

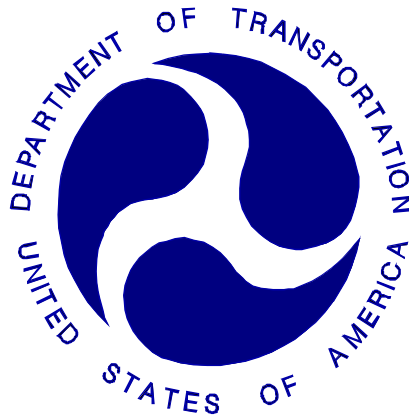
REPORT NUMBER: 301R-CAL-15-007

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

**Ford Motor Co.
2015 Ford Transit**

NHTSA NUMBER: C20150204

**PREPARED BY:
CALSPAN CORPORATION
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March 14, 2016

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 2015 Ford Transit Wagon 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."				
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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 2015 Ford Transit Wagon, 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 2,768 kg 2015 Ford Transit Wagon was impacted from the rear by a 1357.0 kg moving barrier at a velocity of 79.38 kph (49.32 mph). The test was performed by Calspan Corporation on March 8, 2016.

The test vehicle was equipped with a 94.6 liter fuel tank which was filled to 93 percent capacity with stoddard fluid prior to impact. Additional ballast (136.0 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 392 millimeters of which the average was 370 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: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	C20150204
Model Year	2015
Make	Ford
Model	Transit
Body Style	Wagon
Body Color	Black
Odometer Reading (km/mi)	96.5 km / 60 mi
Engine Displacement (L)	3.7
Type/No. Cylinders	V6
Engine Placement	Inline
Transmission Type	Automatic
Transmission Speeds	6-Speed
Final Drive	Rear Wheel Drive

Overdrive	Yes
Air Conditioning (AC)	Yes
All-Wheel Drive (AWD)	No
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADL)	Yes
Power Brakes	No
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	Ford Motor Co.
Date of Manufacture	05/15
VIN	1FMZK1ZM3FKA96180

GVWR (kg)	3878
GAWR Front (kg)	1873
GAWR Rear (kg)	2300

TIRE PLACARD & SIDEWALL INFORMATION

Tire Placard Location: Driver's Door Sill

Spare Tire Type: P235/65R16C

Measured Parameter	Front	Rear
Tire Manufacturer	Continental	Continental
Tire Name	VancoFourSeason	VancoFourSeason
Tire Type	All Weather	All Weather
Max. Tire Pressure (kPa)	619	619
Recommended Tire Size	P235/65R16C	P235/65R16C
Load Index/Speed Symbol	121/119R	121/119R
Recommended Cold Tire Pressure (kPa)	340	490
Tire Size on Vehicle	P235/65R16C	P235/65R16C
Treadwear/ Traction Grade/ Temperature Grade	N/A	N/A

VEHICLE CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Designated Seating Capacity (DSC)	2	3	3	8
Seat Type (Bench, Bucket, or Split Bench)	Bucket	Bench	Bench	
Capacity Weight (VCW) (kg)				1323
DSC X 68.04 (kg)				544.32
Cargo Weight (RCLW) (kg)				136

DATA SHEET NO. 2 PRE-TEST DATA

Test Vehicle: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	666	579		738	654	
Right	kg	660	576		728	648	
Ratio	%	53	47		53%	47%	
Totals	kg	1326	1155	2482	1466	1302	2768

TARGET TEST WEIGHT CALCULATION (TTW)

Measured Parameter	Units	Value	
Total Unloaded Vehicle Weight (UVW)	kg	2482	(A)
Rated Cargo/Luggage Weight (RCLW)	kg	136	(B)
Weight of two P572E ATDs	kg	155.4	(C)
Target Vehicle Test Weight (TVTWT)	kg	2773.4	(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	3294
Vehicle Length (at Centerline)	mm	5537
Vehicle Width	mm	2014
Weight of Ballast Secured in Cargo Area ¹	kg	136
Type of Ballast		Lead Shot
Method of Securing Ballast		Third Row Seat
Components Removed for Weight Reduction		0
Vehicle Width at Widest Point	mm	2031
Vehicle Width at Widest Point Location		Rear Wheel Axle
Centerline offset for impact line	mm	406
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	876	912	877	913	1533
As Tested (ATW)	mm	864	899	863	902	1549

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

Test Vehicle: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

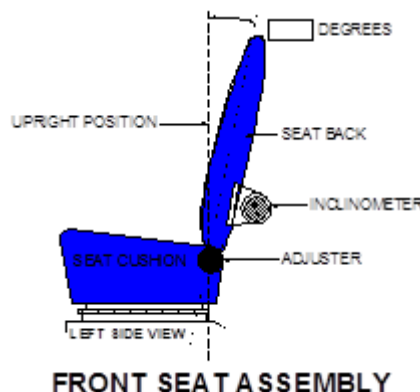
NHTSA No.: C20150204
Test Date: 3/8/2016

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.



