

REPORT NUMBER: 214D-CAL-24-004

**SAFETY COMPLIANCE TESTING FOR FMVSS 305
SIDE IMPACT MDB TEST INDICANT**

**Nissan Motor Co. LTD
2024 Nissan ARIYA
5 Door Hatchback**

NHTSA No: C20245203

**PREPARED BY:
CALSPAN CORPORATION
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June 28, 2024

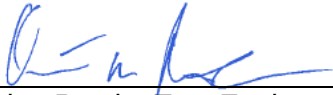
FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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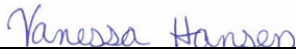
This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number 693JJ923D000043.

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FINAL REPORT ACCEPTANCE BY OVSC:

Accepted by: _____

Date: _____

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. 214D-CAL-24-004	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of New Car Assessment Program Side Impact Protection Indicant testing of a 2024 Nissan ARIYA 5 Door Hatchback NHTSA No.: C20245203		5. Report Date June 28, 2024	
		6. Performing Organization Code CAL	
7. Author(s) Quinn Porzio, Test Engineer Vanessa Hansen, Operations Manager		8. Performing Organization Report No. CAL-DOT-2024-004	
9. Performing Organization Name and Address Calspan Corporation Transportation Test Operations P.O. Box 400 Buffalo, New York 14225		10. Work Unit No.	
		11. Contract or Grant No. 693JJ923D000043	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Enforcement Office of Vehicle Safety Compliance 1200 New Jersey Ave., SE Washington, D.C. 20590		13. Type of Report and Period Covered: Final Test Report June 5, 2024 - June 28, 2024	
		14. Sponsoring Agency Code NEF-240	
15. Supplementary Notes			
16. Abstract An FMVSS No. 305 Indicant test, in conjunction with Side MDB Impact Test was conducted on the subject 2024 Nissan ARIYA 5 Door Hatchback in accordance with the specifications of the applicable Office of Vehicle Safety Compliance Test Procedures for the generation of consumer information. No test failures were reported.			
17. Key Words Compliance Testing FMVSS 305 Side Impact Protection MDB Indicant ES2re SID-IIS		18. Distribution Statement <u>Copies of this report are available from:</u> National Highway Traffic Safety Administration Technical Information Services (TIS) Room E12-100 East Bldg. 1200 New Jersey Ave. Washington, D.C. 20590 Telephone No. (202) 366-2588	
19. Security Class. (of this report) UNCLASSIFIED	20. Security Class. (of this page) UNCLASSIFIED	21. No. of Pages 35	22. Price

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SECTION 1

TEST PURPOSE AND PROCEDURE

An FMVSS No. 305 Indicant test, in conjunction with a FMVSS 214 Side MDB test was conducted on the subject 2024 Nissan ARIYA 5 Door Hatchback.

The Indicant test was conducted in accordance with the Office of Vehicle Safety Compliance Standards Laboratory Test Procedure, dated June 27, 2023 to determine compliance to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 305, "Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection" (TP-305-2) for the purpose of providing consumer information.

SECTION 2

SUMMARY OF TEST RESULTS

A moving deformable barrier side impact test was conducted on a 2024 Nissan ARIYA 5 Door Hatchback. The subject vehicle was impacted on the left side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 53.14 kph (33.02 mph). Electrical isolation measurements were taken immediately post-impact and observations were made related to electrolyte spillage and battery retention. A static rollover was subsequently performed on the subject vehicle and electrical isolation measurements were taken at each stage of the rollover.

Based on the test results, the 2024 Nissan ARIYA 5 Door Hatchback appears to meet the requirements for electrolyte spillage, electrical isolation, and battery retention during FMVSS No.305 Indicant testing.

Data sheets, along with pre-test and post-test photographs of the test vehicle are included in this report to document the test.

SECTION 3
OCCUPANT AND VEHICLE INFORMATION

This section contains information reporting for the following Data Sheets:

Data Sheet No. 1 - General Test and Vehicle Parameter Data

Data Sheet No. 2 – Pre-Impact Electric Isolation Measurements and Calculations

Data Sheet No. 3 – Post-Impact Electric Isolation Measurements and Calculations

Data Sheet No. 4 – FMVSS No. 305 Static Rollover Results for Electric Vehicles

DATA SHEET NO. 1
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024

TEST VEHICLE INFORMATION AND OPTIONS

Make	Nissan
Model	ARIYA
Body Style	5 Door Hatchback
VIN	JN1AF0BA7RM430769
Body Color	Boulder Gray
Engine Displacement (L)	Electric Vehicle
Type/No. Cylinders	N/A
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	Direct Drive
Overdrive	Yes
Final Drive	Front Wheel Drive
Odometer Reading (km/mi)	13 mi

Anti-Lock Brakes (ABS)	Yes
All-Wheel Drive (AWD)	No
Traction Control System (TCS)	Yes
Electric Stability Control (ECS)	Yes
Side Curtain Airbags	Yes
Torso Airbags – Front Seats	Yes
Torso Airbags – Rear Seats	Yes
Combination/Head Torso Bag	No
Pelvic Airbag – Front Seats	No
Pelvis Airbag – Rear Seats	No
Knee Airbag – Driver	Yes
Knee Airbag – Front Passenger	Yes
Seat Belt Pretensioners – Front Seats	Yes
Seat Belt Pretensioners – Rear Seats	Yes
Seat Belt Load Limiter – Front Seats	Yes
Seat Belt Load Limiter – Rear Seats	Yes
Tire Pressure Monitoring System (TPMS)	Yes
Tilt Steering Wheel	Yes
Automatic Door Locks (ADL)	Yes
Power Window Auto-reverse	Yes
Power Seats	Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Nissan Motor Co. LTD
Date of Manufacture	12/23
Vehicle Type	Passenger Car

GVWR (kg)	2410
GAWR Front (kg)	1230
GAWR Rear (kg)	1190

VEHICLE SEATING AND CAPACITY WEIGHT DATA

Measured Parameter	Front	Rear	Third	Total
Type of Seats (Bench or Bucket)	Bucket	Split Bench	N/A	
Designated Seating Capacity (DSC)	2	3	N/A	5
Capacity Weight (VCW) (kg)				400

