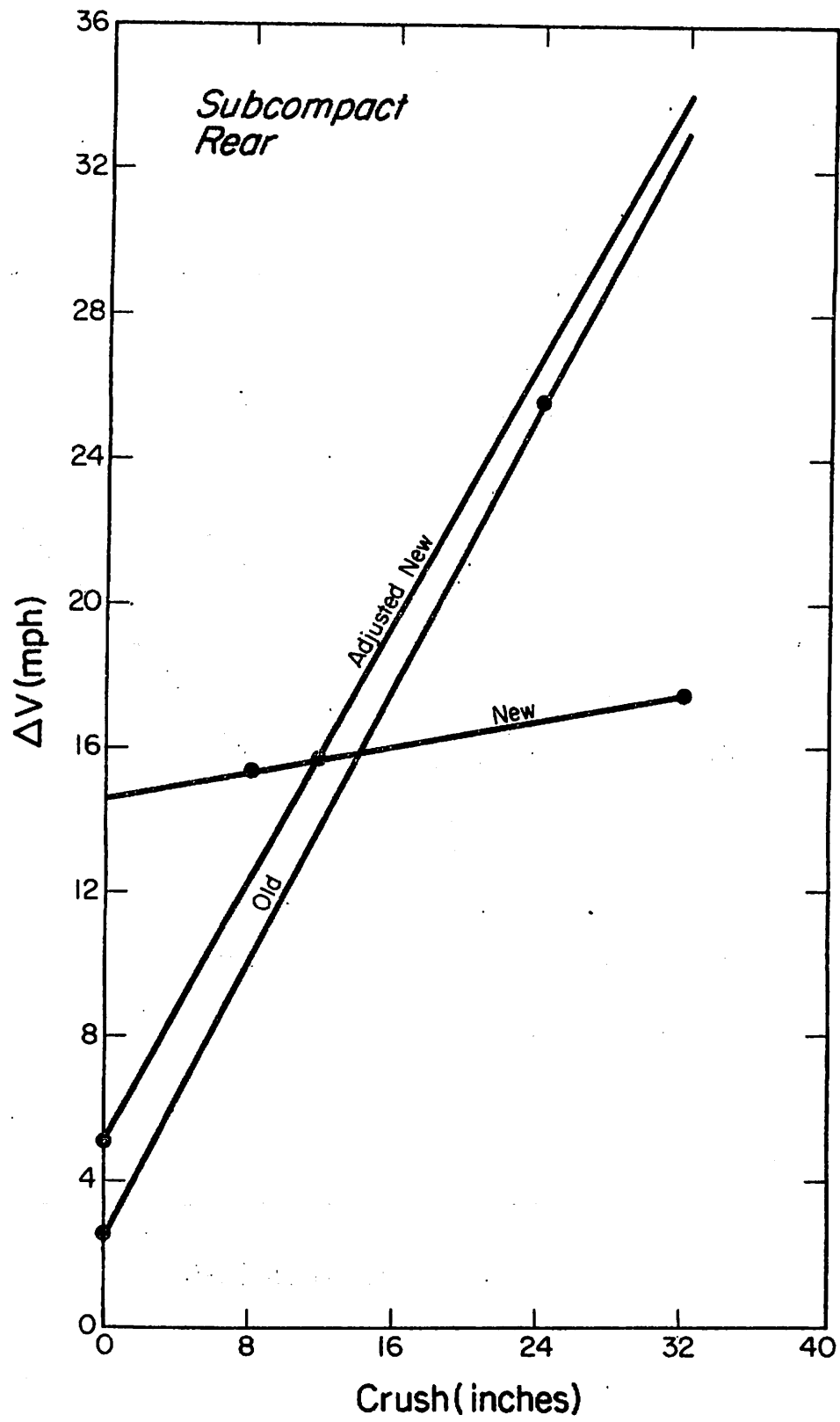
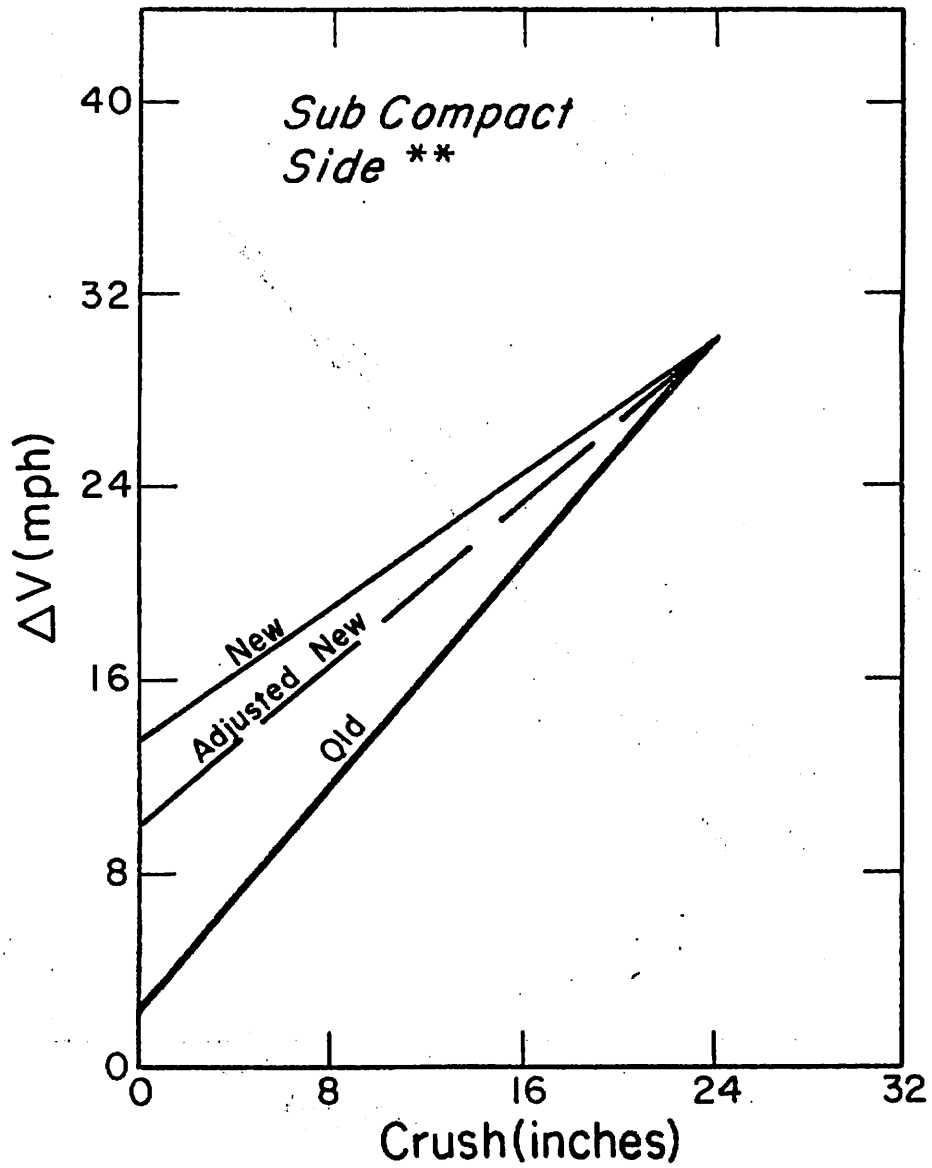
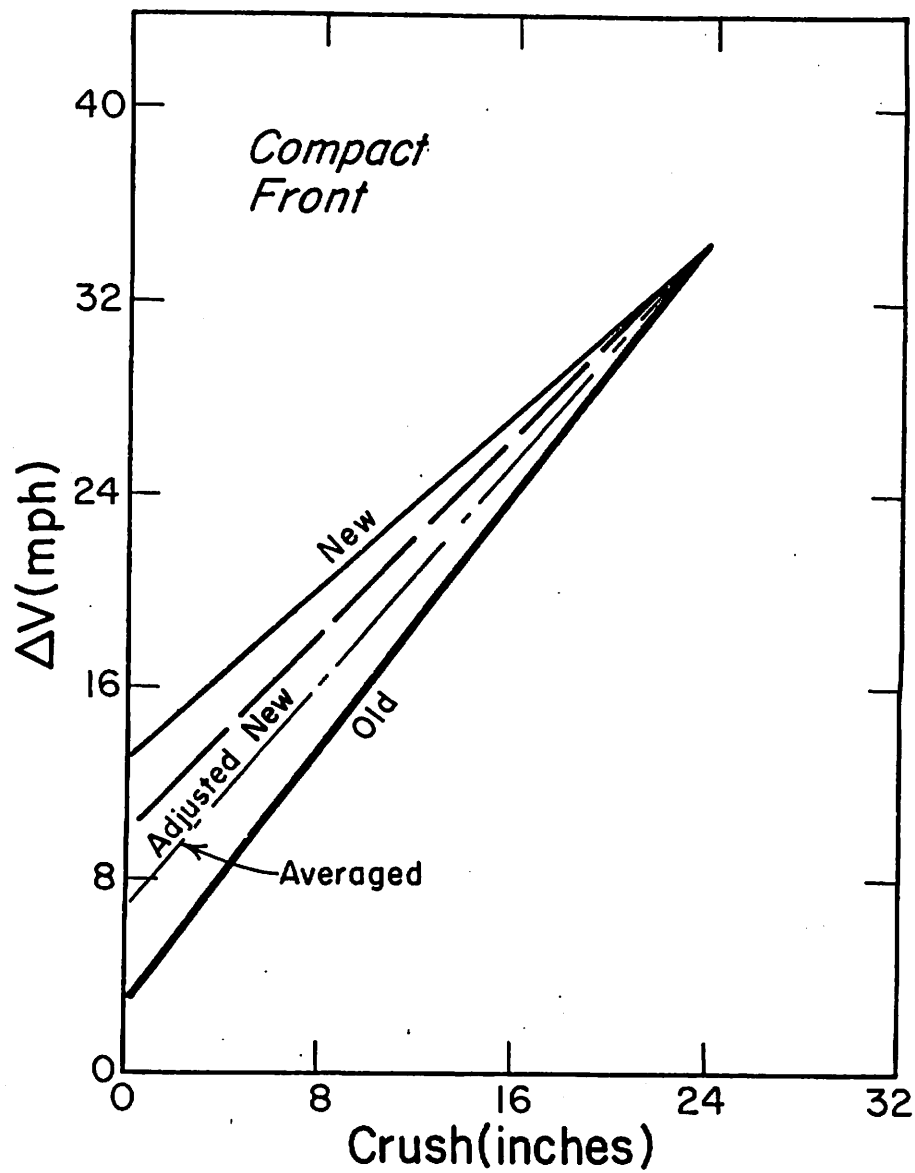


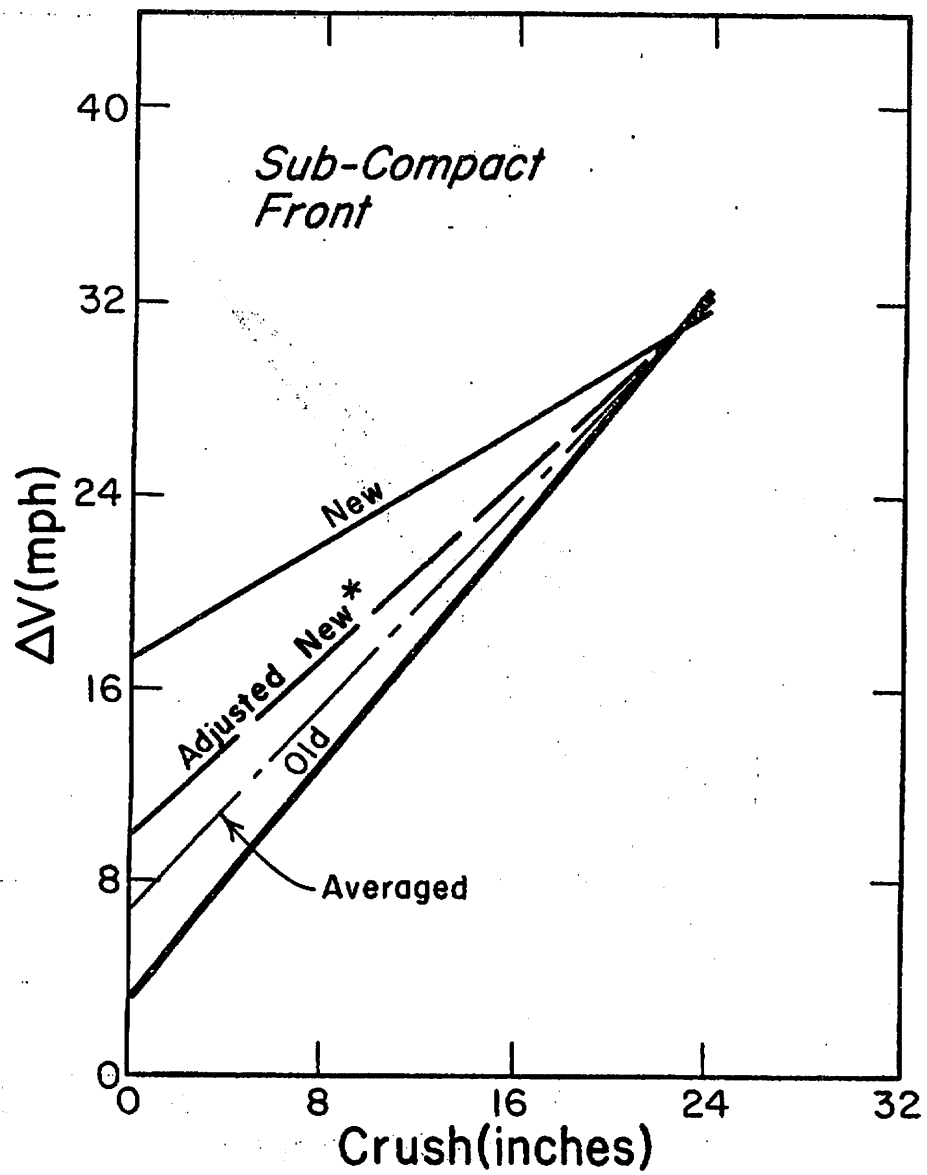
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16. Abstract A study was conducted to investigate simple updates and improvements for the CRASH II computer model. The main emphasis was to use a number of recent Agency crash tests and also data provided by the Motor Vehicle Manufacturers Association to derive improved stiffness coefficients for the model. Using the newly derived coefficients, improved reconstruction capability was demonstrated for the frontal and rear collision modes. The rear mode results were noted to be a marked improvement. It was found that nearly all of the side collision mode data that is available involves structurally modified vehicles and is not useful for deriving stiffness coefficients for baseline vehicles. In addition to passenger car data, stiffness coefficients were also derived for vans, pickups and 4x4's. Reconstruction results obtained from the new coefficients are presented and discussed. Other model improvements that were investigated include a new analytical approach for reconstructing highly oblique collisions and the assumption of other than linear stiffness properties for vehicles. The results of these attempted model improvements are discussed.					
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** Side values are considered tentative due to the sparsity of data.





* See text for adjustment procedure.