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**PHOTOGRAMMETRY IN TRAFFIC ACCIDENT
RECONSTRUCTION**

**A Dissertation
Presented for the
Doctor of Philosophy Degree
The University of Tennessee, Knoxville**

**Lara Lynn O'Shields
August 2007**

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DEDICATION

There are several to whom I wish to dedicate this dissertation.

Firstly, this dedication goes to my paternal grandmother, Blanche O'Shields, who passed away in January 2004. Words can't express how my life was so richly blessed with you in it. I'll never forget your love, your words of encouragement, and your unique sense of humor. You had such a prevalent presence in my life; I was at your house more than my own at times. For this reason, you are partly responsible for whom I am today, and I thank you immensely for that. You were certainly a fine lady, Mamaw, and I'll never forget you.



Blanche and Lara O'Shields circa 1974

This dissertation is also dedicated to my maternal grandparents, Ann and Furman Smoak formerly of Canadys, South Carolina. They passed away in February and April 2005, respectively. As a child, I remember how I would get so excited when visiting their house. Papaw Smoak was such a sweet and kind soul; he instilled in me a love for nature and the outdoors. Mamaw Smoak was the best cook in the South and always had a gift waiting for me when I would visit. They remembered every single one of my birthdays with a card and a piece of money. I miss you two so much. Even though I reside in Tennessee, South Carolina will always be my other home.



Furman & Ann Smoak in SC in the late 1940's

I love you and miss you all so terribly.

Life won't be the same without you.

Finally, I dedicate this dissertation to all my family and friends (some who are begrudgingly unidentified), who have helped me emotionally, financially, and otherwise over the years. I couldn't have done this at all without your help.

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David O’Shields helping with Part II experiments

ABSTRACT

The aim of this research is to utilize PhotoModeler, a close-range photogrammetry software package, in various traffic accident reconstruction applications. More specifically, three distinct studies were conducted: 1.) vehicle crush measurement, 2.) road curve measurement, and 3.) an evaluation of common traffic accident reconstruction measurement methodologies.

The first study applied the photogrammetric process to controlled crash information generated by the National Highway Traffic Safety Administration (NHTSA). A statistical procedure known as bootstrapping was utilized to generate distributions from which the variability was examined. The “within” subject analysis showed that 44.8% of the variability is due to the technique itself and the “between” subjects analysis demonstrated that 55.2% of the variability is attributable to vehicle type—roughly half and half. Additionally, a 95% CI for the “within” analysis revealed that the mean difference (between this study and NHTSA) fell between -

2.52 mph and +2.74 mph; the “between” analysis showed a mean difference between -3.26 and +2.41 mph.

The second study focused on photogrammetry in road curve measurement. More particularly, this study applied photogrammetry to (simulated) road curves in lieu of traditional measurement methods, such as measuring tapes and measuring wheels. In this work, thirty (30) different radii of curvature of various known sizes were deliberately constructed. Then photogrammetry was used to measure each of the constructed curves. A comparison of the known “R’s” (control group) and photogrammetry’s value of “R” (treatment group) was then made. Matched Pairs or Paired Comparisons were then used to examine these two populations. The difference between the photogrammetry “R” and the known “R” range is between 0.001% and 0.874%. Additionally, we are 95% confident that the mean difference of the two techniques is between -0.33 and 0.51 feet. Since this interval contains zero, we can conclude that the two techniques do not differ.

The third study's aim was to learn what causes variation in three common traffic accident reconstruction measurement techniques: measuring tape, measuring wheels and photogrammetry. These three techniques were evaluated against a known benchmark distance measured by a total station. A full factorial 2^3 Design of Experiments study with four replicates was applied to each technique. The following results were found:

Measuring tape experiment: None of the main effects or cross-effects were significant. Measuring wheel experiment: Two main effects ($p < 0.0001$ and $p < 0.0060$) and all of the cross-effects ($p < 0.0079$ to 0.0345) were significant. Photogrammetry experiment: One main effect ($p < 0.0063$) and one cross effect ($p < 0.0325$) were significant. The measuring wheel is most sensitive to surface type (smooth or rough surface) and photogrammetry is most sensitive to digital resolution (low or high resolution).

TABLE OF CONTENTS

INTRODUCTION	1
General Introduction	2
Background	6
Photogrammetry in General	6
History	6
Theory	13
The Collinearity Condition	20
Collinearity Equations	22
PhotoModeler Software	24
Accuracy	25
Photogrammetry in Accident Reconstruction	28
Photogrammetry in Other Areas	34
Relevance of This Work	35
Bibliography	38
PART ONE—VEHICLE CRUSH MEASUREMENT	53
Abstract	54
Introduction	55
Selection of Samples	58
PhotoModeler Procedure	59
Description of the Software	59
Description of a Generic PM Procedure	59
Camera Calibration	60
Exemplar Modeling	62
Crushed Vehicle Modeling	64
EBS Determination	66
Crush Coefficient Determination	67
Computing EBS	70
Bootstrapping	71
Results	74
Within Subjects Design	74
Between Subjects Design	75
Bootstrapping	76
Conclusion	77

TABLE OF CONTENTS CONTINUED

Future Directions/Research	78
Bibliography	82
PART TWO—PHOTOGRAMMETRIC CURVE MEASUREMENT	84
Abstract	85
Introduction	86
Selection of Samples	87
Radii Construction	89
PhotoModeler Procedure	91
Description of the Software	91
Description of Generic PM Procedure	91
Camera Calibration	92
Targeted Cone Placement	93
Curve Modeling	95
Results	99
Conclusion	101
Future Directions	103
Bibliography	106
PART THREE—AN EVALUATION OF COMMON ACCIDENT RECONSTRUCTION MEASUREMENT METHODOLOGIES	108
Abstract	109
Introduction	110
Design of Experiments	110
History	110
DOE Variable Definition	111
Experimental Designs	112
Factorial Designs	113
2² Design	113
2³ Design	113
Analysis of Variance (ANOVA)	114
History	114

TABLE OF CONTENTS CONTINUED

The Delineated ANOVA Table	115
Research Design	115
Designing of the Experiment	116
Selection of Sample	121
Instrument Used	122
Photogrammetry Experiment	122
Measuring Wheel Experiment	122
Measuring Tape Experiment	123
Procedures	123
Total Station Measurement	123
Photogrammetry Experiment	123
Measuring Wheel Experiment	125
Measuring Tape Experiment	127
Results	128
Total Station Result	128
Results From Photogrammetry Experiment	129
Results From Measuring Wheel Experiment	130
Results From Measuring Tape Experiment	131
Conclusions	132
Measuring Wheel	132
Measuring Tape	133
Photogrammetry	134
Future Directions and Research	135
Bibliography	138
 APPENDIX 1—CAMERA CALIBRATION OF OLYMPUS C-5050 HIGH RESOLUTION	 140
 APPENDIX 2—RESULTANT SCREENSHOTS “BETWEEN” STUDY	 156
 APPENDIX 3—SPREADSHEETS CONTAINING INITIAL COMPUTATIONS OF CRUSH COEFFICIENTS (USING $b_0=5$ mph)	 167
 APPENDIX 4—SPREADSHEETS FOR CRUSH COEFFICIENT SENSITIVITY ANALYSIS	 178

TABLE OF CONTENTS CONTINUED

APPENDIX 5—EBS DETERMINATIONS FOR THE “WITHIN” SUBJECTS DESIGN	199
APPENDIX 6—EBS DETERMINATIONS FOR THE “BETWEEN” SUBJECTS DESIGN	202
APPENDIX 7—“WITHIN” BOOTSTRAP DATA	205
APPENDIX 8—“BETWEEN” BOOTSTRAP DATA	211
APPENDIX 9—CRUSH COEFFICIENTS FOR 1998 FORD CONTOUR	217
APPENDIX 10—REVIEWERS’ COMMENTS SAE PAPER 2004-01-1208	219
APPENDIX 11—SCREENSHOTS FOR PART TWO	225
APPENDIX 12—REVIEWERS COMMENTS PART TWO	241
APPENDIX 13—CAMERA CALIBRATION OF OLYMPUS C-5050 LOW RESOLUTION	245
APPENDIX 14—PICTURES FROM BENCHMARK MEASUREMENT DAY	253
APPENDIX 15—SELECTED PHOTOS FROM TAPE MEASUREMENT EXPERIMENT	260
APPENDIX 16-JMP PRINTOUTS WITH NOTES	264
Vita	268

LIST OF FIGURES

INTRODUCTION

Figure 1	Coordinate Conversion Example	19
Figure 2	The Collinearity Condition	21

PART ONE—VEHICLE CRUSH MEASUREMENT

Figure 1	Camera Calibration Grid	61
Figure 2	Result of Olympus C-5050 Calibration Procedure	62
Figure 3	Screenshot of 2003 Subaru Forrester	66
Figure 4	Crush Coefficient Determination	68
Figure 5	Crush Coefficient Sensitivity Analysis	69
Figure 6	Explanation of Bootstrapping Procedure	73
Figure 7	CMM Measurement Marks	79
Figure 8	Spreadsheet of New Crush Coefficient Method	81

PART TWO—PHOTOGRAMMETRIC CURVE MEASUREMENT

Figure 1	Steel Pin and Cable Used in the Study	89
Figure 2	Marking the Cable	90
Figure 3	Camera Calibration Grid	93
Figure 4	Result of the Olympus C-5050 Calibration Procedure	94
Figure 5	Targets for the Top of the Cones	95
Figure 6	Target Cone on a Mark	96
Figure 7	Arrangement of Cones Along a Radius	96
Figure 8	Chord and Middle Ordinate	99
Figure 9	Matched Pairs Results	102

PART THREE—AN EVALUATION OF COMMON ACCIDENT RECONSTRUCTION MEASUREMENT METHODOLOGIES

Figure 1	Illustration of CRD and RBD Designs	112
Figure 2	Part Three's Experiment Area	121
Figure 3	Equipment Used For PhotoModeler Experiment	125
Figure 4	A PhotoModeler Project With 8 Photos	126

LIST OF FIGURES CONTINUED

Figure 5	A PhotoModeler Project With 4 Photos	126
Figure 6	JMP Printouts for Photogrammetry Experiment	129
Figure 7	JMP Printouts for Measuring Wheel Experiment	130
Figure 8	JMP Printouts for Measuring Tape Experiment	131

LIST OF TABLES

INTRODUCTION

Table 1	History of Photogrammetry	14
Table 2	Reported Accuracies For Selected Photogrammetric Studies	27
Table 3	History of Photogrammetry in Accident Reconstruction	29
Table 4	Application of Photogrammetry In Other Areas	34

PART ONE—VEHICLE CRUSH MEASUREMENT

Table 1	Vehicles Used in the “Between” Subjects Design	58
Table 2	Results of the “Within” Subjects Design	75
Table 3	Results of the “Between” Subjects Design	76

PART TWO—PHOTOGRAMMETRIC CURVE MEASUREMENT

Table 1	Radii Selected for Use in This Study	88
Table 2	Results for the Study	100

PART THREE—AN EVALUATION OF COMMON ACCIDENT RECONSTRUCTION MEASUREMENT METHODOLOGIES

Table 1	2² Design	113
Table 2	2³ Design	114
Table 3	ANOVA Table	115
Table 4	Factors and Levels For Each Experiment	117
Table 5a	PhotoModeler Design Matrix	118
Table 5b	Measuring Wheel Design Matrix	119
Table 5c	Measuring Tape Design Matrix	119
Table 6	RBD with 5 Blocks	120

INTRODUCTION

General Introduction

This dissertation is a collection of three (3) experimental studies that focuses on PhotoModeler, a close-range photogrammetric software package, and its role in traffic accident reconstruction. Photogrammetry is the science and art of obtaining measurements from photographs, hence; photogrammetric measurements useful to Accident Reconstructionists are at the core of this dissertation. In the first two studies, the extracted photogrammetric measurements + engineering equations = information that is useful to the accident reconstructionist, such as speed prior to impact and the critical speed of a curve. (The third study is simply an evaluation of various measurement techniques available to accident reconstructionists, including photogrammetry.)

Part One of this work involves vehicle crush measurement using photogrammetry. If one can measure the amount of crush in a vehicle, the speed prior to impact may be determined either from crush alone or crush plus other engineering analyses; this, of course, is dependent on the particulars of the accident. The relationship of

crush and speed is approximately linear in nature or proportional to one another; the more the vehicle is crushed, the faster it was going prior to impact and vice versa. The crush analysis process essentially involves the collection of the following: 1.) Six (6) evenly-spaced crush measurements from the affected crush area 2.) Crush coefficients specific to the subject vehicle; they can be computed, estimated, or purchased 3.) Other information such as vehicle weight and width of crush. The above information is then used in the crush equation developed by Campbell [1] and later revised by McHenry [2], which will yield the energy dissipated by crush. Speed due to this energy (hence, the speed of the vehicle) can subsequently be computed.

Photogrammetric crush measurement involves creating a 3-D model of the superimposed crushed and exemplar vehicles with the photogrammetry software. The pre- and post-impact crush positions are known precisely, which makes it superior to other crush-measurement methodologies like measuring poles, measuring tapes, and tarp and plumb bob. Moreover, this study makes use of controlled crash data (in the form of photographs and other vehicle

information) generated by NHTSA. NHTSA conducts its frontal barrier crash testing at around 35 mph. So if this study's results are close to thirty-five (35) mph, all the better. For all intents and purposes, Part One is comprised of the following: photographs from the NHTSA frontal crash test reports are examined for photogrammetric feasibility; from "approved" reports/photographs, a 3-D model is generated and crush measurements are extracted; speed is computed using the aforementioned crush equations in a spreadsheet-type format; and finally an analysis using bootstrapping of this study's speed estimate versus the actual speed stated in the report was performed.

Part Two of this research concerns photogrammetric road curve measurement. Instead of using traditional measurement techniques such as measuring tapes or wheels, photogrammetry was used to measure curves. Thirty (30) known radii of curvature were deliberately constructed at a local airport using a pre-measured cable. Six (6) specifically made targeted traffic cones were used in this analysis; five (5) were placed along the arc of the curve and one (1) was placed directly across from the others. Various photographs

from various angles were then taken of the cones. The curves were ultimately measured by extracting an “l” or chord and an “h” or middle ordinate from the photogrammetry software. $r = \frac{l^2}{8h} + \frac{h}{2}$ was then used to generate an estimate for each of the photogrammetrically-induced radii. These radii (treatment group) were compared to the known radii (control group) and a statistical procedure called Matched Pairs or Paired Comparisons was used to investigate the two groups.

Part Three examines the inherent variation in three common accident reconstruction measurement methodologies: the measuring tape, the measuring wheel, and photogrammetry. A 2^3 full-factorial Design of Experiments study was performed to study these variations. A pre-measured distance of forty-eight (48) feet, established by a total station, was used as a benchmark measurement in this experiment. This benchmark distance was measured a grand total of one hundred and twenty (120) times in Part Three; each of the above techniques measured the benchmark forty (40) times (each technique utilized a 2^3 full factorial with four

(4) replicates, which equals forty observations total). The factors selected for this study are as follows: Measuring Tape—tape type (cloth or steel), amount of masking tape used (low or high), and exposure to the road (low or high). Measuring Wheel—surface type (smooth or rough), wheel diameter (small or large) and road exposure (low or high). Photogrammetry—Number of pictures (low (4) or high (8)), digital resolution of the camera (low or high), and road exposure (low or high). The statistical software program JMP randomly determined the sequence of each of the treatment combinations via the embedded DOE tool. Each of the treatment combinations were recorded and input into the DOE tool and were subsequently analyzed for statistical significance.

Background

Photogrammetry In General

History

“Photogrammetry”, as defined by the American Society for Photogrammetry and Remote Sensing (ASPRS), “is the art, science, and technology of obtaining reliable information about physical objects and the environment, through processes of recording,

measuring, and interpreting (photographic) images and patterns of electromagnetic radiant energy and other phenomena”; this is the definition from the ASPRS website [11]. It is interesting to note that this website definition and the Manual of Photogrammetry Fifth Edition [3] are nearly word-for-word except for the word “photographic”. The Manual (current as of 2004, but quoting the 1980 4th edition definition) includes the words “photographic images”. Perhaps the website definition is acknowledging the emergence and use of digital technologies; “photographs” can be construed by some as strictly coming from a film camera. Remote Sensing came a part of the American Society for Photogrammetry in 1975 [3] in name and in definition. The abovementioned definition which states “interpreting (photographic) images and patterns of electromagnetic radiant energy and other phenomena” obviously reflects the inclusion of remote sensing into ASPRS. For the purposes of this work, the American Society for Photogrammetry’s 1934 definition [3] will be rightfully appropriate: “The science and art of obtaining reliable measurements by means of photographs”, with the

understanding that “photograph” can mean either “digital photograph” or “film photograph” in the work of this research.

Since photogrammetry’s beginnings in the mid 19th century, its main objective was for map-making purposes [3] and in fact, still is [6]. Topographic photogrammetry has object to camera distances of up to many miles, for example; an airplane performing an aerial survey at 10,000 feet would fit into this category. Non-topographic photogrammetry or close-range photogrammetry has object to camera distances of inches to hundreds of feet; accident reconstruction applications like crush measurement and accident scene documentation belong here. The Handbook of Non-Topographic Photogrammetry [3] defines this distance to be not more than three hundred (300) meters or nine hundred eighty-four (984) feet.

Photogrammetry’s inception, from a practical or serviceable standpoint, began with the invention of photography in the mid 19th century; photogrammetry’s primary media, of course, are photographs. However, the optical principles that lay the foundation for photogrammetry actually came earlier—around two thousand

years earlier with Aristototele in 350 B.C. and later in 1492 with Leonardo da Vinci.

Photogrammetry, thus far, has evolved in four (4) different phases or cycles, with each reflecting the up-and-coming technologies of the day: The First Generation: Early Developments in Photogrammetry (1850 to 1900), The Second Generation: The Analog Phase (1900 to 1960), The Third Generation: The Analytical Phase (1960 to 1990), and The Fourth Generation: The Digital Phase (1990 to Present) [3, 4, 6, 12].

Before a discussion of the Four Generations is developed, there is a phase or cycle that is notable to mention which lays the foundation for all of photogrammetry, which will be called here the "Precursors to Photogrammetry" [4]. This particular phase includes all the developments leading up to the invention of photogrammetry, such as Durer's outlined Law's of Perspective (1525), Lambert's "Free Perspective", which combined mathematics with perspective and utilized them for map-making purposes (1759), and Daguerre's first practical photograph on metal plates, called Daguerreotypes (1837).

The emergence of photographs heralded a new era: The First Generation of Photogrammetry.

Generation One began when Colonel Aime Laussedat made maps from photographs in 1849. His efforts earned him the name "The Father of Photogrammetry". People using photogrammetry in this era would mount cameras onto balloons or kites to gain a higher viewpoint, however; these experiments usually yielded disappointing results for map-making purposes. Therefore, mapping operations (such as those carried out by Deville in Canada) largely utilized ground photography for their surveying functions.

The Second Generation of photogrammetry was dubbed the Analog Era. It was "flung" into existence by the invention of the airplane. Airplanes were mounted with large format cameras and photos would be taken of various terrains for map-making purposes. 3-D models could be subsequently generated from hardcopy 2-D images using optical or mechanical means. This was usually accomplished by large machines specifically designed for this purpose; The Autocartograph, Stereoplanigraph, and the Aerocartograph are some examples [4]. "When transparencies of

overlapping photos were properly oriented in their projectors, corresponding light rays from the two photos were projected through objective lenses to create an accurate model of the overlapping terrain, and a map of the model could be drawn” [14]. The map generated in this process is an analog of the images themselves, hence the name.

The computer was the impetus for the Third Generation, the Analytical Era. In this cycle, 3-D models were created mathematically from photographs (as opposed to being physically fashioned by machine in the previous era). The photogrammetric equations, highly mathematical, iterative, and analytical in nature, were now made useful with the advent of the computer. Previously, analytical solutions ran the risk of being riddled with errors and took enormous amounts of time to solve. The computer made analytical solutions practical [4, 7]. The analytical equations themselves have inclusions for object space coordinates, image space coordinates, and camera parameters, and will be discussed in a following section. Analytical photogrammetry was used primarily for topographical purposes,

however; non-topographic photogrammetry (aka close-range photogrammetry) got its start during this era.

The Fourth Generation, called the Digital Era, became apparent upon the creation of the charged-coupled-device (CCD), the primary component in digital cameras. Digital photogrammetry develops analytical solutions via digital images. Fraser [13] says “in the arena of non-topographic applications, digital photogrammetry has rendered film-based systems largely obsolescent.” Additionally, Wolf [14] states that “Digital photogrammetry can be performed at a savings in labor and in cost,” thereby circumventing the charge for the film itself and its processing, and time lost attributable to film processing and scanning. However, the use of digital photos is not without its critics. Unfortunately, digital photos have the ability to be “enhanced” with photographic software. This “enhancement” can range from the variation of the brightness and contrast values to a fraudulent manipulation of the components of the image itself, possibly revealing/removing elements that weren’t there initially. So in some situations, using film over digital images is not a failure of the application of technology, but simply a preference for a particular

documentation medium which may or may not have later legal implications. Table 1, History of Photogrammetry, delineates significant developments throughout these four phases.

Theory

Analytical photogrammetry, as mentioned above, is where the coordinates of the objects of interest (and subsequently their measurements) are computed mathematically with algorithms. Essentially what is taking place in analytical photogrammetry is a conversion of one coordinate system to another coordinate system [4, 15-20], i.e., 3-D to 2-D or the reverse. The first coordinate system, called object space, is 3-dimensional in nature. It is the “real world” in which we live. For example, the left corner of a desk has components in three directions, X, Y, and Z (object space is designated by the uppercase coordinates), when associated with some arbitrary coordinate system. The second coordinate system, called image space, is 2-dimensional in nature. A photograph (or digital image printed on paper) in and of itself has 2-D characteristics. Using the above desk example, one could easily identify the left corner of a desk in a photograph, which would have

Table 1. History of Photogrammetry

HISTORY OF PHOTOGRAMMETRY			
Date	Contributor	Contribution	Source
350 BC	Aristotle	Referred to the process of projecting images optically	[5]
1492	Leonardo da Vinci	Developed the principles of perspective and optical projection which forms the basis of photogrammetric theory	[4], [6], [7], [8]
Early 16 th Century	Desargues & Pascal	Mathematicians that had proven some of the laws of perspective	[4]
1525	Albrecht Durer	Outlined the laws of perspective and developed a mechanical device that produced a true perspective drawing	[4], [6], [7], [8]
1574	Aughtread	Constructed the first slide rule	[4]
Circa 1574	John Napier	Published tables of logarithms	[4]
Circa 1574	Blaise Pascal	Created a desk calculator	[4]
Circa 1600	Johannes Kepler	Gave a precise definition of stereoscopy	[4]
Circa 1600	Jacopo Chimenti	Produced the first hand-drawn stereo-picture pair	[4]
Circa 1630	Issac Newton and Gottfried von Leibnitz	Presented scholars with differential and integral calculus	[4]
1715	Brook Taylor	Published a book on linear perspective	[5], [9]
1726	F. Kapeller	Constructed a topographic map of Mt. Pilatus, near Lake Lucerne in Switzerland	[4]
1759	Schultz	Observed that silver nitrate blackens when exposed to sunlight	[4]
1783	Montgolfier	Made the first successful hot-air balloon flights near Paris	[4]
1837	Jacques Mande Daguerre	Created the first "practical" photographs on metal plates called daguerreotypes	[4], [5], [6], [8], [14]
1840	Dominique Francois Jean Arago	Advocated the use of photography by topographers to members of the French Arts and Science Academy	[4], [6]
1849	Aime Laussedat	First to use photographs for map making; "The Father of Photogrammetry"	[4], [6], [9]
1855	Tournachon (aka Nadar)	Obtained the first aerial photograph	[4], [6]
1858	Aime Laussedat	Suspended a camera with kites and balloons for map-making purposes	[4], [6]
1858	A. Meydenbauer	Performed surveys of historical monuments, churches, and buildings	[7]
1859	Aime Laussedat	Presented the use of the phototheodolite (a camera and theodolite) for map making to the Academy of Science in Paris	[4], [6]

Table 1. cont'd

HISTORY OF PHOTOGRAMMETRY			
Date	Contributor	Contribution	Source
1867	Aime Laussadat	Publicly exhibited the first known phototheodolite and a plan of Paris based on photographic surveys	[4], [6]
1868	Chevallier	Developed the photographic plane table	[4], [6]
1871	Ernst Abbe	Studied the design of optical elements and their combination with an intense mathematical basis	[4]
1885	George Eastman	Used nitrocellulose as a film base and later (1890) replaced the photographic dry plate for roll film	[5], [6]
1886	E. Deville	Used ground Photogrammetry for topographic mapping of the rugged mountains of Western Canada	[4], [5], [7], [9]
1893	A. Meydenbauer	Published a paper on photographic surveying in which the term "Photogrammetry" was first used	[4]
1896	E. Deville	Invented the first stereoscopic-plotting instrument	[4], [6]
1899	Sebastian Finsterwalder	Published "Fundamental Geometry of Photogrammetry" a seminal paper on analytical Photogrammetry	[4], [6]
1901	Carl Pulfrich	Designed the first stereocomparator, the first photogrammetric instrument manufactured by Zeiss	[5], [6]
Circa 1901	Henry George Fourcade	Independently developed a similar stereocomparator to Pulfrich's	[6]
1902	Wright Brothers	Invented the airplane	[5], [6], [14]
1907	Ritter von Orel	Developed the first stereoautograph	[6]
1910		The International Society for Photogrammetry was formed	[7]
1913		The airplane was first used for obtaining photographs for mapping	[5], [14]
1914	Arthur and Norman Brook	Physically mounted an aerial camera to an airplane instead of holding the camera over the side	[6]
1921	Reinhard Hugershoff	Created the first analog plotter called the autocartograph	[4], [6]
1923	Zeiss Works	Produced a plotting instrument known as the Zeiss Stereoplanigraph	[4]
1924	Otto von Gruber	Derived the projective equations and their differentials which are fundamental to analytical Photogrammetry	[6]
1926	Reinhard Hugershoff	Created the Aerocartograph, a lighter version of the Autocartograph	[4], [6]
1930's	TVA & USGS	Undertook the topographic mapping of the entire Tennessee river basin by aerial Photogrammetry (40,000 square miles)	[4], [14]
1930	Earl Church	Developed analytical solutions to space resection, orientation, intersection, rectification, and control extension using direction cosines	[4], [6]
1934		The American Society for Photogrammetry was formed	[4]
1941	Zure	Invented the computer in Germany	[6]

Table 1. cont'd

HISTORY OF PHOTOGRAMMETRY			
Date	Contributor	Contribution	Source
1942	Bausch & Lomb Optical Company	Engaged in a comprehensive manufacturing program for photogrammetric optics, photointerpretation equipment, and map-producing devices	[4]
1943	Aitken	Independently invented the computer in the US	[6]
1951	Everett Merritt	Extended Church's work by making it more complete and published a complete exposition of his work in analytical photogrammetry in 1958	[4], [6]
1953	Helmut Schmid	Developed the principles of modern multi-station analytical photogrammetry using matrix notation	[4], [6]
1955	Duane Brown	Developed new approaches to camera calibration on the utilization of the bundle adjustment	[4], [6]
1956	Paul Herget	Developed an approach to analytical control using vector notation	[4], [6]
1957	Uki Helava	Invented the analytical stereoplotter	[4], [6]
Late 1950's	G.M. Schut	Applied the coplanarity concept to analytical triangulation	[4], [6]
1959	Hellmut Schmid	Applied the least-squares method to the simultaneous solution to any number of photographs and the first photogrammetrist to plan his solutions in the anticipation of high-speed computers	[4]
1951 to 1967	Gilbert Hobrough	Helped to develop Digital Photogrammetry through various inventions	[6]
1959 to 1972		The Corona program was the first major satellite photo intelligence gathering system during the cold war	[4]
1967 to 1992	Uki Helava	Helped to develop Digital Photogrammetry through various inventions	[6]
1971	Houssam Karara	Developed Direct Linear Transformation (DLT), a method that does not require camera calibration data	[6]
1980's to 1990's		Expanded development and utilization of the conversion of hard-copy photographs to digital form via scanners	[4]
1990's to Present		CCD (Charged Couple Devices) allow for non-photographic imaging and the direct digital storage to computers	[6]

associated 2-D coordinates (x & y, lowercase) with respect to an arbitrary 2-D coordinate system. The third coordinate system, which this author terms "model space", is 3-D in nature. This 3-D space is reconstructed from the 2-D photographs. Note that in order to perform this type of reconstruction, a minimum of two (2) photographs are required. Some accident reconstruction applications only require 2-D photogrammetry, such as documentation of a road scene—here only one (1) photo is needed. But 3-D applications, such as vehicle crush measurement, require a minimum of two (2) photos to get that third dimension. For clarification, think about the human eyes. With only one (1) eye, we can see only in 2-D. But with both eyes, we see in 3-D because each eyeball has a slightly different perspective of the subject and the brain fuses or combines the two scenes. A similar situation is the children's toy, the Viewmaster. Photos of the Viewmaster are taken with a stereocamera, which is a two-camera or a two-lens specialty camera which takes two (2) photos of a slightly different perspective simultaneously. The result when looking through the Viewmaster is a 3-D image that has depth, or a stereomodel.

In this work, the coordinate conversions are as follows: 3-D (object space) $\rightarrow$ 2-D (image space) $\rightarrow$ 3-D (model space). This is illustrated with an example in Figure 1. On the far left in Figure 1, we have a 3-Dimensional car that exists in the “real world” or Object Space. If we want, we can give, say, the left corner of the hood, a 3-D coordinate (X, Y, and Z). In the center of Figure 1, we have several 2-D representations or photographs of the 3-D object. We could, if necessary, identify the same point (left corner of the hood) in at least three (3), probably four (4) of those photographs. The points on the photographs would be of the form (x, y) and would be considered to be in Image Space. The right-most portion of Figure 1 is a screenshot from Case #5 in Part One of this work. In the upper-left corner of the screenshot, one can see PhotoModeler’s 3-D Viewer, which is a black-filled window with a wire-frame model of the car. After much manipulation of the PhotoModeler software, and through the magic of analytical photogrammetry, a 3-D model can be recovered or recaptured from the 2-Dimensional photographs.

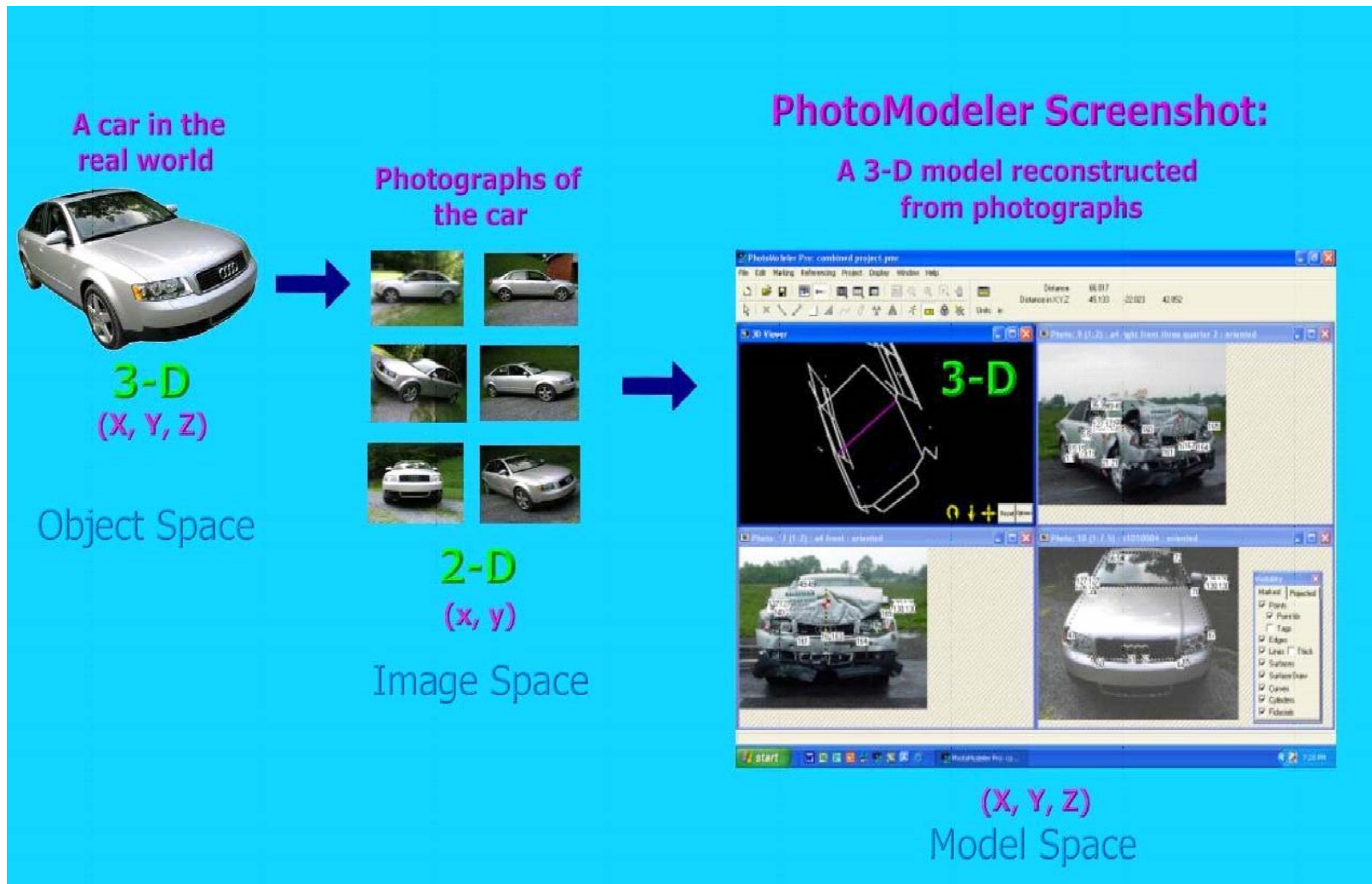
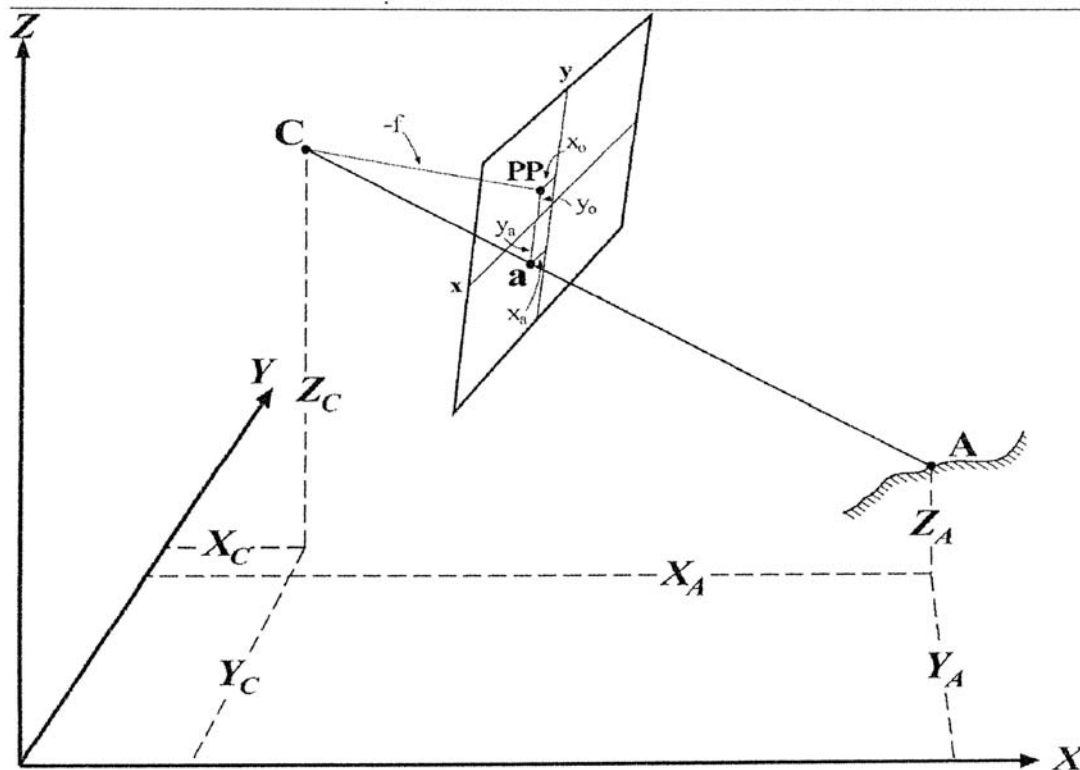


Figure 1. Coordinate Conversion Example

Objects in the 3-D Viewer have coordinates of the form (X, Y, Z) and exist in Model Space. Only after a 3-D model is created can measurements be extracted. When operating within PhotoModeler, coordinate systems are automatically assigned to the project, so the act of going from 3-D to 2-D to 3-D (object to image to model) is a seamless operation unknown to the user, however; seasoned PhotoModeler users can find indications of this process in various locations throughout the software.

The Collinearity Condition

The Collinearity Condition [4, 5, 16, 17], the basis behind the collinearity equations, is illustrated in Figure 2. The Collinearity Condition requires that the object point A , the perspective center C (at the camera lens) and the image point a , all lie in a straight line. This straight line requirement is exploited to develop the collinearity equations. In Figure 2, one can see the straight line requirement of A , a , and C . " A " possesses the three (3) coordinates X_A , Y_A , and Z_A (uppercase denoting object space) and " a " has its respective 2-D image space coordinates x_a and y_a . Note that " A " and " a " are homologous; they are the same point, but in different coordinate



systems. In the collinearity equations, the image point "a" is put in terms of the principal point "PP" and its respective coordinates x_0 and y_0 . The principal point is where the principal ray (the straight-line ray that travels from point "A" through the center of the lens to the center of the imaging plane unrefracted [4, 16, 21]) intersects the image plane, and is usually the center of the negative or CCD. In Figure 2, "PP" appears not to be in the center as it should be, but for illustration, it was (probably) offset to demonstrate that it also possesses its own respective image space coordinates. "-f" is the

focal length of the camera (sometimes it is denoted with a "+f", depending on which convention is used) and "C" denotes the center of the camera lens with its respective object space coordinates X_C , Y_C , and Z_C . In reality, each camera has inherent lens distortion, making this straight-line assumption invalid, however; cameras that are calibrated (either via a calibration program or calibration certificate) have these lens distortion characteristics known, making it a much more accurate device for measuring (camera calibration is the process of taking photos of a special grid from a variety of angles to determine lens distortion, principal point location, focal length, and format size). The author has calibrated several cameras for this work and other works using PhotoModeler's embedded camera calibrator program; the results of the calibrations are located in the Appendix 1 and 13.

Collinearity Equations

As mentioned previously, the collinearity condition is used to develop the collinearity equations. The collinearity equations [4, 5, 16, 17] associate 3-D object space to 2-D image space in a mathematical fashion. They relate the 2-D image space coordinates

in terms of principal point, focal length, camera location, camera rotation, and the 3-D coordinates of the object point. The derivation of the equations will not be done here. The reader is referred to the Manual of Photogrammetry [4] or one of the many other photogrammetry texts available [5, 17, 18, 20]. The equations are as follows:

$$x_A = x_0 - f \left[\frac{m_{11}(X_A - X_C) + m_{12}(Y_A - Y_C) + m_{13}(Z_A - Z_C)}{m_{31}(X_A - X_C) + m_{32}(Y_A - Y_C) + m_{33}(Z_A - Z_C)} \right]$$

$$y_A = y_0 - f \left[\frac{m_{21}(X_A - X_C) + m_{22}(Y_A - Y_C) + m_{23}(Z_A - Z_C)}{m_{31}(X_A - X_C) + m_{32}(Y_A - Y_C) + m_{33}(Z_A - Z_C)} \right]$$

where:

x_A and y_A	are A's image space coordinates
X_A, Y_A , and Z_A	are A's object space coordinates
X_C, Y_C , and Z_C	are the object space coordinates of the camera
m_{11} thru m_{33}	are the coefficients of the Rotation Matrix
x_0 and y_0	are the image space coordinates of the principal point
f	is the focal length of the camera lens

The Rotation Matrix, in terms of camera rotation angles ω , ϕ , and κ , is as follows:

$$m_{11} = \cos \omega \cdot \cos \phi$$

$$m_{12} = \cos \omega \cdot \sin \phi$$

$$m_{13} = -\sin \omega$$

$$m_{21} = \sin \kappa \cdot \sin \omega \cdot \cos \phi - \cos \kappa \cdot \sin \phi$$

$$m_{22} = \cos \kappa \cdot \cos \phi + \sin \kappa \cdot \sin \omega \cdot \sin \phi$$

$$m_{23} = \sin \kappa \cdot \cos \omega$$

$$m_{31} = \cos \kappa \cdot \sin \omega \cdot \cos \phi + \sin \kappa \cdot \sin \phi$$

$$m_{32} = \cos \kappa \cdot \sin \omega \cdot \sin \phi - \sin \kappa \cdot \cos \phi$$

$$m_{33} = \cos \kappa \cdot \cos \omega$$

PhotoModeler Software

It is not known precisely how analytical photogrammetry solutions are performed within the PhotoModeler Pro Software, however; it is assumed that the collinearity equations are used in some capacity. Many times in the PhotoModeler software help files [21] the collinearity condition is indirectly referenced particularly in the areas which explain how PhotoModeler works. The author is reluctant to contact PhotoModeler directly for information on their algorithm—most likely this is intellectual property and/or a proprietary secret. In fact, the PhotoModeler website states in a 2001 press release that their algorithm “is the result of more than 8 years of development and contains many of the known leading solution methods along with a number of proprietary improvements” [22]. But EOS Systems Inc. (PhotoModeler’s parent company) does concede on the website and help files that a “bundle adjustment” is used and processing is executed in three stages (orientation, global optimization, and self-calibration) for the arrival of an optimal solution. The inclusion of a description of this process will not be

done here; readers are referred to the sources above for more clarification.

Accuracy

Photogrammetric accuracy can range from low (1:5000) to high (1:50,000) and its cost is typically proportional to its accuracy (\$1000 to \$100,000, respectively) [46]. The notation of 1: N, with N being some number is a common technique to depict accuracy in photogrammetry. This methodology is a much better descriptor of accuracy than saying "It's ½ of an inch off." This statement tells the interested persons little to nothing about the scale of the project being measured, but 1: N incorporates the scale automatically into this expression. Being 0.5 of an inch off is rather good if the project is around 500 feet in length (1:12,000) but not so good if the project were about 1 ft in length (1:24). Conversely, a 1:10,000 accuracy could apply to a 50ft object (0.06 of an inch in error) or to a 1ft object (0.0012 of an inch in error) [47]. The following table is a summary of a sample of photogrammetric studies in which their accuracies are reported. It is interesting to note that PhotoModeler's accuracies range from 1:75 to 1:30,000. Alan Walford (president of

EOS Systems) states on the PhotoModeler website that 1:300,000 “could be the project accuracy” and “for most projects the accuracy would be lower than this” [28]. While researching the literature the author uncovered variety of software packages that were used in the studies such as PhotoModeler, Foto-G, OrthoMAX, self-developed software, and others. The majority of the studies provide a declaration of a benchmark measurement, with the preferred technique being the Total Station. A benchmark measurement is a reference measurement by which the study’s measurements are compared. (The Total Station is well-regarded in terms of accuracy, but equipment cost and usability are common drawbacks.) One can see from a quick look of the table that a whole host of accuracies are realized. This author’s previous accuracies with PhotoModeler are about 1:750 for crush measurement projects and up to 1:5400 for a bank robbery project (forensic photogrammetry). Potential users of photogrammetry will have to decide how much budgetary constraints will play when purchasing software; as said before, accuracy is proportional to cost in most cases. Overall, PhotoModeler is a very good buy in terms of accuracy and value. Table 2 is as follows:

Table 2. Reported Accuracies For Selected Photogrammetric Studies

TABLE OF ACCURACY SUMMARIES				
Author	Application	Benchmark	Software/Method Used	Reported Accuracy
Kullgren, et al. [23]	Vehicle Crush (TAR)	Not Given	Self-Developed Software	1:325
Rentschler & Uffenkamp [24]	Vehicle Crush (TAR)	CMM	Imetric	1:4250
Switzer & Candric [25]	An Accuracy Study for AR's	Total Station	PhotoModeler	1:75 to 1:5500
Pepe et al. [8]	An Accuracy Study for AR's	Total Station	FotoGram, Plantran, TRANS4, and Others	1:50 to 1:125
Zicarelli [26]	Industrial PG	Not Given	PM ³ Lite	1:3100
Aguilar et al. [27]	Agricultural PG	Laser Scanner	Shape Capture	1:2400
PhotoModeler Website [28]	Accuracy Table on Website	Not Given	PhotoModeler	1:350 to 1:300,000
Deng & Faig [29]	An Accuracy Study	Total Station	PhotoModeler	1:800 to 1:1700
Fraser and Riedel [30]	Industrial PG	Not Given	Austrailis	1:9000
Fenton et al. [10]	Vehicle Crush (TAR)	Not Given	PhotoModeler	1:1400
Jordan et al. [31]	PGM of Horse Hooves	CMM	PhotoModeler	1:2500 to 1:5000
Chandler et al. [32]	PG Accuracy Study	Total Station	Imagine's Ortho BASE Pro	1:1000 to 1:8000
Guarnieri et al. [33]	Architectural PG	Total Station	PhotoModeler	1:600 to 1:2700
Tumbas et al. [34]	An Accuracy Study for AR's	Total Station	Fotogram, Plantran, TRANS4, and Others	1:200
Hanke [35]	A PM Accuracy Study	Total Station	PhotoModeler	1:1700 to 1:8000
Jauregi et al. [36]	PGM of Bridge Deflection	Total Station	FotoG-FMS	1:1700 to 1: 8000
Pappa et al. [37]	PGM of Space Antennas	Not Given	PhotoModeler	1:5000 to 1:28000
Delorme et al. [38]	Medical PG	CT Scan	Self-Developed Software Using DLT	1:86 to 1:1200
Fedak [39]	Industrial PG	Total Station	PhotoModeler	1:6700 to 1:23000
Townes & Williamson [40]	An Accuracy Study for AR's	Total Station	PhotoWin 35	1:2400
Brashington & Smart [41]	PG in Geomorphology	Total Station	Imagine's OrthoMAX	1:700 to 1:1750
Lane et al. [42]	PG in Geomorphology	Total Station	Imagine's OrthoMAX	1:800
Pottler et al. [43]	PGM of Solar Concentrators	Not Given	Vision Measurement System (VMS)	1:47000
Wallace et al. [44]	PG in Aerospace	Not Given	Self Developed Software	1:1350
Mills and Carty [45]	PM in Vehicle Crush (TAR)	Total Station	PhotoModeler	1:250
KEY: TAR=Traffic Accident Reconstruction; AR's=Accident Reconstructionists; PG=Photogrammetry; PGM Photogrammetric Measurement; DLT=Direct Linear Transformation				

Photogrammetry In Accident Reconstruction

The first use of photogrammetry for traffic accident reconstruction use, according to this Berling [32], was in 1932 by German police. Several sources maintain that photogrammetry was used for the first time in 1933 (or 1934, depending on which source one chooses) in Zurich Switzerland. Nonetheless, these first uses probably functioned with stereo-cameras and plotters; in other words, specialty machines would trace/draw maps sourced from two photographs of the accident scene. Graphical methods were prevalent in traffic accident reconstruction until the advent of the computer; as the PC became more available to the masses, analytical methods (using the mathematical/collinearity equations to make measurements) became practical and the norm. The fact is that the majority of the material is published after 1980—this directly corresponds to the increased use of computers. Table 3 outlines the history of photogrammetry in accident reconstruction. A sincere attempt was made to include all articles that could be acquired, but some articles were in different languages (prevalently in German & Chinese); obviously, those sources could not be embraced.

Table 3. History of Photogrammetry in Accident Reconstruction

HISTORY OF PHOTOGRAMMETRY IN ACCIDENT RECONSTRUCTION			
Date	Contributor	Contribution	Source
1932	Zeiss Works	German police suggested to the Zeiss firm to develop photogrammetric equipment for police use. The result was the DK 120.	[48]
Either 1933 or 1934	Zurich Switzerland Police	The first known instance where photogrammetry was used for accident reconstruction purposes; used stereo-cameras	[49], [50], [51], [52], [53], [84]
1935	German Police Agencies	Close-Range Photogrammetry was adopted for police use	[53]
1952	Doris L. Rock	Used analytical photogrammetry (computed by hand) to determine the length of skid marks	[49]
1954	Bertil Hallert	Used stereo-photogrammetry to measure deformation in a model airplane wing	[54]
1960	D.I. Burnett	A summary paper which mentions that photogrammetry is used for "road traffic accidents"	[55]
1963	Robert N. Colwell	Photography is unfortunately not always recognized by all "as an unbiased source of truth" and hence photogrammetry and photo interpretation	[56]
1964	John N. Schernhorst	Various types of photogrammetry (single photo, stereo-photogrammetry, and x-ray photogrammetry) are available for accident/crime investigation	[50]
1964	James R. Salley	Advocates the use of stereo-photogrammetry in lieu of measuring tapes or pacing for traffic accident investigation	[51]
1967	Iruma City, Japan Police	Obtained a specialty vehicle outfitted with stereo-cameras for "accident disposal"	[53]
1970	Dietrich W. Berling and Karl Zeiss	Describes photogrammetric equipment instruments used in collision investigation by German police and the importance of a "true to scale" survey of the accident scene	[48]
1971	Thomas M. Lillesand and James L. Clapp	Evaluated stereometric camera systems in traffic accident reconstruction. The authors "concluded that stereometric methods can significantly improve the collection, accuracy, preservation, and presentation of metric accident data"	[52]
1974	Clifford G. Bryner	A final report from a NHTSA grant which covers the use of a fabricated stereo-camera system from consumer components in accident scene measurement, vehicle deformation measurement and anthropometric measurement	[57]
1976	Robert L. Bleyl	Employed a hand technique (rectification) to convert traffic accident scenes from a perspective view and converted it to a top-down view from which measurement could be made	[58]
1976	Joel Kobelin	Uses a truck outfitted with a stereometric camera system for the specific purpose of mapping traffic accident scenes in Florida	[59]
1978	William G. Hyzer	A quick manual photogrammetric method that employed perspective grids; limited use for flat surfaces only; buildings, streets, etc.	[60]
1979	A.O. Quinn	Advises the photogrammetrist on what to expect when testifying about his/her photogrammetric products in a court of law	[61]
1980	Robert M. Haralick	Informs the reader to the theory behind 2-D and 3-D perspective scene transformation and applies this transformation to an example	[62]
1980	A.W. Thebert	Utilizes a reverse-projection technique which consists of digitizing equipment and a computer algorithm that converts perspective pictures to a top-down map for making measurements of skid marks	[63]
1980	Sanjib K. Ghosh	Describes the use of close-range photogrammetry for traffic accident in Japan by police. Specialty vehicles with mounted stereo-cameras are used throughout Japan with much success	[53]
1980	Allan D. Howarth	A thesis that shows that a simple system consisting of non-metric cameras and perspective grid theory meets or exceeds conventional methods. This was accomplished through a review of literature, interviews of (police) personnel, and planned experimentation	[64]
1981	A. Lozzi & J. Chapman	Uses a single stereo-photogrammetric technique to determine the displacements and velocities of dummies in a car-to-pole side impact	[65]
1982	J.P. Verriest	Uses cinephotogrammetry to get the dynamic deformation of the torsos of cadaveric specimens or animals (pigs); the experiment itself simulates conditions similar to a vehicle crash	[66]

Table 3. cont'd

HISTORY OF PHOTOGRAMMETRY IN ACCIDENT RECONSTRUCTION			
Date	Contributor	Contribution	Source
1983	Francois Mesqui & Peter Niederer	Studied the head trajectories of pedestrian surrogates in a simulated vehicle-pedestrian collision via cinephotogrammetry	[67]
1984	Peter Niederer & Max Schlumpf	Cinephotogrammetry was used to study the impact of variable vehicle front geometry on the trajectories of pedestrian heads in a simulated accident	[68]
1984	P. Waldhausl & H. Kager	Used a self-developed photogrammetric package called ORIENT to examine traffic accident scenes in Austria	[69]
1985	Haim B. Papo	Developed a proposed method for the analysis of deformations of engineering objects and structures using close-range photogrammetry	[70]
1985	W. Hoechtl	Stereo-photogrammetry was used at VW to measure the crush deformation of vehicles engaged in crash tests	[71]
1985	John F. Kerkhoff	Extracted information (measurements) from photos using graphical techniques that follow the principals of perspective	[72]
1985	Peter Niederer et al.	Used a single-view photogrammetric technique for accident scene documentation with the assistance of computers that helped with image analysis	[73]
1985	Steven L. Birge	Developed a system that exploited the geometry of perspective and created a specialized adapted theory for their own use for real-time highway documentation	[74]
1986	Larry Gillen	A report on forensic photogrammetry at the ASPRS-ACSM meeting. Various photogrammetric and legal topics are discussed	[75]
1986	Wilfried Wester-Ebbinhaus & Ulrich E. Wezel	Used a metric photogrammetric system, the Rolleiflex SLX, in the deformation analysis in the Porsche car crash tests. Talked about the benefits over a traditional measuring technique.	[76]
1986	Larry Gillen	Utilized stereo-photogrammetry to map deformations. A stereo-camera, surveyor's range poles, and a stereo-plotter are used in this technique	[77]
1986	Kevin C. Breen & Carl E. Anderson	A paper that reports how photogrammetry was useful in a case study involving measurements of a windshield	[78]
1986	Wesley D. Grimes et. al.	A paper that shows that FOTOGRAM can be utilized for accident reconstruction purposes; illustrated with a single case.	[79]
1986	J. Rolly Kinney & Bill Magedanz	TRANS4 is a photogrammetric program that will transform 4 points hence the name from a real surface to a photograph surface; illustrated with a single example	[80]
1986	Janet Brelin et al.	Discussed FotoGram, a 2-D photogrammetric software package. FotoGram was developed by GM for accident reconstruction purposes	[81]
1986	J. Stannard Baker	A topic in a manual for traffic accident investigators. Tells readers how to utilize graphical techniques for accident map reconstruction; mentions stereocameras and their associated plotters	[132]
1988	Gregory C. Smith	A dissertation in which a mathematical model for dealing with single-photo situations is presented. Self-developed computer programs are created to assist in this work.	[82]
1988	Jack Whitnall et al.	The authors utilize reverse camera projection to extract measurements for a 2 year old case in which the intersection of interest was completely repaved and revamped.	[83]
1989	Taichi Oshima & Kiyoshi Oyamada	Summarized the current state of a country-wide implementation of specially outfitted photogrammetric vehicles for police use in Japan	[84]
1989	T.K. Koo	Developed a photogrammetric system that integrates a DLT analytical algorithm with a CAD program for accident mapping. The DLT algorithm is self-developed.	[85]
1989	Michael D. Pepe et al.	Discussed the history and theory of photogrammetry. Several case studies in which photogrammetry was employed were mentioned also.	[8]
1989	Terry D. Day and Randall L. Hargens	An article which warns about the misapplication of computer programs in accident reconstruction. Photogrammetry is mentioned; says of 4 control points, 3 must not be in a straight line	[86]
1989	Gregory C. Smith & Douglas Allsop	A review paper of single-image photogrammetric methods. A summary of dissertation; discusses his self-developed single-photo analytical method	[87]

Table 3. Cont'd

HISTORY OF PHOTOGRAMMETRY IN ACCIDENT RECONSTRUCTION			
Date	Contributor	Contribution	Source
1990	Robert Godding	VW used photogrammetry to evaluate a dummy's deformations and motion during crash tests	[88]
1990	Terry D. Day & Randall L. Hargens	A section in a topic of a manual for traffic accident reconstruction. Illustrates graphical photogrammetry with an example of how to measure skids using a single photo.	[133]
1991	T.K. Koo & Y. B. Aw	A refinement of a previous technique where this technique allows shaded renderings of accident scenes.	[89]
1991	Masary Yeyama, et. al.	The authors studied various deformation patterns of vehicles from various start positions. Photogrammetry was used to measure the deformations (used a stereo-camera system)	[90]
1991	Albert V. Karvelis, et. al.	The authors developed a Photogrammetry Vision System (PVS) to analyze the deformations in high speed crash tests	[91]
1991	Ronald L. Woolley, et al.	Vehicle crush is determined using the "Two-Image Camera Reverse-Projection Method"; this technique was compared to the results of a Total Station	[92]
1992	Andrew C. Henry	Photogrammetry and traditional survey techniques were used to generate a 3-D model of a hill on which an accident occurred	[93]
1992	W. Faig et. al.	A technique was developed for vehicle-damage investigation; employed the use of a non-metric stereo-camera and a slide projector-tablet digitizer-microcomputer combination	[94]
1993	Annette L. Rizer et. al.	VROOM (Visual Reconstruction of Object Motion), a specialized cinephotogrammetry program, was used to reconstruct the vehicle's kinematics from film or video in a large environment	[95]
1993	A.T. Campbell and Richard L. Friedrich	A CAD program was used to model items first of a known nature, and next unknown items. These scenes are matched in the CAD program and measurements are subsequently extracted	[96]
1993	Pepe, Michael E. et. al.	Evaluation of the accuracy of 3-D photogrammetry by examining four situations: 1. planar 2. non-planar 3. non-planar compound 4. crush	[97]
1994	A. Kullgren, et. al.	Developed a photogrammetric system by which the exterior deformations of nearly 500 cases and 15 different car models have been examined. Time in the field and time to process photogrammetric measurements have been reduced greatly.	[98]
1994	A. Kullgren, et. al.	A more comprehensive version of the above study. Same study. Utilized non-technical and technical personnel. Used 2 models for each vehicle: an exemplar and a crushed and then made measurements separately (I use a superimposed method)	[23]
1994	Nicholas S. Tumbas et. al.	One 2-D and six 3-D experiments were evaluated for accuracy. Non-metric and metric cameras were used as were different photogrammetric programs (FotoGram, Trans4, Plantran)	[34]
1995	Ron Rohde	Used Adobe Photoshop to transform images without the use of photogrammetry software. Once the images were transformed, they are suitable for measurement extraction	[99]
1995	A. Kullgren et al.	An entire fleet of one particular make and model of car was outfitted with low-cost accelerometers. The interiors of the cars were evaluated and linked to the injuries of the occupants. Photogrammetry helped them to "judge the interior contacts."	[100]
1995	Donald F. Rudny & David W. Sallmann	An experiment not performed. An instruction-type paper that informs accident reconstructionists about the procedures on how to survey a scene with electronic survey equipment. Talks about how electronic survey can be important to photogrammetry in accident reconstruction situations	[101]
1995	Bruce W. Main and Eric A Knopf	A report on a new technique developed by the authors; an extension of the camera reverse projection technique (using model cars) was used to get the measurements needed	[102]
1996	Paul Duignan et. al.	A photogrammetric system at the Roads and Traffic Authority in N.S.Wales Australia examined 500 vehicles to date. A modification of the Lie [23] system was used	[103]
1996	Michael D. Pepe et. al.	Instead of rectifying a number of points (or line drawings) the authors rectified the entire image using DIREC, thereby supplying a great deal of more information as opposed to traditional methods	[104]

Table 3. Cont'd

HISTORY OF PHOTOGRAMMETRY IN ACCIDENT RECONSTRUCTION			
Date	Contributor	Contribution	Source
1996	Yih-Ping Huang et. al.	Two photos were used by the authors—one was supplied and one was “synthetic”—so that measurements could be extracted from the scene. A mathematical relationship relates the dimensions of the 2 photos.	[105]
1996	Fay & Gardner	The authors use a pseudo-camera-reverse-projection technique to verify actual photos of a scene to the animation for accuracy.	[106]
1997	William E. Cliff et. al.	Compared to PC-Rect’s (2-D) results to survey results. Only good for flat scenes. Typical scenes are rectified with in a 1% accuracy.	[107]
1997	Stephen Fenton & Richard Kerr	A report of a newly developed technique. The authors generated an accident scene diagram using one “ole” and many “new” photographs. (The new photographs have features in common with the old photo.)	[108]
1998	A. E. Peterson et. al.	Developed a photogrammetric program called TRIPLET based on the collinearity equations to study velocity and acceleration at 2 particular intersections in Canada using video-taped footage.	[109]
1998	Harry W. Townes & James R. Williamson	Completed an accuracy study using an accident scene. Used ICE (Iteration of the Collinearity Equations) in this study. Uses single and multiple photos and two different focal lengths.	[110]
1998	David J. Massa & Roger W. Barrette	The authors state that 3DD can assist in a computer-reverse projection photogrammetry analysis when mapping a vehicle	[111]
1999	Mohammed Obaidat	Used a system that integrated stereo-photogrammetry and GIS to collect and process traffic accident data. Outputs are 3-D coordinates and time.	[112]
1999	David A. Switzer & Trevor M. Candric	The authors conducted a study to understand the specific variables affecting the accuracy of PhotoModeler, such as camera info known/unknown, fiducials present/not present, digitizing technique, image cropping, and number of control points	[25]
1999	Stephen Fenton et. al.	PhotoModeler was used by the authors to analyze a single vehicle’s crush and to determine its EBS. PhotoModeler did the photogrammetry and EDCRASH determined the EBS.	[10]
1999	David J. Massa	A report of a technique in which accident scene information was located not from photographs (as in photogrammetry) but from animations or computer-generated images	[113]
1999	Walter Rentschler & Volker Uffenkamp	The authors use photogrammetry to measure the deformation during Phorche crash tests. Claims there is a reduction of 50% in measuring costs verses traditional measuring techniques	[24]
1999	Bruno Esteve et. al.	Discussed the use of photogrammetry in the measurement of drivers’ visibility fields using a fish-eye lens	[114]
1999	Ruldolf Limpert	A section in a traffic accident reconstruction manual. Informs readers to a couple of graphical photogrammetric methods: the linear method and the grid field method	[134]
2000	Lara L. O'Shields	A Master’s Thesis that concerned the use of PhotoModeler in accident reconstruction; more specifically the measurement of a single vehicle deformation case compared against NHTSA crash test results and a single pre-measured accident scene.	[115]
2000	Stephen Fenton, et. al.	PhotoModeler was used to determine crash severity and assist in the study of occupant kinematics. Very close to their 1999 SAE paper.	[116]
2000	Scott A. Cooner & Kevin N. Balke	A study that involved the determination of the feasibility of integrating photogrammetry into how Texas DOT and police agencies document crash scenes. Includes a survey of police agencies currently using photogrammetry.	[117]
2000	Zonghe Guo et. al.	Developed a video camera/self-developed software system to document traffic accidents in China. Presents the theory used & calibration data, but results from a traffic accident are not presented	[118]
2000	Samuel R. Rod	An article in a magazine aimed at those who use imaging equipment. Contains basic information on photogrammetry used in crime scenes and accident reconstruction	[119]
2001	William G. Hyzer	A chapter out of an online forensic reference book. Would bemore aptly entitled “Forensic Photography” rather than “Forensic Photogrammetry.” Lightly uses graphical and analytical photogrammetric methods.	[120]

Table 3. Cont'd

HISTORY OF PHOTOGRAMMETRY IN ACCIDENT RECONSTRUCTION			
Date	Contributor	Contribution	Source
2001	H. Becker et. al.	Created a new photogrammetric vehicle documentation system at VW. Vehicles' deformations are later examined for directional force estimation and for assistance in the accident reconstruction	[121]
2001	Stephen Fenton et. al.	In lieu of using a transparency to match the accident scene (the traditional camera-matching method), the computer software is used to match the scene. A case study was utilized where the results of the camera matching technique was compared against a surveyed scene with known dimensions	[122]
2001	Bryan C. Randles et. al.	PhotoModeler was used to aid in the verification/validation of pedestrian throw equations at a particular intersection in Helsinki, Finland equipped with a video camera	[123]
2001	Carol H. Waters & Scott A. Cooner	Suggested the use of photogrammetry to alleviate traffic jam situations due to traffic accidents. This alleviation might help in the prevention of road rage	[124]
2001	J. Stannar Baker et. al.	A chapter in a traffic investigation manual. Covers graphical techniques such as grids. Reverse camera projection and computer reverse projection are included. Discusses mathematical methods and computer programs	[135]
2003	Dirk Behring et. al.	Researchers at VW examine vehicle crash test deformation using photogrammetric software called TRITOP. Can measure up to 5000 points in less than two hours	[125]
2004	Lara L. O'Shields et. al.	Used PhotoModeler to examine NHTSA crash tests and verified the computed EBS value to the actual test speed. The variations were examined with bootstrapping. 45% of the variability is due to technique, 55% of variability is due to vehicle type	[126]
2004	William T.C. Neale, et. al.	The authors documented three different scenes/items with video, as opposed to using still photographs for photogrammetric purposes. Used a software program called Boujou 2.0.	[127]
2005	Robert V. McClenathan et. al.	Applied "real-time" photogrammetry in crash tests to study dummy occupant motion and vehicle deformation. FalCon eXtra 4.05 was the software used in this study.	[128]
2005	Fiona Coyle et. al.	The authors compared PhotoModeler's results to tape measure and measuring jig/pipes in a single crush measurement experiment	[129]
2005	Angelo Toglia et. al.	Four types of projects were completed in this work: 1. single-photo calibrated/2. inverse camera and 3. multi-photo calibrated/4. inverse camera. Three accident scenes were analyzed under different conditions. Claimed to have presented new tools/methodologies in the application of PhotoModeler	[130]
2005	Raymond M. Brach & R. Matthew Brach	Included a photogrammetry chapter in a traffic accident reconstruction text. Discusses reverse projection, planar (2-D) photogrammetry, and 3-D photogrammetry. Also photogrammetry in vehicle crush is mentioned	[15]
2006	Clifford C. Chou	Photogrammetry was used in a dynamic setting in a roll-over crash test using camera matching. Vehicle roll angle and rate were measured with photogrammetry and compared with vehicle sensors. Roll angles were in close agreement with the sensors; rate data was not.	[131]

Photogrammetry in Other Areas

It would be a great injustice to discuss photogrammetry by not discussing the other areas beneficially affected by this great art and science. There is a wide variety of the application of photogrammetry. Table 4, Application of Photogrammetry in Other Areas is by no means a comprehensive, all-inclusive list of possibilities; it is simply a mere sampling of uses.

Table 4. Photogrammetry in Other Areas

PHOTOGRAMMETRY IN OTHER AREAS			
	Application Description	Software	Source
Forensic	Compared bank video to actual suspect and found similarities in gait and other measures	PhotoModeler	[136]
Forensic	Introduced a preliminary study that attempts to make identification of persons from surveillance cameras using photogrammetry	PhotoModeler	[137]
Forensic	Photogrammetry assisted in the matching of a muzzle of a gun to wounds on a person's face	RolleiMetric	[138]
Forensic	A soft-tissue injury to the face was matched to tire tracks using photogrammetry	RolleiMetric	[139]
Architectural	Used PhotoModeler to help document and conserve Brazil's historic towns and urban areas	PhotoModeler	[140]
Architectural	Mounted a camera on a RC helicopter; took video of various national treasures; extracted stills from video; used PhotoModeler to create 3-D of national treasure	PhotoModeler	[141]
Architectural	A tutorial on the theory, procedures, and tools for architectural documentation via photogrammetry	PhotoModeler	[142]
Engineering	Photogrammetry was used to measure the amount of deformation of the wings of wind-tunnel models to help compute aerodynamic force	Self-developed	[143]
Engineering	PhotoModeler was used to model an automotive exhaust system and body.	PhotoModeler	[144]
Engineering	Iowa DOT used photogrammetry with low-flight helicopter photography for mapping in highway engineering.	SoftPlotter	[145]
Engineering	PhotoModeler helped to study acoustical phenomena of bells. A bell sounds differently while it is being struck and shortly after being struck.	PhotoModeler	[146]
Engineering	Used PhotoModeler, video cameras, lasers, and filters to study the dynamic properties in solar sails which are clear or aluminum	PhotoModeler	[147]
Engineering Education	Outlines a lab exercise for undergraduate mechanical engineering students. Used PhotoModeler Lite to model and measure some arbitrary part	PhotoModeler Lite	[148]
Biological	PhotoModeler was used to measure the surface area of corals and other irregular objects utilizing underwater photography	PhotoModeler	[149]

Relevance of This Work

There are a host of advantages for using photogrammetry in traffic accident reconstruction. The preceding sections maintain that photogrammetry is accurate and widely used in accident reconstruction (AR), but why? The following is a list of reasons (in no particular order) which make photogrammetry beneficial for the AR field:

- **Cost:** PhotoModeler, in comparison with other photogrammetry packages, is very affordable. PhotoModeler 6.0 sells for around \$1000 USD. Some photogrammetry packages mentioned previously costs \$100,000 +. PhotoModeler requires no specialized equipment—just a computer and a consumer-grade camera of your choice.
- **Efficiency:** Using photogrammetry results in less time in the field. The photos can be taken of the object of interest (a car, or an accident scene) and the much needed measurements can be obtained at a later time at the office. Also it has been written that photogrammetry may help alleviate traffic jam

situations which could help prevent further delays (and further accidents, see below) since it is quicker than total stations [117, 124].

