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Automobile Characteristics Historical Data Base

Chilton Co, Radnor, Pa

Prepared for

Transportation Systems Center, Cambridge, Mass

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REPORT NO. DOT-TSC-OST-77-12

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AUTOMOBILE CHARACTERISTICS HISTORICAL DATA BASE

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Chilton Company Radnor PA 19085



AUGUST 1977

FINAL REPORT

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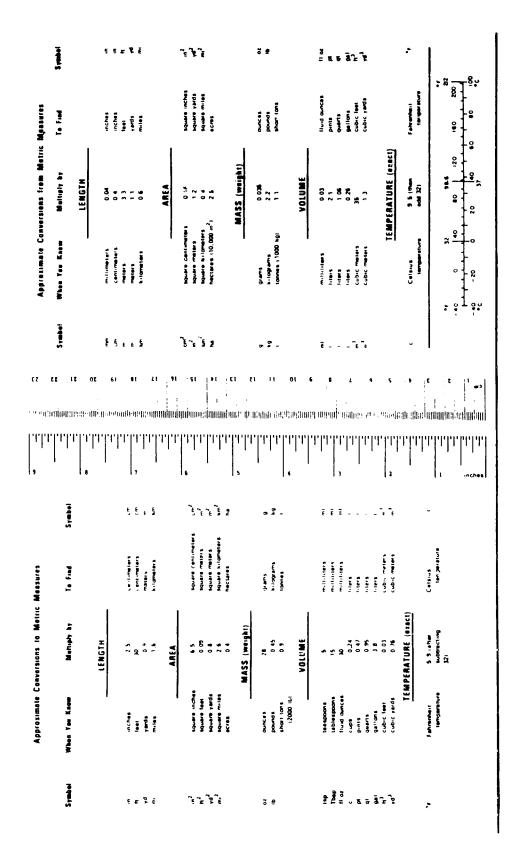
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<pre>ht the model years 1955, 1960, 1965, to be added to the data base already 975 model year automobiles. ed from published sources with extra ade when raw data was not available. ar and are grouped by manufacturer economy-dependent attributes - ie: transmission type as criteria to Models which are essentially dupli- f a manufacturer - ie: Ford Maverick d by a model in only one of the ocumented for more than 1000 automo- ted States sales of all Domestic model years indicated.</pre>
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METRIC CONVERSION FACTORS

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LIST OF ABBREVIATIONS

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Abbreviation	Definition
A/C	Air Conditioning
AIR	Air Injection Reactor
AMA	Automobile Manufacturers Association
AMC	
	American Motors Corporation
A3	3 Speed Automatic Transmission
CID	Cubic Inch Displacement of an Engine
СО	Carbon Monoxide
Compos.	Composite
Cu. In.	Cubic Inch
Cyl.	Cylinder
Disp.	Displacement
Dom/Imp	Domestic or Imported
DOT/TSC	Department of Transporation/Transportation Systems Center
Econ	Economy
ECS	Emission Control System
e.g.	For example
Emis.	Emissions
Eng.	Engine
EPA	Environmencal Protection Agency
ft.	Foot
FTP	Federal Test Procedures
GM	General Motors
HP	Horsepower
ID	Identification
i.e.	That is
In.	Inch
IW	Inertia Weight (class)
L-6	Six Cylinder with the Pistons in Line
Lbs.	Pounds
MPG	Miles Per Gallon
MPH	Miles Per Hour
MVMA	Motor Vehicle Manufacturers Association
M3	3 Speed Manual Transmission
M4	4 Speed Manual Transmission
N.A.	Not Available
OX	Oxide
Perf.	Performance
Pop. Sci.	Popular Science Magazine
Rec. #	Record Number
R.F.	Roominess Factor
RPM	Revolutions Per Minute
SAE	Society of Automotive Engineers
STD	Standard Body Configuration (4-door Sedan)
SW	Station Wagon
Tot.	Total
Trans.	Transmission
	United States
0.0.	UNILEU BLALES

LIST OF ABBREVIATIONS (continued)

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Vol.	Volume
VW	Volkswagen
V-8	Eight cylinder engine with the pistons
WB	arranged in a V configuration Wheelbase

1. INTRODUCTION

The information presented and discussed in this report is the result of an extensive search for and analysis of representative automotive data describing the predominate national automotive vehicle population for selected years back to 1955. This information constitutes an historical data base which may be used as a baseline and a record of the many changes which have occurred in automobiles during the time period covered by the study (1955-1974).

1.1 BACKGROUND

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Noting that many changes have occurred since 1960 as a result of market forces and implementation of legislation relating to emission and safety requirements, the Department of Transportation/Transportation Systems Center (DOT/TSC) recognized the need to establish a baseline preceeding most of those changes and to track the changes up to the present time. The necessary data required to fill these needs concern physical dimensions of the vehicles, engine size and characteristics, operational characteristics (fuel economy, acceleration and emissions), price and production volume. The work described in this report was performed as part of DOT/TSC's Automotive Energy Efficiency Program.

The data base will be used in studies and analyses prepared by the Department of Transportation in support of energy

policy decisions. Also, the historical data will be used for the development of baseline characteristics of vehicles, for evaluation of historical patterns and as a basis for future projections.

Prior to this work the DOT/TSC had developed a data base for the 1975 model year automobiles.

1.2 SCOPE

The objective of this project was to collect and collate data on the physical, operating and performance characteristics of automotive vehicles for the model years 1955, 1960 1965, 19 8, 1970 - 1974. This data base was loade into the DOT (TSC DEC 10 computer system.

Work was livided into two main areas. The first area included vehicle selection, attribute definition and correlation. The second area included data collection, collating and formating.

The information was gathered from trade publications trade associations, specialized testing reports, reports from Federal and State Government agencies, such as the Environmental Protection Agency (EPA), and from direct contact with manufacturers and importers of passenger vehicles.

1.3 LIMITATIONS

Published sources of information for many of the attributes being studied weren't available for the earlier model years. In addition some of the earlier information was

not developed using the same techniques as is currently being used and is therefore less sophisticated. Because of this, limited early data was expanded for use in the study by making technical judgements where necessary. Most important to the study were attributes relating to fuel economy. Since representative cars for all domestic and import models are currently tested by the EPA for compliance with the emission requirements and, in the process checked for fuel economy, information for these attributes was collected from the 1975 EPA test. For the years 1973 and 1974, emission and fuel economy information was available, from EPA sources, that could be readily correlated with the 1975 data. Since current EPA emission test procedures were initiated in 1973, no emission attributes were available for 1972 or earlier and by direction of DOT/TSC were not included in the data bank.

Fuel economy information however, for vehicles prior to 1973 was collected from the most consistent sources available and correlated to match 1975 EPA cycles as closely as possible using technical judgements. Techniques for measuring interior dimensions changed between 1955 and 1975 requiring a correlation of early data to current standards. Horsepower data prior to 1972 was presented as gross

horsepower and was correlated for 1971 and earlier years

to net horsepower as specified since 1972. All correlation methodology is detailed within this report for those attributes involved.

Classification of car classes changed after 1960 as cars grew larger. Intermediate cars as a class are not shown for 1955 and 1960. Because of the smaller wheelbases of standard size cars during these years the upper limit wheelbase designation for compact cars was increased slightly for 1955 and 1960 and the lower limit wheelbase designation for full size cars was reduced to cover the range assigned to intermediate class cars for 1965 and later years.

2. AUTOMOBILE CHARACTERISTICS DATA BASE METHODOLOGY 2.1 VEHICLE SELECTION

The inclusion of every domestic and imported vehicle configuration produced for sale in the United States into the data base is beyond the scope of this project. The requirements for the data base allows a selected vehicle sampling to represent a specific model year fleet. All domestic and imported vehicles that fit the requirements are included in the data base for model years 1955, 1960, 1965, 1968, and 1970 through 1974.

For the following discussion a vehicle "make" refers to the manufacturer and a vehicle "model" refers to a car line of a manufacturer or division of a manufacturer. For example, Volkswaden, Dausun, Porsche are makes, and GMC Nova, VW Rabbit and Dodge Dart are models. Vehicles for the data base were selected by following an established set of criteria.

- 1. All models of domestic vehicles are represented.
- 2. All makes of import vehicles with U.S. annual sales of 90,000 units are represented.
- 3. Criteria for selection of vehicles in 1. and 2. are production volume, and fuel economy dependent attributes, i.e. engine displacement Inertia weight is the most significant physical factor

- 4. For model years 1973 and 1974, if a particular configuration as defined in 3. is produced in a quantity of 3 percent or less of all that models' production these vehicles are not included in the data. For example, if 3 percent or less of the AMC intermediate cars had a manual transmission, then this configuration is not shown and that production volume is represented by AMC intermediate cars with automatic transmissions.
- 5. For 1972 model year and earlier, representative vehicles were selected by grouping models by engine displacement and body type into inertia weight class sub-groups and selecting the predominate transmission used by each sub-group. If a selection is split evenly on transmission application and the model production volume is high, then both automatic and standard transmissions are represented.
- 6. If one or more divisions of an automobile manufacture, produce essentially the same model e.g., Ford Maverick and Mercury Comet - only the models of one division are included in the data base. The division model chosen is the one with the higher production volume (Maverick). Models are the same when they have the same body types, engines, and transmission.

- The most popular model of an import with U.S. sales between 10,000 and 90,000 units, represents that make.
- All models with diesel or rotary engines are represented in the data base.
- Any other import makes with U.S. sales of less than 10,000 units per year are excluded.