DATA SHEET NO. 1 (Continued)
ELECTRIC VEHICLE PARAMETER DATA

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024

ELECTRIC VEHICLE PROPULSION SYSTEM

Measured Parameter	Value
Type of Electric Vehicle (Electric/Gas-Electric Hybrid/Fuel Cell-Electric Hybrid)	Electric
Propulsion Battery Type	Lithium-Ion
Nominal Voltage (Volts)	402
Is this Vehicle equipped with an Automatic Propulsion Battery Disconnect?	Yes
Physical Location of Automatic Propulsion Battery Disconnect, if applicable	Inside Battery Pack
Auxiliary Battery Type	Lead Acid

PROPULSION BATTERY SYSTEM DATA (COTR SUPPLIED)

Measured Parameter	Value
Electrolyte Fluid Type	Organic Electrolyte
Electrolyte Fluid Specific Gravity	1.2 g/ml @ 25°C
Electrolyte Fluid Kinematic Viscosity (centistokes)	3.7 mPa·s @ 25°C
Electrolyte Fluid Color	Clear
Propulsion Battery Coolant Type, Color and Specific Gravity (if applicable)	Water / Green
Location of Battery Modules (Inside or Outside of Passenger Compartment?)	Outside

PROPULSION BATTERY STATE OF CHARGE

Measured Parameter	Units	Value
<i>For all battery types:</i> Voltage Range corresponding to useable energy of the battery:		
Minimum State of Charge	V	Not Provided
Maximum State of Charge	V	402
95% of Maximum	V	381.9
Test Voltage *	V	398.5
<i>For batteries that are rechargeable ONLY by an energy source on the vehicle:</i> Voltage range corresponding to useable energy of the battery :		
Minimum State of Charge	V	
Maximum State of Charge	V	
95% of Maximum	V	
Test Voltage *	V	

* For all battery types-No less than 95% of Maximum Operating Voltage; for batteries that are rechargeable ONLY by an energy source on the vehicle-maximum practicable state of charge within normal operating range.

VEHICLE CHASSIS GROUND PT(S) LOCATION(S) & PROPULSION BATTERY SYSTEM

Measured Parameter	Value
Details of Vehicle Chassis Ground Points & Locations	Connected to vehicle chassis.
Details of Propulsion Battery Components	Propulsion battery is located underneath in the middle of the vehicle.

DATA SHEET NO. 2
PRE-IMPACT ISOLATION MEASUREMENTS AND CALCULATIONS

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 1587
Serial No.		51800115
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		06/20/2023

NOTES:

- The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 MΩ
- An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.

**PROPULSION BATTERY VOLTAGE, RESISTANCE &
ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS**

Measured Parameter	Symbol	Units	Value
Normal operating voltage range specified by the manufacturer	V _b	V	402
Propulsion Battery Voltage : (ready to drive position)	V _b	V	398.5
Propulsion Battery to Vehicle Chassis	V ₁	V	376.6
Propulsion Battery to Vehicle Chassis	V ₂	V	47.6
Propulsion Battery to Vehicle Chassis Across Known Resistor	R ₀	Ω	200,000
Propulsion Battery to Vehicle Chassis with R ₀ installed	V ₁ '	V	39.4
Propulsion Battery to Vehicle Chassis with R ₀ installed	V ₂ '	V	5.2
$R_{i1} = R_0 * (1 + V_2/V_1) * [(V_1 - V_1')/V_1']$	R _{i1}	Ω	1,929,114
$R_{i2} = R_0 * (1 + V_1/V_2) * [(V_2 - V_2')/V_2']$	R _{i2}	Ω	14,470,521
Lesser value of R _{i1} and R _{i2}	R _i	Ω	1,929,114
Electrical Isolation Value (Minimum E.I. Value is 500 Ω/V)	R _i /V _b	Ω/V	4,841

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

NOTES:

- The measurement shall be made with the propulsion battery connected to the vehicle propulsion system, and the vehicle in the "ready-to-drive" (propulsion motor(s) activated) position.
- If the voltage measurement is not at the voltage or within the normal operating voltage range specified by the manufacturer, the battery must be charged.
- The known resistance R₀ (in Ohms) should be approximately 500 times the nominal operating voltage of the vehicle (in volts) per SAE J1766
- If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant

COMMENTS: None

DATA SHEET NO. 3
POST-IMPACT ISOLATION MEASUREMENTS AND CALCULATIONS

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 1587
Serial No.		51800115
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		06/20/2023

NOTES:

- The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 MΩ
- An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.

ELECTRICAL ISOLATION MEASUREMENTS & IMPACT CALCULATIONS

Parameter	Value	Units		Value		Value	
V _b =	8.900	V	Impact Time:	1	Minutes	11	Seconds
V ₁ =	4.900	V	Impact Time:	1	Minutes	41	Seconds
V ₂ =	2.700	V	Impact Time:	1	Minutes	47	Seconds
R ₀ =	200,000	Ω	Impact Time:		Minutes		Seconds
V ₁ ' =	0.100	V	Impact Time:	1	Minutes	56	Seconds
V ₂ ' =	0.000	V	Impact Time:	2	Minutes	2	Seconds
R _{i1} =	14,889,796	Ω	Impact Time:	1	Minutes	56	Seconds
R _{i2} =	Zero Volts	Ω	Impact Time:	2	Minutes	2	Seconds
R _i =	14,889,796	Ω	Impact Time:	1	Minutes	56	Seconds
R _i /V _b =	1,673,011	Ω/V	Impact Time:	1	Minutes	56	Seconds

Is the Electrical Isolation Value $\geq 500 \Omega/V$ (Yes/No)? X Yes No (Fail)

NOTES:

- $R_{i1} = R_0 * (1 + V_2/V_1) * [(V_1 - V_1')/V_1']$, $R_{i2} = R_0 * (1 + V_1/V_2) * [(V_2 - V_2')/V_2']$, R_i = Lesser value of R_{i1} and R_{i2}
- If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant
- Minimum Electrical Isolation Value is 500 Ω/V

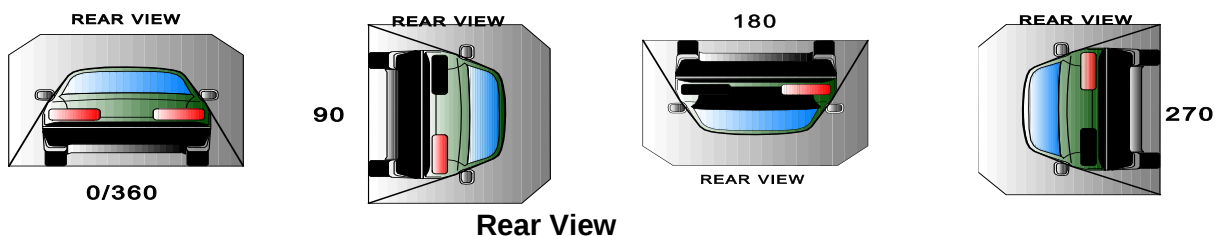
PROPULSION BATTERY SYSTEM COMPONENTS

Measured Parameter	Comments	Passed	Failed
Propulsion Battery Module movement within the passenger compartment	None	X	
Intrusion of an outside Propulsion Battery Component into the passenger compartment	None	X	
Is propulsion battery electrolyte spillage visible in the passenger compartment?	None	X	

