

REPORT NUMBER: 301-CAL-03-04

**SAFETY COMPLIANCE TESTING FOR FMVSS 301
FUEL SYSTEM INTEGRITY**

GENERAL MOTORS CORPORATION
2003 CHEVROLET S-10
PICKUP

NHTSA NUMBER: C30113

VERIDIAN TEST NUMBER: 8655-F301-13

August 4, 2003

VERIDIAN ENGINEERING
P.O. BOX 400
BUFFALO, NEW YORK 14225



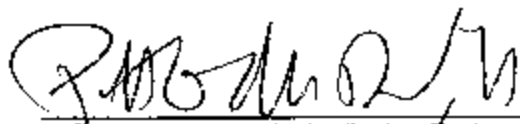
FINAL REPORT

PREPARED FOR:

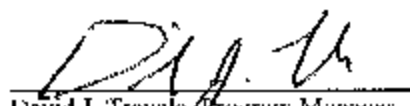
U. S. Department of Transportation
National Highway Traffic Safety Administration
Safety Assurance
Office of Vehicle Safety Compliance
400 Seventh Street, S. W.
Room No. 6115 (NVS-220)
Washington, DC 20590

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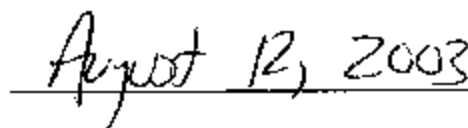
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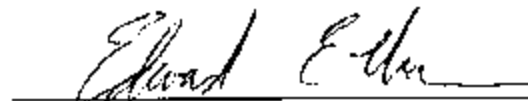

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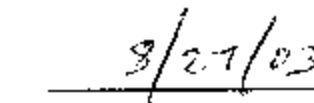

August 12, 2003

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By:



Acceptance Date:


8/27/03

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 301-CAL-03-04		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 301 Compliance Testing of a 2003 Chevrolet S-10 Pickup NHTSA No. C30113				5. Report Date August 4, 2003	
				6. Performing Organization Code CAL	
7. Author(s) Patrick G. MacDiarmid, Jr., Project Engineer David J. Travale, Program Manager				8. Performing Organization Report No. 8655-F301-13	
9. Performing Organization Name and Address Veridian Engineering 4455 Genesee Street Buffalo, New York 14225				10. Work Unit No.	
				11. Contract or Grant No. D1NH22-01-C-01025	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance (NVS-220) 400 Seventh St., S.W., Rm. 6115, Washington, D.C. 20590				13. Type of Report and Period Covered Final Test Report August 2003	
				14. Sponsoring Agency Code NVS-220	
15. Supplementary Notes					
16. Abstract Compliance tests were conducted on the subject 2003 Chevrolet S-10 Pickup in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301-03 for the determination of FMVSS 301 compliance. For the purpose of acquiring information for applied research, two instrumented Anthropomorphic Test Devices (ATDs) were placed in the front occupant seating positions and various instrumentation was added to the test vehicle. Test failures identified were as follows: The test vehicle appeared to comply with all requirements of FMVSS 301 "Fuel System Integrity."					
17. Key Words Compliance Testing Safety Engineering FMVSS 301			18. Distribution Statement Copies of this report are available from: NHTSA Technical Reference Division Room 5108 (NPO-230), 400 Seventh, S.W., Washington, D.C. 20590 Telephone No. (202) 366-4946		
19. Security Classif. (of this report) UNCLASSIFIED		20. Security Classif. (of this page) UNCLASSIFIED		21. No. of Pages 40	
				22. Price	

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SECTION 1

PURPOSE OF COMPLIANCE TEST

This 30 mph rear moving barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 301 Compliance Test Program conducted for the National Highway Traffic Safety Administration (NHTSA) by Veridian Engineering under Contract No. DTNH22-G1-C-01025. The purpose of this test was to determine if the subject vehicle, a 2003 Chevrolet S 10 Pickup, meets the performance requirements of FMVSS No. 301, "Fuel System Integrity." This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-301-03, dated February 28, 2003.

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

A 1703.0 kg 2003 Chevrolet S-10 Pickup was impacted from the rear by an 1797 kg moving barrier at a velocity of 47.96 kph (29.8 mph). The test was performed by Veridian Engineering on August 4, 2003.

The test vehicle was equipped with a 65.4 liter fuel tank which was filled to 92.5 percent capacity with stoddard fluid prior to impact. Additional ballast (82.5 kg) was secured in the vehicle cargo area. For the purpose of acquiring information for applied research, one instrumented Part 572 E 50th percentile male Anthropomorphic Test Device (ATD) and one instrumented Part 572 O 5th percentile female ATD were placed in the driver and right front occupant seating positions respectively and various instruments were added to the test vehicle. Research data is presented in a separate report.

The crash event was recorded by ten high-speed cameras and one real-time camera. Camera locations and other pertinent camera information are found on pages 3-9 and 3-10 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 357 millimeters. The vehicle appeared to comply with all the requirements of FMVSS No. 301 "Fuel System Integrity."

SECTION 3
COMPLIANCE TEST DATA

DATA SHEET I

TEST VEHICLE SPECIFICATIONS

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2003 Chevrolet S-10 Pickup

NHTSA No.: C30113; Color: White

Engine Data: 4 Cylinders; - CID; 2.2 Liters; - cc

Placement: X Longitudinal or In-Line; - Transverse or Lateral

Transmission Data: 4 Speeds; - Manual; X Automatic; X Overdrive

Final Drive: X Rear Wheel Drive; - Front Wheel Drive; - Four Wheel Drive

Major Options: X A/C; X Power Steering; X Power Brakes

X Power Windows; X Power Door Locks; X Tilt Wheel

Date Received: May 6, 2003; Odometer Reading 36 km

Selling Dealer: West Herr Chevrolet of Hamburg

& Address: 5025 Southwestern Boulevard Hamburg, NY 14075

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: General Motors Corp

Date of Manufacture: 11/02

VIN: 1GCCS14H438178402

GVWR: 1905 kg; GAWR-FRONT: 1135 kg; GAWR-REAR: 1043 kg

DATA FROM VEHICLE'S TIRE LABEL:

Location of Placard on Vehicle: Driver Door

Recommended Tire Size: P205/75R15 97S

* Recommended Cold Tire Pressure: FRONT: 240 kPa; REAR: 240 kPa

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: P205/75R15 97S Manufacturer: Uniroyal

Tire Pressure with Maximum Capacity Vehicle Load: FRONT: 337 kPa; REAR: 337 kPa

Type of Spare Tire: T145/80D16

VEHICLE CAPACITY DATA:

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

Number of Occupants: 3 Front; 0 Rear; 3 Total

Vehicle Capacity Weight (VCW) = 482.0 kg

No. of Occupants x 68.04 kg = 204.1 kg

Rated Cargo/Luggage Weight (RCLW) = 277.9 kg (136.1 kg maximum)

*Tire pressure used for test

DATA SHEET 2

PRE-TEST DATA

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

Right Front	=	<u>415.0</u>	kg	Right Rear =	<u>286.0</u>	kg
Left Front	=	<u>418.5</u>	kg	Left Rear =	<u>303.5</u>	kg
TOTAL FRONT	=	<u>833.5</u>	kg	TOTAL REAR =	<u>589.5</u>	kg
TOTAL DELIVERED WEIGHT =		<u>1423</u>	kg			
% of Total Front of Vehicle Weight =		<u>58.6%</u>		of Total Rear Weight =	<u>41.4%</u>	

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight	=	<u>1423</u>	kg
Rated Cargo/Luggage Weight (RCLW)	=	<u>136.1</u>	kg (136.1 kg maximum)
Weight of 2 p.572 Dummies, 74.4 kg	=	<u>148.8</u>	kg
TARGET TEST WEIGHT	=	<u>1707.9</u>	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 131.2 KG OF CARGO WEIGHT:

Right Front	=	<u>486.5</u>	kg	Right Rear =	<u>352.0</u>	kg
Left Front	=	<u>498.0</u>	kg	Left Rear =	<u>366.5</u>	kg
TOTAL FRONT =		<u>984.5</u>	kg	TOTAL REAR =	<u>718.5</u>	kg
TOTAL TEST WEIGHT =		<u>1703</u>	kg			
% of Total Front of Vehicle Weight =		<u>57.8%</u>		of Total Rear Weight =	<u>42.2%</u>	

* Weight of Ballast Secured in Vehicle Trunk Area = 82.5 kg

Type of Ballast: Lead Shot

Method of Securing Ballast: Anchored to bed

Vehicle Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED:	RF	<u>797</u>	LF	<u>779</u>	RR	<u>813</u>	LR	<u>793</u>
AS TESTED:	RF	<u>776</u>	LF	<u>754</u>	RR	<u>787</u>	LR	<u>772</u>
Vehicle's Wheel Base:		<u>2755</u>	mm					
Location of Vehicle's C.G.:		<u>1162</u>	millimeters rearward of front wheel center.					

FUEL SYSTEM DATA:

Fuel System Capacity From Owner's Manual =	<u>65.4</u>	liters
Usable Capacity Figure Furnished by COTR =	<u>65.4</u>	liters
Test Volume Range (91 to 94% of Usable Capacity) =	<u>59.51</u>	to <u>61.48</u> liters
ACTUAL TEST VOLUME=	<u>60.5</u>	liters (with entire fuel system filled)

* Ballast weight includes the RCLW, the weight of drained vehicle fluids and the weight of any removed vehicle components less the weight of onboard instrumentation, cameras, and hardware.

DATA SHEET 2 (continued)

PRE-TEST DATA

FUEL SYSTEM DATA (continued):

Test Fluid Type: Stoddard Solution

Test Fluid Specific Gravity: 0.764

Test Fluid Kinematic Viscosity: 0.96 centistokes

Test Fluid Color: Orange ("red" is preferred)

Type of Vehicle Fuel Pump: Electric

Electric Fuel Pump Operation with Ignition Switch ON and Engine OFF -
Fuel pump operated.

Details of Fuel System: The fuel tank is located on the left side of the vehicle ahead of the rear axle with the fuel lines located inboard of the left frame rail. The filler neck is located on the left side of the vehicle ahead of the rear axle.

Comments: None

DATA SHEET 3

MOVING BARRIER DATA

WEIGHT OF MOVING BARRIER:

Right Front	=	<u>504.9</u>	kg	Right Rear	=	<u>393.7</u>	kg.
Left Front	=	<u>499.9</u>	kg	Left Rear	=	<u>398.3</u>	kg
TOTAL FRONT	=	<u>1004.8</u>	kg	TOTAL REAR	=	<u>792.0</u>	kg
TOTAL BARRIER WEIGHT = <u>1796.8</u> kg							

MOVING BARRIER DIMENSIONS:

Barrier Face Height: 1524 mm

Barrier Face Width: 1981 mm

Barrier Face Ground Clearance: 127 mm

Tread Width: 1511 mm

Wheel Base: 3048 mm

Location of C.G.:

X: 1344 mm rearward of front wheel center.

