REPORT NUMBER: 301-CAL-09-05

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

FORD MOTOR COMPANY
2010 FORD FUSION HYBRID
4-DOOR SEDAN

NHTSA NUMBER: CA0200

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

June 29,2009

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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Acceptance Date:

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 301-CAL-09-05	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 301 Compliance Rear Impact Testing of a 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No.: CA0200		5. Report Date June 29,2009	
		6. Performing Organization Code CAL	
7. Author(s) Vincent Paolini, Project Engineer David J. Travale, Program Manager		8. Performing Organization Report No.	
9. Performing Organization Name and Address Calspan Transportation Sciences Center P.O. Box 400 Buffalo, New York 14225		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-06-C-00031	
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		13. Type of Report and Period Covered Final Report, June 2009	
		14. Sponsoring Agency Code NVS-220	
15. Supplementary Notes			

16. Abstract

Compliance tests were conducted on the subject 2010 Ford Fusion Hybrid 4-door Sedan 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

TABLE OF CONTENTS

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 2010 Ford Fusion Hybrid 4-door Sedan, 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 1876 kg 2010 Ford Fusion Hybrid 4-door Sedan was impacted from the rear by an 1362.5 kg moving barrier at a velocity of 79.8 kph (49.6 mph). The test was performed by Calspan Corporation on June 29,2009.

The test vehicle was equipped with a 66.2 liter fuel tank which was filled to 92 percent capacity with stoddard fluid prior to impact. Additional ballast (30 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 721 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: 2010 Ford Fusion Hybrid 4-door Sedan

Vehicle Body Color: Black NHTSA Number: CA0200

Engine Data: 4 Cylinders; - CID; 2.5 Liters; - cc

Transmission: CVT 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; - Stab Control X Traction Control X Anti-Theft

DEALER AND DELIVERY INFORMATION:

Date Received: 5/21/09 ; Odometer Reading 77 km

Selling Dealer: West Herr Ford

Dealer Address: 5025 Camp Rd Hamburg, New York 14075

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufacturer: Ford Motor Company

Vehicle Build Date: 04/09

VIN:: 3FADP0L38AR132742

GVWR: 2132 kg; GAWR: 1130 kg FRONT; 1002 kg REAR

DATA FROM VEHICLE'S TIRE LABEL AND SIDEWALL:

Location of Tire Placard: Rear Trunk

Type of Spare Tire: Temporary

	Front	Rear
Maximum Tire Pressure (sidewall - kPa)	300	300
Cold Pressure (tire placard - kPa) – test pressure	230	230
Recommended Tire Size (tire placard)	P225/50R17	P225/50R17
Vehicle Tire Size with load index & speed symbol	P225/50R17 93V	P225/50R17 93V
Tire Manufacturer	Michelin	Michelin
Tire Name	Energy	Energy
Treadwear, Traction, Temperature	440 A A	440 A A

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench

Number of Occupants: 2 Front; 3 Rear; 5 Total

Vehicle Capacity Weight (VCW) = 385 kg

No. of Occupants x 68.04 kg = 340 kg

Rated Cargo/Luggage Weight (RCLW) = 45 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)
Front =	499	510	59.6	1009.0
Rear =	362	321	40.4	683.0
			Total Delivered Weight (UDW) =	1692.0

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight (UDW) =	1692.0	kg
Rated Cargo/Luggage Weight (RCLW) =	45.0	kg
Weight of 2 p.572E Dummies @ 78 each =	156	kg
TARGET TEST WEIGHT =	1893.0	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 28.0 KG OF CARGO WEIGHT:

	Left Side (kg)	Right Side (kg)	Ratio (%)	Total (kg)
Front =	558	559	59.5	1117.0
Rear =	394	365	40.5	759.0
			Total Vehicle Test Weight (ATW) =	1876.0

Weight of Ballast Secured in Vehicle[1] = 30 kg Ballast Type Lead Shot Bags

Method of securing Ballast: Compartment Placement

Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimension in millimeters):

	Left Front	Right Front	Left Rear	Right Rear	CG[2]
AS DELIVERED:	722	733	722	720	1101
AS TESTED:	703	713	709	712	1104

Vehicle's Wheel Base: 2729 mm

[1]Ballast weight does not include the weight of instrumentation, on-board cameras and data acquisition system

[2]Rearward of the front axle centerline.

