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VEHICLE SAFETY COMPLIANCE TESTING FOR OCCUPANT CRASH PROTECTION,
WINDSHIELD MOUNTING, WINDSHIELD ZONE INTRUSION (PARTIAL)
AND FUEL SYSTEM INTEGRITY

HONDA MOTOR CO., LTD.
1993 HONDA PRELUDE
2-DOOR COUPE

NHTSA NUMBER: CP5308

CALSPAN TEST NUMBER: 8056-12

FEBRUARY 4, 1993

CALSPAN CORPORATION
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FINAL REPORT

PREPARED FOR:

U. S. Department of Transportation
National Highway Traffic Safety Administration
ENFORCEMENT
Office of Vehicle Safety Compliance
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16. Abstract A 30 mph vehicle safety compliance test was conducted on a 1993 Honda Prelude. This test was performed at the Calspan Advanced Technology Center in Buffalo, New York on February 4, 1993. The purpose of this test was to determine compliance with the performance requirements of the following Federal Motor Vehicle Safety Standards: 1. FMVSS No. 208, "Occupant Crash Protection" 2. FMVSS No. 212, "Windshield Mounting" 3. FMVSS No. 219 (partial), "Windshield Zone Intrusion" 4. FMVSS No. 301, "Fuel System Integrity" The test mode was perpendicular (0°) and the impact velocity was 29.2 mph. The ambient temperature at the impact face was 34°F. The subject test vehicle appears to comply with the requirements of FMVSS Nos. 208, 212, 219 (partial) and 301. <u>Type of Restraint System:</u> The test vehicle was equipped with driver and right front passenger air bags. The 3 point belts were not used for this test.					
17. Key Words 30 mph Vehicle Safety Compliance Testing FMVSS 208, "Occupant Crash Protection" FMVSS 212, "Windshield Mounting" FMVSS 219, "Windshield Zone Intrusion" FMVSS 301, "Fuel System Integrity" Frontal Impact			18. Distribution Statement Copies of this report are available from: Technical Reference Division National Highway Traffic Safety Admin. Nassif Building, Room 5108 (NAD-52) 400 Seventh St., S.W., Washington, DC 20590		
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Section 1

PURPOSE AND TEST PROCEDURE

This 30 mph frontal barrier impact test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 208, 212, 219 (partial) and 301 compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by Calspan Advanced Technology Center under Contract No. DTNH22-90-C-01003. The purpose of this test was to determine if the subject vehicle, a 1993 Honda Prelude, meets the performance requirements of FMVSS 208, "Occupant Crash Protection"; FMVSS No. 212, "Windshield Mounting"; FMVSS No. 219 (partial), "Windshield Zone Intrusion"; and FMVSS No. 301, "Fuel System Integrity". This compliance test was conducted using the requirements found in the OVSC Laboratory Test Procedure No. TP-208-08, dated September 8, 1989.

Section 2

SUMMARY OF TEST NUMBER CP5308

A frontal barrier was impacted by a 1993 Honda Prelude at a velocity of 29.2 mph. The test was performed at the Calspan Corporation Advanced Technology Center on February 4, 1993. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The frontal barrier impact event was documented by one real-time camera and 14 high-speed cameras. Camera locations and other pertinent camera information can be found in this report.

Two Part 572B, 50th percentile male anthropomorphic test devices (ATDs), were placed in the driver and right front passenger seating positions according to dummy placement instructions specified in the OVSC Laboratory Test Procedure.

Both ATDs were fully instrumented with head and chest triaxial accelerometers, and left/right femur load cells. These ATDs had been certified prior to the test.

The 23 channels of data were recorded on PC based data acquisition system. Appendix B contains the vehicle and dummy response data traces. The engine top X direction accelerometer contains questionable data between 51-60 msec.

The driver's HIC was 420. The maximum chest deceleration over 3 milliseconds was 45.6 g's. The maximum force on the driver's left femur was 1441 pounds and 1319 pounds on the right femur.

The right front passenger's HIC was 520. The maximum chest deceleration over 3 milliseconds was 53.1 g's. Loads of 909 and 1153 were recorded on the left and right femurs respectively.

Table 1
CRASH TEST SUMMARY

Vehicle NHTSA No.: CP5308 Test Mode: 30 mph Frontal Barrier

Test Date: February 4, 1993 Time: 13:45 Temperature: 34 °F

Vehicle Make/Model/Body Style: 1993 Honda Prelude

Vehicle Test Weight: 3290 lbs.

Vehicle/Barrier Impact Angle: 0°

Impact Velocity: 29.2 mph

Maximum Static Crush: 15.1 inches

Vehicle Rebound: 11.2 inches

DUMMIES:

	<u>DRIVER</u>	<u>PASSENGER</u>
Type:	<u>Part 572B</u>	<u>Part 572B</u>
Restraint System:	<u>Air bag</u>	<u>Air bag</u>

Number of Data Channels: 23

Number of Cameras: 1 Real Time
14 High Speed

DOOR OPENING DATA: Closed-operable - Left Front
Closed-operable - Right Front

Front Seat(s) Data:

	<u>DRIVER</u>	<u>PASSENGER</u>
Seat Track Failure:	<u>0.0</u>	<u>0.0</u>
	inches of shift	
Seat Back Failure:	<u>None</u>	<u>None</u>

VISIBLE DUMMY CONTACT POINTS:

	<u>DRIVER</u>	<u>PASSENGER</u>
Head:	<u>Face with upper center of air bag. Top of head with sunvisor, windshield. Rear of head with windshield, header and sunvisor.</u>	<u>Air bag</u>
Abdomen:	<u>Air bag</u>	<u>Air bag</u>
Chest:	<u>Air bag</u>	<u>Air bag</u>
Knees:	<u>Lower dash</u>	<u>Glove box door</u>

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 1993 Honda Prelude 2-Door Coupe
 NHTSA No.: CP5308; VIN: JHMBB2166PC000321; Color: Red
 Engine Data: 4 cylinders; 138 CID; - Liters; - cc
 Placement: - Longitudinal or In-Line; X Transverse or Lateral
 Transmission Data: 5 speeds; X Manual; - Automatic; - Overdrive
 Final Drive: - Rear Wheel Drive; X Front Wheel Drive; - Four Wheel Drive
 Major Options: X A/C; X Pwr.Strg.; X Pwr.Brakes
X Pwr.Windows; X Pwr.Door Locks; X Tilt Wheel
 Date Received: 1-14-93; Odometer Reading 22 miles
 Selling Dealer: Don Davis Auto World
 & Address 2277 Niagara Falls Blvd., Amherst, NY 14228

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: Honda Motor Co., LTD, Japan
 Date of Manufacture: 8/92
 GVWR: 3790 lbs.; GAWR: 2095 lbs. FRONT; 1805 lbs. REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load: 32 psi FRONT
32 psi REAR

Recommended Tire Size: 205/55R15 87V

* Recommended Cold Tire Pressure: 32 psi FRONT; 32 psi REAR

Size of Tires on Test Vehicle: 205/55R15; Manufacturer: Bridgestone

Vehicle Capacity Data:

Type of Front Seats: - Bench; X Bucket; - Split Bench
 Number of Occupants: 2 Front; 2 Rear; 4 Total
 Vehicle Capacity Weight (VCW) = 700 lbs.
 No. of Occupants x 150 lbs. = 600 lbs.
 Rated Cargo/Luggage Weight (RCLW) = 100 lbs. (Difference)

*Tire pressure used for test

Table 2

GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (WITH MAXIMUM FLUIDS) = UDW:

Right Front = 890 lbs. Right Rear = 540 lbs.
 Left Front = 910 lbs. Left Rear = 540 lbs.
 TOTAL FRONT = 1800 lbs. TOTAL REAR = 1080 lbs.
 % of Total Vehicle Weight = 62.5 % of Total Weight = 37.5 %
 TOTAL DELIVERED WEIGHT = 2880 lbs.

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight = 2880 lbs.
 Rated Cargo/Luggage Weight (RCLW) = 100 lbs.
 Weight of 2 P.572 Dummies @ 164 ea. = 328 lbs.
 TARGET TEST WEIGHT = 3308 lbs. (sum)

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 0 POUNDS OF CARGO WEIGHT:

Right Front = 920 lbs. Right Rear = 710 lbs.
 Left Front = 920 lbs. Left Rear = 740 lbs.
 TOTAL FRONT = 1840 lbs. TOTAL REAR = 1450 lbs.
 % of Total Weight = 55.9 % % of Total Weight = 44.1 %
 TOTAL TEST WEIGHT = 3290 lbs.
 Weight of Ballast Secured in Vehicle Trunk Area = 0 lbs.
 Vehicle Components Removed for Weight Reduction: None

VEHICLE ATTITUDE (all dimensions in inches):

AS DELIVERED: RF 26.1 LF 26.0 RR 26.4 LR 26.2
 FULLY LOADED: RF 25.4 LF 25.4 RR 24.6 LR 24.5
 AS TESTED: RF 26.0 LF 26.0 RR 24.8 LR 24.9
 Vehicle's Wheel Base: 100.6 in.
 Location of Vehicle's C.G.: 44.3 inches rearward of front wheel center

FUEL SYSTEM DATA:

Fuel System Capacity From Owner's Manual = 15.9 gallons
 Usable Capacity Figure Furnished by COTR = 15.4 gallons
 Test Volume Range (92 to 94% of Usable Capacity) = 14.2 to 14.5 gallons
 ACTUAL TEST VOLUME = 14.3 gallons (with entire fuel system filled)

Table 3
POST IMPACT DATA

TYPE OF TEST:

Type of Test: Frontal Barrier Impact Angle: 0°
Test Date: February 4, 1993 Time: 13:45 Temperature: 34°F
Vehicle NHTSA No.: CP5308
Required Impact Velocity Range: 28.9 to 29.9 mph

BARRIER IMPACT VELOCITY: (Speed traps within 5 feet of impact plane.)

Trap No. 1 = 29.2 mph; Trap No. 2 = 29.2 mph
Distance from vehicle to barrier: (1) entering trap = 52 inches
(2) exiting trap = 12 inches

VEHICLE STATIC CRUSH: (For frontal and rear impacts only.)

Vehicle Length:

Pre-Test Right = 169.8; C/L = 174.6; Left = 169.5
Post-Test Right = 158.0; C/L = 159.5; Left = 158.8
Crush Right = 11.8; C/L = 15.1; Left = 10.7
AVERAGE = 12.5 inches

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point:
Right = 11.4; C/L = 10.1; Left = 12.2
AVERAGE = 11.2 inches

DOOR OPENING:

	Left	Right
Front	<u>Closed</u>	<u>Closed</u>
Rear	<u>N/A</u>	<u>N/A</u>

SEAT MOVEMENT:

	Seat Back Failure	Seat Shift
Front	<u>None</u>	<u>None</u>
Rear	<u>N/A</u>	<u>N/A</u>

Table 3
POST IMPACT DATA (cont.)

GLAZING DAMAGE: Windshield cracked throughout

OTHER NOTABLE IMPACT FEATURES: Passenger head appeared to contact windshield
through air bag

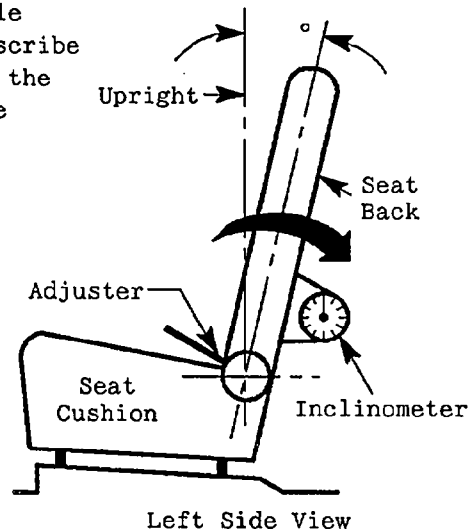
Section 3
OCCUPANT AND VEHICLE DATA

Figure 1
TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year: 1993 Vehicle Model: Honda Prelude Body Style: 2-door coupe

1. Nominal Design Riding Position for adjustable driver and passenger seat backs. Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.



Seat back angle for driver's seat: Not applicable

Measurement instructions: Seat back placed in 5th notch rearward of full up position (Position 0). Fine adjustments in mid position. Verified by Honda personnel.

Seat back angle for passenger's seat: N/A

Measurement instructions: Seat back placed in 5th notch rearward of full up position (Position 0). Verified by Honda personnel.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: Seat positioned in 11th position (mid-position) of 21 total detents. Verified by Honda personnel.

Positioning of the passenger's seat (if applicable): Same as driver.

3. Fuel Tank Capacity Data

A. "Usable Capacity" of the standard equipment fuel tank is 15.9 gallons

B. "Usable Capacity" of the optional equipment fuel tank is -- gallons

4. Steering Column Position: 0.82 inches up from lowest position (mid-position)

5. Other: Driver lumbar support in lowest position

Figure 2
PART 572 DUMMY IN-VEHICLE POSITION

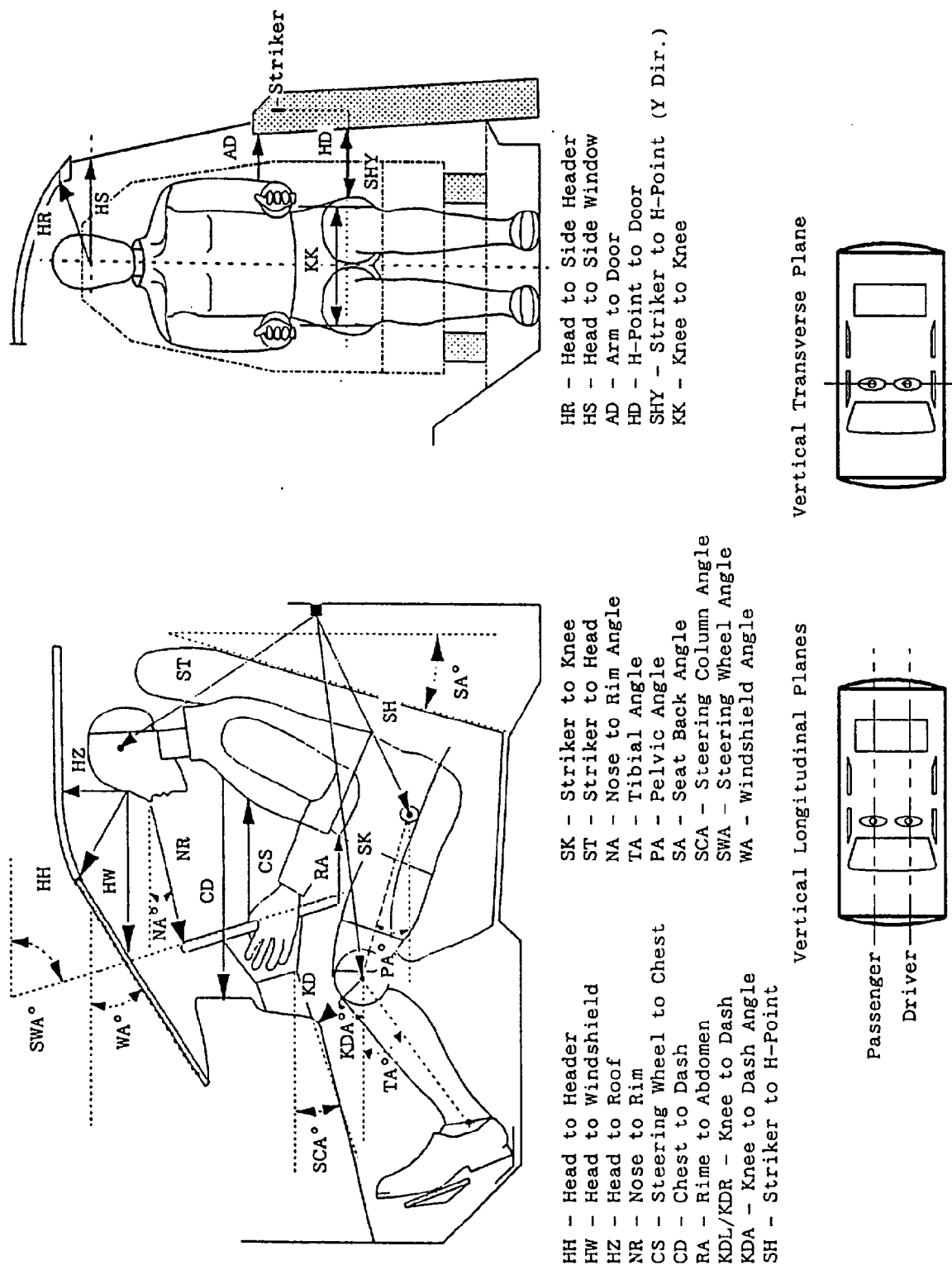


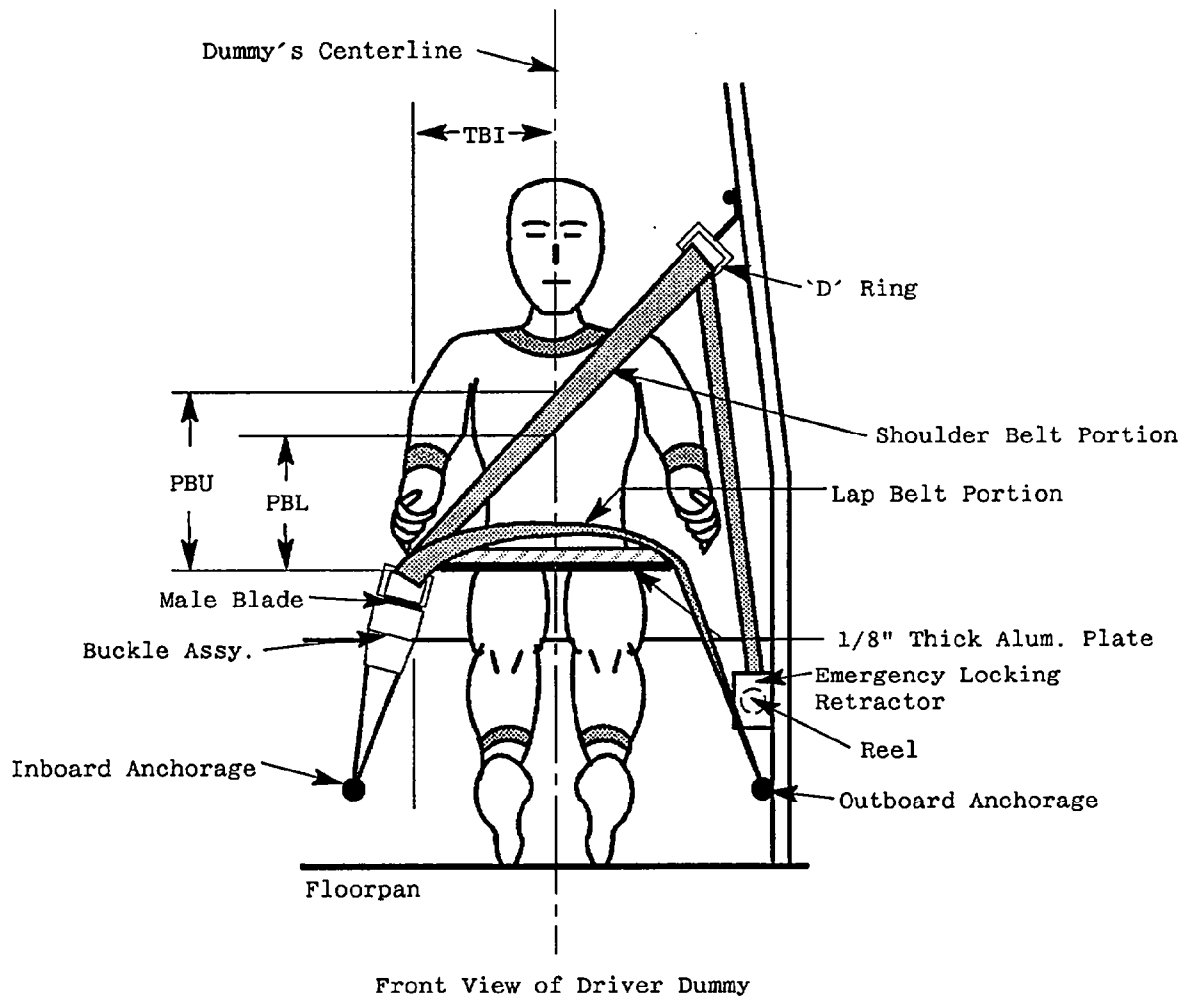
Table 4

FRONT SEAT OCCUPANT MEASUREMENTS

(all dimensions in inches unless otherwise specified)

	DRIVER (Serial #1019)	PASS (Serial #1022)
WA°	25°	-
SWA°	70.5°	-
SCA°	19.5°	-
SA°	seat was positioned as specified by manufacturer	seat was positioned as specified by manufacturer
HZ	5.1	5.6
HH	15.8	16.5
HW	23.3	23.6
HR	7.8	7.8
NR	21.3 Angle (NA) 14°	-
CD	29.9	25.1
CS	15.6	-
RA	9.9	-
KDL	7.4 Angle (KDA) 36°	8.0
KDR	8.5	7.6 Angle (KDA) 35°
FA°	17°	18°
TA°	24°	27°
KK	14.7	11.8
ST	16.4 Angle 22°	16.3 Angle 17°
SK	30.9 Angle 103°	30.6 Angle 101°
SH	17.1 Angle 127°	17.6 Angle 124°
SHY	10.6	11.2
HS	11.1	11.1
HD	5.7	5.3
AD	4.4	4.1

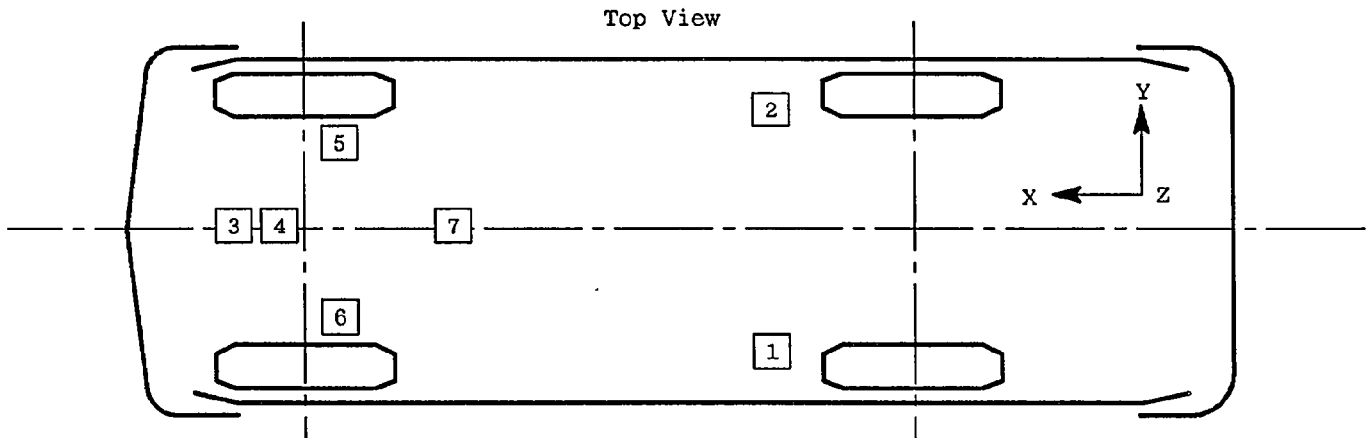
Figure 3
SEAT BELT POSITIONING DATA



	DRIVER DUMMY (inches)	PASSENGER DUMMY (inches)
<u>PBU</u> -- Top surface of alum. plate to upper edge	*	*
<u>PBL</u> -- Top surface of alum. plate to belt lower edge	*	*
<u>TBI</u> -- Distance from torso centerline to buckle	*	*

* Vehicle equipped with driver and right front passenger air bag. Manual belts not used for this test.

Figure 4
VEHICLE ACCELEROMETER LOCATIONS



ACCELEROMETER NUMBER*	ACCELEROMETER LOCATION	DIRECTION		
		X	Y	Z
1	Left Rear Seat Crossmember	X		
2	Right Rear Seat Crossmember	X		
3	Top of Engine	X		
4	Bottom of Engine	X		
5	Right Disc Brake Caliper	X		
6	Left Disc Brake Caliper	X		
7	Instrument Panel	X		

*The accelerometer pack number can be correlated with the vehicle response data traces found in Appendix B.

Table 5
VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

NO.	LOCATION		X*	Y*	Z*	POSITIVE DIRECTION**		NEGATIVE DIRECTION**	
						MAX (g)	TIME (msec)	MAX (g)	TIME (msec)
1	REAR SEAT X-MEMBER AT LEFT SIDE	PRE:	63.8	16.5	14.7				
		POST:	63.8	16.5	14.6				
	LONGITUDINAL ACCELERATION					4	93	-33	60
2	REAR SEAT X-MEMBER AT RIGHT SIDE	PRE:	63.8	-16.5	14.7				
		POST:	63.8	-16.5	14.7				
	LONGITUDINAL ACCELERATION					4	95	-30	61
3	TOP OF ENGINE BLOCK	PRE:	144.6	-2.0	29.2				
		POST:	140.8	-2.0	28.5				
	LONGITUDINAL ACCELERATION					14	2	-78	40
4	BOTTOM OF ENGINE	PRE:	147.1	-5.5	7.0				
		POST:	143.5	-5.5	6.6				
	LONGITUDINAL ACCELERATION					16	15	-109	32
5	BRAKE CALIPER AT RIGHT SIDE	PRE:	135.6	-21.3	17.8				
		POST:	132.3	-21.3	17.7				
	LONGITUDINAL ACCELERATION					25	66	-63	35
6	BRAKE CALIPER AT LEFT SIDE	PRE:	135.6	21.3	17.5				
		POST:	132.1	21.2	17.4				
	LONGITUDINAL ACCELERATION					29	62	-67	47
7	DASH PANEL	PRE:	101.1	-1.5	27.4				
		POST:	101.0	-1.5	27.4				
	LONGITUDINAL ACCELERATION					73	73	-87	78

** *X + Forward from rear bumper Y + Left from vehicle centerline Z + Up from ground	LONGITUDINAL: LATERAL: VERTICAL:	<u>POSITIVE</u> FORWARD LEFTWARD UPWARD	<u>NEGATIVE</u> REARWARD RIGHTWARD DOWNWARD
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DISTANCE MEASUREMENTS IN INCHES

Figure 5
CAMERA POSITIONS FOR FRONTAL IMPACTS

NOTE: Camera Information Shown on Table 5.

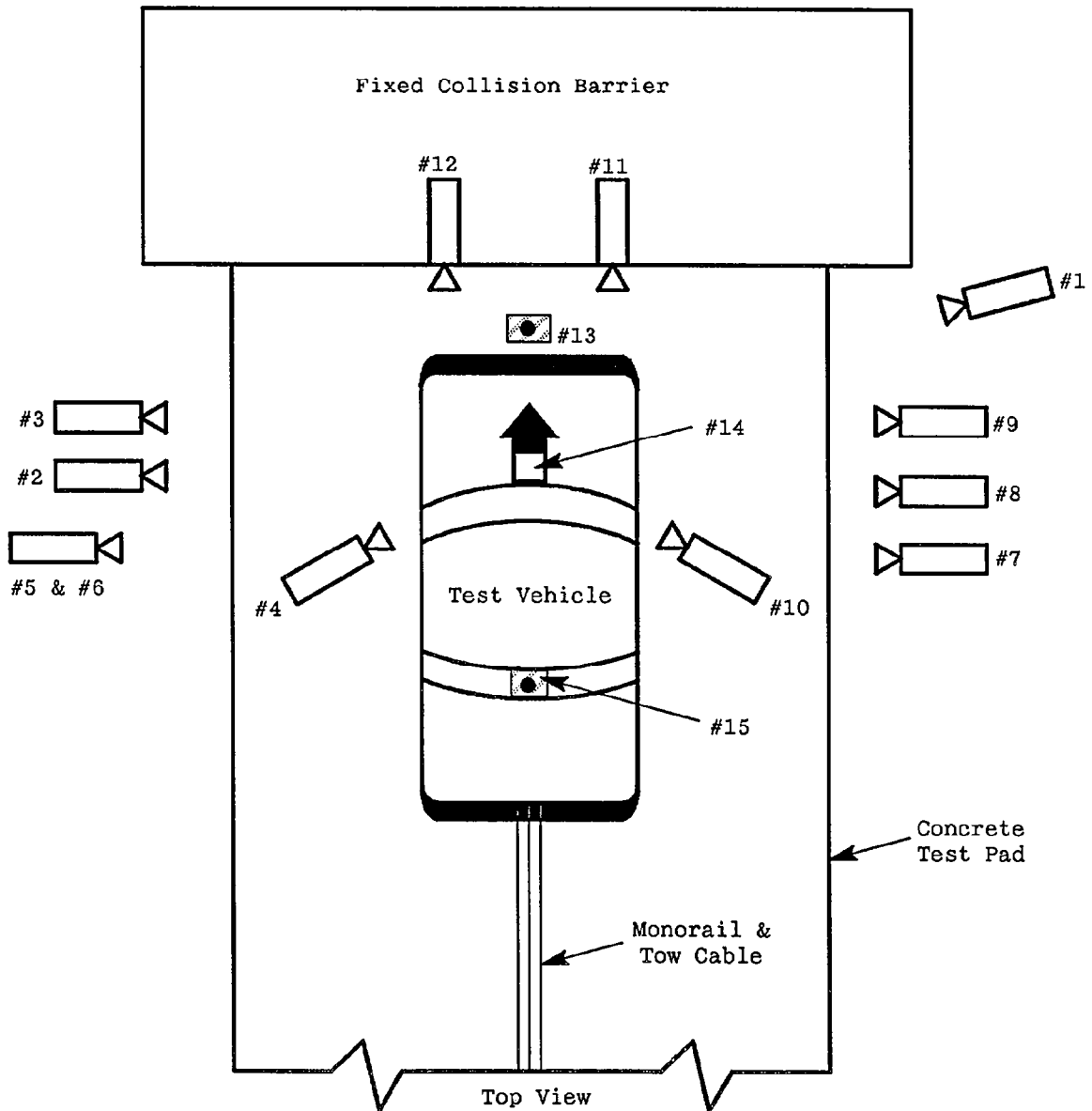


Table 6

HIGH-SPEED CAMERA LOCATIONS

CAMERA NO.	VIEW	CAMERA POSITIONS (in) *			ANGLE** (deg)	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
		X	Y	Z				
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	234	64	41	-4°	217.3	13	555
3	Left Side View	315	45	41	-3	298.3	25	620
4	Driver and Interior View	116	113	64	-18	-	13	575
5	Steering Column (Bottom)	268	73	46	-4	251.3	25	755
6	Steering Column (Top)	268	73	70	-11	251.3	25	755
7	Overall Right Side	232	75	42	-5	215.3	13	555
8	Right Side View	319	54	40	-2	302.3	25	555
9	Right Passenger View	295	81	56	-4	278.3	35	530
10	Passenger and Interior View	116	116	66	-15	-	13	560
11	Passenger Front View	22	19	76	-43	-	13	560
12	Driver Front View	22	19	76	-43	-	13	600
13	Windshield View	0	0	126	-58	-	13	600
14	Pit View of Engine	0	30	-86	90	-	13	670
15	Pit View of Fuel Tank	0	96	-86	90	-	13	805

*X = film plane to monorail centerline
 Y = film plane to impact location
 Z = film plane to ground
 ** = referenced to horizontal plane

Test No. CP5308 Vehicle: 1993 Honda Prelude 2-door coupe

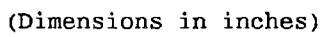
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Figure 7
TEST VEHICLE MEASUREMENTS

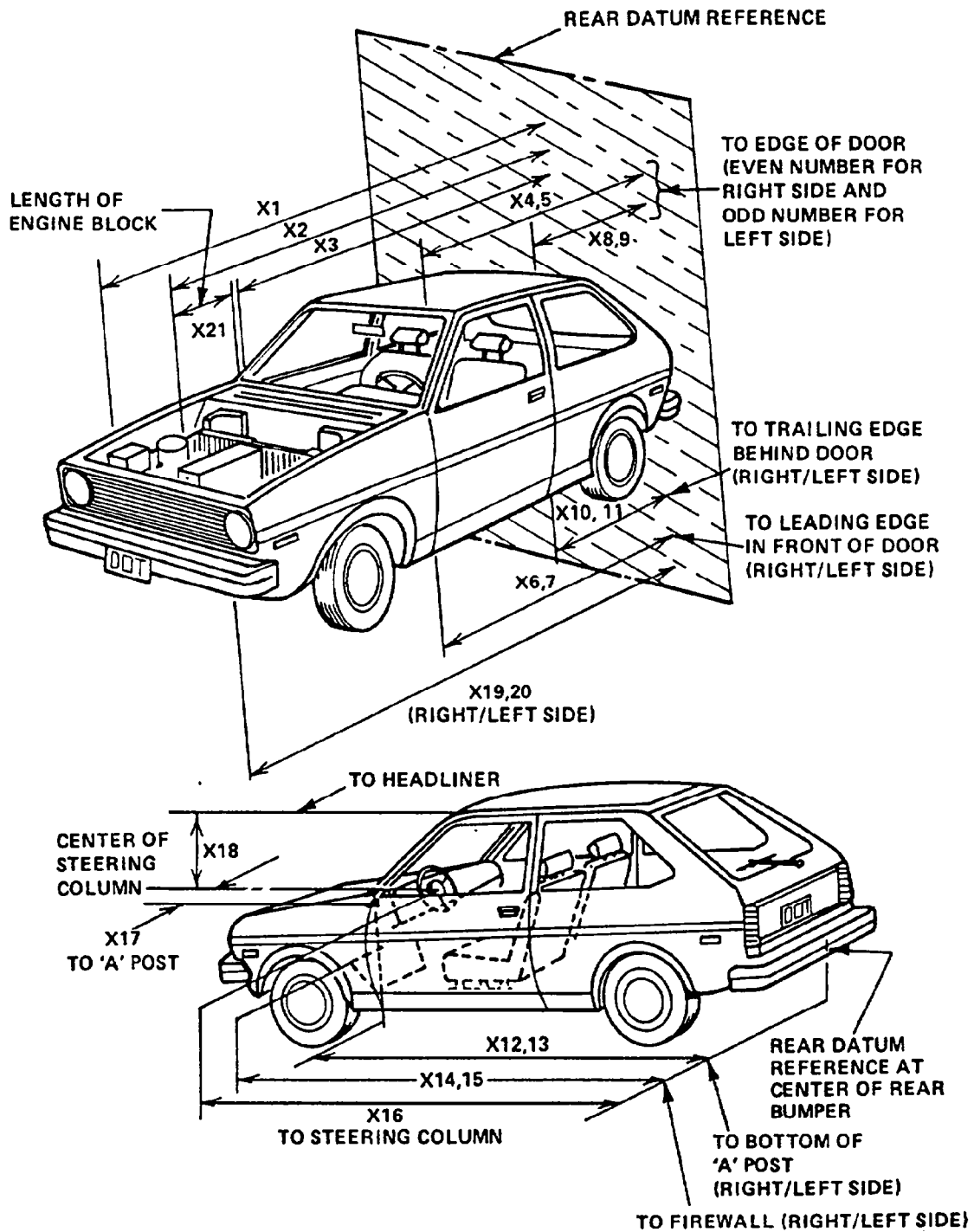


Table 7

VEHICLE MEASUREMENTS

No.		All Dimensions in Inches		
		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	174.6	159.5	15.1
X2	Rear Surface of Vehicle to Front of Engine	148.2	145.0	3.2
X3	Rear Surface of Vehicle to Firewall	128.5	128.1	0.4
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	111.5	111.4	0.1
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	111.6	111.5	0.1
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	112.4	112.2	0.2
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	112.8	112.4	0.4
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	64.0	63.5	0.5
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	64.4	63.8	0.6
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	65.6	65.3	0.3
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	65.9	65.3	0.6
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	112.4	111.8	0.6
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	112.8	112.5	0.3
X14	Rear Surface of Vehicle to Firewall, Right Side	128.0	127.5	0.5
X15	Rear Surface of Vehicle to Firewall, Left Side	127.7	127.5	0.2
X16	Rear Surface of Vehicle to Steering Column	94.8	95.8	-1.0
X17	Center of Steering Column to "A" Post	16.5	17.5	-1.0
X18	Center of Steering Column to Headliner	16.4	16.4	0.0
X19	Rear Surface of Vehicle to Right Side of Front Bumper	169.8	158.0	11.8
X20	Rear Surface of Vehicle to Left Side of Front Bumper	169.5	158.8	10.7
X21	Length of Engine Block	17.5	17.5	0.0