Y: 0 mm from longitudinal-vertical plane of symmetry.

Z: 414 mm above ground.

MOVING BARRIER TIRES:

Manufacturer: Classic

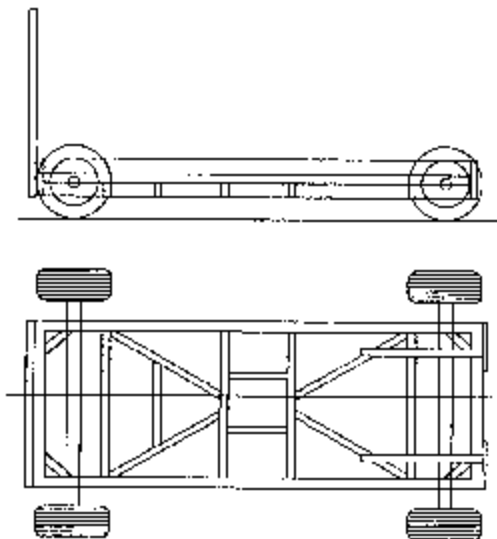
Model: Poly IV

Size: 215/75D15

Recommended Max Pressure: 240 kPa:

MOVING BARRIER ABORT SYSTEM:

Type: Trailing cable



DATA SHEET 4
POST TEST DATA

TYPE OF TEST:

Type of Test: Rear Barrier Impact Angle: 0°
Test Date: August 4, 2003 Time: 10:56 Temperature: 24.4 °C
Vehicle NHTSA No.: C30113 VIN: 1GCCS14H438178402
Required Impact Velocity Range: 46.51 to 48.12 kph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 47.96 kph; Trap No. 2 = 47.96 kph
Average Impact Speed = 47.96 kph

VEHICLE STATIC CRUSH:

Vehicle Length:

Pre-Test	Left =	<u>4720</u>	; C/L =	<u>4830</u>	Right =	<u>4720</u>
Post-Test	Left =	<u>4385</u>	; C/L =	<u>4445</u>	Right =	<u>4370</u>
Crush	Left =	<u>335</u>	; C/L =	<u>385</u>	Right =	<u>350</u>
AVERAGE	=	<u>357</u>	millimeters			

DATA SHEET 4 (continued)

POST TEST DATA

TEST VEHICLE NHTSA NO.: C30113 TEST DATE: August 4, 2003

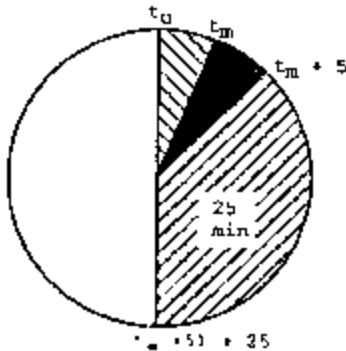
Vehicle Mfg./Make/Model: 2003 Chevrolet S-10 Pickup

Test vehicle fuel tank filled to 91% to 94% of manufacturer's "usable" capacity and with electric fuel pump operating (if it will operate without engine operation). Part 572 test dummies located at each front designated seating position.

TEST VEHICLE IMPACT TYPE: - Frontal (42.28 kph target velocity)
- Oblique (42.28 kph target velocity) with - " barrier face first
 contacting - (driver/passenger) side

X Rear Moving Barrier (42.28 kph target velocity)
- Lateral Moving Barrier (32.19 kph target velocity)

FUEL SPILLAGE MEASUREMENT:



1. From impact until vehicle motion ceases
2. For five minute period after vehicle motion ceases
3. For next 25 minutes

ACTUAL	MAX ALLOWED
0	28 g
0	28 g.
0	28 g/min.

SOLVENT SPILLAGE DETAILS:

None

DATA SHEET 5

STATIC ROLLOVER TEST DATA

Table 7. FMVSS NO. 301 - STATIC ROLLOVER DATA SHEET

Vehicle: 2003 Chevrolet S-10 Pickup

NHTSA No.: C30113



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	
0° - 90°	1	minutes	29	seconds	5	minutes	6	minutes	29	seconds	7	minutes
90° - 180°	1	minutes	03	seconds	5	minutes	6	minutes	3	seconds	7	minutes
180° - 270°	1	minutes	02	seconds	5	minutes	6	minutes	2	seconds	7	minutes
270° - 360°	1	minutes	12	seconds	5	minutes	6	minutes	12	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

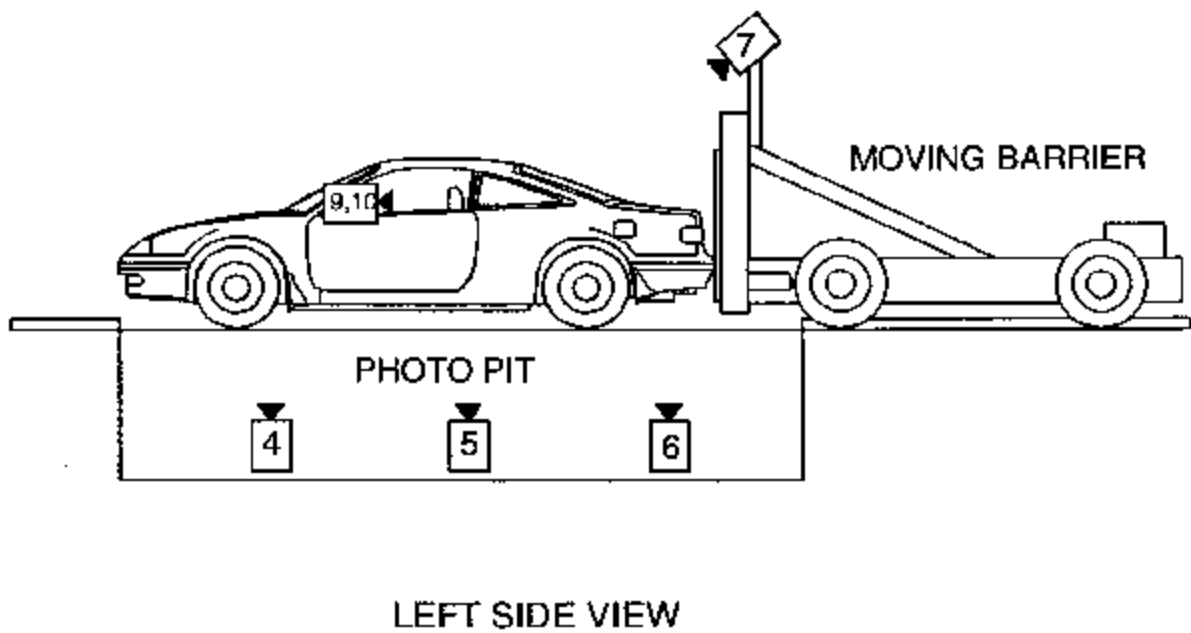
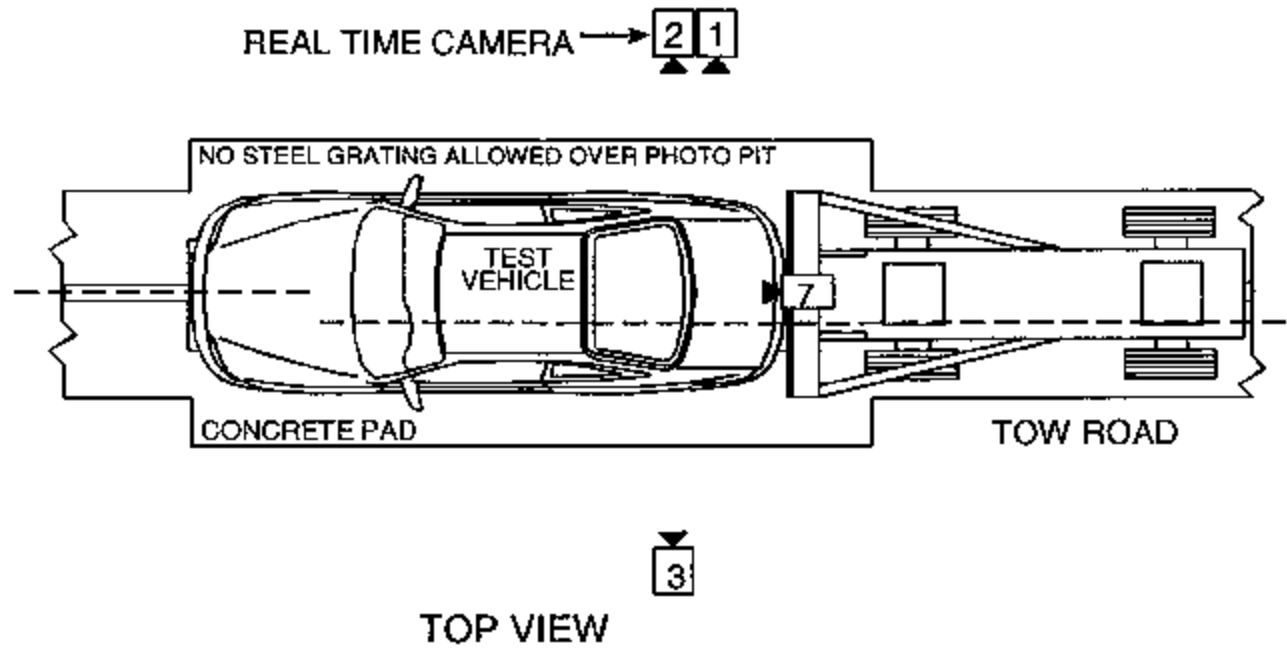
Note: No spillage for whole minute intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

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

DATA SHEET 6

HIGH SPEED CAMERA LOCATIONS



DATA SHEET 6 (continued)

HIGH SPEED CAMERA LOCATIONS

NHTSA No. : C30113

Vehicle : 2003 Chevrolet S-10 Pickup

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)*			ANGLE** (degrees)	LENS (mm)	SPEED (fps)
		X	Y	Z			
1	Real-Time Camera	-	-	-	-	-	24
2	Right Side View	16822	2038	1138	0	35	990
3	Left Side View	16652	1438	1300	0	35	1000
4	Vehicle Front Underbody View	0	2853	-1956	90	13	1000
5	Vehicle Mid-Section Underbody View	0	2000	-1956	90	13	1000
6	Vehicle Rear Underbody View	0	966	-1956	90	13	1000
7	Moving Barrier View	0	0	2515	-105	7.5	1000
8	Overhead Overall View	-508	0	9804	-90	13	1000
9†	Onboard Driver View	-	-	-	-	8	1000
10†	Onboard Passenger View	-	-	-	-	8	1000

