

REPORT NUMBER: TR-P32096-13-NC

**RESEARCH AND DEVELOPMENT
80 KM/H 70% OVERLAP REAR IMPACT**

**GENERAL MOTORS CORP
1997 OLDSMOBILE CUTLASS SUPREME 4-DOOR SEDAN**

NHTSA NUMBER: PV0101

**PREPARED BY:
KARCO ENGINEERING, LLC.
9270 HOLLY ROAD
ADELANTO, CA 92301**

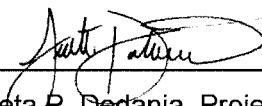



**TEST DATE:
SEPTEMBER 28, 2012**


**REPORT DATE:
OCTOBER 12, 2012
FINAL REPORT**

**U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
NATIONAL CENTER FOR STATISTICS AND ANALYSIS
OFFICE OF REGULATORY ANALYSIS AND EVALUATION
1200 NEW JERSEY AVE, SE
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WASHINGTON, DC 20590**

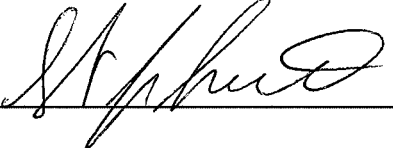
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Approval Date: October 12, 2012

COTR
FINAL REPORT ACCEPTANCE BY ~~NCSA~~


Date: 10/16/12

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. TR-P32096-13-NC		2. Government Accession No.		3. Recipient's Catalog No.	
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7. Authors Ms. Sweta P. Dedania, Project Engineer, KARCO Mr. Frank Richardson, Program Manager, KARCO				8. Performing Organization Report No. TR-P32096-13-NC	
9. Performing Organization Name and Address KARCO Engineering, LLC. 9270 Holly Rd. Adelanto, CA 92301				10. Work Unit No.	
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15. Supplementary Notes					
16. Abstract An 80 km/h 70% overlap rear impact test was conducted on the subject 1997 Oldsmobile Cutlass Supreme 4-door sedan in accordance with the specifications of the Office of Vehicle Compliance Laboratory Test Procedure for FMVSS 301R. The test was conducted at the KARCO Engineering, LLC. facility in Adelanto, California on September 28, 2012. The impact velocity was 78.60 km/h and the outside ambient temperature was 35.0 deg. C. The vehicle's doors remained closed throughout the event. There was Stoddard solvent leakage from the top of the gas tank immediately after the impact event. The amount of solvent collected during this period did not exceed the allowable limits. Stoddard solvent leaked from the top of the fuel tank, where the filler neck connects to the tank, during portions of the static rollover. Leaks were visible at every position of the static rollover. The amount of solvent collected during each interval exceeded the allowable limits.					
17. Key Words FMVSS 301R Overlap Rear Impact MDB 1997 Oldsmobile Cutlass Supreme				18. Distribution Statement	
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SECTION 1 SUMMARY OF TEST

SUMMARY

The purpose of this rear impact test series is to measure the performance of the subject vehicle, a 1997 Oldsmobile Cutlass Supreme 4-door sedan, for FMVSS 301R *'Fuel System Integrity – Rear Impact'*.

This 80 km/h 70% Overlap Rear Impact is sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract number DTNH22-11-D-00245. It was conducted in accordance with the Office of Vehicle Compliance Laboratory Test Procedure for FMVSS 301R *'Fuel System Integrity – Rear Impact'*, dated January, 2007.

A 1997 Oldsmobile Cutlass Supreme 4-door sedan was impacted by a moving deformable barrier at a velocity of 78.60 km/h. The test was performed at KARCO Engineering, LLC. on September 28, 2012. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A of this report.

Two (2) real-time cameras and three (3) high-speed cameras were used to document the rear impact event.

Two Part 572E 50th percentile male anthropomorphic test devices (ATD) were placed in the driver and right front passenger seating positions. Both ATD's were un-instrumented for this test.

Both the driver and passenger side doors remained closed during the impact event and after the impact.

