

CTM's COPY

Report Number 301-DYS-78-042

DOT #134

FMVSS 301 STANDARDS ENFORCEMENT TESTING
OF FUEL SYSTEM INTEGRITY

Ford Motor Company
1978 Ford Fairmont Two-Door Sedan
NHTSA 780202

Dynamic Science, Inc.
A Talley Industries Company
1850 West Pinnacle Peak Road
Phoenix, Arizona 85027



APPROVED: *[Signature]*
TOM GRUBES
CONTRACT TECHNICAL MANAGER
FMVSS 204/208/212/301
DATE: OCT 28 1978

October 1978

FINAL REPORT

Prepared for:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Office of Vehicle Safety Compliance
2100 Second Street, S.W.
Washington, D.C. 20590

dsi Dynamic Science Inc.

CTM's COPY

a TALLEY INDUSTRIES Company

1850 WEST PINNACLE PEAK ROAD PHOENIX, ARIZONA 85027 18021942-3300

Prepared for the Department of Transportation, National Highway Traffic Safety Administration under Contract No. DOT-HS-6-01478. This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for the contents or use thereof.

Final Report Accepted by:

TOM GRUBBS

Contract Technical Manager

OCT 28 1978

Date

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 301-DYS-78-042		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle FMVSS 301 STANDARDS ENFORCEMENT TESTING OF FUEL SYSTEM INTEGRITY - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202				5. Report Date October 1978	
				6. Performing Orgn Code	
7. Author(s) <i>Richard Cropper</i> , Project Engineer				8. Performing Orgn Rpt No. 3005-78-159	
9. Performing Organization Name and Address Dynamic Science, Inc. A Subsidiary of Talley Industries 1850 West Pinnacle Peak Road Phoenix, Arizona 85027 Phone: 942-3300				10. Work Unit No.	
				11. Contract or Grant No. DOT-HS-6-01478	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance Washington, D.C. 20590				13. Type of Report and Period Covered FINAL TEST REPORT Jan. - Sept. 1978	
				14. Sponsoring Agency Code	
15. Supplementary Notes Approved: <i>Richard Cropper</i> Director of Technical Support Operations					
16. Abstract FMVSS 301 Standards Enforcement Test of a 1978 Ford Fairmont Two-Door Sedan, NHTSA 780202, VIN 8A9LY147090, was conducted at the Dynamic Science, Inc. Deer Valley facility in Phoenix, Arizona, to determine compliance with the requirements of Standard 301. The moving barrier impacted the rear of the vehicle at a speed of 29.49 mph. The test date was September 27, 1978 and the ambient temperature was 88°F. The vehicle appeared to comply with the requirements of FMVSS 301 as specified for the vehicle manufacture date. CTM's COPY					
17. Key Words FMVSS 301 Standards Enforcement Testing, Fuel Tanks, Fuel Tank Filler Pipes, Fuel Tank Connections, Fuel System Integrity, Rear End Impact				18. Distribution Statement Copies of this report are available from Technical Reference Division, National Highway Traffic Safety Administration, Room 5108, Nassif Building, 400 7th Street, S.W., Washington, D.C. 20590	
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. Pages 33	
				22. Price	

METRIC CONVERSION FACTORS

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	metric ton (1,000 kg)	1.1	short tons	
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
ml	milliliters	0.06	cubic inches	in ³
L	liters	2.1	pints	pt
L	liters	1.06	quarts	qt
L	liters	0.26	gallons	gal
m ³	cubic meters	35	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	degrees Celsius	9/5 (then degrees add 32)	Fahrenheit	°F

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
acres	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
short tons	short tons (2,000 lb)	0.9	metric ton	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
in ³	cubic inches	16	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	L
pt	pints	0.47	liters	L
qt	quarts	0.95	liters	L
gal	gallons	3.8	liters	L
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	degrees Fahrenheit	5/9 (after subtracting 32)	degrees Celsius	°C



TABLE OF CONTENTS

	<u>Page</u>
1.0 PURPOSE AND TEST PROCEDURE	1-1
1.1 PURPOSE	1-1
1.2 TEST PROCEDURE	1-1
2.0 SUMMARY OF VEHICLE PERFORMANCE	2-1
2.1 PRIMARY RESULTS	2-1
2.2 SECONDARY RESULTS	2-1
3.0 TEST RESULTS AND IMPACT EFFECTS	3-1
4.0 PHOTOGRAPHIC COVERAGE	4-1
5.0 TEST FACILITY AND EQUIPMENT FOR FVMSS 301 (REAR) IMPACT TESTS	5-1

LIST OF ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
4-1	Pre-test View of Side of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-2
4-2	Post-test View of Side of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-3
4-3	Pre-test View of Rear of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-4
4-4	Post-test View of Rear of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-5
4-5	Pre-test View of Fuel Tank - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-6
4-6	Post-test View of Fuel Tank - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-7
4-7	Post-test View of Dummies - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202	4-8
5-1	The Dynamic Science, Inc. Deer Valley Facility	5-2
5-2	Monorail Impact Facility	5-3
5-3	FMVSS 301 (Rear Impact Test) Moving Barrier Test Site Layout	5-7

1.0 PURPOSE AND TEST PROCEDURE

1.1 PURPOSE

The purpose of the test was to evaluate the integrity of the vehicle fuel system in accordance with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) 301 entitled "Fuel System Integrity."

1.2 TEST PROCEDURE

The Dynamic Science, Inc. Test Procedure for FMVSS 301, submitted to and approved by the Contract Technical Monitor (CTM), contains the specific procedures used to conduct this test.

2.0 SUMMARY OF VEHICLE PERFORMANCE

1978 Ford Fairmont Two-Door Sedan, NHTSA 780202

2.1 PRIMARY RESULTS

The impact velocity was 29.49 mph.

No fuel spillage occurred during and following barrier impact. Fuel spillage during the static rollover was within the amount allowed.

The vehicle therefore appeared to comply with the requirements of FMVSS 301 as specified for the vehicle manufacture date.

2.2 SECONDARY RESULTS

The vehicle average static crush was 14.0 inches.

The ambient temperature at the time of the test was 88°F and the vehicle had been in that environment for several hours prior to the test.

The door locks were set in the unlocked position prior to the test and they remained unlocked during the test. Following the test, both doors had to be forced open from the inside.

3.0 TEST RESULTS AND IMPACT EFFECTS

The following data sheets report:

- Test conditions (pages 3-2 and 3-3)
- Post-impact data (page 3-4)
- Fuel system leakage data (pages 3-5 through 3-8).

A description of the impact effects follows the data sheets (page 3-9).

SUMMARY OF TEST CONDITIONS
1978 Ford Fairmont Two-Door Sedan, NHTSA 780202

TEST VEHICLE IDENTIFICATION

Manufacturer: Ford Motor Company
Make/Model: Ford Fairmont
Body Style: Two-Door Sedan Model Year: 1978
VIN: 8A91Y147090 ; Build Date: 11/77
NHTSA No.: 780202 ; Color: Blue
Engine Data: 4 cylinders; 2.3 litre
Transmission Data: 4 speed
☒ Manual ☐ Automatic
Major Options: Tinted Glass, Power Steering.

