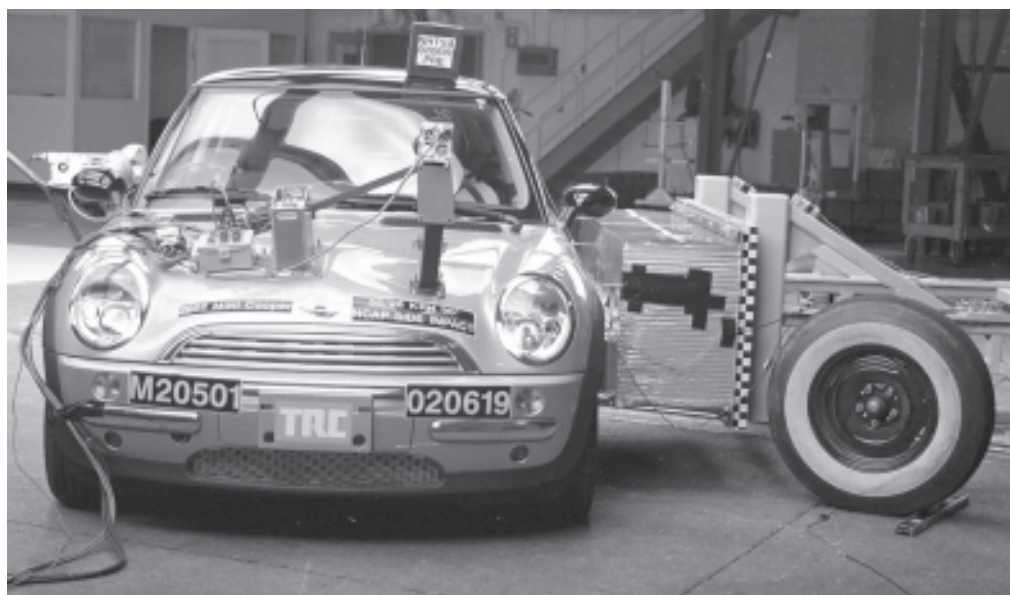


SIDE IMPACT PROTECTION PAYING OFF

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Nearly 10,000 people die in side impact crashes in the U.S. every year, and more than half of those fatalities are caused by head injuries. Side-impact collisions account for one-third of all serious and fatal traffic injuries due to the door's thin crumple zone and the narrow space between the occupant and the vehicle's door.

In 1995, the National Highway Traffic Safety Administration amended FMVSS 201, "Occupant Protection in Interior Impact," calling for new regulations. Improvements to the energy-absorbing A and B pillars, roof rails, and other vehicle interior components associated with serious head injuries in crashes were to be phased in by Model Year 2003. The result was the development of Side Impact Airbags, Side Curtain Airbags, Inflatable Tubular Structures, and other protection equipment.

Statistics have shown that the implementation of these new safety technologies has been paying off. Data from real crashes in the U.S. shows side airbags

that include head protection are reducing deaths by about 45% among drivers of passenger cars struck on the driver side. The Insurance Institute of Highway Safety (IIHS) found that the risk reduction is 53% in two-vehicle collisions. "The highest effectiveness (74% risk reduction) is in two-vehicle crashes when a car with head-protecting side airbags is struck by another car or minivan. Mortality reductions also were substantial when the striking vehicles were pickups or SUV's, suggesting that head-protecting side airbags are addressing some of the problems of incompatibility.

With new regulations comes the need for increased testing and development, and it is not always possible for companies to acquire staffing and spend capital dollars for in-house testing. TRC Inc., however, can help you through the use of our state-of-the-art crash test facility. TRC Inc.'s comprehensive facility offers 214 side impact, IIHS side impact, 201-pole testing, 208 rollover testing and all four SAE Rollover procedures including soil-trip, curb-trip, "J" turn, and corkscrew ramp.

In addition to our side impact capability, TRC Inc offers a full menu of frontal, rear, and car-to-car crashes. We complement these test modes with high-speed digital imaging and the latest in Kayser Threde data acquisition equipment. Our impact facility houses a 24-inch HYGE sled, static fixture labs, a dummy calibration lab, and an equipment calibration lab.



WHO BUYS YOUR ATV, CAR, TRUCK, FUEL, MOTOR-CYCLE, TIRE, AND MOTORHOME?

