

REPORT NUMBER: 214D-CAL-25-002

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

**Toyota Motor Manufacturing, Kentucky, INC.
2025 Toyota Camry Hybrid
4 Door Sedan**

NHTSA No: C20255104

**PREPARED BY:
CALSPAN CORPORATION
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January 16, 2025

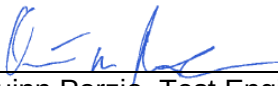
FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
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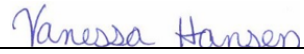
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16. Abstract An FMVSS No. 305 Inducant test, in conjunction with Side MDB Impact Test was conducted on the subject 2025 Toyota Camry Hybrid 4 Door Sedan in accordance with the specifications of the applicable Office of Vehicle Safety Compliance Test Procedures for the generation of consumer information. No test failures were reported.			
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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 2025 Toyota Camry Hybrid 4 Door Sedan.

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 2025 Toyota Camry Hybrid 4 Door Sedan. 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 53.10 kph (32.99 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 2025 Toyota Camry Hybrid 4 Door Sedan 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: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024

TEST VEHICLE INFORMATION AND OPTIONS

Make	Toyota
Model	Camry Hybrid
Body Style	Four Door Sedan
VIN	4T1DBADK1SU007382
Body Color	Midnight Black Metal
Engine Displacement (L)	2.5
Type/No. Cylinders	I4
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	ECVT
Overdrive	Yes
Final Drive	All Wheel Drive
Odometer Reading (km/mi)	34 mi

Anti-Lock Brakes (ABS)	Yes
All-Wheel Drive (AWD)	Yes
Traction Control System (TCS)	Yes
Electric Stability Control (ECS)	Yes
Side Curtain Airbags	Yes
Torso Airbags – Front Seats	Yes
Torso Airbags – Rear Seats	No
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	Toyota Motor Manufacturing Kentucky, INC.
Date of Manufacture	08/24
Vehicle Type	Passenger Car

GVWR (kg)	2150
GAWR Front (kg)	1191
GAWR Rear (kg)	1134

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)				420

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

Test Vehicle: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024

ELECTRIC VEHICLE PROPULSION SYSTEM

Measured Parameter	Value
Type of Electric Vehicle (Electric/Gas-Electric Hybrid/Fuel Cell-Electric Hybrid)	Gas-Electric Hybrid
Propulsion Battery Type	Lithium-Ion
Nominal Voltage (Volts)	251.6
Is this Vehicle equipped with an Automatic Propulsion Battery Disconnect?	Yes
Physical Location of Automatic Propulsion Battery Disconnect, if applicable	Under right rear seat
Auxiliary Battery Type	LN3

PROPULSION BATTERY SYSTEM DATA (COTR SUPPLIED)

Measured Parameter	Value
Electrolyte Fluid Type	Organic electrolyte mainly composed of alkyl carbonate
Electrolyte Fluid Specific Gravity	1.247±0.005 g/cm ³
Electrolyte Fluid Kinematic Viscosity (centistokes)	3.9 mPa·s @25°C
Electrolyte Fluid Color	Clear
Propulsion Battery Coolant Type, Color and Specific Gravity (if applicable)	Air Cooled
Location of Battery Modules (Inside or Outside of Passenger Compartment?)	Inside Passenger Compartment

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	
Maximum State of Charge	V	
95% of Maximum	V	
Test Voltage *	V	
<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	0
Maximum State of Charge	V	262.6
95% of Maximum	V	249.47
Test Voltage *	V	255.6

* 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	Located under rear seat on seat frame
Details of Propulsion Battery Components	Lithium Ion battery is air cooled and located under rear seat.

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

Test Vehicle: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 1587
Serial No.		49210189
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		04/06/2024

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	262.6
Propulsion Battery Voltage : (ready to drive position)	V_b	V	255.6
Propulsion Battery to Vehicle Chassis	V_1	V	110.9
Propulsion Battery to Vehicle Chassis	V_2	V	126.3
Propulsion Battery to Vehicle Chassis Across Known Resistor	R_o	Ω	150,000
Propulsion Battery to Vehicle Chassis with R_o installed	V_1'	V	13.5
Propulsion Battery to Vehicle Chassis with R_o installed	V_2'	V	13.6
$R_{i1} = R_o * (1 + V_2/V_1) * [(V_1 - V_1')/V_1']$	R_{i1}	Ω	2,314,726
$R_{i2} = R_o * (1 + V_1/V_2) * [(V_2 - V_2')/V_2']$	R_{i2}	Ω	2,334,466
Lesser value of R_{i1} and R_{i2}	R_i	Ω	2,314,726
Electrical Isolation Value (Minimum E.I. Value is 500 Ω/V)	R_i/V_b	Ω/V	9,056