There was Stoddard solvent leakage from the top of the gas tank immediately after the impact event. The amount of solvent collected during this period did not exceed the allowable limits. Stoddard solvent leaked from the top of the fuel tank, where the filler neck connects to the tank, during portions of the static rollover. Leaks were visible at every position of the static rollover. The amount of solvent collected during each interval exceeded the allowable limits. Solvent leakage is summarized in Data Sheets 6 and 7. Photographs of the damaged area are presented in Appendix A.

SECTION 2
DATA SHEETS

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

CONVERSION FACTORS

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	miles/hr	km/hr	1.609344
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.574
Pressure	Tire Pressures	lbf/in ²	kPa	6.895
Temperature	General Use	°F	°C	$=(T_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf-ft	N•m	1.355

DATA SHEET NO. 1

TEST VEHICLE SPECIFICATIONS

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA Number	PV0101
Model Year	1997
Make	Oldsmobile
Model	Cutlass Supreme
Body Style	4-door sedan
VIN	1G3WH52M8VF3
Date Received	9/13/2012
Body Color	Green
Odometer Reading (km / mi)	208,640 / 129,643
Engine Displacement (L)	3.1
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	4
Overdrive	Yes
Final Drive	Front
Roof Rack	No
Sunroof / T-Top	No
Tinted Glass	No
Traction Control	Yes
Power Brakes	Yes
Front Disc Brakes	Yes
Rear Disc Brakes	Yes
Anti-Lock Brakes (ABS)	Yes

All Wheel Drive	No
Power Steering	Yes
Driver Front Airbag	Yes
Driver Side Airbag	No
Driver Head Airbag	No
Driver Curtain Airbag	No
Driver Combo Airbag	No
Driver Knee Airbag	No
Passenger Front Airbag	Yes
Passenger Side Airbag	No
Passenger Head Airbag	No
Passenger Curtain Airbag	No
Passenger Combo Airbag	No
Passenger Knee Airbag	No
Seat Belt Pre-Tensioners	Yes
Load Limiters	Yes
Bucket Seats	Yes
Air Conditioning	Yes
AM/FM CD	Yes
Tilt Steering	Yes
Automatic Door Locks	Yes
Power Windows	Yes
Power Seats	Yes

Does Owner's Manual provide instructions to turn off automatic door locks?

DATA FROM CERTIFICATION LABEL

Manufactured By	General Motors Corp
Date of Manufacture	Sep-96

GVWR (kg)	2050
GAWR Front (kg)	1144
GAWR Rear (kg)	906

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

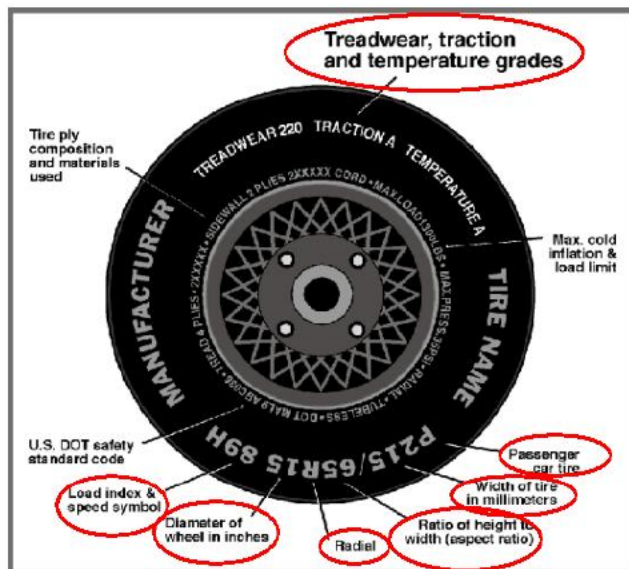
Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench		
Designated Seating Capacity	2	3		5
Capacity Weight (VCW) (kg)				502.0
DSC x 68.04 (kg)				340.0
Cargo Weight (RCLW) (kg)				162.0

A
B
A-B

DATA SHEET NO. 1 ... (CONTINUED)

