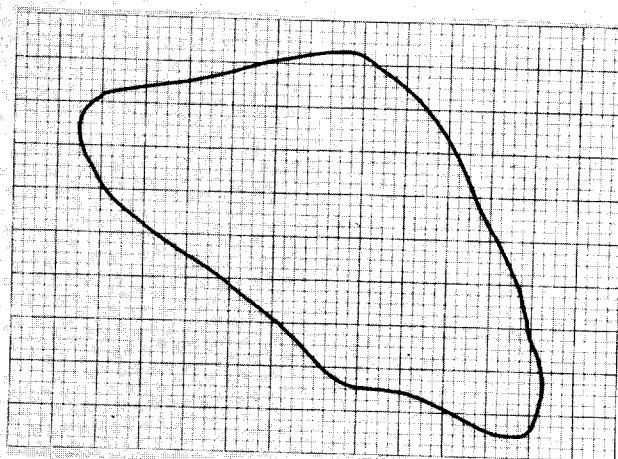
BEFORE IMPACT



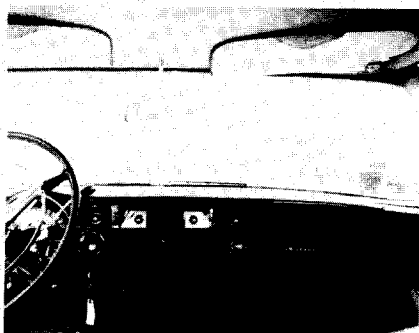
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>29.15</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>5</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2</u>
AREA (SQ. INCHES)	<u>53.9</u>
YEAR AND MAKE OF CAR	<u>55 PONTIAC</u>



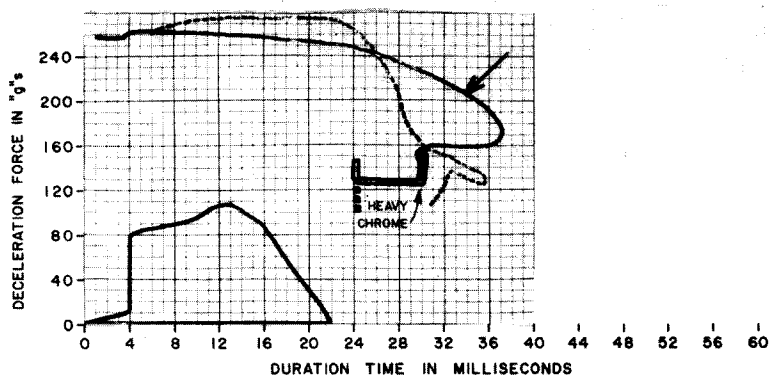
SHAPE AND AREA OF DEPRESSION



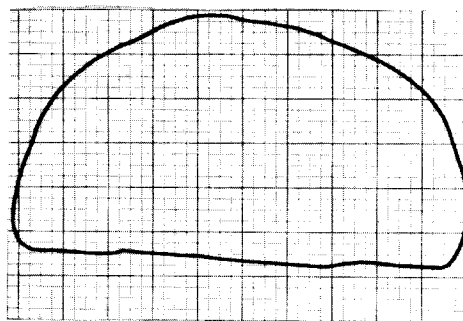
BEFORE IMPACT



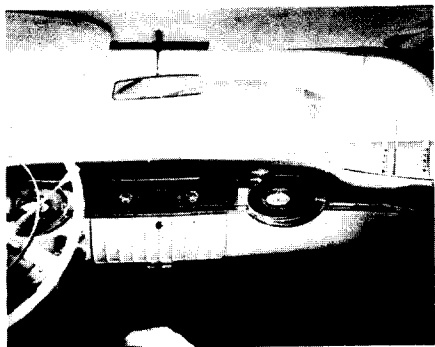
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>29.15</u>
METAL THICKNESS (INCHES)	<u>.049</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/2</u>
AREA (SQ. INCHES)	<u>45.2</u>
YEAR AND MAKE OF CAR	<u>54 OLDS</u>



