

V1864

**OFFICE OF MARKET INCENTIVES
SIDE IMPACT PROTECTION STUDY
PASSENGER CARS**

1992 HONDA ACCORD, 4 DOOR SEDAN

NHTSA NO. MN5305

MOBILITY SYSTEMS AND EQUIPMENT COMPANY
9920 LA CIENEGA BOULEVARD SUITE 708
INGLEWOOD, CALIFORNIA 90301



10 AUGUST 1992

FINAL REPORT

Prepared Under Contract No. DTNH22-87-C-07168, D.O. #4

For

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Rulemaking
Office of Market Incentives
400 Seventh Street, S.W.
Washington, DC 20590

This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared by Mr. Jerry Kratzke/Mr. Pat Puzzuto/
Mr. Brian O'Keefe

Approved by: 
Dr. Anil V. Khadilkar

Date: 10 August 1992

Report Accepted by OMI:

Accepted by: Han S. Chan

Acceptance Date: Oct 7, 1992

1. Report No. MSE-92-06-TR92038-06		2. Government Accession No.		3. Recipient's Catalog No.																			
4. Title and Subtitle FINAL REPORT SIDE IMPACT PROTECTION TESTING OF 1992 HONDA ACCORD, 4-DOOR SEDAN NHTAS NO. MN5305				5. Report Date 10 AUGUST 1992																			
				6. Performing Organization Code MSE																			
				8. Performing Organization Report No. R92038-06																			
7. Author(s) DR. ANIL V. KHADILKAR/MR. JERRY KRATZKE/ MR. BRIAN O'KEEFE/MR. PAT PUZZUTO				10. Work Unit No. (TRAIS)																			
9. Performing Organization Name and Address MOBILITY SYSTEMS AND EQUIPMENT COMPANY 9920 LA CIENEGA BOULEVARD, SUITE 708 INGLEWOOD, CALIFORNIA 90301				11. Contract or Grant No. DTNH22-87-C-07168, D.O. # 4																			
				13. Type of Report and Period Covered FINAL TEST REPORT																			
12. Sponsoring Agency Name and Address U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OFFICE OF MARKET INCENTIVES 400 SEVENTH STREET, S.W. WASHINGTON, DC 20590				14. Sponsoring Agency Code NRM-22																			
15. Supplementary Notes																							
16. Abstract A 30/15 mph 90° Impact (Moving Deformable Barrier) Test was conducted on the subject 1992 Honda Accord, 4-Door Sedan in accordance with the specifications of the Office of Market Incentives "Side Impact Protection Study" Test Procedure. The test was conducted at the MSE facility in San Bernardino, on July 21, 1992. The impact velocity of the Moving Deformable Barrier (MDB) was 33.09 mph, and the ambient temperature at the struck side (driver's) of the target vehicle at the time of impact was 94 ° F. The target vehicle post test maximum crush was 17.6 inches at level 2. The test vehicle's performance follows: <table border="1"> <thead> <tr> <th></th> <th>DRIVER</th> <th>PASS</th> </tr> </thead> <tbody> <tr> <td>Left Upper Rib (LUR) Accel., g</td> <td>68.3</td> <td>50.8</td> </tr> <tr> <td>Left Lower Rib (LLR) Accel., g</td> <td>57.9</td> <td>70.2</td> </tr> <tr> <td>Lower Spine (T) Accel., g</td> <td>100.8</td> <td>58.4</td> </tr> <tr> <td>12 Thoracic Trauma Index (TTI)</td> <td>84.6</td> <td>64.3</td> </tr> <tr> <td>Pelvis (PEV) Accel., g</td> <td>89.1</td> <td>107.9</td> </tr> </tbody> </table> The two doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite doors did not open during side impact event.							DRIVER	PASS	Left Upper Rib (LUR) Accel., g	68.3	50.8	Left Lower Rib (LLR) Accel., g	57.9	70.2	Lower Spine (T) Accel., g	100.8	58.4	12 Thoracic Trauma Index (TTI)	84.6	64.3	Pelvis (PEV) Accel., g	89.1	107.9
	DRIVER	PASS																					
Left Upper Rib (LUR) Accel., g	68.3	50.8																					
Left Lower Rib (LLR) Accel., g	57.9	70.2																					
Lower Spine (T) Accel., g	100.8	58.4																					
12 Thoracic Trauma Index (TTI)	84.6	64.3																					
Pelvis (PEV) Accel., g	89.1	107.9																					
17. Key Words OMI SIDE IMPACT PROTECTION STUDY SIDE IMPACT DUMMY (SID) 1992 HONDA ACCORD			18. Distribution Statement COPIES OF THIS REPORT ARE AVAILABLE FROM: NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN. TECHNICAL REFERENCE DIVISION DOCKET SECTION, RM. 5108 (DOC. NO.91-02) 400 7TH ST., SW, WASHINGTON, DC 20590 (202) 366-4949																				
19. Security Classif. (of this report) UNCLASSIFIED		20. Security Classif. (of this page) UNCLASSIFIED		21. No. of Pages 182	22. Price																		

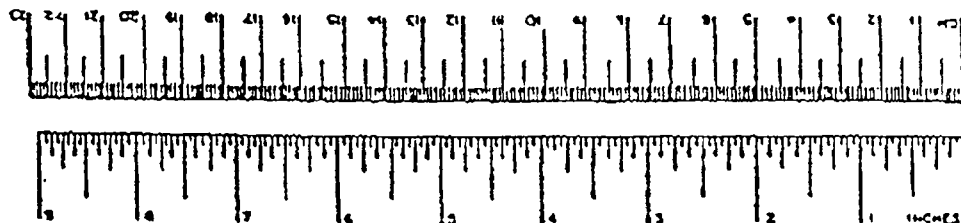
METRIC CONVERSION FACTORS

APPROXIMATE CONVERSIONS FROM METRIC MEASURES

SYMBOL WHEN YOU KNOW MULTIPLY BY TO FIND SYMBOL

		LENGTH	
in	inches	2.5	centimeters
ft	feet	30	centimeters
yd	yards	0.9	meters
mi	miles	1.6	kilometers
		AREA	
in ²	square inches	6.5	square centimeters
ft ²	square feet	0.09	square meters
yd ²	square yards	0.8	square meters
mi ²	square miles	2.6	square kilometers
	acres	0.4	hectares
		MASS (weight)	
oz	ounces	28	grams
lb	pounds	0.45	kilograms
	short tons (2000 lb)	0.9	tonnes
		VOLUME	
tsp	teaspoons	5	milliliters
tbsp	tablespoons	15	milliliters
fl oz	fluid ounces	30	milliliters
c	cups	0.24	liters
pt	pints	0.47	liters
qt	quarts	0.95	liters
gal	gallons	3.8	liters
ft ³	cubic feet	0.03	cubic meters
yd ³	cubic yards	0.76	cubic meters

		TEMPERATURE (exact)	
of	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature



SYMBOL WHEN YOU KNOW MULTIPLY BY TO FIND SYMBOL

		LENGTH	
mm	millimeters	0.04	inches
cm	centimeters	0.4	inches
m	meters	3.3	feet
km	kilometers	1.1	yards
		0.6	miles
		AREA	
cm ²	square centimeters	0.16	square inches
m ²	square meters	1.2	square yards
km ²	square kilometers	0.4	square miles
ha	hectares (10,000 m ²)	2.5	acres
		MASS (weight)	
g	grams	0.035	ounces
kg	kilograms	2.2	pounds
t	tonnes (1000 kg)	1.1	short tons
		VOLUME	
ml	milliliters	0.03	fluid ounces
l	liters	2.1	pints
		1.06	quarts
		0.26	gallons
m ³	cubic meters	36	cubic feet
m ³	cubic meters	1.3	cubic yards

TEMPERATURE (exact)

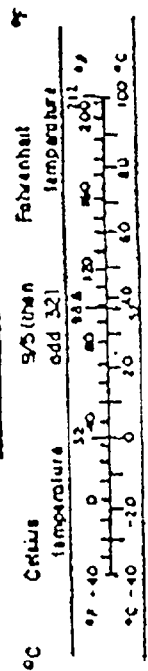


TABLE OF CONTENTS

<u>SECTIONS</u>		<u>PAGES</u>
1	Purpose of Test	1
2	Data Summary	2
3	Side Impact Dummy (SID) and Vehicle Test Data	8
4	Test Equipment List and Calibration Information	41
5	Photographs	42
6	Vehicle and SID Response Data	84
7	SID Configuration and Performance Verification Data	180

SECTION 1

PURPOSE OF TEST

A 1992 Honda Accord, 4-door sedan was impacted on the left or driver's side by a Moving Deformable Barrier (MDB) which was moving forward in 27 degree crabbed position to the tow road guidance system at a velocity of 33.09 mph. The target vehicle was stationary and was positioned at an angle of 63 degree to the line of forward motion. The side impact test was conducted by the Mobility Systems and Equipment Co., on July 21, 1992. Pretest and posttest photographs of the test vehicle, the MDB and the side impact dummies (SIDs) are included in this report.

Two SIDs were placed in the driver and left rear designated seating positions according to instructions specified in the OMI Side Impact Protection Study Laboratory Test Procedure which is dated December 1991. The side impact event was documented by 10 cameras. Camera locations and other pertinent camera information are included in this report.

The SIDs were instrumented with the following accelerometers:

1. Left Upper Rib (LUR) uniaxial accelerometer
(Y-direction) (Primary and Redundant)
2. Left Lower Rib (LLR) uniaxial accelerometer
(Y-direction) (Primary and Redundant)
3. Lower Thoracic Spine (T₁₂) uniaxial accelerometer
(Y-direction) (Primary and Redundant)
4. Pelvic (PEV) section uniaxial accelerometer
(Y-direction).

In addition, the following transducers were included for each SID.

5. Upper Thoracic Spine (T₀₁) uniaxial accelerometer
(Y-direction) (Primary and Redundant)
6. Triaxial Accelerometer in SID Head
7. Lap Belt Load Cell
8. Shoulder Belt Load Cell

Total number of transducers per SID were:

12	Accelerometers
<u>2</u>	Belt Load cells
14	Total

SECTION 2

DATA SUMMARY

A 1992 Honda Accord, NHTSA No. MN5305 was subjected to a side impact test at Mobility Systems and Equipment Co. on July 21, 1992. This section provides a summary of test results from the test. The results are presented in Data Sheet No. 1.

This testing program is a part of an investigation and evaluation of side impact protection in production passenger cars. The test is specifically intended to simulate a 90 deg. intersection collision with the striking vehicle moving at 30 mph and the struck vehicle moving at 15 mph. This is accomplished by towing a Moving Deformable Barrier (MDB) crabbed in a stationary position. The velocity of the MDB is to be 33.0 ± 0.5 mph. The target impact point of the MDB is to be: the left edge of the MDB face to impact a point on the struck vehicle 37 ± 2 inches ahead of the midpoint of the wheelbase of the vehicle.

The actual test speed was 33.09 mph. The actual impact point was 0.3 inch forward of the target impact point.

DATA SHEET NO. 1

SUMMARY OF RESULTS

VEH. MOD.YR/MAKE/MODEL: 1992 HONDA ACCORD

VEH. BODY STYLE: 4 DOOR SEDAN VIN: JHMCB7641NC006744

VEH. NHTSA NO.: MN5305 VEH. BUILD DATE: 07/91

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY

TEST RESULTS:

Vehicle Overall Length = 184.8 inches; Vehicle Overall Width 67.1 inches

Vehicle Test Weight: 1020 lbs. Left Front 692 lbs. Left Rear

926 lbs. Right Front 678 lbs. Right Rear

1946 lbs. TOTAL FRONT 1370 lbs. TOTAL REAR

Wheelbase = 107.5 inches

Longitudinal C.G. from center of front axle = 44.4 inches

Impact Angle with respect to impactor = 90 degrees

Maximum Exterior Static Crush (provide External Damage Profile on next page):

1. LEVEL 1 (11.5 inches above ground) = 10.2 inches

2. LEVEL 2 (20.8 inches above ground) = 17.6 inches

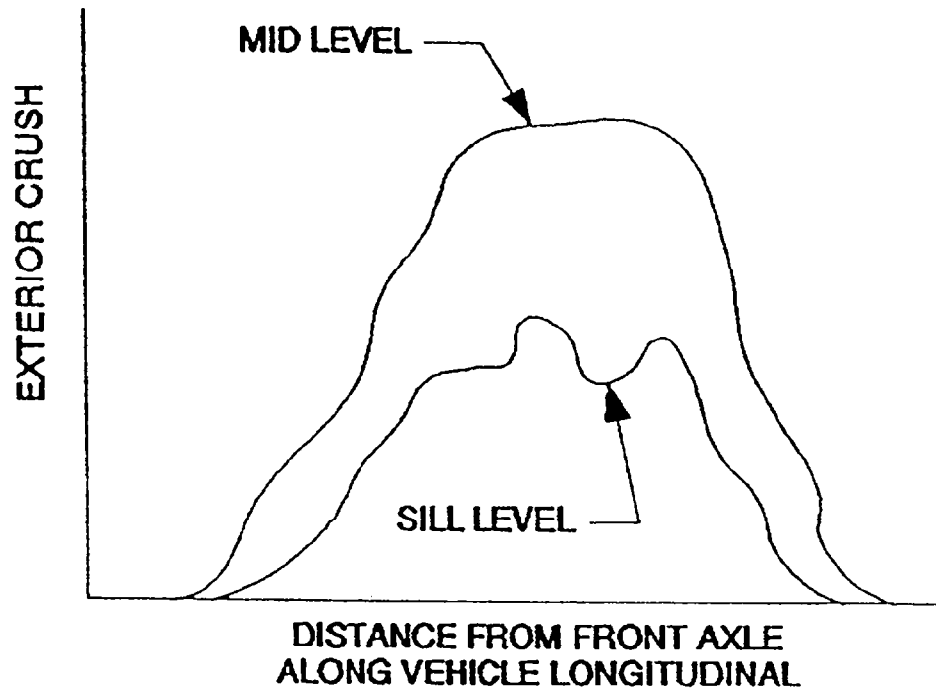
3. LEVEL 3 (22.8 inches above ground) = 16.4 inches

4. LEVEL 4 (35.5 inches above ground) = 12.1 inches

5. LEVEL 5 (52.0 inches above ground) = -6.3 inches

Maximum Post Test Intrusion = 17.6 inches

External Lateral Damage Profile (sample shown below)



Occupants:	<u>DRIVER</u>	<u>PASS. (LEFT REAR)</u>
Dummy Identification	SID # <u>136</u>	SID # <u>137</u>
Restraint Used	3 Point continuous webbing active restraint driver	3 Point continuous webbing active restraint
Instrumentation:	air bag	
Number of Data Channels =	<u>50</u>	
Number of Cameras:	Onboard = <u>3</u> High speed	
	Offboard = <u>6</u> High speed (2 on MDB), 1 realtime	
Door Opening:	<u>LEFT SIDE</u>	<u>RIGHT SIDE</u>
FRONT --	No	No
REAR --	No	No
Arm Rest Location:	Front -- <u>N/A</u>	
	Rear -- <u>N/A</u>	

Front Seat Cushion Movement: Moved to the right

Front Seat Back Movement: Moved to the right

Glazing Breakage: Windshield cracked but intact. Two forward impact side windows shattered. Rearmost side window fell out but remained intact.

Pillar Failure: None

Sill Separation: None

Other Notable Impact Effect: None

MOVING DEFORMABLE BARRIER (MDB) RESULTS:

Overall Width of Framework Carriage = 52.5 inches

Overall Length of MDB = 162.0 inches (including honey comb impact face)

Wheelbase of Frame work Carriage (front and Rear) = 102.0 inches

C.G. Location of Rearward of Front Axle = 44.5 inches

MDB Weight:	<u>835</u> lbs. Left Front	<u>645</u> Left Rear
	<u>835</u> lbs. Right Front	<u>645</u> Right Rear
	<u>1670</u> lbs. TOTAL FRONT	<u>1290</u> TOTAL REAR

TOTAL WEIGHT OF MDB = 2960 lbs.

Impact Angle (MDB Centerline to Target Vehicle Centerline) = 27 degrees

Impact Speed = 33.09 mph

Maximum Static Crush of Honeycomb Impact Face:

1. ROW A at bumper level = 2.2 inches
2. ROW B at midstack level = 0.8 inches
3. ROW C at top of stack level = 4.3 inches

Instrumentation:

Number of MDB Data Channels = 5

SIDE IMPACT DUMMY (SID) RESULTS

Location of B-Post Upper Anchorage Bolt or Side Rail (Auto. Belts) for Head Contact Analysis:

Upper anchorage bolt is on the B-pillar 22 inches above the B-post striker.

Visible Dummy Contact Points--

FRONT SID

REAR SID

HEAD	Seat belt D-ring	C-pillar, roof
SHOULDER	B-pillar, door	Door
HIP	Door	Door
LEFT KNEE	Door	Door
RIGHT KNEE	No contact	No contact

FRONT SID # 136
+DIRECT -DIRECT
MaxG ms MaxG ms

REAR SID # 137
+DIRECT -DIRECT
MaxG ms MaxG ms

RIB ACCELERATIONS:

Upper Rib Lateral Y	<u>68.3</u> <u>26.9</u>	<u>17.8</u> <u>77.5</u>	<u>50.8</u> <u>40.0</u>	<u>3.9</u> <u>96.9</u>
Lower Rib Lateral Y	<u>51.9</u> <u>26.3</u>	<u>15.8</u> <u>79.4</u>	<u>70.2</u> <u>40.0</u>	<u>6.5</u> <u>103.1</u>

SPINE ACCELERATIONS:

Lower Lateral Y	<u>100.8</u> <u>30.6</u>	<u>19.4</u> <u>91.9</u>	<u>58.4</u> <u>38.8</u>	<u>12.6</u> <u>65.0</u>
-----------------	--------------------------	-------------------------	-------------------------	-------------------------

PELVIS ACCELERATIONS:

Lateral Y	<u>89.1</u> <u>29.4</u>	<u>21.4</u> <u>83.8</u>	<u>107.9</u> <u>32.5</u>	<u>16.7</u> <u>78.8</u>
-----------	-------------------------	-------------------------	--------------------------	-------------------------

REFERENCE: (+) DIRECTION Lateral Y = to the right
(-) DIRECTION Lateral Y = to the left

REMARKS:

RECORDED BY: Mr. Brian O'Keefe

DATE: 07/13/92

APPROVED BY: [Signature] 08/10/92

SIDE IMPACT DUMMY (SID) TEST DATA SUMMARY
1992 HONDA ACCORD, 4-DOOR SEDAN, NHTSA NO. MN5305

TEST DATE: 07/21/92

	FRONT DUMMY -- ID # 136				REAR DUMMY -- ID # 137			
	POS. DIRECT		NEG. DIRECT		POS. DIRECT		NEG. DIRECT	
	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)	MAX (g)	TIME (msec)
HEAD ACCELERATIONS:								
Longitudinal --- X	14.5	45.6	53.2	35.6	10.9	54.3	15.6	83.2
Lateral ----- Y	135.2	35.0	9.0	32.3	115.8	57.0	11.9	71.3
Vertical ----- Z	21.0	73.6	47.9	45.2	33.7	64.5	19.6	45.6
RESULTANT ----- R	143.7	35.0	0.0	0.0	117.2	57.0	0.0	0.0
HIC ----- (TIME INTERVAL, SEC.)	496.0 (0.0338 TO 0.0476)				657.0 (0.0528 TO 0.0611)			
RIB ACCELERATIONS:								
1.Upper Rib Lateral Y	68.3	26.9	17.8	77.5	50.8	40.0	3.9	96.9
2.Upper Rib Lateral Y	67.5	26.9	19.2	77.5	47.9	40.6	3.7	134.4
1.Lower Rib Lateral Y	57.9	26.3	15.8	79.4	70.2	40.0	6.5	103.1
2.Lower Rib Lateral Y	65.3	26.3	16.1	96.9	66.9	40.0	6.5	101.9
SPINE ACCELERATIONS:								
1.Upper Spine Lateral Y	132.4	39.5	19.7	72.3	40.6	53.1	9.9	32.5
2.Upper Spine Lateral Y	128.0	39.4	22.0	72.1	0.0	0.0	0.0	0.0
1.Lower Spine Lateral Y	100.8	30.6	19.4	91.9	58.4	38.8	12.6	65.0
2.Lower Spine Lateral Y	94.9	30.6	18.0	91.9	57.6	38.8	14.1	70.6
PELVIS ACCELERATIONS:								
Lateral Y	89.1	29.4	21.4	83.8	107.9	32.5	16.7	78.8
RIB DEFLECTION:								
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
THORACIC TRAUMA INDEX (TTI), G's (d)	84.6				64.3			

REFERENCE: Positive Direction -- Longitudinal (X) = forward
Lateral (Y) = to right
Vertical (Z) = down

Negative Direction -- Longitudinal (X) = rearward
Lateral (Y) = to left
Vertical (Z) = up

SECTION 3

SIDE IMPACT DUMMY (SID) AND VEHICLE TEST DATA

This section provides the test results and data for SID and the test vehicle. The data sheets are arranged as shown below:

Data Sheet No. 2: Pretest and Posttest Measurements (vehicle)

Data Sheet No. 3: SID Longitudinal Clearance Dimension

Data Sheet No. 4: SID Lateral Clearance Dimension

Data Sheet No. 5: Vehicle Side Measurements

Data Sheet No.

6A to 6E: Pretest and Posttest Vehicle Exterior Profile
at Levels 1 to 5

Data Sheet No.6F: Summary of Vehicle Exterior Profile Static Crush

Data Sheet No. 7: Exterior Static Crush for Side Impactor

Data Sheet No. 8: Test Vehicle Accelerometer Locations and Data
Summary

Data Sheet No. 9: Moving Deformable Barrier (MDB) Accelerometer
Locations and Data Summary

Data Sheet No.10: High Speed Camera Locations and Data

Data Sheet No.11: Test Vehicle Data

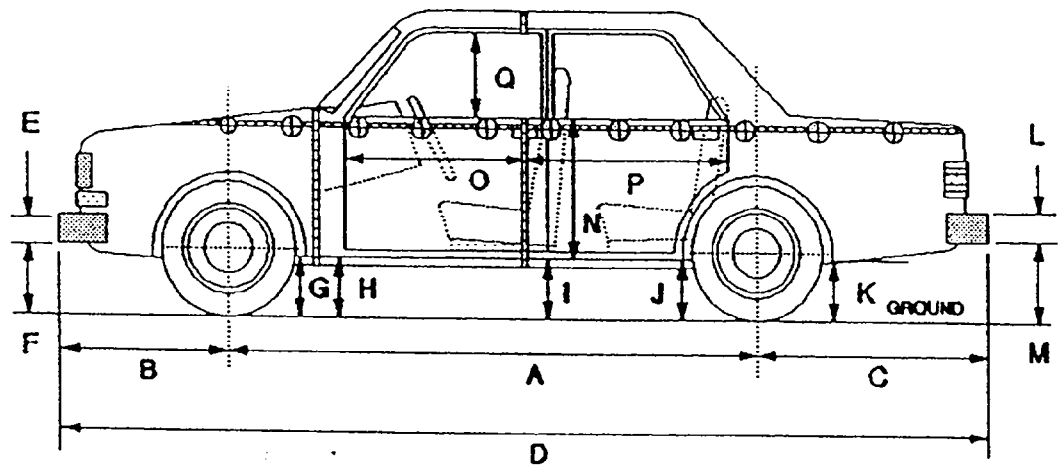
DATA SHEETS NO. 2

PRETEST AND POST TEST MEASUREMENTS

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEFT SIDE VIEW

	<u>Pretest</u> <u>(inches)</u>	<u>Post Test</u> <u>(inches)</u>	<u>Change</u>		<u>Pretest</u> <u>(inches)</u>	<u>Post Test</u> <u>(inches)</u>	<u>Change</u>
A	<u>107.5</u>	<u>106.0</u>	<u>1.5</u>	J	<u>8.2</u>	<u>8.3</u>	<u>0.1</u>
B	<u>34.9</u>	<u>34.9</u>	<u>0.0</u>	K	<u>11.6</u>	<u>13.0</u>	<u>1.4</u>
C	<u>42.4</u>	<u>42.8</u>	<u>0.4</u>	L	<u>12.5</u>	<u>12.5</u>	<u>0.0</u>
D	<u>184.8</u>	<u>183.7</u>	<u>1.1</u>	M	<u>13.0</u>	<u>12.8</u>	<u>0.2</u>
E	<u>11.8</u>	<u>11.9</u>	<u>0.1</u>	N	<u>24.0</u>	<u>21.2</u>	<u>2.8</u>
F	<u>10.2</u>	<u>11.6</u>	<u>1.4</u>	O	<u>29.4</u>	<u>29.0</u>	<u>0.4</u>
G	<u>5.5</u>	<u>7.2</u>	<u>1.7</u>	P	<u>51.1</u>	<u>47.4</u>	<u>3.7</u>
H	<u>7.4</u>	<u>8.5</u>	<u>1.1</u>	Q	<u>18.5</u>	<u>17.0</u>	<u>1.5</u>
I	<u>7.8</u>	<u>8.8</u>	<u>1.0</u>				

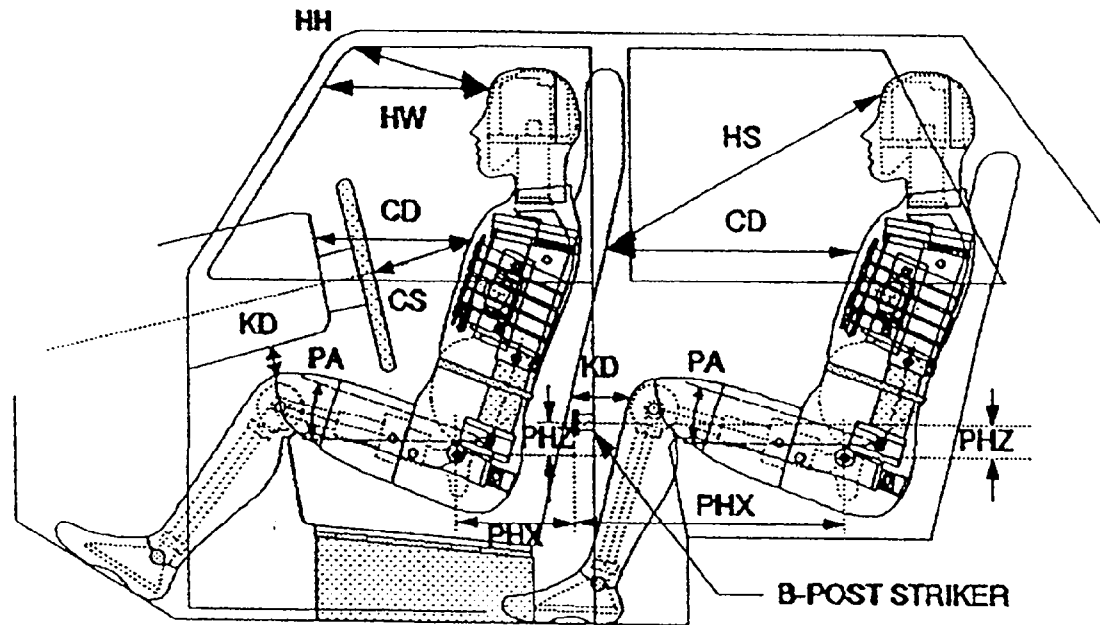
DATA SHEET NO. 3

SID LONGITUDINAL CLEARANCE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



NOTE: 2-DOOR VEHICLE SHOWN.
REAR DUMMY PHX & PHZ
MEASUREMENTS FOR A 4-DOOR
VEHICLE WOULD USE THE C-POST
STRIKER AS A REFERENCE POINT

LEFT SIDE VIEW

DRIVER SID ID# 136

HH	17.0	inches
HW	25.2	inches
HS	23.3	inches
CD	23.5	inches
CS	16.0	inches
KDL	4.2	inches
KDR	3.7	inches
PA	24.0	degrees
PHX	6.5	inches
PHY	5.1	inches

REAR SID ID# 137

	N/A	inches
	N/A	inches
	26.3	inches
	19.0	inches
	N/A	inches
	2.8	inches
	3.1	inches
	24.0	degrees
	9.1	inches
	9.8	inches

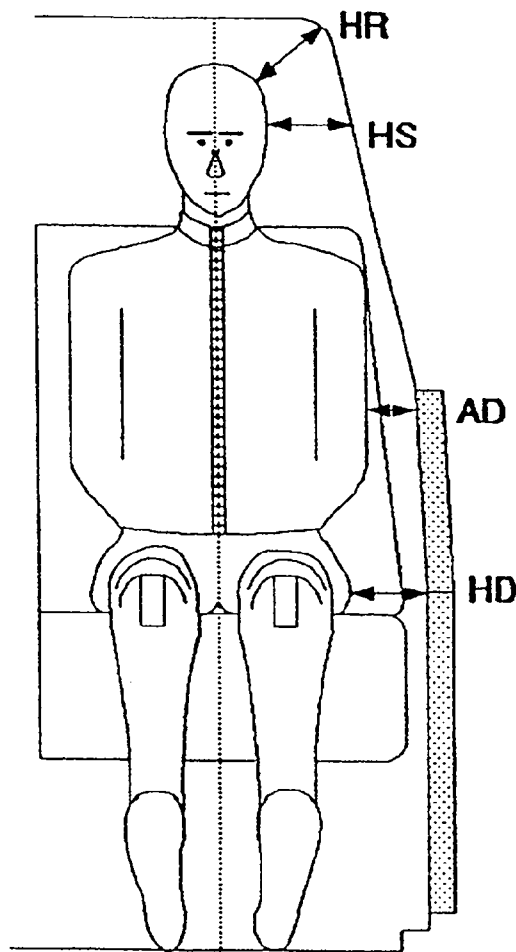
DATA SHEET NO. 4

SID LATERAL CLEARANCE DIMENSIONS

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



DRIVER SID ID# 136

HR	<u>4.5</u>	inches
HS	<u>8.2</u>	inches
AD	<u>3.0</u>	inches
HD	<u>5.0</u>	inches

REAR SID ID# 137

<u>3.9</u>	inches
<u>5.0</u>	inches
<u>2.9</u>	inches
<u>5.0</u>	inches

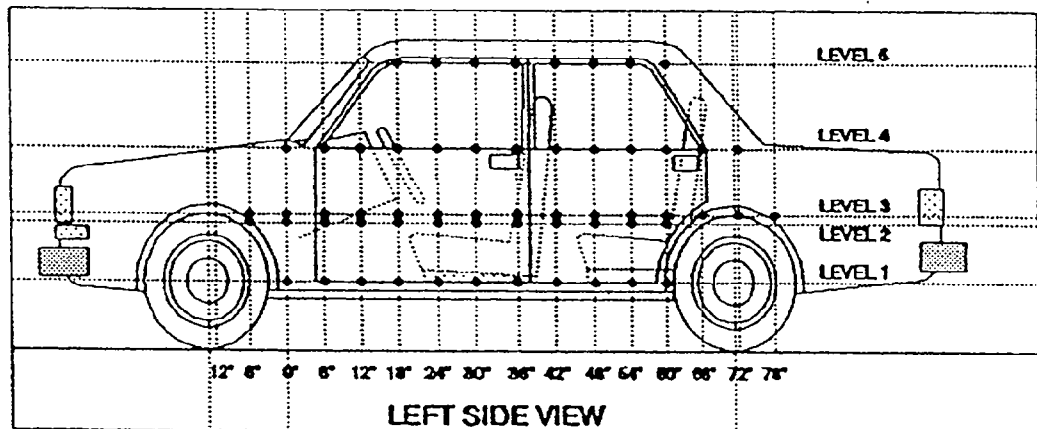
DATA SHEET NO. 5

VEHICLE SIDE MEASUREMENT

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEVEL 5 - WINDOW TOP
LEVEL 4 - WINDOW SILL
LEVEL 3 - MID-DOOR
LEVEL 2 - OCCUPANT H-POINT
LEVEL 1 - AXLE CENTERLINE HEIGHT or SILL TOP HEIGHT

MEASUREMENTS ALONG THE VERTICAL 30" LINE SHOWN ABOVE:

LEVEL 5 @ Window Top = 52.0 inches

LEVEL 4 @ Window Sill = 35.5 inches

LEVEL 3 @ Mid Door = 22.8 inches

LEVEL 2 @ Occupant H-Point = 20.8 inches

LEVEL 1 @ Axle Centerline Height = 11.5 inches
(or Sill Top Height)

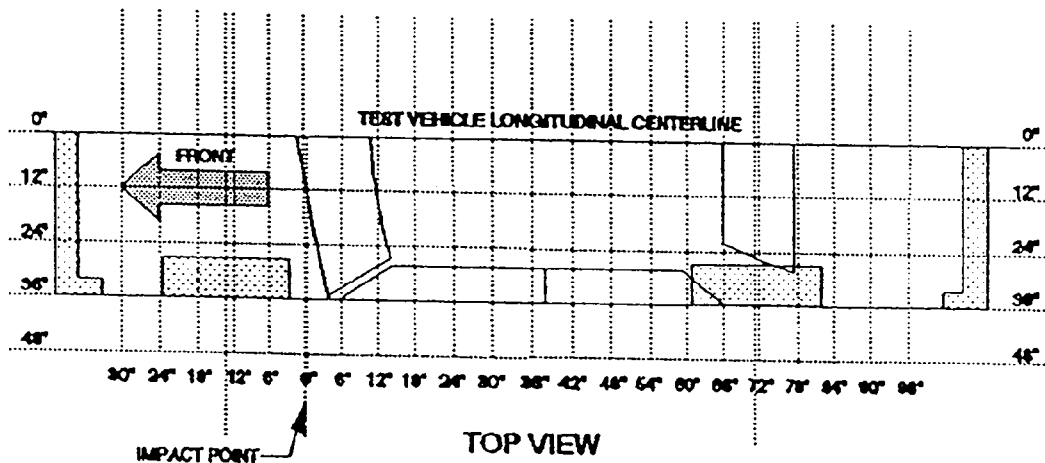
DATA SHEET NO. 6A

PRETEST AND POST TEST VEHICLE EXTERIOR PROFILES

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEVEL 1 AT AXLE CENTERLINE or TOP SIDE SILL

11.5 INCHES ABOVE GROUND LEVEL AT THE DOOR 30" LINE

ADD PROFILE INFORMATION ON THE NEXT PAGE

NOTE: ALL TEST VEHICLE EXTERIOR PROFILES TAKEN FROM REFERENCE PLANE WHICH IS PARALLEL TO AND 48 INCHES FROM TEST VEHICLE LONGITUDINAL CENTERLINE

LEVEL 1 AT AXLE CENTERLINE

	POST TEST (inches)	PRETEST (inches)	STATIC CRUSH (inches)
-6inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch (impact point)	<u>19.0</u>	<u>15.0</u>	<u>4.0</u>
6 inches	<u>21.6</u>	<u>16.0</u>	<u>5.6</u>
12 inches	<u>23.1</u>	<u>15.9</u>	<u>7.2</u>
18 inches	<u>24.0</u>	<u>15.9</u>	<u>8.1</u>
24 inches	<u>24.6</u>	<u>15.6</u>	<u>9.0</u>
30 inches	<u>25.2</u>	<u>15.6</u>	<u>9.6</u>
36 inches	<u>25.5</u>	<u>15.5</u>	<u>10.0</u>
42 inches	<u>25.7</u>	<u>15.5</u>	<u>10.2</u>
48 inches	<u>25.9</u>	<u>15.9</u>	<u>10.0</u>
54 inches	<u>25.1</u>	<u>15.9</u>	<u>9.2</u>
60 inches	<u>22.1</u>	<u>15.4</u>	<u>6.7</u>
66 inches	<u>20.5</u>	<u>15.4</u>	<u>5.1</u>
72 inches	<u>19.1</u>	<u>15.4</u>	<u>3.7</u>

REMARKS:

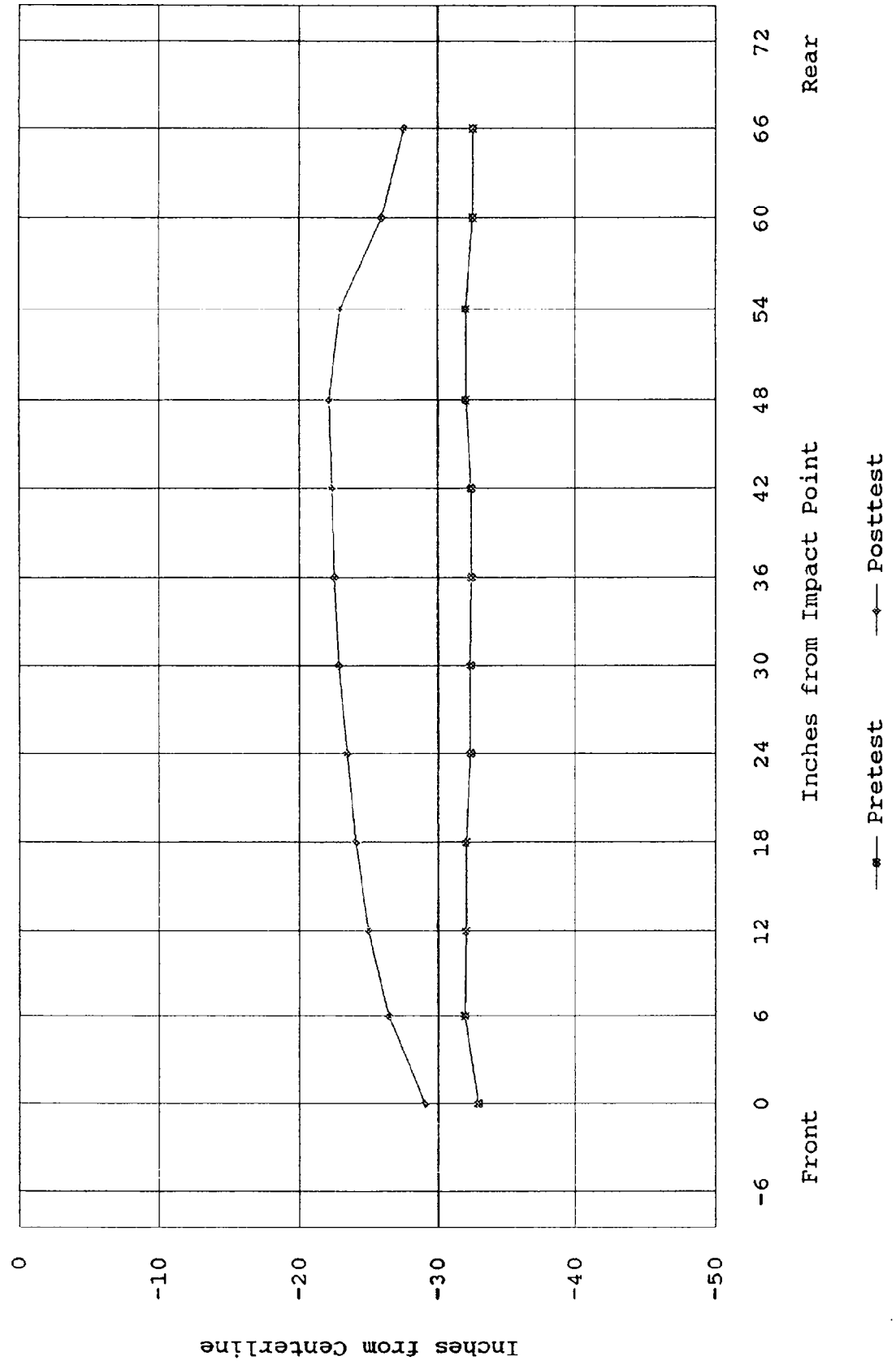
RECORDED BY: Mr. Brian O'Keefe

DATE: 07/22/92

APPROVED BY: *Carle* 08/10/92

Pretest and Posttest Exterior Profile

Level 1 - Axle Centerline - 11.5" Above Ground Level



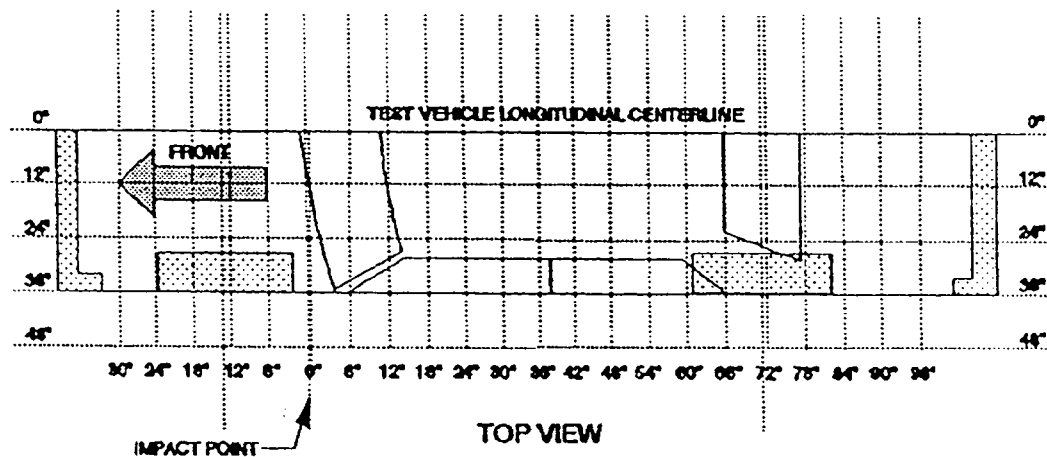
DATA SHEET NO. 6B

PRETEST AND POST TEST VEHICLE EXTERIOR PROFILES

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEVEL 2 AT OCCUPANT H-POINT

20.8 INCHES ABOVE GROUND LEVEL AT THE DOOR 30" LINE

ADD PROFILE INFORMATION ON THE NEXT PAGE

NOTE: ALL TEST VEHICLE EXTERIOR PROFILES TAKEN FROM REFERENCE PLANE WHICH IS PARALLEL TO AND 48 INCHES FROM TEST VEHICLE LONGITUDINAL CENTERLINE

LEVEL 2 AT OCCUPANT H-POINT

	POST TEST (inches)	PRETEST (inches)	STATIC CRUSH (inches)
-6inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch (impact point)	<u>20.8</u>	<u>14.4</u>	<u>6.4</u>
6 inches	<u>26.1</u>	<u>14.3</u>	<u>11.8</u>
12 inches	<u>27.1</u>	<u>14.2</u>	<u>12.9</u>
18 inches	<u>27.7</u>	<u>14.1</u>	<u>13.6</u>
24 inches	<u>28.4</u>	<u>14.1</u>	<u>14.3</u>
30 inches	<u>29.1</u>	<u>14.0</u>	<u>15.1</u>
36 inches	<u>29.5</u>	<u>14.0</u>	<u>15.5</u>
42 inches	<u>30.1</u>	<u>14.0</u>	<u>16.1</u>
48 inches	<u>31.2</u>	<u>14.0</u>	<u>17.2</u>
54 inches	<u>31.5</u>	<u>14.0</u>	<u>17.5</u>
60 inches	<u>31.6</u>	<u>14.0</u>	<u>17.6</u>
66 inches	<u>31.0</u>	<u>14.0</u>	<u>17.0</u>
72 inches	<u>20.1</u>	<u>14.0</u>	<u>6.1</u>

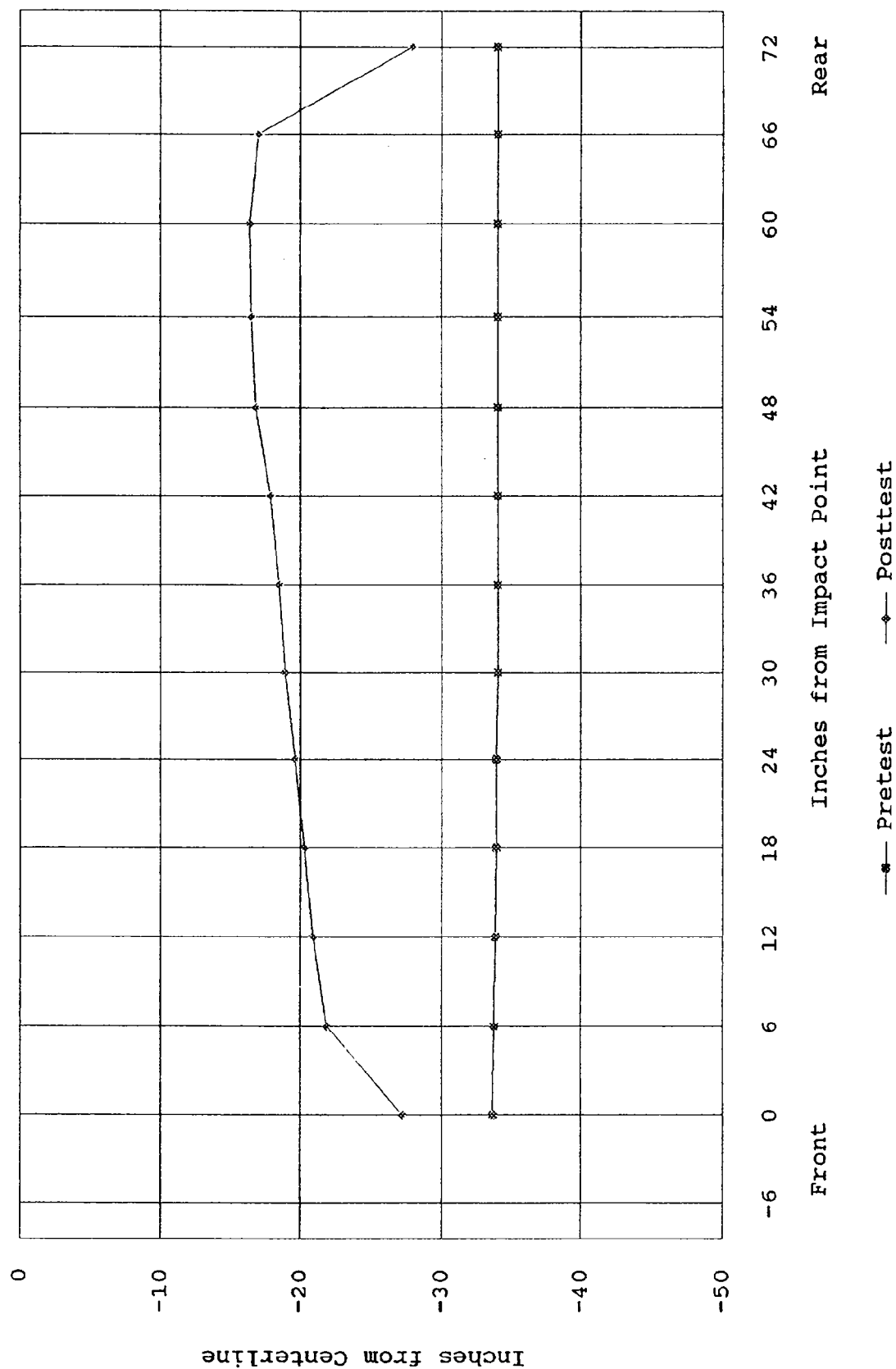
REMARKS:

RECORDED BY: Mr. Brian O'Keefe DATE: 07/22/92

APPROVED BY: *Quile* 08/10/92

Pretest and Posttest Exterior Profile

Level 2 - Occupant H-point - 20.8" Above Ground Level



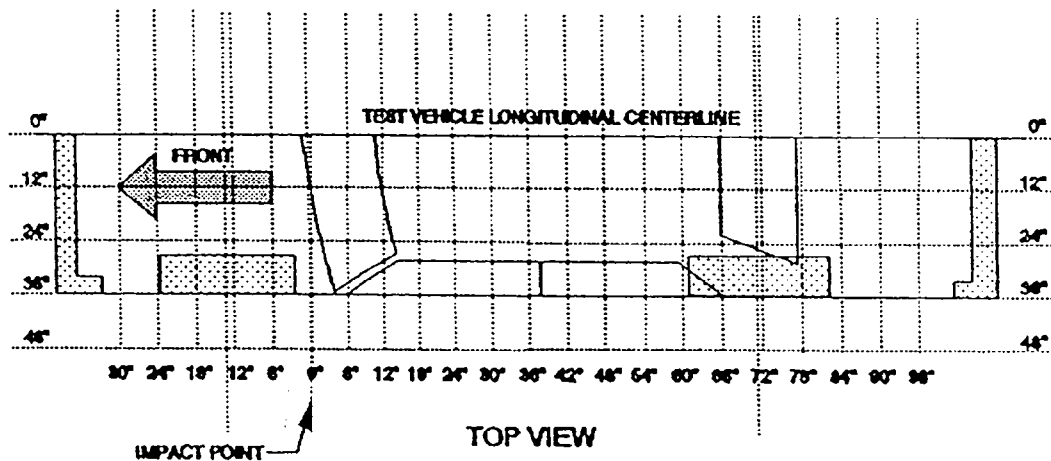
DATA SHEET NO. 6C

PRETEST AND POST TEST VEHICLE EXTERIOR PROFILES

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEVEL 3 AT MID DOOR

22.8 INCHES ABOVE GROUND LEVEL AT THE DOOR 30" LINE

ADD PROFILE INFORMATION ON THE NEXT PAGE

NOTE: ALL TEST VEHICLE EXTERIOR PROFILES TAKEN FROM REFERENCE PLANE WHICH IS PARALLEL TO AND 48 INCHES FROM TEST VEHICLE LONGITUDINAL CENTERLINE

LEVEL 3 AT MID-DOOR

	POST TEST (inches)	PRETEST (inches)	STATIC CRUSH (inches)
-6 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch (impact point)	<u>21.5</u>	<u>14.6</u>	<u>6.9</u>
6 inches	<u>24.7</u>	<u>14.6</u>	<u>10.1</u>
12 inches	<u>25.7</u>	<u>14.5</u>	<u>11.2</u>
18 inches	<u>26.4</u>	<u>14.4</u>	<u>12.0</u>
24 inches	<u>27.2</u>	<u>14.3</u>	<u>12.9</u>
30 inches	<u>27.7</u>	<u>14.1</u>	<u>13.6</u>
36 inches	<u>28.5</u>	<u>14.1</u>	<u>14.4</u>
42 inches	<u>29.1</u>	<u>13.9</u>	<u>15.2</u>
48 inches	<u>30.0</u>	<u>13.9</u>	<u>16.1</u>
54 inches	<u>30.2</u>	<u>13.8</u>	<u>16.4</u>
60 inches	<u>29.9</u>	<u>13.7</u>	<u>16.2</u>
66 inches	<u>29.2</u>	<u>13.6</u>	<u>15.6</u>
72 inches	<u>19.6</u>	<u>13.6</u>	<u>6.0</u>

REMARKS:

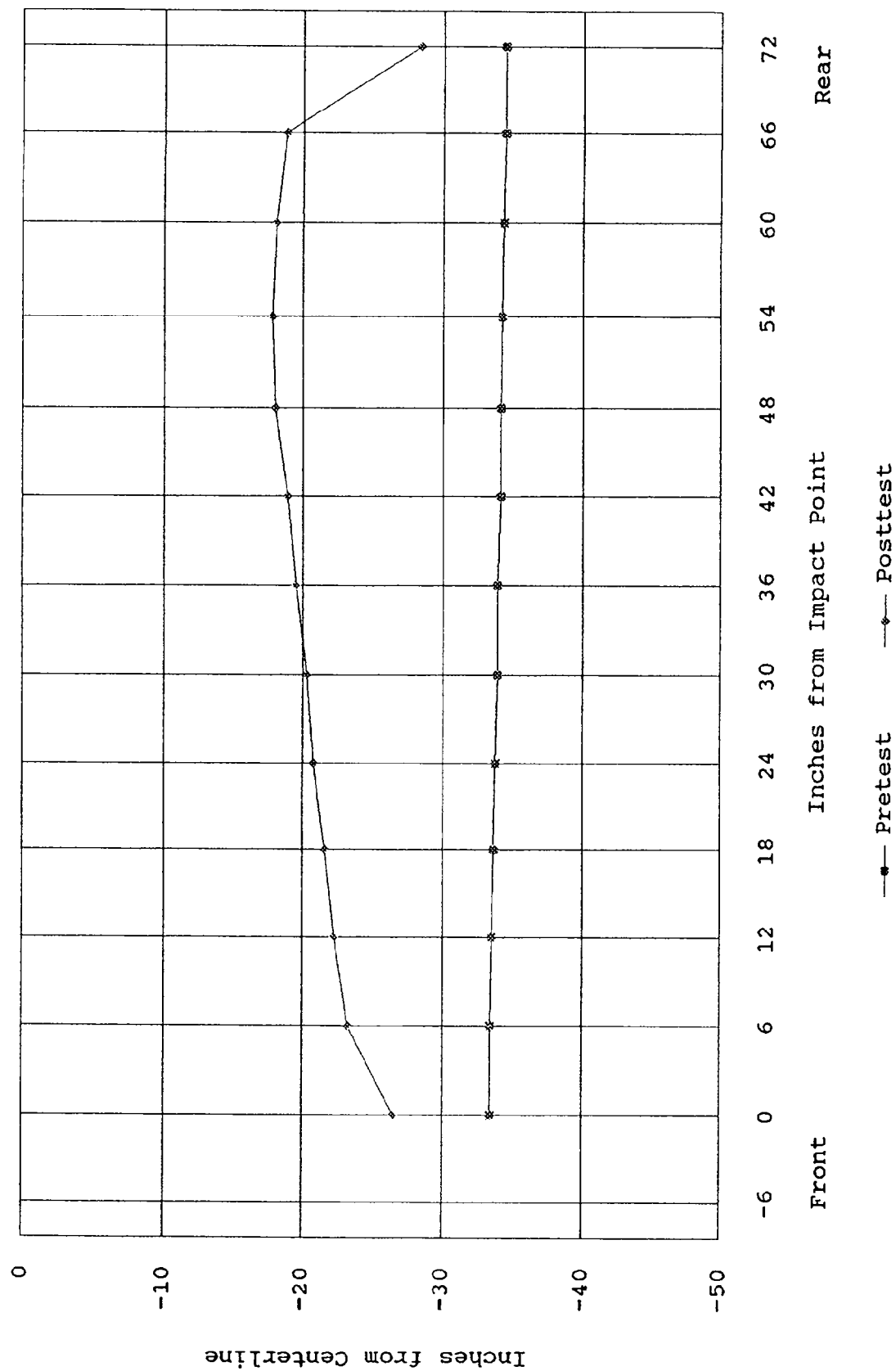
RECORDED BY: Mr. Brian O'Keefe

DATE: 07/22/92

APPROVED BY: Quile 08/10/92

Pretest and Posttest Exterior Profile

Level 3 - Mid-door - 22.8" Above Ground Level



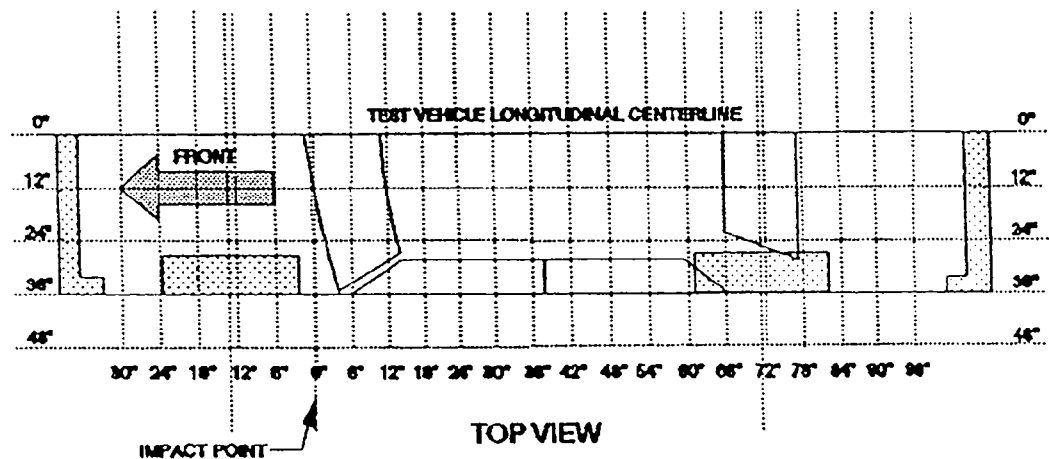
DATA SHEET NO. 6D

PRETEST AND POST TEST VEHICLE EXTERIOR PROFILES

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



LEVEL 4 AT WINDOW SILL

35.5 INCHES ABOVE GROUND LEVEL AT THE DOOR 30" LINE

ADD PROFILE INFORMATION ON THE NEXT PAGE

NOTE: ALL TEST VEHICLE EXTERIOR PROFILES TAKEN FROM REFERENCE PLANE WHICH IS PARALLEL TO AND 48 INCHES FROM TEST VEHICLE LONGITUDINAL CENTERLINE

LEVEL 4 AT WINDOW SILL

	POST TEST (inches)	PRETEST (inches)	STATIC CRUSH (inches)
-6inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch (impact point)	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
6 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
12 inches	<u>22.3</u>	<u>16.9</u>	<u>5.4</u>
18 inches	<u>23.9</u>	<u>17.9</u>	<u>6.0</u>
24 inches	<u>25.0</u>	<u>17.6</u>	<u>7.4</u>
30 inches	<u>25.6</u>	<u>17.6</u>	<u>8.0</u>
36 inches	<u>26.5</u>	<u>17.5</u>	<u>9.0</u>
42 inches	<u>27.3</u>	<u>17.3</u>	<u>10.0</u>
48 inches	<u>28.1</u>	<u>17.0</u>	<u>11.1</u>
54 inches	<u>28.9</u>	<u>16.8</u>	<u>12.1</u>
60 inches	<u>28.2</u>	<u>16.6</u>	<u>11.6</u>
66 inches	<u>26.6</u>	<u>16.5</u>	<u>10.1</u>
72 inches	<u>20.6</u>	<u>16.4</u>	<u>4.2</u>

REMARKS:

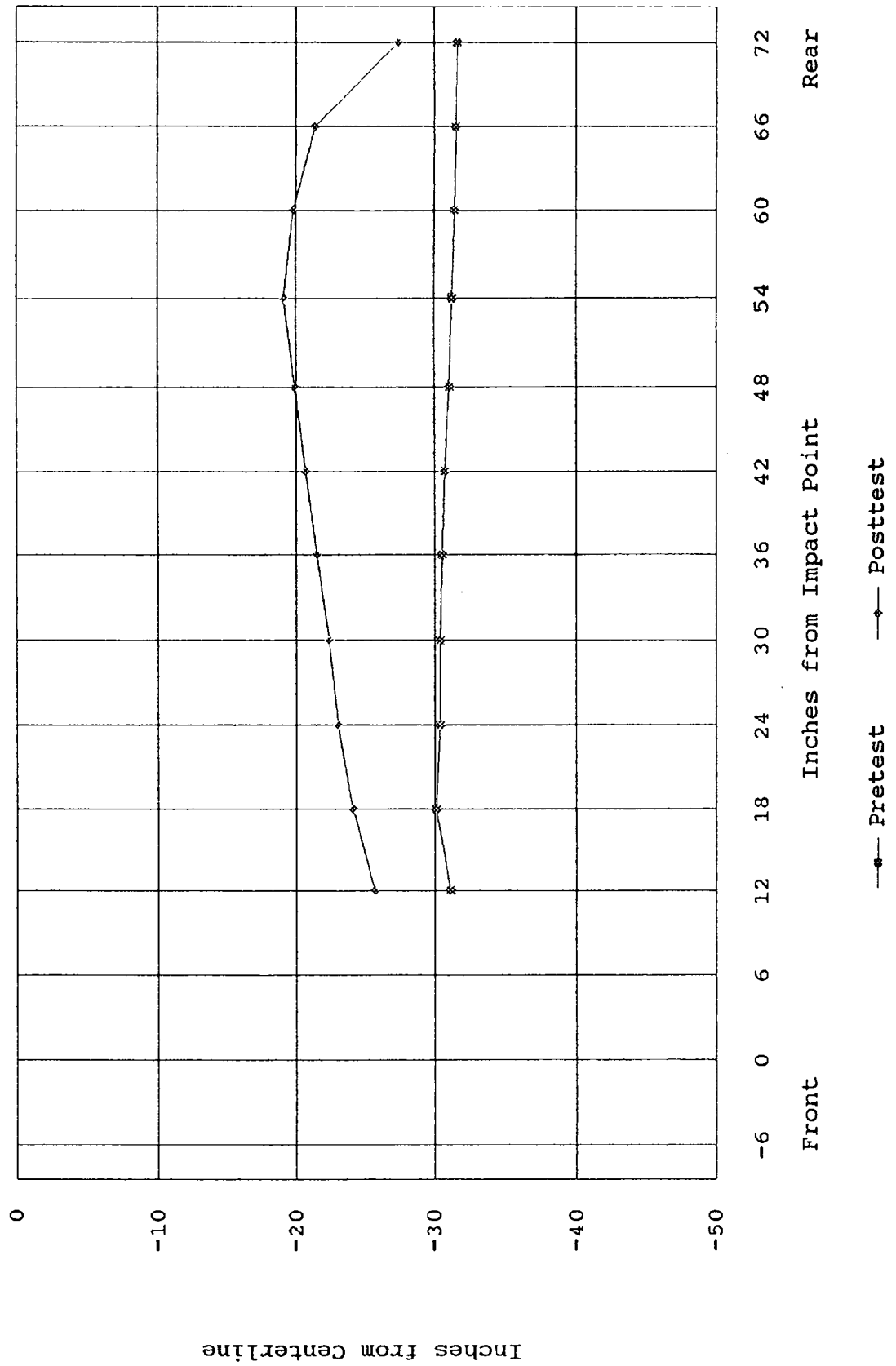
RECORDED BY: Mr. Brian O'Keefe

DATE: 07/22/92

APPROVED BY: *ame* 08/10/92

Pretest and Posttest Exterior Profile

Level 4 - Window Sill - 35.5" Above Ground Level



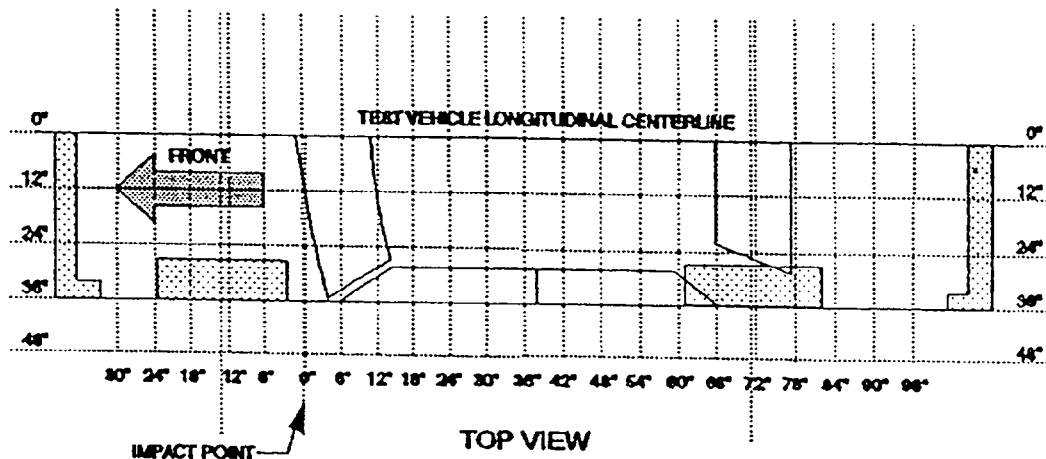
DATA SHEET NO. 6E

PRETEST AND POST TEST VEHICLE EXTERIOR PROFILES

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006755

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTMS AND EQUIPMENT COMPANY



LEVEL 5 AT WINDOW TOP

52.0 INCHES ABOVE GROUND LEVEL AT THE DOOR 30" LINE

ADD PROFILE INFORMATION ON THE NEXT PAGE

NOTE: ALL TEST VEHICLE EXTERIOR PROFILES TAKEN FROM REFERENCE PLANE WHICH IS PARALLEL TO AND 48 INCHES FROM TEST VEHICLE LONGITUDINAL CENTERLINE

LEVEL 5 AT WINDOW TOP

	POST TEST (inches)	PRETEST (inches)	STATIC CRUSH (inches)
-6 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch (impact point)	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
6 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
12 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
18 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
24 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
30 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
36 inches	<u>25.0</u>	<u>25.6</u>	<u>-0.6</u>
42 inches	<u>26.3</u>	<u>25.5</u>	<u>0.8</u>
48 inches	<u>27.7</u>	<u>25.4</u>	<u>2.3</u>
54 inches	<u>28.5</u>	<u>25.4</u>	<u>3.1</u>
60 inches	<u>25.6</u>	<u>25.3</u>	<u>0.3</u>
66 inches	<u>22.2</u>	<u>25.1</u>	<u>-2.9</u>
72 inches	<u>18.7</u>	<u>25.0</u>	<u>-6.3</u>

REMARKS:

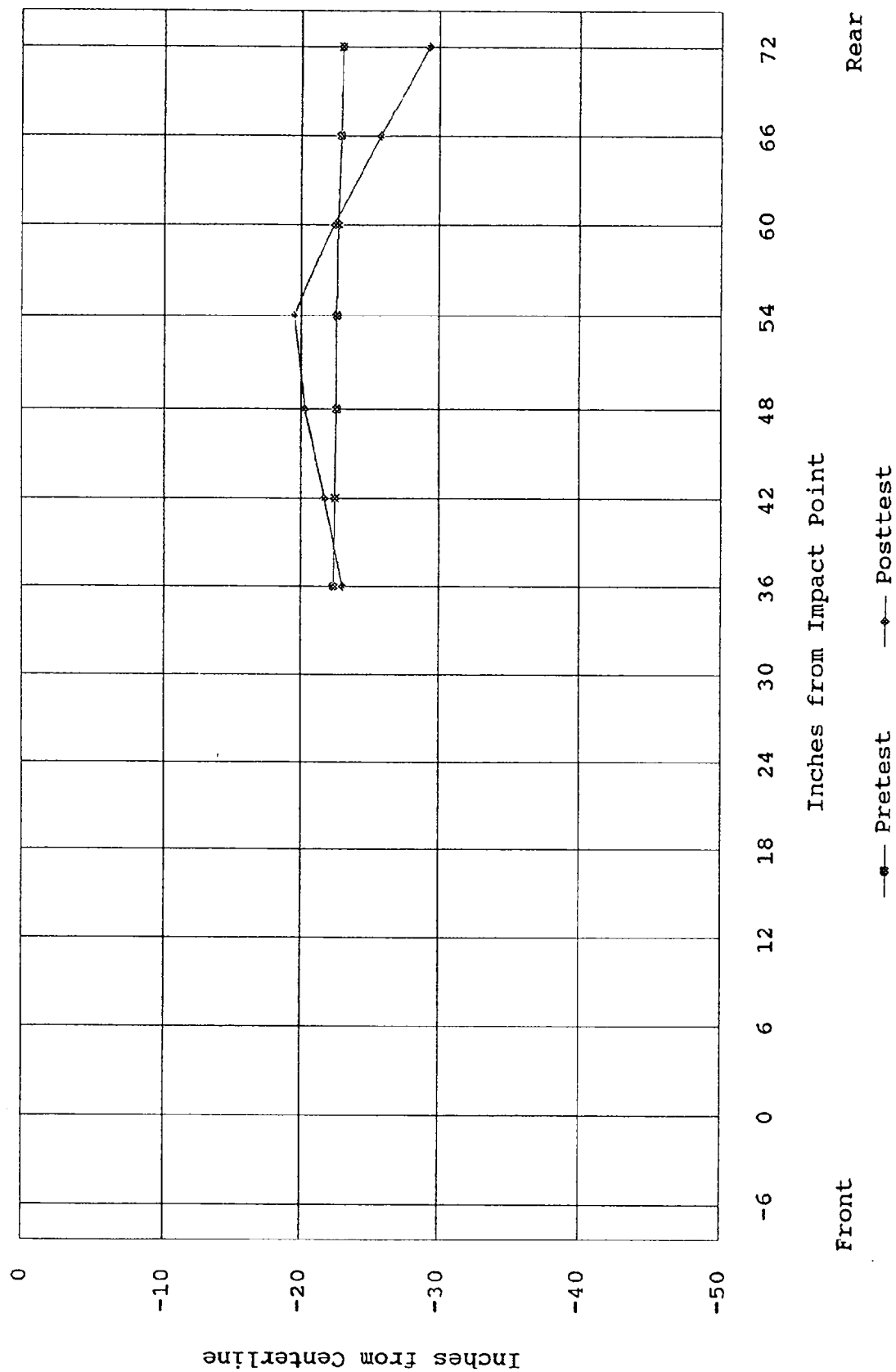
RECORDED BY: Mr. Brian O'Keefe

DATE: 07/22/92

APPROVED BY: *[Signature]* 08/10/92

Pretest and Posttest Exterior Profile

Level 5 - Window Top - 52.0" Above Ground Level



DATA SHEET NO. 6F

SUMMARY OF VEHICLE EXTERIOR PROFILE STATIC CRUSH

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY

POSITION	LEVEL 1 (inches)	LEVEL 2 (inches)	LEVEL 3 (inches)	LEVEL 4 (inches)	LEVEL 5 (inches)
-6 inches	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
0 inch	<u>4.0</u>	<u>6.4</u>	<u>6.9</u>	<u>N/A</u>	<u>N/A</u>
Impact Point					
6 inches	<u>5.6</u>	<u>11.8</u>	<u>10.1</u>	<u>N/A</u>	<u>N/A</u>
12 inches	<u>7.2</u>	<u>12.9</u>	<u>11.2</u>	<u>5.4</u>	<u>N/A</u>
18 inches	<u>8.1</u>	<u>13.6</u>	<u>12.0</u>	<u>6.0</u>	<u>N/A</u>
24 inch	<u>9.0</u>	<u>14.3</u>	<u>12.9</u>	<u>7.4</u>	<u>N/A</u>
30 inches	<u>9.6</u>	<u>15.1</u>	<u>13.6</u>	<u>8.0</u>	<u>N/A</u>
36 inches	<u>10.0</u>	<u>15.5</u>	<u>14.4</u>	<u>9.0</u>	<u>-0.6</u>
42 inches	<u>10.2</u>	<u>16.1</u>	<u>15.2</u>	<u>10.0</u>	<u>0.8</u>
48 inches	<u>10.0</u>	<u>17.2</u>	<u>16.1</u>	<u>11.1</u>	<u>2.3</u>
54 inches	<u>9.2</u>	<u>17.5</u>	<u>16.4</u>	<u>12.1</u>	<u>3.1</u>
60 inches	<u>6.7</u>	<u>17.6</u>	<u>16.2</u>	<u>11.6</u>	<u>0.3</u>
66 inches	<u>5.1</u>	<u>17.0</u>	<u>15.6</u>	<u>10.1</u>	<u>-2.9</u>
72 inches	<u>3.7</u>	<u>6.1</u>	<u>6.0</u>	<u>4.2</u>	<u>-6.3</u>

RECORDED BY: Mr. Brian O'Keefe DATE: 07/22/92

APPROVED BY: *[Signature]* 08/10/92

DATA SHEET NO. 7

EXTERIOR STATIC CRUSH FOR SIDE IMPACTOR

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY

LOCATION	TOP OF STACK LEVEL	MID- STACK LEVEL	BUMPER LEVEL
HEIGHT AT CENTERLINE*	32 inches	22 inches	17 inches
DISTANCES RIGHT OF CENTER**	(inches)	(inches)	(inches)
32 inches	<u>4.3</u>	<u>0.8</u>	<u>2.2</u>
28 inches	<u>3.5</u>	<u>0.3</u>	<u>1.9</u>
24 inches	<u>2.5</u>	<u>0.0</u>	<u>1.3</u>
20 inches	<u>1.5</u>	<u>-0.2</u>	<u>0.8</u>
16 inches	<u>0.7</u>	<u>-0.2</u>	<u>0.6</u>
12 inches	<u>0.0</u>	<u>-0.2</u>	<u>0.6</u>
8 inches	<u>-0.1</u>	<u>-0.1</u>	<u>0.6</u>
4 inches	<u>-0.2</u>	<u>0.0</u>	<u>0.6</u>
0 inches	<u>-0.1</u>	<u>-0.1</u>	<u>0.5</u>

DATA SHEET NO. 7 (Cont.)