TEST VEHICLE SPECIFICATIONS

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12



VEHICLE TIRE INFORMATION

Measured Parameter	Front	Rear
Max Tire Pressure (kPa)	300	300
Cold Tire Pressure (kPa)	240	240
Max Load Tire Pressure (kPa)	240	240
Recommended Tire Size	NA	NA
Tire Size on Vehicle	225/60R16	225/60R16
Tire Manufacturer	Goodyear	Goodyear
Tire Model	Viva	Viva
Load Range	730	730
Treadwear Rating	440	440
Traction Rating	A	A
Temperature Grades	B	B
Tire Plies Sidewall	1 Polyester	1 Polyester
Tire Plies Body	1 Polyester, 2 Steel	1 Polyester, 2 Steel
Load Index/Speed Symbol	97S	97S
Tire Material	Polyester, Steel	Polyester, Steel
DOT Safety Code Left	MDX0 H6HR 0309	MDX0 H6HR 0309
DOT Safety Code Right	MDX0 H6HR 0309	MDX0 H6HR 0309
Type of Spare Tire	T175 D16	
Location of Tire Placard on Vehicle	Trunk	

DATA SHEET NO. 2
PRE-TEST INSPECTION

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

Feature	Yes	No	Comments
Is the vehicle totally complete?	X		None
Does the vehicle run and drive?	X		None
Is there any sign that the vehicle has ever been in a crash?		X	None
Are the bumpers damaged?		X	None
Do the doors open and close properly?	X		None
Are the doors properly aligned so that there are no gaps when closed?	X		None
Does the battery hold a charge so that electrical accessories in the vehicle may be operated without starting the engine?	X		None
Does the vehicle sag or have a raised or lowered suspension?		X	None
Are any of the control arms or other suspension components damaged or distorted?		X	None
Do the tires have some usable tread remaining and hold pressure?	X		None
Are the radiator and/or its supporting cross members damaged?		X	None
Is the cooling system able to retain its coolant and are the proper fluid levels maintained?	X		None
Does the fuel tank leak?		X	None
Does the fuel tank have any damages or dents that would reduce its internal capacity?		X	None
Is the fuel tank located behind the rear axle?		X	None
Is the fuel tank located between the front and rear axle?	X		None
Is the vehicle attitude "as tested" between "as delivered" and "fully loaded" before running the test?	X		None

Equipment	Present		Proper Place		Operate Properly	
	Yes	No	Yes	No	Yes	No
Engine	X		X		X	
Transmission	X		X		X	
Drive Axles	X		X		X	
Battery	X		X		X	
Alternator	X		X		X	
Radiator	X		X		X	

DATA SHEET NO. 3

PRE-TEST DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

TEST VEHICLE AXLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	514.0	269.0		579.5	358.0		542.5	398.5	
Right	kg	480.5	284.5		539.0	372.5		512.5	406.0	
Ratio	%	64.2%	35.8%	100.0%	60.5%	39.5%	100.0%	56.7%	43.3%	100.0%
Total	kg	994.5	553.5	1548.0	1118.5	730.5	1849.0	1055.0	804.5	1859.5

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1548.0	A
Actual Weight of 2 P572 ATDs Used	kg	148.0	B
Rated Cargo/Luggage Wt (RCLW)	kg	162.0	C
Calculated Vehicle Target Wt (TVTWT)	kg	1858.0	A+B+C

TEST VEHICLE ATTITUDES

Condition	Units	LF	RF	LR	RR	CG Aft of Front Axle
As Delivered	mm	729	745	740	747	976
As Tested	mm	718	727	697	702	1079
Fully Loaded	mm	718	724	684	682	1181
Post-Test	mm	80	783		656	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Total Vehicle Wheel Base	mm	2730
Total Vehicle Length	mm	4890
Amount of Stoddard Solvent in Fuel Tank	L	60.19

DATA SHEET NO. 3 ... (CONTINUED)

PRE-TEST DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

BALLAST DATA

Description	Value
Type of Ballast	Ballast Dummy
Method of Securing Ballast	Seat Belt
Weight of Ballast in Cargo Area	136.5 kg
Weight of Vehicle Components Removed	0 kg

VEHICLE COMPONENTS REMOVED TO MEET TEST WEIGHT:

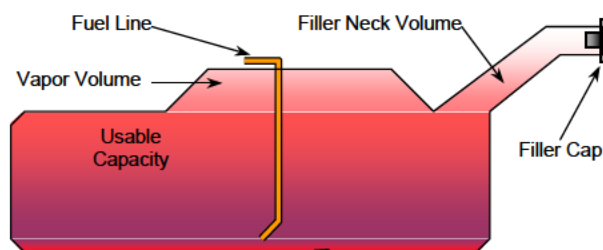
No vehicle components were removed

FUEL TANK CAPACITY

Description	Liters
Fuel System Capacity Listed in Owners Manual	64.72
Usable Capacity of "Standard Tank"	64.72
91 - 94% of Usable Capacity	58.9 - 60.84
Actual Amount of Stoddard Solvent Used	60.19

FUEL PUMP

The vehicle is equipped with an electric fuel pump. The fuel pump is activated when the ignition is turned on.



