V3188

REPORT NUMBER: CAL-00-2

NEW CAR ASSESSMENT PROGRAM (NCAP)
FRONTAL BARRIER IMPACT TEST

HONDA OF AMERICA MANUFACTURING, INC.
2000 HONDA ACCORD
4-DOOR SEDAN

NHTSA NUMBER: MY5300

VERIDIAN TEST NUMBER: 8413-40

VERIDIAN ENGINEERING
TRANSPORTATION SCIENCES CENTER
P.O. BOX 400
BUFFALO, NEW YORK 14225

September 2, 1999

FINAL REPORT

PREPARED FOR:

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Safety Performance Standards
Office of Crashworthiness Standards
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FINAL REPORT ACCEPTANCE BY OCS:

_____

Manager, New Car Assessment Program (NCAP)
NHTSA, Office of Crashworthiness Standards

_____

Date of Report Acceptance

_____

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NHTSA, Office of Crashworthiness Standards

_____

Date of Report Acceptance

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SECTION 1

PURPOSE AND SUMMARY OF TEST MY5300

PURPOSE

This 56.3 kph frontal barrier impact test is part of the Vehicle Barrier Impact Testing Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-96-D-02010. The purpose of this test was to obtain vehicle crashworthiness and occupant restraint system performance data for an impact speed in excess of the current 48.3 kph requirements.

The 56.3 kph frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Indicant Test procedure.

SUMMARY

A load cell barrier consisting of 36 load cells was impacted by a 2000 Honda Accord 4-Door Sedan at a velocity of 56.3 kph. The test was performed at Veridian Engineering on September 2, 1999. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The frontal barrier impact event was documented by 1 real-time camera and 16 high-speed cameras. Camera locations and other pertinent camera information can be found in this report.

Two Part 572E, 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 Laboratory Indicant Test Procedure.

Both ATDs were fully instrumented with head, chest, and pelvis triaxial accelerometers, chest displacement potentiometers, upper neck transducers, right/left femur load cells, and lower leg instrumentation. Seat belt load cells were also on the driver's and passenger's lap and shoulder belts to measure dummy torso and pelvic section loading. The driver (position 1) ATD (Serial No. 061) and the right-front passenger (position 2) ATD (Serial No. 064) were used in one impact prior to this test (MY0108) where they did not exceed FMVSS 208 head and chest injury criteria. Certification details, along with instrumentation calibration data, are found in Appendix C.

The 134 channels of data were recorded on an on-board data acquisition system. Appendix B contains the vehicle, load cell barrier and dummy response data traces.

The driver's HIC was 605.2. The maximum chest deceleration over 3 milliseconds was 55.4 g's and maximum chest deflection was 40.4 mm. Compressive femur loads were 1712.4 Newtons on the left and 2446.4 Newtons on the right.

The right front passenger's HIC was 487.7. Maximum chest deceleration over 3 milliseconds was 50.9 g's and maximum chest deflection was 40.9 mm. Compressive femur loads were 4337.8 Newtons on the left and 1928.1 Newtons on the right.

The position 1 (driver) upper neck Fy data is not accurate. The position 1 left upper tibia mx data did not record. The position 1right lower tibia My data is clipped. The position 1 and position 2 torso belt strain gage data is not accurate. The position 2 right lower tibia my data suffered a cut wire at 20 ms. The instrument panel (accelerometer #6) accelerometer suffered a cut wire at 20 ms. The right disc brake caliper accelerometer (#5) suffered a cut wire at 60 ms. The left rear crossmemeber redundant accelerometer (#8) data did not record.

SECTION 2

GENERAL TEST AND VEHICLE PARAMETER DATA

DATA SHEET NO. 1 CRASH TEST SUMMARY

Vehicle NHTSA No. : MY5300 Test Mode : 56.3 kph Frontal Barrier

Test Date : September 2, 1999 Time: 11:45 Temperature : 28.9 °C

Vehicle Make/Model/Body Style : 2000 Honda Accord 4-Door Sedan

Vehicle Test Weight : 1583.5 kg

Vehicle/Barrier Impact Angle : 0 °

Impact Velocity : 56.3 kph

Maximum Static Crush : 522.2 mm

Vehicle Rebound : 426.3 mm

DUMMIES:	DRIVER	PASSENGER
Type :	572E	572E
Restraint System :	Seatbelt, Airbag, Knee Bolster	Seatbelt, Airbag, Knee Bolster

Number of Data Channels : 134

Number of Cameras : 1 Real Time

16 High Speed

DOOR OPENING DATA : Closed/Operable - Left Front

Closed/Operable - Right Front

Front Seat(s) Data :	DRIVER	PASSENGER
Seat Track Failure :(mm of shift)	0	0
Seat Back Failure :	None	None

VISIBLE DUMMY CONTACT POINTS :	DRIVER	PASSENGER
Head :	Face to the center of the airbag/Back of the head to the center of the headrest.	Face to the upper center of the airbag/Back of the head to the left side of the headrest
Abdomen :	None	None
Chest	Airbag	Airbag
Knees	Knee Bolster	Knee Bolster/Glove Box

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION :

Year/Make/Model/Body Style : 2000 Honda Accord 4-Door Sedan

NHTSA No. : MY5300 ; VIN: 1HGCG6659YA001833 ; Color : Silver

Engine Data: 4 cylinders; - CID; 2.3 Liters; - cc

Placement : - Longitudinal or In-Line; X Transverse or Lateral

Transmission Data : 4 speeds; - Manual; X Automatic; X 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 : 8-20-99 ; Odometer Reading 77 km

Selling Dealer : Eastern Hills Honda Village

& Address: 4891 Transit Road Williamsville, NY 14221

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by : Honda of America Manufacturing, Inc.

Date of Manufacture 7/99

GVWR : 1810 kg; GAWR: 980 kg FRONT; 859.5 kg REAR

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load : 300 kpa FRONT

300 kpa REAR

Recommended Tire Size : P195/65R15

* Recommended Cold Tire Pressure : 210 kpa FRONT; 210 kpa REAR

Size of Tires on Test Vehicle: P195/65R15 ; Manufacturer: Michelin

Vehicle Capacity Data :

Type of Front Seats: - Bench; X Bucket; - Split Bench

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

Vehicle Capacity Weight (VCW) = 385.6 kg

No. of Occupants x 68 kg = 340.2 kg

Rated Cargo/Luggage Weight (RCLW) = 45.4 kg

*Tire pressure used for test

DATA SHEET NO. 2 GENERAL TEST AND VEHICLE PARAMETER DATA (cont.)

WEIGHT OF TEST VEHICLE AS RECEIVED FROM DEALER (with maximum fluids)= UDW:

Right Front	=	430.0 kg	Right Rear	=	267.0 kg
Left Front	=	420.0 kg	Left Rear	=	274.0 kg
TOTAL FRONT	=	850.0 kg	TOTAL REAR	=	541.0 kg

TOTAL DELIVERED WEIGHT = 1391.0 kg

% of Total Front of Vehicle Weight = 61.1 % of Total Rear Weight = 38.9 %

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight (UDW)	=	1391.0 kg
Rated Cargo/Luggage Weight (RCLW)	=	45.4 kg
Weight of 2 p.572 Dummies @ 76 each	=	152.0 kg
TARGET TEST WEIGHT	=	1588.4 kg

WEIGHT OF TEST VEHICLE WITH TWO DUMMIES AND 41 KG OF CARGO WEIGHT:

Right Front	=	457.5 kg	Right Rear	=	327.0 kg
Left Front	=	460.0 kg	Left Rear	=	339.0 kg
TOTAL FRONT	=	917.5 kg	TOTAL REAR	=	666.0 kg

TOTAL TEST WEIGHT = 1583.5 kg

% of Total Front Weight = 57.9 % % of Total Rear Weight = 42.1 %

Weight of Ballast Secured in Vehicle Trunk Area = 0 kg

Vehicle Components Removed for Weight Reduction: Muffler, rear seat, and rear deck lid and hinges

VEHICLE ATTITUDE (all dimension in millimeters):

AS DELIVERED :	RF	710	LF	710	RR	699	LR	701
FULLY LOADED :	RF	695	LF	694	RR	668	LR	668
AS TESTED :	RF	695	LF	695	RR	668	LR	668

Vehicle's Wheel Base : 2713 mm

Location of Vehicle's C.G. : 1141.1 mm rearward of front wheel center.

FUEL SYSTEM DATA :

Fuel System Capacity From Owner's Manual = 64.7 liters

Usable Capacity Figure Furnished by COTR = 64.7 liters

Test Volume Range (92 to 94% of Usable Capacity) = 59.6 to 60.8 liters

ACTUAL TEST VOLUME= 59.8 liters (with entire fuel system filled)

Test Fluid Type: Stoddard Solution ; Spec. Grav. = 0.764

Kinematic Viscosity = 0.96 centistokes; Color = Orange

Type of Fuel Pump: Electric- X ; Mechanical- -

Does Electric Pump operate with ignition switch "ON" & engine "OFF" Yes- X No- -

Details of Fuel System Tank: Centered between rear wheels; Filler: Left side behind rear wheels;
Lines: Along the inside of the left frame rail

DATA SHEET NO. 3 POST IMPACT DATA

TYPE OF TEST:

Type of Test : Frontal Barrier Impact Angle : 0°

Test Date : September 2, 1999 Time: 11:45 Temperature: 28.9 °C

Vehicle NHTSA No. : MY5300

Required Impact Velocity Range : 55.5 to 57.1 kph

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

Trap No. 1 = 56.3 kph; Trap No. 2 = 56.3 kph

Distance from vehicle to barrier : (1) entering trap = 813 mm

(2) exiting trap = 305 mm

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

Vehicle Length:

Pre-Test	Right =	4671.0	; C/L =	4787.2	; Left =	4689.0
Post-Test	Right =	4226.0	; C/L =	4265.0	; Left =	4188.0
Crush	Right =	445.0	; C/L =	522.2	; Left =	501.0

AVERAGE = 489.4 mm

VEHICLE REBOUND: (From rigid barrier only.)

Distance from front of test vehicle to impact point :

	Right =	402	; C/L =	391	; Left =	486

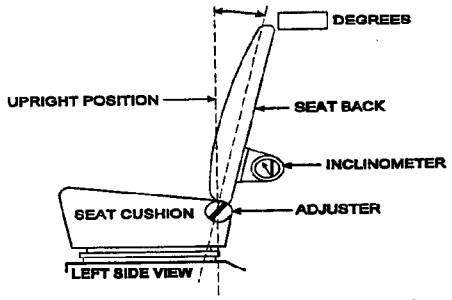
AVERAGE = 426.3 mm

DATA SHEET NO. 4 TEST VEHICLE INFORMATION

VEHICLE IDENTIFICATION:

Model Year : 2000 Vehicle Model: Honda Accord Body Style : 4-Door Sedan

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.



FRONT SEAT ASSEMBLY

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

Measurement instructions: Adjust seatback to 3rd latch position from the first locking position.

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

Measurement instructions: Same as the driver's seat.

2. Seat Fore and Aft Positioning

Positioning of the driver's seat: There are 25 detents labeled 0 (foremost) to 24 (rearmost). Adjust seat track to position 12, the mid-track position.

Positioning of the passenger's seat: Same as the driver's seat

3. Fuel Tank Capacity Data

3.1 A. "Usable Capacity" of the standard equipment fuel tank is 64.7 liters

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

C. "Usable Capacity" of the vehicle(s) used for certification testing to requirements of FMVSS 301 = 64.7 liters

3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 59.8 liters

3.3 Is vehicle equipped with electric fuel pump? Yes- X ; No- -

If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel.

When the ignition is turned to the ON position. The fuel pump will pressurize the fuel system after 2 seconds.

4. STEERING COLUMN ADJUSTMENTS :

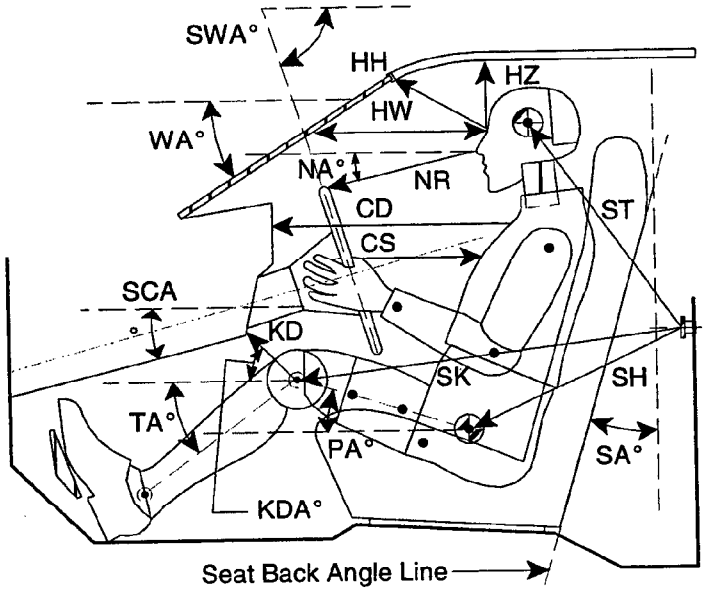
Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions. If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center.

Operational Instructions: Adjust the steering column to the mechanical mid position.

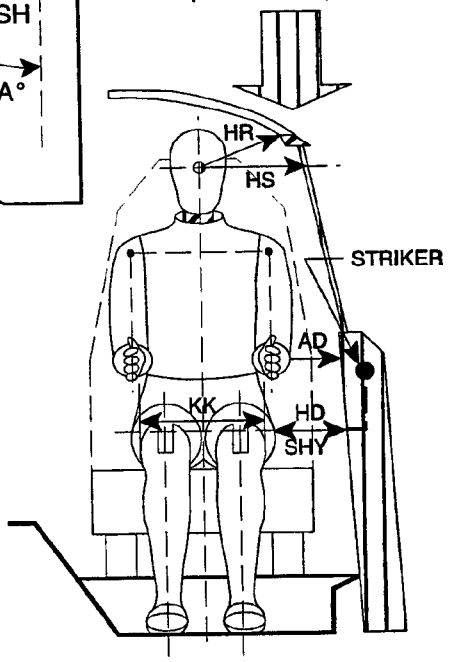
5. SEAT BELT UPPER ANCHORAGE

Nominal design riding position: The seat belt anchorages were placed full up per the manufacturer's representative's instructions.

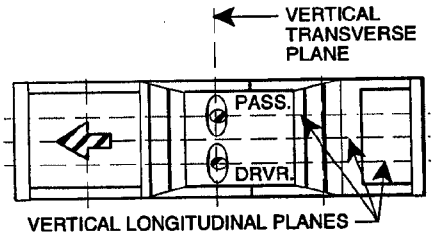
DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



AD - Arm to Door
HD - H-Point to Door
HR - Head to Side Header
HS - Head to Side Window
KK - Knee to Knee
SHY- Striker to H-Point (Y Direction)



CD - Chest to Dash
CS - Steering Wheel to Chest
HH - Head to Header
HW - Head to Windshield
HZ - Head to Roof
KDA - Knee to Dash Angle
KDL- Left Knee to Dash
KDR - Right Knee to Dash
NA - Nose to Rim Angle
NR - Nose to Rim
PA - Pelvic Angle
RA - Rim to Abdomen
SA - Seat Back Angle
SCA - Steering Column Angle
SH - Striker to H-Point
SK - Striker to Knee
ST - Striker to Head
SWA- Steering Wheel Angle
TA - Tibial Angle
WA - Windshield Angle



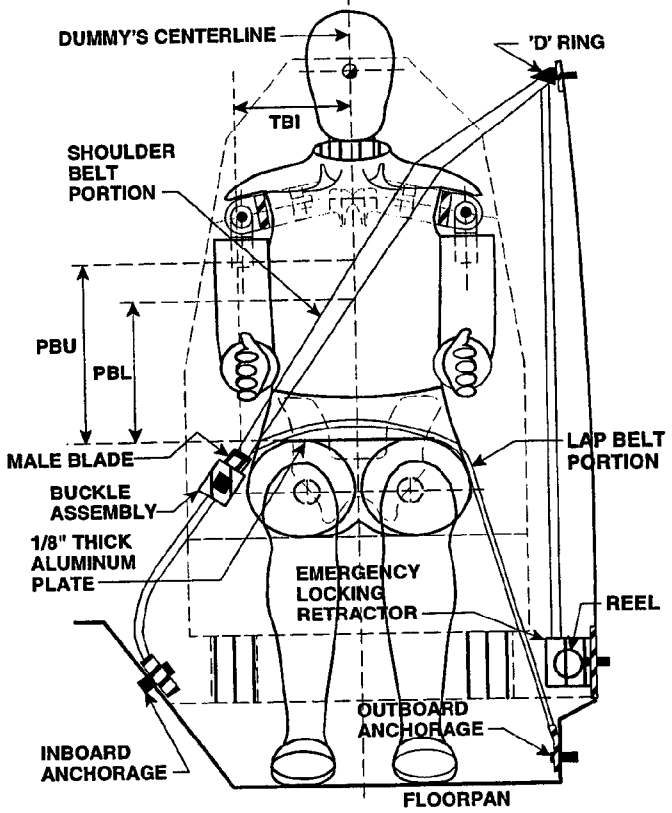
DATA SHEET NO. 5 FRONT SEAT DUMMY POSITIONING MEASUREMENTS IN VEHICLE

	DRIVER (Serial #061)	PASS. (Serial # 064)
WA°	26.4 deg.	N/A
SWA°	25.6 deg.	N/A
SCA°	64.4 deg.	N/A
SA°	19.5 deg.	19.5 deg.
HZ	173	162
HH	330	325
HW	611	588
HR	205	223
NR	399 Angle -11 deg.	N/A
CD	527	515
CS	292 (level) 320 (at 125mm from chin)	N/A
RA	179 (level)	N/A
KDL	163 Angle (KDA) 40 deg.	128
KDR	149	155 Angle (KDA) 40 deg.
PA°	24.7 deg.	20.6 deg.
TA°	-42.2 deg.	-41.2 deg.
KK	320	270
ST	515 Angle 6.2 deg.	504 Angle 8.8 deg.
SK	590 Angle 92.6 deg.	585 Angle 94.7 deg.
SH	240 Angle 124.8 deg.	245 Angle 123.5 deg.
SHY	240	238
HS	305	322
HD	141	135
AD	120	132

Dimensions in millimeters

DATA SHEET NO. 6 SEAT BELT POSITIONING DATA

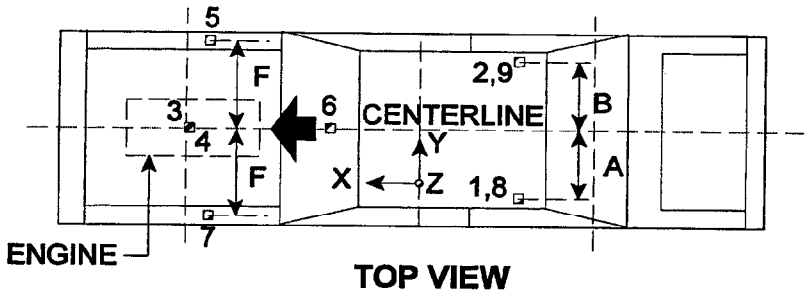
SEAT BELT POSITIONING DATA



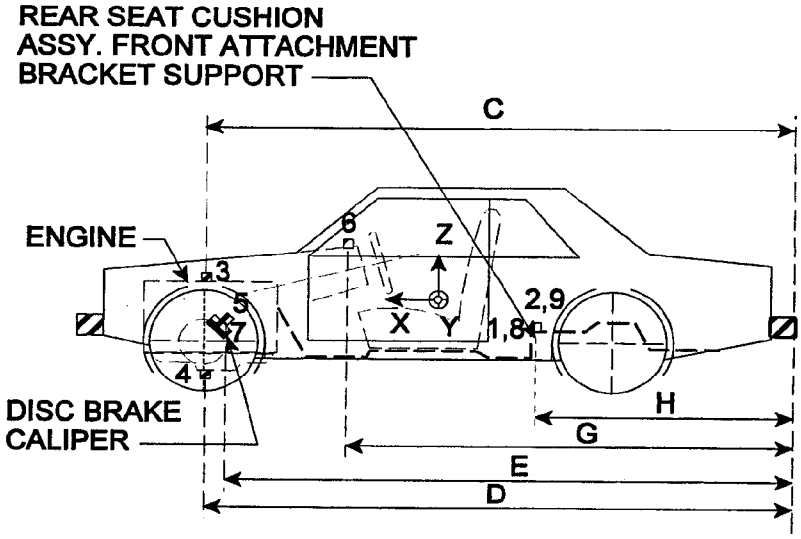
FRONT VIEW OF DUMMY

	DRIVER DUMMY (mm)	PASSENGER DUMMY (mm)
PBU -- Top surface of alum. plate to upper edge	320	340
PBL-- Top surface of alum. plate to belt lower edge	245	260
LAP BELT TENSION	10 N	10 N
SHOULDER BELT TENSION	Retractor	Retractor

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY



TOP VIEW



LEFT SIDE VIEW

Note: Vehicle accelerometer location and data summary shown in DATA SHEET NO. 7

DATA SHEET NO. 7 VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY

DIMENSION	LENGTH (mm)
	PRE-TEST VALUES
A Left Rear Seat Crossmember Y	-642
B Right Rear Seat Crossmember Y	638
C Top of Engine X	4005
D Bottom of Engine X	3703
E Disc Brake Calipers X	3791
F Disc Brake Calipers Y	±551
G Instrument Panel X	2984
H Rear Seat Crossmembers X	1883

LOCATION NUMBER	DESCRIPTION	MAXIMUM VALUE (g's)			
		Pos.	msec.	Neg.	msec.
1	Rear Seat X-Member @ Left Side	2.0	141.3	-28.7	69.6
2	Rear Seat X-Member @ Right Side	1.7	134.8	-29.1	48.9
3	Top of Engine Block	35.9	42.4	-124.8	33.8
4	Bottom of Engine	29.4	43.5	-152.1	31.1
5	Disc Brake Caliper @ Right Side	**	**	**	**
6	Instrument Panel	*	*	*	*
7	Disc Brake Caliper @Left Side	6.6	55.9	-75.3	31.9
8	Rear Seat X-Member @ Left-Redundant	***	***	***	***
9	Rear Seat X-Member @ Right-Redundant	1.7	135.6	-28.8	48.9

*Wire cut at 20 ms.
**Wire cut at 60 ms.
*** Data did not record.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES

Vehicle Year/Make/Model/Body Style: 2000 Honda Accord 4-Door Sedan

NHTSA Test No.: MY5300 Test Date: September 2, 1999

		MAXIMUM VALE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Head X	g	12.3	281.4	-65.2	69.2	11.5	257.7	-60.0	72.4
Head Y	g	2.6	53.0	-18.9	73.8	12.4	80.0	-7.7	58.2
Head Z	g	20.0	56.2	-1.4	26.0	19.6	59.1	-1.8	499.9
Head Resultant	g	67.6	66.9	0.1	3.7	61.3	72.4	0.1	-60.1
Redundant Head X	g	12.4	281.4	-65.4	68.5	11.3	257.9	-58.5	73.7
Redundant Head Y	g	3.8	53.0	-21.6	73.0	13.6	79.2	-13.6	58.1
Redundant Head Z	g	22.6	56.1	-2.7	26.0	23.3	55.9	-1.8	499.9
Redundant Head Resultant	g	68.7	65.0	0.0	7.7	60.2	72.4	0.0	-53.9
Upper Neck Fx	N	325.4	57.7	-357.3	98.0	114.1	245.4	-641.7	90.5
Upper Neck Fy	N	*	*	*	*	184.3	91.3	-80.3	127.2
Upper Neck Fz	N	2119.8	60.5	-221.7	15.2	1321.6	65.3	-87.8	499.9
Upper Neck F Resultant	N	*	*	*	*	1337.3	65.3	1.8	-46.6
Upper Neck Mx	N-m	9.7	124.6	-15.4	50.8	7.7	133.0	-23.5	100.8
Upper Neck My	N-m	39.6	58.6	-14.4	43.4	48.1	103.5	-45.9	77.8
Upper Neck Mz	N-m	26.1	85.3	-9.4	136.4	5.9	159.8	-15.5	99.1
Upper Neck M Resultant	N-m	43.3	59.2	0.0	350.8	54.7	102.9	0.0	-86.8
Chest X	g	5.9	225.3	-56.3	59.6	4.3	271.4	-51.0	69.6
Chest Y	g	4.7	68.2	-6.6	44.9	7.9	66.9	-4.3	99.8
Chest Z	g	4.5	121.1	-15.1	77.3	7.0	110.0	-14.3	81.9
Chest Resultant	g	56.3	59.6	0.1	-63.5	51.9	69.7	0.0	-61.8
Redundant Chest X	g	5.8	223.0	-58.1	59.6	4.0	272.3	-48.4	69.7
Redundant Chest Y	g	5.7	68.1	-6.2	44.8	9.2	54.2	-4.1	100.0
Redundant Chest Z	g	4.7	121.0	-15.0	77.2	7.0	108.0	-12.3	82.0
Redundant Chest Resultant	g	58.2	59.6	0.1	-61.2	49.4	69.7	0.0	-61.7
Chest Displacement	mm	0.0	7.0	-40.4	70.0	0.0	-87.2	-40.9	69.7

* Data is not accurate.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2000 Honda Accord 4-Door Sedan

NHTSA Test No.: MY5300 Test Date: September 2, 1999

		MAXIMUM VALE							
		Driver				Passenger			
DESCRIPTION	Unit	Pos	msec	Neg	msec	Pos	msec	Neg	msec
Pelvic X	g	6.7	199.5	-52.6	55.2	5.2	200.1	-52.6	54.8
Pelvic Y	g	9.0	77.5	-6.7	34.7	7.1	46.4	-4.6	97.1
Pelvic Z	g	4.2	209.6	-32.3	67.6	3.9	114.9	-29.0	71.7
Pelvic Resultant	g	55.7	55.2	0.0	-64.2	55.6	54.8	0.0	-68.9
Left Femur	N	621.3	41.3	-1712.4	55.1	429.1	105.7	-4337.8	54.5
Right Femur	N	548.7	94.4	-2446.4	47.9	304.3	112.8	-1928.1	54.5
Left Upper Tibia Mx	N-m	*	*	*	*	21.8	39.7	-64.9	61.5
Left Upper Tibia My	N-m	18.1	181.7	-71.0	49.9	171.3	53.7	-86.5	36.6
Left Lower Tibia Fz	N	84.8	133.0	-2088.0	64.9	209.9	169.5	-2452.3	35.3
Left Lower Tibia Mx	N-m	92.8	62.5	-11.7	33.6	13.5	37.3	-76.4	46.6
Left Lower Tibia My	N-m	84.9	64.4	-9.1	47.5	296.5	71.7	-22.9	30.6
Right Upper Tibia Mx	N-m	25.0	49.9	-28.5	35.8	18.8	57.8	-44.8	33.0
Right Upper Tibia My	N-m	35.9	73.8	-117.5	34.1	17.6	135.6	-87.8	34.7
Right Lower Tibia Fz	N	119.8	175.8	-4139.3	35.1	130.5	114.7	-2607.9	35.1
Right Lower Tibia Mx	N-m	53.3	56.7	-20.3	34.9	***	***	***	***
Right Lower Tibia My	N-m	**	**	**	**	146.5	65.2	-10.8	33.7
Left Foot Aft Ax	g	20.9	61.9	-34.8	23.3	72.5	56.7	-82.9	43.2
Left Foot Aft Az	g	11.9	44.0	-40.0	30.9	70.4	58.8	-74.0	41.5
Left Foot Fore Az	g	25.0	40.8	-56.0	15.4	83.9	58.7	-129.6	41.4
Right Foot Aft Ax	g	37.0	71.7	-88.0	32.8	22.7	61.5	-70.1	43.7
Right Foot Aft Az	g	12.3	70.6	-103.7	31.1	11.7	57.6	-59.6	43.8
Right Foot Fore Az	g	57.1	47.0	-253.4	30.5	33.4	56.6	-119.7	43.6
Lap Belt Load	N	5955.7	55.9	-4.0	484.4	5496.0	54.3	-7.2	432.7
Torso Belt	N	7750.5	63.0	-11.5	499.9	9657.1	67.9	-17.2	240.7

*Data did not record
**Data is clipped
*** Cut wire at 20 ms.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)

Vehicle Year/Make/Model/Body Style: 2000 Honda Accord 4-Door Sedan

NHTSA Test No.: MY5300 Test Date: September 2, 1999

	HEAD INJURY CRITERIA (HIC)			
	HIC**	t_1 (msec)	t_2 (msec)	Average Acceleration t_1 to t_2
Position #1 - Driver	605.2	52.7	82.3	53.0
Position #2 - Passenger	487.7	52.9	88.8	45.0

** HIC is as defined in FMVSS 208. The maximum time interval from t_1 to t_2 is 36 milliseconds.

	CLIP SUMMARY*			
	CLIP (g's)	t_1 (msec)	t_2 (msec)	CSI
Position #1 - Driver	55.4	57.6	60.6	548.9
Position #2 - Passenger	50.9	68.7	71.7	486.3

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 8 DUMMY INJURY CRITERIA VALUES (cont.)
REDUNDANT DATA

Vehicle Year/Make/Model/Body Style: 2000 Honda Accord 4-Door Sedan

NHTSA Test No.: MY5300 Test Date: September 2, 1999

	HEAD INJURY CRITERIA (HIC) REDUNDANT			
	HIC**	t_1 (msec)	t_2 (msec)	Average Acceleration t_1 to t_2
Position #1 - Driver	653.4	48.0	82.4	51.4
Position #2 - Passenger	503.4	54.7	90.7	45.5

** HIC is as defined in FMVSS 208. The maximum time interval from t_1 to t_2 is 36 milliseconds.

	CLIP SUMMARY* REDUNDANT			
	CLIP (g's)	t_1 (msec)	t_2 (msec)	CSI
Position #1 - Driver	56.8	57.7	60.7	571.1
Position #2 - Passenger	48.4	68.7	71.7	443.6

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

DATA SHEET NO. 9 SEAT BELT PERFORMANCE ASSESSMENT TEST DATA

BELT LENGTH DATA:	Driver	Passenger
Belt length from trim panel exit to bolt hole anchor point for continuous webbing systems.	1971	1985
Shoulder belt length as measured on Part 572 Dummy.	891	895
Lap belt length as measured on Part 572 Dummy.	880	890
SHOULDER BELT SPOOL-OFF DATA:		
As determined by film analysis.	57.2	50.8
As determined mechanically.	21	16
As determined electronically.	48.1	43.3
BELT STRETCH DATA:		
Measured electronically between shoulder belt load cell and the "D" ring.	*	*
Measured mechanically.	1	1

Dimensions in millimeters

* Data is not accurate

DATA SHEET NO.10 SUMMARY OF FMVSS 212 DATA

FMVSS NO. 212 - "WINDSHIELD MOUNTING" DATA

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

Windshield is bonded in place and covered with a 22 mm molding.

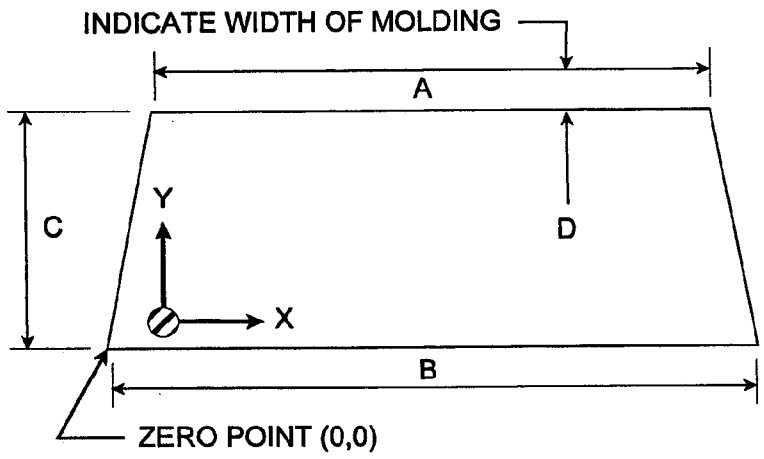
FMVSS 212 REQUIREMENTS:

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 the windshield for vehicles equipped with automatic restraint systems for front occupants,

FMVSS 212 TEST DATA

	WINDSHIELD PERIPHERY		
	PRE-TEST (mm)	POST-TEST(mm)	% OF RETENTION
RIGHT SIDE	2014	2014	100
LEFT SIDE	2014	2014	100
TOTAL	4,028	4,028	100

AREA OF RETENTION FAILURE:



FRONT VIEW OF WINDSHIELD

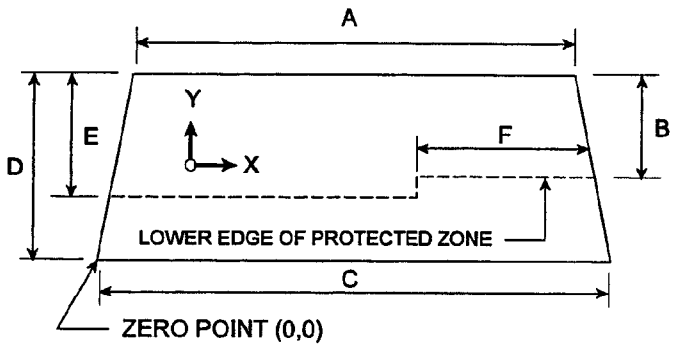
DIMENSIONS (mm)	
A	1172
B	1156
C	850
D	22

FAILURE DETAILS: None

DATA SHEET NO. 11 FMVSS NO. 219 (PARTIAL) - "WINDSHIELD ZONE INTRUSION" DATA

PROTECTED ZONE LOWER EDGE REQUIREMENT:

The lower edge of the protected zone is determined by placing a 165 mm diameter rigid sphere weighing 6.8 kg 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, then draw a line on the inner surface of the windshield below and 13 mm 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.



FRONT VIEW OF WINDSHIELD

FMVSS 219 TEST DATA:

DIMENSIONS (mm)	
A	1172
B	543
C	1156
D	850
E	525
F	622

DETAILS OF WINDSHIELD GLASS PENETRATION GREATER THAN 6 mm: None

(Show location of penetration on the above sketch)

	COORDINATES	
	X	Y
1.	-	-
2.	-	-
3.	-	-
4.	-	-

DATA SHEET NO. 12 FMVSS NO. 301-75 "FUEL SYSTEM INTEGRITY" POST IMPACT TEST DATA

NHTSA TEST No.: MY5300 TEST DATE: September 2, 1999

VEHICLE MAKE/MODEL: 2000 Honda Accord

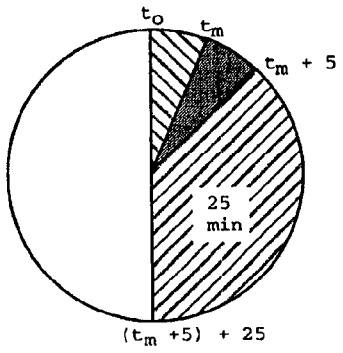
The test vehicle was filled from 92% to 94% of the manufacture's "usable" capacity. The electric fuel pump was operating if it will operate without engine operation. Two Part 572 anthropomorphic test devices were located at each of the front designated seating positions.

==========

TEST VEHICLE IMPACT TYPE:

X	Frontal (56 kph)
	Oblique (48 kph) with _____ deg. barrier face first contacting _____
-	(driver/passenger) side
-	Rear Moving Barrier (48 kph)
-	Lateral Moving Barrier (32 kph)

FUEL SPILLAGE MEASUREMENT:



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

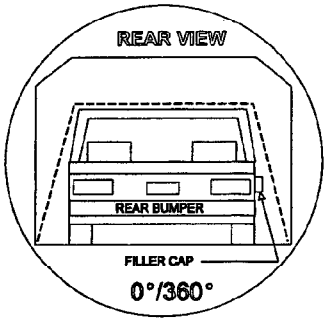
ACTUAL	MAX ALLOWED
0	28 g
0	141 g
0	28 g/min.

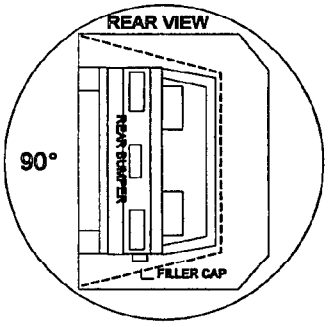
SOLVENT SPILLAGE DETAILS: None

DATA SHEET NO. 13 FMVSS NO. 301 STATIC ROLLOVER DATA SHEET

TEST PHASE:
0-90 deg.

NHTSA Test No.:
MY5300





INDETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90 deg. Rotation Time (Spec. Range = 1 to 3 minutes)	1	minutes	12	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
TOTAL	6	minutes	12	seconds
Next whole minute interval	7	minutes	00	seconds

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

141 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	N/A

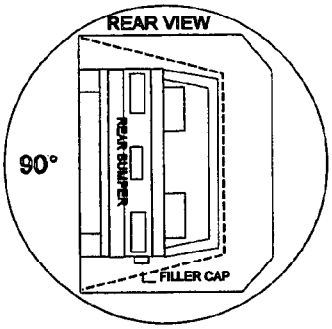
Note: Record spillage for whole minute intervals only as determined above.

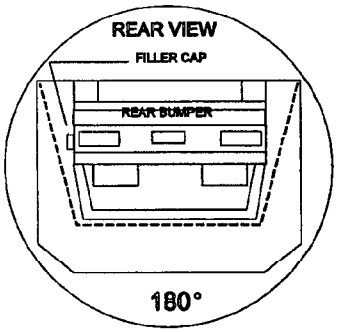
IV. SOLVENT SPILLAGE LOCATION(S): None

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

TEST PHASE:
90-180 deg.

NHTSA Test No.:
MY5300





I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90 deg. Rotation Time (Spec. Range = 1 to 3 minutes)	1	minutes	04	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
TOTAL	6	minutes	4	seconds
Next whole minute interval	7	minutes	00	seconds

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

141 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	N/A

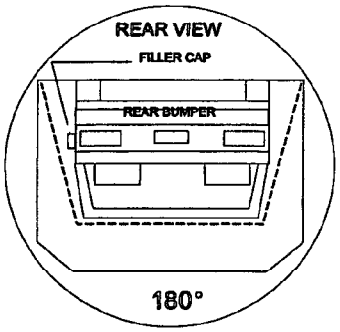
Note: Record spillage for whole minute intervals only as determined above.

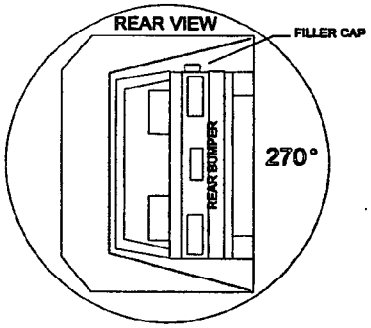
IV. SOLVENT SPILLAGE LOCATION(S): None

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

TEST PHASE:
180-270 deg.

NHTSA Test No.:
MY5300





I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90 deg. Rotation Time (Spec. Range = 1 to 3 minutes)	1	minutes	02	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
TOTAL	6	minutes	2	seconds
Next whole minute interval	7	minutes	00	seconds

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

141 g	28 g	28 g	28 g

III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

0	0	0	N/A

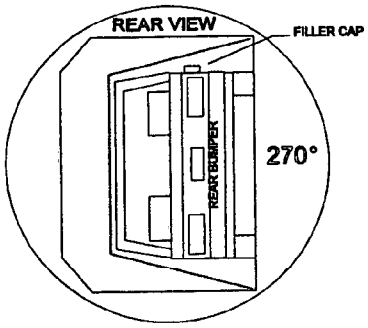
Note: Record spillage for whole minute intervals only as determined above.

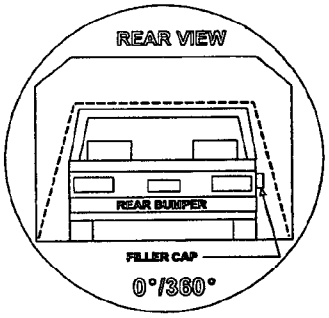
IV. SOLVENT SPILLAGE LOCATION(S): None

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

TEST PHASE:
270-360 deg.

NHTSA Test No.:
MY5300





I. DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90 deg. Rotation Time (Spec. Range = 1 to 3 minutes)	1	minutes	11	seconds
FMVSS 301 Position Hold Time +	5	minutes	00	seconds
TOTAL	6	minutes	11	seconds
Next whole minute interval	7	minutes	00	seconds

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

141 g	28 g	28 g	28 g

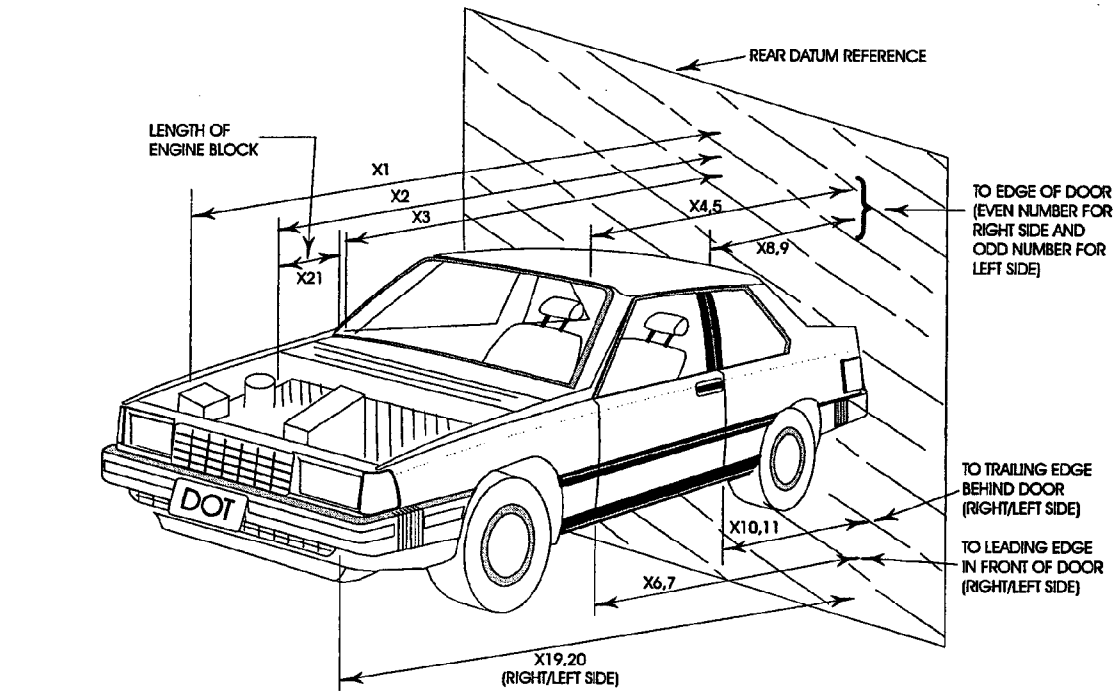
III. ACTUAL TEST VEHICLE SOLVENT SPILLAGE:

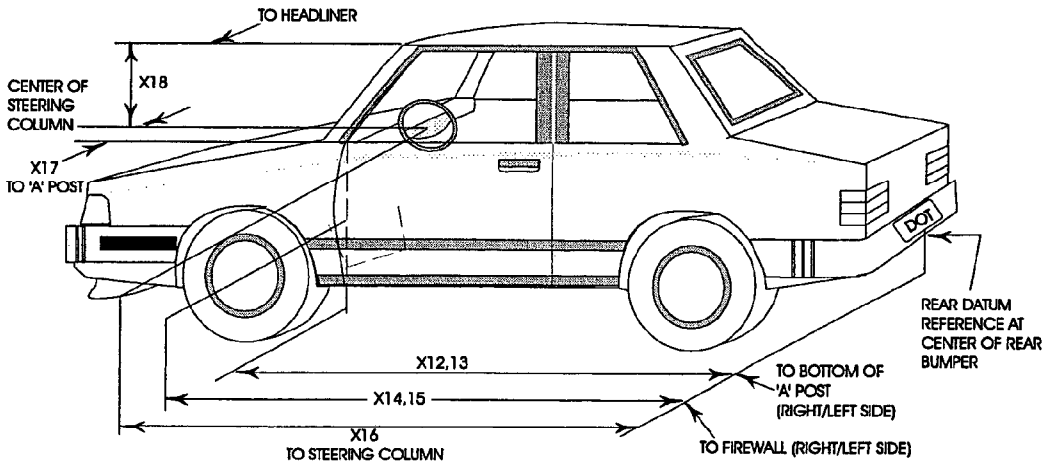
0	0	0	N/A

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

IV. SOLVENT SPILLAGE LOCATION(S): None

TEST VEHICLE MEASUREMENTS





DATA SHEET NO.14 VEHICLE MEASUREMENTS

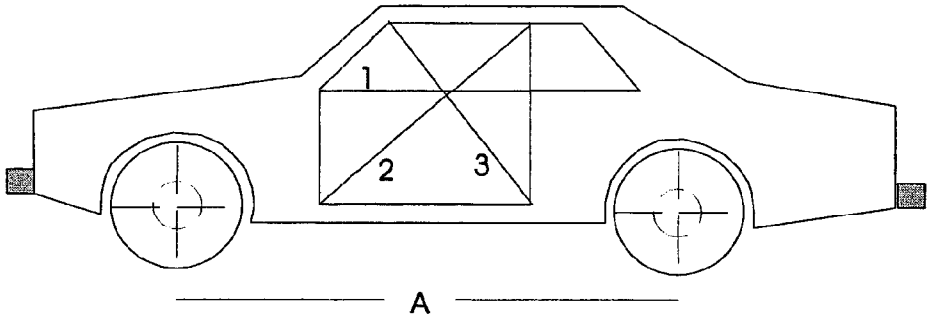
No.		Pre-Test	Post-Test	Differences
X1	Total Length of Vehicle at Centerline	4787.2	4265.0	522.2
X2	Rear Surface of Vehicle to Front of Engine	4207.4	4020.0	187.4
X3	Rear Surface of Vehicle to Firewall	3695.7	3640.0	55.7
X4	Rear Surface of Vehicle to Upper Leading Edge of Right Door	3307.5	3300.0	7.5
X5	Rear Surface of Vehicle to Upper Leading Edge of Left Door	3322.2	3316.0	6.2
X6	Rear Surface of Vehicle to Lower Leading Edge of Right Door	3287.1	3283.0	4.1
X7	Rear Surface of Vehicle to Lower Leading Edge of Left Door	3313.7	3312.0	1.7
X8	Rear Surface of Vehicle to Upper Trailing Edge of Right Door	2196.1	2273.0	-76.9
X9	Rear Surface of Vehicle to Upper Trailing Edge of Left Door	2203.1	2203.0	0.1
X10	Rear Surface of Vehicle to Lower Trailing Edge of Right Door	2193.1	2183.0	10.1
X11	Rear Surface of Vehicle to Lower Trailing Edge of Left Door	2171.7	2218.0	-46.3
X12	Rear Surface of Vehicle to Bottom of "A" Post of Right Side	3382.3	3338.0	44.3
X13	Rear Surface of Vehicle to Bottom of "A" Post of Left Side	3410.4	3391.0	19.4
X14	Rear Surface of Vehicle to Firewall, Right Side	3628.2	3636.0	-7.8
X15	Rear Surface of Vehicle to Firewall, Left Side	3657.8	3618.0	39.8
X16	Rear Surface of Vehicle to Steering Column	2813.7	2814.0	-0.3
X17	Center of Steering Column to "A" Post	352.6	344.0	8.6
X18	Center of Steering Column to Headliner	445.2	482.0	-36.9
X19	Rear Surface of Vehicle to Right Side of Front Bumper	4671.0	4226.0	445.0
X20	Rear Surface of Vehicle to Left Side of Front Bumper	4689.0	4188.0	501.0
X21	Length of Engine Block	435.7	436.0	-0.3
RD	Rear Surface of Vehicle to Right Side of Dash Panel	2972.5	2958.0	14.5
CD	Rear Surface of Vehicle to Center of Dash Panel	2982.2	2976.0	6.2
LD	Rear Surface of Vehicle to Left Side of Dash Panel	2967.0	2962.0	5.0

All Dimensions in mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

VEHICLE INTRUSION MEASUREMENTS

DOOR OPENING WIDTH



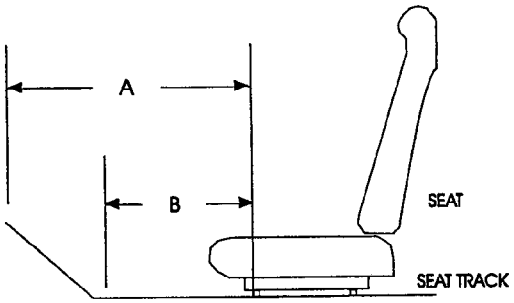
UNITS (mm)	LEFT			RIGHT		
MEASUREMENT	1	2	3	1	2	3
BEFORE TEST	1012.5	1482.3	966.4	1041.2	1460.4	963.7
AFTER TEST	1014.7	1482.2	964.3	1040.8	1451.0	976.5
DIFFERENCE	-2.2	0.1	2.1	0.4	9.4	-12.8

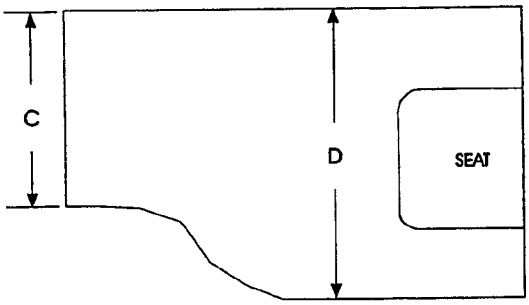
UNITS (mm)	A = WHEELBASE LEFT	A = WHEELBASE RIGHT
BEFORE TEST	2714.0	2712.6
AFTER TEST	2586.2	2570.9
DIFFERENCE	127.8	141.7

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

VEHICLE INTRUSION MEASUREMENTS

STATIC FOOTWELL DEFORMATION





DRIVER

Measurement	Pre-Test	Post-Test	Difference
A	687.0	629.7	57.3
B	549.9	533.8	16.1
C	453.3	446.7	6.6
D	293.2	292.4	0.8

PASSENGER

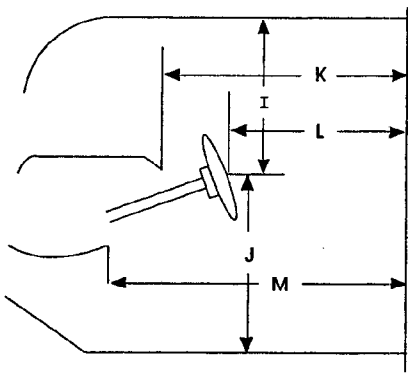
Measurement	Pre-Test	Post-Test	Difference
A	661.2	614.8	46.4
B	569.1	553.2	15.9
C	515.9	492.9	23.0
D	440.4	439.3	1.1

Units = mm

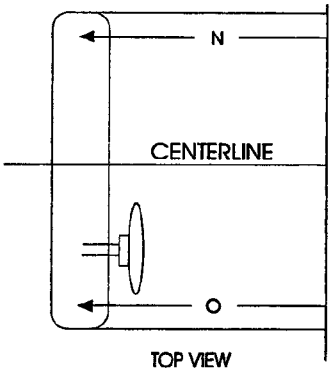
DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

VEHICLE INTRUSION MEASUREMENTS

STATIC PASSENGER COMPARTMENT INTRUSION

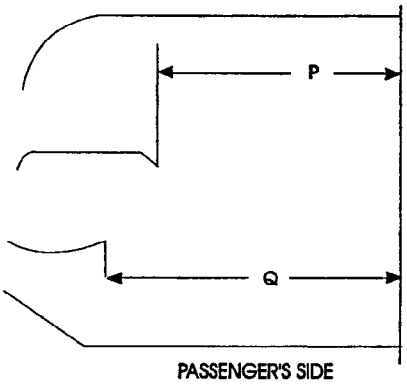


DRIVER'S SIDE



TOP VIEW

MEASUREMENTS FROM C-PILLAR BELT ANCHORAGE



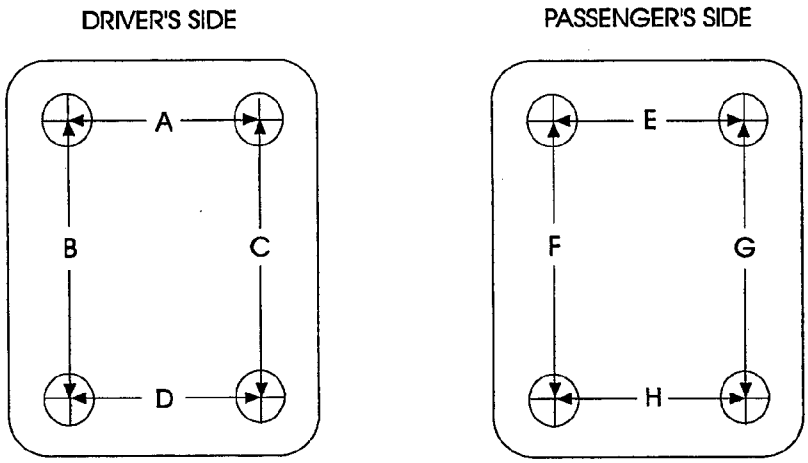
PASSENGER'S SIDE

Measurement	Pre-Test	Post-Test	Difference
I	441.2	397.1	44.1
J	632.6	675.4	-42.8
K	748.0	751.1	-3.1
L	547.2	549.2	-2.0
M	772.0	774.1	-2.1
N	804.2	801.2	3.0
O	814.2	812.5	1.7
P = K (PASS.)	857.2	855.9	1.3
Q = M (PASS.)	808.6	800.4	8.2

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

FLOORBOARD DEFORMATION



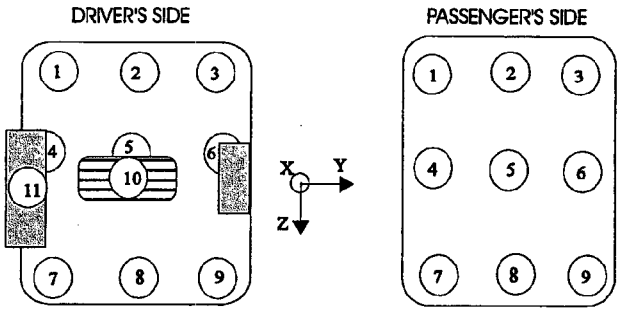
TOP VIEW THROUGH FLOOR PAN

Measurement	Pre-Test	Post-Test	Difference
A	145	142	3
B	300	298	2
C	303	300	3
D	145	145	0
E	145	147	-2
F	300	299	1
G	300	299	1
H	141	141	0

Units = mm

DATA SHEET NO.14 VEHICLE MEASUREMENTS (cont.)

TOE-PAN INTRUSION



Driver Side Floorpan Measurements

Reference: X = Rear Bumper; Z = Ground

Floorpan Location	X Deformation			Z Deformation		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3477.0	3390.4	86.6	-435.6	-473.8	38.2
2	3487.1	3340.9	146.2	-440.8	-470.4	29.6
3	3467.1	3335.3	131.8	-409.7	-429.9	20.2
4	3438.5	3366.2	72.3	-348.2	-386.6	38.4
5	3446.7	3301.2	145.5	-382.2	-405.4	23.2
6	3424.2	3314.5	109.7	-364.6	-398.0	33.4
7	3351.0	3325.7	25.3	-270.2	-266.1	-4.1
8	3362.6	3307.3	55.3	-276.2	-289.7	13.5
9	3350.4	3303.6	46.8	-303.4	-307.0	3.6
10	3324.0	3289.6	34.4	-442.7	-448.9	6.2
11	3367.2	3335.2	32.0	-367.7	-363.2	-4.5

Passenger Side Floorpan Measurements

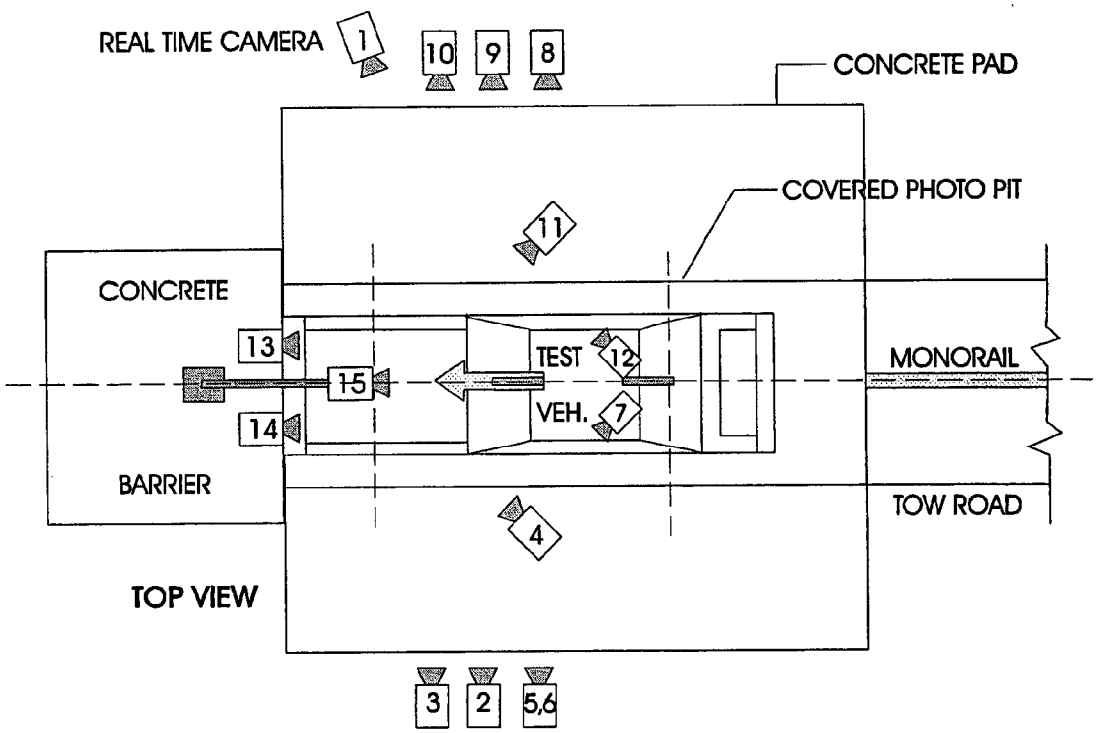
Reference: X = Rear Bumper; Z = Ground

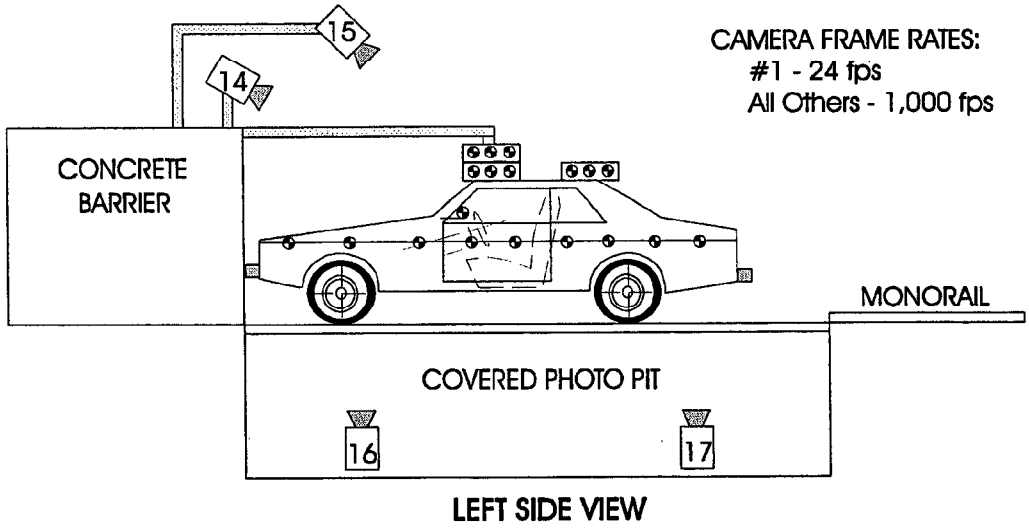
Floorpan Location	X Deformation			Z Deformation		
	Pre-Test	Post-Test	Difference	Pre-Test	Post-Test	Difference
1	3429.8	3326.9	102.9	-338.8	-428.7	89.9
2	3431.6	3322.0	109.6	-331.7	-435.6	103.9
3	3423.8	3368.0	55.8	-346.1	-432.3	86.3
4	3389.0	3296.7	92.3	-292.7	-354.3	61.6
5	3383.3	3298.1	85.2	-287.6	-365.3	77.7
6	3373.0	3337.4	35.6	-290.8	-325.4	34.6
7	3304.7	3281.8	22.9	-223.6	-247.9	24.3
8	3297.3	3270.8	26.5	-246.5	-280.9	34.4
9	3308.2	3321.0	-12.8	-230.9	-262.0	31.1

Units in mm

CAMERA POSITIONS FOR FRONTAL IMPACTS

NOTE: Camera information shown in DATA SHEET NO. 15.





DATA SHEET NO.15 HIGH-SPEED CAMERA LOCATIONS

NHTSA Test No.: MY5300 Vehicle: 2000 Honda Accord 4-Door Sedan

CAMERA NO.	VIEW	CAMERA POSITIONS (mm)* X	Y	Z	ANGLE (deg)**	FILM PLANE TO HEAD TARGET	LENS (mm)	SPEED (fps)
1	Real-Time Camera	-	-	-	-	-	-	24
2	Overall Left Side	6711	2085	1070	-3.3	6268	12.5	1000
3	Left Side View	8338	1404	1045	-3.7	7895	25	1000
4	Driver and Interior View	4836	3364	1945	-12.1	-	25	1050
5	Steering Column (Bottom)	7631	2301	1175	-4.5	7188	25	1000
6	Steering Column (Top)	7631	2301	1795	-10.6	7188	25	1000
7	Left Belt	-	-	-	-	-	13	925
8	Overall Right Side	6936	1903	1024	-4.4	7105	12.5	1000
9	Right Side View	8276	1798	1061	-1.7	8445	25	1000
10	Right Passenger View	6767	1383	1285	-2.6	6936	35	1000
11	Passenger and Interior View	4868	2910	1912	-11	-	25	1000
12	Right Belt	-	-	-	-	-	13	1000
13	Passenger Front View	614	107	1993	-38.6	-	13	1000
14	Driver Front View	614	107	1994	-39.7	-	13	1000
15	Windshield View	0	-525	3374	-50	-	13	1000
16	Pit View of Engine	0	913	-3048	90	-	13	1000
17	Pit View of Fuel Tank	0	3315	-3048	90	-	13	1000

*X = film plane to monorail centerline

Y = film plane to impact location

Z = film plane to ground

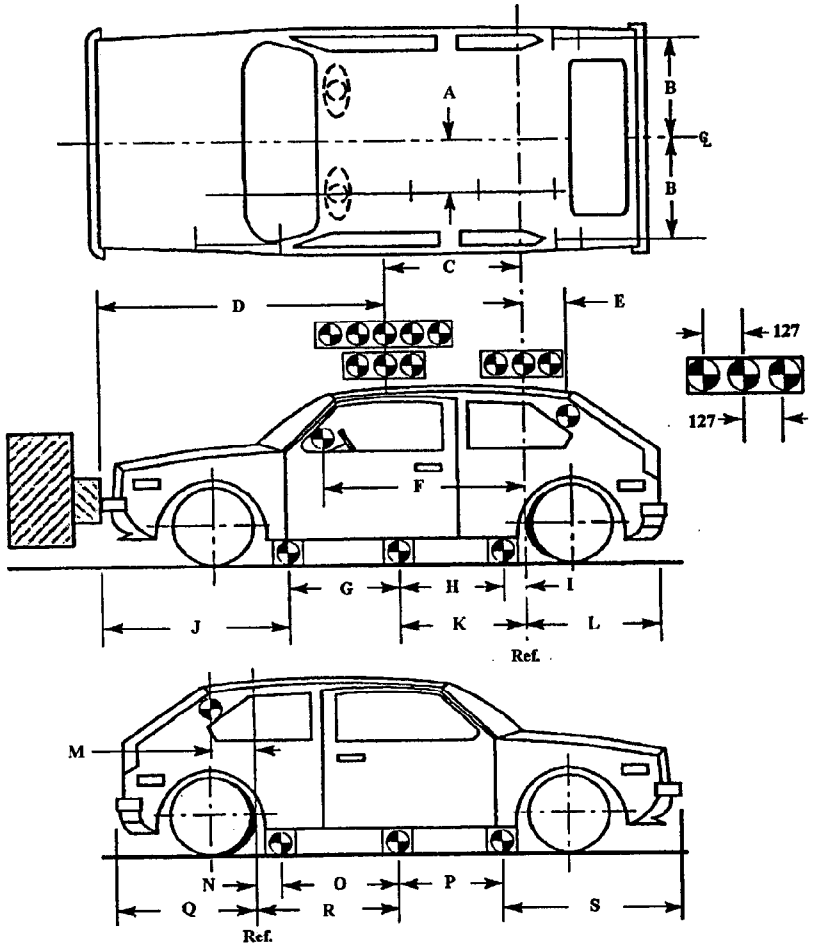
** = referenced to horizontal plane

N.T. indicates No Timing

DATA SHEET NO. 16 VEHICLE REFERENCE PHOTO TARGET LOCATIONS

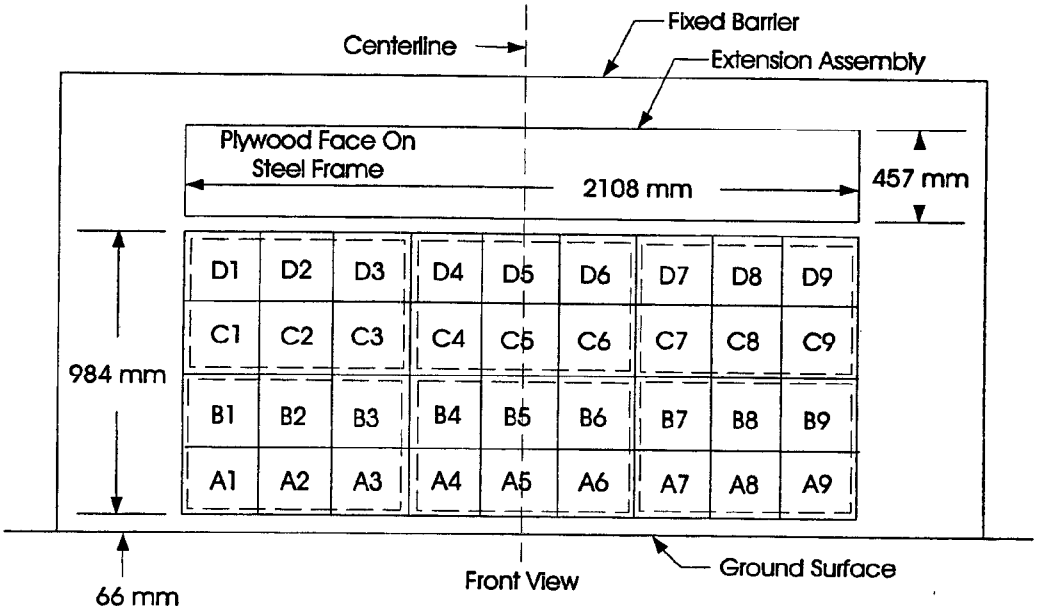
(Dimensions in millimeters)

A	366.4
B	612.0
C	1222.2
D	2167.6
E	308.7
F	1608.8
G	875.0
H	879.3
I	157.3
J	1457.3
K	1036.7
L	1440.4
M	297.9
N	147.5
O	893.9
P	887.9
Q	1408.7
R	1041.4
S	1471.3



DATA SHEET NO. 17 LOAD CELL LOCATIONS ON FIXED BARRIER

36 Load Cells
4 Rows
9 Columns
6 Groupings (6 cells/group)



6 GROUPS OF 6 LOAD CELLS EACH

Group 4 C1 thru D3	Group 5 C4 thru D6	Group 6 C7 thru D9
Group 1 A1 thru B3	Group 2 A4 thru B6	Group 3 A7 thru B9

The following data is presented in Appendix B:

(1)Data from 36 individual load cells
(2)Total or Sum of 36 individual load cells
(3)Data from 6 Groupings shown above (6 cells/group)

DATA SHEET NO. 18 POST TEST AIR BAG DATA

NHTSA No. : MY5300; Test Date: September 2, 1999; Technician: P. MacDiarmid

Vehicle Model Year/Make/Model: 2000 Honda Accord

A. No. of vent holes: 2 -Driver 2 -Passenger

B. Size of vent holes: (mm^2) 962.1 -Driver 2827.4 -Passenger

C. Total vent area: (mm^2) 1924.2 -Driver 5654.9 -Passenger

D. Deflated air bag length and width dimensions or, if round, diameter. (mm)

Driver: 500 -Height; 640 -Width; 320 -Depth

Passenger: 630 -Height; 700 -Width; 610 -Depth

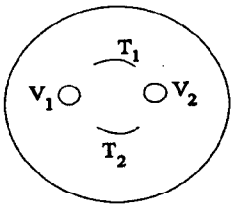
E. Is the air bag tethered?

Driver: X -Yes; - -No; If yes, record length of tether- 230

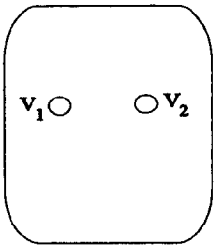
Passenger: - -Yes; X -No; If yes, record length of tether- -

Sketch the air bag showing the location of the vent holes, how the bag is tethered, and where the bag is tethered. Also describe how the tethers are attached to the bag and the steering wheel.
(Note: Not to scale; V_n = Vent hole$_n$, T_n = Tether$_n$).

Driver



Passenger



F. Record part numbers and manufacturer name of the air bag and gas generator.

Driver: Air bag: P120 430 -02H TAW190 N104 71 415

Generator: HCC K7L 1D CXR HCC K7N 5E ABF HONDA 7/22/99 120432-02

77800-S84-A800-M2 HTKA7NABHADL

Passenger: Air bag: 000730329196 HONDA 007303 NE/WA

Generator: PTK405525 M/D 0799 7138 SRS T4 3238 77850 S84-R111-M1

DATA SHEET NO. 19 ACCIDENT INVESTIGATION DIVISION DATA

FOR 56.3 KPH FRONTAL BARRIER IMPACT

Vehicle Make/Model/Body Style: Honda Accord 4-Door Sedan

NHTSA Test No.: MY5300 VIN: 1HGCG6659YA001833

Model Year: 2000 Build Date: 7/99 Test Date: September 2, 1999

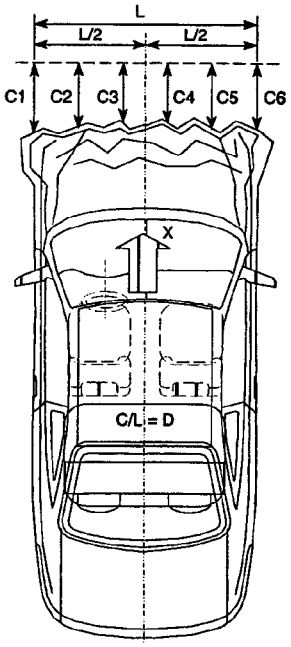
Vehicle Size Category: Midsize Test Weight: 1583.5 kg

Vehicle Wheelbase: 2713 mm; Front Overhang: 1471 mm; Overall Width: 1785 mm

Collision Deformation Classification (CDC) Code: 12FDEW2

Crush Depth Dimensions:

	PRE	POST	DIFF	
C1 =	4672.2	4222.6	-449.6	mm
C2 =	4728.5	4232.5	-496.0	mm
C3 =	4754.4	4285.6	-468.8	mm
C4 =	4818.1	4302.0	-516.1	mm
C5 =	4737.8	4278.6	-459.2	mm
C6 =	4643.8	4280.0	-363.8	mm



Midpoint of Damage: D = Vehicle Centerline (Longitudinal)

Length of Damaged Region:

L1= 1260 mm

L2= 630 mm

L3= 420 mm

APPENDIX A

PHOTOGRAPHS

TABLE OF PHOTOGRAPHS

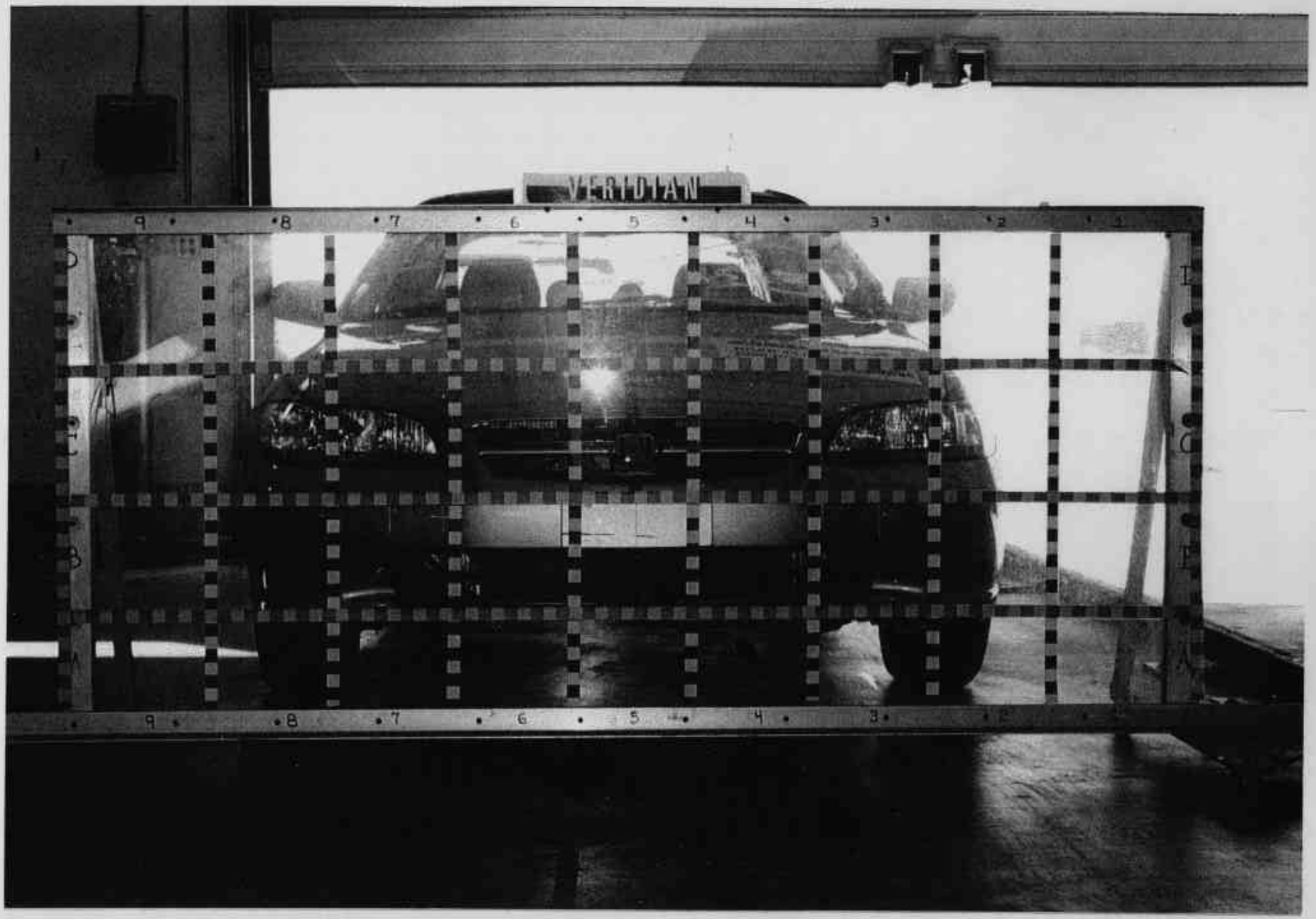


Figure A-1 LOAD CELL LOCATIONS

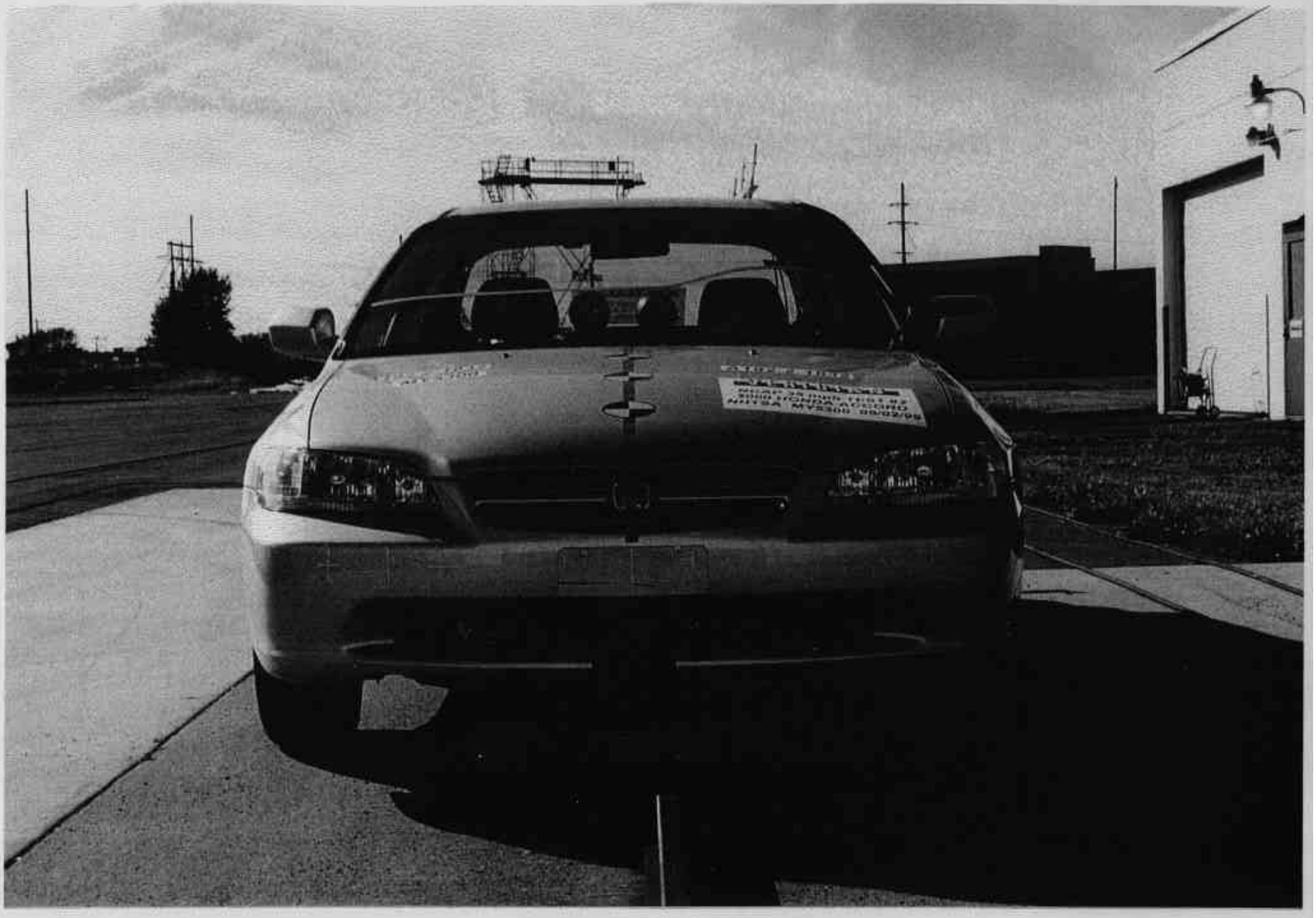


Figure A-2 PRE-TEST FRONT VIEW

Figure A-3 POST-TEST FRONT VIEW

Figure A-4 PRE-TEST LEFT SIDE VIEW

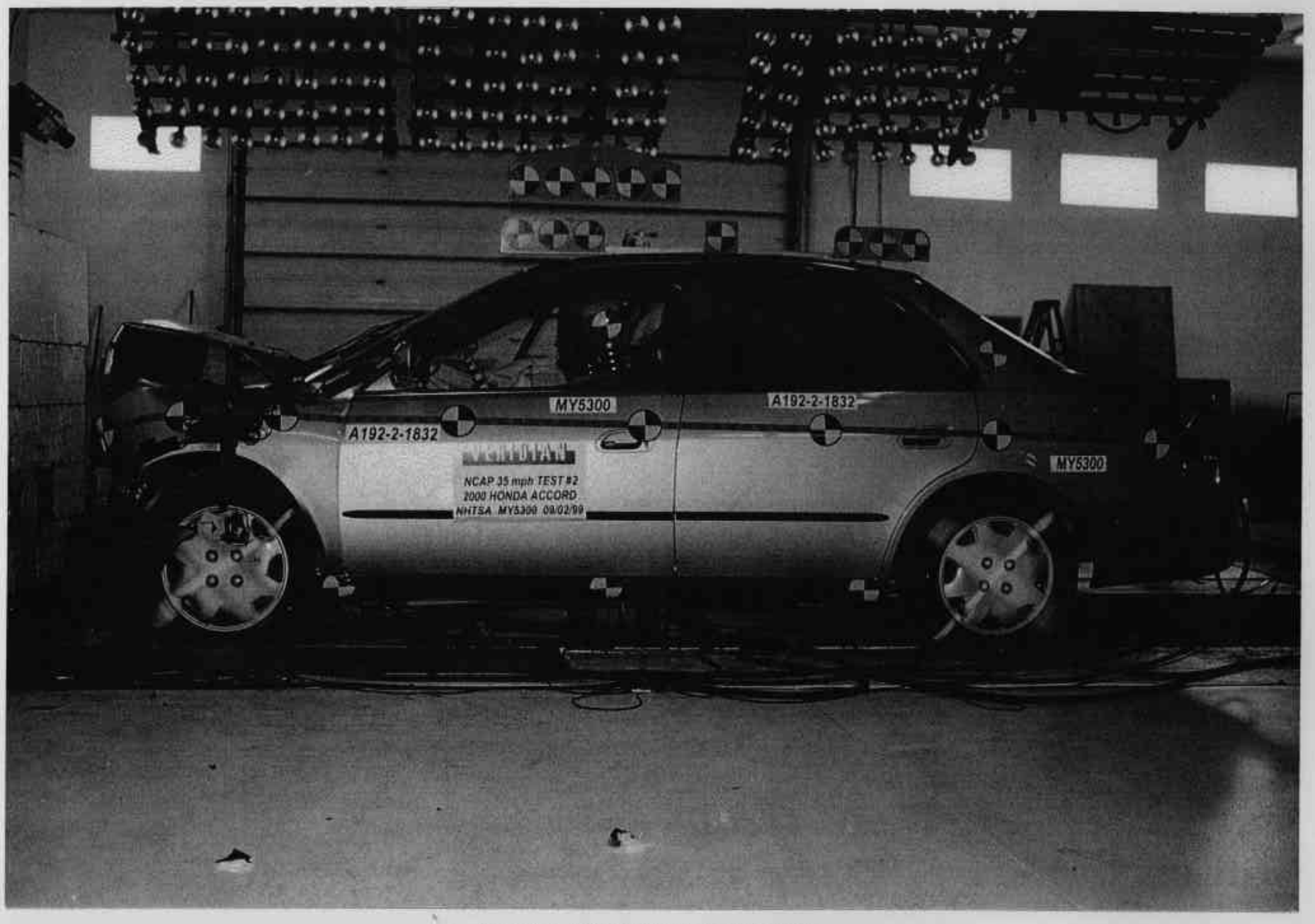


Figure A-5 POST-TEST LEFT SIDE VIEW

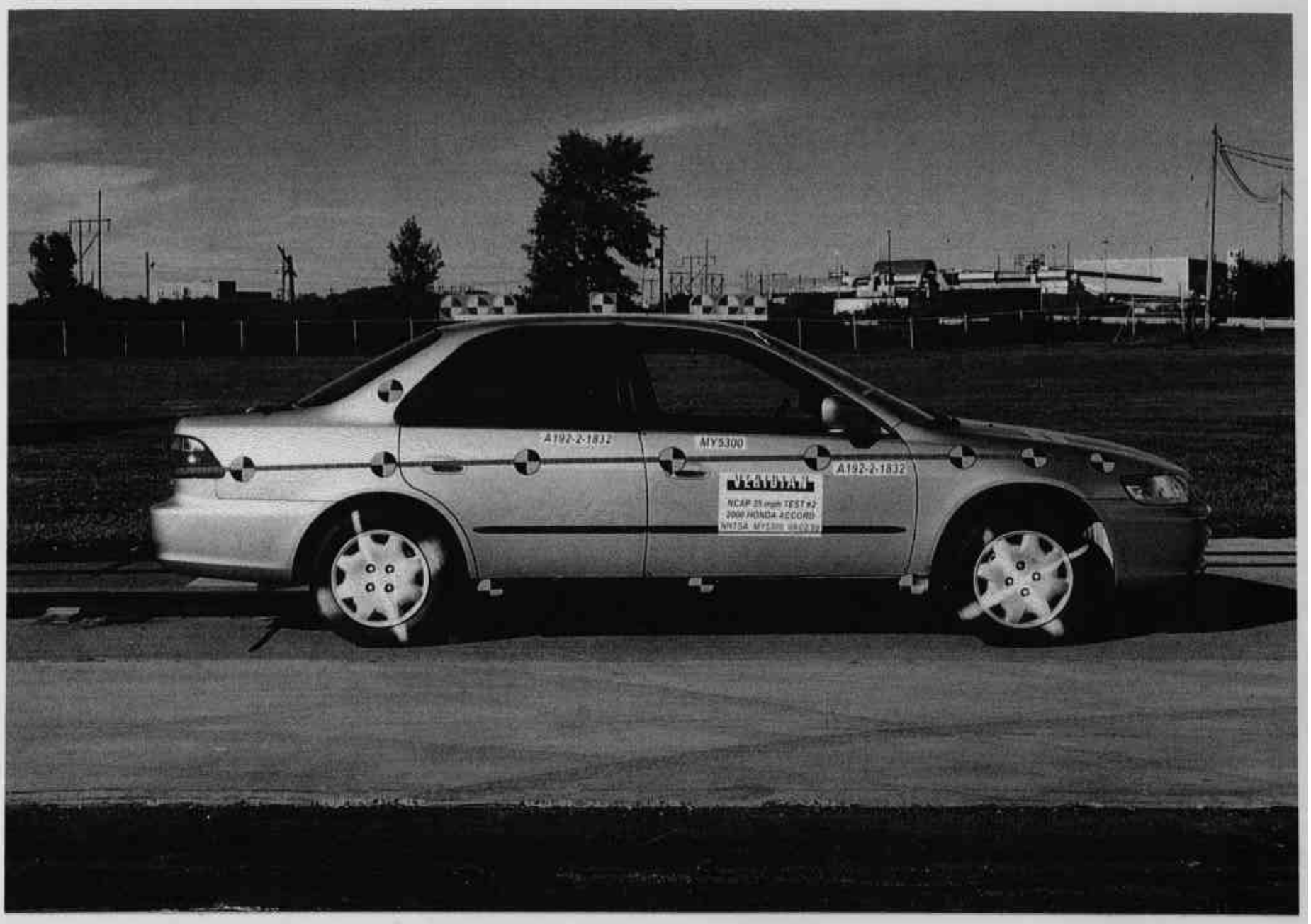


Figure A-6 PRE-TEST RIGHT SIDE VIEW

Figure A-7 POST-TEST RIGHT SIDE VIEW

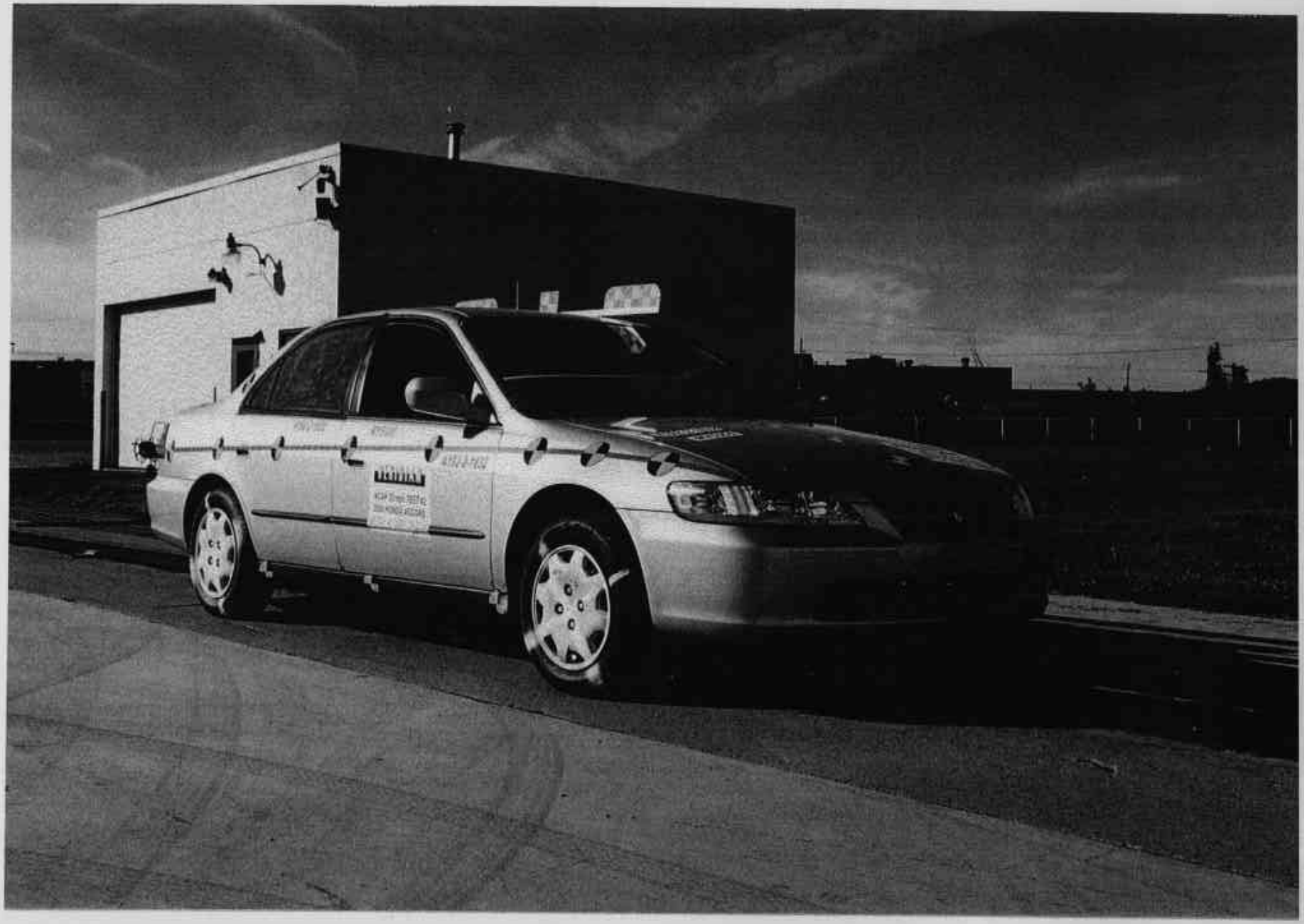


Figure A-8 PRE-TEST RIGHT FRONT THREE-QUARTER VIEW

Figure A-9 POST-TEST RIGHT FRONT THREE-QUARTER VIEW

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

Figure A-11 POST-TEST LEFT REAR THREE-QUARTER VIEW

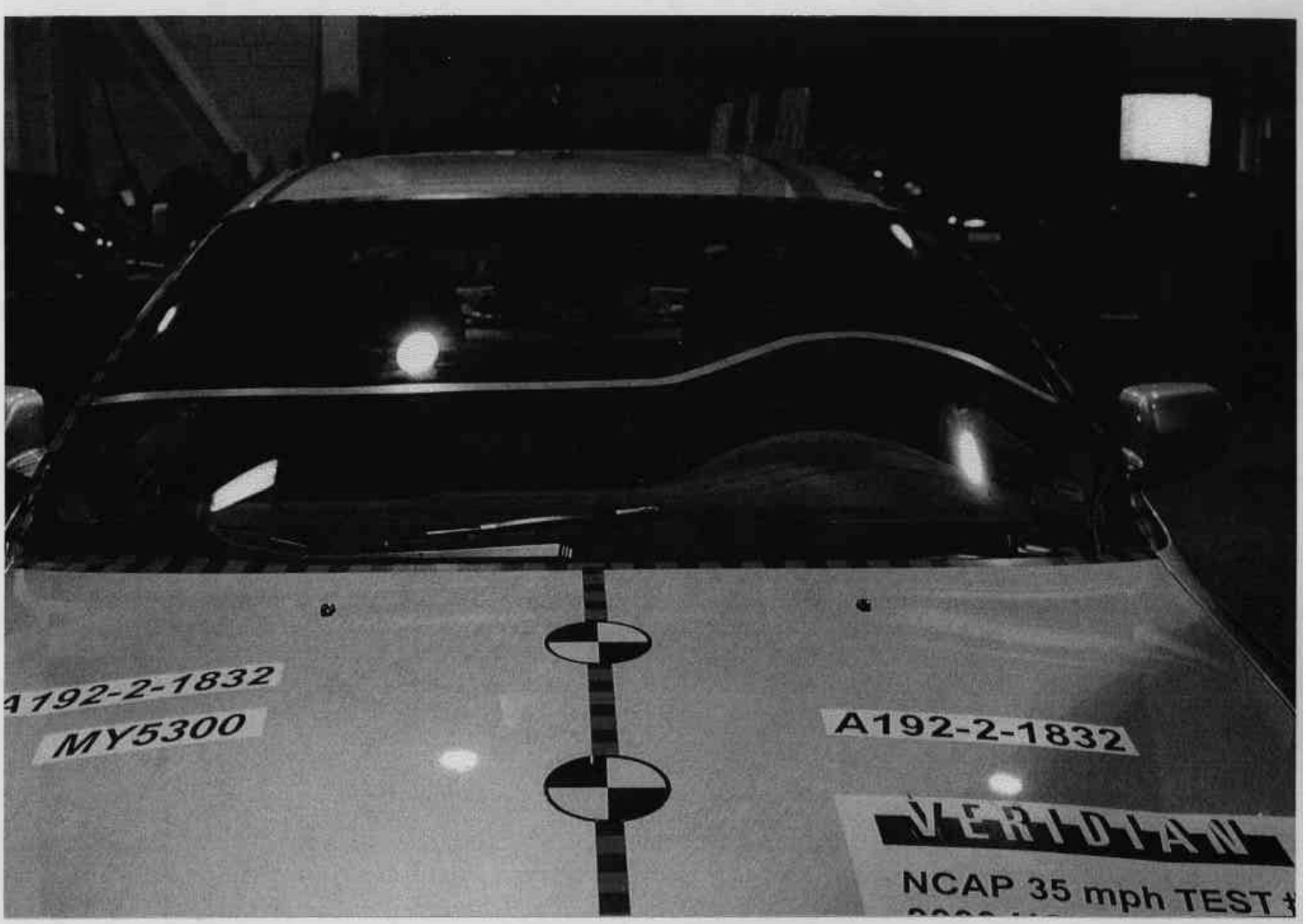


Figure A-12 PRE-TEST WINDSHIELD VIEW

Figure A-13 POST-TEST WINDSHIELD VIEW

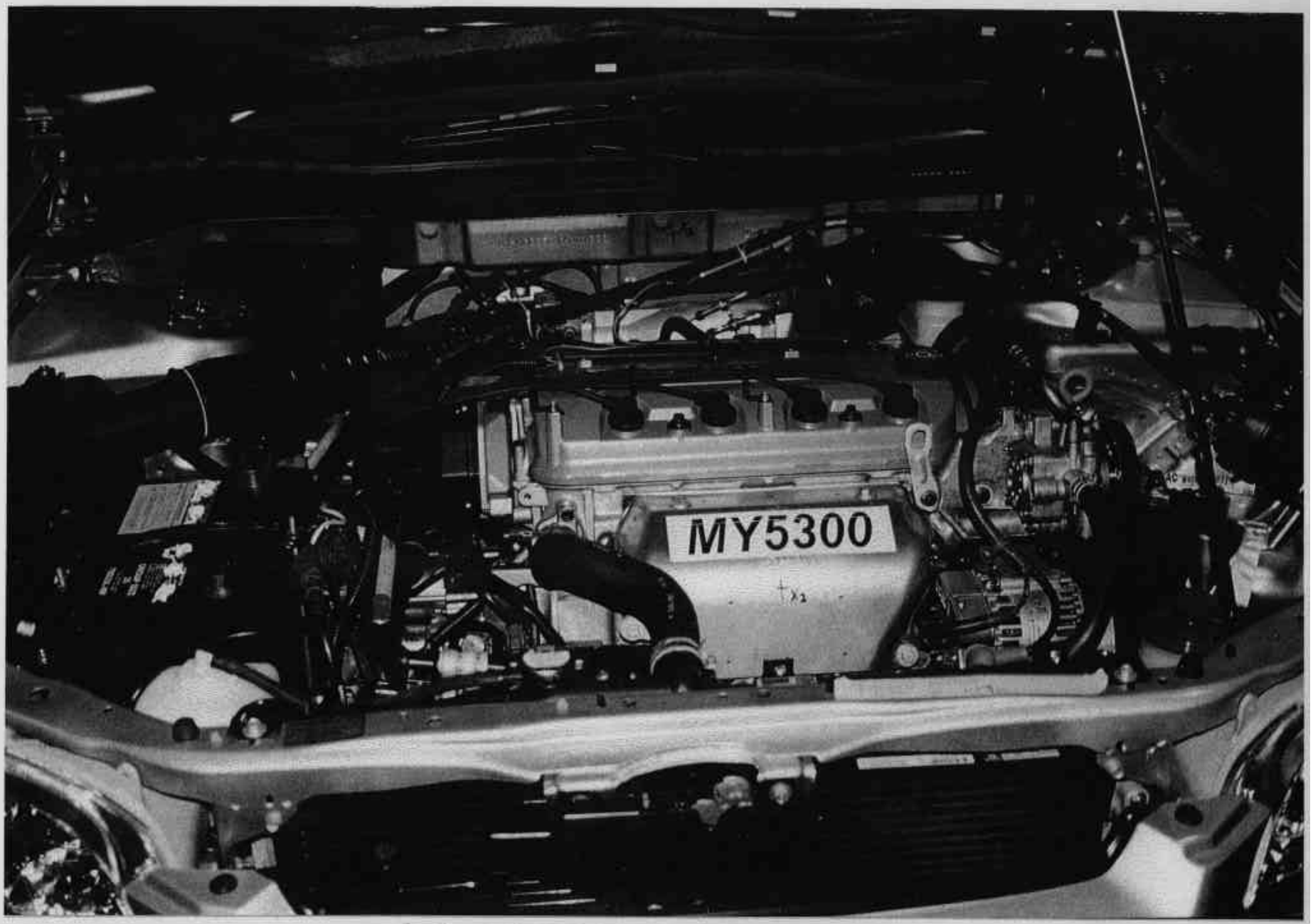


Figure A-14 PRE-TEST ENGINE COMPARTMENT VIEW

Figure A-15 FUEL CAP VIEW

Figure A-16 PRE-TEST FRONT UNDERBODY VIEW

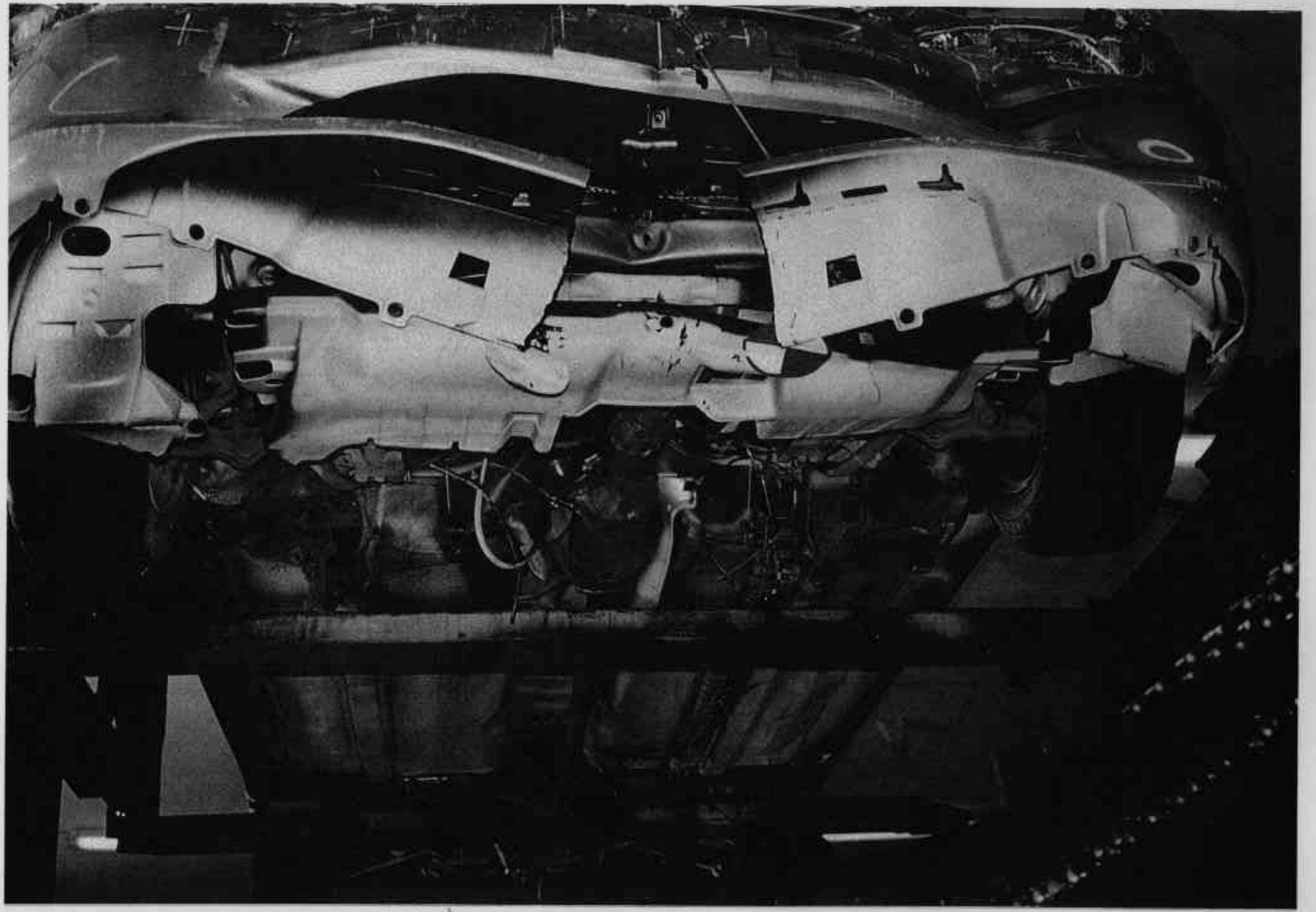


Figure A-17 POST-TEST FRONT UNDERBODY VIEW

Figure A-18 PRE-TEST FRONT SIDE UNDERBODY VIEW

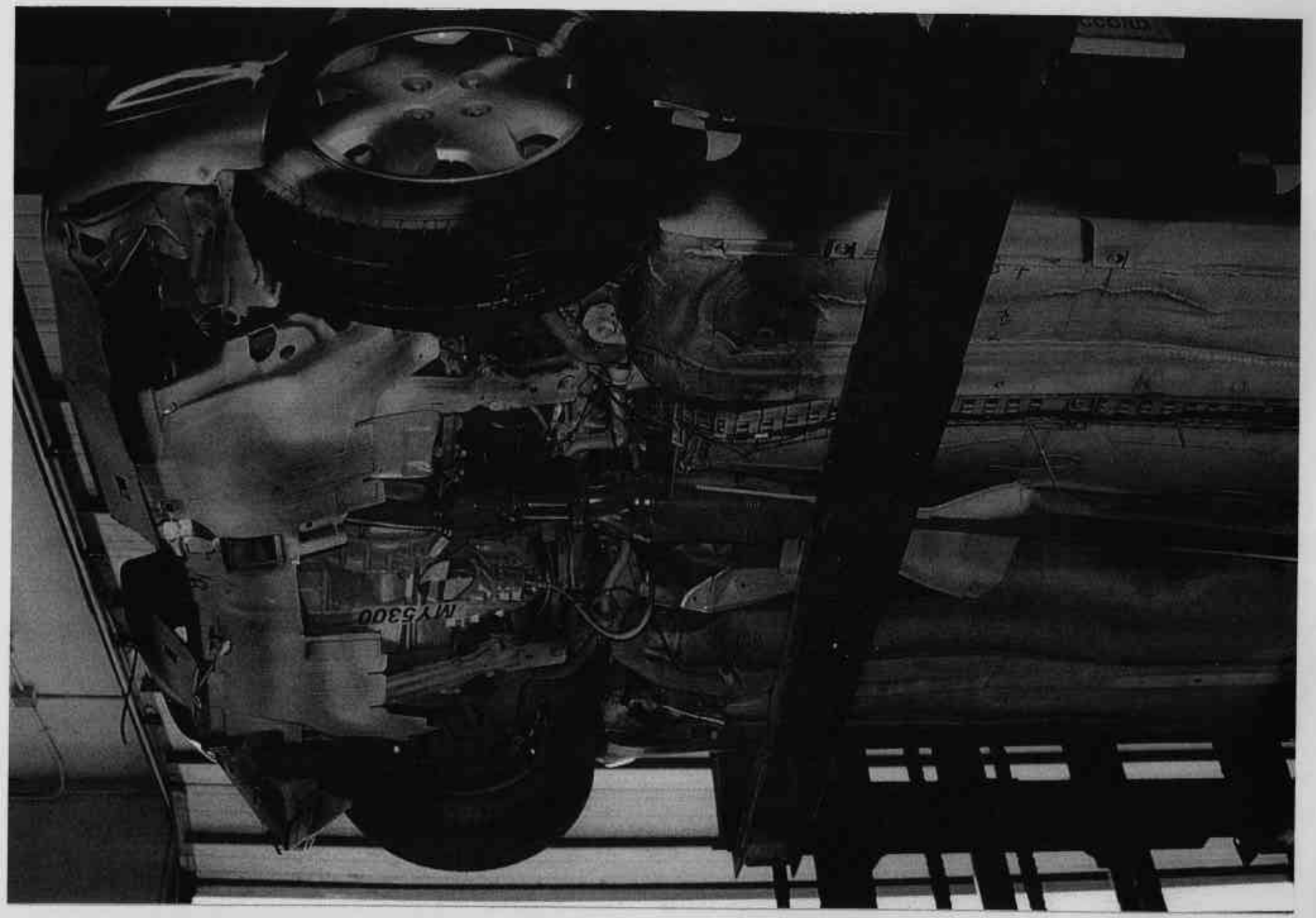


Figure A-19 POST-TEST FRONT SIDE UNDERBODY VIEW

Figure A-20 PRE-TEST REAR UNDERBODY VIEW

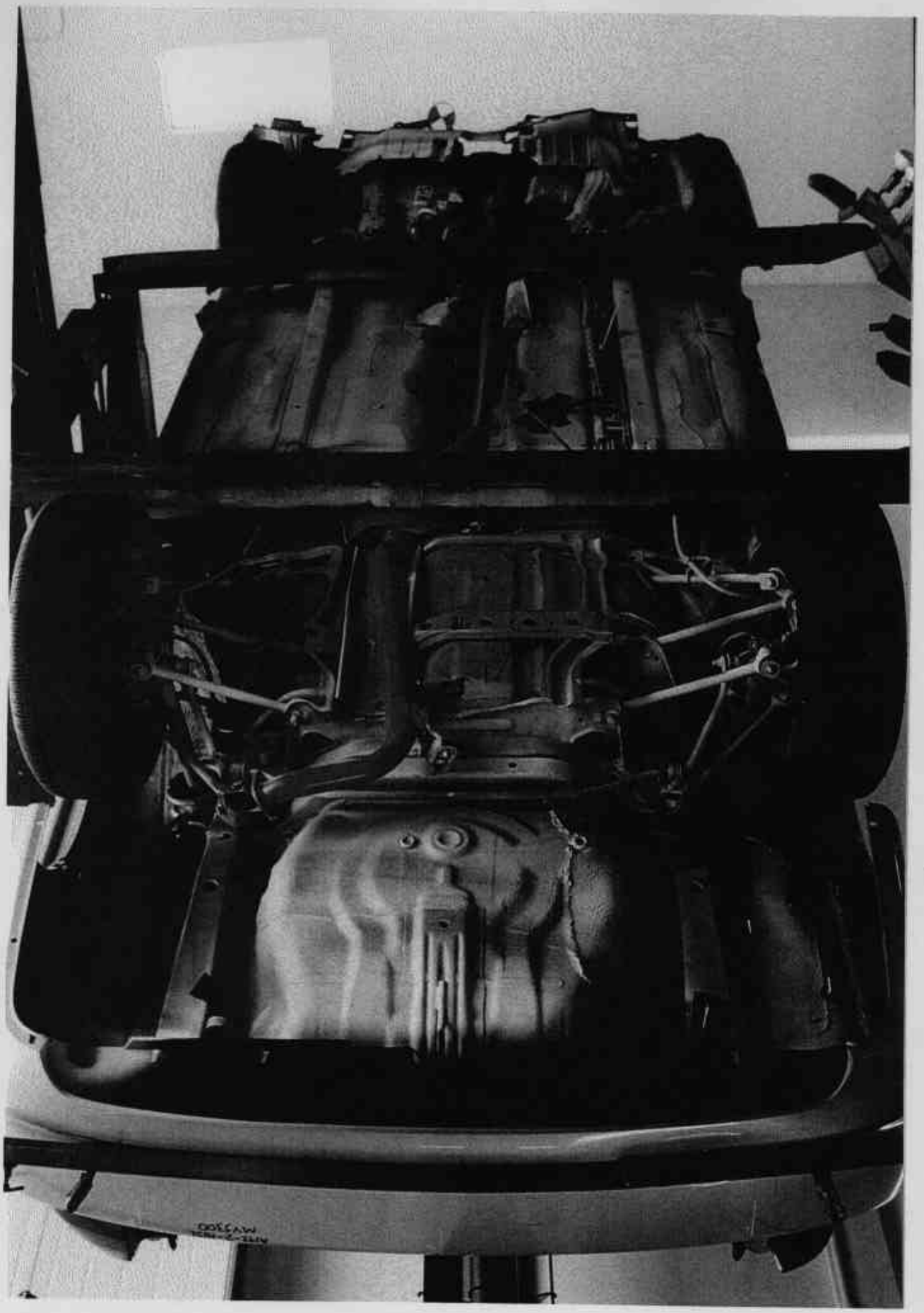


Figure A-21 POST-TEST REAR UNDERBODY VIEW

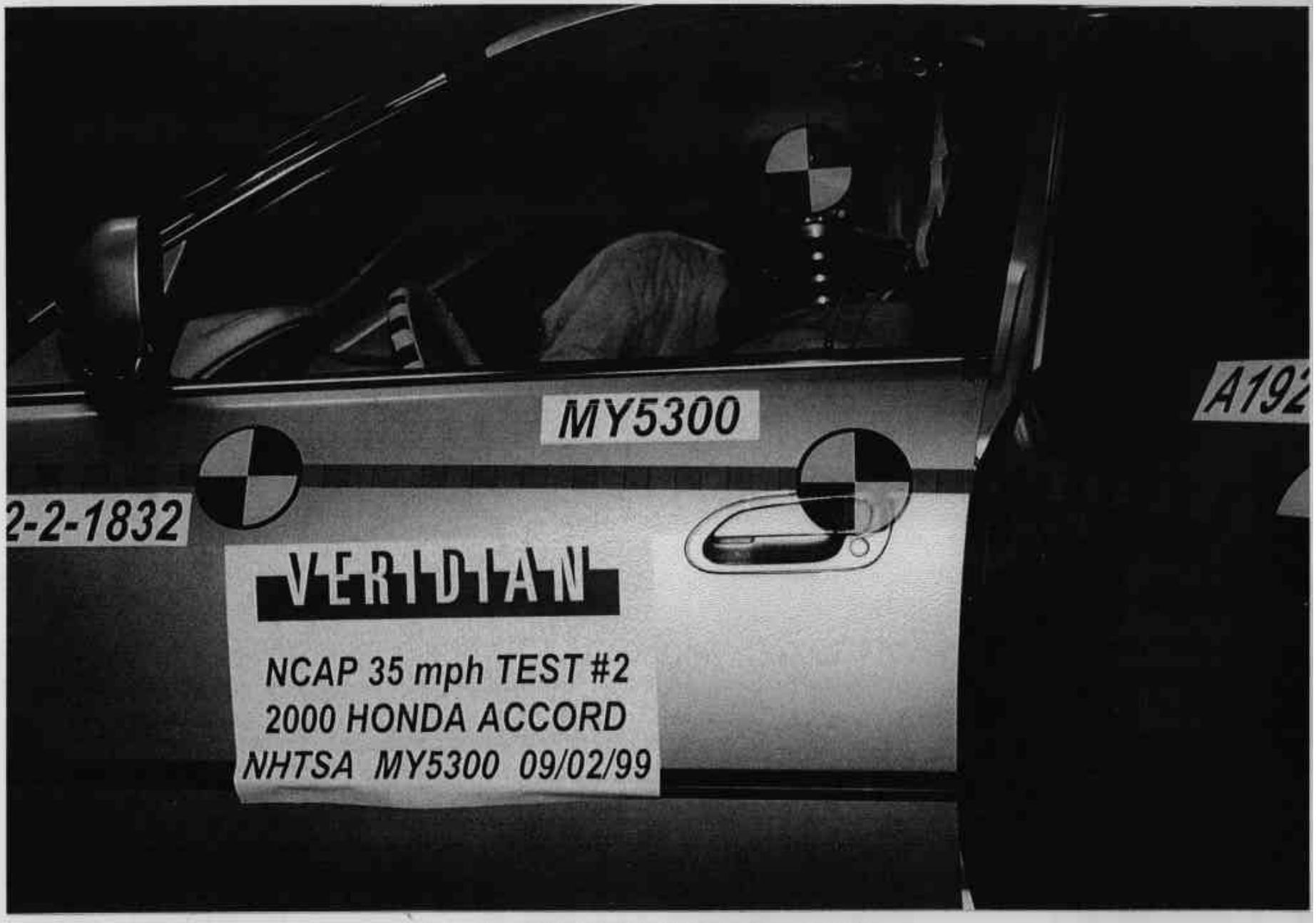


Figure A-22 PRE-TEST DRIVER POSITION VIEW

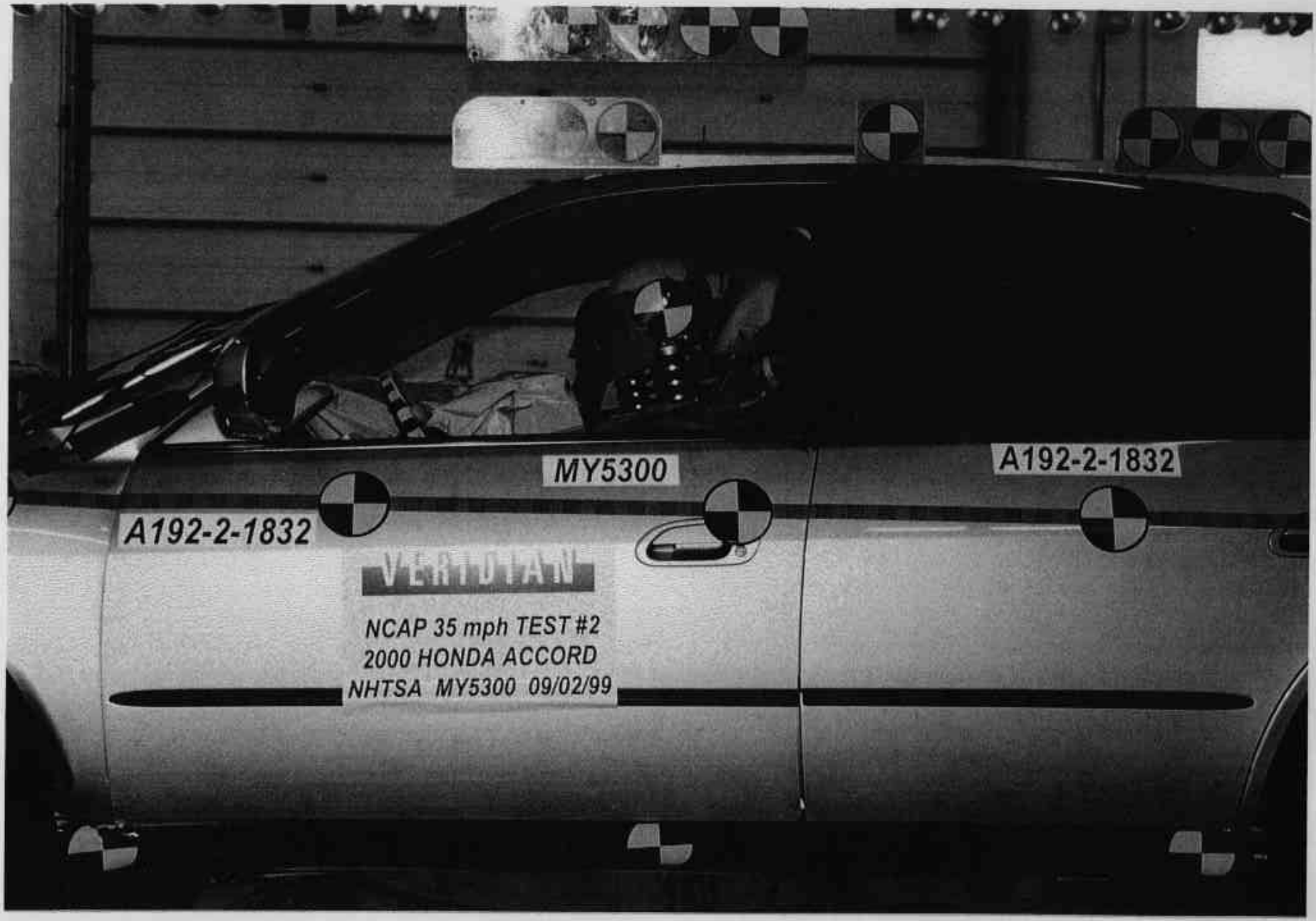


Figure A-23 POST-TEST DRIVER POSITION VIEW

Figure A-24 PRE-TEST PASSENGER POSITION VIEW

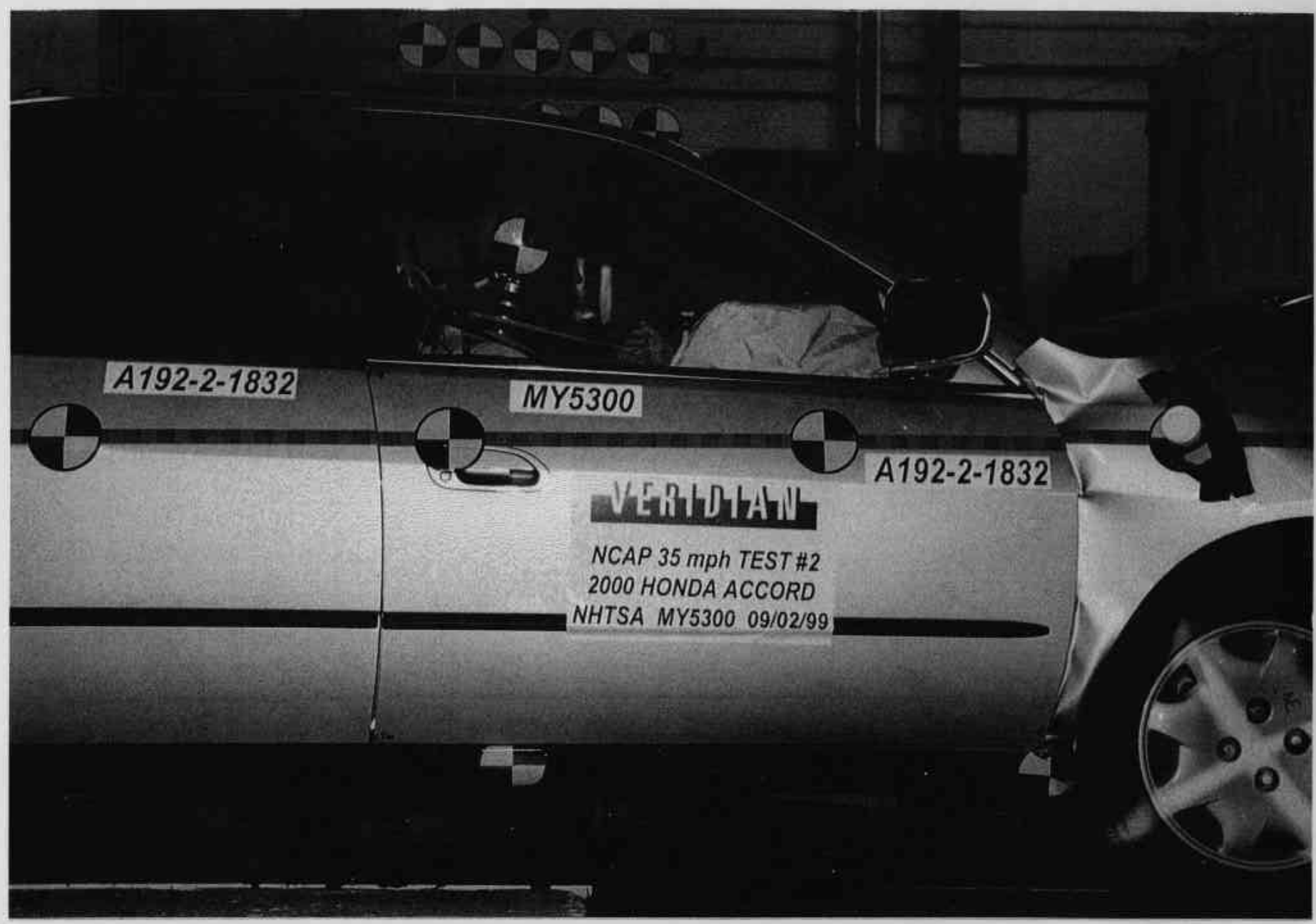


Figure A-25 POST-TEST PASSENGER POSITION VIEW

8413-40

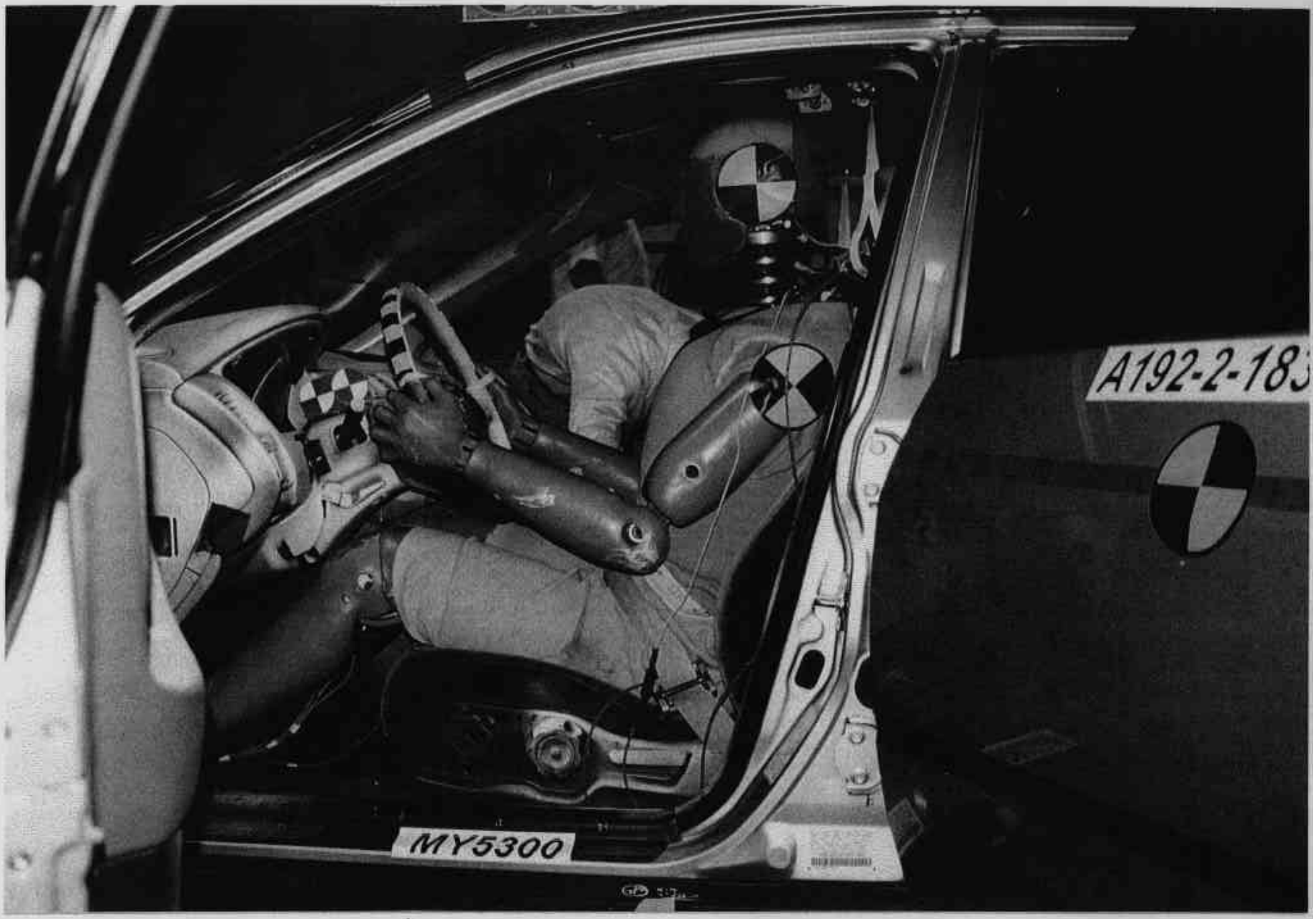


Figure A-26 PRE-TEST DRIVER AND INTERIOR VIEW

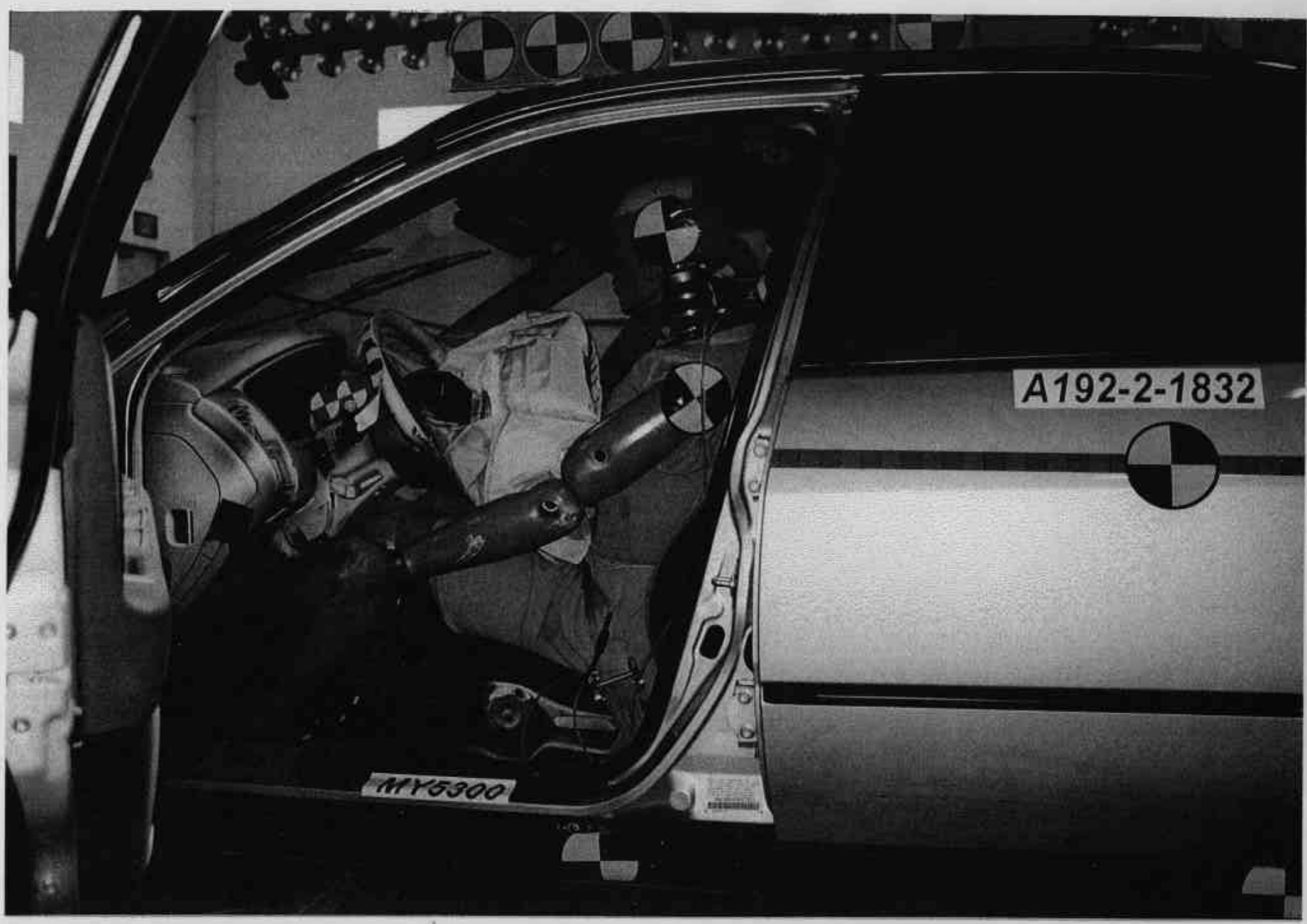


Figure A-27 POST-TEST DRIVER AND INTERIOR VIEW

Figure A-28 PRE-TEST PASSENGER AND INTERIOR VIEW

Figure A-29 POST-TEST PASSENGER AND INTERIOR VIEW

8413-40

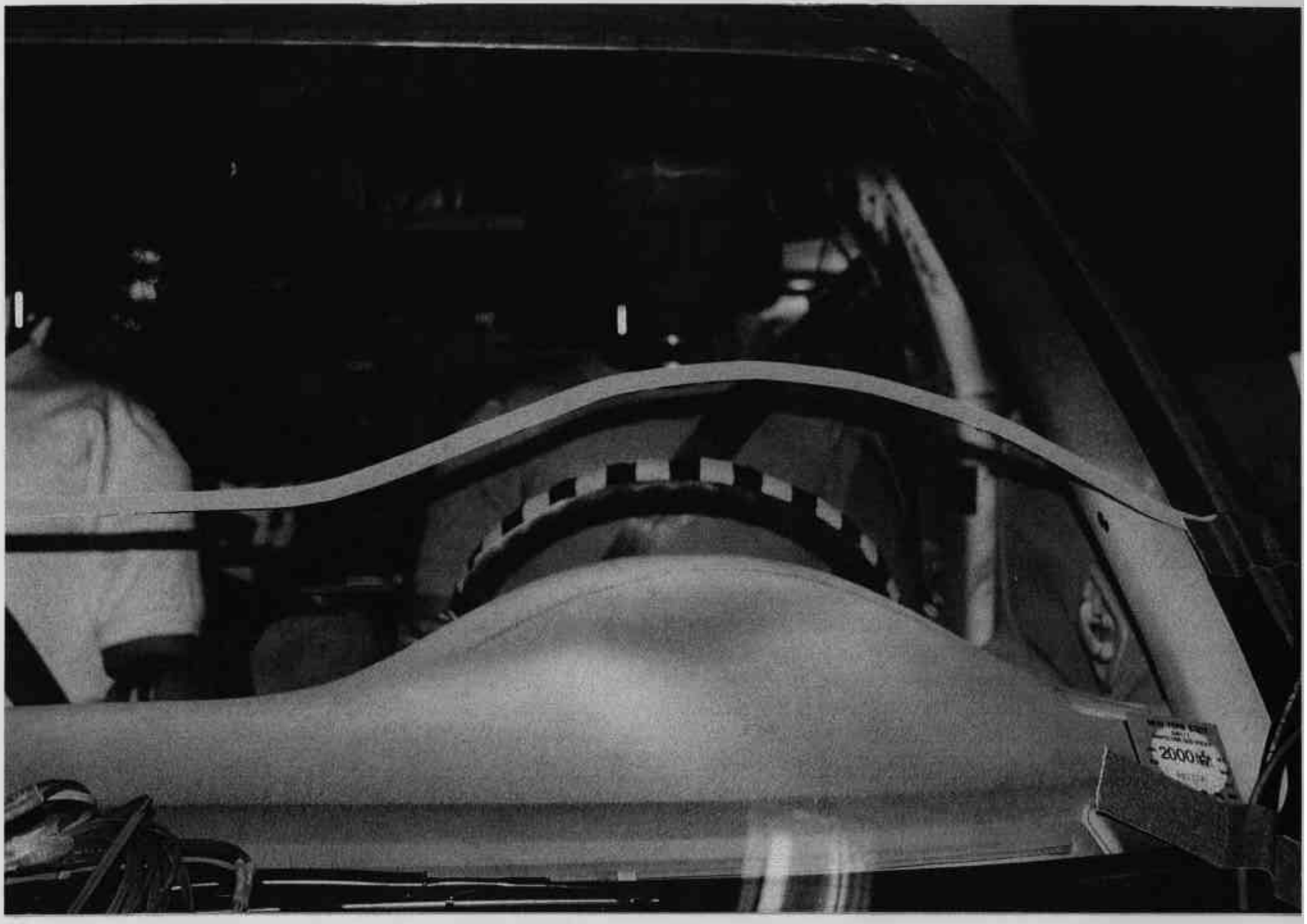


Figure A-30 PRE-TEST DRIVER HEAD LOCATION

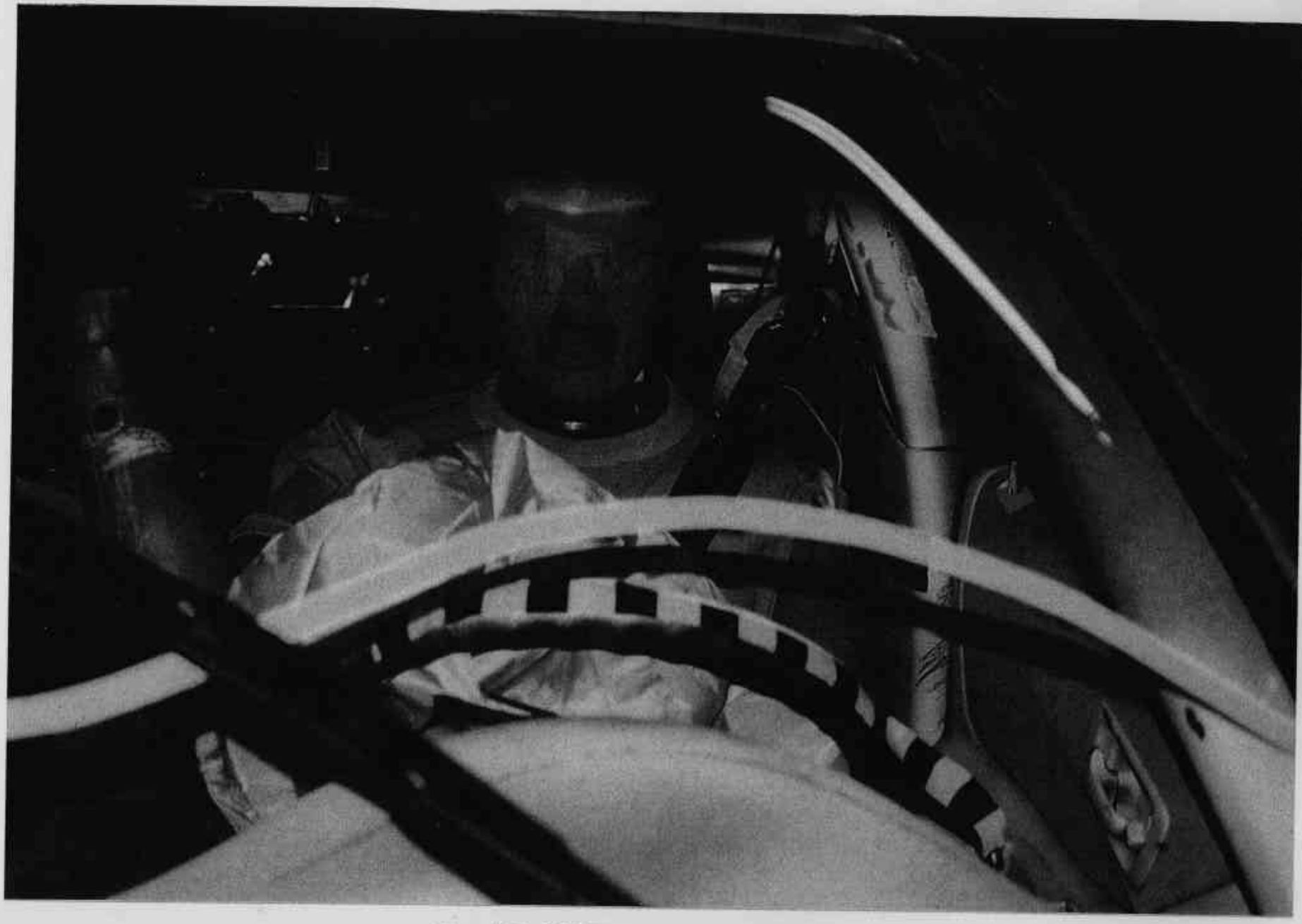


Figure A-31 POST-TEST DRIVER HEAD LOCATION

Figure A-32 PRE-TEST PASSENGER HEAD LOCATION

Figure A-33 POST-TEST PASSENGER HEAD LOCATION

Figure A-34 PRE-TEST DRIVER FLOOR PAN VIEW

Figure A-38 ROLLOVER VIEW

Figure A-39 IMPACT VIEW

APPENDIX B

DUMMY, VEHICLE AND LOAD CELL BARRIER RESPONSE DATA

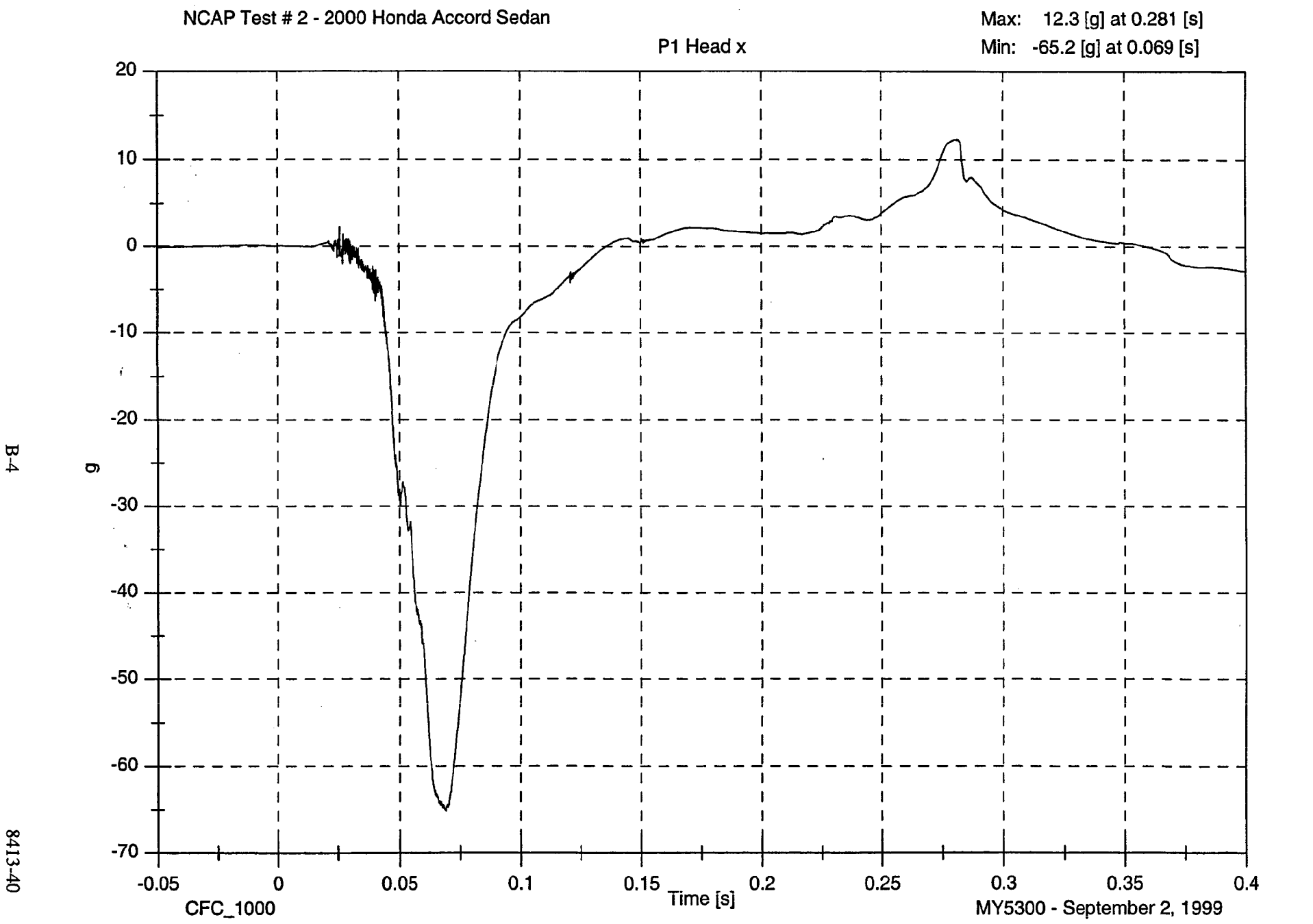
Hybrid III Dummy Sign Conventions
Load Cells and Special Transducers

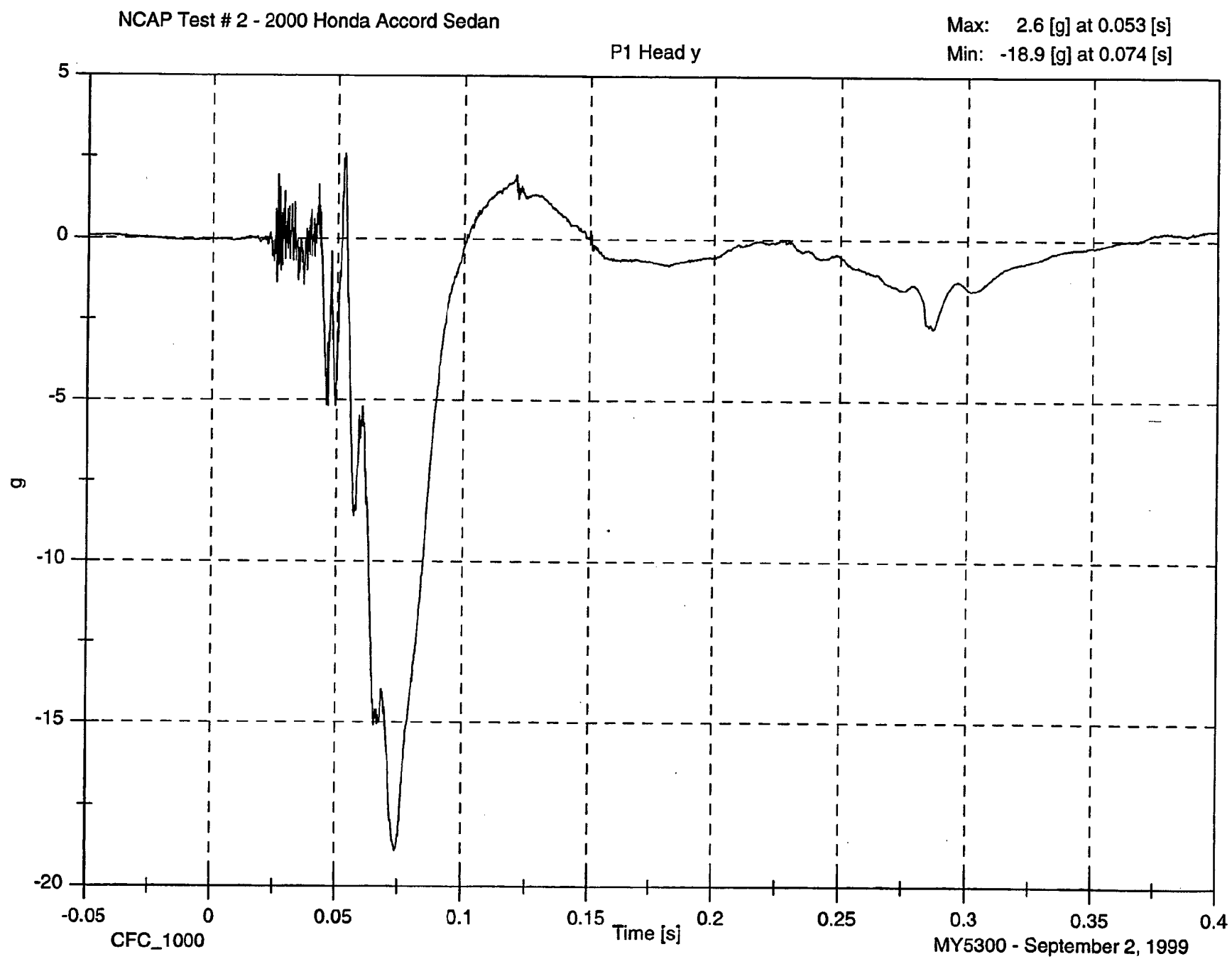
Transducer	SAE Sign Convention (positive unless noted)
Upper Neck Load Cell	Fx Head rearward Fy Head left Fz Neck in tension Mx Left ear to left shoulder My Chin to chest (flexion) Mz Chin to left shoulder (look left)
Chest Displacement Potentiometer	Compression is negative
Pelvic Load Cell (Lower Lumbar)	Fx Chest rearward Fy Chest left Fz Spine in tension
Femur Load Cell	Compression is negative
Upper Tibia Load Cell (right and left leg)	Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center
Lower Tibia Load Cell (right and left leg)	Fz Tibia in tension Mx Support tibia at ends, load left side center My Support tibia at ends, load front (shin) center

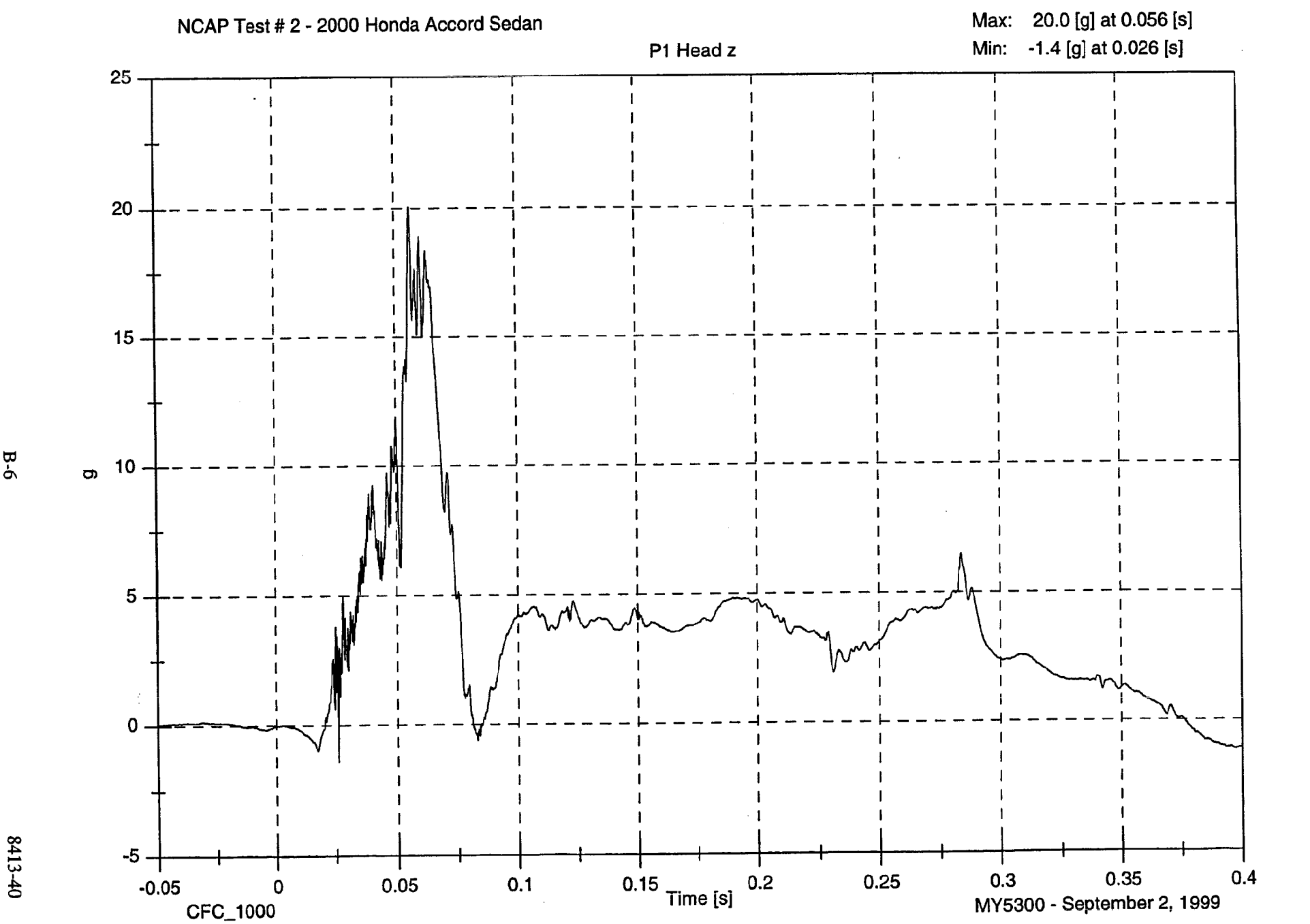
DATA CHANNEL FILTER CLASS SUMMARY

NHTSA TEST NO. MY5300

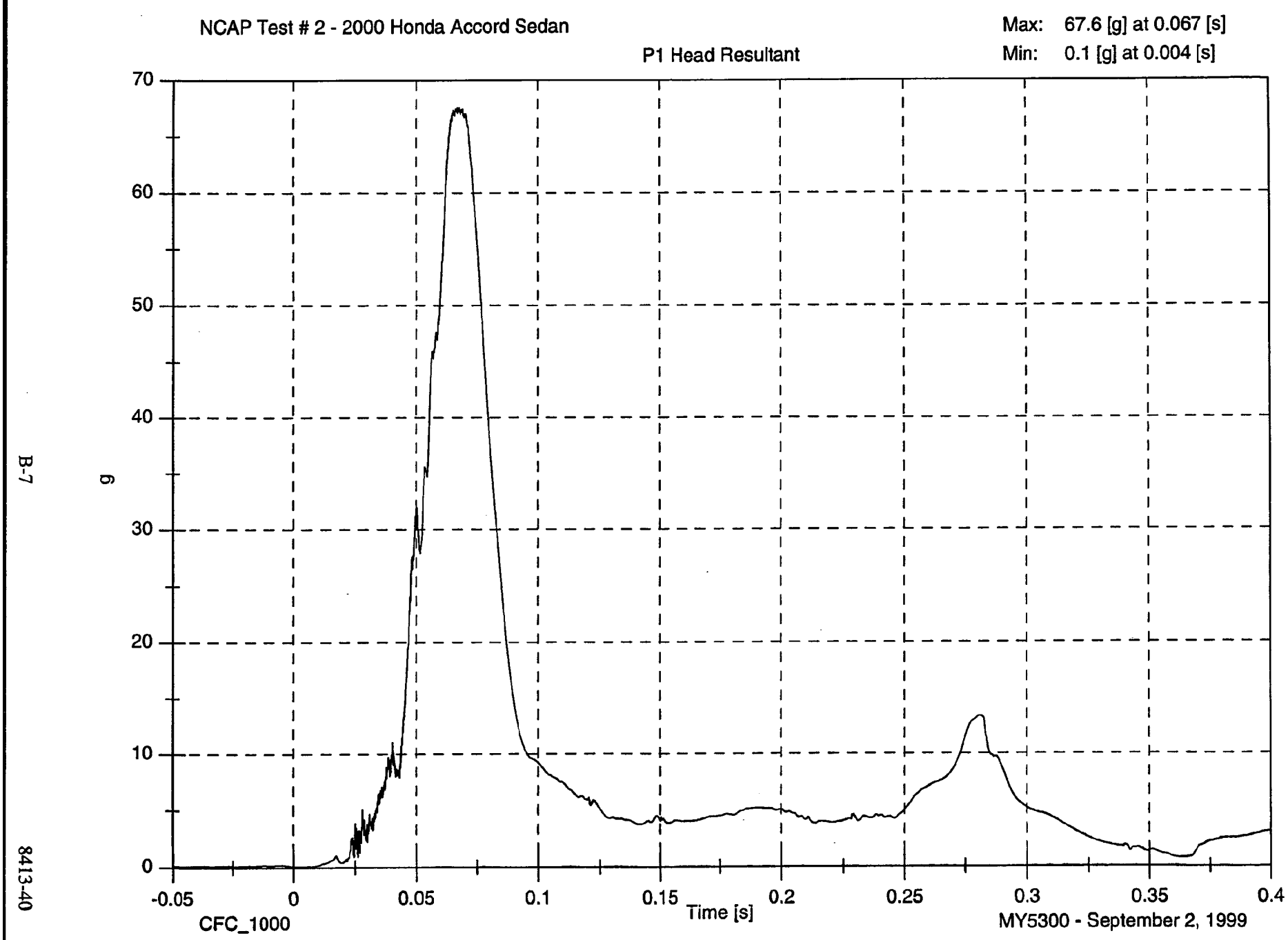
DATA TYPE	SAE FILTER CLASS (Hz)
Dummy Head Accelerations	1000
Dummy Chest Accelerations	180
Dummy Chest Displacements	60
Dummy Femur Forces	600
Dummy Belt Loads	60
Dummy Belt Displacements	180
Dummy Neck Forces	1000
Dummy Neck Moments	600
Vehicle Accelerations	60
Vehicle Velocity Integrations	180
Vehicle Displacement Integrations	180
Load Cell Barrier Forces	60

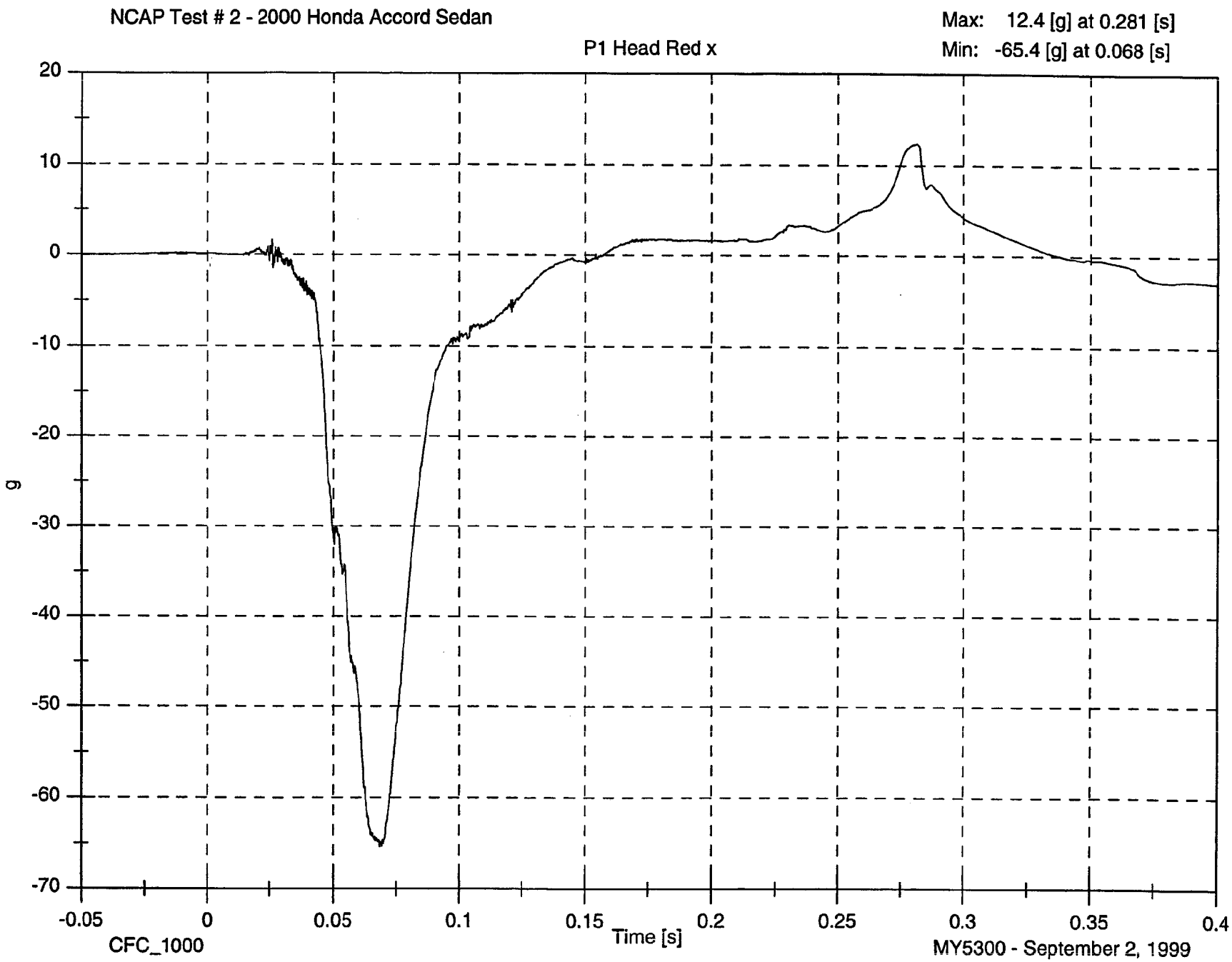

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head x
Max: 12.3 [g] at 0.281 [s]
Min: -65.2 [g] at 0.069 [s]
20
10
0
-10
-20
-30
-40
-50
-60
-70
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

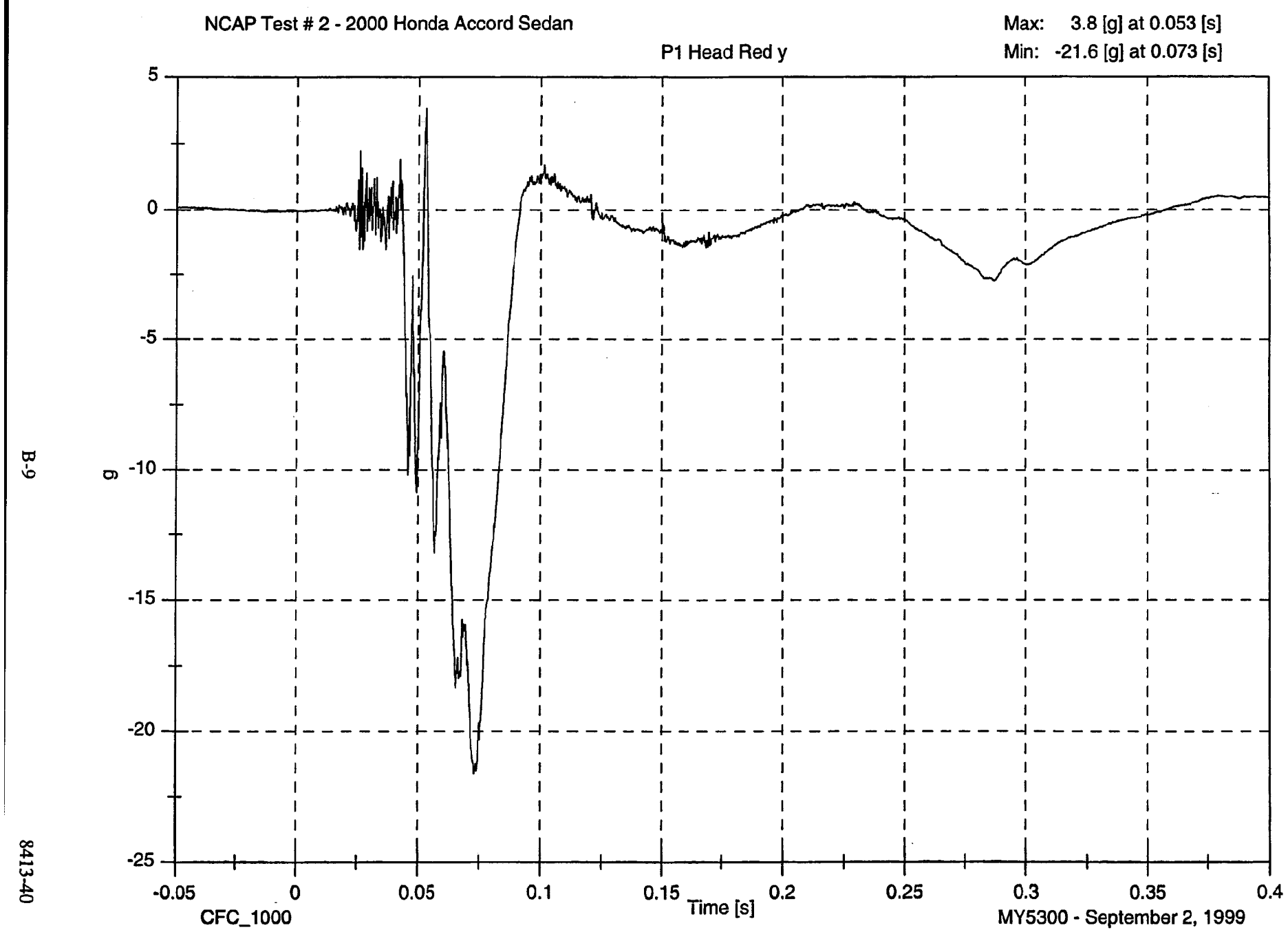

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head y
Max: 2.6 [g] at 0.053 [s]
Min: -18.9 [g] at 0.074 [s]
5
0
-5
-10
-15
-20
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

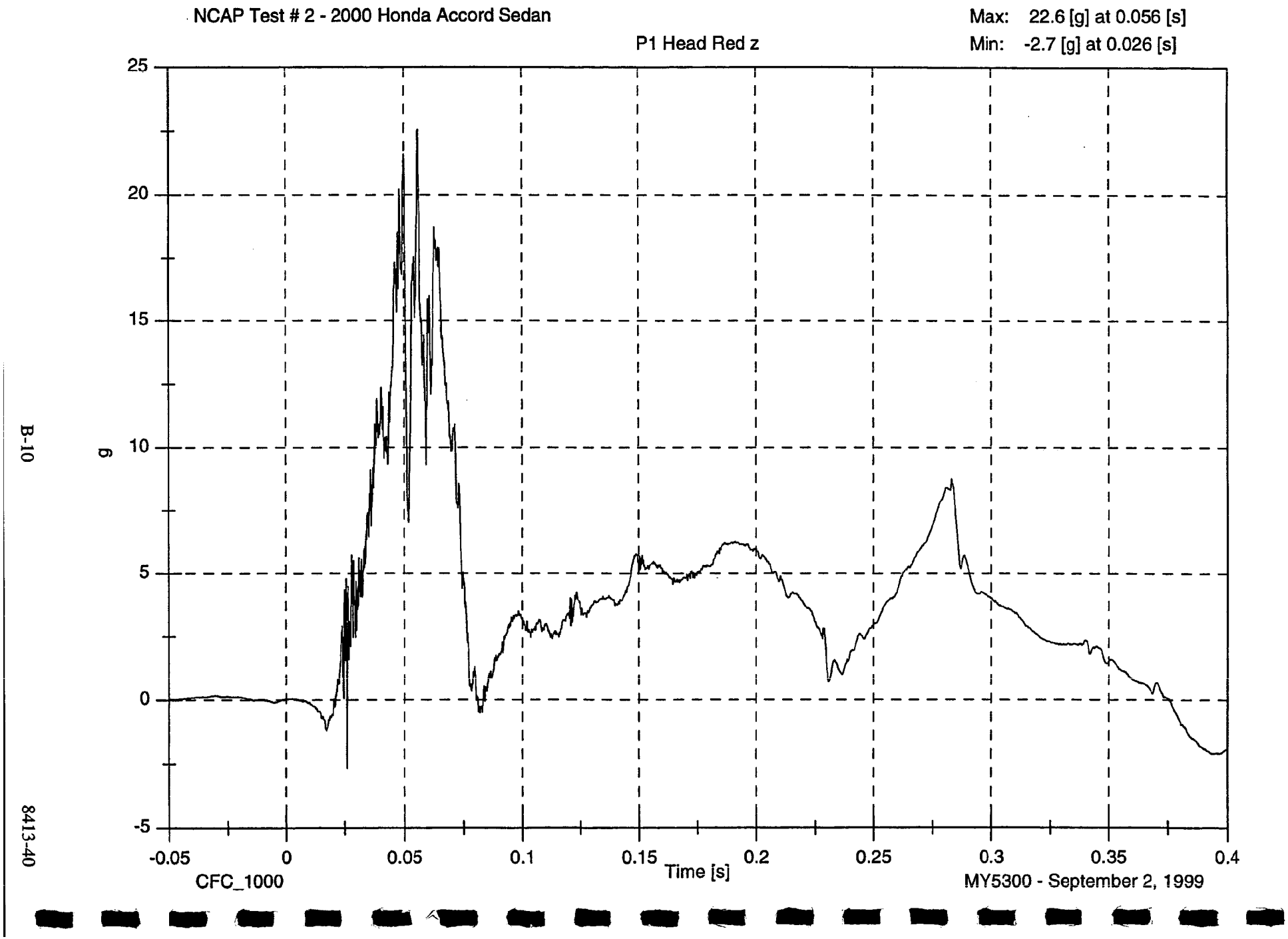

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head z
Max: 20.0 [g] at 0.056 [s]
Min: -1.4 [g] at 0.026 [s]
25
20
15
10
5
0
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

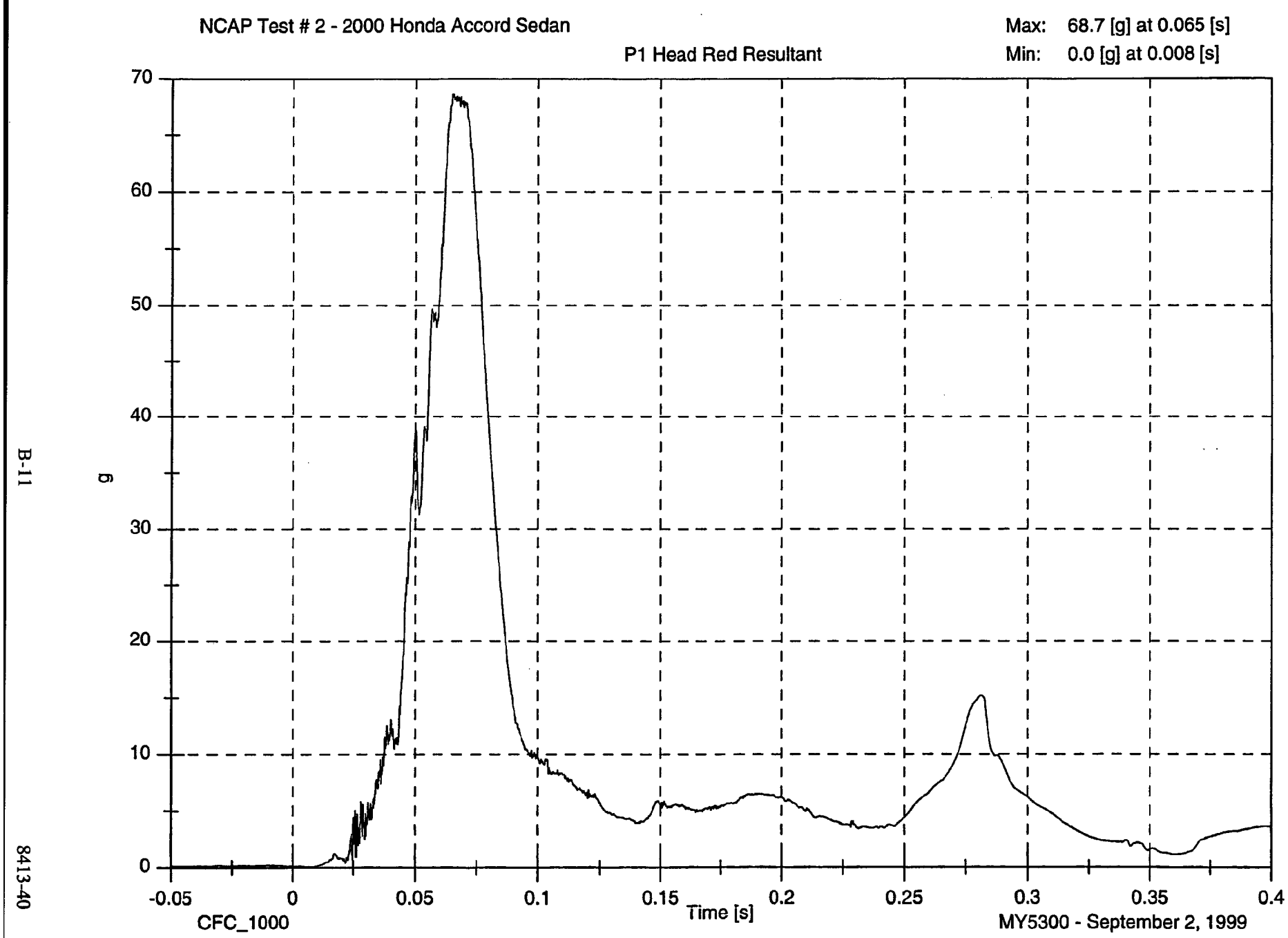
8413-40

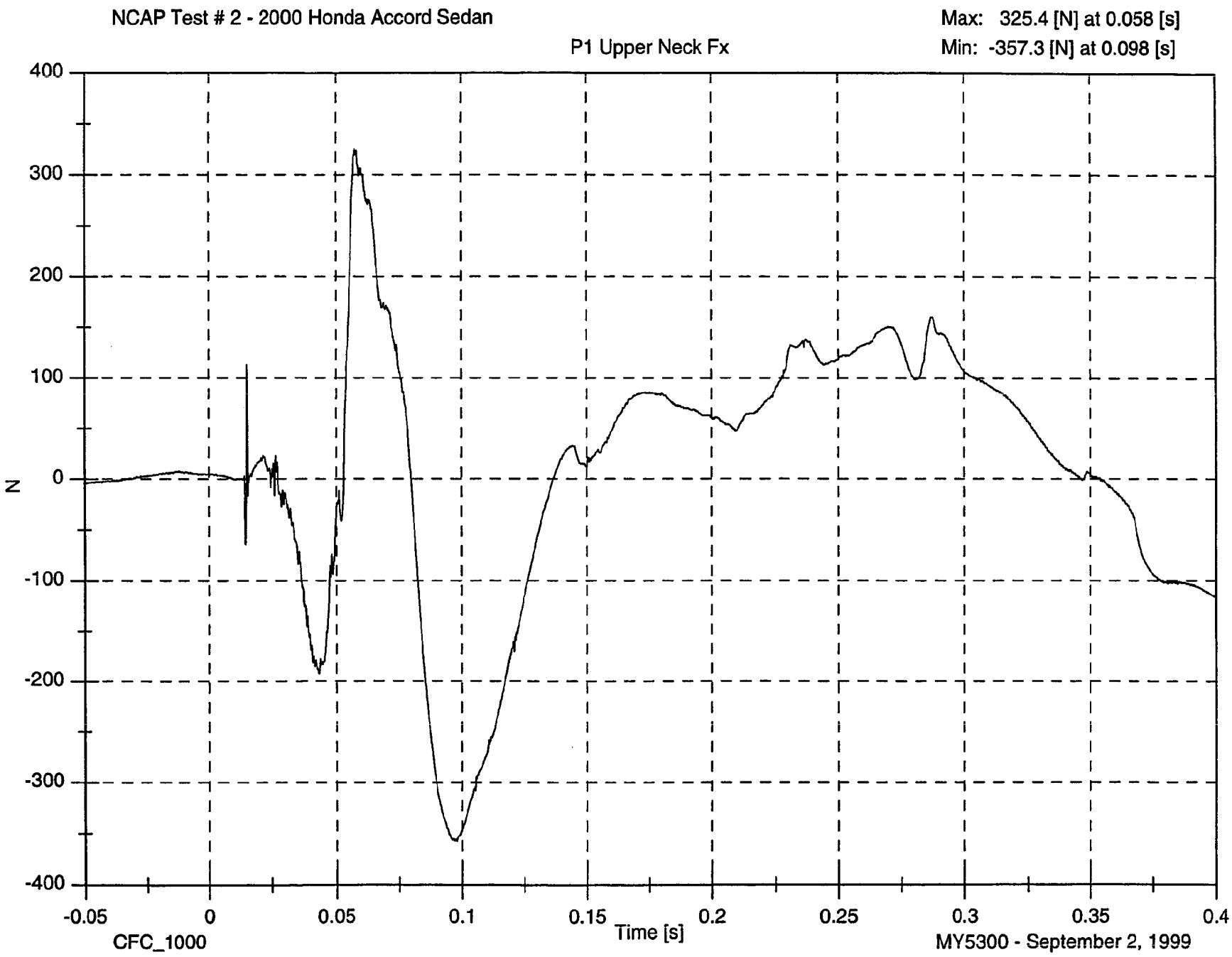

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head Resultant
Max: 67.6 [g] at 0.067 [s]
Min: 0.1 [g] at 0.004 [s]
70
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

