REPORT NUMBER: 305-CAL-08-02

SAFETY COMPLIANCE TESTING FOR FMVSS 305 ELECTRIC POWERED VEHICLES: ELECTROLYTE SPILLAGE AND ELECTRICAL SHOCK PROTECTION

TOYOTA MOTOR CORPORATION
2008 TOYOTA HIGHLANDER HYBRID
4-DOOR SUV

NHTSA NUMBER: C85106

CALSPAN
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225

July 23, 2008

FINAL REPORT

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Enforcement
Office of Vehicle Safety Compliance (NVS-224)
1200 New Jersey Avenue, SE
Washington, DC 20590

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-06-C-00031. This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufactures' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

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16. Abstract

Compliance tests were conducted on the subject 2008 Toyota Highlander Hybrid 4-Door SUV in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-305-00 for the determination of FMVSS 305 compliance. Test failures identified were as follows:

The test vehicle appeared to comply with all requirements of FMVSS 305 "Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection."

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TABLE OF CONTENTS

SECTION 1

PURPOSE AND TEST PROCEDURE

This rear impact test is part of the FMVSS 305 Compliance Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-06-C-00031. The purpose of this test was to determine if the subject vehicle, a 2008 Toyota Highlander Hybrid 4-Door SUV, meets the performance requirements of FMVSS No. 305 "Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection." The test was conducted in accordance with the Office of Vehicle Safety Compliance's Laboratory Test Procedure (TP-305D-00, dated December 29, 2005).

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

A 2347.0 kg, 2008 Toyota Highlander Hybrid 4-Door SUV was impacted from the rear by an 1362.5 kg moving barrier at a velocity of 79.39 kph (49.33 mph). The test was performed by Calspan Corporation on July 23, 2008.

The test vehicle was equipped with a 65.1 liter fuel tank which was filled to 92 percent capacity with Stoddard fluid prior to impact. Additional ballast (59 kg) was secured in the vehicle cargo area. Two ballast Part 572E 50th percentile male Anthropomorphic Test Device (ATD) were placed in the front occupant seating positions and.

The crash event was recorded by three high-speed cameras and one real-time camera. High-speed camera locations and other pertinent camera information are found on page 3-8 of this report. Pre- and post-test photographs of the vehicle can be found in Appendix A.

There was no fuel system fluid or propulsion battery electrolyte spillage following the impact or during any portion of the static rollover test. The vehicle appeared to comply with all the requirements of FMVSS 305 "Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection."

SECTION 3

SUMMARY OF TEST RESULTS

DATA SHEET 1

TEST VEHICLE SPECIFICATIONS

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2008 Toyota Highlander Hybrid 4-Door SUV

Vehicle Body Color: Green NHTSA Number: C85106

Engine Data: 6 Cylinders; - CID; 3.5 Liters; - cc

Transmission: 5 Speed; - Manual; X Automatic; X Overdrive

Final Drive: - Rear Wheel Drive; - Front Wheel Drive; X Four Wheel Drive

MAJOR TEST VEHICLE OPTIONS:

X AC; X Pwr Steering; X Power Brakes; X Power Locks; X Power Seats

X ABS; X Tilt Wheel; X Stab Control ___ Traction Control X Anti-Theft

DEALER AND DELIVERY INFORMATION:

Date Received: 12/11/07 ; Odometer Reading 129 km

Selling Dealer: West-Herr Toyota Scion

Dealer Address: 4141 Southwestern Blvd., Orchard Park, NY 14127

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufacturer: Toyota Motor Corporation

Vehicle Build Date: 09/07

VIN:: JTEEW41A182001348

GVWR: 2785 kg; GAWR: 130 kg FRONT; 1550 kg REAR

DATA FROM VEHICLE'S TIRE LABEL AND SIDEWALL:

Location of Tire Placard: Driver Side Door

Type of Spare Tire: Passenger Tire (P245/55R19)

	Front	Rear
Maximum Tire Pressure (sidewall - kPa)	300	300
Cold Pressure (tire placard - kPa) – test pressure	230	230
Recommended Tire Size (tire placard)	P245/55R19	P245/55R19
Vehicle Tire Size with load index & speed symbol	P245/55R19 103S	P245/55R19 103S
Tire Manufacturer	Toyo	Toyo
Tire Name	Open Country	Open Country
Treadwear, Traction, Temperature	300 AA	300 AA

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench

Number of Occupants: 2 Front; 3 Rear; 5 Total

Vehicle Capacity Weight (VCW) = 544 kg

No. of Occupants x 68.04 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 203.8 kg

ELECTRIC VEHICLE PROPULSION SYSTEM:

Electric Vehicle Type: - Electric; X Electric/Hybrid

Propulsion Battery Type: Ni-MH

Nominal Voltage: 288 V

Location of Automatic Propulsion Battery Disconnect 2nd Row Seating Compartment

Auxiliary Battery Type: Lead Acid Battery

DATA SHEET 2

PRE-TEST DATA

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

	Left Side (kg)	Right Side (kg)	Ratio (%)	Total (kg)
Front =	594	572	54.6	1166.0
Rear =	493	478	45.4	971.0
			Total Delivered Weight (UDW) =	2137.0

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight (UDW) =	2137.0	kg
Rated Cargo/Luggage Weight (RCLW) =	203.8	kg
Weight of 2 p.572E Dummies @ 78 each =	156	kg
TARGET TEST WEIGHT =	2496.8	kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 54.0 KG OF CARGO WEIGHT:

	Left Side (kg)	Right Side (kg)	Ratio (%)	Total (kg)
Front =	642	624	53.9	1266.0
Rear =	548	533	46.1	1081.0
			Total Vehicle Test Weight (ATW) =	2347.0

Weight of Ballast Secured in Vehicle[1] = 59 kg Ballast Type 25 lb. Lead Shot Bags

Method of securing Ballast: Compartment

Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimension in millimeters):

	Left Front	Right Front	Left Rear	Right Rear	CG[2]
AS DELIVERED:	852	857	860	867	1265
AS TESTED:	841	847	852	855	1282

Vehicle's Wheel Base: 2785 mm

[1]Ballast weight does not include the weight of instrumentation, on-board cameras and data acquisition system

[2]Rearward of the front axle centerline.

