REPORT NUMBER: 301-MGA-2011-008

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

MAZDA MOTOR CORPORATION
2011 MAZDA 2 SPORT MT
NHTSA NUMBER: CB5400

PREPARED BY:
MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105

Test Date: August 18, 2011

Final Report Date: September 8, 2011

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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WASHINGTON, D.C. 20590

This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-06-C-00030.

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Date: August 24, 2011

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Date: August 24, 2011

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COTR, Rear Impact

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Technical Report Documentation Page

1. Report No. 301-MGA-2011-008	*2. Government Accession No.*	*3. Recipient's Catalog No.*	
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9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105		*10. Work Unit No.* *11. Contract or Grant No.* DTNH22-06-C-00030	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Enforcement, Office of Vehicle Safety Compliance 1200 New Jersey Avenue, S.E., NVS-220 Washington, D.C. 20590		*13. Type of Report and Period Covered* Final Report August 18, 2011 – September 8, 2011 *14. Sponsoring Agency Code* NVS-220	
15. Supplementary Notes			
16. Abstract A rear impact was conducted on a 2011 Mazda 2 Sport MT at MGA Research Corporation on August 18, 2011. This test was conducted to obtain data indicant of FMVSS 301R. The impact velocity was 79.6 km/h. The ambient temperature at the time of impact was 27 degrees Celsius.			
17. Key Words Fuel System Integrity Test 2011 Mazda 2 Sport MT NHTSA No: CB5400		*18. Distribution Statement* Copies of this report are available from: National Highway Traffic Safety Admin., Technical Ref. Division, 1200 New Jersey Avenue, SE Washington, D.C. 20590	
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SECTION 1

PURPOSE AND SUMMARY OF TEST

PURPOSE

This rear impact test is sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract number DTNH22-06-C-00030. The purpose of this test is to reduce deaths and injuries occurring from fires that result from fuel spillage during and after motor vehicle crashes and resulting from ingestion of fuels during siphoning.

SUMMARY

A 2011 Mazda 2 Sport MT was impacted by a Moving Deformable Barrier (MDB) at a velocity of 79.6 km/h. The test was performed at MGA Research Corporation on August 18, 2011. Pre-and post-test photographs of the vehicle and dummies can be found in Appendix A.

One real-time camera and five high-speed cameras were used to document the impact event.

- Left Rear Half 1000 fps
- Right Rear Half 1000 fps
- Overhead Overall 1000 fps
- Left Overall 1000 fps
- Right Overall 1000 fps
- Real Time Pan 30 fps

Two ballast Part 572E, 50th percentile male anthropomorphic test devices (ATDs) were placed in the driver and right-front passenger seating positions according to dummy placement instructions specified in the Laboratory Indicant Test Procedure.

There was no Stoddard Solvent leakage after the event or during any phase of the static rollover.

The vehicle appeared to comply with all the requirements of FMVSS No. 301 “Fuel System Integrity.”

SECTION 2

DATA SHEETS

DATA SHEET NO. 1

TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2011 Mazda 2 Sport MT NHTSA No.: CB5400
Test Program: FMVSS 301 Fuel System Integrity Test Date: 8/18/2011

TEST VEHICLE INFORMATION

Manufacturer	Mazda Motor Corporation
Model	Mazda 2 Sport MT
Body Style	Passenger
Major Options	None
NHTSA No.	CB5400
VIN	JM1DE1HY8B0120649
Color	Spirited Green metallic
Delivery Date	7/26/2011
Odometer Reading (mile)	17
Dealer	Frank Boucher Mazda
Transmission	Manual
Final Drive	Front Wheel Drive
Number of Cylinders	4
Engine Displacement (L)	1.5
Engine Placement	Lateral

DATA FROM VEHICLE'S CERTIFICATION LABEL

Manufactured By	Mazda Motor Corporation
Date of Manufacture	11/10

GVWR (kg)	1480
GAWR Front (kg)	774
GAWR Rear (kg)	706

VEHICLE CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench		
Number of Occupants	2	3		5
Capacity Wt. (VCW) (kg)				385
Number of Occupants x 68 kg.				340
Cargo Wt. (RCLW) (kg)				45

DATA SHEET NO. 1 (continued)

TEST VEHICLE SPECIFICATIONS

Test Vehicle:	2011 Mazda 2 Sport MT	NHTSA No.:	CB5400
Test Program:	FMVSS 301 Fuel System Integrity	Test Date:	8/18/2011

DATA FROM VEHICLE'S TIRE PLACARD

Measured Parameter	Front	Rear
Maximum Tire Pressure (kPa)	350	350
Cold Pressure (kPa)	220	210
Recommended Tire Size	185/55R15	185/55R15
Recommended Load Range	82U	82U
Tire Size on Vehicle	185/55R15	185/55R15
Tire Manufacturer	Yokohama	Yokohama
Location of Placard of Vehicle	Door Post	
Type of Spare Tire (full size/space saver)	Space Saver	

DATA SHEET NO. 2

PRE-TEST DATA

Test Vehicle: 2011 Mazda 2 Sport MT NHTSA No.: CB5400
Test Program: FMVSS 301 Fuel System Integrity Test Date: 8/18/2011

WEIGHT OF TEST VEHICLE

	Units	As Delivered (UVW) (Axle)			As Tested (ATW) (Axle)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	318.0	205.5		354.3	251.7	
Right	kg	316.2	193.2		360.6	252.7	
Ratio	%	61.4	38.6		58.6	41.4	
Totals	kg	634.2	398.7	1032.9	714.9	504.4	1219.3

CALCULATION OF TARGET TEST WEIGHT (TTW)

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	1032.9
Rated Cargo/Luggage Weight (RCLW)	kg	45
Weight of 2 P572E ATDs	kg	148
Calculated Vehicle Target Weight (TVTW)	kg	1225.9

Vehicle Wheelbase	2495 mm
Vehicle Width	1700 mm
Weight of Ballast Secured in Rear Seat	36.7 kg
Method of Securing Ballast	Ratchet Straps
Vehicle Components Removed for Weight Reduction	None

VEHICLE ATTITUDES

	Units	LF	RF	LR	RR
As Delivered	mm	640	645	648	652
As Tested	mm	627	622	621	621

DATA SHEET NO. 2 (continued)

PRE-TEST DATA

Test Vehicle:	2011 Mazda 2 Sport MT	NHTSA No.:	CB5400
Test Program:	FMVSS 301 Fuel System Integrity	Test Date:	8/18/2011

FUEL SYSTEM DATA

	Units: Liters
Usable Capacity of "Standard Tank" (Owner's Manual)	42.8
Usable Capacity Figure Furnished by COTR	42.8
Usable Capacity of "Optional" Tank	
92-94% of Usable Capacity	39.4 to 40.2
Actual Test Volume (entire fuel system filled)	39.7

Test Fluid Type	Stoddard Solvent
Test Fluid Kinematic Viscosity (centistokes)	2.1 cSt @ 20° C
Test Fluid Color	Purple
Type of Vehicle Fuel Pump	Electrical
Activate Electric Fuel Pump Operation with Ignition Switch ON, but Engine OFF	Yes

Comments (noticeable attributes of fuel system components, capacity, etc.)	None

DATA SHEET NO. 3

MOVING BARRIER DATA

Test Vehicle: 2011 Mazda 2 Sport MT NHTSA No.: CB5400
Test Program: FMVSS 301 Fuel System Integrity Test Date: 8/18/2011

