REPORT NUMBER: 301R-CAL-14-004

SAFETY COMPLIANCE TESTING FOR FMVSS 301R
FUEL SYSTEM INTEGRITY – REAR IMPACT

General Motors De Mexico, S.DE R.L. DE C.V
2014 Chevrolet Silverado
Truck

NHTSA NUMBER: C20140106

PREPARED BY:
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September 4, 2014

FINAL REPORT

PREPARED FOR:
U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration Enforcement
Office of Vehicle Safety Compliance
Mail Code: NVS-220
1200 New Jersey Avenue, SE
Washington, DC 20590

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15. Supplementary Notes		

16. Abstract

A compliance test was conducted on a 2014 Chevrolet Silverado Truck in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301R-02 for the determination of FMVSS 301R compliance. Test failures identified were as follows:

None - The test vehicle appeared to comply with all requirements of FMVSS 301R "Fuel System Integrity – Rear Impact."

17. Key Words Compliance Testing Safety Engineering FMVSS 301R	***18. Distribution Statement*** Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division (TIS) (NPO-230) 1200 New Jersey Avenue, SE Washington, D.C. 20590 Telephone No. (202) 366-4946

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SECTION 1

PURPOSE AND TEST PROCEDURE

This rear impact test is part of the FMVSS 301R Compliance Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-11-D-00243. The purpose of this test was to determine if the subject vehicle, a 2014 Chevrolet Silverado Truck, meets the performance requirements of FMVSS No. 301R “Fuel System Integrity – Rear Impact.” The test was conducted in accordance with the Office of Vehicle Safety Compliance's Laboratory Test Procedure (TP-301R-02, dated January 17, 2007).

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

A 2,582 kg 2014 Chevrolet Silverado Truck was impacted from the rear by a 1357.0 kg moving barrier at a velocity of 79.55 kph (49.4 mph). The test was performed by Calspan Corporation on 8/26/2014.

The test vehicle was equipped with a 98.4 liter fuel tank which was filled to 93 percent capacity with stoddard fluid prior to impact. Additional ballast (122.5 kg) was secured in the vehicle's rear passenger footwell. Two ballast Part 572E 50th percentile male Anthropomorphic Test Devices (ATD) were placed in the front occupant seating positions.

The crash event was recorded by three high-speed cameras and one real-time camera. High-speed camera locations and other pertinent camera information can be found on page 3-7 of this report. Pre- and post-test photographs of the vehicle can be found in Appendix A.

There was no fuel system fluid spillage following the impact and including all portions of the static rollover test. The maximum vehicle longitudinal crush was 745 millimeters of which the average was 646 millimeters. The vehicle appeared to comply with all the requirements of FMVSS No. 301 "Fuel System Integrity."

SECTION 3

SUMMARY OF TEST RESULTS

This section contains information reporting for the following Data Sheets:

Data Sheet No. 1 – Test Vehicle Specifications

Data Sheet No. 2 – Pre-Test Data

Data Sheet No. 3 – Moving Deformable Barrier (MDB) Data

Data Sheet No. 4 – High Speed Camera Locations and Data Summary

Data Sheet No. 5 – Post-Test Data

Data Sheet No. 6 – FMVSS No. 301 Static Rollover Test Data

DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2014 Chevrolet Silverado Truck
Test Program: FMVSS 301R Compliance Rear Impact Test
NHTSA No.: C20140106
Test Date: 8/26/2014

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	C20140106
Model Year	2014
Make	Chevrolet
Model	Silverado
Body Style	Truck
Body Color	White
Odometer Reading (km/mi)	22.5 km / 14 mi
Engine Displacement (L)	4.3
Type/No. Cylinders	V6
Engine Placement	Inline
Transmission Type	Automatic
Transmission Speeds	6-Speed
Final Drive	Rear Wheel

Overdrive	Yes
Air Conditioning (AC)	Yes
All-Wheel Drive (AWD)	No
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADL)	Yes
Power Brakes	Yes
Power Seats	No
Power Steering	Yes
Power Windows	Yes
Stability Control (Auto-Leveling)	No
Sunroof/T-Top	No
Tilt Steering Wheel	Yes
Traction Control System (TCS)	Yes

DEALER AND DELIVERY INFORMATION FROM CERTIFICATION LABEL

Manufactured By	General Motors De Mexico, S. De R.L. de C.V
Date of Manufacture	10/13
VIN	3GCPCPEH5EG258482

GVWR (kg)	3130
GAWR Front (kg)	1656
GAWR Rear (kg)	1792

TIRE PLACARD & SIDEWALL INFORMATION

Tire Placard Location: Driver's Door Sill
Spare Tire Type: P255/70R17

Measured Parameter	Front	Rear
Tire Manufacturer	Bridgestone	Bridgestone
Tire Name	Dueler H/T	Dueler H/T
Tire Type	Passenger	Passenger
Max. Tire Pressure (kPa)	300	300
Recommended Tire Size	P255/70R17	P255/70R17
Load Index/Speed Symbol	110S	110S
Recommended Cold Tire Pressure (kPa)	240	240
Tire Size on Vehicle	P255/70R17	P255/70R17
Treadwear/ Traction Grade/ Temperature Grade	N/A	N/A

VEHICLE CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Designated Seating Capacity (DSC)	3	3	-	6
Seat Type (Bench, Bucket, or Split Bench)	Bench	Bench	--	
Capacity Weight (VCW) (kg)				815
DSC X 68.04 (kg)				408.24
Cargo Weight (RCLW) (kg)				136

DATA SHEET NO. 2
PRE-TEST DATA

Test Vehicle: 2014 Chevrolet Silverado Truck
Test Program: FMVSS 301R Compliance Rear Impact Test
NHTSA No.: C20140106
Test Date: 8/26/2014

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	677	484		755	547	
Right	kg	654	489		729	551	
Ratio	%	58%	42%		57.5%	42.5%	
Totals	kg	1331	973	2304	1484	1098	2582

TARGET TEST WEIGHT CALCULATION (TTW)

Measured Parameter	Units	Value	
Total Unloaded Vehicle Weight (UVW)	kg	2304	(A)
Rated Cargo/Luggage Weight (RCLW)	kg	136	(B)
Weight of two P572E ATDS @ 78kg each	kg	148.0	(C)
Target Vehicle Test Weight (TVTW)	kg	2588	(A+B+C)

*As tested Weight = (TVTW -10kg) <=ATW < (TVTW -5kg); TVTW = Weight of Test Vehicle with 2 dummies and 136kg of Cargo Weight

GENERAL TEST VEHICLE DATA

Measured Parameter	Units	Value
Vehicle Wheelbase	mm	3656
Vehicle Length (at Centerline)	mm	5830
Vehicle Width	mm	1997
Weight of Ballast Secured in Cargo Area[1]	kg	122.5
Type of Ballast		Steel Plate
Method of Securing Ballast		Rear Foot well
Components Removed for Weight Reduction		0
Vehicle Width at Widest Point	mm	2035
Vehicle Width at Widest Point Location		Rear Wheel Well
Centerline offset for impact line	mm	407
Filler neck side (left/right)		Left