DATA SHEET NO. 4
FMVSS NO. 305 STATIC ROLLOVER RESULTS FOR ELECTRIC POWERED VEHICLES

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024



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
	Minutes	Seconds		Minutes	Seconds	
0° to 90°	1	8	5	6	8	7
90° to 180°	1	4	5	6	4	7
180° to 270°	1	4	5	6	4	7
270° to 360°	1	6	5	6	6	7

ACTUAL TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

Rollover Stage	Propulsion Battery Electrolyte Spillage	Units	Spillage Location
0° to 90°	0.0	Liters	None
90° to 180°	0.0	Liters	None
180° to 270°	0.0	Liters	None
270° to 360°	0.0	Liters	None
Total Spillage	0.0	Liters	None

* FMVSS 305 Requirements: Maximum allowable propulsion battery electrolyte spillage is **5.0 Liters**

Is the total spillage of propulsion battery electrolyte greater than 5.0 Liters? ☐ Yes (Fail) ☒ No
 Is propulsion battery electrolyte spillage visible in the passenger compartment? ☐ Yes (Fail) ☒ No

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 1587
Serial No.		51800115
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		06/20/2023

NOTES:

- The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 MΩ
- An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.

DATA SHEET NO. 4 (Continued)
FMVSS NO. 305 STATIC ROLLOVER RESULTS FOR ELECTRIC POWERED VEHICLES

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
 Test Date: 06/05/2024

ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Parameter	Rollover Stage	Value	Units	$R_0=200,000 \Omega$	Minutes	Seconds
$V_b =$	90°	8.2	V	Time	3	7
	180°	8.2	V		10	14
	270°	8.2	V		17	59
	360°	8.2	V		24	1
$V_1 =$	90°	1.6	V	Time:	3	17
	180°	1.2	V		10	26
	270°	1.3	V		18	7
	360°	1.2	V		24	21
$V_2 =$	90°	1.2	V	Time:	3	22
	180°	1.0	V		10	32
	270°	1.0	V		18	11
	360°	0.6	V		24	31
$V_1' =$	90°	0.0	V	Time:	3	27
	180°	0.0	V		10	38
	270°	0.0	V		18	15
	360°	0.0	V		24	41
$V_2' =$	90°	0.0	V	Time:	3	32
	180°	0.0	V		10	44
	270°	0.0	V		18	19
	360°	0.0	V		24	51
$R_{i1} =$	90°	Zero Volts	Ω	Time:	3	27
	180°	Zero Volts	Ω		10	38
	270°	Zero Volts	Ω		18	15
	360°	Zero Volts	Ω		24	41
$R_{i2} =$	90°	Zero Volts	Ω	Time:	3	32
	180°	Zero Volts	Ω		10	44
	270°	Zero Volts	Ω		18	19
	360°	Zero Volts	Ω		24	51
$R_i =$	90°	Zero Volts	Ω	Time:	3	32
	180°	Zero Volts	Ω		10	44
	270°	Zero Volts	Ω		18	19
	360°	Zero Volts	Ω		24	51
$R_i/V_b =$	90°	Zero Volts	Ω/V	Time:	3	32
	180°	Zero Volts	Ω/V		10	44
	270°	Zero Volts	Ω/V		18	19
	360°	Zero Volts	Ω/V		24	51

Is the Electrical Isolation Value $\geq 500 \Omega/V$ (Yes/No)?



Yes



No (Fail)

DATA SHEET NO. 4 (Continued)
FMVSS NO. 305 STATIC ROLLOVER RESULTS FOR ELECTRIC POWERED VEHICLES

Test Vehicle: 2024 Nissan ARIYA 5 Door Hatchback
Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20245203
Test Date: 06/05/2024

NOTES:

- $R_{i1} = R_o * (1 + V_2/V_1) * [(V_1 - V_1')/V_1']$, $R_{i2} = R_o * (1 + V_1/V_2) * [(V_2 - V_2')/V_2']$, $R_i = \text{Lesser value of } R_{i1} \text{ and } R_{i2}$,
 $R_i/V_b = \text{Electrical Isolation Value/ Nominal Battery Voltage}$
- V_1 , V_2 , V_1' , & V_2' voltage measurements were recorded at the start of each successive increment of **90°**, **180°**, **270°**, and **360°** of the static rollover test. The increment of rotation for each turn was completed within a maximum of 3 minutes.
- If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant
- Minimum Electrical Isolation Value is 500 Ω/V

COMMENTS: None

APPENDIX A
PHOTOGRAPHS

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Figure 305-1: Auxiliary Power Module Warning Label



Figure 305-2: Power Inverter Warning Label

Photo Not Applicable

Figure 305-3 First Responder Warning Label

Photo Not Applicable

Figure 305-4: First Responder Warning Label Location

Photo Not Applicable

Figure 305-5: Other Vehicle Label Related to Electric Propulsion System



Figure 305-6: Manual High Voltage Service Disconnect in Place



Figure 305-7: Manual High Voltage Service Disconnect Removed (Show Plug)



Figure 305-8: Manual High Voltage Service Disconnect Removed Location



Figure 305-9: Pre-Impact View of Propulsion Battery



Figure 305-10: Post-Impact Front View of Propulsion Battery



Figure 305-11: Post-Impact Rear View of Propulsion Battery (if any part of it is visible)

Photo Not Applicable

Figure 305-12: Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

Photo Not Applicable

Figure 305-13: Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

Photo Not Applicable

Figure 305-14: Pre-Impact View of Propulsion Battery Module(s)

Photo Not Applicable

Figure 305-15: Post-Impact View of Propulsion Battery Module(s)