Section 4

SUMMARY OF RESULTS OF FMVSS NOS. 208, 212, 219 AND 301-75

- "Occupant Crash Protection," FMVSS No. 208 Data
- "Windshield Mounting," FMVSS No. 212 Data
- "Windshield Zone Intrusion," FMVSS No. 219 (Partial) Data
- "Fuel System Integrity," FMVSS No. 301-75

Table 8

DUMMY INJURY CRITERIA VALUESNHTSA No.: CP5308 Vehicle: 1993 Honda Prelude 2-door coupe

	MAXIMUM ACCELERATION (g's)								
	HEAD				CHEST				
	X	Y	Z	R	X	Y	Z	R*	Displacement
Dummy (1)	34	-158	88	159	-47	6	14	46.8	N/A
Dummy (2)	-58	-117	114	148	-44	-12	37	55.1	N/A

	MAXIMUM FORCE - FEMUR LOAD (lbs.)	
	LEFT FEMUR	RIGHT FEMUR
Dummy (1)	1440	1319
Dummy (2)	909	1153

	HEAD INJURY CRITERIA**			
	HIC	36 millisecond Maximum		Avg. Acc. (g) t ₁ TO t ₂
		t ₁ (msec)	t ₂ (msec)	
Dummy (1)	420.57	80.160	108.480	46.63
Dummy (2)	520.47	77.640	111.240	47.43

* Defined as exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

Section 4

SUMMARY OF RESULTS OF FMVSS NOS. 208, 212, 219 AND 301-75

- "Occupant Crash Protection," FMVSS No. 208 Data
- "Windshield Mounting," FMVSS No. 212 Data
- "Windshield Zone Intrusion," FMVSS No. 219 (Partial) Data
- "Fuel System Integrity," FMVSS No. 301-75

Table 8
DUMMY INJURY CRITERIA VALUES

NHTSA No.: CP5308 Vehicle: 1993 Honda Prelude 2-door coupe

	MAXIMUM ACCELERATION (g's)								
	HEAD				CHEST				
	X	Y	Z	R	X	Y	Z	R*	Displacement
Dummy (1)	34	-158	88	159	-47	6	14	45.6	N/A
Dummy (2)	-58	-117	114	148	-44	-12	37	53.1	N/A

	MAXIMUM FORCE - FEMUR LOAD (lbs.)	
	LEFT FEMUR	RIGHT FEMUR
Dummy (1)	1440	1319
Dummy (2)	909	1153

	HEAD INJURY CRITERIA**			
	HIC	36 millisecond Maximum		Avg. Acc. (g) t ₁ TO t ₂
		t ₁ (msec)	t ₂ (msec)	
Dummy (1)	420.57	80.160	108.480	46.63
Dummy (2)	520.47	77.640	111.240	47.43

* Defined as exceeding 0.003 sec. duration

**As defined in FMVSS No. 208

Table 9

FMVSS NO. 208 - SEAT BELT WARNING SYSTEM CHECK

With occupant in driver's position, the lap belt in stowed position, and ignition switch placed in "Start/On" position:

Log time duration of audible warning signal = 6 sec.

Log time duration of reminder light operation = continuous sec.

With occupant in driver's position, lap belt in use, and the ignition switch placed in "Start/On" position:

Log time duration of audible warning signal = 0 sec.
(audible warning should not operate)

Log time duration of reminder light operation = 0 sec.

Note wording of visual warning:

Fasten Seat Belt -

Fasten Belt -

Symbol 101-80 X

Table 10

FMVSS NO. 208 - LABELING AND DRIVER'S MANUAL INFORMATION

Locate label which describes manufacturers maintenance or replacement schedule for crash-deployed occupant protection system.

Describe location:

Label located inside glove box door.

The manufacturers recommended schedule is inspect the system 10 years after the date of manufacture as noted on the certification plate.

Were appropriate instructions concerning maintenance and/or replacement of this system provided?

YES X NO -

Was a description of the functional operation of the system provided?

YES X NO -

Is there a reference to the instructions and description of the system on the label?

YES X NO -

Was an owner's manual provided?

YES X NO -

Did the owner's manual contain appropriate information concerning maintenance and/or replacement and a description of the functional operation of the systems?

YES X NO -

Table 11

FMVSS NO. 208 - READINESS INDICATOR

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement.

Is the system totally mechanical? YES - NO X

Describe the location of the readiness indicator:

Indicator located at top left of instrument panel

Is the readiness indicator clearly visible to the driver?
YES X NO -

Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided?
YES X NO -

Table 12

FMVSS NO. 208 - COMFORT AND CONVENIENCE TEST SUMMARY

Test Vehicle NHTSA No.:	<u>CP5308</u>
Make/Model:	<u>1993 Honda Prelude 2-door coupe</u>
Date of Comfort/Convenience Check:	<u>2/3/93</u>
Technician Performing Check:	<u>DJT</u>
GVWR:	<u>3,790 lbs.</u>

Seat belt comfort and convenience requirements cover vehicles manufactured on or after September 1, 1986, which have a gross vehicle weight rating of 10,000 pounds or less. Exemptions to this rule are belts installed in a walk-in, van-type vehicle and manual Type 2 belt systems installed in the front outboard seating positions of passenger automobiles. On or after September 1, 1989, the exemption of the type 2 manual seat belts installed in the front outboard seating positions of passenger automobiles will change depending on the states' enactment of mandatory usage laws.

Was vehicle built after or on September 1, 1986, and is it equipped with:

1. Automatic seat belts YES - NO X

If yes, go to requirements D1, D2 and D3

2. Manual seat belts* YES X NO -

a. The seat belts, other than Type 2 lap/shoulder belts, are located in the front outboard seating positions of a passenger automobile.

YES - NO X

(Go to requirements D3, D4, D5, and D6)

b. The seat belt system is Type 2 lap/shoulder belt in the front outboard seating positions or the seat belts are located in a walk-in van.

STOP

*If the seat belts are voluntarily installed by the manufacturer they do not have to comply.

Table 12 (cont.)

D1

CONVENIENCE HOOKS

A convenience hook or other device is provided to stow seat belt webbing to facilitate entering or exiting the vehicle.

YES - NO X

Check the option which applies to this test vehicle:

1. A convenience hook or other device automatically releases the webbing when the automatic belt system is operational and remains in the released mode as long as the vehicle's ignition switch is moved to the "on" or "start" position and the vehicle's drivetrain is engaged.

YES N/A NO N/A

2. A convenience hook or other device automatically releases the webbing when the automatic belt system is operational and remains in the released mode as long as the vehicle's ignition switch is moved to the "on" or "start" position and the vehicle's parking brake is in the released mode (nonengaged).

YES N/A NO N/A

D2

WEBBING TENSION - RELIEVING DEVICE

The seat belt assembly installed in the outboard designated seating position has either manual or automatic tension relieving devices permitting the introduction of slack in the webbing of the shoulder belt ("comfort clips" or "window shade" devices).

YES - NO X

Check the owner's manual and determine the maximum amount of slack recommended by the manufacturer in inches. The recommended slack is - inches. Introduce this slack into the shoulder belt before testing the vehicle to comply with the requirements of FMVSS 208 S5.1. A warning is included in the owner's manual that introducing slack beyond the amount specified can significantly reduce the effectiveness of the shoulder belt.

YES N/A NO N/A

(If NO, provide explanation.)

Check the option which applies to this test vehicle:

1. This vehicle is equipped with automatic seat belts and the tension relieving device is canceled each time the adjacent door is opened.

YES N/A NO N/A

(If NO, provide explanation.)

Table 12 (cont.)

2. This vehicle is equipped with manual belts, required to meet FMVSS 208 S4.6, and the tension relieving device is canceled each time one of the following options occurs:
- a. The adjacent door is opened. YES N/A NO N/A
- b. The latch plate is released from the buckle. YES N/A NO N/A
3. This is an open-body vehicle, without doors. Does the manual mean to cancel any shoulder belt slack introduced by a tension relieving device to operate properly?
- YES N/A NO N/A

(If NO, provide explanation.)

D3

BELT CONTACT FORCE

1. Do not measure the belt contact force if the manual or automatic seat belt assemblies in this vehicle incorporate a webbing tension relieving device. Does the vehicle incorporate a tension relieving device?
- YES - NO X
2. Seats are adjusted according to instructions in Appendix B.
- YES X NO -
3. The test dummies are positioned according to dummy position placement instructions in Appendix B and Appendix C.
- YES X NO -
4. Close the vehicle's adjacent door, pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest, then fasten the latch. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point, pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. Measure the contact force exerted by the belt webbing on the dummy's chest. The contact force is 0.3 pounds. Contact the COTR if the contact force exceeds 0.7 pounds.

Table 12 (cont.)

D4

LATCHPLATE ACCESSIBILITY

1. Position the test dummy in the driver's seat or passenger's seat in its forward most adjustment position.
YES X NO -
2. Attach the inboard and outboard reach string. YES X NO -
3. Extend each line backward and outboard to generate arcs of the reach envelope of the test dummy's arms. With the latchplate in the normal stowed position, check to assure that the latchplates are within the reach envelope.
YES X NO -
4. Using the clearance test block, determine if there is sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latchplate or buckle.
YES X NO -

D5

RETRACTION

1. Seats and seat backs are adjusted according to instructions in Appendix B "General Test Conditions" in TP-208-8.
YES X NO -
2. Use anthropomorphic test dummies whose arms have been removed and position the dummies in the front outboard designated seating positions according to instructions in Appendix B and restrain the dummies, using the belt systems for the positions being tested.
YES X NO -
3. Outboard armrests which are capable of being stowed on vehicle seats shall be placed in their stowed positions.
YES X NO -
4. Check the option which applies to this test vehicle:
 - a. The torso and lap belt webbing of the seat belt system automatically retract to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released.
YES X NO -

Table 12 (cont.)

- b. The torso and lap belt webbing of the seat belt system automatically retract when the seat belt latch plate is released.

YES X NO -

5. With the webbing and hardware in the stowed position, close the door to assure that the webbing and hardware are prevented from being pinched.

YES X NO -

6. If this test vehicle has an open body (without doors) and has a belt system with a tension-relieving device, check to assure that the belt system fully retracts when the tension-relief device is manually deactivated.

YES N/A NO N/A

D6

ACCESSIBILITY

The requirements for accessibility do not apply to:

1. Seats whose seat cushions are removable so that the seat back serves a function other than seating;
2. Seats which are removable;
3. Seats which are movable so that the space formerly occupied by the seat can be used for a secondary function.

If the seats in this vehicle are different than the criteria above, then determine if:

1. Each manual seat belt assembly whose webbing is designed to pass through the seat cushion or between the seat cushion and seat back has one of the following three parts (the seat belt latchplate, the buckle, or the seat belt webbing) on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant).

YES X NO -

2. The remaining two seat belt parts are accessible under normal conditions.

YES X NO -

Table 12 (cont.)

3. The buckle and latchplate pass through the guides or conduits provided and do not fall behind the seat when the following events occur in order:
- a. The belt is completely retracted or, if the belt is nonretractable, the belt is unattached.
YES X NO -
 - b. The seat is moved to any position to which it is designed to be adjusted.
YES X NO -
 - c. The seat back, if foldable, is folded forward as far as possible and then moved backward into positions.
YES X NO -
4. Is the inboard receptacle end of the seat belt assembly which is installed in the outboard designated seating position accessible with the center arm rest in any position to which it can be adjusted without moving the armrest?
YES X NO -

D7

LATCH MECHANISM

A seat belt assembly installed in a passenger car, except an automatic belt assembly, shall have a latch mechanism:

- 1. Whose components are accessible to a seated occupant in both the stowed and operational positions.
YES X NO -
- 2. That releases both the upper torso restraint and the lap belt simultaneously, if the assembly has a lap belt and an upper torso restraint that require unlatching for release of the occupant.
YES X NO -
- 3. That releases at a single point by a push button action.
YES X NO -

Figure 8

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA SHEET

DETAILS OF WINDSHIELD MOUNTING SUCH AS RETENTION METHOD, TRIM TYPE, ETC.:

Windshield is bonded in place with 0.75 inch rubber trim along the top and sides. Lower portion of windshield is covered by a plastic shroud with 0.3 inch rubber trim.

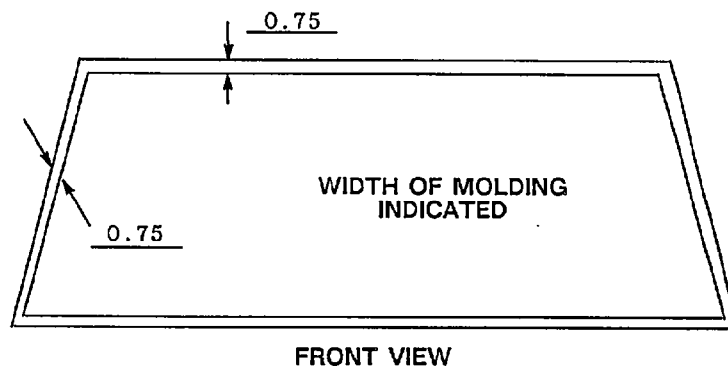
FMVSS 212 REQUIREMENTS:

The Post-Test periphery retention amount must be at least 75% of the Pre-Test periphery measurement for vehicles NOT equipped with automatic restraints, and 50% for each side of windshield for vehicles equipped with automatic restraint systems for front occupants.

FMVSS 212 TEST DATA:

	WINDSHIELD PERIPHERY		PERCENT RETENTION
	PRE-TEST (in.)	POST-TEST (in.)	
RIGHT SIDE	82.75	82.75	100%
LEFT SIDE	82.75	82.75	100%
TOTAL	165.5	165.5	100%

AREA OF RETENTION FAILURE:



FAILURE DETAILS:

None

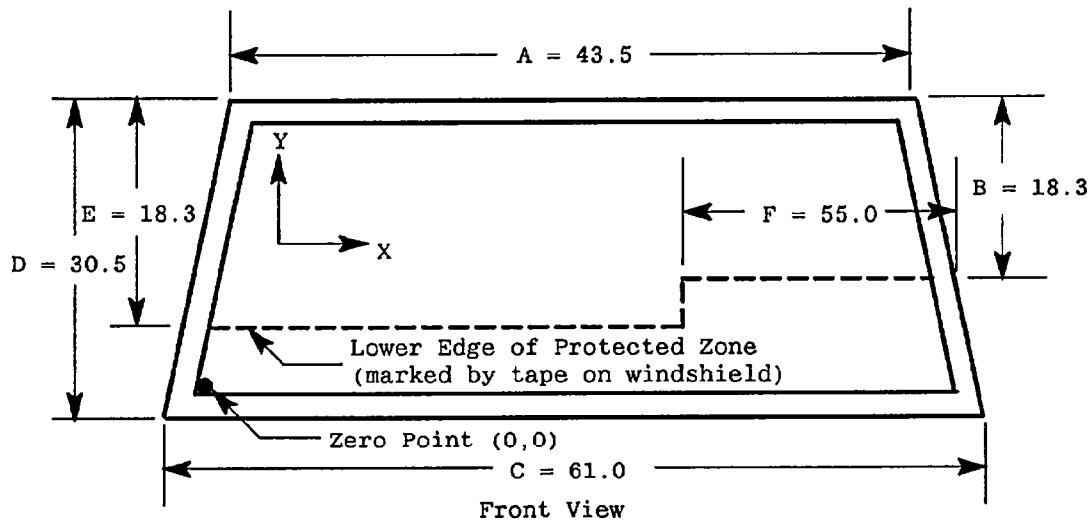
Figure 9

FMVSS NO. 219 (PARTIAL) - "WINDSHIELD ZONE INTRUSION" DATA SHEET

PROTECTED ZONE LOWER EDGE REQUIREMENT:

The lower edge of the protected zone is determined by placing a 6.5" dia. rigid sphere weighing 15 pounds in a position such that it simultaneously contacts the inner surface of the windshield and the top surface of the instrument panel including padding. The locus of points is drawn on the inner surface of the windshield contacted by the sphere across the width of the instrument panel. From the outermost contactable points, extend the locus line horizontally to the edges of the windshield, and then draw a line on the inner surface of the windshield below and 1/2" distant from the locus line. The LOWER EDGE OF THE PROTECTED ZONE is the longitudinal projection of this line onto the outer surface of the windshield.

FMVSS 219 TEST DATA: (Dimensions in inches.)



DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 1/4":

(Show location of penetration on above sketch)

NONE

COORDINATES		
	X	Y
1.		
2.		
3.		
4.		

FUEL SYSTEM INTEGRITY POST IMPACT TEST DATA

TEST VEHICLE NHTSA NO.:

C	P	5	3	0	8
---	---	---	---	---	---

TEST DATE: 2/4/93

Test vehicle fuel tank filled to 92% to 94% of manufacturer's "usable" capacity and with electric fuel pump operating (if it will operate without engine operation). Part 572 test dummies located at each front designated seating position.

TEST VEHICLE IMPACT TYPE: X Frontal (30 mph)

____ Oblique (30 mph) with ____° barrier face first
contacting _____

(driver/passenger) side

 - Rear Moving Barrier (30 mph)

 - Lateral Moving Barrier (20 mph)

1. From impact until vehicle motion ceases
2. For 5 minute period after vehicle motion ceases
3. For next 25 minutes

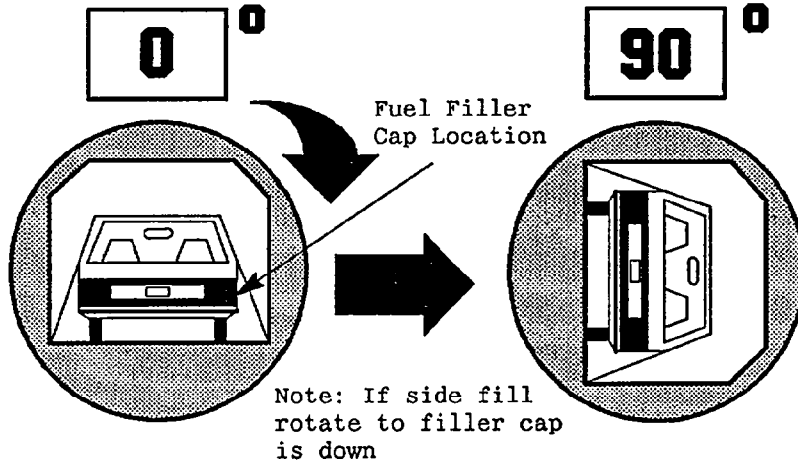
ACTUAL	MAX ALLOWED
0	1 oz.
0	5 oz.
0	1 oz./1 min.

None

Table 14
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE:

Vehicle NHTSA ID No.:



CP5308

I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time 2 minutes 04 seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 7 minutes 04 seconds

Next whole minute interval 8 minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 min FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	0
---	---	---	---

Note: Record spillage for whole minute
 intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S):

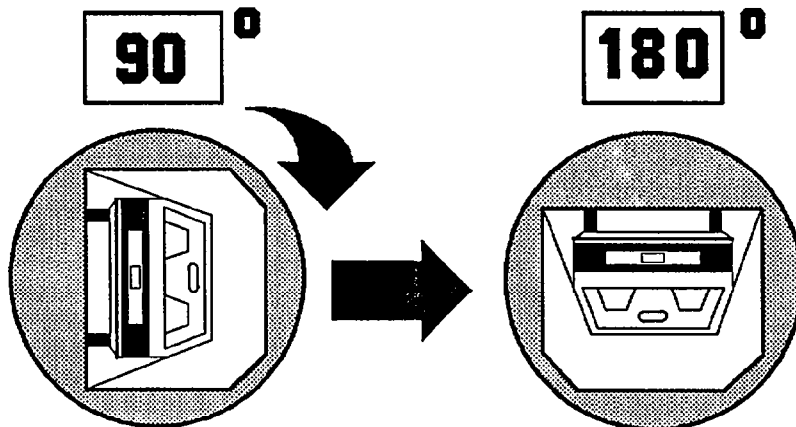
None

Table 13
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE:

Vehicle NHTSA ID No.:

CP5308



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes) 1 minutes 55 seconds

FMVSS 301 Position Hold Time + 5 minutes 00 seconds

TOTAL 6 minutes 55 seconds

Next whole minute interval 7 minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 min FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute intervals only as determined above.

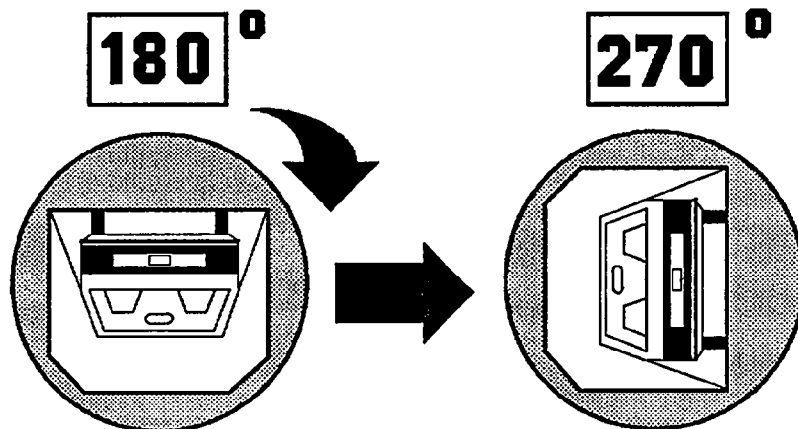
IV. SOLVENT SPILLAGE LOCATION(S):

None

Table 13
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE:

Vehicle NHTSA ID No.:



_____ CP5308 _____

I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time _____ 1 _____ minutes _____ 40 _____ seconds
 (Spec. Range = 1 to 3 minutes)

FMVSS 301 Position Hold Time + _____ 5 _____ minutes _____ 00 _____ seconds

TOTAL _____ 6 _____ minutes _____ 40 _____ seconds

Next whole minute interval _____ 7 _____ minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 min FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	0
---	---	---	---

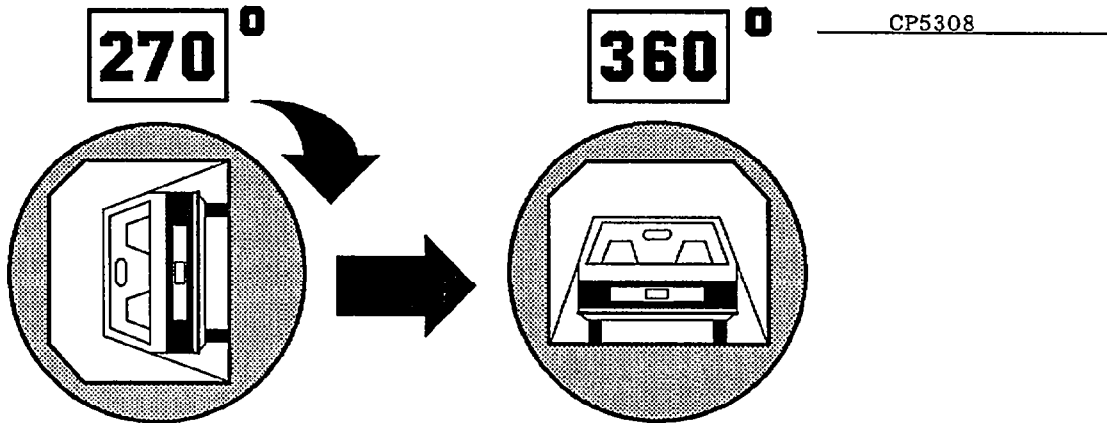
Note: Record spillage for whole minute
 intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S): None

Table 13
FMVSS NO. 301 STATIC ROLLOVER DATA SHEET (cont.)

TEST PHASE:

Vehicle NHTSA ID No.:



I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time (Spec. Range = 1 to 3 minutes)	_____ 1 _____ minutes _____ 58 _____ seconds
FMVSS 301 Position Hold Time +	_____ 5 _____ minutes _____ 00 _____ seconds
TOTAL	_____ 6 _____ minutes _____ 58 _____ seconds
Next whole minute interval	_____ 7 _____ minutes

II. FMVSS 301 REQUIREMENTS:

(1) Time Period

First 5 min FROM onset of rotation	6th min.	7th min.	8th min. if reqd.
------------------------------------	----------	----------	----------------------

(2) Maximum Allowable Solvent Spillage

5 ounces	1 ounce	1 ounce	1 ounce
----------	---------	---------	---------

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	N/A
---	---	---	-----

Note: Record spillage for whole minute
intervals only as determined above.

IV. SOLVENT SPILLAGE LOCATION(S): None

Table 15

TEST VEHICLE NONCOMPLIANCE NOTICE

NHTSA Contract Lab: Calspan Advanced Technology Center
Lab Project Manager & Telephone No.: Walter E. Levan (716) 632-7500
Date of Test: February 4, 1993 Vehicle NHTSA No.: CP5308
Vehicle Manufacturer: Honda Motor Co., Ltd. of Japan
Model Year: 1993 VIN: JHMBB2166PC000321
Model: Honda Prelude Body Style: 2-door coupe Build Date: 8/92
Dummy Stabilized Temperature at Time of Test: 70 °F (Spec. = 66-78°F)
Impact Velocity: 29.2 mph Time of Test: 13:45
Type of Automatic Restraint System: Driver and right-front passenger air bag.

Failure Details:

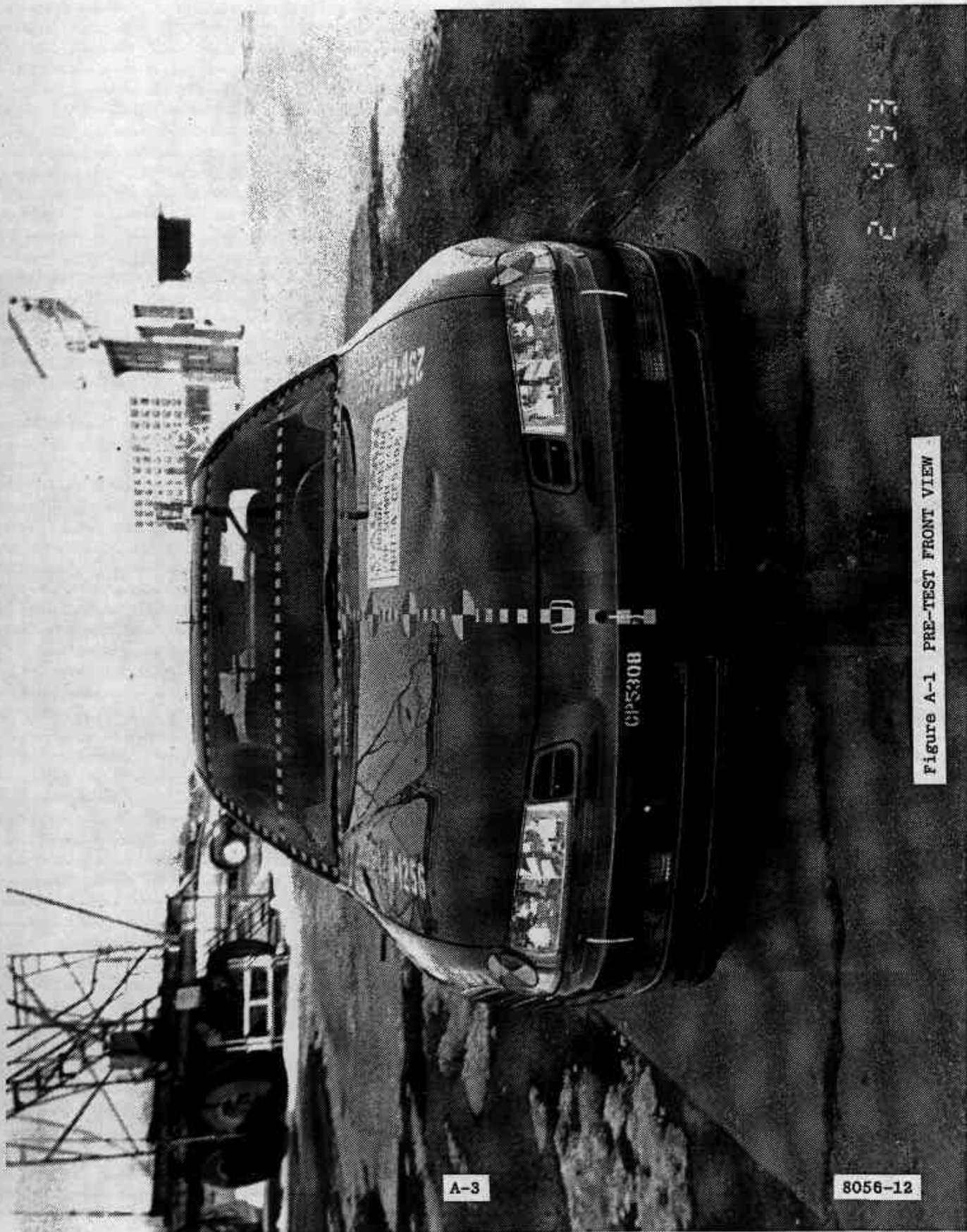
The vehicle as tested appears to comply with the requirements of
FMVSS Nos. 208, 212, 219 (partial), and 301.

