

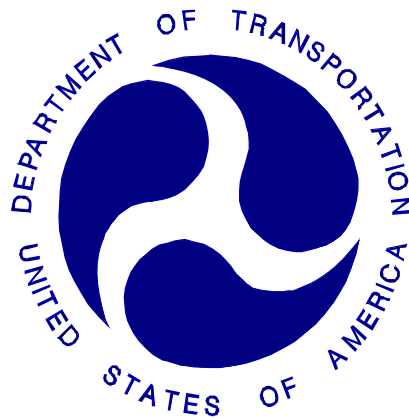
REPORT NUMBER: 301R-CAL-14-015

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

**Toyota Motor Manufacturing, Texas, Inc.
2014 Toyota Tundra Crewmax Truck**

NHTSA NUMBER: C20145102

**PREPARED BY:
CALSPAN CORPORATION
TRANSPORTATION TEST OPERATIONS
P.O. BOX 400
BUFFALO, NEW YORK 14225**



January 12, 2015

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**

This Final Test Report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-11-D-00243.

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Transportation Test Operations

Approval Date: January 12, 2015

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Acceptance
Date: _____

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15. Supplementary Notes				
16. Abstract A compliance test was conducted on a 2014 Toyota Tundra Crewmax 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 <u>Copies of this report are available from:</u> 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 Toyota Tundra Crewmax 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 2,879 kg 2014 Toyota Tundra Crewmax Truck was impacted from the rear by a 1357.0 kg moving barrier at a velocity of 79.64 kph (49.49 mph). The test was performed by Calspan Corporation on January 8, 2015.

The test vehicle was equipped with a 99.9 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 foot well. 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 686 millimeters of which the average was 536 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 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145301
Test Date: 1/8/2015

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	C20145102
Model Year	2014
Make	Toyota
Model	Tundra
Body Style	Crewmax
Body Color	White
Odometer Reading (km/mi)	123.9 km / 77 mi
Engine Displacement (L)	5.7
Type/No. Cylinders	V8
Engine Placement	Inline
Transmission Type	Automatic
Transmission Speeds	6-Speed
Final Drive	All Wheel Drive

Overdrive	Yes
Air Conditioning (AC)	Yes
All-Wheel Drive (AWD)	Yes
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADL)	Yes
Power Brakes	Yes
Power Seats	Yes
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	Toyota Motor Manufacturing, Texas, Inc.
Date of Manufacture	6/14
VIN	5TFDY5F11EX399765

GVWR (kg)	3265
GAWR Front (kg)	1810
GAWR Rear (kg)	1880

TIRE PLACARD & SIDEWALL INFORMATION

Tire Placard Location: Driver's Door Sill

Spare Tire Type: Full Size Spare

Measured Parameter	Front	Rear
Tire Manufacturer	Bridgestone	Bridgestone
Tire Name	Dueler H/T	Dueler H/T
Tire Type	All Season	All Season
Max. Tire Pressure (kPa)	300	300
Recommended Tire Size	P275/65R18	P275/65R18
Load Index/Speed Symbol	114T	114T
Recommended Cold Tire Pressure (kPa)	210	230
Tire Size on Vehicle	P275/65R18	P275/65R18
Treadwear/ Traction Grade/ Temperature Grade	360 / B / B	360 / B / B

VEHICLE CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Designated Seating Capacity (DSC)	2	3	-	5
Seat Type (Bench, Bucket, or Split Bench)	Bucket	Bench	-	
Capacity Weight (VCW) (kg)				615
DSC X 68.04 (kg)				340.2
Cargo Weight (RCLW) (kg)				274.8

**DATA SHEET NO. 2
PRE-TEST DATA**

Test Vehicle: 2014 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
Test Date: 1/8/2015

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	768	569		859	623	
Right	kg	714	545		794	603	
Ratio	%	57%	43%		57%	43%	
Totals	kg	1482	1114	2596	1653	1226	2879

TARGET TEST WEIGHT CALCULATION (TTW)

Measured Parameter	Units	Value	
Total Unloaded Vehicle Weight (UVW)	kg	2596	(A)
Rated Cargo/Luggage Weight (RCLW)	kg	136	(B)
Weight of two P572E ATDS @ 74kg each	kg	155.4	(C)
Target Vehicle Test Weight (TVTWT)	kg	2887.4	(A+B+C)

*As tested Weight = (TVTWT - 10kg) <= ATW < (TVTWT - 5kg); TVTWT = Weight of Test Vehicle with 2 dummies and 136.0 kg of Cargo Weight

GENERAL TEST VEHICLE DATA

Measured Parameter	Units	Value
Vehicle Wheelbase	mm	3714
Vehicle Length (at Centerline)	mm	5831
Vehicle Width	mm	2039
Weight of Ballast Secured in Cargo Area ¹	kg	122.5
Type of Ballast		Weight Plates
Method of Securing Ballast		Bolted to Rear Foot Well
Components Removed for Weight Reduction		0
Vehicle Width at Widest Point	mm	2042
Vehicle Width at Widest Point Location		A-Pillar
Centerline offset for impact line	mm	408
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	942	1008	945	1009	1594
As Tested (ATW)	mm	923	991	931	998	1582

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

Test Vehicle: 2014 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

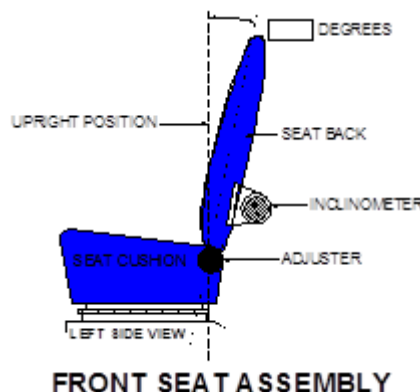
NHTSA No.: C20145102
Test Date: 1/8/2015

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.



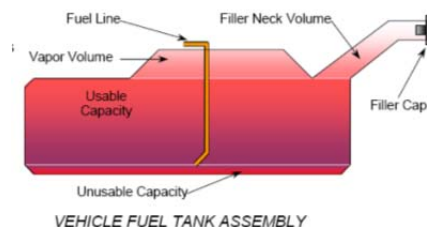
Measured Parameter	Deg.
Driver Seat Back Angle	+2.9
Passenger Seat Back Angle	+3.0

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	260	130
Passenger Seat	24	12



FUEL TANK CAPACITY DATA

Measured Parameter	Reference	Liters
Fuel System Capacity (Standard Tank)	Owner's Manual	99.9
COTR Usable Capacity (Standard Tank)	Form No. 1	99.9
Test Volume Range	92-94% of Usable Capacity	91.91 – 93.91
Actual Test Volume (Solvent Used)	93% of Usable Capacity	92.91

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

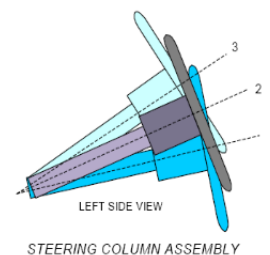
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PRE-TEST DATA

Test Vehicle: 2014 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
Test Date: 1/8/2015

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.