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

TEST VEHICLE ATTITUDE AND CG

	Units	Left		Right		CG (aft of front axle)
		Front	Rear	Front	Rear	
As Delivered (UVW)	mm	918	997	917	988	1544
As Tested (ATW)	mm	897	976	899	972	1555

DATA SHEET NO. 2 (Continued)
PRE-TEST DATA

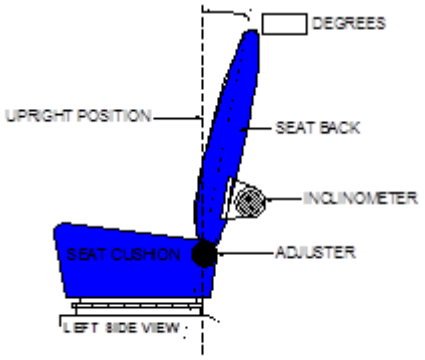
Test Vehicle: 2014 Chevrolet Silverado Truck NHTSA No.: C20140106
Test Program: FMVSS 301R Compliance Rear Impact Test Test Date: 8/26/2014

SEATING

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.*

Driver Seat Instructions: The driver seat back was positioned according to the Nominal Design Riding position listed in FORM 1.

Passenger Seat Instructions: The passenger seat back was positioned to the Nominal Design Riding position listed in FORM 1.



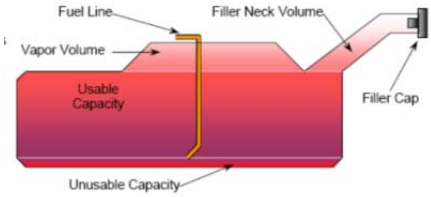
FRONT SEAT ASSEMBLY

Measured Parameter	Deg.
Driver Seat Back Angle	3.0
Passenger Seat Back Angle	3.0

SEAT FORE/AFT POSITIONING

Driver Seat: Was positioned according to the Nominal Design Riding position listed in FORM1.
Passenger Seat: Was positioned according to the Nominal Design Riding position listed in FORM1.

	Total # of Positions	Placed in Position #
Driver Seat	53 (0-52)	26
Passenger Seat	43 (0-42)	21



VEHICLE FUEL TANK ASSEMBLY

FUEL TANK CAPACITY DATA

Measured Parameter	Reference	Liters
Fuel System Capacity (Standard Tank)	Owner's Manual	98.4
COTR Usable Capacity (Standard Tank)	Form No. 1	98.4
Test Volume Range	92-94% of Usable Capacity	90.5 – 92.5
Actual Test Volume (Solvent Used)	93% of Usable Capacity	91.5

FUEL SYSTEM DATA

Measured Parameter	Value
Test Fluid Type	Stoddard Solvent
Test Fluid Specific Gravity	0.764
Test Fluid Kinematic Viscosity (centistokes)	0.96
Test Fluid Color	Purple
Electric Fuel Pump?	Yes
Can Activate Electric Fuel Pump with Ignition Switch On but Engine Off?	Yes

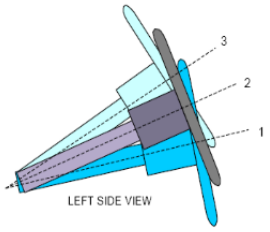
Fuel Pump Comments : None

DATA SHEET NO. 2 (Continued)
PRE-TEST DATA

Test Vehicle: 2014 Chevrolet Silverado Truck NHTSA No.: C20140106
Test Program: FMVSS 301R Compliance Rear Impact Test Test Date: 8/26/2014

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the center of its geometric locus it describes when it moves through its full range of motion.



STEERING COLUMN ASSEMBLY

Operational Instructions: Tilit wheel was positioned to mid-range at 22.4 degrees and does not Telescope.

SEAT BELT UPPER ANCHORAGE

Nominal design riding position

Operational Instructions: Anchorages were set to the most upright position

COMMENTS: None

DATA SHEET NO. 3
MOVING DEFORMABLE BARRIER (MDB) DATA

Test Vehicle: 2014 Chevrolet Silverado Truck NHTSA No.: C20140106
Test Program: FMVSS 301R Compliance Rear Impact Test Test Date: 8/26/2014

MDB Face Manufacturer: Plascore MDB Face Serial No. A0713083

MDB SPECIFICATIONS

Measurement Description	Length (mm)
Overall Width of Framework Carriage	1250
Overall Length of MDB (incl. honeycomb impactor face)	4120
Wheelbase of Framework Carriage	2591
Tread of Framework Carriage (Front & Rear)	1880
CG Location of Front Axle	1136

MDB WEIGHTS

	Units	Front	Rear	Total
Left	kg	358.0	322.0	680.0
Right	kg	404.0	273.0	677.0
Ratio	%	56.2%	43.8%	100.0%
Totals	kg	762.0	595.0	1357.0

