REPORT NUMBER: TR-P35090-05-NC

SAFETY COMPLIANCE TESTING FOR FMVSS 301R

FUEL SYSTEM INTEGRITY – REAR IMPACT

79.3 KM/H 70% OVERLAP REAR IMPACT

MITSUBISHI MOTORS CORPORATION

2015 MITSUBISHI OUTLANDER ES 5-DOOR MPV

NHTSA NUMBER: C20155600

PREPARED BY:

KARCO ENGINEERING, LLC.

9270 HOLLY ROAD

ADELANTO, CA 92301

TEST DATE:

OCTOBER 5, 2015

REPORT DATE:

NOVEMBER 13, 2015

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

ENFORCEMENT

OFFICE OF VEHICLE SAFETY COMPLIANCE

ROOM 6111, NVS-220

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WASHINGTON, DC 20590

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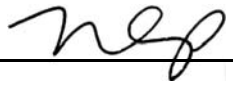
Reviewed By: 

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Approval Date: November 13, 2015

FINAL REPORT ACCEPTANCE BY OVSC:

EDWARD E CHAN Digitally signed by EDWARD E CHAN
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Date: 2015.11.24 09:54:45 -05'00'

Date:

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
TR-P35090-05-NC			
4. Title and Subtitle Final Report of FMVSS 301R 70% Overlap Rear Impact Testing of a 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No. C20155600		**5. Report Date** November 13, 2015 **6. Performing Organization Code** KAR	
7. Authors Mr. Robert L. Ramirez, Project Engineer, KARCO Mr. Frank Richardson, Program Manager, KARCO		**8. Performing Organization Report No.** TR-P35090-05-NC	
9. Performing Organization Name and Address KARCO Engineering, LLC. 9270 Holly Rd. Adelanto, CA 92301		**10. Work Unit No.** **11. Contract or Grant No.** DTNH22-11-D-00245	
12. Sponsoring Agency Name and Address U. S. Department of Transportation National Highway Traffic Safety Administration Enforcement Office of Vehicle Safety Compliance Room 6111, NVS-220 400 Seventh Street, SW Washington, D.C. 20590		**13. Type of Report and Period Covered** Final Test Report, Oct. 5 - Nov. 13, 2015 **14. Sponsoring Agency Code**	
15. Supplementary Notes			

16. Abstract

A 79.3 km/h 70% overlap rear impact test was conducted on the subject 2015 Mitsubishi Outlander ES 5-Door MPV in accordance with the specifications of the Office of Vehicle Safety Compliance Laboratory Test Procedure for FMVSS 301R. The test was conducted at the KARCO Engineering, LLC. facility in Adelanto, California on October 5, 2015.

The impact velocity was 79.43 km/h and the outside ambient temperature was 18.9 deg. C. Stoddard solvent leakage was observed immediately post impact, but not during any phase of the static rollover. After the test, a tear down and inspection was conducted on the vehicle's fuel system. The source of the leak was not found and the charcoal canister was found to be crushed by the impact. The charcoal canister may have been the source of the leak if the tank was overfilled at any point prior to testing. The test vehicle appeared to comply with all requirements of FMVSS 301R "Fuel System Integrity - Rear Impact".

17. Key Words	18. Distribution Statement		
FMVSS 301R Overlap Rear Impact MDB 2015 Mitsubishi Outlander ES 5-Door MPV			
19. Security Classification of this report	**20. Security Classification of this page**	**21. No. of Pages**	**22. Price**
UNCLASSIFIED	UNCLASSIFIED	38	

TABLE OF CONTENTS

SECTION 1
SUMMARY OF TEST

SUMMARY

The purpose of this rear impact test is to measure the performance of the subject vehicle, a 2015 Mitsubishi Outlander ES 5-Door MPV, for FMVSS 301R “Fuel System Integrity – Rear Impact”.

This 79.3 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 Safety Compliance Laboratory Test Procedure TP-301R-02 for FMVSS 301R “Fuel System Integrity – Rear Impact”, dated January, 2007.

The test was performed at KARCO Engineering, LLC. on October 5, 2015. Pre- and post- test photographs of the vehicle and ATD’s 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 not instrumented for this test.

Stoddard solvent was observed immediately post impact, but not during any phase of the static rollover. After the test, a tear down and inspection was conducted on the vehicle's fuel system. The source of the leak was not found and the charcoal canister was found to be crushed by the impact. The charcoal canister may have been the source of the leak if the tank was overfilled at any point prior to testing. The test vehicle appeared to comply with all requirements of FMVSS 301R “Fuel System Integrity – Rear Impact”. FMVSS 301 data is summarized in Data Sheets 6 and 7.

SECTION 2

DATA SHEETS

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

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	^oF	^oC	=(Tf -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: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

NHTSA Number	C20155600
Model Year	2015
Make	Mitsubishi
Model	Outlander
Body Style	5-Door MPV
VIN	JA4AD2A32FZ001615
Body Color	Mercury Gray
Odometer Reading (km / mi)	434 / 270
Engine Displacement (L)	2.4
Type / No. of Cylinders	Inline 4
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	2
Overdrive	Yes
Final Drive	Front
Roof Rack	No
Sunroof / T-Top	No
Running Boards	No
Tilt Steering Wheel	Yes
Power Seats	No
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADLs)	Yes