VEHICLE FUEL TANK ASSEMBLY

TEST FLUID

Description	Value
Test Fluid Type	Stoddard Solvent
Test Fluid Specific Gravity	0.97
Test Fluid Kinematic Viscosity	
Test Fluid Color	Purple

DATA SHEET NO. 3 ... (CONTINUED)

PRE-TEST DATA

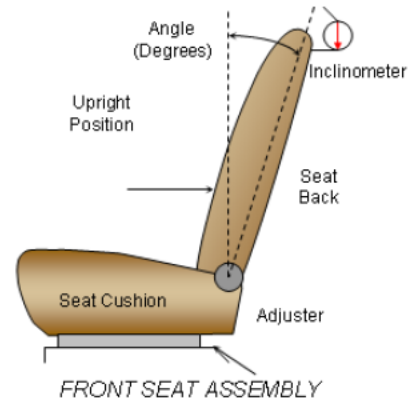
Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

NOMINAL DESIGN RIDING POSITION

Seat back angle is measured at the headrest post using a digital inclinometer.

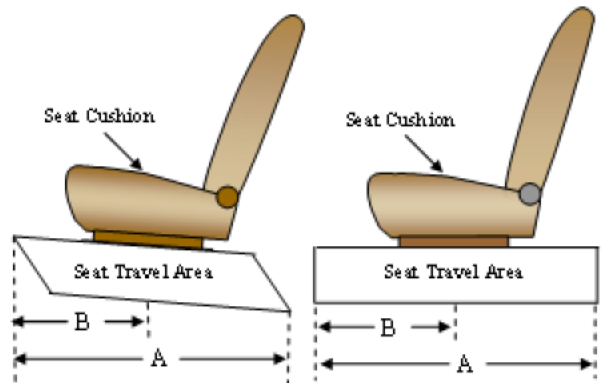
SEAT BACK ANGLE

Seating Position	Degrees
Driver Seat Back Angle	10.0
Passenger Seat Back Angle	10.7



SEAT FORE / AFT POSITIONING

The total seat travel is measured from the forward most possible position to the rear most possible position. The driver's seat is set to the middle of the fore-aft travel. The passenger's seat is set to the middle of the fore-aft travel.



SEAT FORE/AFT POSITIONS

Seating Position	Total Fore-Aft Travel	Placed in Position
Driver Seat	220 mm	110 mm
Passenger Seat	218 mm	109 mm

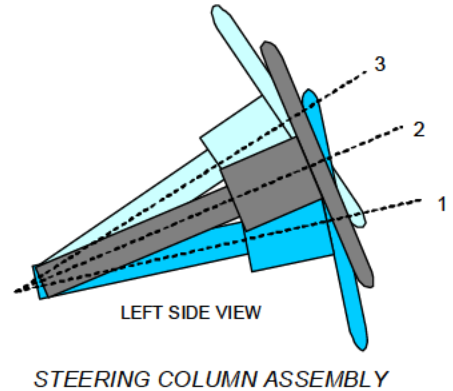
DATA SHEET NO. 3 ... (CONTINUED)

PRE-TEST DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

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. A digital inclinometer is used to measure a plate which is placed across the rim of the steering wheel for angular measurements. A tape measure is used to measure telescoping steering wheel travel.



