**REPORT NUMBER: NCAP-MGA-20-028**

# NEW CAR ASSESSMENT PROGRAM (NCAP)
## Frontal Barrier Impact Test

**NISSAN MOTOR CO., LTD.**
**2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback**
**NHTSA No.: M20205203**

**MGA RESEARCH CORPORATION**
**5000 Warren Road**
**Burlington, WI 53105**


**Test Date: August 5, 2020**

**Final Report Date: November 4, 2020**

**FINAL REPORT**

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

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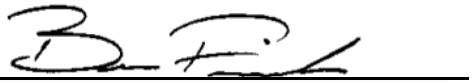
Prepared by: 
Ben Fischer, Program Manager

Approved by: 
Robert Schnorenberg, Project Engineer

Approval Date: November 4, 2020

FINAL REPORT ACCEPTANCE BY OCWS:

_____
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

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| NCAP-MGA-20-028 | | |

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| Final Report of New Car Assessment Program<br>Frontal Impact Testing and FMVSS No. 305 indicant testing of a 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback,<br>NHTSA No.: M20205203 | November 4, 2020 |
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| **7. Author(s)**<br>Ben Fischer, Program Manager | **8. Performing Organization Report No.**<br>NCAP-MGA-20-028 |
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**15. Supplementary Notes**

**16. Abstract**

A 56.3 km/h NCAP Frontal Rigid Barrier Impact Test was conducted on a 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback in accordance with the specifications of the Office of Crashworthiness Standards Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing. This test was conducted to obtain data indicant of FMVSS 208, 212, 219 (partial), 301, and 305 performance. The test was conducted at MGA Research Corporation in Burlington, Wisconsin on August 5, 2020.

The impact velocity of the vehicle was 56.35 km/h and the ambient temperature at the barrier face at the time of impact was 21.4°C. The target vehicle post-test maximum crush was 528 mm located to the right of vehicle centerline. The test vehicle's performance was as follows:

| Measurement Description | Units | Driver ATD | | Passenger ATD | |
|---|---|---|---|---|---|
| | | Threshold | Result | Threshold | Result |
| Head Injury Criteria ($HIC_{15}$) | | 700 | 216 | 700 | 270 |
| Maximum Chest Compression | mm | 63 | 23 | 52 | 16 |
| Nij | | 1 | 0.26 | 1 | 0.49 |
| Neck Tension | N | 4170 | 1112 | 2620 | 1038 |
| Neck Compression | N | 4000 | 49 | 2520 | 384 |
| Left Femur Force | N | 10008 | 1747 | 6805 | 931 |
| Right Femur Force | N | 10008 | 1548 | 6805 | 2052 |

| 17. Key Words | 18. Distribution Statement |
|---|---|
| 56.3 km/h (35 mph) Full Frontal Rigid Barrier Impact Test<br>New Car Assessment Program (NCAP) | Copies of this report are available from:<br>National Highway Traffic Safety Administration<br>Technical Information Services Division<br>1200 New Jersey Ave, SE<br>Washington, DC 20590 |

| 19. Security Classification of Report | 20. Security Classification of Page | 21. No. of Pages | 22. Price |
|---|---|---|---|
| Unclassified | Unclassified | 209 | |

## TABLE OF CONTENTS

## SECTION 1
## PURPOSE AND SUMMARY OF TEST

### PURPOSE

This 56.3 km/h frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract number 693JJ919D000006. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for consumer information purposes.

The 56.3 km/h frontal barrier impact was conducted in accordance with the Office of Crashworthiness Standards Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing.

### SUMMARY

A load cell barrier consisting of 176 load cells was impacted by a 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback at a velocity of 56.35 km/h. The test was performed at MGA Research Corporation on August 5, 2020. Pre-test and post-test photographs of the vehicle and dummies can be found in Appendix A.

Two (2) real-time cameras and sixteen (16) high-speed cameras were used to document the frontal barrier impact event. Camera locations and other pertinent camera information can be found in this report.

One Part 572E 50$^{th}$ percentile male anthropomorphic test device (ATD), was placed in the driver seating position and one Part 572O 5$^{th}$ percentile female test device (ATD) was placed in the right-front passenger seating position according to dummy placement instructions specified in the Laboratory Procedure for NCAP Full Frontal Rigid Barrier Impact Testing.

Both ATDs were fully instrumented with head, chest and pelvis tri-axial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were installed on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading.

The driver (position 1) ATD (Serial No. 351) and the right-front passenger (position 2) ATD (Serial No. 138) were qualified previous to this test. Certification details, along with instrumentation calibration data, are found in Appendix C of this report.

The 634 channels of data were recorded on a data acquisition system. Appendix B contains the dummy response data traces.

There was 100 percent windshield retention and no intrusion into the protected zone of the windshield during the event. There was no Stoddard Solvent or battery electrolyte leakage and no loss of high-voltage battery isolation after the event or during any phase of the static rollover.

The maximum static crush of the vehicle was 528 mm located to the right of vehicle centerline and both the driver and passenger side doors remained closed during the impact event and were operable after the impact.

The driver's visible contact points were as follows: The driver's head contacted the airbag. The driver's head also contacted the side curtain airbag. The driver's knees contacted the knee airbag.
The passenger's visible contact points were as follows: The passenger's head contacted the airbag. The passenger's head also contacted the headrest. The passenger's knees contacted the knee airbag.

The occupant data is summarized below:

| ATD position | $HIC_{15}$ | Nij | Neck Tension (N) | Neck Comp. (N) | 3ms Chest Clip (g) | Chest Disp. (mm) | Left Femur (N) | Right Femur (N) |
|---|---|---|---|---|---|---|---|---|
| Driver ($50^{th}$) | 216 | 0.26 | 1112 | 49 | 45 | 23 | 1747 | 1548 |
| Passenger ($5^{th}$) | 270 | 0.49 | 1038 | 384 | 46 | 16 | 931 | 2052 |

The test data can be found on the NHTSA website at www.nhtsa.gov

**TEST NOTES**

Passenger Right Lower Tibia My contains noise spikes.
Passenger Right Lower Tibia FZ recorded questionable data with noise spikes.
Passenger Chest Zr recorded no valid data after 30 ms.
Bottom of Engine X recorded no valid data.
Driver Shoulder Belt load cell was not installed.
Driver Lap Belt load cell was not installed.
Passenger Shoulder Belt load cell was not installed.
Passenger Lap Belt load cell was not installed.
Barrier K-03 Fx recorded questionable data.
Barrier K-15 My recorded no valid data.
Barrier F-16 Fx recorded questionable data.
Barrier C-01 Fx recorded no valid data.
Barrier C-02 Fx recorded no valid data.
Barrier C-02 My recorded no valid data.
Barrier C-02 Mz recorded no valid data.

## SECTION 2
## OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

**DATA SHEET NO. 1**
**GENERAL TEST AND VEHICLE PARAMETER DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**TEST VEHICLE INFORMATION AND OPTIONS**

| | | | |
|---|---|---|---|
| NHTSA No. | M20205203 | Traction Control System (TCS) | Yes |
| Model Year | 2020 | Power Steering | Yes |
| Make | Nissan | Power Window Auto-Reverse | Yes |
| Model | Leaf S | Driver Frontal Airbag | Yes |
| Body Style | 5-Door Hatchback | Driver Curtain Airbag | Yes |
| VIN | 1N4AZ1BP6LC300855 | Driver Head/Torso Airbag | No |
| Body Color | Gun Metallic | Driver Torso Airbag | No |
| Odometer (km/mi) | 11 mi | Driver Torso/Pelvis Airbag | Yes |
| Engine Displacement (L) | | Driver Pelvis Airbag | No |
| Type/No. Cylinders | Electric | Driver Knee Airbag | Yes |
| Engine Placement | Lateral | Front Pass. Frontal Airbag | Yes |
| Transmission Type | Automatic | Front Pass. Curtain Airbag | Yes |
| Transmission Speeds | 1 | Front Pass. Head/Torso Airbag | No |
| Overdrive | Yes | Front Pass. Torso Airbag | No |
| Final Drive | FWD | Front Pass. Torso/Pelvis Airbag | Yes |
| Roof Rack | No | Front Pass. Pelvis Airbag | No |
| Sunroof/T-Top | No | Front Pass. Knee Airbag | Yes |
| Running Boards | No | Driver Pretensioner | Yes |
| Tilt Steering Wheel | Yes | Driver Load Limiter | Yes |
| Power Seats | No | Front Pass. Pretensioner | Yes |
| Anti-Lock Brakes (ABS) | Yes | Front Pass. Load Limiter | Yes |
| Automatic Door Locks (ADLs) | Yes | Other | N/A |

| | |
|---|---|
| Does owner's manual provide instructions to turn off automatic door locks? | No |

**DATA FROM CERTIFICATION LABEL**

| | |
|---|---|
| Manufactured By | NISSAN MOTOR CO., LTD. |
| Date of Manufacture | 12/19 |

| | |
|---|---|
| GVWR (kg) | 2035 |
| GAWR Front (kg) | 1070 |
| GAWR Rear (kg) | 985 |

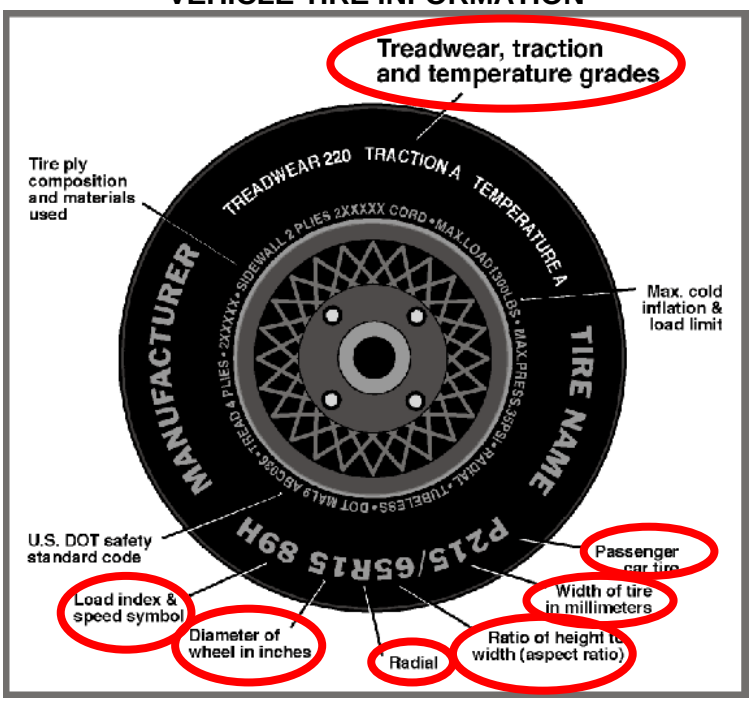
**VEHICLE SEATING AND WEIGHT CAPACITY DATA**

| Measured Parameter | Front | Rear | Third | Total |
|---|---|---|---|---|
| Type of Seats | Bucket | Contoured Bench | | |
| Designated Seating Capacity (DSC) | 2 | 3 | | 5 |
| Capacity Weight (VCW) (kg) | | | | 390 |
| Cargo Weight (RCLW) (kg) | | | | 50 |

**DATA SHEET NO. 1 (CONTINUED)**
**GENERAL TEST AND VEHICLE PARAMETER DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**VEHICLE TIRE INFORMATION**




| Measured Parameter | Front | Rear |
|---|---|---|
| Max. Tire Pressure (kPa) | 300 | 300 |
| Cold Pressure (kPa) | 250 | 250 |
| Recommended Tire Size | P205/55R16 | P205/55R16 |
| Tire Size on Vehicle | P205/55R16 | P205/55R16 |
| Tire Manufacturer | Bridgestone | Bridgestone |
| Tire Model | Ecopia | Ecopia |
| Treadwear | 400 | 400 |
| Traction | A | A |
| Temperature Grade | A | A |
| Tire Plies Sidewall | 1 Polyester | 1 Polyester |
| Tire Plies Body | 1 Polyester, 2 Steel, 1 Nylon | 1 Polyester, 2 Steel, 1 Nylon |
| Load Index/Speed Symbol | 89H | 89H |
| Tire Material | Rubber | Rubber |
| DOT Safety Code Left | EL8K 3BC 5018 | EL8K 3BC 5018 |
| DOT Safety Code Right | EL8K 3BC 5018 | EL8K 3BC 5018 |

**DATA SHEET NO. 1 (CONTINUED)**
**GENERAL TEST AND VEHICLE PARAMETER DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**TEST VEHICLE WEIGHTS**

| | Units | As Delivered (UVW) | | | As Tested (ATW) | | |
|---|---|---|---|---|---|---|---|
| | | Front | Rear | Total | Front | Rear | Total |
| Left | kg | 462.0 | 342.5 | | 508.0 | 400.0 | |
| Right | kg | 459.0 | 327.5 | | 491.0 | 376.0 | |
| Ratio | % | 57.9% | 42.1% | | 56.3% | 43.7% | |
| Totals | kg | 921.0 | 670.0 | 1591.0 | 999.0 | 776.0 | 1775.0 |

**TARGET TEST WEIGHT CALCULATION**

| Measured Parameter | Units | Value |
|---|---|---|
| Total Delivered Weight (UVW) | kg | 1591.0 |
| Weight of 1 P572E ATD & 1 P572O ATD | kg | 141 |
| Rated Cargo/Luggage Weight (RCLW) | kg | 50 |
| Calculated Test Vehicle Target Weight (TVTW) | kg | 1782.0 |

**TEST VEHICLE ATTITUDES AND CG**

| | Units | LF | RF | LR | RR | CG (aft of front axle) |
|---|---|---|---|---|---|---|
| As Delivered | mm | 676 | 676 | 690 | 691 | 1137 |
| As Tested | mm | 673 | 672 | 670 | 672 | 1180 |
| Post Test | mm | 711 | 707 | 665 | 679 | |

**GENERAL TEST VEHICLE DATA**

| Measurement Description | Units | Value |
|---|---|---|
| Total Vehicle Wheel Base | mm | 2700 |
| Total Vehicle Length at Left Side | mm | 4291 |
| Total Vehicle Length at Centerline | mm | 4459 |
| Total Vehicle Length at Right Side | mm | 4291 |
| Weight of Ballast in Cargo Area | kg | 0 |
| Weight of Vehicle Components Removed | kg | 27 |
| Amount of Stoddard Solvent in Fuel Tank | L | 0.0 |

List of components removed to meet test weight: Cargo area carpet/trim/divider, LR/RR floor mat, RR tail light, LR/RR seatback and seat cushion.

List of components removed for instrumentation, data box, and equipment installation: None.

**DATA SHEET NO. 1 (CONTINUED)**
**GENERAL TEST AND VEHICLE PARAMETER DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**TARGET VEHICLE STRUCTURAL MEASUREMENT**

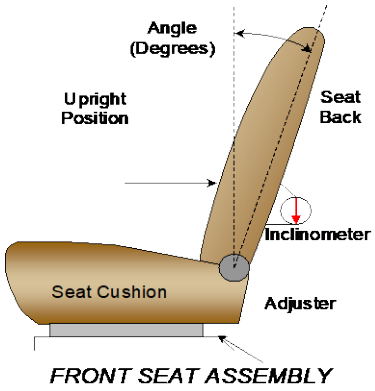
| | Elements | Pre-Test (mm) |
|---|---|---|
| 1 | Total Length | 4459 |
| 2 | Total Width | 1873 |
| 3 | Bumper Top Height | 540 |
| 4 | Bumper Bottom Height | 415 |
| 5 | Longitudinal Member Top Height | 545 |
| 6 | Distance between Longitudinal Members | 890 |
| 7 | Longitudinal Member Width | 50 |
| 8 | Engine Top Height | 818 |
| 9 | Engine Bottom Height | 170 |
| 10 | Engine and Gearbox Width | 560 |
| 11 | Front Bumper-Engine Distance | 630 |
| 12 | Front Shock Absorber Fixing Height | 840 |
| 13 | Bonnet Leading Edge Height | 258 |
| 14 | Front Shock Absorber Fixing Width | 1200 |
| 15 | Front Bumper – Front Axle Distance | 970 |
| 16 | Front Axle – A-Pillar Distance | 480 |
| 17 | A-Pillar – B-Pillar Distance | 1117 |
| 18 | B-Pillar – Rear Axle Distance | 1147 |
| 19 | B-Pillar – C-Pillar Distance | 1040 |
| 20 | Roof Sill Bottom Height | 1425 |
| 21 | Roof Sill Top Height | 1510 |
| 22 | Floor Sill Bottom Height | 190 |
| 23 | Floor Sill Top Height | 340 |

**DATA SHEET NO. 2**
**SEAT ADJUSTMENT, FUEL SYSTEM, AND STEERING WHEEL DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**NOMINAL DESIGN RIDING POSITION**

The driver seat back is positioned as close as possible to the manufacturer's design angle. For the passenger seat back, seat back is adjusted following Appendix F, "Driver & Passenger Dummy Seating & Positioning Procedures" in the NCAP Test Procedure dated May 2018.




| | Degrees |
|---|---|
| Driver Seat Back Angle | 8.5° on outboard headrest post |
| Passenger Seat Back Angle | 13.0° on outboard headrest post |

**SEAT FORE/AFT POSITIONS**

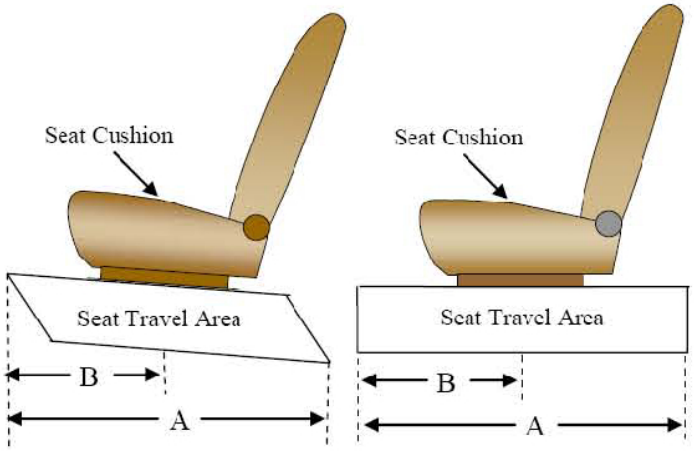
The driver and passenger seat fore/aft positions are adjusted following Appendix F, "Driver & Passenger Dummy Seating & Positioning Procedures" in the NCAP Test Procedure dated May 2018.

| | Total Fore/Aft Travel | Placed in Position # |
|---|---|---|
| Driver Seat | 256 mm / 25 detents (1st as 1) | 136 mm / 12th detent (1st as 0) |
| Passenger Seat | 210 mm / 22 detents (1st as 1) | 0 mm / 0th detent (1st as 0) |

**SEAT BELT UPPER ANCHORAGES**

The seat belt upper anchorages are set following the manufacturer's specified position as listed in Form 1.

| | Total # of Positions | Placed in Position # |
|---|---|---|
| Driver Seat | 4 (1st as 1) | 0 (1st as 0) |
| Passenger Seat | 4 (1st as 1) | 0 (1st as 0) |



**DATA SHEET NO. 2 (CONTINUED)**
**SEAT ADJUSTMENT, FUEL SYSTEM, AND STEERING WHEEL DATA**

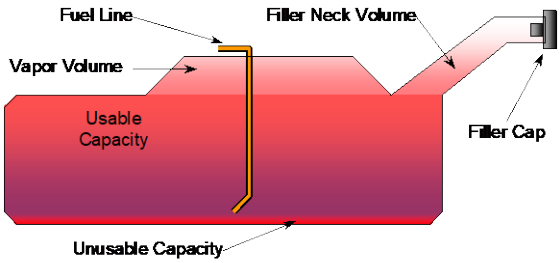
Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**FUEL TANK CAPACITY DATA**

| | Liters |
|---|---|
| Usable Capacity of "Standard Tank" | |
| Usable Capacity of "Optional Tank" | |
| 92-94% of Usable Capacity | |
| Actual Amount of Solvent used | |
| 1/3 of Usable Capacity | |

**FUEL PUMP**

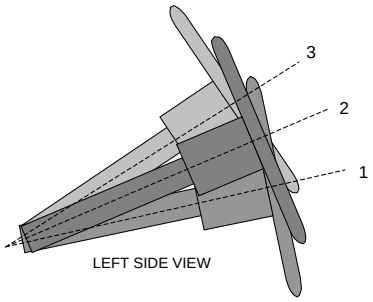
The vehicle uses an electric propulsion system and does not have a fuel tank or fuel pump.




*VEHICLE FUEL TANK ASSEMBLY*

**STEERING COLUMN ADJUSTMENT**

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed on the plate and the angle is measured.



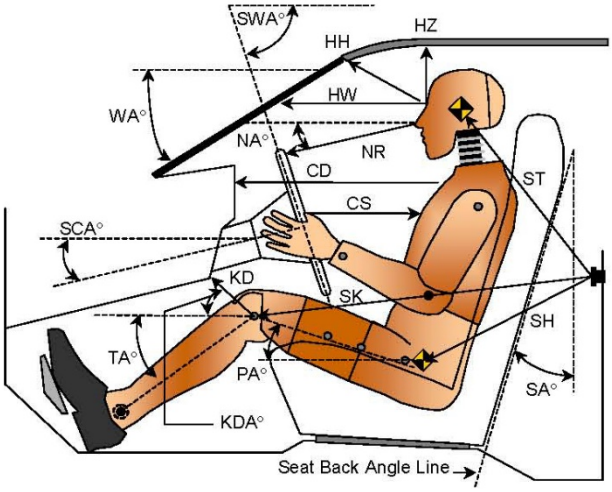

*STEERING COLUMN ASSEMBLY*

**STEERING COLUMN POSITION**

| | Degrees | Fore/Aft Position (mm) |
|---|---|---|
| Lowermost Position 1 | 67.7 | |
| Geometric Center Position 2 | 65.1 | |
| Uppermost Position 3 | 62.4 | |
| Telescoping Steering Wheel Travel | | 30 |
| Test Position | 65.1 | 15 |

**DATA SHEET NO. 3**
**DUMMY LONGITUDINAL CLEARANCE DIMENSIONS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

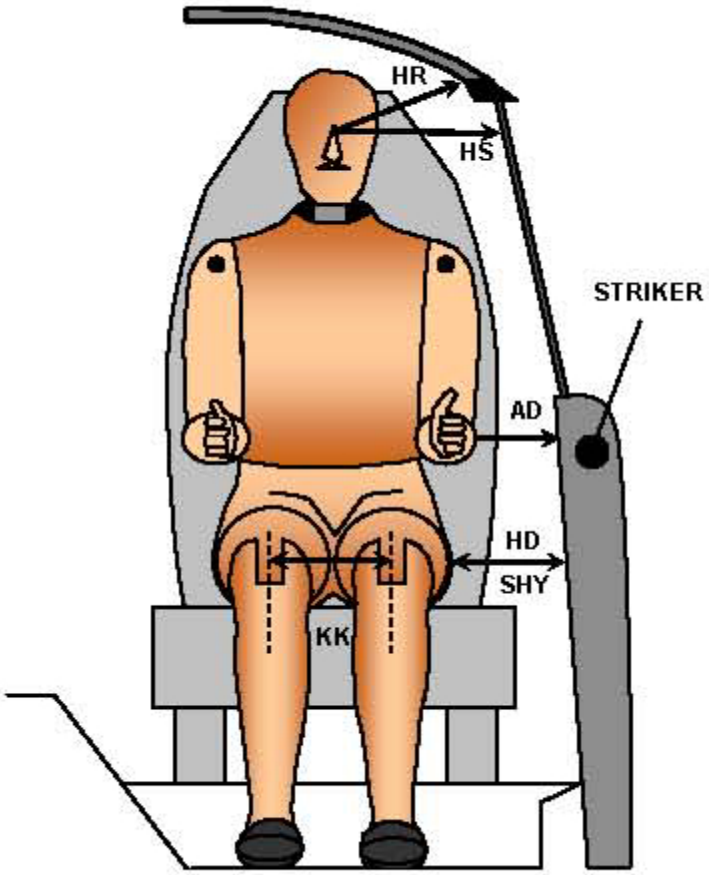



**LEFT SIDE VIEW**

| Code | Measurement Description | Driver | | Passenger | |
|---|---|---|---|---|---|
| | | Length (mm) | Angle (°) | Length (mm) | Angle (°) |
| WA° | Windshield Angle | | 23.3 | | |
| SWA° | Steering Wheel Angle | | 65.1 | | |
| SCA° | Steering Column Angle | | 24.9 | | |
| SA° | Seat Back Angle | | 8.5 | | 13.0 |
| HZ | Head to Roof (Z) | 206 | 90 | 246 | 90 |
| HH | Head to Header | 406 | 27.6 | 367 | 36.9 |
| HW | Head to Windshield | 747 | 0 | 752 | 0 |
| NR | Nose to Rim | 380 | 14.7 | | |
| CD | Chest to Dash | 519 | | 413 | |
| CS | Chest to Steering Hub | 288 | 6.4 | | |
| RA | Rim to Abdomen | 166 | 0 | | |
| KDL | Left Knee to Dash | 127 | 30.5 | 98 | 29.1 |
| KDR | Right Knee to Dash | 124 | 34.1 | 99 | 28.0 |
| PA° | Pelvic Angle | | 24.4 | | 20.0 |
| TA° | Tibia Angle | | 54.2 | | 53.9 |
| SK | Striker to Knee | 656 | 91.4 | 706 | 95.7 |
| ST | Striker to Head | 525 | 18.9 | 510 | 28.8 |
| SH | Striker to H-Point | 326 | 120.6 | 401 | 109.9 |

**DATA SHEET NO. 4**
**DUMMY LATERAL CLEARANCE DIMENSIONS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

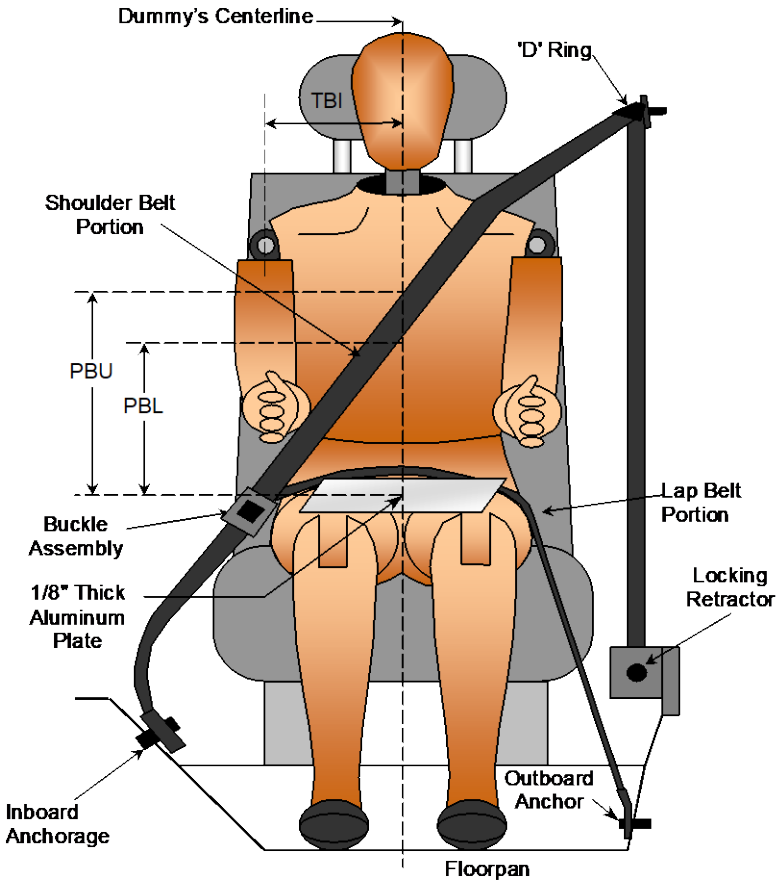



**FRONT VIEW OF DUMMY**

| Code | Measurement Description | Driver | Passenger |
|---|---|---|---|
| | | Length (mm) | |
| AD | Arm to Door | 110 | 68 |
| HD | H-Point to Door | 135 | 164 |
| HR | Head to Side Header | 227 | 259 |
| HS | Head to Side Window | 320 | 355 |
| KK | Knee to Knee | 349 | 229 |
| SHY | Striker to H-Point (Y Direction) | 296 | 312 |
| AA | Ankle to Ankle | 333 | 163 |

**DATA SHEET NO. 5**
**SEAT BELT POSITIONING DATA**

| | | | |
|---|---|---|---|
| Test Vehicle: | 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback | NHTSA No.: | M20205203 |
| Test Program: | NCAP Frontal Barrier Impact Test | Test Date: | 8/5/2020 |




**FRONT VIEW OF DUMMY**

**SEAT BELT POSITIONING MEASUREMENTS**

| Measurement Description | Units | Driver | Passenger |
|---|---|---|---|
| PBU - Top surface of reference to belt upper edge | mm | 385 | 345 |
| PBL - Top surface of reference to belt lower edge | mm | 320 | 265 |

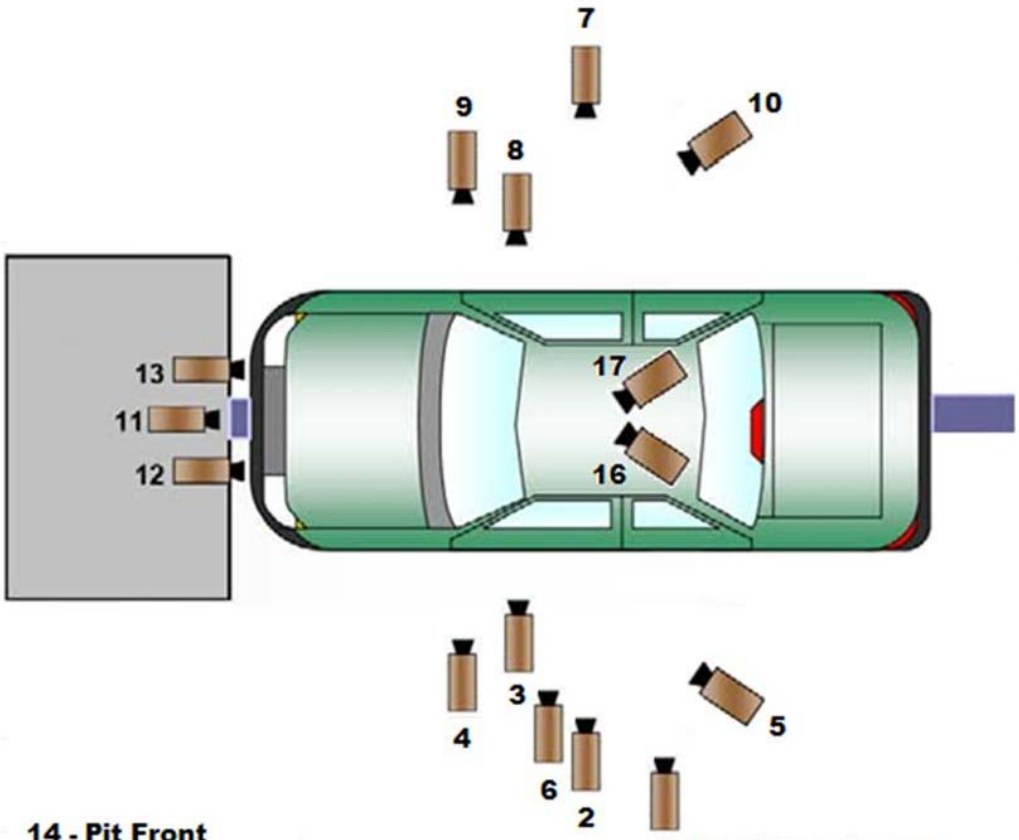
**BELT LENGTH DATA**

| Measurement Description | Units | Driver | Passenger |
|---|---|---|---|
| Shoulder Belt Length as measured on ATD | mm | 890 | 890 |
| Lap Belt Length as measured on ATD | mm | 615 | 650 |
| Remainder of belt on reel | mm | 855 | 820 |
| Total Belt Length for Continuous Webbing Systems | mm | 3060 | 3060 |

**DATA SHEET NO. 6**
**HIGH-SPEED CAMERA LOCATIONS AND DATA**

| | | | |
|---|---|---|---|
| Test Vehicle: | 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback | NHTSA No.: | M20205203 |
| Test Program: | NCAP Frontal Barrier Impact Test | Test Date: | 8/5/2020 |

**CAMERA POSITIONS FOR FRONTAL IMPACTS**




***Camera locations are approximate and not to scale*

**DATA SHEET NO. 6 (CONTINUED)**
**HIGH-SPEED CAMERA LOCATIONS AND DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

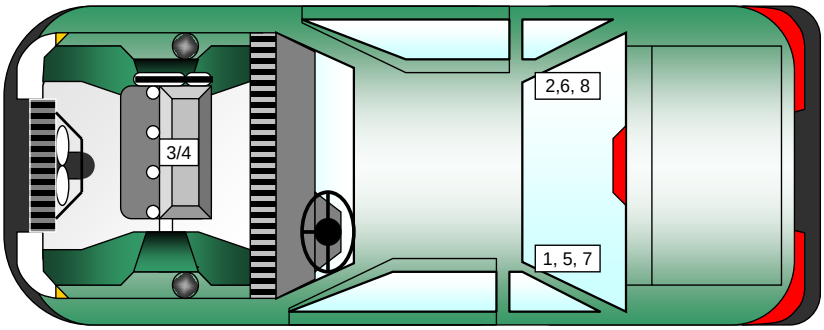
**CAMERA LOCATIONS**

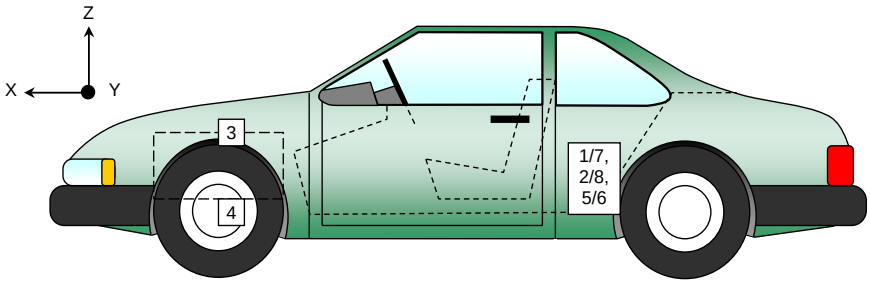
| No. | Camera View | Coordinates* (mm) | | | Lens (mm) | Speed (fps) |
|---|---|---|---|---|---|---|
| | | X | Y | Z | | |
| 1 | Real-Time Left Overall | | | | | 30 |
| 2 | Left Overall | -2050 | -5730 | -1350 | 12 | 1000 |
| 3 | Driver Close-Up | -1950 | -6540 | -1940 | 50 | 1000 |
| 4 | Left Front Half | -1360 | -5710 | -1320 | 24 | 1000 |
| 5 | Left Angle | -7410 | -5750 | -2110 | 75 | 1000 |
| 6 | Steering Column | -1030 | -5820 | -1270 | 50 | 1000 |
| 7 | Right Overall | -1910 | 5430 | -1380 | 12 | 1000 |
| 8 | Passenger Close-Up | -1680 | 6800 | -2070 | 50 | 1000 |
| 9 | Right Front Half | -1150 | 5430 | -1360 | 24 | 1000 |
| 10 | Right Angle | -7450 | 5440 | -2120 | 75 | 1000 |
| 11 | Windshield | 180 | 0 | -2310 | 12 | 1000 |
| 12 | Driver Windshield | 200 | -370 | -2230 | 25 | 1000 |
| 13 | Passenger Windshield | 200 | 370 | -2230 | 25 | 1000 |
| 14 | Pit Front | -1000 | 0 | 3340 | 24 | 1000 |
| 15 | Pit Rear | -3020 | 0 | 3340 | 24 | 1000 |
| 16 | Driver Onboard | | | | 12 | 1000 |
| 17 | Passenger Onboard | | | | 12 | 1000 |
| 18 | Real-Time Pan View | | | | | 30 |

*COORDINATES:
+X = forward of impact plane
+Y = right of monorail centerline
+Z = below ground level

**DATA SHEET NO. 7**
**VEHICLE ACCELEROMETER LOCATIONS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020




**VEHICLE ACCELEROMETER PRE-TEST LOCATIONS**

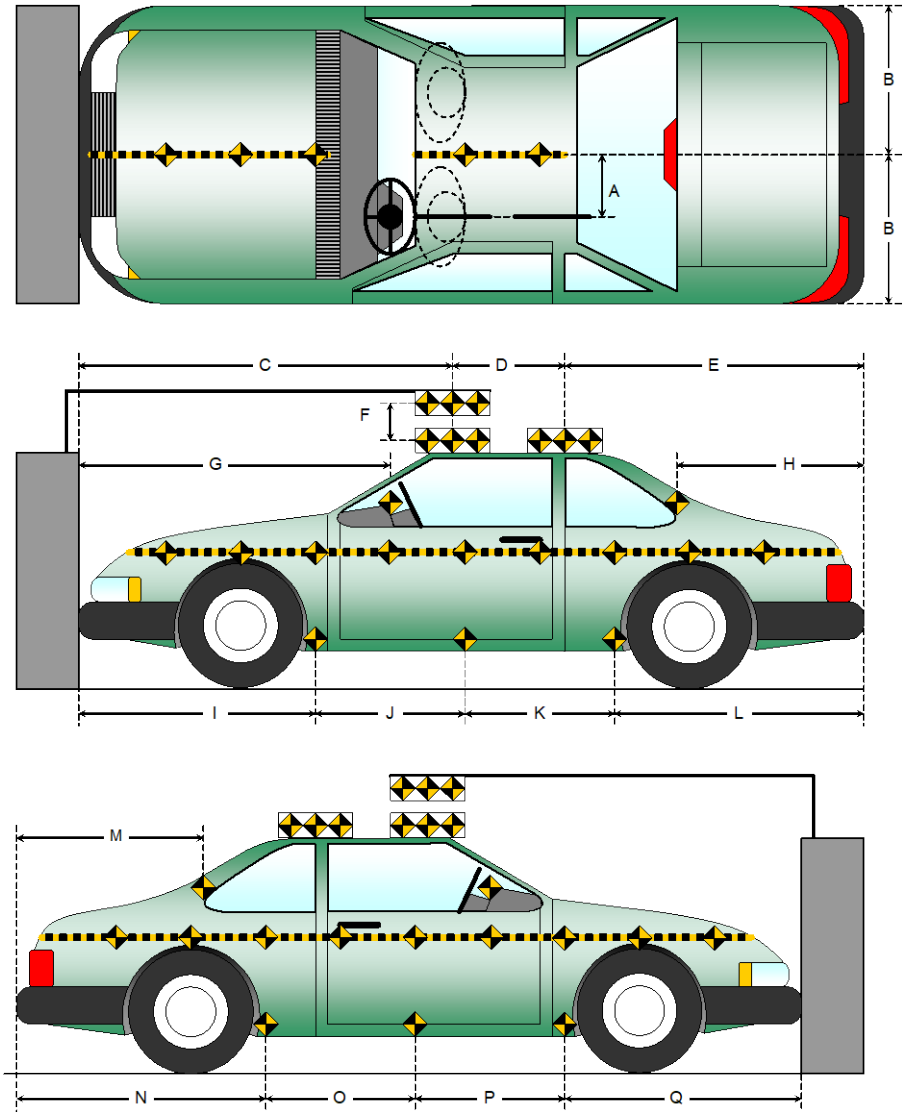
| No. | Accelerometer Location | Measurements (mm) | | |
|---|---|---|---|---|
| | | X | Y | Z |
| 1 | Left Rear Crossmember Accelerometer – X Direction | 1650 | -345 | -302 |
| 2 | Right Rear Crossmember Accelerometer – X Direction | 1650 | 325 | -302 |
| 3 | Engine Top X | 3675 | 95 | -818 |
| 4 | Engine Bottom X | 3770 | 0 | -170 |
| 5 | Left Rear Crossmember Accelerometer – Z Direction | 1650 | -345 | -302 |
| 6 | Right Rear Crossmember Accelerometer – Z Direction | 1650 | 325 | -302 |
| 7 | Left Rear Crossmember Accelerometer Redundant – X Direction | 1650 | -390 | -302 |
| 8 | Right Rear Crossmember Accelerometer Redundant – X Direction | 1650 | 365 | -302 |

Reference Points: X - Rear Surface of Vehicle (+ forward)
Y - Vehicle Centerline (+ to right)
Z - Ground Plane (+ down)

**DATA SHEET NO. 8**
**PHOTOGRAPHIC REFERENCE TARGET LOCATIONS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

| Item | Value (mm) |
|---|---|
| A | 340 |
| B | 937 |
| C | 2320 |
| D | 610 |
| E | 1529 |
| F | 175 |
| G | |
| H | 840 |
| I | 1424 |
| J | 935 |
| K | 935 |
| L | 1165 |
| M | 925 |
| N | 1165 |
| O | 935 |
| P | 935 |
| Q | 1424 |



**DATA SHEET NO. 9**
**LOAD CELL LOCATIONS ON FIXED BARRIER**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**ADVANCED RESEARCH LOAD CELL BARRIER**

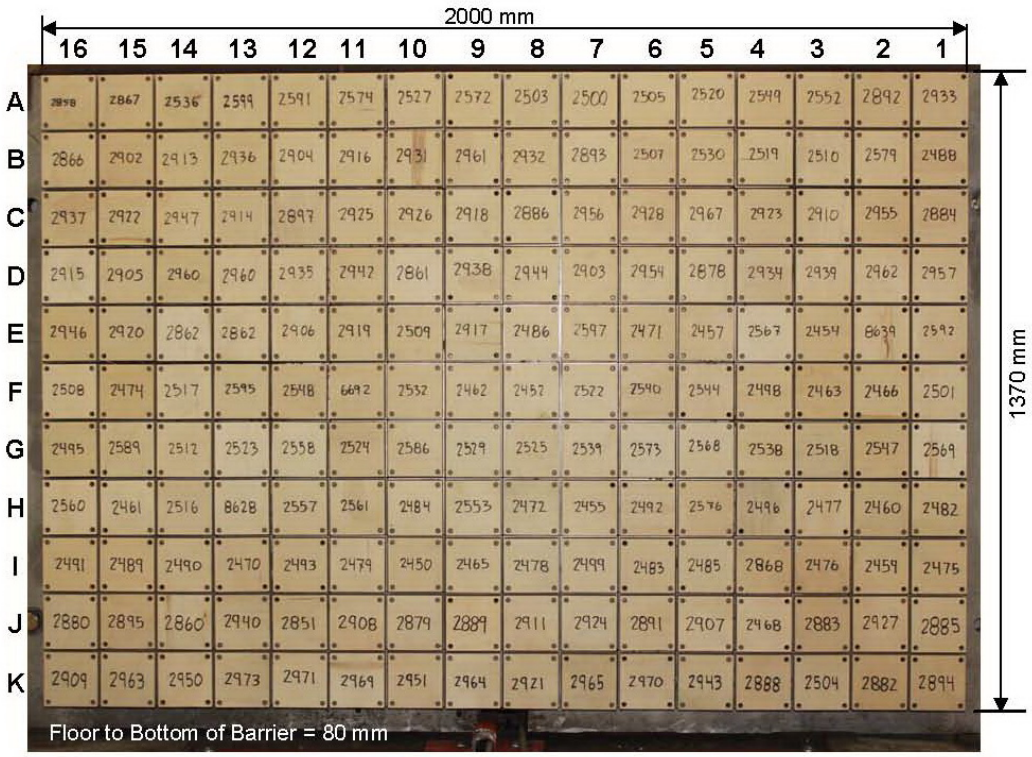



Photo for Reference Only

Centerline

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-16 | A-15 | A-14 | A-13 | A-12 | A-11 | A-10 | A-09 | A-08 | A-07 | A-06 | A-05 | A-04 | A-03 | A-02 | A-01 |
| B-16 | B-15 | B-14 | B-13 | B-12 | B-11 | B-10 | B-09 | B-08 | B-07 | B-06 | B-05 | B-04 | B-03 | B-02 | B-01 |
| C-16 | C-15 | C-14 | C-13 | C-12 | C-11 | C-10 | C-09 | C-08 | C-07 | C-06 | C-05 | C-04 | C-03 | C-02 | C-01 |
| D-16 | D-15 | D-14 | D-13 | D-12 | D-11 | D-10 | D-09 | D-08 | D-07 | D-06 | D-05 | D-04 | D-03 | D-02 | D-01 |
| E-16 | E-15 | E-14 | E-13 | E-12 | E-11 | E-10 | E-09 | E-08 | E-07 | E-06 | E-05 | E-04 | E-03 | E-02 | E-01 |
| F-16 | F-15 | F-14 | F-13 | F-12 | F-11 | F-10 | F-09 | F-08 | F-07 | F-06 | F-05 | F-04 | F-03 | F-02 | F-01 |
| G-16 | G-15 | G-14 | G-13 | G-12 | G-11 | G-10 | G-09 | G-08 | G-07 | G-06 | G-05 | G-04 | G-03 | G-02 | G-01 |
| H-16 | H-15 | H-14 | H-13 | H-12 | H-11 | H-10 | H-09 | H-08 | H-07 | H-06 | H-05 | H-04 | H-03 | H-02 | H-01 |
| I-16 | I-15 | I-14 | I-13 | I-12 | I-11 | I-10 | I-09 | I-08 | I-07 | I-06 | I-05 | I-04 | I-03 | I-02 | I-01 |
| J-16 | J-15 | J-14 | J-13 | J-12 | J-11 | J-10 | J-09 | J-08 | J-07 | J-06 | J-05 | J-04 | J-03 | J-02 | J-01 |
| K-16 | K-15 | K-14 | K-13 | K-12 | K-11 | K-10 | K-09 | K-08 | K-07 | K-06 | K-05 | K-04 | K-03 | K-02 | K-01 |

Load Cells are 121 mm x 121 mm with a 7 mm gap in between each load cell.

**DATA SHEET NO. 10**
**TEST VEHICLE SUMMARY OF RESULTS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**INSTRUMENTATION**

| Instrumentation | Number of Channels Collected |
|---|---|
| Driver Dummy Data Channels | 49 |
| Passenger Dummy Data Channels | 49 |
| Vehicle Structure Accelerometers | 8 |
| Barrier Channels | 528 |
| Total | 634 |

**CAMERA COVERAGE**

| Type of Camera | Number Used in this Test |
|---|---|
| High-Speed Vehicle Onboard | 2 |
| High-Speed Offboard | 14 |
| Real-Time | 2 |
| Total | 18 |

**DATA SHEET NO. 11**
**POST-TEST OBSERVATIONS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**TEST DUMMY INFORMATION AND CONTACT LOCATIONS**

| Description | Driver | Passenger |
|---|---|---|
| Dummy Type / Serial No. | HIII 50% / 351 | HIII 5% / 138 |
| Head Contact | Frontal Airbag, Side Curtain Airbag | Frontal Airbag, Headrest |
| Upper Torso Contact | None | None |
| Lower Torso Contact | None | None |
| Left Knee Contact | Knee Airbag | Knee Airbag |
| Right Knee Contact | Knee Airbag | Knee Airbag |

**DOOR OPENING, TRUNK OPENING, AND SEAT TRACK INFORMATION**

| Description | Driver | Passenger |
|---|---|---|
| Locked/Unlocked Doors | Doors were locked | Doors were locked |
| Front Door Opening | Remained closed and unlocked; opened without tools | Remained closed and unlocked; opened without tools |
| Rear Door Opening | Remained closed and unlocked; opened without tools | Remained closed and unlocked; opened without tools |
| Trunk/Hatch/Tailgate Opening | Remained closed; opened without tools | |
| Seat Track Shift (mm) | 0 | 0 |
| Seat Back Movement | None | None |

**OTHER VEHICLE POST-TEST OBSERVATIONS**

| Critical Areas of Performance | Observations and Conclusions |
|---|---|
| Windshield Damage | Cracked |
| Window Damage | None |
| Other Notable Effects | None |

**VEHICLE REBOUND FROM BARRIER**

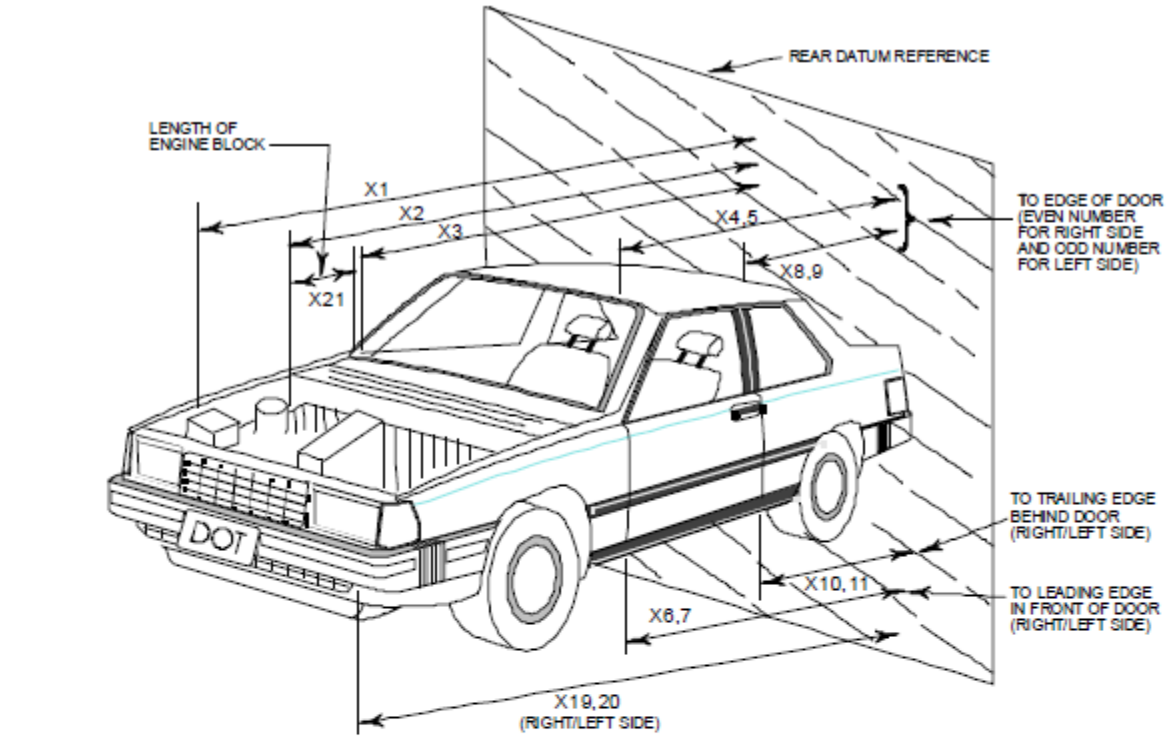
| Measured Parameter | Units | Value |
|---|---|---|
| Left Side | mm | 2205 |
| Center | mm | 2180 |
| Right Side | mm | 2085 |
| Average | mm | 2157 |

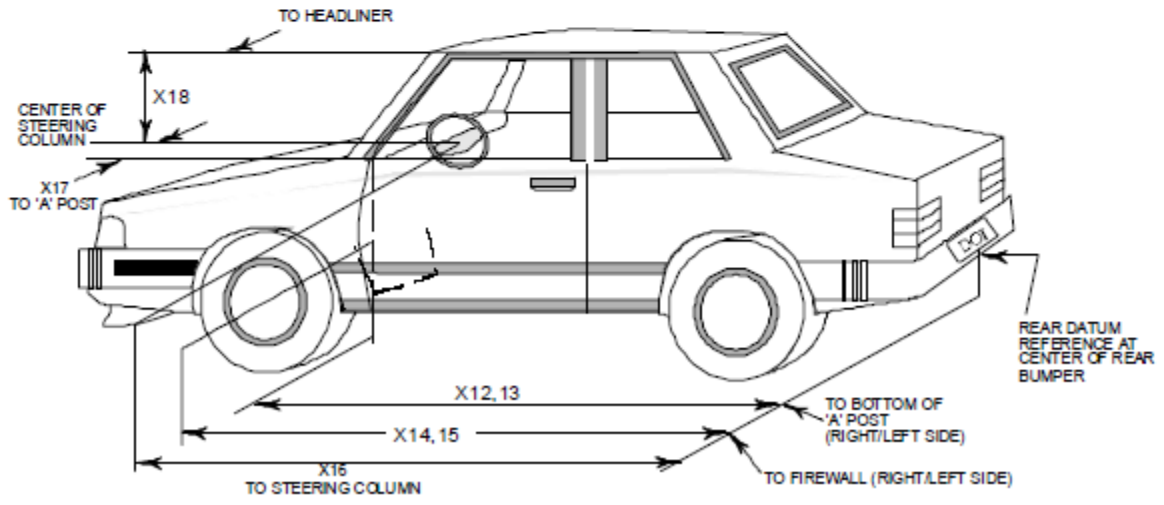
**SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION**

| Restraint Type | Driver | | Passenger | |
|---|---|---|---|---|
| | Mounted | Deployed | Mounted | Deployed |
| Frontal Airbag | Yes | Yes | Yes | Yes |
| Curtain Side Airbag | Yes | Yes | Yes | No |
| Torso/Pelvis Side Airbag | Yes | No | Yes | No |
| Knee Airbag | Yes | Yes | Yes | Yes |
| Seat Belt Pretensioner | Yes | Yes | Yes | Yes |
| Seat Belt Load Limiter | Yes | | Yes | |
| Other | | | | |

**DATA SHEET NO. 12**
**VEHICLE PROFILE MEASUREMENTS**

| | | | |
|---|---|---|---|
| Test Vehicle: | 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback | NHTSA No.: | M20205203 |
| Test Program: | NCAP Frontal Barrier Impact Test | Test Date: | 8/5/2020 |



**DATA SHEET NO. 12 (CONTINUED)**
**VEHICLE PROFILE MEASUREMENTS**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

| No. | Measurement Description | Pre-Test | Post-Test | Difference |
|---|---|---|---|---|
| 1 | Total Length of Vehicle at Centerline | 4459 | 3991 | 468 |
| 2 | RSOV to Front of Engine | 3785 | 3596 | 189 |
| 3 | RSOV to Firewall | 3485 | 3328 | 157 |
| 4 | RSOV to Upper Leading Edge of Right Door | 2966 | 2958 | 8 |
| 5 | RSOV to Upper Leading Edge of Left Door | 2966 | 2960 | 6 |
| 6 | RSOV to Lower Leading Edge of Right Door | 2985 | 2977 | 8 |
| 7 | RSOV to Lower Leading Edge of Left Door | 2985 | 2991 | -6 |
| 8 | RSOV to Upper Trailing Edge of Right Door | 1881 | 1877 | 4 |
| 9 | RSOV to Upper Trailing Edge of Left Door | 1881 | 1884 | -3 |
| 10 | RSOV to Lower Trailing Edge of Right Door | 1885 | 1880 | 5 |
| 11 | RSOV to Lower Trailing Edge of Left Door | 1885 | 1890 | -5 |
| 12 | RSOV to Bottom of “A” Post of Right Side | 2982 | 2962 | 20 |
| 13 | RSOV to Bottom of “A” Post of Left Side | 2980 | 2967 | 13 |
| 14 | RSOV to Firewall, Right Side | 3322 | 3330 | -8 |
| 15 | RSOV to Firewall, Left Side | 3322 | 3315 | 7 |
| 16 | RSOV to Steering Column | 2548 | 2632 | -84 |
| 17 | Center of Steering Column to “A” Post | 400 | 373 | 27 |
| 18 | Center of Steering Column to Headliner | 438 | 430 | 8 |
| 19 | RSOV to Right Side of Front Bumper | 4291 | 3888 | 403 |
| 20 | RSOV to Left Side of Front Bumper | 4291 | 3936 | 355 |
| 21 | Length of Engine Block | 460 | 460 | 0 |
| RD | RSOV to Right Side of Dash Panel | 2798 | 2829 | -31 |
| CD | RSOV to Center of Dash Panel | 2815 | 2840 | -25 |
| LD | RSOV to Left Side of Dash Panel | 2798 | 2820 | -22 |

All Dimensions in mm

**DATA SHEET NO. 13**
**ACCIDENT INVESTIGATION DIVISION DATA**

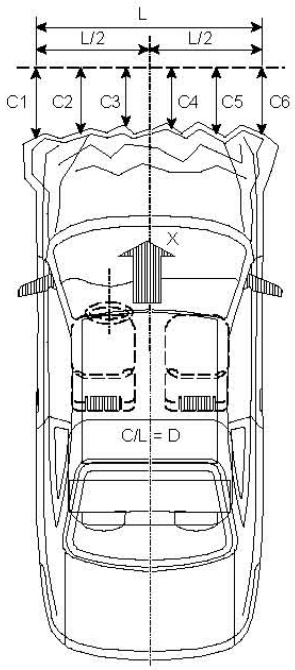
Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback
Test Program: NCAP Frontal Barrier Impact Test
NHTSA No.: M20205203
Test Date: 8/5/2020

**VEHICLE INFORMATION**

VIN: 1N4AZ1BP6LC300855
Vehicle Size Category: Passenger Car
Wheelbase (mm): 2700
Test Weight (kg): 1775.0

**ACCELEROMETER DATA**

Accelerometer Locations: As per Data Sheet No. 7
Cal. Procedure/Interval: MGA Procedure / 6 month
Integration Algorithm: Trapezoidal
Linearity: > 99%
Impact Velocity (km/h): 56.35
Velocity Change (km/h): 66.7
Time of Separation (msec) 99




**CRUSH PROFILE**

Collision Deformation Classification: 12FDEW3
Midpoint of Damage: Centerline
Damage Region Length (mm): 1310
Impact Mode: Frontal

| No. | Measurement Description | Units | Pre-Test | Post-Test | Difference |
|---|---|---|---|---|---|
| C1 | Crush zone 1 at left side | mm | 4291 | 3936 | 355 |
| C2 | Crush zone 2 at left side | mm | 4428 | 3931 | 497 |
| C3 | Crush zone 3 at left side | mm | 4455 | 3975 | 480 |
| C4 | Crush zone 4 at right side | mm | 4455 | 3944 | 511 |
| C5 | Crush zone 5 at right side | mm | 4428 | 3900 | 528 |
| C6 | Crush zone 6 at right side | mm | 4291 | 3888 | 403 |
| L | C1 TO C6 | mm | 1310 | 1330 | -20 |

**DATA SHEET NO. 14**
**VEHICLE INTRUSION MEASUREMENTS**

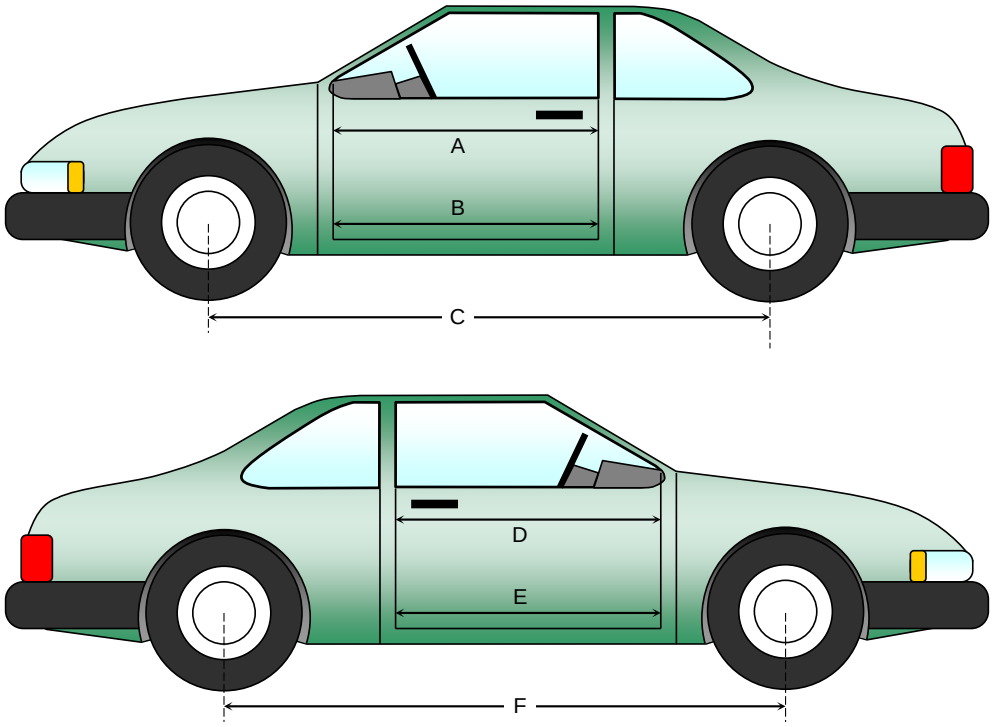
Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback
Test Program: NCAP Frontal Barrier Impact Test
NHTSA No.: M20205203
Test Date: 8/5/2020

**DOOR OPENING WIDTH**

| Item | Description | Units | Pre-Test | Post-Test | Difference |
|---|---|---|---|---|---|
| A | Left Side Upper | mm | 960 | 960 | 0 |
| B | Left Side Lower | mm | 955 | 955 | 0 |
| D | Right Side Upper | mm | 960 | 960 | 0 |
| E | Right Side Lower | mm | 955 | 955 | 0 |

**WHEELBASE MEASUREMENTS**

| Item | Description | Units | Pre-Test | Post-Test | Difference |
|---|---|---|---|---|---|
| C | Left Side Wheelbase | mm | 2700 | 2638 | 62 |
| F | Right Side Wheelbase | mm | 2700 | 2640 | 60 |



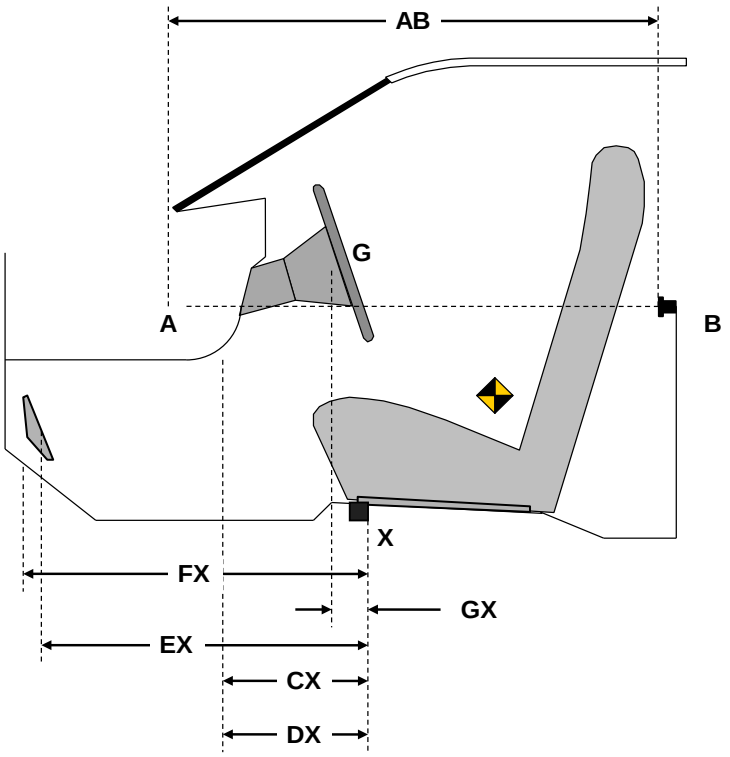
## DATA SHEET NO. 14 (CONTINUED)
## VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback
NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test
Test Date: 8/5/2020

### DRIVER COMPARTMENT INTRUSION

| Item | Description | Units | Pre-Test | Post-Test | Difference |
|---|---|---|---|---|---|
| AB | Door Opening (Inside Window Jam) | mm | 805 | 805 | 0 |
| CX | Left Knee Bolster to X | mm | 235 | 242 | -7 |
| DX | Right Knee Bolster to X | mm | 220 | 224 | -4 |
| EX | Brake Pedal to X | mm | 525 | 502 | 23 |
| FX | Foot Rest to X | mm | 545 | 538 | 7 |
| GX | Center of Steering Column Wheel Hub to X | mm | 40 | 83 | -43 |

X = Front of Seat Track (stationary)




**DRIVER COMPARTMENT**

**DATA SHEET NO. 15**
**SUMMARY OF FMVSS 212 AND FMVSS 219 (PARTIAL) DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**WINDSHIELD MOUNTING DETAILS**

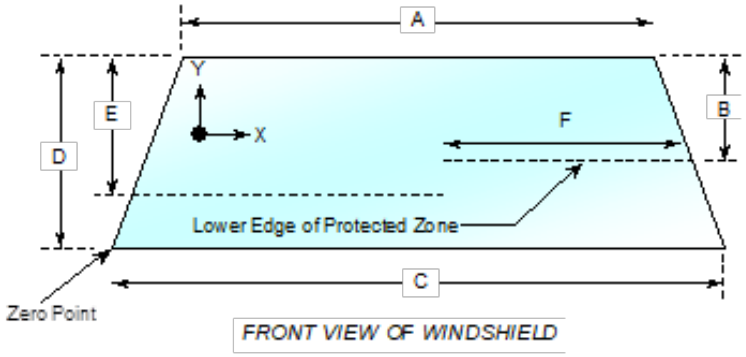
Windshield glass is secured to the vehicle frame with a rubber trim and glue.

The standard requires that the post-test retention measurement be a minimum of 75 percent of the pre-test total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles which are equipped with occupant passive restraints.

**Temperature of windshield molding during test:** 21.4°C.

**WINDSHIELD PERIPHERY MEASUREMENTS**

| Measurement | Pre-Test (mm) | Post-Test (mm) | % of Retention |
|---|---|---|---|
| Left Side | 2133 | 2133 | 100 |
| Right Side | 2168 | 2168 | 100 |
| Total | 4301 | 4301 | 100 |



FRONT VIEW OF WINDSHIELD

| Item | Units | Value |
|---|---|---|
| A | mm | 1195 |
| B | mm | 503 |
| C | mm | 1410 |
| D | mm | 845 |
| E | mm | 543 |
| F | mm | 500 |

**AREA OF PROTECTED ZONE FAILURES**

A. Provide coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one that is normally in contact with the windshield. **None**

| X | Y |
|---|---|
| | |
| | |
| | |
| | |

B. Provide coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component. **None**

| X | Y |
|---|---|
| | |
| | |
| | |
| | |

**DATA SHEET NO. 16**
**FMVSS 301 BARRIER IMPACT AND STATIC ROLLOVER**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA**

Temperature at Time of Impact: 21.4°C Test Time: 11:42 a.m.

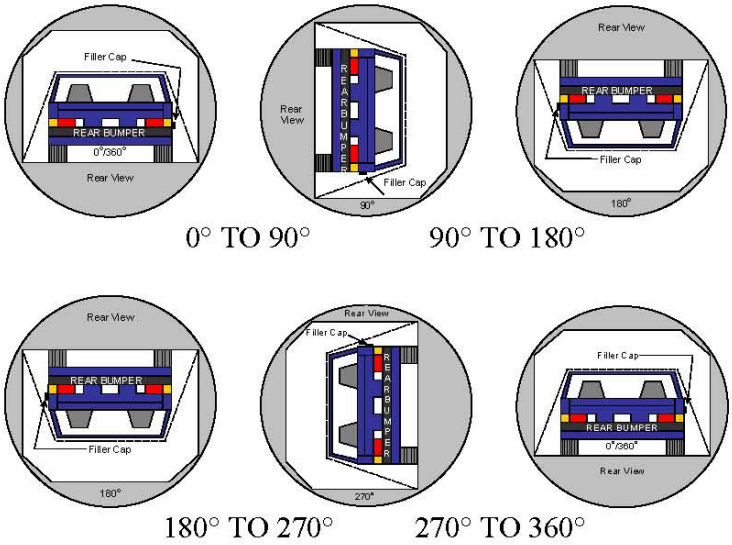
A. From impact until vehicle motion ceases: (Maximum Allowable = 1 ounce) N/A oz.