VEHICLE PRE-TEST WIDTH AND IMPACT OFFSET MEASUREMENT:

Vehicle Width at Widest Point: 1822 mm Location: Rear Axle

Centerline offset for impact line: 1275 mm

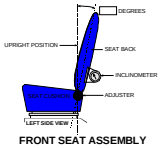
Filler neck side (left/right) Left

DATA SHEET 2 (continued)

PRE-TEST DATA

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No. CA0200

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.



FRONT SEAT ASSEMBLY

Seat back angle for driver's seat: 10.8

Measurement instructions: Seat back was set to 10.8 degrees on head restraint post with sill level

Seat back angle for passenger's seat: 10.8

Measurement instructions: Seat back was set to 10.8 degrees on head restraint post with sill level

2. SEAT FORE AND AFT POSITIONING:

Positioning of the driver's seat: Full forward – Full rear = Travel 296 mm. Seat was positioned at 147 mm on face of the cushion while in full down.

Positioning of the passenger's seat: Full forward – Full rear = Travel 250 mm. Seat was positioned at 125 mm on face of the cushion while in full down.

3. FUEL TANK CAPACITY DATA:

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 66.2 liters

B. "Usable Capacity" of the optional equipment fuel tank is - liters

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 60.9 to 62.2 liters

3.2 Actual Amount of Stoddard solvent added to vehicle for test = 61.6 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 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: Telescopic travel was 30 mm; centered at 15 mm. Tilt wheel was centered at Center of loci: face of wheel was set at 22.7 degrees

5. SEAT BELT UPPER ANCHORAGE:

Nominal design riding position: 4 detents available – set at detent 1 with 0 as uppermost

6. COMMENTS:

None

DATA SHEET 3

MOVING DEFORMABLE BARRIER (MDB) DATA

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No. CA0200

MDB FACE MANUFACTURER AND SERIAL NUMBER:

-

MDB DETAILS:

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

MDB WEIGHT:

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

TIRE PRESSURE:

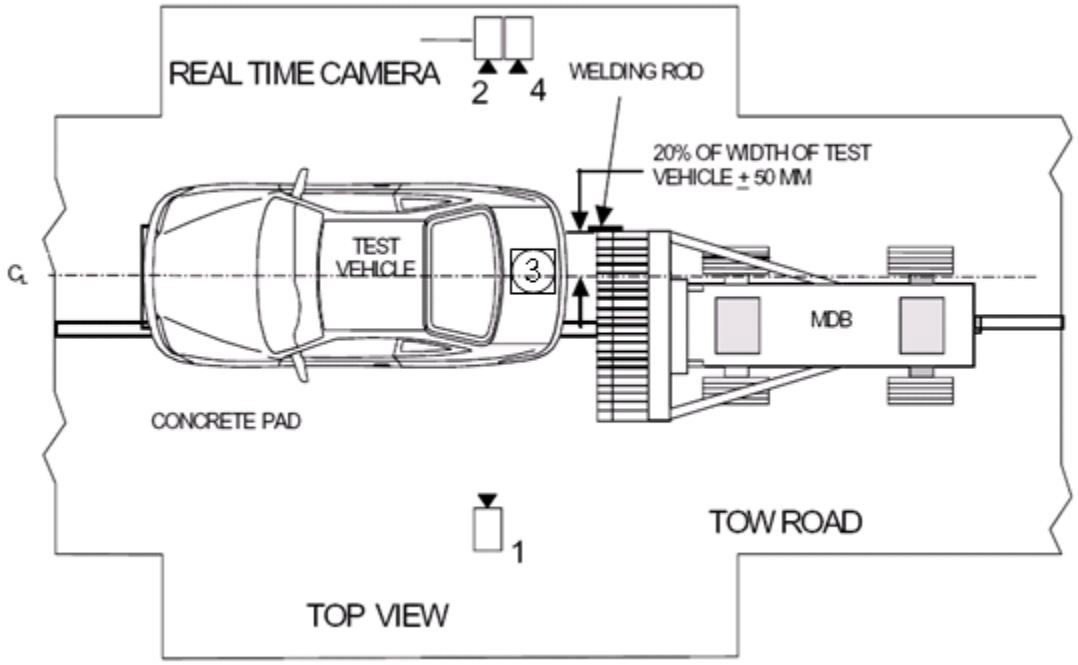
Left Front	=	207	kPa	Left Rear	=	207	kPa
Right Front	=	207	kPa	Right Rear	=	207	kPa