TEST CONDITIONS

Date of Test: September 27, 1978 ; Time of Test: 1025
Ambient Temperature 88 °F at impact area

TEST VEHICLE WEIGHT (data taken from tire pressure placard)

Vehicle Capacity Weight: 900 lb
Designated Seating Capacity: Front 2
Rear 3
Total 5

GVWR (taken from Certification Label): 3943 lb
GAWR Front: 1960 lb
GAWR Rear: 2001 lb

Vehicle Delivered Weight (fluids to capacity) Front: 1509 lb
Rear: 1216 lb
Total: 2725 lb

Calculated Vehicle Test Weight: 3153 lb
Actual Vehicle Test Weight Front: 1651 lb
Rear: 1495 lb
Total: 3146 lb

REMARKS: _____

SUMMARY OF TEST CONDITIONS (CONTD)
1978 Ford Fairmont Two-Door Sedan, NHTSA 780202

VEHICLE ATTITUDE: (all dimensions in inches)

Delivered Attitude: RF 30.0 LF 30.0 RR 30.0 LR 30.0
Test Attitude: RF 29.5 LF 29.6 RR 28.8 LR 28.9

VEHICLE TIRE DATA

Recommended Cold Tire Pressure: Front 24 psi
Rear 24 psi
Recommended Tire Size: B78-14
Load Range: B
Tires on Vehicle: B78-14
Is Spare Tire a "Space Saver": No (yes/no)

TEST FLUID DATA

Stoddard Solvent

Test Fluid Type: No. 2; Spec. Grav.: 0.764
Spill Point Volume: 16.4 gallons
Test Volume: 15.3 gallons
Fuel System Capacity
(data from Owner's Manual): 16.0 gallons
Details of fuel system: _____

POST-IMPACT DATA SHEET
1978 Ford Fairmont Two-Door Sedan, NHTSA 780202

TYPE OF TEST: Rear IMPACT

DATE OF TEST: September 27, 1978

REQUIRED VELOCITY RANGE (mph): 28.9 to 29.9

IMPACT VELOCITY (mph):

Primary 29.49, Secondary 29.48

VEHICLE STATIC CRUSH (in.):

1.* Driver Side: 14.1 Passenger Side: 13.9

Average: 14.1

Detail: _____

2.** Amount of Crush: _____ on _____ side

Detail: _____

VEHICLE REBOUND*** (in.):

Driver Side: _____, Passenger Side: _____

Average: _____

REMARKS: _____

*For frontal and rear impacts only.

**For side impacts only.

***For rigid barrier only.

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

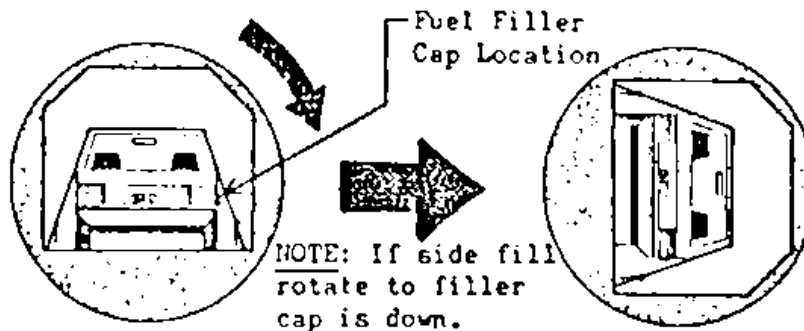
7 8 0 2 0 2

(PAGE 1 OF 4)

TEST PHASE:

0°

90°



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time - - = 1 minutes, 38 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time - - - - - = 5 minutes, 00 seconds

TOTAL - - - - - = 6 minutes, 38 seconds

Next Whole Minute Interval - - - - - = 7 minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period--

First 5 min. FROM onset of rotation	6th. min.	7th. min.	8th. min. if reqd.
-------------------------------------	-----------	-----------	--------------------

(2) Maximum Allowable Solvent Spillage--

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	
---	---	---	--

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

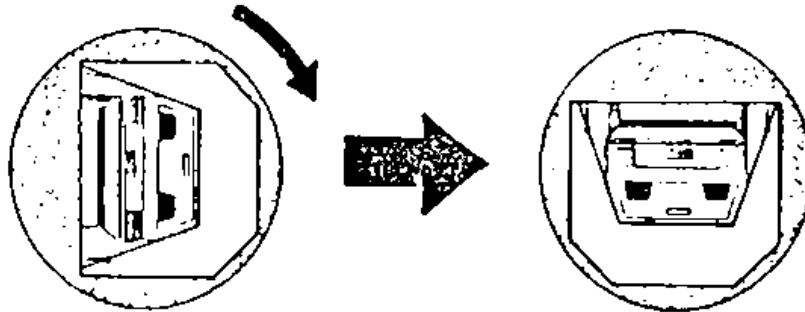
IV. SOLVENT SPILLAGE LOCATION(S):

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE:

90°

180°



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time-- = 1 minutes, 38 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time-- = 5 minutes, 00 seconds

TOTAL-- = 6 minutes, 38 seconds

Next Whole Minute Interval-- = 7 minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period--

First 5 min. FROM onset of rotation	6th. min.	7th. min.	8th. min. if reqd.
-------------------------------------	-----------	-----------	--------------------

(2) Maximum Allowable Solvent Spillage--

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	
---	---	---	--

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

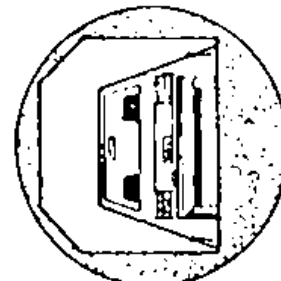
IV. SOLVENT SPILLAGE LOCATION(S):

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE:

180°

270°



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time - - = minutes, seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time - - - - - = minutes, seconds

TOTAL - - - - - = minutes, seconds

Next Whole Minute Interval - - - - - = minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period--

First 5 min. FROM onset of rotation	6th. min.	7th. min.	8th. min. if reqd.
-------------------------------------	-----------	-----------	-----------------------

(2) Maximum Allowable Solvent Spillage--

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

Trace	0	0	
-------	---	---	--

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

IV. SOLVENT SPILLAGE LOCATION(S):

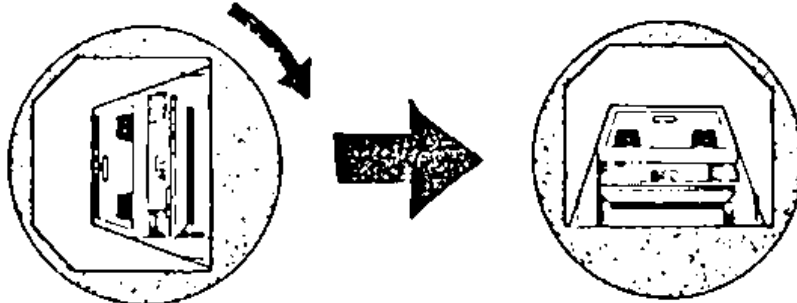
Carburetor

FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE:

270°

360°



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time - - = 1 minutes, 38 seconds
(Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time - - - - - = 5 minutes, 00 seconds

TOTAL - - - - - = 6 minutes, 38 seconds

Next Whole Minute Interval - - - - - = 7 minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period--

First 5 min. FROM onset of rotation	6th. min.	7th. min.	8th. min. if reqd.
-------------------------------------	-----------	-----------	-----------------------

(2) Maximum Allowable Solvent Spillage--

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

Trace	0	0	
-------	---	---	--

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

IV. SOLVENT SPILLAGE LOCATION(S):

Carburetor

IMPACT EFFECTS
1978 Ford Fairmont Two-Door Sedan, NHTSA 780202

VISIBLE DURING CONTACT POINTS

	<u>Driver</u>	<u>Passenger</u>
Head	<u>None</u>	<u>None</u>
Chest	<u>None</u>	<u>None</u>
Abdomen	<u>None</u>	<u>None</u>
Left Knee	<u>None</u>	<u>None</u>
Right Knee	<u>None</u>	<u>None</u>

Front

	<u>Left</u>	<u>Right</u>
--	-------------	--------------

DOOR OPENING*

Easy	<u> </u>	<u> </u>
Difficult	<u> </u>	<u> </u>
Tools Required	<u> </u>	<u> </u>