MOVING BARRIER'S TEST WEIGHT

	Units	Front	Rear	Total
Left	kg	401.4	279.6	
Right	kg	368.9	312.5	
Ratio	%	56.0	44.0	
Totals	kg	770.3	592.1	1362.4

Tires (Mfr, line, size)	Kumho
Tire Pressure (kPa)	220
Brake Abort System (Yes/No)?	Yes
Date of Last Calibration	6/24/11

DATA SHEET NO. 4

POST-TEST DATA

Test Vehicle:	2011 Mazda 2 Sport MT	NHTSA No.:	CB5400
Test Program:	FMVSS 301 Fuel System Integrity	Test Date:	8/18/2011

IMPACT VELOCITY

	Units: km/h
Required Impact Velocity	80.0
Actual Impact Velocity (Trap No. 1)	79.6
Actual Impact Velocity (Trap No. 2)	79.6
Average Impact Speed	79.6

Temperature at Time of Impact (°C)	27
Test Time	10:03 am

WELDING ROD IMPACT POINT

	Units: mm
Vertical distance from target center (+ above target / - below target)	15 up
Horizontal distance from target center (+ to the right / - to the left)	7 Right

DATA SHEET NO. 5

STATIC ROLLOVER TEST DATA

Test Vehicle:	2011 Mazda 2 Sport MT	NHTSA No.:	CB5400
Test Program:	FMVSS 301 Fuel System Integrity	Test Date:	8/18/2011

STODDARD SOLVENT SPILLAGE MEASUREMENT

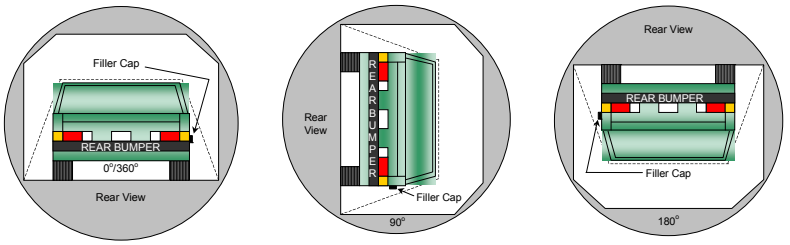
A. From impact until vehicle motion ceases: 0 g
(Maximum Allowable = 28 grams)

B. For the 5 minute period after motion ceases: 0 g
(Maximum Allowable = 28 grams)

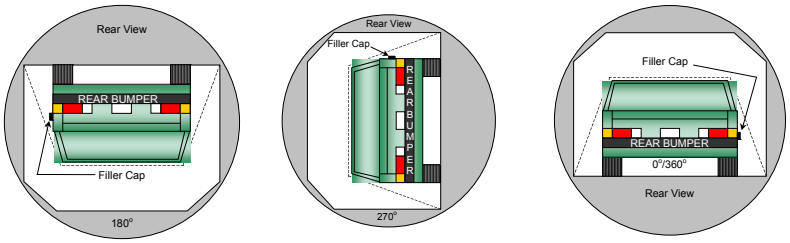
C. For the following 25 minutes: 0 g
(Maximum Allowable = 28 grams/minute)

D. Spillage: **None**

FMVSS 301 STATIC ROLLOVER DATA



0° to 90° 90° to 180°



180° to 270° 270° to 360°

1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.

2. The position hold time at each position is 300 seconds (minimum).

3. Details of Stoddard Solvent spillage locations: **Not Applicable**

DATA SHEET NO. 5 (continued)

STATIC ROLLOVER TEST DATA

Test Vehicle: 2011 Mazda 2 Sport MT NHTSA No.: CB5400
Test Program: FMVSS 301 Fuel System Integrity Test Date: 8/18/2011

STODDARD SOLVENT SPILLAGE MEASUREMENT
Hold Time = 5 minutes at all intervals

0° TO 90° Rotation Time (sec) = 121 sec

Test Phase	Spillage (g)	Spillage Details
First 5 minutes from onset of rotation	0	
Sixth minute from onset of rotation	0	
Seventh minute from onset of rotation	0	
Eight minute if required	N/A	

90° TO 180° Rotation Time (sec) = 114 sec

Test Phase	Spillage (g)	Spillage Details
First 5 minutes from onset of rotation	0	
Sixth minute from onset of rotation	0	
Seventh minute from onset of rotation	0	
Eight minute if required	N/A	

180° TO 270° Rotation Time (sec) = 109 sec

Test Phase	Spillage (g)	Spillage Details
First 5 minutes from onset of rotation	0	
Sixth minute from onset of rotation	0	
Seventh minute from onset of rotation	0	
Eight minute if required	N/A	

270° TO 360° Rotation Time (sec) = 114 sec

Test Phase	Spillage (g)	Spillage Details
First 5 minutes from onset of rotation	0	
Sixth minute from onset of rotation	0	
Seventh minute from onset of rotation	0	
Eight minute if required	N/A	

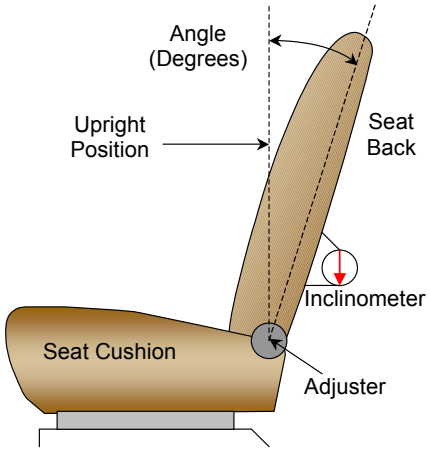
FORM 1

TEST VEHICLE INFORMATION

Test Vehicle:	2011 Mazda 2 Sport MT	NHTSA No.:	CB5400
Test Program:	FMVSS 301 Fuel System Integrity	Test Date:	8/18/2011

NORMAL DESIGN RIDING POSITION

With the seat in the mid fore-aft seat track position the angle of the driver's seat back when it is in the nominal riding position is set at a headrest post angle of 14 degrees.



FRONT SEAT ASSEMBLY

Driver Seat Back Angle	14.0°
Passenger Seat Back Angle	13.7°

SEAT FORE/AFT POSITIONING

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	25 detents	11th detent forward most, 1st as 0
Passenger Seat	25 detents	13th detent forward most, 1st as 0

D-RING ADJUSTMENT

The driver and passenger D-rings were full up.