B. For the 5 minute period after motion ceases: (Maximum Allowable = 5 ounces) N/A oz.

C. For the following 25 minutes: (Maximum Allowable = 1 ounce / minute) N/A

D. Spillage Details: N/A

**FMVSS 301 STATIC ROLLOVER RESULTS**




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: **None**

**SOLVENT COLLECTION TIME TABLE IN SECONDS**

| Test Phase | Rotation Time | Hold Time | Total Time |
|---|---|---|---|
| 0° to 90° | | | |
| 90° to 180° | | | |
| 180° to 270° | | | |
| 270° to 360° | | | |

**DATA SHEET NO. 16 (CONTINUED)**
**FMVSS 301 BARRIER IMPACT AND STATIC ROLLOVER**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**FMVSS 301 SPILLAGE TABLE (UNITS IN OUNCES)**

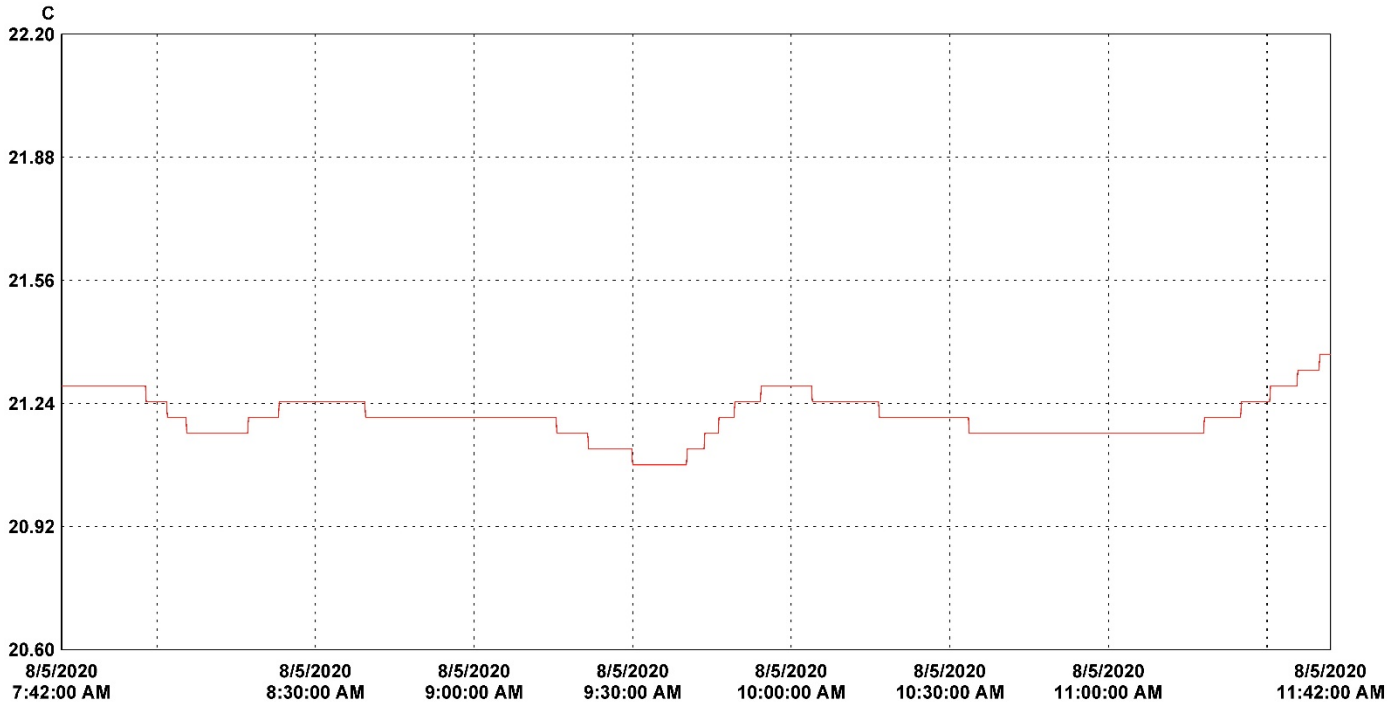
| Test Phase | First 5 Minutes | Sixth Minute | Seventh Minute | Eight Minute |
|---|---|---|---|---|
| 0° to 90° | | | | |
| 90° to 180° | | | | |
| 180° to 270° | | | | |
| 270° to 360° | | | | |

**SOLVENT SPILLAGE LOCATION TABLE**

| Test Phase | Spillage Location |
|---|---|
| 0° to 90° | |
| 90° to 180° | |
| 180° to 270° | |
| 270° to 360° | |

**DATA SHEET NO. 17**
**DUMMY/VEHICLE TEMPERATURE STABILIZATION DATA**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020




30 minutes/div 4 hours (M/d/yyyy h:mm:ss tt) Central Time Graph file (truncated): M20205203 2020 Nissan Leaf S 5-Door Hatchback NCAP.spg

| LN | Serial # | Description | CH | Value | Maximum | Average | Minimum | Units | CH description | Logger file |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15212045 | VSC_Prep_Room | 1 | | 21.37 | 21.20 | 21.08 | C | Temperature | 15212045_VSC_Prep_Room.spl |

**DATA SHEET NO. 305-1**
**GENERAL TEST AND VEHICLE PARAMETER DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**ELECTRIC VEHICLE PROPULSION SYSTEM**

| | Units | Observations and Conclusions |
|---|---|---|
| Type of Electric Vehicle | | Electric |
| Propulsion Battery Type | | Laminated Lithium Ion |
| Nominal Voltage | V | 360 |
| Physical Location of Automatic Propulsion Battery Disconnect | | Inside of the Battery Pack System |
| Auxiliary Battery Type | | Lead Acid |

**PROPULSION BATTERY SYSTEM DATA**

| | Units | | Observations and Conclusions |
|---|---|---|---|
| Electrolyte Fluid Type | | | Organic Electrolyte |
| Electrolyte Fluid Specific Gravity | g/L | | 1.206 |
| Electrolyte Fluid Kinematic Viscosity | cSt | | 4.6 |
| Electrolyte Fluid Color | | | Clear |
| Propulsion Battery Coolant Type, Color, Specific Gravity (if applicable) | | | Air-Cooled |
| Location of Battery Modules | | | Inside Passenger Compartment |
| | | X | Outside Passenger Compartment |
| | | | The high-voltage battery is located below the occupant compartment. |

**PROPULSION BATTERY STATE OF CHARGE**

| | |
|---|---|
| *For all battery types:* | |
| Voltage range corresponding to **useable energy** of the battery: | |
| Minimum State of Charge | |
| Maximum State of Charge | 403 V |
| 95% of Maximum State of Charge | 383 V |
| Test Voltage - No less than 95% of maximum State of Charge | 400.1 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 | |
| Maximum State of Charge | |
| Test Voltage – Maximum practicable State of Charge within Normal Operating Range | |

**DATA SHEET NO. 305-2**
**PRE-IMPACT DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)**

| | |
|---|---|
| Details of Vehicle Chassis Ground Point(s) & Location(s) | Vehicle underbody center tunnel area holding bracket |

**PROPULSION BATTERY SYSTEM**

| | |
|---|---|
| Details of Electric Energy Storage/Conversion System Test Points | Connected at + and – lines of main propulsion battery harness |
| Additional Comments | None |

**DATA SHEET NO. 305-3**
**PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**VOLTMETER INFORMATION**

| | Units | Observations and Conclusions |
|---|---|---|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 17210161 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 10/13/2019 |

**PROPULSION BATTERY 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.

NOTE: 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 | 400.1 |

**ELECTRIC ISOLATION MEASUREMENTS**
**PROPULSION BATTERY TO VEHICLE CHASSIS**

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

| | | |
|---|---|---|
| V1 | V | 262.0 |
| V2 | V | 143.7 |

**PROPULSION BATTERY 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 | 193,200 |

| | | |
|---|---|---|
| V1' Pre-Impact | V | 22.6 |
| V2' Pre-Impact | V | 27.1 |

**DATA SHEET NO. 305-3 (CONTINUED)**
**PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS**
**FOR INDICANT FMVSS NO. 305 TESTING**

| | | | |
|---|---|---|---|
| Test Vehicle: | 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback | NHTSA No.: | M20205203 |
| Test Program: | NCAP Frontal Barrier Impact Test | Test Date: | 8/5/2020 |

**ELECTRICAL ISOLATION CALCULATIONS**

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 Pre-Impact | Ω | 3,169,031 |
| Ri2 = Ro (1 + V1/V2) [(V2-V2’)/V2’] | | |
| Ri2 Pre-Impact | Ω | 2,346,846 |
| Ri = The lesser of Ri1 and Ri2 | | |
| Ri Pre-Impact | Ω | 2,346,846 |
| Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage | | |
| Ri / Vb Pre-Impact | Ω | 5,866 |

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

| | Yes | No (Fail) |
|---|---|---|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

**DATA SHEET NO. 305-4**
**POST-IMPACT DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**VOLTMETER INFORMATION**

| | Units | Observations and Conclusions |
|---|---|---|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 17210161 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 10/13/2019 |

**ELECTRICAL ISOLATION MEASUREMENTS**

| | | |
|---|---|---|
| Vb Post-Impact | V | 8.3 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| V1 Post-Impact | V | 15.6 | Impact Time | 1 | Minutes | 42 | Seconds |
| V2 Post-Impact | V | 1.3 | | 1 | Minutes | 53 | Seconds |
| V1' Post-Impact | V | 0.0 | | 1 | Minutes | 59 | Seconds |
| V2' Post-Impact | V | 0.0 | | 2 | Minutes | 01 | Seconds |

**DATA SHEET NO. 305-4 (CONTINUED)**
**POST-IMPACT DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

| | | | |
|---|---|---|---|
| Test Vehicle: | 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback | NHTSA No.: | M20205203 |
| Test Program: | NCAP Frontal Barrier Impact Test | Test Date: | 8/5/2020 |

**ELECTRICAL ISOLATION CALCULATIONS**

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 Post-Impact | Ω | Zero Volts | Impact Time | 1 | Minutes | 59 | Seconds |
| Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2'] | | | | | | | |
| Ri2 Post-Impact | Ω | Zero Volts | Impact Time | 2 | Minutes | 01 | Seconds |
| Ri = The lesser of Ri1 and Ri2 | | | | | | | |
| Ri Post-Impact | Ω | Zero Volts | Impact Time | 2 | Minutes | 01 | Seconds |
| Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage | | | | | | | |
| Ri / Vb Post-Impact | Ω | Zero Volts | Impact Time | 2 | Minutes | 01 | Seconds |

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

| | Yes | No (Fail) |
|---|---|---|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

**DATA SHEET NO. 305-4 (CONTINUED)**
**POST-IMPACT DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**PROPULSION BATTERY SYSTEM COMPONENTS**

| Describe any Propulsion Battery Module movement within the passenger compartment [Supply photographs as appropriate]: |
|---|
| Not Applicable |

| | Yes (Fail) | No |
|---|---|---|
| Has the Propulsion Battery Module moved within the passenger compartment? | | X |

| Describe intrusion of an outside Propulsion Battery Component into the passenger compartment [Supply photographs as appropriate]: |
|---|
| No Intrusion |

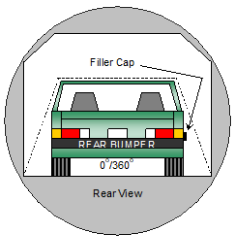
| | Yes (Fail) | No |
|---|---|---|
| Has an outside Propulsion Battery Component intruded into the passenger compartment? | | X |

| | Yes (Fail) | No |
|---|---|---|
| Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment? | | X |

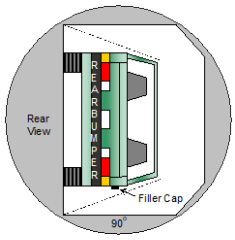
**DATA SHEET NO. 305-5**
**STATIC ROLLOVER TEST DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

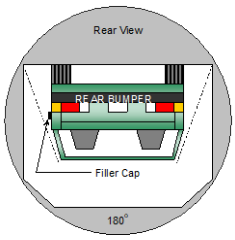
## PROPULSION BATTERY SYSTEM COMPONENTS



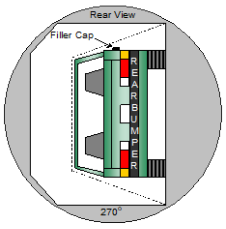

**0°/360°**




**90°**




**180°**




**270°**

## PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

| Test Phase | Rotation Time (spec. 1-3 min) | | | | FMVSS 301 Hold Time | | Total Time | | | | Next Whole Minute Interval | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0° - 90° | 1 | min | 51 | sec | 5 | min | 6 | min | 51 | sec | 7 | min |
| 90° - 180° | 1 | min | 50 | sec | 5 | min | 6 | min | 50 | sec | 7 | min |
| 180° - 270° | 1 | min | 48 | sec | 5 | min | 6 | min | 48 | sec | 7 | min |
| 270° - 360° | 1 | min | 51 | sec | 5 | min | 6 | min | 51 | sec | 7 | min |

## TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

NOTE: The maximum allowable Propulsion Battery Electrolyte Spillage is 5.0 Liters.

| Test Phase | Propulsion Battery 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 | |

| | Yes (Fail) | No |
|---|---|---|
| Is the total Propulsion Battery Electrolyte Spillage greater than 5.0 Liters? | | X |
| Is the Propulsion Battery Electrolyte Spillage visible in the passenger compartment? | | X |

**DATA SHEET NO. 305-5 (CONTINUED)**
**STATIC ROLLOVER TEST DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**VOLTMETER INFORMATION**

| | Units | Observations and Conclusions |
|---|---|---|
| Make | | Fluke |
| Model | | 177 |
| Serial Number | | 17210161 |
| Internal Impedance Value | MΩ | > 10 MΩ < 100 pF |
| Resolution | V | 0.001 |
| Last Calibration Date | | 10/13/2019 |

**ELECTRICAL ISOLATION MEASUREMENTS**

| | | |
|---|---|---|
| Vb Post-Impact | V | 8.3 |

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.

| | Voltage | Units | Test Phase | Time | | | |
|---|---|---|---|---|---|---|---|
| V1 | 0.2 | V | 0° | | min | | sec |
| | 0.5 | | 90° | 4 | | 03 | |
| | 0.7 | | 180° | 3 | | 25 | |
| | 0.8 | | 270° | 3 | | 37 | |
| | 0.8 | | 360° | 4 | | 10 | |
| V2 | 0.0 | V | 0° | | min | | sec |
| | 0.0 | | 90° | 4 | | 08 | |
| | 0.0 | | 180° | 3 | | 33 | |
| | 0.0 | | 270° | 3 | | 40 | |
| | 0.0 | | 360° | 4 | | 14 | |
| V1' | 0.0 | V | 0° | | min | | sec |
| | 0.0 | | 90° | 4 | | 15 | |
| | 0.0 | | 180° | 3 | | 37 | |
| | 0.0 | | 270° | 3 | | 45 | |
| | 0.0 | | 360° | 4 | | 18 | |
| V2' | 0.0 | V | 0° | | min | | sec |
| | 0.0 | | 90° | 4 | | 18 | |
| | 0.0 | | 180° | 3 | | 40 | |
| | 0.0 | | 270° | 3 | | 48 | |
| | 0.0 | | 360° | 4 | | 22 | |

**DATA SHEET NO. 305-5 (CONTINUED)**
**STATIC ROLLOVER TEST DATA**
**FOR INDICANT FMVSS NO. 305 TESTING**

Test Vehicle: 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback NHTSA No.: M20205203
Test Program: NCAP Frontal Barrier Impact Test Test Date: 8/5/2020

**ELECTRICAL ISOLATION CALCULATIONS**

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.

| | Voltage | Units | Test Phase | Time | | | |
|---|---|---|---|---|---|---|---|
| Ri1 = Ro (1 + V2/V1) [(V1-V1')/V1'] | | | | | | | |
| Ri1 | Zero Volts | Ω | 0° | | min | | sec |
| | Zero Volts | | 90° | 4 | | 15 | |
| | Zero Volts | | 180° | 3 | | 37 | |
| | Zero Volts | | 270° | 3 | | 45 | |
| | Zero Volts | | 360° | 4 | | 18 | |
| Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2'] | | | | | | | |
| Ri2 | Zero Volts | Ω | 0° | | min | | sec |
| | Zero Volts | | 90° | 4 | | 18 | |
| | Zero Volts | | 180° | 3 | | 40 | |
| | Zero Volts | | 270° | 3 | | 48 | |
| | Zero Volts | | 360° | 4 | | 22 | |
| Ri = The lesser of Ri1 and Ri2 | | | | | | | |
| Ri | Zero Volts | Ω | 0° | | min | | sec |
| | Zero Volts | | 90° | 4 | | 18 | |
| | Zero Volts | | 180° | 3 | | 40 | |
| | Zero Volts | | 270° | 3 | | 48 | |
| | Zero Volts | | 360° | 4 | | 22 | |
| Ri / Vb = Electrical Isolation Value / Nominal Battery Voltage | | | | | | | |
| Ri / Vb | Zero Volts | Ω/V | 0° | | min | | sec |
| | Zero Volts | | 90° | 4 | | 18 | |
| | Zero Volts | | 180° | 3 | | 40 | |
| | Zero Volts | | 270° | 3 | | 48 | |
| | Zero Volts | | 360° | 4 | | 22 | |

NOTE: The minimum Electrical Isolation Value is 500 Ω/V.

| | Yes | No (Fail) |
|---|---|---|
| Is the measured Electrical Isolation Value ≥ 500 Ω/V? | X | |
| Additional Comments | None | |

# APPENDIX A
# PHOTOGRAPHS

## TABLE OF PHOTOGRAPHS

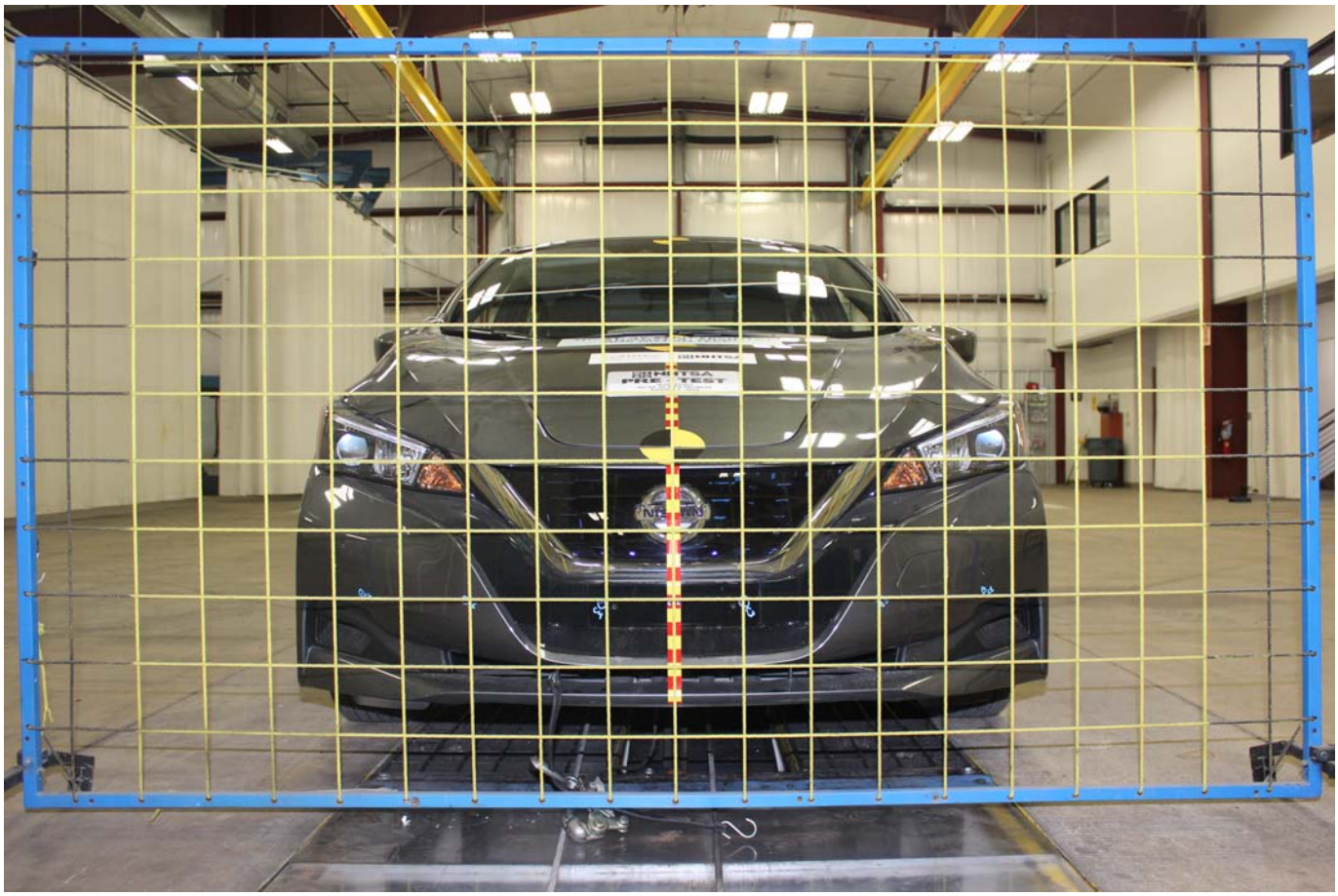


Photo No. 001 - Load Cell Location

PHOTOGRAPH NOT AVAILABLE

Photo No. 002 - Pre-Test Load Cell Wall


Photo No. 003 - Post-Test Load Cell Wall


Photo No. 004 - Manufacturer Label

Photo No. 005 - Tire Placard

Photo No. 006 - 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback Frontal As Delivered

Photo No. 007 - Left Rear 3-4 View, As Received

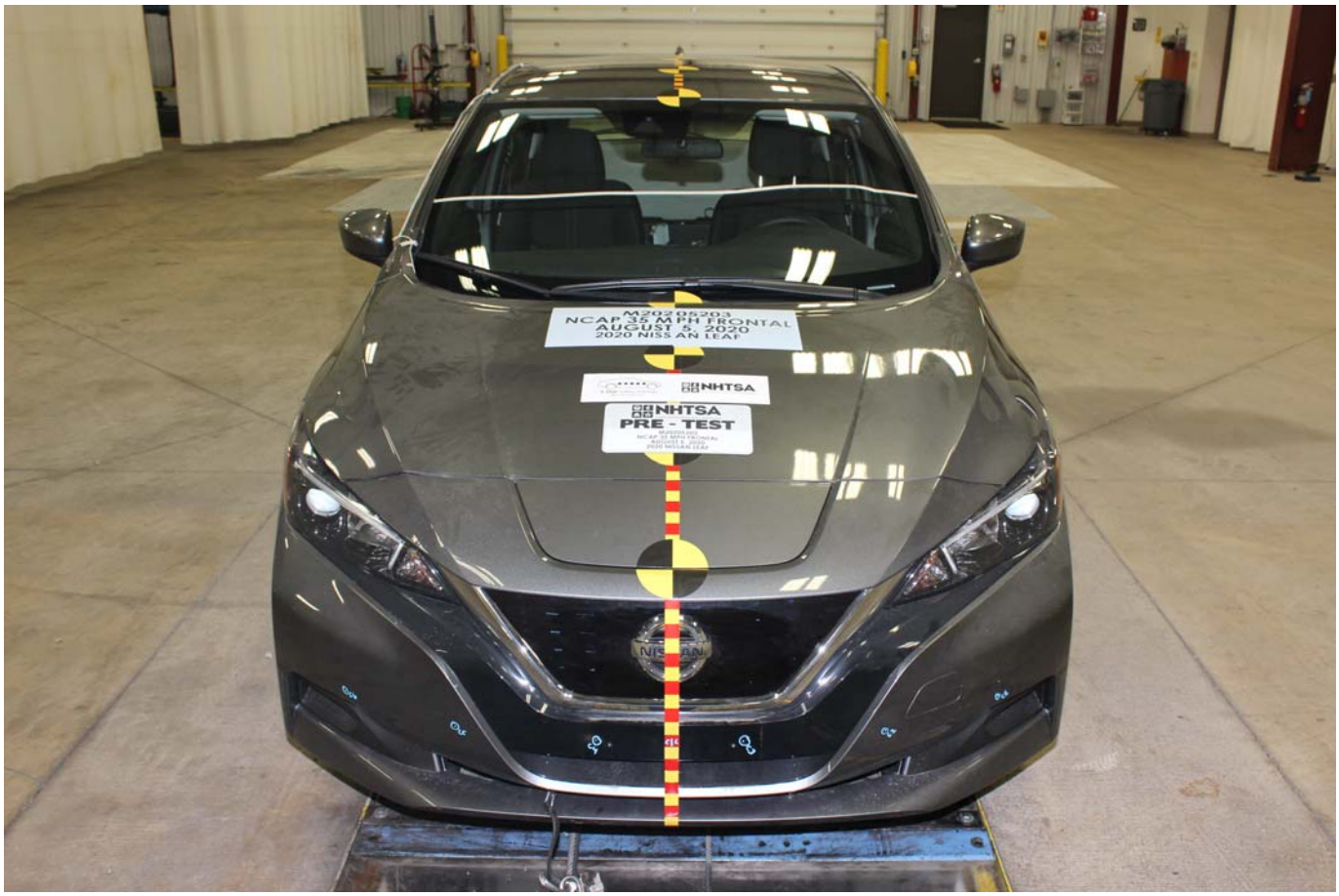


Photo No. 008 - Pre-Test Front View of Test Vehicle

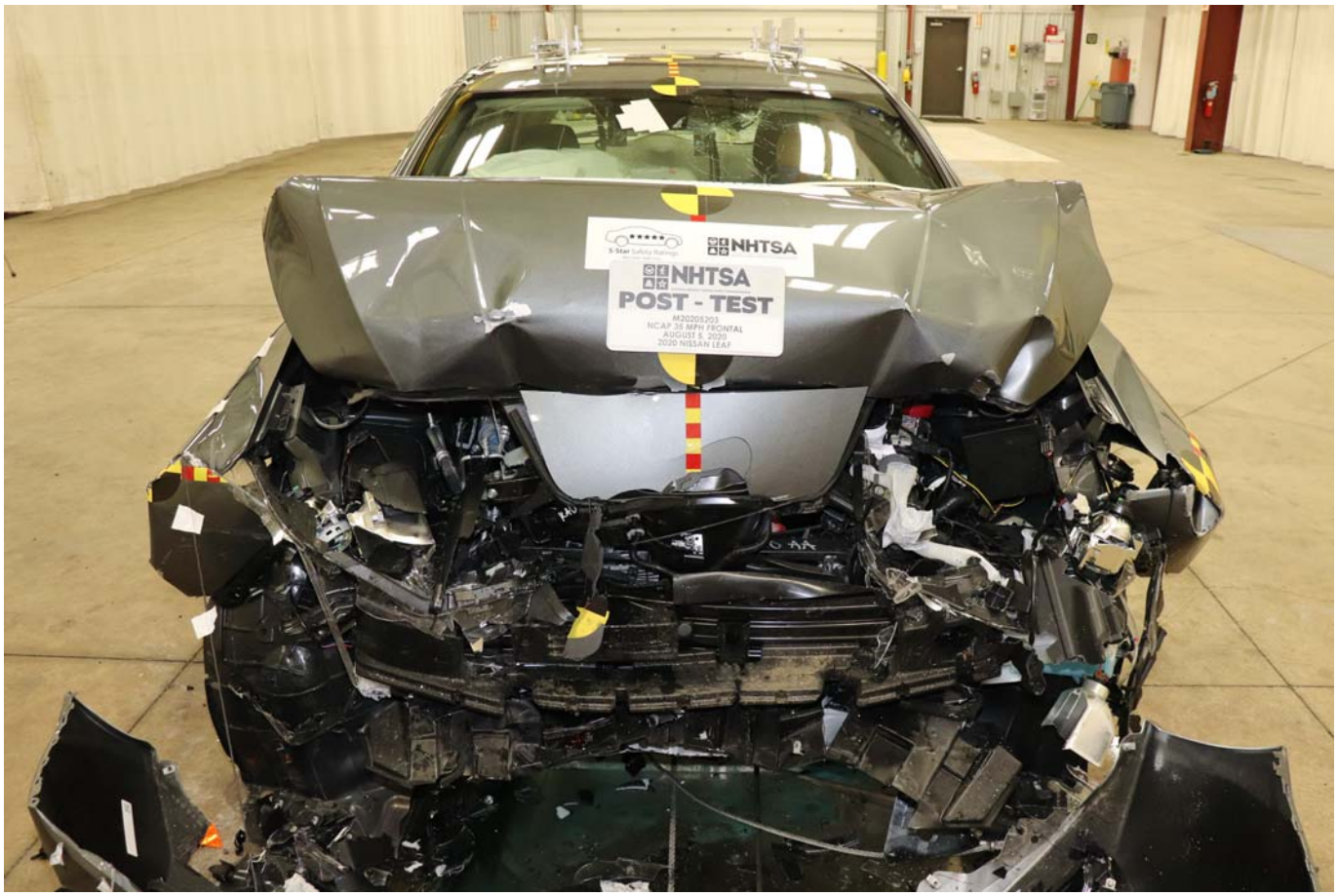


Photo No. 009 - Post-Test Front View of Test Vehicle

Photo No. 010 - Pre-Test Left View of Test Vehicle


Photo No. 011 - Post-Test Left View of Test Vehicle


Photo No. 012 - Pre-Test Right View of Test Vehicle


Photo No. 013 - Post-Test Right View of Test Vehicle


Photo No. 014 - Pre-Test Right Front 3-4 View

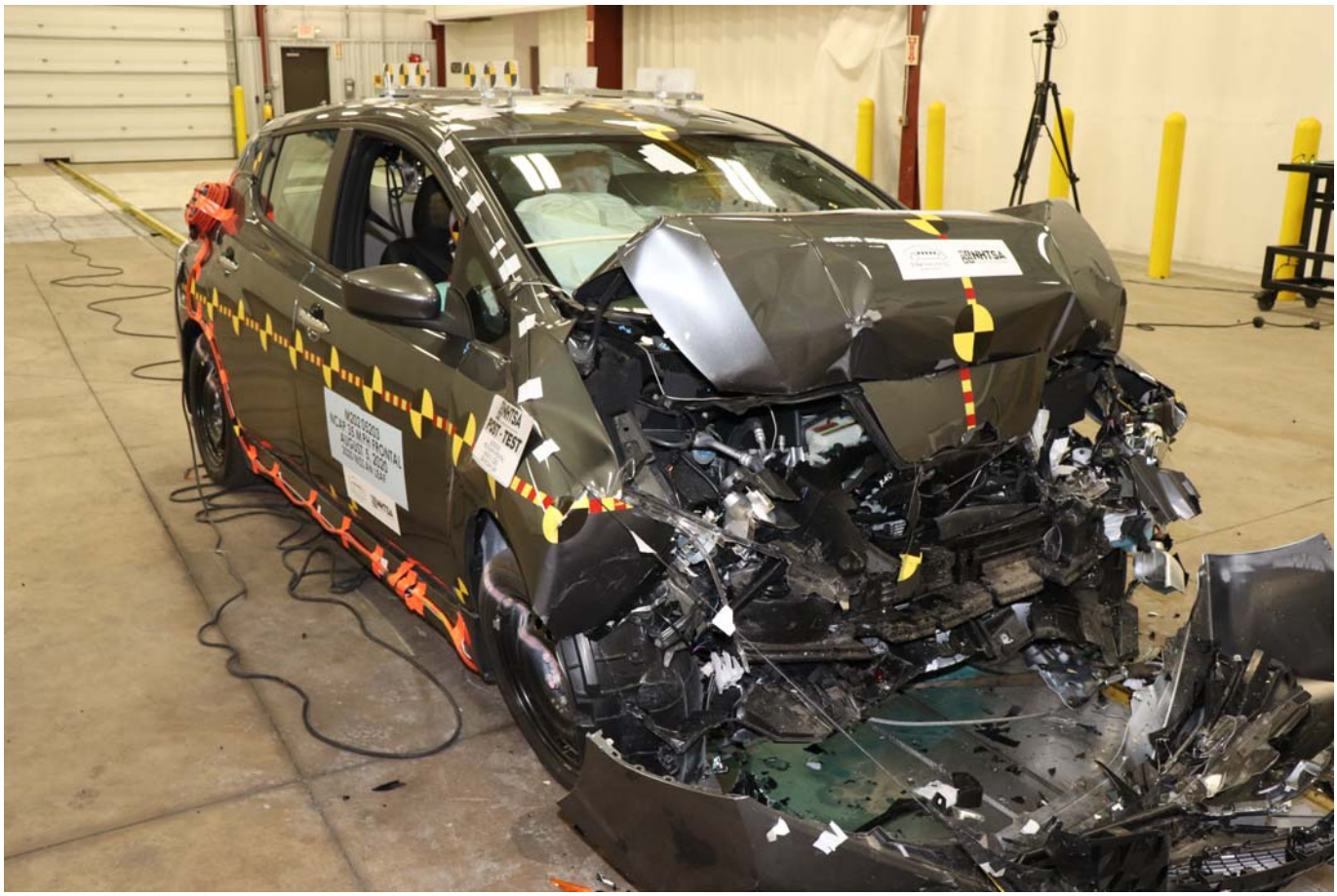



Photo No. 015 - Post-Test Right Front 3-4 View


Photo No. 016 - Pre-Test Left Rear 3-4 View

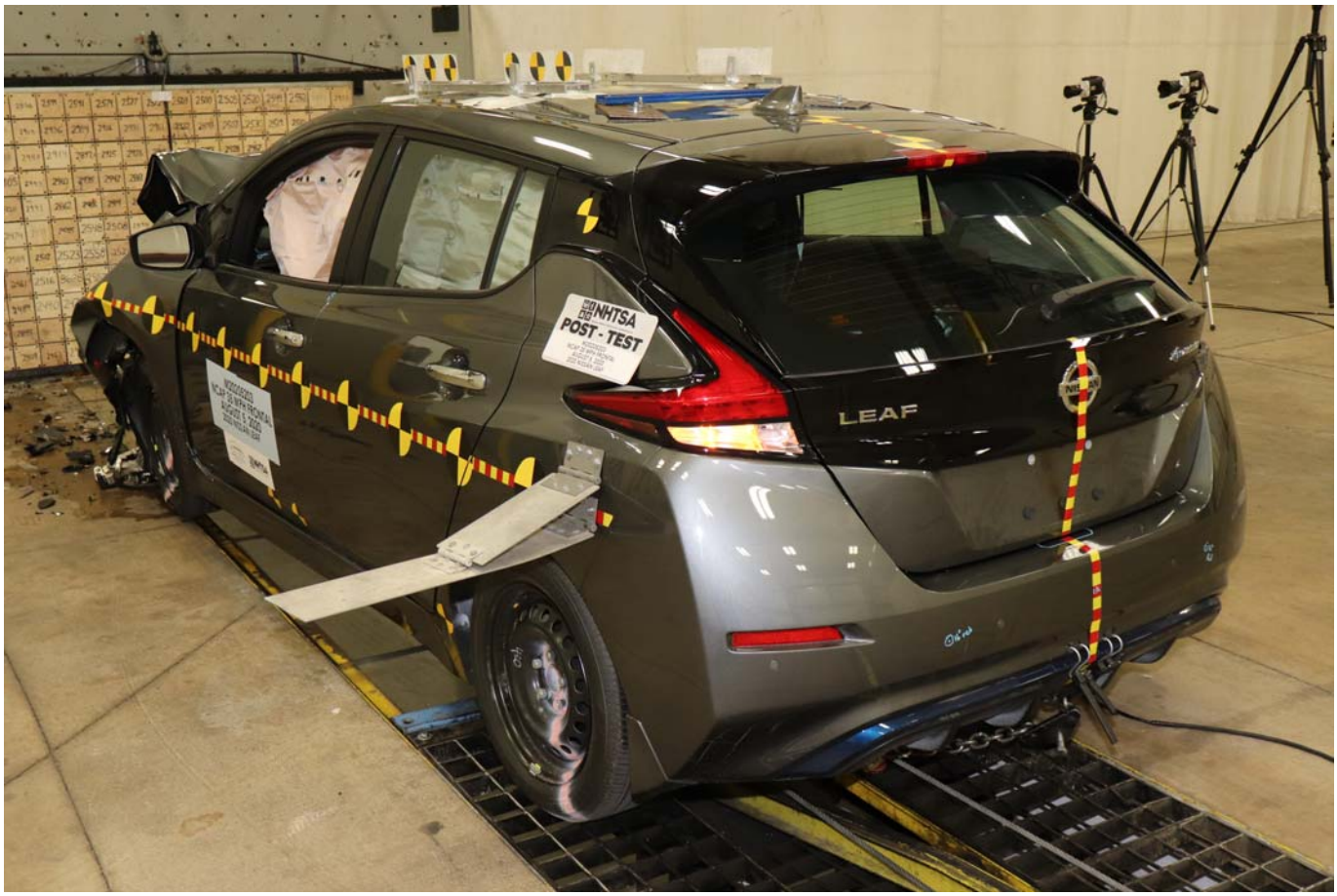


Photo No. 017 - Post-Test Left Rear 3-4 View

Photo No. 018 - Pre-Test Windshield View


Photo No. 019 - Post-Test Windshield View

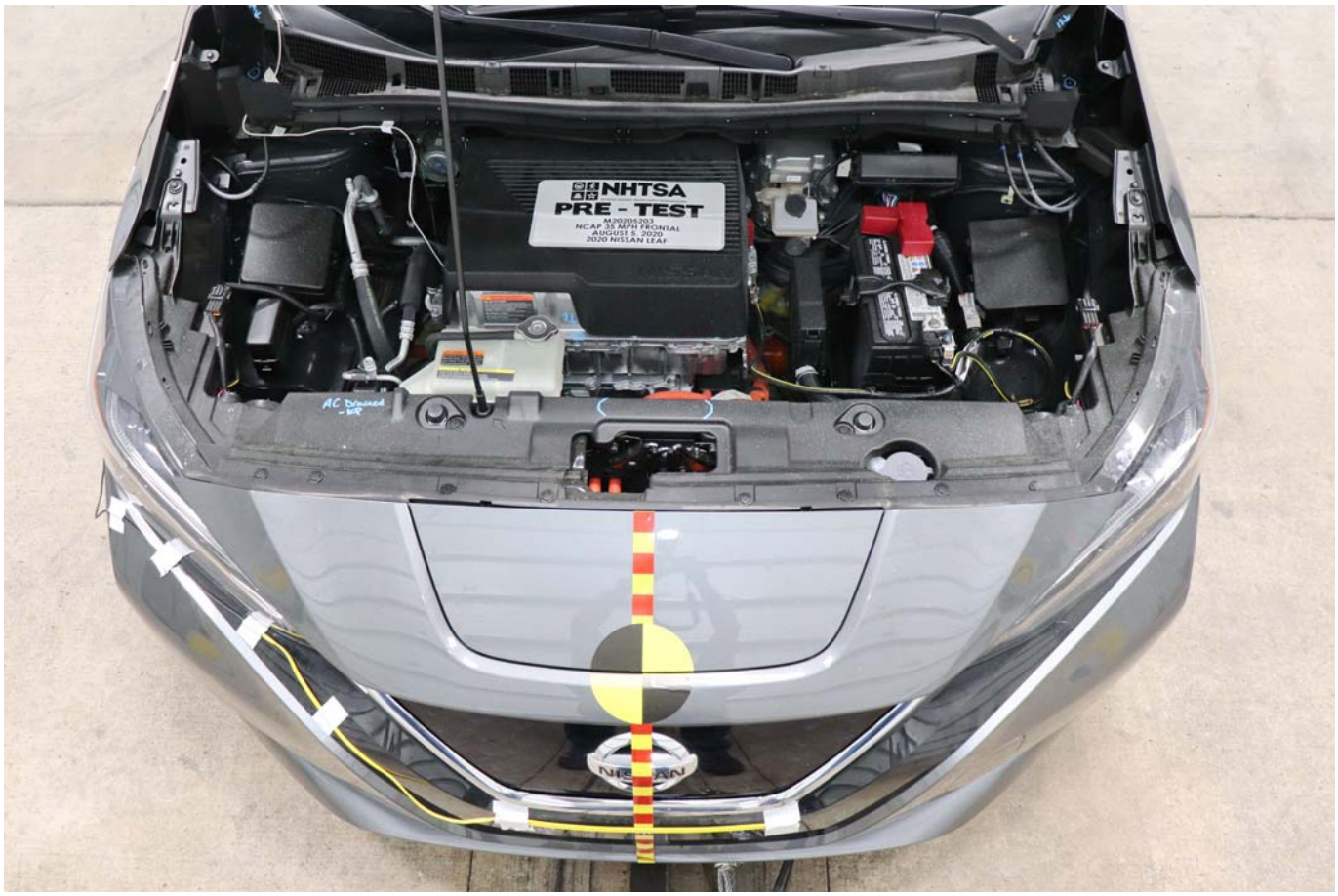



Photo No. 020 - Pre-Test Engine Compartment View

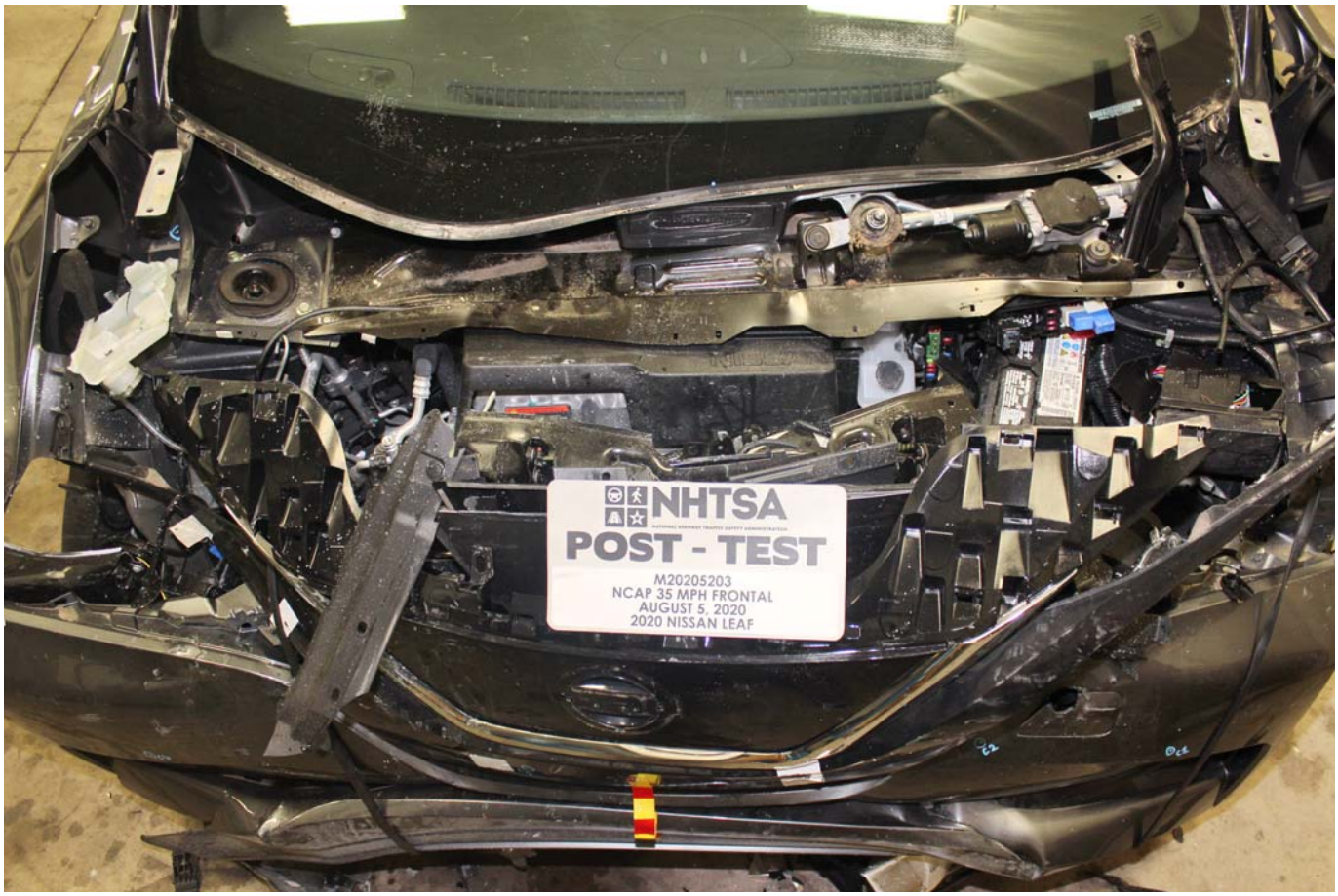


Photo No. 021 - Post-Test Engine Compartment View

PHOTOGRAPH NOT APPLICABLE

Photo No. 022 - Pre-Test Fuel Filler Cap View

PHOTOGRAPH NOT APPLICABLE

Photo No. 023 - Post-Test Fuel Filler Cap View

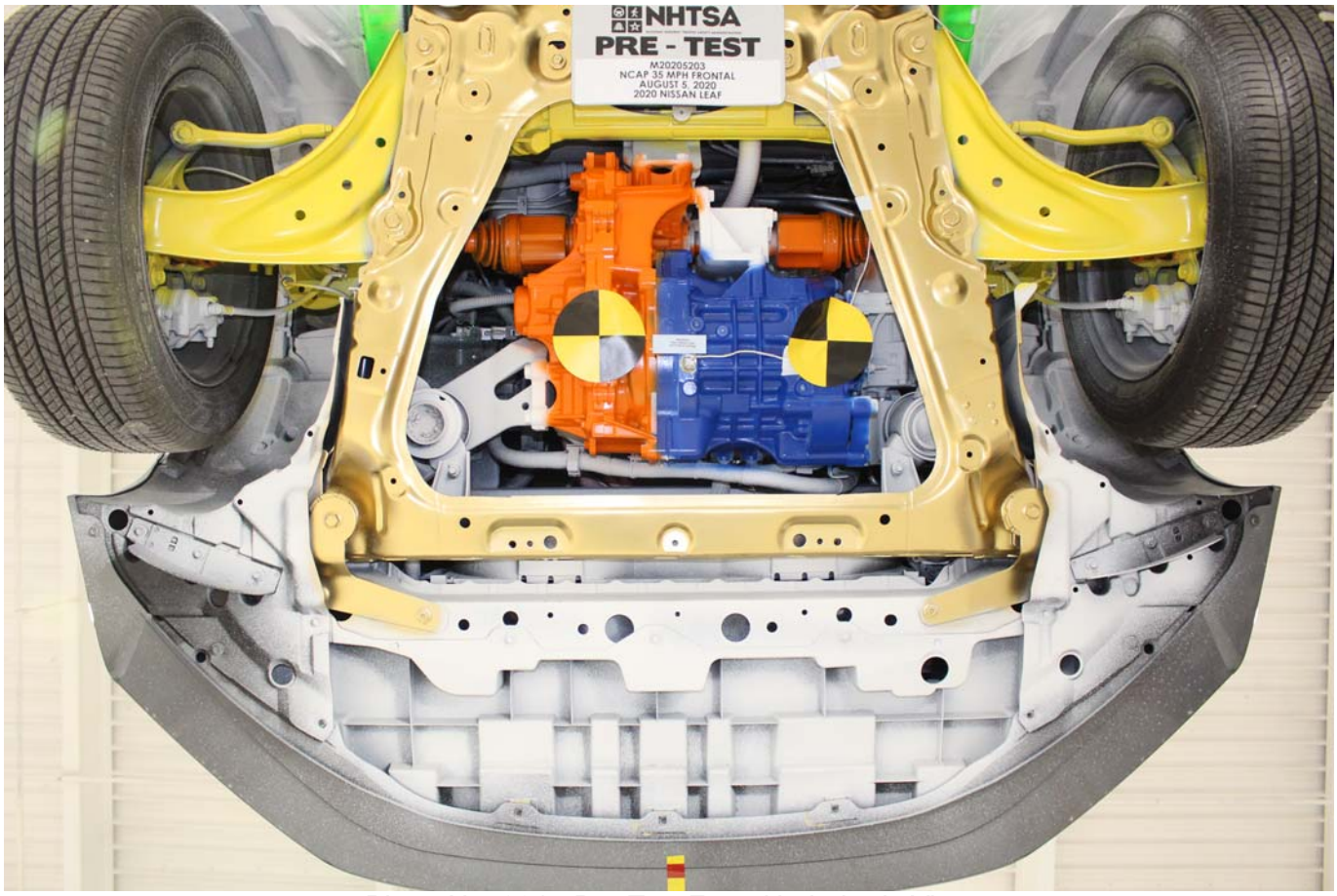



Photo No. 024 - Pre-Test Front Underbody View

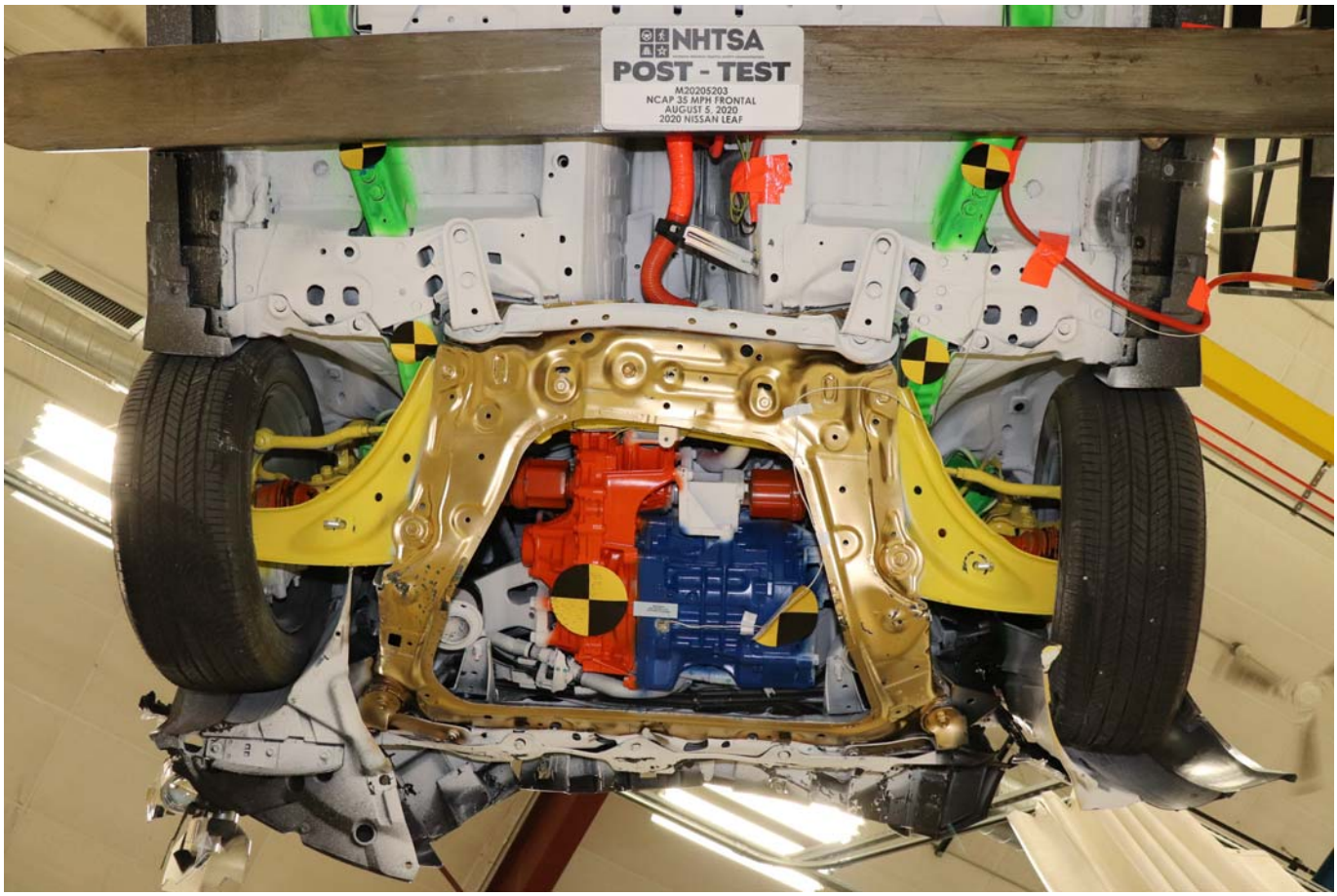


Photo No. 025 - Post-Test Front Underbody View

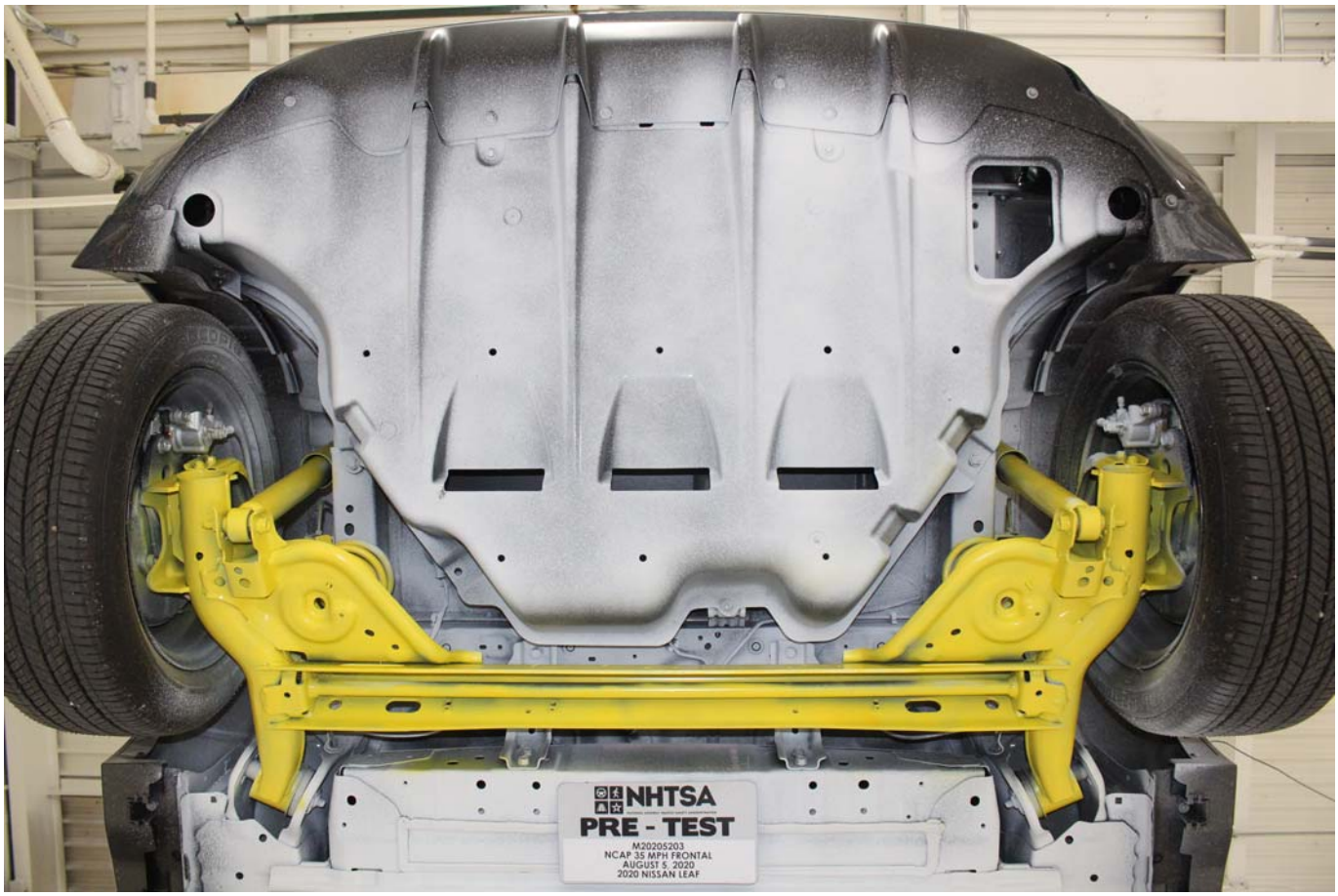


Photo No. 026 - Pre-Test Rear Underbody View

Photo No. 027 - Post-Test Rear Underbody View

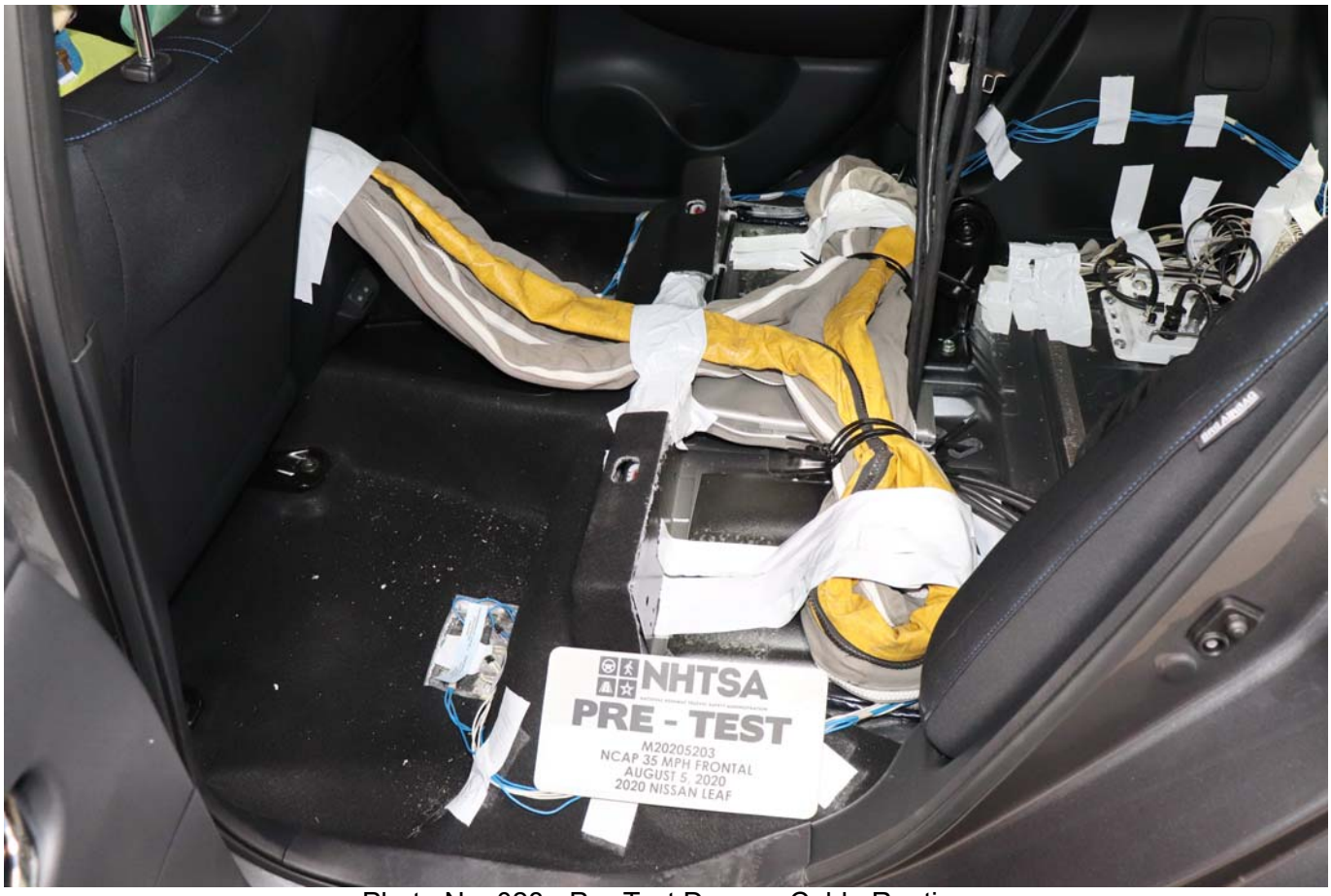


Photo No. 028 - Pre-Test Dummy Cable Routing

Photo No. 029 - Post-Test Dummy Cable Routing

Photo No. 030 - Pre-Test Driver Dummy Front View

Photo No. 031 - Post-Test Driver Dummy Front View

Photo No. 032 - Pre-Test Driver Dummy Window View

Photo No. 033 - Post-Test Driver Dummy Window View

Photo No. 034 - Pre-Test Driver Dummy and Vehicle Interior

Photo No. 035 - Post-Test Driver Dummy and Vehicle Interior

Photo No. 036 - Pre-Test Driver Seat Fore-Aft Markings

Photo No. 037 - Post-Test Driver Seat Fore-Aft Markings

Photo No. 038 - Pre-Test View of Belt Anchorage for Driver Dummy

Photo No. 039 - Post-Test View of Belt Anchorage for Driver Dummy

Photo No. 040 - Pre-Test View of Belt Buckle and Latch Plate for Driver Dummy

Photo No. 041 - Post-Test View of Belt Buckle and Latch Plate for Driver Dummy

Photo No. 042 - Pre-Test Driver Dummy Feet

Photo No. 043 - Post-Test Driver Dummy Feet

Photo No. 044 - Pre-Test Driver Side Knee Bolster

Photo No. 045 - Post-Test Driver Side Knee Bolster

Photo No. 046 - Pre-Test Driver Side Floorpan

Photo No. 047 - Post-Test Driver Side Floorpan

Photo No. 048 - Post-Test Driver Dummy Face

Photo No. 049 - Post-Test Driver Dummy Contact with Airbag

PHOTOGRAPH NOT APPLICABLE

Photo No. 050 - Post-Test Driver Dummy Contact with Headrest

Photo No. 051 - Pre-Test View of the Steering Wheel

Photo No. 052 - Post-Test View of the Steering Wheel

Photo No. 053 - Pre-Test Passenger Dummy Front View

Photo No. 054 - Post-Test Passenger Dummy Front View

Photo No. 055 - Pre-Test Passenger Dummy Window View

Photo No. 056 - Post-Test Passenger Dummy Window View

Photo No. 057 - Pre-Test Passenger Dummy and Vehicle Interior

Photo No. 058 - Post-Test Passenger Dummy and Vehicle Interior

Photo No. 059 - Pre-Test Passenger Seat Fore-Aft Markings

Photo No. 060 - Post-Test Passenger Seat Fore-Aft Markings

Photo No. 061 - Pre-Test View of Belt Anchorage for Passenger Dummy

Photo No. 062 - Post-Test View of Belt Anchorage for Passenger Dummy

Photo No. 063 - Pre-Test View of Belt Buckle and Latch Plate for Passenger Dummy

Photo No. 064 - Post-Test View of Belt Buckle and Latch Plate for Passenger Dummy

