Table 1. Oblique Test Matrix (VtV to RMDB Comparison)

<table>
<thead>
<tr>
<th>Target Vehicle *</th>
<th>Bullet Vehicle *</th>
<th>Target Vehicle DV / Bullet Vehicle Speed (mph)</th>
<th>Angle</th>
<th>Overlap</th>
<th>NHTSA Test Number</th>
<th>NHTSANO/TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle-to-Vehicle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007 Taurus (TH)</td>
<td>2007 Taurus (HIII)</td>
<td>35/70</td>
<td>15 degrees</td>
<td>50%</td>
<td>6830</td>
<td>091020</td>
<td>Replicate real-world</td>
</tr>
<tr>
<td>2007 Ford 500 (TH)</td>
<td>2007 Ford 500 (HIII)</td>
<td>35/70</td>
<td>15 degrees</td>
<td>50%</td>
<td>6831</td>
<td>091030</td>
<td>Replicate real-world</td>
</tr>
<tr>
<td>2007 Ford 500 (HIII)</td>
<td>2007 Ford 500 (TH)</td>
<td>35/70</td>
<td>15 degrees</td>
<td>50%</td>
<td>6865</td>
<td>R70211</td>
<td>Compare TH and HIII response / Difference in lab vehicle response variability</td>
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<td>2010 Yaris</td>
<td>2010 Yaris</td>
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<td>15 degrees</td>
<td>50%</td>
<td>7371</td>
<td>110303</td>
<td>Replicate real-world</td>
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<tr>
<td><strong>214 MDB-to-Vehicle</strong></td>
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<tr>
<td>2007 Taurus (TH)</td>
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<td>35/79</td>
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<td>50%</td>
<td>6852</td>
<td>R70208</td>
<td>Replicate VTV</td>
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<tr>
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<td>6937</td>
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<td>Replicate VTV</td>
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<td>R70218</td>
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<td>35%</td>
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<tr>
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<td>RMDB</td>
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<td>15 degrees</td>
<td>35%</td>
<td>7434</td>
<td>RA5135</td>
<td>Replicate VTV</td>
</tr>
</tbody>
</table>

* TH – Thor NT 50 percentile male in driver seat  
HIII – HIII 50 percentile male in driver seat  
RMDB: Research Moving Deformable Barrier
Table 2. Small Overlap Test Matrix (VtV to RMDB Comparison)

<table>
<thead>
<tr>
<th>Target Vehicle *</th>
<th>Bullet Vehicle *</th>
<th>Target Vehicle DV / Bullet Vehicle Speed (mph)</th>
<th>Angle</th>
<th>Overlap</th>
<th>NHTSA Test Number</th>
<th>NHTSANO/TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vehicle-to-Vehicle</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>2005 Taurus (HIII)</td>
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<td>Frame-to-Frame</td>
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<td>101116</td>
<td>Replicate real-world</td>
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<tr>
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<td>2010 Yaris (HIII)</td>
<td>35/70</td>
<td>7 degrees</td>
<td>Frame-to-Frame</td>
<td>7293</td>
<td>101207</td>
<td>Replicate real-world</td>
</tr>
<tr>
<td><strong>214 MDB-to-Vehicle</strong></td>
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<tr>
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<td><strong>Vehicle-to-Pole</strong></td>
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<td>Replicate real-world / countermeasure evaluation</td>
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<tr>
<td>2009 Civic (TH)</td>
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<td>35</td>
<td>Aim for the head</td>
<td>NA</td>
<td>6873</td>
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<td>NA</td>
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<tr>
<td>2010 Yaris (TH)</td>
<td>Pole</td>
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<td>7 degrees</td>
<td>NA</td>
<td>7145</td>
<td>Completed</td>
<td>Replicate VTV</td>
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<td><strong>Research MDB-to-Vehicle</strong></td>
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<td></td>
</tr>
<tr>
<td>2007 Taurus (TH)</td>
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<td>7 degrees</td>
<td>Align with outside edge of frame</td>
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</tr>
<tr>
<td>2010 Yaris (TH)</td>
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<td>35/70</td>
<td>7 degrees</td>
<td>Align with outside edge of frame</td>
<td>7433</td>
<td>RA5134</td>
<td>Replicate VTV</td>
</tr>
</tbody>
</table>