Brake Abort System? (Yes/No)	Yes
Date of Last Calibration:	06/07

DATA SHEET 4

HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No. CA0200



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	7345	1195	1094	-3	24	1000
2	Real-Time Camera	-	-	-	-	-	30
3	Overhead View	0	405	4880	-90	20	1000
4	Right Side View	7850	1345	959	-5	24	1000

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

X = (Impact Point) + Forward
Y = (Impact Point) + To Right
Z = (Ground Level) + Down

DATA SHEET 5

POST-TEST DATA

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No. CA0200

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

ACTUAL IMPACT VELOCITY WITHIN 1.5 M OF IMPACT PLANE:

Trap No. 1 = 79.8 km/h Trap No. 2 = 79.8 km/h

Average Impact Speed = 79.8 km/h

WELDING ROD IMPACT POINT:

-10 Vertical distance from target center (+ is above) Tolerance: ±40 mm

-30 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

DATA SHEET 5

POST-TEST DATA (Continued)

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No. CA0200

POST TEST SEAT DATA

LOCATION	SEAT MOVEMENT (mm)	SEAT BACK FAILURE
P1 (Left Front)	46 rearward	None – Reclined during impact
P2 (Right Front)	0	None – Reclined during impact

POST TEST ATD CONTACT DATA

LOCATION	Position 1 (Driver)	Position 2 (Passenger)
Head	Rear of head to head restraint	Rear of head to head restraint
Chest	No Contact	No Contact
Abdomen	No Contact	No Contact
Left Knee	No Contact	No Contact
Right Knee	No Contact	No Contact

VEHICLE DIMENSIONS:

Vehicle length:

	Left Side	Centerline	Right Side
Pre-Test	4715	4846	4715
Post-Test	4023	4125	4226
Crush	692	721	489

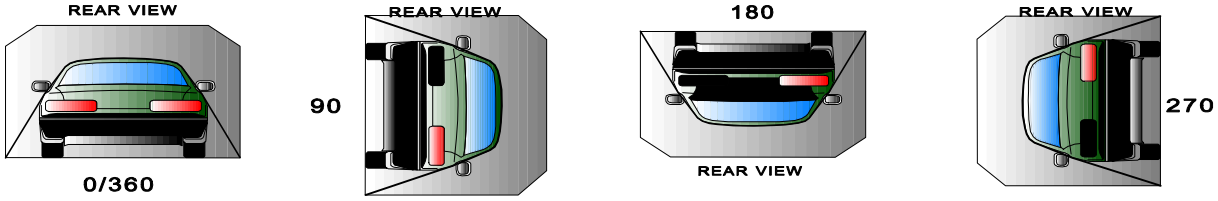
Vehicle Wheel Base:

	Left Side	Right Side
Pre-Test	2725	2732
Post-Test	2622	2743
Crush	103	-11

DATA SHEET 6

FMVSS 301 ROLLOVER DATA

Vehicle: 2010 Ford Fusion Hybrid 4-door Sedan NHTSA No.: CA0200



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	
0º - 90º	1	minutes	08	seconds	5	minutes	6	minutes	8	seconds	7	minutes
90º - 180º	1	minutes	03	seconds	5	minutes	6	minutes	3	seconds	7	minutes
180º-270º	1	minutes	04	seconds	5	minutes	6	minutes	4	seconds	7	minutes
270º-360º	1	minutes	09	seconds	5	minutes	6	minutes	9	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)
0º - 90º	0	0	0	N/A
90º - 180º	0	0	0	N/A
180º-270º	0	0	0	N/A
270º-360º	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
0º - 90º	None
90º - 180º	None
180º-270º	None
270º-360º	None

APPENDIX A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Figure A-1: Vehicle Certification Placard