Photo No. 065 - Pre-Test Passenger Dummy Feet

Photo No. 066 - Post-Test Passenger Dummy Feet

Photo No. 067 - Pre-Test Passenger Side Knee Bolster

Photo No. 068 - Post-Test Passenger Side Knee Bolster

Photo No. 069 - Pre-Test Passenger Side Floorpan

Photo No. 070 - Post-Test Passenger Side Floorpan

Photo No. 071 - Post-Test Passenger Dummy Face

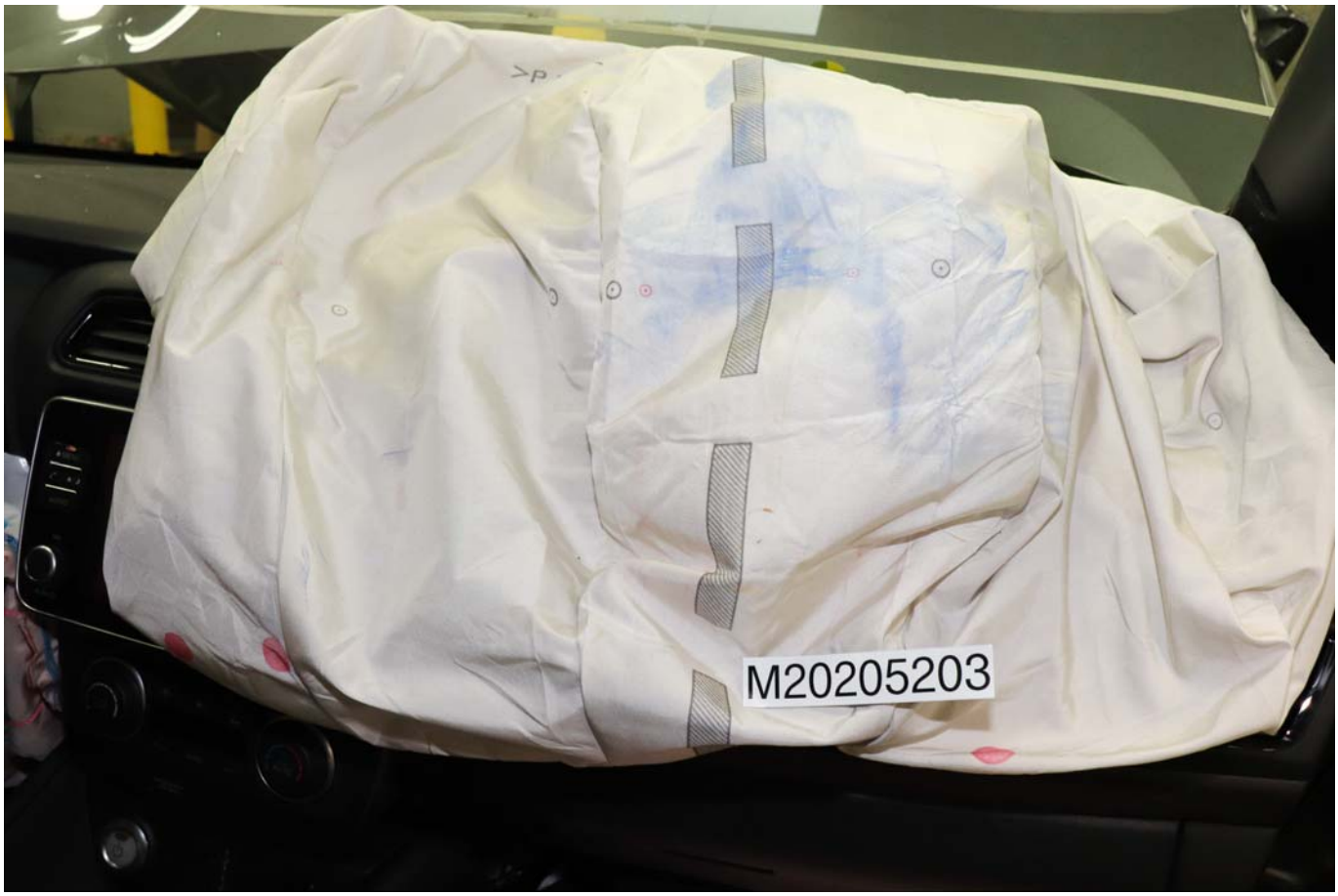


Photo No. 072 - Post-Test Passenger Dummy Contact with Airbag


Photo No. 073 - Post-Test Passenger Dummy Contact with Headrest


Photo No. 074 - Ballast Installed in Vehicle

PHOTOGRAPH NOT APPLICABLE

Photo No. 075 - Post-Test Stoddard Solvent Spillage Location View


Photo No. 076 - Post-Test Speed Trap Read-Out

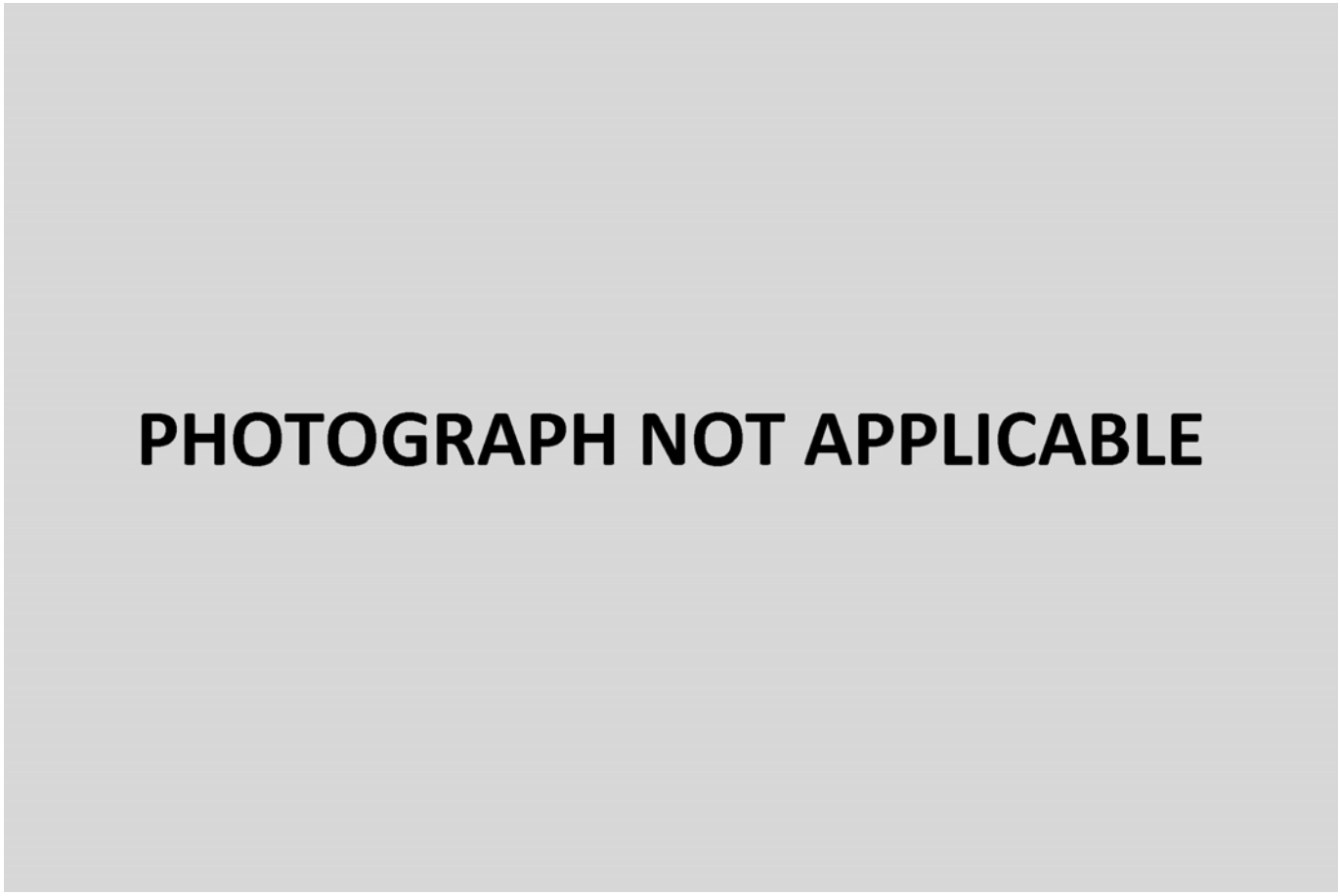



Photo No. 077 - Vehicle at 0 Degrees on Static Rollover Device

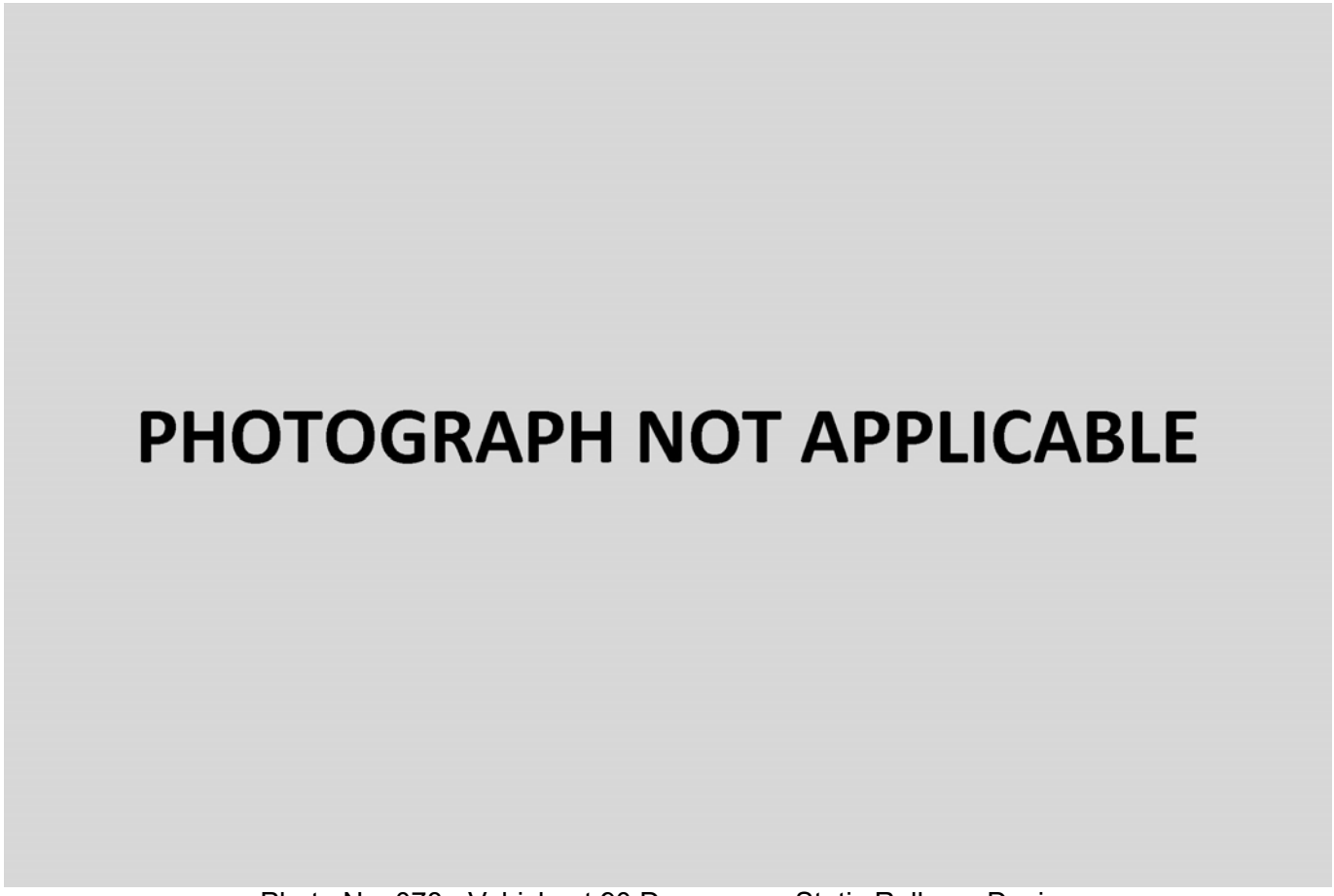



Photo No. 078 - Vehicle at 90 Degrees on Static Rollover Device

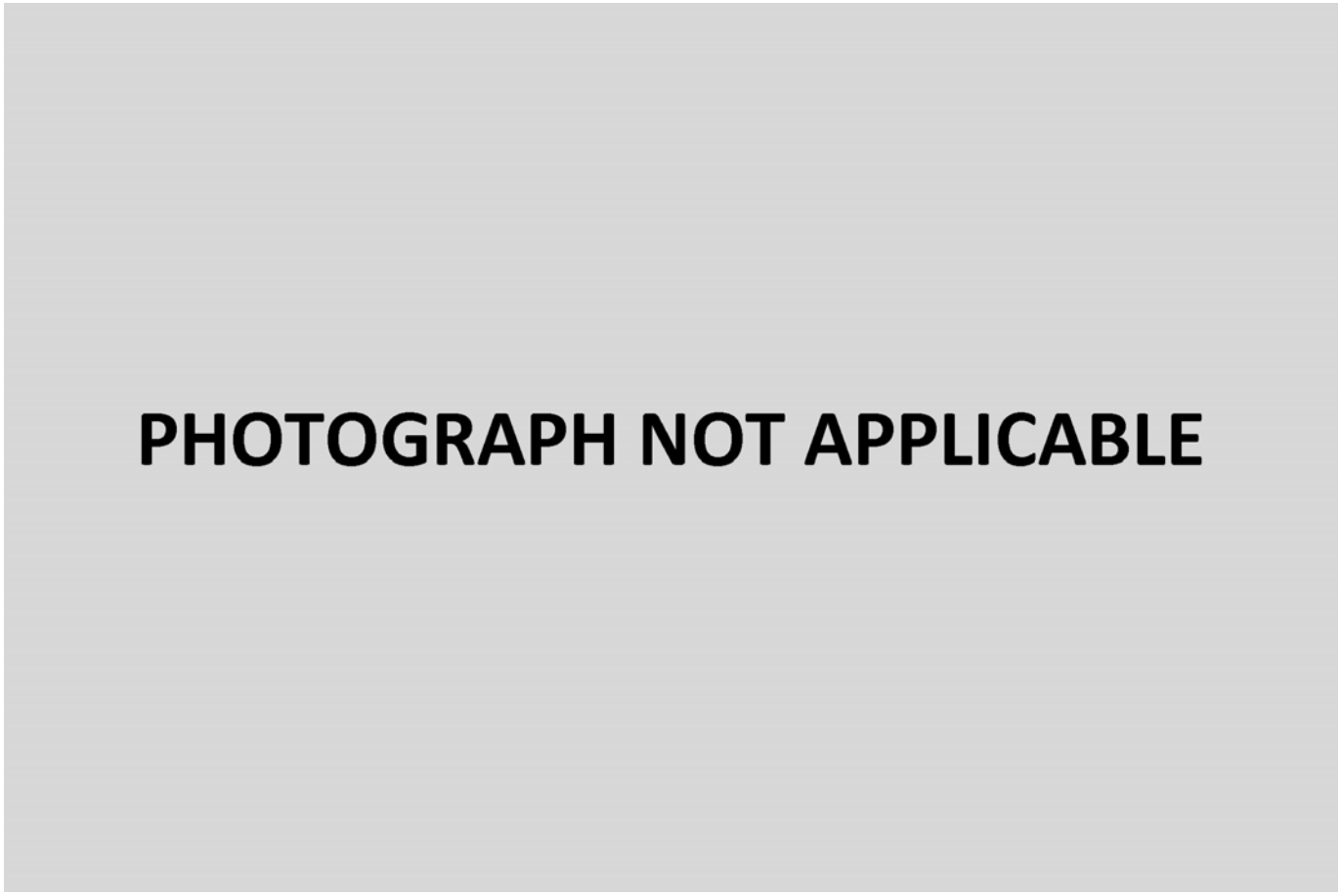



Photo No. 079 - Vehicle at 180 Degrees on Static Rollover Device

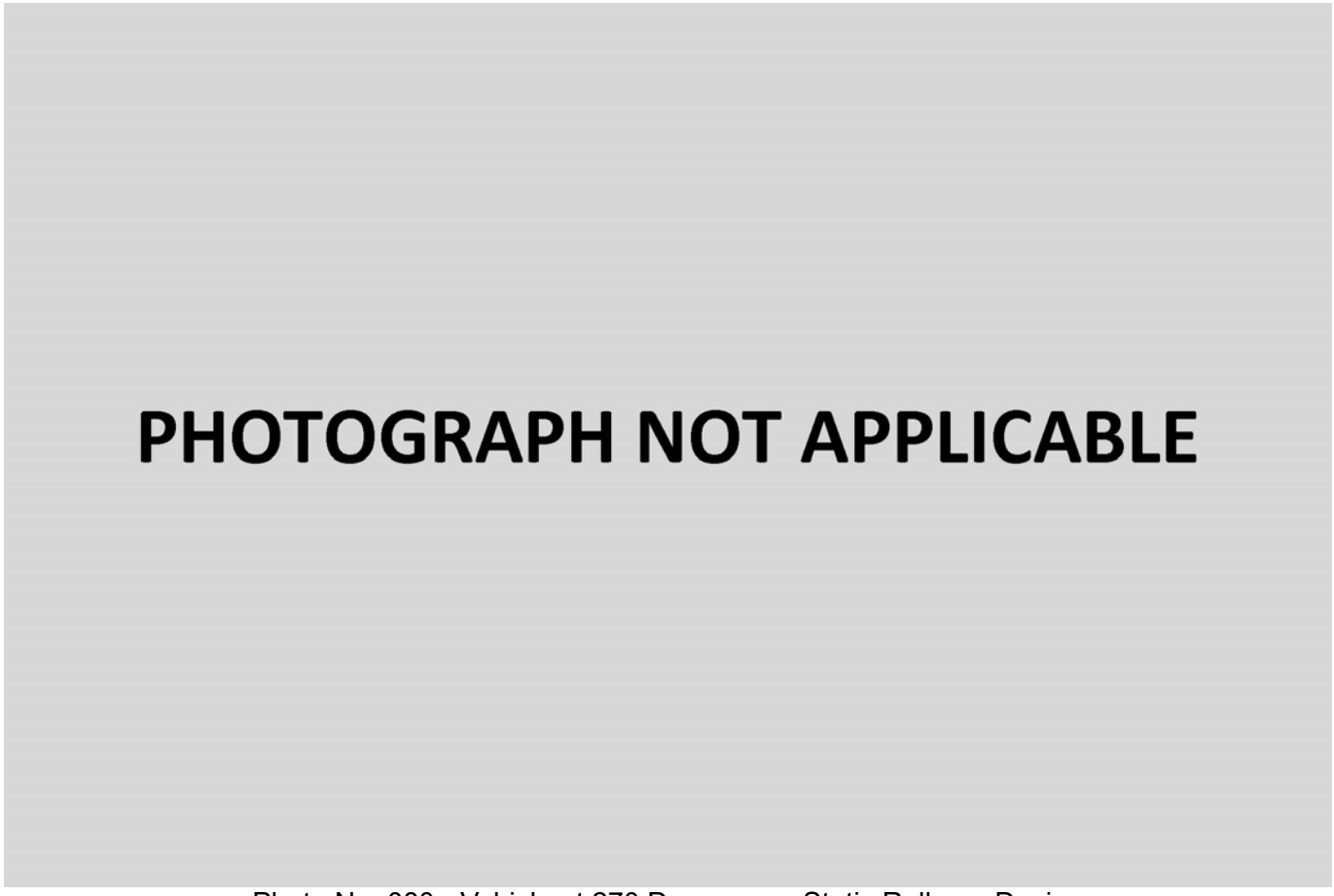



Photo No. 080 - Vehicle at 270 Degrees on Static Rollover Device

PHOTOGRAPH NOT APPLICABLE

Photo No. 081 - Vehicle at 360 Degrees on Static Rollover Device


Photo No. 082 - 2020 Nissan Leaf S (40 kWh Battery) 5-Door Hatchback Frontal Impact Event

2020 NISSAN LEAF S
(40kWh)

Scan QR code for general model information & options

SIMPLY AMAZING. 100% ELECTRIC.

Standard Equipment Included at No Extra Charge

MECHANICAL & PERFORMANCE
147HP (110kW) AC Synchronous Motor
40 kWh Lithium-Ion Battery
6.6 kW Onboard Charger
Power Assisted Vented Front And Rear Disc Brakes
Regenerative Braking System
e-Pedal Mode
Hill Start Assist
Portable Trickle Charge Cable (120V EVSE)

SAFETY & SECURITY
Safety Shield 360
Automatic Emergency Braking with Pedestrian Detection
Rear Automatic Braking (RAB)
Rear Cross Traffic Alert (RCTA)
Blind Spot Warning (BSW)
Lane Departure Warning (LDW)
High Beam Assist (HBA)
Nissan Advanced Airbag System (AABS)
Seat-Mounted Driver and Front-Passenger Side-Impact Supplemental Airbags
Seat-Mounted Rear Outboard Passenger Side-Impact Supplemental Airbags
Roof-Mounted Curtain Side-Impact Supplemental Airbags For Front & Rear-Seat Outboard Occupant Head Protection
Driver & Front Passenger Knee Supplemental Airbags
Tire Pressure Monitoring System (TPMS) w/ Easy-Fill Tire Alert
Lower Anchors and Tethers For CHildren (LATCH)
Nissan Vehicle Immobilizer System
Vehicle Security System (VSS)
Vehicle Dynamic Control (VDC)
Traction Control System (TCS)
Electronic Brake Force Distribution (EBD) and Brake Assist (BA)
Intelligent Forward Collision Warning (I-FCW)
Intelligent Lane Intervention (I-LI)
Blind Spot Intervention (BSI)

COMFORT & CONVENIENCE
Power Windows w/ Driver One-Touch Auto-Up/Down and Auto-Reverse Feature
Automatic On/Off Headlights
RearView Monitor (RVM)
Rear Door Alert (RDA)
Nissan Intelligent Key® System w/ Charge Port Door Release

COMFORT & CONVENIENCE CONTINUED...
Cruise Control
6-Way Manual Bucket Driver Seat
4-Way Manual Bucket Front Passenger Seat
60/40 Split Fold Down Rear Seats
Manual Telescopic Steering Wheel
HVAC Timer - Preheat/Precool Cabin
Charging Timer - Set Desired Charge Time
4 USB5 (TYPE A & C)
4 Speakers
NissanConnect®
8" Color Touch Display
Apple CarPlay®**
Android Auto™ **
SiriusXM® Radio w/ Advanced Audio Features**
Siri® Eyes Free**
Bluetooth® Hands-Free Phone System**
Streaming Audio Via Bluetooth®**
Hands-Free Text Messaging Assistant

EXTERIOR FEATURES
Dual Power Outside Mirrors
Aerodynamic Under Body Cover and Rear Diffuser
16" Steel Wheels w/ Wheel Covers
P205/55R16 Tires
Charge Port Light and Lock

**For More Information, See Dealer, Owner's Manual or www.NissanUSA.com/connect/Important-Information
***Replaces Standard Equipment

| | |
|---|---|
| Manufacturer's Suggested Retail Base Price: | $31,600.00 |
| Options Included by Manufacturer* | |
| SPLASH GUARDS | 200.00 |
| CHARGE PACKAGE<br>Quick Charge Port<br>Portable Charge Cable (120V/240V EVSE)*** | 1,690.00 |
| CARPETED FLOOR MATS AND CARGO AREA MAT | 195.00 |
| DESTINATION CHARGES | 925.00 |
| Total* | $34,610.00 |

*Does not include dealer installed options and accessories, local taxes or license fees. This label has been applied pursuant to federal law. Do not remove prior to delivery to the ultimate purchaser.

**Not actual Monroney Label. Provided for informational purposes only. Vehicle features, pricing and other information subject to change, may vary from actual vehicle content and/or Monroney label description. While Nissan makes reasonable efforts to ensure accuracy of information, Nissan is not responsible for changes, errors or omissions. See actual vehicle and/or verify information in question with your Nissan dealer.

EPA DOT Fuel Economy and Environment — Electric Vehicle

Fuel Economy: 111 MPGe (combined city/hwy) — 123 city / 99 highway / 30 kW-hrs per 100 miles
Midsize Cars range from 12 to 136 MPGe. The best vehicle rates 136 MPGe.
Driving Range: When fully charged, vehicle can travel about 149 miles
Charge Time: 8 hours (240V)

You save $4,500 in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost $600

Fuel Economy & Greenhouse Gas Rating (tailpipe only): 10 / 10 Best
Smog Rating (tailpipe only): 10 / 10 Best
This vehicle emits 0 grams CO2 per mile. The best emits 0 grams per mile (tailpipe only). Does not include emissions from generating electricity. Learn more at fueleconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 27 MPG and costs $7,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at $0.13 per kW-hr. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fueleconomy.gov
Calculate personalized estimates and compare vehicles
Smartphone QR Code

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score: Not Rated
Based on the combined ratings of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.

| | | |
|---|---|---|
| Frontal Crash | Driver | Not Rated |
| | Passenger | Not Rated |

Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.

| | | |
|---|---|---|
| Side Crash | Front seat | Not Rated |
| | Rear seat | Not Rated |

Based on the risk of injury in a side impact.

Rollover: Not Rated
Based on the risk of rollover in a single-vehicle crash.

Star ratings range from 1 to 5 stars (★★★★★) with 5 being the highest.
Source: National Highway Traffic Safety Administration (NHTSA)
www.safercar.gov or 1-888-327-4236

This Vehicle qualifies for Nissan's
Security+Plus Extended Protection Plan
The only service agreement backed by Nissan Extended Services North America!
Ask your dealer for details, or call 1-800-NISSAN-1 for more information

DELIVERY

VEHICLE COLORS:
EXT: GUN METALLIC
INT: BLACK

FINAL ASSEMBLY POINT:
SMYRNA

TRANSPORT METHOD:
TRUCK

DEALER:
MICHAEL JORDAN NISSAN
3930 CHAPEL HILL BLVD
DURHAM NC
27707

VIN: 1N4AZ1BP6LC300855
EMS: 50 STATE EMISSIONS
MDL: 17010-300655 KAD-G
OPT: D-B93F01L92C03

20191218224953AS2923



Photo No. 083 - Monroney Label Photograph

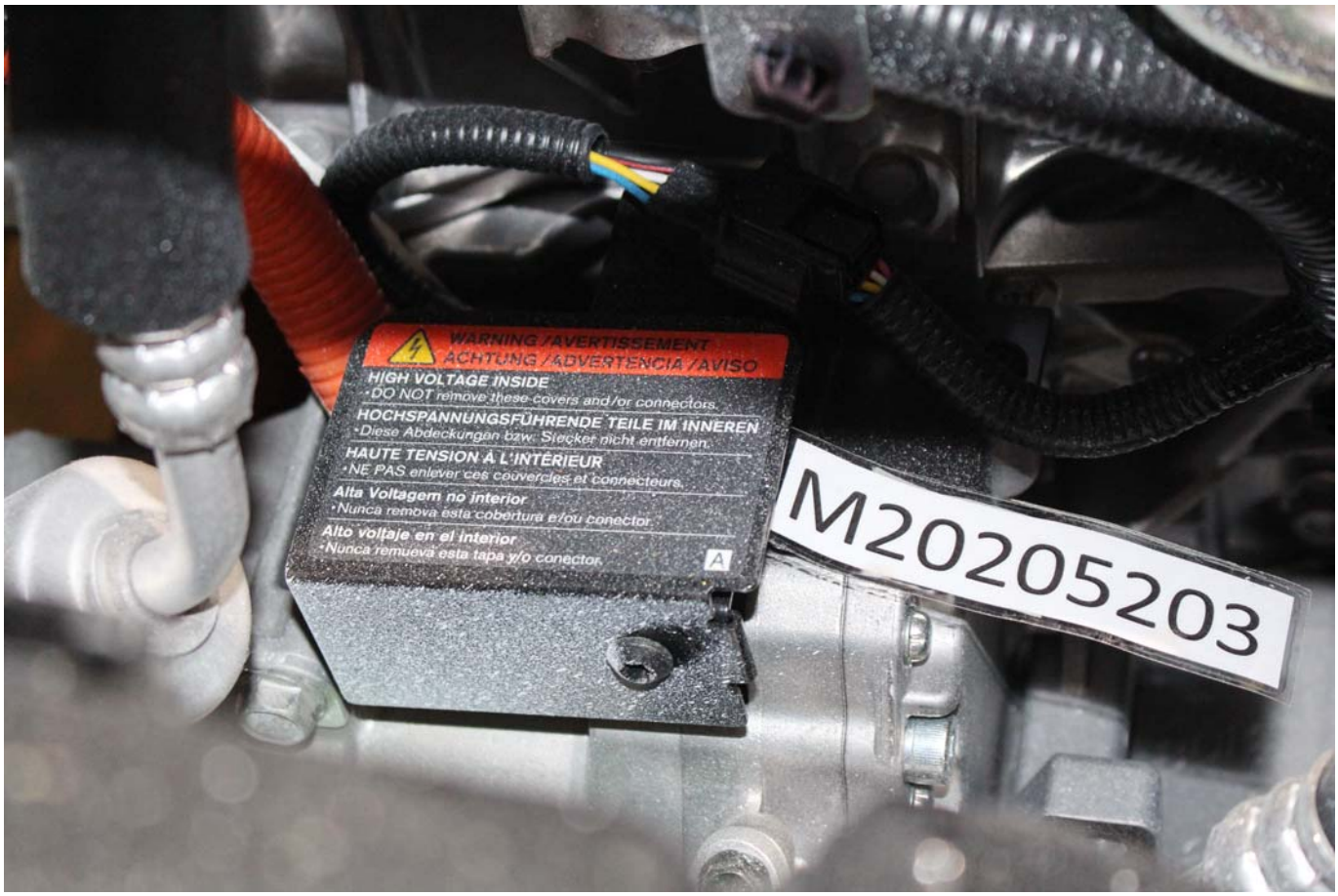



Photo No. 305-01 - Auxiliary Power Module Warning Label


Photo No. 305-02 - Power Inverter Warning Label

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-03 - First Responder Warning Label

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-04 - First Responder Warning Location


Photo No. 305-05 - Other Vehicle Label(s) Related to Electrical Propulsion System

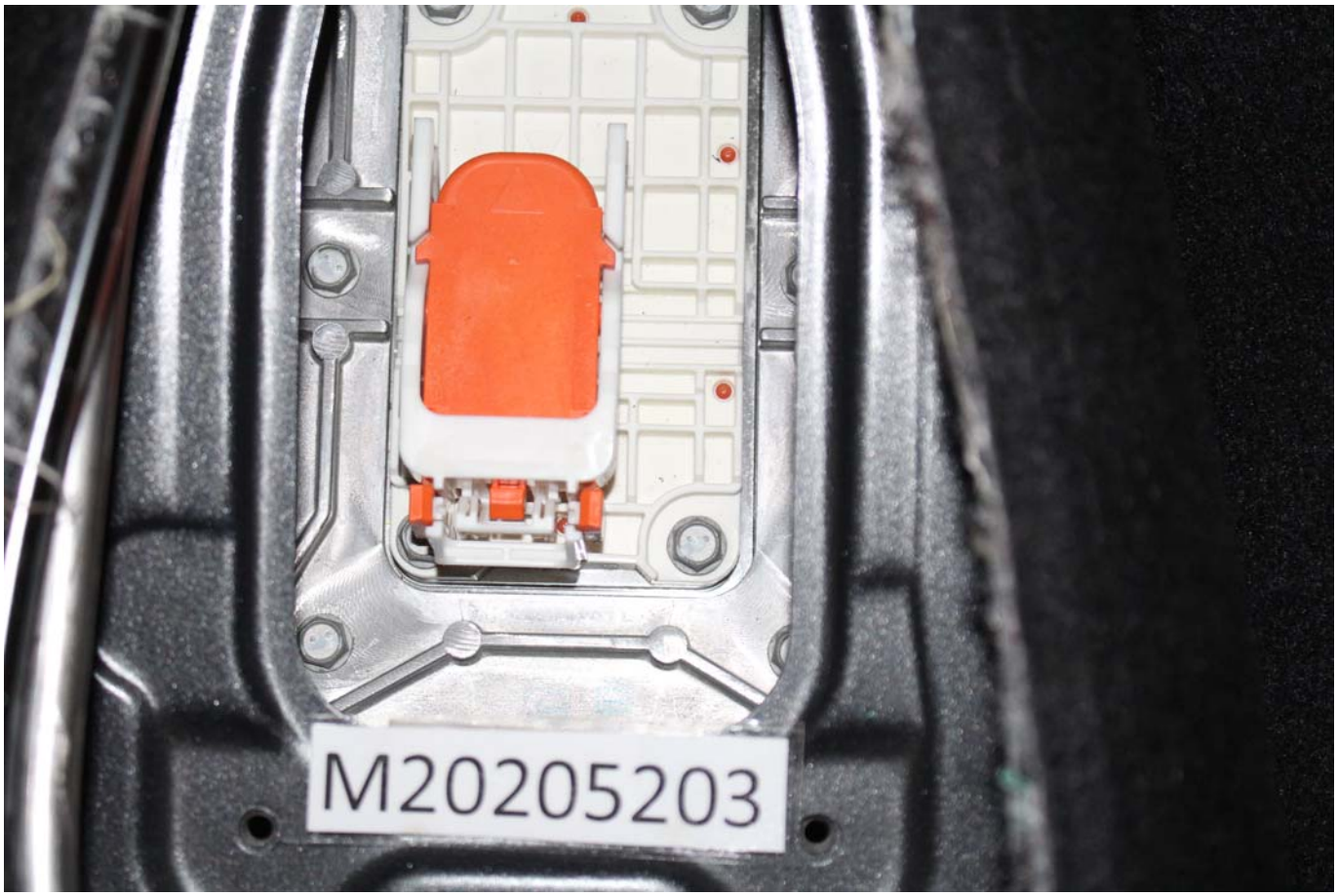



Photo No. 305-06 - Manual High Voltage Service Disconnect in Place


Photo No. 305-07 - Manual High Voltage Service Disconnect Removed

Photo No. 305-08 - Manual High Voltage Service Disconnect Removed

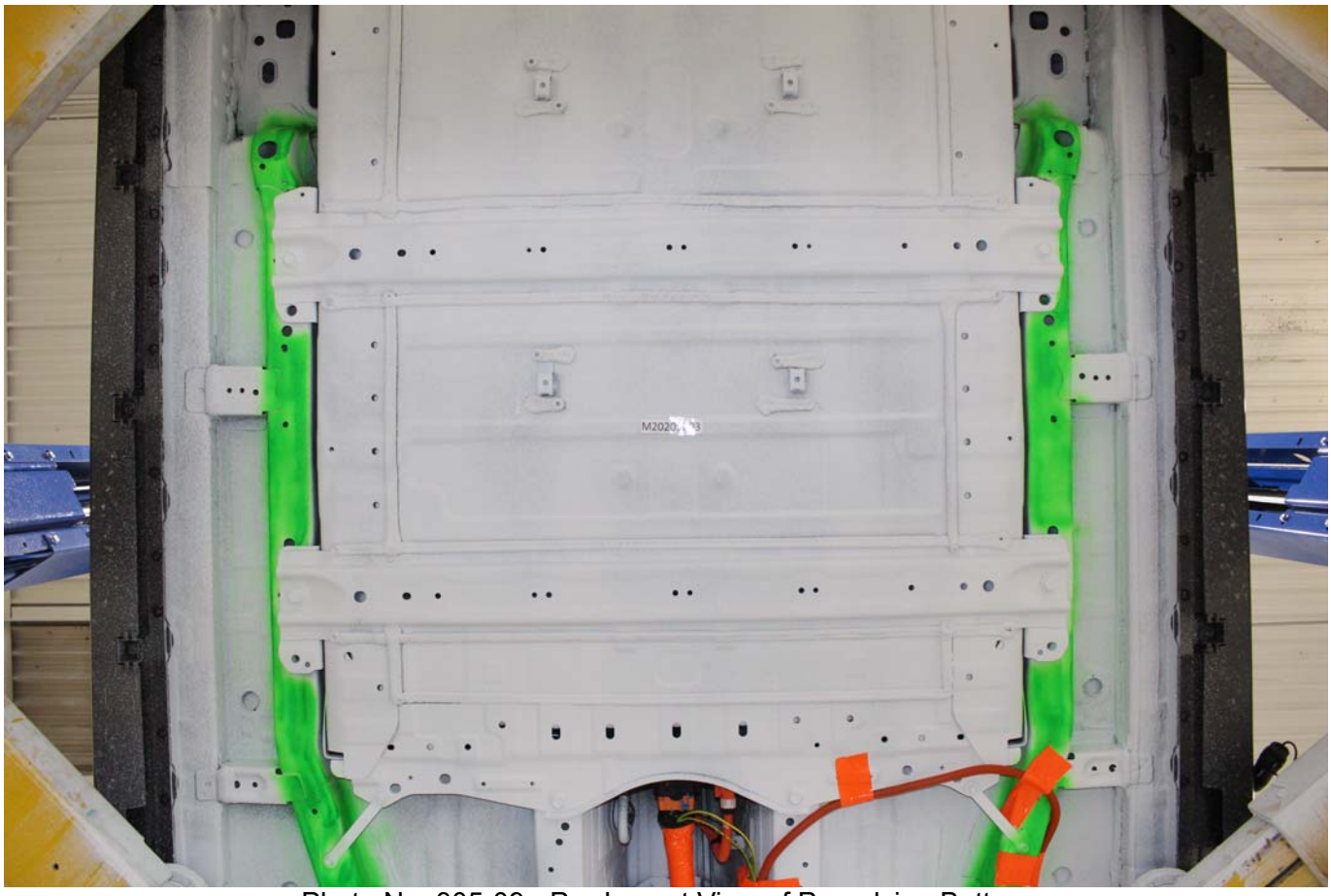


Photo No. 305-09 - Pre-Impact View of Propulsion Battery

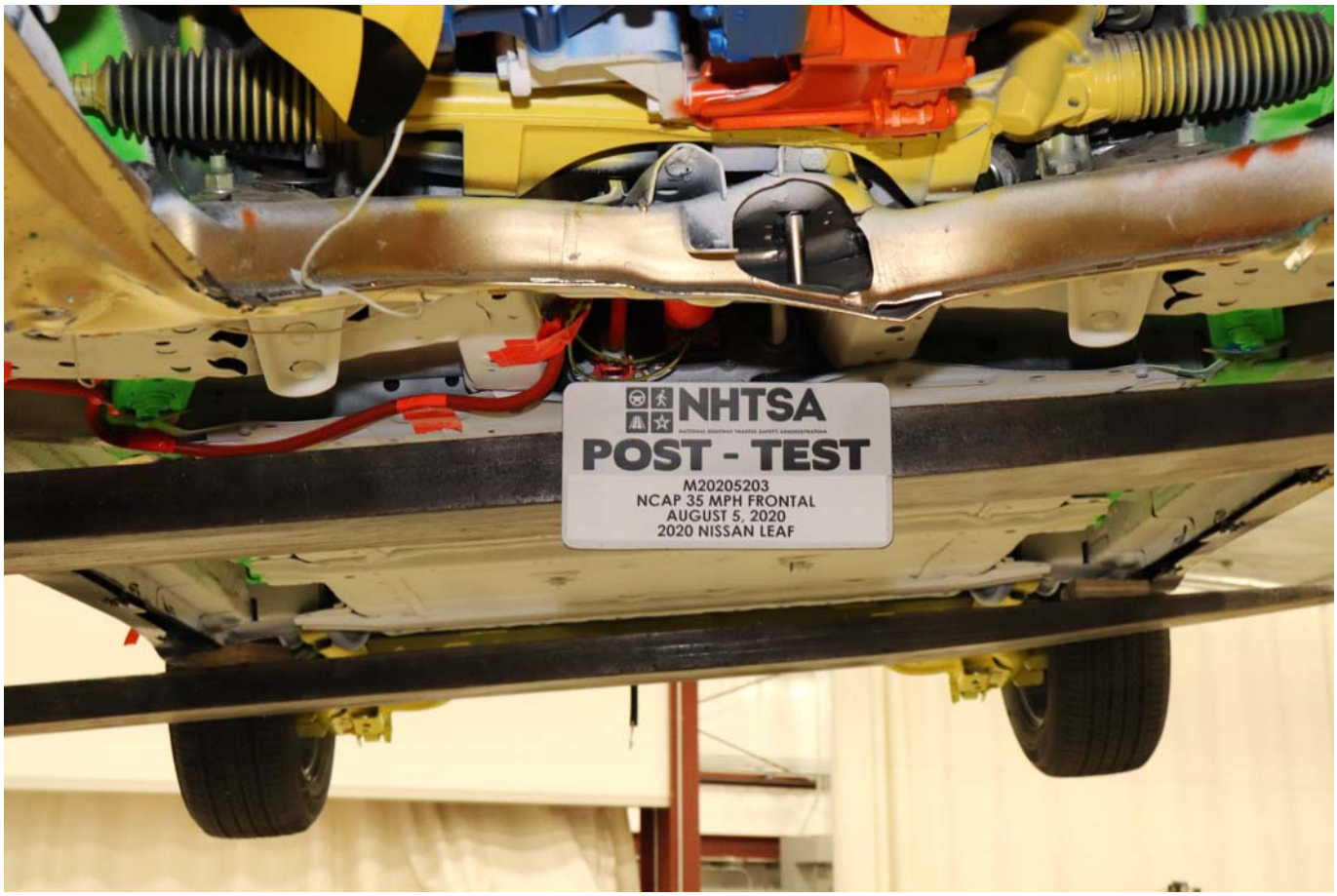


Photo No. 305-10 - Post-Impact Front View of Propulsion Battery

Photo No. 305-11 - Post-Impact Rear View of Propulsion Battery

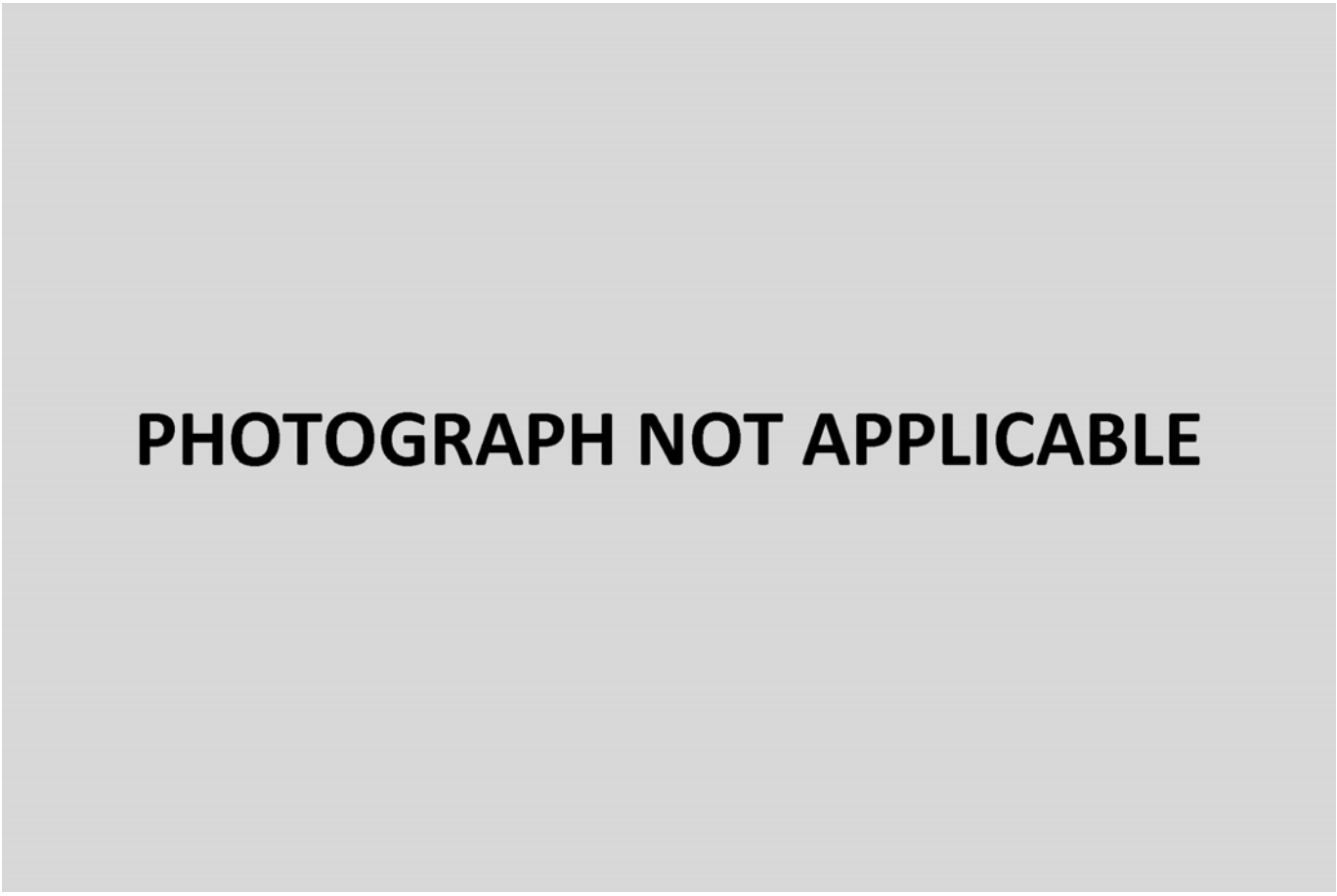



Photo No. 305-12 - Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

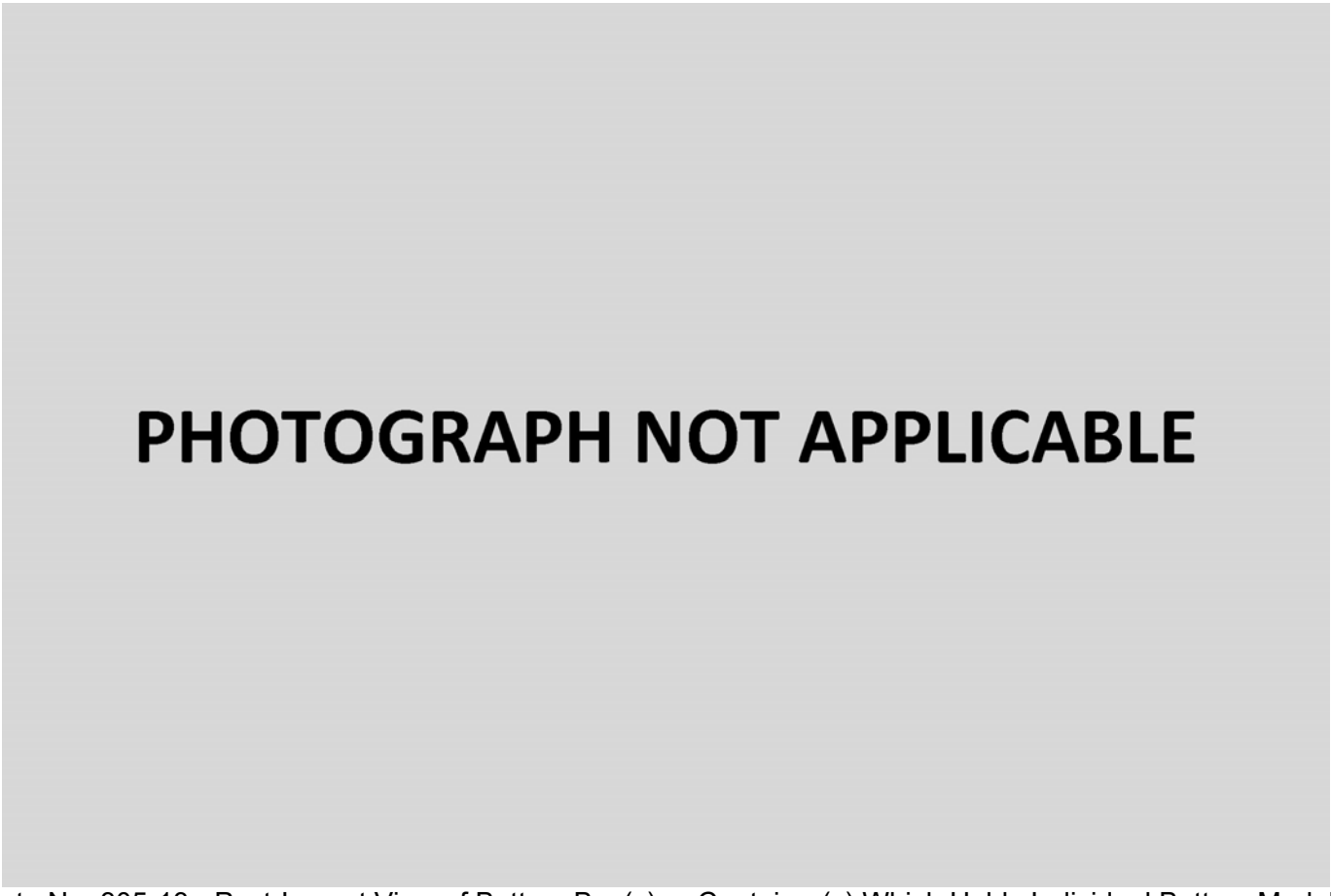



Photo No. 305-13 - Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

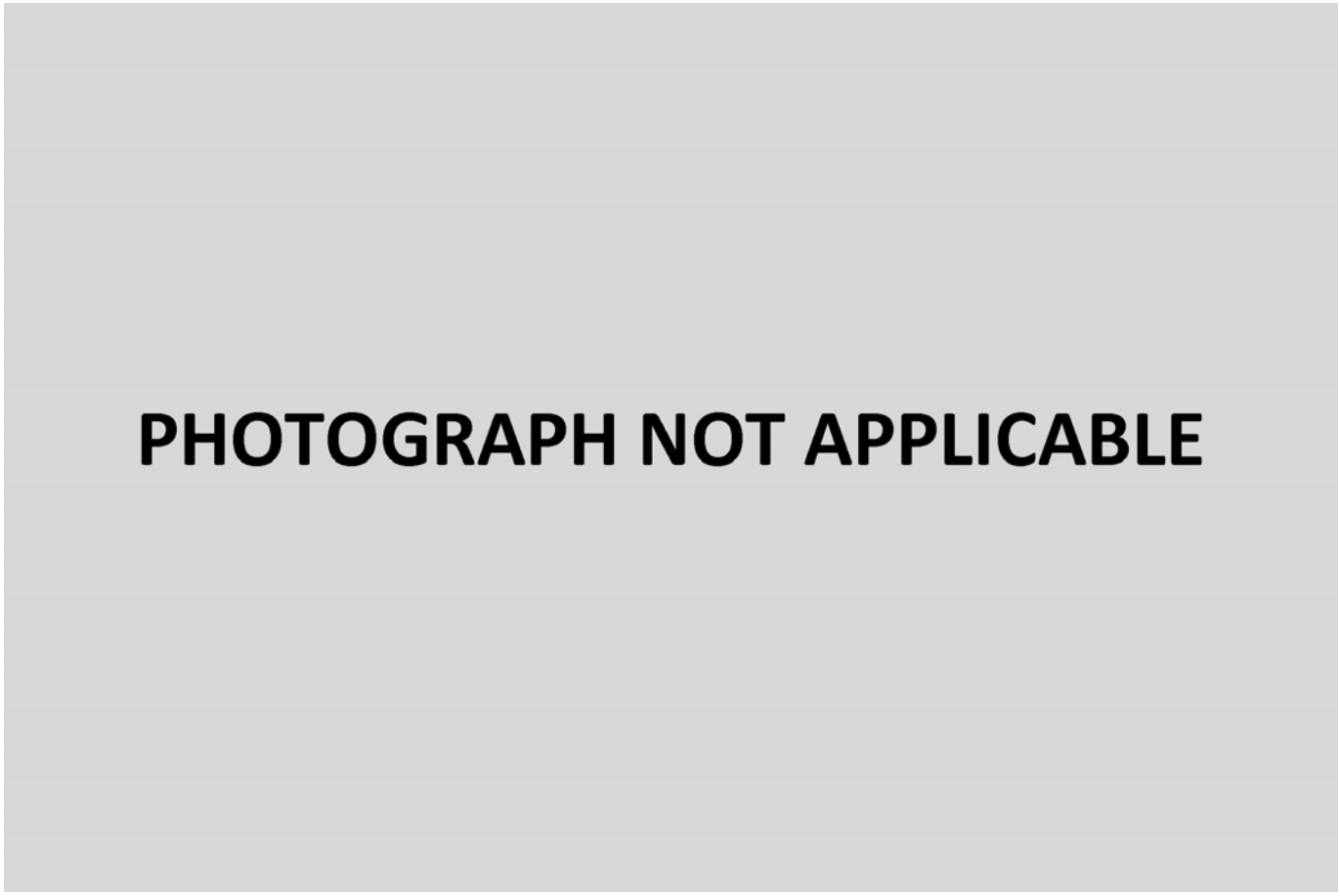



Photo No. 305-14 - Pre-Impact View of Propulsion Battery Module(s)

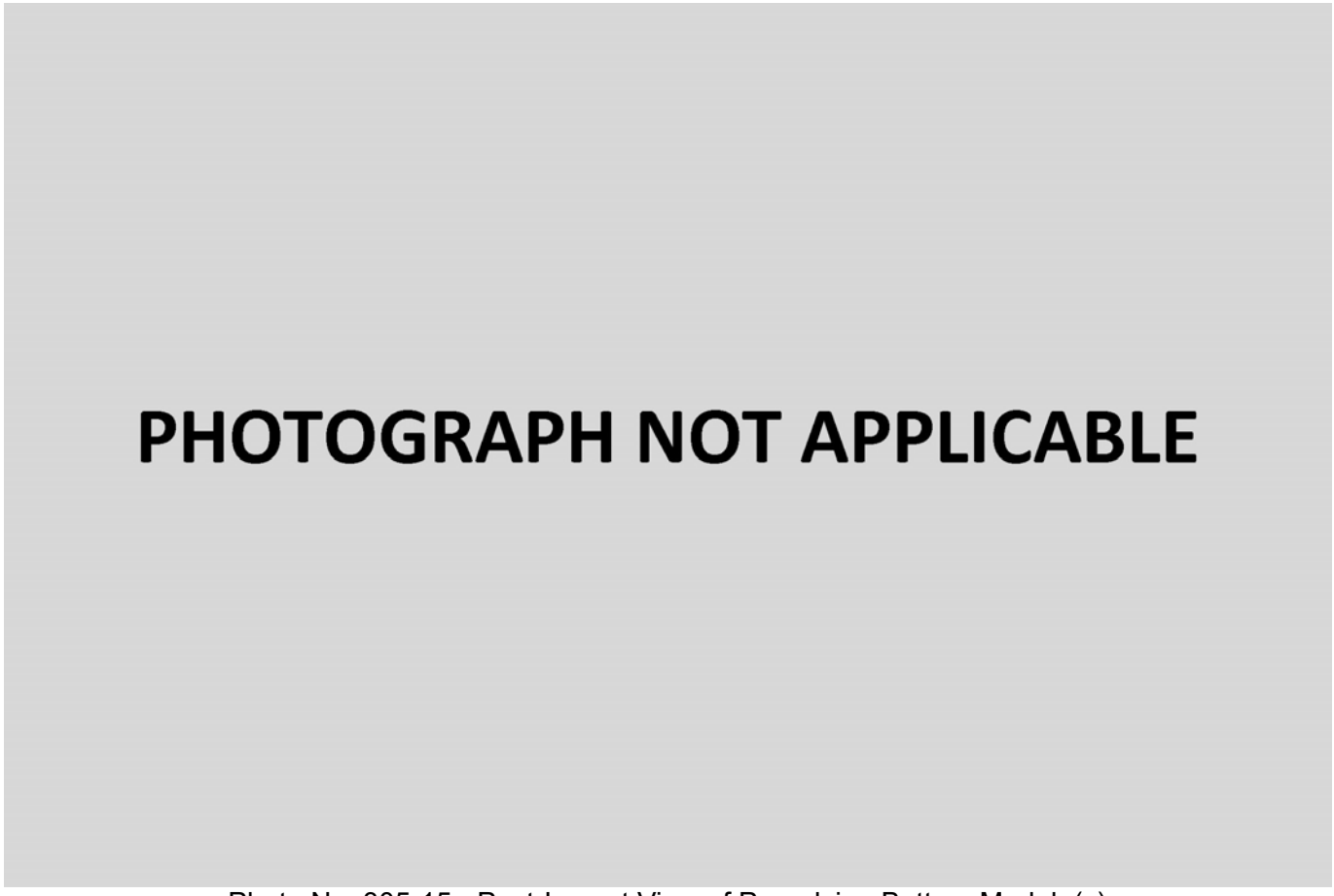



Photo No. 305-15 - Post-Impact View of Propulsion Battery Module(s)

Photo No. 305-16 - Pre-Impact View of Electric Propulsion Drive

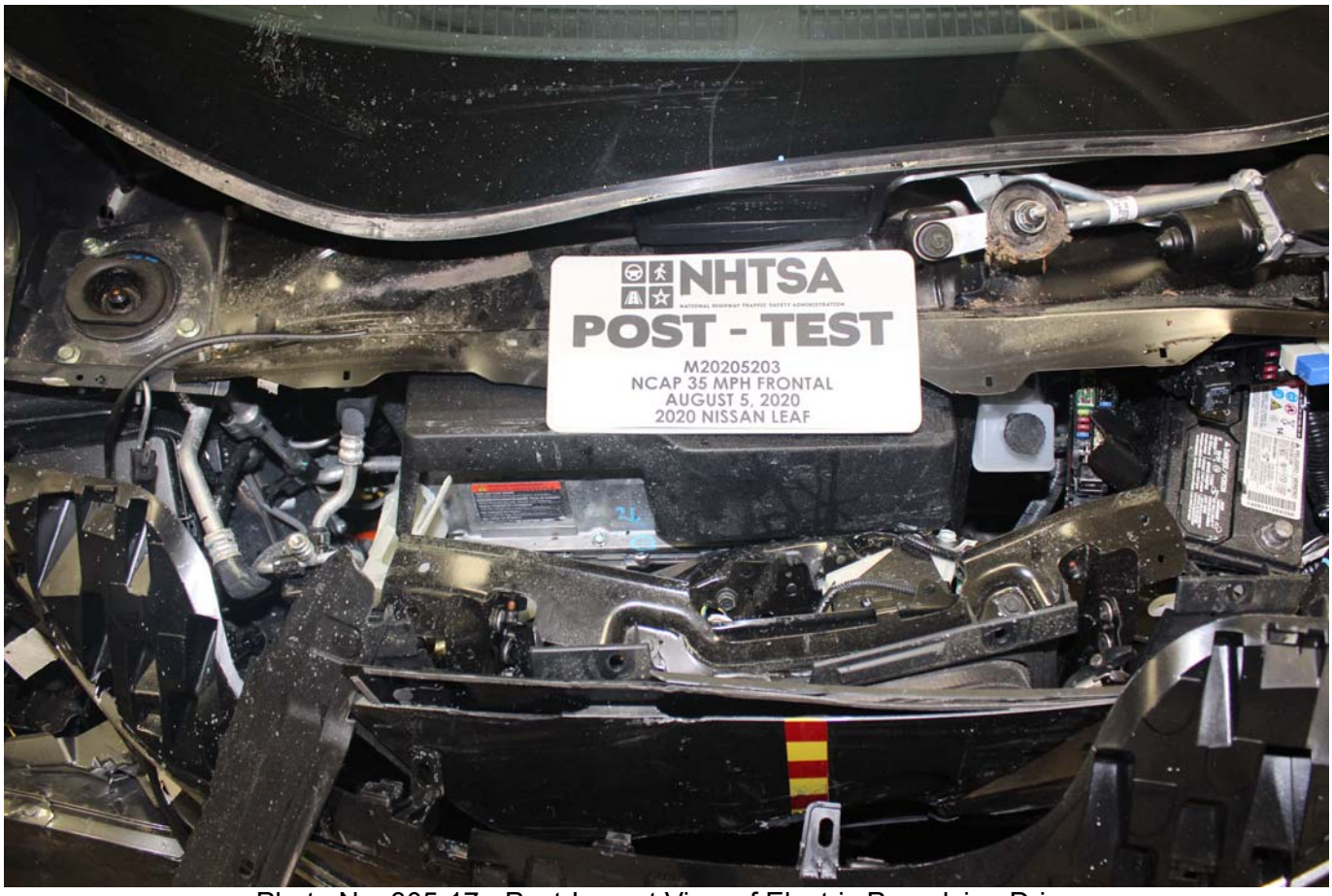



Photo No. 305-17 - Post-Impact View of Electric Propulsion Drive

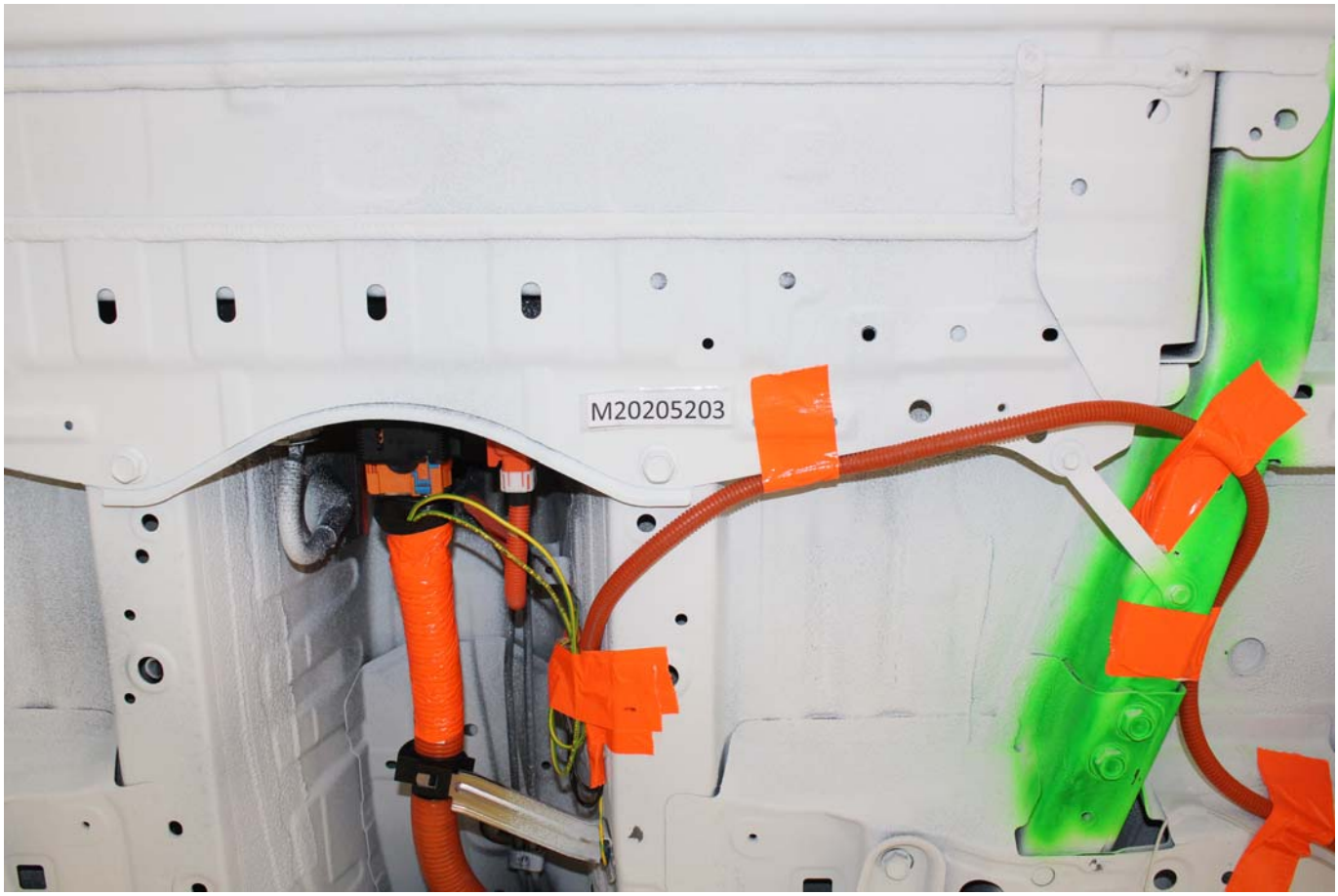


Photo No. 305-18 - Pre-Impact View of High Voltage Interconnect(s)

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-19 - Pre-Impact View Propulsion Battery Venting System(s)

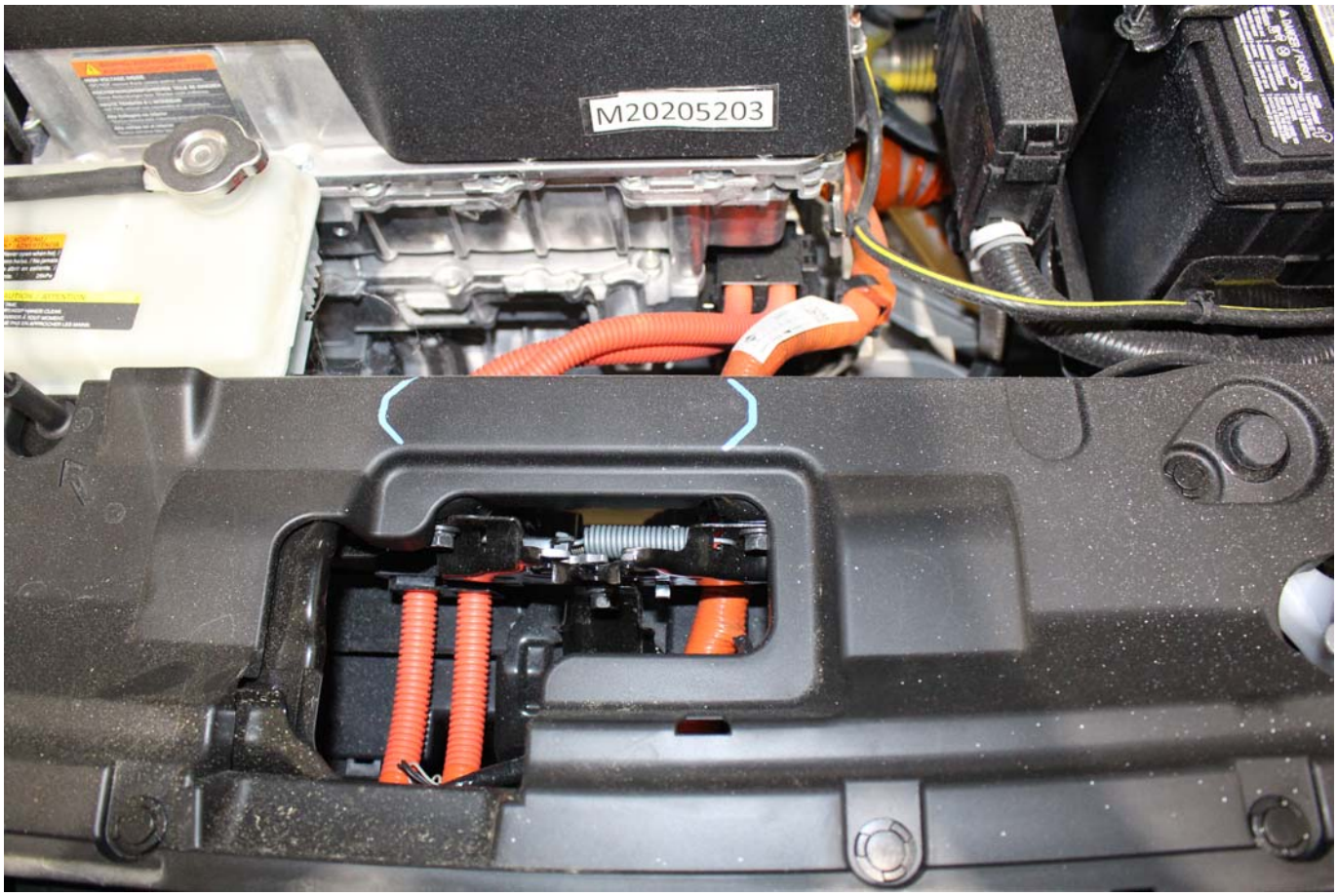


Photo No. 305-20 - Pre-Impact View of Other Visible Electric Propulsion Components

Photo No. 305-21 - Pre-Impact View of Ground Lead Attached

Photo No. 305-22 - Pre-Impact View of High Voltage Leads Attached

Photo No. 305-23 - Pre-Impact Close-Up View of High Voltage Leads Attached

Photo No. 305-24 - Pre-Impact View of Installed Test Interface Port

Photo No. 305-25 - Post-Impact View of Installed Test Interface Port

Photo No. 305-26 - Pre-Impact View of Other Test Devices

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-27 - Post-Impact View of Other Test Devices

