

REPORT NUMBER: NCAP305I-MGA-2012-009

**NEW CAR ASSESSMENT PROGRAM (NCAP)
FMVSS No. 305 Indicant Test**

**GENERAL MOTORS LLC
2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
NHTSA No.: MD0100**

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



Test Date: May 3, 2012


Report Date: May 10, 2012

FINAL REPORT

**U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Office of Crashworthiness Standards
Mail Code: NVS-111
1200 New Jersey Ave, SE
Room W43-410
Washington, DC 20590**

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Approval Date: May 10, 2012

FINAL REPORT ACCEPTANCE BY OVSC:

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

1. Report No. NCAP305I-MGA-2012-009		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 305 Compliance Testing of 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan, NHTSA No.: MD0100				5. Report Date May 10, 2012	
				6. Performing Organization Code MGA	
7. Author(s) Donna Janovicz, Project Manager Joe Fleck, Project Engineer				8. Performing Organization Report No. NCAP305I-MGA-2012-009	
9. Performing Organization Name and Address MGA Research Corporation 5000 Warren Road Burlington, WI 53105				10. Work Unit No.	
				11. Contract or Grant No. DTNH22-06-D-00028	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards (NVS-111) 1200 New Jersey Ave, SE, Room W43-410 Washington, D.C. 20590				13. Type of Report and Period Covered Final Test Report May 3 to May 10, 2012	
				14. Sponsoring Agency Code NVS-111	
15. Supplementary Notes					
16. Abstract An FMVSS No. 305 Indicant test, in conjunction with an NCAP frontal barrier impact test was conducted on the subject 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan in accordance with the specifications of the applicable Office of Crashworthiness Standards Test Procedures for the generation of consumer information for the New Car Assessment Program (NCAP). No test failures were reported.					
17. Key Words New Car Assessment Program (NCAP) FMVSS 305 Indicant			18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division, NPO-411 1200 New Jersey Ave, SE, Room E12-100 Washington, DC 20590 Email: tis@nhtsa.dot.gov FAX: 202-493-2833		
19. Security Classification of Report Unclassified		20. Security Classification of Page Unclassified		21. No. of Pages 44	22. Price

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SECTION 1 PURPOSE OF TEST

An FMVSS No. 305 Indicant test, in conjunction with an NCAP frontal barrier impact test was conducted on the subject 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan.

The Indicant test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Test Procedure, dated January 31, 2012 to determine compliance to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 305, "Electric-Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection" for the purpose of providing consumer information.

This FMVSS No. 305 Indicant test is part of the FY12 New Car Assessment Program Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract DTNH22-06-D-00028.

SECTION 2 SUMMARY OF TEST RESULTS

A frontal barrier impact test was performed by MGA Research Corporation on a 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan on May 3, 2012. Electrical isolation measurements were taken immediately post-impact and observations were made related to electrolyte spillage and battery retention. A static rollover was subsequently performed on the subject vehicle and electrical isolation measurements were taken at each stage of the rollover.

Based on the test results, the 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan appears to meet the requirements for electrolyte spillage, electrical isolation, and battery retention during FMVSS No. 305 Indicant testing.

Data sheets, along with pre-test and post-test photographs of the test vehicle, are included in this report to document the test.

TEST NOTES

None

MGA does not endorse or certify products. The manufacturer's name appears solely for identification purposes.

**SECTION 3
DATA SHEETS**

**DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

TEST VEHICLE INFORMATION

Year/Make/Model/Body Style	2013 Chevrolet Malibu ECO 4-Dr Hybrid
NHTSA No.	MD0100
Color	Silver Ice Metallic
Odometer Reading	39 miles

DATA FROM CERTIFICATION LABEL

Manufactured By	GENERAL MOTORS LLC	GVWR (kg)	2060
Date of Manufacture	01/12	GAWR Front (kg)	1061
VIN:	1G11D5RR8DF101161	GAWR Rear (kg)	999

ELECTRIC VEHICLE PROPULSION SYSTEM

Type of Electric Vehicle (Electric/Hybrid):	Electric Assist / Gas
Electric Energy Storage/Device:	32 Cell Series Connected (IP32S) Lithium-Ion (Li-Ion) Pack
Nominal Voltage (V):	115.2 V
Is this vehicle equipped with an Automatic Propulsion Battery Disconnect?	Yes
Physical Location of the Automatic Propulsion Battery Disconnect:	Behind Right Rear Passenger Seat
Auxiliary Battery Type:	12 V Lead-Acid Battery

ELECTRIC ENERGY STORAGE CONVERSION/DEVICE SYSTEM DATA (COTR SUPPLIED)

Electrolyte Fluid Type:	Organic Carbonates
Electrolyte Fluid Specific Gravity:	1.1 - 1.2 gm/cc
Electrolyte Kinematic Viscosity (centistokes):	2.0 – 2.1 centipoise
Electrolyte Fluid Color:	Colorless Fluid
Electric Energy Storage/Conversion System Coolant Type, Color, Specific Gravity (if applicable):	Air Cooled
Location of Battery Modules:	<input checked="" type="checkbox"/> Inside Passenger Compartment
	<input type="checkbox"/> Outside Passenger Compartment
	Behind Rear Passenger Seat

**DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

ELECTRIC ENERGY STORAGE CONVERSION/DEVICE STATE OF CHARGE

<i>For all battery types:</i>	
Voltage range corresponding to useable energy of the battery:	
Minimum State of Charge:	108.0 V
Maximum State of Charge:	121.5 V
95% of Maximum State of Charge:	115.4 V
Test Voltage - No less than 95% of maximum State of Charge:	117.5 V
<i>For batteries that are rechargeable ONLY by an energy source on the vehicle:</i>	
Voltage range corresponding to useable energy of the battery:	
Minimum State of Charge:	108.0 V
Maximum State of Charge:	121.5 V
Test Voltage – Maximum practicable State of Charge within Normal Operating Range:	117.5 V

**DATA SHEET 2
PRE-IMPACT DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
NHTSA No. MD0100

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

Details of Vehicle Chassis Ground Point(s) & Location(s)	On Battery Control Module Mounting Stud
--	---

ELECTRIC ENERGY STORAGE/CONVERSION TEST POINTS

Details of Electric Energy Storage/Conversion System Test Points:	+ On Inverter Side of Contactor - On Battery "Negative" Node
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DATA SHEET 3
PRE-IMPACT ELECTRIC ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Resolution (V):	.001 Volts
Last Calibration Date:	01/23/2012

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM 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.

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):	117.5
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ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM TO VEHICLE CHASSIS

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

V1 (V):	43.8
V2 (V):	46.1

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM 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):	61700
---------	-------

V1' (V) Pre-Impact:	1.1
V2' (V) Pre-Impact:	1.2

DATA SHEET 3 (CONTINUED)
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

ELECTRICAL ISOLATION MEASUREMENT

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.

V1' (V):	1.1
$R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$	
Ri1 (Ω):	4915933
V2' (V):	1.2
$R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$	
Ri2 (Ω):	4608434
Ri = The lesser of Ri1 and Ri2	
Ri Pre-Test ((Ω):	4608434
Ri/Vb (Ω/V):	39221
Minimum Electrical Isolation Value is 500 Ω/V	

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

**DATA SHEET 4
POST-IMPACT DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Nominal Propulsion Battery Voltage (Vb) (V):	117.5

**ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM
VOLTAGE LOCATION OF MEASUREMENT**

Measurement is made from the side of the automatic disconnect connected to the electric powertrain.

Vb (V):	45.3
---------	------

ELECTRIC ENERGY STORAGE/CONVERSION SYSTEM VOLTAGE

V1 =	31.9	V	Impact Time:	0	Minutes	57	s
V2 =	1.1	V	Impact Time:	1	Minutes	20	s
V1' =	0.8	V	Impact Time:	1	Minutes	6	s
V2' =	0.1	V	Impact Time:	1	Minutes	25	s

ELECTRICAL ISOLATION MEASUREMENT

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 =	2481297	Ω	Impact Time:	1	Minutes	19	s
$Ri2 = Ro (1 + V1/V2) [(V2-V2')/V2']$							
Ri2 =	18510000	Ω	Impact Time:	1	Minutes	26	s
Ri = The lesser of Ri1 and Ri2							
Ri =	2481297	Ω	Impact Time:	1	Minutes	19	s
Ri/Vb = electrical Isolation Value/Nominal Battery Voltage							
Minimum Electrical Value is 500 Ω/V							
Ri/Vb =	21117	Ω/V	Impact Time:	2	Minutes	19	s

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

**DATA SHEET 4 (CONTINUED)
POST-IMPACT DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100

ELECTRIC ENERGY STORAGE/CONVERSION DEVICE

	Inside Passenger Compartment	Outside Passenger Compartment
Location of Electric Energy Storage/Conversion Device:	X	

	Yes, Pass	No, Fail
All Components of Electrical Energy Storage/Conversion Device remained attached to the vehicle with at least one mounting location.	X	

Describe Electric Energy Storage/Conversion Device movement within the passenger compartment [Supply photographs as appropriate]:
Not Applicable

	Yes, Fail	No, Pass
Has the Electric Energy Storage/Conversion Device moved within the passenger compartment?		X

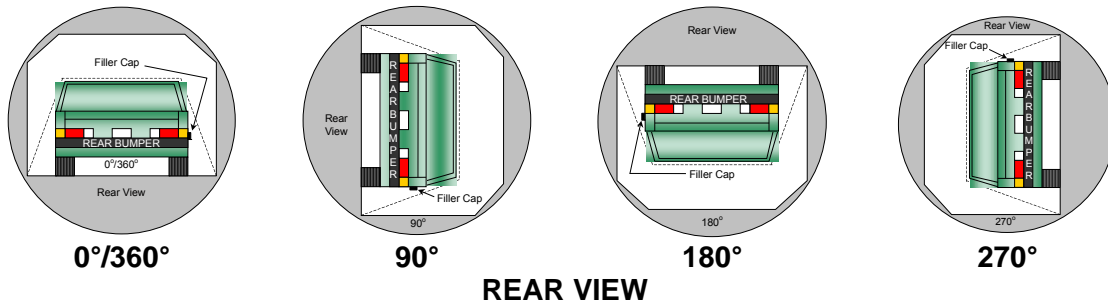
Describe intrusion of an outside Electric Energy Storage/Conversion Device into the passenger compartment [Supply photographs as appropriate]:
No Intrusion