VEHICLE PRE-TEST WIDTH AND IMPACT OFFSET MEASUREMENT:

Vehicle Width at Widest Point: 1937 mm Location: Rear Wheel Well

Centerline offset for impact line: 387 mm

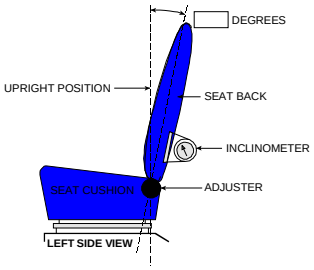
Filler neck side (left/right) Left

DATA SHEET 2 (continued)

PRE-TEST DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

Nominal Design Riding Position for adjustable driver and passenger seat backs. Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.



FRONT SEAT ASSEMBLY

Seat back angle for driver's seat: 86.3

Measurement instructions: Recline seat back to the 6th detent from full upright position (Full upright Position = 0)

Seat back angle for passenger's seat: 87.0

Measurement instructions: Recline seat back to the 7th detent from full upright position (Full upright Position = 0)

2. SEAT FORE AND AFT POSITIONING:

Positioning of the driver's seat: Seat placed in mid-position from the most forward and most rearward Positions (Total travel of seat = 280 mm; Seat placed in 140 mm from most forward position)

Positioning of the passenger's seat: Seat placed in the closest rearward detent from mid position (Total number of detents = 16; Seat placed in the 9th detent)

3. FUEL TANK CAPACITY DATA:

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 65.1 liters

B. "Usable Capacity" of the optional equipment fuel tank is - liters

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 59.9 to 61.2 liters

3.2 Actual Amount of Stoddard solvent added to vehicle for test = 60.5 liters

3.3 Is vehicle equipped with electric fuel pump? Yes- X ; No- -

If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel.

Fuel pump will operate when vehicle in 'ON' position.

4. STEERING COLUMN ADJUSTMENTS:

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions: Steering column tilt was set to 26.5 degrees (mid-position) Telescope was set at 20 mm rearward of foremost position

DATA SHEET 1 (continued)

GENERAL TEST VEHICLE PARAMETER DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

5. SEAT BELT UPPER ANCHORAGE:

Nominal design riding position: Placed in one detent downward from uppermost position.

6. PROPULSION BATTERY SYSTEM DATA (COTR SUPPLIED):

Electrolyte Fluid Type:	Sodium Hydroxide (KOH)
Electrolyte Fluid Specific Gravity:	1.27 g/cm^2
Electrolyte Fluid Kinematic Viscosity:	1.91 mPa-s
Electrolyte Fluid Color	Clear
Propulsion Battery Coolant Type,	Air
Color and Specific Gravity:	

Location of Battery Modules: X In Occupant Compartment - Outside Occupant Compartment

7. PROPULSION BATTERY STATE OF CHARGE

Maximum State of Charge:	N/A
Test Voltage (≥95% of maximum)	N/A
OR	
Range of Normal Operating Voltage:	240 – 400 V
Test Voltage (within range)	311 V

8. Details of Chassis Ground Points and Locations:

Recommended chassis ground points are any body panels that are not painted

9. Details of Propulsion Battery Components:

IPU is located underneath 2nd row seats , motor power cable leads to engine and CVT

10. Comments:

None

DATA SHEET 3

MOVING DEFORMABLE BARRIER (MDB) DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

MDB FACE MANUFACTURER AND SERIAL NUMBER:

Plascore 099B0508 019A0608

MDB DETAILS:

Overall Width of Framework Carriage	=	1250	millimeters
Overall Length of MDB (incl. honeycomb impact face)	=	4120	millimeters
Wheelbase of Framework Carriage	=	2590	millimeters
Tread of Framework Carriage (Front & Rear)	=	1875	millimeters
C.G. Location Rearward of Front Axle	=	1104	millimeters

MDB WEIGHT:

Left Front	=	409.5	kg	Left Rear	=	281.5	kg
Right Front	=	372.5	kg	Right Rear	=	299.0	kg
TOTAL FRONT =		782.0	kg	TOTAL REAR	=	580.5	kg
TOTAL MDB WEIGHT =		1362.5	kg				

Tires (Mfr, line, size): Dunlop A/T Radial Rover P205/75R15

TIRE PRESSURE:

Left Front	=	207	kPa	Left Rear	=	207	kPa
Right Front	=	207	kPa	Right Rear	=	207	kPa

Brake Abort System? (Yes/No) Yes

Date of Last Calibration: 6/15/07

DATA SHEET 4

PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

VOLTMETER INFORMATION:

Make:	Fluke	**Model:**	87	**S/N:**	65280327
Internal Resistance Value:	10	**MΩ**			
Resolution:	.001	**V**			
Last Calibration Date:	10/7/07				

Propulsion Battery Voltage : (ready to drive position)	V_b	=	311.3	V
Propulsion Battery to Vehicle Chassis:	V_1	=	60	V
Propulsion Battery to Vehicle Chassis:	V_2	=	210	V
Propulsion Battery to Vehicle Chassis Across Known Resistor:	R_o	=	120000	Ω
Propulsion Battery to Vehicle Chassis with R_o installed:	V_1'	=	0.5	V
Propulsion Battery to Vehicle Chassis: with R_o installed:	V_2'	=	0.5	V

ELECTRICAL ISOLATION MEASUREMENTS:

R_{i1}:	35820	Ω	$R_{i1}= R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1']$
R_{i2}:	35640	Ω	$R_{i2}= R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2']$
R_i	35640	Ω	Lesser value of R_{i1} and R_{i2}
R_i/V_b	114451	V	Electrical Isolation Value