Models or foreign makes produced in large volume, i.e. 50,000 units, were included in the data base while low volume, i.e. 900 units, configurations were not included. The 3 percent rule (4. above) will exclude a configuration of much larger production volume for a General Motors model than for any American Motors model. Vehicle configurations of a particular model available for the data base are a function of the engine type and sizes, body types, transmission types and weight classes offered by the manufacturer for any particular model - i.e. Nova, Maverick, Fury, Matador. For a given model the year of configurations can vary from one to many. Table 2-1a shows the configurations for one model, the Dodge Dart Plymouth Valiant for 1974. Fourteen configurations are possible but can be reduced to seven configurations (Table 2-1b) combining Valiant and Dart since they meet the criteria of 6. above. Once the configurations are established the production quantities were found or estimated from the

TABLE 2-1 VEHICLE SELECTION METHODOLOGY

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		conrigui	actons of 19	174 Valiant	and Dart	Mode
Model	Body Type (STD or SW)	Engine Size	Transmissio (Type and	n Inertia # Weight	Producta 1974	
Valiant	STD	198	M 2			
Valiant	STD	198	M3	3500	2641	
Valiant	STD	225	Λ3	3500	19551	
Valiant	STD	225	M 3	3500	33474	
Valiant	STD	318	Λ3	3500	247818	
Valiant	STD	360	A 3	3500	116407	
Valiant	STD	360	M4	4000	377	
	510	360	Λ3	4000	3592	
			Vali	iant Total	- 423860	
Dart	STD	198				
Dart	STD	198	M 3	3500	1797	
Dart	STD	225	A 3	3500	12997	
Dart	STD	225	M 3	3500	20065	
Dart	STD	318	Α3	3500	150240	
Dart	STD		<u>N</u> 3	3500	96596	
Dart	STD	360 360	M4	4000	245	
	510	200	A 3	4000	3706	
				art Total -	- 285646	
			Valiant & D		- 709506	
b.	Combinatio	on of Va	liant and Da			
Val/Dart	STD	198				
Val/Dart	STD	198	M 3	3500	4438	
Val/Dart	STD	225	A 3	3500	32548	
Val/Dart	STD	225	M 3	3500	53539	
Val/Dart	STD	318	A 3	3500	398058	
Val/Dart	STD	360	A 3	3500	213003	
Val (Dart	STD	360	M4	4000	622	
			Δ3	4000	7298	
e* .	Final Conf	iguratic	on Selection			
Val/Dart	STD	198	Α 3	25.0.0	26623	
Val/Dart	STD	225	M3	3500	36986	
Val/Dart	STD	225	Λ3	3500	53539	
Val/Dart	STD	318	A 3	3500	398958	
				4000*	220923	
			notal Pro	oduction -	709506	

a. Initial Configurations of 1974 Valiant and Dart Models

See Page 12

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literature (see Table 2 - 2). Three tables are referenced in Wards Automotive Yearbook for this information, one showing production by series and engine type (Table 2 - 2a), one showing percent of factory-installed optional equipment (Table 2-2b) and the other showing engine production for Chrysler Corporation by displacement (Table 2 -2c). When numbers disagreed between these tables (note totals from Tables 2 - 2a and 2 - 2b), the numbers from the table that seemed most consistant were arbitrarily used. The published information did not detail the production quantity for each configuration but this could be determined by process of elimination. Of the Valiant and Dart models, only the Valiant Duster 360 and Dart Sport 360 series used the 360 CID engine in 1974. Therefore the total of 7,920 (Table 2 - 2a) accounted for the Valiant/Dart 360 CID production. The production volume for Valiant and Dart V-8 engines is listed in the Wards series and ergine table (Table 2 - 2c). Since only two V-8s are used in the Valiant/Dart (318 and 360 CID) the 318 CID equipped car production can be found by subtracting the 360 CID Valiant/Dart production from the total V-8 production. Also, since the 198 CID engine is available only in the Valiant/Dart models, the total 198 CID production for Chrysler (36,986) applies. Subtracting the 198 CID engine production and the Valiant/Dart V- ϵ engine production from the total Valiant/Dart production reveals the 225 CID engine production for Valiant/Dart.

TABLE	2-2	SELFCTED	1974	WARD'S	PRODUCTION	ПАТА
					TRODUCTION	UNIA

- 14 ET HONORS BARBONIC SALAR CA

a. 1974 U.S.	Production by	Series and	Engine Type
MAKE AND SERIES	L-6	V-8	Total
DART Dart	14,211 56,126 0 40,293 50,047 3,111	2,293 1,944 33,116 3,951 3,225 8,169 9,274 101,972	22,205 16,155 89,242 3,951 63,518 78,216 12,325 285,672
VALIANT Valiant Duster Scamp Duster 360 Brougham Total		26,866 65,045 13,693 3,969 <u>12,213</u> 121,786	$ \begin{array}{r} 112,329 \\ 246,971 \\ 45,819 \\ 3,969 \\ \underline{16,311} \\ 425,399 \end{array} $

b. Percent of Factory Installed Equipment - 1974

ΜΑΚΓ	AUTOMATIC TRANSMISSION	RATES BASED ON TOTAL OUTPUT OF:
Valiant	90.5%	423,860
Dart	93.8%	285,646

c. U.S. Car Production by Make, Cylinder Type, Displacement - 1974 Model year

Chrysler Corporation

Cu.	In	•			Cyl.	Units	° Tot.
198 225 318 360 400 440		•		• • • •	L-6 V-8 V-9 V-8 V-8	36,986 467,264 449,506 93,334 155,036 <u>$65,031$</u> 1,267,157	2.9 36.9 5.5 7.4 12.2 5.1 100.0

Source: Ward's Automotive Yearbook for 1975

The factory installed optional equipment chart (Table 2 - 2b) shows that 90.5 percent of the Valiants and 93.8 percent of the Darts were equipped with automatic transmissions. Applying appropriate percentages shows that 40,267 Valiants and 17,710 Darts were equipped with manual transmissions. A very small quantity of 4-speed manual transmission equipped cars were produced.

It is known that very few V-8 engine cars had 3-speed manual transmission installed. For simplification, the assumption was made that all of the manual transmissions were in the six cylinder cars. Dividing the total number of manual transmissions by the total Valiant/Dart six cylinder equipped cars gives a 12 percent installation rate. This rate applied to the 198 CID and 225 CID equipped Valiant/Dart production indicates 4,434 three-speed transmission equipped, 198 CID Valiant/Darts and 53,539 3-speed equipped, 225 CID Valiant/Darts.

Inertia weight classes were determined by referencing Curb Weight data from the applicable Motor Vehicle Manufacturers Association (MVMA) specfications for the model/engine configuration, and adding an amount for radio, power steering, and air conditioning (137 pounds as shown in Table 2-6) to establish corrected curb weight, and ther adding 300 pounds to get inertia weight.

The inertia weight class was checked against the inertia weight class listed by the EPA for the EPA test configuration. If the EPA inertia weight class listing was higher, the EPA class was listed in the data base. In this case the determined inertia weight class was 3,500 pounds for all configurations. But, the EPA test inertia weight for the V-8 model was 4,000 pounds, so 4,000 pounds was the inertia weight entered in the data base for the 1974 Valiant/Dart 318 CID V-8 configurations. This adjustment was only a factor for 1973 and later years. It was seen that the 360 CID production was less than 3 percent (21,285) of the model production. These 360 CID configuration cars were excluded, but their production quantities were combined with the 318 CID cars. By reviewing each of the configurations in order and comparing the production volumes of each to the 3 percent exclusion level, the number of representative configurations was reduced to four (Table 2 lc). These four configurations were included in the data base. The total production of all Valiant Dart cars was accounted for in the four final included configurations with representative vehicles according to similar fuel economy attribute characteristics.

Models with station wagon body variations were represented either by a station wagon vehicle configuration, where production volume warranted, or by inclusion with a representative standard body in a common inertia weight class. Because of the importance of inertia weight class

to fuel economy ratings, vehicles of different inertia weight classes were not combined except in situations where only a small production occurred. For other car lines, notably GM cars, the complexity of the engine/model combinations required additional steps to be taken to determine representative configurations. General Motors produces multiple car lines or models with 350 CID engines. However, these 350 CID engines are not the same engine, varying in bore and stroke and cylinder head and piston design. Since Wards data treats GM 350 CID engines commonly, it is impossible to determine or estimate the production for a particular model configuration.

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Due to the complexity of Ford models which use the same engines, the situation is similar. There are just too many possibilities to determine the production of specific configurations. Some Chrysler models presented similar problems.

In order to make determinations so that final representative configurations could be established, information had to be acquired directly from the manufacturers. Exhibit I is an example of one of the necessary information responses received from the manufacturers for various model/engine combinations.

The above process was continued for each model produced

domestically and for applicable foreign makes for each year researched, and the data accumulated on computer tapes as required. Data for the data base was accumulated on over 1,000 total cars for the years studied. The listing for each year, indicating foreign and domestic configurations is shown in Table 2-3.

TABLE 2-3 MAKE-UP OF DATA BASE - QUANTITY BY YEAR Year Domestic Foreign

Exhibit II shows a representative list of vehicle configurations as utilized in the data base. This example shows the 1974 Chrysler vehicles selected. Vehicle configurations are listed by year and manufacturer, and the identifying characteristics of model (not included in the data base), body class, body type, curb weight,

inertia weight, inertia weight class, engine displacement, transmission type, and model year production quantity. Sources of information used to develop these lists are:

> Ward's Automotive Yearbooks Automotive News Almanac Issues Automotive News Statistical Issues MVMA Specifications (AMA for 1955 and 1960 data) Automobile manufacturers' records

2.2 VEHICLE ATTRIBUTE SELECTION

Based on experience of ained by DOT/TSC with the 1975 vehicle data base and discussions with DOT/TSC and Chilton personnel a list of attributes was developed. The types of data that were considered useful for inclusion in the data base were 1) fuel economy; 2) overall vehicle dimensions, both interior and exterior; 3) engine and drivetrain characteristics; 4) emission control equipment and emission levels for 1973 and 1974; 5) production; 6) performance; and 7) price. Approximately 50 attributes were selected to descr.be each of the 1,069 vehicles. The selected vehicle attributes and the attribute definitions follows.

Vehicle Attributes Definition

The vehicle attributes selected for this study are listed below with their corresponding definitions. The attributes are listed in field order of the data input and are identified by their field numbers and attribute name.

Ol. Vehicle Identification Code The code to identify the vehicle includes the manufacturer, domestic or import designation, body class, body type and model year e.g., General Motors (GMC), Domestic (D), Intermediate (5), Station Wagon (1), 1974 (74). O2. Transmission, Number of Gears

Automatic, manual or semi-automatic and the number

of gear ratio changes in forward speed. 03. Cubic Inch Displacement The volume in cubic inches displace**d** by one piston as it moves from the bottom to the top of its stroke, times the number of cylinders. 04. Rear End Ratio The standard, or most popular rear end ratio, the

ratio of input to output revolutions of the final drive gearing.

05. Number of Engine Cylinders and Arrangement Number of cylinders and the arrangement in the cylinder block (V, L, or H arrangement) and 8, 6, or 4 cylinders. R denotes Rotary and the number of chambers is listed. Diesel engine is noted in comments. 06. Compression ratio

The ratio of the maximum volume displaced (volume of a cylinder plus the volume of the combustion chamber) to the minimum volume (combustion chamber volume).

07. Stroke

The maximum distance the piston travels in its cylinder measured parallel to the cylinder bore from the top of the stroke to the bottom

08. Engine Horsepower

Net horsepower (as defined in SAE standard J 245) the maximum brake power oucput of a "fully equipped"

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engine with all accessories necessary to perform all its intended functions unaided, including, but not limited to, basic built-in components, such as intake air system, exhaust system, cooling system, alternator, starter, and emission control equipment.

09. Engine Revolutions per Minute The engine revolutions per minute at which engine horsepower is specified.

10. Engine Torque

Net maximum torque in foot pounds of the same "fully equipped" engine as tested for horseyower output. Factored for 1971 and prior years. 11. Engine Revolutions per Minute (Torque) The engine revolutions per minute at which maximum torque is specified. This specification was factored for 1971 and prior years.

12. Fuel Injection

Carburetor and number of barrels or fuel injection.

*13. Wheelbase

Standard MVMA dimension "L101", the distance between the centers of the front and rear wheels.

*14. Length

Standard MVMA dimension "L103", the overall length of a vehicle including bumper guards if standard

NOTE: Exhibit III illustrates the passenger car interior and exterior dimensions as defined by MVMA.

equipment.

*15. Width

Standard MVMA dimension "W103", the maximum overall car width including bumpers, moldings, or wheel metal protrusions, measured to the outside of the metal.