Traction Control System	Yes
Power Steering	Yes
Power Window Auto-Reverse	No
Driver Frontal Airbag	Yes
Driver Curtain Airbag	Yes
Driver Head/Torso Airbag	No
Driver Torso Airbag	No
Driver Torso/Pelvis Airbag	Yes
Driver Pelvis Airbag	No
Driver Knee Airbag	Yes
Front Pass. Frontal Airbag	Yes
Front Pass. Curtain Airbag	Yes
Front Pass. Head/Torso Airbag	No
Front Pass. Torso Airbag	No
Front Pass. Torso/Pelvis Airbag	Yes
Front Pass. Pelvis Airbag	No
Front Pass. Knee Airbag	No
Driver Seat Belt Pretensioner	Yes
Driver Load Limiter	Yes
Front Pass. Seat Belt Pretensioner	Yes
Front Pass. Load Limiter	Yes
Other	No

Does Owner's Manual provide instructions to turn off automatic door locks? No

DATA FROM CERTIFICATION LABEL

Manufactured By	Mitsubishi Motors Corporation
Date of Manufacture	Jun-14

GVWR (lbs)	4795
GAWR Front (lbs)	2535
GAWR Rear (lbs)	2756

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

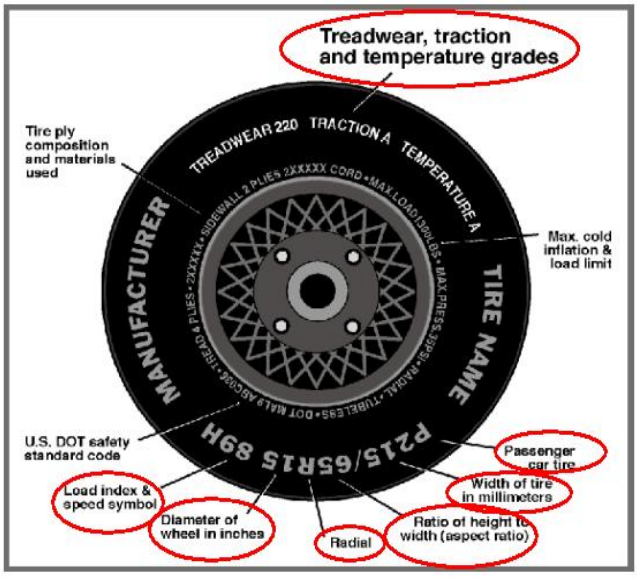
Measured Parameter	Front	Rear	Third	Total	
Type of Seats	Bucket	Bench	Bench		
Designated Seating Capacity	2	3	2	7	
Capacity Weight (VCW) (kg)				525.0	*A*
DSC x 68 (kg)				476.0	*B*
Cargo Weight (RCLW) (kg)				49.0	*A-B*

DATA SHEET NO. 1 … (CONTINUED)

TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15



VEHICLE TIRE INFORMATION

Measured Parameter	Front	Rear
Max Tire Pressure (kPa)	300	300
Cold Tire Pressure (kPa)	240	240
Max Load Tire Pressure (kPa)		
Recommended Tire Size	P215/70R16	P215/70R16
Tire Size on Vehicle	P215/70R16	P215/70R16
Tire Manufacturer	Yokohama	Yokohama
Tire Model	Geolander	Geolander
Load Range	775	775
Treadwear Rating	200	200
Traction Rating	B	B
Temperature Grades	A	A
Tire Plies Sidewall	2 Polyester	2 Polyester
Tire Plies Body	2 Polyester, 2 Steel, 1 Nylon	2 Polyester, 2 Steel, 1 Nylon
Load Index/Speed Symbol	99H	99H
Tire Material	Polyester, Steel, Nylon	Polyester, Steel, Nylon
DOT Safety Code Left	FDYV M452 114	FDYV M452 114
DOT Safety Code Right	FDYV M452 114	FDYV M452 114
Type of Spare Tire	Compact Size Spare Tire T155/90D16	
Location of Tire Placard on Vehicle	Driver Side 'B' Pillar Panel	

DATA SHEET NO. 2

PRE-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

TEST VEHICLE AXLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	428.5	322.0		493.5	357.5		461.0	388.0	
Right	kg	419.0	326.0		480.5	355.0		456.0	387.0	
Ratio	%	56.7%	43.3%	100.0%	57.8%	42.2%	100.0%	54.2%	45.8%	100.0%
Total	kg	847.5	648.0	1495.5	974.0	712.5	1686.5	917.0	775.0	1692.0

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1495.5	A
Actual Weight of 2 P572 ATDs Used	kg	148.0	B
Rated Cargo/Luggage Wt (RCLW)	kg	49.0	C
Calculated Vehicle Target Wt (TVTW)	kg	1692.5	A+B+C

TEST VEHICLE ATTITUDES

Condition	Units	LF	RF	LR	RR	CG Aft of Front Axle
As Delivered	mm	795	810	825	820	1153
As Tested	mm	780	788	808	810	1125
Fully Loaded	mm	795	796	792	798	1219
Post-Test	mm	775	800	805	798	

GENERAL TEST VEHICLE DATA

Measured Parameter	Units	Value
Total Vehicle Wheel Base	mm	2662
Total Vehicle Length	mm	4673
Total Vehicle Width	mm	1802
Amount of Stoddard Solvent in Fuel Tank	L	58.43

DATA SHEET NO. 2… (CONTINUED)

PRE-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

BALLAST DATA

Description	Value
Type of Ballast	Ballast Dummies
Method of Securing Ballast	Seat Belt
Weight of Ballast in Cargo Area	26.50
Weight of Vehicle Components Removed	0 kg

VEHICLE COMPONENTS REMOVED TO MEET TEST WEIGHT:

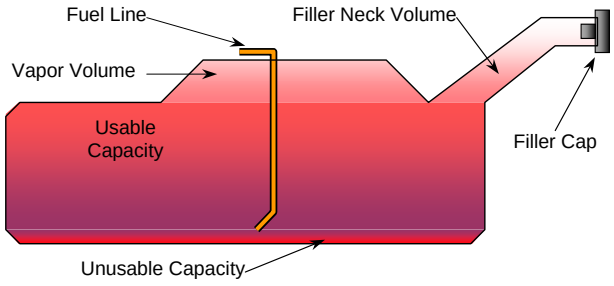
No vehicle components were removed

FUEL TANK CAPACITY

Description	Liters
Fuel System Capacity Listed in Owners Manual	62.83
Usable Capacity of "Standard Tank"	62.83
91 - 94% of Usable Capacity	57.18 - 59.06
Actual Amount of Stoddard Solvent Used	58.43

FUEL PUMP

The vehicle is equipped with an electric fuel pump. The fuel pump operates when the vehicle is running.