Figure A-2: Vehicle Tire Placard

Figure A-3: Pre-Test Front View

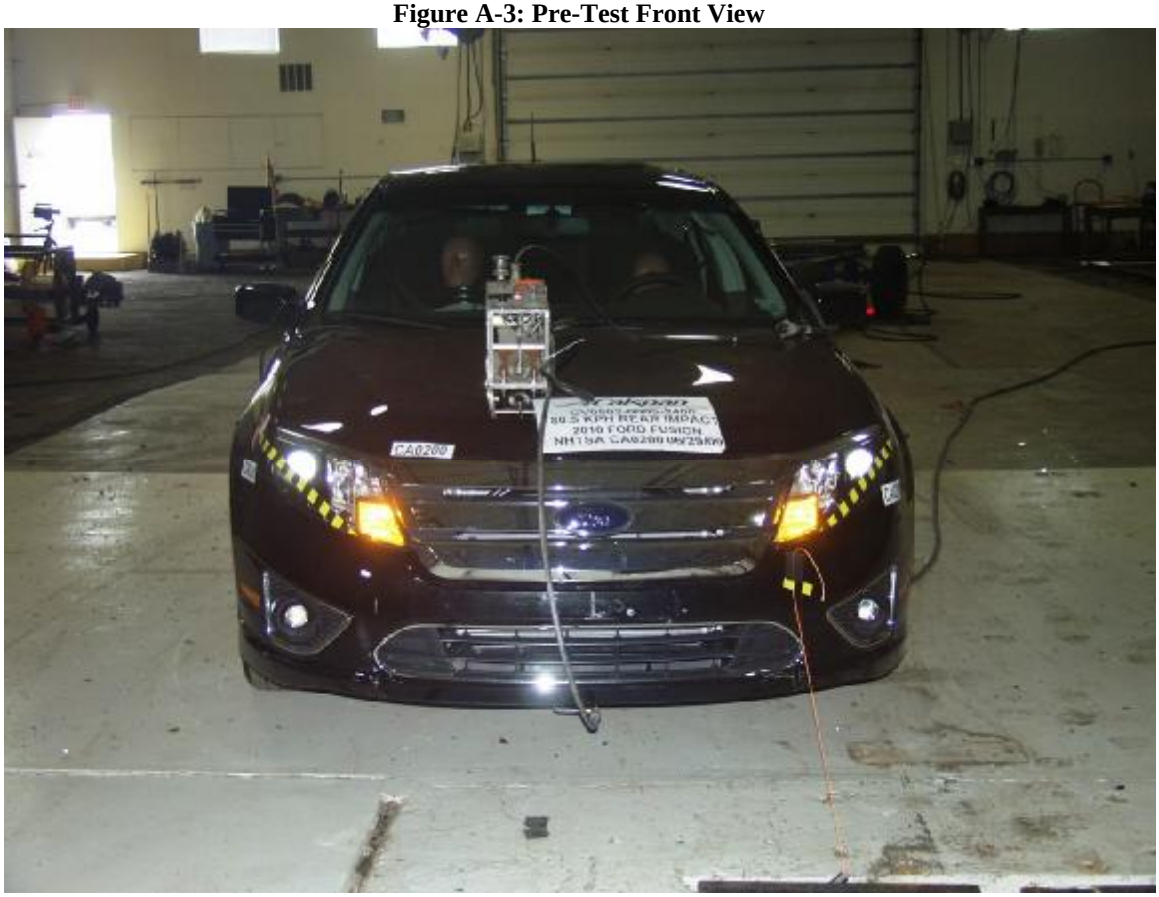


Figure A-4: Post-Test Front View

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