- 5

*16. Height

Standard MVMA dimension "H101", the overall height as measured with the vehicle in Manufacturer's Design Weight attitude.

17. Curb Weight

Weight of the vehicle including all standard equipment, spare tire and wheel, plus all fluids and lubricants to capacity, and full tank of gasoline, and the weight of major optional accessories normally found on the subject vehicle (air conditioning, power steering and radio if produced on 35 percent or more of production for the particular configuration).

18. Simertia Weight

Curb weight plus 300 lbs. specified as the closest inertia weight class. Will always coincide with EPA class designation for years EPA information is available.

*19. Front Seat Height

Standard MVMA dimension "H30" the verticle dimension from the "H" point to the accelerator heel point.

*MOTE: Exhibit III illustrates the passenger car interior and exterior dimensions as defined by MVMA. *20. Front Head Room

Standard MVMA dimension "H-61", from the "H" point to the headliner, plus a constant of 4.0 inches, measured along a line 8⁰ to the rear of vertical.

*21. Rear Head Room

Standard MVMA dimension "H63", from the "H" point to the headliner, plus a constant of 4.0 inches measured along a line 8⁰ to the rear of vertical. *22. Front Leg Room

Standard MVMA dimension "L34", measured along a diagonal line from manikin ankle pivot center to "H" point plus a constant of 10 inches.

*23. Rear Leg Room

Standard MVMA dimension "L51", measured along a diagonal line from the ankle pivot center to the "H" point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep,or lower leg.

*24. Front Shoulder Room

Standard MVMA dimension "W3", the minimum dimension measured laterally between the trimmed surfaces on the "X" plane through the "H" point within the belt line to 10 inches above the "H" point.

*25. Rear Shoulder Room

Standard MVMA dimension "W4", the minimum dimension *NOTE: Exhibit III illustrates the passenger car interior and exterior dimensions as defined by MVMA.

measured laterally between trimmed surfaces

on the "X" plane through the "H" point within 10.0 - 16.0 inches above the "H" point.

26. Roominess Factor

Th€ total of attributes number 19 through 25 indicating overall vehicle interior roominess.
27. Trunk Space

Trunk luggage capacity in cubic feet with the spare tire and tools in place for sedans. Cargo volume for station wagons is specified with the rear seats down and the space under the floor (if any) included.

28. Number of Passengers

Number of passengers including the driver for which the vehicle was designed and for which normal seating accomodation is provided as specified in MVMA specifications. For stations wagons, if a third seat option is available, the number of passengers is listed as 7. The number 7 is used for any capacity over 6 regardless of the total. 29. Hydrocarbon Emission Control System Engine emission system specifically designed to reduce hydrocarbon emission, for example, AIR (air pump).

30. Nitrogen Oxide Emission Control System Engine emission system specifically designed to reduce nitrogen oxide emission, for example, EGR (exhaust gas circulation).

31. After Treatment Emission Control System Exhaust emission control system acting on the exhaust gases after they leave the engine, for example, THM (thermal reactor).

32. Hydrocarbon Emission Level

A. For 1973 - 74 models, EPA CVS-1 cycle

- B. 1972 and prior models deleted per DOT/TSC instruction.
- 33. Carbon Monoxide Emission Level
- A. For 1973 1974 Models, EPA CVS-1 cycle
- B. 1972 and prior models deleted per DOT/TSC instruction.
- 34. Nitrogen Oxide Emission Level
- A. For 1973-1974 models, EPA CVS-1 cycle
- B. 1972 and prior models deleted per DOT/TSC instruction.

35. Urban Fuel Economy

1975 EPA Federal Test Procedure (FTP) Cycle urban

fuel economy equal to:

- A. For 1973 1974 models, EPA CVS-1 cycle x 1.045¹ factor.
- B. 1972 and prior models, fuel economy from literature

SAE Technical Report #75057"Passenger Car Fuel Economy Trends Through 1976" by Austin, Michael and Service.

if available, adjusted to 1975 EPA test level. 36. Drive Cycle - Urban If not, EPA CVS-1 will indicate other cycle. 37. Highway Fuel Economy 1975 EPA cycle urban economy x 1.42 factor 38. Drive Cycle - Highway Indicates drive cycle for 37 above. 39. Composite Fuel Economy 1975 cycle combination urban - highway fuel economy (weighted 55 percent urban, 45 percent highway) equal to 1975 urban economy x 1.154¹ factor. 40. Steady State Highway Fuel Economy Steady speed fuel economy at a given speed. The speed at which steady state economy is measured is noted in the comments (e.g., 40 MPH 60 - attribute 40 at 60 MPH). 41. Acceleration Time Time in seconds, for a vehicle to accelerate from 0 to 60 MPH. If the 0 to 60 MPH time is not available, 0 to 50 is used and noted in the comments. 42. Passing Time (40 to 60 MPH) Time in seconds, for vehicle to accelerate from 40 to 60 MPH. 43. Passing Time (35 to 55 MPH) Time, in seconds, for vehicle to accelerate from 35 to 55 MPH. For 1955 and 1960, where neither 40 to 60

MPH or 35 to 55 MPH times were available then, this attribute was used to record an other available passing time in addition to attribute 44. The passing time speeds are defined in comments. 44. Passing Time (other) Time in seconds for vehicle to accelerate from

one specified speed to another, the speeds are noted in comments.

45. Total yearly production for U.S. sales for a particular model configuration as defined by a Vehicle Identification Code (See 01).
46. Production Volume of Class
Total of all configurations within a class of manufacturer or division. (e.g., Total Chrysler intermediate cars or total Chevrolet intermediate cars).

47. Manufacturer's List Price

The manufacturer's suggested retail price for the basic model determined by adding the cost of the standard model, as identified by the Vehicle Identification Code, and any additional costs for the specified engine and transmission but no other options. 48. Comment - 1 (Maximum 40 characters) Explanation of peculiar source of data for attributes. For example, if the acceleration time attribute

is different than indicated by the definition
of that attribute it would be indicated here.
Also information concerning a non-standard source
for particular attributes would be entered here.
49. Comment - 2 (Maximum 40 characters)
Same as (48.) above.

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2.3 DATA BASE DEVELOPMENT

After the selection of the vehicle configurations to be included in the data base and the attributes used to describe these configurations the actual collection, collation, and recording of the data on computer tape was begun.

This process involved:

- Identifying and locating sources for reference material and gathering reference material.
- (2) Recording data on computer coding sheets (Exhibit IV).
- (3) Checking coding sheets for accuracy.
- (4) Transferring input data from coding sheets to a key tape. After the data was transferred it was key verified.
- (5) Processing the keyed data into the Datalog directory system.
- (6) Making formatted master list printout and final checking of data for omissions, key punch errors,etc. (For Task I (1974) and Task II (1970-1973) intermediate printout-checking steps were taken to insure data form and content were correct).

(7) Converting Datalog directory output to DOT/TSC tape and master list as required.

2.3.1 Data Research

Identifying and locating sources of data became more difficult as the earlier model years were encountered. Foreign car production information was very limited for 1955 and 1960 and was not listed in the primary source (Wards) for these years. Sources in many cases were available at Chilton Company. Extensive research at the Philadelphia Free Library was necessary. This research utilized much Chilton donated library material and other materials, bound magazines and trade publications. Much of the information was in one year or multi-year bound format with restrictions prohibiting reproduction because of the age and value of the material. Other material was available in only micro-film format and reproduction facilities for micro-film were not available at the library.

Since the data base covered a 20-year period of time, many basic attribute definitions or measuring techniques changed during that time. Correlations were made to adjust the available data to match the attribute definition in current use and as used in the data base. In some cases correlations were easily made (e.g., curb weight adjustments, by adding weights of missing components, fluids, etc. to

the shipping or other known weight to achieve correct curb weight), and in other cases sparce data and information relating to the collecting of the data required heavy reliance on estimates to achieve a correlation.

2.3.2 Body Classes

In 1955 and 1960 a standard size "popular"car, e.g., Chevrolet, Plymouth, Ford, were smaller cars than their 1974 counterparts. As a simple means of assigning a body class designation for the purpose of this study, the body classes were identified by wheelbase designation only. However, during the time period covered by this study, the intermediate car had been introduced into car lines and was thus accomodated by a wheelbase classification. In 1955 and 1960 (prior to intermediates) the wheelbase definition for body class was adjusted to include the AMC, Chevrolet, Ford and Plymouth cars as full-size cars by reducing the lower limit of the full-size class, raising the upper wheelbase limit of the compact category and eliminating the intermediate class for these years. Besides the fact that in 1955 and 1960, 1)intermediate cars as such (a size between standard and compact) did not exist and; 2) cars then known as standard cars had shorter wheelbases in the most popular models, further justification for classifying these cars as "standard" can be made by observing roominess factors. Table 2 -4 shows

that, with the exception of Ford, selected 1955 standard cars had larger roominess factors than 1972 comparable intermediates but were smaller than the full-size cars of 1972. Table 2-4 also compares wheelbase, showing how the selected standard size cars changed from 1955 to 1972.

	TABLE	2-4 COM	IPARISON-195	5 and 1	972 Ci	AR DIMI	ENSIONS	
1955	Standard	Cars	1972 Intern	mediate	Cars	1972	Standar	rd Cars
	R.F.	WВ		R.F.	WВ		R.F.	WB
Amb.	288.9	121.3	Matador	287.2	118	Amb.	286.6	122
Chev	. 286.4	115.0	Chevelle	276.6	116	Chev.	294.6	121.5
Ford	280.3	115.0	Torino	280.6	118	Ford	290.1	121.
Plyn	n. 285.4	115.0	Sattelite	281.5	118	Ply.	293.2	122.

R.F. = Roominess Factor; W B = Wheelbase

2.3.3 Engine Performance

Prior to 1972 maximum horsepower and torque were given as gross values and since 1972 these figures have been given as net values. The addition of emission equipment, lowering of compression ratios, de-emphasis of horsepower ratings, and the fact that the net horsepower is more representative of actual available installed horsepower contributed to this change. There is no perfect direct method of converting from gross to net horsepower ratings other than direct comparative testing. However, it was possible to make some comparisons of gross and net horsepower values

for the same engines and develop factors which can be applied to horsepower and torque (separate factors) and note rpm variations for engines of various types, sizes, manufacturer and configuration. (Exhibits V and VI show the data used for comparisons.) Comparisons were made and these correlating values were applied to pre-1972 gross horsepower and torque values to adjust these to <u>net</u> horsepower and torque. Table 2-5 shows these horsepower and torque factors and variations for rpm.

2.3.4 Weights

The curb weight value as defined was not available for domestic and foreign cars for all years desired. Information for foreign cars was usually available in the form of shipping weight. A sufficient amount of weight to represent the vehicle fluids (including fuel) was addee to the shipping weight to determine curb weight. Domestic cars required adding to the adjusted curb weight (base curb weight & variation for engine/transmission configuration) to account for certain optional equipment. The adjusting weights are shown in Table 2-6.