	Yes, Fail	No, Pass
Has an outside Electric Energy Storage/Conversion Device intruded into the passenger compartment?		X

	Yes, Fail	No, Pass
Is Electric Energy Storage/Conversion Device electrolyte spillage visible in the passenger compartment?		X

**DATA SHEET 5
STATIC ROLLOVER TEST DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
 NHTSA No. MD0100



**DETERMINATION OF ELECTRIC ENERGY STORAGE/CONVERSION DEVICE
ELECTROLYTE COLLECTION TIME PERIOD**

Rollover Stage	Rotation Time (spec. 1-3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0° - 90°	2	minutes	43	seconds	5	minutes	7	minutes	43	seconds	8	minutes
90° - 180°	2	minutes	21	seconds	5	minutes	7	minutes	21	seconds	8	minutes
180° - 270°	2	Minutes	20	seconds	5	minutes	7	minutes	20	seconds	8	minutes
270° - 360°	2	minutes	53	seconds	5	minutes	7	minutes	53	seconds	8	minutes

**ACTUAL TEST VEHICLE ELECTRIC ENERGY STORAGE/CONVERSION DEVICE
ELECTROLYTE SPILLAGE**

Rollover Stage	Electric Energy Storage/Conversion Device 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 L

	Yes, Fail	No, Pass
Is the total spillage of Electric Energy Storage/Conversion Device electrolyte greater than 5.0 Liters?		X
Is Electric Energy Storage/Conversion Device electrolyte spillage visible in the passenger compartment?		X

**DATA SHEET 5 (CONTINUED)
STATIC ROLLOVER TEST DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
NHTSA No. MD0100

VOLTMETER INFORMATION

Make:	Fluke
Model:	11
Serial Number:	68541895
Internal Impedance Value (MΩ):	> 10 MΩ < 100 pF
Nominal Electric Energy Storage/Conversion Device Voltage (Vb) (V):	117.5
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.	

ELECTRICAL ISOLATION MEASUREMENT

V1 =	31.6	V	0°	Time:		Minutes		s
V1 =	31.6	V	90°	Time:	3	Minutes	22	s
V1 =	31.6	V	180°	Time:	2	Minutes	46	s
V1 =	31.6	V	270°	Time:	2	Minutes	47	s
V1 =	31.6	V	360°	Time:	3	Minutes	19	s
V2 =	2.7	V	0°	Time:		Minutes		s
V2 =	3.3	V	90°	Time:	3	Minutes	28	s
V2 =	3.3	V	180°	Time:	2	Minutes	59	s
V2 =	2.6	V	270°	Time:	2	Minutes	58	s
V2 =	2.4	V	360°	Time:	3	Minutes	29	s
V1' =	0.8	V	0°	Time:		Minutes		s
V1' =	0.8	V	90°	Time:	3	Minutes	43	s
V1' =	0.8	V	180°	Time:	3	Minutes	12	s
V1' =	0.8	V	270°	Time:	3	Minutes	7	s
V1' =	0.8	V	360°	Time:	3	Minutes	40	s
V2' =	0.1	V	0°	Time:		Minutes		s
V2' =	0.1	V	90°	Time:	3	Minutes	52	s
V2' =	0.1	V	180°	Time:	3	Minutes	20	s
V2' =	0.1	V	270°	Time:	3	Minutes	17	s
V2' =	0.1	V	360°	Time:	3	Minutes	49	s
Vb =	35.4	V	0°	Time:		Minutes		s
Vb =	35.4	V	90°	Time:	3	Minutes	8	s
Vb =	35.4	V	180°	Time:	2	Minutes	37	s
Vb =	35.4	V	270°	Time:	2	Minutes	35	s
Vb =	35.4	V	360°	Time:	3	Minutes	8	s

**DATA SHEET 5 (CONTINUED)
STATIC ROLLOVER TEST DATA**

Test Vehicle: 2013 Chevrolet Malibu ECO 4-Dr Hybrid Sedan
NHTSA No. MD0100

ELECTRICAL ISOLATION CALCULATION

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.