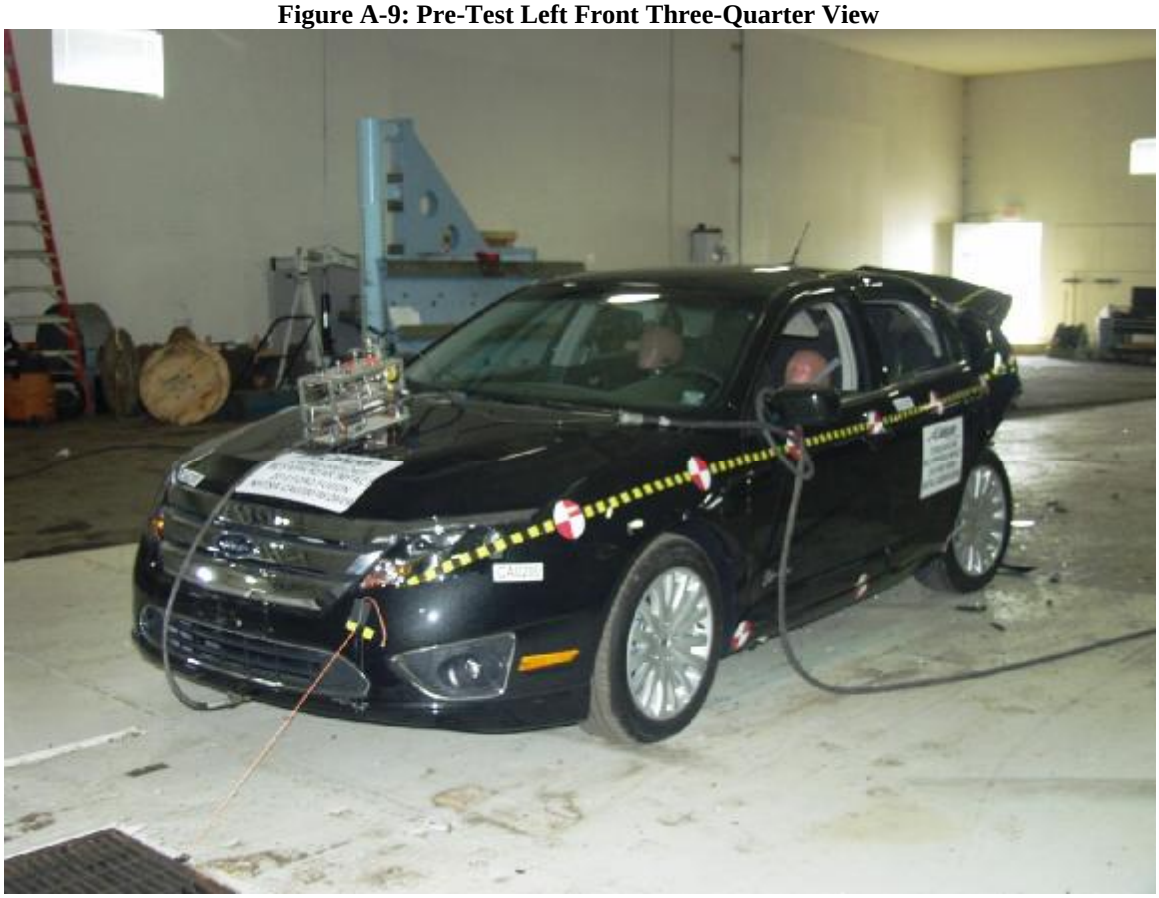


Figure A-10: Post-Test Left Front Three-Quarter View

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