- **Safety:** Photogrammetry is a safer alternative to using conventional measurement techniques because it is generally quicker. This is because personnel are not placed in harm's way (in the path of traffic) for as long when documenting accident scenes using photogrammetry [117, 124].
- **Accuracy:** The previous section attests to photogrammetry's accuracy. Its accuracy is in excess of what is required for most accident reconstruction applications. Speed estimates from skids and the CRASH3 algorithm require much less that what photogrammetry is capable of doing.
- **Timeless application:** Photogrammetry can be used at the time of the accident or even years later. Sometimes the accident reconstructionist is given photos of a vehicle that was crushed many years earlier. Perhaps that vehicle, in its crushed state, is not available for inspection because it was scraped, repaired, or even destroyed. Photogrammetry can determine

the amount of crush (and hence, a proper delta-v) for that vehicle even if it doesn't exist anymore. In this sense, photogrammetry is timeless; it doesn't care if the car was crushed two years ago even two days ago—it still can do the job. The same can go for accident scenes. Many times the scene has been “revamped” either by repaving or reconfiguration. It is possible for photogrammetry to extract needed measurements from the scene photos just as long as some components remain the same—like road signs, guard rails, manhole covers, and other prominent landmarks.

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PART ONE
VEHICLE CRUSH MEASUREMENT

Part One is lightly revised version of a paper published at the 2004 SAE World Congress in Detroit by Lara L. O'Shields, Tyler A. Kress, John C. Hungerford, and C.H. Aikens:

O'Shields, Lara L. et. al. "Determination and Verification of Equivalent Barrier Speeds (EBS) Using PhotoModeler as a Measurement Tool" SAE Paper 2004-01-1208, SAE International, Warrendale, PA, 2004. (126)

The content of this publication was an extension of O'Shields' Master of Science Thesis work. The Master's work and the PhD's work are similar in that they both used NHTSA's controlled crash data, however; they are dissimilar in the fact that this work analyzed twenty-one (21) different NHTSA vehicles as opposed to only one (1) vehicle in the Master's work. Kress gave O'Shields the idea of using NHTSA crash data back in 1998. Kress also helped with document edits. Hungerford provided the use of the PhotoModeler software and Aikens assisted with the statistical analysis portion of this work. Photogrammetry, spreadsheet development, bootstrapping, and document development were all done by O'Shields.

Abstract

This study focused on the role of PhotoModeler, a close-range photogrammetry software package, in an important facet of traffic accident reconstruction—vehicle crush measurement. More specifically, this study applied the PhotoModeler process to controlled crash information generated by the National Highway Traffic Safety Administration (NHTSA). A statistical technique known as

bootstrapping was utilized to generate distributions from which the variability was examined. The “within” subject analysis showed that 44.8% of the variability is due to the technique itself and the “between” subjects analysis demonstrated that 55.2% of the variability is attributable to vehicle type—roughly half and half. Additionally, a 95% CI for the “within” analysis revealed that the mean difference (between this study and NHTSA) fell between -2.52 mph and +2.73 mph; the “between” analysis showed a mean difference between -3.26 mph and +2.41 mph.

Introduction

In the accident reconstruction community, it has been known for thirty years or more that vehicle crush can be used to determine the equivalent barrier speed (EBS). Emori [150] and Campbell [1] each showed that the relationship between crush and speed is linear in nature. Additionally, Campbell [1] related vehicle crush and the vehicle’s stiffness characteristics to the amount of energy absorbed; this energy can be subsequently used to compute the EBS. Campbell’s work is the foundation for the equations and software

used by accident reconstructionists to determine crush energy and, consequently, the EBS.

In order to get the energy from crush, the crush must first be measured. There are a variety of techniques available: tape measures, measuring poles, grids, and photogrammetry. The major problem with the first three techniques is that one is measuring against a "phantom" pre-impact boundary. The post-impact vehicle position/shape is located easily enough, but not the pre-impact vehicle boundary position/shape. With these two techniques, locating the front of the vehicle prior to frontal impact could be described as an educated guess at best. But with photogrammetry, the locations of the pre- and post-impact components are both known. The technique is one where 3-D models are created of both the crushed and the exemplar vehicles. The models of the two vehicles are "superimposed" on top of one another. Crush measurements can then be established from the pre- and post-impact points of the 3-D model. An energy calculation can then be made using vehicle stiffness data and the pre-impact speed can be determined via a correlation.

The main objective of this study was to show that PhotoModeler is a suitable measurement tool for vehicle crush measurement. This was accomplished by applying PhotoModeler plus crush equations to NHTSA controlled crash data. The consistency of the studies' results with the nominal 35 mph is the indicator of acceptability of the technique.

Two statistical analyses were performed: (1) the "within" subject design and (2) the "between" subject design. The first involved measuring the same vehicle twenty different times. This gave us a good idea of the repeatability of the experiment. The second involved measuring various types of vehicle categories (such as SUV's, Pickup Trucks, Luxury Cars, Mid-Size Cars) to examine the variability between vehicle classes.

The NHTSA photographs needed for this study's analysis are problematic to use for this work because of their poor quality and limited quantity. Therefore, this effort could not support a large sample size needed for most statistical analysis. As will be discussed later, a "bootstrapping" technique allowed statistical analyses to determine variance. In effect, there were two experiments (the

“within” and the “between”) and they each had their own associated bootstrapping analysis to determine each variance.

Selection of Samples

As mentioned previously, photographs from NHTSA reports were used. The specific sample that was used in the “within” subjects design was of a 1998 Ford Contour (NHTSA test # 2708). The specific samples that were used in the “between” subjects design are delineated in Table 1 below.

Table 1. Vehicles Used in the “Between” Subjects Design

Case	Category	Vehicle	NHTSA Test #:
1	Large Luxury Cars	2002 Cadillac DeVille	4238
2	Midsized Luxury Cars	2003 Mercedes E320	4483
3	Large Family Cars	2001 Buick LeSabre	3520
4	Midsized Moderately Priced	2003 Toyota Avalon	4486
5	Midsized Moderately Priced	2002 Audi A4	3566
6	Midsized Inexpensive	2003 Hyundai Accent	4473
7	Midsized Inexpensive	2001 Chevy Malibu	3666
8	Convertibles	2003 Honda S2000	4462
9	Small Cars	2002 Mini Cooper	4273
10	Small Cars	2003 Toyota Corolla	4266
11	Utility Vehicles	2002 Chrysler PT Cruiser	4230
12	Midsized Utility Vehicles	2002 Ford Explorer Sport	4223
13	Midsized Utility Vehicles	2002 Nissan Pathfinder	4263
14	Small Utility Vehicles	2002 Toyota Highlander	4265
15	Small Utility Vehicles	2003 Subaru Forrester	4479
16	Large Pickups	2002 Dodge Ram 1500	4240
17	Large Pickups	2001 Nissan Frontier	3574
18	Large Pickups	2003 Chevy Silverado	4472
19	Passenger Vans	2001 Dodge Wagon Van	3639
20	Passenger Vans	2001 Dodge Caravan	3659

Note that these samples were selected as having sufficient quality photographs.

PhotoModeler Procedure

Description of the Software

PhotoModeler is a photogrammetry software package presented by EOS Systems in Vancouver, British Columbia. The specific version of PhotoModeler used in this study was version 4.0g. PhotoModeler can be used for a multitude of different measuring applications, including plant engineering, forensics, anthropology, and of course, traffic accident reconstruction. Interested readers can visit <http://www.photomodeler.com> for purchasing and additional information. PhotoModeler is capable of handling 2-D AR projects like accident scene measurement, and 3-D projects such as vehicle crush measurement.

Description of a Generic PhotoModeler Procedure

The first step of a new PhotoModeler project involves taking pictures of the object or scene of interest. A new project is then created using the software's Project Setup Wizard; this is where the

user enters fundamental information such as location of the digitized photos, approximate size of the object, and camera information.

After that, the user marks features with a mouse on each photograph using the various tools available. Next the project is processed and PhotoModeler creates a 3-D model from the 2-D photographs. The user then gives the project dimension by scaling it. At this point, the user can extract the desired measurements from the marked features.

Camera Calibration

For use in this study, a digital Olympus C-5050 was calibrated using the embedded Camera Calibrator program in PhotoModeler. Camera calibration ensures an accurate measuring device. This particular camera was chosen because of its (relatively high at the time of the study) resolution (5.0 Mega pixels), its use of ordinary rechargeable AA batteries (the author has several sets of AA batteries on hand when performing photogrammetry work) and its ability to hold two (2) digital storage cards (an xD and a Compact Flash). The process involved taking eight (8) pictures of a special grid which was

projected onto a wall. On the following page, this is illustrated with Figure 1, which is a screenshot (a depiction of what one might see on the computer screen) of the procedure. The calibration procedure is well documented in O'Shields [115] and in Appendix 1 and 13. After points were marked and processed with the Camera Calibrator software, camera information such as focal length, format size, and principal point was determined as a result. Figure 2 shows the C-5050's resultant camera information.

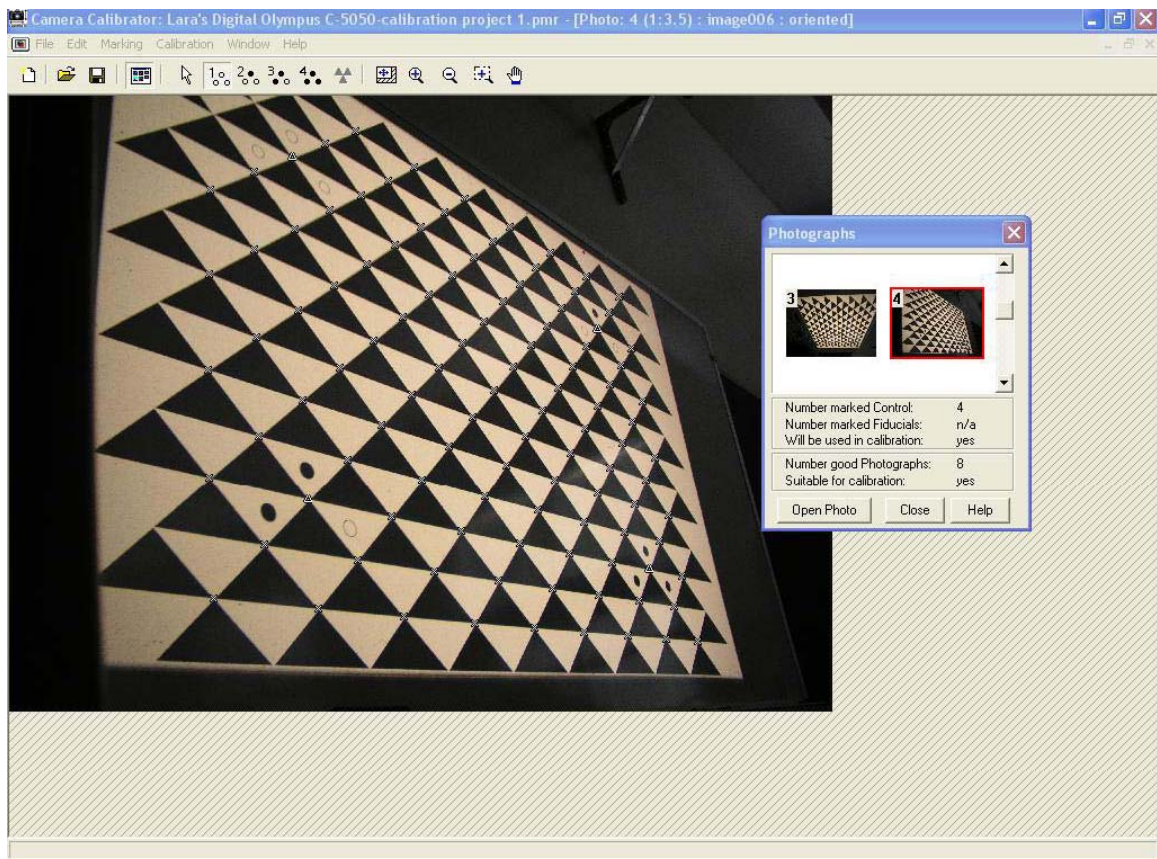


Figure 1. Camera Calibration Grid

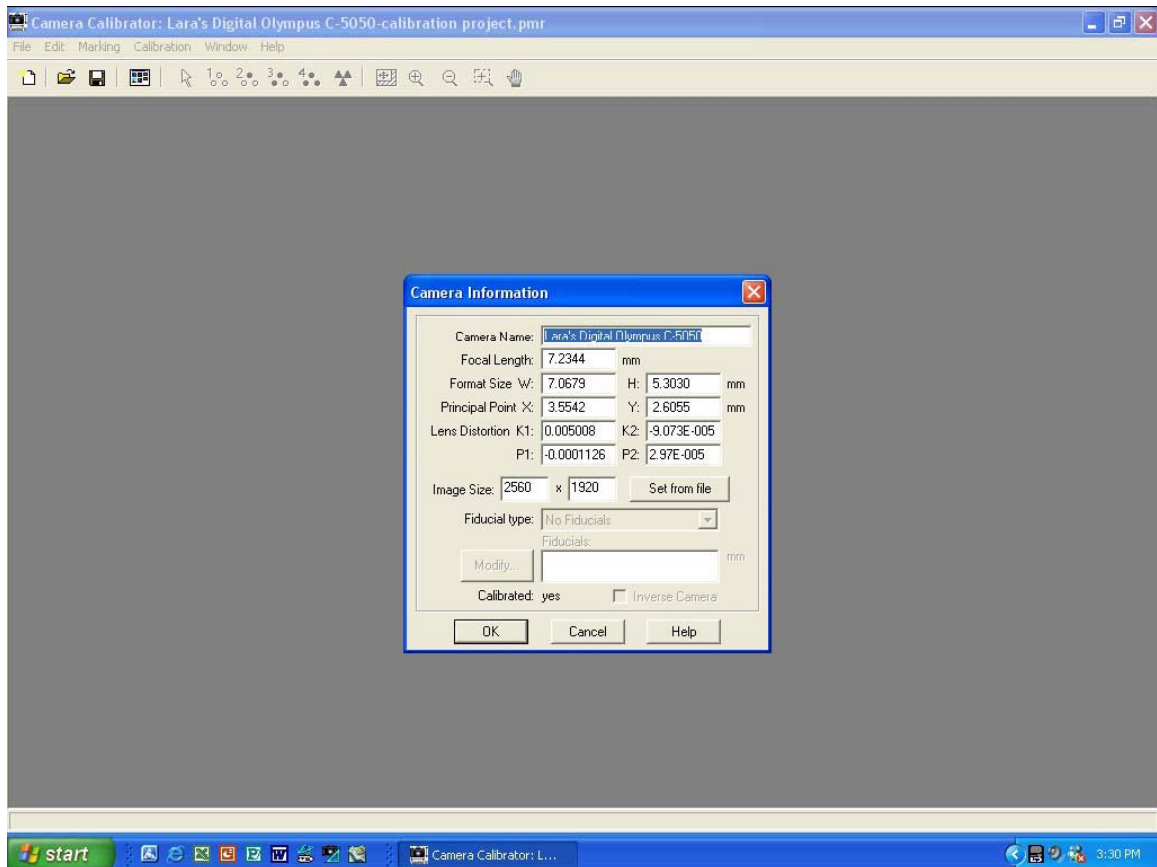


Figure 2. Result of the Olympus C-5050 Calibration Procedure

Exemplar Modeling

Note: A more involved and more detailed description of vehicle modeling can be found in O'Shields [115]; the following is a suitable but succinct version of the vehicle modeling process. The first step in the crush measurement project was to determine the year, make, and model of the subject or crushed vehicle and then locate an exemplar of that particular vehicle model at a local dealership.

Several pictures from a variety of angles were then taken of the exemplar with the calibrated camera. In order for PhotoModeler to create an accurate 3-D model, every point must reside in at least two (2) photographs, preferably three (3.) The user's picture taking technique needs to reflect this requirement, hence; the pictures must overlap. Figure 3 helps to demonstrate this point. For instance, a single point like Point # 8 (which is a point on the front badge of the vehicle) must reside in three (3) different photographs (Photo 1, Photo 2, Photo 3). The camera positions were typically at the four sides and at the four corners of the vehicle, which allowed for good overlap. For scaling purposes, at least one physical measurement must be made on the exemplar. This particular measurement can be between any two distinct points on the vehicle. Normally, the length along the bottom edge of a (front) door or the wheelbase was selected for the sake of simplicity. The photos themselves were downloaded from the camera to the computer via USB cable and stored in a folder marked "Exemplar Malibu" (or whatever the vehicle model may be) on the computer's desktop for easy retrieval.

Using PhotoModeler's "Project Setup Wizard", two or three photos at a time were opened up and distinct points on the vehicle were marked and referenced on all photos. "Marking a point" entails selecting the point tool which looks like a single "x" on the toolbar. The user would then mark a distinct point on the first photograph, such as point # 8 which is the edge of one of the stars on the Subaru badge. "Referencing a point" required the use of the referencing tool on the toolbar which resembles a double "x." Referencing "notifies" PhotoModeler of Point # 8's location on the other photos (Photos # 2 and # 3), i.e., this allows PhotoModeler to recognize that this is the same physical point in space. This procedure of marking and referencing continued until the entire exemplar was modeled. After processing and scaling, the exemplar model was exported into a .dxf format for the control point file. This step was completed in PhotoModeler under the File menu.

Crushed Vehicle Modeling

The first task in this portion of the study was to obtain pictures of the crushed vehicles. The user could download the pictures, print them

out, and digitize them via flatbed scanner, or, download and save the pictures directly. This was the procedure utilized in this study, with the exception of the vehicle examined in the “within” subjects design (a 1998 Ford Contour). In this instance, the authors had the NHTSA report already in their possession and the photos were digitized with the scanner. The NHTSA website to visit to obtain the crash test photos is http://www-nrd.nhtsa.dot.gov/database/nrd-11/veh_db.html. The digitized photos were then opened into the exemplar project (saved under another name) and the .dxf control point file was opened. Control points were marked on undamaged portions of the crushed vehicle and referenced across the exemplar.

After processing, points on the damaged portion of the crushed vehicle were marked and referenced. The project was processed one final time. Reference lines were established and measurements were extracted. Figure 3, a screenshot of the 2003 Subaru Forester utilized in the study, shows exemplar and crushed photos, as well as a 3-D viewer. The 3-D viewer reveals the 3-D model created in the study; the exemplar is shown with white lines, while the crushed vehicle is indicated by blue points. One can easily see how much crush can be

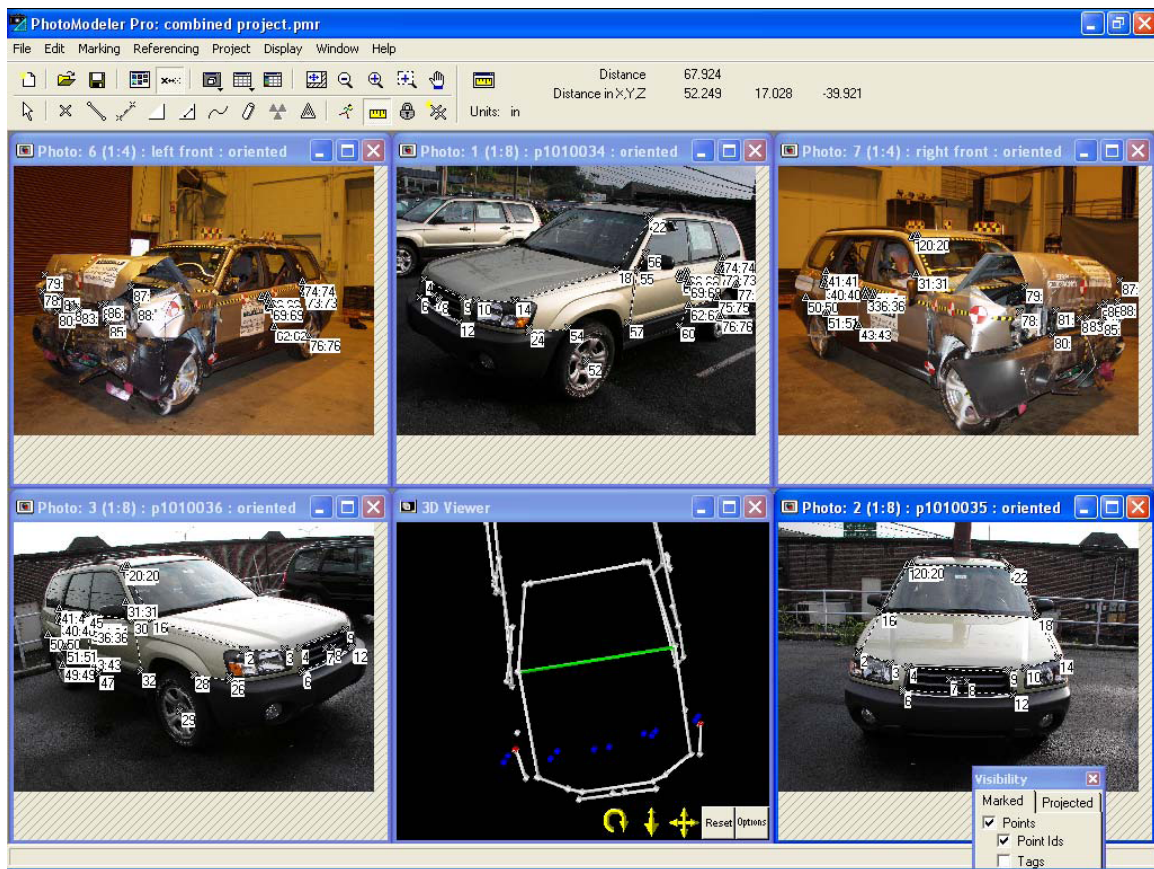


Figure 3. Screenshot of 2003 Subaru Forester

realized in each vehicle. Unfortunately, there were no screenshots generated from the “within” subjects study. Appendix 2 contains all 20 screenshots generated from the “between” subjects study.

EBS Determination

This study utilized equations put forth in Traffic Accident Reconstruction by Cooper [153]. The equations themselves are the

CRASH3 model equations which are based on Campbell's work; this is how this study determined EBS (Equivalent Barrier Speed) and is the authors' preferred method. In using this relationship, vehicle weight, width of crush, and crush coefficients are required input and must be known prior to the calculation of EBS. The first two can be determined easily; the last can be approximated or purchased.

Crush Coefficient Determination

This study made use of the CRASH3 equations for crush coefficients. They are:

$$A = \frac{wb_0b_1}{gL}$$

$$B = \frac{wb_1^2}{gL}$$

$$b_1 = \frac{(v_i - b_0)}{c_{ave}}$$

where

w = weight of test vehicle (lbs.)

b₀ = maximum impact speed without damage (mph)

b₁ = slope (rate at which permanent deformation occurs)(mph/in)

v_i = velocity of crash test vehicle

g = gravitational constant (in/sec²)

L = width of crush region on test vehicle (in)

c_{ave} = average crush depth of test vehicle

Figure 4 shows a typical spreadsheet used in crush coefficient determination. This particular example is of a 2003 Mercedes E320. The needed crash test data was taken directly from the NHTSA website which was given previously. Note that the crash test data is in metric units; this is specified on the right portion of the page. These dimensions were subsequently converted to English units, which are shown on the left portion of the page. Crush coefficients A

Crash Test Information		2003 Mercedes E320		case #2
Impact velocity of test:	35.20071	mph	56.65	kph
Maximum speed w/o permanent damage: (b0)	5	mph		
Crush measurements from crash test report:	15.31496	in (c1)	389	mm (c1)
	19.88189	in (c2)	505	mm (c2)
	22.83465	in (c3)	580	mm (c3)
	22.67717	in (c4)	576	mm (c4)
	19.76378	in (c5)	502	mm (c5)
	13.97638	in (c6)	355	mm (c6)
Average crush amount	19.0748	in		
Test vehicle weight	4265.945	lbs	1935	kg
Width of crush damage	71.34646	in	1990	mm
b1	1.583277	mph/in		
A	362.6139	lb/in		
B	109.7281	lb/in^2		

Figure 4. Crush Coefficient Determination

2003 Mercedes E320			case #2														
A =	362.6139	lb/in	A =	347.3349	lb/in	A =	331.7556	lb/in	A =	315.8762	lb/in	A =	299.6966	lb/in			
B =	109.7281	lb/in ²	B =	111.5523	lb/in ²	B =	113.3915	lb/in ²	B =	115.2457	lb/in ²	B =	117.115	lb/in ²			
W (width of cr)	0	in	W (width c	0	in	W (width o	0	in	W (width o	0	in	W (width c	0	in			
c1 =	15.31496063	in	c1 =	15.31496063	in	c1 =	15.31496	in	c1 =	15.31496	in	c1 =	15.31496	in			
c2 =	19.88188976	in	c2 =	19.88188976	in	c2 =	19.88189	in	c2 =	19.88189	in	c2 =	19.88189	in			
c3 =	22.83464567	in	c3 =	22.83464567	in	c3 =	22.83465	in	c3 =	22.83465	in	c3 =	22.83465	in			
c4 =	22.67716535	in	c4 =	22.67716535	in	c4 =	22.67717	in	c4 =	22.67717	in	c4 =	22.67717	in			
c5 =	19.76377953	in	c5 =	19.76377953	in	c5 =	19.76378	in	c5 =	19.76378	in	c5 =	19.76378	in			
c6 =	13.97637795	in	c6 =	13.97637795	in	c6 =	13.97638	in	c6 =	13.97638	in	c6 =	13.97638	in			
θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees			
G =	599.1575561	lbs	G =	540.739782	lbs	G =	485.3176	lbs	G =	432.8915	lbs	G =	383.4609	lbs			
E =	0	in-lbs	E =	0	in-lbs	E =	0	in-lbs	E =	0	in-lbs	E =	0	in-lbs			
E =	0	ft-lbs	E =	0	ft-lbs	E =	0	ft-lbs	E =	0	ft-lbs	E =	0	ft-lbs			
w = (weight of	4265.944773	lbs	w = (weigh	4265.944773	lbs	w = (weigh	4265.945	lbs	w = (weigh	4265.945	lbs	w = (weigh	4265.945	lbs			
v =	0	ft/sec	v =	0	ft/sec	v =	0	ft/sec	v =	0	ft/sec	v =	0	ft/sec			
v =	0	mi/hr	v =	0	mi/hr	v =	0	mi/hr	v =	0	mi/hr	v =	0	mi/hr			
bo=	5.0	mph	bo=	4.75	mph	bo=	4.5	mph	bo=	4.0	mph	bo=	4.0	mph			
56.65	km/h is equal to	35.200706	mph	A average	368.9027	lb/in	B average	108.8837	lb/in ²	v average	0	mi/hr					
A =	377.5929	lb/in	A =	392.2716	lb/in	A =	406.6502	lb/in	A =	420.7286	lb/in	A =	434.5068	lb/in			
B =	107.919	lb/in ²	B =	106.1249	lb/in ²	B =	104.3458	lb/in ²	B =	102.5818	lb/in ²	B =	100.8328	lb/in ²			
W (width of cr)	0	in	W (width c	0	in	W (width o	0	in	W (width o	0	in	W (width c	0	in			
c1 =	15.31496063	in	c1 =	15.31496063	in	c1 =	15.31496	in	c1 =	15.31496	in	c1 =	15.31496	in			
c2 =	19.88188976	in	c2 =	19.88188976	in	c2 =	19.88189	in	c2 =	19.88189	in	c2 =	19.88189	in			
c3 =	22.83464567	in	c3 =	22.83464567	in	c3 =	22.83465	in	c3 =	22.83465	in	c3 =	22.83465	in			
c4 =	22.67716535	in	c4 =	22.67716535	in	c4 =	22.67717	in	c4 =	22.67717	in	c4 =	22.67717	in			
c5 =	19.76377953	in	c5 =	19.76377953	in	c5 =	19.76378	in	c5 =	19.76378	in	c5 =	19.76378	in			
c6 =	13.97637795	in	c6 =	13.97637795	in	c6 =	13.97638	in									

approximately centered around 5 mph, ranging from 4 mph to 6.25 mph. Then the average A and B were computed, which is indicated by the center of the figure. These average crush coefficients were the final values used in EBS computations. Appx. 4 contains all spreadsheets for the sensitivity analysis performed. Appx. 9 contains the crush coefficients (purchased from Neptune Engineering) for the 1998 Ford Contour which was used in the "within" study. These coefficients were used in the Thesis work also [115].

Computing EBS

The EBS equations used in the study were:

$$E = \frac{W}{5} \left[\begin{array}{l} 5G + \\ \frac{A}{2} (C_1 + 2C_2 + 2C_3 + 2C_4 + 2C_5 + C_6) + \\ \frac{B}{6} (C_1^2 + 2C_2^2 + 2C_3^2 + 2C_4^2 + 2C_5^2 + C_6^2 + C_1C_2 + C_2C_3 + C_3C_4 + C_4C_5 + C_5C_6) \end{array} \right] (1 + \tan^2 \theta)$$

which computes the amount of energy dissipated by crush damage,

where E = the amount of energy dissipated (in-lbs)

W = the width of the crushed region (in)

G = the "energy" dissipated before permanent deformation occurs (lbs) $G = \frac{A^2}{2B}$

A = crush coefficient A; the maximum force per inch of damage which will not cause permanent damage (lb/in)

B = crush coefficient B; the spring stiffness per inch of damage width (lb/in²)

C₁ → C₆ = the crush measurements obtained by PhotoModeler (in)

θ = the angle of the force to the vehicle's surface (degrees)

and

$$EBS = v = \sqrt{\frac{2gE}{w}}$$

which computes the velocity (EBS) of the vehicle, where

v = the velocity of the vehicle (ft/sec)

g = the gravitational constant (ft/sec²)

E = the amount of energy dissipated by the crush (ft-lbs)

w = the weight of the vehicle (lbs)

The EBS calculations for each case examined in this study were computed using spreadsheets and can be found in Appendices 5 & 6. Appendix 5 contains the “within” subject spreadsheets, and Appendix 6 the “between” spreadsheets. PhotoModeler provided the width of crush and c1 through c6 measurements for these spreadsheets.

Bootstrapping

As mentioned previously, the photographs needed for this study are limited in number due to their poor quality. The authors had quite a dilemma finding twenty (20) sets of photographs suitable for use with PhotoModeler. Since good photographs were limited in number, it was essential to find a statistical technique which focused on small samples. There are a variety of small sample techniques

available to researchers. They include, but are not limited to, Bootstrapping, Jackknife, and Cross-Validation. These techniques, which are very computer intensive, fall under the umbrella of Resampling Techniques. Bootstrapping is the most popular of the three, and it is the preferred technique of this study.

The Bootstrapping procedure is quite simple. Figure 6 and these bullets will help illustrate:

- Part A: Start out with an original data set, of say 20 points.
- Part B: The computer algorithm will make a copy of each point, say a billion times
- Part C: All copies are placed in a “bin” and are thoroughly shuffled
- Part D: From this conglomerate, bootstrap samples are extracted.
- Statistical inferences (like variance) are made on the bootstrapped samples

The bootstrapping software utilized in this study was “Resampling Stats for Excel 2.0”, which is an add-in module to Microsoft Excel [151]. For this portion of the work, each set of “seed” data for the

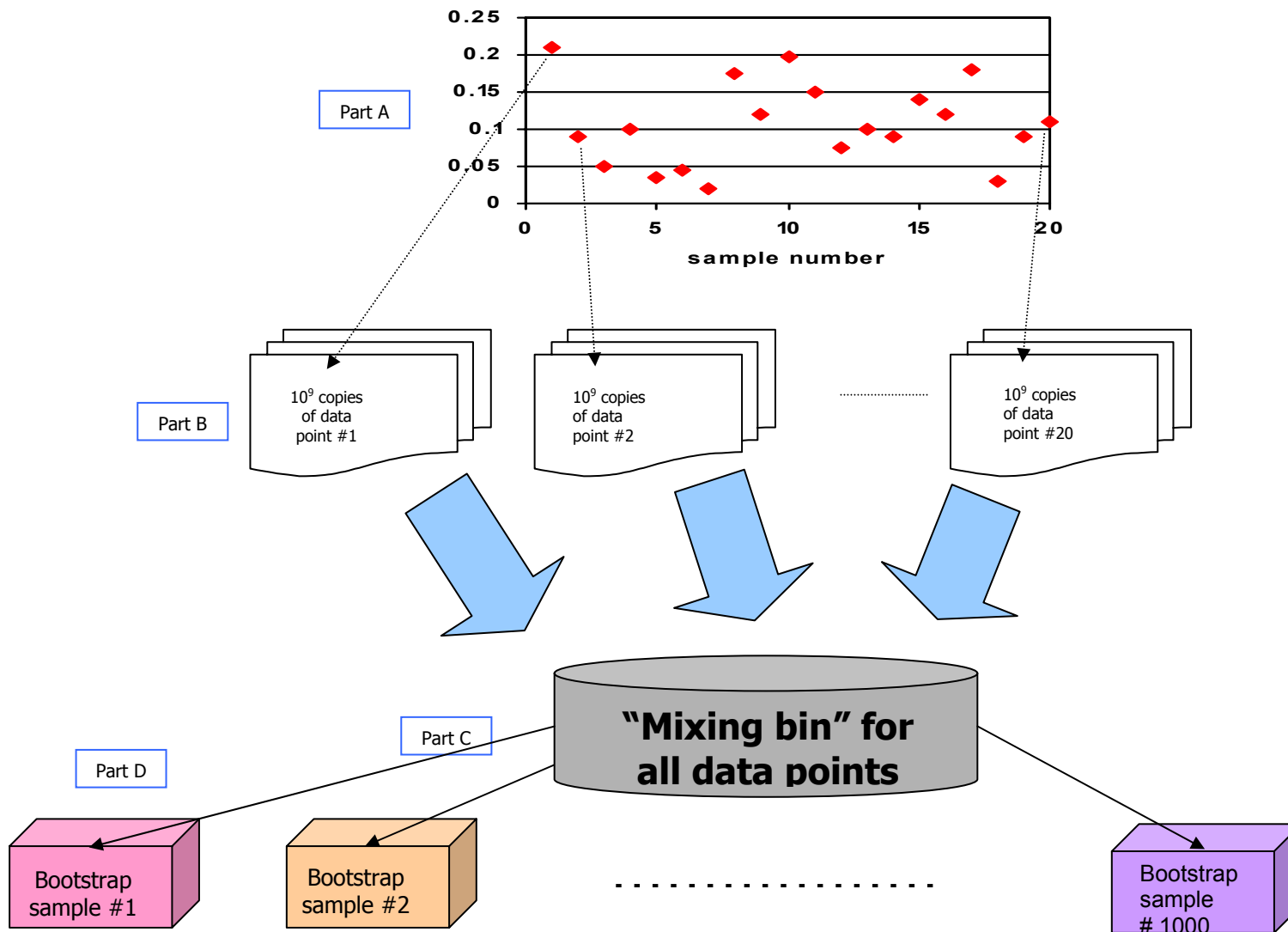


Figure 6. Explanation of Bootstrapping Procedure

"within" and "between" subjects design was entered in an Excel worksheet (these "seed" data sets are precisely the differences found in Tables 2 and 3.) Then resampling with replacement was selected (resampling with replacement is Bootstrapping; resampling without replacement is known as the Jackknife procedure.) 100 independent samples of the twenty data points were subsequently generated along with their associated mean and variances. Appendix 7 contains "within" bootstrap data; Appendix 8 contains the "between" bootstrap data. At the end of each of these appendices, a grand total mean and variance of the 100 samples were computed for both studies. These numbers gave rise to the statistical analysis from which the statistics of the complete study were examined.

Results

Within Subjects Design

The test vehicle's reported velocity for this segment was 34.98 mph (NHTSA test # 2708). Table 2 shows the twenty replications of the

“within” subjects’ estimated EBS values and their differences from the actual test velocity (units are in mph).

Between Subjects Design

Table 3 summarizes the study’s between subjects EBS estimates, their actual test velocities, and differences (units are in mph).

Table 2. Results of the “Within” Subjects Design

Replication #:	EBS Using PhotoModeler’s Results	Difference
1	33.75	-1.23
2	33.34	-1.64
3	34.63	-0.35
4	35.50	0.52
5	34.42	-0.56
6	35.17	0.19
7	33.95	-1.03
8	34.24	-0.74
9	33.74	-1.24
10	34.60	-0.38
11	34.79	-0.19
12	33.98	-1.00
13	35.46	0.48
14	34.82	-0.16
15	34.78	-0.20
16	38.55	3.57
17	36.55	1.57
18	37.43	2.45
19	35.21	0.23
20	36.86	1.88

Table 3. Results of the "Between" Subjects Design

Case #:	EBS Using PM's Results	Actual Test Velocity	Difference	NHTSA Test #:
1	33.55	35.30	-1.75	4238
2	32.70	35.20	-2.50	4483
3	35.20	35.10	0.01	3520
4	32.71	35.20	-2.49	4486
5	34.21	35.00	-0.79	3566
6	33.37	34.70	-1.33	4473
7	35.87	34.52	1.35	3666
8	34.20	35.40	-1.20	4462
9	36.46	34.90	1.56	4273
10	33.27	34.74	-1.47	4266
11	32.43	35.00	-2.57	4230
12	35.77	34.56	1.21	4223
13	35.97	34.90	1.07	4263
14	33.24	34.68	-1.44	4265
15	34.36	35.40	-1.04	4479
16	35.54	35.10	0.44	4240
17	34.14	34.89	-0.75	3574
18	36.66	34.73	1.93	4472
19	35.44	34.71	0.73	3639
20	34.95	34.55	0.40	3659

Bootstrapping

Complete bootstrapping results can be found in Appendix 7 & 8. The computed variances from the bootstrapped samples are given below:

$\sigma_W^2 = 1.64$ the "within" variance

$\sigma_B^2 = 2.02$ the "between" variance, and

$\sigma_T^2 = \sigma_W^2 + \sigma_B^2 = 3.66$ the total variance

Conclusion

To get an idea of the repeatability of PhotoModeler as a measurement tool, one needs to look at the proportion of the within variance to the total variance, or $\frac{\sigma_W^2}{\sigma_T^2}$. The other proportion, $\frac{\sigma_B^2}{\sigma_T^2}$, indicates the variability due to vehicle type. The actual computation of the proportions is as follows:

$$\frac{\sigma_W^2}{\sigma_T^2} = \frac{1.64}{3.66} = 44.8\% \quad \text{and} \quad \frac{\sigma_B^2}{\sigma_T^2} = \frac{2.02}{3.66} = 55.2\% .$$

The first proportion indicates the source of 44.8% of the variability is the technique itself, while the second proportion indicates that 55.2% of the variability is attributable to vehicle type—so the variation on the whole is split half and half.

Additionally, a 95% confidence interval for the within subjects design is given by:

$$\begin{aligned} &\bar{x} \pm 1.96 \bullet sd \\ &0.11 \pm 1.96 \bullet 1.34 \\ &(-2.52, 2.73) \end{aligned}$$

A 95% confidence interval for the between subjects design is given by:

$$\begin{aligned} &\bar{x} \pm 1.96 \cdot sd \\ &-0.43 \pm 1.96 \cdot 1.45 \\ &(-3.26, 2.41) \end{aligned}$$

One could interpret the “within” CI with the following statement:

“There is a .95 probability that the mean difference will fall between -2.52 mph and 2.73 mph.” In other words a discrepancy of anywhere between 2.5 mph below the actual speed and 2.73 mph above the actual speed could be realized. This is a 5.25 mph range. Conversely, one could interpret the “between” CI with the following: “There is a .95 probability that the mean difference will fall between -3.26 mph and 2.41 mph.” In other words, a discrepancy of anywhere between 3.26 mph below and 2.4 mph above the actual speed could be realized. This is a 5.67 mph range.

Future Directions / Research

- An extension of this work could include utilizing NHTSA photos which show the location of CMM measurement points.

Sometimes photos will have distinct “x” marks across the front bumper or some similar point indicators. That way

PhotoModeler could be compared directly against the CMM

- Since publication of 2004-01-1208 (126), more NHTSA controlled crash data has been conducted. A PhotoModeler analysis could be performed on these new cases as well, and possibly a larger sample could result and more traditional statistical techniques such as Paired Comparisons could be



employed (in lieu of Bootstrapping).

- Also since the publication of 2004-01-1208, the author has run across a better method of crush coefficient estimation. The procedure is outlined in Chapter 8 of Brach and Brach's Vehicle Accident Analysis and Reconstruction [15]. Chapter 8 in this book is entitled "Crush Energy and ΔV " and the particular area of concern is based on Prasad [152]. The following equation is the basis for this method:

$$\sqrt{\frac{2E_c}{w} + d_0 + d_1 C}$$

where

E_c is the crush energy

w is the width of crush

d_0 and d_1 are the stiffness coefficients

After one computes d_0 and d_1 , the "traditional" crush coefficients A and B can be computed using the following relationship:

$$d_1 = \sqrt{B}$$

$$d_0 = \frac{A}{\sqrt{B}}$$

Figure 8 is one of the author's spreadsheets using this new method.

TEST VEHICLE INFORMATION					
NHTSA Test	2784				
1998 Dodge 1500 Club Cab					
test weight:	2502	kg	5515.964	lbs	
test speed:	57	kph	35.41815	mph	51.94662 fps
crush width:	1860	mm	73.22835	in	6.102362 ft
c1:	565	mm	22.24409	in	1.853675 ft
c2:	652	mm	25.66929	in	2.139108 ft
c3:	651	mm	25.62992	in	2.135827 ft
c4:	641	mm	25.23622	in	2.103018 ft
c5:	605	mm	23.8189	in	1.984908 ft
c6:	395	mm	15.55118	in	1.295932 ft
Cavg	1.98753281	ft			
assume KE-->Elastic Pot E				A=	383.6043 lb/in
Kinetic E of this test crash: KE35=.5mv^2				B=	98.36798 lb/in^2
KE35=	231126.76	ft-lbs			
compute do using c-0in and v=5 mph or 7.3 fps					
KE5=	4564.37476				
do=	38.677345	lb^.5			
d1=	119.016757	lb^.5/ft			
CHECK					
K1=	3.0511811				
K2=	12.1286451				
K3=	12.1819373				
Ec=	232952.588	ft-lbs			
0.78996852 % difference from original KE					

Figure 8. Spreadsheet of New Crush Coefficient Method

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PART TWO

PHOTOGRAMMETRIC CURVE MEASUREMENT

Abstract

This study focused on the role of PhotoModeler, a close-range photogrammetry software package, in an important facet of traffic accident reconstruction—road curve measurement. More specifically, this study applied photogrammetry to (simulated) road curves in lieu of traditional measurement methods, such as measuring tapes and measuring wheels. In this particular work, thirty (30) different radii of curvature of various known sizes were deliberately constructed. Then photogrammetry was used to measure each of the constructed curves. A comparison of the known “R’s” (control group) and photogrammetry’s value of “R” (treatment group) was then made. Matched Pairs or Paired Comparisons was then used to examine these two populations.

The difference between photogrammetry’s “R” and the known “R” range is between 0.001% and 0.845%. Additionally, we are 99% confident that the mean difference of the two techniques is between -0.48 and 0.66 feet. Since this interval contains zero, we can conclude that the two techniques do not differ.

Introduction

For many years, accident reconstructionists have used the Critical Speed Formula to determine the speed at which vehicles begin to sideslip around a curve. This formula in one of its simplest forms, $v = \sqrt{gr\mu}$, requires a value for r , or the radius of the path of the vehicle's center of gravity. "R's" use in this equation can manifest in one of two ways: (1) in yaw mark applications and (2) in road curve applications. For the first case, the radii of yaw marks and the Critical Speed Formula have been studied extensively [154-164] and will not be discussed here. References 8, 9, and 10 make mention of case two, road curve applications, and provide an estimate for "r" through the following formulas:

$$r = \frac{l^2}{8h} + \frac{h}{2} \quad \text{or,} \quad R = \frac{C^2}{8M} + \frac{M}{2}$$

where r (R)= radius, l (C)=chord, and h (M)=middle ordinate. These equations will be discussed in detail later. Additionally, the authors of these references (161, 162, and 163) make suggestions on how to measure l (or C) and h (or M) with tape measures.

The main goal of this study is to show that the measurement of l and h can be accomplished with photogrammetry. Photogrammetry is the science and art of making measurements with photographs, and to date, has not been used in this capacity.

A technique called Matched Pairs was used for the statistical analysis. As mentioned before, thirty (30) known radii were assembled. Each known " r " was "paired up" with photogrammetry's outcome for " r ". The consistency of this study's results to the known results is an indicator of the acceptability of the technique.

Selection Of Samples

The sizes of the thirty (30) known radii were intentionally chosen to represent driving situations most anyone would encounter. It was decided that radii between 50 and 500 feet would be satisfactory in terms of approximating real-world situations and from a construction feasibility standpoint. The random number generator in Excel was used to create thirty random numbers between 50 and 500, which is shown in the first column of Table 1. The second

column is an ordered version of column 1. This column was helpful in marking off the various distances on the cable that was used to construct the radii; this will be discussed later in the paper. Lastly, column three shows the Critical Speed for the sorted radii and using a coefficient of friction of 0.7. One can see that speeds between 23 and 72 run the gamut of driving situations.

Table 1. Radii Selected for Use in This Study

Random Radii between 75 and 500 feet	Random Radii Sorted	Critical Speed (using sorted radii and $\mu=0.7$)
141	50	22.89
80	62	25.49
109	80	28.95
85	82	29.31
171	85	29.84
128	109	33.80
287	112	34.26
124	116	34.86
424	124	36.05
409	128	36.62
471	141	38.44
145	145	38.99
497	171	42.33
220	183	43.79
347	220	48.01
318	224	48.45
267	267	52.89
383	287	54.84
112	291	55.22
50	318	57.72
183	346	60.21
224	347	60.30
62	383	63.35
399	399	64.66
116	409	65.46
461	424	66.65
291	459	69.35
459	461	69.50
82	471	70.25
346	497	72.16

Radii Construction

The radii used in this study were constructed in June 2004 at the Gatlinburg-Pigeon Forge Airport in Sevierville, TN at the tie-down area north of the runway. The cable used in this study was 1/8" insulated steel cable purchased at a local hardware store. The cable itself was affixed to a steel pin which was driven into the ground for stability. Figure 1 shows the pin and the spool of cable.



Figure 1. Steel Pin and Cable Used in the Study

The cable itself was marked off according to the second column of Table 1, an ordered random set between 50 and 500 feet. A tape measure was used to mark these distances. This is illustrated in Figure 2. Marking the radii onto the pavement was accomplished by using a stick of soapstone, which leaves a bright white mark when applied. The radii were marked as according to the first column in Table 1, the original random set.

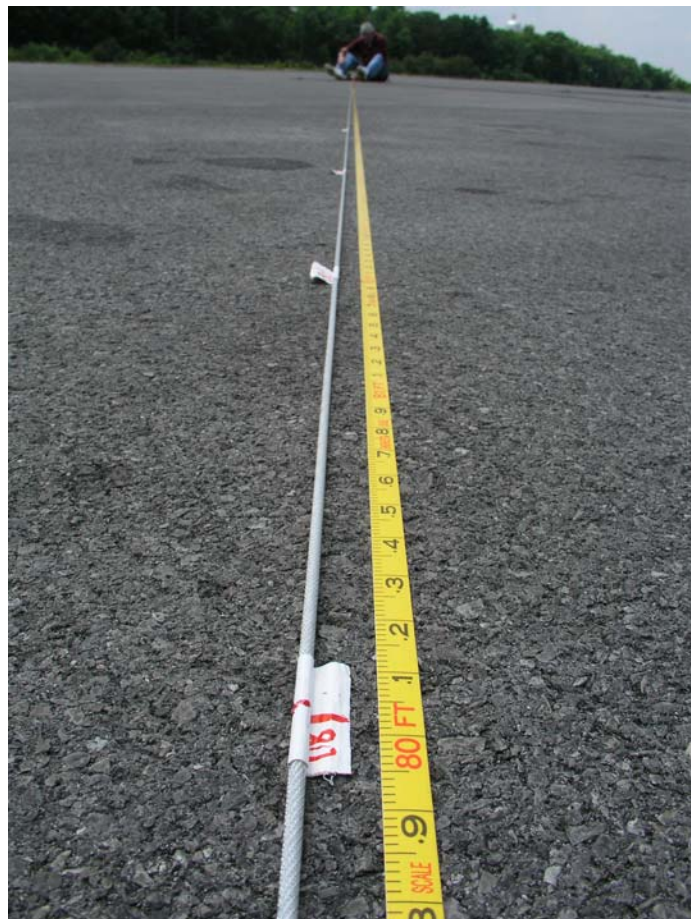


Figure 2. Marking the Cable

PhotoModeler Procedure

Description of the Software

PhotoModeler is a photogrammetry software package by EOS Systems in Vancouver, British Columbia. The version used for this study was version 4.0g. PhotoModeler can be used for a multitude of different measuring applications, including traffic accident reconstruction. PhotoModeler can handle 2-D accident reconstruction projects like accident scene measurement and 3-D projects such as vehicle crush measurement. Interested readers can visit <http://www.photomodeler.com> for additional information.

Description of a Generic PhotoModeler Procedure

The first step of a new PhotoModeler project involves taking pictures of the object or scene of interest. A new project is then created using the software's Project Setup Wizard; this is where the user enters fundamental information such as location of the digitized photos, approximate size of the object being modeled, and camera information. After that, the user marks features with a mouse on each photograph using the various tools available. Next the project

is processed and PhotoModeler creates a 2-D or 3-D model from the 2-D photographs. The user then gives the project dimension by scaling it. At this point, the user can extract the desired measurements from the marked features.

Camera Calibration

In this study, a digital Olympus C-5050 was calibrated using the embedded Camera Calibrator program in PhotoModeler. Camera calibration ensures an accurate measuring device. This camera was chosen for its (relatively high) resolution (5.0 Mega pixels), its use of ordinary AA batteries (which are easily rechargeable) and its ability to hold two (2) digital storage cards (xD and Compact Flash). The process itself (well documented in Appendix 1 & 13) involved taking eight (8) pictures of a special grid which was projected onto a wall. This is illustrated with Figure 3, which is a screenshot of the procedure. After points were marked and processed with the Camera Calibrator software, camera information such as focal length, format size, and

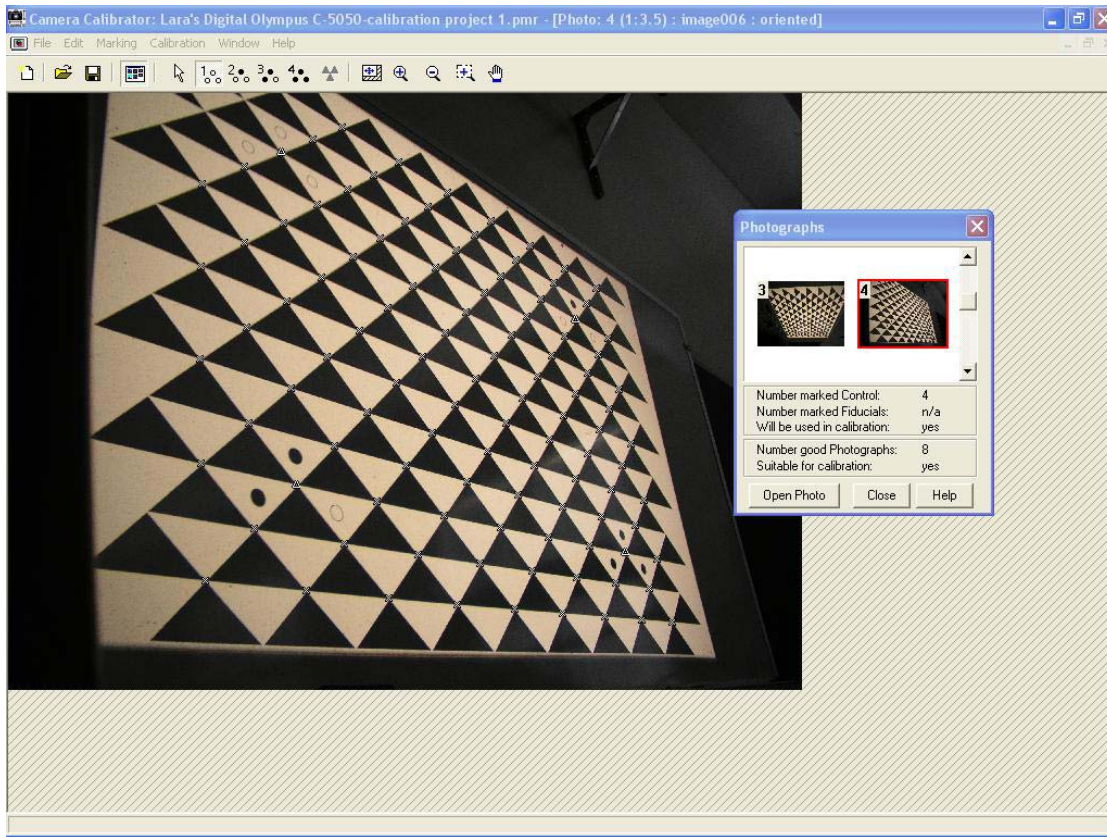


Figure 3. Camera Calibration Grid

principal point was determined as a result. Figure 4 shows the C-5050's resultant camera information.

Targeted Cone Placement

This study utilized a special form of the ordinary traffic cone—the targeted cone. Each targeted cone has a total of three (3) targets, two (2) placed on the exterior and one (1) placed on top. The minimum number of points PhotoModeler needs for a project to process is six (6) points; hence this study uses six (6) targeted cones.

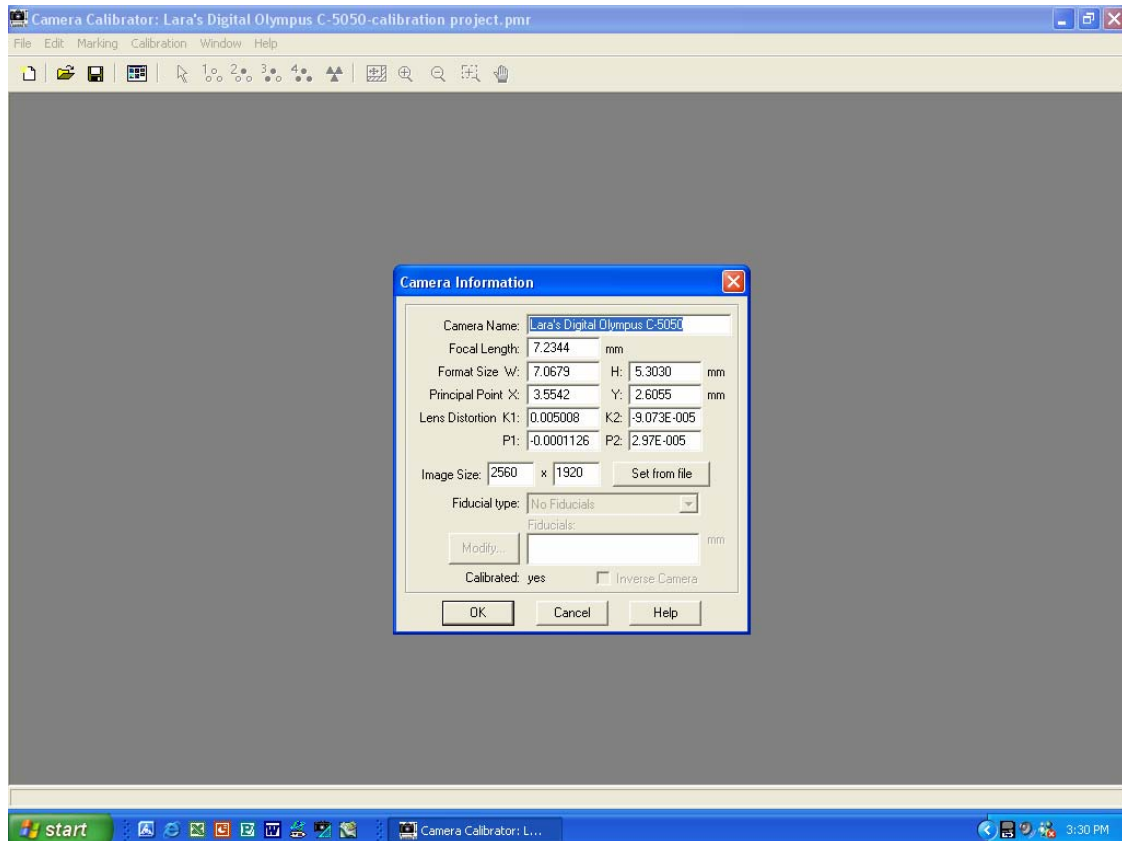


Figure 4. Result of the Olympus C-5050 Calibration Procedure

The top targets were precisely constructed at a local sign shop. Figure 5 shows the targets. What is important to note about these targets is that they are sufficiently thin enough that the point in the center, whether photographed from either side, occupies the same point in space. This is important when referencing the points in PhotoModeler. The targets for the exterior of the cone were printed out by an inkjet printer onto label paper, cut out, and placed on the

outside of the cone. Figure 6 shows a targeted cone straddling a soapstone mark (sorry for the camera strap in photo).

Five (5) targeted cones are placed on the soapstone marks along the radius. The sixth cone is placed directly across from the third or middle cone. For ease in conspicuity, alternating square and round targets are utilized. Figure 7 shows this configuration.

Curve Modeling

The first step in curve modeling is to take pictures of the

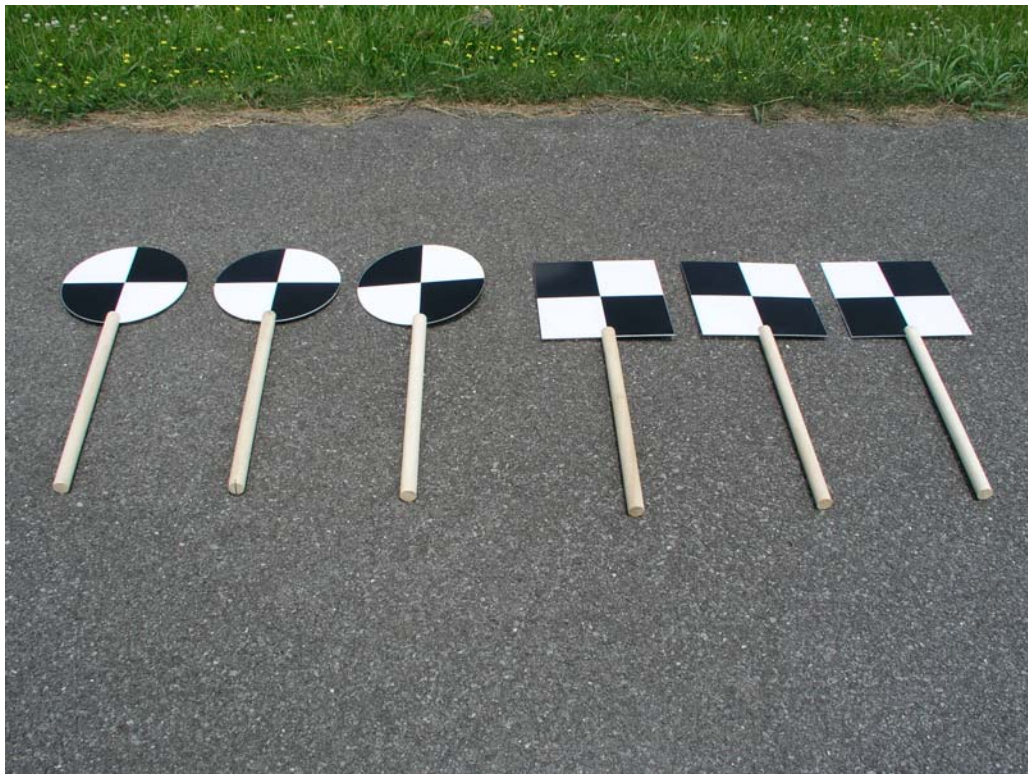


Figure 5. Targets for the Top of the Cones



Figure 6. Target Cone on a Mark



Figure 7. Arrangement of Cones Along Radius

targeted cones from both sides, i.e., from an upstream and a downstream location. In order for PhotoModeler to create an accurate model, each point must reside in at least two (2) photographs, preferably three (3). The user's picture taking technique needs to reflect this requirement, hence; about four or five pictures were taken on each side for this study. For scaling purposes, a physical measurement of the curve must be made. This measurement can be between any two cones; for this study the scaling measurement was made between cones #3 (the middle cone in the arc) and #6 (the cone across from all other cones) with a measuring wheel and recorded.

Using PhotoModeler's "Project Setup Wizard", four (4) or five (5) photos from a single side (upstream or downstream) were opened up and the centers of all targets were marked and referenced across all photos. "Marking a point" entailed selecting the point tool which looks like a single "x" on the toolbar. The user would then mark a target on the first photograph. "Referencing a point" required the use of the referencing tool on the toolbar which resembles a double "x". Referencing "notifies" PhotoModeler that that particular

point is the same across all photos; it allows PhotoModeler to recognize that this is the same physical point in space. This procedure of marking and referencing points continued across all eight (8) or ten (10) photos until all points were marked and referenced. Then the project was processed and scaled. After that, two lines were drawn using the line tool on the PhotoModeler toolbar. The first line is drawn between cone #1 and cone #5. This measurement is our chord. The next line is drawn between cone #3 and cone #6. Where the first line intersects the second line to cone #3 is our middle ordinate. These two measurements can be extracted from PhotoModeler using the measuring tool on the toolbar. Figure 8 illustrates the chord and middle ordinate measurements which can be seen in the 3-D viewer. Note that a measurement of 5.869 ft is circled in blue. This is case 14's measurement for h. To get a radius measurement, use PhotoModeler's results for l and h, and plug into $r = \frac{l^2}{8h} + \frac{h}{2}$ for an estimate for the radius.

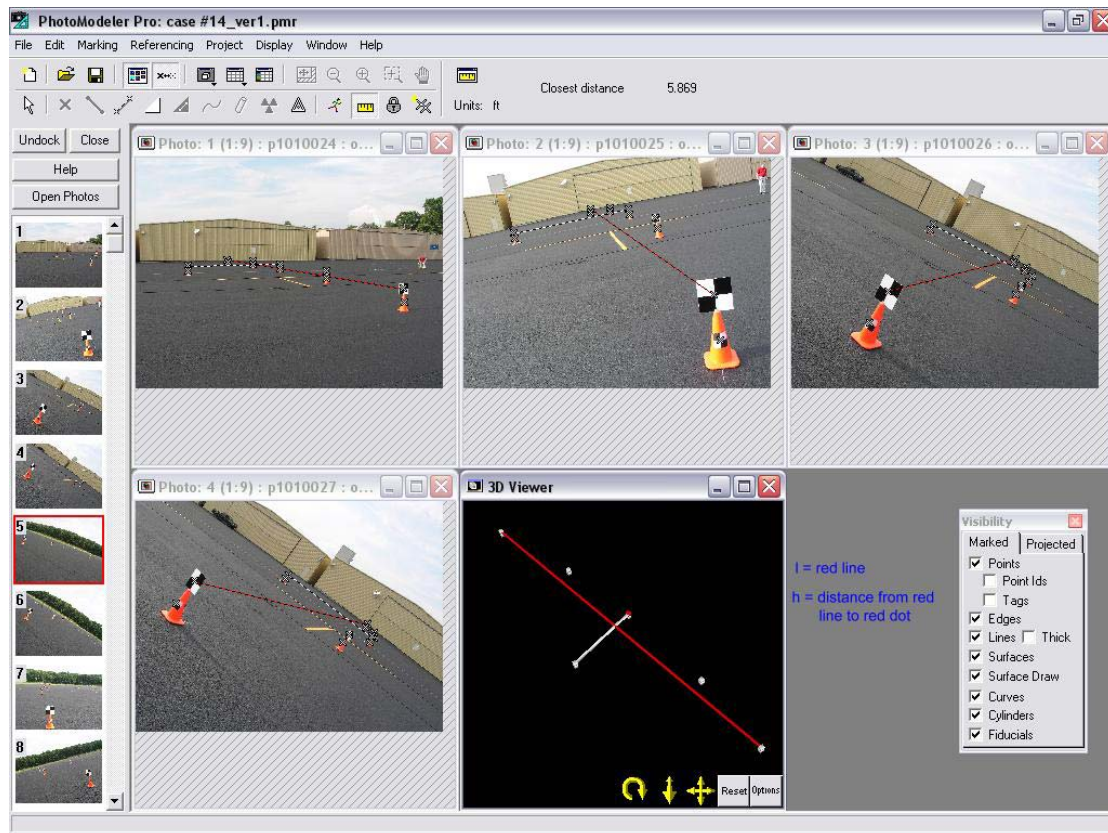


Figure 8. Chord and Middle Ordinate

Results

Table 2 shows the results for this study. Columns included in the table are the following: the known "r", which is the random number set from Table 1; the scale factor, which is the distance used by PhotoModeler for scaling purposes; l and h , the chord and middle ordinate measurements extracted directly from PhotoModeler; the

Table 2. Results of the Study

#	known "r"	scale factor	l	h	computed "r"	diff (ft)	diff (inch)	%difference	speed (known "r")	speed (comp. "r")	diff (mph)
1	141	27.3333333	75.419	5.16	140.3713169	-0.6286831	-7.544197	0.44587455	38.43749612	38.35170898	-0.085787138
2	80	28	77.127	9.897	80.07952618	0.0795262	0.9543142	0.099407728	28.95279707	28.96718423	0.014387161
3	109	29	88.794	9.429	109.2374403	0.2374403	2.8492841	0.217835178	33.79549267	33.83228197	0.036789301
4	85	21.08333333	95.36	14.534	85.47610967	0.4761097	5.7133161	0.560129028	29.84386012	29.92732555	0.083465426
5	171	34.0833333	116.639	10.223	171.4601296	0.4601296	5.5215549	0.269081622	42.32954382	42.38645618	0.056912364
6	128	19.25	74.631	5.593	127.2776854	-0.7223146	-8.667775	0.564308256	36.62271335	36.51923476	-0.103478592
7	287	23.08333333	148.954	9.832	286.9961225	-0.0038775	-0.04653	0.001351042	54.83861545	54.83824515	-0.000370303
8	124	21.08333333	96.455	9.783	123.765657	-0.234343	-2.812116	0.188986274	36.04594166	36.01186471	-0.034076954
9	424	25.16666667	111.039	3.635	425.8085427	1.8085427	21.702512	0.426543084	66.65434441	66.79634807	0.142003659
10	409	21.95833333	108.472	3.593	411.1401816	2.1401816	25.682179	0.523271786	65.46470074	65.63575659	0.171055848
11	471	27.45833333	112.145	3.345	471.6463799	0.6463799	7.7565583	0.137235639	70.25156225	70.299751	0.048188748
12	145	17.16666667	84.254	6.233	145.4784548	0.4784548	5.741458	0.329968853	38.97889597	39.04315221	0.064256248
13	497	26.125	117.186	3.448	499.5690767	2.5690767	30.828921	0.516916843	72.16452	72.35079506	0.186275059
14	220	22.16666667	100.902	5.869	219.7775227	-0.2224773	-2.669727	0.101126024	48.01278226	47.98849954	-0.024282723
15	347	17.41666667	89.158	2.901	343.9681217	-3.0318783	-36.38254	0.873740149	60.29902228	60.03501611	-0.264006173
16	318	20.95833333	72.018	2.051	317.1269337	-0.8730663	-10.4768	0.274549154	57.72435553	57.64506036	-0.079295176
17	267	28.41666667	130.705	8.069	268.6862075	1.6862075	20.23449	0.631538404	52.89336092	53.06011914	0.166758213
18	383	17.20833333	91.422	2.75	381.2832765	-1.7167235	-20.60068	0.448230667	63.34975212	63.20761633	-0.142135794
19	112	15.41666667	76.294	6.637	112.9458624	0.9458624	11.350349	0.844520034	34.25741149	34.4017628	0.144351314
20	50	10.41666667	42.637	4.775	49.97686568	-0.0231343	-0.277612	0.046268639	22.88919585	22.88390003	-0.005295812
21	183	15.83333333	80.74	4.527	182.2653666	-0.7346334	-8.815601	0.401439028	43.78961005	43.70162749	-0.087982565
22	224	13.70833333	97.535	5.409	222.5481916	-1.4518084	-17.4217	0.648128728	48.44729593	48.29004042	-0.157255513
23	62	17.41666667	48.628	4.937	62.33993974	0.3399397	4.0792769	0.548289904	25.48832978	25.5581093	0.069779519
24	399	27.625	106.086	3.549	398.1621936	-0.8378064	-10.05368	0.209976547	64.65944622	64.59152588	-0.067920339
25	116	18.66666667	74.7222	6.153	116.5050546	0.5050546	6.0606555	0.435391918	34.86378443	34.93959914	0.075814709
26	461	30.83333333	123.069	4.123	461.2531918	0.2531918	3.0383011	0.054922291	69.50179092	69.52087447	0.019083551
27	291	21.75	101.913	4.49	291.3947653	0.3947653	4.7371834	0.135658173	55.21944374	55.25688604	0.037442296
28	459	28.875	119.449	3.901	459.143002	0.143002	1.7160235	0.03115511	69.35086394	69.36166645	0.010802511
29	82	17.41666667	49.833	3.869	82.1660808	0.1660808	1.9929696	0.202537564	29.31247294	29.34214239	0.029669446
30	346	21	118.378	5.102	345.8808433	-0.1191567	-1.42988	0.034438354	60.21207339	60.20170464	-0.010368757

feet inches
 d-bar: 0.0910014 1.0920172
 std dev: 1.1297617 13.55714

computed "r" which uses PhotoModeler's results for l and h and

$r = \frac{l^2}{8h} + \frac{h}{2}$ to compute the radius; diff (ft) and diff (inch) are the

differences of the known "r" and PhotoModeler's computed "r"; %

difference is the % difference between the known "r" and the

computed "r"; speed (known "r" and comp "r") uses the Critical

Speed Formula $v = \sqrt{gr\mu}$ with coefficient of friction = 0.7; diff

(mph) is the difference between the two speeds. The results of the

Matched Pairs analysis are shown in Figure 9, which is a JMP

screenshot. Appx. 11 contains all screenshots for the thirty (30)

cases.