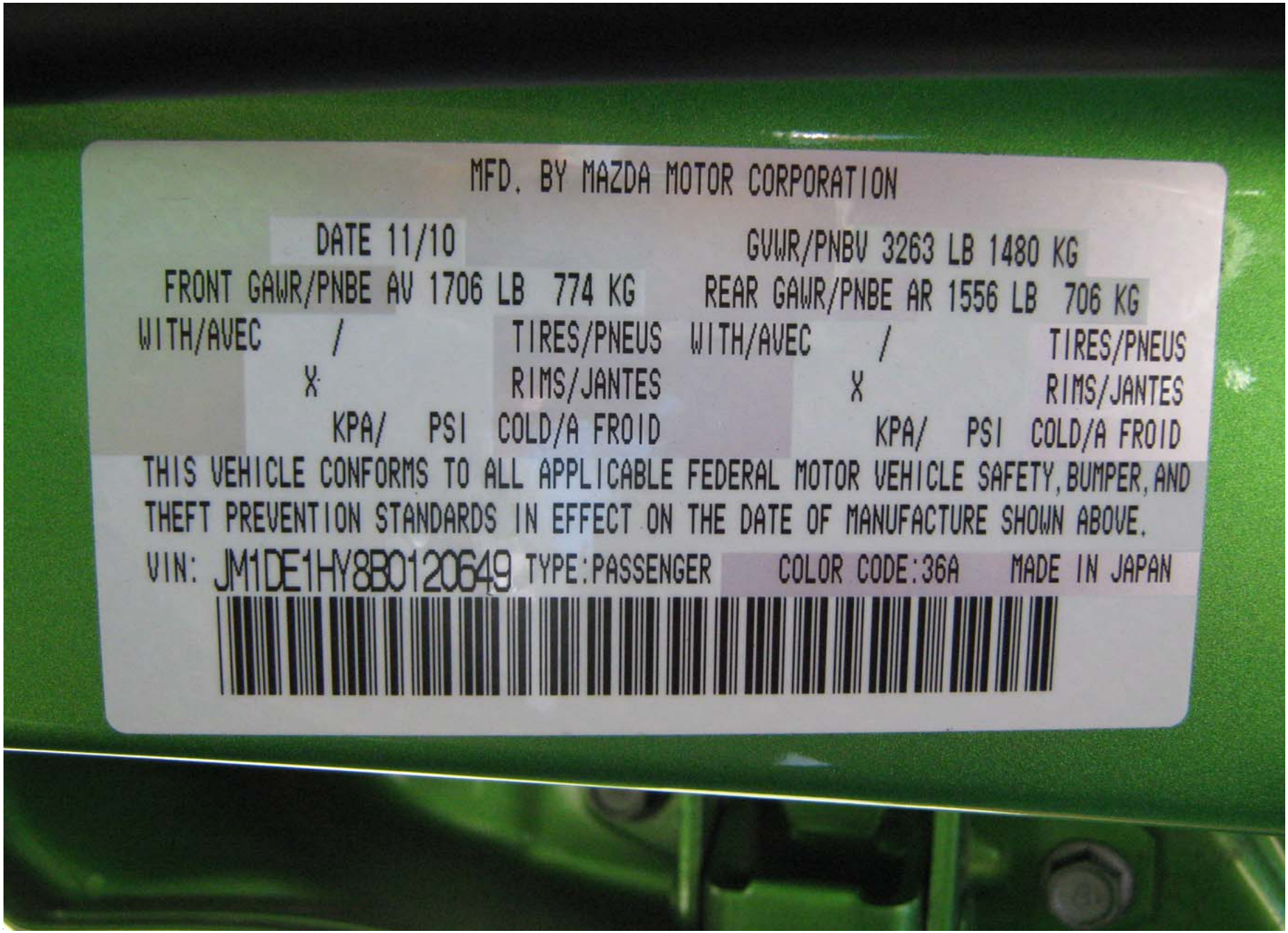
STEERING COLUMN ADJUSTMENT

The steering column was placed in the mid position.

APPENDIX A

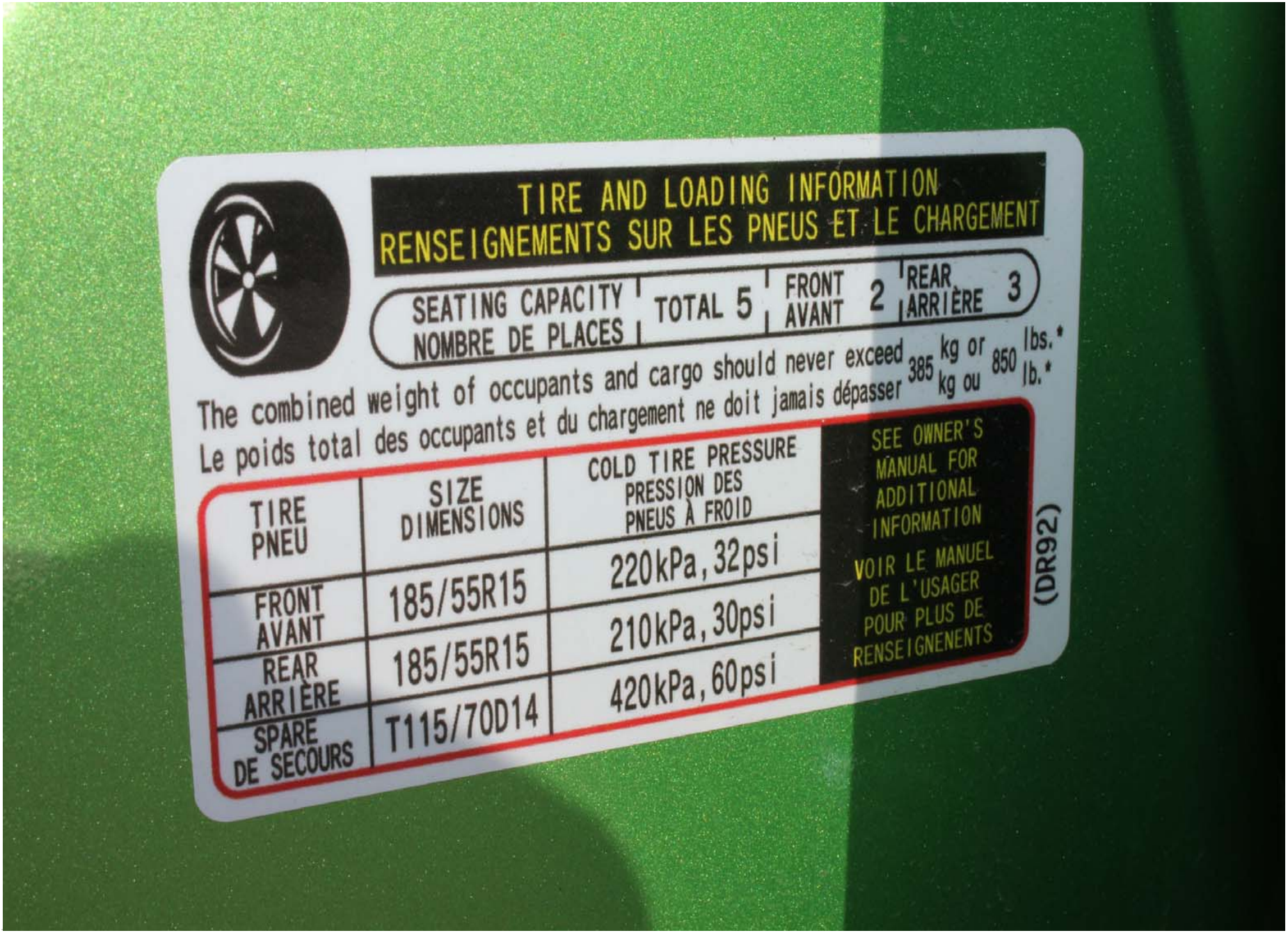
PHOTOGRAPHS

TABLE OF PHOTOGRAPHS



A-1.