$R_{i1} = R_o (1 + V_2/V_1) [(V_1 - V_1')/V_1']$								
Ri1 =	2579189	Ω	0°	Time:		Minutes		s
Ri1 =	2631040	Ω	90°	Time:	2	Minutes	15	s
Ri1 =	2627662	Ω	180°	Time:	2	Minutes	14	s
Ri1 =	2575960	Ω	270°	Time:	2	Minutes	9	s
Ri1 =	2559146	Ω	360°	Time:	2	Minutes	17	s
$R_{i2} = R_o (1 + V_1/V_2) [(V_2 - V_2')/V_2']$								
Ri2 =	17949820	Ω	0°	Time:		Minutes		s
Ri2 =	18408767	Ω	90°	Time:	2	Minutes	19	s
Ri2 =	18241561	Ω	180°	Time:	2	Minutes	19	s
Ri2 =	17851767	Ω	270°	Time:	2	Minutes	16	s
Ri2 =	17690518	Ω	360°	Time:	2	Minutes	22	s
Ri = The lesser of Ri1 and Ri2								
Ri =	2579189	Ω	0°	Time:		Minutes		s
Ri =	2631040	Ω	90°	Time:	2	Minutes	15	s
Ri =	2627662	Ω	180°	Time:	2	Minutes	14	s
Ri =	2575960	Ω	270°	Time:	2	Minutes	9	s
Ri =	2559146	Ω	360°	Time:	2	Minutes	17	s
Ri/Vb = Electrical Isolation Value/Nominal Battery Voltage Minimum Electrical Isolation Value is 500 Ω/V								
Ri/Vb =	21951	Ω/V	0°	Time:		Minutes		s
Ri/Vb =	22392	Ω/V	90°	Time:	2	Minutes	15	s
Ri/Vb =	22363	Ω/V	180°	Time:	2	Minutes	14	s
Ri/Vb =	21923	Ω/V	270°	Time:	2	Minutes	9	s
Ri/Vb =	21780	Ω/V	360°	Time:	2	Minutes	17	s

Is the measured Electrical Isolation Value:	Yes, Pass	No, Fail
≥500 Ω/V without electrical isolation monitoring	X	
≥100 Ω/V with electrical isolation monitoring		

APPENDIX A
PHOTOGRAPHS

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PHOTOGRAPH NOT APPLICABLE

No. 001 Auxiliary Power Module Warning Label

PHOTOGRAPH NOT APPLICABLE

No. 002 Power Inverter Warning Label



No. 003 First Responder Warning Label



No. 004 First Responder Warning Location



No. 004a First Responder Warning Location



No. 005 Other Vehicle Label(s) Related to Electrical Propulsion System



No. 005a Other Vehicle Label(s) Related to Electrical Propulsion System



No. 005b Other Vehicle Label(s) Related to Electrical Propulsion System



No. 005c Other Vehicle Label(s) Related to Electrical Propulsion System



No. 005d Other Vehicle Label(s) Related to Electrical Propulsion System



No. 006 Manual High Voltage Service Disconnect in Place



No. 007 Manual High Voltage Service Disconnect Removed



No. 008 Manual High Voltage Service Disconnect Removed



No. 009 Pre-Impact View of Propulsion Battery



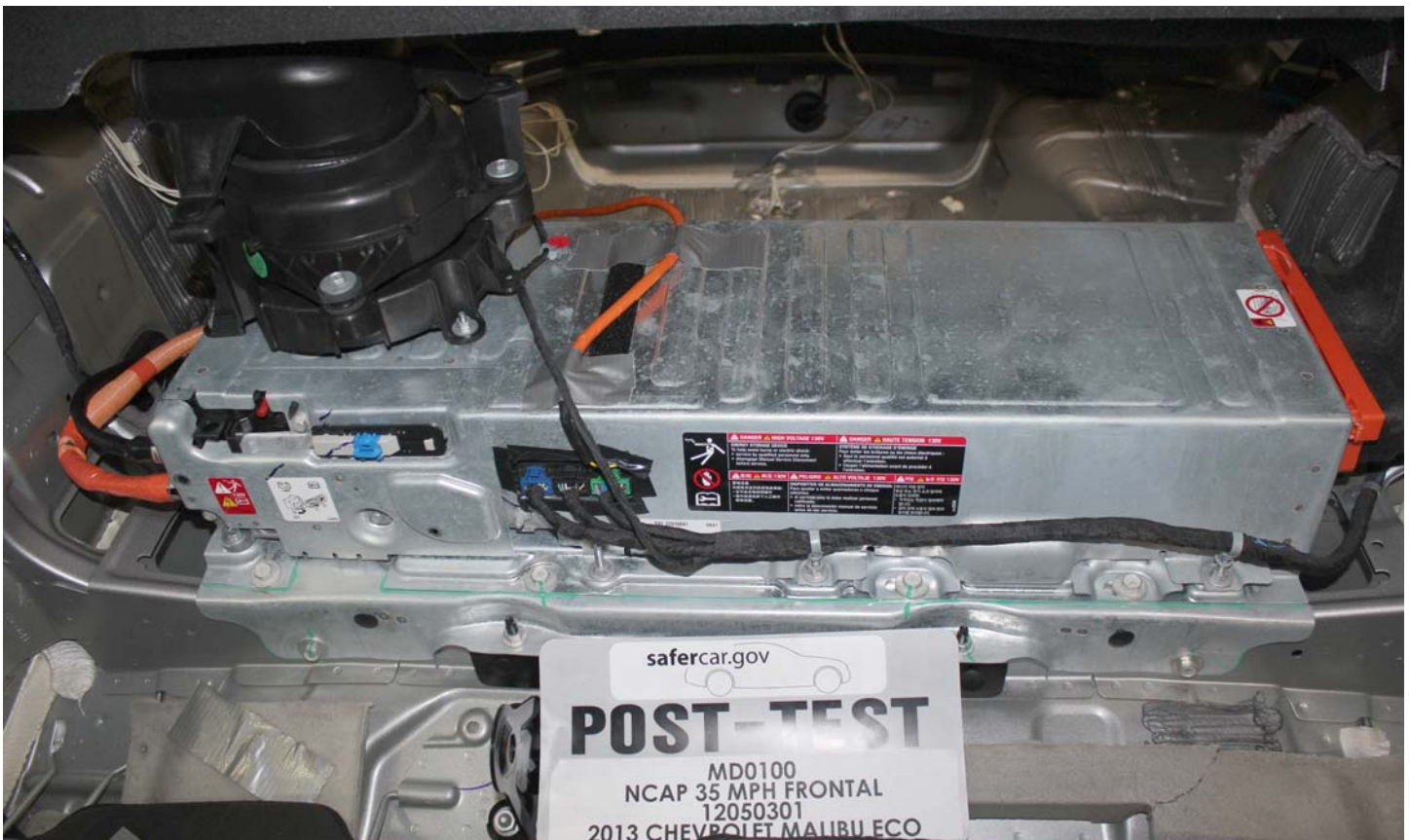
No. 010 Post-Impact Front View of Propulsion Battery