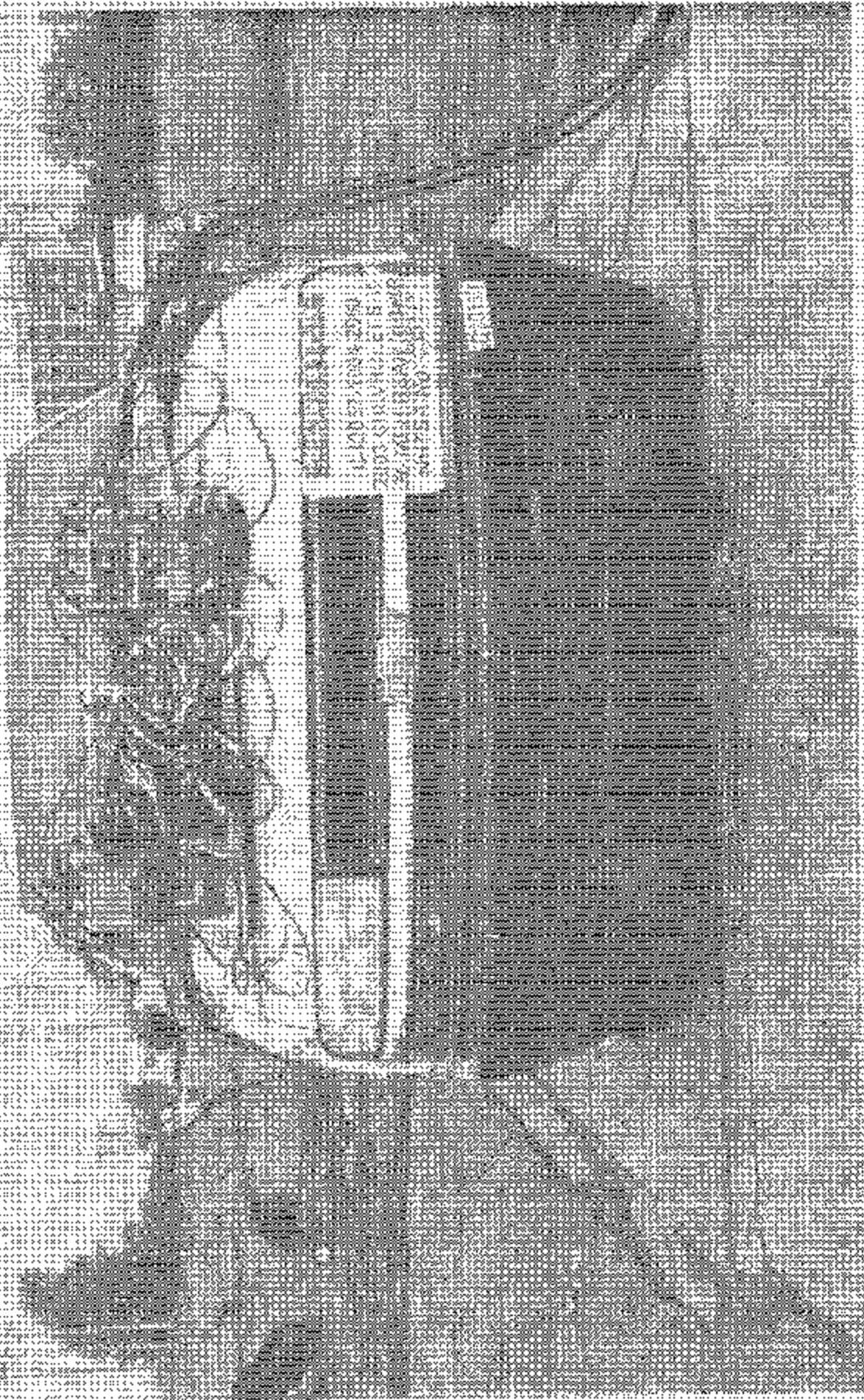
- * X = film plane to monorail centerline (+ to left of rail)
 Y = film plane to impact location (+ ahead of impact location)
 Z = film plane to ground (- above ground)
 ** = referenced to horizontal plane

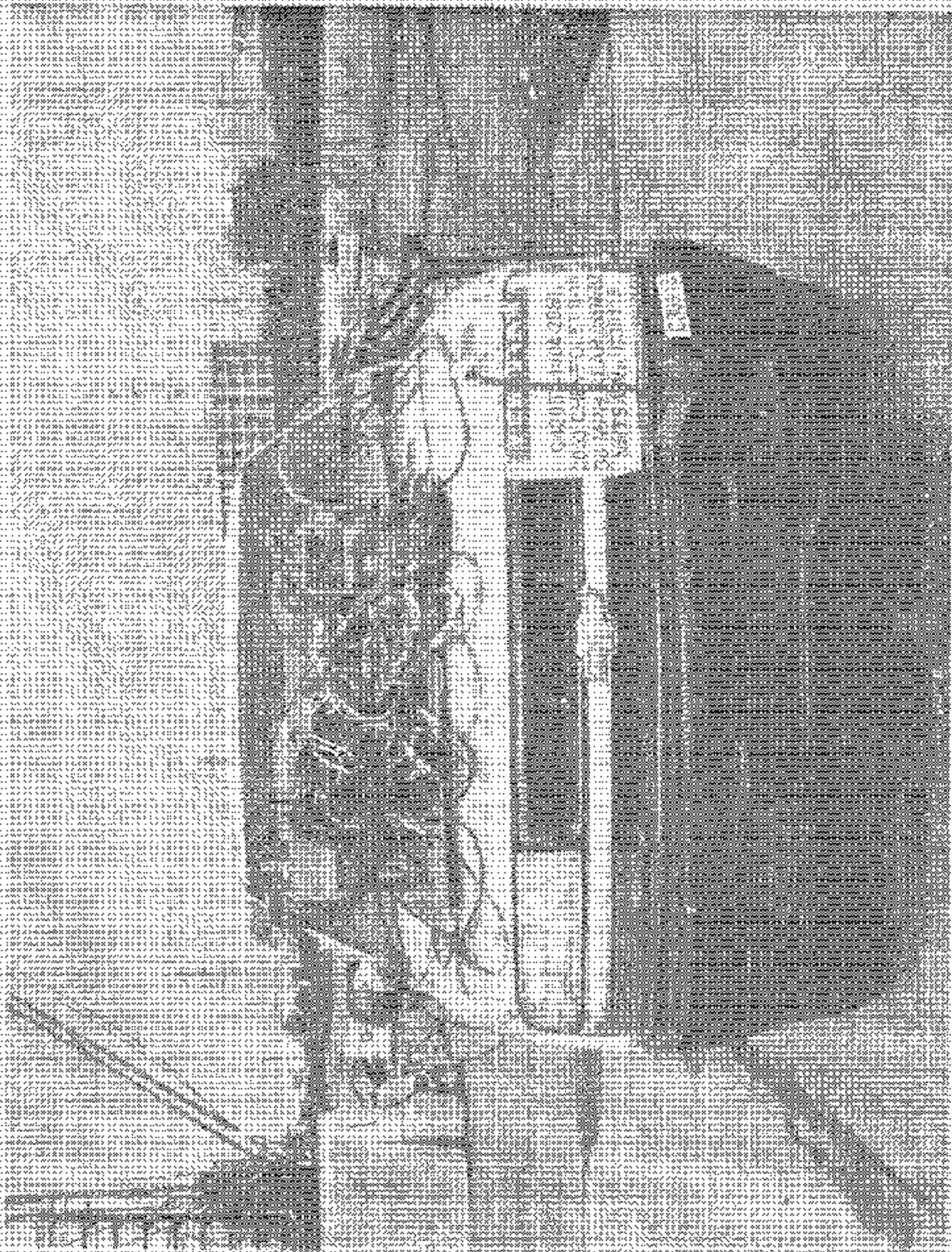
† Research cameras.

