



SURVIVAL FACTORS ATTACHMENT

Micro Bird FMVSS Test Certifications

with Comments

Louisville, NY

HWY23FH005

(3 pages)

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Subject: Request for Information specific to vehicle 1GB6G5BG2D1156753

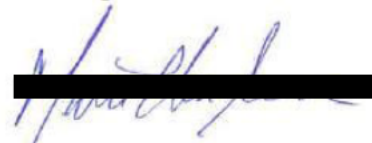
In response to your request for FMVSS testing results and certifications, please find the documents provided with this letter and which are listed and explained in the table below. Our manufacturing plant, and some of our providers, being in the Province of Quebec, some of the documents are in French.

Standard	Documents	Comments
FMVSS 207/210	PF2009-007-210 PF2011-027-210	<p>The vehicle in subject was built with a steel floor and equipped with 39 inches seats, some attached directly to the floor and others attached to tracks.</p> <p>The floor, the seats and the attachment method and hardware have not changed between 2009 and 2013.</p> <p>Test results are provided for both floor and track mounting.</p>
FMVSS 217	PF2010-027-217 PF2011-001-2-217 PF2011-003-2-217	<p>The vehicle in subject was built with both standard and emergency windows, both with tempered glass. These windows and their installation were unchanged since at least 2010 when the subject vehicle was built.</p> <p>While only thermal glass was tested for emergency windows (report PF2011-001-2-217), both tempered (PF2010-027-217) and thermal (PF2011-003-2-217) standard windows were tested. The tests showed that thermal glass in both standard and emergency windows reacted the same way, which allows us to conclude that an emergency window with tempered glass would behave similarly to the standard window with tempered glass.</p> <p>The results of these two tests on standard windows allowed us to conclude that emergency windows with tempered glass would also be compliant with the requirements of FMVSS 217.</p>
FMVSS 220	PF2005-001-220 PF2011-001-220	<p>The structure, manufacturing method and materials have not changed between 2005 and the manufacture of the subject vehicle.</p> <p>The force applied in the 2005 test was 64 547 N, 3% higher than targeted. The 2013 vehicle would require a force of 64 051N. That makes the 2005 test a valid evaluation of the 2013 structure performance.</p> <p>The results of the 2005 test are confirmed by the 2011 test.</p>

FMVSS 221	PF2008-028-221 PF2018-016-221	<p>Joints between material are regularly tested, but we do not necessarily have complete report for all those tests, but rather only raw test results. These tests are done when we make changes to the material intervening in the joints, such as hardware, glue, paint or finish, etc.</p> <p>We provide here two reports that are more complete and that are characteristic of the joints in the subject vehicle. Nothing in the structure (material, assembly) has changed between the manufacture of the subject vehicle and the test in 2018.</p>
FMVSS 222	PF2010-023-222QS PF2011-022-222R	<p>The seat manufacturer certifies that the seats are compliant to FMVSS 222 on a rigid floor. The Quasi test was done on the worst case, which is an aluminum floor.</p>

Hope it will answer your questions.

Best regards,



Marie Claude Gagnon
Product Certification and Specification Specialist