Conclusion

When looking at Table 2, the "% differences" range from 0.001% to 0.874%. When examining the JMP screenshots, we can see that a 95% C.I. indicates that we are 95% confident that the difference lies between -0.33 and 0.51 feet. Additionally, by looking at the two-tailed t-test, the difference between the two techniques is not significant. Since the p-value is not small (>0.05), we accept the

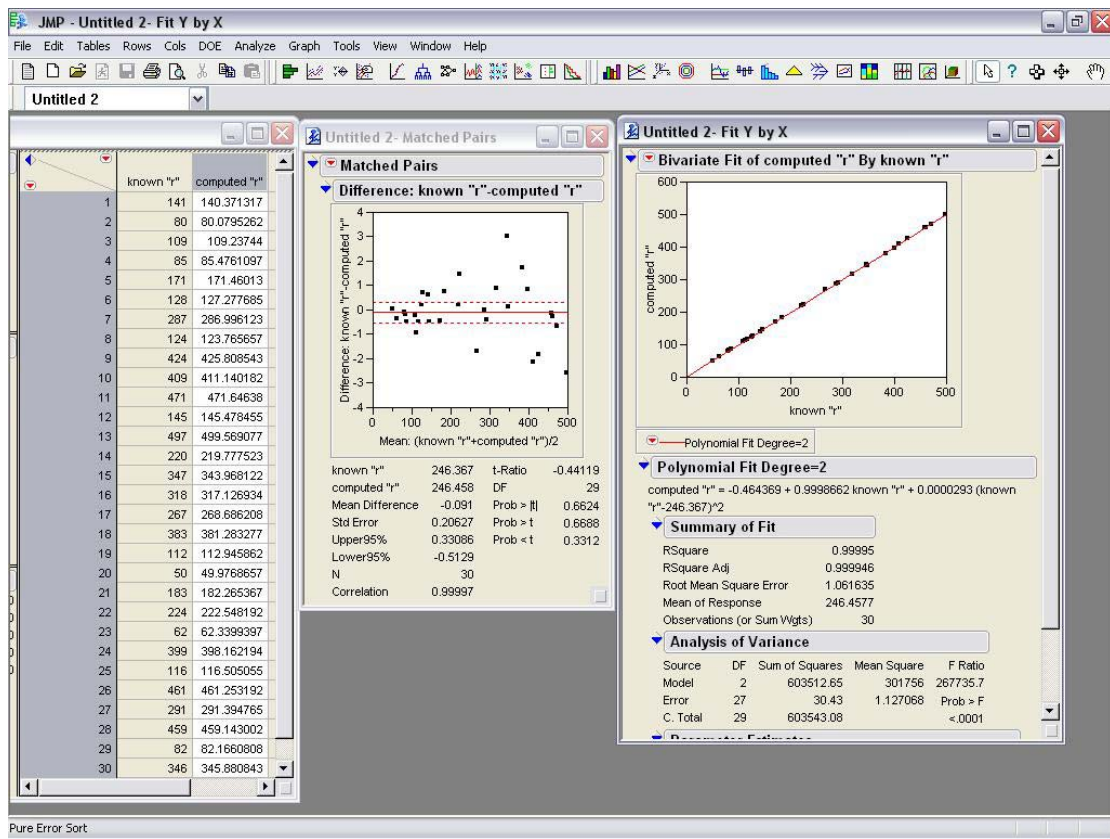


Figure 9. Matched Pairs Results

null hypothesis and say that the mean difference between the two techniques is zero. This is further evidenced by zero in the confidence interval. On average, the methods are the same. Also if one looks at R^2 , one can see that it is very close to one, which indicates an almost perfect relationship. This suggests that the known "r"s" predict the computed "r"s" exactly.

Future Directions

- Measure photogrammetry's results against a number of real-world curves. Ideally, the curves to be measured would have their own blueprints, design plans, or total station documentation where values for radius (also grade and superelevation) are easily obtained, and photogrammetry could be measured against these benchmarks.
- Supplement this study with photogrammetry's results vs. the Tape Measure Method. Paired Comparisons could be utilized for the statistical portion. This idea was taken from a reviewer for this study. In 2005, this study was not accepted for publication for the SAE Congress, unless certain changes were made. As to date, the changes haven't been made and this study remains unpublished. Appendix 12 contains the reviewers' comments.
- Develop procedures to measure superelevation and grade with photogrammetry. The author was going to include these items

in a separate paper, but a reviewer suggested it be included with this one.

- Perform a study on the scaling measurement itself. A reviewer recommended this, and at first, this author thought it was an unwise suggestion. After some thought, however, it's actually not a bad idea—perhaps not for a curve paper, but a paper affecting the accuracy of PhotoModeler. Digital resolution has a big impact on accuracy (as one will find out in Part Three) and somewhat, on the scaling measurement. It is this author's experience that a scaling measurement that encompasses a big chunk of the object being modeled makes for a better project in terms of accuracy. In other words, don't use a scaling measurement of 0.5 ft when the object being modeled is 30 ft long. Pick something on the object that is well defined and bigger. This suggestion certainly warrants some investigation.
- Examine the impact on accuracy due to the number of photos in a curve project. What is optimal? What is minimally

required? Theoretically, only two photos are required.

However, this author knows more pictures increase accuracy.

(You can have too many pictures; the potential for error is great with a lot of pictures). PhotoModeler doesn't like two photo projects (as evidenced in the Process dialog), but it'll do them (reluctantly).

- Consider the effect of targets on error when grade or superelevation is present. As stated before, a prospective direction for the study is to include superelevation and grade in photogrammetric curve measurement. Part Two's experiments were conducted on (relatively) flat terrain where e and G were not an issue. A targeted cone takes on an interesting appearance when on a hill—the cone is in agreement with the alignment on the grade, but the target itself remains straight up and down. This is because the target dangles on top of the cone; it is not permanently affixed to it. Some trial experiments would quickly determine if this is an issue or not; if so, a cone could be constructed with a fixed, rigid target.

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PART THREE

AN EVALUATION OF COMMON ACCIDENT RECONSTRUCTION MEASUREMENT METHODOLOGIES

Abstract

This study's aim was to learn what causes variation in three common traffic accident reconstruction measurement techniques: measuring tape, measuring wheels and photogrammetry (PhotoModeler). These three techniques were evaluated against a known benchmark distance (48 feet) measured by a total station. A full factorial 2^3 Design of Experiments study with four replicates was applied to each technique. The following results were found:

Measuring tape experiment: None of the main effects or cross-effects was significant. Measuring wheel experiment: Two main effects ($p < 0.0001$ and $p < 0.0060$) and all of the cross-effects ($p < 0.0079$ to 0.0345) were significant. Photogrammetry experiment: One main effect ($p < 0.0063$) and one cross effect ($p < 0.0325$) were significant. The measuring wheel is most sensitive to surface type (smooth or rough surface) and photogrammetry is most sensitive to digital resolution (low or high resolution).

Introduction

It is often necessary for physical measurements to be taken from the highway. This can be done for a variety of reasons: making accident diagrams, identifying the locations of the resting positions of vehicles, or measuring skidmarks. The measurement process itself can manifest in one of several forms: pacing, total stations, lasers, measuring tapes, measuring wheels, or photogrammetry. This study will examine various factors that could affect the accuracy of the later three abovementioned measurement techniques. The tool utilized for this purpose is the Design of Experiments (DOE). Analysis of Variance (ANOVA) will determine which details of the experiment are significant or relevant.

Design of Experiments

History

According to Joan Fisher Box [165], Design of Experiments got its start in the agriculture industry. R.A. Fisher was a statistician working at the Rothamsted Experimental Station in England. It was

at this location that Fisher developed DOE; here he planned different experiments on crops and fertilizers. In the abstract of her article, Box eloquently describes how analysis of variance brought about the need for DOE, factorial blocking designs, randomization, and replication. In 1935, Fisher wrote the book, Design of Experiments which contained few numerical examples and masses of theory [166]. Initially, Fisher's experiments received much opposition. His critics maintained that the experiments themselves were too complex but they eventually began to appreciate their merit to the agricultural world.

DOE Variable Definition

The main objective in experimental studies is to evaluate the set of *pre-selected variables* at *different intensities* to investigate their reaction to a variable of interest [167]. The pre-selected variables are identified as factors, different intensities as levels, and variable of interest as response variable. To improve the accuracy of your experiment the following is suggested [167]:

- Blocking (removes nuisance errors)

- Randomization (removes nuisance errors)
- Replication (removes random errors)
- Repeat measurements (removes measurement errors)

Experimental Designs

Tamhane [167] explains that the completely randomized design (CRD) is an experiment where the treatments are assigned in a random order, however; CRD designs can mask the effects of treatment effects, especially if one or more of the same treatment is in the same block. Randomized Block Designs (RBD) are random and unique within the blocks, reducing the effect of a nuisance variable (an additional treatment in a block.) Fig. 1 shows a CRD and RBD.

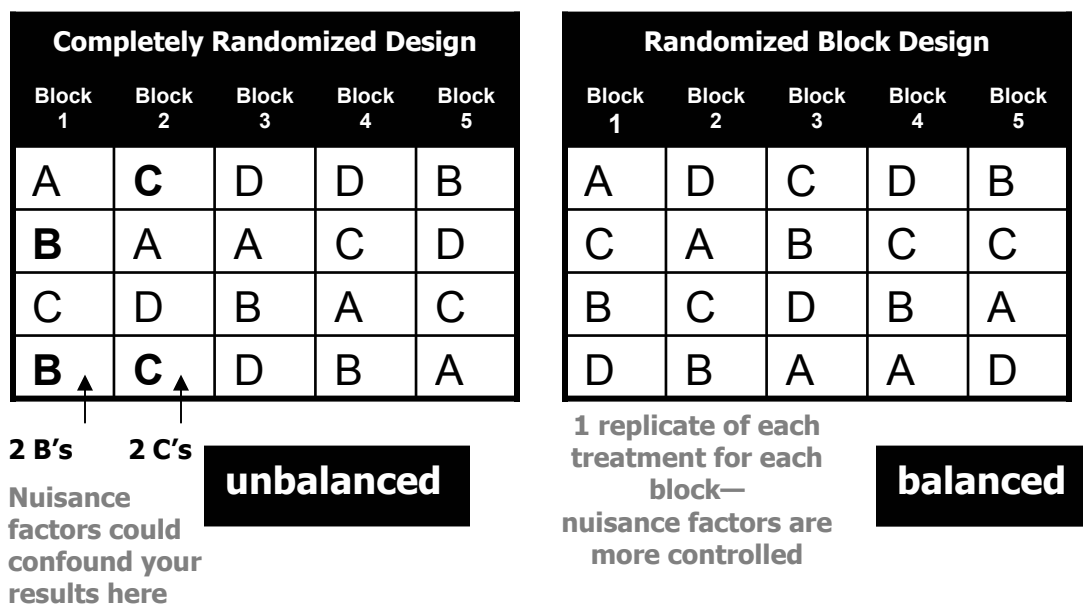


Figure 1. Illustration of CRD and RBD Designs

Factorial Designs

2² Design

For this situation, we have 2 levels^(2 factors) = $2^2 = 4$, hence we have 4 treatment combinations possible. Table 1 delineates this type of design.

2³ Design

In a similar fashion, the 2³ Design will have 3 factors, resulting in a possible 8 treatment combinations. Table 2 delineates this type of design.

Table 1. 2² Design

Factor A	Factor B	Treatment combination	Interpretation of experiment
-	-	(1)	Low level of A with low level of B
+	-	a	High level of A with low level of B
-	+	b	Low level of A with high level of B
+	+	ab	High level of A with High level of B

Table 2. 2³ Design

Factor			Treatment Combination	Interpretation
A	B	C		
-	-	-	(1)	Low levels of A, B, and C
+	-	-	a	High A, Low B & C
-	+	-	b	Low A, High B, Low A
+	+	-	ab	High A, High B, Low C
-	-	+	c	Low A, Low B, High C
+	-	+	ac	High A, Low B, High C
-	+	+	bc	Low A, High B, High C
+	+	+	abc	High levels of A, B, and C

Analysis of Variance (ANOVA)

History

As mentioned earlier, Box [165] informed that ANOVA's beginnings were the results of DOE. Scheffe [168] claims that Fisher "coined" the terms variance and analysis of variance, but others before him were using ANOVA's components long before Fisher. Scheffe also conveys that many subsequent improvements have been made to Fisher's ANOVA tables since their inception—the table you see today is *roughly* the table Fisher created years ago.

The Delineated ANOVA Table

Below is a typical ANOVA table (Table 3) which can be used in conjunction with DOE. In lieu of hand calculations it is advisable to use software packages such as JMP or SAS to do the calculations.

Research Design

The objective of this project is to reveal the sources of variability in different measuring techniques. As mentioned previously, the total station, the common measuring device used by civil engineers for a variety of applications, will be used as a benchmark in this design.

Table 3. ANOVA Table

Variation	Degrees of Freedom	Mean Square	F
Between treatments, V_R	$a - 1$	$\hat{S}_R^2 = \frac{V_R}{a - 1}$	$\frac{\hat{S}_R^2}{\hat{S}_E^2}$
Between blocks, V_C	$b - 1$	$\hat{S}_C^2 = \frac{V_C}{b - 1}$	$\frac{\hat{S}_C^2}{\hat{S}_E^2}$
Interaction, V_I	$(a - 1)(b - 1)$	$\hat{S}_I^2 = \frac{V_I}{(a - 1)(b - 1)}$	$\frac{\hat{S}_I^2}{\hat{S}_E^2}$
Residual or random, V_E	$ab(c - 1)$	$\hat{S}_E^2 = \frac{V_E}{ab(c - 1)}$	
Total, V	$abc - 1$		

In other words, the results photogrammetry, the measuring wheel, and the measuring tape will all be compared to the results of the total station. Following this reasoning, the execution of three (3) separate experiments, one for each measuring technique, will be required. After the completion of each experiment, the results of each will be analyzed.

Designing of the Experiment

- **Type of Design:** 2^3 ; 2 levels^{3 factors}
- **Response Variable:** Error (or accuracy or measurement difference)
- **Factors:** When deciding what factors to include in the experiment, one must ask the following: What would influence the amount of error in each measuring device? Since each measuring device is unique and measures distances in a different way, they should each have their own set of factors, as indicated by Table 4.
- **Levels:** The levels for each methodology were selected mainly for convenience and ease of use. **PhotoModeler:** The low and

Table 4. Factors and Levels For Each Experiment

Photogrammetry	
Factor	Levels
Number of Pictures Taken	4 (low), 8 (high)
Digital Resolution of Camera	low, high
Exposure to Road While Taking Measurements	low exposure (rush to get job done), high exposure (take your time)
Measuring Wheel	
Factor	Levels
Roughness of Pavement	not rough, rough
Wheel Diameter	small, large
Exposure to Road While Taking Measurements	low exposure (rush to get job done), high exposure (take your time)
Measuring Tape	
Type of Tape	cloth, steel
Amount of Masking Tape Used	low, high
Exposure to Road While Taking Measurements	low exposure (rush to get job done), high exposure (take your time)

high levels of # of photos are 4 and 8 respectively. The digital resolution levels are 0.15 mega pixels (low) and 5 mega pixels (high).

“Exposure to road” on average was 4 minutes for 4 photos and 5 minutes for 8 photos (low level or rush) and 8 minutes for 4 photos and 9 minutes for 8 photos (high level or take time). **Measuring**

Wheel: The levels for roughness of pavement were not rough (on pavement) or rough (in the gravel). Wheel diameter levels were small (4 inches) and large (12 inches). “Exposure to road” levels were on average 30 seconds (low level or rush) and 1.5 minutes

(high level or take time). **Measuring Tape:** "Type of tape" levels were cloth (low level) and steel (high level). The levels for amount of making tape used were 4 pieces (low) and 8 pieces (high).

"Exposure to road" levels were on average 1.5 minutes (low) and 3 minutes (high).

- **Design Matrices:** Tables 5a, 5b, and 5c depicts an appropriate design matrix for each experiment.

Table 5a. Photogrammetry Design Matrix

PhotoModeler Experiment			Treatment Combo	Interpretation
A: # of Pix	B: Dig. Res.	C: Exp		
-	-	-	(1)	Low levels of A, B, and C
+	-	-	a	High A, Low B & C
-	+	-	b	Low A, High B, Low A
+	+	-	ab	High A, High B, Low C
-	-	+	c	Low A, Low B, High C
+	-	+	ac	High A, Low B, High C
-	+	+	bc	Low A, High B, High C
+	+	+	abc	Hi levels of A, B, and C

Table 5b. Measuring Wheel Design Matrix

Measuring Wheel Experiment			Treatment Combo	Interpretation
A: Rough	B: Diameter	C: Exp		
-	-	-	(1)	Low levels of A, B, and C
+	-	-	a	High A, Low B & C
-	+	-	b	Low A, High B, Low A
+	+	-	ab	High A, High B, Low C
-	-	+	c	Low A, Low B, High C
+	-	+	ac	High A, Low B, High C
-	+	+	bc	Low A, High B, High C
+	+	+	abc	Hi levels of A, B, and C

Table 5c. Measuring Tape Design Matrix

Measuring Tape Experiment			Treatment Combo	Interpretation
A:TapeType	B: Mask. tape	C: Exp		
-	-	-	(1)	Low levels of A, B, and C
+	-	-	a	High A, Low B & C
-	+	-	b	Low A, High B, Low A
+	+	-	ab	High A, High B, Low C
-	-	+	c	Low A, Low B, High C
+	-	+	ac	High A, Low B, High C
-	+	+	bc	Low A, High B, High C
+	+	+	abc	High levels of A, B, and C

- **Number of Replications:** It was determined that 5 replications of each experiment should be performed. Since there are 8 treatment combinations and 5 replications, there will be a total of 40 data points. To ensure that the within block confounding is reduced, a Randomized Block Design is utilized. The following table (Table 6) illustrates an order in which the experiments could be conducted. Recall that this table will apply to each experiment: PhotoModeler, measuring wheel and measuring tape.

Table 6. RBD with 5 Blocks

Block 1	Block 2	Block 3	Block 4	Block5
(1)	bc	ab	a	c
abc	c	bc	ac	ab
a	b	a	b	b
bc	(1)	c	bc	a
b	abc	(1)	ab	abc
ac	ac	b	abc	(1)
ab	a	ac	c	ac
c	ab	abc	(1)	bc

Selection of Sample

The sample that was measured in this study is a strip of asphalt and gravel located at the hangar area north of runway 28 at the Gatlinburg-Pigeon Forge airport in Sevierville, TN. This particular sample was selected because of its “lack of activity”, minimum contact with airport traffic, and interruptions. All experiments for Part Three were conducted on this area. Figure 2 shows this sample. Note the asphalt area and the gravel area.



Figure 2. Part Three's Experiment Area

Instrument Used

Photogrammetry Experiment

The primary instrument used in this experiment is the photogrammetry software package called PhotoModeler (version 4g), from EOS Systems, Inc. The software is used in conjunction with a calibrated digital camera. Two levels of digital resolution were used in this experiment: high and low. High resolution calibration details are described in Appendix 1; low resolution calibration details are in Appendix 13. A digital camera was used in this experiment, primarily for time and money saving reasons; a film camera would require film processing and digitization via scanner.

Measuring Wheel Experiment

The primary instrument used in this experiment is a measuring wheel. One can make measurements with this device holding the handle in a standing position while allowing the wheel to roll along the pavement surface. Two types of wheels will be used, of different diameters. Measuring wheels are used quite frequently in accident reconstruction.

Measuring Tape Experiment

The primary instrument in this experiment is a measuring tape. Two types of measuring tapes will be used: cloth and steel. Measuring tapes are also used quite frequently in accident reconstruction.

Procedures

Total Station Measurement

The first step in this project is to obtain a total station and measure the road segment of interest. Recall that this must be done first, for the total station is considered the benchmark measuring device in this project. In October 2004, two (2) registered land surveyors from VISION Engineering in Sevierville, TN measured a 48 ft distance on the asphalt and in the gravel. Figure 2 shows the crew measuring the benchmark. Appendix 14 contains all photos of the total station benchmark measurement.

Photogrammetry Experiment

Utilizing JMP's embedded DOE Tool, the order of experiments were determined.

The photogrammetry experiment proceeded according to the following procedure:

- Place center of targeted cone at the endpoints of the line segment (on pins)
- Place 4 more cones between endpoints (PhotoModeler needs a minimum of 6 points for a project to process)
- Take the predetermined amount of pictures (4 or 8) from an upstream and a downstream position
- Take one measurement (usually between 2 arbitrary cones) for scaling purposes
- Download images from camera onto computer
- Use PhotoModeler
 - Create a new project
 - Mark and reference points
 - Scale project
 - Process
 - Extract needed measurements
- Record results on data sheet.

Figure 3 shows equipment used for this experiment. Figure 4 shows a project with 8 photos. Figure 5 shows a project with 4 photos.

Measuring Wheel Experiment

Again utilizing JMP's DOE Tool, determine which experiment to perform first. The measuring wheel experiment will proceed as follows:

- Visually locate the two endpoints to be measured.
- Reset the counter, located at the base of the wheel.



Figure 3. Equipment Used For Photogrammetry Experiment

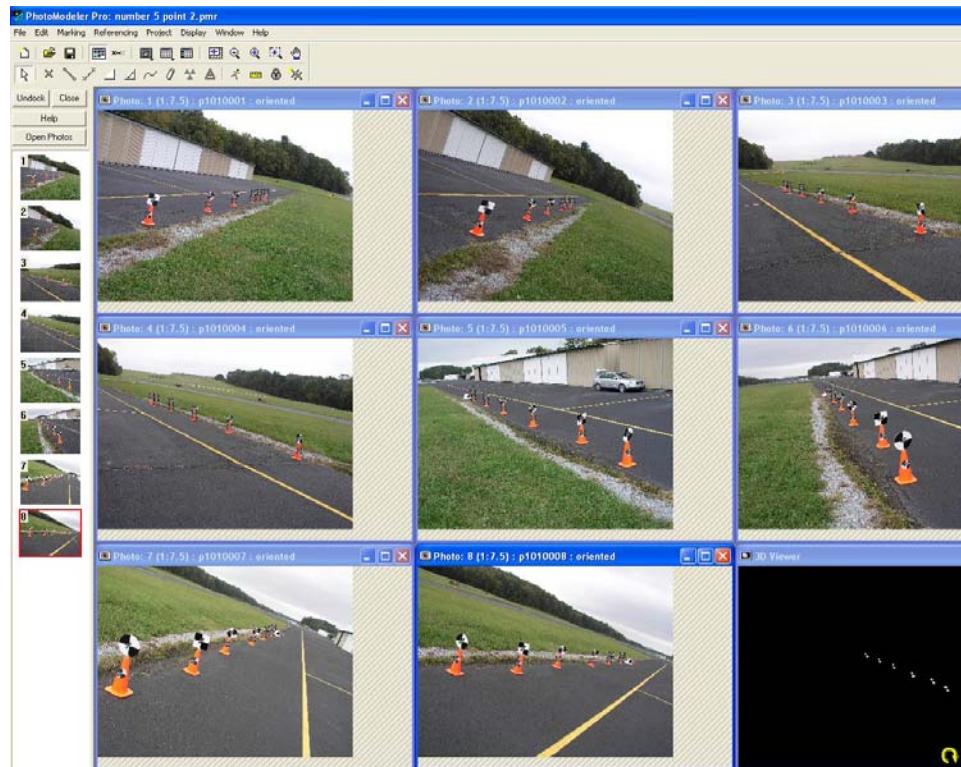


Figure 4. A PhotoModeler Project With 8 Photos

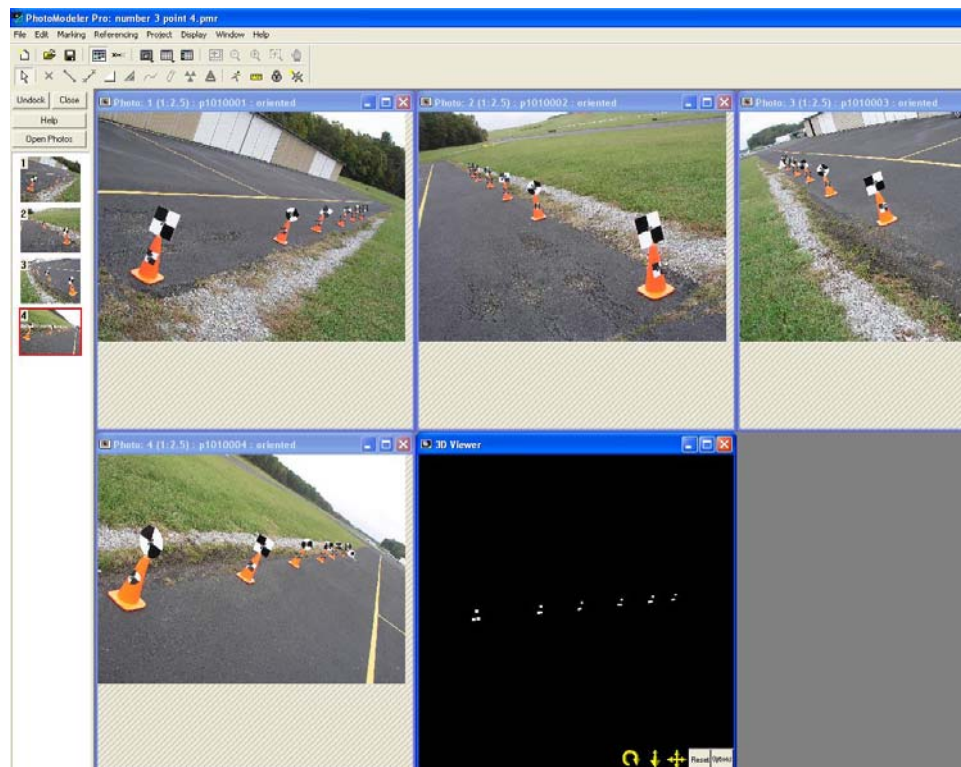


Figure 5. A PhotoModeler Project With 4 Photos

- Start at the first point, firmly holding wheel to pavement so there's good contact.
- Try to track in a straight line as best you can from point to point to increase accuracy.
- Record the results on the data sheet.

Measuring Tape Experiment

Use JMP's DOE to determine which experiment to perform. The measuring tape experiment will proceed as follows:

- Visually locate the two endpoints to be measured
- Stretch out tape, approximately the entire length of line segment
- Secure measuring tape with masking tape, applying the proper amount specified (4 or 8 pieces). Try to follow a straight line as best as possible to increase accuracy.
- Record the results on the data sheet.

Appendix 15 contains some photos of this experiment.

Results

Total Station Result

The RLS in charge on benchmark measurement day in October 2004 said on average, his measurements were “within a 1/16th of an inch.” This author asked and wanted a data printout from his total station for documentation purposes, but he wasn’t able to provide one.

The results of the three experiments are specified below in Figures 6-8:

Results From Photogrammetry Experiment

2x2x2 Factorial PhotoModeler

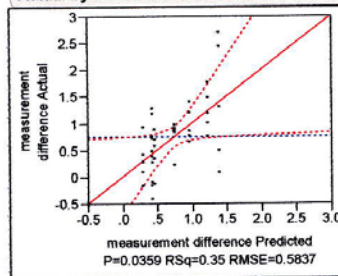
Rows	Pattern	# of pics	digital resolution	exposure	measurement difference
1	→→→	-1	1	1	0.891
2	→→→	1	1	1	0.37
3	→→→	1	-1	1	0.325
4	→→→	1	-1	-1	0.476
5	→→→	1	-1	1	0.867
6	→→→	-1	1	-1	-0.12
7	→→→	-1	1	1	0.203
8	→→→	1	1	1	0.46
9	→→→	-1	1	-1	-0.433
10	→→→	-1	1	-1	0.251
11	→→→	-1	-1	1	0.842
12	→→→	1	1	1	0.706
13	→→→	-1	-1	-1	0.74
14	→→→	1	1	1	0.741
15	→→→	-1	-1	-1	0.993
16	→→→	-1	-1	1	1.185
17	→→→	1	-1	-1	2.692
18	→→→	1	-1	-1	1.297
19	→→→	-1	1	-1	1.261
20	→→→	1	1	-1	0.255
21	→→→	1	1	-1	0.4
22	→→→	1	1	-1	-0.188
23	→→→	1	-1	1	0.559
24	→→→	1	-1	-1	2.428
25	→→→	-1	-1	-1	1.754
26	→→→	1	-1	1	0.679
27	→→→	-1	1	1	0.954
28	→→→	-1	-1	1	0.759
29	→→→	-1	-1	-1	1.47
30	→→→	1	1	-1	0.07
31	→→→	-1	-1	1	0.639
32	→→→	-1	-1	1	1.384
33	→→→	-1	1	-1	1.159
34	→→→	1	1	-1	0.913
35	→→→	-1	-1	-1	1.174
36	→→→	1	1	1	-0.178
37	→→→	1	-1	1	-0.142
38	→→→	1	-1	-1	0.064
39	→→→	-1	1	1	0.818
40	→→→	-1	1	1	0.862

2x2x2 Factorial PhotoModeler- Fit Least Squares

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare	0.353999
RSquare Adj	0.212686
Root Mean Square Error	0.583684
Mean of Response	0.7395
Observations (or Sum Wgts)	40

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	5.974119	0.853446	2.5051
Error	32	10.901993	0.340687	Prob > F
C. Total	39	16.876112		0.0359*

Parameter Estimates

Term	Estimate	Std Error	t Ratio	Prob> t
Intercept	0.7395	0.092289	8.01	<.0001*
# of pics	-0.0998	0.092289	-1.08	0.2876
digital resolution	-0.26975	0.092289	-2.92	0.0063*
exposure	-0.0933	0.092289	-1.01	0.3196
# of pics*digital resolution	-0.01505	0.092289	-0.16	0.8715
# of pics*exposure	-0.1077	0.092289	-1.17	0.2518
digital resolution*exposure	0.20625	0.092289	2.23	0.0325*
# of pics*digital resolution*exposure	0.05965	0.092289	0.65	0.5227

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
# of pics	1	1	0.3984016	1.1694	0.2876
digital resolution	1	1	2.9106025	8.5433	0.0063*
exposure	1	1	0.3481956	1.0220	0.3196
# of pics*digital resolution	1	1	0.0090601	0.0266	0.8715
# of pics*exposure	1	1	0.4639716	1.3619	0.2518
digital resolution*exposure	1	1	1.7015625	4.9945	0.0325*
# of pics*digital resolution*exposure	1	1	0.1423249	0.4178	0.5227

Figure 6. JMP Printouts for Photogrammetry Experiment

Results From Measuring Wheel Experiment

2x2x2 Factorial measuring wheel

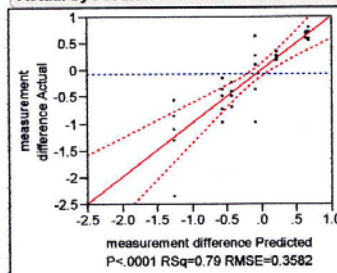
Rows	Pattern	surface	wheel diameter	exposure	measurement difference
1	+-	1	-1	-1	-2.375
2	---	-1	-1	-1	0.7083
3	++	1	-1	1	-1
4	+-	1	-1	-1	-1.334
5	+-	-1	1	-1	0.33
6	++	1	1	1	-0.7084
7	++	1	-1	1	0.083
8	++	1	1	-1	-0.375
9	++	1	1	-1	-0.75
10	---	-1	-1	1	0.5416
11	++	1	1	1	-0.5
12	++	-1	1	1	0.25
13	++	1	1	-1	-0.5
14	---	-1	-1	-1	0.666
15	---	-1	-1	1	0.583
16	++	1	1	1	-0.417
17	---	-1	-1	1	0.7916
18	++	1	1	1	-0.25
19	++	1	-1	1	-0.375
20	++	1	1	-1	-1
21	---	-1	-1	-1	0.7083
22	++	1	-1	1	0.625
23	++	1	-1	1	0.25
24	---	-1	-1	-1	0.583
25	+-	1	-1	-1	-1.125
26	+-	1	-1	-1	-0.584
27	+-	-1	1	-1	0.166
28	++	-1	1	1	0.25
29	++	-1	-1	1	0.7083
30	++	1	1	-1	-0.167
31	---	-1	-1	-1	0.583
32	+-	1	-1	-1	-0.875
33	++	-1	1	1	0.166
34	++	1	1	1	-0.25
35	+-	-1	1	-1	0.166
36	+-	-1	1	-1	0.2083
37	++	-1	1	1	0.25
38	++	-1	-1	1	0.7916
39	+-	-1	1	-1	0.25
40	++	-1	1	1	0.166

2x2x2 Factorial measuring wheel- Fit Least Squares

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare	0.786894
RSquare Adj	0.740277
Root Mean Square Error	0.358155
Mean of Response	-0.06901
Observations (or Sum Wgts)	40

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	15.156958	2.16528	16.8800
Error	32	4.104801	0.12828	Prob > F
C. Total	39	19.261759		<.0001*

Parameter Estimates

Term	Estimate	Std Error	t Ratio	Prob> t
Intercept	-0.06901	0.056629	-1.22	0.2319
surface	-0.51236	0.056629	-9.05	<.0001*
wheel diameter	-0.066745	0.056629	-1.18	0.2472
exposure	0.166795	0.056629	2.95	0.0060*
surface*wheel diameter	0.156375	0.056629	2.76	0.0095*
surface*exposure	0.160335	0.056629	2.83	0.0079*
wheel diameter*exposure	-0.13538	0.056629	-2.39	0.0229*
surface*wheel diameter*exposure	-0.12509	0.056629	-2.21	0.0345*

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
surface	1	1	10.500511	81.8594	<.0001*
wheel diameter	1	1	0.178196	1.3892	0.2472
exposure	1	1	1.112823	8.6753	0.0060*
surface*wheel diameter	1	1	0.978126	7.6252	0.0095*
surface*exposure	1	1	1.028292	8.0163	0.0079*
wheel diameter*exposure	1	1	0.733110	5.7151	0.0229*
surface*wheel diameter*exposure	1	1	0.625900	4.8794	0.0345*

Figure 7. JMP Printouts for Measuring Wheel Experiment

Results From Measuring Tape Experiment

2x2x2 Factorial measuring tape

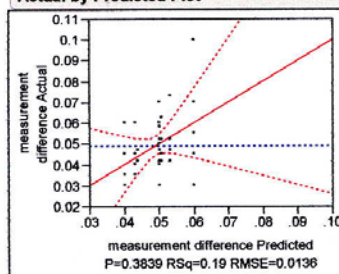
Rows	Pattern	tape type	amt of tape	exposure	measurement difference
1	→→	-1	1	1	0.04
2	→→→	1	1	1	0.058
3	→→→	1	-1	-1	0.0416
4	→→→	-1	1	-1	0.04
5	→→→	1	-1	-1	0.0416
6	→→→	1	1	1	0.0416
7	→→→	-1	1	-1	0.07
8	→→→	1	1	-1	0.0416
9	→→→	-1	1	-1	0.03
10	→→→	1	-1	1	0.052
11	→→→	-1	1	1	0.06
12	→→→	-1	1	-1	0.05
13	→→→	1	-1	-1	0.0416
14	→→→	-1	-1	-1	0.07
15	→→→	-1	-1	1	0.03
16	→→→	-1	-1	-1	0.055
17	→→→	-1	-1	-1	0.03
18	→→→	-1	-1	1	0.06
19	→→→	-1	1	1	0.035
20	→→→	1	1	1	0.052
21	→→→	-1	1	1	0.035
22	→→→	-1	1	1	0.045
23	→→→	1	1	-1	0.052
24	→→→	-1	-1	-1	0.1
25	→→→	1	-1	1	0.052
26	→→→	-1	1	-1	0.06
27	→→→	1	1	-1	0.052
28	→→→	-1	-1	1	0.03
29	→→→	1	-1	-1	0.0469
30	→→→	-1	-1	-1	0.045
31	→→→	1	-1	1	0.0625
32	→→→	1	1	-1	0.0469
33	→→→	1	-1	-1	0.0469
34	→→→	-1	-1	1	0.035
35	→→→	-1	-1	1	0.045
36	→→→	1	1	1	0.0469
37	→→→	1	-1	1	0.0416
38	→→→	1	1	1	0.052
39	→→→	1	1	-1	0.073
40	→→→	1	-1	1	0.045

2x2x2 Factorial measuring tape- Fit Least Squares

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare	0.194641
RSquare Adj	0.018469
Root Mean Square Error	0.013628
Mean of Response	0.048818
Observations (or Sum Wgts)	40

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	0.00143628	0.000205	1.1048
Error	32	0.00594284	0.000186	Prob > F
C. Total	39	0.00737912		0.3839

Parameter Estimates

Term	Estimate	Std Error	t Ratio	Prob> t
Intercept	0.0488175	0.002155	22.66	<.0001*
tape type	0.0005675	0.002155	0.26	0.7940
amt of tape	0.0002325	0.002155	0.11	0.9147
exposure	-0.002887	0.002155	-1.34	0.1897
tape type*amt of tape	0.0019825	0.002155	0.92	0.3644
tape type*exposure	0.0038625	0.002155	1.79	0.0825
amt of tape*exposure	0.0003875	0.002155	0.18	0.8584
tape type*amt of tape*exposure	-0.002862	0.002155	-1.33	0.1934

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
tape type	1	1	0.00001288	0.0694	0.7940
amt of tape	1	1	0.00000216	0.0116	0.9147
exposure	1	1	0.00033351	1.7958	0.1897
tape type*amt of tape	1	1	0.00015721	0.8465	0.3644
tape type*exposure	1	1	0.00059676	3.2133	0.0825
amt of tape*exposure	1	1	0.00000601	0.0323	0.8584
tape type*amt of tape*exposure	1	1	0.00032776	1.7648	0.1934

Figure 8. JMP Printouts for Measuring Tape Experiment

Conclusions

Even though this experiment truly has categorical (or discrete) factors (smooth/rough; small/large; rush/take time), the experiment was executed as continuous as per the suggestion of the Statistical Consulting Center at UT (the experiment was actually carried out both ways and the results were practically identical). The SCC suggested this because JMP computes more accurately in a continuous setting than in categorical. JMP simply assigns a -1 or +1 to each level; the experimenter has to keep each setting straight as to avoid confusion. Appendix 15 contains all JMP printouts with handwritten notes included.

Measuring Wheel

The main effects that were significant in this experiment were surface and exposure to the road. Using the prediction profiler in JMP's embedded DOE tool will show that smooth is better for being on target; a smooth surface gives you results that are long of the target (this is possibly due to wavy behavior or bad tracking) and a rough surface give you results short of target (possibly due to lack of

rotation of the wheel); rushing gives a short of target result (wheel possibly skips) and taking your time gives a long of target result (wheel possibly waves about).

The following cross effects will yield the lowest errors: surface and wheel diameter—a smooth surface plus a large wheel diameter will yield a lower error; surface and exposure—if you have a rough surface it is best to take your time; wheel diameter and exposure—if you have a large diameter wheel, it is best to take your time; surface and wheel diameter and exposure—if you have a rough surface plus a small diameter wheel, it is best to take your time.

Measuring tape

The factors that were thought to have an impact on the response turned out to have no impact at all—this is very clear by looking at the printout—no main nor cross effects were significant. In retrospect, the experiment could have been done differently. A possible factor that was not included in this experiment was length of measurement; shorter measurements would be more accurate than longer measurements because in longer measurements, the tape

measure itself could become more twisted than with shorter measurements.

Photogrammetry

One main effect and one cross effect were significant at the $\alpha=5\%$ level: digital resolution=0.0063 and digital resolution* exposure=0.0325. If one looks at the mean of response (response being measurement error), measuring tape did the best (0.045518 ft or 0.586 inches), followed by measuring wheel (-0.06901 ft or -0.82812 inches), and then photogrammetry (0.7395 ft or 8.874 inches). 8.874 inches translates to a 1.5% error over 48 feet; this is a reasonable and acceptable measurement error for accident reconstruction applications such as speed estimates from skid marks. Future photogrammetry experiments should utilize the pins themselves; the pins would have to be incorporated into the measurement process, perhaps by highlighting the pins with neon paint to facilitate conspicuity in the digital photos.

Future Directions and Research

- Incorporate length of measurement into the experiment, at two levels (short/long). Measure a distance at say, 48 feet, and then a distance longer than 48 feet. 48 feet was very manageable by all the techniques, perhaps a bit *too manageable*. Maybe something like 108 feet could work; this is roughly the distance across a two 4-lane highway with a median. In hindsight, the impact of measurement length could not only affect the results of measuring tape experiments, but the measuring wheel experiments as well, due to more opportunities for skips and wavy motion. The author's initial feeling is that the photogrammetry experiment probably wouldn't be affected by length of measurement, provided that the targets are still clearly seen in all the photos while working within the photogrammetry software, however; there is a point where targets are not easily seen when placed far from the camera, which in case, the target size

would have to be increased or the distances measured decreased; a clear, crisp target placed at a long distance can look a blurry blob when enlarged (zoomed in) within PhotoModeler.

- Study the effect of digital resolution on photogrammetry more closely. To date, no one has published on this topic in the accident reconstruction community. It is especially important since these days, most accident scenes and vehicles are documented with digital cameras. Each day brings new digital cameras to the market. This study utilized the same digital camera (at 5 mega pixels) at two levels of resolution (at 5 MP and 0.15 MP). Perhaps a new experiment could make use of say, a 12 MP camera and the 5 MP in the study.
- Use the benchmark measurement markers more precisely in the photogrammetry experiment. As mentioned before, enhancing the pins with paint, or even develop a

new technique, maybe something like a small flag with a magnetic bottom to place on the pin. There are a host of similar possibilities that could be employed. The author had planned to revamp this part of the experiment before this document was prepared but the airport was the lucky recipient of a grant for new paving projects; the experiment site used in this study was completely repaved. The precisely placed pins are currently under a substantial amount of asphalt. Even the gravel area adjacent to the old asphalt surface (used for the wheel experiment) is now under asphalt. Permission to reuse the site would most likely be granted, but the site would now have to be considerably prepared for future experiments, or a totally new site would have to be located.

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APPENDIX 1

CAMERA CALIBRATION OF OLYMPUS C-5050
HIGH RESOLUTION

APPENDIX 1

CAMERA CALIBRATION OF OLYMPUS C-5050 HIGH RESOLUTION

This Appendix contains details for the camera calibration procedure, however; early in January 2007, the author was the unlucky victim of a hard disk crash. Photos of the Olympus C-5050 calibration project were lost forever (as were other parts of this dissertation), but the PhotoModeler project itself still exists (go figure). So post-calibration camera parameters are still available, but the eight (8) or so images of the calibration grid no longer exist. This is a good situation if you want to process a project, but not so good if you want to communicate the fine aspects of camera calibration. The author feels that camera calibration can be best explained using photos from her Thesis [115]. The difference between the Thesis and the Dissertation calibration is that the Thesis work utilized a film camera and the Dissertation utilized a digital. While the two calibration procedures are very similar, they do have their differences. Firstly, the film camera calibration requires a film insert, either EOS's two-point fiducial or the nine-point fiducial. A fiducial is

a device that is installed between the lens and the film. So any pictures taken with a fiducial camera will have particular marks in the image. These fiducial marks help PhotoModeler determine the orientation of the camera (i.e., how the camera is positioned at the time of exposure---up, down, sideways, etc.) which is a significant part of the photogrammetric processing. Figure 1 illustrates the two-point while Figure 2 shows the nine-point fiducial. Fiducials are indicated in red. Note that the two-point fiducial covers the extreme

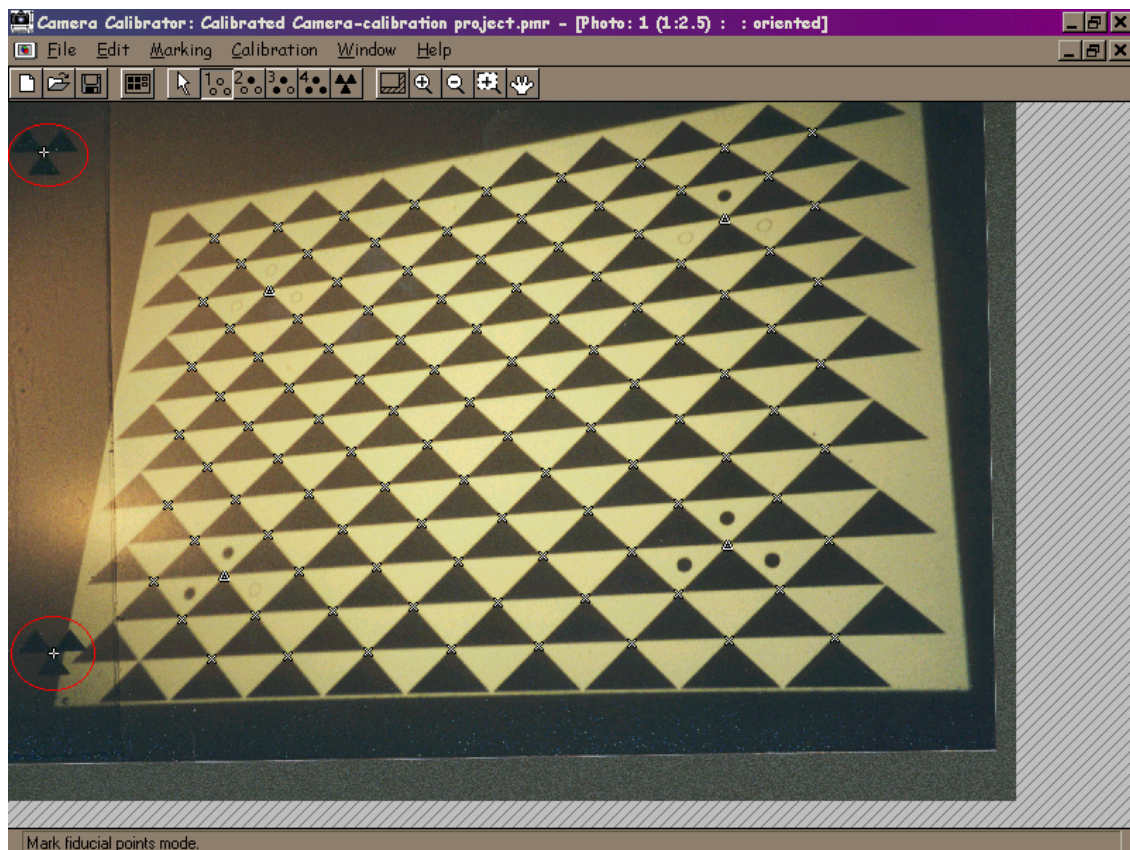


Figure 1. Two-point fiducial image

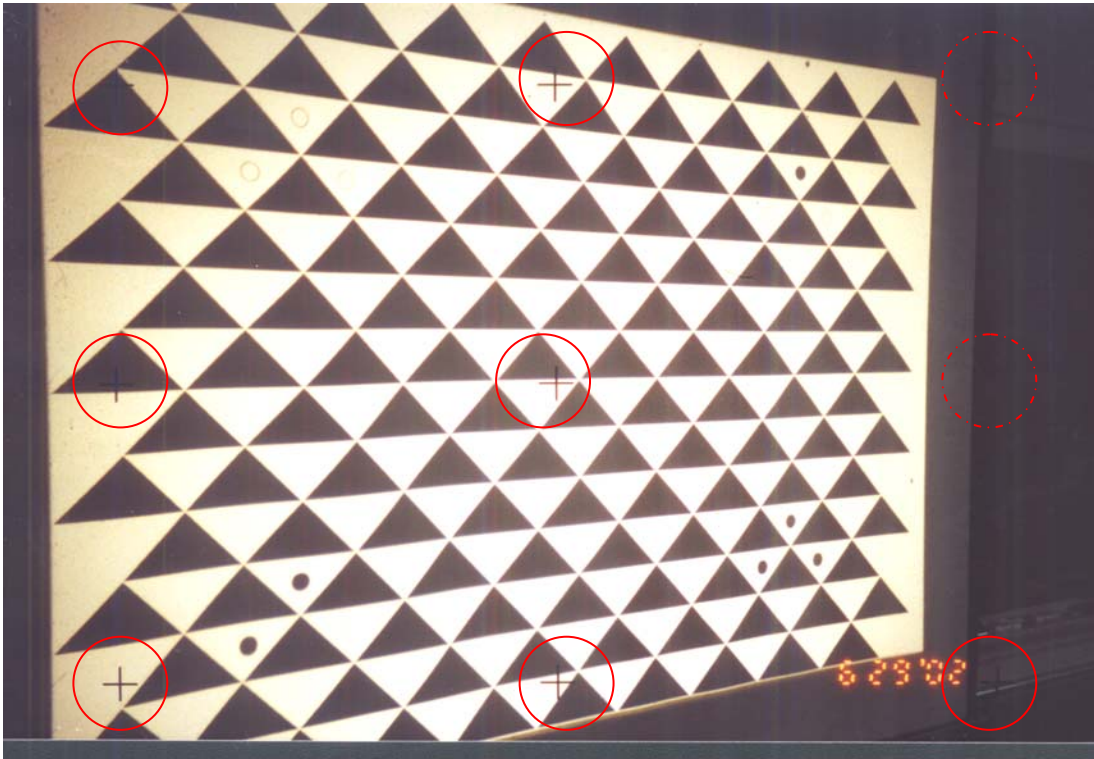


Figure 2. Nine-point fiducial image

left side of the photo, while the nine-point fiducial covers the entire film plane. Figure 2's right-most fiducials are not well seen; this is indicated with the red dashes. A situation like this is no cause for alarm; all nine are not required to be visible in the photograph when using the nine-point insert (when using a two-point fiducial insert, both fiducials must be visible—if only one is marked, then that photo won't be processed by PhotoModeler). In fact, it is quite commonplace to have one or more fiducials covered by dark areas. PhotoModeler requires a minimum of three (3) fiducials, however;

the placement of the fiducials, whether it be three (3) or more, requires some precision [21]. Figure 3 illustrates these requirements.

This particular Appendix is entitled "Camera Calibration of Olympus C-5050, High Resolution". The distinction "High Resolution" was identified as such to differentiate this particular Appendix from Appendix 13, which is associated with Part 3's work. Appendix 1 involves images taken at a 2560 x 1920 resolution, which ends up

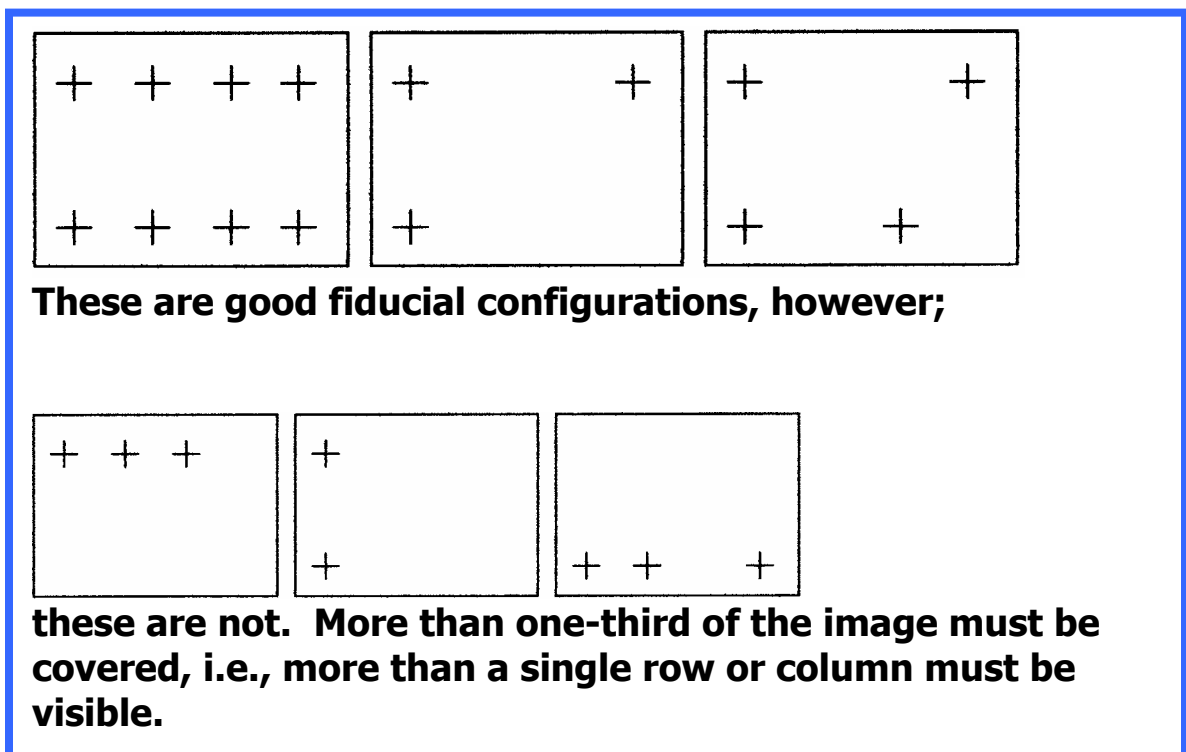


Figure 3. Good/Bad Fiducial Configurations
Source: PhotoModeler Help Files

being a 1.02 MB file. Appendix 13's images are taken at a 1024 x 768 resolution, which ends up being a 0.148 MB file. The resolution used in this appendix is the default setting on the Olympus C-5050, which is the second highest resolution the camera can generate.

It is notable to mention that the Thesis work calibration was performed with PhotoModeler's Camera Calibrator 3.1; the version used in this work is Camera Calibrator 4.0g. When working with digital cameras, the process of scanning photos has been completely circumvented and there is no need for the film plane insert. The calibration procedures are essentially the same; the calibrator procedural differences in working with film vs. digital makes them a little dissimilar; though, the buttons and drop down menus on Calibrator 3.1 and 4.0g are exactly the same.

Overview

Camera calibration involves the projection of a special grid pattern onto a flat wall, which is free of textures. This is generally done by a slide projector. PhotoModeler's software package includes this calibration slide. Pictures are then taken of the slide from eight

(8) different positions: upper, middle, lower and middle vertical on both the left and right sides. Next is the transmission of the digital photos from the camera to the computer. After that, points are marked and the calibration process begins. If the processing is successful, then the camera is calibrated and can be used as a measurement device with PhotoModeler.

Prepare for Picture Day

Several preparations were made prior to taking photographs of the calibration slide. First, a uniform, flat wall (free of wallpaper) was located. The wall also needs to be as large as possible; 12 ft by 15 ft were the dimensions of the wall used in this calibration project. Also obtained was a slide projector which projected the image onto the wall. The projector used had an adjustment that allowed the image to become as square as possible; this is very important in the calibration process. Figure 4 and Table 1 shows the values required and obtained, respectively, for squareness verification of the calibration image. A check of Figure 4 reveals that the squareness requirements were indeed fulfilled.

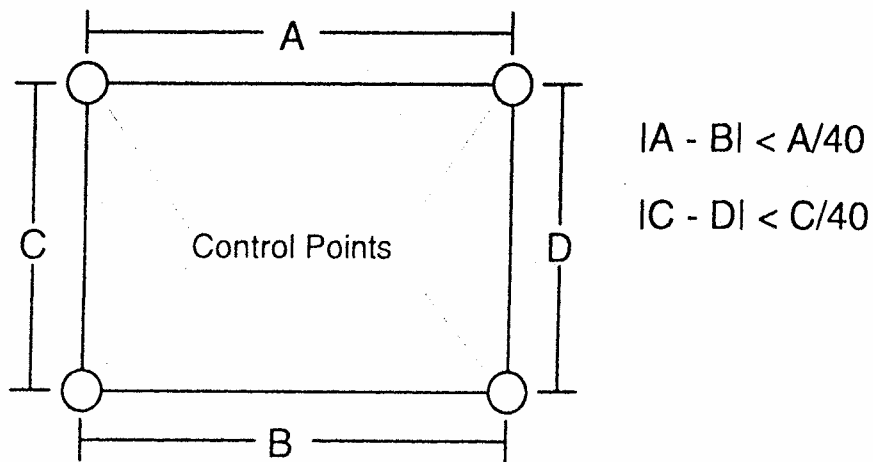


Figure 4. Squareness Verification Equations
Source: EOS Systems, Inc.

Squareness Verification Data	
A=69 inches	C= 45.625 inches
B= 68.5 inches	D= 45.375 inches
$ A-B < A/40$	$ C-D < C/40$
$.5 < 69/40$	$.25 < 45.625/40$
$.5 < 1.725$	$.25 < 1.14$
✓	✓

Table 1. Squareness Verification Data

Next, a ladder was collected. The ladder was used to allow the user to take pictures of the upper corners of the calibration slide. The ladder used in this project was 4 ft tall. To successfully project the calibration image onto the wall, the room itself needed to be dark; overhead lights ruin the effectiveness or crispness of the image.

Finally, the author found it useful to counteract the harshness of the flash by turning the flash down by navigating through a series of menus on the Olympus C-5050. If this step were not completed, the flash would cause vital parts of the photo of the calibration slide to become washed out, and hence, unusable.

Take Pictures

As mentioned previously, eight (8) pictures need to be taken of the calibration image on the wall. First, the pictures of the left side were taken, upper left, middle left, middle left vertical, and bottom left. Then the pictures on the right side were taken in a similar manner. To be safe, more than eight (8) pictures were taken, and the best ones were selected at a later time. Figure 5 shows some of the various photograph positions used in this calibration project.

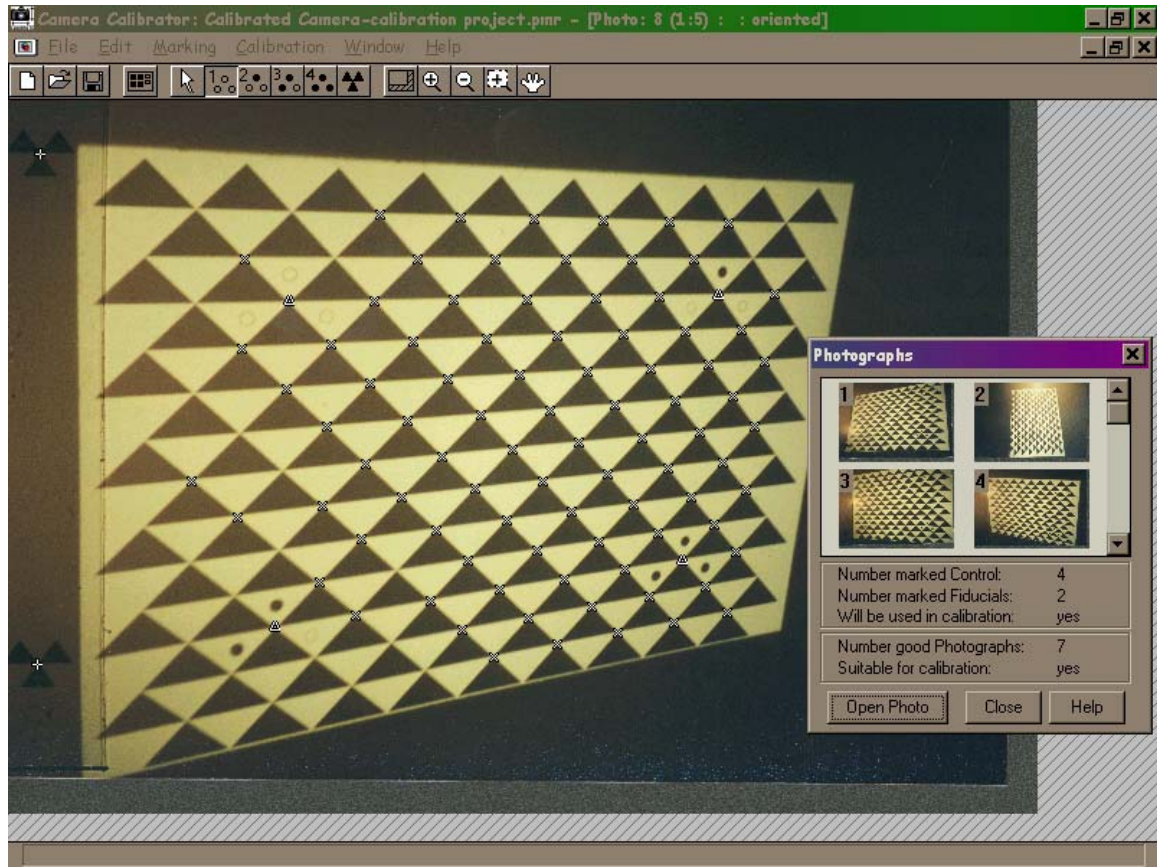


Figure 5. Various Calibration Photos

Select Pictures

After the pictures were taken, the photos were downloaded onto the computer. The best pictures were selected for the calibration project. Pictures selected had the entire calibration slide in the photograph and were of the needed orientation (upper left, lower right, etc.) The images were given a name, saved, and put into a directory which could be easily found by the user, usually on the desktop.

Start the Calibration Project

For a Windows operated PC, go to Start, Programs, PhotoModeler, and then Camera Calibrator 4.0. Once the Camera Calibrator is open, go to File and New Camera Calibration. A Wizard appears on the screen. The Wizard outlines the steps needed in the camera calibration project; refer to Figure 6 for this information.

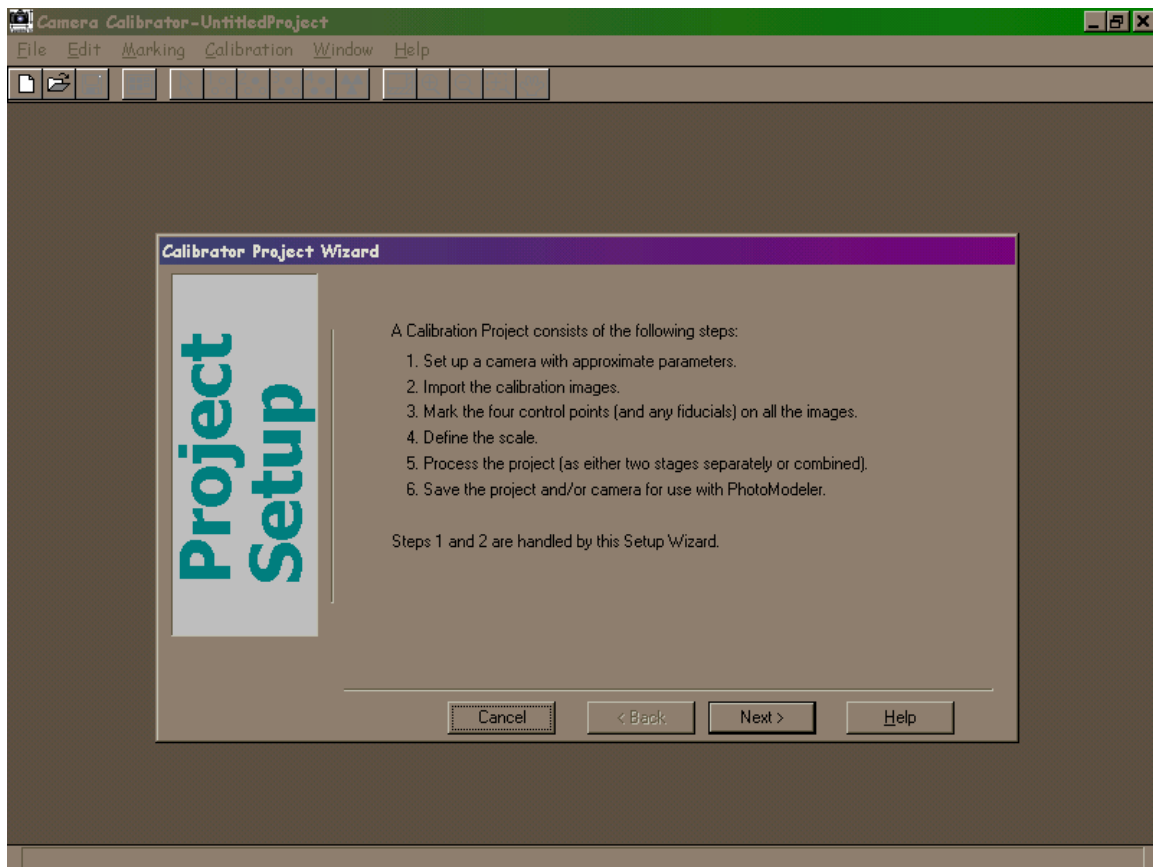


Figure 6. Camera Calibrator Wizard

Next the camera information, such as camera name (Olympus C-5050), type of camera (digital), focal length, and image resolution size that was used was entered into the Wizard. Then the images were loaded into the program by finding the correct directory.

Mark Points

First, the four (4) control points were marked on all photos. Notice that each control point (1, 2, 3, and 4) has its own button on the tool bar at the top of the screen which corresponds to a unique control point on each image. Figure 7 shows marked control points.

Scale the Calibration Project

The Camera Calibrator requires that a distance on the projected image be known. This required distance is the diagonal between control points #1 and #4. A flexible tape measure was physically taped on the wall between control points #1 and #4 and the distance was determined. The Set Scale Dialog (retrieved under the Calibration menu) was brought up and the appropriate distance was entered. Note that control points #1 and #4 are highlighted in green. See figure 8 for this information.

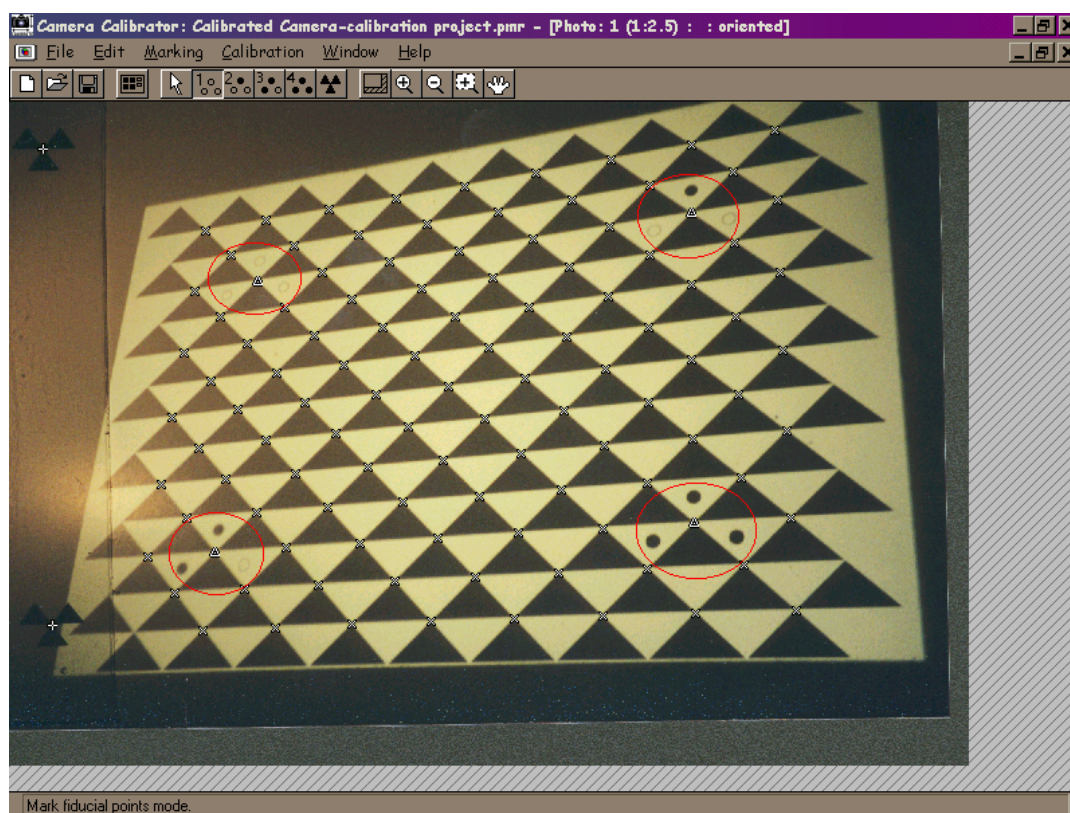


Figure 7. Marked Control Points

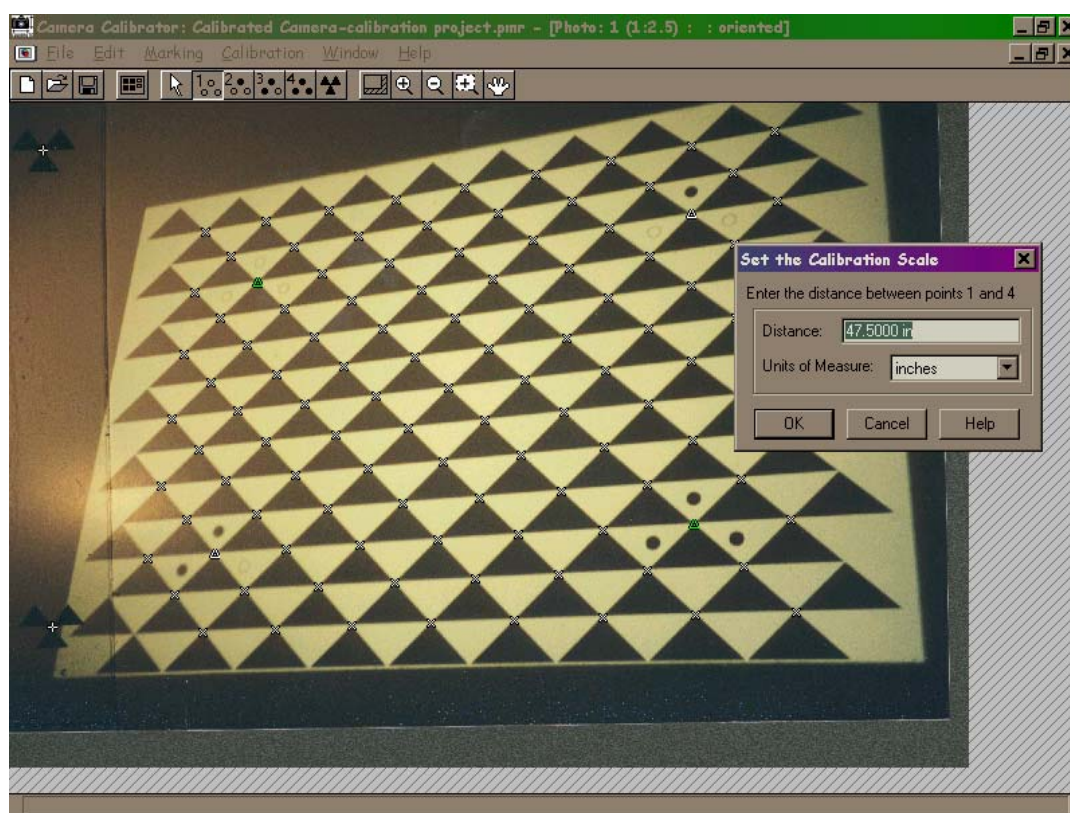


Figure 8. Scaling the Calibration Project

Process the Project

Once all the photographs have been appropriately marked and a scale distance has been determined, the actual calibration process can proceed. Under the Calibration menu, select Calibrate. This is usually a time consuming process, although necessary. If calibration is successful, the Camera Calibrator will finish with an error dialog. Refer to Figure 9 for this project's error dialog.