LOCATION	TOP OF STACK LEVEL	MID- STACK LEVEL	BUMPER LEVEL
HEIGHT AT CENTERLINE*	32 inches	22 inches	17 inches
DISTANCES LEFT OF CENTER**	(inches)	(inches)	(inches)
4 inches	<u>-0.1</u>	<u>0.0</u>	<u>0.5</u>
8 inches	<u>-0.1</u>	<u>0.0</u>	<u>0.6</u>
12 inches	<u>-0.1</u>	<u>0.0</u>	<u>0.6</u>
16 inches	<u>-0.2</u>	<u>0.0</u>	<u>0.7</u>
20 inches	<u>-0.2</u>	<u>0.0</u>	<u>0.7</u>
24 inches	<u>-0.2</u>	<u>0.0</u>	<u>0.8</u>
28 inches	<u>-0.1</u>	<u>0.2</u>	<u>1.1</u>
32 inches	<u>1.5</u>	<u>0.7</u>	<u>1.5</u>

* Heights, in inches, measured above ground level

** Impact side

REMARKS:

** Right of center towards the front of the test vehicle

RECORDED BY: Mr. Brian O'Keefe

DATE: 07/23/92

APPROVED BY: *Amc* 08/12/92

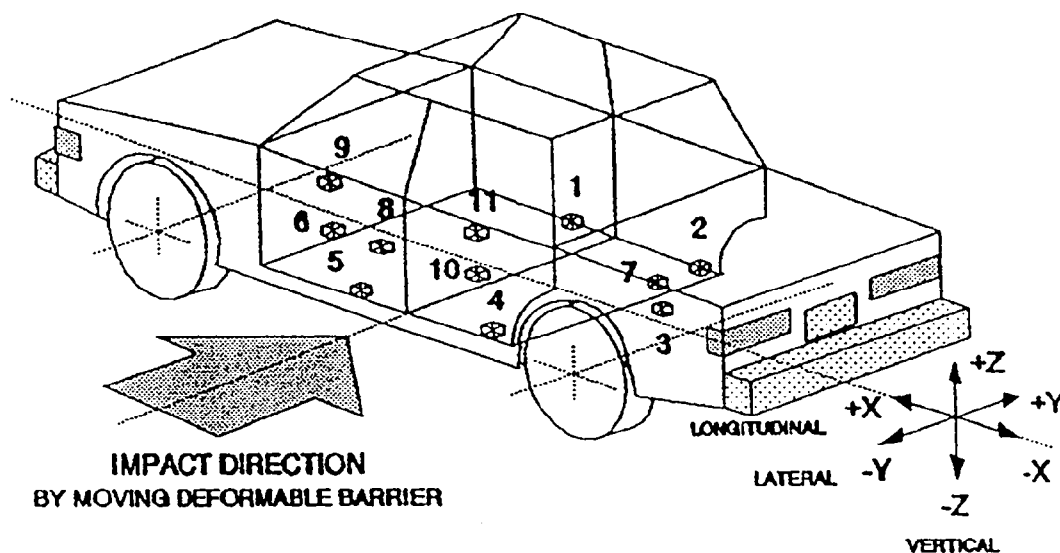
DATA SHEET NO. 8

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



- 1-Rt. Side Sill @ Frt. Seat
- 2-Rt. Side Sill @ Rr. Seat
- 3-Rr. Floorpan Above Axle
- 4-Left Side Sill @ Rr. Seat
- 5-Left Side Sill @ Frt. Seat
- 6-Left Frt. Door On Centerline
- 7-Rt. Rr. Occ. Compartment
- 8-Midrear of Left Frt. Door
- 9-Left Frt. Door Upper Centerline
- 10-Midrear of Left Rear Door
- 11-Left Rear Door Upper Centerline

NO.	COORDINATES			LONG.-X (+/-)		LAT.-Y (+/-)		VERT.-Z (+/-)		RES.-R (+/-)	
	X (in.)	Y (in.)	Z (in.)	MaxG	ms	MaxG	ms	MaxG	ms	MaxG	ms
1	109	19	9	-7.3	23.8	19.0	31.1	-30.6	36.8	32.1	30.8
2	78	21	8	-9.0	22.9	16.5	32.7	-11.1	33.8	19.4	33.5
3	38	0	15	-11.2	18.8	21.3	33.7	-9.0	25.5	22.3	19.8
4	78	-26	11	—	—	89.1	8.9	—	—	—	—
5	117	-26	10	—	—	54.0	6.3	—	—	—	—
6	106	-29	29	—	—	106.5	11.0	—	—	—	—

DATA SHEET NO. 8 (Cont.)

NO.	COORDINATES			LONG.-X (+/-)		LAT.-Y (+/-)		VERT.-Z (+/-)		RES.-R (+/-)	
	X (in.)	Y (in.)	Z (in.)	MaxG	ms	MaxG	ms	MaxG	ms	MaxG	ms
7	<u>77</u>	<u>18</u>	<u>8</u>	<u>-7.5</u>	<u>22.2</u>	<u>—</u>	<u>—</u>	<u>---</u>	<u>--</u>	<u>---</u>	<u>--</u>
8	<u>85</u>	<u>-29</u>	<u>21</u>	<u>---</u>	<u>--</u>	<u>127.1</u>	<u>4.4</u>	<u>---</u>	<u>--</u>	<u>---</u>	<u>--</u>
9	<u>109</u>	<u>-29</u>	<u>31</u>	<u>---</u>	<u>--</u>	<u>165.5</u>	<u>12.8</u>	<u>---</u>	<u>--</u>	<u>---</u>	<u>--</u>
10	<u>59</u>	<u>-29</u>	<u>19</u>	<u>---</u>	<u>--</u>	<u>74.3</u>	<u>3.6</u>	<u>---</u>	<u>--</u>	<u>---</u>	<u>--</u>
11	<u>61</u>	<u>-29</u>	<u>30</u>	<u>---</u>	<u>--</u>	<u>81.5</u>	<u>13.3</u>	<u>---</u>	<u>--</u>	<u>---</u>	<u>--</u>

REFERENCE: X - Rear Bumper (+ = Forward)
Y - Vehicle Centerline (+ = To the Right)
Z - Ground Level (+ = Upward)

REMARKS:

RECORDED BY: Mr. Brian O'Keefe

DATE: 07-22-92

APPROVED BY: *[Signature]* 08/10/92

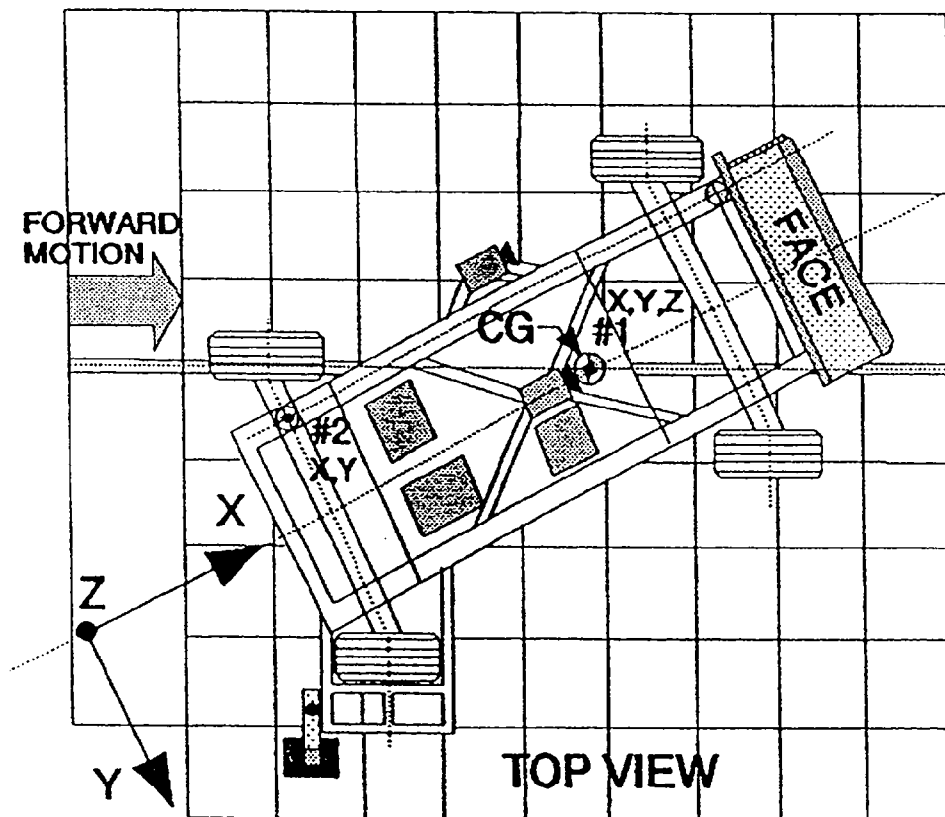
DATA SHEET NO. 9

**MOVING DEFORMABLE BARRIER (MDB) ACCELEROMETER LOCATIONS
AND SAMPLE DATA SUMMARY**

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92 TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



ACCELEROMETER LOCATIONS:

1 - MDB Center of Gravity (CG)

2 - Rear Frame Member

DATA SHEET NO. 9 (Cont.)

NO.	COORDINATES			POS. DIRECTION		NEG. DIRECTION	
	X* (in.)	Y* (in.)	Z* (in.)	MaxG	ms	MaxG	ms
1 Longitudinal X	<u>73</u>	<u>0</u>	<u>12</u>	<u>3.1</u>	<u>130.8</u>	<u>19.4</u>	<u>40.4</u>
1 Lateral Y	<u>73</u>	<u>0</u>	<u>12</u>	<u>3.9</u>	<u>56.8</u>	<u>11.6</u>	<u>27.3</u>
1 Vertical Z	<u>73</u>	<u>0</u>	<u>12</u>	<u>31.1</u>	<u>46.1</u>	<u>20.6</u>	<u>40.2</u>
1 Resultant R	<u>73</u>	<u>0</u>	<u>12</u>	<u>32.1</u>	<u>46.2</u>	<u>—</u>	<u>—</u>
2 Longitudinal X	<u>12</u>	<u>-19</u>	<u>17</u>	<u>2.0</u>	<u>130.5</u>	<u>20.0</u>	<u>30.2</u>
3 Longitudinal X	<u>12</u>	<u>-19</u>	<u>17</u>	<u>1.8</u>	<u>103.8</u>	<u>6.4</u>	<u>21.3</u>

REFERENCE: X - Rear Bumper (+ = Forward)
Y - Vehicle Centerline (+ = To the Right)
Z - Ground Level (+ = Upward)

REMARKS:

RECORDED BY: Mr. Brian O'Keefe

DATE: 07-22-92

APPROVED BY: *[Signature]* 08/12/92

DATA SHEET NO. 10

HIGH SPEED CAMERA LOCATIONS AND DATA

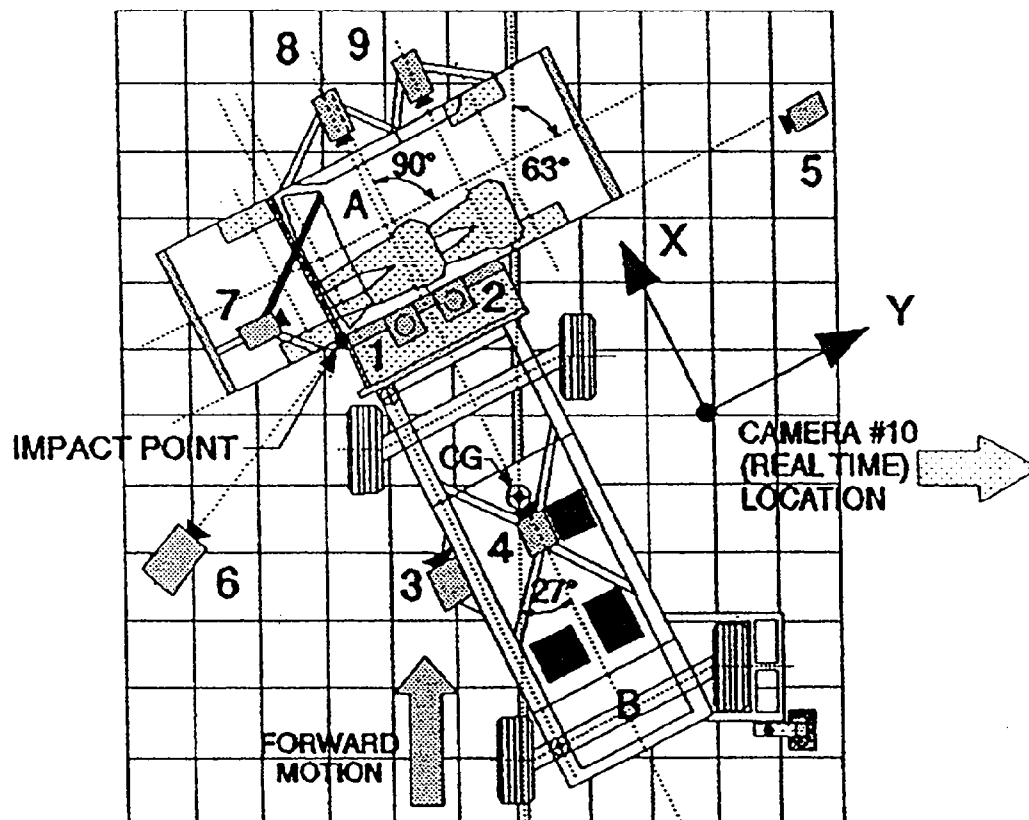
VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305

VIN.: JHMCB7641NC006744

TEST DATE: 07/21/92

TEST LAB.: MOBILITY SYSTEMS AND EQUIPMENT COMPANY



CAMERA LOCATIONS:

- | | |
|--------|--|
| No. 1 | Overhead view of test vehicle |
| No. 2 | Overhead closeup view of impact plane |
| No. 3 | MDB onboard closeup view of impact point |
| No. 4 | MDB onboard view of driver dummy kinematics |
| No. 5 | Right side ground level -- overall view |
| No. 6 | Left side ground level -- overall view |
| No. 7 | Test vehicle onboard driver dummy front view kinematics |
| No. 8 | Test vehicle onboard driver dummy side view kinematics |
| No. 9 | Test vehicle onboard passenger side view kinematics |
| No. 10 | Real time (24 fps) film coverage of pretest, test and post test events |

DATA SHEET NO. 10 (Cont.)

NO.	TYPE	LENS SPEED		X°	COORDINATES	
		(mm)	(fps)		Y°	Z°
1	<u>FASTAX II</u>	16	610	<u>12</u>	<u>12</u>	<u>236</u>
2	<u>FASTAX II</u>	28	600	<u>-12</u>	<u>12</u>	<u>236</u>
3	<u>HILMAX</u>	28	680	<u>-121</u>	<u>-37</u>	<u>50</u>
4	<u>HILMAX</u>	16	710	<u>-151</u>	<u>0</u>	<u>72</u>
5	<u>PHOTOSONIC</u>	13	570	<u>-166</u>	<u>624</u>	<u>48</u>
6	<u>FASTAX II</u>	28	615	<u>-90</u>	<u>-516</u>	<u>48</u>
7	<u>FASTAX II</u>	16	610	<u>20</u>	<u>-45</u>	<u>48</u>
8	<u>FASTAX II</u>	16	615	<u>72</u>	<u>32</u>	<u>38</u>
9	<u>FASTAX II</u>	16	605	<u>70</u>	<u>69</u>	<u>39</u>
10	<u>ARRIFLEX</u>	15 - 70 ZOOM	24	<u>—</u>	<u>—</u>	<u>—</u>

* REFERENCE (from point of impact)

+X = Forward

+Y = To The Right

+Z = Upward

REMARKS:

RECORDED BY: Mr. Brian O'Keefe

DATE: 08-22-92

APPROVED BY: *anh* 08/10/92

DATA SHEET NO. 11

TEST VEHICLE DATA

VEH. MOD YR/MAKE/MODEL/BODY: 1992 HONDA ACCORD 4 DOOR SEDAN

VEH. NHTSA NO.: MN5305 VIN.: JHMCB7641NC006744

VEH. BUILD DATE: 07/91 TEST DATE: 07/21/92

TEST LABORATORY: MOBILITY SYSTEMS AND EQUIPMENT COMPANY

OBSERVERS: DR. BOB CHAN

Upon receipt, the vehicle will be examined visually for completeness, function, and damage. The roof and supporting structures such as the doors and windows should be checked for proper operation and any discrepancies which may influence the testing. The vehicle will be weighed.

DATA RECORDED FROM VEHICLE'S TIRE PLACARD:

Tire Pressure (at capacity): 29 psi Front; 29 psi Rear

Recommended Tire Size: P185/70R14 87S

Size of Tires Installed on Test Vehicle: P185/70R14 87S

Tire Manufacturer: Bridgestone

Number of Occupants: 2 Front; 3 Rear; 5 TOTAL

Type of Front Seat(s): X Buckets; Bench; Split Bench

Type of Front Seat Back: Fixed; X Adjustable with X Lever or Knob

Vehicle Maximum Capacity Loading = 850 lbs. (A)

Number of Occupants x 150 lbs. = 750 lbs. (B)

Vehicle Cargo Capacity = 100 lbs. (A - B)

DATA SHEET NO. 11 (Cont.)

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Front: Right = 853 lbs.; Left = 888 lbs.; Front Total = 1741 lbs.

(61 % of TOTAL shown below)

Rear: Right = 583 lbs.; Left = 526 lbs.; Front Total = 1109 lbs.

(39 % of TOTAL shown below)

Front Total + Rear Total = TOTAL DELV. = 2850 lbs.

CALCULATION OF TEST VEHICLE TARGET WEIGHT:

Total Test Vehicle Delivered Weight With Maximum Fluids = 2850 lbs. (A)

Maximum Cargo Carry Capacity of Test Vehicle = 100 lbs. (B)

Weight of Two Side Impact Dummies (2 X 164 lbs.) = 328 lbs. (C)

Test Vehicle Target Weight = 3278 (A + B + C)

ACTUAL WEIGHT OF TEST VEHICLE WITH TWO SIDs AND CARGO:

Front: Right = 926 lbs.; Left = 1020 lbs.; Front Total = 1946 lbs.

(59 % of TOTAL shown below)

Rear: Right = 678 lbs.; Left = 692 lbs.; Front Total = 1370 lbs.

(41 % of TOTAL shown below)

Front Total + Rear Total = TOTAL ACTUAL = 3316 lbs. (which includes —
lbs. of cargo ballast
weight)

TEST VEHICLE ATTITUDE:

As Delivered

Ready For Test

27.5 inches Right Front

26.6 inches Right Front

27.5 inches Left Front

26.8 inches Left Front

27.3 inches Right Rear

26.1 inches Right Rear

27.0 inches Left Rear

26.0 inches Left Rear

DATA SHEET NO. 11 (Cont.)

Test Vehicle Wheelbase = 107.5 inches

C.G. = 44.4 inches Rearward of Front Wheel Centerline

Total Vehicle Length: 178.3 inches Right Side

178.3 inches Left Side

184.8 inches Centerline

Arm Rest Location: N/A

Seat Belt Upper Anchorage Location: On B-pillar, 22 inches above the B-post

Striker.

FRONT SEAT CUSHION PLACEMENT: mid-point of fore/aft travel

Total Length of Seat Adjustment Travel = 8.0 inches

Total Number of Seat Adjustment Positions or Detents = 21

Front Seat Back Adjustment Position: 25⁰

Front Seat Back Torso Angle = 25 degrees

Front Seat Cushion Vertical Position: full down

DATA SHEET NO. 11 (Cont.)

ADJUSTABLE STEERING COLUMN POSITION: 62.5⁰
(using data supplied by the vehicle manufacturer)

WINDOW POSITIONS: Closed Left Front Closed Left Rear
Open Right Front Open Right Rear

Windows shall be in CLOSED position on the STRUCK side of the vehicle and in the OPEN position on the OPPOSITE side of the vehicle.

AMOUNT OF STODDARD SOLVENT IN FUEL TANK: 15.8 gallons (92-94% of UC)
(Usable Capacity (UC) supplied by the vehicle manufacturer)

LOCATION OF IMPACT POINT ON TEST VEHICLE SIDE TO BE IMPACTED:

Wheelbase = 107.5 inches

Impact Point 16.5 inches rearward of front axle centerline (which is 37" forward of the wheelbase midpoint)

REMARKS: Actual impact point 16.2 inches rearward pf front axle.

RECORDED BY: Mr. Brian O'Keefe

DATE: 07/23/92

SECTION 4

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

This section shows full list of Test Equipment and the calibration dates.

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 1	
SENTYP: AC	SENLOC: 01	SENATT: HDCG	
AXIS: XL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-200, S/N: BJ27H		
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 27	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 2	
SENTYP: AC	SENLOC: 01	SENATT: HDCG	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-200, S/N: BG78H		
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 68	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 3	
SENTYP: AC	SENLOC: 01	SENATT: HDCG	
AXIS: ZL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-200, S/N: AR39		
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 24	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 4	
SENTYP: AC	SENLOC: 01	SENATT: SPNU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: BF59J		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 7	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 5	
SENTYP: AC	SENLOC: 01	SENATT: SPNU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: AN93		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 7	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 6	
SENTYP: AC	SENLOC: 01	SENATT: RBLU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: AB97		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 7	
SENTYP: AC	SENLOC: 01	SENATT: RBLU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: BE33J		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 8	
SENTYP: AC	SENLOC: 01	SENATT: RBLL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: BY89H		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 9	
SENTYP: AC	SENLOC: 01	SENATT: RBLL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: BL93H		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 10	
SENTYP: AC	SENLOC: 01	SENATT: SPNL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO,	MODEL: 7264-2000, S/N: BF50J		
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 6	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 11	
SENTYP: AC	SENLOC: 01	SENATT: SPNL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BH69J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 12	
SENTYP: AC	SENLOC: 01	SENATT: PVCN	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BM73J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 13	
SENTYP: LC	SENLOC: 01	SENATT: LPBO	
AXIS: NA	UNITS: LBS	PREFIL: 1650	
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 333			
CALDAT: 09/APR/92	INSRAT: 3500	CHLMAX: 8	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: CF
INSCOM: CHANNEL FAILED AT 27.9 MSEC			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 14	
SENTYP: LC	SENLOC: 01	SENATT: SHBT	
AXIS: NA	UNITS: LBS	PREFIL: 1650	
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 327			
CALDAT: 09/APR/92	INSRAT: 3500	CHLMAX: 21	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 15	
SENTYP: AC	SENLOC: 04	SENATT: HDCG	
AXIS: XL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BJ28H			
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 9	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 16	
SENTYP: AC	SENLOC: 04	SENATT: HDCG	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: BT28H			
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 58	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 17	
SENTYP: AC	SENLOC: 04	SENATT: HDCG	
AXIS: ZL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-200, S/N: AE29			
CALDAT: 26/MAR/92	INSRAT: 200	CHLMAX: 17	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 18	
SENTYP: AC	SENLOC: 04	SENATT: SPNU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BY98H			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 2	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 19	
SENTYP: AC	SENLOC: 04	SENATT: SPNU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BH27J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 0	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO DATA COLLECTED ON THIS REDUNDANT CHANNEL			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 20	
SENTYP: AC	SENLOC: 04	SENATT: RBLU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: AN03			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 3	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 21	
SENTYP: AC	SENLOC: 04	SENATT: RBLU	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: AR17			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 3	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 22	
SENTYP: AC	SENLOC: 04	SENATT: RBLL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: AK29			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 4	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 23	
SENTYP: AC	SENLOC: 04	SENATT: RBLL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BA93			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 4	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 24	
SENTYP: AC	SENLOC: 04	SENATT: SPNL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BD12J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 5	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 25	
SENTYP: AC	SENLOC: 04	SENATT: SPNL	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BE91J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 4	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 26	
SENTYP: AC	SENLOC: 04	SENATT: PVCN	
AXIS: YL	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: ENDEVCO, MODEL: 7264-2000, S/N: BC98J			
CALDAT: 02/JAN/92	INSRAT: 2000	CHLMAX: 6	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 27	
SENTYP: LC	SENLOC: 04	SENATT: LPBO	
AXIS: NA	UNITS: LBS	PREFIL: 1650	
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 330			
CALDAT: 09/APR/92	INSRAT: 3500	CHLMAX: 11	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 28	
SENTYP: LC	SENLOC: 04	SENATT: SHBT	
AXIS: NA	UNITS: LBS	PREFIL: 1650	
INSMAN: MFG: LEBOW, MODEL: 3371, S/N: 308			
CALDAT: 09/APR/92	INSRAT: 3500	CHLMAX: 4	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 29	
SENTYP: AC	SENLOC: 02	SENATT: DSRF	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: BELL & HOWELL, MODEL: 4-202-0001, S/N: 21051			
CALDAT: 10/APR/92	INSRAT: 250	CHLMAX: 11	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 30	
SENTYP: AC	SENLOC: 02	SENATT: DSRF	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: BELL & HOWELL, MODEL: 4-202-0001, S/N: 20839			
CALDAT: 10/APR/92	INSRAT: 250	CHLMAX: 15	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 31	
SENTYP: AC	SENLOC: 02	SENATT: DSRF	
AXIS: ZG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: BELL & HOWELL, MODEL: 4-202-0001, S/N: 19428			
CALDAT: 10/APR/92	INSRAT: 250	CHLMAX: 27	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 32	
SENTYP: AC	SENLOC: 03	SENATT: DSRR	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 1X-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 15	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 33	
SENTYP: AC	SENLOC: 03	SENATT: DSRR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 1Y-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 17	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 34	
SENTYP: AC	SENLOC: 03	SENATT: DSRR	
AXIS: ZG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 1Z-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 17	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 35	
SENTYP: AC	SENLOC: 03	SENATT: FLRR	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 2X-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 44	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 36	
SENTYP: AC	SENLOC: 03	SENATT: FLRR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 2Y-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 35	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 37	
SENTYP: AC	SENLOC: 03	SENATT: FLRR	
AXIS: ZG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 2Z-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 41	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 38	
SENTYP: AC	SENLOC: 04	SENATT: DSLR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 20-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 80	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 39	
SENTYP: AC	SENLOC: 01	SENATT: DSLF	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSOR, MODEL: 3031-200, S/N: 24-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 107	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 40	
SENTYP: AC	SENLOC: 01	SENATT: DRLF	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 27-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 161	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 41	
SENTYP: AC	SENLOC: OT	SENATT: FLRR	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 22-200			
CALDAT: 10/APR/92	INSRAT: 250	CHLMAX: 10	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 42	
SENTYP: AC	SENLOC: OT	SENATT: DRLF	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 30-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 163	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 43	
SENTYP: AC	SENLOC: NA	SENATT: DRLF	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 26-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 186	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 44	
SENTYP: AC	SENLOC: NA	SENATT: DRLR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 29-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 131	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 2	CURNO: 45	
SENTYP: AC	SENLOC: NA	SENATT: DRLR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 23-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 156	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: CF
INSCOM: CHANNEL FAILED AT 28.4 MSEC			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 1	CURNO: 46	
SENTYP: AC	SENLOC: OT	SENATT: IMCG	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 28-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 34	INIVEL: 29.5
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 1	CURNO: 47	
SENTYP: AC	SENLOC: OT	SENATT: IMCG	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 31-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 15	INIVEL: 15.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 1	CURNO: 48	
SENTYP: AC	SENLOC: NA	SENATT: IMCG	
AXIS: ZG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-200, S/N: 32-200			
CALDAT: 10/APR/92	INSRAT: 200	CHLMAX: 28	INIVEL: 0.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 1	CURNO: 49	
SENTYP: AC	SENLOC: NA	SENATT: IMCR	
AXIS: XG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-100, S/N: 7Z-100			
CALDAT: 10/APR/92	INSRAT: 100	CHLMAX: 28	INIVEL: 29.5
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

Instrumentation Information

Inst. Group ID: 5	VEHNO: 1	CURNO: 50	
SENTYP: AC	SENLOC: NA	SENATT: IMCR	
AXIS: YG	UNITS: G'S	PREFIL: 1650	
INSMAN: MFG: I.C. SENSORS, MODEL: 3031-100, S/N: 7X-100			
CALDAT: 10/APR/92	INSRAT: 100	CHLMAX: 20	INIVEL: 15.0
NFP: -300	NLP: 2999	DELT: 100	DASTAT: AM
INSCOM: NO COMMENT			

SECTION 5
PHOTOGRAPHS

The photographs listed on this page are included in this section.

1. Pretest Frontal View of Test Vehicle (Target Vehicle)
2. Posttest Frontal View of Test Vehicle
3. Pretest Rear View of Test Vehicle
4. Posttest Rear View of Test Vehicle
5. Pretest Struck Side View of Test Vehicle
6. Posttest Struck Side View of Test Vehicle
7. Pretest Frontal View of MDB Impact Face
8. Posttest Frontal View of MDB Impact Face
9. Pretest Left Side view of MDB Impact Face
10. Posttest Left Side View of MDB Impact Face
11. Pretest Right Side View of MDB Impact Face
12. Posttest Right Side View of MDB Impact Face
13. Pretest Top View of MDB Impact Face
14. Posttest Top View of MDB Impact Face
15. Pretest Overhead View of MDB Positioned Against Struck Side of Test Vehicle at Impact Locations
16. Posttest Overhead View of MDB Positioned Against Struck Side of Test Vehicle at Impact Locations
17. Pretest Occupant Compartment Left Side Showing Driver SID
18. Pretest Occupant Compartment Driver SID
19. Posttest Occupant Compartment Driver SID
20. Pretest Occupant Compartment Left Side View Showing Passenger SID
21. Pretest Occupant Compartment Right Side view Showing Passenger SID
22. Posttest Occupant Compartment View Showing Passenger SID
23. Pretest Right Side View of MDB with Impact Face in Position
24. Pretest Left Side View of MDB with Impact Face in Position
25. Tire Placard Label
26. Manufacturer's Certification Label
27. Driver Door Accelerometer Locations
28. Passenger Door Accelerometer Locations
29. Driver Door Accelerometers Installed, Door Panel in Place - Pretest
30. Passenger Door Accelerometers Installed, Door Panel in Place - Pretest
31. Driver Seating Position - Posttest
32. Passenger Seating Position - Posttest
33. 1992 Honda Accord, B-Pillar Cutout - View No. 1
34. 1992 Honda Accord, B-Pillar Cutout - View No. 2
35. 1992 Honda Accord, B-Pillar Cutout - View No. 3
36. 1992 Honda Accord, B-Pillar Cutout - View No. 4

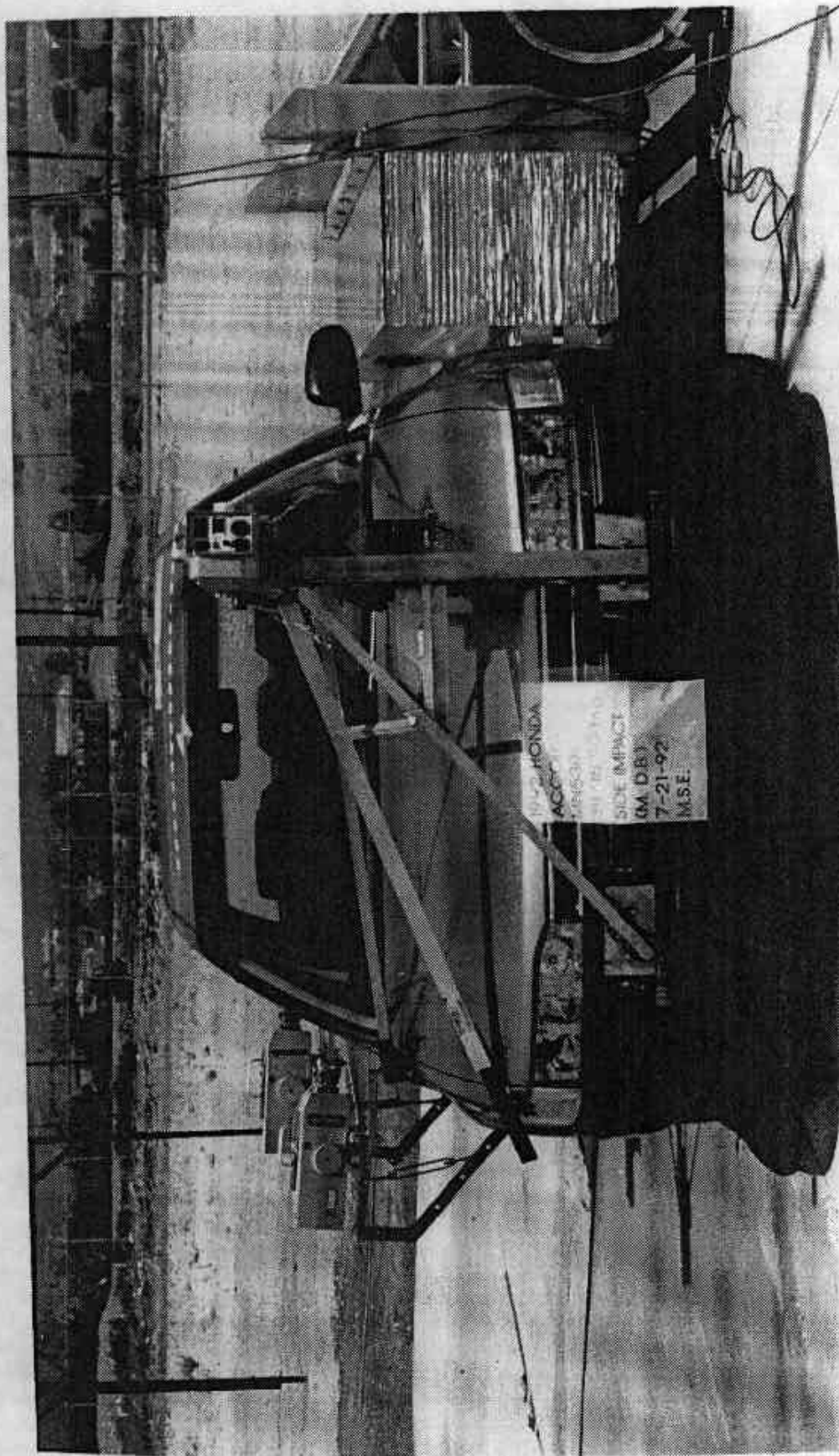


FIGURE 5-1 PRETEST FRONTAL VIEW OF TEST VEHICLE (TARGET VEHICLE)