SEAT BACK

Failure	<u>Yes</u>	<u>Yes</u>
---------	------------	------------

GLAZING DAMAGE

Windshield	<u>None</u>			
Backlight			<u>None</u>	
Others	<u>None</u>	<u>None</u>	<u>Broken</u>	<u>Broken</u>

OTHER NOTABLE IMPACT EFFECTS:

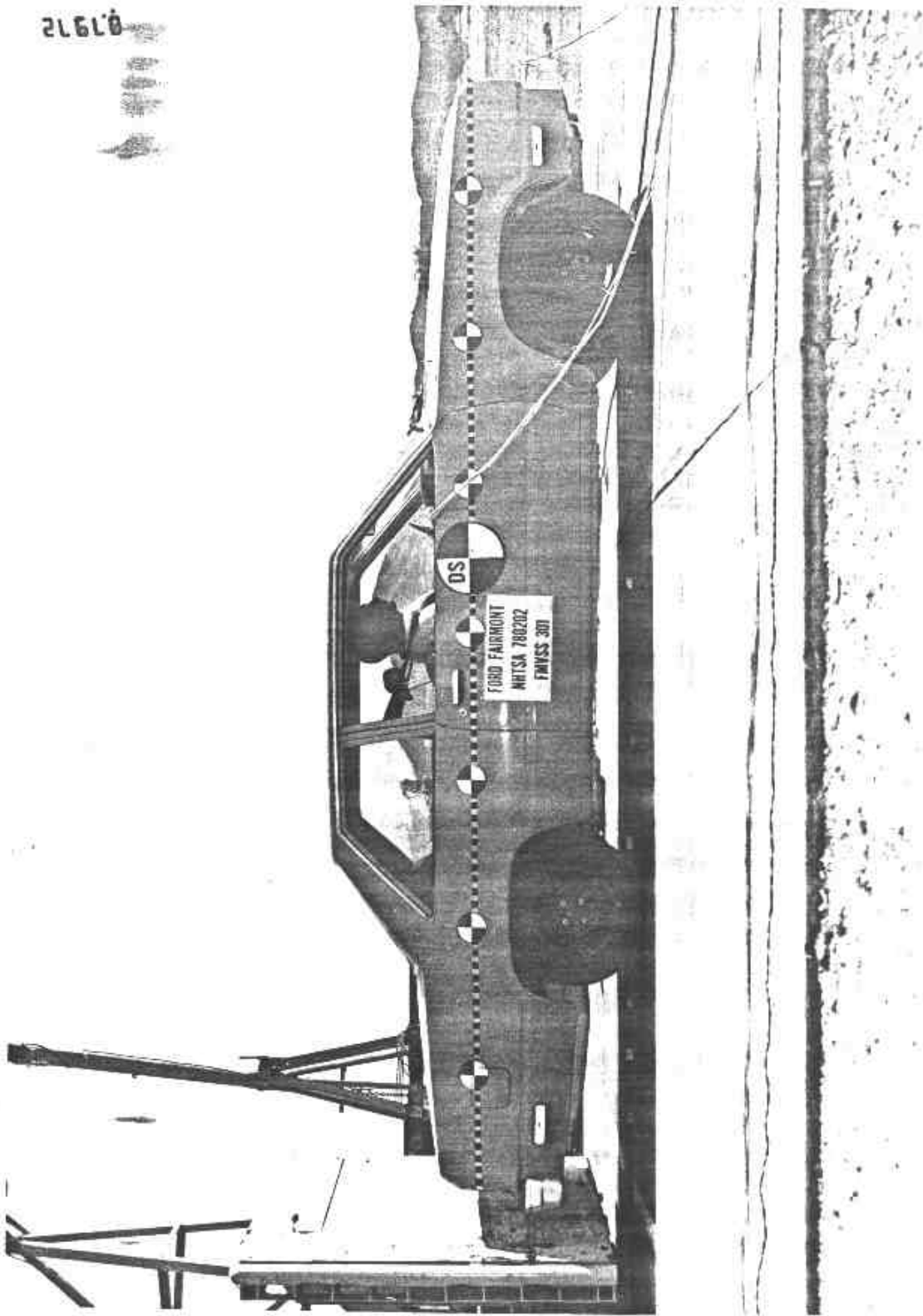
Left front seat moved 1.0 inch back in track; right front seat
moved 5.5 inches back in track.

Spare tire and jack broke loose.

*Both doors had to be forced open from the inside.

4.0 PHOTOGRAPHIC COVERAGE

This section consists of pre-test and post-test photographs of the vehicle and fuel system.



07972

Figure 4-1. Pre-test View of Side of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

87995

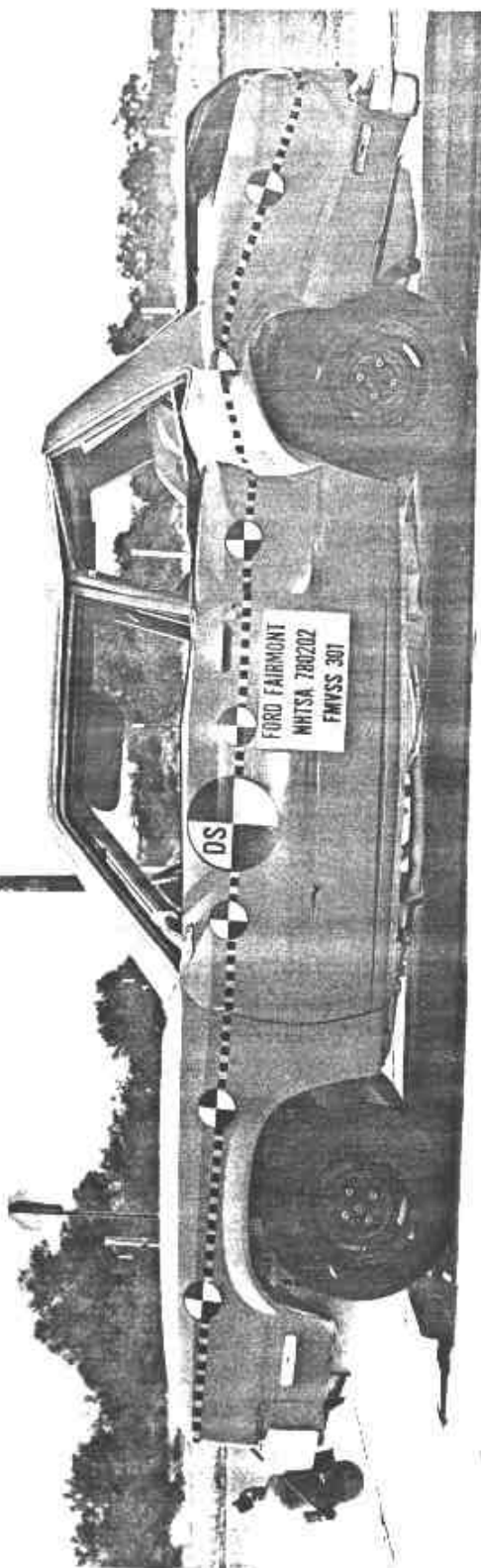


Figure 4-2. Post-test View of Side of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