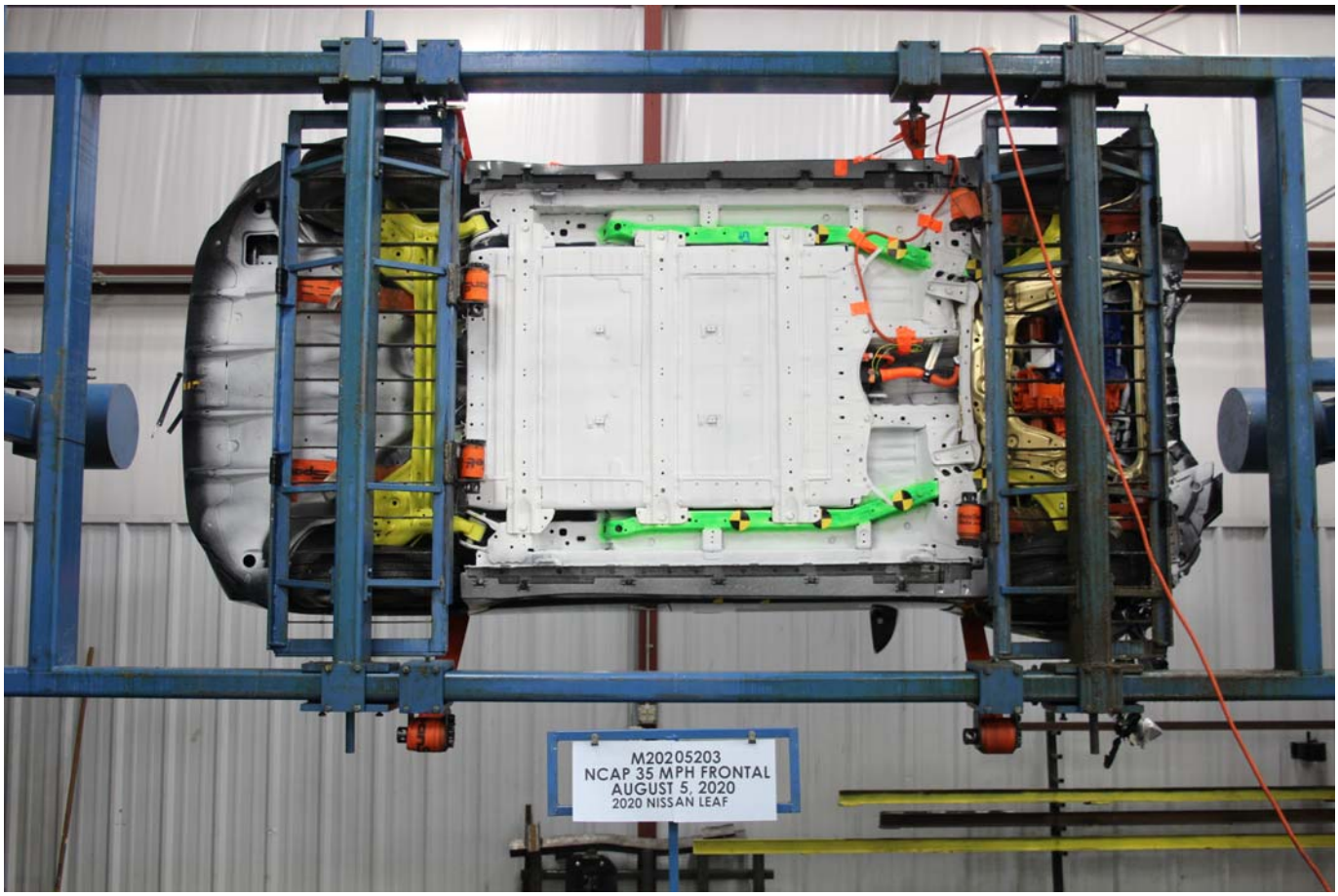


Photo No. 305-28 - FMVSS No. 305 Static Rollover at 90 Degrees

Photo No. 305-29 - FMVSS No. 305 Static Rollover at 180 Degrees

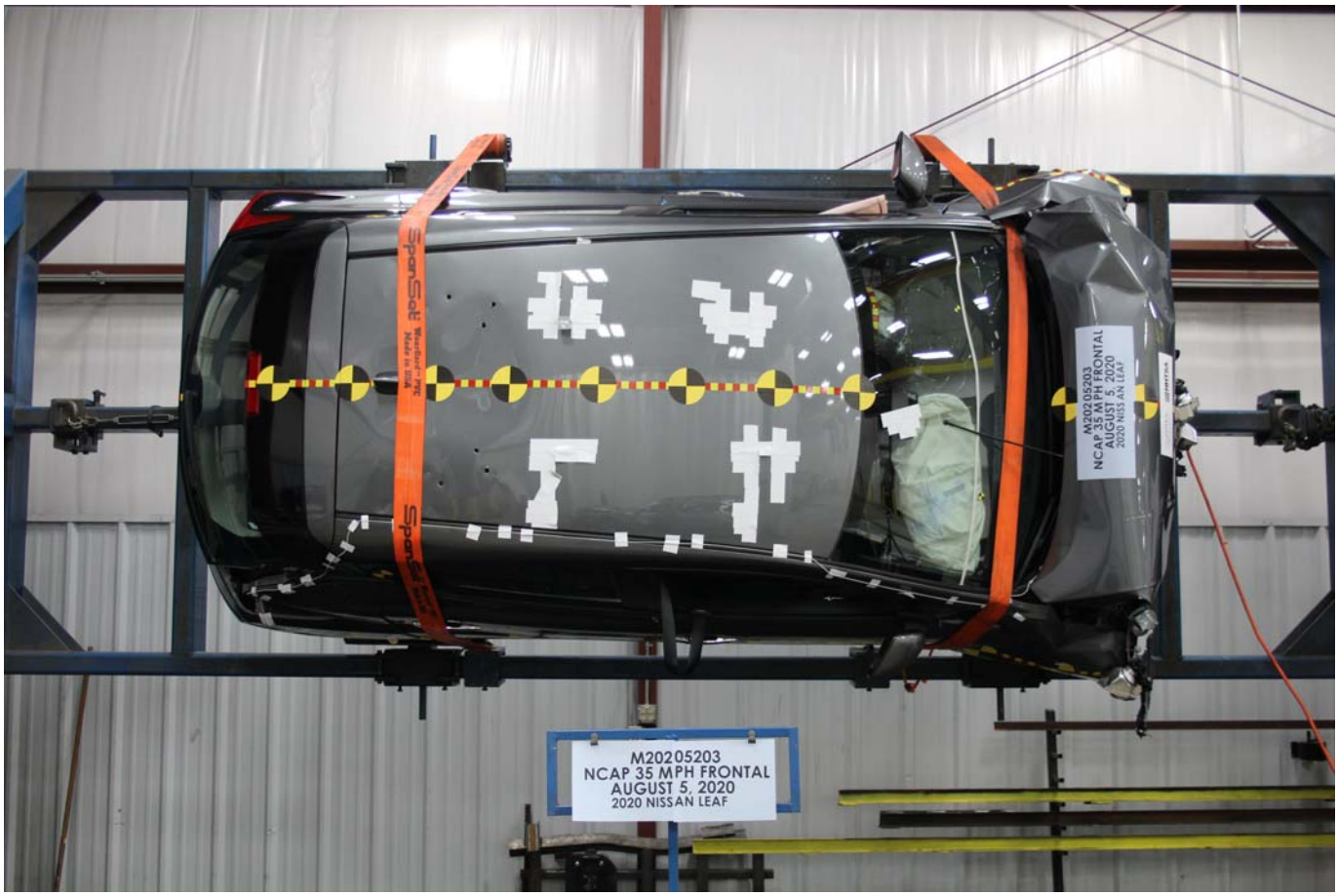



Photo No. 305-30 - FMVSS No. 305 Static Rollover at 270 Degrees


Photo No. 305-31 - FMVSS No. 305 Static Rollover at 360 Degrees

Photo No. 305-32 - Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

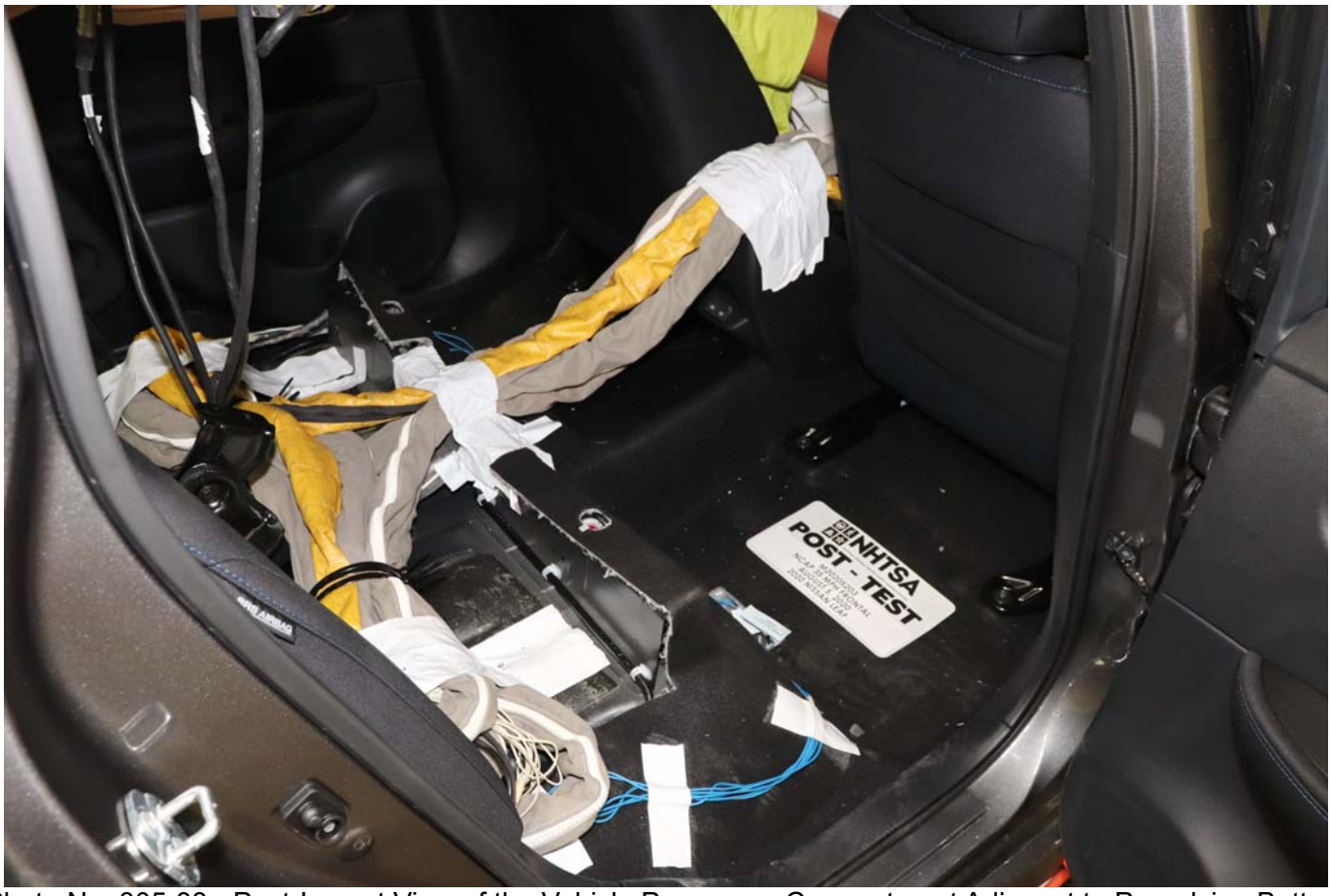


Photo No. 305-33 - Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

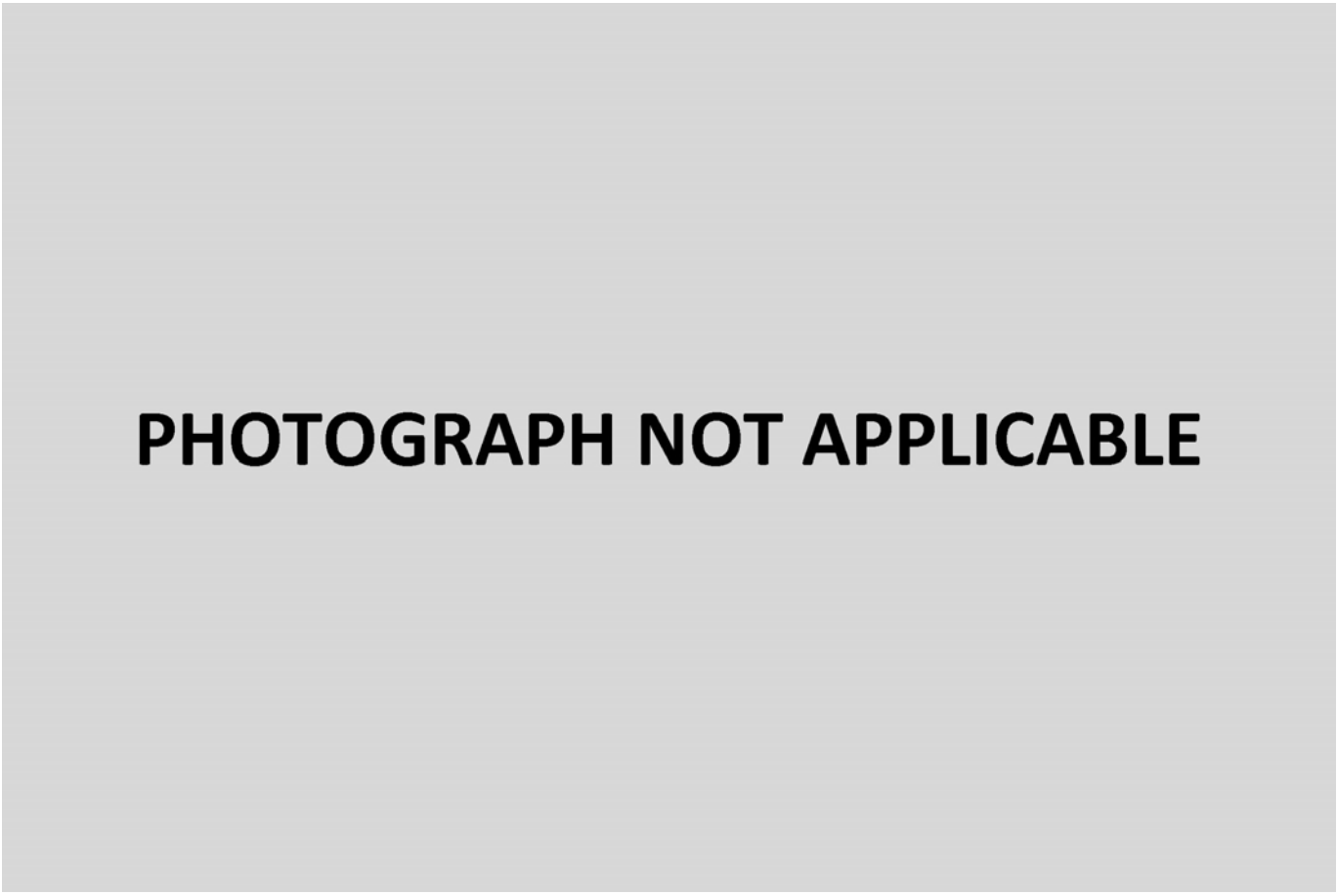



Photo No. 305-34 - Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)

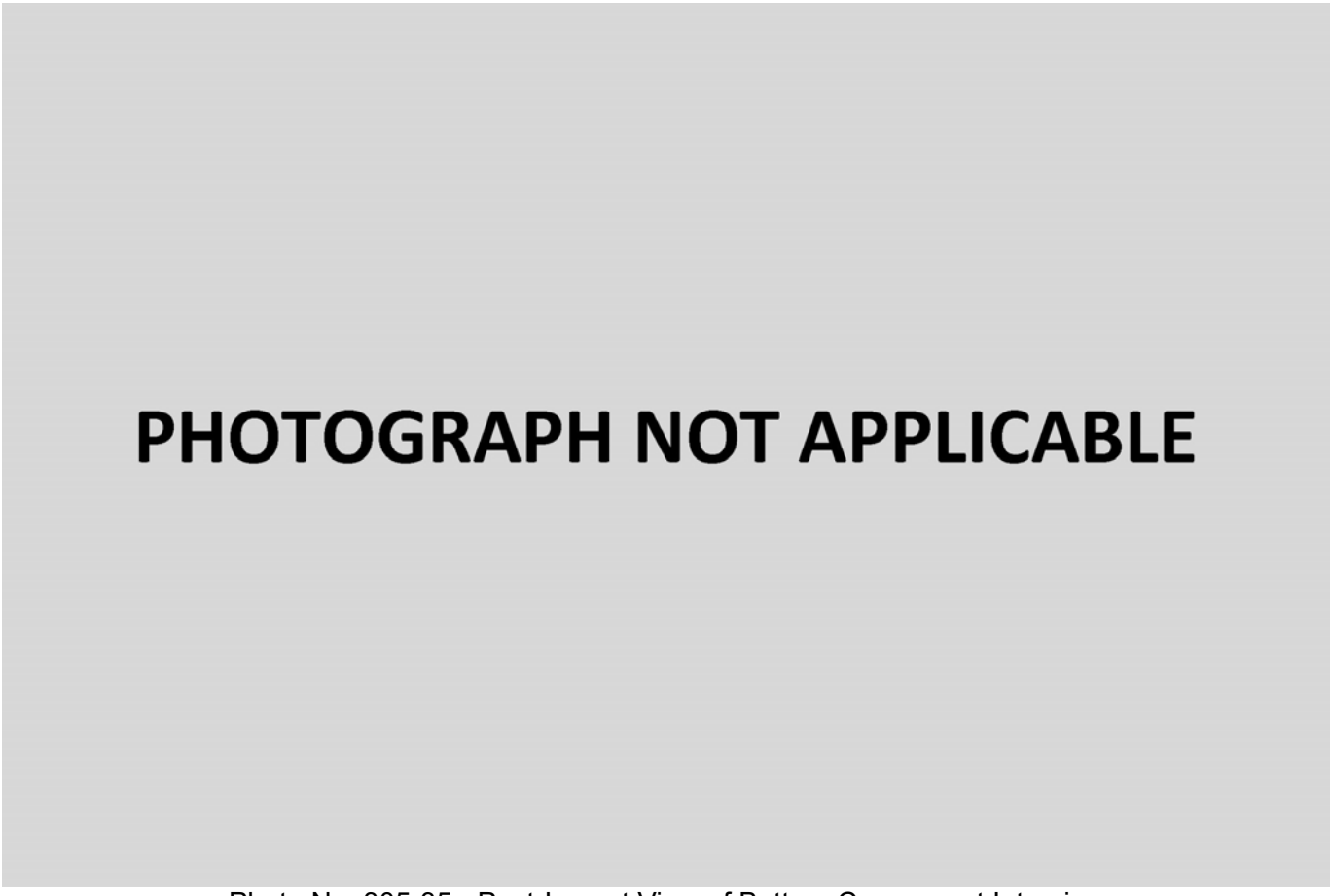



Photo No. 305-35 - Post-Impact View of Battery Component Intrusion

Photo No. 305-36 - Post-Impact View of Battery Module Movement or Retention Loss

PHOTOGRAPH NOT APPLICABLE

Photo No. 305-37 - Post-Impact View of Propulsion Battery Electrolyte Spillage Location

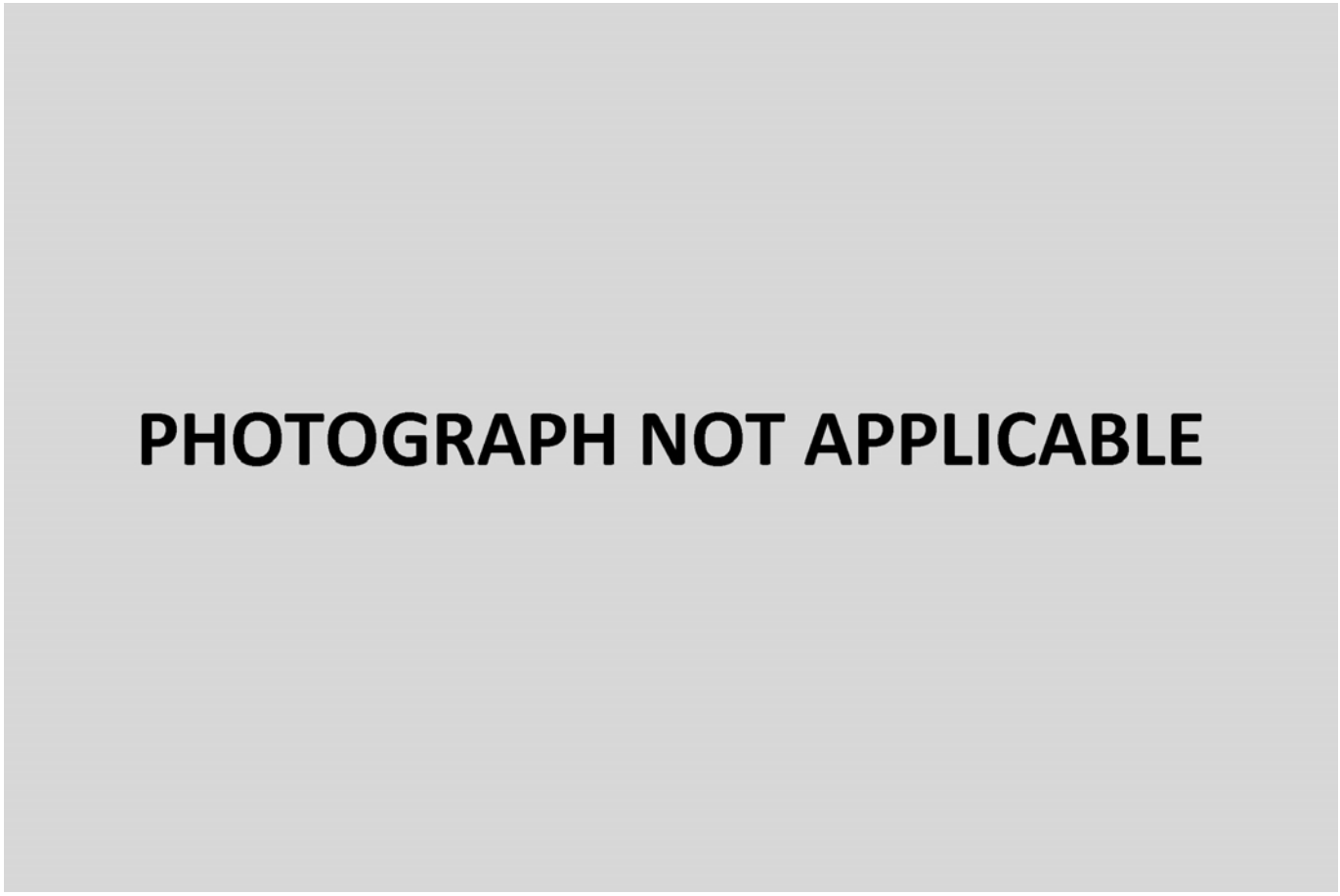



Photo No. 305-38 - Post-Test View of Propulsion Battery Electrolyte Spillage Location

# APPENDIX B
# DUMMY RESPONSE DATA TRACES

## TABLE OF DATA PLOTS

**The following additional dummy and vehicle response data can be found in the R&D section of the NHTSA website at www.nhtsa.gov**

Driver Head X Redundant

Driver Head Y Redundant

Driver Head Z Redundant

Driver Head Angular Velocity X

Driver Head Angular Velocity Y

Driver Head Angular Velocity Z

Driver Upper Neck Force Y

Driver Upper Neck Moment X

Driver Upper Neck Moment Z

Driver Chest X Redundant

Driver Chest Y Redundant

Driver Chest Z Redundant

Driver Pelvis X

Driver Pelvis Y

Driver Pelvis Z

Driver Left Femur Redundant

Driver Right Femur Redundant

Driver Left Upper Tibia Moment X

Driver Left Upper Tibia Moment Y

Driver Left Upper Tibia Force Z

Driver Left Lower Tibia Moment X

Driver Left Lower Tibia Moment Y

Driver Left Lower Tibia Force Z

Driver Right Upper Tibia Moment X

Driver Right Upper Tibia Moment Y

Driver Right Upper Tibia Force Z

Driver Right Lower Tibia Moment X

Driver Right Lower Tibia Moment Y

Driver Right Lower Tibia Force Z

Driver Left Foot Fore Z

Driver Left Foot Aft X

Driver Left Foot Aft Z

Driver Right Foot Fore Z

Driver Right Foot Aft X

Driver Right Foot Aft Z

Driver Lap Belt Force

Driver Shoulder Belt Force

Passenger Head X Redundant

Passenger Head Y Redundant

Passenger Head Z Redundant

Passenger Head Angular Velocity X

Passenger Head Angular Velocity Y

Passenger Head Angular Velocity Z

Passenger Upper Neck Force Y

Passenger Upper Neck Moment X

Passenger Upper Neck Moment Z

Passenger Chest X Redundant

Passenger Chest Y Redundant

Passenger Chest Z Redundant

Passenger Pelvis X

Passenger Pelvis Y

Passenger Pelvis Z

Passenger Left Femur Redundant

Passenger Right Femur Redundant

Passenger Left Upper Tibia Moment X

Passenger Left Upper Tibia Moment Y

Passenger Left Upper Tibia Force Z

Passenger Left Lower Tibia Moment X

Passenger Left Lower Tibia Moment Y

Passenger Left Lower Tibia Force Z

Passenger Right Upper Tibia Moment X

Passenger Right Upper Tibia Moment Y

Passenger Right Upper Tibia Force Z

Passenger Right Lower Tibia Moment X

Passenger Right Lower Tibia Moment Y

Passenger Right Lower Tibia Force Z

Passenger Left Foot Fore Z

Passenger Left Foot Aft X

Passenger Left Foot Aft Z

Passenger Right Foot Fore Z

Passenger Right Foot Aft X

Passenger Right Foot Aft Z

Passenger Lap Belt Force

Passenger Shoulder Belt Force

Left Rear Seat Crossmember X

Right Rear Seat Crossmember X

Vehicle Engine Top X

Vehicle Engine Bottom X

Left Rear Seat Crossmember Z

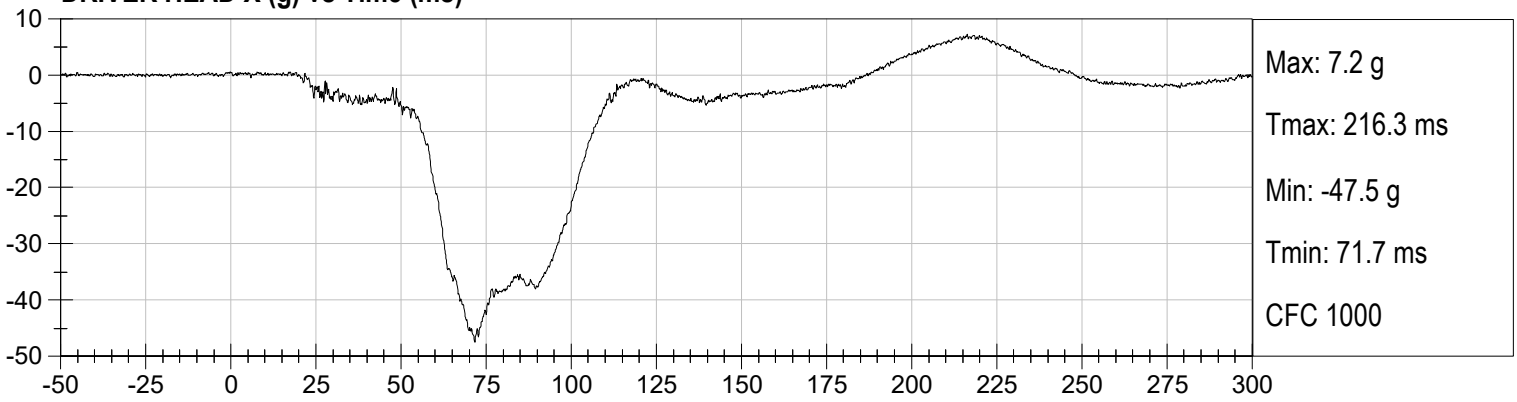
Right Rear Seat Crossmember Z

Left Rear Seat Crossmember Xr

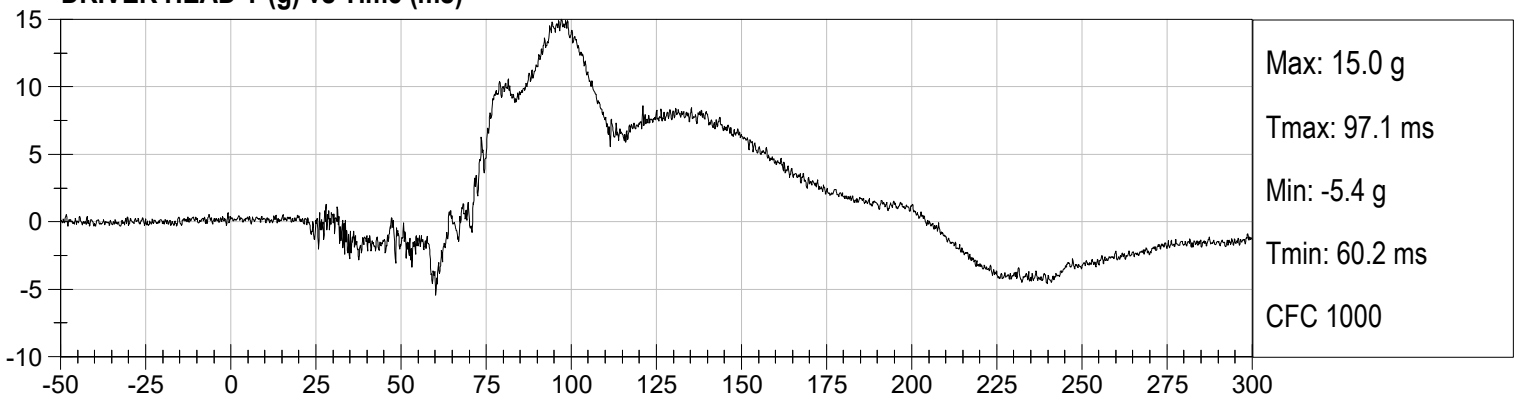
Right Rear Seat Crossmember Xr

Advanced Research Load Cell Barrier – 528 channels

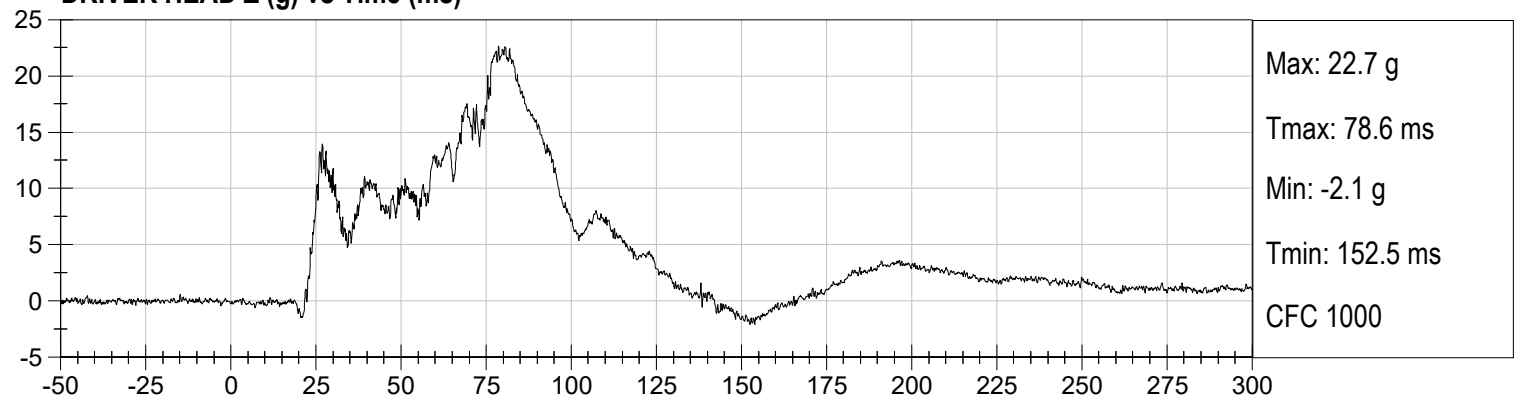
## DRIVER HEAD X (g) vs Time (ms)



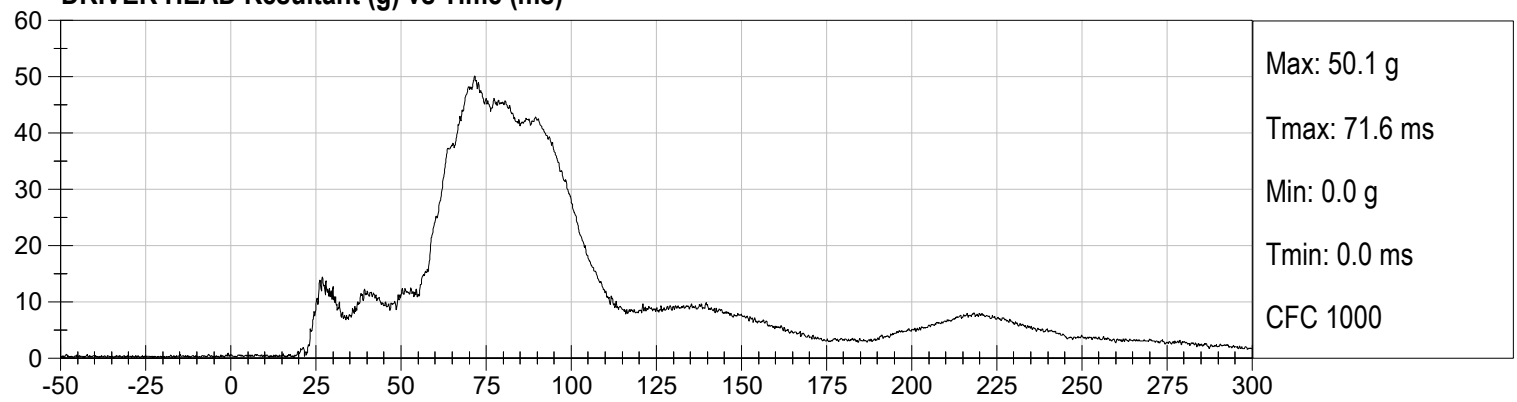

## DRIVER HEAD Y (g) vs Time (ms)



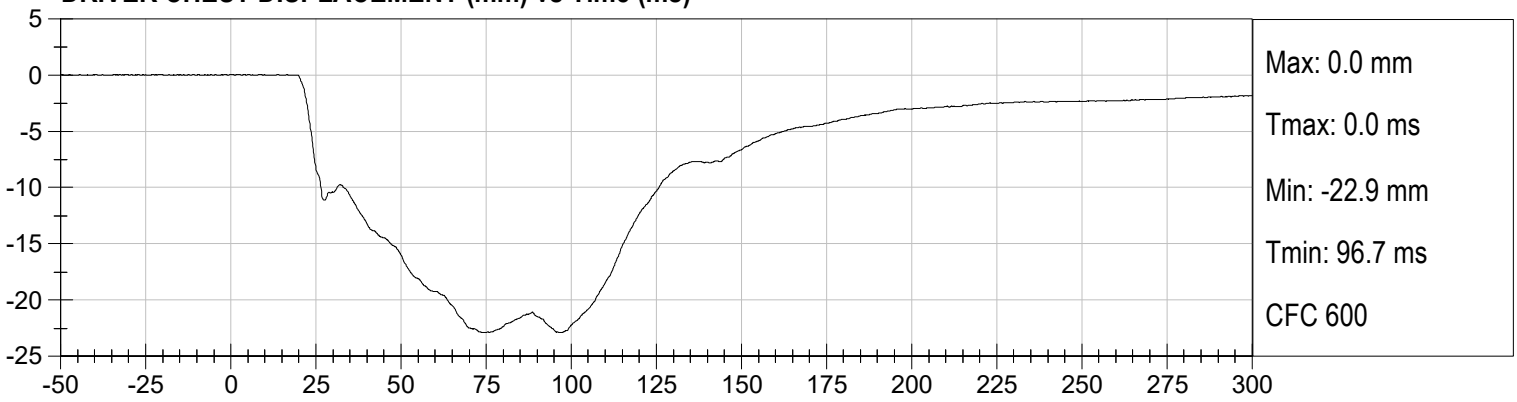

## DRIVER HEAD Z (g) vs Time (ms)



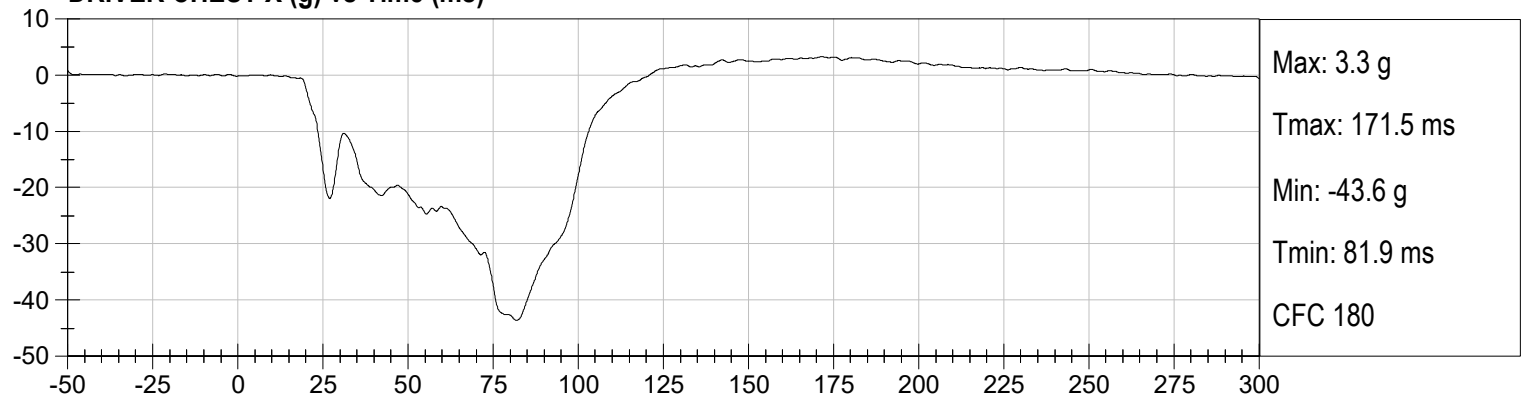

## DRIVER HEAD Resultant (g) vs Time (ms)



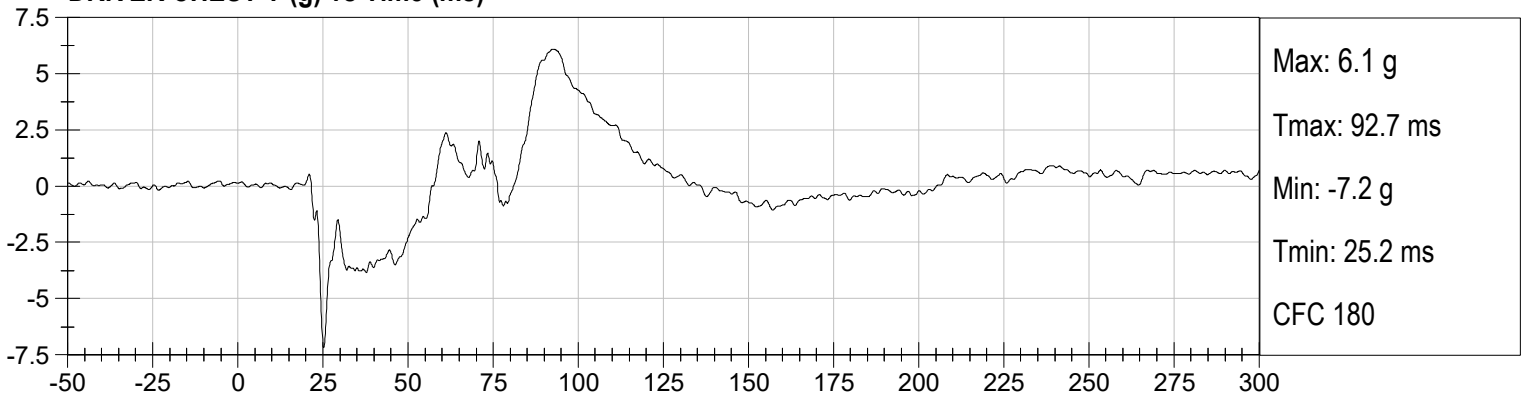
## DRIVER CHEST DISPLACEMENT (mm) vs Time (ms)



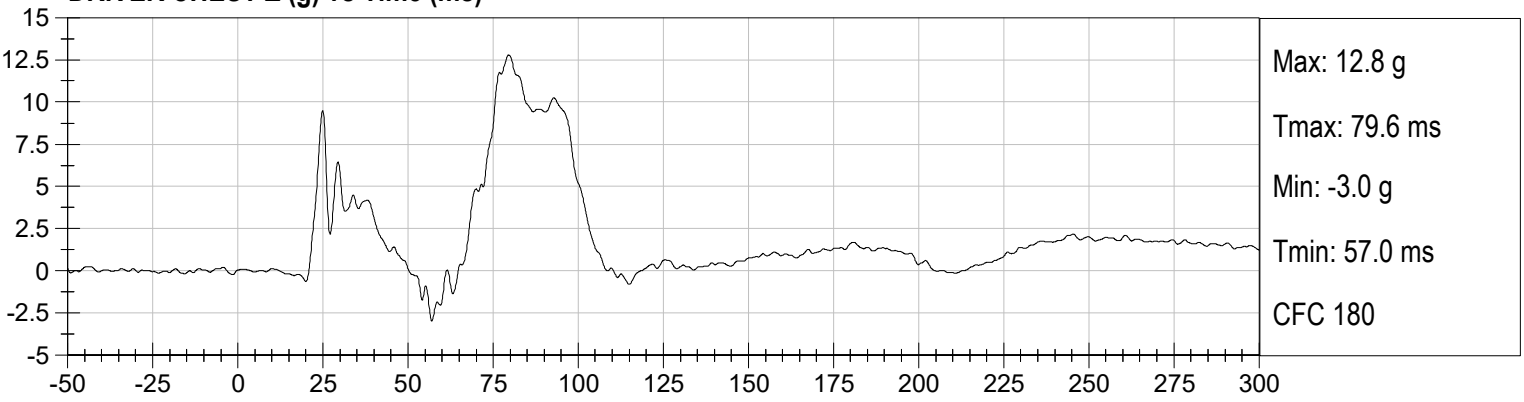
## DRIVER CHEST X (g) vs Time (ms)



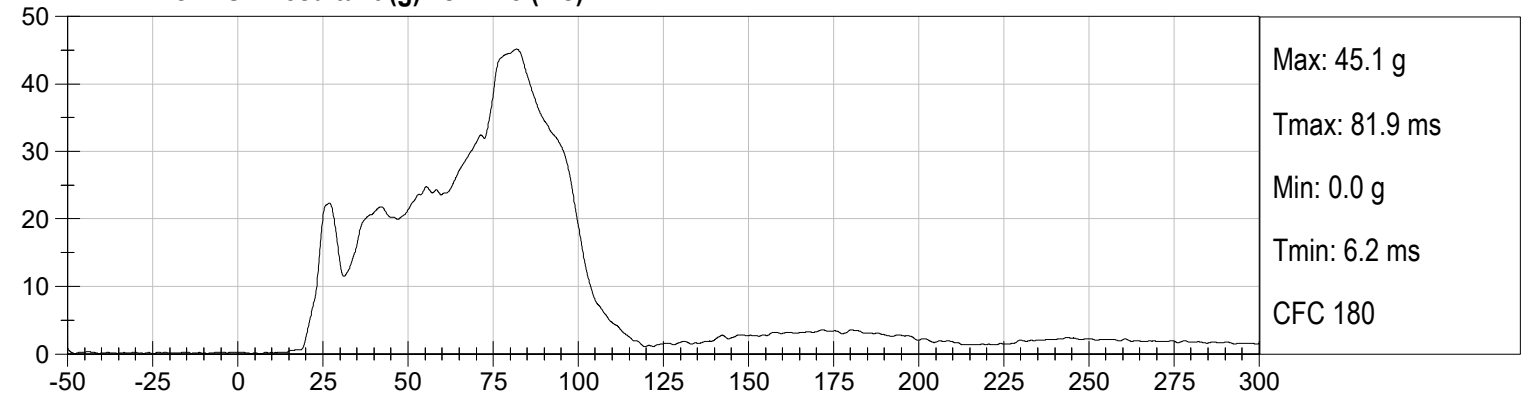

## DRIVER CHEST Y (g) vs Time (ms)



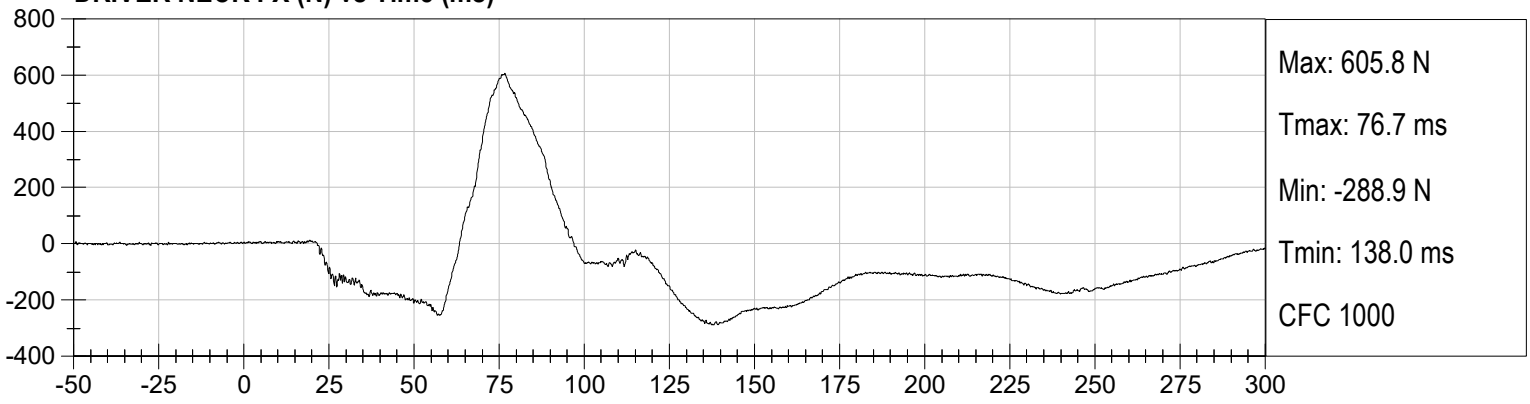

## DRIVER CHEST Z (g) vs Time (ms)



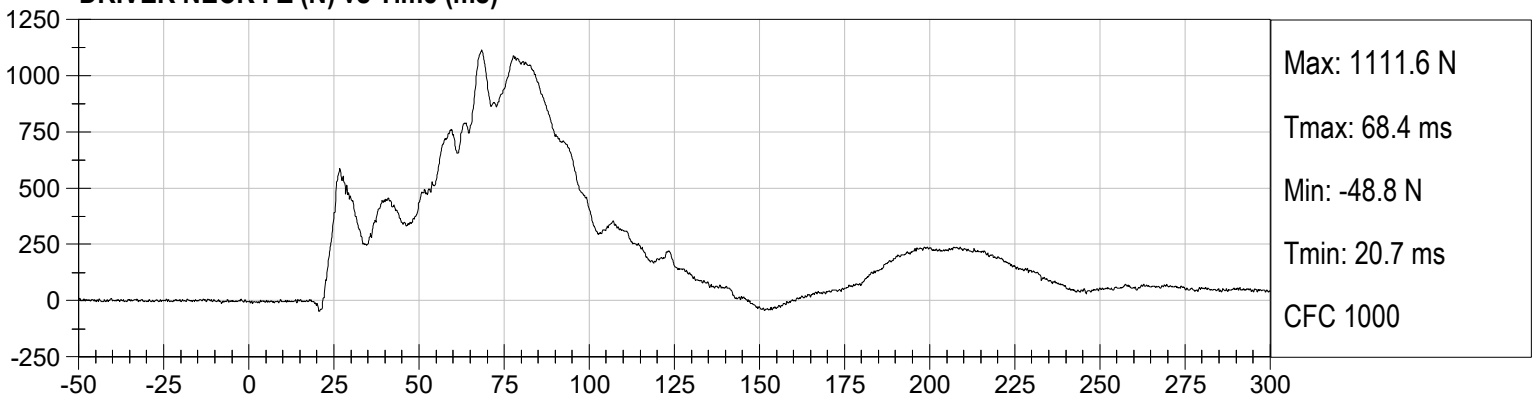

## DRIVER CHEST Resultant (g) vs Time (ms)



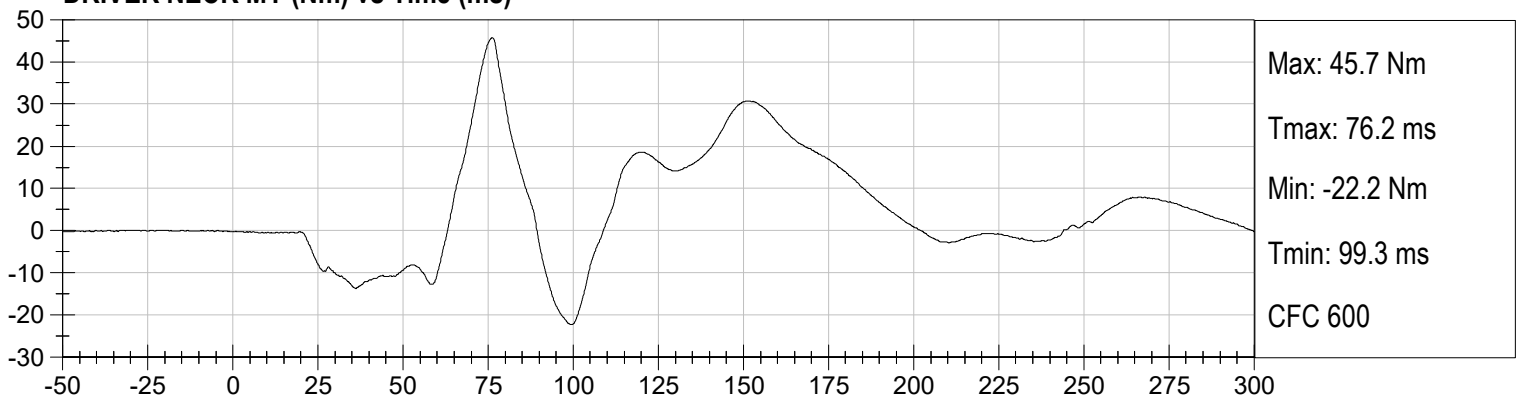
**DRIVER NECK FX (N) vs Time (ms)**



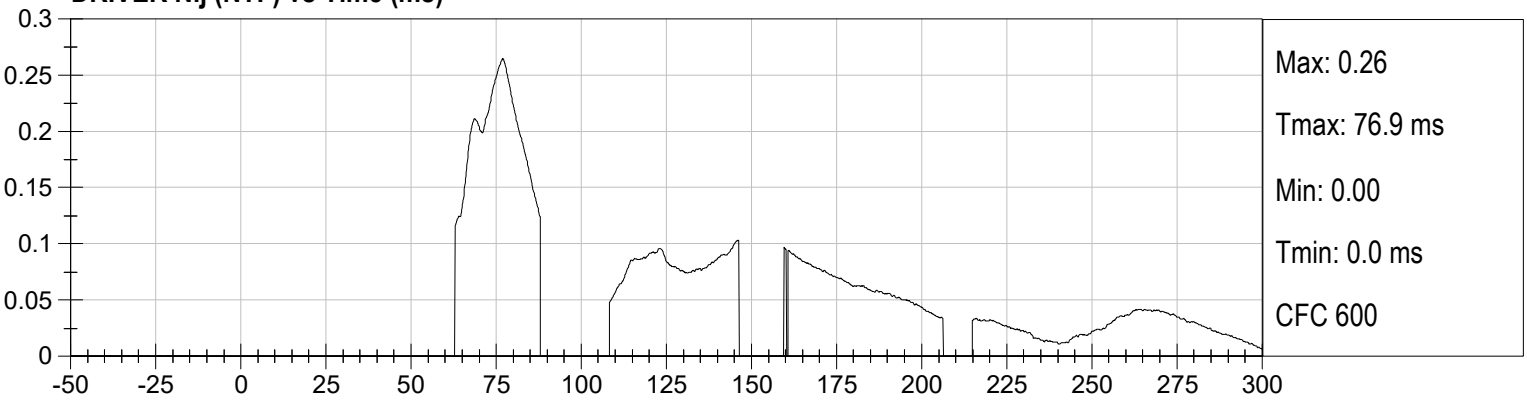

**DRIVER NECK FZ (N) vs Time (ms)**



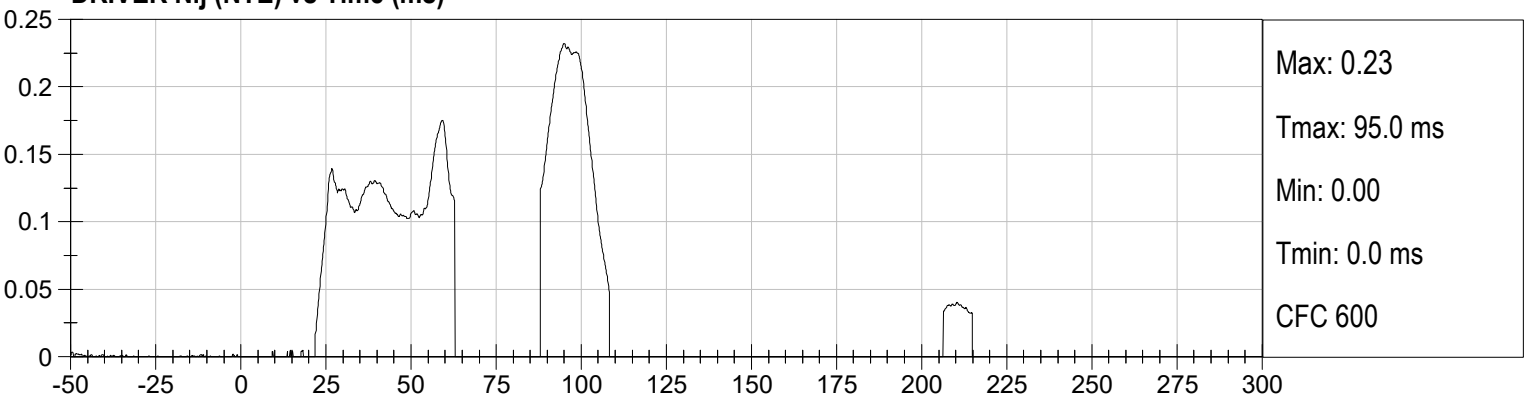

**DRIVER NECK MY (Nm) vs Time (ms)**



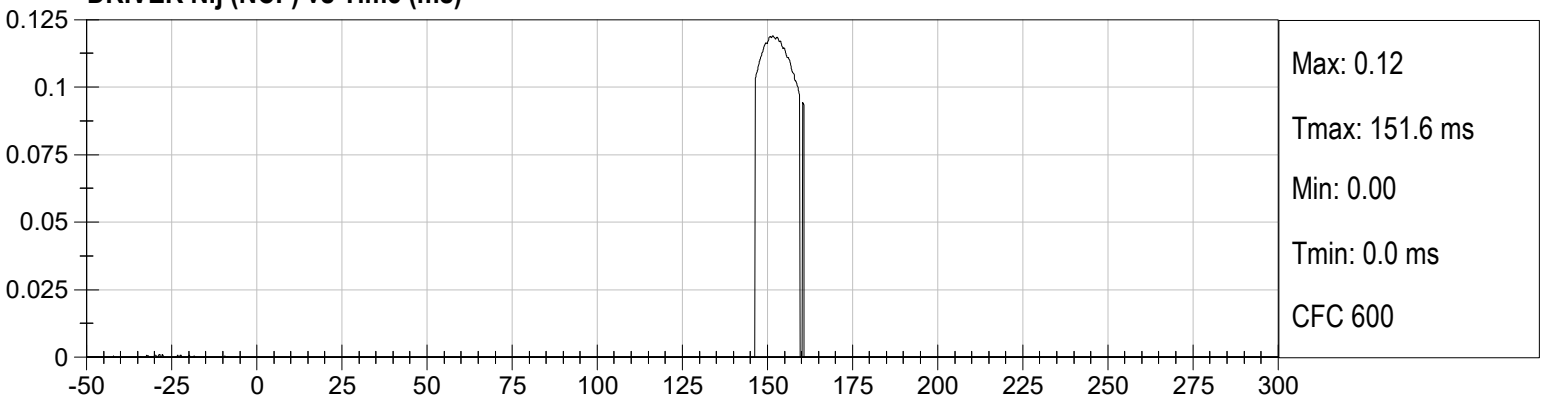
## DRIVER Nij (NTF) vs Time (ms)



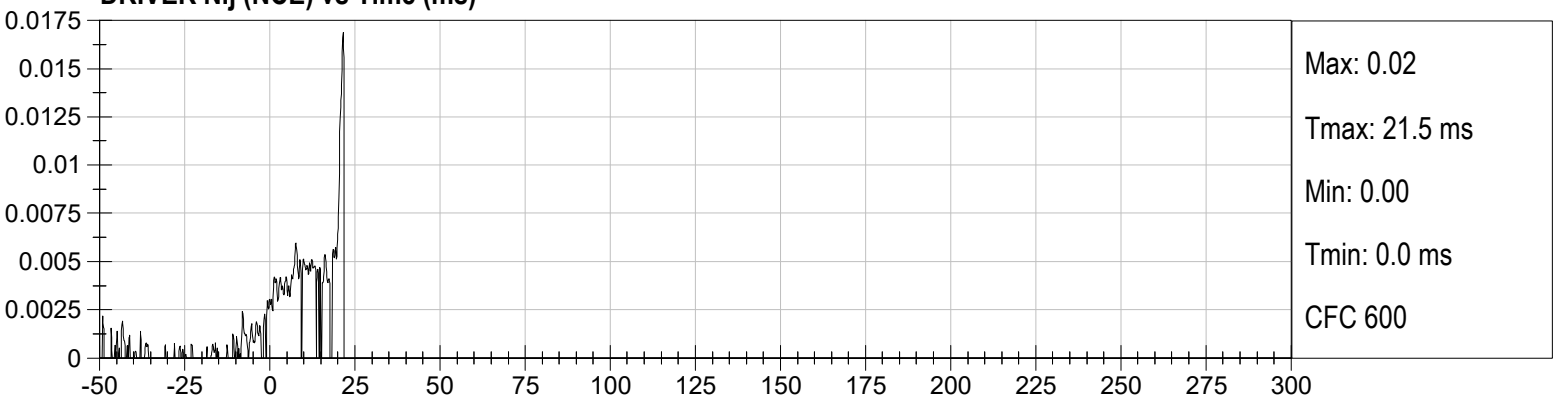

## DRIVER Nij (NTE) vs Time (ms)



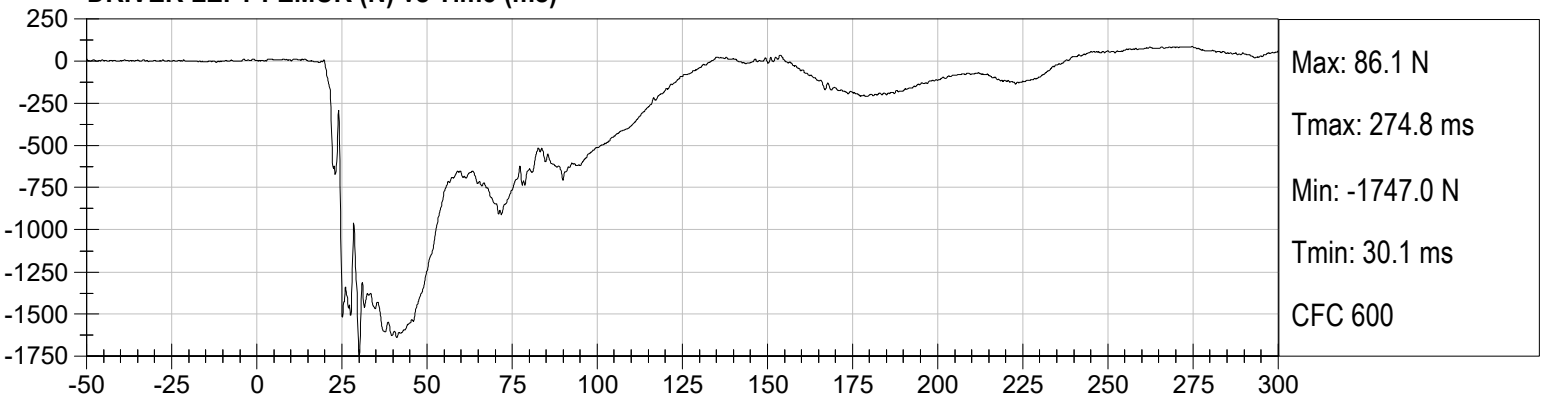

## DRIVER Nij (NCF) vs Time (ms)



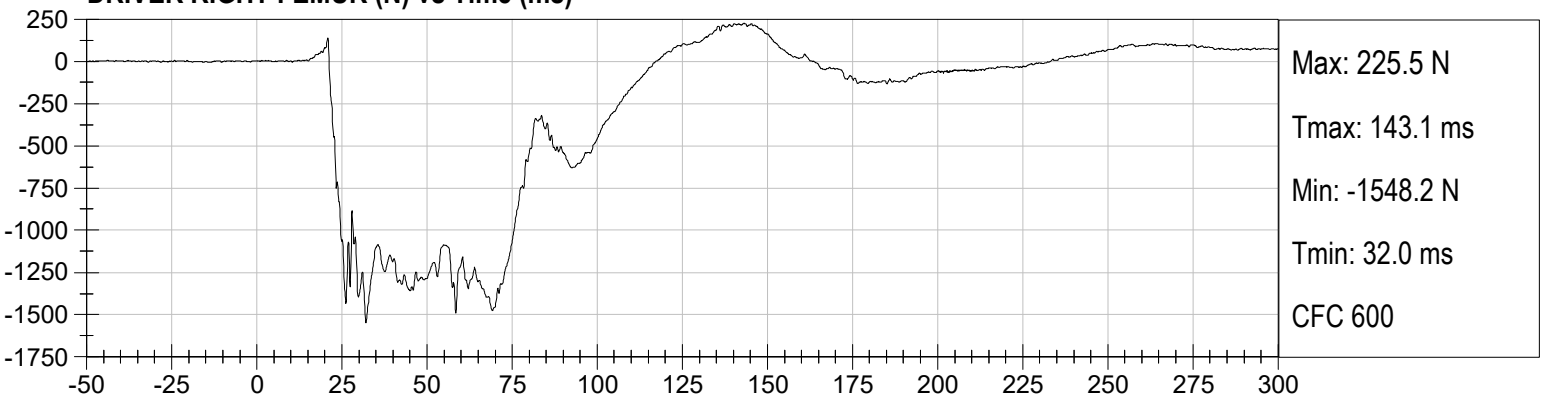

## DRIVER Nij (NCE) vs Time (ms)



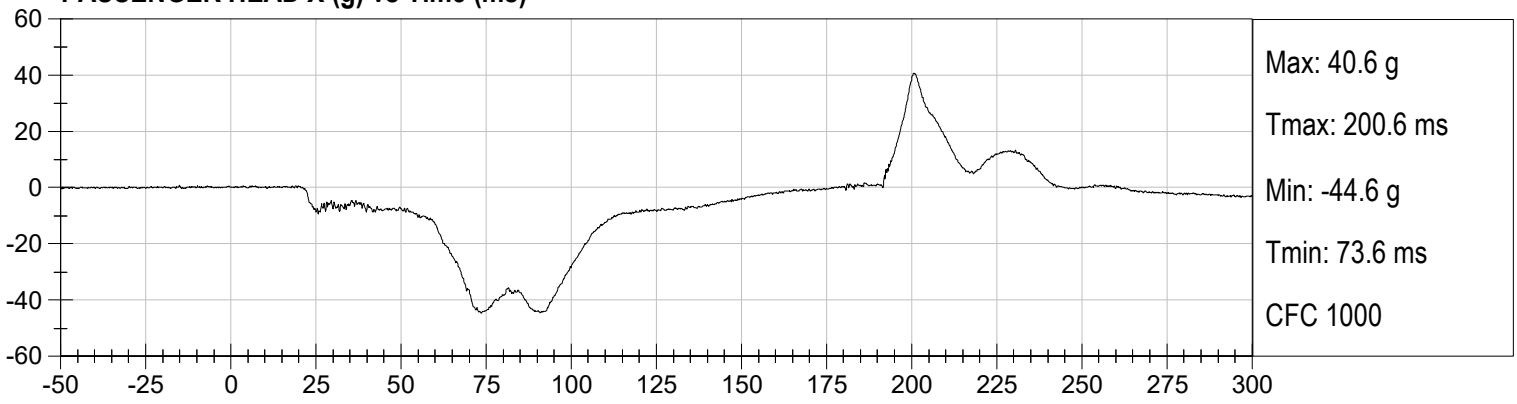
**DRIVER LEFT FEMUR (N) vs Time (ms)**



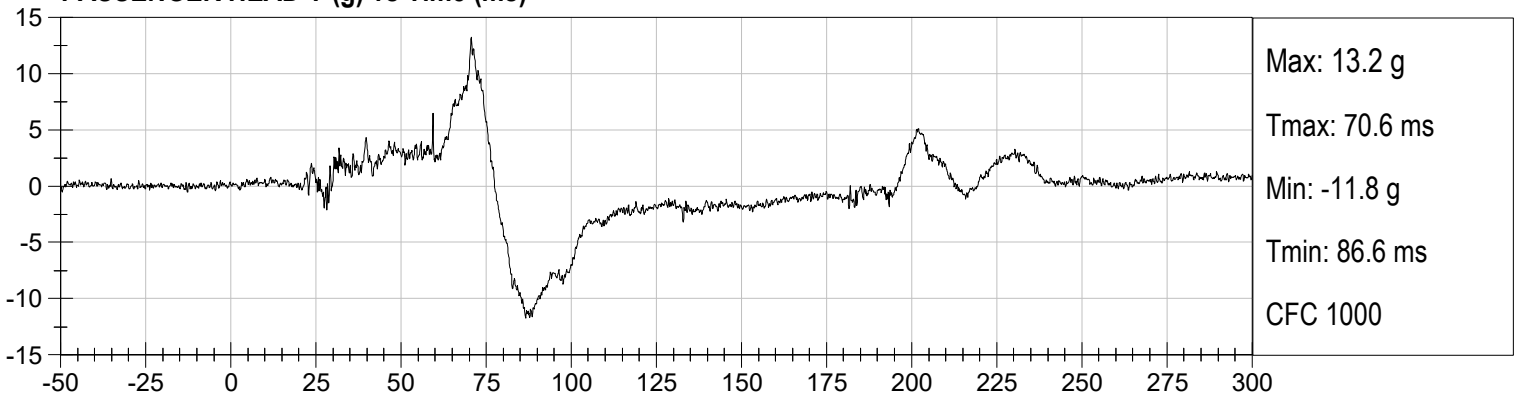

**DRIVER RIGHT FEMUR (N) vs Time (ms)**



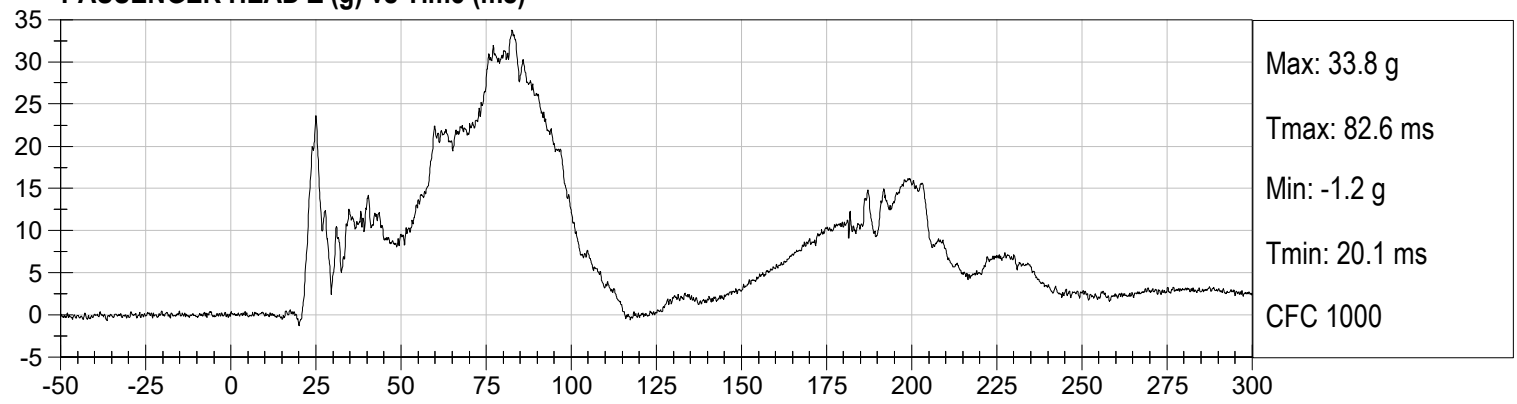
## PASSENGER HEAD X (g) vs Time (ms)