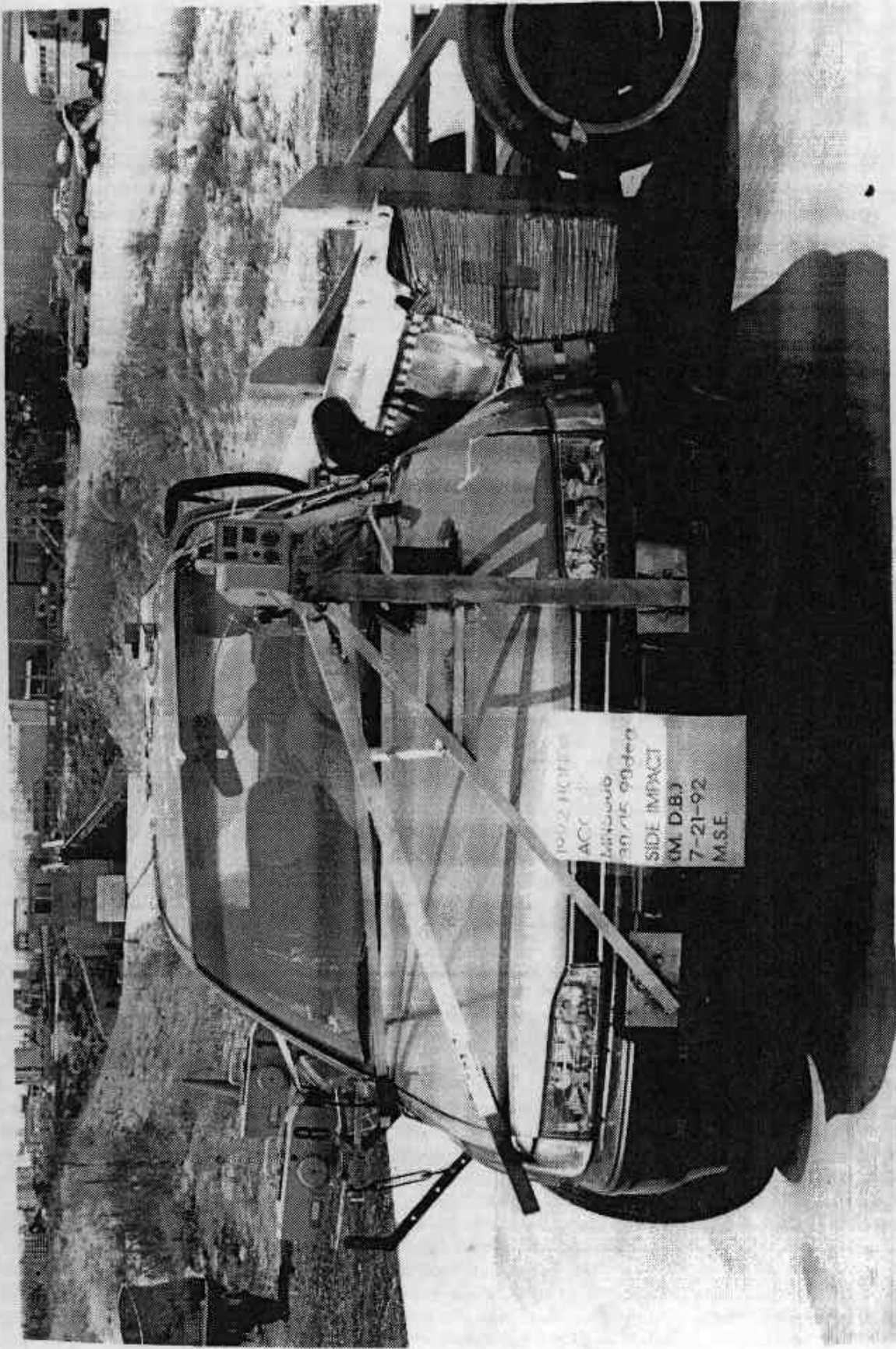


FIGURE 5-2 POSTTEST FRONTAL VIEW OF TEST VEHICLE

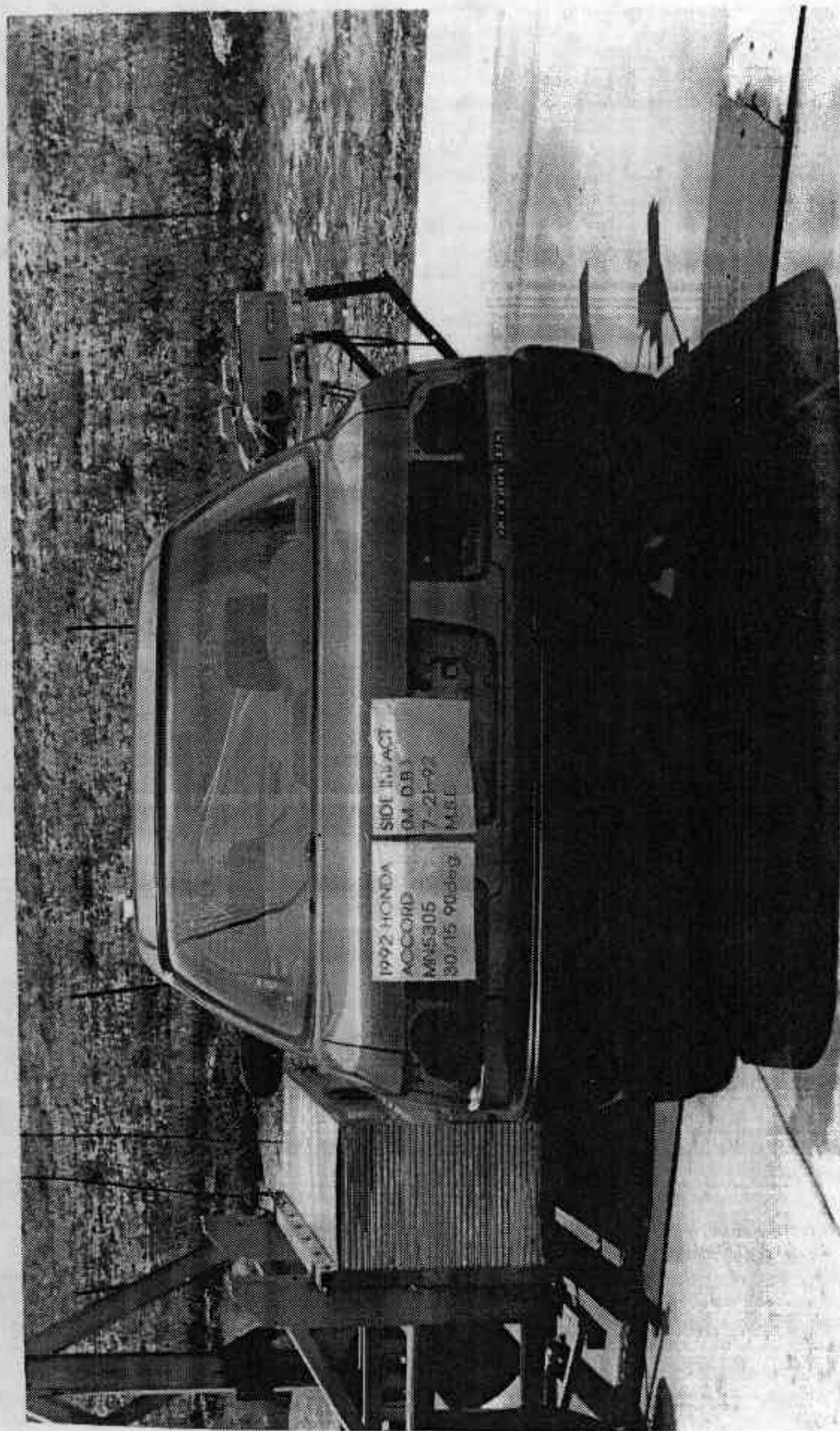


FIGURE 5-3 PRETEST REAR VIEW OF TEST VEHICLE



FIGURE 5-4 POSTTEST REAR VIEW OF TEST VEHICLE

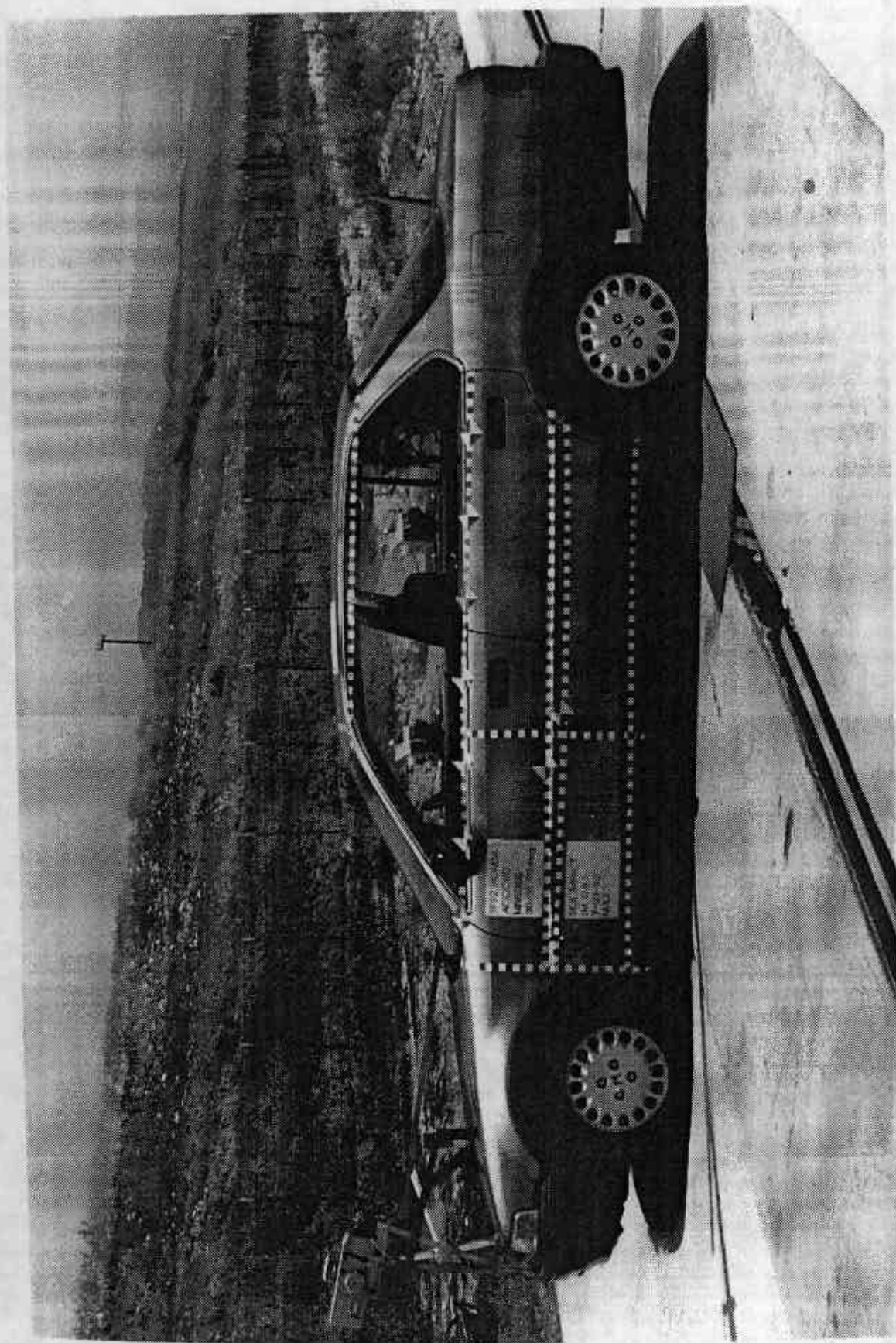


FIGURE 5-5 PRETEST STRUCK SIDE VIEW OF TEST VEHICLE

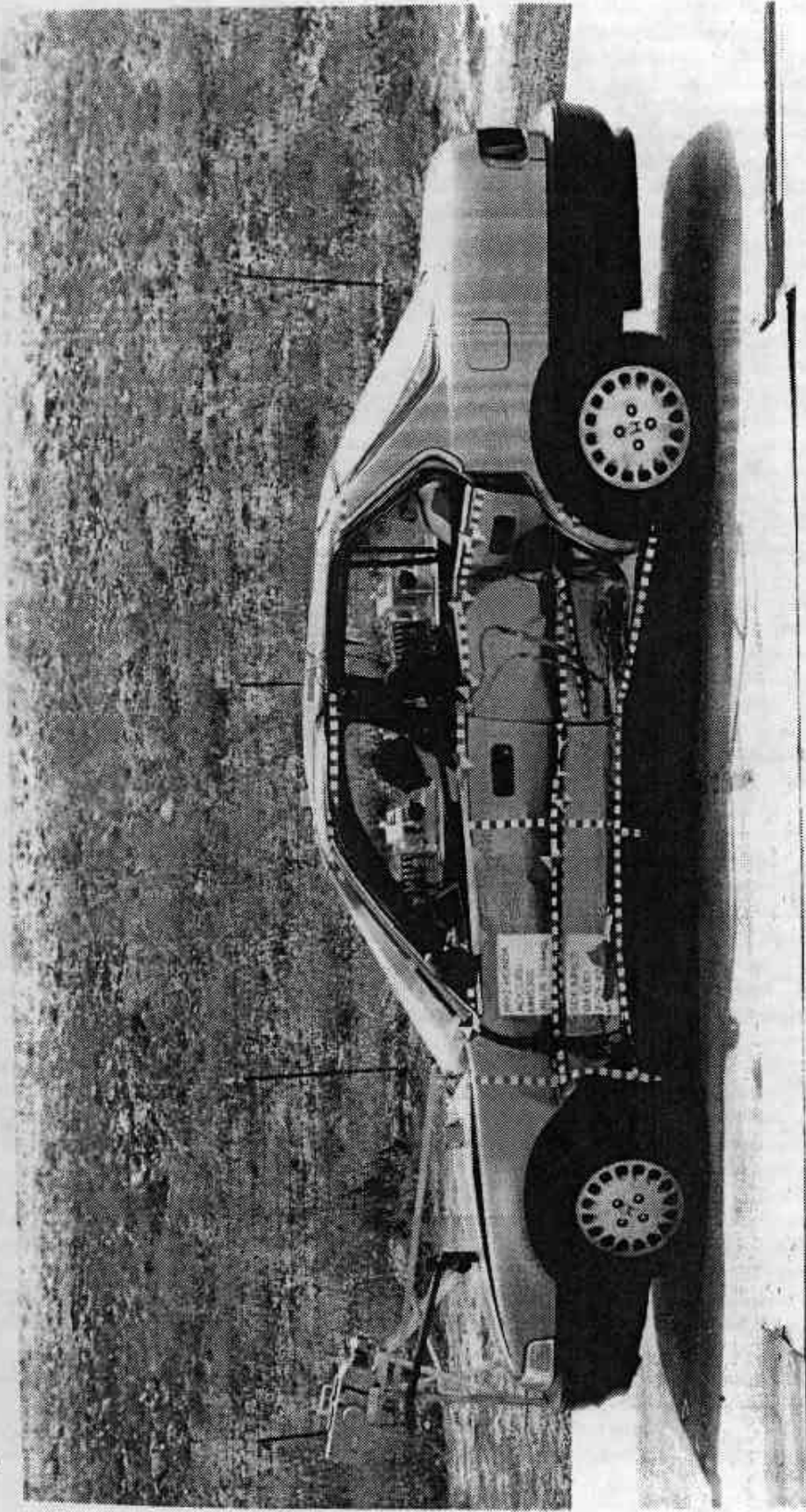


FIGURE 5-6 POSTTEST STRUCK SIDE VIEW OF TEST VEHICLE

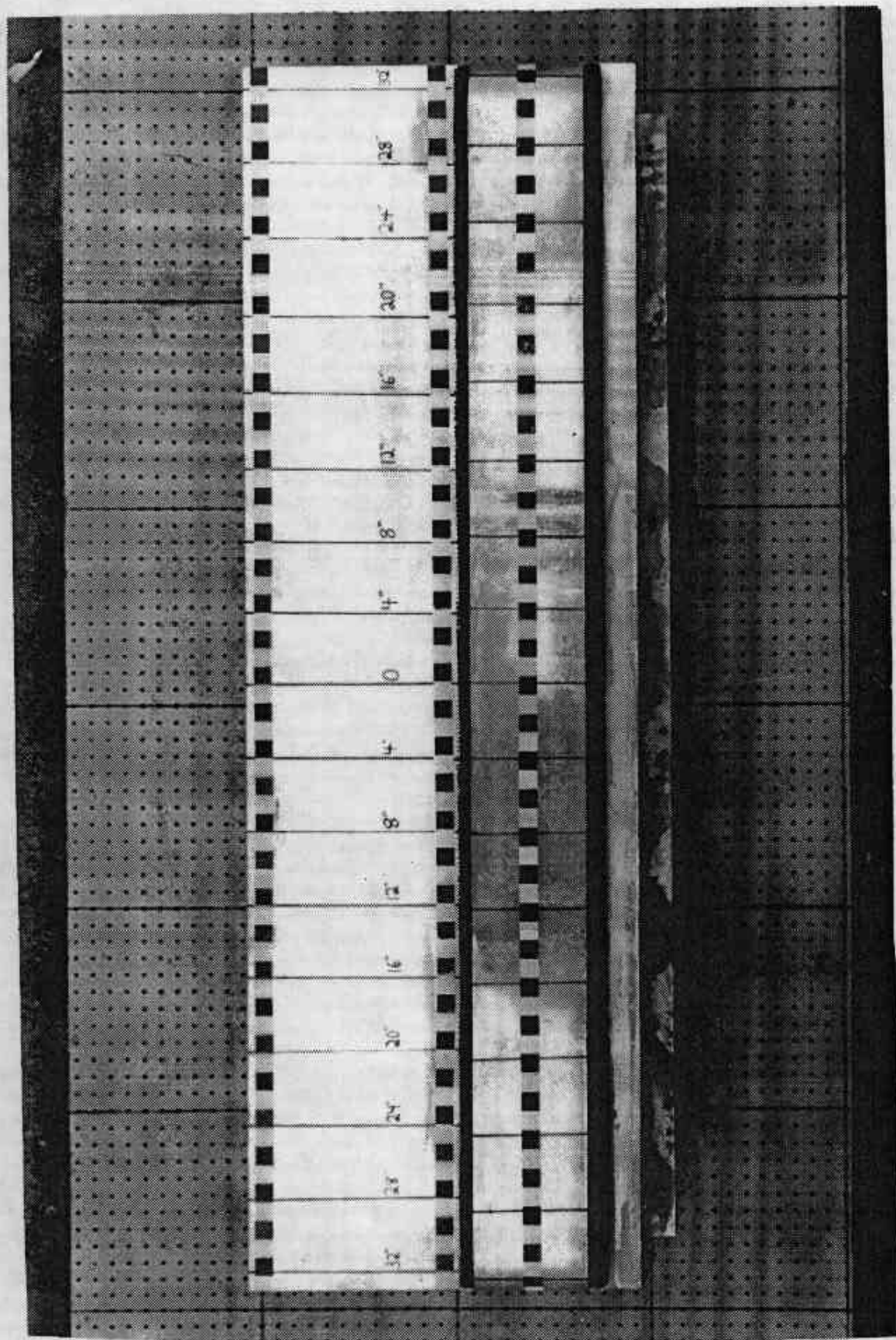


FIGURE 5-7 PRETEST FRONTAL VIEW OF MDB IMPACT FACE

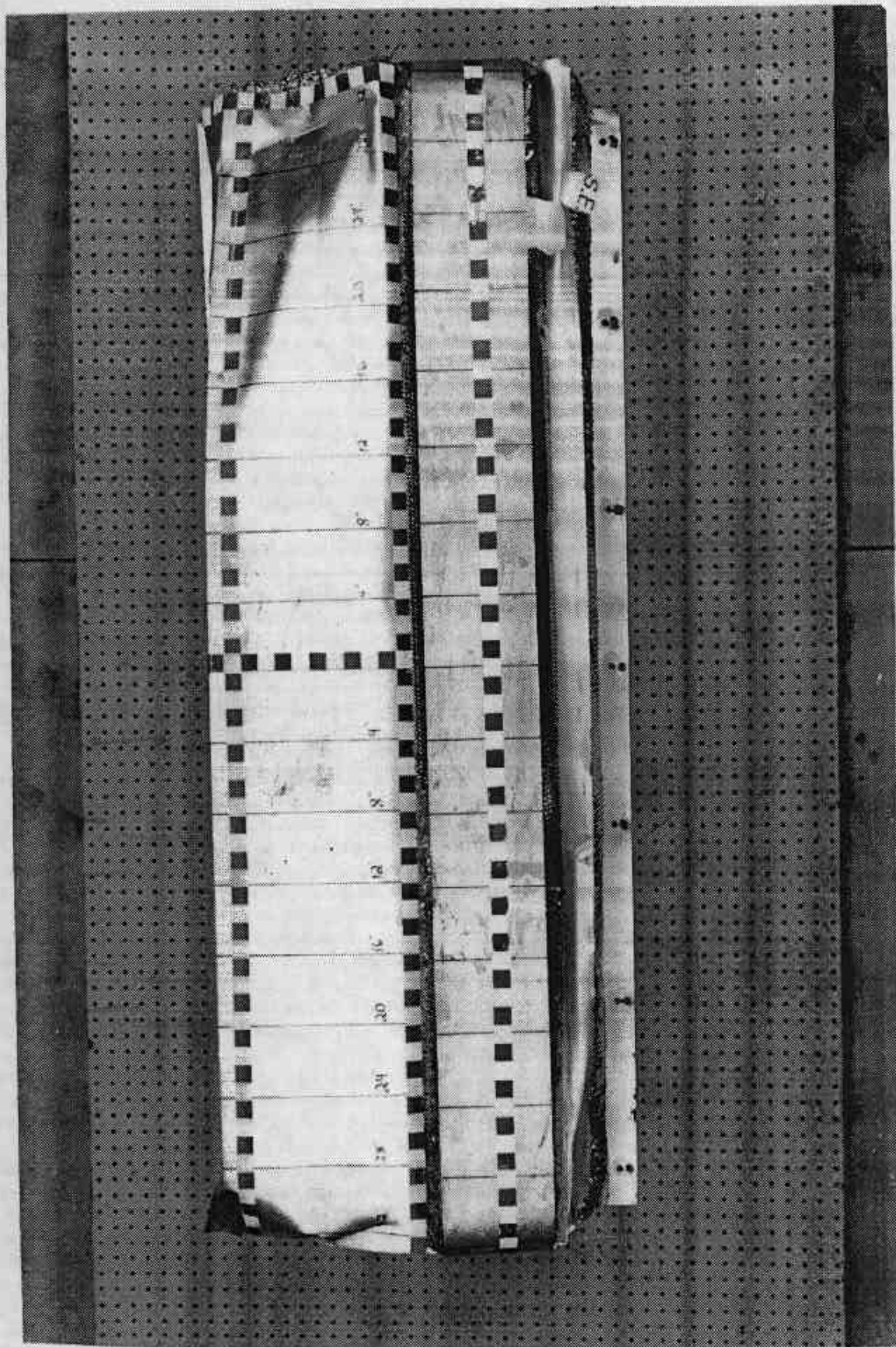


FIGURE 5-8 POSTTEST FRONTAL VIEW OF MDB IMPACT FACE

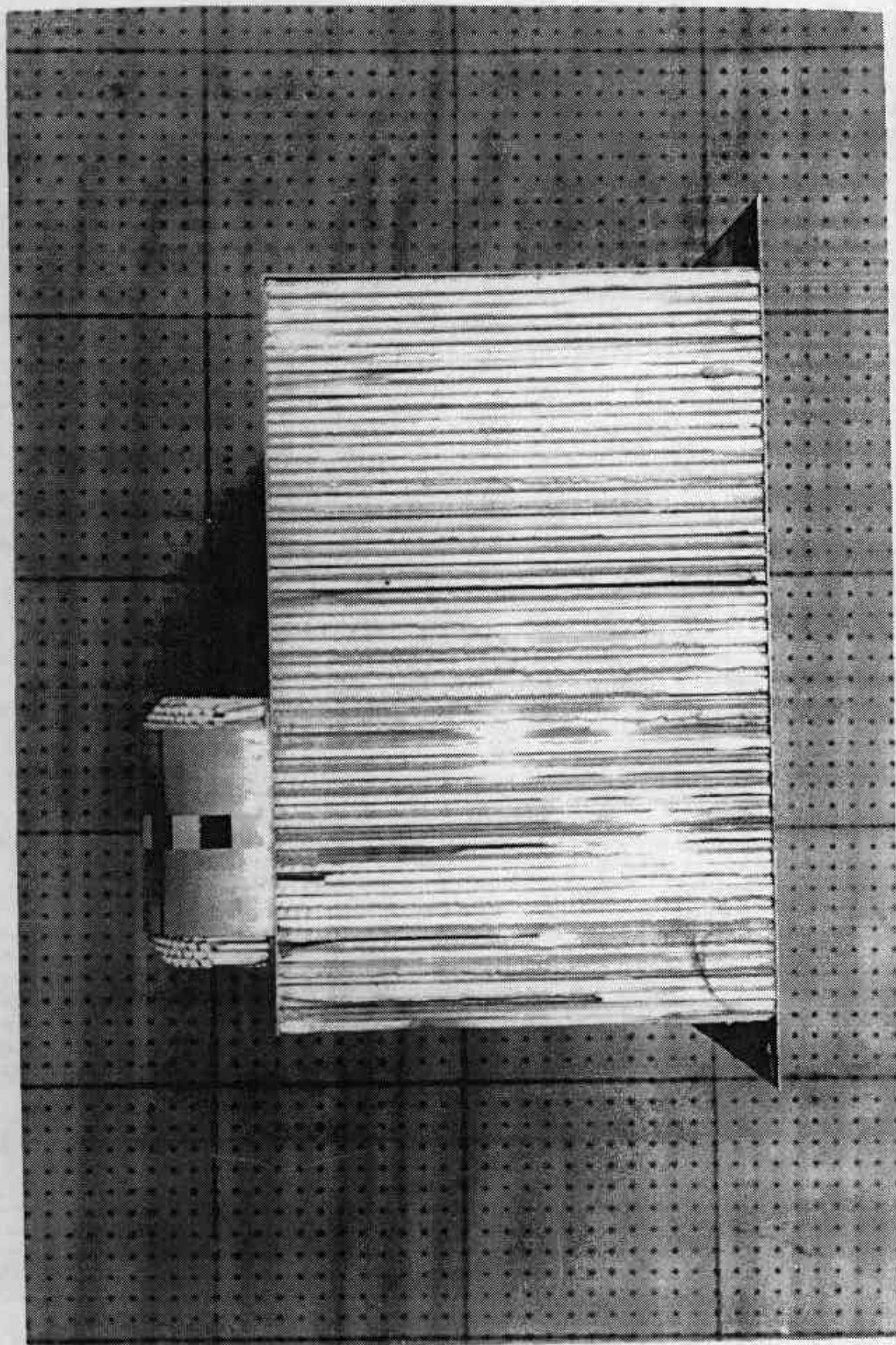


FIGURE 5-9 PRETEST LEFT SIDE VIEW OF MDB IMPACT FACE

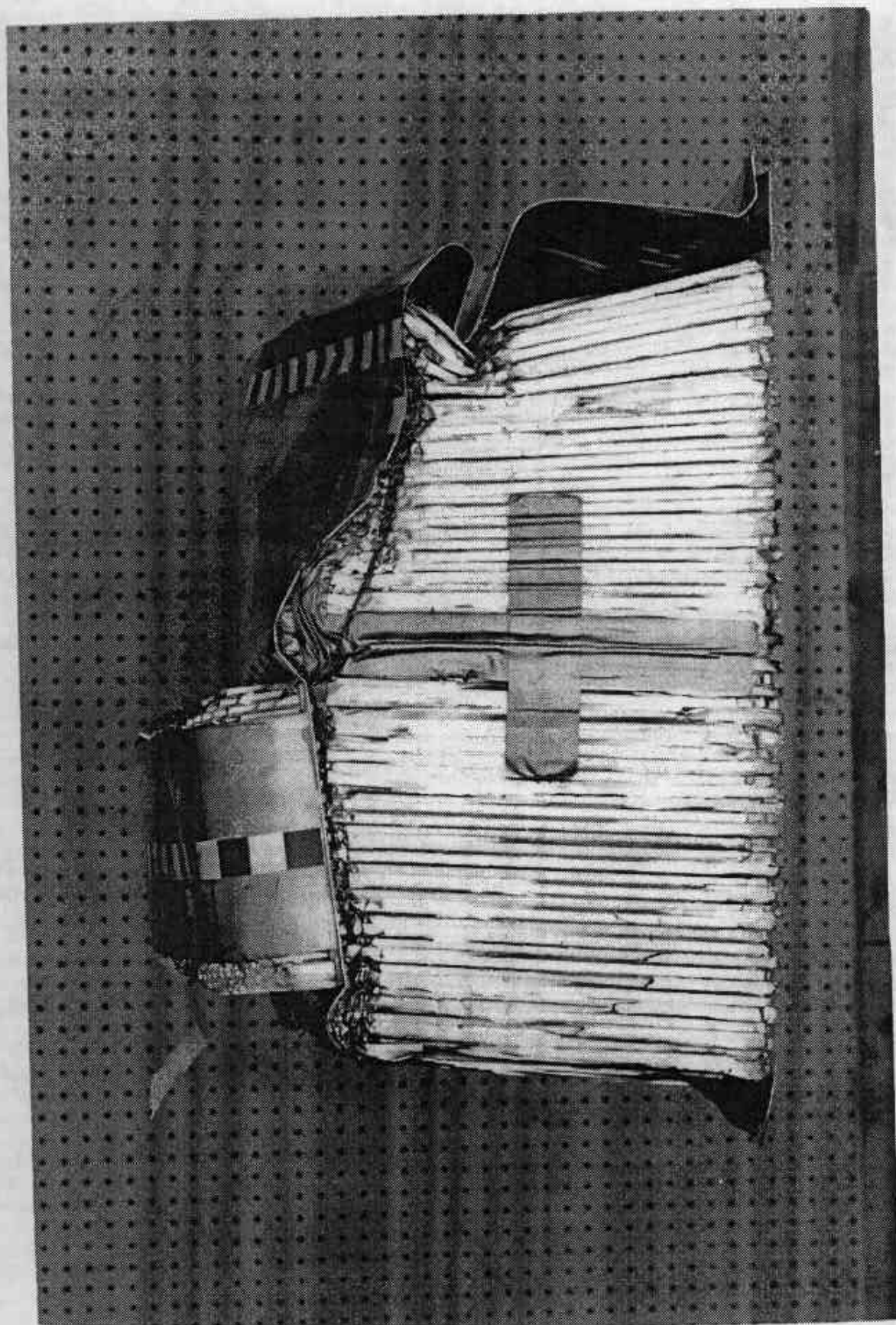


FIGURE 5-10 POSTTEST LEFT SIDE VIEW OF MDB IMPACT FACE

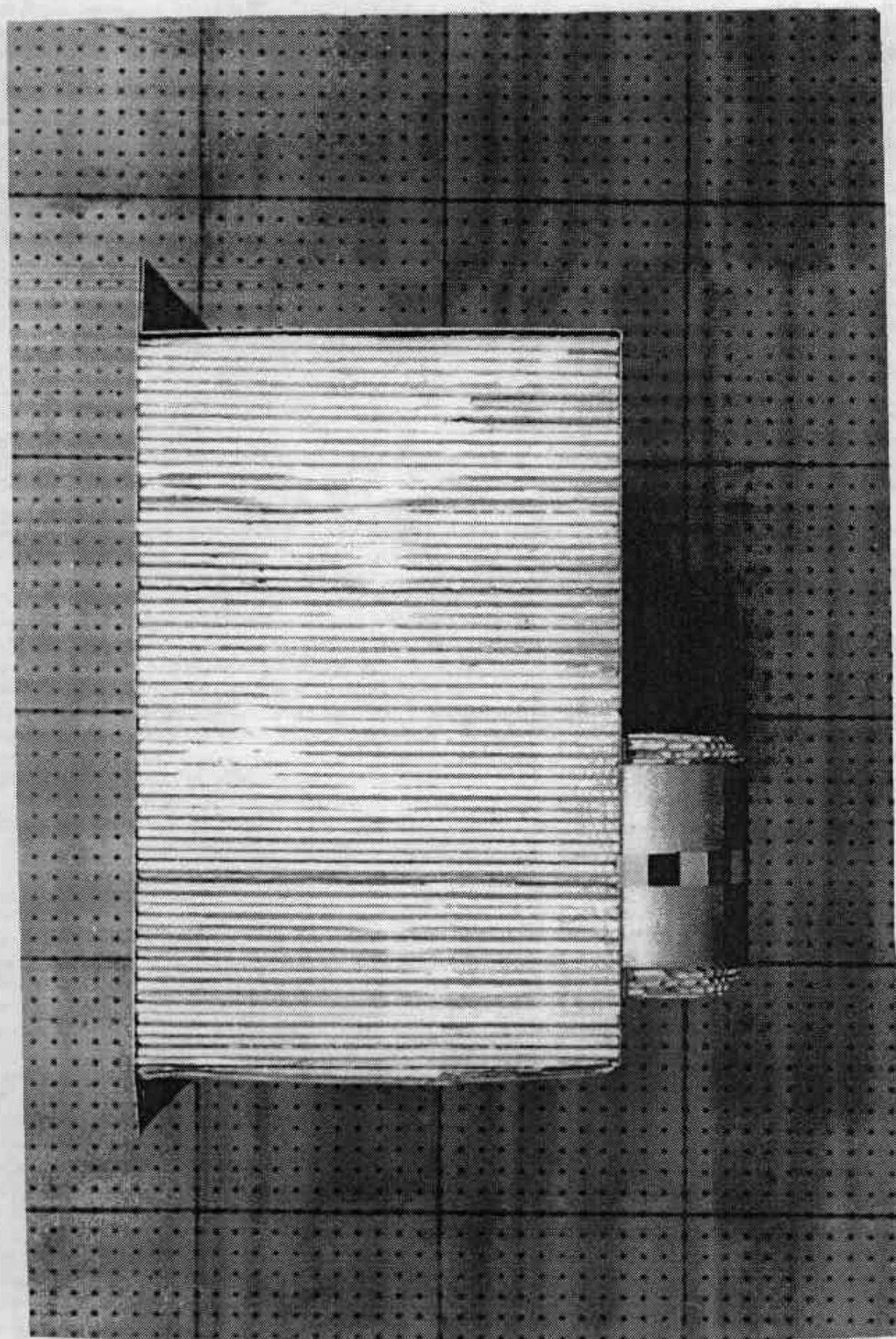


FIGURE 5-11 PRETEST RIGHT SIDE VIEW OF MDB IMPACT FACE



FIGURE 5-12 POSTTEST RIGHT SIDE VIEW OF MDB IMPACT FACE

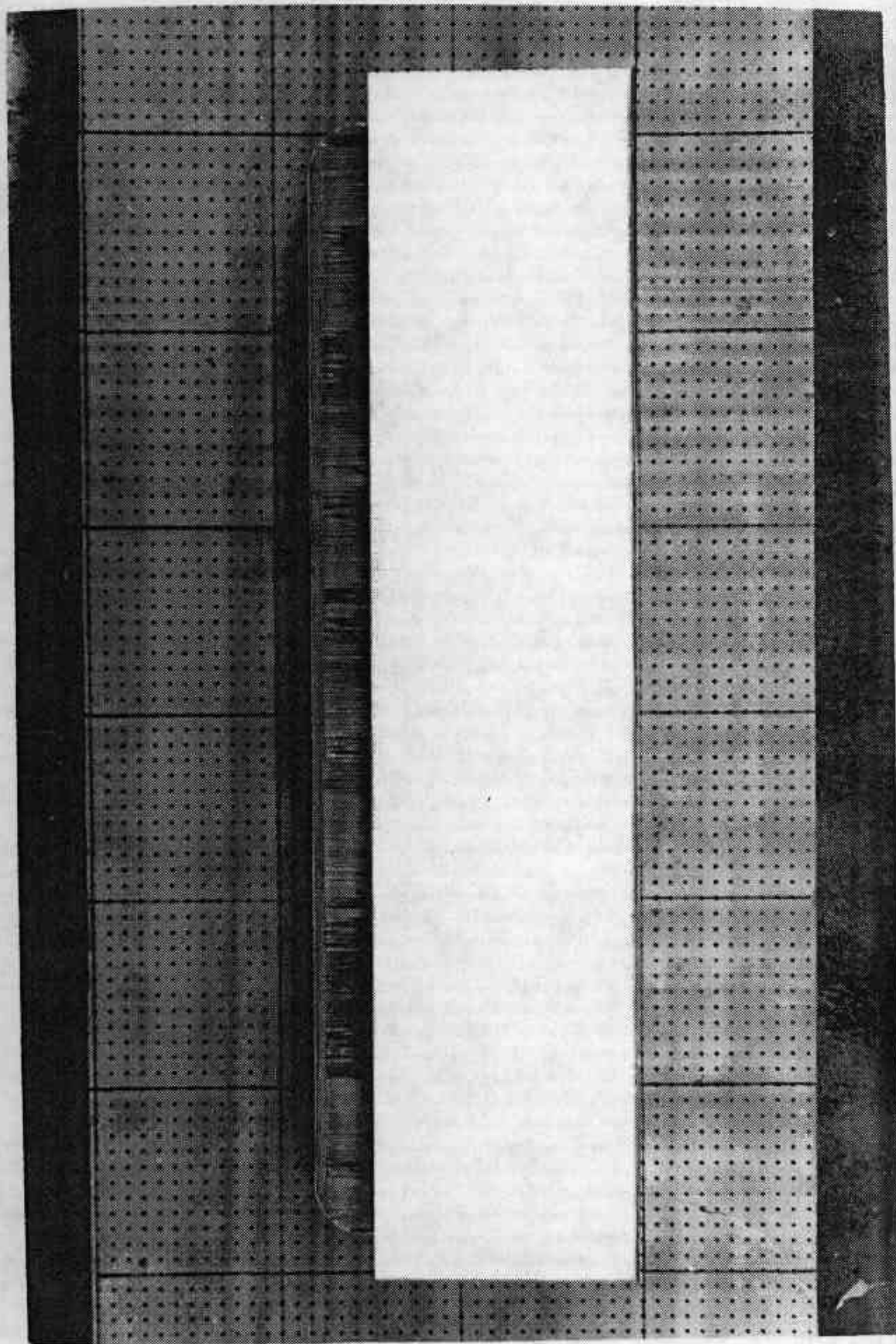


FIGURE 5-13 PRETEST TOP VIEW OF MDB IMPACT FACE

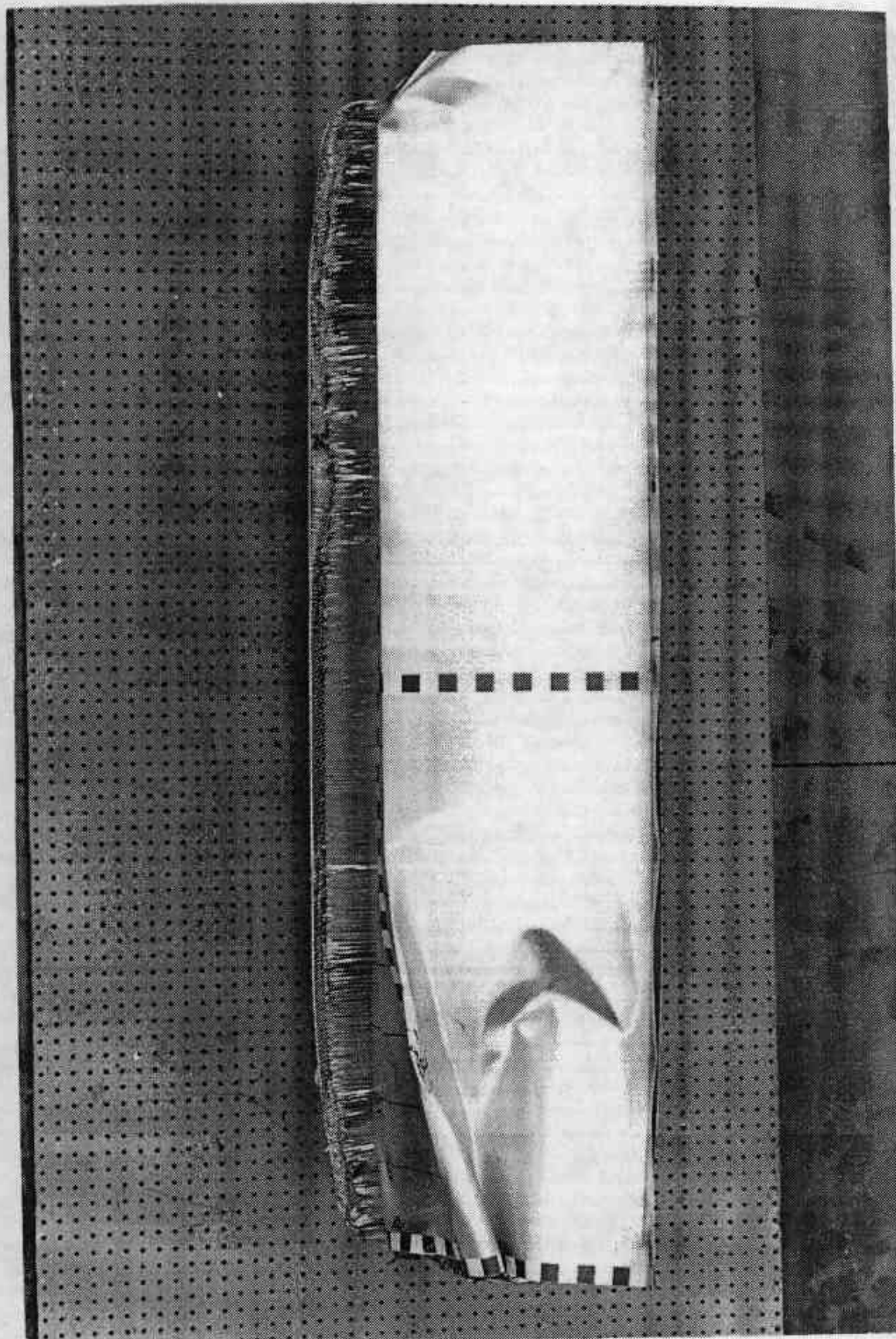


FIGURE 5-14 POSTTEST TOP VIEW OF MDB IMPACT FACE

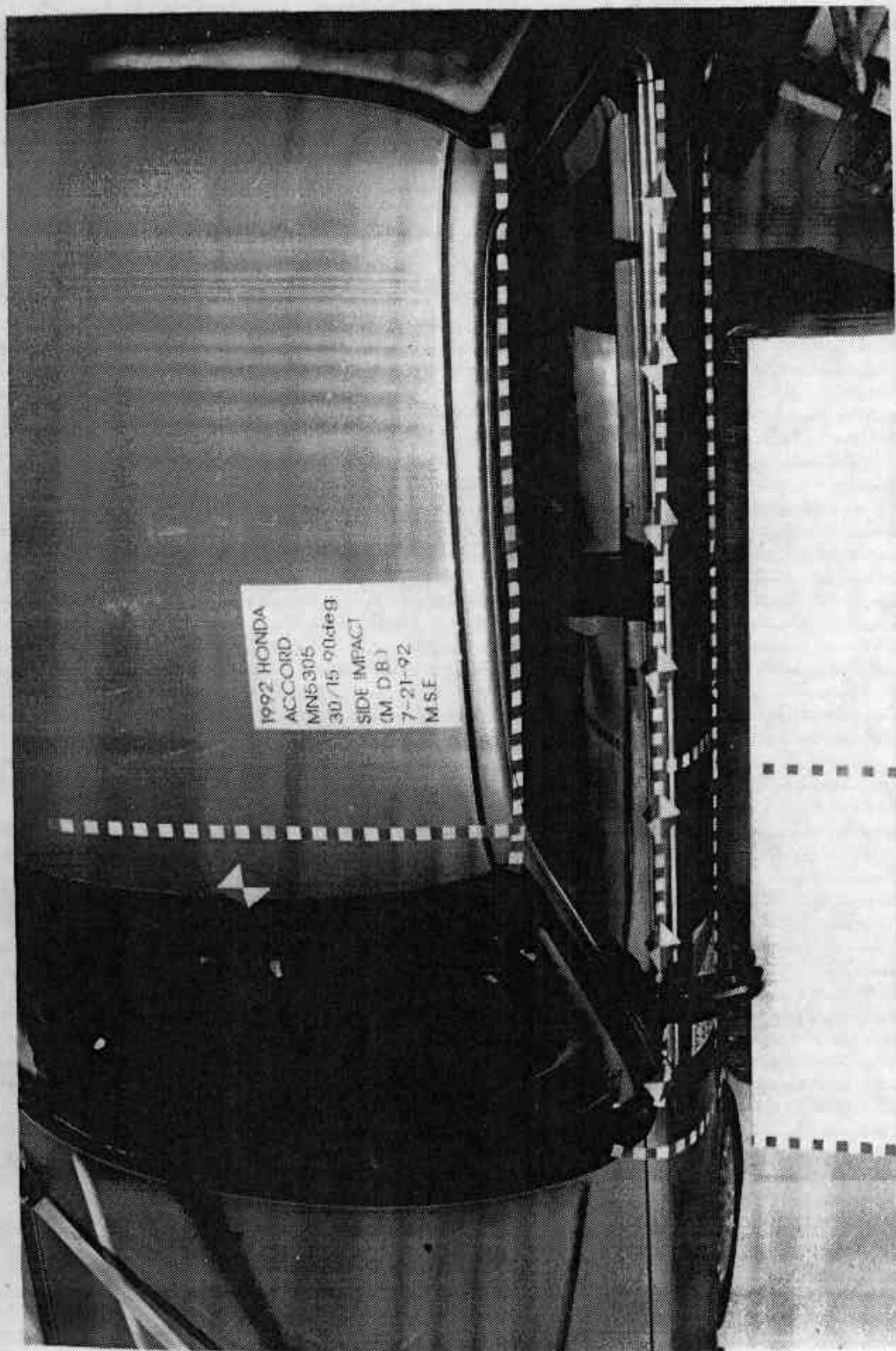


FIGURE 5-15 PRETEST OVERHEAD VIEW OF MDB POSITIONED AGAINST STRUCK SIDE OF TEST VEHICLE AT IMPACT LOCATION

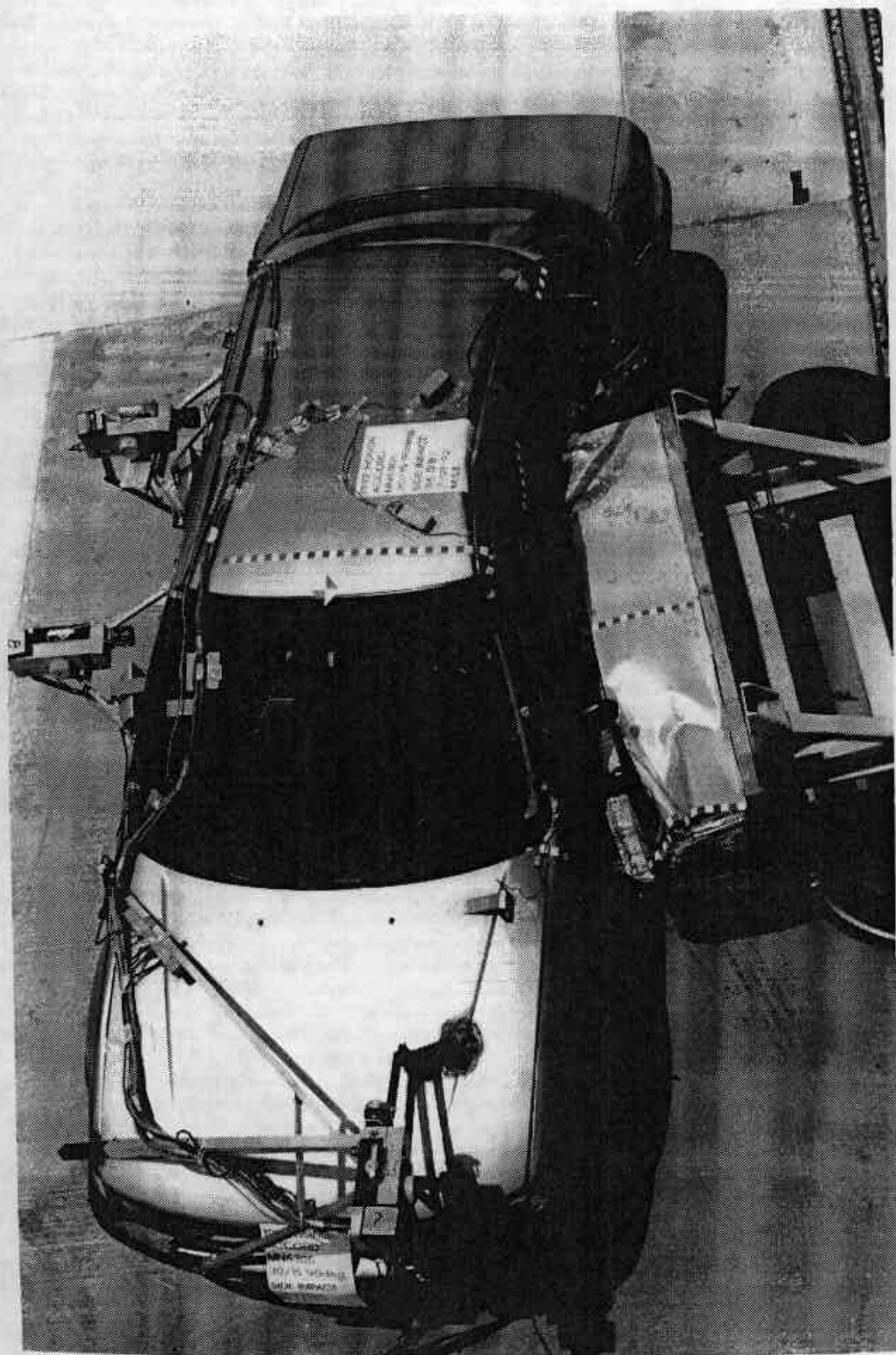


FIGURE 5-16 POSTTEST OVERHEAD VIEW OF MDB POSITIONED AGAINST STRUCK SIDE OF TEST VEHICLE AT IMPACT LOCATION



FIGURE 5-17 PRETEST OCCUPANT COMPARTMENT LEFT SIDE SHOWING DRIVER SID

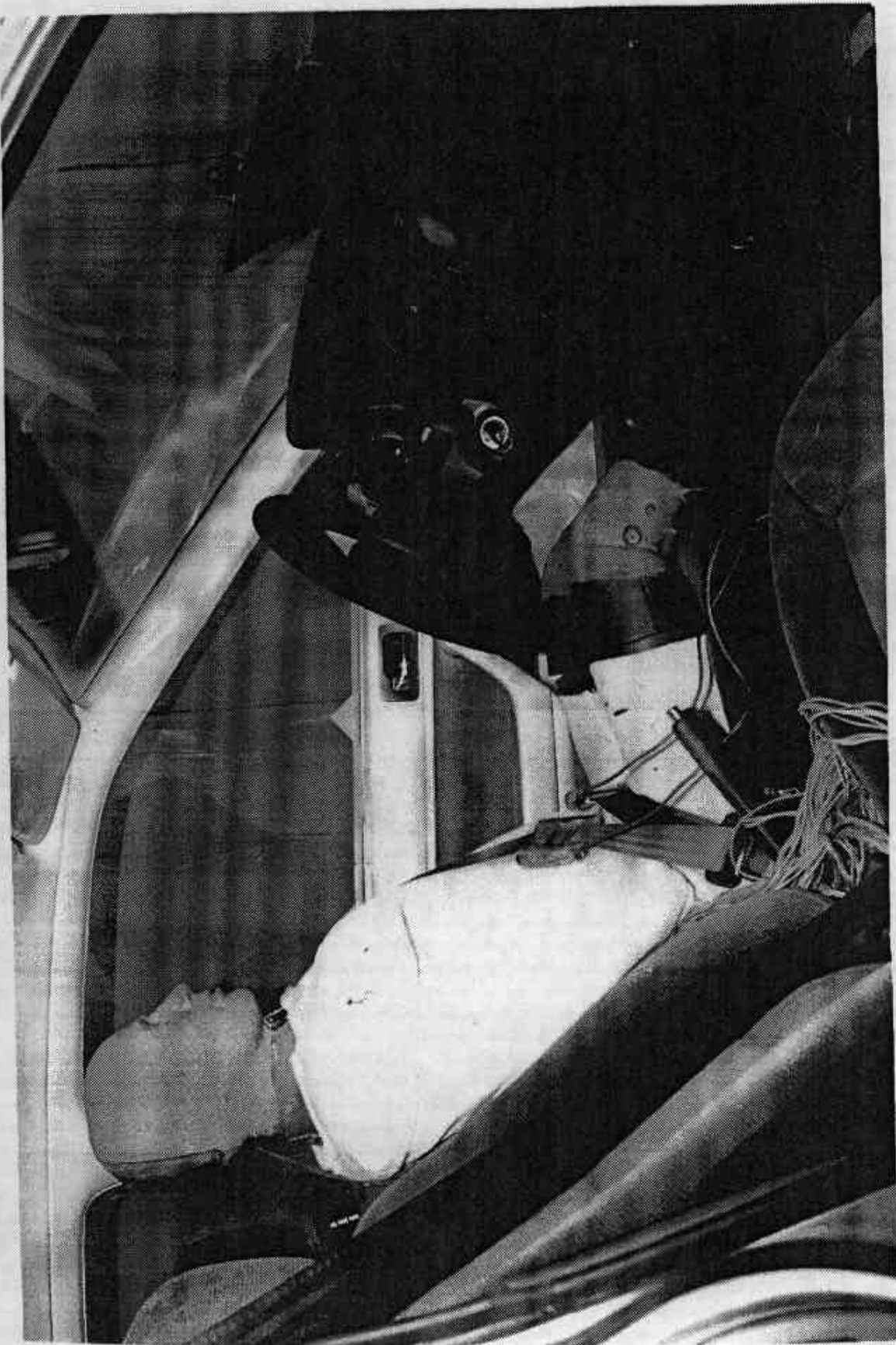


FIGURE 5-18 PRETEST OCCUPANT COMPARTMENT DRIVER SID

INTENTIONALLY LEFT BLANK
FROM
61 TO 69

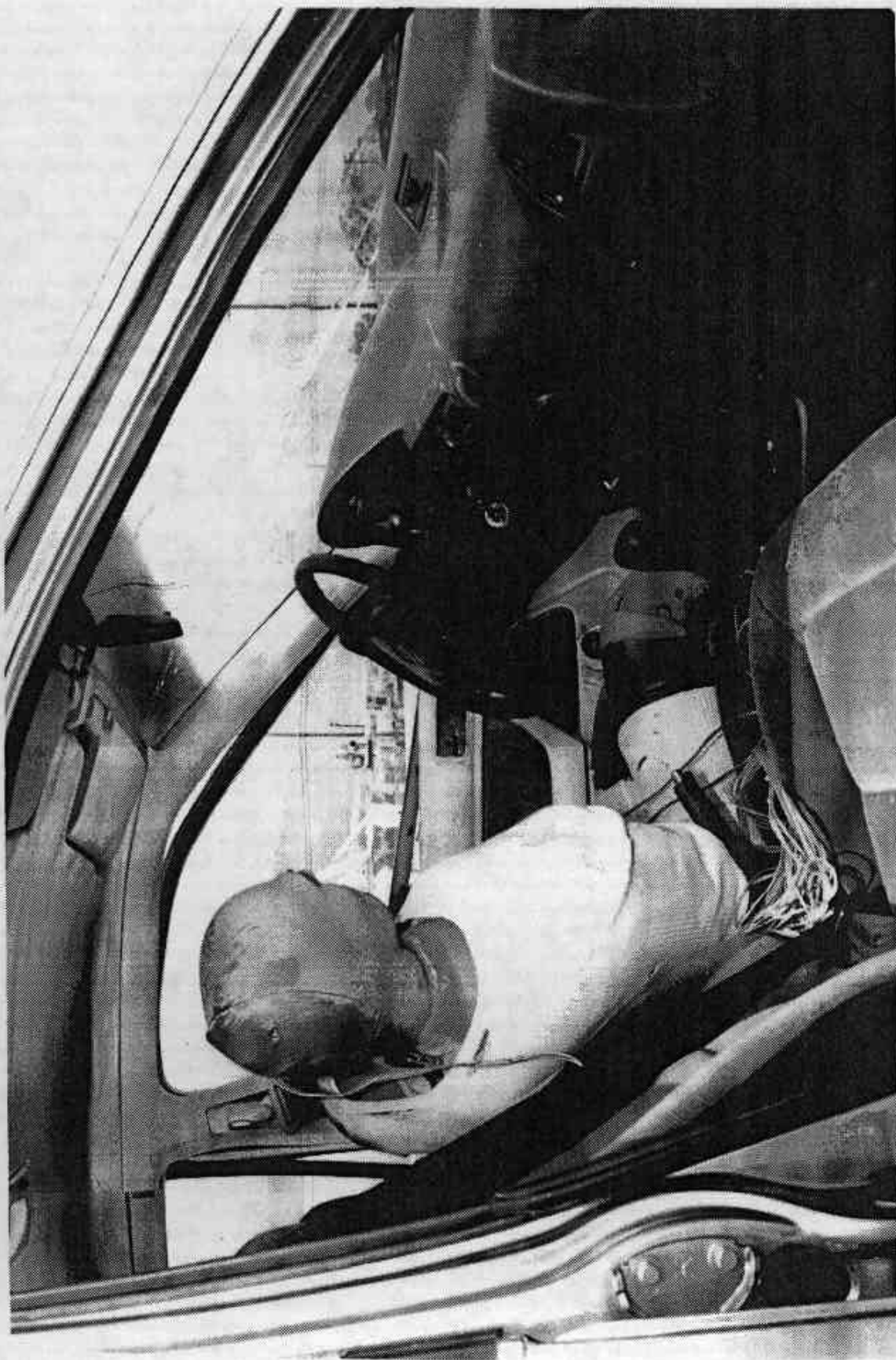


FIGURE 5-19 POSTTEST OCCUPANT COMPARTMENT DRIVER SID



FIGURE 5-20 PRETEST OCCUPANT COMPARTMENT LEFT SIDE VIEW SHOWING PASSENGER SID

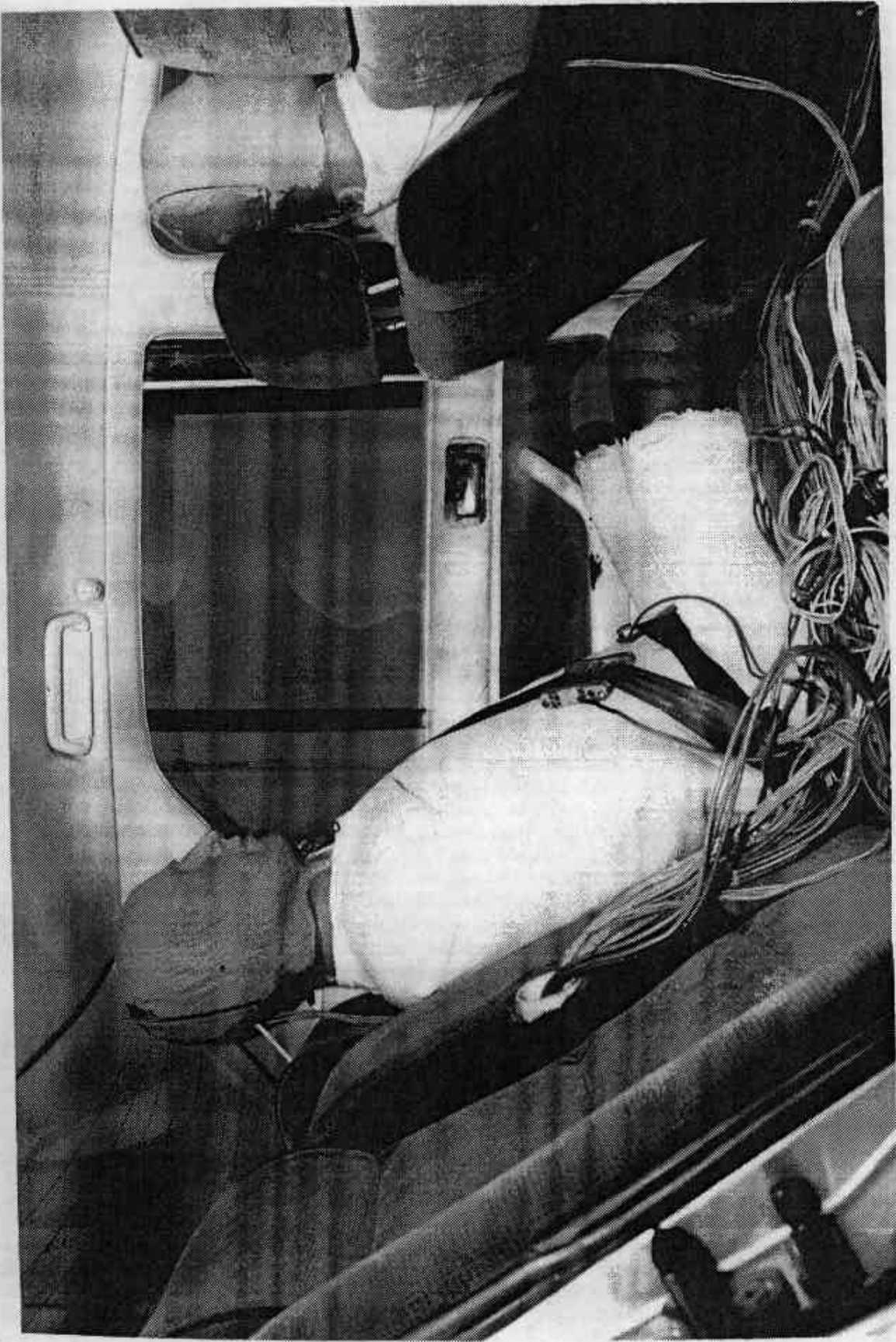


FIGURE 5-21 PRETEST OCCUPANT COMPARTMENT RIGHT SIDE VIEW SHOWING PASSENGER SID

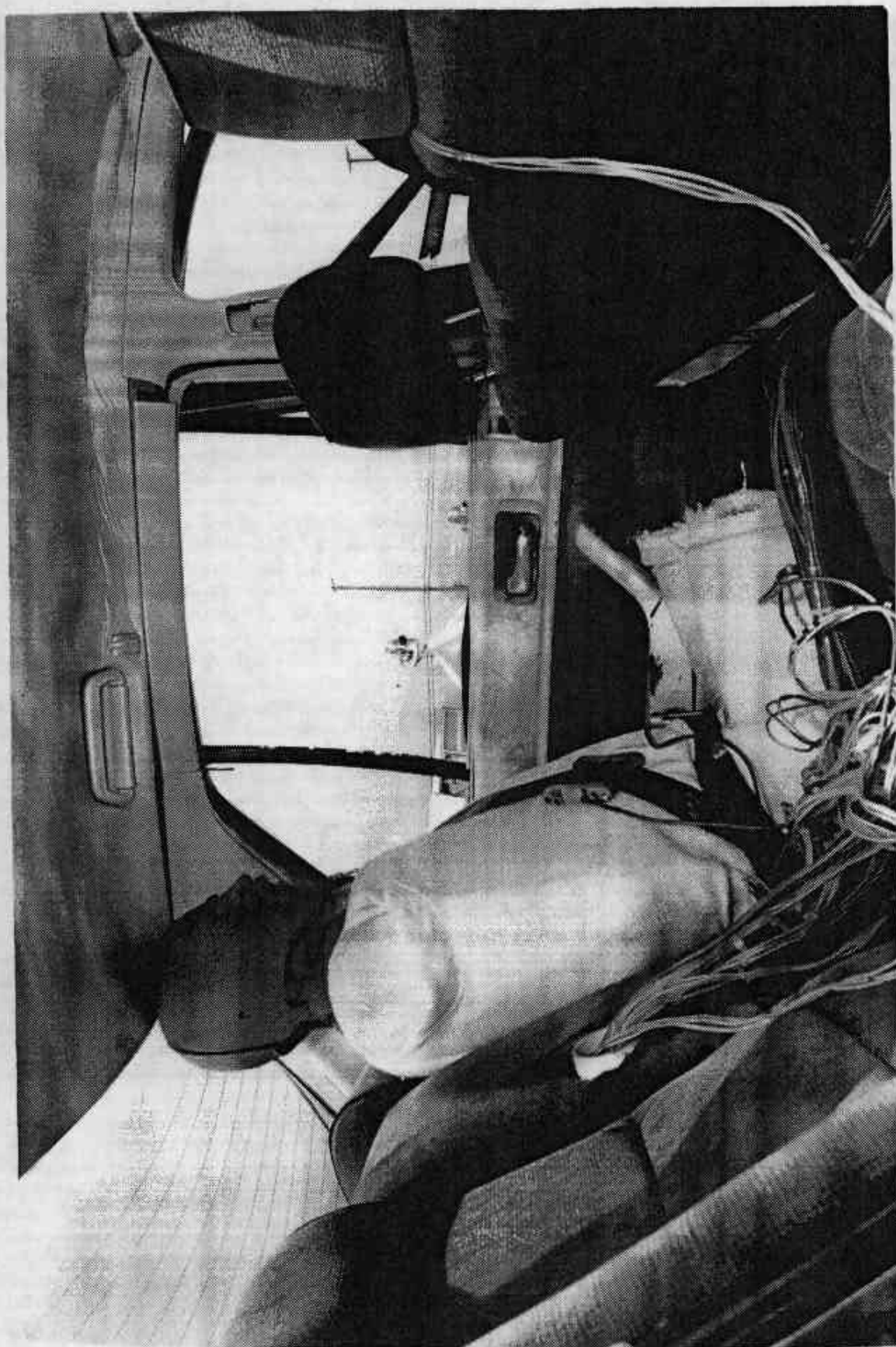


FIGURE 5-22 POSTTEST OCCUPANT COMPARTMENT VIEW SHOWING PASSENGER SID

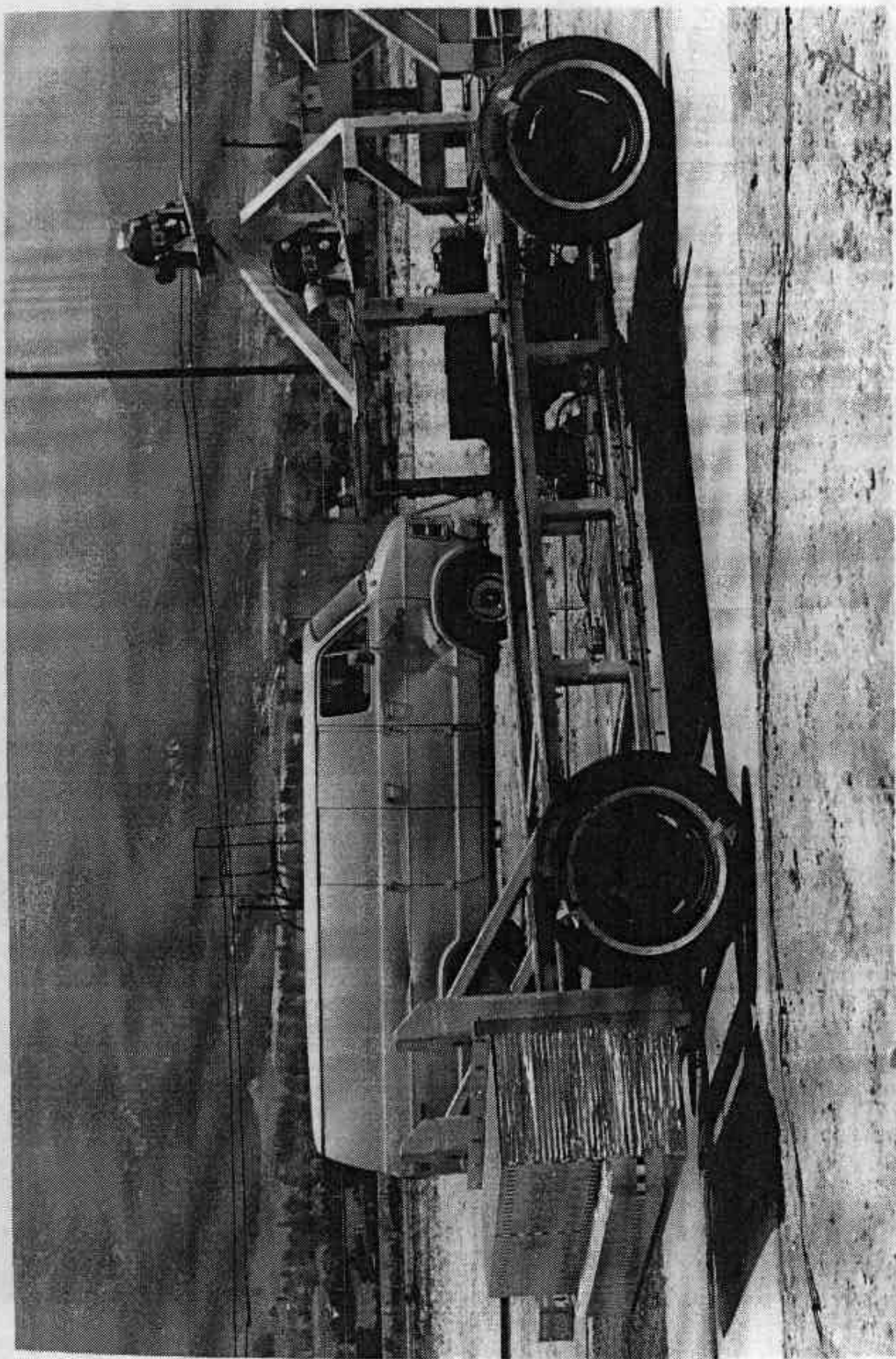


FIGURE 5-23 PRETEST RIGHT SIDE VIEW OF MDB WITH IMPACT FACE IN POSITION

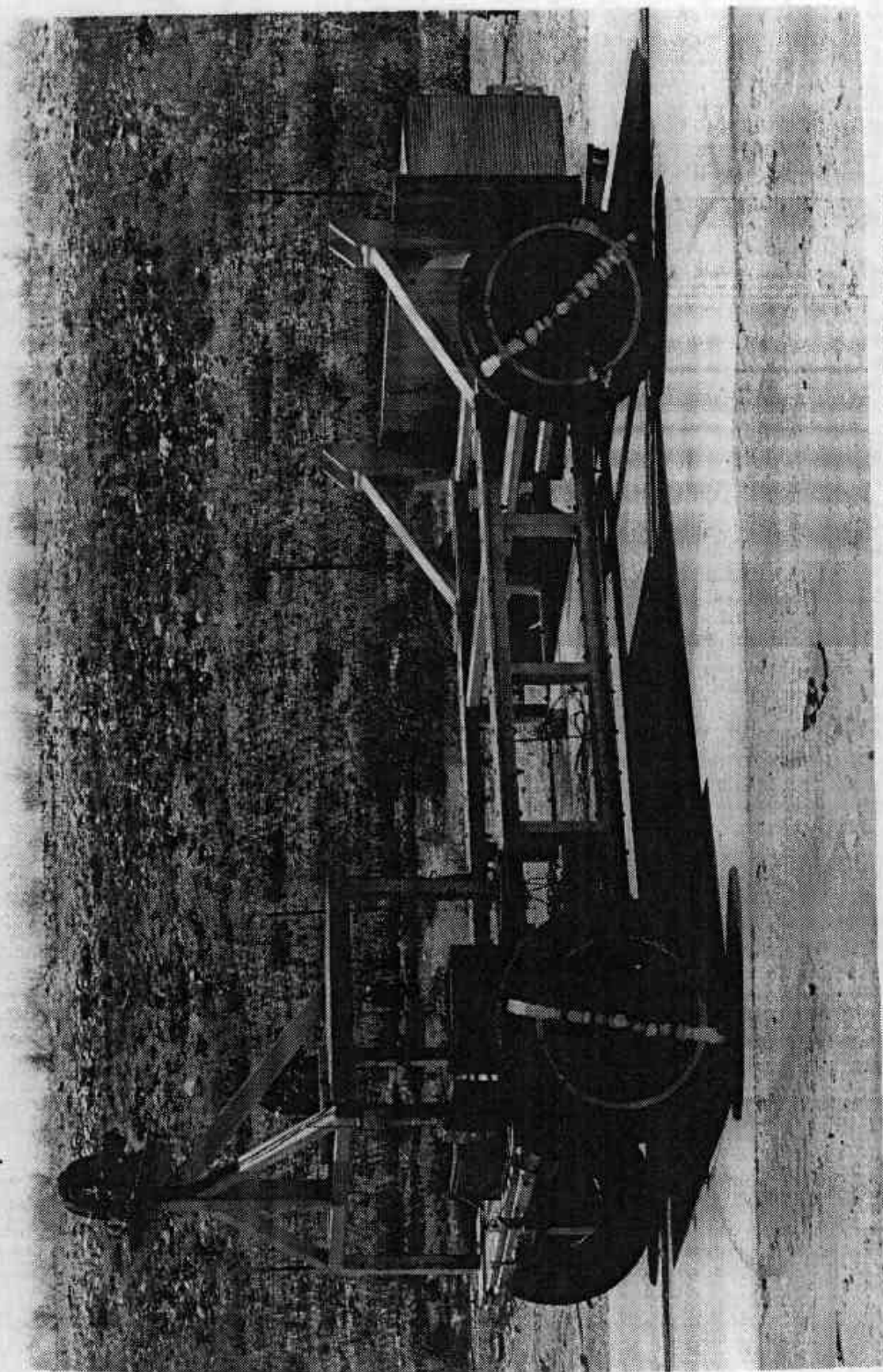


FIGURE 5-24 PRETEST LEFT SIDE VIEW OF MDB WITH IMPACT FACE IN POSITION



FIGURE 5-25 TIRE PLACARD LABEL



MPD. IN JAPAN BY HONDA MOTOR CO., LTD. 3/81
GWR 3815LBS GAWR F 2070LBS R 1860LBS
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY, BUMPER,
AND THEFT PREVENTION STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE:

V.I.N. JHMCB7641NC006744



PASSENGER CAR

HONDA

ACCORD

MNE305

FIGURE 5-26 MANUFACTURER'S CERTIFICATION LABEL

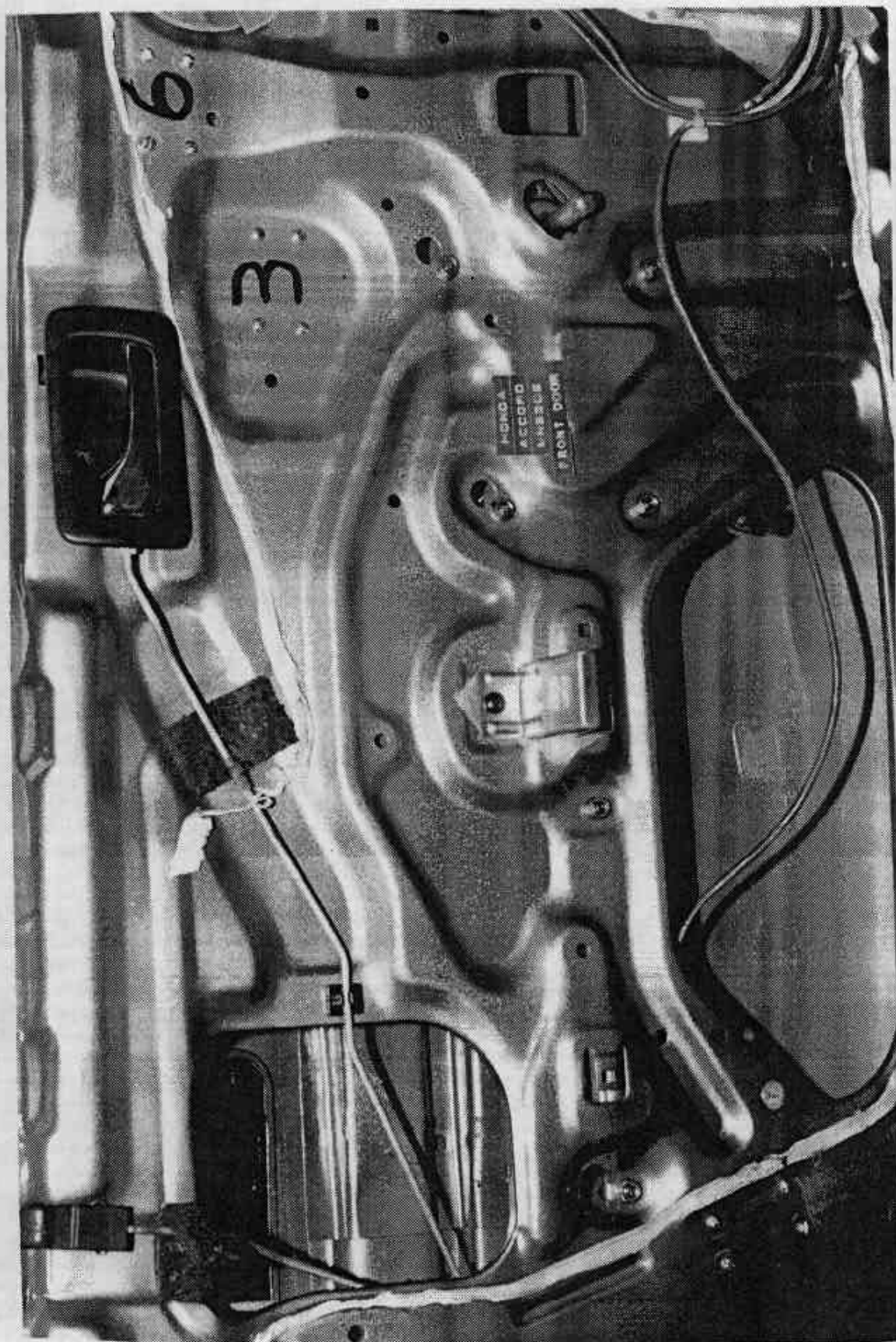


FIGURE 5-27 DRIVER DOOR ACCELEROMETER LOCATIONS

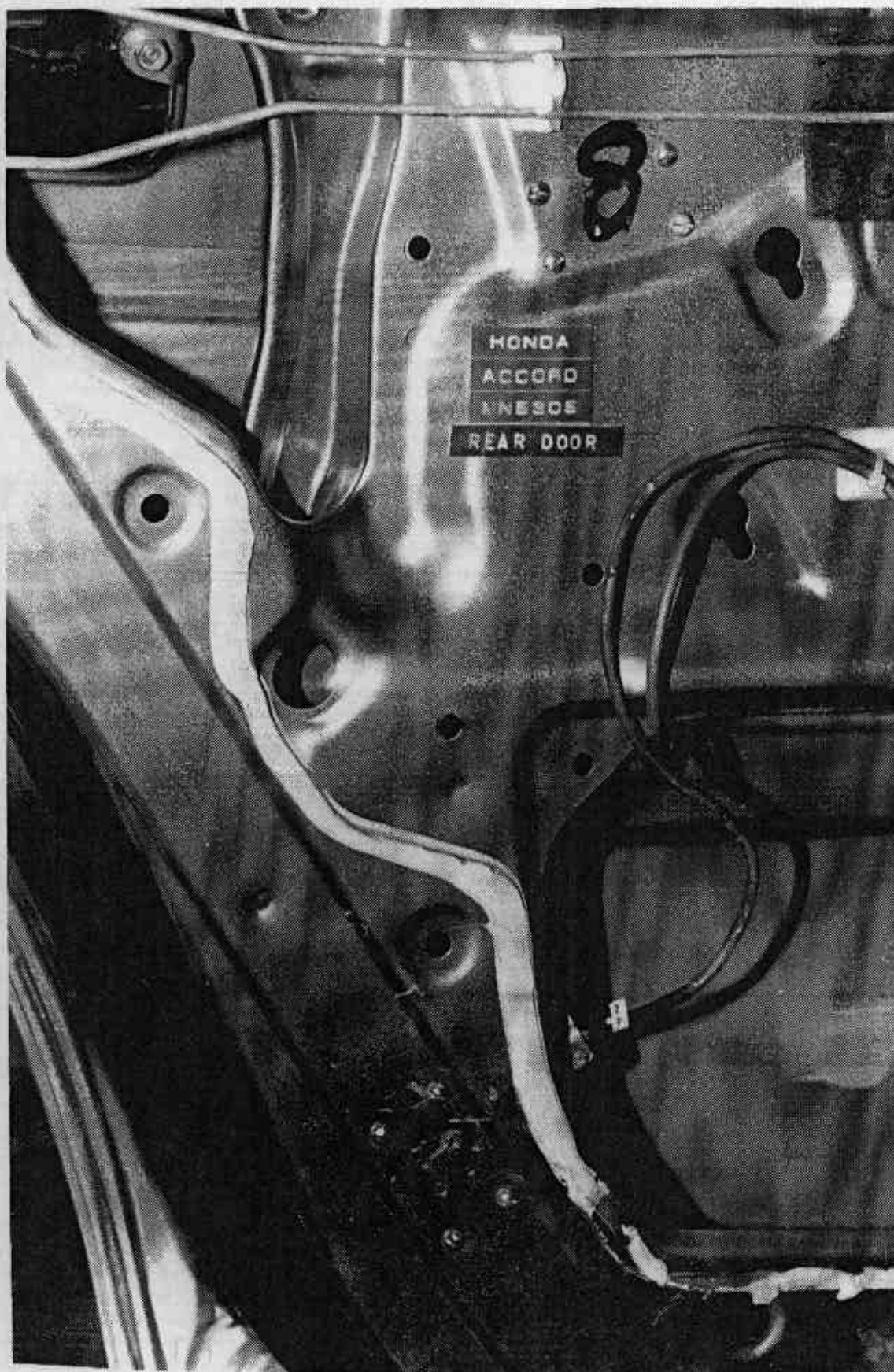


FIGURE 5-28 PASSENGER DOOR ACCELEROMETER LOCATIONS

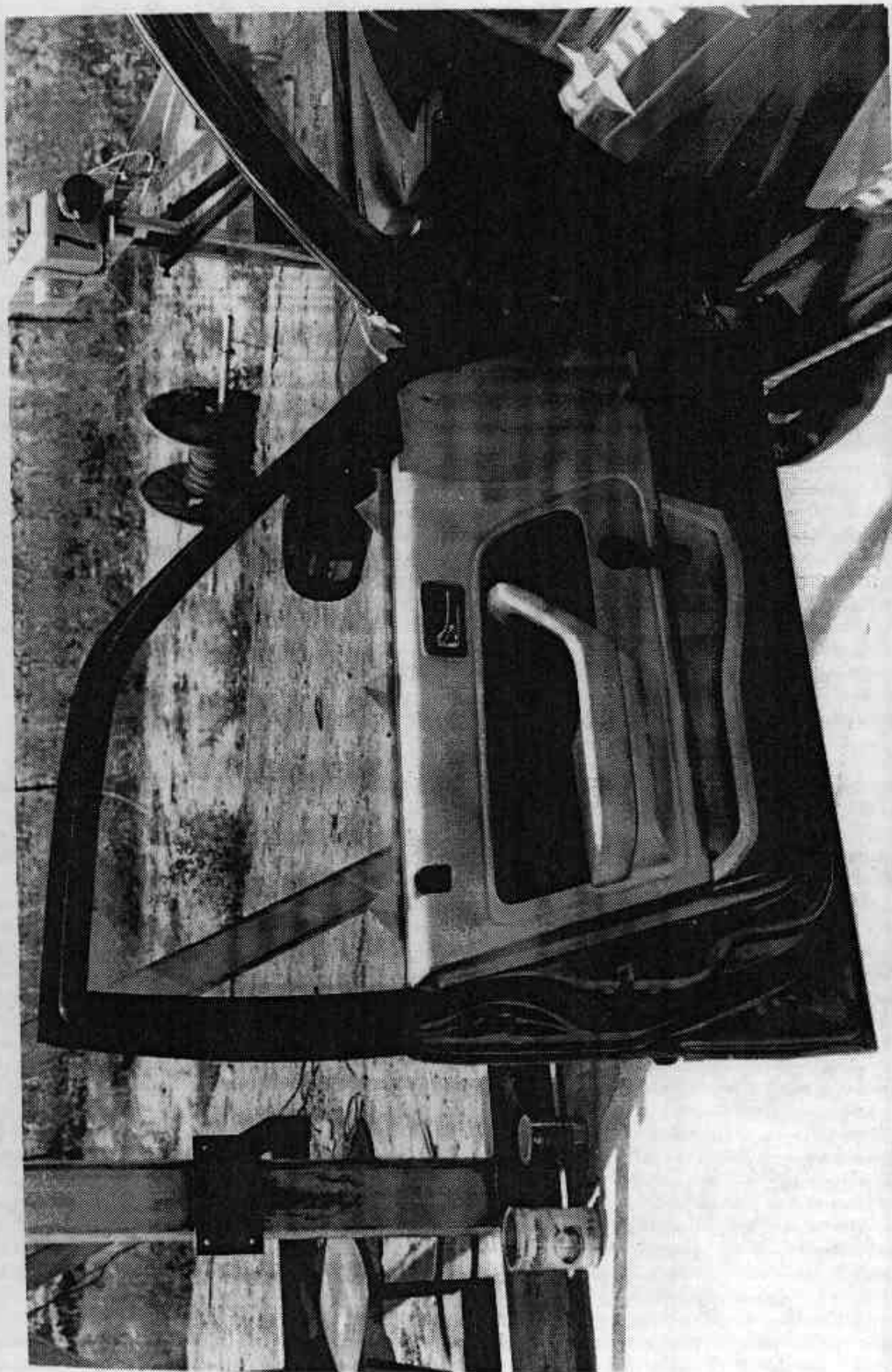


FIGURE 5-29 DRIVER DOOR ACCELEROMETERS INSTALLED, DOOR PANEL IN PLACE-PRETEST

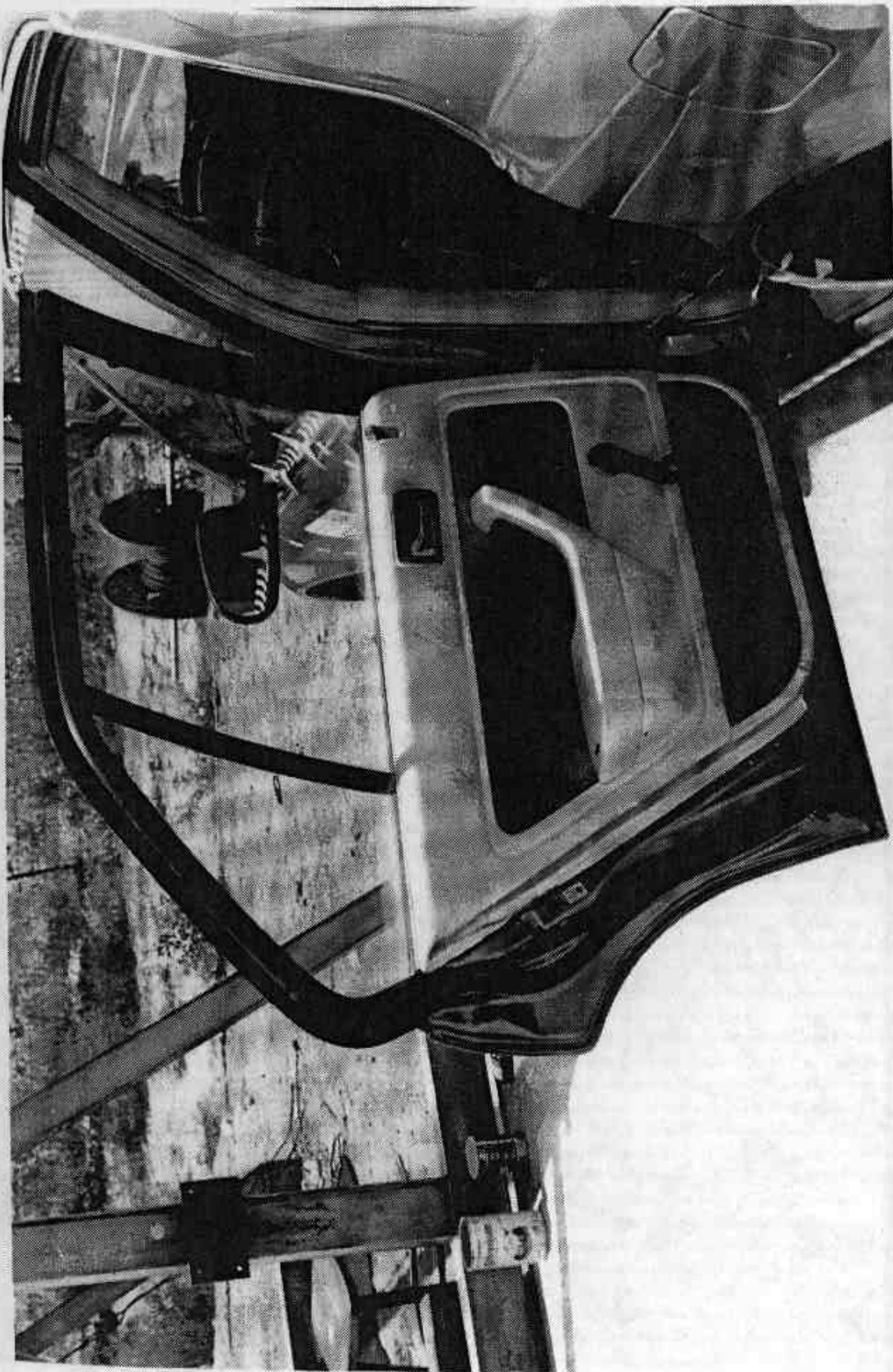


FIGURE 5-30 PASSENGER DOOR ACCELEROMETERS INSTALLED, DOOR PANEL IN PLACE-PRETEST

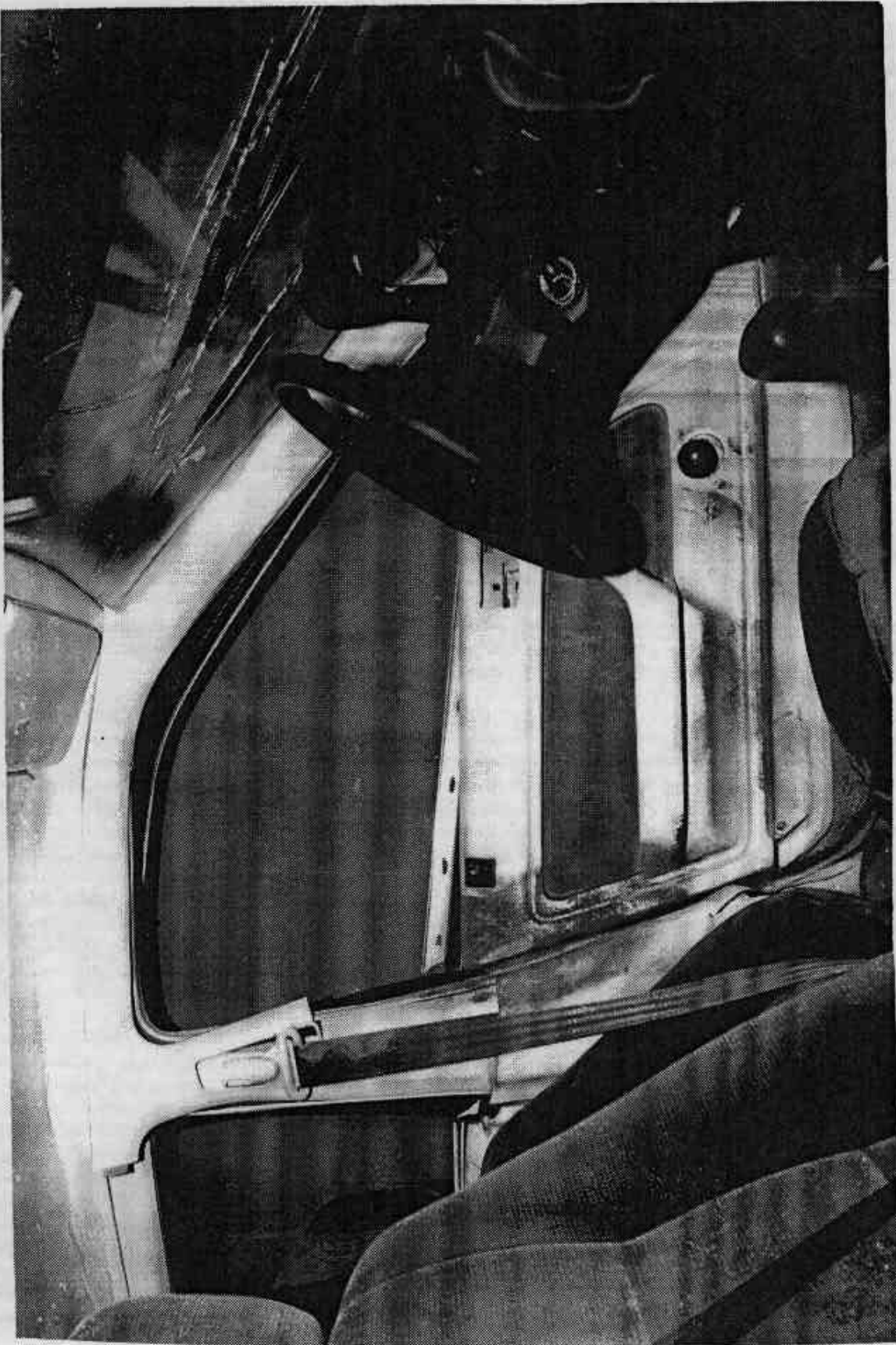


FIGURE 5-31 DRIVER SEATING POSITION - POSTTEST



FIGURE 5-32 PASSENGER SEATING POSITION - POSTTEST

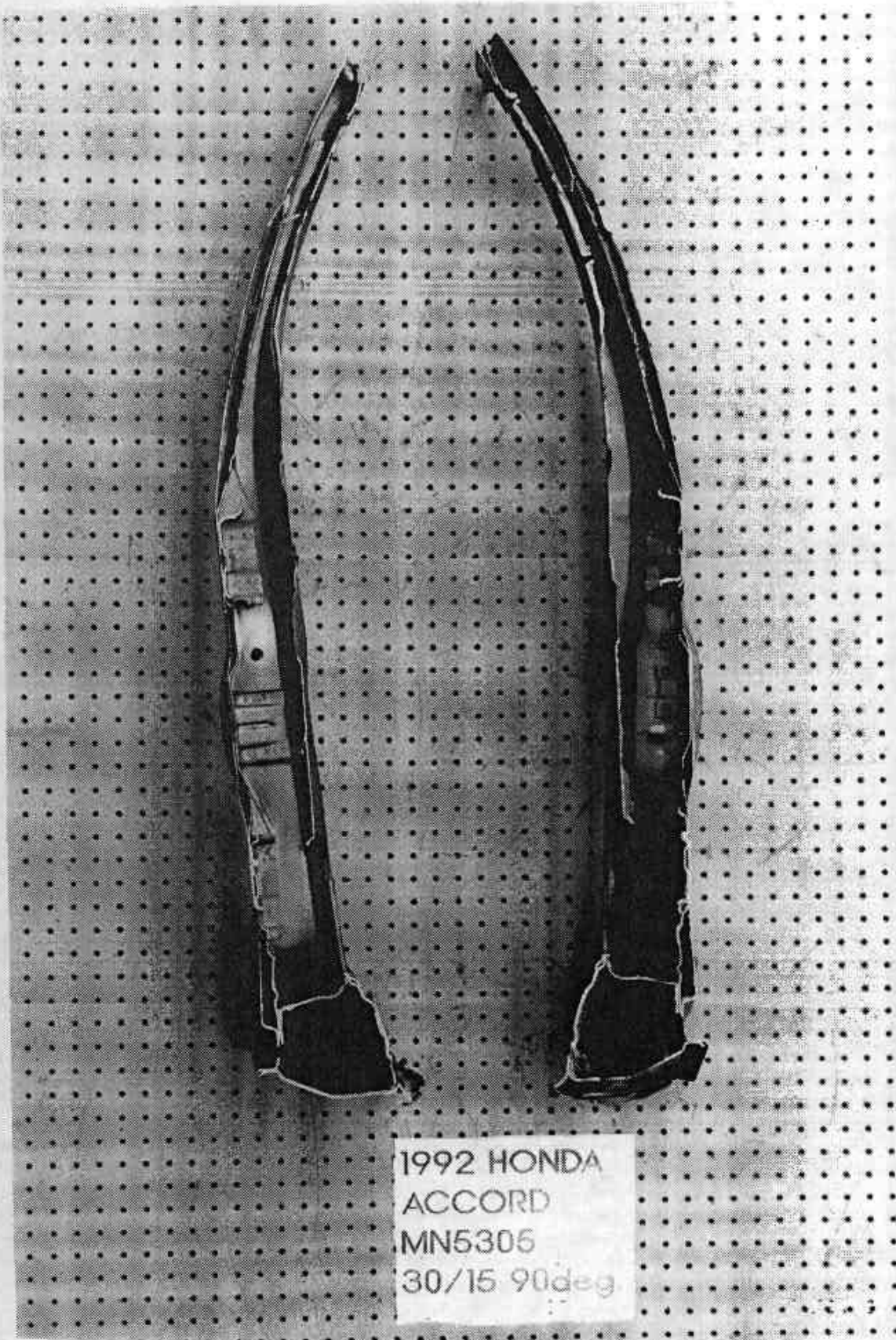


FIGURE 5-33 HONDA ACCORD, B-PILLAR CUTOUT - VIEW NO. 1
83(a)



FIGURE 5-34 HONDA ACCORD, B-PILLAR CUTOUT - VIEW NO. 2
83(b)

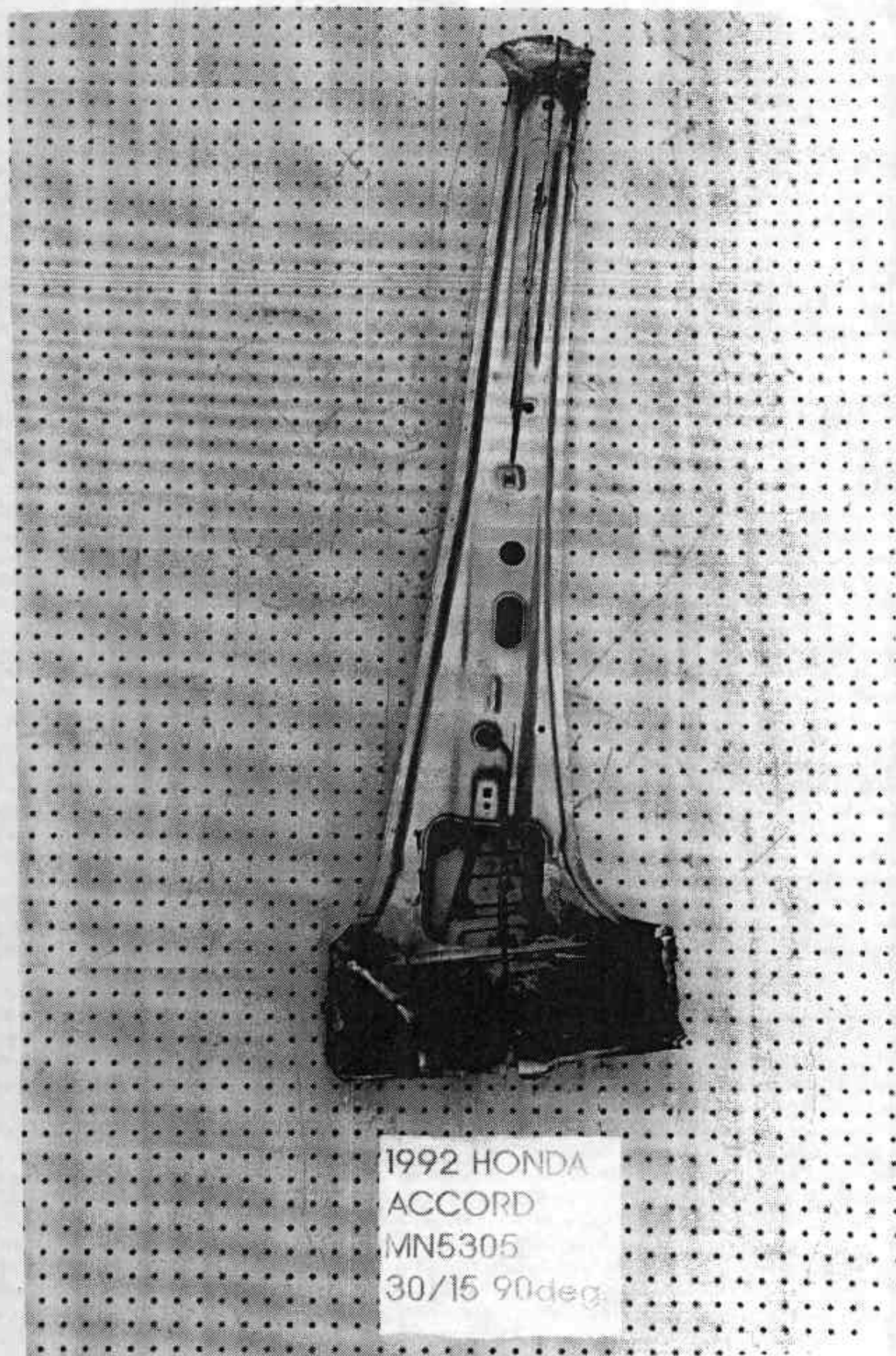


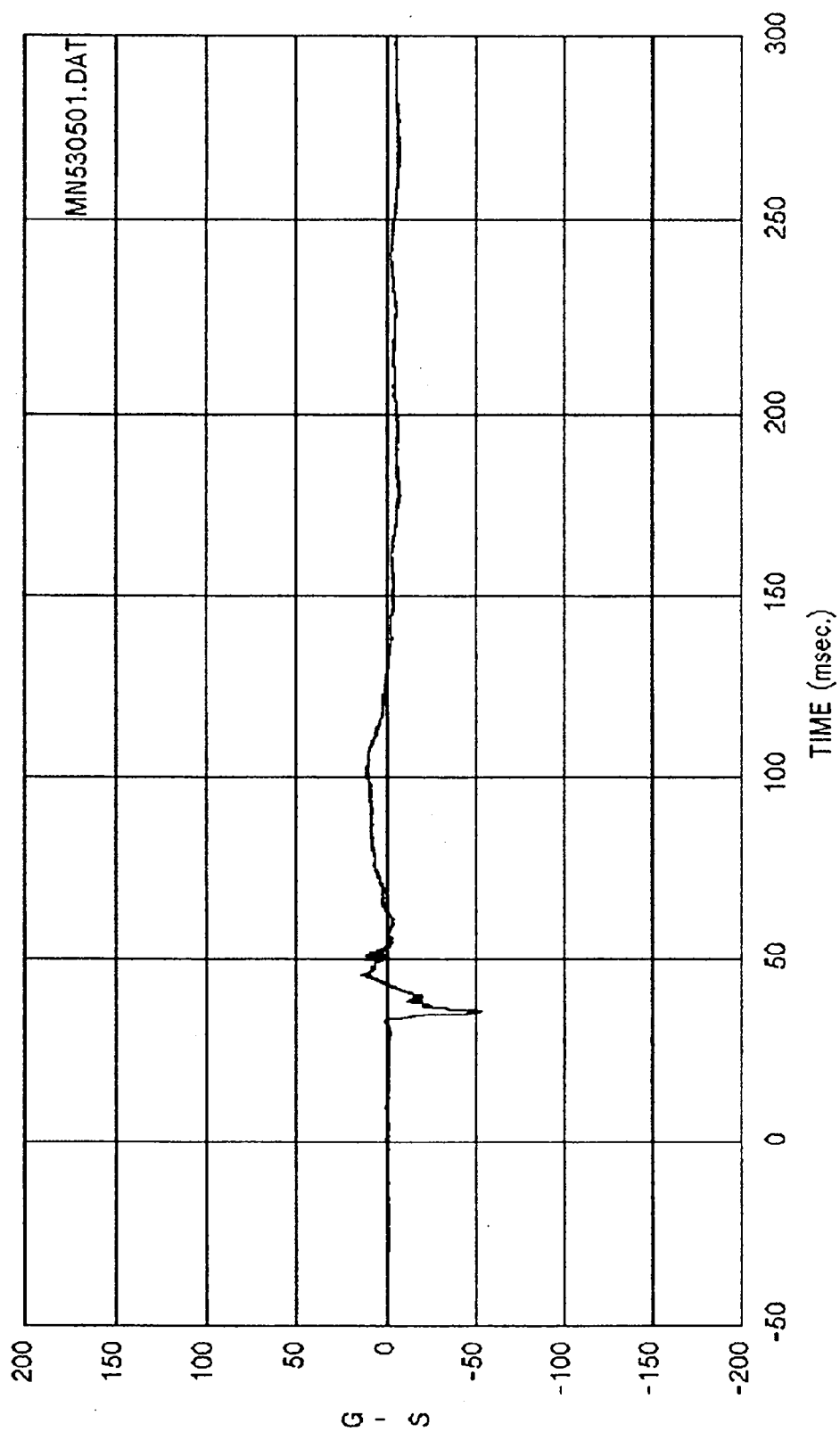
FIGURE 5-35 HONDA ACCORD, B-PILLAR CUTOUT - VIEW NO. 3
83(c)

SECTION 6

VEHICLE AND SID RESPONSE DATA

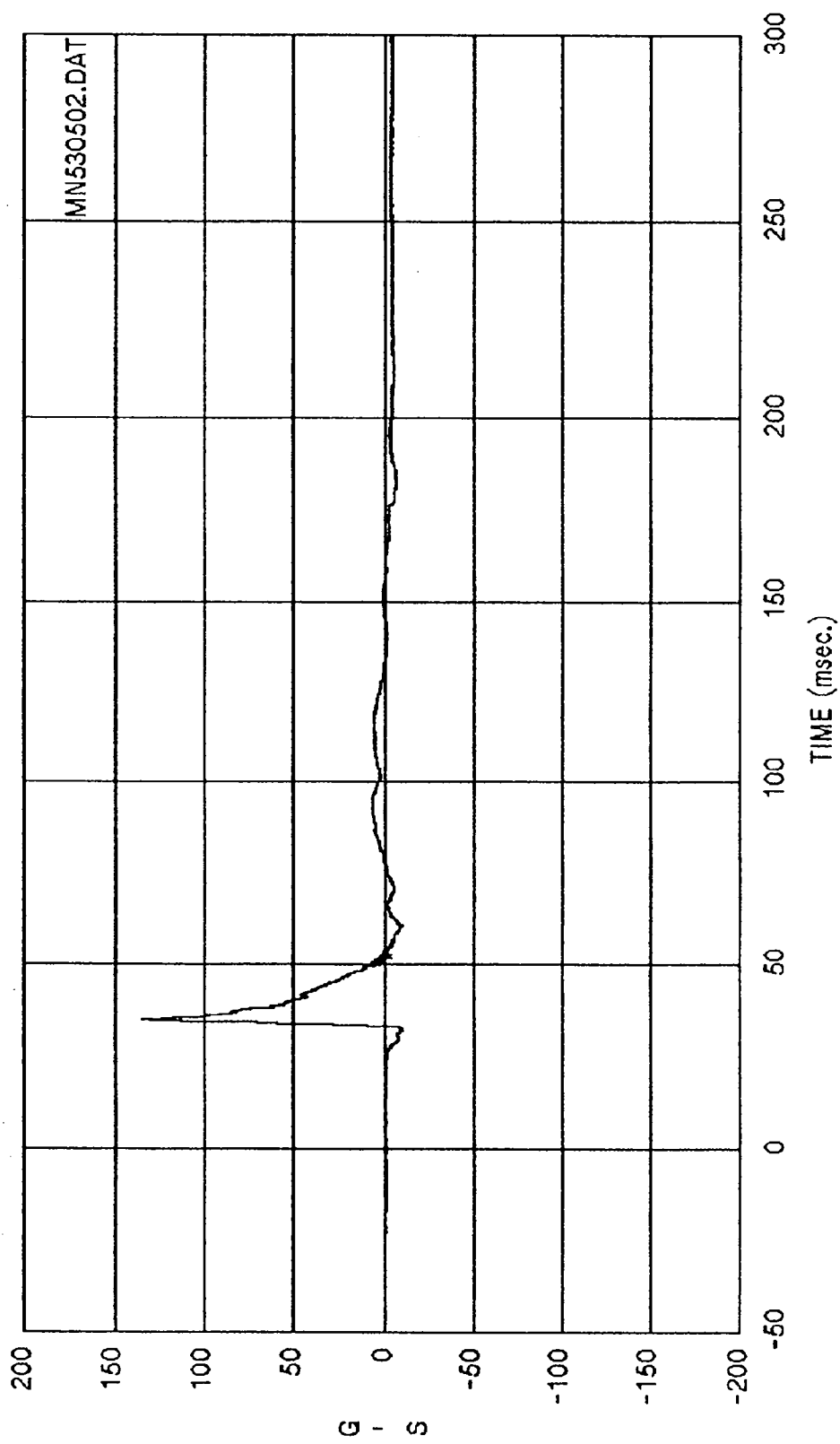
The dataplots from the side impact test are presented in this section.