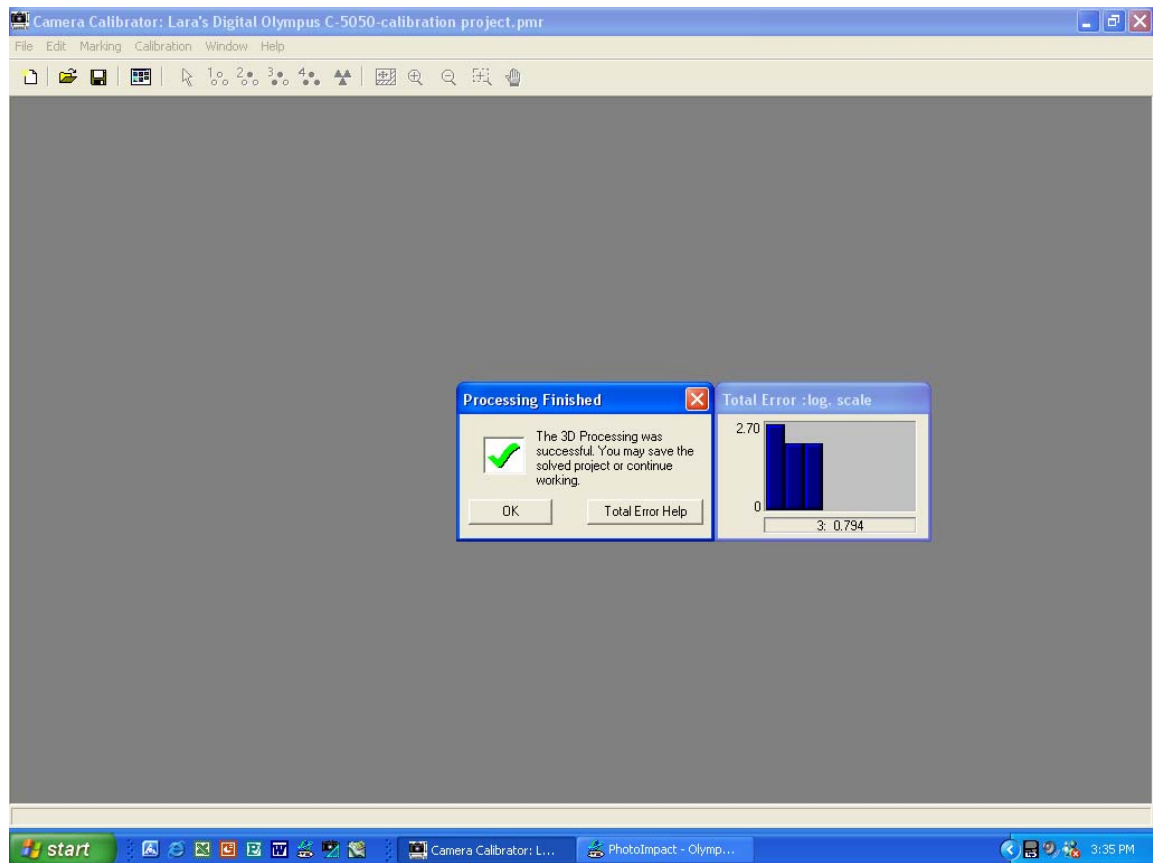


Figure 9. Error Dialog for Calibration Project

Check the Parameters

After the processing has been completed, check to see what the actual camera parameters are. For example, the initial focal length entered in this project was 38 mm (a value retrieved directly from the camera), but after calibration, the focal length was found to be 40.9076 mm. The Camera Calibrator certainly does detect variances in these parameters. Notice in Figure 10 that other camera parameters have been solved as well. Now the camera is a suitable measurement device with PhotoModeler software.

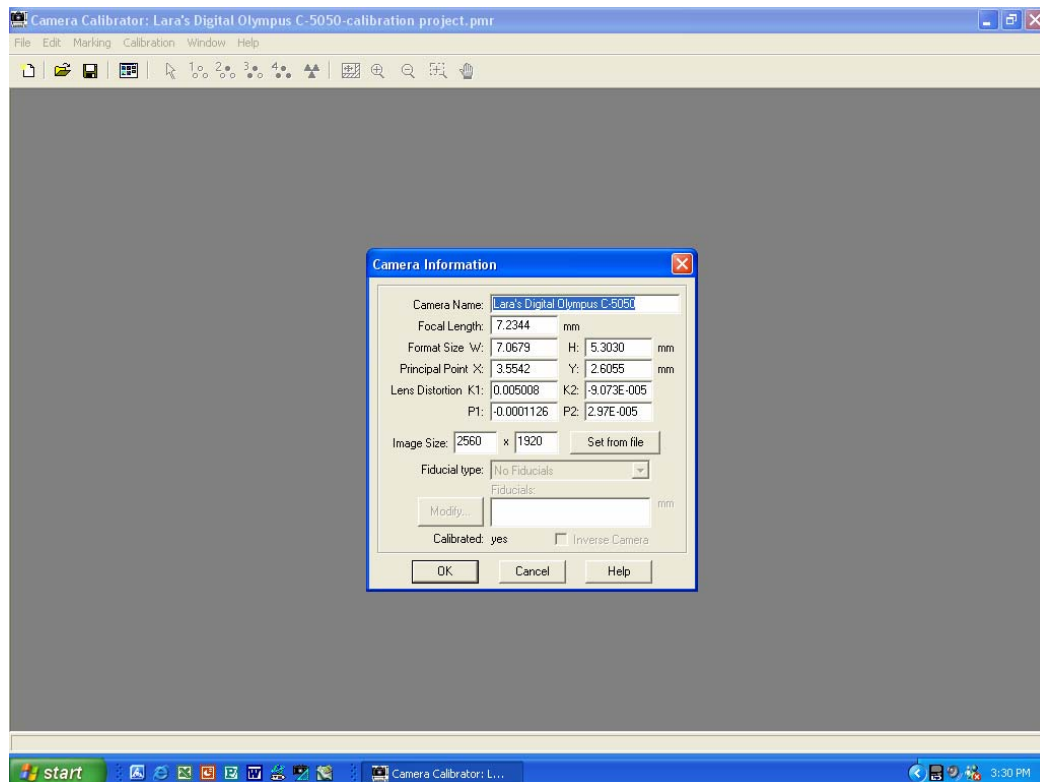


Figure 10. Solved Camera Information Olympus C-5050

The previous two figures (#9 and #10) are actually from the calibration of the Olympus C-5050. Apparently, these photos endured despite the hard disk crash. One should note that the final calibrated values for the Pentax and the Olympus are quite different; this is because the focal length for film and digital cameras are differentiated using a totally different system. For a digital camera, PhotoModeler wants the value directly off of the camera itself, and not the 35 mm equivalent. Figure 11 is another screenshot that survived the hard disk crash. Notice how there are no fiducials for a digital camera.

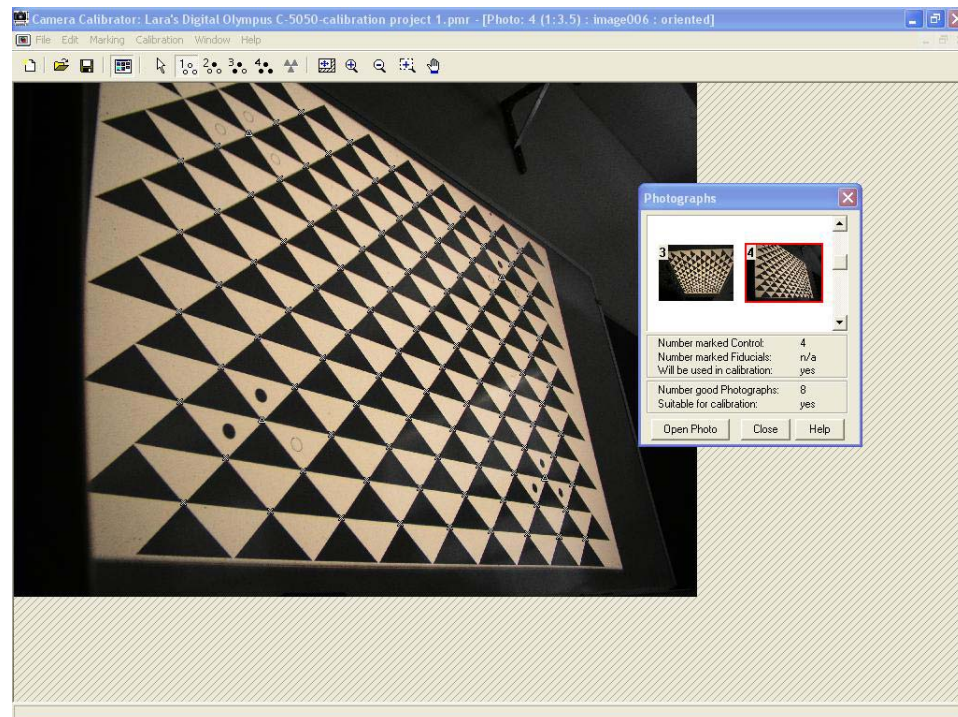
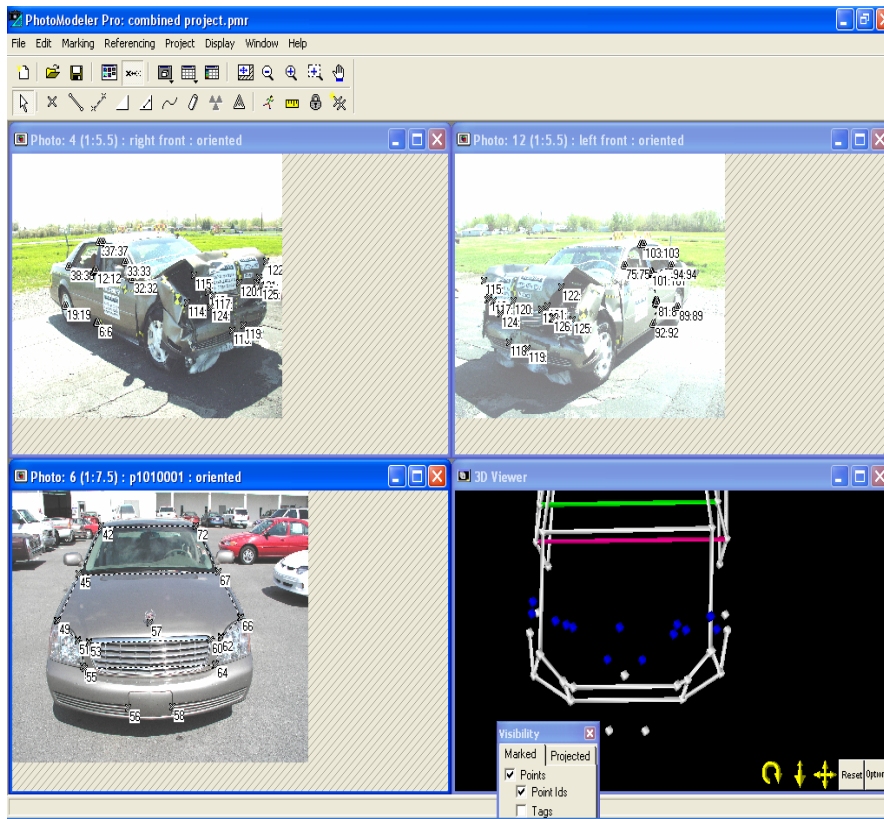


Figure 11. A Surviving Digital Camera Calibration Screenshot

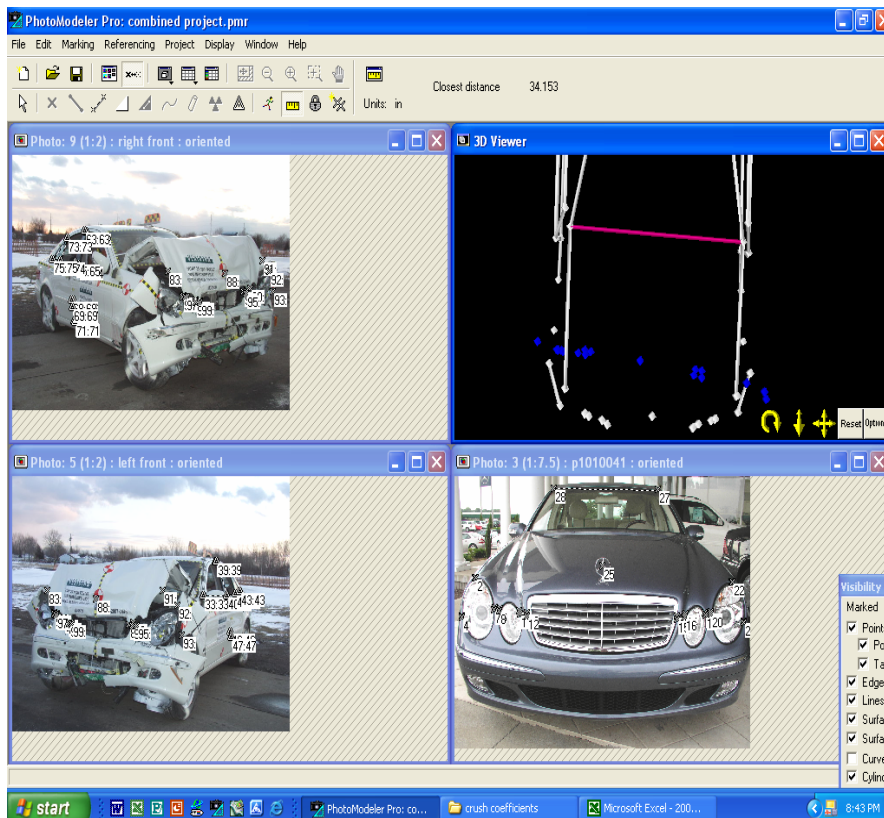
APPENDIX 2

RESULTANT SCREENSHOTS
“BETWEEN” STUDY

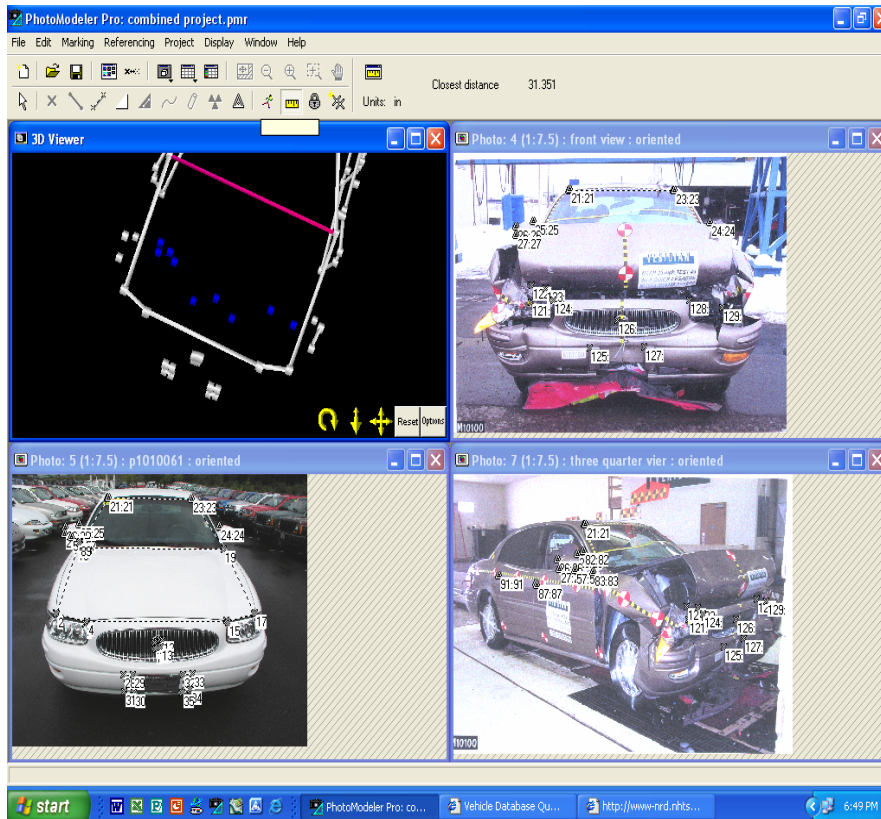
Case 1. '02 Cadillac De Ville



Case 2. '03 Mercedes E320



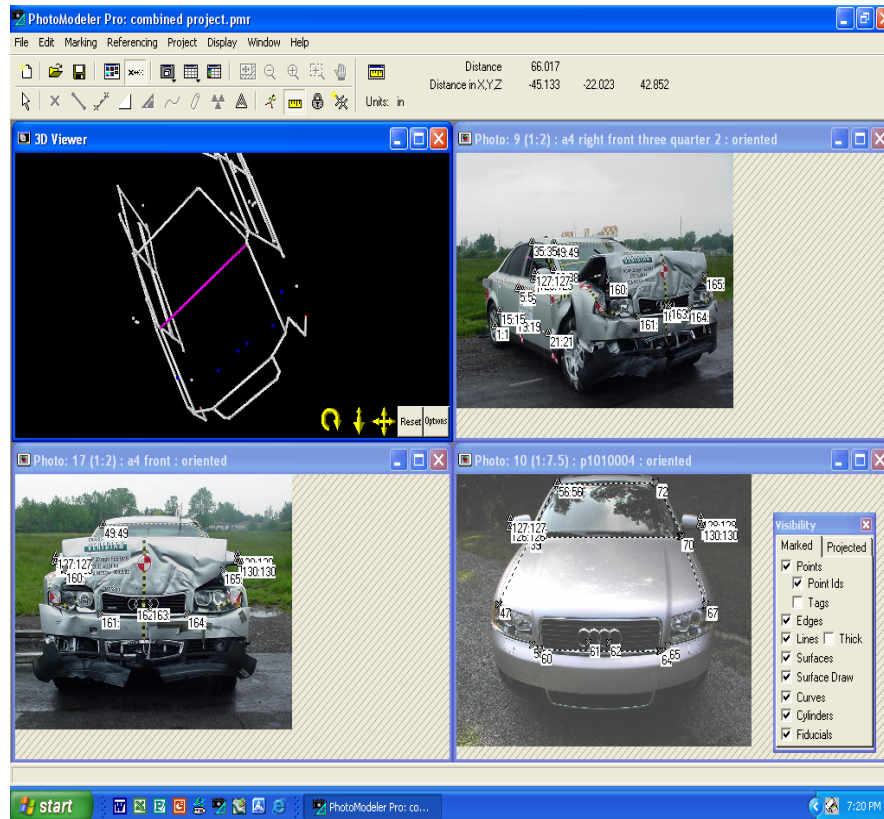
Case 3. '01 Buick LeSabre



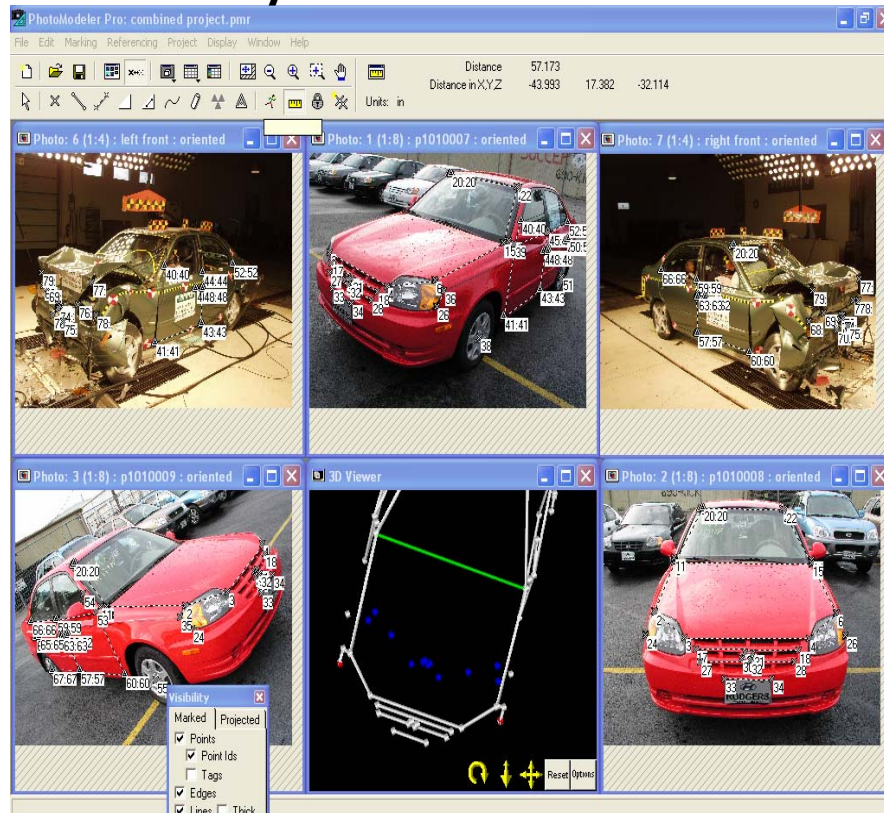
Case 4. '03 Toyota Avalon



Case 5. '02 Audi A4



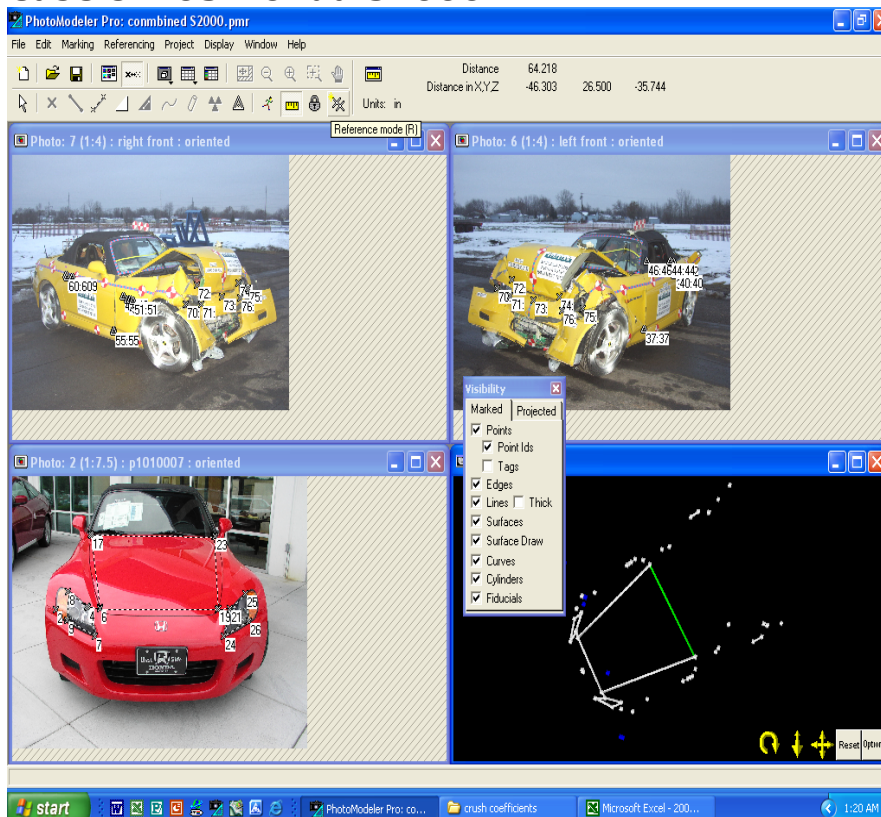
Case 6. '03 Hyundai Accent



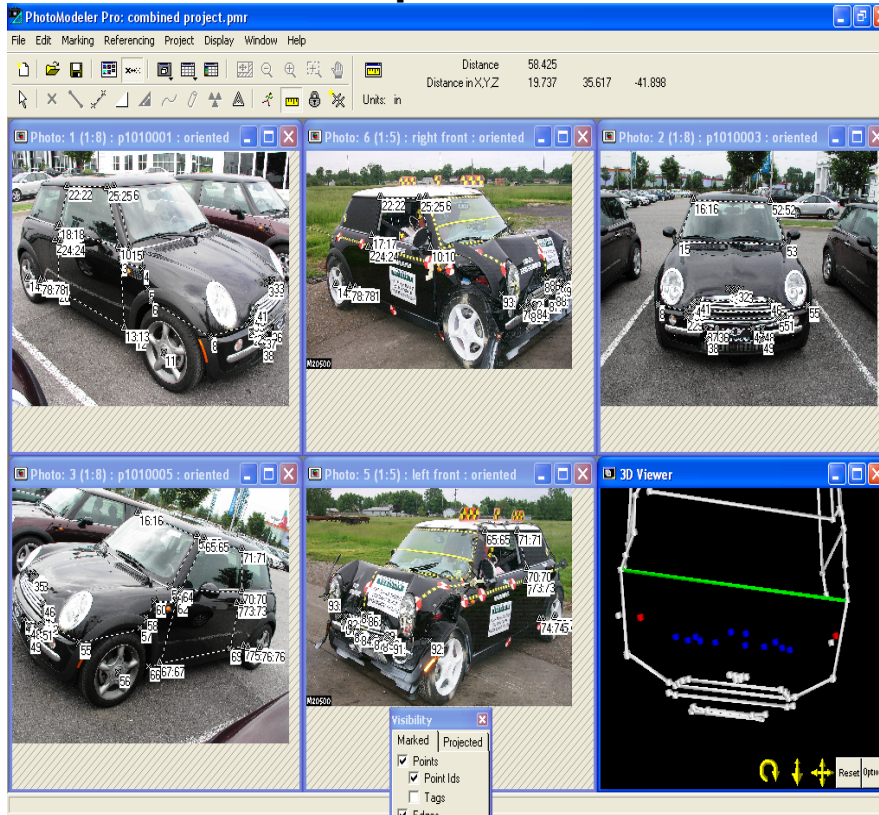
Case 7. '01 Chevy Malibu

Missing Due To Hard Disk Crash

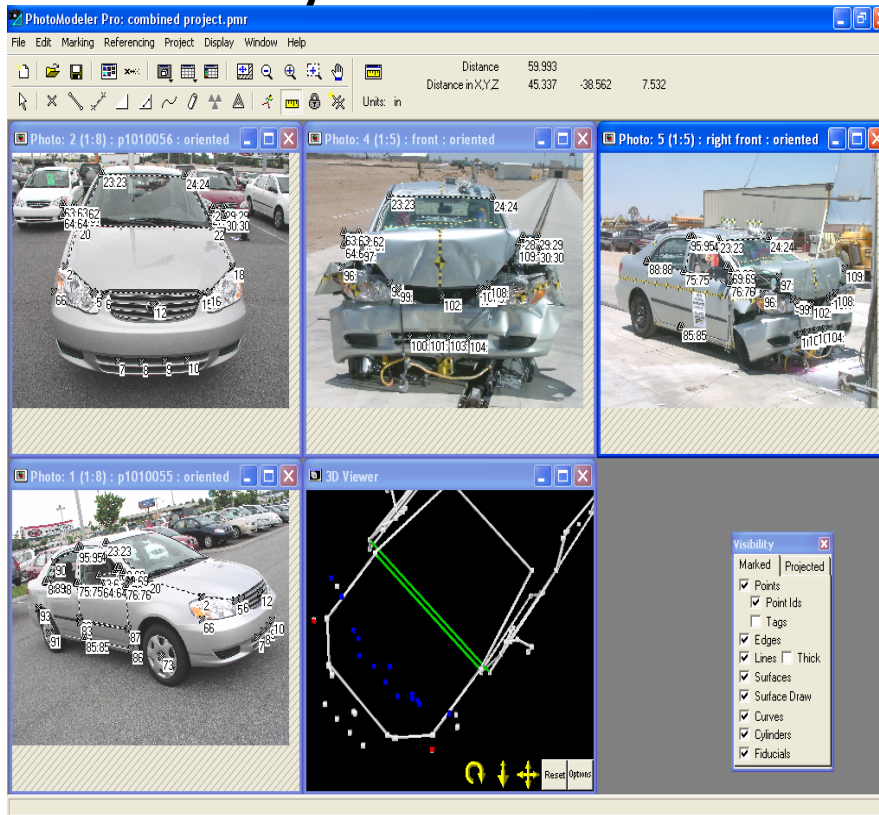
Case 8. '03 Honda S2000



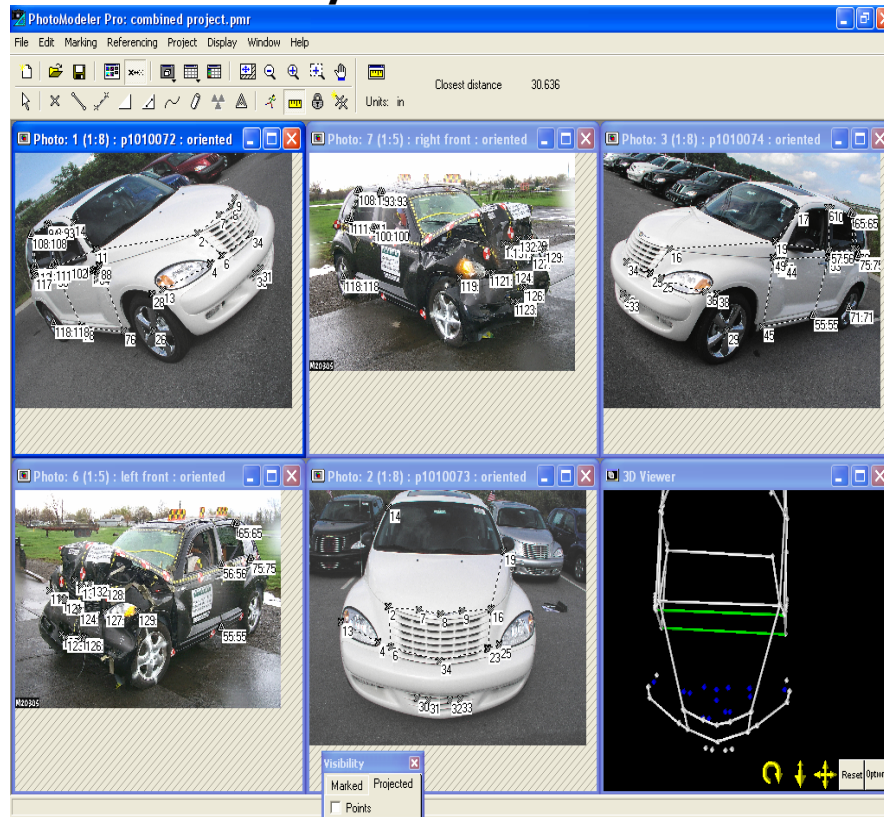
Case 9. '02 Mini Cooper



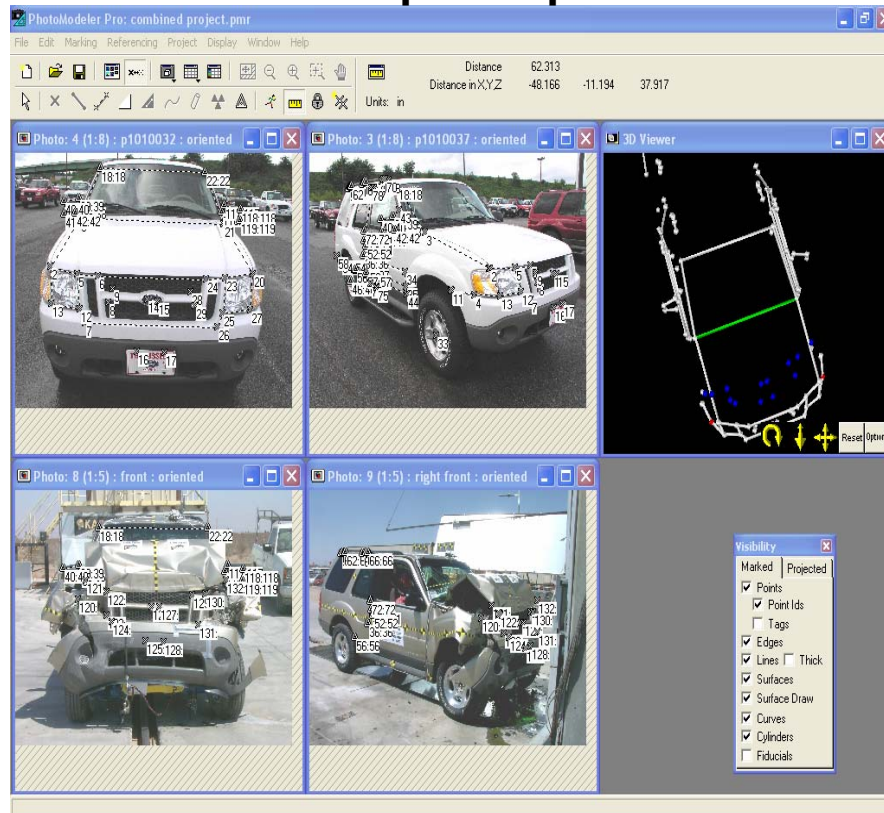
Case 10. '03 Toyota Corolla



Case 11. '02 Chrysler PT



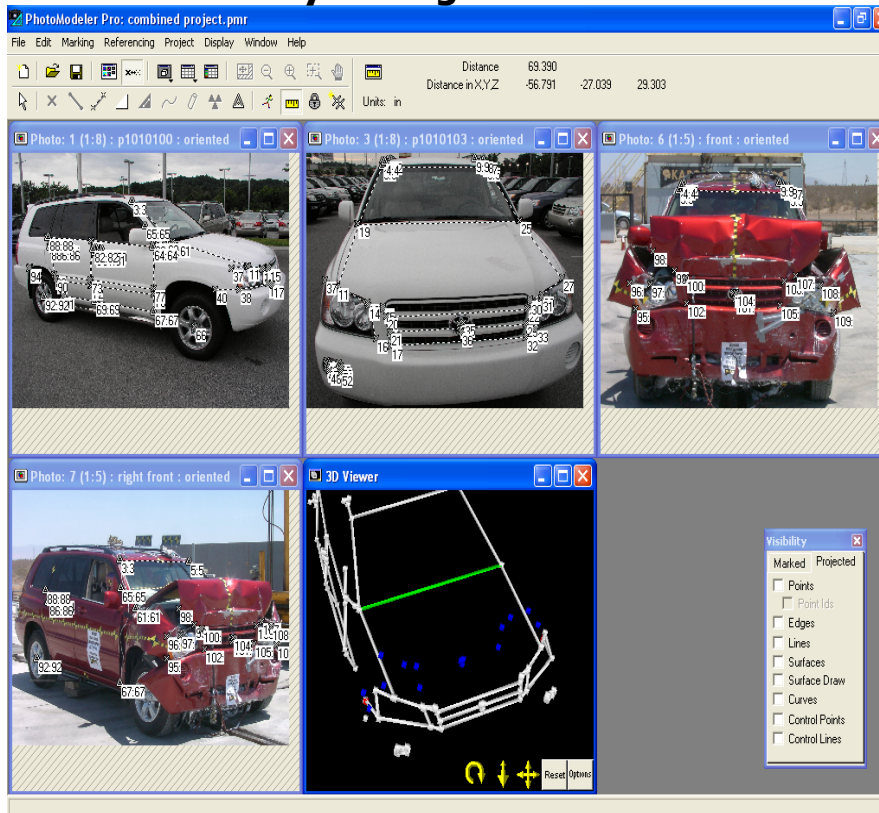
Case 12. '02 Ford Explorer Sport



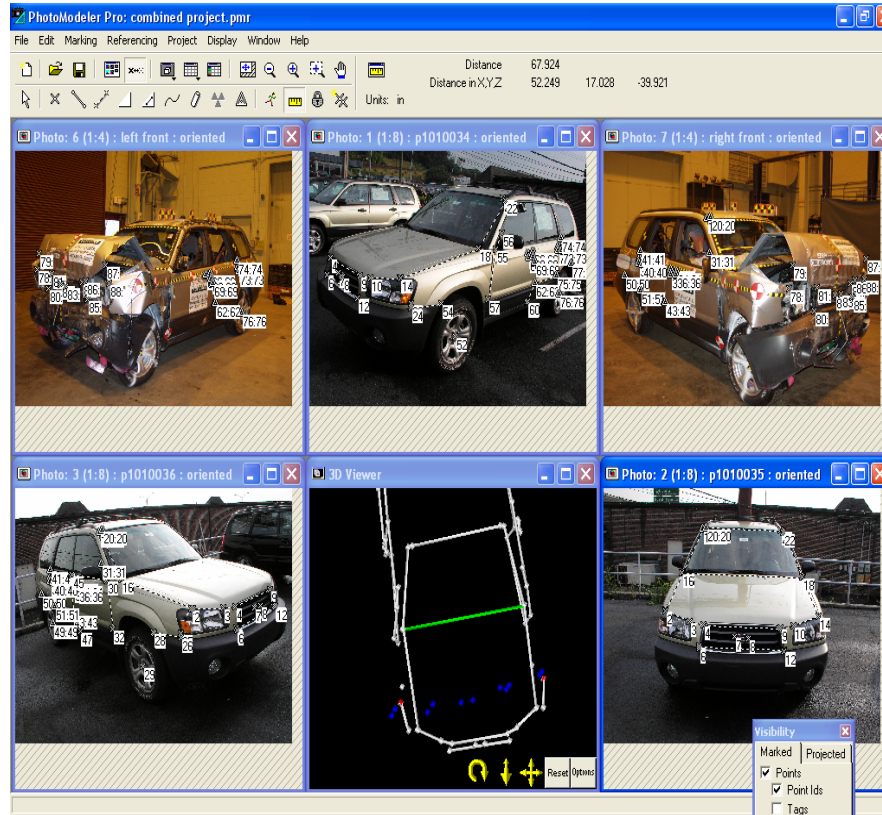
Case 13. '02 Nissan Pathfinder

Missing Due To Hard Disk Crash

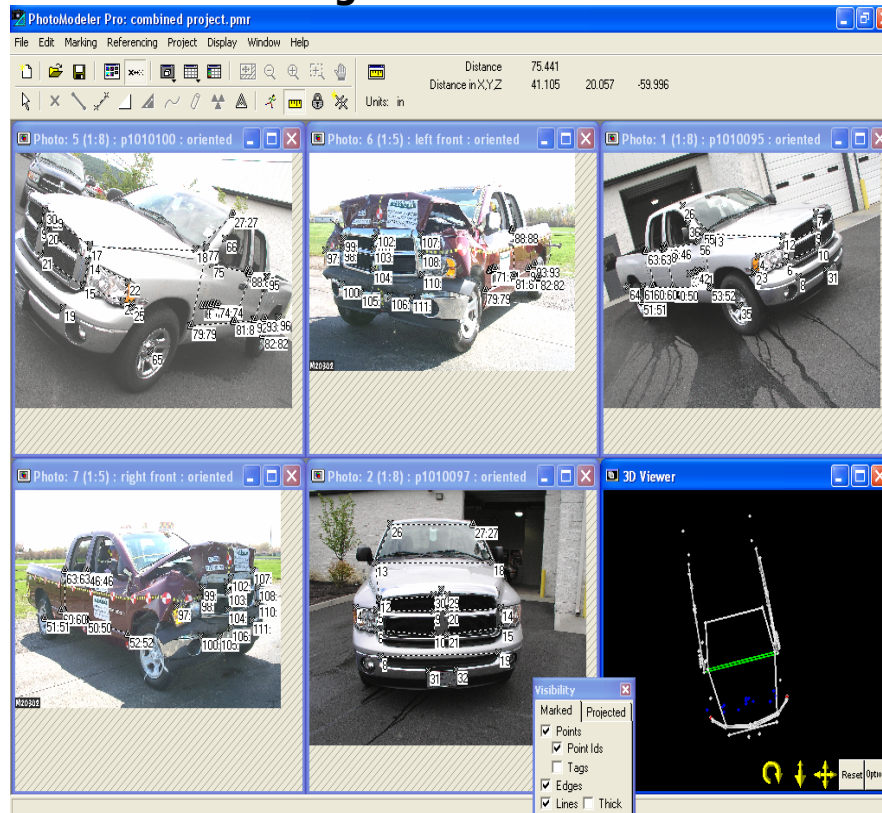
Case 14. '02 Toyota Highlander



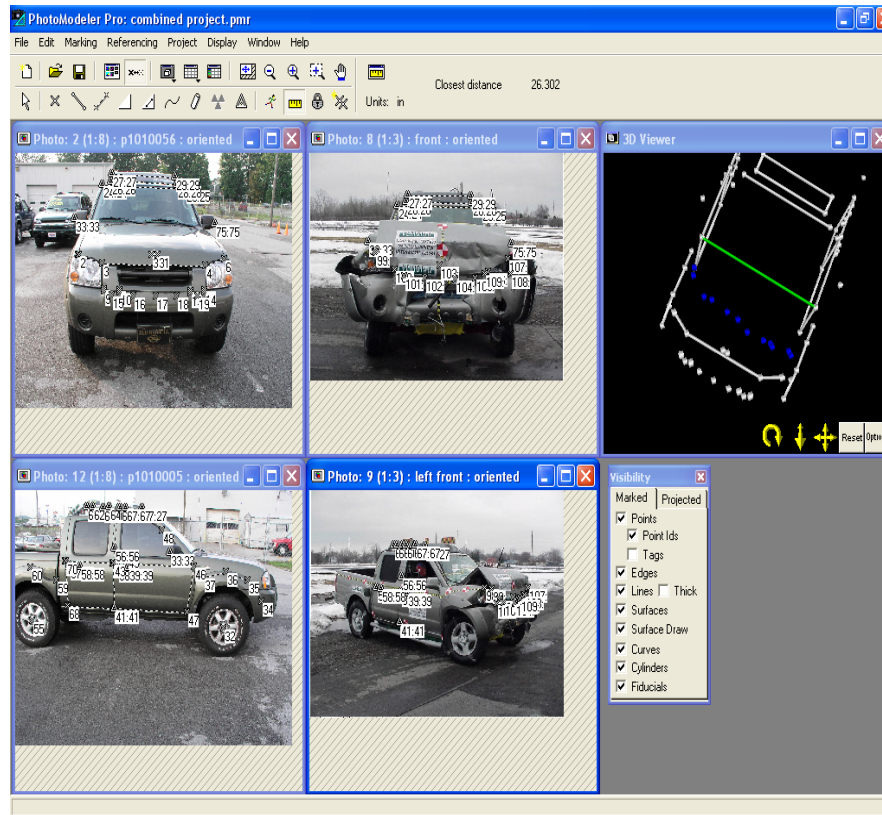
Case 15. '03 Subaru Forester



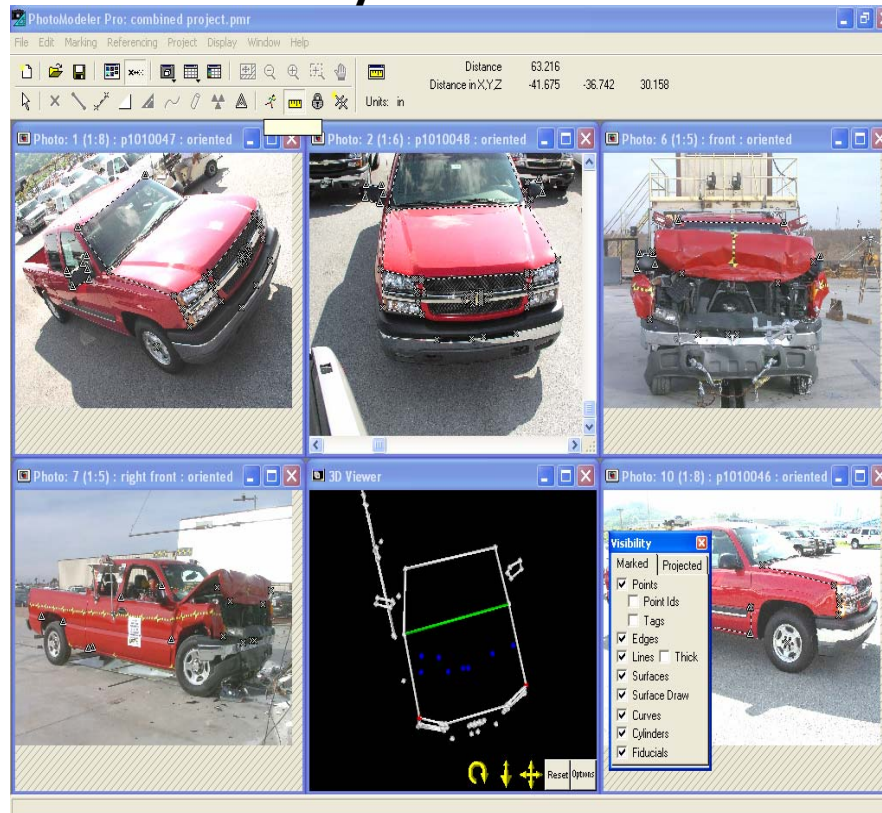
Case 16. '02 Dodge Ram 1500



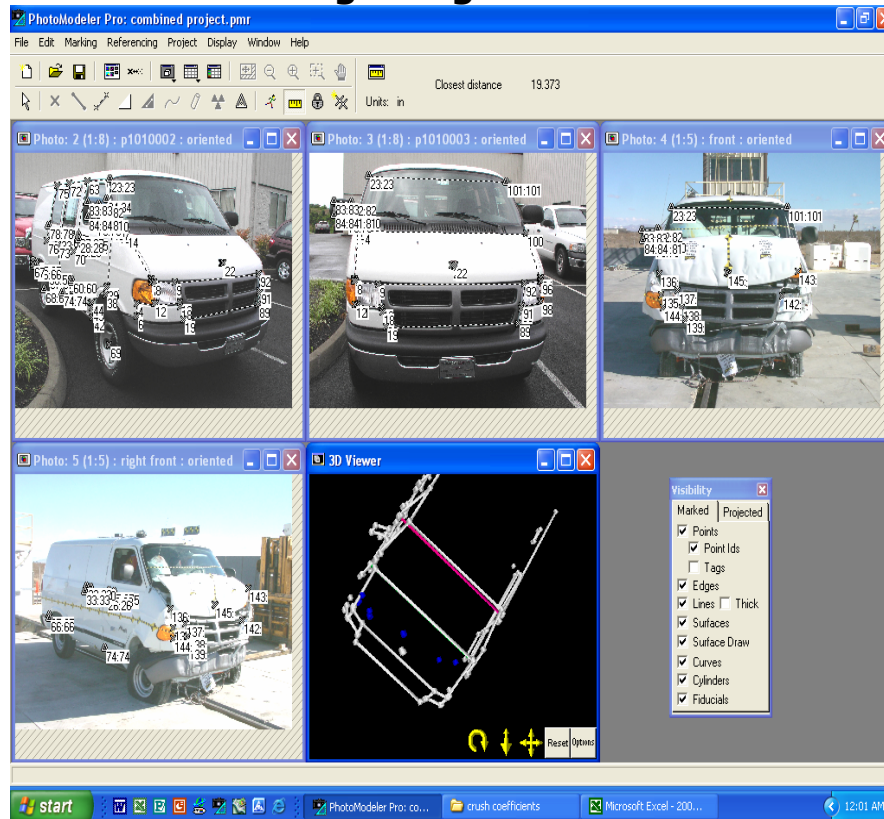
Case 17. '01 Nissan Frontier



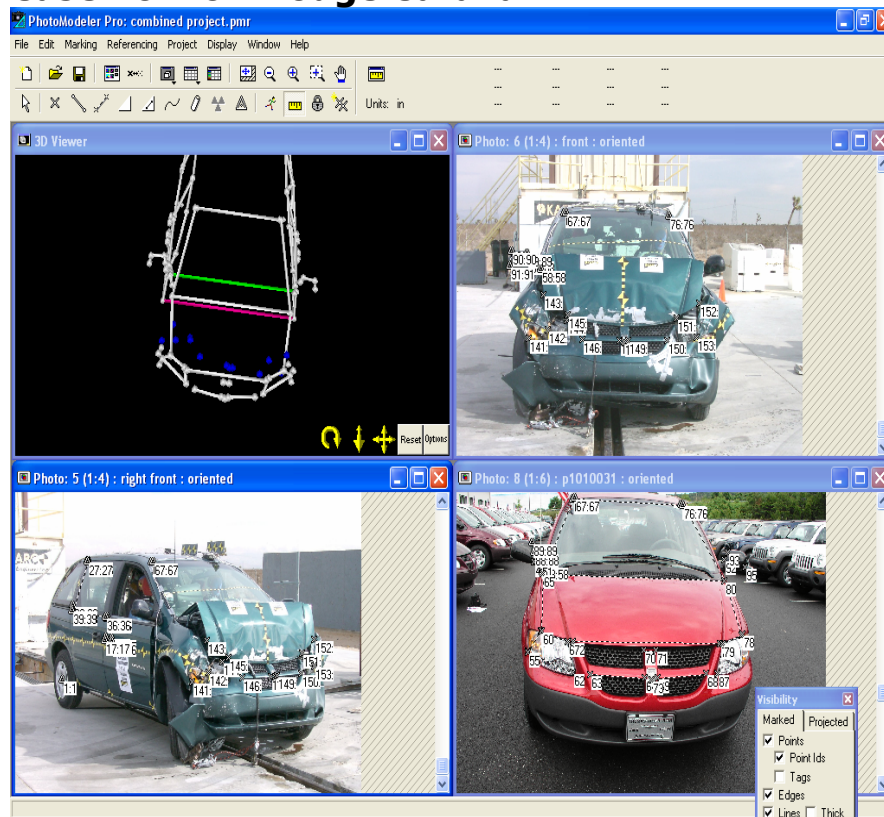
Case 18. '03 Chevy Silverado



Case 19. '01 Dodge Wagon Van



Case 20. '01 Dodge Caravan



APPENDIX 3

**SPREADSHEETS CONTAINING INITIAL
COMPUTATIONS OF CRUSH COEFFICIENTS
(USING $b_0=5$ MPH)**

Case 1. '02 Cadillac De Ville

Crash Test Information

2002 Cadillac DeVille

case #1

Impact velocity of test:	35.30013 mph	56.81 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	17.6378 in (c1)	448 mm (c1)
	20.31496 in (c2)	516 mm (c2)
	23.46457 in (c3)	596 mm (c3)
	22.99213 in (c4)	584 mm (c4)
	20.70866 in (c5)	526 mm (c5)
	18.38583 in (c6)	467 mm (c6)
Average crush amount	20.58399 in	
Test vehicle weight	4508.453 lbs	2045 kg
Width of crush damage	74.48819 in	1892 mm
A	384.5497	
B	110.4529	

Case 2. '03 Mercedes E320

Crash Test Information

2003 Mercedes E320

case #2

Impact velocity of test:	35.20071 mph	56.65 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	15.31496 in (c1)	389 mm (c1)
	19.88189 in (c2)	505 mm (c2)
	22.83465 in (c3)	580 mm (c3)
	22.67717 in (c4)	576 mm (c4)
	19.76378 in (c5)	502 mm (c5)
	13.97638 in (c6)	355 mm (c6)
Average crush amount	19.0748 in	
Test vehicle weight	4265.945 lbs	1935 kg
Width of crush damage	71.34646 in	1990 mm
b1	1.583277	
A	362.6139	
B	109.7281	

Case 3. '01 Buick LeSabre

Crash Test Information

2001 Buick LeSabre

Impact velocity of test:	35.10129 mph	56.49 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	13.77953 in (c1) 20.59055 in (c2) 23.74016 in (c3) 23.0315 in (c4) 20.94488 in (c5) 16.73228 in (c6)	350 mm (c1) 523 mm (c2) 603 mm (c3) 585 mm (c4) 532 mm (c5) 425 mm (c6)
Average crush amount	19.80315 in	
Test vehicle weight	4102.803 lbs	1861 kg
Width of crush damage	67.50394 in	1867 mm
slope of line (b1)	1.520025	
	A 354.0464 lb/in B 102.9059 lb/in ²	

Case 4. '03 Toyota Avalon

Crash Test Information

2001 Toyota Avalon

Impact velocity of test:	35.10129 mph	56.49 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	13.11024 in (c1) 21.5748 in (c2) 22.24409 in (c3) 22.48031 in (c4) 22.24409 in (c5) 15.19685 in (c6)	333 mm (c1) 548 mm (c2) 565 mm (c3) 571 mm (c4) 565 mm (c5) 386 mm (c6)
Average crush amount	19.47507 in	
Test vehicle weight	3880.136 lbs	1760 kg
Width of crush damage	71.65354 in	1820 mm
	A 347.1733 B 101.7597	

Case 5. '02 Audi A4

Crash Test Information

2002 Audi A4

Impact velocity of test:	35.00187 mph	56.33 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	11.49606 in (c1)	292 mm (c1)
	16.06299 in (c2)	408 mm (c2)
	19.01575 in (c3)	483 mm (c3)
	19.25197 in (c4)	489 mm (c4)
	17.00787 in (c5)	432 mm (c5)
	12.3622 in (c6)	314 mm (c6)
Average crush amount	15.86614 in	
Test vehicle weight	4012.413 lbs	1820 kg
Width of crush damage	69.25984 in	1937 mm
slope of line (b1)	1.890937	
A	418.3359 lb/in	
B	150.7293 lb/in^2	

Case 6. '03 Hyundai Accent

Crash Test Information

2003 Hyundai Accent

case #6

Impact velocity of test:	34.6974 mph	55.84 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	12.24409 in (c1)	311 mm (c1)
	18.97638 in (c2)	482 mm (c2)
	19.44882 in (c3)	494 mm (c3)
	20 in (c4)	508 mm (c4)
	19.37008 in (c5)	492 mm (c5)
	16.41732 in (c6)	417 mm (c6)
Average crush amount	17.74278 in	
Test vehicle weight	2914.511 lbs	1322 kg
Width of crush damage	65.90551 in	1674 mm
A	319.6495	
B	103.041	

Case 7. '01 Chevy Malibu

Crash Test Information

2001 Chevy Malibu

Impact velocity of test:	34.52341 mph	55.56 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	16.02362 in (c1)	407 mm (c1)
	16.22047 in (c2)	412 mm (c2)
	22.00787 in (c3)	559 mm (c3)
	21.88976 in (c4)	556 mm (c4)
	21.06299 in (c5)	535 mm (c5)
	16.77165 in (c6)	426 mm (c6)
Average crush amount	18.99606 in	
Test vehicle weight	3545.033 lbs	1608 kg
Width of crush damage	63.29134 in	1760 mm
slope of line (b1)	1.554186	
A	339.6382 lb/in	
B	102.7611 lb/in^2	

Case 8. '03 Honda S2000

Crash Test Information

2003 Honda S2000

case #8

Impact velocity of test:	35.39955 mph	56.97 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	0.354331 in (c1)	9 mm (c1)
	15.94488 in (c2)	405 mm (c2)
	20.43307 in (c3)	519 mm (c3)
	21.45669 in (c4)	545 mm (c4)
	16.73228 in (c5)	425 mm (c5)
	1.692913 in (c6)	43 mm (c6)
Average crush amount	12.76903 in	
Test vehicle weight	3229.772 lbs	1465 kg
Width of crush damage	67.59843 in	1717 mm
A	429.5746	
B	172.7581	

Case 9. '02 Mini Cooper

Crash Test Information

2002 Mini Cooper

case #9

Impact velocity of test:	34.89623 mph	56.16 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	7.834646 in (c1)	199 mm (c1)
	10.43307 in (c2)	265 mm (c2)
	13.38583 in (c3)	340 mm (c3)
	13.85827 in (c4)	352 mm (c4)
	12.20472 in (c5)	310 mm (c5)
	6.220472 in (c6)	158 mm (c6)
Average crush amount	10.65617 in	
Test vehicle weight	3095.29 lbs	1404 kg
Width of crush damage	66.45669 in	1688 mm
	A 548.1057	
	B 287.9386	

Case 10. '03 Toyota Corolla

Crash Test Information

2003 Toyota Corolla

Impact velocity of test:	34.74089 mph	55.91 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	15.11811 in (c1)	384 mm (c1)
	20.86614 in (c2)	530 mm (c2)
	22.08661 in (c3)	561 mm (c3)
	21.88976 in (c4)	556 mm (c4)
	20.98425 in (c5)	533 mm (c5)
	16.9685 in (c6)	431 mm (c6)
Average crush amount	19.65223 in	
Test vehicle weight	2976.241 lbs	1350 kg
Width of crush damage	63.6063 in	1768 mm
slope of line (b1)	1.51336	
	A 273.7813 lb/in	
	B 79.9303 lb/in^2	

Case 11. '02 Chrysler PT Cruiser

Crash Test Information

2002 Chrysler PT Cruiser case #11

Impact velocity of test:	35.00187 mph	56.33 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	11.14173 in (c1)	283 mm (c1)
	14.29134 in (c2)	363 mm (c2)
	18.58268 in (c3)	472 mm (c3)
	19.05512 in (c4)	484 mm (c4)
	15.11811 in (c5)	384 mm (c5)
	10.31496 in (c6)	262 mm (c6)
Average crush amount	14.75066 in	
Test vehicle weight	3723.608 lbs	1689 kg
Width of crush damage	67.08661 in	1704 mm
	A 430.2808	
	B 165.9806	

Case 12. '02 Ford Explorer Sport

Crash Test Information

2002 Ford Explorer Sport

Impact velocity of test:	34.560693 mph	55.62 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	14.094488 in (c1)	358 mm (c1)
	14.724409 in (c2)	374 mm (c2)
	14.92126 in (c3)	379 mm (c3)
	14.96063 in (c4)	380 mm (c4)
	14.92126 in (c5)	379 mm (c5)
	13.937008 in (c6)	354 mm (c6)
Average crush amount	14.593176 in	
Test vehicle weight	4572.3873 lbs	2074 kg
Width of crush damage	71.889764 in	1826 mm
	A 567.634	
	B 228.1612	

Case 13. '02 Nissan Pathfinder

Crash Test Information

2002 Nissan Pathfinder

Impact velocity of test:	34.89623 mph	56.16 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	14.6063 in (c1)	371 mm (c1)
	22.87402 in (c2)	581 mm (c2)
	24.6063 in (c3)	625 mm (c3)
	23.93701 in (c4)	608 mm (c4)
	22.3622 in (c5)	568 mm (c5)
	13.4252 in (c6)	341 mm (c6)
Average crush amount	20.30184 in	
Test vehicle weight	4720.097 lbs	2141 kg
Width of crush damage	64.65354 in	1820 mm
slope of line (b1)	1.472588	
	A 399.6121	
	B 110.8298	

Case 14. '02 Toyota Highlander

Crash Test Information

2002 Toyota Highlander

Impact velocity of test:	34.68497 mph	55.82 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	16.41732 in (c1)	417 mm (c1)
	19.13386 in (c2)	486 mm (c2)
	19.68504 in (c3)	500 mm (c3)
	19.33071 in (c4)	491 mm (c4)
	18.38583 in (c5)	467 mm (c5)
	14.80315 in (c6)	376 mm (c6)
Average crush amount	17.95932 in	
Test vehicle weight	4455.542 lbs	2021 kg
Width of crush damage	69.04724 in	1830 mm
	A 416.9089	
	B 134.3082	

Case 15. '03 Subaru Forester

Crash Test Information

2003 Subaru Forester

case #15

Impact velocity of test:	35.39955 mph	56.97 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	12.24409 in (c1)	311 mm (c1)
	18.97638 in (c2)	482 mm (c2)
	19.44882 in (c3)	494 mm (c3)
	20 in (c4)	508 mm (c4)
	19.37008 in (c5)	492 mm (c5)
	16.41732 in (c6)	417 mm (c6)
Average crush amount	17.74278 in	
Test vehicle weight	3615.581 lbs	1640 kg
Width of crush damage	61.30709 in	1735 mm
A	390.0143	
B	128.6961	

Case 16. '02 Dodge Ram 1500

Crash Test Information

2002 Dodge Ram 1500

case #16

Impact velocity of test:	35.10129 mph	56.49 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	10.86614 in (c1)	276 mm (c1)
	17.83465 in (c2)	453 mm (c2)
	21.5748 in (c3)	548 mm (c3)
	21.5748 in (c4)	548 mm (c4)
	17.91339 in (c5)	455 mm (c5)
	11.06299 in (c6)	281 mm (c6)
Average crush amount	16.80446 in	
Test vehicle weight	5551.24 lbs	2518 kg
Width of crush damage	72.88189 in	2029 mm
A	511.3374	
B	171.2839	

Case 17. '01 Nissan Frontier

Crash Test Information

2001 Nissan Frontier

Impact velocity of test:	34.89002 mph	56.15 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	11.88976 in (c1)	302 mm (c1)
	20.55118 in (c2)	522 mm (c2)
	23.0315 in (c3)	585 mm (c3)
	23.14961 in (c4)	588 mm (c4)
	21.45669 in (c5)	545 mm (c5)
	11.85039 in (c6)	301 mm (c6)
Average crush amount	18.65486 in	
Test vehicle weight	4521.681 lbs	2051 kg
Width of crush damage	64.1811 in	1808 mm
slope of line (b1)	1.602265	
A	426.772 lb/in	
B	127.487 lb/in^2	

Case 18. '03 Chevy Silverado

Crash Test Information

2003 Chevy Silverado

case #18

Impact velocity of test:	34.73468 mph	55.9 kph
Maximum speed w/o permanent damage: (b0	5 mph	
Crush measurements from crash test report:	20.23622 in (c1)	514 mm (c1)
	23.34646 in (c2)	593 mm (c2)
	25.07874 in (c3)	637 mm (c3)
	25.47244 in (c4)	647 mm (c4)
	23.70079 in (c5)	602 mm (c5)
	21.06299 in (c6)	535 mm (c6)
Average crush amount	23.14961 in	
Test vehicle weight	5200.705 lbs	2359 kg
Width of crush damage	71.26772 in	1988 mm
A	367.7621	
B	92.4775	

Case 19. '01 Dodge Wagon Van

Crash Test Information

2001 Dodge Ram Wagon Van

Impact velocity of test:	34.70982 mph	55.86 kph
Maximum speed w/o permanent damage: (b0)	5 mph	
Crush measurements from crash test report:	12.48031 in (c1)	317 mm (c1)
	17.32283 in (c2)	440 mm (c2)
	20 in (c3)	508 mm (c3)
	20.23622 in (c4)	514 mm (c4)
	17.83465 in (c5)	453 mm (c5)
	14.09449 in (c6)	358 mm (c6)
Average crush amount	16.99475 in	
Test vehicle weight	4812.691 lbs	2183 kg
Width of crush damage	70.08661 in	1958 mm
slope of line (b1)	1.748176	
	A 461.0527 lb/in	
	B 154.4614 lb/in ²	

Case 20. '01 Dodge Caravan

Crash Test Information

2001 Dodge Caravan

Impact velocity of test:	34.55448 mph	55.61 kph
Maximum speed w/o permanent damage: (b0)	5 mph	
Crush measurements from crash test report:	12.40157 in (c1)	315 mm (c1)
	15.59055 in (c2)	396 mm (c2)
	16.25984 in (c3)	413 mm (c3)
	16.77165 in (c4)	426 mm (c4)
	17.55906 in (c5)	446 mm (c5)
	14.48819 in (c6)	368 mm (c6)
Average crush amount	15.51181 in	
Test vehicle weight	4299.014 lbs	1950 kg
Width of crush damage	66.29921 in	1938 mm
slope of line (b1)	1.905289	
	A 482.3483 lb/in	
	B 179.0299 lb/in ²	

APPENDIX 4

**SPREADSHEETS FOR CRUSH COEFFICIENT
SENSITIVITY ANALYSIS**

2002 Cadillac DeVille case #1

A = 384.5497 lb/in
B = 110.4529 lb/in*2

W (width of crl 67.48818898 in

c1 = 17.63779528 in
c2 = 20.31496063 in
c3 = 23.46456693 in
c4 = 22.99212598 in
c5 = 20.70866142 in
c6 = 18.38582677 in
θ = 0 degrees
G = 669.4186924 lbs

E = 2262999.992 in-lbs
E= 188583.3326 ft-lbs

w = (weight of 4508.453262 lbs

v = 51.90160653 ft/sec
v = 35.21887314 mi/hr

bo=
5.0 mph

56.81 km/h is equal to 35.3001257 mph

A = 368.3364 lb/in
B = 112.283 lb/in*2

W (width of 67.48818898 in

c1 = 17.63779528 in
c2 = 20.31496063 in
c3 = 23.46456693 in
c4 = 22.99212598 in
c5 = 20.70866142 in
c6 = 18.38582677 in
θ = 0 degrees
G = 604.1506887 lbs

E = 2263183.836 in-lbs
E= 188598.653 ft-lbs

w = (weight 4508.453262 lbs

v = 51.90371471 ft/sec
v = 35.22030369 mi/hr

bo=
4.75 mph

A average 391.2286 lb/in

A = 351.8059 lb/in
B = 114.1282 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 542.2297 lbs

E = 2263370 in-lbs
E= 188614.2 ft-lbs

w = (weight 4508.453 lbs

v = 51.90585 ft/sec
v = 35.22175 mi/hr

bo=
4.5 mph

B average 109.6055 lb/in*2

A = 334.958 lb/in
B = 115.9885 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 483.6551 lbs

E = 2263559 in-lbs
E= 188629.9 ft-lbs

w = (weight 4508.453 lbs

v = 51.90802 ft/sec
v = 35.22322 mi/hr

bo=
4.25 mph

v average = 35.2182 mi/hr

A = 317.7925 lb/in
B = 117.8638 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 428.427 lbs

E = 2263748 in-lbs
E= 188645.7 ft-lbs

w = (weight 4508.453 lbs

v = 51.91018 ft/sec
v = 35.22469 mi/hr

bo=
4.0 mph

A = 400.4457 lb/in
B = 108.6377 lb/in*2

W (width of crl 67.48818898 in

c1 = 17.63779528 in
c2 = 20.31496063 in
c3 = 23.46456693 in
c4 = 22.99212598 in
c5 = 20.70866142 in
c6 = 18.38582677 in
θ = 0 degrees
G = 738.0345803 lbs

E = 2262815.606 in-lbs
E= 188567.9671 ft-lbs

w = (weight of 4508.453262 lbs

v = 51.89949205 ft/sec
v = 35.21743832 mi/hr

bo=
5.25 mph

A = 416.0245 lb/in
B = 106.8376 lb/in*2

W (width of 67.48818898 in

c1 = 17.63779528 in
c2 = 20.31496063 in
c3 = 23.46456693 in
c4 = 22.99212598 in
c5 = 20.70866142 in
c6 = 18.38582677 in
θ = 0 degrees
G = 809.9975318 lbs

E = 2262633.789 in-lbs
E= 188552.8158 ft-lbs

w = (weight 4508.453262 lbs

v = 51.89740696 ft/sec
v = 35.21602344 mi/hr

bo=
5.0 mph

A = 431.2859 lb/in
B = 105.0526 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 885.3066 lbs

E = 2262454 in-lbs
E= 188537.8 ft-lbs

w = (weight 4508.453 lbs

v = 51.89535 ft/sec
v = 35.21463 mi/hr

bo=
5.75 mph

A = 446.23 lb/in
B = 103.2826 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 963.963 lbs

E = 2262276 in-lbs
E= 188523 ft-lbs

w = (weight 4508.453 lbs

v = 51.8933 ft/sec
v = 35.21324 mi/hr

bo=
6.0 mph

A = 460.8569 lb/in
B = 101.5276 lb/in*2

W (width of 67.48819 in

c1 = 17.6378 in
c2 = 20.31496 in
c3 = 23.46457 in
c4 = 22.99213 in
c5 = 20.70866 in
c6 = 18.38583 in
θ = 0 degrees
G = 1045.967 lbs

E = 2262098 in-lbs
E= 188508.2 ft-lbs

w = (weight 4508.453 lbs

v = 51.89126 ft/sec
v = 35.21185 mi/hr

bo=
6.25 mph

2003 Mercedes E320 case #2

A = 362.6139 lb/in
B = 109.7281 lb/in*2

W (width of crl 71.34645669 in

c1 = 15.31496063 in
c2 = 19.88188976 in
c3 = 22.83464567 in
c4 = 22.67716535 in
c5 = 19.76377953 in
c6 = 13.97637795 in
θ = 0 degrees
G = 599.1575561 lbs

E = 2144142.354 in-lbs
E= 178678.5295 ft-lbs

w = (weight of 4265.944773 lbs

v = 51.93635948 ft/sec
v = 35.2425545 mi/hr

bo=
5.0 mph

56.65 km/h is equal to 35.2007062 mph

A = 347.3349 lb/in
B = 111.5523 lb/in*2

W (width of 71.34645669 in

c1 = 15.31496063 in
c2 = 19.88188976 in
c3 = 22.83464567 in
c4 = 22.67716535 in
c5 = 19.76377953 in
c6 = 13.97637795 in
θ = 0 degrees
G = 540.739782 lbs