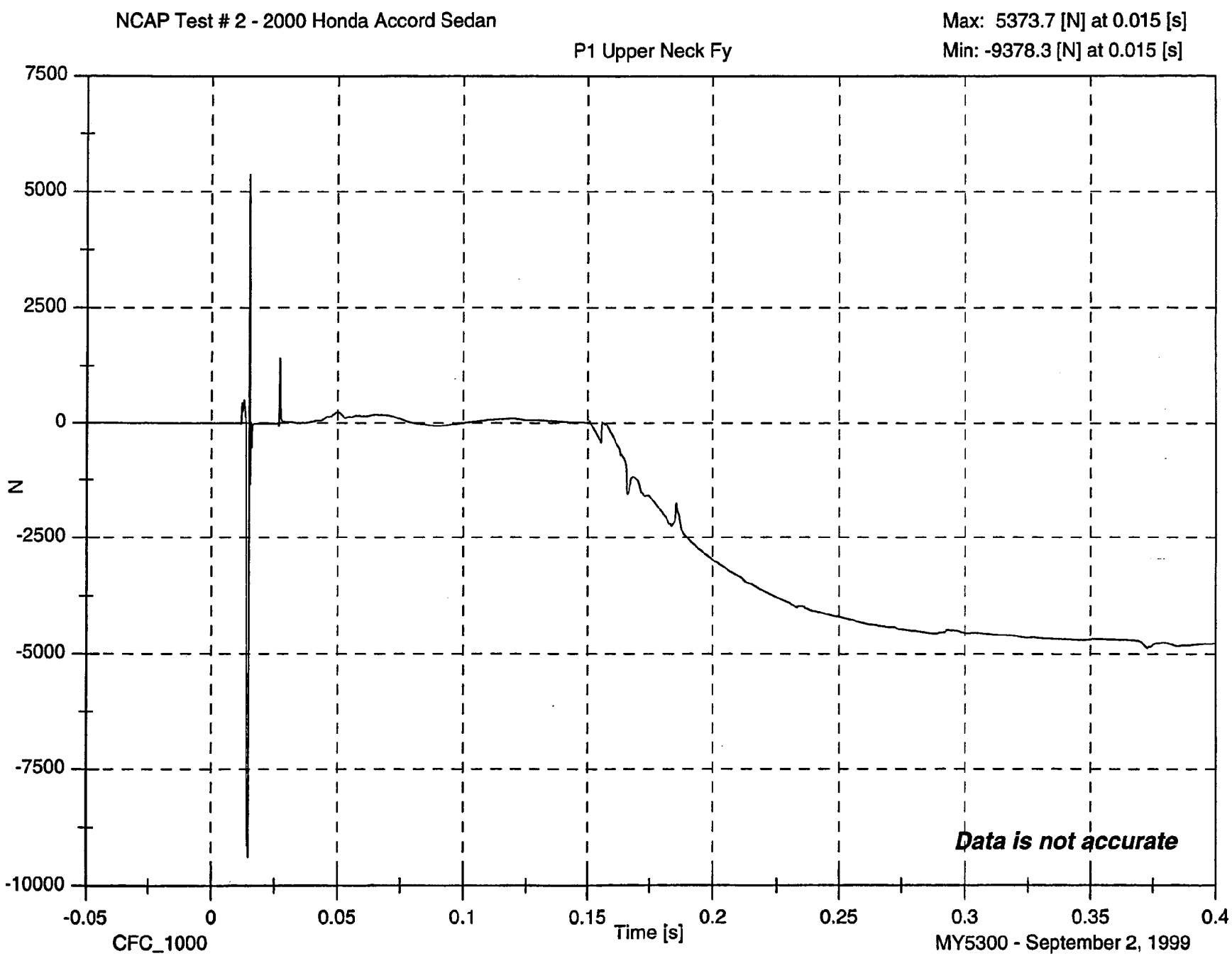

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head Red x
Max: 12.4 [g] at 0.281 [s]
Min: -65.4 [g] at 0.068 [s]
20
10
0
-10
-20
-30
-40
-50
-60
-70
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

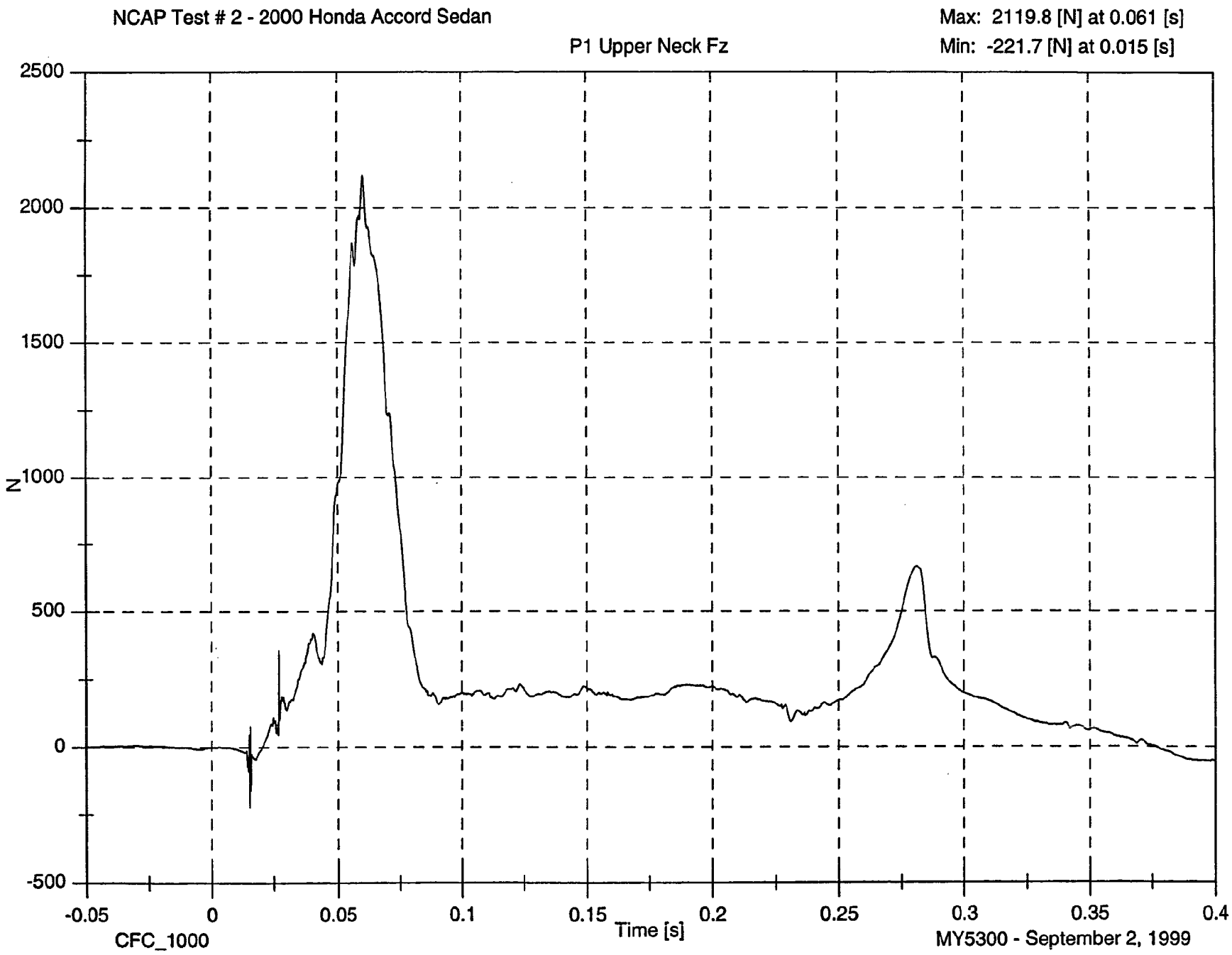

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head Red y
Max: 3.8 [g] at 0.053 [s]
Min: -21.6 [g] at 0.073 [s]
5
0
-5
-10
-15
-20
-25
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

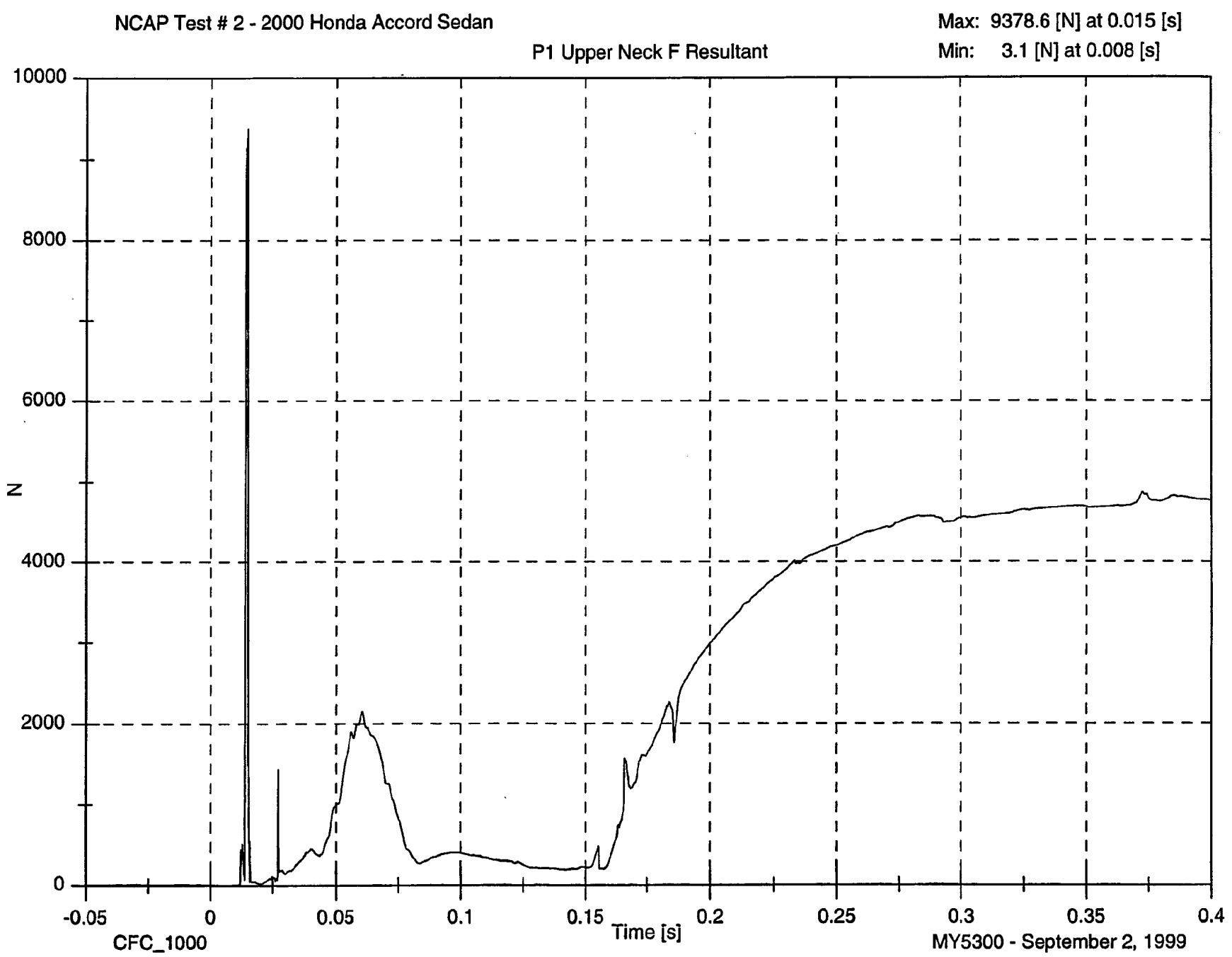

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head Red z
Max: 22.6 [g] at 0.056 [s]
Min: -2.7 [g] at 0.026 [s]
25
20
15
10
5
0
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

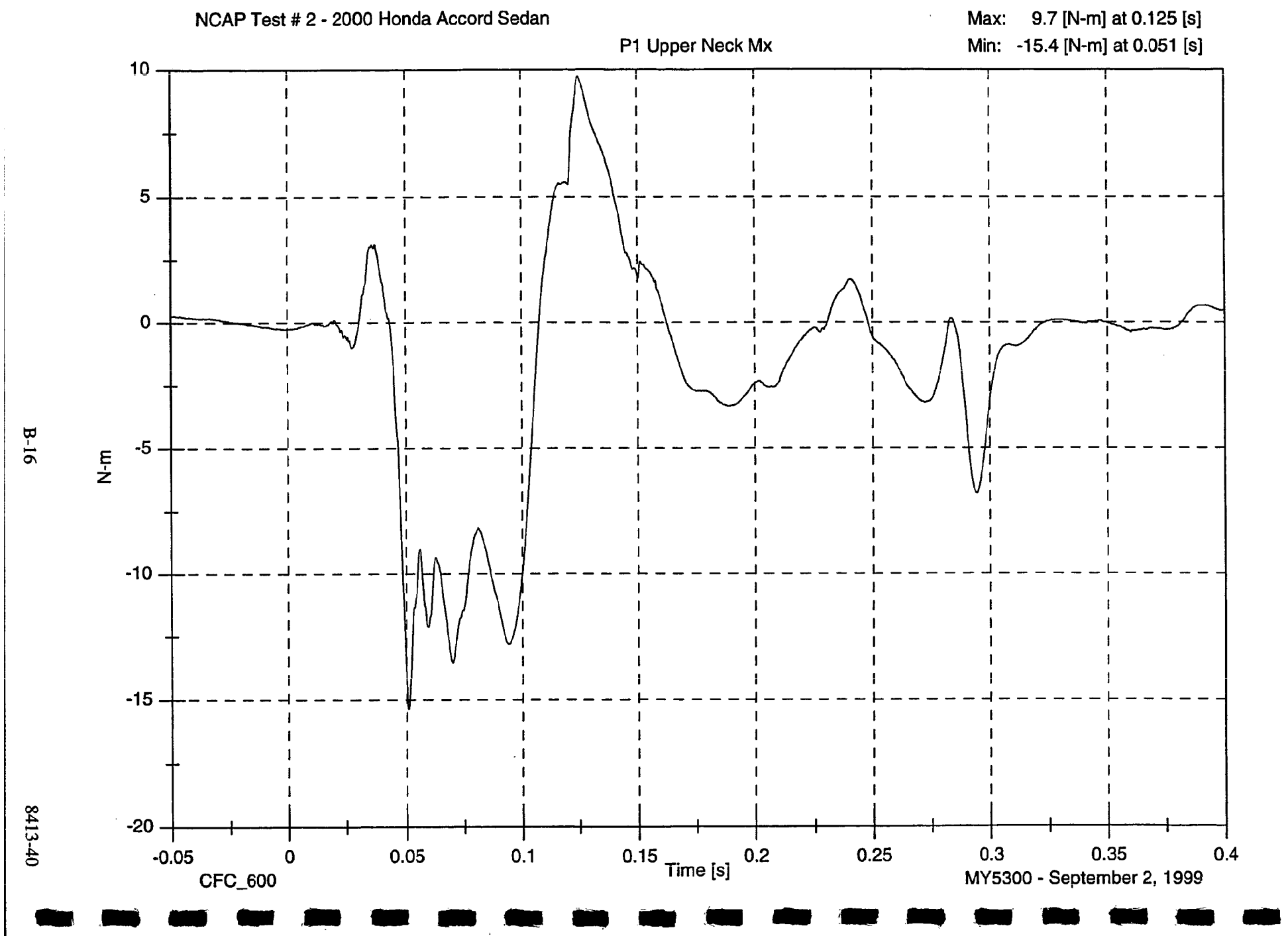

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Head Red Resultant
Max: 68.7 [g] at 0.065 [s]
Min: 0.0 [g] at 0.008 [s]
70
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

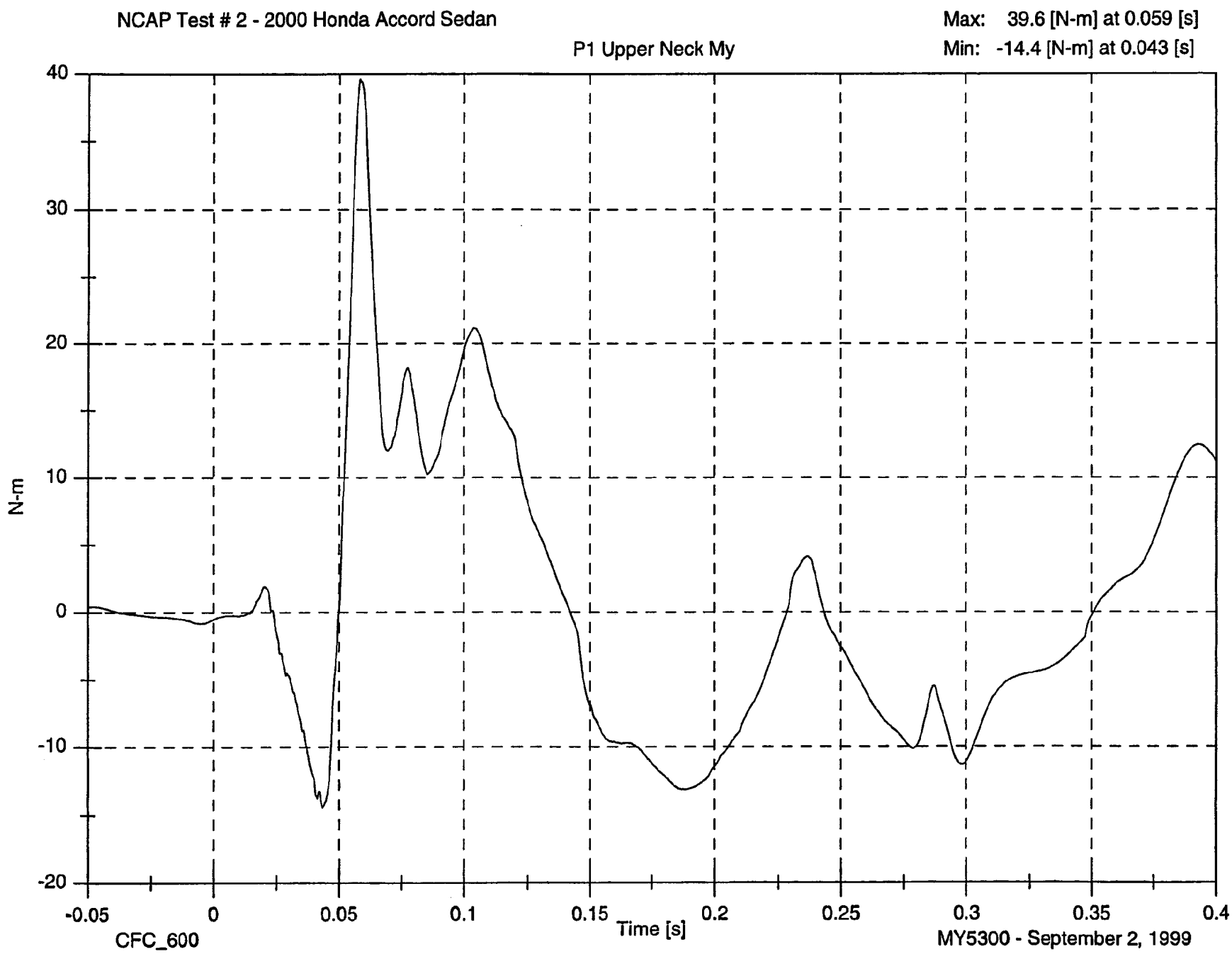

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck Fx
Max: 325.4 [N] at 0.058 [s]
Min: -357.3 [N] at 0.098 [s]
400
300
200
100
0
-100
-200
-300
-400
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

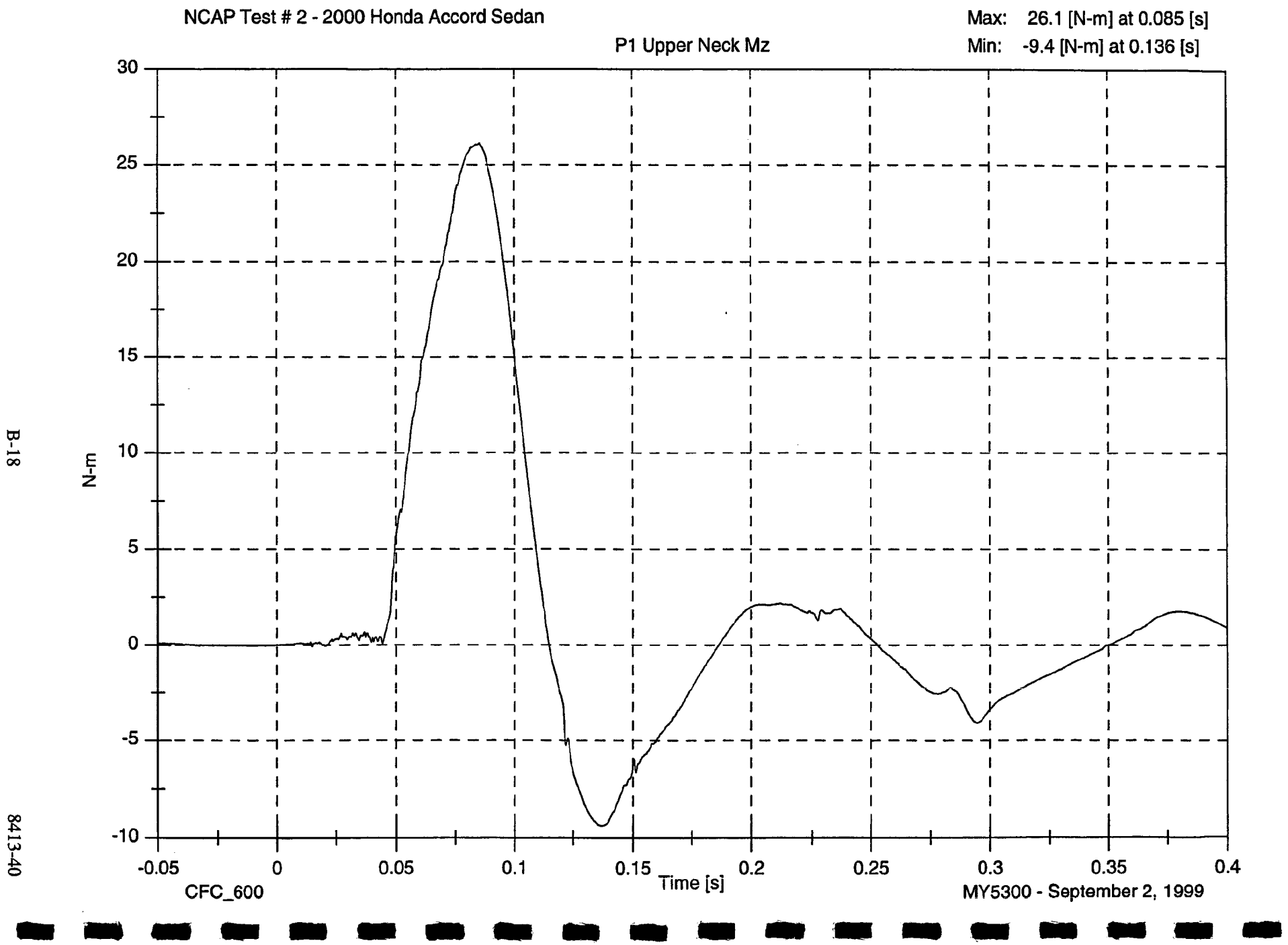

NCAP Test # 2 - 2000 Honda Accord Sedan
Max: 5373.7 [N] at 0.015 [s]
P1 Upper Neck Fy
Min: -9378.3 [N] at 0.015 [s]
7500
5000
2500
0
-2500
-5000
-7500
-10000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
Data is not accurate
MY5300 - September 2, 1999

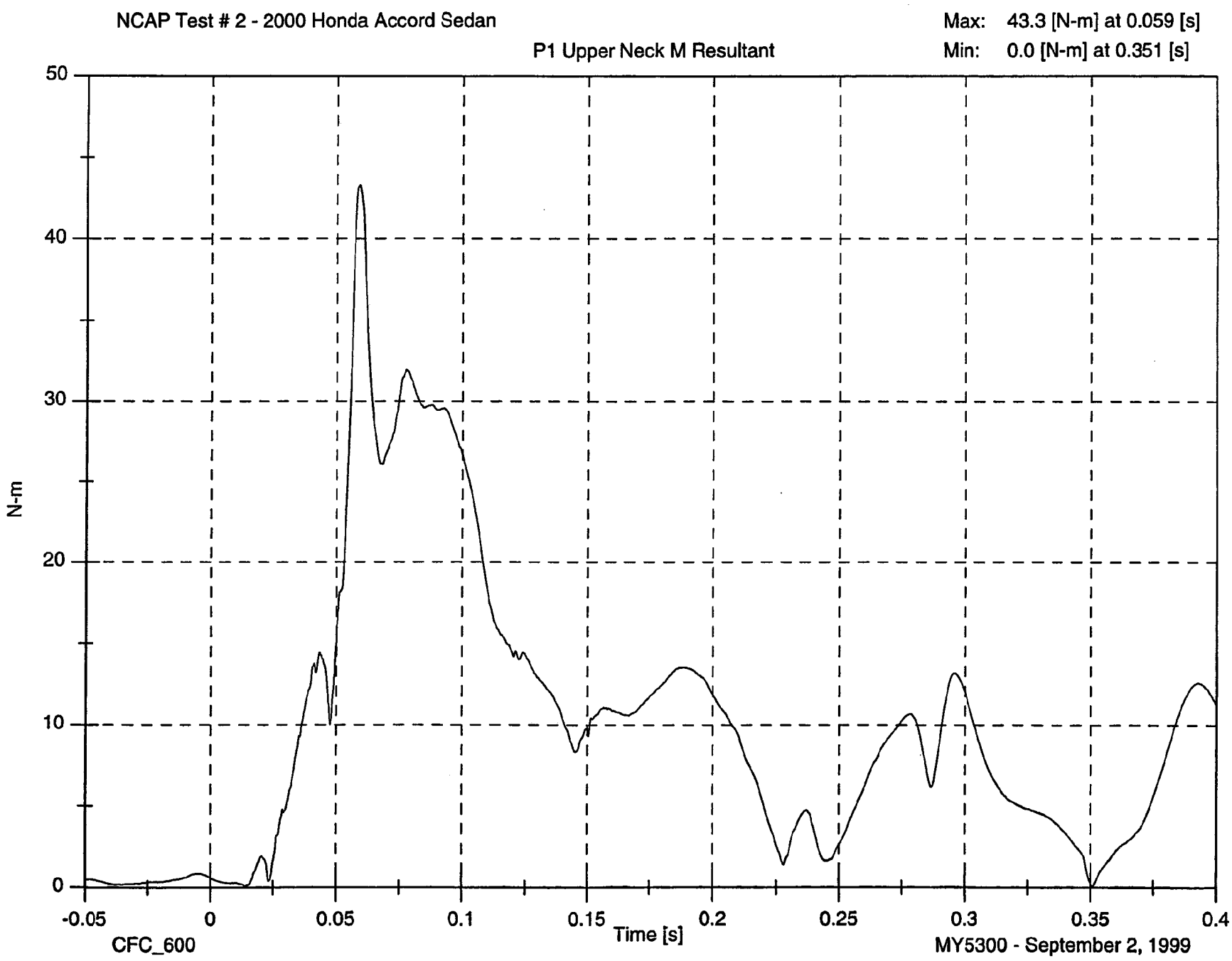

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck Fz
Max: 2119.8 [N] at 0.061 [s]
Min: -221.7 [N] at 0.015 [s]
2500
2000
1500
1000
500
0
-500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

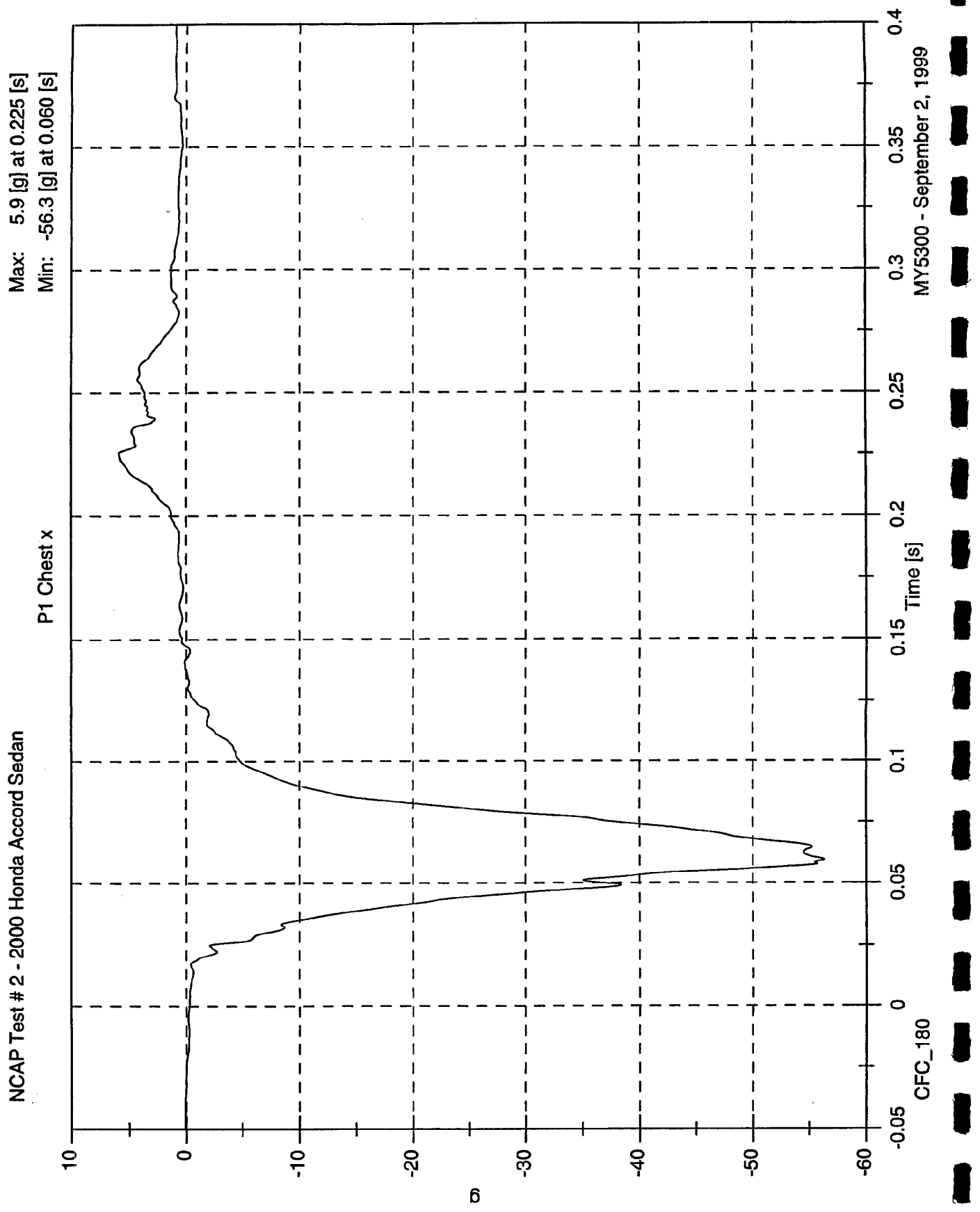

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck F Resultant
Max: 9378.6 [N] at 0.015 [s]
Min: 3.1 [N] at 0.008 [s]
10000
8000
6000
4000
2000
0
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

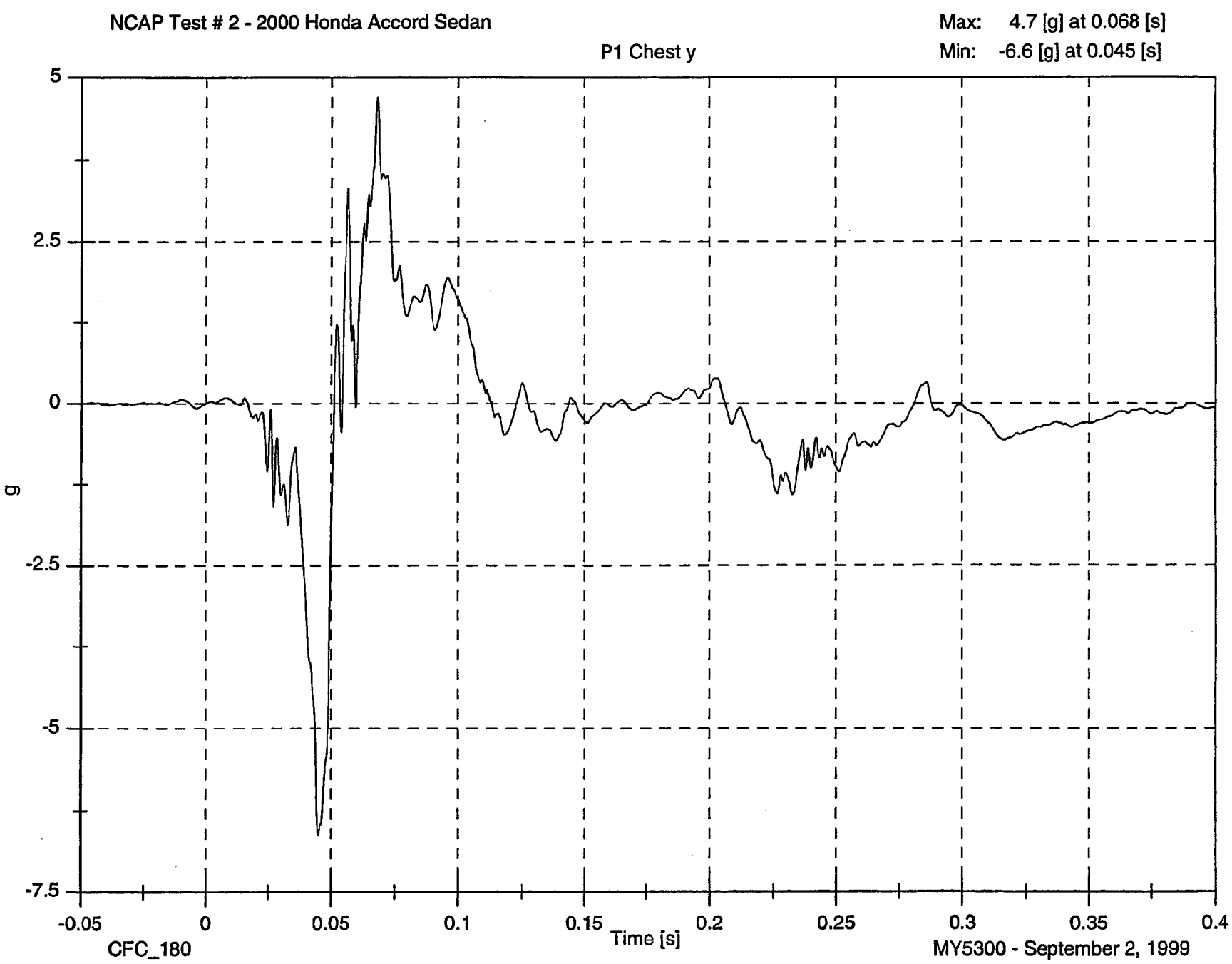

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck Mx
Max: 9.7 [N-m] at 0.125 [s]
Min: -15.4 [N-m] at 0.051 [s]
10
5
0
-5
-10
-15
-20
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

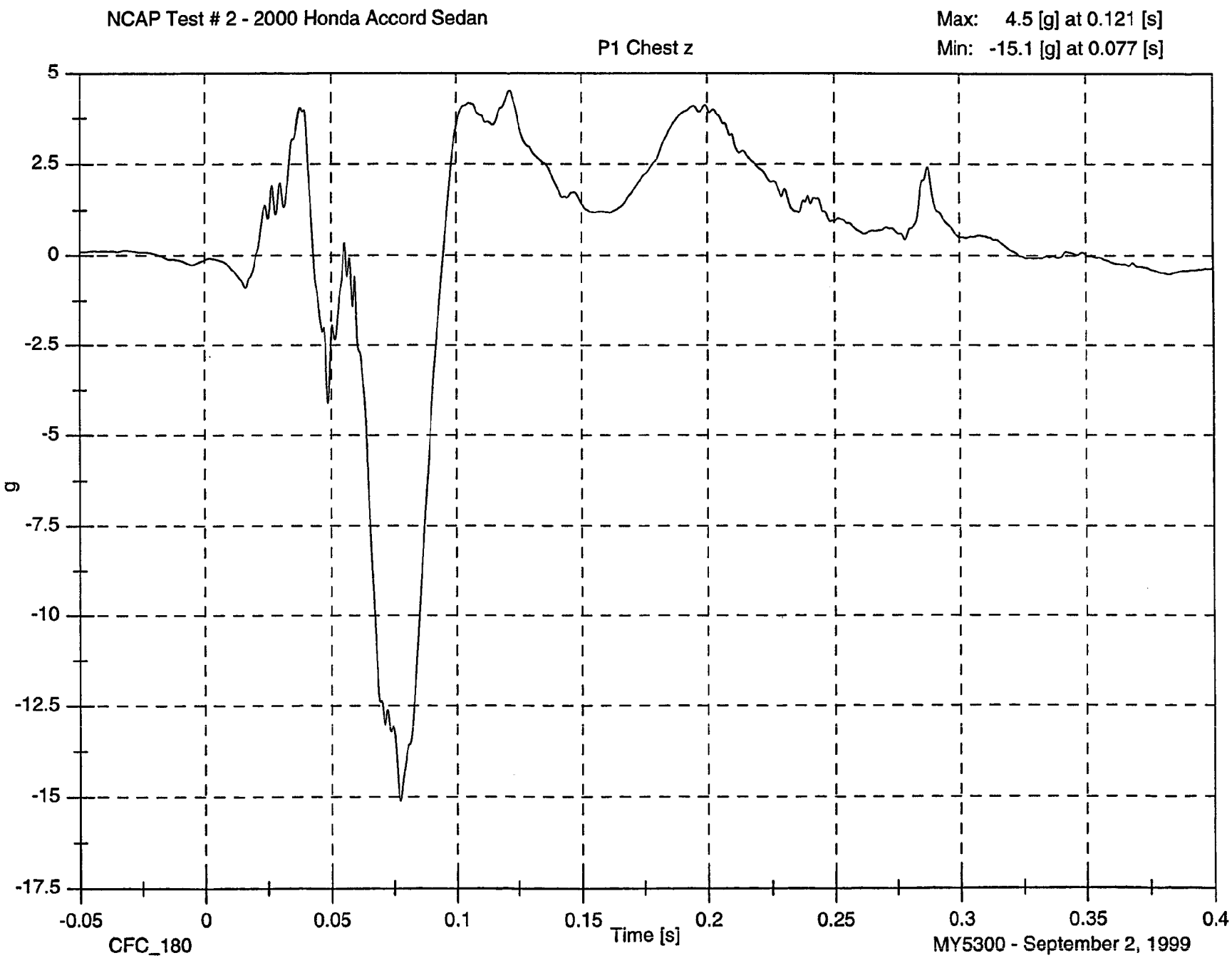

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck My
Max: 39.6 [N-m] at 0.059 [s]
Min: -14.4 [N-m] at 0.043 [s]
N-m
40
30
20
10
0
-10
-20
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

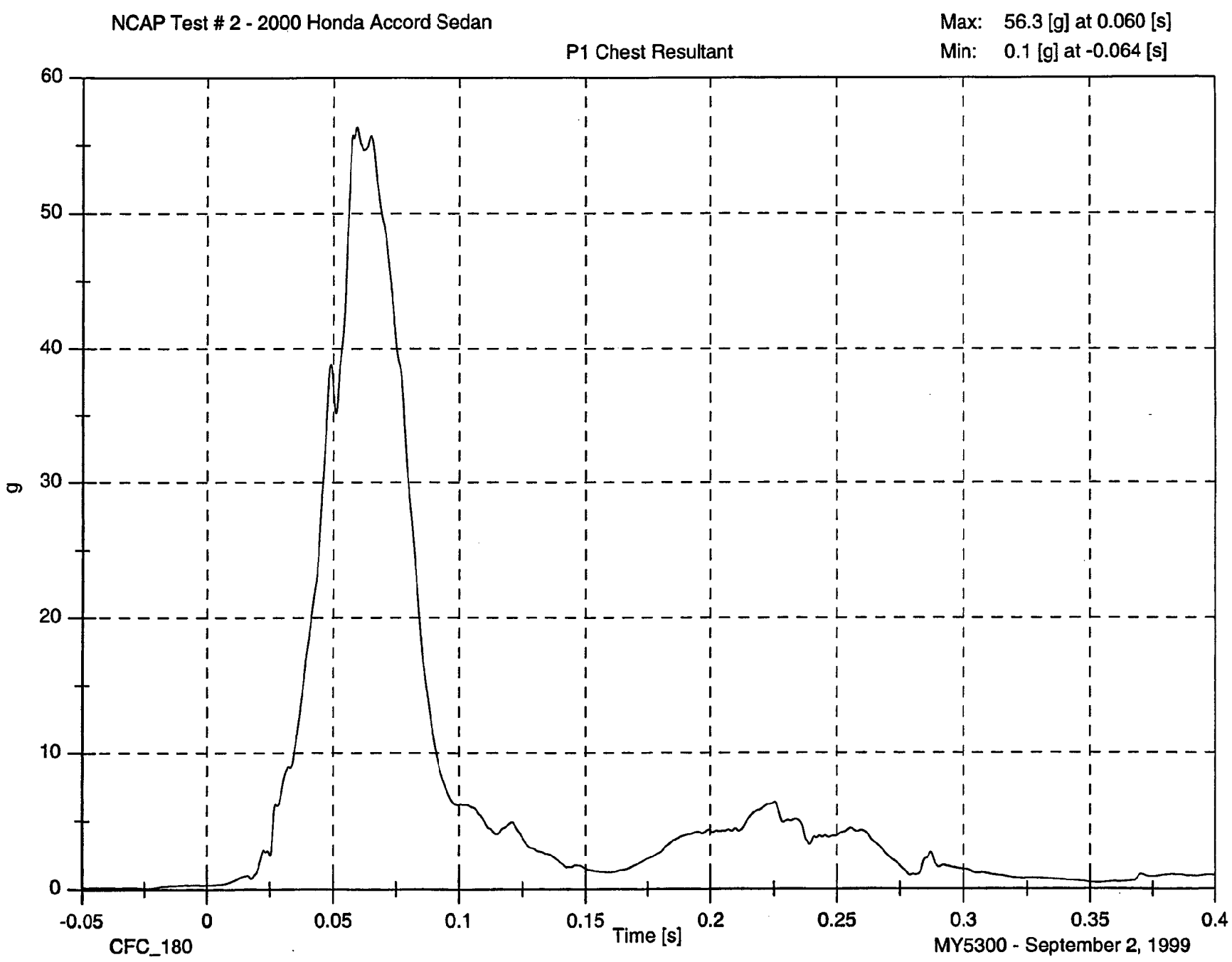

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck Mz
Max: 26.1 [N-m] at 0.085 [s]
Min: -9.4 [N-m] at 0.136 [s]
N-m
30
25
20
15
10
5
0
-5
-10
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

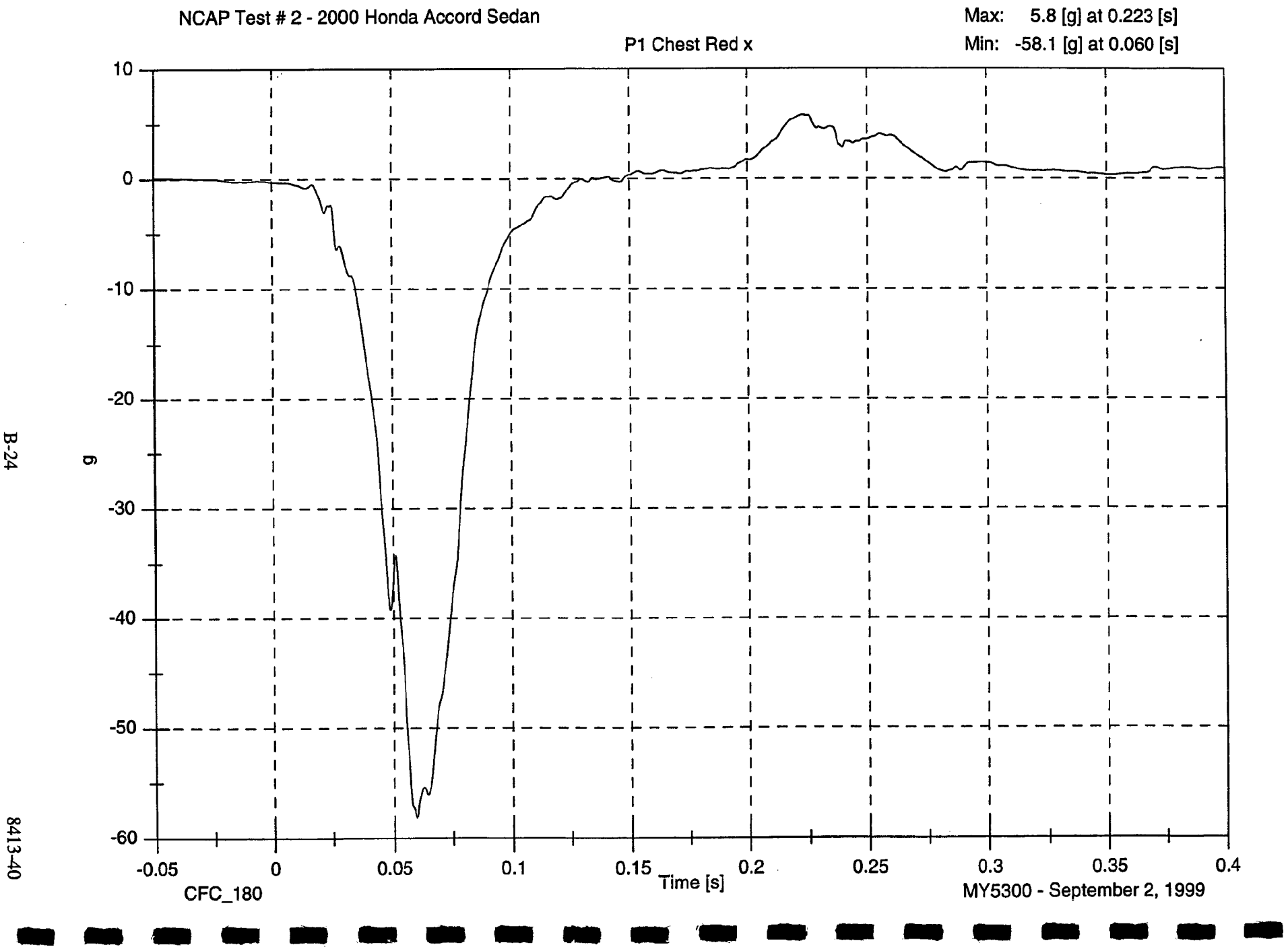

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Upper Neck M Resultant
Max: 43.3 [N-m] at 0.059 [s]
Min: 0.0 [N-m] at 0.351 [s]
N-m
50
40
30
20
10
0
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

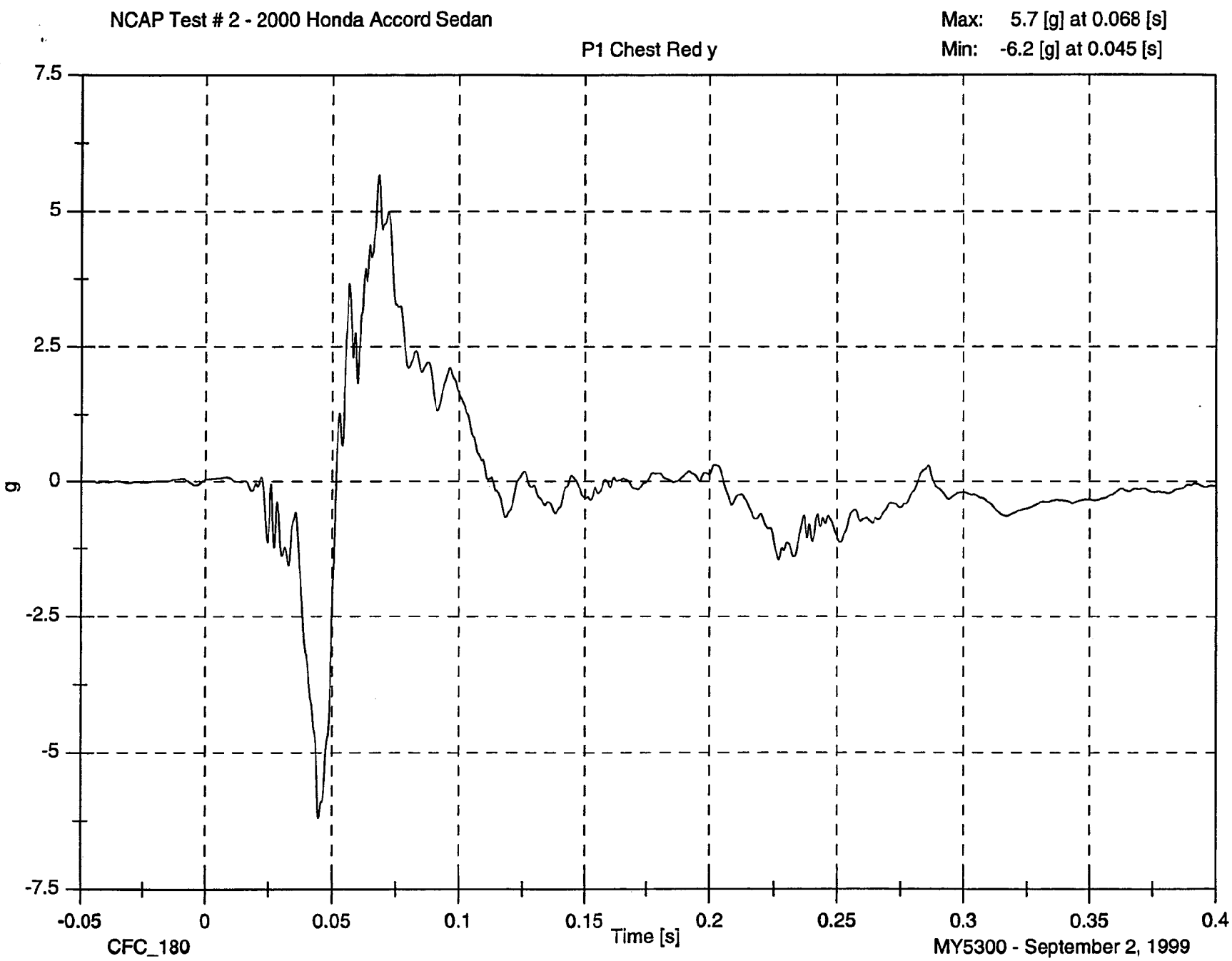

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest x
Max: 5.9 [g] at 0.225 [s]
Min: -56.3 [g] at 0.060 [s]
MY5300 - September 2, 1999
CFC_180
Time [s]
g
10
0
-10
-20
-30
-40
-50
-60
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4

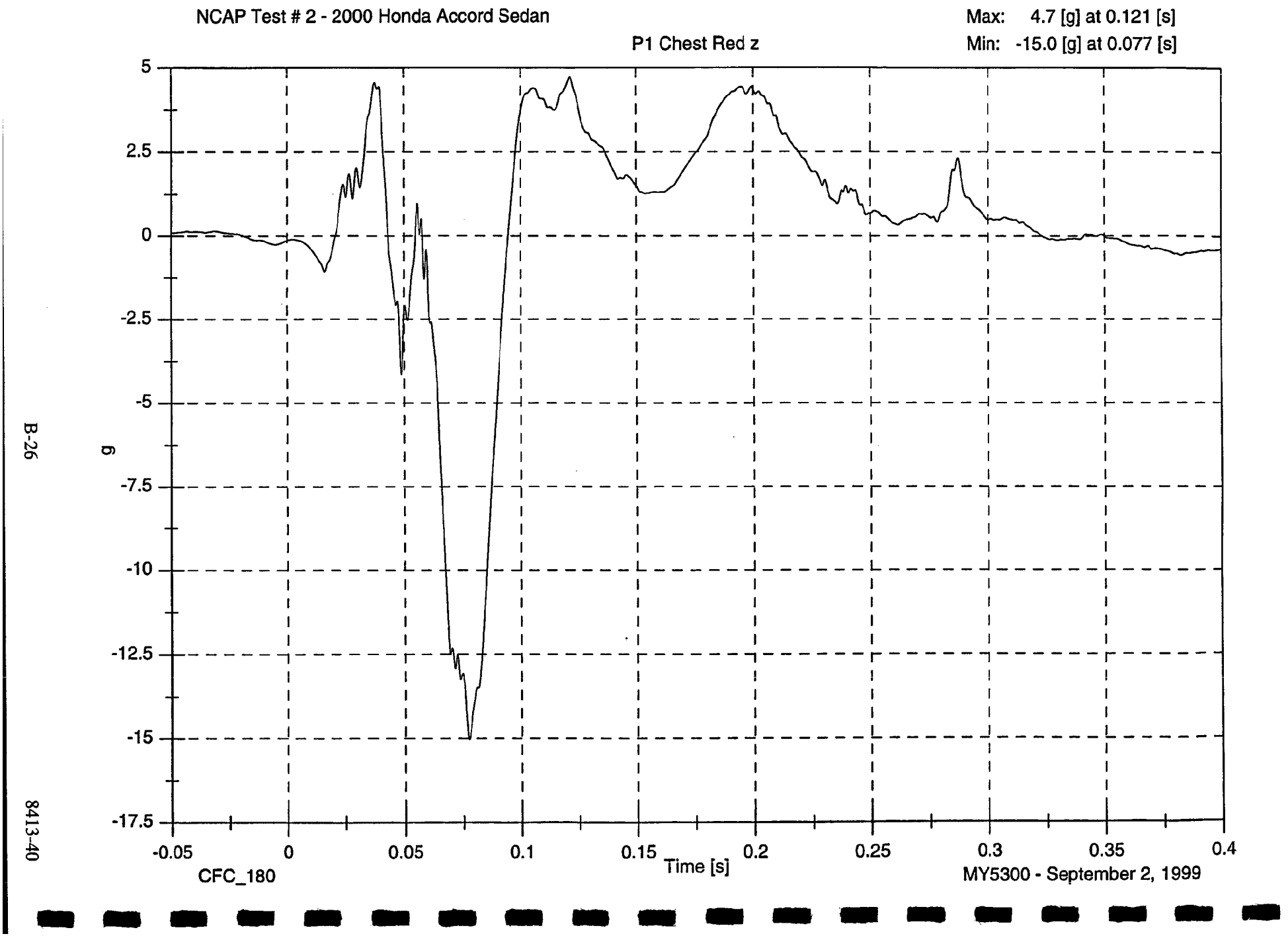

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest y
Max: 4.7 [g] at 0.068 [s]
Min: -6.6 [g] at 0.045 [s]
5
2.5
0
-2.5
-5
-7.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

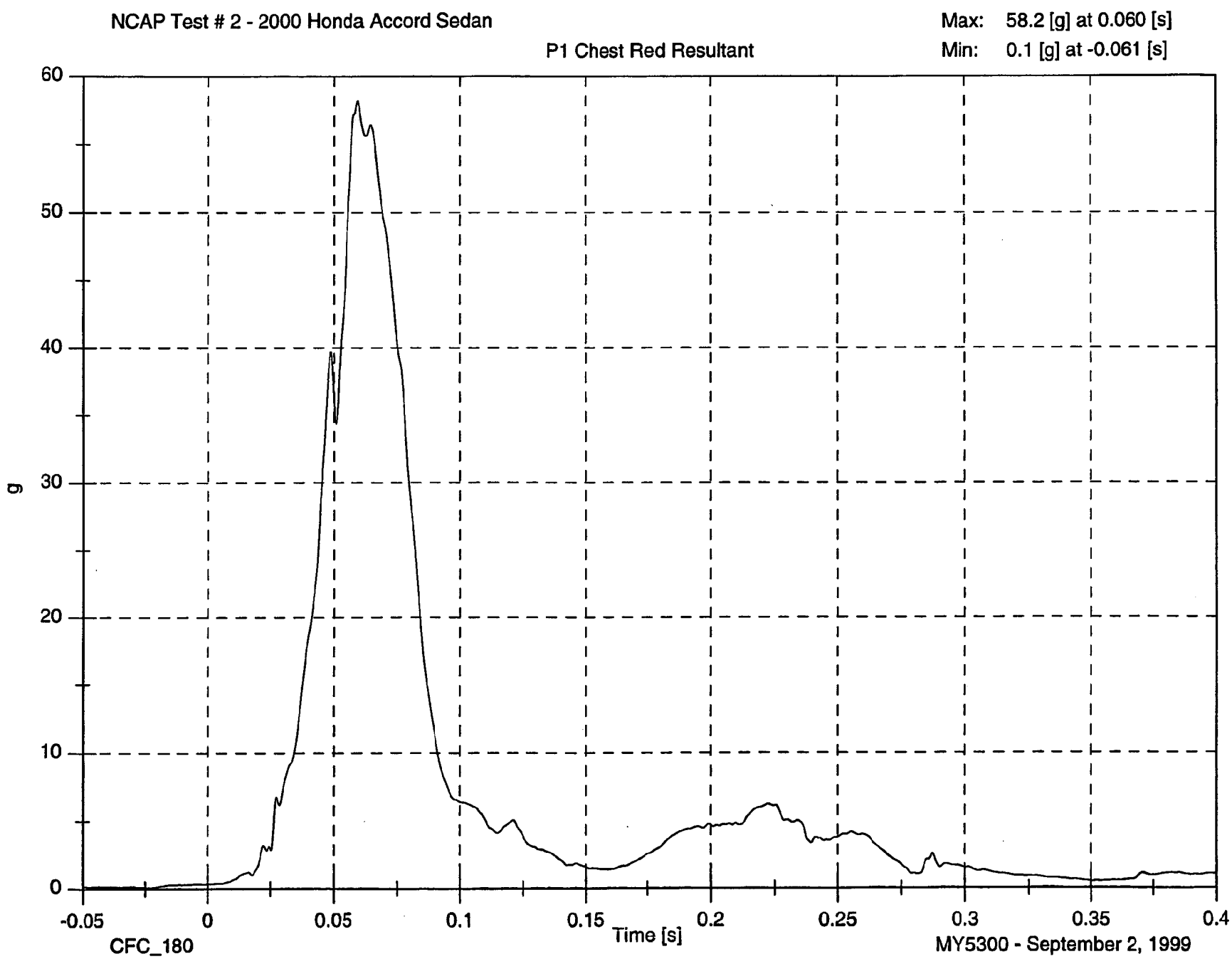

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest z
Max: 4.5 [g] at 0.121 [s]
Min: -15.1 [g] at 0.077 [s]
5
2.5
0
-2.5
-5
-7.5
-10
-12.5
-15
-17.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

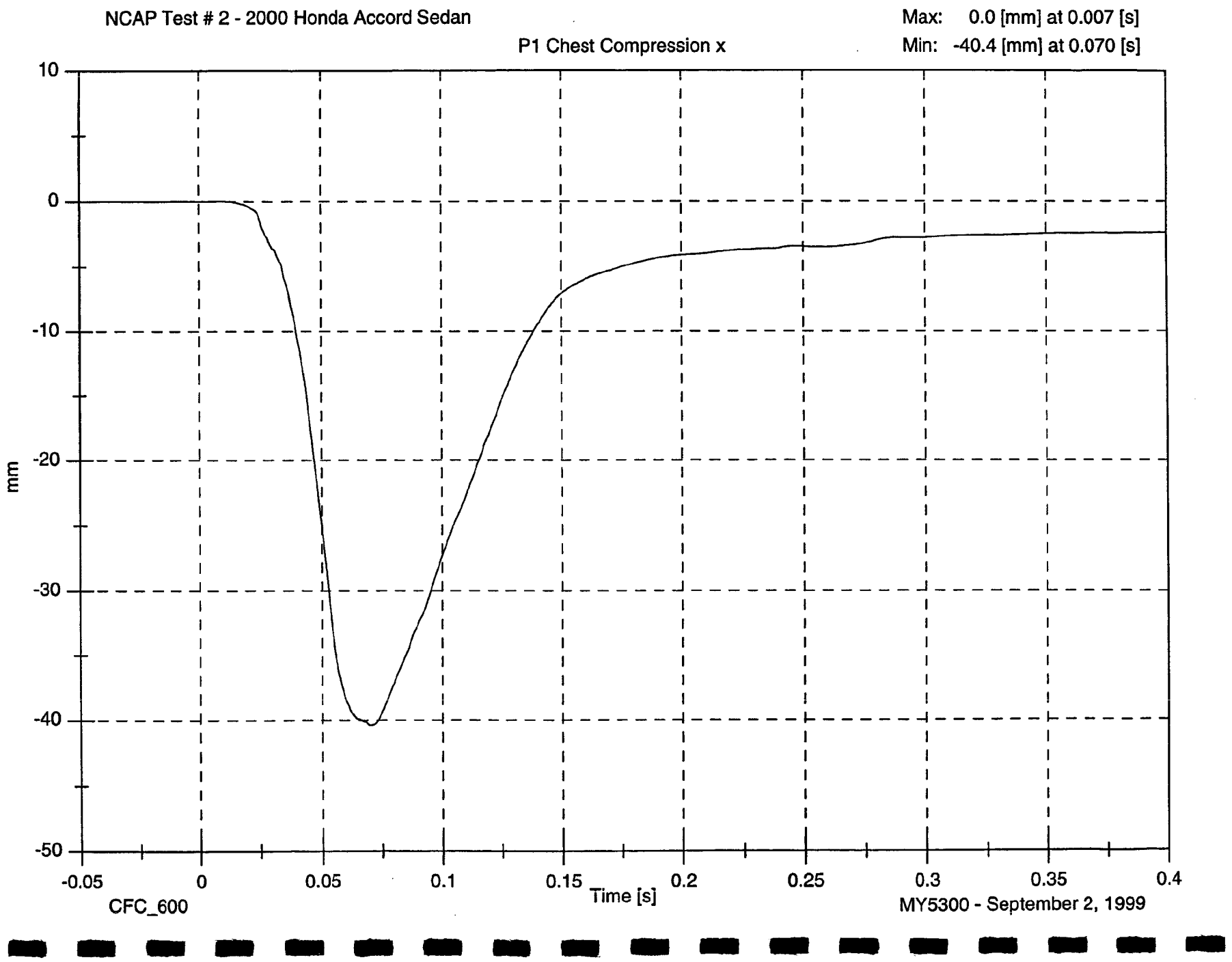

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Resultant
Max: 56.3 [g] at 0.060 [s]
Min: 0.1 [g] at -0.064 [s]
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

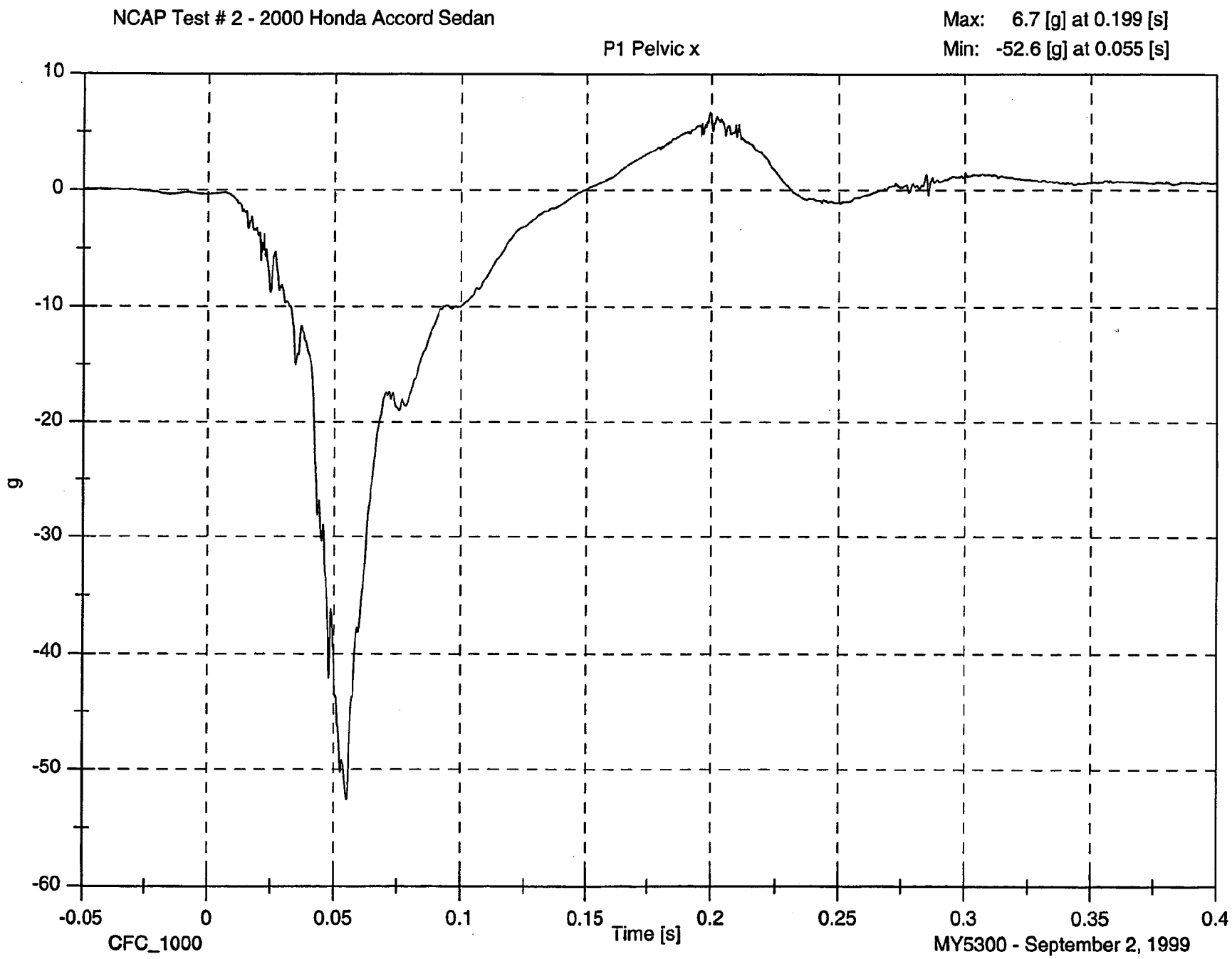

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Red x
Max: 5.8 [g] at 0.223 [s]
Min: -58.1 [g] at 0.060 [s]
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

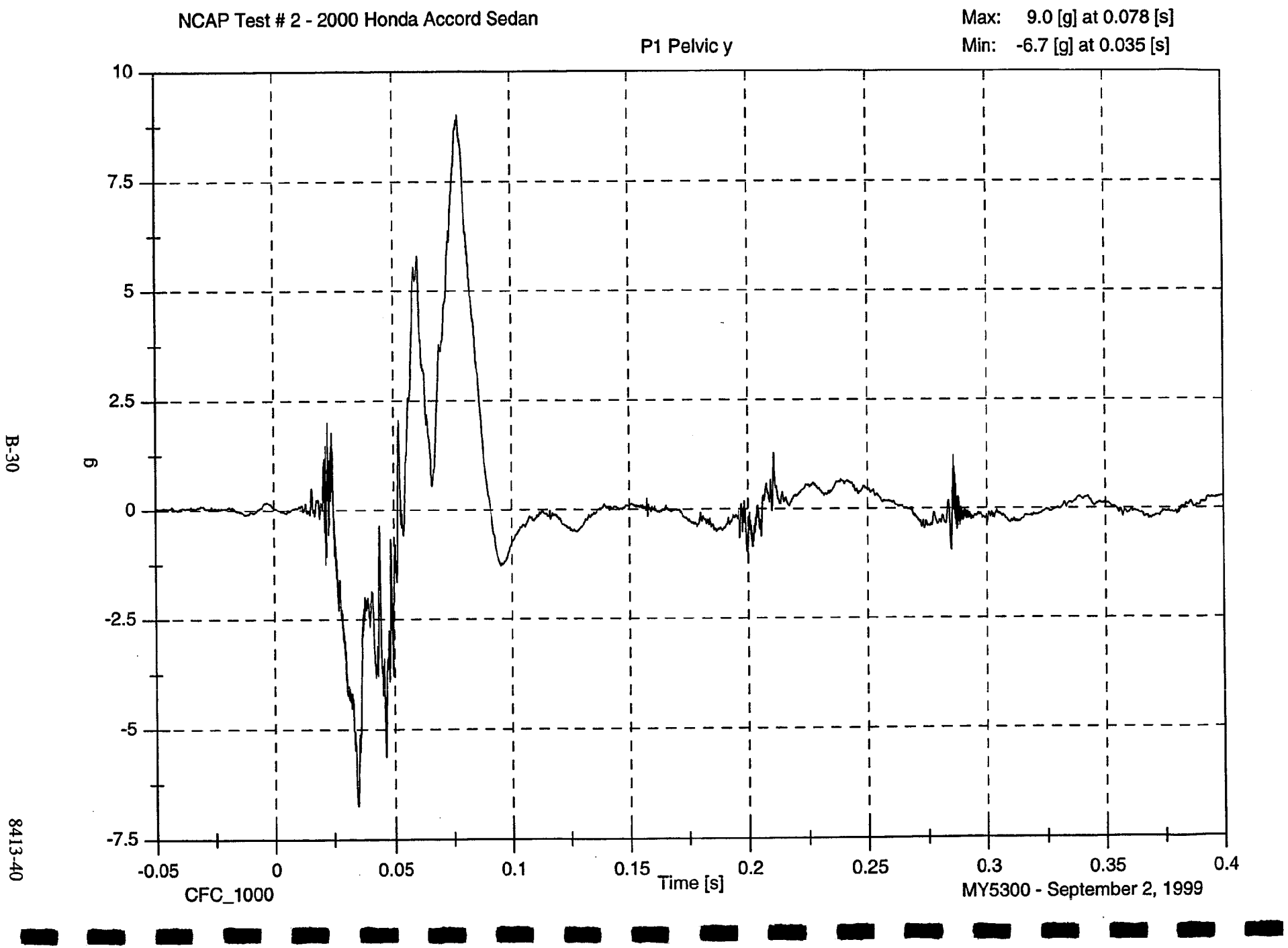

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Red y
Max: 5.7 [g] at 0.068 [s]
Min: -6.2 [g] at 0.045 [s]
7.5
5
2.5
0
-2.5
-5
-7.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

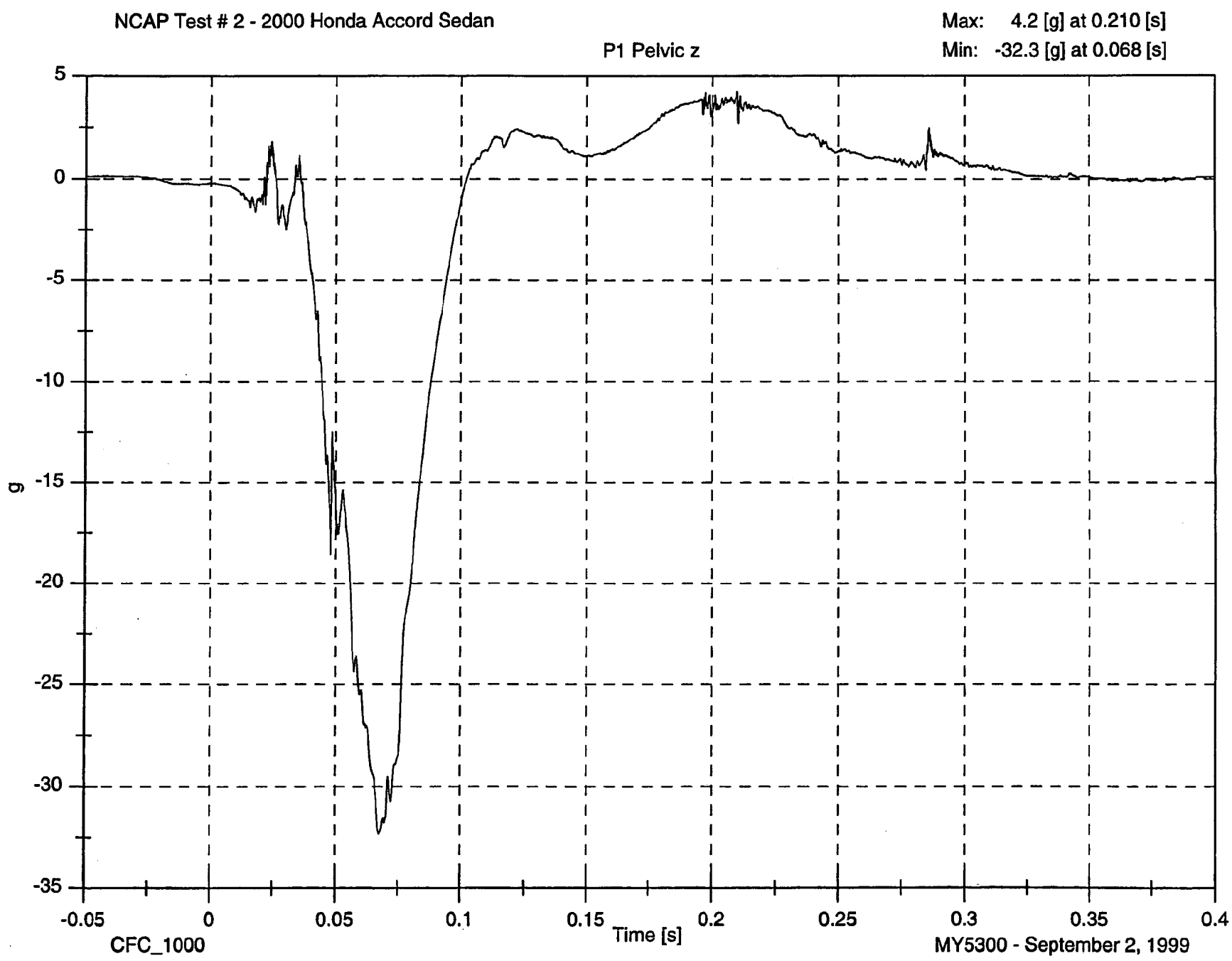

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Red z
Max: 4.7 [g] at 0.121 [s]
Min: -15.0 [g] at 0.077 [s]
5
2.5
0
-2.5
-5
-7.5
-10
-12.5
-15
-17.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

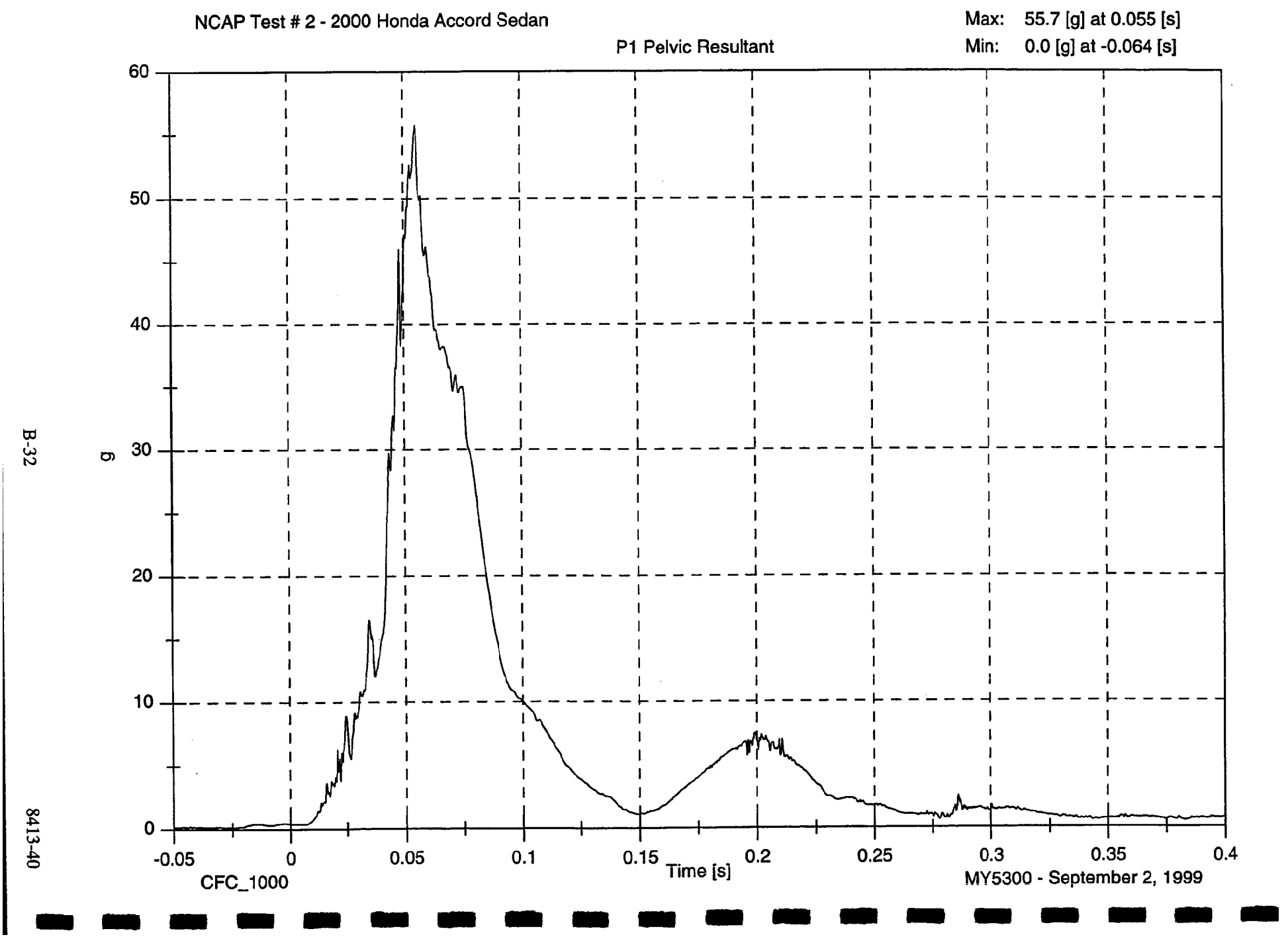

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Red Resultant
Max: 58.2 [g] at 0.060 [s]
Min: 0.1 [g] at -0.061 [s]
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

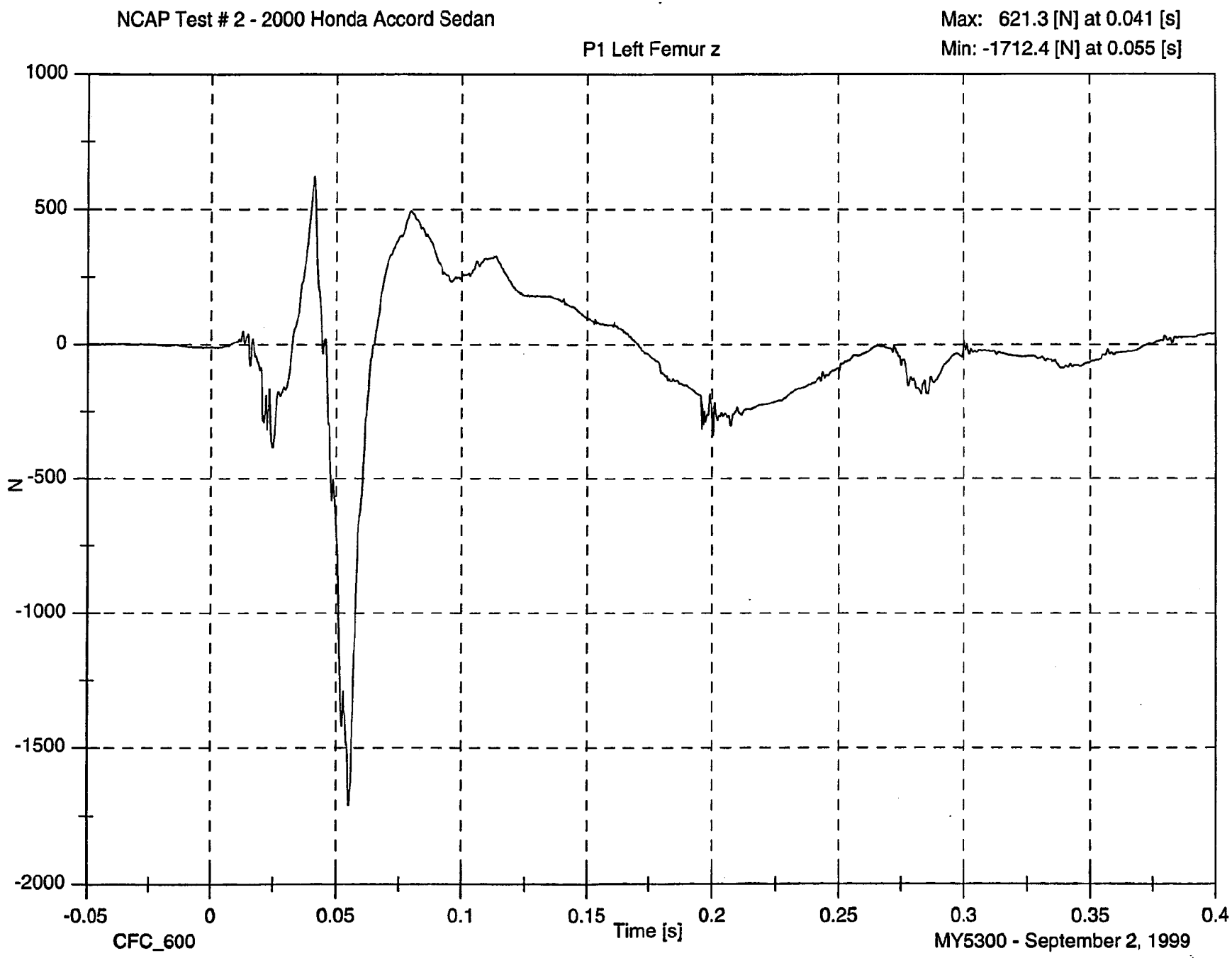

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Chest Compression x
Max: 0.0 [mm] at 0.007 [s]
Min: -40.4 [mm] at 0.070 [s]
10
0
-10
-20
-30
-40
-50
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