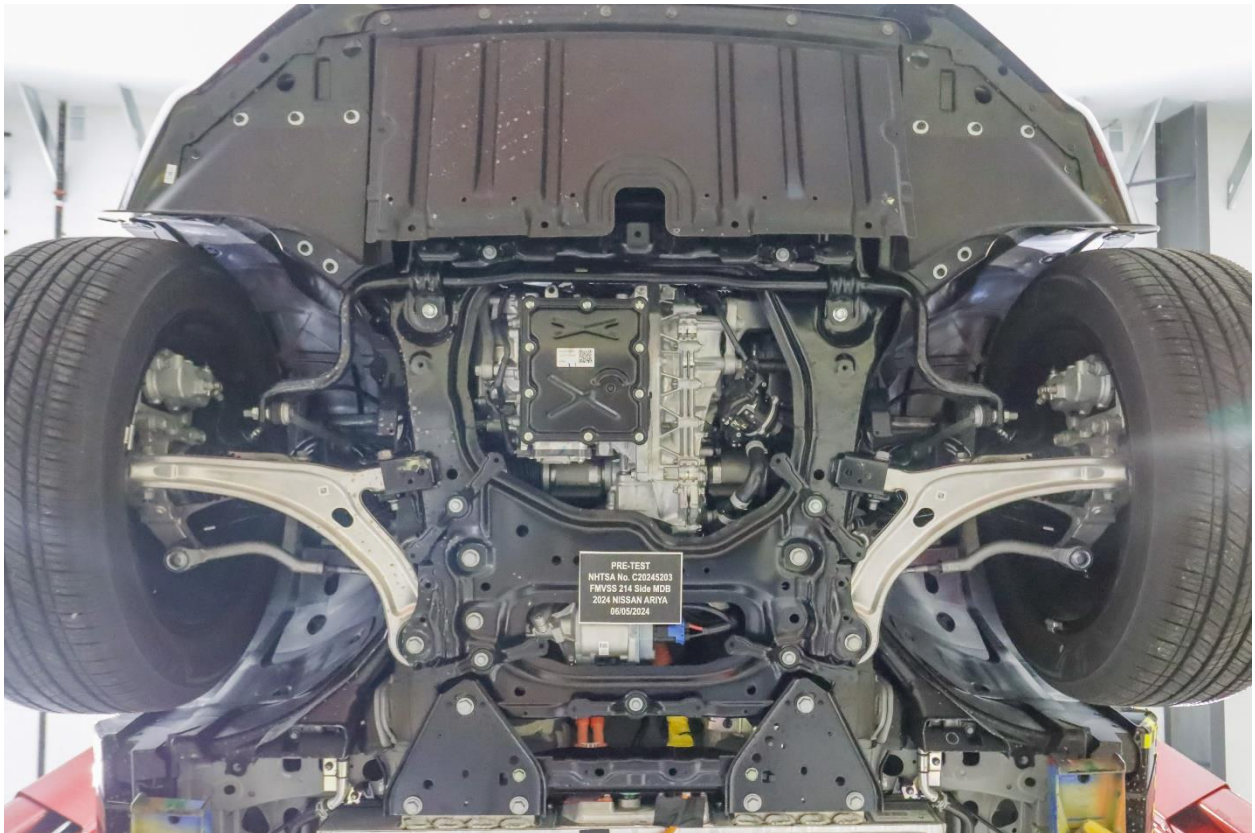


Figure 305-16: Pre-Impact View of Electric Propulsion Drive

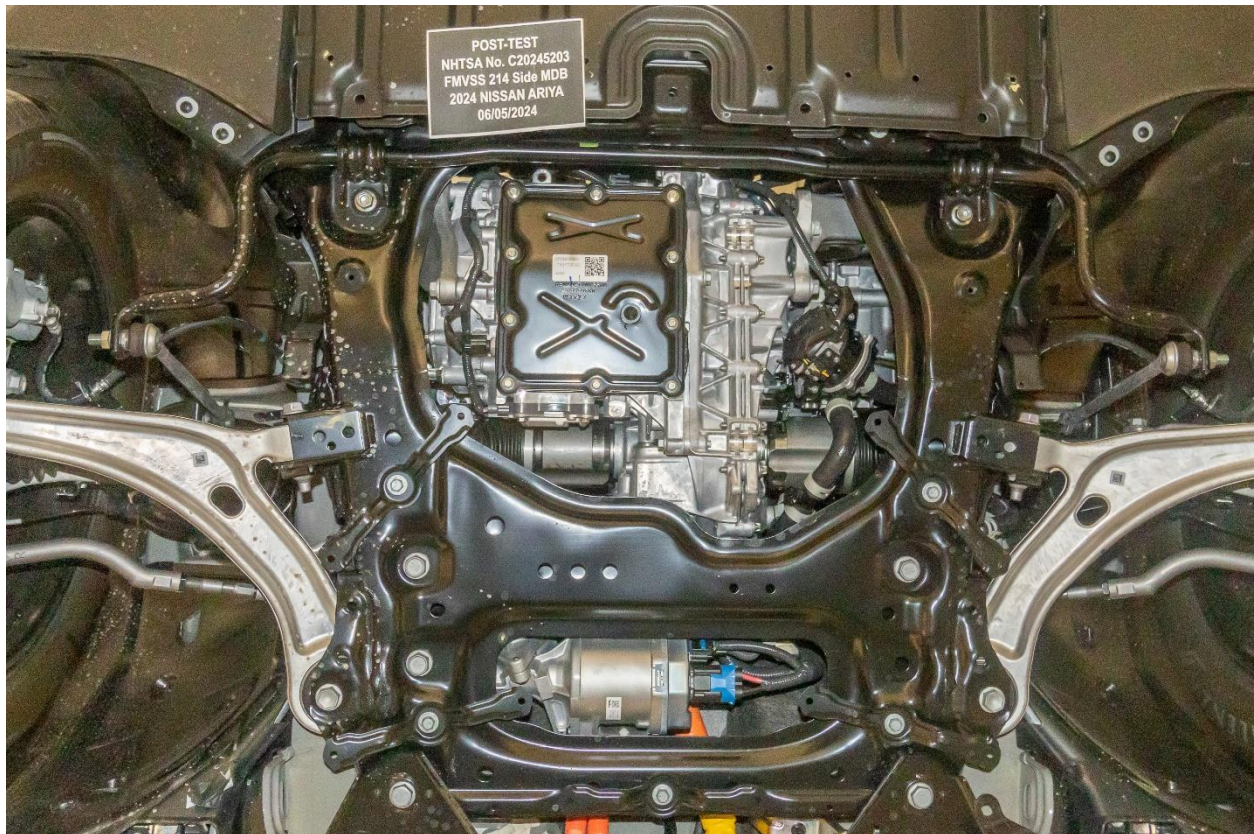


Figure 305-17: Post-Impact View of Electric Propulsion Drive

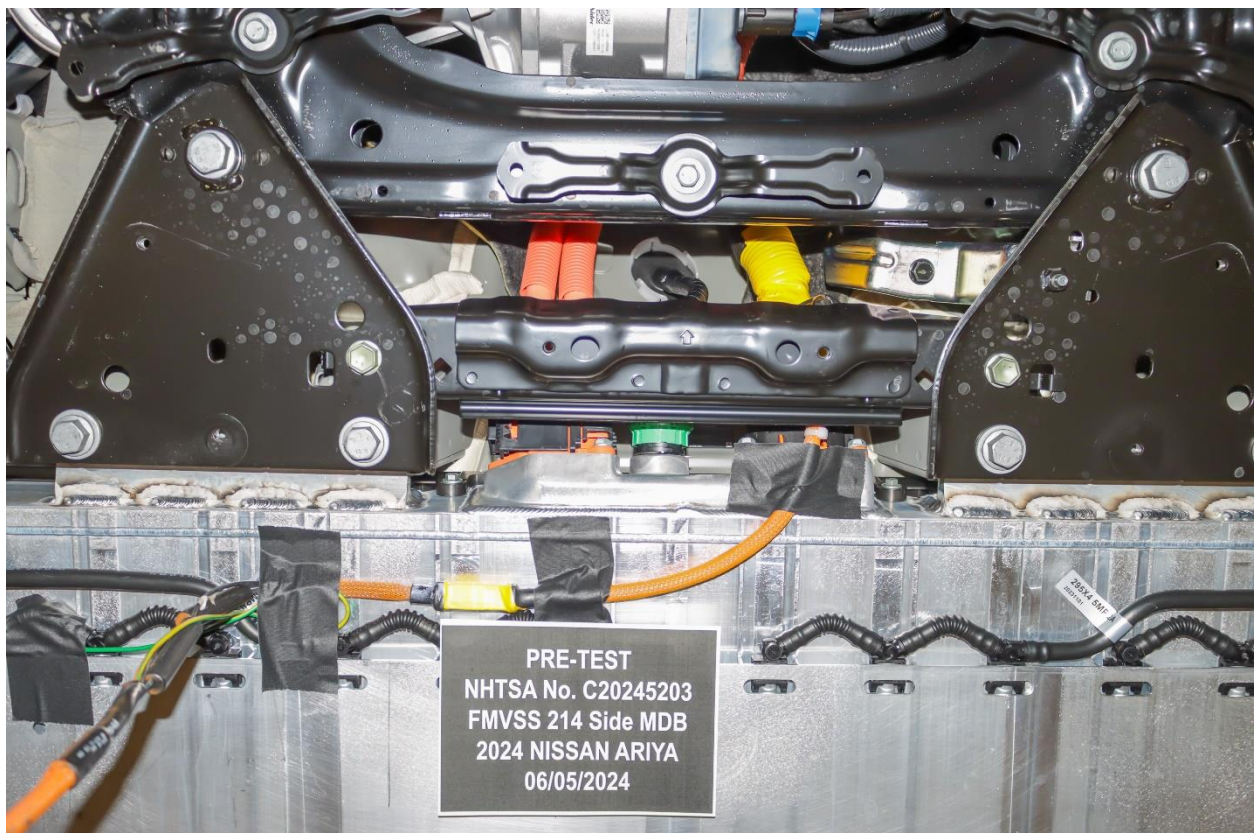


Figure 305-18: Pre-Impact View of High Voltage Interconnects

Photo Not Applicable

Figure 305-19: Pre-Impact View of Propulsion Battery Venting System