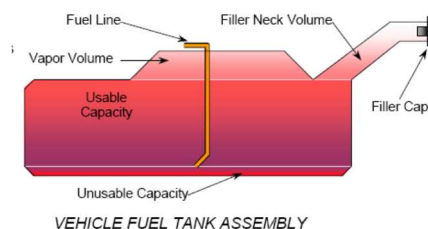
Measured Parameter	Deg.
Driver Seat Back Angle	1.8
Passenger Seat Back Angle	1.0

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	37 (0-36)	18
Passenger Seat	37 (0-36)	18



FUEL TANK CAPACITY DATA

Measured Parameter	Reference	Liters
Fuel System Capacity (Standard Tank)	Owner's Manual	94.6
COTR Usable Capacity (Standard Tank)	Form No. 1	94.6
Test Volume Range	92-94% of Usable Capacity	87.0 – 89.0
Actual Test Volume (Solvent Used)	93% of Usable Capacity	88.0

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

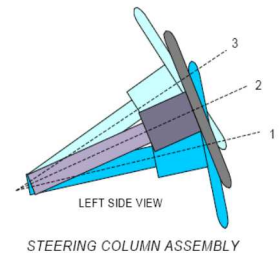
DATA SHEET NO. 2 (Continued)
PRE-TEST DATA

Test Vehicle: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

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 34.2 degrees and mid fore/aft position at 25 mm

SEAT BELT UPPER ANCHORAGE

Nominal design riding position

Operational Instructions: Anchorage were set to the most upright position.