SID DATA



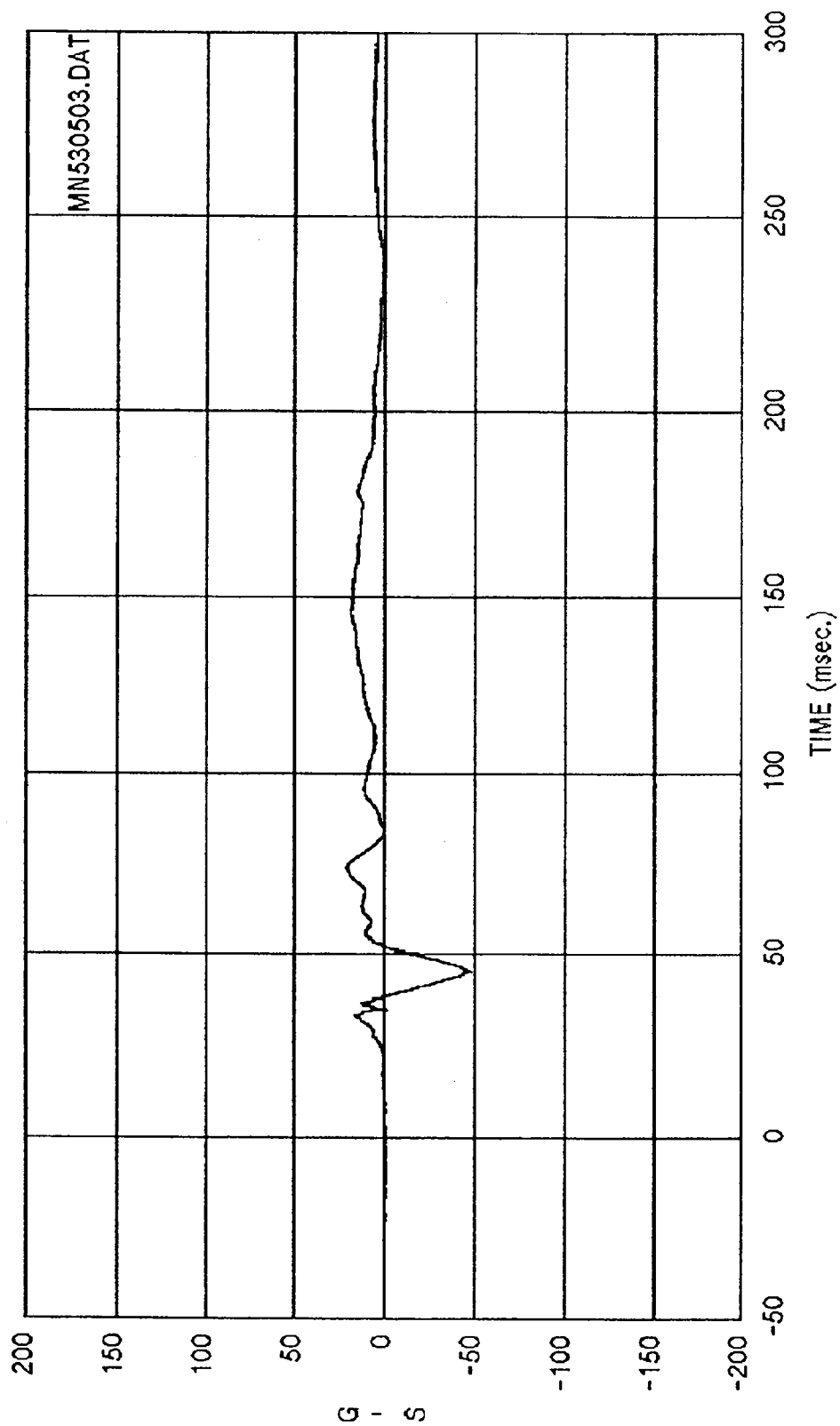
Curve: Driver Head acceleration -- X axis Filter: SAE CLASS 1000 Max = 14.528 Min = -53.224

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



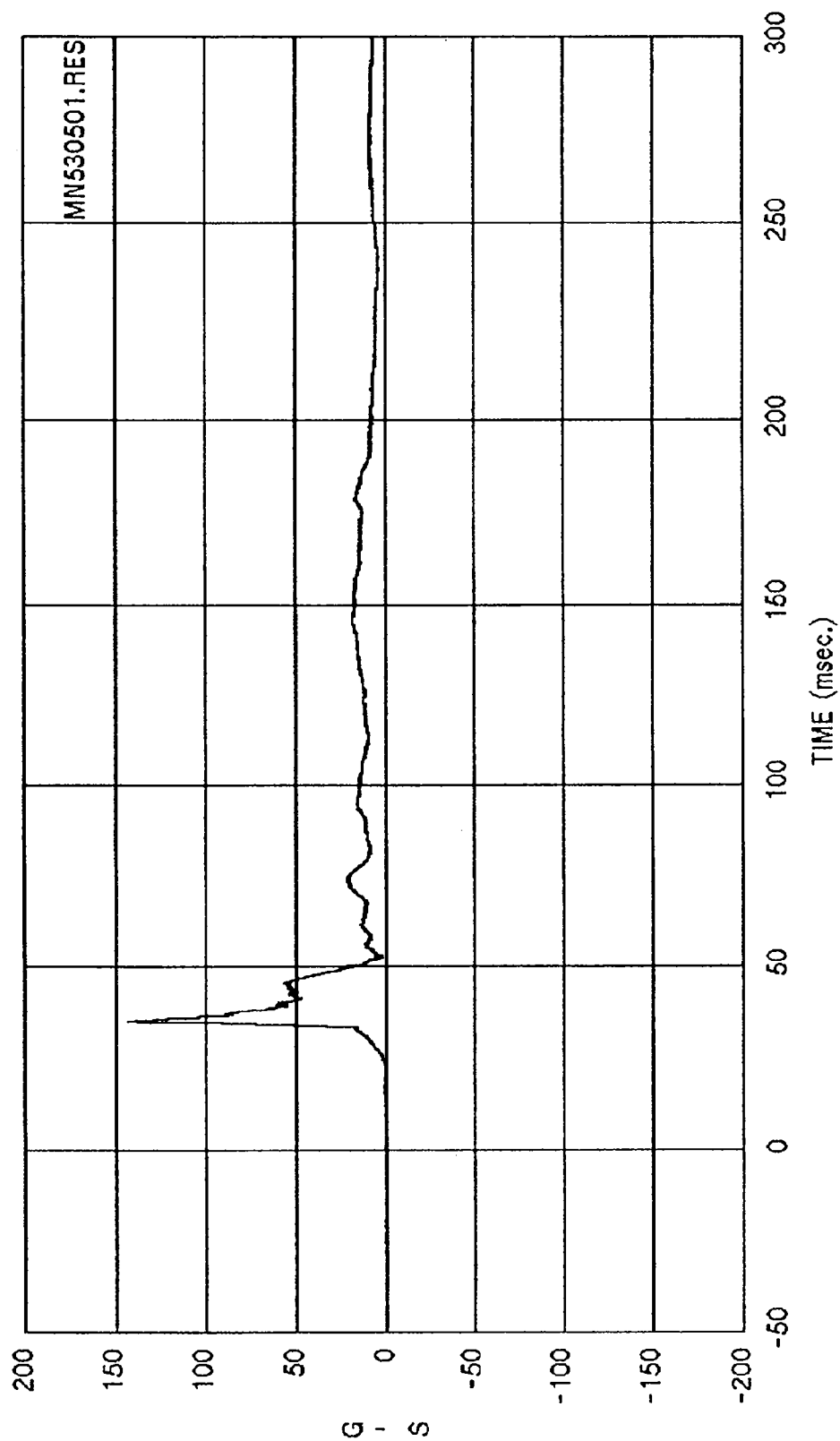
Curve: Driver Head acceleration -- Y axis Filter: SAE CLASS 1000 Max = 135.17 Min = -9.0492

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



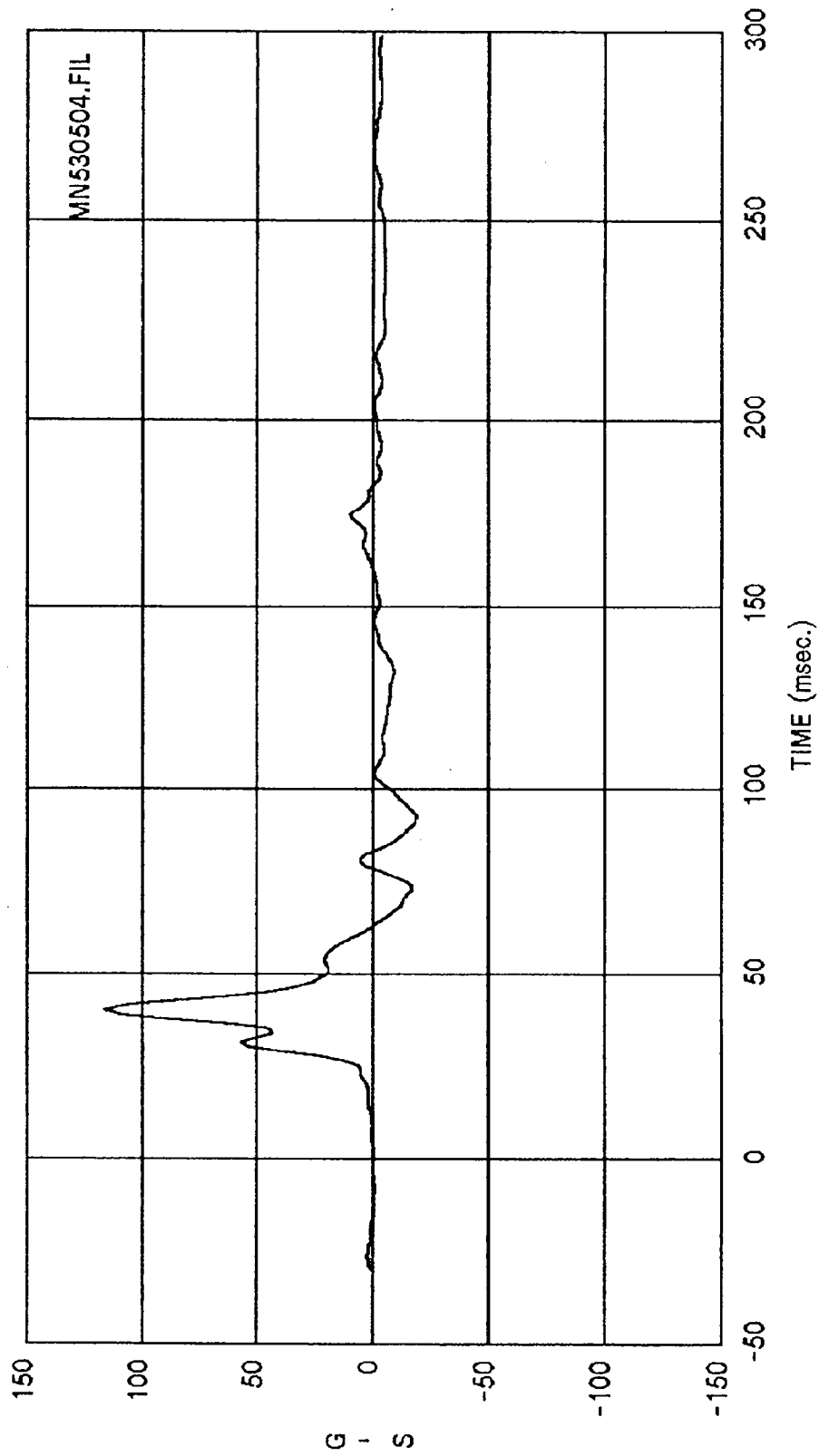
Curve: Driver Head acceleration -- Z axis Filter: SAE CLASS 1000 Max = 20.999 Min = -47.850

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



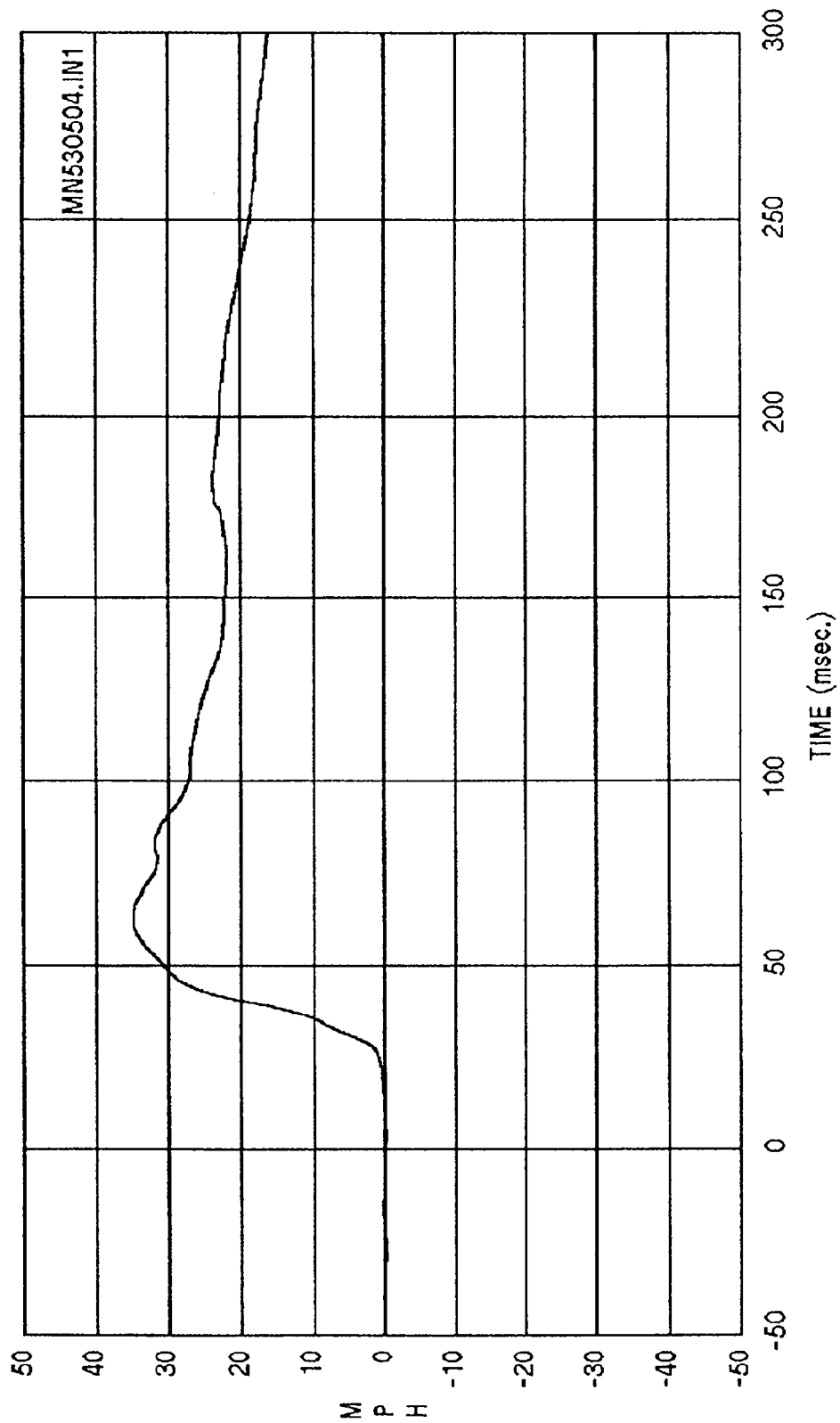
Curve: Driver head resultant acceleration Filter: SAE CLASS 1000 Max = 143.65 Min = .00000

MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord



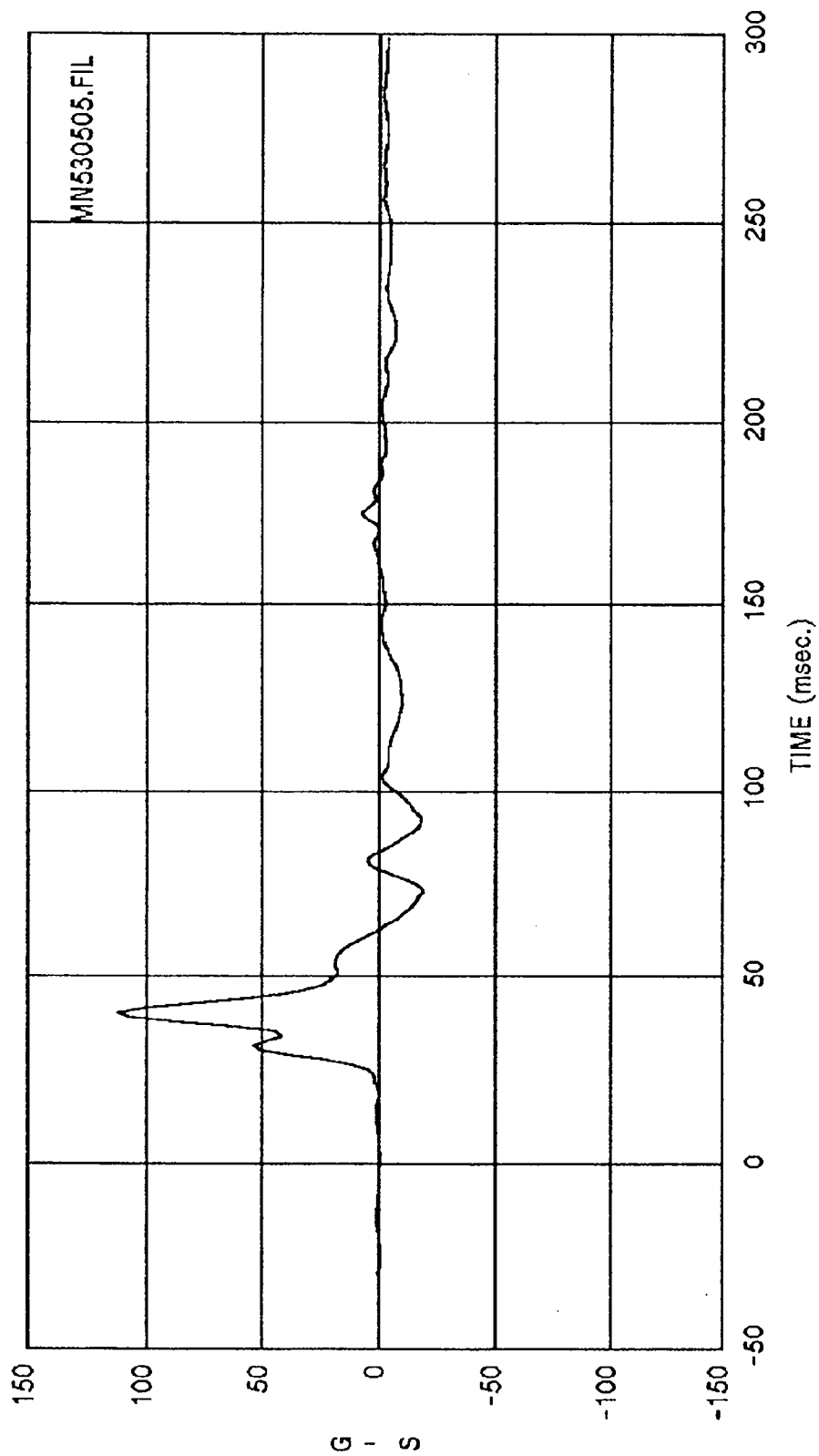
Curve: Driver upper spine acceleration -- Primary Filter: FIR 100 Max = 116.35 Min = -18.830

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

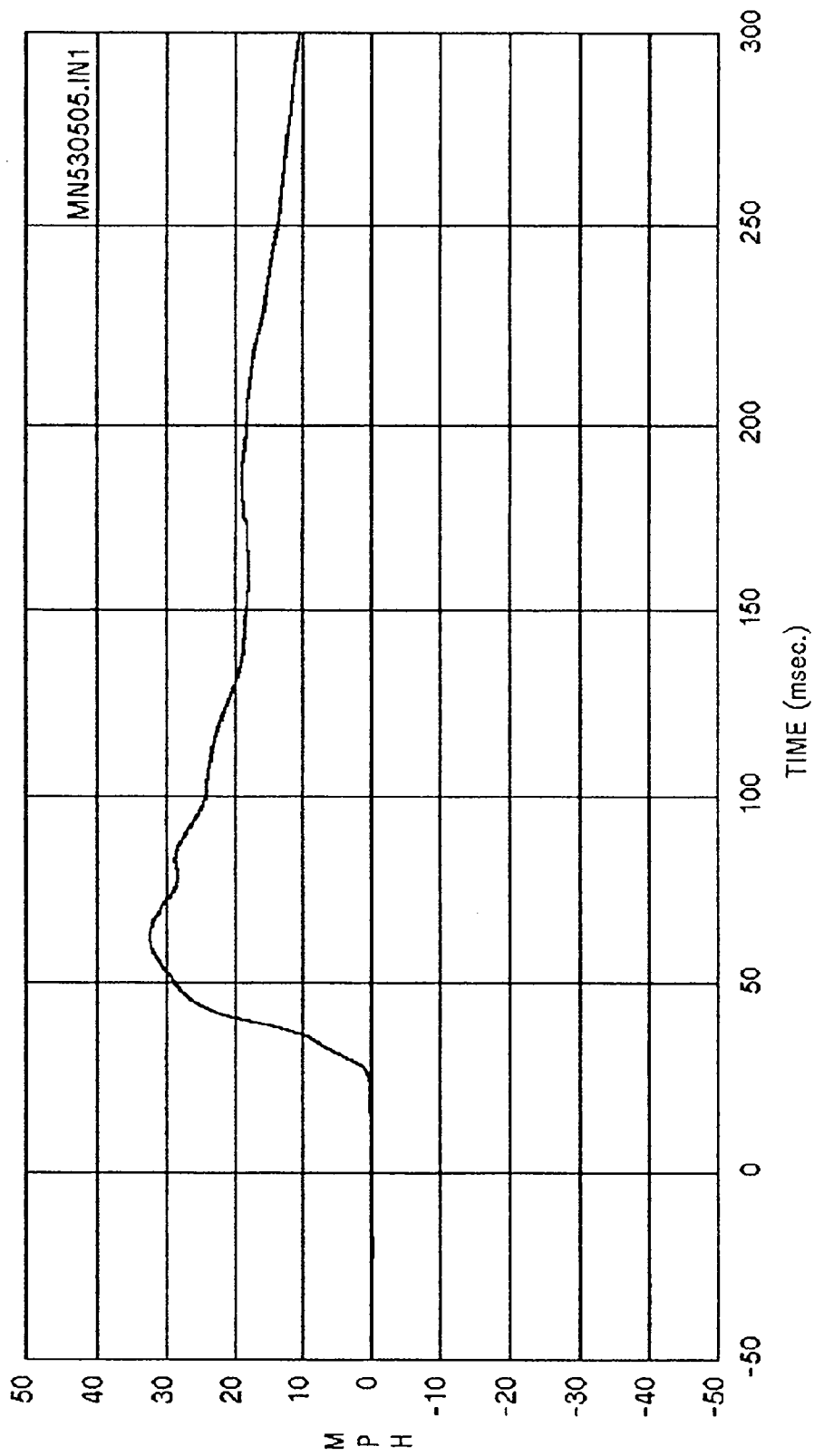


Curve: Driver upper spine delta V -- Primary Filter: SAE CLASS 180 Max = 34.944 Min = -.43086E-

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

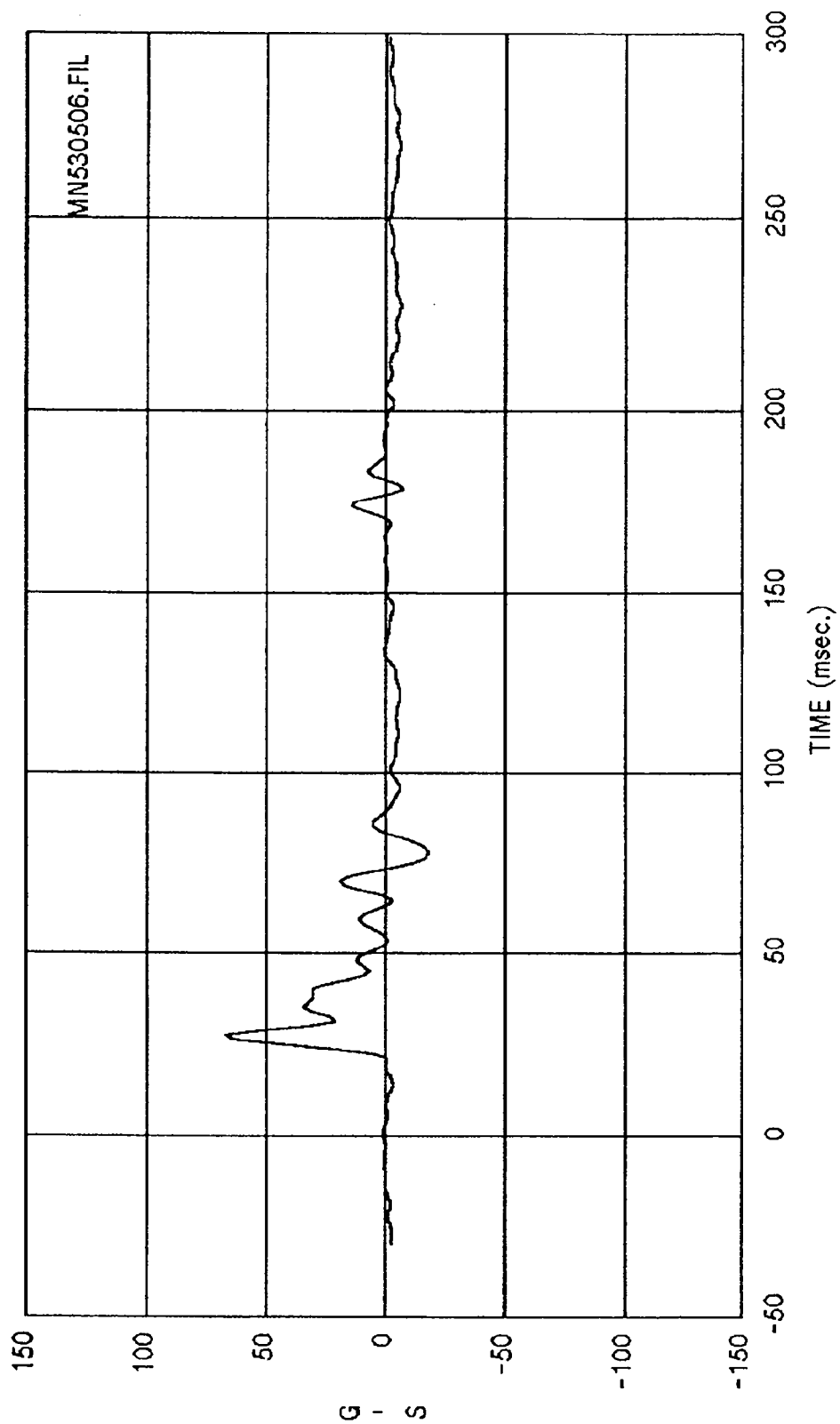


Curve: Driver upper spine acceleration -- Redundant Filter: FIR 100 Max = 112.33 Min = -18.826
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



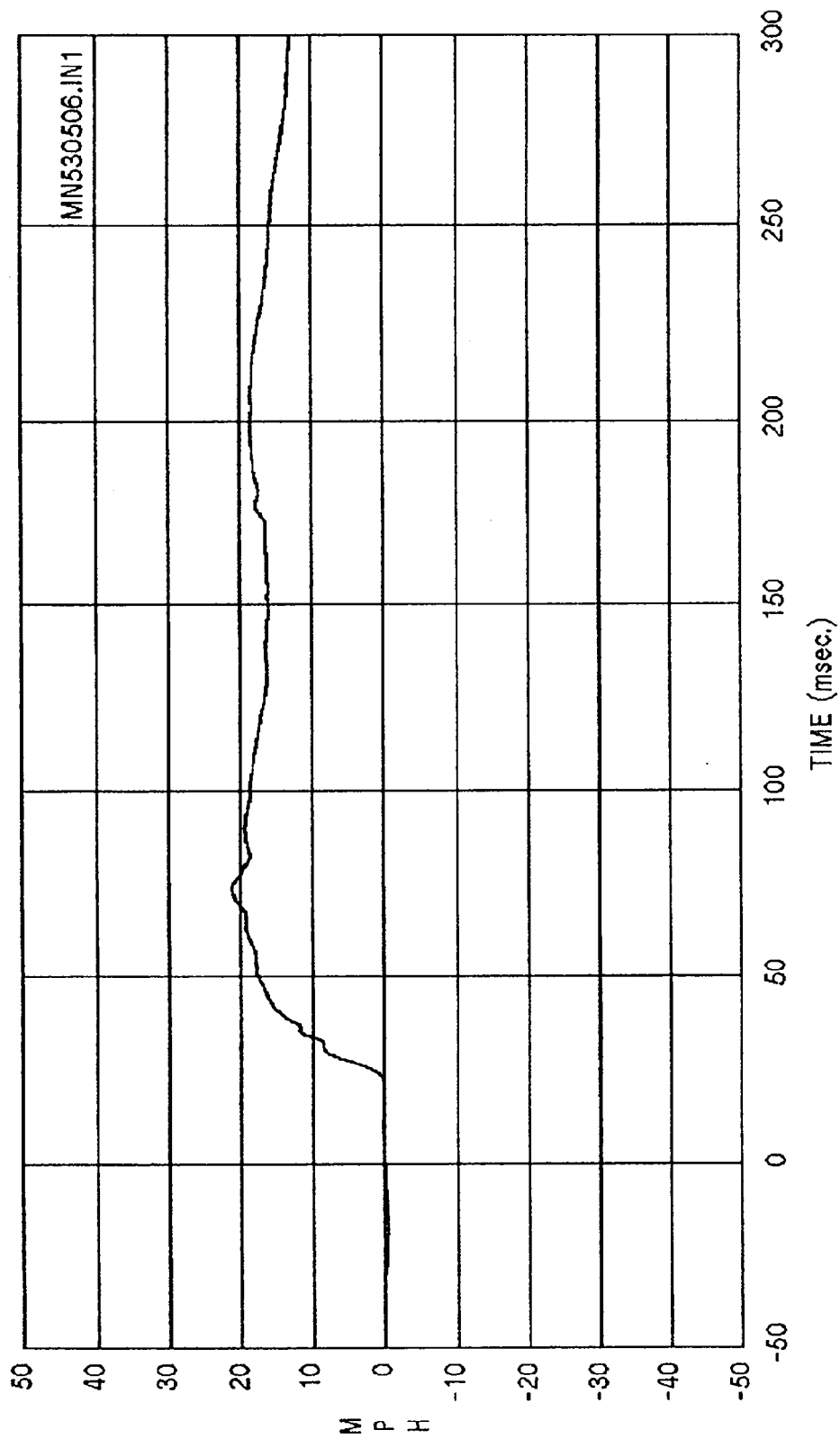
Curve: Driver upper spine delta V -- Redundant Filter: SAE CLASS 180 Max = 32.482 Min = -.604471
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



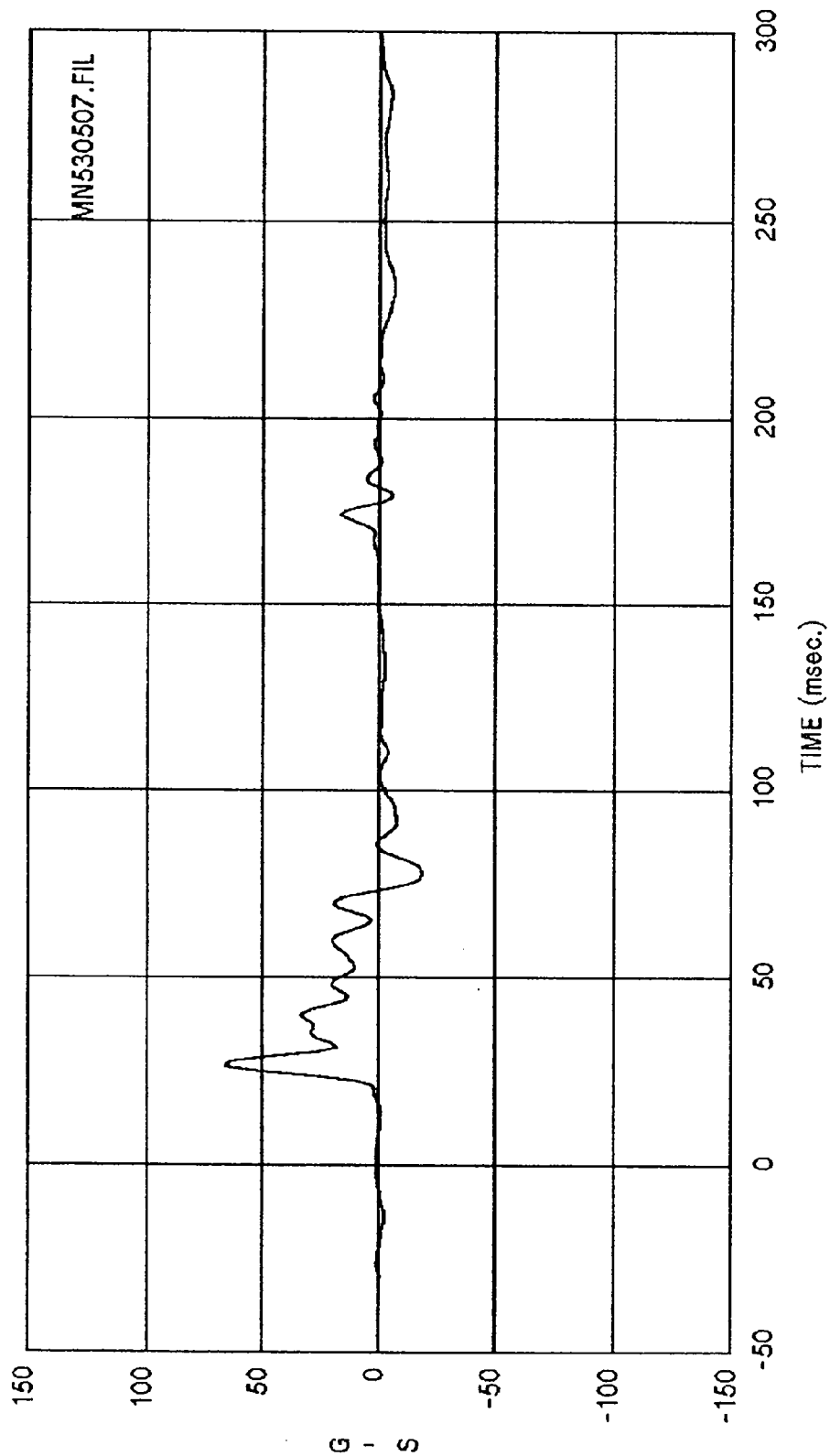
Curve: Driver upper rib acceleration -- Primary Filter: FIR 100 Max = 68.266 Min = -17.801

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

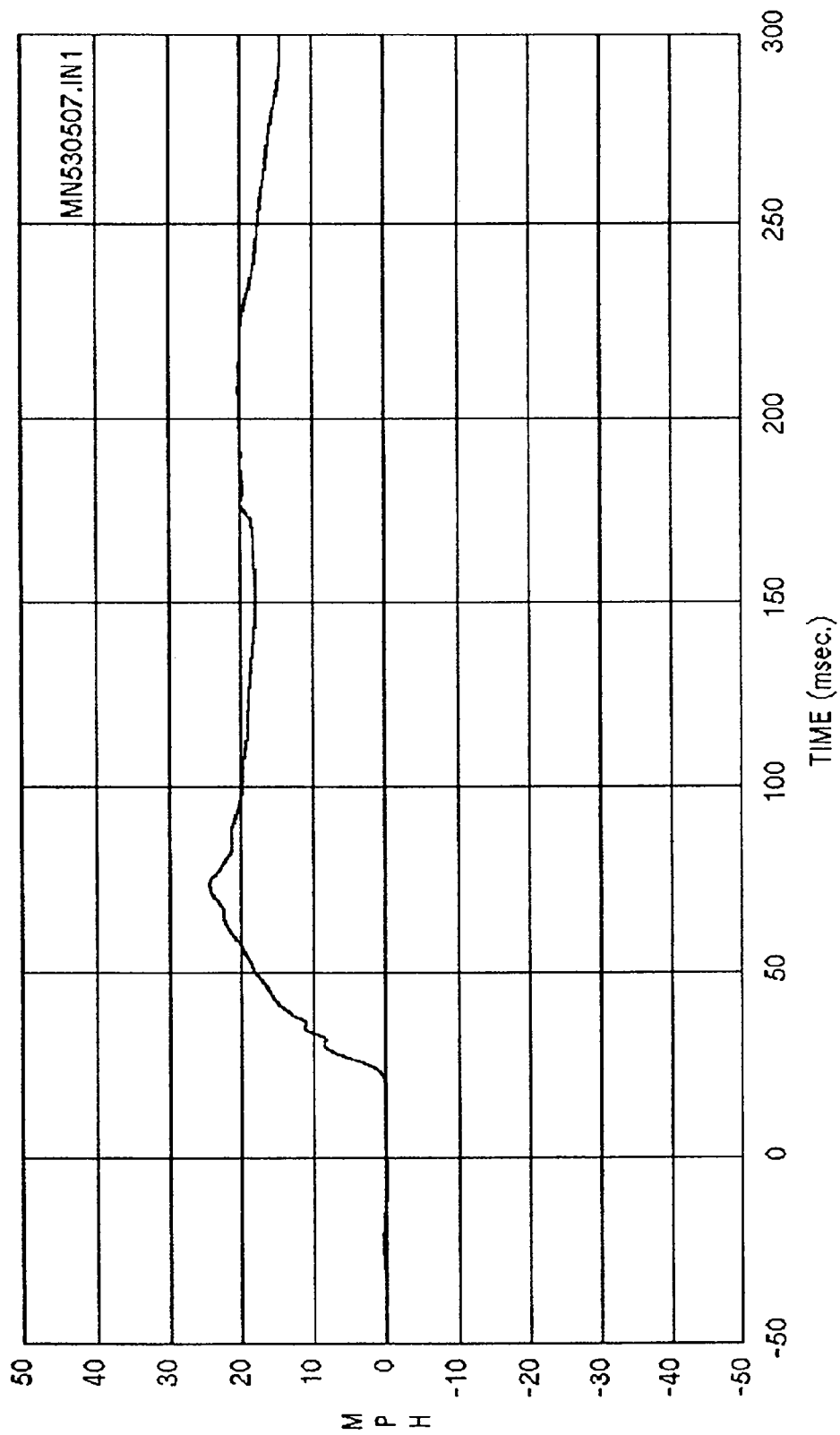


Curve: Driver upper rib delta V -- Primary Filter: SAE CLASS 180 Max = 21.330 Min = -.13706E-1

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

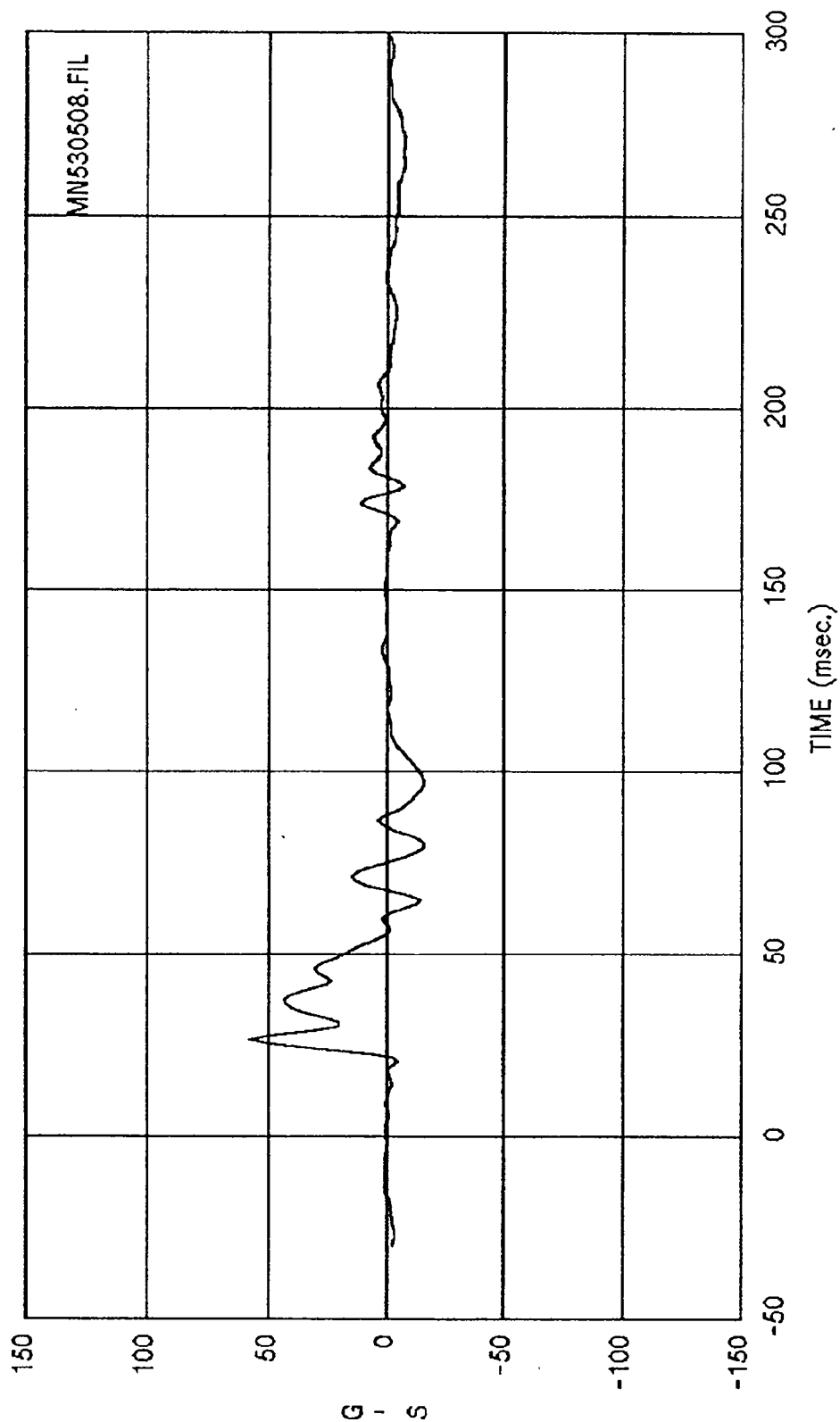


Curve: Driver upper rib acceleration -- Redundant Filter: FIR 100 Max = 67.524 Min = -19.190
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



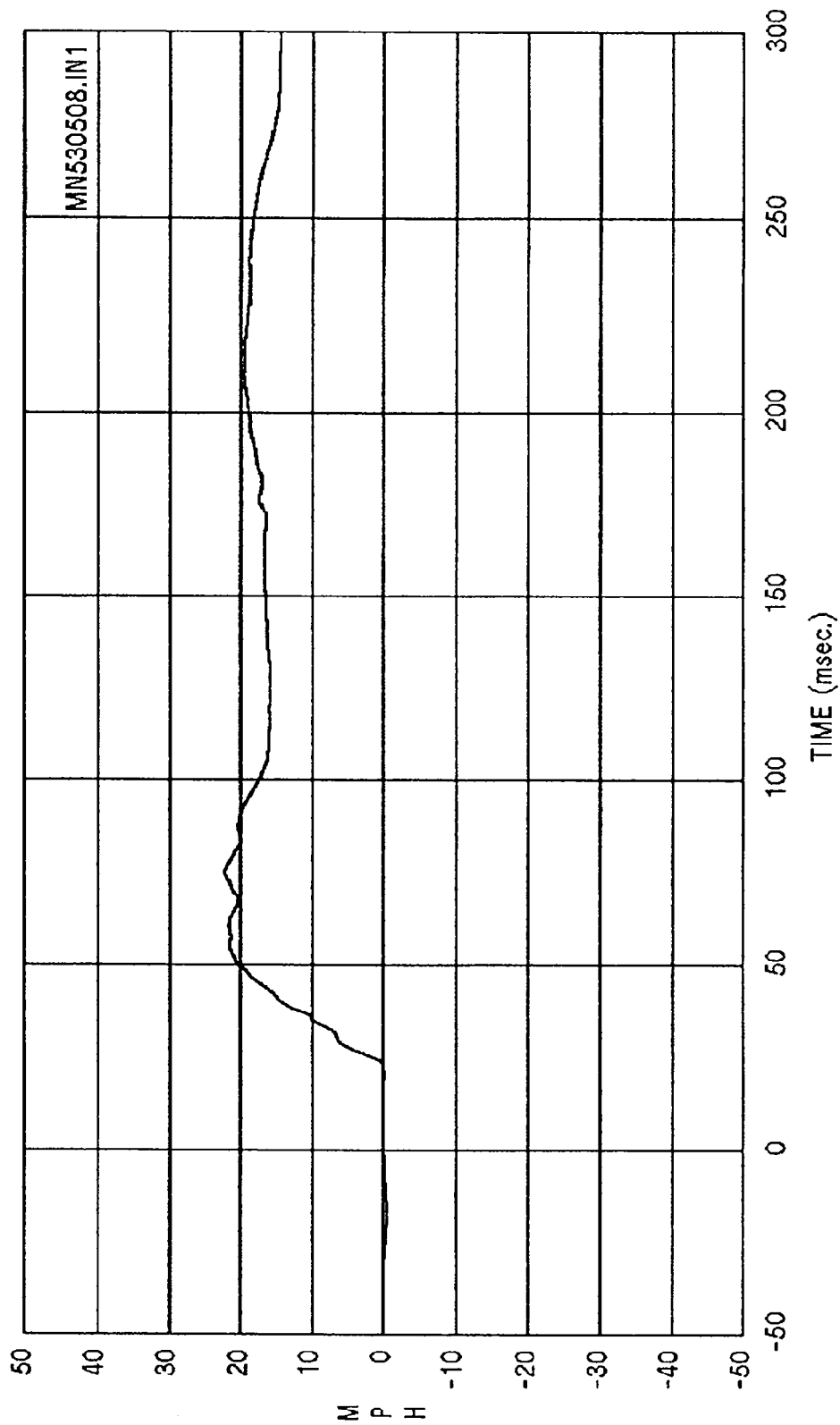
Curve: Driver upper rib delta V -- Redundant Filter: SAE CLASS 180 Max = 24.510 Min = .35382E-

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



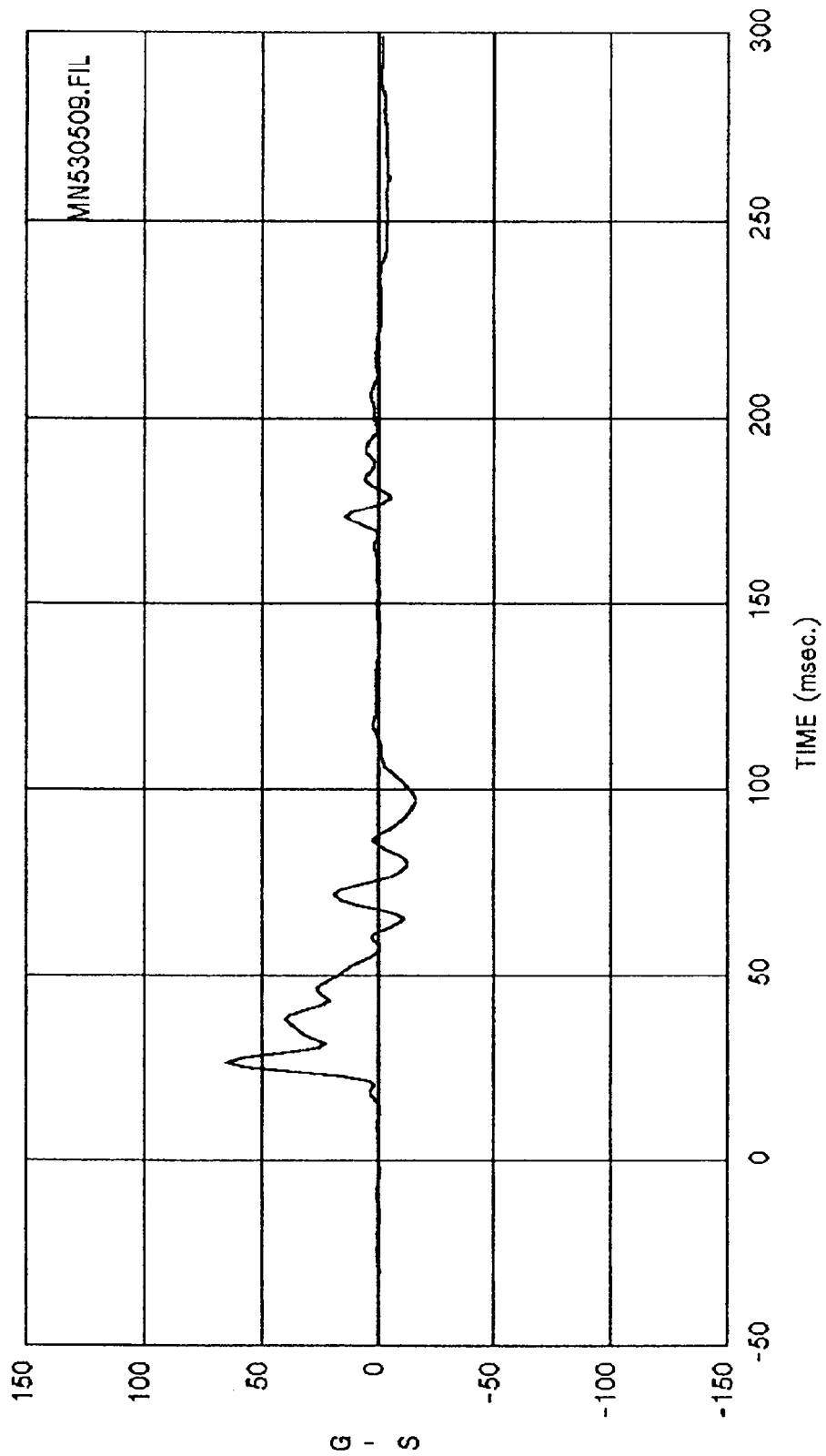
Curve: Driver lower rib acceleration -- Primary Filter: FIR 100 Max = 57.872 Min = -15.791

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

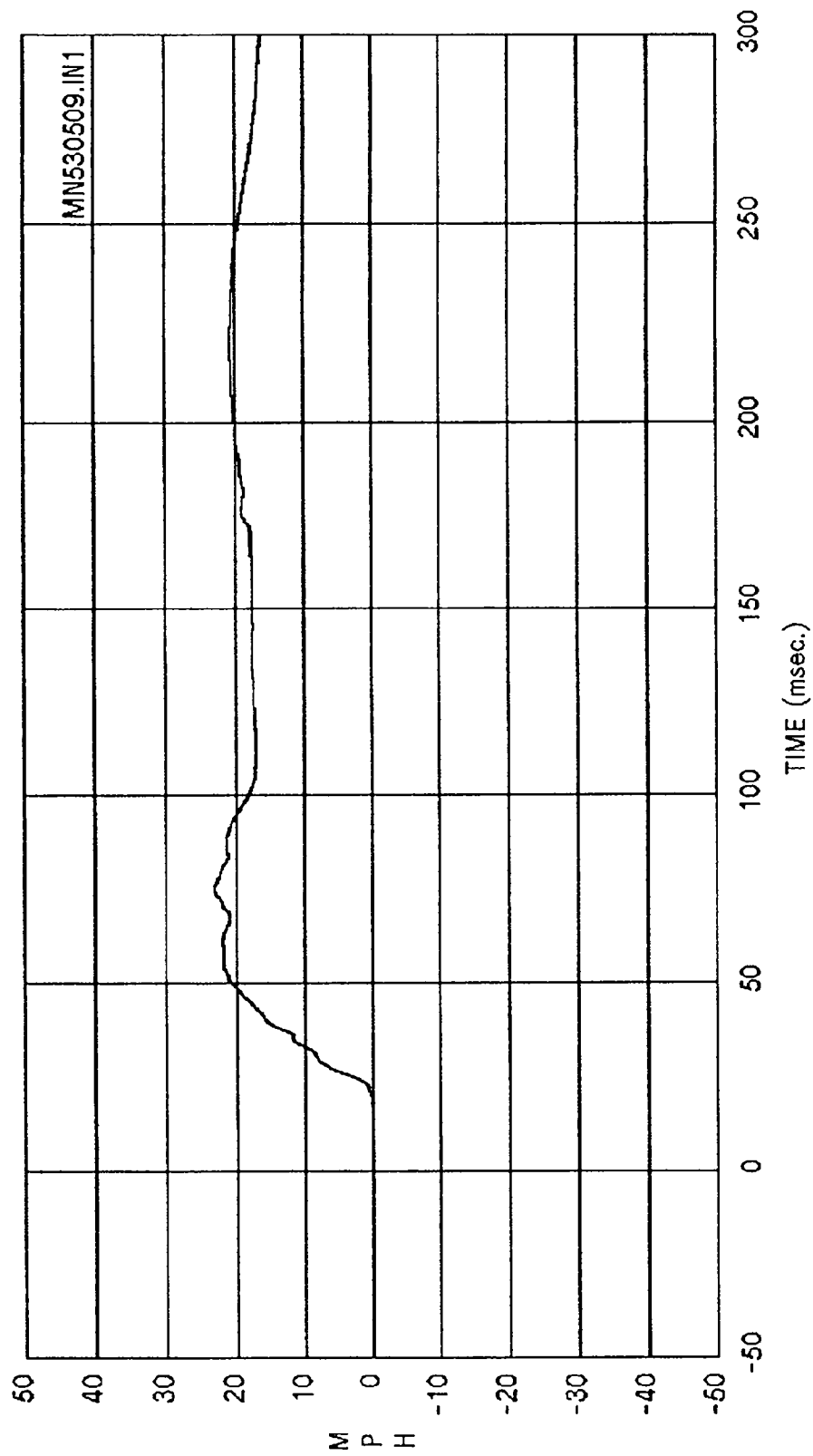


Curve: Driver lower rib delta V -- Primary Filter: SAE CLASS 180 Max = 22.297 Min = -.61878E-

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

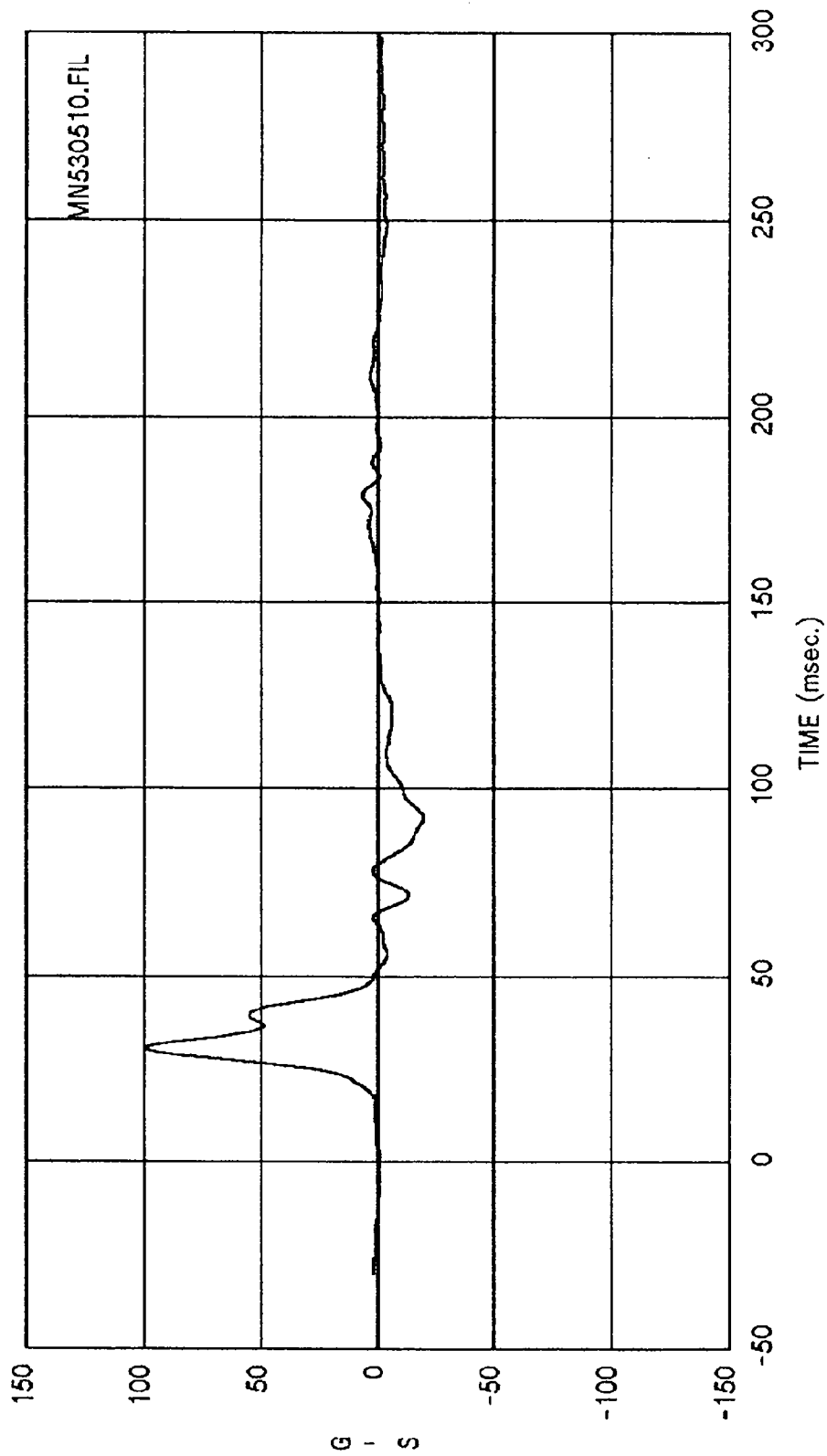


Curve: Driver lower rib acceleration -- Redundant Filter: FIR 100 Max = 65.332 Min = -16.134
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



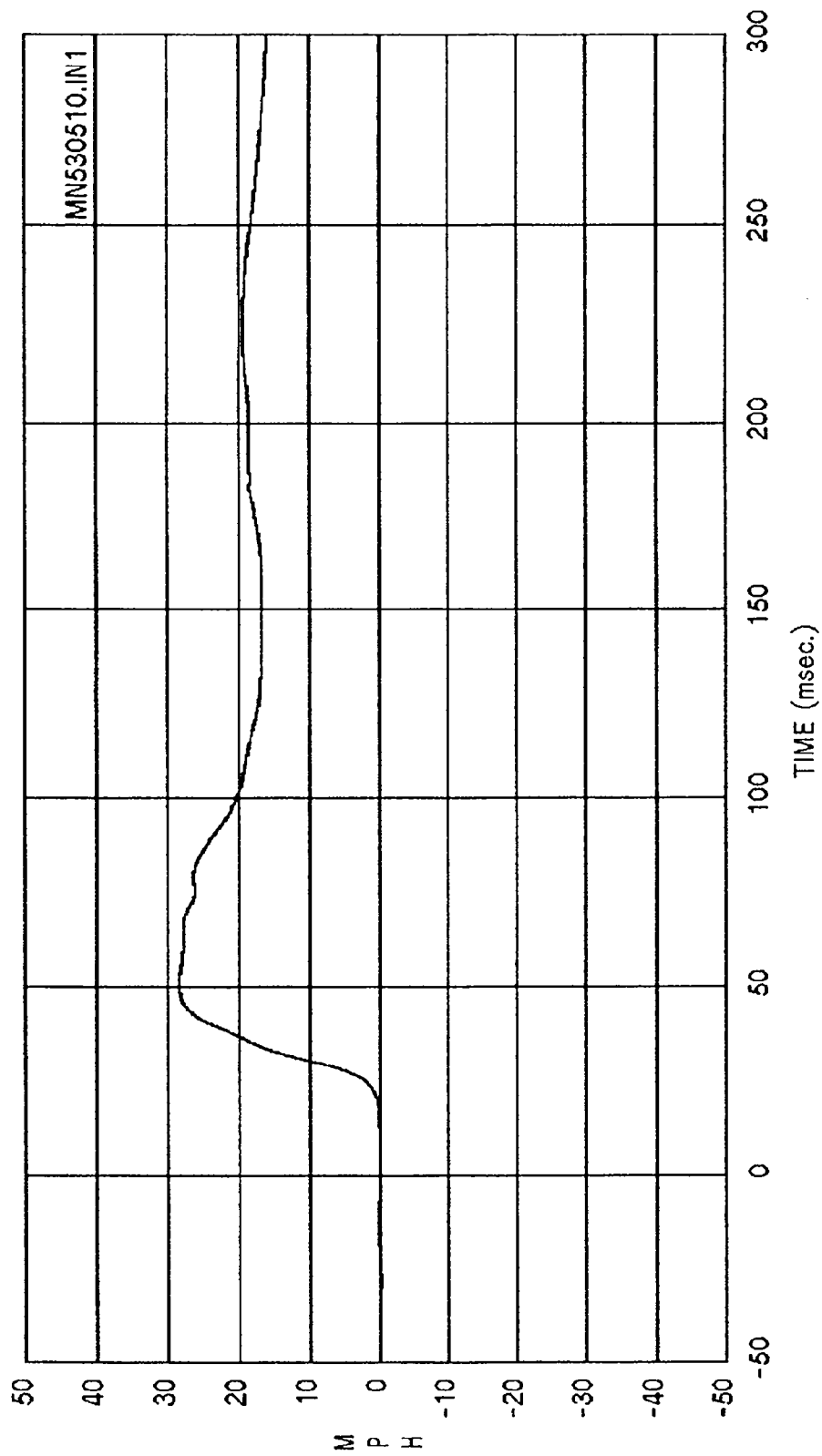
Curve: Driver lower rib delta V -- Redundant Filter: SAE CLASS 180 Max = 23.107 Min = -.11862E
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



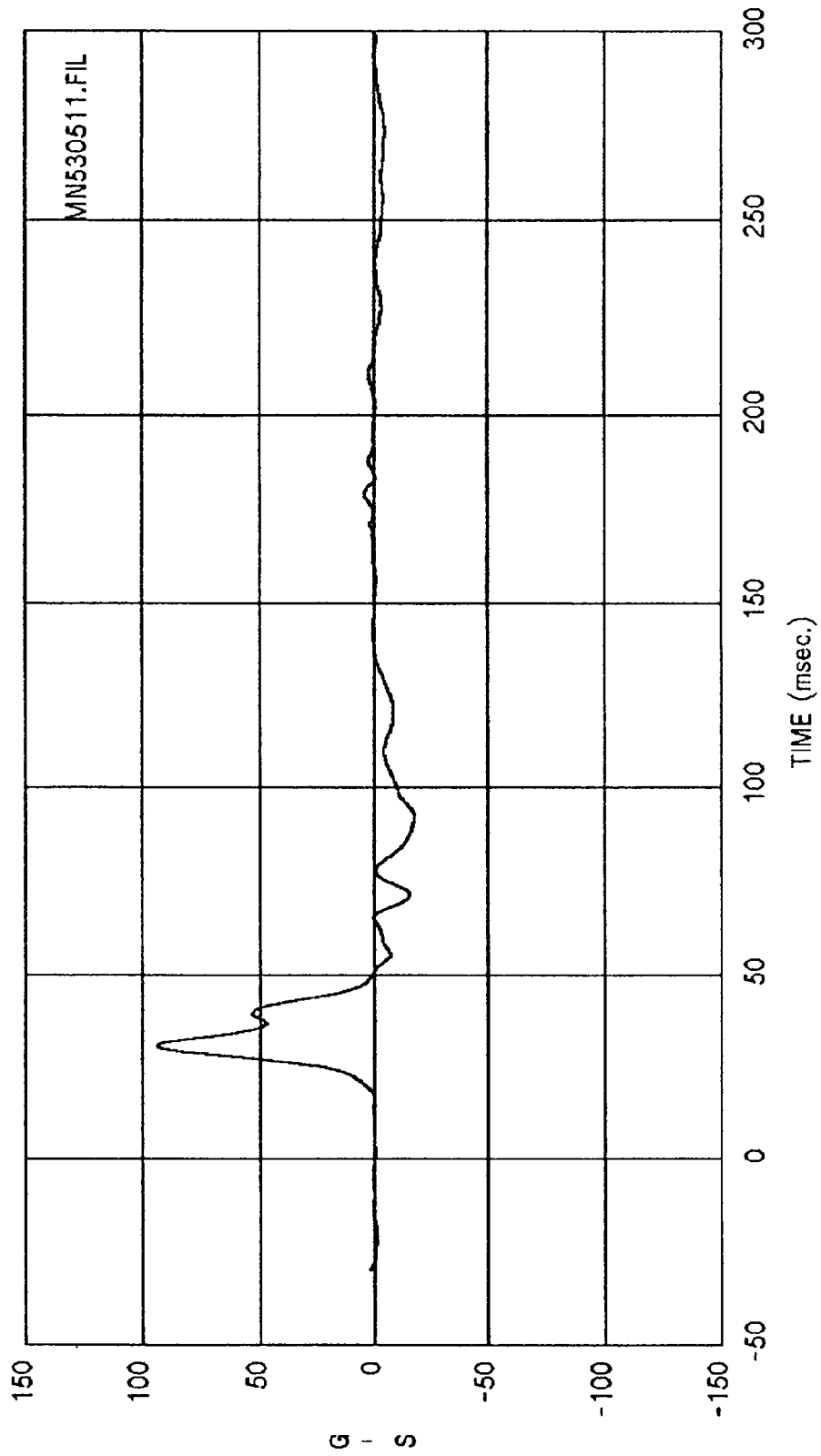
Curve: Driver lower spine acceleration -- Primary Filter: FIR 100 Max = 100.83 Min = -19.413

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



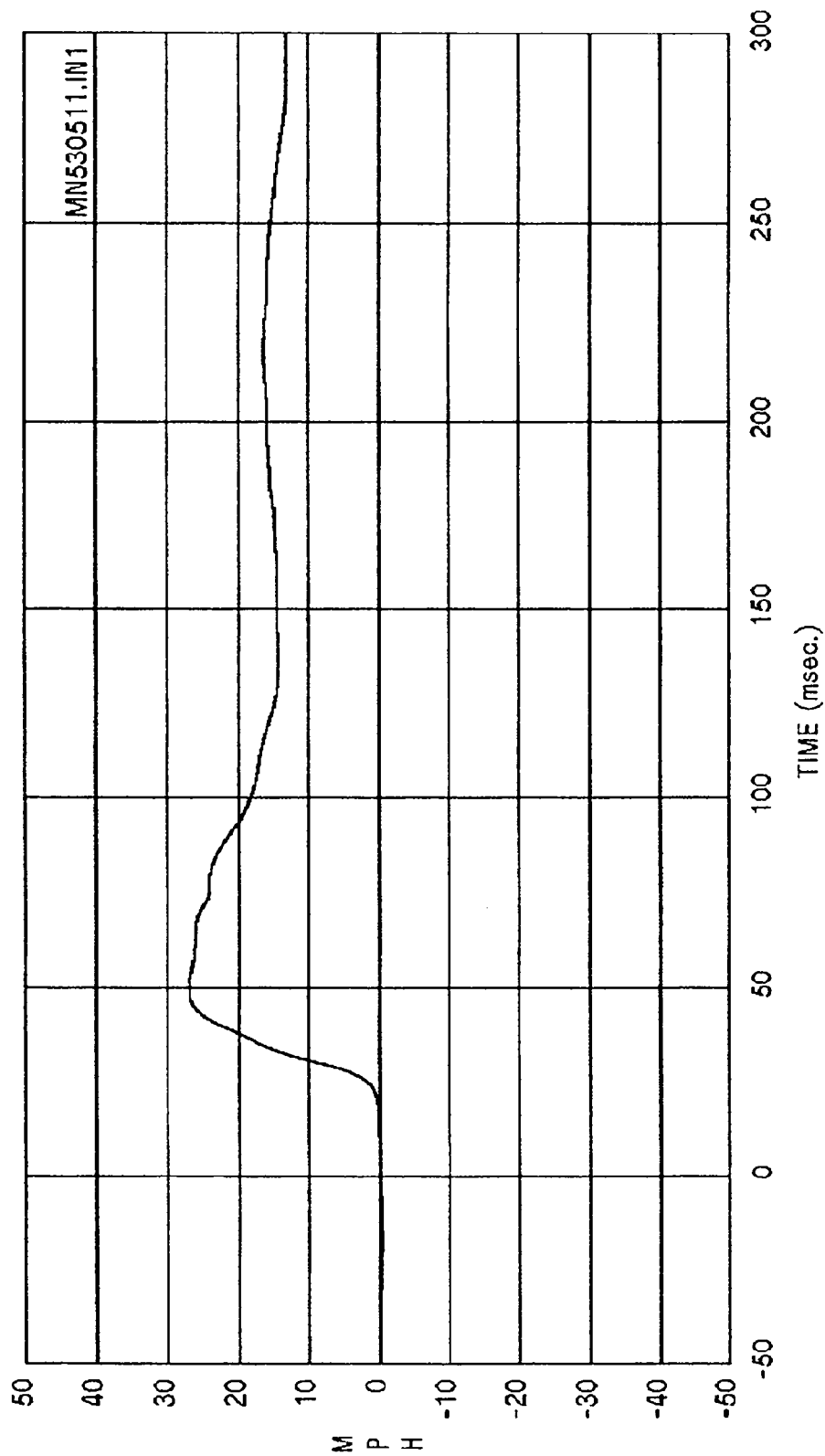
Curve: Driver lower spine delta V -- Primary Filter: SAE CLASS 180 Max = 28.439 Min = -.62922t
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