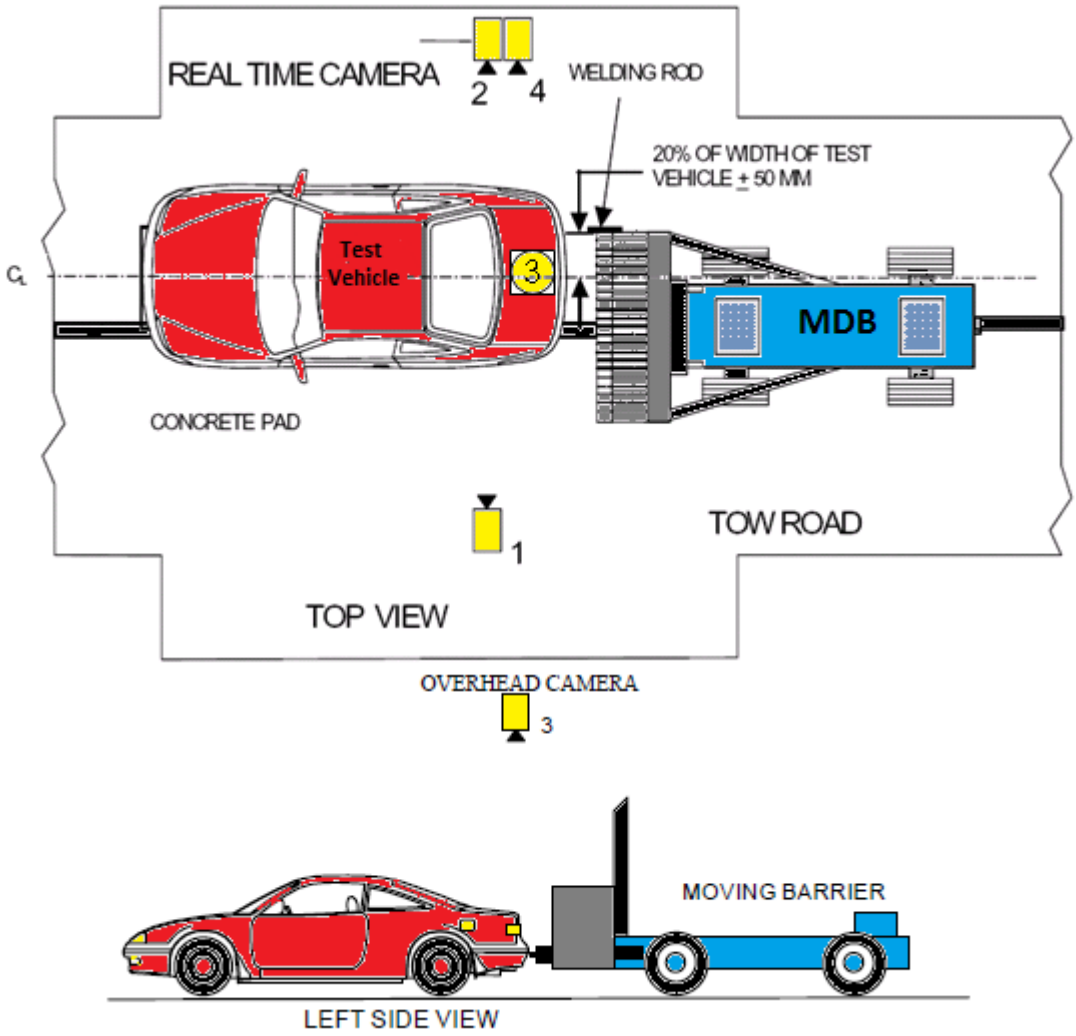
MDB TIRE SIZE & PRESSURES

	Units	Requirement	Left Front	Right Front	Left Rear	Right Rear
Tire Size		P205/75R15	P205/75R15	P205/75R15	P205/75R15	P205/75R15
Tire Pressure	kPa	200 ± 21	207	207	207	207

Brake Abort System? (Yes/No): Yes Date of Last MDB Calibration: May 15, 2010

DATA SHEET NO. 4
HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Test Vehicle:	2014 Chevrolet Silverado Truck	NHTSA No.:	C20140106
Test Program:	FMVSS 301R Compliance Rear Impact Test	Test Date:	8/26/2014



No.	Camera View	Coordinates (mm)			Angle (Deg)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	1747	10677	1012	-0.3	24	1000
2	Real-Time Camera						30
3	Overhead View	315	0	5273	90	14	1000
4	Right Side View	1574	9979	930	-1.2	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 NO. 5
POST-TEST DATA

Test Vehicle: 2014 Chevrolet Silverado Truck NHTSA No.: C20140106
Test Program: FMVSS 301R Compliance Rear Impact Test Test Date: 8/26/2014

VIN: 3GCPCPEH5EG258482

REQUIRED IMPACT VELOCITY RANGE: 78.5 to 80.1 km/h

ACTUAL IMPACT VELOCITY (WITHIN 1.5 M OF IMPACT PLANE)

Measurement Description	Units	Speed
Trap No. 1	km/h	79.55
Trap No. 2	km/h	79.54
Average Impact Speed	km/h	79.55

WELDING ROD IMPACT POINT

Measurement Description	Tolerance	Units	Value
Vertical distance from target center (+ is above)	±40 mm	mm	0
Horizontal distance from target center (+ is right)	±50 mm	mm	-2

STODDARD SOLVENT SPILLAGE MEASUREMENT:

A. From impact until vehicle motion ceases:
(Maximum allowable is 28 grams) 0 grams

B. For the 5-minute period after motion ceases:
(Maximum allowable is 28 grams) 0 grams

C. For the next 25 minutes:
(Maximum allowable is 28 grams/minute) 0 grams

D. Spillage Details: No Spillage Occurred

DATA SHEET NO. 5
POST-TEST DATA (Continued)

Test Vehicle: 2014 Chevrolet Silverado Truck NHTSA No.: C20140106
Test Program: FMVSS 301R Compliance Rear Impact Test Test Date: 8/26/2014

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Locked/Unlocked Doors	Unlocked	Unlocked
Front Door Opening	Closed & Operational	Closed & Operational
Rear Door Opening	Closed & Operational	Closed & Operational
Seat Track Shift (mm)	0	0
Seat Back Failure	No	No
Glazing Damage	None	None

POST TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Windshield Damage	None
Window Damage	None
Other Notable Effects	Rear Windshield Shattered During Impact

VEHICLE CRUSH MEASUREMENTS: LENGTH

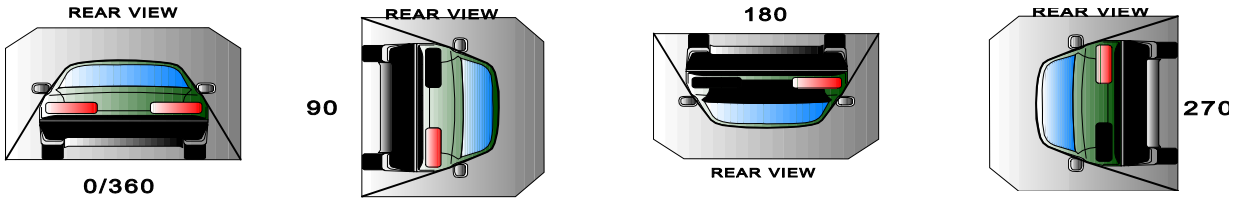
Measurement	Left Side	Centerline	Right Side
Pre-Test	5772	5830	5772
Post-Test	5162	5085	5188
Crush	-610	-745	-584

VEHICLE CRUSH MEASUREMENTS: WHEELBASE

Measurement	Left Side	Right Side
Pre-Test	3648	3663
Post-Test	3473	3674
Crush	-175	11

DATA SHEET NO. 6
FMVSS NO. 301 STATIC ROLLOVER TEST DATA

Test Vehicle: 2014 Chevrolet Silverado Truck
Test Program: FMVSS 301R Compliance Rear Impact Test
NHTSA No.: C20140106
Test Date: 8/26/2014



Rear View

ROLLOVER SOLVENT COLLECTION TIME TABLE

Test Phase	Rotation Time (spec. 1 -3 min)		Hold Time	Total Time		Next Whole Minute Interval
	Minutes	Seconds	Minutes	Minutes	Seconds	Minutes
0° to 90°	1	8	5	6	8	7
90° to 180°	1	5	5	6	5	7
180° to 270°	1	4	5	6	4	7
270° to 360°	1	8	5	6	8	7

FMVSS 301 REQUIREMENTS TABLE (Maximum allowable solvent spillage)

First 5 Minutes (grams)	6th Minute (grams)	7th Minute (grams)	8th Minute (grams)
142	28	28	28

ACTUAL TEST VEHICLE STODDARD SOLVENT SPILLAGE TABLE

Test Phase	First 5 Minutes (grams)	6th Minute (grams)	7th Minute (grams)	8th Minute (grams)
0° to 90°	0	0	0	
90° to 180°	0	0	0	
180° to 270°	0	0	0	
270° to 360°	0	0	0	