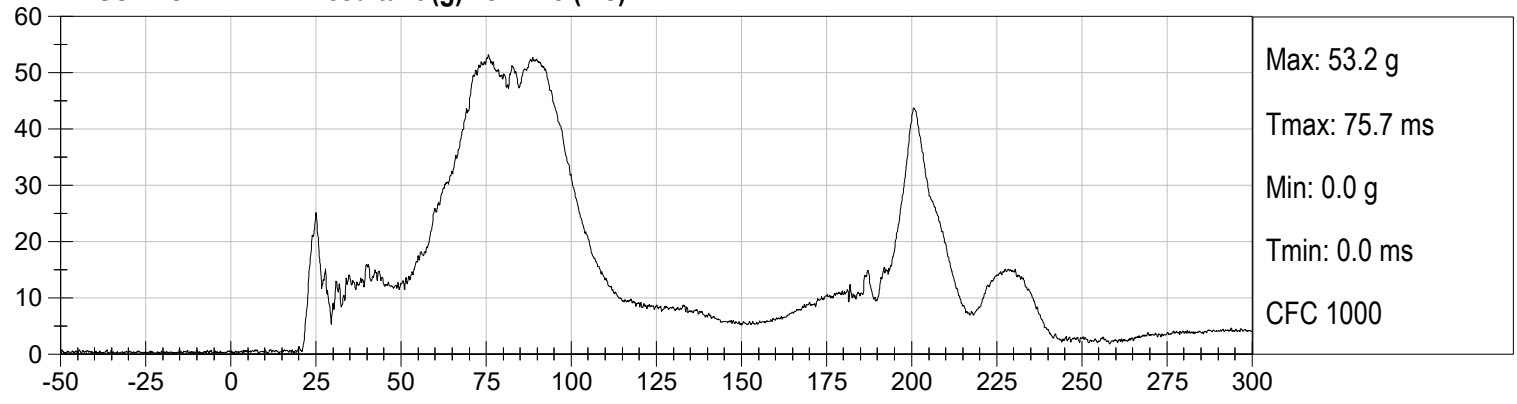

## PASSENGER HEAD Y (g) vs Time (ms)



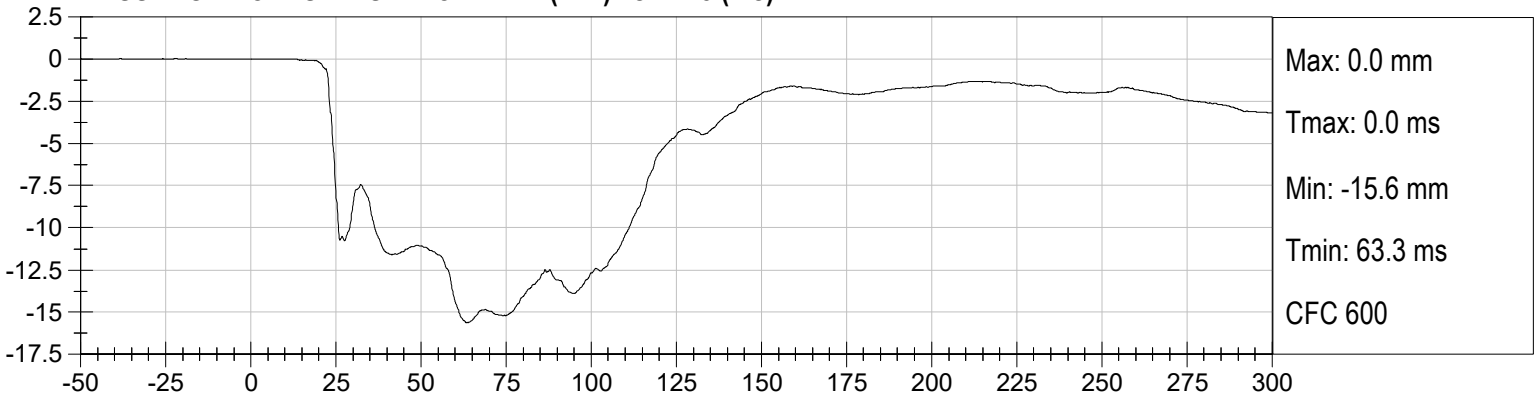

## PASSENGER HEAD Z (g) vs Time (ms)



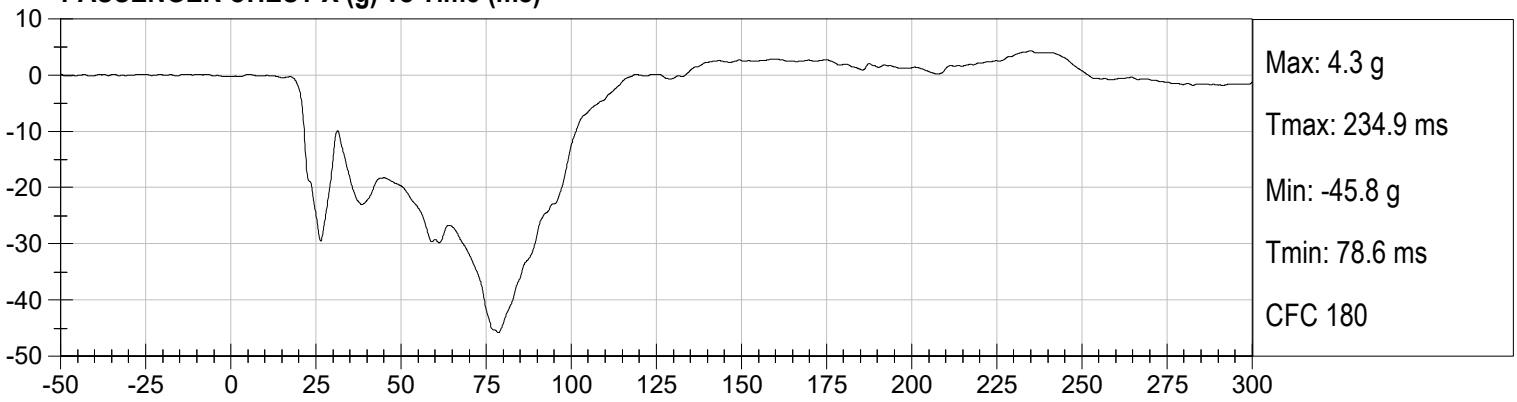

## PASSENGER HEAD Resultant (g) vs Time (ms)



## PASSENGER CHEST DISPLACEMENT (mm) vs Time (ms)

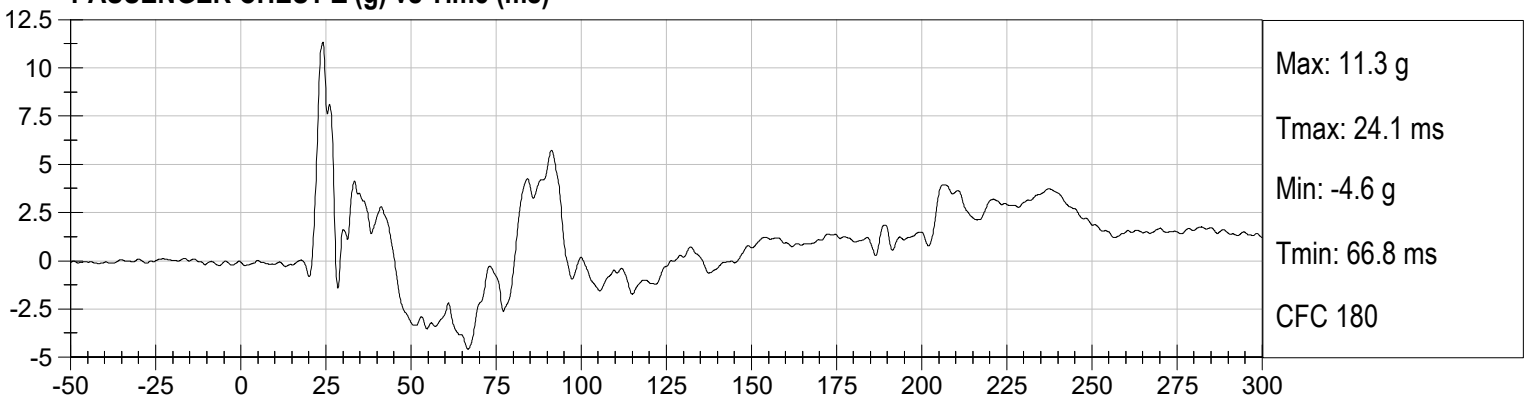


**PASSENGER CHEST X (g) vs Time (ms)**

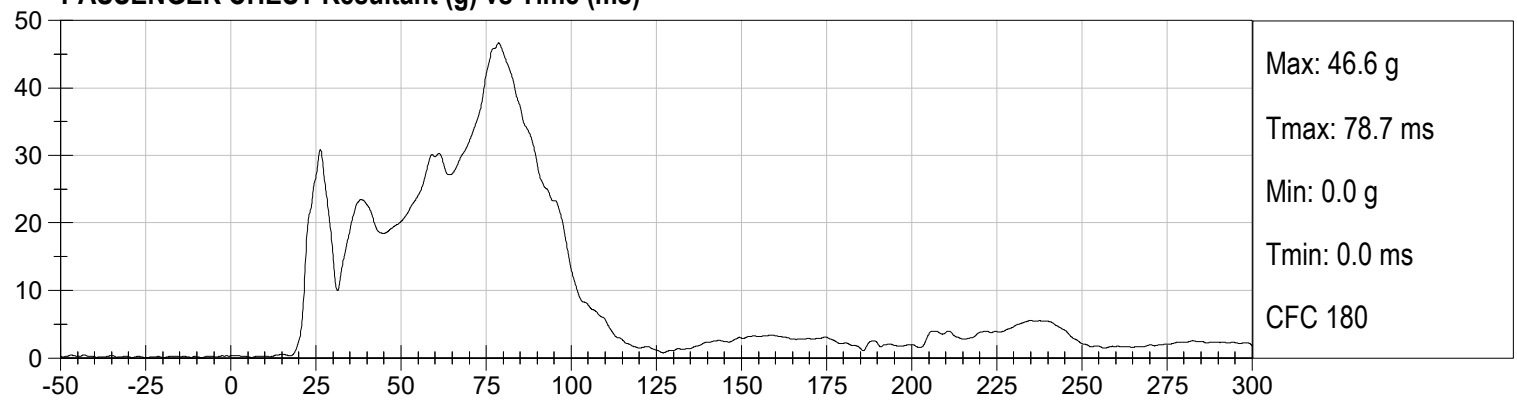



**PASSENGER CHEST Y (g) vs Time (ms)**

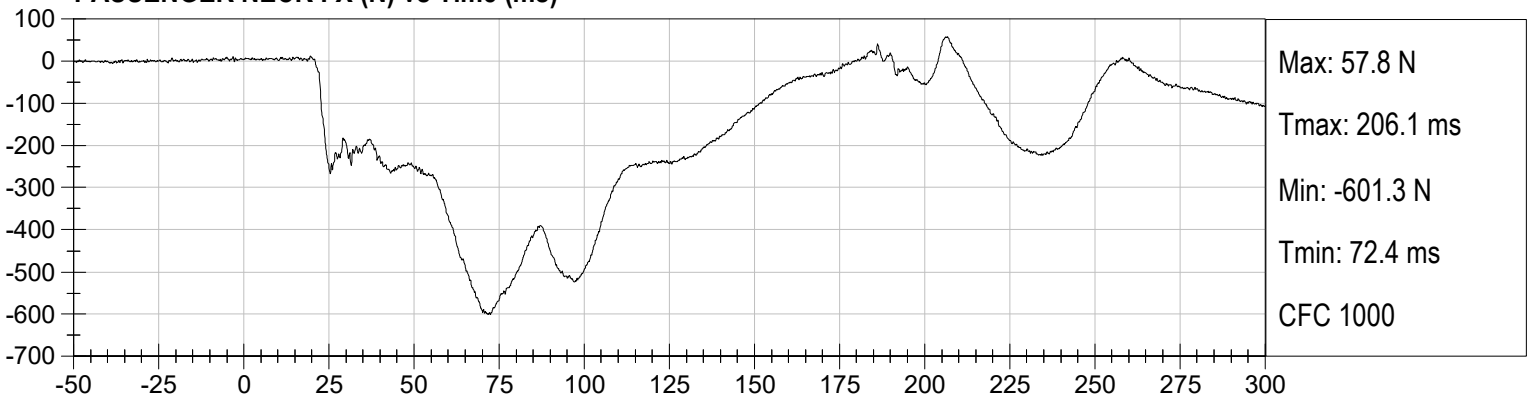

**PASSENGER CHEST Z (g) vs Time (ms)**



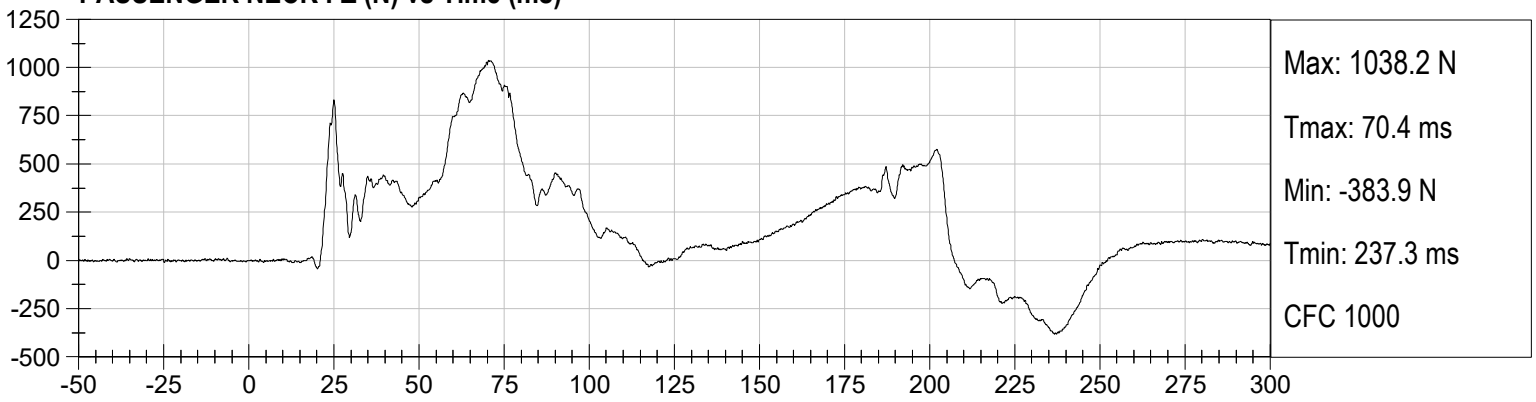

**PASSENGER CHEST Resultant (g) vs Time (ms)**



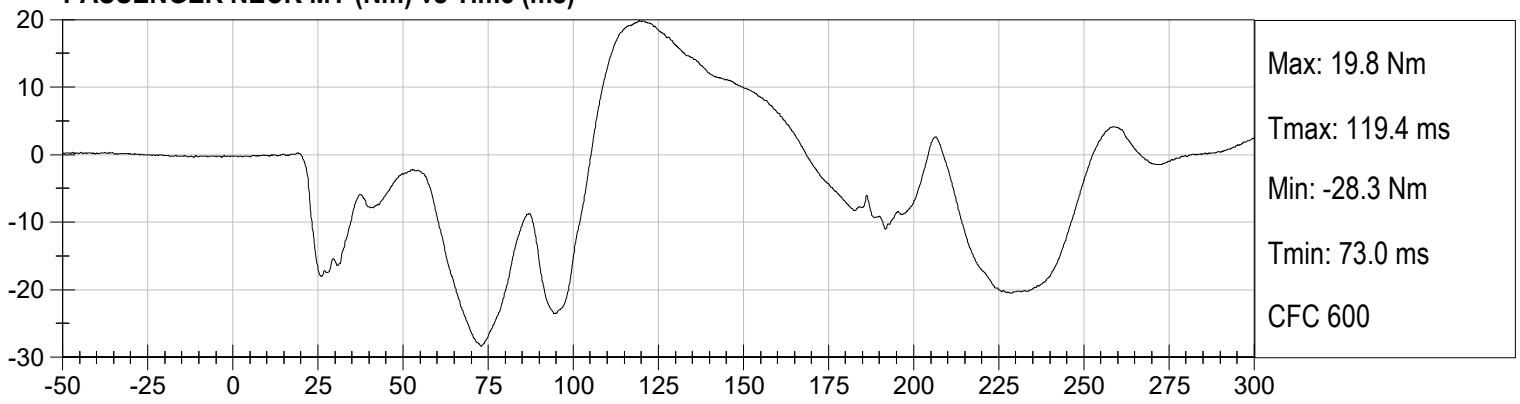
**PASSENGER NECK FX (N) vs Time (ms)**



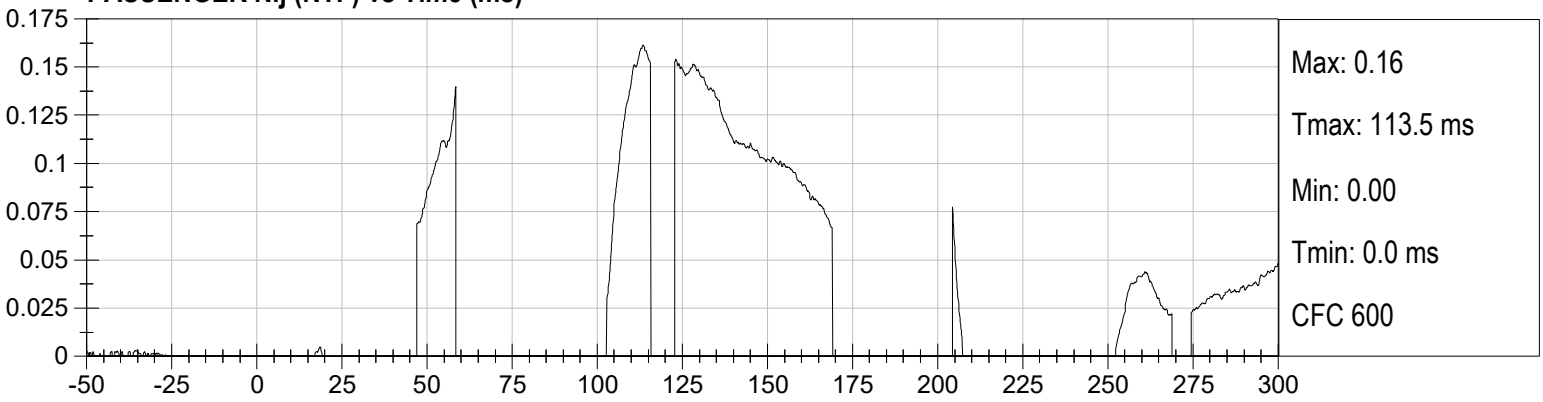

**PASSENGER NECK FZ (N) vs Time (ms)**



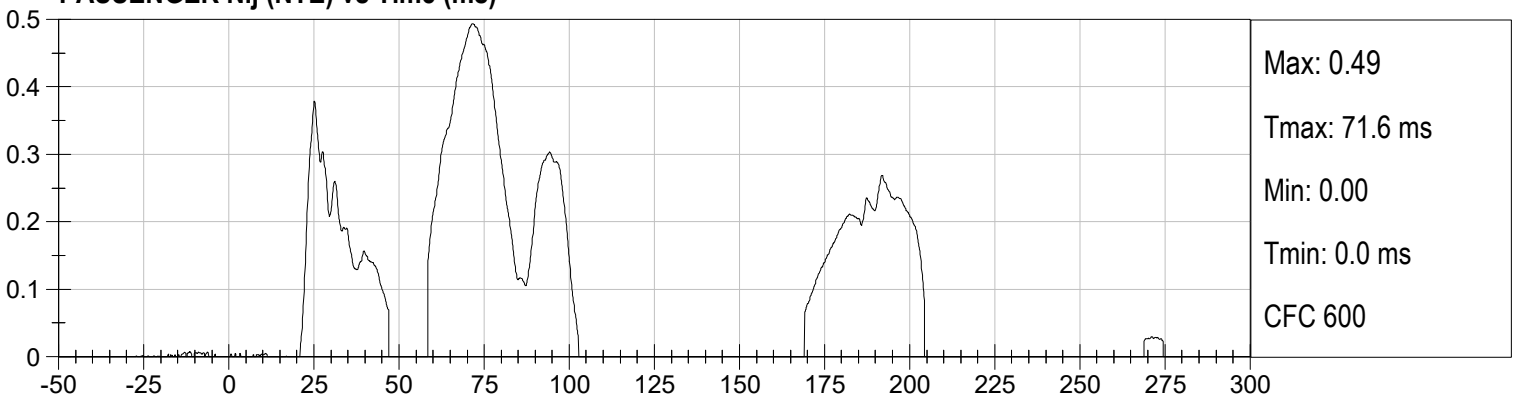

**PASSENGER NECK MY (Nm) vs Time (ms)**



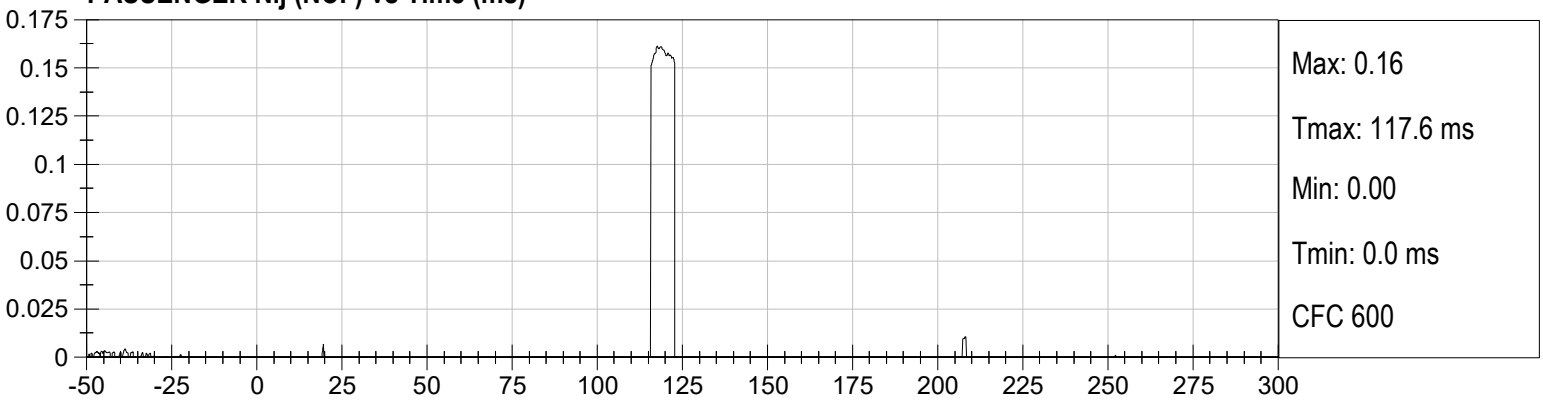
## PASSENGER Nij (NTF) vs Time (ms)



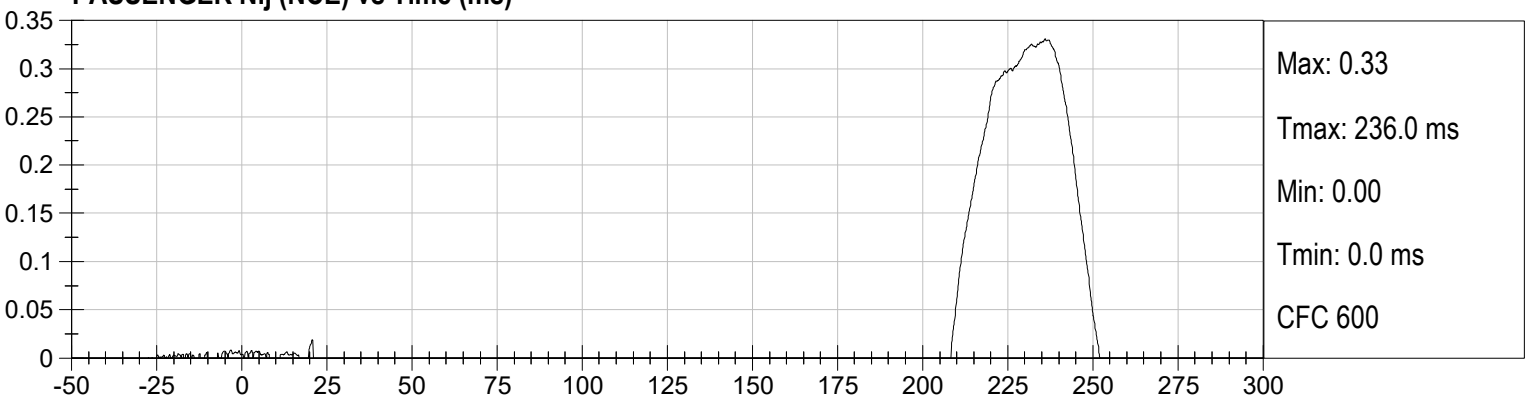

## PASSENGER Nij (NTE) vs Time (ms)



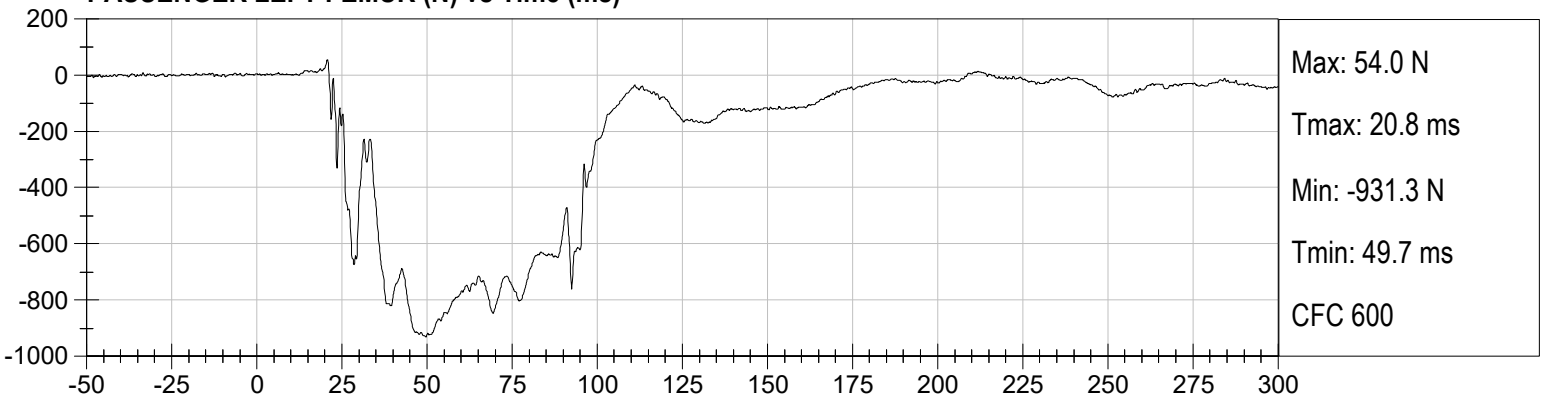

## PASSENGER Nij (NCF) vs Time (ms)



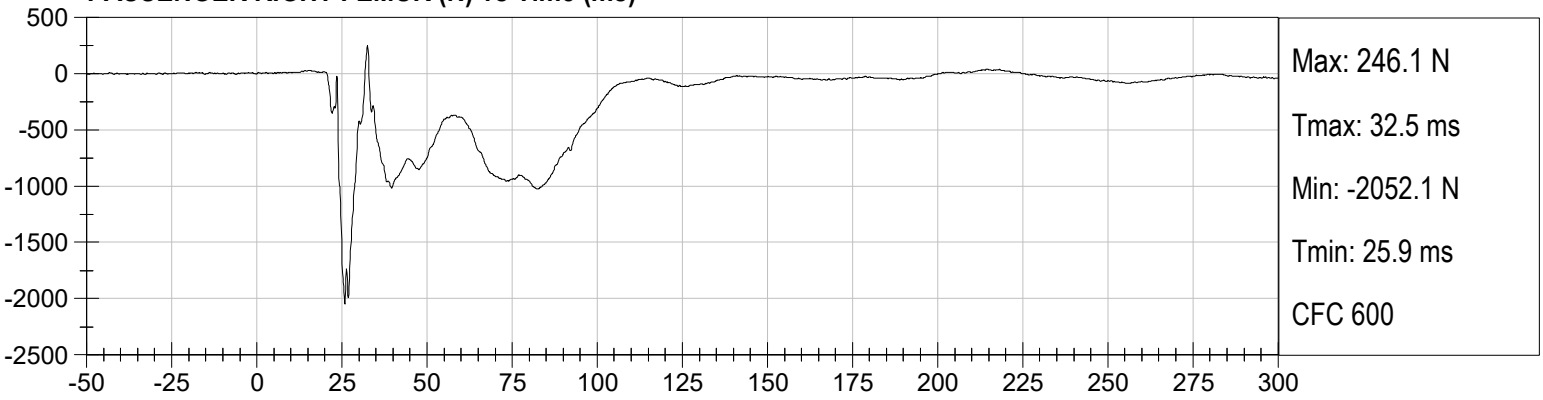

## PASSENGER Nij (NCE) vs Time (ms)



**PASSENGER LEFT FEMUR (N) vs Time (ms)**




**PASSENGER RIGHT FEMUR (N) vs Time (ms)**



# APPENDIX C
# DUMMY CALIBRATION AND PERFORMANCE VERIFICATION DATA

## CALIBRATION TEST RESULTS

## PRE-TEST

## HYBRID III 50$^{TH}$ PERCENTILE MALE - DRIVER ATD

**Hybrid III, 50th External Measurements**
**SN: 351**

| HYBRID III, PART 572, SUBPART E EXTERNAL DIMENSIONS | | | | |
|---|---|---|---|---|
| DIMENSION | DESCRIPTION | DETAILS | ASSEMBLY DIMENSION (inches) | ACTUAL MEASUREMENT |
| A | TOTAL SITTING HEIGHT | Seat surface to highest point on top of the head. | 34.6–35.0 | 34.8 |
| B | SHOULDER PIVOT HEIGHT | Centerline of shoulder pivot bolt to the seat surface. | 19.9-20.5 | 20.0 |
| C | H-POINT HEIGHT | Reference | 3.3-3.5 | 3.4 |
| D | H-POINT LOCATION FROM BACKLINE | Reference | 5.3-5.5 | 5.5 |
| E | SHOULDER PIVOT FROM BACKLINE | Center of the shoulder clevis to the rear vertical surface of the fixture. | 3.3-3.7 | 3.5 |
| F | THIGH CLEARANCE | Measured at the highest point on the upper femur segment. | 5.5-6.1 | 6.0 |
| G | BACK OF ELBOW TO WRIST PIVOT | back of the elbow flesh to the wrist pivot in line with the elbow and wrist pivots | 11.4-12.0 | 11.8 |
| H | HEAD BACK TO BACKLINE | Back of Skull cap skin to seat rear vertical surface (Reference) | 1.6-1.8 | 1.7 |
| I | SHOULDER TO- ELBOW LENGTH | Measure from the highest point on top of the shoulder clevis to the lowest part of the flesh on the elbow in line with the elbow pivot bolt. | 13.0-13.6 | 13.3 |
| J | ELBOW REST HEIGHT | Measure from the flesh below the elbow pivot bolt to the seat surface. | 7.5-8.3 | 7.8 |
| K | BUTTOCK TO KNEE LENGTH | The forward most part of the knee flesh to the rear vertical surface of the fixture. | 22.8-23.8 | 23.8 |
| L | POPLITEAL HEIGHT | Seat surface to the plane of the horizontal plane of the bottom of the feet. | 16.9-17.9 | 17.0 |
| M | KNEE PIVOT HEIGHT | Centerline of knee pivot bolt to the horizontal plane of the bottom of the feet. | 19.1-19.7 | 19.5 |
| N | BUTTOCK POPLITEAL LENGTH | The rearmost surface of the lower leg to the same point on the rear surface of the buttocks used for dim. “K”. | 17.8-18.8 | 18.8 |

| HYBRID III, SUBPART E EXTERIOR DIMENSIONS, continued | | | | |
|---|---|---|---|---|
| DIMENSION | DESCRIPTION | DETAILS | | ACTUAL MEASUREMENT |
| O | CHEST DEPTH WITHOUT JACKET | Measured 16.9-17.1 in. above seat surface | 8.4-9.0 | 8.5 |
| P | FOOT LENGTH | Tip of toe to rear of heel | 9.9-10.5 | 10.3 |
| V | SHOULDER BREADTH | Outside edges of right and left shoulder clevises | 16.3-17.2 | 16.5 |
| W | FOOT BREADTH | The widest part of the foot | 3.6-4.2 | 4.0 |
| Y | CHEST CIRCUMFERENCE (WITH CHEST JACKET) | Measured 16.9-17.1 in. above seat surface | 38.2-39.4 | 39.2 |
| Z | WAIST CIRCUMFERENCE | Measured 8.9-9.1 in. above seat surface | 32.9-34.1 | 33.7 |
| AA | REFERENCE LOCATION FOR MEASUREMENT OF CHEST CIRCUMFERENCE | Reference | 16.9-17.1 | 17.0 |
| BB | REFERENCE LOCATION FOR MEASUREMENT OF WAIST CIRCUMFERENCE | Reference | 8.9-9.1 | 9.0 |

**NOTE:** THE H-POINT IS LOCATED 1.83 INCHES FORWARD AND 2.57 INCHES DOWN FROM THE CENTER OF THE PELVIS ANGLE REFERENCE HOLE.

**MGA RESEARCH CORPORATION**

**HEAD DROP TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test ID:** D201631

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Peak Resultant Acceleration | G's | 225 to 275 | 256 | Pass |
| Peak Lateral Acceleration | G's | <= +/- 15.0 | -2.0 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 10% of peak | Yes | Pass |
| | | Overall Test Results | | Pass |

Laboratory Technician

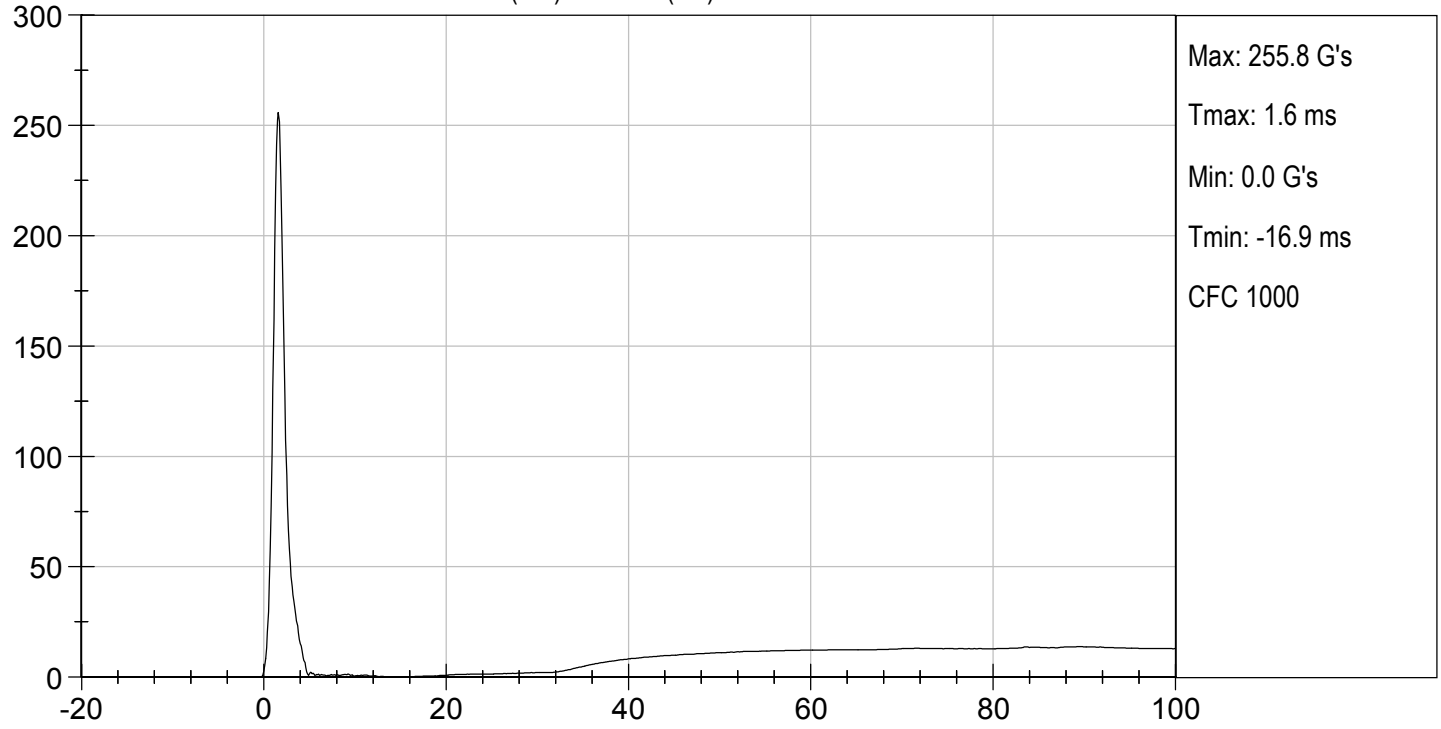
06/25/2020
Test Date

Approved By

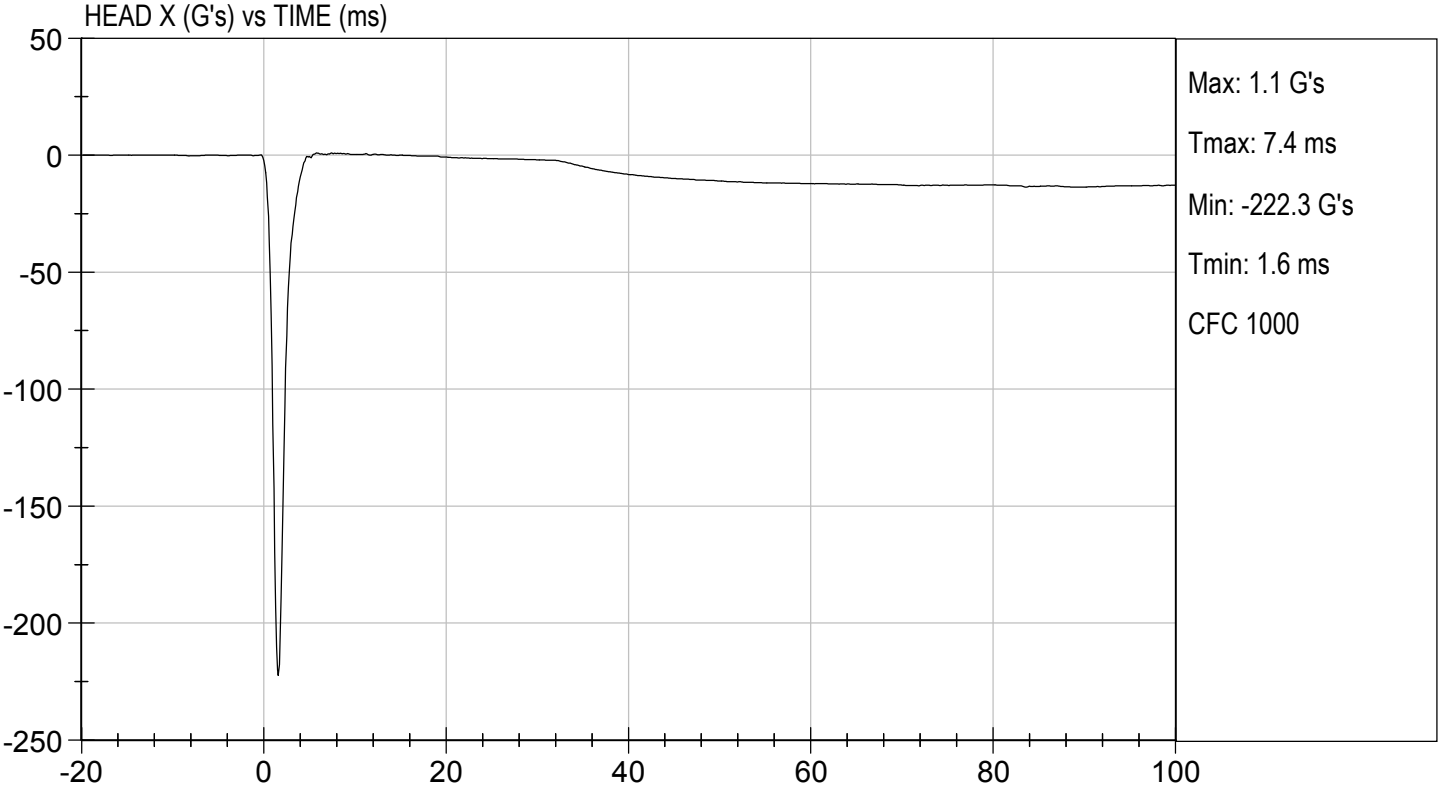
TEST DESC: HEAD DROP

TEST DATE: 06/25/2020
TEST #: D201631

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

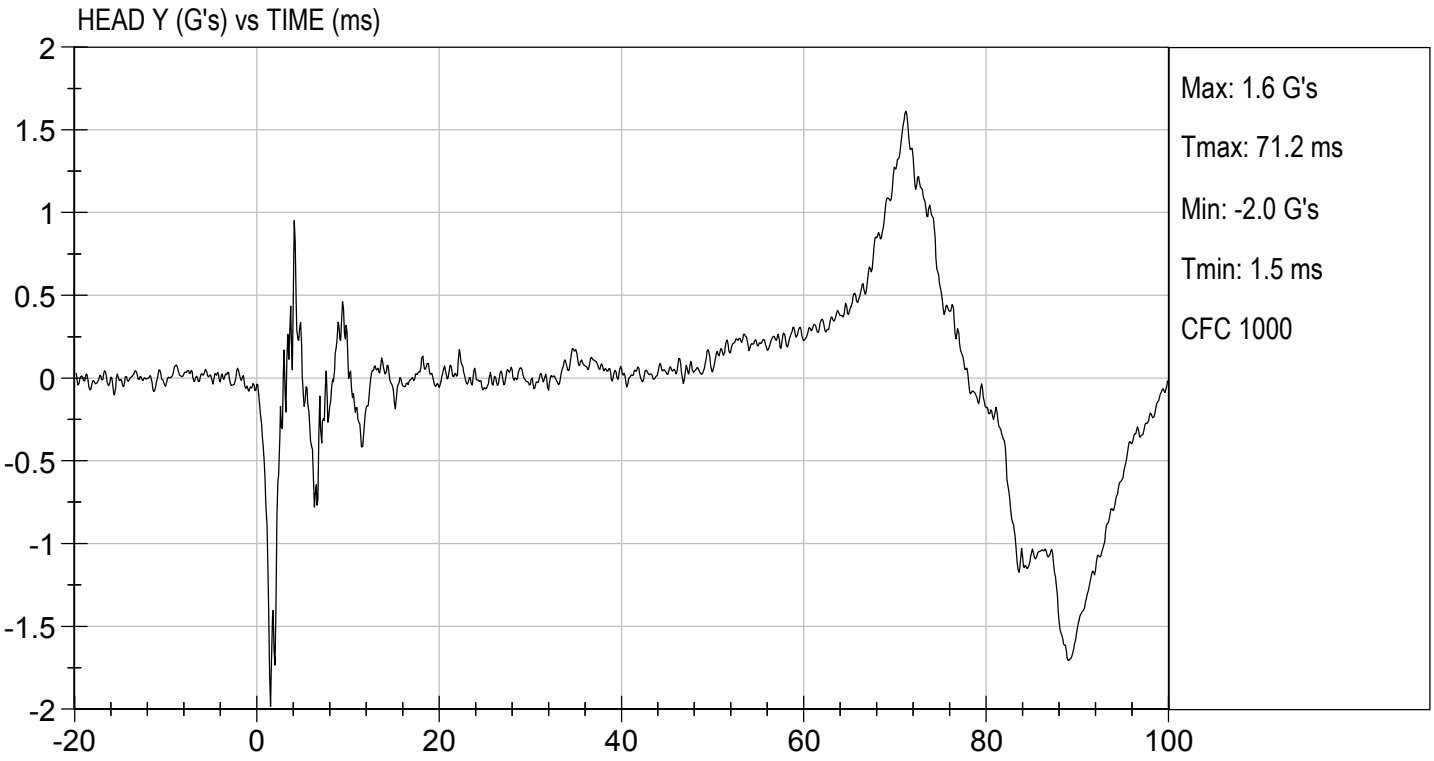


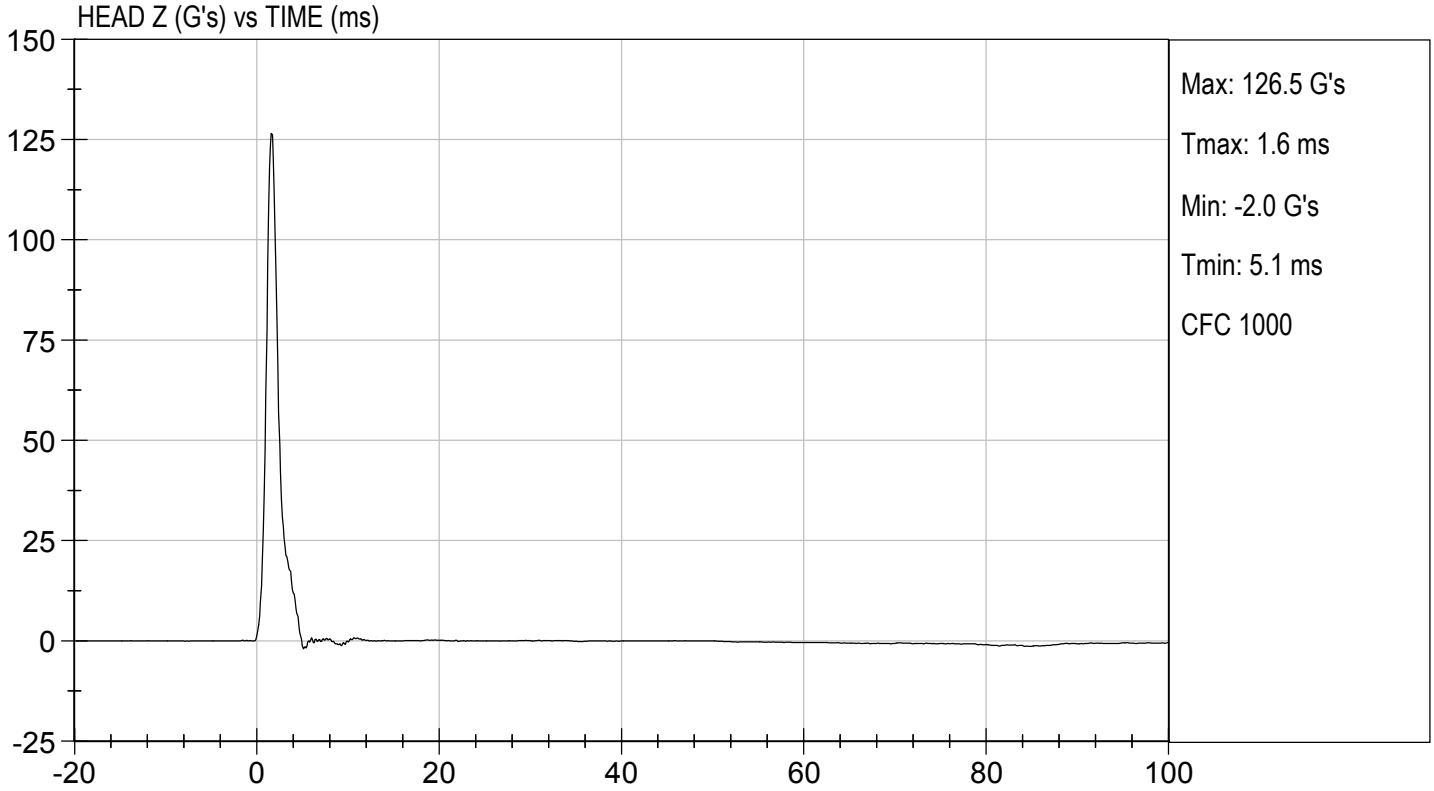

HEAD X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 06/25/2020
TEST #: D201631



**MGA RESEARCH CORPORATION**

**NECK FLEXION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201632

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.8 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 40 | Pass |
| Pendulum Velocity | | m/s | 6.89 to 7.13 | 7.06 | Pass |
| Pendulum Deceleration | 10 ms | G's | 22.50 to 27.50 | 23.97 | Pass |
| | 20 ms | G's | 17.60 to 22.60 | 20.93 | Pass |
| | 30 ms | G's | 12.50 to 18.50 | 16.25 | Pass |
| Peak Pendulum Deceleration After 30 ms | | G's | <= 29.0 | 16.1 | Pass |
| Deceleration Decay Time to Cross 5 G's | | ms | 34.0 to 42.0 | 36.5 | Pass |
| Maximum "D" Plane Rotation | Maximum | Deg | 64.0 to 78.0 | 72.5 | Pass |
| | Time | ms | 57.0 to 64.0 | 62.6 | Pass |
| "D" Plane Rotation Decay Time To Zero Crossing | | ms | 113.0 to 128.0 | 120.2 | Pass |
| Moment About Occipital Condyle | Maximum | Nm | 88.1 to 108.5 | 92.8 | Pass |
| | Time | ms | 47.0 to 58.0 | 50.1 | Pass |
| Positive Moment Decay Time To Zero Crossing | | ms | 97.0 to 107.0 | 101.1 | Pass |
| | | | Overall Test Results | | Pass |

Alex Thomas

Laboratory Technician

06/26/2020

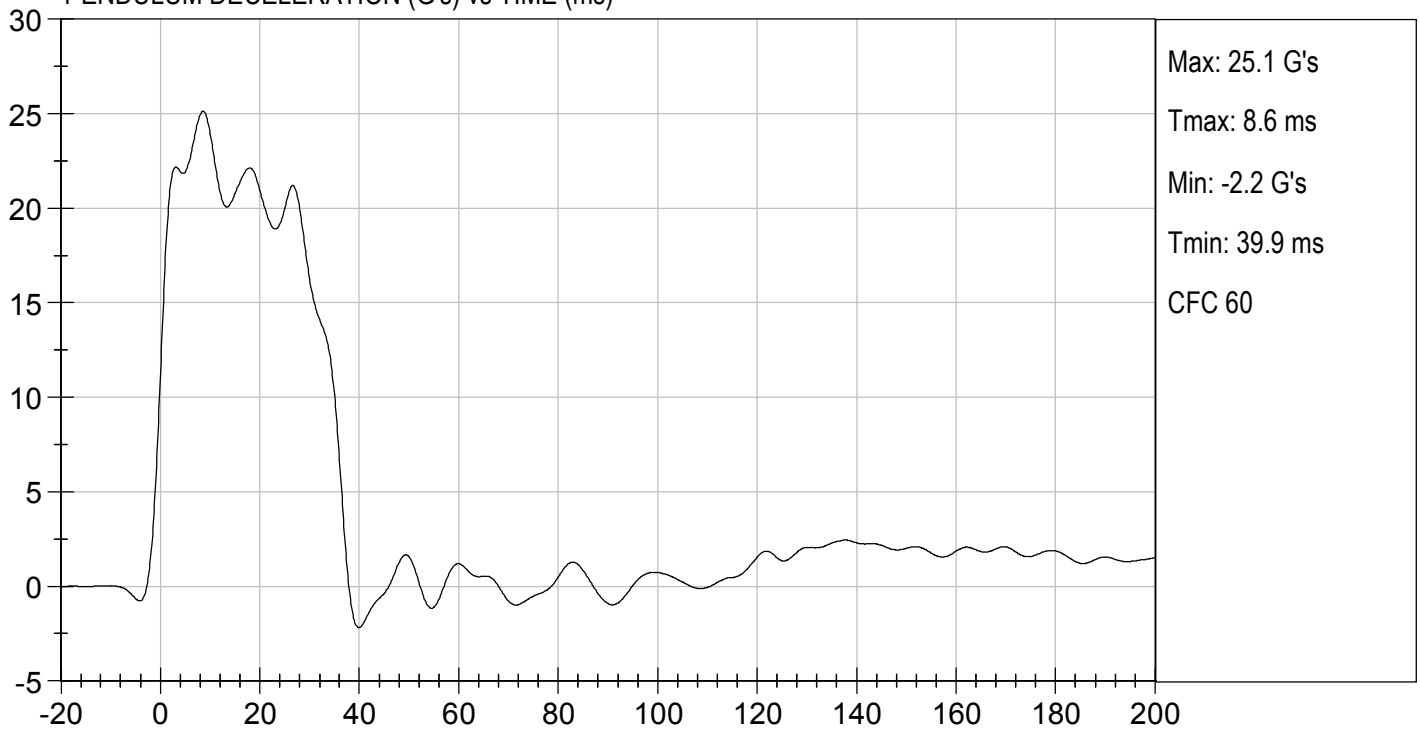
Test Date

Approved By

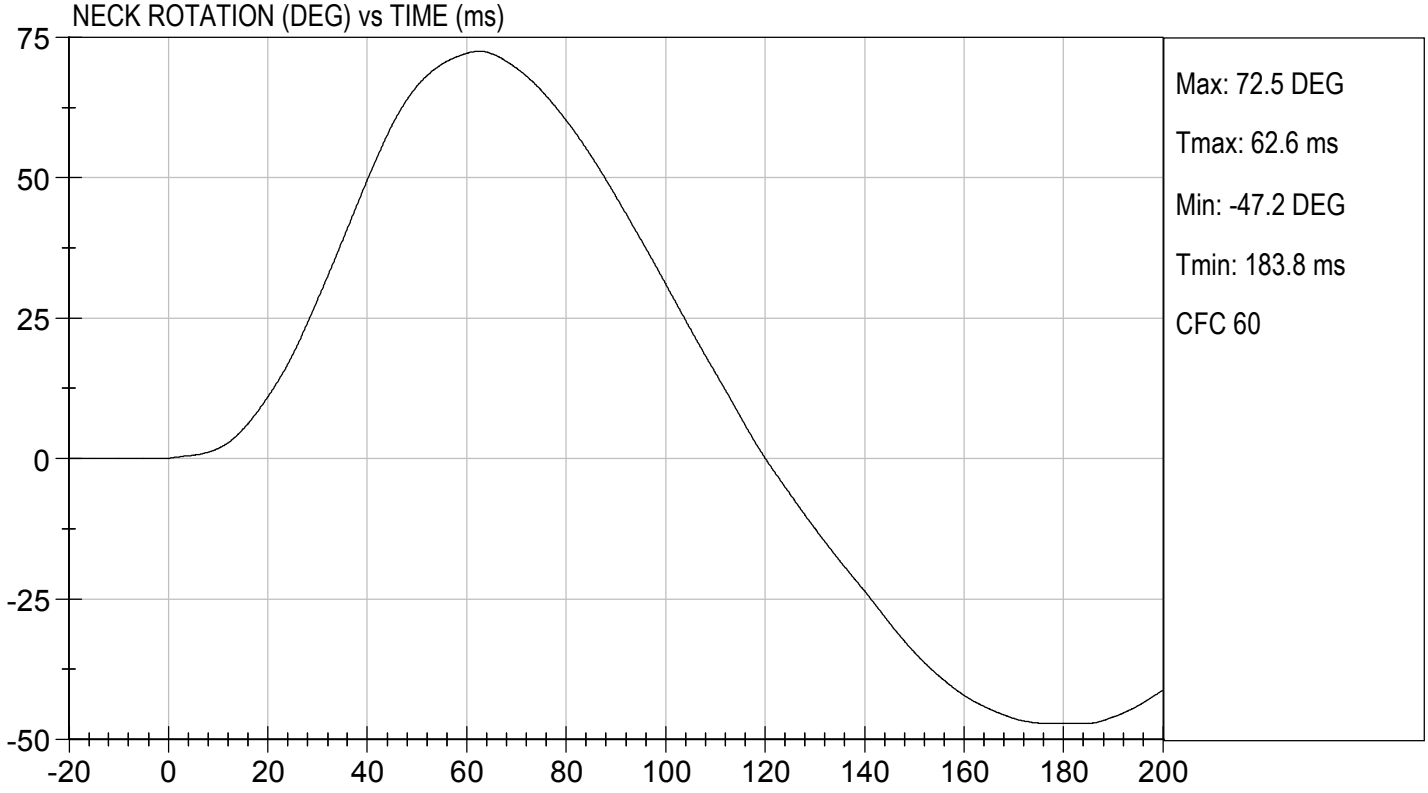
TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 06/26/2020
TEST #: D201632

PENDULUM DECELERATION (G's) vs TIME (ms)

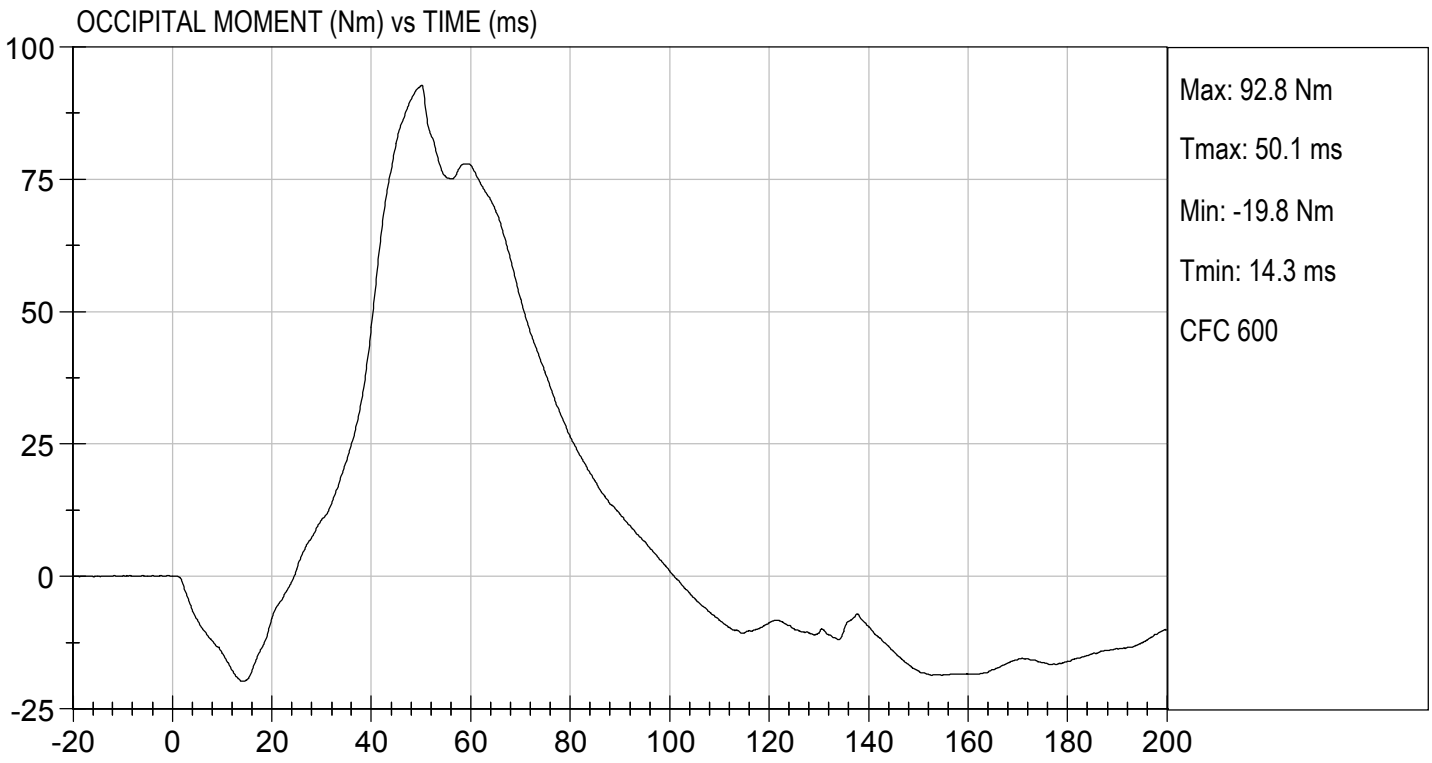



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 06/26/2020
TEST #: D201632



**MGA RESEARCH CORPORATION**

**NECK EXTENSION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201633

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.8 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 40 | Pass |
| Pendulum Velocity | | m/s | 5.95 to 6.19 | 6.12 | Pass |
| Pendulum Deceleration | 10 ms | G's | 17.20 to 21.20 | 19.15 | Pass |
| | 20 ms | G's | 14.00 to 19.00 | 15.46 | Pass |
| | 30 ms | G's | 11.00 to 16.00 | 13.16 | Pass |
| Peak Pendulum Deceleration After 30 ms | | G's | <= 22.0 | 14.3 | Pass |
| Deceleration Decay Time to Cross 5 G's | | ms | 38.0 to 46.0 | 40.9 | Pass |
| Maximum "D" Plane Rotation | Maximum | Degrees | 81.0 to 106.0 | 95.7 | Pass |
| | Time | ms | 72.0 to 82.0 | 77.4 | Pass |
| "D" Plane Rotation Decay Time To Zero Crossing | | ms | 147.0 to 174.0 | 158.8 | Pass |
| Moment About Occipital Condyle | Maximum | Nm | -52.9 to -79.9 | -64.6 | Pass |
| | Time | ms | 65.0 to 79.0 | 70.7 | Pass |
| Negative Moment Decay Time To Zero Crossing | | ms | 120.0 to 148.0 | 140.9 | Pass |
| | | | Overall Test Results | | Pass |

Alex Thomas

Laboratory Technician

06/26/2020

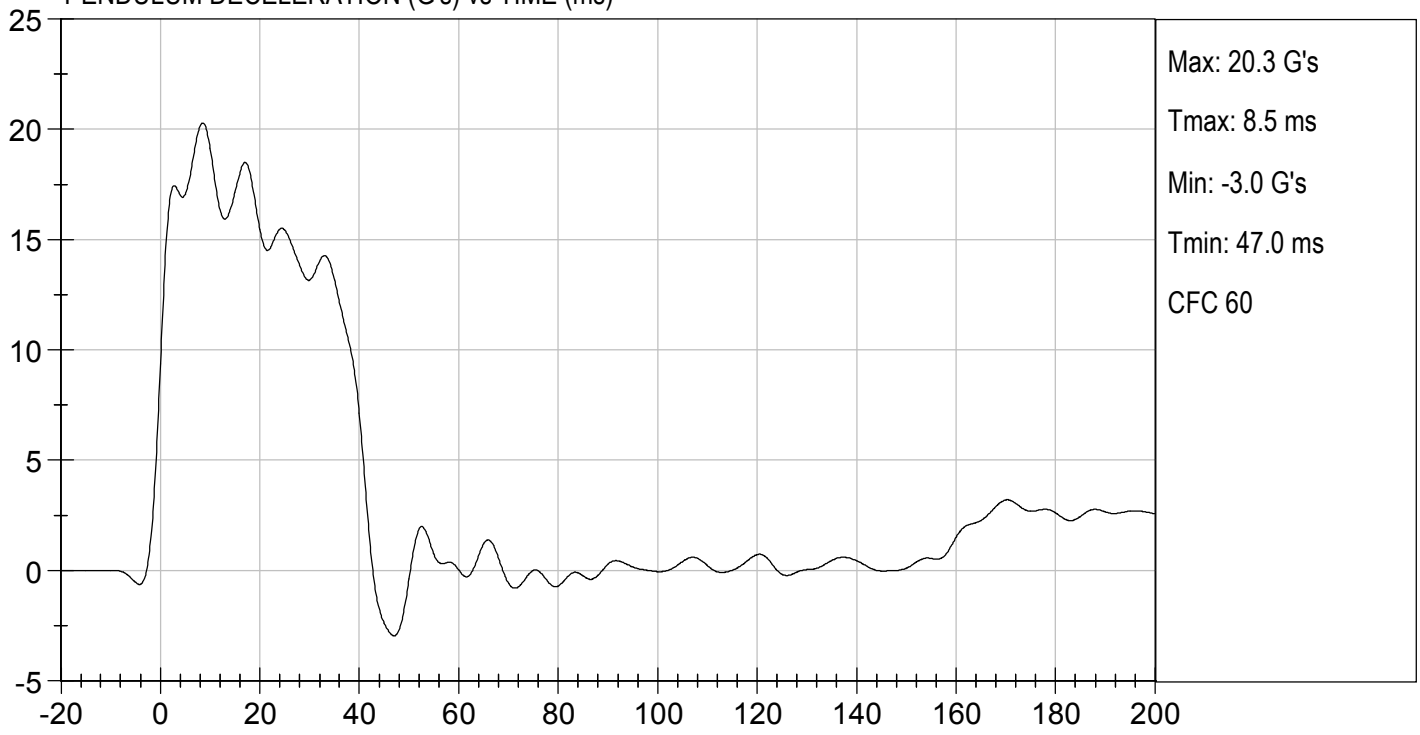
Test Date

Approved By

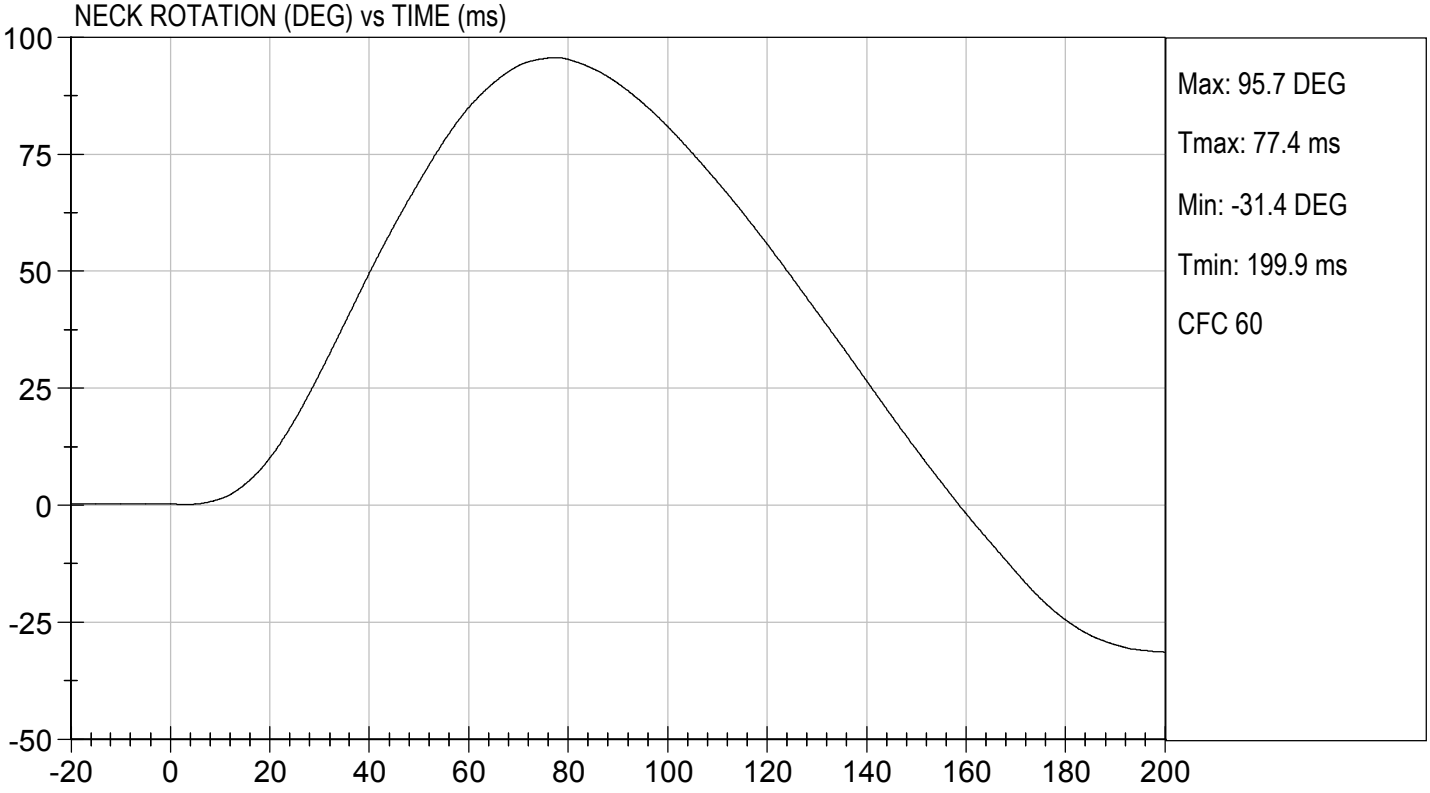
TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 06/26/2020
TEST #: D201633

PENDULUM DECELERATION (G's) vs TIME (ms)

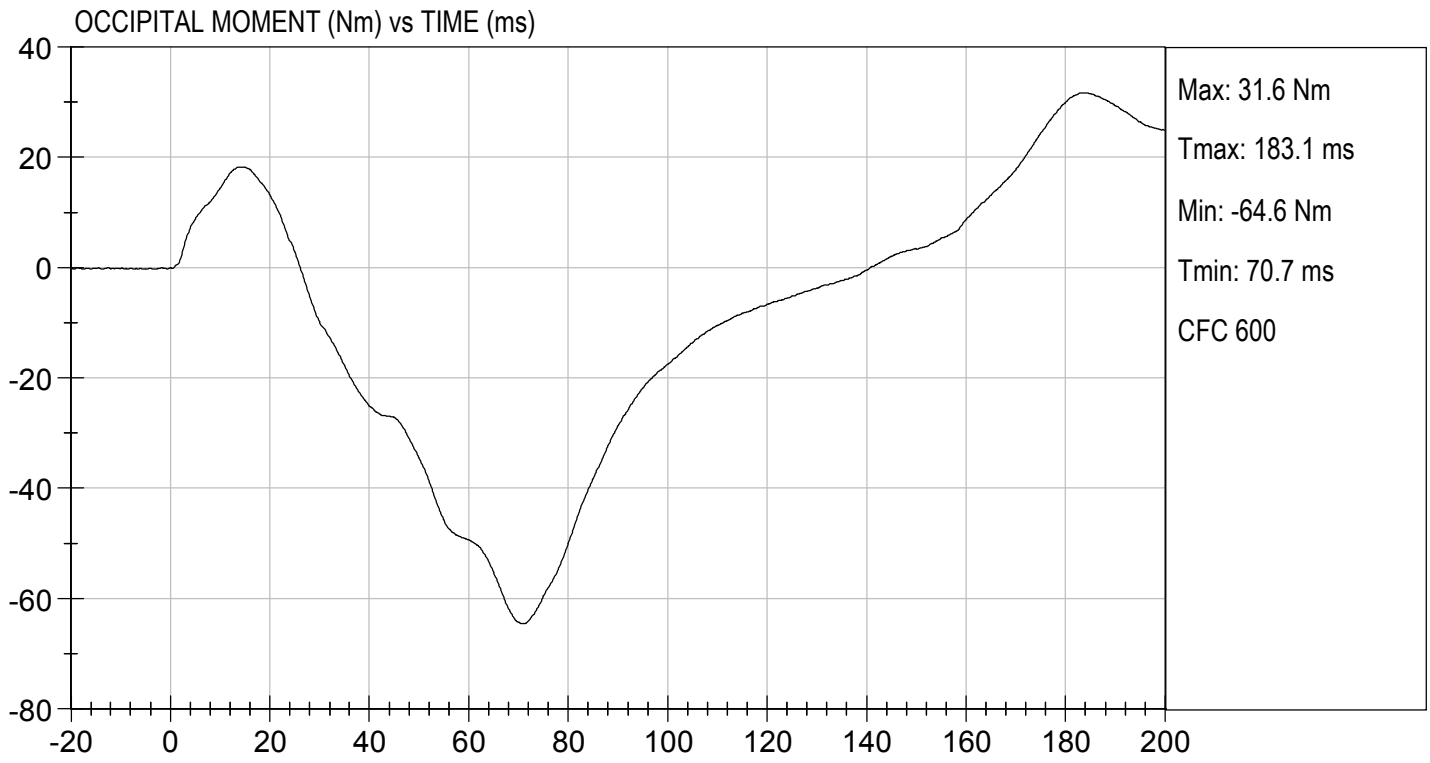



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 06/26/2020
TEST #: D201633



**MGA RESEARCH CORPORATION**

**THORAX IMPACT**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201634

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.9 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 40 | Pass |
| Probe Velocity | m/s | 6.58 to 6.82 | 6.68 | Pass |
| Peak Probe Force | N | 5159 to 5893 | 5,427 | Pass |
| Peak Sternum Displacement | cm | 6.35 to 7.26 | 6.98 | Pass |
| Internal Hysteresis | % | 69 to 85 | 70 | Pass |
| | | Overall Test Results | | Pass |