Appendix A

PHOTOGRAPHS

LIST OF PHOTOGRAPHS

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2 493

Figure A-1 PRE-TEST FRONT VIEW

A-3

8056-12

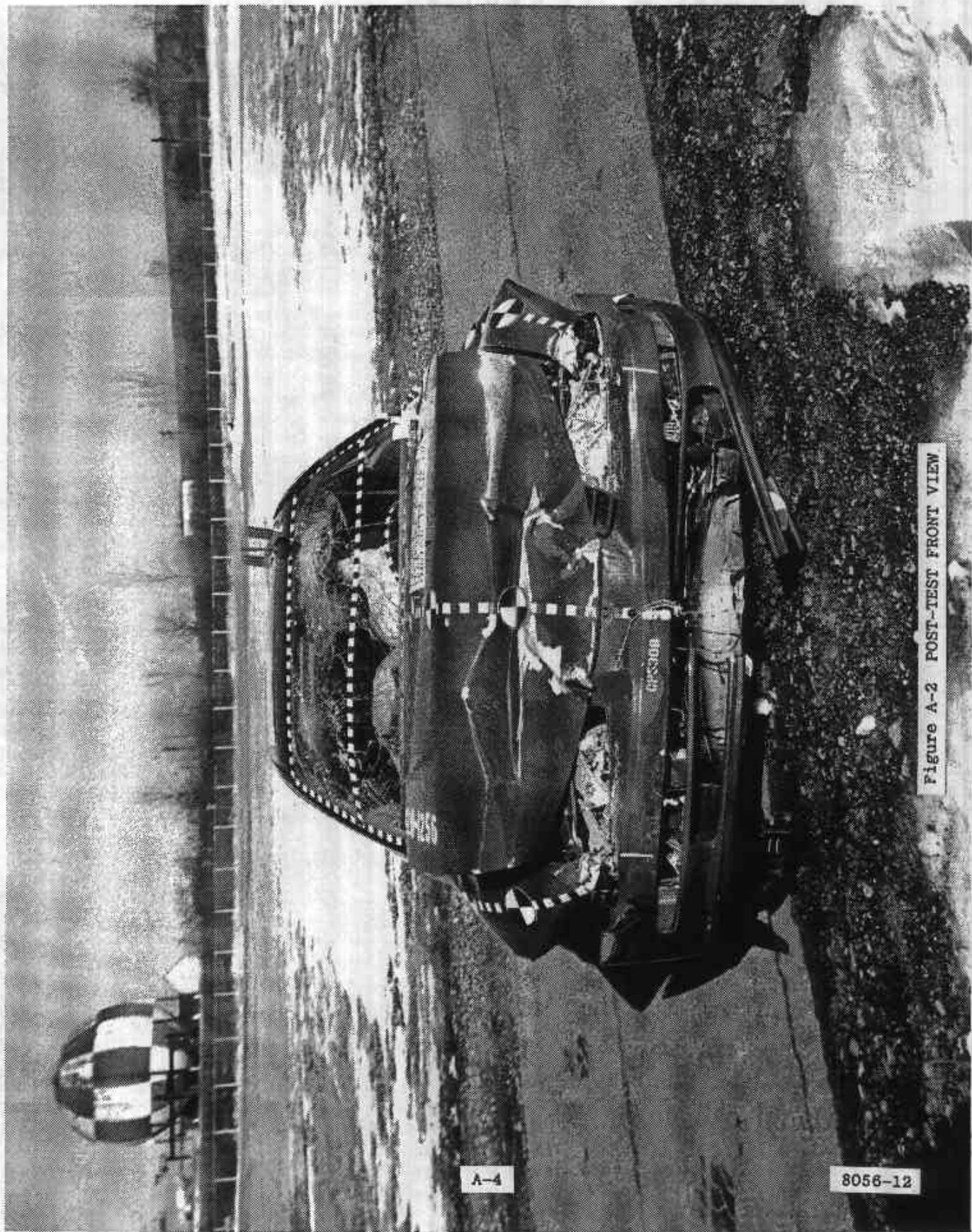


Figure A-2 POST-TEST FRONT VIEW

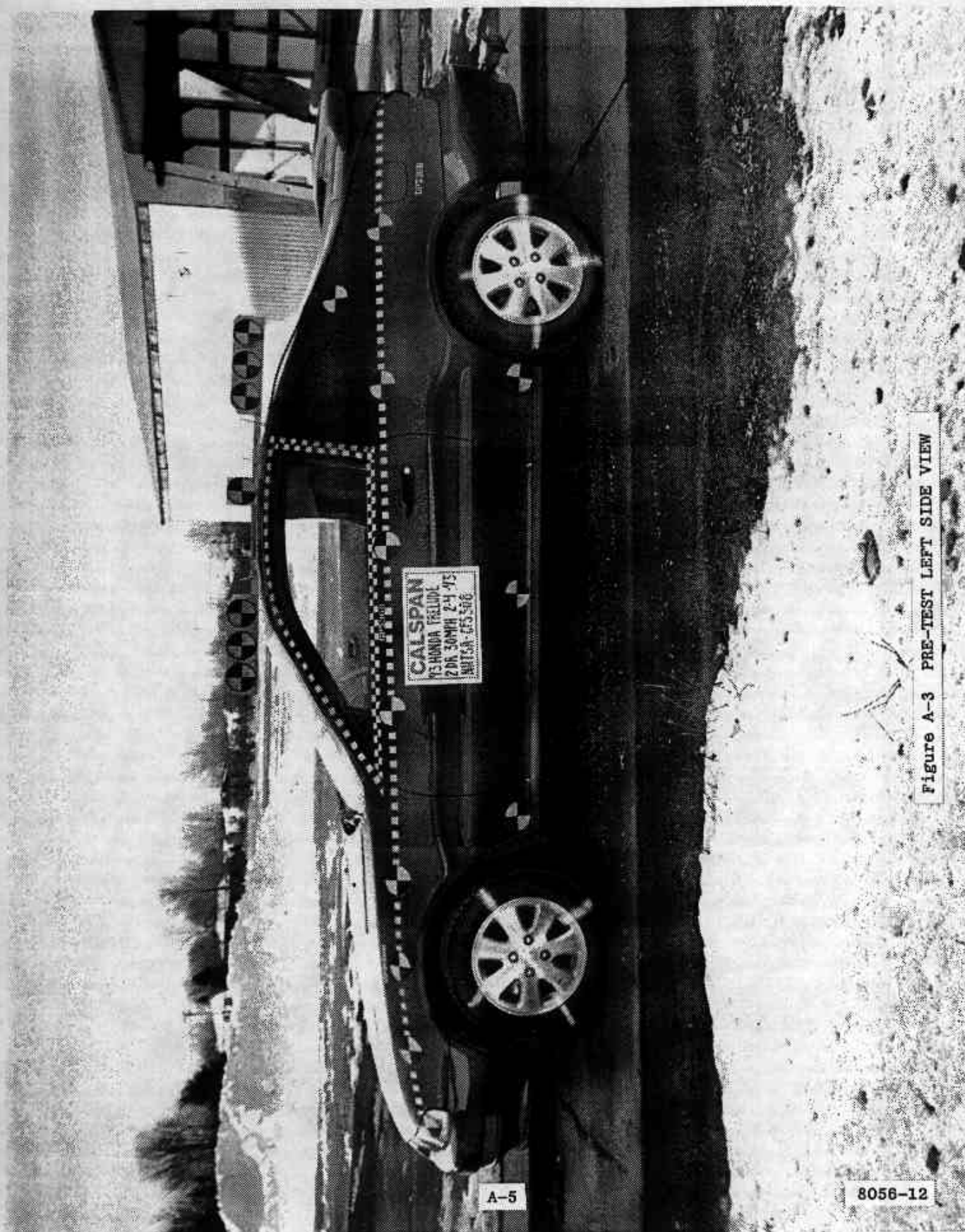


Figure A-3 PRE-TEST LEFT SIDE VIEW

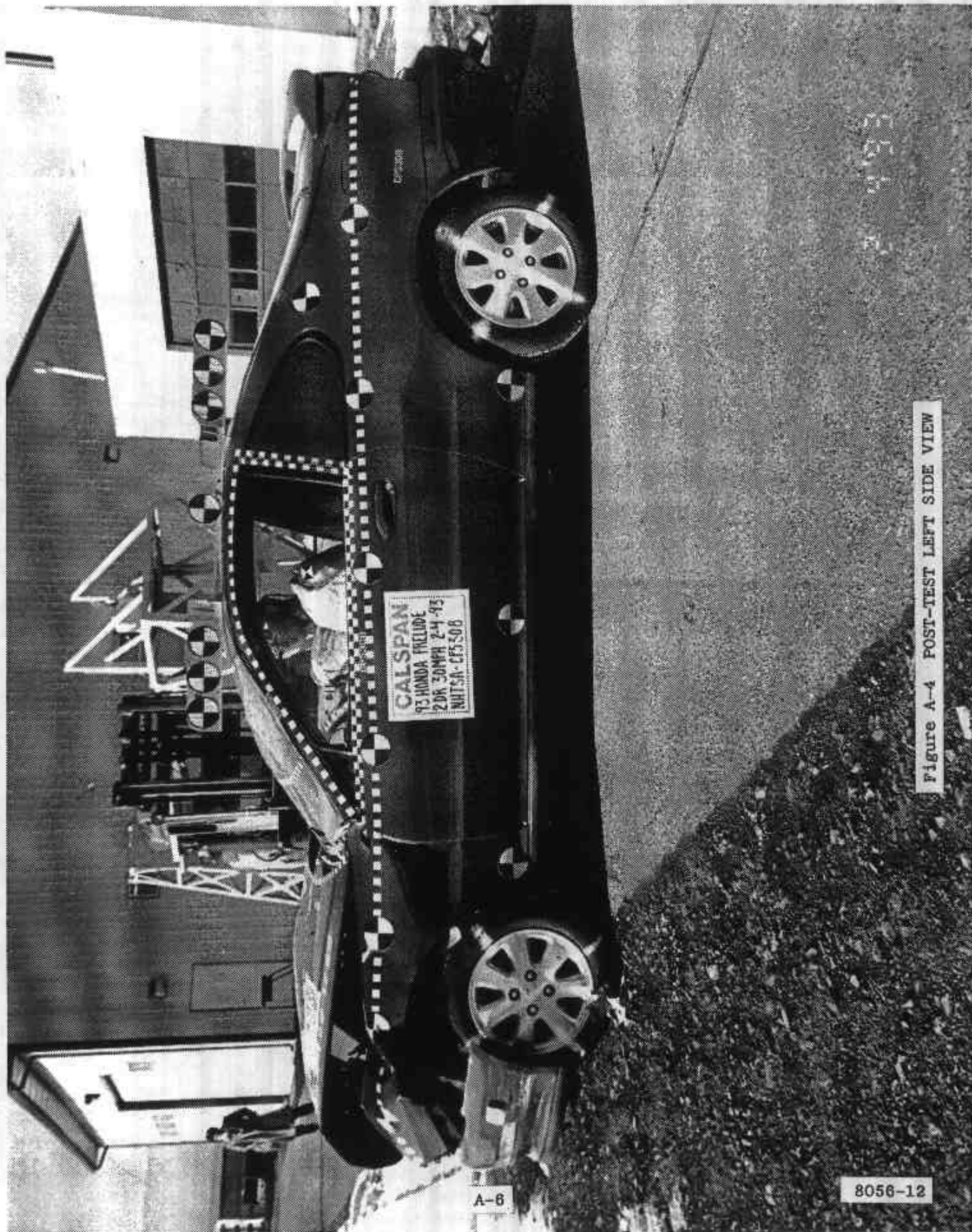


Figure A-4 POST-TEST LEFT SIDE VIEW

8056-12

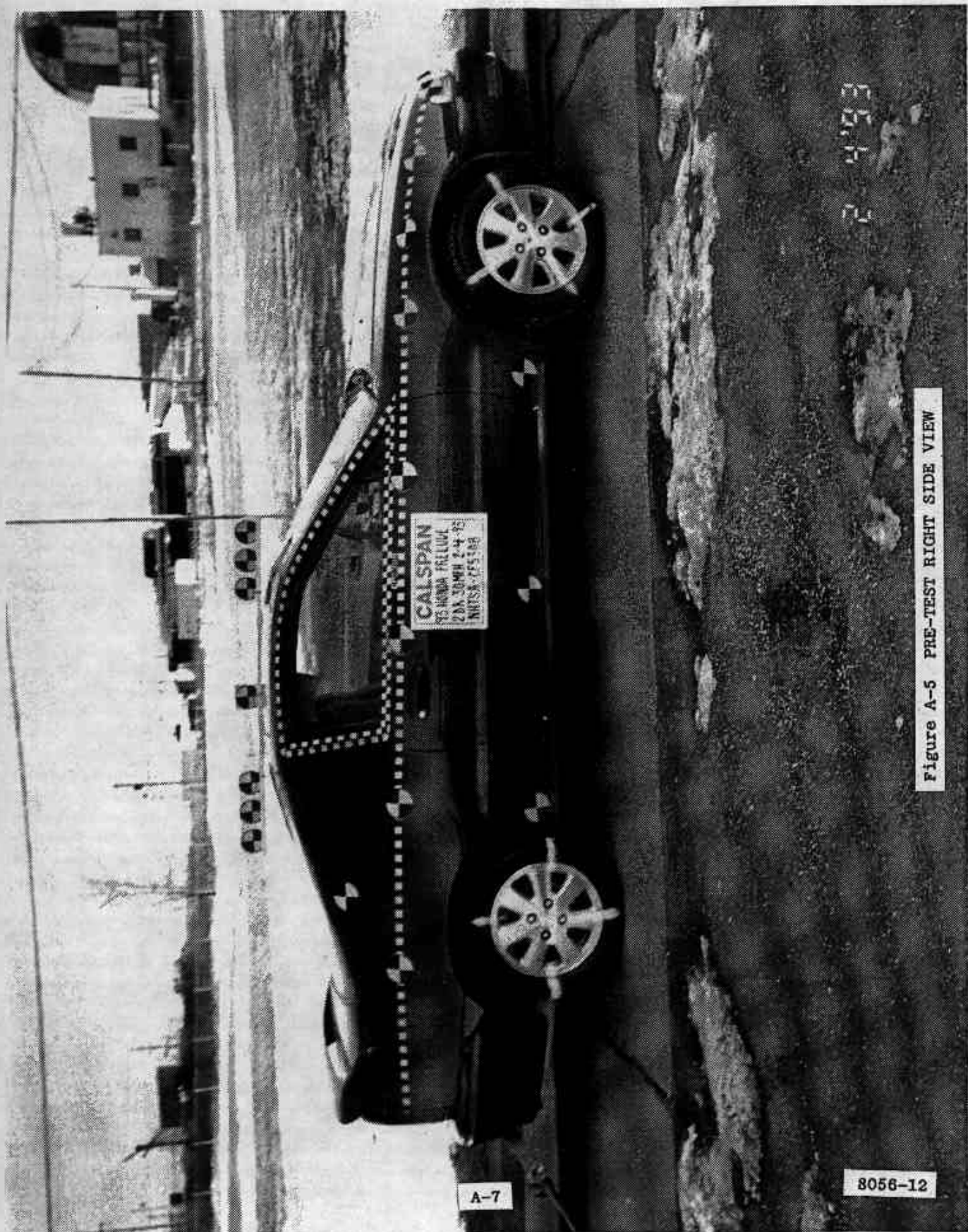


Figure A-5 PRE-TEST RIGHT SIDE VIEW



Figure A-6 POST-TEST RIGHT SIDE VIEW

A-8

8056-12



Figure A-7 PRE-TEST RIGHT FRONT THREE-QUARTER VIEW

8056-12

A-9

2 4'93



Figure A-8 POST-TEST RIGHT FRONT THREE-QUARTER VIEW



Figure A-9 PRE-TEST LEFT REAR THREE-QUARTER VIEW

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8056-12



Figure A-10 POST-TEST LEFT REAR THREE-QUARTER VIEW

A-12

8056-12



Figure A-11 POST-TEST TOP VIEW

A-13

8056-12

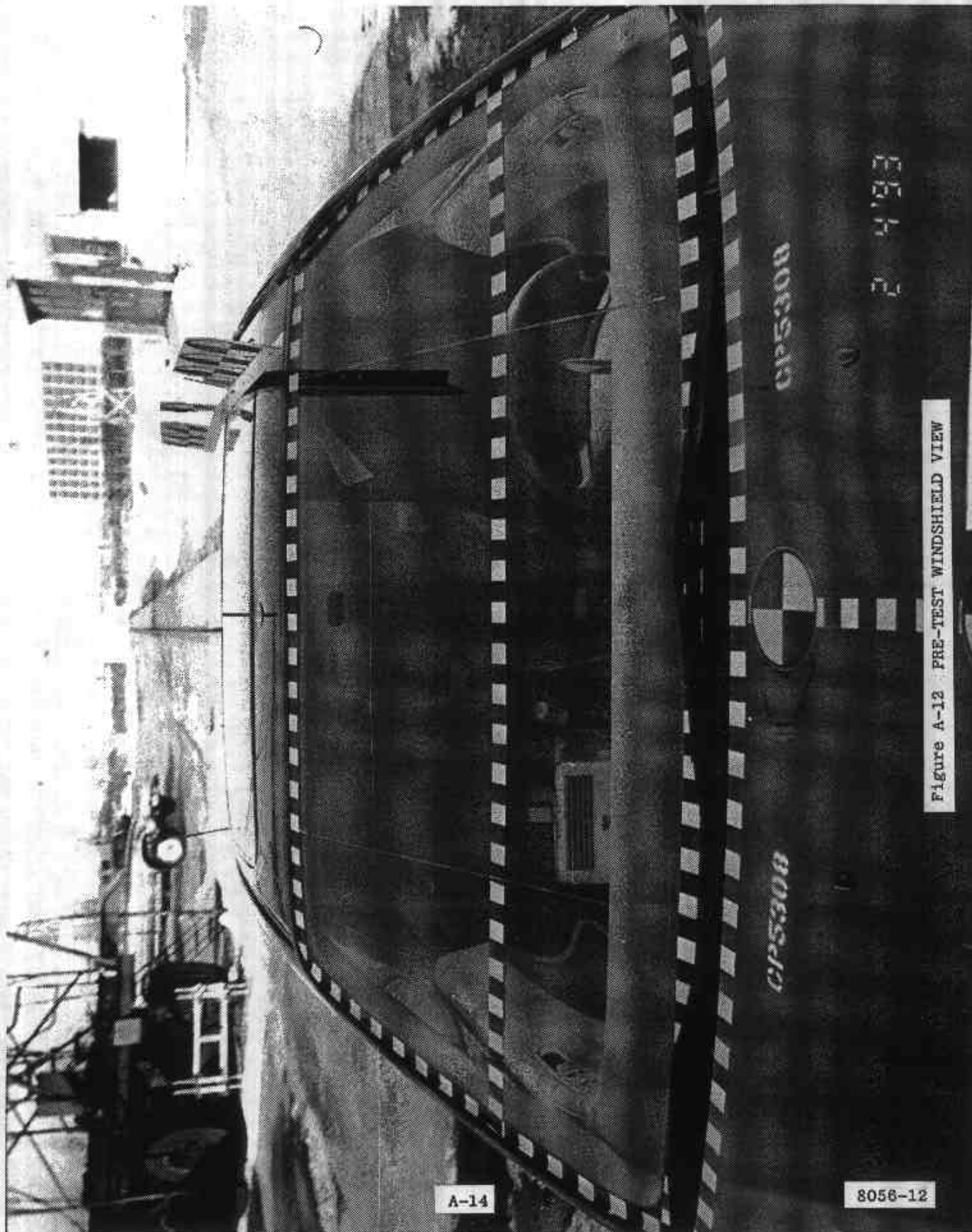


Figure A-12 PRE-TEST WINDSHIELD VIEW

A-14

8058-12

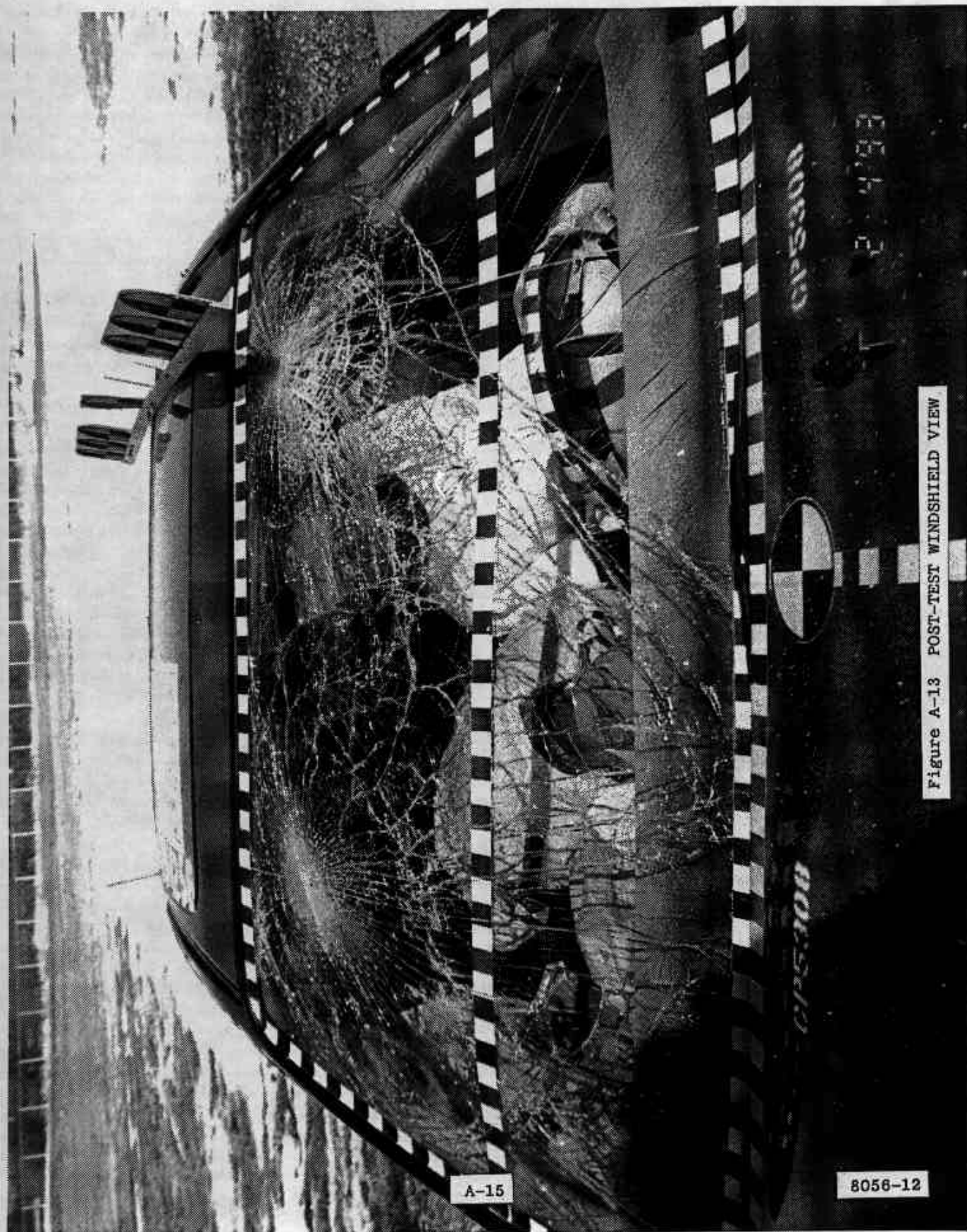


Figure A-13 POST-TEST WINDSHIELD VIEW

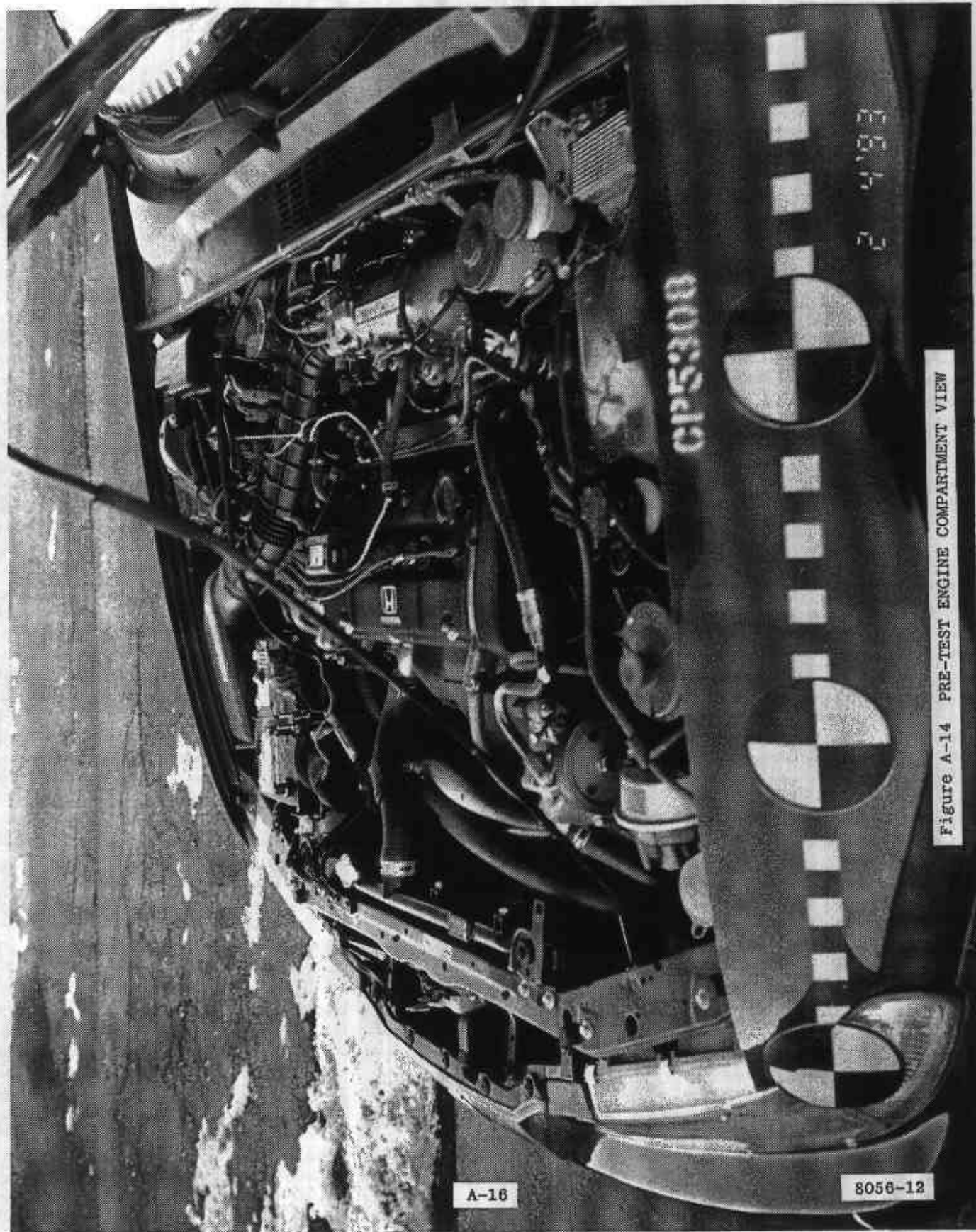


Figure A-14 PRE-TEST ENGINE COMPARTMENT VIEW

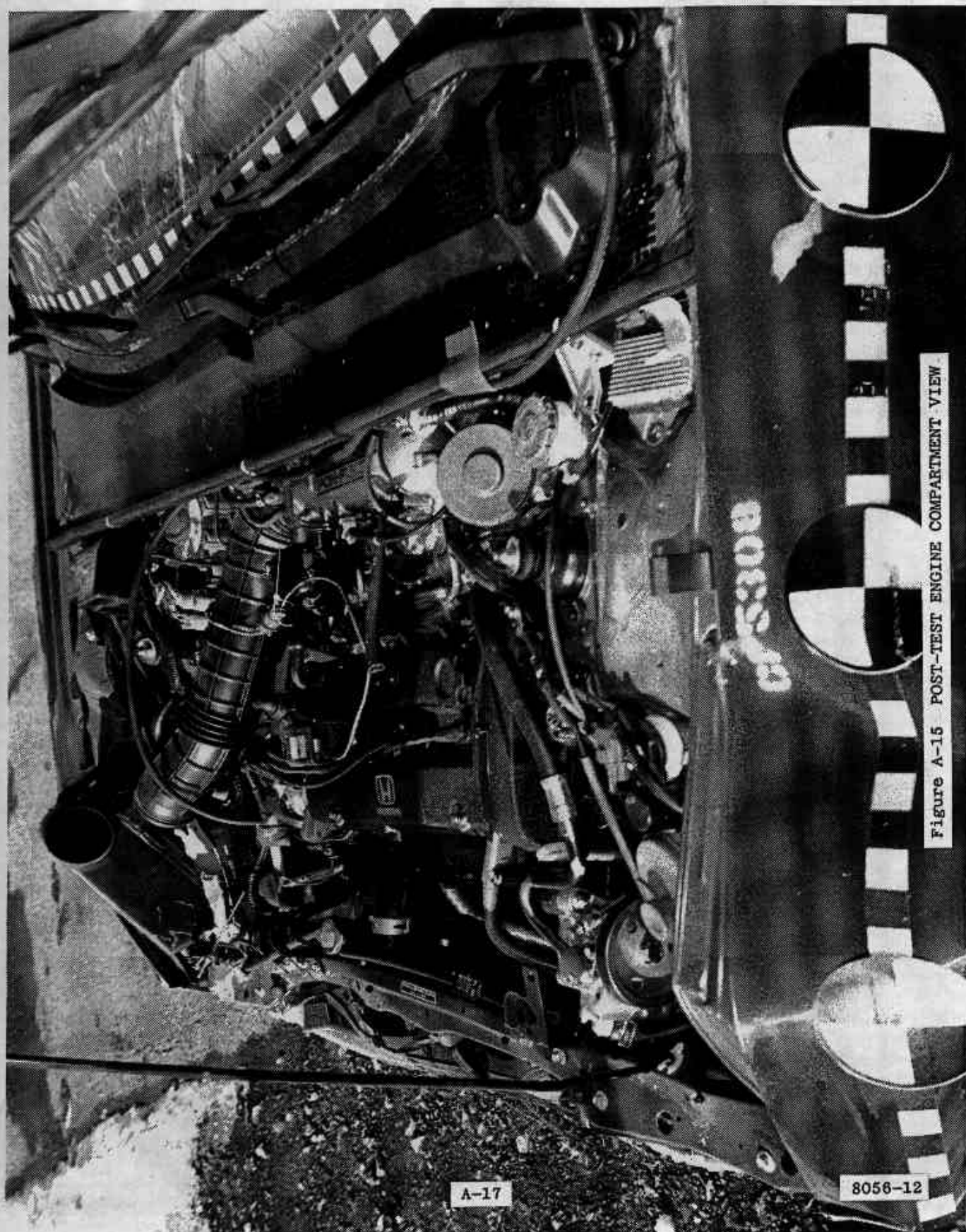


Figure A-15 POST-TEST ENGINE COMPARTMENT VIEW



Figure A-16 PRE-TEST FUEL FILLER CAP PHOTO

A-18

8056-12

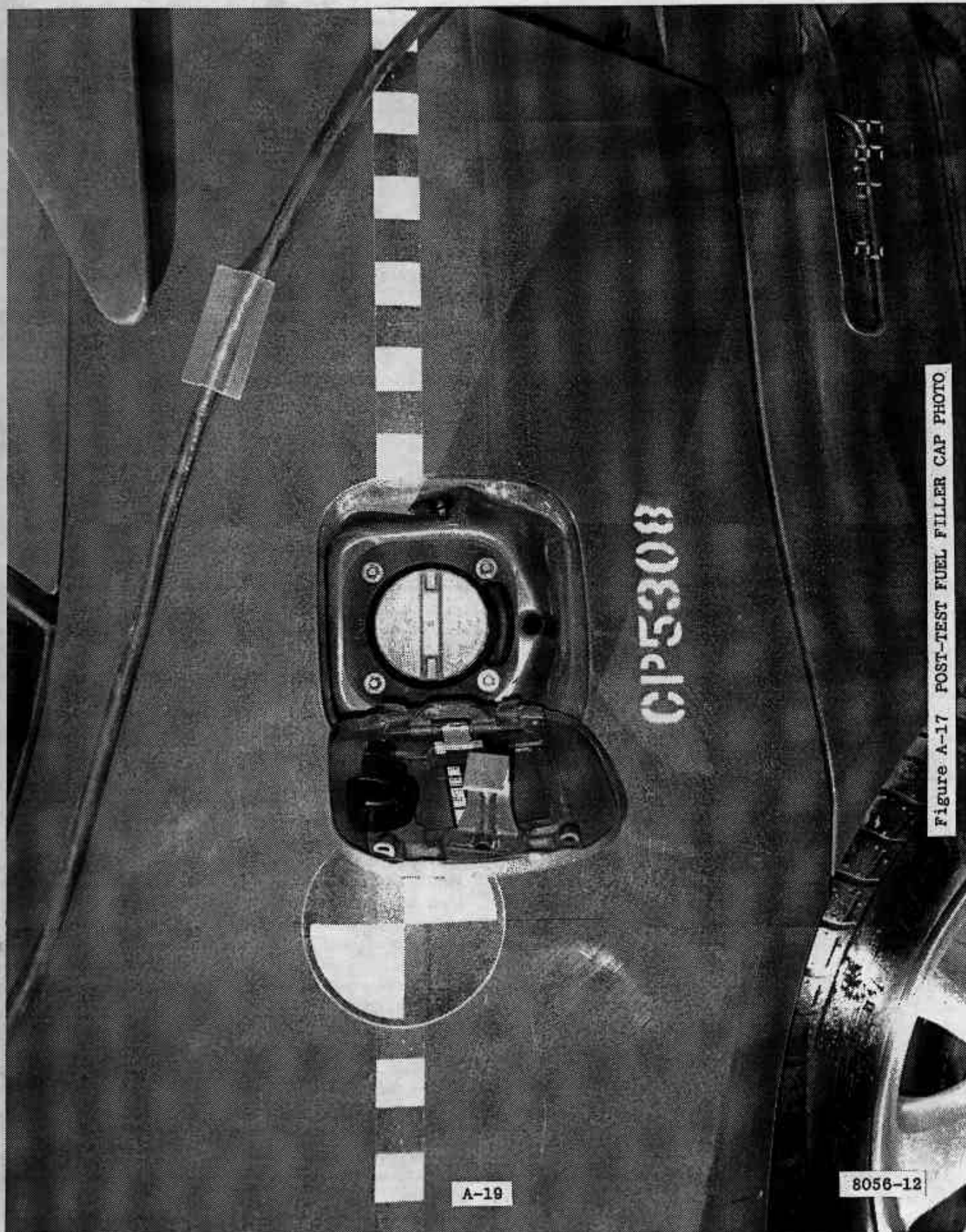


Figure A-17 POST-TEST FUEL FILLER CAP PHOTO

A-19

8056-12

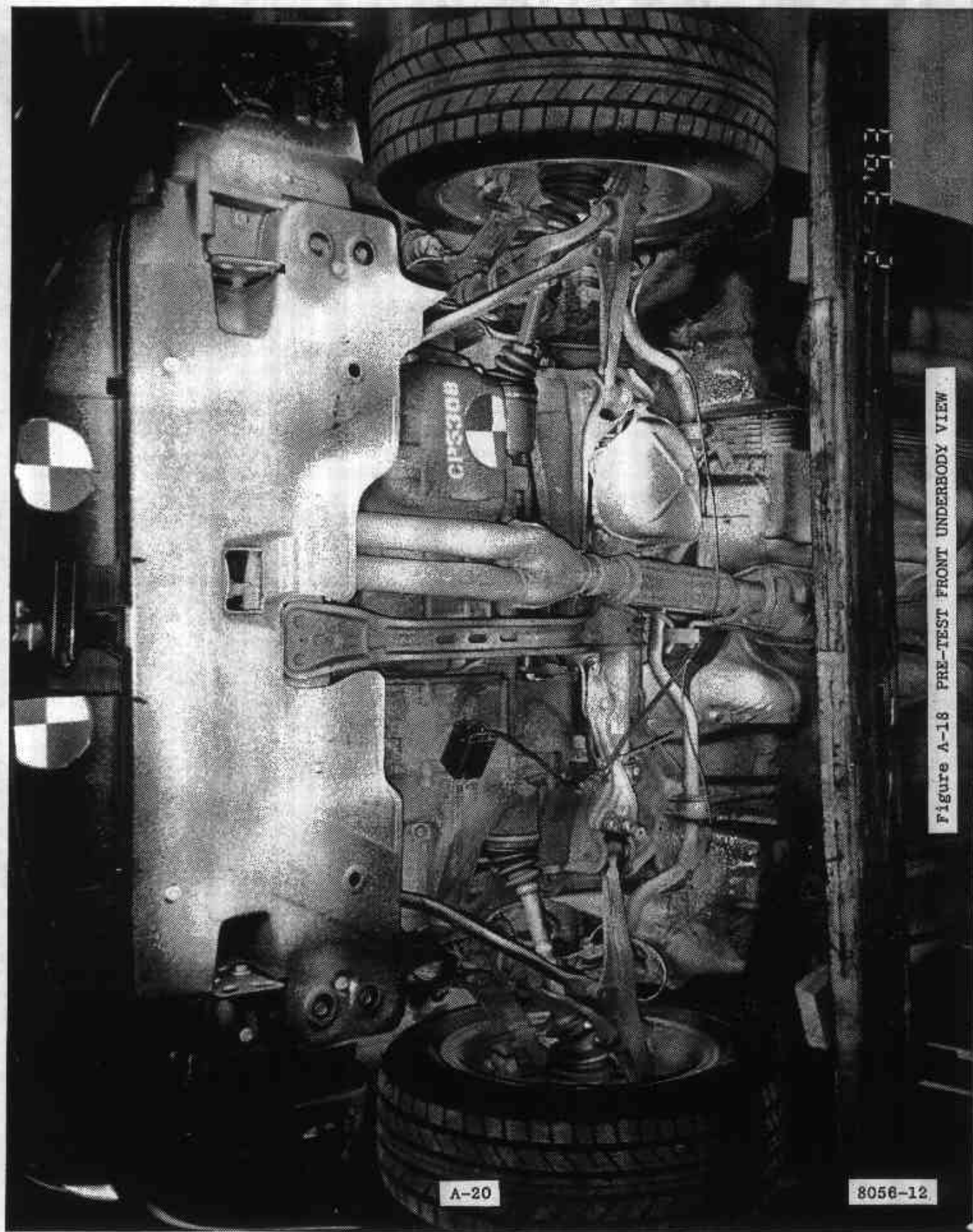


Figure A-18 PRE-TEST FRONT UNDERBODY VIEW

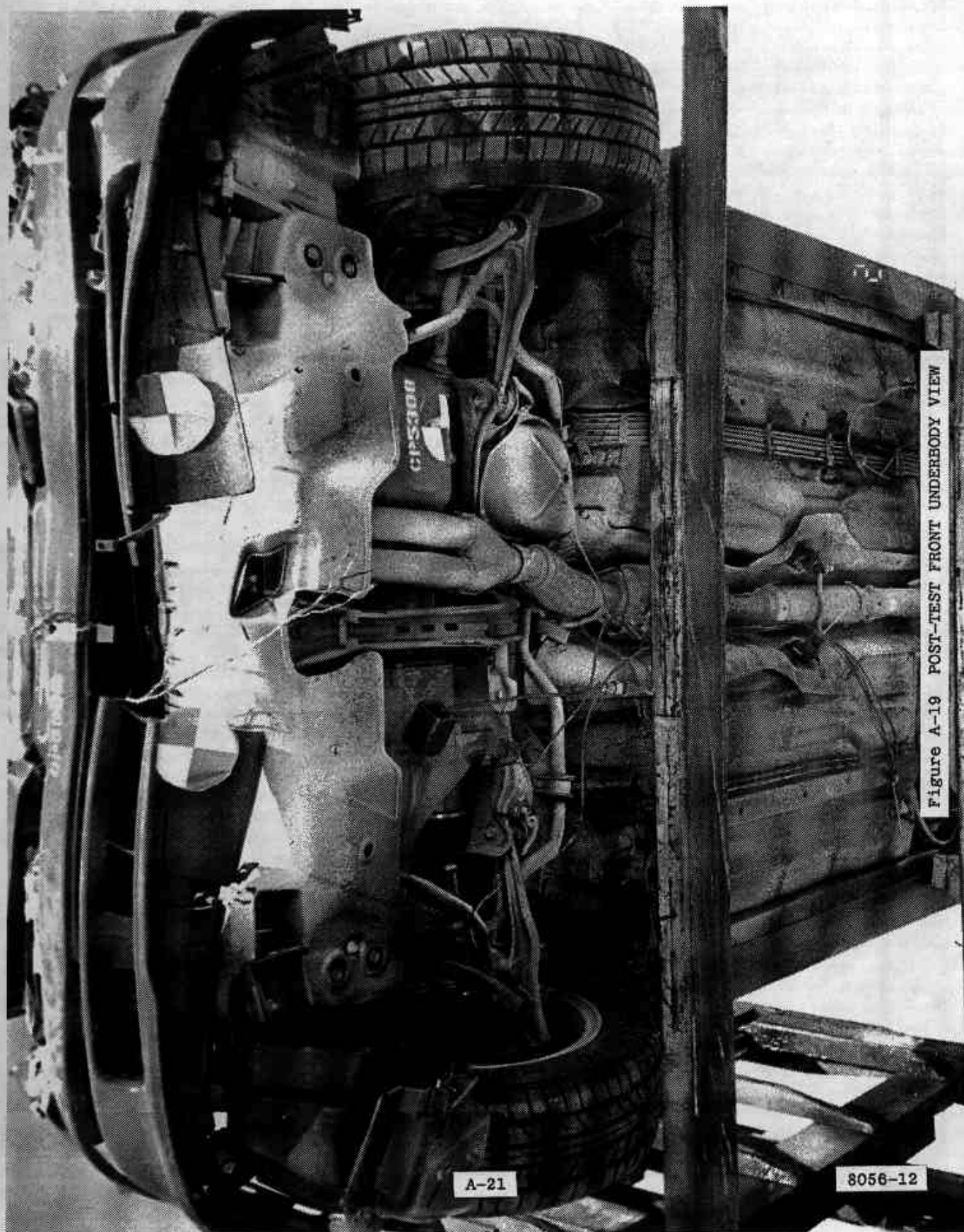


Figure A-19 POST-TEST FRONT UNDERBODY VIEW

A-21

8056-12



Figure A-20 PRE-TEST FRONT SIDE UNDERBODY VIEW

A-22

8056-12

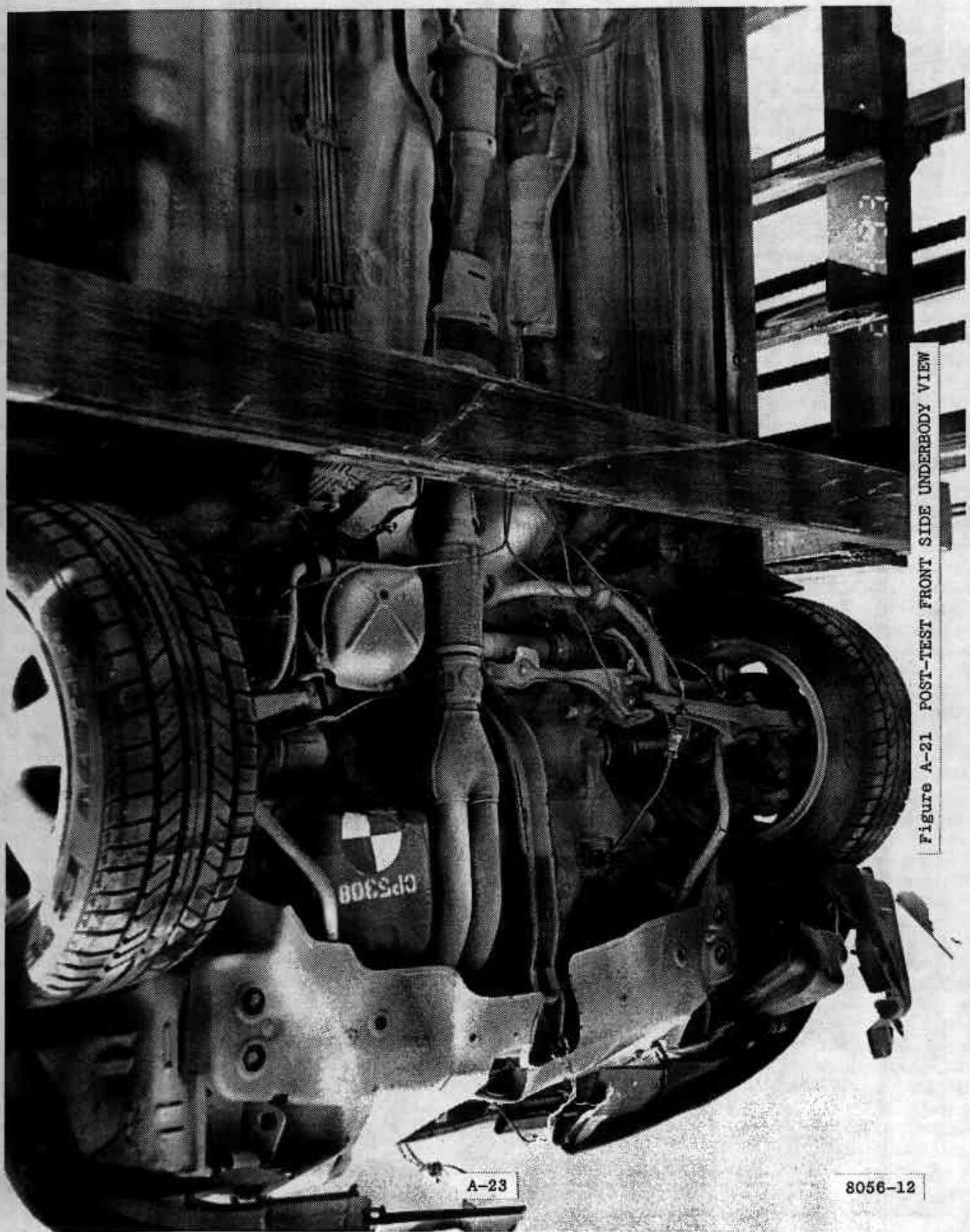


Figure A-21 POST-TEST FRONT SIDE UNDERBODY VIEW



Figure A-22 PRE-TEST REAR UNDERBODY VIEW

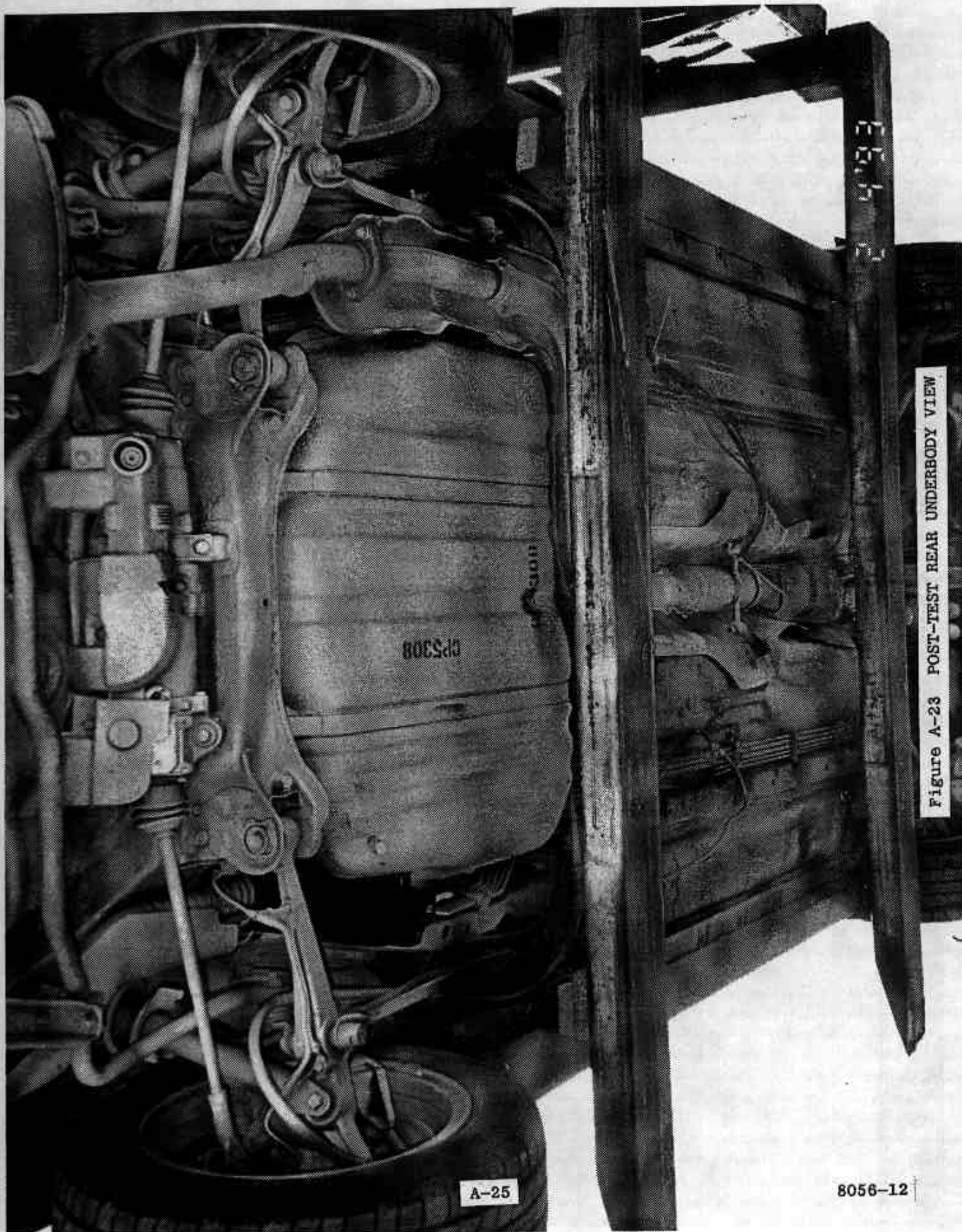


Figure A-23 POST-TEST REAR UNDERBODY VIEW

A-25

8056-12

NT COLOR
TYPE A