Operational Instructions: Tilt wheel was positioned to mid-range at 63.6 degrees and mid fore/aft position at 20 mm

SEAT BELT UPPER ANCHORAGE

Nominal design riding position

Operational Instructions: Anchorage were set to 1 detent below most upright position.

COMMENTS: None

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

Test Vehicle: 2014 Toyota Tundra Crewmax
 Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
 Test Date: 1/8/2015

MDB Face Manufacturer: Plascore MDB Face Serial No. A0813007

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

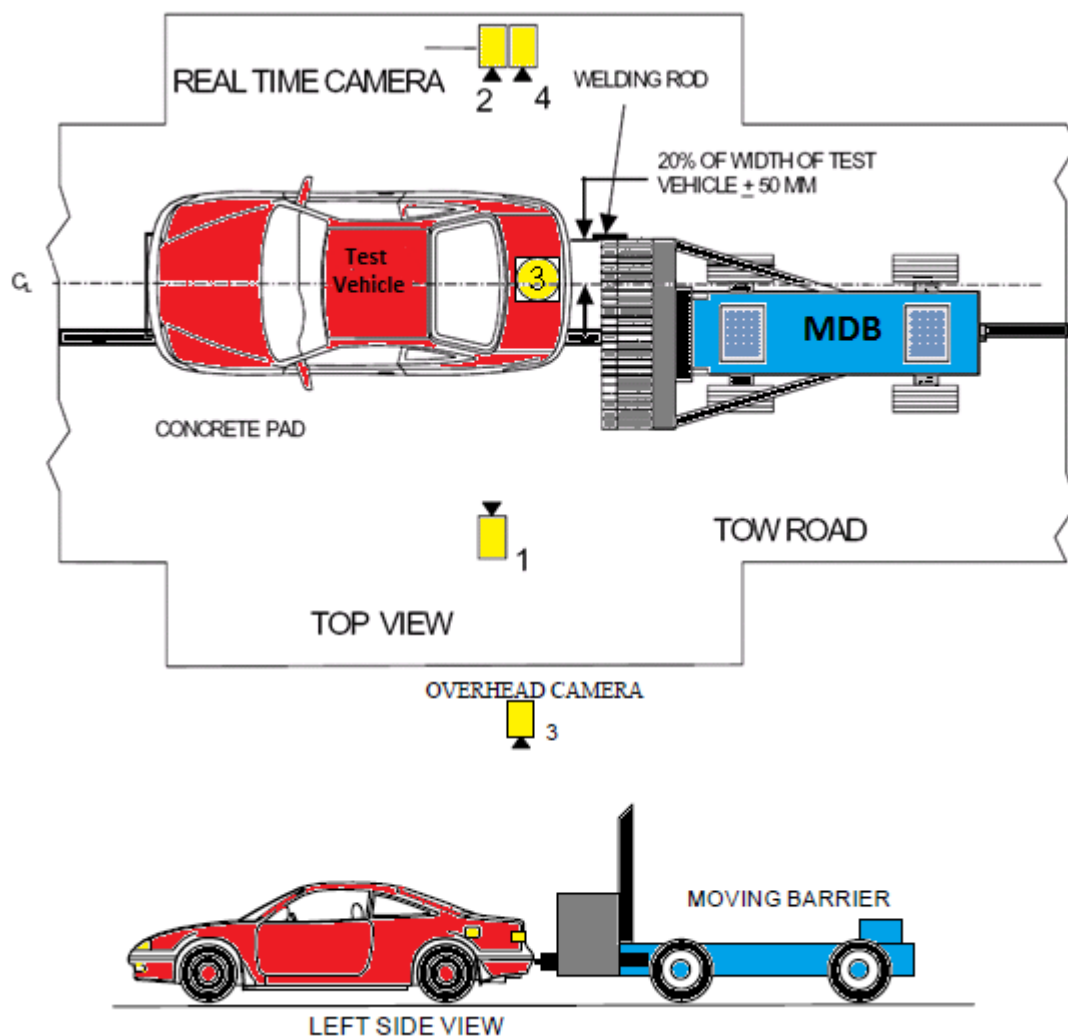
Brake Abort System? (Yes/No): Yes

Date of Last MDB Calibration: May 15, 2010

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

Test Vehicle: 2014 Toyota Tundra Crewmax
 Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
 Test Date: 1/8/2015



No.	Camera View	Coordinates (mm)			Angle (Deg)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	1582	-10108	-1102	+1.8	24	1000
2	Real-Time Camera						60
3	Overhead View	125	0	-5352	90	14	1000
4	Right Side View	1615	9863	-1050	+2.2	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 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
Test Date: 1/8/2015

VIN: 5TFDY5F11EX399765

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	79.64

WELDING ROD IMPACT POINT

Measurement Description	Tolerance	Units	Value
Vertical distance from target center (+ is above)	±40 mm	mm	6
Horizontal distance from target center (+ is right)	±50 mm	mm	-6

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 Toyota Tundra Crewmax
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
Test Date: 1/8/2015

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)	11	0
Seat Back Failure	None	None
Glazing Damage	None	None

POST TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Windshield Damage	None
Window Damage	None
Other Notable Effects	None

VEHICLE CRUSH MEASUREMENTS: LENGTH

Measurement	Left Side	Centerline	Right Side
Pre-Test	5787	5831	5786
Post-Test	5233	5145	5419
Crush	-554	-686	-367

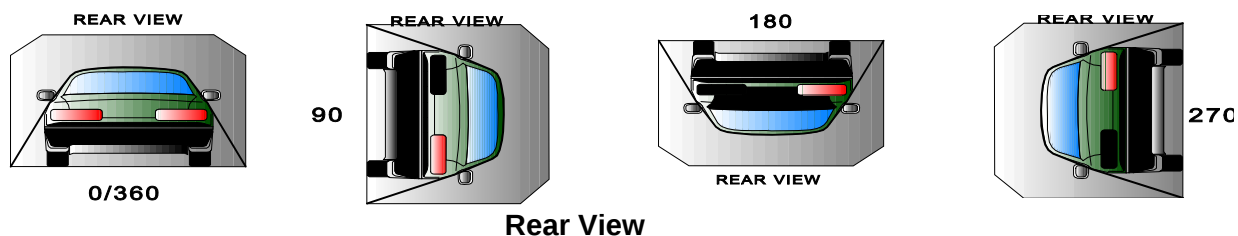
VEHICLE CRUSH MEASUREMENTS: WHEELBASE

Measurement	Left Side	Right Side
Pre-Test	3714	3713
Post-Test	3575	3726
Crush	-139	13

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

Test Vehicle: 2014 Toyota Tundra Crewmax
 Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20145102
 Test Date: 1/8/2015



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	11	5	6	11	7
90° to 180°	1	5	5	6	5	7
180° to 270°	1	0	5	6	0	7
270° to 360°	1	7	5	6	7	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