E = 2144565.331 in-lbs
E= 178713.7776 ft-lbs

w = (weight 4265.944773 lbs

v = 51.94148199 ft/sec
v = 35.24593143 mi/hr

bo=
4.75 mph

A = 331.7556 lb/in
B = 113.3915 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 485.3176 lbs

E = 2144991 in-lbs
E= 178749.3 ft-lbs

w = (weight 4265.945 lbs

v = 51.94664 ft/sec
v = 35.24943 mi/hr

bo=
4.5 mph

A average 368.9027 lb/in

A = 315.8762 lb/in
B = 115.2457 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 432.8915 lbs

E = 2145420 in-lbs
E= 178785 ft-lbs

w = (weight 4265.945 lbs

v = 51.95183 ft/sec
v = 35.25295 mi/hr

bo=
4.25 mph

B average 108.8837 lb/in*2

A = 299.6966 lb/in
B = 117.115 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 383.4609 lbs

E = 2145853 in-lbs
E= 178821.1 ft-lbs

w = (weight 4265.945 lbs

v = 51.95707 ft/sec
v = 35.25651 mi/hr

bo=
4.0 mph

v average = 35.24085 mi/hr

A = 377.5929 lb/in
B = 107.919 lb/in*2

W (width of crl 71.34645669 in

c1 = 15.31496063 in
c2 = 19.88188976 in
c3 = 22.83464567 in
c4 = 22.67716535 in
c5 = 19.76377953 in
c6 = 13.97637795 in
θ = 0 degrees
G = 660.5713458 lbs

E = 2143724.012 in-lbs
E= 178643.6677 ft-lbs

w = (weight of 4265.944773 lbs

v = 51.9312926 ft/sec
v = 35.23901722 mi/hr

bo=
5.25 mph

A = 392.2716 lb/in
B = 106.1249 lb/in*2

W (width of 71.34645669 in

c1 = 15.31496063 in
c2 = 19.88188976 in
c3 = 22.83464567 in
c4 = 22.67716535 in
c5 = 19.76377953 in
c6 = 13.97637795 in
θ = 0 degrees
G = 724.9806981 lbs

E = 2143308.4 in-lbs
E= 178609.0333 ft-lbs

w = (weight 4265.944773 lbs

v = 51.92625829 ft/sec
v = 35.23560109 mi/hr

bo=
5.5 mph

A = 406.6502 lb/in
B = 104.3458 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 792.3864 lbs

E = 2142896 in-lbs
E= 178574.7 ft-lbs

w = (weight 4265.945 lbs

v = 51.92126 ft/sec
v = 35.23221 mi/hr

bo=
5.75 mph

A = 420.7286 lb/in
B = 102.5818 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 862.7873 lbs

E = 2142488 in-lbs
E= 178540.6 ft-lbs

w = (weight 4265.945 lbs

v = 51.91631 ft/sec
v = 35.22885 mi/hr

bo=
6.0 mph

A = 434.5068 lb/in
B = 100.8328 lb/in*2

W (width of 71.34646 in

c1 = 15.31496 in
c2 = 19.88189 in
c3 = 22.83465 in
c4 = 22.67717 in
c5 = 19.76378 in
c6 = 13.97638 in
θ = 0 degrees
G = 936.1843 lbs

E = 2142082 in-lbs
E= 178506.9 ft-lbs

w = (weight 4265.945 lbs

v = 51.9114 ft/sec
v = 35.22552 mi/hr

bo=
6.25 mph

2001 Buick LeSabre case #3

A = 354.0464 lb/in
B = 102.9059 lb/in*2

W (width of crl 67.50393701 in

c1 = 13.77952756 in
c2 = 20.59055118 in
c3 = 23.74015748 in
c4 = 23.03149606 in
c5 = 20.94488189 in
c6 = 16.73228346 in
θ = 0 degrees
G = 609.0459991 lbs

E = 2049422.931 in-lbs
E= 170785.2443 ft-lbs

w = (weight of 4102.802699 lbs

v = 51.77591588 ft/sec
v = 35.13358324 mi/hr

bo=
5.0 mph

56.49 km/h is equal to 35.101287 mph

A = 339.1375 lb/in
B = 104.6224 lb/in*2

W (width o 67.50393701 in

c1 = 13.77952756 in
c2 = 20.59055118 in
c3 = 23.74015748 in
c4 = 23.03149606 in
c5 = 20.94488189 in
c6 = 16.73228346 in
θ = 0 degrees
G = 549.6635706 lbs

E = 2049811.119 in-lbs
E= 170817.5932 ft-lbs

w = (weighi 4102.802699 lbs

v = 51.78081916 ft/sec
v = 35.13691046 mi/hr

bo=
4.75
mph

A = 323.9346 lb/in
B = 106.353 lb/in*2

W (width of 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 493.3271 lbs

E = 2050201 in-lbs
E= 170850.1 ft-lbs

w = (weightl 4102.803 lbs

v = 51.78575 ft/sec
v = 35.14025 mi/hr

bo=
4.5 mph

A average 360.1776 lb/in

A = 308.4376 lb/in
B = 108.0978 lb/in*2

W (width of 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 440.0356 lbs

E = 2050594 in-lbs
E= 170882.9 ft-lbs

w = (weightl 4102.803 lbs

v = 51.79071 ft/sec
v = 35.14362 mi/hr

bo=
4.25
mph

B average 102.1116 lb/in*2

A = 292.6466 lb/in
B = 109.8568 lb/in*2

W (width o 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 389.7894 lbs

E = 2050991 in-lbs
E= 170915.9 ft-lbs

w = (weigh 4102.803 lbs

v = 51.79572 ft/sec
v = 35.14702 mi/hr

bo=
4.0 mph

v average = 35.13205 mi/hr

A = 368.6612 lb/in
B = 101.2037 lb/in*2

W (width of crl 67.50393701 in

c1 = 13.77952756 in
c2 = 20.59055118 in
c3 = 23.74015748 in
c4 = 23.03149606 in
c5 = 20.94488189 in
c6 = 16.73228346 in
θ = 0 degrees
G = 671.4728828 lbs

E = 2049039.341 in-lbs
E= 170753.2784 ft-lbs

w = (weight of 4102.802699 lbs

v = 51.77107021 ft/sec
v = 35.13029511 mi/hr

bo=
5.25
mph

A = 382.982 lb/in
B = 99.5157 lb/in*2

W (width o 67.50393701 in

c1 = 13.77952756 in
c2 = 20.59055118 in
c3 = 23.74015748 in
c4 = 23.03149606 in
c5 = 20.94488189 in
c6 = 16.73228346 in
θ = 0 degrees
G = 736.9450867 lbs

E = 2048659.075 in-lbs
E= 170721.5896 ft-lbs

w = (weighi 4102.802699 lbs

v = 51.76626608 ft/sec
v = 35.12703517 mi/hr

bo=
5.5 mph

A = 397.0087 lb/in
B = 97.8418 lb/in*2

W (width of 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 805.463 lbs

E = 2048281 in-lbs
E= 170690 ft-lbs

w = (weightl 4102.803 lbs

v = 51.76148 ft/sec
v = 35.12379 mi/hr

bo=
5.75
mph

A = 410.7414 lb/in
B = 96.1822 lb/in*2

W (width of 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 877.0256 lbs

E = 2047907 in-lbs
E= 170658.9 ft-lbs

w = (weightl 4102.803 lbs

v = 51.75676 ft/sec
v = 35.12058 mi/hr

bo=
6.0 mph

A = 424.1801 lb/in
B = 94.5368 lb/in*2

W (width o 67.50394 in

c1 = 13.77953 in
c2 = 20.59055 in
c3 = 23.74016 in
c4 = 23.0315 in
c5 = 20.94488 in
c6 = 16.73228 in
θ = 0 degrees
G = 951.6334 lbs

E = 2047536 in-lbs
E= 170628 ft-lbs

w = (weigh 4102.803 lbs

v = 51.75208 ft/sec
v = 35.11741 mi/hr

bo=
6.25
mph

2002 Toyota Avalon case #4

A = 347.1733 lb/in
B = 101.7597 lb/in*2

W (width of crl 65.65354331 in

c1 = 13.11023622 in
c2 = 21.57480315 in
c3 = 22.24409449 in
c4 = 22.48031496 in
c5 = 22.24409449 in
c6 = 15.19685039 in
θ = 0 degrees
G = 592.2251158 lbs

E = 1937773.938 in-lbs
E= 161481.1615 ft-lbs

w = (weight of 3880.135814 lbs

v = 51.7702667 ft/sec
v = 35.12974987 mi/hr

bo=
5.0 mph

56.49 km/h is equal to 35.101287 mph

A = 332.5539 lb/in
B = 103.457 lb/in*2

W (width of 65.65354331 in

c1 = 13.11023622 in
c2 = 21.57480315 in
c3 = 22.24409449 in
c4 = 22.48031496 in
c5 = 22.24409449 in
c6 = 15.19685039 in
θ = 0 degrees
G = 534.4833912 lbs

E = 1938132.919 in-lbs
E= 161511.0766 ft-lbs

w = (weigh 3880.135814 lbs

v = 51.77506182 ft/sec
v = 35.1330037 mi/hr

bo=
4.75
mph

A = 317.6461 lb/in
B = 105.1683 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 479.7027 lbs

E = 1938494 in-lbs
E= 161541.2 ft-lbs

w = (weight 3880.136 lbs

v = 51.77989 ft/sec
v = 35.13628 mi/hr

bo=
4.5 mph

A average 353.1856 lb/in

A = 302.4499 lb/in
B = 106.8937 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 427.8828 lbs

E = 1938859 in-lbs
E= 161571.6 ft-lbs

w = (weight 3880.136 lbs

v = 51.78476 ft/sec
v = 35.13959 mi/hr

bo=
4.25
mph

B average 100.9744 lb/in*2

A = 286.9655 lb/in
B = 108.6331 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 379.0244 lbs

E = 1939227 in-lbs
E= 161602.2 ft-lbs

w = (weigh 3880.136 lbs

v = 51.78967 ft/sec
v = 35.14292 mi/hr

bo=
4.0 mph

v average = 35.12826 mi/hr

A = 361.5045 lb/in
B = 100.0764 lb/in*2

W (width of crl 65.65354331 in

c1 = 13.11023622 in
c2 = 21.57480315 in
c3 = 22.24409449 in
c4 = 22.48031496 in
c5 = 22.24409449 in
c6 = 15.19685039 in
θ = 0 degrees
G = 652.9286801 lbs

E = 1937417.618 in-lbs
E= 161451.4681 ft-lbs

w = (weight of 3880.135814 lbs

v = 51.76550669 ft/sec
v = 35.12651988 mi/hr

bo=
5.25
mph

A = 375.5472 lb/in
B = 98.4072 lb/in*2

W (width of 65.65354331 in

c1 = 13.11023622 in
c2 = 21.57480315 in
c3 = 22.24409449 in
c4 = 22.48031496 in
c5 = 22.24409449 in
c6 = 15.19685039 in
θ = 0 degrees
G = 716.5923806 lbs

E = 1937064.849 in-lbs
E= 161422.0708 ft-lbs

w = (weigh 3880.135814 lbs

v = 51.7607937 ft/sec
v = 35.12332178 mi/hr

bo=
5.5 mph

A = 389.3017 lb/in
B = 96.752 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 783.218 lbs

E = 1936715 in-lbs
E= 161392.9 ft-lbs

w = (weight 3880.136 lbs

v = 51.75612 ft/sec
v = 35.12015 mi/hr

bo=
5.75
mph

A = 402.7678 lb/in
B = 95.1108 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 852.8048 lbs

E = 1936367 in-lbs
E= 161363.9 ft-lbs

w = (weight 3880.136 lbs

v = 51.75147 ft/sec
v = 35.11699 mi/hr

bo=
6.0 mph

A = 415.9456 lb/in
B = 93.4857 lb/in*2

W (width of 65.65354 in

c1 = 13.11024 in
c2 = 21.5748 in
c3 = 22.24409 in
c4 = 22.48031 in
c5 = 22.24409 in
c6 = 15.19685 in
θ = 0 degrees
G = 925.3327 lbs

E = 1936050 in-lbs
E= 161337.5 ft-lbs

w = (weigh 3880.136 lbs

v = 51.74723 ft/sec
v = 35.11412 mi/hr

bo=
6.25
mph

2002 Audi A4 case #5

A = 418.3359 lb/in
B = 150.7293 lb/in*2

W (width of crl 69.25984252 in

c1 = 11.49606299 in
c2 = 16.06299213 in
c3 = 19.01574803 in
c4 = 19.2519685 in
c5 = 17.00787402 in
c6 = 12.36220472 in
θ = 0 degrees
G = 580.5272274 lbs

E = 1997450.105 in-lbs
E = 166454.1755 ft-lbs

w = (weight of 4012.413172 lbs

v = 51.68772969 ft/sec
v = 35.07374274 mi/hr

bo =
5.0 mph

56.33 km/h is equal to 35.0018673 mph

A = 400.7307 lb/in
B = 153.2518 lb/in*2

W (width of 69.25984252 in

c1 = 11.49606299 in
c2 = 16.06299213 in
c3 = 19.01574803 in
c4 = 19.2519685 in
c5 = 17.00787402 in
c6 = 12.36220472 in
θ = 0 degrees
G = 523.9256372 lbs

E = 1997903.634 in-lbs
E = 166491.9695 ft-lbs

w = (weight 4012.413172 lbs

v = 51.69359731 ft/sec
v = 35.07772433 mi/hr

bo =
4.75
mph

A = 382.7769 lb/in
B = 155.7952 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 470.2268 lbs

E = 1998361 in-lbs
E = 166530.1 ft-lbs

w = (weight 4012.413 lbs

v = 51.69951 ft/sec
v = 35.08174 mi/hr

bo =
4.5 mph

A average 425.5698 lb/in

A = 364.4746 lb/in
B = 158.3595 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 419.4309 lbs

E = 1998821 in-lbs
E = 166568.4 ft-lbs

w = (weight 4012.413 lbs

v = 51.70547 ft/sec
v = 35.08578 mi/hr

bo =
4.25
mph

B average 149.5623 lb/in*2

A = 345.8236 lb/in
B = 160.9448 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 371.5372 lbs

E = 1999286 in-lbs
E = 166607.2 ft-lbs

w = (weight 4012.413 lbs

v = 51.71148 ft/sec
v = 35.08986 mi/hr

bo =
4.0 mph

v average = 35.0719 mi/hr

A = 435.5924 lb/in
B = 148.2278 lb/in*2

W (width of crl 69.25984252 in

c1 = 11.49606299 in
c2 = 16.06299213 in
c3 = 19.01574803 in
c4 = 19.2519685 in
c5 = 17.00787402 in
c6 = 12.36220472 in
θ = 0 degrees
G = 640.0308813 lbs

E = 1997000.838 in-lbs
E = 166416.7365 ft-lbs

w = (weight of 4012.413172 lbs

v = 51.68191655 ft/sec
v = 35.06979811 mi/hr

bo =
5.25
mph

A = 452.5004 lb/in
B = 145.7472 lb/in*2

W (width of 69.25984252 in

c1 = 11.49606299 in
c2 = 16.06299213 in
c3 = 19.01574803 in
c4 = 19.2519685 in
c5 = 17.00787402 in
c6 = 12.36220472 in
θ = 0 degrees
G = 702.4375494 lbs

E = 1996555.149 in-lbs
E = 166379.5957 ft-lbs

w = (weight 4012.413172 lbs

v = 51.67614907 ft/sec
v = 35.06588447 mi/hr

bo =
5.5 mph

A = 469.0598 lb/in
B = 143.2875 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 767.747 lbs

E = 1996113 in-lbs
E = 166342.7 ft-lbs

w = (weight 4012.413 lbs

v = 51.67043 ft/sec
v = 35.062 mi/hr

bo =
5.75
mph

A = 485.2706 lb/in
B = 140.8488 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 835.9587 lbs

E = 1995675 in-lbs
E = 166306.3 ft-lbs

w = (weight 4012.413 lbs

v = 51.66476 ft/sec
v = 35.05815 mi/hr

bo =
6.0 mph

A = 501.1329 lb/in
B = 138.431 lb/in*2

W (width of 69.25984 in

c1 = 11.49606 in
c2 = 16.06299 in
c3 = 19.01575 in
c4 = 19.25197 in
c5 = 17.00787 in
c6 = 12.3622 in
θ = 0 degrees
G = 907.0735 lbs

E = 1995241 in-lbs
E = 166270.1 ft-lbs

w = (weight 4012.413 lbs

v = 51.65914 ft/sec
v = 35.05434 mi/hr

bo =
6.25
mph

2003 Hyundai Accent case #6

A = 319.6495 lb/in
B = 103.041 lb/in*2

W (width of crl 58.90551181 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 495.801685 lbs

E = 1416553.07 in-lbs
E= 118046.0892 ft-lbs

w = (weight of 2914.511106 lbs

v = 51.0723543 ft/sec
v = 34.65616746 mi/hr

bo= 5.0 mph

55.84 km/h is equal to 34.6973951 mph

A = 306.2235 lb/in
B = 104.7832 lb/in*2

W (width of 58.90551181 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 447.4611958 lbs

E = 1416724.902 in-lbs
E= 118060.4085 ft-lbs

w = (weight 2914.511106 lbs

v = 51.07545182 ft/sec
v = 34.65826934 mi/hr

bo= 4.75 mph

A = 292.5282 lb/in
B = 106.54 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 401.5992 lbs

E = 1416898 in-lbs
E= 118074.8 ft-lbs

w = (weight 2914.511 lbs

v = 51.07857 ft/sec
v = 34.66038 mi/hr

bo= 4.5 mph

A average 325.1518 lb/in

B average 102.2357 lb/in*2

v average = 34.65521 mi/hr

A = 278.5639 lb/in
B = 108.3113 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 358.2168 lbs

E = 1417071 in-lbs
E= 118089.3 ft-lbs

w = (weight 2914.511 lbs

v = 51.0817 ft/sec
v = 34.66251 mi/hr

bo= 4.25 mph

A = 264.3305 lb/in
B = 110.0973 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 317.313 lbs

E = 1417247 in-lbs
E= 118103.9 ft-lbs

w = (weight 2914.511 lbs

v = 51.08487 ft/sec
v = 34.66466 mi/hr

bo= 4.0 mph

A = 332.8066 lb/in
B = 101.3135 lb/in*2

W (width of crl 58.90551181 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 546.6212943 lbs

E = 1416383.85 in-lbs
E= 118031.9875 ft-lbs

w = (weight of 2914.511106 lbs

v = 51.06930369 ft/sec
v = 34.6540974 mi/hr

bo= 5.25 mph

A = 345.6946 lb/in
B = 99.6006 lb/in*2

W (width of 58.90551181 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 599.9198623 lbs

E = 1416216.006 in-lbs
E= 118018.0005 ft-lbs

w = (weight 2914.511106 lbs

v = 51.0662777 ft/sec
v = 34.65204406 mi/hr

bo= 5.5 mph

A = 358.3135 lb/in
B = 97.9022 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 655.6981 lbs

E = 1416049 in-lbs
E= 118004 ft-lbs

w = (weight 2914.511 lbs

v = 51.06326 ft/sec
v = 34.65 mi/hr

bo= 5.75 mph

A = 370.6633 lb/in
B = 96.2185 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 713.9546 lbs

E = 1415883 in-lbs
E= 117990.3 ft-lbs

w = (weight 2914.511 lbs

v = 51.06028 ft/sec
v = 34.64798 mi/hr

bo= 6.0 mph

A = 382.744 lb/in
B = 94.5494 lb/in*2

W (width of 58.90551 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 774.6901 lbs

E = 1415720 in-lbs
E= 117976.6 ft-lbs

w = (weight 2914.511 lbs

v = 51.05733 ft/sec
v = 34.64597 mi/hr

bo= 6.25 mph

2001 Chevy Malibu case #7

A = 339.6382 lb/in
B = 102.7611 lb/in*2

W (width of crl 63.29133858 in

c1 = 16.02362205 in
c2 = 16.22047244 in
c3 = 22.00787402 in
c4 = 21.88976378 in
c5 = 21.06299213 in
c6 = 16.77165354 in
θ = 0 degrees
G = 561.2732196 lbs

E = 1710619.137 in-lbs
E= 142551.5948 ft-lbs

w = (weight of 3545.033176 lbs

v = 50.888403 ft/sec
v = 34.53134362 mi/hr

bo=
5.0 mph

55.56 km/h is equal to 34.523411 mph

A = 325.3885 lb/in
B = 104.5088 lb/in*2

W (width o 63.29133858 in

c1 = 16.02362205 in
c2 = 16.22047244 in
c3 = 22.00787402 in
c4 = 21.88976378 in
c5 = 21.06299213 in
c6 = 16.77165354 in
θ = 0 degrees
G = 506.5490941 lbs

E = 1710908.854 in-lbs
E= 142575.7378 ft-lbs

w = (weigh 3545.033176 lbs

v = 50.89271214 ft/sec
v = 34.53426768 mi/hr

bo=
4.75
mph

A = 310.8512 lb/in
B = 106.2713 lb/in*2

W (width of 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 454.6311 lbs

E = 1711202 in-lbs
E= 142600.1 ft-lbs

w = (weight 3545.033 lbs

v = 50.89707 ft/sec
v = 34.53722 mi/hr

bo=
4.5 mph

A average 345.4688 lb/in

A = 296.0263 lb/in
B = 108.0484 lb/in*2

W (width of 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 405.52 lbs

E = 1711495 in-lbs
E= 142624.6 ft-lbs

w = (weight 3545.033 lbs

v = 50.90144 ft/sec
v = 34.54019 mi/hr

bo=
4.25
mph

B average 101.9536 lb/in*2

A = 280.9138 lb/in
B = 109.8404 lb/in*2

W (width o 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 359.2147 lbs

E = 1711794 in-lbs
E= 142649.5 ft-lbs

w = (weigh 3545.033 lbs

v = 50.90587 ft/sec
v = 34.5432 mi/hr

bo=
4.0 mph

v average = 34.52999 mi/hr

A = 353.6004 lb/in
B = 101.0282 lb/in*2

W (width of crl 63.29133858 in

c1 = 16.02362205 in
c2 = 16.22047244 in
c3 = 22.00787402 in
c4 = 21.88976378 in
c5 = 21.06299213 in
c6 = 16.77165354 in
θ = 0 degrees
G = 618.803675 lbs

E = 1710332.757 in-lbs
E= 142527.7297 ft-lbs

w = (weight of 3545.033176 lbs

v = 50.88414312 ft/sec
v = 34.528453 mi/hr

bo=
5.25
mph

A = 367.2747 lb/in
B = 99.3099 lb/in*2

W (width o 63.29133858 in

c1 = 16.02362205 in
c2 = 16.22047244 in
c3 = 22.00787402 in
c4 = 21.88976378 in
c5 = 21.06299213 in
c6 = 16.77165354 in
θ = 0 degrees
G = 679.1402733 lbs

E = 1710046.762 in-lbs
E= 142503.8968 ft-lbs

w = (weigh 3545.033176 lbs

v = 50.87988863 ft/sec
v = 34.52556603 mi/hr

bo=
5.5 mph

A = 380.6616 lb/in
B = 97.6064 lb/in*2

W (width of 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 742.2836 lbs

E = 1709764 in-lbs
E= 142480.4 ft-lbs

w = (weight 3545.033 lbs

v = 50.87569 ft/sec
v = 34.52271 mi/hr

bo=
5.75
mph

A = 393.7609 lb/in
B = 95.9176 lb/in*2

W (width of 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 808.2336 lbs

E = 1709484 in-lbs
E= 142457 ft-lbs

w = (weight 3545.033 lbs

v = 50.87151 ft/sec
v = 34.51988 mi/hr

bo=
6.0 mph

A = 406.5726 lb/in
B = 94.2436 lb/in*2

W (width o 63.29134 in

c1 = 16.02362 in
c2 = 16.22047 in
c3 = 22.00787 in
c4 = 21.88976 in
c5 = 21.06299 in
c6 = 16.77165 in
θ = 0 degrees
G = 876.9894 lbs

E = 1709206 in-lbs
E= 142433.9 ft-lbs

w = (weigh 3545.033 lbs

v = 50.86739 ft/sec
v = 34.51708 mi/hr

bo=
6.25
mph

2003 Honda S2000 case #8

A = 429.5746 lb/in
B = 172.7581 lb/in*2

W (width of crl 60.5984252 in

c1 = 0.354330709 in
c2 = 15.94488189 in
c3 = 20.43307087 in
c4 = 21.45669291 in
c5 = 16.73228346 in
c6 = 1.692913386 in
θ = 0 degrees
G = 534.0830241 lbs

E = 1816329.335 in-lbs
E= 151360.7779 ft-lbs

w = (weight of 3229.772141 lbs

v = 54.93683901 ft/sec
v = 37.27849085 mi/hr

bo=
5.0 mph

56.97 km/h is equal to 35.3995451 mph

A = 411.452 lb/in
B = 175.6112 lb/in*2

W (width of 60.5984252 in

c1 = 0.354330709 in
c2 = 15.94488189 in
c3 = 20.43307087 in
c4 = 21.45669291 in
c5 = 16.73228346 in
c6 = 1.692913386 in
θ = 0 degrees
G = 482.0101118 lbs

E = 1819533.81 in-lbs
E= 151627.8175 ft-lbs

w = (weight 3229.772141 lbs

v = 54.98527907 ft/sec
v = 37.31136082 mi/hr

bo=
4.75 mph

A = 392.9761 lb/in
B = 178.4877 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 432.6074 lbs

E = 1822765 in-lbs
E= 151897.1 ft-lbs

w = (weight 3229.772 lbs

v = 55.03408 ft/sec
v = 37.34447 mi/hr

bo=
4.5 mph

A average 437.0462 lb/in

A = 374.1469 lb/in
B = 181.3876 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 385.8751 lbs

E = 1826022 in-lbs
E= 152168.5 ft-lbs

w = (weight 3229.772 lbs

v = 55.08323 ft/sec
v = 37.37783 mi/hr

bo=
4.25 mph

B average 171.4367 lb/in*2

A = 354.9644 lb/in
B = 184.3109 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 341.813 lbs

E = 1829306 in-lbs
E= 152442.2 ft-lbs

w = (weight 3229.772 lbs

v = 55.13274 ft/sec
v = 37.41142 mi/hr

bo=
4.0 mph

v average = 37.26314 mi/hr

A = 447.344 lb/in
B = 169.9283 lb/in*2

W (width of crl 60.5984252 in

c1 = 0.354330709 in
c2 = 15.94488189 in
c3 = 20.43307087 in
c4 = 21.45669291 in
c5 = 16.73228346 in
c6 = 1.692913386 in
θ = 0 degrees
G = 588.8267414 lbs

E = 1813150.653 in-lbs
E= 151095.8878 ft-lbs

w = (weight of 3229.772141 lbs

v = 54.88874664 ft/sec
v = 37.24585681 mi/hr

bo=
5.25 mph

A = 464.76 lb/in
B = 167.1219 lb/in*2

W (width of 60.5984252 in

c1 = 0.354330709 in
c2 = 15.94488189 in
c3 = 20.43307087 in
c4 = 21.45669291 in
c5 = 16.73228346 in
c6 = 1.692913386 in
θ = 0 degrees
G = 646.2404317 lbs

E = 1809998.338 in-lbs
E= 150833.1948 ft-lbs

w = (weight 3229.772141 lbs

v = 54.84101153 ft/sec
v = 37.21346519 mi/hr

bo=
5.5 mph

A = 481.8229 lb/in
B = 164.3389 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 706.3249 lbs

E = 1806873 in-lbs
E= 150572.7 ft-lbs

w = (weight 3229.772 lbs

v = 54.79364 ft/sec
v = 37.18132 mi/hr

bo=
5.75 mph

A = 498.5324 lb/in
B = 161.5792 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 769.0797 lbs

E = 1803773 in-lbs
E= 150314.4 ft-lbs

w = (weight 3229.772 lbs

v = 54.74661 ft/sec
v = 37.14941 mi/hr

bo=
6.0 mph

A = 514.8886 lb/in
B = 158.8429 lb/in*2

W (width of 60.59843 in

c1 = 0.354331 in
c2 = 15.94488 in
c3 = 20.43307 in
c4 = 21.45669 in
c5 = 16.73228 in
c6 = 1.692913 in
θ = 0 degrees
G = 834.5046 lbs

E = 1800699 in-lbs
E= 150058.3 ft-lbs

w = (weight 3229.772 lbs

v = 54.69995 ft/sec
v = 37.11775 mi/hr

bo=
6.25 mph

2002 Mini Cooper case #9

A = 548.1057 lb/in
B = 287.9386 lb/in*2

W (width of crl 59.45669291 in

c1 = 7.834645669 in
c2 = 10.43307087 in
c3 = 13.38582677 in
c4 = 13.85826772 in
c5 = 12.20472441 in
c6 = 6.220472441 in
 θ = 0 degrees
G = 521.673472 lbs

E = 1549026.775 in-lbs
E= 129085.5646 ft-lbs

w = (weight of 3095.290161 lbs

v = 51.82401894 ft/sec
v = 35.16622453 mi/hr

bo=
5.0 mph

56.16 km/h is equal to 34.8962341 mph

A = 525.0547 lb/in
B = 292.7743 lb/in*2

W (width of 59.45669291 in

c1 = 7.834645669 in
c2 = 10.43307087 in
c3 = 13.38582677 in
c4 = 13.85826772 in
c5 = 12.20472441 in
c6 = 6.220472441 in
 θ = 0 degrees
G = 470.8105151 lbs

E = 1549667.813 in-lbs
E= 129138.9844 ft-lbs

w = (weight 3095.290161 lbs

v = 51.83474107 ft/sec
v = 35.17350025 mi/hr

bo=
4.75 mph

A = 501.5453 lb/in
B = 297.6504 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 422.5556 lbs

E = 1550315 in-lbs
E= 129192.9 ft-lbs

w = (weight 3095.29 lbs

v = 51.84556 ft/sec
v = 35.18084 mi/hr

bo=
4.5 mph

A average 557.5687 lb/in

A = 477.5775 lb/in
B = 302.5667 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 376.9091 lbs

E = 1550967 in-lbs
E= 129247.2 ft-lbs

w = (weight 3095.29 lbs

v = 51.85646 ft/sec
v = 35.18824 mi/hr

bo=
4.25 mph

B average 285.7019 lb/in*2

A = 453.1515 lb/in
B = 307.5233 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 333.8711 lbs

E = 1551624 in-lbs
E= 129302 ft-lbs

w = (weight 3095.29 lbs

v = 51.86745 ft/sec
v = 35.19569 mi/hr

bo=
4.0 mph

v average = 35.16285 mi/hr

A = 570.6984 lb/in
B = 283.1431 lb/in*2

W (width of crl 59.45669291 in

c1 = 7.834645669 in
c2 = 10.43307087 in
c3 = 13.38582677 in
c4 = 13.85826772 in
c5 = 12.20472441 in
c6 = 6.220472441 in
 θ = 0 degrees
G = 575.1449775 lbs

E = 1548390.837 in-lbs
E= 129032.5697 ft-lbs

w = (weight of 3095.290161 lbs

v = 51.81337992 ft/sec
v = 35.15900521 mi/hr

bo=
5.25 mph

A = 592.8328 lb/in
B = 278.3878 lb/in*2

W (width of 59.45669291 in

c1 = 7.834645669 in
c2 = 10.43307087 in
c3 = 13.38582677 in
c4 = 13.85826772 in
c5 = 12.20472441 in
c6 = 6.220472441 in
 θ = 0 degrees
G = 631.225091 lbs

E = 1547760.001 in-lbs
E= 128980.0001 ft-lbs

w = (weight 3095.290161 lbs

v = 51.8028241 ft/sec
v = 35.15184235 mi/hr

bo=
5.5 mph

A = 614.5089 lb/in
B = 273.6729 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 689.9134 lbs

E = 1547135 in-lbs
E= 128927.9 ft-lbs

w = (weight 3095.29 lbs

v = 51.79236 ft/sec
v = 35.14474 mi/hr

bo=
5.75 mph

A = 635.7266 lb/in
B = 268.9982 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 751.2101 lbs

E = 1546515 in-lbs
E= 128876.3 ft-lbs

w = (weight 3095.29 lbs

v = 51.78199 ft/sec
v = 35.1377 mi/hr

bo=
6.0 mph

A = 656.4859 lb/in
B = 264.3638 lb/in*2

W (width of 59.45669 in

c1 = 7.834646 in
c2 = 10.43307 in
c3 = 13.38583 in
c4 = 13.85827 in
c5 = 12.20472 in
c6 = 6.220472 in
 θ = 0 degrees
G = 815.1149 lbs

E = 1545901 in-lbs
E= 128825 ft-lbs

w = (weight 3095.29 lbs

v = 51.7717 ft/sec
v = 35.13072 mi/hr

bo=
6.25 mph

2003 Toyota Corolla case #10

A = 273.7813 lb/in
B = 79.9303 lb/in*2

W (width of crl 63.60629921 in

c1 = 15.11811024 in
c2 = 20.86614173 in
c3 = 22.08661417 in
c4 = 21.88976378 in
c5 = 20.98425197 in
c6 = 16.96850394 in
θ = 0 degrees
G = 468.8847673 lbs

E = 1448398.697 in-lbs
E = 120699.8914 ft-lbs

w = (weight of 2976.240539 lbs

v = 51.10487842 ft/sec
v = 34.67823735 mi/hr

bo =
5.0 mph

55.91 km/h is equal to 34.7408912 mph

A = 262.2785 lb/in
B = 81.2797 lb/in*2

W (width of 63.60629921 in

c1 = 15.11811024 in
c2 = 20.86614173 in
c3 = 22.08661417 in
c4 = 21.88976378 in
c5 = 20.98425197 in
c6 = 16.96850394 in
θ = 0 degrees
G = 423.1684637 lbs

E = 1448543.101 in-lbs
E = 120711.9251 ft-lbs

w = (weight 2976.240539 lbs

v = 51.10742591 ft/sec
v = 34.679966 mi/hr

bo =
4.75
mph

A = 250.5456 lb/in
B = 82.6404 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 379.7967 lbs

E = 1448689 in-lbs
E = 120724.1 ft-lbs

w = (weight 2976.241 lbs

v = 51.11 ft/sec
v = 34.68171 mi/hr

bo =
4.5 mph

A average 278.497 lb/in

A = 238.5826 lb/in
B = 84.0124 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 338.7694 lbs

E = 1448836 in-lbs
E = 120736.3 ft-lbs

w = (weight 2976.241 lbs

v = 51.11259 ft/sec
v = 34.68347 mi/hr

bo =
4.25
mph

B average 79.30638 lb/in*2

A = 226.3894 lb/in
B = 85.3957 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 300.0863 lbs

E = 1448984 in-lbs
E = 120748.7 ft-lbs

w = (weight 2976.241 lbs

v = 51.11521 ft/sec
v = 34.68524 mi/hr

bo =
4.0 mph

v average = 34.67743 mi/hr

A = 285.0539 lb/in
B = 78.5921 lb/in*2

W (width of crl 63.60629921 in

c1 = 15.11811024 in
c2 = 20.86614173 in
c3 = 22.08661417 in
c4 = 21.88976378 in
c5 = 20.98425197 in
c6 = 16.96850394 in
θ = 0 degrees
G = 516.9458884 lbs

E = 1448254.178 in-lbs
E = 120687.8481 ft-lbs

w = (weight of 2976.240539 lbs

v = 51.10232877 ft/sec
v = 34.67650723 mi/hr

bo =
5.25
mph

A = 296.0963 lb/in
B = 77.2653 lb/in*2

W (width of 63.60629921 in

c1 = 15.11811024 in
c2 = 20.86614173 in
c3 = 22.08661417 in
c4 = 21.88976378 in
c5 = 20.98425197 in
c6 = 16.96850394 in
θ = 0 degrees
G = 567.3505369 lbs

E = 1448112.122 in-lbs
E = 120676.0101 ft-lbs

w = (weight 2976.240539 lbs

v = 51.09982245 ft/sec
v = 34.67480652 mi/hr

bo =
5.5 mph

A = 306.9087 lb/in
B = 75.9498 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 620.1001 lbs

E = 1447972 in-lbs
E = 120664.3 ft-lbs

w = (weight 2976.241 lbs

v = 51.09734 ft/sec
v = 34.67312 mi/hr

bo =
5.75
mph

A = 317.4909 lb/in
B = 74.6455 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 675.1946 lbs

E = 1447831 in-lbs
E = 120652.6 ft-lbs

w = (weight 2976.241 lbs

v = 51.09486 ft/sec
v = 34.67144 mi/hr

bo =
6.0 mph

A = 327.8429 lb/in
B = 73.3526 lb/in*2

W (width of 63.6063 in

c1 = 15.11811 in
c2 = 20.86614 in
c3 = 22.08661 in
c4 = 21.88976 in
c5 = 20.98425 in
c6 = 16.9685 in
θ = 0 degrees
G = 732.6323 lbs

E = 1447693 in-lbs
E = 120641.1 ft-lbs

w = (weight 2976.241 lbs

v = 51.09242 ft/sec
v = 34.66978 mi/hr

bo =
6.25
mph

2002 Chrysler PT Cruiser case #11

A = 430.2808 lb/in
B = 165.9806 lb/in*2

W (width of cr) 67.08661417 in

c1 = 11.14173228 in
c2 = 14.29133858 in
c3 = 18.58267717 in
c4 = 19.05511811 in
c5 = 15.11811024 in
c6 = 10.31496063 in
θ = 0 degrees
G = 557.7205012 lbs

E = 1873074.349 in-lbs
E= 156089.5291 ft-lbs

w = (weight of) 3723.607608 lbs

v = 51.95745431 ft/sec
v = 35.25676977 mi/hr

bo= 5.0 mph

56.33 km/h is equal to 35.0018673 mph

A = 412.1729 lb/in
B = 168.7583 lb/in*2

W (width of) 67.08661417 in

c1 = 11.14173228 in
c2 = 14.29133858 in
c3 = 18.58267717 in
c4 = 19.05511811 in
c5 = 15.11811024 in
c6 = 10.31496063 in
θ = 0 degrees
G = 503.3426489 lbs

E = 1873735.602 in-lbs
E= 156144.6335 ft-lbs

w = (weight) 3723.607608 lbs

v = 51.96662479 ft/sec
v = 35.26299258 mi/hr

bo= 4.75 mph

A = 393.7065 lb/in
B = 171.5591 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 451.7534 lbs

E = 1874403 in-lbs
E= 156200.2 ft-lbs

w = (weight) 3723.608 lbs

v = 51.97588 ft/sec
v = 35.26927 mi/hr

bo= 4.5 mph

A average 437.7213 lb/in

A = 374.8816 lb/in
B = 174.3829 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 402.953 lbs

E = 1875075 in-lbs
E= 156256.3 ft-lbs

w = (weight) 3723.608 lbs

v = 51.9852 ft/sec
v = 35.2756 mi/hr

bo= 4.25 mph

B average 164.6955 lb/in*2

A = 355.6981 lb/in
B = 177.2297 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 356.9411 lbs

E = 1875752 in-lbs
E= 156312.7 ft-lbs

w = (weight) 3723.608 lbs

v = 51.99459 ft/sec
v = 35.28197 mi/hr

bo= 4.0 mph

v average = 35.25389 mi/hr

A = 448.0301 lb/in
B = 163.226 lb/in*2

W (width of cr) 67.08661417 in

c1 = 11.14173228 in
c2 = 14.29133858 in
c3 = 18.58267717 in
c4 = 19.05511811 in
c5 = 15.11811024 in
c6 = 10.31496063 in
θ = 0 degrees
G = 614.8866311 lbs

E = 1872418.922 in-lbs
E= 156034.9101 ft-lbs

w = (weight of) 3723.607608 lbs

v = 51.94836302 ft/sec
v = 35.25060069 mi/hr

bo= 5.25 mph

A = 465.4209 lb/in
B = 160.4944 lb/in*2

W (width of) 67.08661417 in

c1 = 11.14173228 in
c2 = 14.29133858 in
c3 = 18.58267717 in
c4 = 19.05511811 in
c5 = 15.11811024 in
c6 = 10.31496063 in
θ = 0 degrees
G = 674.8416585 lbs

E = 1871768.631 in-lbs
E= 155980.7192 ft-lbs

w = (weight) 3723.607608 lbs

v = 51.93934141 ft/sec
v = 35.2444789 mi/hr

bo= 5.5 mph

A = 482.4531 lb/in
B = 157.7858 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 737.5854 lbs

E = 1871123 in-lbs
E= 155926.9 ft-lbs

w = (weight) 3723.608 lbs

v = 51.93039 ft/sec
v = 35.2384 mi/hr

bo= 5.75 mph

A = 499.1268 lb/in
B = 155.1003 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 803.1176 lbs

E = 1870484 in-lbs
E= 155873.7 ft-lbs

w = (weight) 3723.608 lbs

v = 51.92152 ft/sec
v = 35.23238 mi/hr

bo= 6.0 mph

A = 515.442 lb/in
B = 152.4379 lb/in*2

W (width of) 67.08661 in

c1 = 11.14173 in
c2 = 14.29134 in
c3 = 18.58268 in
c4 = 19.05512 in
c5 = 15.11811 in
c6 = 10.31496 in
θ = 0 degrees
G = 871.4383 lbs

E = 1869851 in-lbs
E= 155820.9 ft-lbs

w = (weight) 3723.608 lbs

v = 51.91272 ft/sec
v = 35.22642 mi/hr

bo= 6.25 mph

2002 Ford Explorer Sport case #12

A = 567.634 lb/in
B = 228.1612 lb/in*2

W (width of cr) 64.88976378 in

c1 = 14.09448819 in
c2 = 14.72440945 in
c3 = 14.92125984 in
c4 = 14.96062992 in
c5 = 14.92125984 in
c6 = 13.93700787 in
θ = 0 degrees
G = 706.0980525 lbs

E = 2189720.058 in-lbs
E= 182476.6715 ft-lbs

w = (weight of) 4572.387318 lbs

v = 50.69616448 ft/sec
v = 34.40089633 mi/hr

bo= 5.0 mph

55.62 km/h is equal to 34.5606934 mph

A = 543.8128 lb/in
B = 232.0367 lb/in*2

W (width of) 64.88976378 in

c1 = 14.09448819 in
c2 = 14.72440945 in
c3 = 14.92125984 in
c4 = 14.96062992 in
c5 = 14.92125984 in
c6 = 13.93700787 in
θ = 0 degrees
G = 637.2534204 lbs

E = 2189730.225 in-lbs
E= 182477.5188 ft-lbs

w = (weight) 4572.387318 lbs

v = 50.69628218 ft/sec
v = 34.4009762 mi/hr

bo= 4.75 mph

A = 519.5116 lb/in
B = 235.9448 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 571.9395 lbs

E = 2189740 in-lbs
E= 182478.4 ft-lbs

w = (weight) 4572.387 lbs

v = 50.6964 ft/sec
v = 34.40106 mi/hr

bo= 4.5 mph

A average 577.3843 lb/in

A = 494.7304 lb/in
B = 239.8856 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 510.156 lbs

E = 2189751 in-lbs
E= 182479.2 ft-lbs

w = (weight) 4572.387 lbs

v = 50.69652 ft/sec
v = 34.40114 mi/hr

bo= 4.25 mph

B average 226.3703 lb/in*2

A = 469.469 lb/in
B = 243.8591 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 451.9026 lbs

E = 2189762 in-lbs
E= 182480.2 ft-lbs

w = (weight) 4572.387 lbs

v = 50.69665 ft/sec
v = 34.40123 mi/hr

bo= 4.0 mph

v average = 34.40086 mi/hr

A = 590.9751 lb/in
B = 224.3183 lb/in*2

W (width of cr) 64.88976378 in

c1 = 14.09448819 in
c2 = 14.72440945 in
c3 = 14.92125984 in
c4 = 14.96062992 in
c5 = 14.92125984 in
c6 = 13.93700787 in
θ = 0 degrees
G = 778.4731982 lbs

E = 2189709.672 in-lbs
E= 182475.806 ft-lbs

w = (weight of) 4572.387318 lbs

v = 50.69604425 ft/sec
v = 34.40081475 mi/hr

bo= 5.25 mph

A = 613.8361 lb/in
B = 220.508 lb/in*2

W (width of) 64.88976378 in

c1 = 14.09448819 in
c2 = 14.72440945 in
c3 = 14.92125984 in
c4 = 14.96062992 in
c5 = 14.92125984 in
c6 = 13.93700787 in
θ = 0 degrees
G = 854.3788834 lbs

E = 2189699.068 in-lbs
E= 182474.9223 ft-lbs

w = (weight) 4572.387318 lbs

v = 50.6959215 ft/sec
v = 34.40073145 mi/hr

bo= 5.5 mph

A = 636.2171 lb/in
B = 216.7304 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 933.815 lbs

E = 2189689 in-lbs
E= 182474.1 ft-lbs

w = (weight) 4572.387 lbs

v = 50.69581 ft/sec
v = 34.40065 mi/hr

bo= 5.75 mph

A = 658.118 lb/in
B = 212.9855 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 1016.781 lbs

E = 2189679 in-lbs
E= 182473.3 ft-lbs

w = (weight) 4572.387 lbs

v = 50.69569 ft/sec
v = 34.40058 mi/hr

bo= 6.0 mph

A = 679.5389 lb/in
B = 209.2731 lb/in*2

W (width of) 64.88976 in

c1 = 14.09449 in
c2 = 14.72441 in
c3 = 14.92126 in
c4 = 14.96063 in
c5 = 14.92126 in
c6 = 13.93701 in
θ = 0 degrees
G = 1103.279 lbs

E = 2189669 in-lbs
E= 182472.4 ft-lbs

w = (weight) 4572.387 lbs

v = 50.69557 ft/sec
v = 34.4005 mi/hr

bo= 6.25 mph

2002 Nissan Pathfinder case #13

A = 399.6121 lb/in
B = 110.8298 lb/in*2

W (width of cr) 64.65354331 in

c1 = 14.60629921 in
c2 = 22.87401575 in
c3 = 24.60629921 in
c4 = 23.93700787 in
c5 = 22.36220472 in
c6 = 13.42519685 in
 $\theta = 0$ degrees
G = 720.4282173 lbs

E = 2303850.742 in-lbs
E= 191987.5618 ft-lbs

w = (weight of) 4720.097033 lbs

v = 51.1804402 ft/sec
v= 34.72951131 mi/hr

bo= 5.0 mph

56.16 km/h is equal to 34.8962341 mph

A = 382.8062 lb/in
B = 112.6911 lb/in*2

W (width of) 64.65354331 in

c1 = 14.60629921 in
c2 = 22.87401575 in
c3 = 24.60629921 in
c4 = 23.93700787 in
c5 = 22.36220472 in
c6 = 13.42519685 in
 $\theta = 0$ degrees
G = 650.1870456 lbs

E = 2304438.805 in-lbs
E= 192036.5671 ft-lbs

w = (weight) 4720.097033 lbs

v = 51.18697175 ft/sec
v= 34.73394342 mi/hr

bo= 4.75 mph

A = 365.666 lb/in
B = 114.568 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 583.547 lbs

E = 2305033 in-lbs
E= 192086.1 ft-lbs

w = (weight) 4720.097 lbs

v = 51.19357 ft/sec
v= 34.73842 mi/hr

bo= 4.5 mph

A average 406.5115 lb/in

A = 348.1917 lb/in
B = 116.4603 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 520.5098 lbs

E = 2305631 in-lbs
E= 192135.9 ft-lbs

w = (weight) 4720.097 lbs

v = 51.20021 ft/sec
v= 34.74293 mi/hr

bo= 4.25 mph

B average 109.9689 lb/in*2

A = 330.3831 lb/in
B = 118.3681 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 461.0744 lbs

E = 2306233 in-lbs
E= 192186.1 ft-lbs

w = (weight) 4720.097 lbs

v = 51.2069 ft/sec
v= 34.74746 mi/hr

bo= 4.0 mph

v average = 34.72746 mi/hr

A = 416.0841 lb/in
B = 108.984 lb/in*2

W (width of cr) 64.65354331 in

c1 = 14.60629921 in
c2 = 22.87401575 in
c3 = 24.60629921 in
c4 = 23.93700787 in
c5 = 22.36220472 in
c6 = 13.42519685 in
 $\theta = 0$ degrees
G = 794.2724541 lbs

E = 2303268.006 in-lbs
E= 191939.0005 ft-lbs

w = (weight of) 4720.097033 lbs

v = 51.17396701 ft/sec
v= 34.72511879 mi/hr

bo= 5.25 mph

A = 432.2218 lb/in
B = 107.1537 lb/in*2

W (width of) 64.65354331 in

c1 = 14.60629921 in
c2 = 22.87401575 in
c3 = 24.60629921 in
c4 = 23.93700787 in
c5 = 22.36220472 in
c6 = 13.42519685 in
 $\theta = 0$ degrees
G = 871.7183093 lbs

E = 2302689.946 in-lbs
E= 191890.8288 ft-lbs

w = (weight) 4720.097033 lbs

v = 51.16754494 ft/sec
v= 34.72076097 mi/hr

bo= 5.5 mph

A = 448.0254 lb/in
B = 105.3388 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 952.7674 lbs

E = 2302115 in-lbs
E= 191843 ft-lbs

w = (weight) 4720.097 lbs

v = 51.16116 ft/sec
v= 34.71643 mi/hr

bo= 5.75 mph

A = 463.4948 lb/in
B = 103.5395 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 1037.418 lbs

E = 2301547 in-lbs
E= 191795.6 ft-lbs

w = (weight) 4720.097 lbs

v = 51.15485 ft/sec
v= 34.71214 mi/hr

bo= 6.0 mph

A = 478.63 lb/in
B = 101.7554 lb/in*2

W (width of) 64.65354 in

c1 = 14.6063 in
c2 = 22.87402 in
c3 = 24.6063 in
c4 = 23.93701 in
c5 = 22.3622 in
c6 = 13.4252 in
 $\theta = 0$ degrees
G = 1125.673 lbs

E = 2300979 in-lbs
E= 191748.3 ft-lbs

w = (weight) 4720.097 lbs

v = 51.14854 ft/sec
v= 34.70786 mi/hr

bo= 6.25 mph

2002 Toyota Highlander case #14

A = 416.9089 lb/in
B = 134.3082 lb/in*2

W (width of crl 69.04724409 in

c1 = 16.41732283 in
c2 = 19.13385827 in
c3 = 19.68503937 in
c4 = 19.33070866 in
c5 = 18.38582677 in
c6 = 14.80314961 in
θ = 0 degrees
G = 647.0678294 lbs

E = 2157321.988 in-lbs
E= 179776.8323 ft-lbs

w = (weight of 4455.542319 lbs

v = 50.97526699 ft/sec
v = 34.59028692 mi/hr

bo= 5.0 mph

55.82 km/h is equal to 34.6849677 mph

A = 399.399 lb/in
B = 136.5799 lb/in*2

W (width of 69.04724409 in

c1 = 16.41732283 in
c2 = 19.13385827 in
c3 = 19.68503937 in
c4 = 19.33070866 in
c5 = 18.38582677 in
c6 = 14.80314961 in
θ = 0 degrees
G = 583.9789061 lbs

E = 2157445.222 in-lbs
E= 179787.1019 ft-lbs

w = (weight 4455.542319 lbs

v = 50.97672292 ft/sec
v = 34.59127487 mi/hr

bo= 4.75 mph

A = 381.538 lb/in
B = 138.8708 lb/in*2

W (width of 69.04724 in

c1 = 16.41732 in
c2 = 19.13386 in
c3 = 19.68504 in
c4 = 19.33071 in
c5 = 18.38583 in
c6 = 14.80315 in
θ = 0 degrees
G = 524.1247 lbs

E = 2157571 in-lbs
E= 179797.6 ft-lbs

w = (weight 4455.542 lbs

v = 50.97821 ft/sec
v = 34.59228 mi/hr

bo= 4.5 mph

A average 424.0838 lb/in

B average 133.258 lb/in*2

v average = 34.58983 mi/hr

A = 434.0676 lb/in
B = 132.0555 lb/in*2

W (width of crl 69.04724409 in

c1 = 16.41732283 in
c2 = 19.13385827 in
c3 = 19.68503937 in
c4 = 19.33070866 in
c5 = 18.38582677 in
c6 = 14.80314961 in
θ = 0 degrees
G = 713.392026 lbs

E = 2157199.062 in-lbs
E= 179766.5885 ft-lbs

w = (weight of 4455.542319 lbs

v = 50.97381467 ft/sec
v = 34.58930142 mi/hr

bo= 5.25 mph

A = 450.8753 lb/in
B = 129.8218 lb/in*2

W (width of 69.04724409 in

c1 = 16.41732283 in
c2 = 19.13385827 in
c3 = 19.68503937 in
c4 = 19.33070866 in
c5 = 18.38582677 in
c6 = 14.80314961 in
θ = 0 degrees
G = 782.952232 lbs

E = 2157076.751 in-lbs
E= 179756.3959 ft-lbs

w = (weight 4455.542319 lbs

v = 50.97236957 ft/sec
v = 34.58832082 mi/hr

bo= 5.5 mph

A = 467.3318 lb/in
B = 127.6072 lb/in*2

W (width of 69.04724 in

c1 = 16.41732 in
c2 = 19.13386 in
c3 = 19.68504 in
c4 = 19.33071 in
c5 = 18.38583 in
c6 = 14.80315 in
θ = 0 degrees
G = 855.7472 lbs

E = 2156956 in-lbs
E= 179746.3 ft-lbs

w = (weight 4455.542 lbs

v = 50.97094 ft/sec
v = 34.58735 mi/hr

bo= 5.75 mph

A = 363.3259 lb/in
B = 141.1806 lb/in*2

W (width of 69.04724 in

c1 = 16.41732 in
c2 = 19.13386 in
c3 = 19.68504 in
c4 = 19.33071 in
c5 = 18.38583 in
c6 = 14.80315 in
θ = 0 degrees
G = 467.5065 lbs

E = 2157697 in-lbs
E= 179808 ft-lbs

w = (weight 4455.542 lbs

v = 50.97969 ft/sec
v = 34.59329 mi/hr

bo= 4.25 mph

A = 344.7627 lb/in
B = 143.5095 lb/in*2

W (width of 69.04724 in

c1 = 16.41732 in
c2 = 19.13386 in
c3 = 19.68504 in
c4 = 19.33071 in
c5 = 18.38583 in
c6 = 14.80315 in
θ = 0 degrees
G = 414.1235 lbs

E = 2157823 in-lbs
E= 179818.6 ft-lbs

w = (weight 4455.542 lbs

v = 50.98119 ft/sec
v = 34.59431 mi/hr

bo= 4.0 mph

A = 499.1916 lb/in
B = 123.2352 lb/in*2

W (width of 69.04724 in

c1 = 16.41732 in
c2 = 19.13386 in
c3 = 19.68504 in
c4 = 19.33071 in
c5 = 18.38583 in
c6 = 14.80315 in
θ = 0 degrees
G = 1011.043 lbs

E = 2156718 in-lbs
E= 179726.5 ft-lbs

w = (weight 4455.542 lbs

v = 50.96813 ft/sec
v = 34.58544 mi/hr

bo= 6.25 mph

2003 Subaru Forester case #15

A = 390.0143 lb/in
B = 128.6961 lb/in*2

W (width of crl 61.30708661 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 590.9703332 lbs

E = 1829227.916 in-lbs
E= 152435.6597 ft-lbs

w = (weight of 3615.5811 lbs

v = 52.10713166 ft/sec
v = 35.35833633 mi/hr

bo=
5.0 mph

56.97 km/h is equal to 35.3995451 mph

A = 373.5606 lb/in
B = 130.8215 lb/in*2

W (width of 61.30708661 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 533.3508707 lbs

E = 1829444.776 in-lbs
E= 152453.7314 ft-lbs

w = (weight 3615.5811 lbs

v = 52.11022029 ft/sec
v = 35.36043218 mi/hr

bo=
4.75 mph

A = 356.7862 lb/in
B = 132.9644 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 478.686 lbs

E = 1829664 in-lbs
E= 152472 ft-lbs

w = (weight 3615.581 lbs

v = 52.11335 ft/sec
v = 35.36255 mi/hr

bo=
4.5 mph

A average 396.7978 lb/in

A = 339.691 lb/in
B = 135.1246 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 426.9762 lbs

E = 1829885 in-lbs
E= 152490.4 ft-lbs

w = (weight 3615.581 lbs

v = 52.11648 ft/sec
v = 35.36468 mi/hr

bo=
4.25 mph

B average 127.7117 lb/in*2

A = 322.2751 lb/in
B = 137.3023 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 378.221 lbs

E = 1830108 in-lbs
E= 152509 ft-lbs

w = (weight 3615.581 lbs

v = 52.11966 ft/sec
v = 35.36684 mi/hr

bo=
4.0 mph

v average = 35.35736 mi/hr

A = 406.1472 lb/in
B = 126.588 lb/in*2

W (width of crl 61.30708661 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 651.544965 lbs

E = 1829011.657 in-lbs
E= 152417.6381 ft-lbs

w = (weight of 3615.5811 lbs

v = 52.1040514 ft/sec
v = 35.35624616 mi/hr

bo=
5.25 mph

A = 421.9594 lb/in
B = 124.4974 lb/in*2

W (width of 61.30708661 in

c1 = 12.24409449 in
c2 = 18.97637795 in
c3 = 19.4488189 in
c4 = 20 in
c5 = 19.37007874 in
c6 = 16.41732283 in
θ = 0 degrees
G = 715.074111 lbs

E = 1828798.173 in-lbs
E= 152399.8477 ft-lbs

w = (weight 3615.5811 lbs

v = 52.1010105 ft/sec
v = 35.35418269 mi/hr

bo=
5.5 mph

A = 437.4509 lb/in
B = 122.4242 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 781.5583 lbs

E = 1828586 in-lbs
E= 152382.2 ft-lbs

w = (weight 3615.581 lbs

v = 52.09799 ft/sec
v = 35.35214 mi/hr

bo=
5.75 mph

A = 452.6216 lb/in
B = 120.3683 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 850.9978 lbs

E = 1828375 in-lbs
E= 152364.6 ft-lbs

w = (weight 3615.581 lbs

v = 52.09499 ft/sec
v = 35.3501 mi/hr

bo=
6.0 mph

A = 467.4716 lb/in
B = 118.3299 lb/in*2

W (width of 61.30709 in

c1 = 12.24409 in
c2 = 18.97638 in
c3 = 19.44882 in
c4 = 20 in
c5 = 19.37008 in
c6 = 16.41732 in
θ = 0 degrees
G = 923.3917 lbs

E = 1828167 in-lbs
E= 152347.2 ft-lbs

w = (weight 3615.581 lbs

v = 52.09202 ft/sec
v = 35.34808 mi/hr

bo=
6.25 mph

2002 Dodge Ram 1500 case #16

A = 511.3374 lb/in
B = 171.2839 lb/in*2

W (width of crl 72.88188976 in

c1 = 10.86614173 in
c2 = 17.83464567 in
c3 = 21.57480315 in
c4 = 21.57480315 in
c5 = 17.91338583 in
c6 = 11.06299213 in
θ = 0 degrees
G = 763.2531039 lbs

E = 2809728.648 in-lbs
E= 234144.054 ft-lbs

w = (weight of 5551.239762 lbs

v = 52.11821197 ft/sec
v = 35.36585509 mi/hr

bo=
5.0 mph

56.49 km/h is equal to 35.1012867 mph

A = 489.805 lb/in
B = 174.1408 lb/in*2

W (width of 72.88188976 in

c1 = 10.86614173 in
c2 = 17.83464567 in
c3 = 21.57480315 in
c4 = 21.57480315 in
c5 = 17.91338583 in
c6 = 11.06299213 in
θ = 0 degrees
G = 688.8360971 lbs

E = 2810865.47 in-lbs
E= 234238.7892 ft-lbs

w = (weight 5551.239762 lbs

v = 52.12875447 ft/sec
v = 35.37300892 mi/hr

bo=
4.75 mph

A = 467.8479 lb/in
B = 177.0214 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 618.235 lbs

E = 2812013 in-lbs
E= 234334.4 ft-lbs

w = (weight 5551.24 lbs

v = 52.13939 ft/sec
v = 35.38023 mi/hr

bo=
4.5 mph

A average 520.1925 lb/in

A = 445.4661 lb/in
B = 179.9256 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 551.4503 lbs

E = 2813169 in-lbs
E= 234430.7 ft-lbs

w = (weight 5551.24 lbs

v = 52.15011 ft/sec
v = 35.3875 mi/hr

bo=
4.25 mph

B average 169.9617 lb/in*2

A = 422.6597 lb/in
B = 182.8534 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 488.4821 lbs

E = 2814334 in-lbs
E= 234527.8 ft-lbs

w = (weight 5551.24 lbs

v = 52.16091 ft/sec
v = 35.39483 mi/hr

bo=
4.0 mph

v average = 35.36253 mi/hr

A = 532.4451 lb/in
B = 168.4506 lb/in*2

W (width of crl 72.88188976 in

c1 = 10.86614173 in
c2 = 17.83464567 in
c3 = 21.57480315 in
c4 = 21.57480315 in
c5 = 17.91338583 in
c6 = 11.06299213 in
θ = 0 degrees
G = 841.4864195 lbs

E = 2808600.849 in-lbs
E= 234050.0708 ft-lbs

w = (weight of 5551.239762 lbs

v = 52.10775104 ft/sec
v = 35.35875662 mi/hr

bo=
5.25 mph

A = 553.1281 lb/in
B = 165.6409 lb/in*2

W (width of 72.88188976 in

c1 = 10.86614173 in
c2 = 17.83464567 in
c3 = 21.57480315 in
c4 = 21.57480315 in
c5 = 17.91338583 in
c6 = 11.06299213 in
θ = 0 degrees
G = 923.5360802 lbs

E = 2807482.077 in-lbs
E= 233956.8397 ft-lbs

w = (weight 5551.239762 lbs

v = 52.09737175 ft/sec
v = 35.35171355 mi/hr

bo=
5.5 mph

A = 573.3865 lb/in
B = 162.8548 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 1009.402 lbs

E = 2806372 in-lbs
E= 233864.4 ft-lbs

w = (weight 5551.24 lbs

v = 52.08708 ft/sec
v = 35.34473 mi/hr

bo=
5.75 mph

A = 593.2202 lb/in
B = 160.0924 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 1099.085 lbs

E = 2805273 in-lbs
E= 233772.8 ft-lbs

w = (weight 5551.24 lbs

v = 52.07687 ft/sec
v = 35.3378 mi/hr

bo=
6.0 mph

A = 612.6292 lb/in
B = 157.3536 lb/in*2

W (width of 72.88189 in

c1 = 10.86614 in
c2 = 17.83465 in
c3 = 21.5748 in
c4 = 21.5748 in
c5 = 17.91339 in
c6 = 11.06299 in
θ = 0 degrees
G = 1192.583 lbs

E = 2804183 in-lbs
E= 233681.9 ft-lbs

w = (weight 5551.24 lbs

v = 52.06675 ft/sec
v = 35.33093 mi/hr

bo=
6.25 mph

2001 Nissan Frontier case #17

A = 426.772 lb/in
B = 127.487 lb/in*2

W (width of crl 64.18110236 in

c1 = 11.88976378 in
c2 = 20.5511811 in
c3 = 23.03149606 in
c4 = 23.1496063 in
c5 = 21.45669291 in
c6 = 11.8503937 in
θ = 0 degrees
G = 714.3251468 lbs

E = 2280023.538 in-lbs
E = 190001.9615 ft-lbs

w = (weight of 4521.680997 lbs

v = 52.02019981 ft/sec
v = 35.29934699 mi/hr

bo =
5.0 mph

56.15 km/h is equal to 34.8900204 mph

A = 408.8244 lb/in
B = 129.6285 lb/in*2

W (width of 64.18110236 in

c1 = 11.88976378 in
c2 = 20.5511811 in
c3 = 23.03149606 in
c4 = 23.1496063 in
c5 = 21.45669291 in
c6 = 11.8503937 in
θ = 0 degrees
G = 644.678408 lbs

E = 2280823.74 in-lbs
E = 190068.645 ft-lbs

w = (weight 4521.680997 lbs

v = 52.02932757 ft/sec
v = 35.30554081 mi/hr

bo =
4.75
mph

A = 390.5199 lb/in
B = 131.7879 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 578.6032 lbs

E = 2281631 in-lbs
E = 190136 ft-lbs

w = (weight 4521.681 lbs

v = 52.03854 ft/sec
v = 35.31179 mi/hr

bo =
4.5 mph

A average 434.1395 lb/in

A = 371.8585 lb/in
B = 133.9651 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 516.0999 lbs

E = 2282446 in-lbs
E = 190203.8 ft-lbs

w = (weight 4521.681 lbs

v = 52.04782 ft/sec
v = 35.31809 mi/hr

bo =
4.25
mph

B average 126.4965 lb/in*2

A = 352.84 lb/in
B = 136.1601 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 457.1679 lbs

E = 2283266 in-lbs
E = 190272.1 ft-lbs

w = (weight 4521.681 lbs

v = 52.05717 ft/sec
v = 35.32443 mi/hr

bo =
4.0 mph

v average = 35.29648 mi/hr

A = 444.3626 lb/in
B = 125.3633 lb/in*2

W (width of crl 64.18110236 in

c1 = 11.88976378 in
c2 = 20.5511811 in
c3 = 23.03149606 in
c4 = 23.1496063 in
c5 = 21.45669291 in
c6 = 11.8503937 in
θ = 0 degrees
G = 787.5435645 lbs

E = 2279229.456 in-lbs
E = 189935.788 ft-lbs

w = (weight of 4521.680997 lbs

v = 52.01114027 ft/sec
v = 35.29319945 mi/hr

bo =
5.25
mph

A = 461.5962 lb/in
B = 123.2575 lb/in*2

W (width of 64.18110236 in

c1 = 11.88976378 in
c2 = 20.5511811 in
c3 = 23.03149606 in
c4 = 23.1496063 in
c5 = 21.45669291 in
c6 = 11.8503937 in
θ = 0 degrees
G = 864.3330096 lbs

E = 2278442.773 in-lbs
E = 189870.2311 ft-lbs

w = (weight 4521.680997 lbs

v = 52.0021636 ft/sec
v = 35.28710815 mi/hr

bo =
5.5 mph

A = 478.4729 lb/in
B = 121.1694 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 944.6953 lbs

E = 2277661 in-lbs
E = 189805.1 ft-lbs

w = (weight 4521.681 lbs

v = 51.99324 ft/sec
v = 35.28105 mi/hr

bo =
5.75
mph

A = 494.9927 lb/in
B = 119.0993 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 1028.628 lbs

E = 2276888 in-lbs
E = 189740.7 ft-lbs

w = (weight 4521.681 lbs

v = 51.98442 ft/sec
v = 35.27507 mi/hr

bo =
6.0 mph

A = 511.1555 lb/in
B = 117.0469 lb/in*2

W (width of 64.1811 in

c1 = 11.88976 in
c2 = 20.55118 in
c3 = 23.0315 in
c4 = 23.14961 in
c5 = 21.45669 in
c6 = 11.85039 in
θ = 0 degrees
G = 1116.134 lbs

E = 2276120 in-lbs
E = 189676.7 ft-lbs

w = (weight 4521.681 lbs

v = 51.97565 ft/sec
v = 35.26912 mi/hr

bo =
6.25
mph

2003 Chevy Silverado case #18

A = 367.7621 lb/in
B = 92.4775 lb/in*2

W (width of crl 71.26771654 in

c1 = 20.23622047 in
c2 = 23.34645669 in
c3 = 25.07874016 in
c4 = 25.47244094 in
c5 = 23.7007874 in
c6 = 21.06299213 in
θ = 0 degrees
G = 731.2533438 lbs

E = 2522175.773 in-lbs
E= 210181.3144 ft-lbs

w = (weight of 5200.704765 lbs

v = 51.01629149 ft/sec
v = 34.61812491 mi/hr

bo=
5.0 mph

55.9 km/h is equal to 34.7346774 mph

A = 352.3114 lb/in
B = 94.0391 lb/in*2

W (width of 71.26771654 in

c1 = 20.23622047 in
c2 = 23.34645669 in
c3 = 25.07874016 in
c4 = 25.47244094 in
c5 = 23.7007874 in
c6 = 21.06299213 in
θ = 0 degrees
G = 659.9559256 lbs

E = 2522296.365 in-lbs
E= 210191.3637 ft-lbs

w = (weight 5200.704765 lbs

v = 51.01751108 ft/sec
v = 34.61895249 mi/hr

bo=
4.75 mph

A = 336.5515 lb/in
B = 95.6138 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 592.3147 lbs

E = 2522418 in-lbs
E= 210201.5 ft-lbs

w = (weight 5200.705 lbs

v = 51.01875 ft/sec
v = 34.61979 mi/hr

bo=
4.5 mph

A average 374.096 lb/in

A = 320.4825 lb/in
B = 97.2015 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 528.3305 lbs

E = 2522540 in-lbs
E= 210211.7 ft-lbs

w = (weight 5200.705 lbs

v = 51.01998 ft/sec
v = 34.62063 mi/hr

bo=
4.25 mph

B average 91.75556 lb/in*2

A = 304.1042 lb/in
B = 98.8023 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 468.0021 lbs

E = 2522664 in-lbs
E= 210222 ft-lbs

w = (weight 5200.705 lbs

v = 51.02122 ft/sec
v = 34.62147 mi/hr

bo=
4.0 mph

v average = 34.61775 mi/hr

A = 382.9036 lb/in
B = 90.929 lb/in*2

W (width of crl 71.26771654 in

c1 = 20.23622047 in
c2 = 23.34645669 in
c3 = 25.07874016 in
c4 = 25.47244094 in
c5 = 23.7007874 in
c6 = 21.06299213 in
θ = 0 degrees
G = 806.2068586 lbs