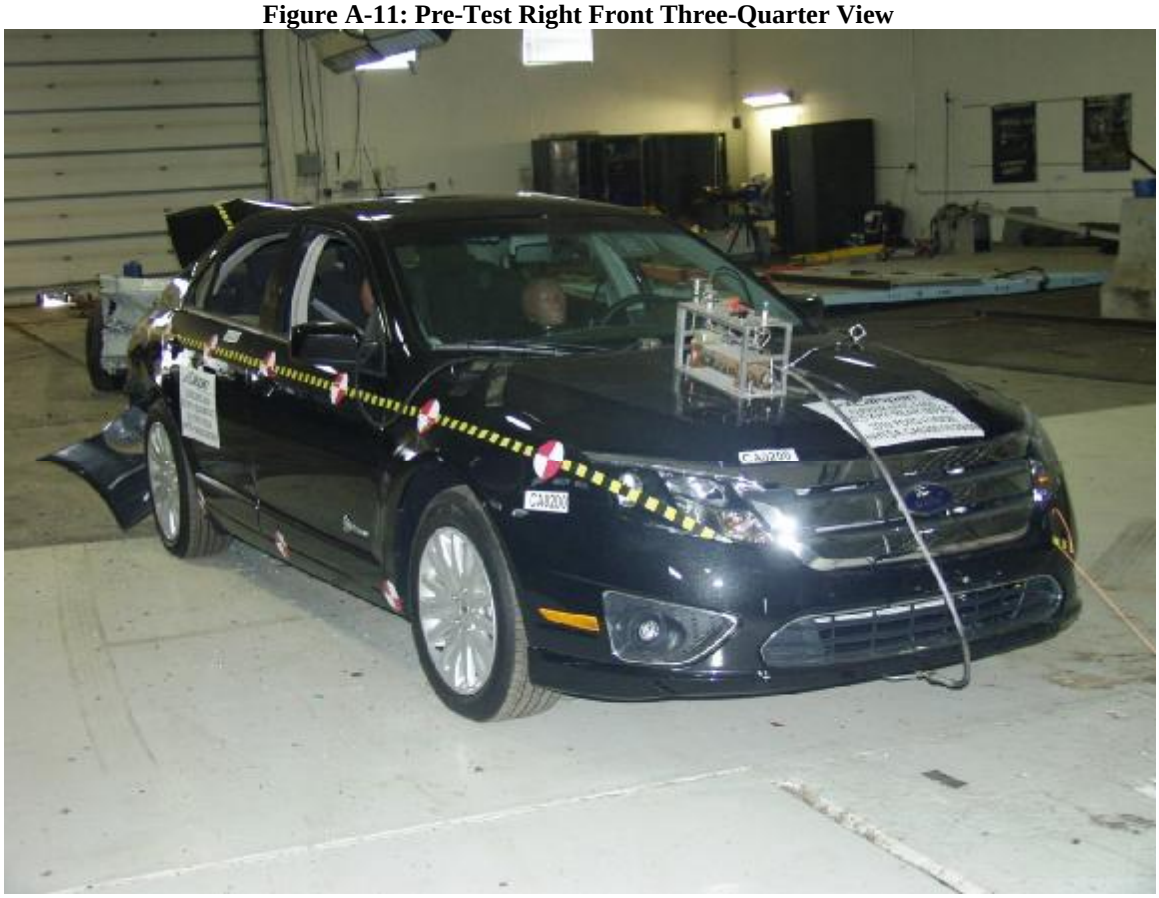


Figure A-12: Post-Test Right Front Three-Quarter View

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

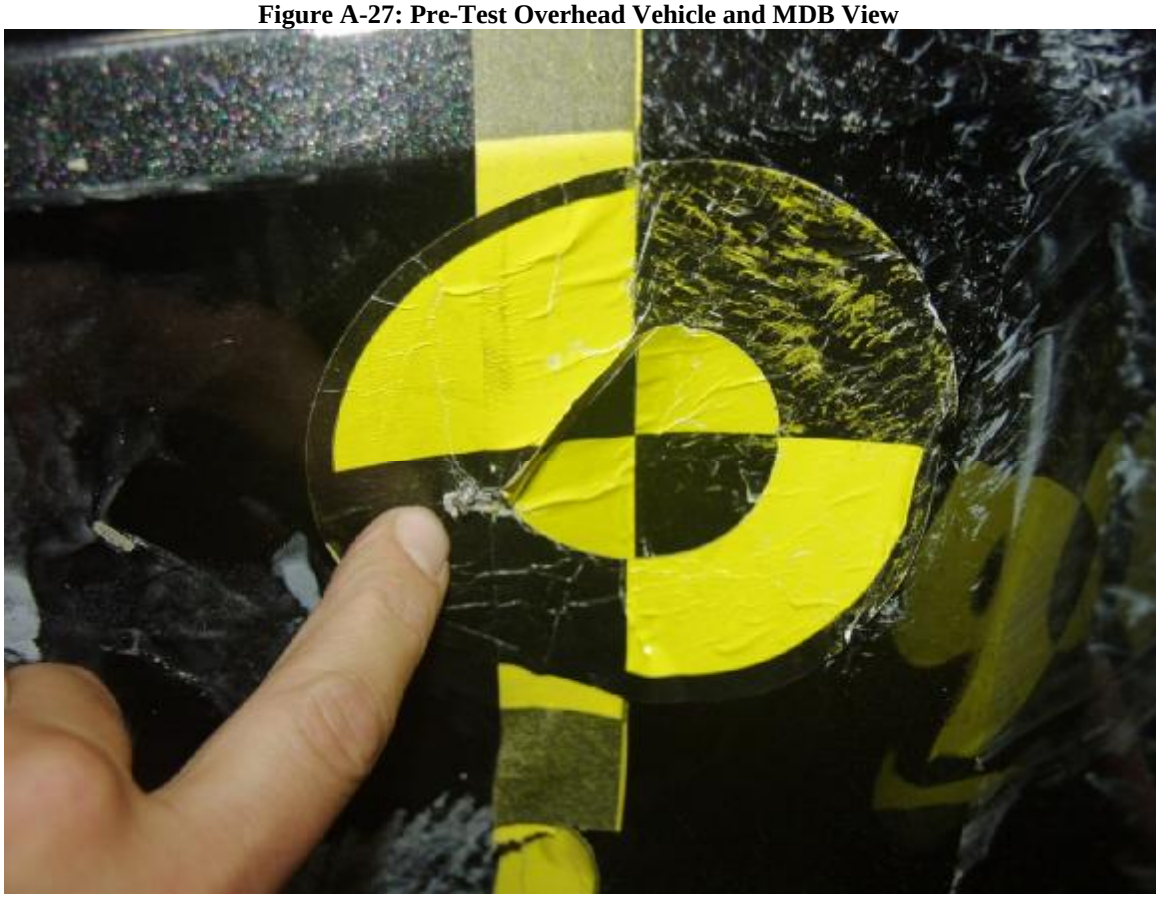