Vehicle's Certification Label



Vehicle's Tire Placard

Pre-Test Front View of Vehicle

Post-Test Front View of Vehicle

Pre-Test Left Side View of Vehicle

Post-Test Left Side View of Vehicle

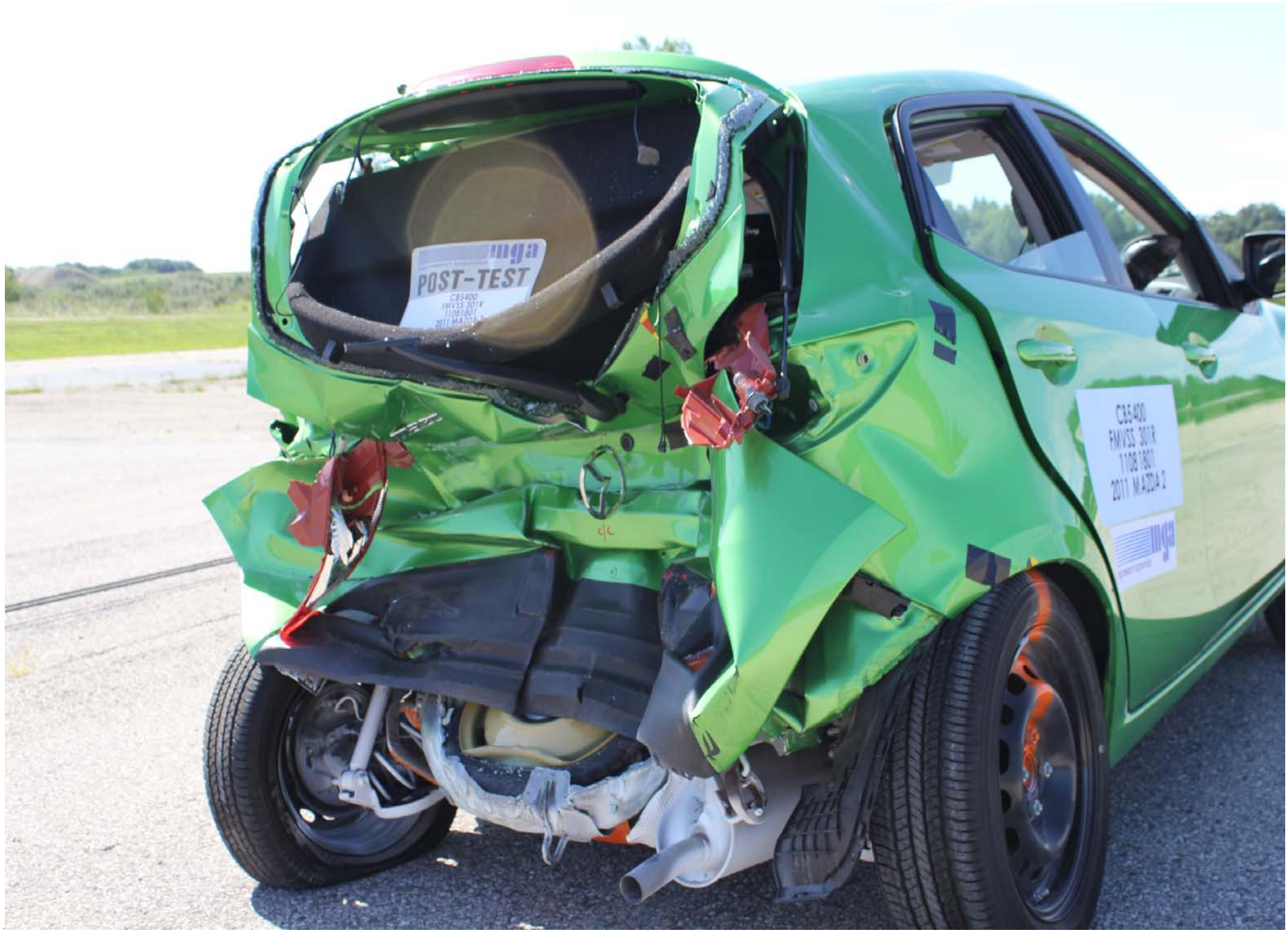
Pre-Test Left Rear Close-up View of Vehicle

Post-Test Left Rear Close-up View of Vehicle

Pre-Test Right Side View of Vehicle

Post-Test Right Side View of Vehicle

Pre-Test Right Rear Close-up View of Vehicle



Post-Test Right Rear Close-up View of Vehicle

Pre-Test Rear View of Vehicle

Post-Test Rear View of Vehicle

Pre-Test ¾ Frontal View From Right Side of Vehicle

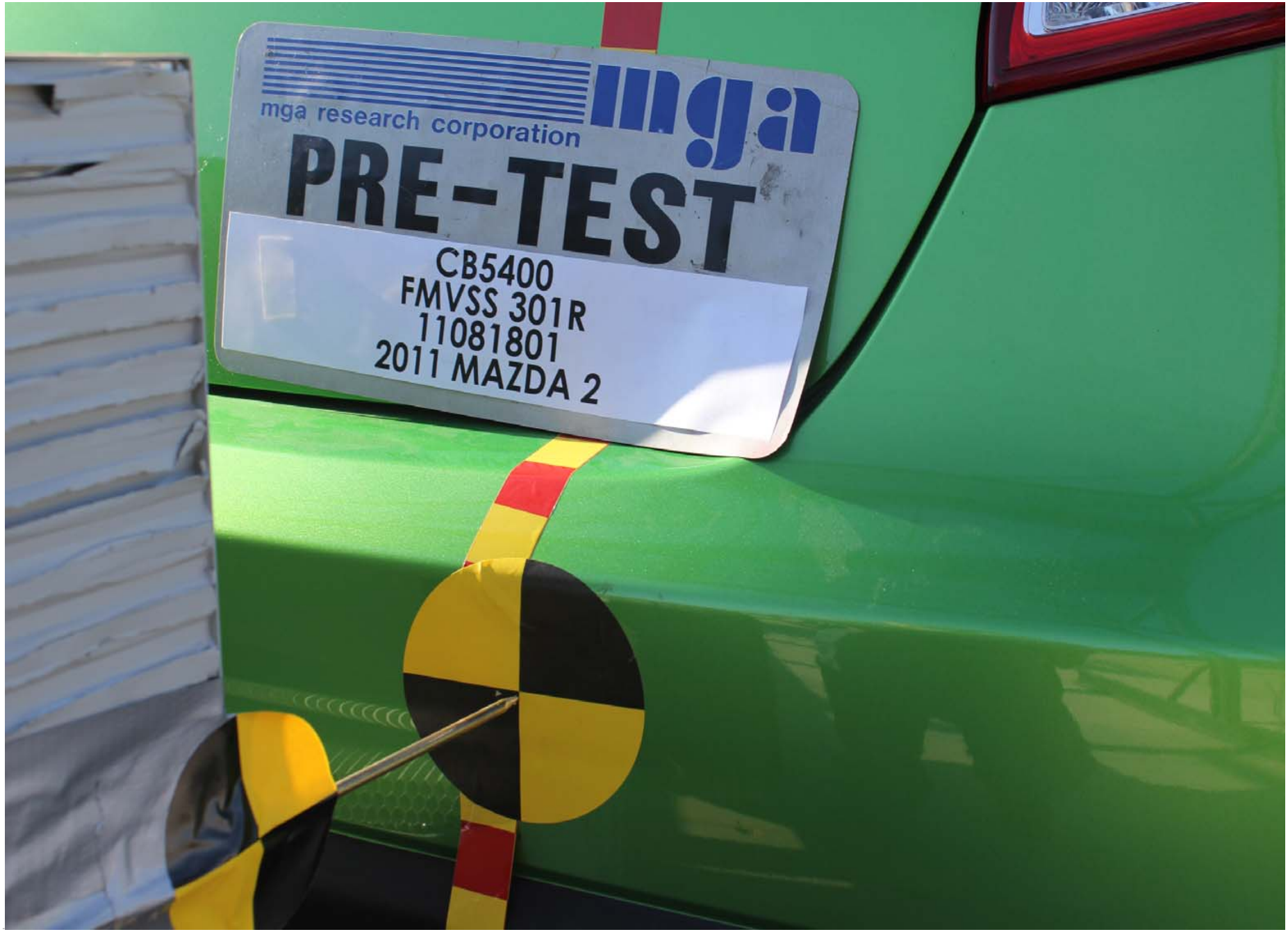
Post-Test ¾ Frontal View From Right Side of Vehicle