VEHICLE FUEL TANK ASSEMBLY

TEST FLUID

Description	Value
Test Fluid Type	Stoddard Solvent
Test Fluid Specific Gravity	0.76
Test Fluid Kinematic Viscosity	
Test Fluid Color	Purple

DATA SHEET NO. 2… (CONTINUED)

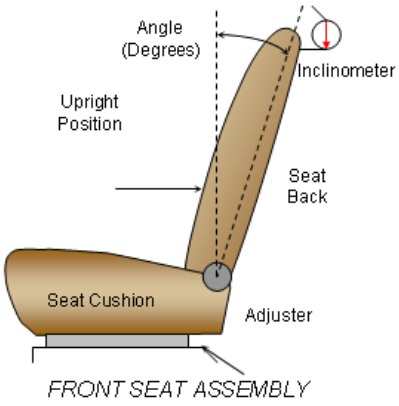
PRE-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

NOMINAL DESIGN RIDING POSITION

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

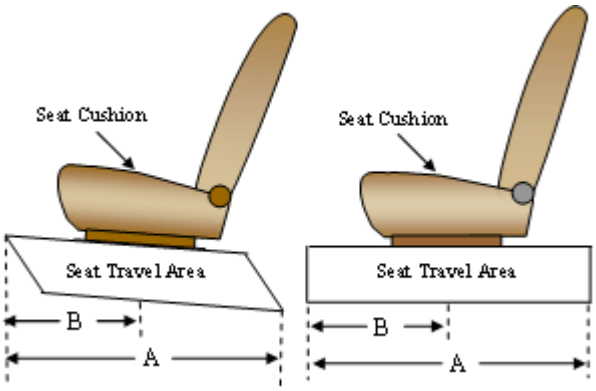


SEAT BACK ANGLE

Seating Position	Degrees
Driver Seat Back Angle	21.5
Passenger Seat Back Angle	21.5

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	265 mm	133 mm
Passenger Seat	218 mm	109 mm

DATA SHEET NO. 2… (CONTINUED)

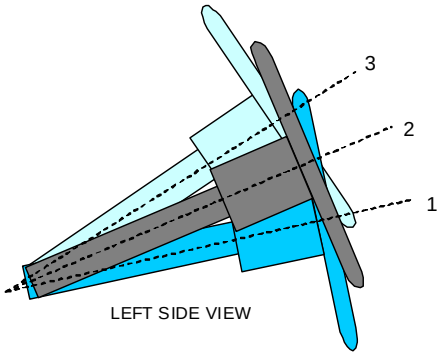
PRE-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

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 ASSEMBLY

STEERING COLUMN POSITIONING

	Degrees	Fore-Aft Position (mm)
Lowermost Position, No. 1	24.6	128
Geometric Center Position, No. 2	26.8	110
Uppermost Position, No. 3	28.9	91
Telescoping Steering Wheel Travel	4.3	37
Test Position	26.8	110

DATA SHEET NO. 3

MOVING BARRIER DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

MOVING BARRIER TEST WEIGHT

	Units	As Delivered Weights (UVW)		
		Front Axle	Rear Axle	Total
Left	kg	402.0	298.0	700.0
Right	kg	377.0	292.0	669.0
Ratio	%	56.9%	43.1%	100.0%
Total	kg	779.0	590.0	1369.0

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	383
Overall Depth	486
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	279
Ground to Top of Bumper	484

DATA SHEET NO. 4

POST-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

Temperature at Time of Impact: 18.9°C Test Time: 4:22 PM

VIN: JA4AD2A32FZ001615

IMPACT VELOCITY DATA

Measured Parameter	Units	Value
Trap No. 1 Velocity (Primary)	km/h	79.43
Trap No. 2 Velocity (Redundant)	km/h	79.42

IMPACT POINT LOCATION DATA

Measured Parameter	Units	Tolerance	Value
Vehicle Width	mm		1802
Vertical Impact Reference Line (Left of Vehicle Center Line)	mm		360
Actual Impact Point (Left of Vehicle Center Line)	mm		355
Horizontal Offset (+ right / - left)	mm	± 50 of Intended Impact Point	-5
Vertical Offset (+ down / - up)	mm	± 40 of Intended Impact Point	2

TARGET VEHICLE STRUCTURAL MEASUREMENTS

No.	Description	Pre-Test	Post-Test	Difference
1	Total Length at Centerline	4673	4480	193
2	Total Length	4673	4547	126
3	Total Width	1802	1910	108
4	Left Side Wheelbase	2662	2575	87
5	Right Side Wheelbase	2662	2655	7

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE

Vertical Location			From Centerline		Max. Crush
Row	Description	Height (mm)	Distance (mm)	Direction	(mm)
A	Center of Bumper	382	200	Left	191
B	Top of Bumper	483	800	Right	306
C	Mid Level	636	800	Right	327
D	Top of Stack	763	0	Center	329

DATA SHEET NO. 4… (CONTINUED)

POST-TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door Opening	Remained closed and latched	Jammed Shut
Rear Door Opening	Remained closed and latched	Remained closed and latched
Hatch and other doors	Rear Hatch Jammed Shut	