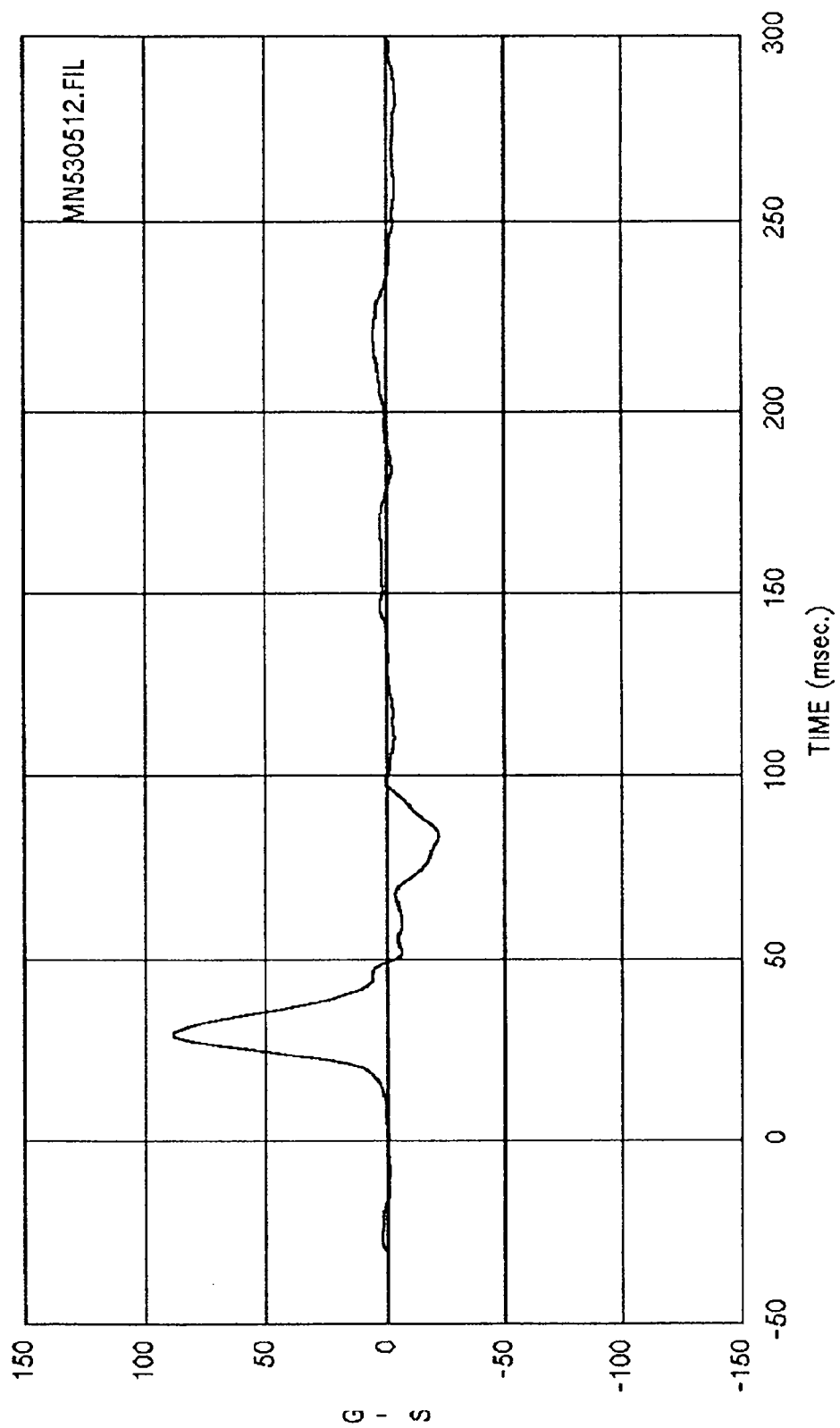
Curve: Driver lower spine acceleration -- Redundant Filter: FIR 100 Max = 94.872 Min = -17.962

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



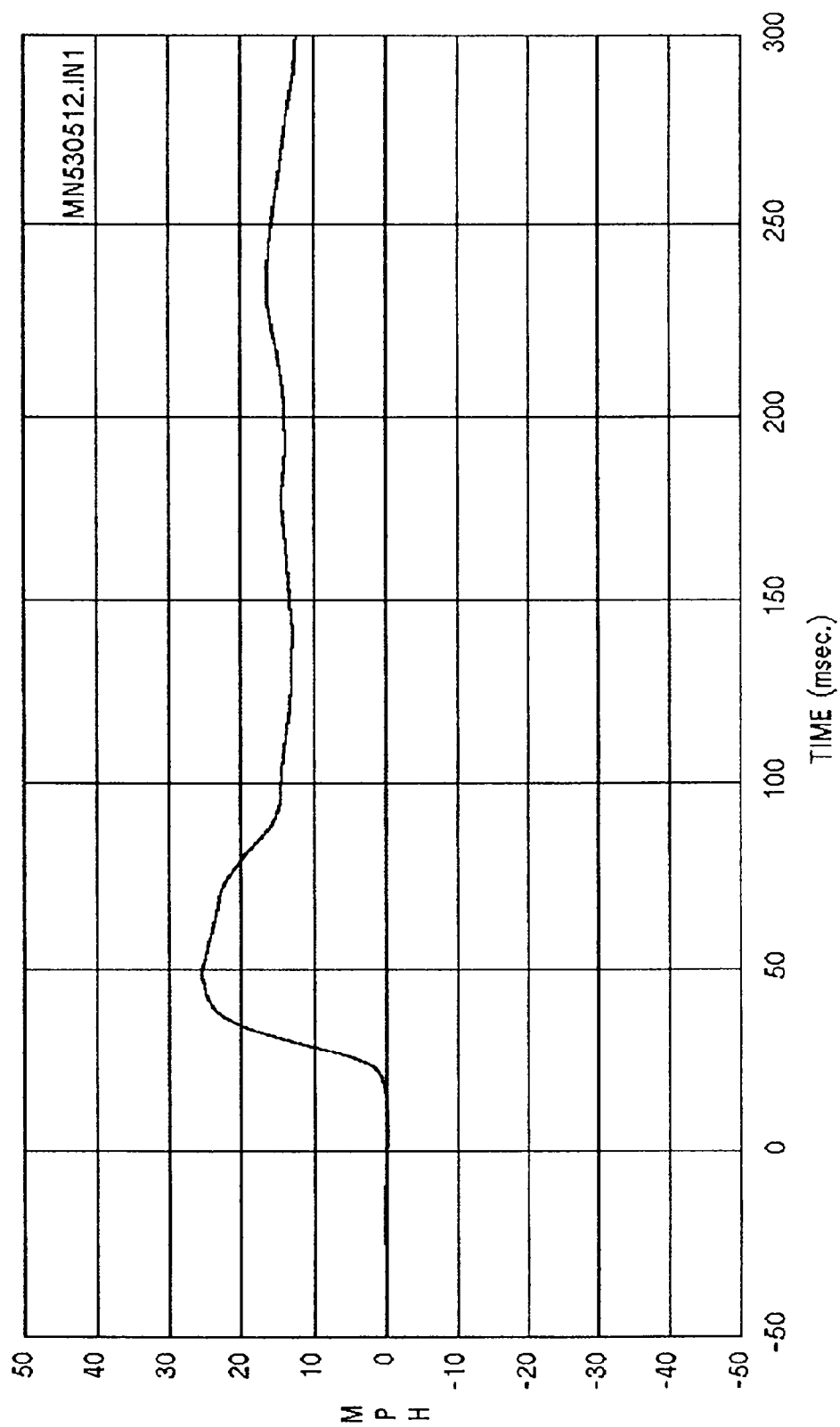
Curve: Driver lower spine delta V -- Redundant Filter: SAE CLASS 180 Max = 26.982 Min = .28782
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



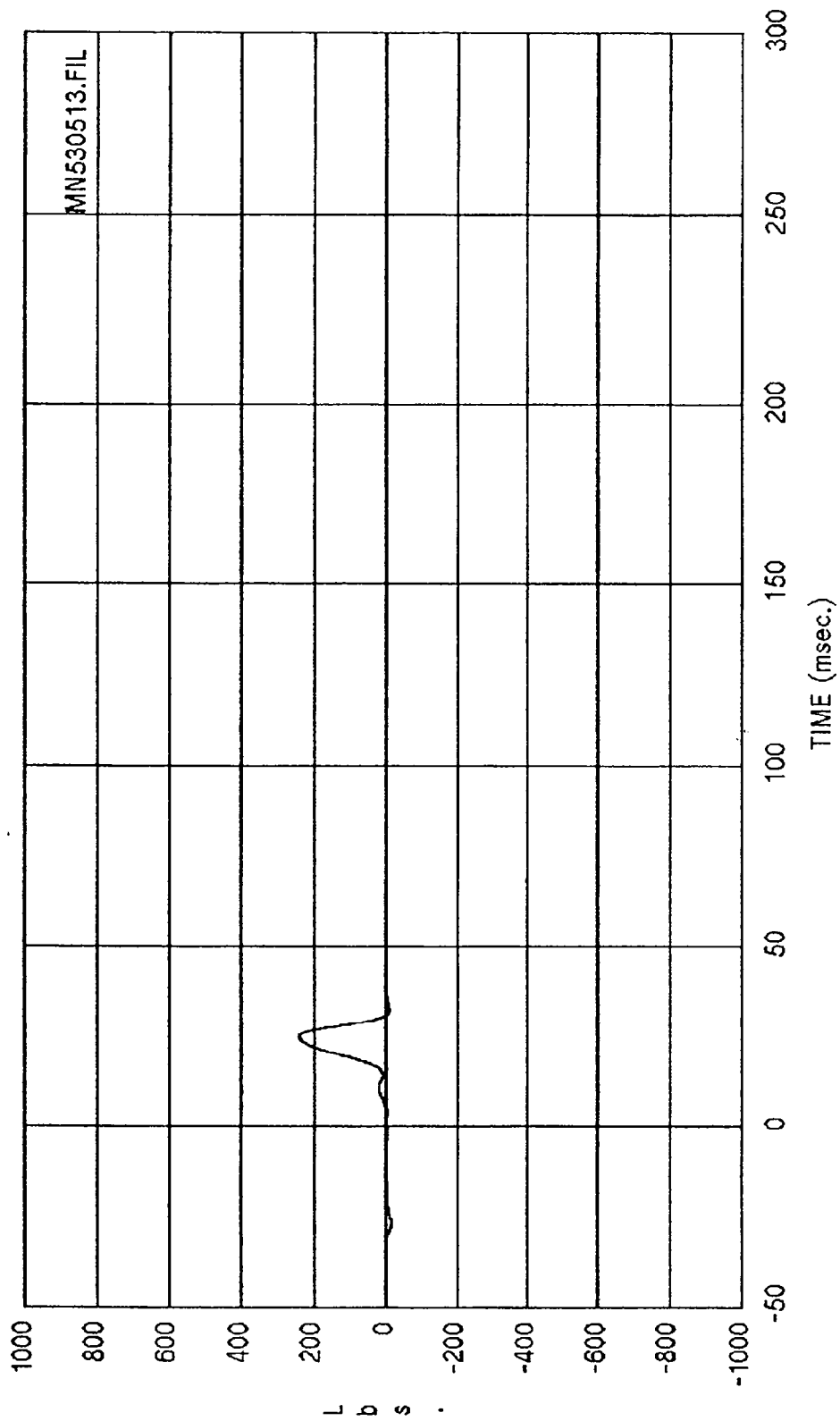
Curve: Driver pelvis acceleration Filter: FIR 100 Max = 89.098 Min = -21.429

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



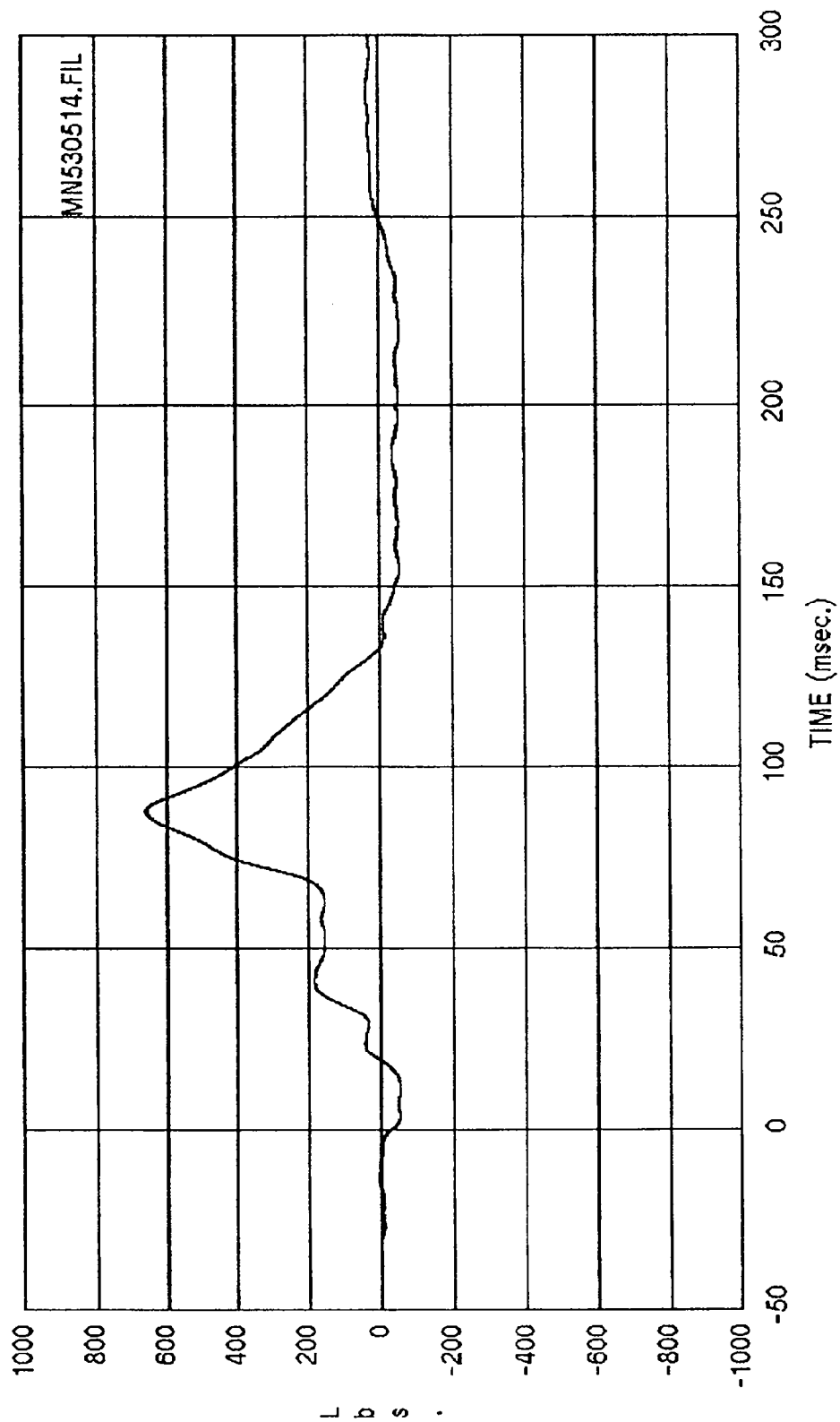
Curve: Driver pelvis delta V Filter: SAE CLASS 180 Max = 25.508 Min = -.59667E-0

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



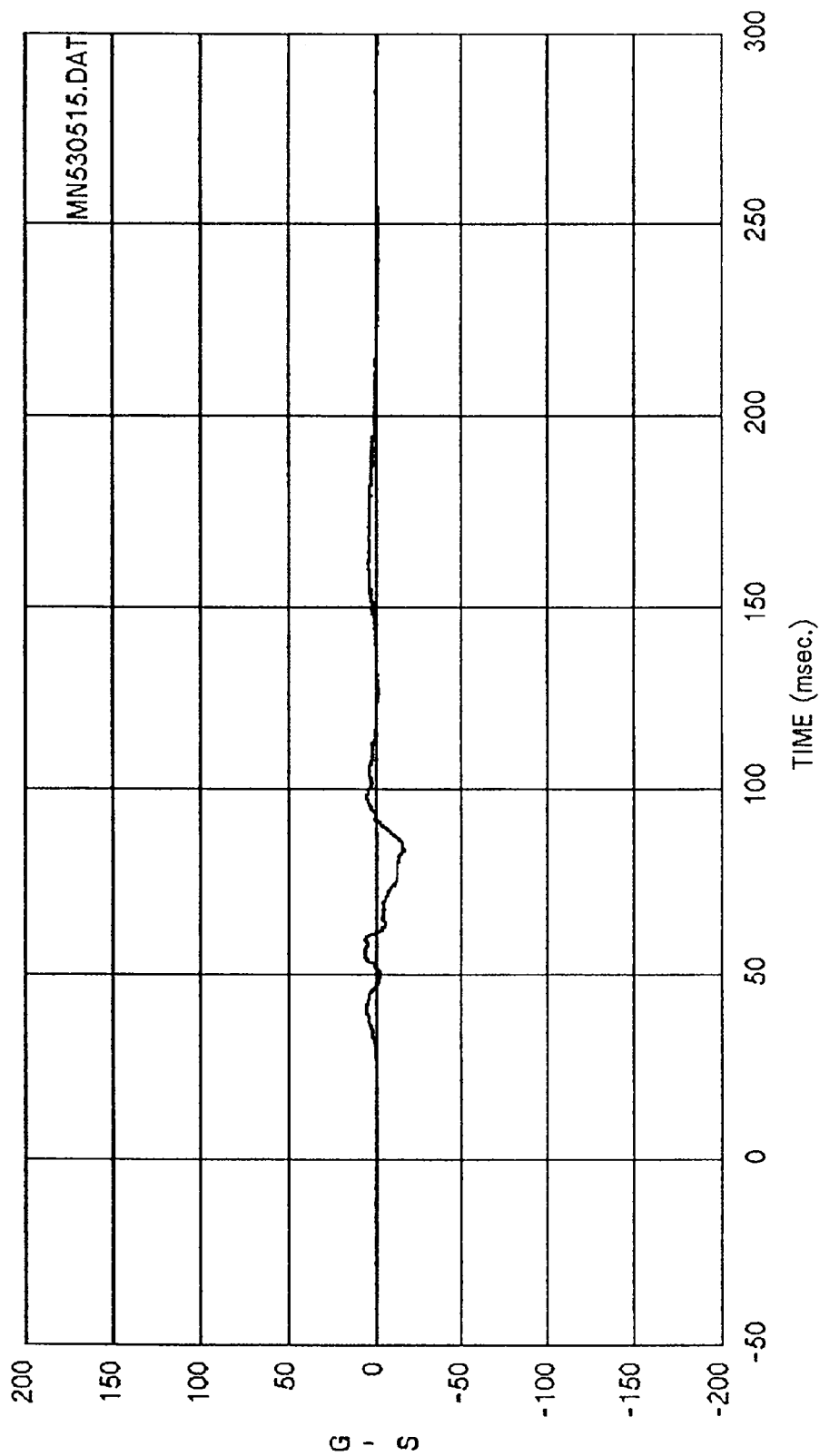
Curve: Driver lap belt load Filter: SAE CLASS 60 Max = 241.46 Min = -8.5322

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



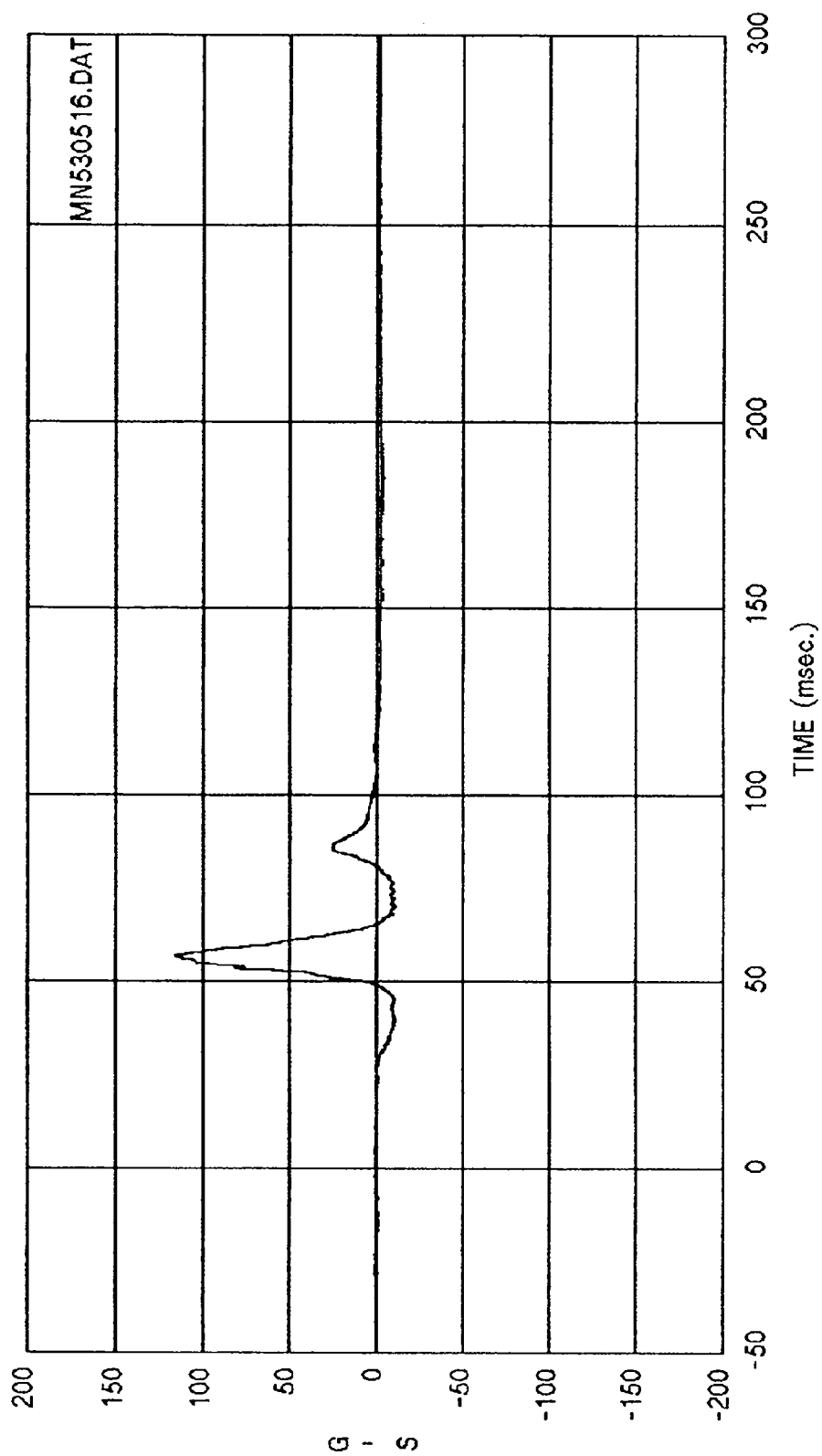
Curve: Driver shoulder belt load Filter: SAE CLASS 60 Max = 662.38 Min = -56.517

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

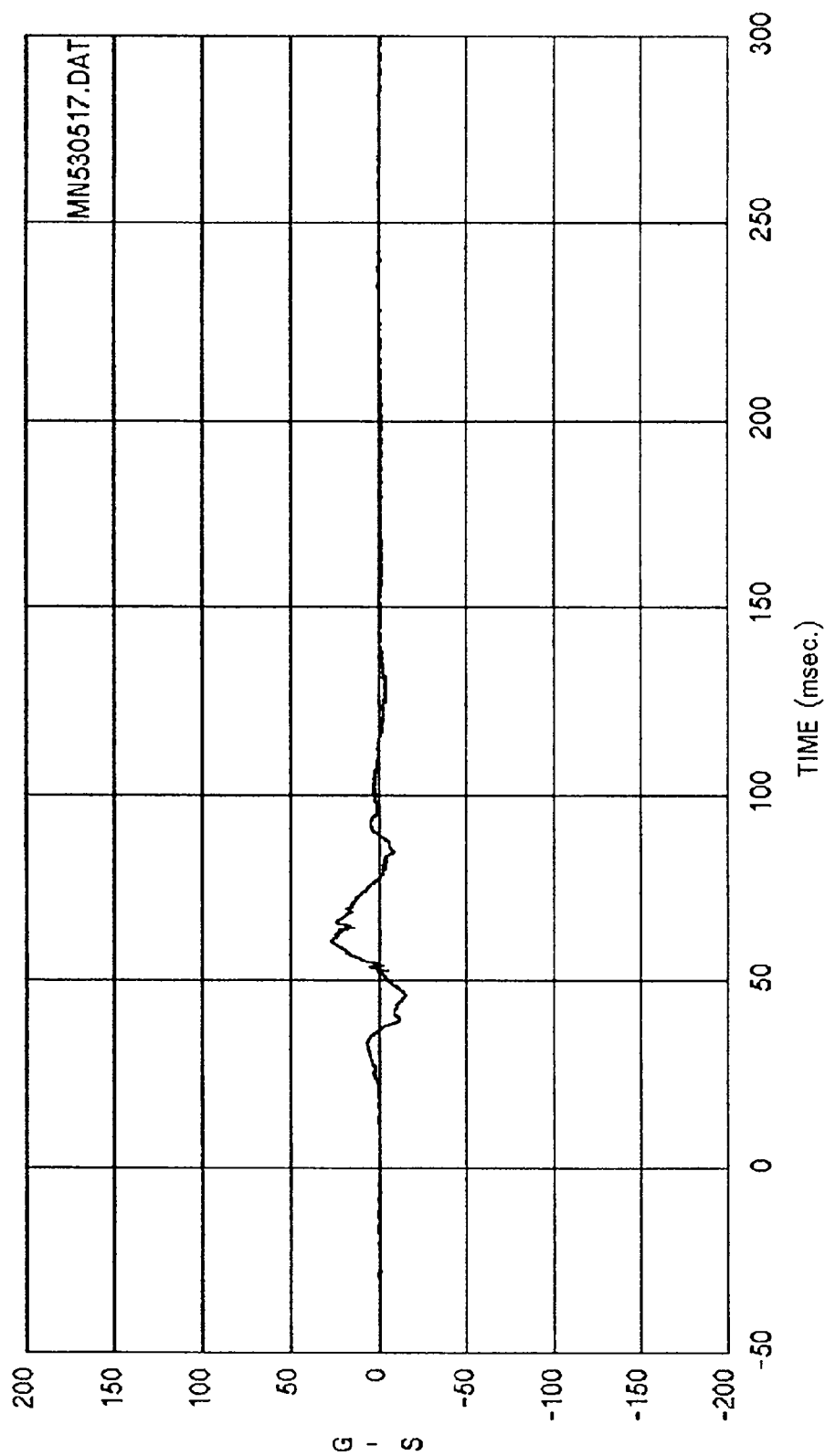


Curve: Passenger Head acceleration -- X axis Filter: SAE CLASS 1000 Max = 10.901 Min = -15.615

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

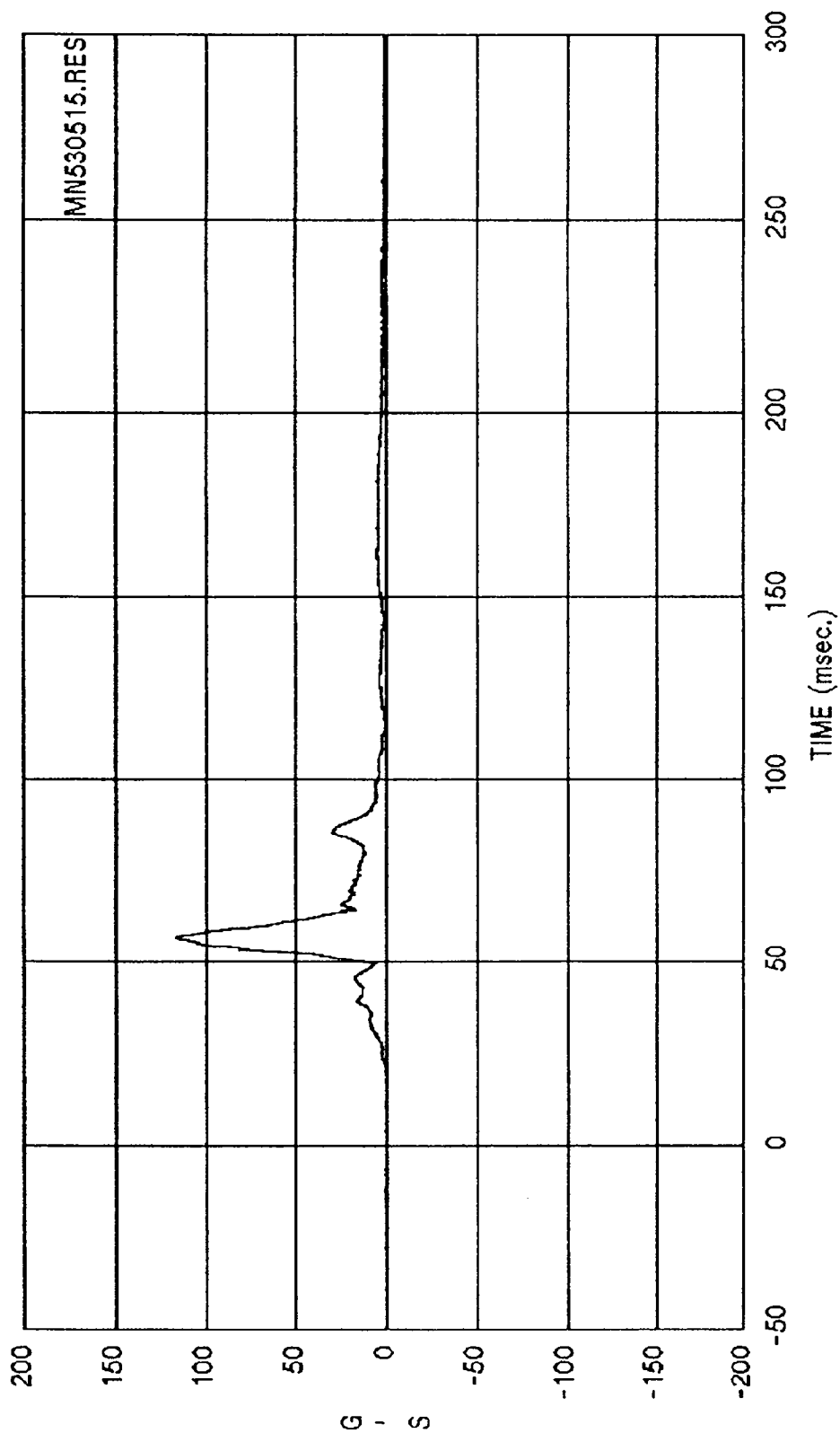


Curve: Passenger Head acceleration -- Y axis Filter: SAE CLASS 1000 Max = 115.76 Min = -11.85
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



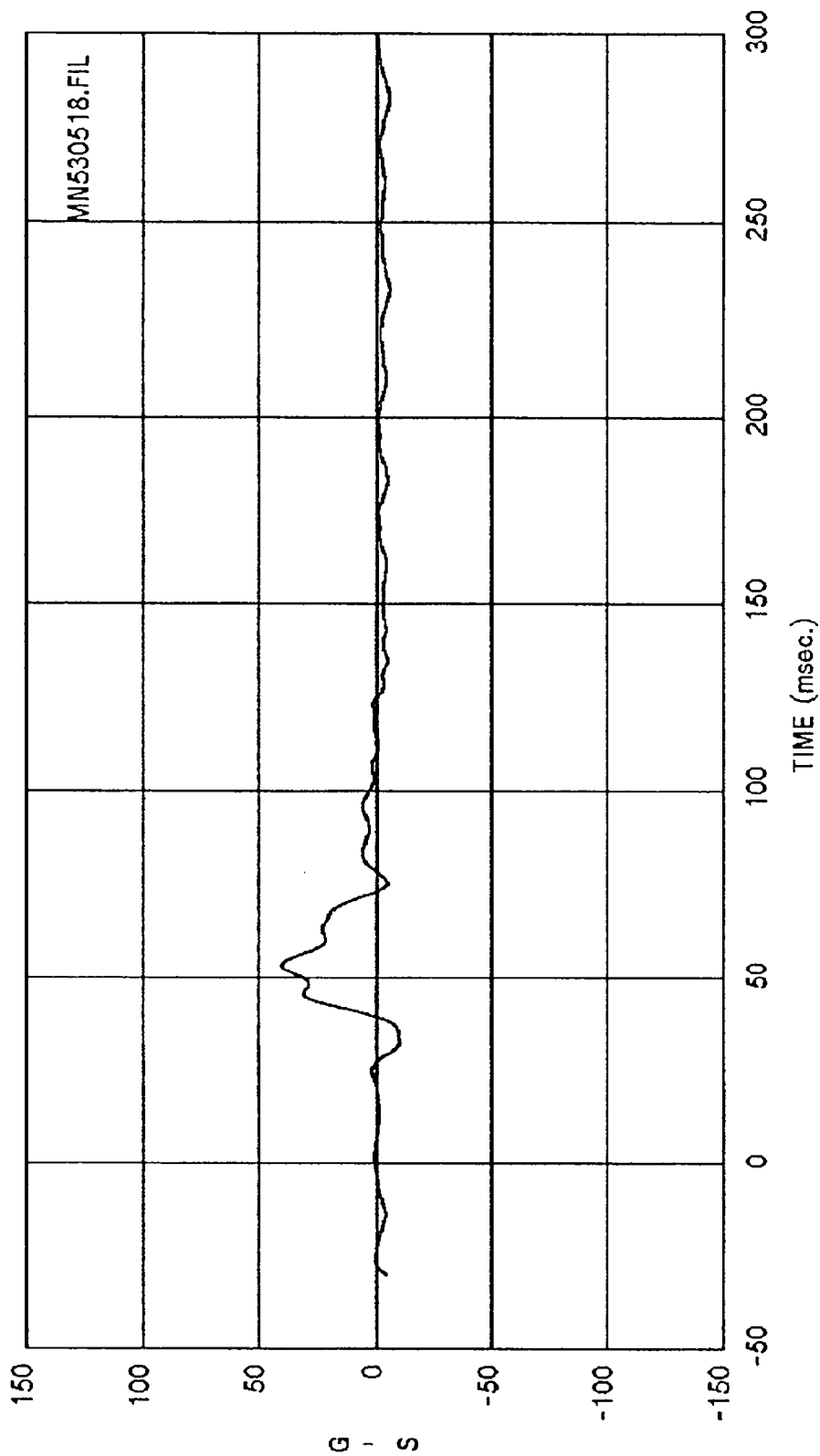
Curve: Passenger Head acceleration -- Z axis Filter: SAE CLASS 1000 Max = 33.691 Min = -14.87

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

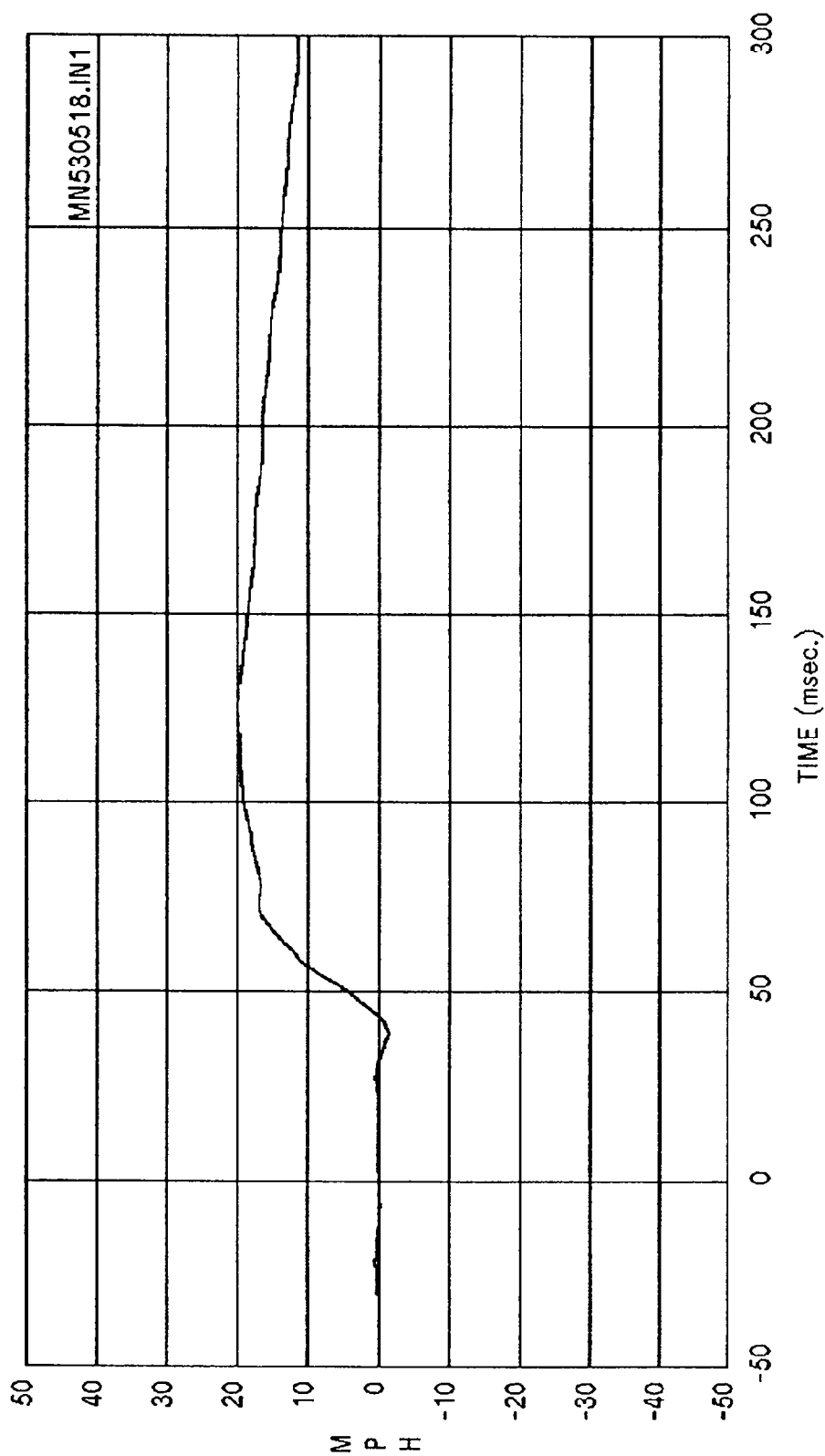


Curve: Passenger head resultant acceleration Filter: SAE CLASS 1000 Max = 117.17 Min = .00000

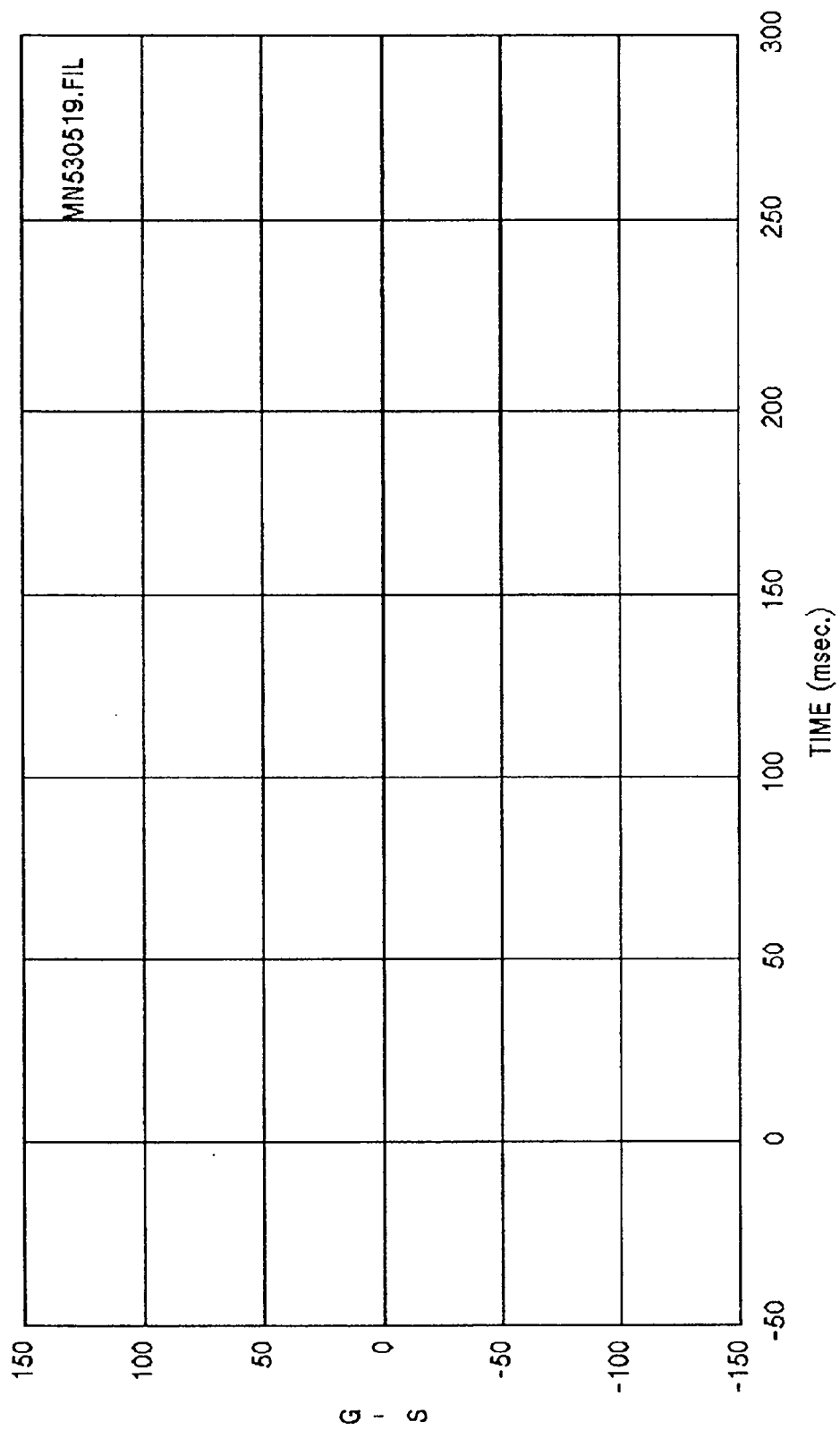
MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord



Curve: Passenger upper spine acceleration -- Primary Filter: FIR 100 Max = 40.611 Min = -9.8640
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

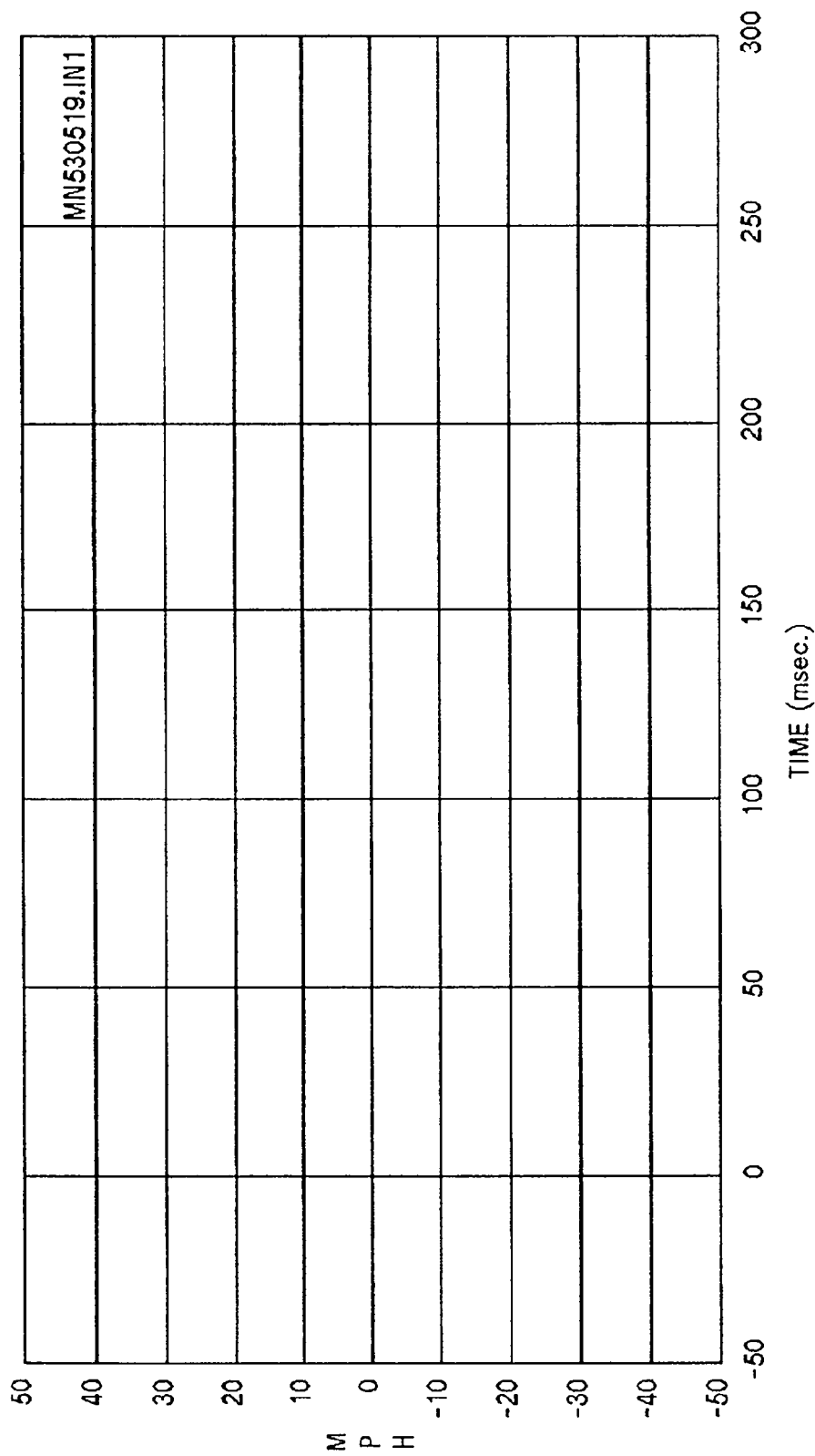


Curve: Passenger upper spine delta V -- Primary Filter: SAE CLASS 180 Max = 19.954 Min = -1.3386
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



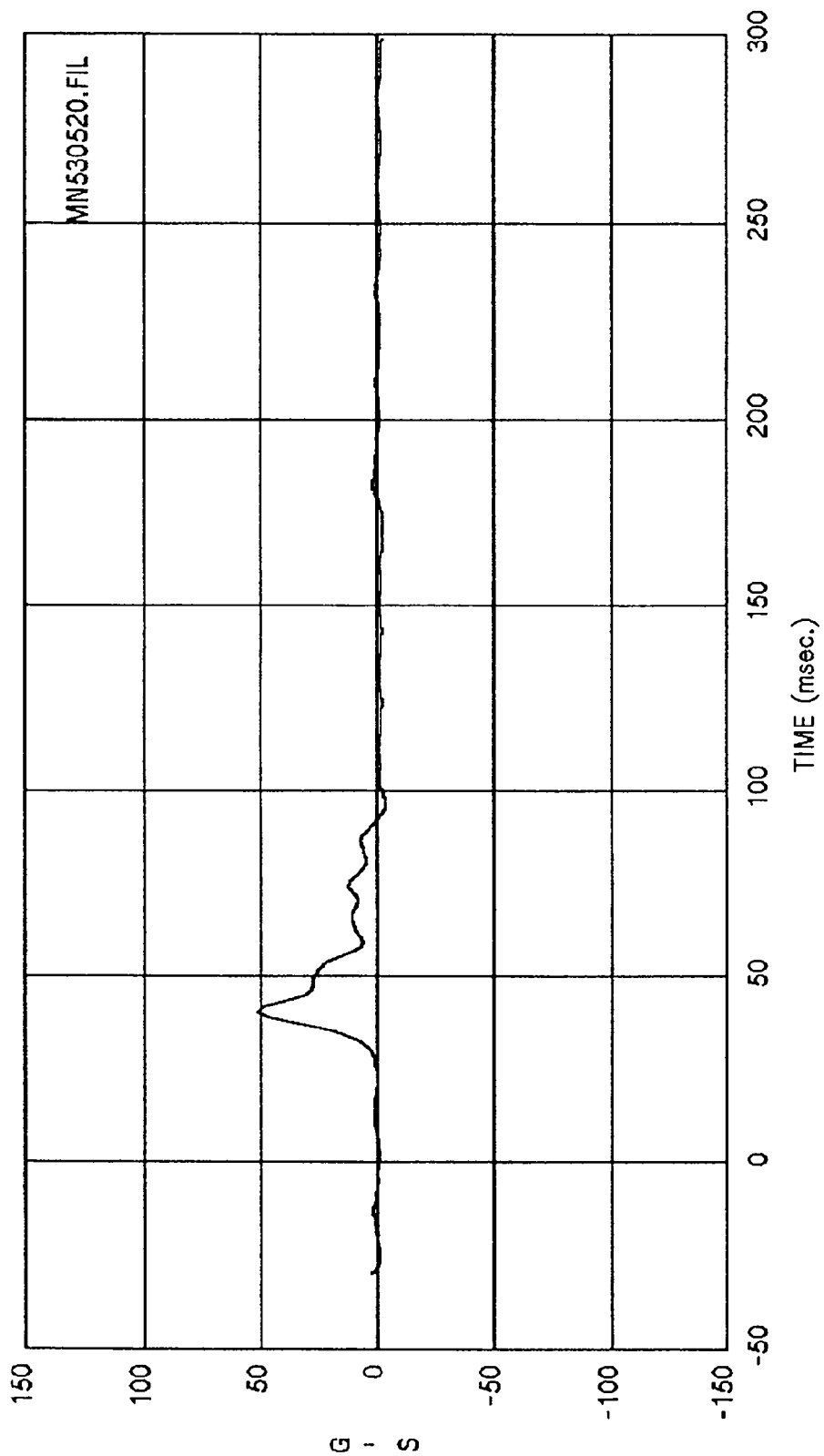
Curve: Passenger upper spine acceleration -- Redundant Filter: FIR 100 Max = .00000 Min = .00000

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



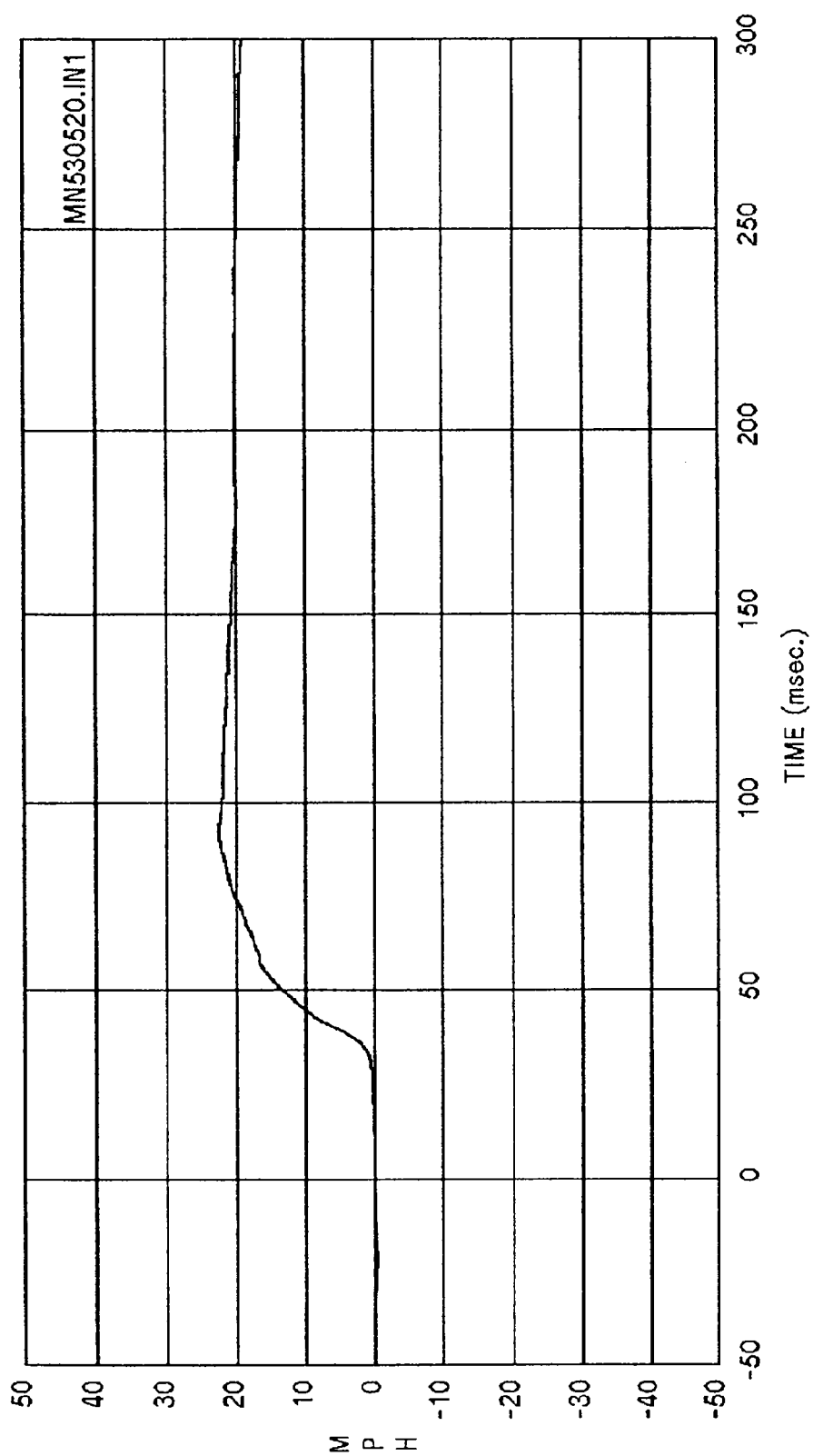
Curve: Passenger upper spine delta V -- Redundant Filter: SAE CLASS 180 Max = .00000 Min = .00000

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



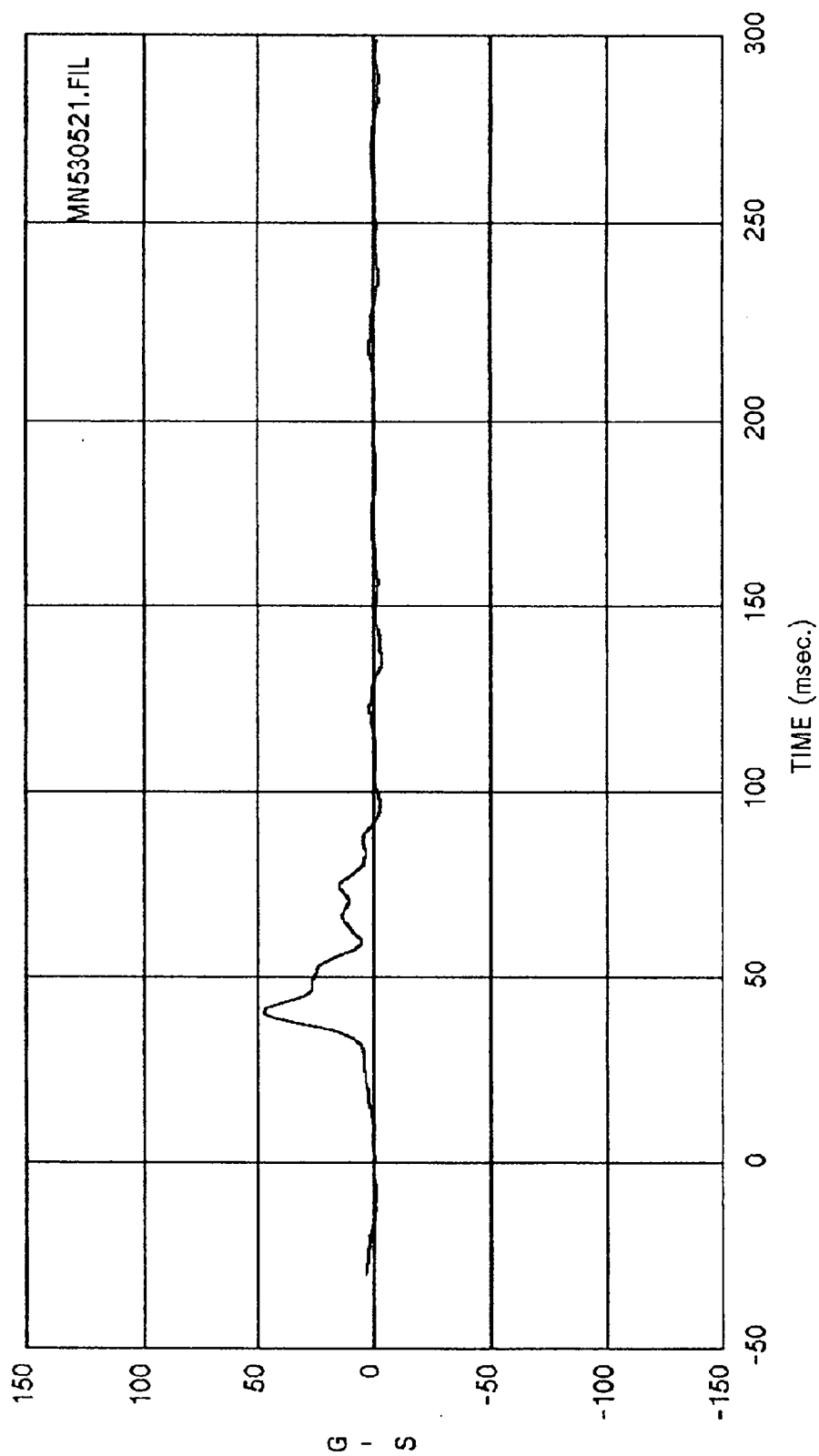
Curve: Passenger upper rib acceleration -- Primary Filter: FIR 100 Max = 50.821 Min = -3.8815

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



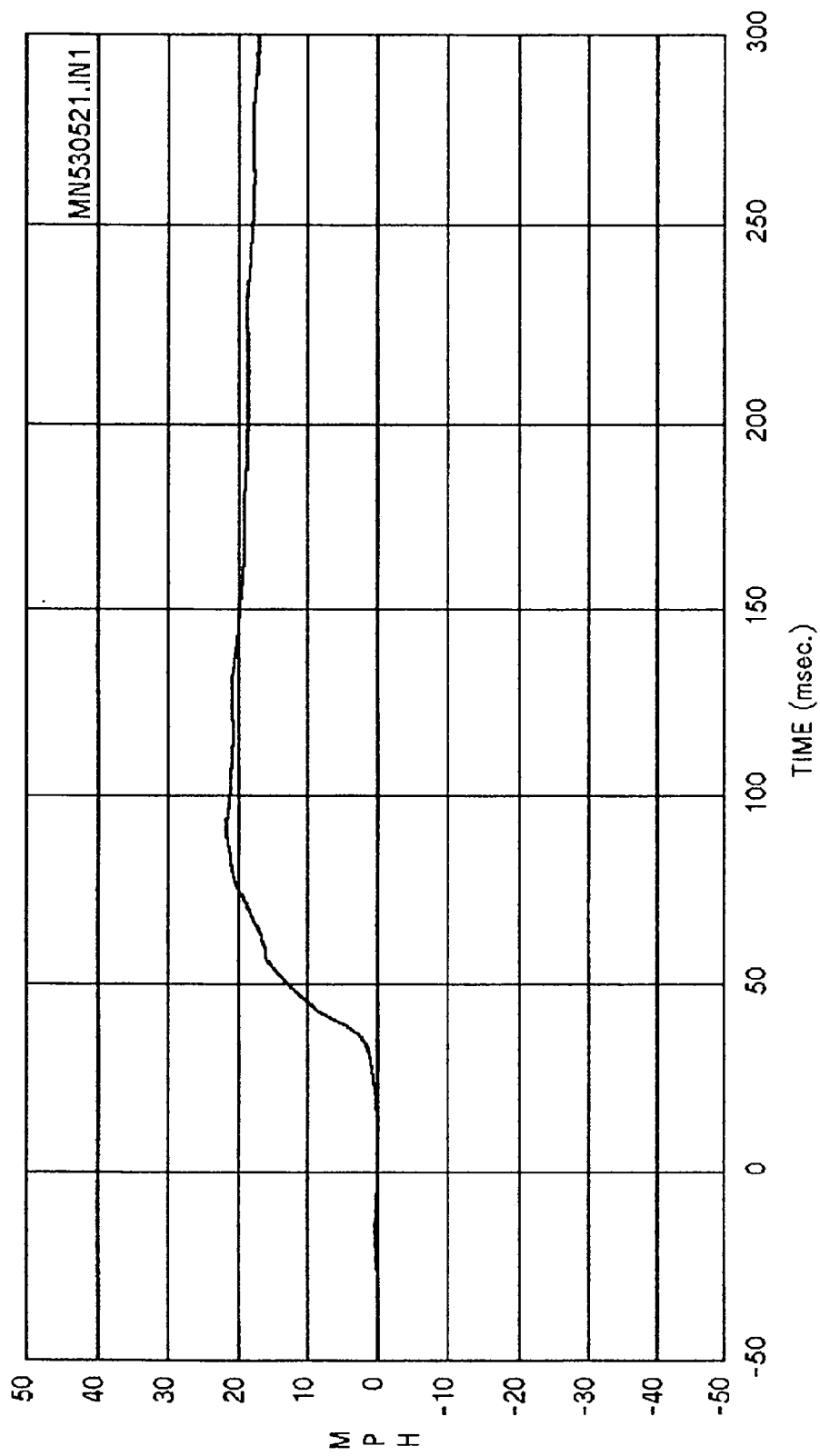
Curve: Passenger upper rib delta V -- Primary Filter: SAE CLASS 180 Max = 22.546 Min = -.53814E
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



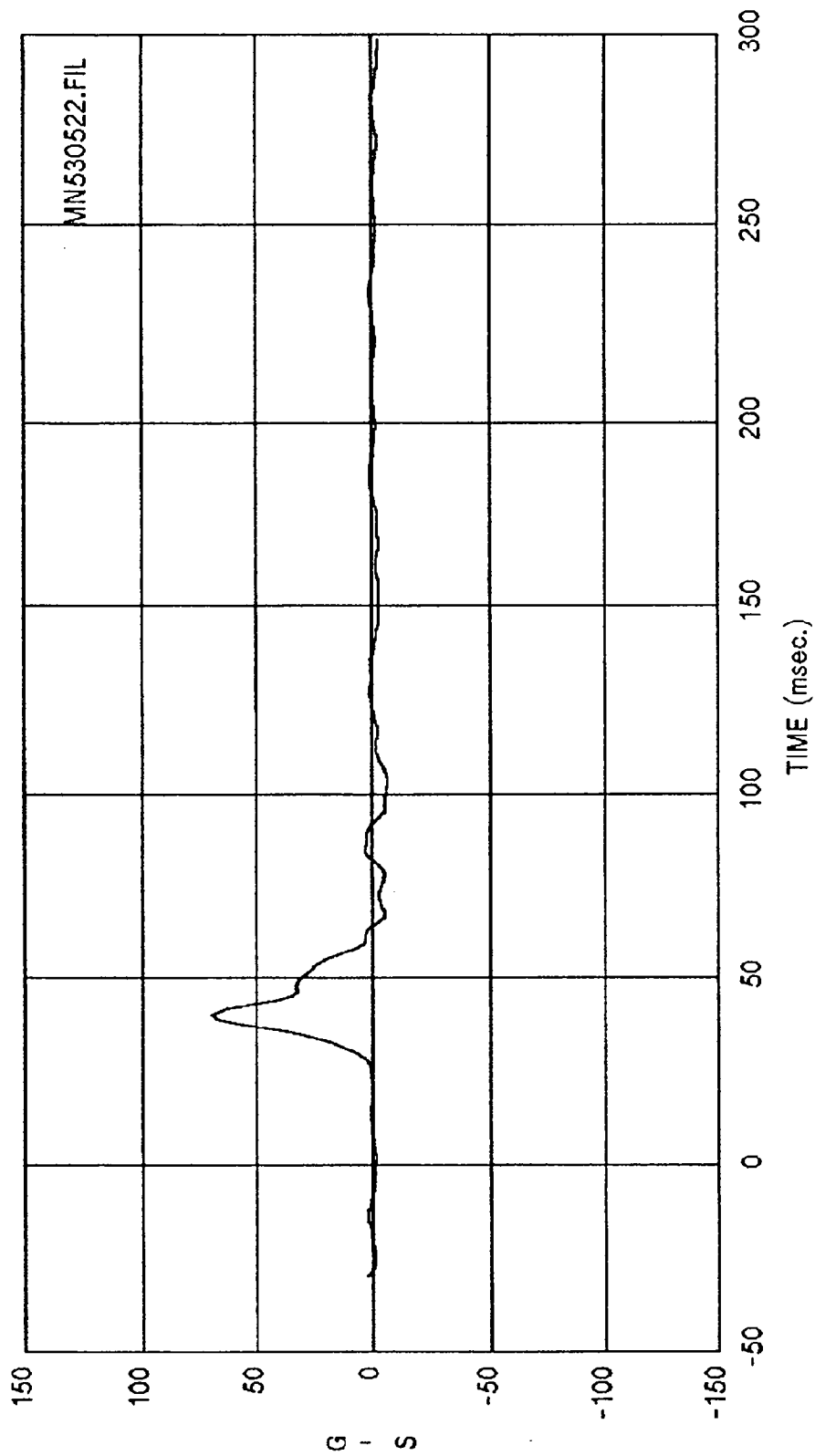
Curve: Passenger upper rib acceleration -- Redundant Filter: FIR 100 Max = 47.938 Min = -3.7124

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

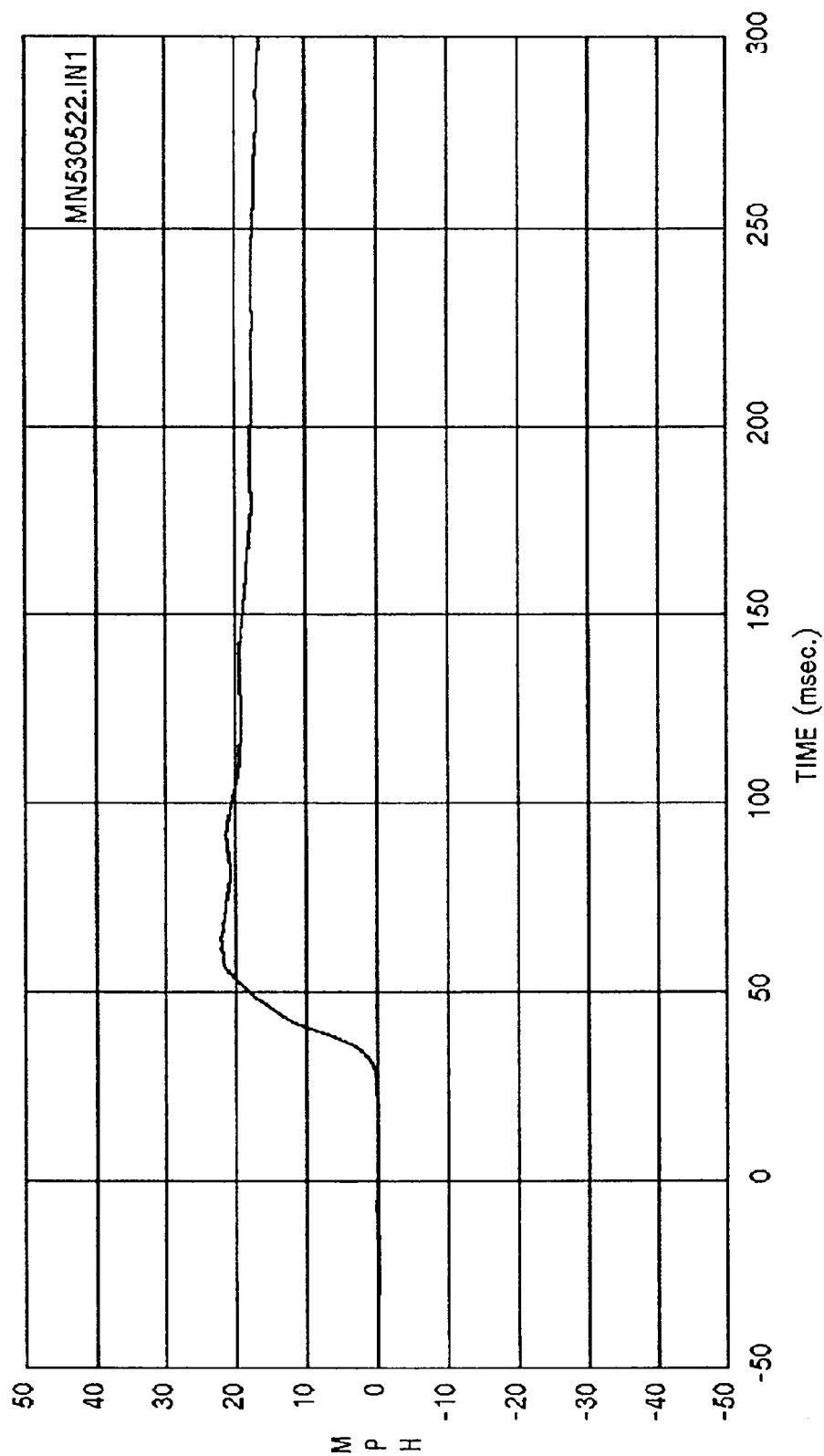


Curve: Passenger upper rib delta V -- Redundant Filter: SAE CLASS 180 Max = 21.745 Min = -.53513
01