Pre-Test ¾ Rear View From Right Side of Vehicle

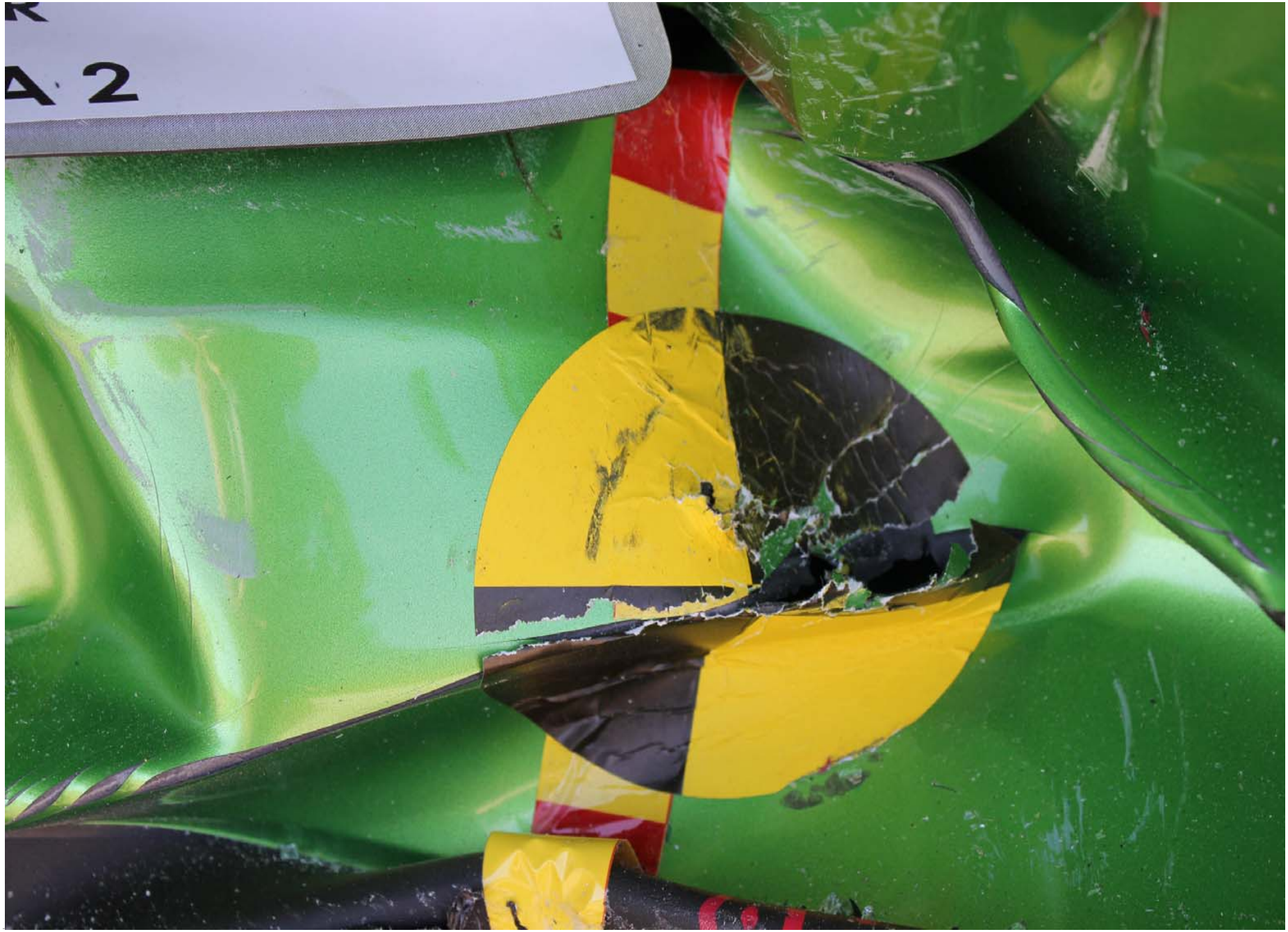
Post-Test ¾ Rear View From Right Side of Vehicle

Pre-Test ¾ Rear View From Left Side of Vehicle

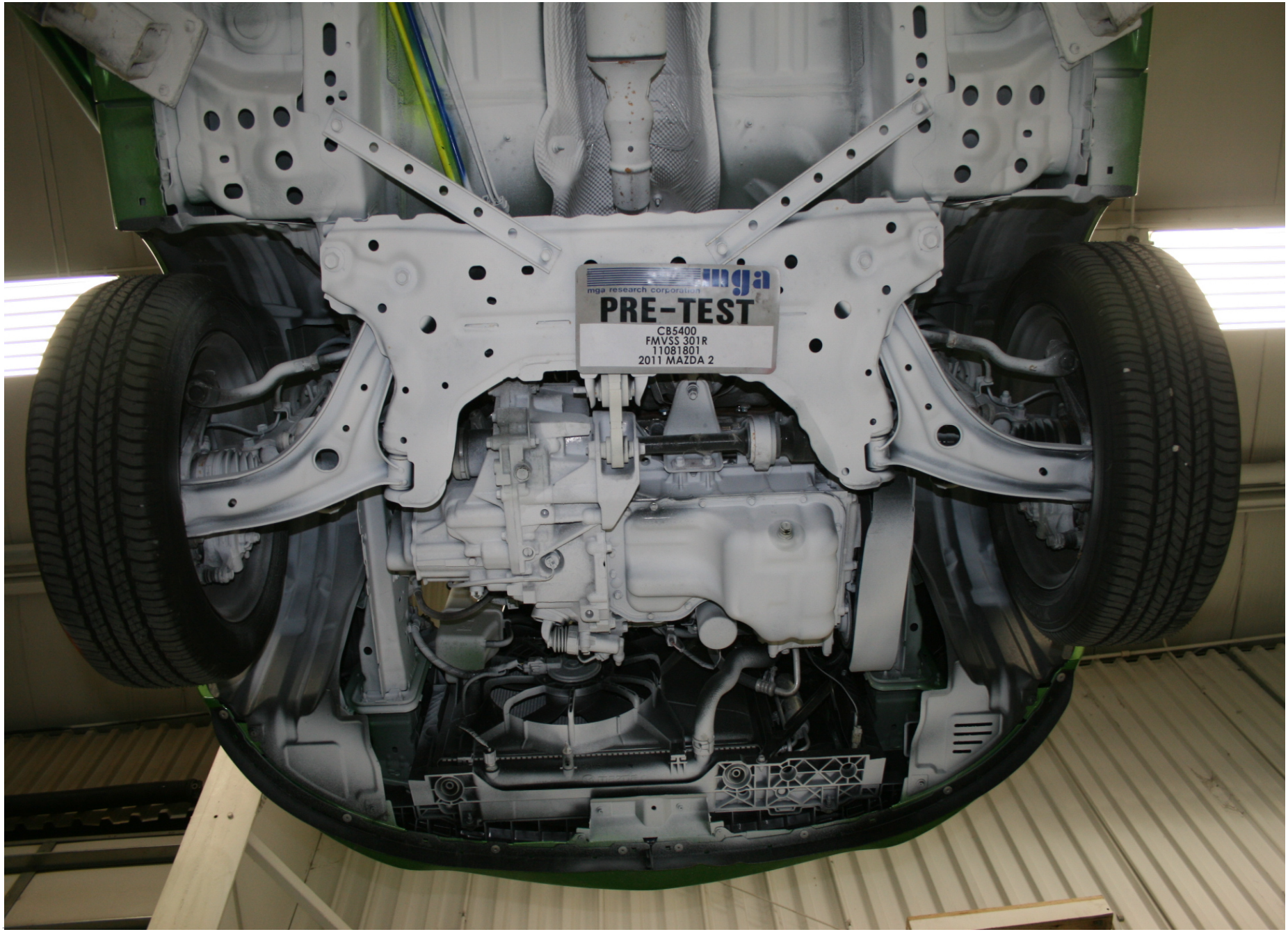
Post-Test ¾ Rear View From Left Side of Vehicle