STEERING COLUMN POSITIONING

	Degrees	Fore-Aft Position (mm)
Lowermost Position, No. 1	11.1	
Geometric Center Position, No. 2	21.0	
Uppermost Position, No. 3	31.0	
Telescoping Steering Wheel Travel		
Test Position	21.0	

DATA SHEET NO. 4**MOVING BARRIER DATA**

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

MOVING BARRIER TEST WEIGHT

	Units	As Delivered Weights (UVW)		
		Front Axle	Rear Axle	Total
Left	kg	402	298	700
Right	kg	377	292	669
Ratio	%	56.9%	43.1%	100.0%
Total	kg	779	590	1369

MOVING BARRIER TIRE INFORMATION

Measured Parameter	Front	Rear
Recommended Tire Size	205/75R15	205/75R15
Tire Size on Vehicle	205/75R15	205/75R15
Tire Manufacturer	Pacemark	Pacemark
Tire Model	All Weather	All Weather
Treadwear	420	420
Traction	A	A
Temperature Grades	B	B
Tire Pressure - Front	220	220
Tire Pressure - Rear	220	220

MOVING BARRIER DIMENSIONS

Measurement Description	Length (mm)
Overall Width	1676
Overall Height	559
Honeycomb Depth	381
Overall Depth	483
Bottom Honeycomb to Bottom Bumper	51
Bumper Height	203
Ground to Top of MDB	788
Ground to Bottom of MDB	229
Ground to Bottom of Bumper	280
Ground to Top of Bumper	483

DATA SHEET NO. 5**POST-TEST DATA**Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101Test Program: 70% Overlap Rear Impact Test Date: 09/28/12Temperature at Time of Impact: 35.0°C Test Time: 1:11 PMVIN: 1G3WH52M8VF3**IMPACT VELOCITY DATA**

Measured Parameter	Units	Value
Trap No. 1 Velocity (Primary)	km/h	78.60
Trap No. 2 Velocity (Redundant)	km/h	78.69

IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vehicle Width	mm		1850
Vertical Impact Reference Line (Left of Vehicle Center Line)	mm		370
Actual Impact Point (Left of Vehicle Center Line)	mm		366
Horizontal Offset (+ right / - left)	mm	± 50 of Intended Impact Point	4
Vertical Offset (+ down / - up)	mm	± 40 of Intended Impact Point	22

TARGET VEHICLE PRE- AND POST- TEST STRUCTURAL MEASUREMENTS

No.	Description	Pre-Test	Post-Test	Difference
1	Total Length at Centerline	4890	4342	-548
2	Total Length	4890	4733	-157
3	Total Width	1850	1942	92
4	Left Side Wheelbase	2730	2425	-305
5	Right Side Wheelbase	2730	2749	19

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE

Vertical Location			From Centerline		Max. Crush (mm)
Row	Description	Height (mm)	Distance (mm)	Direction	
A	Center of Bumper	432	800	Right	213
B	Top of Bumper	533	800	Right	224
C	Mid Level	686	800	Right	183
D	Top of Stack	813	300	Right	122

DATA SHEET NO. 5 ... (CONTINUED)

POST-TEST DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101

Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door Opening	Remained closed and latched	Remained closed and latched
Rear Door Opening	Opened / Unlatched during crash	Remained closed and latched
Hatch and Other Doors	Jammed Shut	

DATA SHEET NO. 6

FMVSS 301 DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101

Test Program: 70% Overlap Rear Impact Test Date: 09/28/12

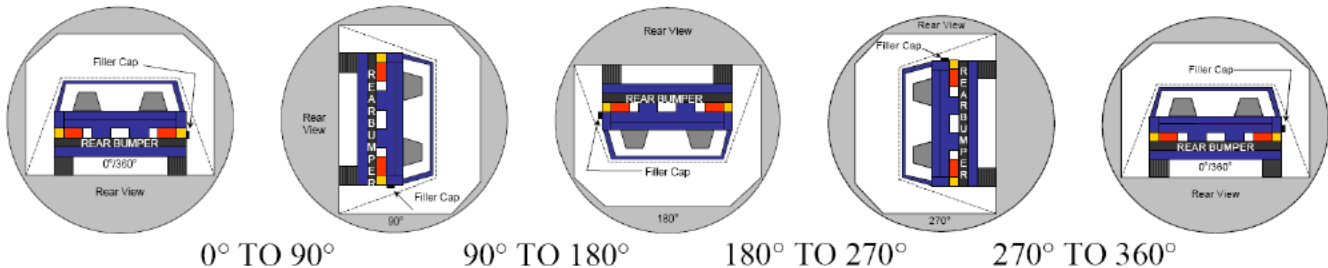
FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