2.3.5 Dimensions

Between 1960 and 1965 the SAE method of measuring interior car dimensions for domestic cars and the definitions of certain dimensions changed. The use of the anthropometric dummy or three dimensional manikin for taking certain passenger related measurements was instituted. Dimensions taken

Engine Type	Horsepower	RPM Reduction	Torque	RPM Change
4 Cylinder & Rctary Engine	0.89	UL FACTOR -200 RPM	Factor 0.89	+200 RPM
6 Cylinder	0.76	3600 RPM and above -400 RPM. Under 3600 RPM use 0.90 factor.	ŋ.80	
<pre>8 Cylinder 1.) 315 CID and below Non High Performance 2.) High Performance</pre>	0.70	l.) -200 RPM if max. gross HP at 3000 RPM or above.		
	ŋ.80	2.) .95 factor under 3000 RPM	0.80	-200 RPM
8 Cylinder 1.) 315-350-380 CID 2.) Under 4801 RPM at Gross Horsepower 3.) Under 250 Gross Horsepower		From 4400 to 4800 RPM Gross use 4000 RPM <u>Net</u>		
<pre>(up to 360 CID engine) 360 to 380 use judgement as to high performance engine or not (under 260 horsepower) - Any Two of Above</pre>	0. ۇ ت	Below 4000 to 36000 RPM use: -400 RPM below 3600 use 0.90 factor	0.80	-260 RPM

TABLE 2-5 HORSLPOWER AND TORQUE CCRRECTION FACTORS GROSS TO NET HORSEPOWER (GROSS H.P. x FACTOR = NET H.P.)

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Endine Type	liotsepower Pactor	RPM Reduction	Torque	RPM Change
<pre>8 Cylinder High Performance 1.) 315-350-380 ZID 2.) Over 4800 RPM at Gross Horsepower 3.) Over 250 Gross Horsepower (up to 560 CID) 560-380 use judgement as to high performance or not 260 HP or down</pre>				
- Any Two of Above	0.80	-200 RPM	0.84	-300 RPM
Reve at Grous Horsepower above 5200 RPM	0.85	00	1), 85	M44 002-
8 Cylinder 1.) 390-460 CID 2.) Under 320 Gross Horsepower 3.) Under 4500 RPM at Gross Horsepower - Any Two of Above - Any Two of Above Non-high Performance	0.70	Above 3600 RPM use: -400 RPM Below 3600 use 0,90 Factor	0.80	-200 RPM
8 Cylinder - Bigh Performance 1.) 390 - 460 CTD 2.) Over 4500 RPM at Gross Netsepower 3.) Over 330 Gross Bersepower 4. Any Two of Above -	C 8 C	4800 RPM dross or above use: -400 RPM Under 4800 RPM use: -200 RPM	0.80	3400 kpm or above use: -400 RPM, under 3400 use: -200 RPM
8 Cylinder 460 CID and above, 4500 RPM or less	ŋ. 65	-400 RPM	0.76	MGR 004-

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TABLE 2-5 HORSEPOWER AND TORQUE CORRECTION FACTORS

TABLE 2-6 WEIGHTS ADDED TO ADJUSTED CURB WEIGHT TO OBTAIN ACTUAL CURB WEIGHT

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General Motors		- Steering Total	96	Radio - 08 A/C <u>96</u> 104
Chrysler		- Steering Total	- 43 87	Radio - 7 A/C - <u>87</u> 94
АМС	Power	- Steering Total	81	Radio - 6 A/C - <u>81</u> 87
Ford	Power	- Steering Total	- 38 118	Radio - 7 A/C - <u>118</u> 125
Studebaker-Packard		- Steering Total	- 30 <u>118</u>	Radio - 8 A/C - <u>118</u> <u>125</u>

The above weights are added to the <u>adjusted</u> curb weights (which include transmission and engine specified) to obtain actual curb weight.

prior to this (1955 and 1960 data base years) do not relate directly to the subsequent measurements but the discrete use of a combination of early measurements and arbitrary constants can closely approximate the later dimensioning when applied to the early data. Table 2-7 shows the corrections as applied to appropriate interior dimensions for domestic cars.

Foreign car interior dimensions were not available in MVMA format for any of the years studied. From the various sources (Table 2-12), information was collected for each model year and studied. Dimensions such as seat height, headroom and leg room when available were taken as equivalent to the attribute definitions even though the exact measuring techniques were not exactly the same. However, some pieces of dimensional information were missing from available data sources. Since it was considered quite important to have a representative roominess factor for all cars, various techniques were applied to fill the gaps. Since foreign cars seldom change body styles, in relation to domestic cars, it was possible to apply known data from a model/year configuration to other years which featured the same body. This was done where applicable for trunk space as well as interior `` dimensions. In cases where dimensions were not available, estimates were made referencing similar sized cars to provide information. In some cases front dimensions were available but not rear. The rear dimensions were

Equivalent for Data Base	"H- 30"	*10.3" (H-63)	"L-34" (L-51) *38.3"
Correction Values	minus cushion risc (F to rear)	plus constant 4"	minus constant 4" -4"
1°55∕1960	"H3" floor to scat cushion top *12.6"	shion liner	"1.4" Scat back, to cushion top to floor *42.3"
Definition and M.V.M.A. designition	Verticle dimension from the "H" point to accelerator heel point. "H30"	"H-6]" ("H-63") "H" point to head- liner plus 4"	"L-34" ("L-5]") A diagonal line from ankle pivot point to "H" point + 10"
Name	Front seat Height	Front headroom or (Rear headroom)	Front led room (Rear leg room)
Attribute Number	6	20 (21)	22 (23)

TABLE 2.7 CORRECTION VALUES FOR INTERIOR DIMENSIONS - DOMESTIC CARS

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* Dimensions used to illustrate adjustment for 1955 Buick

proportioned from the front using knowledge of the car, similar cars, and/or other model car configurations to reinforce the estimate.

2.3.6 Emissions

Emission levels were listed for 1973 and 1974 model years only. Although emission levels were recorded for 1972 using constant volume sampling no fuel economy data was available from EPA for 1972. It was determined by DOT/TSC that 1973 and later data was significant and that 1972 and earlier emission data need not be included.

The EPA tested a certain number of vehicles for emission and fuel economy levels in 1973 and 1974. These test vehicles served to represent that entire production fleet for these years. The results were published in the Federal Register for 1973 and 1974 and indicated models and engine family and the test vehicle representing the models. Since many of the specific configurations were not tested, data was selected from appropriate test vehicles to represent the model configurations selected for the data base. Selected configurations were matched to test vehicles by matching most closely the fuel economy attributes (in order of importance: inertia weight class, CID axle ratio and transmission type.) Inertia weight class was always matched. When the matches were made, emission and

fuel economy data from the test vehicles were utilized in the data base for the represented and tested configurations. Table 2-8 shows the 1974 Chrysler models with 198-225 CID engine family as represented by six test vehicles. Satellite and Coronet models were represented in the data base by a Dodge Sport Wagon. This test vehicle is indicated by asterisks. This test vehicle had compatible Inertia Weight Class, engine and transmission attributes but a different axle ratio than the represented configurations. Comparative attributes are noted for the represented Satellite and Coronet models in italics.

2.3.7 Fuel Economy

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The urban fuel economy values obtained from the 1973 and 1974 EPA tests were adjusted by multiplying by 1.045¹ to put them on the 1975 Federal Test Procedure basis which includes cold start and hot start urban test cycles instead of the 1972 test procedures cold start only method. For 1973 and 1974 the composite city/highway fuel economy value was determined by multiplying 1975 FTP urban fuel economy by 1.154¹. The highway fuel economy was determined by multiplying the urban value by 1.42¹ (which is the sales weighted ratio of highway to urban fuel economy for the 1975 fleet as tested by EPA).

Reference: SAE Report #750957 "Passenger Car Fuel Economy Trends through 1976" by Austin, Michael and Service.

- EXAMPLE
VEHICLES
TEST
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TABLE

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Determining fuel economics for years prior to 1973 presented some difficulties due to the lack of any data recorded by following an EPA 1972 or 1975 FTP test cycle, the variation of test cycles over a period of time by the same organization, the lack of scientifically controlled repetition of test cycles, the lack of any test for many configurations, and the inclination for manufacturers to supply specialized or performance equipped vehicles to testing groups for testing rather than the more standard models.

The fact that fuel economy is affected by such a wide range of factors including the manner in which the vehicle is driven, type of route traveled, vehicle speeds, cold start frequency, accessory equipment use, vehicle weight, axle ratio, transmission type and ambient conditions further complicated comparing road test fuel economy data to EPA data. Tests have indicated¹ that the same group of vehicles tested in a carefully controlled road test will give different relative economies than when tested on carefully controlled dynamometer tests (as EPA) primarily due to variations in aerodynamic characteristics beyond the scope of consideration in the EPA tests but automatically present in road tests. These tests also indicated a variation in comparing the relative results of the two types of tests when observing cars of different weights.

Reference: SAE report #750670 A Technical Report of the 1975 Union 76 Fuel Economy Tests by West, Wusz, Finnigan & Askewold.

The two most significant factors effecting fuel economy appear to be l.) type of driving and; 2.) vehicle weight. Vehicle weight was matched as closely as possible between road test vehicles and data base configurations. Comparisons between road test drive cycle information and EPA cycle data were based on engineering judgements and consideration of the test cycles. It was found that only about one-third of the numerous road tests available for reference would be applied, even with broadest consideration, to data base configurations listed. Preference was given to data from sources that spanned the largest period of time in the study hence gave an added consistency factor. Data accumulated and the drive cycle used was reviewed and the data was assigned an urban, composite, or highway classification. Comparisons were made between test source data and comparable EPA test data when sufficient information was available. The cycle from each source was assigned an adjustment factor which was multiplied by road test fuel economy data from that source.

The relationships between urban and composite, and urban and highway fuel economy was maintained at a ratio of 1: 1.154 and 1:1.42 respectively throughout the data base. Therefore when only one of the three of these fuel economy values could be obtained or estimated, the other two values would be established by applying the appropriate ratios.

Where data was available from road tests it was factored and presented. Where it was possible to estimate fuel economy of similar cars (i.e., same engine, manufacturer, similar weight, transmission, axle ratio) estimates were made. Where no data was available and there was no similar configuration with data available for comparison the data was omitted. Table 2-9 shows road test cycle factors.

TABLE 2-9 ROAD TEST CYCLE FACTORS

Road Test Milage X Factor = EPA

TEST	FACTOR	EPA EQUIVALENT	
Motor Trend 73 Mile (Or car life)	0.9	Composite	
Pure-Union Perf. Tests	1.0	Composite	i
Popular Science Composite	1.3	Composite	
Road and Track 41 Mile	0.9	Composite	

The factors shown in Table 2-8 were assigned by comparing test cycles and average speeds. The Pure Oil Fuel Economy Test from the performance trials from 1961 to 1970 was judged to give economy values comparable to the EPA composite values. Comparisons of Motor Trend data with the Pure-Union tests resulted in the 0.9 factor assignment. Motor Trend, Road and Track and Road Test Magazine data seemed to compare closely so Road and Track data was assigned a 0.9 factor also. Popular Science milages were lower than Pure Union's and were assigned a 1.3 factor. Car and Driver test data prior to 1973 was too inconsistent to be of value, and was taken in many cases from performance runs. Auto Car data was used in a few instances. Table 2-10 shows some 1970 road test data used to develop the factors. Information that seemed inconsistently high or low was not used.