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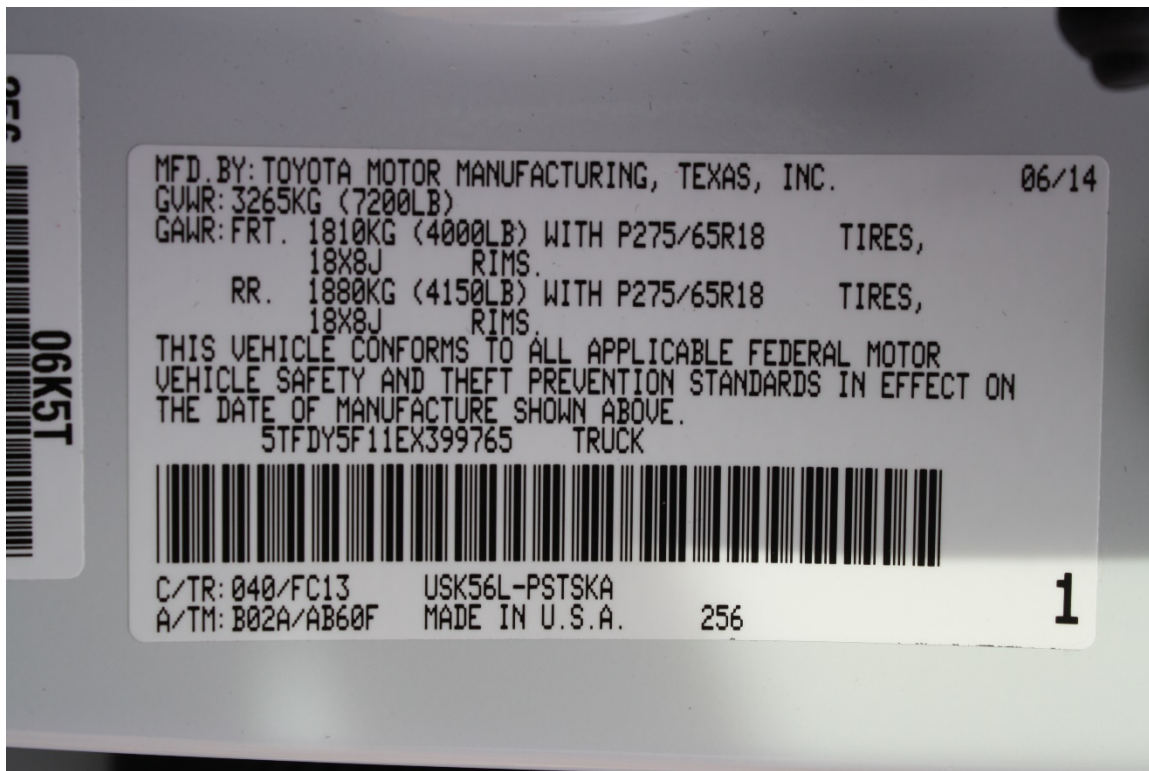