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

Stoddard Solvent Spillage Measurements

From impact until vehicle motion ceases: 0 g

(Maximum allowable = 28 g)

For the 5 minute period after motion ceases: 0 g

(Maximum allowable = 28 g)

For the following 25 minutes: 0 g

(Maximum allowable = 28 g/minute)

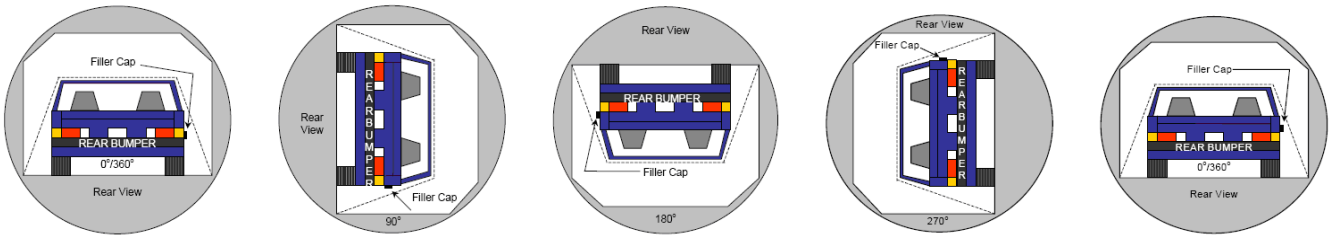
Spillage: Stoddard solvent leaked while vehicle was in motion, it was unable to be collected. Stoddard solvent also leaked for the first 5 mintue period after motion ceased, but it was a low/immeasurable amount.

DATA SHEET NO. 5

STATIC ROLLOVER TEST DATA

Test Vehicle: 2015 Mitsubishi Outlander ES 5-Door MPV NHTSA No.: C20155600

Test Program: 79.3 km/h 70% Overlap Rear Impact Test Date: 10/05/15



0° TO 90° 90° TO 180° 180° TO 270° 270° TO 360°

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: No Stoddard solvent spillage

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	82	300	382
90° To 180°	81	300	381
180° To 270°	83	300	383
270° To 360°	79	300	379

FMVSS 301 SPILLAGE TABLE

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° To 90°	0 g			
90° To 180°	0 g			
180° To 270°	0 g			
270° To 360°	0 g			

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° To 90°	No Spillage
90° To 180°	No Spillage
180° To 270°	No Spillage
270° To 360°	No Spillage