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

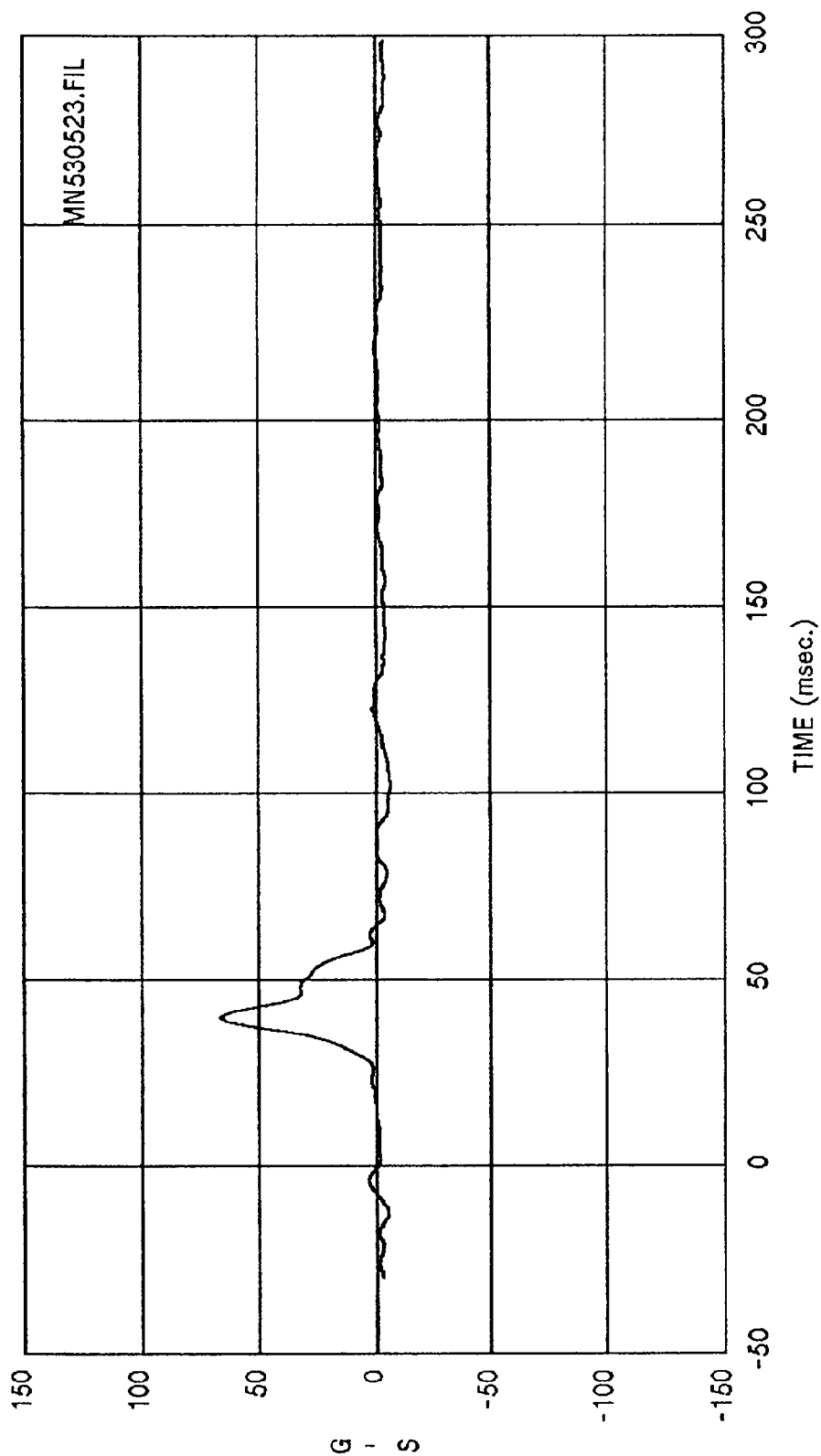


Curve: Passenger lower rib acceleration -- Primary Filter: FIR 100 Max = 70.152 Min = -6.5432
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

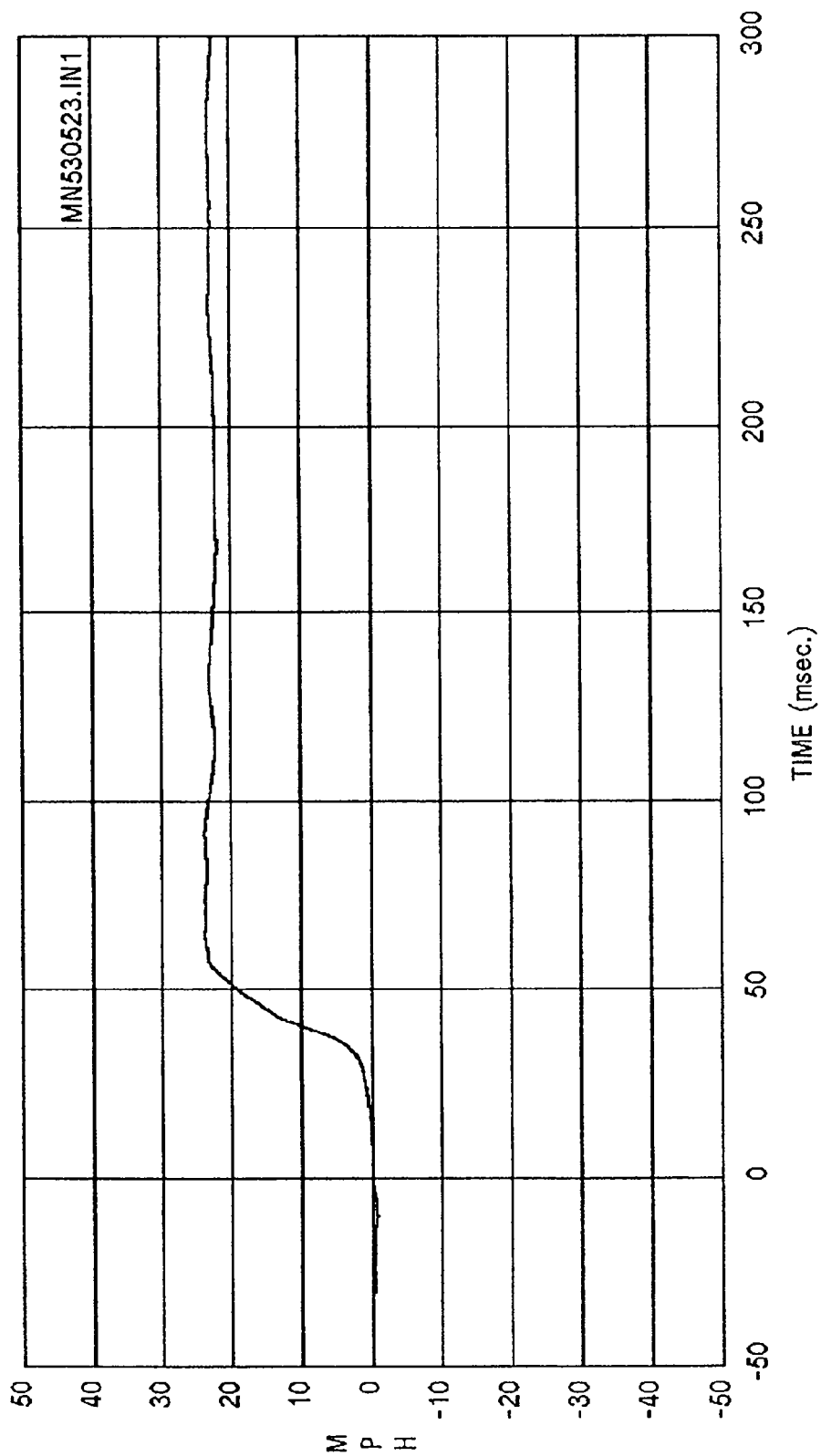


Curve: Passenger lower rib delta V -- Primary Filter: SAE CLASS 180 Max = 22.072 Min = -.11057

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

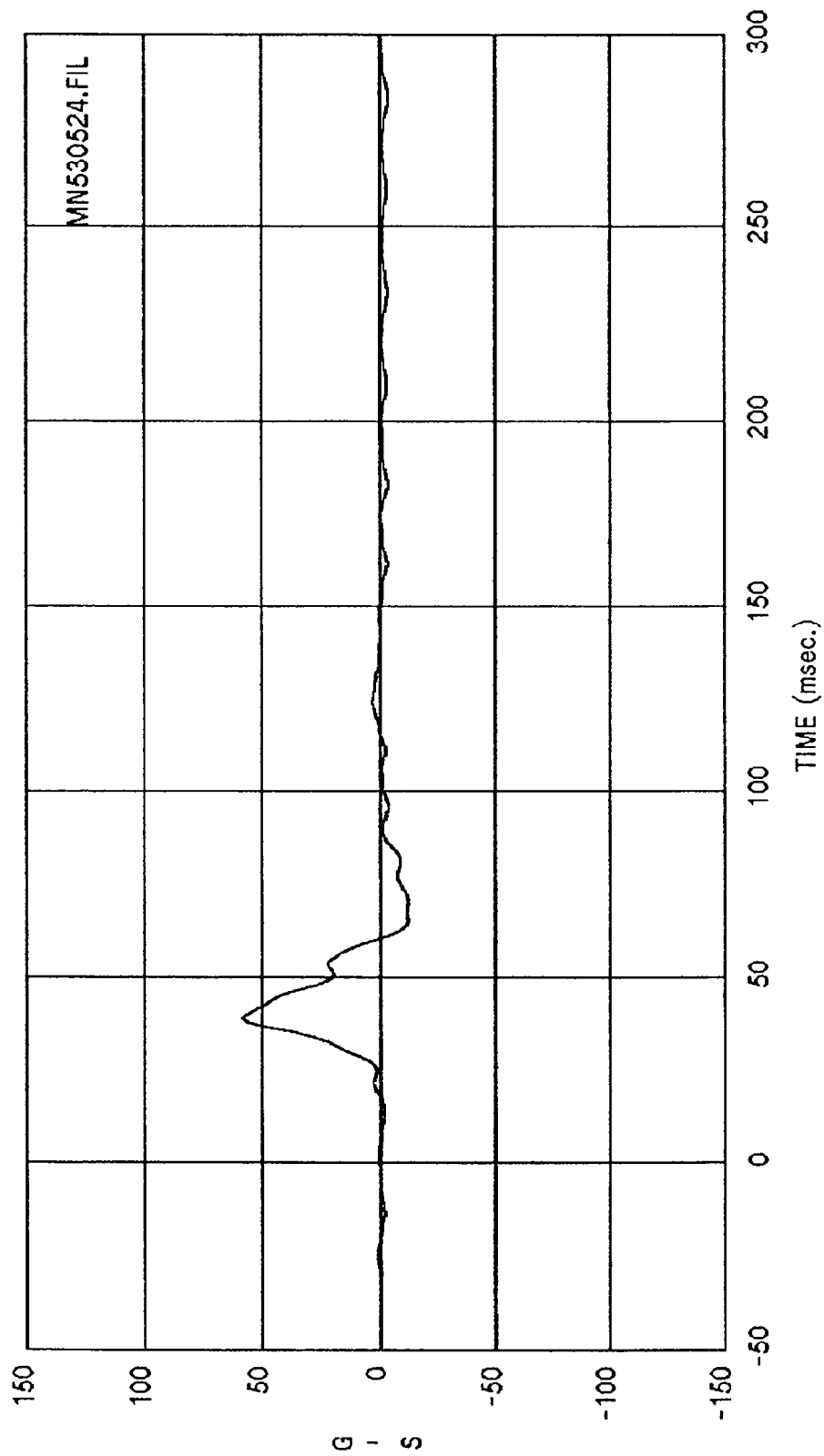


Curve: Passenger lower rib acceleration -- Redundant Filter: FIR 100 Max = 66.863 Min = -6.4842
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

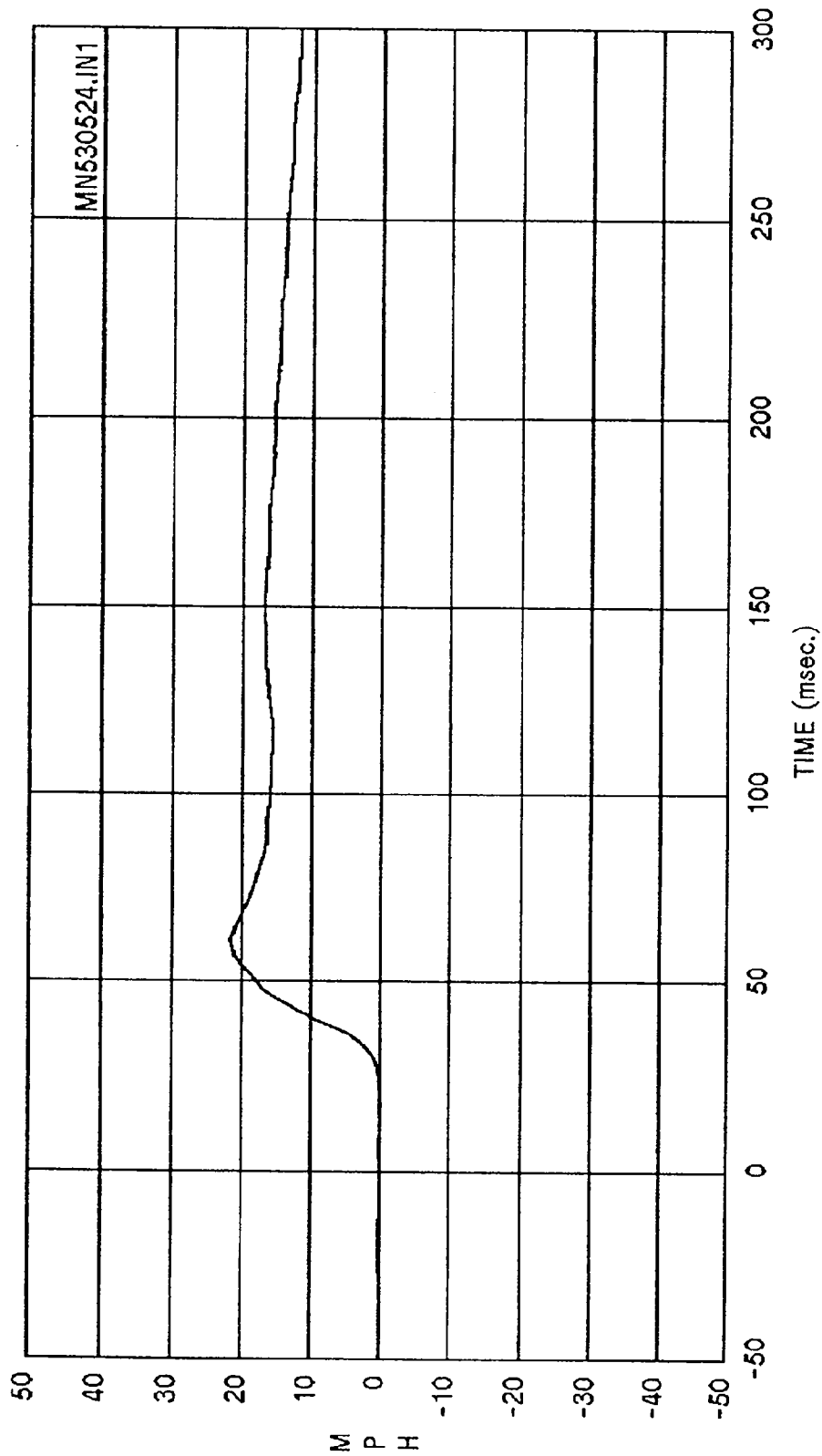


Curve: Passenger lower rib delta V -- Redundant Filter: SAE CLASS 180 Max = 23.871 Min = -.22491
01

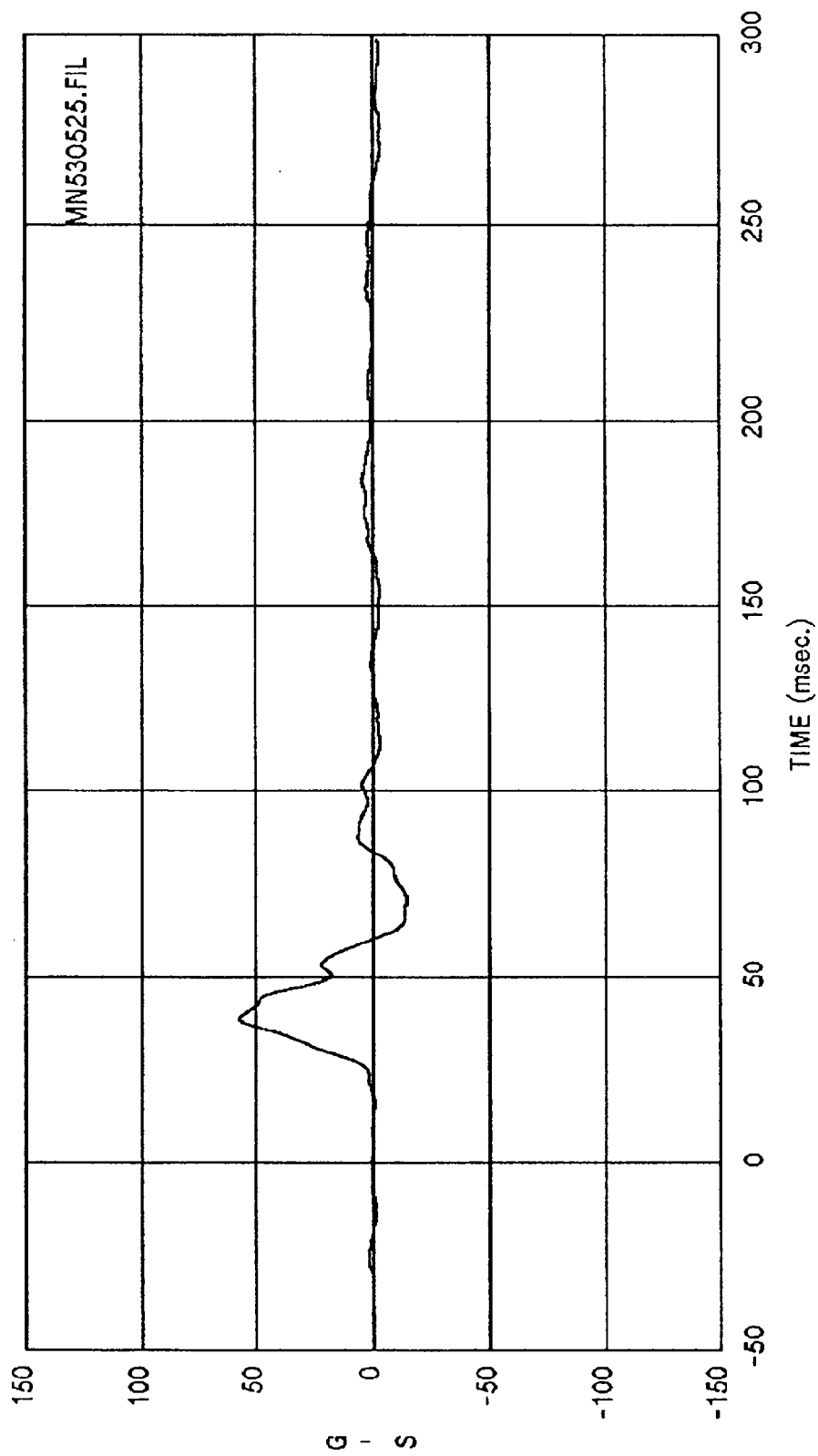
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



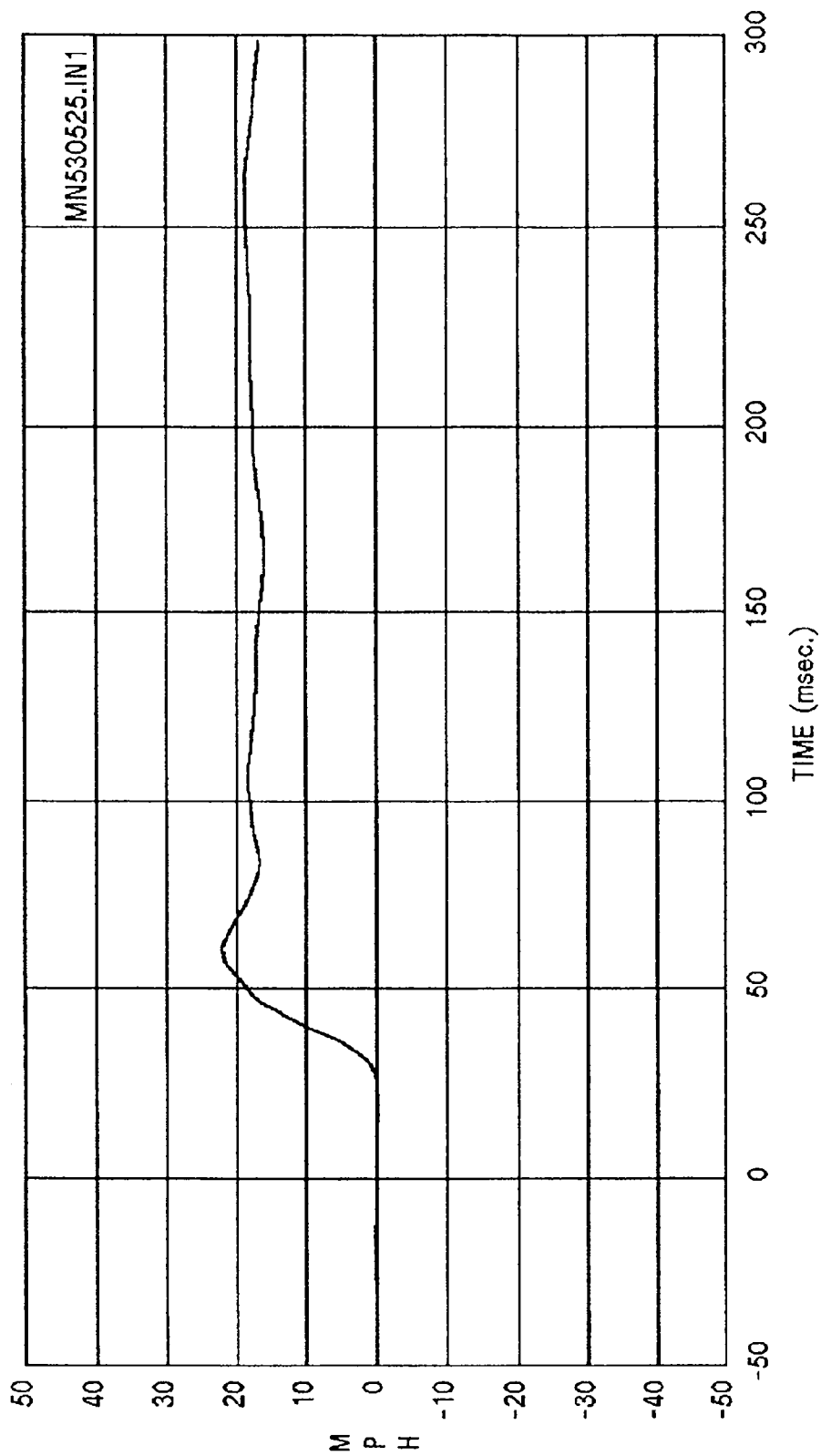
Curve: Passenger lower spine acceleration -- Primary Filter: FIR 100 Max = 58.359 Min = -12.605
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Passenger lower spine delta V -- Primary Filter: SAE CLASS 180 Max = 21.654 Min = -.12696
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

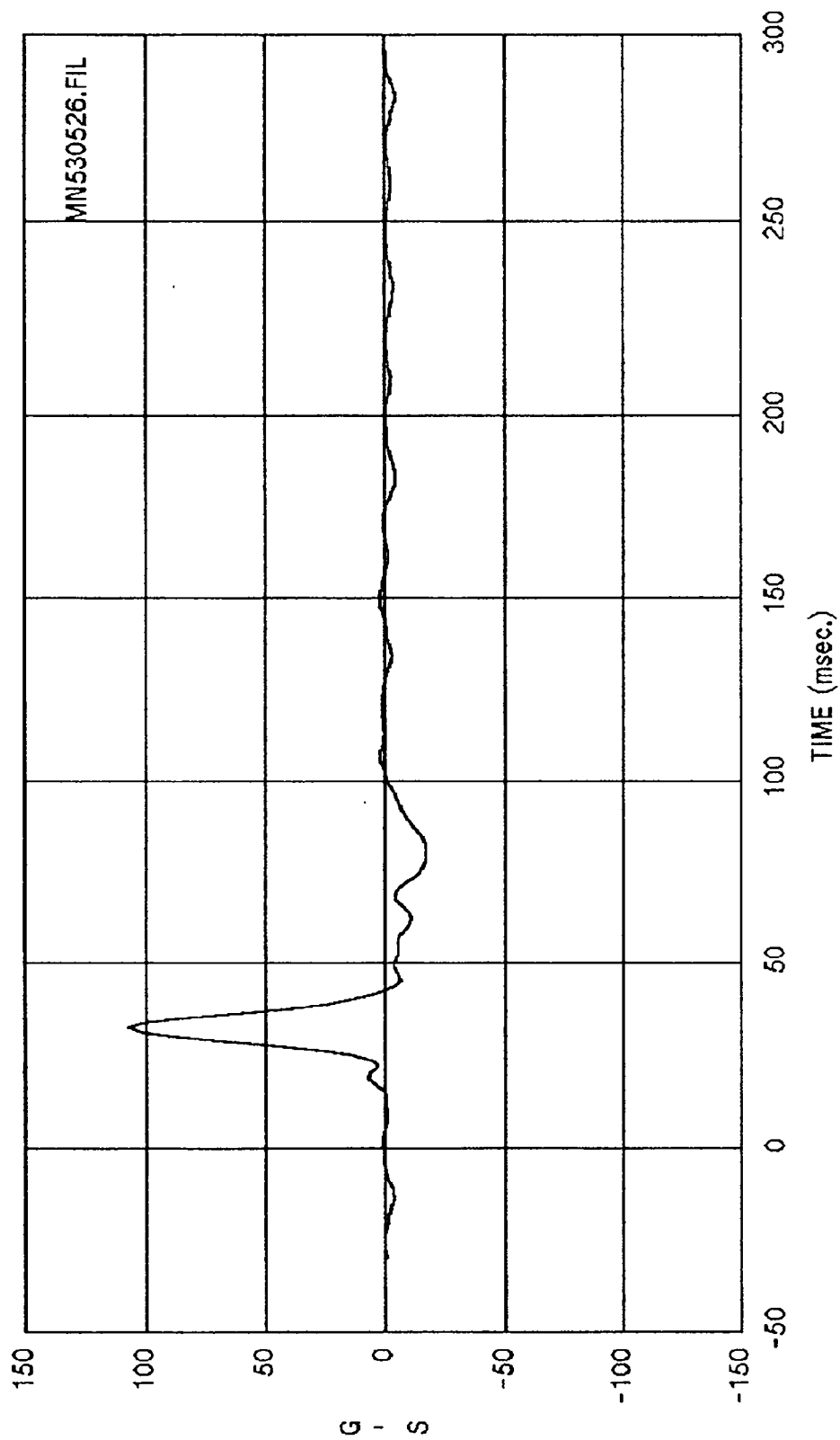


Curve: Passenger lower spine acceleration -- Redundant Filter: FIR 100 Max = 57.615 Min = -14.118
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

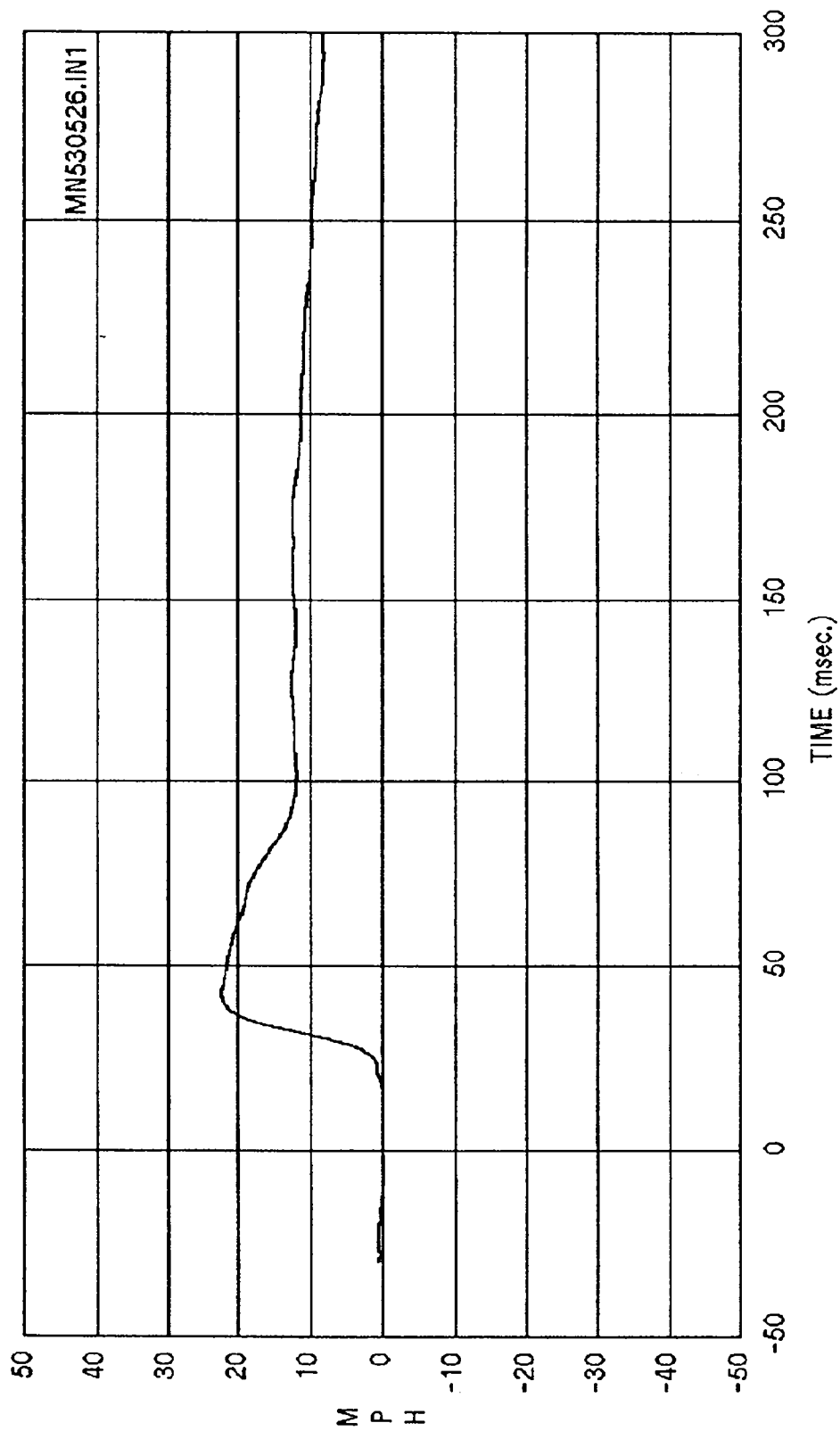


Curve: Passenger lower spine delta V -- Redundant Filter: SAE CLASS 180 Max = 22.121 Min = -.185;

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

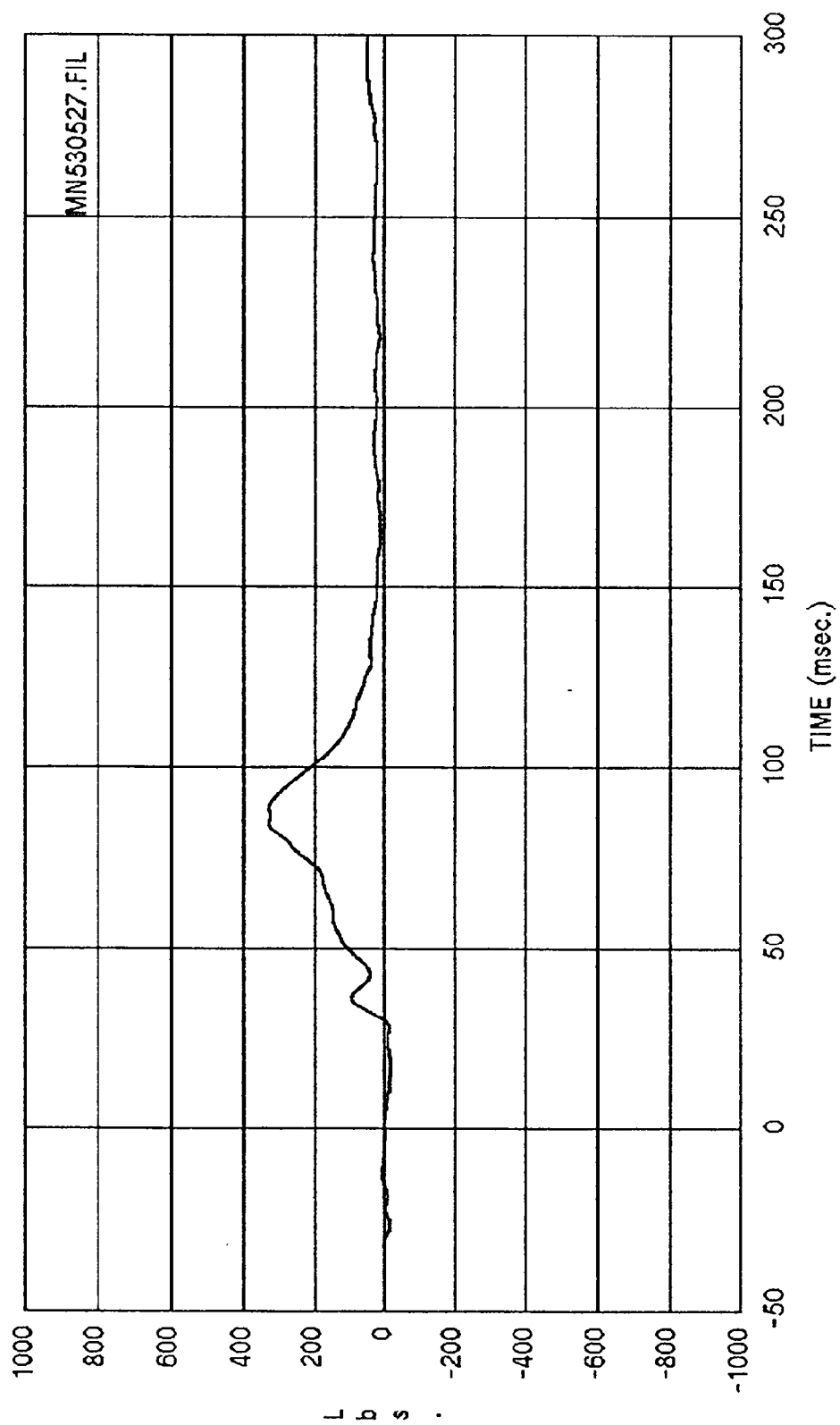


Curve: Passenger pelvis acceleration Filter: FIR 100 Max = 107.86 Min = -16.671
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



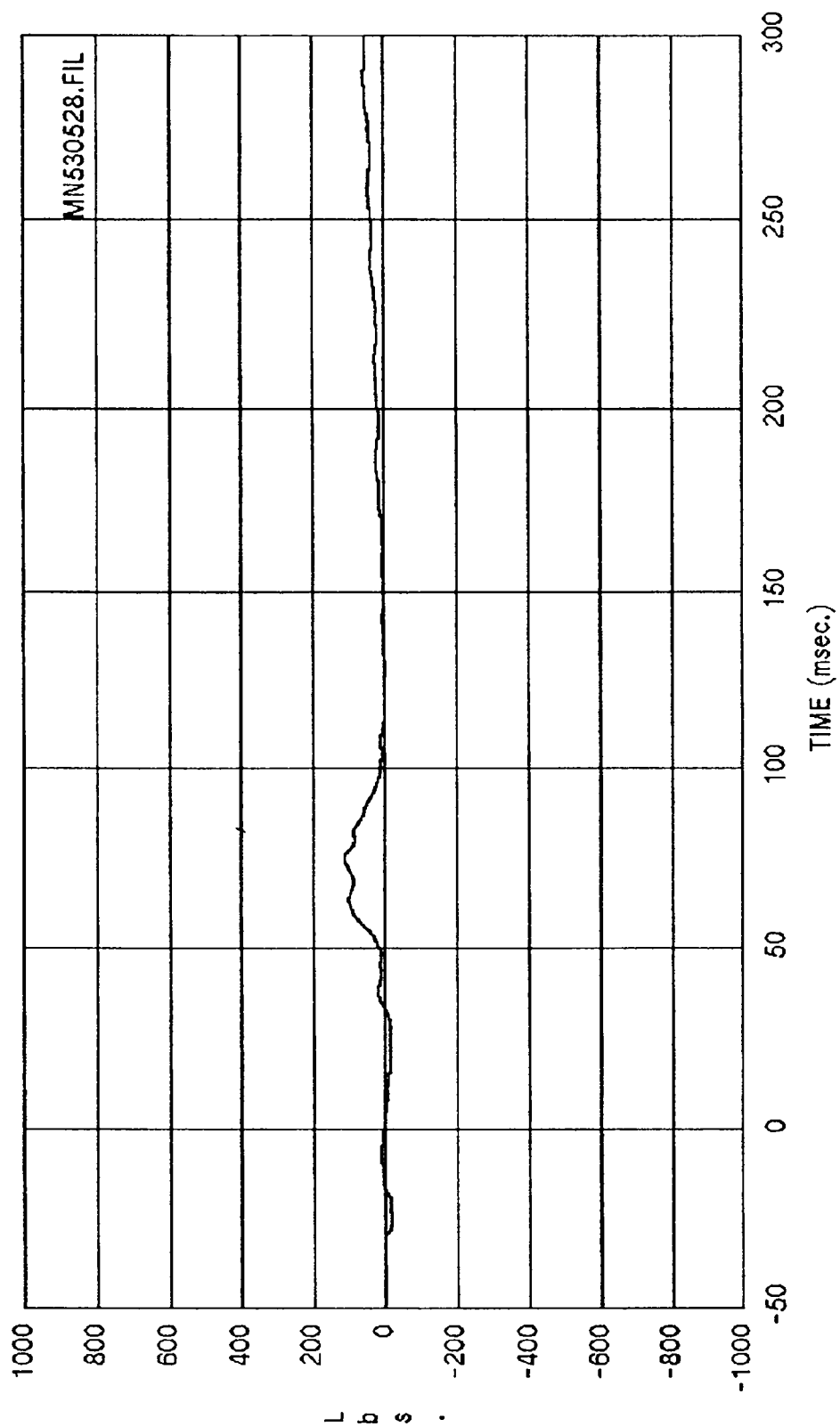
Curve: Passenger pelvis delta V Filter: SAE CLASS 180 Max = 22.554 Min = .33511E-C

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Passenger lap belt load Filter: SAE CLASS 60 Max = 330.59 Min = -16.105

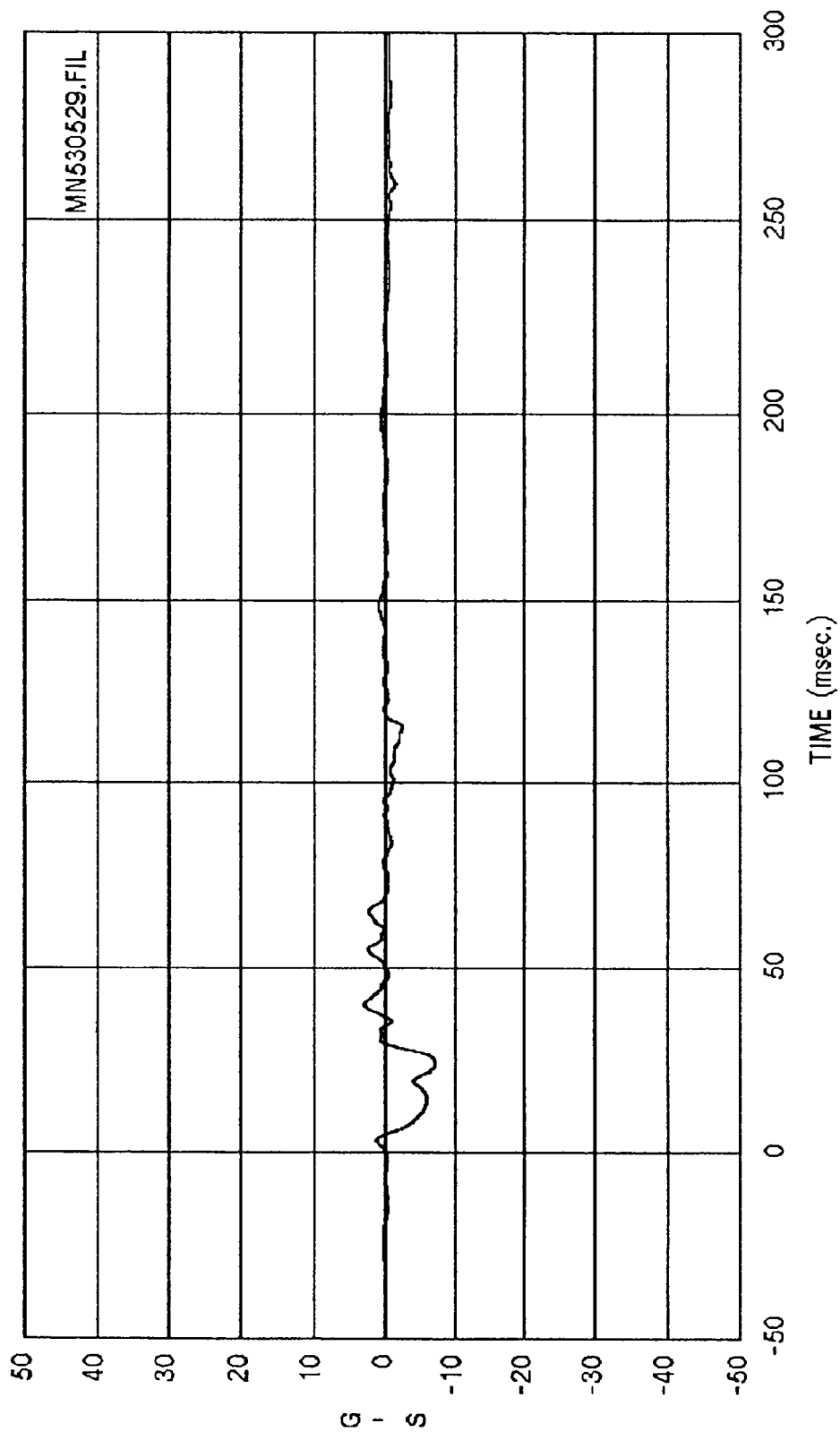
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Passenger shoulder belt load Filter: SAE CLASS 60 Max = 113.02 Min = -15.283

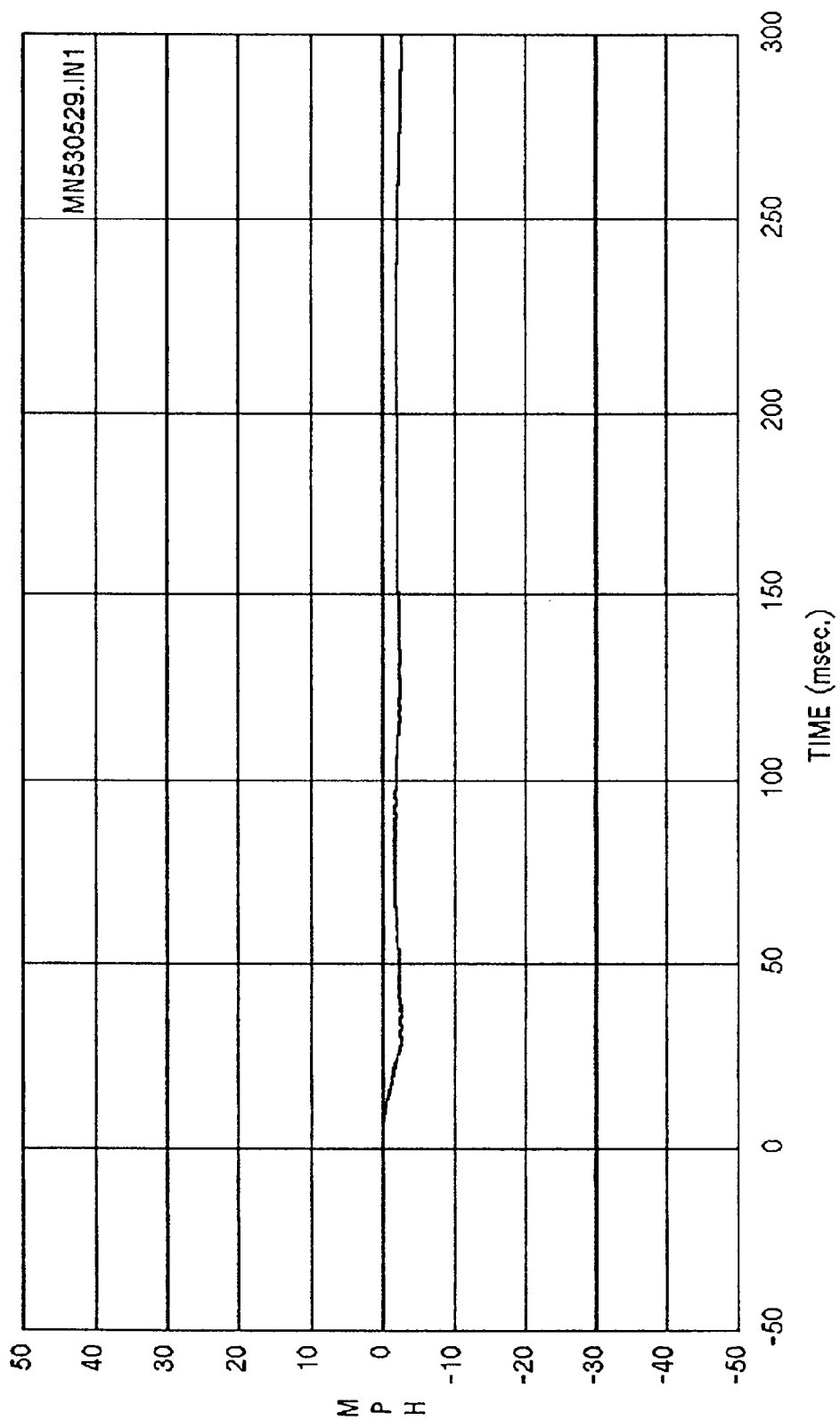
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

VEHICLE ACCELEROMETER DATA



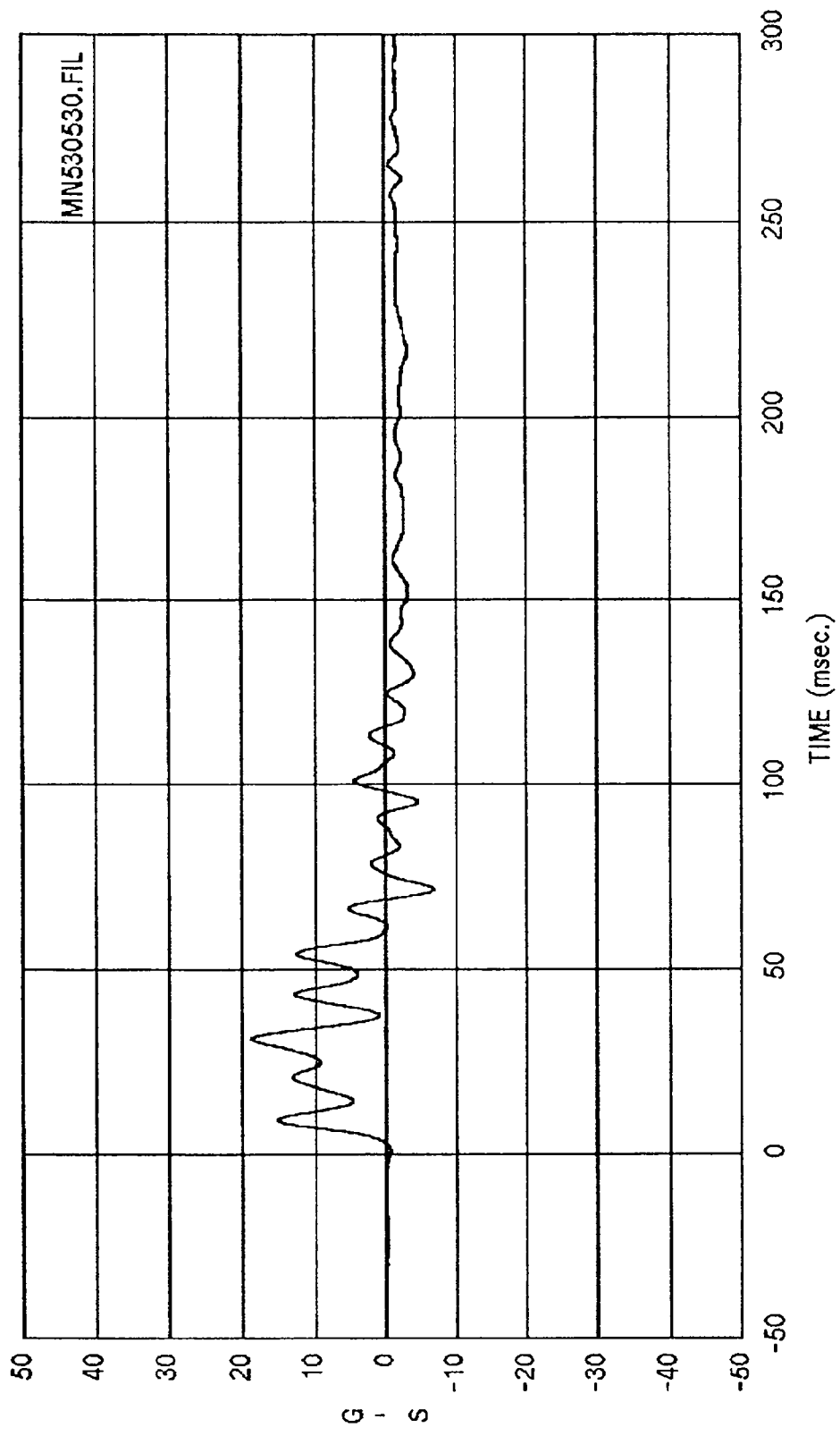
Curve: Front seat right sill acceleration -- X axis Filter: SAE CLASS 60 Max = 3.0092 Min = -7.2933

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



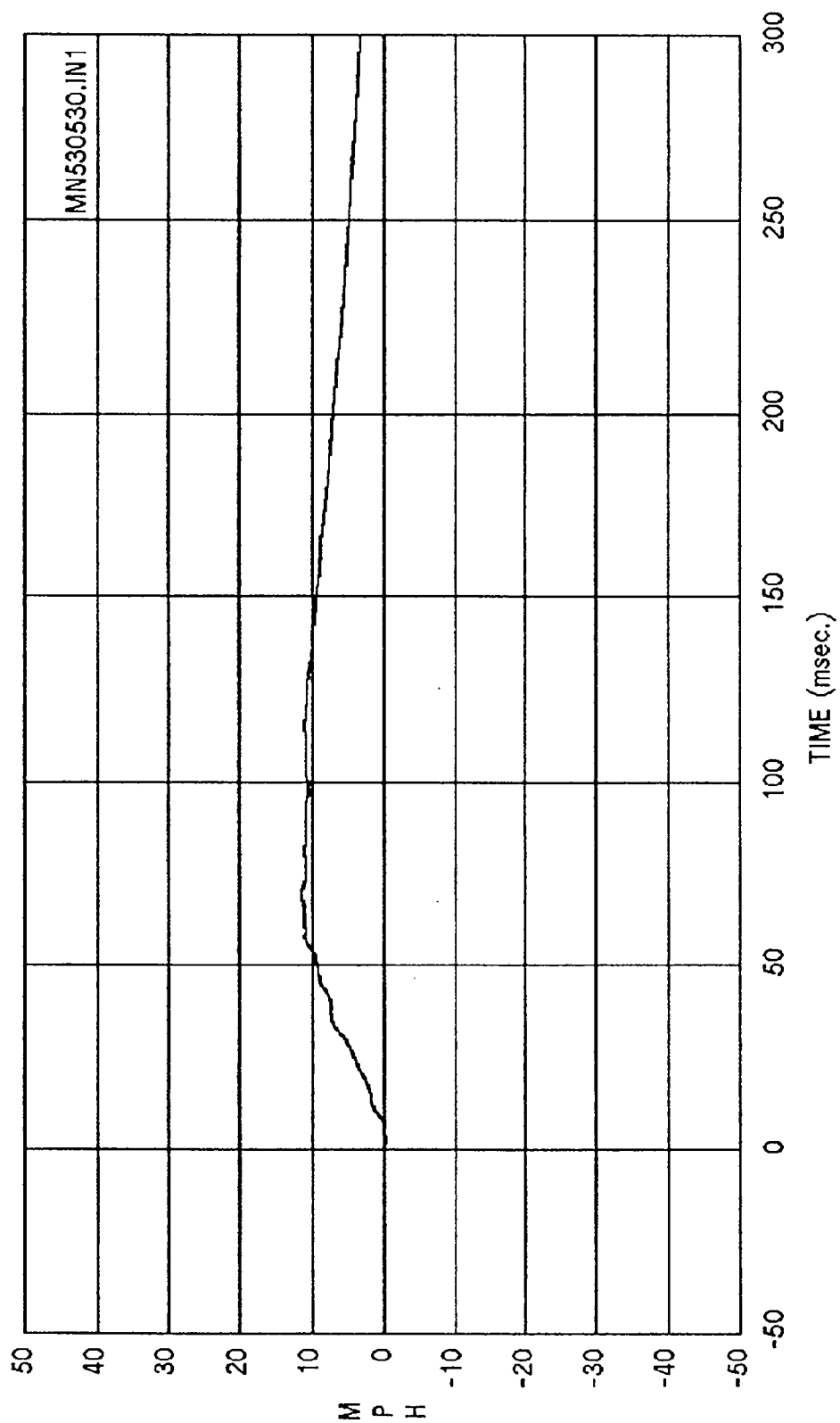
Curve: Front seat right sill delta V -- X axis Filter: SAE CLASS 180 Max = .12708 Min = -2.5646

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



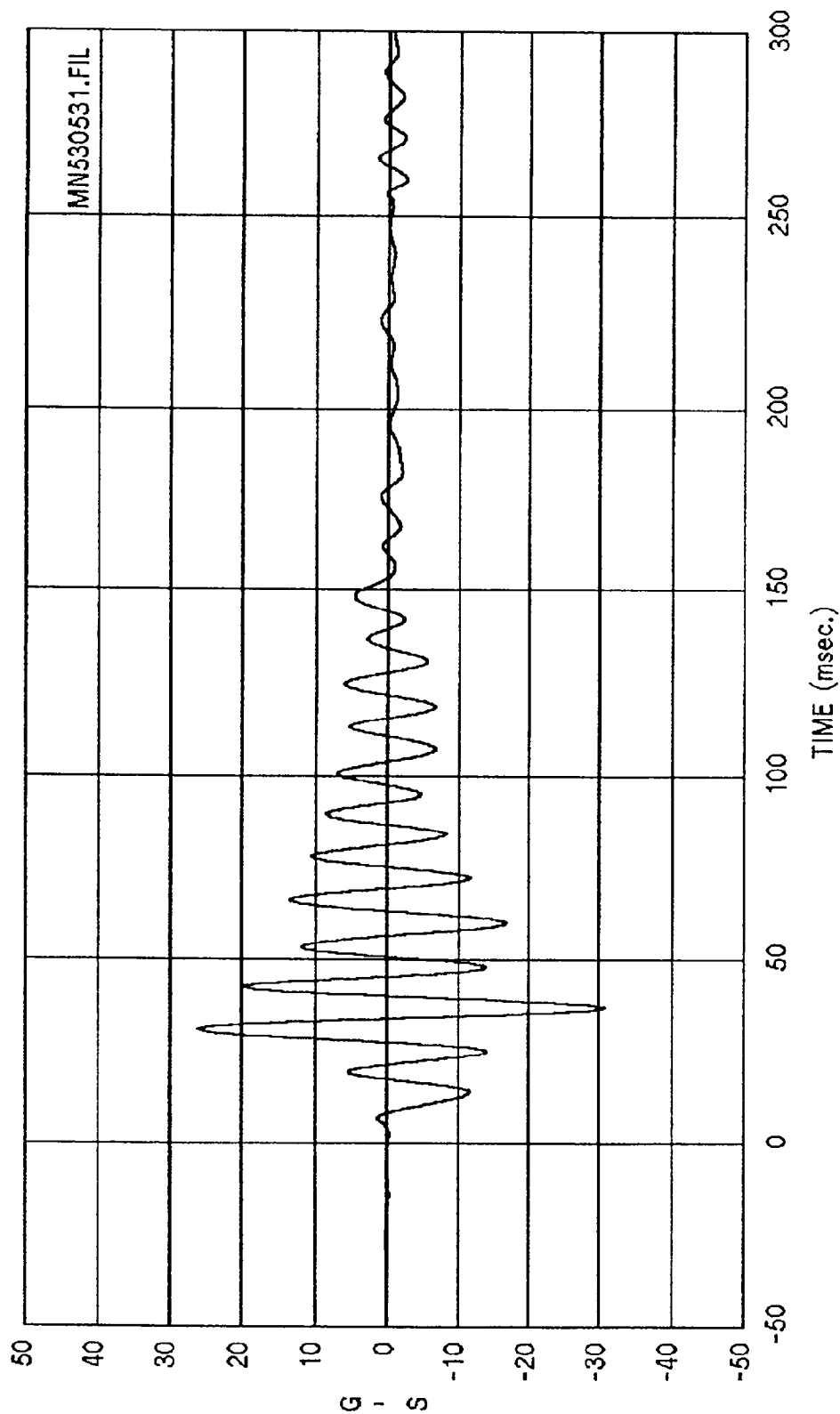
Curve: Front seat right slll acceleration -- Y axis Filter: SAE CLASS 60 Max = 18.985 Min = -6.7867

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



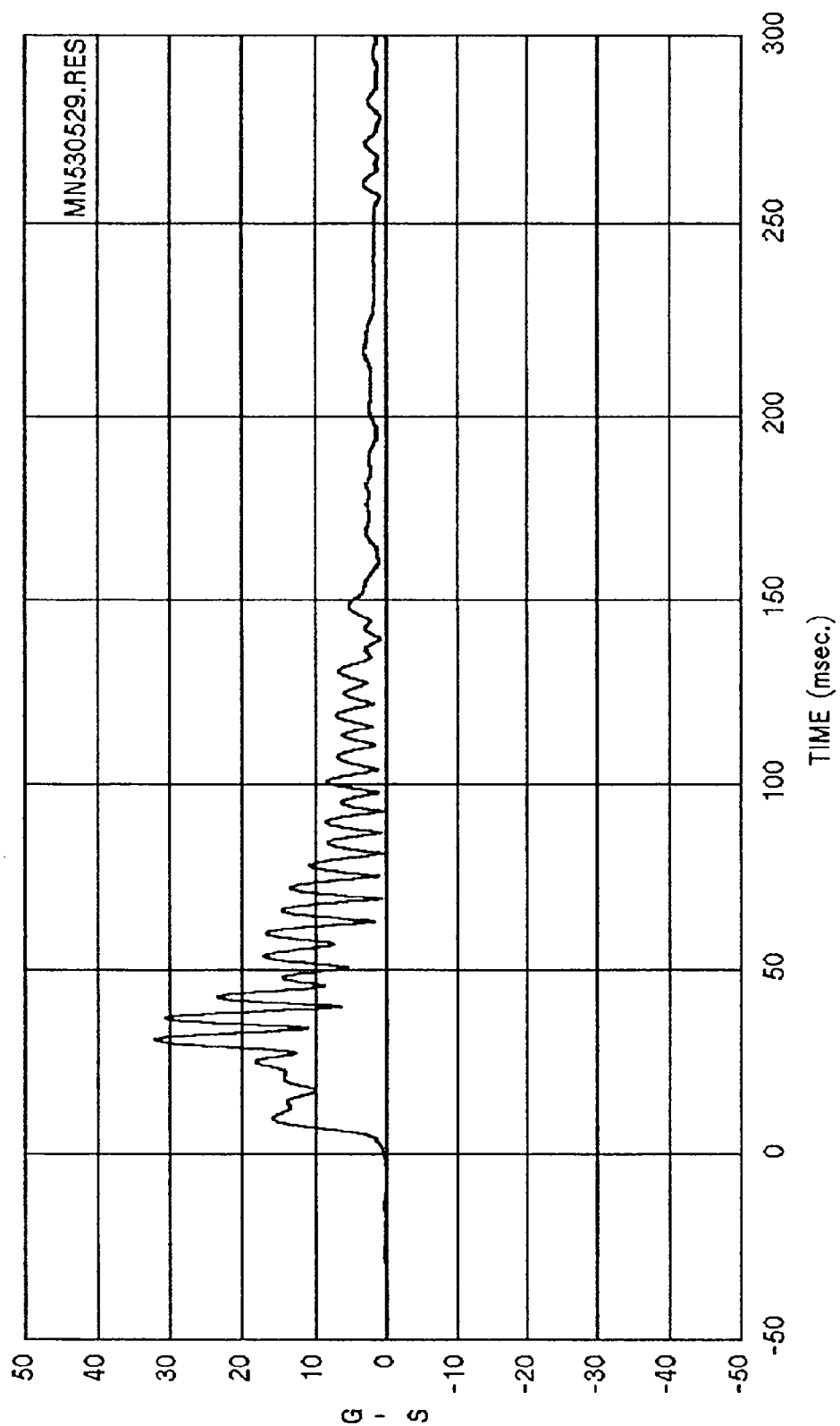
Curve: Front seat right sill delta V -- Y axis Filter: SAE CLASS 180 Max = 11.552 Min = -.37087E-0

MSE Date: 07/21/92 Program: Slide Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



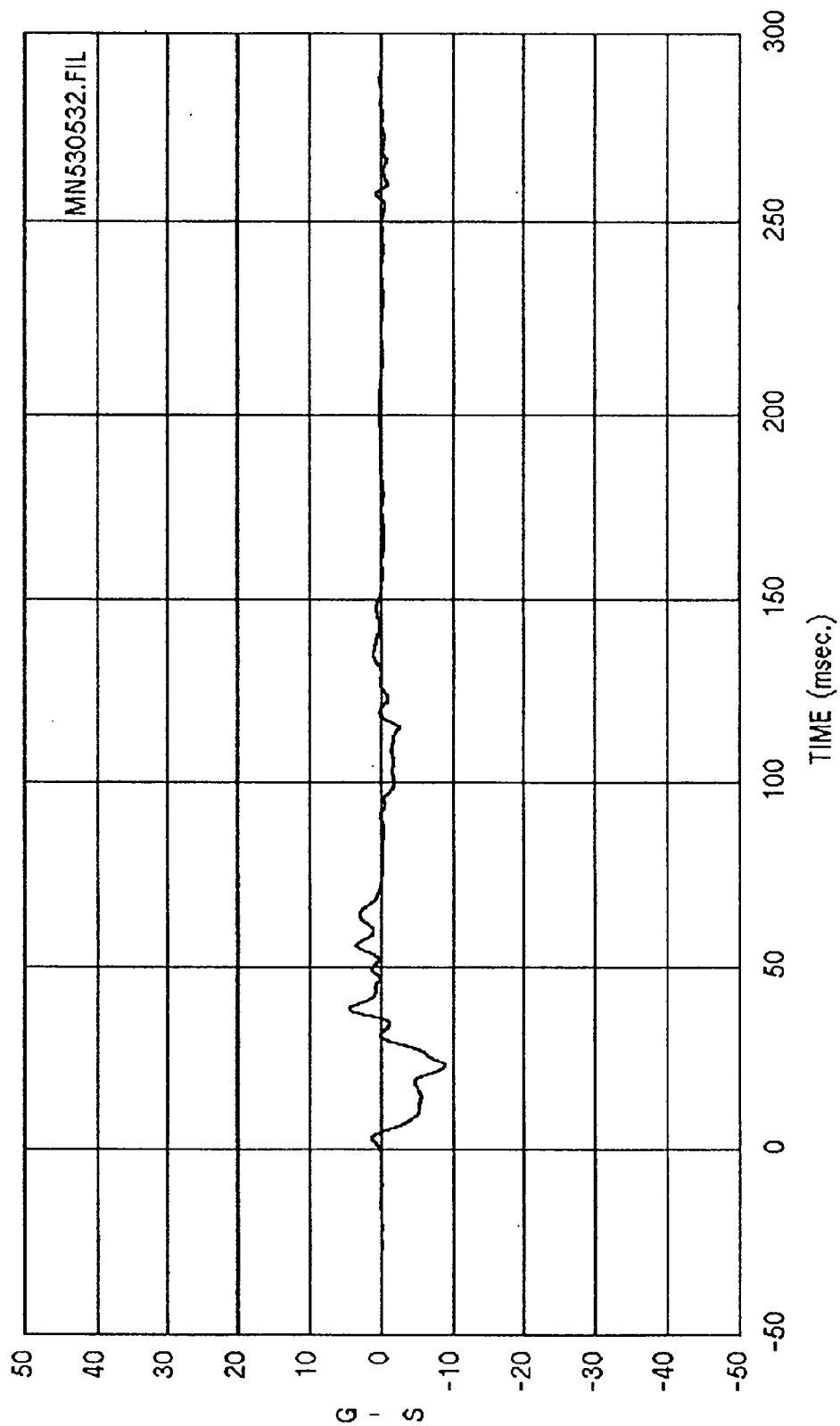
Curve: Front seat right slll acceleration -- Z axis Filter: SAE CLASS 60 Max = 26.005 Min = -30.587

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



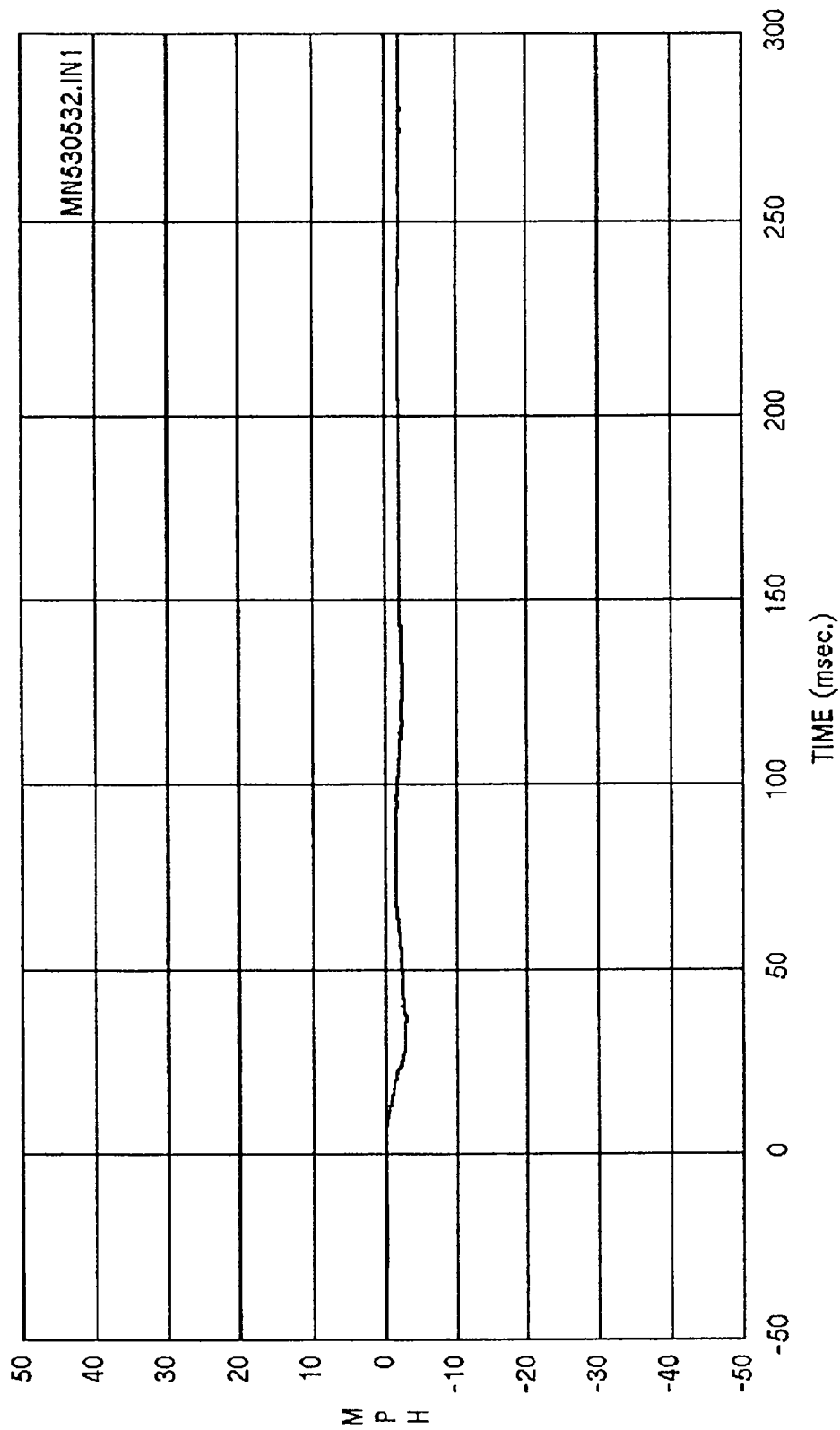
Curve: Front seat right slll resultant acceleration Filter: SAE CLASS 60 Max = 32.141 Min = .35788

MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord



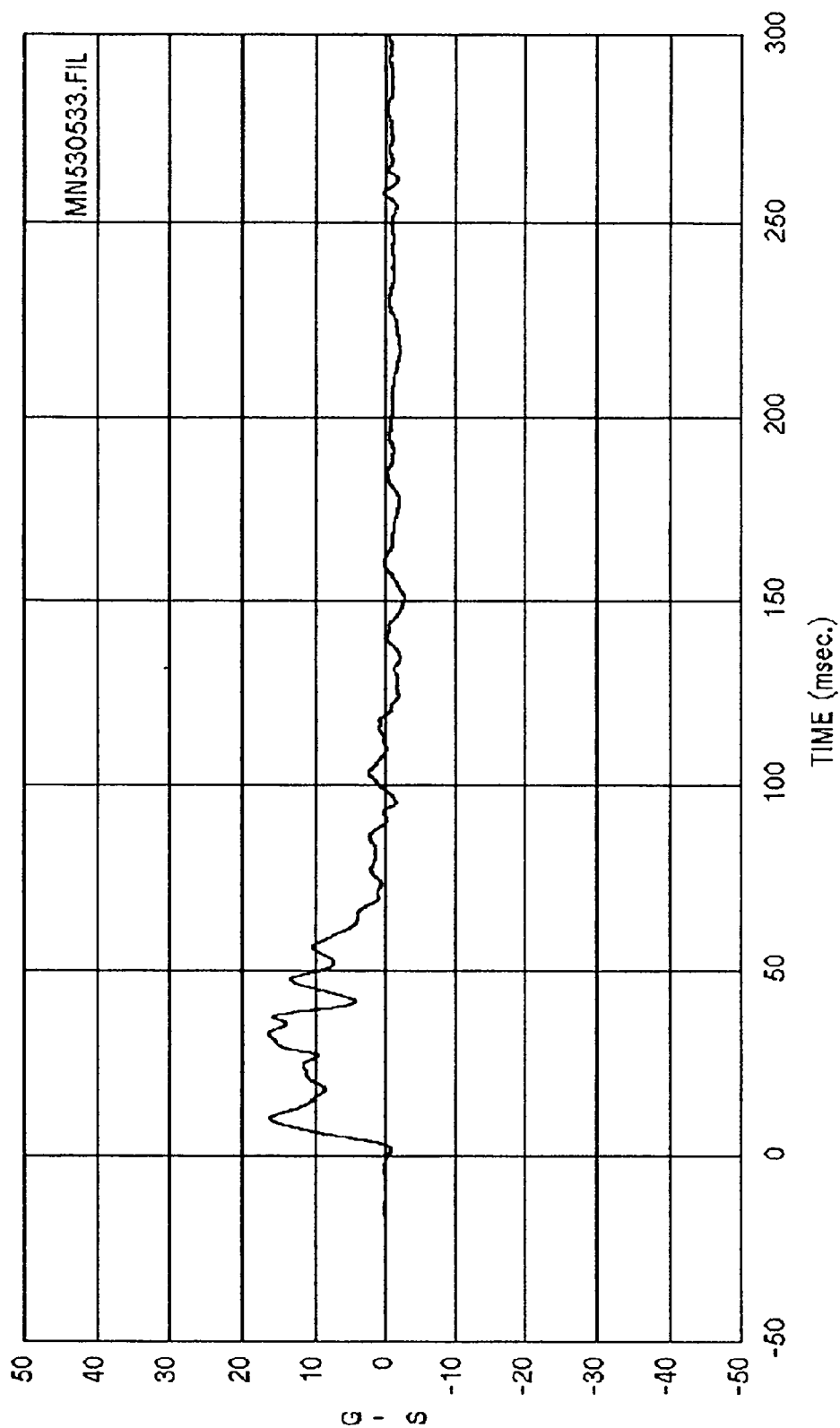
Curve: Rear seat right sill acceleration -- X axis Filter: SAE CLASS 60 Max = 4.5873 Min = -9.0049

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



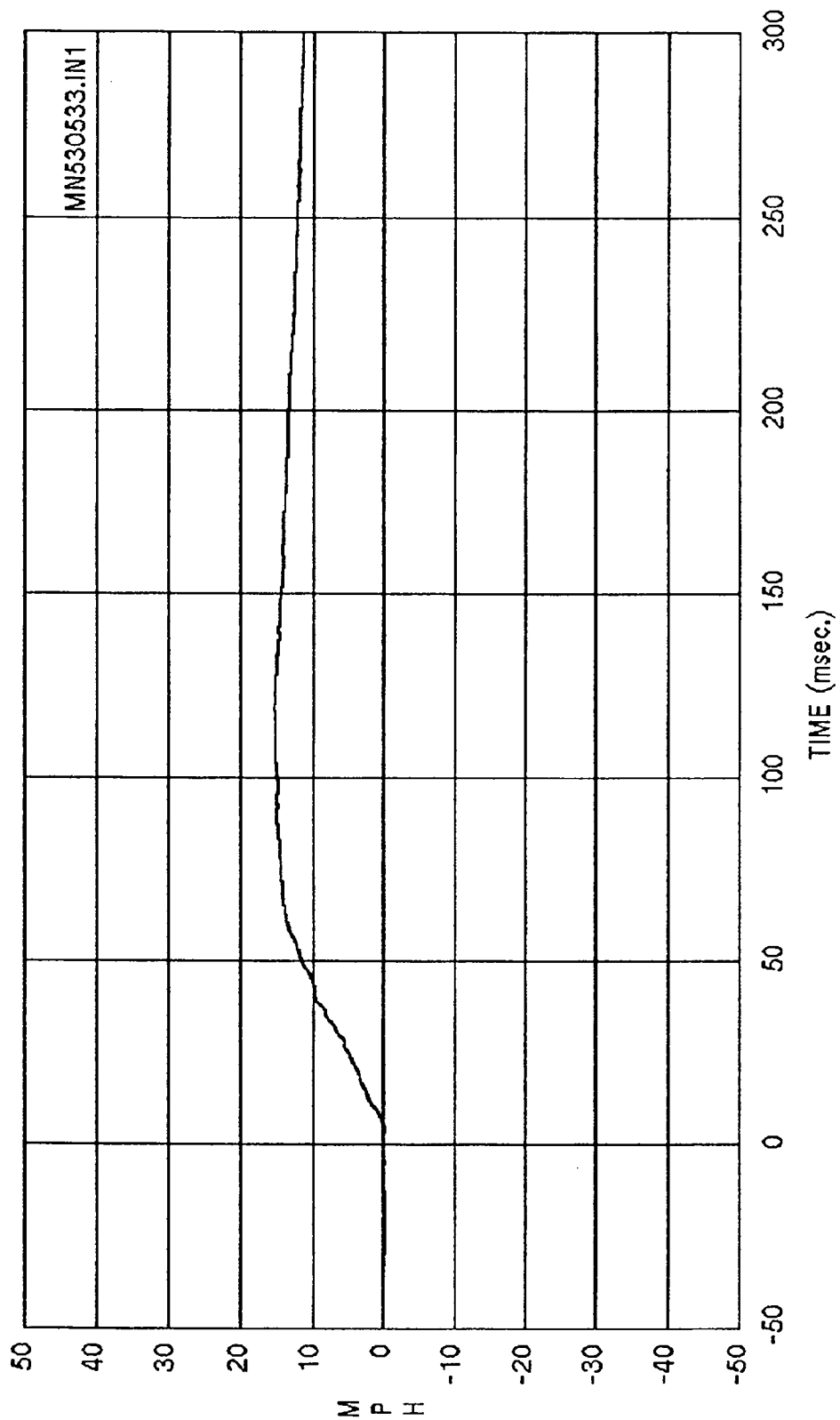
Curve: Rear seat right sill delta V -- X axis Filter: SAE CLASS 180 Max = .13610 Min = -2.9397

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



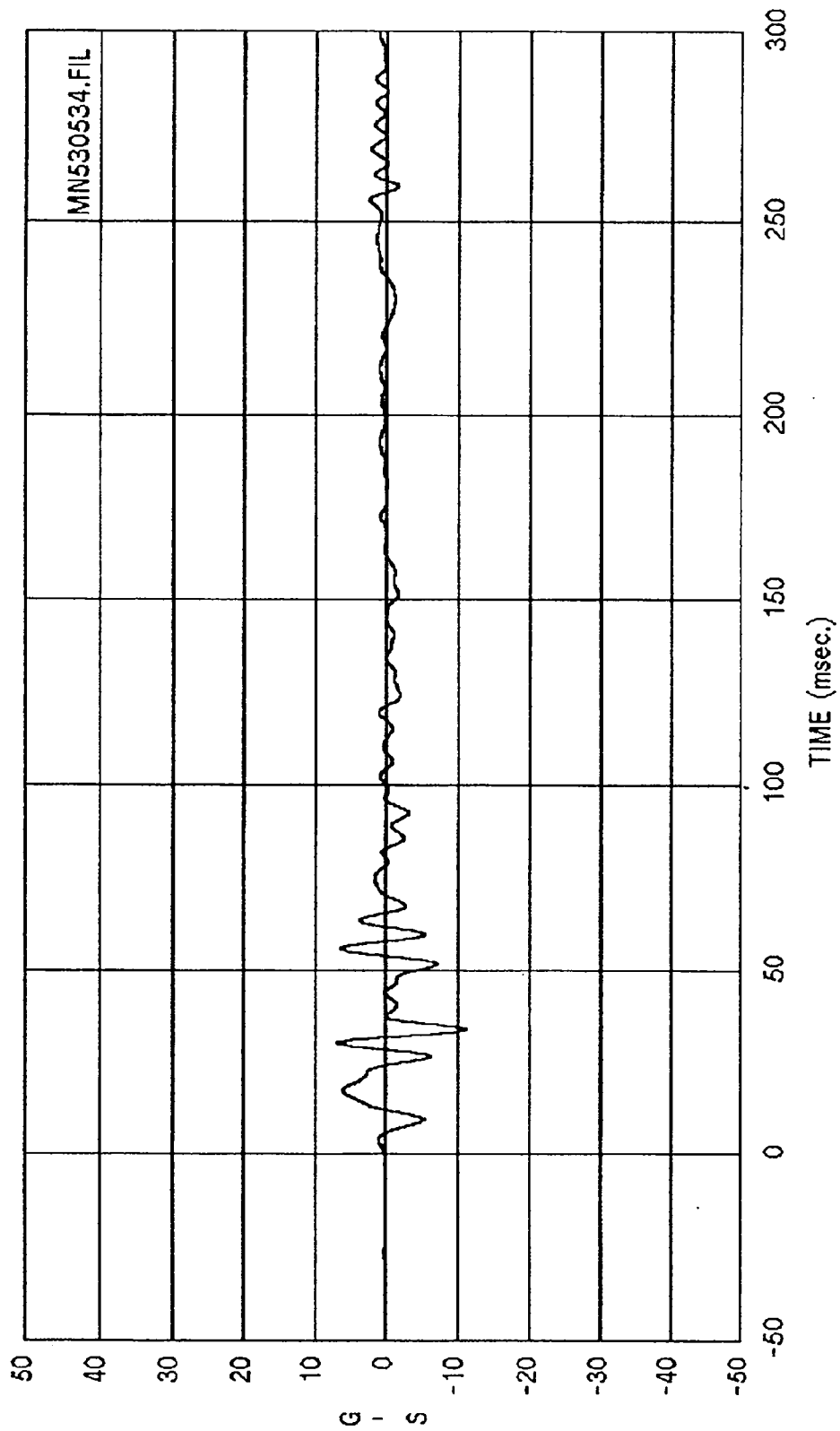
Curve: Rear seat right sill acceleration -- Y axis Filter: SAE CLASS 60 Max = 16.531 Min = -2.5673

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



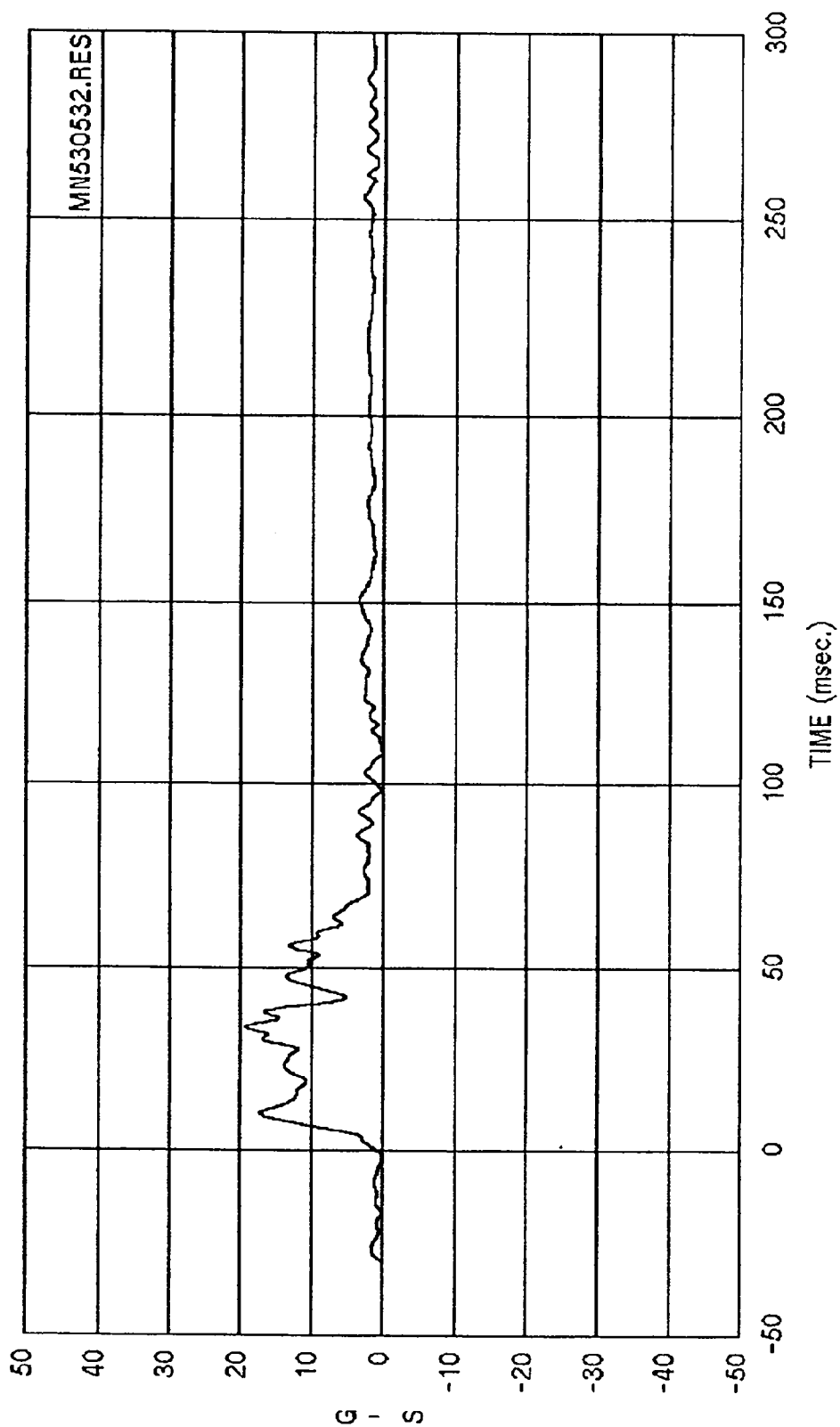
Curve: Rear seat right sill delta V -- Y axis Filter: SAE CLASS 180 Max = 15.412 Min = -76911E-4

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



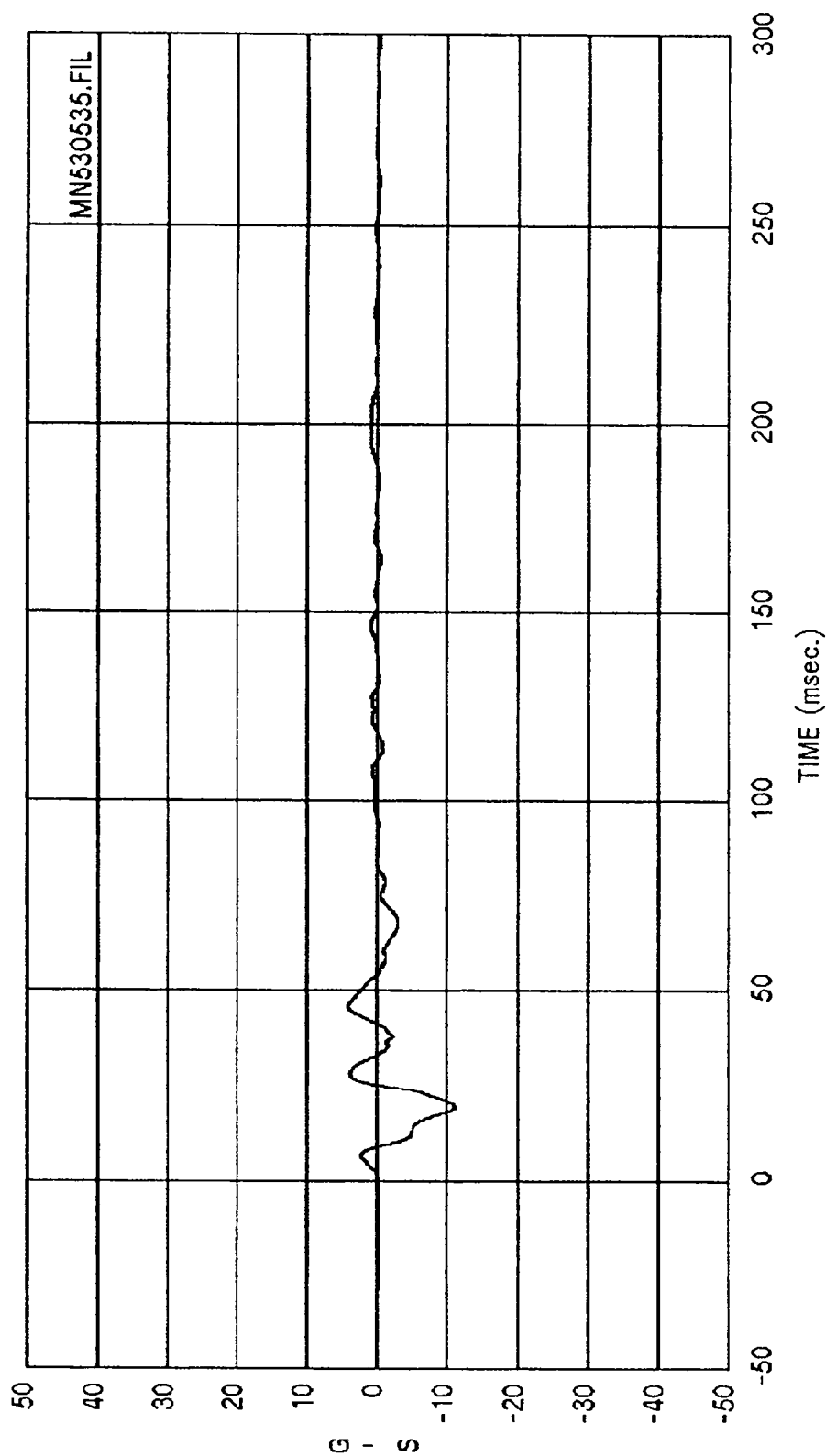
Curve: Rear seat right sill acceleration -- Z axis Filter: SAE CLASS 60 Max = 6.9320 Min = -11.084

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

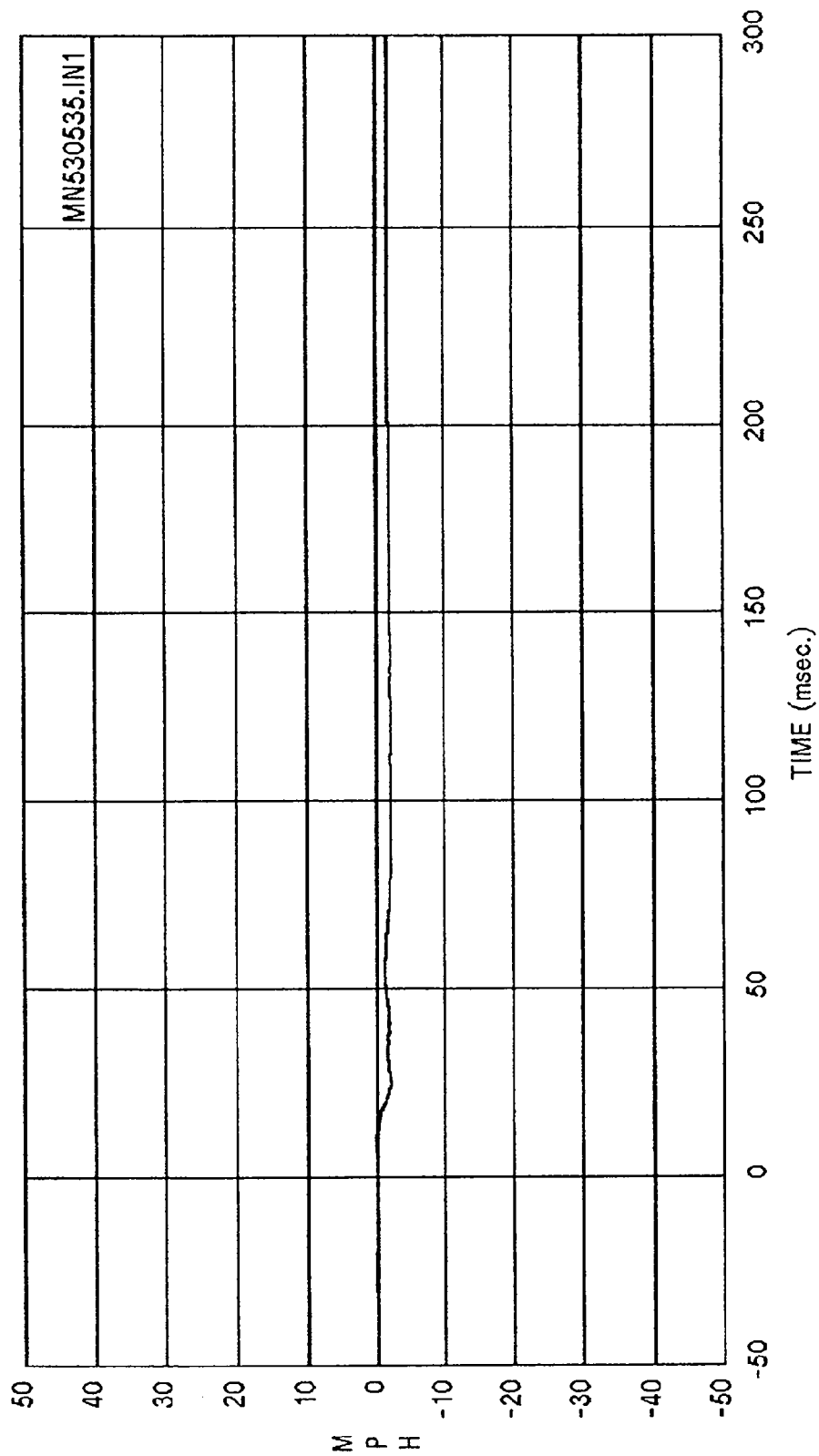


Curve: Rear seat right sill resultant acceleration Filter: SAE CLASS 60 Max = 19.438 Min = .19728

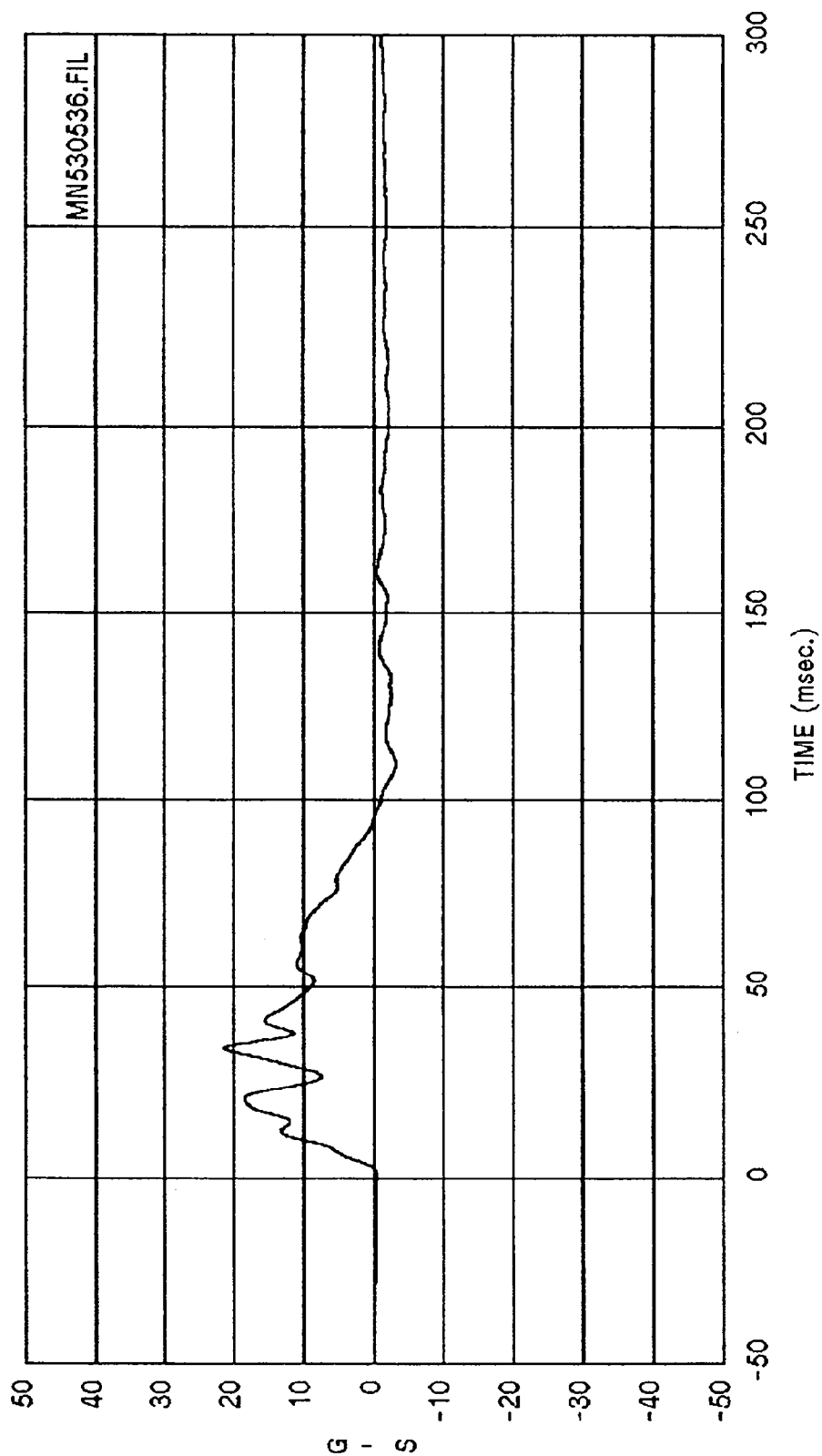
MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord



Curve: Rear floor above axle acceleration -- X axis Filter: SAE CLASS 60 Max = 4.0508 Min = -11.167
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

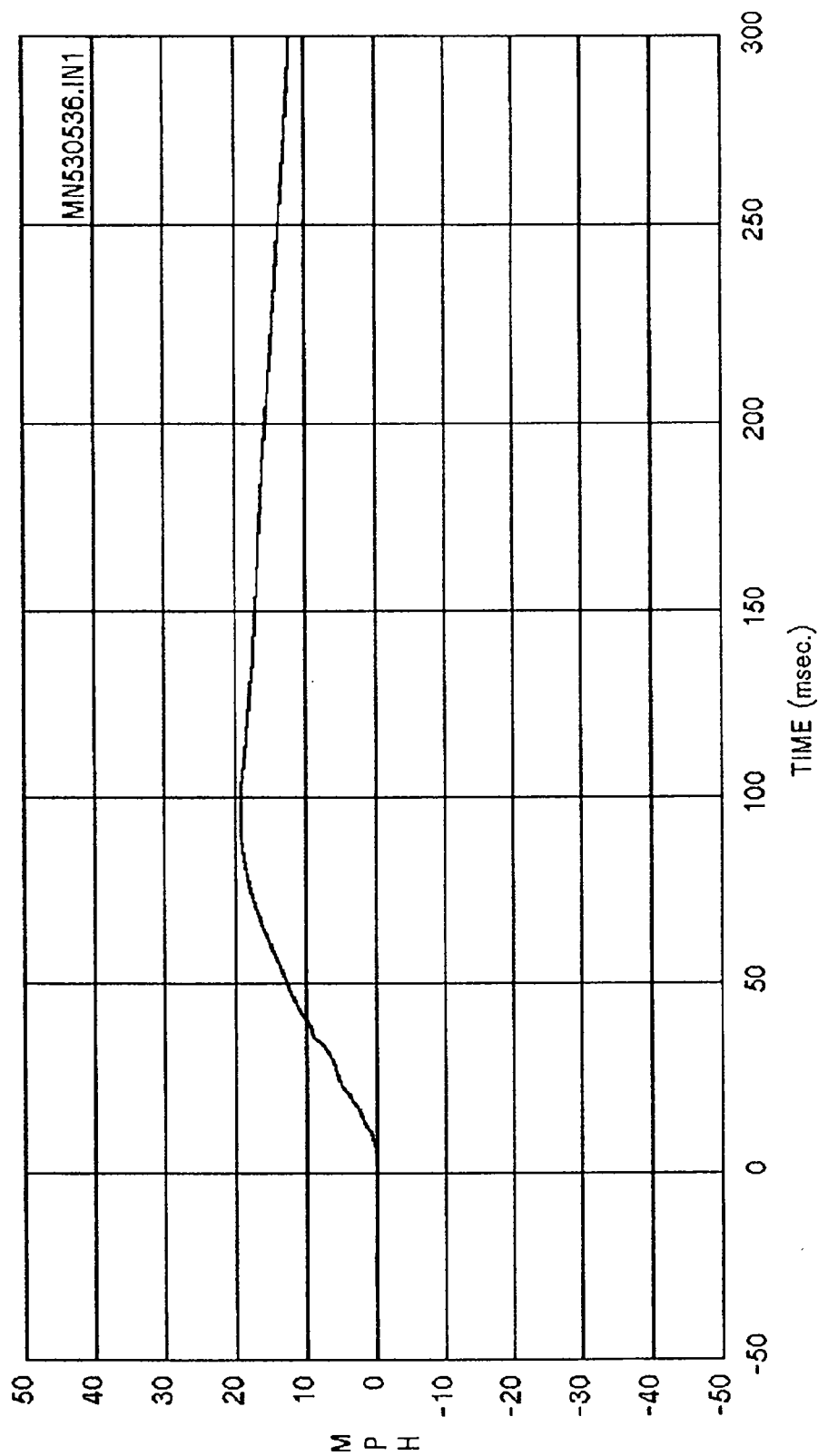


Curve: Rear floor above axle delta V -- X axis Filter: SAE CLASS 180 Max = .24233 Min = -2.2265
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



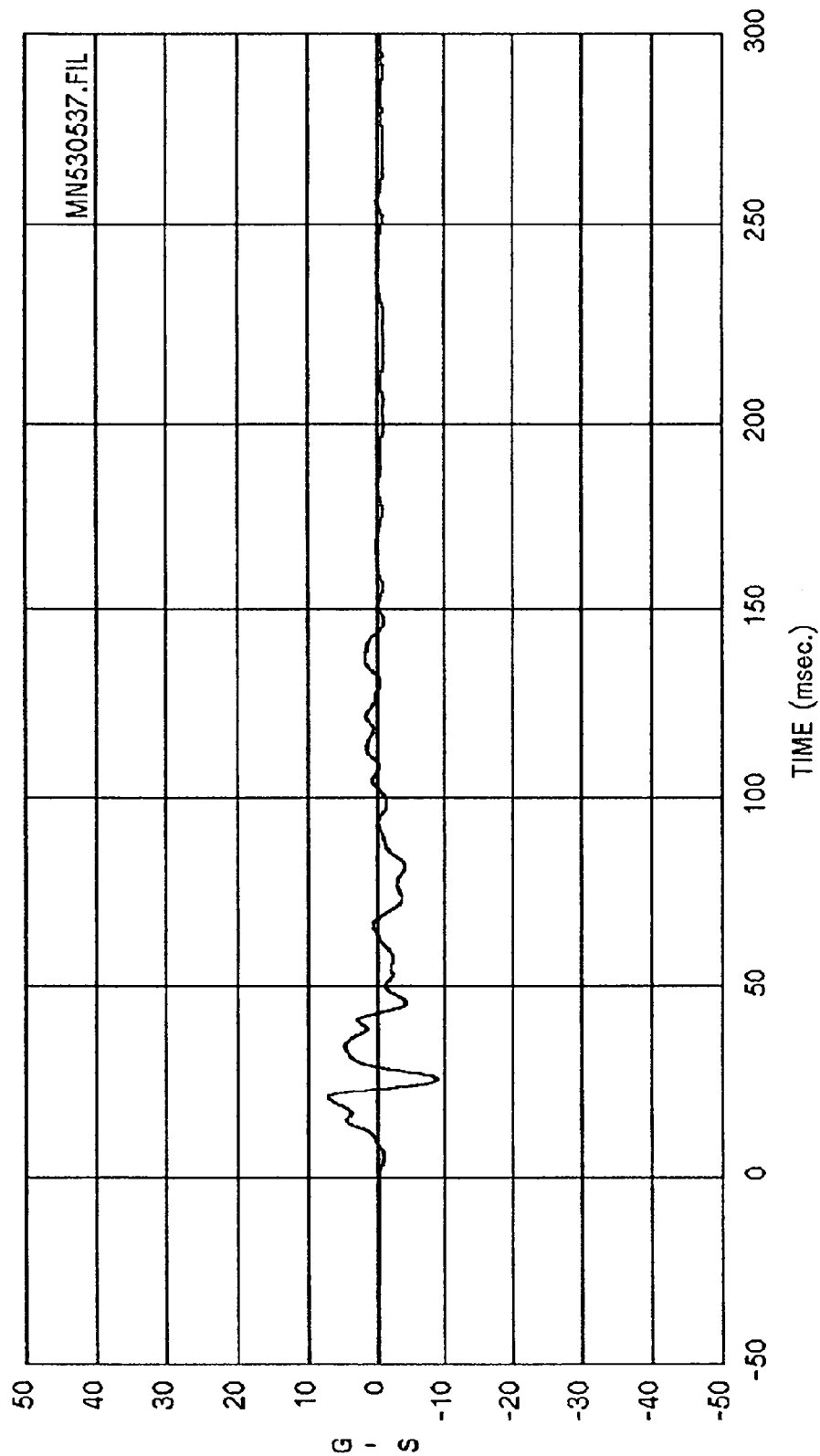
Curve: Rear floor above axle acceleration -- Y axis Filter: SAE CLASS 60 Max = 21.308 Min = -3.1700

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

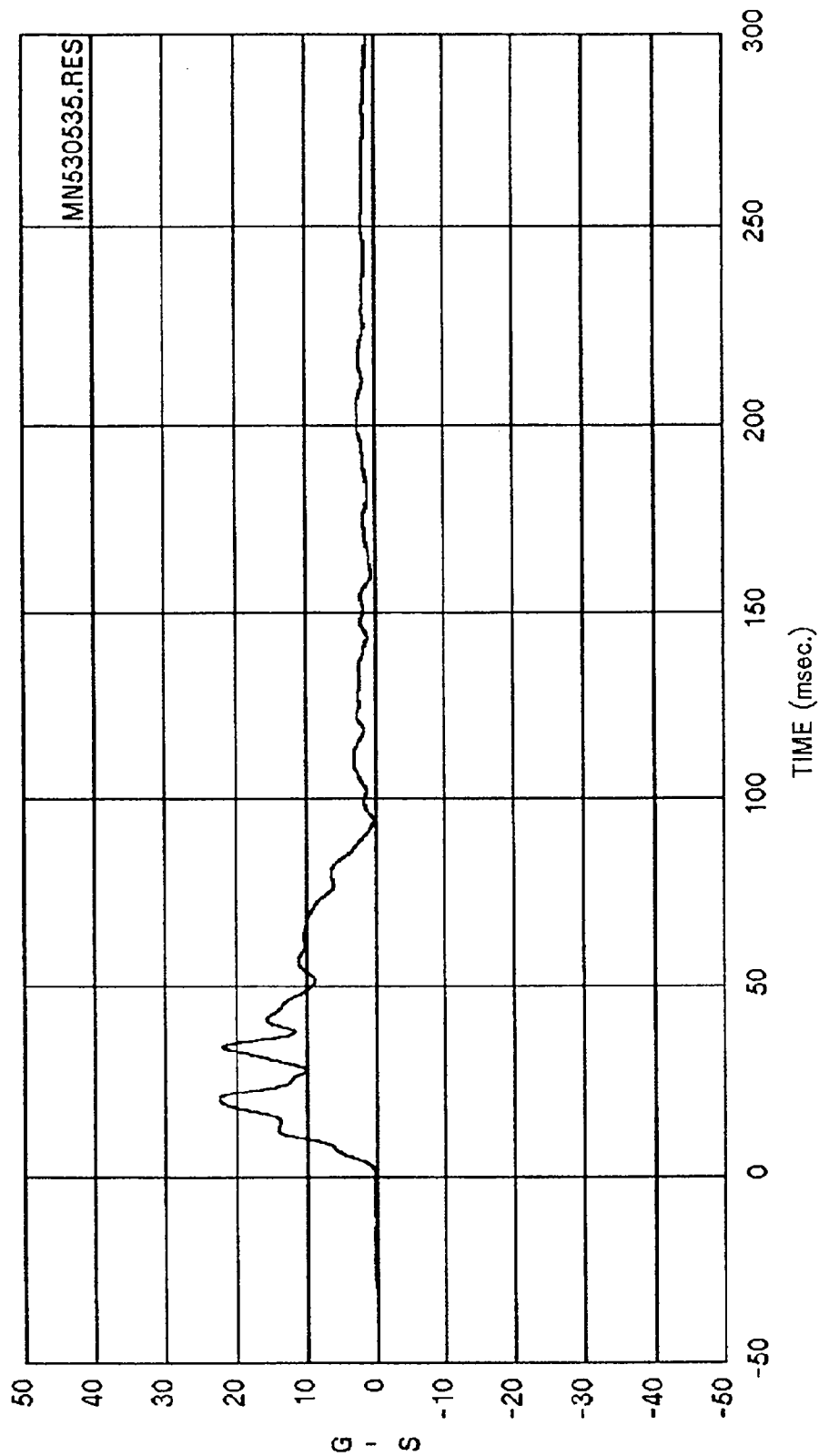


Curve: Rear floor above axle delta V -- Y axis Filter: SAE CLASS 180 Max = 19.247 Min = -.23359
01

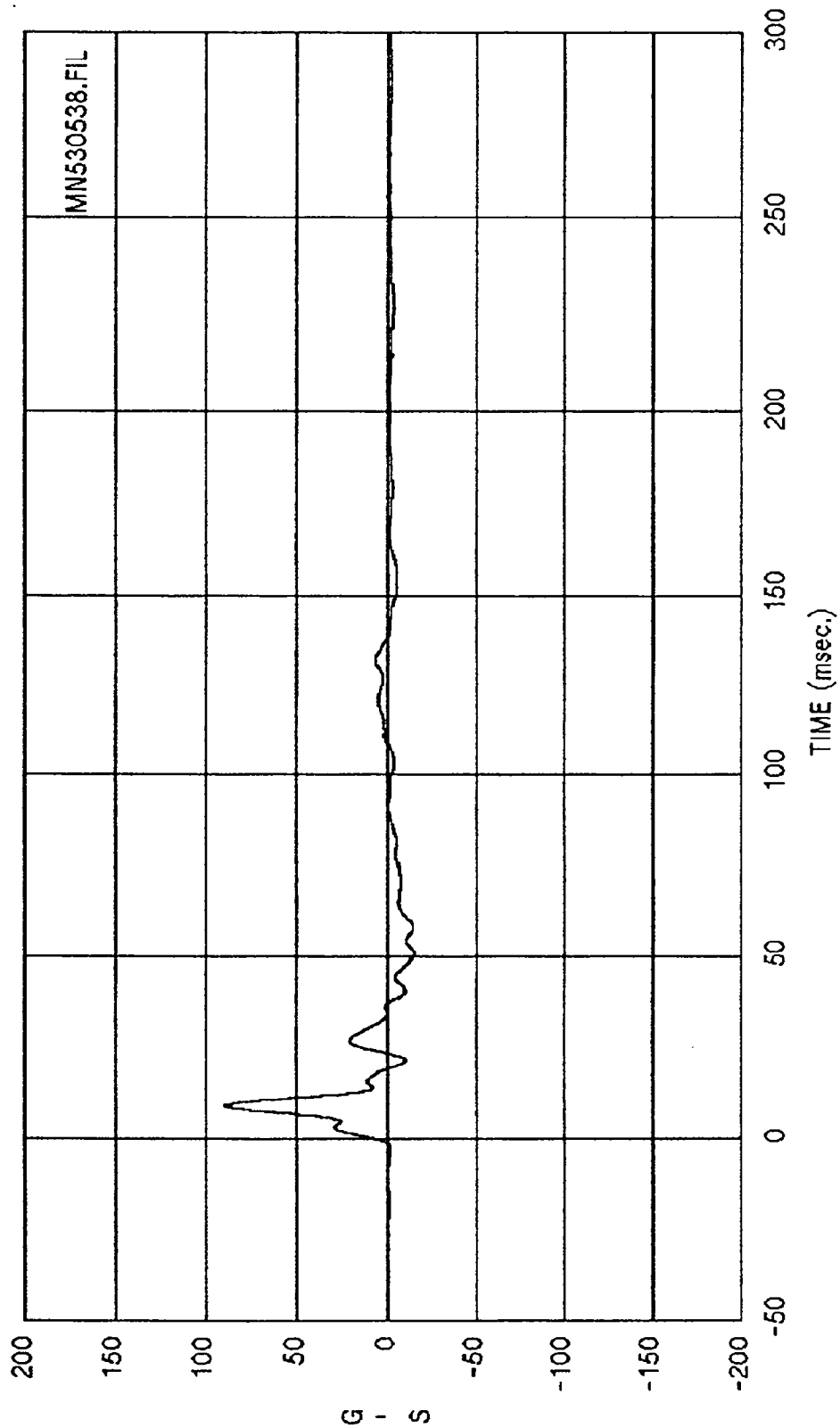
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Rear floor above axle acceleration -- Z axis Filter: SAE CLASS 60 Max = 7.2792 Min = -8.9620
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

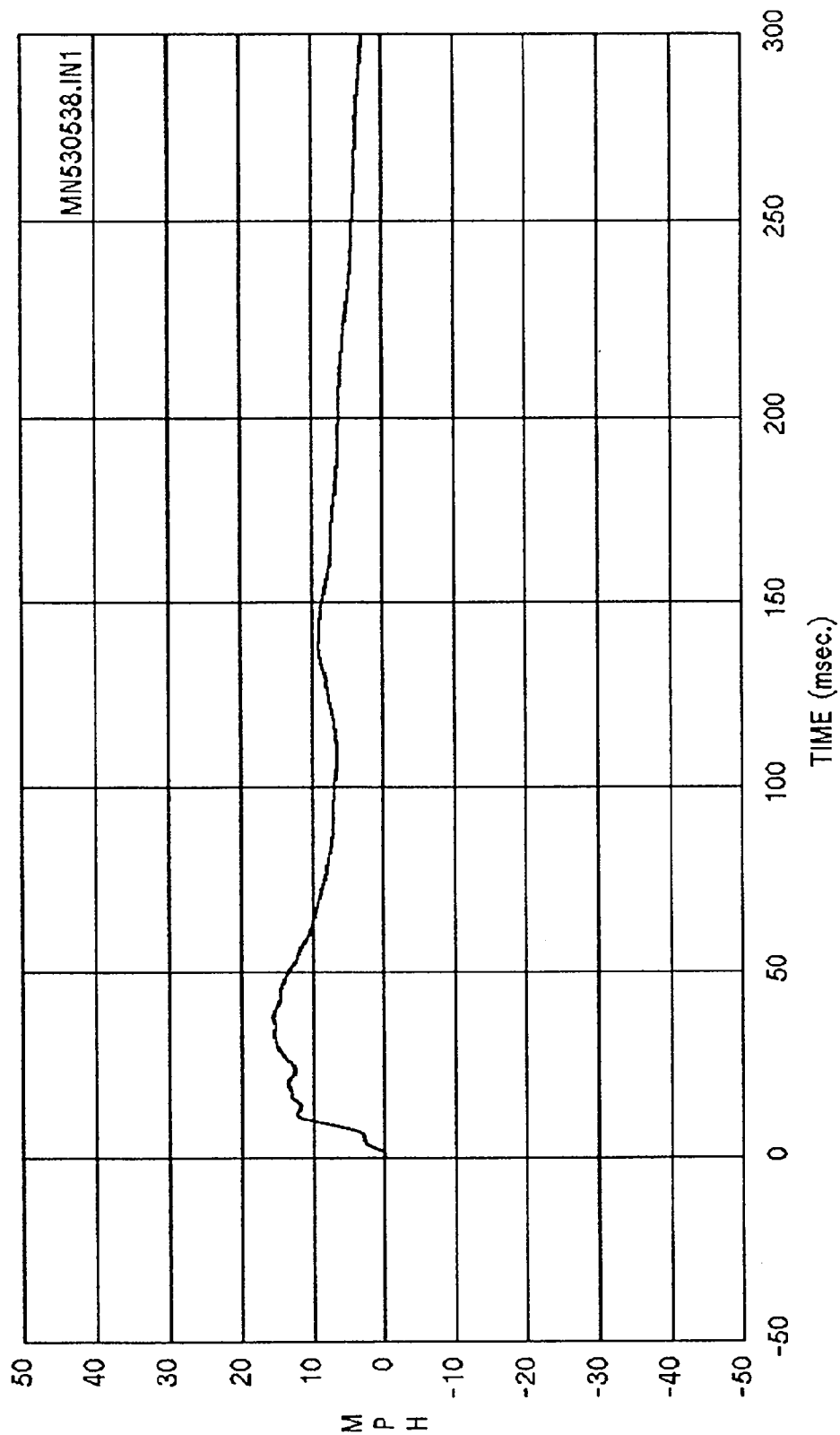


Curve: Rear floor above axle resultant acceleration Filter: SAE CLASS 60 Max = 22.332 Min = .39274
MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord



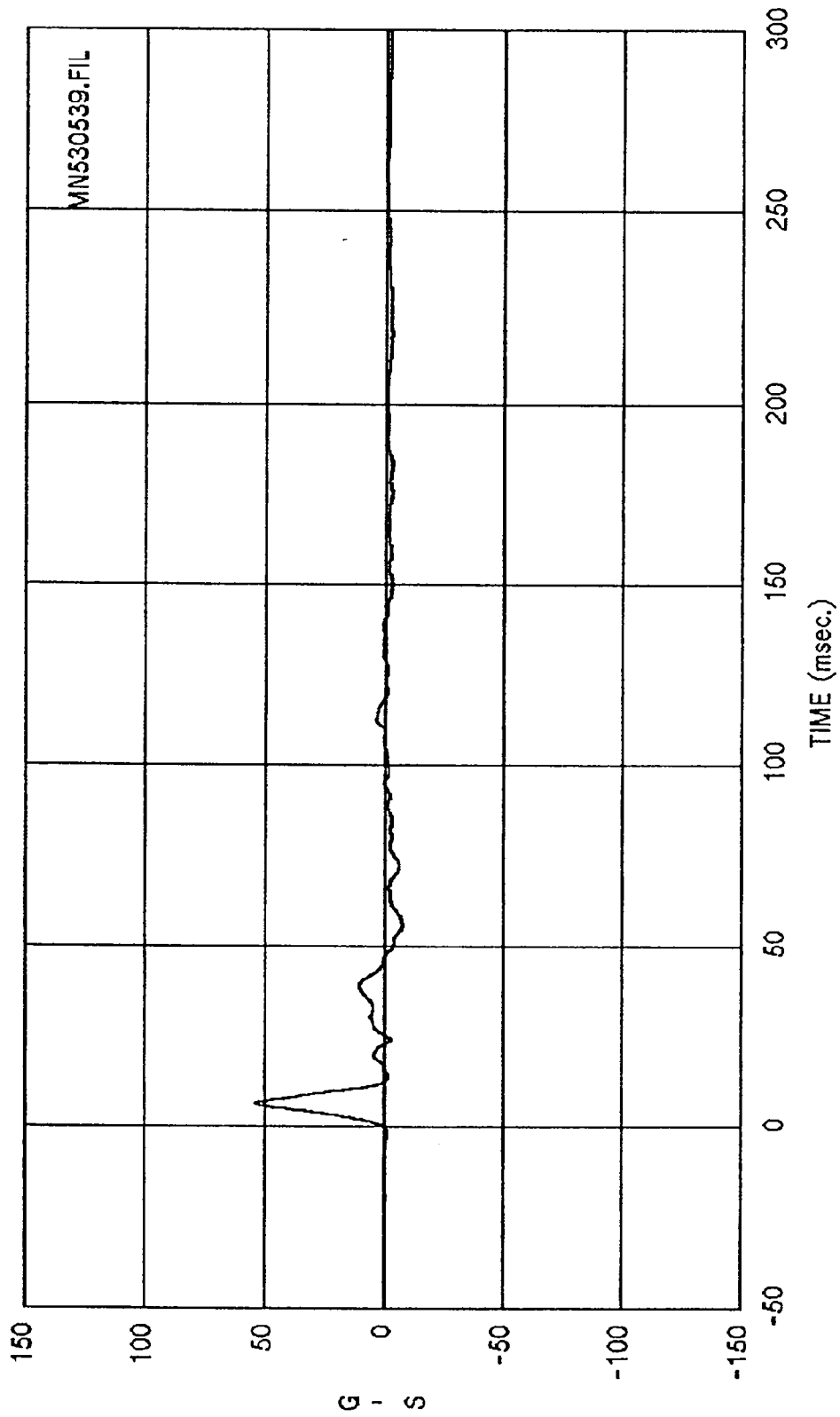
Curve: Rear seat left sill acceleration -- Y axis Filter: SAE CLASS 60 Max = 89.135 Min = -14.853

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



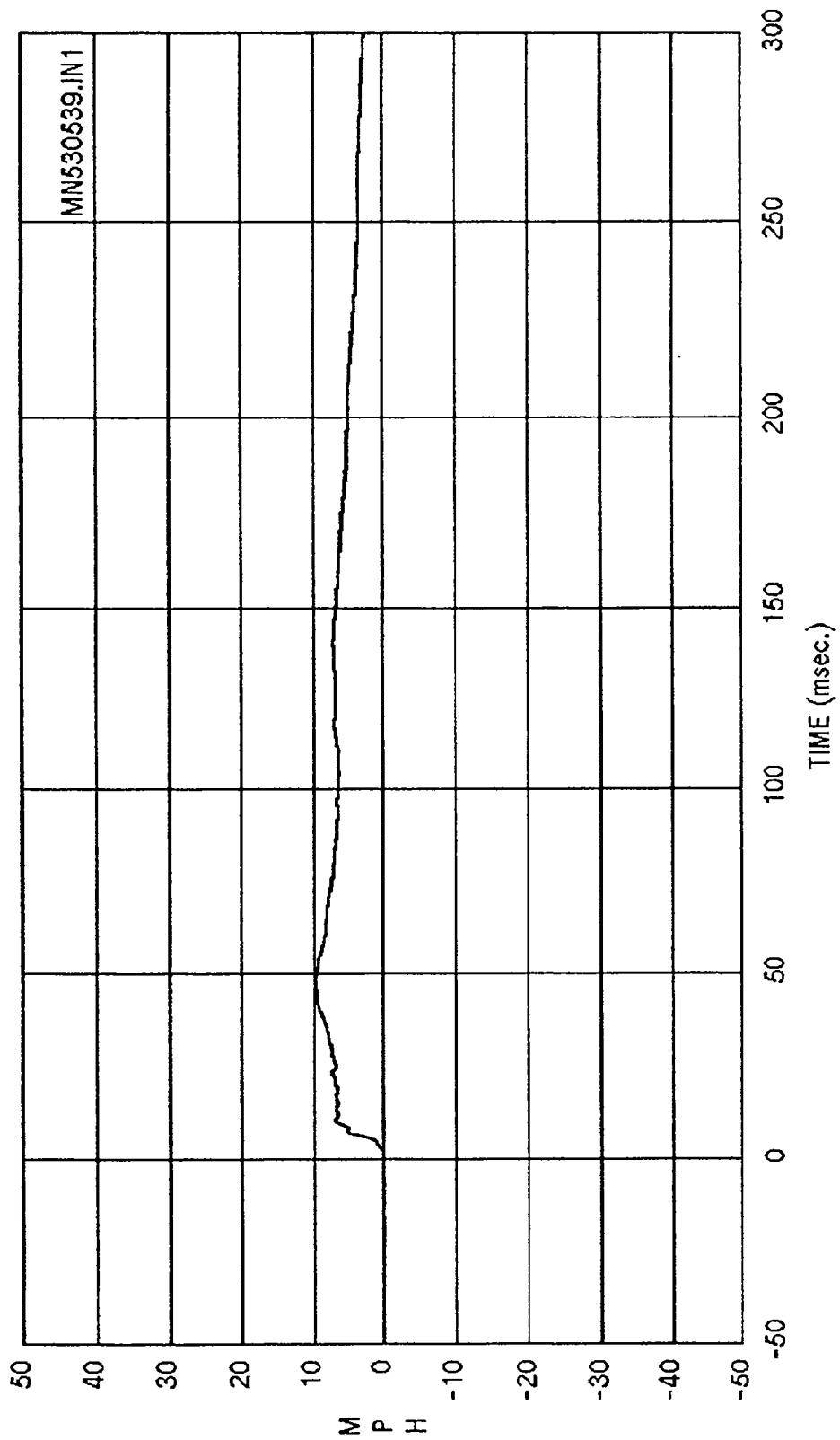
Curve: Rear seat left sill delta V -- Y axis Filter: SAE CLASS 180 Max = 15.771 Min = -.31410E-1

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



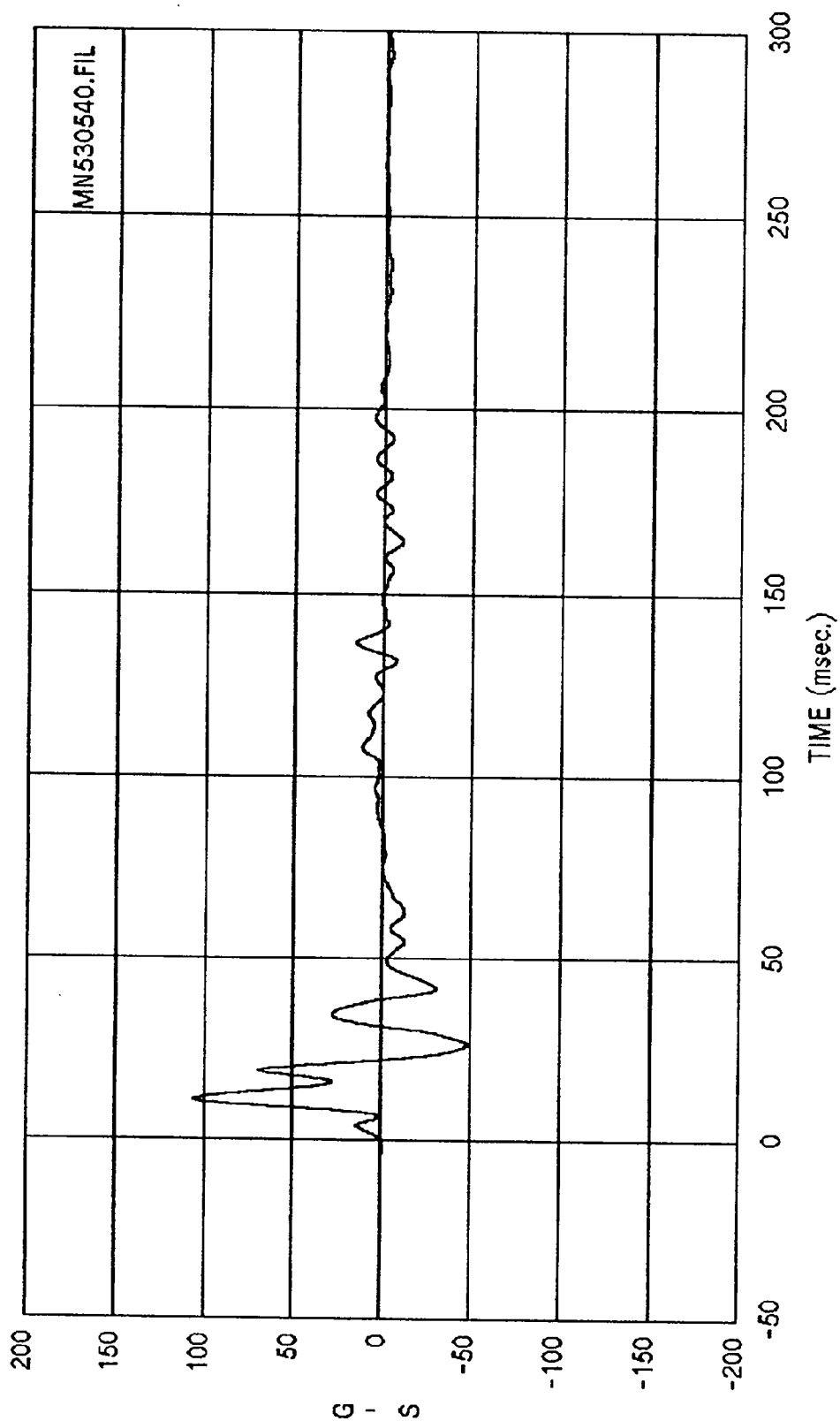
Curve: Front seat left SII acceleration -- Y axis Filter: SAE CLASS 60 Max = 54.002 Min = -7.4857

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



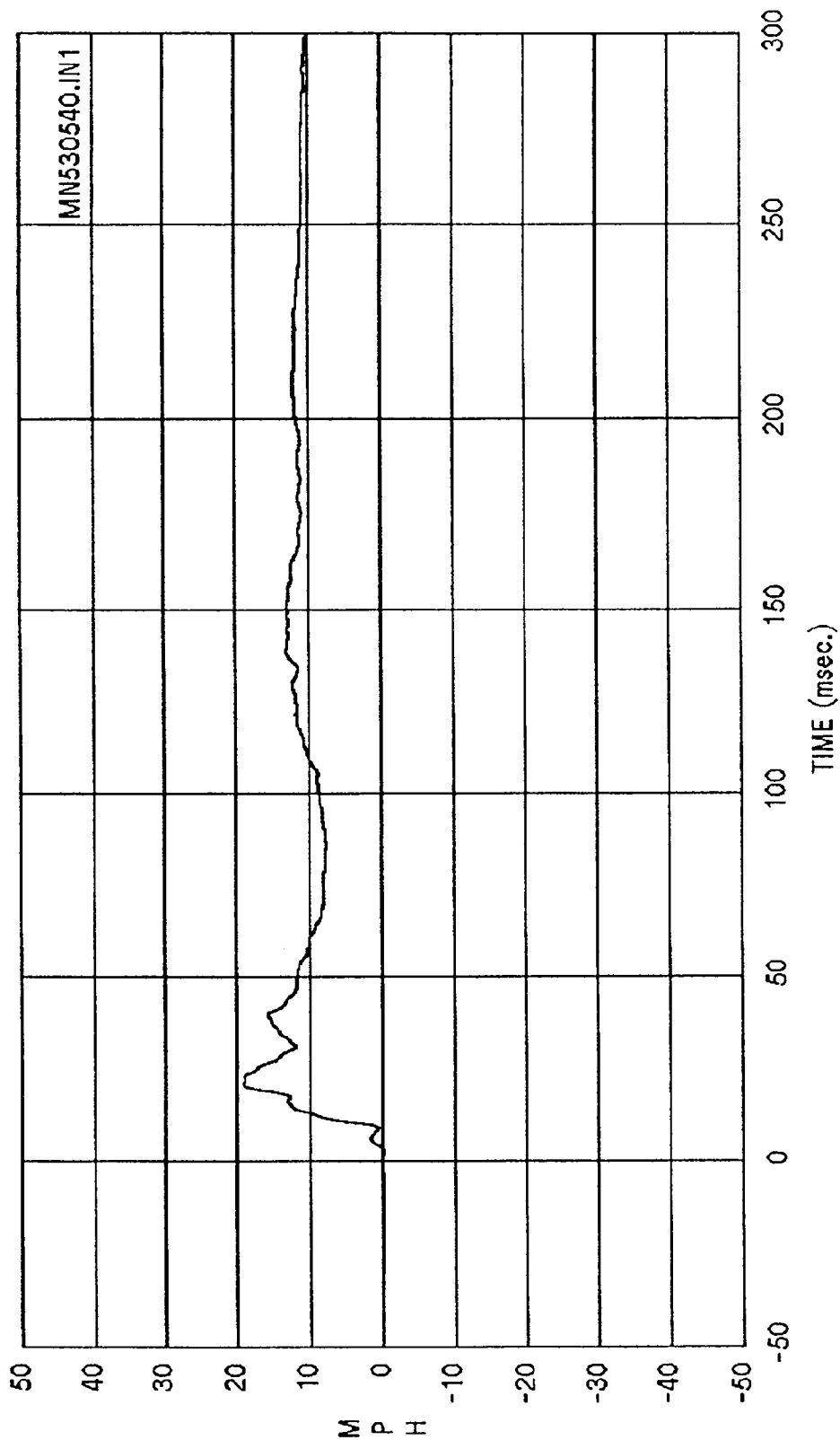
Curve: Front seat left Sill delta V -- Y axis Filter: SAE CLASS 180 Max = 9.8367 Min = -.96580E-1

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

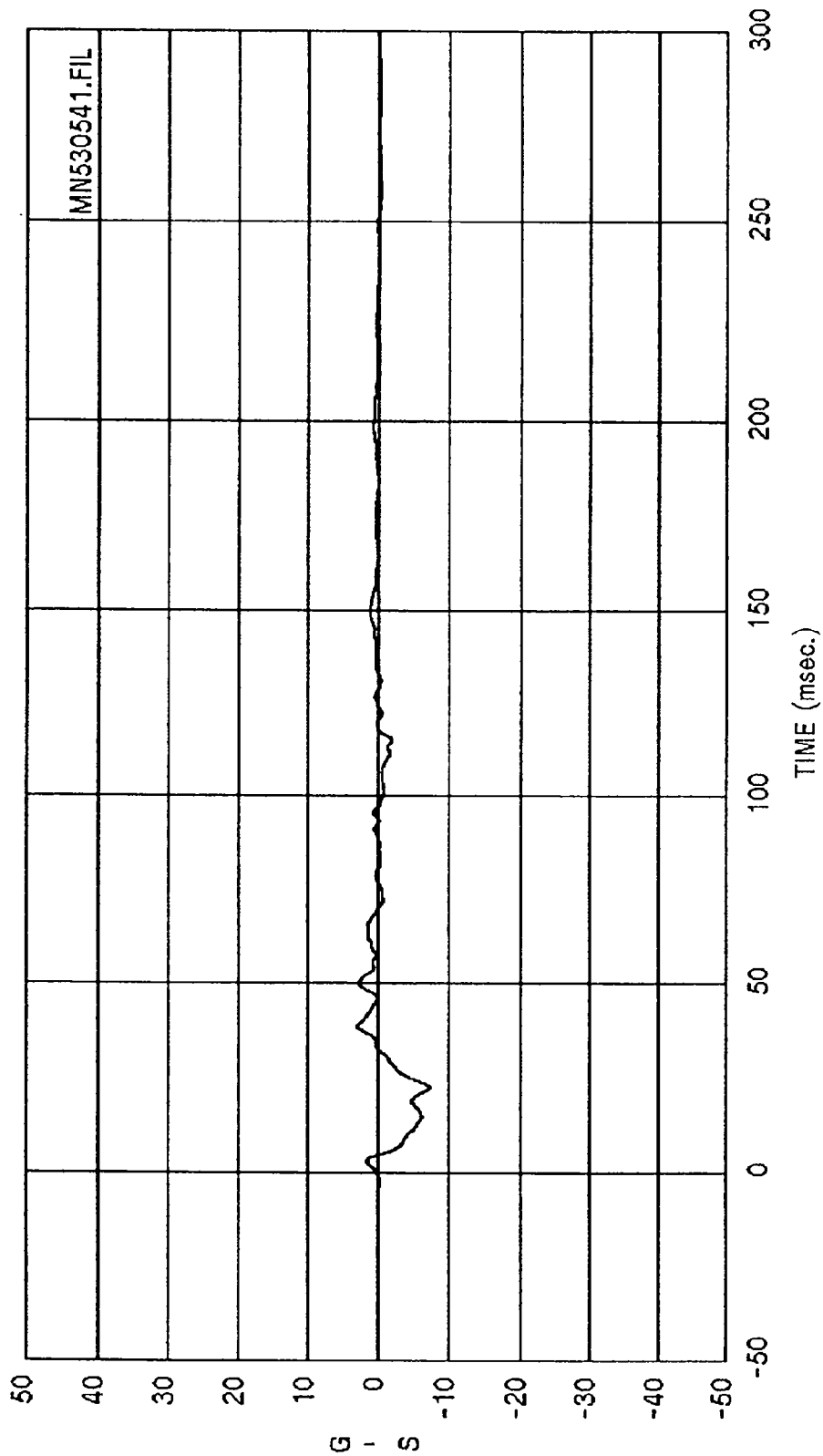


Curve: Left front door at centerline -- Y axis Filter: SAE CLASS 60 Max = 106.45 Min = -48.308

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

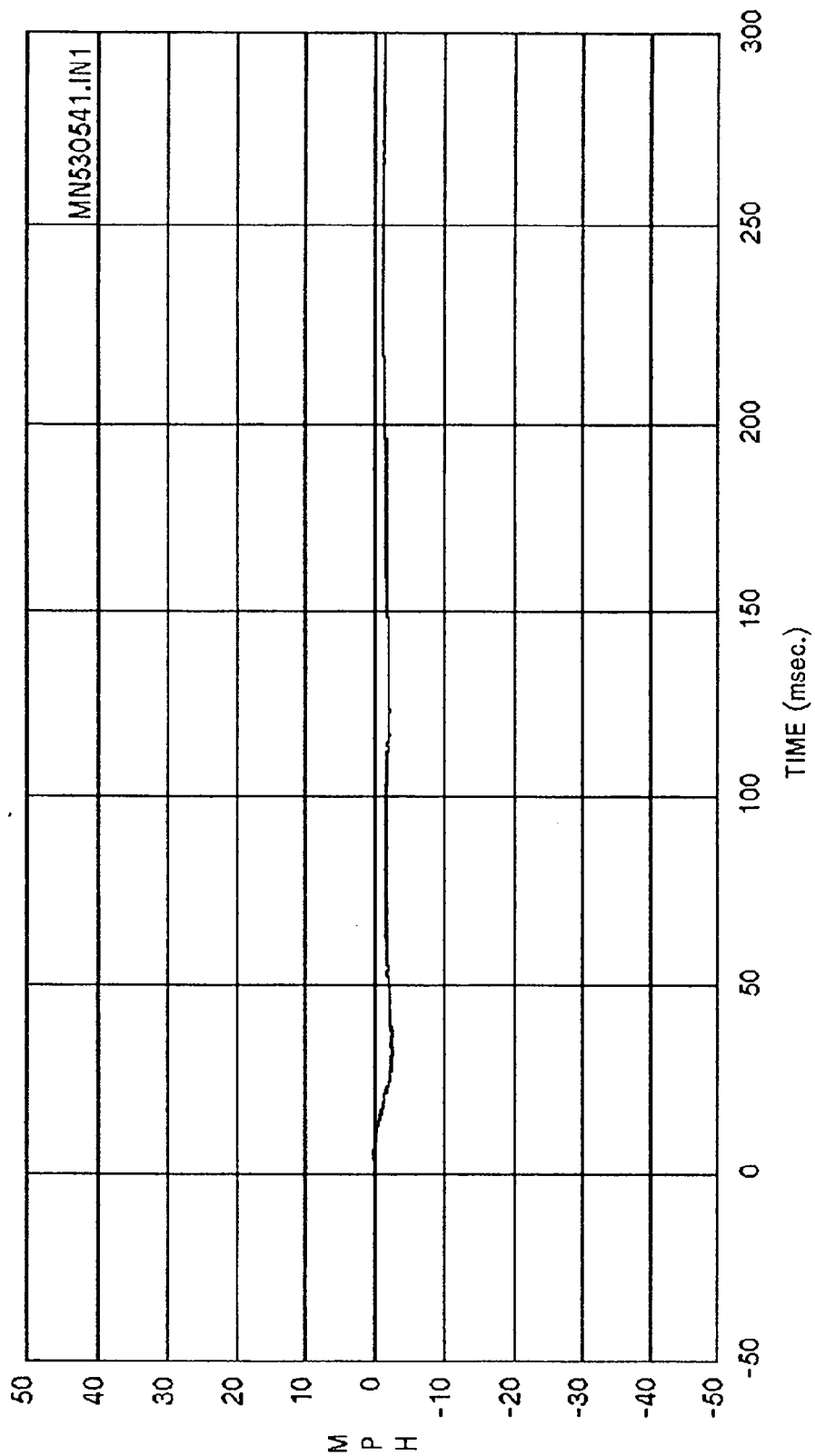


Curve: Left front door at centerline -- Y axis Filter: SAE CLASS 180 Max = 19.268 Min = -.86290E-
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

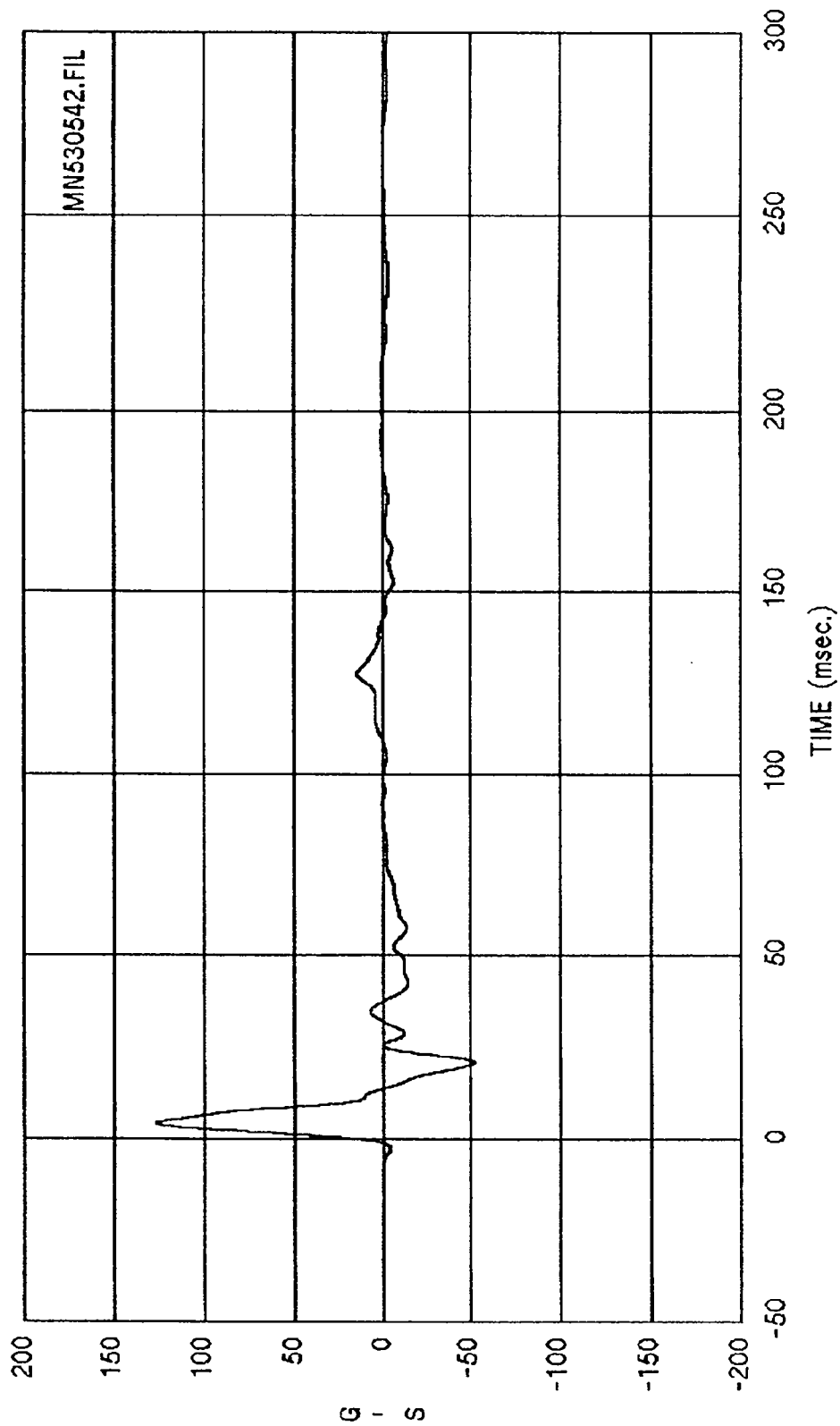


Curve: Right rear occupant compartment -- X axis Filter: SAE CLASS 60 Max = 2.8911 Min = -7.4651