Figure A-1: Vehicle Certification Placard

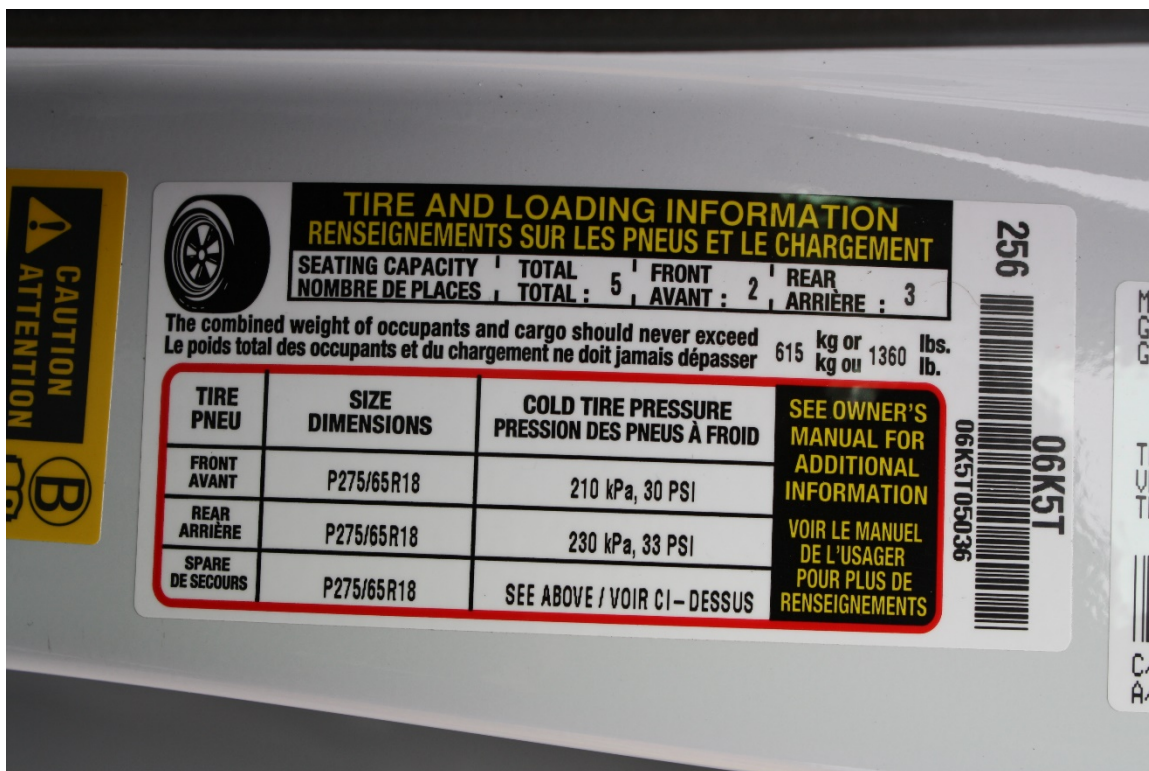


Figure A-2: Vehicle Tire Placard



Figure A-3: Pre-Test Front View

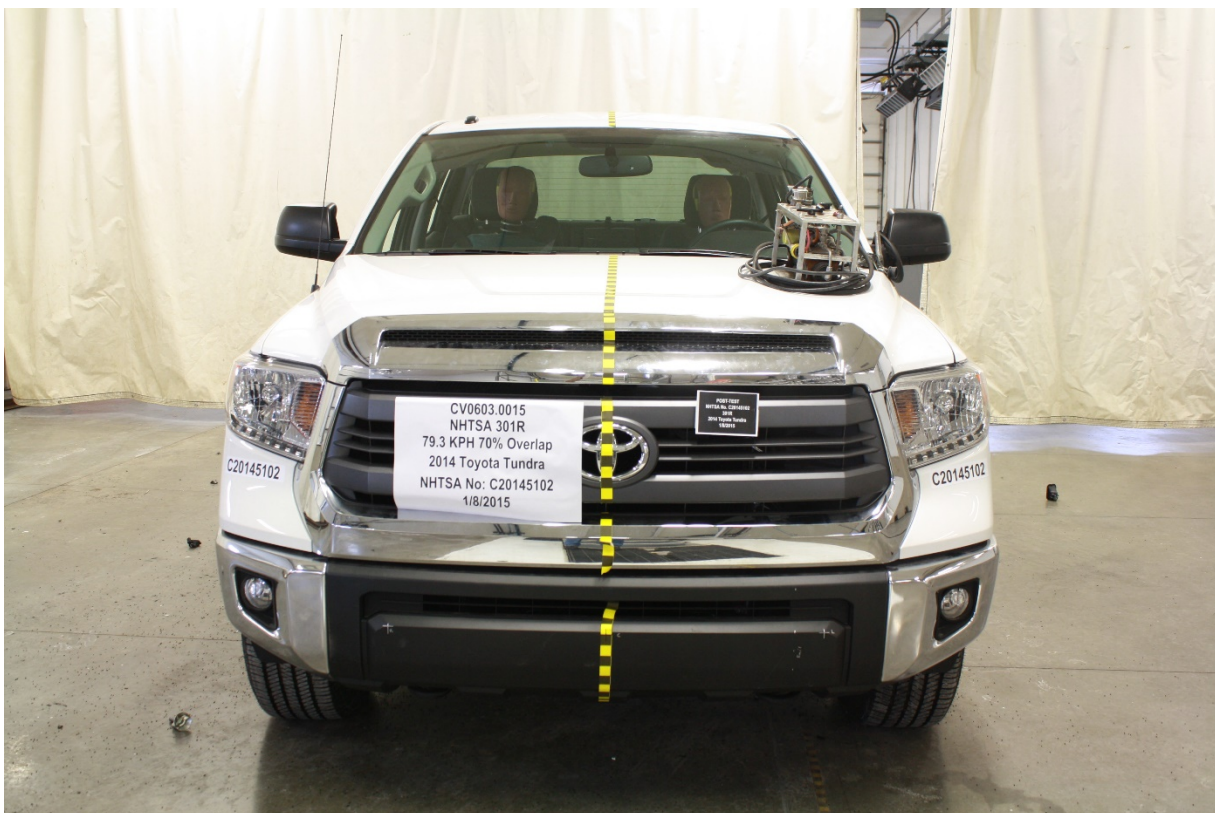


Figure A-4: Post-Test Front View



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

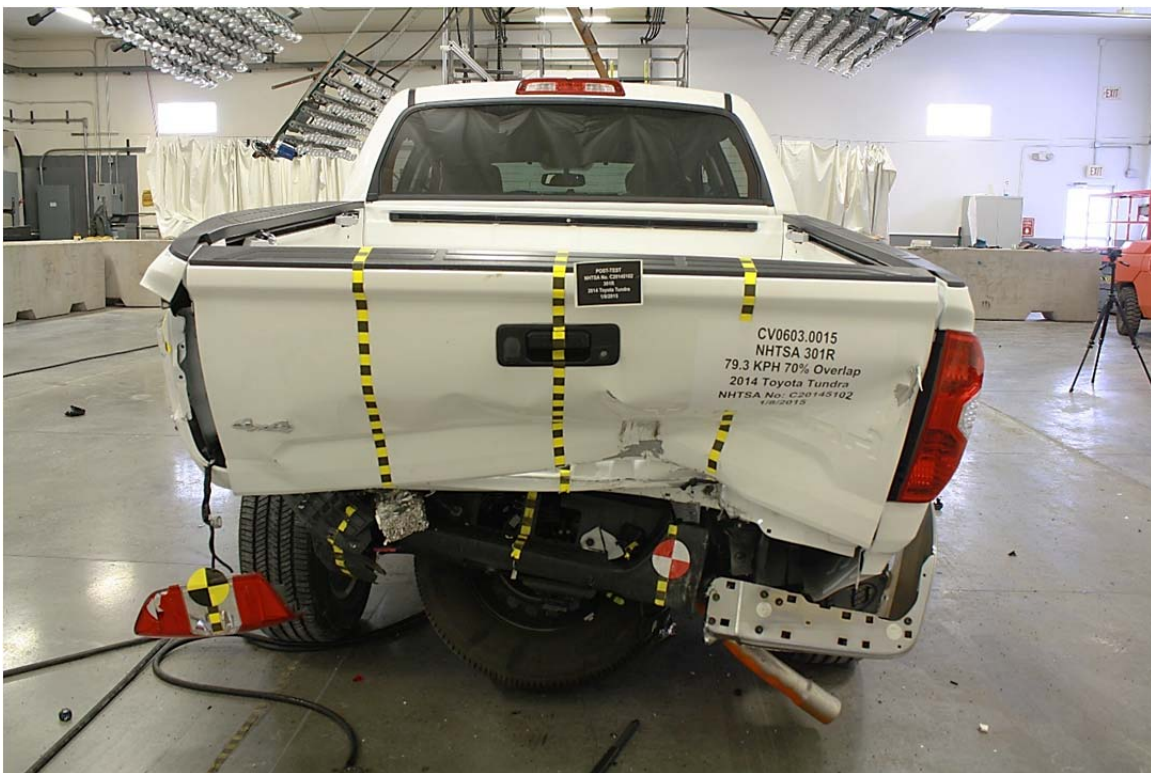