40088

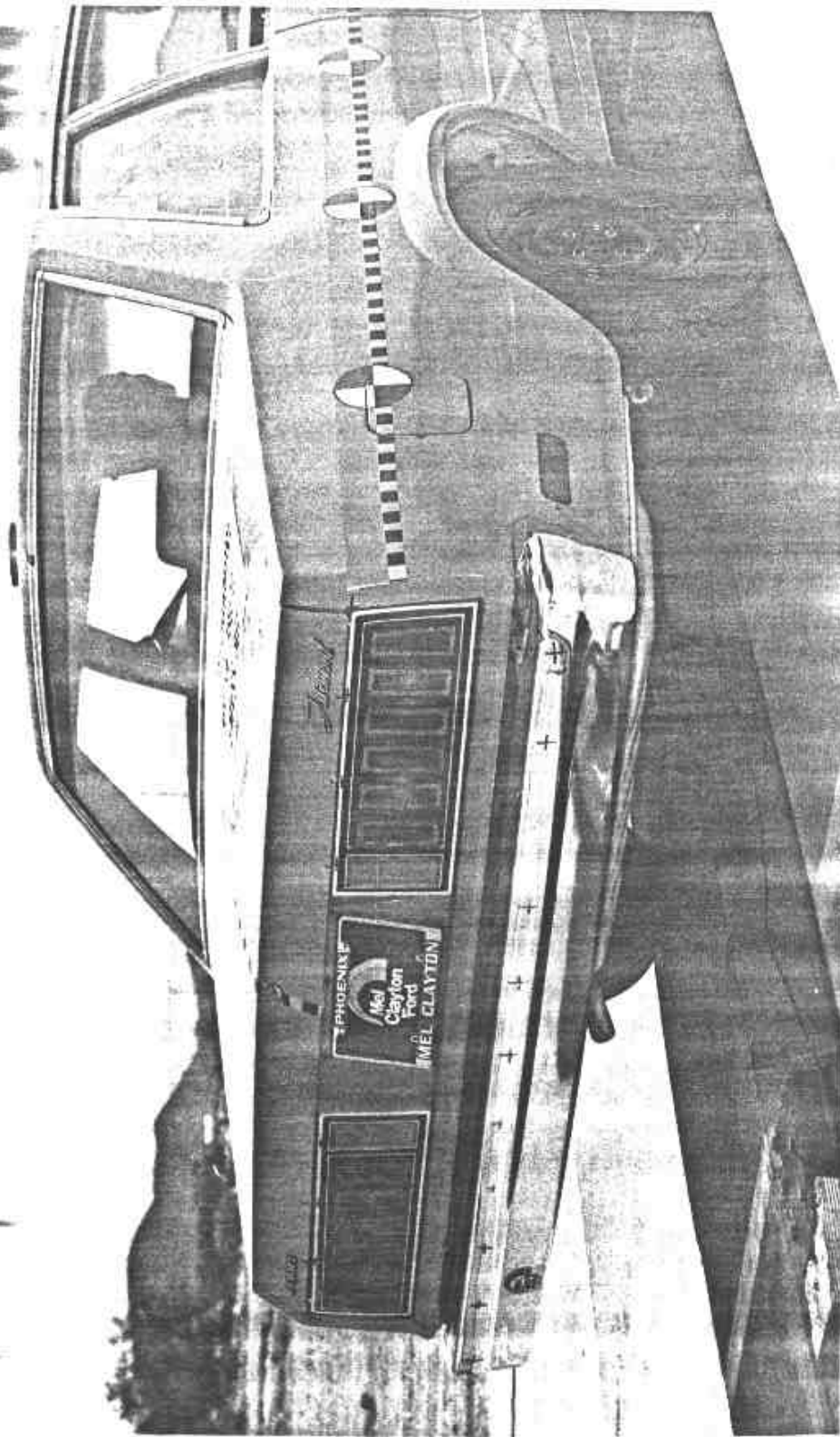


Figure 4-3. Pre-test View of Rear of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

00919

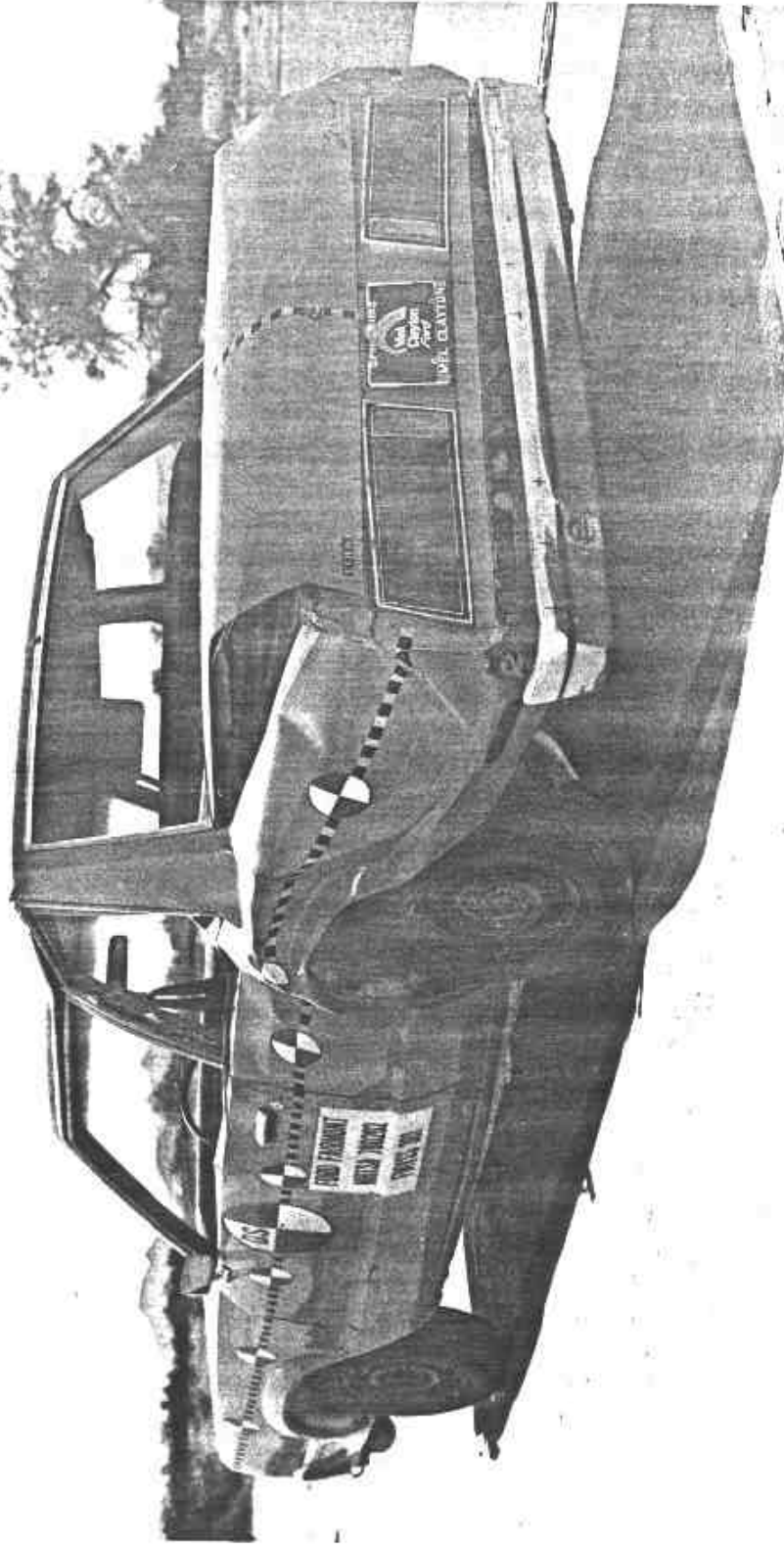


Figure 4-4. Post-test View of Rear of 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