ROLLOVER STODDARD SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	None
90° to 180°	None
180° to 270°	None
270° to 360°	None

APPENDIX A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

Figure A-1: Vehicle Certification Placard

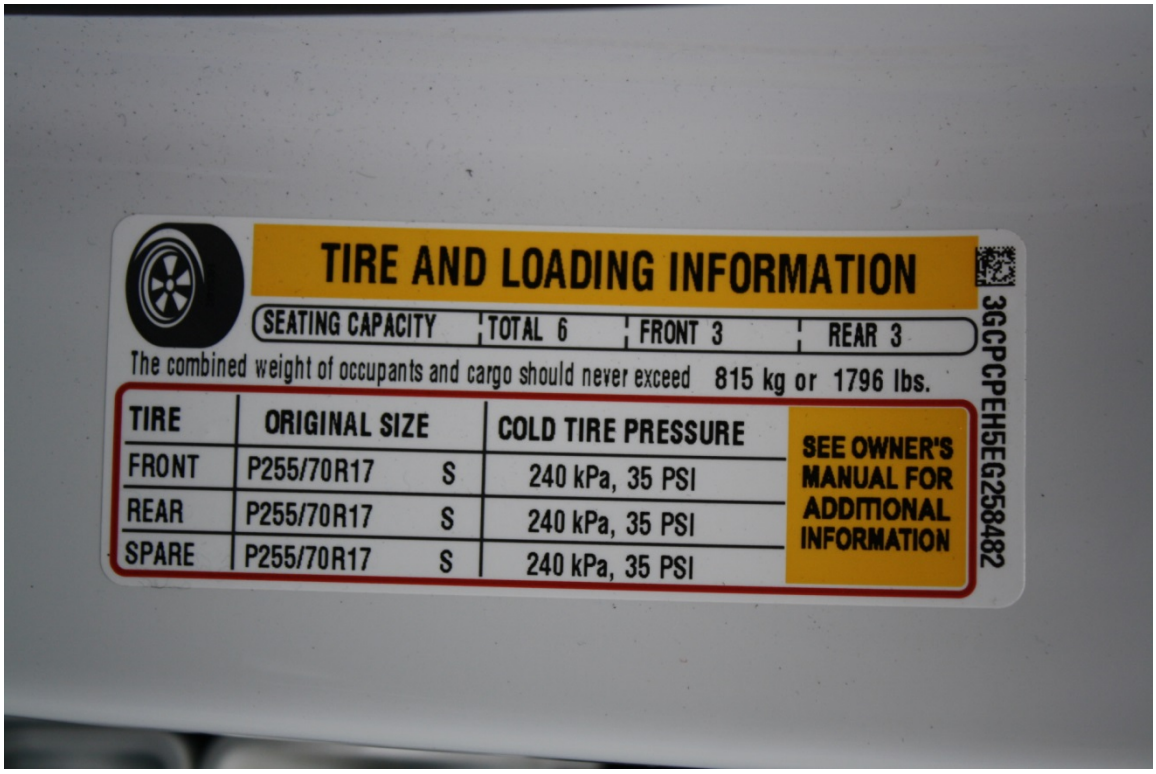


Figure A-2: Vehicle Tire Placard

Figure A-3: Pre-Test Front View

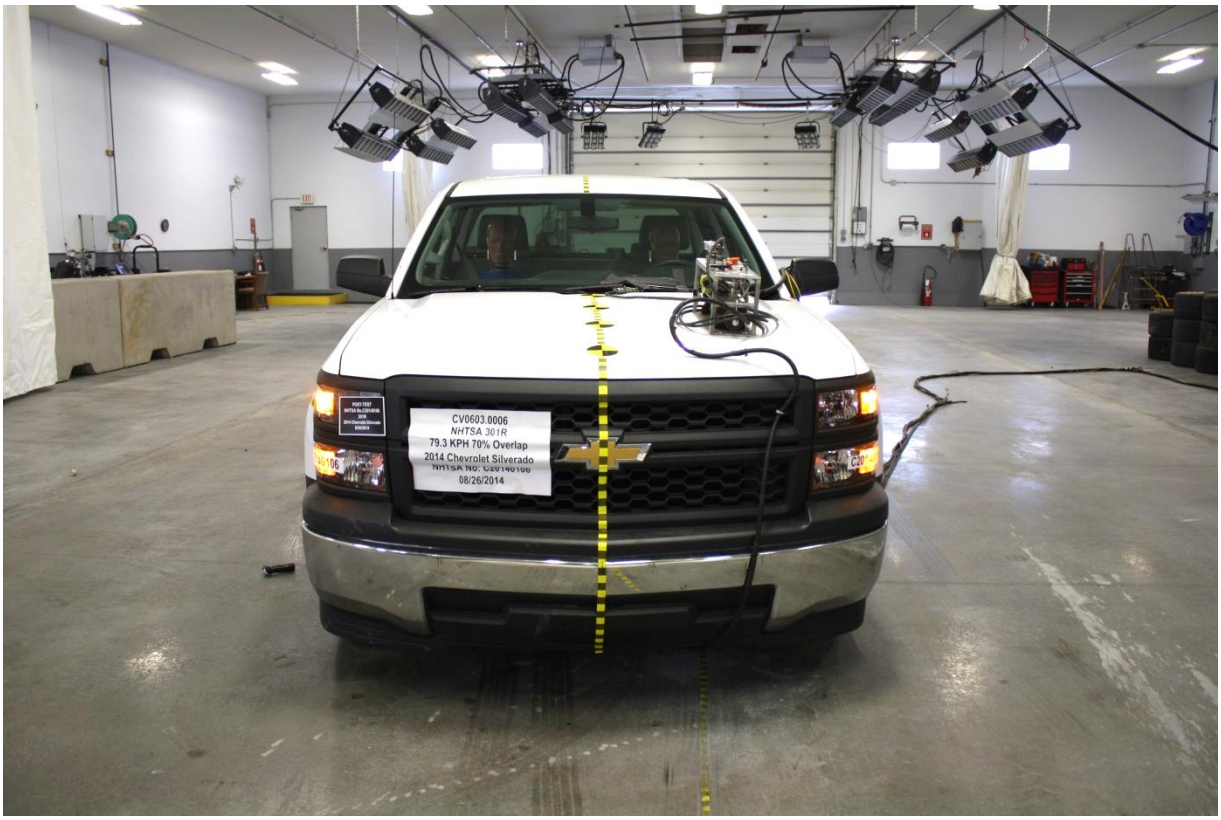


Figure A-4: Post-Test Front View

Figure A-5: Pre-Test Left Side View