COMMENTS: None

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

Test Vehicle: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

MDB Face Manufacturer: Plascore MDB Face Serial No. 101565

MDB SPECIFICATIONS

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

MDB WEIGHTS

Measurement Description	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

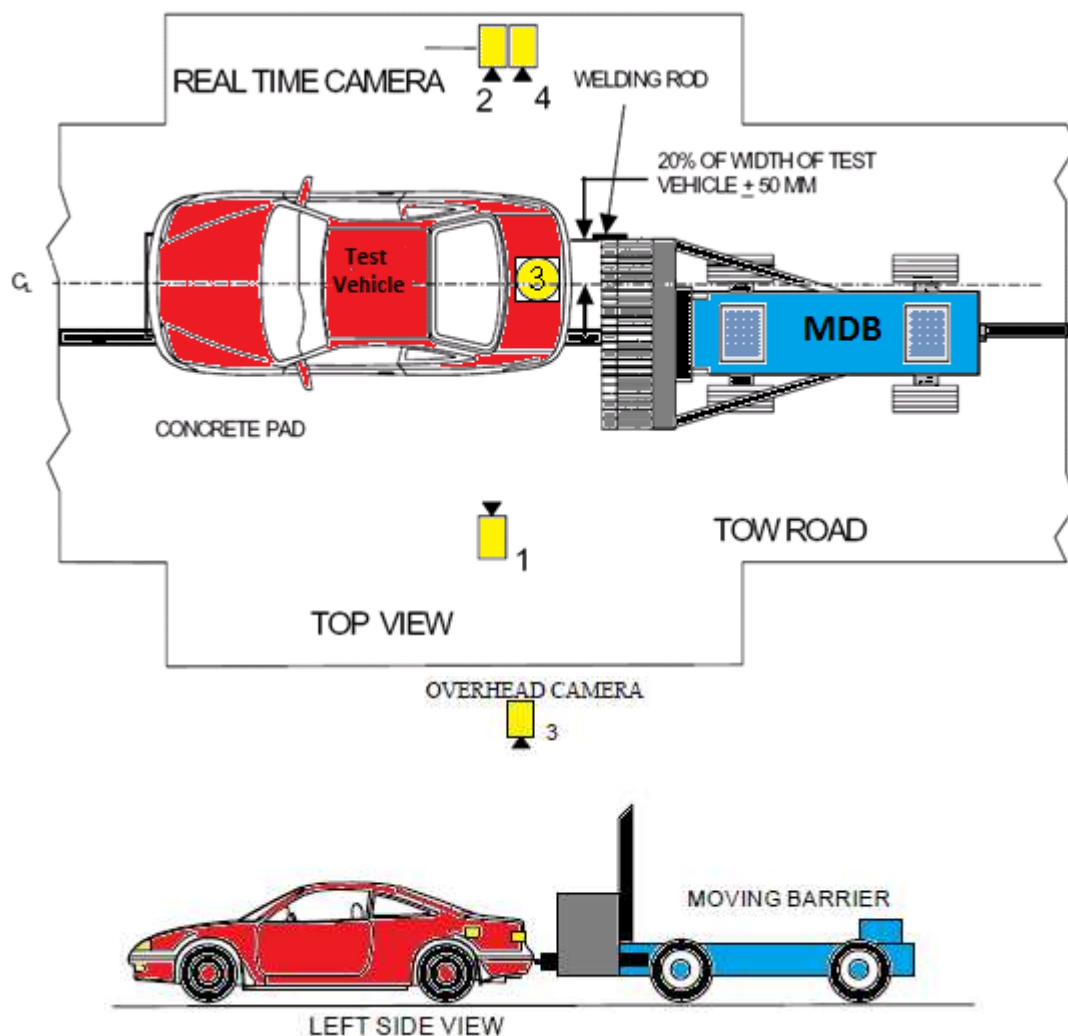
Brake Abort System? (Yes/No): Yes

Date of Last MDB Calibration: May 15, 2010

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

Test Vehicle: 2015 Ford Transit Wagon
 Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
 Test Date: 3/8/2016



No.	Camera View	Coordinates (mm)			Angle (Deg)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	6323	-10075	-1137	-0.2	24	1000
2	Real-Time Camera						60
3	Overhead View	4559	0	-5328	90	14	1000
4	Right Side View	6328	9437	-1020	1.9	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: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

VIN: 1FMZK1ZM3FKA96180

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	79.38
Trap No. 2	km/h	79.44

WELDING ROD IMPACT POINT

Measurement Description	Tolerance	Units	Value
Vertical distance from target center (+ is above)	±40 mm	mm	-3
Horizontal distance from target center (+ is right)	±50 mm	mm	-3

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: 2015 Ford Transit Wagon
Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
Test Date: 3/8/2016

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)	None	None
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	Left Rear side window shattered during impact
Other Notable Effects	None

VEHICLE CRUSH MEASUREMENTS: LENGTH

Measurement	Units	Left Side	Centerline	Right Side
Pre-Test	mm	5549	5537	5546
Post-Test	mm	5157	5180	5185
Crush	mm	-392	-357	-361

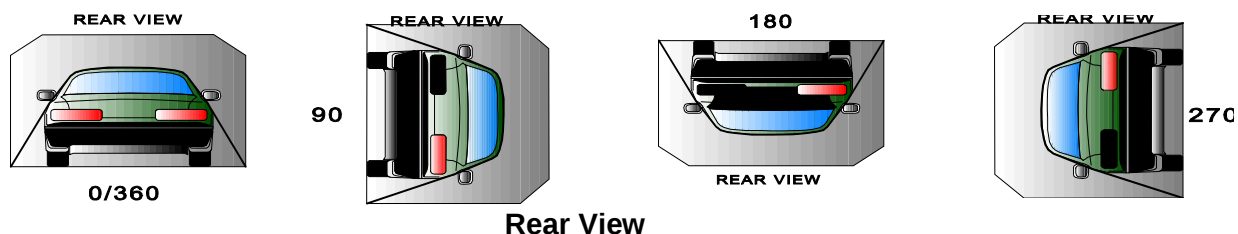
VEHICLE CRUSH MEASUREMENTS: WHEELBASE

Measurement	Units	Left Side	Right Side
Pre-Test	mm	3288	3299
Post-Test	mm	3228	3272
Crush	mm	-60	-27

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

Test Vehicle: 2015 Ford Transit Wagon
 Test Program: FMVSS 301R Compliance Rear Impact Test

NHTSA No.: C20150204
 Test Date: 3/8/2016



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	6	5	6	6	7
90° to 180°	1	3	5	6	3	7
180° to 270°	1	7	5	6	7	7
270° to 360°	1	5	5	6	5	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