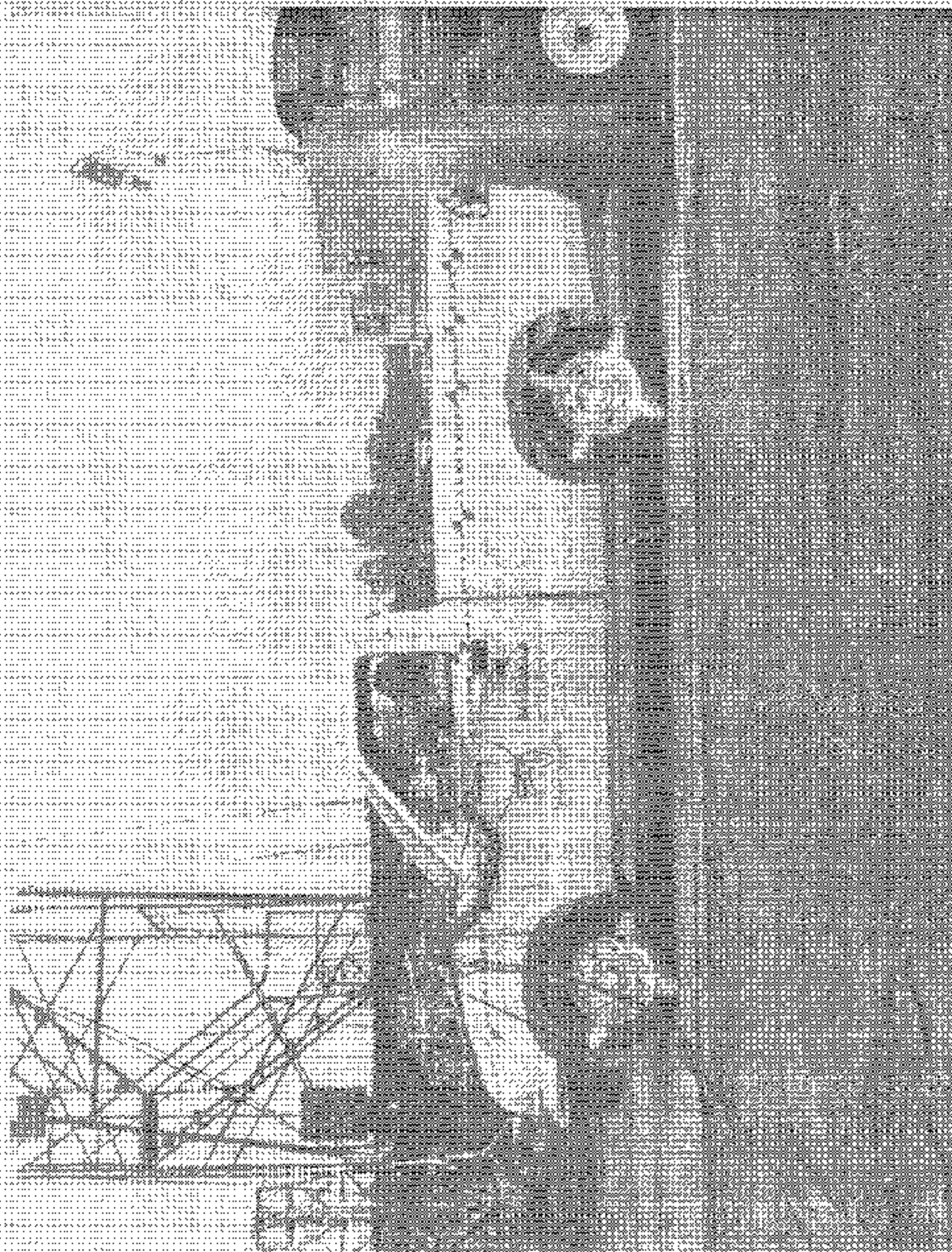
Appendix A
PHOTOGRAPHS

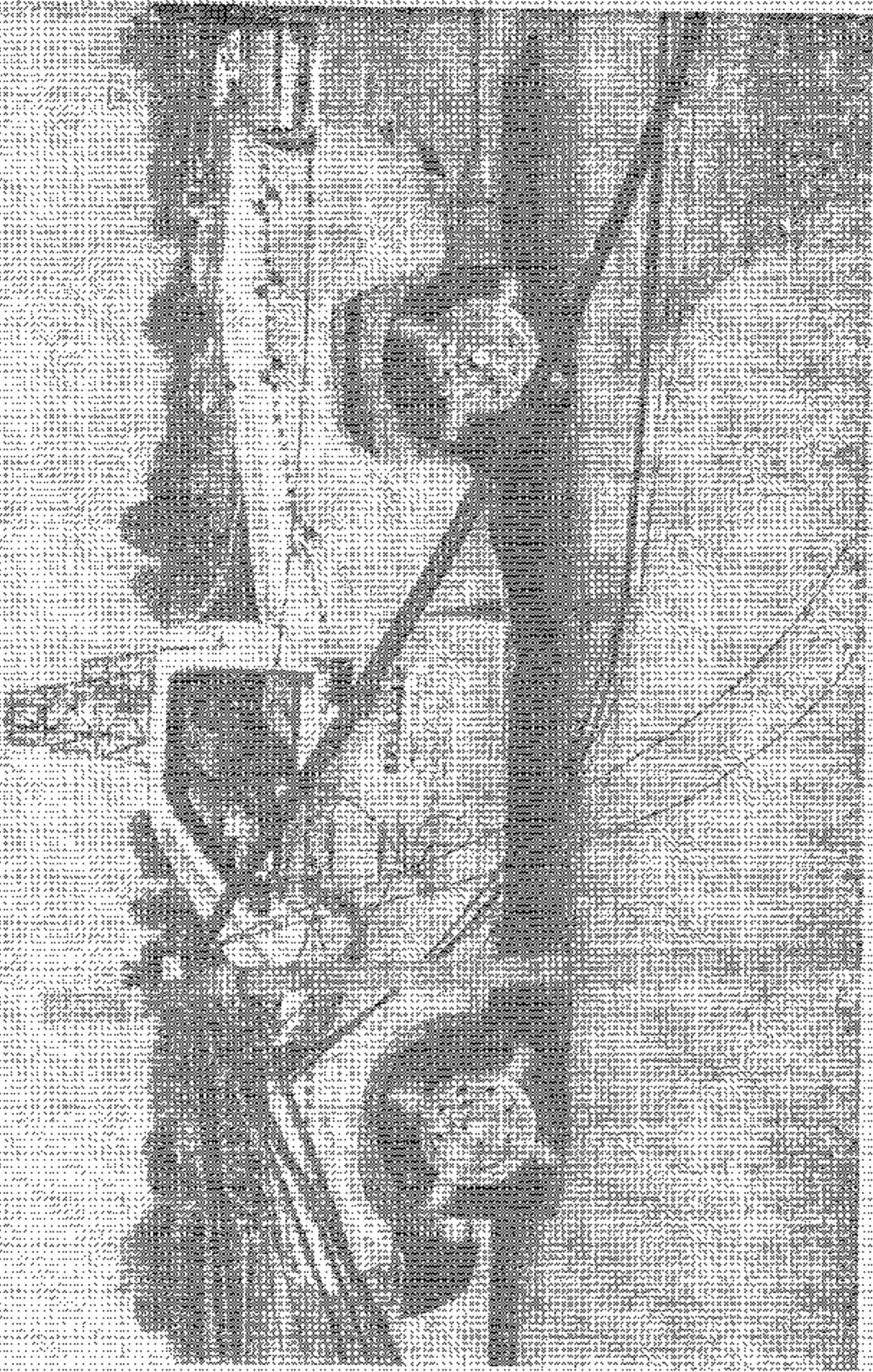
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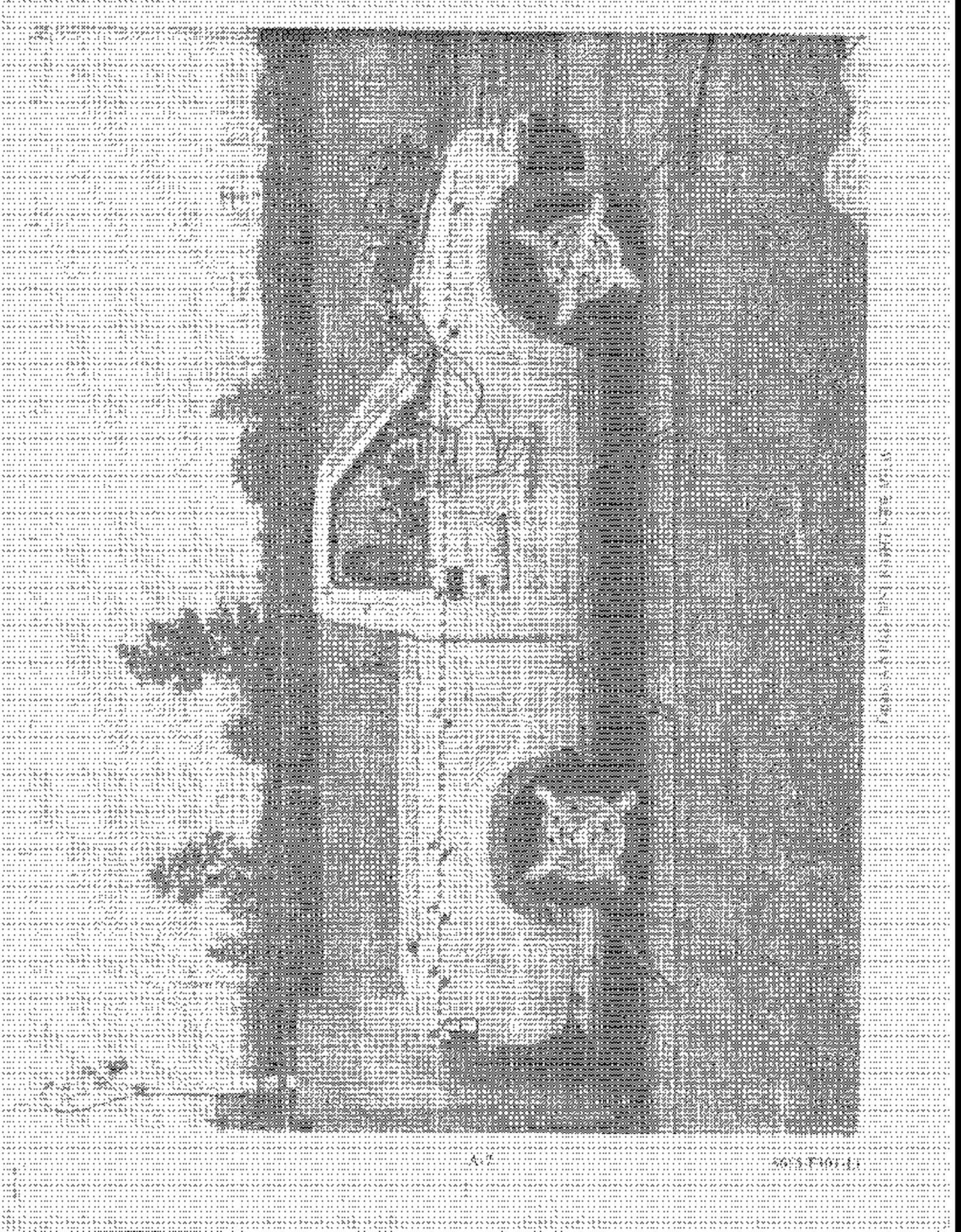
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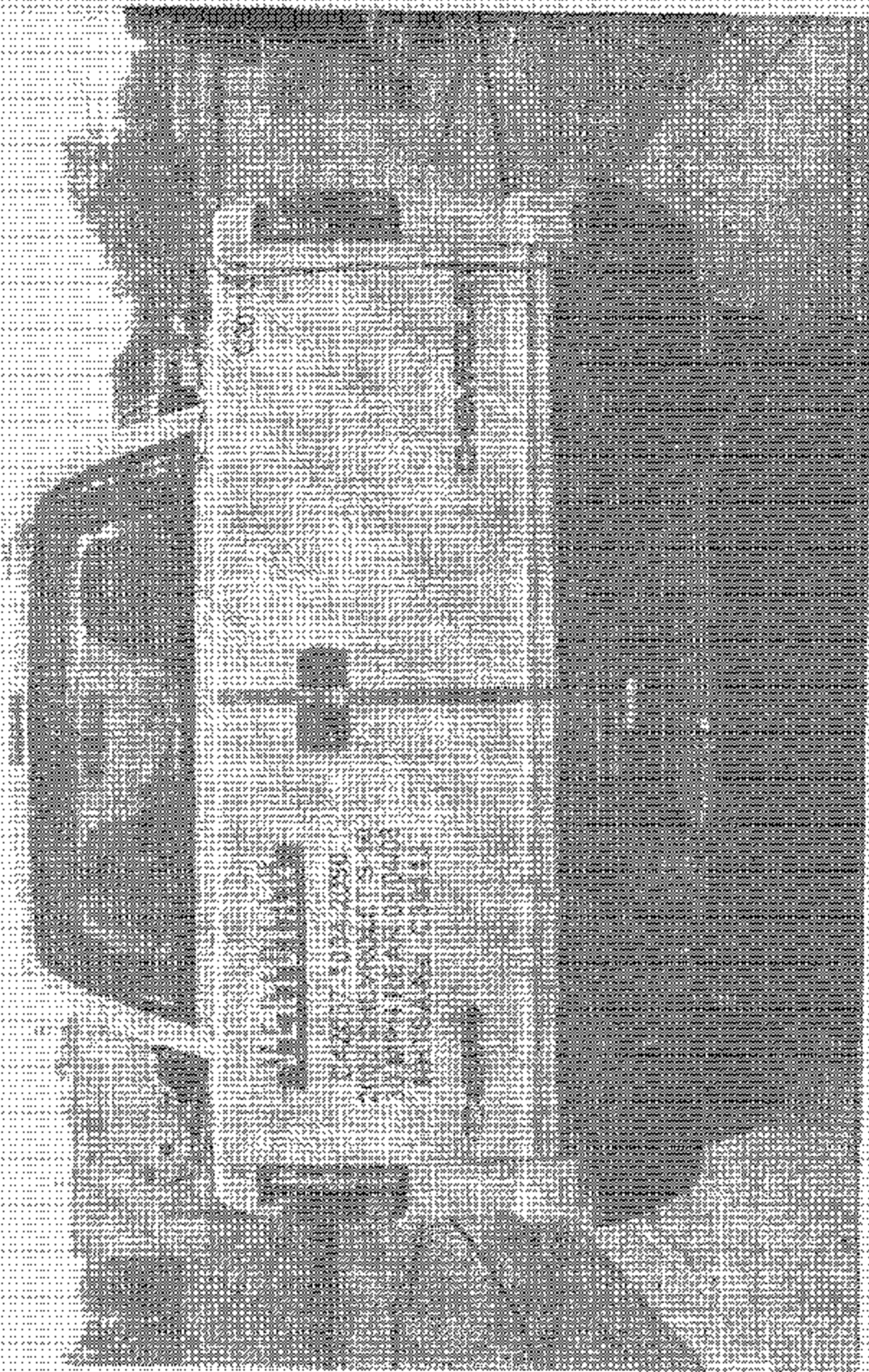