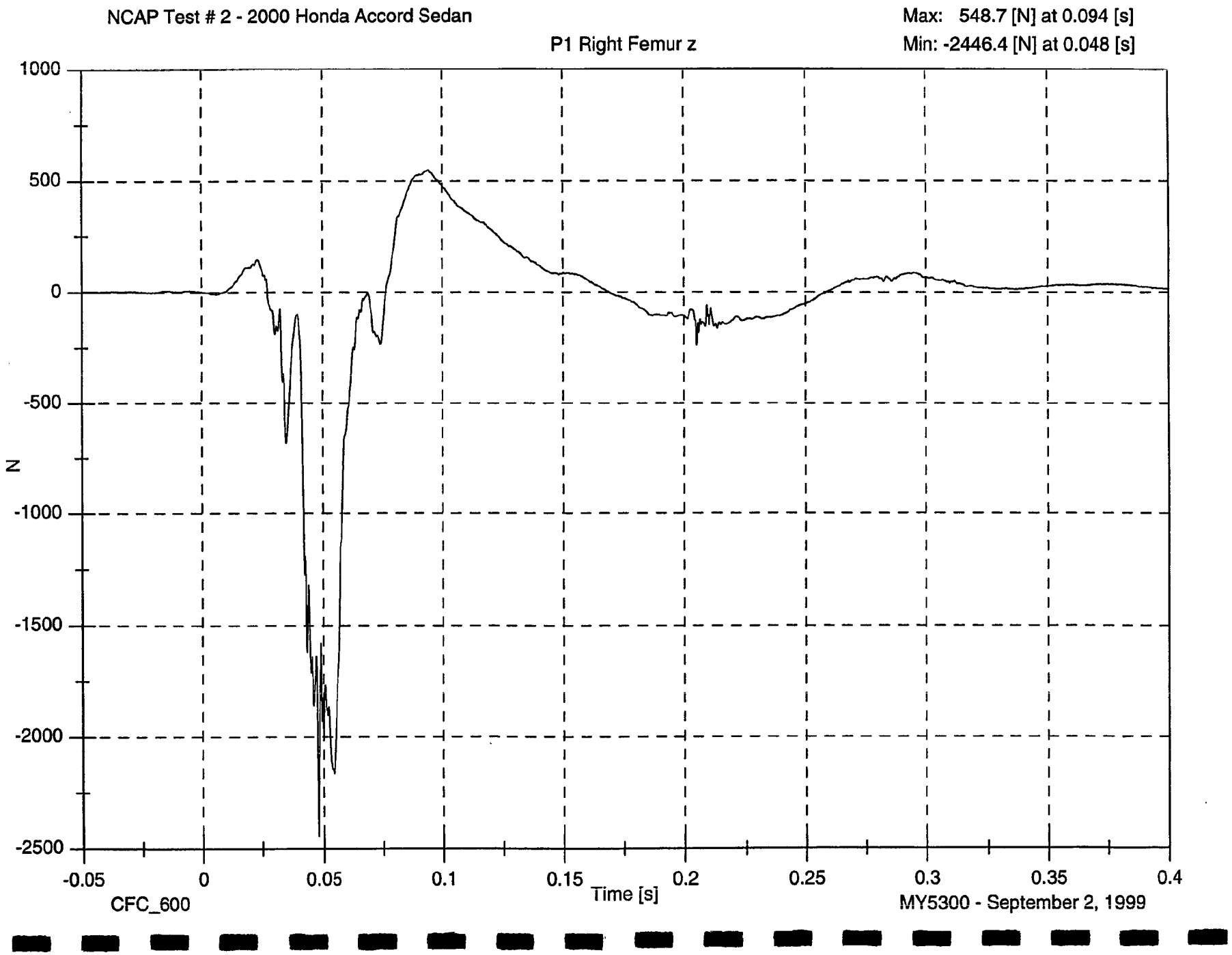

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Pelvic x
Max: 6.7 [g] at 0.199 [s]
Min: -52.6 [g] at 0.055 [s]
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

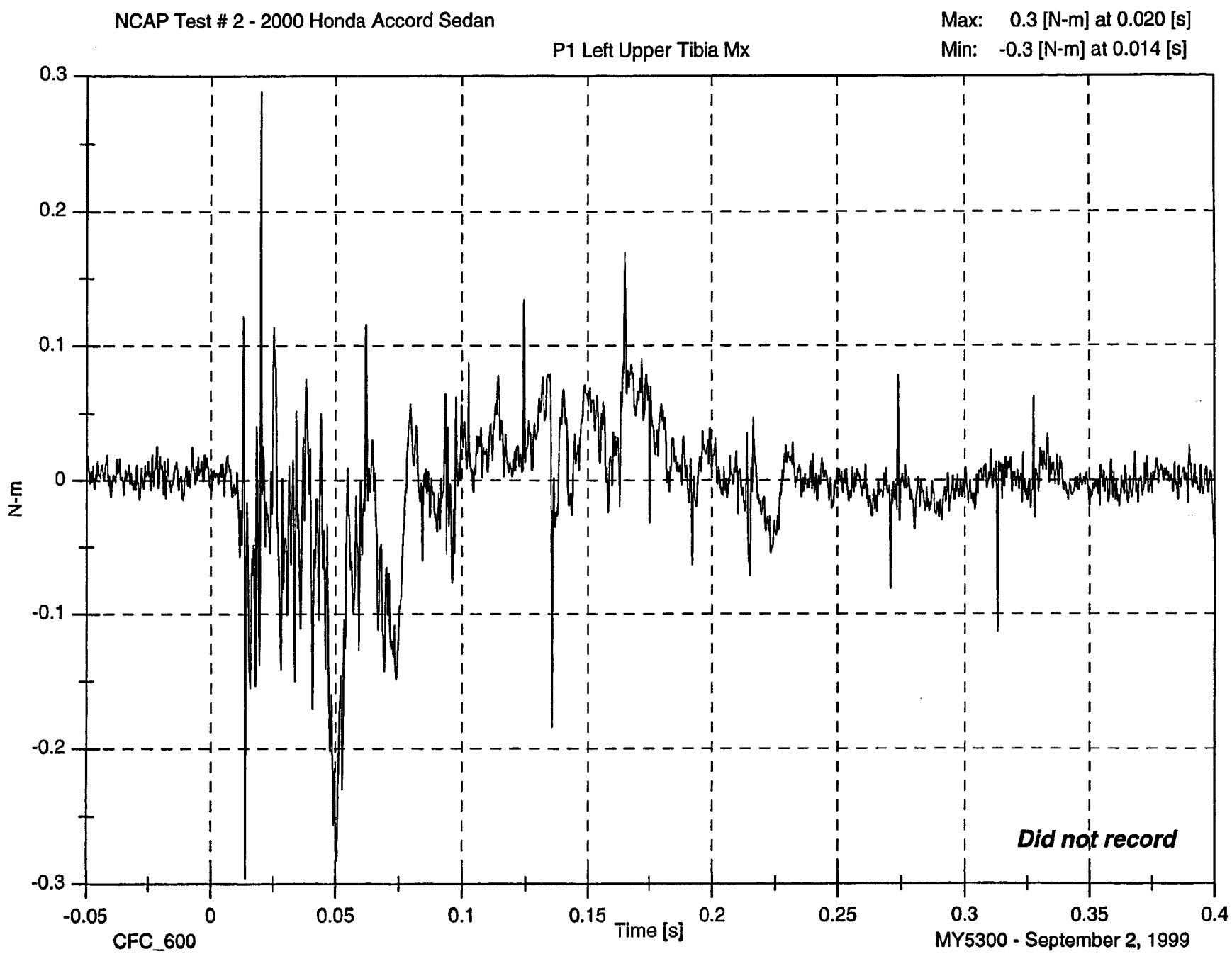

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Pelvic y
Max: 9.0 [g] at 0.078 [s]
Min: -6.7 [g] at 0.035 [s]
10
7.5
5
2.5
0
-2.5
-5
-7.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

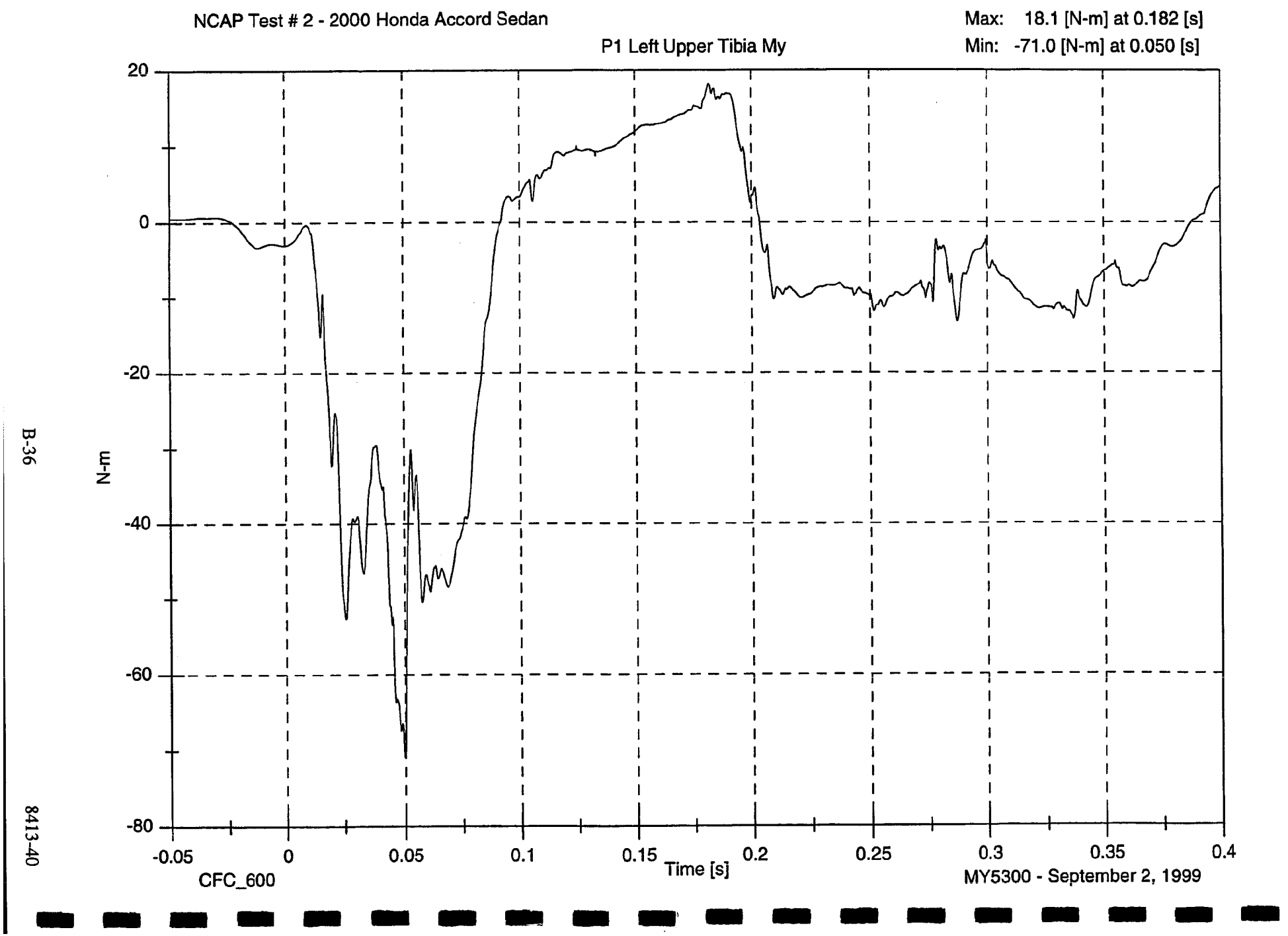

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Pelvic z
Max: 4.2 [g] at 0.210 [s]
Min: -32.3 [g] at 0.068 [s]
5
0
-5
-10
-15
-20
-25
-30
-35
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

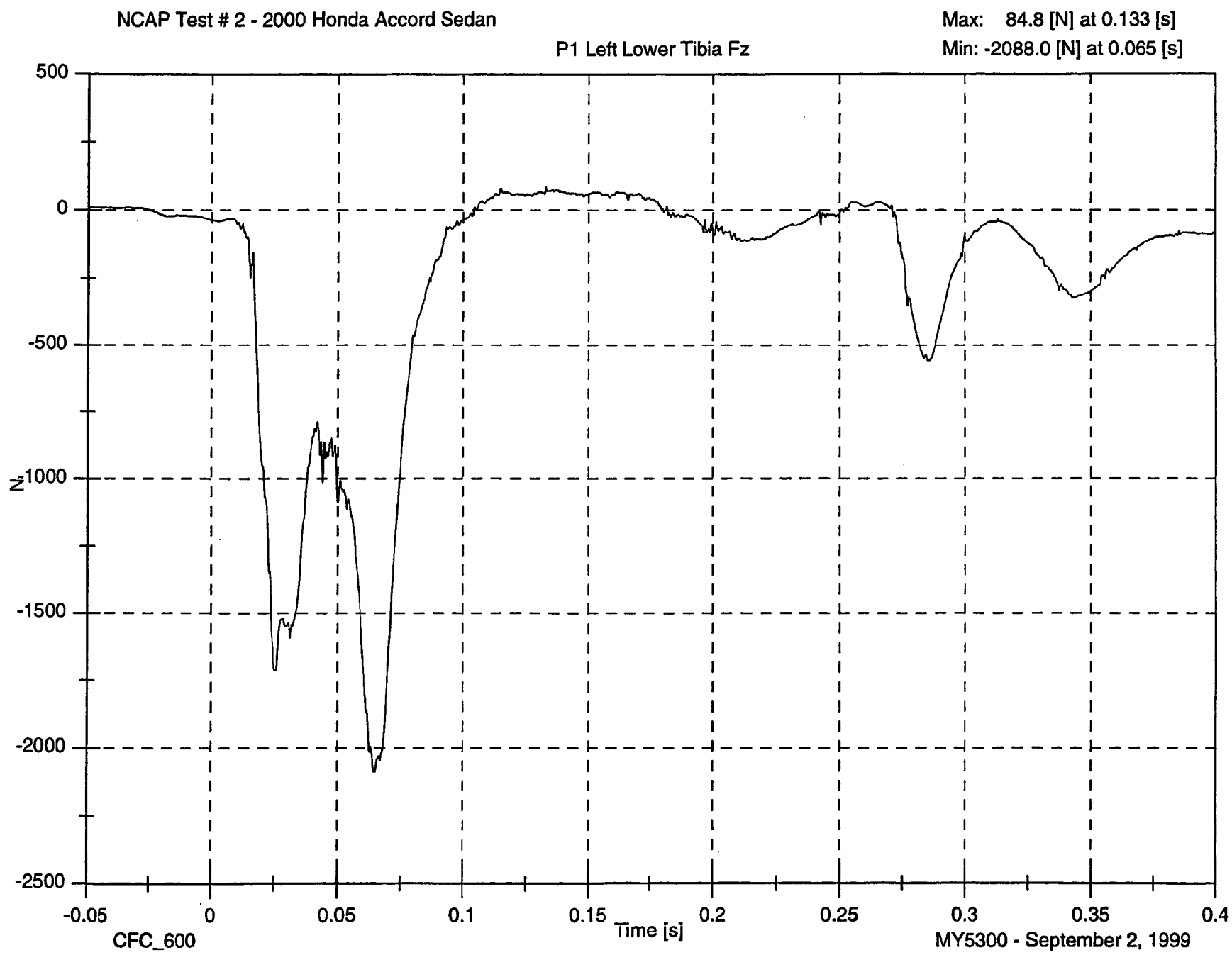

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Pelvic Resultant
Max: 55.7 [g] at 0.055 [s]
Min: 0.0 [g] at -0.064 [s]
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

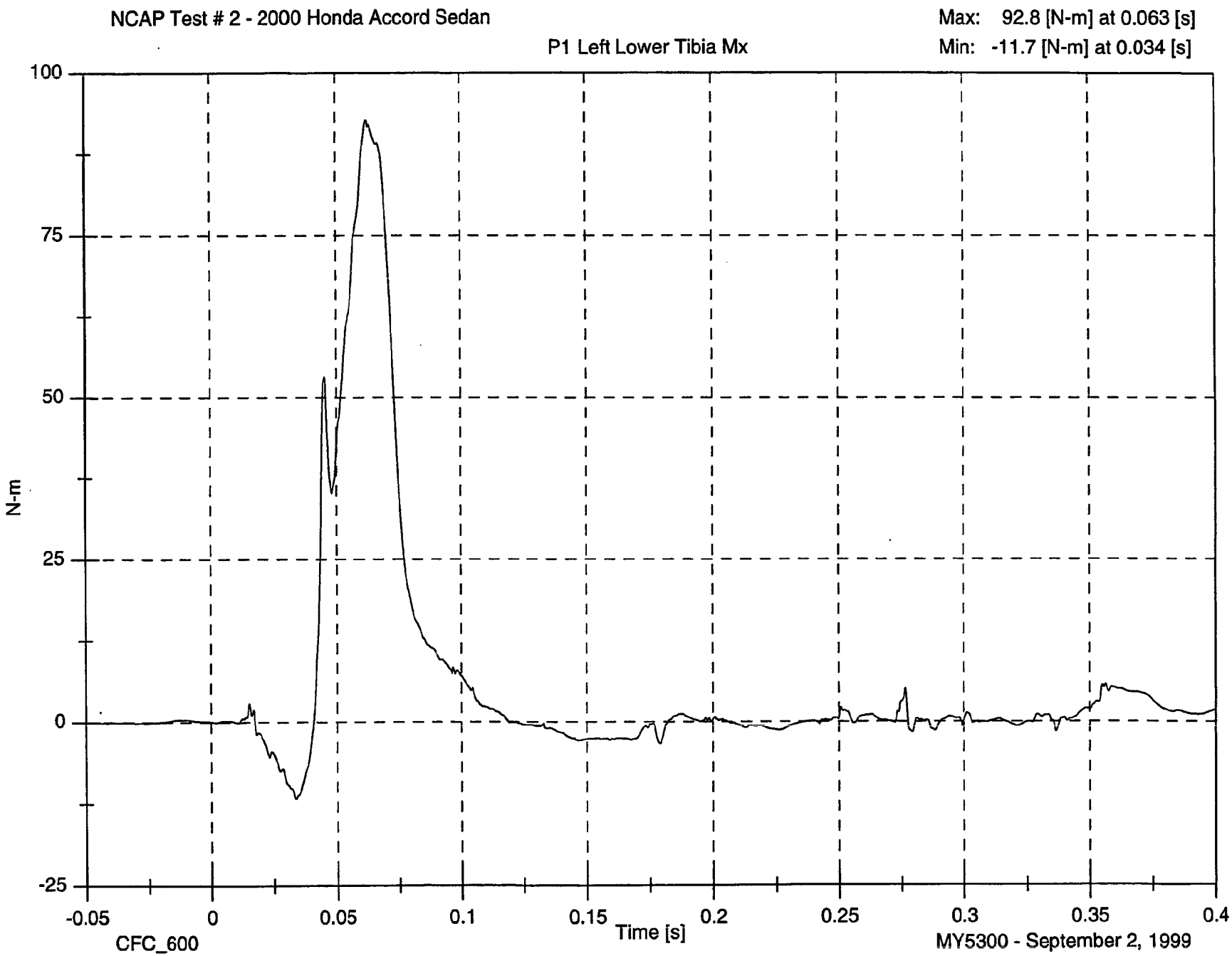

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Femur z
Max: 621.3 [N] at 0.041 [s]
Min: -1712.4 [N] at 0.055 [s]
1000
500
0
-500
-1000
-1500
-2000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

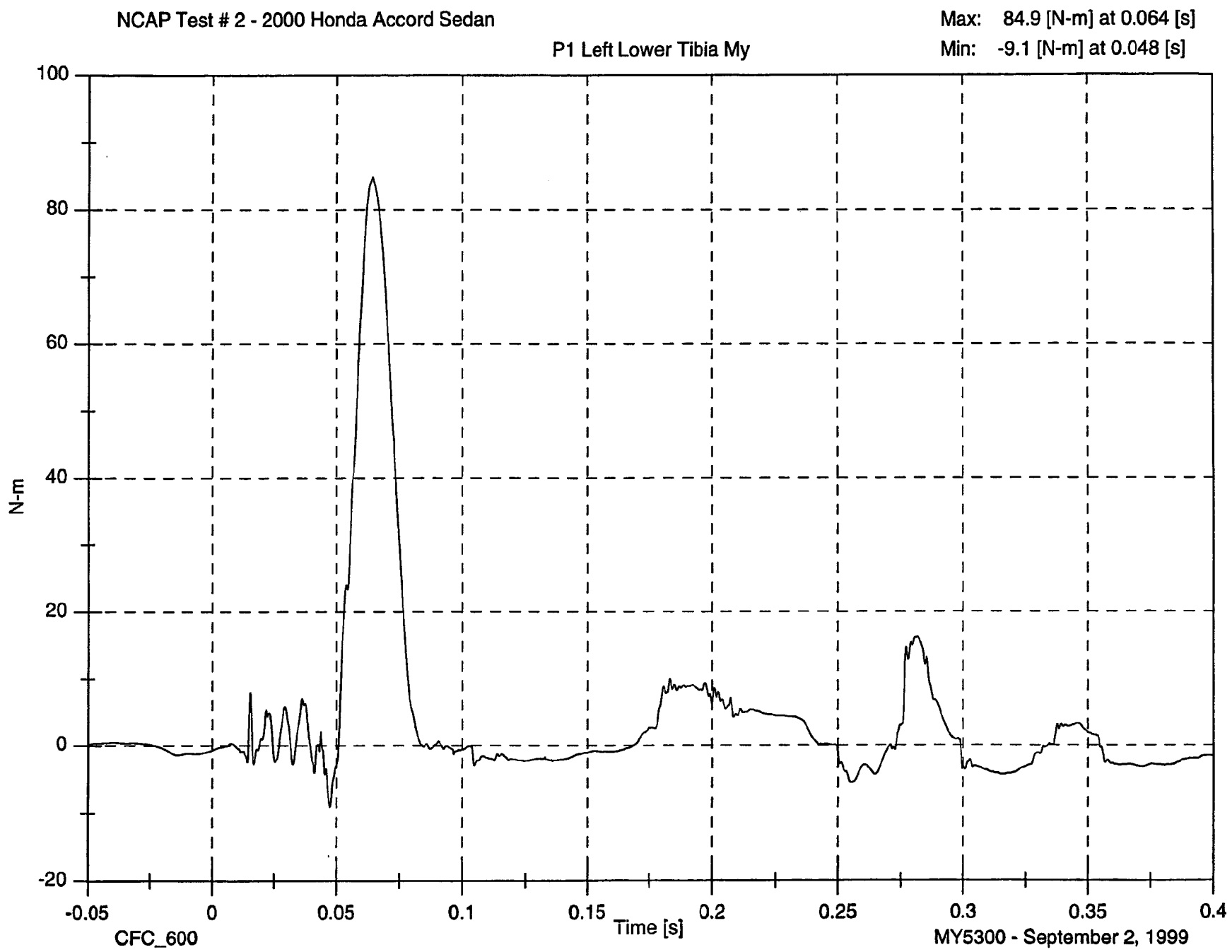

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Femur z
Max: 548.7 [N] at 0.094 [s]
Min: -2446.4 [N] at 0.048 [s]
1000
500
0
-500
-1000
-1500
-2000
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

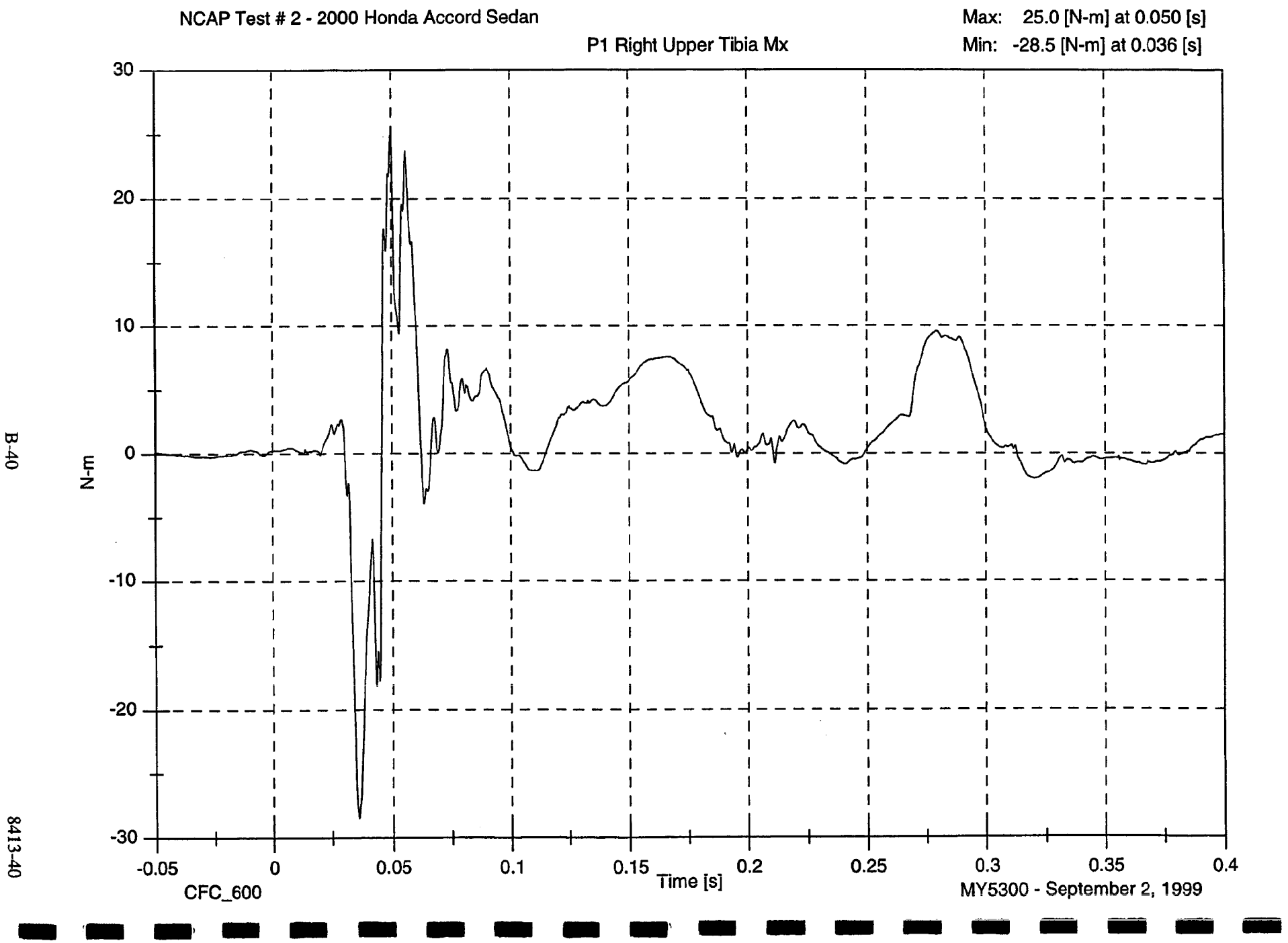

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Upper Tibia Mx
Max: 0.3 [N-m] at 0.020 [s]
Min: -0.3 [N-m] at 0.014 [s]
0.3
0.2
0.1
0
-0.1
-0.2
-0.3
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999
Did not record

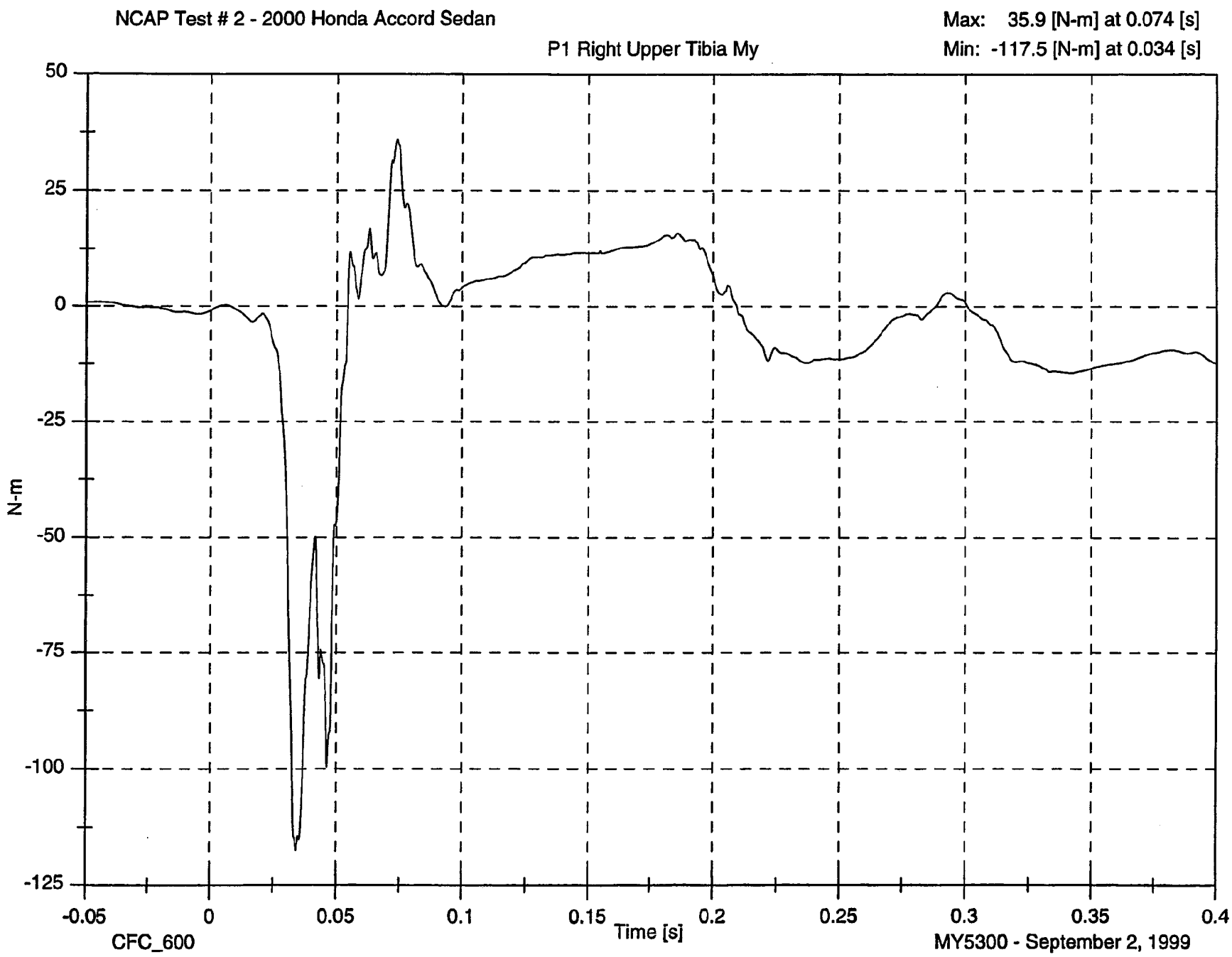

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Upper Tibia My
Max: 18.1 [N-m] at 0.182 [s]
Min: -71.0 [N-m] at 0.050 [s]
20
0
-20
-40
-60
-80
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

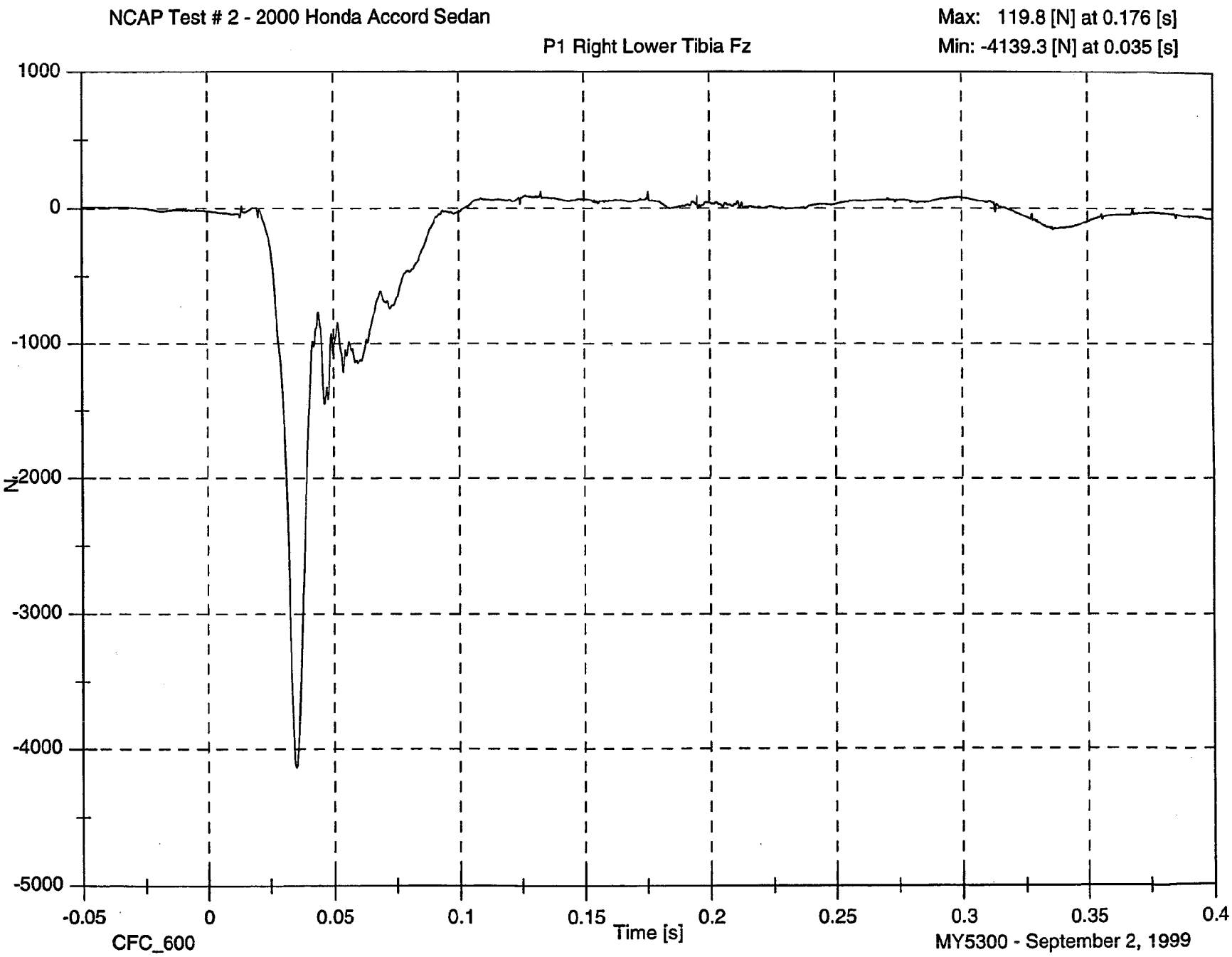

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Lower Tibia Fz
Max: 84.8 [N] at 0.133 [s]
Min: -2088.0 [N] at 0.065 [s]
500
0
-500
-1000
-1500
-2000
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

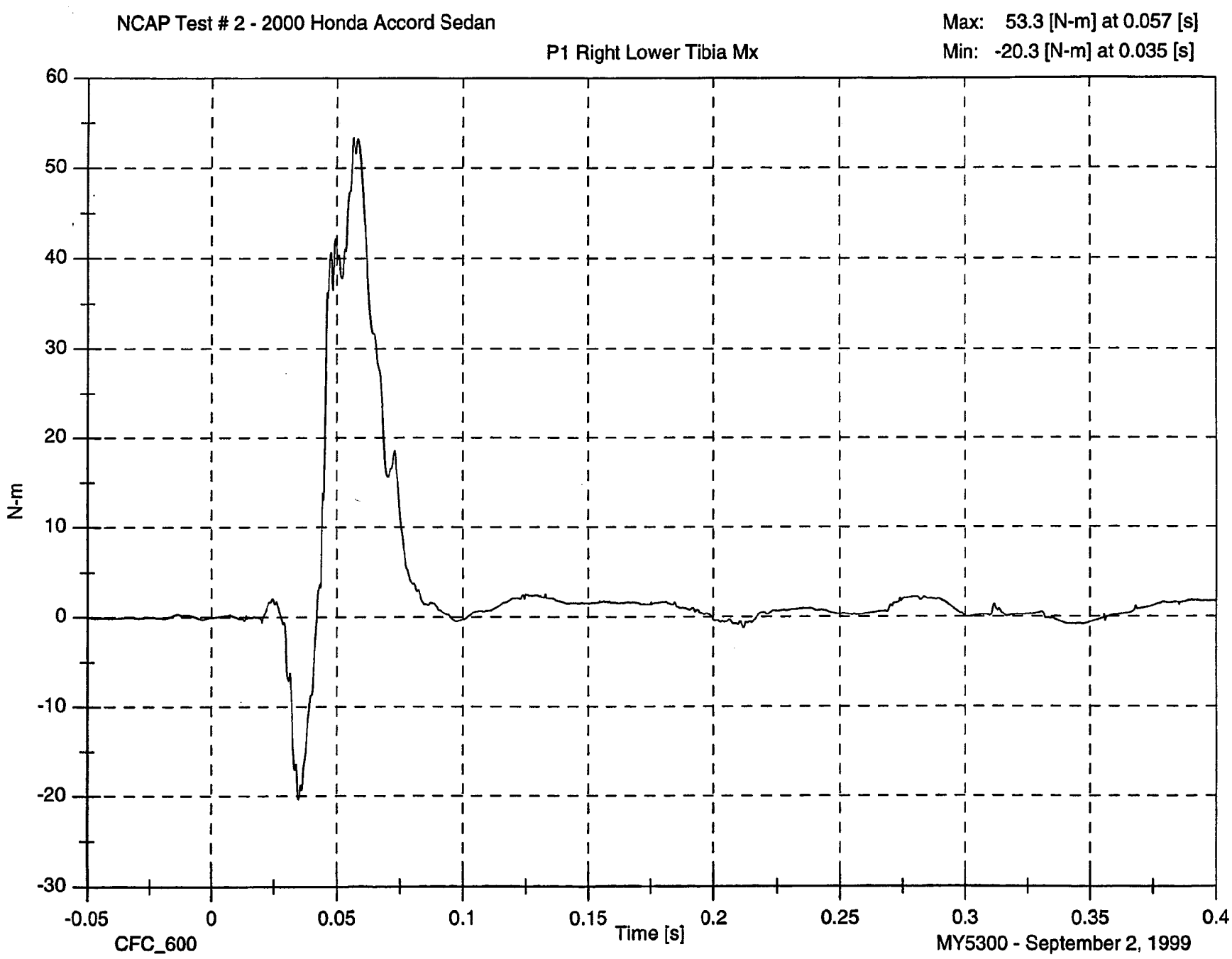

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Lower Tibia Mx
Max: 92.8 [N-m] at 0.063 [s]
Min: -11.7 [N-m] at 0.034 [s]
100
75
50
25
0
-25
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

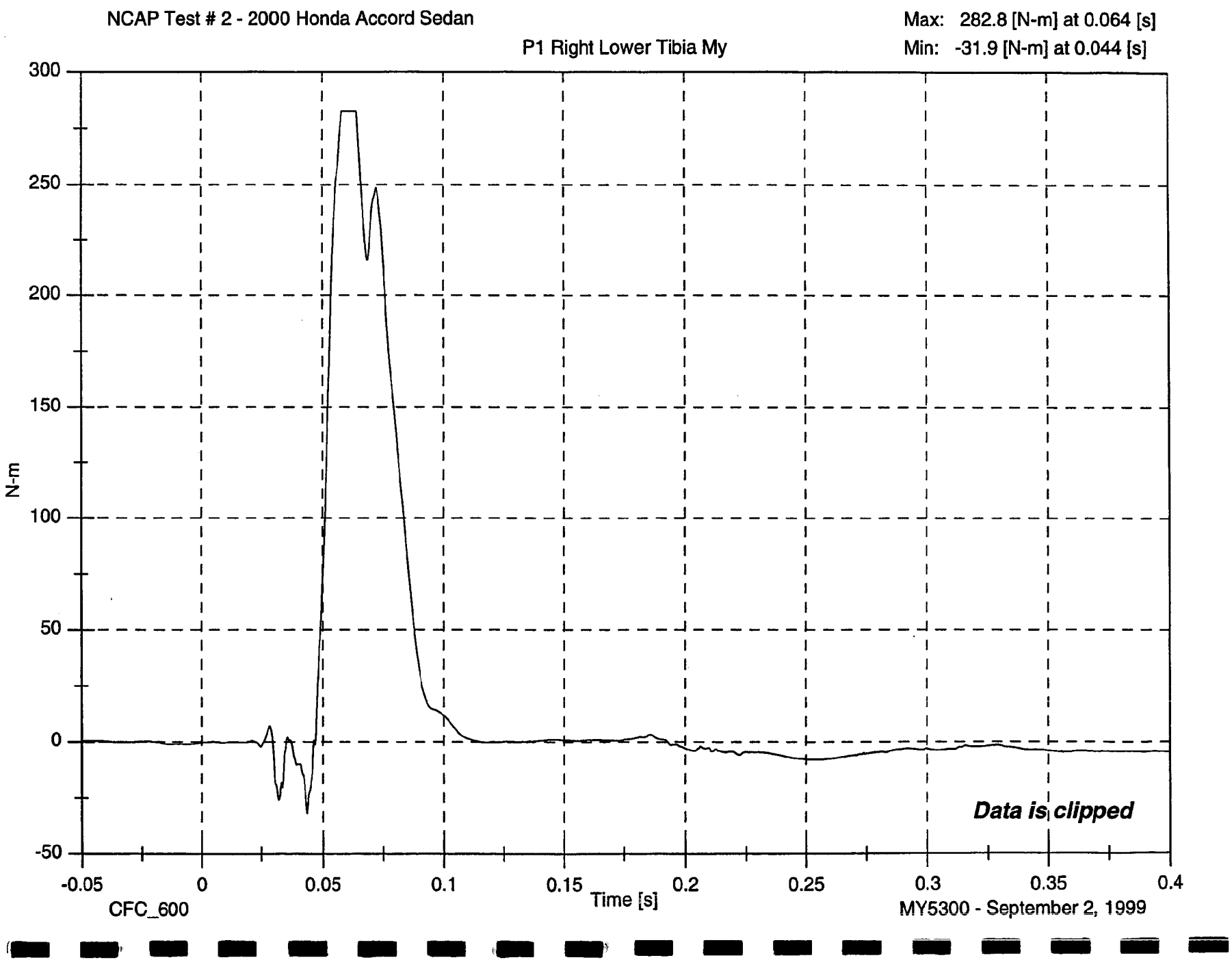

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Lower Tibia My
Max: 84.9 [N-m] at 0.064 [s]
Min: -9.1 [N-m] at 0.048 [s]
100
80
60
40
20
0
-20
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

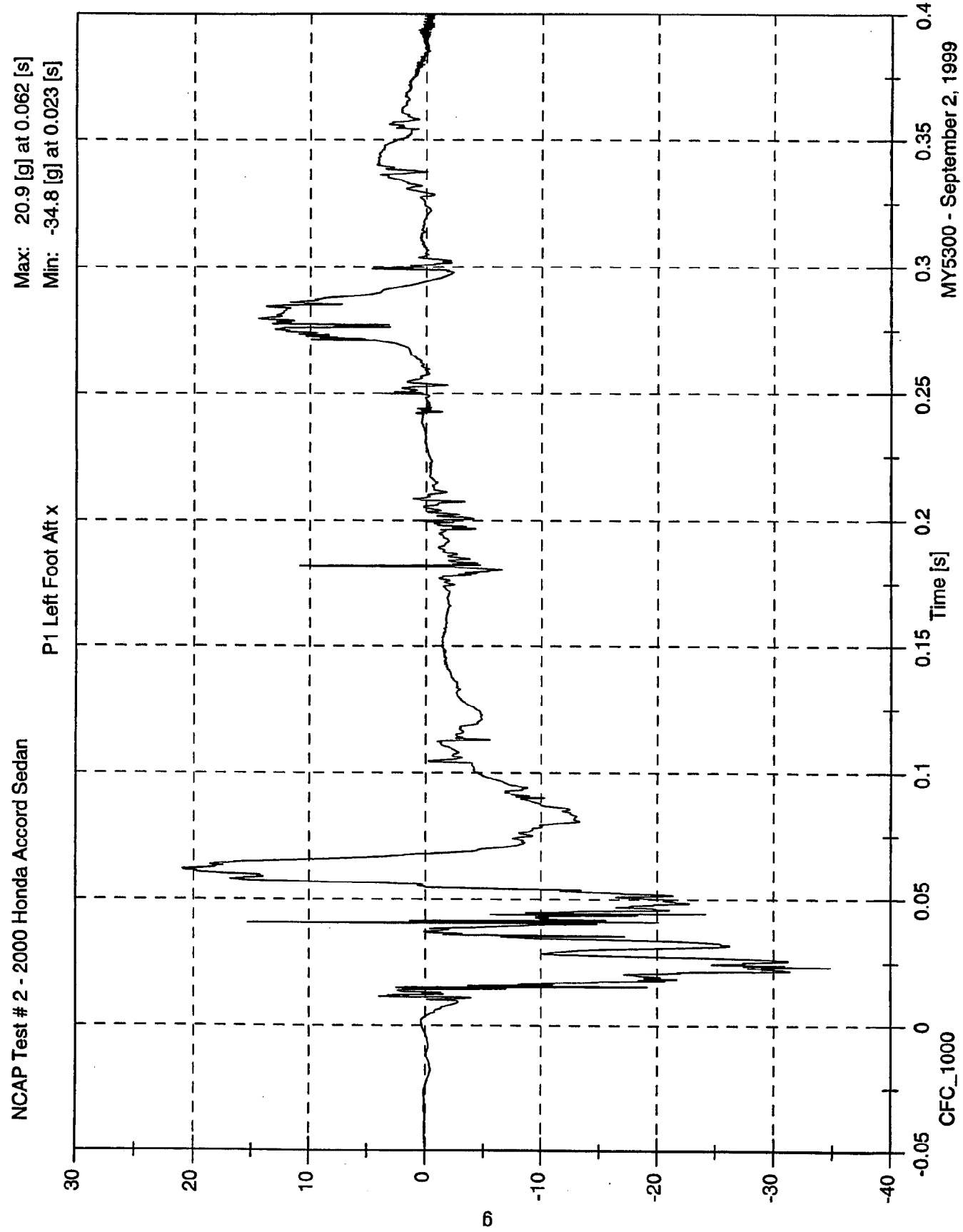

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Upper Tibia Mx
Max: 25.0 [N-m] at 0.050 [s]
Min: -28.5 [N-m] at 0.036 [s]
30
20
10
0
-10
-20
-30
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

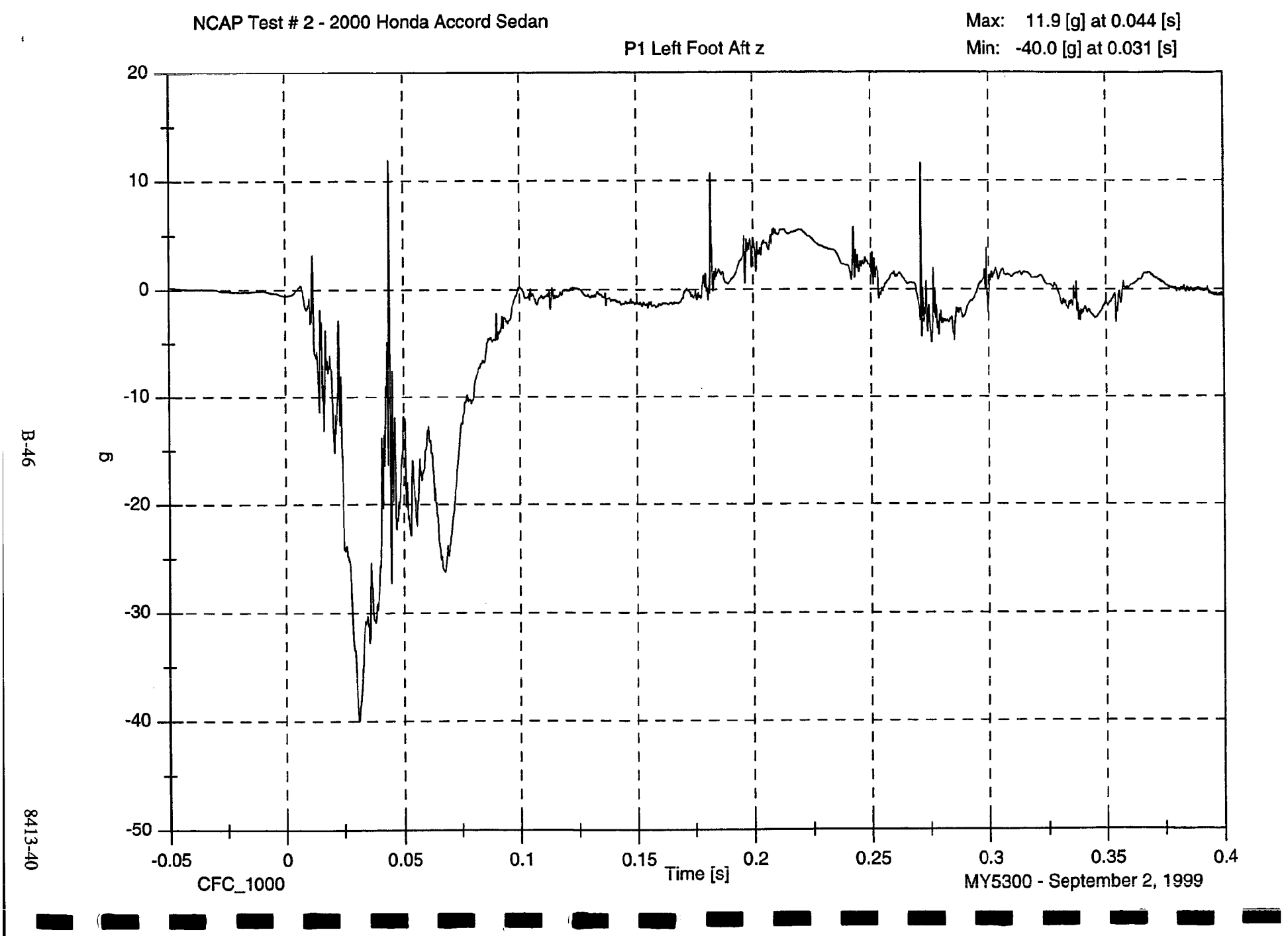

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Upper Tibia My
Max: 35.9 [N-m] at 0.074 [s]
Min: -117.5 [N-m] at 0.034 [s]
50
25
0
-25
-50
-75
-100
-125
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

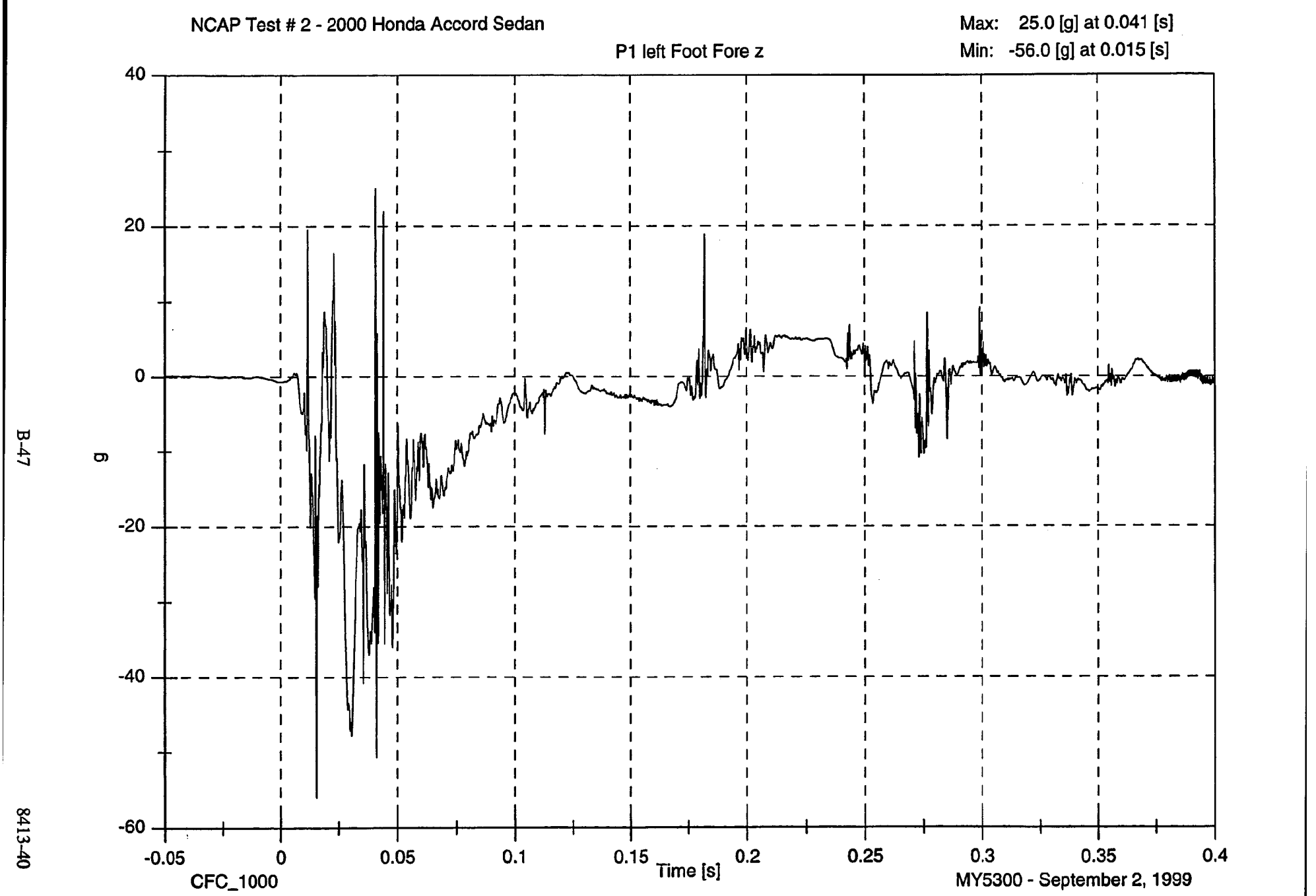

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Lower Tibia Fz
Max: 119.8 [N] at 0.176 [s]
Min: -4139.3 [N] at 0.035 [s]
1000
0
-1000
-2000
-3000
-4000
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

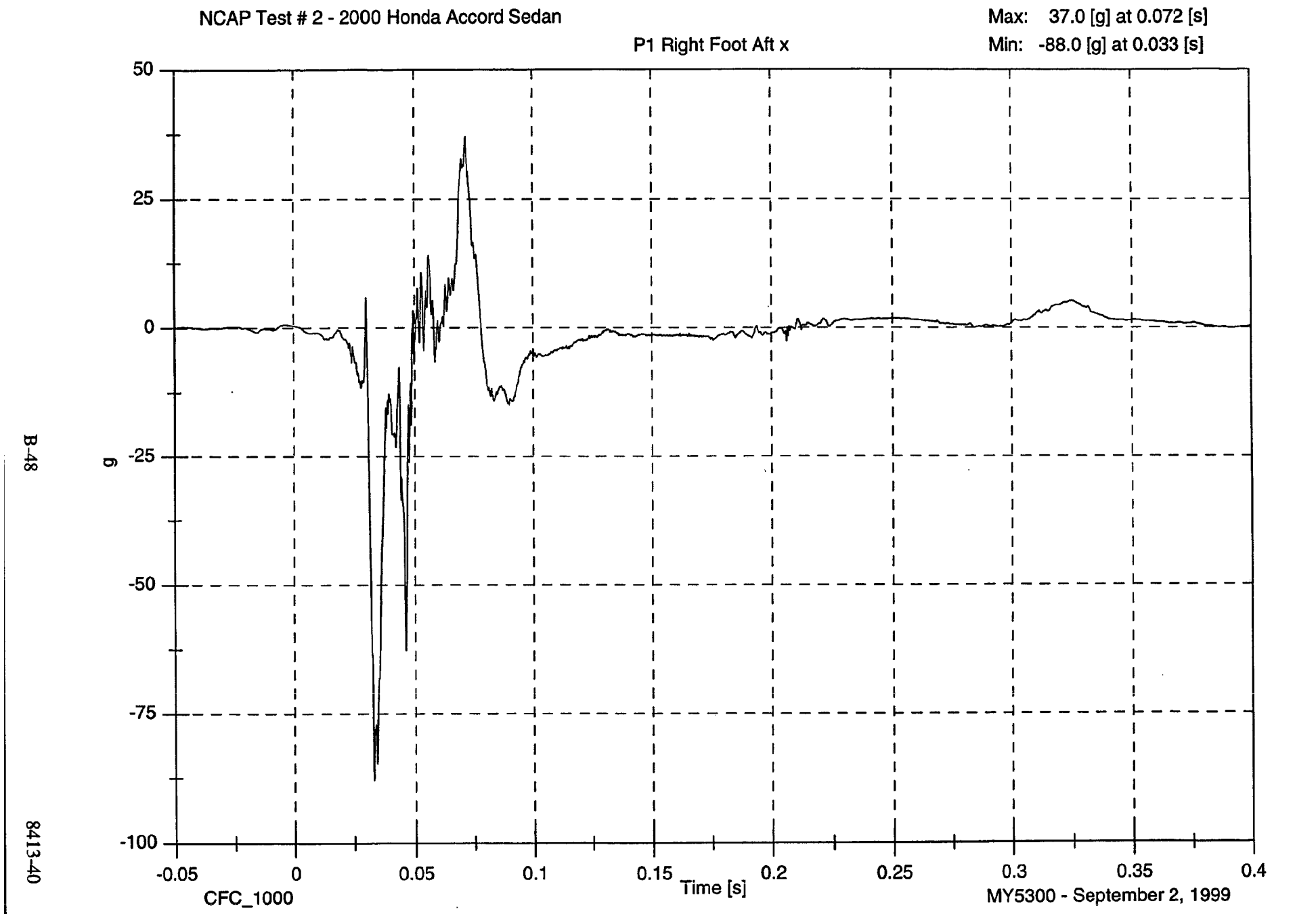

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Lower Tibia Mx
Max: 53.3 [N-m] at 0.057 [s]
Min: -20.3 [N-m] at 0.035 [s]
N-m
60
50
40
30
20
10
0
-10
-20
-30
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Lower Tibia My
Max: 282.8 [N-m] at 0.064 [s]
Min: -31.9 [N-m] at 0.044 [s]
300
250
200
150
100
50
0
-50
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Data is clipped
CFC_600
MY5300 - September 2, 1999

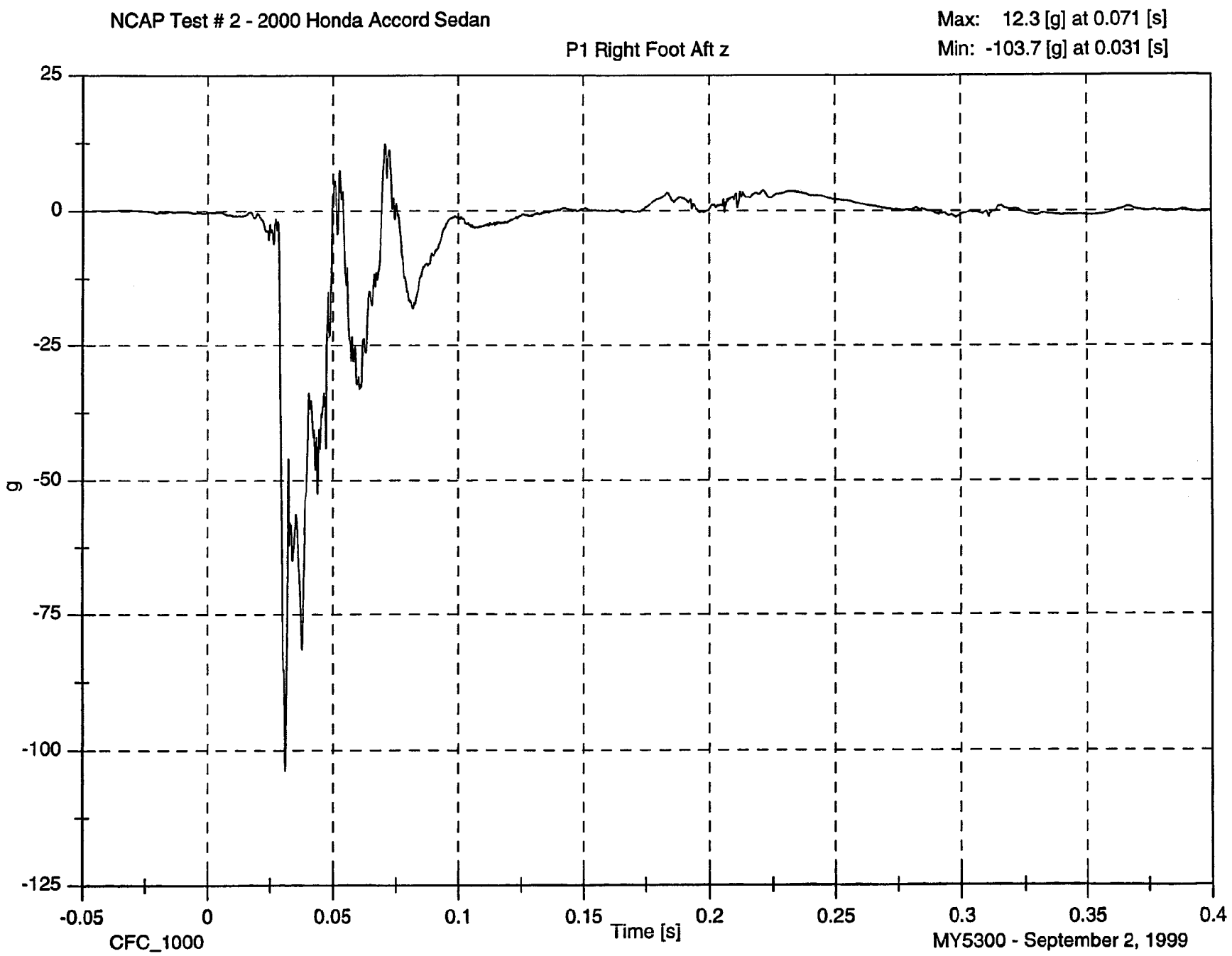

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Foot Aft x
Max: 20.9 [g] at 0.062 [s]
Min: -34.8 [g] at 0.023 [s]
g
30
20
10
0
-10
-20
-30
-40
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

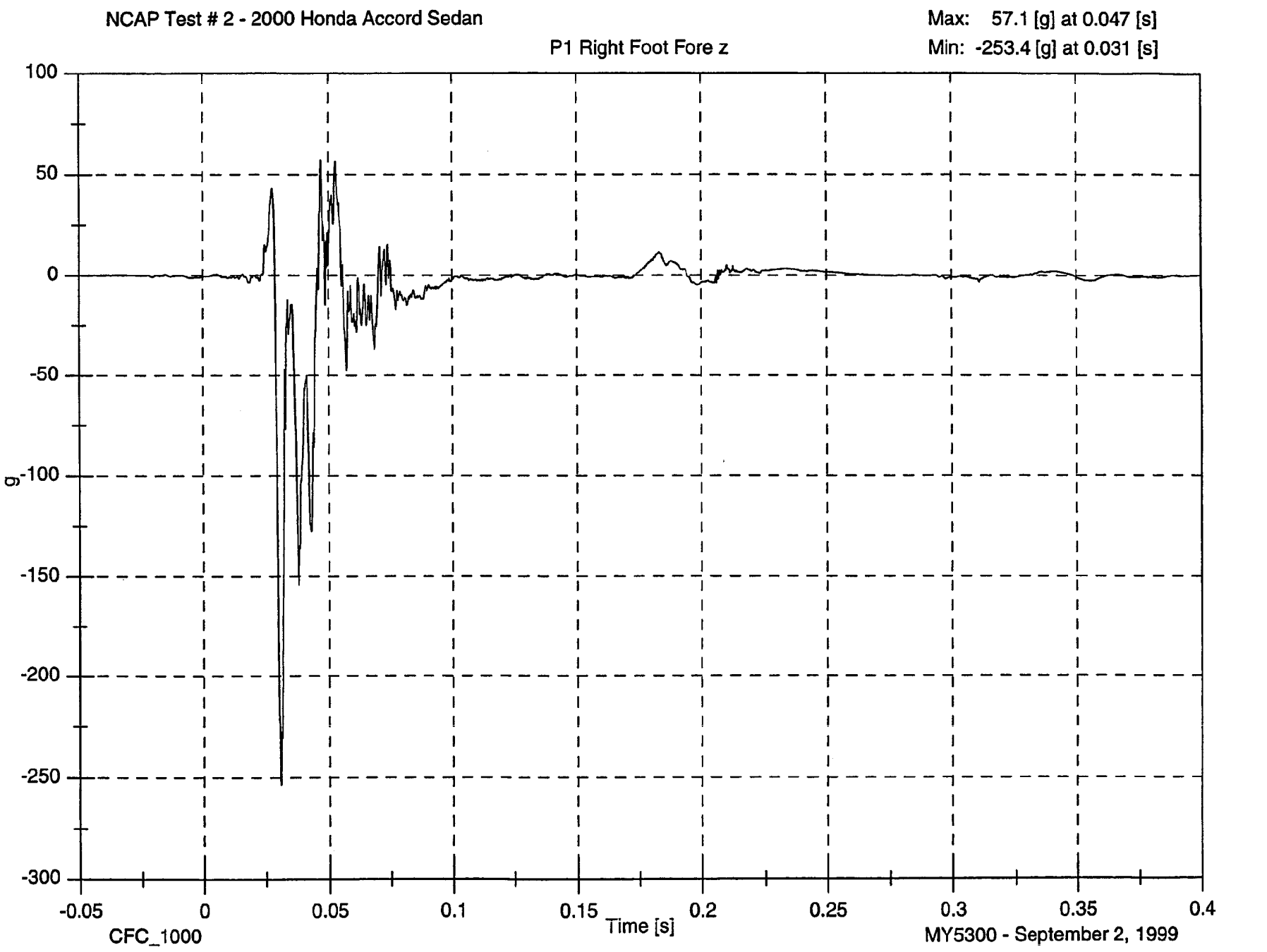

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Left Foot Aft z
Max: 11.9 [g] at 0.044 [s]
Min: -40.0 [g] at 0.031 [s]
20
10
0
-10
-20
-30
-40
-50
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

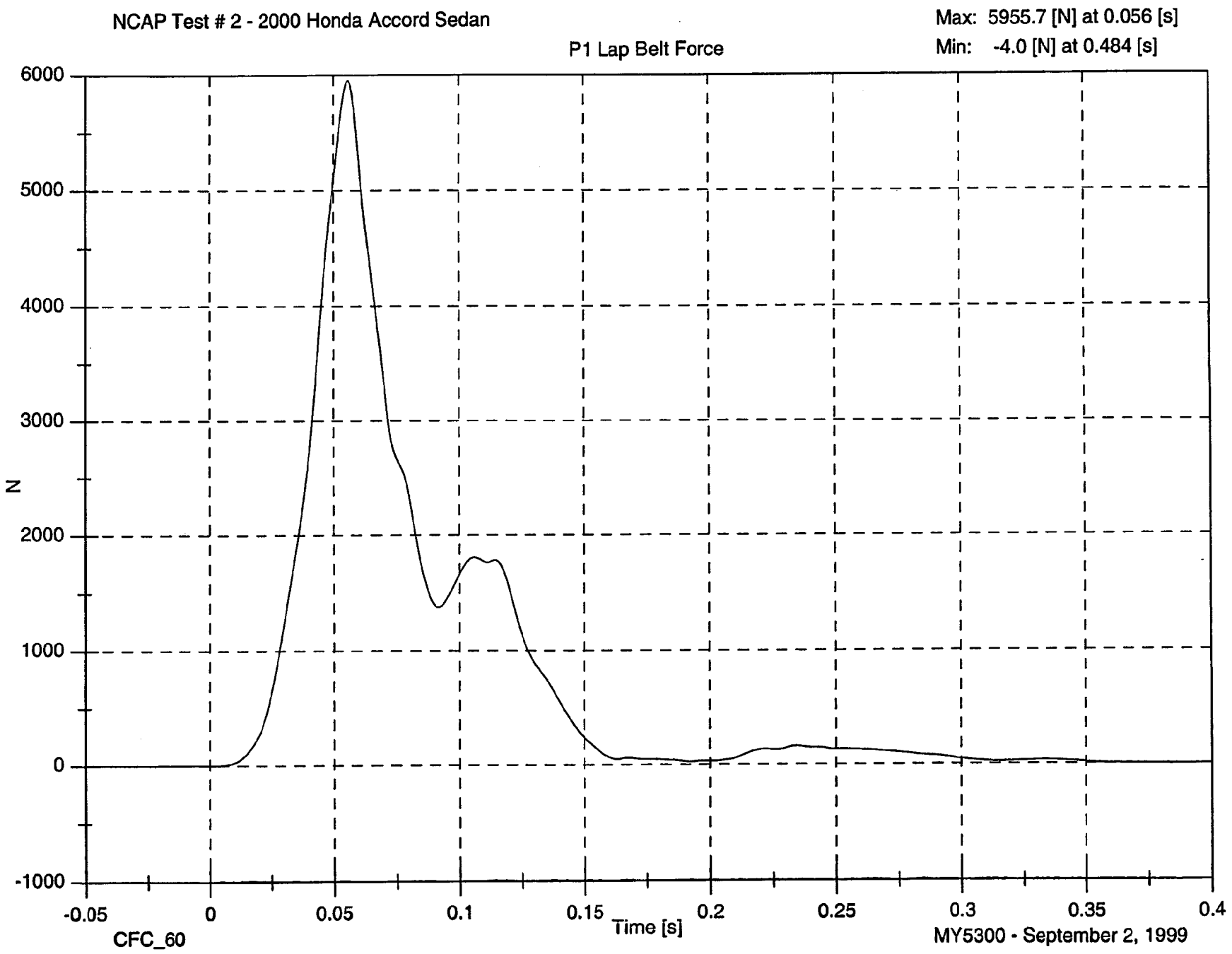

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 left Foot Fore z
Max: 25.0 [g] at 0.041 [s]
Min: -56.0 [g] at 0.015 [s]
40
20
0
-20
-40
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

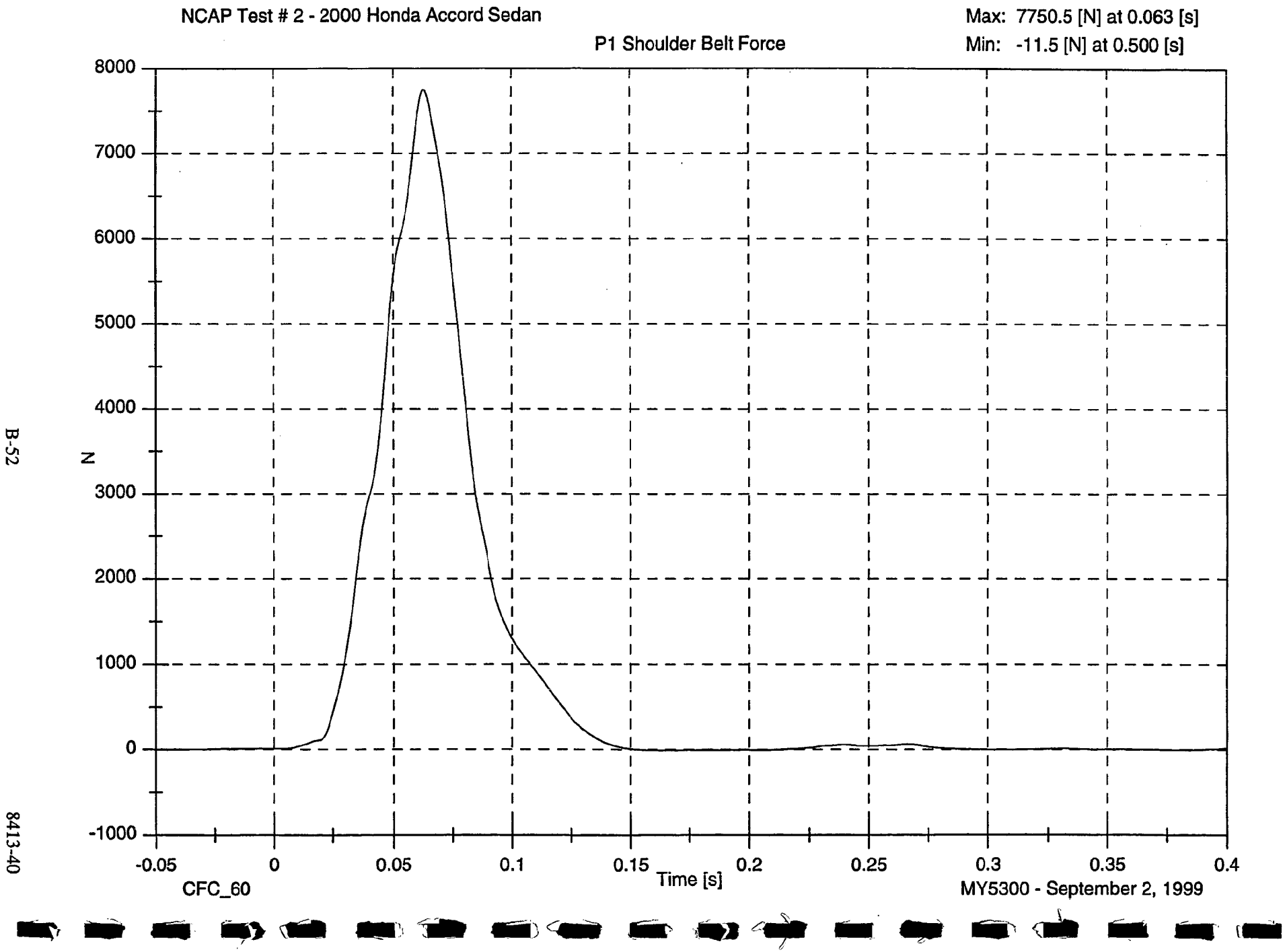

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Foot Aft x
Max: 37.0 [g] at 0.072 [s]
Min: -88.0 [g] at 0.033 [s]
50
25
0
-25
-50
-75
-100
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

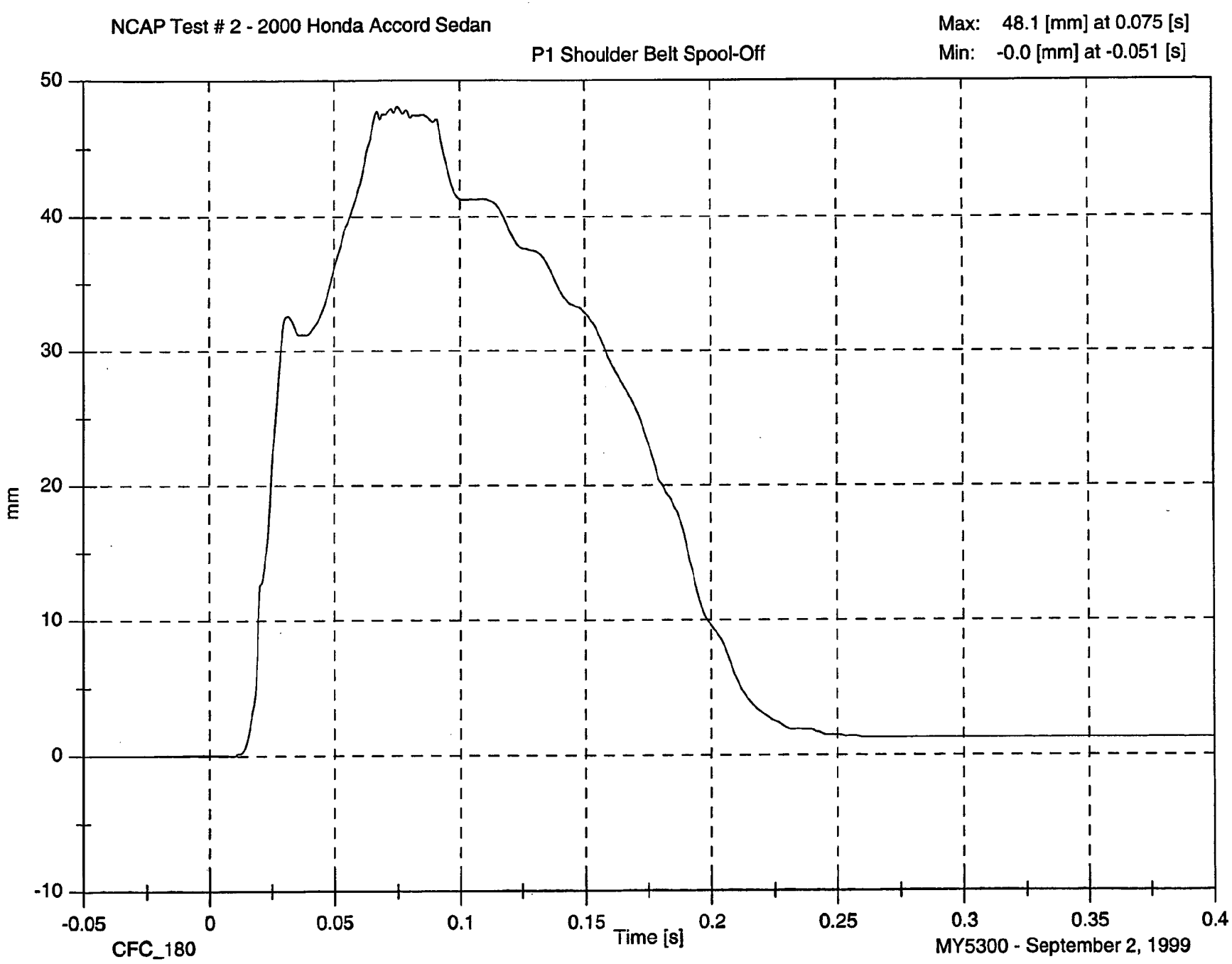
8413-40

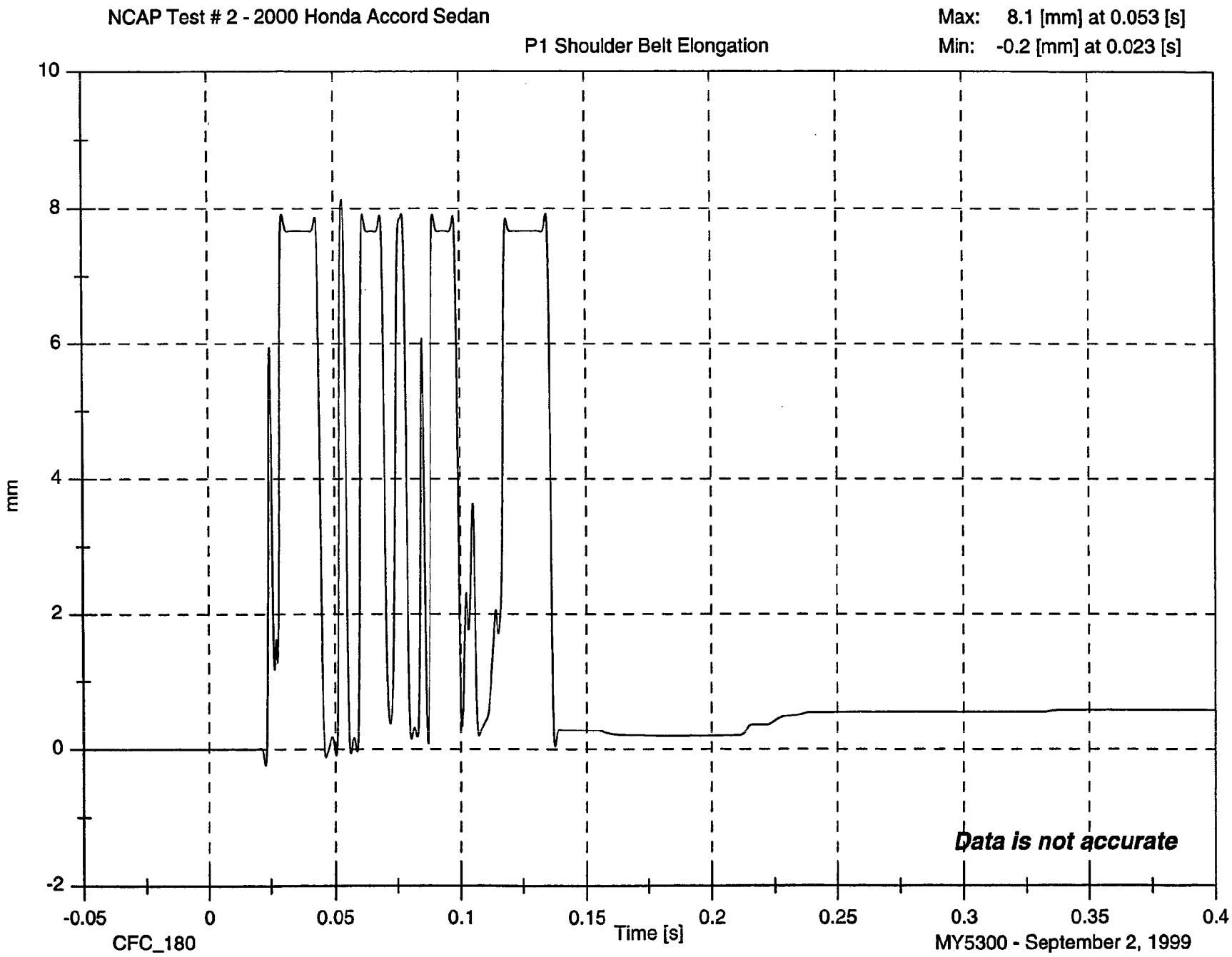

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Foot Aft z
Max: 12.3 [g] at 0.071 [s]
Min: -103.7 [g] at 0.031 [s]
25
0
-25
-50
-75
-100
-125
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

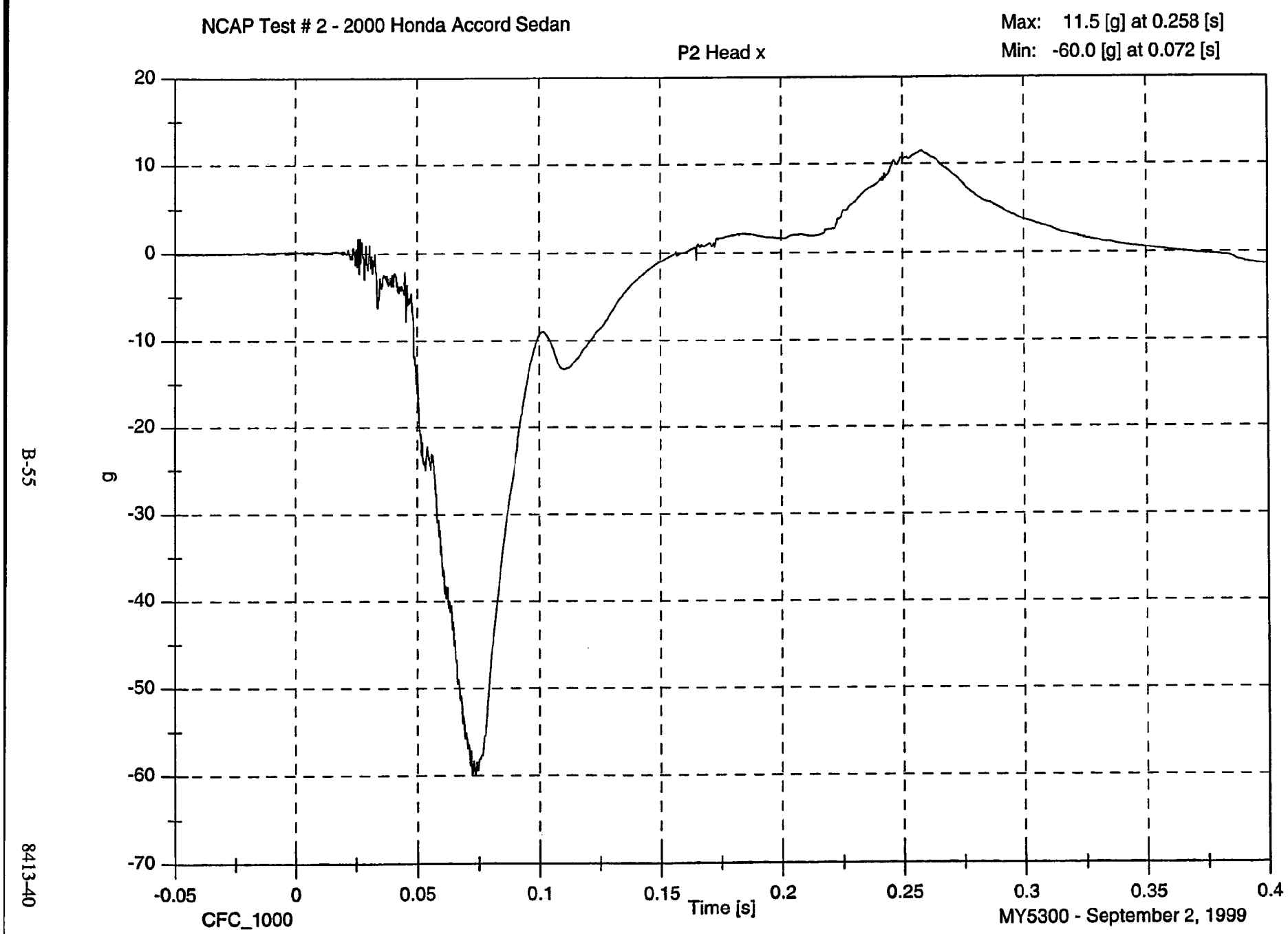

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Right Foot Fore z
Max: 57.1 [g] at 0.047 [s]
Min: -253.4 [g] at 0.031 [s]
100
50
0
-50
-100
-150
-200
-250
-300
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