Laboratory Technician

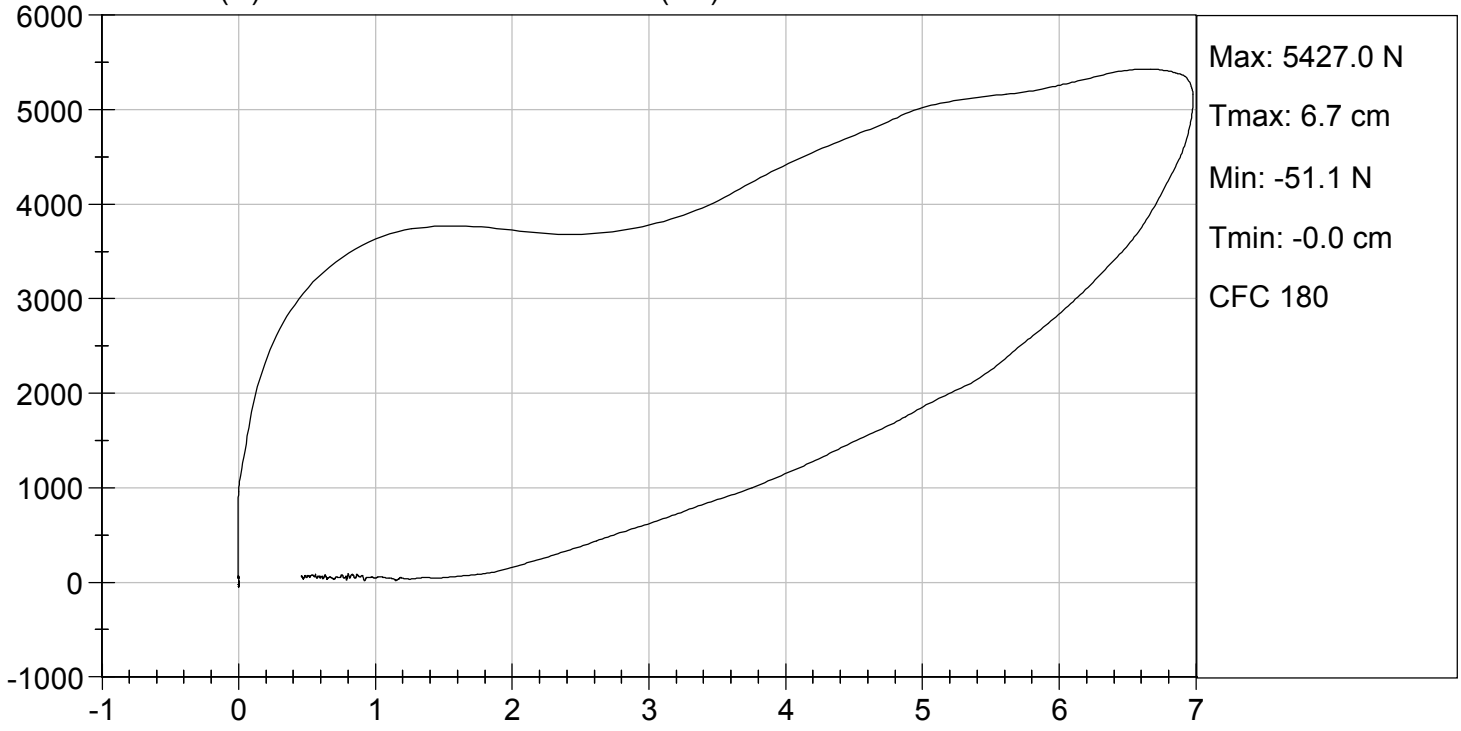
06/26/2020
Test Date

Approved By

TEST DESC: THORAX IMPACT
VELOCITY: 21.93 ft/s, 6.68 m/s

TEST DATE: 06/26/2020
TEST #: D201634

FORCE (N) vs CHEST DISPLACEMENT (cm)



**MGA RESEARCH CORPORATION**

**RIGHT KNEE IMPACT TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201635

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.9 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Velocity | m/s | 2.07 to 2.13 | 2.12 | Pass |
| Peak Probe Force | N | 4715 to 5782 | 4,844 | Pass |
| | | Overall Test Results | | Pass |

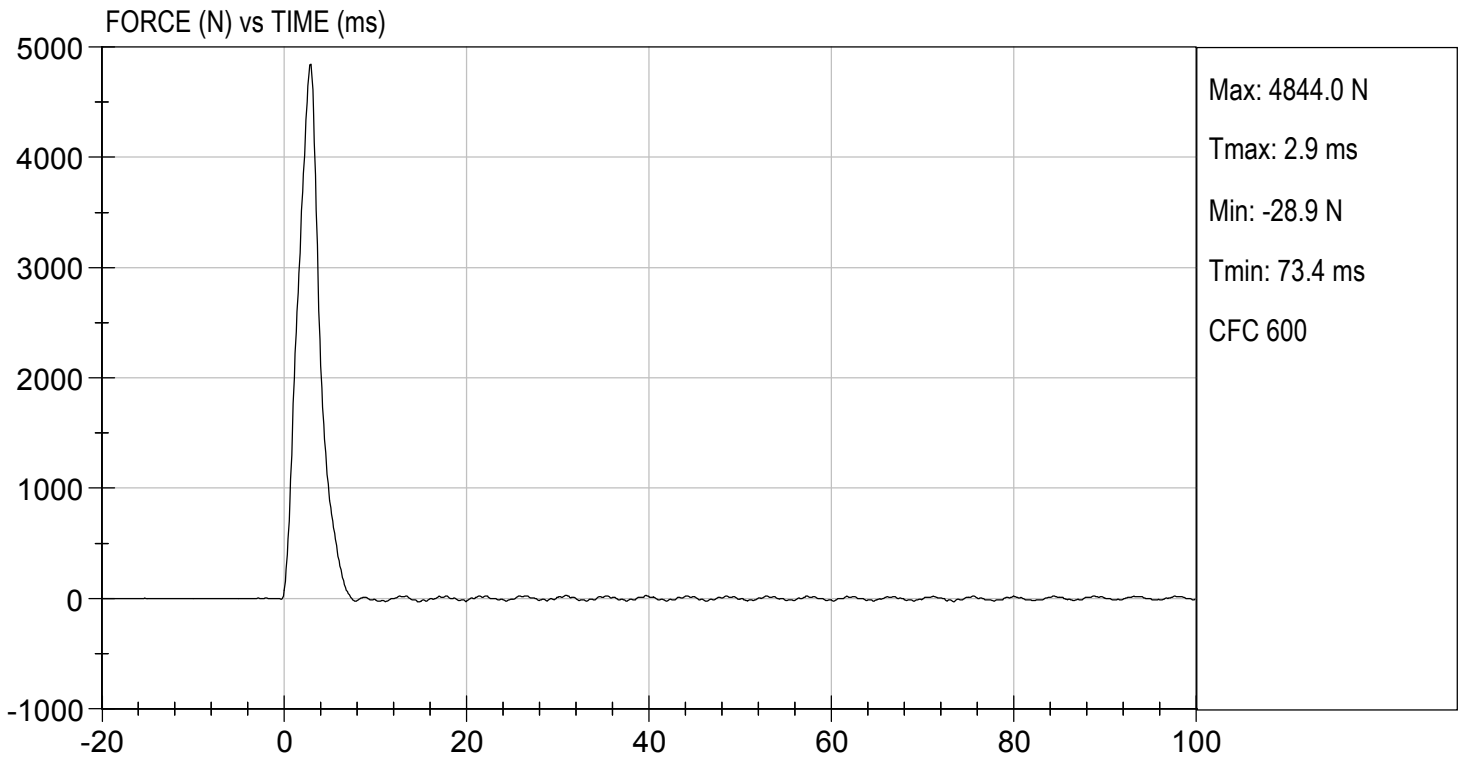
Laboratory Technician

06/25/2020
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.94 ft/s, 2.12 m/s

TEST DATE: 06/25/2020
TEST #: D201635



**MGA RESEARCH CORPORATION**

**LEFT KNEE IMPACT TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201636

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.9 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Velocity | m/s | 2.07 to 2.13 | 2.11 | Pass |
| Peak Probe Force | N | 4715 to 5782 | 5,723 | Pass |
| | | Overall Test Results | | Pass |

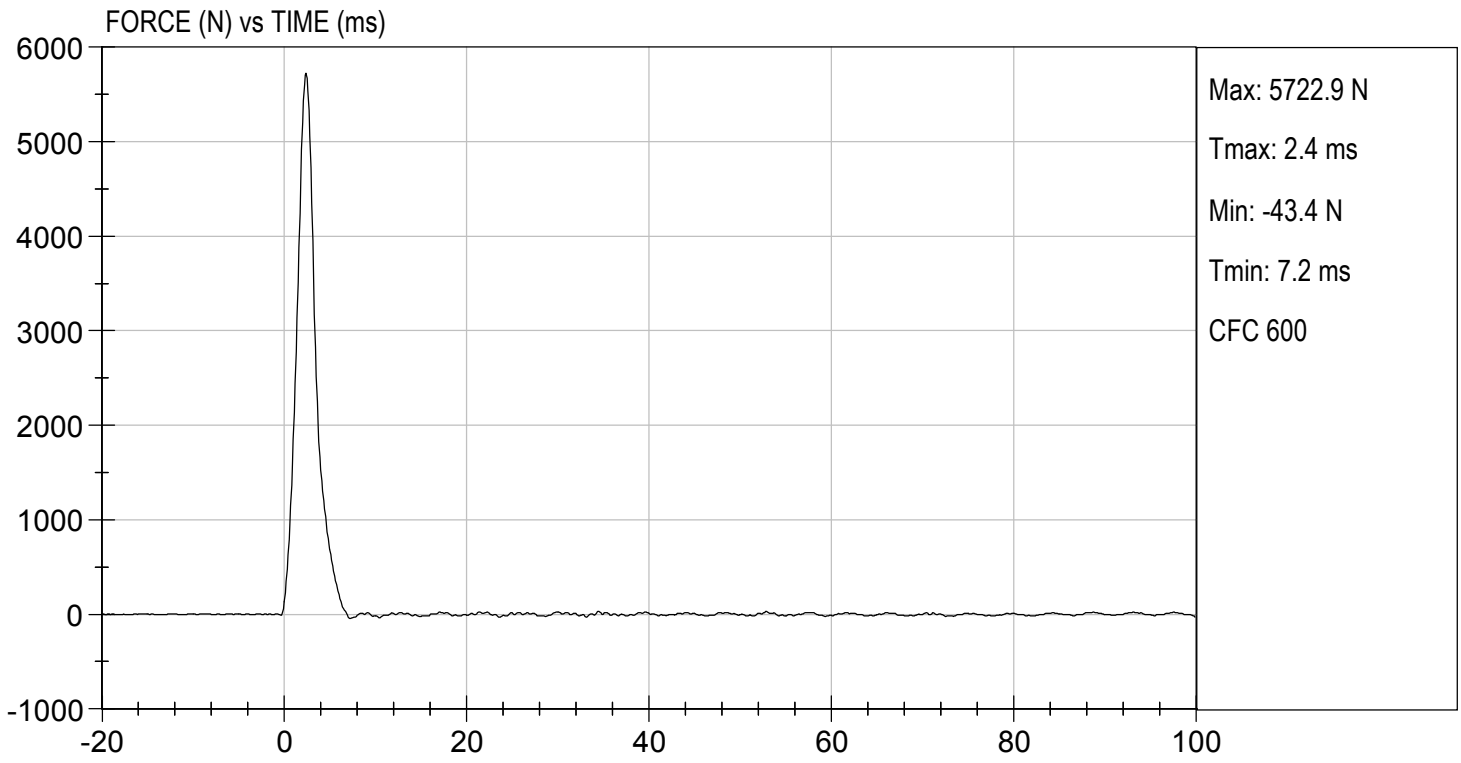
Laboratory Technician

06/25/2020
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.92 ft/s, 2.11 m/s

TEST DATE: 06/25/2020
TEST #: D201636



**MGA RESEARCH CORPORATION**

**HIP-FEMUR FLEXION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201630

| Tested Parameter | Units | Specification | Result | | Pass/Fail |
|---|---|---|---|---|---|
| | | | Right | Left | |
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | 41 | Pass |
| Rotation Rate | deg/s | 5.0 to 10.0 | 6.4 | 6.4 | Pass |
| 30 Degrees | Nm | 94.9 Nm Max | 91.7 | 80.9 | Pass |
| 150 ft-lbf / 203.4 Nm | Deg | 40.0 to 50.0 Degree Max Rotation | 44.6 | 43.2 | Pass |
| | | Overall Test Results | | | Pass |

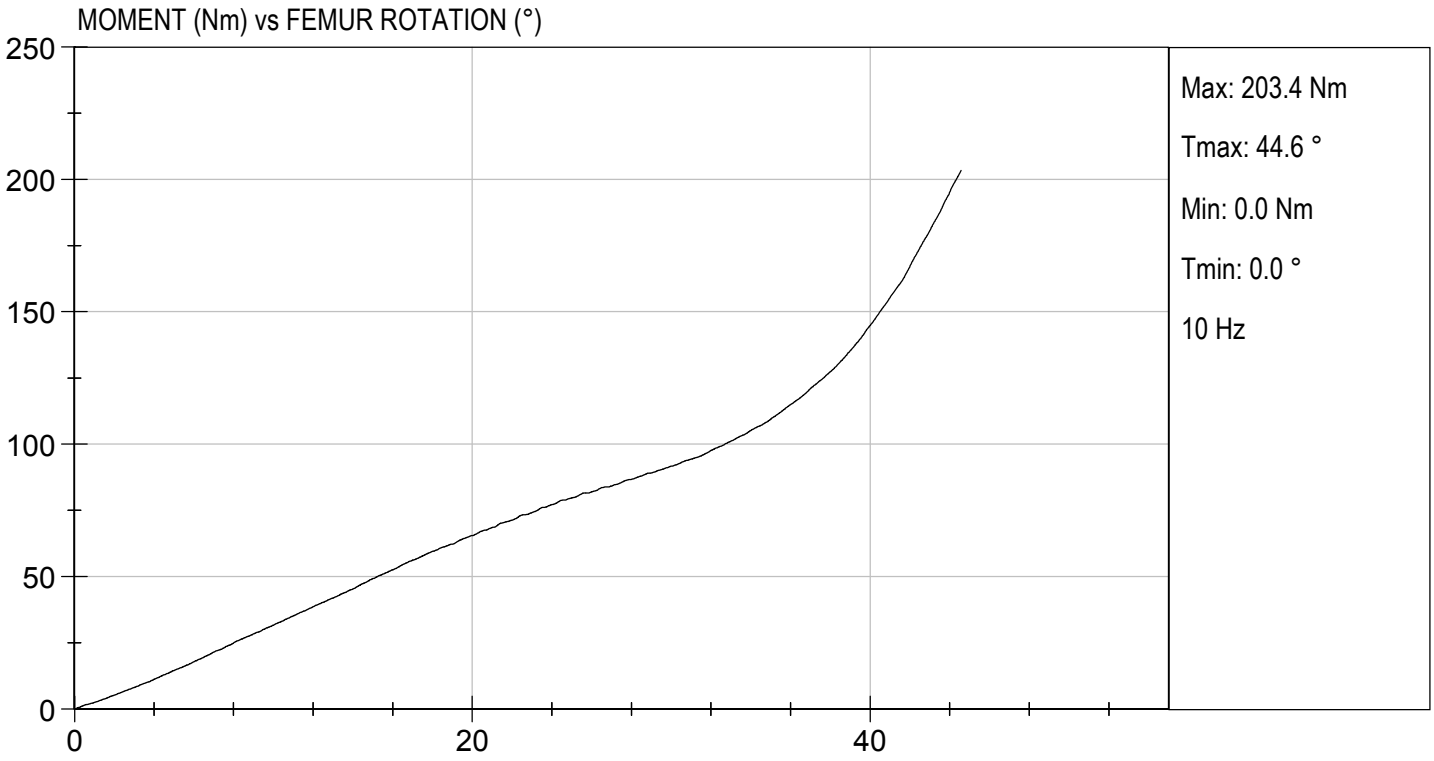
Laboratory Technician

06/25/2020
Test Date

Approved By

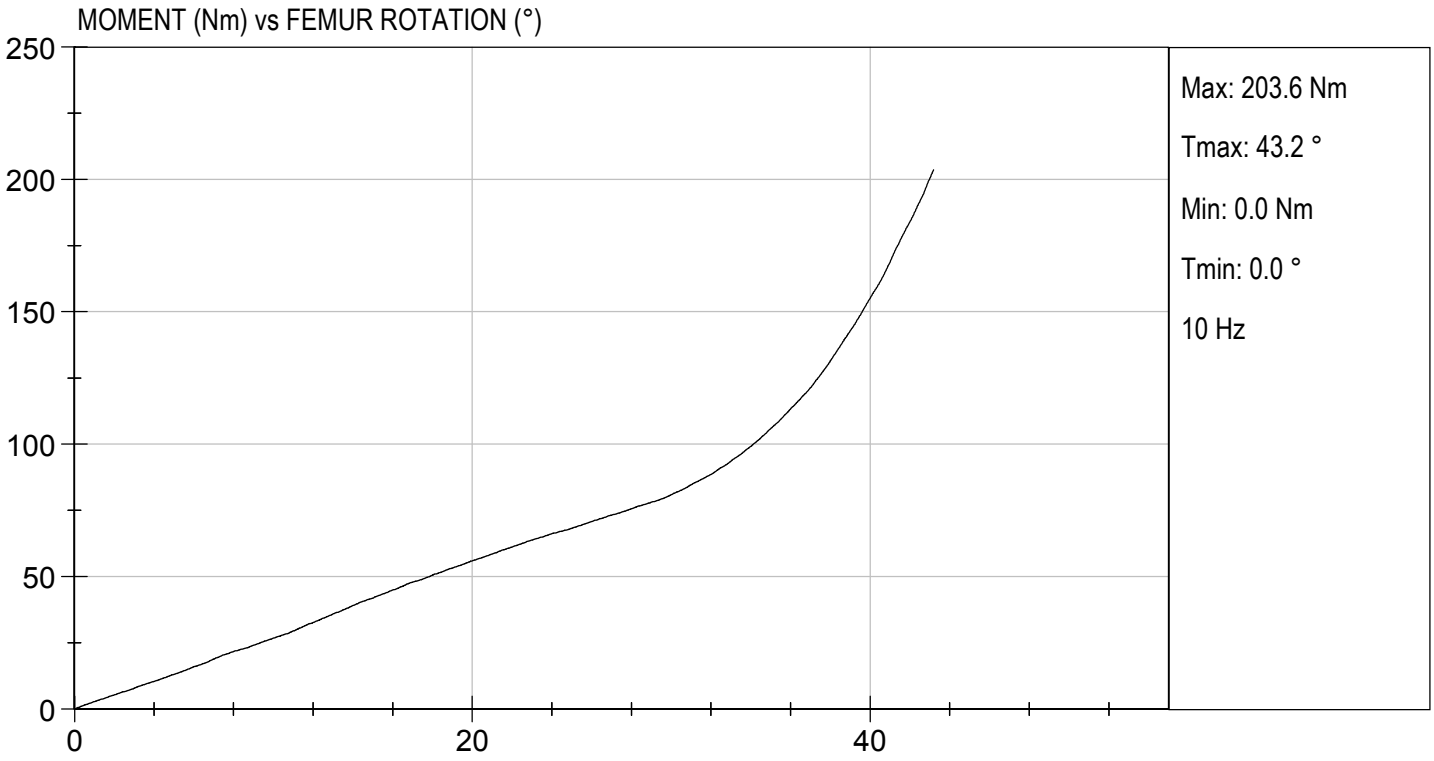
TEST DESC: RIGHT HIP FEMUR FLEXION

TEST DATE: 06/25/2020
TEST #: D201639



TEST DESC: LEFT HIP FEMUR FLEXION

TEST DATE: 06/25/2020
TEST #: D201630



**CALIBRATION TEST RESULTS**

**POST-TEST**

**HYBRID III 50$^{TH}$ PERCENTILE MALE - DRIVER ATD**

**MGA RESEARCH CORPORATION**

**HEAD DROP TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test ID:** D201921

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Peak Resultant Acceleration | G's | 225 to 275 | 264 | Pass |
| Peak Lateral Acceleration | G's | <= +/- 15.0 | 2.1 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 10% of peak | Yes | Pass |
| | | Overall Test Results | | Pass |

Laboratory Technician

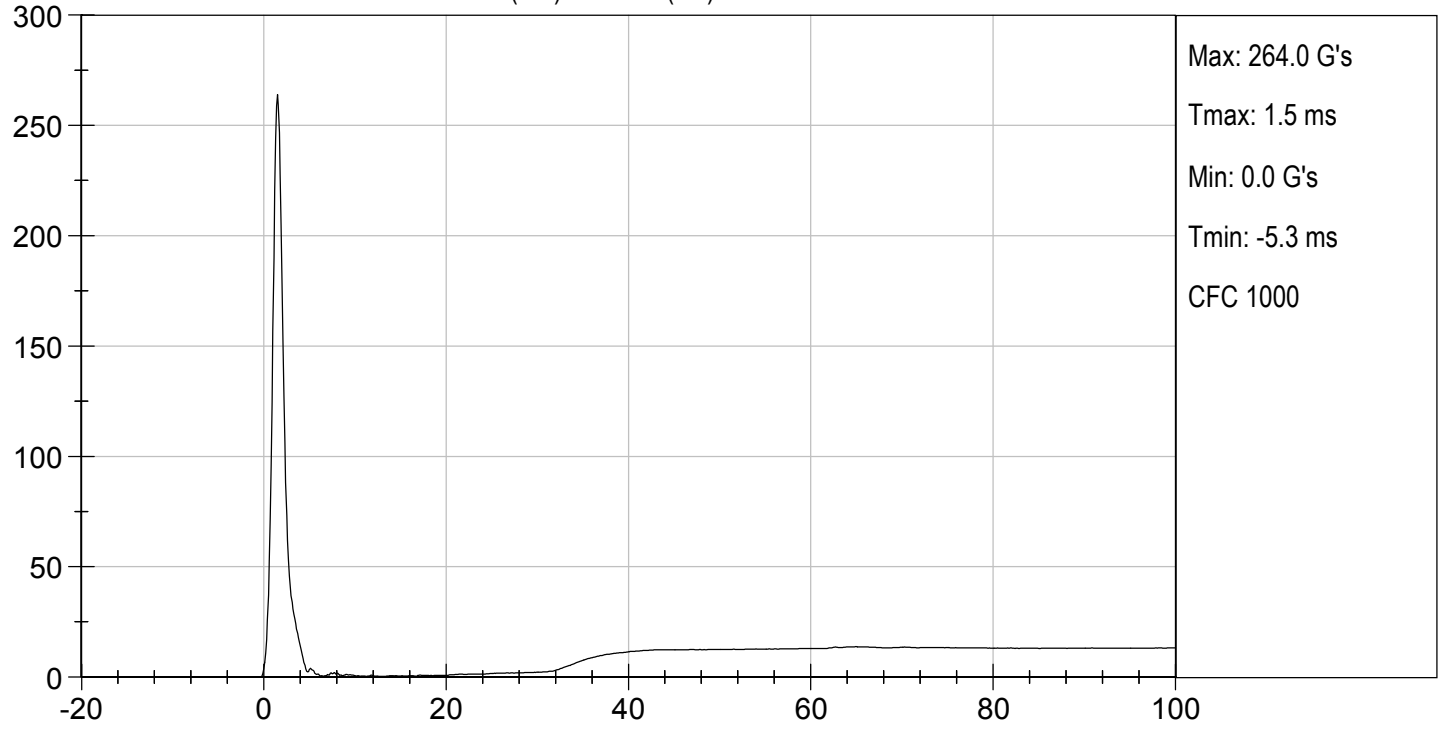
08/05/2020
Test Date

Approved By

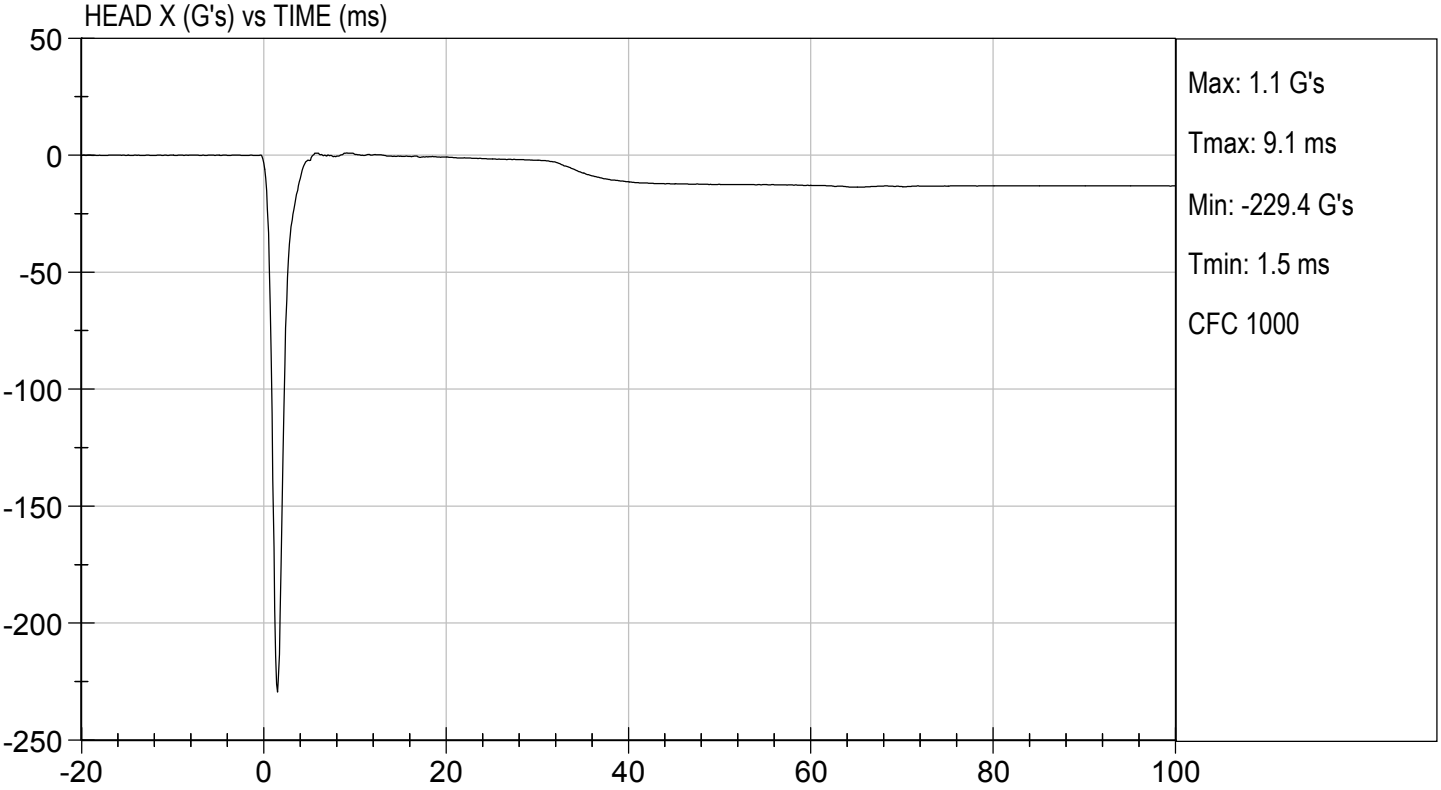
TEST DESC: HEAD DROP

TEST DATE: 08/05/2020
TEST #: D201921

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

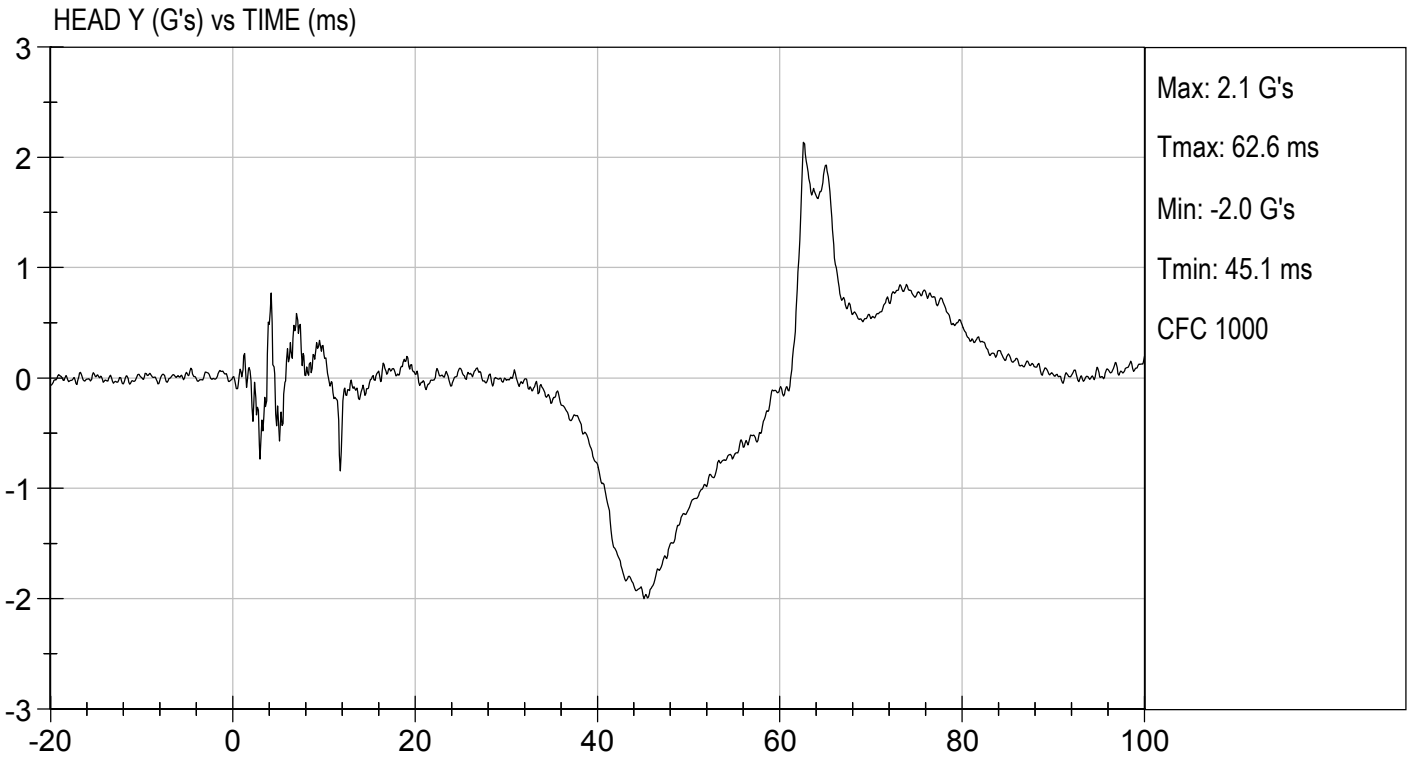


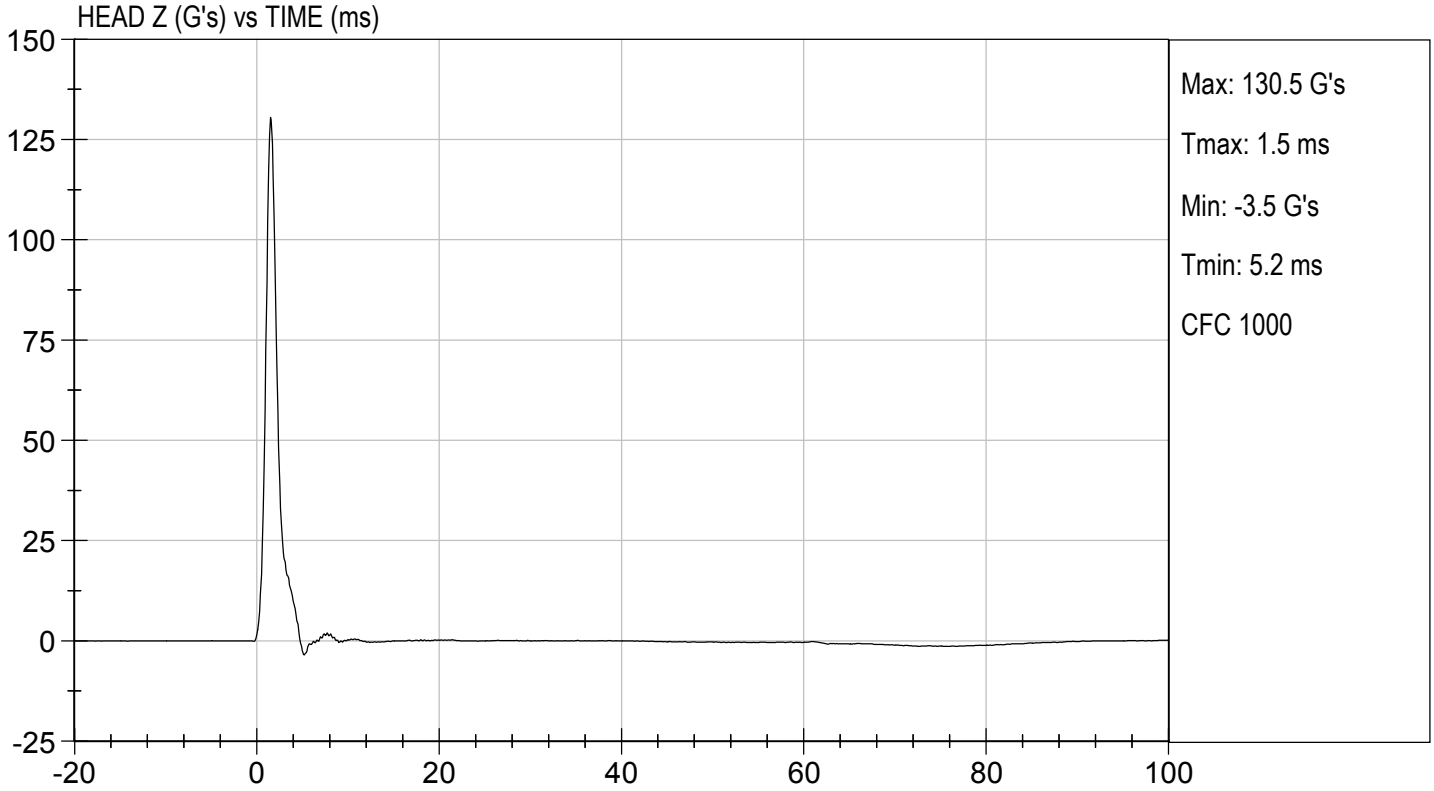

HEAD X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 08/05/2020
TEST #: D201921



**MGA RESEARCH CORPORATION**

**NECK FLEXION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201922

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 41 | Pass |
| Pendulum Velocity | | m/s | 6.89 to 7.13 | 7.13 | Pass |
| Pendulum Deceleration | 10 ms | G's | 22.50 to 27.50 | 23.47 | Pass |
| | 20 ms | G's | 17.60 to 22.60 | 22.43 | Pass |
| | 30 ms | G's | 12.50 to 18.50 | 16.74 | Pass |
| Peak Pendulum Deceleration After 30 ms | | G's | <= 29.0 | 16.8 | Pass |
| Deceleration Decay Time to Cross 5 G's | | ms | 34.0 to 42.0 | 34.7 | Pass |
| Maximum "D" Plane Rotation | Maximum | Deg | 64.0 to 78.0 | 71.9 | Pass |
| | Time | ms | 57.0 to 64.0 | 61.2 | Pass |
| "D" Plane Rotation Decay Time To Zero Crossing | | ms | 113.0 to 128.0 | 119.8 | Pass |
| Moment About Occipital Condyle | Maximum | Nm | 88.1 to 108.5 | 100.4 | Pass |
| | Time | ms | 47.0 to 58.0 | 47.4 | Pass |
| Positive Moment Decay Time To Zero Crossing | | ms | 97.0 to 107.0 | 101.5 | Pass |
| | | | Overall Test Results | | Pass |

Laboratory Technician

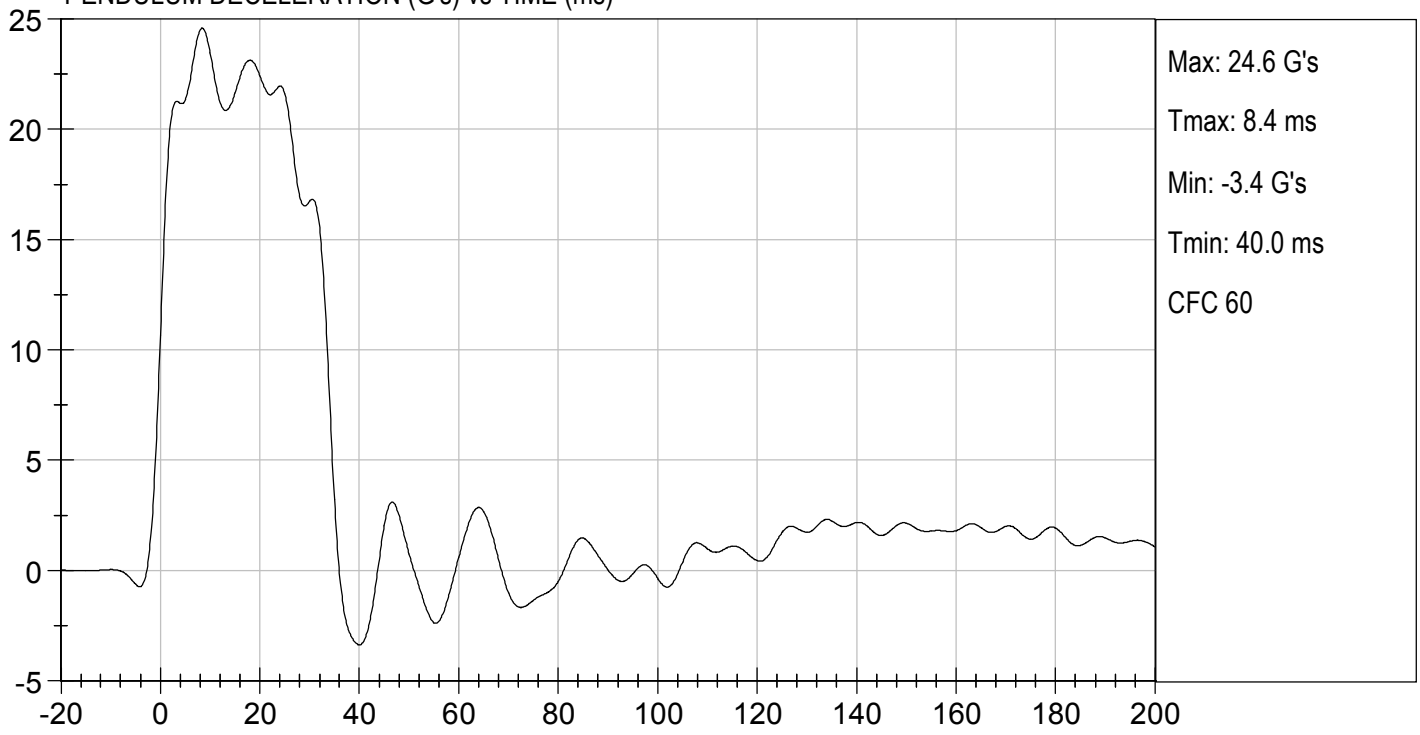
08/05/2020
Test Date

Approved By

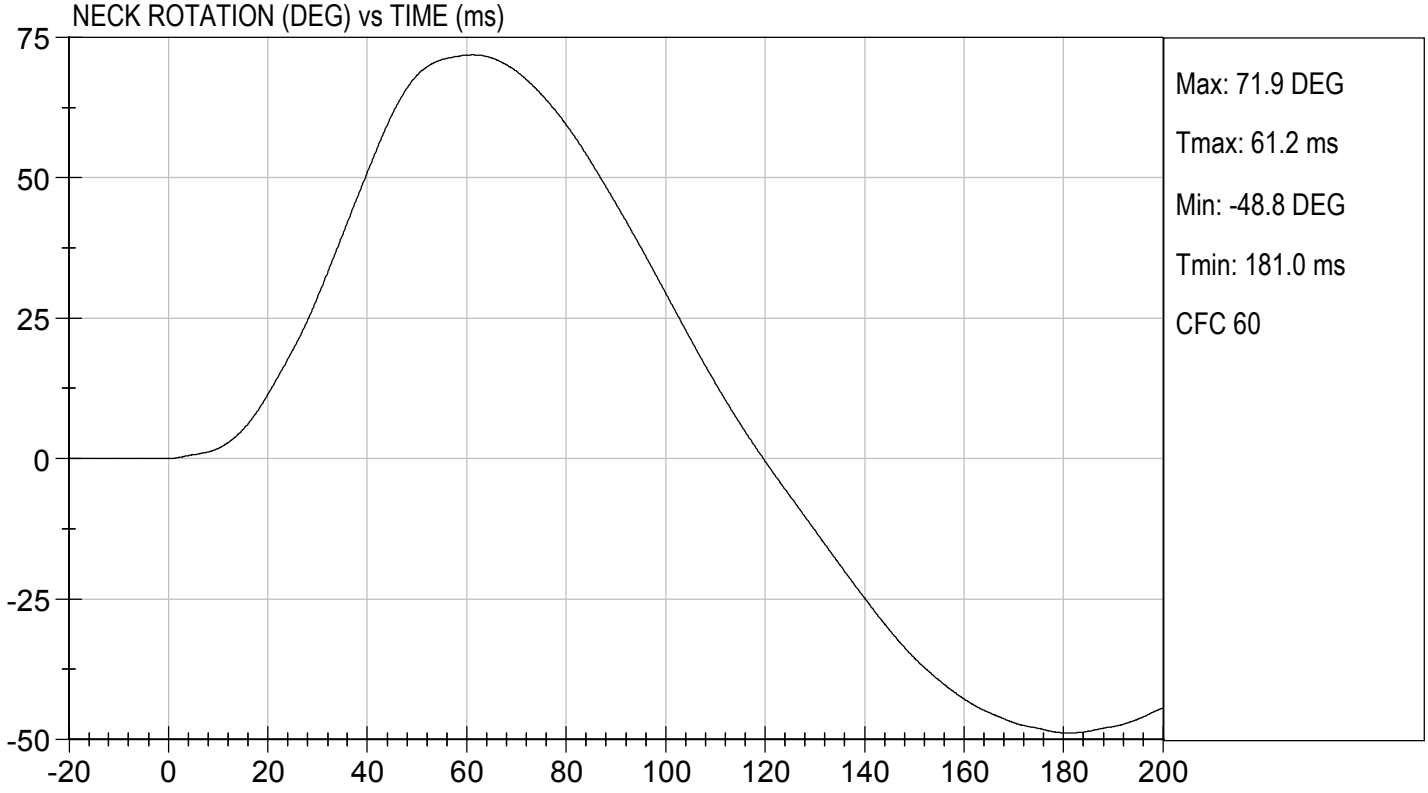
TEST DESC: NECK FLEXION
VELOCITY: 23.40 ft/s, 7.13 m/s

TEST DATE: 08/05/2020
TEST #: D201922

PENDULUM DECELERATION (G's) vs TIME (ms)

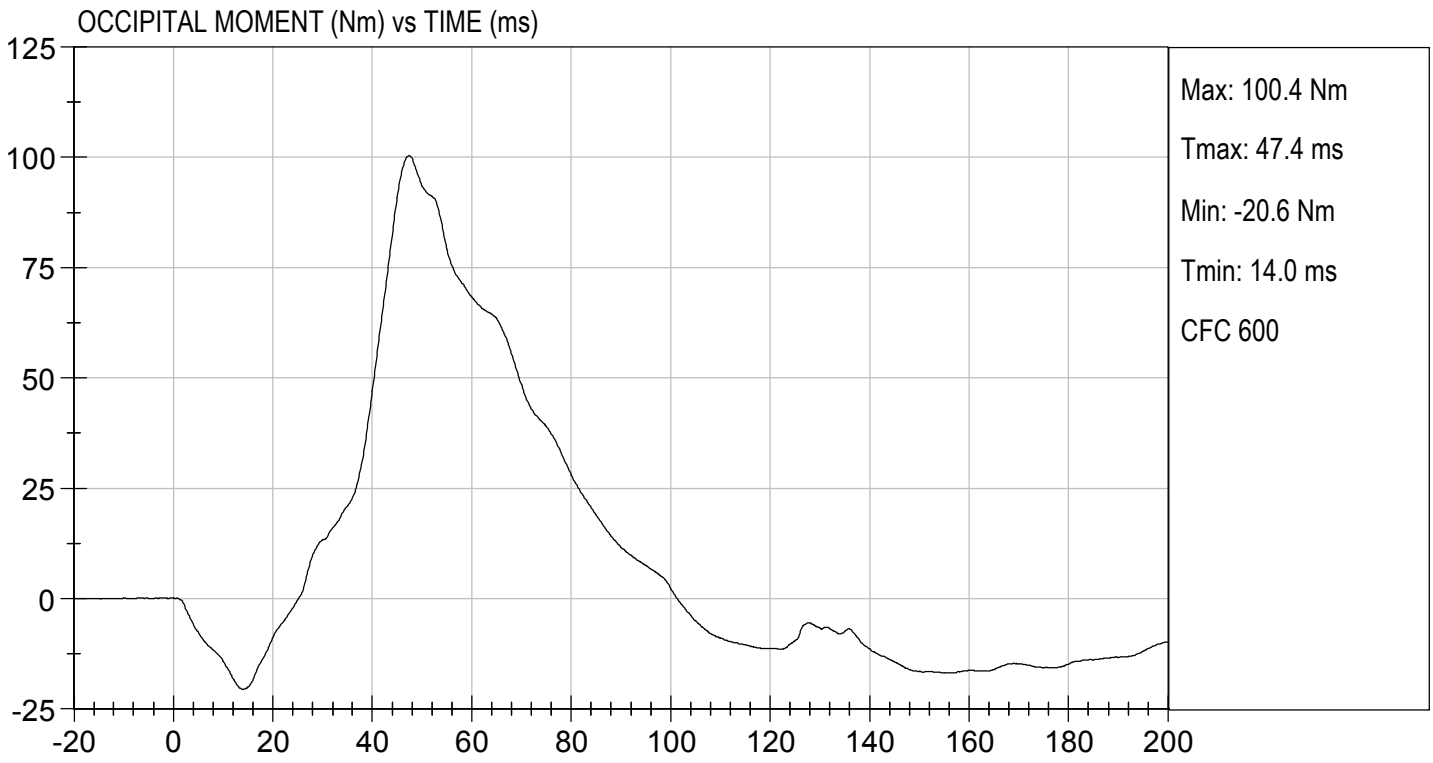



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 23.40 ft/s, 7.13 m/s

TEST DATE: 08/05/2020
TEST #: D201922



**MGA RESEARCH CORPORATION**

**NECK EXTENSION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201923

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 41 | Pass |
| Pendulum Velocity | | m/s | 5.95 to 6.19 | 6.19 | Pass |
| Pendulum Deceleration | 10 ms | G's | 17.20 to 21.20 | 18.84 | Pass |
| | 20 ms | G's | 14.00 to 19.00 | 16.53 | Pass |
| | 30 ms | G's | 11.00 to 16.00 | 14.00 | Pass |
| Peak Pendulum Deceleration After 30 ms | | G's | <= 22.0 | 14.0 | Pass |
| Deceleration Decay Time to Cross 5 G's | | ms | 38.0 to 46.0 | 40.6 | Pass |
| Maximum "D" Plane Rotation | Maximum | Degrees | 81.0 to 106.0 | 100.1 | Pass |
| | Time | ms | 72.0 to 82.0 | 78.5 | Pass |
| "D" Plane Rotation Decay Time To Zero Crossing | | ms | 147.0 to 174.0 | 163.9 | Pass |
| Moment About Occipital Condyle | Maximum | Nm | -52.9 to -79.9 | -65.7 | Pass |
| | Time | ms | 65.0 to 79.0 | 72.5 | Pass |
| Negative Moment Decay Time To Zero Crossing | | ms | 120.0 to 148.0 | 146.1 | Pass |
| | | | Overall Test Results | | Pass |

Alex Thomas

Laboratory Technician

08/05/2020

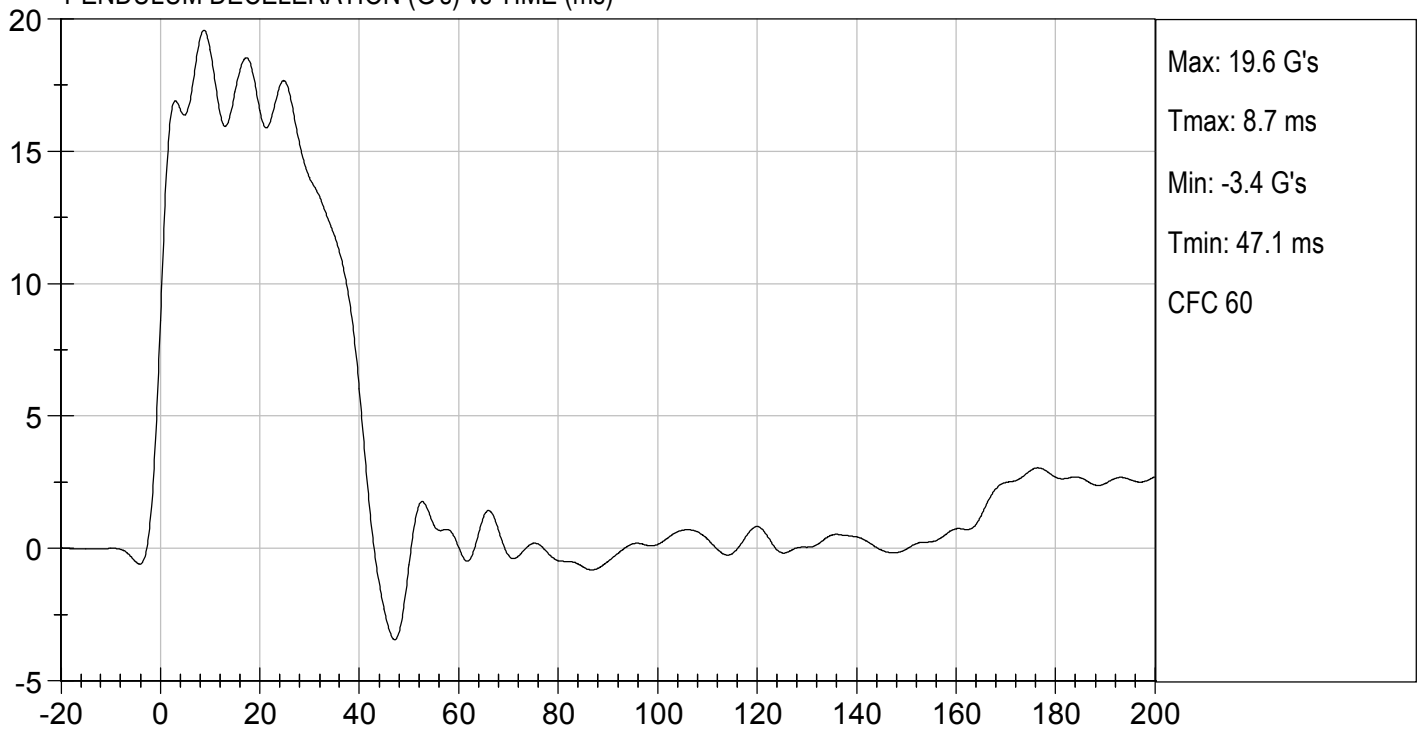
Test Date

Approved By

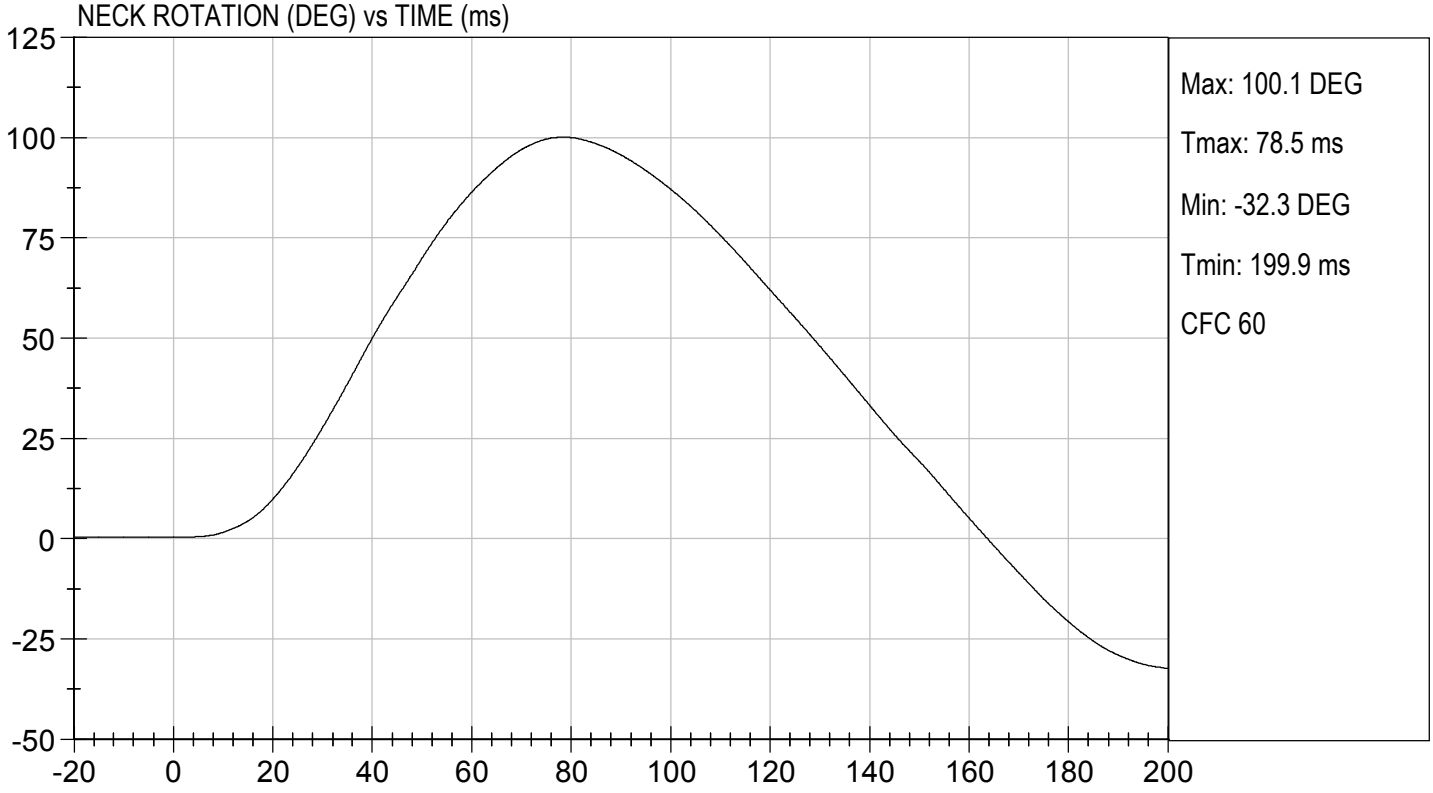
TEST DESC: NECK EXTENSION
VELOCITY: 20.30 ft/s, 6.19 m/s

TEST DATE: 08/05/2020
TEST #: D201923

PENDULUM DECELERATION (G's) vs TIME (ms)

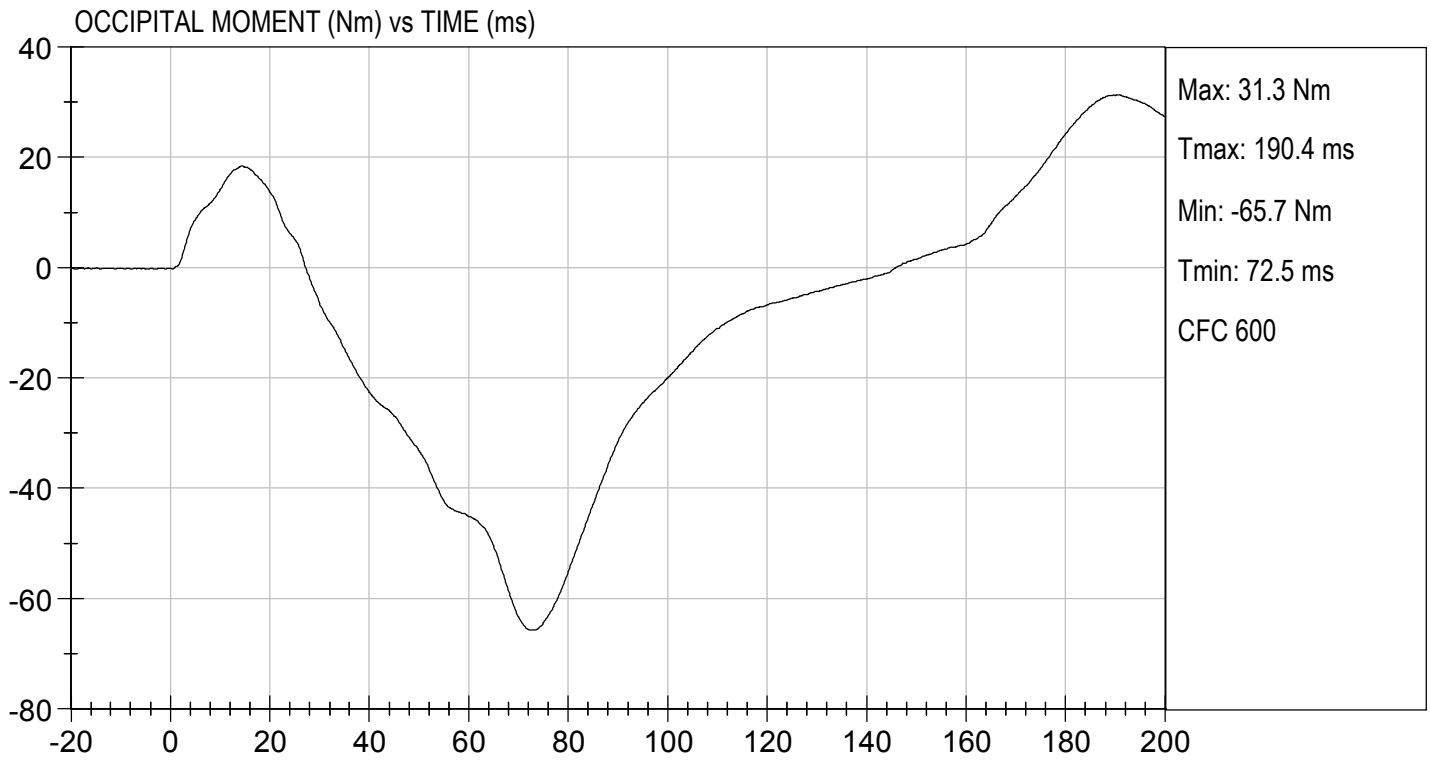



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK EXTENSION
VELOCITY: 20.30 ft/s, 6.19 m/s

TEST DATE: 08/05/2020
TEST #: D201923



**MGA RESEARCH CORPORATION**

**THORAX IMPACT**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201924

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Velocity | m/s | 6.58 to 6.82 | 6.77 | Pass |
| Peak Probe Force | N | 5159 to 5893 | 5,383 | Pass |
| Peak Sternum Displacement | cm | 6.35 to 7.26 | 7.06 | Pass |
| Internal Hysteresis | % | 69 to 85 | 70 | Pass |
| | | Overall Test Results | | Pass |

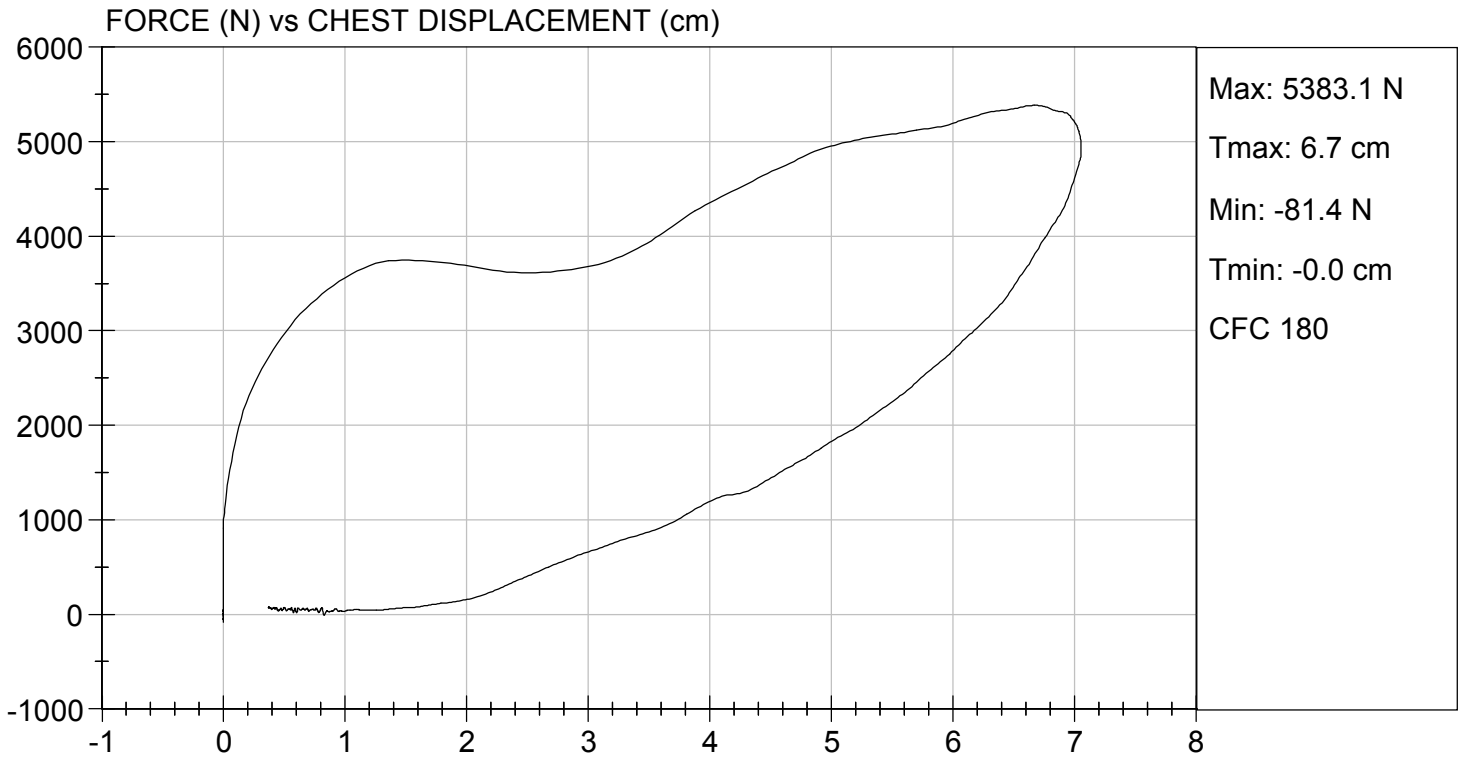
Laboratory Technician

08/05/2020
Test Date

Approved By

TEST DESC: THORAX IMPACT
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 08/05/2020
TEST #: D201924



**MGA RESEARCH CORPORATION**

**RIGHT KNEE IMPACT TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201925

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Velocity | m/s | 2.07 to 2.13 | 2.13 | Pass |
| Peak Probe Force | N | 4715 to 5782 | 5,368 | Pass |
| | | Overall Test Results | | Pass |

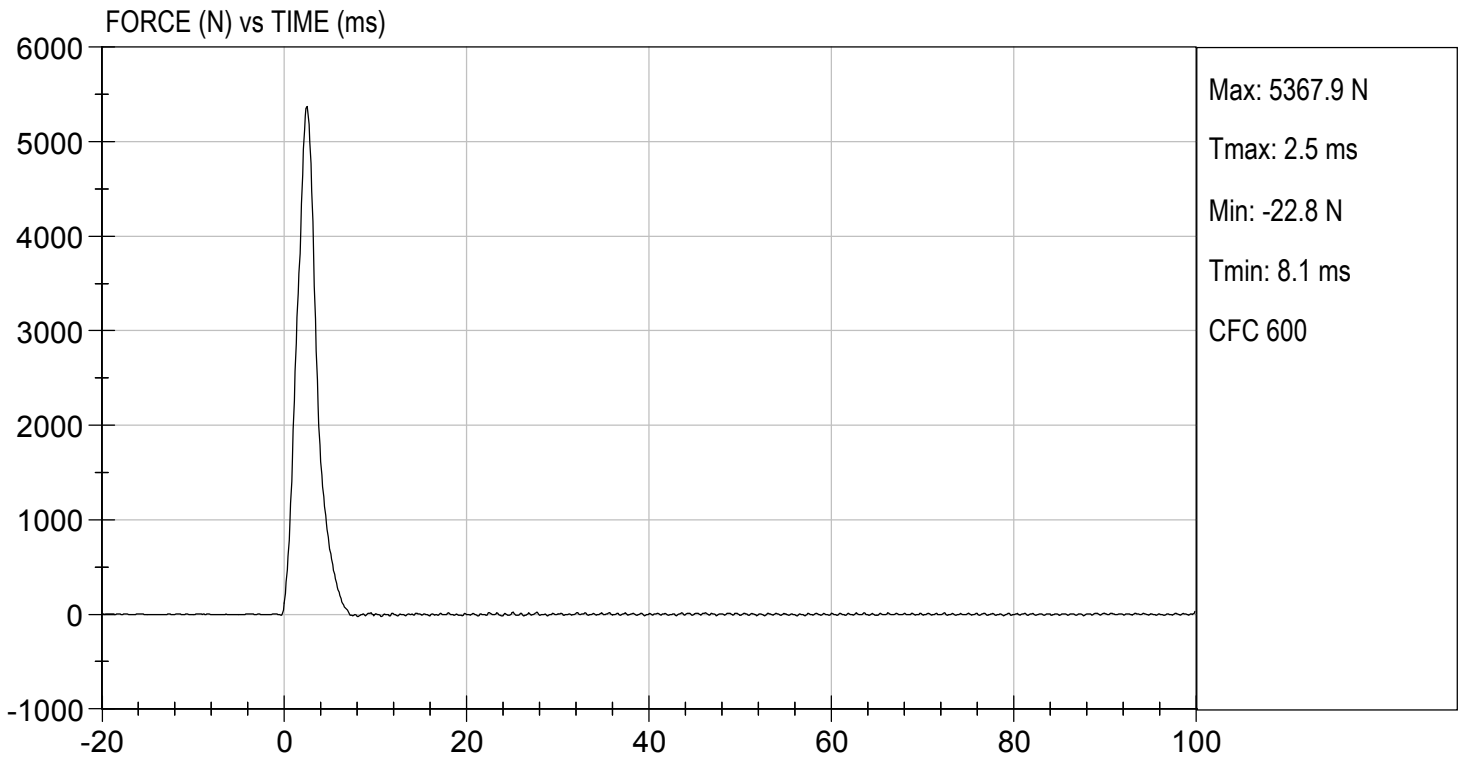
Laboratory Technician

08/05/2020
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 7.00 ft/s, 2.13 m/s

TEST DATE: 08/05/2020
TEST #: D201925



**MGA RESEARCH CORPORATION**

**LEFT KNEE IMPACT TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201926

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Velocity | m/s | 2.07 to 2.13 | 2.12 | Pass |
| Peak Probe Force | N | 4715 to 5782 | 5,766 | Pass |
| | | Overall Test Results | | Pass |