			Fuel Eco	onomy - MPG	
		Pure-	Motor	pop.	
Car	Disp. CID	Union	Trend	Sci.	
			Hiway		
Ford	390	15.10	16.7		
Maverick	200	22.15	23.1		
Chevrolet	350	16.62	18.5		
Coronet	440	14.42	15.7		
Rebel	232			19.0	
Hornet	232	25.08			
Toranado	455	13.38		9.4	
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TABLE 2-10 SELECTED 1970 ROAD TEST FUEL ECONOMY DATA

Table 2-11 shows various fuel economy road test cycles designated by name of test group. Pure-Union test data for 1961 were used for applicable 1960 data base configurations when manufacturer, model, engine and transmission were identical. Pure trials for 1960 used a non-representative test cycle. Steady state fuel economies were not available in many cases and were not listed unless supported by test data.

2.3.8 Vehicle Performance

Acceleration times were recorded for 0 to 60 mph or 0 to 50 mph. When the times entered in attribute 41 were 0 - 50 mph times,this was noted in the comments. If acceleration times were not available no information was estimated. Cars in more recent years (especially smaller ones), suffering from the lack of power brought on by emission equipment and emphasis on fuel economy, are more commonly tested at 0 - 50 mph levels. Passing times 40 - 60 mph were recorded when data was found. Passing time 35 - 55 mph was not found for any of the configurations and was not recorded. This space (Attribute 43.) was used for an additional "other" passing time for some early years of the study when 40 - 60 mph was not available. If used for another passing time, the speeds were noted in the comments.

TABLE 2-11 ROAD TEST CYCLES

Tester	Cycle	Assigned Classification
Motor Trend/ Car Life	A 73 mile public road loop of approx- imately 1/3 city, 1/3 suburban and 1/3 highway driving. Maximum speeds do not exceed 60mph. Maximum loop travel time is 2 hrs. Tank is filled before and refilled afterwards at same station. Test loop measures 73.125 miles on a fifth wheel. Testing temperature is 70-80° ambient. Motor is warm on start No special attempts made to gain economy. Driven normally following tra	COMPOSITE
Popular Science	Drive steady 45 mph around Bridge- , hampton (Long Island) N.Y. raceway - a 2.5 mile course with many turns and hills intermixed.	COMPOSITE
Road & Track	A 41 mile public road loop consis- ting of 40% city and 60% freeway driving. Test vehicle filled before and refilled afterwards at same sta- tion.	COMPOSITE .
Pure-Union Performance Trials	For this test, every car received a measured gallon of gasoline in a special tank. (The car's regular tank was disconnected and the carburetor was run dry.) The object was to see how far each car could go on its one gallon of gasoline, under typical driving conditions. The entire run was made at an average speed of at least 40 mph. During each 3.7 mile lap around the track, every car had to (1) go through a 1,610-ft. speed zone at a minimum speed of 65 mph and (2) make a complete stop. This is designed to duplicate, in condensed form, normal driving on a tankful of gasoline. The economy test for each car ended when the car ran out of gas and rolled to a stop. The distance it covered was measured by the official car with a "5th wheel"	COMPOSITE
	odometer accurate to 1/10 of 1 foot, and mpg calculated.	

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Attribute 44 was used to record other available passing times and the speeds were specified in comments. Production volume information was not available for all configurations in published literature but was acquired from the manufacturers if necessary. This information was gathered in the process of data base vehicle selection. 2.4 INFORMATION SOURCES

The sources of information used to compile the information included in the data base is shown in Table 2-12. The table shows the sources, specified by attribute and applicable model year.

Source material was obtained from Chilton Library sources, .ne Philadelphia Free Library, private literature collections and automobile manufacturers.

In some cases original publications were not available for direct reference, e.g., some issues of <u>Ward's Automotive</u> <u>Yearbook</u> and <u>Automotive News Almanac</u> issue. In these instances information was supplied by photo-copying the originals from the publisher's archive file.

TABLE 2-12 ATTRIBUTE SOURCE TABLE Years Studied 1955, 1960, 1965, 1968, and 1970 to 1974 only

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Attribute

01 02	Vehicle identification Transmission & no. of	1955 to 1974 Wards
	gears	1955 to 1974 MVMA (AMA), A/N, 1955 to
03	Cubic inch displacement	1973 AI, 1970 to 74 ECP, 1973-74 R 1955 to 1974 MVMA (AMA), A/N, 1955 to
04	Rear ratio	1973 AI, 1970 to 74 ECP, 1974 R 1955 to 1974 MVMA (AMA), A/N, 1955 to
05	Engine type	1973 AI, 1970 to 74 ECP, 1974 R 1955 to 1974 MVMA (AMA), A/N, 1955 to
06	Compression ratio	1973 AI, 1970 to 74 FCP, 1974 R 1955 to 1974 MVMA (AMA), A/N, 1955 to
07 08 09 10 11 12 13 14 15 16 17	Stroke Engine horsepower Horsepower RPM Engine Torque Torque RPM Fuel Injection Wheel Base Length Width Height Curb Weight	1973 AI, 1970 to 1974 ECP, 1974 R All years MVNA (AMA), A/N, 1955 to 1973 AI, 1970 to 1974 ECP, 1974 R
18 19	Inertia weight clas: Front seat height	Comp. 1955 to 1974 MVMA (AMA), 1955 to 1971 A/N, AI, 1965-70, 72-74 A, 72-74 AC, 74 DOT, 72-73 J
20	Front head room	1955 to 1974 MVMA (AMA), 1955 to 1974 A/N, 1955 to 1973 AI, 65 to 1974 A,
21	Rear head room	72 to 74 AC, 73 CR, 74 DOT, 72-73 J 1955 to 1974 MVMA (AMA), 1955 to 1973 AI, 1965 to 74 A, 72 to 74 AC, 1974 DOT, 1973 CR, 1972-73 J 1955 to 70 A/N
22	Front leg room	1955 to 1974 MVMA (AMA), 1955 to 1974 A/N, 1955 to 1973 AI, 65 to 1974 A 72 to 74 AC, 1974 DOT, 1973 CR, 72-73 J
23	Rear leg room	1955 to 1974 MVMA (AMA), 1955 to 1973 AI, 65 to 1974 A, 1955 to 1970 A/M, 1974 DOT, 1973 CR, 1972 to 1974 AC
24	Front shoulder room	1955 to 1974 MVMA (AMA), 1965 to 74 A, 72 to 74 AC, 65 to 73 J, 55 & 60, A/N AI, 1974 DOT
25	Rear shoulder room	1955 to 1974 MVMA (AMA), 1965 to 74 A, 72 to 74 AC, 65 to 73 J, 55 & 60, A N AI, 1974 DOT
26	Roominess factor	1955 to 1974 Comp, 68 to 74 AC, 1955 to 1974 A/N, 55 to 1973 J

TABLE 2-12 ATTRIBUTE SOURCE TABLE (continued)

27 Trunk space 1955 to 1974 MVMA (AMA), 71 to 74 AC, 70-74 ECP, 74 DOT, 55-71 A/N, 65-73 A, 55-73 J 28 No. of passengers 1955 to 1974 MVMA (AMA), 1955 to 1974 A/N, 1970 to 1974 ECP, 1955 to 1972 AI, 1974 DOT Hydrocarbon ECS 29 1965-1974 MVMA (AMA) 30 Nitrogen OX ECS 1965 to 1974 CPE, 65-74 CPI, 1971 to 31 After treat ECS 1972 CBMW, 71-72 CS Hydrocarbon emissions 32 33 CO emissions 1974 & 1973 EPA Nitrogen OX emissions 34 Urban fuel economy 35 1974 & 73 EPA, 1955 to 1972 MT, 60-72 RT, 65-72 R, 60-72 A, 60 to 72 CD, 60 to 72 PS, 70-72 ECP, 60 to 68 CL Drive cycle urban 36 1974-73 EPA 37 Highway fuel economy 1974 & 73 EPA, 1955 to 1972 MT, 60-72 RT, 65-72 R, 60 to 72 A, 60-72 CD, 60 to 72 PS, 70-72 ECP, 60 to 68 CL Drive cycle highway 38 1974 & 73 EPA Compos.fuel economy 3.9 1974 & 73 EPA, 1955 to 72 MT, 60-72 RT, 65-72 R, 60 to 72 A, 60-72 CD, 60 to 72 PS, 70-72 ECP, 60 to 68 CL 40 Steady state 1955-74 MT, 60-74 RT, 60-74 R, 60-74 PS, 70-74 CD, 60-74 A, 70 to 74 ECP, 60-68 CL Acceleration 0-60 41 1955-74 MT, 60-74 RT, 60-74 R, 60-74 PS, 70-74 CD, 60-74 A, 70-74 ECP, 60-68 CL, 60-70 PPT 42 Passing (40-60 MPH) 1955-74 NT, 60-74 RT, 60-74 R, 60-74 PS, 70-74 CD, 70-74 ECP, 60-74 A, 60-68 CL 43 Passing (35-55 MPH) 1955-60 MT, 60 PS, 60 CL 44 Passing other 1955-74 MT, 60-74 RT, 60-74 R, 60-74 PS, 70-74 CD, 70-74 ECP, 50-74 A, 60-68 CL. 60-70 PPT 1955-74 Wards, 65, 69, 71 to 74 F, 71 to 74 C, 65-74 P, 70 to 72, 74 P, 68-74 O, 65-73 M, 73 PL, P, 55-68 MB, 55-60 A/M 45 Model, Production vol. 55 AI Class production vol. 46 1955-74 Wards, 65, 68, 71 to 74 F, 71 to 74 C, 65-74 P, 70-72, 74 B, 68-74 O, 65-73 M, 73 PL, D, 55-60 AM, 55 AI 47 List price 1970 to 74 ECP, 55-73 A/N, 55-68 AI 48 Comment 1 49 Comment 2

TABLE 2-12 ATTRIBUTE SOURCE TABLE (continued)

ABBREVIATIONS

Key	Source
A AC AI A/N B C CBMW CD CL CBMW CD CL Comp. CPE CPI CPI CR CS D DOT ECP EPA F J M MB MT MVMA (AMA) O P PL PPT PS	Source Auto Car Auto Manufacturers Competitive Car Spec. Automotive Industries Statistical Issue Buick Division of General Motors Co. Chevrolet Division of General Motors Co. Chilton - BMW II Repair Manual Car and Driver Car Life Computations Chilton - Motor/Age Professional Emission Diagnostic & Safety Manual Chilton Professional Import Automotive Repair Manual Consumer Reports Magazine Chilton SAAB 99 Repair Manual Dodge Division of Chrysler Corp. DOT/TSC 1975 Data Base Edmunds Car Prices EPA Test Data from Federal Registers Ford Division of Ford Motor Company Judgement used in selective areas where hard data was not available Mercury Division of Ford Motor Company Mercedes Benz of North America Motor Trend Motor Vehicle Manufacturers Association formerly AMA Oldsmobile Division of General Motors Corp. Pontiac Division of Ceneral Motors Corp. Pure Oil Performance Trials Popular Science
R RT W	Road Test Magazine Road and Track Wards

2.5 COLLATING AND DATA PROCESSING

Date accumulated during this project was collated and recorded on magnetic tape. Data has been delivered on nine (9) track unlabeled tape, at a recording mode of 800 BPI, conforming to 8-bit EBCDIC interchange code. As specified by contract, each tape has been accompanied by a structure definition sheet and a file description. The definition sheet, file description, code tables and body class definitions follow in Tables 2-13 to 2-16.