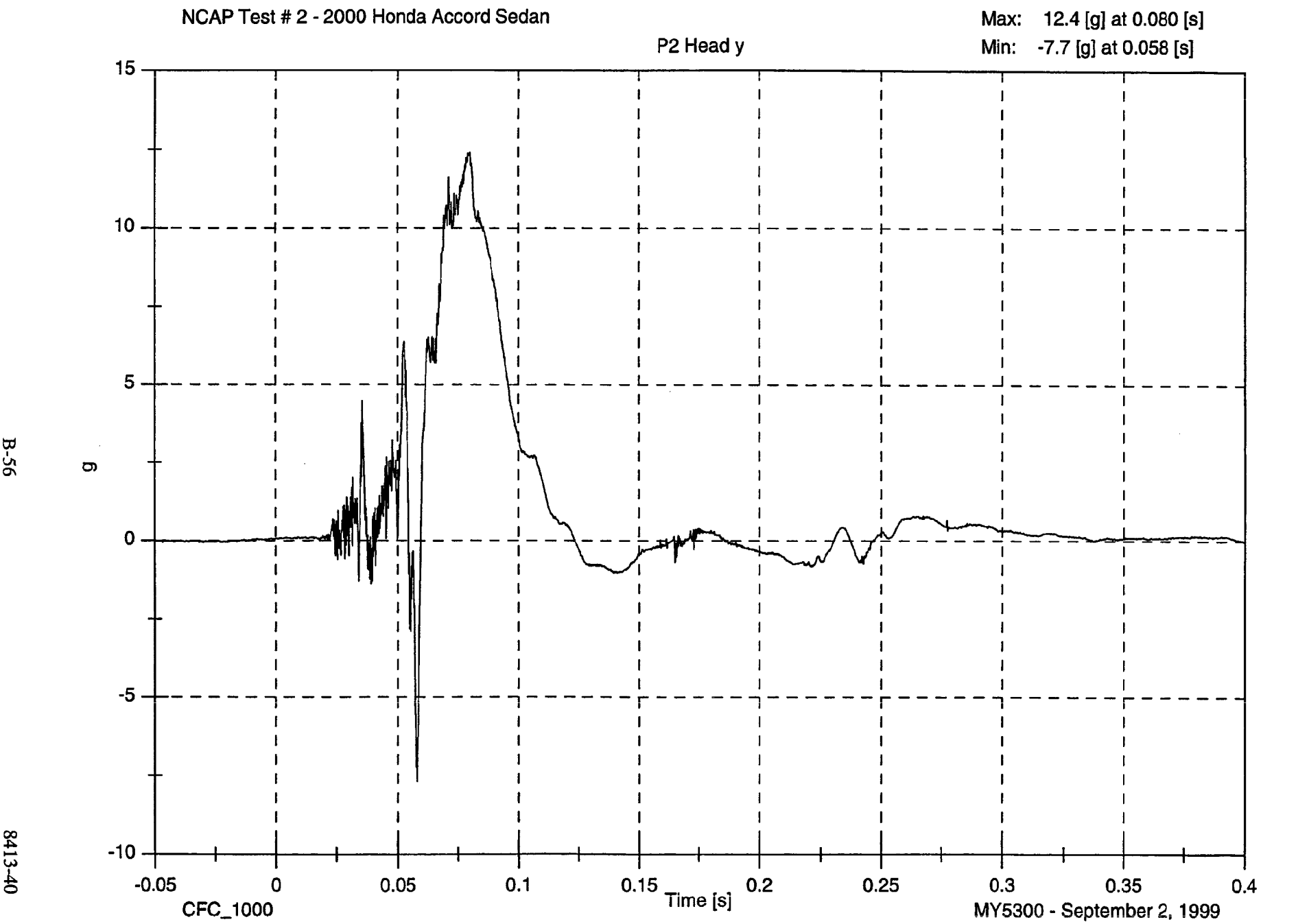

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Lap Belt Force
Max: 5955.7 [N] at 0.056 [s]
Min: -4.0 [N] at 0.484 [s]
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

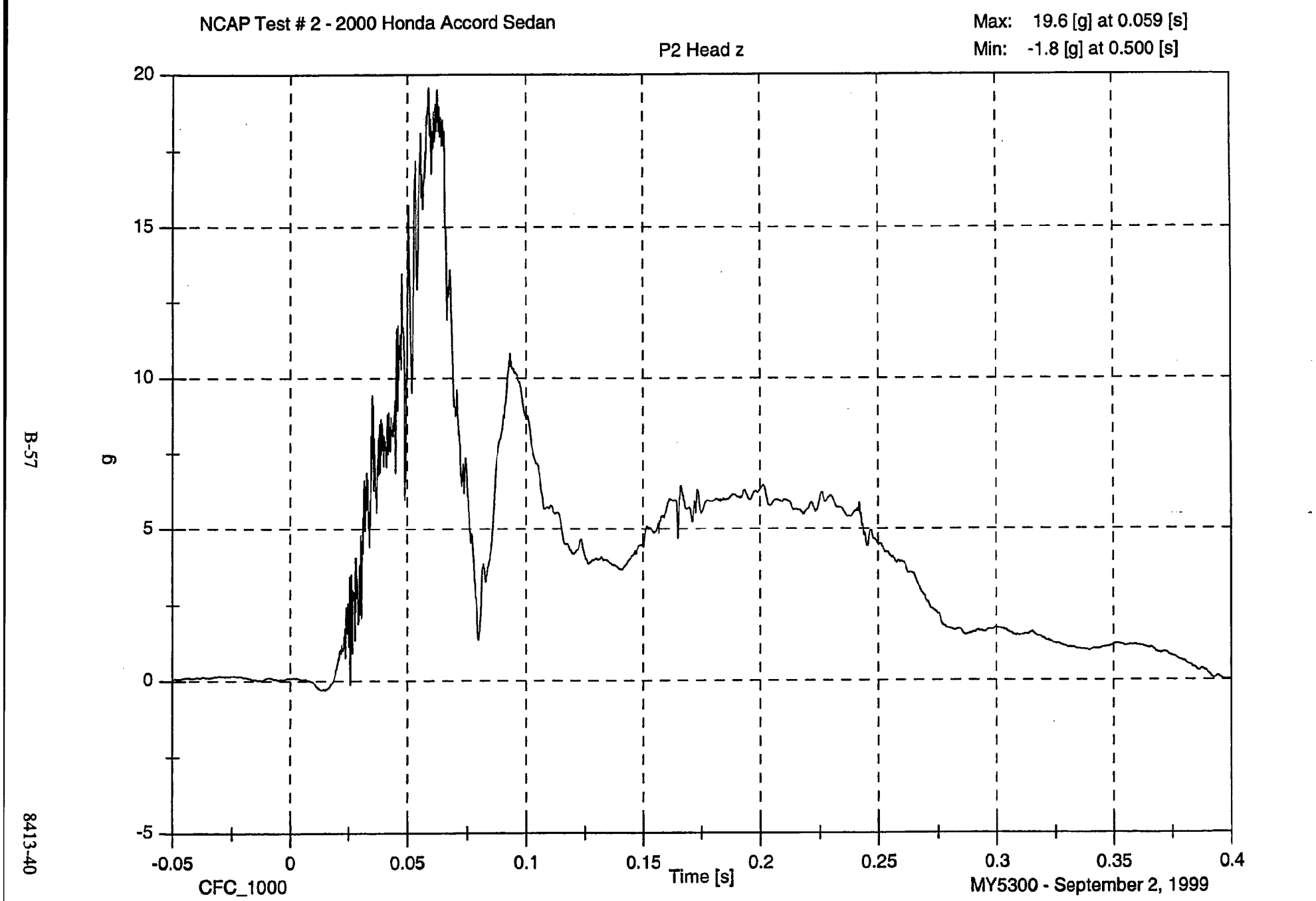

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Shoulder Belt Force
Max: 7750.5 [N] at 0.063 [s]
Min: -11.5 [N] at 0.500 [s]
8000
7000
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

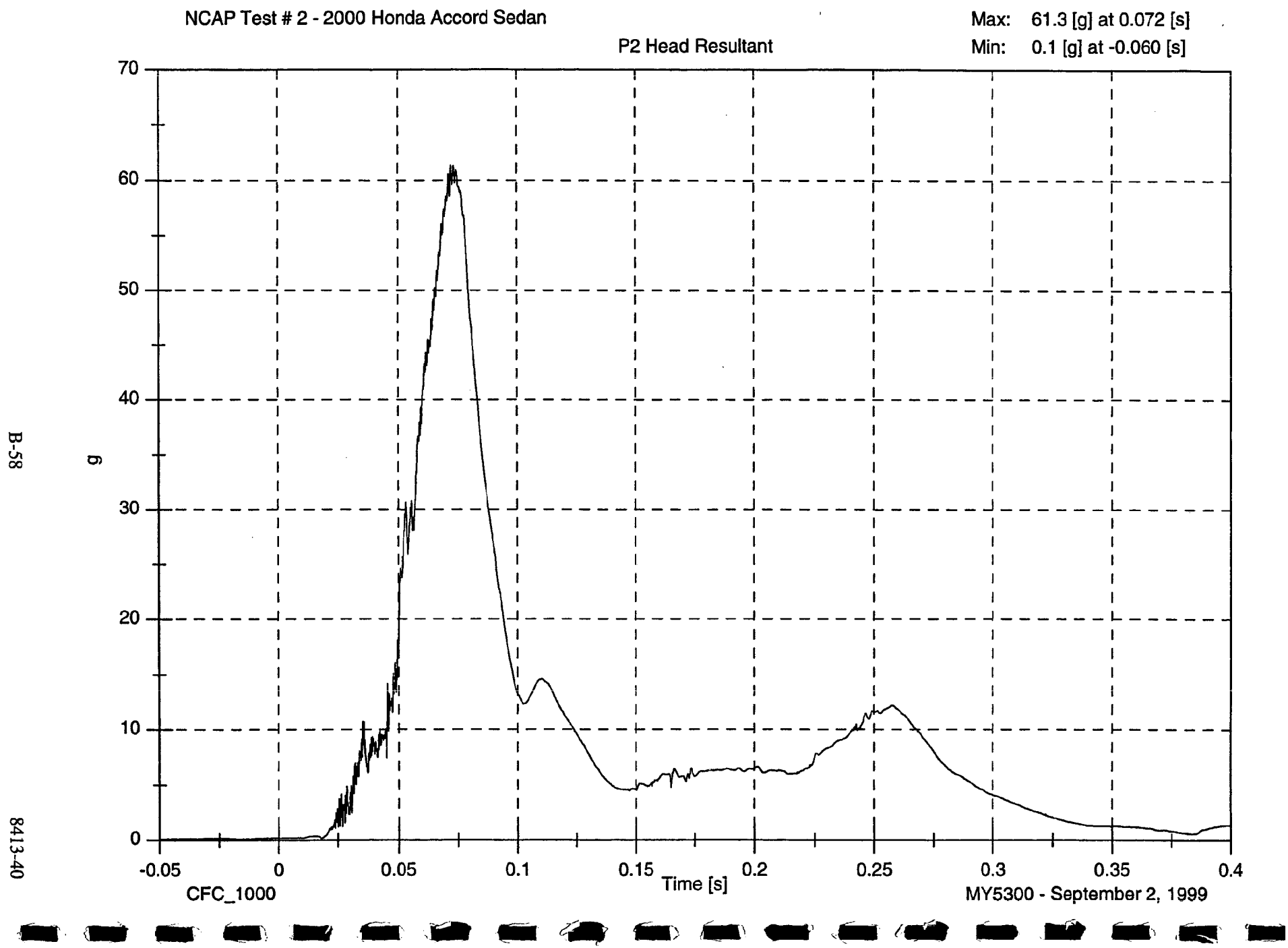

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Shoulder Belt Spool-Off
Max: 48.1 [mm] at 0.075 [s]
Min: -0.0 [mm] at -0.051 [s]
mm
50
40
30
20
10
0
-10
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

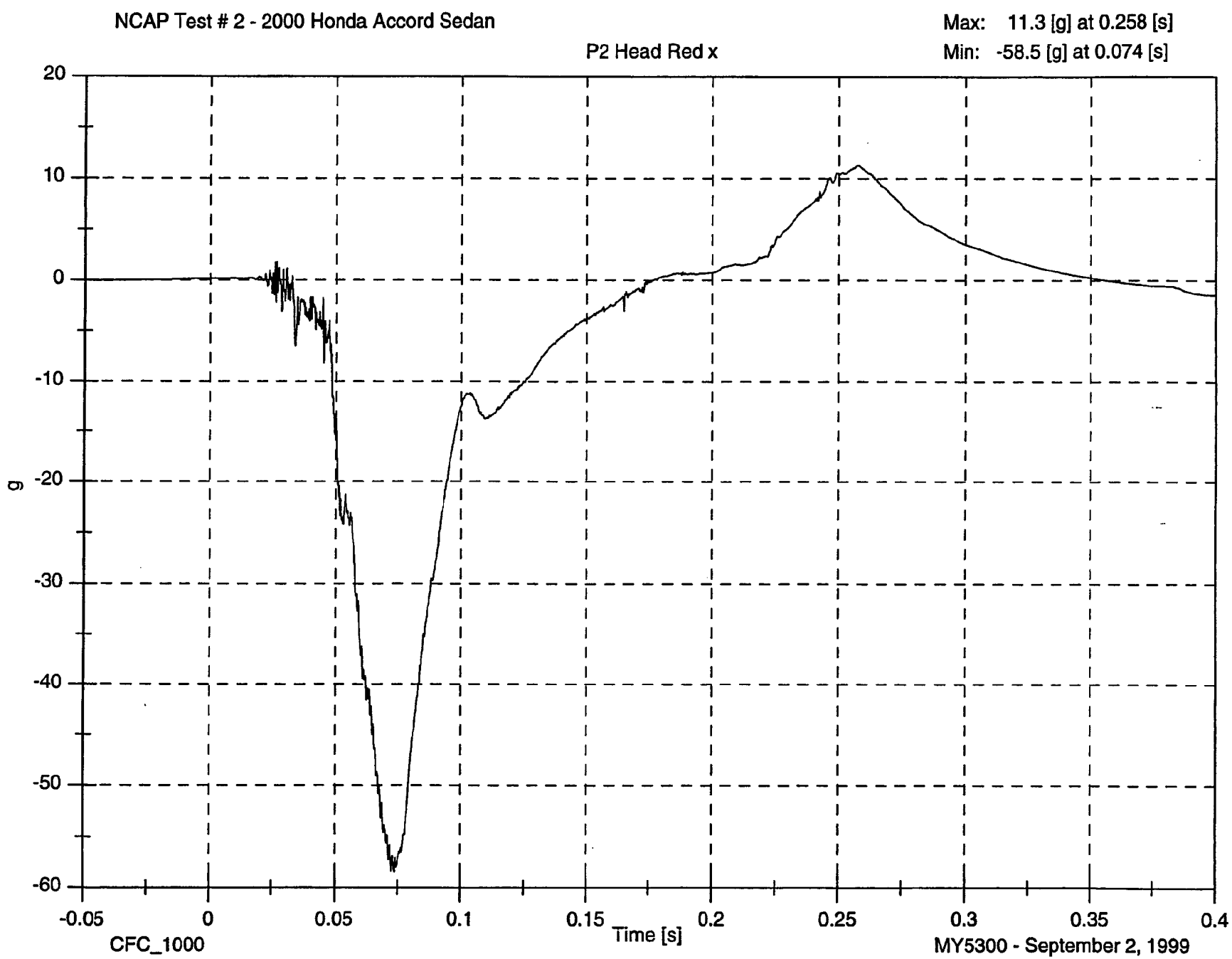

NCAP Test # 2 - 2000 Honda Accord Sedan
P1 Shoulder Belt Elongation
Max: 8.1 [mm] at 0.053 [s]
Min: -0.2 [mm] at 0.023 [s]
10
8
6
4
2
0
-2
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Data is not accurate
CFC_180
MY5300 - September 2, 1999

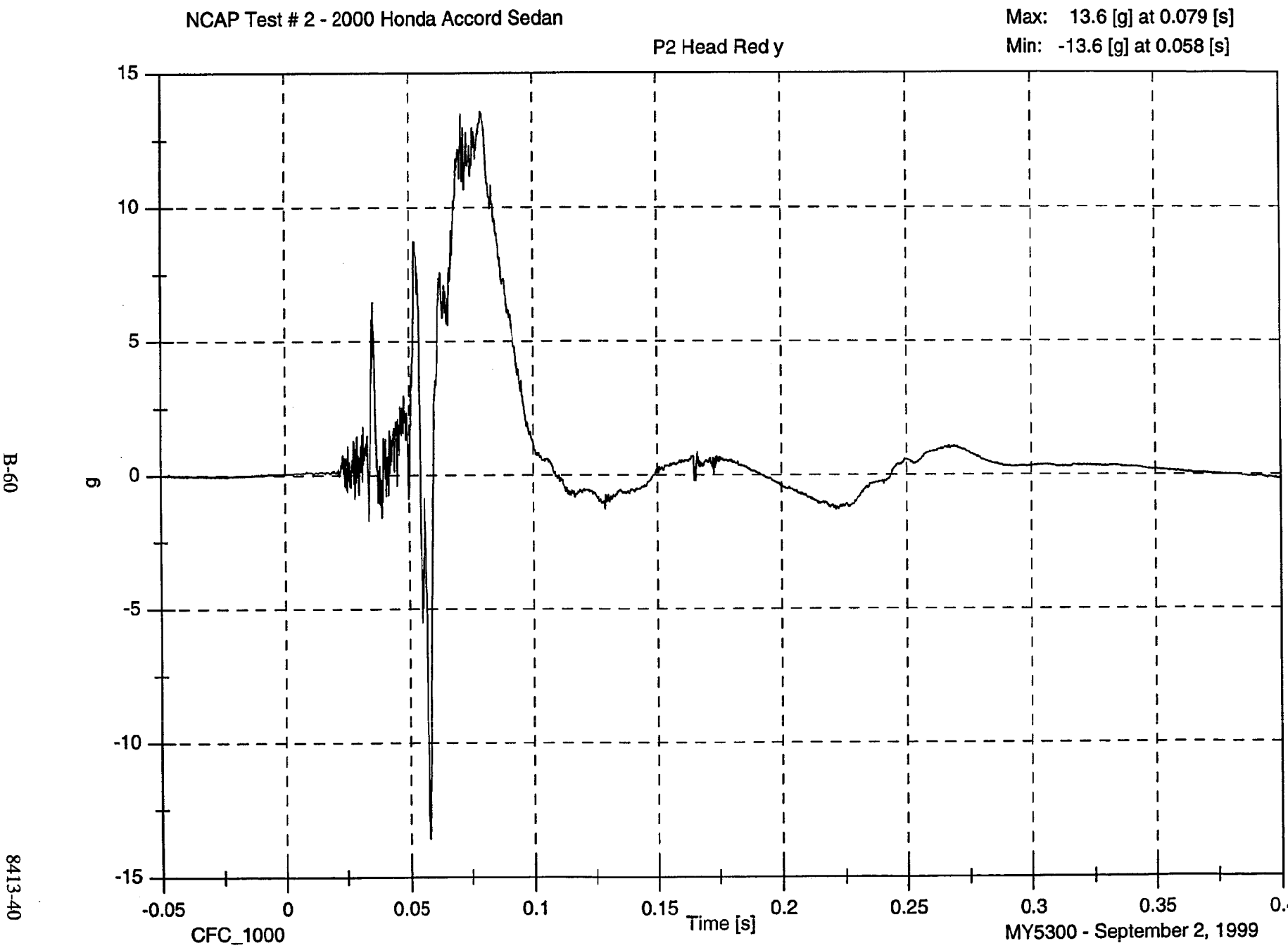

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head x
Max: 11.5 [g] at 0.258 [s]
Min: -60.0 [g] at 0.072 [s]
20
10
0
-10
-20
-30
-40
-50
-60
-70
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

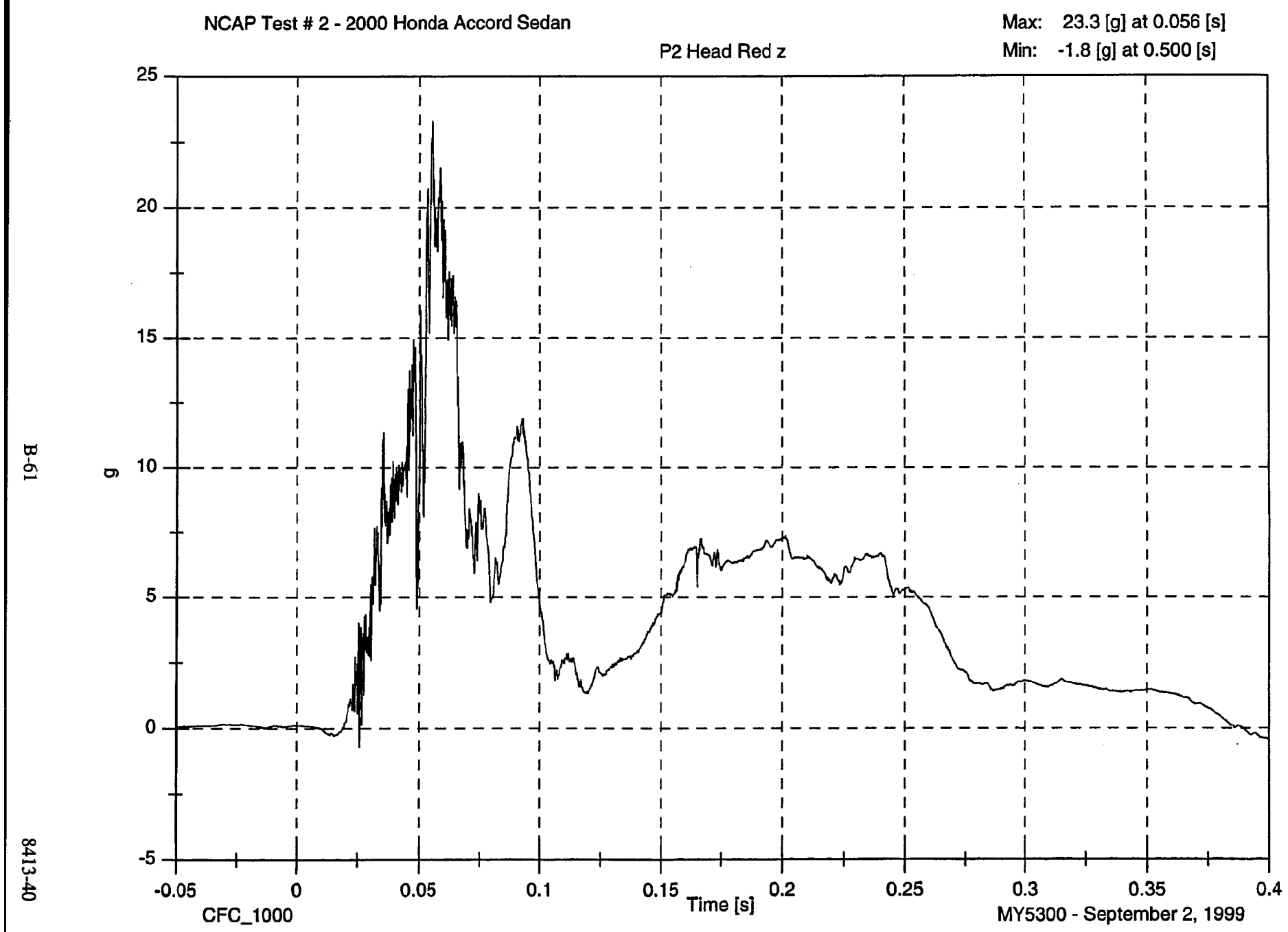

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head y
Max: 12.4 [g] at 0.080 [s]
Min: -7.7 [g] at 0.058 [s]
15
10
5
0
-5
-10
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head z
Max: 19.6 [g] at 0.059 [s]
Min: -1.8 [g] at 0.500 [s]
20
15
10
5
0
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

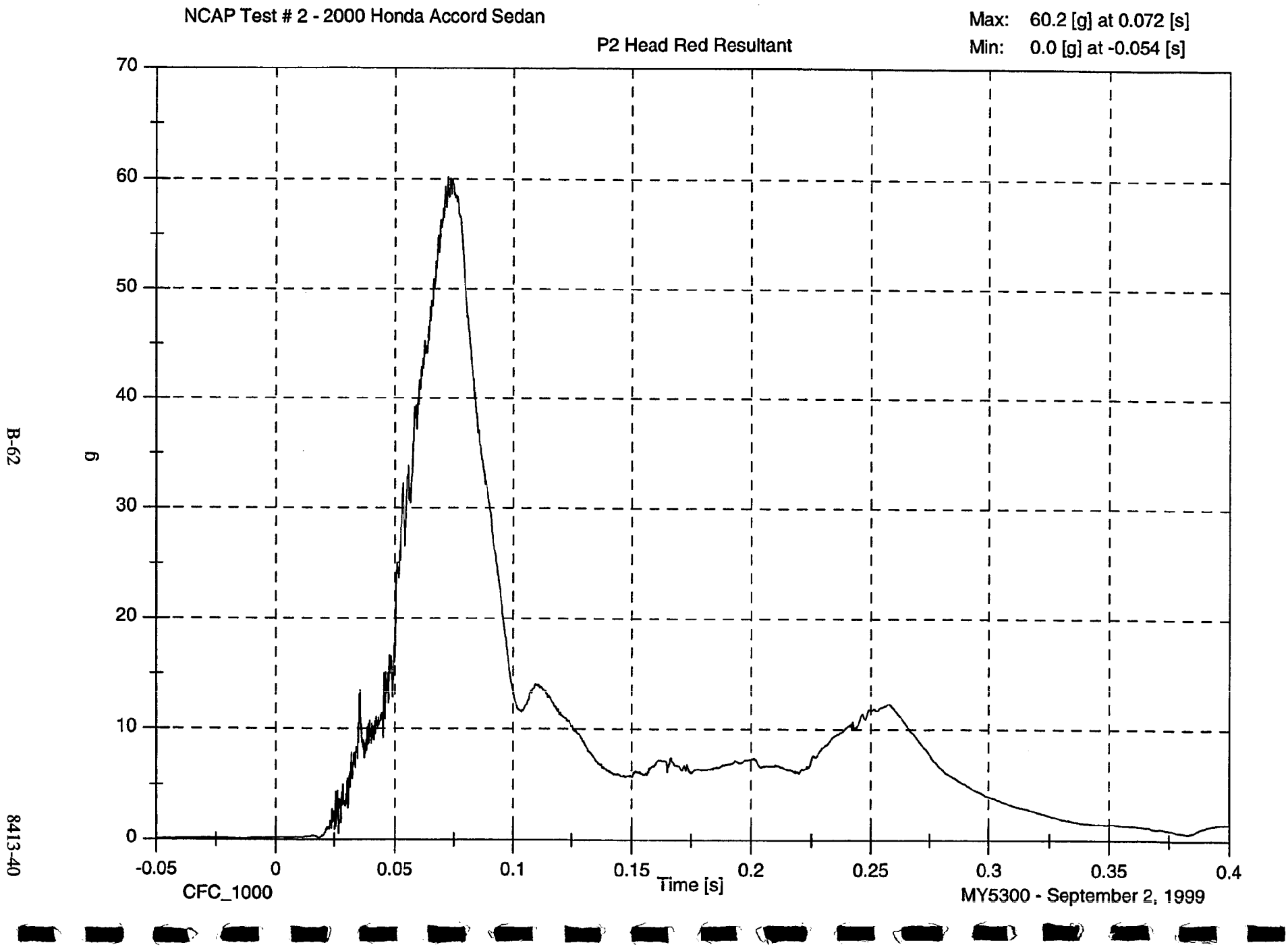

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head Resultant
Max: 61.3 [g] at 0.072 [s]
Min: 0.1 [g] at -0.060 [s]
70
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

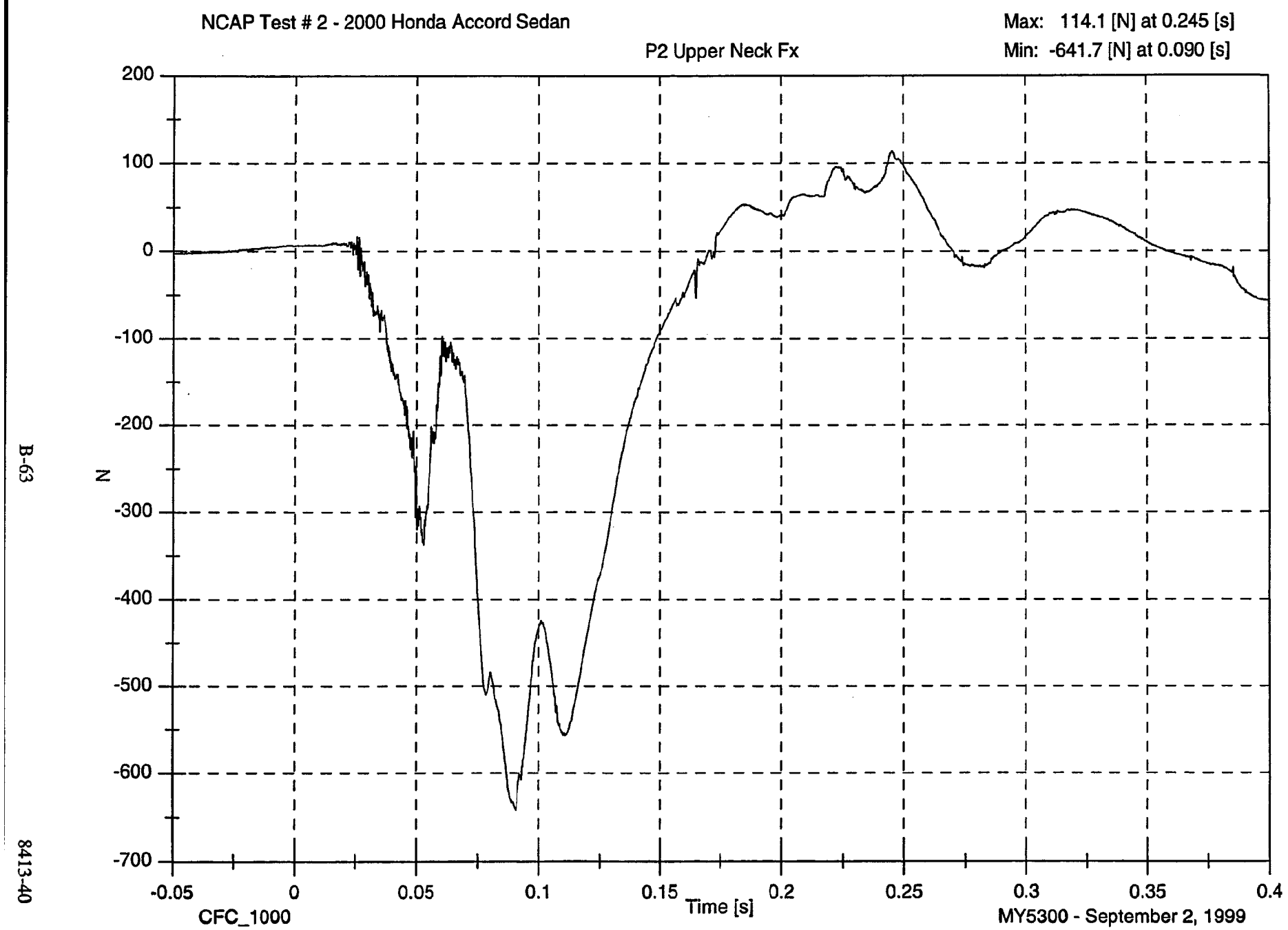

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head Red x
Max: 11.3 [g] at 0.258 [s]
Min: -58.5 [g] at 0.074 [s]
20
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head Red y
Max: 13.6 [g] at 0.079 [s]
Min: -13.6 [g] at 0.058 [s]
15
10
5
0
-5
-10
-15
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

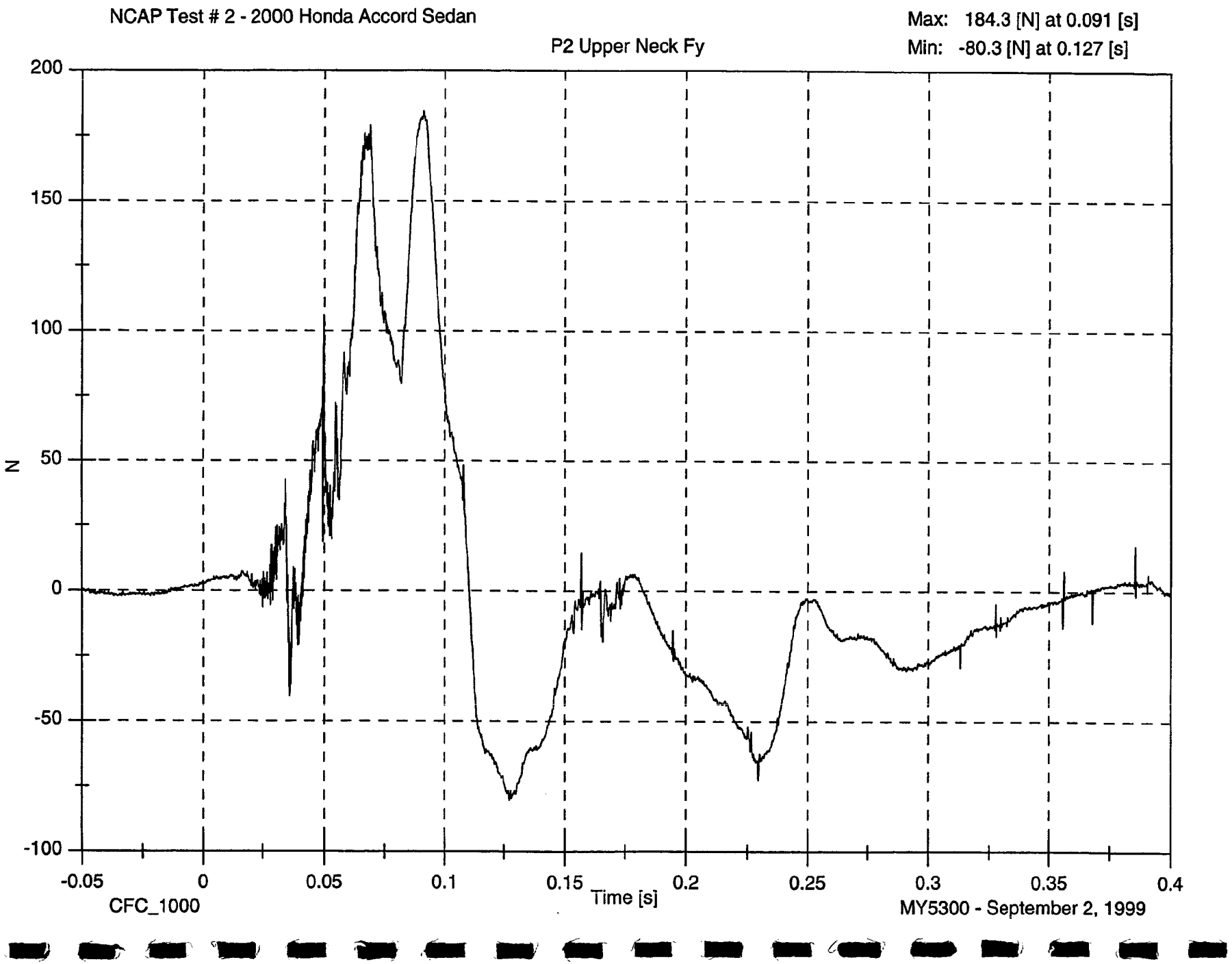

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head Red z
Max: 23.3 [g] at 0.056 [s]
Min: -1.8 [g] at 0.500 [s]
g
25
20
15
10
5
0
-5
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

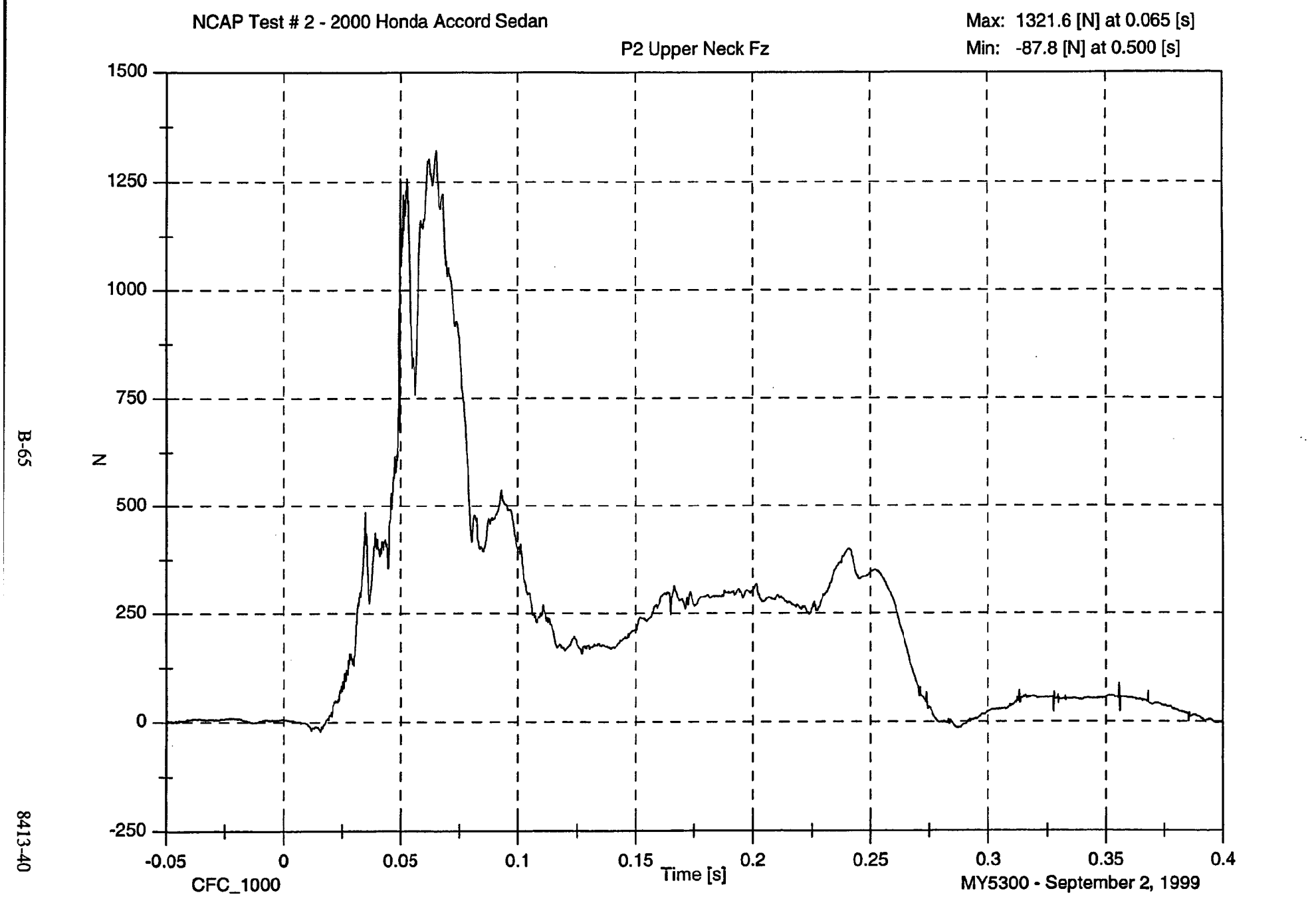
8413-40

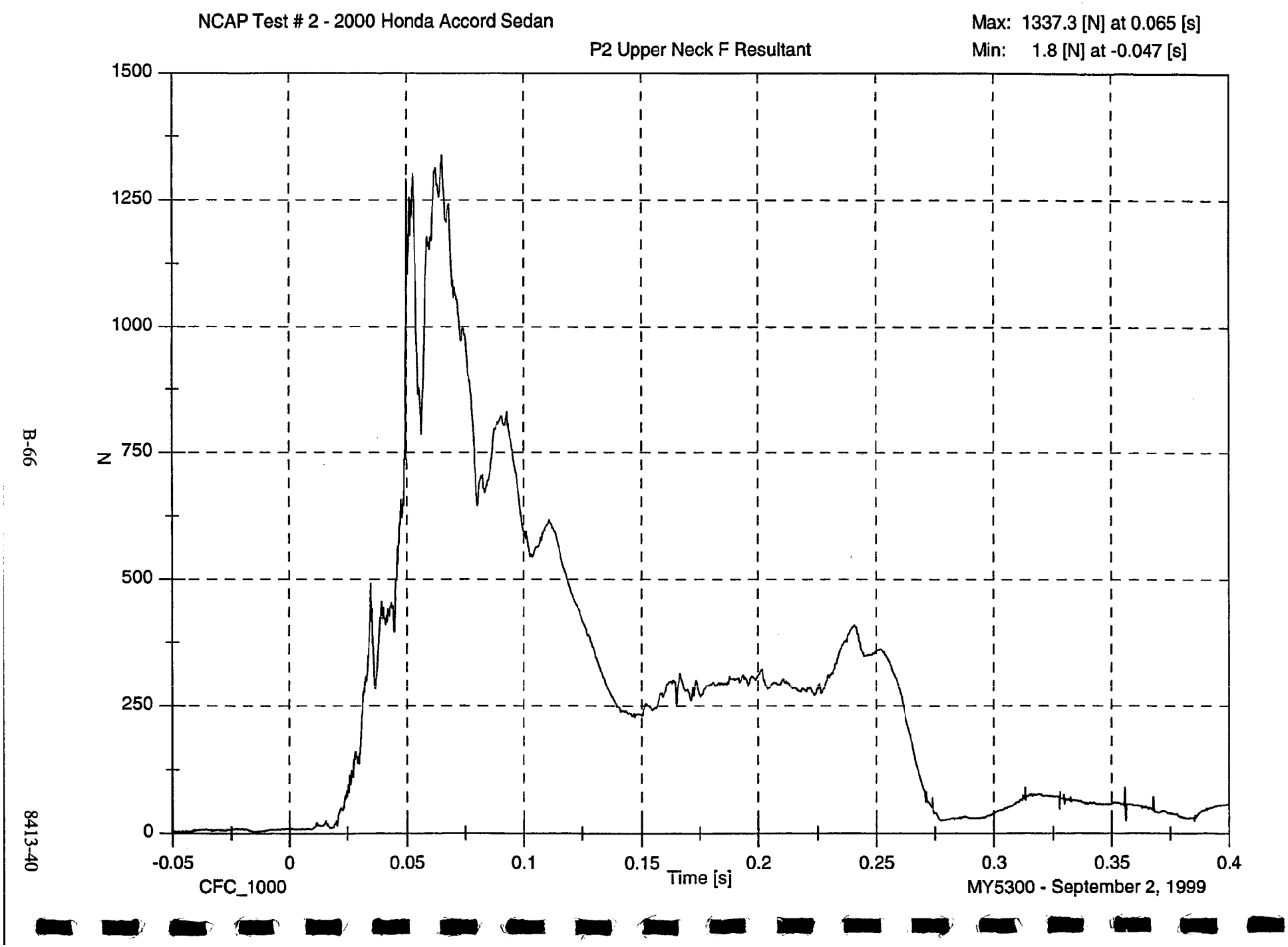

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Head Red Resultant
Max: 60.2 [g] at 0.072 [s]
Min: 0.0 [g] at -0.054 [s]
70
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

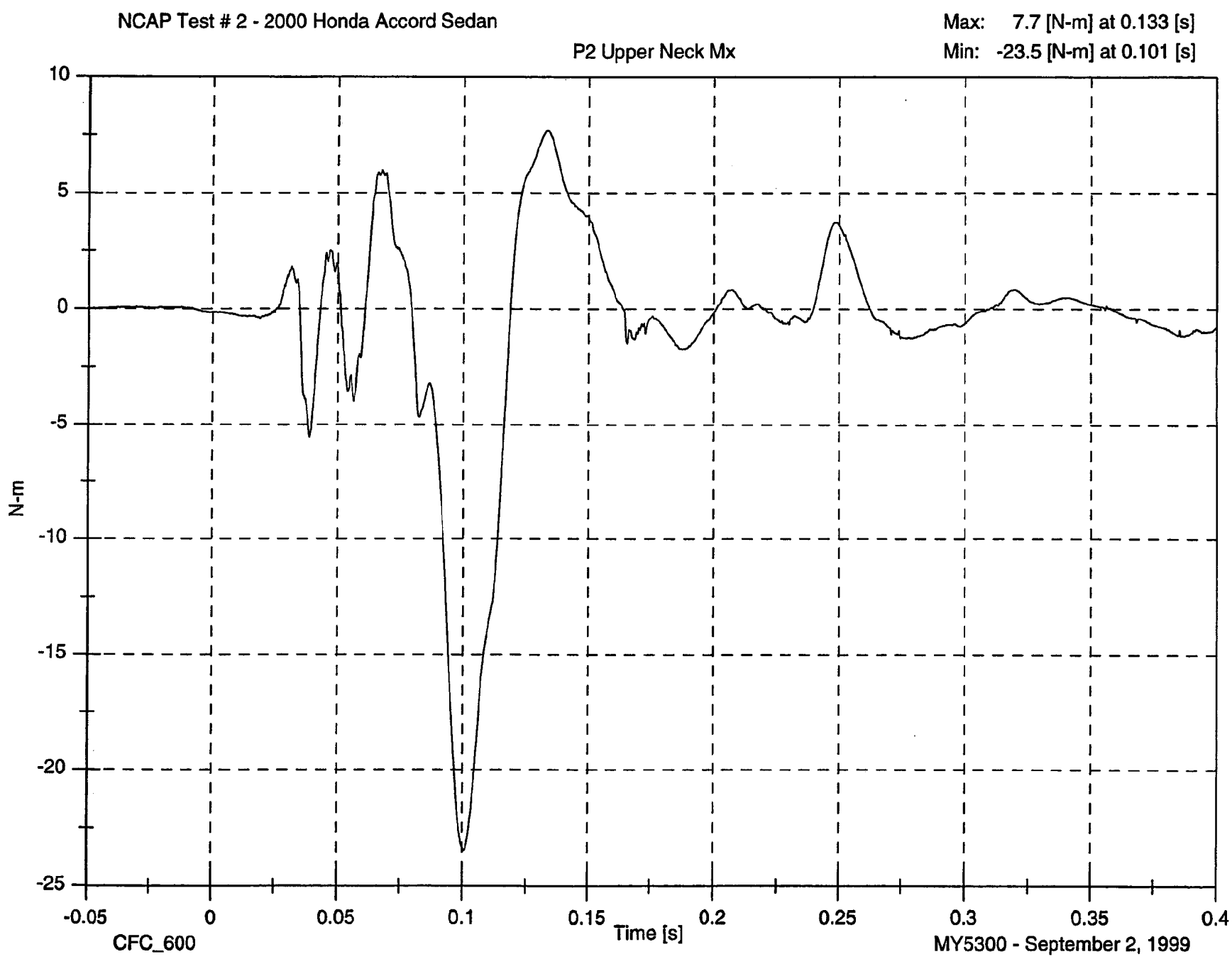

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck Fx
Max: 114.1 [N] at 0.245 [s]
Min: -641.7 [N] at 0.090 [s]
200
100
0
-100
-200
-300
-400
-500
-600
-700
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

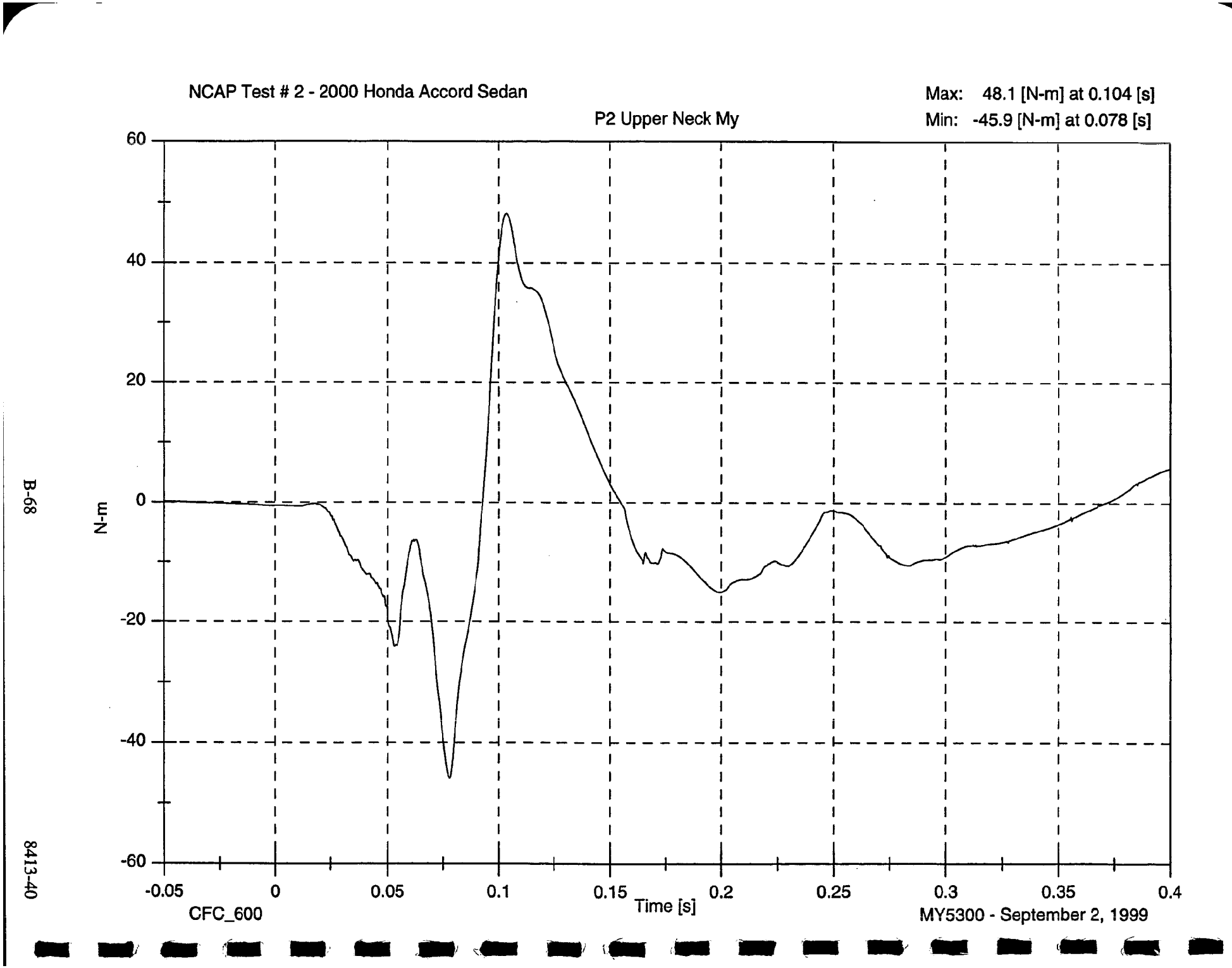
8413-40

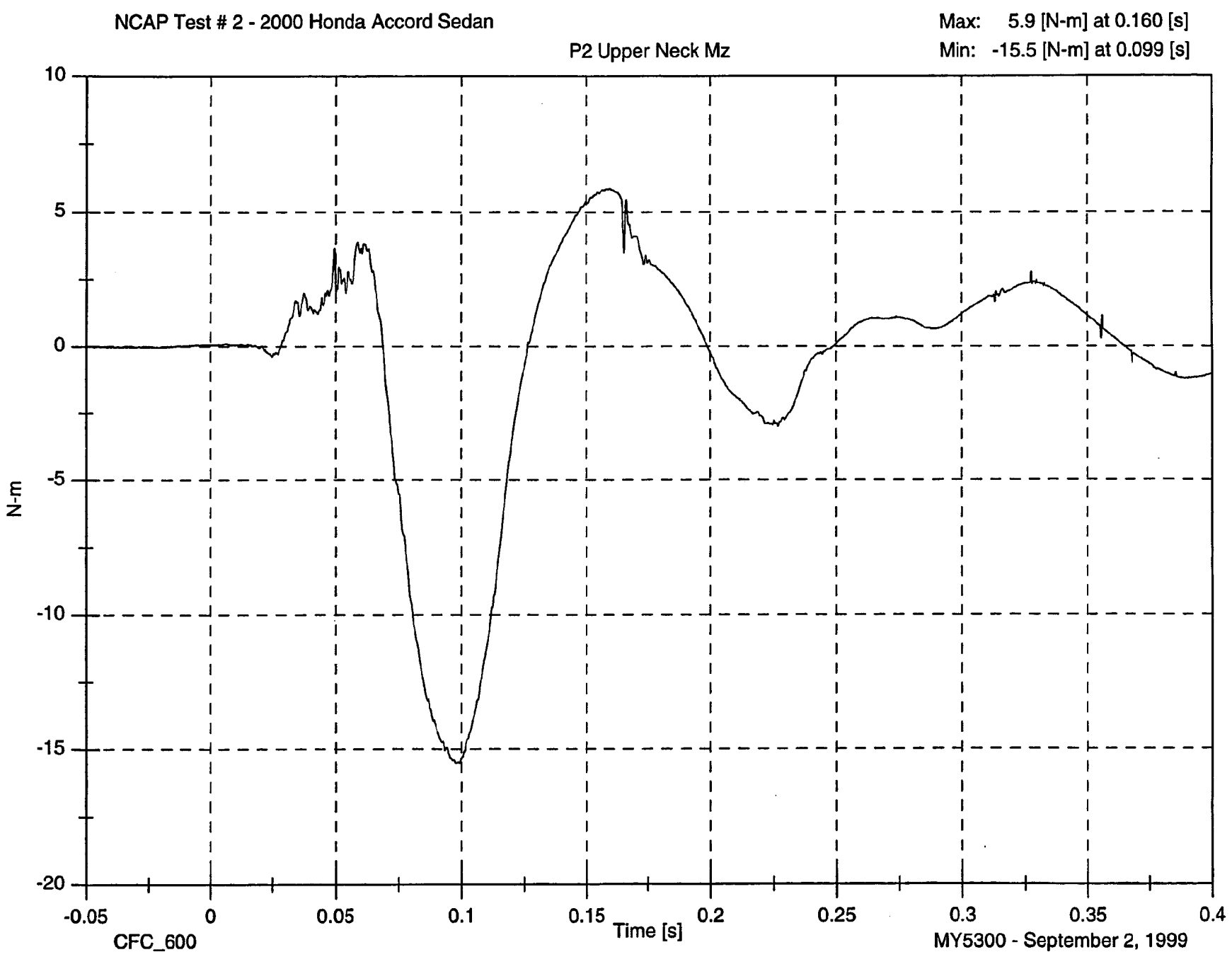

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck Fy
Max: 184.3 [N] at 0.091 [s]
Min: -80.3 [N] at 0.127 [s]
200
150
100
50
0
-50
-100
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

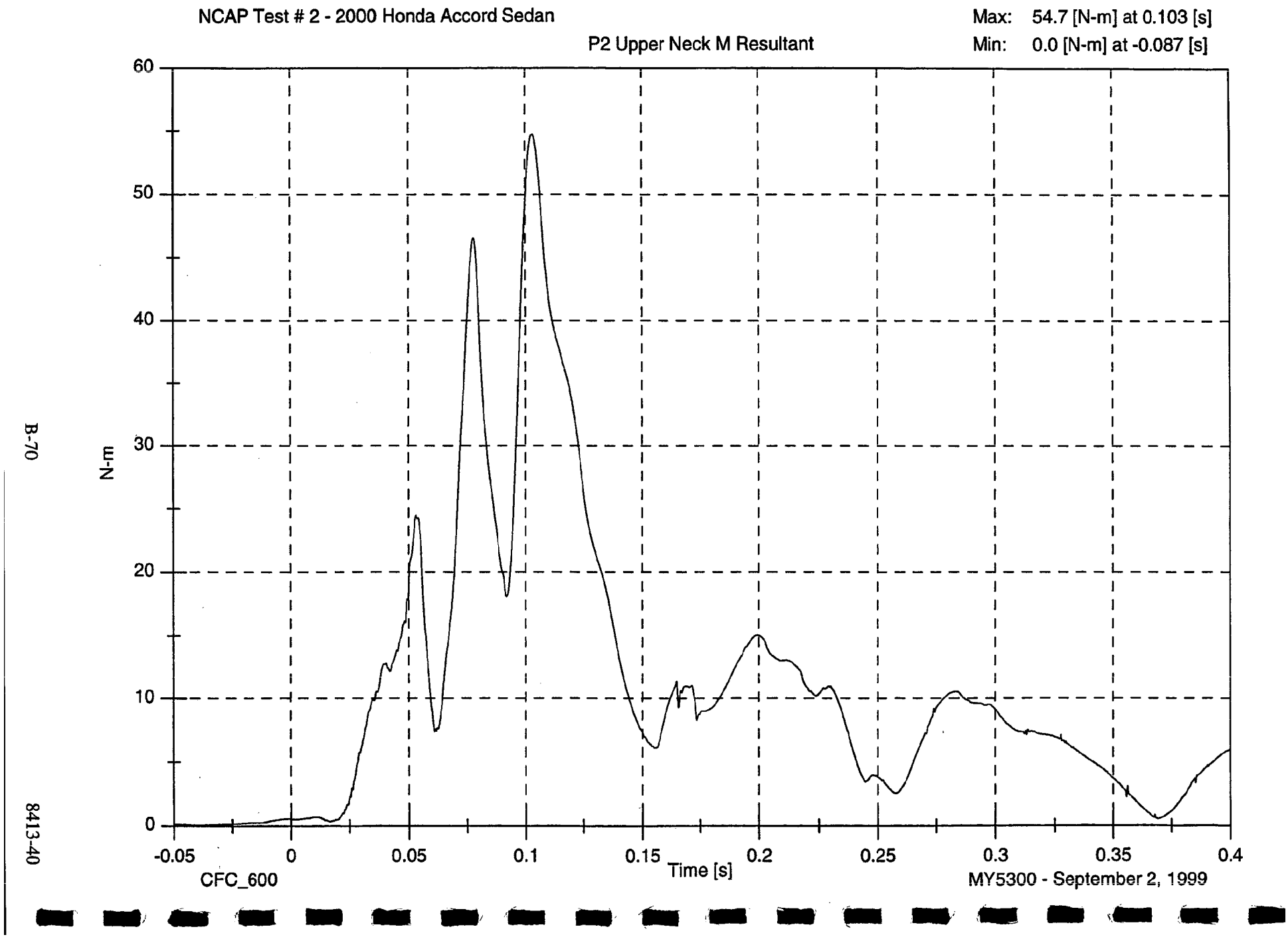

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck Fz
Max: 1321.6 [N] at 0.065 [s]
Min: -87.8 [N] at 0.500 [s]
1500
1250
1000
750
500
250
0
-250
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

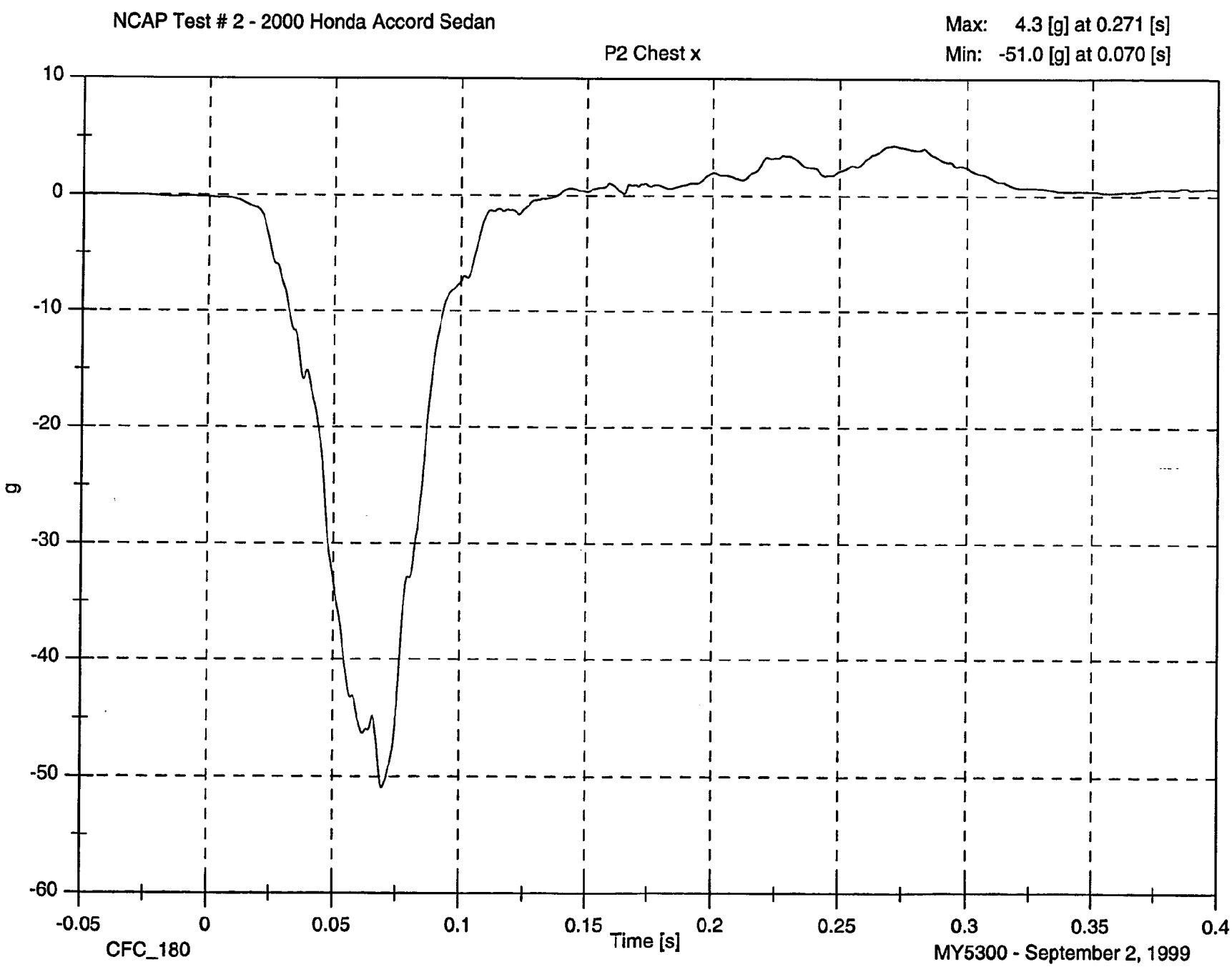

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck F Resultant
Max: 1337.3 [N] at 0.065 [s]
Min: 1.8 [N] at -0.047 [s]
1500
1250
1000
750
500
250
0
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

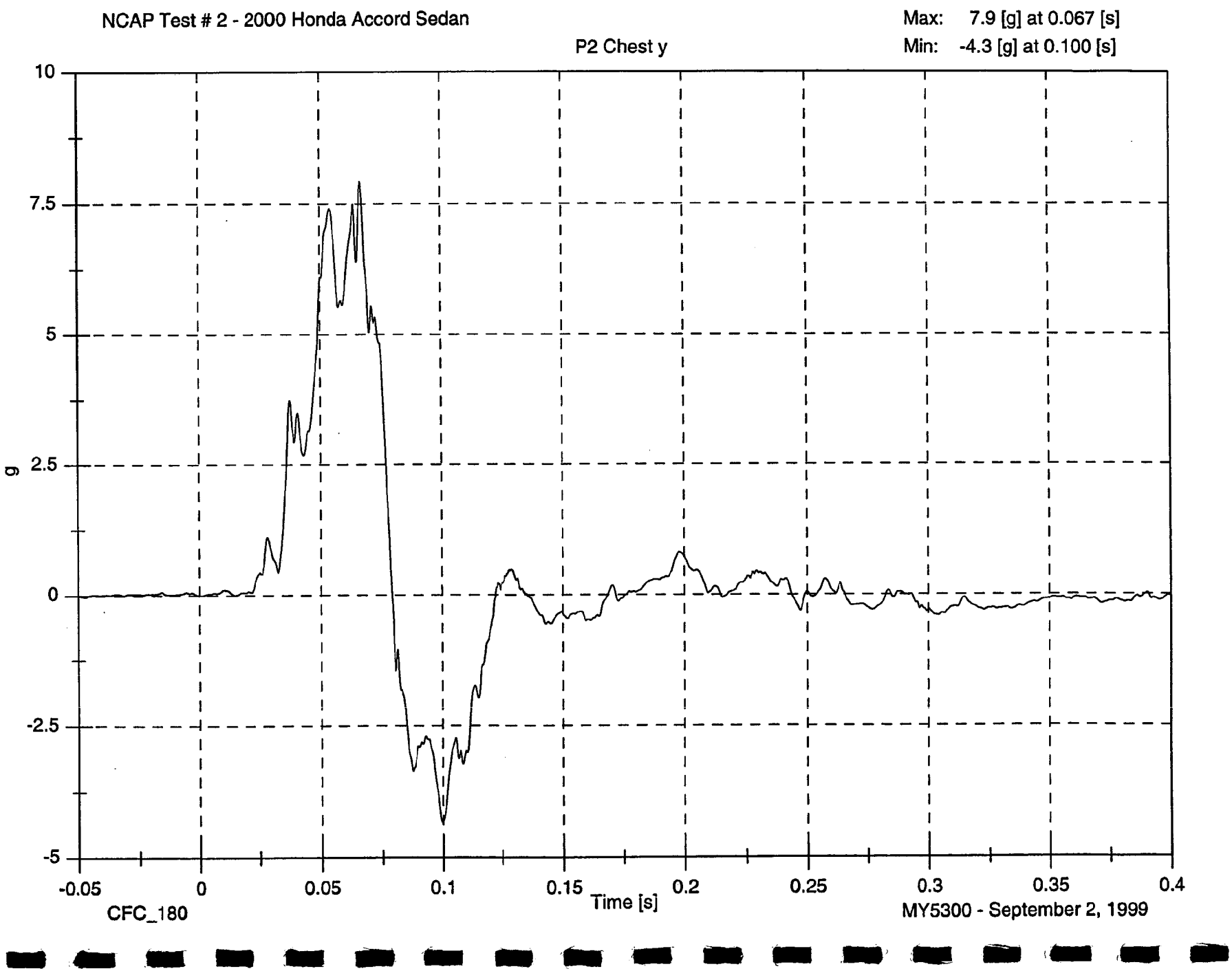

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck Mx
Max: 7.7 [N-m] at 0.133 [s]
Min: -23.5 [N-m] at 0.101 [s]
10
5
0
-5
-10
-15
-20
-25
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

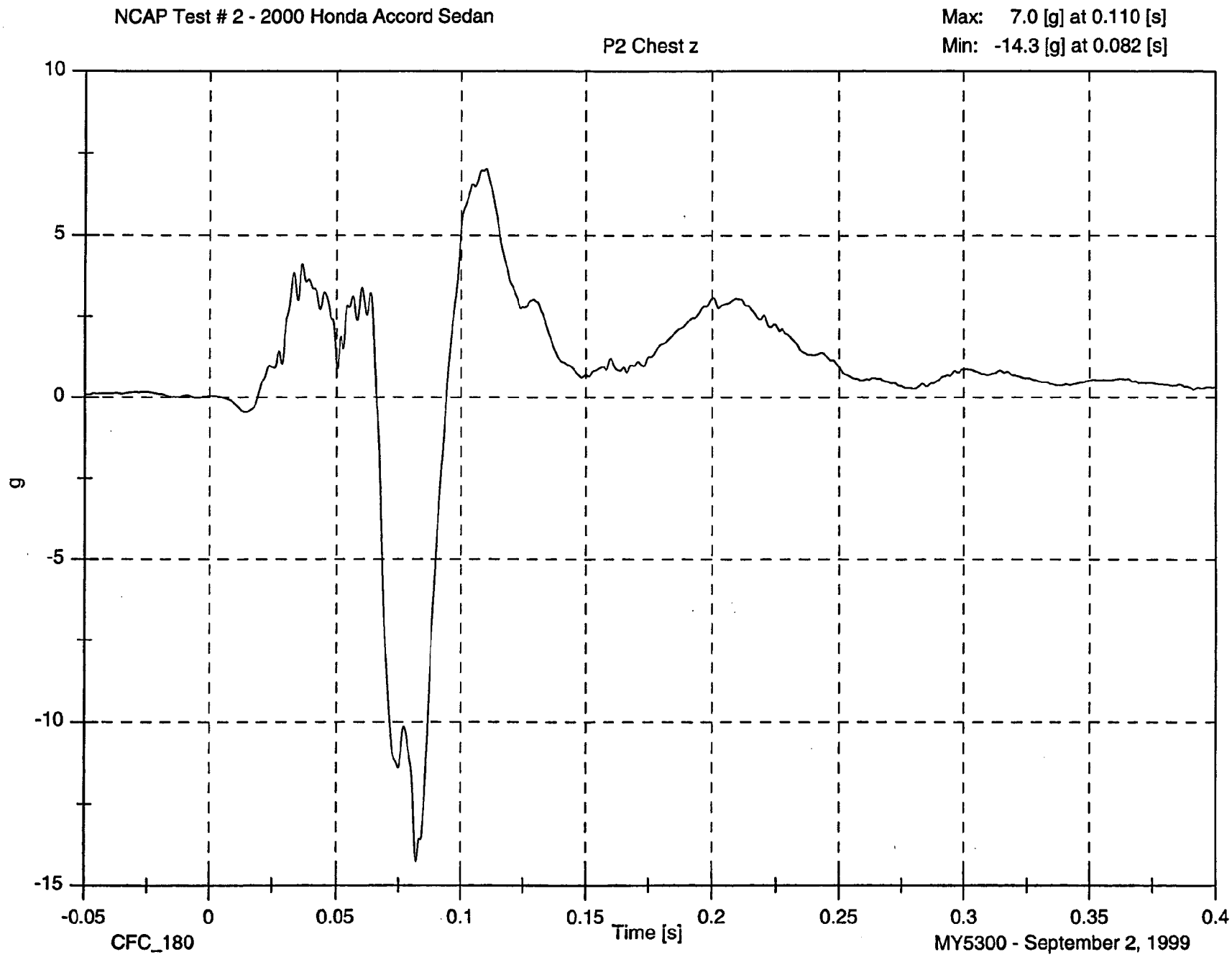

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck My
Max: 48.1 [N-m] at 0.104 [s]
Min: -45.9 [N-m] at 0.078 [s]
60
40
20
0
-20
-40
-60
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

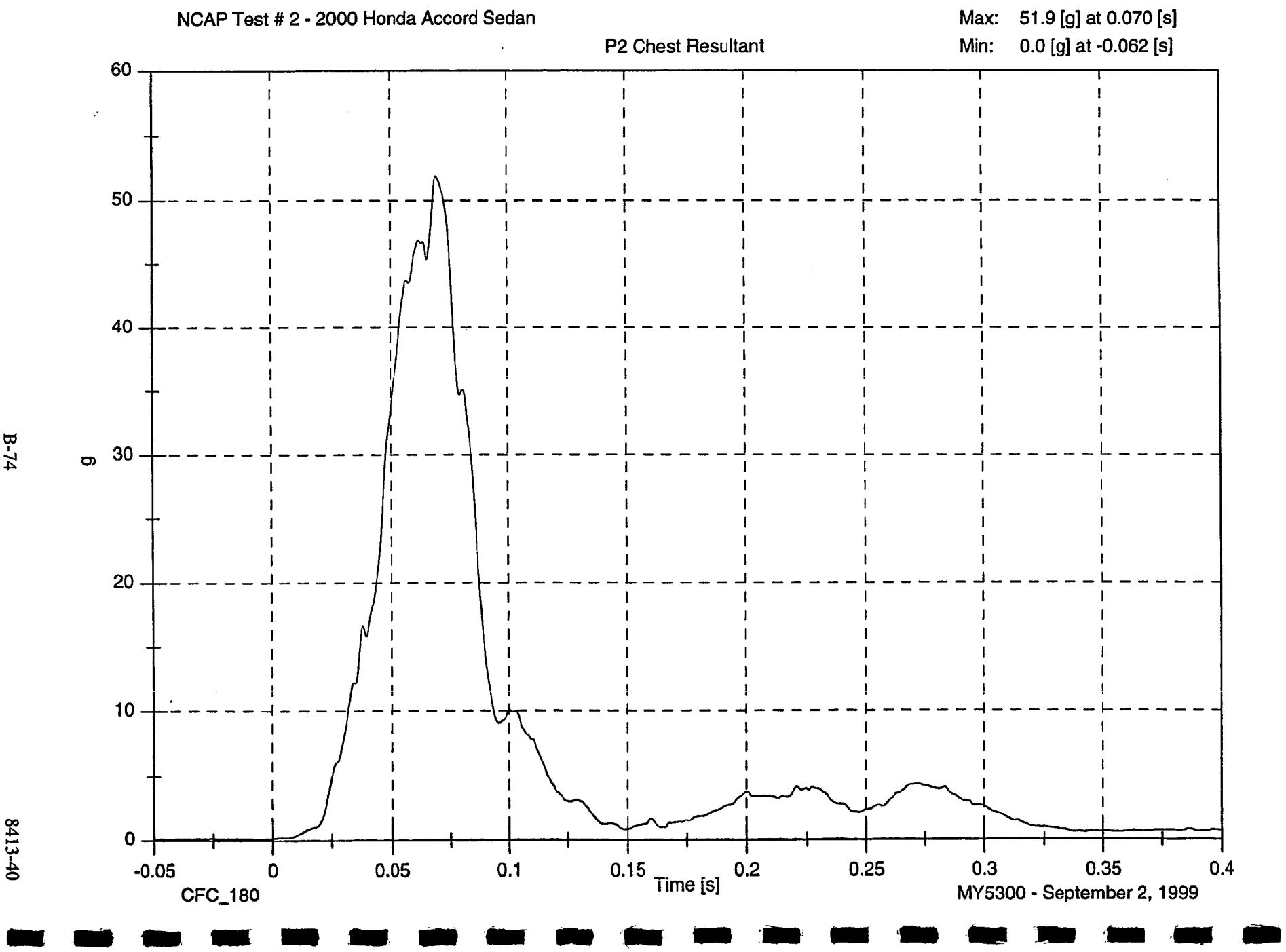

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck Mz
Max: 5.9 [N-m] at 0.160 [s]
Min: -15.5 [N-m] at 0.099 [s]
10
5
0
-5
-10
-15
-20
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

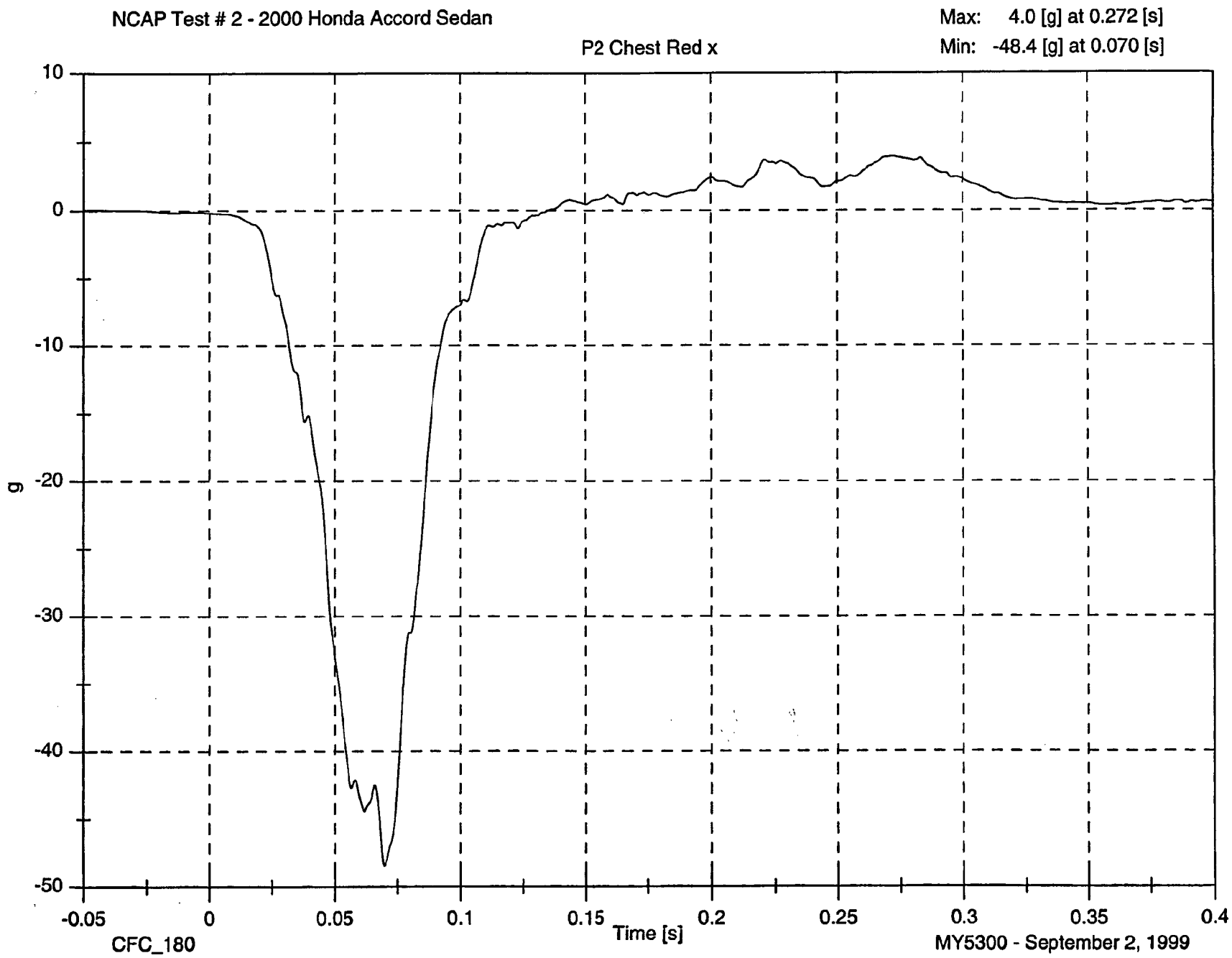

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Upper Neck M Resultant
Max: 54.7 [N-m] at 0.103 [s]
Min: 0.0 [N-m] at -0.087 [s]
N-m
60
50
40
30
20
10
0
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

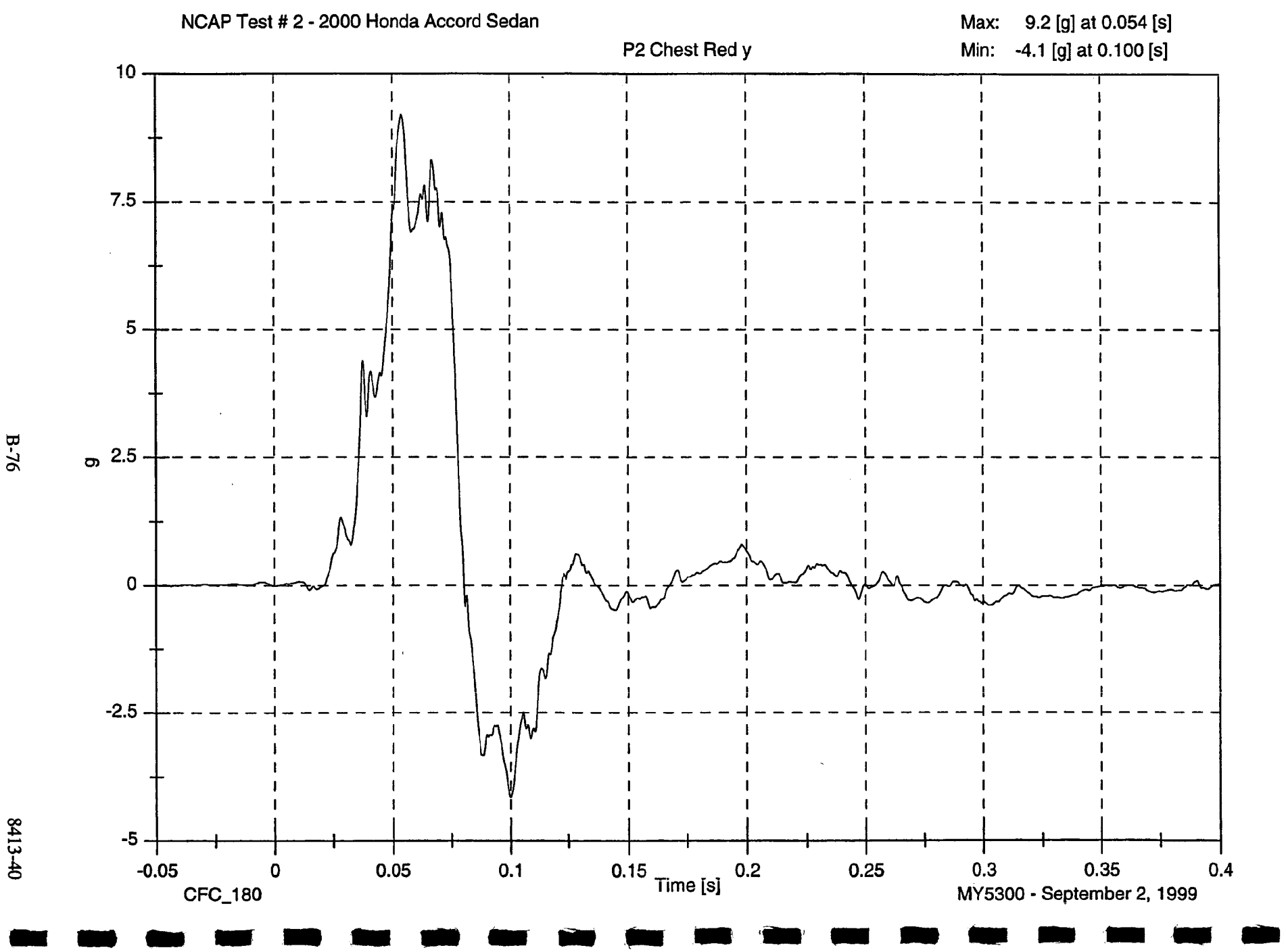

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest x
Max: 4.3 [g] at 0.271 [s]
Min: -51.0 [g] at 0.070 [s]
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

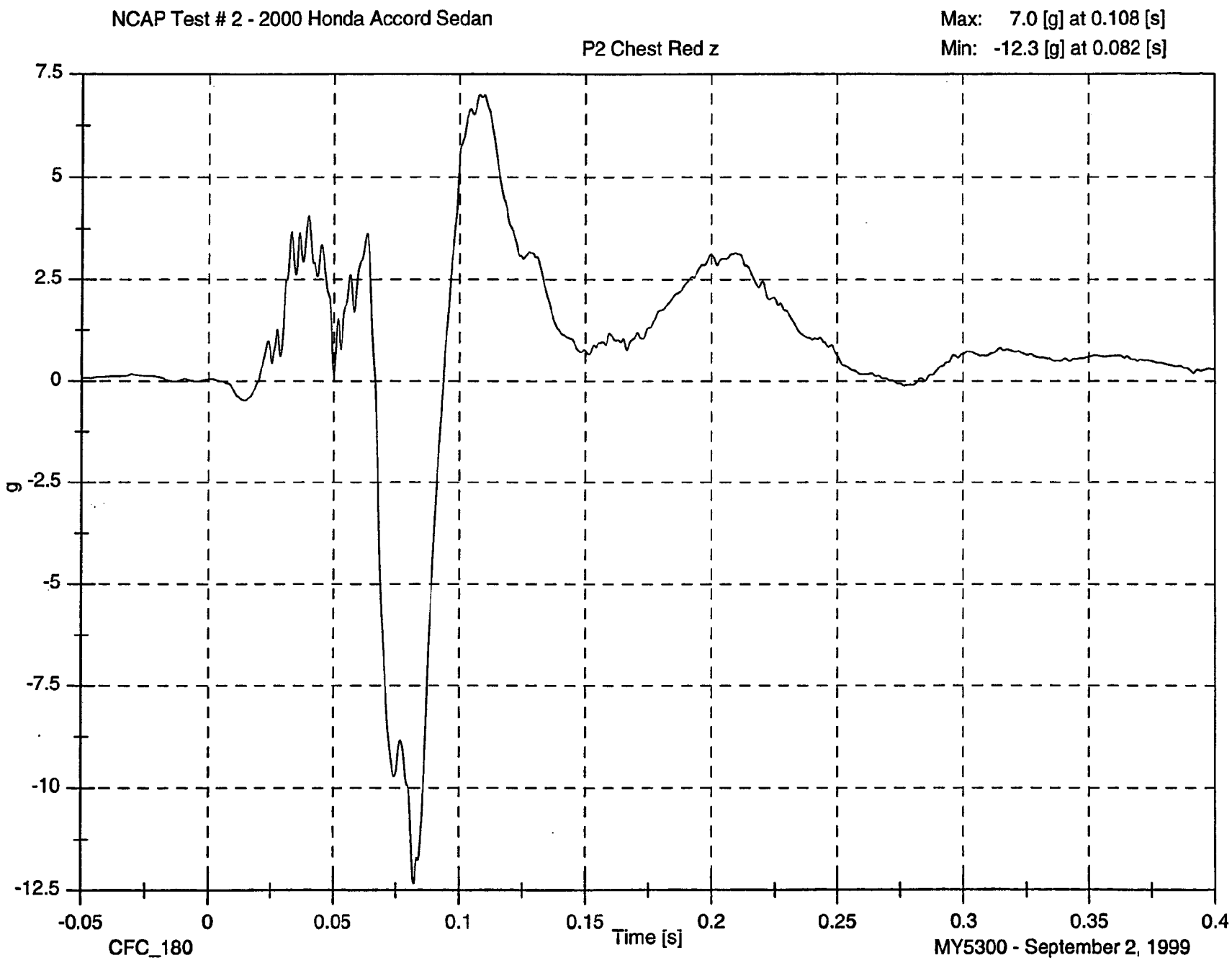

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest y
Max: 7.9 [g] at 0.067 [s]
Min: -4.3 [g] at 0.100 [s]
10
7.5
5
2.5
0
-2.5
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