* TH – Thor NT 50 percentile male in driver seat  
HIII – HIII 50 percentile male in driver seat  
RMDB: Research Moving Deformable Barrier
### Table 3. Oblique Test Matrix (RMDBₐ Fleet Study)

<table>
<thead>
<tr>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO/TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011 Smart Fortwo</td>
<td>56</td>
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<td>35</td>
<td>7458</td>
<td>RB0526</td>
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<tr>
<td>2011 Toyota Yaris</td>
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<td>15</td>
<td>35</td>
<td>7441</td>
<td>RB5136</td>
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<td>15</td>
<td>35</td>
<td>7428</td>
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<td>Fleet Study</td>
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<tr>
<td>2011 Chevy Cruze</td>
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<td>15</td>
<td>35</td>
<td>7431</td>
<td>RB0177</td>
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</tr>
<tr>
<td>2011 Buick Lacrosse</td>
<td>56</td>
<td>15</td>
<td>35</td>
<td>7467</td>
<td>RB0179</td>
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<td>2011 Ford Explorer</td>
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<td>15</td>
<td>35</td>
<td>7476</td>
<td>RB0223</td>
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<tr>
<td>2011 Dodge RAM1500</td>
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<td>15</td>
<td>35</td>
<td>7457</td>
<td>RB0331</td>
<td>Fleet Study</td>
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### Table 4. Small Overlap Test Matrix (RMDBₐ Fleet Study)

<table>
<thead>
<tr>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO/TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
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<td>20</td>
<td>7459</td>
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<td>7</td>
<td>20</td>
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<td>20</td>
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<td>20</td>
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<td>20</td>
<td>7430</td>
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<td>20</td>
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<td>20</td>
<td>7456</td>
<td>RB0330</td>
<td>Fleet Study</td>
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</table>

RMDBₐ: Research Moving Deformable Barrier with lowered front end
### Table 5. Chevrolet Cruze Oblique Repeat Test Matrix

<table>
<thead>
<tr>
<th>Test Year</th>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO /TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>Chevy Cruze</td>
<td>56</td>
<td>15</td>
<td>35</td>
<td>7431</td>
<td>RB0177</td>
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<td>15</td>
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<td>Chevy Cruze</td>
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<td>35</td>
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### Table 6. Chevrolet Cruze Small Overlap Repeat Test Matrix

<table>
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<tr>
<th>Test Year</th>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO /TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>Chevy Cruze</td>
<td>56</td>
<td>7</td>
<td>20</td>
<td>7432</td>
<td>RB0178</td>
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<td>7</td>
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<td>20</td>
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## Table 7. Left Side Oblique Test Matrix

<table>
<thead>
<tr>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO / TSTREF</th>
<th>Purpose</th>
</tr>
</thead>
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<tr>
<td>2013 Nissan Versa</td>
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<td>15</td>
<td>35</td>
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<td>15</td>
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<td>8089</td>
<td>RD4200</td>
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<td>2012 Toyota Camry</td>
<td>56</td>
<td>15</td>
<td>35</td>
<td>8088</td>
<td>RC5141</td>
<td>High sales volume</td>
</tr>
<tr>
<td>2012 Ford Taurus</td>
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<td>15</td>
<td>35</td>
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<td>R20130026</td>
<td>High sales volume</td>
</tr>
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<td>2012 Honda CRV</td>
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<td>15</td>
<td>35</td>
<td>8096</td>
<td>RC5369</td>
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## Table 8. Right Side Oblique Test Matrix

<table>
<thead>
<tr>
<th>Target Vehicle</th>
<th>Closing Speed (mph)</th>
<th>Angle (degrees)</th>
<th>Overlap (Percent)</th>
<th>NHTSA Test Number</th>
<th>NHTSANO / TSTREF</th>
<th>Purpose</th>
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<tbody>
<tr>
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<td>2012 Toyota Camry</td>
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<td>15</td>
<td>35</td>
<td>8085</td>
<td>RC5142</td>
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