Stoddard Solvent Spillage Measurements

- A. From impact until vehicle motion ceases: 0 g
(Maximum allowable = 28 g)
- B. For the 5 minute period after motion ceases: immeasurable
(Maximum allowable = 142 g)
- C. For the following 25 minutes: 0 g/min
(Maximum allowable = 28 g/minute)
- D. Spillage: Dripping occurred very slowly from the top of the fuel tank.
Amount of solvent collected could not be measured.

DATA SHEET NO. 7
STATIC ROLLOVER TEST DATA

Test Vehicle: 1997 Oldsmobile Cutlass Supreme 4-Door Sedan NHTSA No.: PV0101
 Test Program: 70% Overlap Rear Impact Test Date: 09/28/12



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).

Details of Stoddard solvent spillage: Stoddard solvent leaked from the top of the fuel tank, where the filler neck connects to the tank, during each portion of the static rollover.

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	83	300	383
90° To 180°	85	300	385
180° To 270°	77	300	377
270° To 360°	77	300	377

FMVSS 301 SPILLAGE TABLE

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° To 90°	861 g	344 g	143 g	
90° To 180°	3098 g	2238 g	1836 g	
180° To 270°	5508 g	574 g	459 g	
270° To 360°	688 g	0 g		

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° To 90°	Filler Neck Connection to Fuel Tank
90° To 180°	Filler Neck Connection to Fuel Tank
180° To 270°	Filler Neck Connection to Fuel Tank
270° To 360°	Filler Neck Connection to Fuel Tank

SECTION 3

LABORATORY NOTICE OF APPARENT TEST FAILURE

TEST INFORMATION:

Test Date	9/28/2012
Laboratory	KARCO Engineering, LLC.
Contract No.	DTNH22-11-D-00245
Delivery Order No.	
Lab Project Engineer's Name	Steven Matsusaka
NHTSA No.	PV0101
Test Vehicle	
Year	1997
Make	Oldsmobile
Model	Cutlass Supreme
Body Style	4-Door Sedan
VIN	1G3WH52M8VF3
Manufacturer	General Motors Corp

TEST FAILURE DESCRIPTION:

Stoddard solvent leaked from the area on the top of the fuel tank during the static rollover. Leaks were visible at every position of the static rollover.

FMVSS REQUIREMENT, PARAGRAPHS:

5.3 Static Rollover

NOTIFICATION TO NHTSA

Date: 10/04/12 By: Steve Matsusaka

REMARKS:

None.

**APPENDIX A
PHOTOGRAPHS**

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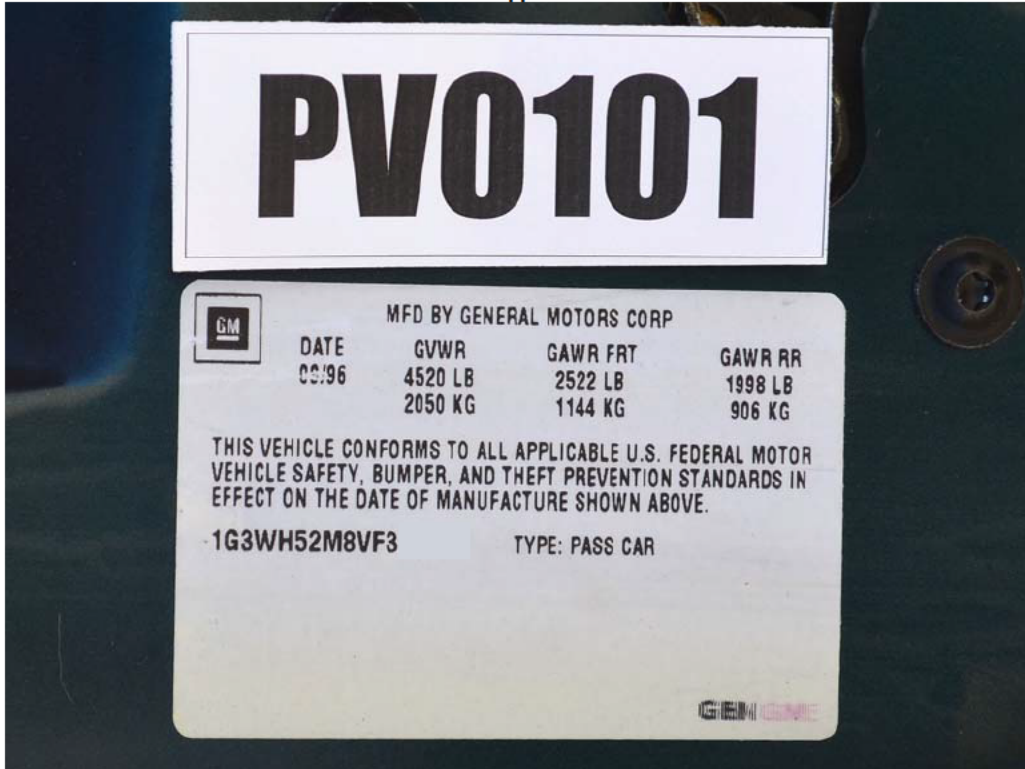