	Yes/No
Is the Electrical Isolation Value ≥ 500 Ω/V?	Yes

If NO - Failure

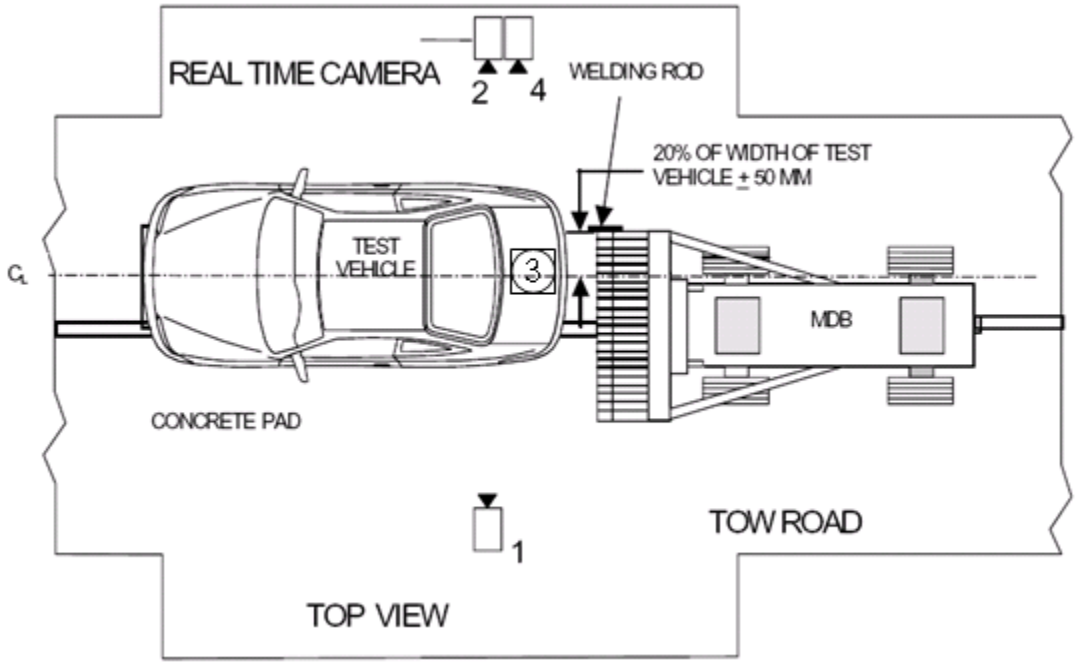
Comments:

None

DATA SHEET 5

HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106



Camera No.	View	Coordinates (millimeters)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	99	-9780	1200	-1.2	28	1000
2	Real-Time Camera	-	-	-	-	-	30
3	Overhead View	0	-100	4880	90	14	1000
4	Right Side View	103	9434	1135	-2.3	24	1000

* Reference (from point of impact); all measurements accurate to within ±6 mm.
X = (Impact Point) + Forward
Y = (Impact Point) + To Right
Z = (Ground Level) + Down

DATA SHEET 6

POST-TEST DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

REQUIRED IMPACT VELOCITY RANGE:: 78.5 to 80.1 km/h

ACTUAL IMPACT VELOCITY WITHIN 1.5 M OF IMPACT PLANE:

Trap No. 1 = 79.39 km/h Trap No. 2 = 79.29 km/h

Average Impact Speed = 79.34 km/h

WELDING ROD IMPACT POINT:

10 mm Vertical distance from target center (+ is above) Tolerance: ±40 mm

-20 mm Horizontal distance from target center (+ is right) Tolerance: ±50 mm

STODDARD SOLVENT SPILLAGE MEASUREMENT:

A. Front impact until vehicle motion ceases -

Actual = 0 g Maximum Allowable = 28 g

B. For 5 minute period after vehicle motion ceases -

Actual = 0 g Maximum Allowable = 28 g

C. For next 25 minutes -

Actual = 0 g/minute Maximum Allowable = 28 g/minute

D. Provide Spillage Details:

None

ELECTROLYTE SPILLAGE MEASUREMENT:

Is propulsion battery electrolyte spillage visible in occupant compartment? - Yes (fail) X No

For 30 minutes until vehicle motion ceases -

Actual = 0 L Maximum Allowable = 5 L

Provide Spillage Details:

None

DATA SHEET 6

POST-TEST DATA (Continued)

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

POST TEST SEAT DATA

LOCATION	SEAT MOVEMENT (mm)	SEAT BACK FAILURE
P1 (Left Front)	None	Seat back reclined during impact
P2 (Right Front)	None	Seat back reclined during impact

POST TEST ATD CONTACT DATA

LOCATION	Position 1 (Driver)	Position 2 (Passenger)
Head	Back of Head into Head restraint	Back of Head into Head restraint
Chest	No Contact	No Contact
Abdomen	No Contact	No Contact
Left Knee	No Contact	No Contact
Right Knee	No Contact	No Contact

VEHICLE DIMENSIONS:

Vehicle length:

	Left Side	Centerline	Right Side
Pre-Test	4715	4782	4715
Post-Test	4405	4467	4582
Crush	310	315	133

Vehicle Wheel Base:

	Left Side	Right Side
Pre-Test	2783	2786
Post-Test	2787	2775
Crush	-5	11

DATA SHEET 7

POST-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No. C85106

VOLTMETER INFORMATION:

Make: Fluke Model: 87 S/N: 65280327

Internal Impedance Value 10 MΩ

Normal Propulsion Battery Voltage (V_b): 311.2 V

ELECTICAL ISOLATION MEASUREMENTS

V_1 =	120	V Impact		Time:	4	minutes	10	seconds
V_2 =	160	V Impact		Time:	4	minutes	15	seconds
V_1' =	0.5	V Impact		Time:	4	minutes	20	seconds
V_2' =	0.4	V Impact		Time:	4	minutes	25	seconds
R_{i1} =	66920	Ω Impact	$R_{i1}= R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1']$	Time:	4	minutes	10	seconds
R_{i2} =	83790	Ω Impact	$R_{i2}= R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2']$	Time:	4	minutes	15	seconds
R_i =	66920	Ω Impact	Lesser value of R_{i1} and R_{i2}	Time:	4	minutes	20	seconds
R_i/V_b=	214900	Ω Impact		Time:	4	minutes	25	seconds

Is the measured Electrical Isolation Value ≥ 500 Ω/V? X Yes - No (Fail)

PROPULSION BATTERY SYSTEM COMPONENTS

Describe Propulsion Battery Module movement within occupant compartment:

No movement

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

Describe intrusion of an outside Propulsion Battery Component into the occupant compartment:

