

set forth in this § 587.6 of this chapter (incorporated by reference; see § 587.5).

(b) The moving deformable barrier specifications are provided in the drawings shown in DSL-1278 through DSL-1287, except DSL-1282, and the drawing shown in DSL-1290 (DSL-1278 through DSL-1287, except for DSL-1282, and DSL-1290 are incorporated by reference; see § 587.5).

(1) The specifications for the final assembly of the moving deformable barrier are provided in the drawings shown in DSL-1278, dated October 1991.

(2) The specifications for the frame assembly of the moving deformable barrier are provided in the drawings shown in DSL-1281, dated August 20, 1980.

(3) The specifications for the face of the moving deformable barrier are provided in the drawings shown in DSL-1285, dated October 1991, and DSL-1286, dated August 20, 1980.

(4) The specifications for the ballast installation and details concerning the ballast plate are provided in drawings shown in DSL-1279 and DSL-1280, both dated August 20, 1980.

(5) The specifications for the hub assembly and details concerning the brake are provided in drawings shown in DSL-1283, dated October 1991.

(6) The specifications for the rear guide assembly are provided in drawings shown in DSL-1284, dated August 20, 1980.

(7) The specifications for the research axle assembly are provided in drawings shown in DSL-1287, dated October 1991.

(8) The specifications for the compliance axle assembly are provided in drawings shown in DSL-1290, dated October 1991.

(c) In configuration 2 (with two cameras and camera mounts, a light trap vane, and ballast reduced), the moving deformable barrier (crabbable axle), including the impact surface, supporting structure, and carriage, weighs 3,015 pounds, has a track width of 74 inches, and has a wheelbase of 102 inches.

(d) In configuration 2, the moving deformable barrier has the following center of gravity:

X=44.2 inches rear of front axle
 Y=0.3 inches left of longitudinal center line
 Z=19.7 inches from ground.

(e) The moving deformable barrier has the following moment of inertia:

Pitch=1669 ft-lb-sec²
 Roll=375 ft-lb-sec²
 Yaw=1897 ft-lb-sec²

[55 FR 45779, Oct. 30, 1990; 56 FR 47011, Sept. 17, 1991, as amended at 57 FR 7558, Mar. 3, 1992]

§§ 587.7-587.10 [Reserved]

Subpart C—Offset Deformable Barrier

SOURCE: 65 FR 17199, Mar. 31, 2000, unless otherwise noted.

§ 587.11 [Reserved]

§ 587.12 **Incorporation by reference.**

Society of Automotive Engineers (SAE) Recommended Practice J211/1 Rev. MAR 95, Instrumentation for Impact Tests-Part 1—Electronic Instrumentation, is incorporated by reference in § 587.15 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. A copy may be obtained from SAE at Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of the material may be inspected at NHTSA's Docket Section, 400 Seventh Street, S.W., room 5109, Washington, DC, or at the Office of Federal Register, 800 North Capitol Street, N.W., Suite 700, Washington, DC.

§ 587.13 **General description.**

The offset deformable barrier is comprised of two elements: a fixed rigid barrier and a deformable face (Figure 1). The fixed rigid barrier is adequate to not deflect or displace more than 10 mm during the vehicle impact. The deformable face consists of aluminum honeycomb and aluminum covering.

§ 587.14 **Deformable face component dimensions and material specifications.**

The dimensions of the deformable face are illustrated in Figure 1 of this subpart. The dimensions and materials of the individual components are listed separately below. All dimensions allow a tolerance of ± 2.5 mm (0.1 in) unless otherwise specified.

(a) Main honeycomb block.