Figure 305-20: Pre-Impact View of Other Visible Electric Propulsion Components



Figure 305-21: Pre-Impact View of Ground Lead Attached

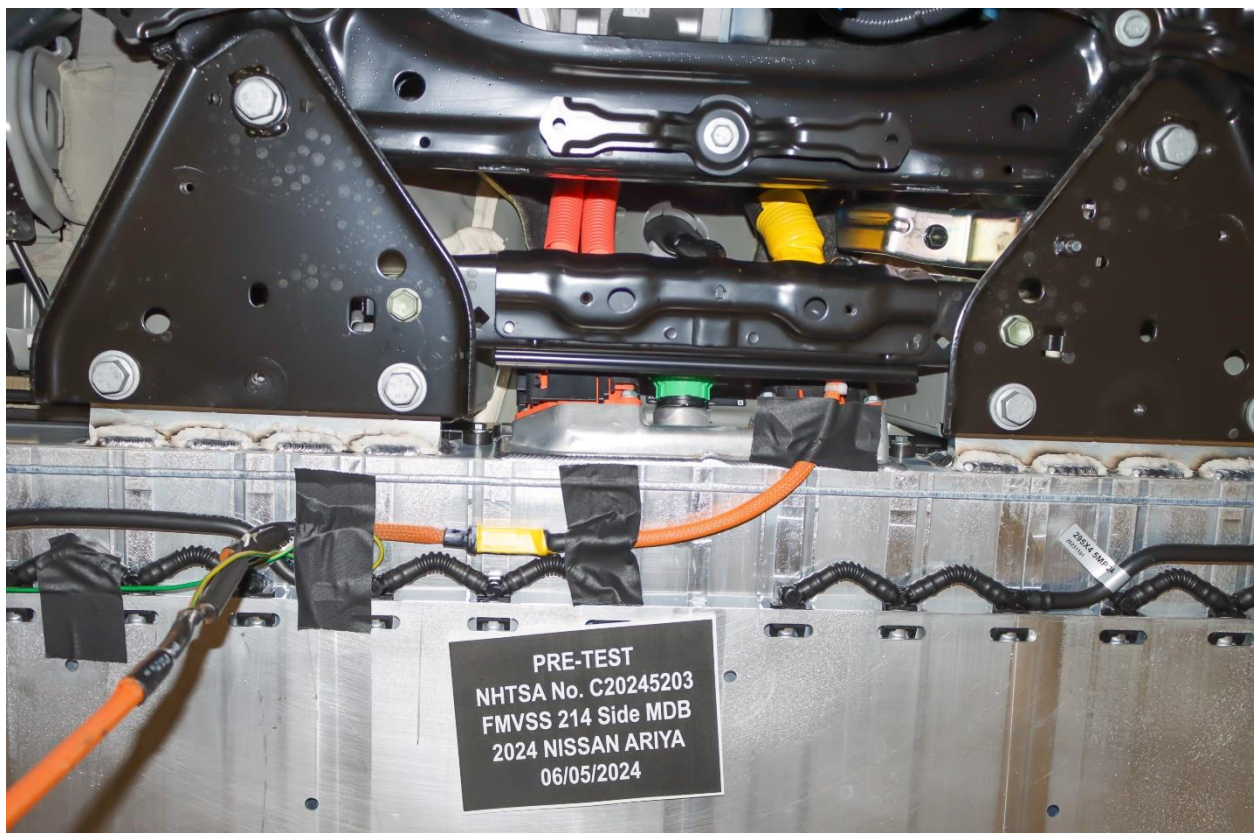


Figure 305-22: Pre-Impact View of High Voltage Leads Attached

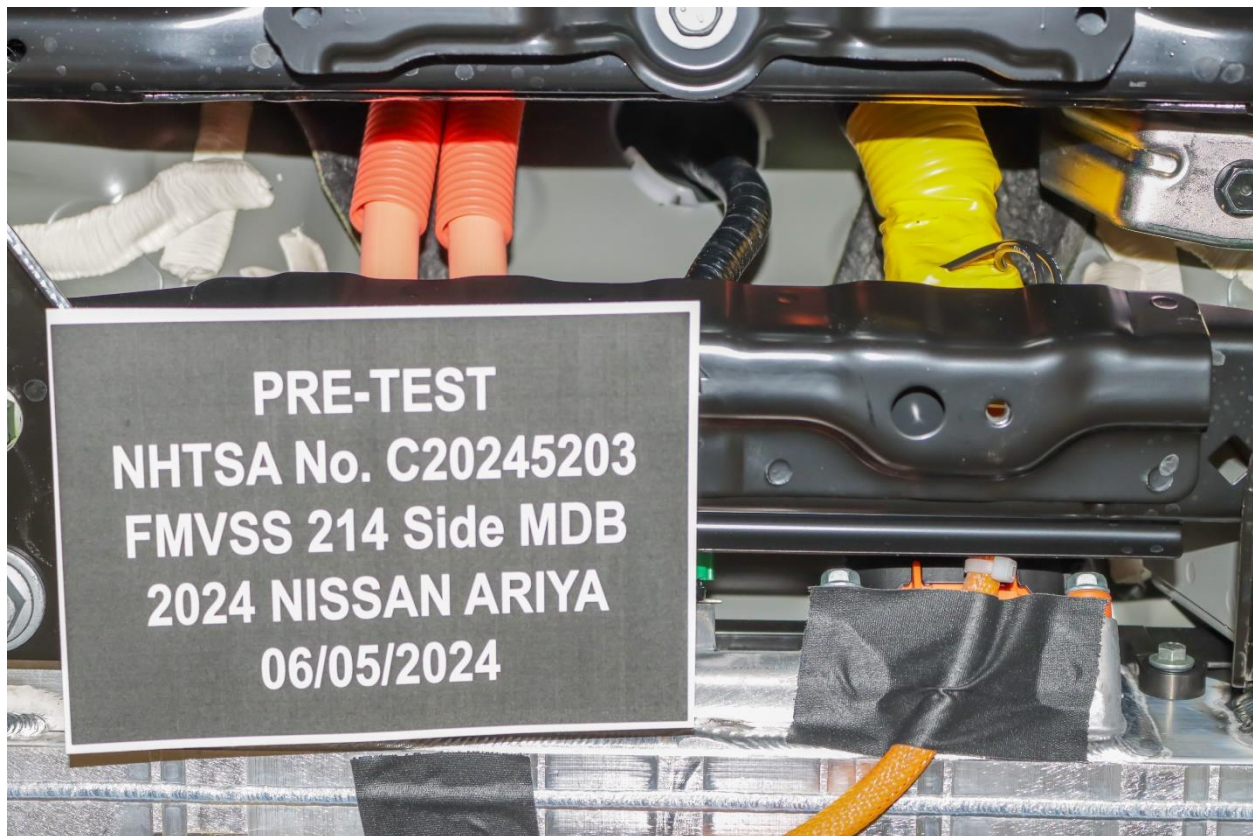


Figure 305-23: Pre-Impact Close Up View of High Voltage Leads Attached



Figure 305-24: Pre-Impact View of Installed Test Interface Port

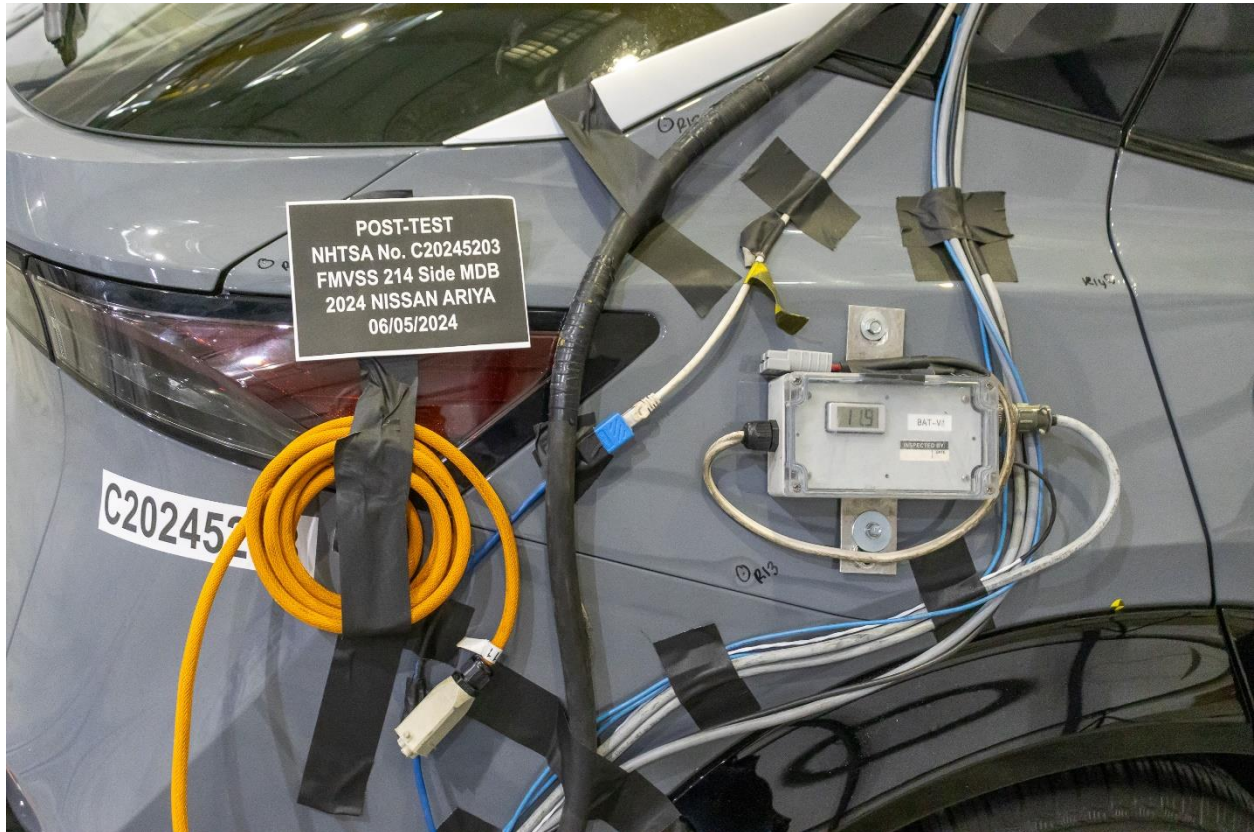