Figure A-6: Post-Test Left Side View

Figure A-7: Pre-Test Right Side View

Figure A-8: Post-Test Right Side View

Figure A-9: Pre-Test Left Front 3/4 View

Figure A-10: Post-Test Left Front 3/4 View

Figure A-11: Pre-Test Right Front 3/4 View

Figure A-12: Post-Test Right Front 3/4 View

Figure A-13: Pre-Test Left Rear 3/4 View

Figure A-14: Post-Test Left Rear 3/4 View

Figure A-15: Pre-Test Right Rear 3/4 View

Figure A-16: Post-Test Right Rear 3/4 View

Figure A-17: Pre-Test Rear View

Figure A-18: Post-Test Rear View

Figure A-19: Pre-Test MDB Front View

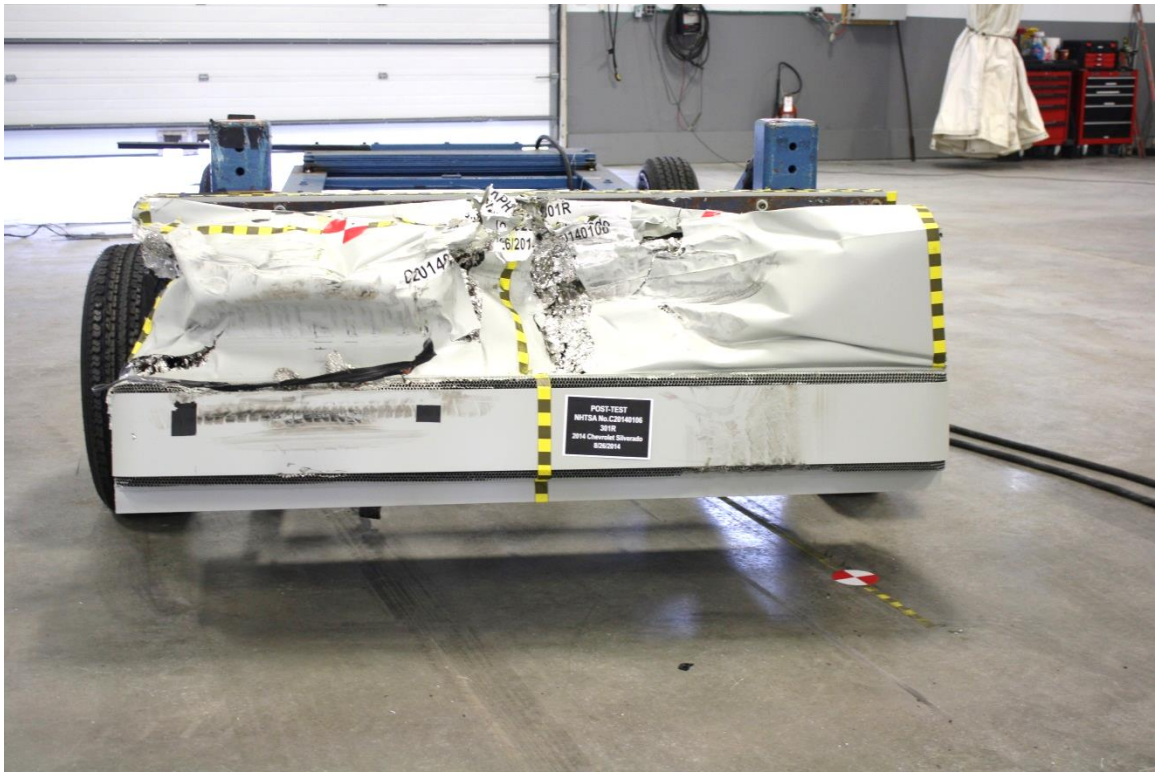


Figure A-20: Post-Test MDB Front View

Figure A-21: Pre-Test MDB Left Side View

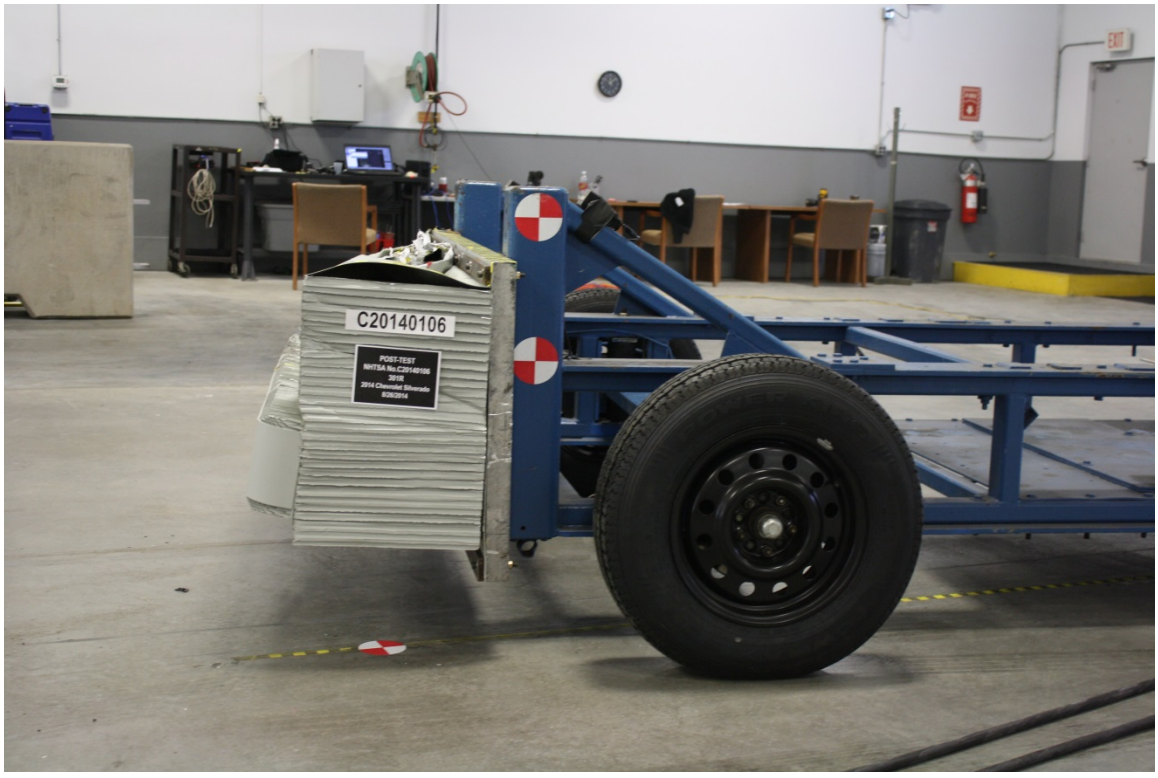


Figure A-22: Post-Test MDB Left Side View

Figure A-23: Pre-Test MDB Right Side View

Figure A-24: Post-Test MDB Right Side View

Figure A-25: Pre-Test MDB Top View

Figure A-26: Post-Test MDB Top View