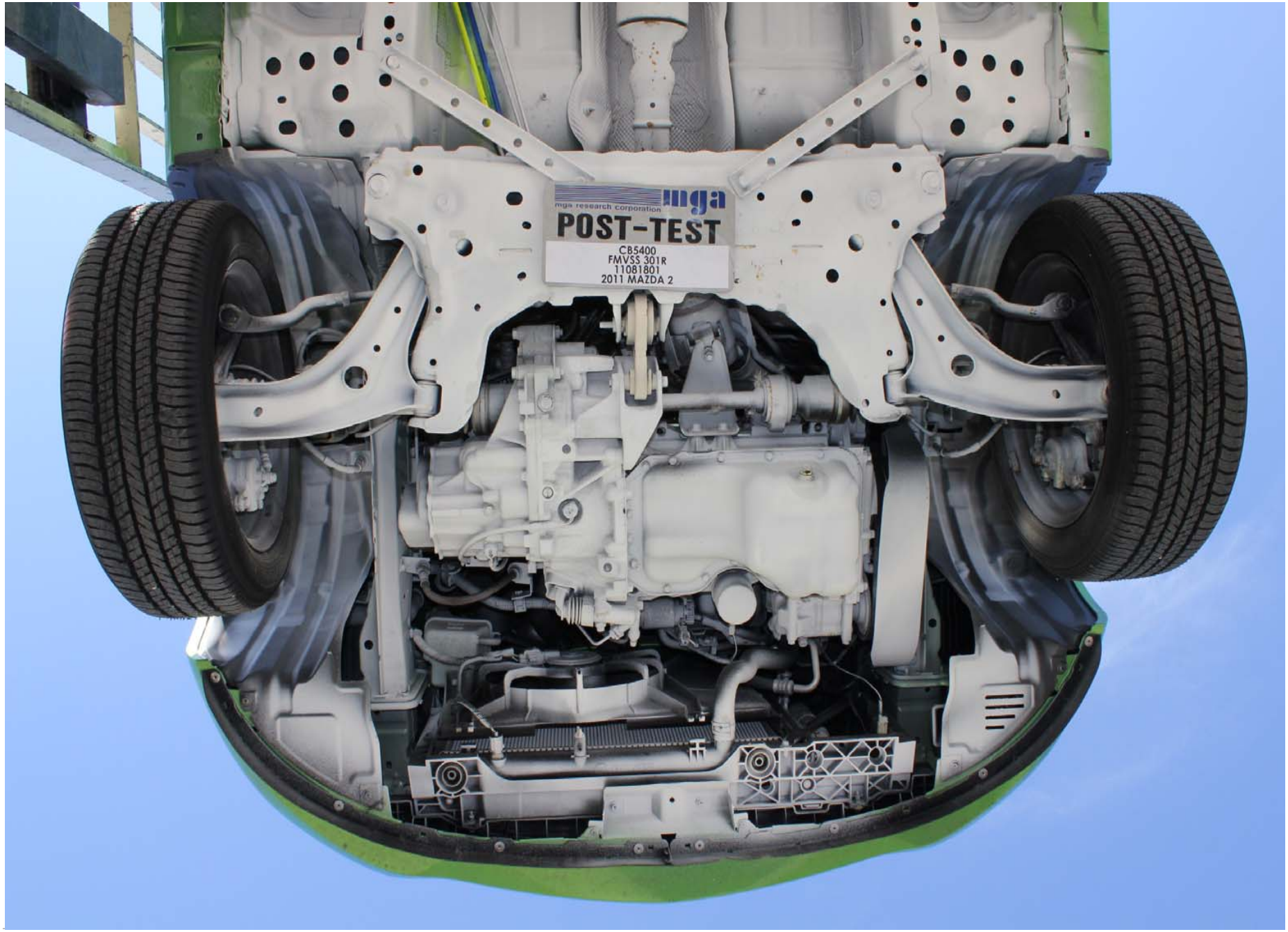
Pre-Test Impact Point



Post-Test Impact Point



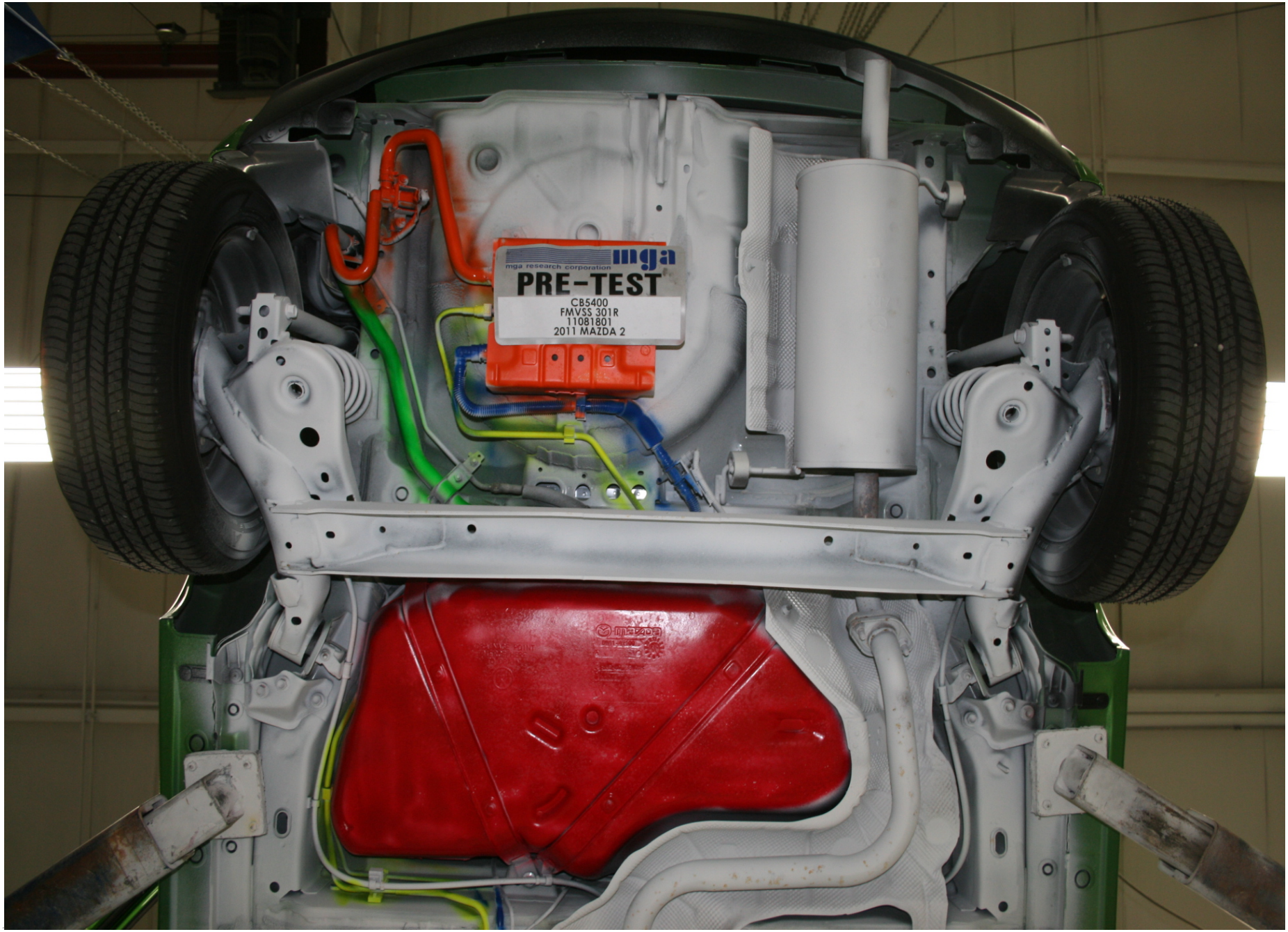
Pre-Test Underbody View 1



Post-Test Underbody View 1

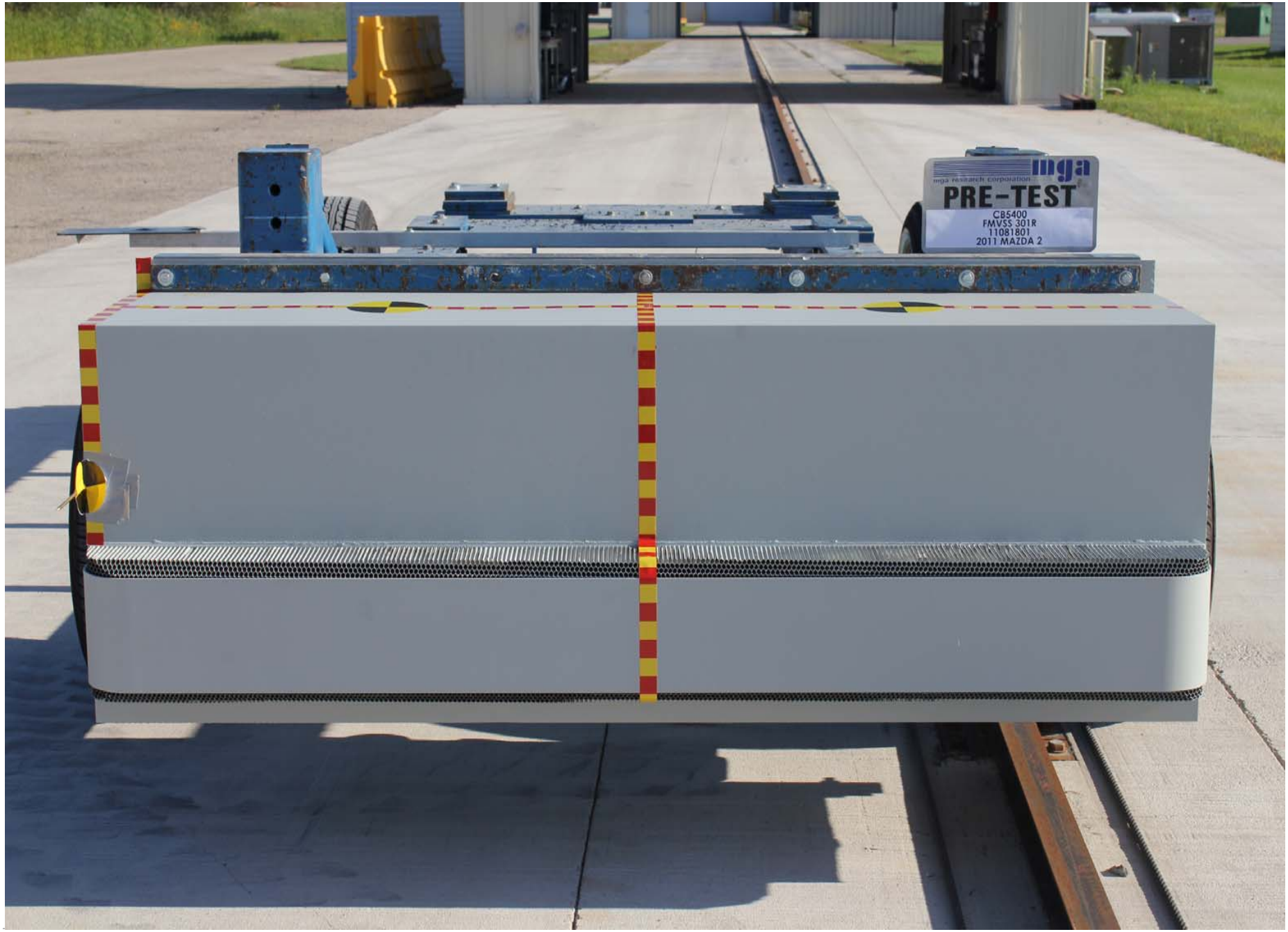
Pre-Test Underbody View 2