Figure A-18: Post-Test Rear View



Figure A-19: Pre-Test MDB Front View



Figure A-20: Post-Test MDB Front View

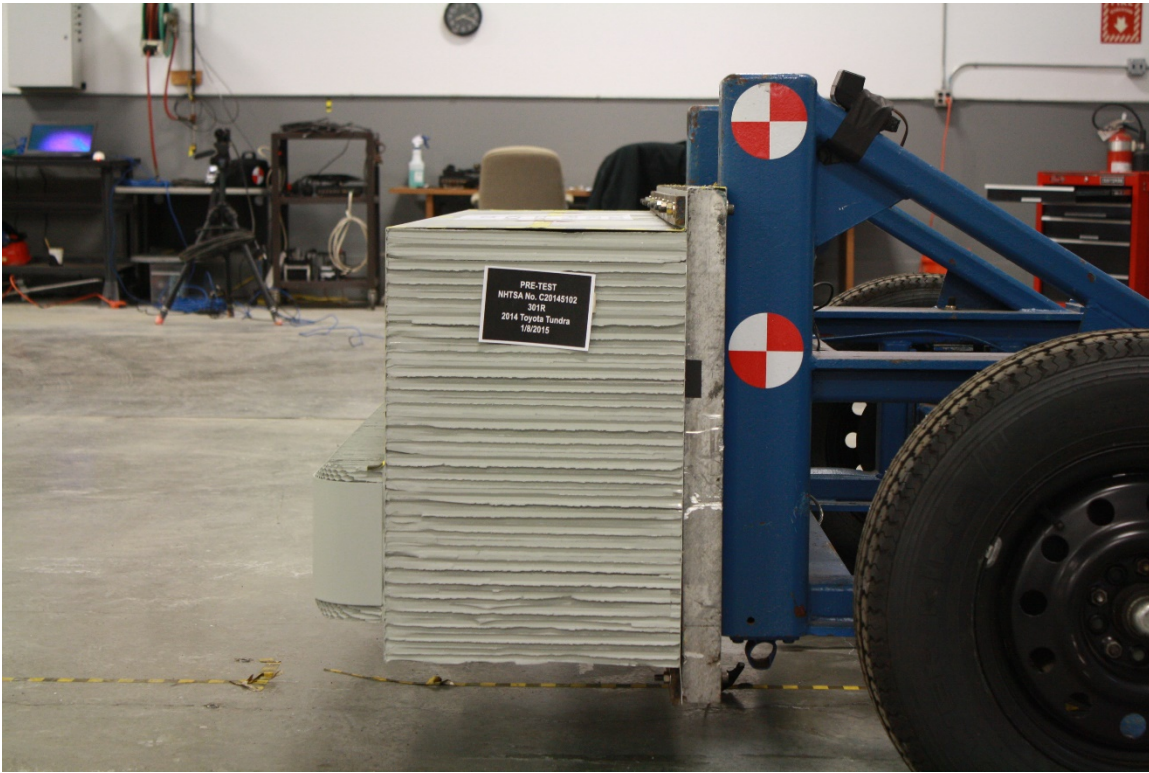


Figure A-21: Pre-Test MDB Left Side View



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

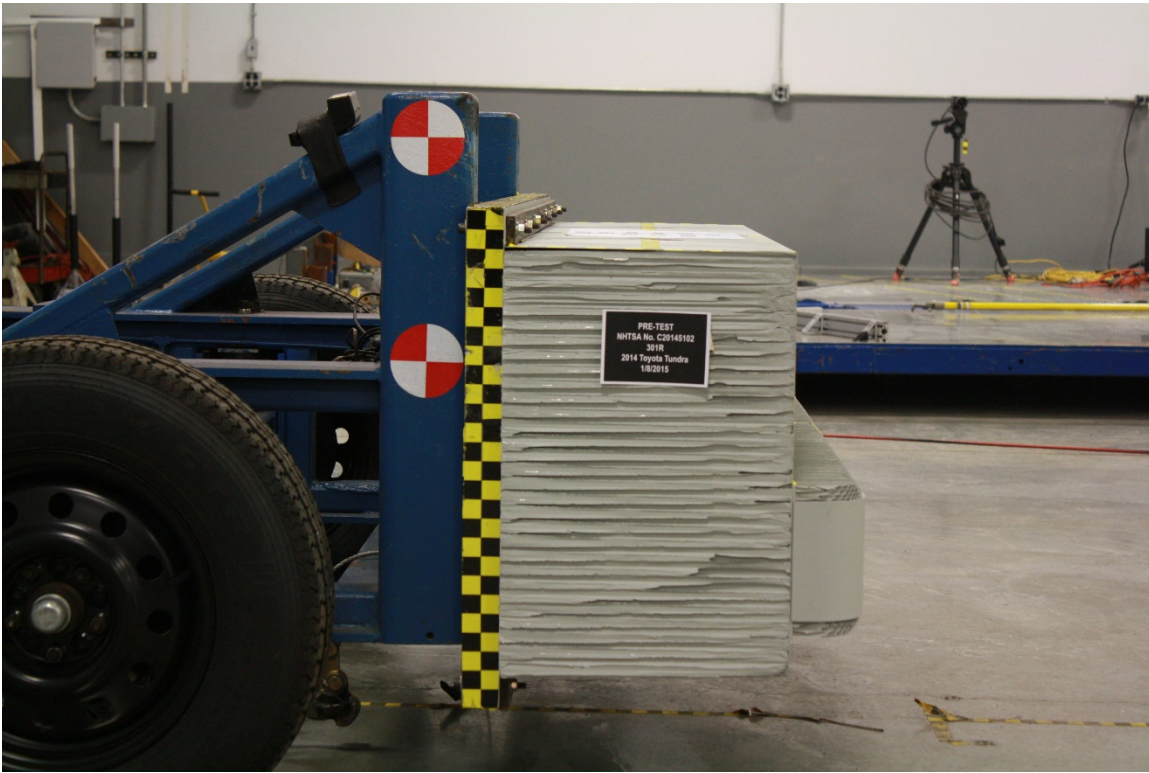