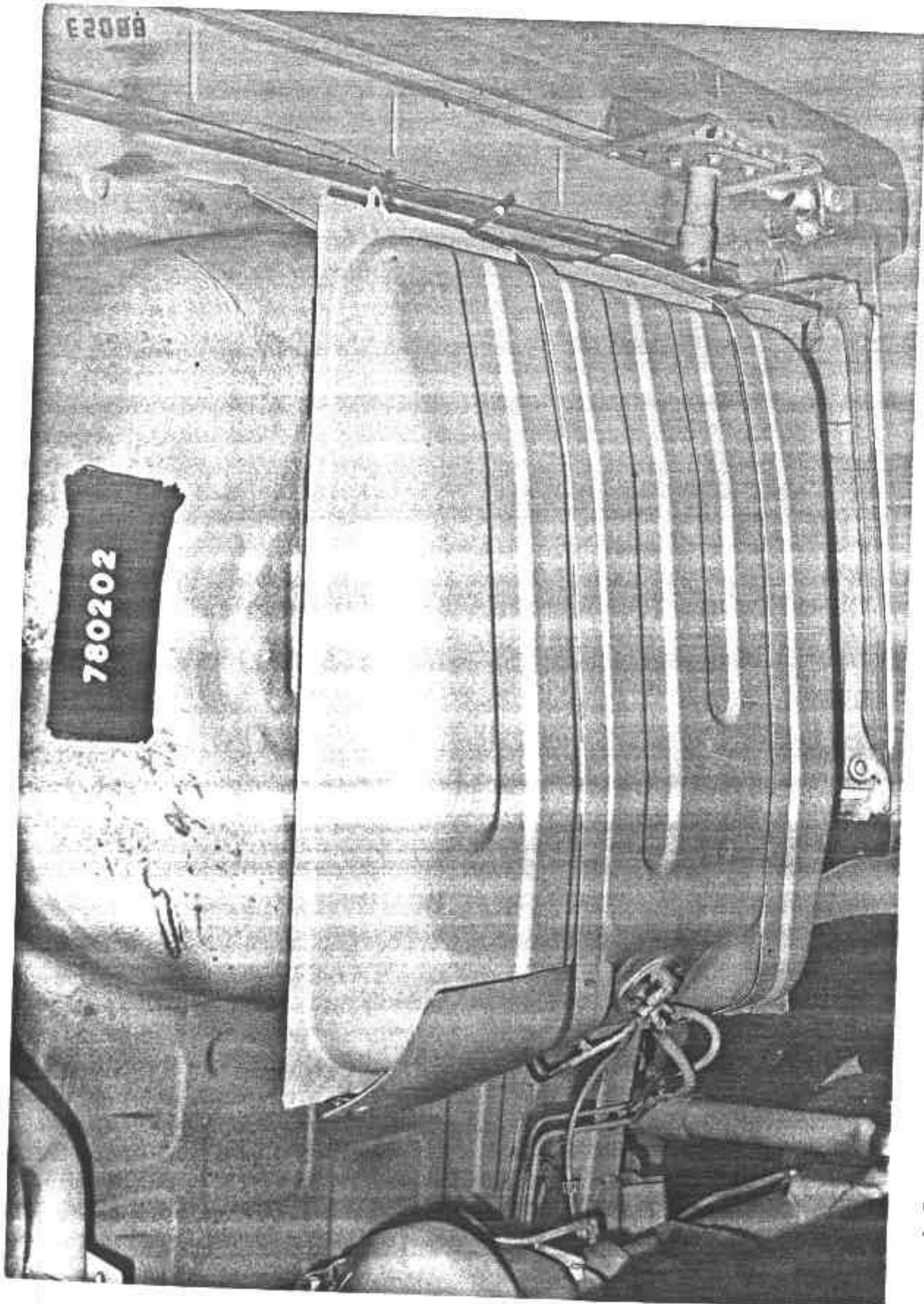


Figure 4-5. Pre-test View of Fuel Tank - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

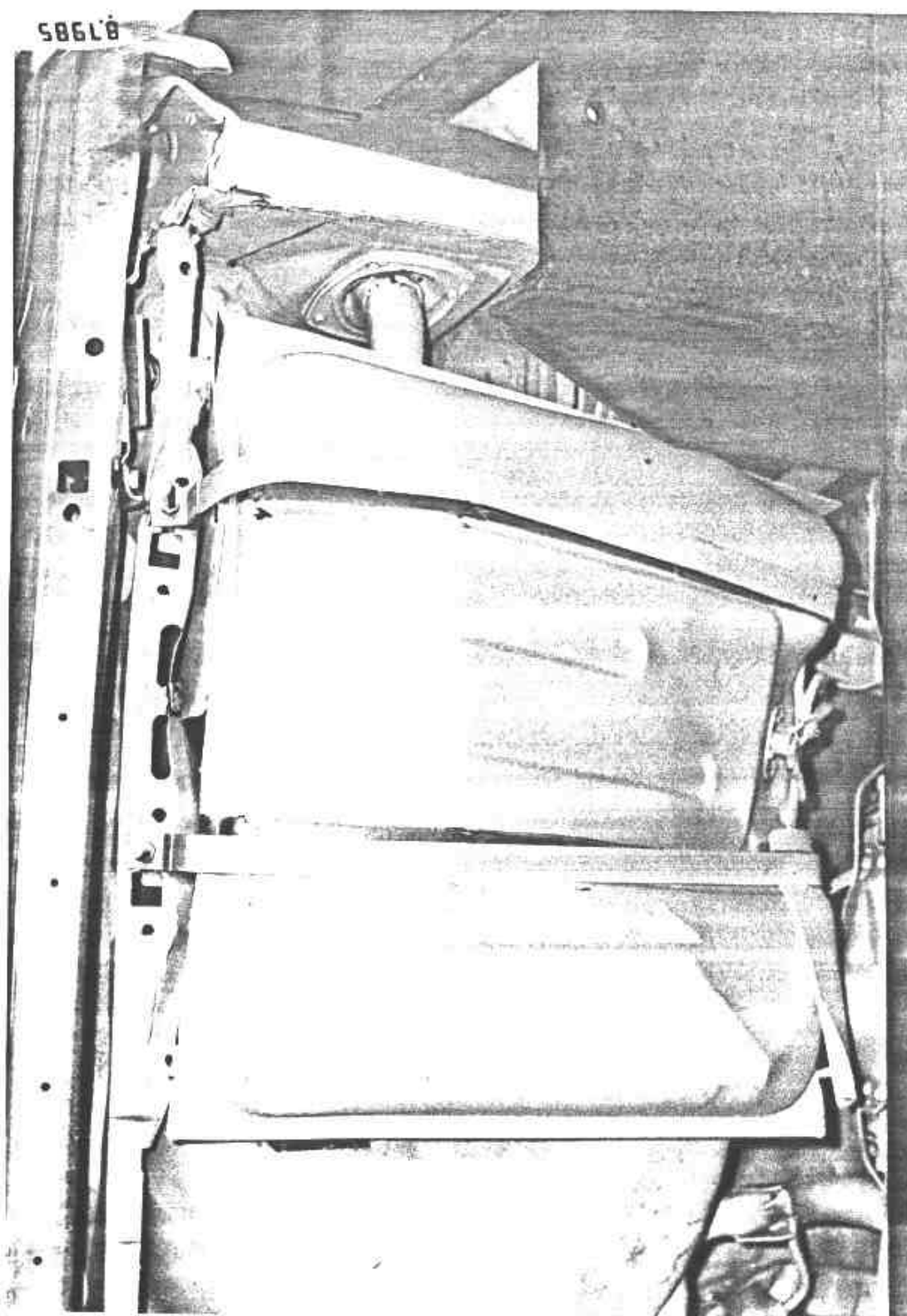


Figure 4-6. Post-test View of Fuel Tank - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