APPENDIX A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

FIGURE 1. As Received Right Front ¾ View of Test Vehicle

FIGURE 2. As Received Left Rear ¾ View of Test Vehicle

FIGURE 3. Test Vehicle Manufacturer's Label

FIGURE 4. Test Vehicle Tire Information Placard

FIGURE 5. Pre-Test Front View of Test Vehicle

FIGURE 6. Post-Test Front View of Test Vehicle

FIGURE 7. Pre-Test Left Front ¾ View of Test Vehicle

FIGURE 8. Post-Test Left Front ¾ View of Test Vehicle

FIGURE 9. Pre-Test Left Side View of Test Vehicle

FIGURE 10. Post-Test Left Side View of Test Vehicle

FIGURE 11. Pre-Test Left Rear ¾ View of Test Vehicle

FIGURE 12. Post-Test Left Rear ¾ View of Test Vehicle

FIGURE 13. Pre-Test Rear View of Test Vehicle

FIGURE 14. Post-Test Rear View of Test Vehicle

FIGURE 15. Pre-Test Right Rear ¾ View of Test Vehicle

FIGURE 16. Post-Test Right Rear ¾ View of Test Vehicle

FIGURE 17. Pre-Test Right Side View of Test Vehicle

FIGURE 18. Post-Test Right Side View of Test Vehicle

FIGURE 19. Pre-Test Right Front ¾ View of Test Vehicle

FIGURE 20. Post-Test Right Front ¾ View of Test Vehicle

FIGURE 21. Pre-Test Close-Up View of Impact Point Target

FIGURE 22. Post-Test Close-Up View of Impact Point Target