No movement

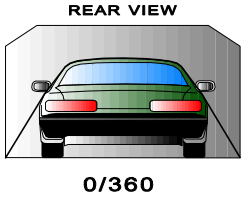
Has an outside Propulsion Battery Component intruded into the occupant compartment? - Yes(Fail) X No

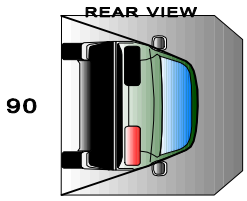
Is Propulsion Battery electrolyte spillage visible in the occupant compartment? - Yes(Fail) X No

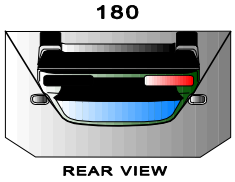
DATA SHEET 8

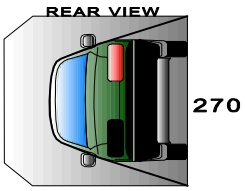
FMVSS 301 ROLLOVER DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No.: C85106









I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Stage	Rotation Time (spec. 1 -3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0º - 90º	1	minutes	01	seconds	5	minutes	6	minutes	1	seconds	7	minutes
90º - 180º	1	minutes	07	seconds	5	minutes	6	minutes	7	seconds	7	minutes
180º-270º	1	minutes	01	seconds	5	minutes	6	minutes	1	seconds	7	minutes
270º-360º	0	minutes	59	seconds	5	minutes	5	minutes	59	seconds	6	minutes

II. FMVSS 301 REQUIREMENTS: (Maximum allowable solvent spillage):

First 5 minutes from onset of rotation	6th min.	7th min.	8th min. (if required)
142 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

Rollover Stage	First 5 minutes from onset of rotation (g)	6th min. (g)	7th min. (g)	8th min. (if required) (g)
0º - 90º	0	0	0	N/A
90º - 180º	0	0	0	N/A
180º-270º	0	0	0	N/A
270º-360º	0	0	0	N/A

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

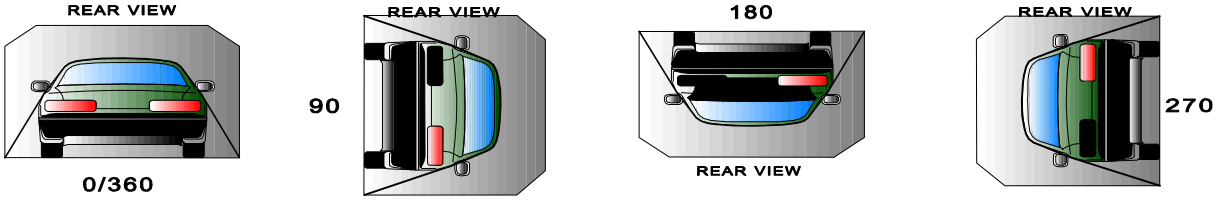
IV. SOLVENT SPILLAGE LOCATION(S):

Rollover Stage	Spillage Location
0º - 90º	None
90º - 180º	None
180º-270º	None
270º-360º	None

DATA SHEET 9

FMVSS 305 ROLLOVER DATA

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No.: C85106



I. DETERMINATION OF PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD:

Rollover Stage	Rotation Time (spec. 1 -3 min)				FMVSS 301 Hold Time		Total Time				Next Whole Minute Interval	
0º - 90º	1	minutes	01	seconds	5	minutes	6	minutes	1	seconds	7	minutes
90º - 180º	1	minutes	07	seconds	5	minutes	6	minutes	7	seconds	7	minutes
180º-270º	1	minutes	01	seconds	5	minutes	6	minutes	1	seconds	7	minutes
270º-360º	0	minutes	59	seconds	5	minutes	5	minutes	59	seconds	6	minutes

II. ACTUAL TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE :

Rollover Stage	Propulsion Battery Electrolyte Spillage (L)	Spillage Location
0-90°	0	Not Applicable
90-180°	0	Not Applicable
180-270º	0	Not Applicable
270-360º	0	Not Applicable

Total Spillage: 0 L **FMVSS 305 permits 5 L maximum**

Is the total spillage of Propulsion Battery electrolyte greater than 5.0 liters? - YES (Fail) X NO

Is Propulsion Battery electrolyte spillage visible in the occupant compartment? - YES (Fail) X NO

DATA SHEET 9

FMVSS 305 ROLLOVER DATA (CONTINUED)

Vehicle: 2008 Toyota Highlander Hybrid 4-Door SUV NHTSA No.: C85106

III. ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS:

VOLTMETER INFORMATION:

Make: Fluke Model: 87 S/N: 65280327

Internal Resistance Value (R_O) 10 MΩ

Normal Propulsion Battery Voltage (V_b): 311.2 V

$R_{i1}= R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1']$ $R_{i2}= R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2']$ Lesser value of R_{i1} and R_{i2}

Isolation Measurement (Volts)		Stage	R_{i1} Ω	R_{i2} Ω	R_i Ω	R_i/V_b Ω/V	Time (min)	Time (s)
V_1 =	130	90°	72918	72991	72918	234314	1	01
V_2 =	175							
V_1' =	0.5							
V_2' =	0.5							
V_1 =	170	180°	71788	71723	71723	230473	1	07
V_2 =	130							
V_1' =	0.5							
V_2' =	0.5							
V_1 =	180	270°	74193	74114	74114	238155	1	01
V_2 =	130							
V_1' =	0.5							
V_2' =	0.5							
V_1 =	170	360°	81360	81360	81360	261440	0	59
V_2 =	170							
V_1' =	0.5							
V_2' =	0.5							

Is the measured Electrical Isolation Value ≥ 500 Ω/V? X YES - NO (Fail)

COMMENTS:

None

APPENDIX A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

TABLE OF PHOTOGRAPHS (Continued)