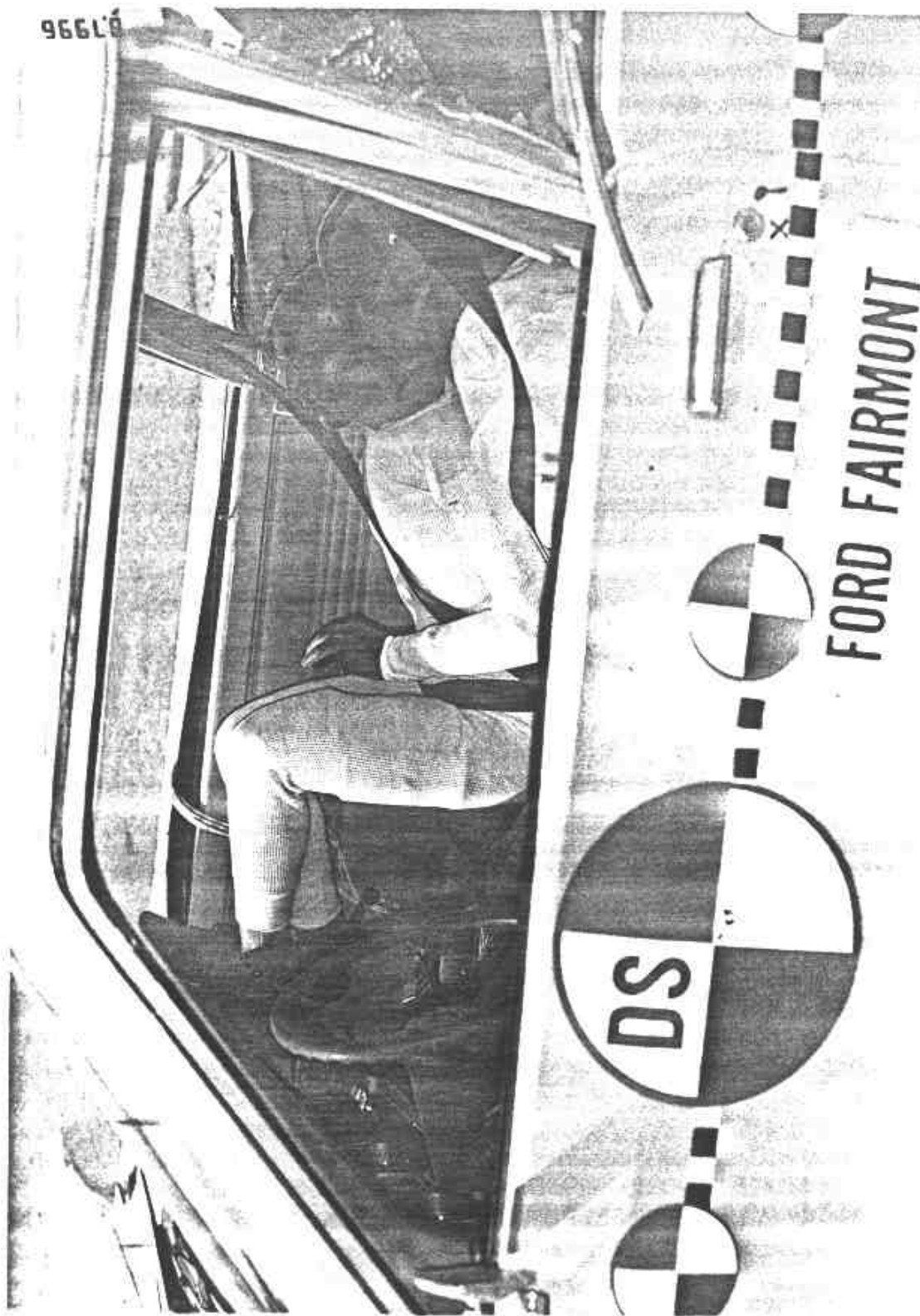


Figure 4-7. Post-test View of Dummies - 1978 Ford Fairmont Two-Door Sedan - NHTSA 780202.

5.0 TEST FACILITY AND EQUIPMENT FOR FMVSS 301 (REAR) IMPACT TESTS

General Test Facility Description

FMVSS 301 impact tests are conducted at the Dynamic Science, Inc. Deer Valley Facility in Phoenix, Arizona. Figure 5-1 is an overall aerial view of that facility.

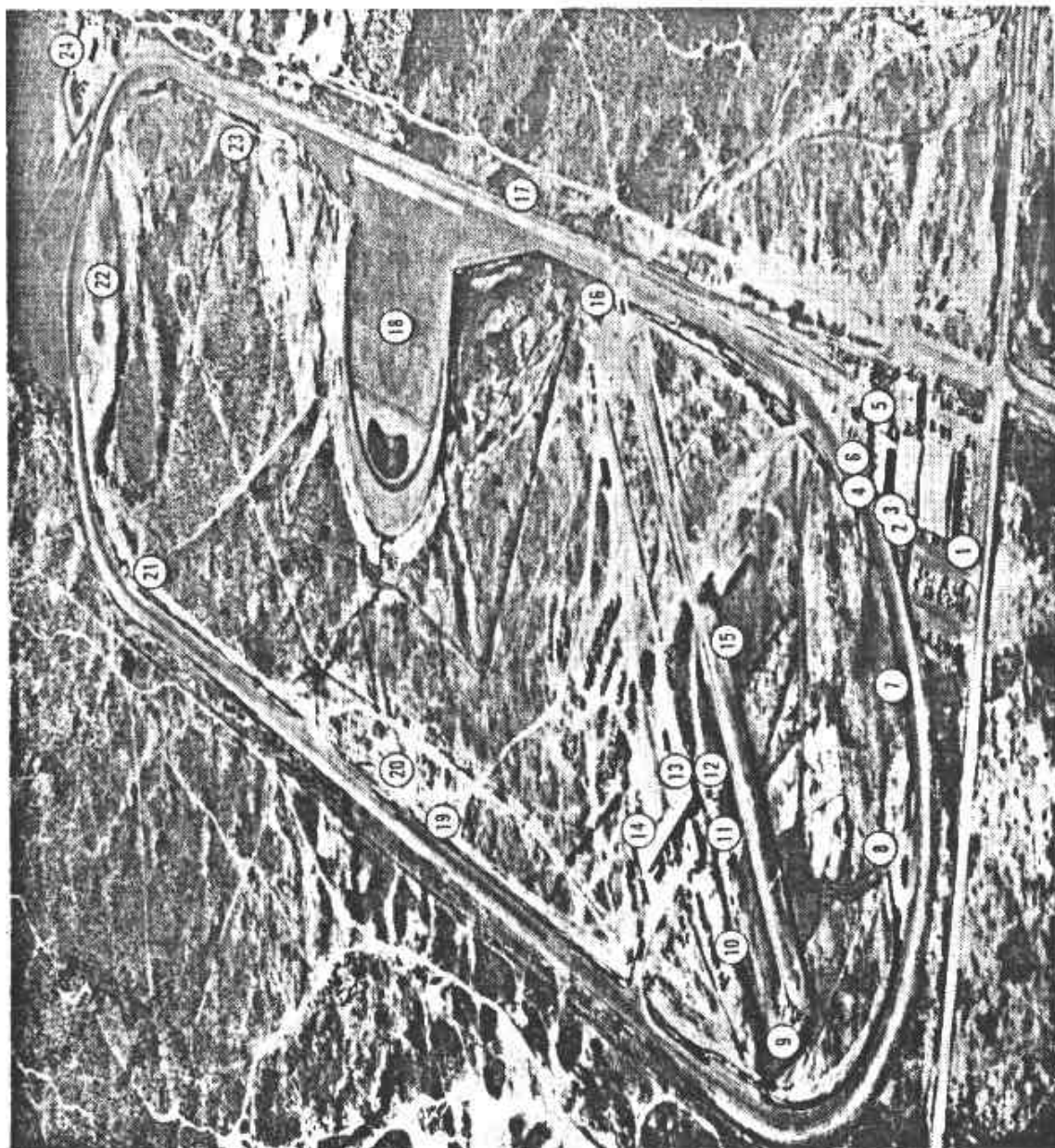
More specifically, the Monorail Impact Facility shown schematically in Figure 5-2 is used. As indicated in Figure 5-2, the Monorail Impact Facility accommodates a variety of test modes and configurations.