Figure A-28: Post-Test Impact Target View

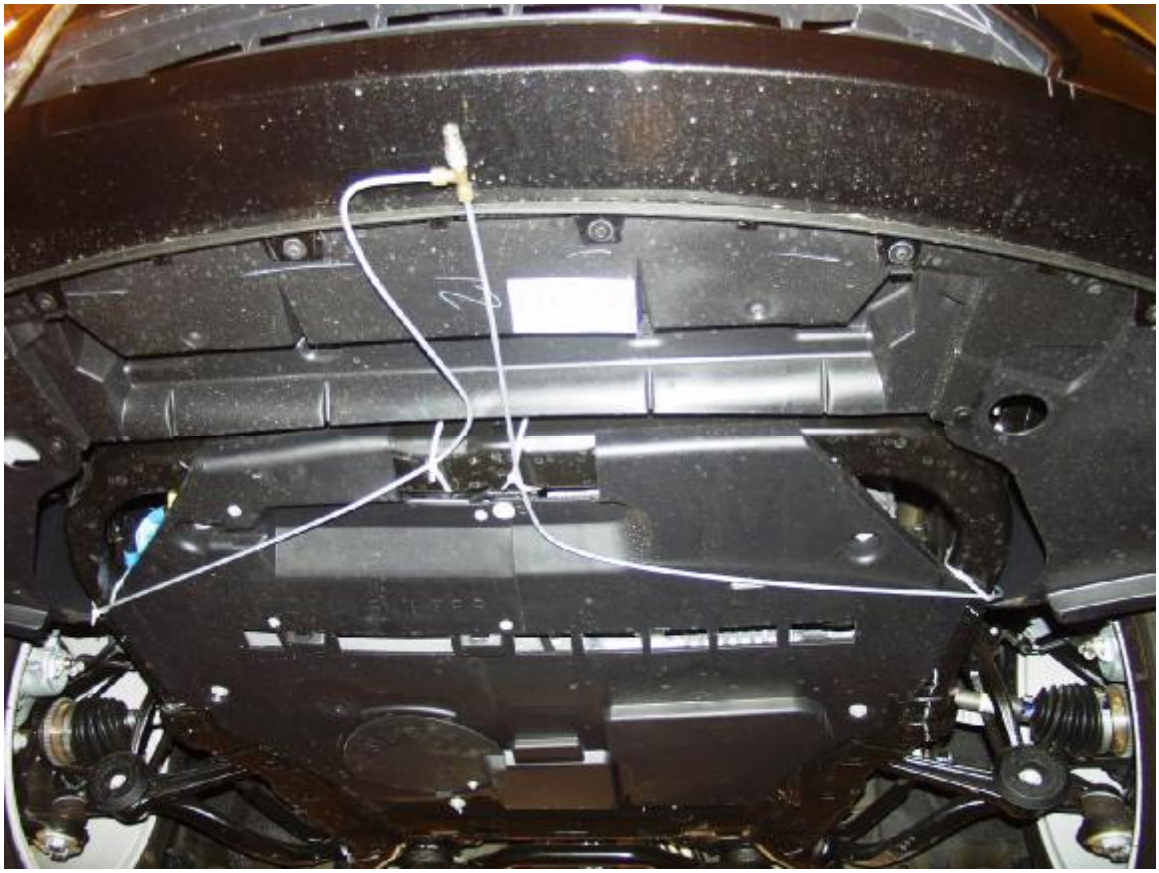


Figure A-29: Pre-Test Front Underbody View

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