TABLE 2-13 STRUCTURE DEFINITION SHEET

- 1. Contract
- 2. Data Tile
- 3. Tape ID
- 4. Number of Blocks
- 5. Number of Records

CHILTON DATA PROCESSING SERVICES

SYSTEM NAME __DOT/TSC_CONTRACT______ SYS. STEP NO. _____ SYS. STEP NAME _____ DATE ____ DATE ____ DATE ____ Z8/76 NEW _X_REV _____

		SCRIPTION	FILE ID.
FILE NAME DOT/TSC	Historical	Data Base	_REC. SIZE _295
DISK ORGANIZATION_	N/A	FILE SEQ. N/A	BLOCK SIZE 2950

FIELD TYPES = A-alphanumeric; I-integer; R-real

FLD	SUB FLD	FIELD NAME	FROM	TION TO	+ OF BYTES	FLD TYP		ABBR.	REMARKS
01	00	Vehicle Ident.	1	11	11	А	0	VID	
	01	Recŧ	1	3	3	I	0		Sequent.
	02	Manufacturer	4	6	3	А	0		Table A
	03	Dom/Imp	7	7	1	A	0		DorI
	04	Body Class	8	8	1	I	0		Table B
	05	Bodý Type	9	9	1	I	0		Table C
	06	Model Year	10	11	2	I	0		
02	00	Trans & # Gears	12	14	3	А	0	TR	
	01	Transmission	12	12	1	A	о		
	02	# of Gears	13	14	2	A	0		Just.Lft
03	00	Cubic Inch Disp	15	17	3	I	0	CID	
04	00	Rear End Ratio	18	21	4	R	2	RR	
05	00	Eng. Type & # Cyl	22	23	2	A	0	CY	
	01	Туре	22	22	1	A	0		
	02	<pre># Cylinders</pre>	23	23	1	I	0		
06	00	Compress Ratio	24	27	4	R	1	CR	
07	00	Stroke	28	31	4	R	2	STR	
08	00	Engine HP	32	34	3	I	0	НР	
09	00	Horsepower RPM	35	38	4	I	0	RPM	
10	00	Engine Torque	39	41	3	I	0	TOR	

CHILTON TABLE 2-14 FILE DESCRIPTION (continued) DATA PROCESSING SERVICES

SYSTEM NAME DOT/TSC CONTRACT SYS. STEP NO. 300

SYS. STEP NAME Tape Conversion DATE 5 / 28/76 NEW X REV

FIELD TYPES = A-alphanumeric; I-integer; R-real

FLD	SUB FLD	FIELD NAME	POSI	TION TO	# OF BYTES			ABBR.	REMARKS
11	00	Torque RPM	42	45	4	I	0	RMT	
12	00	Fuel Injection	46	48	3	A	0	FI	
13	00 •	Wheel Base	49	53	5	R	1	WB	
14	00	Length	54	58	5	R	1	LT	
15	00	Width	59	62	4	R	1	WD	
16	00	Height	63	66	4	R	1	нт	
17	00	Curb Weight	67	70	4	I	0	CWT	
18	00	Inertia Weight	71	74	4	I	0	IWT	
19	00	Front Seat Height	75	78	4	R	1	FSH	
20	00	Front Head Room	79	82	4	R	1	FHR	
21	00	Rear Head Room	83	86	4	R	1	RHR	
22	00	Front Leg Room	87	90	4	R	1	FLR	
23	00	Rear Leg Room	91	94	4	R	1	RLR	
24	00	Front Shoulder Room	95	98	· 4	R	1	FSR	
25	00	Rear Shoulder Room	99	102	4	R	1	RSP.	
26	00	Roominess Factor	103	107	5	R	1	RF	
27	00	Trunk Space	108	112	5	R	1	TS	
28	00	# Passengers	113	114	2	I	0	PAS	
29	00	Hydrocarbon ECS	115	117	3	A	0	ЕНС	
30	00	Nitrogen OX ECS	118	120	3	A	0	ENO	

CHILTON TABLE 2-14 FILE DESCRIPTION (continued) DATA PROCESSING SERVICES

SYSTEM NAME ______ DOT/TSC CONTRACT _____ SYS. STEP NO. _____ SYS. STEP NO. _____ SYS. STEP NAME TAPE CONVERSION _____ DATE ____ DATE ____ / 28/76 NEW _X_REV. _____

 FILE DESCRIPTION
 FILE ID.

 FILE NAME DOT/TSC HISTORICAL CATA BASE
 REC. SIZE 295

 DISK ORGANIZATION
 N/A
 FILE SEQ.
 N/A
 BLOCK SIZE 2950

FIELD TYPES = A-alphanumeric; I-integer; R-real

FLI	SUB FLD	FIELD NAME	POSI		# OF BYTES	FLD	DEC POS	ABBR	REMARKS
31	00	After Treat ECS	121	123	3	A	0	EAT	1
32	00	Hydrocarbon Emis.	124	128	5	R	2	LHC	†
33	00	CO Emission	129	133	5	R	2	LCO	
34	00	Nitrogen OX. Emis.	134	138	5	R	2	LNO	
35	00	Urban Fuel Econ.	139	142	4	R	1	GEU	
36	00	Drive Cycle - Urb.	143	155	13	A	0	DCU	
37	00	Highway fuel Econ.	156	159	4	R	1	GEH	
38	00	Drive Cycle-Hghway	160	172	13	A	0	DCH	
39	00	Compos. Fuel Econ.	173	176	4	R	1	GEC	
40	00	Steady State	177	180	4	R	1	G50	
41	00	Acceleration	181	185	5	R	2	A60	
42	00	Passing (40-60mph)	186	189	4	R	1	Alp	
43	00	Passing (35-55mph)	190	193	4	R	1	A2P	
44	00	Passing (other)	194	197	4	R	1	A3P	
45	00	Model Prod. Vol.	198	203	6	R	2	TP4	Thousand
46	00	Class Prod. Vol.	204	210	7	R	2	MS4	Thousand
47	00	List Price	211	215	5	I	0	MLP	
48	00	Comment 1	216	255	40	A	0	C01	
49	00	Comment 2	256	295	40	A	0	COZ	
							-+		

TABLE 2-15 CODE TABLES

TABLE A. MANUFACTURERS:

COMPANY	
VAUXHALL	VAU
AMERICAN MOTORS CORP.	AMC
ERITISH LEYLAND	BRI
CHRYSLER CORP.	CHR
FORD MOTOR CO.	FMC
FIAT	FIA
GENERAL MOTORS CORP.	GMC
VOLKSWAGEN	VWA
TOYOTA	TOY
NISSAN (DATSUN)	NSN
MAZDA	MAZ
PORSCHE-AUDI-VOLKSWAGEN	VWA
MITSUBISHI (DODGE COLT)	MTI
VOLVO	VOL
HONDA	HDA
MERCEDES BENZ	MBL
SUBURU	SUB
BAVARIAN MOTOR WORKS	BMW
SAAB	SBA
PEUGEOT	PEU
STUDEBAKER	STU
AUSTIN HEALEY	AHI
FORD (ENGLISH)	FME
HILLMAN	HIL
METROPOLITAN	MET
MORRIS	MRS
RENAULT	REN
SIMCA	SIM
WILLYS	WLS

TABLE B. BODY CLASS

DESCRIPTION

FILE CODE (VID)

MINI	0
SUBCOMPACT	i
SPORTS	2
OMPACT	3
SPECIALTY COMPACT	4
INTERMEDIATE	5
SPECIALTY INTERMEDIATE	6
STANDARD	7
SPECIALTY STANDARD	8
LUXURY	9
	-

TABLE C. BODY TYPE:

DESCRIPTION	FILE CODE (VID)
STANDARD STATION WAGON	0 1
53	

TABLE 2-15 (continued)

CODE TABLES

 TABLE D.
 HYDROCARBON EMISSION CONTROL SYSTEMS

 <u>TYPE</u>
 <u>FILE CODE</u> (EHC)

 AIR INJECTION REACTOR (AIR PUMP)
 AIR

 ENGINE MODIFICATION SYSTEM
 EMS

 TABLE E.
 NOX EMISSIONS CONTROL SYSTEMS

 <u>TYPE</u>
 <u>FILE CODE</u> (ENO)

 EXHAUST GAS RECIRCULATING
 EGR

 TRANSMISSION CONTROLLED SPARK
 TCS

 TABLE F.
 AFTER TREATMENT EMISSION CONTROL SYSTEMS

 <u>TYPE</u>
 <u>FILE CODE</u> (EAT)

 CATALYTIC CONVERTER
 CAT

 THERMAL REACTOR
 THM

TABLE 2-16 BODY CLASS DEFINITION

DOT VEHICLE DATA BANK

File Code	Body Class Definition	
0	Mini	Under 80 inch wheelbase
1	Sub Compact	80 - 100 inches wheelbase
2	Sport	Two passenger sports design. May not be high performance in acceleration characteristics - but will be a sports car by design. Examples are: MGB, Spitfire, TR7, 914 Porsche, Corvette, Pantara, etc.
3	Compact	101 - 111 inches wheelbase, 1965 to 1974 101to 114 inches 1955 and 196 0
4	Specialty Compact	Compact category wheelbase, but of sporty nature, limited to two-door body config- uration and 2+2 or four passenger seating. Examples are: Camaro, Firebird, Mustang
5	Intermediate	112 - 119 inches wheelbase, 1965 to 1974 Class does not exist 1955 and 1960
6	Specialty Intermediate	Intermediate category wheelbase, but of more sporty design, limited to two-door body configuration and 2+2 or four passenger seating. Examples are: Monte Carlo, Cordoba and Cougar.
7	Standard	120 inches wheelbase up for 1965 to 1974 except for luxuries and specialty standards. The basic full-size car. 114 and over for 1955 and 1960.
8	Specialty Standard	Standard category wheelbase but of more sporty design, normally limited to two door design (four door Thunderbird is exception) and with five or six passenger capacity. Special body differing from standard car line.
9	Luxury	The high priced cars aimed at the buyer who can spend a lot of money for extra refinements and appointments. Usually the largest cars but in all cases the most expensive cars.

3. CONCLUSIONS

Data was collected, correlated and collated covering the defined attributes of the physical, operating, performance, and economy characteristics for the model years 1955, 1960, 1965, 1968, 1970 through 1974 and for the vehicle configurations representative of the total fleet for the United States. Characteristics were documented for over 1000 vehicle configurations for all attributes for which information was available or could be reasonably extrapolated from available information.

With the addition of this data base to the existing DOT automotive data base, the ability of the Transportation Energy Efficiency Program to support DOT policy making decisions has been greatly enhanced.