Test Track and Guidance System

The test track consists of 1,200 feet of asphalt pavement (SN = 75 $\pm$ 5), 14 feet in width. The length allows sufficient acceleration distance to accommodate impact speeds in excess of 60 mph with sufficient distance remaining to abort the test if necessary. Guidance for the test vehicle is provided by a sliding shoe attached to the vehicle. The sliding shoe rides on the monorail embedded in the test track. Prior to impact, the shoe is mechanically released from the test vehicle.

Tow System and Velocity Control

The tow system consists of a drum-driven endless cable powered by a pair of 390-cubic-inch engines driven in tandem driving a modified three-speed C-6 automatic truck transmission. The tow system can propel a 6,000-pound vehicle into the fixed barrier at 75 mph. Velocity control is achieved through a manually controlled throttle system. A visual readout of speed versus distance is provided and compared with the "ideal curve." Velocity control under ± 0.5 mph is realizable down to 20 mph and ± 2.0 percent down to zero mph.



1.	ENGINEERING/ADMINISTRATION CENTER
2.	MECHANICAL/INSTRUMENTATION SHOPS
3.	DUMMY CALIBRATION LABORATORY
4.	GARAGE/MAINTENANCE SHOP
5.	ENVIRONMENTAL CHAMBER
6.	STATIC CRUSH FACILITY
7.	TWO-MILE OVAL TURNAROUND (TYPICAL OF TWO)
8.	BARRIER IMPACT FACILITY
9.	DROP TOWER/SLED TEST FACILITY
10.	CENTRAL DATA ACQUISITION AND CONTROL STATION
11.	PENDULUM FACILITY
12.	NONMETALLICS LABORATORY
13.	TEST SERVICE FACILITY
14.	VEHICLE-TO-VEHICLE TEST FACILITY
15.	ROLLOVER TEST FACILITY
16.	RIDE QUALITY COURSE
17.	SKID PAD
18.	HIGH AND LOW SKID NUMBER BRAKING LANES
19.	SALT WATER TROUGH
20.	BELGIAN BLOCK
21.	PARKING BRAKE TEST RAMP
22.	PULL-OFF AREA (TYPICAL OF THIRTEEN)
23.	BALLISTIC TEST RANGE

Figure 5-1. The Dynamic Science, Inc. Deer Valley Facility.

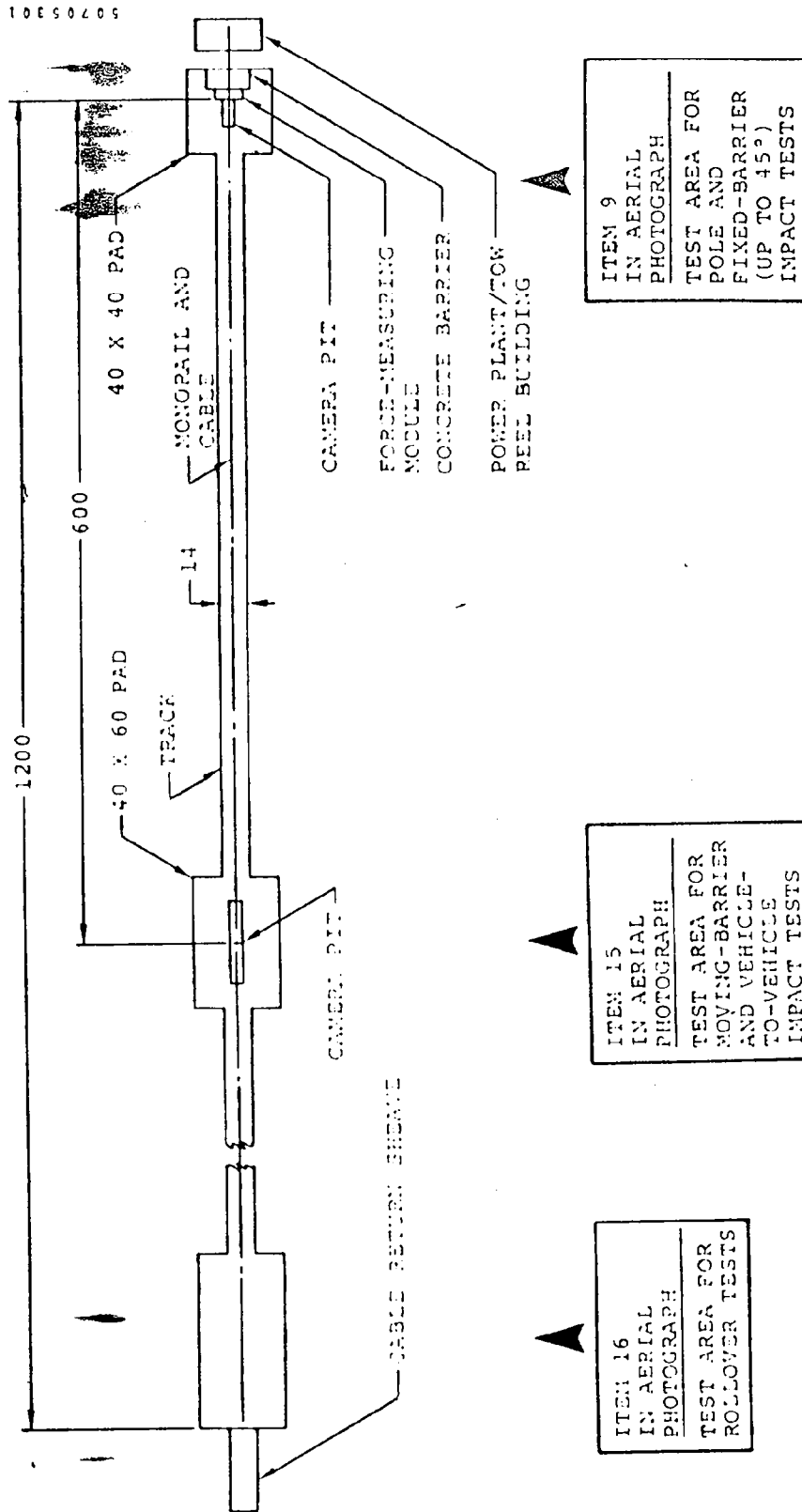


Figure 5-2. Monorail Impact Facility.

Automatic abort capability is provided through the vehicle service brakes which are actuated by releasing high-pressure air into the hydraulic system. Abort criteria consist of vehicle speed, data acquisition and instrumentation system readiness, and stability of the vehicle on the test track. The first two criteria are automatically monitored by the test control system while the third criterion is visually monitored by the test conductor. Manual abort provisions are available to the test conductor. Upon verifying vehicle speed, the test control system automatically deactivates the abort system to preclude inadvertent test abort immediately prior to impact.

Control System

The master control system used for impact tests controls and monitors all primary system functions that must operate throughout a predetermined interval during a test. This includes the starting and stopping of the tape recorder, high-speed cameras, and oscillograph, and the control of the power winch which propels the test vehicle. The operation of the various devices is confirmed, including vehicle velocity and tape recorder speed synchronization, before it passes through a "commit" window. When the vehicle is committed, the abort system is disarmed, preventing an accidental abort after the point of no return is reached.

Any system malfunction, including improper vehicle velocity up to the commit window, generates an abort. The control system uses the pulse output from the IRIG time base generator as a clock with a manual push button defining time zero. The logic circuits compare pulse counts from time zero to preset values dialed in at the control panel. As each control circuit gets an equal comparison, that circuit is turned on. If the self-test circuit does not verify, the abort system is automatically activated. After successful vehicle test, the last control circuit shuts the entire system down. The manual backup control system provides the test conductor the option for manually aborting the test if the need arises.