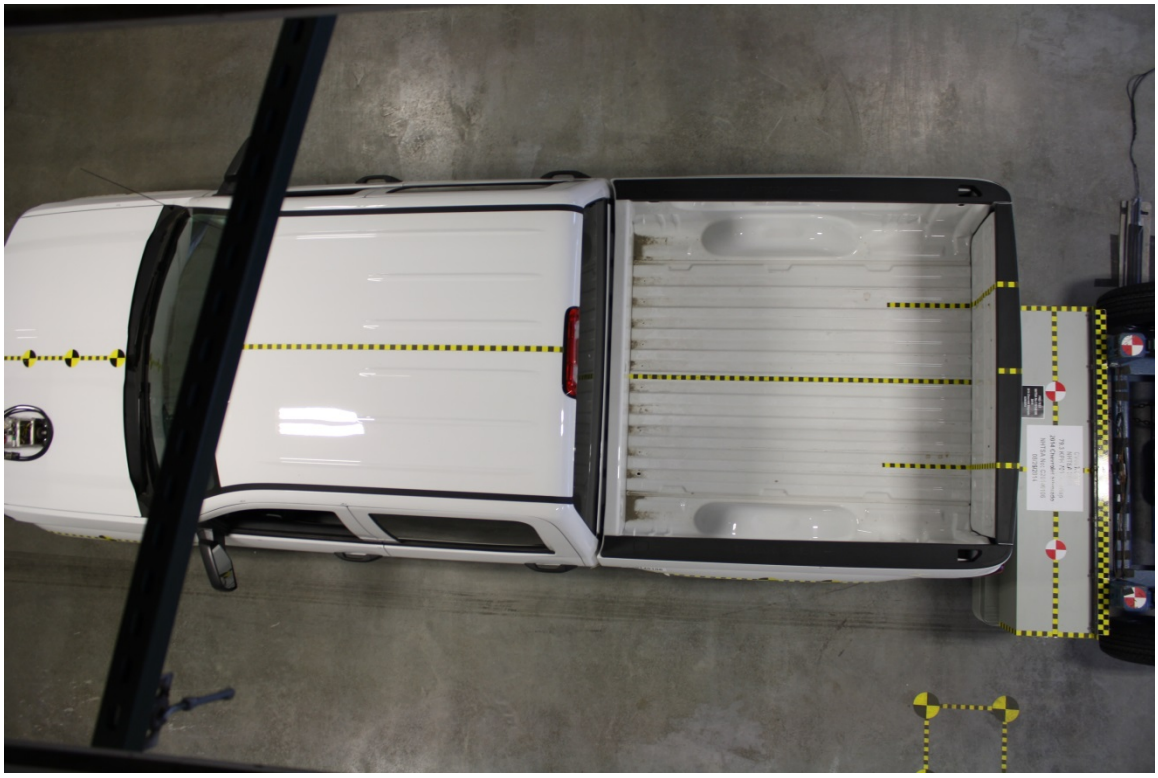


Figure A-27: Pre-Test Overhead Vehicle and MDB View

Figure A-28: Post-Test Impact Target View

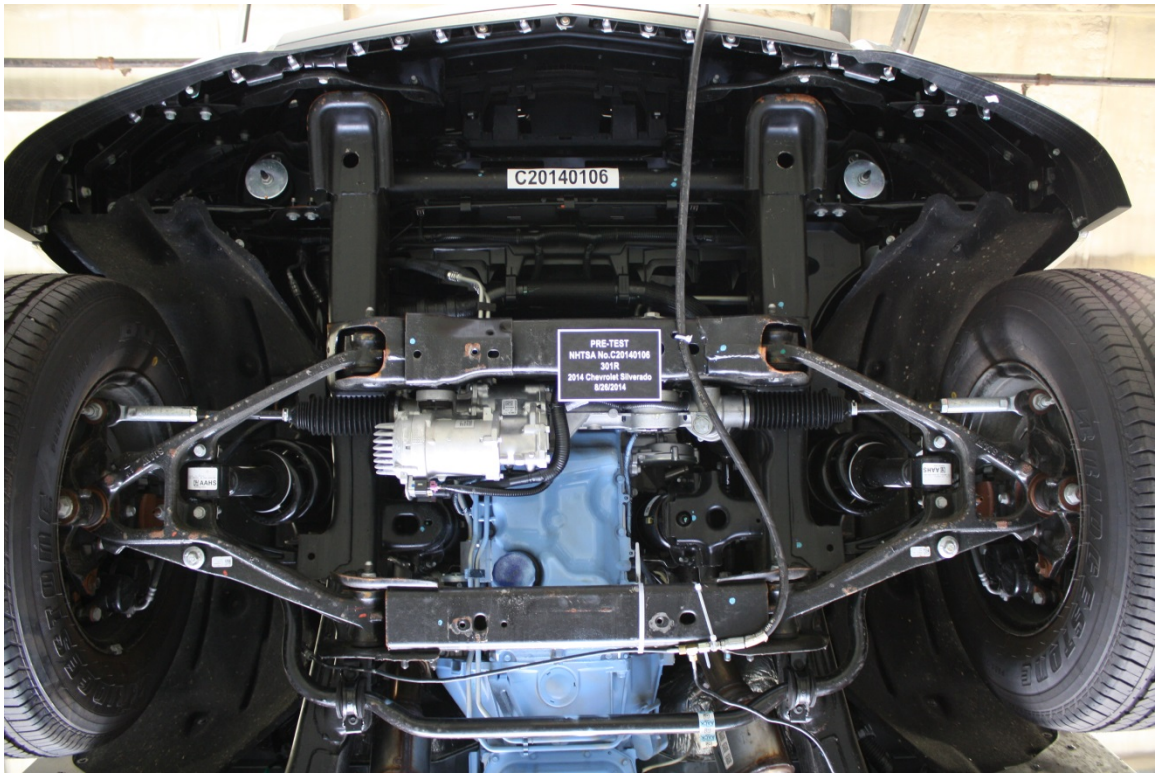


Figure A-29: Pre-Test Front Underbody View

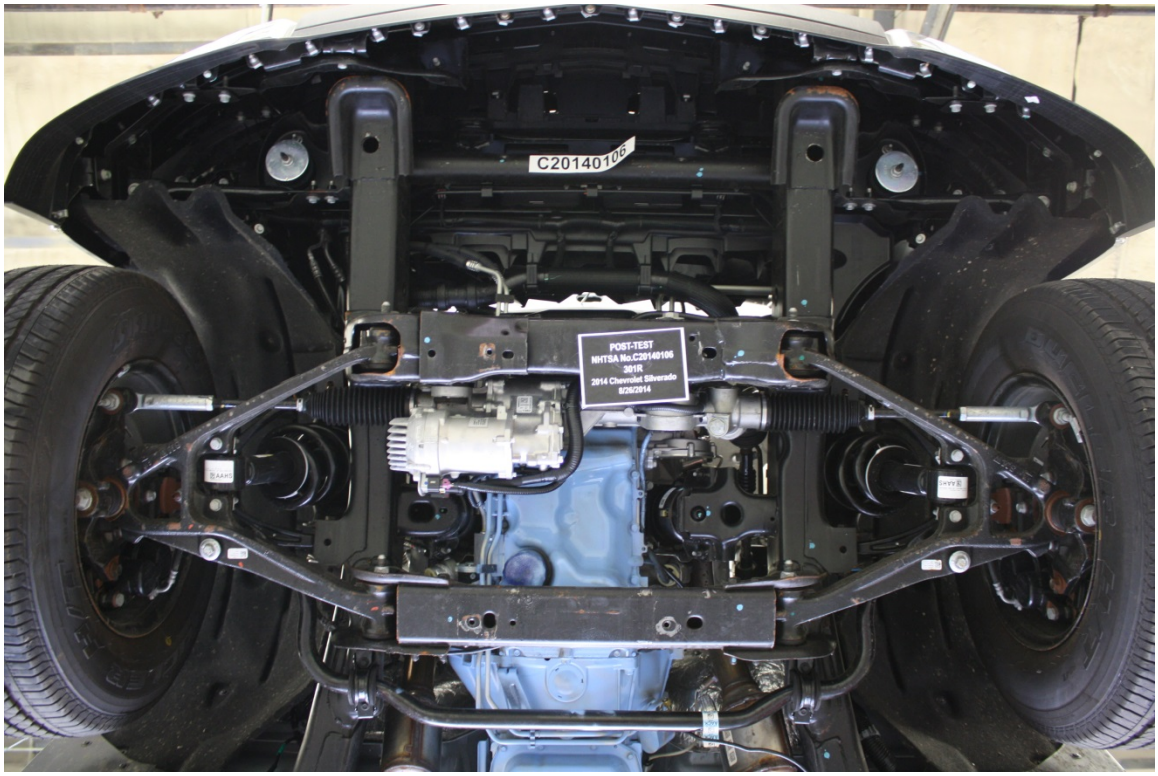


Figure A-30: Post-Test Front Underbody View

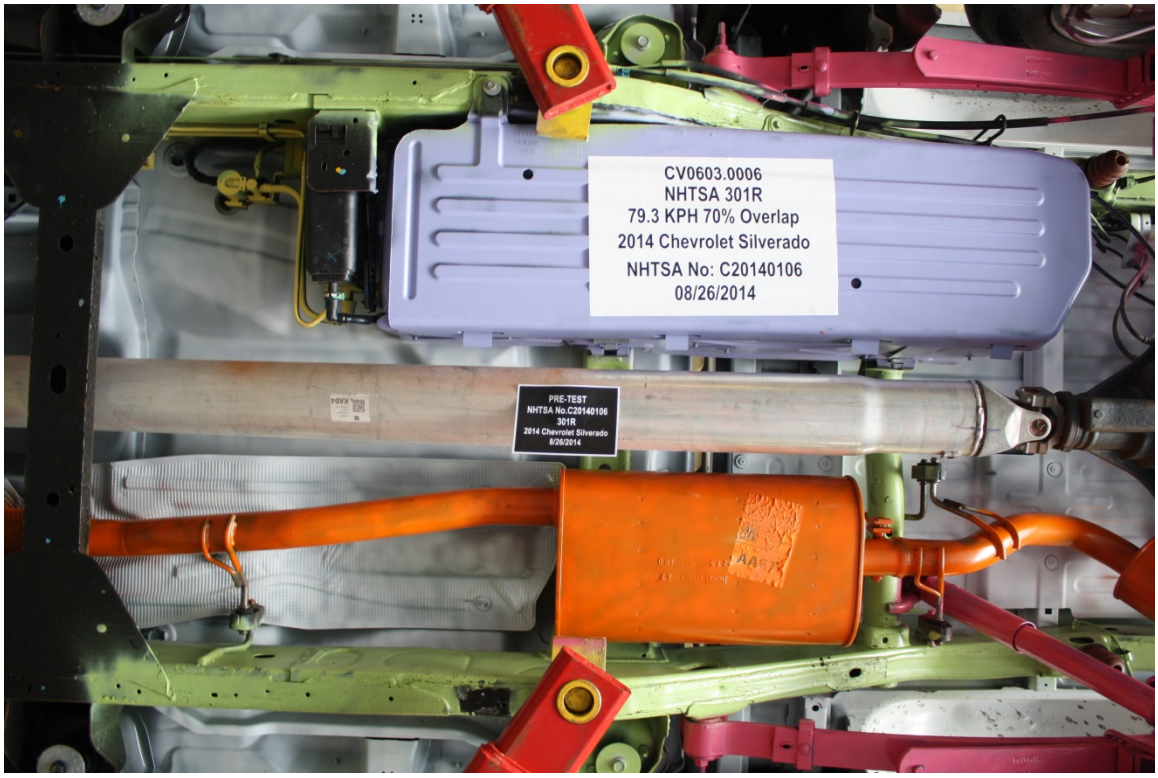


Figure A-31: Pre-Test Mid Underbody View

Figure A-32: Post-Test Mid Underbody View

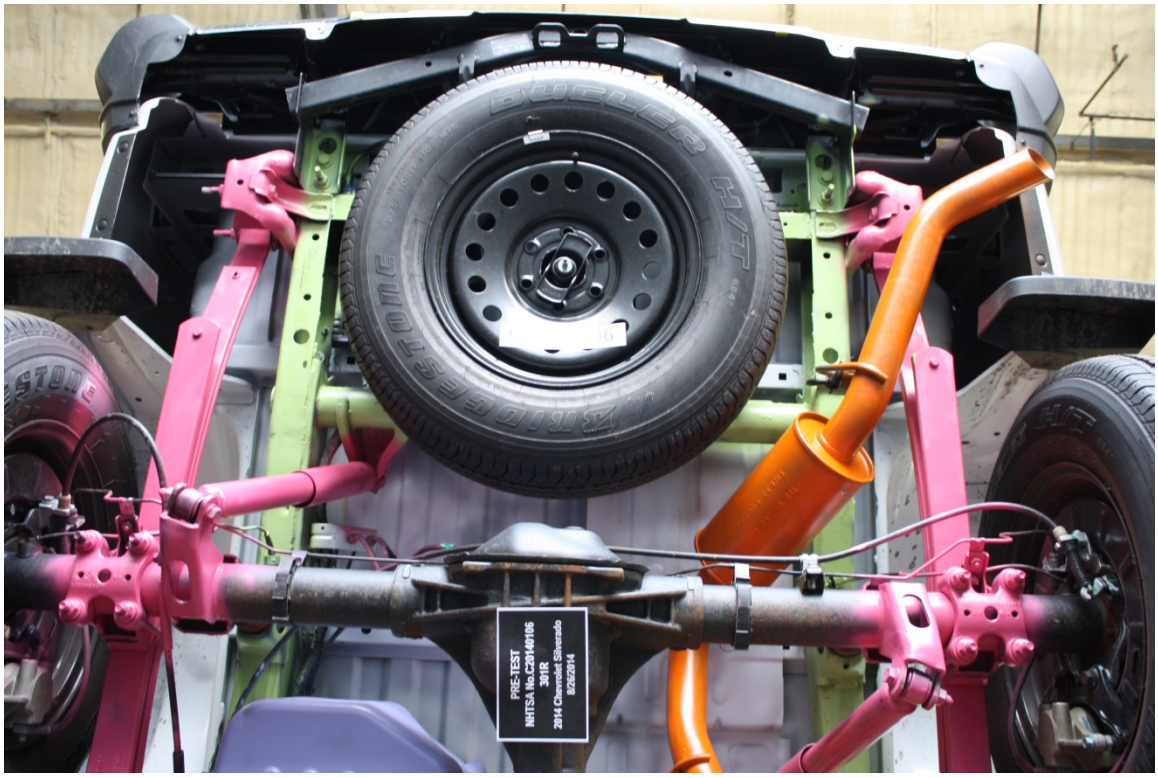