4. RECOMMENDATIONS

In order to sustain the ability of the DOT to make policy decisions based on most current information this data base information should be up-dated annually to reflect the most recently available information. The necessary data to perform this task should be available by the end of the calendar year of the subject model year. The data could be collected, correlated and collated by the end of the first quarter of the year following the subject model year. Unfortunately the last data available (model year production information) is one of the first pieces of information needed to select representative configurations.

Because of the obvious need to extend controls to other types of transportation such as light trucks and vans,a similar data base should be created as a source of automotive characteristics most commonly used in research analyses and discussions concerning automotive energy consumption. The study should include coverage of recent years to accumulate the base line characteristics of the subject vehicles.

59/60

APPENDIX A REPORT OF INVENTIONS

Contract DOT-TSC-1174 concerned the collection of existing data on automobile characteristics. Although some extrapolation and/or interpretation of data was used by the contractor as part of the methodology for task completion, no "subject inventions" were achieved during the performance of work on this contract. APPENDIX B EXHIBITS

FXHIBIT I



July 9, 1976

Mr. D. F. McGarry Car Distribution Buick Motor Division Flint, MI 18550

Dear Mr. McGarry:

Please advice for statistical purposes the following information per our telephone conversation Briday, July 9, 1976.

1973 Hodel Year:

Production quantity of Century series with 350 CTD engine Production quantity of be Sabre series with 350 CID engine

1972 Hedel Year:

Production quantity of Skylark ceries with 350 OID engine Production quantity of Le Sabre series with 350 GID engine

1971 Model Year:

Production quantity of Skylark series with 350 CID engine Production quantity of Le Sabre series with 350 CTD engine

1970 Hodel Year:

Production quantity of Skylark series with 350 CID engine Production quantity of Lo Sabre series with 350 CID engine

Thank you for your help.

nly your:

Charles Conturll

00:pc

Chilton Company/Radnor, Pennsylvania, 19089 215-687-8200



EXHIBIT II CHRYSLER CARS SELECTED FOR DATA BASH

lon						
Produčtion	36,986 53,5396 52,0589 220,0589 220,923 220,923 220,923 220,923 220,923 220,923 220,923 220,923 220,923 220,923 220,923 220,923 20,923	15,667	192,909 8,606 8,006 8,306 26,099	15,641 15,854 709 2,058	74,041 121,572 44,000 25,458	12,725
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Engine	8000 1550 3555	225	318 34400 18000 80000 88000 8000000	88 89 C T T O T T O T T O	4400 4400 0000	440
Inertia Weight Class	3500 3500 4000 4000	4000	4 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4000 4000 4000 4000	4500 5000 5500	5500
Theřtia Weight	36511 36511 36516 37516 37516 37516 37516 37516 37516 375767777777777	4052	4117 4175 4274 4404 4682	3778 3752 3984 2947	4694 4797 3695 3695	5395
ר ק נ ק	3222 3211 3216 3327	3752	3817 3875 4104 4382	3478 3452 3684 3647	4395 4497 4545 5069	5095
rype	ດ 	STD		0 H = = = =	STD SH	S'FD
Class	е С С	TNI		SPEC COMP	S TD D	rux.
Model	Val∕Dàr	Sat/Coro Charger		Bar/Chal	Fu/Mon Chr	I mp
Division	P1y/Dod	Ply/Dod		PLy/D0d	P1y/bod Chr	- - - -
Manufactürer	Chrysler	Chrysler		Chrysler	Chrysler	Chrysler
Domestic or Imported	0	Q		٩	0 0	Q

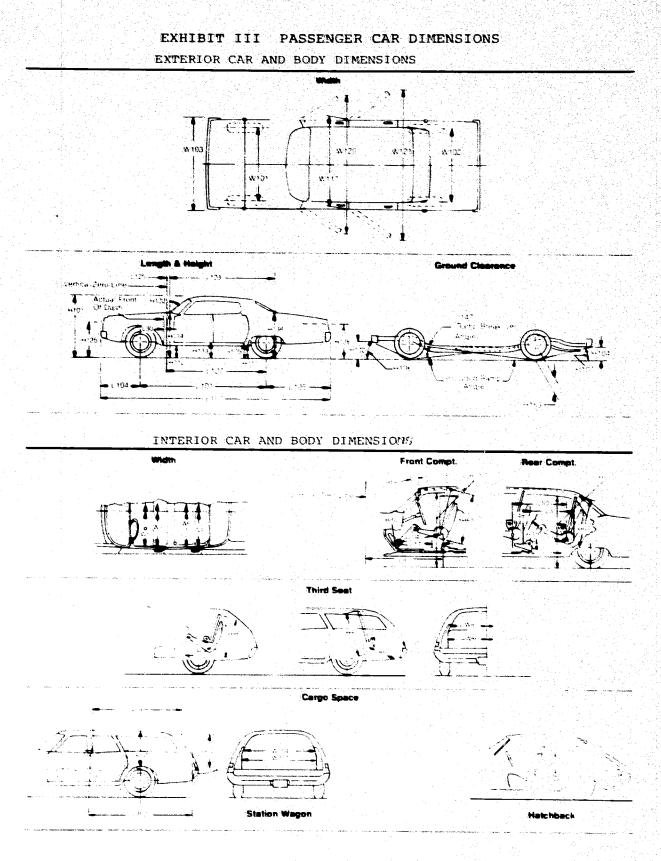




EXHIBIT IV
DT MAINTENANCE 300 KP-24
D ₁ T ⁻ T + 1 1 1 1 12 13 ² B0 C - Change D - Delete
TA SINCE THE CLU FIN HR FIN CY FIN CR FIN STR
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14 15 16 18 14 15 16 10 10 F/N RMT F/N FI F/N WB
0.8 19 14 15 16 19 14 15 16
14 15/16 20 14 15/16 WT
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F/N ENO F/N EAT F/N LHC
14 1516 18 14 1516 18 14 1516
$\begin{bmatrix} 3 & 0 \\ 1 & 1 \end{bmatrix} \begin{bmatrix} 3 & 1 \\ 1 & 1 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ 1 & 2 \end{bmatrix} \begin{bmatrix} 3 & 2 \\ $
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3_15_1 , 3_16_2 , 1_1 , 1
F/N DCH F/N GEC Fin
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$\begin{bmatrix} 3 & 8 \\ 3 & 9 \end{bmatrix}$ $\begin{bmatrix} 3 & 9 \\ 1 & 4 \end{bmatrix}$ $\begin{bmatrix} 3 & 9 \\ 1 & 4 \end{bmatrix}$ $\begin{bmatrix} 4 & 1 \\ 1 & 4 \end{bmatrix}$ $\begin{bmatrix} 4 & 1 \\ 1 & 1 \end{bmatrix}$ $\begin{bmatrix} 1 & 1 \\ 1 & 1 \end{bmatrix}$
F/N A1P F/N A2P F/N A3P F/N TDA
14 1516 19 14 1516 19 14 1516 19 14 1516 21 14 1516
$\begin{bmatrix} 4 & 2 & 1 & 1 & 1 \\ 4 & 3 & 1 & 1 \\ 4 & 4 & 1 & 1 \\ 4 & 4 & 1 & 1 \\ 4 & 5 & 1 & 1 & 1 \\ 4 & 5 & 1 & 1 & 1 \\ 4 & 5 & 1 & 1 & 1 \\ 4 & 6 & 1 & 1 & 1 \\ 1 & 1 & 1 & 1 \\ 1 & 1 & 1$
F/N MLP F/N CO2 COMMENT 1
14 15116 20 14 15 16 20 30
4 ,7 4 ,8 4 ,8 5 ,1 5
FIN COI COMMENT 2
14 15 16 20 30 40 50 55
-9-9-2 ΣΕΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙΙ

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EXHIBIT V

1971 U. S. PASSENGER CARS

STANDARD ENGINES-RATINGS and PERFORMANCE

												T	1
	-		j.	i iii				1. Cress		с. С-ч		Citrade Man	
Gundh, Manad, Londa, Hanner Andreas Marine Marine Londa Marine Londa		1.76.3 (d) 3.76.3 (d) 3.76.3 (d) 4.66.3 (d)	212 200 200 200 200					210 100 200 100 300 200		542 591 691 691		64 80 64 80 59 82 57 82	
		3.00.0 53	200.0	-	••	145 438	•	235 466				72.30	
		3.48x3.48 3.48x4.12 3.91x3.31 4.95x3.31 4.95x3.31 4.95x3.75 4.95x3.75 4.95x3.75		300 100 1212 1073 1073 1712 1712 1712				100 200 215 240 326 200 346 320 410 340 400 320		631 544 723 783 783 781 841		2011 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	
tete Gadager, Grund, Gaspar, Bar Raine Reine, Bar Gadager, Barn Gaspr		2 (0),3 (0) 3 (0),4 (1) 3 (0),4 (1) 3 (0),4 (1) 4 (0),4 (1) 4 (0),4 (1) 4 (0),4 (1) 4 (0),4 (1) 4 (0),4 (1) 4 (0),1 (1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(1)(3346 360 5212 5673 6277 6277 7212		125 440 145 400 275 440 275 500 275 440 307 400		106 2000 215 2400 329 2400 340 320 315 2000 411 3400 407 3200		631 664 723 800 716 716 703 601		54 50 54 50 64 30 71 70 85 70 85 70	
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laitern 10 metter co.	10 -¥1-CHW	4.32.3.75	440 .8	7212	•	335 4480		6 . 32 8		201		66 .73	
	4.4-0HC H.4-0HV H.4-0HV M.4-0HV M4-0HV M4-0HV M4-0HV M4-0HV M4-0HV M4-0HV M4-0HV	3.1%3.66 3.5%2.66 4.6%3.10 3.6%3.10 4.6%3.00 4.6%3.50 4.6%3.50 4.6%3.50 4.6%3.50 4.6%3.50	97.6 176.9 290.9 290.0 382.0 361.0 429.0	1000 2795 3034 4000 9753 5753 5753 5753 7031	8.48 8.70 9.80 9.80 9.80 10.70 10.90	75 5480 180 4200 140 4880 145 4680 210 4880 240 4880 240 5480 360 4880		6+ 1040 114 2100 217 1500 24+ 1600 310 1600 310 1600 310 1600 444 100		764 989 503 989 685 684 812 630		54 X 47 52 10 10 10 10 10 10 10 10 10 10 10 10 10	3 15 4 35 4 7 4 7 4 7 4 7 4 7 4 7 7 7
	1.4-0HV 4.4-0HV 80-VE-0HV 80-VE-0HV 80-VE-0HV 80-VE-0HV 80-VE-0HV 80-VE-0HV	3.58x2.84 3.68x3.01 4.68x3.60 4.68x3.60 4.68x3.50 4.68x4.60 4.35x3.50	170 0 250 0 351 0 351 0 400 0 420 0	2786 4380 5753 5753 635(^ 783)	8.20 8.60 9.60 10.20 8.60 10.50	180 3290 145 1880 240 1680 265 5 180 260 1380 320 1480		145 NGO 232 1648 350 2648 370 3689 405 2298 460 2288				54 88 60 88 78 68 78 68 78 68 78 78	4 1 4 7 4 4 4 1
	_	4.2613.85	460.0	7130	10 00	365 :688		580 2880		1. 19 3		78.78	0'm
Mens, Camara, Chanata, Chanata Mens, Camara, Chanata, Comunic Mante Carto Channelst, Carvatte	IL-B-OHL IL-B-OHV III -VI-OHV	3.50x3.63 3.66x3.53 4.66x3.48 4.66x3.48	140.0 290.0 380.0 380.0	2285 40% 5737 5737	8.00 9.50 1.50 8.50	6 1600 131 4200 245 4400 270 1600	80 4480 110 3880 165 4680 210 4458	136 3460 230 1680 350 2680 368 3280	121 2000 165 1600 200 2000		971 440 471	#2 50 #3 40 60 41 60 01	3 8
	W-W-OHV	3.00+3.53 3.00+3.75 4.12+3.75 4.12+3.75 4.12+3.75 4.38+4.21	210.0 310.0 410.0 415.0 415.0	6000 5737 6556 7457 745	6 50 8 90 8 20 8 20 8 20 8 20	145 4,30 250 4380 360 3890 280 4480 325 44:0	110 3000 165 4200 255 4400 190 3200 255 4400	348 1280 230 tost 390 2100 460 3428 458 2040 458 1200		771 500 714 728 815 714	1 12 12		3-10 3-10 4.7 3-6 3-6
n Skylark Lafabra Contarian Elacira, Riviara	BE -VE-OHN	3.07x3.93 3.00x3.05 4.31x3.00	290.0 390.0 495.0	409x 5737 7487	8.50 8.50 8.50	145 4800 230 4480 315 4100	110 3680 195 3880 230 4880	236 2480 356 2488					4 37 8 18
needile F-dit, Carinan Carbina, Dolta Dolta Bil A-6.2 Taranada	W-VE-OHV	3.00.13.63 4.00.13.00 4.13.4.25 4.13.4.25 4.13.4.25 4.13.4.25 4.13.4.25	210.0 357.0 400.0 405.0 405.0 405.0	4001 \$737 7457 7457 7457 7457	8.90 8.50 8.50 8.50 8.50 8.50	145 4290 240 1280 280 4880 320 1480 340 4880 350 4488	110 3000 360 4000 145 3600 225 3000 270 4400 275 4200			.615 .703 .747	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	80 10 60 10 77 60 77 60 61 75	0'10 4'27 4 27 3 10 3 10 3 10 4 27
illes Coluin, Collille, Finaturani I Elderado	M-VE-OHV	4.38.4.98 4.38.4.38	472.0	773e		345 4480	220 4000 736 300		310 2468 410 2468	731		77.80 77.80 14.60	