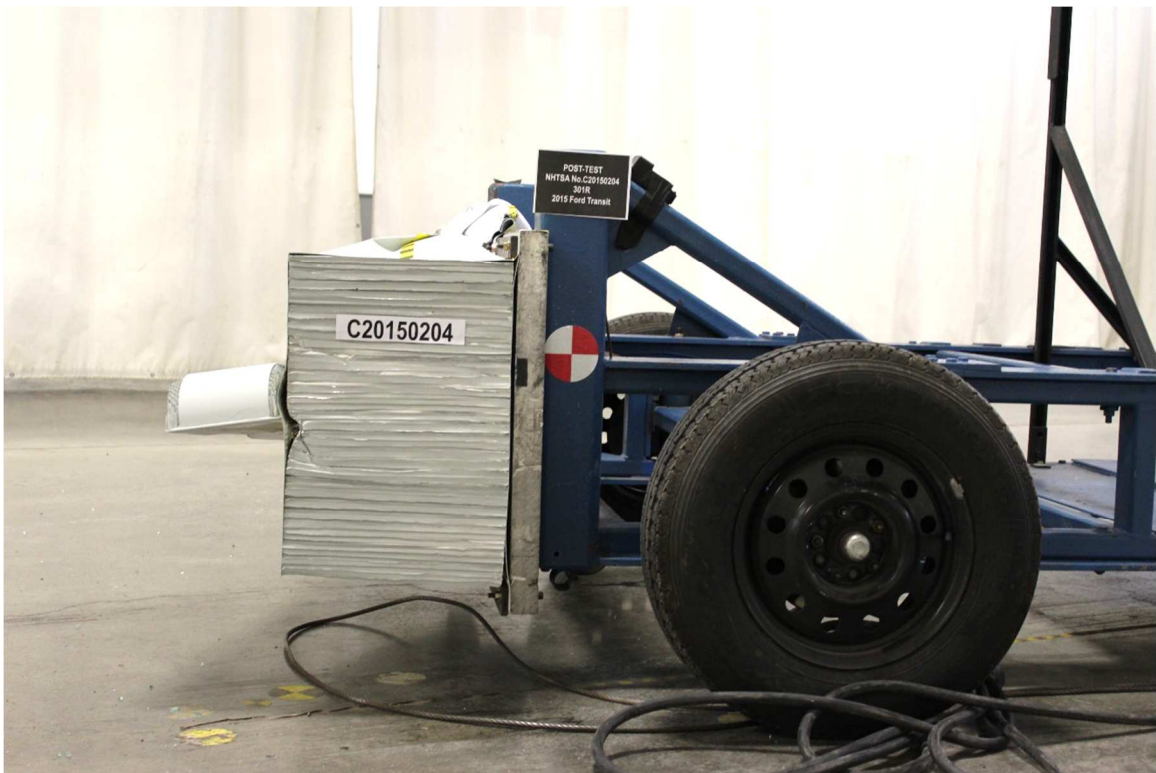


Figure A-22: Post-Test MDB Left Side View



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

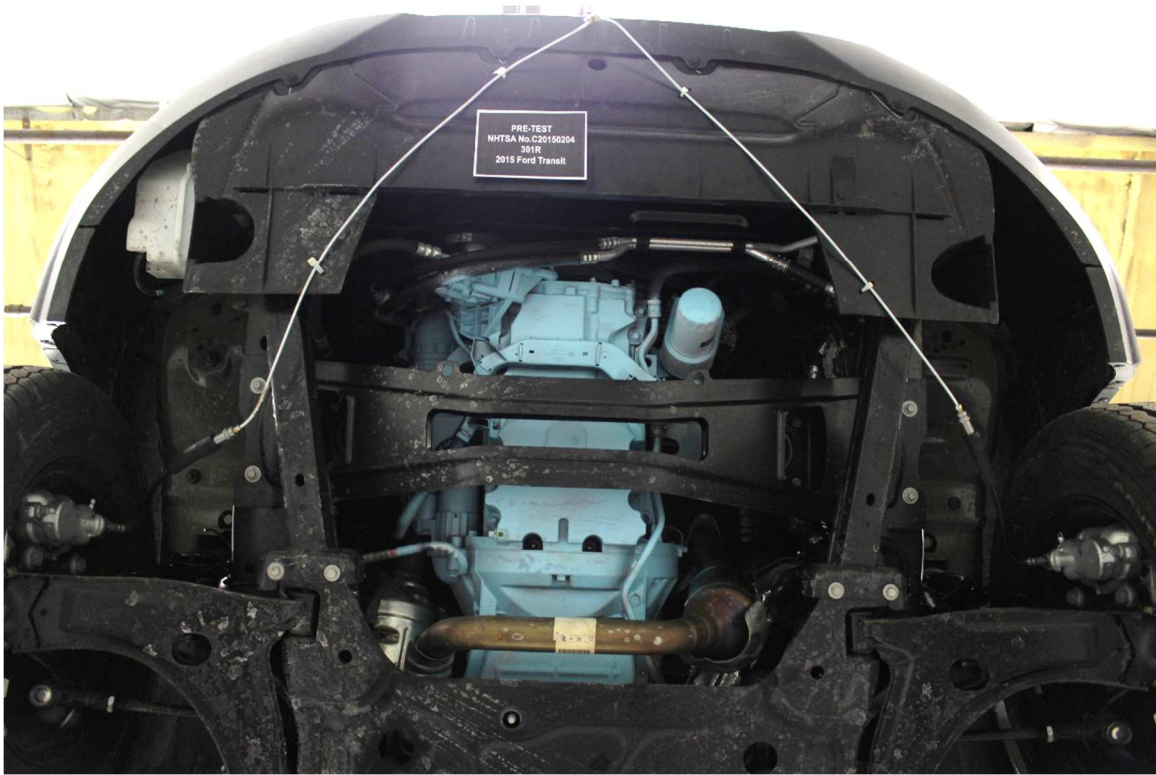