Is the Electrical Isolation Value $\geq 500 \Omega/V$ (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 R_o (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: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 1587
Serial No.		49210189
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		04/06/2024

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 =	1.10	V	Impact Time:	1	Minutes	18	Seconds
V ₁ =	3.50	V	Impact Time:	1	Minutes	28	Seconds
V ₂ =	4.30	V	Impact Time:	1	Minutes	34	Seconds
R ₀ =	150,000	Ω	Impact Time:		Minutes		Seconds
V ₁ ' =	0.30	V	Impact Time:	1	Minutes	39	Seconds
V ₂ ' =	0.40	V	Impact Time:	1	Minutes	45	Seconds
R _{i1} =	3,565,714	Ω	Impact Time:	1	Minutes	39	Seconds
R _{i2} =	2,652,907	Ω	Impact Time:	1	Minutes	45	Seconds
R _i =	2,652,907	Ω	Impact Time:	1	Minutes	45	Seconds
R _i /V _b =	2,411,734	Ω/V	Impact Time:	1	Minutes	45	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

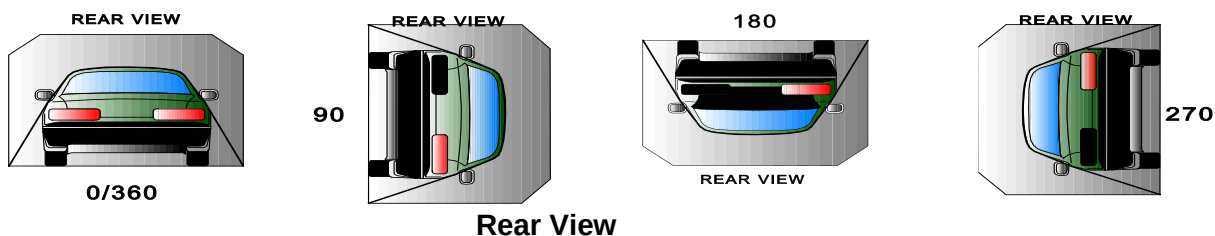
PROPULSION BATTERY SYSTEM COMPONENTS

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: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024



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	14	5	6	14	7
90° to 180°	1	12	5	6	12	7
180° to 270°	1	9	5	6	9	7
270° to 360°	1	20	5	6	20	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: 2025 Toyota Camry Hybrid 4 Door Sedan
 Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
 Test Date: 12/11/2024

ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Parameter	Rollover Stage	Value	Units	$R_0=150,000 \Omega$	Minutes	Seconds
$V_b =$	90°	0.0	V	Time	4	55
	180°	0.0	V		13	15
	270°	0.0	V		20	6
	360°	0.0	V		27	15
$V_1 =$	90°	0.1	V	Time:	5	9
	180°	0.1	V		13	25
	270°	0.1	V		20	19
	360°	0.1	V		27	24
$V_2 =$	90°	0.1	V	Time:	5	16
	180°	0.1	V		13	32
	270°	0.1	V		20	26
	360°	0.1	V		27	31
$V_1' =$	90°	0.0	V	Time:	5	22
	180°	0.0	V		13	48
	270°	0.0	V		20	32
	360°	0.0	V		28	0
$V_2' =$	90°	0.0	V	Time:	5	33
	180°	0.0	V		14	1
	270°	0.0	V		20	38
	360°	0.0	V		28	7
$R_{i1} =$	90°	Zero Volts	Ω	Time:	5	22
	180°	Zero Volts	Ω		13	48
	270°	Zero Volts	Ω		20	32
	360°	Zero Volts	Ω		28	0
$R_{i2} =$	90°	Zero Volts	Ω	Time:	5	33
	180°	Zero Volts	Ω		14	1
	270°	Zero Volts	Ω		20	38
	360°	Zero Volts	Ω		28	7
$R_i =$	90°	Zero Volts	Ω	Time:	5	33
	180°	Zero Volts	Ω		14	1
	270°	Zero Volts	Ω		20	32
	360°	Zero Volts	Ω		28	7
$R_i/V_b =$	90°	Zero Volts	Ω/V	Time:	5	22
	180°	Zero Volts	Ω/V		13	48
	270°	Zero Volts	Ω/V		20	32
	360°	Zero Volts	Ω/V		28	0