Moving Barrier

The moving barrier used by Dynamic Science conforms to all the requirements of paragraph S8.2 of FMVSS 208, "Occupant Crash Protection." It is rigid and has a solid suspension so it undergoes no significant amount of dynamic or static deformation and absorbs no significant portion of the energy dissipated in the impact.

The impact surface is a vertical, rigid, flat rectangle, 78 inches wide and 60 inches high, perpendicular to the barrier's direction of travel. The lower edge of the barrier face is horizontal and 5 inches above the ground surface.

The nominal weight of the moving barrier is 4,000 pounds. The actual measured weight of the barrier is 3,996 pounds distributed as follows:

LF 1536 lb	RF 1415 lb
LR 427 lb	RR 618 lb

The tires are size J60-15, inflated to 24 psi in the front and 10 psi in the rear.

A guide at the back of the moving barrier which rides along the monorail ensures that the barrier travels in a straight line with no significant lateral, vertical, or rotational movement.

Fuel Simulation

As prescribed in the FMVSS 301 Laboratory Procedure, the vehicle fuel system is filled to 90 to 95 percent of capacity with Stoddard Solvent.

The fuel is pumped out of the fuel tank, and the residual fuel in the fuel lines and the carburetor is burned by operating the vehicle engine. The fuel system is filled with Stoddard Solvent No. 2. Stoddard Solvent is then pumped into the fuel lines, up to the carburetor. The weight of the Stoddard Solvent added and removed is determined with two Western Beam Scales (Model No. WP 2000).

The solvent used, Stoddard Solvent No. 2, has a specific gravity of 0.764 at 72°F and a viscosity of 0.99 centistokes.

High-Speed Motion Photography

Five high-speed (1,000 frames per second) motion cameras with 100 Hz timing marks are used for photographic test documentation. The general location of the cameras is diagrammed in Figure 5-3. Precise positioning is accomplished through bore sighting with the vehicle at the impact point prior to the test.

Test Equipment List and Function

<u>Item</u>	<u>Manufacturer</u>	<u>Model</u>	<u>Purpose</u>
Timing Trap	Dynamic Science	None	Determine impact speed by furnishing a start and stop signal to recording oscillograph.
Oscillograph	Bell and Howell	5-134	Records timing start and stop signals from timing traps, cable drum drive rpm, and impact switch.
Speed Control —	Dynamic Science	None	Precision control of cable drive drum rpm.
Beam Scales	Western	WP 2000	Used to determine vehicle test weights.
High-Speed Motion Picture Cameras	Photosonics	16-1B	Used for side, overhead, and underside film coverage.

CAMERA LEGEND

- ① OVERHEAD
- ② PIT
- ③ SIDE (CLOSE-UP)
- ④ SIDE (OVERALL)
- ⑤ ON-BOARD MOVING BARRIER

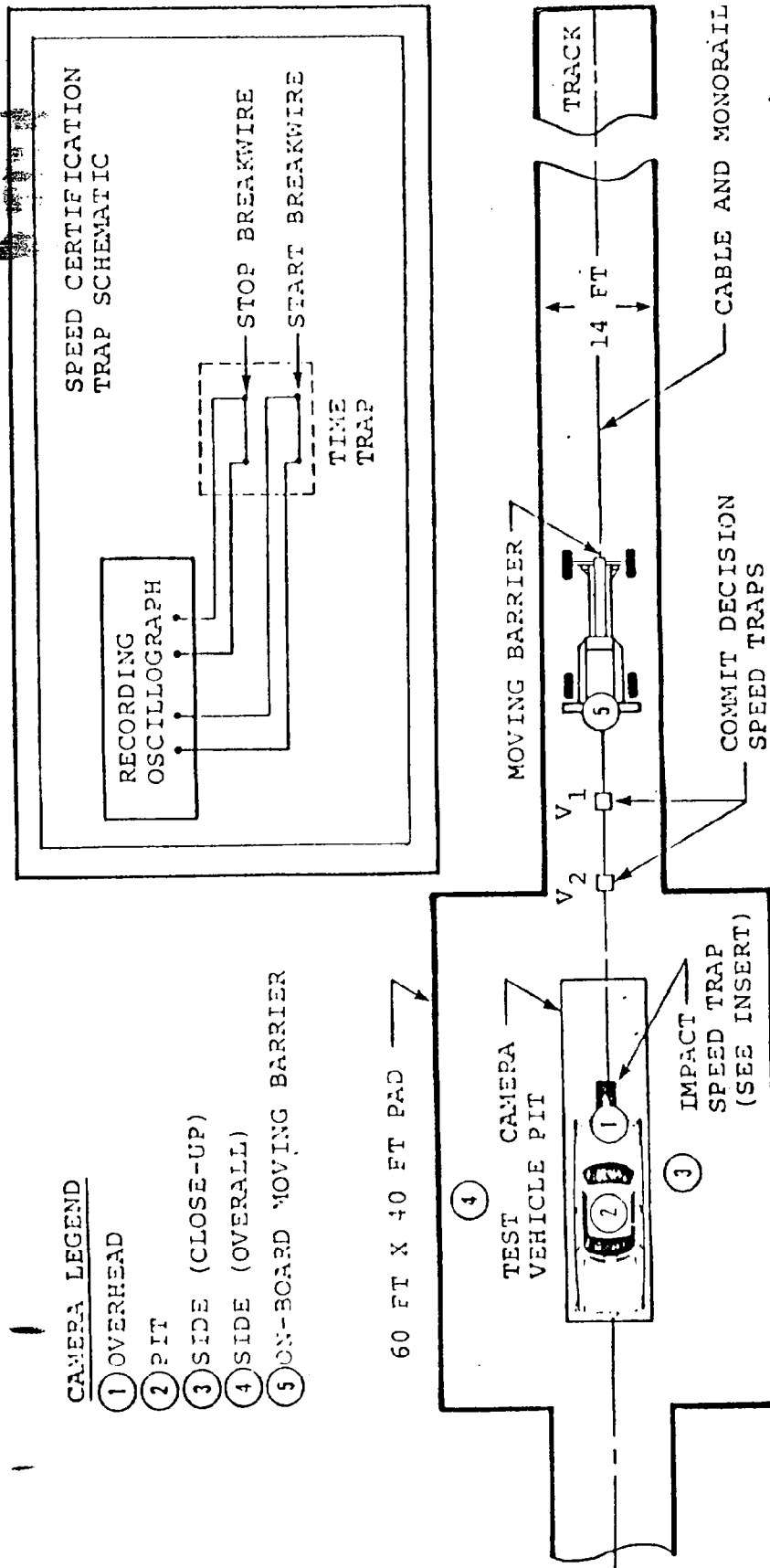


Figure 5-3. FMVSS 301 (Rear Impact Test) Moving Barrier Test Site Layout.

<u>Item</u>	<u>Manufacturer</u>	<u>Model</u>	<u>Purpose</u>
Motion Picture Camera	Bolex	H-16	Panning and documentation.
Still Camera	Kowa	6	Documentary photo coverage.
100 and 1000 Hz Time Code Generators	Dynamic Science	None	Furnish timing signal for high-speed cameras and a 1 second timing for velocity determination.
Stop Watch	Brietling	None	Time for collection of fuel leak samples.
Containers	-	-	Collection for fuel leak samples.
Graduated Cylinder	Pyrex	3022	Fuel volume measurement.
Graduated Cylinder	Kimax	-	Fuel volume measurement,
Calibrated Steel Rule	Starret	48 in.	Precision measurement of velocity trap spacing.
Anthropomorphic Dummies	Sierra Engineering Company	292-1050	To ballast the vehicle and to gather occupant response data.