FIGURE 23. Pre-Test View of Fuel Filler Cap

FIGURE 24. Post-Test View of Fuel Filler Cap

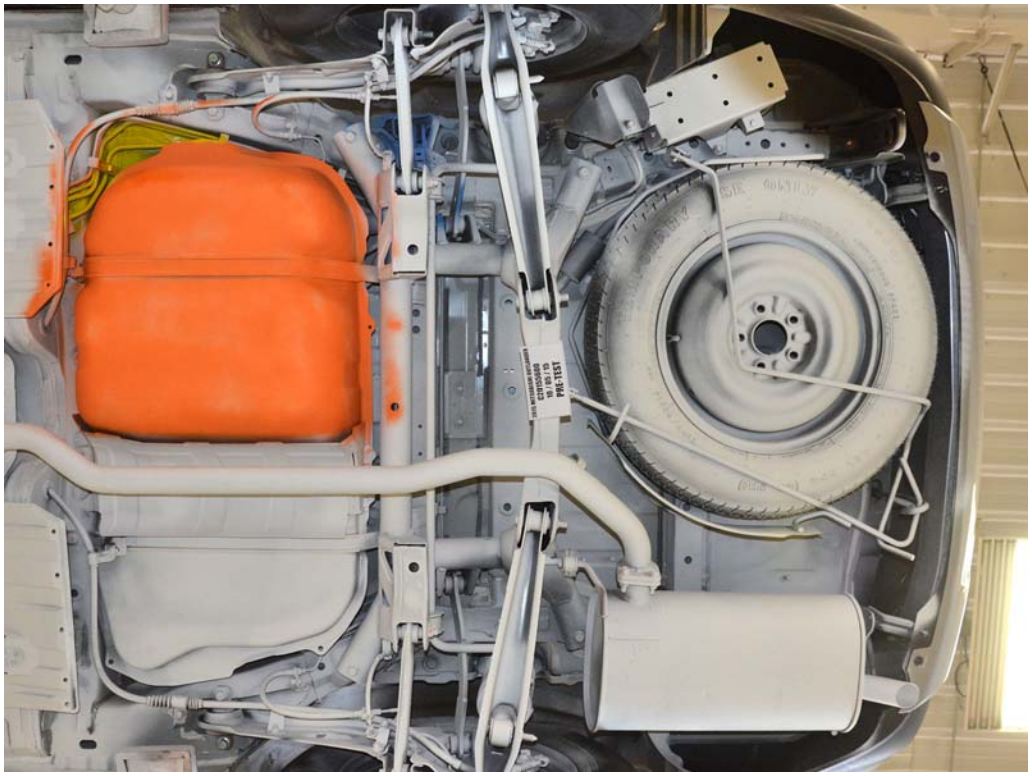


FIGURE 25. Pre-Test Rear Underbody View of Test Vehicle

FIGURE 26. Post-Test Rear Underbody View of Test Vehicle

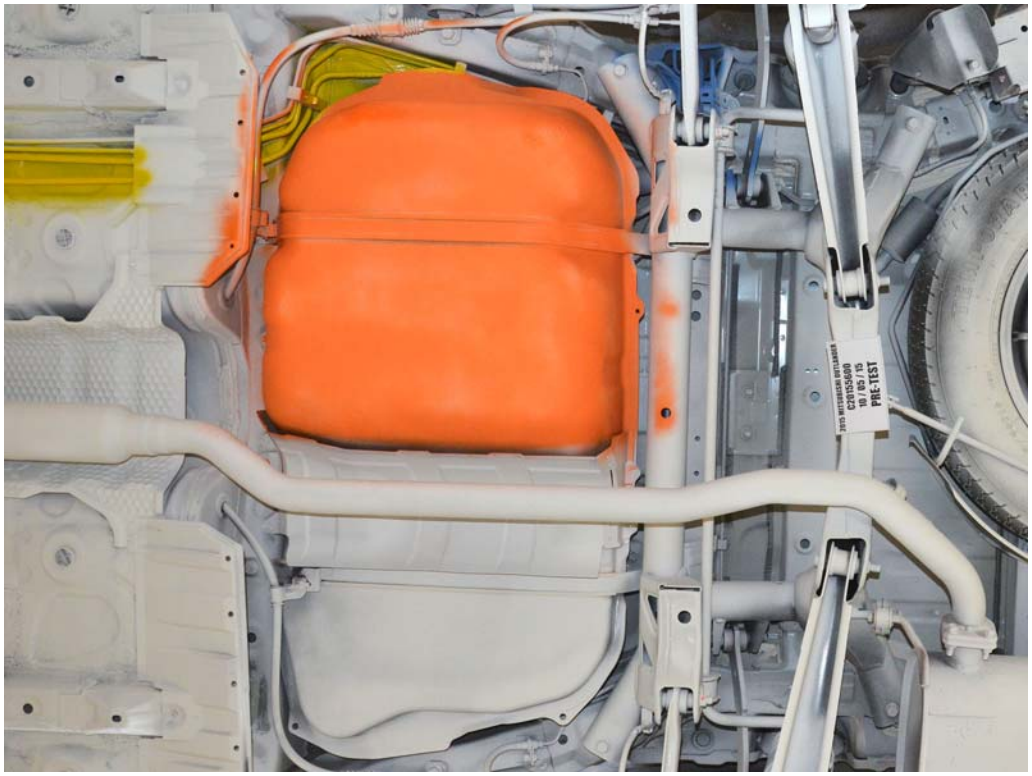


FIGURE 27. Pre-Test Underbody View of Fuel Tank

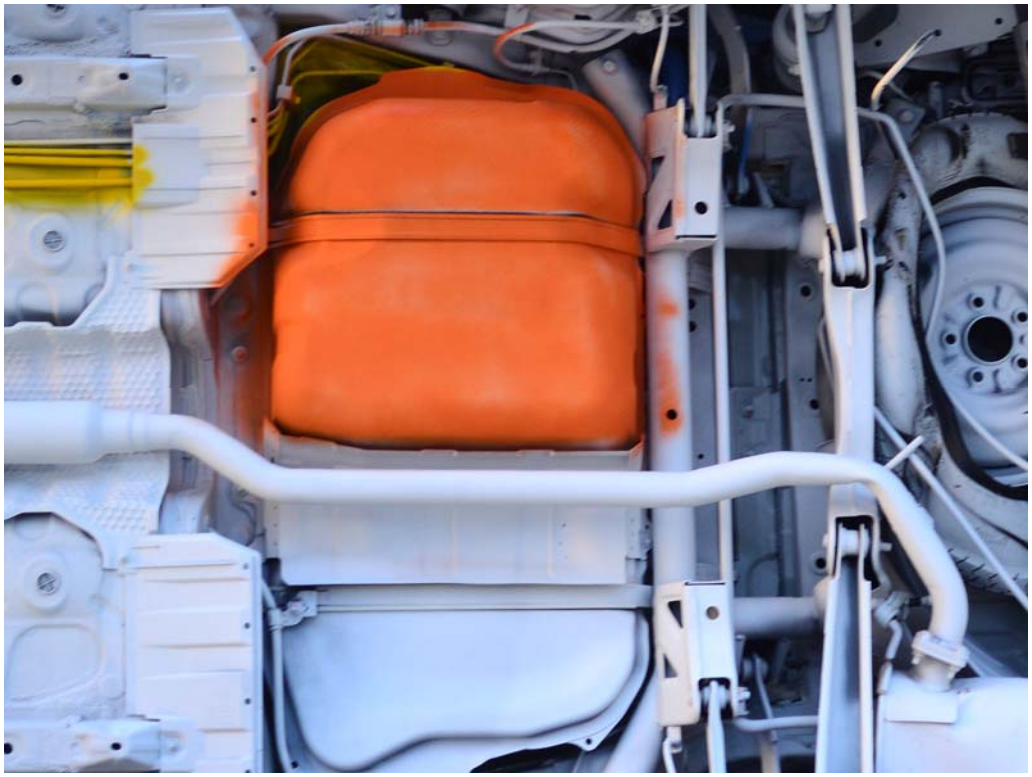


FIGURE 28. Post-Test Underbody View of Fuel Tank

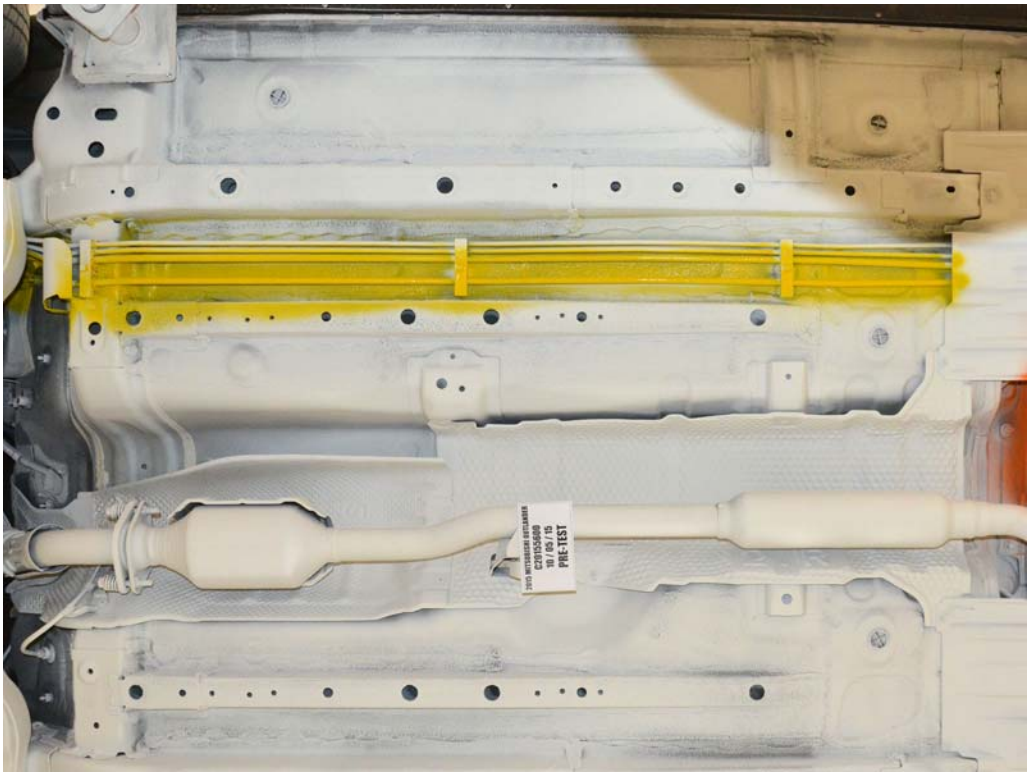


FIGURE 29. Pre-Test Underbody View of Fuel Lines

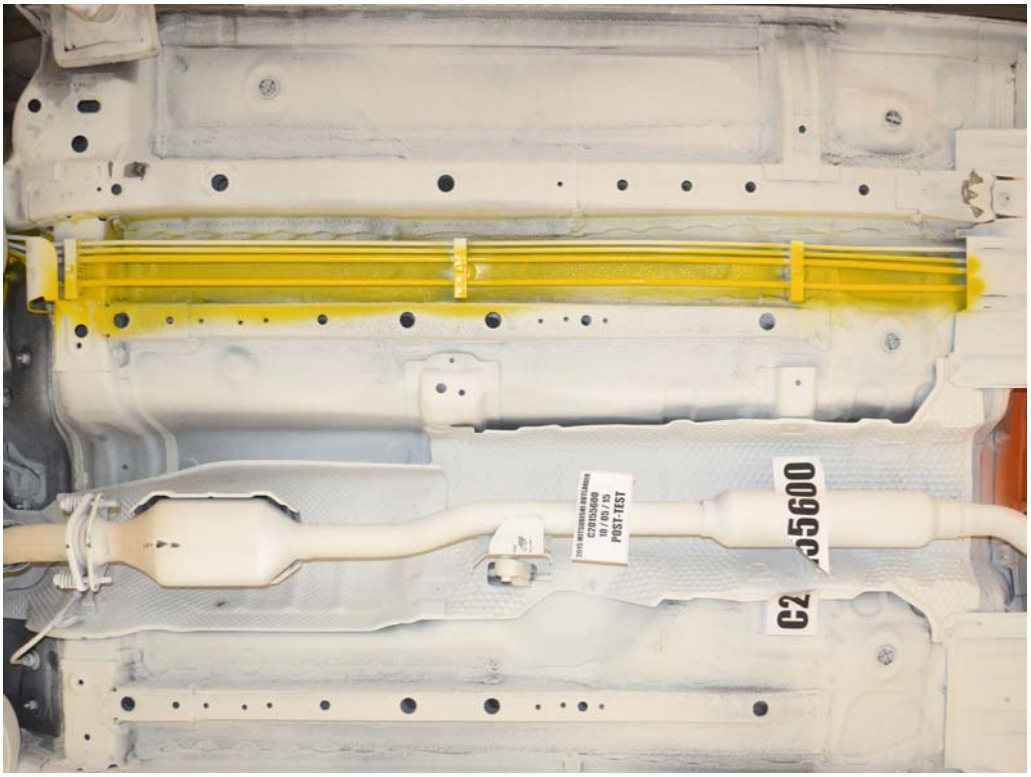


FIGURE 30. Post-Test Underbody View of Fuel Lines

