REPORT NUMBER: NCAP305I-MGA-2012-008

NEW CAR ASSESSMENT PROGRAM (NCAP)
FMVSS No. 305 Indicant Test

GENERAL MOTORS LLC
2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan
NHTSA NUMBER: MD0101

MGA RESEARCH CORPORATION
5000 Warren Road
Burlington, WI 53105

Test Date: May 2, 2012

Report Date: May 17, 2012

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Office of Crashworthiness Standards
Mail Code: NVS-111
1200 New Jersey Ave, SE
Room W43-410
Washington, DC 20590

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Approved by: 
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Approval Date: May 17, 2012

FINAL REPORT ACCEPTANCE BY OVSC:

_____
Division Chief, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

_____
COTR, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

Technical Report Documentation Page

1. Report No. NCAP305I-MGA-2012-008	*2. Government Accession No.*	*3. Recipient's Catalog No.*
4. Title and Subtitle Final Report of FMVSS 305 Compliance Testing of 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan, NHTSA No.: MD0101		*5. Report Date* May 17, 2012 *6. Performing Organization Code* MGA
7. Author(s) Donna Janovicz, Project Manager Joe Fleck, Project Engineer		*8. Performing Organization Report No.* NCAP305I-MGA-2012-008
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		*10. Work Unit No.* *11. Contract or Grant No.* DTNH22-09-D-00124
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards (NVS-111) 1200 New Jersey Ave, SE, Room W43-410 Washington, D.C. 20590		*13. Type of Report and Period Covered* Final Test Report May 2 to May 17, 2012 *14. Sponsoring Agency Code* NVS-111
15. Supplementary Notes		

16. Abstract

An FMVSS No. 305 Indicant test, in conjunction with an NCAP side moving deformable barrier (MDB) impact test was conducted on the subject 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan in accordance with the specifications of the applicable Office of Crashworthiness Standards Test Procedures for the generation of consumer information for the New Car Assessment Program (NCAP). No test failures were reported.

17. Key Words New Car Assessment Program (NCAP) FMVSS 305 Indicant		*18. Distribution Statement* Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division, NPO-411 1200 New Jersey Ave, SE, Room E12-100 Washington, DC 20590 Email: tis@nhtsa.dot.gov FAX: 202-493-2833	
19. Security Classification of Report Unclassified	*20. Security Classification of Page* Unclassified	*21. No. of Pages* 44	22. Price

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SECTION 1
PURPOSE OF TEST

An FMVSS No. 305 Indicant test, in conjunction with an NCAP side moving deformable barrier (MDB) impact test was conducted on the subject 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan.

The Indicant test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Test Procedure, dated January 31, 2012 to determine compliance to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 305, “Electric-Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection” for the purpose of providing consumer information.

This FMVSS No. 305 Indicant test is part of the FY12 New Car Assessment Program Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract DTNH22-09-D-00124.

SECTION 2
SUMMARY OF TEST RESULTS

A side moving deformable barrier (MDB) impact test was performed by MGA Research Corporation on a 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan on May 2, 2012. Electrical isolation measurements were taken immediately post-impact and observations were made related to electrolyte spillage and battery retention. A static rollover was subsequently performed on the subject vehicle and electrical isolation measurements were taken at each stage of the rollover.

Based on the test results, the 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan appears to meet the requirements for electrolyte spillage, electrical isolation, and battery retention during FMVSS No. 305 Indicant testing.

Data sheets, along with pre-test and post-test photographs of the test vehicle, are included in this report to document the test.

TEST NOTES

None

MGA does not endorse or certify products. The manufacturer's name appears solely for identification purposes.

SECTION 3
DATA SHEETS

DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

TEST VEHICLE INFORMATION

Year/Make/Model/Body Style	2013 Chevrolet Malibu ECO4-Dr Hybrid
NHTSA No.	MD0101
Color	Silver Ice Metallic
Odometer Reading	89 miles

DATA FROM CERTIFICATION LABEL

Manufactured By	GENERAL MOTORS LLC
Date of Manufacture	01/12
VIN:	1G11D5RR0DF101882

GVWR (kg)	2060
GAWR Front (kg)	1061
GAWR Rear (kg)	999

ELECTRIC VEHICLE PROPULSION SYSTEM

Type of Electric Vehicle (Electric/Hybrid):	Electric Assist / Gas
Electric Energy Storage/Device:	32 Cell Series Connected (IP32S) Lithium-Ion (Li-Ion) Pack
Nominal Voltage (V):	115.2 V
Is this vehicle equipped with an Automatic Propulsion Battery Disconnect?	Yes
Physical Location of the Automatic Propulsion Battery Disconnect:	Behind Right Rear Passenger Seat
Auxiliary Battery Type:	12 V Lead-Acid Battery

ELECTRIC ENERGY STORAGE CONVERSION/DEVICE SYSTEM DATA (COTR SUPPLIED)

Electrolyte Fluid Type:		Organic Carbonates
Electrolyte Fluid Specific Gravity:		1.1 - 1.2 gm/cc
Electrolyte Kinematic Viscosity (centistokes):		2.0 – 2.1 centpoise
Electrolyte Fluid Color:		Colorless Fluid
Electric Energy Storage/Conversion System Coolant Type, Color, Specific Gravity (if applicable):		Air Cooled
Location of Battery Modules:	X	Inside Passenger Compartment
		Outside Passenger Compartment
		Behind Rear Passenger Seat

DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

ELECTRIC ENERGY STORAGE CONVERSION/DEVICE STATE OF CHARGE

For all battery types:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge:	108.0 V
Maximum State of Charge:	121.5 V
95% of Maximum State of Charge:	115.4 V
Test Voltage - No less than 95% of maximum State of Charge:	119.0 V
For batteries that are rechargeable ONLY by an energy source on the vehicle:	
Voltage range corresponding to **useable energy** of the battery:	
Minimum State of Charge:	108.0 V
Maximum State of Charge:	121.5 V
Test Voltage – Maximum practicable State of Charge within Normal Operating Range:	119.0 V

DATA SHEET 2
PRE-IMPACT DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

Details of Vehicle Chassis Ground Point(s) & Location(s)	On Battery Control Module Mounting Stud

ELECTRIC ENERGY STORAGE/CONVERSION TEST POINTS

Details of Electric Energy Storage/Conversion System Test Points:	+ On Inverter Side of Contactor - On Battery “Negative” Node

DATA SHEET 3
PRE-IMPACT ELECTRIC ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Resolution (V):	.001 Volts
Last Calibration Date:	01/23/2012

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM VOLTAGE

Measurement shall be made with Energy Storage/Conversion System connected to the vehicle propulsion system, and the vehicle in the "ready-to-drive" (propulsion system energized) position.
If voltage measurement is not at the voltage or within the normal operating voltage range specified by the manufacturer, the battery must be charged.

Vb (V):	119.0

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM TO VEHICLE CHASSIS

Vehicle chassis point(s) determined and supplied to contractor by COTR.

V1 (V):	44.5
V2 (V):	46.8

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM TO VEHICLE CHASSIS ACROSS RESISTOR

The known resistance Ro (in ohms) should be approximately 500 times the normal operating voltage of the vehicle (in volts) per SAE J1766.

Ro (Ω):	61700

V1' (V) Pre-Impact:	1.1
V2' (V) Pre-Impact:	1.2

DATA SHEET 3 (CONTINUED)
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

ELECTRICAL ISOLATION MEASUREMENT

Note: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

V1' (V):	1.1
Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']	
Ri1 (Ω):	4989833
V2' (V):	1.2
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']	
Ri2 (Ω):	4573974
Ri = The lesser of Ri1 and Ri2	
Ri Pre-Test (Ω):	4573974
Ri/Vb (Ω/V):	38437
Minimum Electrical Isolation Value is 500 Ω/V	

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

DATA SHEET 4
POST-IMPACT DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Nominal Propulsion Battery Voltage (Vb) (V):	119.0

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM VOLTAGE LOCATION OF MEASUREMENT

Measurement is made from the side of the automatic disconnect connected to the electric powertrain.

Vb (V):	46.5

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM VOLTAGE

V1 =	33.5	V	Impact Time:	0	Minutes	52	s
V2 =	0.4	V	Impact Time:	1	Minutes	01	s
V1' =	0.8	V	Impact Time:	1	Minutes	09	s
V2' =	0.1	V	Impact Time:	1	Minutes	16	s

ELECTRICAL ISOLATION MEASUREMENT

Note: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']							
Ri1 =	2547519	Ω	Impact Time:	1	Minutes	09	s
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']							
Ri2 =	15687225	Ω	Impact Time:	1	Minutes	16	s
Ri = The lesser of Ri1 and Ri2							
Ri =	2547519	Ω	Impact Time:	1	Minutes	09	s
Ri/Vb = electrical Isolation Value/Nominal Battery Voltage							
Minimum Electrical Value is 500 Ω/V							
Ri/Vb =	21408	Ω/V	Impact Time:	1	Minutes	09	s

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

DATA SHEET 4 (CONTINUED)
POST-IMPACT DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

ELECTRIC ENERGY STORAGE/CONVERSION DEVICE

	Inside Passenger Compartment	Outside Passenger Compartment
Location of Electric Energy Storage/Conversion Device:	X	

	Yes, Pass	No, Fail
All Components of Electrical Energy Storage/Conversion Device remained attached to the vehicle with at least one mounting location.	X	

Describe Electric Energy Storage/Conversion Device movement within the passenger compartment [Supply photographs as appropriate]:
Not Applicable

	Yes, Fail	No, Pass
Has the Electric Energy Storage/Conversion Device moved within the passenger compartment?		X

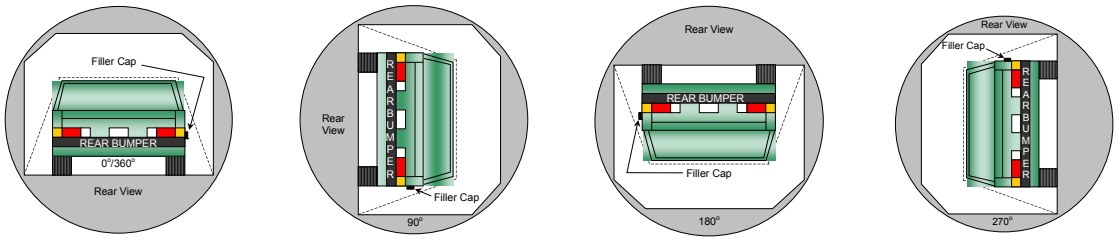
Describe intrusion of an outside Electric Energy Storage/Conversion Device into the passenger compartment [Supply photographs as appropriate]:
No Intrusion

	Yes, Fail	No, Pass
Has an outside Electric Energy Storage/Conversion Device intruded into the passenger compartment?		X

	Yes, Fail	No, Pass
Is Electric Energy Storage/Conversion Device electrolyte spillage visible in the passenger compartment?		X

DATA SHEET 5
STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101



0°/360° **90°** **180°** **270°**

REAR VIEW

DETERMINATION OF ELECTRIC ENERGY STORAGE/CONVERSION DEVICE ELECTROLYTE COLLECTION TIME PERIOD

Rollover Stage	Rotation Time (spec. 1-3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	2	minutes	47	seconds	5	minutes	7	minutes	47	seconds	8	minutes
90° - 180°	2	minutes	19	seconds	5	minutes	7	minutes	19	seconds	8	minutes
180° - 270°	2	minutes	17	seconds	5	minutes	7	minutes	17	seconds	8	minutes
270° - 360°	2	minutes	50	seconds	5	minutes	7	minutes	50	seconds	8	minutes

ACTUAL TEST VEHICLE ELECTRIC ENERGY STORAGE/CONVERSION DEVICE ELECTROLYTE SPILLAGE

Rollover Stage	Electric Energy Storage/Conversion Device Electrolyte Spillage (L)	Spillage Location
0° to 90°	0	Not Applicable
90° to 180°	0	Not Applicable
180° to 270°	0	Not Applicable
270° to 360°	0	Not Applicable

Total Spillage: 0 L

	Yes, Fail	No, Pass
Is the total spillage of Electric Energy Storage/Conversion Device electrolyte greater than 5.0 Liters?		X
Is Electric Energy Storage/Conversion Device electrolyte spillage visible in the passenger compartment?		X

DATA SHEET 5 (CONTINUED)
STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Nominal Electric Energy Storage/Conversion Device Voltage (Vb) (V):	119.0
Record V1, V2, V1', V2' voltage measurements at the start of each successive increment of 90°, 180°, 270°, and 360° of the static rollover test.	

ELECTRICAL ISOLATION MEASUREMENT

V1 =	32.0	V	0°	Time:		Minutes		s
V1 =	32.0	V	90°	Time:	3	Minutes	18	s
V1 =	29.1	V	180°	Time:	2	Minutes	45	s
V1 =	32.0	V	270°	Time:	2	Minutes	37	s
V1 =	33.0	V	360°	Time:	3	Minutes	12	s
V2 =	2.9	V	0°	Time:		Minutes		s
V2 =	1.8	V	90°	Time:	3	Minutes	25	s
V2 =	8.7	V	180°	Time:	3	Minutes	5	s
V2 =	3.3	V	270°	Time:	2	Minutes	50	s
V2 =	3.7	V	360°	Time:	3	Minutes	33	s
V1' =	0.8	V	0°	Time:		Minutes		s
V1' =	0.8	V	90°	Time:	3	Minutes	38	s
V1' =	0.8	V	180°	Time:	3	Minutes	20	s
V1' =	0.8	V	270°	Time:	3	Minutes	3	s
V1' =	0.8	V	360°	Time:	3	Minutes	44	s
V2' =	0.1	V	0°	Time:		Minutes		s
V2' =	0.1	V	90°	Time:	3	Minutes	47	s
V2' =	0.2	V	180°	Time:	3	Minutes	25	s
V2' =	0.1	V	270°	Time:	3	Minutes	10	s
V2' =	0.1	V	360°	Time:	3	Minutes	52	s
Vb =	35.5	V	0°	Time:		Minutes		s
Vb =	35.5	V	90°	Time:	3	Minutes	67	s
Vb =	23.6	V	180°	Time:	2	Minutes	35	s
Vb =	35.5	V	270°	Time:	2	Minutes	25	s
Vb =	35.5	V	360°	Time:	3	Minutes	5	s

DATA SHEET 5 (CONTINUED)
STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Chevrolet Malibu ECO4-Dr Hybrid Sedan NHTSA No. MD0101

ELECTRICAL ISOLATION CALCULATION

Note: If measured voltage is zero and results in a division by zero, record "Zero Volts". This "zero voltage" condition is considered as being compliant.

Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1']								
Ri1 =	2624371	Ω	0°	Time:		Minutes		s
Ri1 =	2541654	Ω	90°	Time:	3	Minutes	38	s
Ri1 =	2835179	Ω	180°	Time:	3	Minutes	20	s
Ri1 =	2654450	Ω	270°	Time:	3	Minutes	3	s
Ri1 =	2761870	Ω	360°	Time:	3	Minutes	44	s
Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']								
Ri2 =	20790772	Ω	0°	Time:		Minutes		s
Ri2 =	19696011	Ω	90°	Time:	3	Minutes	47	s
Ri2 =	11393224	Ω	180°	Time:	3	Minutes	25	s
Ri2 =	21120097	Ω	270°	Time:	3	Minutes	10	s
Ri2 =	22031903	Ω	360°	Time:	3	Minutes	52	s
Ri = The lesser of Ri1 and Ri2								
Ri =	2624371	Ω	0°	Time:		Minutes		s
Ri =	2541654	Ω	90°	Time:	3	Minutes	38	s
Ri =	2835179	Ω	180°	Time:	3	Minutes	20	s
Ri =	2654450	Ω	270°	Time:	3	Minutes	3	s
Ri =	2761870	Ω	360°	Time:	3	Minutes	44	s
Ri/Vb = Electrical Isolation Value/Nominal Battery Voltage Minimum Electrical Isolation Value is 500 Ω /V								
Ri/Vb =	22054	Ω/V	0°	Time:		Minutes		s
Ri/Vb =	21358	Ω/V	90°	Time:	3	Minutes	38	s
Ri/Vb =	23825	Ω/V	180°	Time:	3	Minutes	20	s
Ri/Vb =	22306	Ω/V	270°	Time:	3	Minutes	3	s
Ri/Vb =	23209	Ω/V	360°	Time:	3	Minutes	44	s

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

APPENDIX A

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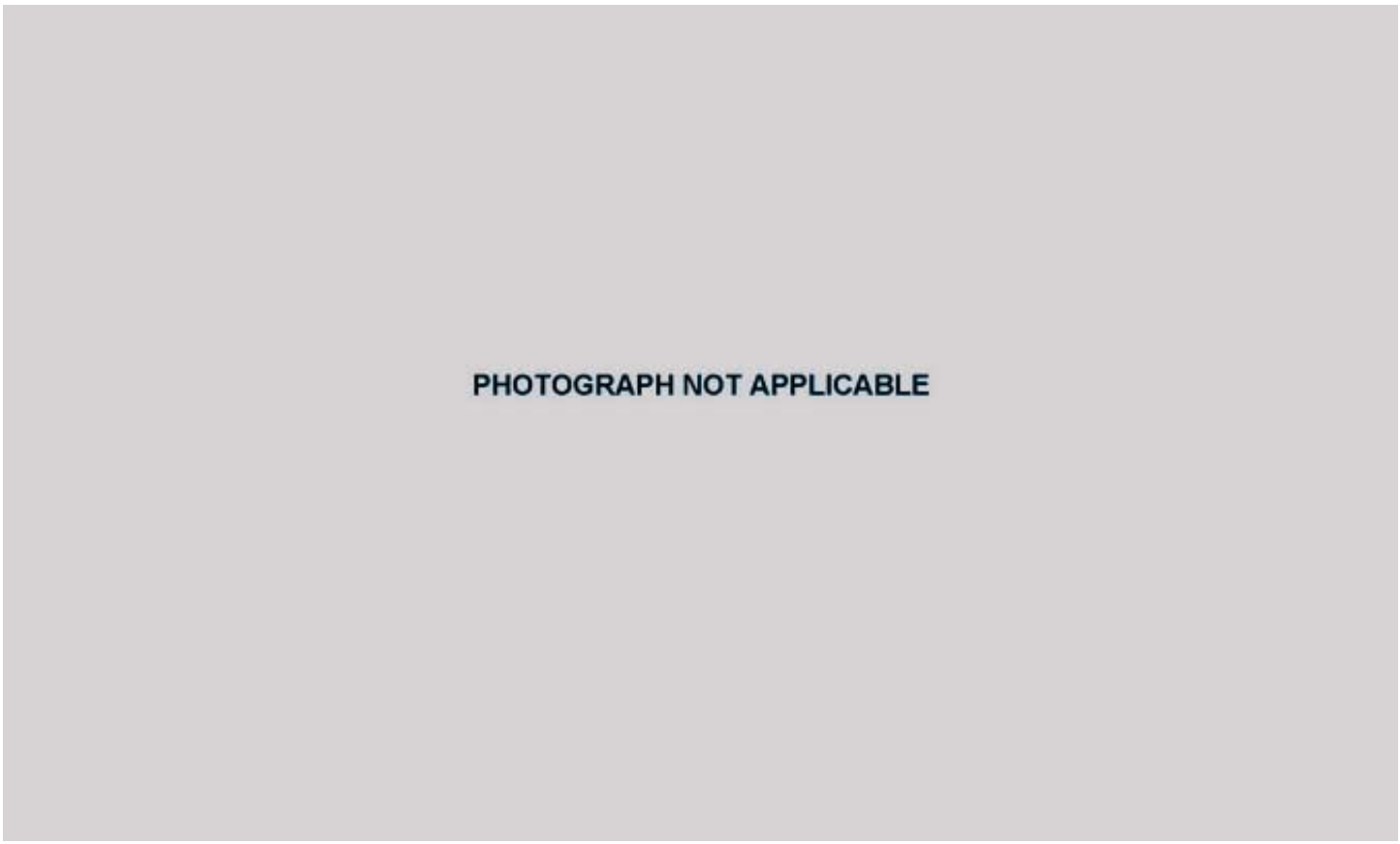
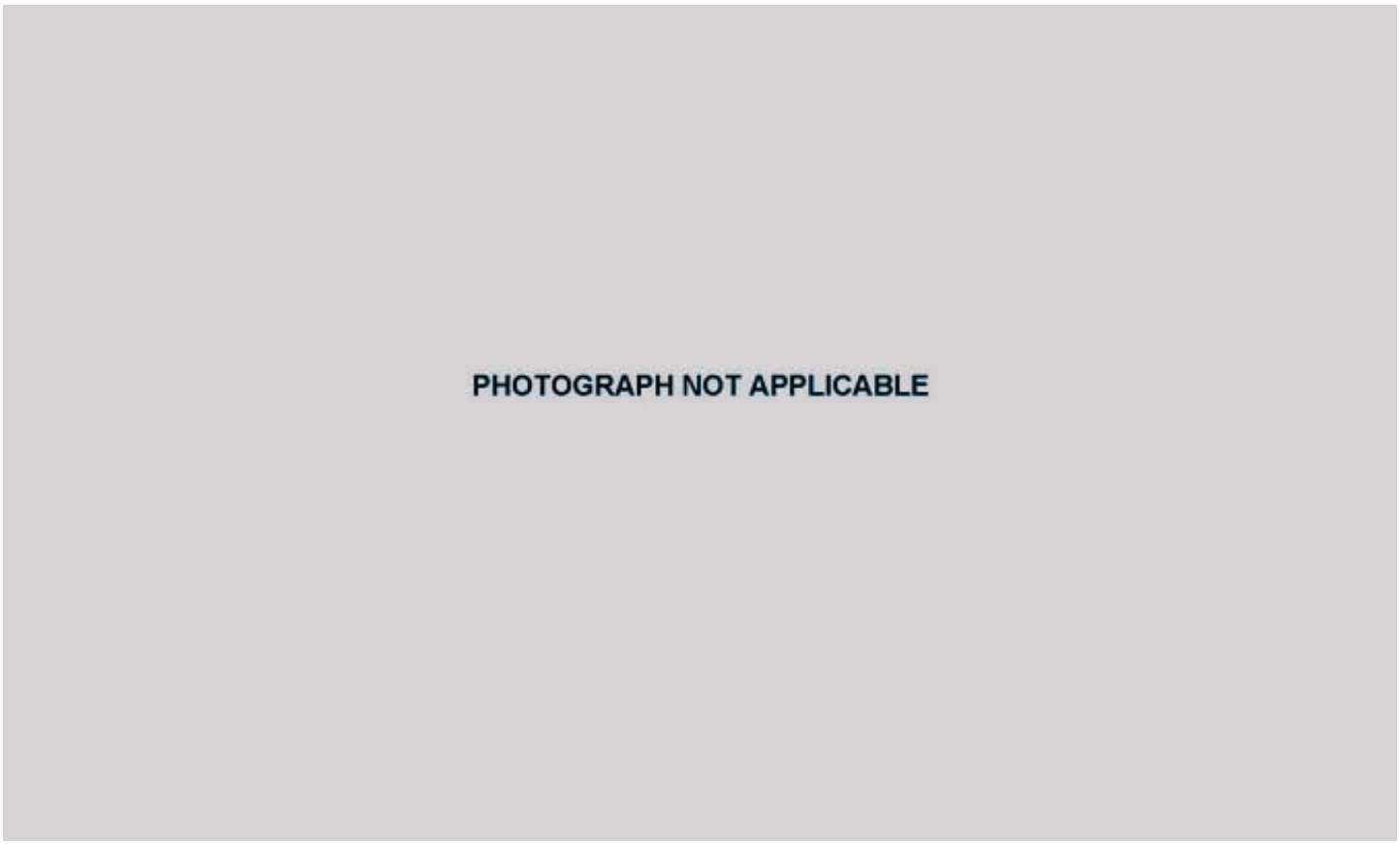


No. 001 Auxiliary Power Module Warning Label



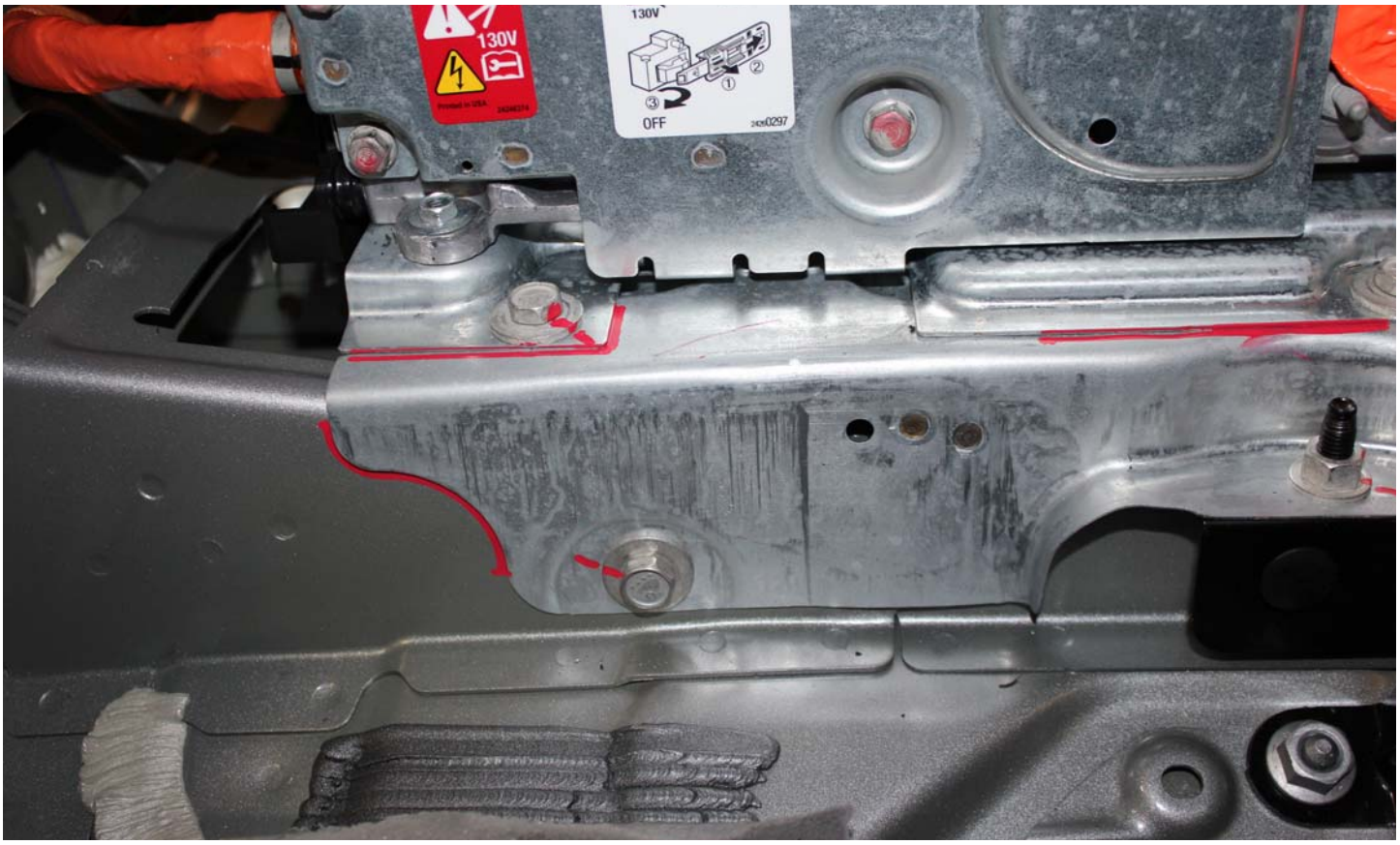
No. 002 Power Inverter Warning Label

No. 003 First Responder Warning Label

No. 004 First Responder Warning Location

No. 004a First Responder Warning Location

No. 005 Other Vehicle Label(s) Related to Electrical Propulsion System

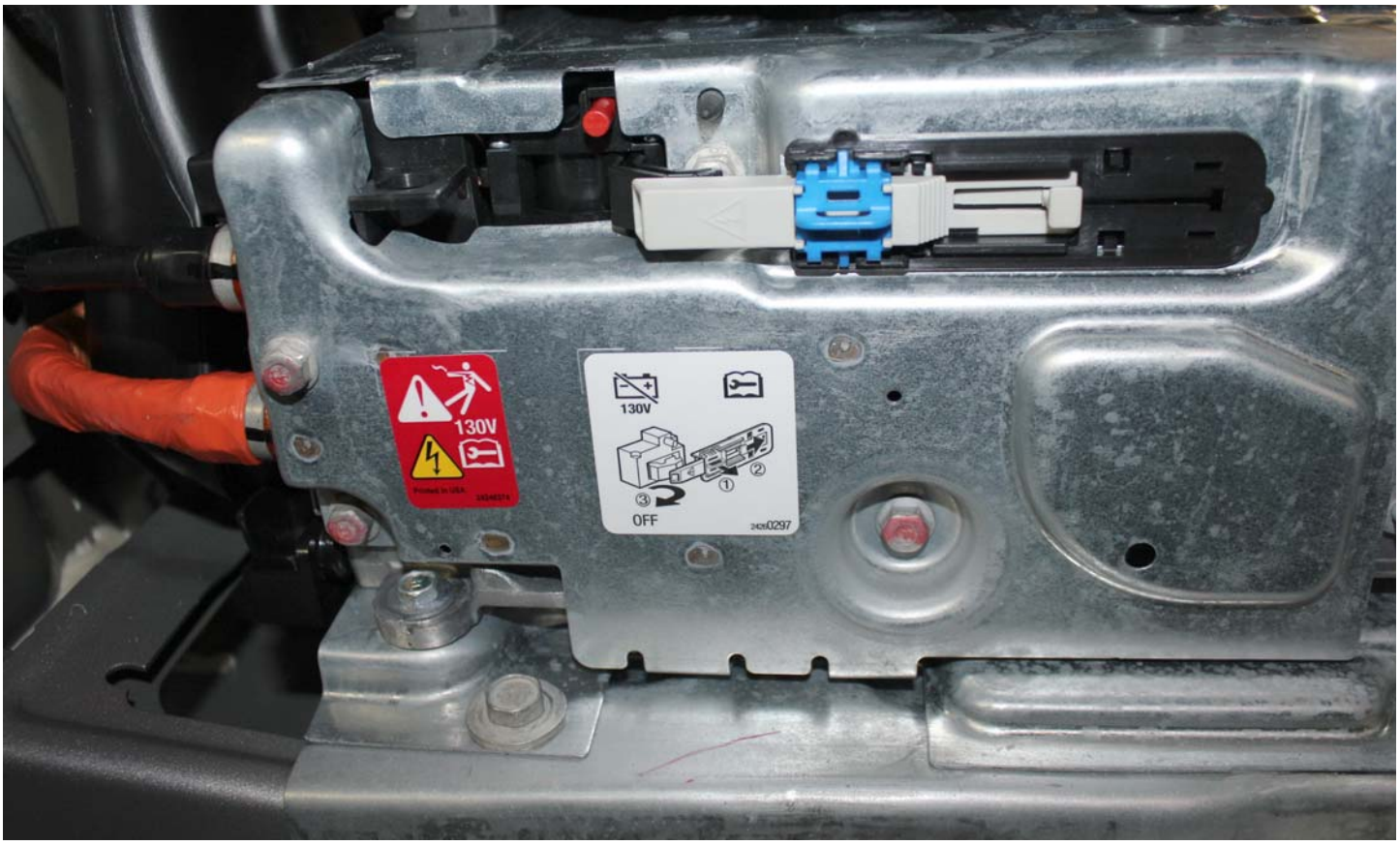


No. 005a Other Vehicle Label(s) Related to Electrical Propulsion System

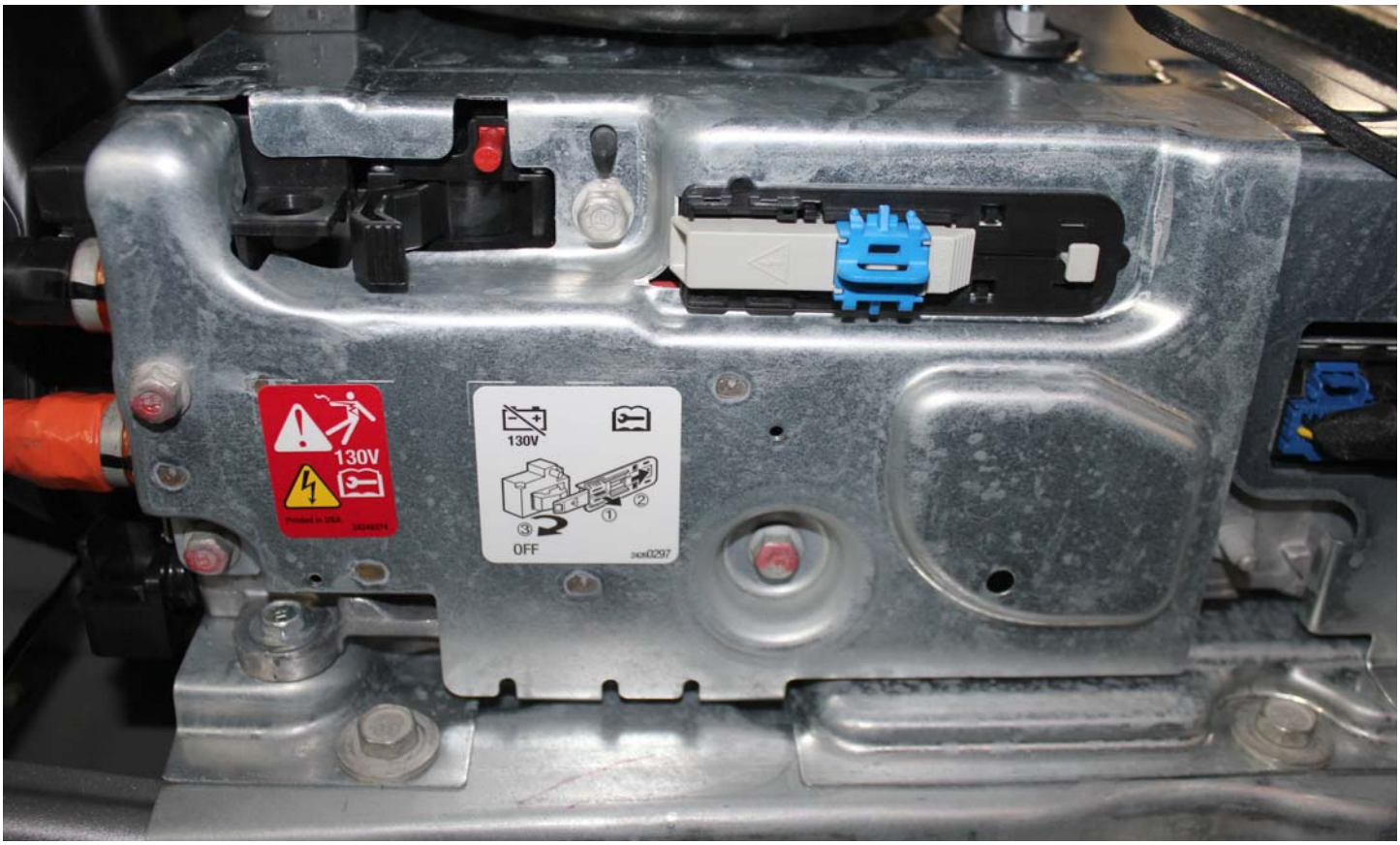
No. 005b Other Vehicle Label(s) Related to Electrical Propulsion System

No. 005c Other Vehicle Label(s) Related to Electrical Propulsion System

No. 005d Other Vehicle Label(s) Related to Electrical Propulsion System



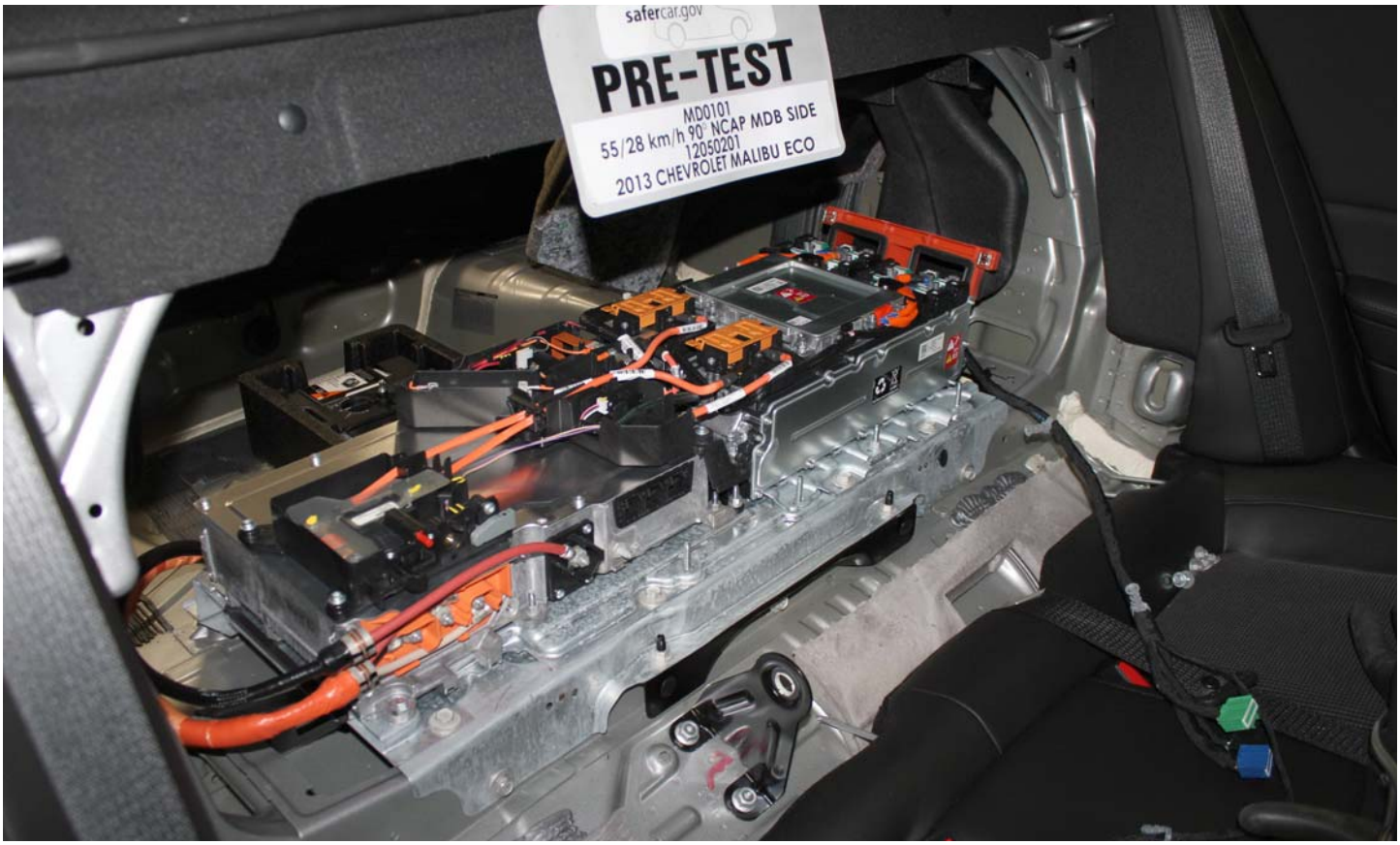
No. 006 Manual High Voltage Service Disconnect in Place



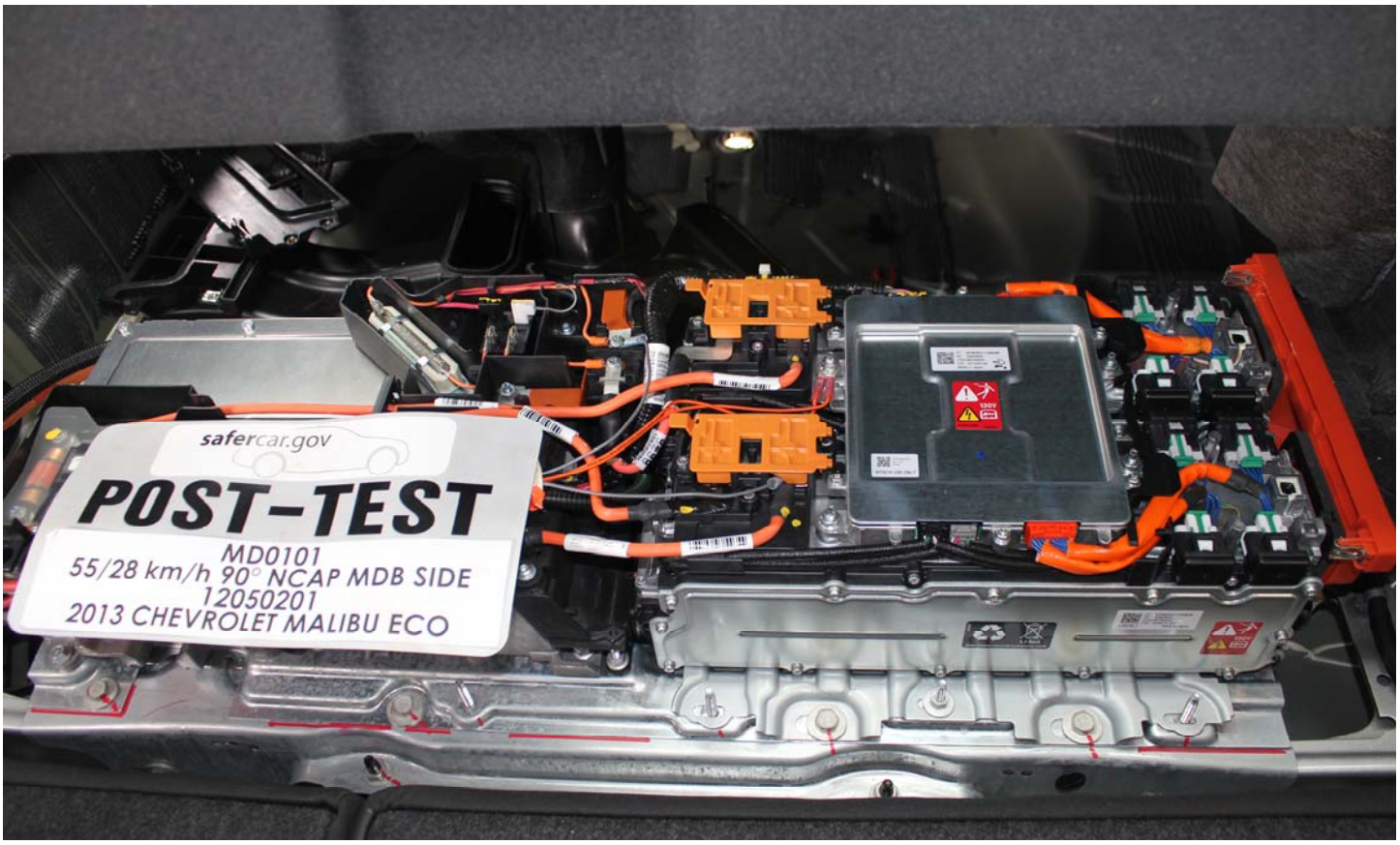
No. 007 Manual High Voltage Service Disconnect Removed

PHOTOGRAPH NOT APPLICABLE

No. 008 Manual High Voltage Service Disconnect Removed

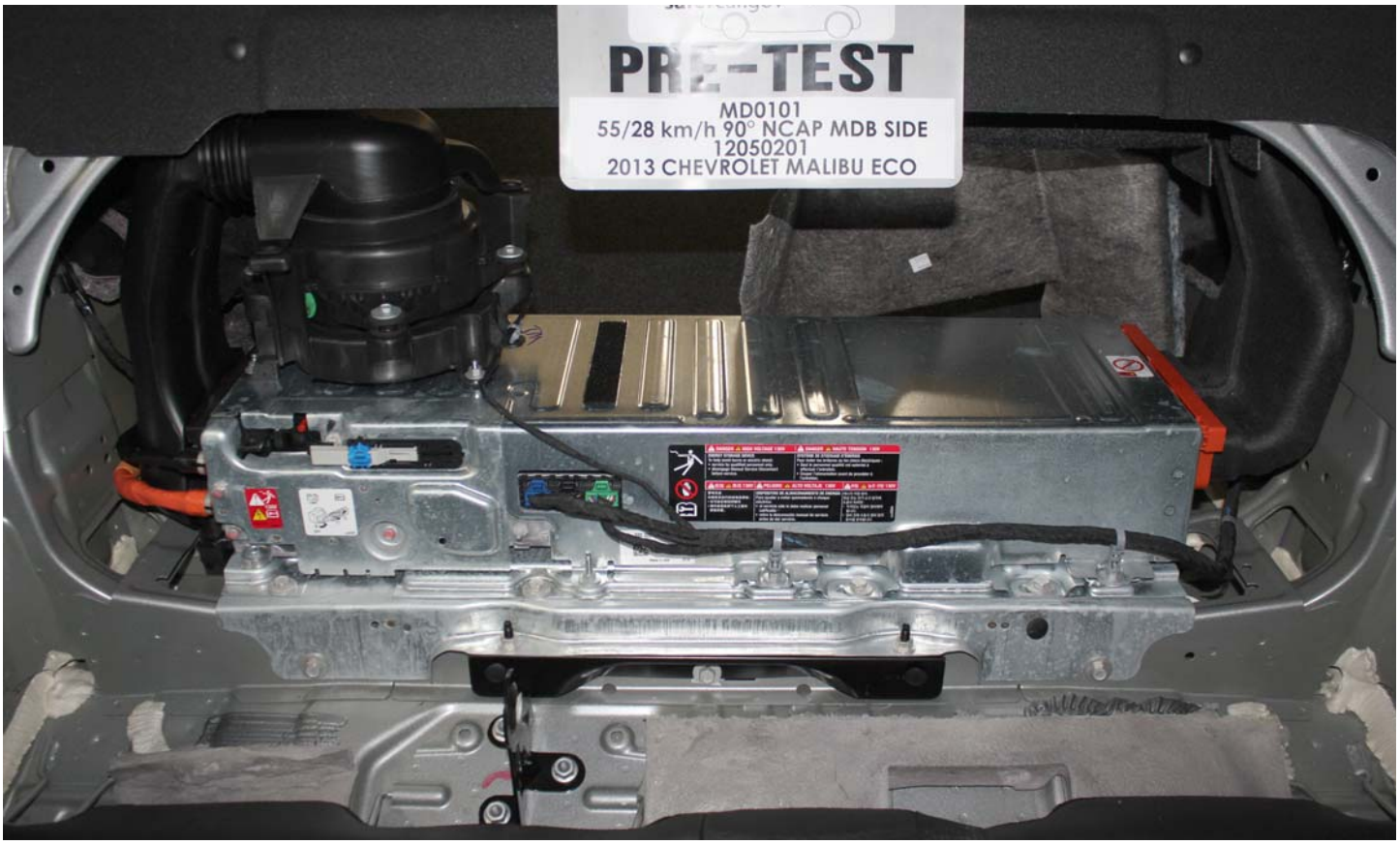


No. 009 Pre-Impact View of Propulsion Battery



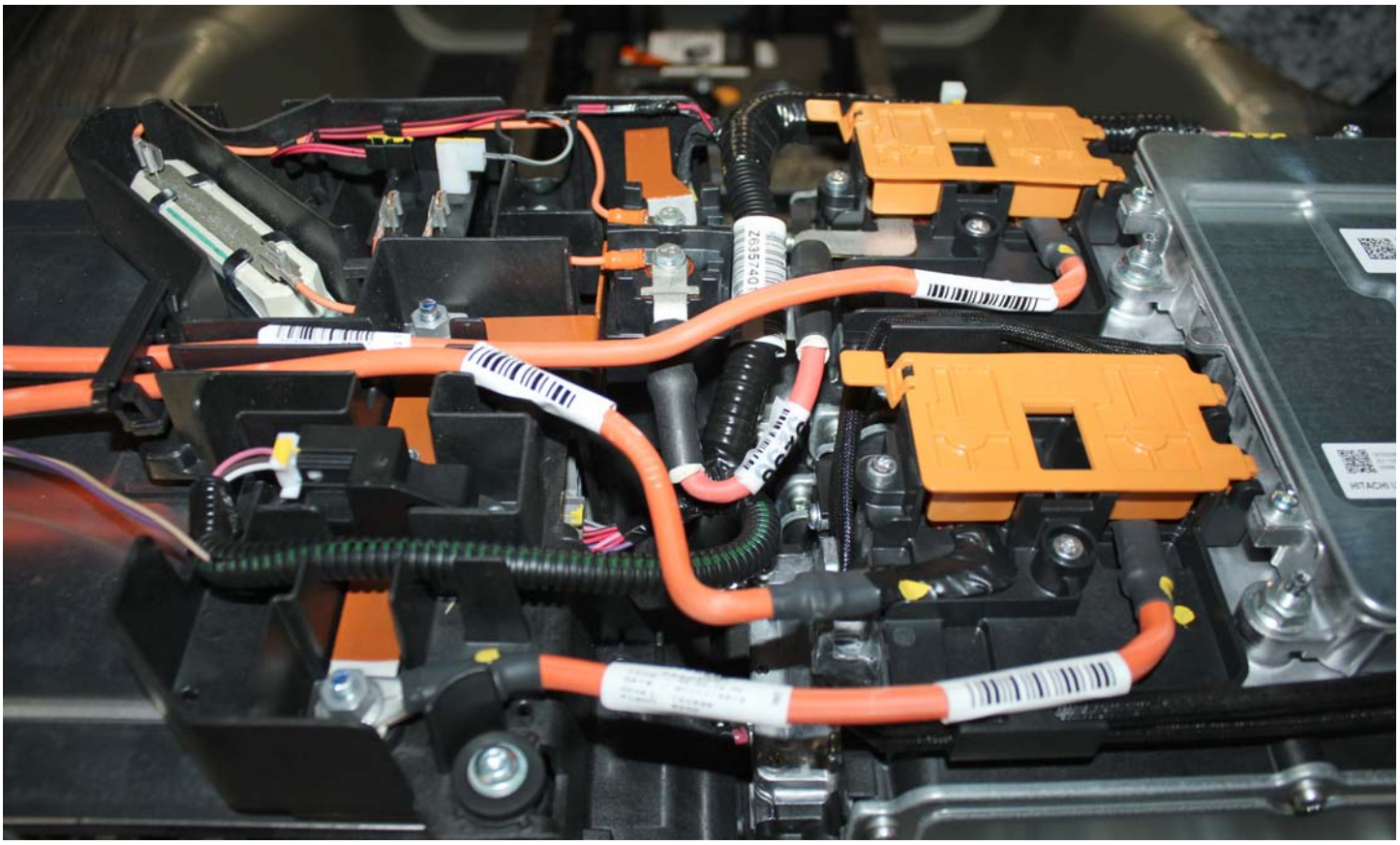
No. 010 Post-Impact Front View of Propulsion Battery

No. 011 Post-Impact Rear View of Propulsion Battery

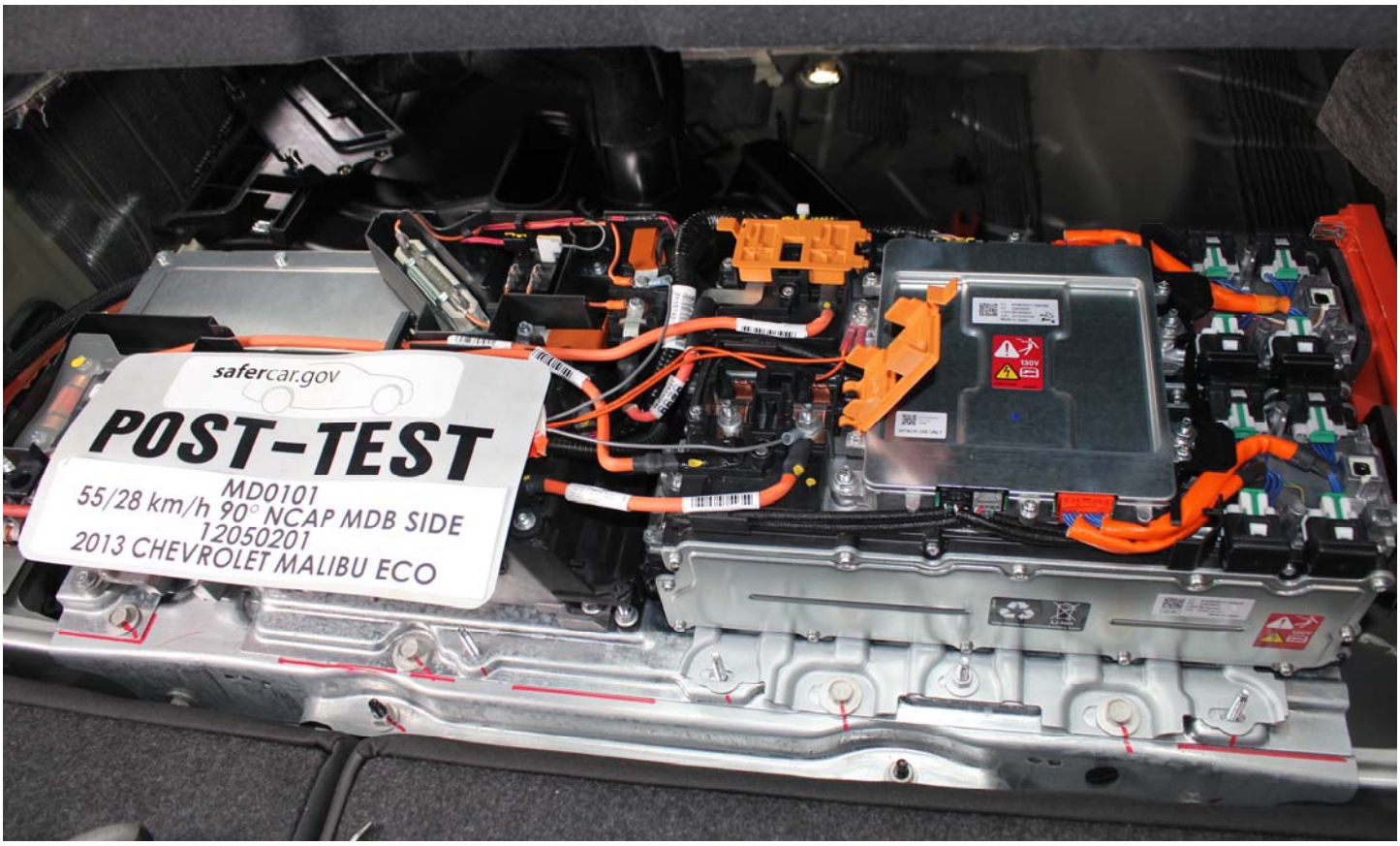


No. 012 Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

No. 013 Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules



No. 014 Pre-Impact View of Propulsion Battery Module(s)



No. 015 Post-Impact View of Propulsion Battery Module(s)

No. 016 Pre-Impact View of Electric Propulsion Drive

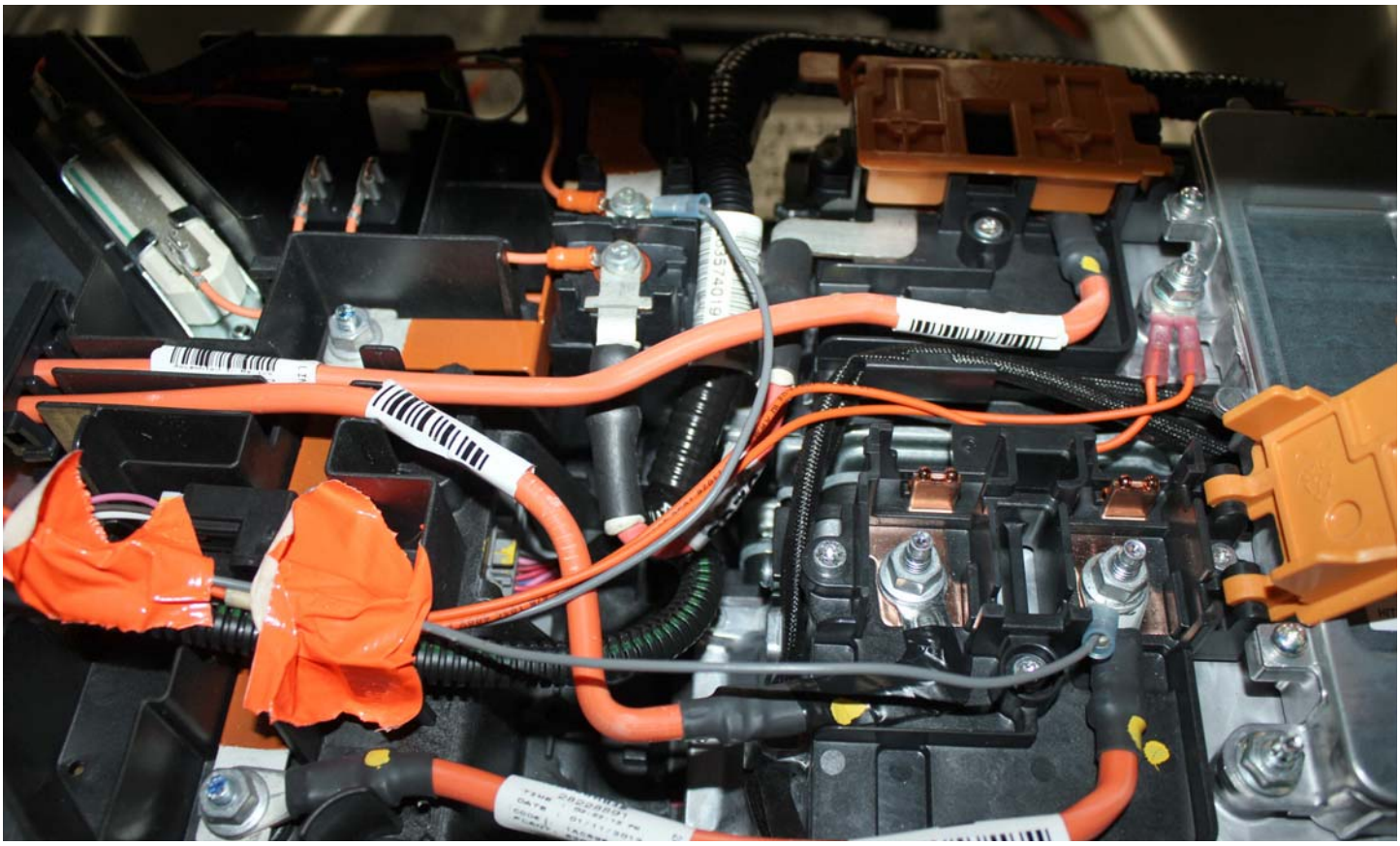
No. 017 Post-Impact View of Electric Propulsion Drive

No. 018 Pre-Impact View of High Voltage Interconnect(s)

No. 019 Pre-Impact View of Propulsion Battery Venting System(s)

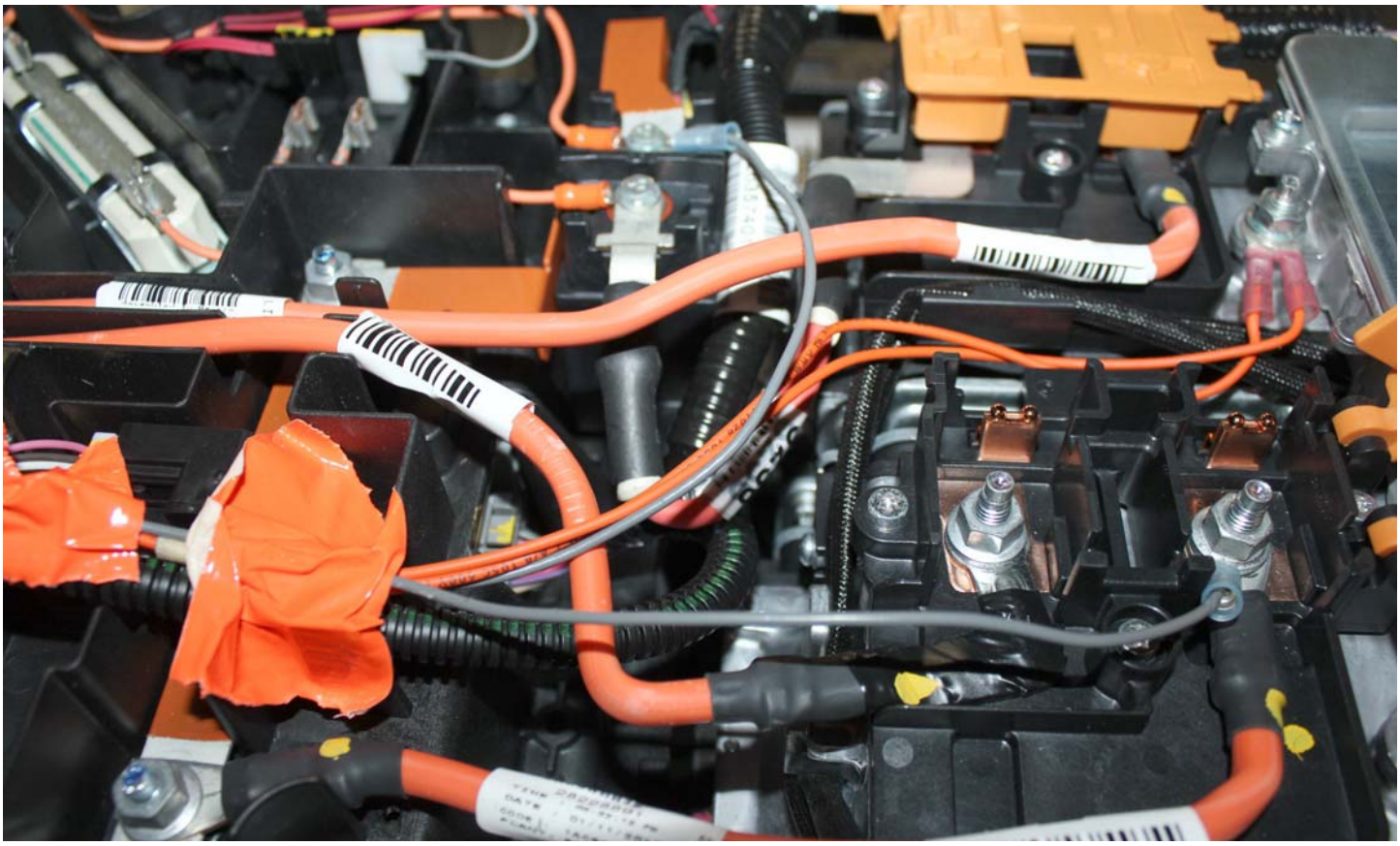
PHOTOGRAPH NOT APPLICABLE

No. 020 Pre-Impact View of Other Visible Electric Propulsion Components



No. 021 Pre-Impact View of Ground Lead Attached

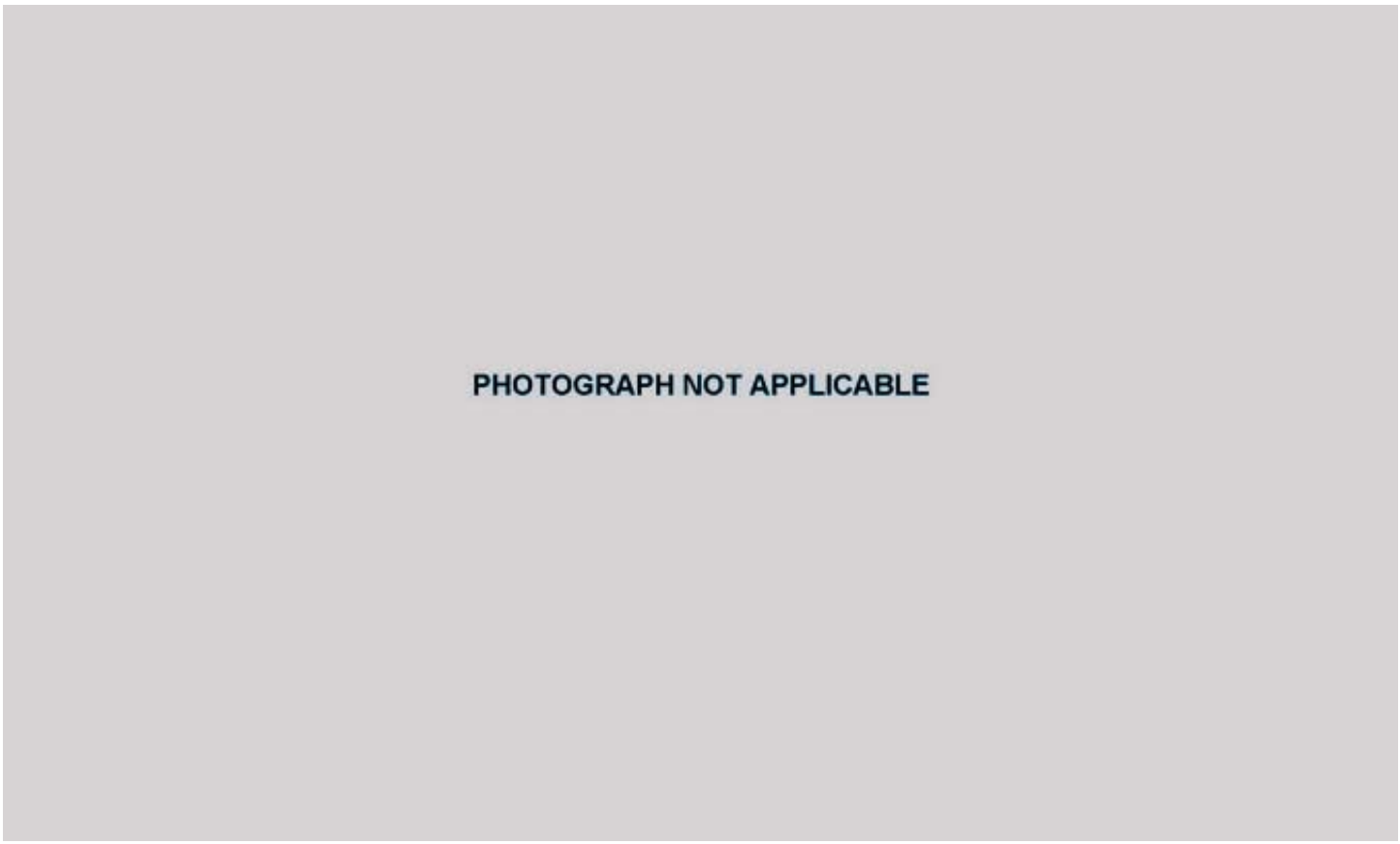
No. 022 Pre-Impact View of High Voltage Leads Attached



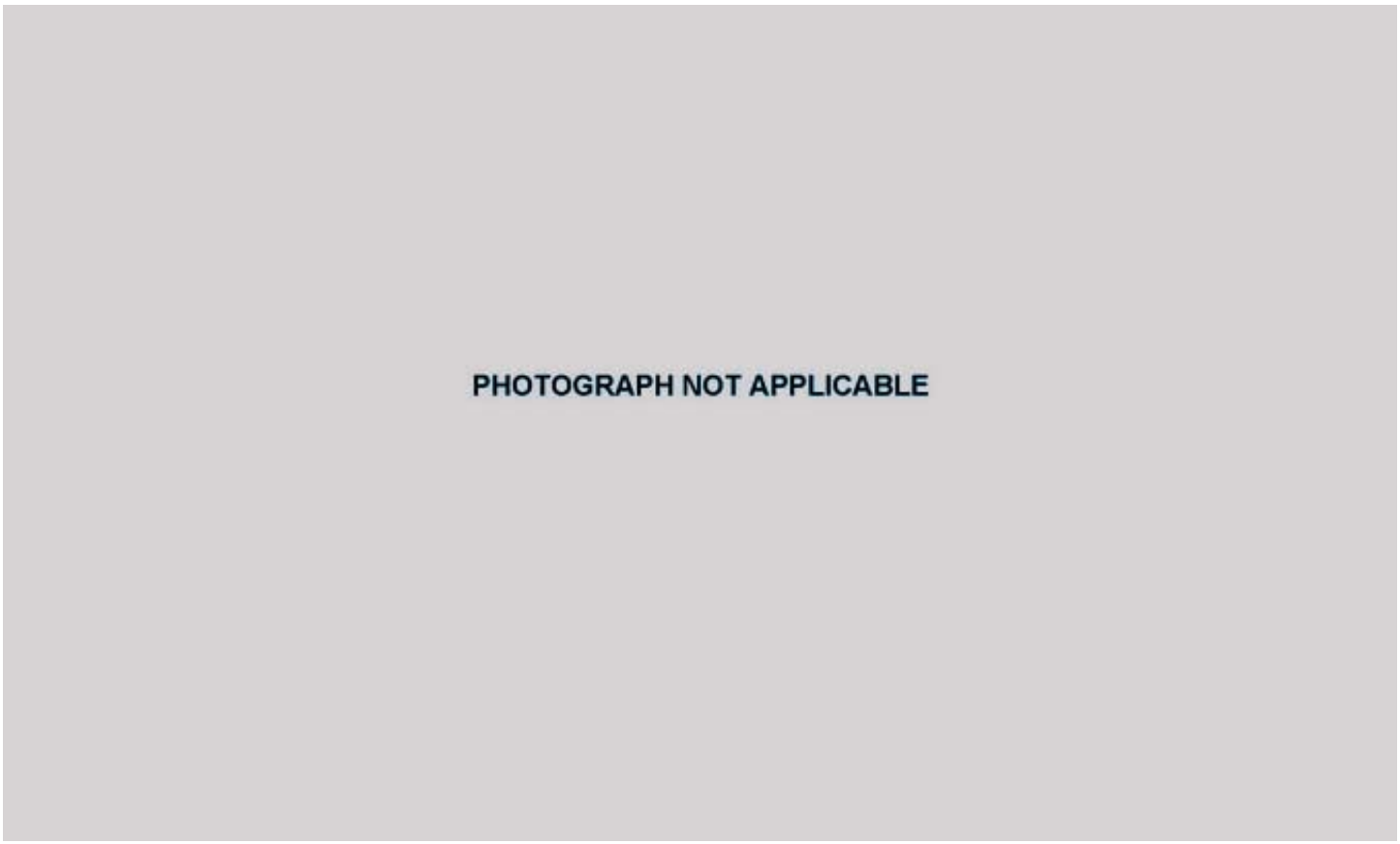
No. 023 Pre-Impact Close-Up View of High Voltage Leads Attached

No. 024 Pre-Impact View of Installed Impact Interface Port

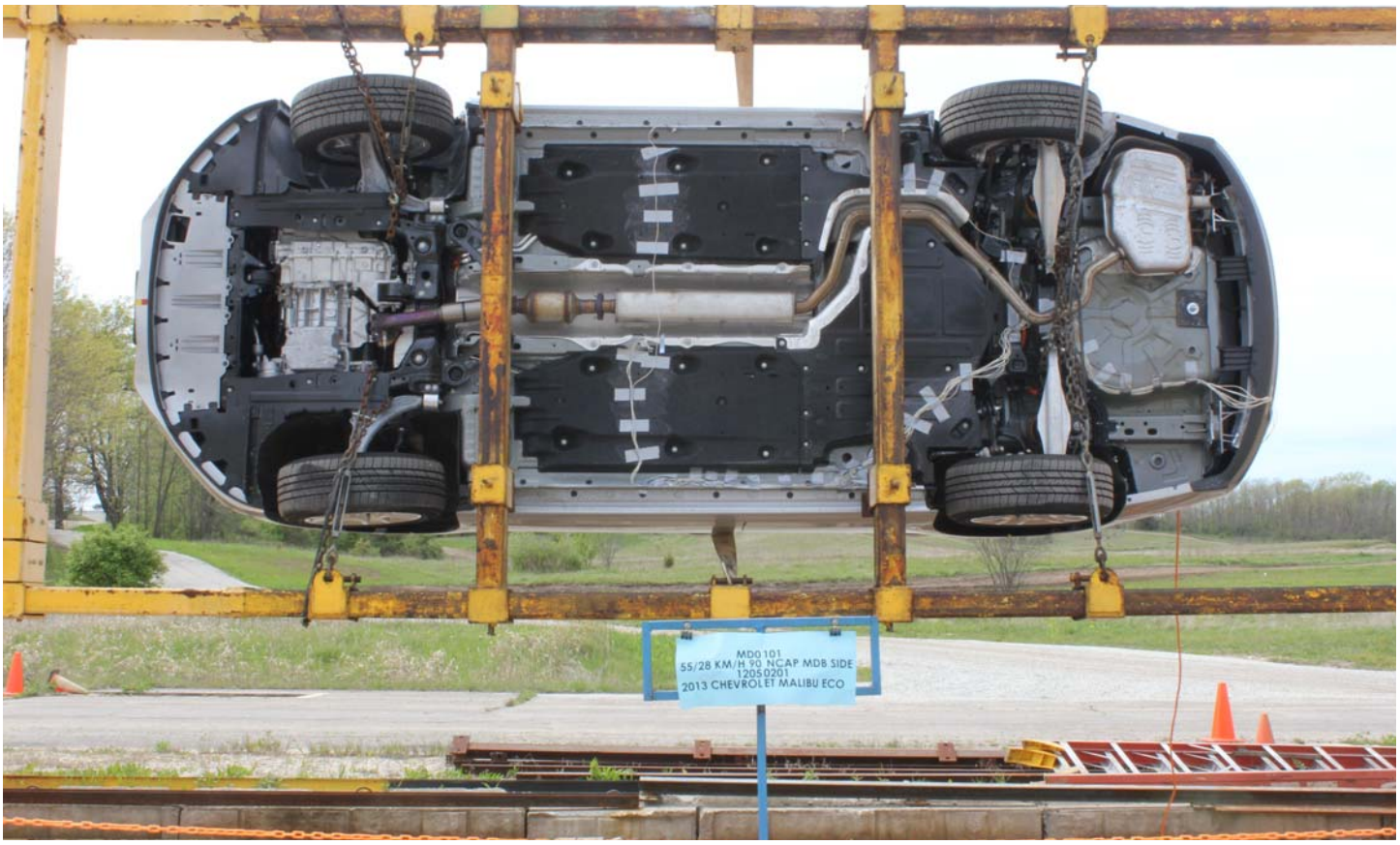
No. 025 Post-Impact View of Installed Impact Interface Port



No. 026 Pre-Impact View of Other Test Devices



No. 027 Post-Impact View of Other Test Devices



No. 028 FMVSS No. 305 Static Rollover at 90°

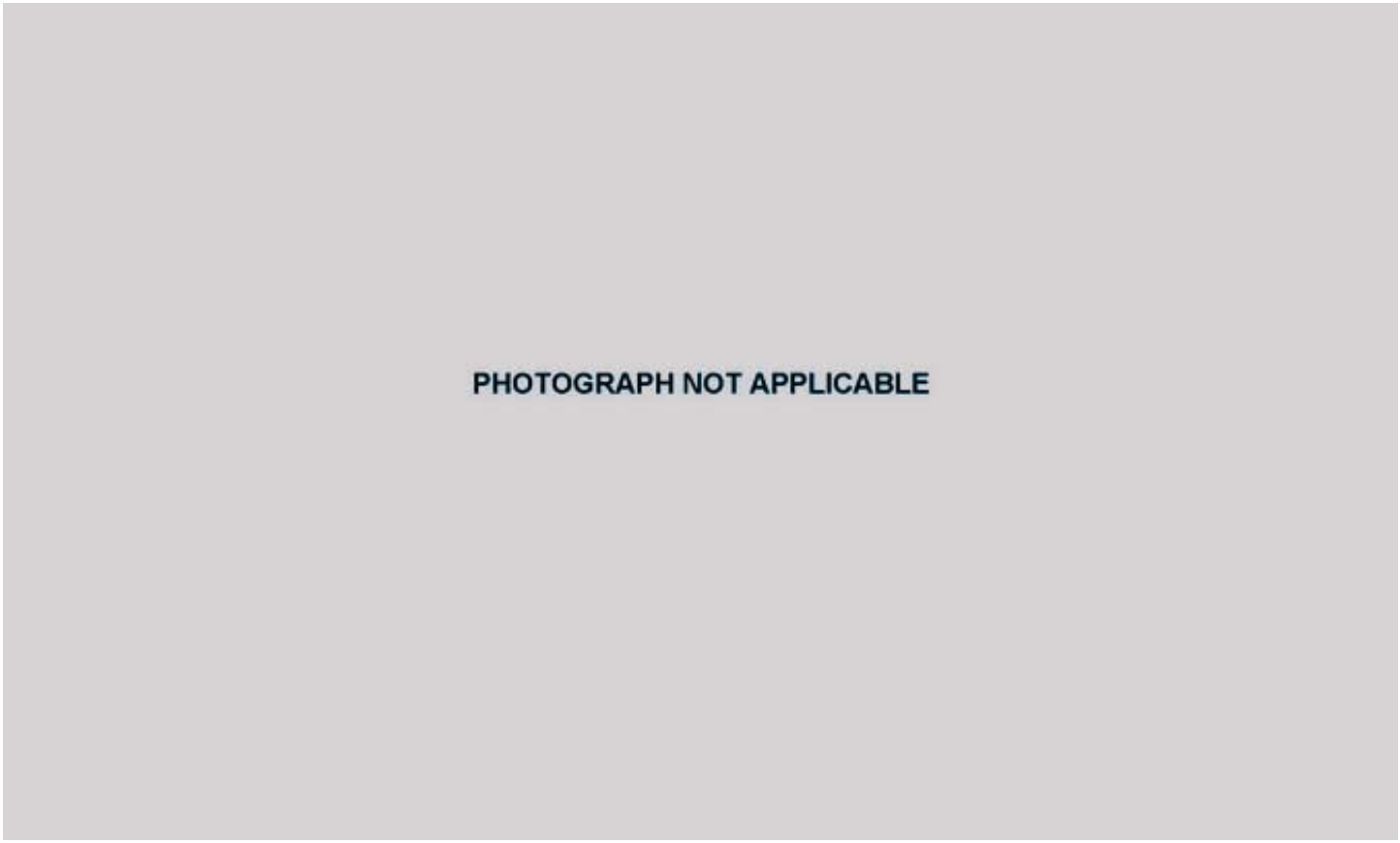
No. 029 FMVSS No. 305 Static Rollover at 180°

No. 030 FMVSS No. 305 Static Rollover at 270°

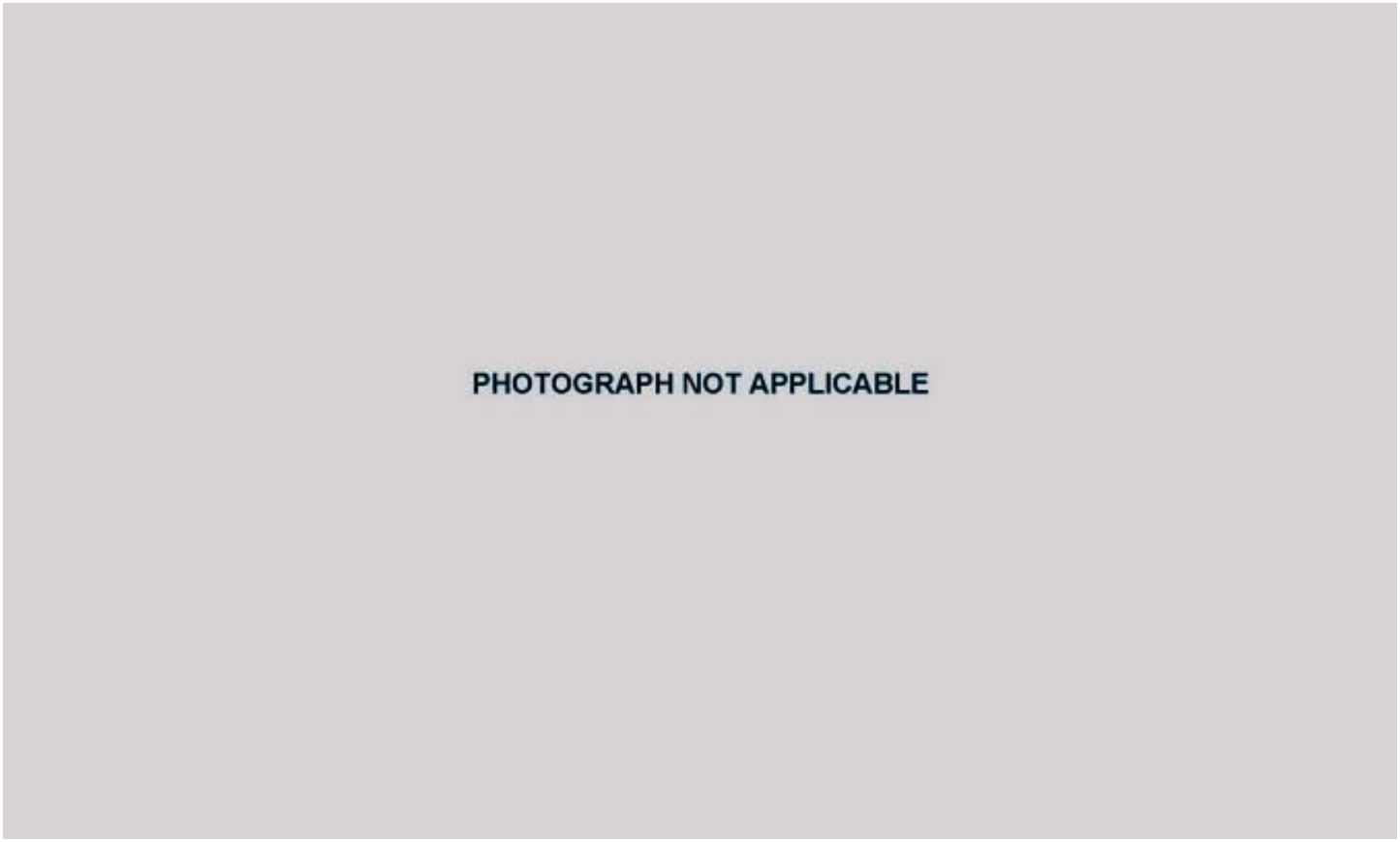
No. 031 FMVSS No. 305 Static Rollover at 360°

No. 032 Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

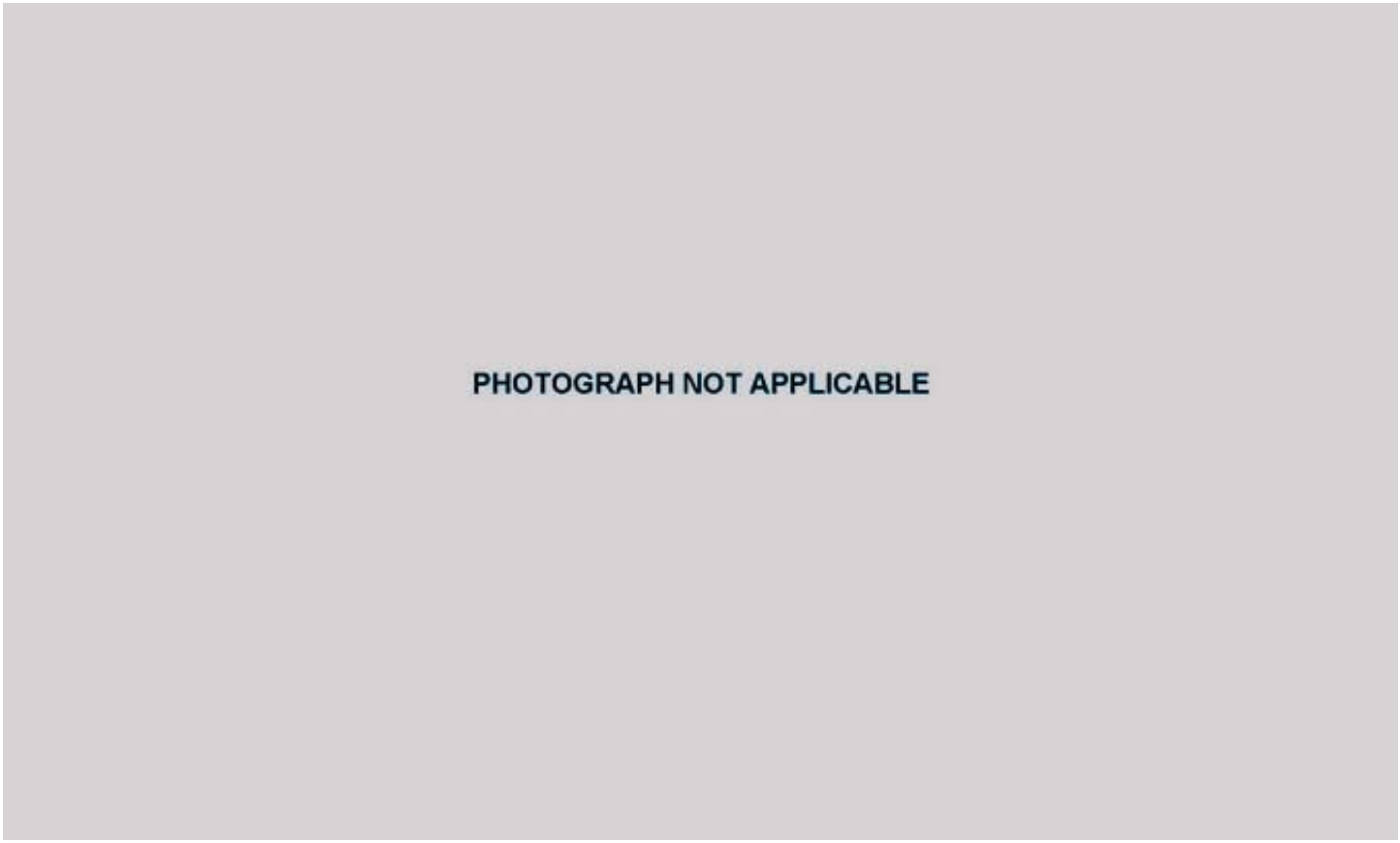
No. 033 Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery



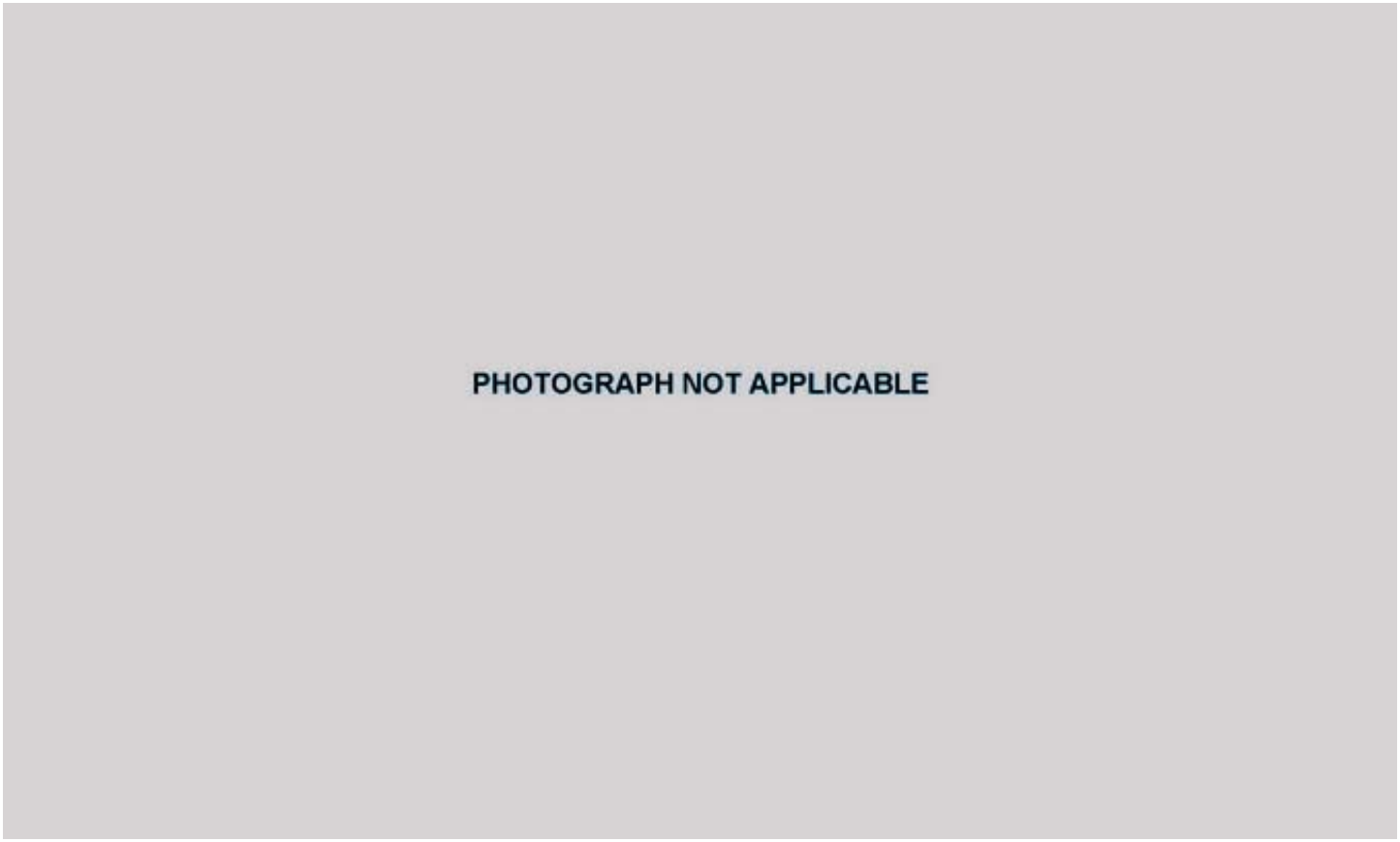
No. 034 Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)



No. 035 Post-Impact View of Battery Component Intrusion



No. 036 Post-Impact View of Battery Module Movement or Retention Loss



No. 037 Post-Impact View of Propulsion Battery Electrolyte Spillage Location

PHOTOGRAPH NOT APPLICABLE

No. 038 Post-Test View of Propulsion Battery Electrolyte Spillage Location

No. 039 As Delivered Right Front ¾ View of Impact Vehicle

No. 040 As Delivered Left Rear ¾ View of Impact Vehicle

No. 041 Vehicle's Certification Label

No. 042 Vehicle's Tire Information Placard or Label