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: 2025 Toyota Camry Hybrid 4 Door Sedan
Test Program: FMVSS 214 MDB Side Impact Test - FMVSS No. 305

NHTSA No.: C20255104
Test Date: 12/11/2024

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

Photo Not Applicable

Figure 305-2: Power Inverter Warning Label

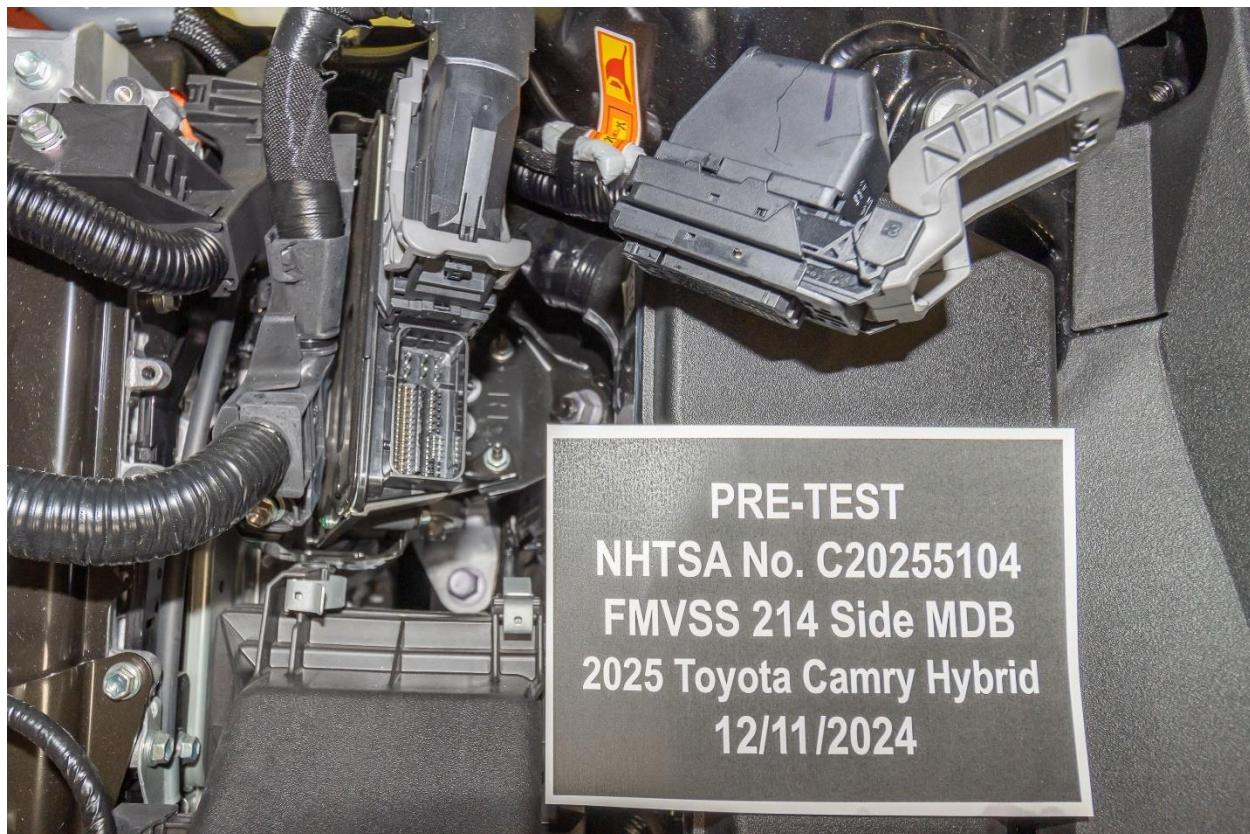