Figure A-33:Pre-Test Rear Underbody View

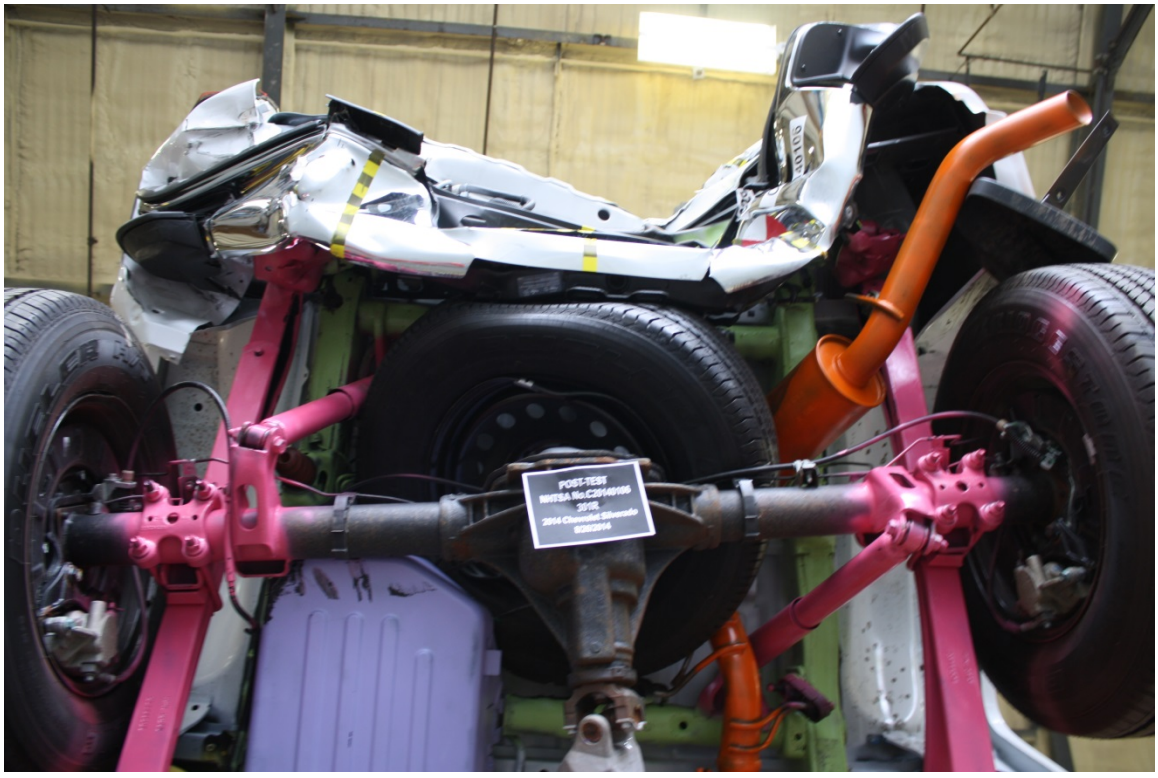


Figure A-34: Post-Test Rear Underbody View

Figure A-35: Pre-Test Fuel Filler Cap View

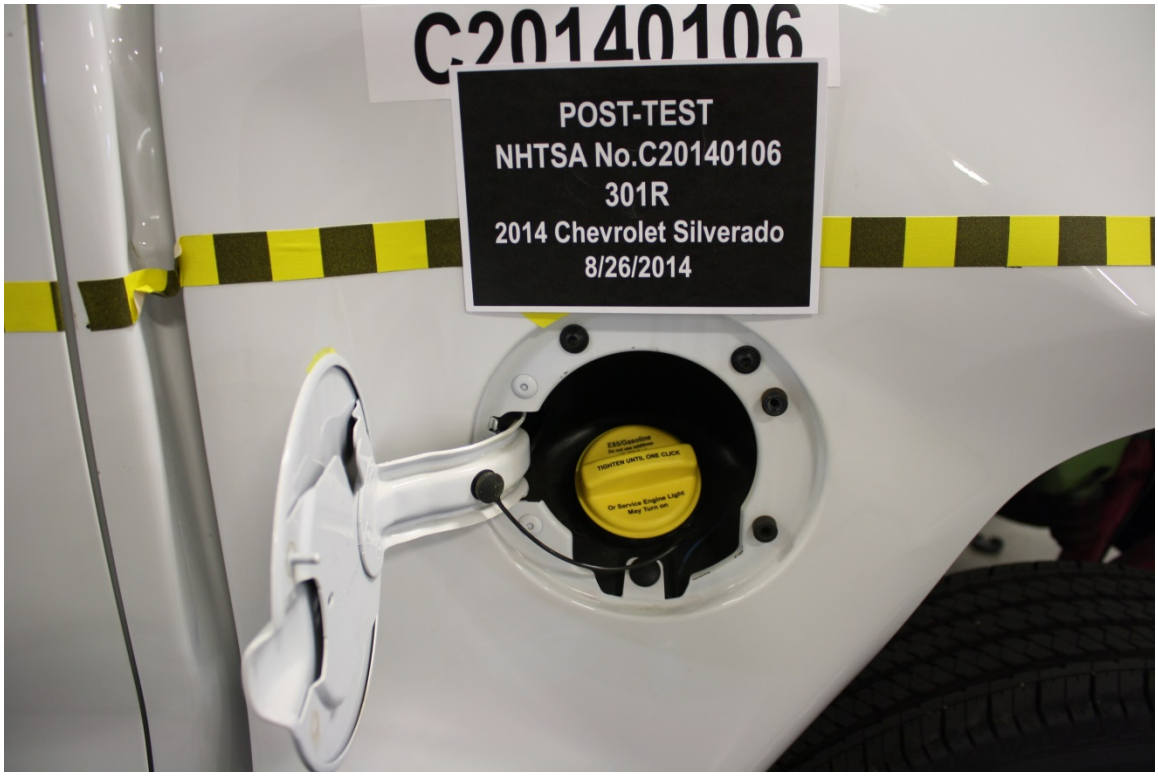


Figure A-36: Post-Test Fuel Filler Cap View

Figure A-37: Impact View

Figure A-38: Speed Trap View

Figure A-39: Rollover 90° View

Figure A-40: Rollover 180° View

Figure A-41: Rollover 270° View

Figure A-42: Rollover 360° View