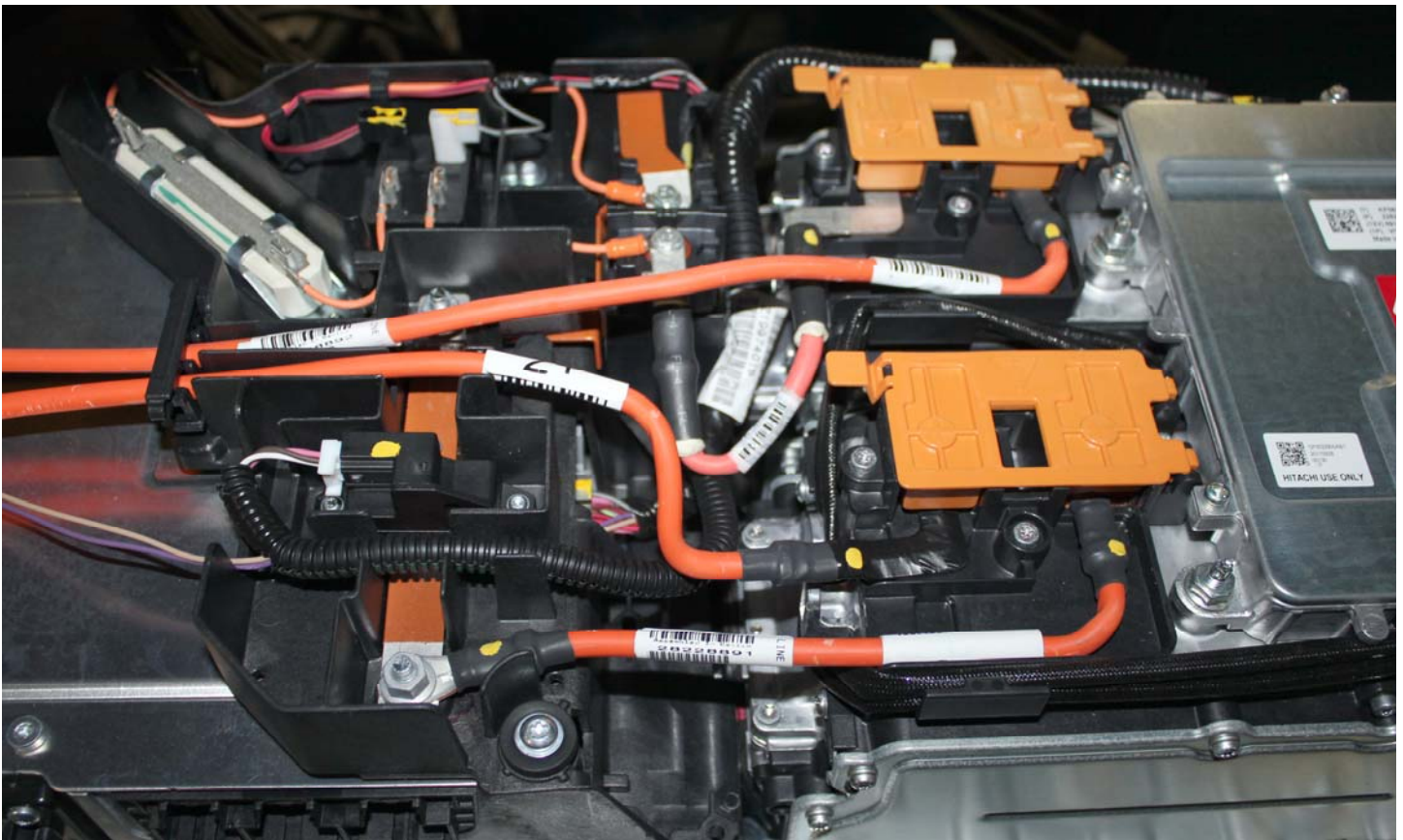
No. 011 Post-Impact Rear View of Propulsion Battery