Figure A-1: Vehicle Certification Placard

Figure A-2: Vehicle Tire Placard

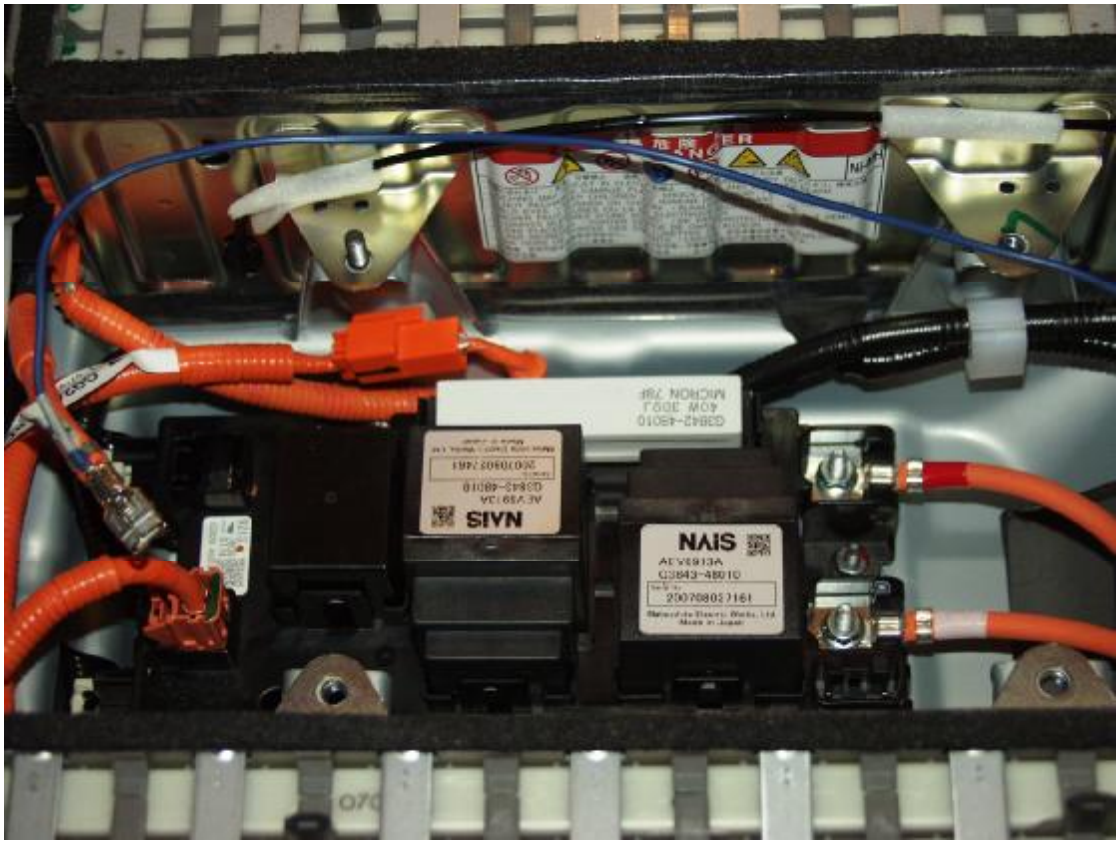


Figure A-3: Vehicle Electric Propulsion System Label

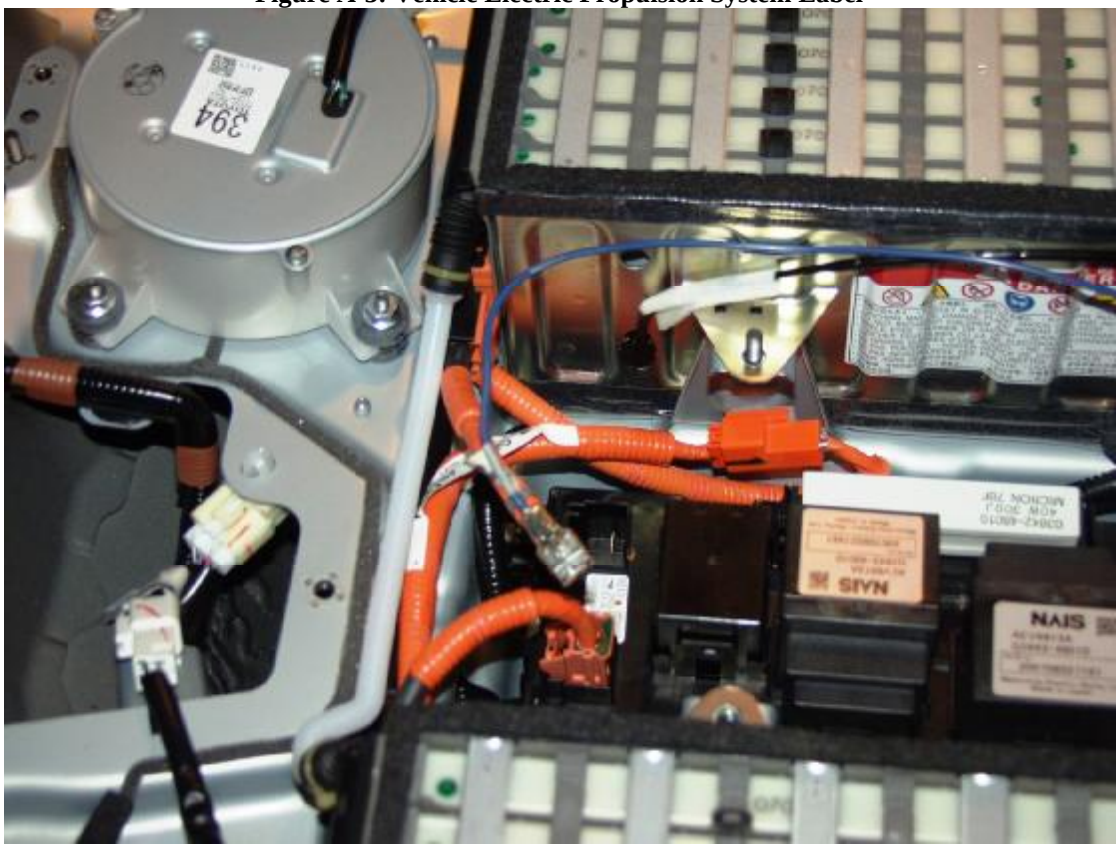


Figure A-4: Pre-Test Test Port Interface Port Installation View

Figure A-5: Pre-Test Test Device Installation Views

Photo Not Available

Figure A-6: Pre-Test Chassis Ground Point View

Figure A-7: Pre-Test Front View

Figure A-8: Post-Test Front View

Figure A-9: Pre-Test Left Side View

Figure A-10: Post-Test Left Side View

Figure A-11: Pre-Test Right Side View

Figure A-12: Post-Test Right Side View

Figure A-13: Pre-Test Left Front Three-Quarter View

Figure A-14: Post-Test Left Front Three-Quarter View

Figure A-15: Pre-Test Right Front Three-Quarter View

Figure A-16: Post-Test Right Front Three-Quarter View