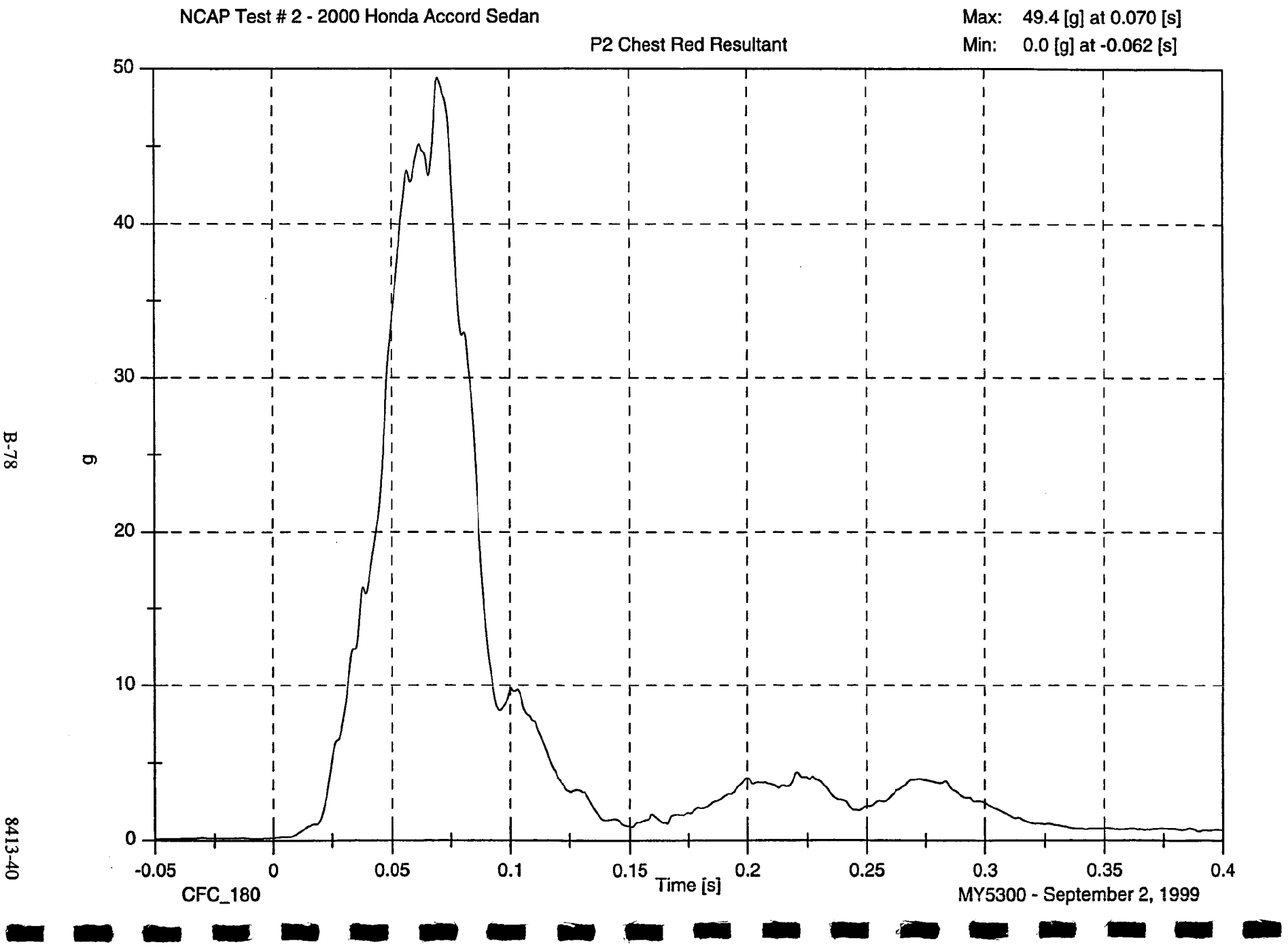

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest z
Max: 7.0 [g] at 0.110 [s]
Min: -14.3 [g] at 0.082 [s]
10
5
0
-5
-10
-15
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

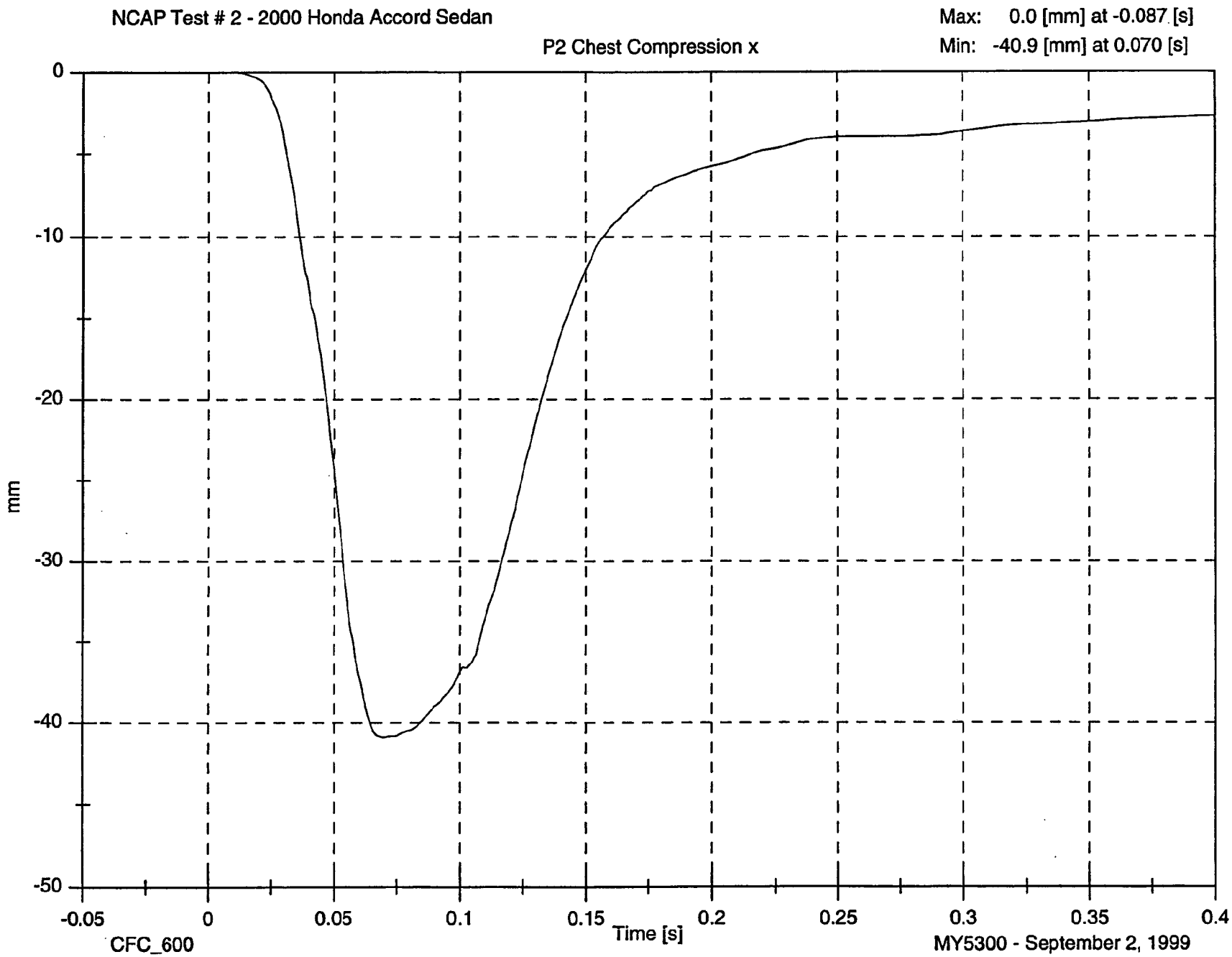

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Resultant
Max: 51.9 [g] at 0.070 [s]
Min: 0.0 [g] at -0.062 [s]
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

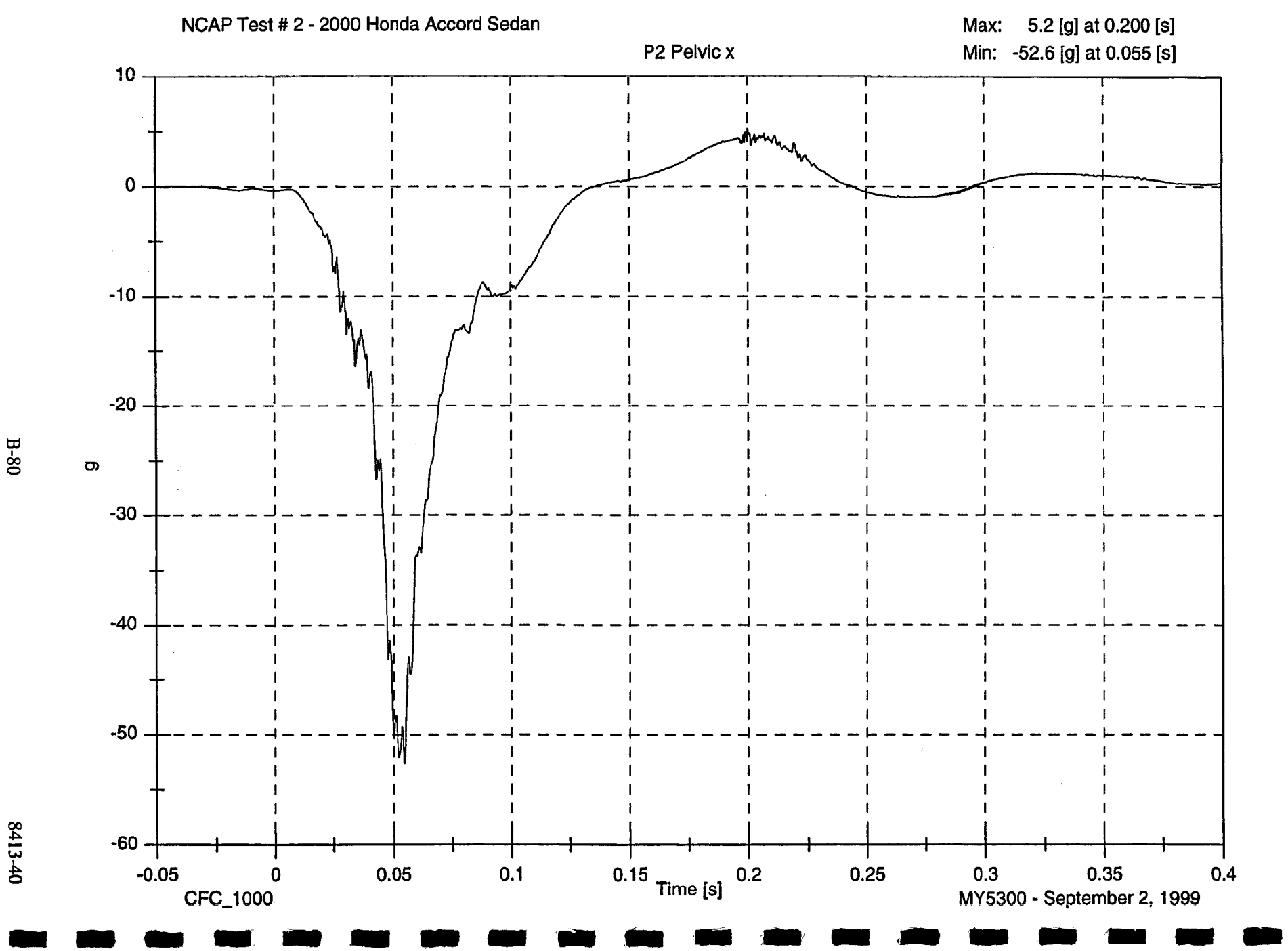

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Red x
Max: 4.0 [g] at 0.272 [s]
Min: -48.4 [g] at 0.070 [s]
10
0
-10
-20
-30
-40
-50
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

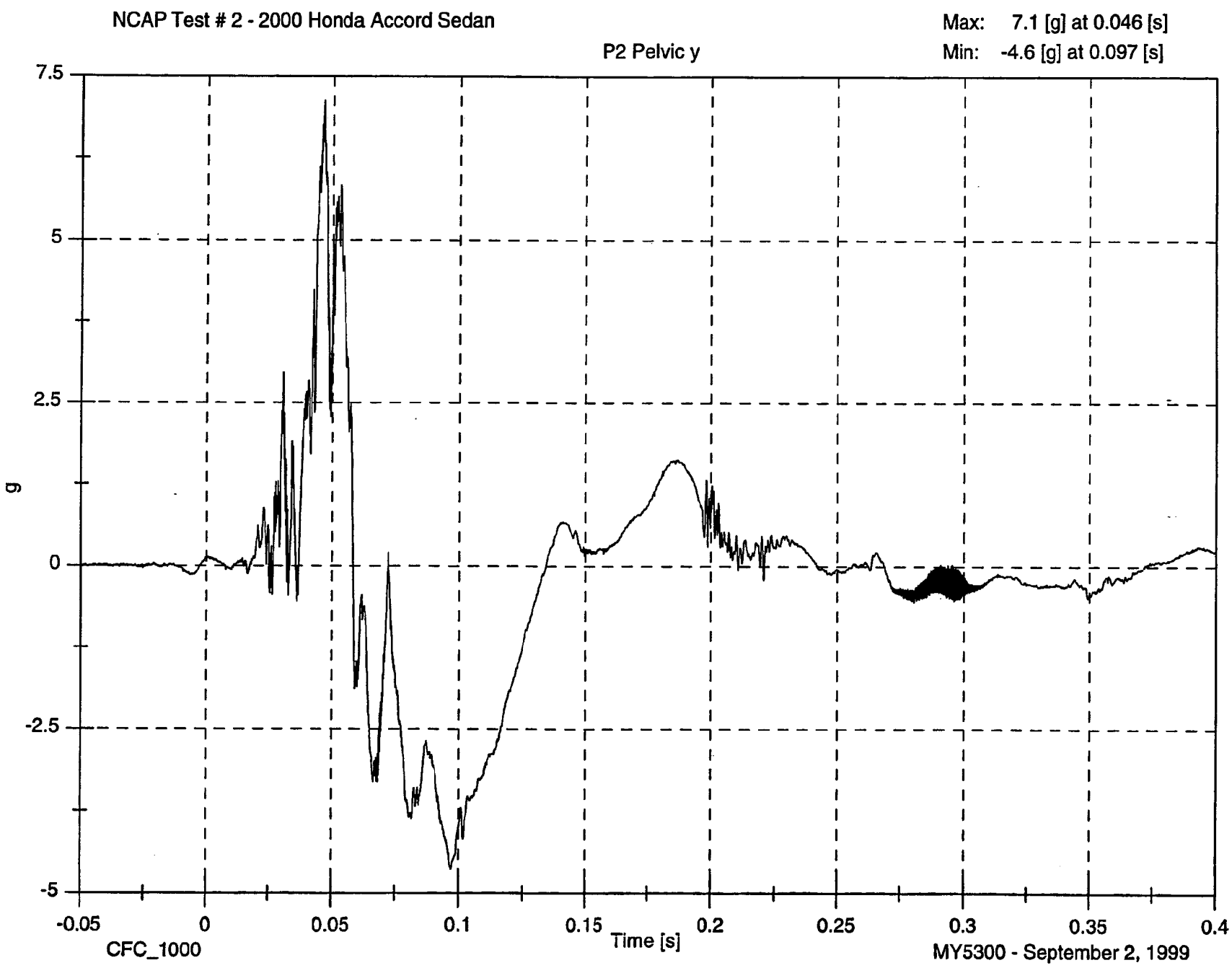

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Red y
Max: 9.2 [g] at 0.054 [s]
Min: -4.1 [g] at 0.100 [s]
10
7.5
5
2.5
0
-2.5
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

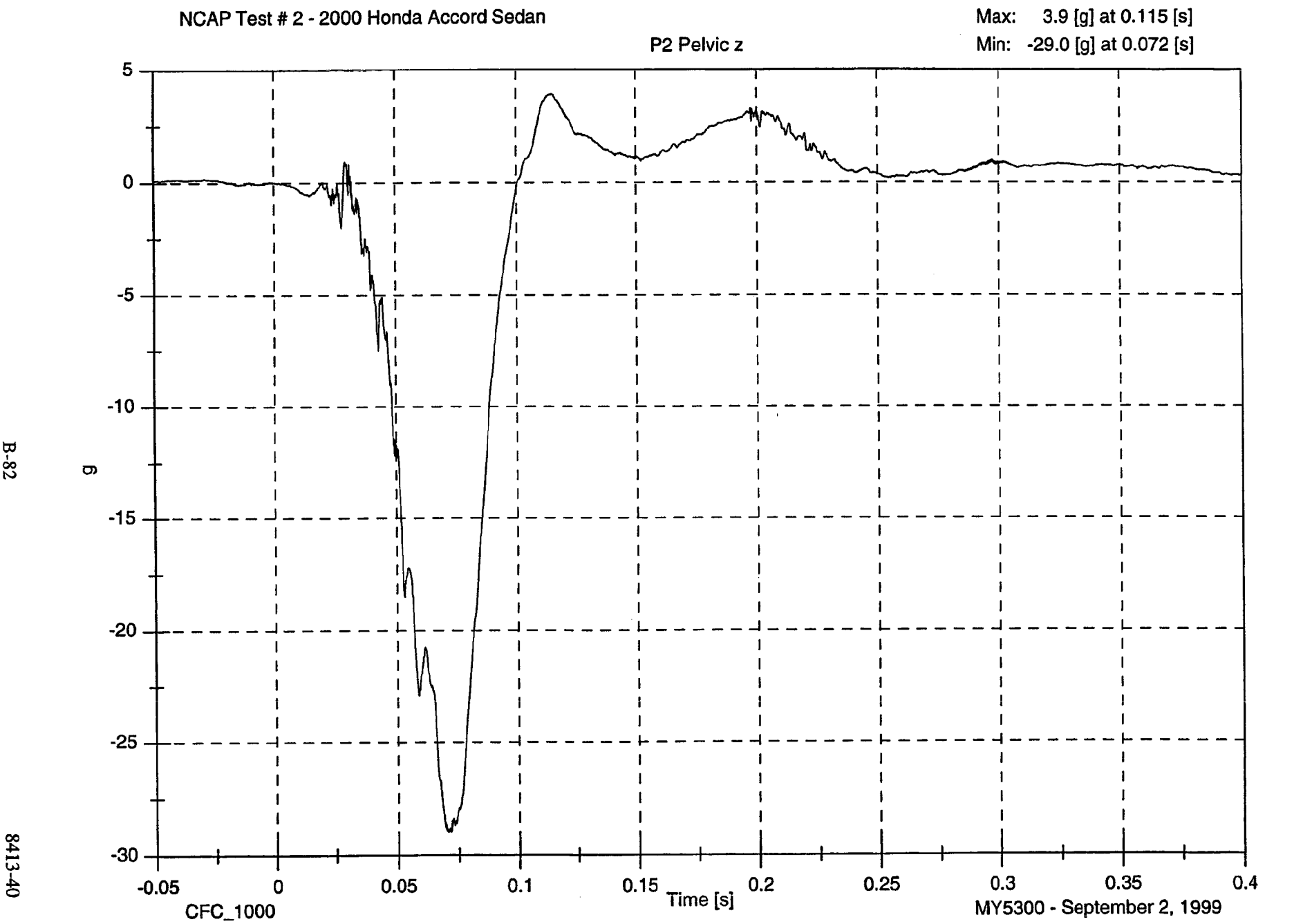

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Red z
Max: 7.0 [g] at 0.108 [s]
Min: -12.3 [g] at 0.082 [s]
7.5
5
2.5
0
-2.5
-5
-7.5
-10
-12.5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

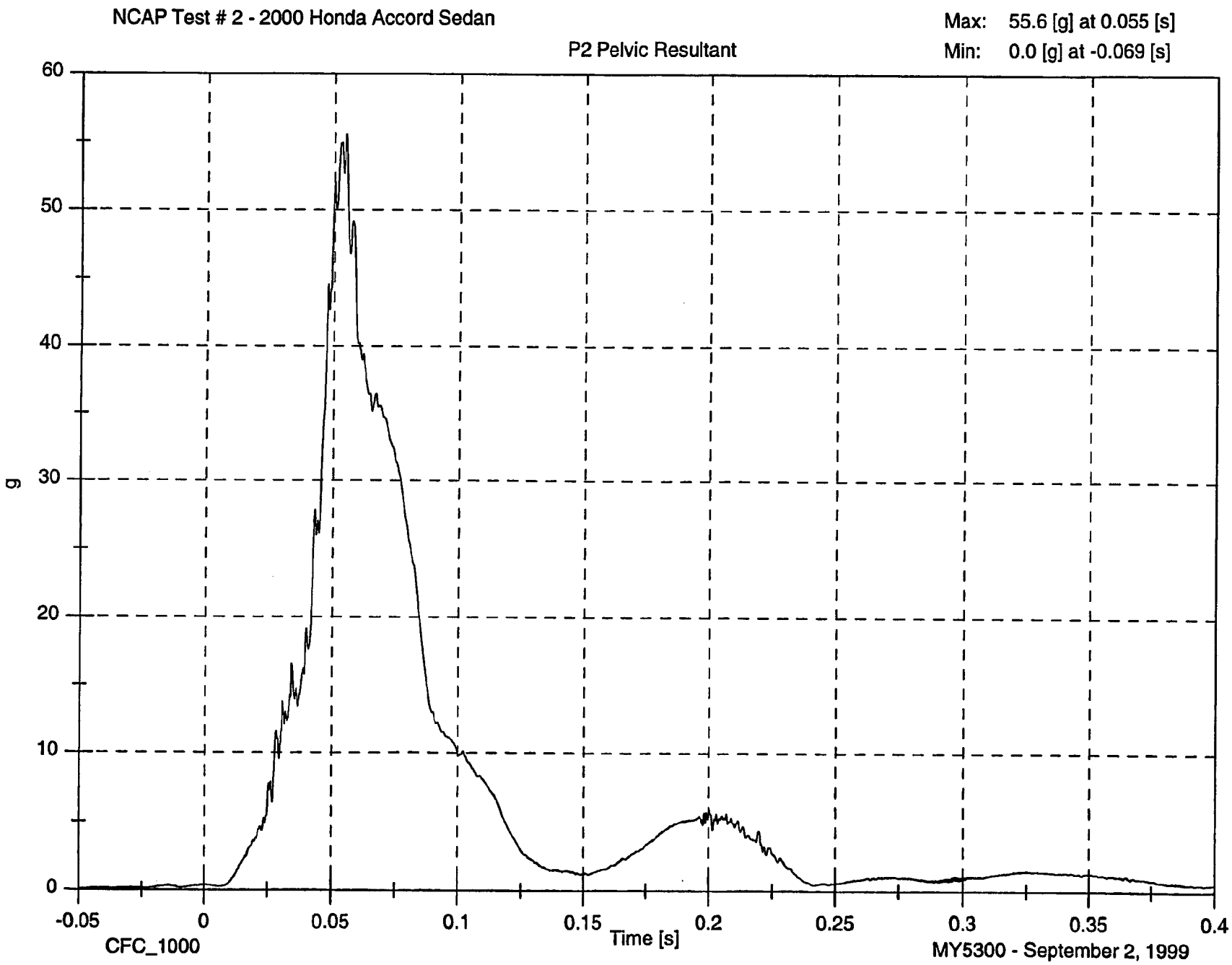

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Red Resultant
Max: 49.4 [g] at 0.070 [s]
Min: 0.0 [g] at -0.062 [s]
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

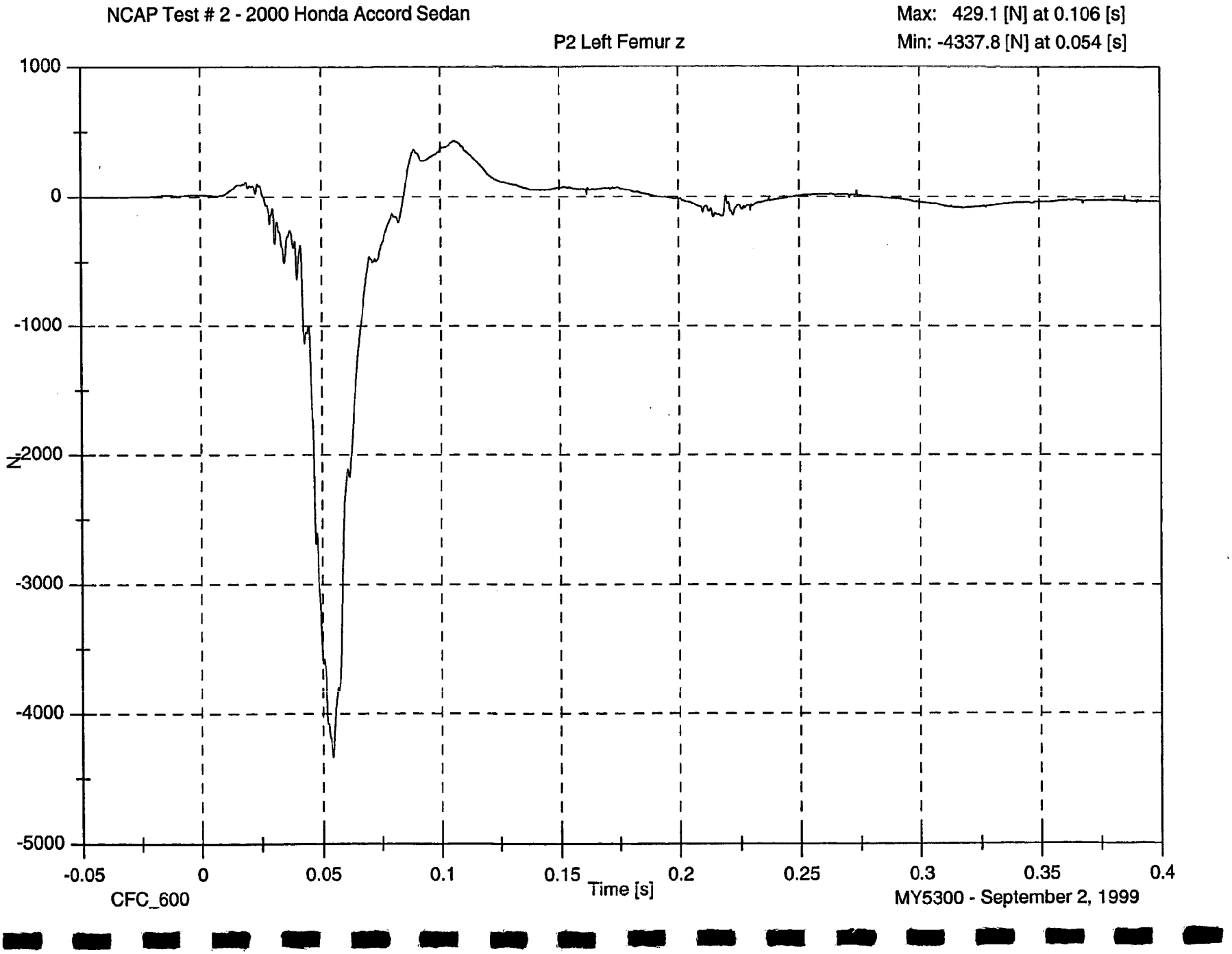

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Chest Compression x
Max: 0.0 [mm] at -0.087 [s]
Min: -40.9 [mm] at 0.070 [s]
0
-10
-20
-30
-40
-50
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Pelvic x
Max: 5.2 [g] at 0.200 [s]
Min: -52.6 [g] at 0.055 [s]
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

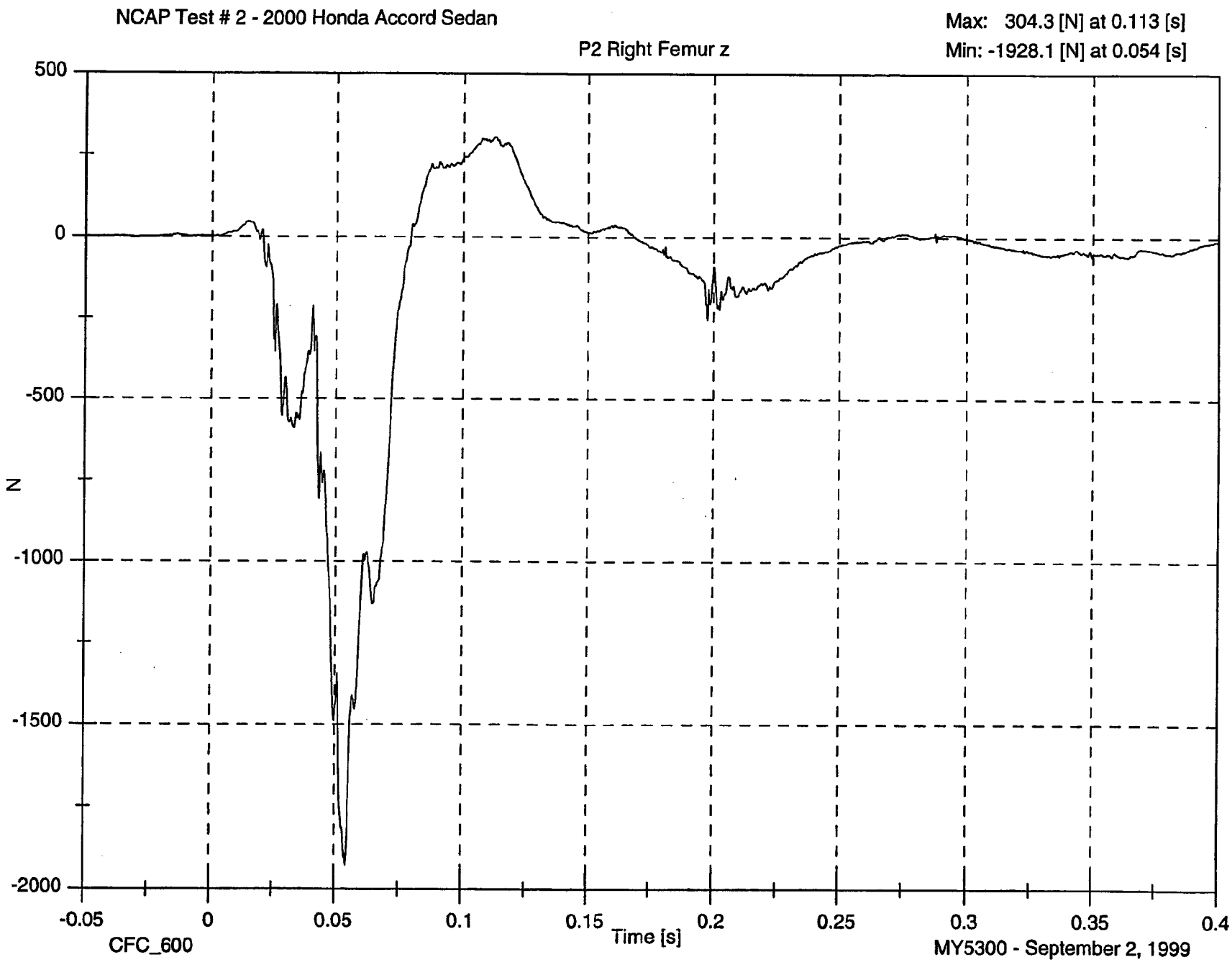

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Pelvic y
Max: 7.1 [g] at 0.046 [s]
Min: -4.6 [g] at 0.097 [s]
7.5
5
2.5
0
-2.5
-5
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

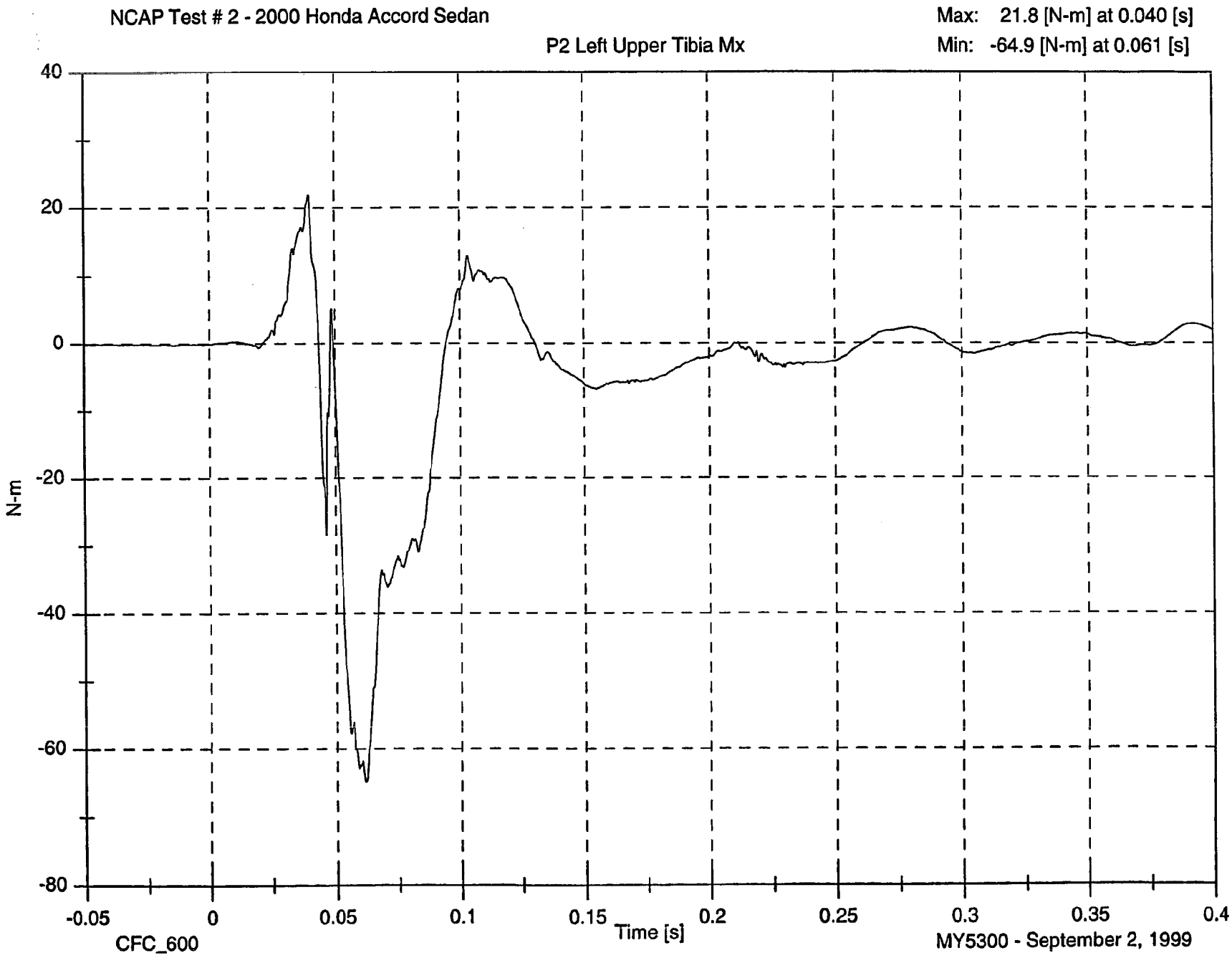

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Pelvic z
Max: 3.9 [g] at 0.115 [s]
Min: -29.0 [g] at 0.072 [s]
5
0
-5
-10
-15
-20
-25
-30
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

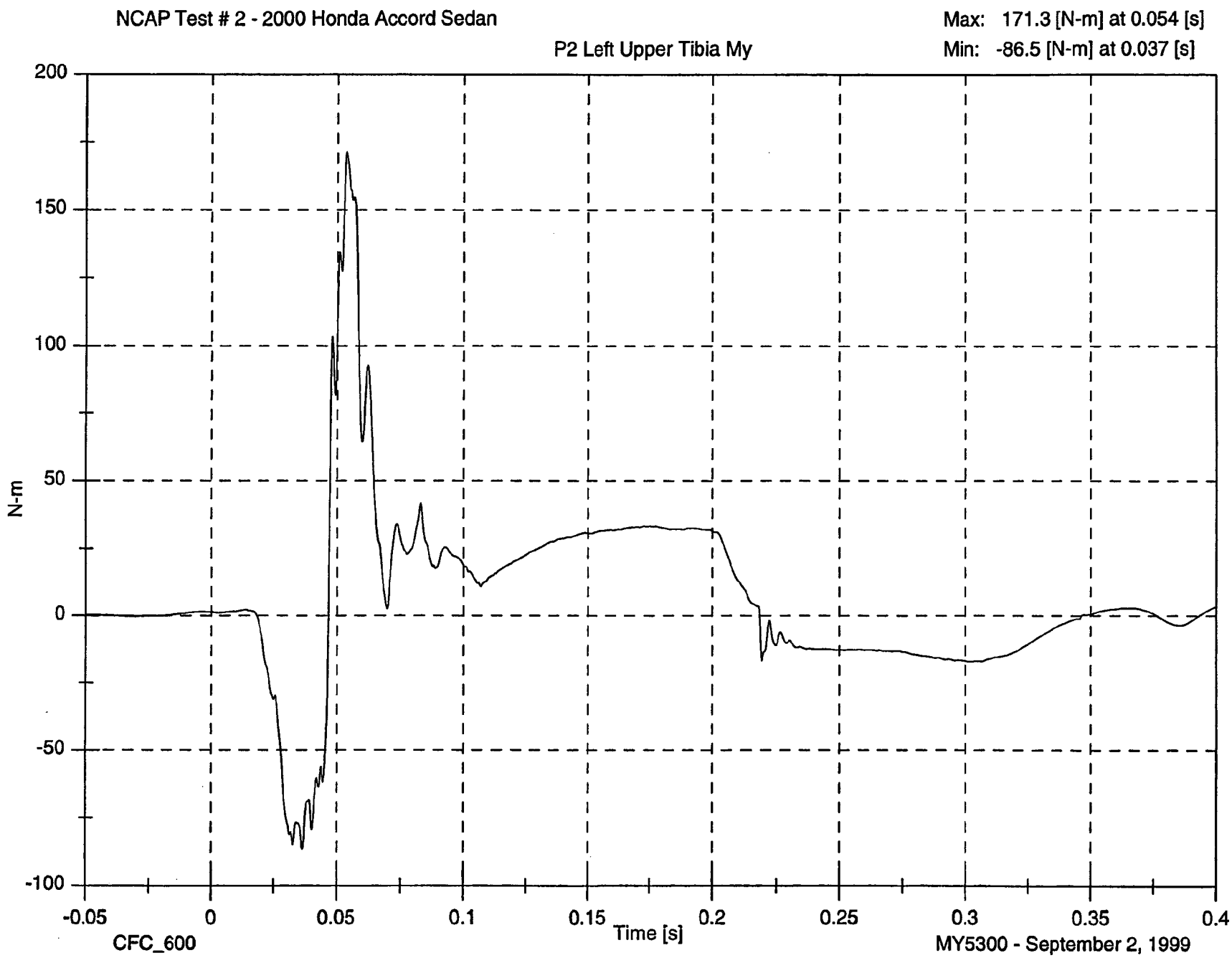

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Pelvic Resultant
Max: 55.6 [g] at 0.055 [s]
Min: 0.0 [g] at -0.069 [s]
60
50
40
30
20
10
0
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

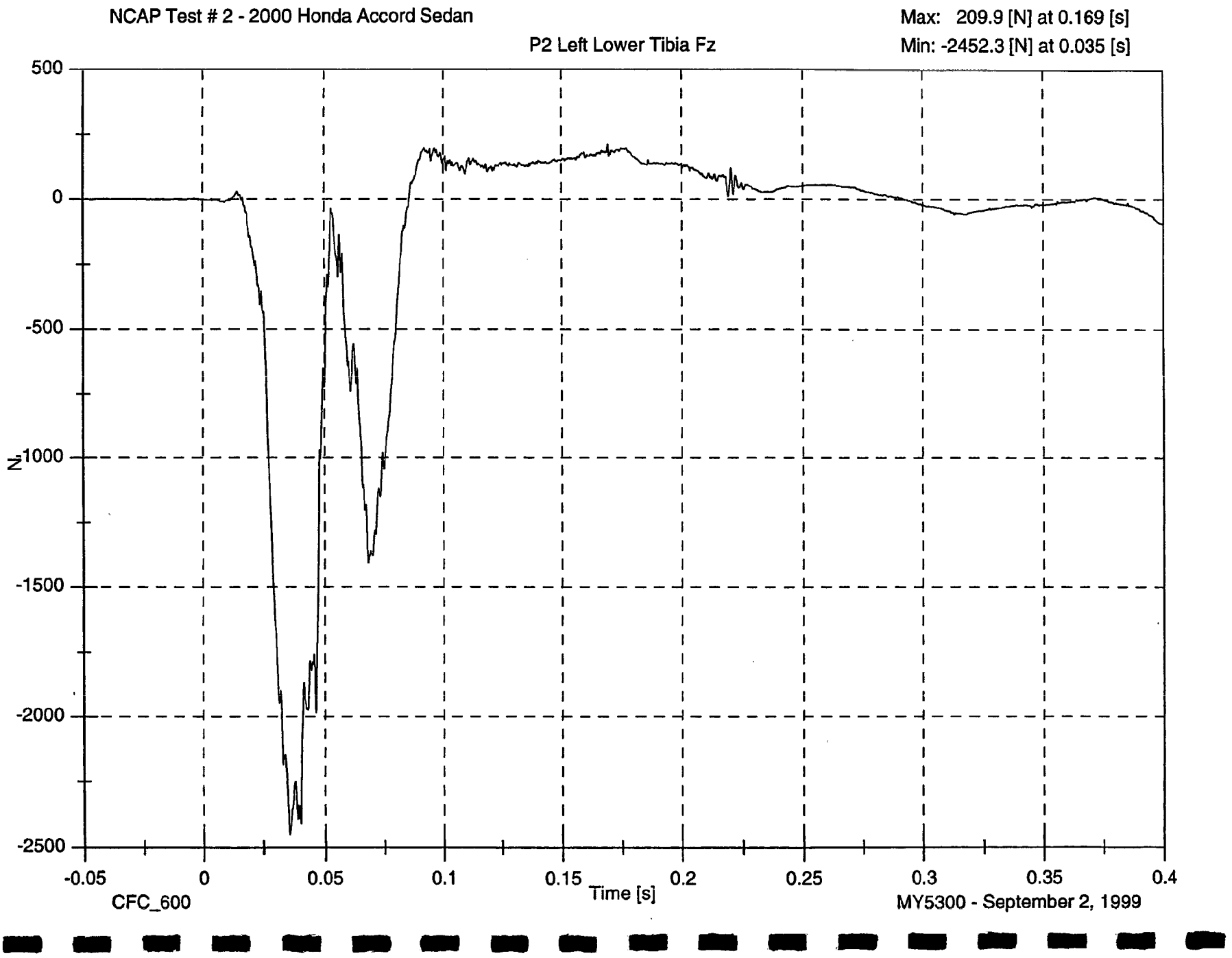

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Femur z
Max: 429.1 [N] at 0.106 [s]
Min: -4337.8 [N] at 0.054 [s]
1000
0
-1000
-2000
-3000
-4000
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

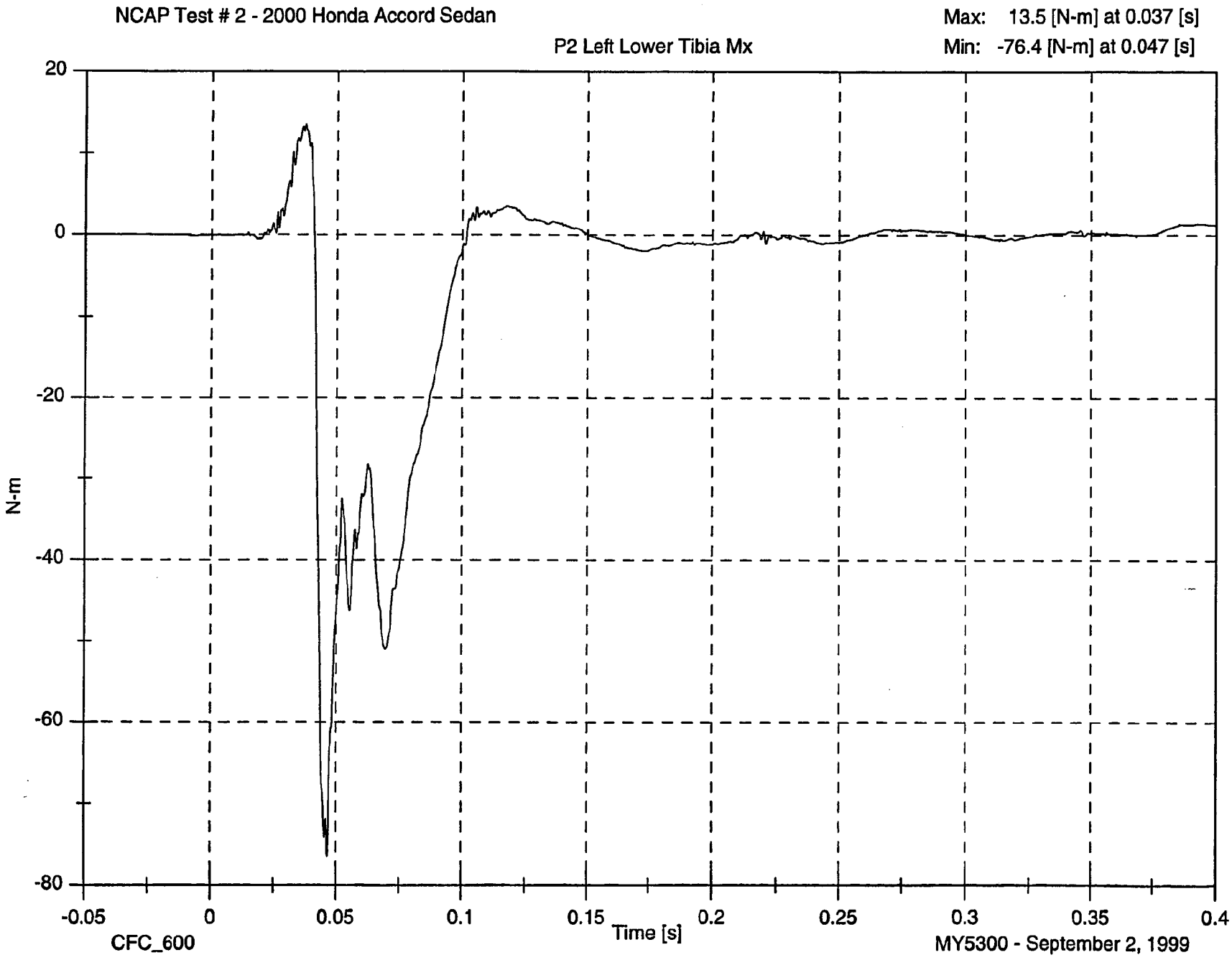
8413-40

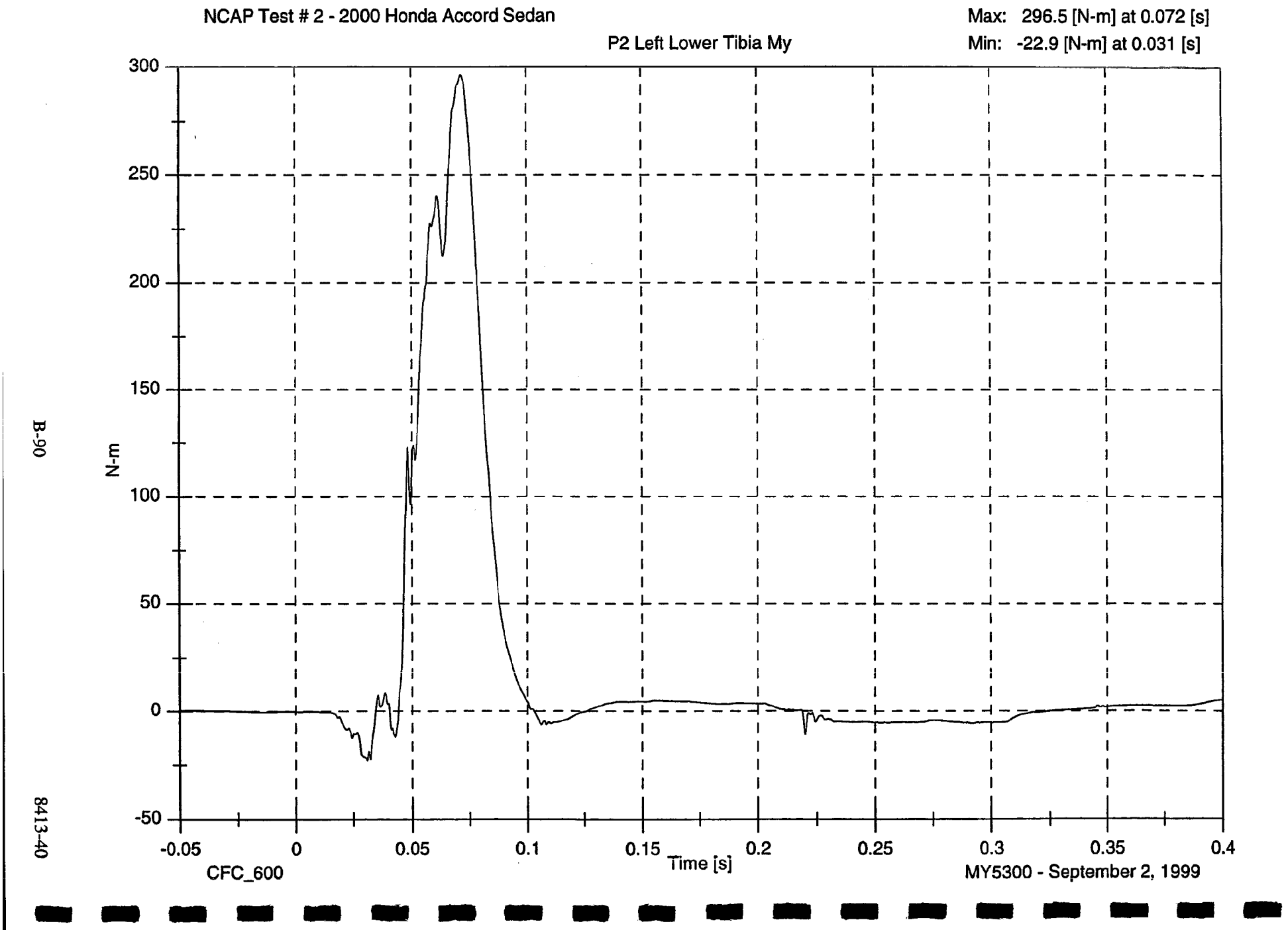

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Femur z
Max: 304.3 [N] at 0.113 [s]
Min: -1928.1 [N] at 0.054 [s]
500
0
-500
-1000
-1500
-2000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

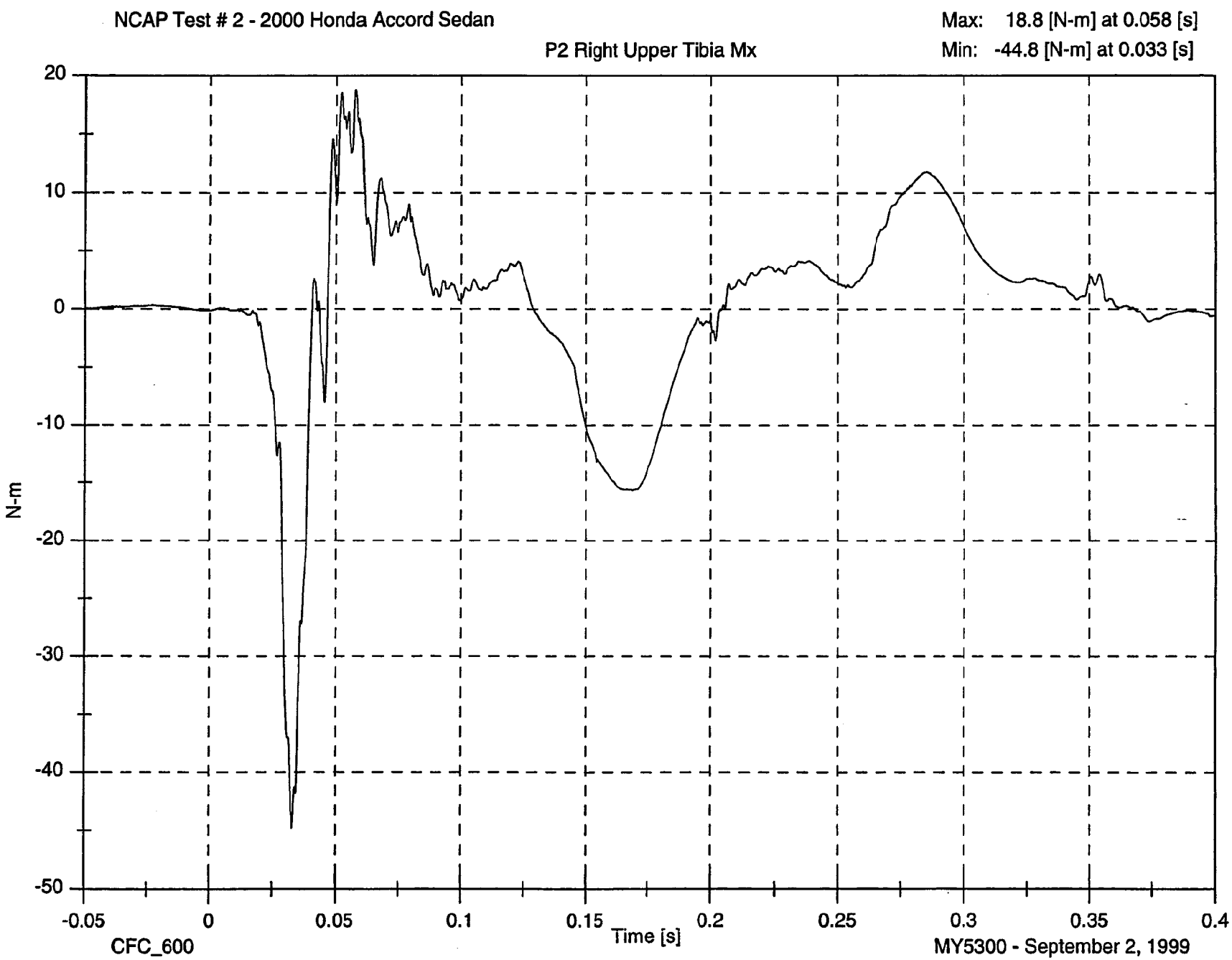

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Upper Tibia Mx
Max: 21.8 [N-m] at 0.040 [s]
Min: -64.9 [N-m] at 0.061 [s]
40
20
0
-20
-40
-60
-80
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

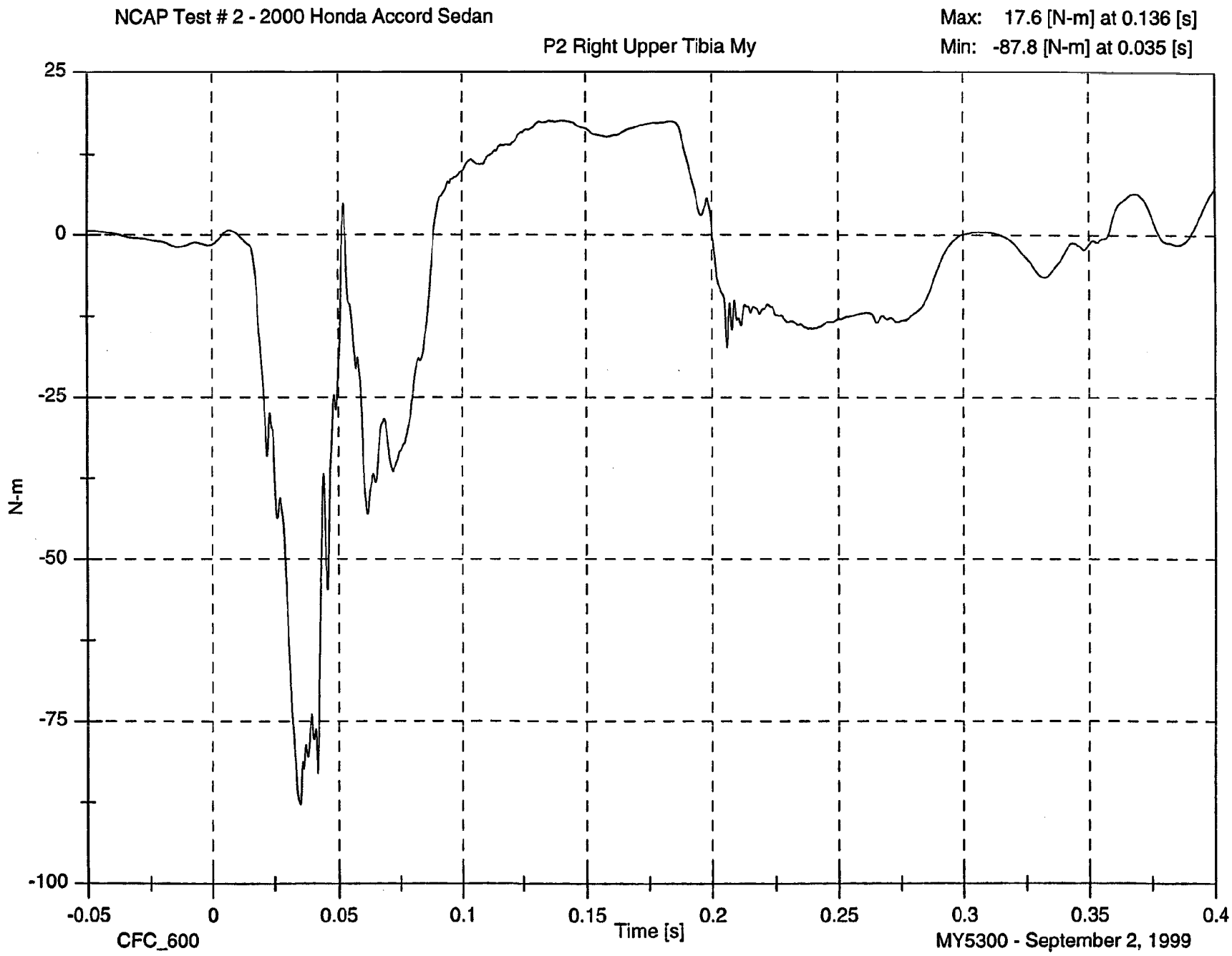

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Upper Tibia My
Max: 171.3 [N-m] at 0.054 [s]
Min: -86.5 [N-m] at 0.037 [s]
200
150
100
50
0
-50
-100
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

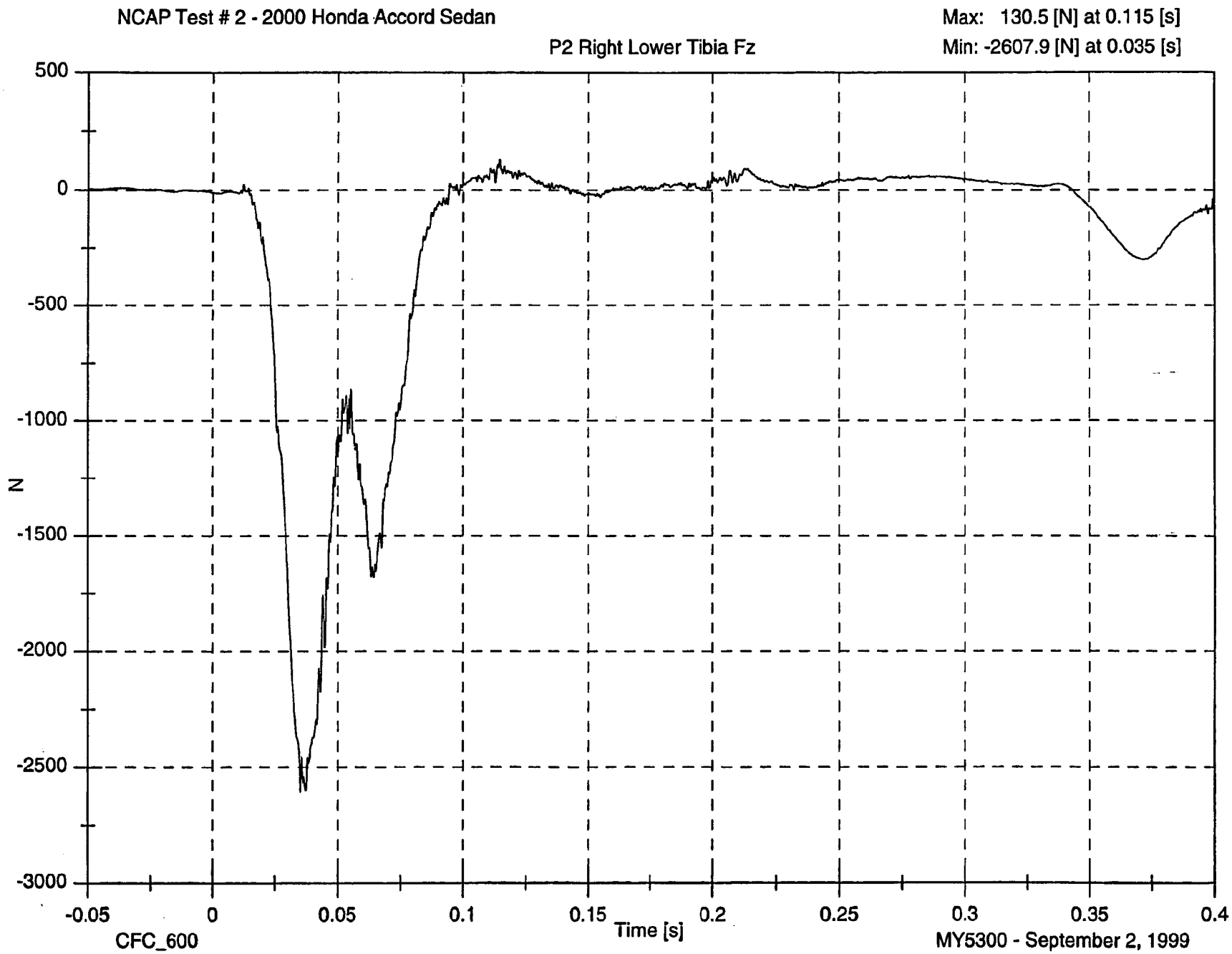

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Lower Tibia Fz
Max: 209.9 [N] at 0.169 [s]
Min: -2452.3 [N] at 0.035 [s]
500
0
-500
-1000
-1500
-2000
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

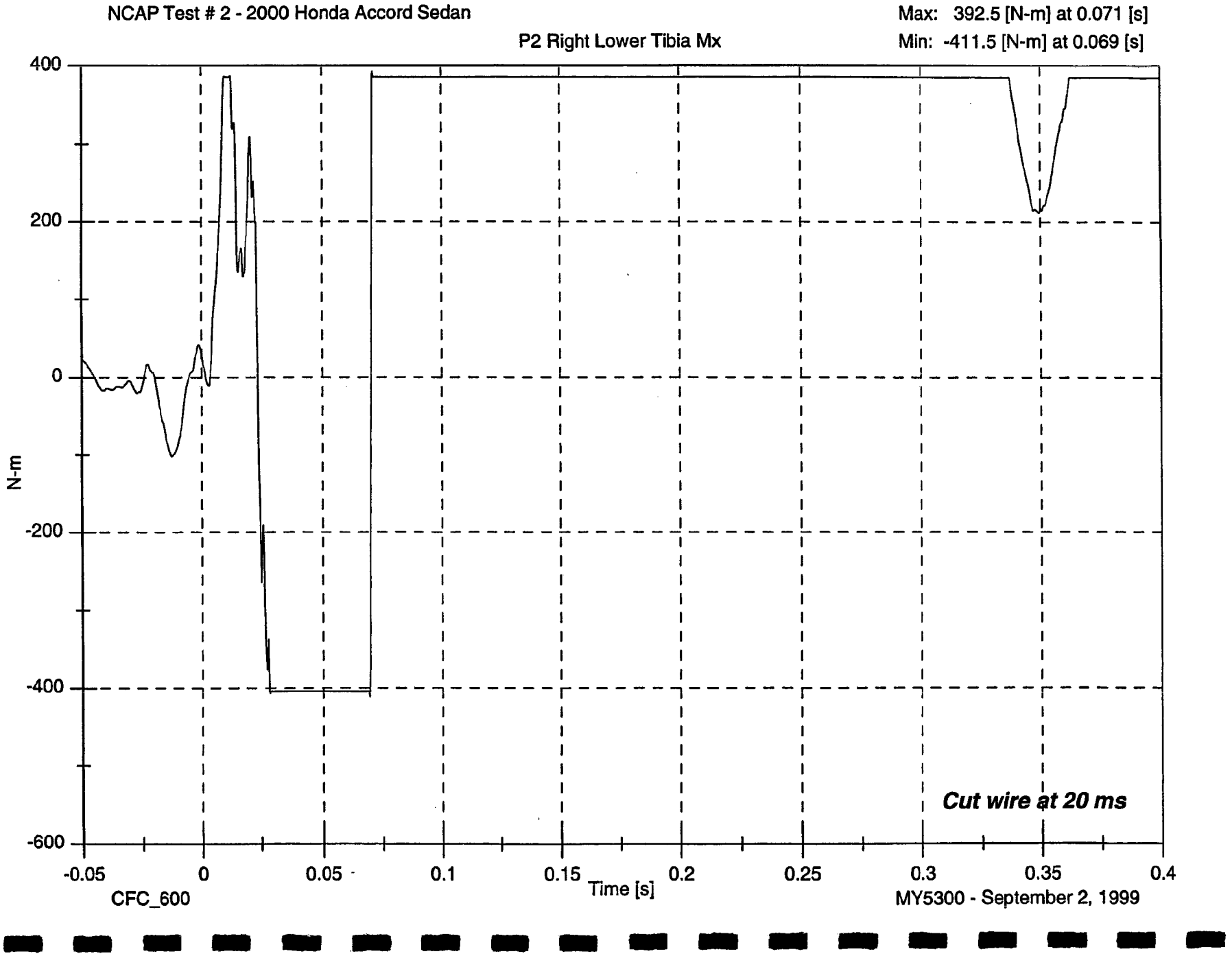

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Lower Tibia Mx
Max: 13.5 [N-m] at 0.037 [s]
Min: -76.4 [N-m] at 0.047 [s]
20
0
-20
-40
-60
-80
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

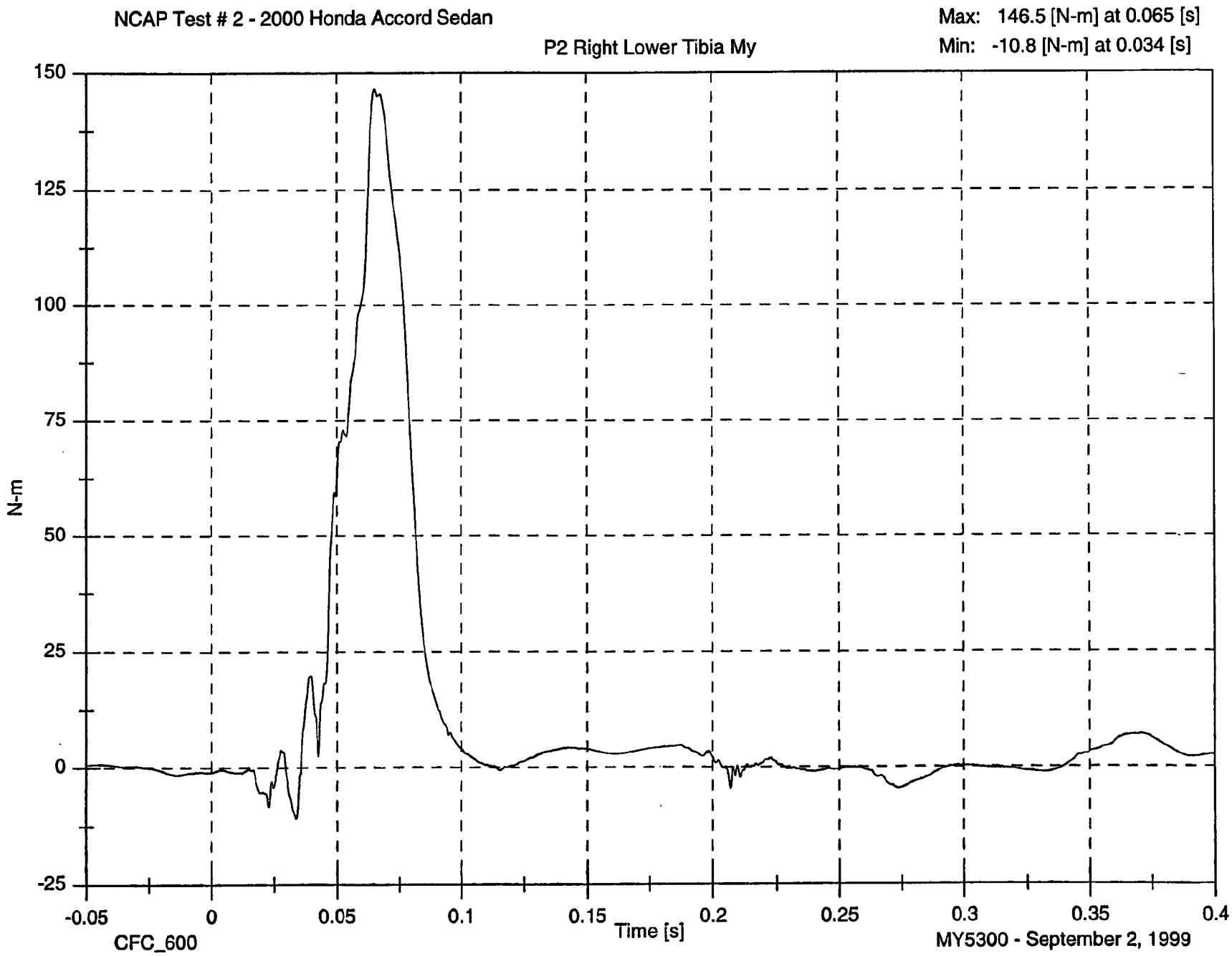

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Lower Tibia My
Max: 296.5 [N-m] at 0.072 [s]
Min: -22.9 [N-m] at 0.031 [s]
300
250
200
150
100
50
0
-50
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

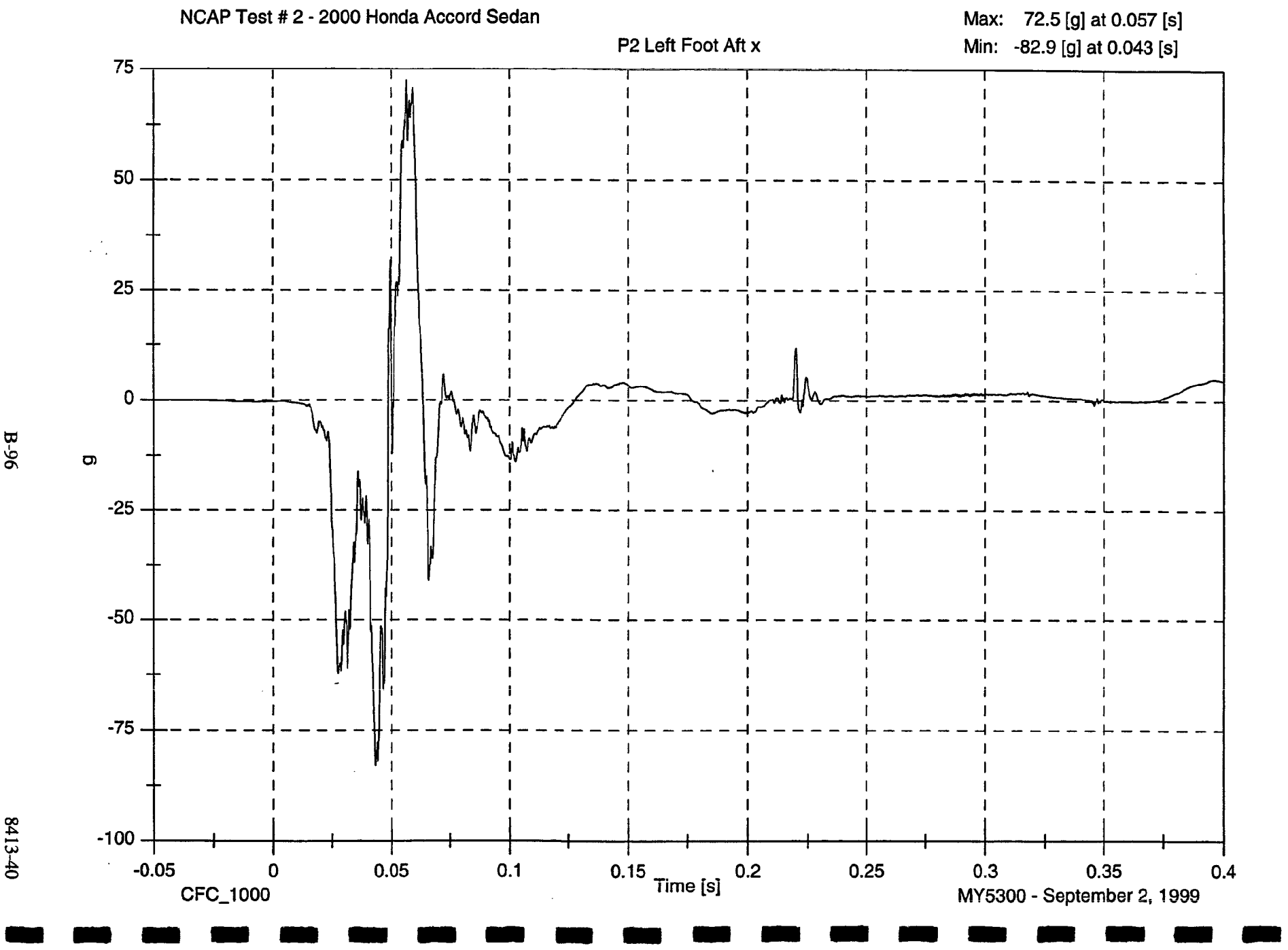

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Upper Tibia Mx
Max: 18.8 [N-m] at 0.058 [s]
Min: -44.8 [N-m] at 0.033 [s]
20
10
0
-10
-20
-30
-40
-50
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

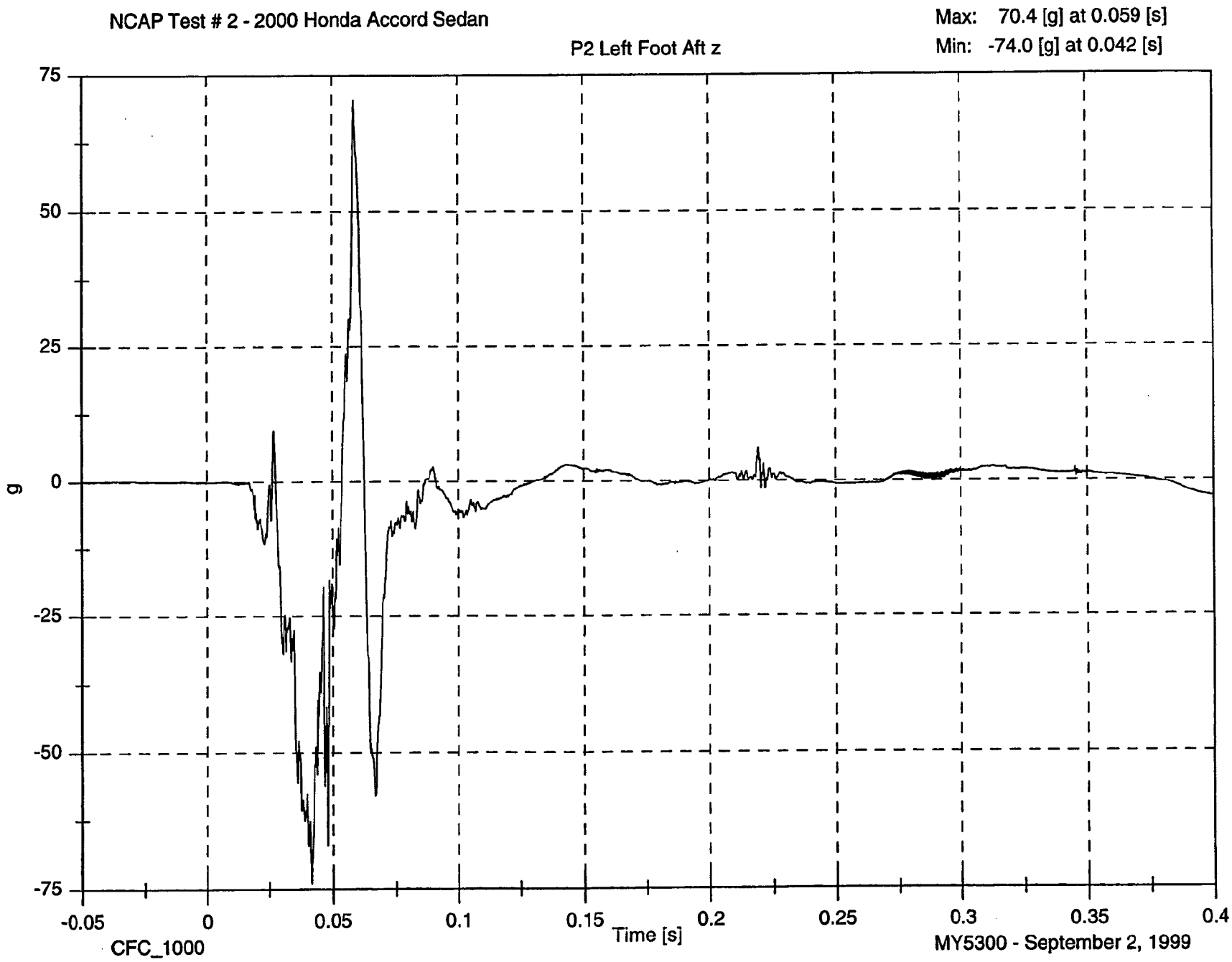

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Upper Tibia My
Max: 17.6 [N-m] at 0.136 [s]
Min: -87.8 [N-m] at 0.035 [s]
25
0
-25
-50
-75
-100
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

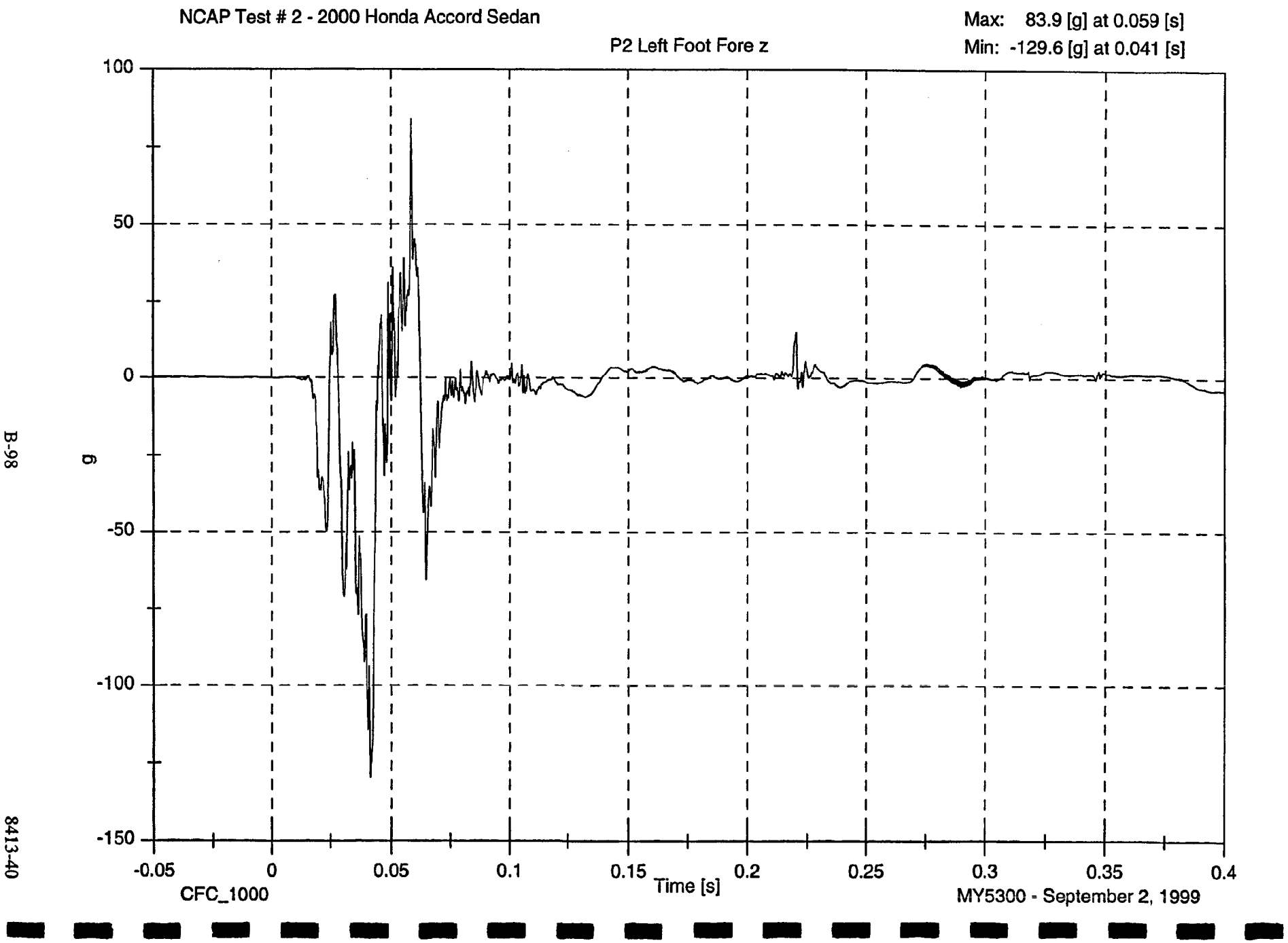

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Lower Tibia Fz
Max: 130.5 [N] at 0.115 [s]
Min: -2607.9 [N] at 0.035 [s]
500
0
-500
-1000
-1500
-2000
-2500
-3000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

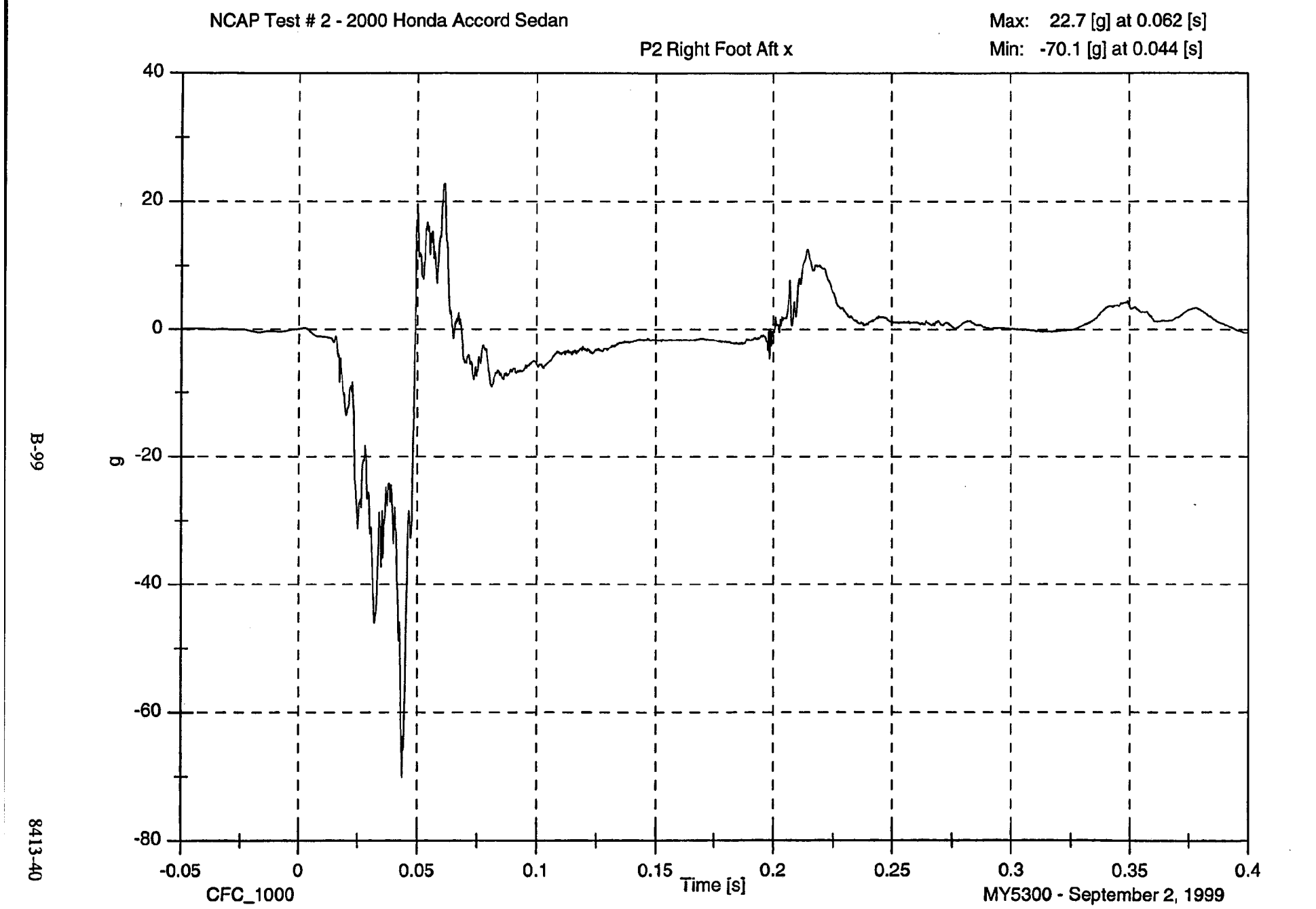

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Lower Tibia Mx
Max: 392.5 [N-m] at 0.071 [s]
Min: -411.5 [N-m] at 0.069 [s]
400
200
0
-200
-400
-600
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
Cut wire at 20 ms
MY5300 - September 2, 1999