No. 012 Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules



No. 013 Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules



No. 014 Pre-Impact View of Propulsion Battery Module(s)



No. 015 Post-Impact View of Propulsion Battery Module(s)



No. 016 Pre-Impact View of Electric Propulsion Drive



No. 017 Post-Impact View of Electric Propulsion Drive



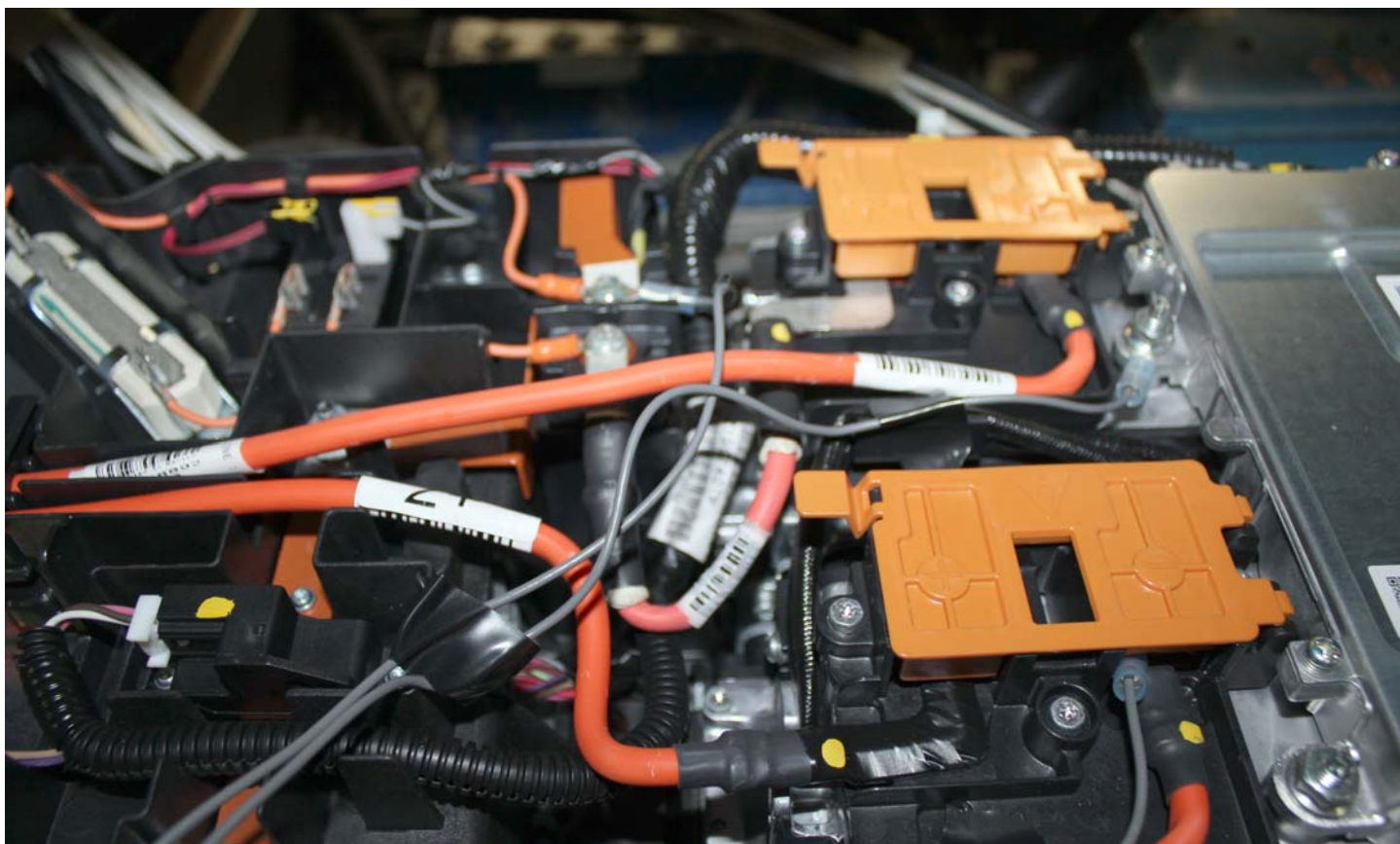
No. 018 Pre-Impact View of High Voltage Interconnect(s)