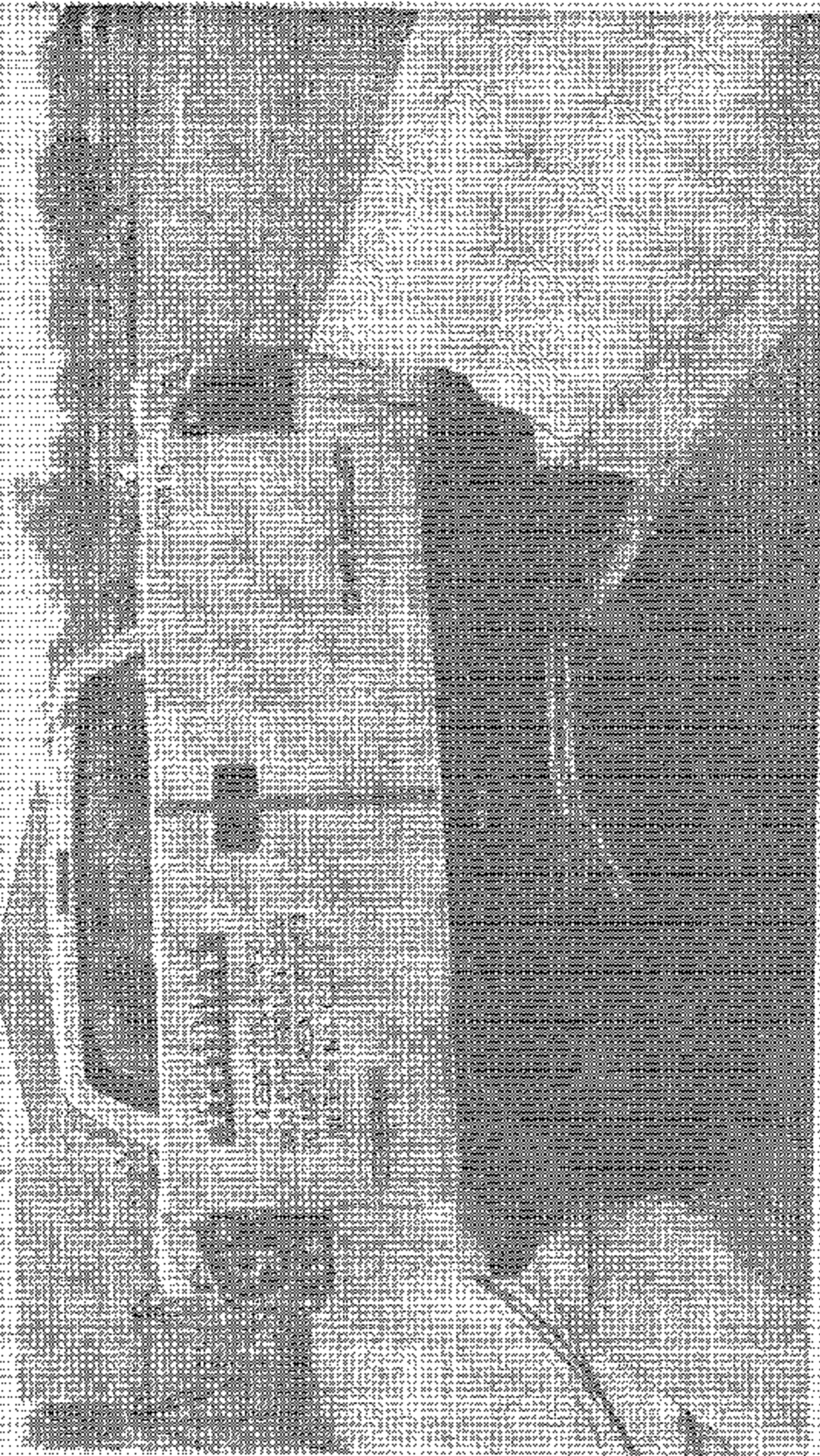


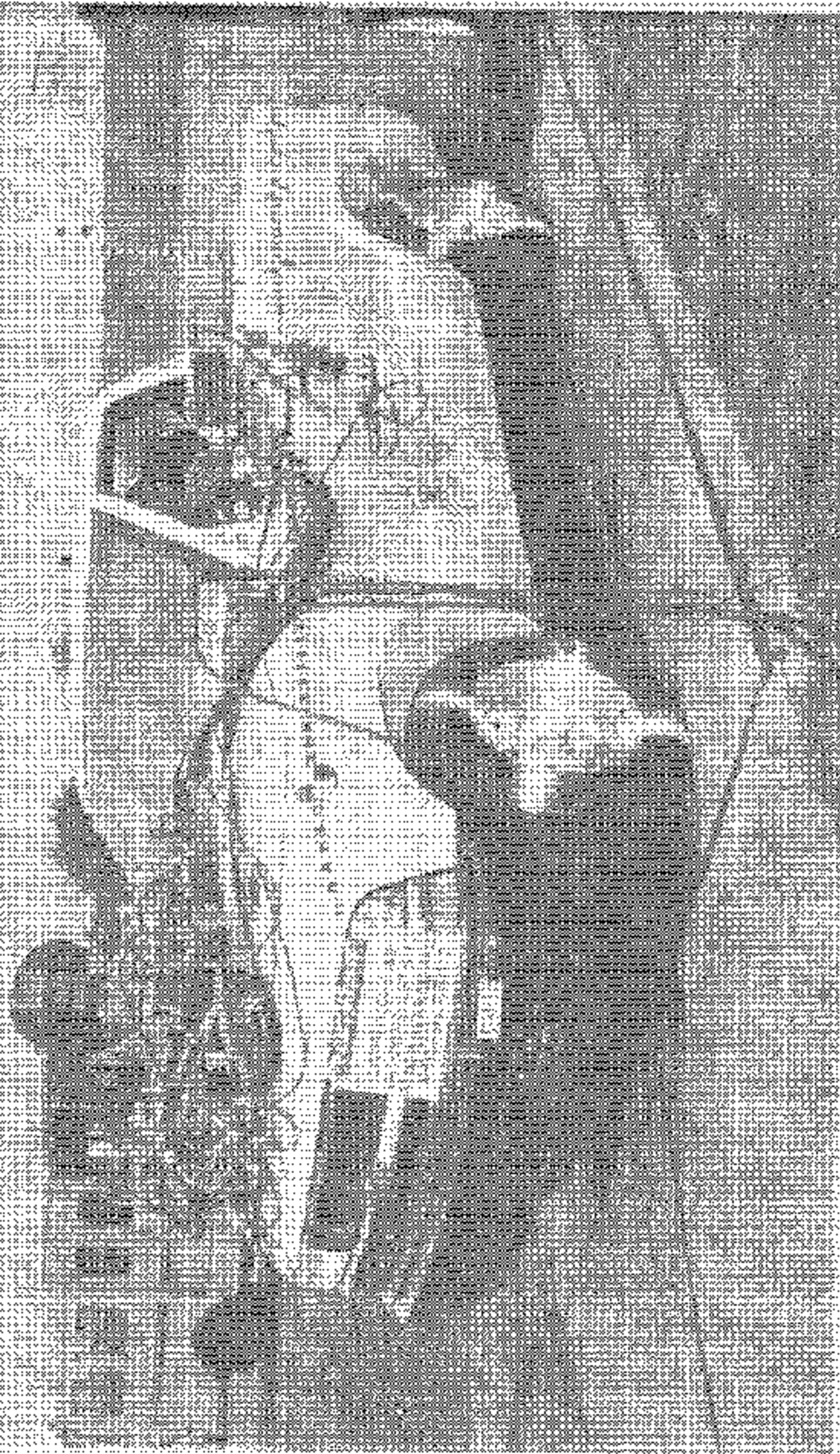


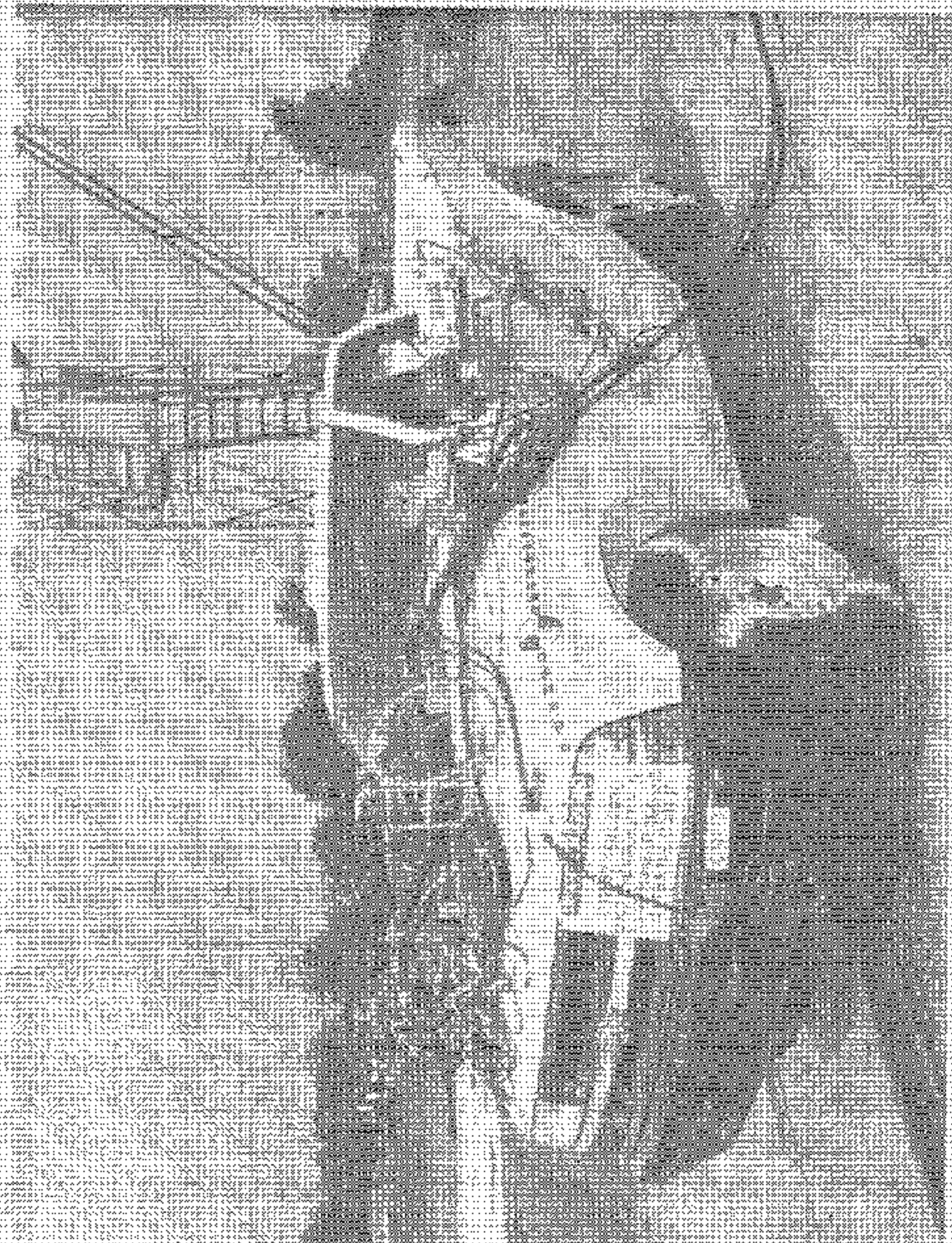