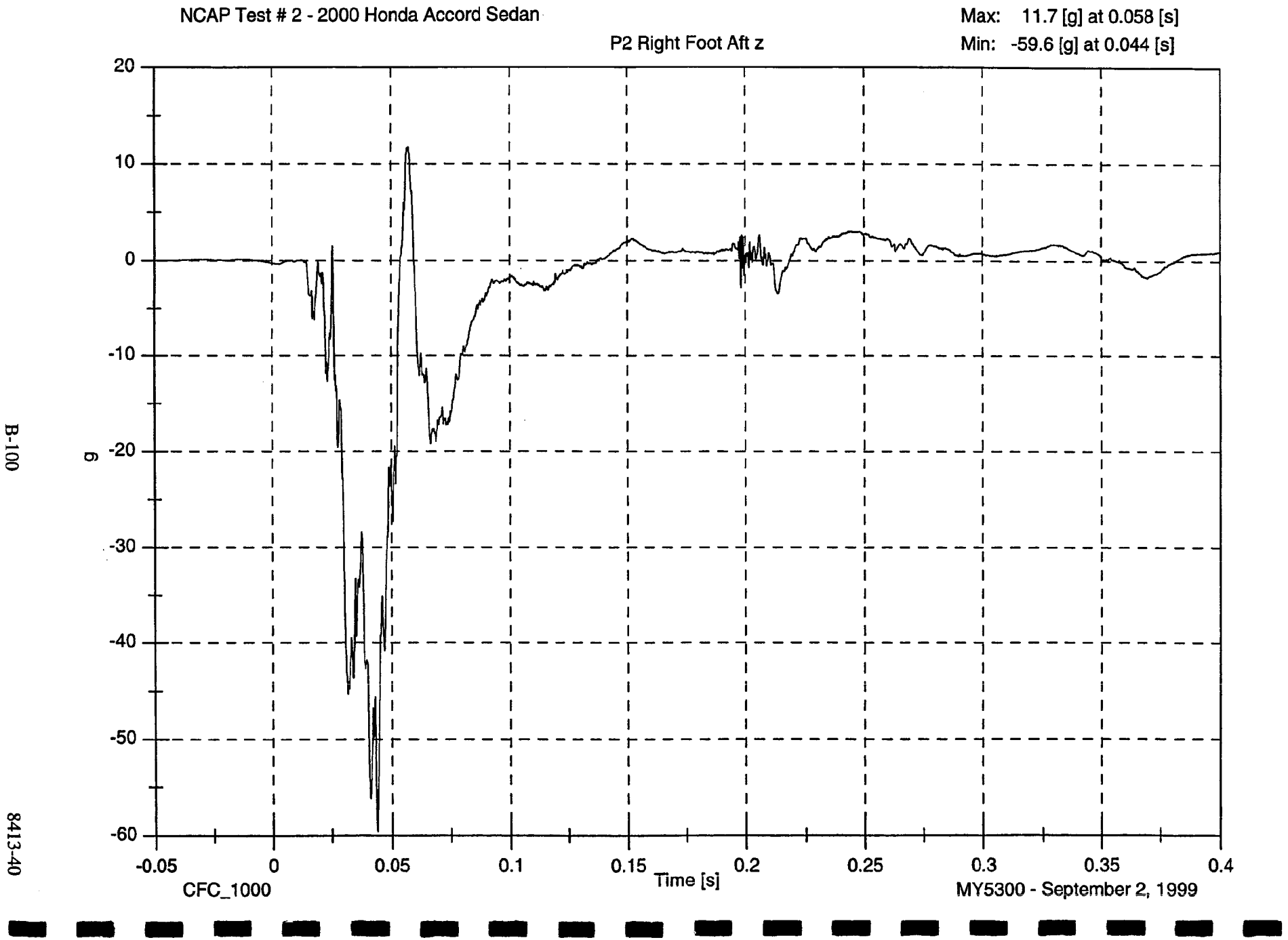

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Lower Tibia My
Max: 146.5 [N-m] at 0.065 [s]
Min: -10.8 [N-m] at 0.034 [s]
150
125
100
75
50
25
0
-25
N-m
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_600
MY5300 - September 2, 1999

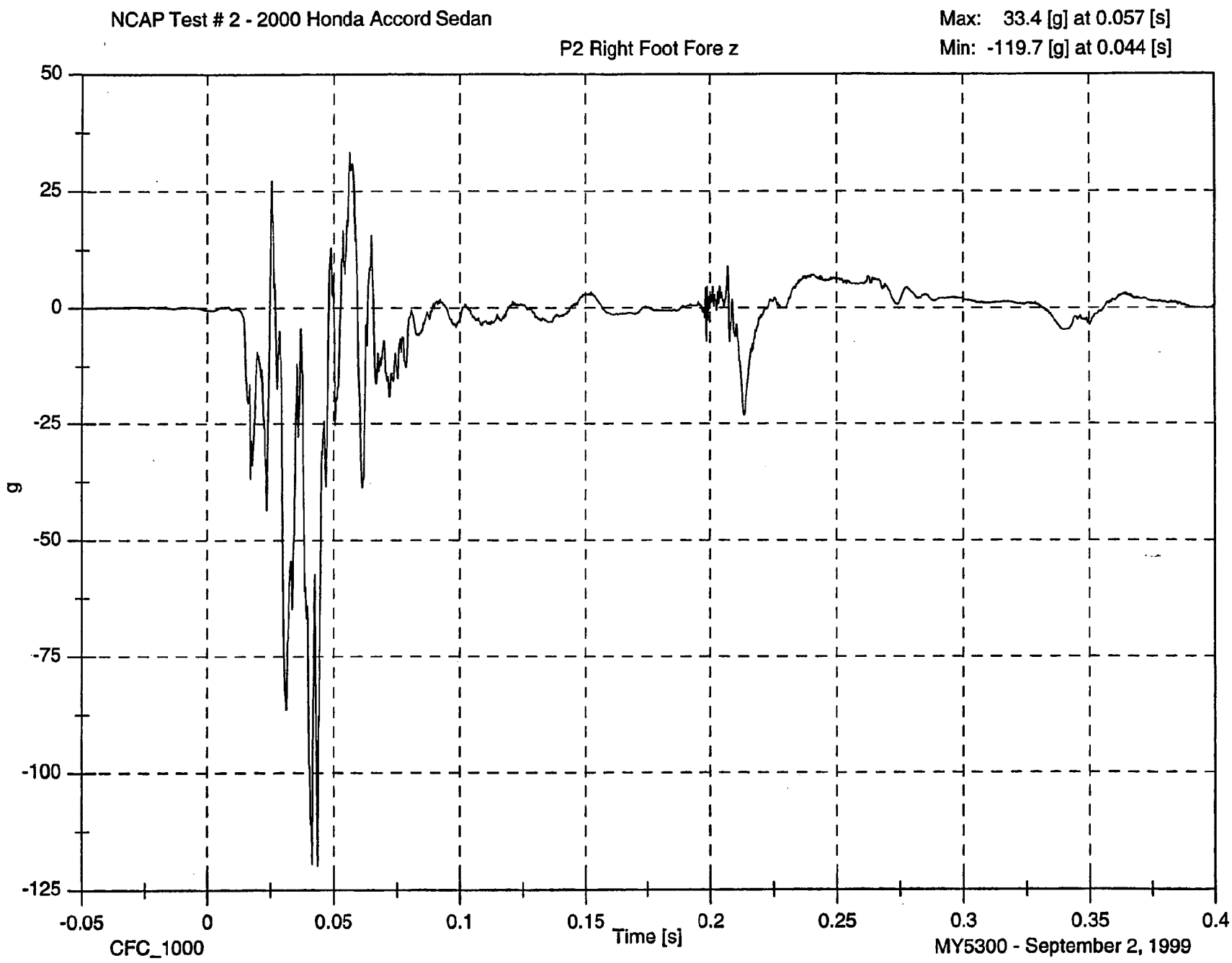

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Foot Aft x
Max: 72.5 [g] at 0.057 [s]
Min: -82.9 [g] at 0.043 [s]
75
50
25
0
-25
-50
-75
-100
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

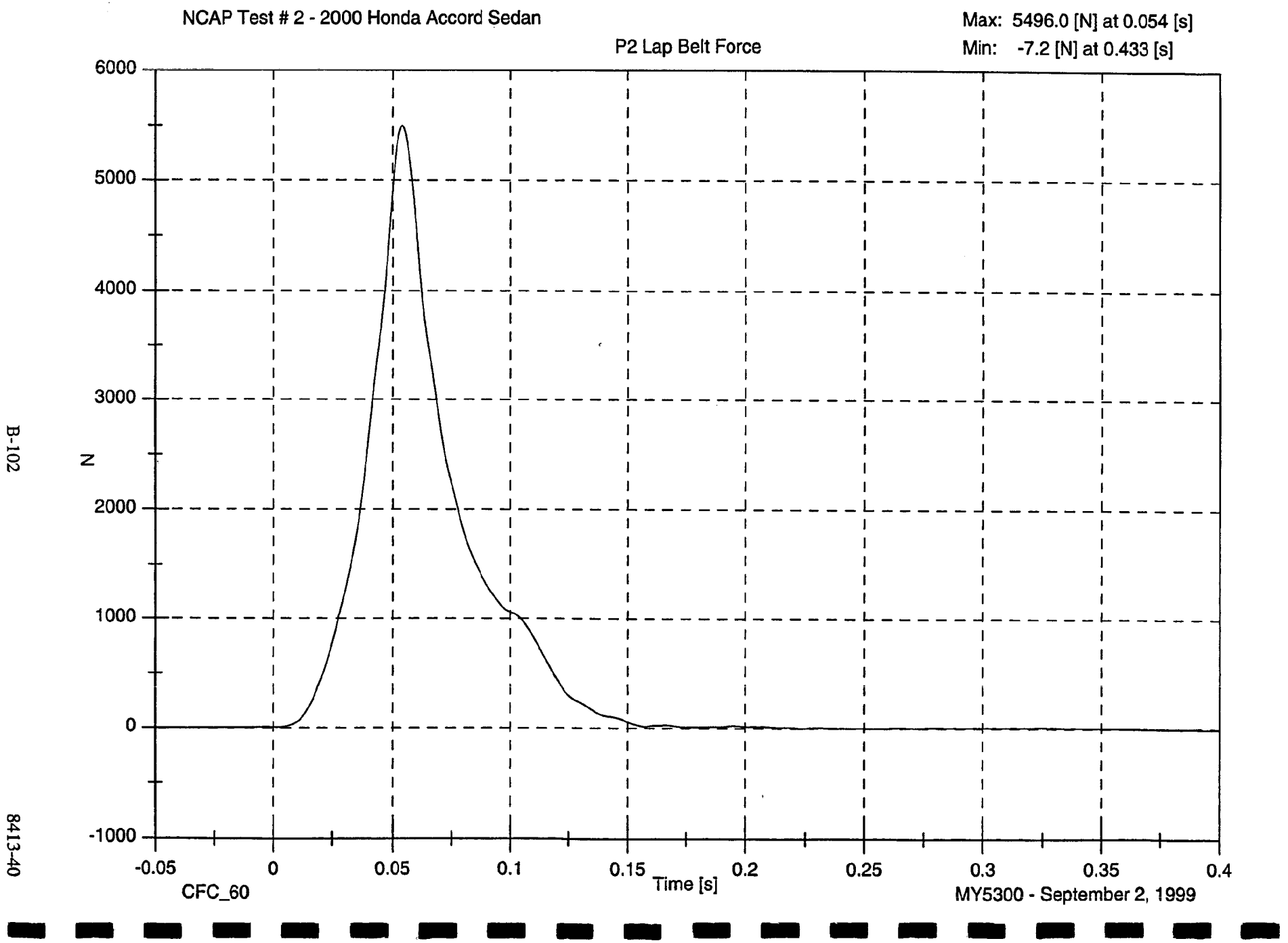

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Foot Aft z
Max: 70.4 [g] at 0.059 [s]
Min: -74.0 [g] at 0.042 [s]
75
50
25
0
-25
-50
-75
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

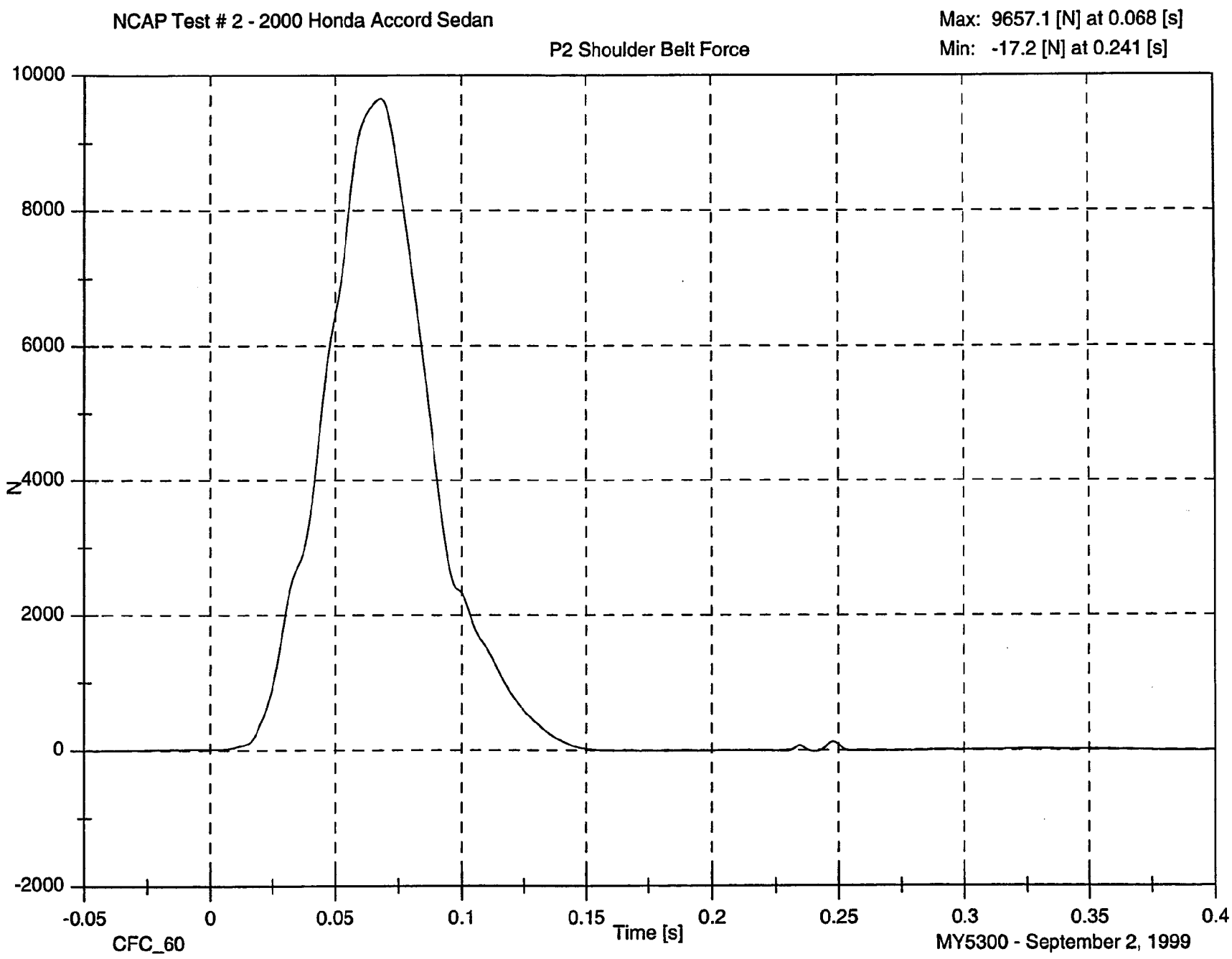

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Left Foot Fore z
Max: 83.9 [g] at 0.059 [s]
Min: -129.6 [g] at 0.041 [s]
100
50
0
-50
-100
-150
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

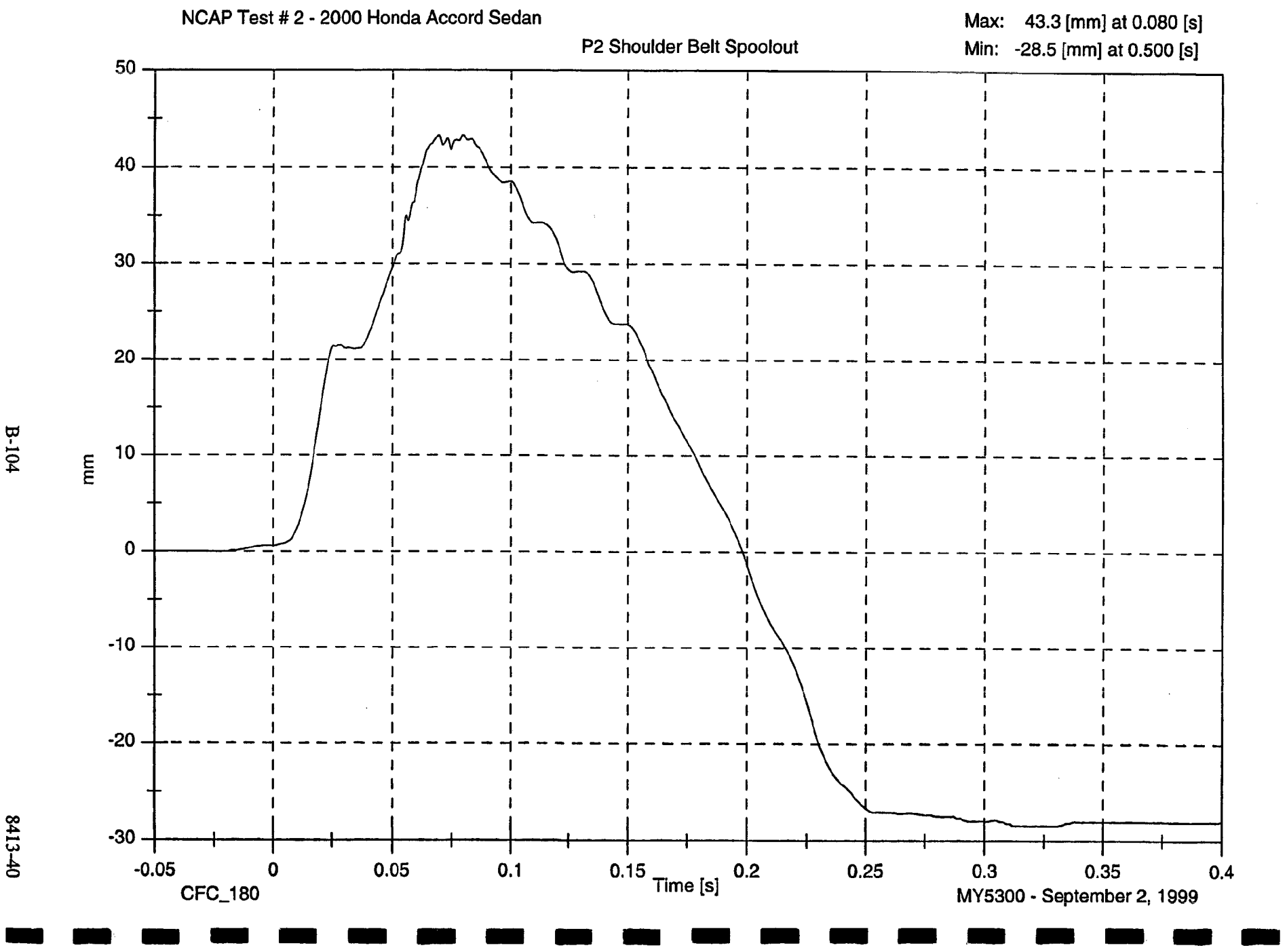

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Foot Aft x
Max: 22.7 [g] at 0.062 [s]
Min: -70.1 [g] at 0.044 [s]
40
20
0
-20
-40
-60
-80
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

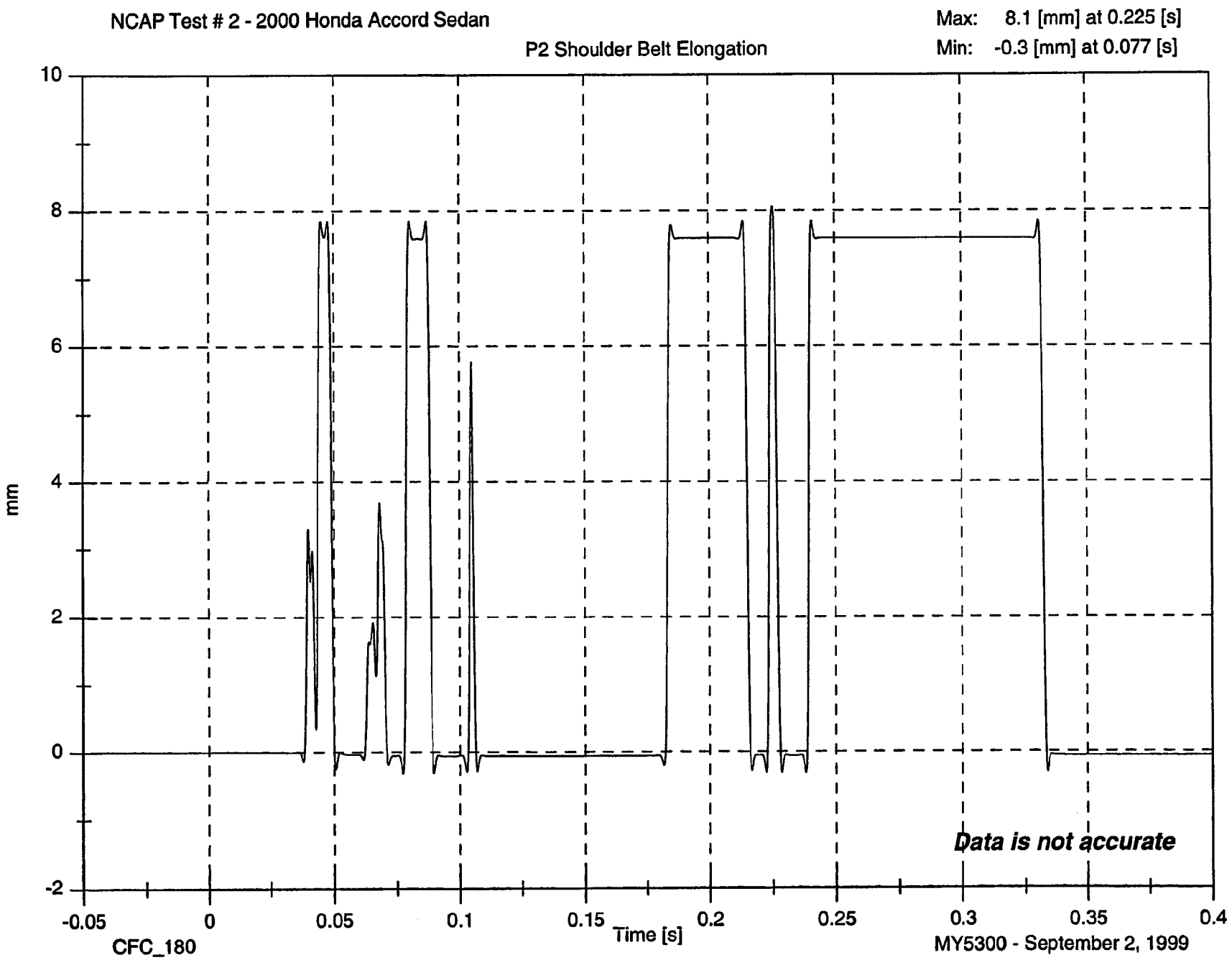

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Foot Aft z
Max: 11.7 [g] at 0.058 [s]
Min: -59.6 [g] at 0.044 [s]
20
10
0
-10
-20
-30
-40
-50
-60
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

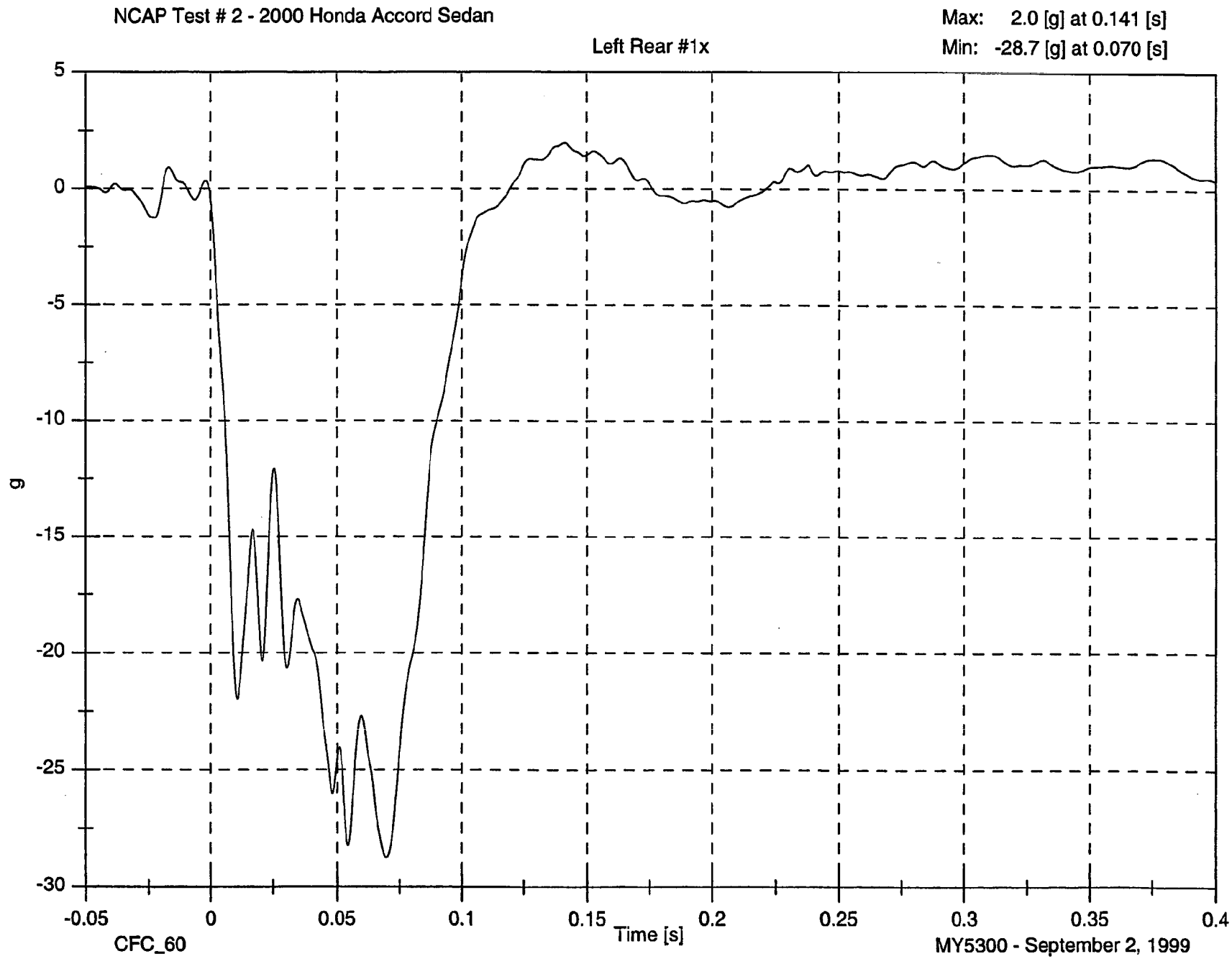

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Right Foot Fore z
Max: 33.4 [g] at 0.057 [s]
Min: -119.7 [g] at 0.044 [s]
50
25
0
-25
-50
-75
-100
-125
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_1000
MY5300 - September 2, 1999

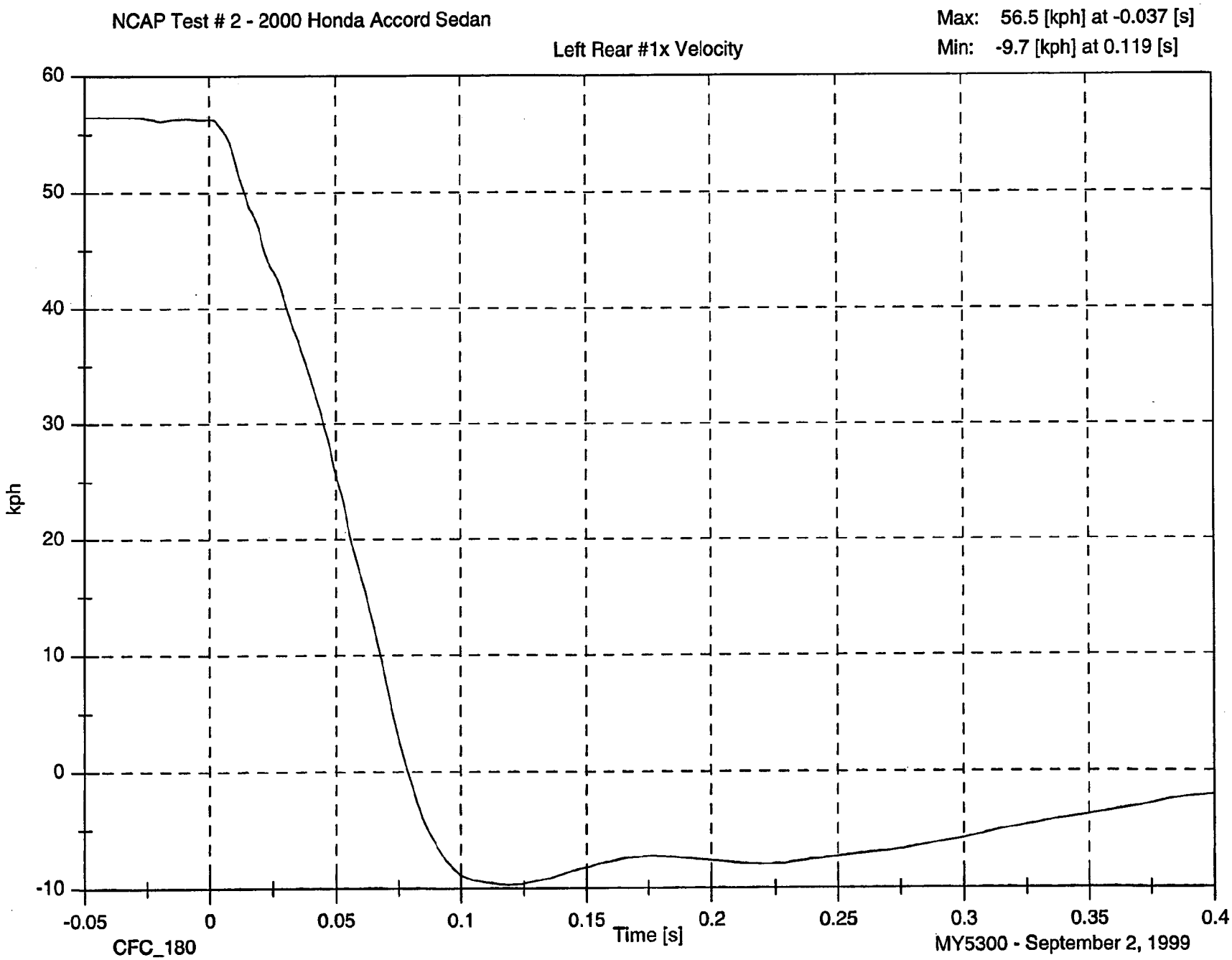

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Lap Belt Force
Max: 5496.0 [N] at 0.054 [s]
Min: -7.2 [N] at 0.433 [s]
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

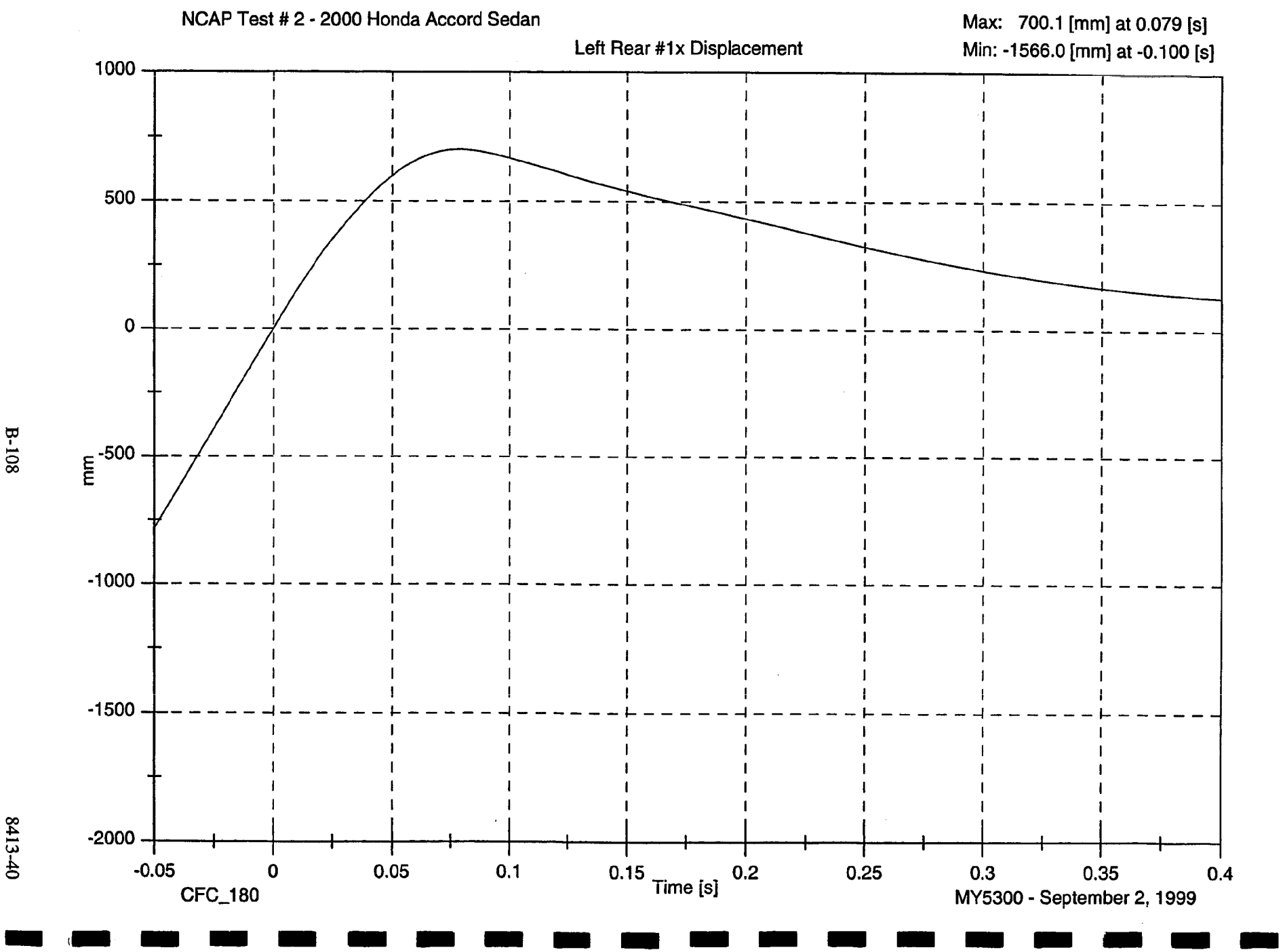

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Shoulder Belt Force
Max: 9657.1 [N] at 0.068 [s]
Min: -17.2 [N] at 0.241 [s]
10000
8000
6000
4000
2000
0
-2000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

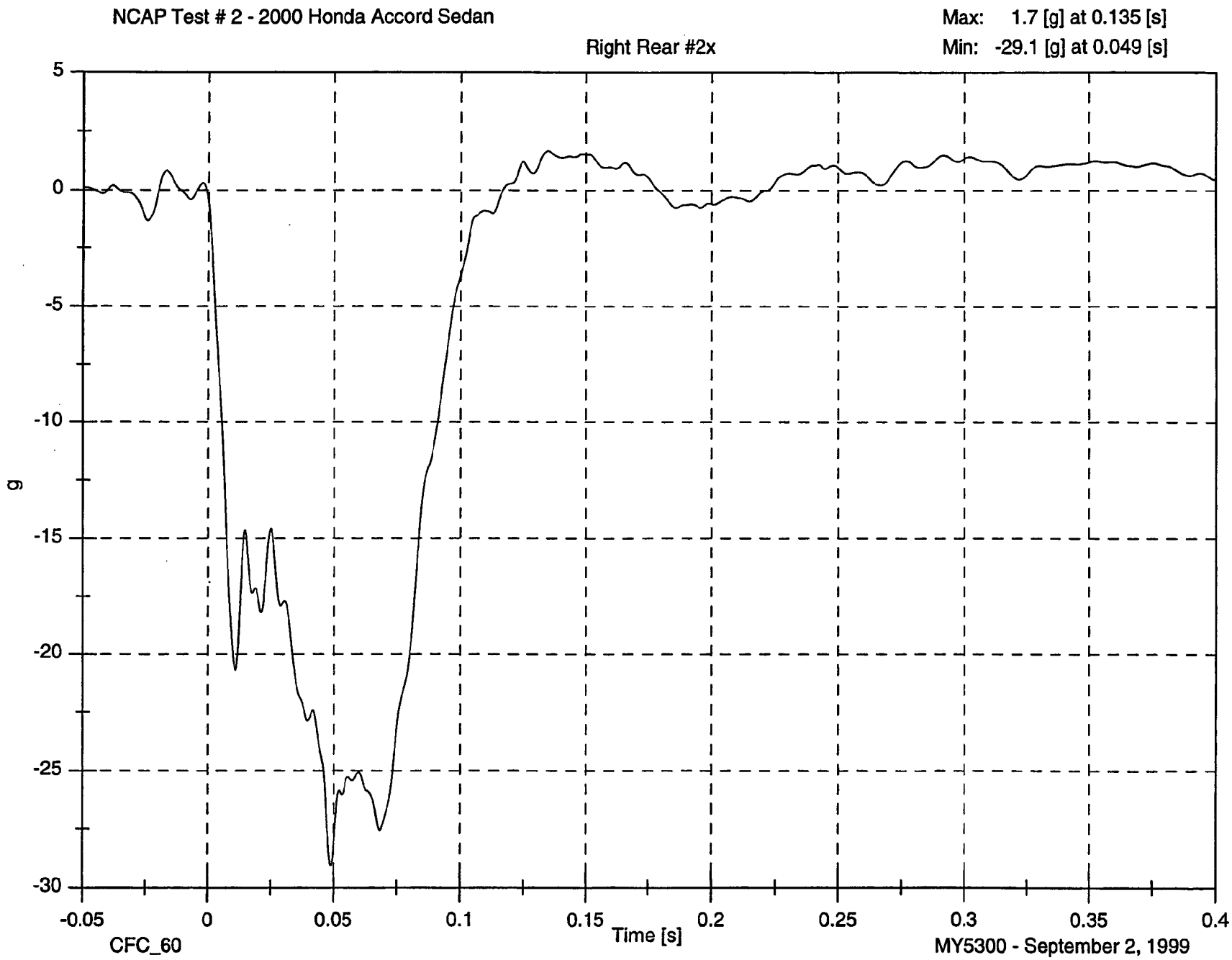

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Shoulder Belt Spoolout
Max: 43.3 [mm] at 0.080 [s]
Min: -28.5 [mm] at 0.500 [s]
mm
50
40
30
20
10
0
-10
-20
-30
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

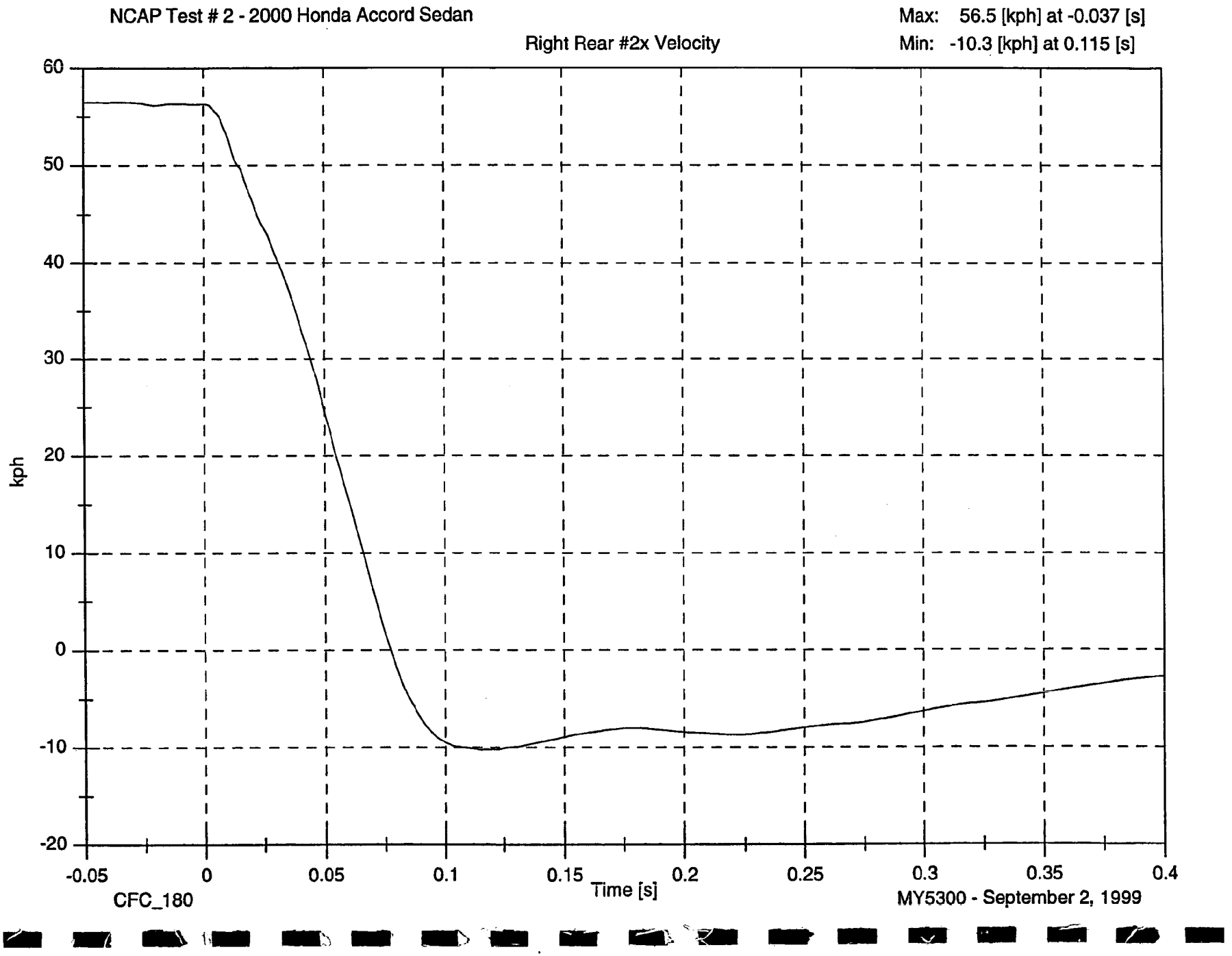

NCAP Test # 2 - 2000 Honda Accord Sedan
P2 Shoulder Belt Elongation
Max: 8.1 [mm] at 0.225 [s]
Min: -0.3 [mm] at 0.077 [s]
mm
10
8
6
4
2
0
-2
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Data is not accurate
CFC_180
MY5300 - September 2, 1999

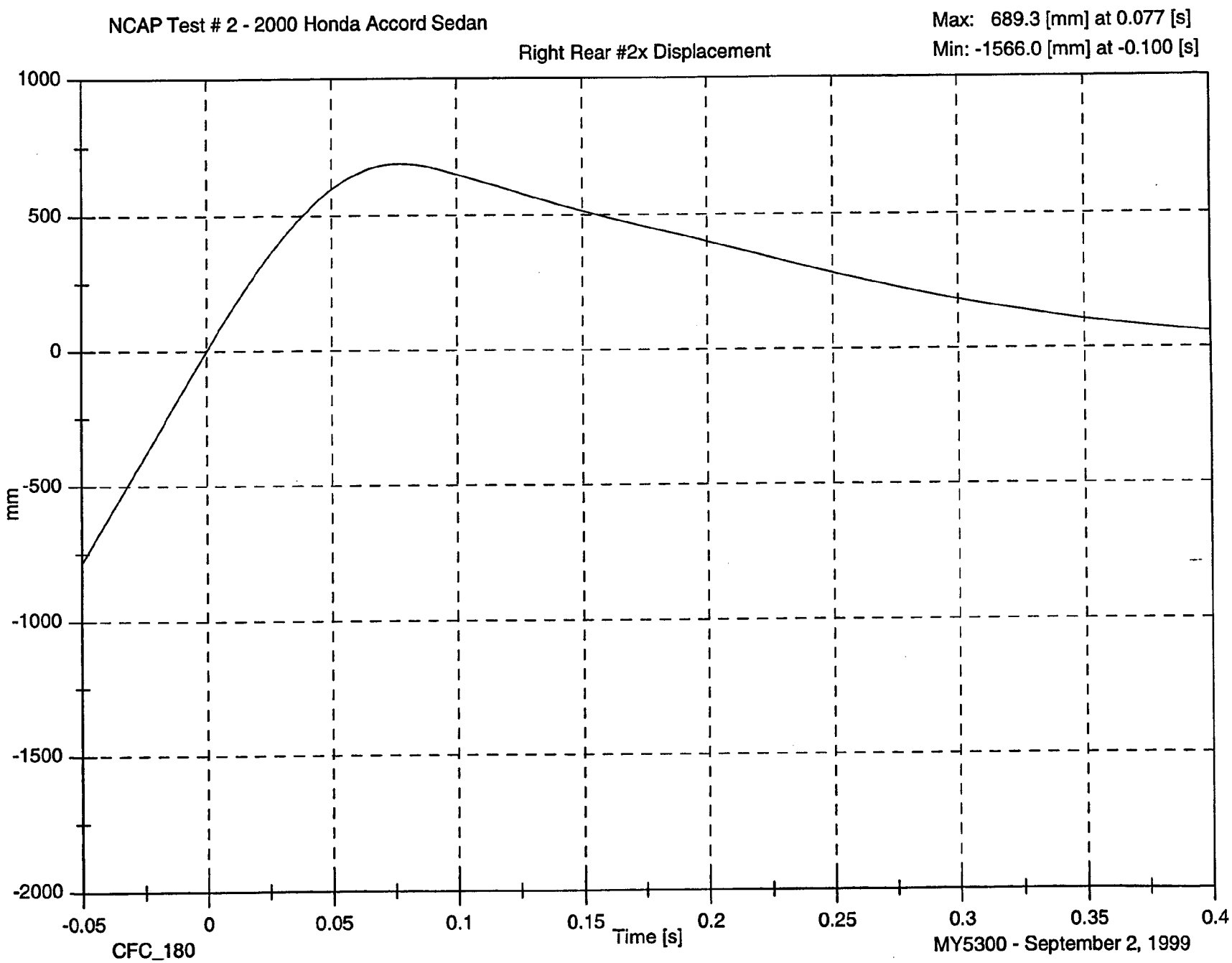

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear #1x
Max: 2.0 [g] at 0.141 [s]
Min: -28.7 [g] at 0.070 [s]
5
0
-5
-10
-15
-20
-25
-30
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

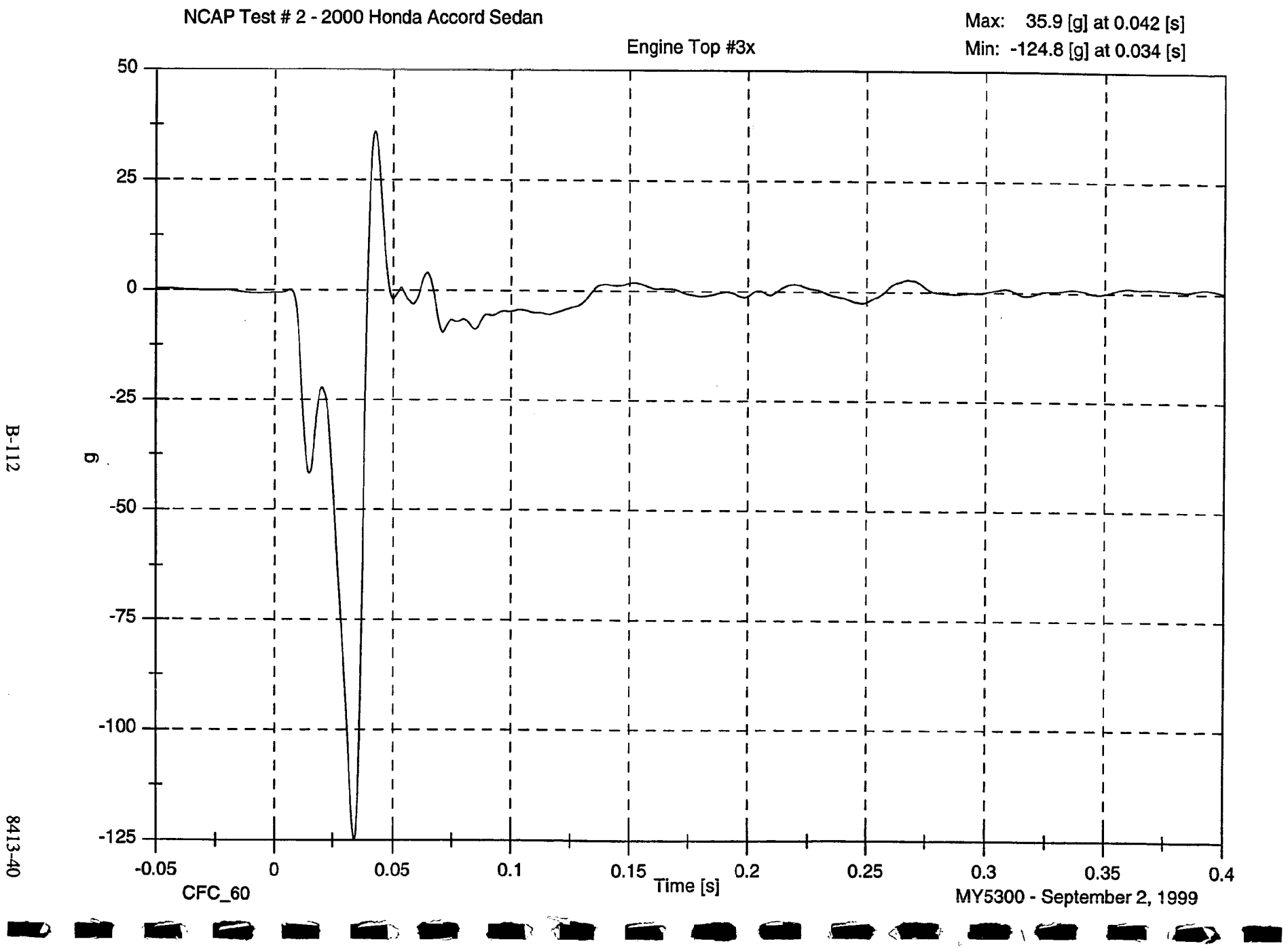

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear #1x Velocity
Max: 56.5 [kph] at -0.037 [s]
Min: -9.7 [kph] at 0.119 [s]
60
50
40
30
20
10
0
-10
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

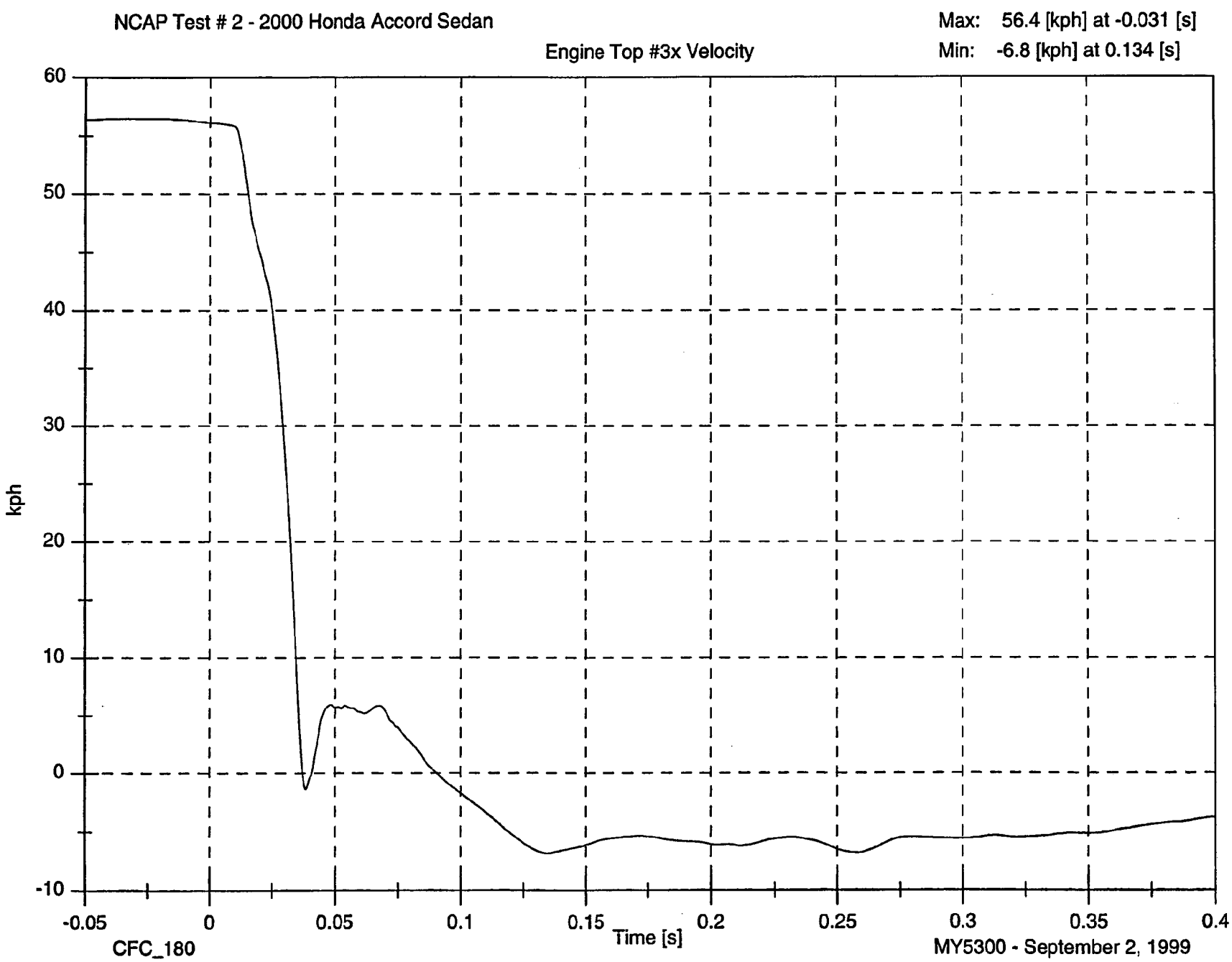

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear #1x Displacement
Max: 700.1 [mm] at 0.079 [s]
Min: -1566.0 [mm] at -0.100 [s]
1000
500
0
-500
-1000
-1500
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

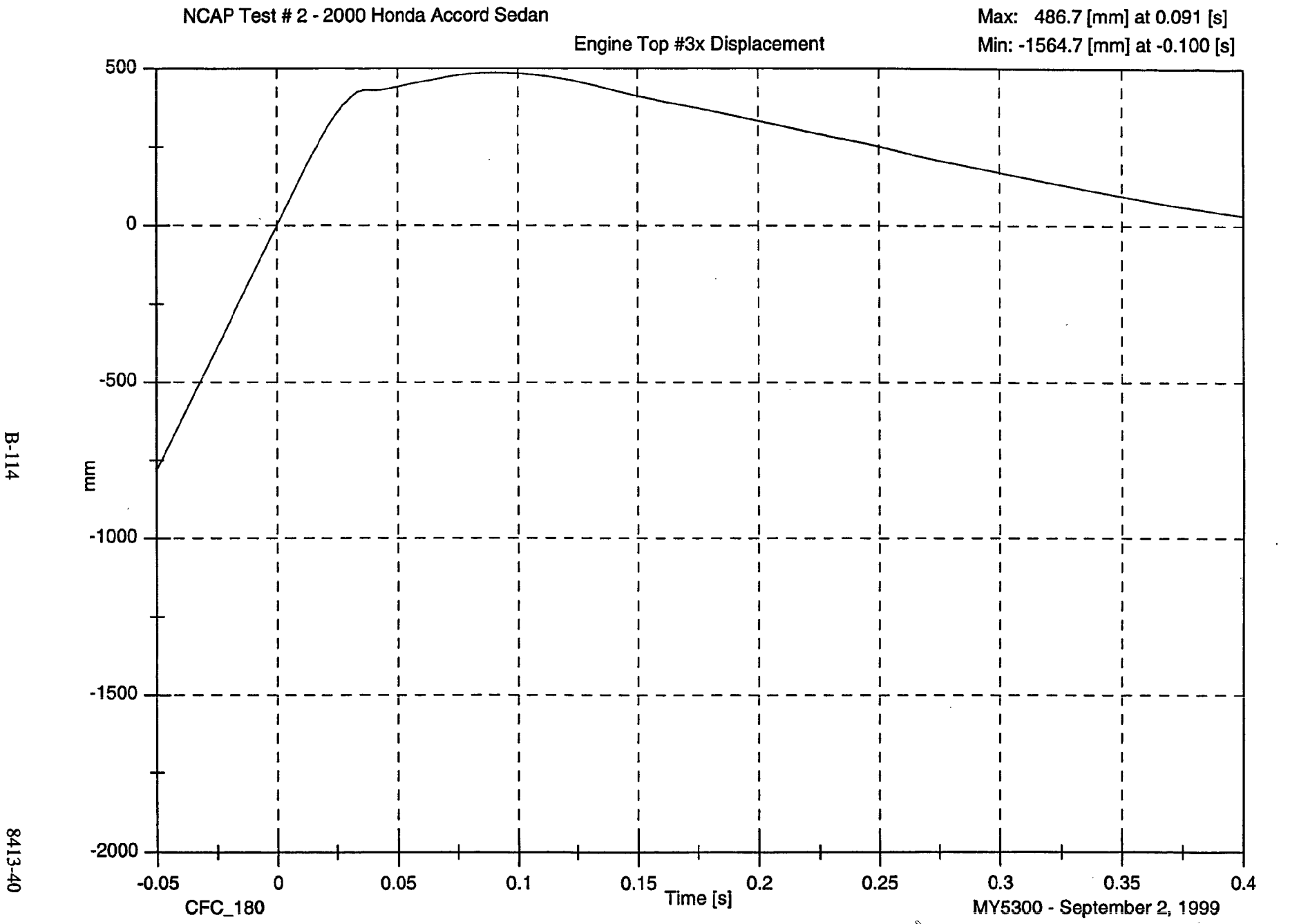

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear #2x
Max: 1.7 [g] at 0.135 [s]
Min: -29.1 [g] at 0.049 [s]
5
0
-5
-10
-15
-20
-25
-30
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

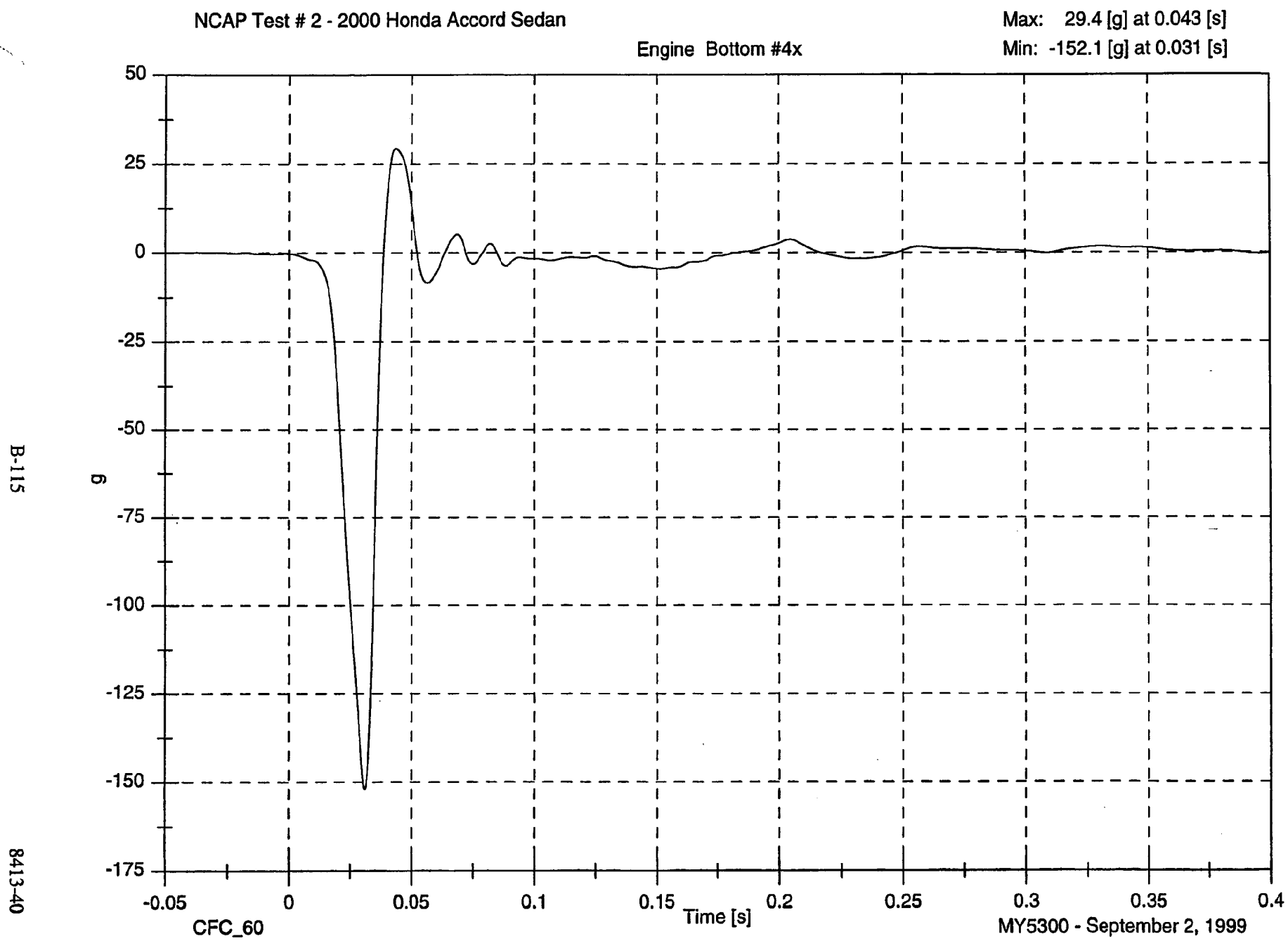

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear #2x Velocity
Max: 56.5 [kph] at -0.037 [s]
Min: -10.3 [kph] at 0.115 [s]
60
50
40
30
20
10
0
-10
-20
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

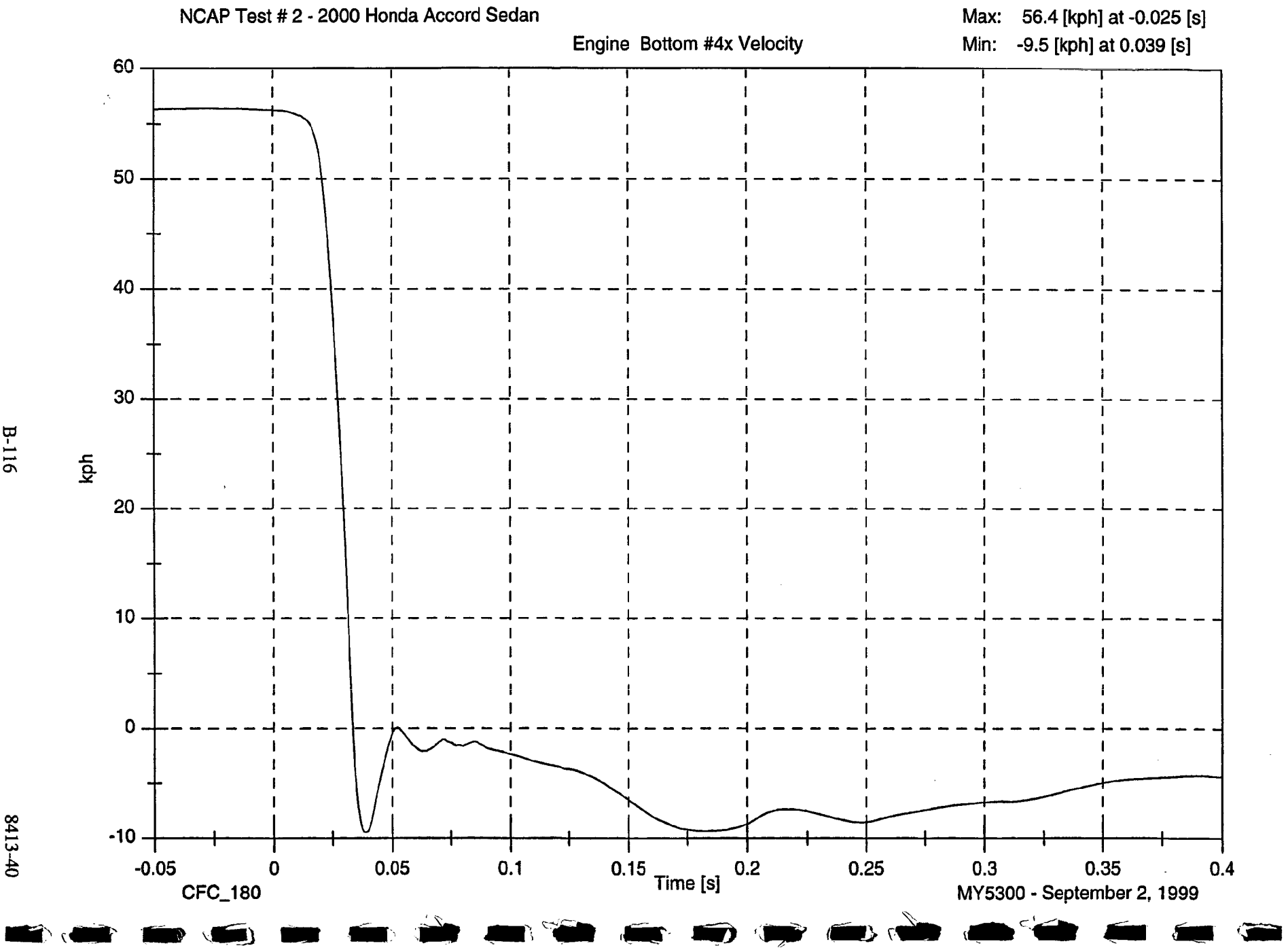

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear #2x Displacement
Max: 689.3 [mm] at 0.077 [s]
Min: -1566.0 [mm] at -0.100 [s]
1000
500
0
-500
-1000
-1500
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

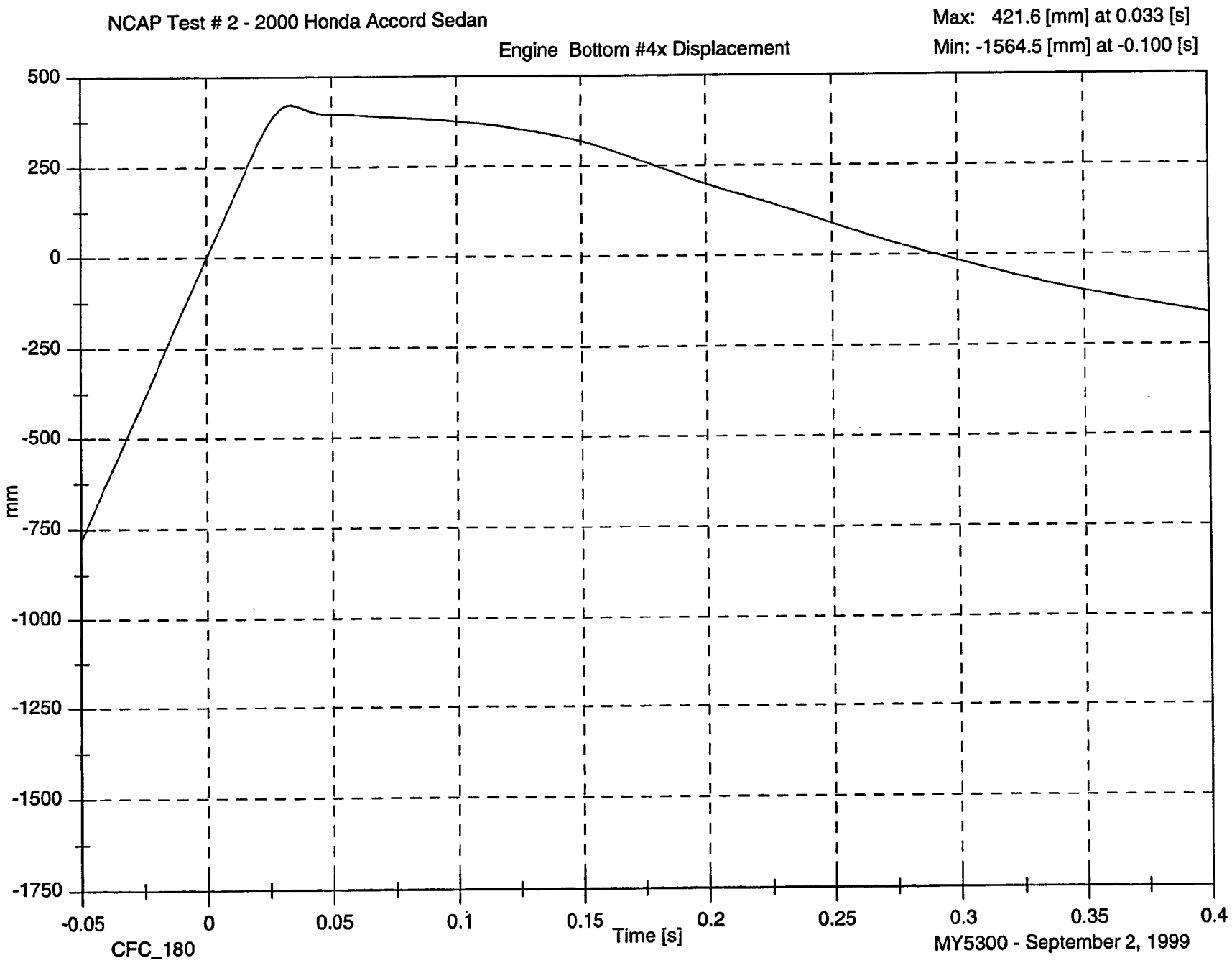

NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Top #3x
Max: 35.9 [g] at 0.042 [s]
Min: -124.8 [g] at 0.034 [s]
50
25
0
-25
-50
-75
-100
-125
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

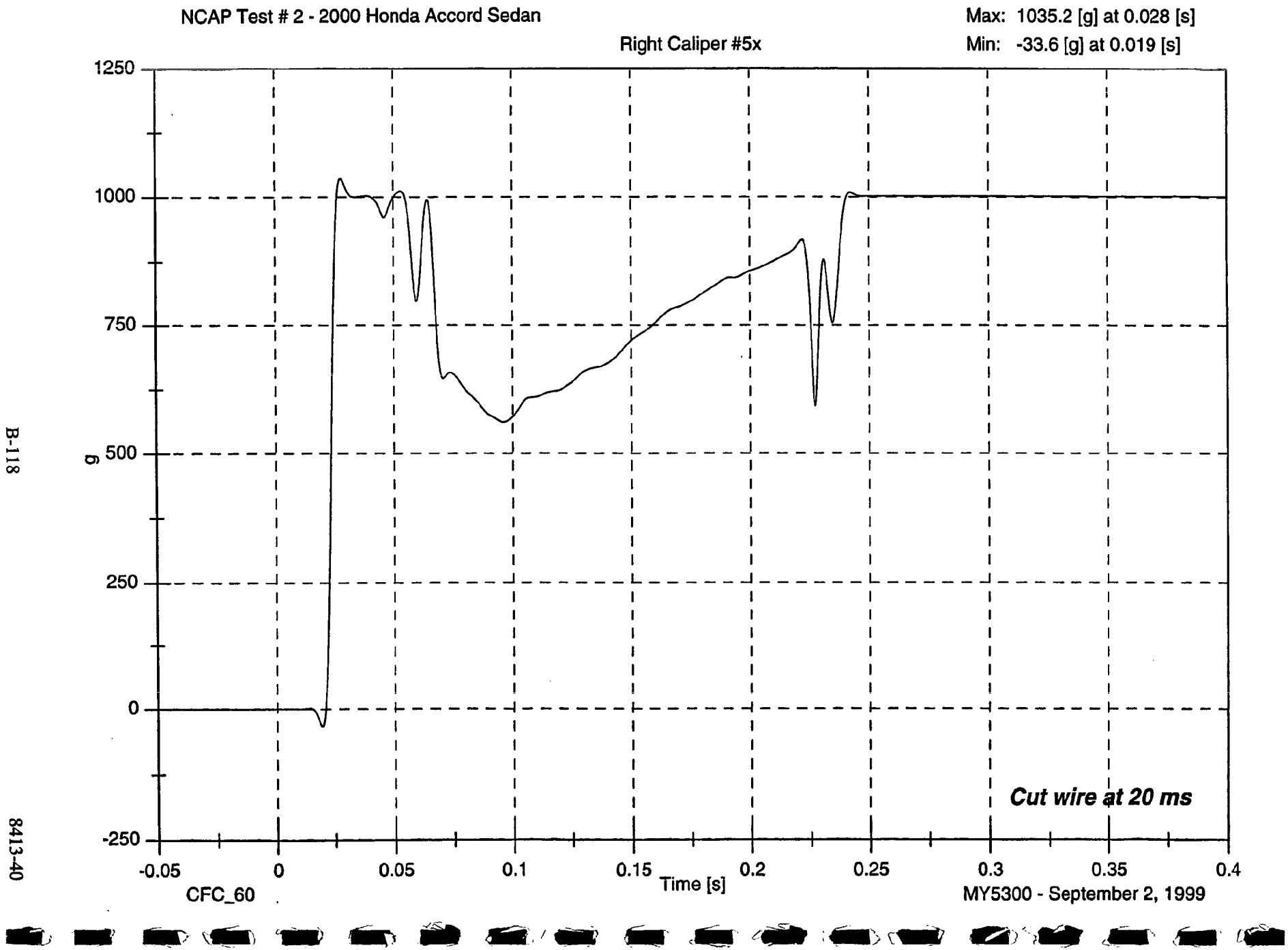

NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Top #3x Velocity
Max: 56.4 [kph] at -0.031 [s]
Min: -6.8 [kph] at 0.134 [s]
kph
60
50
40
30
20
10
0
-10
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

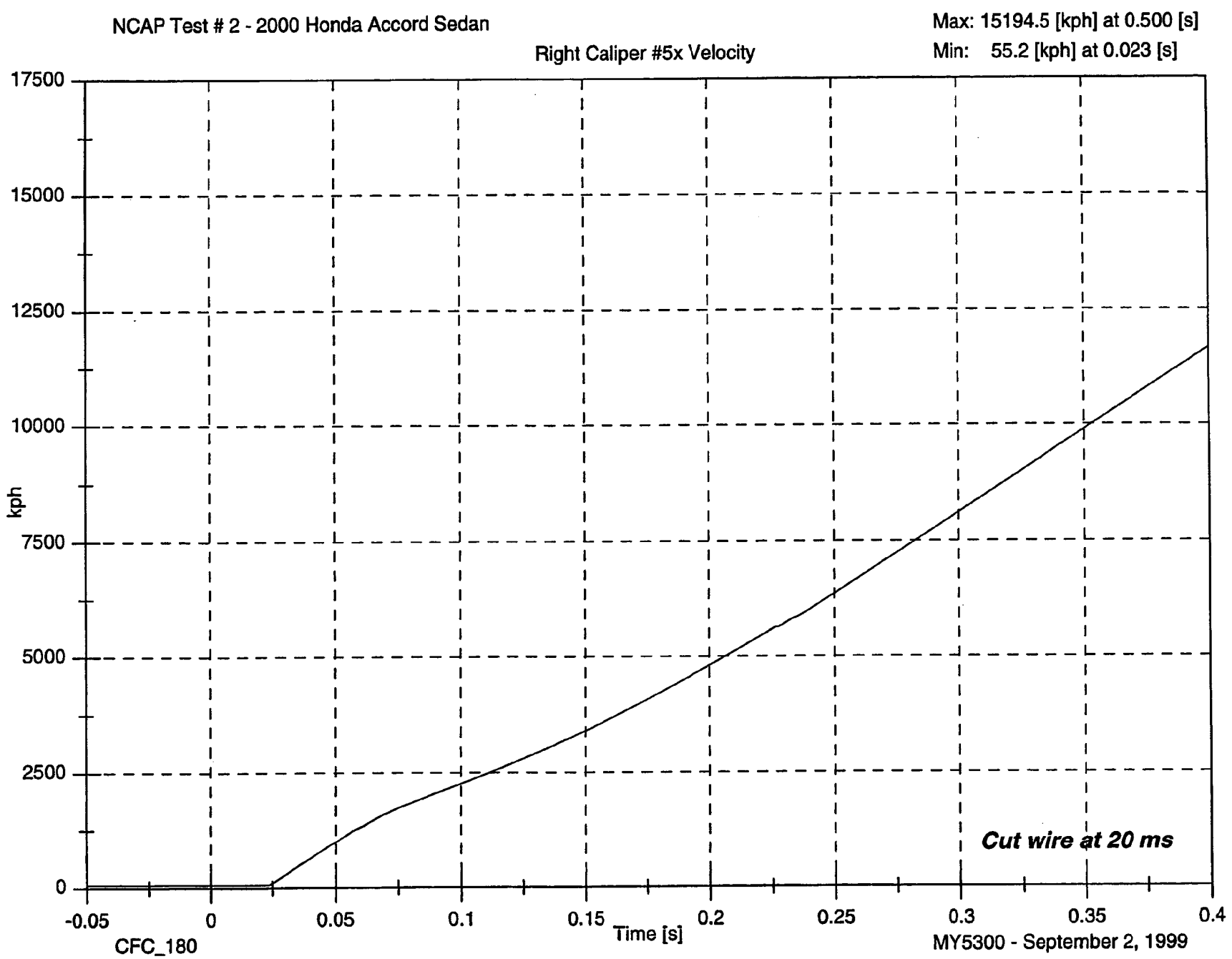

NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Top #3x Displacement
Max: 486.7 [mm] at 0.091 [s]
Min: -1564.7 [mm] at -0.100 [s]
500
0
-500
-1000
-1500
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

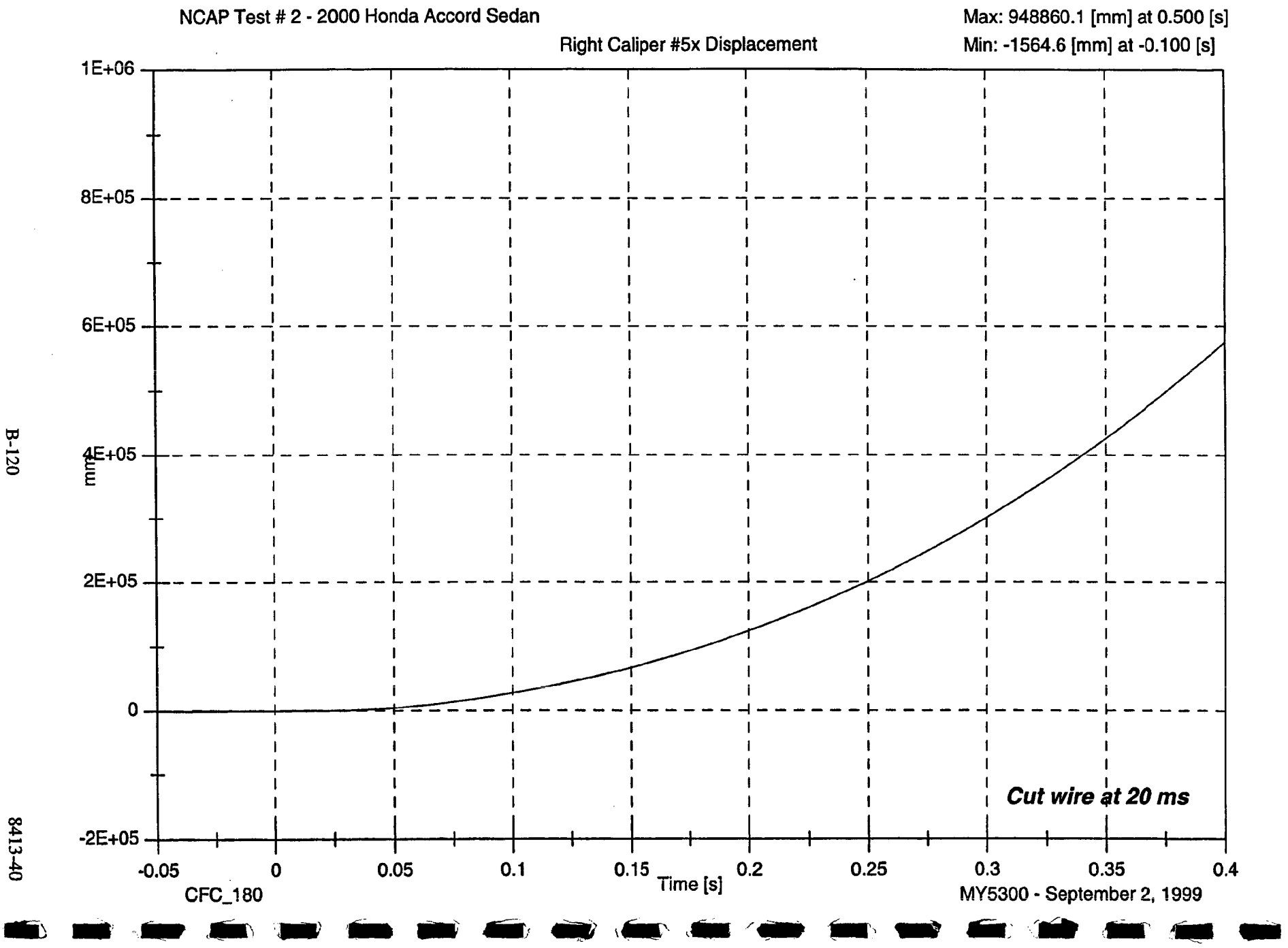

NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Bottom #4x
Max: 29.4 [g] at 0.043 [s]
Min: -152.1 [g] at 0.031 [s]
50
25
0
-25
-50
-75
-100
-125
-150
-175
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

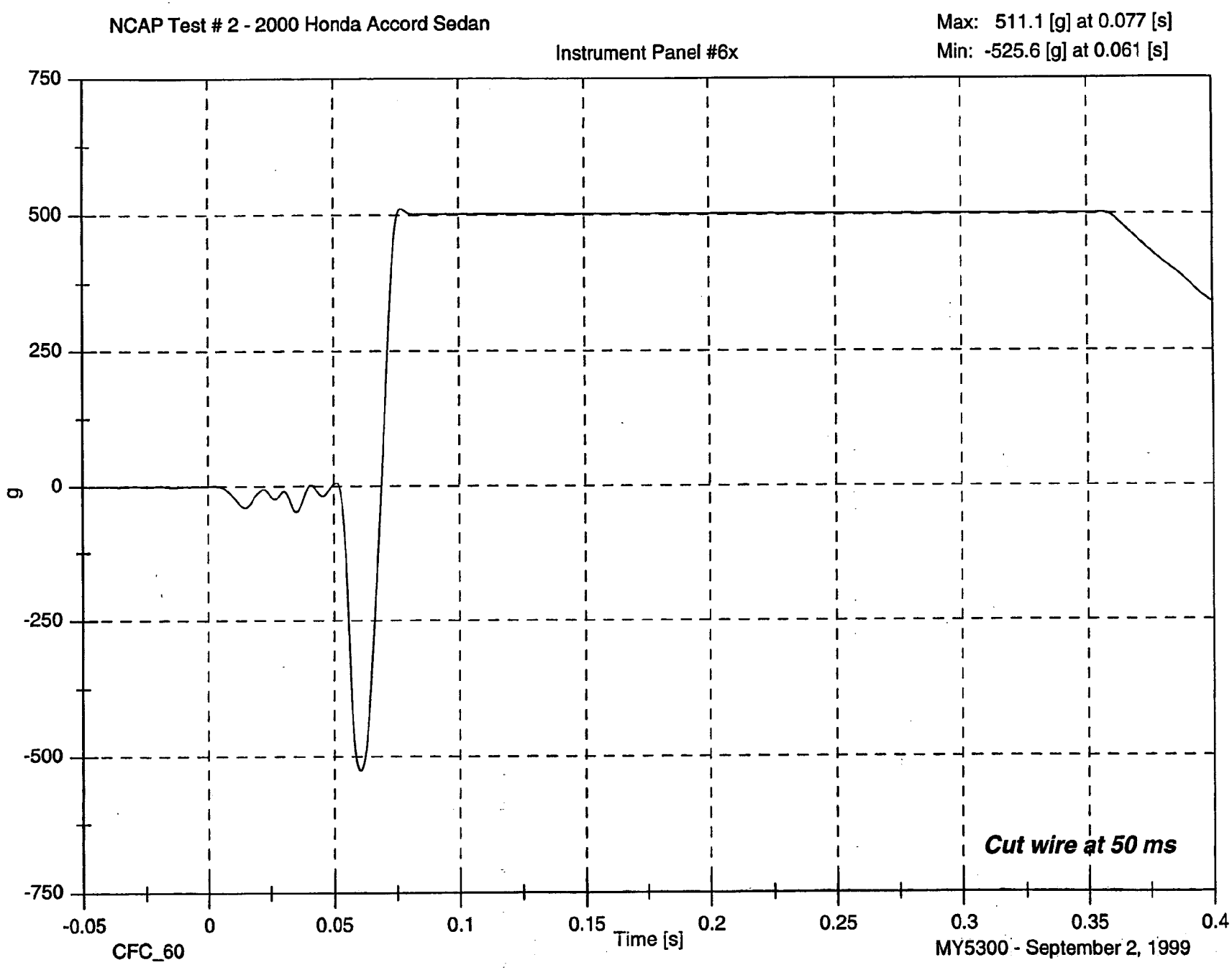

NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Bottom #4x Velocity
Max: 56.4 [kph] at -0.025 [s]
Min: -9.5 [kph] at 0.039 [s]
60
50
40
30
20
10
0
-10
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Engine Bottom #4x Displacement
Max: 421.6 [mm] at 0.033 [s]
Min: -1564.5 [mm] at -0.100 [s]
500
250
0
-250
-500
-750
-1000
-1250
-1500
-1750
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Right Caliper #5x
Max: 1035.2 [g] at 0.028 [s]
Min: -33.6 [g] at 0.019 [s]
1250
1000
750
500
250
0
-250
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 20 ms
CFC_60
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Right Caliper #5x Velocity
Max: 15194.5 [kph] at 0.500 [s]
Min: 55.2 [kph] at 0.023 [s]
17500
15000
12500
10000
7500
5000
2500
0
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 20 ms
CFC_180
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Right Caliper #5x Displacement
Max: 948860.1 [mm] at 0.500 [s]
Min: -1564.6 [mm] at -0.100 [s]
1E+06
8E+05
6E+05
4E+05
2E+05
0
-2E+05
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 20 ms
CFC_180
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Instrument Panel #6x
Max: 511.1 [g] at 0.077 [s]
Min: -525.6 [g] at 0.061 [s]
750
500
250
0
-250
-500
-750
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 50 ms
CFC_60
MY5300 - September 2, 1999