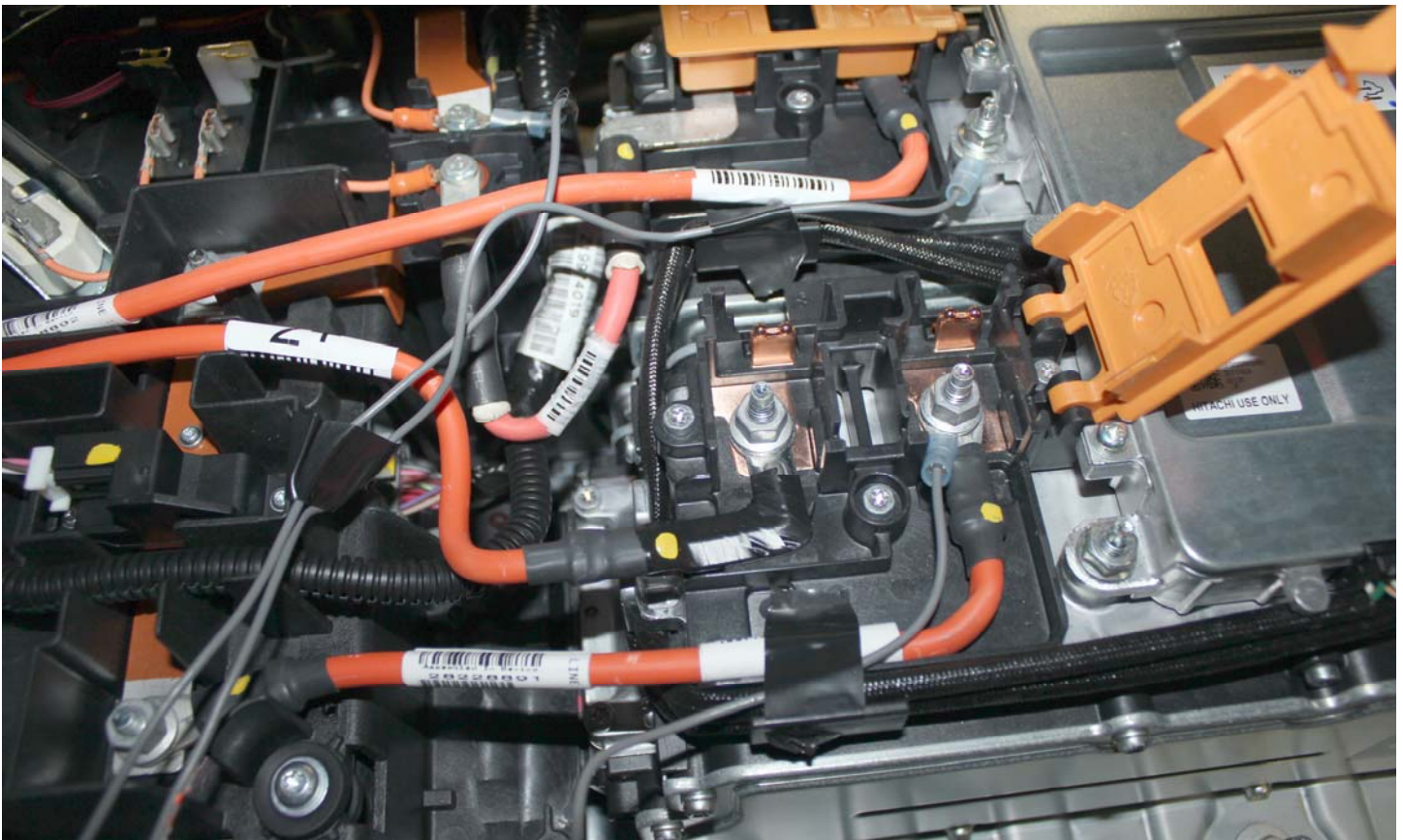
No. 019 Pre-Impact View Propulsion Battery Venting System(s)