Figure A-17: Pre-Test Left Rear Three-Quarter View

Figure A-18: Post-Test Left Rear Three-Quarter View

Figure A-19: Pre-Test Right Rear Three-Quarter View

Figure A-20: Post-Test Right Rear Three-Quarter View

Figure A-21: Pre-Test Rear View

Figure A-22: Post-Test Rear View

Figure A-23: Pre-Test MDB Front View

Figure A-24: Post-Test MDB Front View

Figure A-25: Pre-Test MDB Left Side View

Figure A-26: Post-Test MDB Left Side View

Figure A-27: Pre-Test MDB Right Side View

Figure A-28: Post-Test MDB Right Side View

Figure A-29: Pre-Test MDB Top View

Figure A-30: Post-Test MDB Top View

Figure A-31: Pre-Test Overhead Vehicle and MDB View

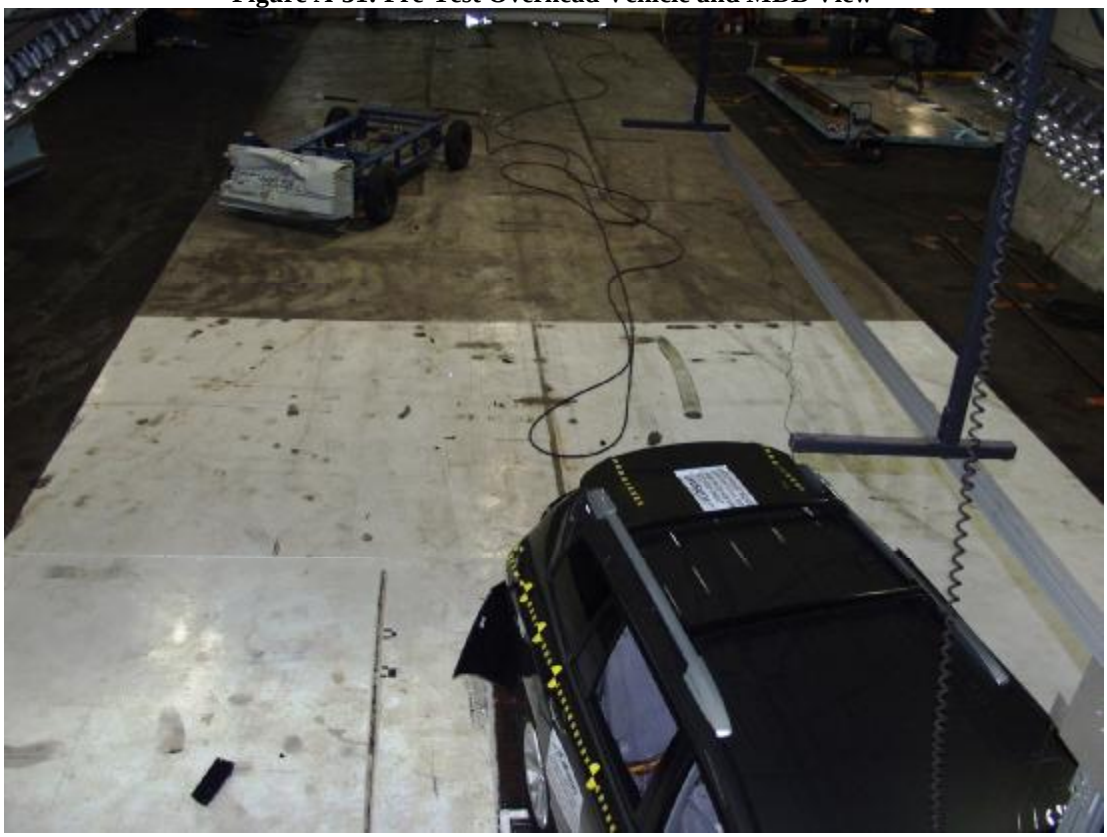


Figure A-32: Post-Test Impact Target View

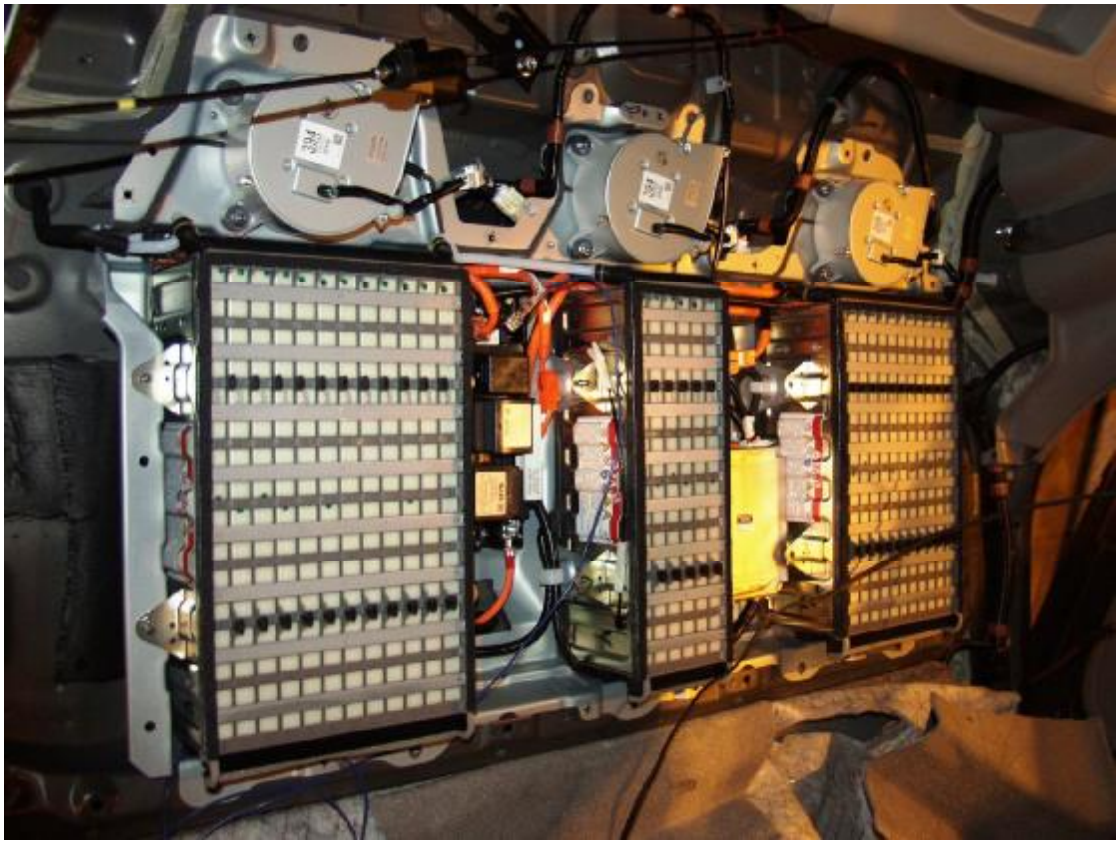