Figure A-23: Pre-Test MDB Right Side View

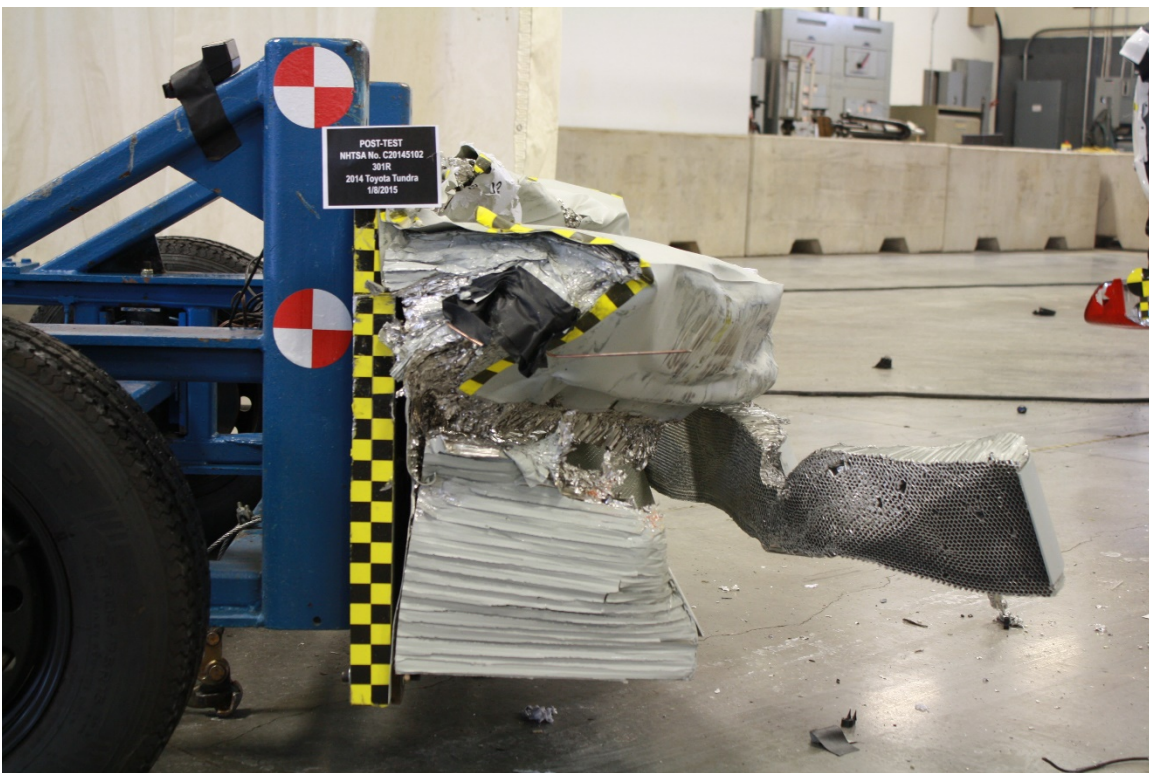


Figure A-24: Post-Test MDB Right Side View



Figure A-25: Pre-Test MDB Top View



Figure A-26: Post-Test MDB Top View

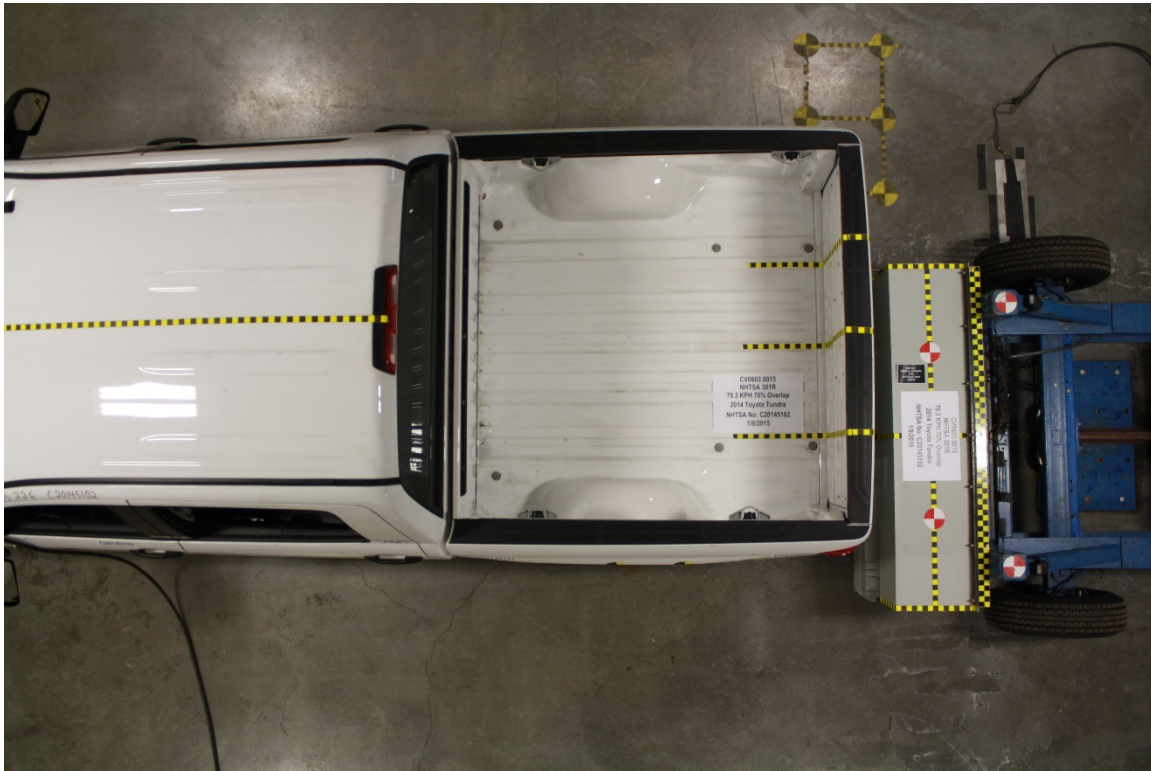


Figure A-27: Pre-Test Overhead Vehicle and MDB View