PHOTOGRAPH NOT APPLICABLE

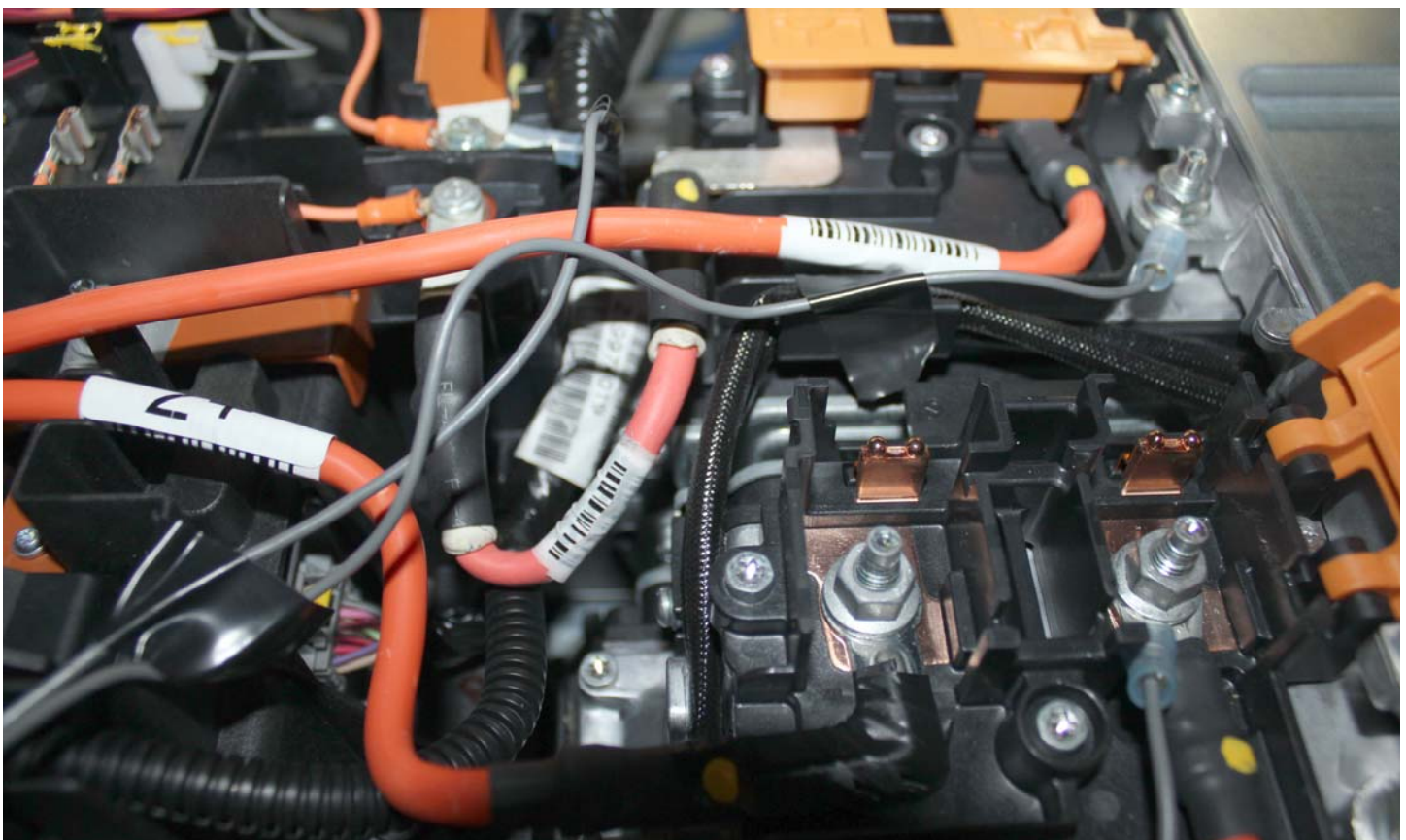
No. 020 Pre-Impact View of Other Visible Electric Propulsion Components



No. 021 Pre-Impact View of Ground Lead Attached



No. 022 Pre-Impact View of High Voltage Leads Attached



No. 023 Pre-Impact Close-Up View of High Voltage Leads Attached



No. 024 Pre-Impact View of Installed Impact Interface Port



No. 025 Post-Impact View of Installed Impact Interface Port

PHOTOGRAPH NOT APPLICABLE

No. 026 Pre-Impact View of Other Test Devices

PHOTOGRAPH NOT APPLICABLE

No. 027 Post-Impact View of Other Test Devices



MD0100
NCAP 35 MPH FRONTAL
12050301
2013 CHEVROLET MALIBU ECO

No. 028 FMVSS No. 305 Static Rollover at 90°



MD0100
NCAP 35 MPH FRONTAL
12050301
2013 CHEVROLET MALIBU ECO

No. 029 FMVSS No. 305 Static Rollover at 180°



No. 030 FMVSS No. 305 Static Rollover at 270°



No. 031 FMVSS No. 305 Static Rollover at 360°



No. 032 Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery



No. 033 Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

PHOTOGRAPH NOT APPLICABLE

No. 034 Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)

PHOTOGRAPH NOT APPLICABLE

No. 035 Post-Impact View of Battery Component Intrusion

PHOTOGRAPH NOT APPLICABLE

No. 036 Post-Impact View of Battery Module Movement or Retention Loss

PHOTOGRAPH NOT APPLICABLE

No. 037 Post-Impact View of Propulsion Battery Electrolyte Spillage Location

PHOTOGRAPH NOT APPLICABLE

No. 038 Post-Test View of Propulsion Battery Electrolyte Spillage Location



No. 039 As Delivered Right Front $\frac{3}{4}$ View of Impact Vehicle



No. 040 As Delivered Left Rear ¾ View of Impact Vehicle



No. 041 Vehicle's Certification Label

EFFECT ON THE DATE OF MANUFACTURE
1G11D5RR8DF101161 TYPE: PASS CAR

MD0100



TIRE AND LOADING INFORMATION

SEATING CAPACITY | TOTAL 5 | FRONT 2 | REAR 3

The combined weight of occupants and cargo should never exceed 410 kg or 904 lbs.

TIRE	ORIGINAL SIZE		COLD TIRE PRESSURE	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION
FRONT	P225/55R17	H	240 kPa, 35 PSI	
REAR	P225/55R17	H	240 kPa, 35 PSI	
SPARE	NONE		NONE	

1G11D5RR8DF101161

No. 042 Vehicle's Tire Information Placard or Label