Figure 305-3 First Responder Warning Label



Figure 305-4: First Responder Warning Label Location

Photo Not Applicable

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

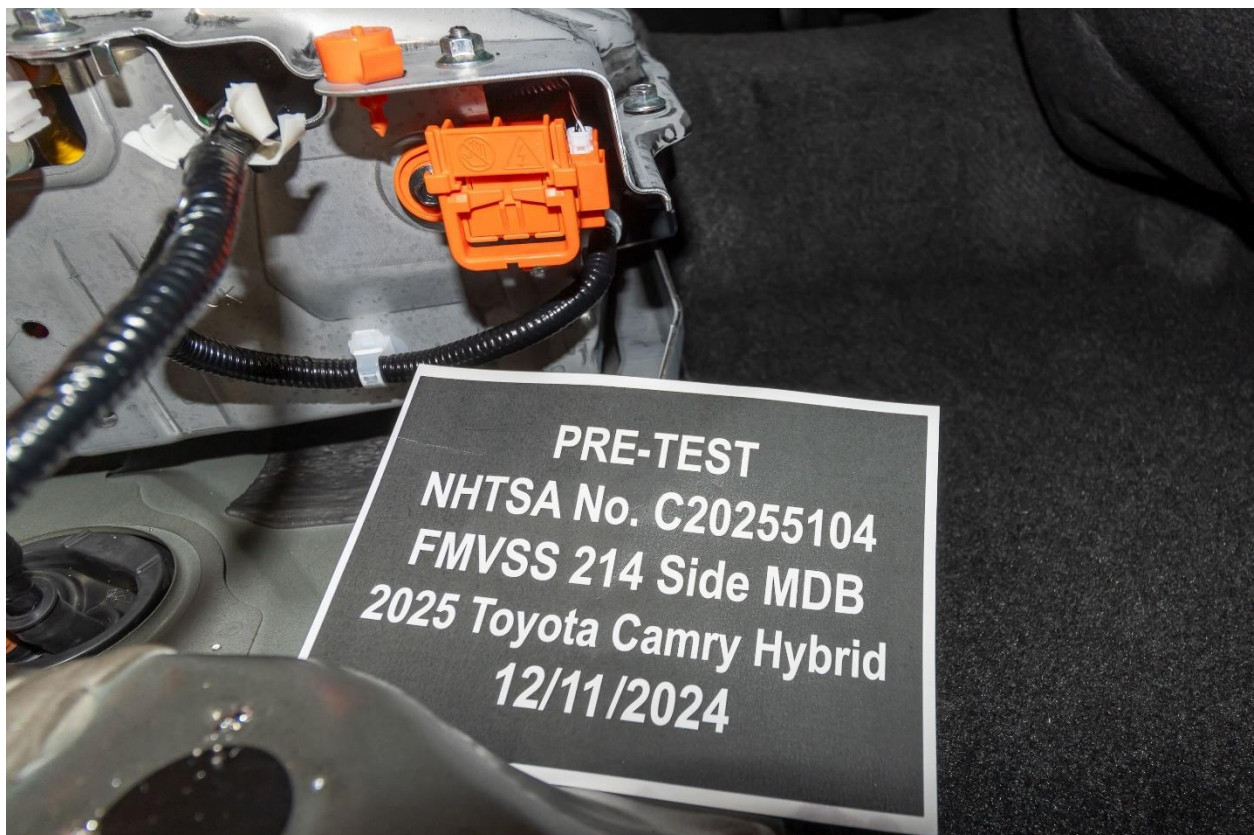


Figure 305-6: Manual High Voltage Service Disconnect in Place

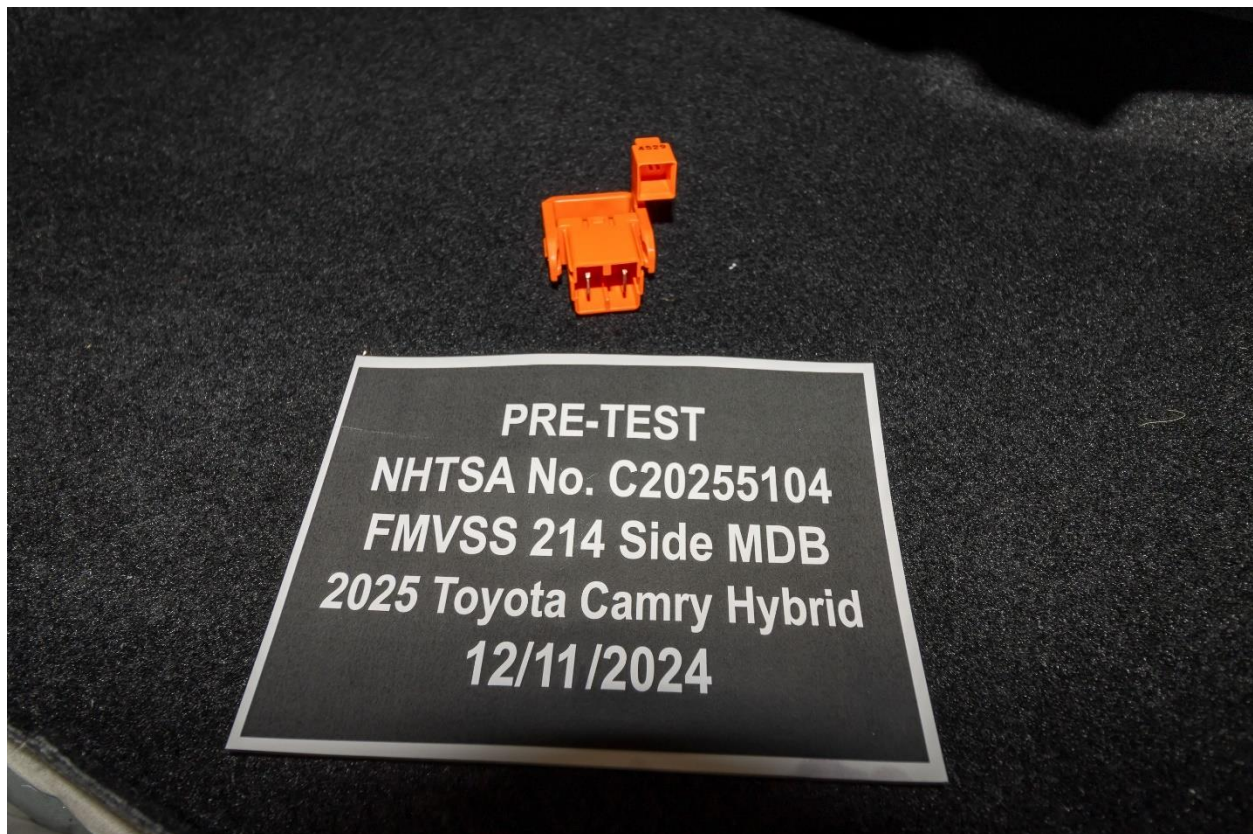


Figure 305-7: Manual High Voltage Service Disconnect Removed (Show Plug)



