

shall meet the injury criteria of §6.2.2, and §6.2.3.

§6.3 Rollover. Subject a vehicle to a rollover test under the applicable condition of §8 in either lateral direction at 30 mph with either, at the manufacturer's option, a test dummy specified in §8.1.3.1 or §8.1.3.2, placed in the front outboard designated seating position on the vehicle's lower side as mounted on the test platform. The test dummy shall meet the injury criteria of either §6.1.1. or §6.2.1.

§6. Injury criteria.

§6.1 Injury criteria for the Part 572, Subpart B, 50th percentile Male Dummy.

§6.1.1 All portions of the test dummy shall be contained within the outer surfaces of the vehicle passenger compartment throughout the test.

§6.1.2 The resultant acceleration at the center of gravity of the head shall be such that the expression:

$$\left[\frac{1}{(t_2 - t_1)} \int_{t_1}^{t_2} a dt \right]^{1.5} (t_2 - t_1)$$

shall not exceed 1,000 where *a* is the resultant acceleration expressed as a multiple of *g* (the acceleration of gravity), and *t*₁ and *t*₂ are any two points in time during the crash of the vehicle which are separated by not more than a 36 millisecond time interval.

§6.1.3 The resultant acceleration at the center of gravity of the upper thorax shall not exceed 60 g's, except for intervals whose cumulative duration is not more than 3 milliseconds.

§6.1.4 The compressive force transmitted axially through each upper leg shall not exceed 2250 pounds.

§6.2 Injury Criteria for the Part 572, Subpart E, Hybrid III Test Dummy.

§6.2.1 All portions of the test dummy shall be contained within the outer surfaces of the vehicle passenger compartment throughout the test.

§6.2.2 The resultant acceleration at the center of gravity of the head shall be such that the expression:

$$\left[\frac{1}{(t_2 - t_1)} \int_{t_1}^{t_2} a dt \right]^{1.5} (t_2 - t_1)$$

shall not exceed 1,000 where *a* is the resultant acceleration expressed as a multiple of *g* (the acceleration of gravity), and *t*₁ and *t*₂ are any two points in time during the crash of the vehicle which are separated by not more than a 36 millisecond time interval.

§6.2.3 The resultant acceleration calculated from the output of the thoracic instrumentation shown in drawing 78051-218, revision R incorporated by reference in Part 572, Subpart E of this chapter shall not exceed 60g's, except for intervals whose cumulative duration is not more than 3 milliseconds.

§6.2.4 Compression deflection of the sternum relative to the spine, as determined by instrumentation shown in drawing 78051-317, revision A incorporated by reference in Part 572, Subpart E of this chapter, shall not exceed 3 inches.

§6.2.5 The force transmitted axially through each upper leg shall not exceed 2250 pounds.

§7. Seat belt assembly requirements.

§7.1 Adjustment.

§7.1.1 Except as specified in §7.1.1.1 and §7.1.1.2, the lap belt of any seat belt assembly furnished in accordance with §4.1.2 shall adjust by means of any emergency-locking or automatic-locking retractor that conforms to §571.209 to fit persons whose dimensions range from those of a 50th percentile 6-year-old child to those of a 95th percentile adult male and the upper torso restraint shall adjust by means of an emergency-locking retractor or a manual adjusting device that conforms to §571.209 to fit persons whose dimensions range from those of a 5th percentile adult female to those of a 95th percentile adult male, with the seat in any position, the seat back in the manufacturer's nominal design riding position, and any adjustable anchorages adjusted to the manufacturer's nominal design position for a 50th percentile adult male occupant. However, an upper torso restraint furnished in accordance with §4.1.2.3.1(a) shall