Figure A-29: Pre-Test Front Underbody View



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

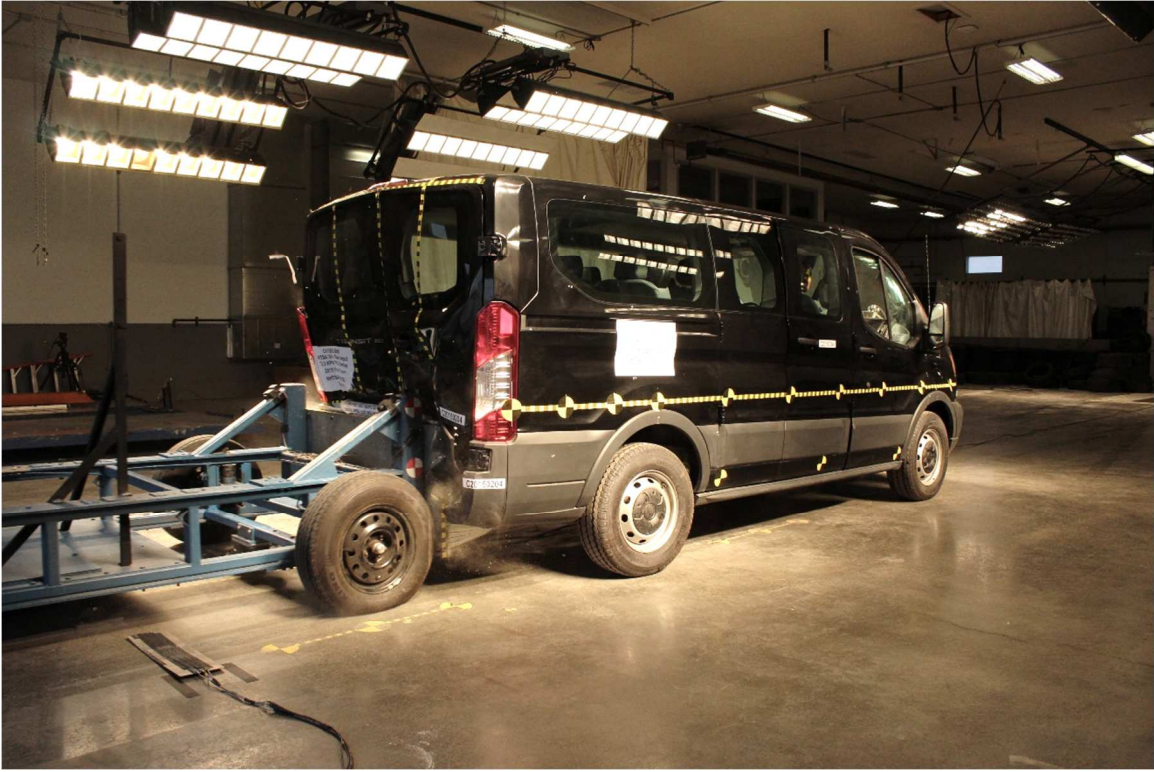


Figure A-37: Impact View



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