E = 2522056.695 in-lbs
E= 210171.3912 ft-lbs

w = (weight of 5200.704765 lbs

v = 51.01508717 ft/sec
v = 34.6173077 mi/hr

bo=
5.25 mph

A = 397.7358 lb/in
B = 89.3936 lb/in*2

W (width of 71.26771654 in

c1 = 20.23622047 in
c2 = 23.34645669 in
c3 = 25.07874016 in
c4 = 25.47244094 in
c5 = 23.7007874 in
c6 = 21.06299213 in
θ = 0 degrees
G = 884.8159522 lbs

E = 2521938.925 in-lbs
E= 210161.5771 ft-lbs

w = (weight 5200.704765 lbs

v = 51.01389606 ft/sec
v = 34.61649945 mi/hr

bo=
5.5 mph

A = 412.2589 lb/in
B = 87.8712 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 967.0825 lbs

E = 2521821 in-lbs
E= 210151.7 ft-lbs

w = (weight 5200.705 lbs

v = 51.0127 ft/sec
v = 34.61569 mi/hr

bo=
5.75 mph

A = 426.4728 lb/in
B = 86.3619 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 1053.005 lbs

E = 2521704 in-lbs
E= 210142 ft-lbs

w = (weight 5200.705 lbs

v = 51.01152 ft/sec
v = 34.61489 mi/hr

bo=
6.0 mph

A = 440.3774 lb/in
B = 84.8657 lb/in*2

W (width of 71.26772 in

c1 = 20.23622 in
c2 = 23.34646 in
c3 = 25.07874 in
c4 = 25.47244 in
c5 = 23.70079 in
c6 = 21.06299 in
θ = 0 degrees
G = 1142.583 lbs

E = 2521589 in-lbs
E= 210132.4 ft-lbs

w = (weight 5200.705 lbs

v = 51.01036 ft/sec
v = 34.6141 mi/hr

bo=
6.25 mph

2001 Dodge Ram Wagon Van **case #19**

A = 461.0527 lb/in
B = 154.4614 lb/in*2

W (width of cri 70.08661417 in

c1 = 12.48031496 in
c2 = 17.32283465 in
c3 = 20 in
c4 = 20.23622047 in
c5 = 17.83464567 in
c6 = 14.09448819 in
θ = 0 degrees
G = 688.0993963 lbs

E = 2349625.505 in-lbs
E= 195802.1254 ft-lbs

w = (weight of 4812.691183 lbs

v = 51.18675957 ft/sec
v = 34.73379944 mi/hr

bo=
5.0 mph

55.86 km/h is equal to 34.7098226 mph

A = 441.6857 lb/in
B = 157.0718 lb/in*2

W (width of 70.08661417 in

c1 = 12.48031496 in
c2 = 17.32283465 in
c3 = 20 in
c4 = 20.23622047 in
c5 = 17.83464567 in
c6 = 14.09448819 in
θ = 0 degrees
G = 621.0098108 lbs

E = 2350056.769 in-lbs
E= 195838.0641 ft-lbs

w = (weight 4812.691183 lbs

v = 51.19145692 ft/sec
v = 34.73698692 mi/hr

bo=
4.75
mph

A = 421.9308 lb/in
B = 159.7042 lb/in*2

W (width of 70.08661 in

c1 = 12.48031 in
c2 = 17.32283 in
c3 = 20 in
c4 = 20.23622 in
c5 = 17.83465 in
c6 = 14.09449 in
θ = 0 degrees
G = 557.3604 lbs

E = 2350493 in-lbs
E= 195874.4 ft-lbs

w = (weight 4812.691 lbs

v = 51.19621 ft/sec
v = 34.74021 mi/hr

bo=
4.5 mph

A average 468.9903 lb/in

B average 153.2546 lb/in*2

v average = 34.73232 mi/hr

A = 480.0317 lb/in
B = 151.8728 lb/in*2

W (width of cri 70.08661417 in

c1 = 12.48031496 in
c2 = 17.32283465 in
c3 = 20 in
c4 = 20.23622047 in
c5 = 17.83464567 in
c6 = 14.09448819 in
θ = 0 degrees
G = 758.6296987 lbs

E = 2349196.999 in-lbs
E= 195766.4166 ft-lbs

w = (weight of 4812.691183 lbs

v = 51.18209184 ft/sec
v = 34.73063206 mi/hr

bo=
5.25
mph

A = 498.6228 lb/in
B = 149.3062 lb/in*2

W (width of 70.08661417 in

c1 = 12.48031496 in
c2 = 17.32283465 in
c3 = 20 in
c4 = 20.23622047 in
c5 = 17.83464567 in
c6 = 14.09448819 in
θ = 0 degrees
G = 832.6000417 lbs

E = 2348773.565 in-lbs
E= 195731.1304 ft-lbs

w = (weight 4812.691183 lbs

v = 51.17747894 ft/sec
v = 34.72750189 mi/hr

bo=
5.5 mph

A = 516.8259 lb/in
B = 146.7613 lb/in*2

W (width of 70.08661 in

c1 = 12.48031 in
c2 = 17.32283 in
c3 = 20 in
c4 = 20.23622 in
c5 = 17.83465 in
c6 = 14.09449 in
θ = 0 degrees
G = 910.0117 lbs

E = 2348352 in-lbs
E= 195696 ft-lbs

w = (weight 4812.691 lbs

v = 51.17288 ft/sec
v = 34.72438 mi/hr

bo=
5.75
mph

A = 401.7879 lb/in
B = 162.3583 lb/in*2

W (width of 70.08661 in

c1 = 12.48031 in
c2 = 17.32283 in
c3 = 20 in
c4 = 20.23622 in
c5 = 17.83465 in
c6 = 14.09449 in
θ = 0 degrees
G = 497.152 lbs

E = 2350931 in-lbs
E= 195910.9 ft-lbs

w = (weight 4812.691 lbs

v = 51.20098 ft/sec
v = 34.74345 mi/hr

bo=
4.25
mph

A = 381.257 lb/in
B = 165.0344 lb/in*2

W (width of 70.08661 in

c1 = 12.48031 in
c2 = 17.32283 in
c3 = 20 in
c4 = 20.23622 in
c5 = 17.83465 in
c6 = 14.09449 in
θ = 0 degrees
G = 440.3836 lbs

E = 2351374 in-lbs
E= 195947.8 ft-lbs

w = (weight 4812.691 lbs

v = 51.2058 ft/sec
v = 34.74672 mi/hr

bo=
4.0 mph

A = 552.0678 lb/in
B = 141.7371 lb/in*2

W (width of 70.08661 in

c1 = 12.48031 in
c2 = 17.32283 in
c3 = 20 in
c4 = 20.23622 in
c5 = 17.83465 in
c6 = 14.09449 in
θ = 0 degrees
G = 1075.156 lbs

E = 2347518 in-lbs
E= 195626.5 ft-lbs

w = (weight 4812.691 lbs

v = 51.1638 ft/sec
v = 34.71822 mi/hr

bo=
6.25
mph

2001 Dodge Caravan case #20

A = 482.3483 lb/in
B = 179.0299 lb/in*2

W (width of cri 66.2992126 in

c1 = 12.4015748 in
c2 = 15.59055118 in
c3 = 16.25984252 in
c4 = 16.77165354 in
c5 = 17.55905512 in
c6 = 14.48818898 in
θ = 0 degrees
G = 649.7794014 lbs

E = 2066223.659 in-lbs
E= 172185.3049 ft-lbs

w = (weight of 4299.014113 lbs

v = 50.78746549 ft/sec
v = 34.46285046 mi/hr

bo= 5.0 mph
difference
-0.091629184

55.61 km/h is equal to 34.5544796 mph

A = 462.1032 lb/in
B = 182.0715 lb/in*2

W (width of 66.2992126 in

c1 = 12.4015748 in
c2 = 15.59055118 in
c3 = 16.25984252 in
c4 = 16.77165354 in
c5 = 17.55905512 in
c6 = 14.48818898 in
θ = 0 degrees
G = 586.4162361 lbs

E = 2066366.989 in-lbs
E= 172197.2491 ft-lbs

w = (weight 4299.014113 lbs

v = 50.78922698 ft/sec
v = 34.46404575 mi/hr

bo= 4.75 mph

A = 441.4541 lb/in
B = 185.1387 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 526.3128 lbs

E = 2066516 in-lbs
E= 172209.7 ft-lbs

w = (weight 4299.014 lbs

v = 50.79106 ft/sec
v = 34.46529 mi/hr

bo= 4.5 mph

A average 490.6292 lb/in

A = 420.3969 lb/in
B = 188.2316 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 469.4577 lbs

E = 2066668 in-lbs
E= 172222.3 ft-lbs

w = (weight 4299.014 lbs

v = 50.79292 ft/sec
v = 34.46655 mi/hr

bo= 4.25 mph

B average 177.6244 lb/in*2

A = 398.9318 lb/in
B = 191.3501 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 415.8518 lbs

E = 2066820 in-lbs
E= 172235 ft-lbs

w = (weight 4299.014 lbs

v = 50.79479 ft/sec
v = 34.46782 mi/hr

bo= 4.0 mph

v average = 34.46224 mi/hr

A = 502.1773 lb/in
B = 176.0139 lb/in*2

W (width of cri 66.2992126 in

c1 = 12.4015748 in
c2 = 15.59055118 in
c3 = 16.25984252 in
c4 = 16.77165354 in
c5 = 17.55905512 in
c6 = 14.48818898 in
θ = 0 degrees
G = 716.3696749 lbs

E = 2066071.426 in-lbs
E= 172172.6188 ft-lbs

w = (weight of 4299.014113 lbs

v = 50.78559453 ft/sec
v = 34.46158088 mi/hr

bo= 5.25 mph

A = 521.6024 lb/in
B = 173.0235 lb/in*2

W (width of 66.2992126 in

c1 = 12.4015748 in
c2 = 15.59055118 in
c3 = 16.25984252 in
c4 = 16.77165354 in
c5 = 17.55905512 in
c6 = 14.48818898 in
θ = 0 degrees
G = 786.219975 lbs

E = 2065925.353 in-lbs
E= 172160.4461 ft-lbs

w = (weight 4299.014113 lbs

v = 50.78379921 ft/sec
v = 34.46036263 mi/hr

bo= 5.5 mph

A = 540.6195 lb/in
B = 170.0587 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 859.3193 lbs

E = 2065780 in-lbs
E= 172148.4 ft-lbs

w = (weight 4299.014 lbs

v = 50.78202 ft/sec
v = 34.45915 mi/hr

bo= 5.75 mph

A = 559.2285 lb/in
B = 167.1196 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 935.6668 lbs

E = 2065637 in-lbs
E= 172136.4 ft-lbs

w = (weight 4299.014 lbs

v = 50.78026 ft/sec
v = 34.45796 mi/hr

bo= 6.0 mph

A = 577.4295 lb/in
B = 164.2061 lb/in*2

W (width of 66.29921 in

c1 = 12.40157 in
c2 = 15.59055 in
c3 = 16.25984 in
c4 = 16.77165 in
c5 = 17.55906 in
c6 = 14.48819 in
θ = 0 degrees
G = 1015.263 lbs

E = 2065495 in-lbs
E= 172124.6 ft-lbs

w = (weight 4299.014 lbs

v = 50.77851 ft/sec
v = 34.45677 mi/hr

bo= 6.25 mph

APPENDIX 5

**EBS DETERMINATIONS FOR THE
“WITHIN” SUBJECTS DESIGN**

WITHIN SUBJECTS DESIGN--1998 FORD CONTOUR								56.3 km/h	=	34.9832261095204 mph	
CASE #1		CASE #2		CASE #3		CASE #4		CASE #5			
A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in		
B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2		
W (width)=	66.726 in	W (width)=	67.147 in	W (width)=	66.777 in	W (width)=	66.608 in	W (width)=	66.985 in		
c1 =	4.038 in	c1 =	3.888 in	c1 =	4.149 in	c1 =	4.293 in	c1 =	4.091 in		
c2 =	9.374 in	c2 =	8.792 in	c2 =	7.965 in	c2 =	9.336 in	c2 =	9.044 in		
c3 =	16.091 in	c3 =	15.172 in	c3 =	16.071 in	c3 =	17.339 in	c3 =	16.941 in		
c4 =	17.399 in	c4 =	17.449 in	c4 =	17.879 in	c4 =	17.879 in	c4 =	17.566 in		
c5 =	17.255 in	c5 =	17.335 in	c5 =	18.669 in	c5 =	18.564 in	c5 =	17.257 in		
c6 =	7.901 in	c6 =	8.128 in	c6 =	9.714 in	c6 =	9.512 in	c6 =	9.095 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	336.87097 lbs	G =	336.871 lbs	G =	336.87 lbs	G =	336.871 lbs	G =	336.871 lbs		
E =	1525509.2 in-lbs	E =	1488560 in-lbs	E =	2E+06 in-lbs	E =	1687990 in-lbs	E =	1587167 in-lbs		
E =	127125.76 ft-lbs	E =	124047 ft-lbs	E =	133874 ft-lbs	E =	140665.8 ft-lbs	E =	132264 ft-lbs		
w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs		
v =	49.733122 ft/sec	v =	49.1271 ft/sec	v =	51.036 ft/sec	v =	52.31464 ft/sec	v =	50.72823 ft/sec		
v =	33.747405 mi/hr	v =	33.3362 mi/hr	v =	34.631 mi/hr	v =	35.49914 mi/hr	v =	34.42265 mi/hr		
CASE #6		CASE #7		CASE #8		CASE #9		CASE #10			
A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in	A =	354 lb/in		
B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2	B =	186 lb/in^2		
W (width)=	66.873 in	W (width)=	67.385 in	W (width)=	67.063 in	W (width)=	67.199 in	W (width)=	67.09 in		
c1 =	4.14 in	c1 =	3.759 in	c1 =	3.986 in	c1 =	3.967 in	c1 =	3.971 in		
c2 =	9.111 in	c2 =	8.728 in	c2 =	8.849 in	c2 =	8.798 in	c2 =	8.905 in		
c3 =	18.086 in	c3 =	16.782 in	c3 =	16.995 in	c3 =	16.037 in	c3 =	16.554 in		
c4 =	17.644 in	c4 =	17.169 in	c4 =	17.353 in	c4 =	17.299 in	c4 =	17.5 in		
c5 =	17.518 in	c5 =	17.096 in	c5 =	17.261 in	c5 =	17.222 in	c5 =	18.161 in		
c6 =	9.261 in	c6 =	8.656 in	c6 =	8.852 in	c6 =	8.765 in	c6 =	8.998 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	336.87097 lbs	G =	336.871 lbs	G =	336.87 lbs	G =	336.871 lbs	G =	336.871 lbs		
E =	1656541.7 in-lbs	E =	1543935 in-lbs	E =	2E+06 in-lbs	E =	1525121 in-lbs	E =	1603759 in-lbs		
E =	138045.14 ft-lbs	E =	128661 ft-lbs	E =	130890 ft-lbs	E =	127093.4 ft-lbs	E =	133646.6 ft-lbs		
w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs	w = (weight)	3310 lbs		
v =	51.825023 ft/sec	v =	50.0326 ft/sec	v =	50.464 ft/sec	v =	49.72679 ft/sec	v =	50.99268 ft/sec		
v =	35.166906 mi/hr	v =	33.9506 mi/hr	v =	34.243 mi/hr	v =	33.74311 mi/hr	v =	34.6021 mi/hr		

WITHIN SUBJECTS DESIGN--1998 FORD CONTOUR									56.3 km/h	=	34.9832261095204 mph			
CASE #11			CASE #12			CASE #13			CASE #14			CASE #15		
A =	354	lb/in	A =	354	lb/in	A =	354	lb/in	A =	354	lb/in	A =	354	lb/in
B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2
W (width)=	66.864	in	W (width)=	67.138	in	W (width)=	66.796	in	W (width)=	66.876	in	W (width)=	66.962	in
c1 =	4.078	in	c1 =	4.017	in	c1 =	4.185	in	c1 =	4.064	in	c1 =	3.981	in
c2 =	9.153	in	c2 =	8.94	in	c2 =	9.213	in	c2 =	9.007	in	c2 =	9.104	in
c3 =	17.22	in	c3 =	16.084	in	c3 =	17.717	in	c3 =	16.883	in	c3 =	17.02	in
c4 =	17.667	in	c4 =	17.468	in	c4 =	17.724	in	c4 =	17.618	in	c4 =	17.549	in
c5 =	17.556	in	c5 =	17.288	in	c5 =	18.323	in	c5 =	18.192	in	c5 =	17.98	in
c6 =	9.288	in	c6 =	9.072	in	c6 =	9.397	in	c6 =	8.986	in	c6 =	8.974	in
θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees
G =	336.87097	lbs	G =	336.871	lbs	G =	336.87	lbs	G =	336.871	lbs	G =	336.871	lbs
E =	1621168	in-lbs	E =	1546342	in-lbs	E =	2E+06	in-lbs	E =	1623608	in-lbs	E =	1620430	in-lbs
E =	135097.33	ft-lbs	E =	128862	ft-lbs	E =	140353	ft-lbs	E =	135300.6	ft-lbs	E =	135035.8	ft-lbs
w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs
v =	51.268702	ft/sec	v =	50.0716	ft/sec	v =	52.256	ft/sec	v =	51.30726	ft/sec	v =	51.25703	ft/sec
v =	34.789403	mi/hr	v =	33.9771	mi/hr	v =	35.46	mi/hr	v =	34.81557	mi/hr	v =	34.78148	mi/hr
CASE #16			CASE #17			CASE #18			CASE #19			CASE #20		
A =	354	lb/in	A =	354	lb/in	A =	354	lb/in	A =	354	lb/in	A =	354	lb/in
B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2	B =	186	lb/in^2
W (width)=	66.566	in	W (width)=	63.601	in	W (width)=	63.239	in	W (width)=	62.627	in	W (width)=	63.015	in
c1 =	5.179	in	c1 =	5.35	in	c1 =	5.564	in	c1 =	5.005	in	c1 =	4.878	in
c2 =	11.93	in	c2 =	10.303	in	c2 =	10.845	in	c2 =	10.165	in	c2 =	10.527	in
c3 =	18.274	in	c3 =	17.432	in	c3 =	18.436	in	c3 =	18.128	in	c3 =	17.791	in
c4 =	19.344	in	c4 =	19.407	in	c4 =	19.631	in	c4 =	18.416	in	c4 =	19.306	in
c5 =	19.222	in	c5 =	19.373	in	c5 =	20.162	in	c5 =	18.157	in	c5 =	19.868	in
c6 =	12.803	in	c6 =	10.885	in	c6 =	10.116	in	c6 =	9.639	in	c6 =	11.485	in
θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees	θ =	0	degrees
G =	336.87097	lbs	G =	336.871	lbs	G =	336.87	lbs	G =	336.871	lbs	G =	336.871	lbs
E =	1990970.6	in-lbs	E =	1789259	in-lbs	E =	2E+06	in-lbs	E =	1660541	in-lbs	E =	1819705	in-lbs
E =	165914.21	ft-lbs	E =	149105	ft-lbs	E =	156397	ft-lbs	E =	138378.4	ft-lbs	E =	151642.1	ft-lbs
w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs	w= (weight)	3310	lbs
v =	56.81601	ft/sec	v =	53.8611	ft/sec	v =	55.162	ft/sec	v =	51.88754	ft/sec	v =	54.31738	ft/sec
v =	38.55364	mi/hr	v =	36.5485	mi/hr	v =	37.432	mi/hr	v =	35.20933	mi/hr	v =	36.85815	mi/hr

APPENDIX 6

**EBS DETERMINATIONS FOR THE
“BETWEEN” SUBJECTS DESIGN**

Between Subjects Design-----Using Various Models											
2002 Cadillac DeVille	case #1	2003 Mercedes E320	case #2	2001 Buick LeSabre	case #3	2003 Toyota Avalon	case #4	2002 Audi A4	case #5		
A =	391.22855 lb/in	A =	388.90273 lb/in	A =	380.1778 lb/in	A =	384.91497 lb/in	A =	425.56978 lb/in		
B =	109.60545 lb/in*2	B =	108.88369 lb/in*2	B =	102.1116 lb/in*2	B =	118.64122 lb/in*2	B =	149.56229 lb/in*2		
W (width of	70.935 in	W (width of	70.088 in	W (width of	70.301 in	W (width of	65.971 in	W (width of	66.017 in		
c1 =	15.684 in	c1 =	17.142 in	c1 =	18.489 in	c1 =	15.445 in	c1 =	12.025 in		
c2 =	17.07 in	c2 =	18.621 in	c2 =	20.557 in	c2 =	16.065 in	c2 =	18.162 in		
c3 =	19.254 in	c3 =	19.126 in	c3 =	22.23 in	c3 =	20.026 in	c3 =	18.831 in		
c4 =	21.119 in	c4 =	19.839 in	c4 =	21.49 in	c4 =	20.087 in	c4 =	18.701 in		
c5 =	21.349 in	c5 =	18.018 in	c5 =	20.034 in	c5 =	15.46 in	c5 =	16.803 in		
c6 =	20.147 in	c6 =	17.616 in	c6 =	16.578 in	c6 =	14.61 in	c6 =	8.965 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	698.2306917 lbs	G =	624.9293361 lbs	G =	635.2261 lbs	G =	624.4016 lbs	G =	605.46558 lbs		
E =	2054101.75 in-lbs	E =	1846235.645 in-lbs	E =	2056903 in-lbs	E =	1672004.5 in-lbs	E =	1900287.5 in-lbs		
E=	171175.1458 ft-lbs	E=	153852.9704 ft-lbs	E=	171408.6 ft-lbs	E=	139333.7 ft-lbs	E=	158357.29 ft-lbs		
w = (weigh	4508.453262 lbs	w = (weigh	4265.944773 lbs	w = (weight	4102.803 lbs	w = (weight	3862.4988 lbs	w = (weight	4012.4132 lbs		
v =	49.44808772 ft/sec	v =	48.19347719 ft/sec	v =	51.87031 ft/sec	v =	48.198869 ft/sec	v =	50.414927 ft/sec		
v =	33.55398888 mi/hr	v =	32.70264782 mi/hr	v =	35.19764 mi/hr	v =	32.706306 mi/hr	v =	34.210057 mi/hr		

2003 Hyundai Accent	case #6	2001 Chevy Malibu	case #7	2003 Honda S2000	case #8	2002 Mini Cooper	case #9	2003 Toyota Corolla	case #10		
A =	325.15176 lb/in	A =	345.46882 lb/in	A =	437.046 lb/in	A =	557.569 lb/in	A =	278.49701 lb/in		
B =	102.2357 lb/in*2	B =	101.95357 lb/in*2	B =	171.437 lb/in*2	B =	285.702 lb/in*2	B =	79.30638 lb/in*2		
W (width	57.173 in	W (width	61.338 in	W (width c	64.218 in	W (width c	58.425 in	W (width c	59.993 in		
c1 =	11.896 in	c1 =	22.67 in	c1 =	12.51 in	c1 =	7.434 in	c1 =	14.593 in		
c2 =	18.695 in	c2 =	24.821 in	c2 =	16.543 in	c2 =	11.563 in	c2 =	19.252 in		
c3 =	19.757 in	c3 =	25.071 in	c3 =	16.315 in	c3 =	15.588 in	c3 =	20.375 in		
c4 =	18.34 in	c4 =	20.667 in	c4 =	12.301 in	c4 =	12.127 in	c4 =	22.053 in		
c5 =	18.872 in	c5 =	16.548 in	c5 =	13.549 in	c5 =	11.851 in	c5 =	21.267 in		
c6 =	16.219 in	c6 =	6.827 in	c6 =	10.287 in	c6 =	10.887 in	c6 =	20.399 in		
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees		
G =	517.05846 lbs	G =	585.309105 lbs	G =	557.084 lbs	G =	544.069 lbs	G =	488.99335 lbs		
E =	1313086.8 in-lbs	E =	1845419.17 in-lbs	E =	1528540 in-lbs	E =	1665460 in-lbs	E =	1332912.1 in-lbs		
E=	109423.9 ft-lbs	E=	153784.931 ft-lbs	E=	127378 ft-lbs	E=	138788 ft-lbs	E=	111076 ft-lbs		
w = (weig	2914.5111 lbs	w = (wei	3545.03318 lbs	w = (weight	3229.77 lbs	w = (weight	3095.29 lbs	w = (weight	2976.2405 lbs		
v =	49.171808 ft/sec	v =	52.8554376 ft/sec	v =	50.397 ft/sec	v =	53.7364 ft/sec	v =	49.025163 ft/sec		
v =	33.366514 mi/hr	v =	35.8661143 mi/hr	v =	34.1979 mi/hr	v =	36.4639 mi/hr	v =	33.267005 mi/hr		

2002 Chrysler PT Cruiser	case #11	2002 Ford Explorer Spt	case #12	2002 Nissan Pathfdr	case #13	2002 Toyota Highldr	case #14	2003 Subaru Forester	case #15
A =	487.37757 lb/in	A =	577.3843 lb/in	A =	406.512 lb/in	A =	424.084 lb/in	A =	396.79779 lb/in
B =	183.379 lb/in ²	B =	226.37027 lb/in ²	B =	109.969 lb/in ²	B =	133.258 lb/in ²	B =	127.71167 lb/in ²
W (width of	66.903 in	W (width of	62.313 in	W (width of	61.163 in	W (width of	69.39 in	W (width of	67.924 in
c1 =	13.631 in	c1 =	12.96 in	c1 =	16.98 in	c1 =	4.994 in	c1 =	15.763 in
c2 =	11.59 in	c2 =	15.249 in	c2 =	27.44 in	c2 =	16.132 in	c2 =	16.169 in
c3 =	15.659 in	c3 =	16.19 in	c3 =	27.873 in	c3 =	16.305 in	c3 =	16.479 in
c4 =	13.537 in	c4 =	17.446 in	c4 =	21.03 in	c4 =	21.242 in	c4 =	16.819 in
c5 =	13.031 in	c5 =	16.306 in	c5 =	25.835 in	c5 =	20.838 in	c5 =	19.231 in
c6 =	12.584 in	c6 =	14.023 in	c6 =	9.429 in	c6 =	17.863 in	c6 =	15.123 in
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees
G =	647.66657 lbs	G =	736.343668 lbs	G =	751.356 lbs	G =	674.808 lbs	G =	616.42169 lbs
E =	1584425.7 in-lbs	E =	2367994.79 in-lbs	E =	2471661 in-lbs	E =	1992659 in-lbs	E =	1727619.1 in-lbs
E=	132035.47 ft-lbs	E=	197332.899 ft-lbs	E=	205972 ft-lbs	E=	166055 ft-lbs	E=	143968.26 ft-lbs
w = (weight	3723.6076 lbs	w = (weight	4572.38732 lbs	w = (weight	4720.1 lbs	w = (weight	4455.54 lbs	w = (weight	3615.5811 lbs
v =	47.786617 ft/sec	v =	52.719487 ft/sec	v =	53.0117 ft/sec	v =	48.9912 ft/sec	v =	50.639249 ft/sec
v =	32.426565 mi/hr	v =	35.7738623 mi/hr	v =	35.9721 mi/hr	v =	33.244 mi/hr	v =	34.362275 mi/hr

2002 Dodge Ram 1500	case #16	2001 Nissan Frontier	case #17	2003 Chevy Silverado	case #18	01 Dodge Ram Wagon V	case #19	2001 Dodge Caravan	case #20
A =	520.19252 lb/in	A =	434.13947 lb/in	A =	374.096 lb/in	A =	468.9903 lb/in	A =	490.62915 lb/in
B =	169.96174 lb/in ²	B =	126.4965 lb/in ²	B =	91.75556 lb/in ²	B =	153.2546 lb/in ²	B =	177.62436 lb/in ²
W (width of	75.441 in	W (width of	59.114 in	W (width of	63.216 in	W (width of	68.947 in	W (width of	66.771 in
c1 =	14.924 in	c1 =	16.943 in	c1 =	23.045 in	c1 =	11.296 in	c1 =	13.209 in
c2 =	22.356 in	c2 =	16.34 in	c2 =	28.999 in	c2 =	14.495 in	c2 =	18.65 in
c3 =	19.527 in	c3 =	24.804 in	c3 =	30.226 in	c3 =	18.73 in	c3 =	19.543 in
c4 =	20.137 in	c4 =	24.259 in	c4 =	30.027 in	c4 =	12.315 in	c4 =	17.956 in
c5 =	13.348 in	c5 =	20.848 in	c5 =	24.911 in	c5 =	28.105 in	c5 =	13.865 in
c6 =	11.513 in	c6 =	12.451 in	c6 =	18.412 in	c6 =	20.757 in	c6 =	4.388 in
θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees	θ =	0 degrees
G =	796.0622722 lbs	G =	744.9893057 lbs	G =	762.6123 lbs	G =	717.603 lbs	G =	677.601211 lbs
E =	2837086.734 in-lbs	E =	2133006.34 in-lbs	E =	2829007 in-lbs	E =	2446384 in-lbs	E =	2124822.91 in-lbs
E=	236423.8945 ft-lbs	E=	177750.5283 ft-lbs	E=	235750.6 ft-lbs	E=	203865.3 ft-lbs	E=	177068.576 ft-lbs
w = (weight	5551.239762 lbs	w = (weight	4521.680997 lbs	w = (weight	5200.705 lbs	w = (weight	4812.691 lbs	w = (weight	4299.01411 lbs
v =	52.37133258 ft/sec	v =	50.3151097 ft/sec	v =	54.0304 ft/sec	v =	52.23007 ft/sec	v =	51.5026108 ft/sec
v =	35.53761515 mi/hr	v =	34.14232399 mi/hr	v =	36.66341 mi/hr	v =	35.44176 mi/hr	v =	34.9481266 mi/hr

APPENDIX 7
"WITHIN" BOOTSTRAP DATA"

The Actual Within Differences (Seed Data)		Bootstrap Sample										
		1	2	3	4	5	6	7	8	9	10	
-1.23582145		-0.19382	1.874921	0.226101	0.515916	1.565276	0.476458	-0.73981	0.515916	-0.73981	-0.73981	
-1.647020550		-1.64702	0.226101	0.515916	1.874921	0.226101	0.226101	-0.35175	-0.16766	-0.73981	-0.16766	
-0.351750929		-0.38112	2.448286	-1.23582	3.570414	0.18368	-0.16766	-1.23582	-1.64702	1.565276	1.874921	
0.515916268		-1.24012	2.448286	-1.00617	-0.38112	-1.00617	-0.73981	1.874921	-0.38112	-0.16766	2.448286	
-0.560572586		-0.19382	-1.03263	1.874921	-0.56057	-0.16766	-1.24012	0.476458	-0.35175	-0.16766	1.874921	
0.183679795		0.515916	3.570414	0.226101	0.226101	-0.20174	-0.56057	1.874921	2.448286	-0.73981	-1.03263	
-1.032627733		-0.35175	0.476458	-0.56057	-1.03263	0.226101	0.515916	0.226101	3.570414	-0.73981	-0.19382	
-0.73981005		0.18368	3.570414	0.515916	2.448286	0.515916	-0.38112	-1.23582	-1.24012	-0.19382	-0.73981	
-1.240118814		1.565276	-0.73981	-1.00617	-0.35175	0.226101	3.570414	-1.00617	-0.56057	1.874921	0.476458	
-0.381123119		1.565276	0.226101	2.448286	-1.23582	-0.56057	0.226101	-0.38112	-1.03263	1.874921	-1.00617	
-0.193823157		-1.64702	1.874921	-1.24012	0.18368	0.476458	0.476458	-1.00617	-0.35175	-0.20174	-1.03263	
-1.006171272		-0.73981	-0.16766	0.515916	3.570414	0.515916	-0.73981	-0.16766	-0.73981	1.565276	-0.56057	
0.476458007		-1.64702	-1.24012	2.448286	0.18368	-0.73981	-0.19382	0.18368	1.874921	1.874921	-1.03263	
-0.167657171		-0.56057	0.515916	3.570414	-1.03263	-1.23582	-1.24012	0.226101	-0.56057	0.476458	-1.24012	
-0.201743682		-0.56057	-0.56057	-0.16766	3.570414	-1.00617	2.448286	-1.23582	0.476458	0.226101	1.565276	
3.570413842		0.476458	-0.35175	-1.03263	-1.23582	0.226101	0.18368	-1.23582	0.476458	1.565276	-0.73981	
1.565275502		-0.73981	2.448286	-0.38112	-0.16766	-0.38112	0.515916	0.18368	-1.24012	-1.64702	-1.00617	
2.448286293		-1.23582	-0.19382	-0.73981	0.476458	-1.23582	-1.24012	-1.03263	0.476458	-1.00617	-1.24012	
0.226101071		-1.23582	-1.00617	-1.00617	1.565276	0.515916	-0.56057	-0.16766	-0.73981	-1.24012	-1.03263	
1.874921215		-0.38112	-0.35175	-1.03263	-0.38112	-0.56057	-1.24012	1.565276	1.565276	0.226101	-0.73981	
		mean	-0.42243	0.701791	0.146649	0.590322	-0.12089	0.016774	-0.15926	0.119563	0.183291	-0.21323
		variance	0.884266	2.423431	1.999573	2.620474	0.520561	1.470753	1.023308	1.808811	1.323174	1.406715
			11	12	13	14	15	16	17	18	19	20
			3.570414	1.565276	-0.35175	0.476458	-0.35175	0.476458	-0.19382	-1.00617	-0.20174	-0.16766
			-1.00617	0.515916	0.476458	-1.03263	-1.03263	-1.23582	-0.35175	-1.64702	-0.38112	-1.24012
			-1.23582	2.448286	2.448286	-1.64702	-1.24012	-1.03263	3.570414	0.18368	-0.35175	-1.23582
			-1.64702	-1.23582	-0.73981	-0.16766	0.476458	-0.20174	-0.20174	-0.73981	-0.73981	0.515916
			-0.16766	0.476458	0.18368	0.476458	-1.24012	0.515916	-1.23582	0.18368	-0.35175	3.570414
			0.515916	-1.24012	1.565276	-1.00617	-1.03263	-1.64702	0.18368	-1.24012	-0.16766	-1.00617
			-0.35175	0.226101	-1.03263	-1.24012	-0.35175	-1.00617	-0.20174	1.874921	3.570414	2.448286
			0.515916	-0.20174	-1.03263	2.448286	2.448286	-0.16766	-1.00617	-1.64702	0.476458	-1.03263
			-0.16766	1.874921	-1.64702	1.874921	-1.64702	-0.19382	0.226101	-0.38112	-1.00617	-1.23582
			-1.00617	0.515916	-0.20174	-0.35175	0.476458	-1.00617	-1.64702	2.448286	-0.35175	-0.20174
			0.476458	0.515916	-1.03263	-1.64702	-1.00617	3.570414	1.565276	-0.38112	1.874921	0.18368
			0.18368	-1.03263	0.476458	1.874921	-0.73981	-0.35175	-1.23582	-1.24012	0.515916	-0.20174
			2.448286	-1.00617	-0.20174	-1.64702	-0.20174	1.874921	-1.03263	-1.23582	2.448286	-0.73981
			0.226101	-0.38112	1.565276	0.226101	-0.73981	-0.16766	2.448286	-0.16766	-0.56057	-1.64702
			-1.23582	0.476458	0.226101	1.874921	-0.38112	-1.24012	-0.38112	-0.35175	0.226101	1.874921
			3.570414	-0.56057	-1.23582	-0.73981	3.570414	-0.38112	-1.23582	0.226101	0.476458	-0.16766
			-0.56057	-1.64702	0.515916	-1.00617	1.874921	-0.16766	1.565276	3.570414	-0.73981	-1.00617
			-1.03263	-1.03263	-1.00617	0.515916	-0.20174	-1.64702	0.515916	-0.35175	0.476458	0.515916
			-1.23582	-0.56057	-0.38112	-1.64702	0.18368	3.570414	1.874921	0.18368	0.515916	0.476458
			0.226101	3.570414	0.476458	-0.73981	-1.23582	1.874921	3.570414	-1.03263	-0.56057	-0.19382
		mean	0.10431	0.164363	-0.04646	-0.15521	-0.1186	0.071834	0.339841	-0.13757	0.258411	-0.02453
		variance	2.265645	1.853053	1.117482	1.766093	1.815433	2.364711	2.510927	1.855349	1.342475	1.797738

		21	22	23	24	25	26	27	28	29	30
		-1.00617	-1.03263	-1.23582	2.448286	2.448286	-0.19382	-0.56057	-0.20174	-0.20174	-0.73981
		0.18368	-1.23582	-0.35175	0.476458	-1.24012	0.18368	1.874921	-0.19382	-1.64702	2.448286
		-0.73981	1.874921	-1.03263	-0.20174	-0.19382	0.515916	-1.24012	1.565276	-0.73981	1.565276
		-0.19382	0.515916	-1.64702	-1.23582	3.570414	-0.20174	0.476458	3.570414	1.874921	-0.38112
		-1.00617	0.18368	0.18368	3.570414	0.476458	-0.73981	2.448286	-1.03263	3.570414	2.448286
		-1.03263	0.515916	0.226101	0.18368	-0.56057	-1.64702	2.448286	-1.23582	-1.24012	-1.64702
		1.565276	-0.35175	-0.35175	0.476458	-0.38112	-0.38112	-0.38112	-0.19382	1.565276	1.874921
		0.18368	1.874921	-0.19382	-1.03263	0.515916	1.565276	-0.20174	-0.16766	-0.19382	0.476458
		-0.19382	-1.03263	3.570414	-1.64702	-1.03263	-1.24012	-0.73981	-0.73981	0.18368	2.448286
		1.565276	-0.56057	0.18368	2.448286	-1.03263	-1.03263	-1.23582	-0.20174	1.565276	-1.00617
		2.448286	-0.56057	3.570414	-1.00617	0.476458	-0.16766	-0.19382	-1.23582	3.570414	1.565276
		0.226101	-1.23582	0.476458	0.226101	0.476458	-1.00617	-0.73981	0.226101	1.874921	-0.56057
		-1.24012	-1.64702	0.476458	0.18368	-0.56057	-1.24012	-0.73981	-0.16766	-0.20174	-0.16766
		-0.38112	-1.23582	0.476458	-1.23582	-0.35175	-0.20174	1.565276	0.18368	0.18368	1.565276
		-0.38112	-0.19382	0.226101	-0.20174	3.570414	-1.24012	0.18368	1.565276	0.18368	-1.64702
		1.565276	-1.03263	-0.35175	-1.23582	-0.38112	3.570414	0.476458	3.570414	-1.24012	-1.24012
		-0.35175	-0.19382	0.18368	-1.03263	-1.03263	-1.03263	-0.73981	1.565276	0.476458	1.565276
		-0.35175	0.515916	-0.16766	-1.03263	0.226101	1.565276	-0.38112	-0.73981	-1.23582	1.874921
		-0.20174	3.570414	1.874921	0.18368	-1.24012	-1.24012	-0.73981	-1.23582	0.226101	1.874921
		-1.00617	-1.24012	0.18368	-1.23582	-0.56057	-0.73981	-0.73981	-0.56057	0.515916	-1.03263
	mean	-0.01743	-0.12507	0.314992	-0.04504	0.159642	-0.2452	0.042009	0.216985	0.454527	0.564253
	variance	1.068388	1.745082	1.773052	2.02191	2.086722	1.586405	1.338851	2.066258	2.20643	2.224469

The Actual Within Differences (Seed Data)	Bootstrap Sample	31	32	33	34	35	36	37	38	39	40
-1.23582145		0.476458	-1.00617	1.565276	-1.03263	3.570414	0.515916	-1.03263	-1.24012	-1.00617	-1.23582
-1.647020556		0.515916	-1.00617	-1.03263	-0.35175	-0.16766	0.226101	-1.23582	-1.64702	-0.35175	-0.20174
-0.351750929		0.18368	-0.73981	-0.35175	2.448286	-0.73981	-0.56057	-0.16766	-0.73981	-1.64702	-0.38112
0.515916268		0.226101	0.476458	1.565276	0.476458	-1.24012	3.570414	-1.23582	1.565276	0.515916	-1.24012
-0.560572586		-1.24012	3.570414	-1.23582	-1.03263	-0.16766	0.226101	-0.19382	-0.35175	-0.19382	0.515916
0.183679795		-1.03263	-1.03263	3.570414	-0.19382	0.515916	1.874921	-1.03263	-1.03263	-1.03263	1.874921
-1.032627733		1.565276	0.476458	0.515916	-0.56057	0.18368	-1.00617	0.18368	-1.23582	-1.64702	-0.35175
-0.73981005		-0.20174	3.570414	1.874921	-0.73981	1.565276	-0.35175	1.565276	-0.20174	2.448286	-0.73981
-1.240118814		-1.00617	0.226101	-1.23582	-0.20174	0.18368	0.226101	0.226101	0.18368	0.18368	0.515916
-0.381123119		-1.23582	-1.00617	0.476458	-1.03263	3.570414	-0.38112	3.570414	-1.64702	-1.24012	-0.56057
-0.193823157		0.515916	2.448286	3.570414	-0.38112	-1.23582	-1.03263	-1.03263	-0.73981	1.874921	-0.19382
-1.006171272		-1.24012	1.565276	3.570414	0.476458	-0.19382	-0.35175	-0.73981	-1.00617	0.515916	2.448286
0.476458007		-0.16766	0.515916	1.874921	0.476458	-1.00617	0.18368	-1.03263	0.18368	0.226101	3.570414
-0.167657171		-1.23582	-0.19382	-1.23582	-1.64702	-0.56057	2.448286	3.570414	-0.73981	0.226101	-0.73981
-0.201743692		-0.35175	0.476458	-0.20174	-0.35175	1.565276	-1.03263	-0.16766	-0.38112	3.570414	-0.19382
3.570413842		-0.16766	0.18368	1.874921	-1.03263	0.18368	2.448286	-0.19382	-1.00617	0.476458	-0.38112
1.565275502		0.515916	-1.24012	0.476458	0.476458	-1.03263	-0.20174	0.515916	-0.38112	-0.20174	-0.73981
2.448286293		0.476458	3.570414	-0.73981	2.448286	0.476458	-0.16766	-1.00617	-1.23582	1.874921	-1.03263
0.226101071		-0.19382	-0.56057	0.476458	-0.19382	0.18368	-0.19382	-0.73981	-1.03263	-0.56057	0.515916
1.874921215		2.448286	-0.56057	1.874921	0.476458	0.18368	-0.35175	-0.35175	-0.35175	-0.73981	3.570414
	mean	-0.05747	0.486692	0.862669	-0.07365	0.291895	0.30441	-0.02654	-0.65188	0.164603	0.250991
	variance	0.956987	2.623009	2.612008	1.12436	1.865942	1.628076	1.998138	0.54812	1.906925	2.166393

		41	42	43	44	45	46	47	48	49	50
		0.476458	0.515916	0.515916	1.874921	-0.20174	-1.00617	-0.73981	-0.19382	-1.23582	2.448286
		0.515916	-0.16766	-1.03263	-1.00617	1.874921	3.570414	-1.64702	3.570414	-0.19382	0.515916
		1.874921	-0.35175	3.570414	-1.24012	-0.19382	-0.16766	-1.03263	-0.35175	0.476458	1.874921
		-0.19382	1.874921	-0.38112	-0.19382	0.226101	1.874921	-0.56057	1.565276	0.515916	-0.56057
		-0.16766	-1.23582	0.515916	0.226101	-0.16766	-0.73981	-1.03263	-0.16766	0.226101	-1.00617
		-1.03263	-0.38112	-1.00617	1.874921	-1.24012	-1.24012	-1.64702	0.476458	-0.16766	1.874921
		0.18368	-0.16766	-1.23582	-0.35175	-1.64702	0.515916	0.226101	-0.38112	-1.64702	-0.38112
		-1.23582	-1.23582	-1.03263	0.18368	-0.38112	-0.20174	-0.35175	0.226101	0.476458	-0.20174
		-0.16766	0.18368	-1.24012	-0.16766	-1.03263	-1.03263	-0.38112	1.565276	1.874921	0.226101
		-0.38112	2.448286	1.565276	-0.20174	-0.35175	-1.24012	0.476458	-0.16766	3.570414	-0.20174
		1.874921	2.448286	-1.23582	0.515916	-0.16766	0.476458	0.515916	1.565276	-1.03263	-0.56057
		0.476458	0.18368	0.515916	-0.20174	3.570414	-0.20174	-0.19382	2.448286	1.874921	3.570414
		-1.64702	-1.23582	-0.19382	-1.64702	1.874921	-1.24012	-1.24012	-1.00617	0.476458	0.226101
		-0.38112	0.226101	2.448286	-1.64702	2.448286	-0.35175	-0.19382	-0.73981	-1.03263	-0.16766
		-1.03263	-1.64702	0.18368	-1.64702	-0.35175	2.448286	-0.73981	0.226101	-1.64702	1.565276
		3.570414	-0.19382	-0.19382	0.515916	3.570414	-0.35175	0.18368	-0.38112	-1.23582	2.448286
		2.448286	-0.38112	0.476458	0.476458	-0.38112	-1.23582	-0.19382	-1.23582	-0.38112	-1.24012
		3.570414	2.448286	-0.38112	-1.03263	-0.38112	-1.24012	-1.23582	0.226101	3.570414	1.565276
		-0.20174	-1.03263	-0.73981	1.565276	-0.20174	1.565276	0.515916	-1.64702	0.226101	2.448286
		-0.16766	-1.24012	-1.23582	-0.20174	-1.24012	3.570414	-0.20174	-1.03263	-0.56057	1.874921
	mean	0.419129	0.05294	-0.00584	-0.11526	0.281284	0.188607	-0.47367	0.228235	0.207702	0.81595
	variance	2.241405	1.696476	1.706751	1.164494	2.352757	2.520989	0.463753	1.726566	2.307931	1.92962

		51	52	53	54	55	56	57	58	59	60
		-1.00617	1.874921	-0.16766	-0.35175	1.874921	1.565276	-0.16766	0.226101	1.565276	-0.16766
		0.226101	0.18368	-1.64702	-1.23582	2.448286	-1.23582	0.476458	0.515916	-0.19382	-0.56057
		-0.19382	-0.35175	0.226101	-1.23582	1.874921	-0.73981	-0.56057	0.476458	-1.00617	-0.38112
		-0.38112	3.570414	0.18368	-0.16766	-1.24012	0.476458	-0.38112	-0.56057	-0.38112	0.515916
		-0.19382	3.570414	-0.20174	2.448286	-1.23582	-0.35175	1.565276	3.570414	-0.16766	0.476458
		-0.73981	3.570414	-1.00617	-1.03263	-1.64702	-1.24012	-1.03263	3.570414	0.515916	0.226101
		-0.20174	-0.35175	-1.00617	-1.03263	-0.38112	0.226101	0.226101	-0.19382	-1.23582	-0.19382
		-0.16766	-0.19382	-0.38112	-1.00617	-1.24012	-0.56057	2.448286	-0.20174	-0.19382	2.448286
		-0.20174	-1.23582	0.226101	-0.16766	-0.16766	-1.03263	1.874921	1.874921	-0.19382	-1.23582
		1.874921	0.476458	0.476458	-0.16766	-0.16766	-0.19382	-0.19382	1.874921	0.476458	-0.20174
		-0.73981	-1.64702	-0.16766	-0.20174	0.226101	-1.03263	-0.38112	-0.56057	1.874921	-1.24012
		1.874921	-0.19382	3.570414	1.565276	0.515916	1.874921	-0.16766	0.18368	0.226101	-0.35175
		0.226101	-1.03263	-1.23582	0.226101	-0.20174	-0.35175	-0.20174	-1.23582	1.874921	1.874921
		-1.64702	1.565276	1.874921	-0.38112	-0.16766	2.448286	3.570414	3.570414	-1.03263	0.18368
		-0.16766	0.515916	2.448286	-1.00617	-1.64702	-1.24012	-1.00617	-1.24012	1.565276	-0.16766
		0.18368	0.476458	-1.00617	-0.38112	-0.16766	0.476458	-1.64702	-0.16766	-1.64702	0.18368
		1.565276	0.476458	2.448286	-1.64702	-1.64702	-1.23582	-1.23582	-1.03263	1.565276	0.515916
		2.448286	0.515916	-0.73981	0.226101	2.448286	2.448286	-1.00617	-1.64702	-1.00617	-0.56057
		1.874921	-0.56057	0.515916	0.476458	0.515916	1.874921	-1.24012	1.565276	-0.20174	1.874921
		-0.19382	-0.35175	-0.35175	0.476458	-1.24012	0.18368	0.226101	-1.24012	-1.24012	-1.00617
	mean	0.222	0.543869	0.202953	-0.22981	-0.06232	0.117977	0.058296	0.467422	0.058211	0.111643
	variance	1.22925	2.40037	1.90774	0.968843	1.794843	1.638894	1.819832	2.792084	1.265954	0.987522

The Actual Within Differences (Seed Data)	Bootstrap Sample									
	61	62	63	64	65	66	67	68	69	70
-1.2352145	-1.64702	-1.64702	-0.56057	2.448286	2.448286	-1.24012	-1.03263	-0.56057	2.448286	1.565276
-1.647020556	-0.73981	-0.16766	-1.03263	0.476458	-1.23582	-0.38112	0.18368	-0.16766	2.448286	-0.19382
-0.351750929	1.565276	-1.03263	3.570414	1.874921	-0.20174	0.476458	-0.20174	0.18368	0.515916	-0.19382
0.515916268	-0.35175	-0.38112	1.874921	0.226101	-0.19382	2.448286	-0.38112	-1.64702	-1.00617	0.226101
-0.560572586	3.570414	0.18368	-0.20174	1.874921	-1.03263	0.18368	-1.23582	-1.24012	-0.38112	-1.00617
0.183679795	-1.00617	-0.73981	-1.64702	-0.73981	-0.19382	-0.16766	-0.56057	0.226101	-1.00617	-0.35175
-1.032627733	-1.24012	1.565276	0.226101	0.515916	0.18368	1.565276	0.476458	0.476458	-0.16766	2.448286
-0.73981005	0.226101	-1.00617	-1.03263	-0.73981	1.874921	-1.03263	-0.56057	0.226101	0.226101	-0.38112
-1.240118814	2.448286	-1.03263	-1.64702	-0.73981	-0.35175	2.448286	-0.16766	0.18368	-0.56057	0.515916
-0.381123119	-0.38112	1.874921	0.476458	-0.16766	-1.23582	-1.24012	-1.23582	3.570414	-1.03263	0.476458
-0.193823157	-1.00617	-1.03263	-0.38112	-0.20174	-1.23582	1.565276	-1.23582	1.874921	-1.64702	-0.35175
-1.006171272	-1.03263	-1.24012	-0.56057	-1.00617	0.515916	0.226101	0.515916	-0.56057	0.515916	-1.64702
0.476458007	-0.35175	-1.00617	-0.16766	-1.64702	-0.56057	1.565276	-1.64702	2.448286	-0.16766	1.565276
-0.167657171	-0.38112	-1.03263	-0.35175	-0.35175	1.874921	-1.00617	-0.35175	0.226101	0.226101	-1.64702
-0.201743692	-0.38112	-1.00617	-0.56057	1.565276	0.476458	1.874921	1.874921	-0.38112	1.874921	1.874921
3.570413842	-1.64702	-0.35175	0.226101	-0.20174	-0.73981	0.515916	-0.56057	-0.19382	2.448286	0.18368
1.565275502	-1.24012	-1.24012	-0.56057	-1.64702	-0.16766	0.515916	-1.03263	-1.03263	-0.38112	-0.19382
2.448286293	-1.03263	-0.35175	0.476458	1.874921	-0.35175	-0.20174	-1.24012	-0.56057	-1.24012	-0.35175
0.226101071	0.515916	0.18368	-1.64702	-0.35175	0.476458	-0.19382	1.565276	-0.20174	0.226101	1.565276
1.874921215	0.18368	-0.38112	0.515916	-0.56057	-0.35175	1.565276	1.874921	-0.20174	3.570414	3.570414
mean	-0.19644	-0.4921	-0.14923	0.125097	-0.00011	0.474364	-0.24763	0.133408	0.345504	0.383677
variance	1.824229	0.81021	1.500299	1.472232	1.09492	1.423884	1.106669	1.521112	2.134019	1.8057
	71	72	73	74	75	76	77	78	79	80
	-1.24012	0.18368	-0.38112	-1.64702	0.18368	-0.73981	-0.73981	-1.23582	-0.20174	-1.64702
	-1.24012	0.226101	1.874921	1.874921	0.515916	3.570414	3.570414	-1.00617	-0.38112	-1.00617
	-0.20174	-1.03263	-0.56057	-1.03263	-0.19382	2.448286	-1.03263	2.448286	-0.56057	-0.19382
	-0.19382	-1.03263	-1.23582	-0.38112	-1.03263	-1.64702	0.226101	1.565276	3.570414	-0.56057
	0.226101	-0.16766	-0.20174	0.18368	-1.00617	1.565276	-0.16766	-1.64702	-0.56057	-1.03263
	-1.64702	-1.23582	1.874921	0.18368	1.874921	0.515916	0.476458	0.226101	2.448286	0.515916
	1.565276	1.565276	-1.03263	-0.19382	3.570414	-1.23582	-0.35175	-0.16766	1.874921	-0.35175
	-1.00617	-0.35175	2.448286	-0.38112	0.515916	-1.24012	-1.23582	-0.19382	-0.56057	0.18368
	0.18368	-1.03263	-1.23582	-0.35175	-0.38112	1.565276	-0.38112	-1.64702	-1.64702	-0.20174
	0.226101	0.515916	-0.16766	-0.56057	-1.24012	-0.35175	-1.23582	0.18368	1.874921	-1.00617
	1.565276	0.476458	0.226101	1.874921	-1.64702	-0.73981	-0.35175	-1.23582	-1.00617	-1.24012
	-0.38112	0.226101	-1.24012	-0.73981	0.476458	-1.64702	0.515916	1.874921	-1.23582	3.570414
	-1.03263	-1.00617	1.874921	-0.56057	-1.64702	-0.38112	-0.16766	-1.24012	-1.64702	-1.03263
	-1.24012	0.515916	-1.24012	-1.64702	-1.64702	3.570414	-1.64702	-0.73981	1.565276	1.565276
	-0.20174	1.874921	-0.35175	-0.38112	-0.38112	-0.19382	-0.19382	0.226101	0.18368	2.448286
	-1.64702	0.515916	-0.56057	0.226101	-1.24012	-1.03263	3.570414	0.515916	-1.24012	-1.00617
	0.515916	0.18368	-0.19382	-1.03263	-1.23582	0.18368	-1.00617	-0.38112	-0.19382	-1.23582
	0.476458	0.226101	1.565276	0.18368	0.18368	0.515916	2.448286	1.874921	-0.19382	-0.20174
	1.565276	3.570414	2.448286	-0.19382	2.448286	0.515916	-0.35175	-1.23582	2.448286	-1.00617
	-0.38112	0.515916	2.448286	-0.56057	-0.16766	-1.03263	2.448286	-0.73981	-1.64702	-1.64702
mean	-0.20443	0.236856	0.317962	-0.25683	-0.10252	0.210477	0.219654	-0.12774	0.144519	-0.2543
variance	1.035304	1.315486	1.958315	0.818233	2.002625	2.545293	2.424563	1.548085	2.486959	1.864642

		81	82	83	84	85	86	87	88	89	90
		-1.23582	0.18368	-0.38112	0.476458	-0.16766	-0.56057	0.226101	-0.19382	-1.03263	2.448286
		-0.16766	-1.64702	-0.20174	-0.19382	-1.64702	0.515916	1.565276	-0.16766	-1.03263	0.226101
		0.18368	2.448286	-1.24012	0.226101	-0.35175	-0.56057	-1.00617	0.226101	0.18368	0.476458
		-0.16766	3.570414	-1.23582	-1.24012	0.515916	-0.38112	-1.00617	-0.20174	-1.23582	0.18368
		-0.73981	-1.24012	-1.24012	-0.56057	-1.03263	0.476458	1.565276	-1.23582	-0.38112	0.18368
		0.476458	-1.23582	-0.16766	0.476458	1.565276	-0.73981	-0.16766	-0.19382	-1.64702	-0.38112
		1.874921	-0.35175	-0.35175	1.565276	-0.35175	-0.56057	-1.24012	-0.73981	1.874921	-0.20174
		0.515916	-1.00617	3.570414	0.476458	-0.73981	-0.35175	-0.19382	-0.19382	-0.16766	1.565276
		0.18368	-1.00617	2.448286	-0.73981	2.448286	-0.20174	-0.73981	0.18368	0.226101	-0.19382
		0.226101	-1.03263	0.476458	0.476458	0.18368	-0.35175	-0.38112	-1.03263	-1.64702	2.448286
		-1.24012	0.18368	-1.64702	0.18368	-1.24012	-1.24012	-0.35175	-0.38112	-0.73981	-1.24012
		0.476458	0.226101	-0.16766	-0.20174	-0.35175	-1.24012	-1.24012	-1.64702	-1.24012	-0.73981
		-0.73981	-1.00617	-0.16766	-1.64702	-0.38112	-0.19382	-1.64702	0.226101	0.476458	0.476458
		-1.00617	0.515916	-0.16766	-1.24012	1.565276	-0.38112	0.18368	-0.19382	-0.38112	1.565276
		-0.38112	-0.16766	-1.64702	-1.64702	-1.23582	-0.56057	1.565276	-1.03263	-1.24012	0.18368
		0.18368	1.565276	-0.19382	-0.56057	0.18368	-0.38112	2.448286	-0.73981	-0.16766	-0.19382
		-0.38112	-0.56057	-1.23582	-1.64702	2.448286	-1.64702	-0.35175	-0.16766	0.476458	-0.35175
		1.874921	2.448286	-0.38112	2.448286	0.515916	0.226101	-0.20174	-0.35175	-0.16766	-0.20174
		0.18368	-0.19382	0.226101	-0.35175	3.570414	-0.20174	-0.73981	0.226101	-0.20174	-0.38112
		0.515916	-1.03263	-0.16766	-0.73981	-1.23582	-0.16766	-0.20174	-0.35175	-1.64702	-1.03263
	mean	0.031806	0.033055	-0.19383	-0.22201	0.213074	-0.42514	-0.09575	-0.39814	-0.48458	0.241975
	variance	0.721145	2.052649	1.603104	1.13633	2.041648	0.281713	1.194397	0.269683	0.79971	1.055054
The Actual Within		Bootstrap Sample									
Differences (Seed Data)		91	92	93	94	95	96	97	98	99	100
	-1.23582145	0.18368	0.18368	1.565276	1.874921	-0.16766	0.476458	-0.35175	-1.03263	-0.20174	-0.56057
	-1.64702056	-1.23582	-1.23582	-0.35175	0.226101	-0.73981	2.448286	2.448286	-0.35175	-1.64702	2.448286
	-0.351750929	1.565276	-1.23582	-0.35175	-0.73981	0.515916	-1.64702	-0.19382	-0.35175	-0.35175	-0.35175
	0.515916268	0.18368	0.515916	2.448286	0.226101	3.570414	1.565276	-1.23582	-1.23582	-0.35175	-0.38112
	-0.560572586	-0.35175	-0.16766	-1.00617	-0.16766	-0.35175	-0.16766	-0.38112	-1.23582	-0.56057	-1.64702
	0.183679795	-0.20174	-1.64702	-0.56057	-1.00617	0.18368	-0.38112	-0.56057	-0.38112	0.18368	-0.20174
	-1.032627733	0.476458	-1.24012	3.570414	-0.16766	-1.23582	-0.38112	-0.19382	1.874921	2.448286	1.565276
	-0.73981005	1.874921	-0.16766	-0.20174	0.226101	2.448286	-1.64702	1.565276	0.18368	-1.64702	-1.23582
	-1.240118814	-1.03263	-0.73981	-1.03263	-1.24012	-0.56057	-1.00617	-0.56057	-0.73981	-1.03263	-0.35175
	-0.381123119	-0.73981	0.515916	-0.56057	-1.24012	0.476458	-0.35175	-0.20174	-0.56057	-0.56057	-0.19382
	-0.193823157	-0.56057	-0.73981	-1.03263	0.476458	-0.20174	-0.16766	-0.38112	-0.16766	-1.03263	-0.73981
	-1.006171272	2.448286	-0.35175	-0.19382	3.570414	1.874921	3.570414	1.874921	-1.64702	-0.19382	-1.03263
	0.476458007	-1.00617	-1.00617	-1.00617	3.570414	-0.38112	-1.64702	-0.38112	-0.56057	-0.56057	-0.73981
	-0.167657171	1.874921	3.570414	-1.03263	-0.56057	-1.64702	0.515916	-1.24012	-0.56057	-0.19382	1.874921
	-0.201743692	-0.20174	-0.73981	-1.64702	2.448286	-0.56057	0.18368	-0.19382	-0.35175	-0.19382	-0.35175
	3.570413842	-0.35175	-0.20174	0.515916	0.476458	-0.19382	-0.35175	1.874921	-0.56057	0.18368	-0.35175
	1.565275502	-1.24012	0.515916	-1.24012	-0.16766	-0.20174	-0.20174	-0.19382	-0.35175	-0.56057	-0.73981
	2.448286293	1.565276	-1.00617	-1.03263	-0.16766	0.226101	-0.56057	-1.23582	-0.73981	-1.64702	-0.56057
	0.226101071	-1.64702	0.476458	1.874921	-0.73981	-0.73981	3.570414	-0.16766	-1.64702	-1.64702	-0.35175
	1.874921215	0.226101	-0.35175	3.570414	-0.73981	1.565276	0.18368	-0.56057	-1.64702	0.476458	-1.64702
	mean	0.091473	-0.25264	0.114751	0.307911	0.19398	0.200176	-0.01349	-0.60322	-0.45451	-0.2775
	variance	1.428955	1.255092	2.576467	2.098587	1.626946	2.305194	1.146574	0.60791	0.884113	1.134259
Mean of 100 Bootstrap											
Sample Means:		0.0583									
Mean Variance of											
100 Bootstrap Samples:		1.6366									

APPENDIX 8

“BETWEEN” BOOTSTRAP DATA”

The Actual Between Differences (Seed Data)	Bootstrap Sample									
	1	2	3	4	5	6	7	8	9	10
-2.575302308	0.096352	1.342703	-2.4944	1.075882	-1.20164	1.213169	-2.5753	0.731935	1.342703	0.436328
-2.498058383	0.393647	-2.4944	1.075882	1.342703	1.342703	-1.44098	1.075882	1.567686	-1.44098	-1.74614
-2.494399823	1.567686	0.436328	1.075882	0.096352	-0.7477	-2.4944	1.567686	1.567686	-1.33088	-2.4944
-1.746136787	-2.4944	-1.20164	-2.5753	1.075882	1.342703	-1.33088	-0.79181	1.213169	-1.74614	-1.44098
-1.473886444	-2.4944	0.393647	0.096352	-0.79181	-1.33088	-2.4944	-0.7477	-2.49806	1.928733	-1.74614
-1.440979236	-2.49806	-0.79181	-0.79181	-1.47389	-2.5753	-2.5753	0.436328	0.731935	-0.79181	-1.74614
-1.330881548	0.436328	-2.5753	-1.47389	-2.5753	-1.03727	1.075882	0.096352	1.213169	0.731935	1.075882
-1.201643376	0.436328	-2.4944	0.436328	-0.7477	-1.74614	0.436328	-1.20164	-2.4944	1.213169	0.393647
-1.037270045	1.213169	0.731935	-1.03727	-1.33088	0.436328	-2.5753	0.096352	0.393647	1.567686	0.393647
-0.791810326	0.731935	1.213169	1.075882	0.731935	-0.7477	1.928733	-1.03727	1.567686	1.213169	-0.79181
-0.74769637	-1.03727	-1.74614	1.567686	-1.33088	0.436328	-1.74614	-1.74614	-1.47389	0.393647	0.436328
0.096351785	1.075882	-2.49806	-1.03727	1.213169	0.096352	-2.5753	0.731935	-1.03727	-0.79181	-2.49806
0.393646966	-1.44098	-2.4944	0.096352	0.731935	-0.79181	1.342703	-1.20164	-1.44098	0.393647	0.436328
0.436328416	1.567686	-1.20164	-1.44098	0.393647	-1.33088	1.213169	1.928733	0.436328	1.928733	0.096352
0.731934905	-1.74614	-0.79181	1.928733	-1.03727	0.436328	-1.47389	-2.5753	1.075882	1.342703	1.075882
1.075882095	-1.20164	-0.7477	-1.44098	-2.49806	1.567686	1.342703	0.393647	-1.47389	1.928733	1.342703
1.213168948	-2.49806	1.075882	-1.20164	-1.74614	1.928733	1.928733	-1.20164	0.393647	1.342703	-2.49806
1.342703247	-1.74614	-1.74614	-1.44098	1.075882	-1.74614	-2.49806	-1.20164	1.928733	-2.4944	1.213169
1.567686138	1.213169	-0.79181	-1.47389	-1.03727	1.342703	-1.44098	0.393647	-1.44098	-1.20164	0.096352
1.928732533	-2.49806	-0.79181	1.213169	1.928733	-2.49806	0.096352	0.393647	1.928733	-0.79181	0.436328
mean	-0.54615	-0.85867	-0.39211	-0.24515	-0.34118	-0.60339	-0.35829	0.144539	0.236904	-0.37644
variance	2.420567	1.797805	1.889838	1.867109	1.92718	3.041639	1.596227	2.215986	2.007183	1.81045

	11	12	13	14	15	16	17	18	19	20
-1.33088	1.075882	-0.79181	0.731935	1.213169	-1.20164	1.567686	1.928733	0.731935	0.731935	
-0.7477	0.393647	0.436328	-1.33088	0.731935	-1.74614	1.342703	1.567686	1.567686	1.928733	
-2.4944	-2.49806	0.436328	1.342703	-1.47389	0.436328	1.213169	1.567686	0.436328	-2.5753	
1.075882	-0.7477	-2.5753	-1.74614	-1.33088	1.075882	-1.47389	1.213169	1.567686	-2.4944	
0.393647	-1.47389	-2.4944	1.342703	0.096352	-1.03727	1.075882	-1.47389	-1.20164	-1.20164	
-2.4944	1.075882	-1.20164	0.436328	0.436328	-0.7477	0.393647	1.567686	0.731935	-1.03727	
-1.47389	-1.33088	-1.03727	-1.20164	1.928733	-1.33088	-0.7477	1.342703	0.731935	-1.47389	
-0.79181	0.096352	-2.5753	-1.74614	-2.49806	-1.47389	-1.03727	1.075882	-1.33088	-0.79181	
-2.5753	1.928733	-1.33088	-2.49806	1.075882	0.393647	1.567686	-2.49806	-1.47389	-1.44098	
-1.03727	0.096352	-2.49806	1.567686	1.928733	-1.44098	0.436328	1.342703	1.075882	-2.4944	
-1.47389	-1.47389	0.436328	0.393647	-1.74614	1.213169	-0.79181	-2.5753	1.342703	-1.74614	
-0.7477	0.731935	-1.20164	1.928733	-1.44098	-0.7477	1.567686	0.731935	1.075882	0.731935	
1.342703	0.731935	0.436328	-1.33088	1.567686	-0.79181	-2.5753	1.567686	1.342703	-1.03727	
-1.03727	1.342703	-1.20164	-2.49806	1.075882	-2.49806	-0.79181	-2.4944	-0.7477	0.393647	
1.213169	-1.47389	-1.74614	-1.47389	1.342703	-1.33088	-1.33088	-1.44098	-2.5753	-1.47389	
-1.33088	1.567686	0.096352	1.213169	1.928733	1.928733	-1.33088	-2.5753	1.342703	-1.47389	
0.393647	1.075882	1.342703	-1.74614	-2.49806	1.567686	1.342703	-1.20164	1.567686	-1.03727	
-2.49806	1.075882	1.342703	0.096352	-1.74614	0.393647	1.342703	-1.33088	1.213169	-1.74614	
1.213169	-1.44098	-1.44098	-1.33088	1.213169	-1.44098	-1.47389	1.213169	0.096352	1.342703	
-0.79181	1.075882	0.436328	0.731935	-1.47389	1.075882	-2.5753	-2.4944	0.436328	1.567686	
mean	-0.75965	0.091474	-0.75658	-0.35588	0.016564	-0.38515	-0.11393	-0.14829	0.396575	-0.76638
variance	1.705265	1.684725	1.672453	2.142414	2.535787	1.627363	2.080893	3.198208	1.473624	1.922445