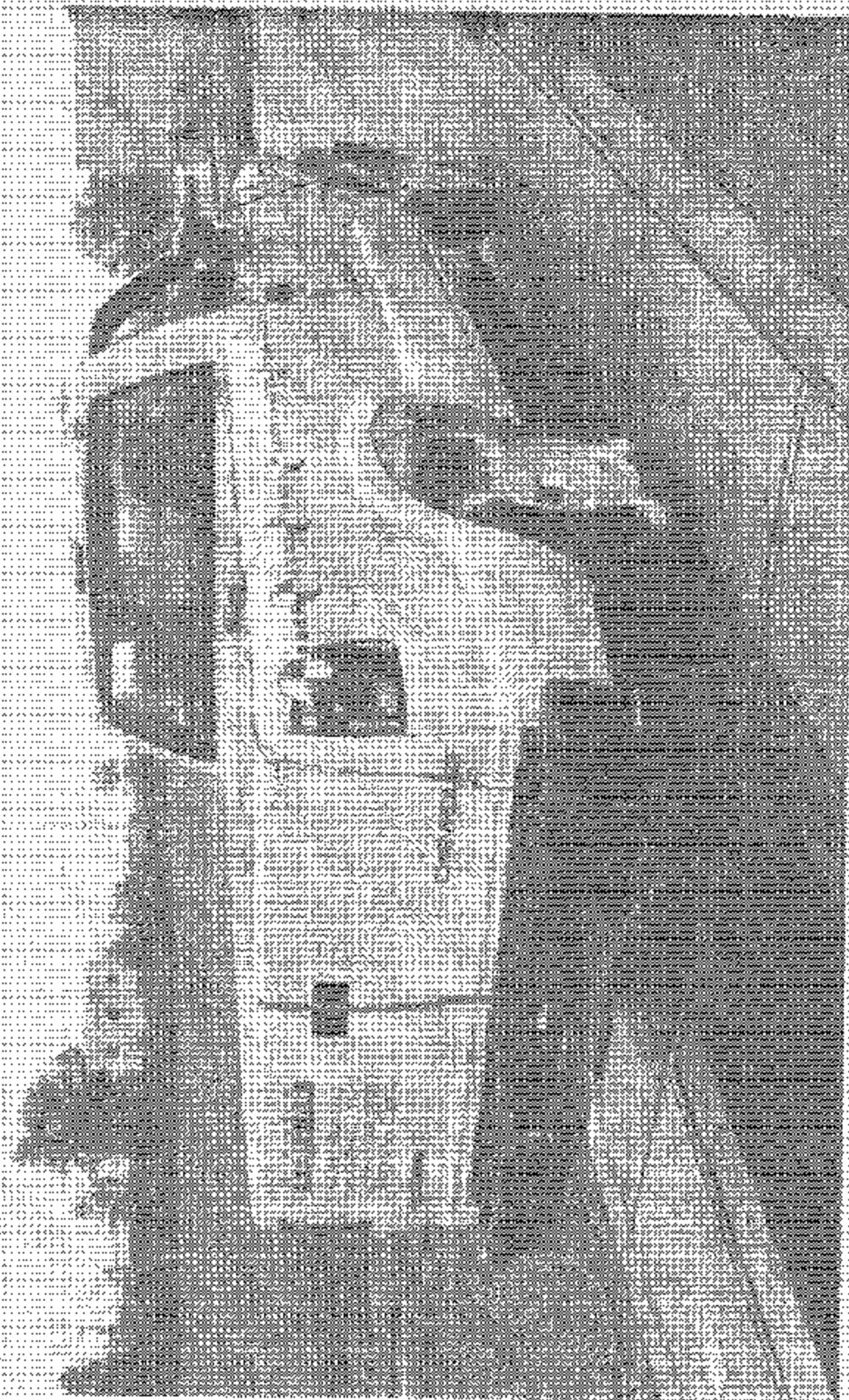






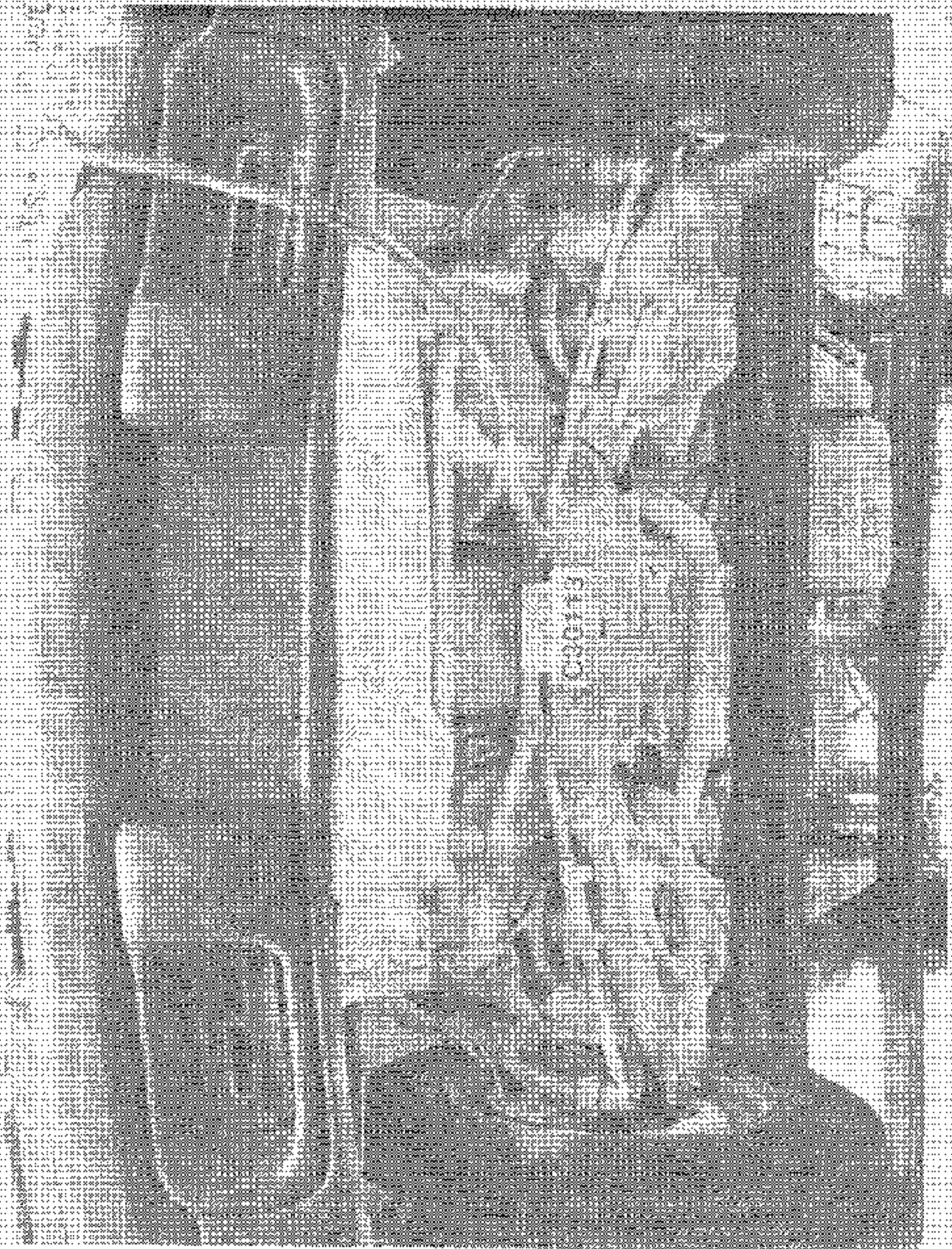


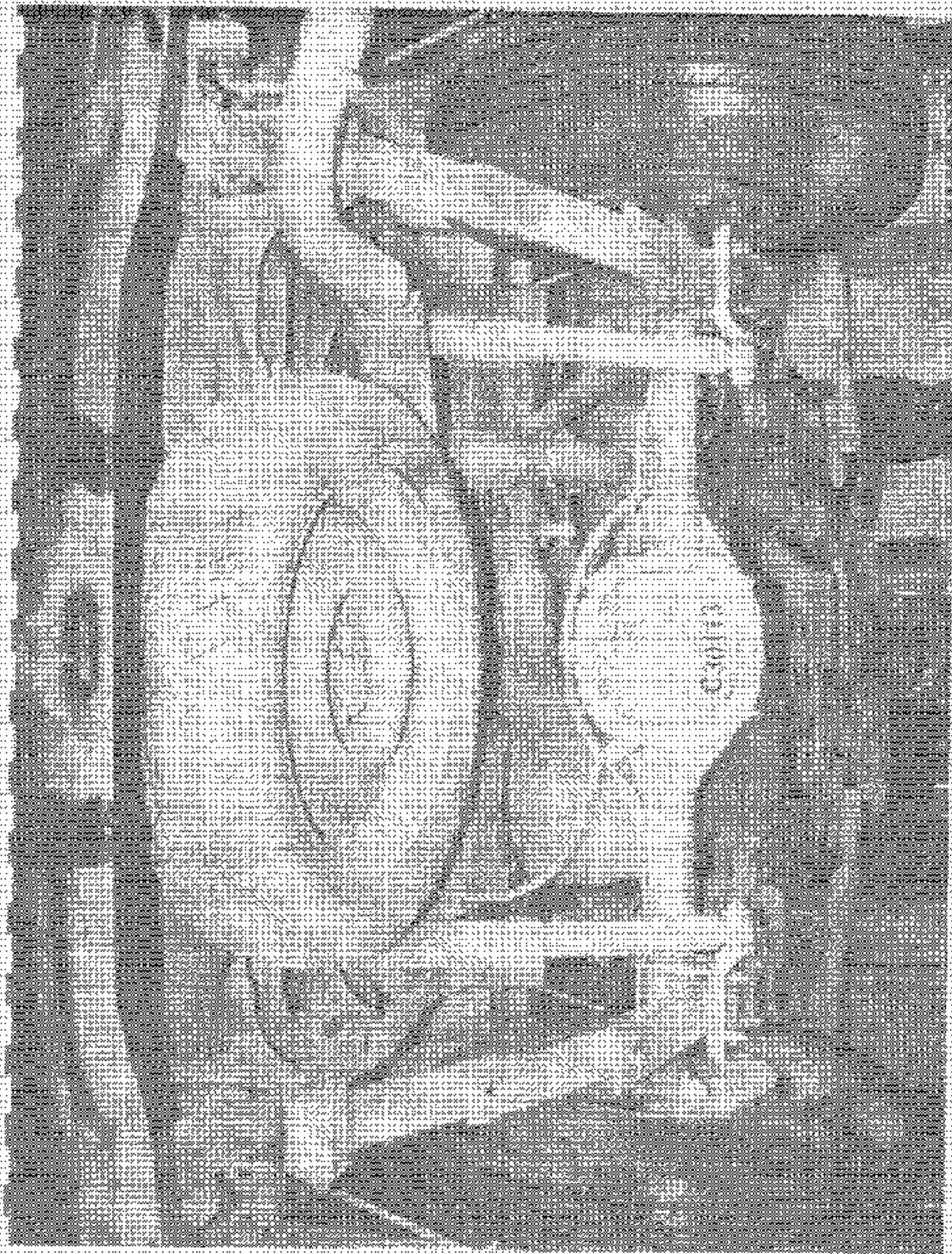


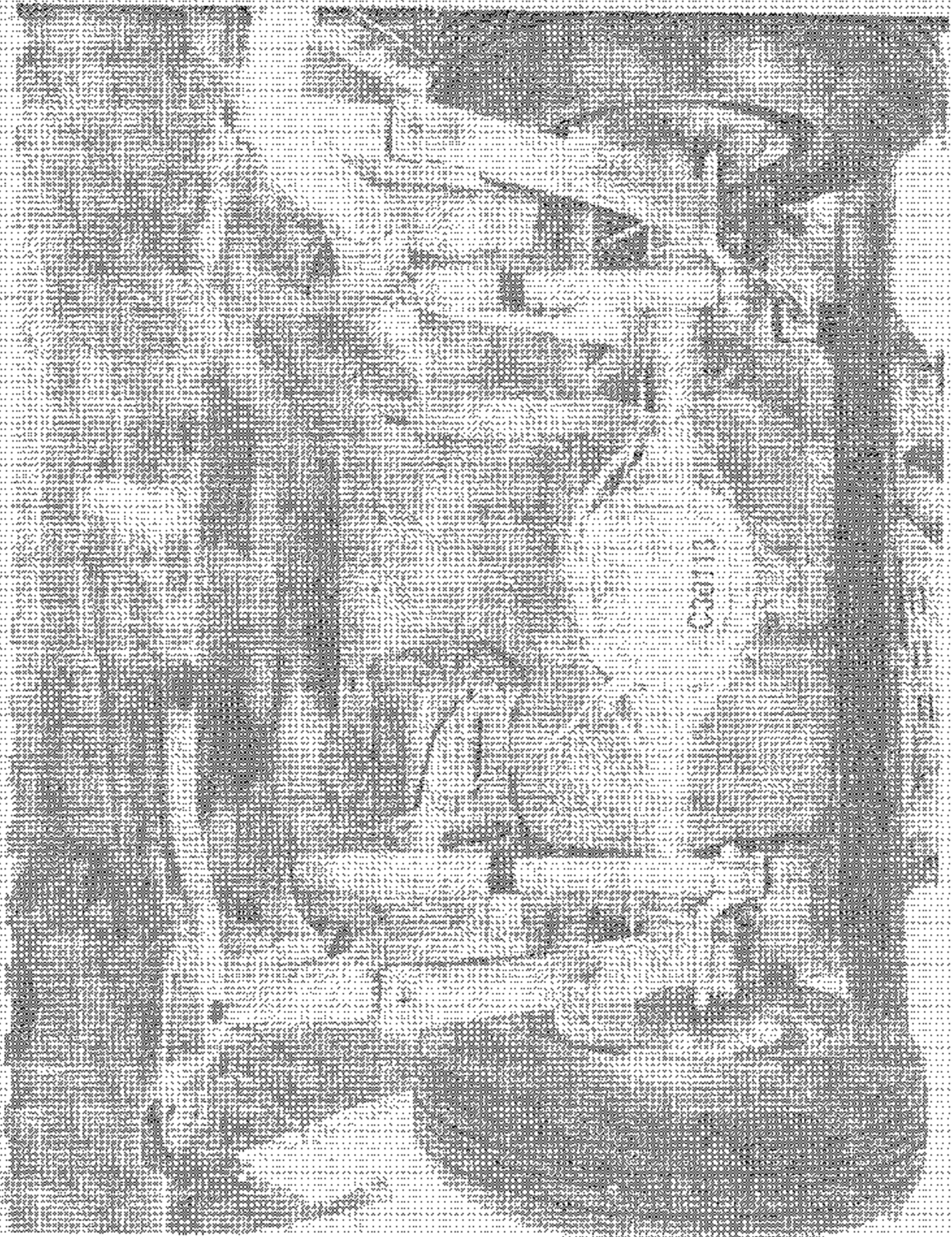