Figure A-33: Pre-Test Battery Propulsion Module(S) View

Figure A-34: Post-Test Battery Propulsion Module(S) View

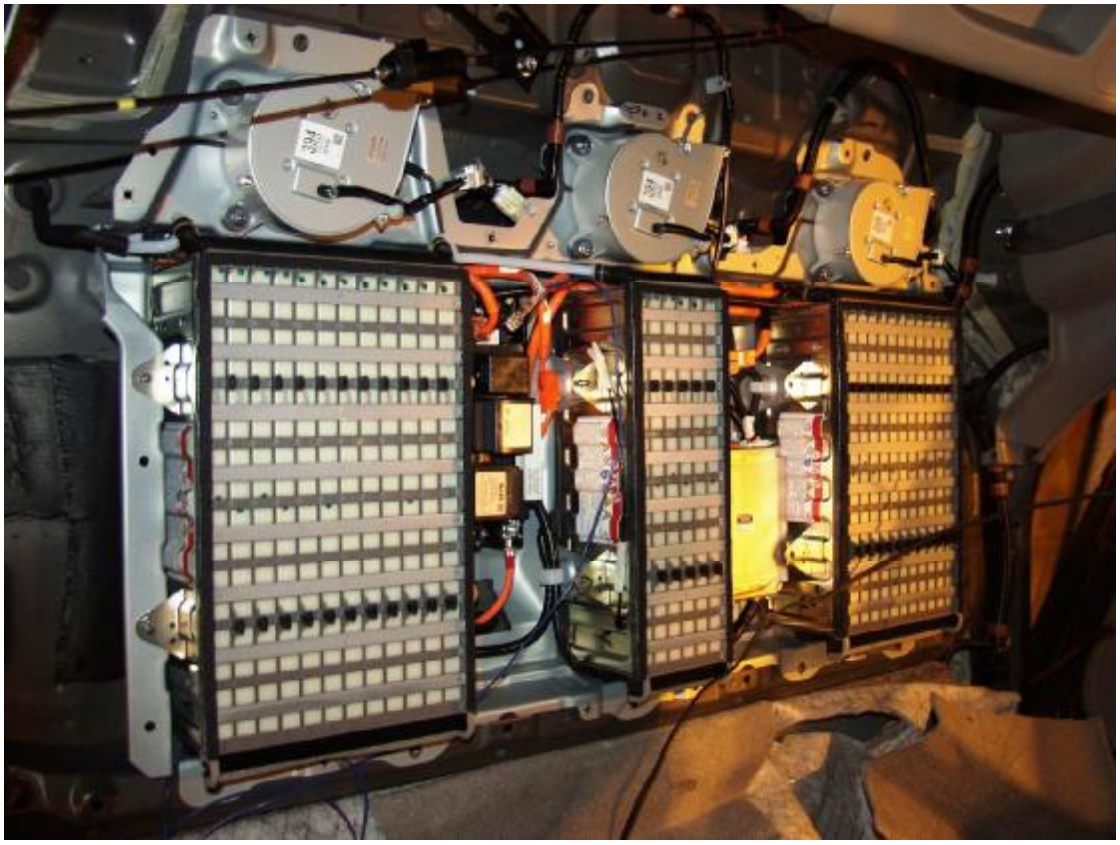


Figure A-35: Pre-Test Propulsion Battery View

Figure A-36: Post-Test Propulsion Battery View

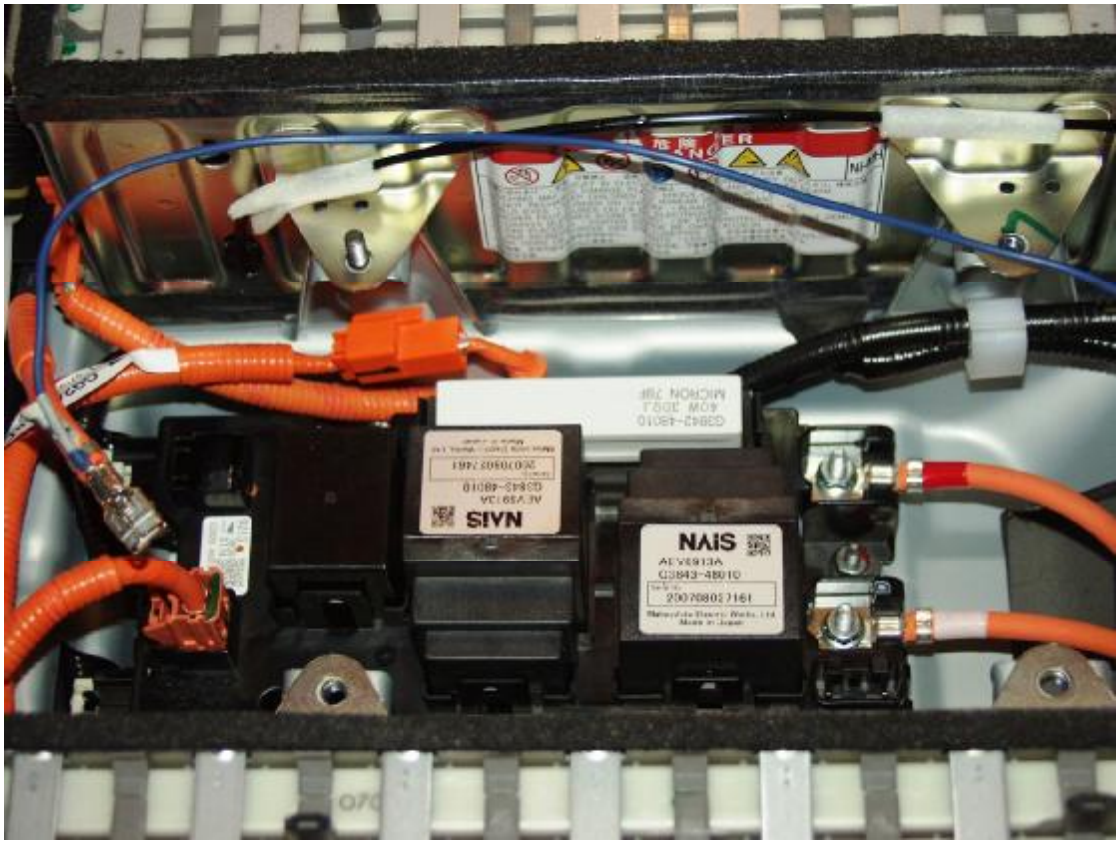


Figure A-37: Pre-Test High Voltage Interconnect View

Figure A-38: Post-Test High Voltage Interconnect View

Figure A-39: Pre-Test Battery Compartment View

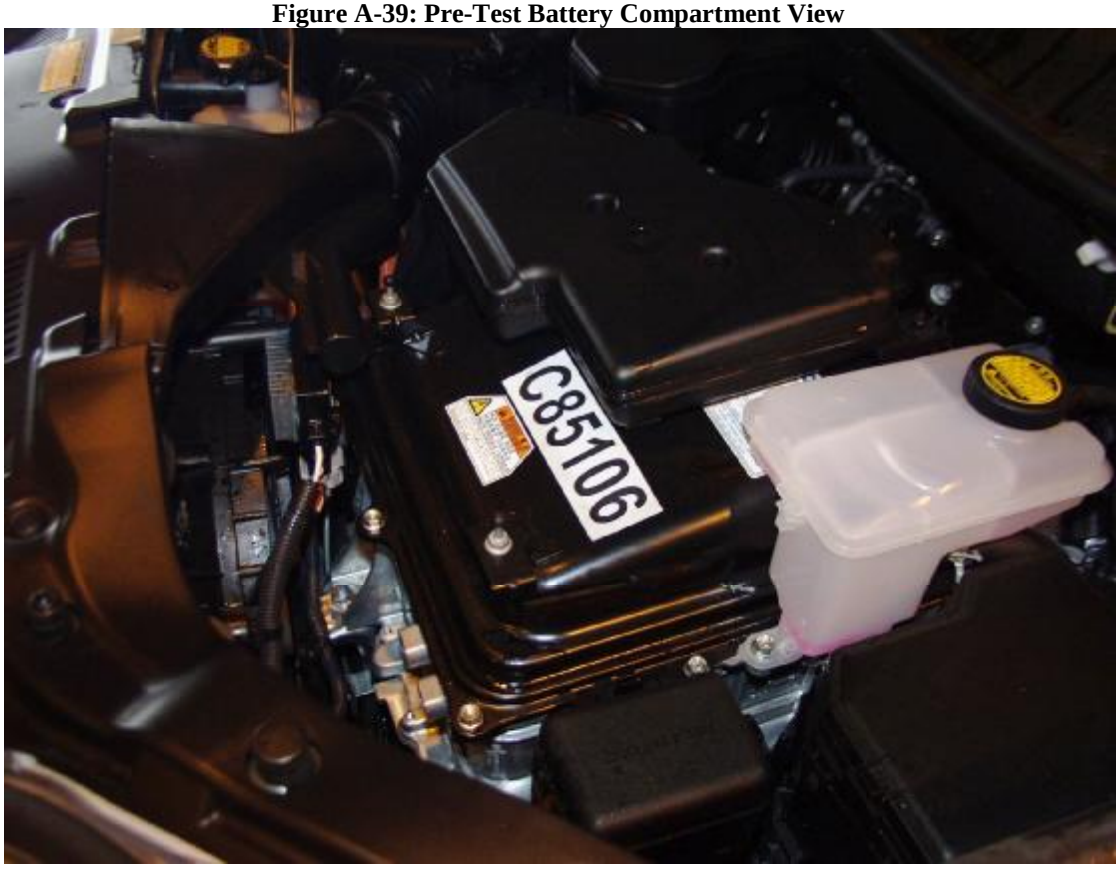


Figure A-40: Post-Test Battery Compartment View

Photo Not Available

Figure A-41: Pre-Test Battery Venting System View

Photo Not Available

Figure A-42: Post-Test Battery Venting System View

Figure A-43: Pre-Test Electric Propulsion Component(S) View

Figure A-44: Post-Test Electric Propulsion Component(S) View

Figure A-45: Pre-Test Electric Propulsion Drive View

Figure A-46: Post-Test Electric Propulsion Drive View

Photo Not Available

Figure A-47: Pre-Test Vehicle Passenger Compartment View

Photo Not Available

Figure A-48: Post-Test Vehicle Passenger Compartment View

Not Applicable

Figure A-49: Post-Test Propulsion Battery Electrolyte Spillage Location View

Figure A-50: Pre-Test Front Underbody View

Figure A-51: Post-Test Front Underbody View

Figure A-52: Pre-Test Mid Underbody View

Figure A-53: Post-Test Mid Underbody View

Figure A-54: Pre-Test Rear Underbody View

Figure A-55: Post-Test Rear Underbody View

Figure A-56: Pre-Test Fuel Filler Cap View

Figure A-57: Post-Test Fuel Filler Cap View

Figure A-58: Impact View

Figure A-60: Rollover 90 View

Figure A-61: Rollover 180 View

Figure A-62: Rollover 270 View

Figure A-63: Rollover 360 View