2"3# to 3". id rear to front.

L-LeMan, 6.0".

-Deita, 3*15'

IL-In hime.

ABOREVIATIONS

Let-Lateral OHC-Overbrad camebalt.

OWW -- Churchrad value V-Ventype engine Var-Vertupl

AUTOMOTIVE INDUSTRIES, March 15, 1971



EXHIBIT VI

STANDARD ENGINES-RATINGS and PERFORM 6

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			31			iķ		1 1± 15					
WERKAN WEIGHE CORP. Bunda, Marata, Jaroba (1971), Marata Ganda, Harata, Jaroba, Marata, Ganda, Harata, Jaroba, Marata	1.4.0my 8'-18-344	3 7843 50 3 7943 40	272 .0 284 8	-	8.00 8.00	100 JAD 130-daa	100 - 100 200 - 200	4)) 	04 00 10 M	4 4 144	••	6668 ()» () 20 ()»	91 9 95 7
		1 804 51			0.10 0.10				77.71 78.47		1.85 1.15	885 8.0 875 8.0	71.7 74.4
Regard Comp.		1.00.101 1.00.112 1.00.112 4.00.112 4.00.112				11:11 10:00	****		10.10 10.10 01.10 71.20 40.20		3.91 3.51 7.00 8.36 3.51	215 Co 150 Co 200 Co 204 Co 150 Co	73.2 82.6 85.7 92.7 82.8
ande Bart Canadaria Canadaria Canadaria Bart Canadaria Canadaria Canadaria Bart		3.40x3.00 3.40x4.12 3.07x3.31 4.60x3.31 4.60x3.35							18.14 19.58 8.38 71.78 77.49		1.51 3.51 7.83 8.34 10.34	855 Be 198 Be 888 Be 854 Be 977 Be	73 1 82 6 85 1 92 1
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to espres ce.		4.2243.75	440 8 87.6	7212		225 4466	345 3200	511	66.20	Let'	5.66	. 1 16 Ge	124
Ford Costain, Coloring 50 Ford Costain, Coloring 50 Ford Costain, Coloring 50 Ford Costain, Coloring 50 Ford Costain, Bucktong Gloverica Ford LTO Tandotter	L OHY L OHY L OHY H OHY H OHY B VE-OHY B VE-OHY B VE-OHY B VE-OHY B VE-OHY	3.19=3.00 3.50=2.04 4.00=3.10 3.00=3.91 4.00=3.00 4.00=3.00 4.00=3.00 4.00=3.50 4.00=3.50	170.0 240 0 250 0 302 0 302 0 302 0 302 0 351 0			54 4000 82 4400 95 3400 96 3400 140 4000 141 4000 143 4200 153 4200 212 4400	00 2408 120 1000 170 2200 181 1600 230 2250 230 2250 232 2500 242 2500 244 2000 327 2500	551 482 429 388 454 454 454 476 436 436 494	7,78 54 68 67 50 60 93 58 29 58 20 58 20 58 20 69 40	3 15 4 35 4 20 1 7 4 7 4 7 4 7 4 7 4 7 4 20	4 00 4 00 10 00 16 19 19 10 8 10	130 130 521 8+ 521 8+ 521 8+ 521 8+ 510 8+	51 93 93 64 77 77 67 112
	11.6.0HV 14.6.0HV 19.6.0HV 19.400HV 19.400HV 19.400HV 19.400HV 19.400HV 19.400HV 19.400HV	4.38n3 50 3.50n2 94 3.60n3 91 4.00n3 90 4.90n3 90 4.90n3 90 4.90n3 90 4.90n3 50 4.90n3 50 4.90n3 50 4.90n3 50	428 9 256 9 302 9 302 9 351 9 351 9 351 9 429 9	2031 2786 4000 4045 4045 5753 5753 5753 5753 7031	8 30 8 90 8 50 8 50 8 60 8 60 8 60 8 50	212 4400 95 3600 143 6200 143 6200 165 3000 246 5000 298 4400	129 1800 129 1800 181 1600 216 2290 242 2900 277 2000 275 2000 200 3000 372 2000	402 300 454 874 467 707 405	91 40 54 50 56 91 58 20 58 20 78 40 75 40 91 40	4 35 4 7 4 7 4 7 4 7 4 7 4 7 4 7 4 7 4 7 4 7	19.79 4 99 10 10 10 19 8 32 6 31 10 29 19 70	032 8+ 130 223 8+ 027 8+ 016 072 8+	112 91 77 95 90 190
engen ty Continentei	10 - V&-OHV	4.3613.35 4.3613.85		7535 7539	1 SC 8 SS	212 6400 224 4460	342 2800 357 2000	- 461. - 467	91 46 91 40	6)Q 6 30	16 70 10 70	017 032	121
MERAL MOTORS COMP. Nanolis Rova, Camaro, Chomilio, Chorrelat Rova, Camaro, Chorlino, Missio Carla, Caorate Carvatio Carvatio	15-4-044C 16-6-044¥ 88 -V6-044¥ 86 -V8-044¥ 88 -V8-044¥ 88 -V8-044¥	3.50n3 63 3.60x3 53 3.60x3 25 4.00x3 00 4.00x3 00 4.13x3 75	100.6 250.0 307.0 350.0 350.0 400.0	2295 8096 5031 5737 5737 6556	8 50 6 50 6 50 6 50 8 50	80 1100 110 3600 130 3600 130 3600 365 3800 290 4400 179 3400	121-24-200 185 1600 230 2890 280 2490 300 2800 300 2800	571 340 423 471 571 425	73 50 72 71 74 56 75 47 75 47 75 47	3 50 4 46 3 4 36 1 4 36 1 3	7 26 6 86 3 32 1 55 4 55	013 AU 006 E- 025 Be 025 Be 025 Be	72 71 71 71 71 71
enter Finisind, Vantura II, Landane Finisind, Lablane Graham Finisind, Grand Mili Bannathi Grand Ville Finisi	11.4.0HV 10V6-0HV 10V6-0HV 10V6-0HV 10V6-0HV 10V6-0HV 10V6-0HV 10V6-0HV 10V6-0HV	3.00+3.53 3.00+3.75 4.12+3.75 4.12+3.75 4.15+4.21 4.15+4.21 4.15+4.21	250 0 350 9 400 9 400 9 155 0 155 0 455 9	Autoi 5737 6554 6556 7657 7857 7457	6 50 6 99 8 20 8 20 8 20 8 20 8 40	110 3090 160 3300 175 3000 250 3300 185 4000 220 3600 390 5000	165 1640 279 2001 316 2400 325 3266 350 2000 350 2400 415 3290	440 457 438 675 107 481 559	93 00 29 76 36 36 55 61 112 64 111 89	3 16'4 2 00 3 3 15' 2'40 4 3 4 3 4 2 49			
hainen Sila yilarik Cuustaan Lostative Cuustaan Sila yilante GS Cantiariaan, Elactria 225, Cuustaan Romatra GS	10 -VE-0HV 10 -VE-0HV 10 -VE-0HV 10 -VE-0HV 10 -VE-0HV 10 -VE-0HV 10 -VE-0HV	3 08+3 05 3 09+3 05 3 99+3 05 4 31+3 90 4 31+3 90 4 31+3 90	350 0 350 0 356 9 455 0 455 0 455 0	5737 5737 5737 5737 7457 7457 7457	8 50 8 59 8 50 8 50 8 50 8 50 8 50	156 3820 155 3880 190 4000 275 4880 250 4880 250 4880 250 4880	265 2400 270 2330 265 2000 360 2600 375 2000 380 2000	129 143 543 543 549 549	55 87 55 87 55 87 70 97 70 97 70 97	4 37 6 15 4 37 E 15 5 6 5 6	7 87 7 87 7 87 16 13 19 33 10 33	053 053 053 053 031 031 036 033	95 95 128 128 126
Didemakte F-85, Cultars, Data, Royale F-85, Cultars, Data, Royale 199 Turonate Turonate	80 -78-0HA 80 -78-0HA 80 -78-0HA	4 9513 39 4 0513 39 4 1314 25 1 1314 25	350 0 350 0 155 0 155 0	5737 5797 7457 7457	8.50 8.50 8.50 8.50	160 3000 100 5000 225 3600 265 129	275 2100 275 2000 350 2600 375 2800	457 514 295 547	60 58 60 58 69 75 69 75	4 37" 4 37" 3 29 Ver	5 328 5 324 5 31 5 32	822 8+* 022 6+* 902 6+ 902 6+	55 65 111
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