MADE IN JAPAN BY HONDA MOTOR CO., LTD. 8/7/82
OVER 3700 LBS. GROSS VEHICLE WEIGHT
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY, BUMPER,
AND THEFT PREVENTION STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE:
VIN JHMBB2166PC000321
PASSENGER CAR

Figure A-24 CERTIFICATION LABEL

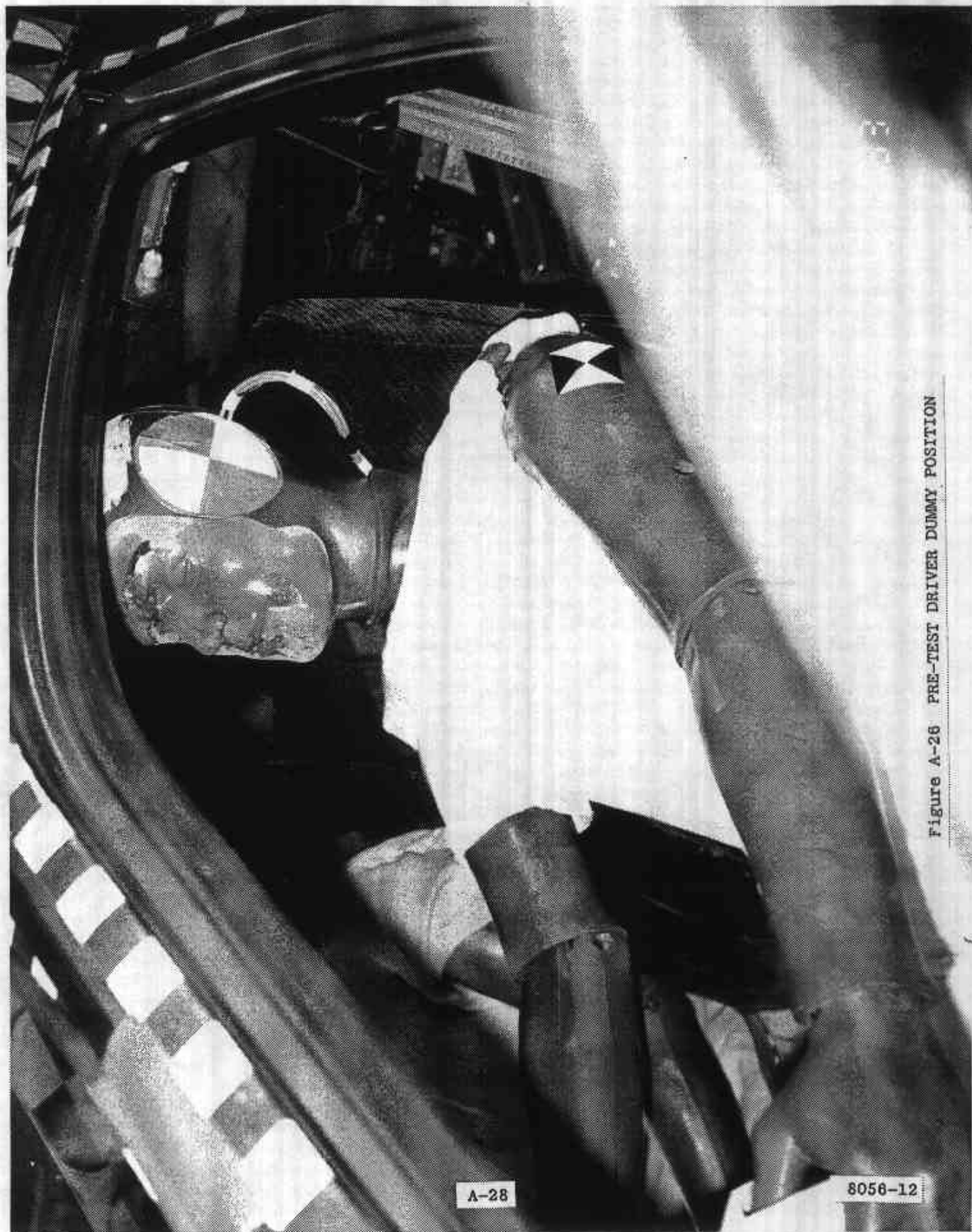


Figure A-26 PRE-TEST DRIVER DUMMY POSITION

A-28

8056-12



Figure A-27 POST-TEST DRIVER DUMMY POSITION

A-29

8056-12



Figure A-28 PRE-TEST PASSENGER DUMMY POSITION

A-30

8056-12



Figure A-29 POST-TEST PASSENGER DUMMY POSITION

A-31

8056-12



Figure A-30 PRE-TEST DRIVER DUMMY AND INTERIOR VIEW

A-32

8056-12



Figure A-31 POST-TEST DRIVER DUMMY AND INTERIOR VIEW

A-33

8056-12



Figure A-32 PRE-TEST PASSENGER DUMMY AND INTERIOR VIEW

A-34

8056-12



Figure A-33 POST-TEST PASSENGER DUMMY AND INTERIOR VIEW

A-35

8056-12



Figure A-34 POST-TEST DRIVER AIRBAG VIEW

A-36

8056-12



Figure A-35 POST-TEST PASSENGER AIRBAG VIEW

A-37

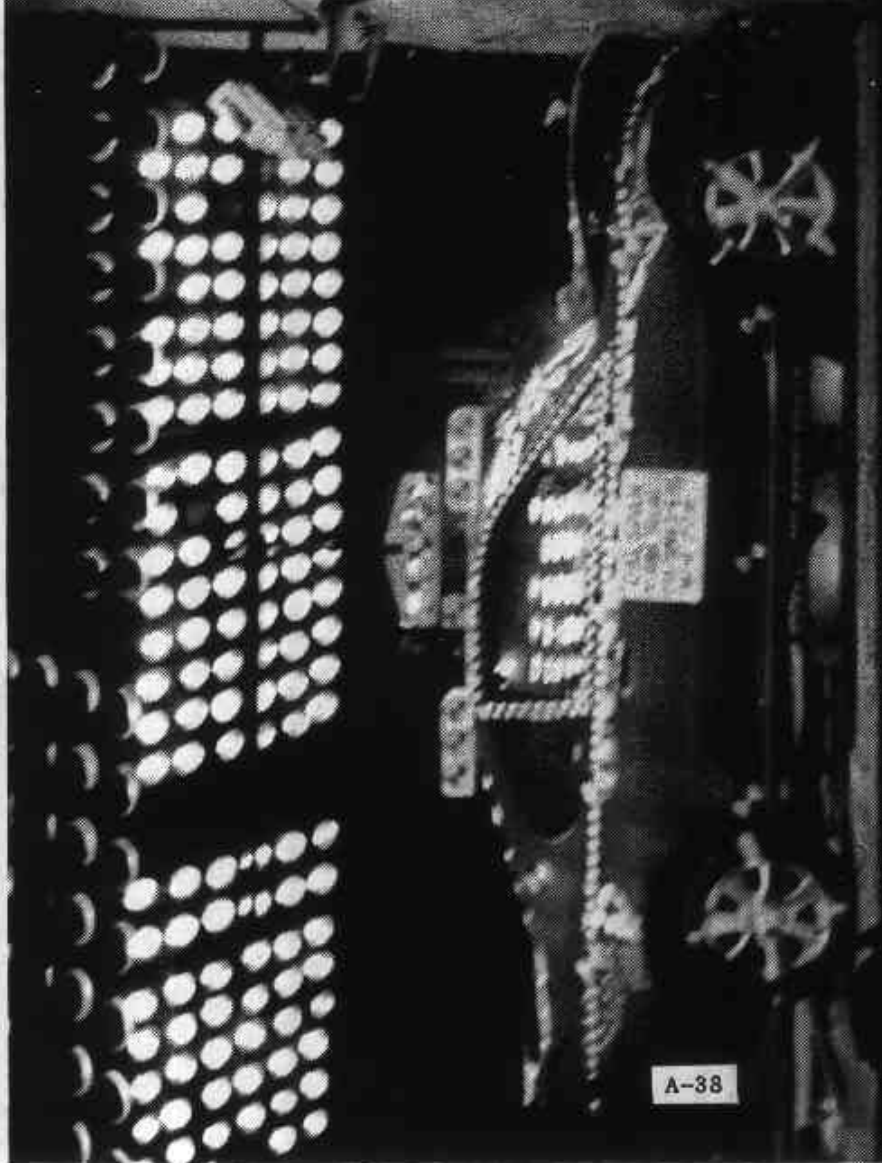
8056-12

2-4-93

Figure A-36 VEHICLE IMPACT

A-38

8056-12



Appendix B

VEHICLE AND DUMMY RESPONSE DATA

TEST NO. CP5308

VEHICLE DATA

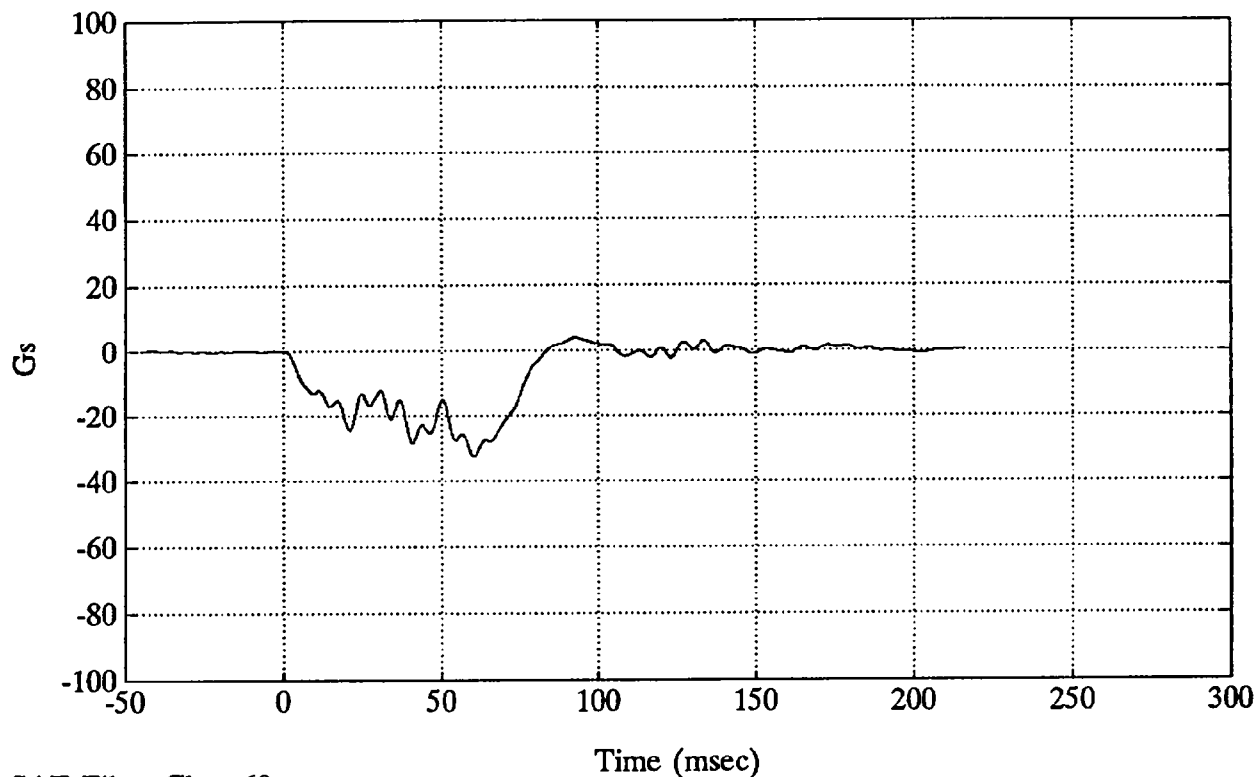
SAE FILTER CHANNEL CLASS

60

FMVSS 208 - 1993 HONDA PRELUDE

L. Rear Crossmember X (#1)

Max = 4.02 Gs @ 92.52 msec
Min = -32.49 Gs @ 60.48 msec

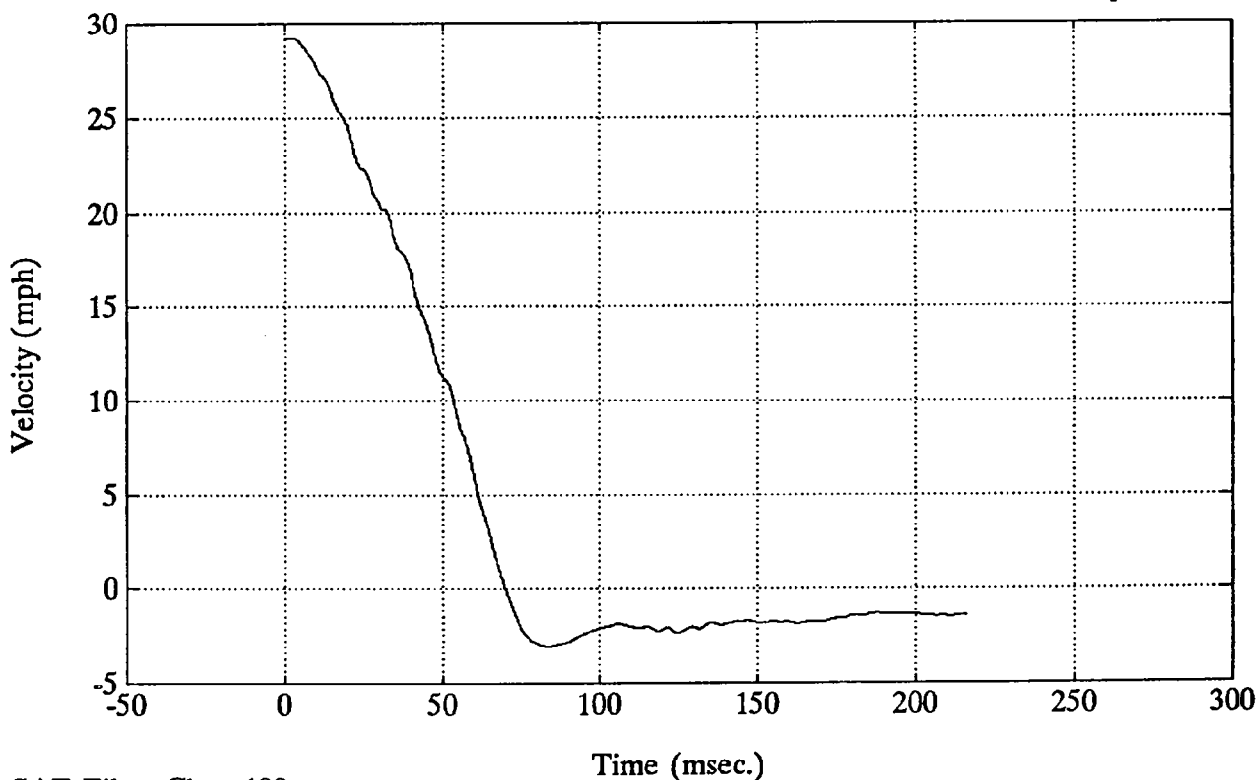


SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

L. Rear Crossmember X (#1)

Max = 29.21 mph @ 2.64 msec
Min = -3.07 mph @ 83.52 msec

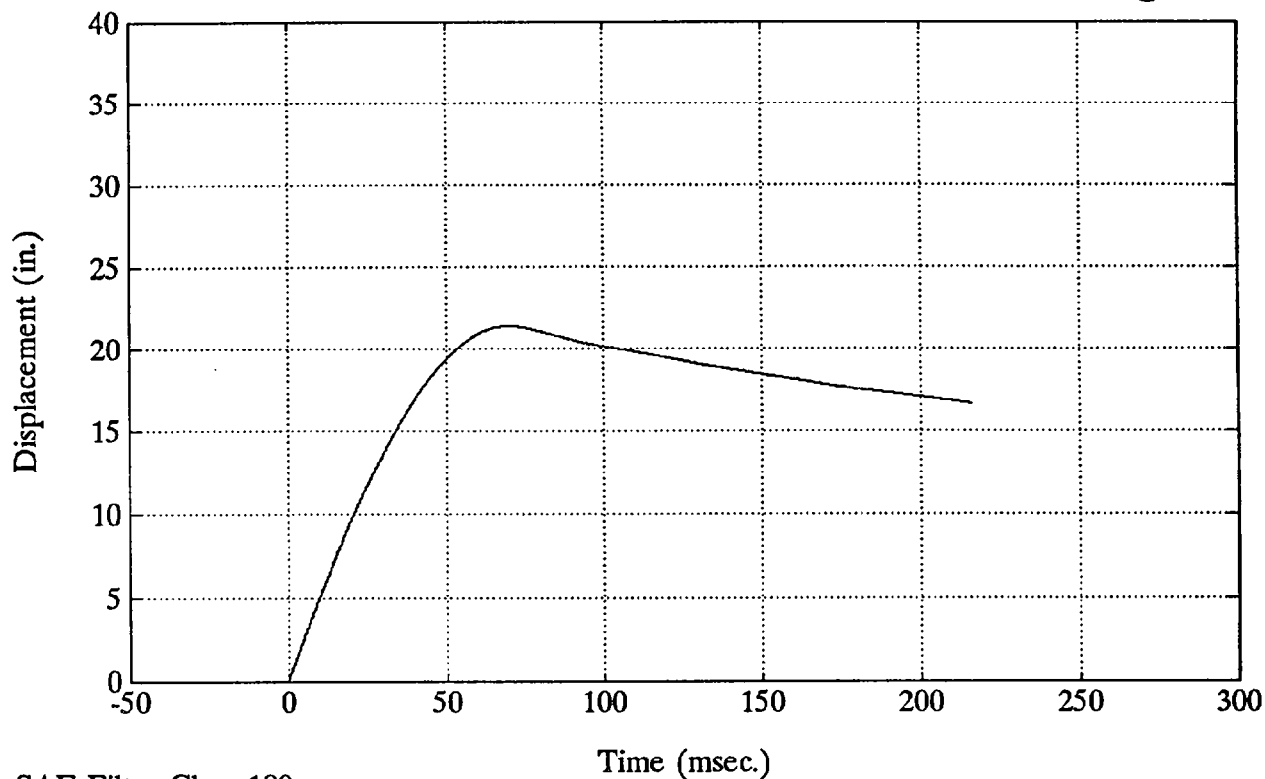


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

L. Rear Crossmember X (#1)

Max = 21.41 in. @ 71.28 msec
Min = 0.00 in. @ -0.00 msec

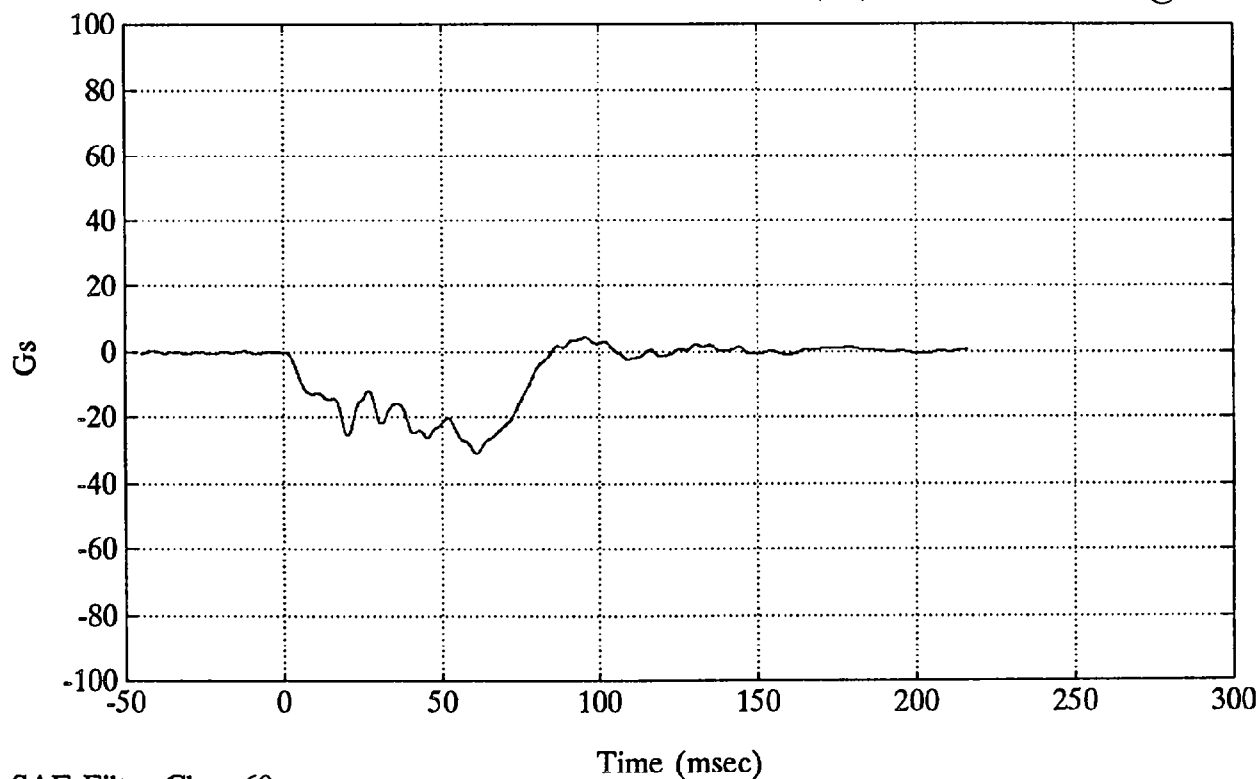


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

R. Rear Crossmember X (#2)

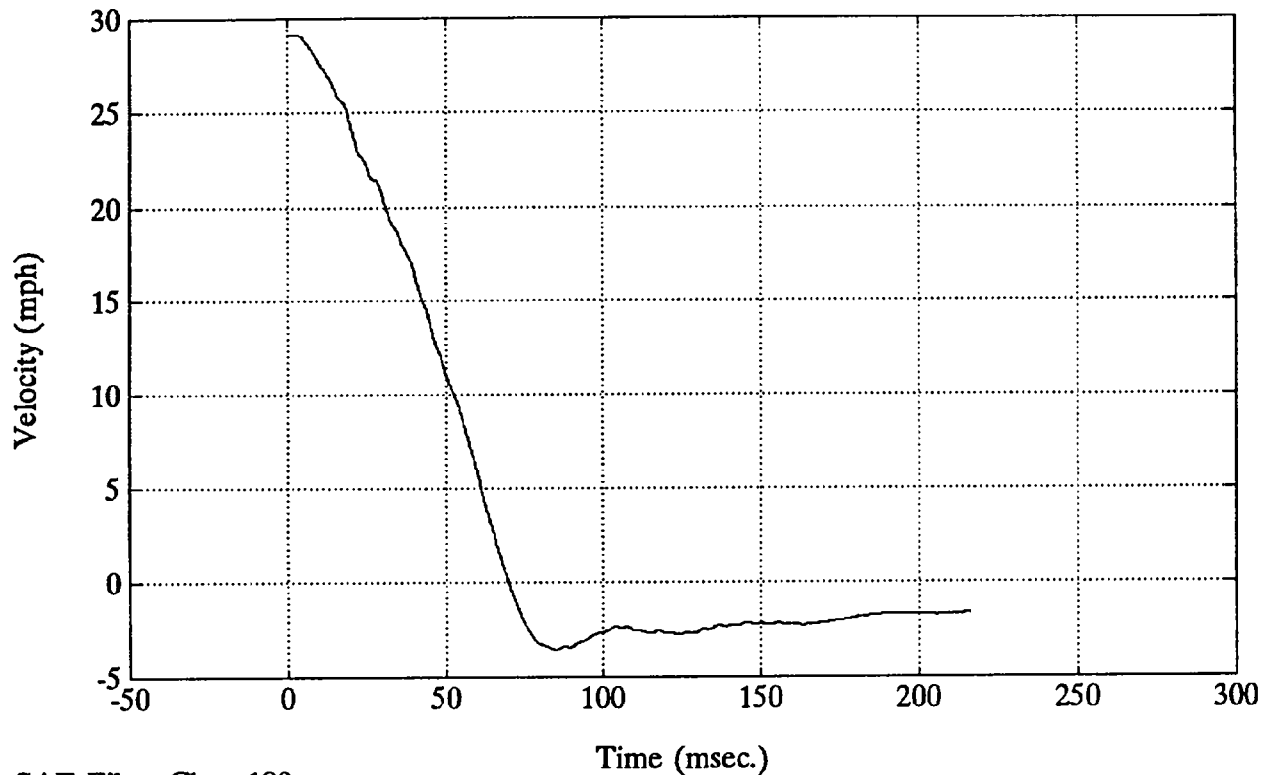
Max = 4.34 Gs @ 95.40 msec
Min = -30.81 Gs @ 61.08 msec



SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

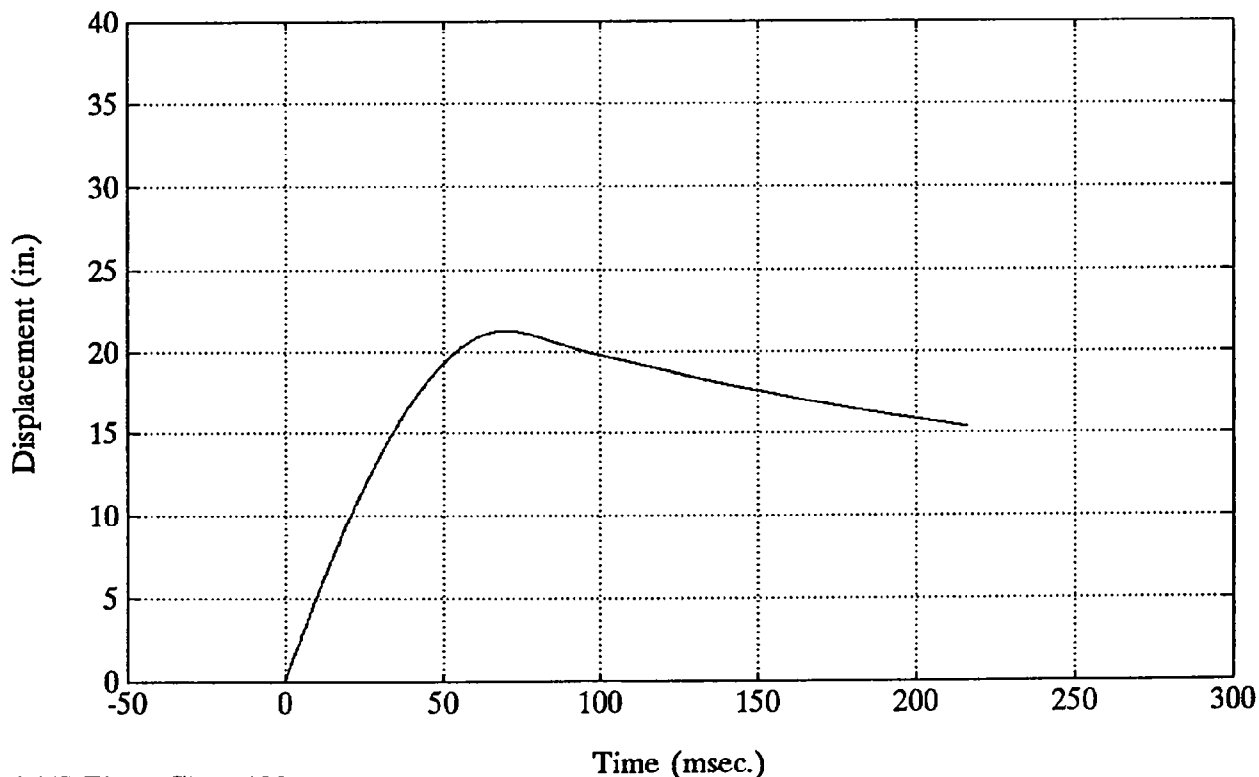
R. Rear Crossmember X (#2) Max = 29.20 mph @ 2.64 msec
Min = -3.59 mph @ 84.96 msec



SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

R. Rear Crossmember X (#2) Max = 21.28 in. @ 71.04 msec
Min = 0.00 in. @ -0.00 msec

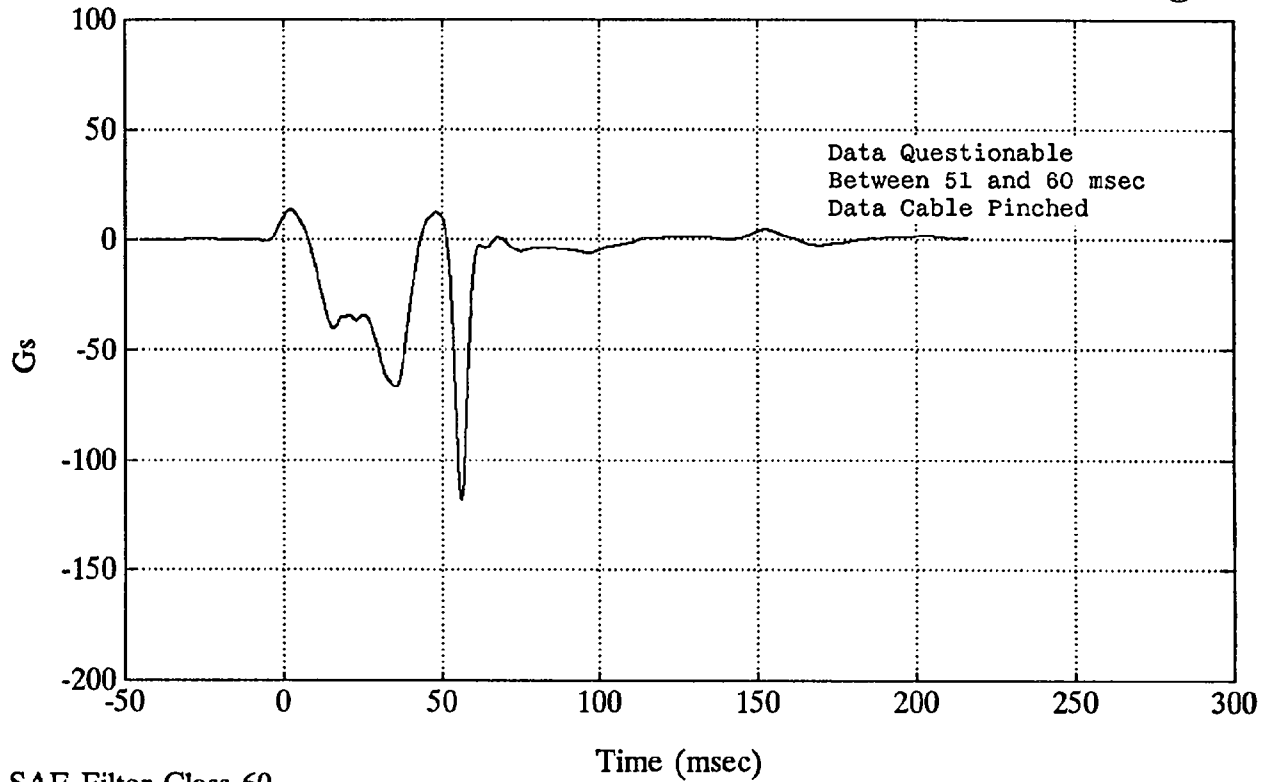


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Engine Top X (#3)

Max = 13.99 Gs @ 2.40 msec
Min = -118.29 Gs @ 56.16 msec

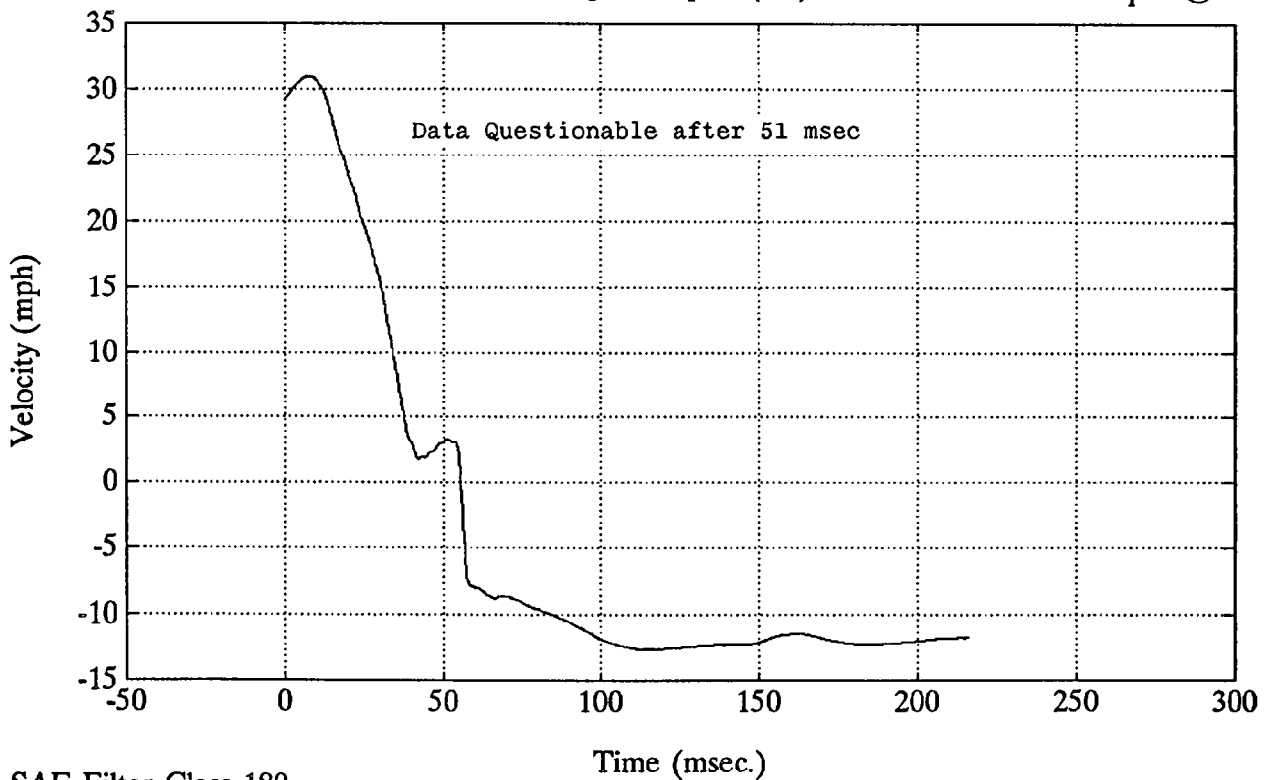


SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

Engine Top X (#3)

Max = 30.93 mph @ 8.16 msec
Min = -12.61 mph @ 113.52 msec

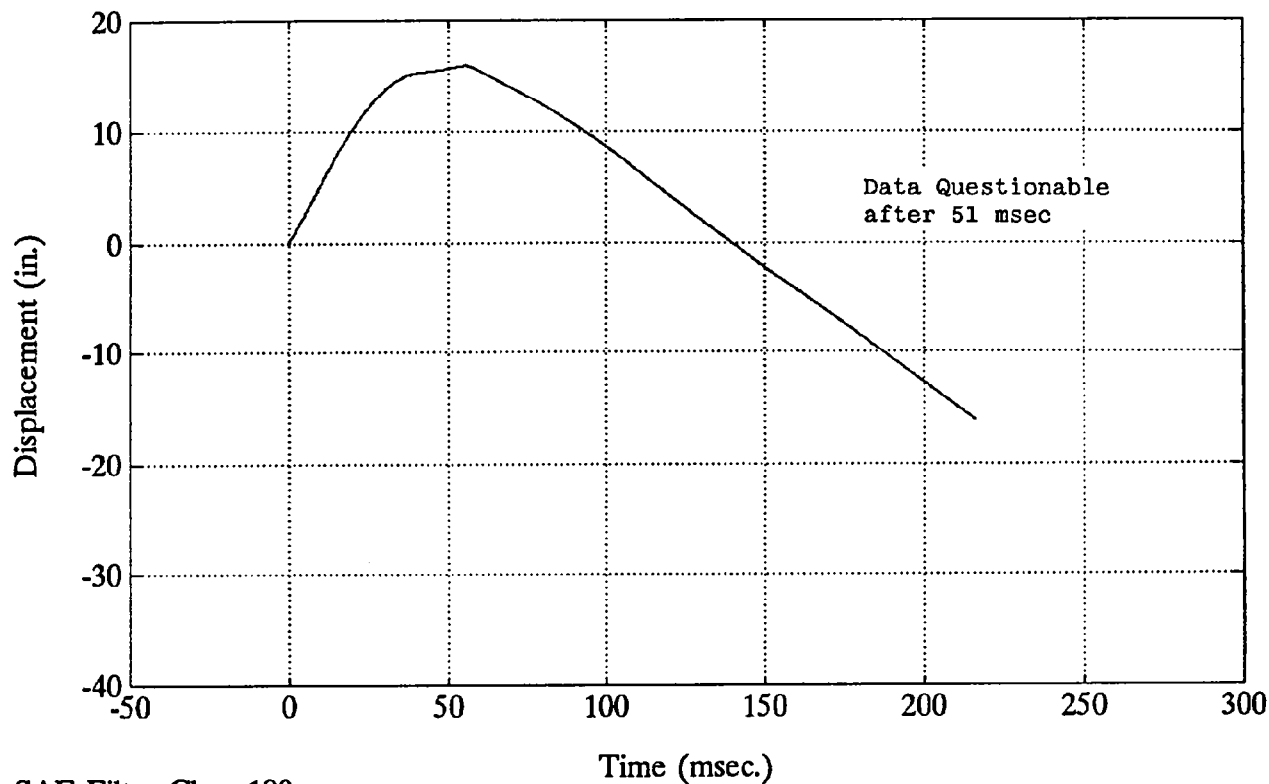


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Engine Top X (#3)

Max = 15.92 in. @ 55.92 msec
Min = -16.06 in. @ 215.76 msec

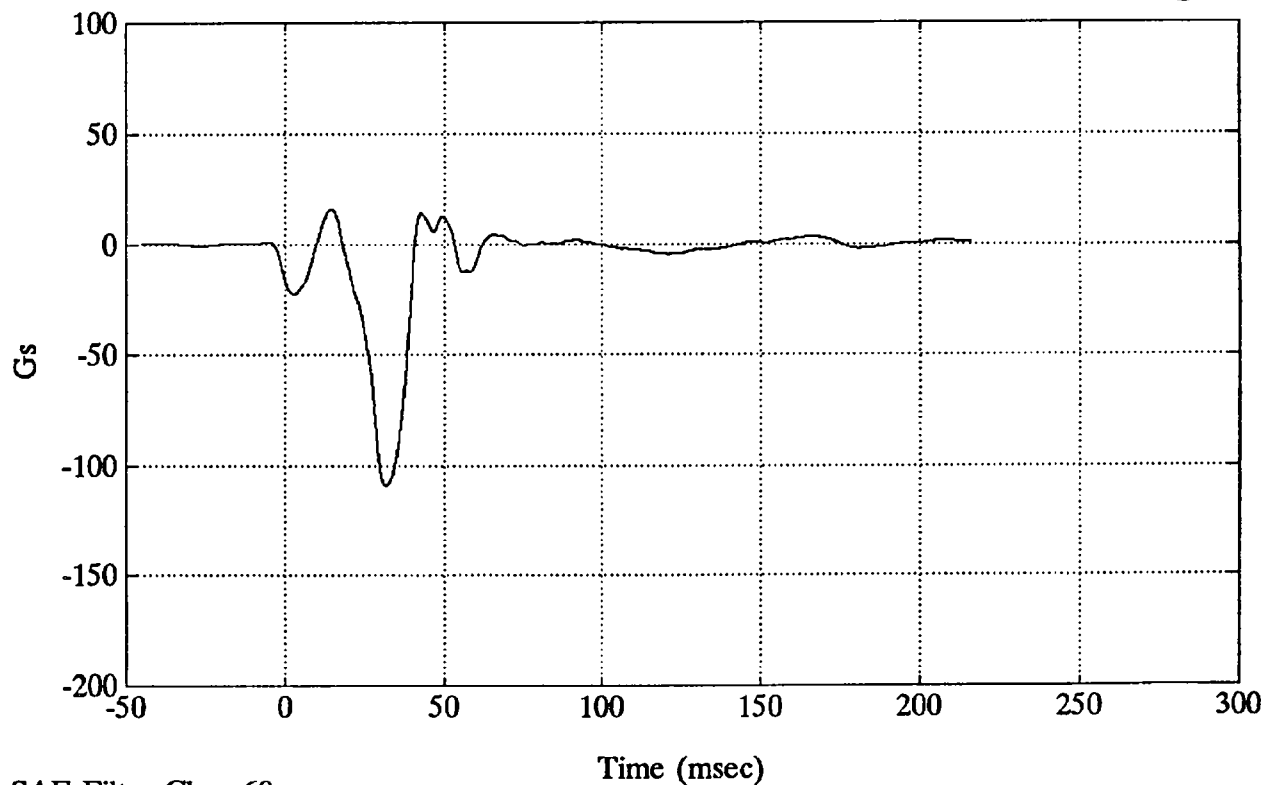


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Engine Bottom X (#4)

Max = 15.62 Gs @ 14.76 msec
Min = -109.16 Gs @ 31.80 msec

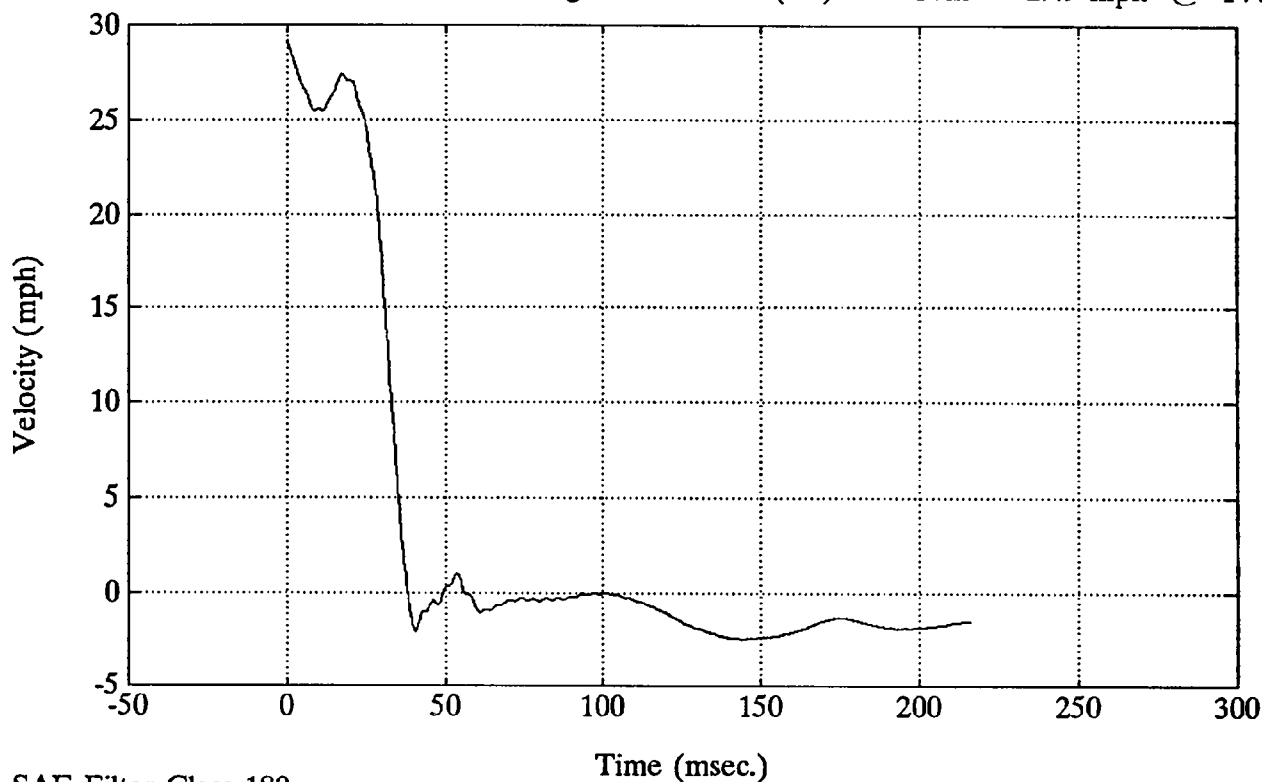


SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

Engine Bottom X (#4)

Max = 29.20 mph @ -0.00 msec
Min = -2.49 mph @ 144.24 msec

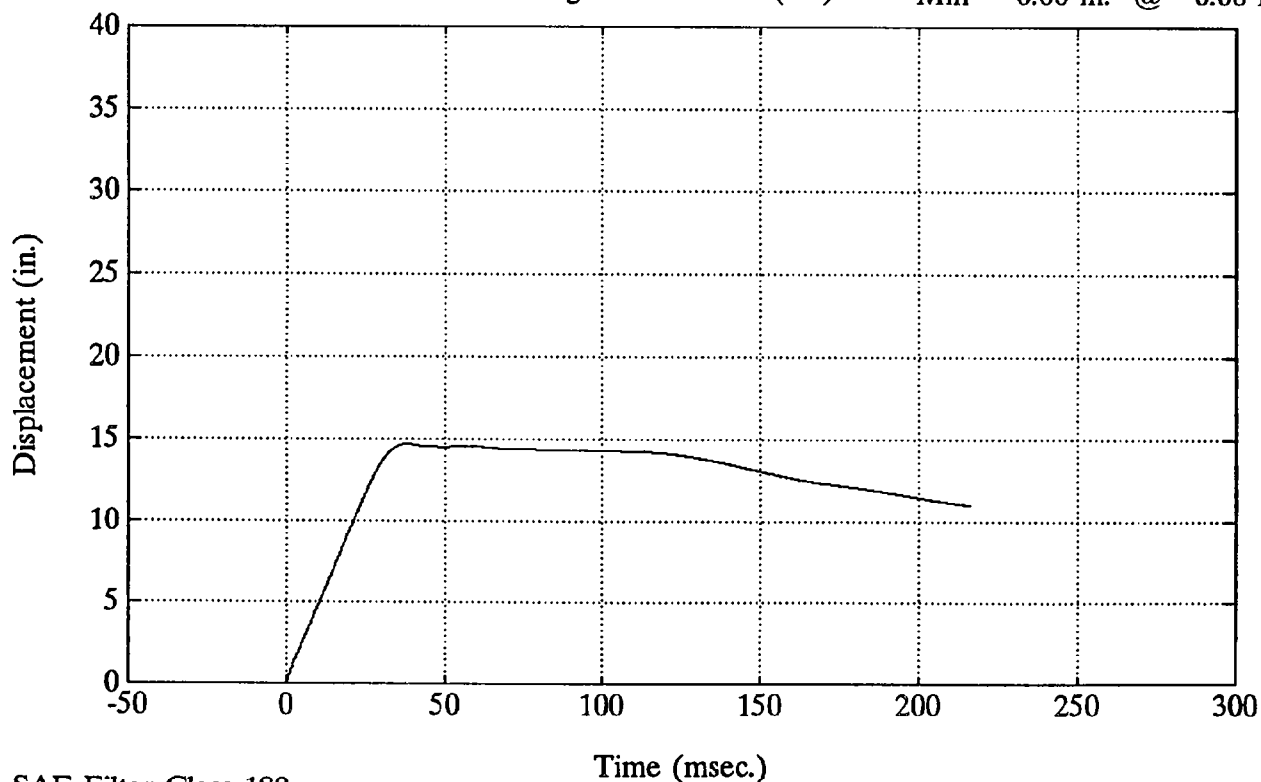


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Engine Bottom X (#4)

Max = 14.70 in. @ 38.88 msec
Min = 0.00 in. @ -0.00 msec

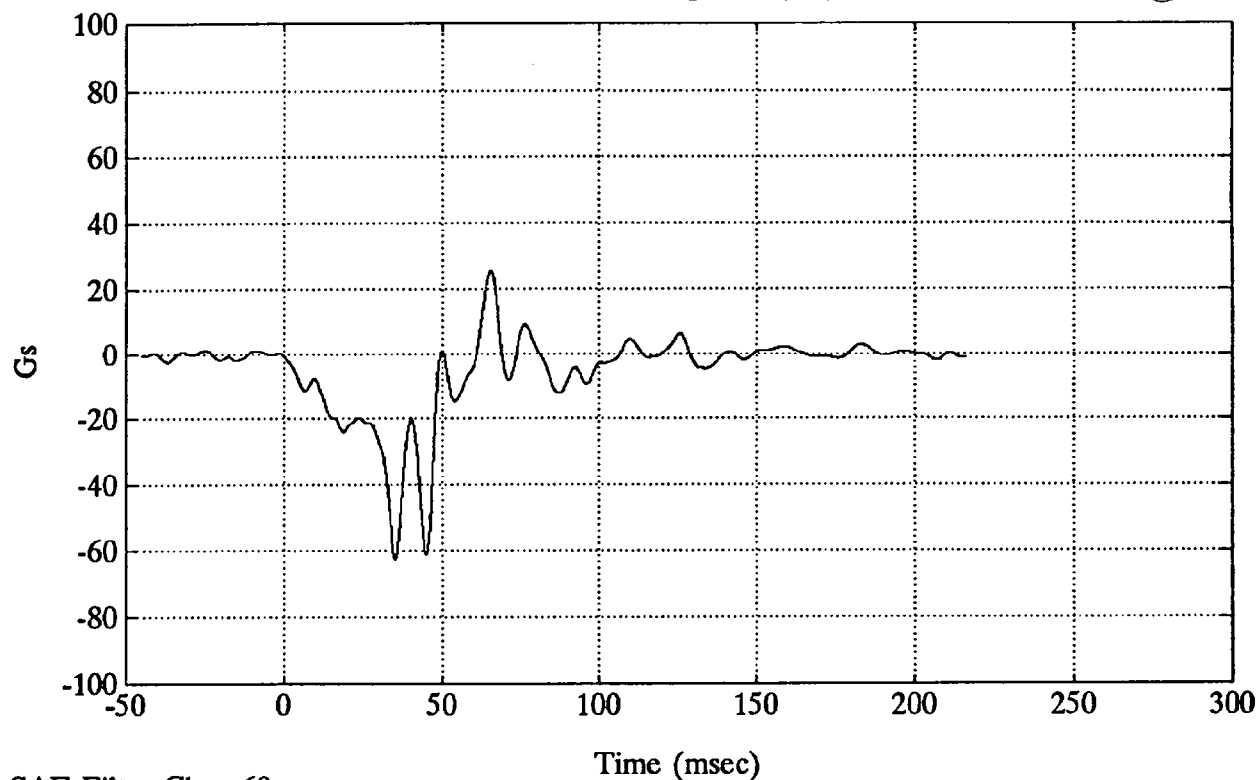


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

R. Brake Caliper X (#5)

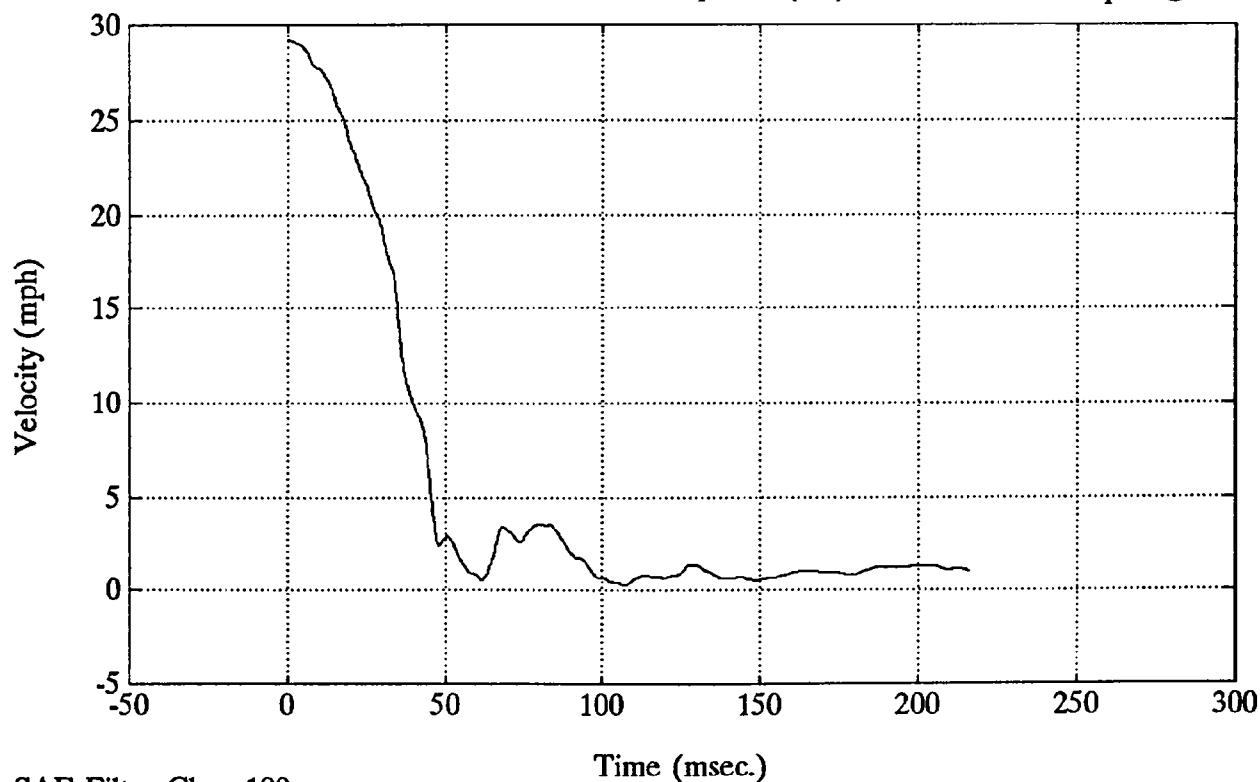
Max = 25.44 Gs @ 65.52 msec
Min = -62.61 Gs @ 35.28 msec