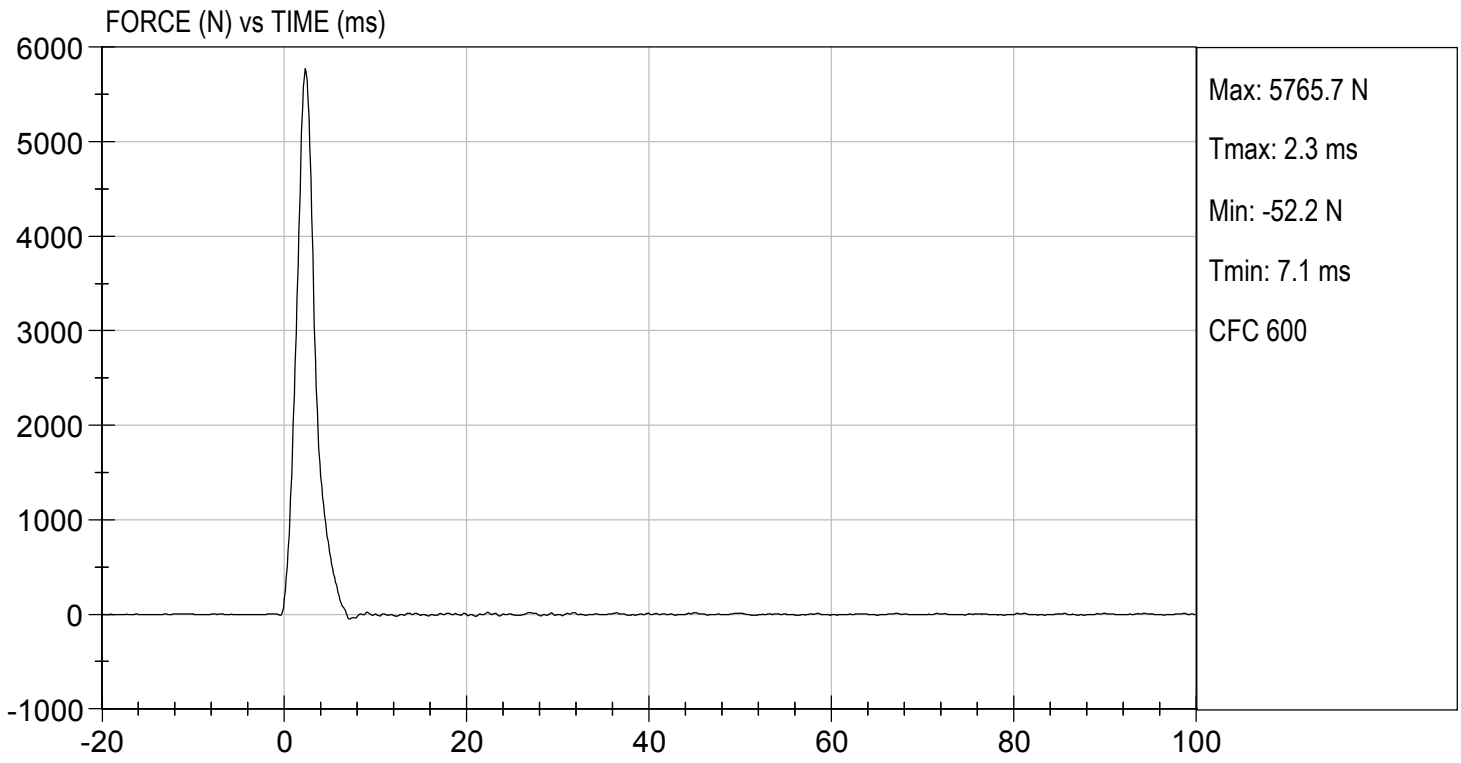
Laboratory Technician

08/05/2020
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.97 ft/s, 2.12 m/s

TEST DATE: 08/05/2020
TEST #: D201926



**MGA RESEARCH CORPORATION**

**HIP-FEMUR FLEXION TEST**

**HYBRID III 50TH PERCENTILE MALE**

**ATD Serial No:** 351 **Test I.D:** D201920

| Tested Parameter | Units | Specification | Result | | Pass/Fail |
|---|---|---|---|---|---|
| | | | Right | Left | |
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | 41 | Pass |
| Rotation Rate | deg/s | 5.0 to 10.0 | 6.5 | 6.4 | Pass |
| 30 Degrees | Nm | 94.9 Nm Max | 91.7 | 83.4 | Pass |
| 150 ft-lbf / 203.4 Nm | Deg | 40.0 to 50.0 Degree Max Rotation | 44.8 | 44.5 | Pass |
| | | Overall Test Results | | | Pass |

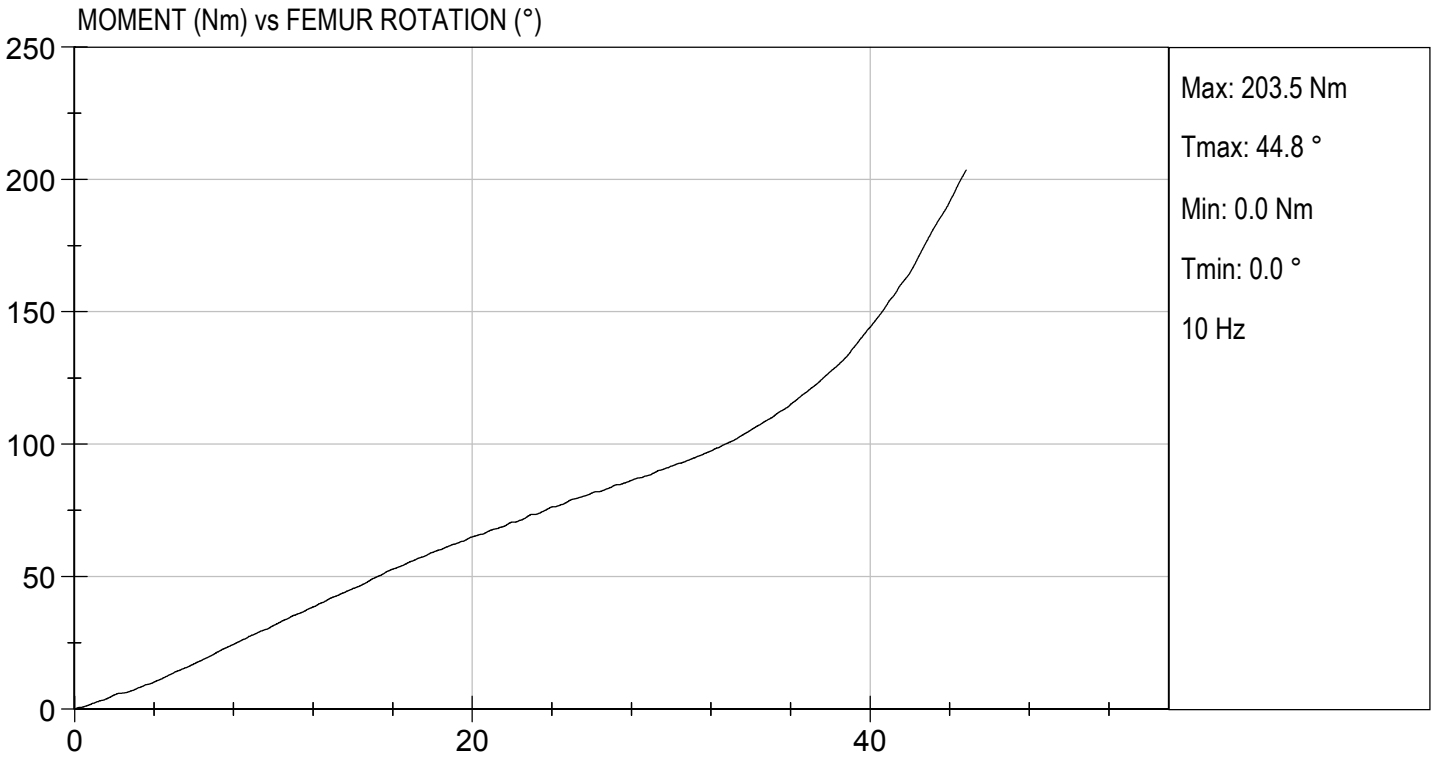
Laboratory Technician

08/05/2020
Test Date

Approved By

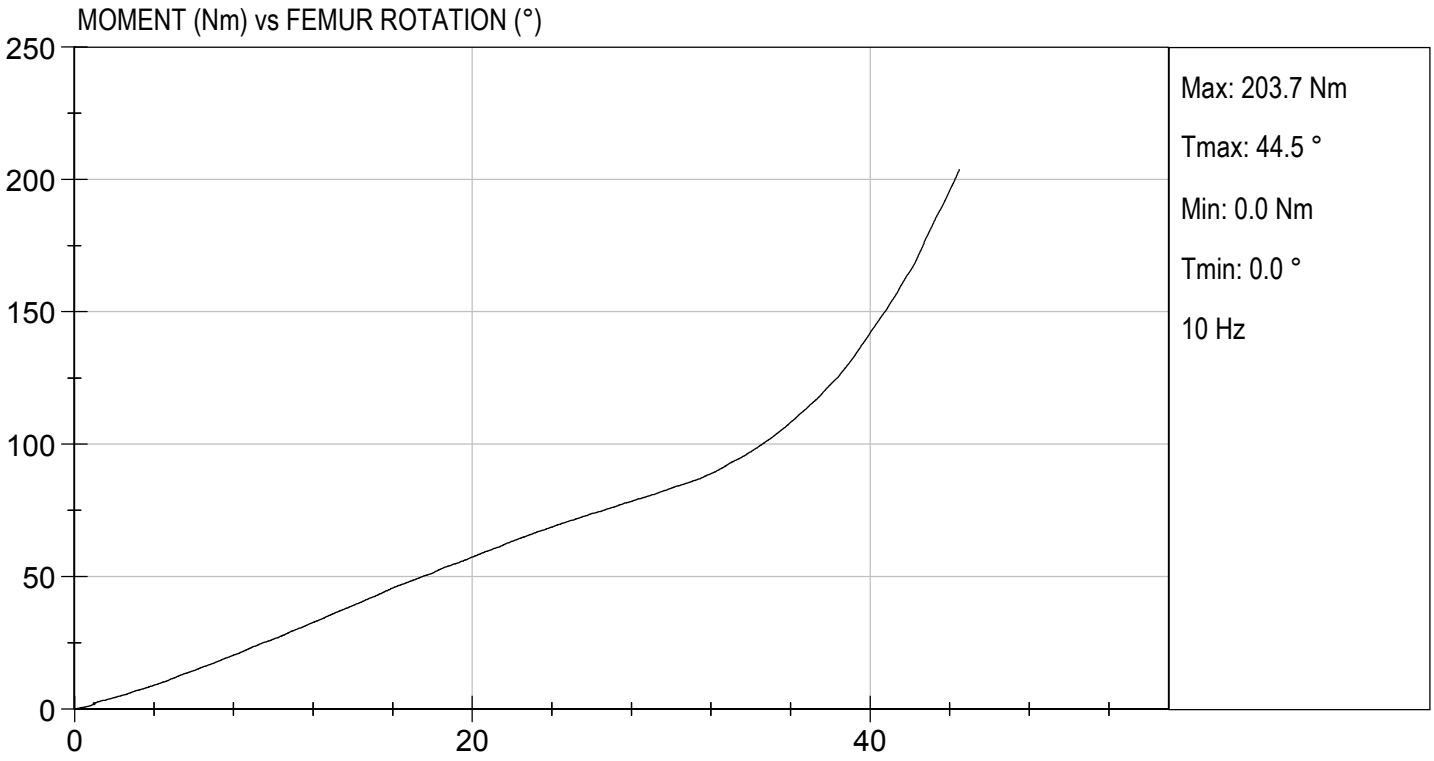
TEST DESC: RIGHT HIP FEMUR FLEXION

TEST DATE: 08/05/2020
TEST #: D201929



TEST DESC: LEFT HIP FEMUR FLEXION

TEST DATE: 08/05/2020
TEST #: D201920



## CALIBRATION TEST RESULTS

## PRE-TEST

## HYBRID III 5TH PERCENTILE FEMALE - PASSENGER ATD

## Hybrid III, 5th External Measurements
## SN: 138

| HYBRID III, PART 572, SUBPART O EXTERNAL DIMENSIONS | | | | |
|---|---|---|---|---|
| DIMENSION | DESCRIPTION | DETAILS | ASSEMBLY DIMENSION (mm) | ACTUAL MEASUREMENT |
| A | TOTAL SITTING HEIGHT | Seat surface to highest point on top of the head. | 774.7-800.1 | 785.1 |
| B | SHOULDER PIVOT HEIGHT | Centerline of shoulder pivot bolt to the seat surface. | 431.8-457.2 | 456.8 |
| C | H-POINT HEIGHT | Reference | 81.3-86.3 | 84.0 |
| D | H-POINT LOCATION FROM BACKLINE | Reference | 144.8-149.8 | 146.2 |
| E | SHOULDER PIVOT FROM BACKLINE | Center of the shoulder clevis to the rear vertical surface of the fixture. | 68.6-83.8 | 78.0 |
| F | THIGH CLEARANCE | Measured at the highest point on the upper femur segment. | 119.4-134.6 | 127.5 |
| G | BACK OF ELBOW TO WRIST PIVOT | back of the elbow flesh to the wrist pivot in line with the elbow and wrist pivots | 243.9-259.1 | 249.6 |
| H | HEAD BACK TO BACKLINE | Back of Skull cap skin to seat rear vertical surface (Reference) | 43.2-48.2 | 45.0 |
| I | SHOULDER TO- ELBOW LENGTH | Measure from the highest point on top of the shoulder clevis to the lowest part of the flesh on the elbow in line with the elbow pivot bolt. | 276.8-297.2 | 280.2 |
| J | ELBOW REST HEIGHT | Measure from the flesh below the elbow pivot bolt to the seat surface. | 182.8-203.2 | 201.9 |
| K | BUTTOCK TO KNEE LENGTH | The forward most part of the knee flesh to the rear vertical surface of the fixture. | 520.7-546.1 | 526.7 |
| L | POPLITEAL HEIGHT | Seat surface to the plane of the horizontal plane of the bottom of the feet. | 355.6-376.0 | 362.3 |
| M | KNEE PIVOT HEIGHT | Centerline of knee pivot bolt to the horizontal plane of the bottom of the feet. | 393.7-419.1 | 398.0 |
| N | BUTTOCK POPLITEAL LENGTH | The rearmost surface of the lower leg to the same point on the rear surface of the buttocks used for dim. “K”. | 414-439.4 | 430.5 |

| HYBRID III, SUBPART O EXTERNAL DIMENSIONS, continued | | | | |
|---|---|---|---|---|
| DIMENSION | DESCRIPTION | DETAILS | ASSEMBLY DIMENSION (mm) | ACTUAL MEASUREMENT |
| O | CHEST DEPTH WITHOUT JACKET | Measured 304.8 ± 5.1 mm above seat surface | 175.3-190.5 | 184.6 |
| P | FOOT LENGTH | Tip of toe to rear of heal | 218.5-233.7 | 221.0 |
| Q | STANDING HEIGHT | (THEORETICAL) | 1501.1 | N/A |
| R | BUTTOCK TO KNEE PIVOT LENGTH | The rear surface of the buttocks to the knee pivot bolt | 457.2-482.6 | 472.6 |
| S | HEAD BREADTH | The widest part of the head | 137.1-147.3 | 141.9 |
| T | HEAD DEPTH | Back of the head to the forehead | 177.8-188.0 | 184.2 |
| U | HIP BREADTH | The widest part of the hip | 299.7-314.9 | 307.4 |
| V | SHOULDER BREADTH | Outside edges of right and left shoulder clevises | 350.5-365.7 | 360.5 |
| W | FOOT BREADTH | The widest part of the foot | 78.8-94.0 | 85.0 |
| X | HEAD CIRCUMFERENCE | Measured at the point as in dim. “T” | 528.3-548.7 | 546.2 |
| Y | CHEST CIRCUMFERENCE (WITH CHEST JACKET) | Measured 345.4 ± 12.7 mm above seat surface | 850.9-881.3 | 875.1 |
| Z | WAIST CIRCUMFERENCE | Measured 165.1 ± 5.1 mm above seat surface | 759.5-789.9 | 785.4 |
| AA | REFERENCE LOCATION FOR MEASUREMENT OF CHEST CIRCUMFERENCE | Reference | 332.7-358.1 | 345.4 |
| BB | REFERENCE LOCATION FOR MEASUREMENT OF WAIST CIRCUMFERENCE | Reference | 160.1-170.2 | 165.1 |

**MGA RESEARCH CORPORATION**

**HEAD DROP TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test ID:** D201421

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 51 | Pass |
| Peak Resultant Acceleration | G's | 250 to 300 | 257 | Pass |
| Peak Lateral Acceleration | G's | <= +/- 15.0 | 2.0 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 10% of peak | Yes | Pass |
| | | Overall Test Results | | Pass |

Laboratory Technician

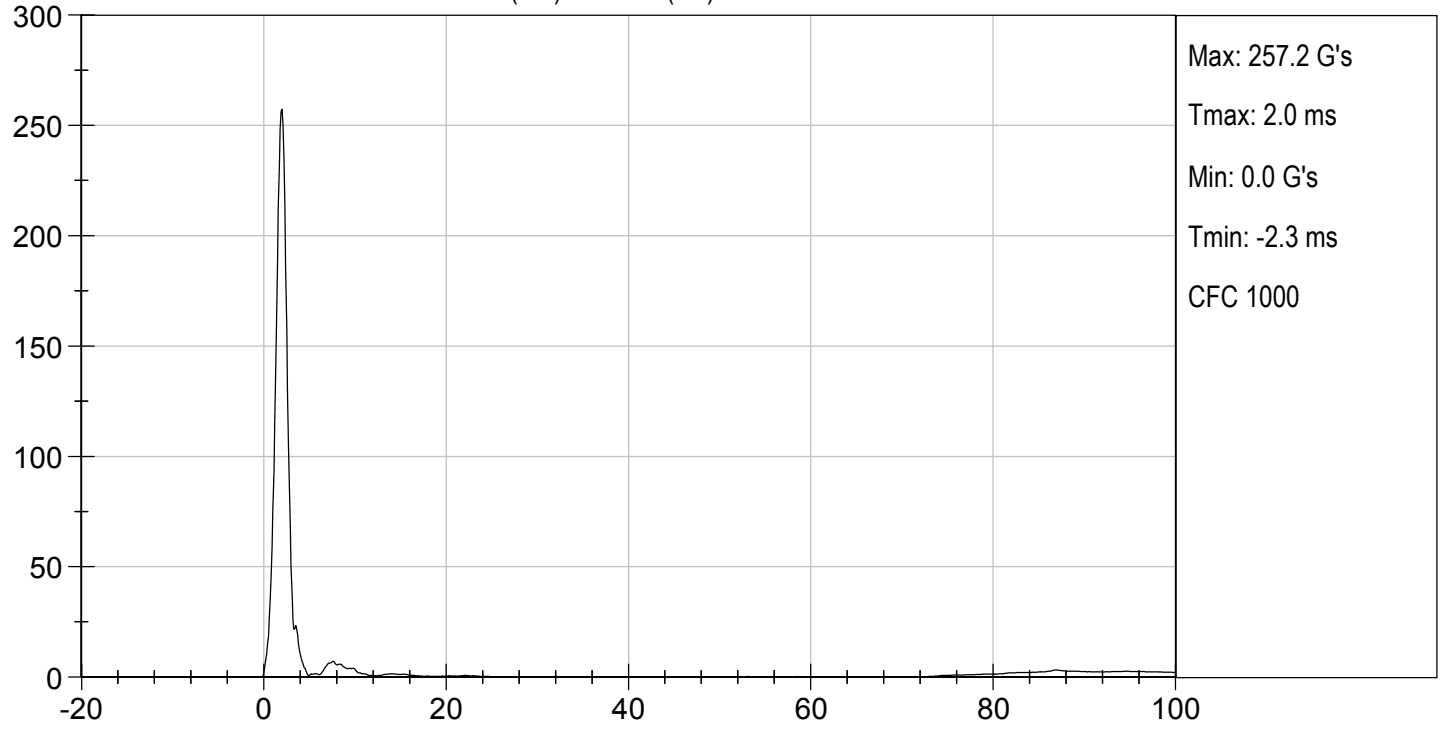
06/10/2020
Test Date

Approved By

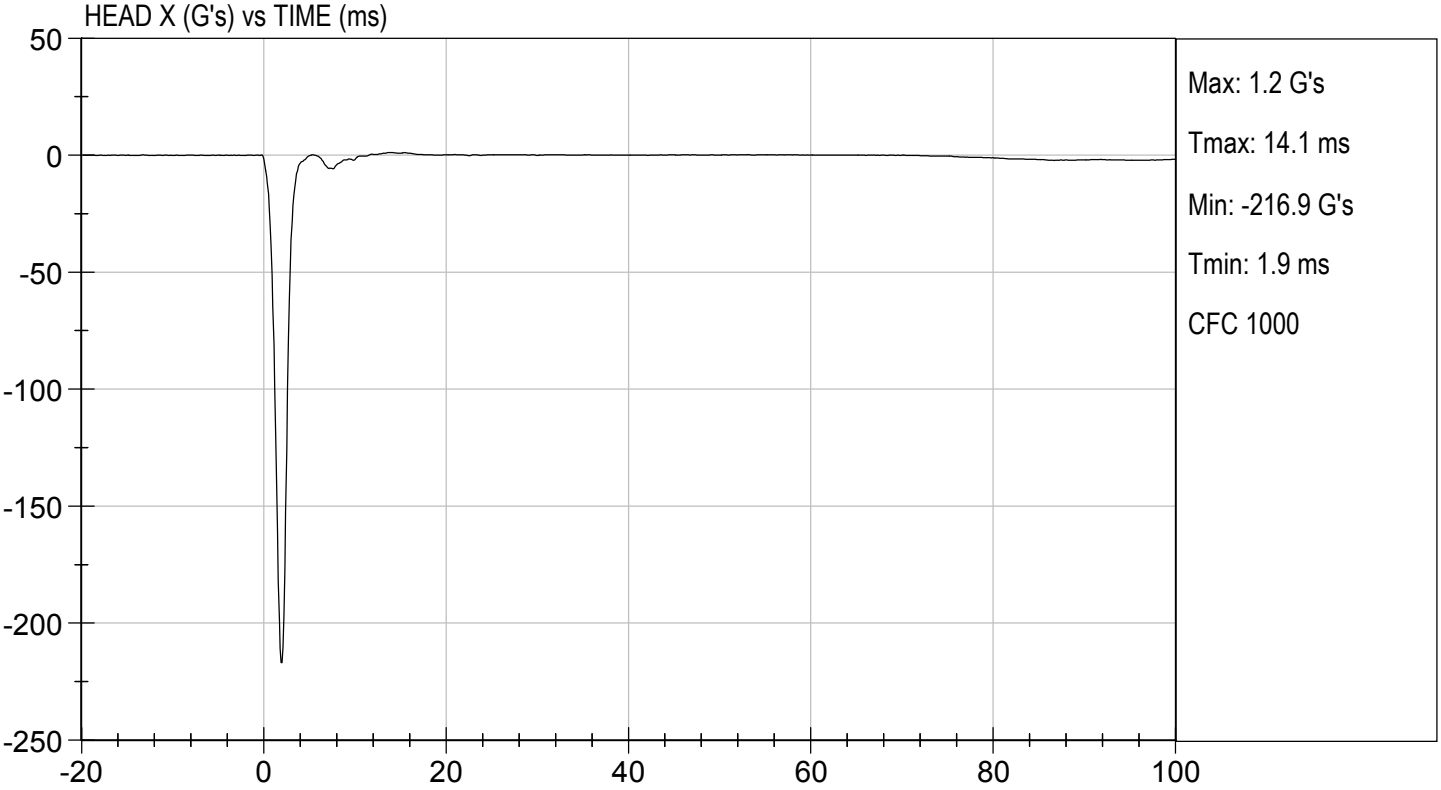
TEST DESC: HEAD DROP

TEST DATE: 06/10/2020
TEST #: D201421

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

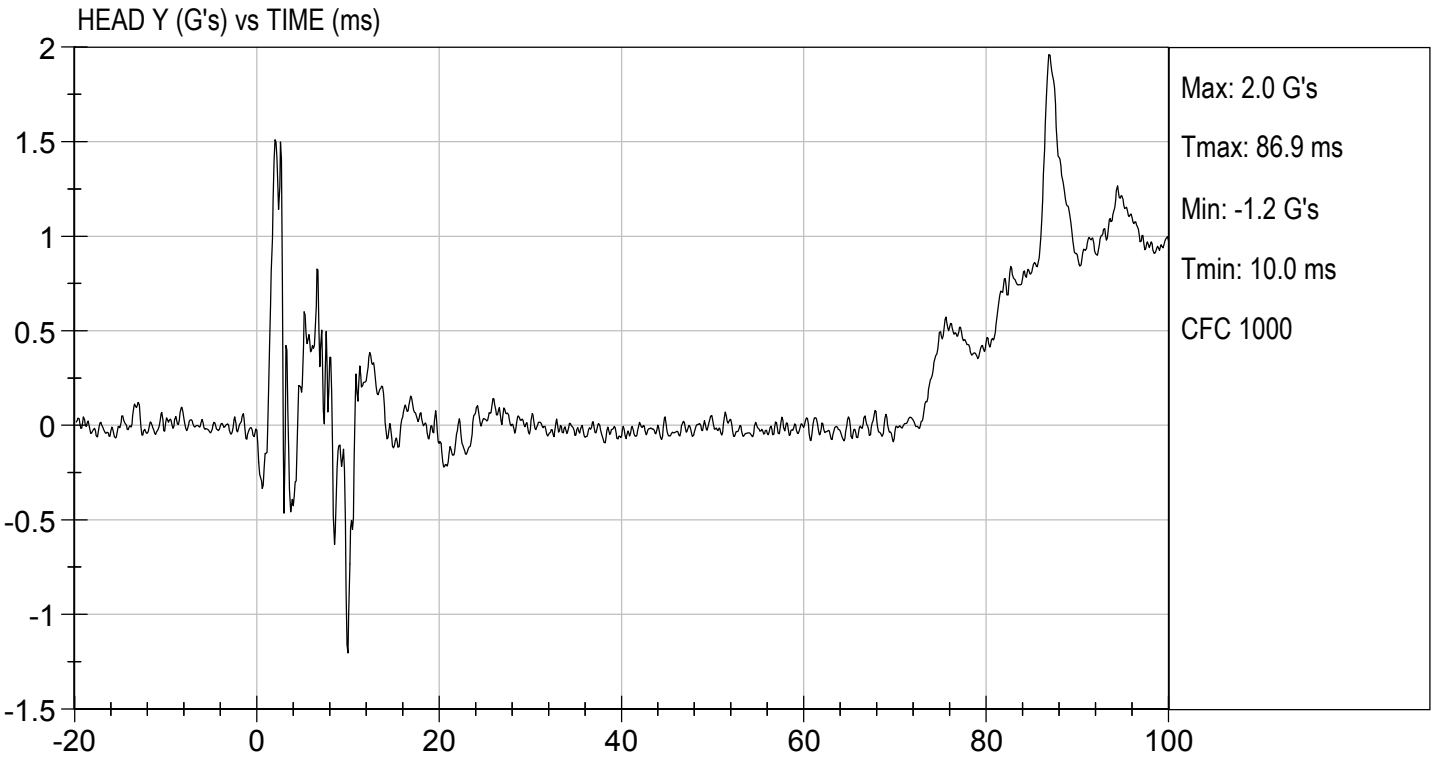


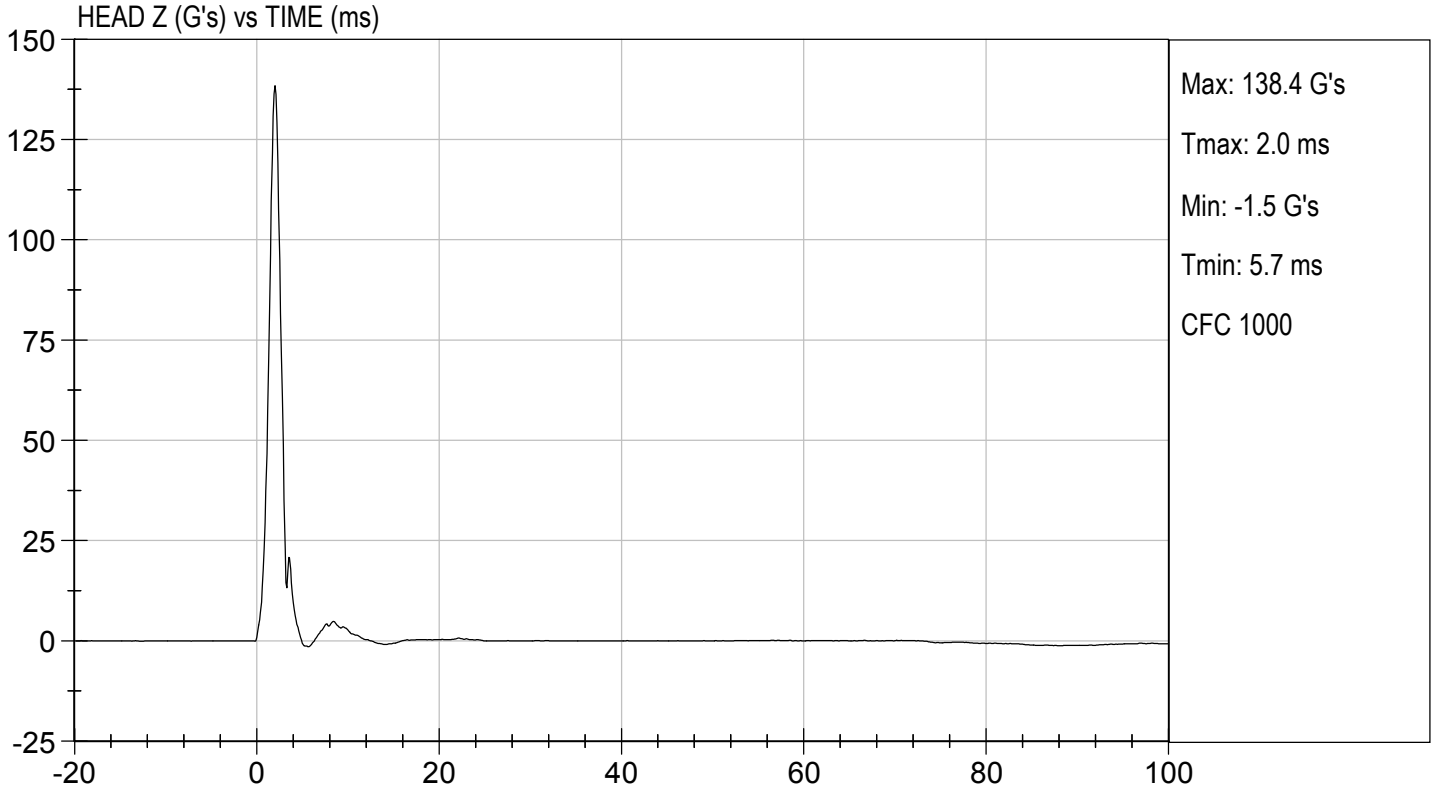

HEAD X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 06/10/2020
TEST #: D201421



**MGA RESEARCH CORPORATION**

**NECK FLEXION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201422

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.8 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 42 | Pass |
| Pendulum Speed | | m/s | 6.89 to 7.13 | 7.06 | Pass |
| Pendulum Velocity | 10 ms | m/s | 2.1 to 2.5 | 2.3 | Pass |
| | 20 ms | m/s | 4.0 to 5.0 | 5.0 | Pass |
| | 30 ms | m/s | 5.8 to 7.0 | 6.9 | Pass |
| D Plane Rotation | Max | deg | 77 to 91 | 80 | Pass |
| Occipital Condyle Moment within Rotation Corridor | | Nm | 69 to 83 | 69 | Pass |
| Positive Moment Time Curve Decay to 10 Nm | | ms | 80 to 100 | 85 | Pass |
| | | | Overall Results | | Pass |

Gerald Guerrero
Laboratory Technician

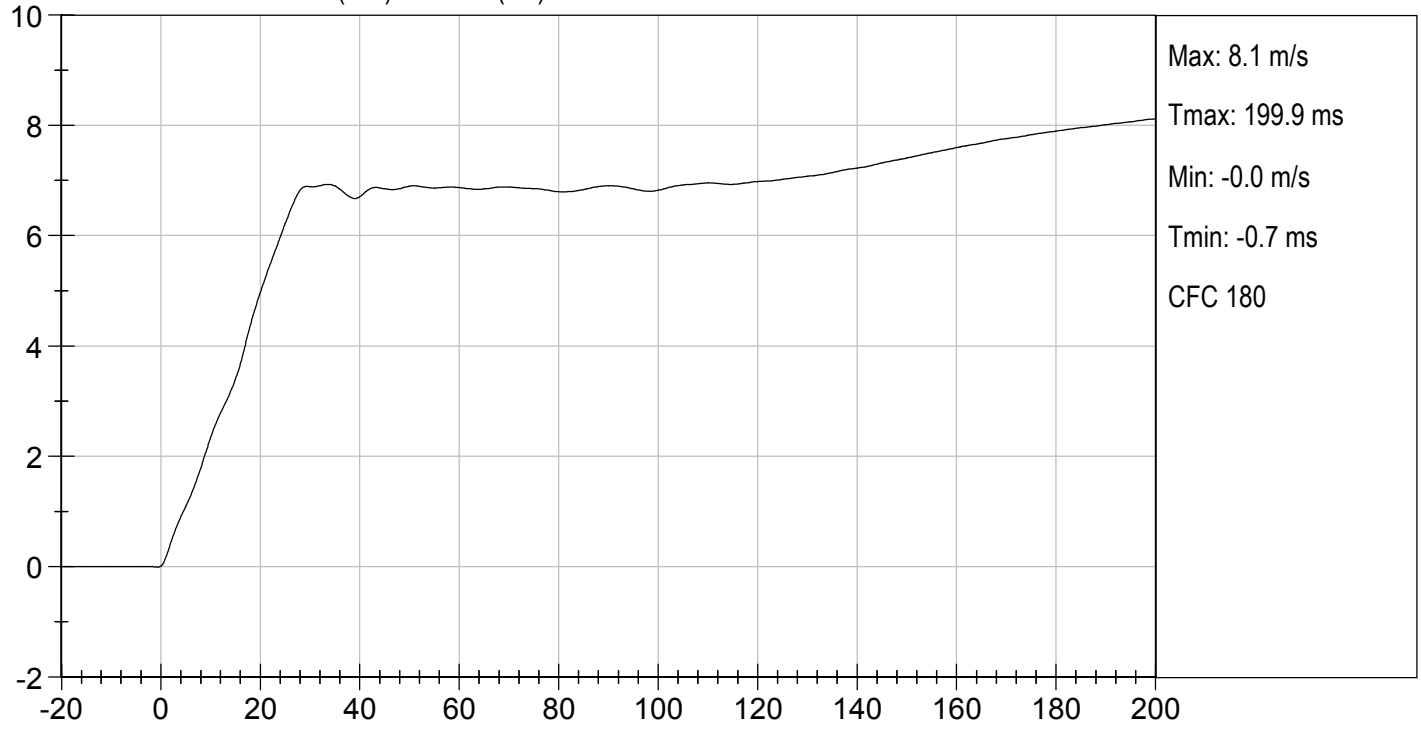
06/11/2020
Test Date

Approved By

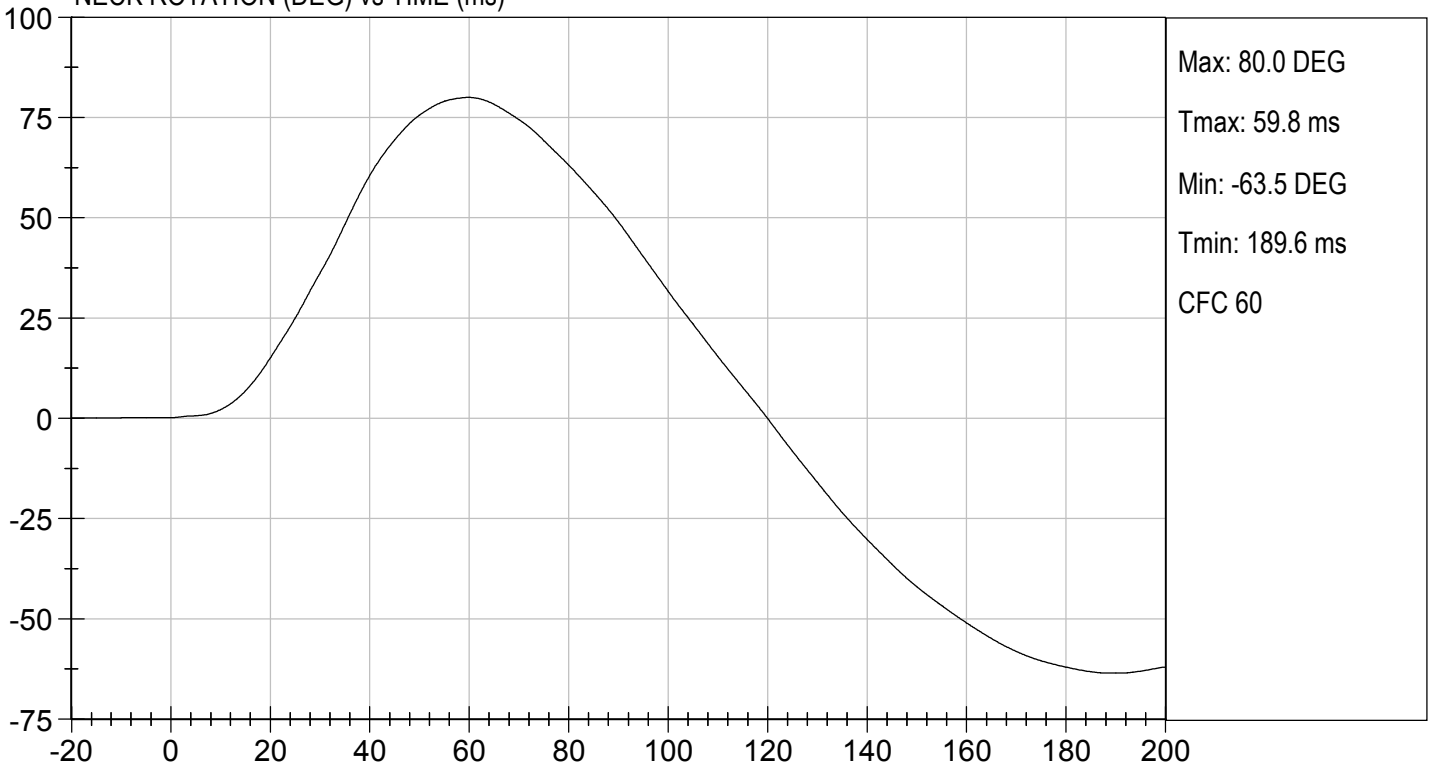
TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 06/11/2020
TEST #: D201422

PENDULUM VELOCITY (m/s) vs TIME (ms)

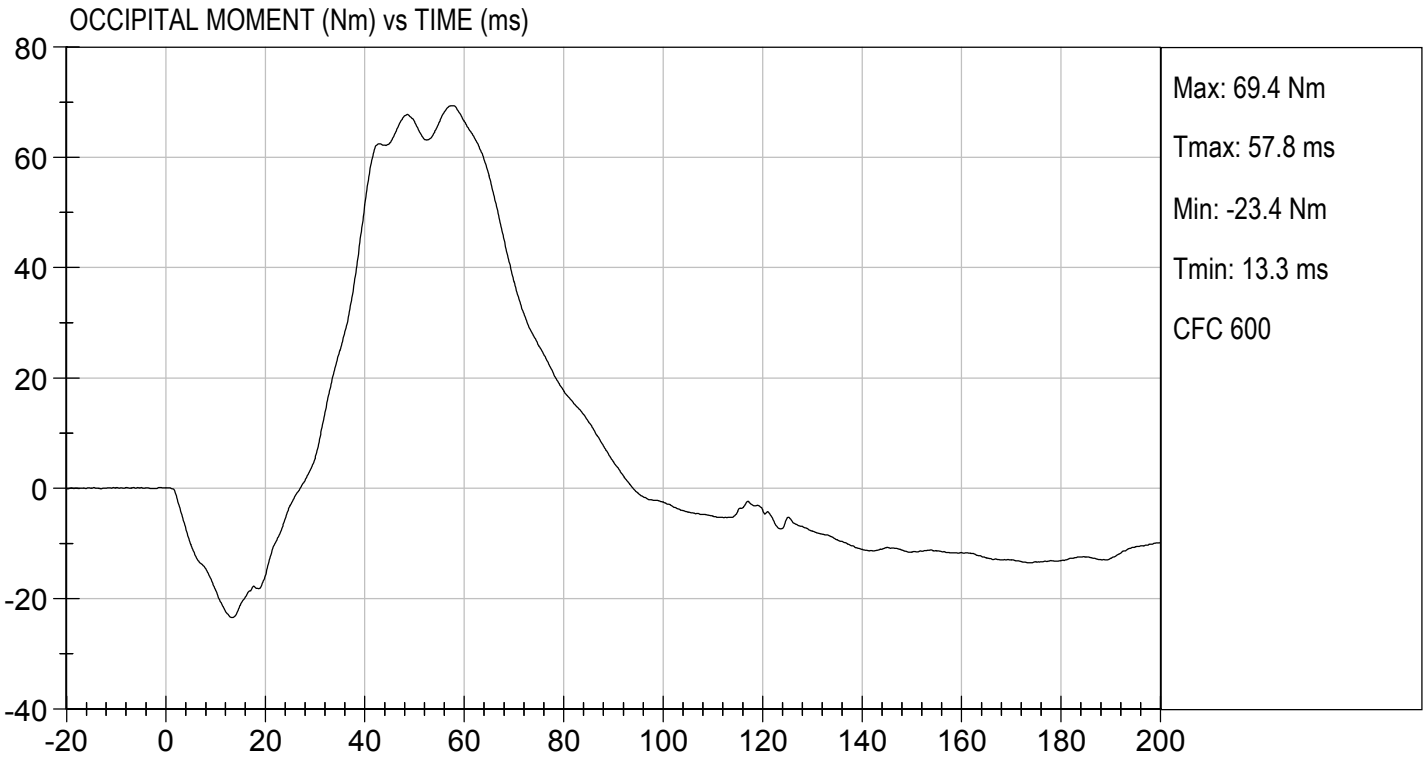



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 06/11/2020
TEST #: D201422



**MGA RESEARCH CORPORATION**

**NECK EXTENSION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201423

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.8 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 42 | Pass |
| Pendulum Speed | | m/s | 5.95 to 6.19 | 6.12 | Pass |
| Pendulum Velocity | 10 ms | m/s | 1.5 to 1.9 | 1.6 | Pass |
| | 20 ms | m/s | 3.1 to 3.9 | 3.6 | Pass |
| | 30 ms | m/s | 4.6 to 5.6 | 5.2 | Pass |
| D Plane Rotation | Max | deg | 99 to 114 | 110 | Pass |
| Occipital Condyle Moment within Rotation Corridor | | Nm | -65 to -53 | -56 | Pass |
| Negative Moment Time Curve Decay to -10 Nm | | ms | 94 to 114 | 109 | Pass |
| | | | Overall Results | | Pass |

Gerald Guerrero

Laboratory Technician

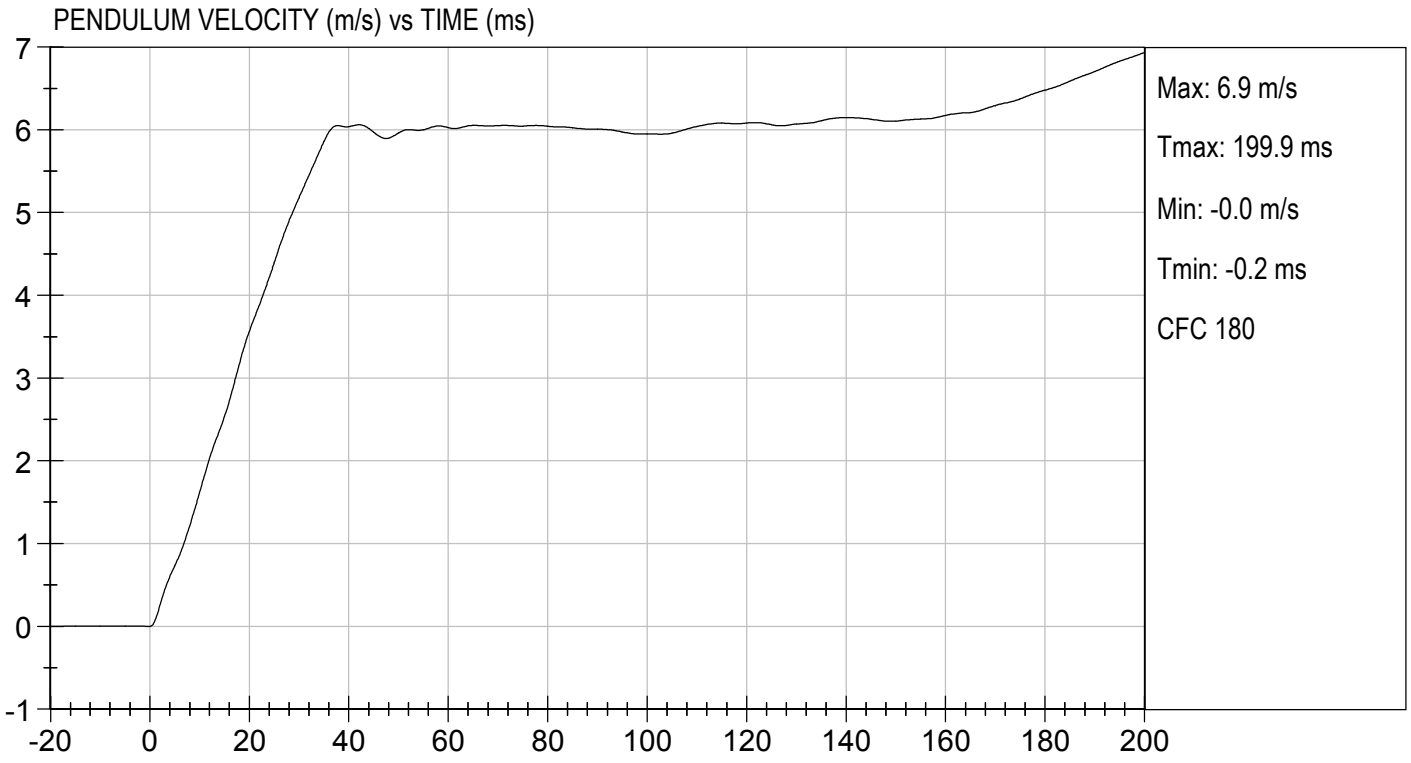
06/11/2020

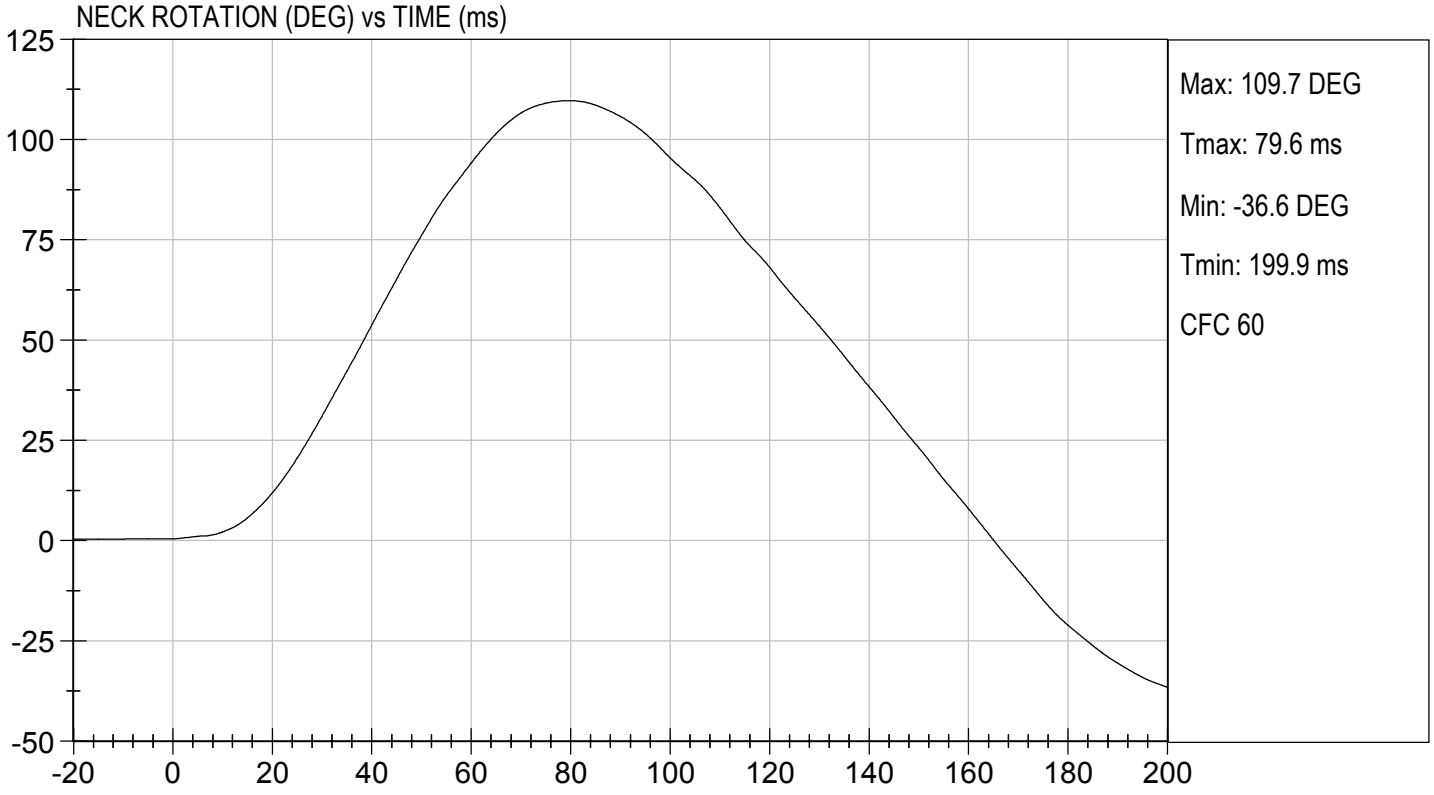
Test Date

Approved By

TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 06/11/2020
TEST #: D201423



TEST DESC: NECK EXTENSION
VELOCITY: 20.08 ft/s, 6.12 m/s

TEST DATE: 06/11/2020
TEST #: D201423

**MGA RESEARCH CORPORATION**

**THORAX IMPACT**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201424

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Temperature | deg C | 20.6 to 22.2 | 21.8 | Pass |
| Relative Humidity | % | 10 to 70 | 51 | Pass |
| Probe Speed | m/s | 6.59 to 6.83 | 6.77 | Pass |
| Peak Deflection | mm | 50 to 58 | 56 | Pass |
| Peak Resistive Force w/in Deflection Corridor | N | 3900 to 4400 | 4277 | Pass |
| Internal Hysteresis | % | 69 to 85 | 70 | Pass |
| Peak Force 18 mm - 50 mm | N | <= 4600 | 4037 | Pass |
| | | Overall Test Results | | Pass |

Laboratory Technician

06/10/2020

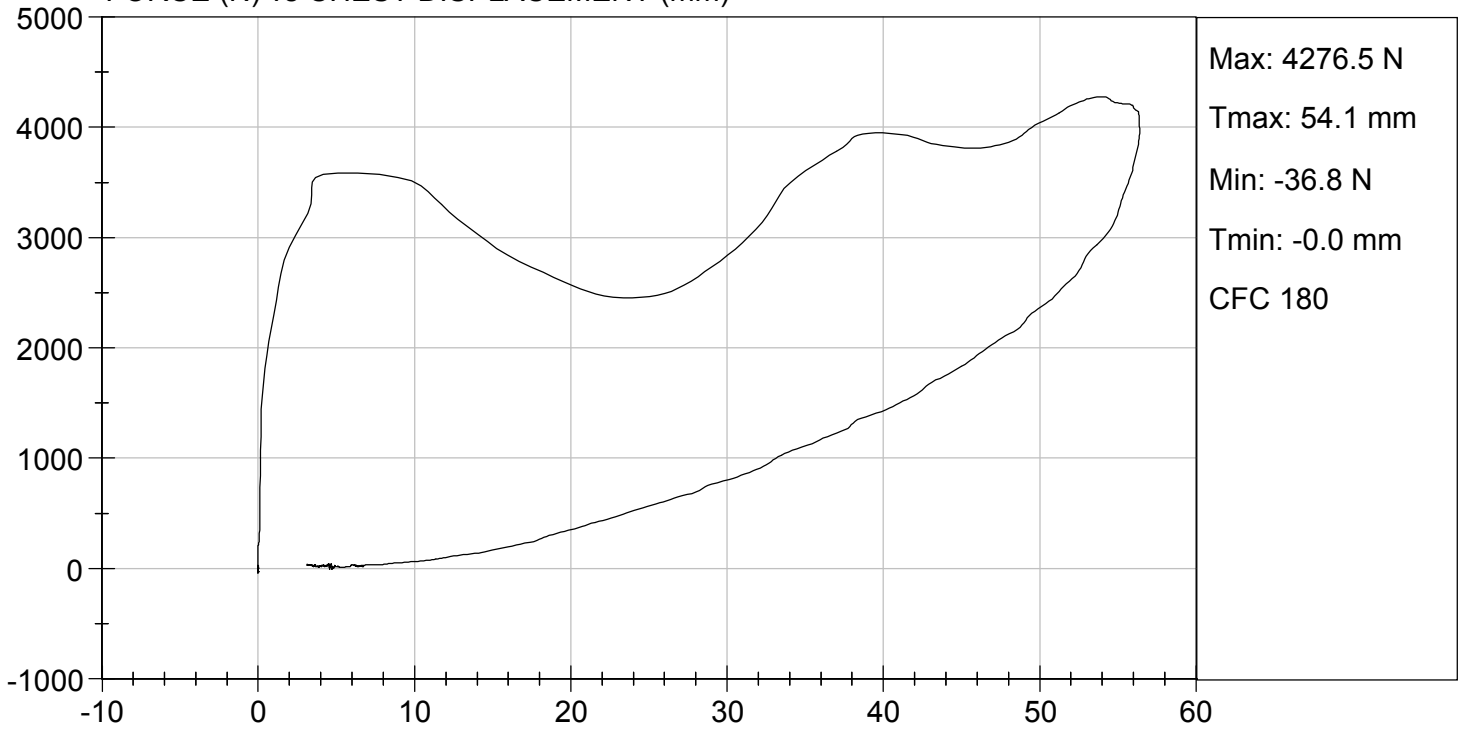
Test Date

Approved By

TEST DESC: THORAX IMPACT
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 06/10/2020
TEST #: D201424

FORCE (N) vs CHEST DISPLACEMENT (mm)



**MGA RESEARCH CORPORATION**

**RIGHT KNEE IMPACT TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201425

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 50 | Pass |
| Probe Speed | m/s | 2.07 to 2.13 | 2.09 | Pass |
| Maximum Force | N | 3450 to 4060 | 3584 | Pass |
| | | Overall Test Results | | Pass |

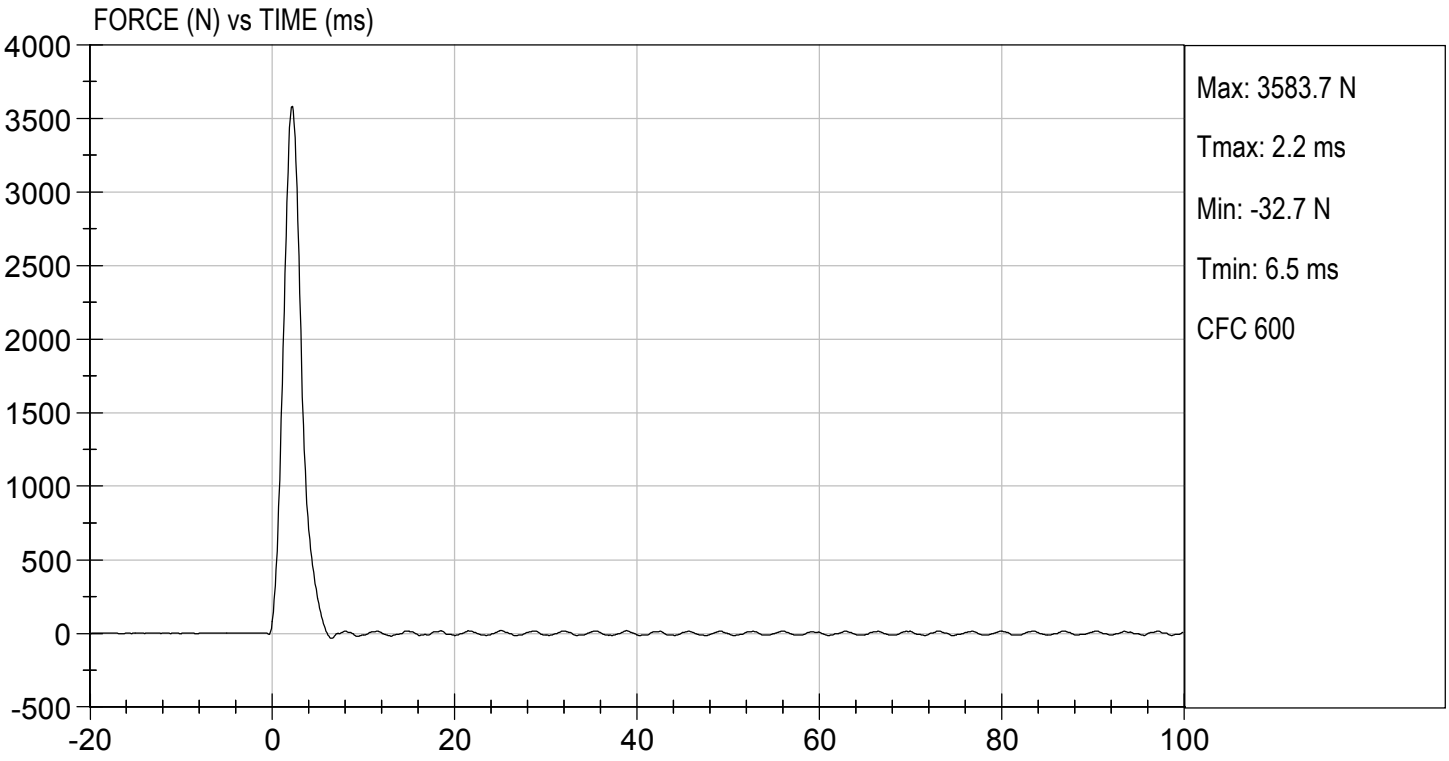
Laboratory Technician

06/10/2020
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 6.86 ft/s, 2.09 m/s

TEST DATE: 06/10/2020
TEST #: D201425



**MGA RESEARCH CORPORATION**

**LEFT KNEE IMPACT TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201426

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 50 | Pass |
| Probe Speed | m/s | 2.07 to 2.13 | 2.11 | Pass |
| Maximum Force | N | 3450 to 4060 | 3936 | Pass |
| | | Overall Test Results | | Pass |

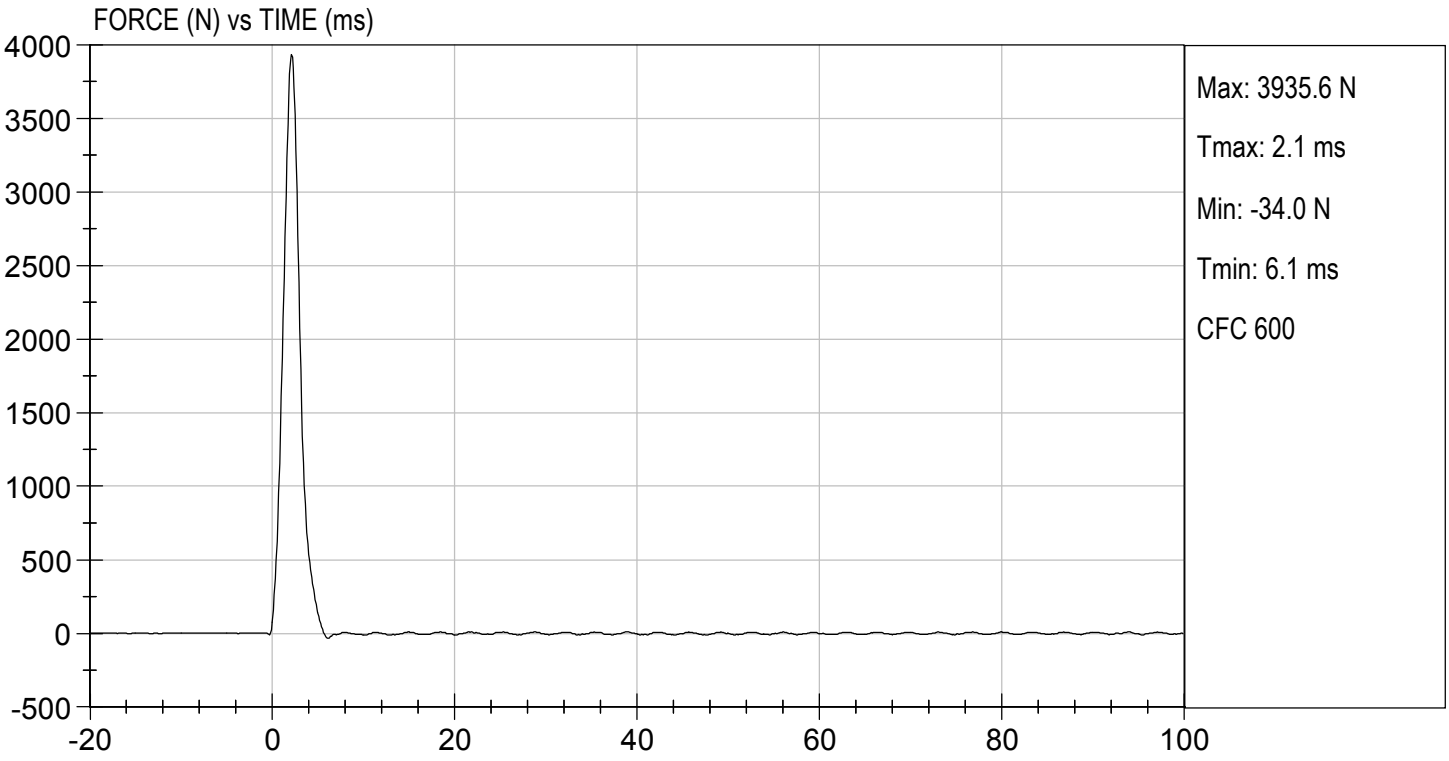
Laboratory Technician

06/10/2020
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 6.92 ft/s, 2.11 m/s

TEST DATE: 06/10/2020
TEST #: D201426



**MGA RESEARCH CORPORATION**

**TORSO FLEXION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201427

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.8 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 51 | Pass |
| Initial Angle | deg | 0 to 20 | 19 | Pass |
| Return Angle | deg | +/- 8 | 3 | Pass |
| Force at 45 deg | N | 320 to 390 | 339 | Pass |
| Upper Torso Deflection Rate | deg/s | 0.5 to 1.5 | 0.6 | Pass |
| | | Overall Result | | Pass |

Laboratory Technician

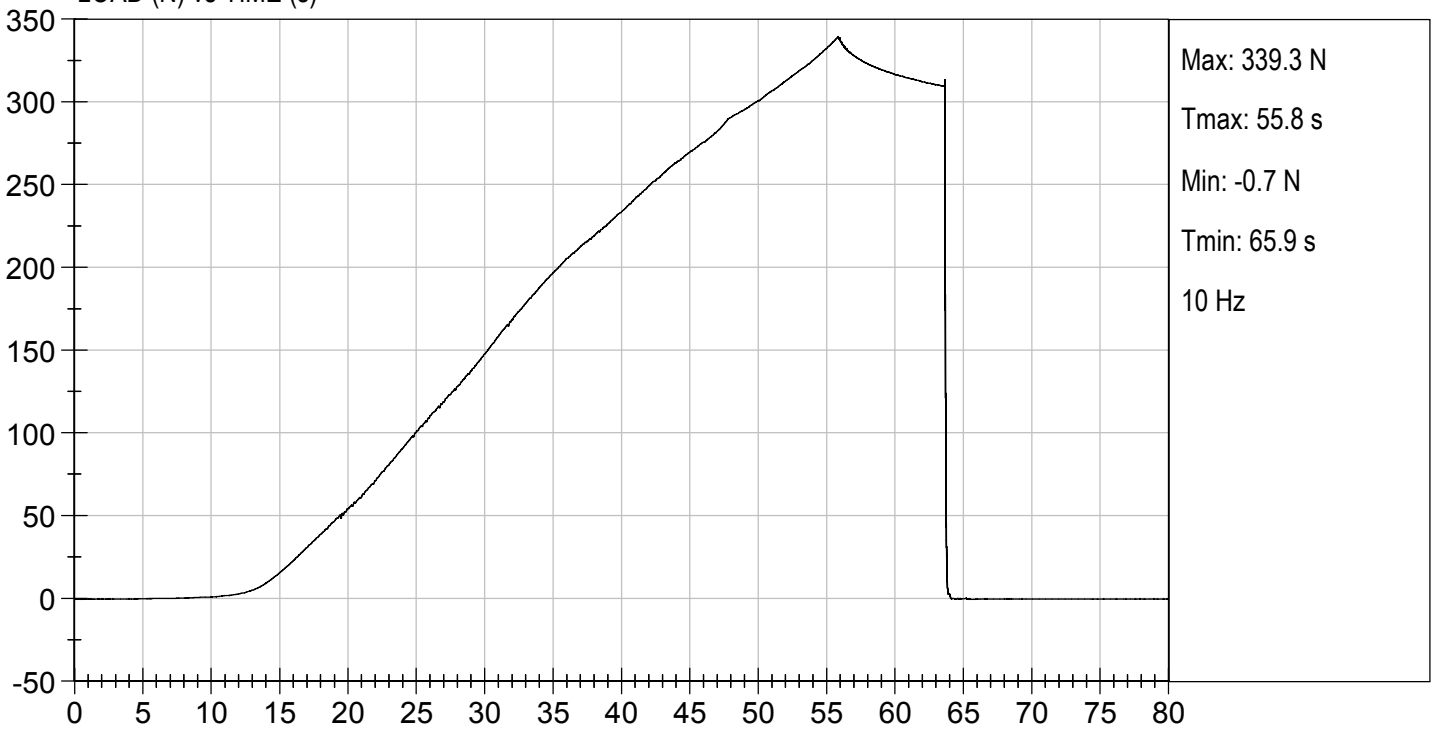
06/10/2020
Test Date

Approved By

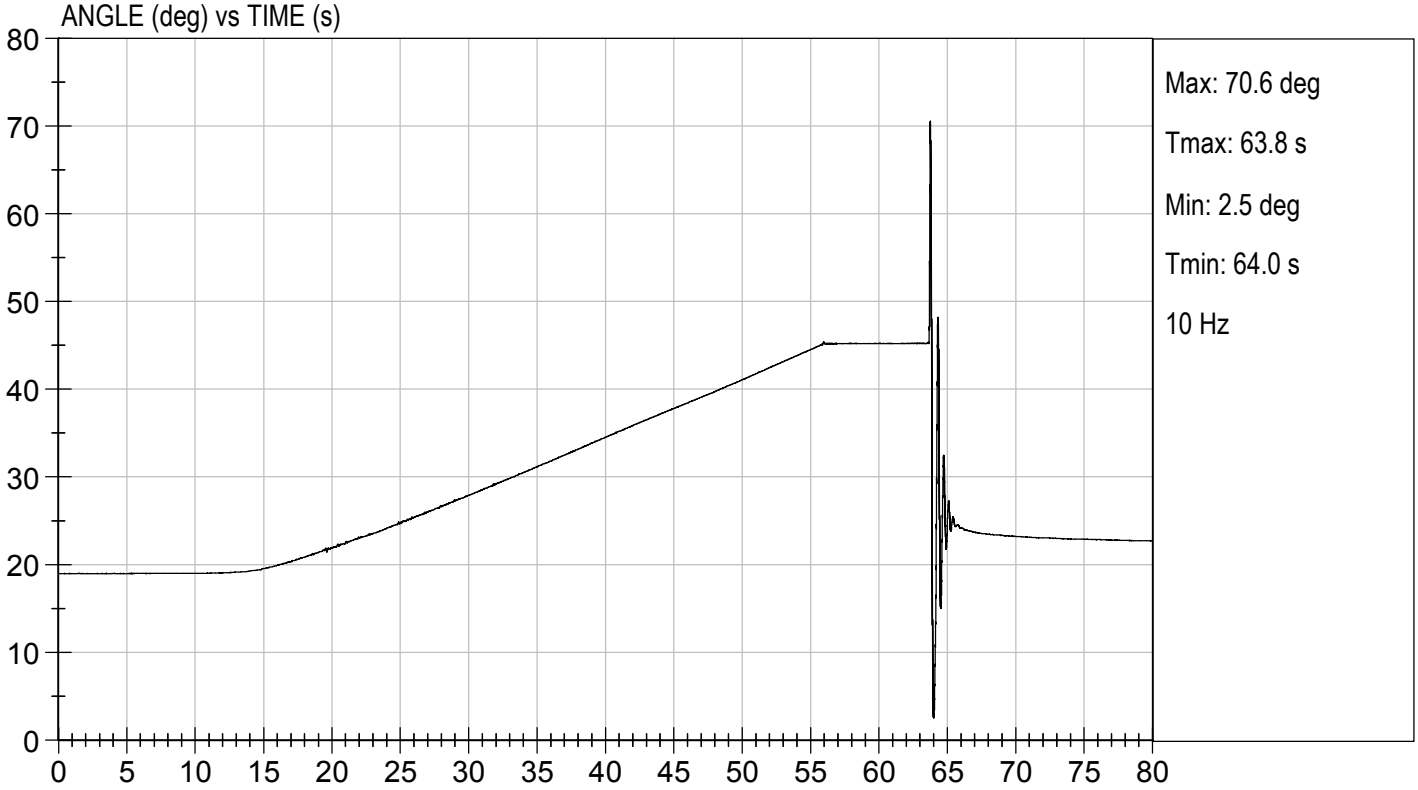
TEST DESC: LUMBAR FLEXION

TEST DATE: 06/10/2020
TEST #: D201427

LOAD (N) vs TIME (s)