		21	22	23	24	25	26	27	28	29	30
		-1.33088	1.075882	-0.7477	0.731935	0.731935	1.928733	-1.44098	0.436328	1.928733	0.436328
		1.075882	-1.33088	-1.33088	0.436328	1.342703	-2.5753	0.436328	1.342703	1.342703	-2.5753
		1.075882	-1.20164	1.567686	-2.5753	0.393647	-0.79181	-2.5753	0.096352	-2.5753	-1.20164
		-0.7477	1.928733	1.075882	1.342703	-2.49806	-1.74614	0.096352	1.567686	1.567686	-0.7477
		-1.03727	1.213169	1.567686	0.436328	-0.7477	0.731935	-2.49806	-2.5753	-1.03727	0.731935
		0.096352	-1.47389	1.213169	-2.49806	-2.5753	1.342703	0.393647	-2.4944	-0.79181	1.342703
		1.928733	-1.03727	1.075882	-1.33088	-0.7477	1.342703	1.213169	0.096352	0.393647	-2.4944
		1.213169	-1.44098	-1.74614	1.567686	-1.33088	0.731935	1.213169	-1.20164	-1.74614	-0.79181
		0.731935	1.075882	-1.47389	0.436328	-1.03727	-2.5753	1.342703	0.731935	1.213169	-1.20164
		0.436328	0.731935	-1.74614	-2.5753	-1.33088	-1.03727	-1.20164	-2.4944	0.393647	-1.33088
		0.096352	-2.5753	-1.44098	1.928733	1.213169	1.928733	-2.5753	-1.47389	0.096352	-2.5753
		-1.47389	1.567686	-2.4944	-1.47389	1.213169	-1.33088	-2.49806	-1.74614	-1.03727	-2.49806
		0.096352	-1.20164	-1.33088	-2.4944	-1.33088	-2.49806	1.567686	1.213169	1.567686	1.075882
		-1.47389	0.731935	-1.44098	1.928733	0.393647	0.096352	1.213169	0.096352	0.436328	1.342703
		0.393647	-1.74614	0.436328	1.213169	1.075882	0.731935	1.075882	1.075882	1.567686	-1.47389
		0.393647	-1.03727	-1.47389	0.096352	-2.49806	1.928733	1.928733	-1.20164	-0.7477	-0.79181
		0.096352	-2.49806	-2.5753	0.436328	-2.49806	1.075882	-1.20164	0.731935	-0.7477	-1.33088
		0.393647	0.096352	1.567686	-0.7477	0.096352	0.731935	-2.5753	-1.33088	1.928733	-2.49806
		-2.5753	-2.49806	1.567686	-2.49806	-1.47389	1.213169	-2.5753	-1.74614	0.393647	1.342703
		-2.5753	1.342703	0.096352	-2.4944	-1.74614	0.096352	-1.74614	-1.20164	-0.79181	-1.03727
	mean	-0.1593	-0.41384	-0.38164	-0.40667	-0.66772	0.066317	-0.52034	-0.50387	0.167751	-0.81382
	variance	1.53909	2.244436	2.234491	2.83489	1.890745	2.394545	2.921865	1.923761	1.704966	1.973935
		31	32	33	34	35	36	37	38	39	40
		1.567686	-1.33088	0.096352	-0.7477	-1.33088	0.436328	-2.5753	0.096352	0.436328	0.731935
		1.213169	1.213169	1.928733	-1.20164	-1.74614	-2.49806	-1.47389	1.928733	1.342703	0.096352
		-1.47389	1.213169	1.075882	-1.03727	0.393647	-1.44098	1.928733	-1.47389	-1.03727	1.928733
		-2.4944	-1.20164	1.213169	1.928733	-1.74614	-1.74614	-1.03727	0.393647	1.075882	0.393647
		0.393647	0.393647	1.213169	0.436328	-0.79181	1.342703	-1.20164	1.213169	-1.20164	1.075882
		-1.44098	-0.79181	1.213169	1.075882	-1.33088	1.342703	-2.5753	-1.03727	1.075882	-0.79181
		1.567686	-1.03727	-2.5753	1.213169	-0.7477	0.436328	0.731935	1.928733	-1.20164	1.928733
		-1.20164	-0.7477	-2.4944	1.567686	1.342703	0.436328	-2.4944	1.342703	1.342703	-1.74614
		-1.33088	-1.03727	0.436328	-2.4944	0.096352	1.928733	-1.33088	0.096352	-0.79181	-1.44098
		-1.47389	-1.74614	0.731935	1.928733	-0.7477	1.928733	-1.33088	-1.74614	-0.79181	-1.47389
		1.075882	-0.79181	-1.44098	-2.4944	0.393647	1.075882	-2.4944	-2.49806	-1.74614	1.342703
		-2.49806	-1.47389	-1.03727	-1.03727	1.075882	1.928733	0.393647	-1.20164	-2.49806	-2.4944
		-1.03727	0.731935	-1.20164	0.393647	0.393647	1.567686	-1.47389	0.096352	0.731935	-1.74614
		1.075882	1.213169	-1.20164	-0.79181	-1.33088	-1.44098	1.928733	1.213169	-0.7477	0.436328
		1.075882	-1.74614	-1.20164	1.928733	0.731935	1.928733	0.436328	-0.79181	-2.4944	-2.49806
		0.436328	-1.47389	1.342703	-1.33088	-2.5753	-1.44098	1.213169	1.567686	-0.7477	1.567686
		1.213169	0.731935	1.075882	-1.20164	0.393647	-1.03727	0.096352	-0.7477	0.731935	1.213169
		-1.33088	1.213169	-1.20164	1.928733	-1.33088	1.567686	-1.33088	1.213169	1.213169	0.096352
		1.928733	0.436328	1.567686	1.342703	-2.49806	-0.79181	1.075882	-1.20164	-2.49806	-1.03727
		-2.5753	-2.49806	0.731935	-0.79181	-0.7477	-2.4944	0.731935	-2.49806	-1.20164	-2.49806
	mean	-0.26546	-0.4365	0.013621	0.030776	-0.60513	0.151498	-0.5391	-0.10531	-0.45037	-0.24576
	variance	2.398179	1.439805	1.987402	2.271803	1.32427	2.532323	2.293133	2.048875	1.796273	2.356513

		41	42	43	44	45	46	47	48	49	50
		-1.33088	-1.47389	-2.49806	-1.03727	-1.74614	-2.49806	-2.49806	0.731935	-0.7477	-2.4944
		-1.33088	1.342703	-2.49806	-0.7477	-2.5753	0.436328	0.731935	-2.4944	0.393647	-1.20164
		0.731935	-1.20164	0.393647	-0.79181	0.096352	-0.79181	1.342703	-1.33088	1.213169	-2.49806
		1.213169	-1.44098	-0.7477	1.928733	-1.33088	-2.5753	-0.7477	-1.20164	1.567686	1.342703
		0.436328	0.096352	-2.4944	0.393647	1.928733	-1.44098	-0.79181	-1.20164	-1.74614	0.393647
		-1.47389	-0.79181	1.213169	0.436328	-2.49806	-2.49806	0.096352	1.567686	0.393647	-0.79181
		0.096352	1.567686	-1.03727	-1.03727	-1.33088	1.342703	-1.33088	-2.4944	-2.5753	1.075882
		-0.79181	-2.49806	-0.7477	-1.33088	-1.03727	-1.47389	1.567686	-2.5753	-0.7477	-2.5753
		-1.47389	1.567686	-1.20164	-1.74614	0.436328	1.567686	-1.74614	-0.79181	-1.20164	-1.33088
		0.096352	1.342703	-1.20164	1.213169	0.731935	0.393647	-0.79181	-1.47389	-1.74614	-2.49806
		-1.47389	-2.4944	1.928733	0.436328	-1.47389	-2.4944	-1.03727	-1.03727	1.342703	-2.4944
		-0.79181	1.075882	1.342703	-1.74614	0.731935	1.342703	-1.74614	0.436328	-0.79181	-2.49806
		1.928733	0.731935	-1.44098	-2.5753	-2.4944	1.567686	-0.7477	-1.47389	1.213169	0.436328
		0.393647	-2.5753	-1.47389	0.096352	0.096352	0.436328	1.567686	-1.33088	-2.49806	-2.5753
		-1.44098	1.567686	-0.7477	-2.49806	-1.74614	-1.47389	1.928733	-1.20164	1.213169	-1.44098
		0.731935	0.436328	-1.03727	0.393647	-1.44098	0.731935	-1.20164	1.075882	-2.49806	-2.5753
		1.567686	-1.03727	-1.44098	0.436328	-1.74614	0.731935	1.075882	0.436328	-1.03727	1.342703
		-0.7477	-2.4944	-1.74614	0.096352	1.342703	-1.47389	0.393647	-0.7477	1.075882	-2.4944
		-1.33088	1.567686	1.567686	1.075882	1.928733	-1.33088	0.393647	1.213169	-0.79181	-1.44098
		-0.79181	-2.4944	1.075882	-0.79181	0.096352	1.928733	0.436328	0.096352	-1.33088	-1.74614
	mean	-0.28911	-0.36028	-0.63958	-0.38978	-0.60153	-0.37857	-0.15523	-0.68988	-0.46497	-1.30322
	variance	1.250536	2.719336	1.967222	1.521943	2.126548	2.489909	1.640026	1.581639	1.983853	2.07728
The Actual Between Differences (Seed Data)		51	52	53	54	55	56	57	58	59	60
		0.393647	-1.33088	0.436328	-2.49806	-0.79181	-1.44098	-1.20164	-0.79181	-2.49806	0.731935
	-1.746136787	-1.74614	-1.20164	1.213169	0.436328	-1.20164	-0.7477	-2.5753	0.436328	-2.4944	0.731935
	-2.498058383	1.213169	0.436328	-0.7477	-1.20164	-1.44098	-1.74614	-1.47389	-1.44098	-2.4944	0.436328
	0.096351785	-0.7477	-1.20164	-0.79181	0.096352	-0.79181	1.213169	-1.74614	-2.49806	0.436328	1.567686
	-2.494399823	-2.4944	-1.33088	1.075882	1.928733	-1.47389	0.731935	0.096352	-1.47389	0.096352	-0.79181
	-0.791810326	1.075882	-1.20164	1.567686	0.436328	-0.79181	-2.4944	-1.20164	1.928733	-2.5753	0.393647
	-1.330881548	-2.5753	-2.5753	-0.79181	-2.4944	0.731935	-1.44098	0.096352	-2.49806	0.096352	-0.79181
	1.342703247	0.436328	-1.33088	1.928733	1.075882	1.928733	1.342703	-0.7477	-1.44098	-1.33088	-1.33088
	-1.201643376	1.213169	-1.47389	0.393647	-0.79181	-0.79181	-1.03727	1.928733	-0.79181	1.213169	1.213169
	1.567686138	-0.7477	1.928733	-0.7477	-1.44098	-1.74614	0.393647	-0.7477	-1.47389	1.213169	-1.47389
	-1.473886444	-2.5753	1.928733	0.436328	-1.33088	-1.44098	1.213169	1.342703	-2.4944	1.213169	-1.20164
	-2.575302308	1.075882	0.731935	-1.33088	0.393647	-1.33088	1.928733	1.075882	-1.20164	-1.47389	-0.7477
	1.213168948	-2.5753	-2.49806	0.731935	0.731935	-1.20164	-1.47389	1.567686	-1.44098	-1.20164	0.731935
	1.075882095	1.213169	-1.33088	0.731935	-1.33088	-2.49806	-2.49806	-1.33088	-1.20164	-0.79181	-1.44098
	-1.440979236	-1.20164	-1.44098	-1.33088	-2.4944	-0.7477	-2.49806	-1.74614	-1.47389	-1.03727	-2.4944
	-1.037270045	-1.47389	-2.4944	0.393647	-0.79181	1.075882	-0.7477	1.928733	-2.5753	-1.47389	-1.20164
	0.436328416	1.928733	1.342703	1.075882	-1.33088	-1.03727	-1.33088	-1.74614	-2.5753	1.075882	-2.49806
	-0.74769637	-1.33088	1.075882	0.393647	-0.79181	-1.74614	0.096352	-1.03727	-0.7477	0.436328	-1.20164
	1.928732533	-1.33088	0.731935	1.213169	0.393647	0.393647	-2.4944	1.928733	1.342703	-1.47389	-0.79181
	0.731934905	-1.03727	0.436328	0.096352	0.096352	1.075882	-1.47389	0.393647	0.436328	0.731935	-2.49806
	0.393646966										
	mean	-0.56432	-0.53993	0.297378	-0.54542	-0.69132	-0.72523	-0.25978	-1.09881	-0.61664	-0.63288
	variance	2.260366	2.146438	0.921499	1.556434	1.296453	2.057033	2.116133	1.640528	1.876565	1.545553

		61	62	63	64	65	66	67	68	69	70
		-0.7477	1.075882	-0.79181	-1.33088	1.075882	1.213169	-2.4944	-2.4944	-2.49806	0.731935
		-0.79181	1.075882	-0.7477	-2.49806	0.436328	-1.44098	0.096352	-0.79181	-1.74614	-1.33088
		0.393647	-1.44098	-1.47389	1.213169	-0.7477	-1.33088	0.436328	-2.49806	-1.33088	1.075882
		0.393647	0.731935	1.075882	1.928733	-2.49806	0.436328	1.342703	-1.74614	0.393647	-1.20164
		-1.20164	-0.7477	1.928733	-1.47389	-0.79181	-0.7477	-2.49806	1.342703	-1.47389	-1.03727
		0.096352	-2.4944	0.436328	1.342703	1.567686	0.731935	0.393647	0.393647	-2.5753	0.436328
		-1.47389	0.436328	-2.5753	0.731935	-1.47389	-0.7477	1.928733	1.342703	1.928733	-2.5753
		0.731935	-1.44098	-2.5753	-1.33088	-1.20164	1.928733	1.567686	-2.4944	0.393647	1.342703
		0.096352	-1.44098	-0.7477	1.567686	0.731935	-0.7477	-1.47389	1.928733	-1.03727	-1.74614
		1.075882	-2.4944	1.213169	-1.03727	1.928733	1.342703	1.928733	0.393647	-0.79181	0.436328
		-2.4944	1.928733	1.075882	1.342703	0.393647	-1.33088	-2.49806	-1.74614	1.928733	-1.47389
		-1.20164	-0.7477	0.096352	-1.44098	-1.33088	-1.74614	1.075882	0.436328	0.393647	-1.20164
		-2.49806	1.075882	1.342703	0.731935	-1.03727	-1.44098	1.075882	-0.7477	-0.7477	0.096352
		0.393647	-2.5753	0.096352	-1.20164	1.075882	0.436328	0.731935	-2.5753	-0.7477	-1.03727
		1.342703	-2.4944	-1.03727	-2.4944	-1.03727	1.075882	-1.44098	-2.49806	1.075882	-1.20164
		-0.7477	0.731935	-1.44098	0.436328	0.731935	-1.33088	1.567686	-2.49806	1.213169	-2.4944
		0.393647	-2.4944	0.731935	1.567686	-0.7477	1.342703	1.567686	1.213169	-2.4944	-1.03727
		-0.7477	-1.44098	0.731935	-2.4944	-1.47389	-2.5753	-1.20164	-0.79181	-2.4944	0.393647
		-1.74614	1.928733	-1.44098	-1.20164	-1.20164	-1.33088	-1.74614	-1.33088	1.928733	1.075882
		-1.33088	0.436328	-1.03727	-1.74614	-1.03727	-2.49806	-1.47389	1.342703	-2.4944	0.731935
	mean	-0.50319	-0.51953	-0.25695	-0.36937	-0.33185	-0.43801	-0.05569	-0.69096	-0.55879	-0.50082
	variance	1.248288	2.521616	1.724007	2.407075	1.469683	1.887938	2.598728	2.58061	2.597972	1.480232
		71	72	73	74	75	76	77	78	79	80
		0.096352	-0.79181	1.342703	-1.20164	-1.33088	1.928733	-0.79181	-2.5753	-0.7477	1.213169
		0.096352	-1.03727	0.096352	0.096352	1.342703	-2.49806	-1.44098	0.436328	0.096352	1.342703
		1.213169	-1.33088	0.096352	-1.47389	1.342703	-2.4944	0.436328	-2.4944	-2.49806	-1.20164
		-1.03727	-0.7477	1.342703	-2.5753	0.436328	-0.79181	0.436328	-2.5753	-2.49806	-2.4944
		-1.33088	-0.79181	0.393647	-2.5753	0.731935	-2.5753	-1.44098	0.436328	1.928733	-0.79181
		1.342703	-2.4944	-1.74614	1.342703	0.731935	-1.20164	-0.7477	-0.7477	0.096352	0.731935
		-1.47389	1.213169	-0.7477	-0.7477	-1.74614	0.096352	1.928733	-1.47389	1.342703	1.567686
		-0.79181	-2.49806	-1.44098	-1.20164	-2.4944	-0.7477	-2.4944	0.436328	1.075882	-1.44098
		1.213169	0.436328	0.436328	0.393647	-1.47389	-1.33088	1.342703	-2.5753	1.567686	-2.5753
		-1.03727	-1.44098	-1.03727	-1.74614	-2.49806	1.075882	-0.7477	-1.47389	0.393647	-2.4944
		1.075882	-1.47389	-2.4944	-2.4944	-1.44098	-2.5753	-1.74614	0.436328	0.096352	1.075882
		1.075882	-2.5753	0.393647	1.567686	0.096352	1.567686	-1.33088	-2.5753	0.436328	-2.5753
		-1.74614	0.393647	-1.47389	-0.79181	-1.33088	-1.47389	0.731935	-2.5753	0.436328	-1.03727
		-0.79181	0.436328	-1.74614	1.567686	1.075882	0.096352	1.928733	-1.20164	-2.4944	1.342703
		-0.7477	0.096352	-2.5753	1.342703	-1.44098	-1.74614	-1.33088	1.928733	1.342703	-1.74614
		-0.7477	0.436328	-2.5753	-1.03727	0.096352	1.342703	-0.7477	-1.47389	0.393647	-2.5753
		-2.49806	1.213169	1.342703	1.567686	-1.44098	0.096352	-1.33088	0.731935	0.096352	-1.20164
		1.075882	1.213169	0.731935	1.213169	-2.49806	1.567686	0.096352	-2.49806	1.342703	-1.33088
		-1.20164	0.436328	-1.44098	-2.49806	-1.33088	-0.79181	-1.44098	0.436328	1.928733	-1.44098
		-2.49806	-1.33088	-1.47389	1.928733	-1.20164	0.393647	-2.4944	0.096352	-1.33088	-2.49806
	mean	-0.43564	-0.53191	-0.62878	-0.36614	-0.71868	-0.50308	-0.55922	-0.96507	0.15027	-0.9065
	variance	1.572783	1.550382	1.803829	2.618492	1.717082	2.246997	1.750231	2.143851	1.988045	2.365171

		81	82	83	84	85	86	87	88	89	90
		0.731935	1.213169	1.213169	1.213169	1.075882	-2.5753	1.342703	-2.4944	1.075882	-1.03727
		1.213169	0.393647	-2.5753	0.436328	-0.79181	-1.03727	-1.44098	-1.74614	0.436328	1.342703
		1.567686	0.393647	-2.5753	-1.20164	-1.20164	-2.4944	-2.4944	-1.74614	-1.20164	0.731935
		-1.74614	1.213169	-1.03727	1.213169	-1.03727	1.213169	0.436328	-1.20164	0.393647	0.393647
		-0.79181	1.342703	0.096352	-0.79181	0.731935	-1.74614	-2.5753	-1.20164	-1.20164	-2.4944
		-1.33088	-0.7477	1.213169	0.096352	-0.7477	-2.5753	-0.79181	1.928733	-1.20164	0.096352
		-2.4944	-2.49806	1.342703	-1.74614	-1.74614	-1.47389	-1.20164	1.342703	-1.33088	1.213169
		1.567686	1.928733	0.731935	0.393647	-2.49806	0.436328	0.731935	1.075882	0.393647	0.436328
		1.213169	1.342703	0.731935	1.928733	-1.44098	-1.44098	-2.4944	1.928733	-2.4944	-0.7477
		1.213169	1.567686	-2.49806	-1.03727	0.436328	1.213169	-2.5753	-1.03727	0.731935	-1.44098
		1.928733	-1.33088	0.096352	-1.33088	1.075882	1.342703	-2.5753	1.075882	-1.44098	0.096352
		-1.33088	-0.79181	-2.4944	0.436328	1.567686	1.213169	0.096352	1.075882	0.393647	1.928733
		-2.5753	-1.47389	-1.74614	-2.4944	-2.49806	-0.79181	-0.79181	-2.5753	-0.7477	-1.20164
		-1.47389	0.731935	-1.03727	-0.7477	1.075882	1.567686	-0.7477	0.436328	-1.20164	-1.44098
		1.928733	0.436328	1.213169	-2.49806	-2.49806	1.928733	-1.44098	-1.47389	-0.79181	-1.03727
		1.075882	-0.7477	-0.79181	-2.49806	-1.20164	1.075882	-1.44098	-0.7477	0.393647	-1.74614
		-0.79181	-2.5753	-2.5753	-1.74614	1.928733	1.928733	0.436328	1.075882	0.096352	-2.4944
		0.096352	0.393647	-0.7477	-0.7477	0.096352	-1.74614	-0.7477	-1.44098	-1.74614	-1.33088
		1.928733	-0.7477	1.928733	-1.33088	-0.7477	1.567686	-1.74614	-1.33088	-1.33088	-2.4944
		1.928733	0.731935	1.928733	-0.7477	1.342703	1.075882	-1.03727	-1.47389	-1.44098	0.731935
	mean	0.192943	0.038814	-0.37912	-0.66003	-0.35388	-0.0659	-1.0529	-0.42649	-0.61076	-0.52475
	variance	2.528453	1.765456	2.664179	1.666464	2.06521	2.764636	1.424595	2.215414	0.998962	1.827204
		91	92	93	94	95	96	97	98	99	100
		0.393647	0.393647	-0.7477	-2.5753	-2.5753	0.393647	0.436328	-1.20164	-1.20164	0.731935
		1.342703	0.393647	0.731935	-1.44098	-0.79181	1.928733	1.342703	-1.20164	-2.5753	-0.79181
		-1.47389	-2.4944	-1.47389	1.928733	0.096352	1.075882	1.075882	-2.5753	-2.49806	-2.49806
		1.567686	1.567686	-1.20164	-2.5753	-0.79181	-1.44098	1.567686	1.075882	0.436328	-0.7477
		-2.4944	-1.20164	-1.33088	1.928733	-2.4944	-0.79181	-1.44098	-1.47389	-2.4944	-2.4944
		-0.7477	0.393647	-2.4944	0.436328	-1.74614	-1.47389	0.096352	-1.20164	-1.44098	-1.74614
		1.075882	0.731935	-1.03727	-2.5753	-1.20164	-1.47389	-1.74614	-2.49806	1.928733	1.213169
		-1.74614	-1.74614	1.928733	-1.20164	-1.33088	0.096352	0.393647	0.393647	0.096352	1.213169
		-1.33088	1.213169	-1.44098	-0.7477	0.393647	-2.49806	0.096352	0.393647	0.731935	-2.5753
		1.567686	-0.79181	0.096352	-1.44098	-1.33088	1.213169	-1.03727	0.436328	1.928733	0.436328
		-1.20164	-1.20164	-1.74614	-2.49806	-0.7477	1.928733	1.928733	1.928733	1.213169	-1.33088
		0.436328	1.567686	0.731935	1.075882	0.436328	1.075882	-1.44098	-2.4944	-1.44098	1.567686
		-1.74614	1.075882	0.731935	-1.44098	-2.4944	1.567686	-2.49806	1.342703	1.075882	1.213169
		0.096352	-1.03727	-1.20164	-1.33088	-0.7477	-1.33088	-1.47389	-1.20164	-1.74614	1.213169
		-2.49806	-1.47389	-0.79181	1.567686	-2.5753	-2.4944	-2.4944	-1.47389	1.928733	1.928733
		-0.79181	1.928733	-2.5753	1.075882	1.928733	-1.44098	1.342703	-1.47389	0.096352	-1.44098
		1.213169	-2.4944	-1.74614	-1.03727	-2.4944	-1.44098	-1.20164	-0.79181	-1.74614	-1.03727
		1.075882	0.096352	-2.5753	1.213169	1.075882	-1.44098	-1.20164	1.928733	-1.44098	0.731935
		-1.20164	1.342703	1.928733	-1.03727	-1.47389	1.567686	-1.44098	1.075882	-2.5753	-1.03727
		1.213169	1.567686	0.436328	1.075882	-2.49806	1.567686	1.928733	-1.33088	1.928733	-1.74614
	mean	-0.26249	-0.00842	-0.68886	-0.47997	-1.06817	-0.17057	-0.28834	-0.51716	-0.38975	-0.35983
	variance	1.975324	2.041565	1.921612	2.564063	1.745423	2.404896	2.170458	2.131301	2.879675	2.269213
Mean of 100 Bootstrap Sample Means:	-0.40621										
Mean Variance of 100 Bootstrap Samples:	2.018009										

APPENDIX 9

CRUSH COEFFICIENTS FOR
1998 FORD CONTOUR

Vehicle Crush Stiffness Coefficients

Neptune Engineering, Inc.

REF NO.	YR	MAKE	MODEL	BODY	TRAN	VIN	WB	WT	V-EFF	PDOF	%OL	#C's	X_C	b0	b1	K _y	A	B	TEST#
Contour06	98	FORD	CONTOUR	4S	AF	3FAPP6533WH118227	106.5	3310	35.0	0	100%	6	14.0	4.2	2.20	240	354	186	A 2708
						Std Weight	2859							4.50	Default Value For "b0"				

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The data supplied with this publication is based upon the measurements as reported by the respective source of said measurements. Neptune Engineering, Inc. makes no warranties, either expressed or implied, with respect to the accuracy of said measurements.

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The proper use of the data contained in this publication requires a thorough understanding of vehicle dynamics. The user should recognize that there is a degree of variance in the level of damages sustained by "identical" vehicles during controlled barrier collisions. This variance can be seen in the scatter of data points in the CRASH plots and SMAC plots. The user also should recognize that the potential variance in the level of damages sustained during a "real-world" collision is even greater. Sound engineering judgment, therefore, should be used when applying the enclosed data in the reconstruction of "real-world" accidents. The user must accept full responsibility for any decisions that are based, in whole or in part, upon information obtained by using this data.

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P.O. Box 1597 Clovis, CA 93613-1597 Phone: (559) 297-1593 Fax: (559) 296-2465.

APPENDIX 10

REVIEWERS' COMMENTS
SAE PAPER 2004-01-1208

REVIEW #1

I believe the topic of this paper is worthwhile and would make a good SAE paper if modified. Basically the authors need to add a lot of detail concerning the methodologies and equipment used in the study. A lot of new text and new sections have been added to remedy this.

The tables and figures need to be titled, labeled and referenced in the body of the text. The NHTSA numbers need to be added to the two main tables to reference the tests used. Done. The test number for the Ford Contour (the "within" subjects subject) was included also.

A detailed description of the Photomodeler program needs to be included. It should describe how to obtain the software, the principles of its operation, how to use it, define key terms and define precisely the equipment it was used with. The new sections entitled "Description of the Software" and "Description of a Generic PhotoModeler Procedure" have been added.

For instance, how was the Olympus C-5050 calibrated? Why was it chosen for use? More detail has been added to the "Camera Calibration" section. Why is "overlap" necessary? The "Exemplar Modeling" section has been expanded to explain this. What measurements were made to scale the photos? Why were those particular measurements used? This also was clarified in the "Exemplar Modeling" section. How was the dxf file exported? This is answered in the very last sentence of "Exemplar Modeling." Were the photos digitized and saved in photomodeler? How was this done? This is explained better in the last part of paragraph 1 of "Exemplar Modeling" and in "Crushed Vehicle Modeling." What is a screenshot? This is explained in the middle of the "Camera Calibration" paragraph. What is EBS? Why was the research based on Cooper's work? How do you know Cooper's work is correct? Need a short discussion of Cooper's work and discussion of the tables in Appendix 2. The "EBS Determination" section has been revamped. What is bootstrapping? How do you do it? Discuss the two main tables, explain the data. Substantial additions have been made to the bootstrapping section. Why was a study of "between subjects" vehicles undertaken? This is answered in paragraph 4 in the "Introduction."

How are these results applicable to accident reconstruction? This paper could be very helpful if fleshed out. It's obvious the authors know their subject matter, it just needs to be presented so others can understand and use it. Remember the scientific method; the results need to be repeatable by others.

REVIEW #2

Crush coefficients (presumably 'A' and 'B' can be easily calculated using the elemental physics inherent in the Crash3 equations used to calculate EBS. If one is not an engineer, one could purchase these from a source such as Neptune but why anybody with even a remote scientific education would do so is beyond me. The authors should

clearly state how they determined 'A' and 'B'. I sincerely hope they calculated them based on the actual crash test data (measured crush, measured speed, measured weight, etc.). I would hope that authors of an SAE paper do not purchase them from someone who uses unknown methods to calculate them (remember that Neptune does that idiotic 'airgap' adjustment and therefore has highly suspect 'A' and 'B' values). [A whole new section has been devoted to this—it is entitled "Crush Coefficient Determination."](#)

This paper is actually two studies. First of all, Photomodeler determined measurements so this is actually a study of how well Photomodeler can model measurements made on crash tested vehicles. A statistical study should have been done on how well these crush measurements were determined. The second part of the study is really a sensitivity study on using those measurements from photomodeler and a Crash3 model, how well can EBS be determined based on these errors in crush measurements. These two aspects of the paper should have been much more clearly presented. I would like to see a percent error in crush measurements using Photomodeler before showing EBS conclusions. [This is an excellent suggestion, however; it is not feasible due to the intrinsic features of PhotoModeler. There is a way this could work, but it would require that I work closely with the folks at Veridian, TRC, and Karco Engineering---there's no way I could do this before the paper deadline. Let me explain. Look at the following figure. Veridian clearly took this picture after the crash test—you can see c1 thru c6 very clearly indicated with little crosses. We know exactly where the CMM measured.](#)



Now look at the next picture from Karco:



Where exactly are c1-c6? Your guess is as good as mine. I would imagine that it's somewhere in the vicinity of the bumper area. With PhotoModeler, I didn't always measure the bumper (unless it had a distinct feature on it.) Hence, my measurements would most likely be totally different than theirs; but I think they are suitable, because a resultant speed around 35 mph is almost always achieved. Bumpers are rounded and smooth; PhotoModeler needs distinct points for modeling. A curve is not acceptable for measurement extraction. I typically used the badging, edges of the hood, parts of the headlight, and other clear features that are easily seen on the crushed vehicle as well as the exemplar. What you are suggesting would require three things: 1. Prior to testing, the test vehicle would have to be marked with c1-c6 across the bumper. 2. Photos of the exemplar test vehicle (with the "c" marks clearly visible in a lot of the photos) would need to be taken. 3. Photos of the crushed test vehicle need to be taken, again with the "c" marks easily seen. If Veridian (or Karco) and I could agree where we would both measure, your proposition would work. It would be a dandy at that. But this study took a somewhat different direction, and got reasonable results. If I had the time and resources, I certainly would like to do it your way---it is a more comprehensive approach, and would make a better paper, but not very feasible at this juncture, considering the deadline is in a couple of days.

Since part 1 of the suggestion is unresolved, part 2 of the suggestion can't be pursued, but is a good idea nonetheless.

In all of the NHTSA tests I have examined, measured impact speed is given to one or two decimal places yet the authors seem to be reporting much more precise values than that. How did they get these very precise values from test reports. I assumed they used the speed trap data reported in the reports which is the only accurate way of doing this. I assume they didn't use integrated accelerometer data over speed trap data. Reporting actual test velocity to 8 decimal places is ridiculous and needs to be removed from any SAE paper. Please clarify this. [Done. The values were initially just pasted from the spreadsheet, which explains the excessive digits. You are not the first to say this. It should have been resolved previously.](#)

In conclusions, remove the statement, "Both of these CI's would be acceptable to an accident reconstructionist." This is editorializing. It may be correct. It may be wrong. But there is no analytical basis in this paper to state what would or would not be acceptable to an accident reconstructionist. [Done.](#)

Remove all references in the abstract and elsewhere to what is acceptable or not. Report your data as a scientist. Do not editorialize about what is acceptable or not in accident reconstruction. You may do that in a courtroom if you want but not in a scientific paper. You are not the judge of what is acceptable or not. [Done.](#)

Remove the entire last paragraph. The results speak for themselves. The authors are not the judge by which accident reconstruction tools are divined to be acceptable or not. The authors did a study and presented the results. It may be acceptable. It may not. There is no analytical basis with which to say Photomodeler is or is not "an appropriate crush measurement tool." [Done.](#)

Describe the bootstrapping method a bit more fully. It is not in wide use in accident reconstruction. [Substantial additions have been made to the bootstrapping section.](#)

Overall, evaluate your significant figures (decimal places) used in the paper. It seems to be an exercise by someone who has lots of digits on their calculator but doesn't know when to cut them off. [Done.](#)

Not a bad paper but these changes will make it acceptable for publication.

REVIEW #3

I recommend the paper be accepted if modified.

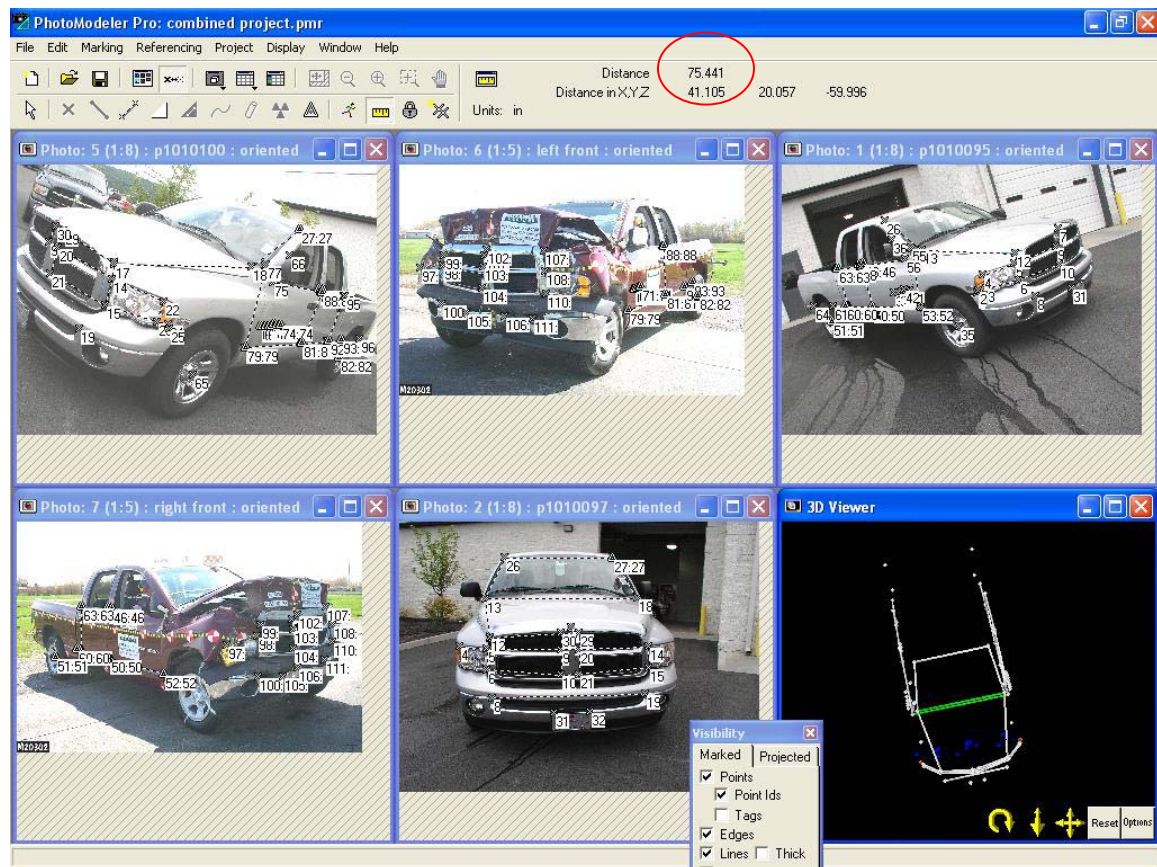
The paper is well done however, I believe the data used in the paper (study-analysis) is not a true indicator of "real world data." The damage measurements of crush both in "c"

measurements and total damage width and vehicle weight is not representative of real world data due to the level of precision that was used. I would suggest that values of crush and weight be taken to the tenth or whole number. Taking this data to the hundred or thousand is unrealistic and any outcomes derived from this type of data is not indicative of the real world, making this papers' analysis and findings not as valuable as they can be for study.

The vehicle's weight "precision" is due to a conversion from kilograms (from the NHTSA test report) to lbs. (see Figure 4.) This was done in a spreadsheet, and I just left the extra digits where they were. This wasn't an attempt to be overly super-accurate; I just intended to round off the numbers in the end of the analysis. Now on the "c" measurements and the width of crush measurements, those numbers were directly copied from PhotoModeler—no joke. Let me illustrate with a screenshot:

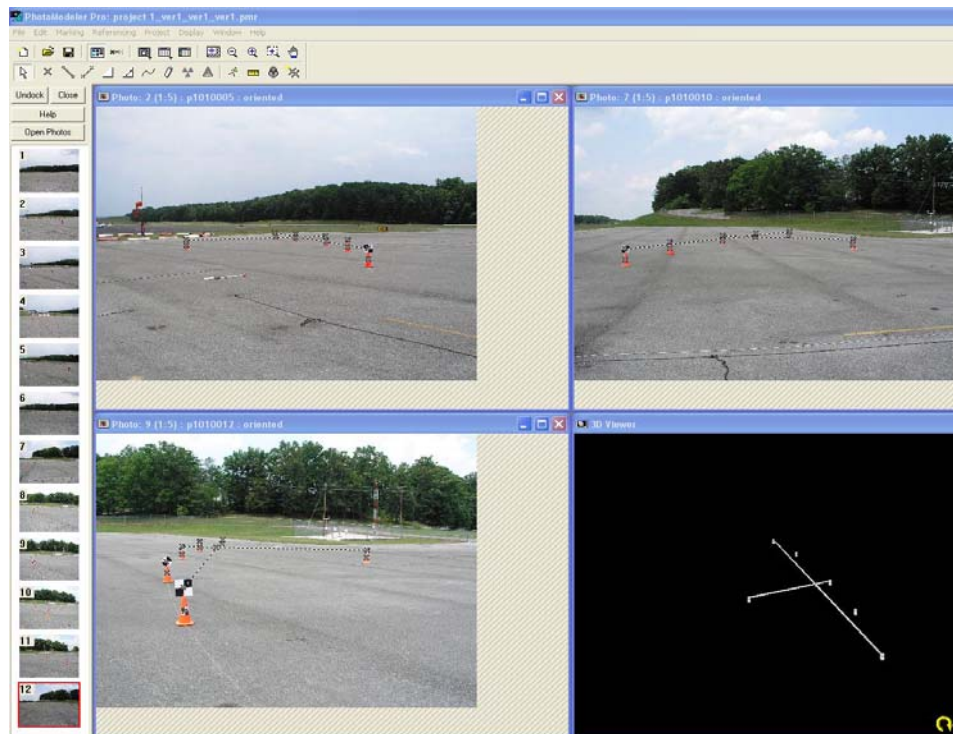
Note that for the Dodge Ram that the width of crush is 75.441 inches, which is indicated with a red circle. This is what PhotoModeler gives me, and that's what I used in the analysis. The computations themselves for this vehicle are shown in Appendix B, second page, second row. I can't illustrate for all of the "c" measurements, but they are the same way also.

You are not the first to bring this subject up. I did allow the numbers to get to a ridiculous amount of precision in the spreadsheet, but I did, in this revision, modify the EBS's to a more agreeable accuracy.