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

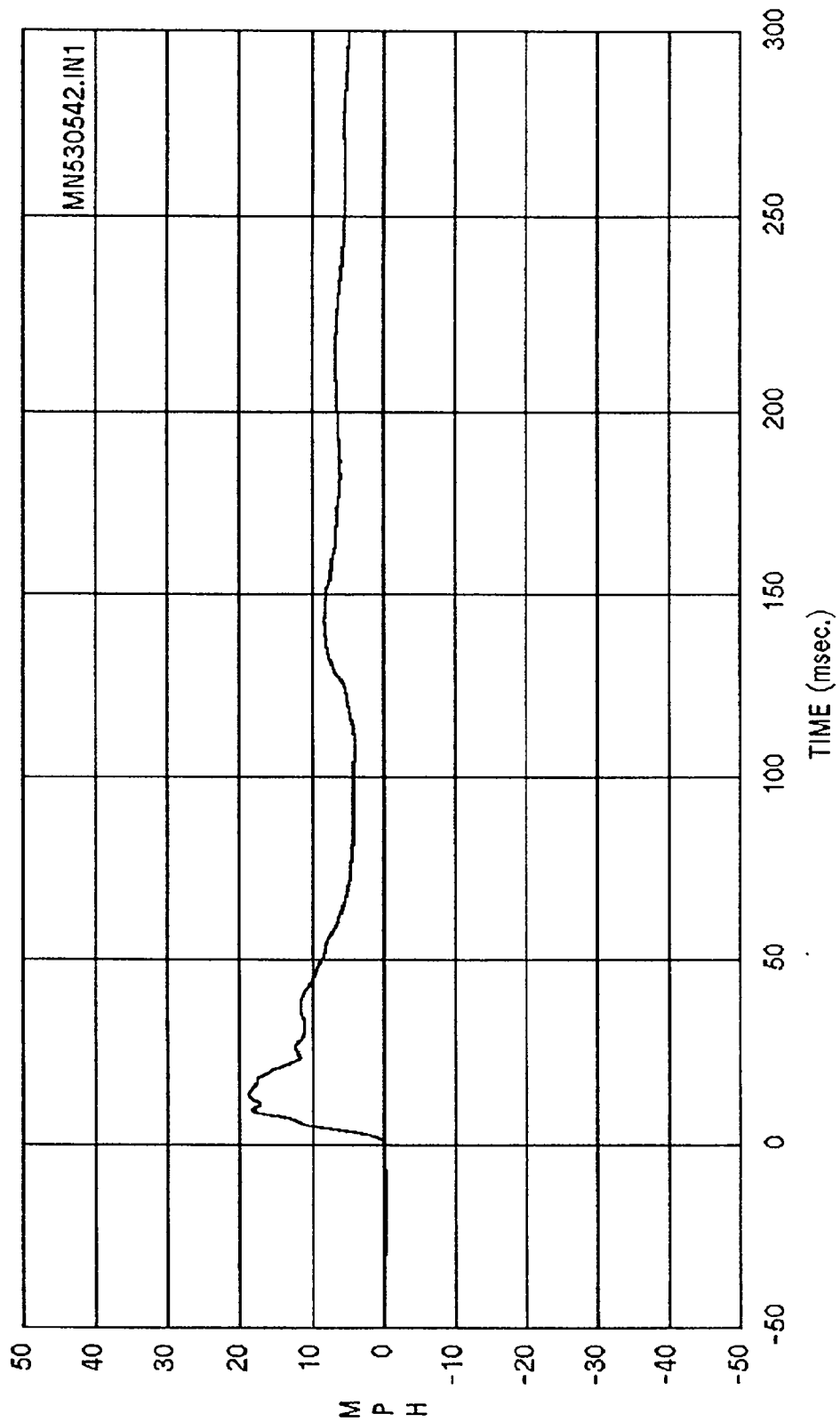


Curve: Right rear occupant compartment -- X axis Filter: SAE CLASS 180 Max = .16321 Min = -2.5381
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

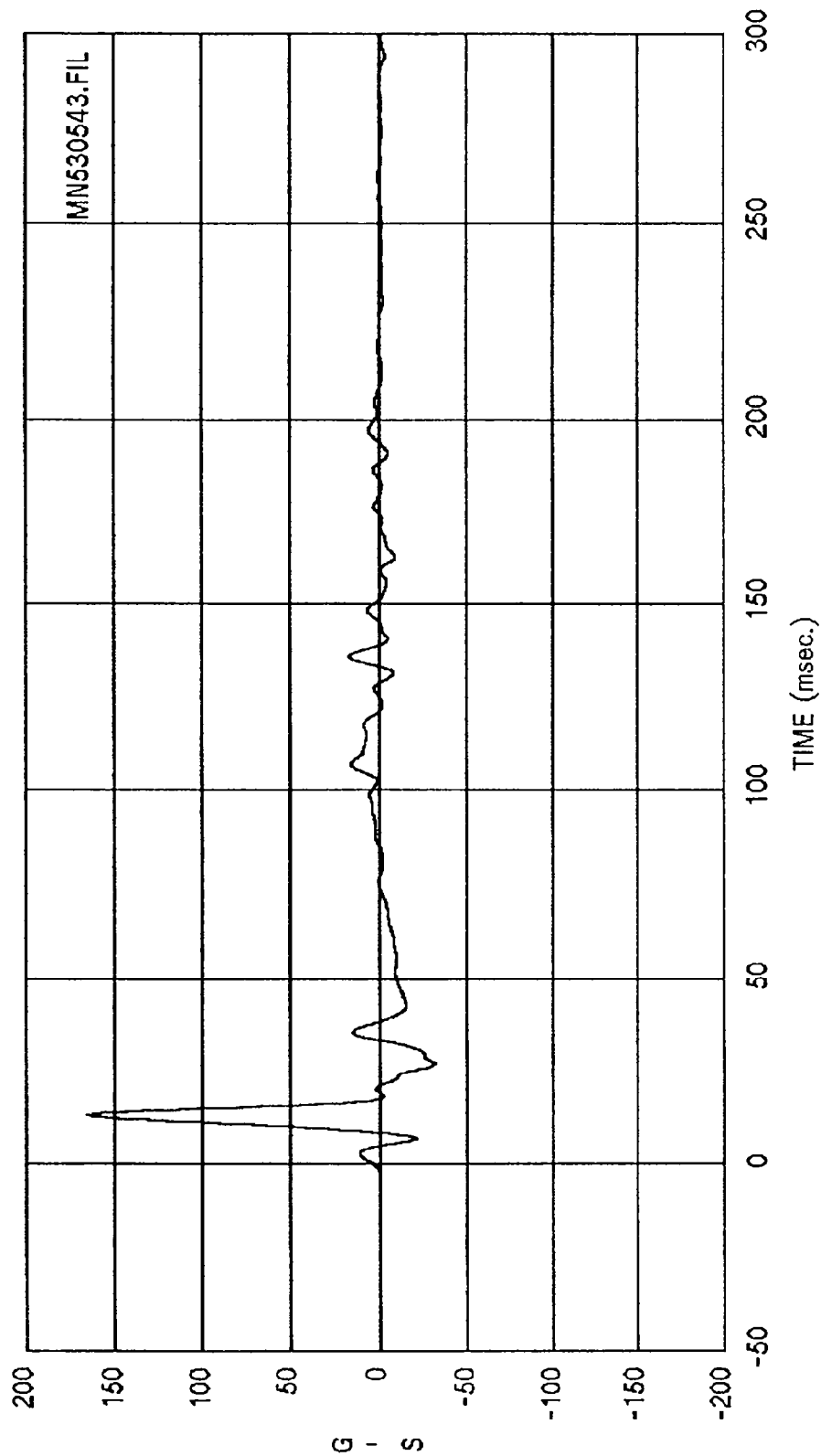


Curve: Left front door at mid-rear -- Y axis Filter: SAE CLASS 60 Max = 127.06 Min = -51.797

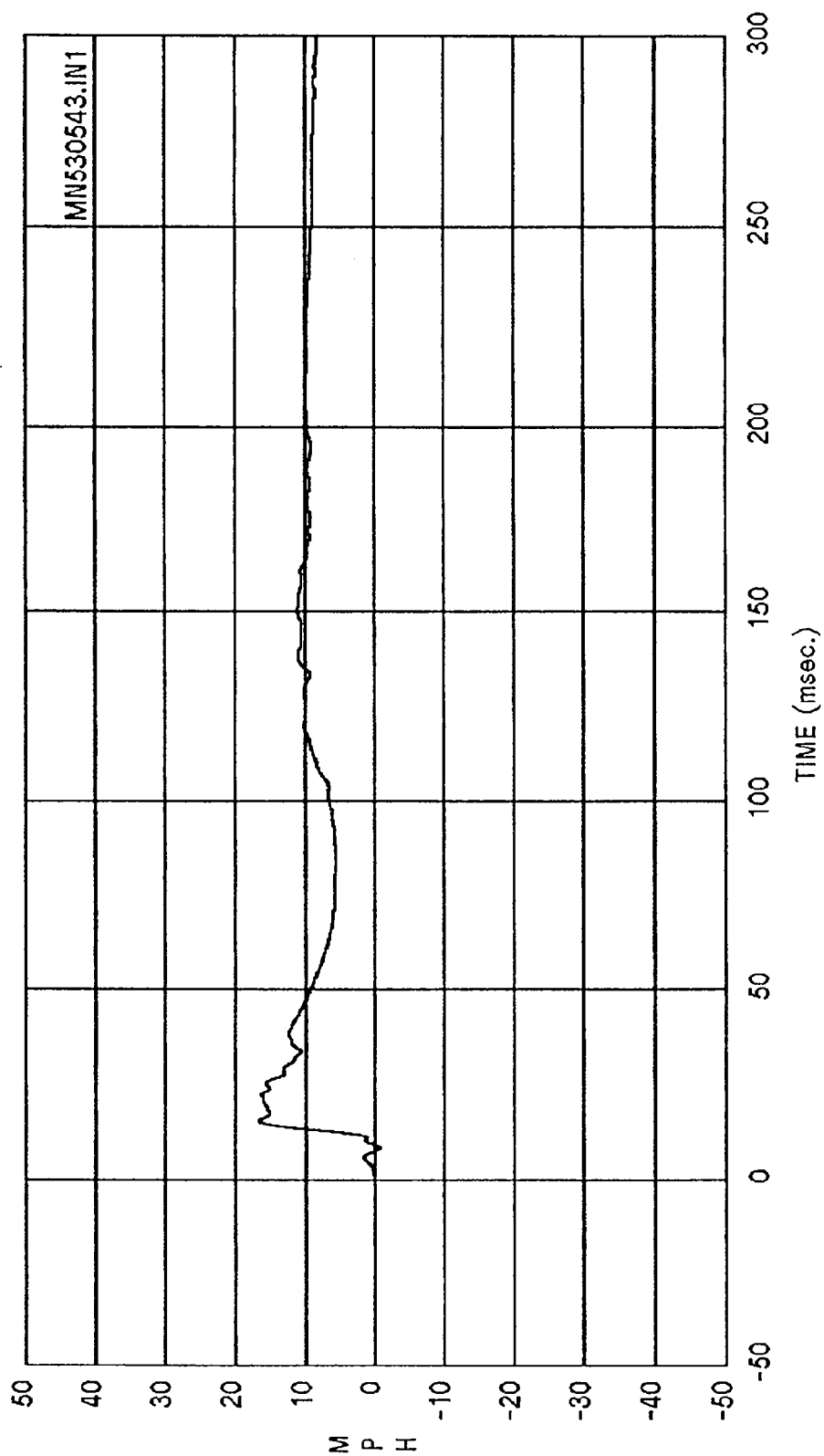
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Left front door at mid-rear -- Y axis Filter: SAE CLASS 180 Max = 18.807 Min = -.43279E-
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

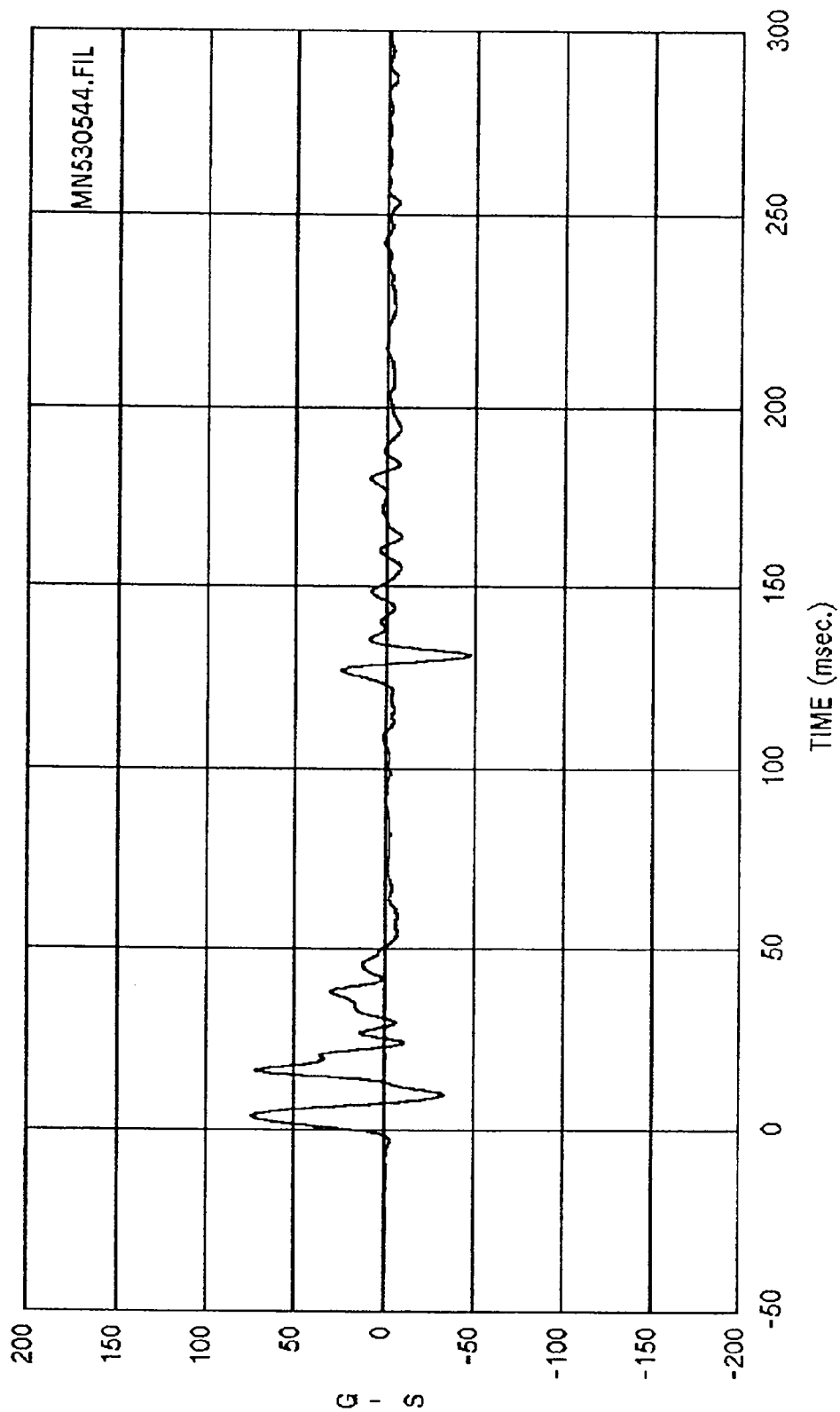


Curve: Left front door at upper centerline -- Y axls Filter: SAE CLASS 60 Max = 165.50 Min = -31.468
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



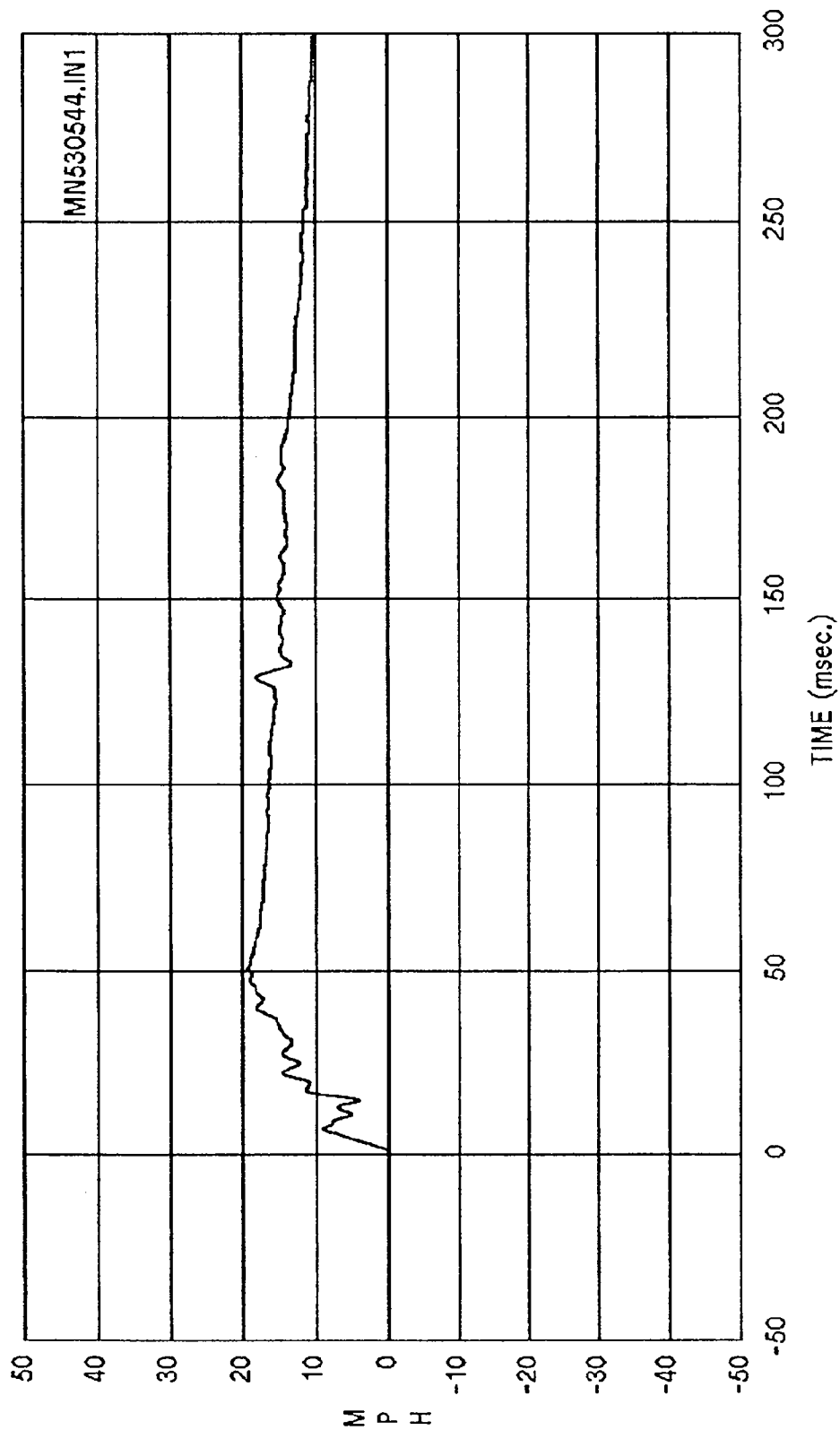
Curve: Left front door at upper centerline -- Y axis Filter: SAE CLASS 180 Max = 16.718 Min = -.81570

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



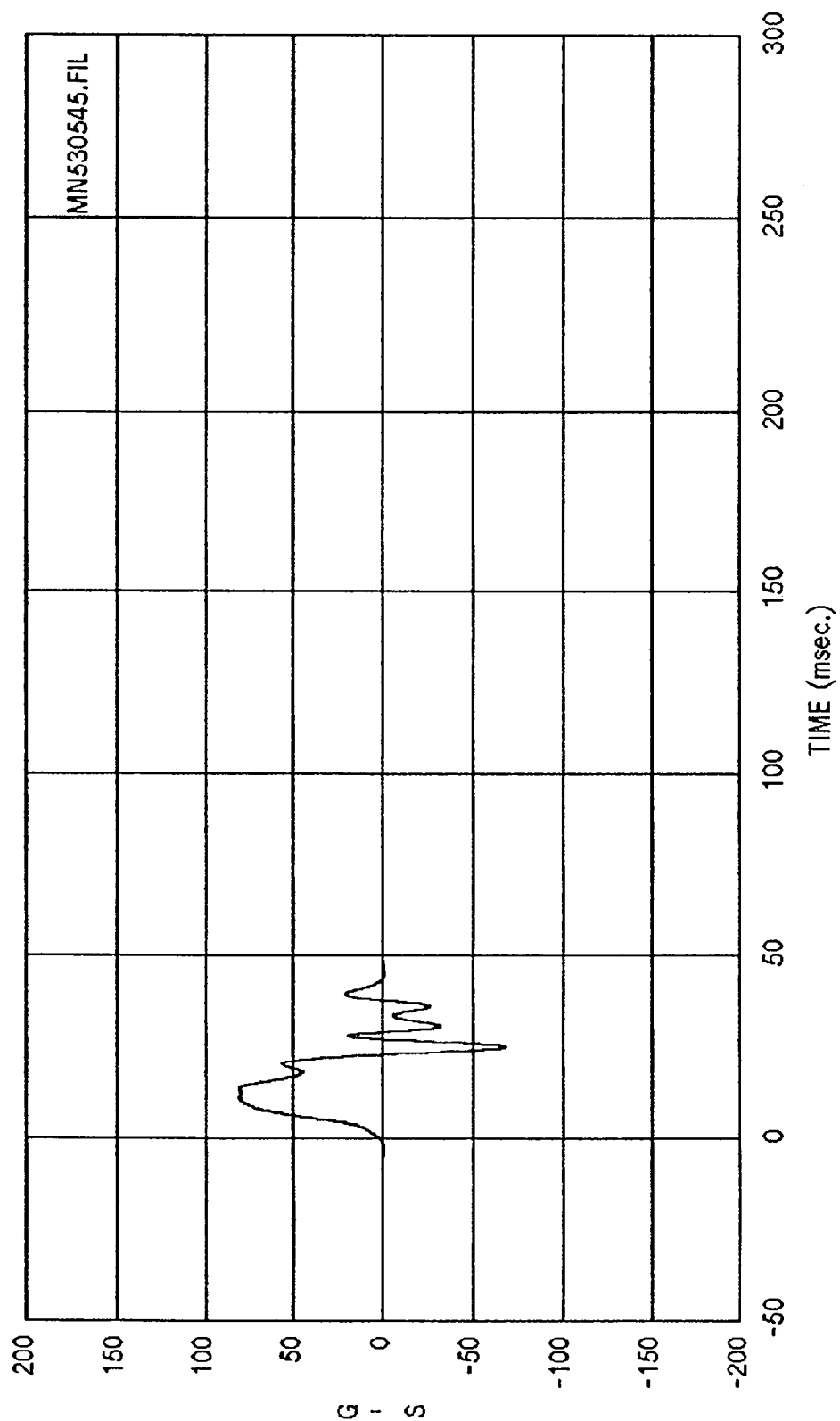
Curve: Left rear door at mid-rear -- Y axis Filter: SAE CLASS 60 Max = 74.317 Min = -47.063

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



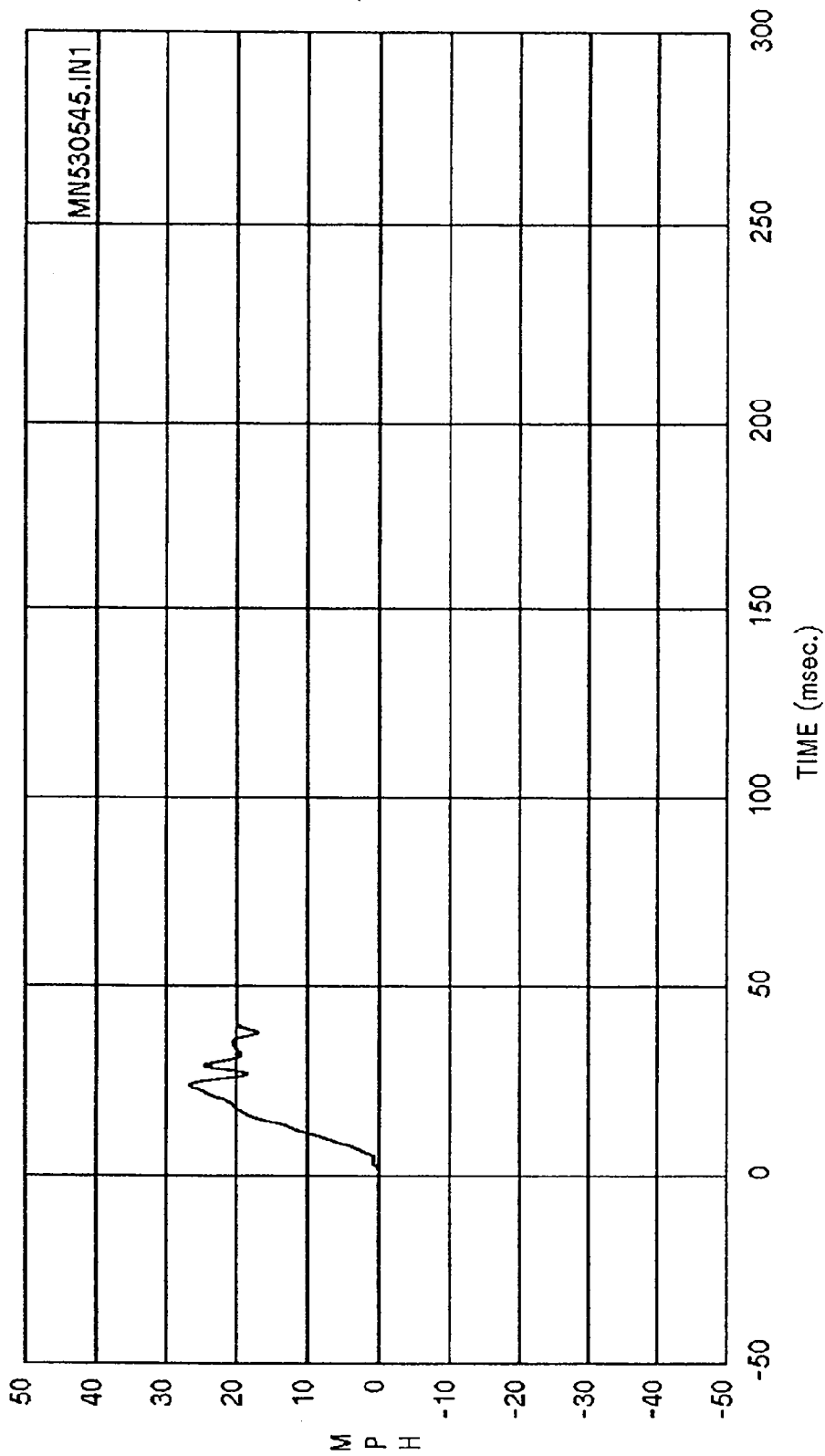
Curve: Left rear door at mid-rear -- Y axis Filter: SAE CLASS 180 Max = 19.270 Min = -.49537E-

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Left rear door at upper centerline -- Y axis Filter: SAE CLASS 60 Max = 81.513 Min = -68.139

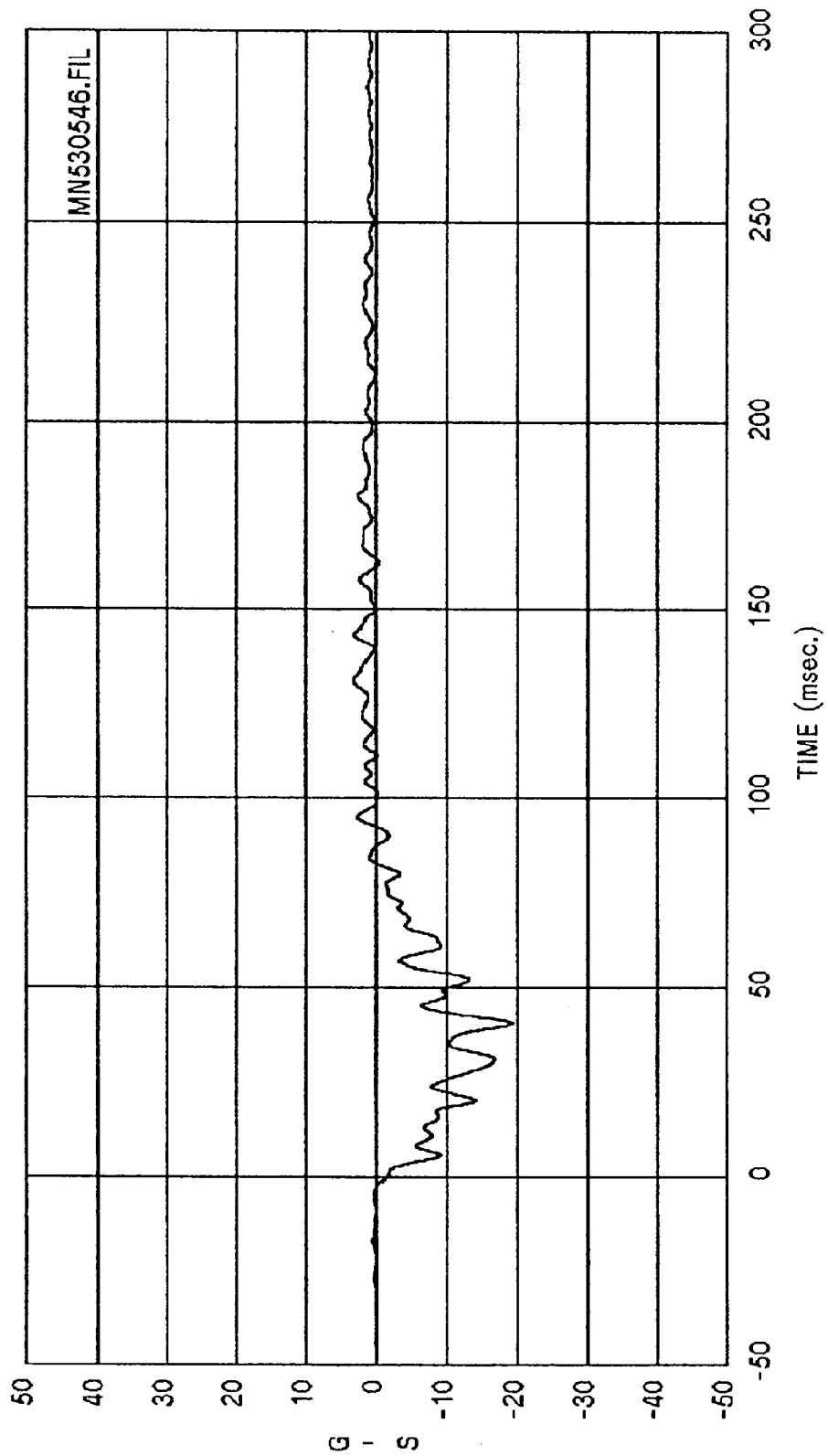
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: Left rear door at upper centerline -- Y axis Filter: SAE CLASS 180 Max = 26.731 Min = -.581001
02

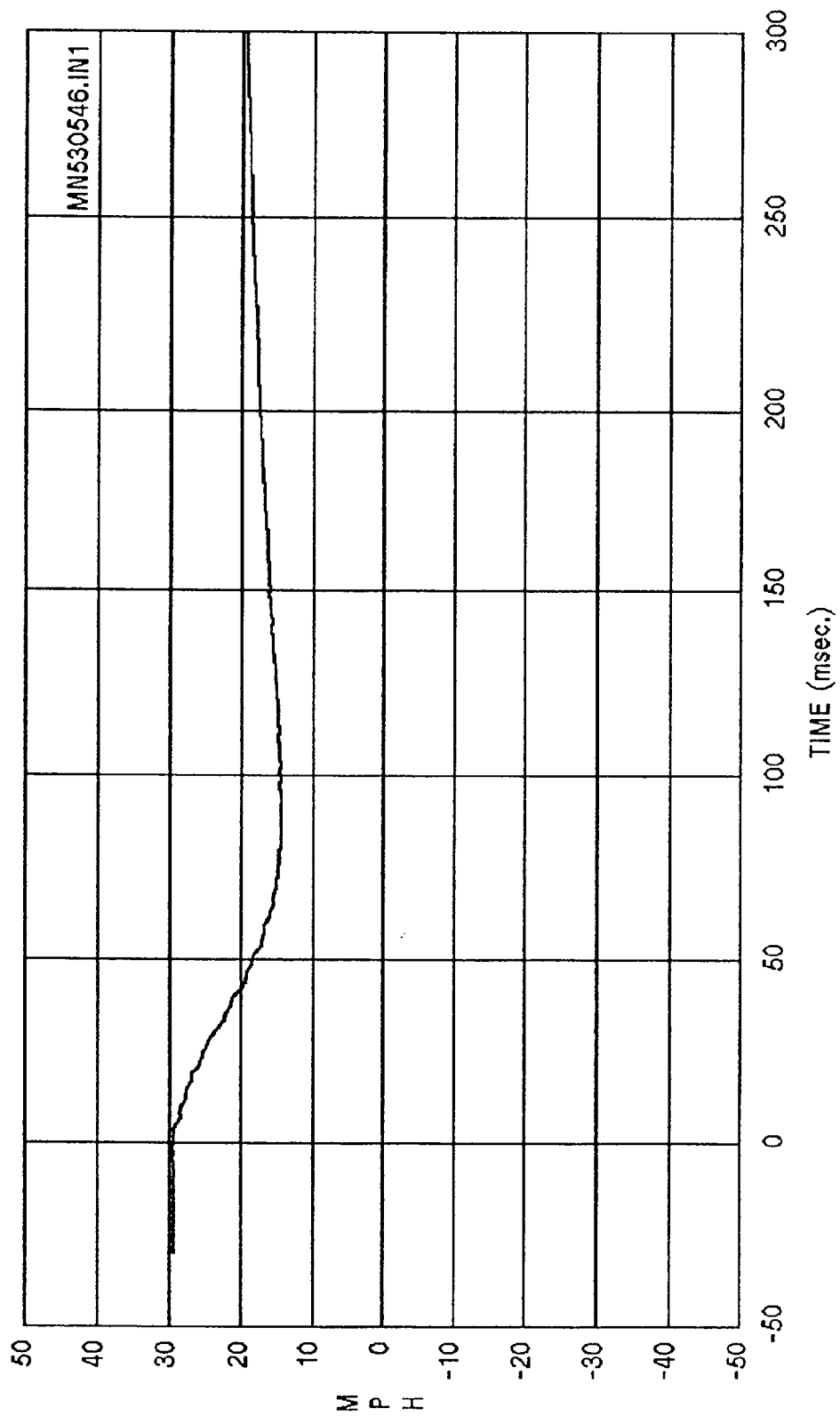
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

MDB ACCELEROMETER DATA



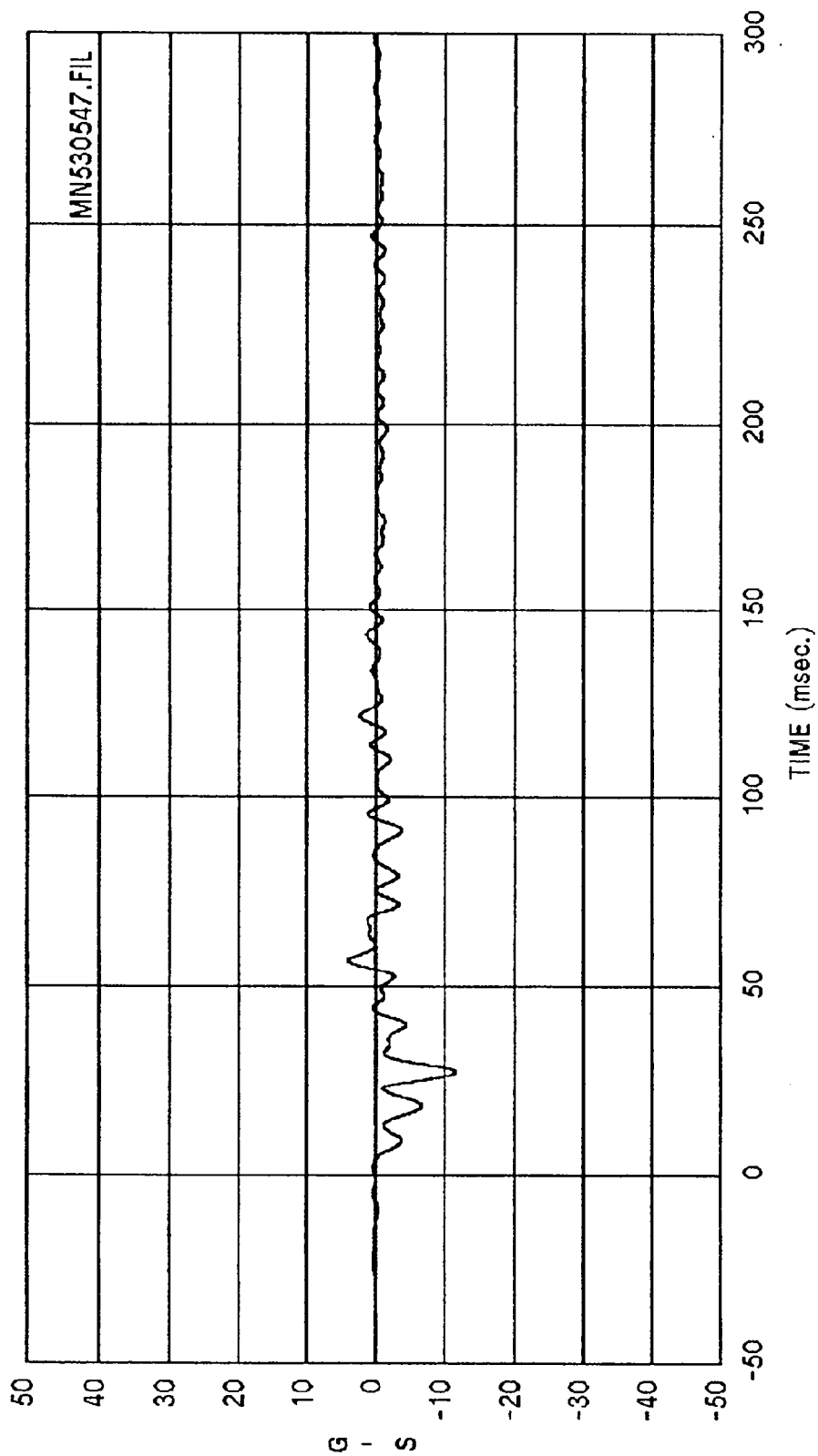
Curve: M.D.B. C/G acceleration -- X axis Filter: SAE CLASS 60 Max = 3.1313 Min = -19.365

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



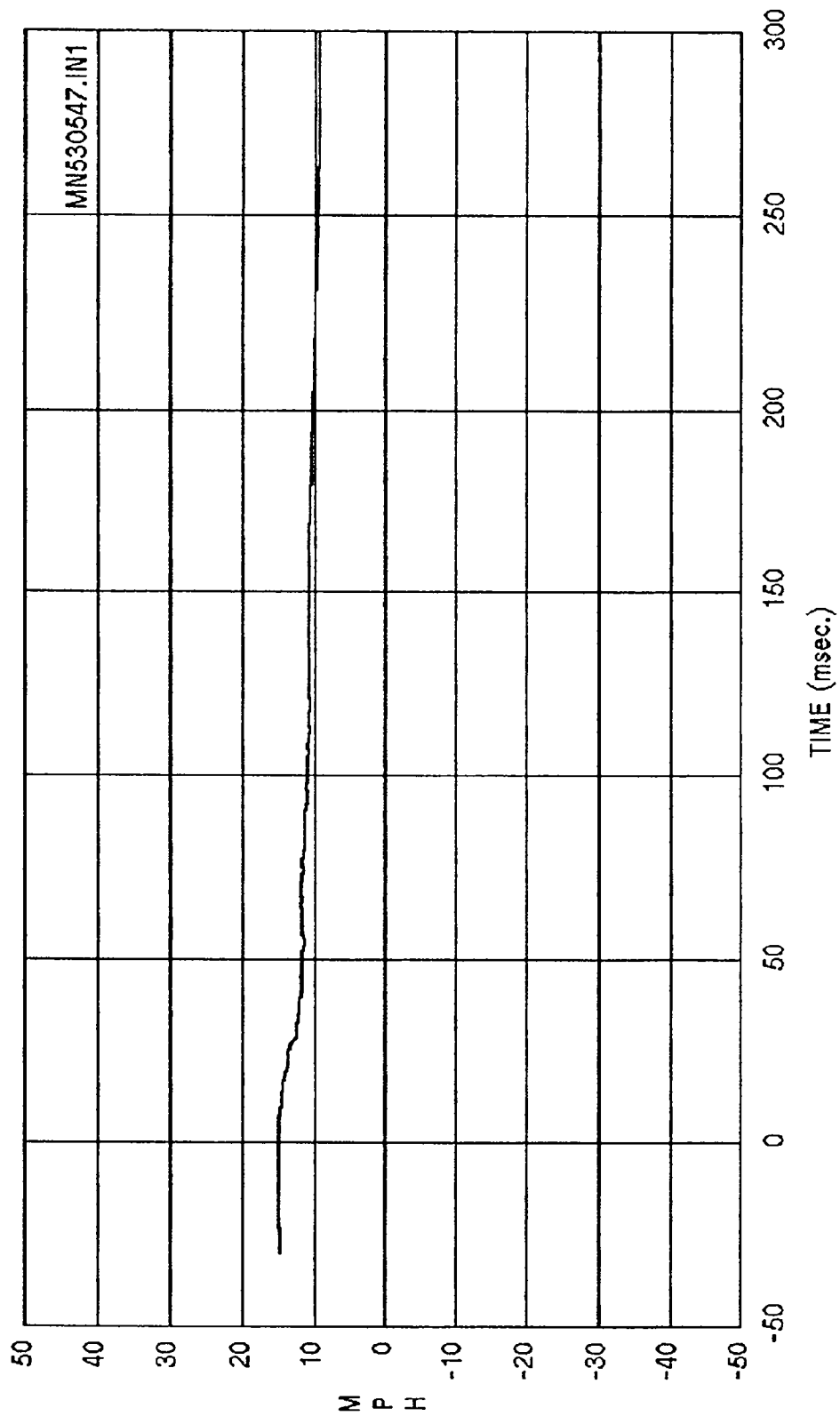
Curve: M.D.B. C/G delta V -- X axis Filter: SAE CLASS 180 Max = 29.474 Min = 14.524

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



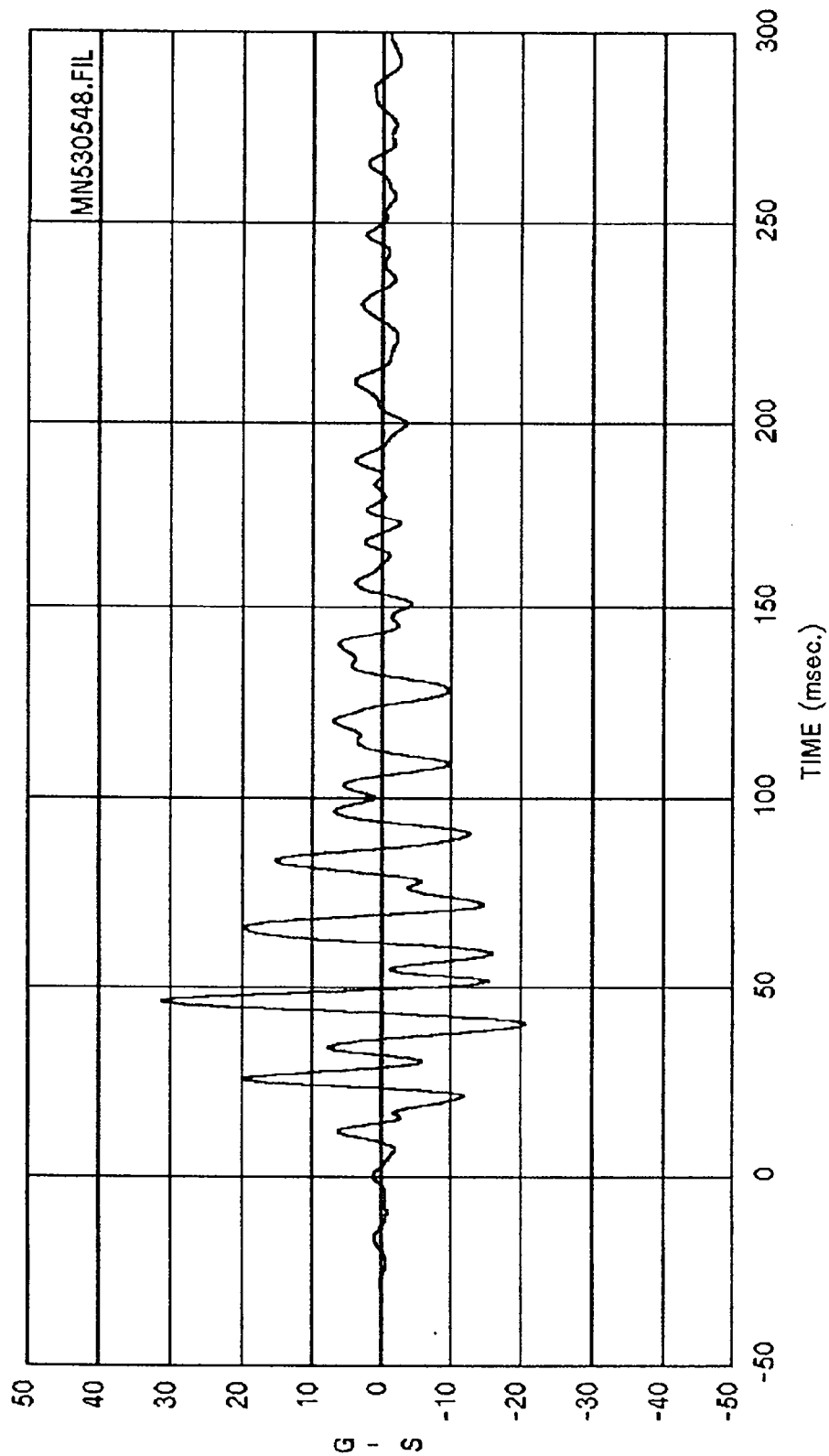
Curve: M.D.B. C/G acceleration -- Y axis Filter: SAE CLASS 60 Max = 3.9473 Min = -11.633

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

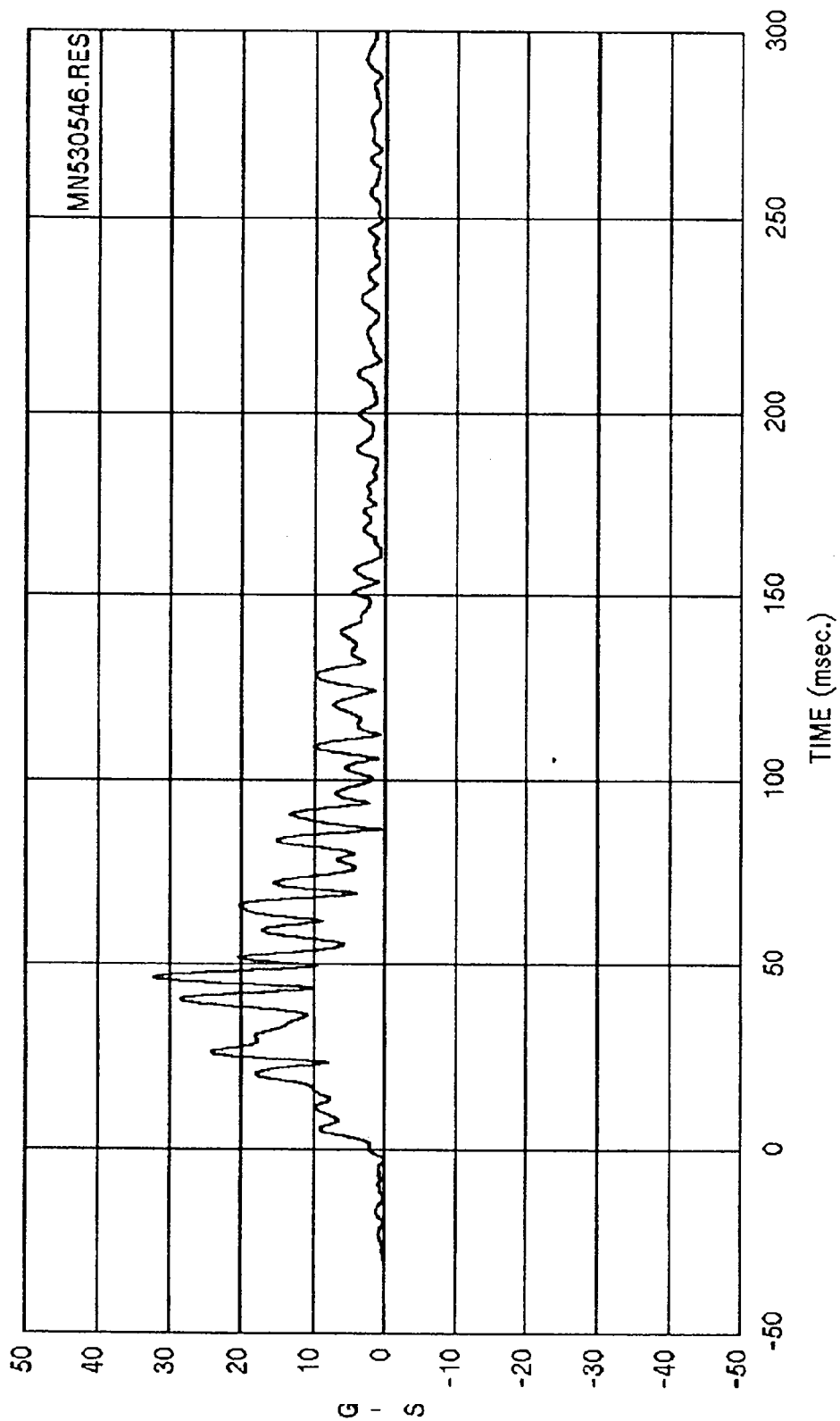


Curve: M.D.B. C/G delta V -- Y axis Filter: SAE CLASS 180 Max = 15.022 Min = 9.3546

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

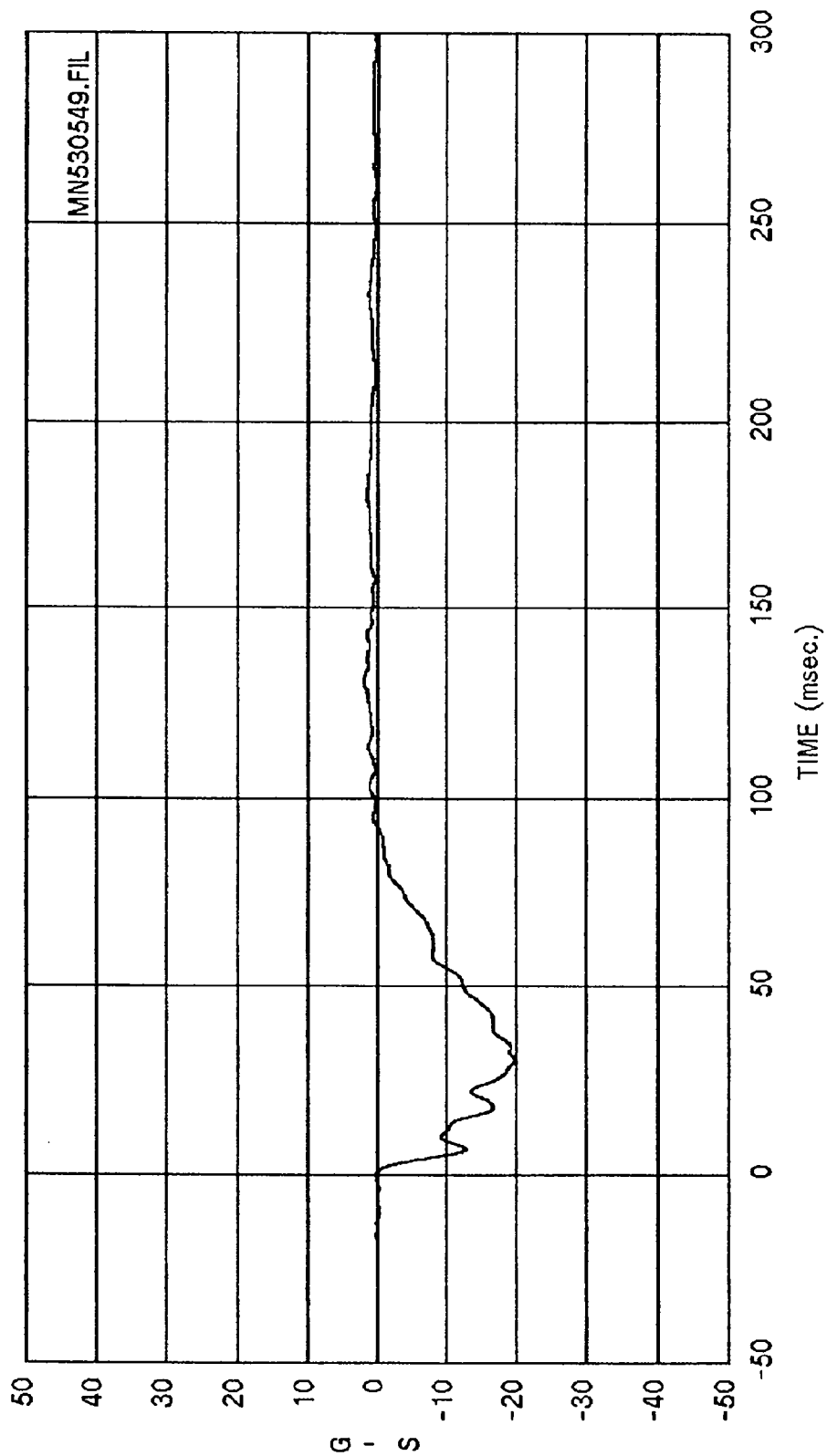


Curve: M.D.B. C/G acceleration -- Z axis Filter: SAE CLASS 60 Max = 31.142 Min = -20.627
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

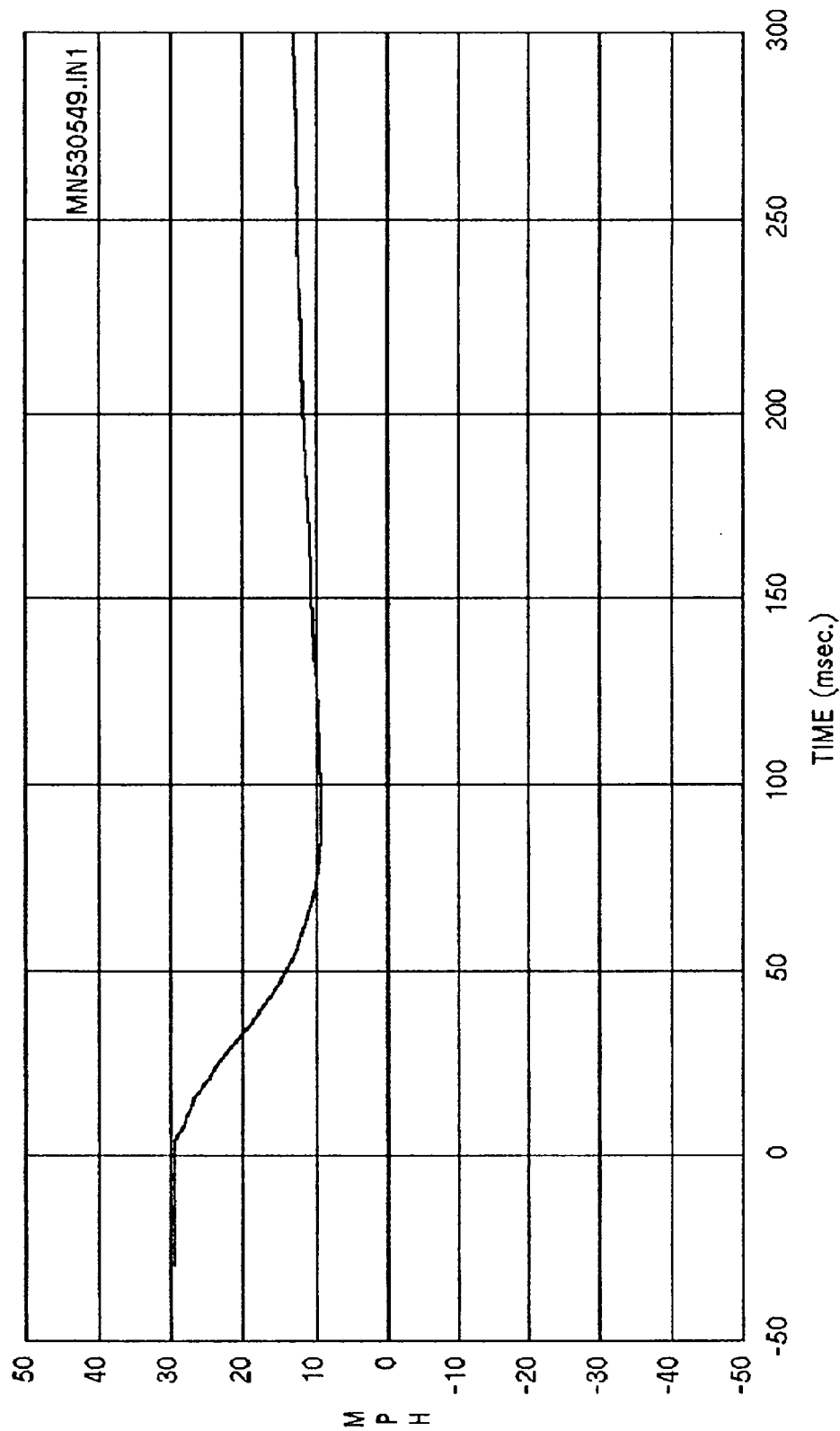


Curve: M.D.B. C/G resultant acceleration Filter: SAE CLASS 60 Max = 32.114 Min = .40562

MSE Date: 07/21/92 Program: Side Impact 30/15 90 Deg. Vehicle: 1992 Honda Accord

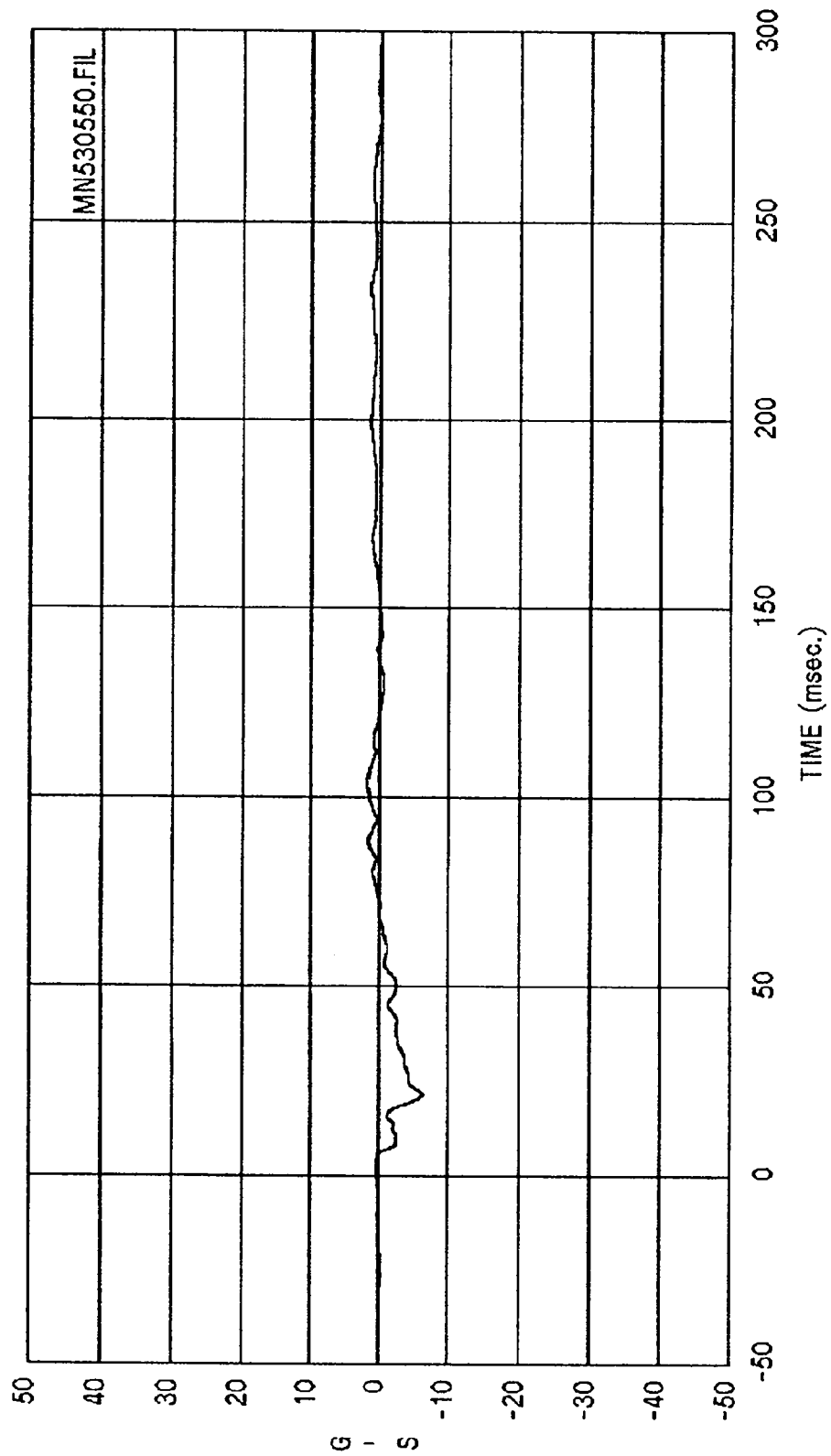


Curve: M.D.B. rear C/G acceleration -- X axis Filter: SAE CLASS 60 Max = 1.9810 Min = -19.960
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

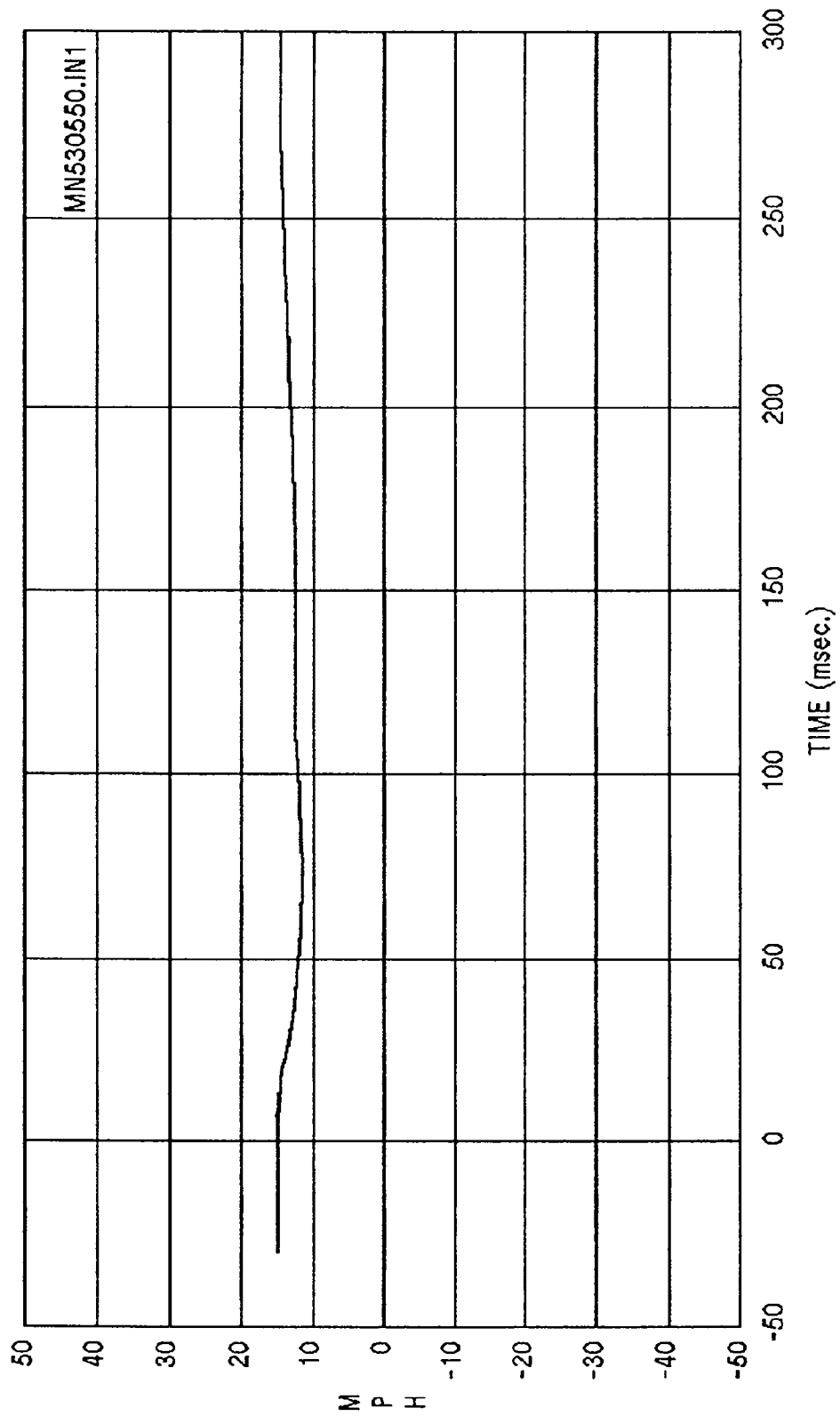


Curve: M.D.B. rear C/G delta V -- X axis Filter: SAE CLASS 180 Max = 29.482 Min = 9.3810

MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: M.D.B. rear C/G acceleration -- Y axis Filter: SAE CLASS 60 Max = 1.7962 Min = -6.4030
MSE Date: 07/21/92 Program: Side Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord



Curve: M.D.B. rear C/G delta V -- Y axis Filter: SAE CLASS 180 Max = 15.140 Min = 11.724

MSE Date: 07/21/92 Program: Slide Impact, 30/15, 90 deg. Vehicle: 1992 Honda Accord

SECTION 7

SID CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Two SID's were used during the test. They were:

DRIVER POSITION: SID, SERIAL NO. 136

LEFT REAR PASSENGER

POSITION: SID, SERIAL NO. 137

The pretest SID calibration data are shown in this section.

SID IMPACT CALIBRATION SUMMARY SHEET

S.I.D. I.D. NO. : 136 (DRIVER)

TEST PARAMETER	SPECIFICATION	Pretest Calibration	Posttest Calibration
1. ABDOMINAL COMPRESSION TEST (Preload = 10 pounds)			
a. Force @ .5" - - - -	23 - 36 lbs.	N/A	
b. Force @ .75"- - - -	36 - 50 lbs.	N/A	
c. Force @ 1.0"- - - - -	50 - 63 lbs	N/A	
d. Force @ 1.3"- - - - -	73 - 88 lbs.	N/A	
2. LUMBAR FLEXION TEST:			
a. Force @ 20' - - - -	22 to 34 lbs	N/A	
b. Force @ 30' - - - -	34 to 46 lbs	N/A	
c. Force @ 40' - - - - -	46 to 58 lbs	N/A	
d. Return Angle - - - -	12 maximum	N/A	
3. THORAX IMPACT TEST:	VEL:14.03ft/sec		
a. Upper Rib accel.- - -	Primary	41.6	
	37 - 46g's Sec	42.6	
b. Lower Rib accel.- - -	Primary	38.7	
	37 - 46g's Sec	39.9	
c. Lower Spine accel - -	Primary	20.8	
	15 -22 g's Sec	19.5	
4. PELVIC IMPACT TEST:	Vel:13.95 ft/sec		
Pelvic accel. - - - -	40 - 60g's	48.3	

SID IMPACT CALIBRATION SUMMARY SHEET

S.I.D. I.D. NO. : 137 (PASSENGER)

TEST PARAMETER	SPECIFICATION	Pretest Calibration	Posttest Calibration
1. ABDOMINAL COMPRESSION TEST (Preload = 10 pounds)			
a. Force @ .5" - - - -	23 - 36 lbs.	N/A	
b. Force @ .75"- - - -	36 - 50 lbs.	N/A	
c. Force @ 1.0"- - - -	50 - 63 lbs.	N/A	
d. Force @ 1.3"- - - -	73 - 88 lbs.	N/A	
2. LUMBAR FLEXION TEST:			
a. Force @ 20' - - - -	22 to 34 lbs	N/A	
b. Force @ 30' - - - -	34 to 46 lbs	N/A	
c. Force @ 40' - - - -	46 to 58 lbs	N/A	
d. Return Angle - - - -	12 maximum	N/A	
3. THORAX IMPACT TEST:	VEL:14.01ft/sec		
a. Upper Rib accel.- - -	Primary 37 - 46g's Sec	40.8 41.8	
b. Lower Rib accel.- - -	Primary 37 - 46g's Sec	39.0 39.8	
c. Lower Spine accel - -	Primary 15 -22 g's Sec	19.3 19.4	
4. PELVIC IMPACT TEST:	Vel:14.10 ft/sec		
Pelvic accel. - - - -	40 - 60g's	56.4	