FIGURE 1. Vehicle Certification Label

Photograph Not Available

FIGURE 2. Vehicle Tire Placard



FIGURE 3. Pre-Test Front of Test Vehicle



FIGURE 4. Post-Test Front of Test Vehicle



FIGURE 5. Pre-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 6. Post-Test Left Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 7. Pre-Test Left View of Test Vehicle



FIGURE 8. Post-Test Left View of Test Vehicle



FIGURE 9. Pre-Test Left Rear $\frac{3}{4}$ View of Test Vehicle

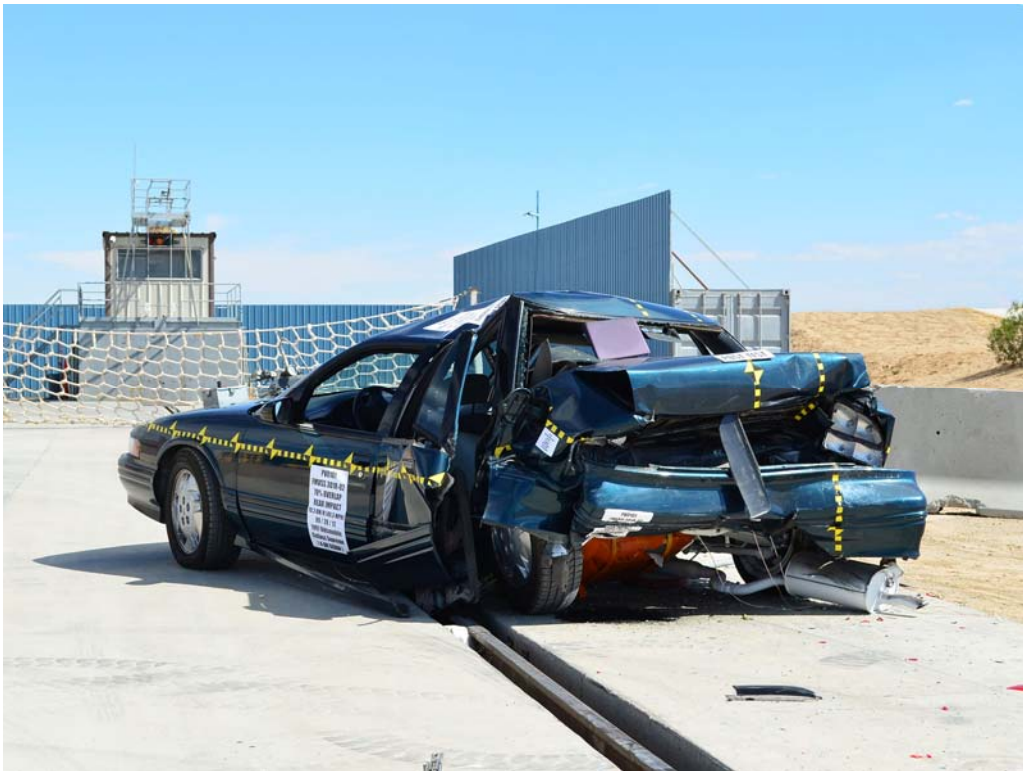


FIGURE 10. Post-Test Left Rear $\frac{3}{4}$ View of Test Vehicle

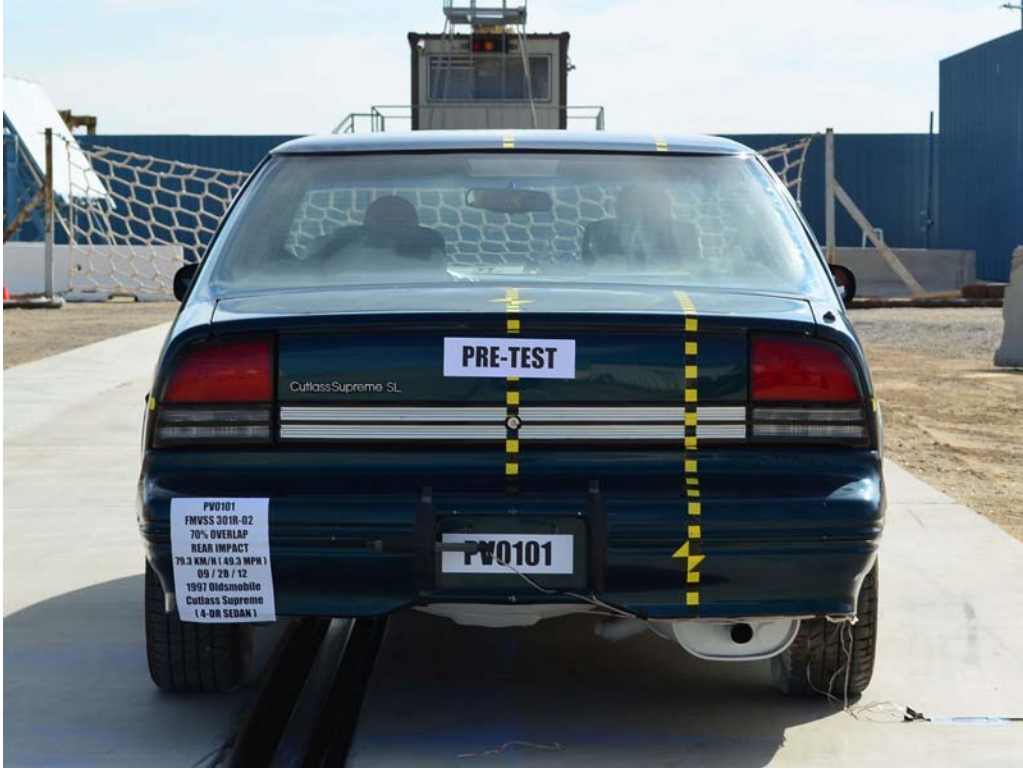


FIGURE 11. Pre-Test Rear View of Test Vehicle



FIGURE 12. Post-Test Rear View of Test Vehicle



FIGURE 13. Pre-Test Right Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 14. Post-Test Right Rear $\frac{3}{4}$ View of Test Vehicle



FIGURE 15. Pre-Test Right View of Test Vehicle



FIGURE 16. Post-Test Right View of Test Vehicle



FIGURE 17. Pre-Test Right Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 18. Post-Test Right Front $\frac{3}{4}$ View of Test Vehicle



FIGURE 19. Pre-Test Underbody, Fuel Tank Location



FIGURE 20. Post-Test Underbody, Fuel Tank Location



FIGURE 21. Pre-Test Underbody, Fuel Filler Neck Location



FIGURE 22. Post-Test Underbody, Fuel Filler Neck Location



FIGURE 23. Pre-Test Underbody, Fuel Line Location



FIGURE 24. Post-Test Underbody, Fuel Line Location



FIGURE 25. Vehicle at 0° on Static Rollover Device



FIGURE 26. Vehicle at 90° on Static Rollover Device



FIGURE 27. Vehicle at 180° on Static Rollover Device



FIGURE 28. Vehicle at 270° on Static Rollover Device



FIGURE 29. Vehicle at 360° on Static Rollover Device



FIGURE 30. Post-Test Stoddard Solvent Spillage Location View