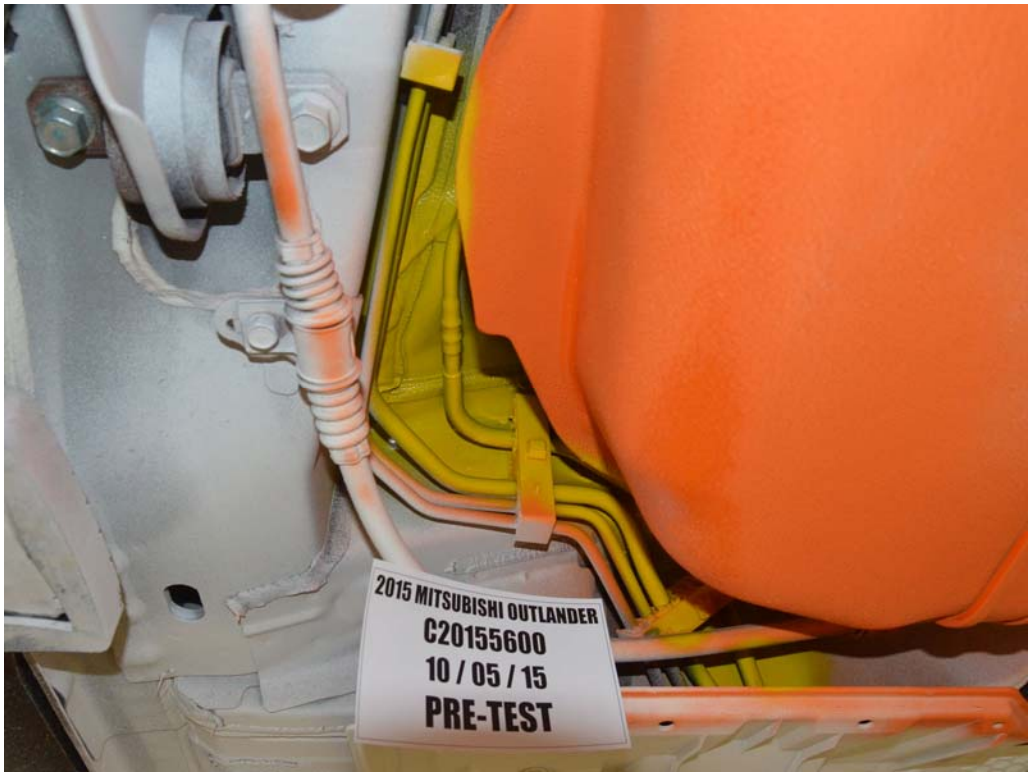


FIGURE 31. Pre-Test Underbody View of Fuel Lines

FIGURE 32. Post-Test Underbody View of Fuel Lines

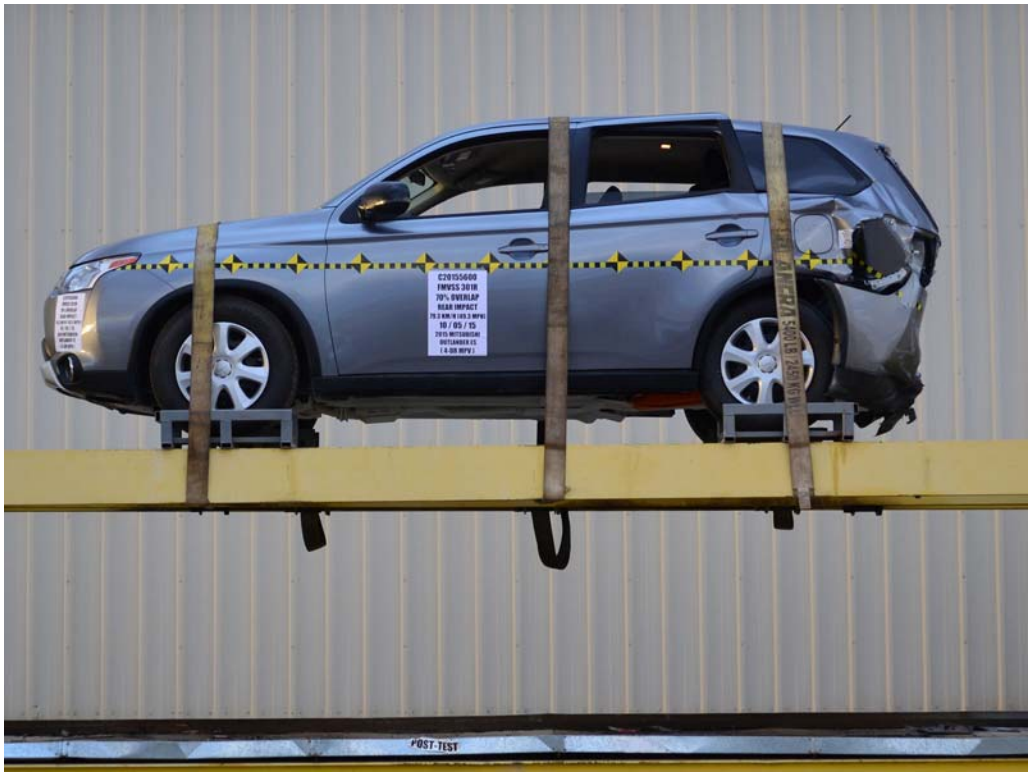


FIGURE 33. Test Vehicle at 0° on FMVSS 301 Static Rollover Device

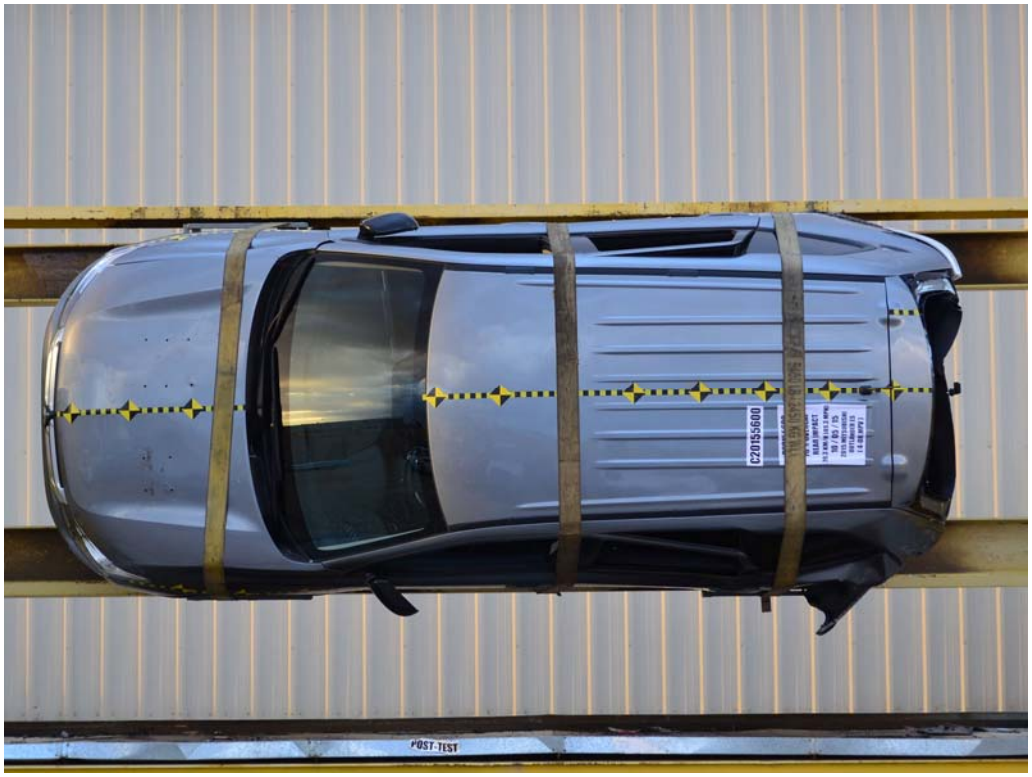


FIGURE 34. Test Vehicle at 90° on FMVSS 301 Static Rollover Device

FIGURE 35. Test Vehicle at 180° on FMVSS 301 Static Rollover Device

FIGURE 36. Test Vehicle at 270° on FMVSS 301 Static Rollover Device

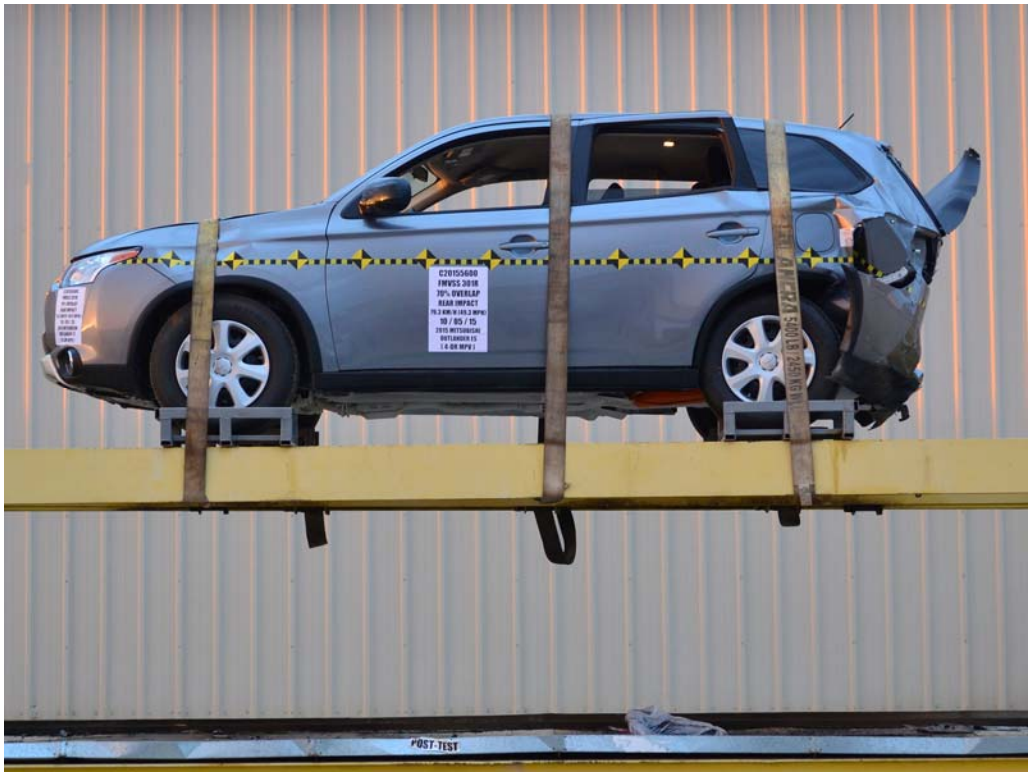


FIGURE 37. Test Vehicle at 360° on FMVSS 301 Static Rollover Device

FIGURE 38. Impact Event