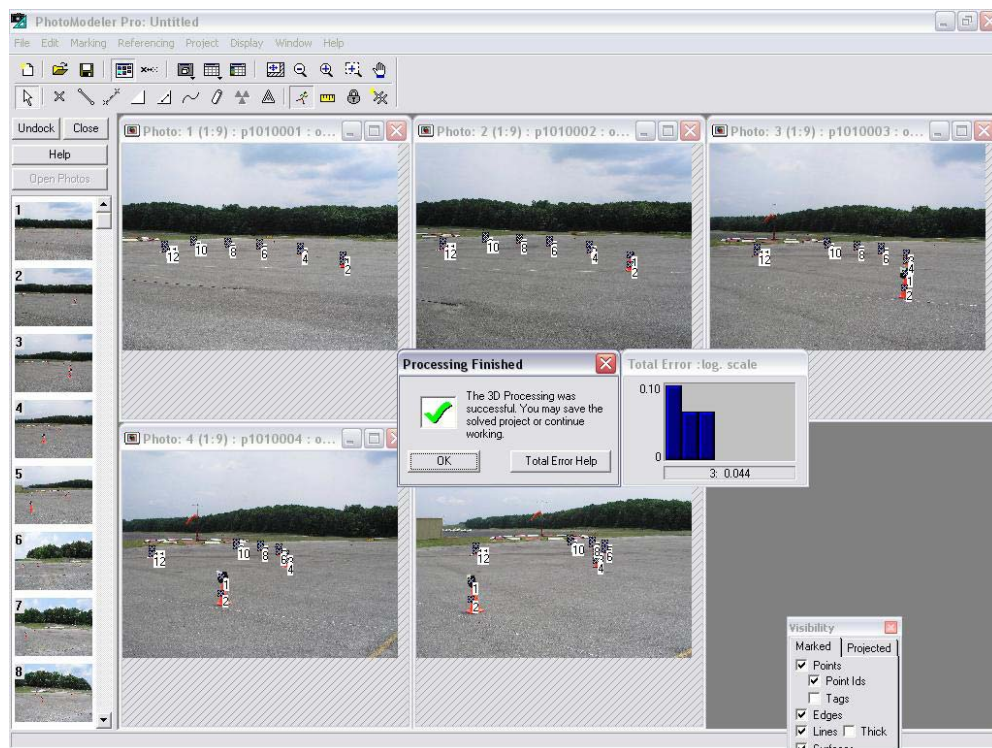


APPENDIX 11
SCREENSHOTS FOR PART TWO

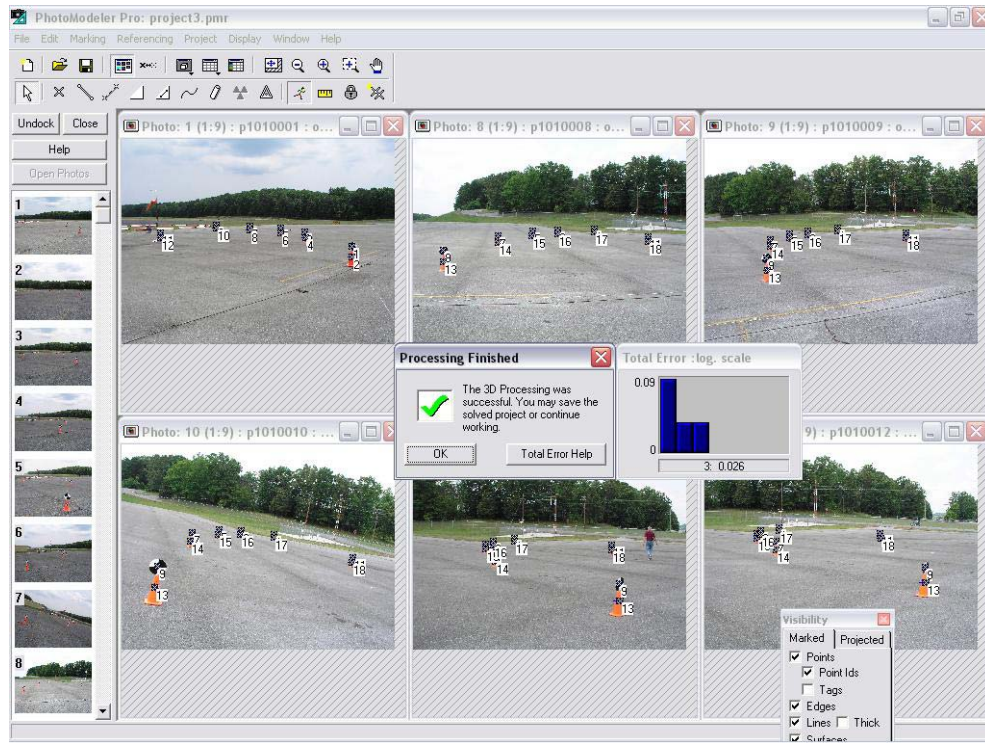
Case 1



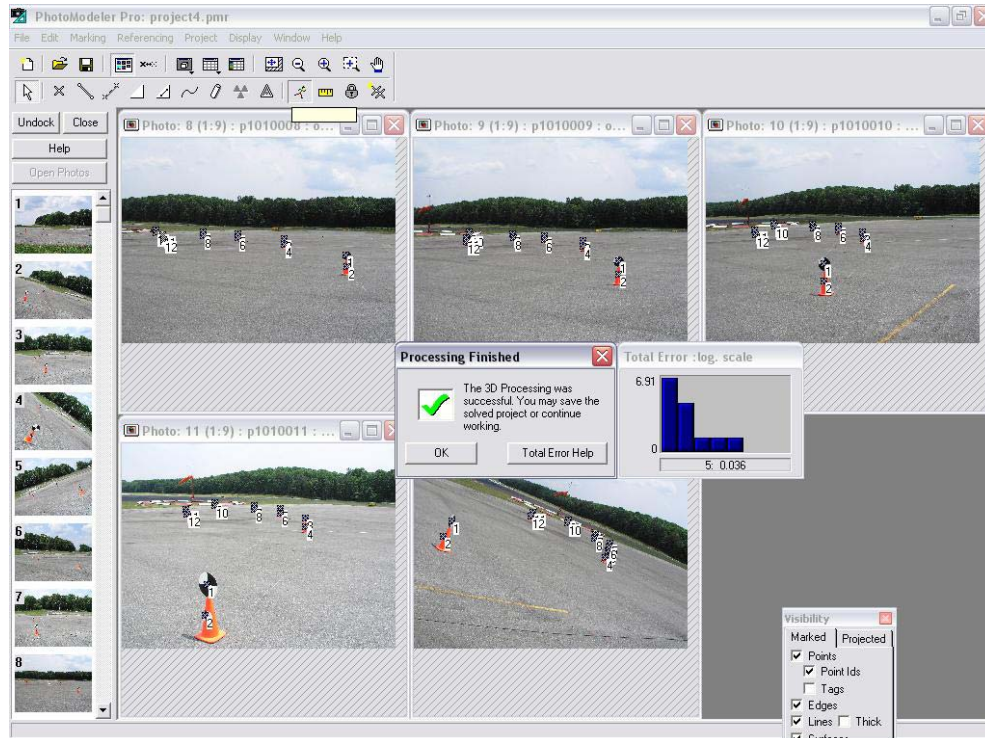
Case 2



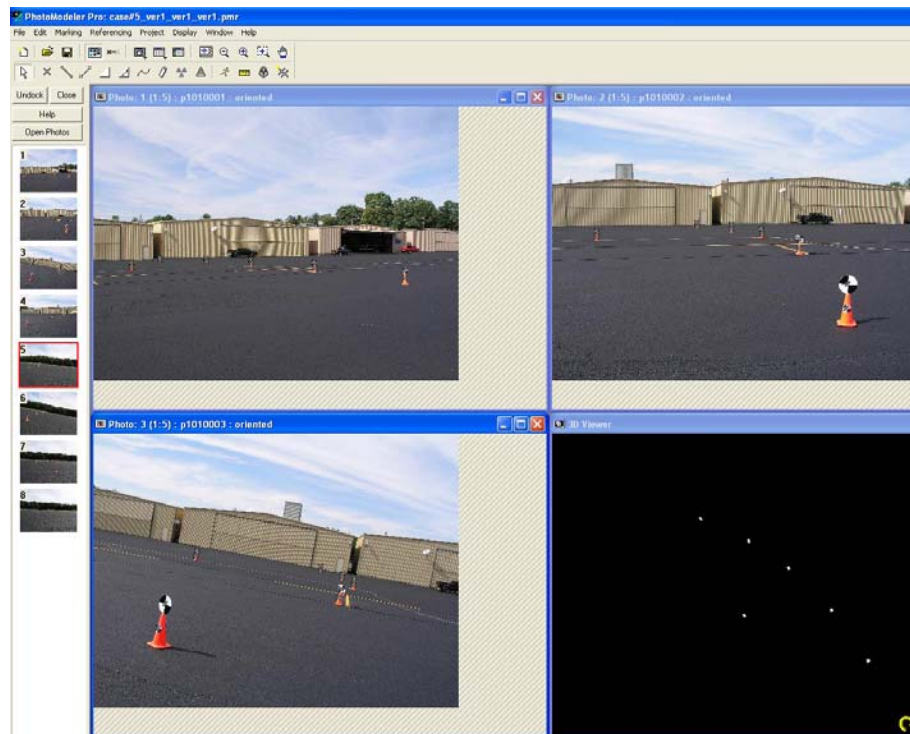
Case 3



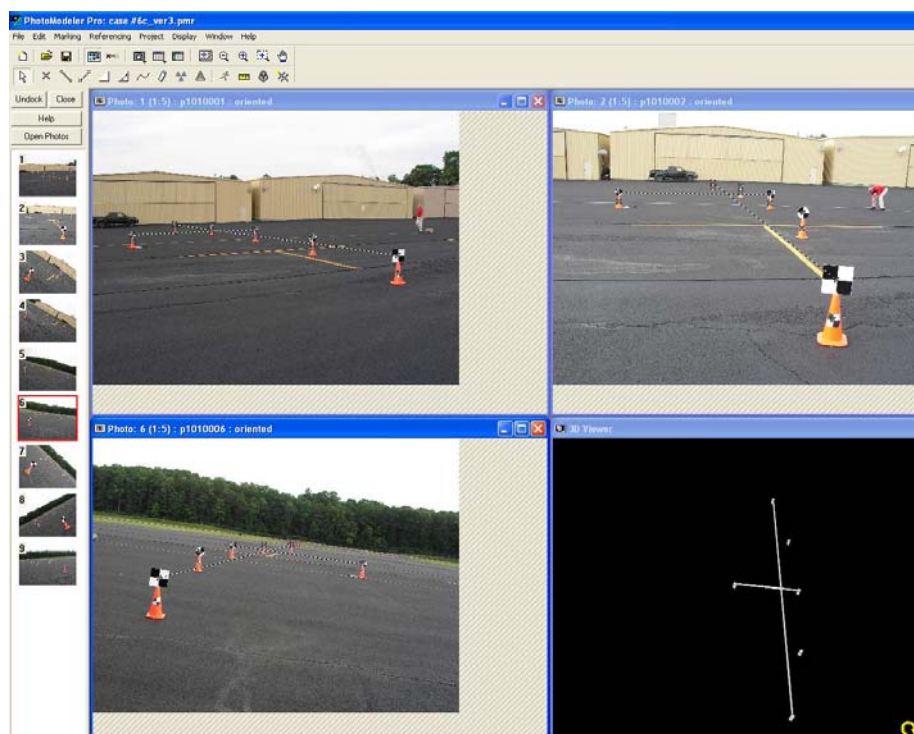
Case 4



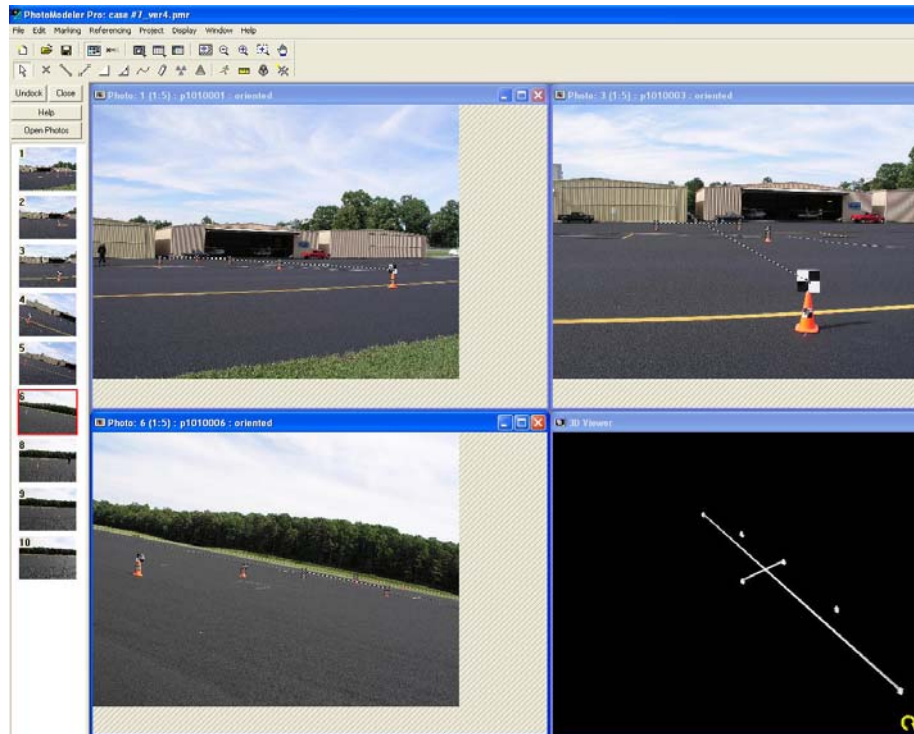
Case 5



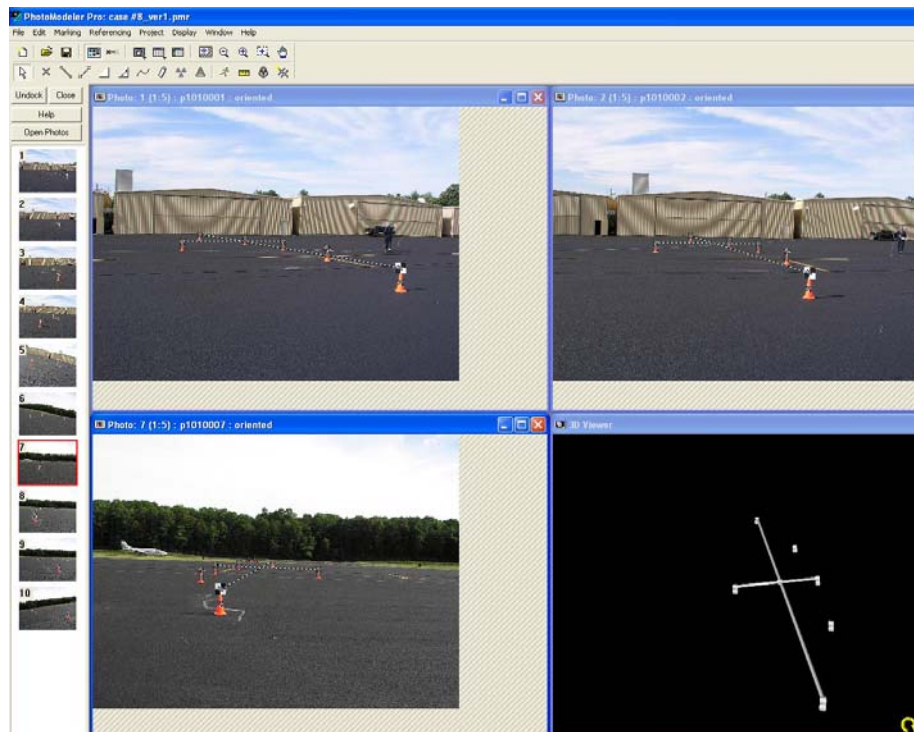
Case 6



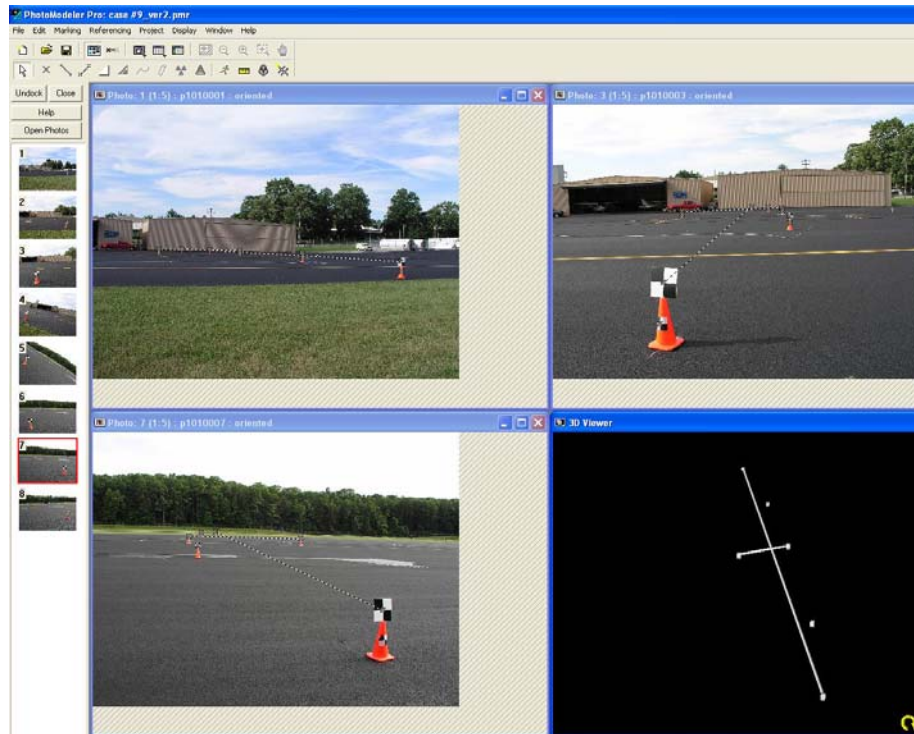
Case 7



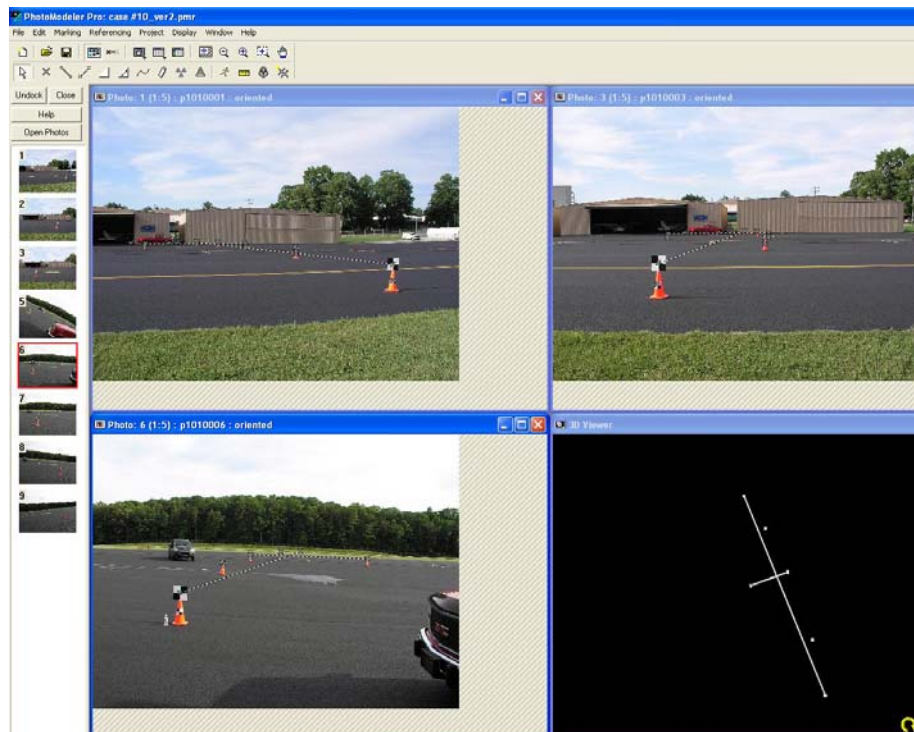
Case 8



Case 9



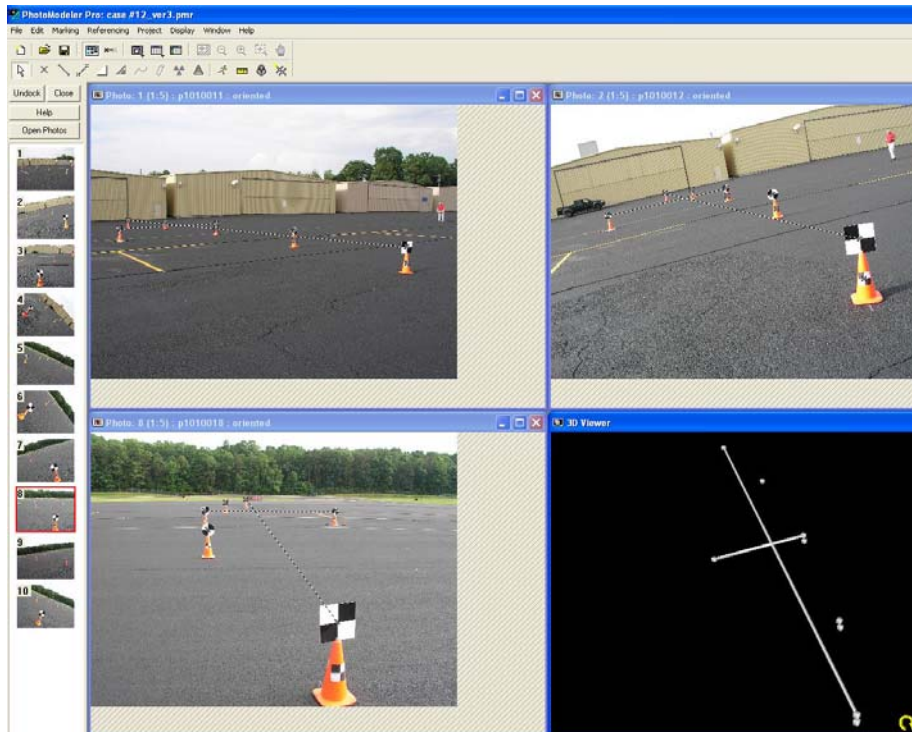
Case 10



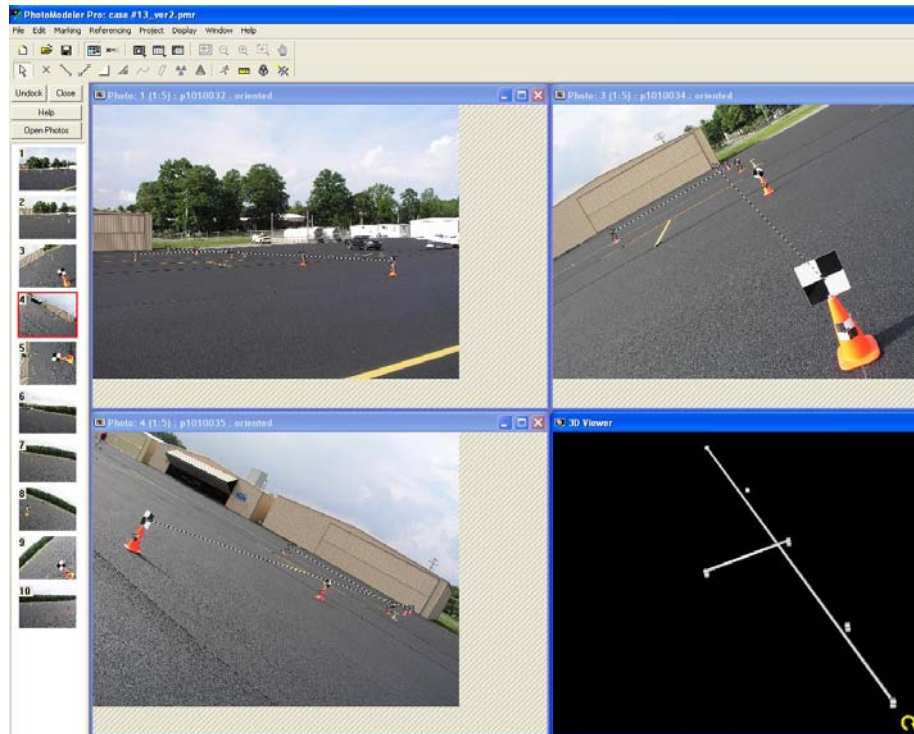
Case 11

Missing Due To Hard Disk Crash

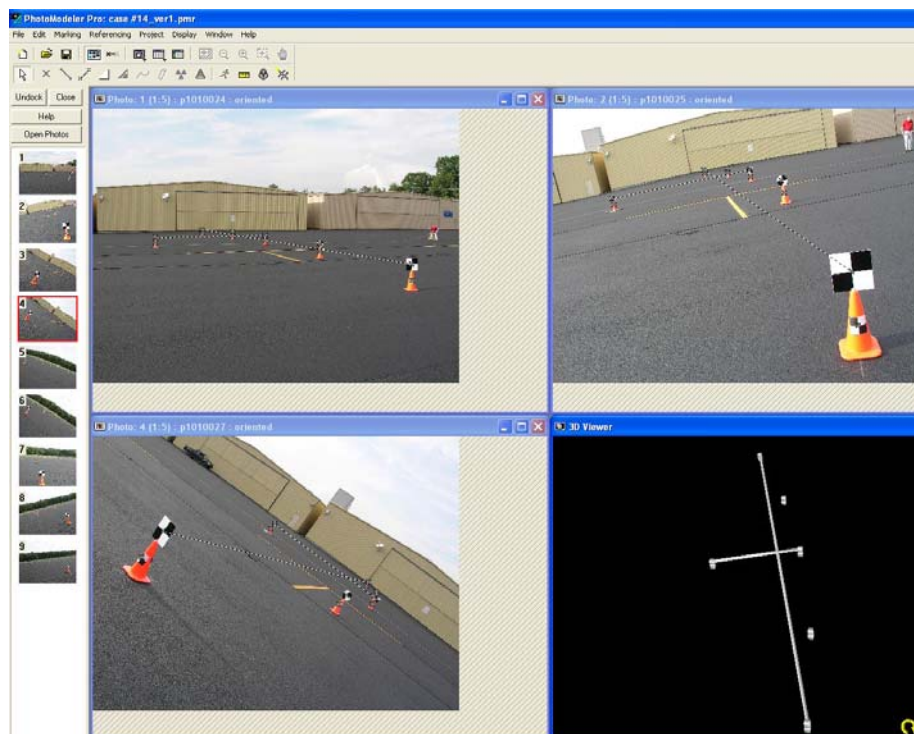
Case 12



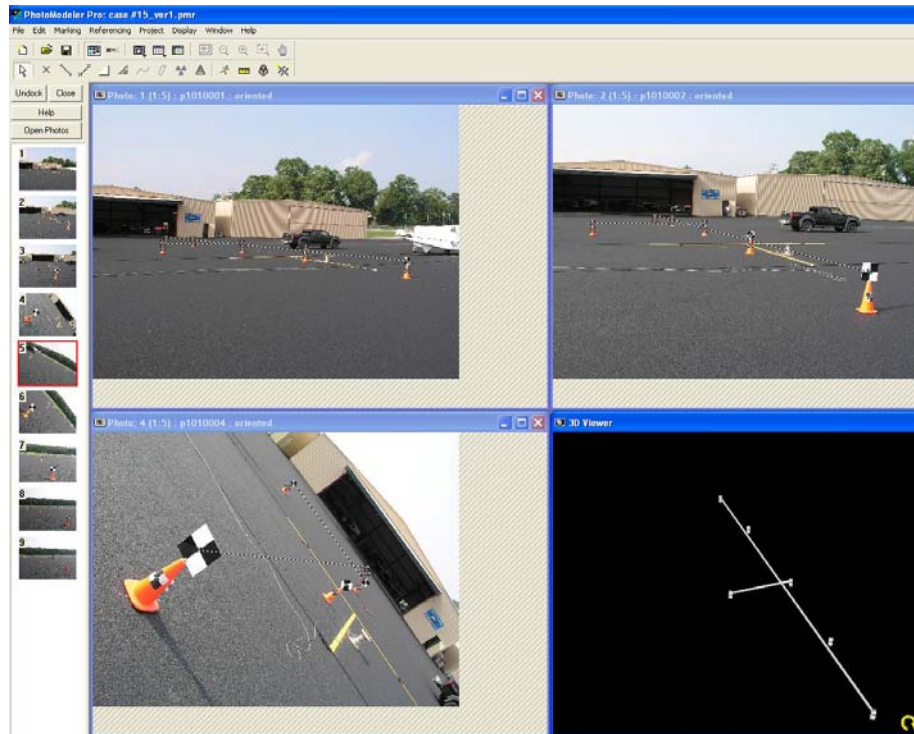
Case 13



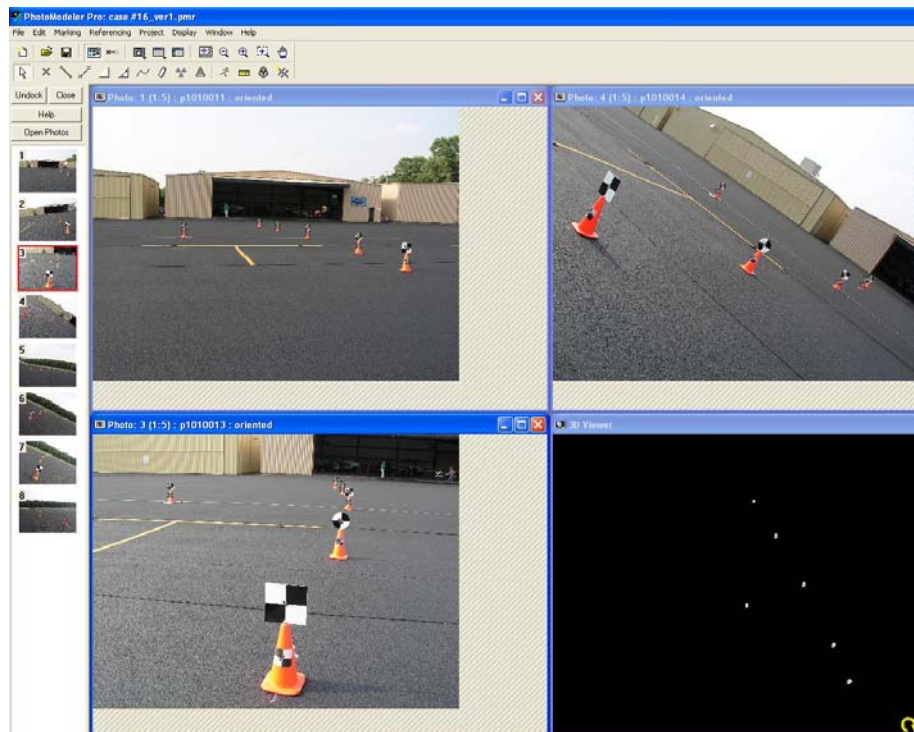
Case 14



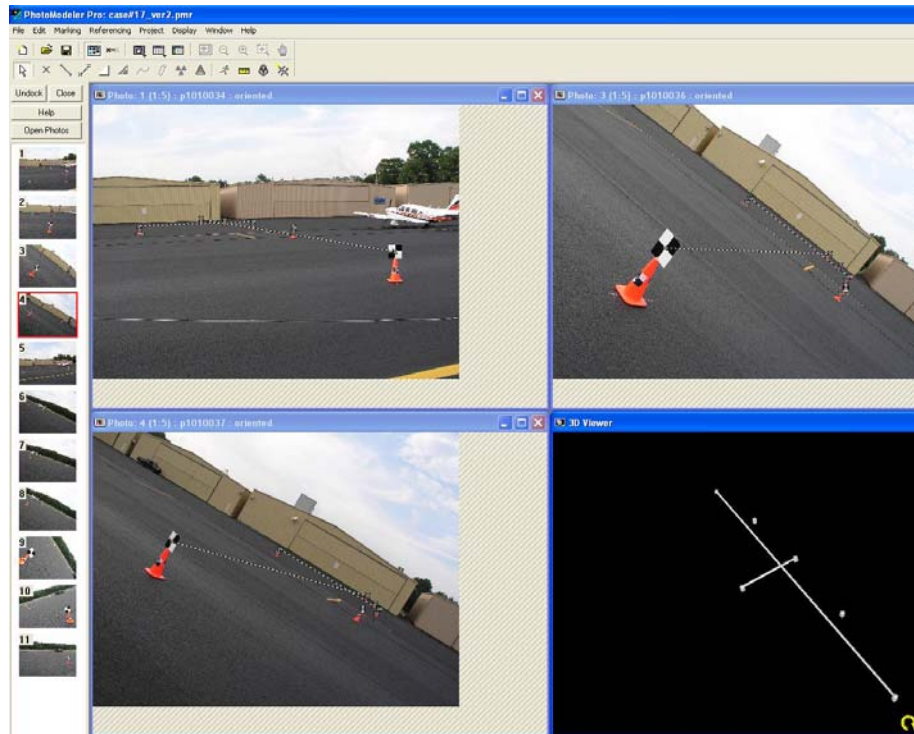
Case 15



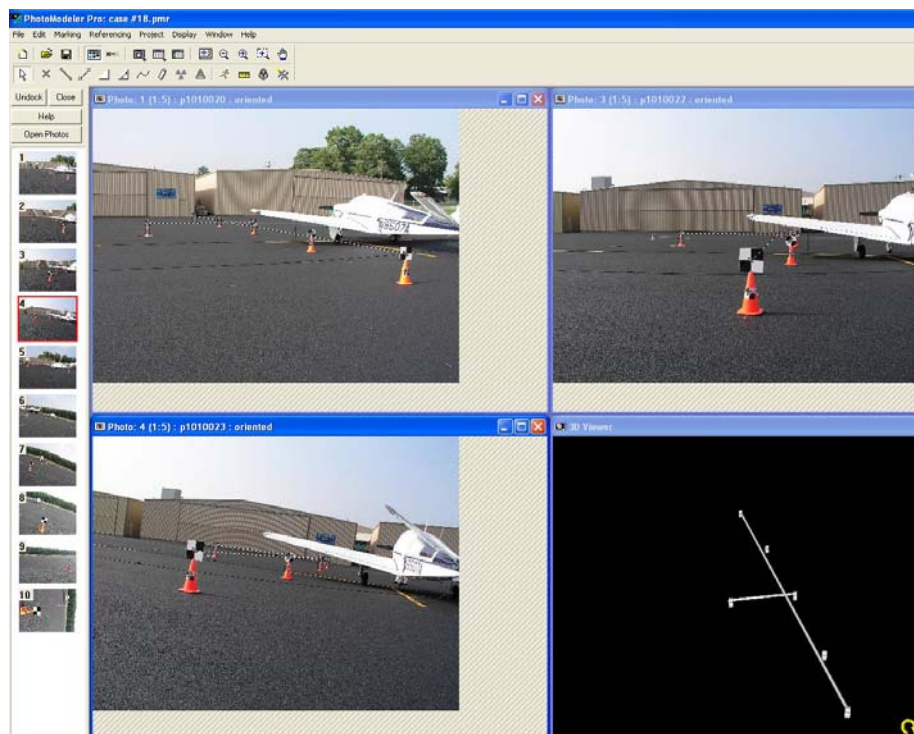
Case 16



Case 17



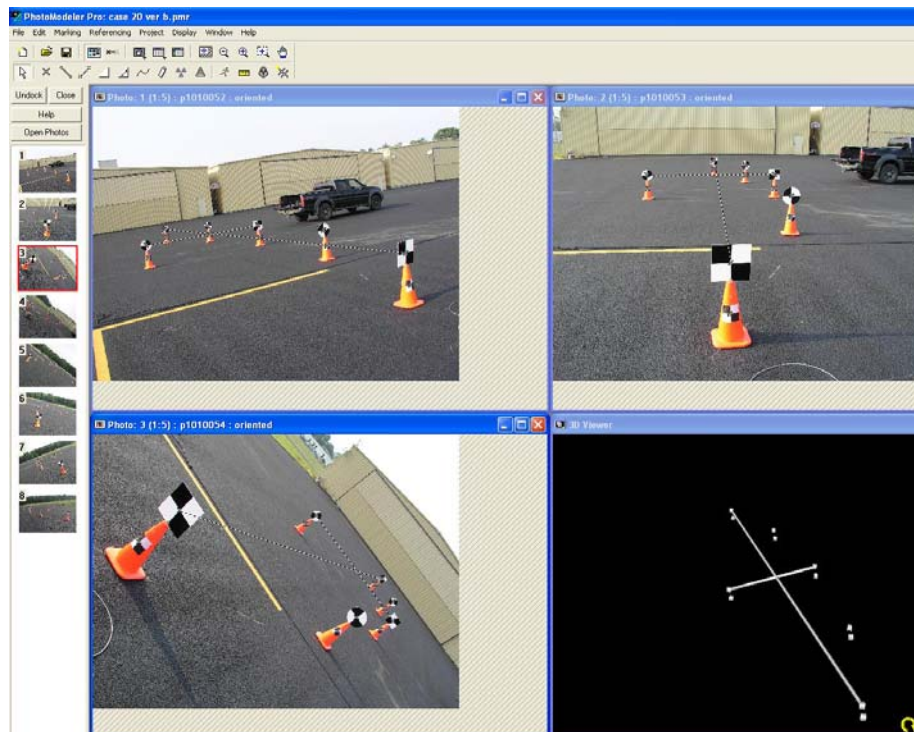
Case 18



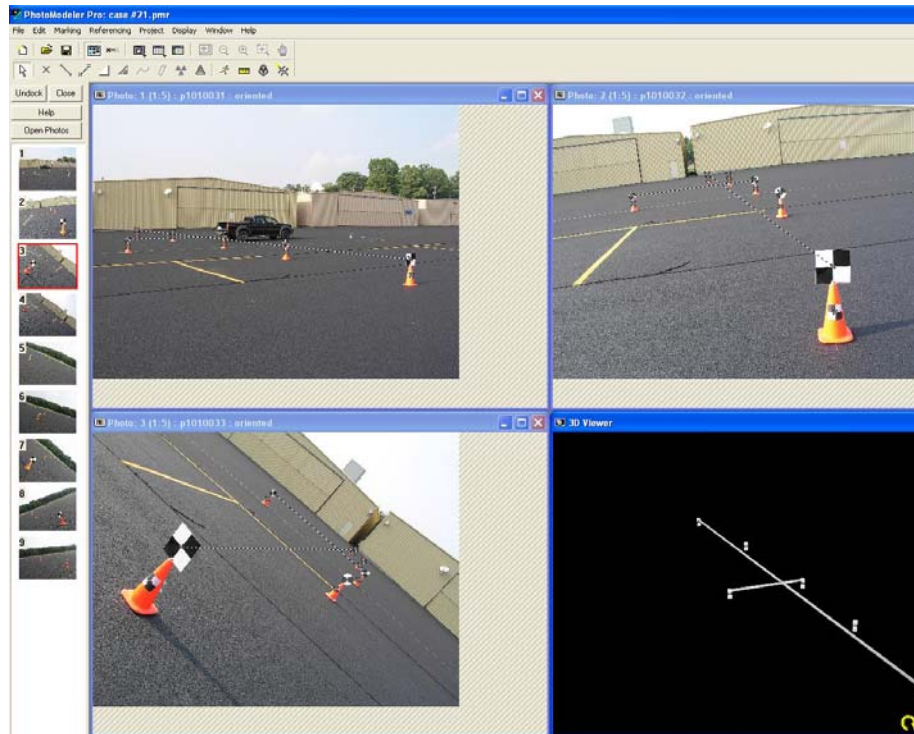
Case 19

Missing Due To Hard Disk Crash

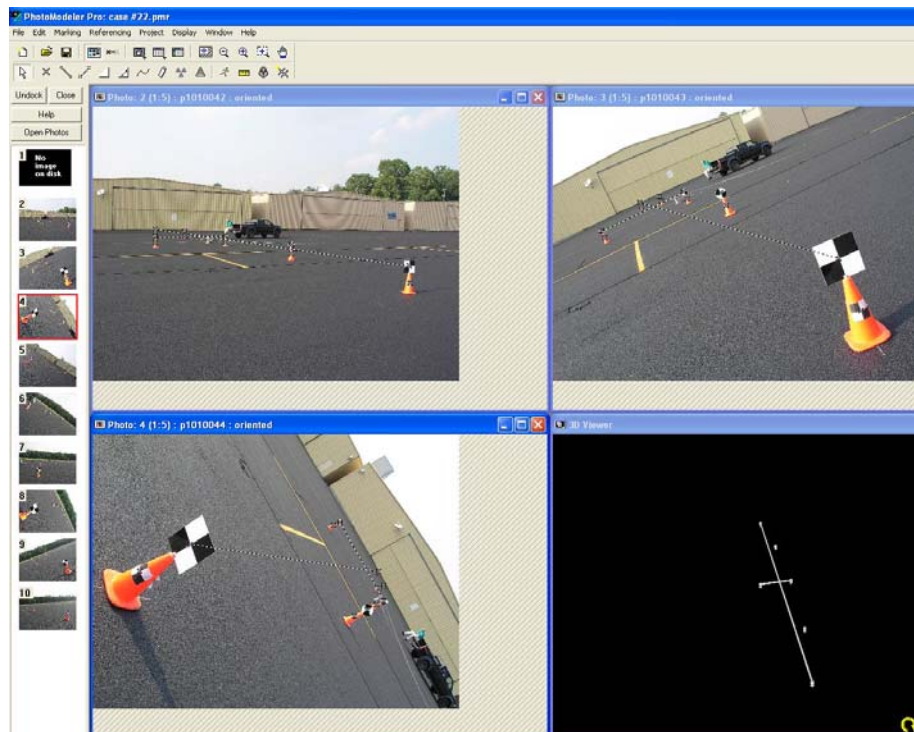
Case 20



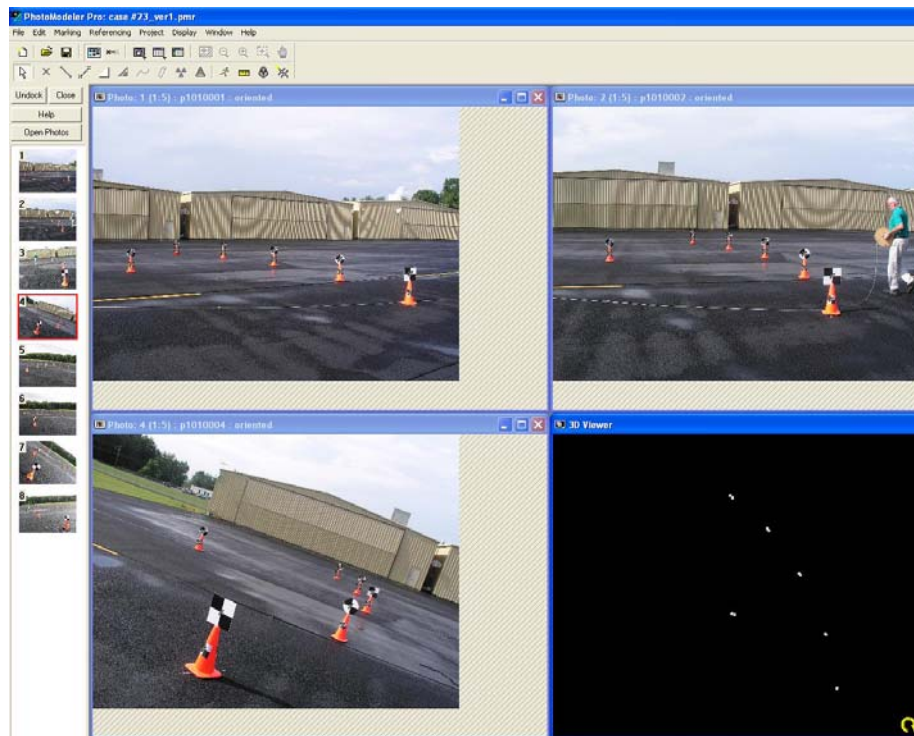
Case 21



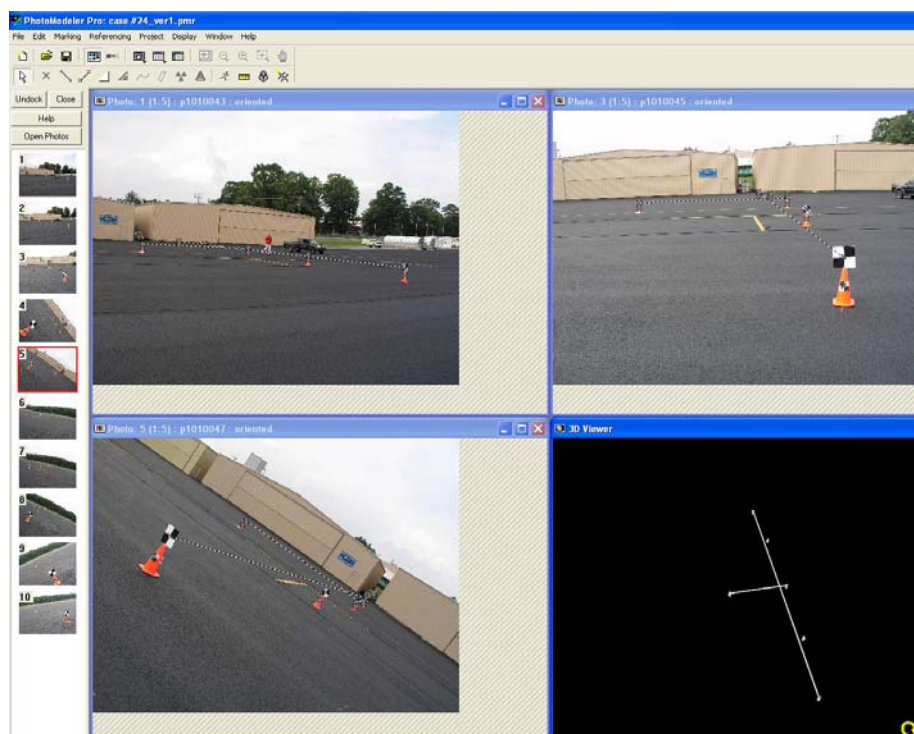
Case 22



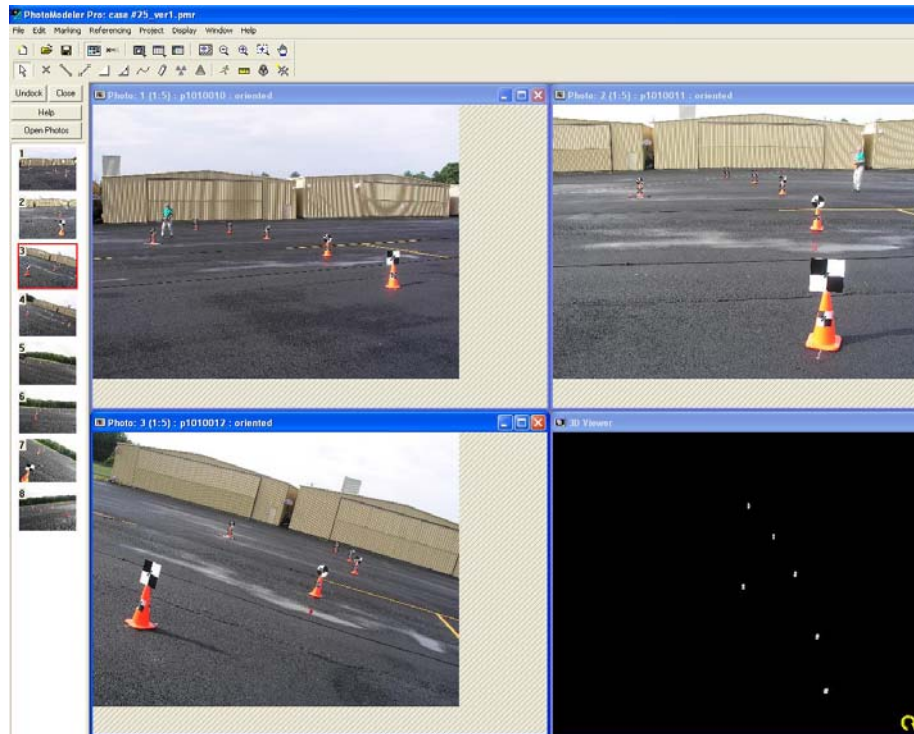
Case 23



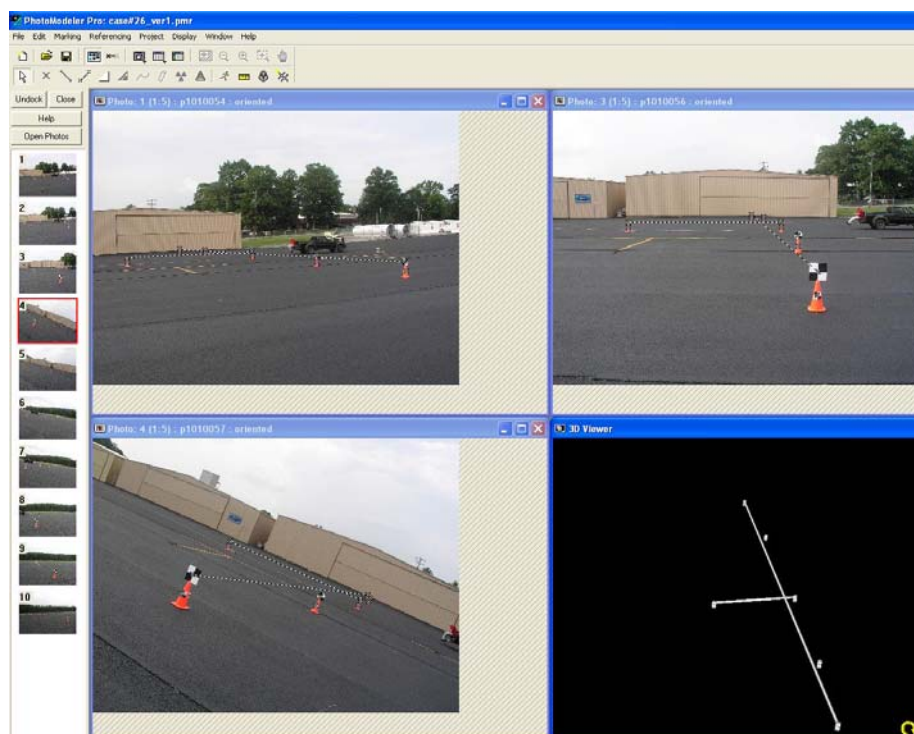
Case 24



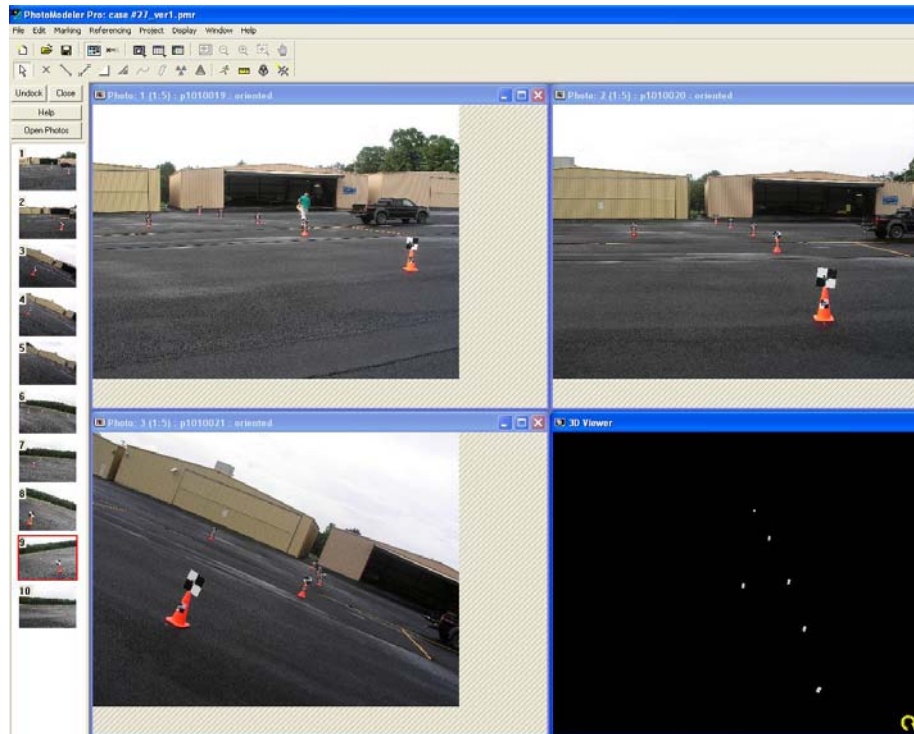
Case 25



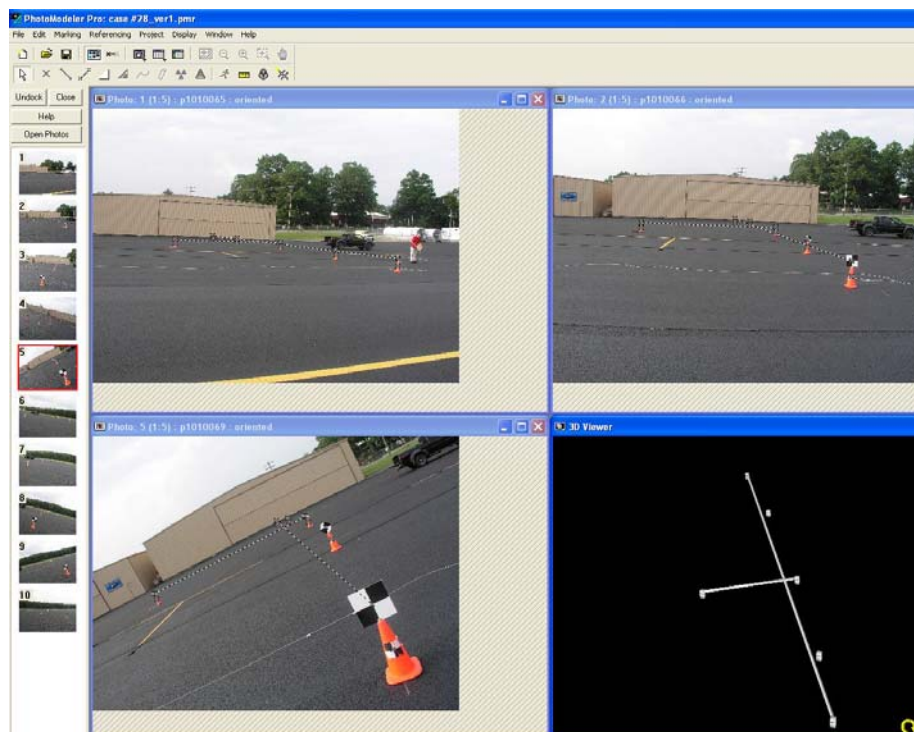
Case 26



Case 27



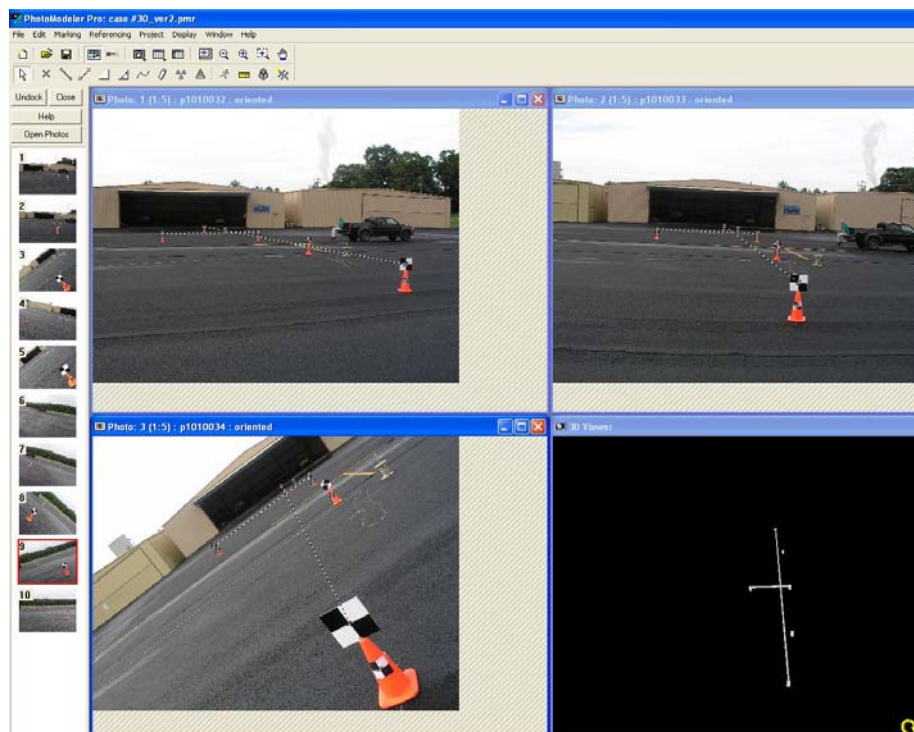
Case 28



Case 29

Missing Due To Hard Disk Crash

Case 30



APPENDIX 12
REVIEWERS' COMMENTS
PART TWO

Your SAE Paper is not approved for publication this year. Please see comments below. If after reviewing these comments, significant changes are made, we would invite you to resubmit for next year (2006). Thank you for the submission.

Michael Varat
co organizer

Reviewer:
Professional Experience Well Qualified
Previously Published Yes
Status Disapproved

5 Quality
3 Reference
4 Innovative
7 Integrity
6 Presentation
5 Conclusions

Comments:

The accuracy of photogrammetry has been well established in the literature already and the accuracy of PhotoModler has similarly been established. As the authors point out the CSF analysis has similarly been well published. This current work does nothing to further the knowledge or understanding of these 2 separate topics.

Reviewer:
Professional Experience Well Qualified
Previously Published No
Status Disapproved

6 Quality
3 Reference
3 Innovative
8 Integrity
5 Presentation
8 Conclusions

Comments:

This paper reports on the application of the PhotoModeler program to the measurements of road curvature. The authors report on this facet being an important portion of accident reconstruction, insofar as the application of the critical speed formula is concerned. As these authors are aware the PhotoModeler application has been validated in a number of publications for photographic measurement value. This paper appears to be consistent with the general research that the PhotoModeler software is useful for many different applications within Accident Reconstruction. In reviewing the research it was unclear to this reviewer its direct application to the field. In many new applications of different software packages in the field, it is useful

and required that actual field application be performed to demonstrate it's usefulness. It seems that this methodology demonstrates its usefulness on a flat curved roadway (such as an airport), and at least to this reviewer it is unclear how reliable it would be on a curved hilly roadway with a superelevation. Obviously the latter represents a more realistic need for critical speed calculations.

Reviewer:

Professional Experience Moderately Qualified

Previously Published No

Status Disapproved

3 Quality
3 Reference
3 Innovative
6 Integrity
8 Presentation
3 Conclusions

Comments:

The authors should be commended for conducting a well organized set of tests and describing the results clearly. That said, the study does not significantly expand on prior photogrammetry studies and the usefulness of the method is not established in the paper. Due to the limited scope and reference value of the study I cannot approve the paper for publication as it is. The following specific issues would need to be addresses:

The goal of the study, "to show that the measurement of l and h can be accomplished with photogrammetry", does not expand on prior studies (SAE 930662, 940925 and many others). Photogrammetry has been studied for some time by accident investigators and its ability to produce measurements with an acceptable level of accuracy has been established. A more ambitious, focused study is required to provide a contribution to the research. For example: a comparison of the accuracy of curve radii based on l and h from the photogrammetry method and the traditional tape measure method.

The usefulness of the specific method studied in the paper is not established. Since it relies on numerous photographs taken by a calibrated camera and a known measurement in the scene, improvements over the traditional tape measure or survey equipment methods for measuring chord and mid-ordinate are unclear.

The limitations of the method are not clearly explained. The study tested the best case scenario; a flat scene, known camera and a large number of photographs. The authors need to discuss the consequences of an unknown camera, only a few photographs, and a 3d scene - a common reconstruction scenario.

The method described in the paper requires a known dimension in the scene and the accuracy of the results are directly related to this dimension. The authors need to expand on how their scaling measurement was made, its accuracy, and how its accuracy effects the accuracy of their results.

In summary, this paper does not describe significant or useful results. It does however; summarize well-conducted tests that could be a first step towards a useful contribution for the application of photogrammetry in accident investigation.

APPENDIX 13

CAMERA CALIBRATION OF OLYMPUS C-5050
LOW RESOLUTION

Overview

As stated in Appendix 1, camera calibration involves the projection of a special grid pattern (the slide is provided by PhotoModeler with the software CD) onto a flat wall, and in this case, was done with a slide projector. The photos are taken of eight (8) different positions: upper, middle, lower, and middle vertical on both the left and the right sides. Next is the transfer of the digital photos to the computer. Points are marked and calibration begins by selecting “Calibrate” under the Calibration menu. After successful processing, the camera can be used as a measurement device with PhotoModeler.

Prepare for Picture Day

The process for calibrating a camera at high resolution is the exact same procedure for calibrating at low resolution. Interested readers can consult Appendix 1 for the fine details. A short, abbreviated documentation of the calibration will be shown here. Table 1 shows the Squareness Verification Data for low resolution.

Squareness Verification Data	
A=62.1875	C= 41.125 inches
B= 61.25	D= 40.875 inches
$ A-B < A/40$	$ C-D < C/40$
$.9375 < 62.1875/40$	$.25 < 45.625/40$
$.9375 < 1.555$ ✓	$.25 < 1.028$ ✓
Scaling distance between control points 1 & 4: 42.25 inches	

Table 1. Squareness Verification Data

The following photos Figures 1-8 were the photos used in the low resolution calibration.

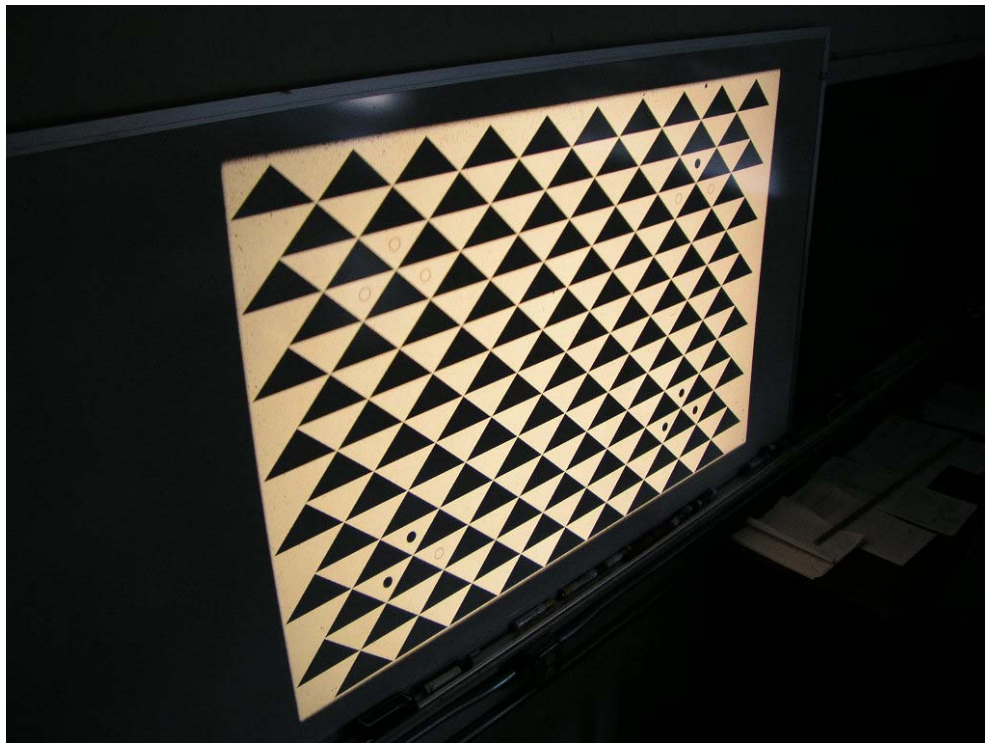


Figure 1. Upper Left Calibration Photo

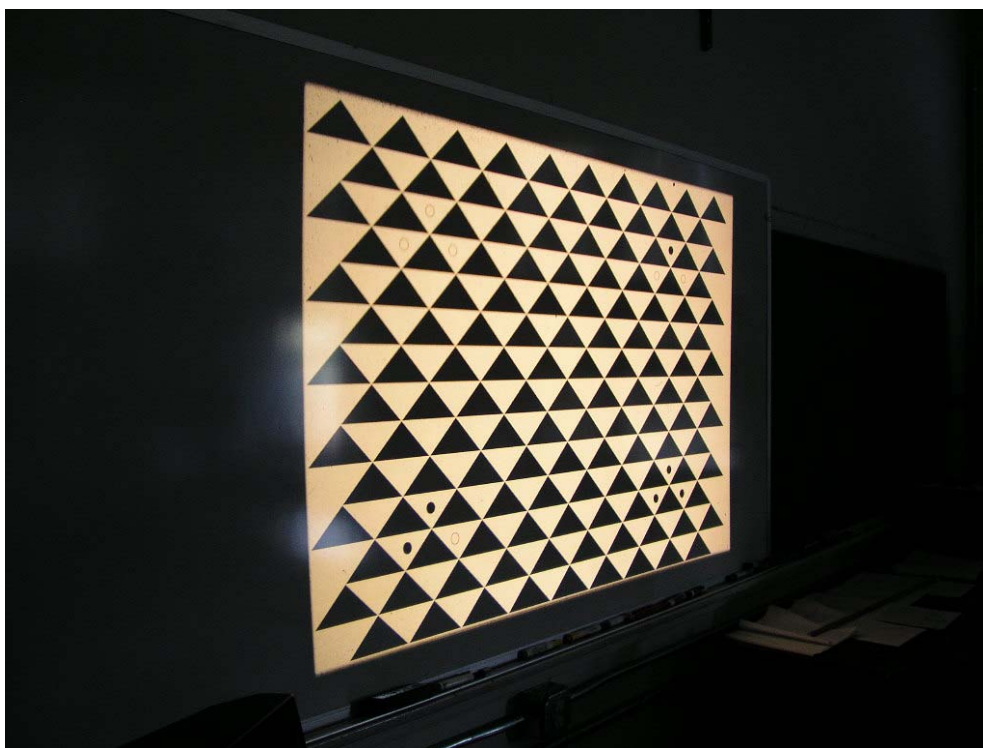


Figure 2. Middle Left Calibration Photo

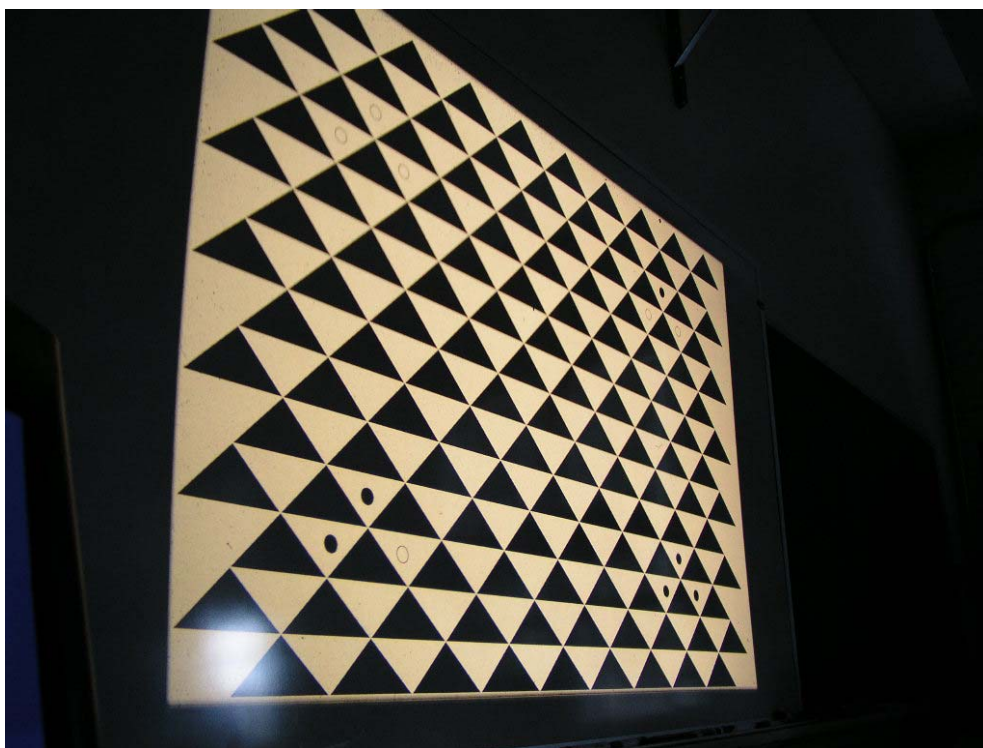


Figure 3. Lower Left Calibration Photo

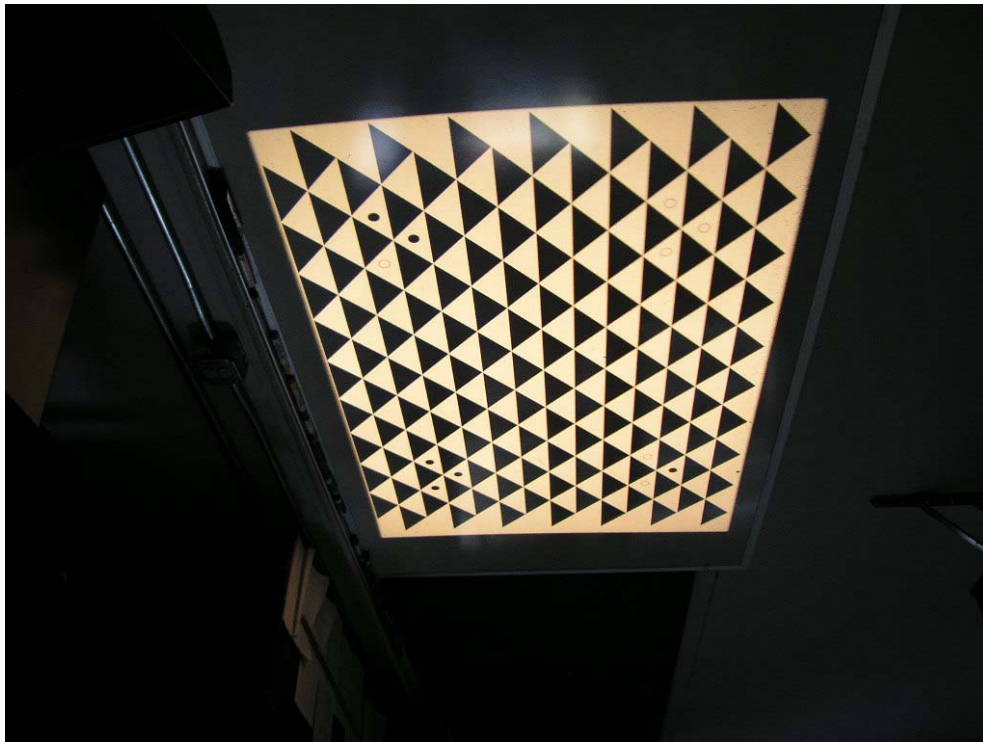


Figure 4. Middle Vertical Left Calibration Photo

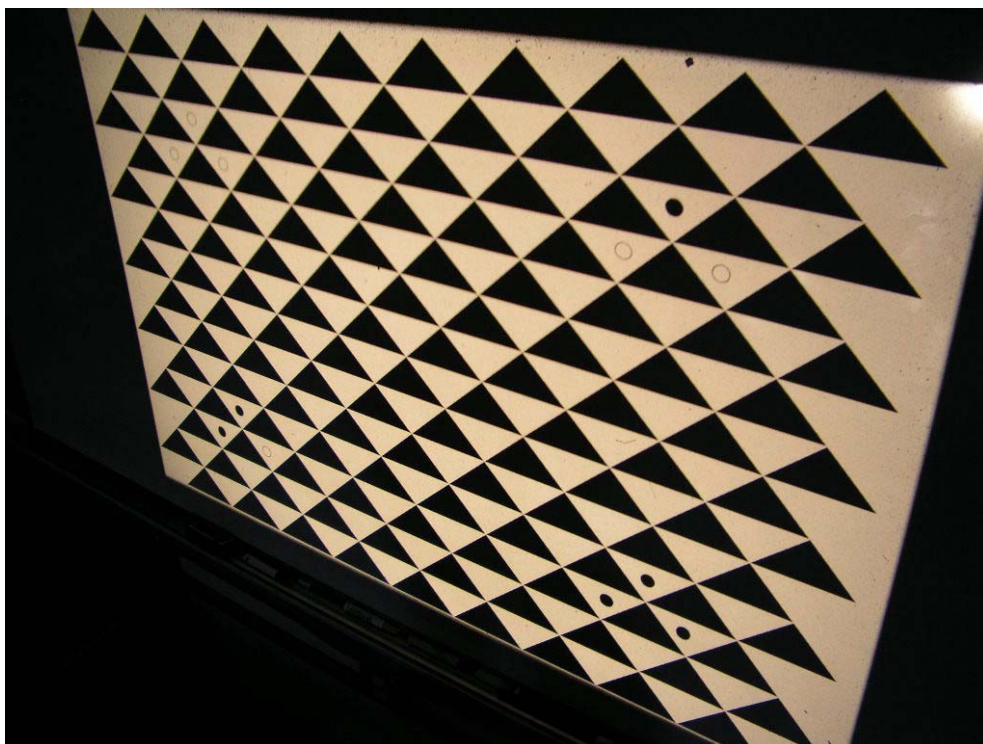


Figure 5. Upper Right Calibration Photo

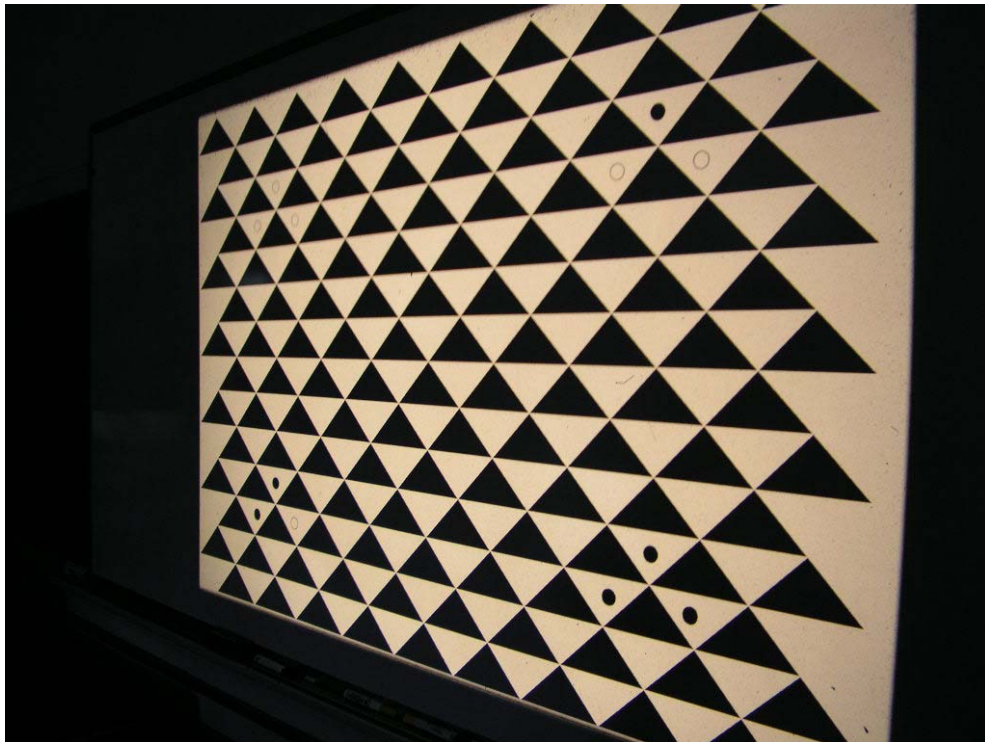


Figure 6. Middle Left Calibration Photo

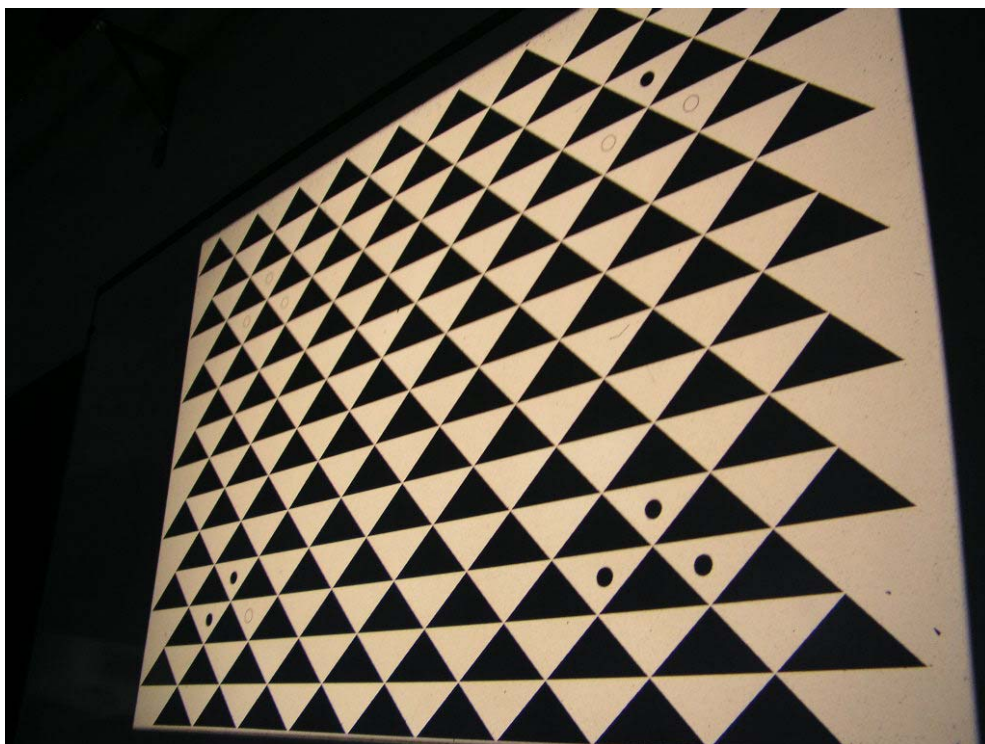


Figure 7. Lower Left Calibration Photo

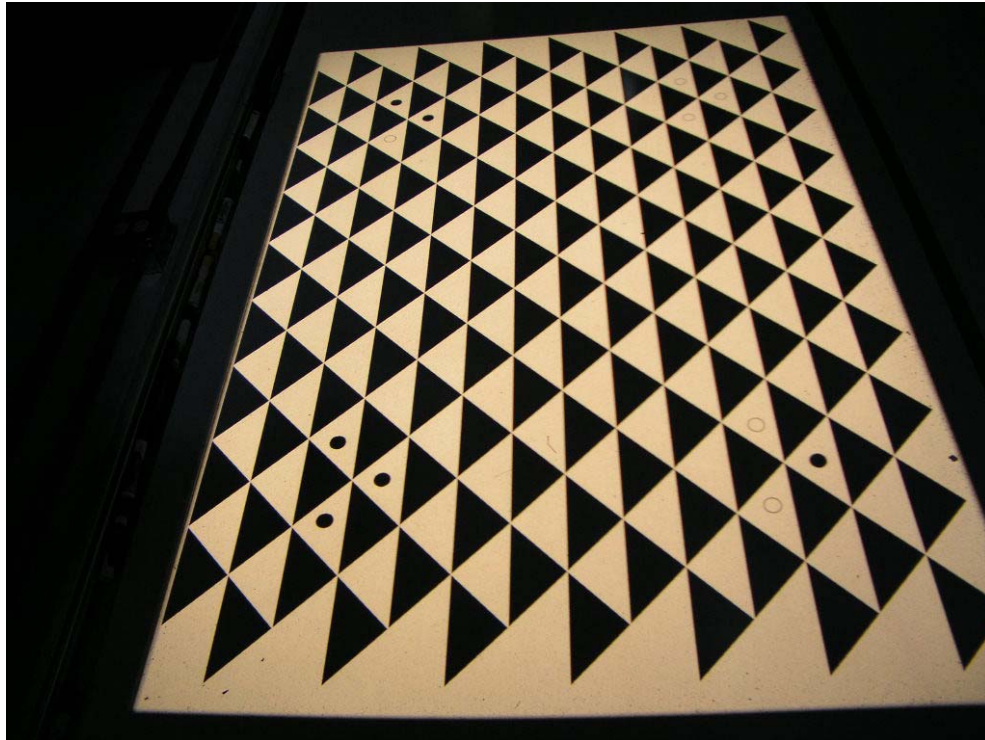


Figure 8. Left Middle Vertical Calibration Photo

After the user marks control points (using the special control point buttons at the top) and the Camera Calibrator's marking of the all visible triangle intersections, processing will follow. Figure 9 shows the error dialog which happens after successful processing. Figure 10 shows the camera parameters for the low resolution calibration of the Olympus C-5050

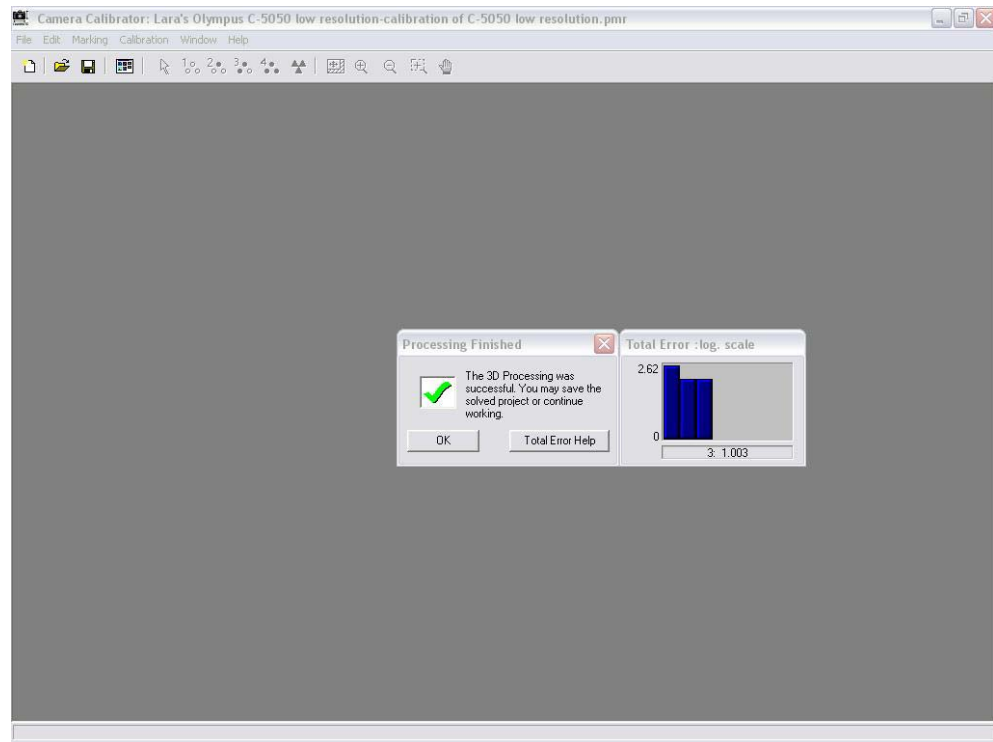


Figure 9. Error Dialog for Low Resolution Calibration Project

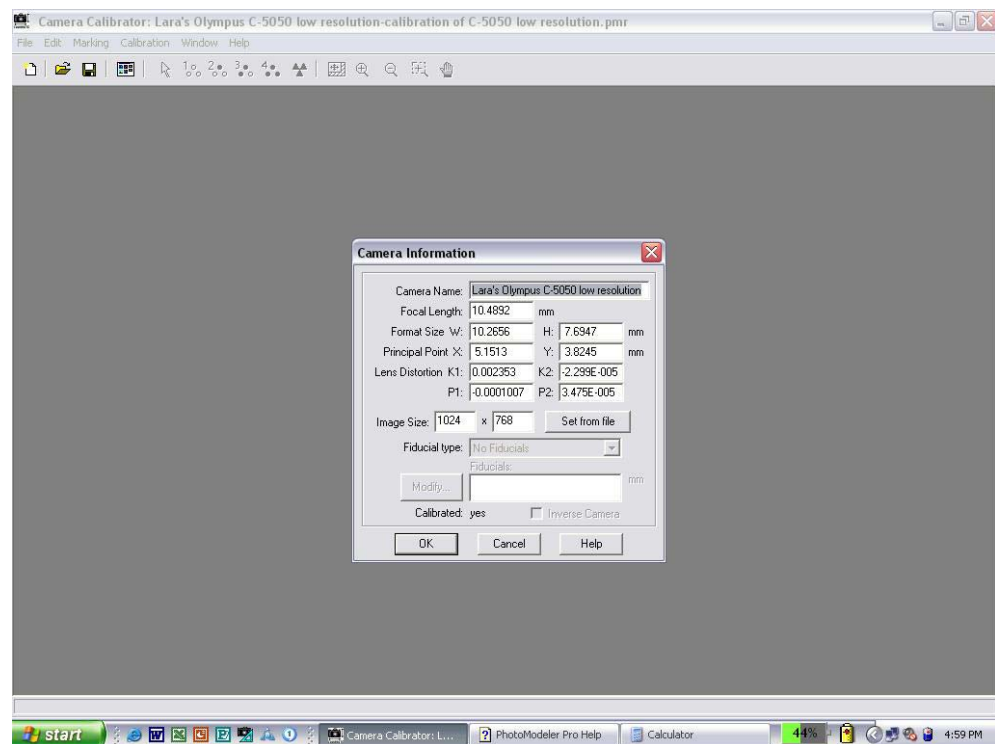


Figure 10. Solved Camera Information Low Resolution

APPENDIX 14

PICTURES FROM BENCHMARK MEASUREMENT DAY













APPENDIX 15

SELECTED PHOTOS FROM TAPE MEASUREMENT EXPERIMENT



Low Tape—4 pieces



High Tape—8 pieces



Beginning measurement



Ending measurement

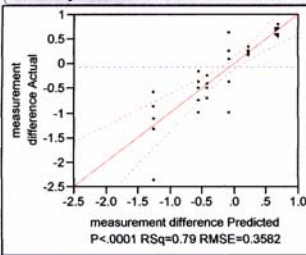
APPENDIX 16

JMP PRINTOUTS WITH HANDWRITTEN NOTES

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare	0.786894	78% of the variation
RSquare Adj	0.740277	is due to the model
Root Mean Square Error	0.358155	
Mean of Response	-0.06901	-0.88219 in
Observations (or Sum Wgts)	40	

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	15.156958	2.16528	16.8800
Error	32	4.104801	0.12828	
C. Total	39	19.261759		$< .0001^*$

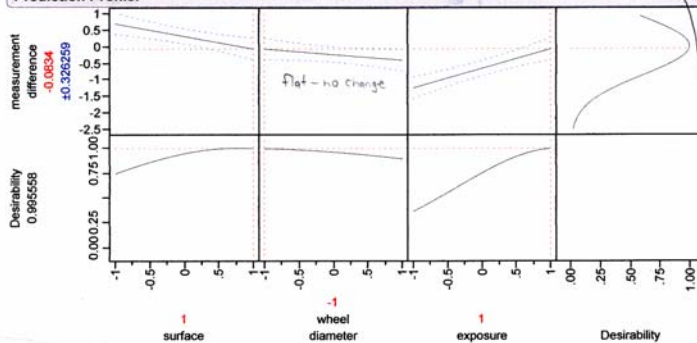
Parameter Estimates

Term	Estimate	Std Error	t Ratio	Prob > t
Intercept	-0.06901	0.056629	-1.22	0.2319
surface	-0.51236	0.056629	-9.05	$< .0001^*$
wheel diameter	-0.066745	0.056629	-1.18	0.2472
exposure	0.166795	0.056629	2.95	0.0060*
surface*wheel diameter	0.156375	0.056629	2.76	0.0095*
surface*exposure	0.160335	0.056629	2.83	0.0079*
wheel diameter*exposure	-0.13538	0.056629	-2.39	0.0229*
surface*wheel diameter*exposure	-0.12509	0.056629	-2.21	0.0345*

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
surface	1	1	10.500511	81.8594	$< .0001^*$
wheel diameter	1	1	0.178196	1.3892	0.2472
exposure	1	1	1.112823	8.6753	0.0060*
surface*wheel diameter	1	1	0.978126	7.6252	0.0095*
surface*exposure	1	1	1.028292	8.0163	0.0079*
wheel diameter*exposure	1	1	0.733110	5.7151	0.0229*
surface*wheel diameter*exposure	1	1	0.625900	4.8794	0.0345*

Prediction Profiler



Measuring Wheel

Even though this experiment truly has categorical factors (smooth/rough; small/large; rush/take time), I ran the experiment as continuous as per the suggestion of the Statistical Consulting Ctr at UT. (I actually ran the experiment both ways & the results were nearly identical.)

The SCC suggested this b/c JMP computes more accurately in a continuous setting than categorical. JMP simply assigns -1 or +1 to each level; the experimenter has to keep each setting straight as to avoid confusion. Also, using the prediction profiler is much easier to use in a continuous setting, however, keep in mind that desirabilities anywhere but on the edges do not have any meaning in model interpretations. The red dashed line must be moved all the way to the left or right. {Describe desirability of some point}

Main Effects

these interpretations were achieved with the help of the prediction profiler

Surface
Smooth is better

- smooth surface gives you results that are long of the target (target = 0)
[this is possible due to wavy behavior or bad tracking]
+ rough surface gives you short of target results [possibly due to lack of rotation of the wheel]

Wheel diameter
neither is better
(insignificant)

- small has a desirability of 99.99%
+ large 98.78% ← basically the same
main effect plot is basically flat

Exposure
Take time is better

- rushing gives a short of target result (neg.)
[wheel possibly skips]
+ taking your time gives a long of target result (pos.)
[wheel possibly wavers about]

Cross Effects

the following yields the lowest errors:

a:b: surface * wheel dia.

a smooth surface plus a large wheel diameter will yield a lower error

a:c: surface * exposure

if you have a rough surface, it is best to take your time

b:c: wheel diameter * exposure

if you have a large diameter wheel, it is best to take your time

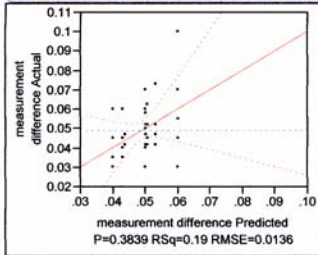
a:b:c: surface * wheel diameter * exposure

if you have a rough surface plus a small diameter wheel, it is best to take your time

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare	0.194641	19% of variation
RSquare Adj	0.018469	is due to this model
Root Mean Square Error	0.013628	
Mean of Response	0.048818	= 0.586 in
Observations (or Sum Wgts)	40	

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	0.00143628	0.000205	1.1048
Error	32	0.00594284	0.000186	Prob > F
C. Total	39	0.00737912		0.3839

Parameter Estimates

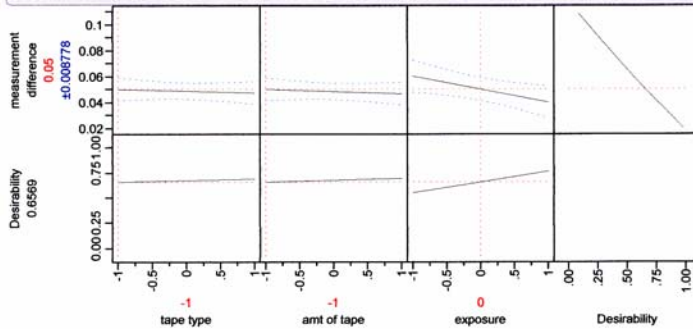
Term	Estimate	Std Error	t Ratio	Prob> t
Intercept	0.0488175	0.002155	22.66	<.0001*
tape type	0.0005675	0.002155	0.26	0.7940
amt of tape	0.0002325	0.002155	0.11	0.9147
exposure	-0.002887	0.002155	-1.34	0.1897
tape type*amt of tape	0.0019825	0.002155	0.92	0.3644
tape type*exposure	0.0038625	0.002155	1.79	0.0825
amt of tape*exposure	0.0003875	0.002155	0.18	0.8584
tape type*amt of tape*exposure	-0.002862	0.002155	-1.33	0.1934

none are significant
at $\alpha = 0.05$

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
tape type	1	1	0.00001288	0.0694	0.7940
amt of tape	1	1	0.00000216	0.0116	0.9147
exposure	1	1	0.00033351	1.7958	0.1897
tape type*amt of tape	1	1	0.00015721	0.8465	0.3644
tape type*exposure	1	1	0.00059676	3.2133	0.0825
amt of tape*exposure	1	1	0.00000601	0.0323	0.8584
tape type*amt of tape*exposure	1	1	0.00032776	1.7648	0.1934

Prediction Profiler

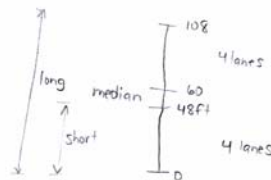


I would hate to make any sort of predictions based on this model ($R^2 = 19\%$)

Measuring tape

The factors that I thought that would have an impact on the response turned out to have no impact at all. In retrospect, I would do the experiment differently. I'm thinking that length of measurement would have an impact; shorter measurements would be more accurate than longer measurements because the tape could become more twisted with long measurements than short ones.

Here's a simulated 8 lane highway

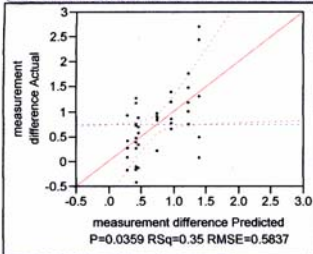


Length of measurement could also potentially affect the measuring wheel experiment (more opportunities for skips and wavy motion) but probably not all that much on PM experiment

Response measurement difference

Whole Model

Actual by Predicted Plot



Summary of Fit

RSquare 0.353999
 RSquare Adj 0.212686
 Root Mean Square Error 0.583684
 Mean of Response 0.7395 $\Rightarrow$ 8.874 in
 Observations (or Sum Wgts) 40

Analysis of Variance

Source	DF	Sum of Squares	Mean Square	F Ratio
Model	7	5.974119	0.853446	2.5051
Error	32	10.901993	0.340687	Prob > F
C. Total	39	16.876112		0.0359*

Parameter Estimates

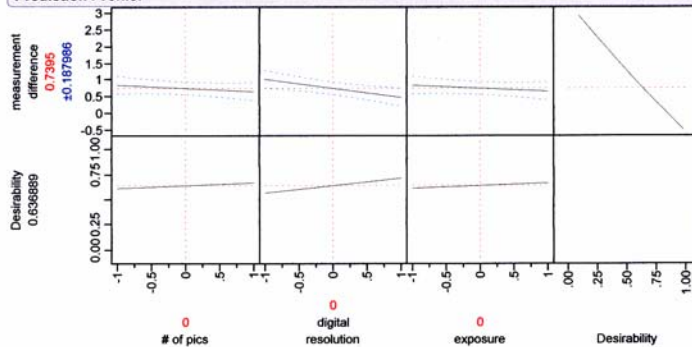
Term	Estimate	Std Error	t Ratio	Prob> t
Intercept	0.7395	0.092289	8.01	<.0001*
# of pics	-0.0998	0.092289	-1.08	0.2876
digital resolution	-0.26975	0.092289	-2.92	0.0063*
exposure	-0.0933	0.092289	-1.01	0.3196
# of pics*digital resolution	-0.01505	0.092289	-0.16	0.8715
# of pics*exposure	-0.1077	0.092289	-1.17	0.2518
digital resolution*exposure	0.20625	0.092289	2.23	0.0325*
# of pics*digital resolution*exposure	0.05965	0.092289	0.65	0.5227

These 2 are
significant at
 $\alpha = 0.05$

Effect Tests

Source	Nparm	DF	Sum of Squares	F Ratio	Prob > F
# of pics	1	1	0.3984016	1.1694	0.2876
digital resolution	1	1	2.9108025	8.5433	0.0063*
exposure	1	1	0.3481956	1.0220	0.3196
# of pics*digital resolution	1	1	0.0090601	0.0266	0.8715
# of pics*exposure	1	1	0.4639716	1.3619	0.2518
digital resolution*exposure	1	1	1.7015625	4.9945	0.0325*
# of pics*digital resolution*exposure	1	1	0.1423249	0.4178	0.5227

Prediction Profiler



based on this model (R^2 only 35%) :

Main Effects

higher resolution
is better

only resolution
is significant

Cross Effects

To get a smaller error, use high resolution while rushing.

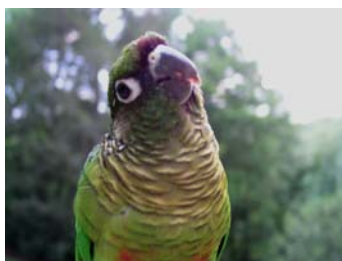
[? — I don't know — can't explain it!]

VITA

Lara Lynn O'Shields was born on February 14, 1972 in Sevierville, TN. She is the daughter of David O'Shields and Alesia O'Shields (father and stepmother) and Susan and Wayne Gourley (mother and stepfather) and has a half-brother Seth O'Shields and two stepbrothers, Todd and Seth Gourley, and a stepsister Samantha Gourley Angelopolous. She received a Bachelor of Science in Industrial Engineering in December 1995 and a Master of Science in Industrial Engineering in August 2000. Her Doctor of Philosophy in Industrial Engineering was awarded in August 2007.

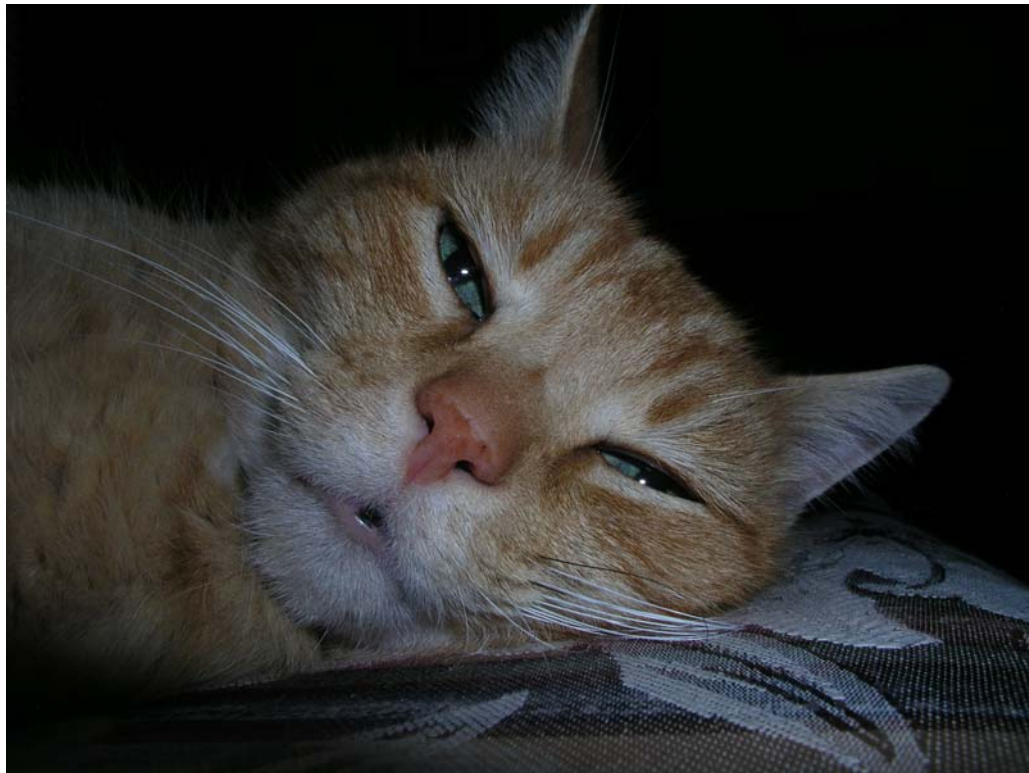
For the past 4 years, Lara has enjoyed being a member of the Walters State Sevier Jazz Band playing baritone saxophone. Additionally, she plays piano and sings at Millican Grove Baptist Church in Sevierville. Flying locally and cross-country in her dad's airplane is also a fun pastime of Lara. Lara *especially* enjoys riding motorcycles, whenever a friend will loan her one to ride. For the past 10 years, Lara has taken pleasure in growing orchids, especially the genus *Phalaenopsis*. Photography with medium format folder cameras from the post-WWII era is another one of her passions.

Lara currently resides in Sevierville with her pets: cat Pete, bird Cookie, and dog Bart and four angelfish.





Bart at airport helping out with Part III



Pete taking it easy



Photo of Bart taken with a 1951 Voigtlander Perkeo I