WE do! We are also the employees of TRC Inc., the same employees upon whom you rely for first-class testing services. We are also the people about whom a foreign visitor endearingly remarked when meeting our staff, "This is where true Americans live." He was right! TRC Inc. provides a representative cross-section of the American driving force, with drivers varying in age from 18 to nearly 80, from weak to strong, short to tall, and skinny to...well, plus-sized. Education ranges from high school to post-graduate degrees, along with a broad range of work and life experiences from manufacturing, military, engineering, commercial trucking, accounting, law and teaching, to being soccer moms who also wrestle infant safety seats.

Accumulating more than seven million durability test miles per year, TRC Inc.'s 200 plus test drivers are very crucial to providing customer satisfaction. There are several levels of test drivers available to our customers, and we consider all of them to be professionals. In addition to our driver pool, we also have several project managers who conduct performance driving at high speeds and perform complex handling maneuvers in addition to managing complex testing matrices and training our customers in advanced driving skills. We also have trained and seasoned special testers who perform component testing from build-up of the test unit to performing the driving. Some of our drivers hold CDL licenses. Through an understanding of your test expectations, we are able to match our drivers' skills to your needs, thus providing the most qualified — yet cost-efficient — people to drive and evaluate your products.

Typically, our drivers perform testing in accordance with specific duty cycles for a variety of components and vehicles. In addition to putting miles on test vehicles, the drivers also provide informational feedback to our customers through checklist ratings and personal comments, both good and bad, about their perception of a product's performance. All of us take pride in the service product we provide to our customers, and it is especially gratifying to see that our comments were noted as evident on later model changes! From the staff of TRC Inc., you can get good market research as a free bonus to our safe and confidential durability testing, from the unbiased true Americans who also buy your products!



THROUGH THE LOOKING GLASS

Have you ever wanted to get inside of your car's engine to watch it work? No? Well perhaps you've wanted to see inside a body panel to investigate a noise source, or maybe you'd like to check a wiring path for obstructions. Whatever your interest is, it is somewhat feasible to do so through the use of our new industrial videoscope. Since the mid-1980's, TRC Inc. has been performing Intake Valve Deposit (IVD) tests by disassembling engines to valve-out condition so that our Coordinating Research Council-raters could perform the visual inspections and classify the deposits. Now we can conduct the IVD ratings in-place without requiring disassembly of the engines. This equipment saves valuable technician hours, provides the customer with more immediate results, and allows the vehicle to more quickly return to accumulating test miles.

Our new Olympus IPLEX SA industrial videoscope has a 6-mm insertion tube allowing for extreme flexibility and total control from tip angulations and zooming to image management data entry with one-hand operation. Its high-sensitivity charge-coupled device provides images with very high resolution and clarity that allows for a side-by-side frozen and an active display. We can quantify cracks, check seats, plot damage, and provide area cross-sections with computer graphics of internal diesel and gasoline engine cast-

ings, cylinder bores, crankshaft thrust bearings, gearboxes, body shells and finished vehicles.

Other engine tests we conduct include Port Fuel Injectors (PFI) and Combustion Chamber Deposits (CCD) testing for vehicle, lubricant, and fuel manufacturers and the U.S. Environmental Protection Agency, the U.S. Department of Energy, and the U.S. Department of Transportation.



OHIO LAWMAKERS VISIT TRC

In 2002, the Ohio State Highway Patrol issued 234,506 seat belt citations. To help emphasize the value of seat belt usage, the National Safety Council invited guests from the Ohio legislature to attend a crash test demonstration conducted at TRC by the National Highway Traffic Safety Administration. Under current State of Ohio law, a law enforcement officer cannot stop someone simply because that person is not wearing a seat belt. The Ohio legislature's pending Senate Bill 125 would allow a law enforcement officer to stop an automobile "for the sole purpose" of determining whether a seat belt violation has occurred. Headed by State Senator Jeff Armbruster, Chairman of the State of Ohio's Senate Highways and Transportation Committee, the contingent also witnessed a demonstration of a rollover event seatbelt convincer by the Cleveland, Ohio Rainbow Babies and Children's Hospital.



EXECUTIVES/ PRESIDENTS

TRC Inc. President, Rick Gildow, recently hosted a visit by 2004 SAE President, Duane Tiede. After touring TRC's facilities President Tiede remarked, "It was impressive to see the extent of the test capability at TRC Inc.... there is still significant value in being able to take the complete product and test it as it will be used by the consumer." President Tiede also attended the SAE Dayton Section meeting that was held on March 23, 2004, at The Ohio State University's Center for Automotive Research.