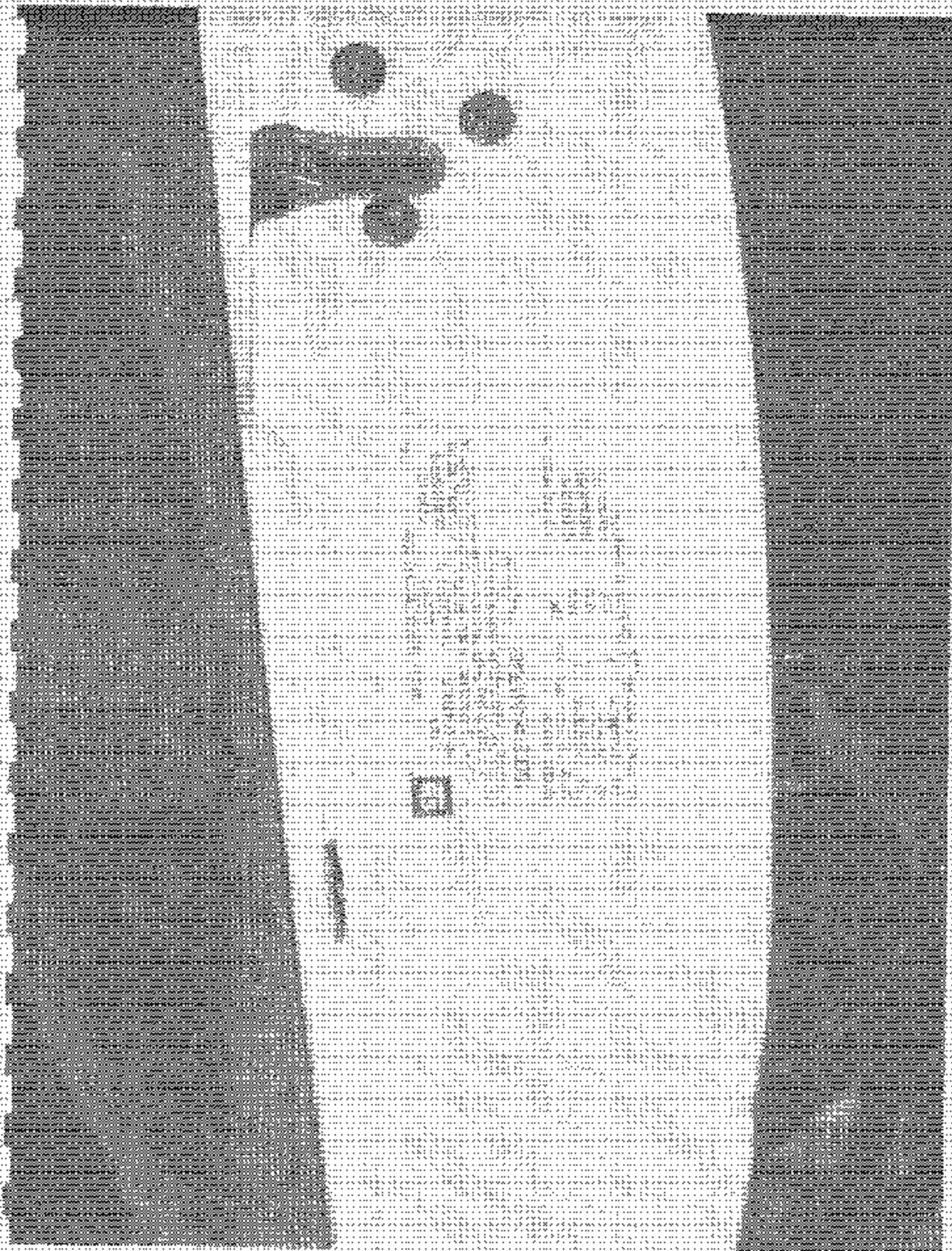
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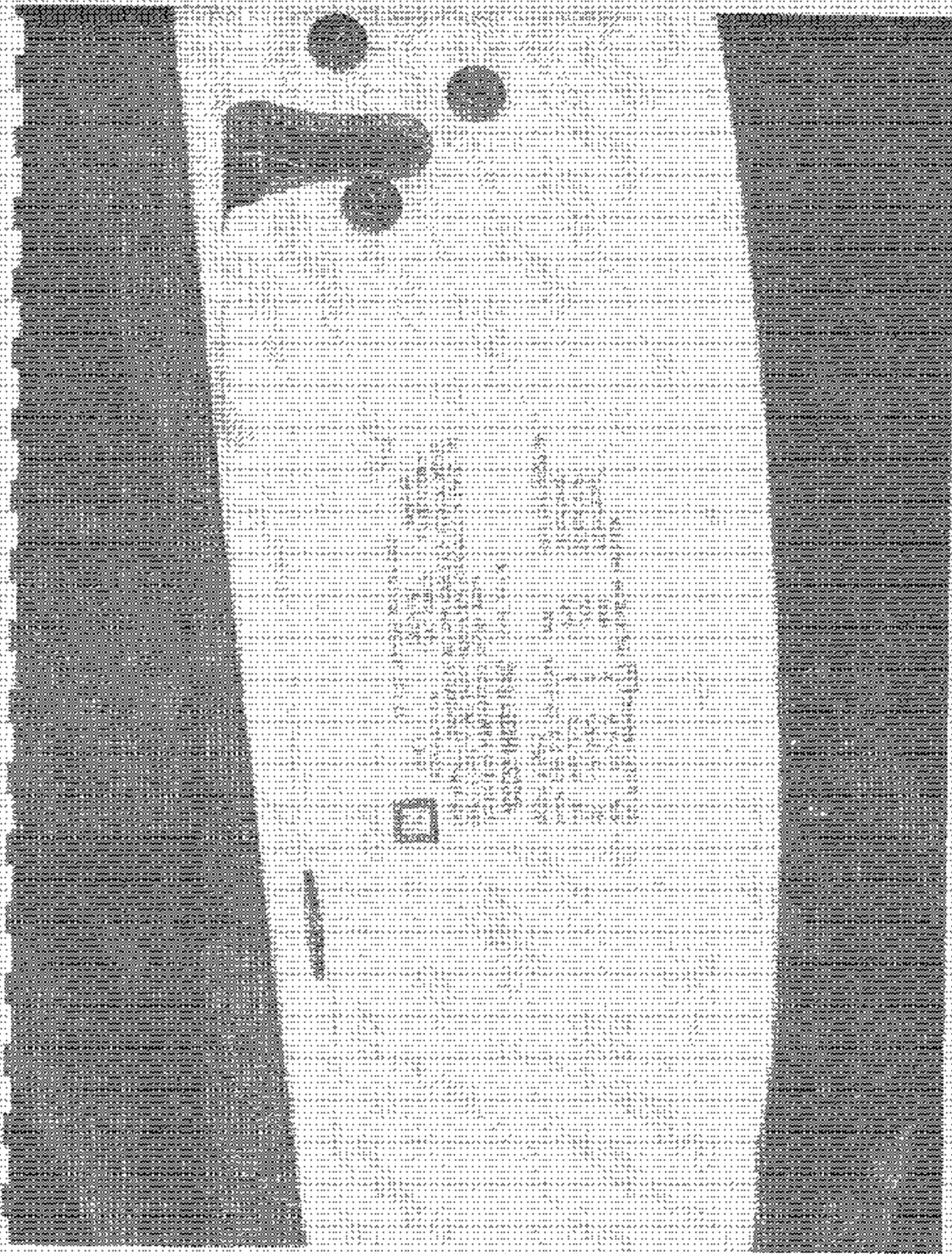