Figure A-28: Post-Test Impact Target View

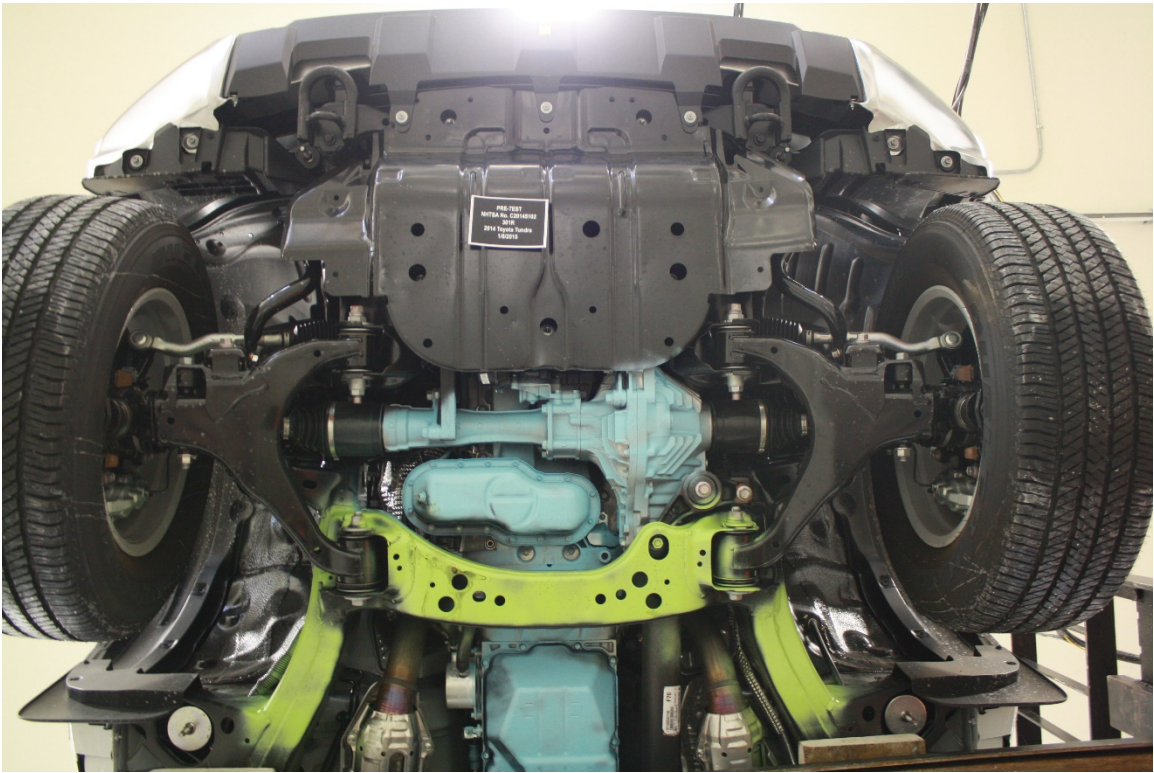


Figure A-29: Pre-Test Front Underbody View

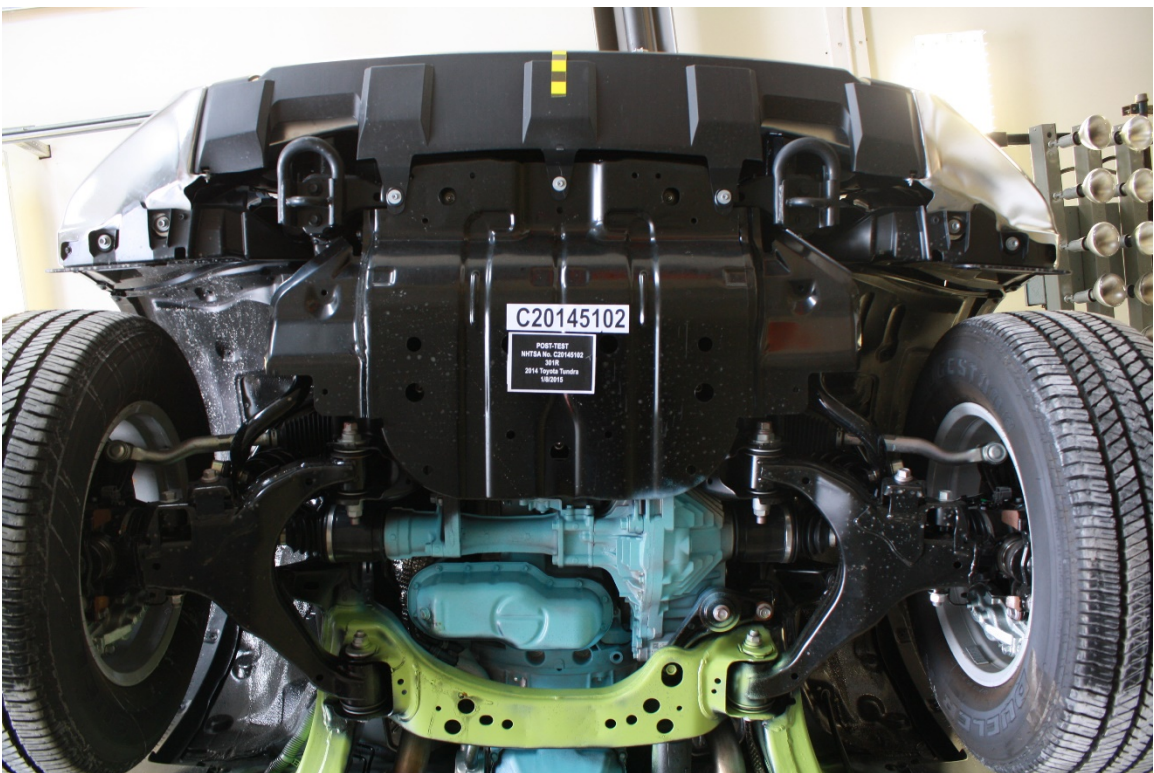


Figure A-30: Post-Test Front Underbody View

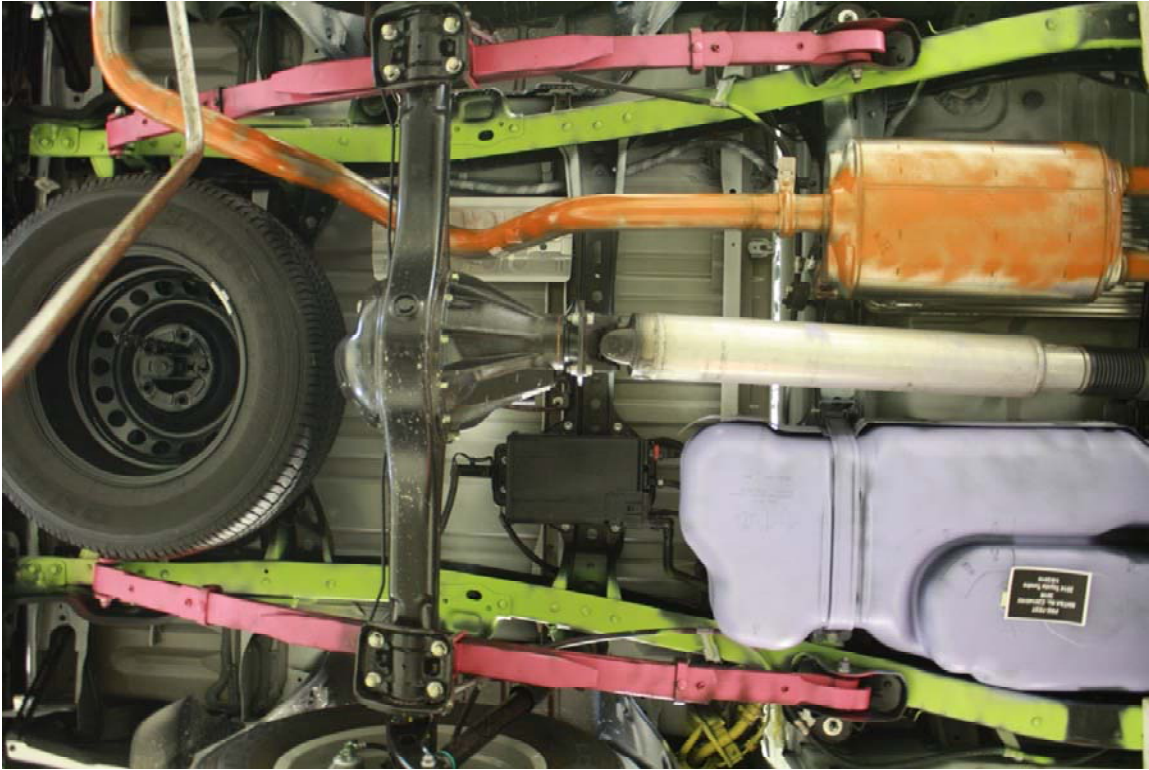


Figure A-31: Pre-Test Mid Underbody View