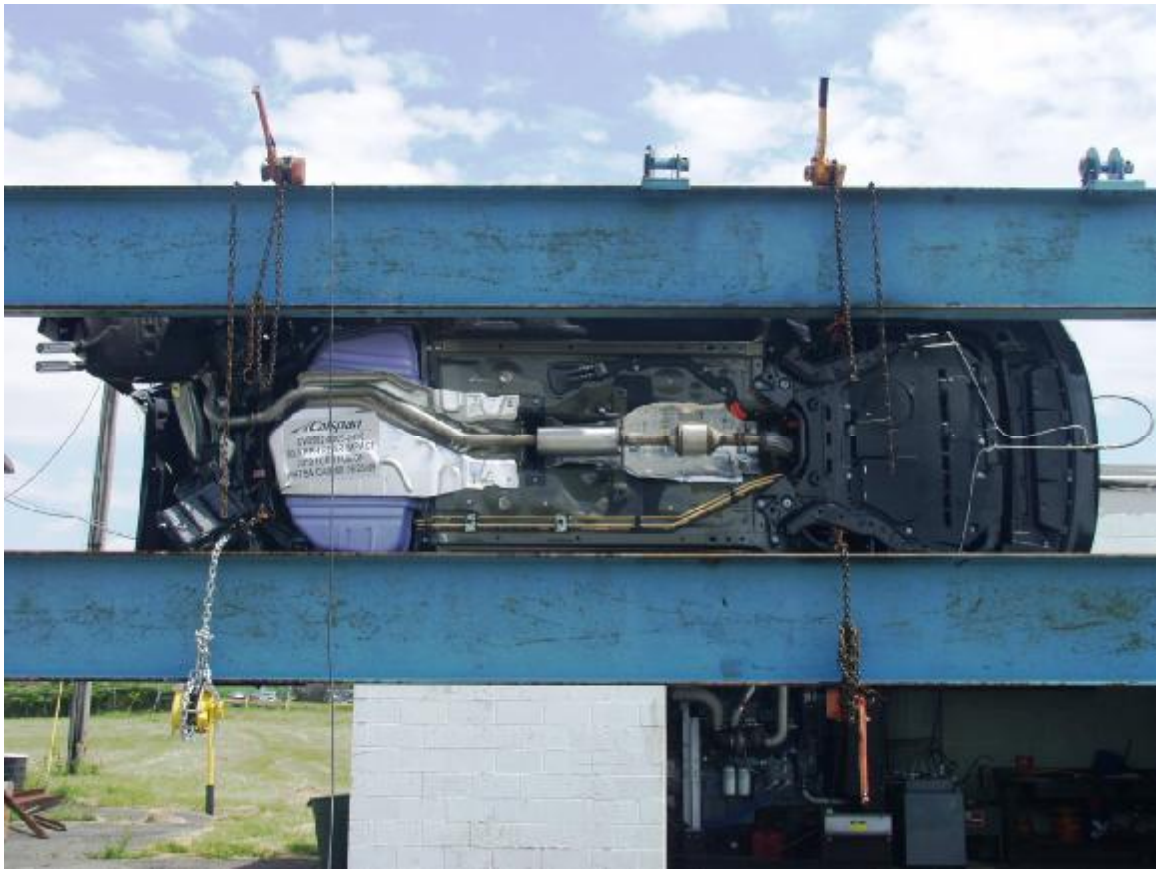


Figure A-38: Rollover 90° View

Figure A-39: Rollover 180° View

Figure A-40: Rollover 270° View

Figure A-41: Rollover 360° View