FMVSS 208 - 1993 HONDA PRELUDE

R. Brake Caliper X (#5)

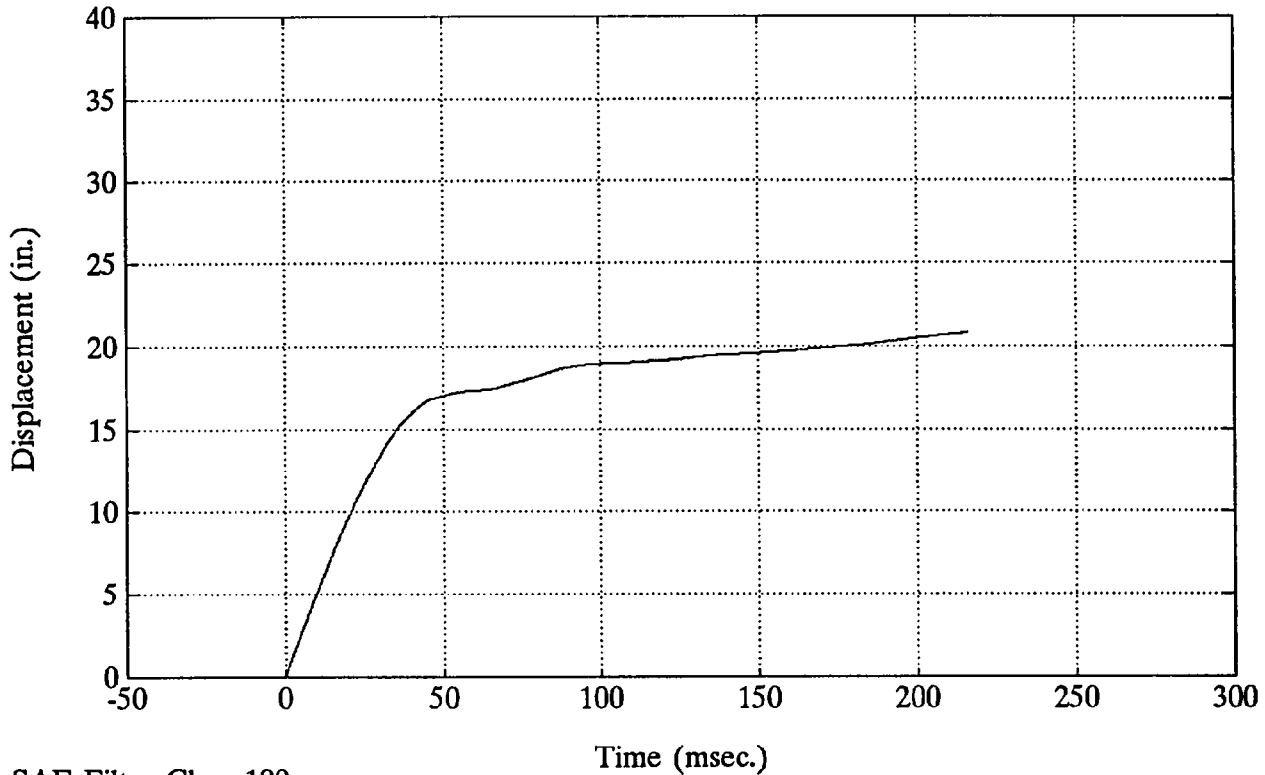
Max = 29.20 mph @ 0.24 msec
Min = 0.28 mph @ 107.04 msec



FMVSS 208 - 1993 HONDA PRELUDE

R. Brake Caliper X (#5)

Max = 20.82 in. @ 215.76 msec
Min = 0.00 in. @ -0.00 msec

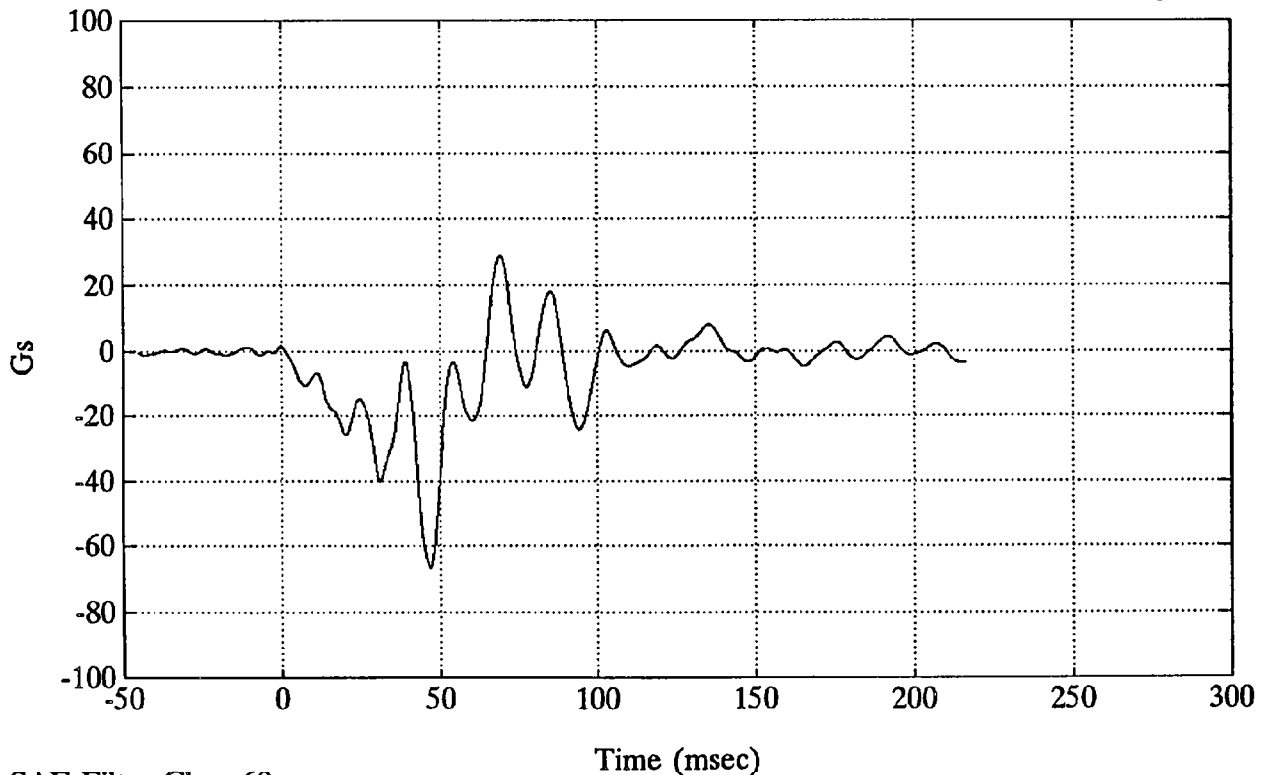


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

L. Brake Caliper X (#6)

Max = 29.01 Gs @ 69.24 msec
Min = -66.62 Gs @ 46.92 msec

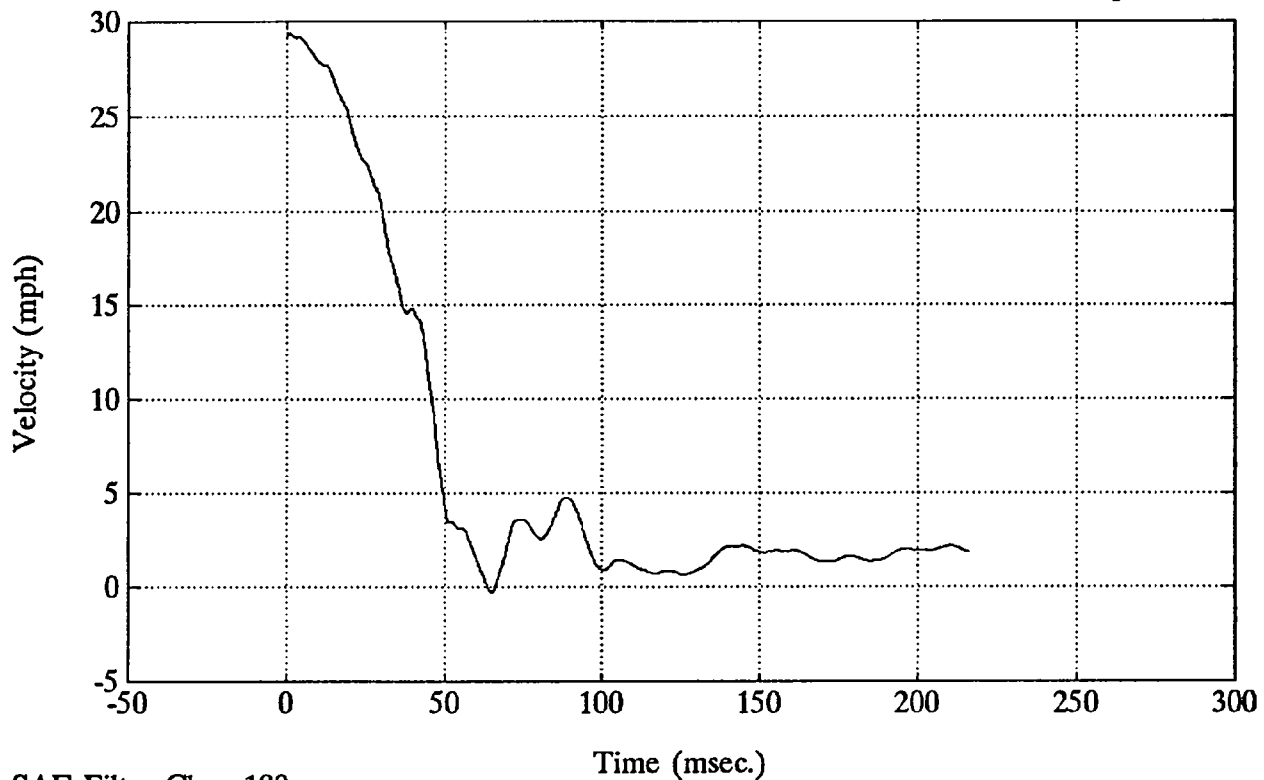


SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

L. Brake Caliper X (#6)

Max = 29.36 mph @ 0.96 msec
Min = -0.23 mph @ 65.04 msec

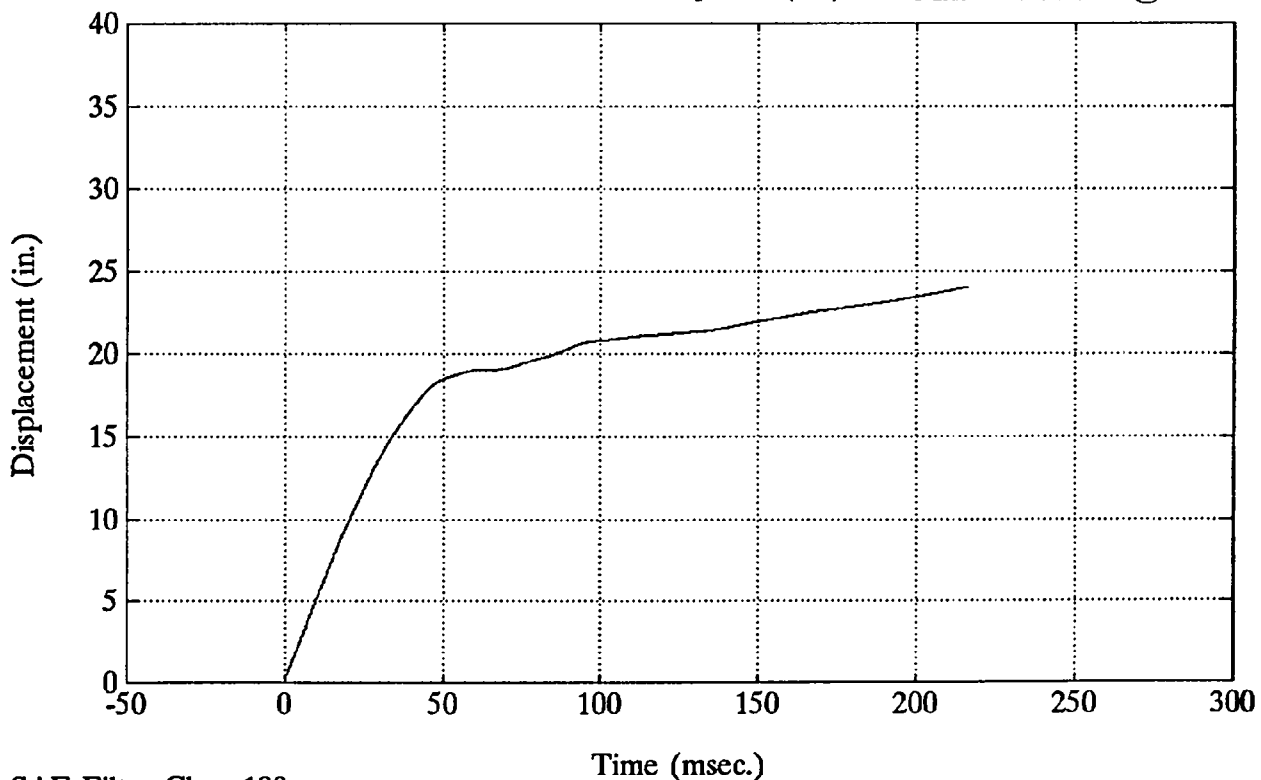


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

L. Brake Caliper X (#6)

Max = 23.99 in. @ 215.76 msec
Min = 0.00 in. @ -0.00 msec

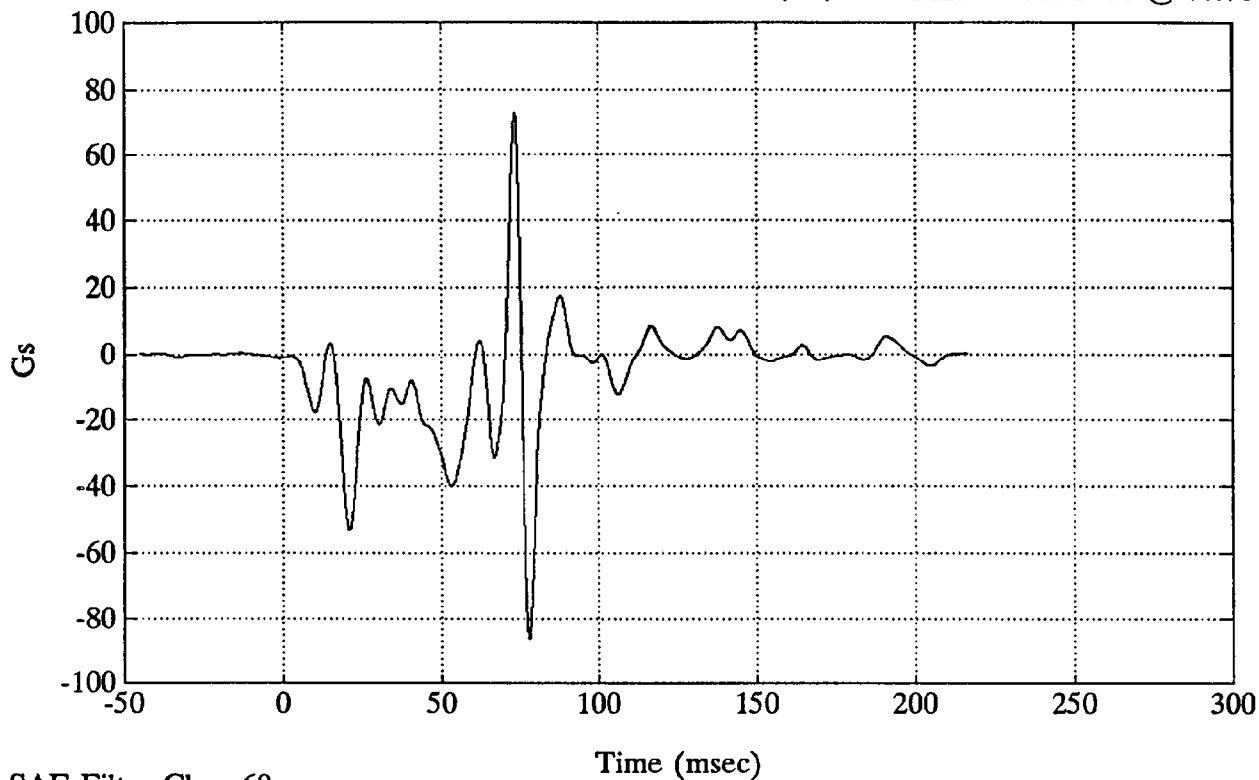


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Instrument Panel X (#7)

Max = 73.07 Gs @ 73.32 msec
Min = -86.52 Gs @ 77.76 msec

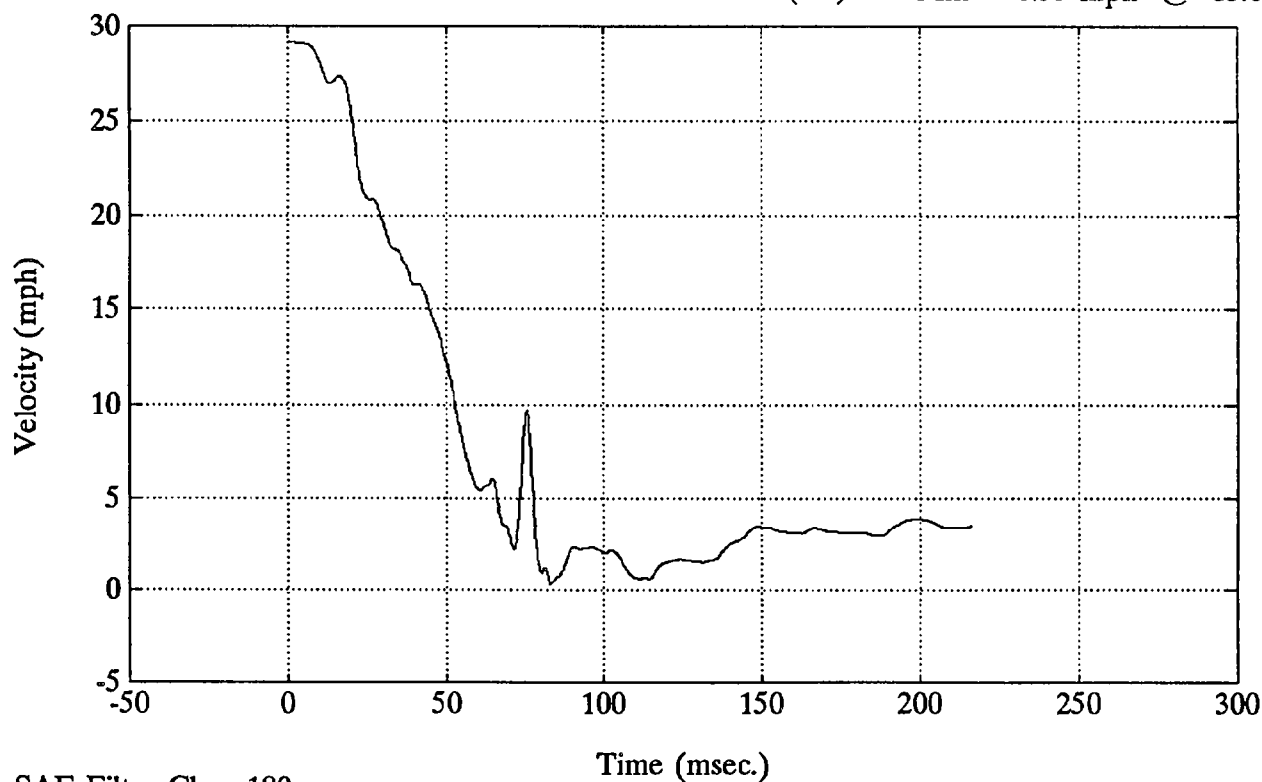


SAE Filter Class 60

FMVSS 208 - 1993 HONDA PRELUDE

Instrument Panel X (#7)

Max = 29.20 mph @ -0.00 msec
Min = 0.35 mph @ 83.04 msec

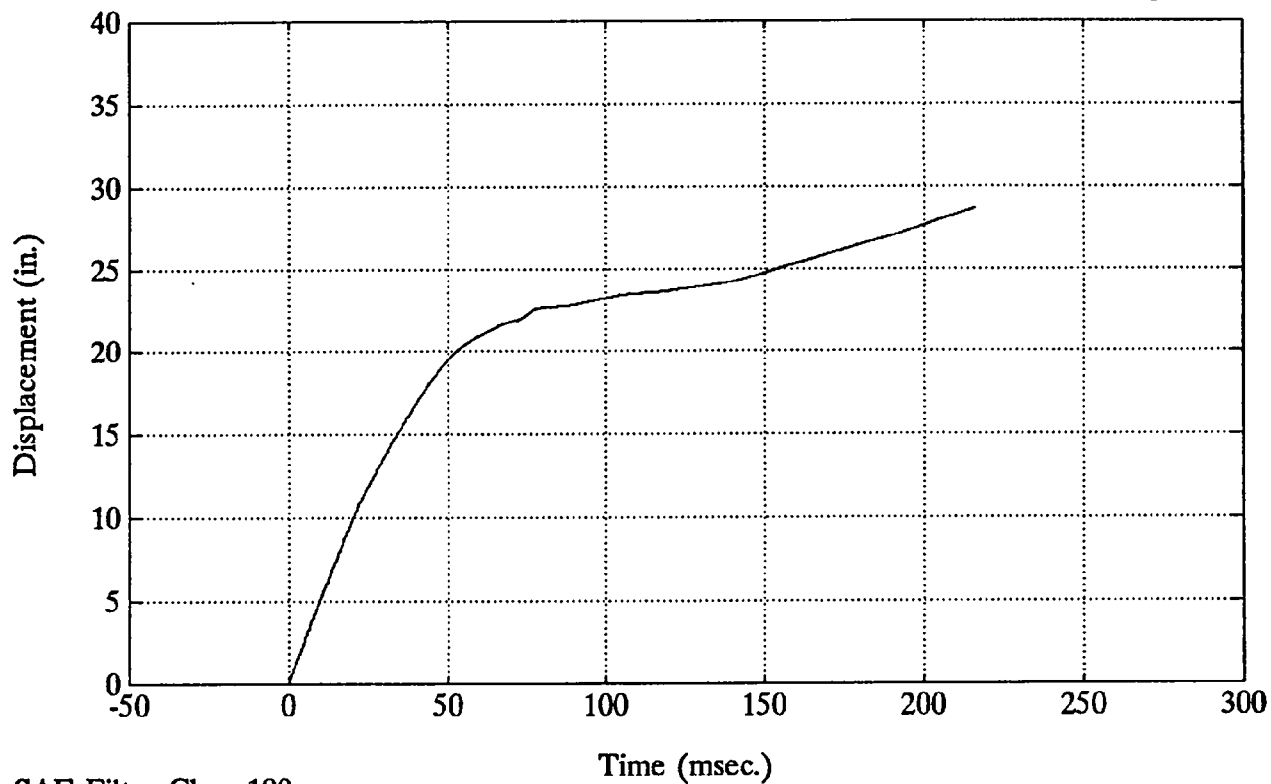


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Instrument Panel X (#7)

Max = 28.69 in. @ 215.76 msec
Min = 0.00 in. @ -0.00 msec



SAE Filter Class 180

TEST NO. CP5308

DUMMY DATA	SAE FILTER CHANNEL CLASS
Head Accelerations	1000
Chest Accelerations	180
Femur Forces	600

FACILITY: TRACK TEST DATE: 04 Feb 1993
RUN #: 1256
SERIES #: 12

TITLE: NHTSA "208" TEST #12 - 1993 HONDA PRELUDE

CLIP SUMMARY: Pos. 1 Chest Resultant

Peak Resultant (3 ms CLIPPED DURATION) = 45.579 G's
Tstart = 80.8800 ms
Tend = 84.0000 ms
CSI = 280.001

CLIP SUMMARY: Pos. 2 Chest Resultant

Peak Resultant (3 ms CLIPPED DURATION) = 53.125 G's
Tstart = 89.7600 ms
Tend = 92.7600 ms
CSI = 419.628

36 ms Fixed Duration HIC SUMMARY: Pos. 1 Head Resultant

hic: 420.57
t1 = 80.160 msec
t2 = 108.480 msec
Average G's Over Hic Duration = 46.63

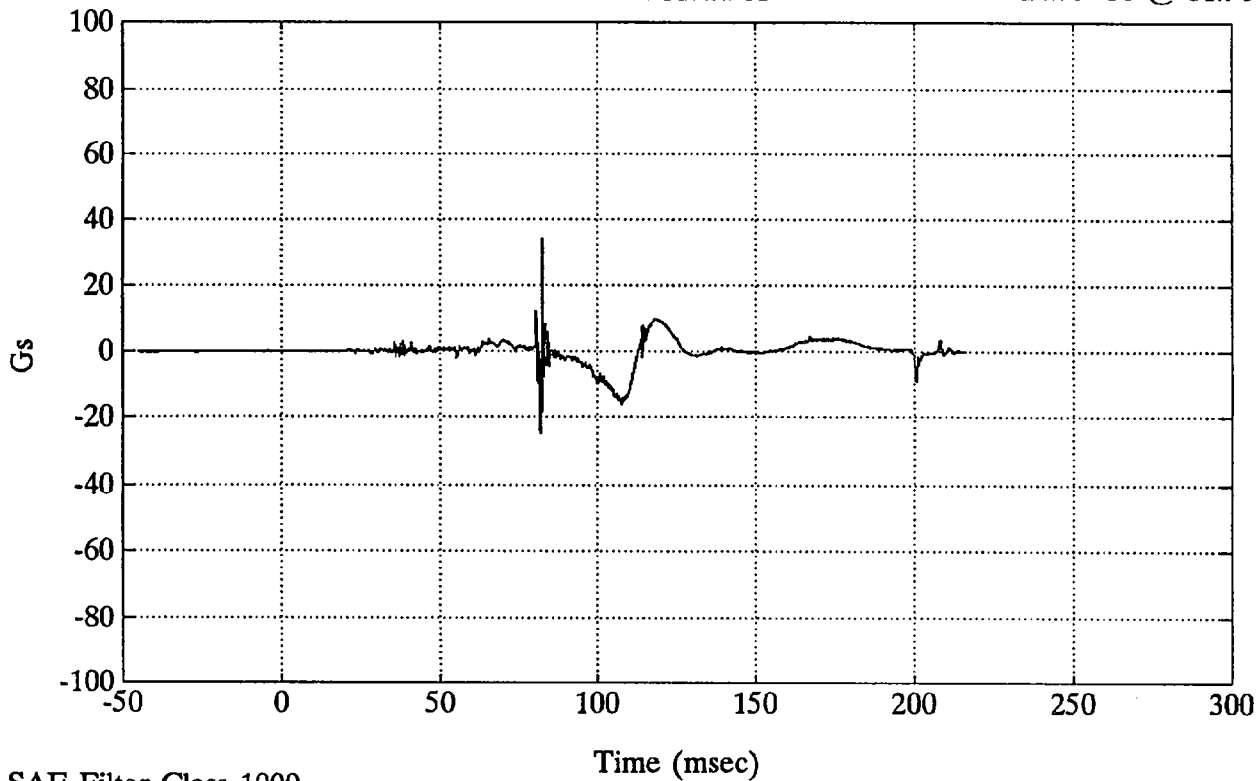
36 ms Fixed Duration HIC SUMMARY: Pos. 2 Head Resultant

hic: 520.47
t1 = 77.640 msec
t2 = 111.240 msec
Average G's Over Hic Duration = 47.43

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Head X

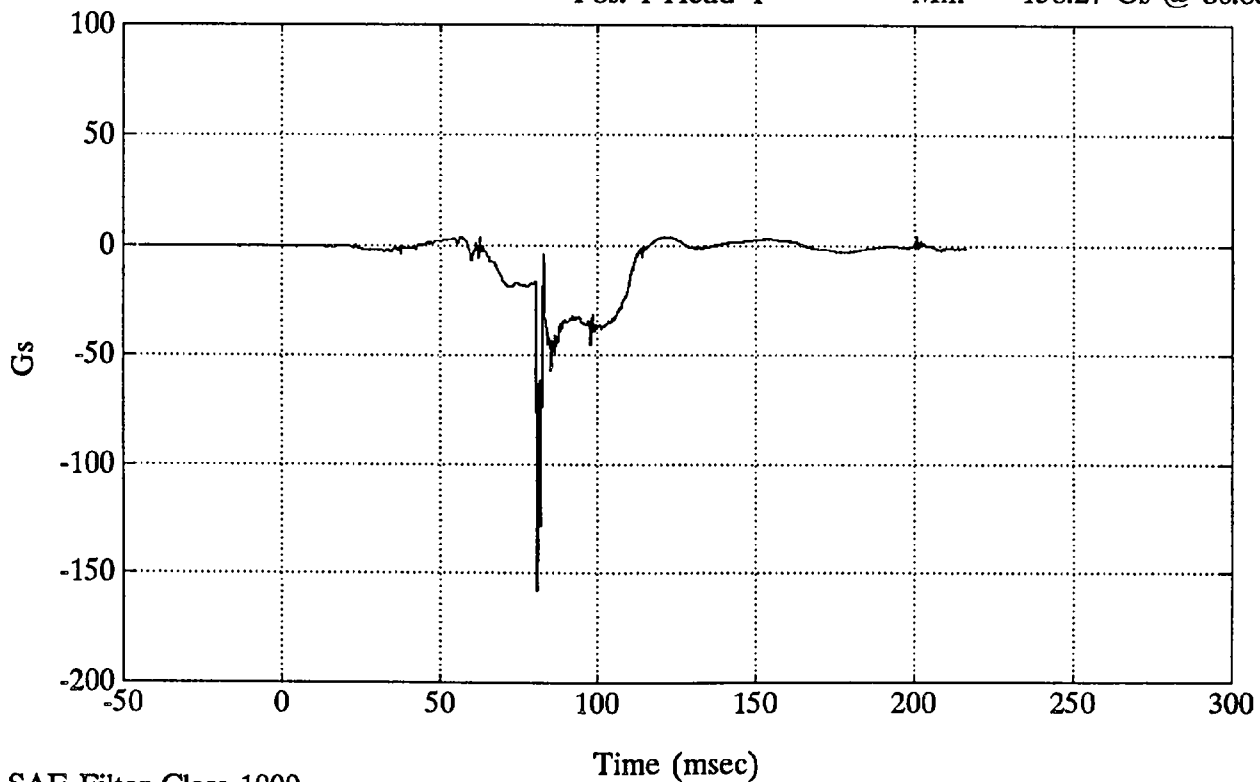
Max = 34.41 Gs @ 82.44 msec
Min = -24.53 Gs @ 81.96 msec



FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Head Y

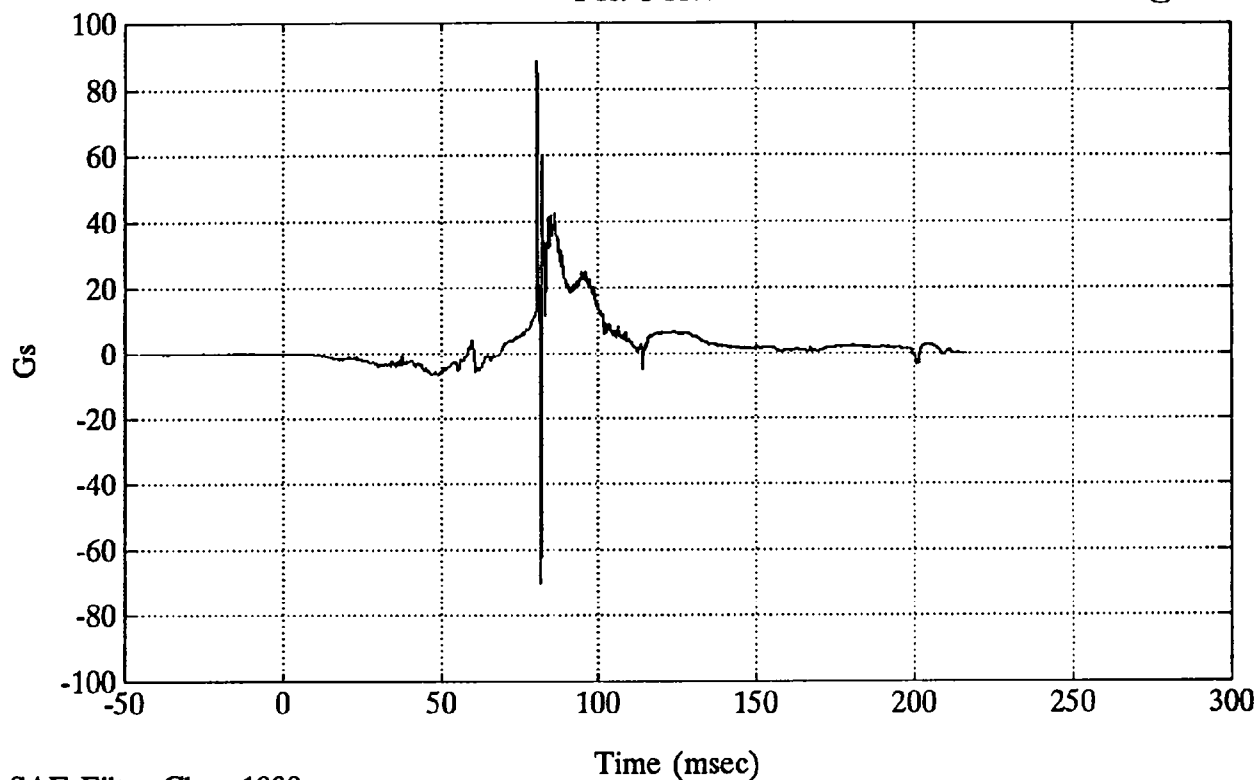
Max = 4.14 Gs @ 200.64 msec
Min = -158.27 Gs @ 80.88 msec



FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Head Z

Max = 88.36 Gs @ 80.52 msec
Min = -69.73 Gs @ 81.60 msec

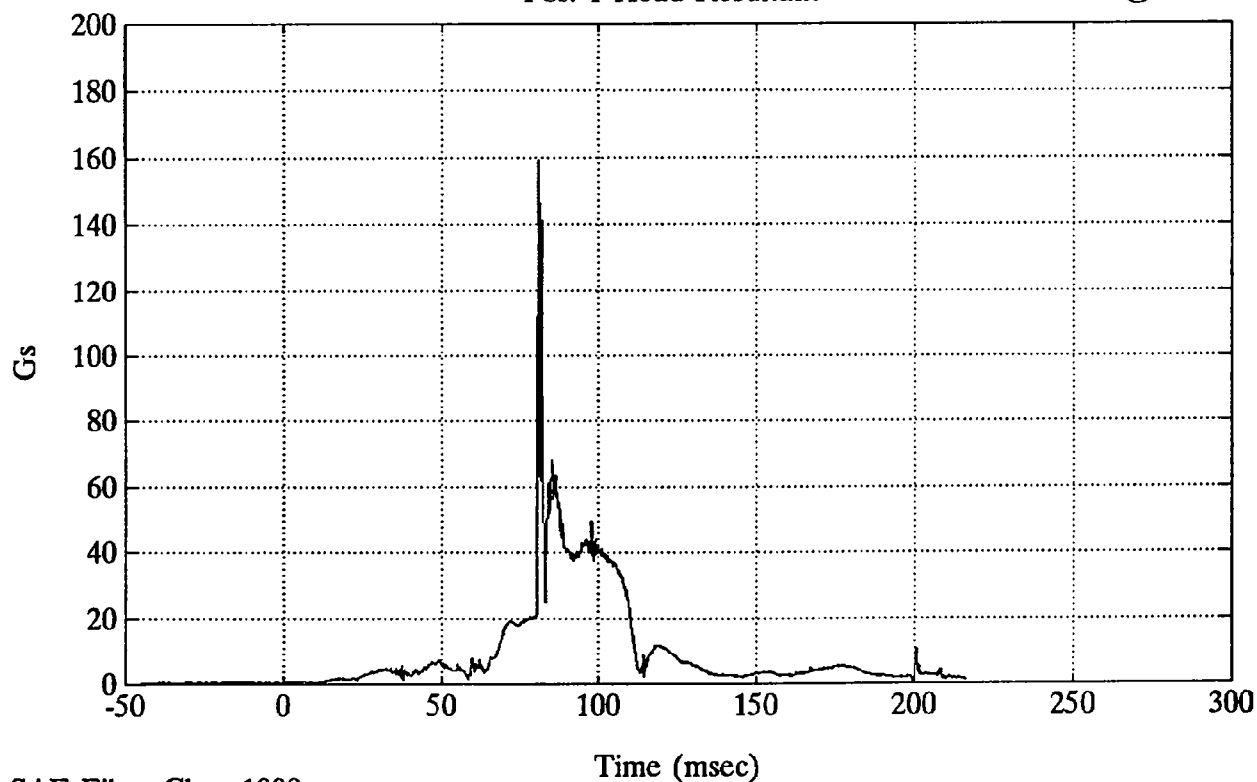


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Head Resultant

Max = 159.42 Gs @ 80.88 msec
Min = 0.23 Gs @ -44.52 msec

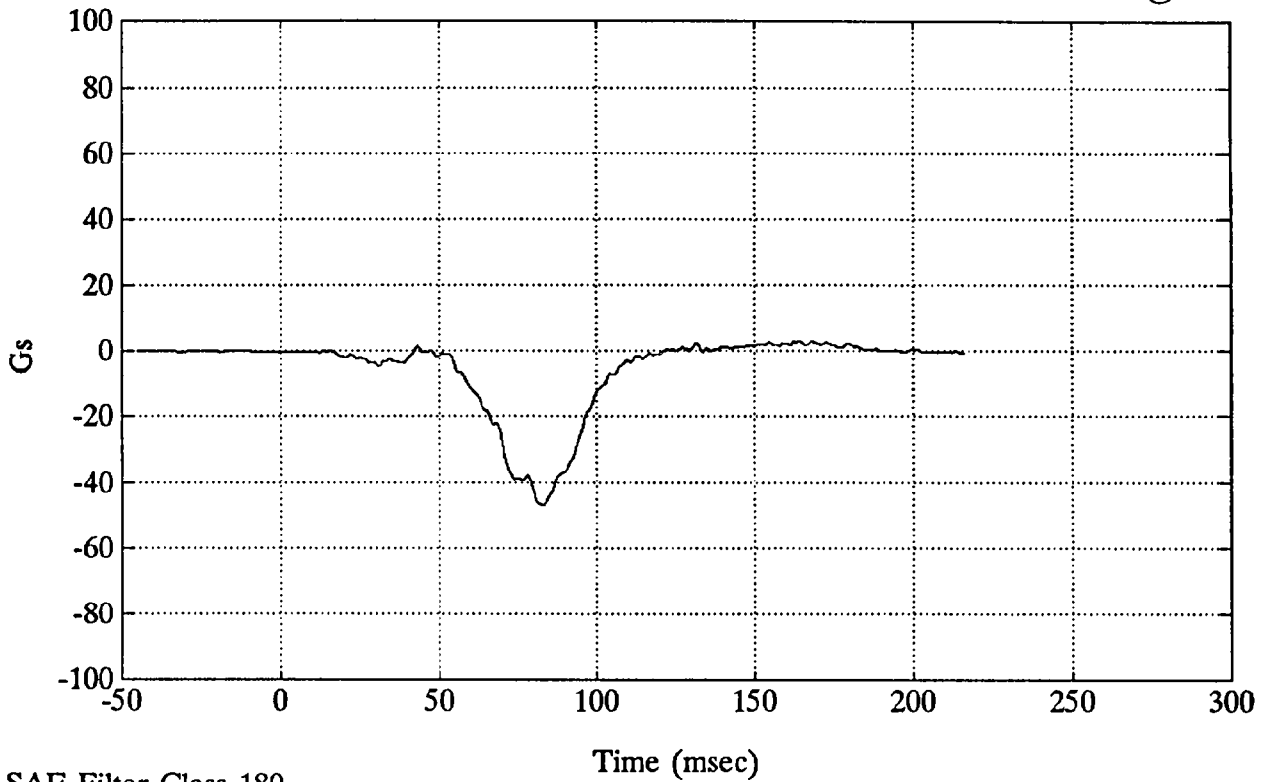


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Chest X

Max = 3.08 Gs @ 164.04 msec
Min = -46.83 Gs @ 83.04 msec

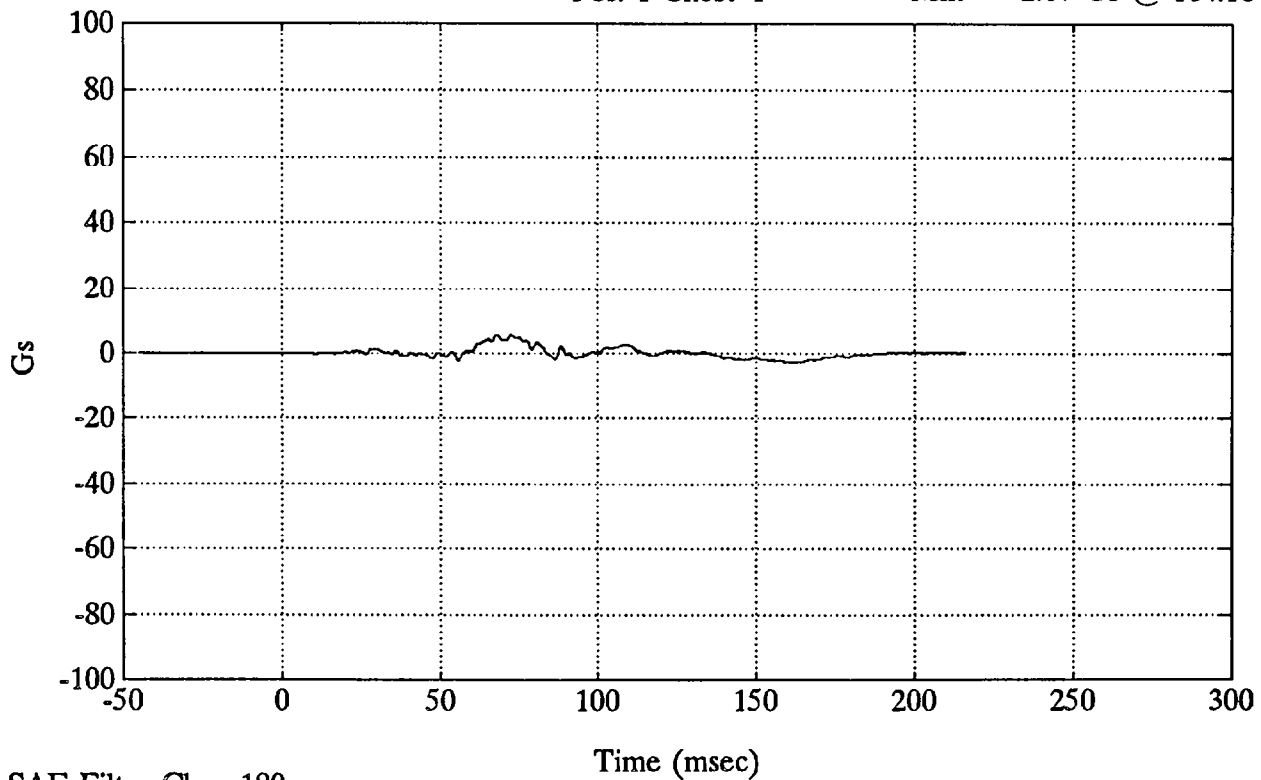


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Chest Y

Max = 5.76 Gs @ 72.36 msec
Min = -2.67 Gs @ 164.16 msec

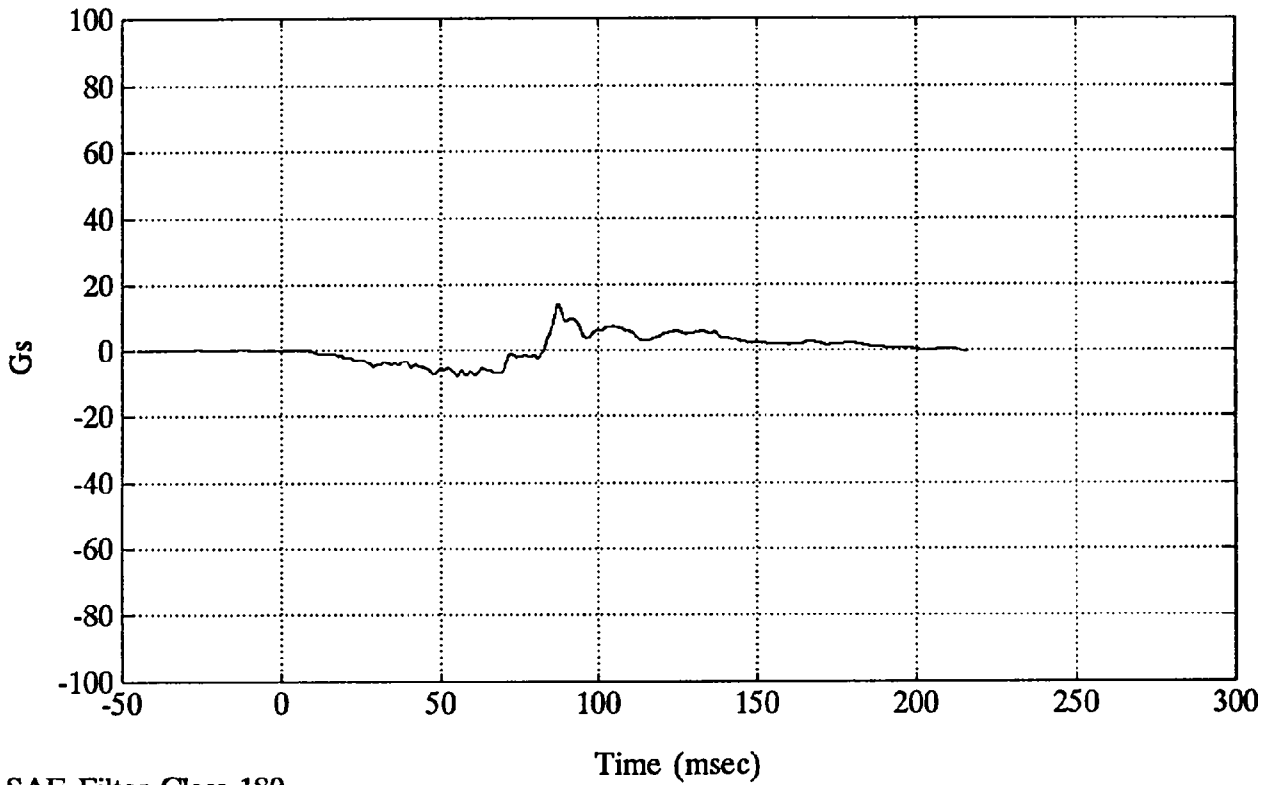


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Chest Z

Max = 13.77 Gs @ 87.24 msec
Min = -7.94 Gs @ 55.44 msec

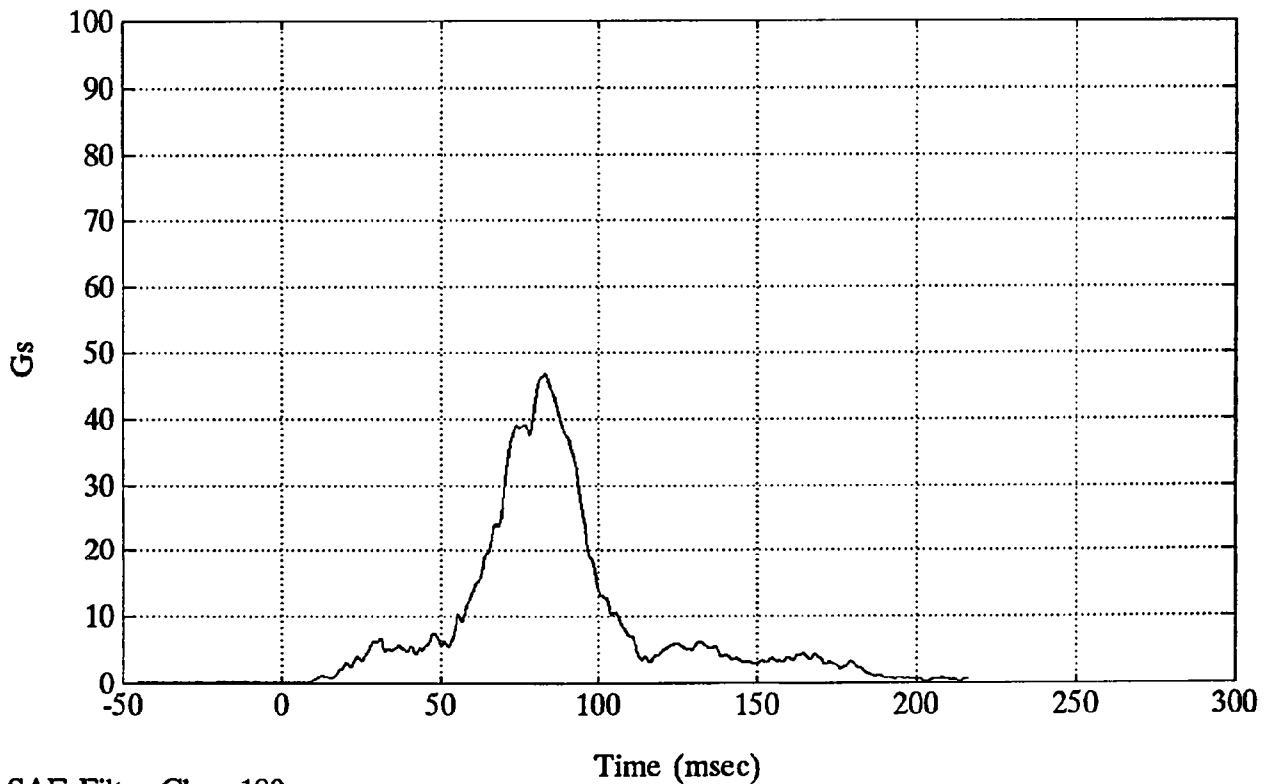


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Chest Resultant

Max = 46.85 Gs @ 83.04 msec
Min = 0.08 Gs @ -38.64 msec

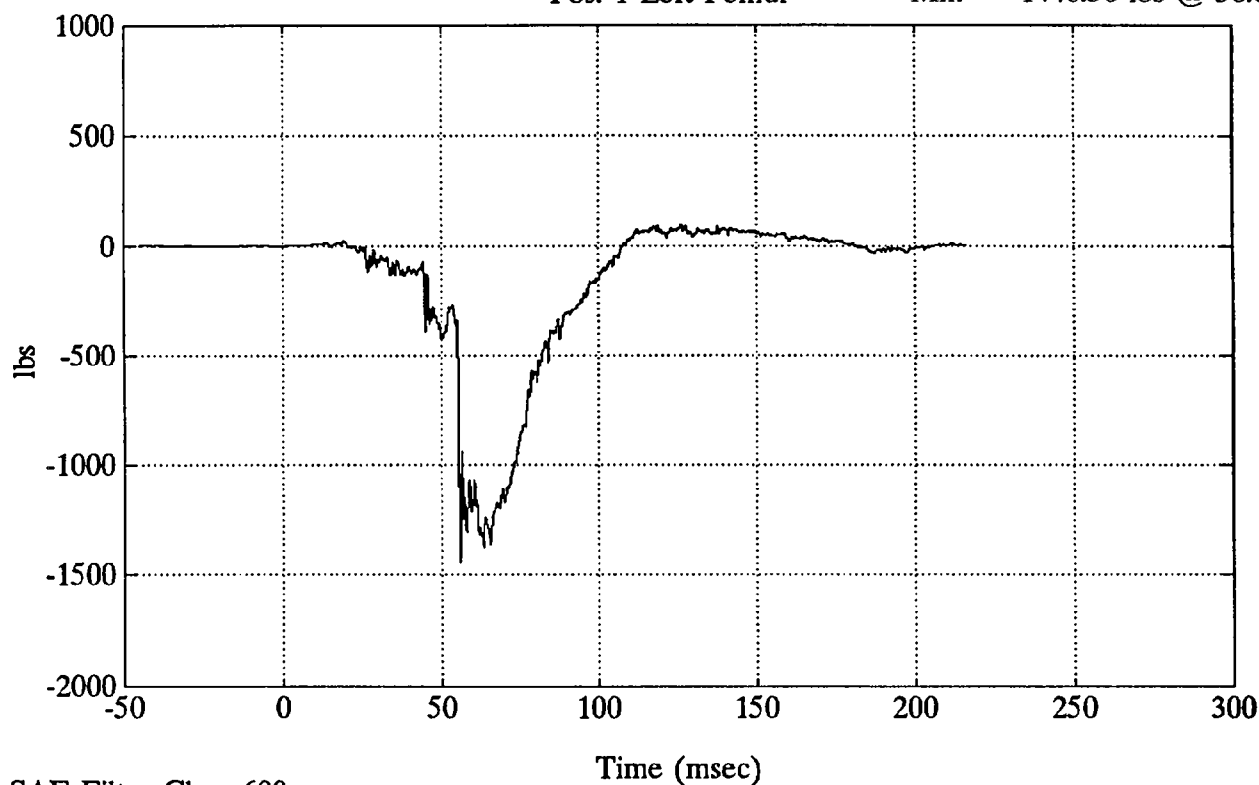


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Left Femur

Max = 99.37 lbs @ 126.00 msec
Min = -1440.50 lbs @ 56.04 msec

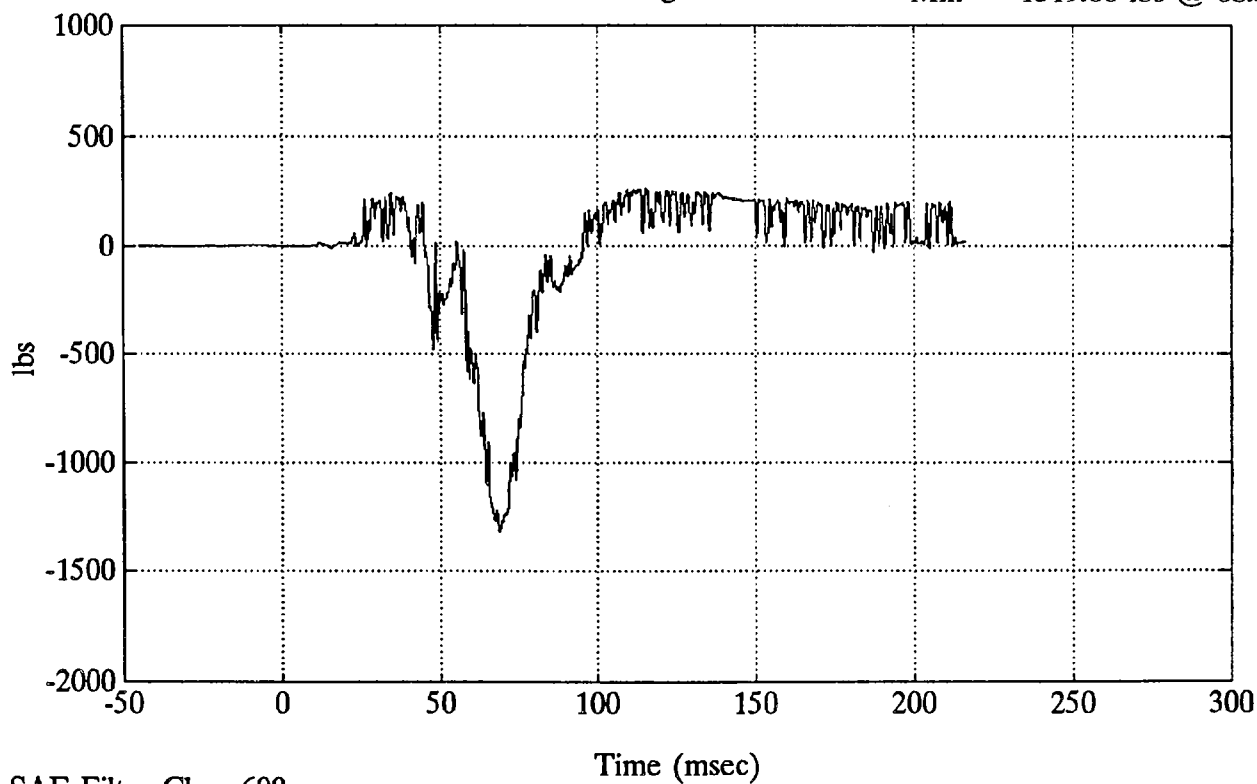


SAE Filter Class 600

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 1 Right Femur

Max = 260.91 lbs @ 115.08 msec
Min = -1319.00 lbs @ 68.88 msec

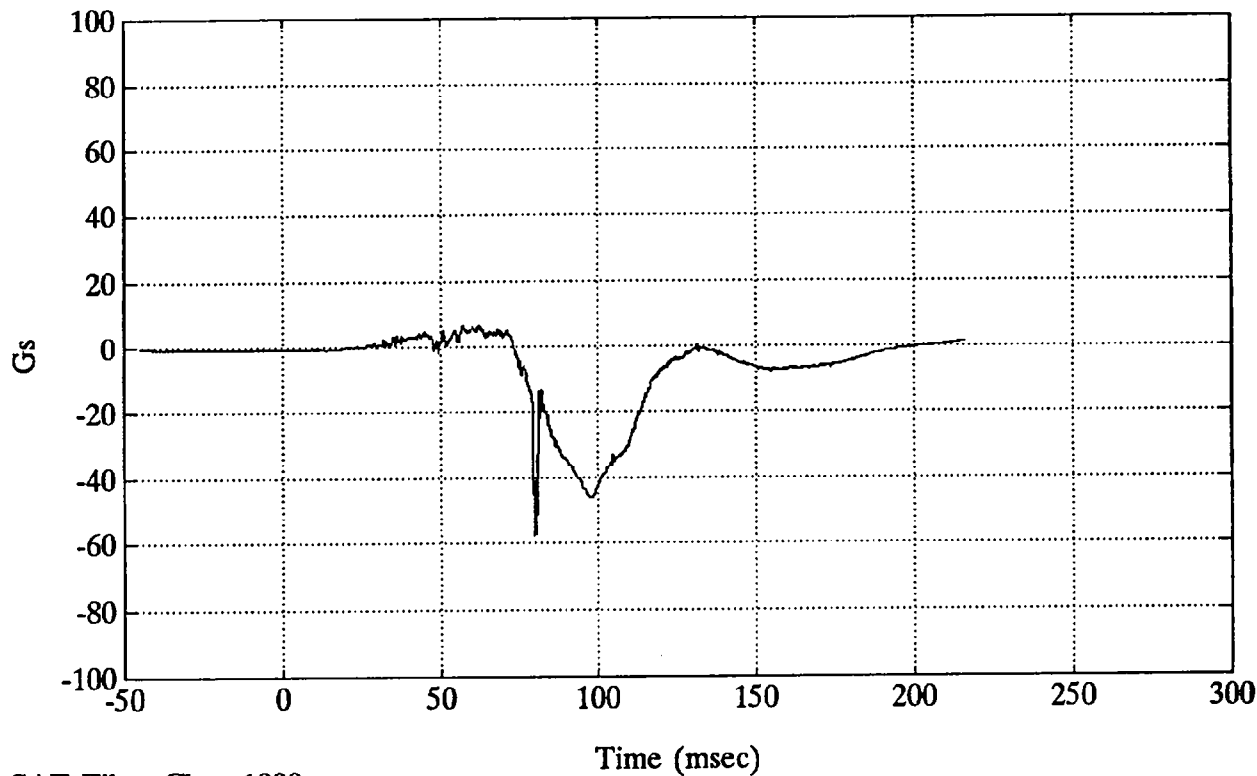


SAE Filter Class 600

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Head X

Max = 6.78 Gs @ 62.04 msec
Min = -57.76 Gs @ 79.56 msec

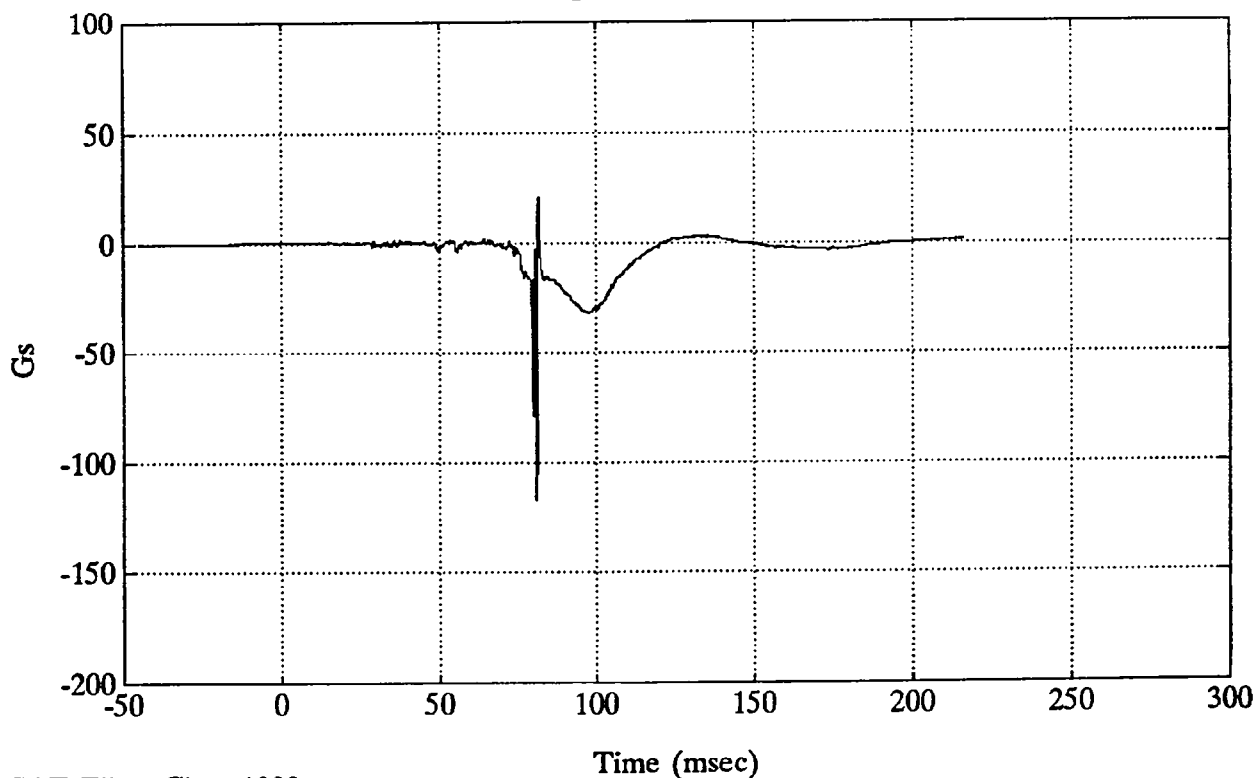


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Head Y

Max = 20.63 Gs @ 81.36 msec
Min = -116.77 Gs @ 80.88 msec

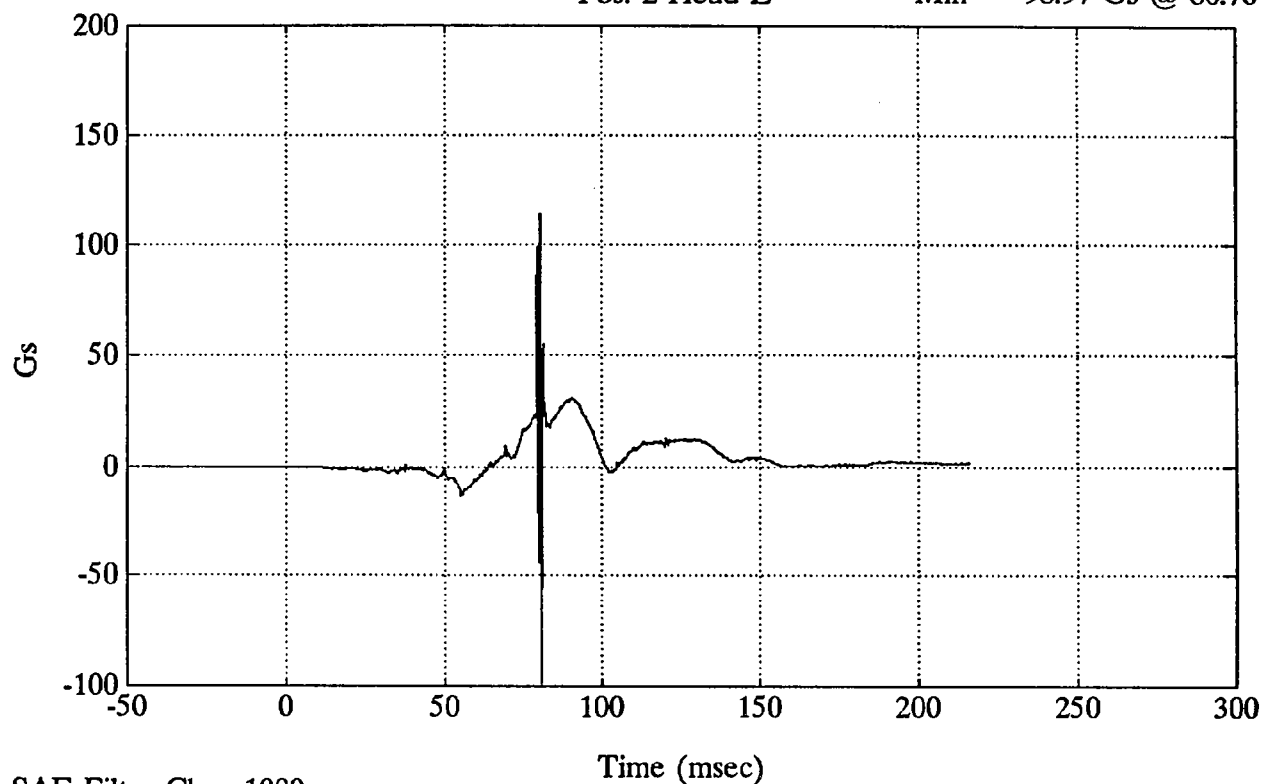


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Head Z

Max = 113.98 Gs @ 80.40 msec
Min = -98.97 Gs @ 80.76 msec

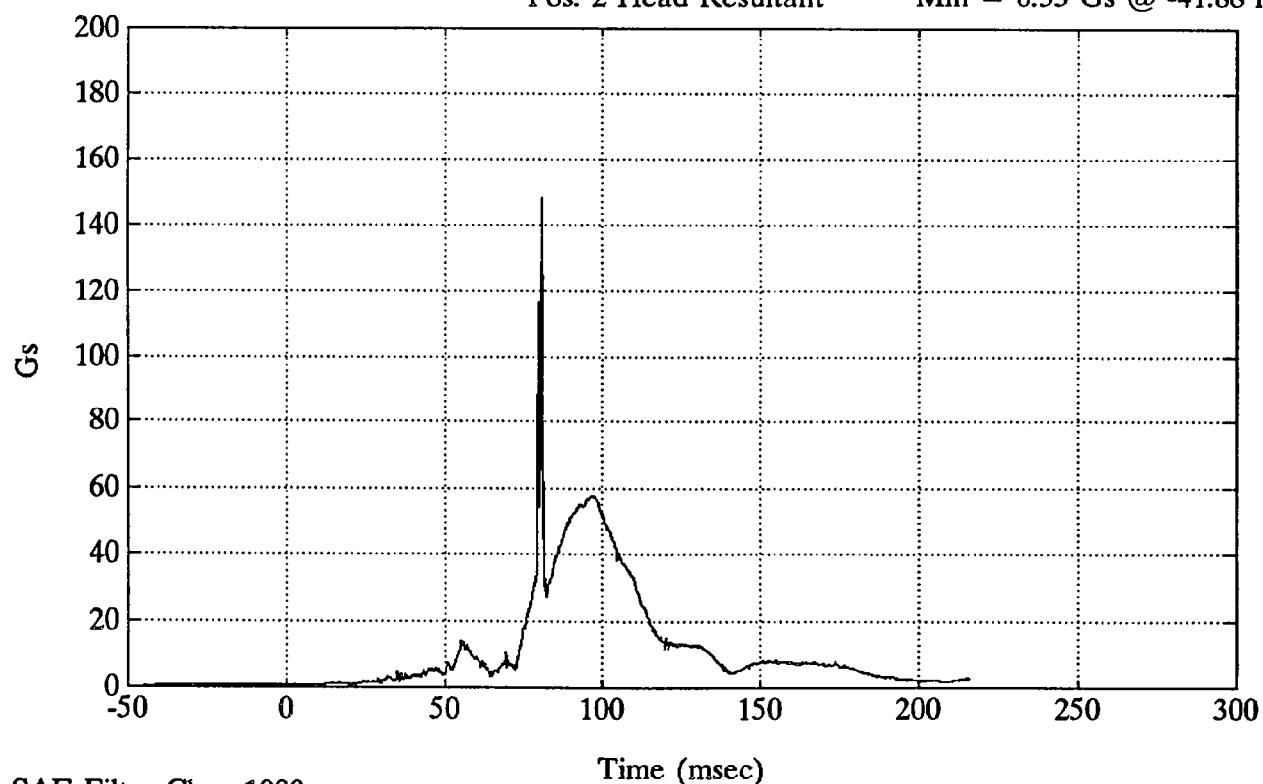


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Head Resultant

Max = 148.41 Gs @ 80.88 msec
Min = 0.33 Gs @ -41.88 msec

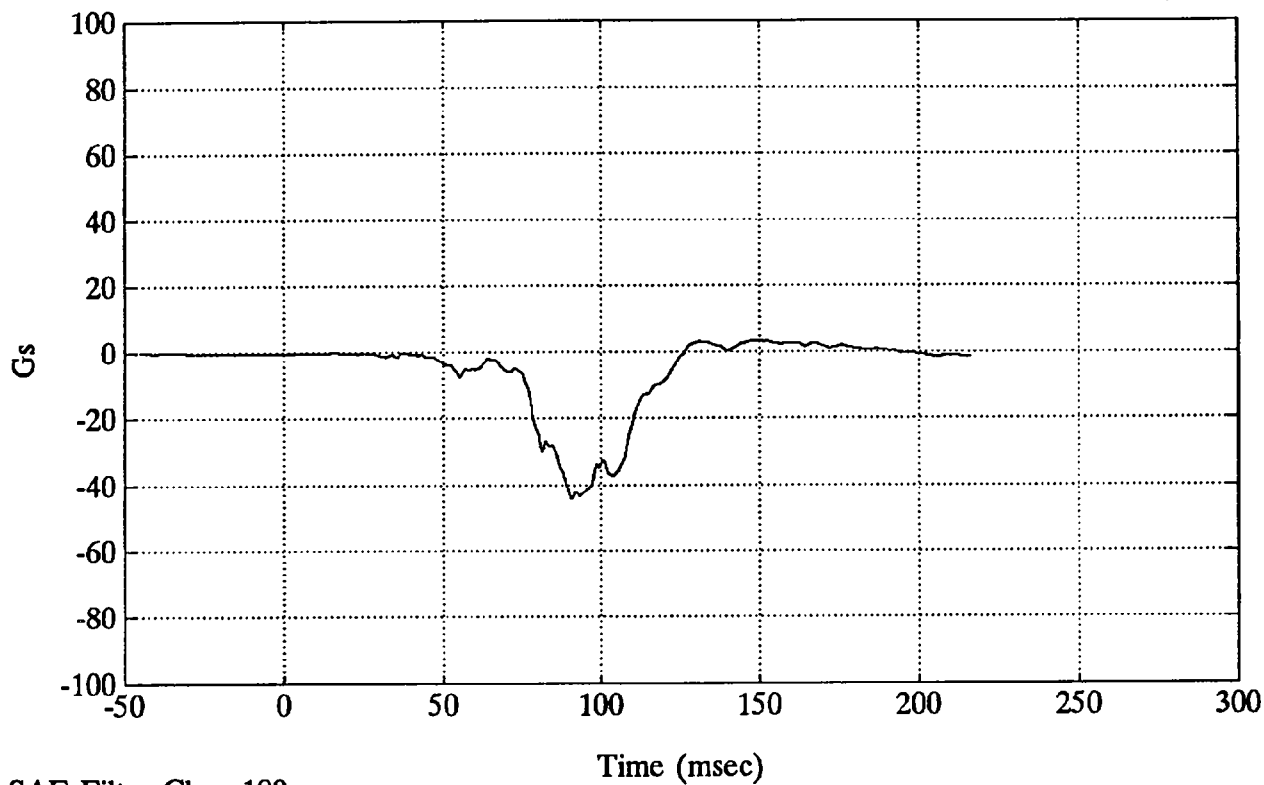


SAE Filter Class 1000

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Chest X

Max = 3.47 Gs @ 148.80 msec
Min = -44.19 Gs @ 90.60 msec

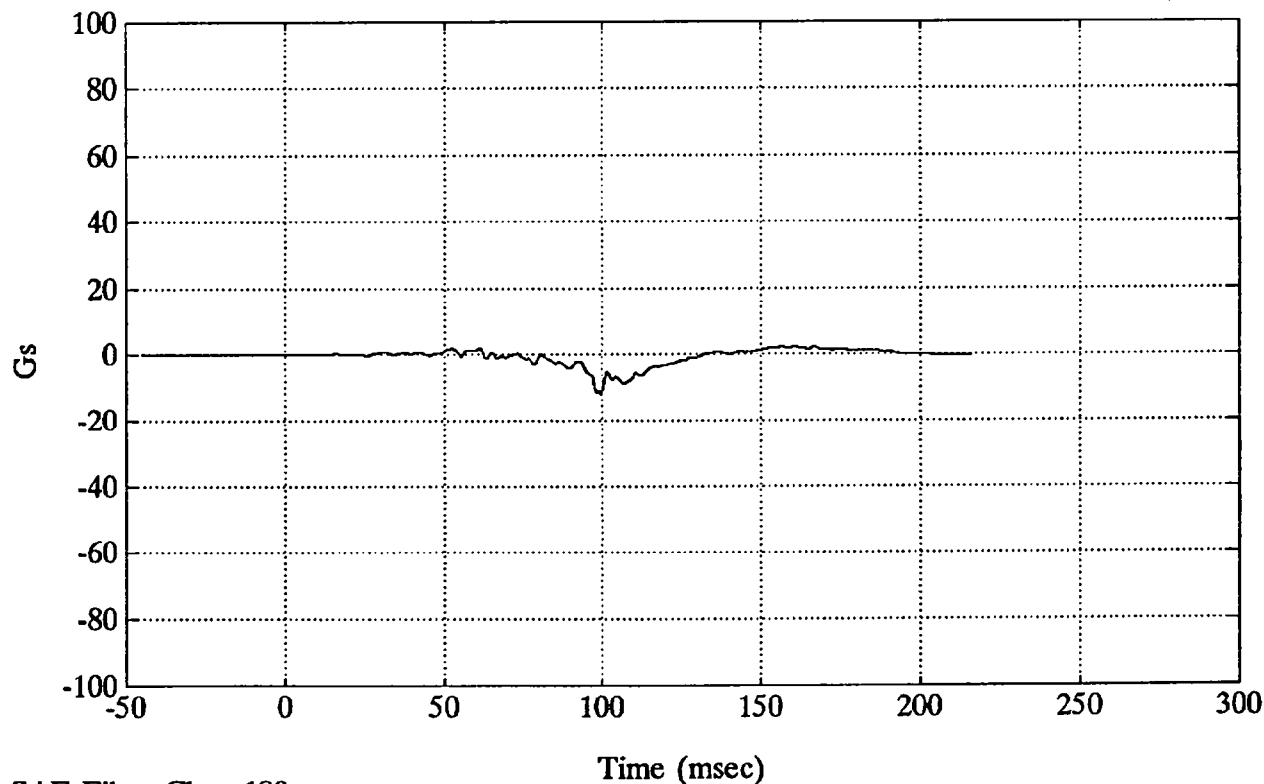


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Chest Y

Max = 2.31 Gs @ 166.56 msec
Min = -12.12 Gs @ 99.48 msec

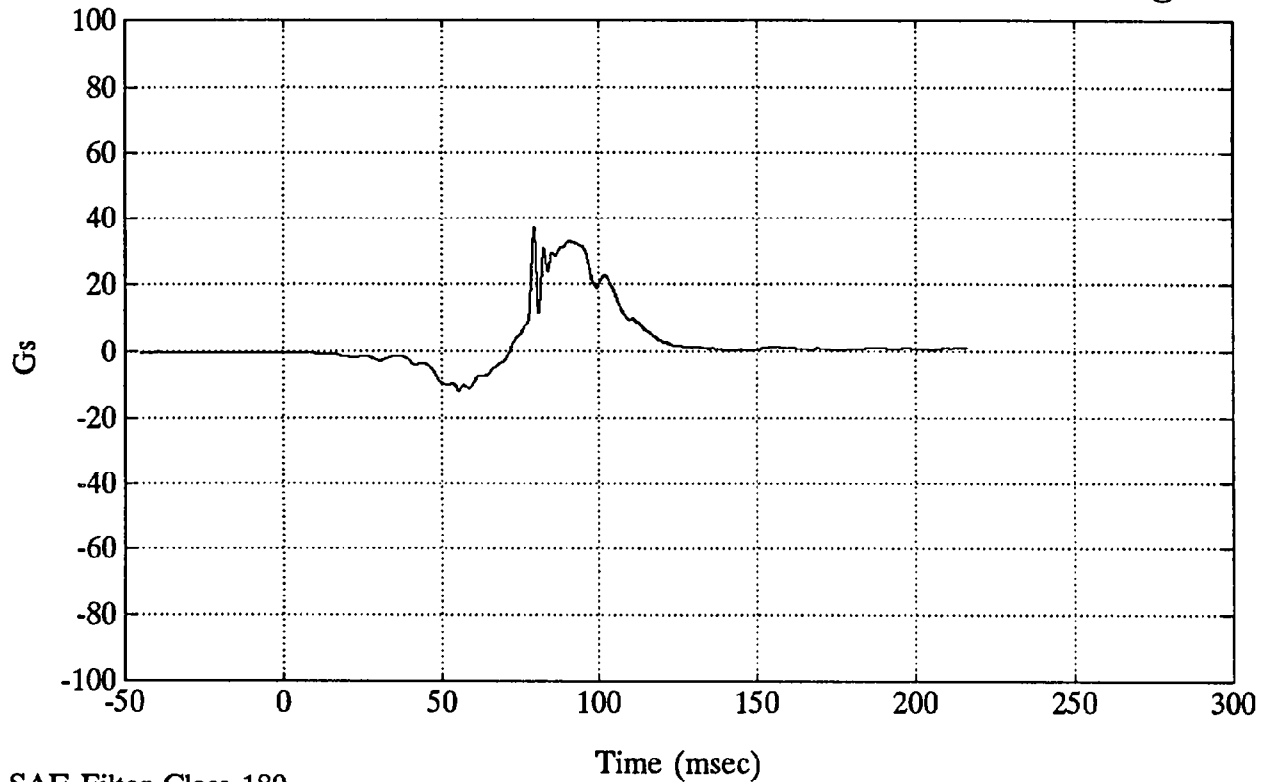


SAE Filter Class 180

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Chest Z

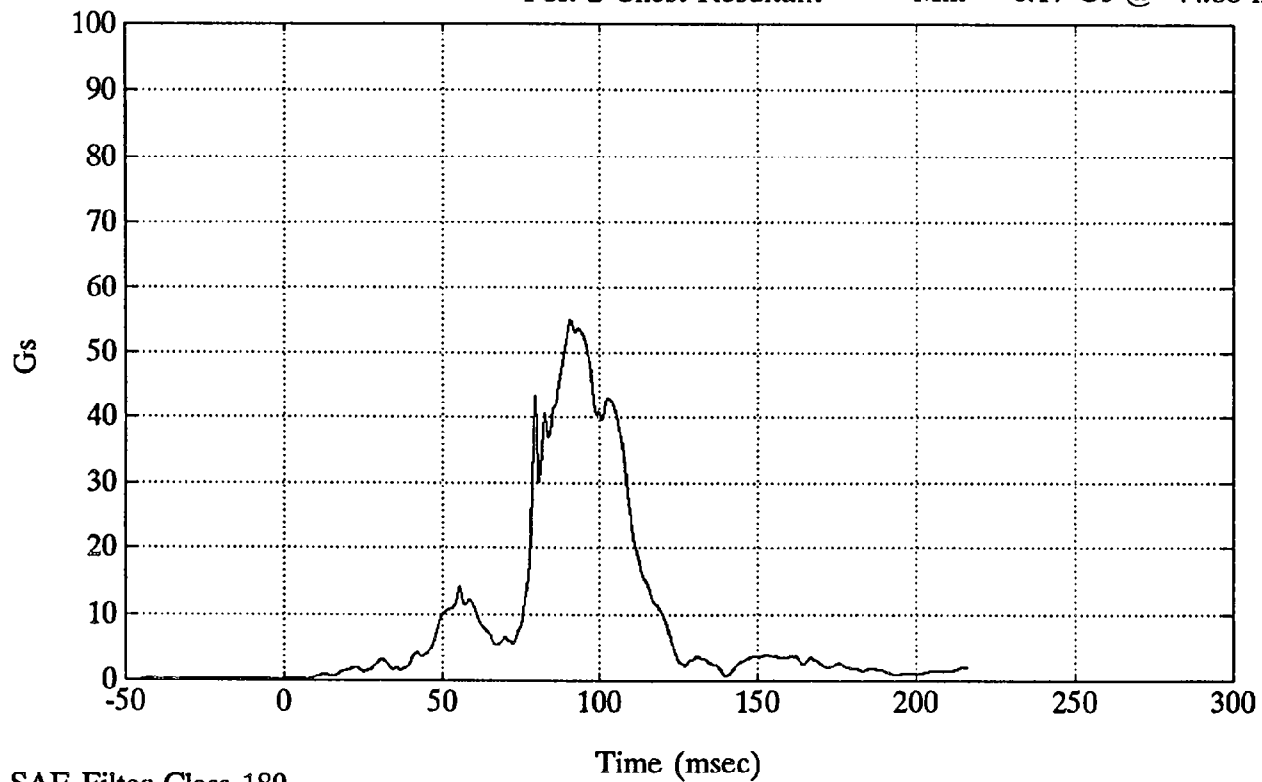
Max = 36.97 Gs @ 79.32 msec
Min = -11.85 Gs @ 55.56 msec



FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Chest Resultant

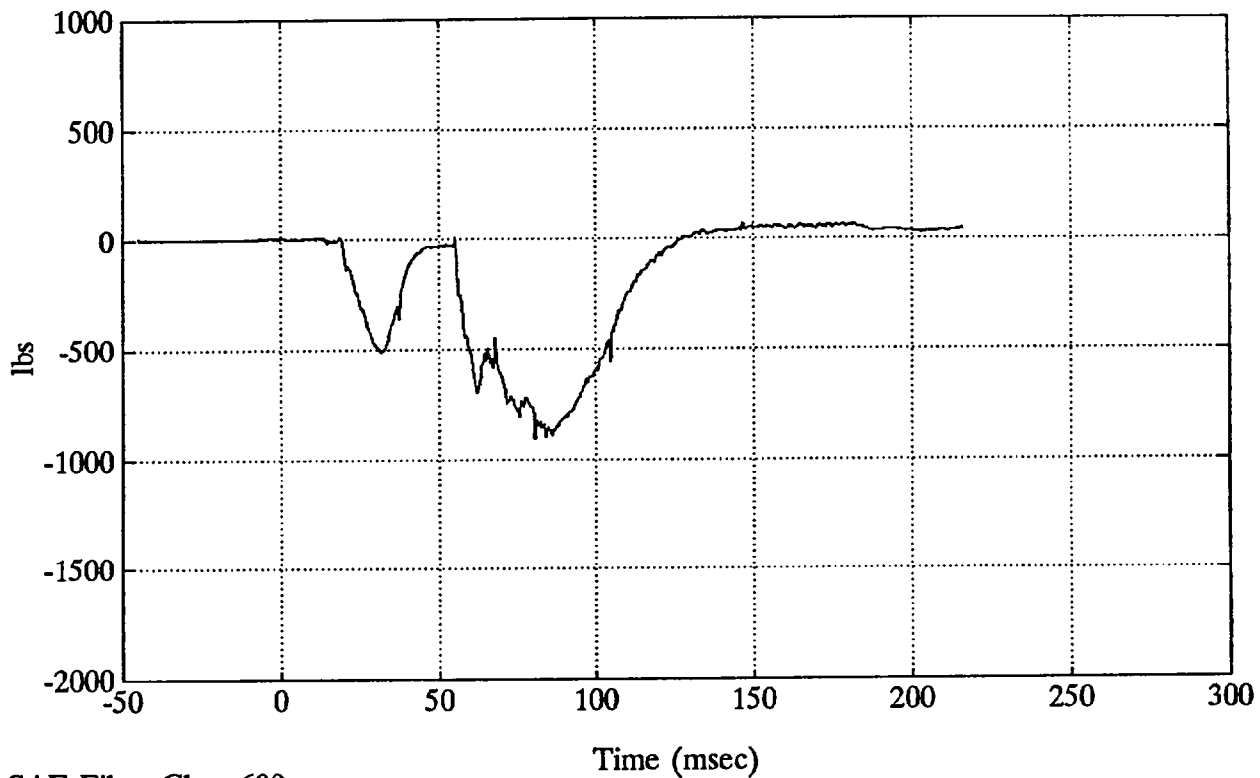
Max = 55.08 Gs @ 90.60 msec
Min = 0.17 Gs @ -44.88 msec



FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Left Femur

Max = 67.69 lbs @ 146.40 msec
Min = -908.59 lbs @ 80.52 msec

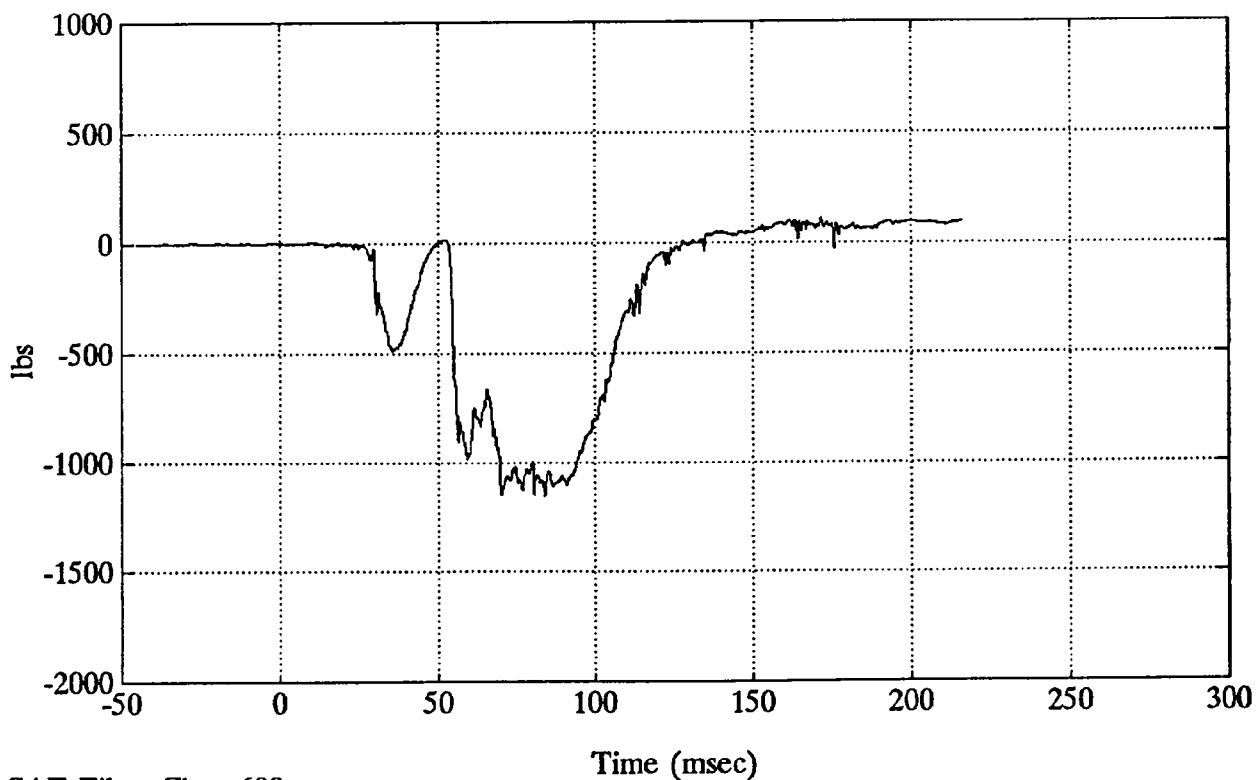


SAE Filter Class 600

FMVSS 208 - 1993 HONDA PRELUDE

Pos. 2 Right Femur

Max = 105.69 lbs @ 171.48 msec
Min = -1152.50 lbs @ 83.88 msec



SAE Filter Class 600

Appendix C

VEHICLE OWNERS MANUAL OCCUPANT RESTRAINT SYSTEM INSTRUCTIONS

Your Occupant Protection System

Your Honda is equipped with seat belts and other features that work together to protect you and your passengers during a crash.

Seat belts are the most important part of your occupant protection system. When worn properly, seat belts can reduce the chance of serious injury or death in a crash.

For added protection during a severe frontal collision, your Prelude has a Supplemental Restraint System (SRS) with a driver's airbag. The Si 4WS and VTEC models sold in the U.S. and SR 4WS and SR-V models sold in Canada also have a passenger's airbag.

Two indicator lights are also part of your safety system. One reminds you to make sure you and your passengers wear your seat belts. The other alerts you to a possible problem with your supplemental restraint system (see page 14).

The seats, head restraints, and door locks also play a role in occupant safety. For example, reclining the seat-back can decrease the effectiveness of your seat belt. Head restraints can help protect your neck and head, especially during rear-end impacts. Door locks help keep your doors from being accidentally opened during a crash.

To get the maximum protection from your occupant protection system, check the following before you drive away:

- Everyone in the car is wearing a seat belt properly (see page 6).
- Infants and small children are properly secured in child safety seats (see page 18).
- Both doors are closed and locked (see page 16).
- Seat-backs are upright (see page 16).
- There are no loose items that could be thrown around and hurt someone during a crash or sudden stop (see page 17).

By following these guidelines, you can reduce injuries to yourself and your passengers in many crash situations. Remember, however, that no safety system can prevent all injuries or deaths that can occur in severe crashes.

4 Driver and Passenger Safety

The Seat Belt System and How It Works

Why Wear Seat Belts

Wearing seat belts, and wearing them properly, is fundamental to your safety and the safety of your passengers.

During a crash or emergency stop, seat belts can help keep you from being thrown against the inside of the car, against other occupants, or out of the car.

Of course, seat belts cannot completely protect you in every crash. But, in most cases, seat belts reduce your chance of serious injury. They can even save your life. That is why many states and all Canadian provinces require you to wear seat belts.

Not wearing a seat belt increases the chance of being killed or seriously hurt in a crash.

Be sure you and your passengers always wear seat belts and wear them properly.

Important Safety Reminders

Seat belts are designed for adults and larger children. All infants and small children must be properly restrained in child safety seats (see page 18).

A pregnant woman needs to wear a seat belt to protect herself and her unborn child (see page 8).

Two people should never use the same seat belt. If they do, they could be very seriously injured in a crash.

Do not place the shoulder portion of a lap/shoulder belt under your arm or behind your back. This could increase the chance of serious injuries in a crash.

Do not put shoulder belt pads or other accessories on seat belts. They can reduce the effectiveness of the belts and increase the chance of injury.

The Seat Belt System and How It Works

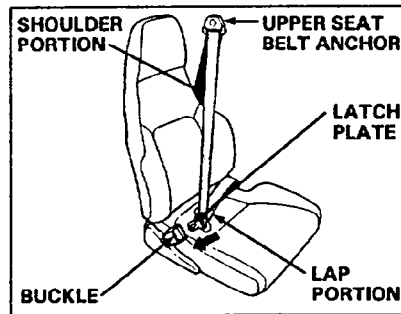
Seat Belt System Components

Your Honda has lap/shoulder seat belts in all four seating positions.

Your seat belt system also includes a light on the instrument panel to remind you to fasten your seat belt, and to make sure your passengers fasten theirs. This light comes on when you turn on the ignition if you have not fastened your seat belt. A beeper also sounds for several seconds (see page 33).

The following pages cover more about the seat belt components and how they work.

Lap/Shoulder Belt



This style of seat belt has a single belt that goes over your shoulder, across your chest, and across your hips. Each lap/shoulder belt has an emergency locking retractor. In normal driving, the retractor lets you move freely in your seat while it keeps some tension on the belt. During a collision or sudden stop, the retractor automatically locks the belt to help restrain your body.

Wearing Seat Belts Properly

You can increase the effectiveness of your seat belts if you take a little time to read the following pages and make sure you know how to wear seat belts properly.

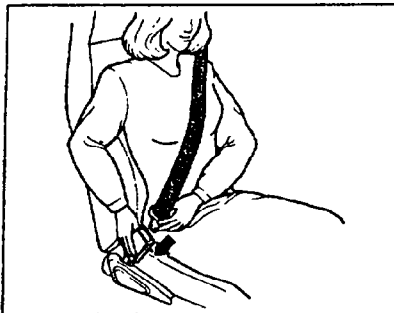
Not wearing a seat belt properly increases the chance of serious injury or death in a crash.

Be sure you and your passengers always wear seat belts and wear them properly.

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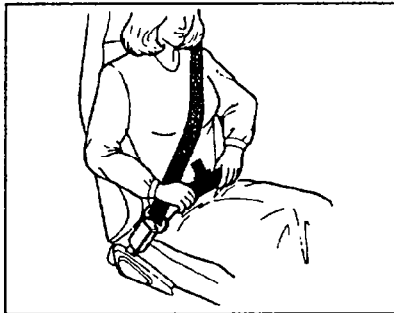