ANGLE (deg) vs TIME (s)



## CALIBRATION TEST RESULTS

## POST-TEST

## HYBRID III 5TH PERCENTILE FEMALE - PASSENGER ATD

**MGA RESEARCH CORPORATION**

**HEAD DROP TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test ID:** D201931

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Peak Resultant Acceleration | G's | 250 to 300 | 252 | Pass |
| Peak Lateral Acceleration | G's | <= +/- 15.0 | -1.2 | Pass |
| Unimodal | N/A | Yes | Yes | Pass |
| Oscillations | N/A | within 10% of peak | Yes | Pass |
| | | Overall Test Results | | Pass |

Gerald Guerrero
Laboratory Technician

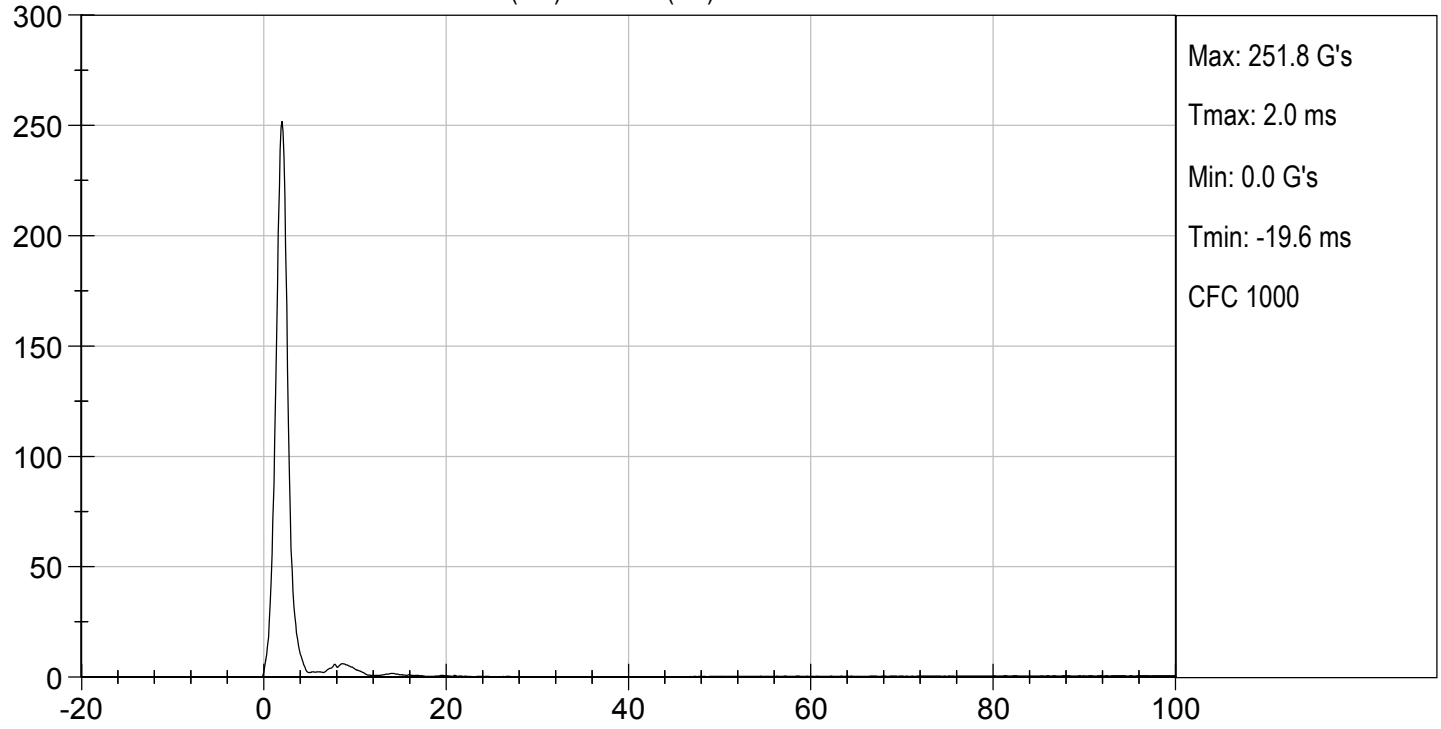
08/05/2020
Test Date

Approved By

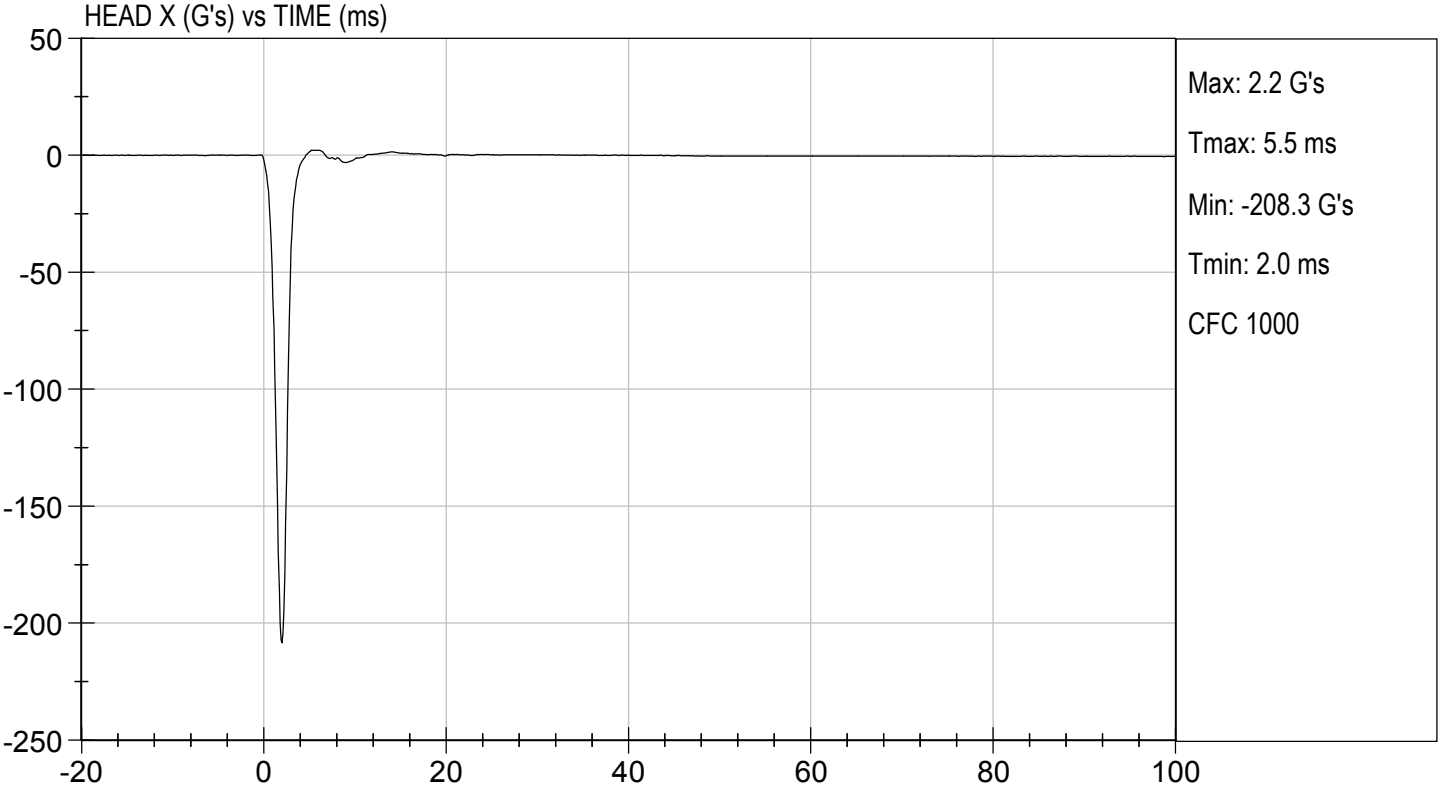
TEST DESC: HEAD DROP

TEST DATE: 08/05/2020
TEST #: D201931

HEAD RESULTANT ACCELERATION (G's) vs TIME (ms)

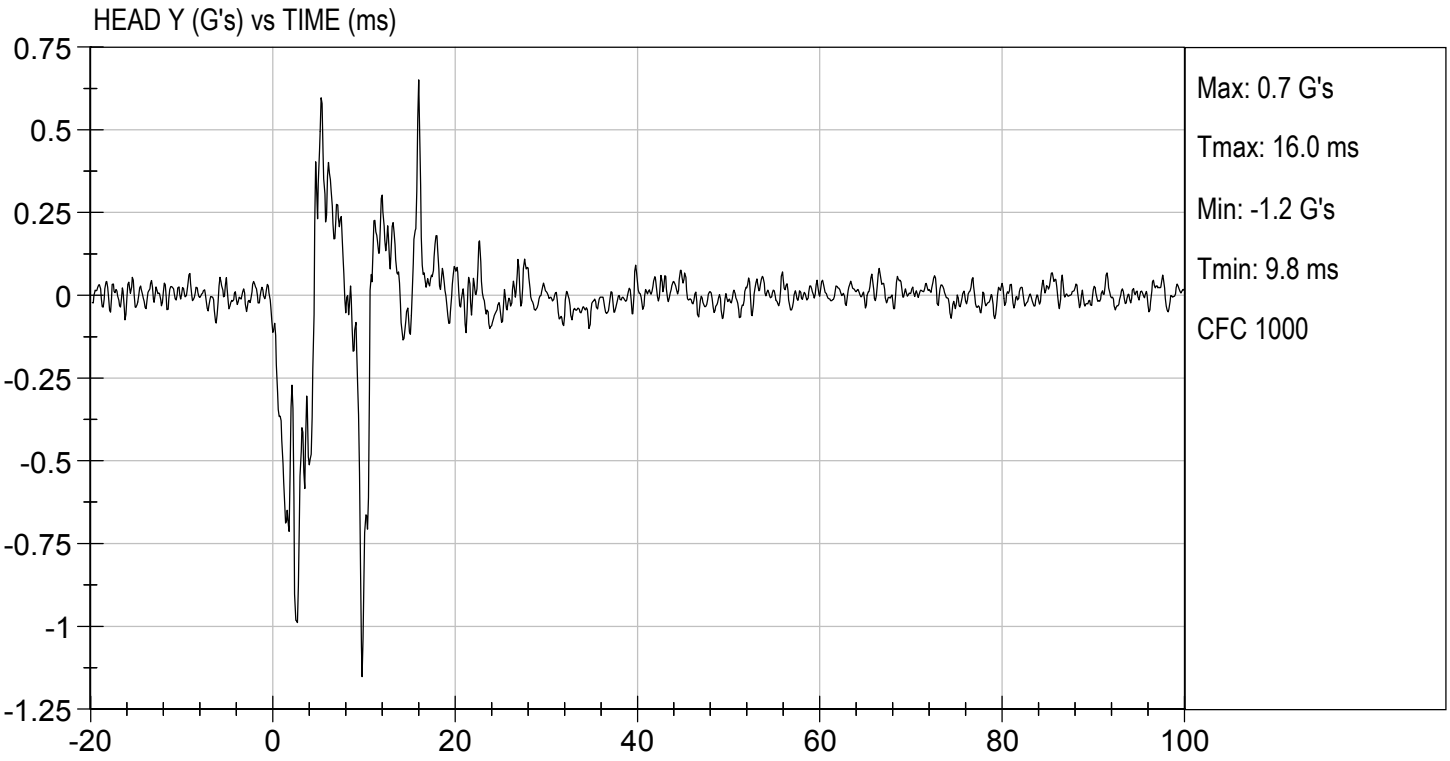


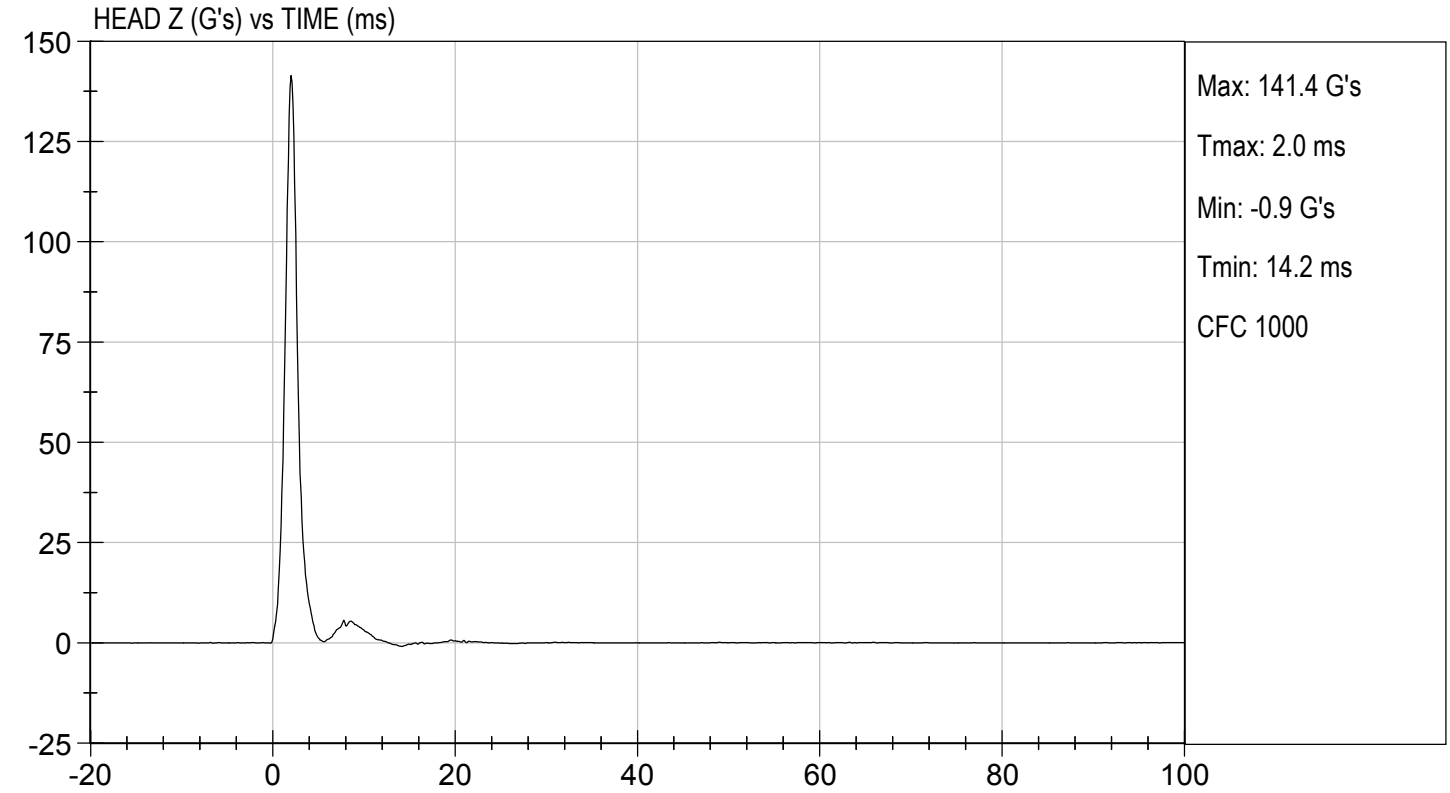

HEAD X (G's) vs TIME (ms)



TEST DESC: HEAD DROP

TEST DATE: 08/05/2020
TEST #: D201931



**MGA RESEARCH CORPORATION**

**NECK FLEXION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201932

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 39 | Pass |
| Pendulum Speed | | m/s | 6.89 to 7.13 | 7.06 | Pass |
| Pendulum Velocity | 10 ms | m/s | 2.1 to 2.5 | 2.3 | Pass |
| | 20 ms | m/s | 4.0 to 5.0 | 4.8 | Pass |
| | 30 ms | m/s | 5.8 to 7.0 | 6.9 | Pass |
| D Plane Rotation | Max | deg | 77 to 91 | 81 | Pass |
| Occipital Condyle Moment within Rotation Corridor | | Nm | 69 to 83 | 71 | Pass |
| Positive Moment Time Curve Decay to 10 Nm | | ms | 80 to 100 | 82 | Pass |
| | | | Overall Results | | Pass |

Gerald Guerrero
Laboratory Technician

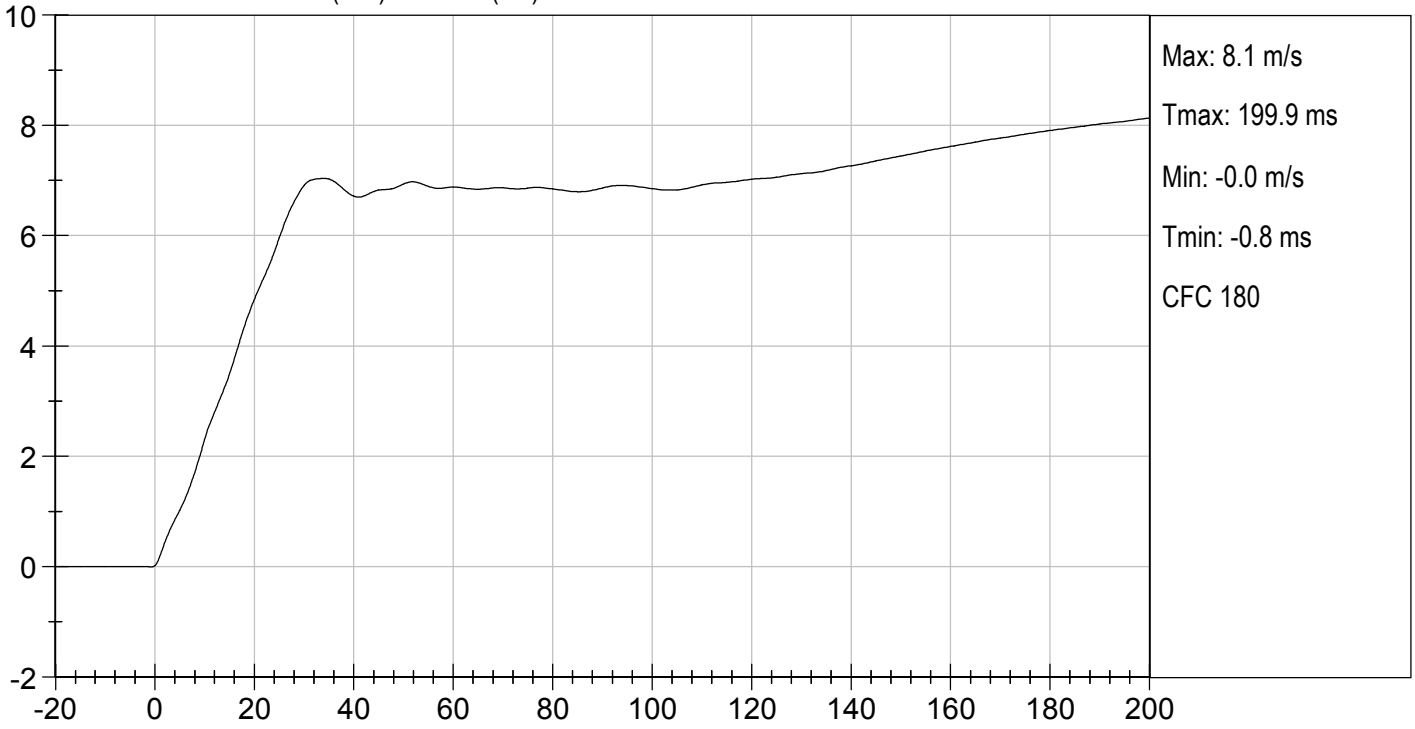
08/05/2020
Test Date

Approved By

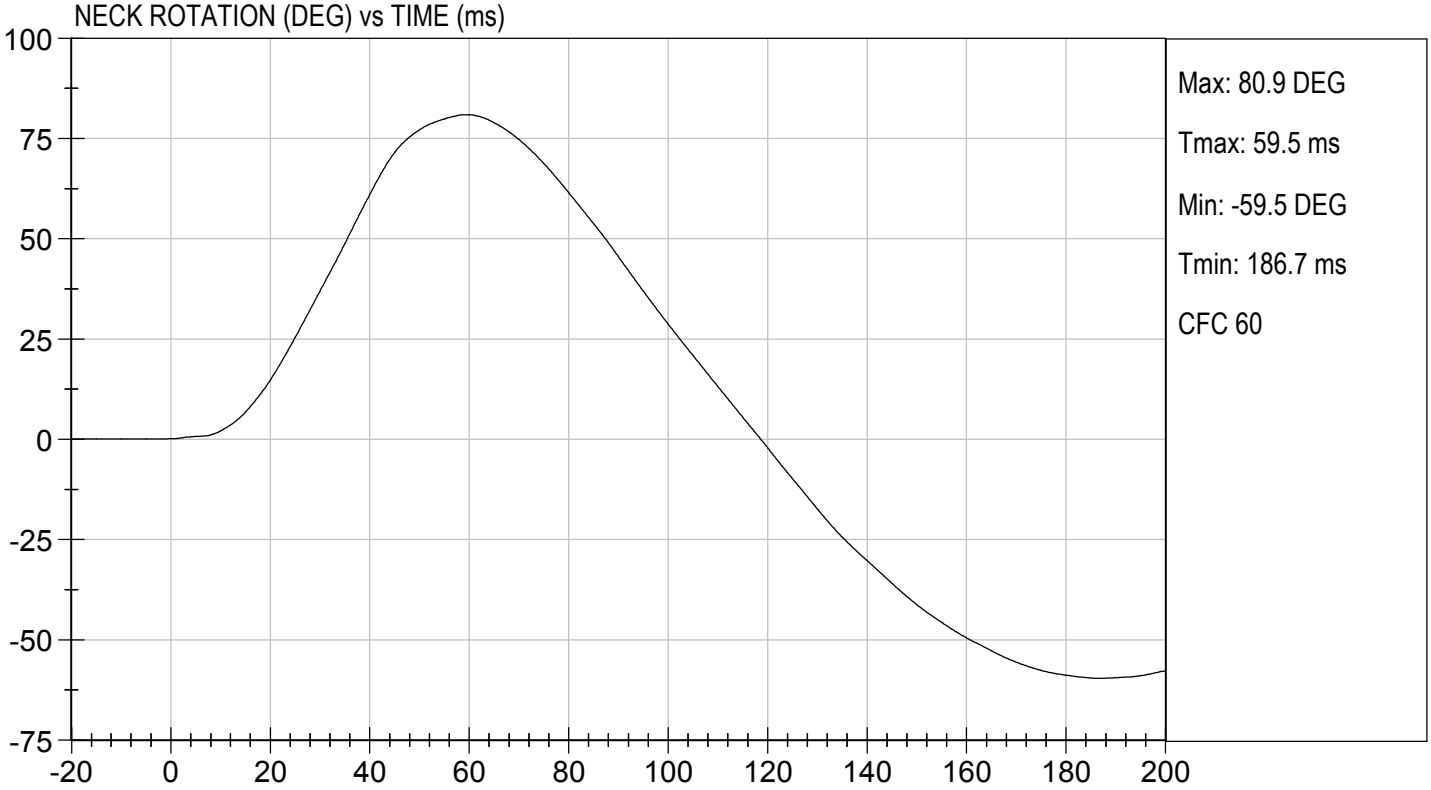
TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 08/05/2020
TEST #: D201932

PENDULUM VELOCITY (m/s) vs TIME (ms)

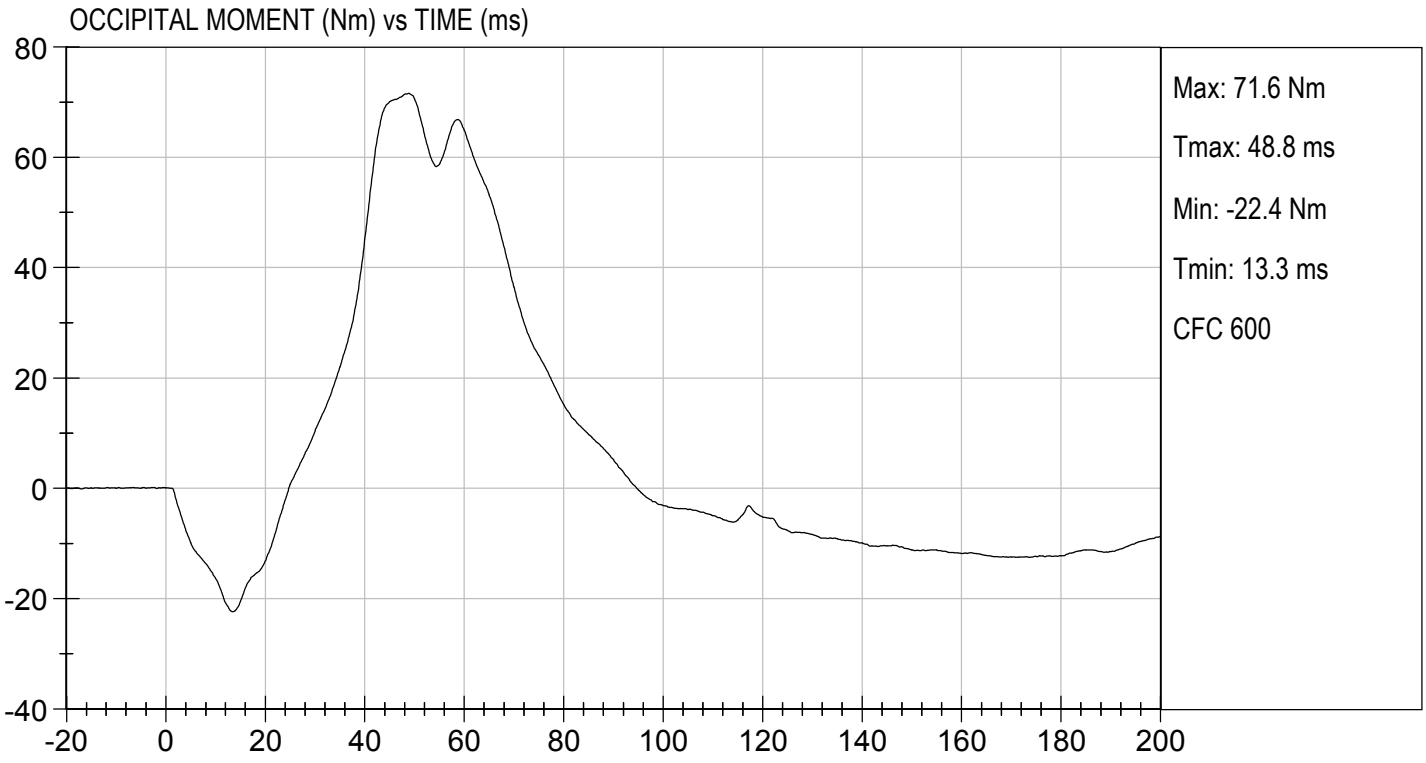



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK FLEXION
VELOCITY: 23.15 ft/s, 7.06 m/s

TEST DATE: 08/05/2020
TEST #: D201932



**MGA RESEARCH CORPORATION**

**NECK EXTENSION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201933

| Tested Parameter | | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|---|
| Laboratory Temperature | | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Laboratory Relative Humidity | | % | 10 to 70 | 39 | Pass |
| Pendulum Speed | | m/s | 5.95 to 6.19 | 6.19 | Pass |
| Pendulum Velocity | 10 ms | m/s | 1.5 to 1.9 | 1.8 | Pass |
| | 20 ms | m/s | 3.1 to 3.9 | 3.8 | Pass |
| | 30 ms | m/s | 4.6 to 5.6 | 5.6 | Pass |
| D Plane Rotation | Max | deg | 99 to 114 | 110 | Pass |
| Occipital Condyle Moment within Rotation Corridor | | Nm | -65 to -53 | -58 | Pass |
| Negative Moment Time Curve Decay to -10 Nm | | ms | 94 to 114 | 106 | Pass |
| | | | Overall Results | | Pass |

Gerald Guerrero
Laboratory Technician

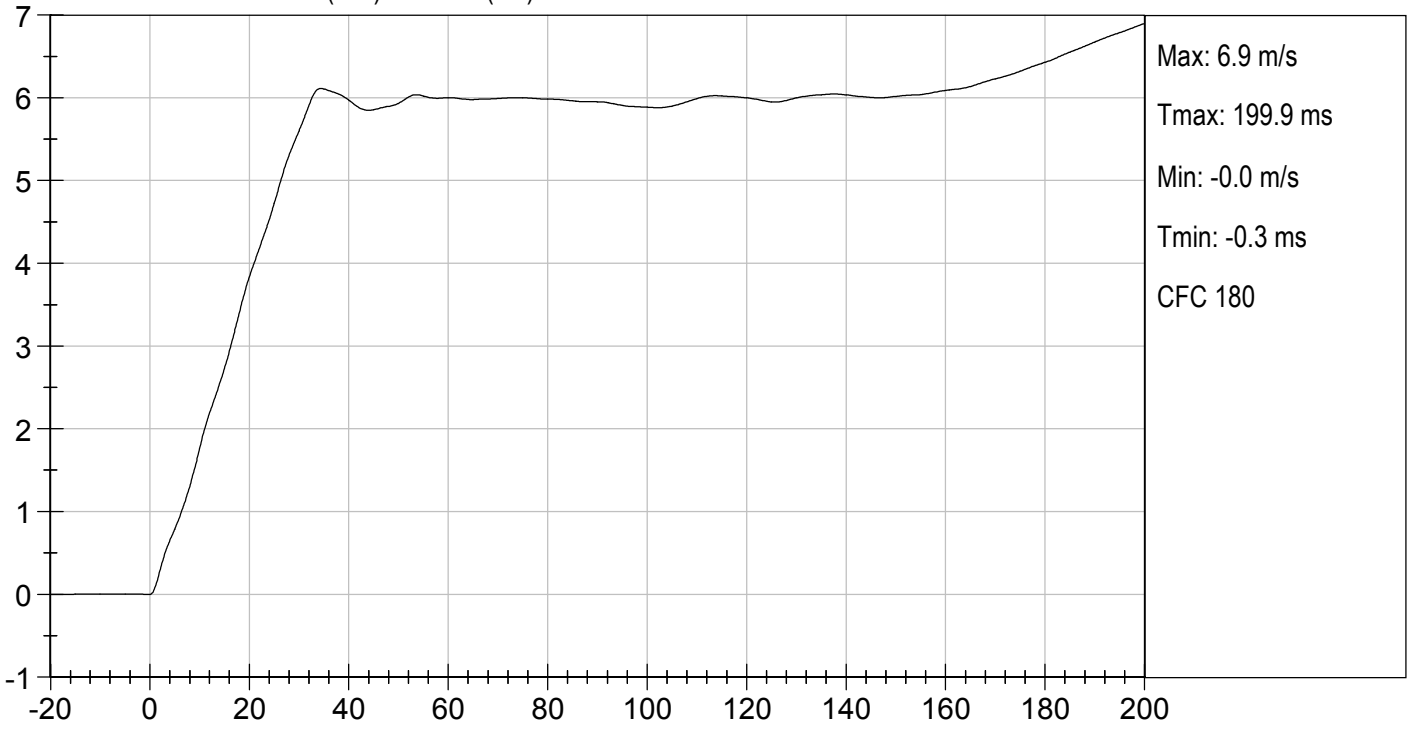
08/06/2020
Test Date

Approved By

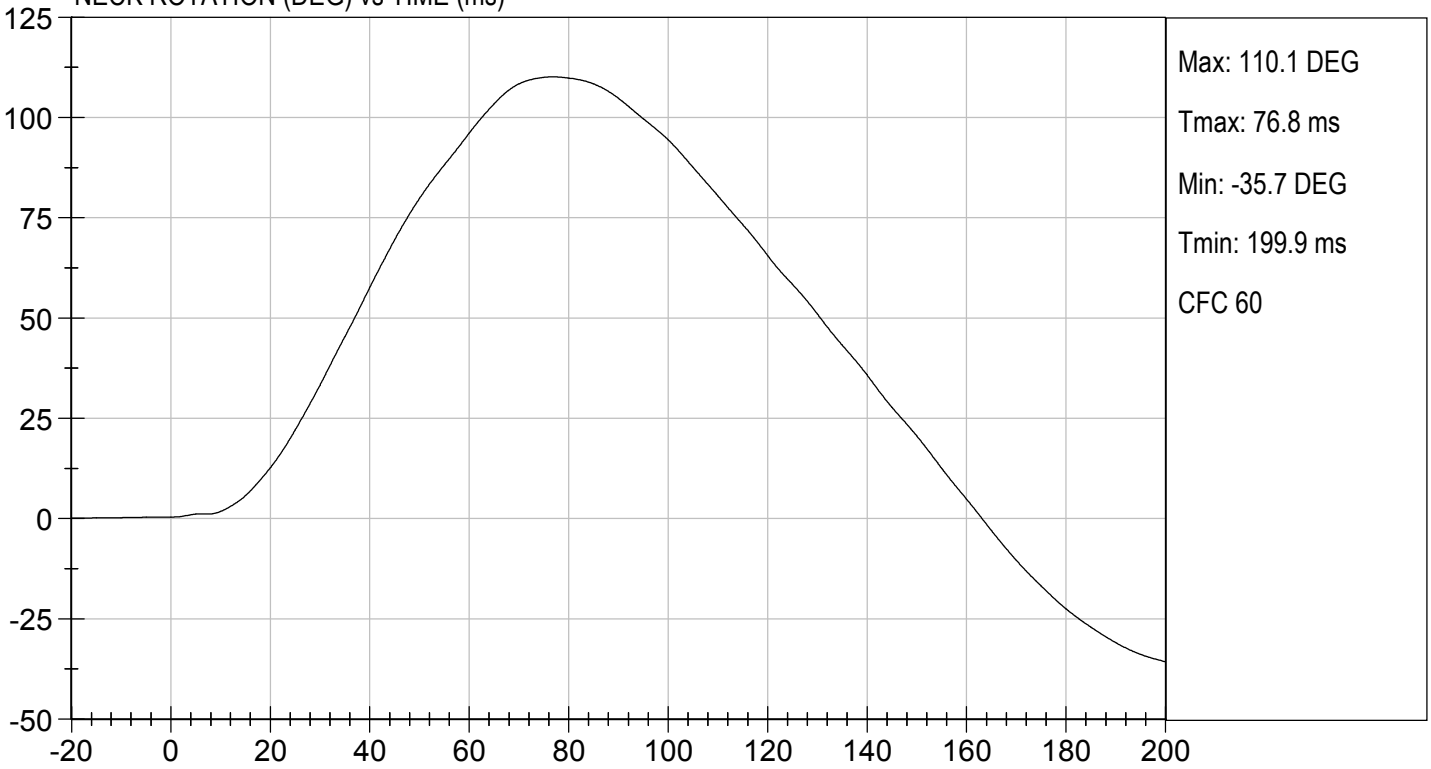
TEST DESC: NECK EXTENSION
VELOCITY: 20.30 ft/s, 6.19 m/s

TEST DATE: 08/06/2020
TEST #: D201933

PENDULUM VELOCITY (m/s) vs TIME (ms)

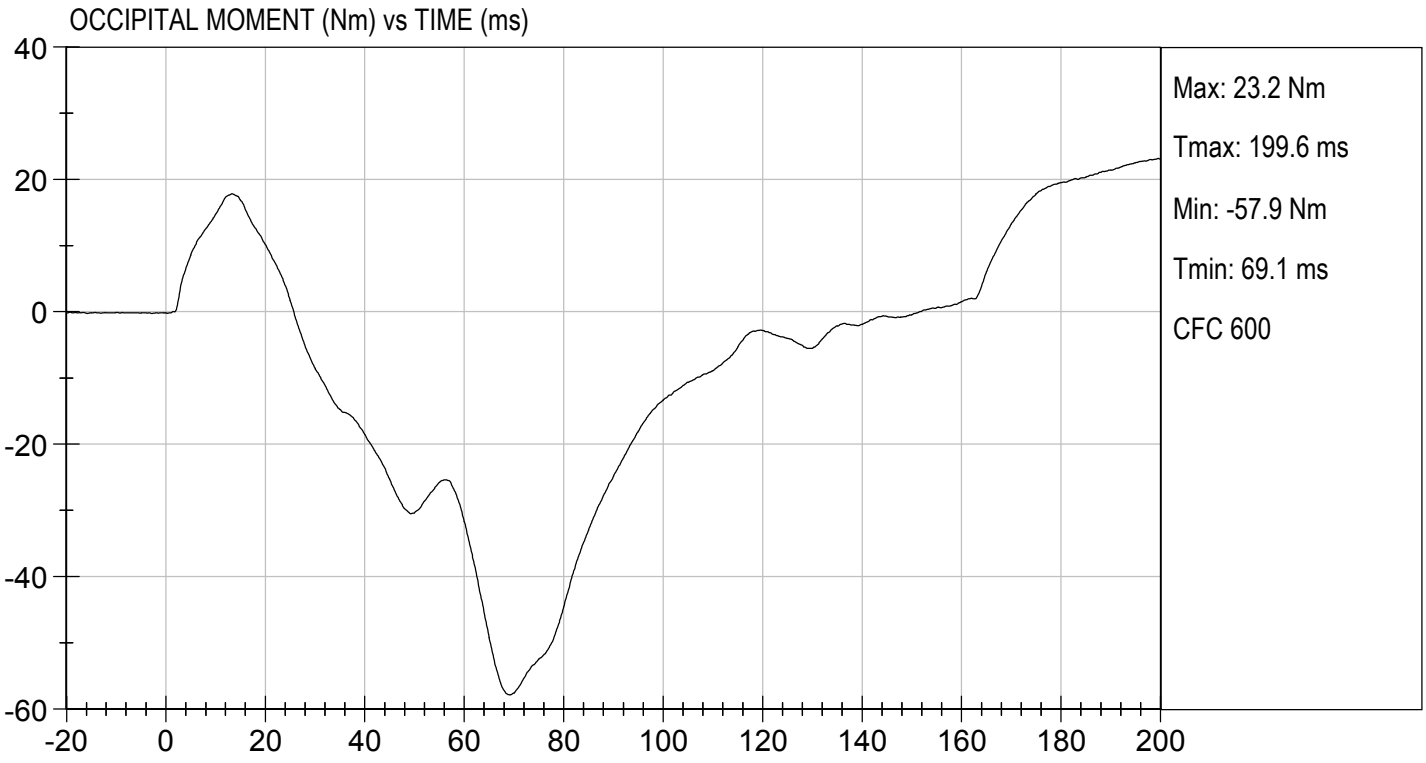



NECK ROTATION (DEG) vs TIME (ms)



TEST DESC: NECK EXTENSION
VELOCITY: 20.30 ft/s, 6.19 m/s

TEST DATE: 08/06/2020
TEST #: D201933



**MGA RESEARCH CORPORATION**

**THORAX IMPACT**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201934

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Temperature | deg C | 20.6 to 22.2 | 21.2 | Pass |
| Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Speed | m/s | 6.59 to 6.83 | 6.77 | Pass |
| Peak Deflection | mm | 50 to 58 | 56 | Pass |
| Peak Resistive Force w/in Deflection Corridor | N | 3900 to 4400 | 4327 | Pass |
| Internal Hysteresis | % | 69 to 85 | 70 | Pass |
| Peak Force 18 mm - 50 mm | N | <= 4600 | 4133 | Pass |
| | | Overall Test Results | | Pass |

Gerald Guerrero
Laboratory Technician

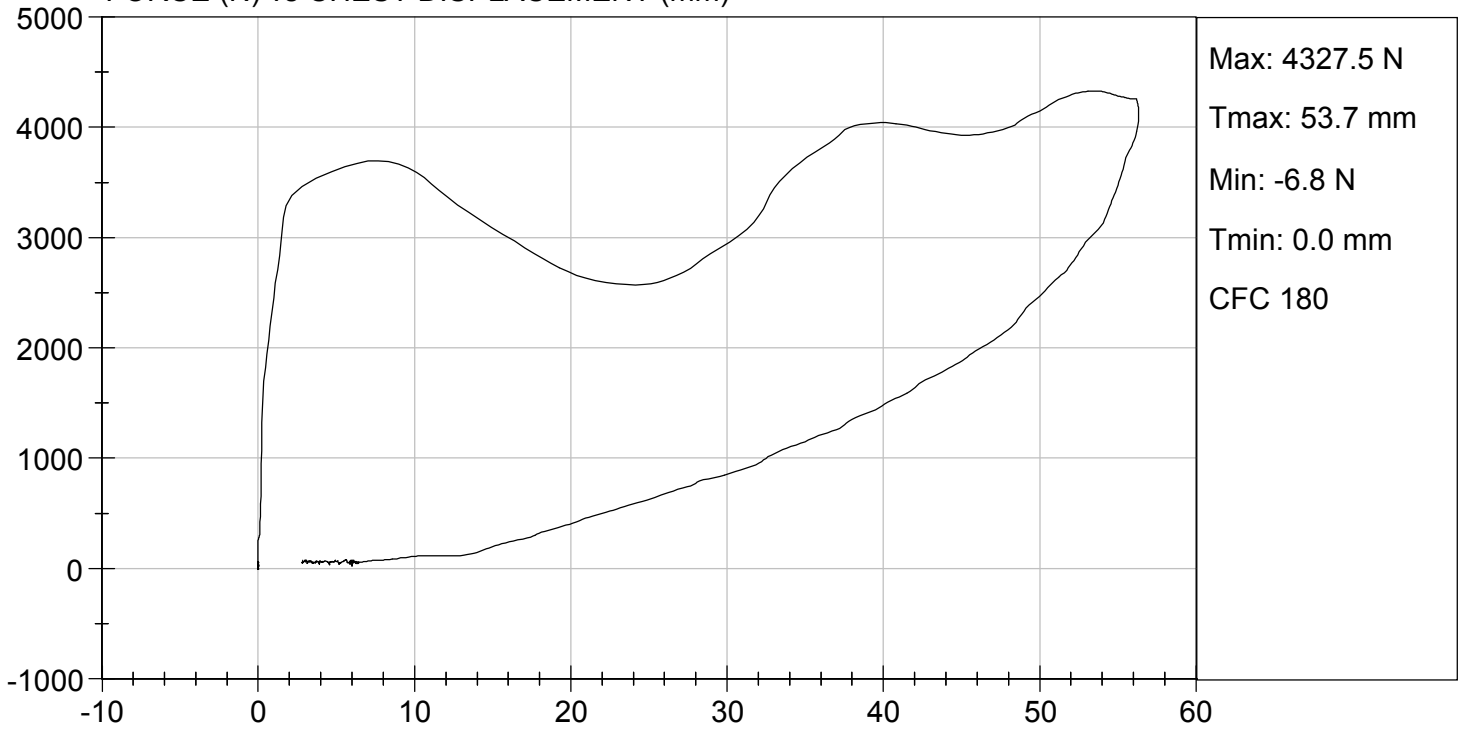
08/05/2020
Test Date

Approved By

TEST DESC: THORAX IMPACT
VELOCITY: 22.22 ft/s, 6.77 m/s

TEST DATE: 08/05/2020
TEST #: D201934

FORCE (N) vs CHEST DISPLACEMENT (mm)



**MGA RESEARCH CORPORATION**

**RIGHT KNEE IMPACT TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201935

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Speed | m/s | 2.07 to 2.13 | 2.13 | Pass |
| Maximum Force | N | 3450 to 4060 | 3693 | Pass |
| | | Overall Test Results | | Pass |

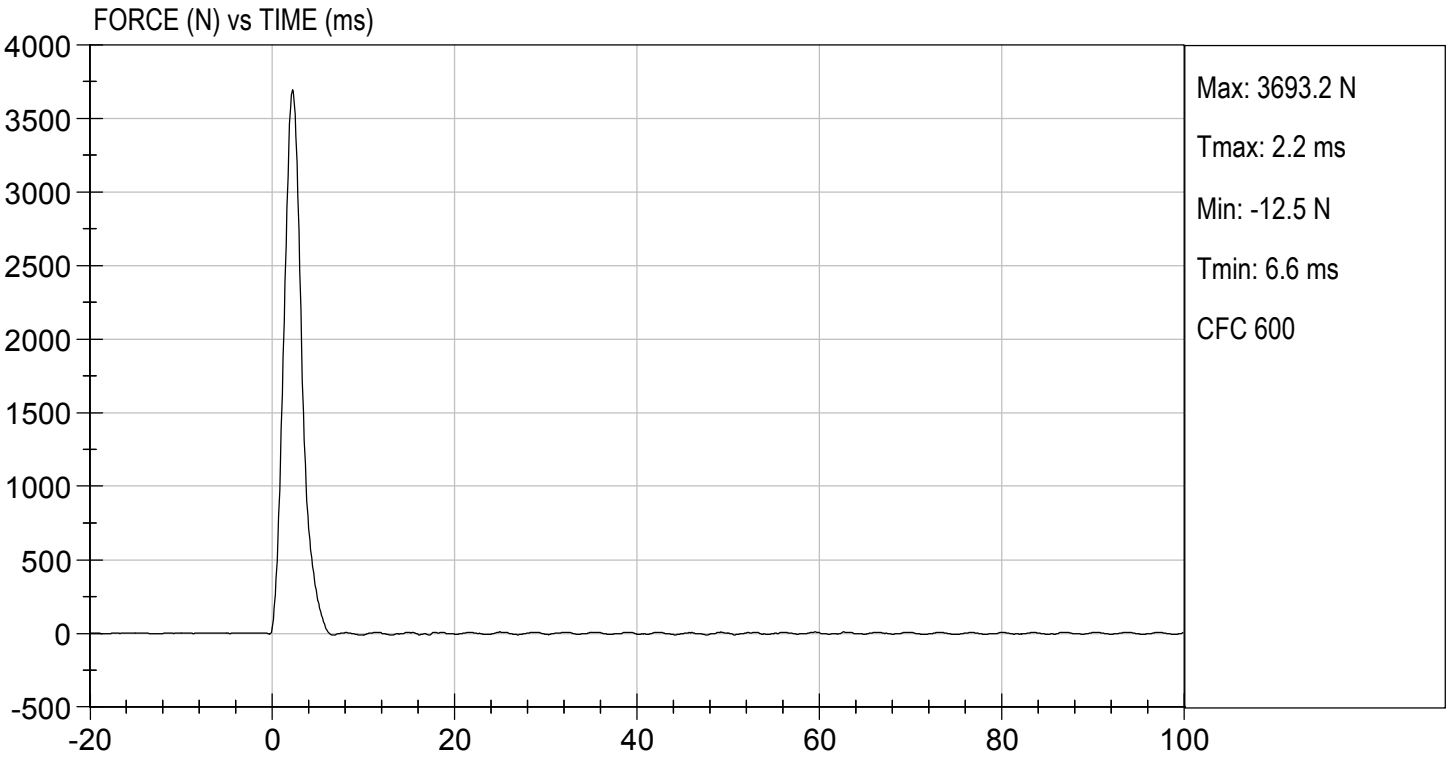
Gerald Guerrero
Laboratory Technician

08/05/2020
Test Date

Approved By

TEST DESC: RIGHT KNEE
VELOCITY: 7.00 ft/s, 2.13 m/s

TEST DATE: 08/05/2020
TEST #: D201935



**MGA RESEARCH CORPORATION**

**LEFT KNEE IMPACT TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201936

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Probe Speed | m/s | 2.07 to 2.13 | 2.13 | Pass |
| Maximum Force | N | 3450 to 4060 | 3994 | Pass |
| | | Overall Test Results | | Pass |

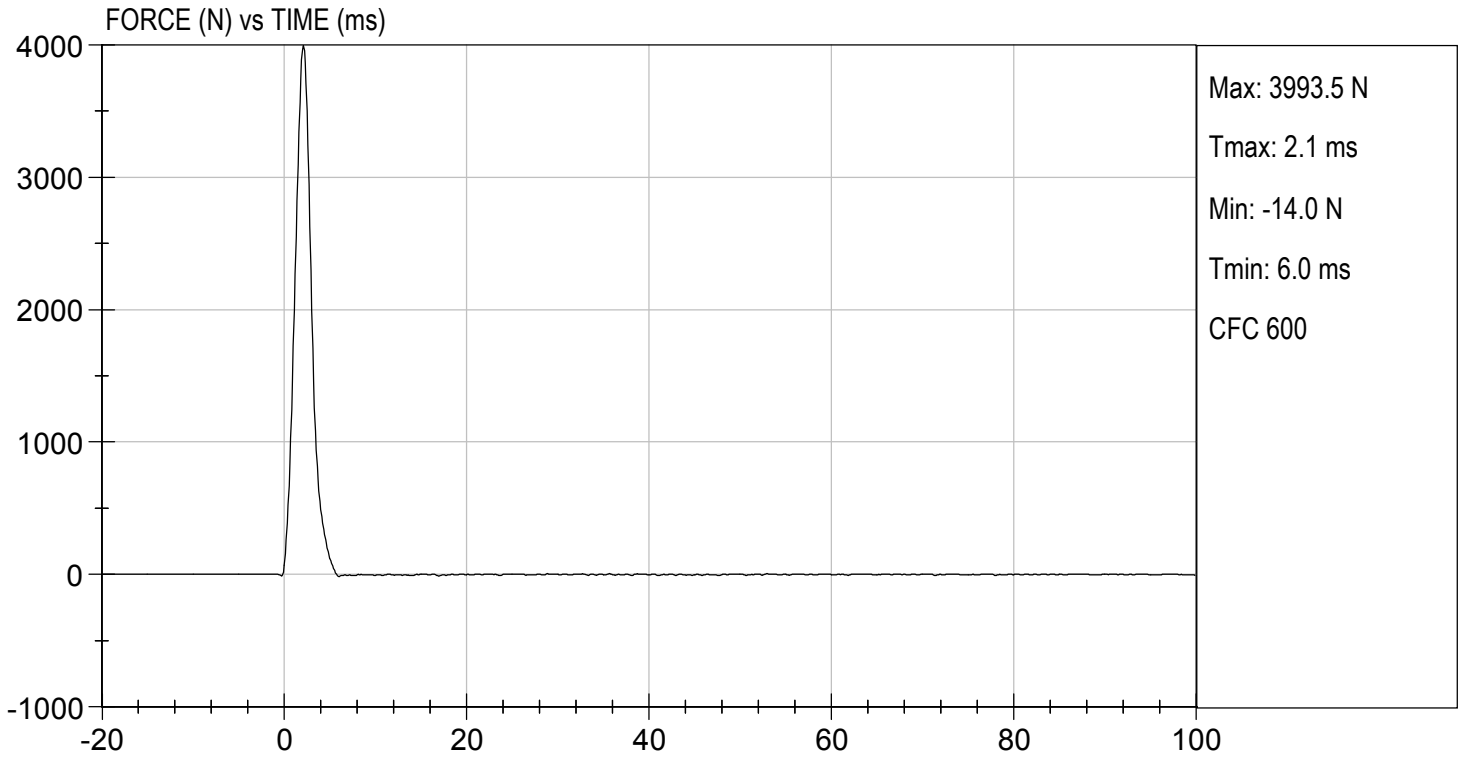
Gerald Guerrero
Laboratory Technician

08/05/2020
Test Date

Approved By

TEST DESC: LEFT KNEE
VELOCITY: 7.00 ft/s, 2.13 m/s

TEST DATE: 08/05/2020
TEST #: D201936



**MGA RESEARCH CORPORATION**

**TORSO FLEXION TEST**

**HYBRID III 5TH PERCENTILE**

**ATD Serial No:** 138 **Test I.D:** D201937

| Tested Parameter | Units | Specification | Result | Pass/Fail |
|---|---|---|---|---|
| Laboratory Temperature | deg C | 18.9 to 25.6 | 21.2 | Pass |
| Laboratory Relative Humidity | % | 10 to 70 | 41 | Pass |
| Initial Angle | deg | 0 to 20 | 19 | Pass |
| Return Angle | deg | +/- 8 | 3 | Pass |
| Force at 45 deg | N | 320 to 390 | 332 | Pass |
| Upper Torso Deflection Rate | deg/s | 0.5 to 1.5 | 0.9 | Pass |
| | | Overall Result | | Pass |

Gerald Guerrero
Laboratory Technician

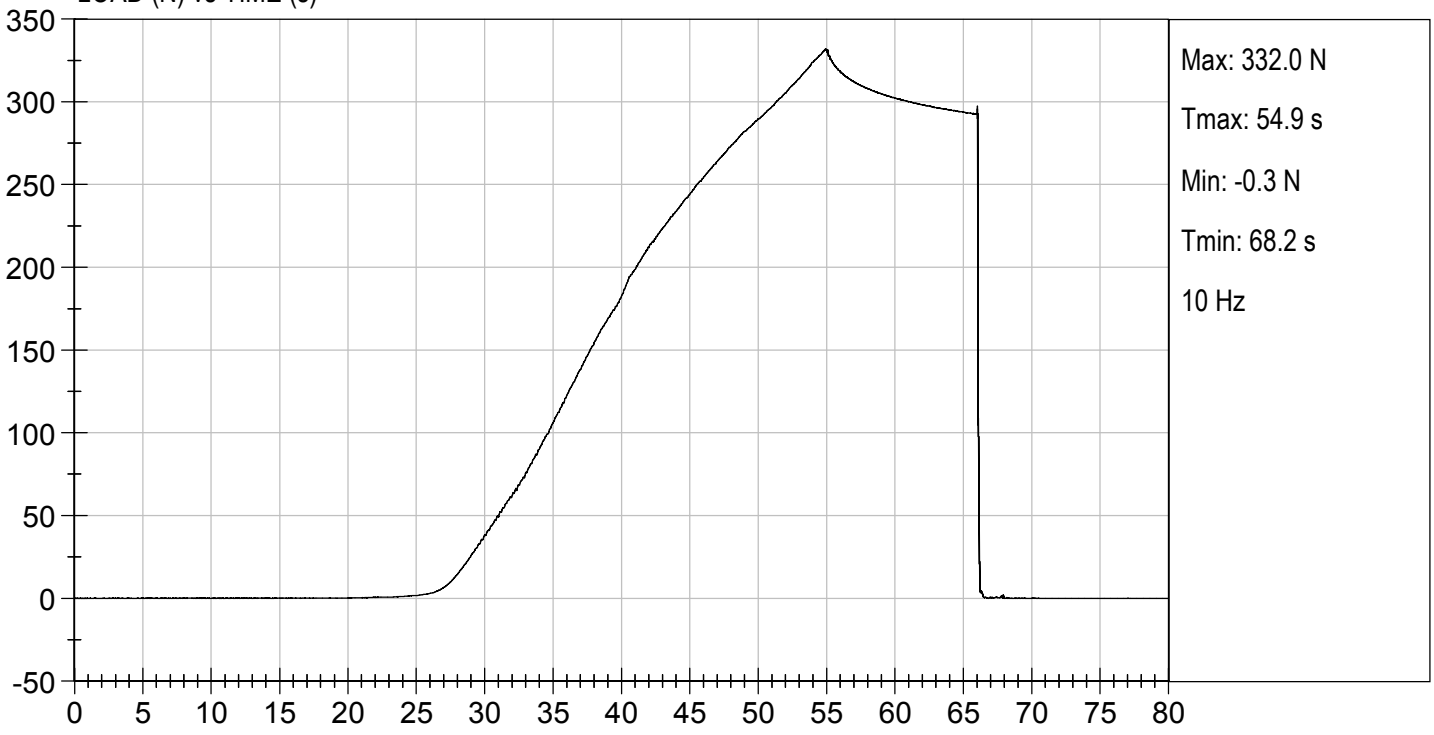
08/05/2020
Test Date

Approved By

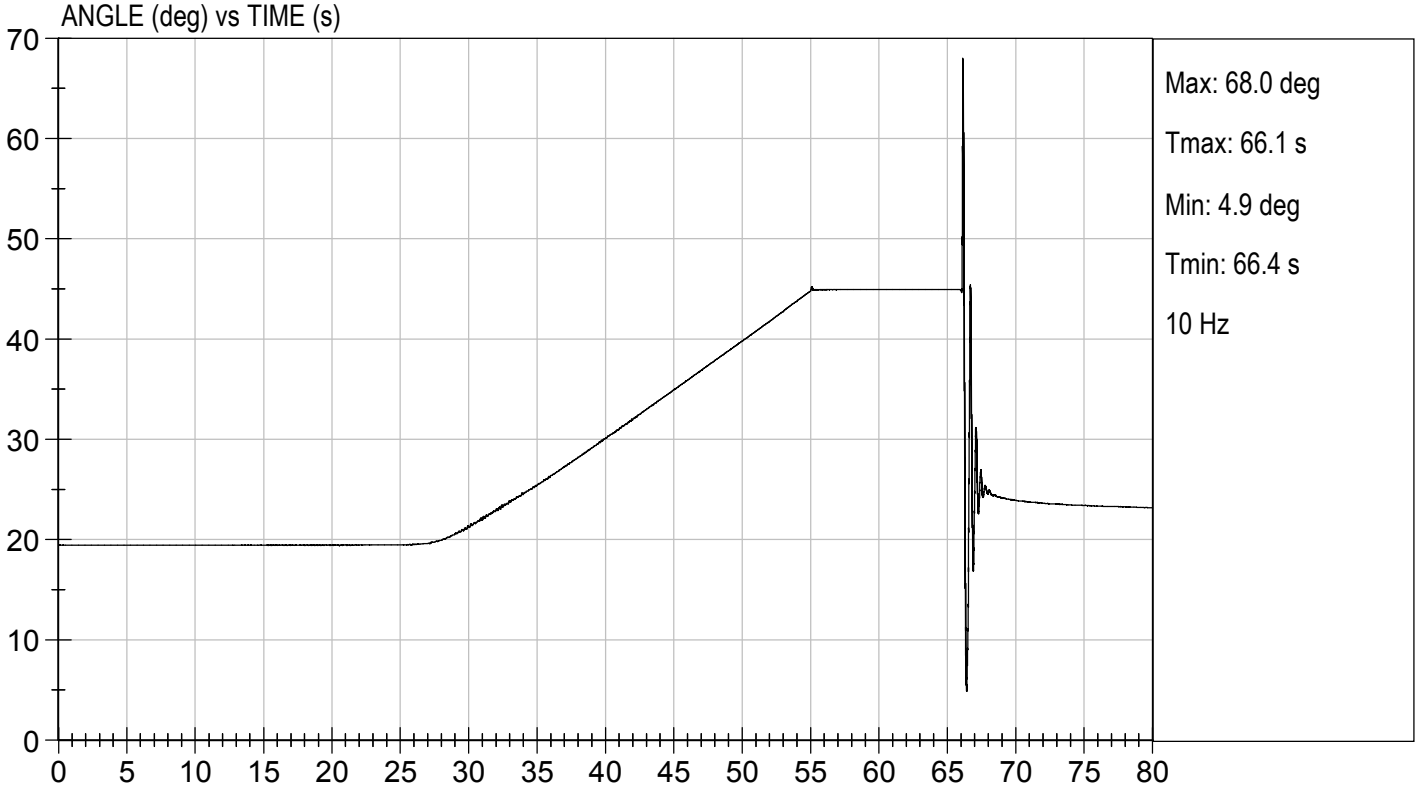
TEST DESC: LUMBAR FLEXION

TEST DATE: 08/05/2020
TEST #: D201937

LOAD (N) vs TIME (s)




ANGLE (deg) vs TIME (s)



# APPENDIX D
# TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA

**TABLE 1 – DRIVER DUMMY INSTRUMENTATION**

| Instrument Location | | | Axis | Hybrid III 50th S/N 351 | | |
|---|---|---|---|---|---|---|
| | | | | Serial Number | Manufacturer | Calibration Date |
| Head Accelerometers | | Primary | X | P79741 | Endevco | 03/09/2020 |
| | | | Y | P79743 | Endevco | 03/09/2020 |
| | | | Z | P79744 | Endevco | 03/09/2020 |
| | | Redundant | X | P94834 | Endevco | 03/09/2020 |
| | | | Y | P94856 | Endevco | 03/09/2020 |
| | | | Z | P97412 | Endevco | 03/09/2020 |
| Head Angular Rate Sensors | | | X | ARS12159 | DTS | 09/16/2019 |
| | | | Y | ARS12171 | DTS | 09/16/2019 |
| | | | Z | ARS12173 | DTS | 09/16/2019 |
| Upper Neck Load Cell | | | Fx, Fy, Fz Mx, My, Mz | NG1915 | Denton | 03/05/2020 |
| Chest Accelerometers | | Primary | X | P86792 | Endevco | 03/09/2020 |
| | | | Y | P86793 | Endevco | 03/10/2020 |
| | | | Z | P88348 | Endevco | 03/09/2020 |
| | | Redundant | X | P88666 | Endevco | 03/09/2020 |
| | | | Y | P88667 | Endevco | 03/09/2020 |
| | | | Z | P94109 | Endevco | 03/09/2020 |
| Chest Potentiometer | | | X | 351 | Servo | 03/05/2020 |
| Pelvis Accelerometers | | | X | P95526 | Endevco | 03/09/2020 |
| | | | Y | P96038 | Endevco | 03/09/2020 |
| | | | Z | P97742 | Endevco | 03/09/2020 |
| Femur Load Cells | Right | Primary | Z | FG121P | Denton | 03/06/2020 |
| | | Redundant | Z | FG121R | Denton | 03/06/2020 |
| | Left | Primary | Z | FG122P | Denton | 03/06/2020 |
| | | Redundant | Z | FG122R | Denton | 03/06/2020 |
| Tibia Load Cells | Right | Upper | Mx, My, Fz | TGDH3308 | FTSS | 03/05/2020 |
| | | Lower | Mx, My, Fz | AGDI4208 | FTSS | 03/05/2020 |
| | Left | Upper | Mx, My, Fz | TGDG6744 | FTSS | 03/05/2020 |
| | | Lower | Mx, My, Fz | AGDI4273 | FTSS | 03/05/2020 |
| Foot Accelerometers | Right | Rear | X | T22255 | Endevco | 03/09/2020 |
| | | | Z | T16447 | Endevco | 03/06/2020 |
| | | Front | Z | P82120 | Endevco | 03/06/2020 |
| | Left | Rear | X | T16468 | Endevco | 03/06/2020 |
| | | | Z | T16496 | Endevco | 03/06/2020 |
| | | Front | Z | T16501 | Endevco | 03/06/2020 |
| Seat Belt Load Cells | | Lap | | | | |
| | | Shoulder | | | | |

**TABLE 2 – FRONT PASSENGER DUMMY INSTRUMENTATION**

| Instrument Location | | | Axis | Hybrid III 5th S/N 138 | | |
|---|---|---|---|---|---|---|
| | | | | Serial Number | Manufacturer | Calibration Date |
| Head Accelerometers | | Primary | X | P94799 | Endevco | 03/04/2020 |
| | | | Y | P94800 | Endevco | 03/04/2020 |
| | | | Z | P94801 | Endevco | 03/04/2020 |
| | | Redundant | X | P94802 | Endevco | 03/04/2020 |
| | | | Y | P94803 | Endevco | 03/04/2020 |
| | | | Z | P97377 | Endevco | 03/04/2020 |
| Head Angular Rate Sensors | | | X | ARS13310 | DTS | 01/28/2020 |
| | | | Y | ARS12157 | DTS | 01/28/2020 |
| | | | Z | ARS12194 | DTS | 01/28/2020 |
| Upper Neck Load Cell | | | Fx, Fy, Fz Mx, My, Mz | NG2203 | Denton | 02/03/2020 |
| Chest Accelerometers | | Primary | X | P88719 | Endevco | 03/04/2020 |
| | | | Y | P94785 | Endevco | 03/04/2020 |
| | | | Z | P94793 | Endevco | 03/04/2020 |
| | | Redundant | X | P94794 | Endevco | 03/04/2020 |
| | | | Y | P95322 | Endevco | 03/04/2020 |
| | | | Z | P95370 | Endevco | 03/04/2020 |
| Chest Potentiometer | | | X | 138 | Servo | 03/02/2020 |
| Pelvis Accelerometers | | | X | P82646 | Endevco | 03/05/2020 |
| | | | Y | P94798 | Endevco | 03/05/2020 |
| | | | Z | P97705 | Endevco | 03/05/2020 |
| Femur Load Cells | Right | Primary | Z | FG123P | Denton | 03/05/2020 |
| | | Redundant | Z | FG123R | Denton | 03/05/2020 |
| | Left | Primary | Z | FGDS9754P | Humanetics | 03/05/2020 |
| | | Redundant | Z | FGDS9754R | Humanetics | 03/05/2020 |
| Tibia Load Cells | Right | Upper | Mx, My, Fz | TG408 | Denton | 02/03/2020 |
| | | Lower | Mx, My, Fz | AG116 | Denton | 01/31/2020 |
| | Left | Upper | Mx, My, Fz | TG480 | Denton | 01/31/2020 |
| | | Lower | Mx, My, Fz | AG502 | Denton | 01/31/2020 |
| Foot Accelerometers | Right | Rear | X | P83167 | Endevco | 03/05/2020 |
| | | | Z | P83168 | Endevco | 03/05/2020 |
| | | Front | Z | P83169 | Endevco | 03/05/2020 |
| | Left | Rear | X | P94795 | Endevco | 03/04/2020 |
| | | | Z | P94796 | Endevco | 03/04/2020 |
| | | Front | Z | P94797 | Endevco | 03/04/2020 |
| Seat Belt Load Cells | | Lap | | | | |
| | | Shoulder | | | | |

**TABLE 3 – VEHICLE INSTRUMENTATION**

| Instrument Location | | | Axis | Serial Number | Manufacturer | Calibration Date |
|---|---|---|---|---|---|---|
| Crossmember / Rear Seat Accelerometers | Left | Primary | X | T22615 | Endevco | 03/06/2020 |
| | | | Z | T22853 | Endevco | 03/06/2020 |
| | | Redundant | X | T22667 | Endevco | 02/20/2020 |
| | Right | Primary | X | PCB1426 | PCB | 07/17/2020 |
| | | | Z | PCB1444 | PCB | 07/17/2020 |
| | | Redundant | X | PCB1438 | PCB | 07/17/2020 |
| Engine Accelerometers | | Top | X | T20371 | Endevco | 06/18/2020 |
| | | Bottom | X | T20790 | Endevco | 07/13/2020 |