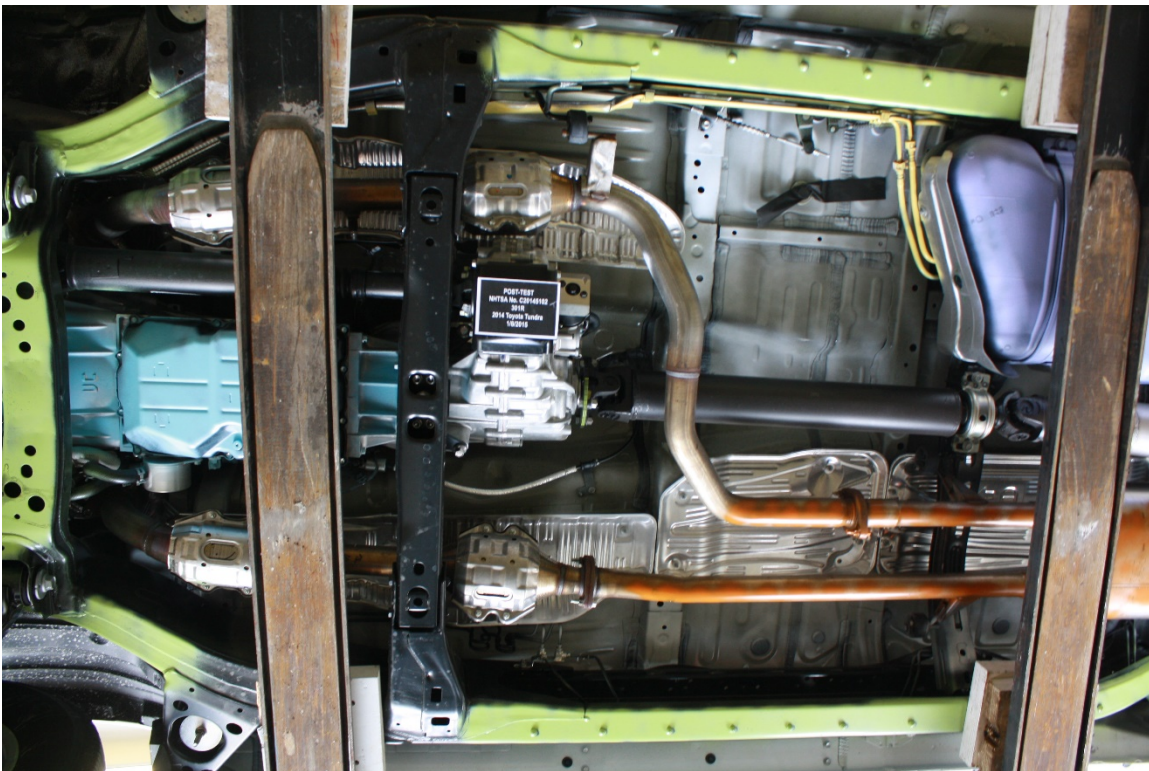


Figure A-32: Post-Test Mid Underbody View

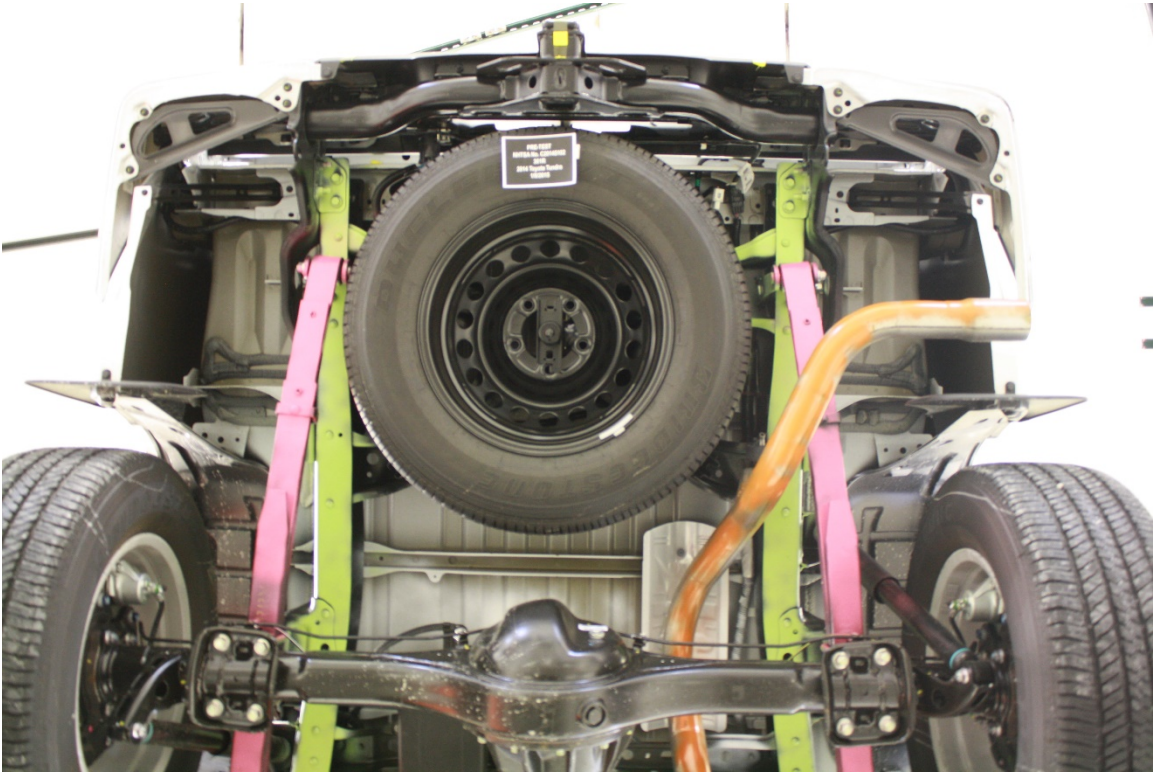


Figure A-33: Pre-Test Rear Underbody View

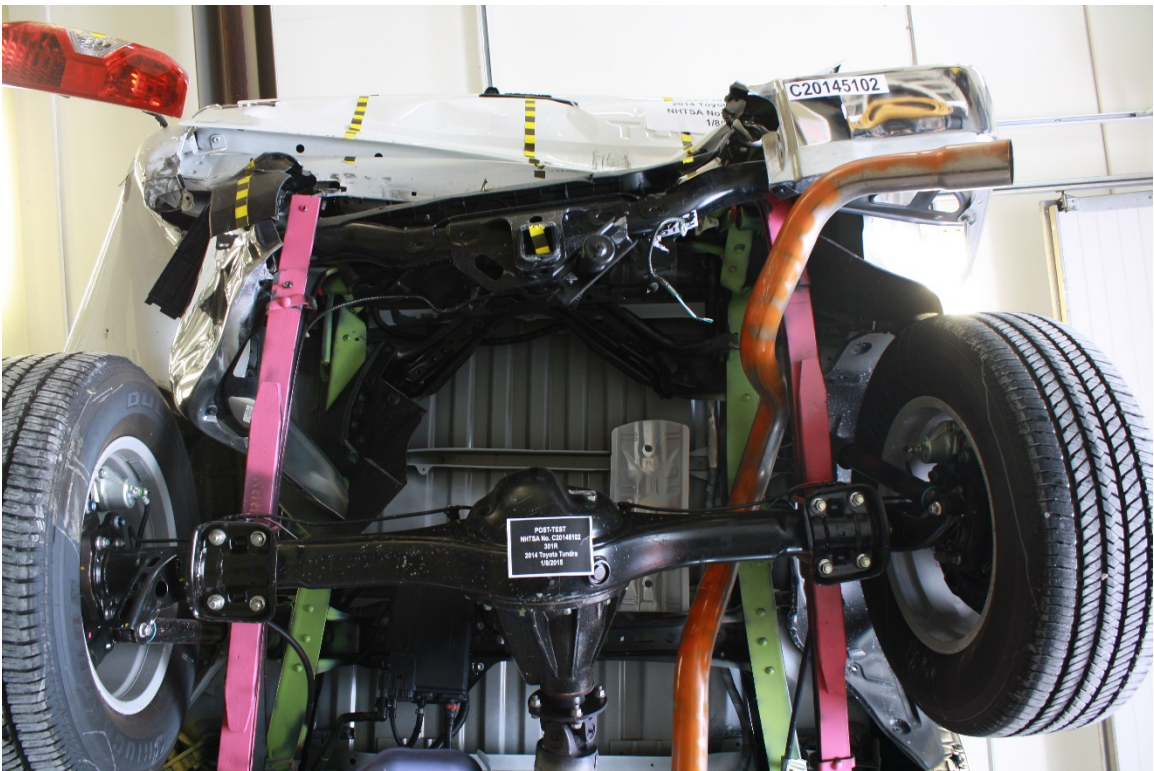


Figure A-34: Post-Test Rear Underbody View



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