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

Photo Not Applicable

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



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

Photo Not Applicable

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

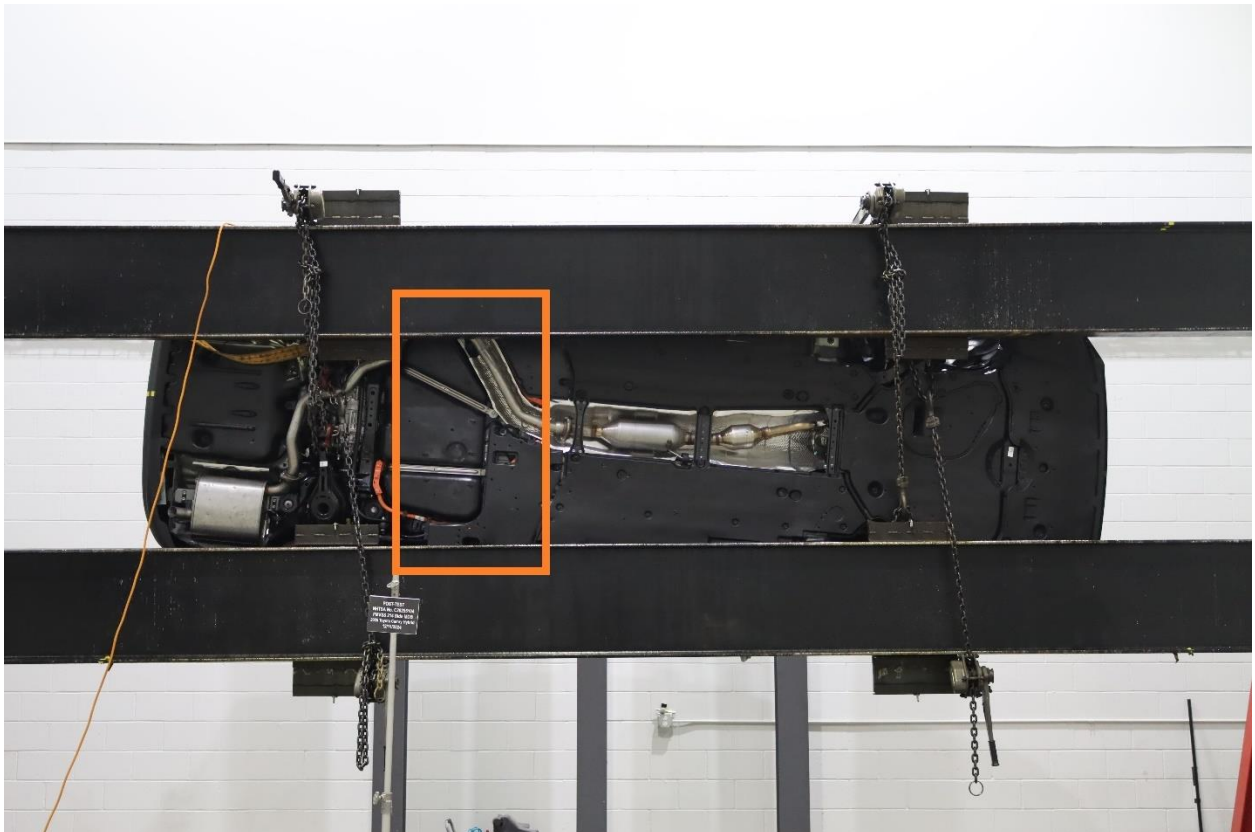


Figure 305-28: FMVSS No. 305 Static Rollover 90 Degrees

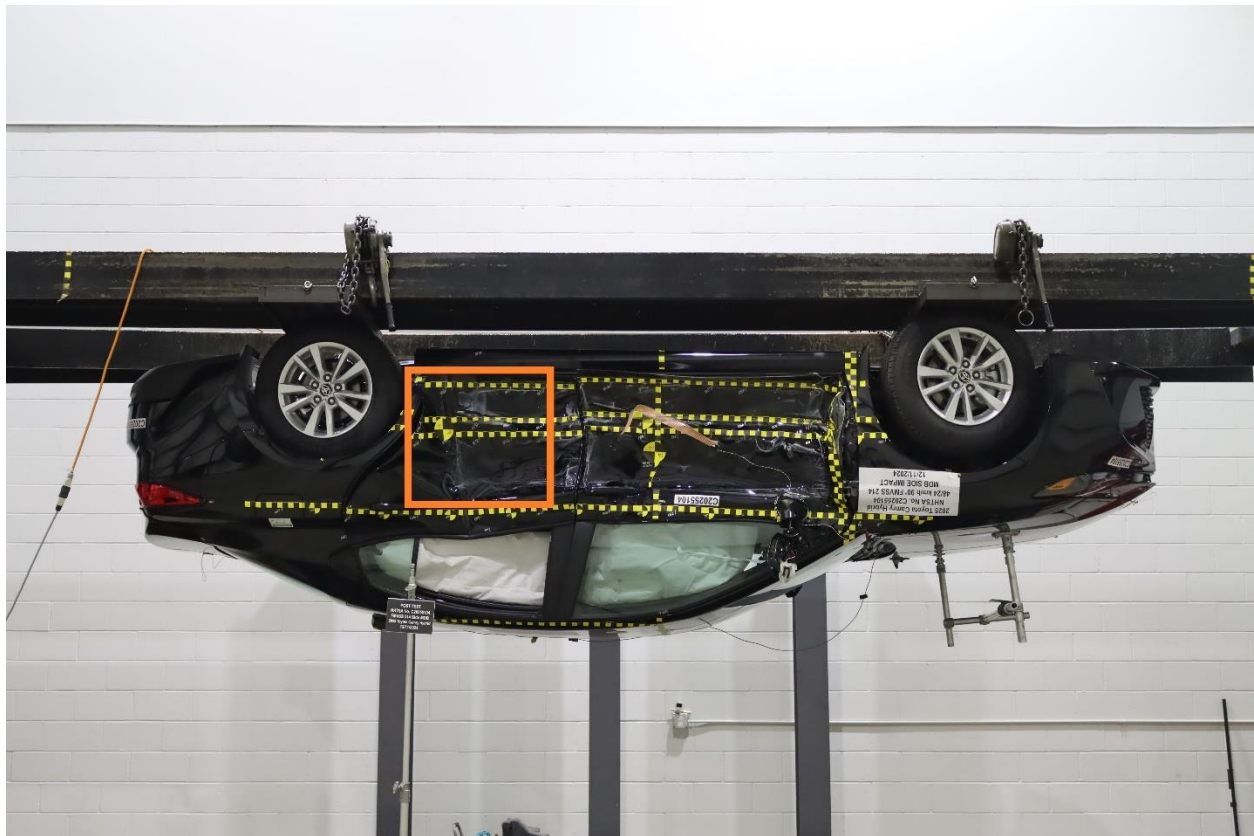


Figure 305-29: FMVSS No. 305 Static Rollover 180 Degrees



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)**