Figure 305-25: Post-Impact View of Installed Test Interface Port

Photo Not Applicable

Figure 305-26: Pre-Impact View of Other Test Devices

Photo Not Applicable

Figure 305-27: Post-Impact View of Other Test Devices

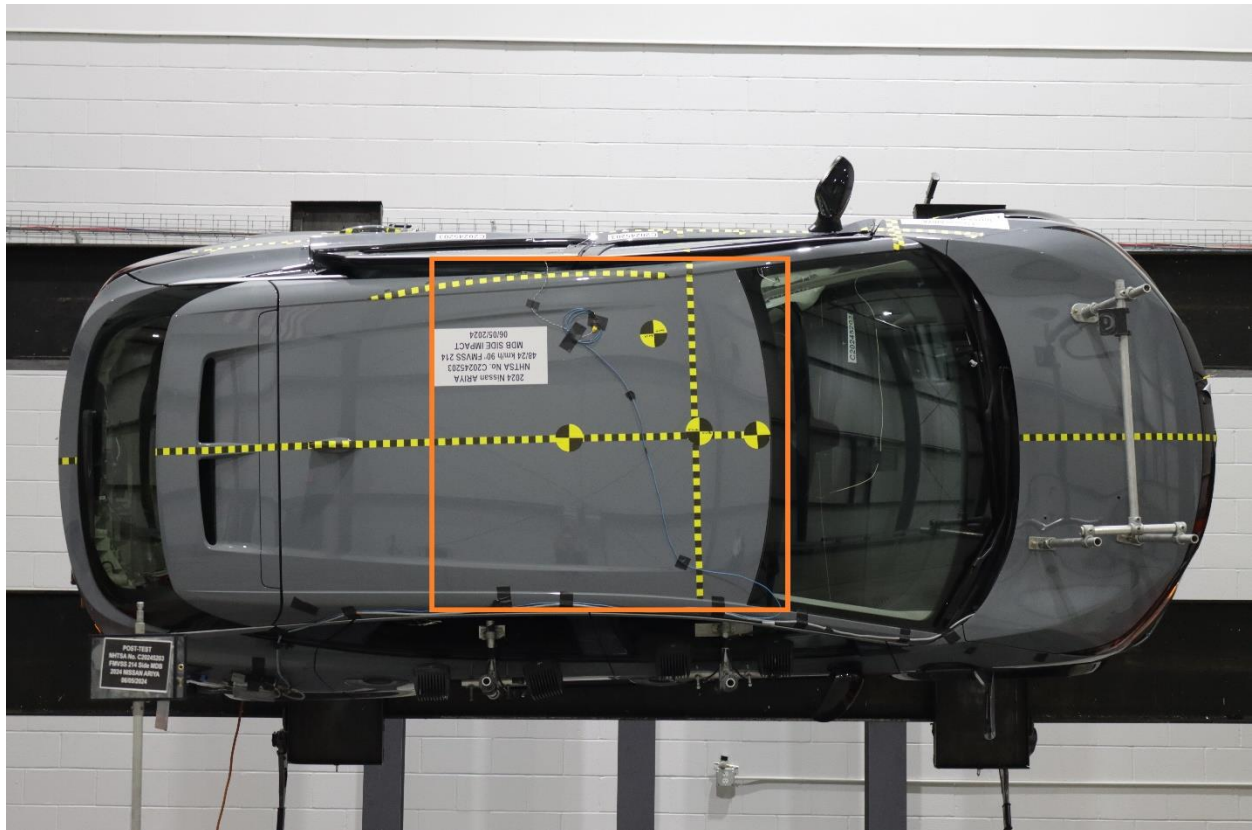


Figure 305-28: FMVSS No. 305 Static Rollover 90 Degrees

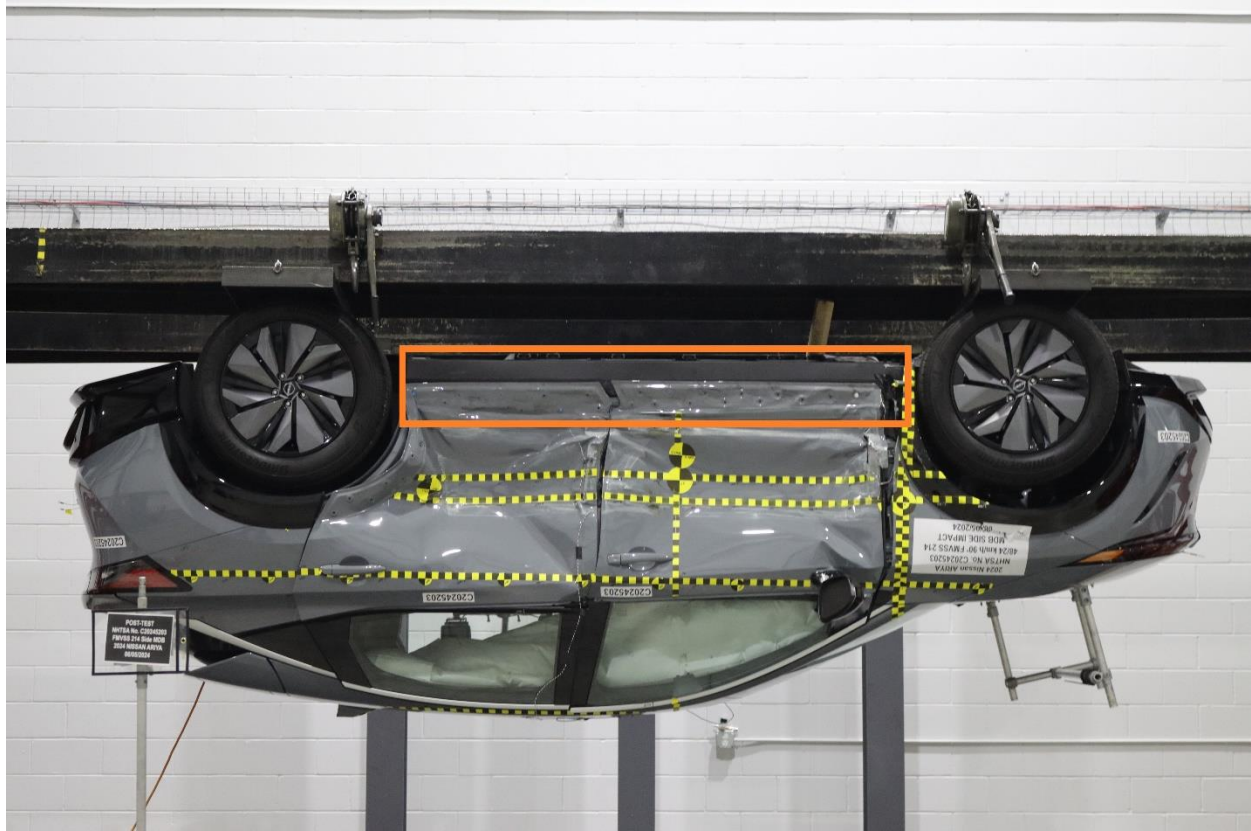


Figure 305-29: FMVSS No. 305 Static Rollover 180 Degrees