The Seat Belt System and How It Works

Wearing a Lap/Shoulder Belt



Before putting on a front seat belt, be sure your seat is adjusted forward or backward to a good driving or riding position and the back of your seat is upright (see page 51).

1. Pull the latch plate across your body and insert it into the buckle. Tug on the belt to make sure the latch is securely locked.



2. Check that the belt is not twisted.

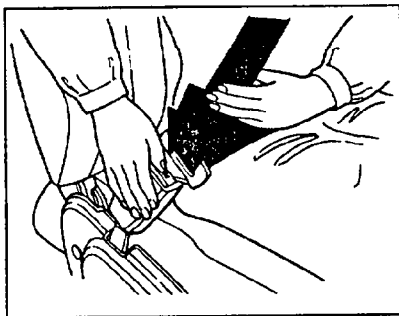
3. Position the lap portion of the belt as low as possible across your hips, not across your stomach. This lets your strong pelvic bones take the force of a crash.



4. Pull up on the shoulder part of the belt to remove any slack. Make sure the belt goes over your collarbone and across your chest.

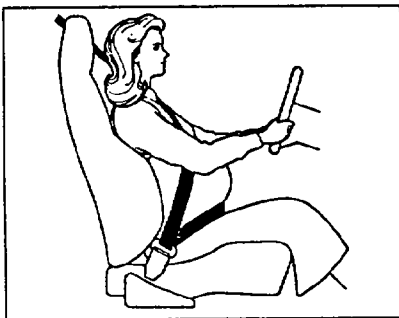
CONTINUED

The Seat Belt System and How It Works



To unlatch the seat belt, push the red PRESS button on the buckle. Guide the belt across your body to the door pillar. If the belt doesn't retract easily, pull it out and check for twists or kinks.

Advice for Pregnant Women



Protecting the mother is the best way to protect her unborn child. Therefore, a pregnant woman should wear a properly-positioned seat belt whenever she drives or rides in a car.

When using the seat belt, remember to keep the lap portion as low as possible (see page 7).

Each time you have a check-up, ask your doctor if it's okay for you to drive and how you should position a lap/shoulder seat belt.

8 Driver and Passenger Safety

The Seat Belt System and How It Works

Seat Belt Maintenance

For safety, you should check the condition of your seat belts regularly.

Pull out each belt fully and look for frays, cuts, burns, and wear. Check that the latches work smoothly and the lap/shoulder belts retract easily. Any belt not in good condition or not working properly should be replaced.

If a seat belt is worn during a crash, have your dealer replace the belt and inspect the anchors for damage.

For information on how to clean your seat belts, see page 179.

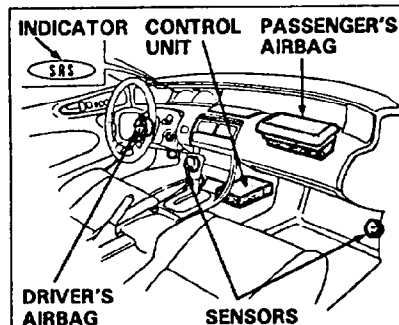
Supplemental Restraint System

The supplemental restraint system includes an airbag to help protect your head and chest during a severe frontal collision. This system does not replace your seat belt. It supplements, or adds to, the protection offered by your seat belt.

The system on the Si 4WS and VTEC models in the U.S., and SR 4WS and SR-V models in Canada also includes a front passenger's airbag.

Not wearing a seat belt increases the chance of serious injury or death in a crash, even if you have an airbag.

Be sure you and your passengers always wear seat belts and wear them properly.



The main components in your SRS are:

- An airbag in the steering wheel.

(U.S. Si 4WS and VTEC models, and Canadian SR 4WS and SR-V models)

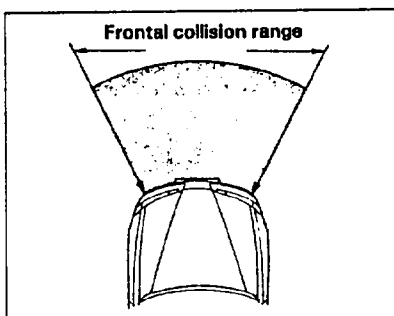
An airbag in the dashboard for the passenger.

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Supplemental Restraint System

- A diagnostic system that, when the ignition is ON (II), continually monitors the sensors, control unit, airbag activator, and all related wiring.
- An indicator light to warn you of a possible problem with the system.
- Emergency power backup in case your car's electrical system is disconnected in a crash.

Important Safety Reminder



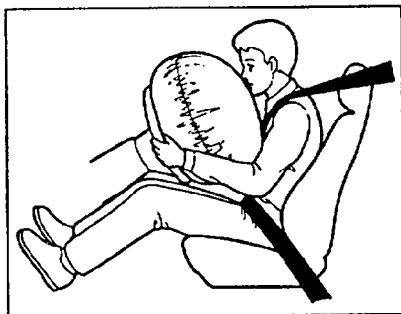
Even with an airbag, you need to wear a seat belt. The reasons are:

- Airbags only inflate in severe frontal collisions. They offer no protection in rear impacts, side impacts, rollovers, or moderate frontal collisions.

- An airbag inflates and deflates very quickly. It cannot protect you during any additional impacts that can occur during a crash.
- A seat belt helps keep you in the proper position when an airbag inflates. An airbag opens with considerable force and can hurt you if you are not in the proper position.

Supplemental Restraint System

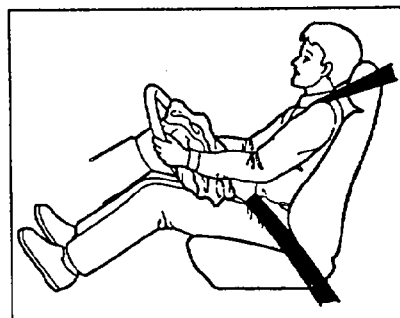
How the Driver's Airbag Works



If you ever have a severe frontal collision, your airbag will instantly inflate to help protect your head and chest.

When the airbag inflates, you may hear a fairly loud noise and you might see smoke and powder. This is normal; it is caused by the inflation of the airbag.

To do its job, the airbag inflates with considerable force. So, while it can reduce serious injuries and even save your life, the airbag might cause some facial or other abrasions.



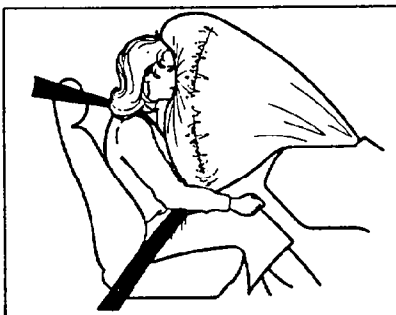
After the bag completely inflates, it immediately starts deflating so it won't interfere with your visibility, ability to steer, or ability to operate other controls.

12 Driver and Passenger Safety

Supplemental Restraint System

The airbag is stored in the center of the steering wheel. For your safety, do not attach any items to the steering wheel. They could interfere with the proper operation of the airbag. Or, if the airbag inflates, they could be propelled inside the car and hurt someone.

How the Passenger's Airbag Works



If you ever have a severe frontal collision, the passenger's airbag will inflate at the same time as the driver's airbag.

This airbag is quite large and inflates with considerable force. It can seriously hurt an adult who is not in the proper position and wearing the seat belt properly. The bag's force could also hurt a small child who is not properly restrained in a child seat.

Because of the airbag, we strongly recommend that you do not put an infant seat in the front passenger's seat. If the airbag inflates, it can dislodge the infant seat and seriously injure the infant.

CONTINUED

Supplemental Restraint System

The passenger's airbag is stored near the top of the dashboard, under a lid marked SRS. Do not place any objects on top of this lid. If the airbag inflates, those objects can be propelled inside the car and possibly hurt someone.

SRS How the SRS Indicator Light Works

The purpose of the SRS light on your instrument panel is to alert you of a potential problem with your supplemental restraint system.

Have the system checked if:

- The light does not come on when you turn the ignition ON (II).
- The light stays on after the engine starts.
- The light comes on or flashes while you are driving.

System Service

Your supplemental restraint system is virtually maintenance-free. There are no parts you can safely service.

You must have the system serviced by an authorized Honda dealer:

- If your airbag ever inflates. The airbag must be replaced. Do not try to remove or discard the airbag by yourself. This must be done by a Honda dealer.
- If the SRS indicator light alerts you of a problem. Have the supplemental restraint system checked as soon as possible. Otherwise, your airbag might not inflate when you need it.
- When the car is ten years old. Have the dealer inspect the system. The production date is on the driver's door jamb for your convenience.

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Supplemental Restraint System

System Service Precautions

Do not modify your steering wheel or any other part of the supplemental restraint system. Modifications could make the system ineffective.

Do not tamper with the system's components or wiring. This could cause the airbag to inflate inadvertently, possibly injuring someone very seriously.

Tell anyone who works on your car that you have a supplemental restraint system. Failure to follow the procedures and precautions in the official Honda service manual could result in personal injury or damage to the system.

Scrapping an entire car that has an uninflated airbag can be dangerous. Get assistance from a Honda dealer if your car must be scrapped.

If you sell your car, please be sure to tell the new owner that the car has a supplemental restraint system. Alert them to the information and precautions in this part of the owner's manual.