Post-Test Underbody View 2



Pre-Test Underbody View 3

Post-Test Underbody View 3



Pre-Test Front View of MDB

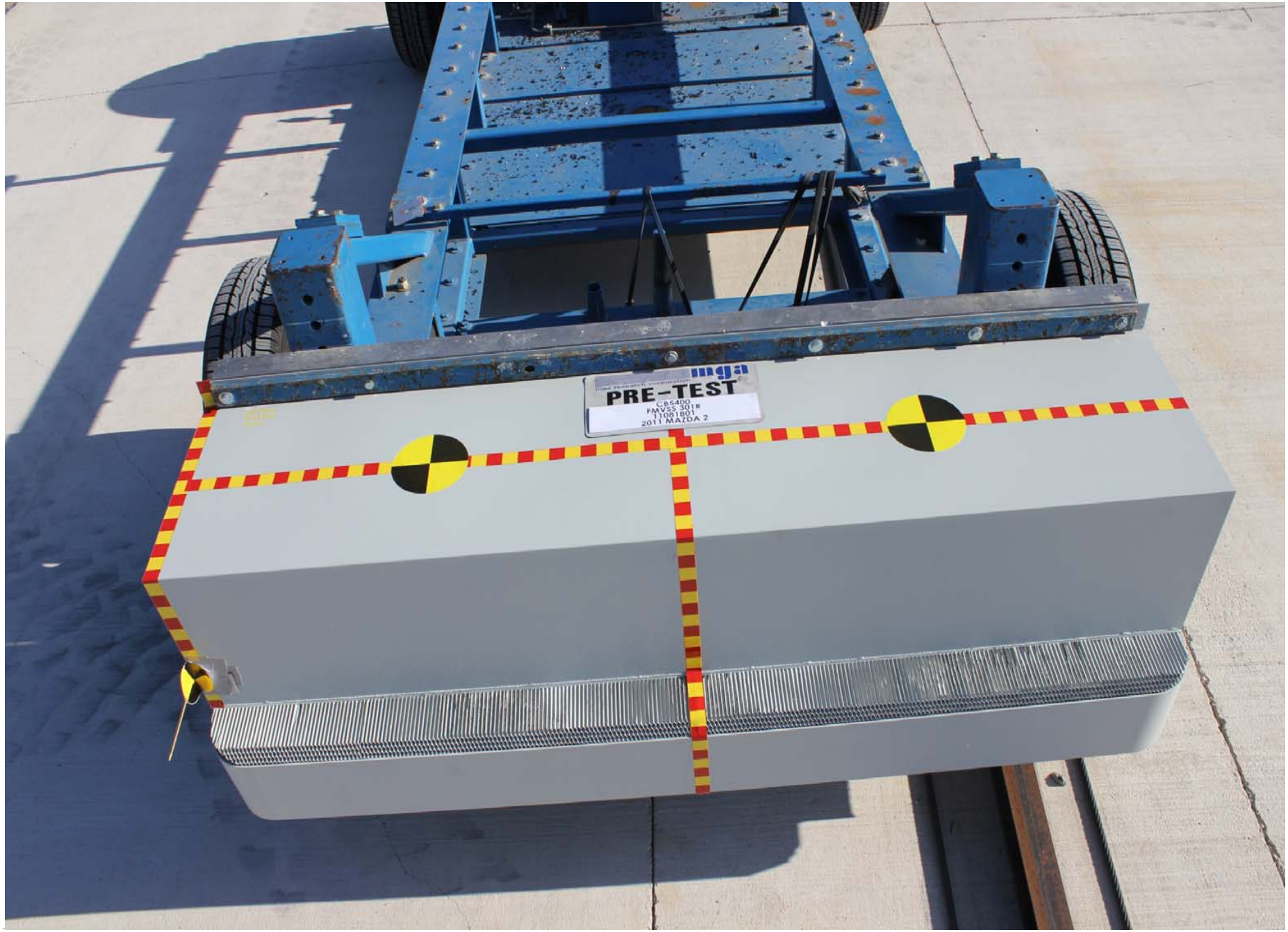
Post-Test Front View of MDB

Pre-Test ¾ Right Side View of MDB

Post-Test ¾ Right Side View of MDB

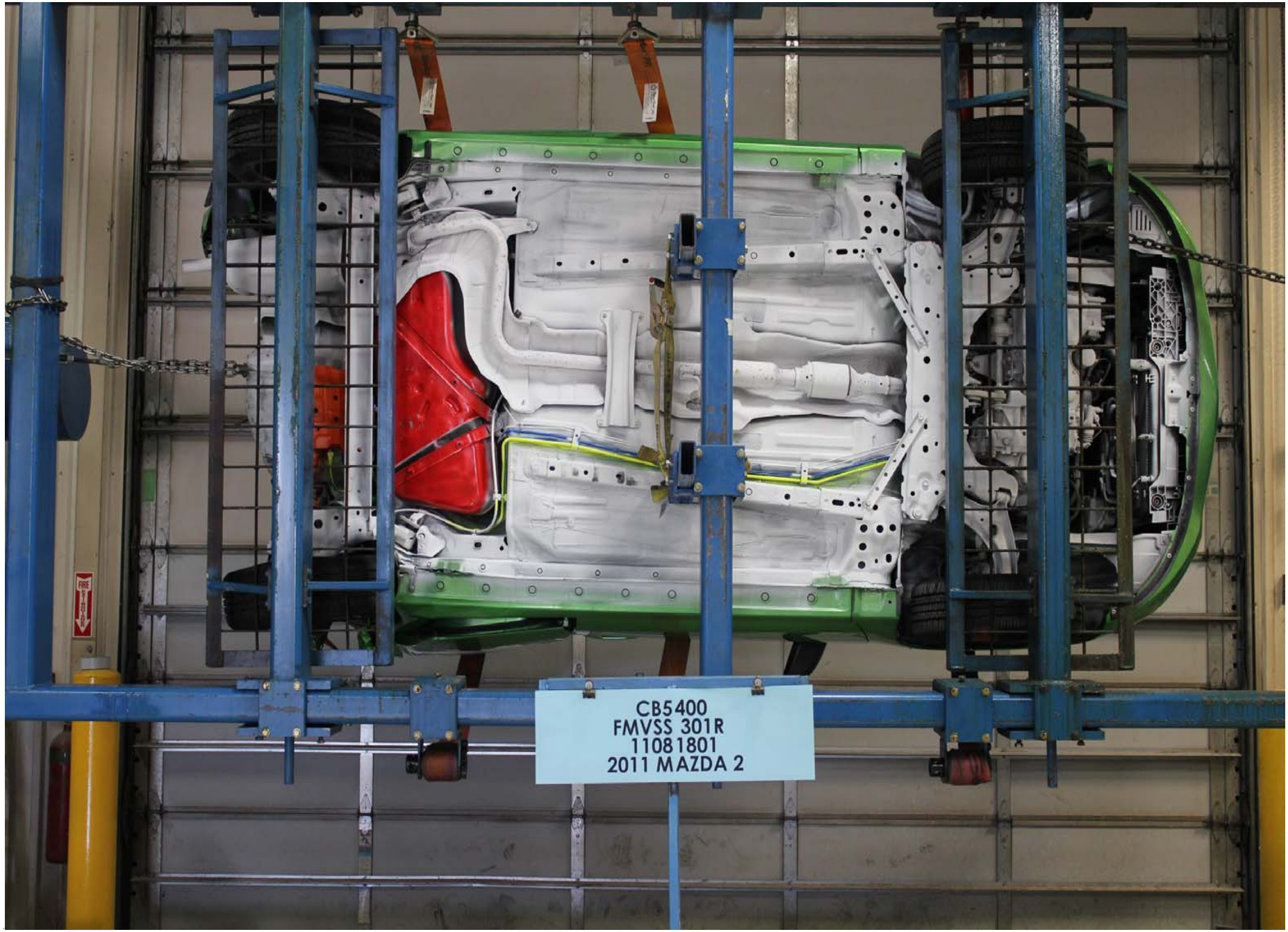
Pre-Test ¾ Left Side View of MDB

Post-Test ¾ Left Side View of MDB



Pre-Test Top View of MDB

Post-Test Top View of MDB



Static Rollover at 90 Degrees

Static Rollover at 180 Degrees

Static Rollover at 270 Degrees

Static Rollover at 360 Degrees