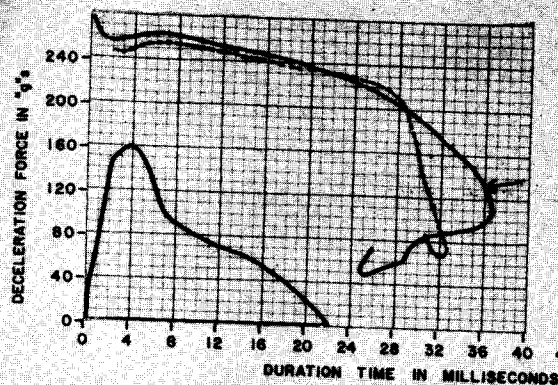
SHAPE AND AREA OF DEPRESSION



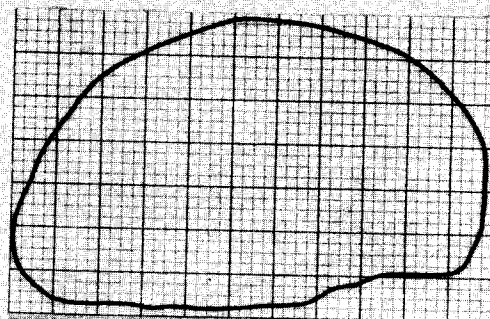
BEFORE IMPACT



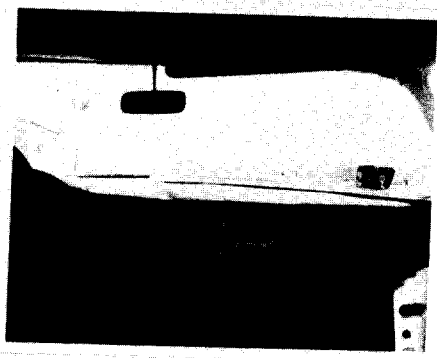
AFTER IMPACT



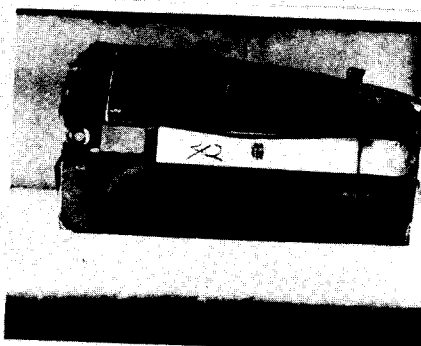
VELOCITY OF IMPACT (FT/SEC)	<u>30.1</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/4</u>
AREA (SQ. INCHES)	<u>56.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



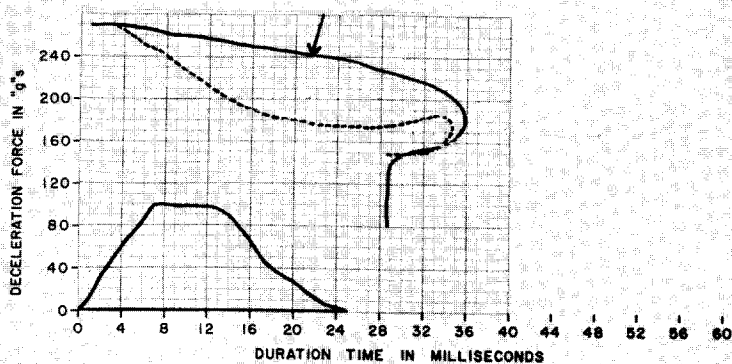
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



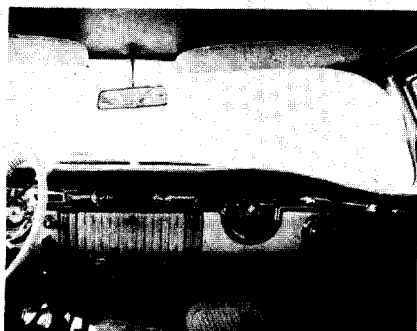
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>30.3</u>
METAL THICKNESS (INCHES)	<u>.042</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>17 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/2</u>
AREA (SQ. INCHES)	<u>112.0</u>
YEAR AND MAKE OF CAR	<u>55 OLDS</u>



SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT