

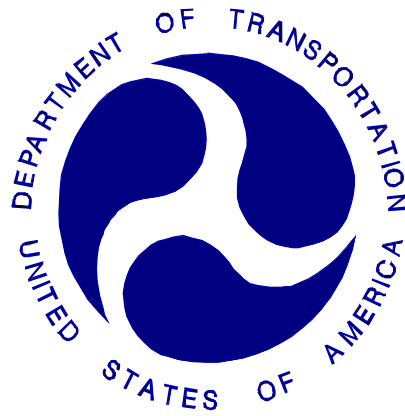
REPORT NUMBER: 301-CAL-08-03

**SAFETY COMPLIANCE TESTING FOR FMVSS 301  
FUEL SYSTEM INTEGRITY – REAR IMPACT**

MAZDA MOTOR CORPORATION  
2008 MAZDA CX-9  
SUV

NHTSA NUMBER: C85401

CALSPAN  
TRANSPORTATION SCIENCES CENTER  
P.O. BOX 400  
BUFFALO, NEW YORK 14225





8/24/08

**FINAL REPORT**

U. S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety Administration  
Enforcement  
Office of Vehicle Safety Compliance (NVS-224)  
1200 New Jersey Avenue, SE  
Washington, DC 20590

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-06-C-00031. This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufactures' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

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**TECHNICAL REPORT STANDARD TITLE PAGE**

1. Report No. 301-CAL-08-03	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 301 Compliance Rear Impact Testing of a 2008 Mazda CX-9 SUV NHTSA No.: C85401		5. Report Date 8/24/08	6. Performing Organization Code CAL
		8. Performing Organization Report No.	
7. Author(s) James Czarnecki, Project Engineer David J. Travale, Program Manager		10. Work Unit No.	
9. Performing Organization Name and Address Calspan Transportation Sciences Center P.O. Box 400 Buffalo, New York 14225		11. Contract or Grant No. DTNH22-06-C-00031	
		13. Type of Report and Period Covered Final Report, July 2008	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance 400 Seventh Street, SW, Room 6111 Washington, D.C. 20590		14. Sponsoring Agency Code NVS-220	
		15. Supplementary Notes	
16. Abstract Compliance tests were conducted on the subject 2008 Mazda CX-9 SUV in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301R-02 for the determination of FMVSS 301 compliance. Test failures identified were as follows:  The test vehicle appeared to comply with all requirements of FMVSS 301R-02 "Fuel System Integrity – Rear Impact."			
17. Key Words Compliance Testing Safety Engineering FMVSS 301		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division (TIS) (NPO-230) 1200 New Jersey Avenue, SE Washington, D.C. 20590 Telephone No. (202) 366-4946	
19. Security Classification of Report UNCLASSIFIED	20. Security Classification of Page UNCLASSIFIED	21. No. of Pages 38	22. Price

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## **SECTION 1**

### **PURPOSE AND TEST PROCEDURE**

This rear impact test is part of the FMVSS 301 Compliance Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-06-C-00031. The purpose of this test was to determine if the subject vehicle, a 2008 Mazda CX-9 SUV, meets the performance requirements of FMVSS No. 301R-02 "Fuel System Integrity – Rear Impact." The test was conducted in accordance with the Office of Vehicle Safety Compliance's Laboratory Test Procedure (TP-301R-02, dated January 17, 2007).

## SECTION 2

### COMPLIANCE TEST RESULTS SUMMARY

A 2144 kg 2008 Mazda CX-9 SUV was impacted from the rear by an 1362.5 kg moving barrier at a velocity of 48.8 kph (48.8 mph). The test was performed by Calspan Corporation on 8/24/08.

The test vehicle was equipped with a 76 liter fuel tank which was filled to 92 percent capacity with stoddard fluid prior to impact. Additional ballast (55 kg) was secured in the vehicle cargo area. Two ballast Part 572E 50th percentile male Anthropomorphic Test Device (ATD) were placed in the front occupant seating positions.

The crash event was recorded by three high-speed cameras and one real-time camera. High-speed camera locations and other pertinent camera information are found on page 3-6 of this report. Pre- and post-test photographs of the vehicle can be found in Appendix A.

There was no fuel system fluid spillage following the impact or during any portion of the static rollover test. The average vehicle longitudinal crush was 359 millimeters. The vehicle appeared to comply with all the requirements of FMVSS No. 301 "Fuel System Integrity."

**SECTION 3**

**SUMMARY OF TEST RESULTS**

**DATA SHEET 1**

**TEST VEHICLE SPECIFICATIONS**

**TEST VEHICLE INFORMATION:**

Year/Make/Model/Body Style: 2008 Mazda CX-9 SUV  
 Vehicle Body Color: Platinum NHTSA Number: C85401  
 Engine Data: 6 Cylinders; - CID; 3.7 Liters; - cc  
 Transmission: 6 Speed; - Manual; x Automatic; - Overdrive  
 Final Drive: - Rear Wheel Drive; x Front Wheel Drive; - Four Wheel Drive

**MAJOR TEST VEHICLE OPTIONS:**

x AC; x Pwr Steering; x Power Brakes; x Power Locks; x Power Seats  
x ABS; x Tilt Wheel; x Stab Control x Traction Control x Anti-Theft

**DEALER AND DELIVERY INFORMATION:**

Date Received: 2/1/08 ; Odometer Reading 10 km  
 Selling Dealer: Ricart Mazda  
 Dealer Address: 4255 S. Hamilton Rd

**DATA FROM VEHICLE'S CERTIFICATION LABEL:**

Vehicle Manufacturer: Mazda Motor Corporation  
 Vehicle Build Date: 07/07  
 VIN: JM3TB28A180123650  
 GVWR: 2645 kg; GAWR: 1276 kg FRONT; 1400 kg REAR

**DATA FROM VEHICLE'S TIRE LABEL AND SIDEWALL:**

Location of Tire Placard: Driver Door Sill  
 Type of Spare Tire: Temporary

	<u>Front</u>	<u>Rear</u>
Maximum Tire Pressure (sidewall - kPa)	300	300
Cold Pressure (tire placard - kPa) – test pressure	250	250
Recommended Tire Size (tire placard)	P245/60R18	P245/60R18
Vehicle Tire Size with load index & speed symbol	P245/60R18 104H	P245/60R18 104H
Tire Manufacturer	Bridgestone	Bridgestone
Tire Name	Dueller H/L	Dueller H/L
Treadwear, Traction, Temperature	300 A A	300 A A

**VEHICLE CAPACITY DATA:**

Type of Front Seats: - Bench; x Bucket; - Split Bench  
 Number of Occupants: 2 Front; 5 Rear; 7 Total  
 Vehicle Capacity Weight (VCW) = 539 kg  
 No. of Occupants x 68.04 kg = 476.3 kg  
 Rated Cargo/Luggage Weight (RCLW) = 62.7 kg



**DATA SHEET 2**

**PRE-TEST DATA**

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

	Left Side (kg)	Right Side (kg)	Ratio (%)	Total (kg)
<b>Front =</b>	557	553	57.4	1110.0
<b>Rear =</b>	421	402	42.6	823.0
<b>Total Delivered Weight (UDW) =</b>				1933.0

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight (UDW)	=	1933.0	kg
Rated Cargo/Luggage Weight (RCLW)	=	62.7	kg
Weight of 2 p.572E Dummies @ 78 each	=	156	kg
<b>TARGET TEST WEIGHT</b>	<b>=</b>	<b>2151.7</b>	<b>kg</b>

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 55.0 KG OF CARGO WEIGHT:

	Left Side (kg)	Right Side (kg)	Ratio (%)	Total (kg)
<b>Front =</b>	616	598	56.6	1214.0
<b>Rear =</b>	464	466	43.4	930.0
<b>Total Vehicle Test Weight (ATW) =</b>				2144.0

Weight of Ballast Secured in Vehicle<sup>1</sup> = 55 kg Ballast Type Shot bags

Method of securing Ballast: Compartment positioning

Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimension in millimeters):

	Left Front	Right Front	Left Rear	Right Rear	CG <sup>2</sup>
AS DELIVERED:	848	852	858	857	
AS TESTED:	831	834	850	185	

Vehicle's Wheel Base: 2875 mm

<sup>1</sup>Ballast weight does not include the weight of instrumentation, on-board cameras and data acquisition system

<sup>2</sup>Rearward of the front axle centerline.

VEHICLE PRE-TEST WIDTH AND IMPACT OFFSET MEASUREMENT:

Vehicle Width at Widest Point: 1954 mm Location: Rear C-pillar Area

Centerline offset for impact line: 391 mm

Filler neck side (left/right) Left

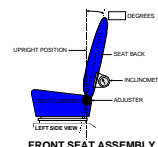
DATA SHEET 2 (continued)

PRE-TEST DATA

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No. C85401

Nominal Design Riding Position for adjustable driver and passenger seat backs. Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.



Seat back angle for driver's seat: 38

Measurement instructions: Measure head restraint 38 degrees rearward from full forward

Seat back angle for passenger's seat: 38

Measurement instructions: Measure head restraint 38 degrees rearward from full forward

2. SEAT FORE AND AFT POSITIONING:

Positioning of the driver's seat: Total seat travel was 278 mm and was placed at 139 mm.

Positioning of the passenger's seat: 26 detents were located and was placed in the 13<sup>th</sup> starting at 1<sup>st</sup> marked 0.

3. FUEL TANK CAPACITY DATA:

- 3.1 A. "Usable Capacity" of the standard equipment fuel tank is 76 liters
- B. "Usable Capacity" of the optional equipment fuel tank is 0 liters
- C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 69.9 to 71.4 liters

3.2 Actual Amount of Stoddard solvent added to vehicle for test = 70 liters  
Stoddard Fluid: specific gravity: 0.764 ; kinematic viscosity: 0.96 centistokes; color: Red

3.3 Is vehicle equipped with electric fuel pump? Yes- x ; No-         
If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel.  
With the ignition turned "ON"

4. STEERING COLUMN ADJUSTMENTS:

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions: Steering column was adjusted to 29 degrees.

5. SEAT BELT UPPER ANCHORAGE:

Nominal design riding position:  
Placed in the top detent 0

6. COMMENTS:

None

**DATA SHEET 3**

**MOVING DEFORMABLE BARRIER (MDB) DATA**

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No. C85401

MDB FACE MANUFACTURER AND SERIAL NUMBER:

-

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MDB DETAILS:

Overall Width of Framework Carriage	=	<u>1250</u>	millimeters
Overall Length of MDB (incl. honeycomb impact face)	=	<u>4120</u>	millimeters
Wheelbase of Framework Carriage	=	<u>2591</u>	millimeters
Tread of Framework Carriage (Front & Rear)	=	<u>1875</u>	millimeters
C.G. Location Rearward of Front Axle	=	<u>1139</u>	millimeters

MDB WEIGHT:

Left Front	=	<u>357.0</u>	kg	Left Rear	=	<u>323.0</u>	kg
Right Front	=	<u>404.0</u>	kg	Right Rear	=	<u>273.5</u>	kg
TOTAL FRONT	=	<u>761.0</u>	kg	TOTAL REAR	=	<u>596.5</u>	kg
TOTAL MDB WEIGHT	=	<u>1357.5</u>	kg				
Tires (Mfr, line, size):		<u>-</u>					

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TIRE PRESSURE:

Left Front	=	<u>207</u>	kPa	Left Rear	=	<u>207</u>	kPa
Right Front	=	<u>207</u>	kPa	Right Rear	=	<u>207</u>	kPa

Brake Abort System? (Yes/No) Yes

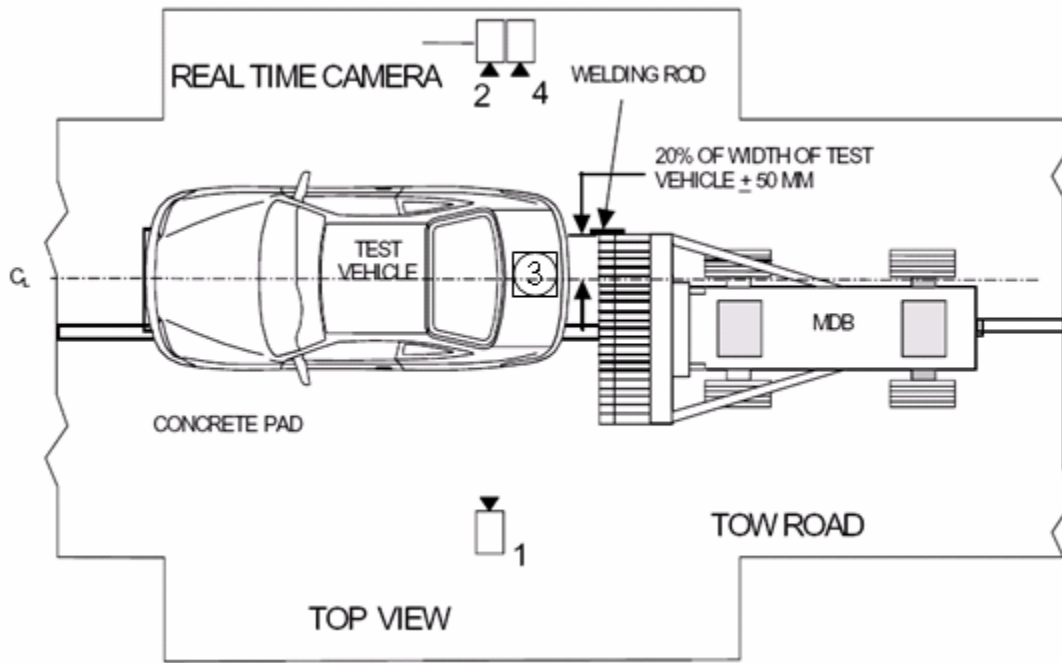
Date of Last Calibration: Yes

DATA SHEET 4

HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No. C85401



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	7916	2059	-1061	0.0	25	1000
2	Real-Time Camera	-	-	-	-	-	30
3	Overhead View	0	263	-4880	90	12.5	1000
4	Right Side View	7298	279	-934	-3.9	25	1000

\* Reference (from point of impact); all measurements accurate to within  $\pm 6$  mm.

X = (Impact Point) + Forward

Y = (Impact Point) + To Right

Z = (Ground Level) + Down

**DATA SHEET 5**  
**POST-TEST DATA**

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No. C85401

REQUIRED IMPACT VELOCITY RANGE::    78.5    to    80.1    km/h

ACTUAL IMPACT VELOCITY WITHIN 1.5 M OF IMPACT PLANE:

Trap No. 1 = 78.5 km/h                      Trap No. 2 = 78.5 km/h

Average Impact Speed = 78.5 km/h

WELDING ROD IMPACT POINT:

  -4   Vertical distance from target center (+ is above) Tolerance: ±40 mm

  -4   Horizontal distance from target center (+ is right) Tolerance: ±50 mm

STODDARD SOLVENT SPILLAGE MEASUREMENT:

A. Front impact until vehicle motion ceases -

Actual =   0   g    Maximum Allowable = 28 g

B. For 5 minute period after vehicle motion ceases -

Actual =   0   g    Maximum Allowable = 28 g

C. For next 25 minutes -

Actual =   0   g/minute    Maximum Allowable = 28 g/minute

D. Provide Spillage Details:

None

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**DATA SHEET 5**

**POST-TEST DATA (Continued)**

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No. C85401

POST TEST SEAT DATA

<b>LOCATION</b>	<b>SEAT MOVEMENT (mm)</b>	<b>SEAT BACK FAILURE</b>
<b>P1 (Left Front)</b>	0	None
<b>P2 (Right Front)</b>	0	None

POST TEST ATD CONTACT DATA

<b>LOCATION</b>	<b>Position 1 (Driver)</b>	<b>Position 2 (Passenger)</b>
<b>Head</b>	Back of head to head restraint	Back of head to head restraint
<b>Chest</b>	None	None
<b>Abdomen</b>	None	None
<b>Left Knee</b>	None	None
<b>Right Knee</b>	None	None

VEHICLE DIMENSIONS:

Vehicle length:

	<b>Left Side</b>	<b>Centerline</b>	<b>Right Side</b>
Pre-Test	4884	5075	4886
Post-Test	4525	4774	4757
Crush	359	301	129

Vehicle Wheel Base:

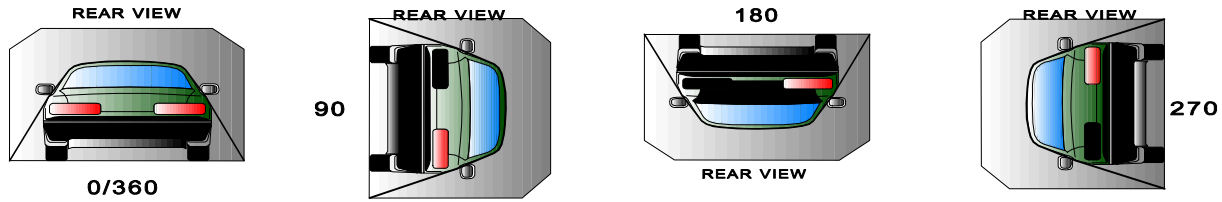
	<b>Left Side</b>	<b>Right Side</b>
Pre-Test	2876	2875
Post-Test	2836	2875
Crush	40	0

**DATA SHEET 6**

**FMVSS 301 ROLLOVER DATA**

Vehicle: 2008 Mazda CX-9 SUV

NHTSA No.: C85401



**I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:**

Rollover Stage	Rotation Time (spec. 1 -3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
	1	minutes	13	seconds	5	minutes	6	minutes	13	seconds	7	minutes
0° - 90°	1	minutes	13	seconds	5	minutes	6	minutes	13	seconds	7	minutes
90° - 180°	1	minutes	15	seconds	5	minutes	6	minutes	15	seconds	7	minutes
180°-270°	1	minutes	8	seconds	5	minutes	6	minutes	8	seconds	7	minutes
270°-360°	1	minutes	10	seconds	5	minutes	6	minutes	10	seconds	7	minutes

**II. FMVSS 301 REQUIREMENTS:** (Maximum allowable solvent spillage):

First 5 minutes from onset of rotation	6th min.	7th min.	8th min. (if required)
142 g	28 g	28 g	28 g

**III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:**

Rollover Stage	First 5 minutes from onset of rotation (g)	6th min. (g)	7th min. (g)	8th min. (if required) (g)
0° - 90°	0	0	0	N/A
90° - 180°	0	0	0	N/A
180°-270°	0	0	0	N/A
270°-360°	0	0	0	N/A

Note: Record spillage for whole minute intervals only as determined above.

**IV. SOLVENT SPILLAGE LOCATION(S):**

Rollover Stage	Spillage Location
0° - 90°	None
90° - 180°	None
180°-270°	None
270°-360°	None

**APPENDIX A**

**PHOTOGRAPHS**



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Figure A-1: Vehicle Certification Placard



Figure A-2: Vehicle Tire Placard



Figure A-3: Pre-Test Front View



Figure A-4: Post-Test Front View



**Figure A-5: Pre-Test Left Side View**



**Figure A-6: Post-Test Left Side View**



Figure A-7: Pre-Test Right Side View



Figure A-8: Post-Test Right Side View



**Figure A-9: Pre-Test Left Front Three-Quarter View**



**Figure A-10: Post-Test Left Front Three-Quarter View**



**Figure A-11: Pre-Test Right Front Three-Quarter View**



**Figure A-12: Post-Test Right Front Three-Quarter View**



**Figure A-13: Pre-Test Left Rear Three-Quarter View**



**Figure A-14: Post-Test Left Rear Three-Quarter View**

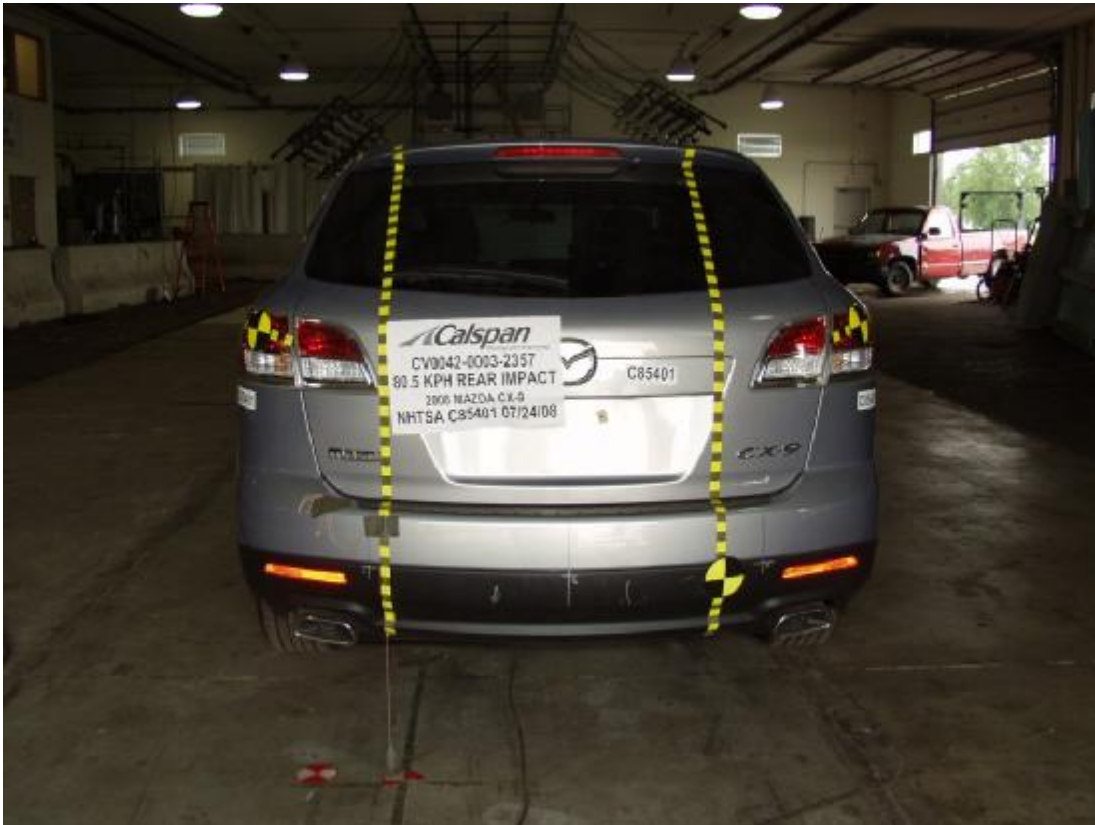




**Figure A-15: Pre-Test Right Rear Three-Quarter View**



**Figure A-16: Pre-Test Right Rear Three-Quarter View**



**Figure A-17: Pre-Test Rear View**



**Figure A-18: Post-Test Rear View**



**Figure A-19: Pre-Test MDB Front View**



**Figure A-20: Post-Test MDB Front View**



**Figure A-21: Pre-Test MDB Left Side View**



**Figure A-22: Post-Test MDB Left Side View**



**Figure A-23: Pre-Test MDB Right Side View**



**Figure A-24: Post-Test MDB Right Side View**

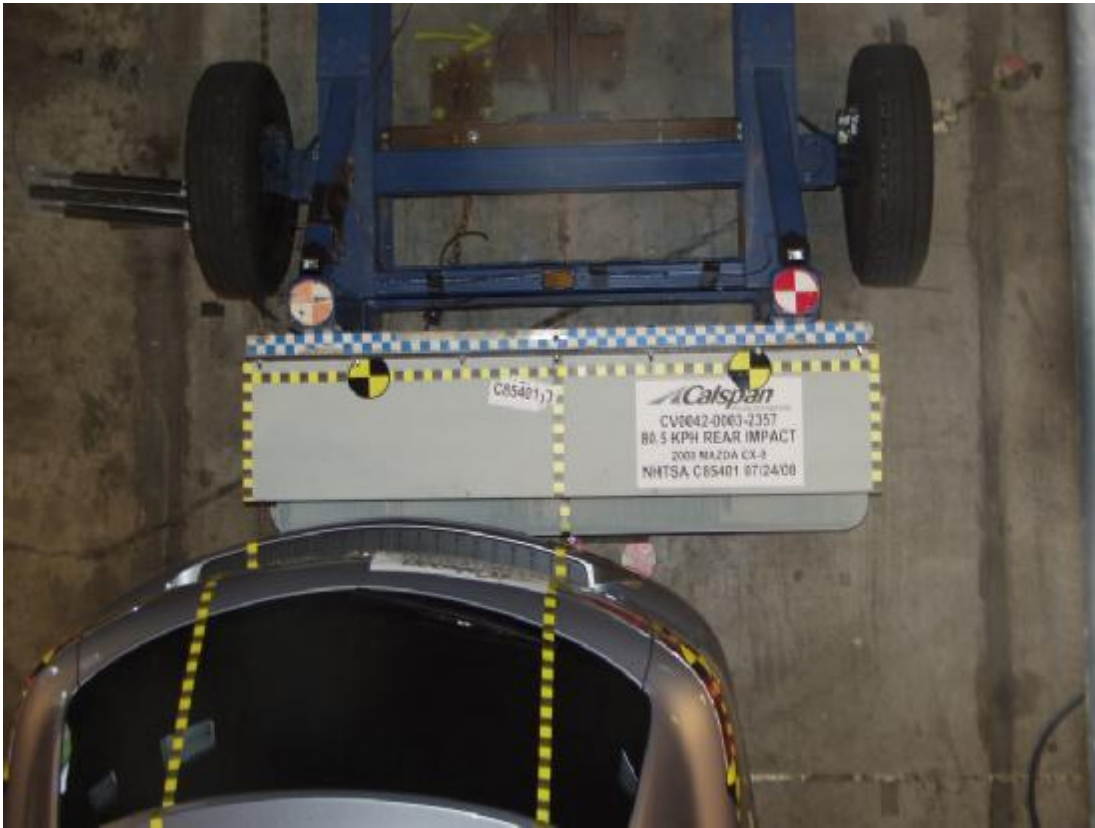


Figure A-25: Pre-Test MDB Top View

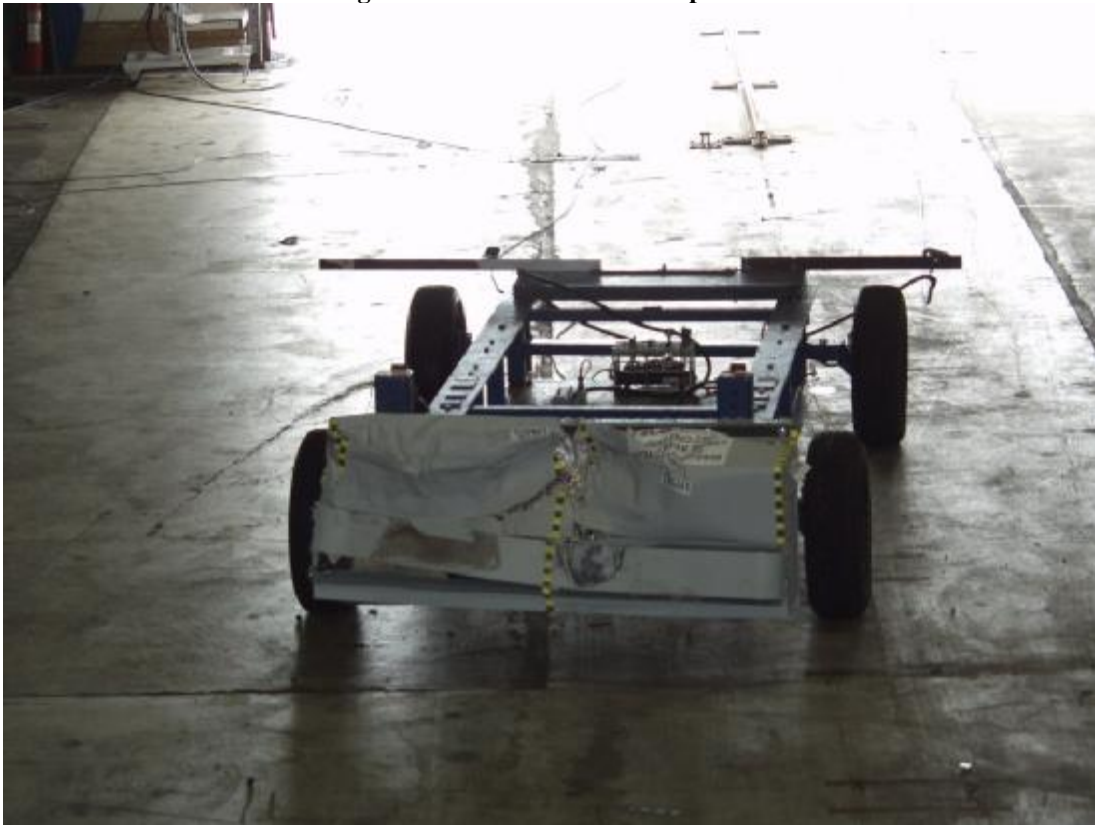


Figure A-26: Post-Test MDB Top View



**Figure A-27: Pre-Test Overhead Vehicle and MDB View**



**Figure A-28: Post-Test Impact Target View**



**Figure A-29: Pre-Test Front Underbody View**



**Figure A-30: Post-Test Front Underbody View**





**Figure A-31: Pre-Test Mid Underbody View**



**Figure A-32: Post-Test Mid Underbody View**



**Figure A-33: Pre-Test Rear Underbody View**



**Figure A-34: Post-Test Rear Underbody View**



**Figure A-35: Pre-Test Fuel Filler Cap View**



**Figure A-36: Post-Test Fuel Filler Cap View**



**Figure A-37: Impact View**



**Figure A-38: Rollover 90° View**



**Figure A-39: Rollover 180° View**



**Figure A-40: Rollover 270° View**



**Figure A-41: Rollover 360° View**