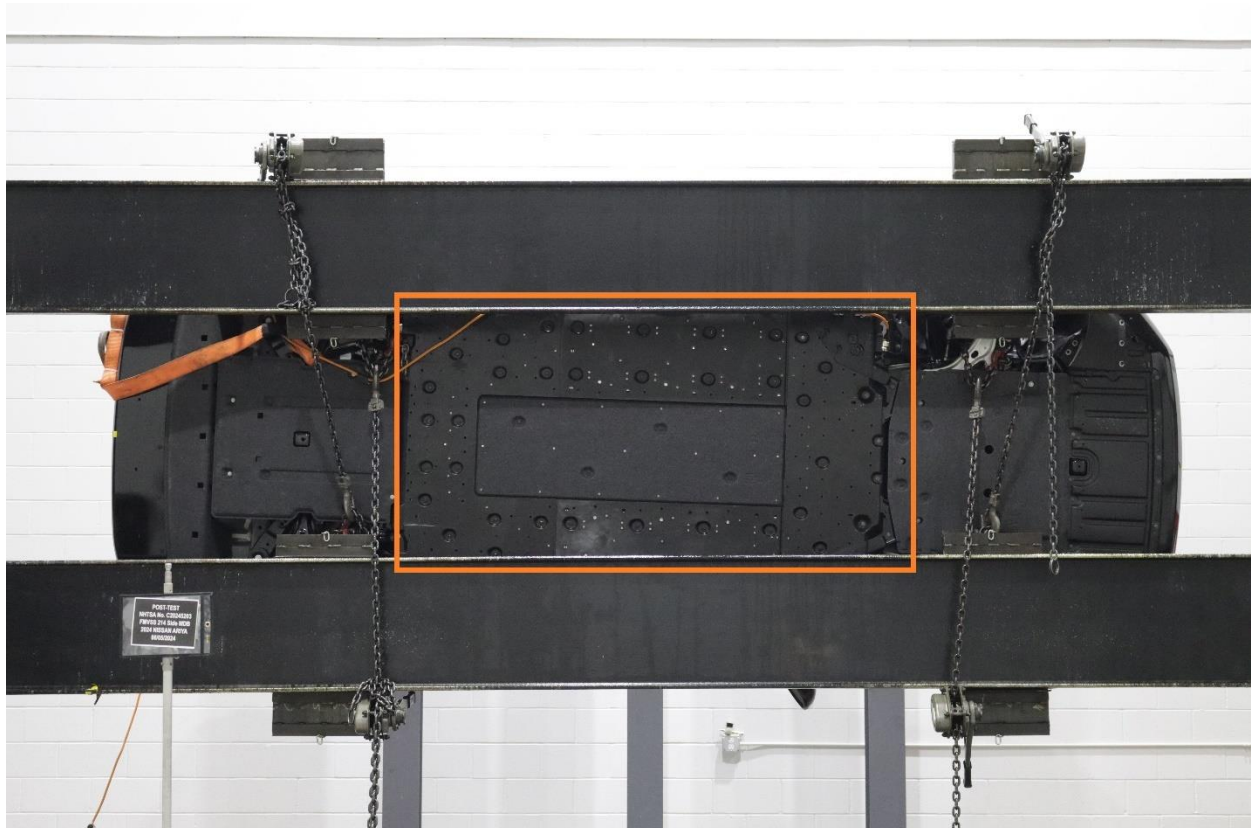


Figure 305-30: FMVSS No. 305 Static Rollover 270 Degrees



Figure 305-31: FMVSS No. 305 Static Rollover 360 Degrees



Figure 305-32: Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery



Figure 305-33: Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Photo Not Applicable

Figure 305-34: Post-Impact Propulsion Battery System Mounting and-or Intrusion Failure(s)

Photo Not Applicable

Figure 305-35: Post-Impact View of Battery Component Intrusion (if applicable)

Photo Not Applicable

Figure 305-36: Post-Impact View of Battery Module Movement or Retention Loss (if applicable)

Photo Not Applicable

**Figure 305-37: Post-Impact View of Propulsion Battery Electrolyte Spillage Location
(if applicable)**

Photo Not Applicable

**Figure 305-38: Post-Impact View of Propulsion Battery Electrolyte Spillage Location
(after rollover)**