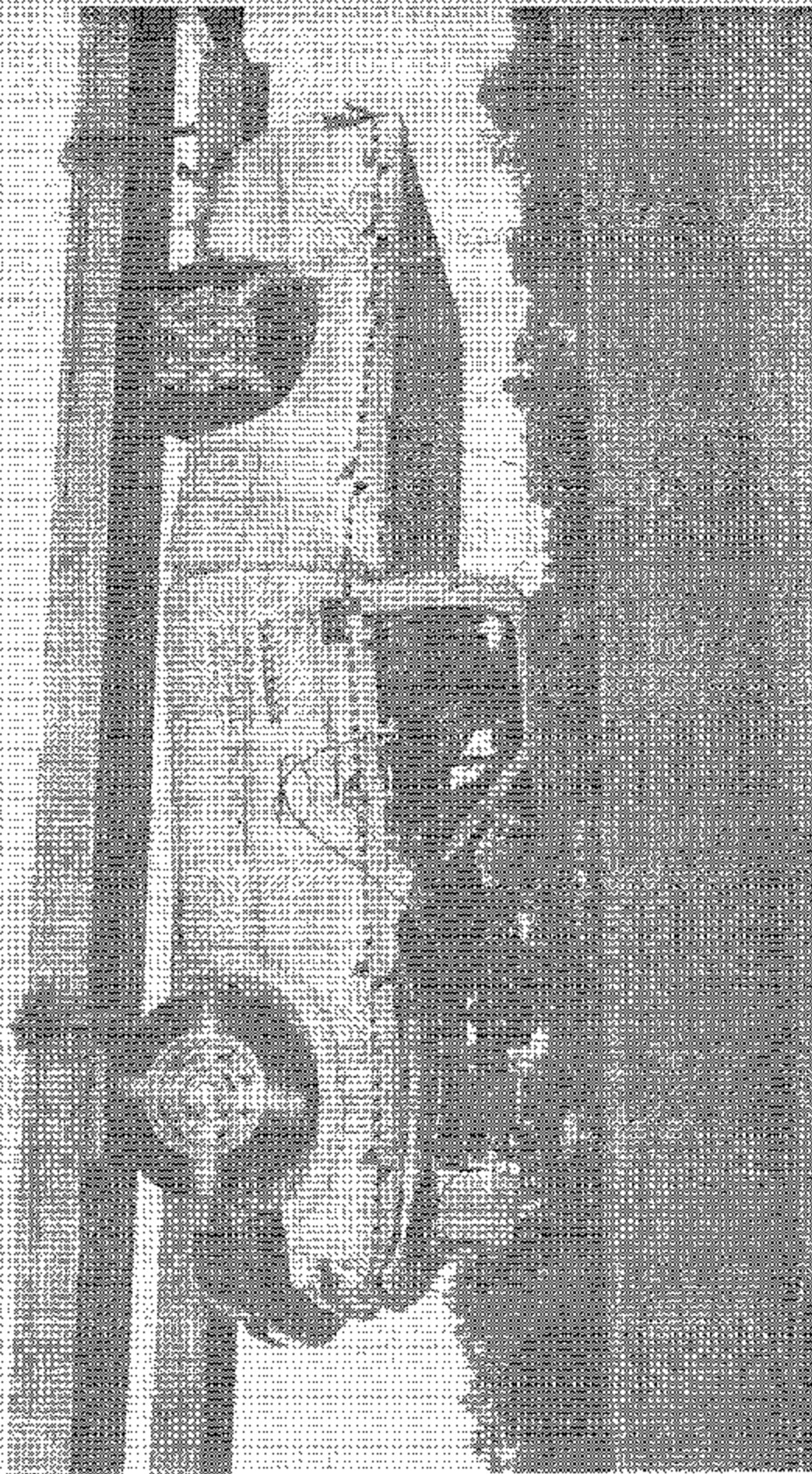


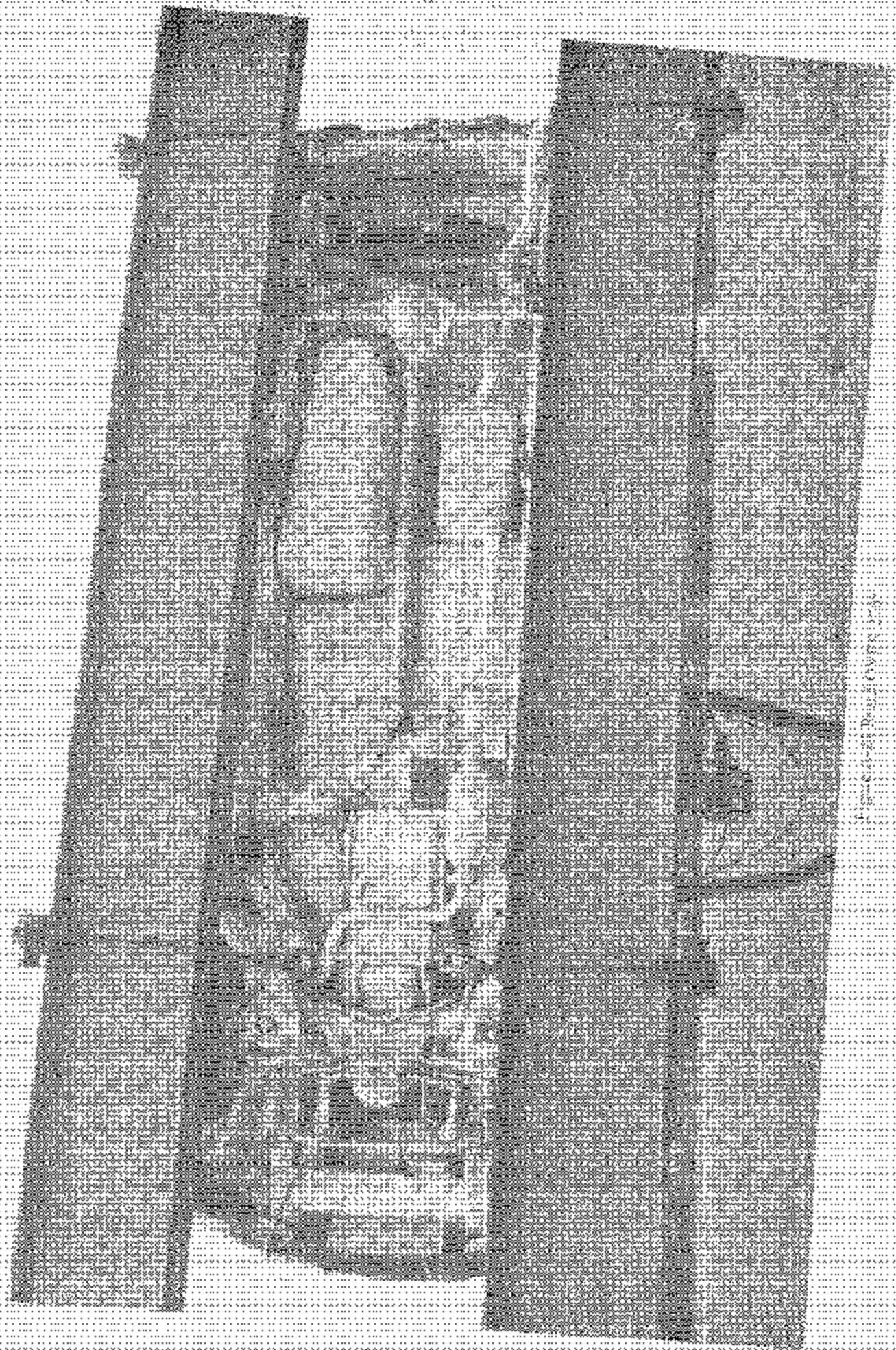












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