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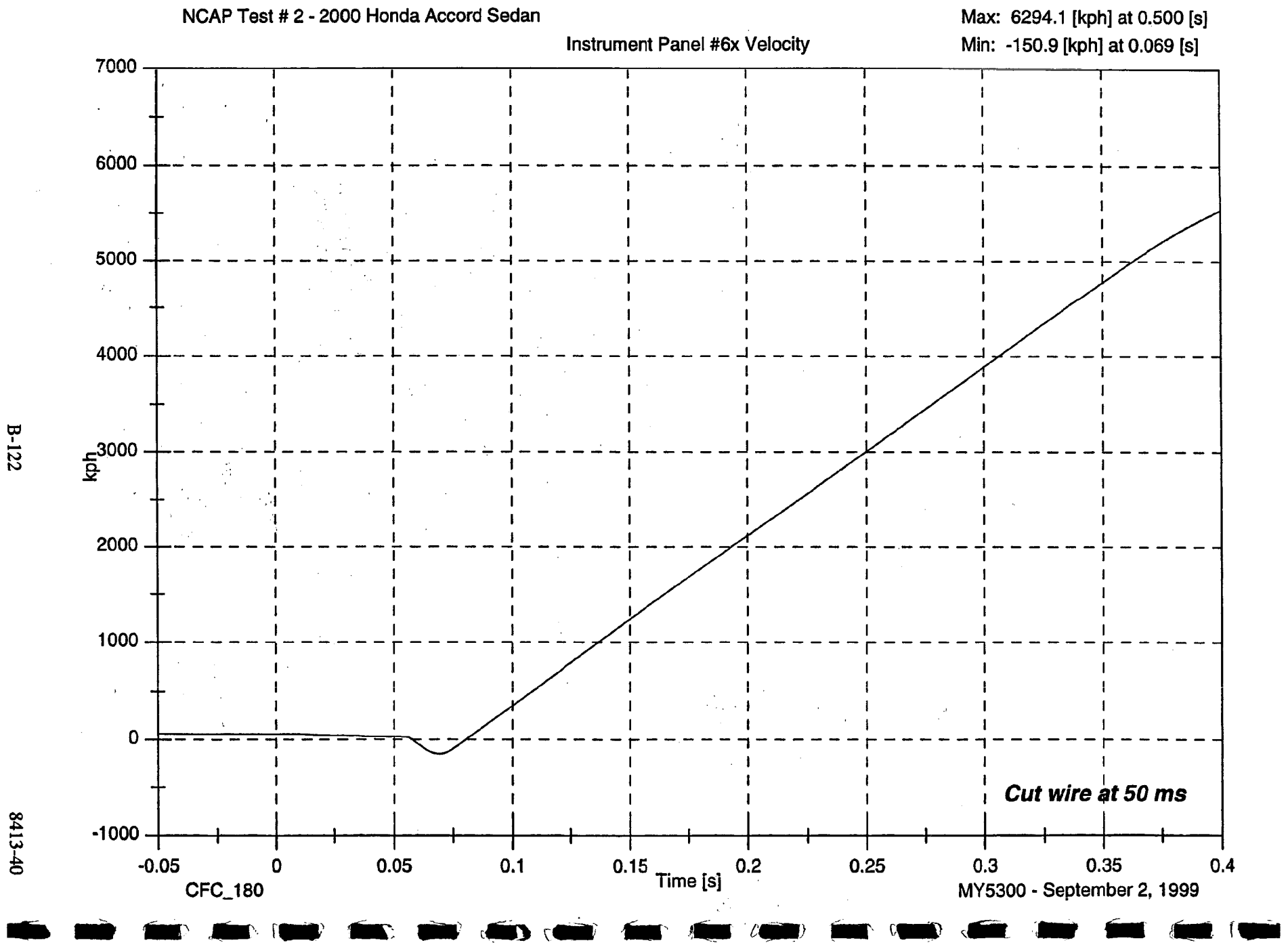
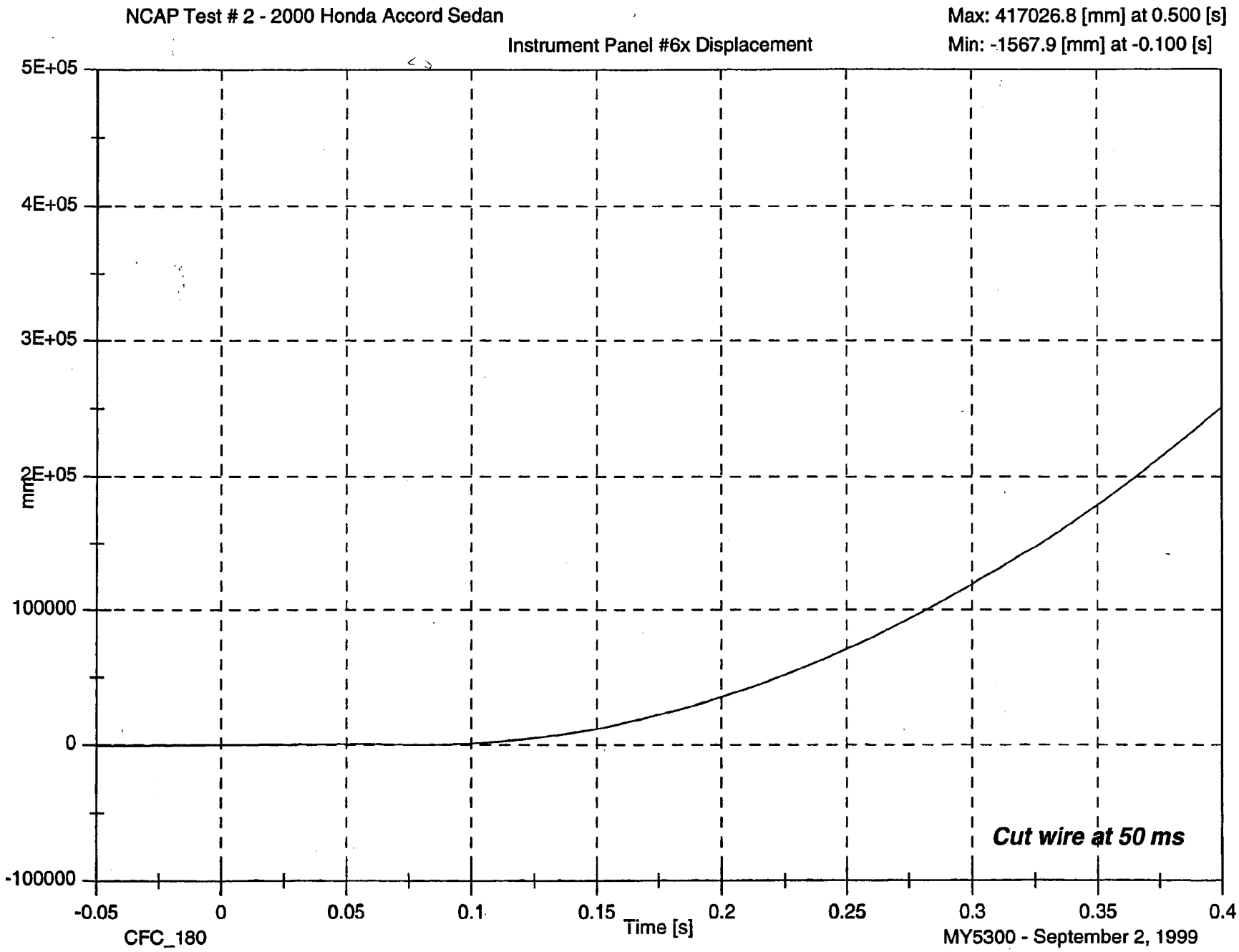
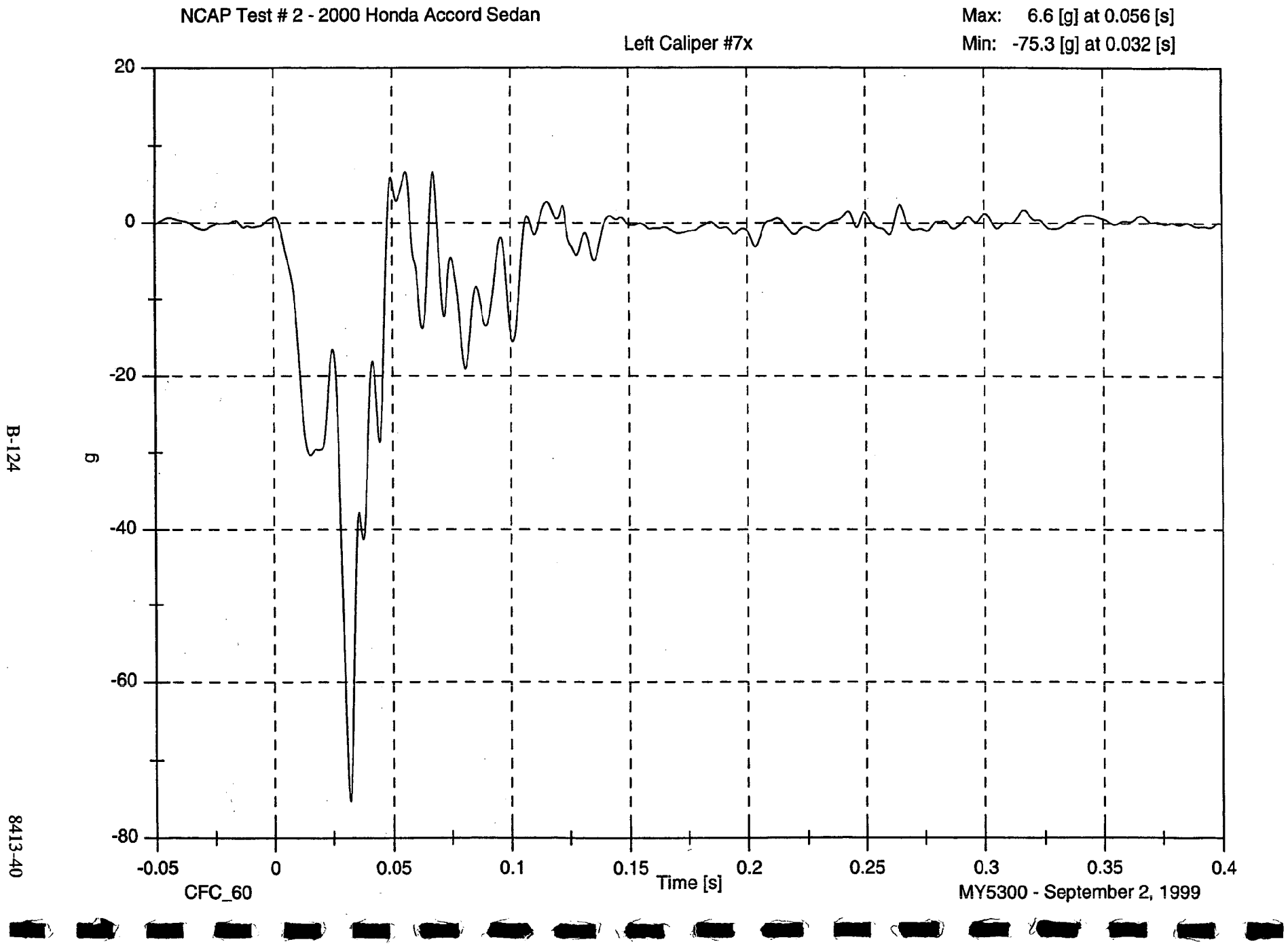
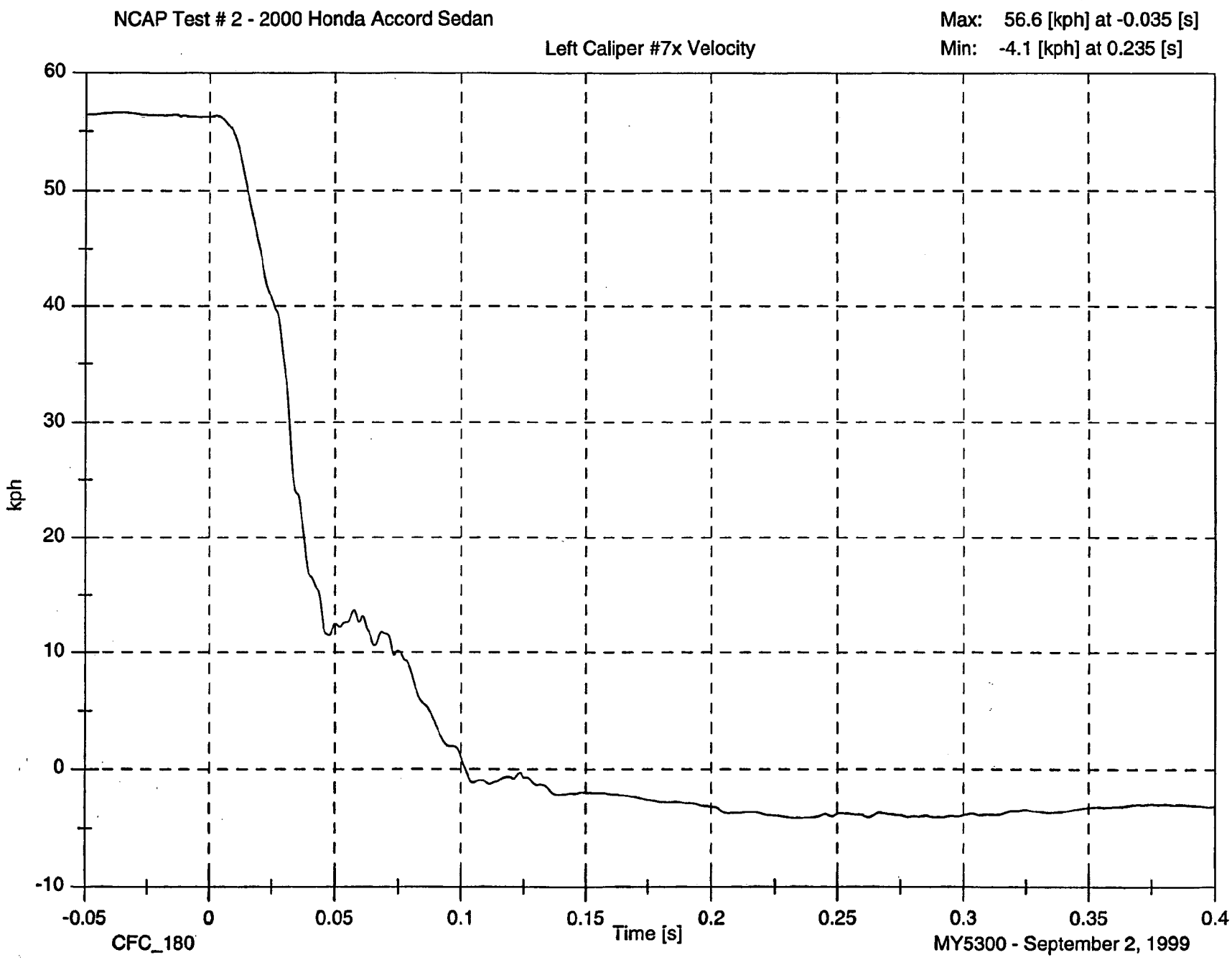
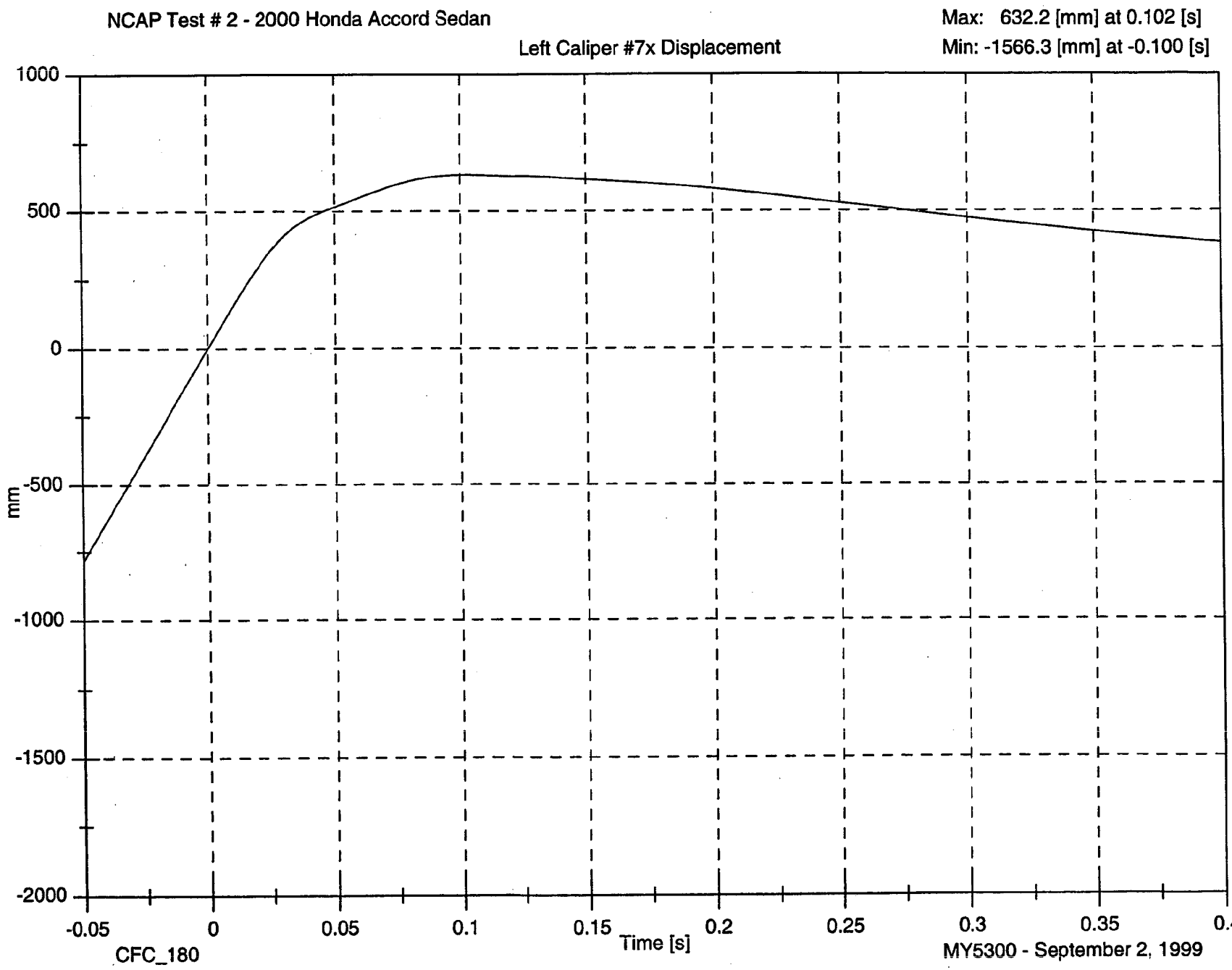
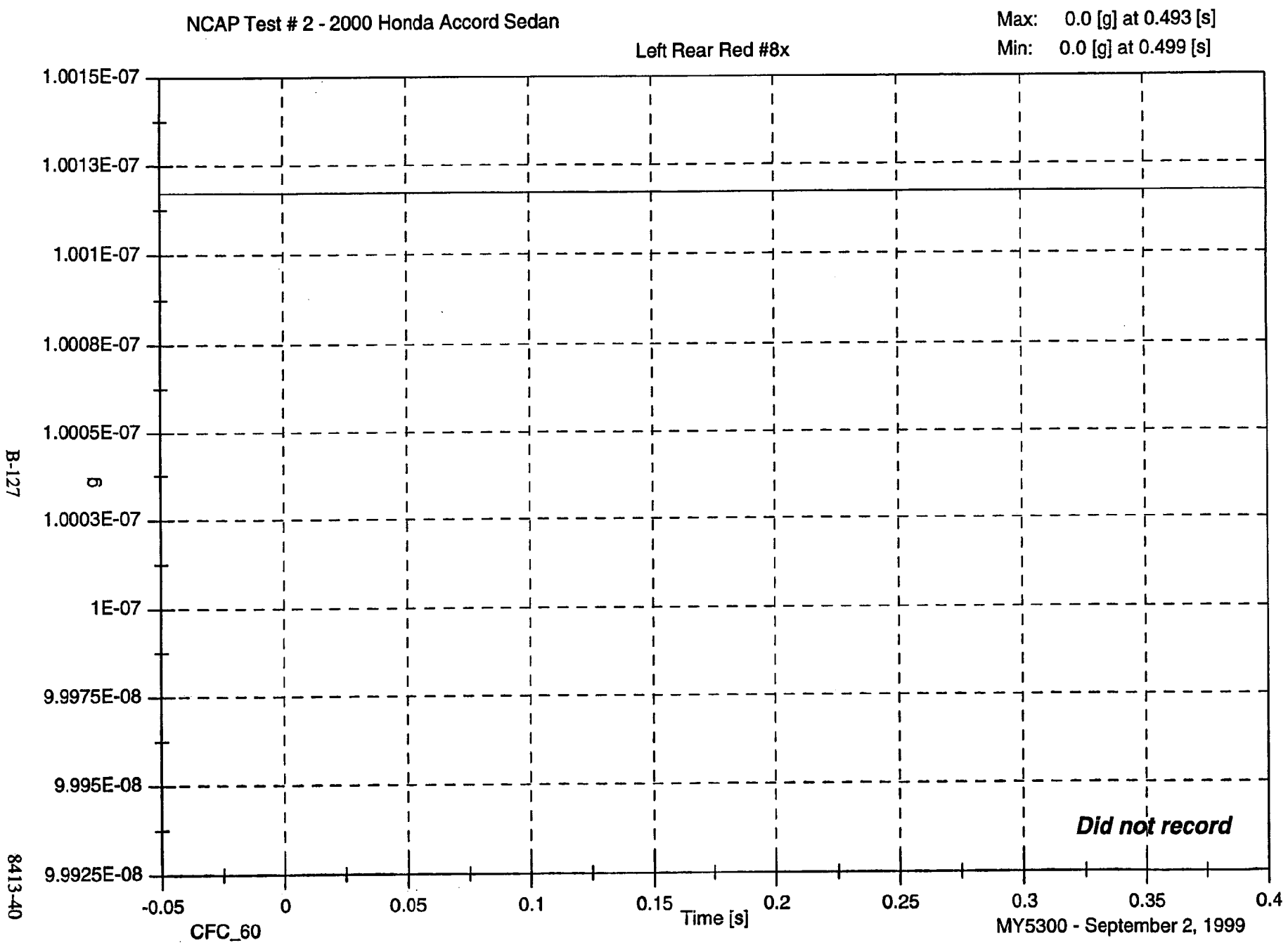

NCAP Test # 2 - 2000 Honda Accord Sedan
Instrument Panel #6x Velocity
Max: 6294.1 [kph] at 0.500 [s]
Min: -150.9 [kph] at 0.069 [s]
7000
6000
5000
4000
3000
2000
1000
0
-1000
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 50 ms
CFC_180
MY5300 - September 2, 1999


NCAP Test # 2 - 2000 Honda Accord Sedan
Instrument Panel #6x Displacement
Max: 417026.8 [mm] at 0.500 [s]
Min: -1567.9 [mm] at -0.100 [s]
5E+05
4E+05
3E+05
2E+05
100000
0
-100000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Cut wire at 50 ms
CFC_180
MY5300 - September 2, 1999

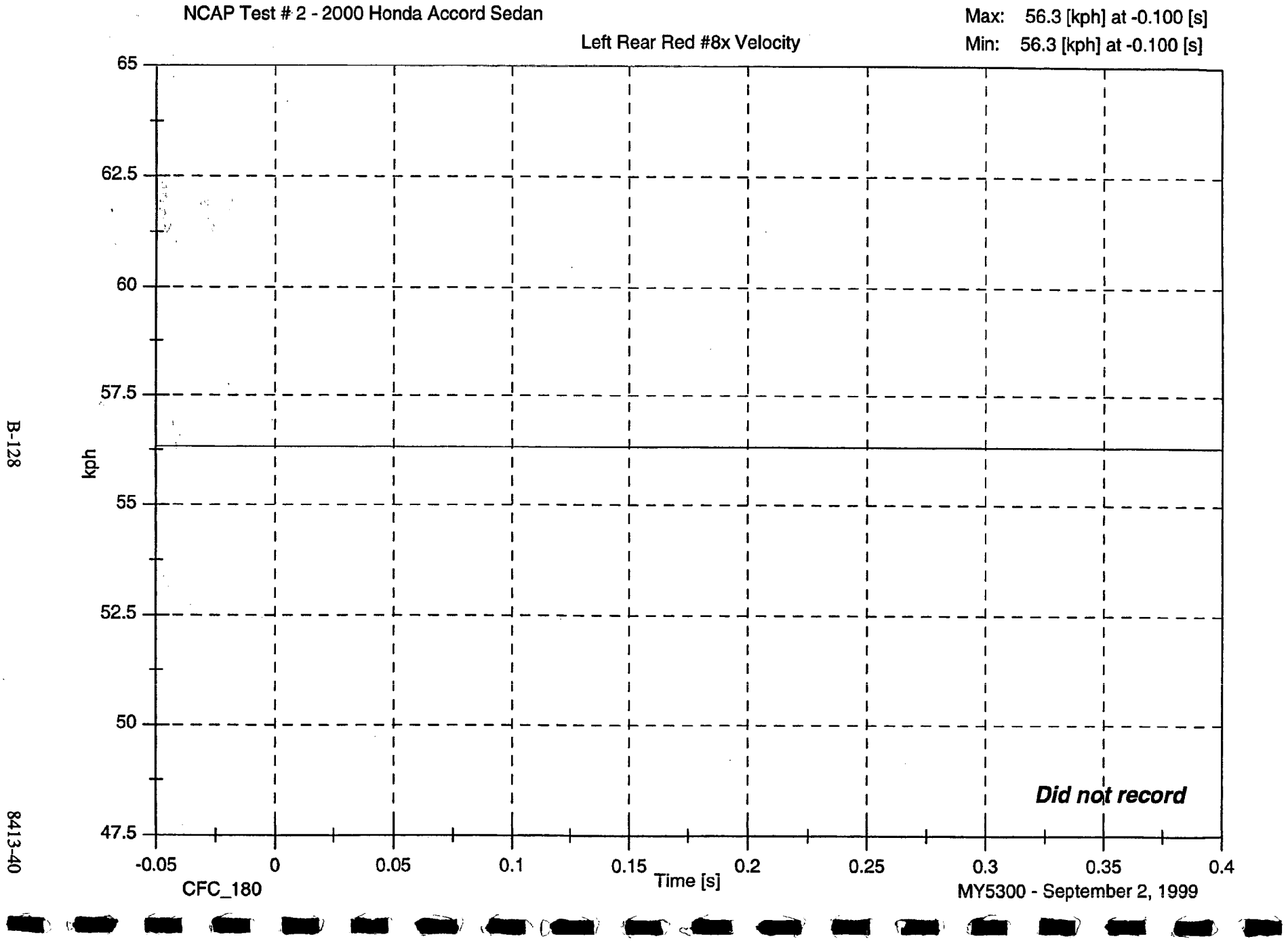

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Caliper #7x
Max: 6.6 [g] at 0.056 [s]
Min: -75.3 [g] at 0.032 [s]
20
0
-20
-40
-60
-80
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

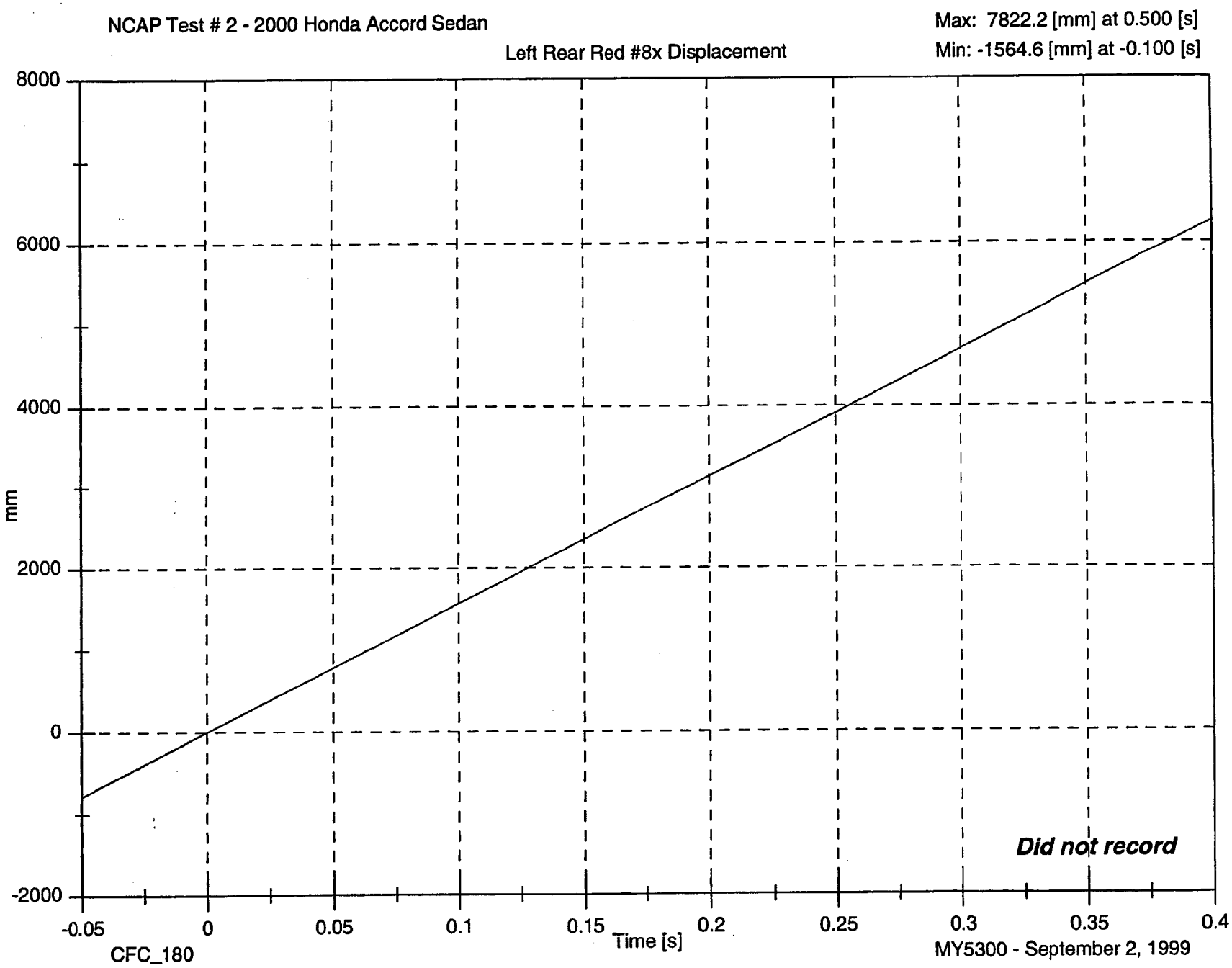

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Caliper #7x Velocity
Max: 56.6 [kph] at -0.035 [s]
Min: -4.1 [kph] at 0.235 [s]
60
50
40
30
20
10
0
-10
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

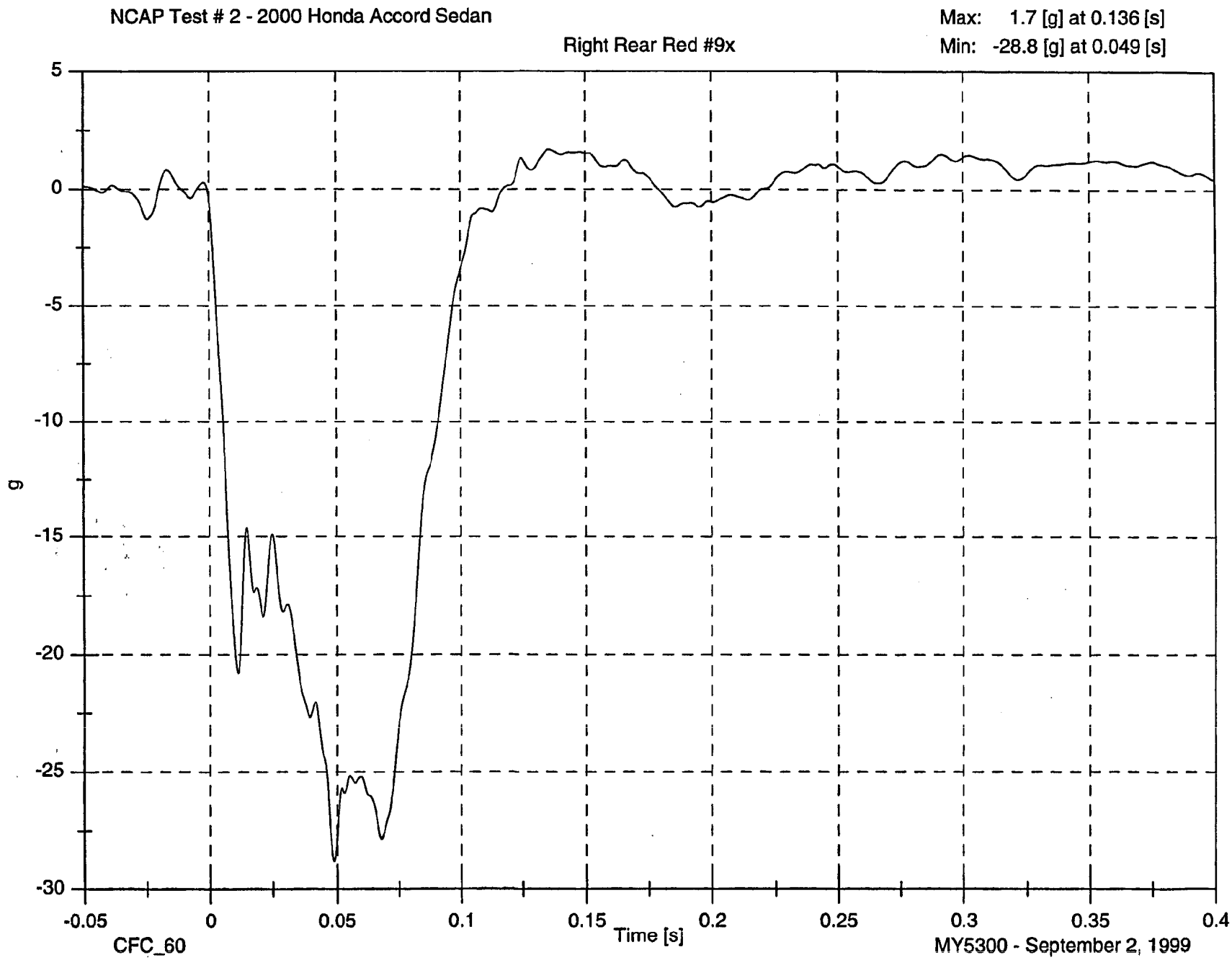

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Caliper #7x Displacement
Max: 632.2 [mm] at 0.102 [s]
Min: -1566.3 [mm] at -0.100 [s]
1000
500
0
-500
-1000
-1500
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

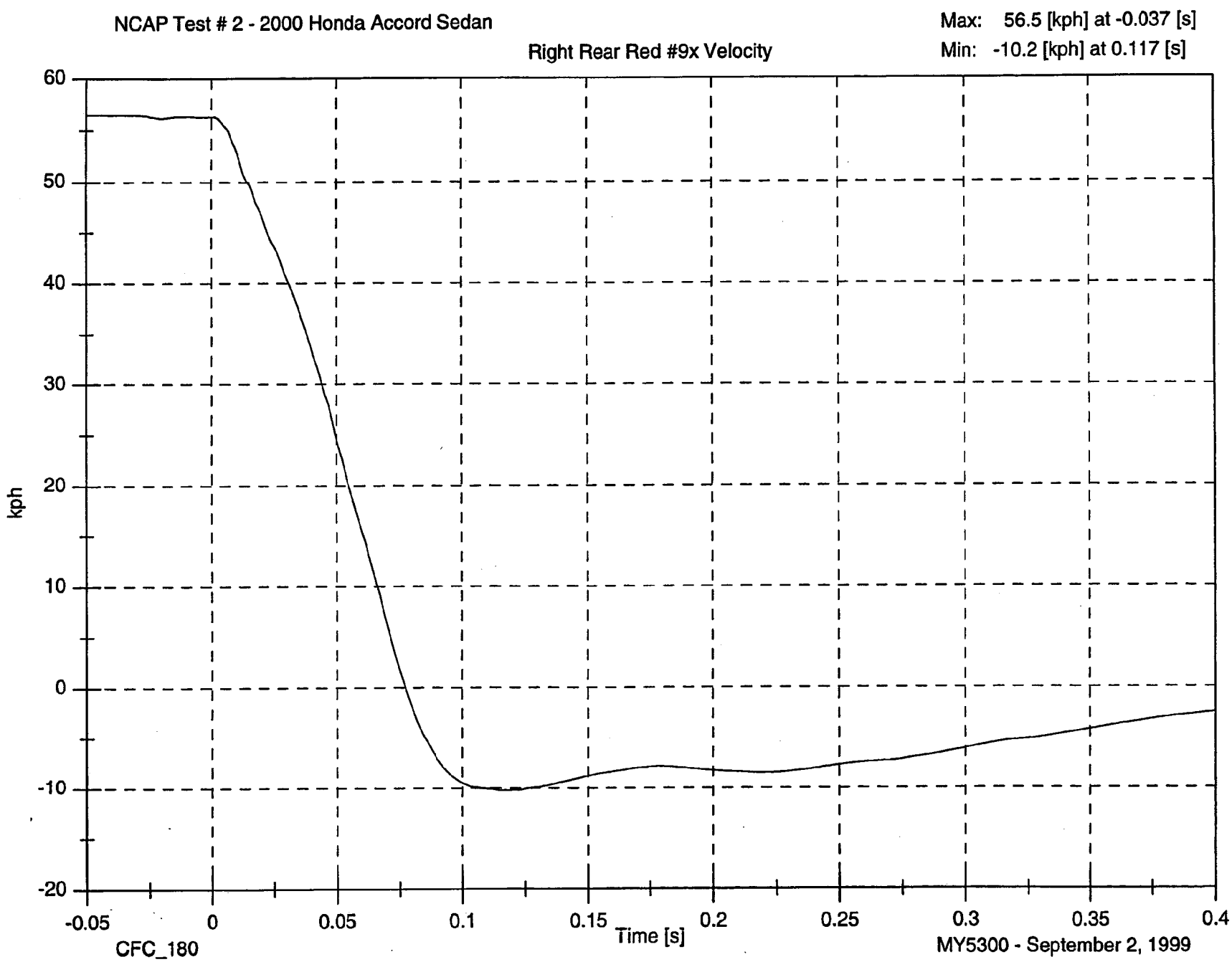

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear Red #8x
Max: 0.0 [g] at 0.493 [s]
Min: 0.0 [g] at 0.499 [s]
1.0015E-07
1.0013E-07
1.001E-07
1.0008E-07
1.0005E-07
1.0003E-07
1E-07
9.9975E-08
9.995E-08
9.9925E-08
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
Did not record
CFC_60
MY5300 - September 2, 1999

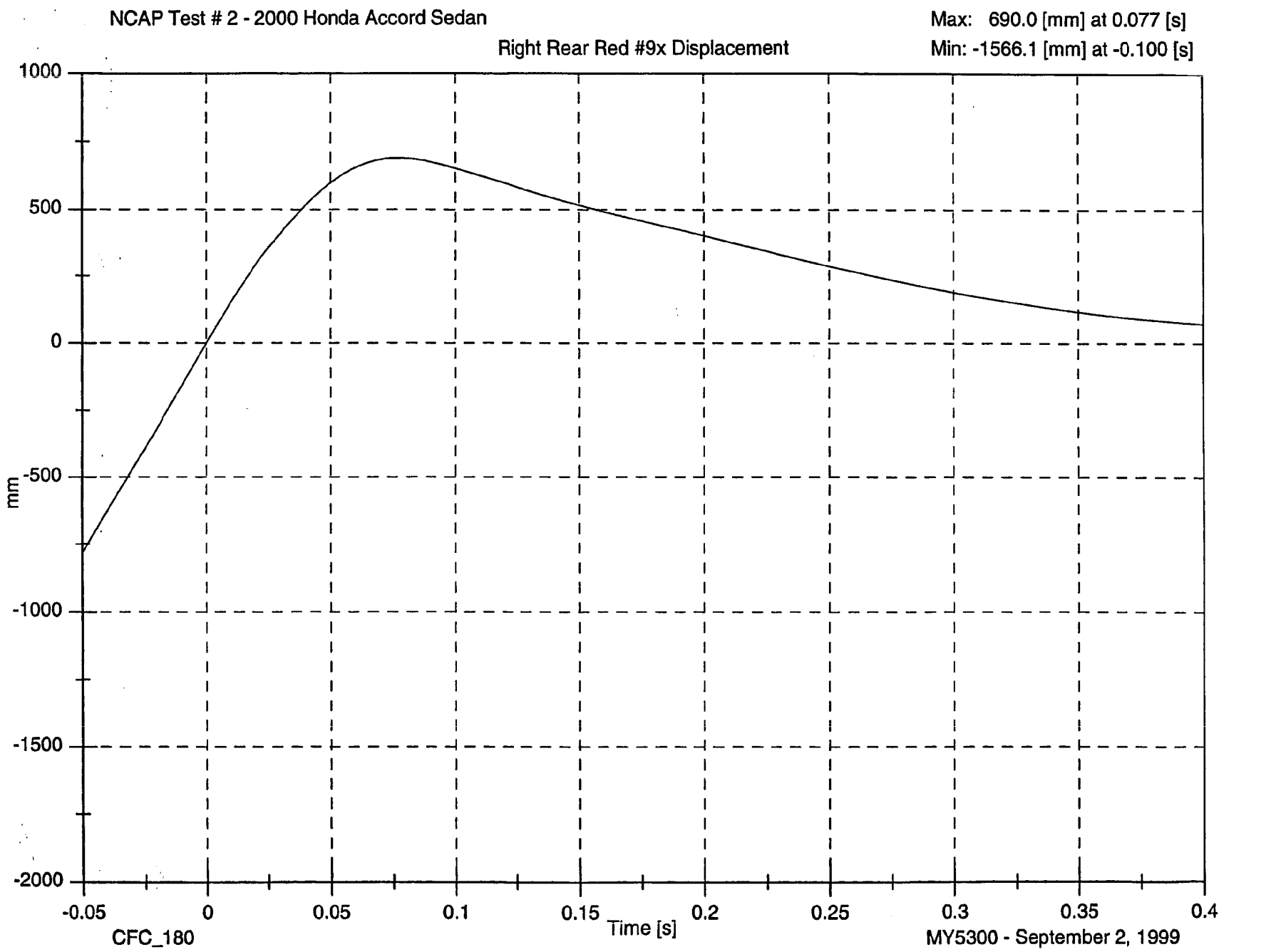
8413-40

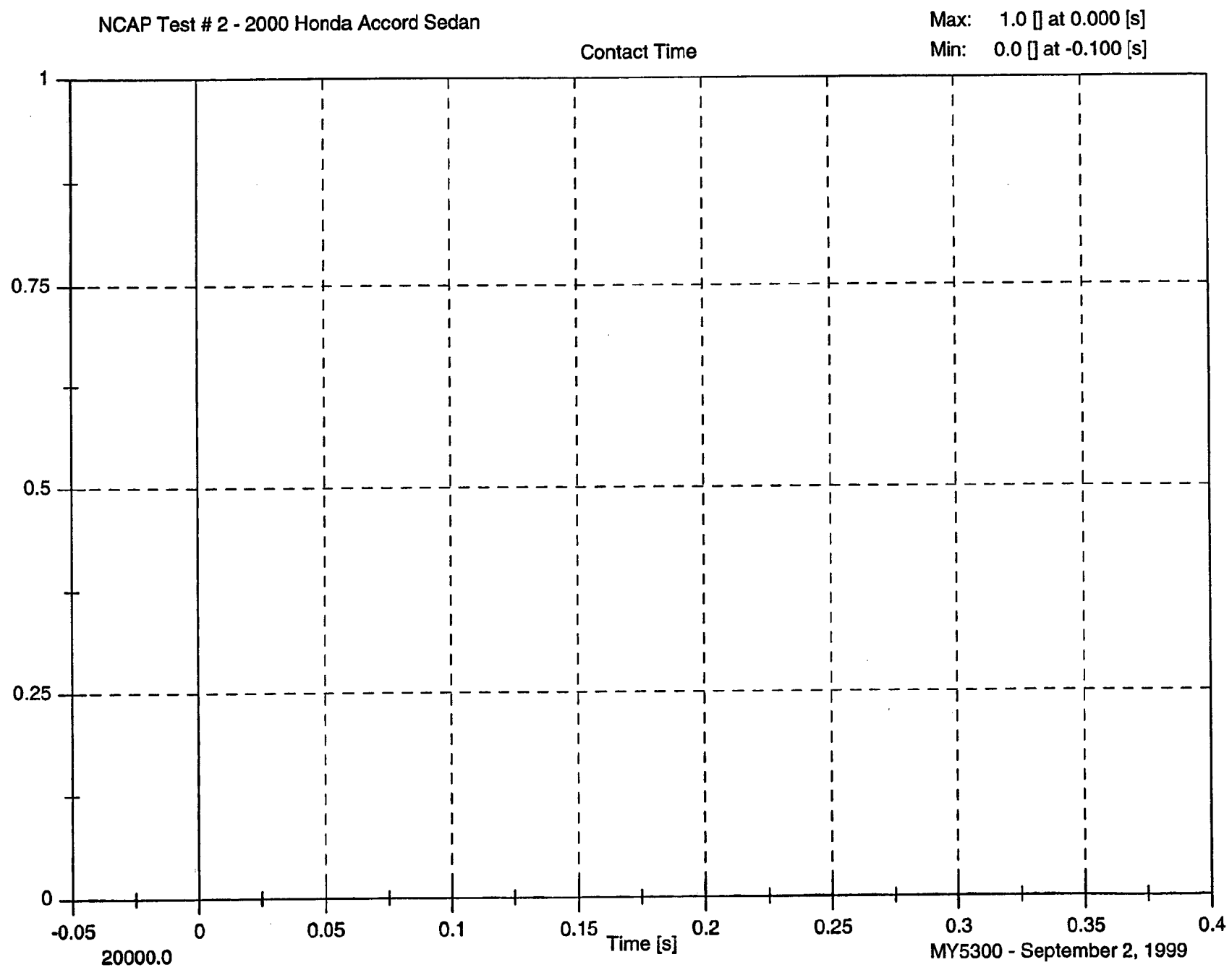

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear Red #8x Velocity
Max: 56.3 [kph] at -0.100 [s]
Min: 56.3 [kph] at -0.100 [s]
65
62.5
60
57.5
55
52.5
50
47.5
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
Did not record
MY5300 - September 2, 1999

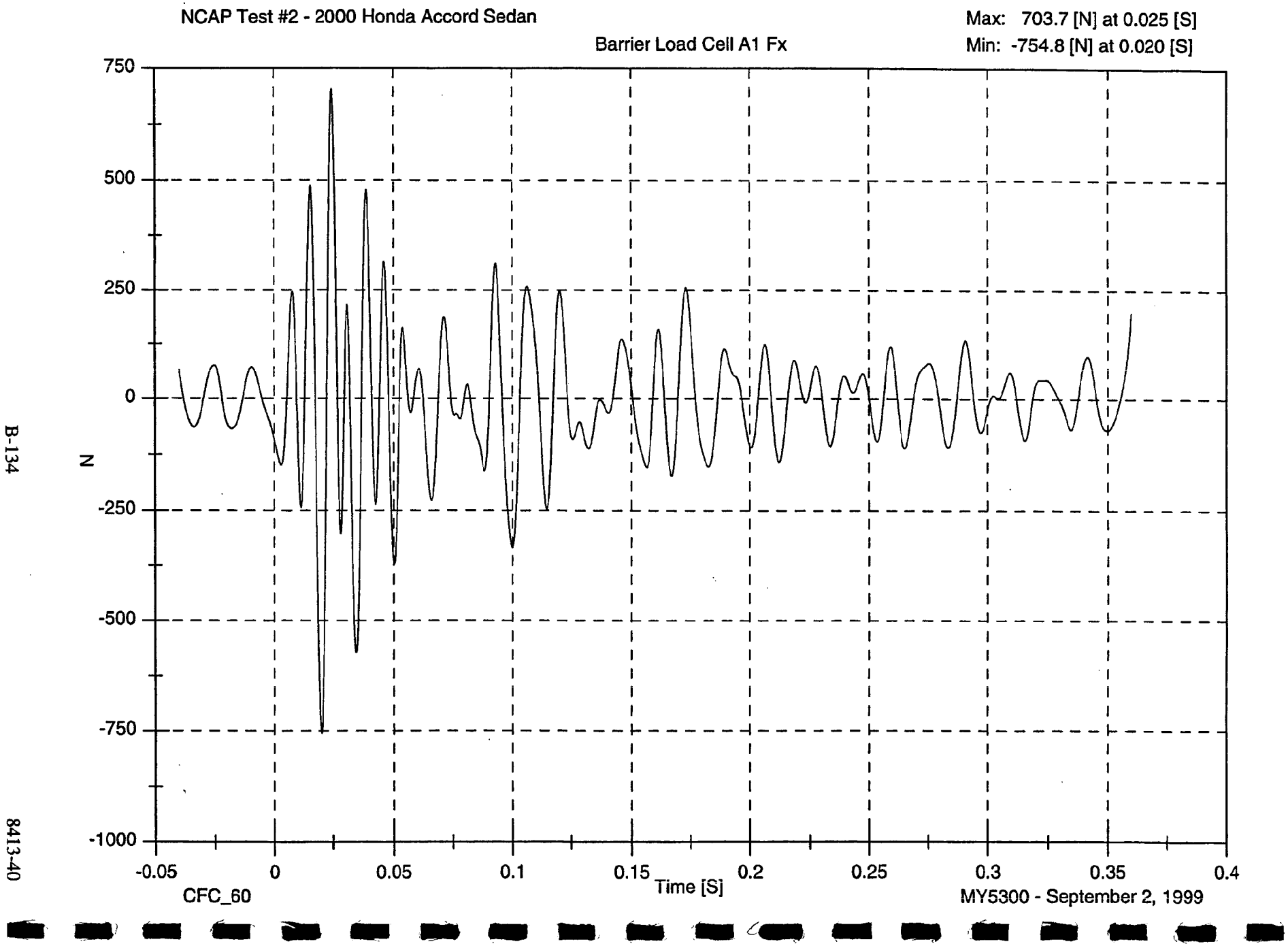

NCAP Test # 2 - 2000 Honda Accord Sedan
Left Rear Red #8x Displacement
Max: 7822.2 [mm] at 0.500 [s]
Min: -1564.6 [mm] at -0.100 [s]
8000
6000
4000
2000
0
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
Did not record
MY5300 - September 2, 1999

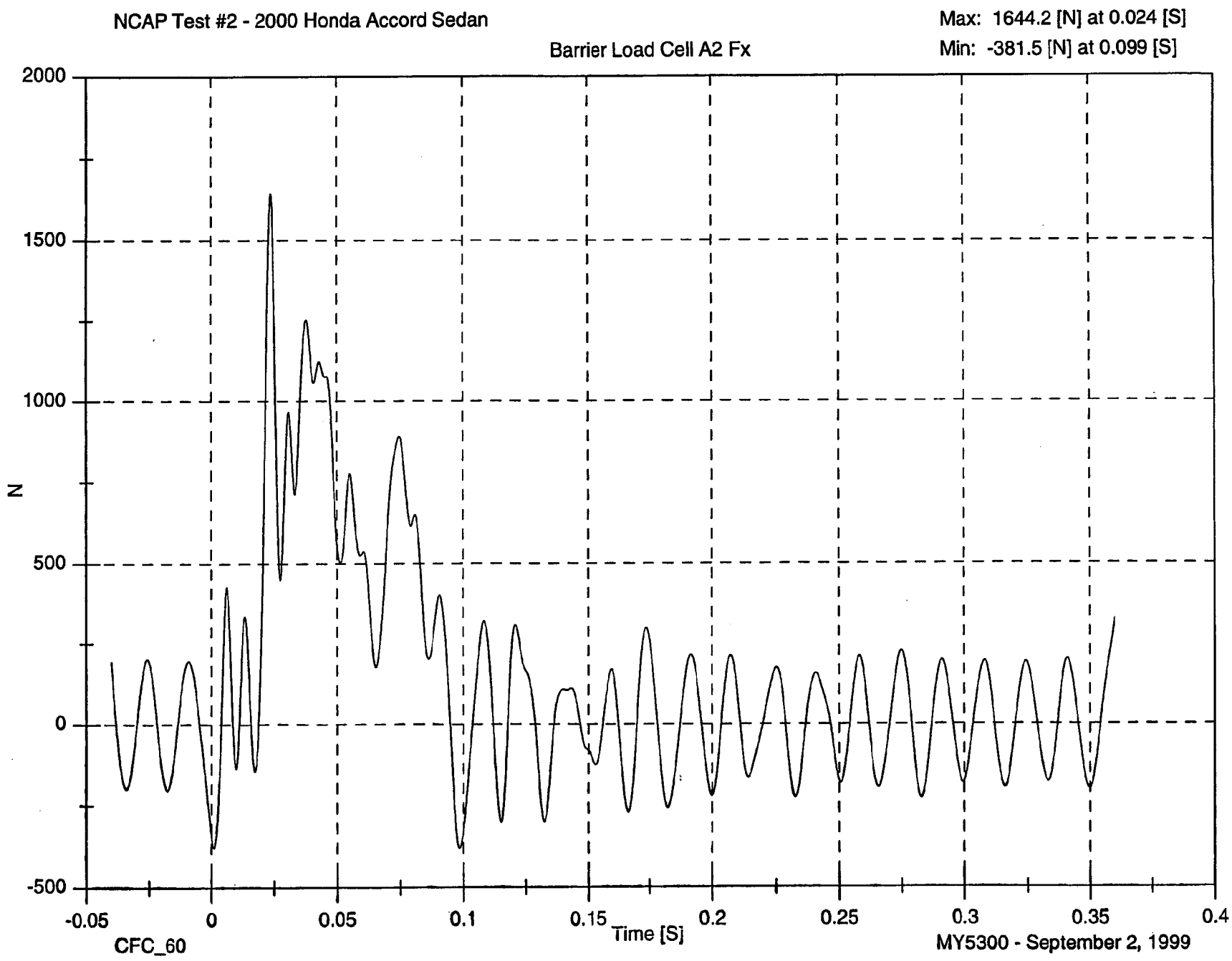

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear Red #9x
Max: 1.7 [g] at 0.136 [s]
Min: -28.8 [g] at 0.049 [s]
5
0
-5
-10
-15
-20
-25
-30
g
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_60
MY5300 - September 2, 1999

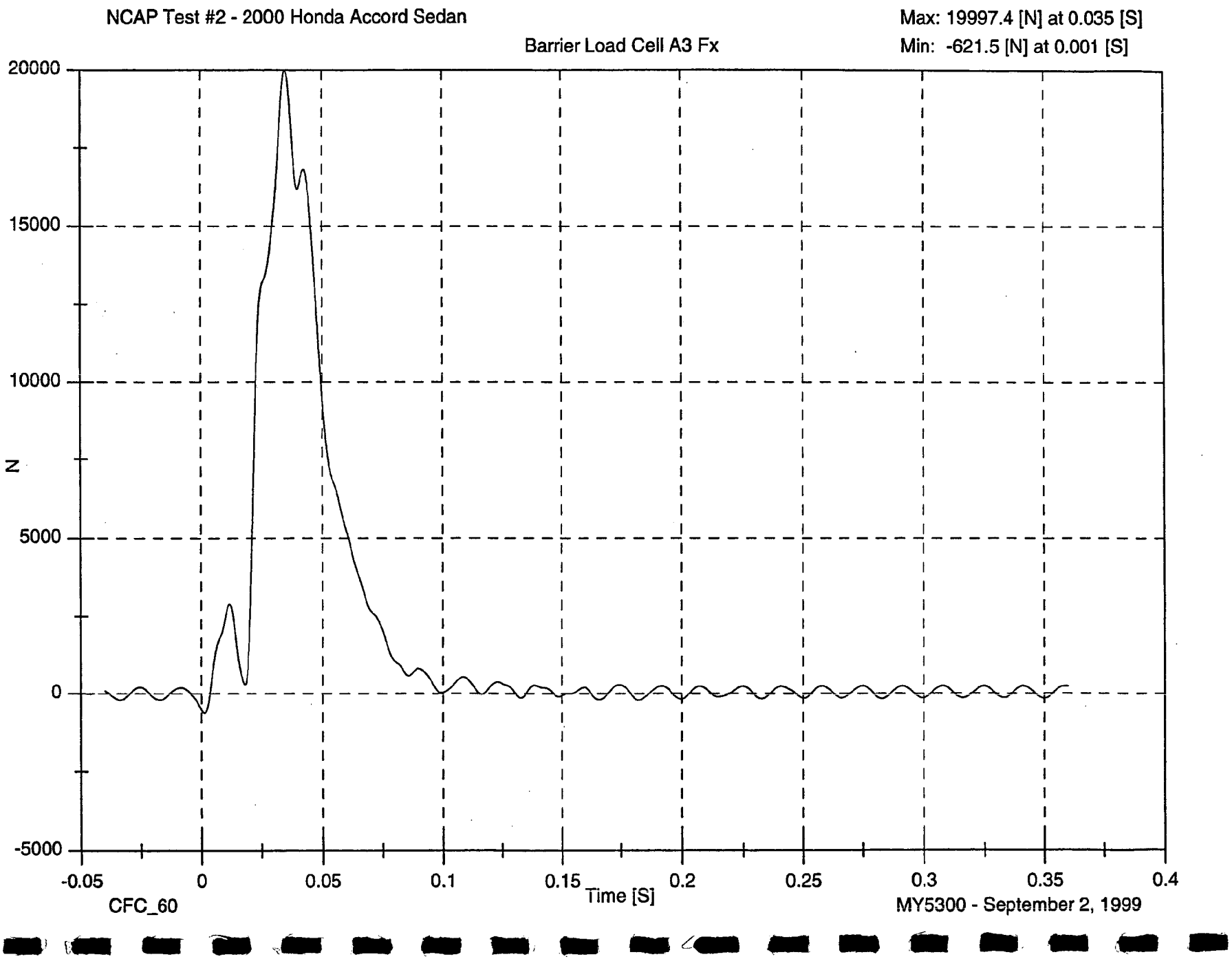

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear Red #9x Velocity
Max: 56.5 [kph] at -0.037 [s]
Min: -10.2 [kph] at 0.117 [s]
60
50
40
30
20
10
0
-10
-20
kph
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

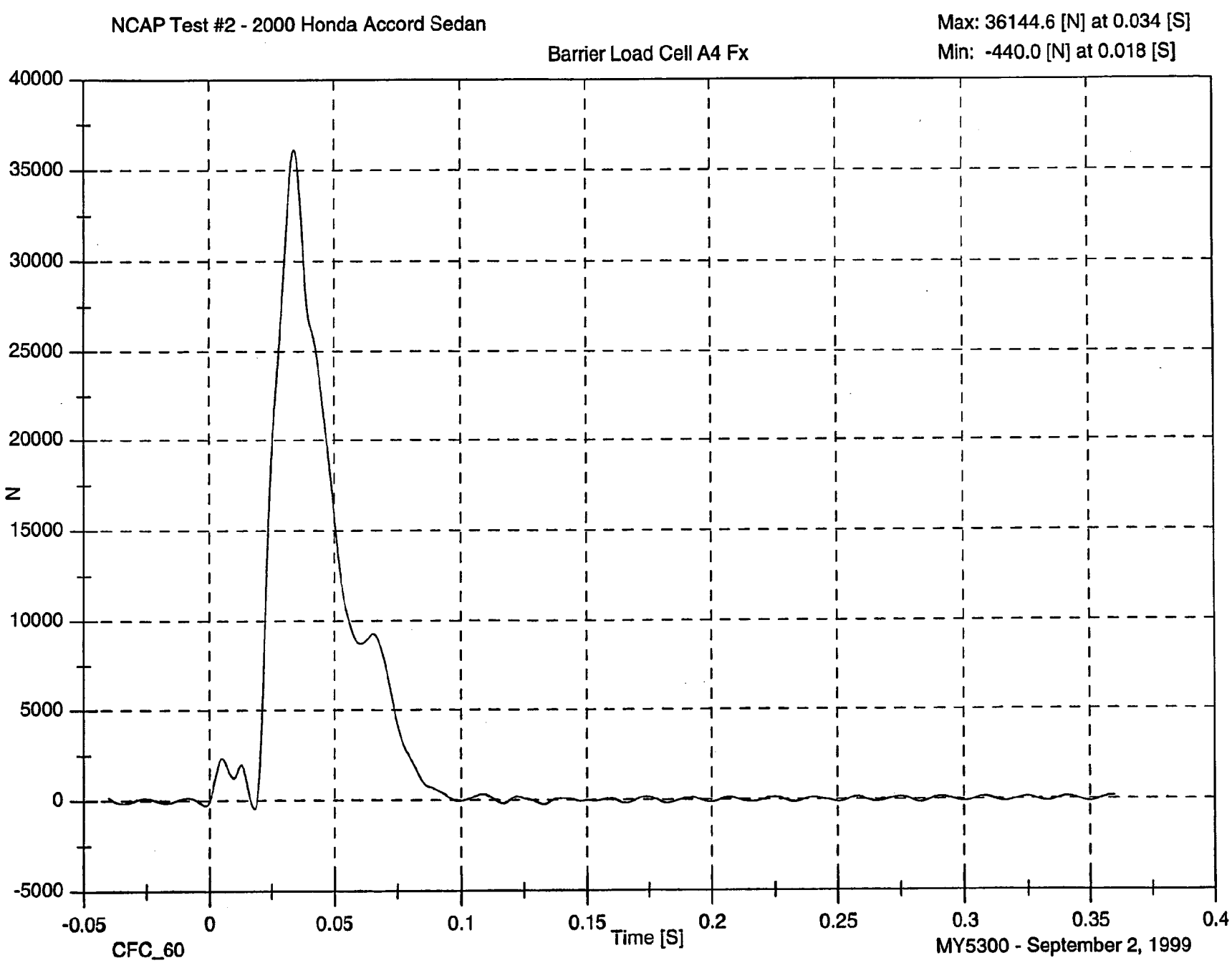

NCAP Test # 2 - 2000 Honda Accord Sedan
Right Rear Red #9x Displacement
Max: 690.0 [mm] at 0.077 [s]
Min: -1566.1 [mm] at -0.100 [s]
1000
500
0
-500
-1000
-1500
-2000
mm
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
CFC_180
MY5300 - September 2, 1999

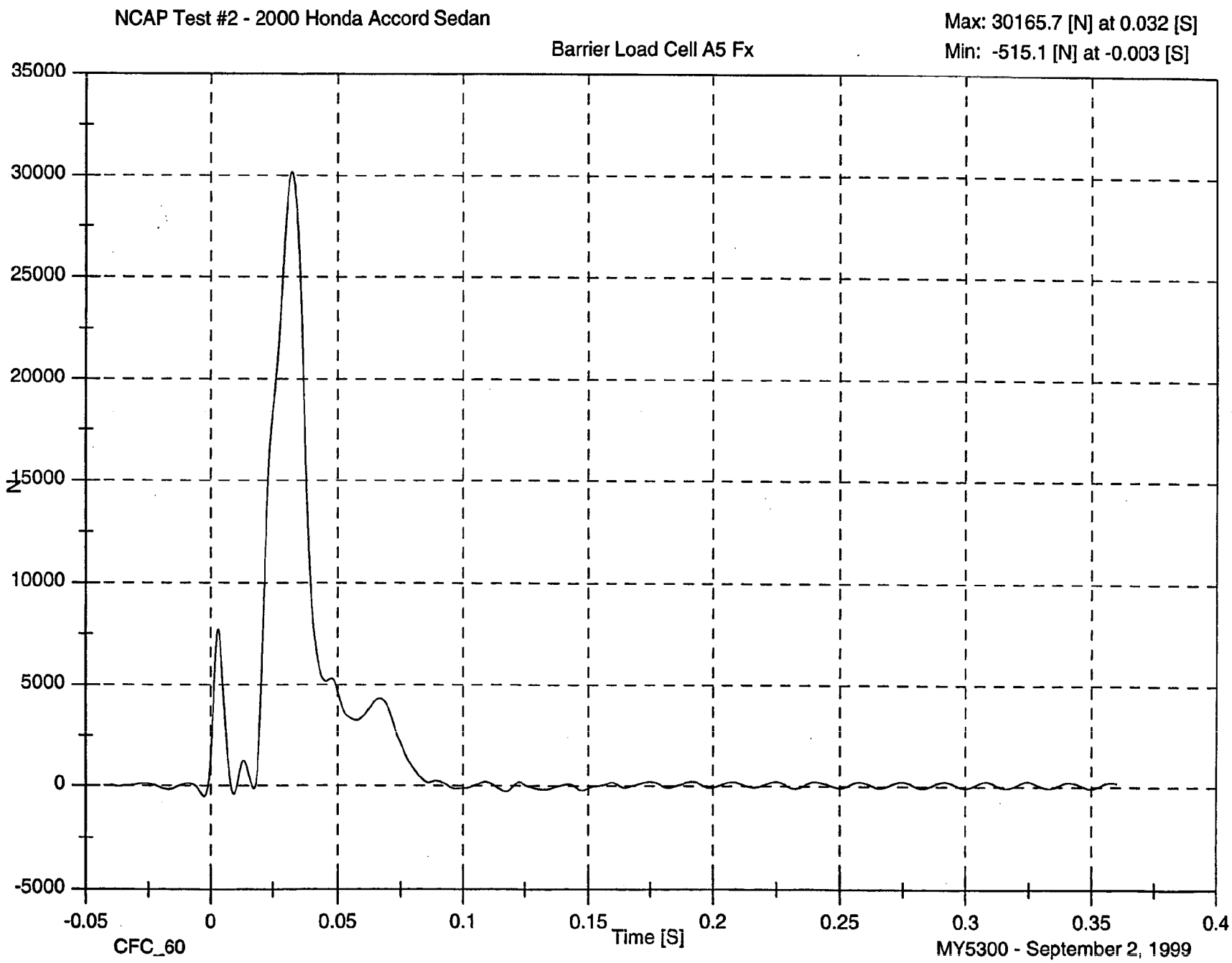

NCAP Test # 2 - 2000 Honda Accord Sedan
Contact Time
Max: 1.0 [] at 0.000 [s]
Min: 0.0 [] at -0.100 [s]
1
0.75
0.5
0.25
0
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [s]
20000.0
MY5300 - September 2, 1999

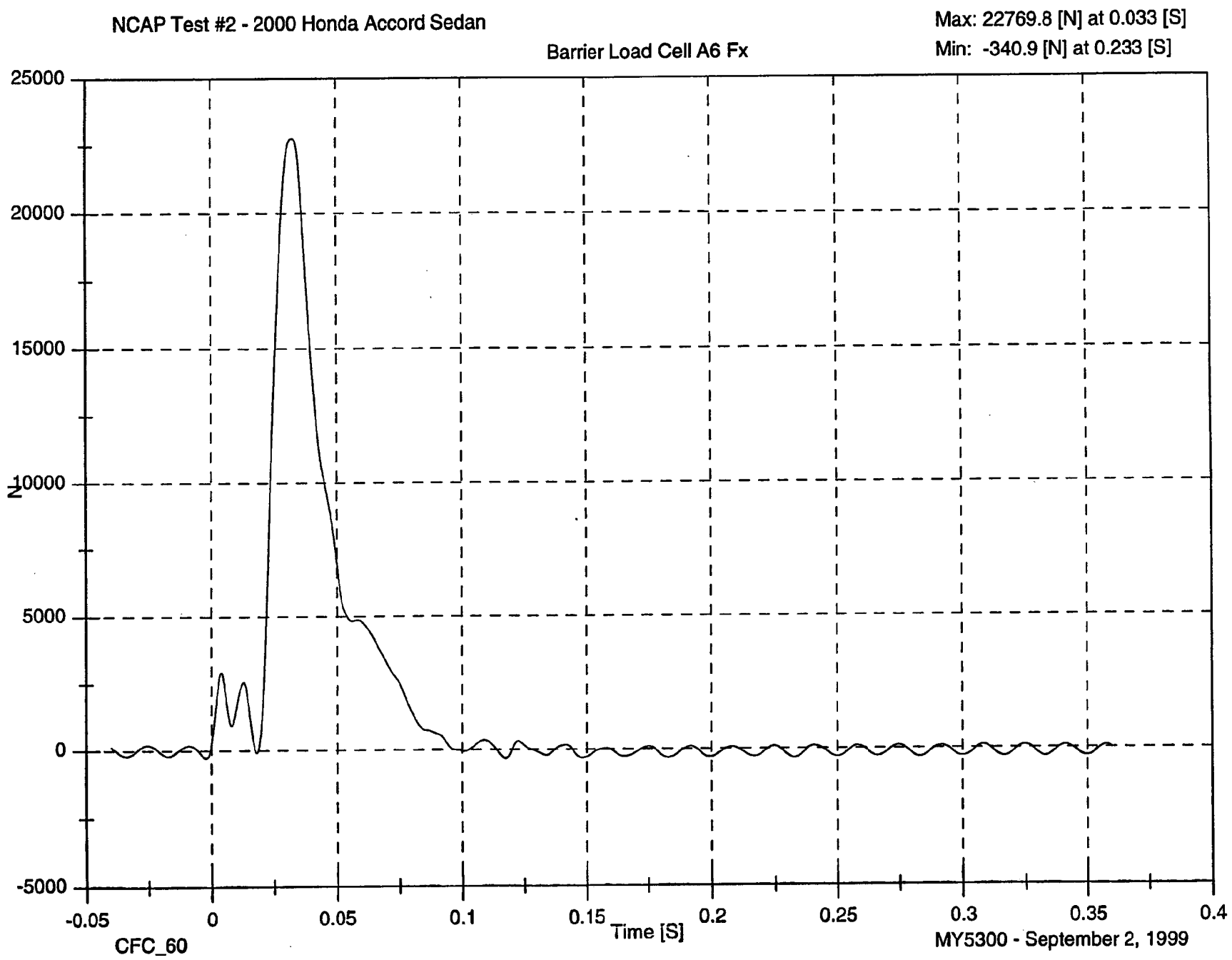

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A1 Fx
Max: 703.7 [N] at 0.025 [S]
Min: -754.8 [N] at 0.020 [S]
750
500
250
0
-250
-500
-750
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

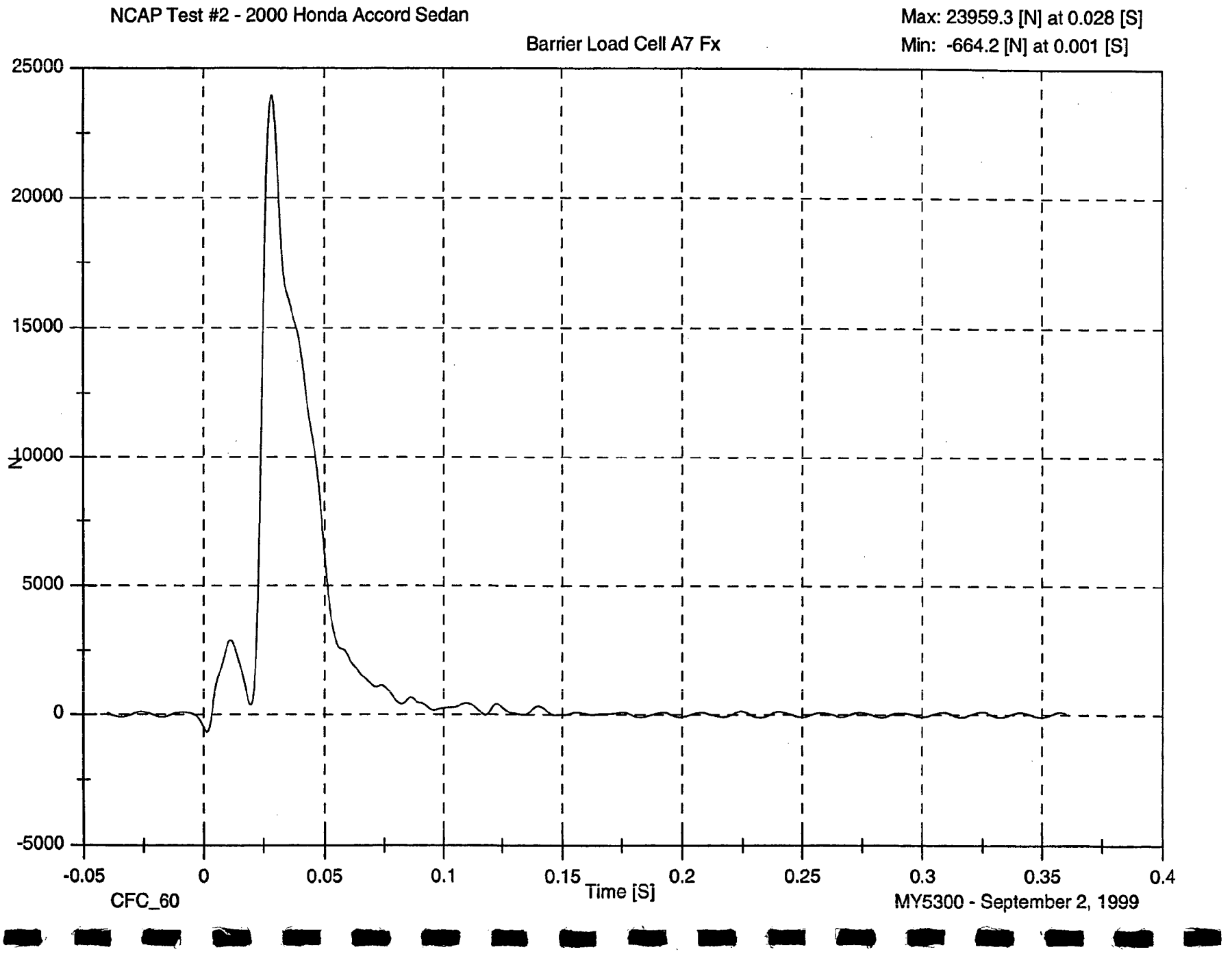

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A2 Fx
Max: 1644.2 [N] at 0.024 [S]
Min: -381.5 [N] at 0.099 [S]
2000
1500
1000
500
0
-500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

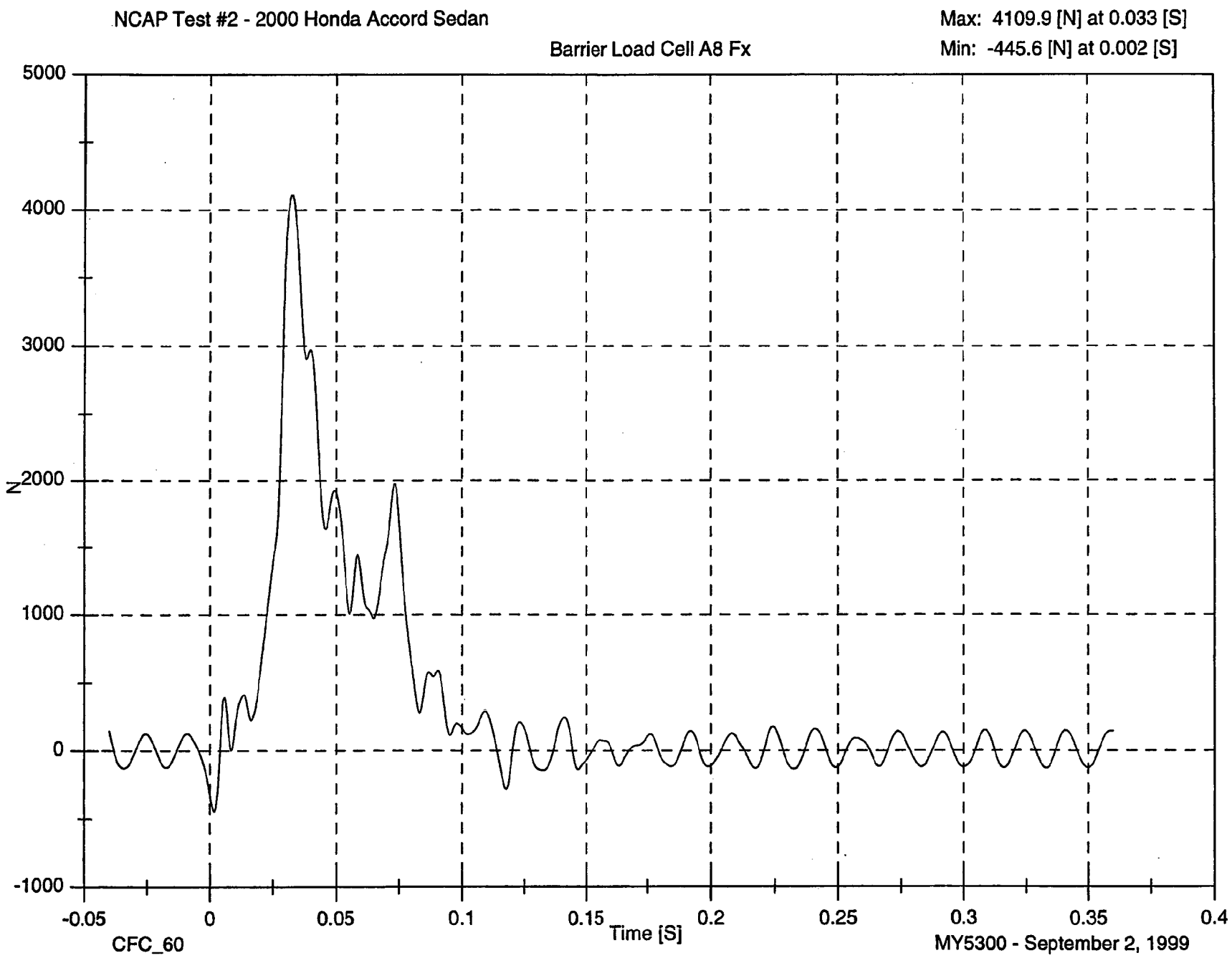

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A3 Fx
Max: 19997.4 [N] at 0.035 [S]
Min: -621.5 [N] at 0.001 [S]
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

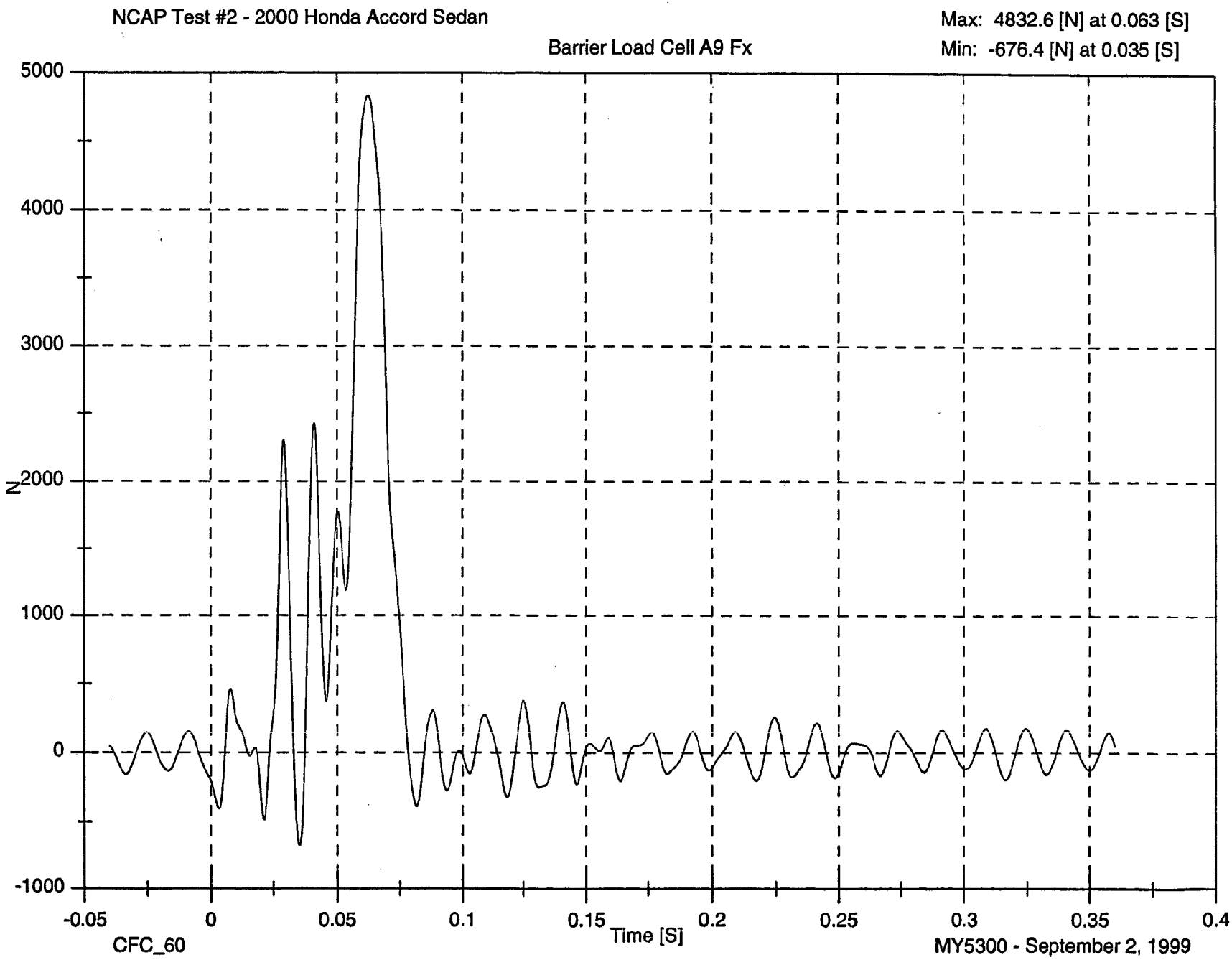

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A4 Fx
Max: 36144.6 [N] at 0.034 [S]
Min: -440.0 [N] at 0.018 [S]
40000
35000
30000
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

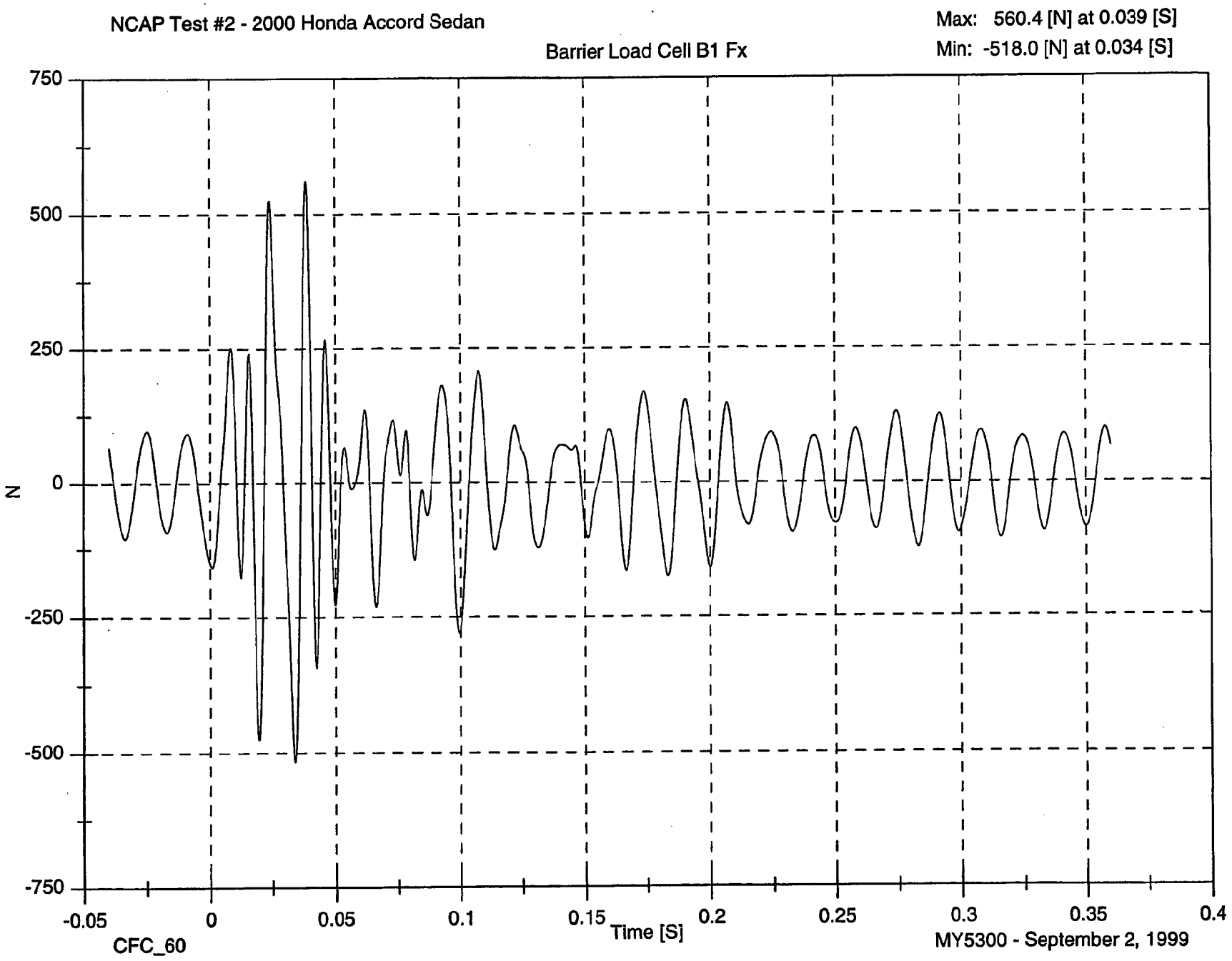

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A5 Fx
Max: 30165.7 [N] at 0.032 [S]
Min: -515.1 [N] at -0.003 [S]
35000
30000
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

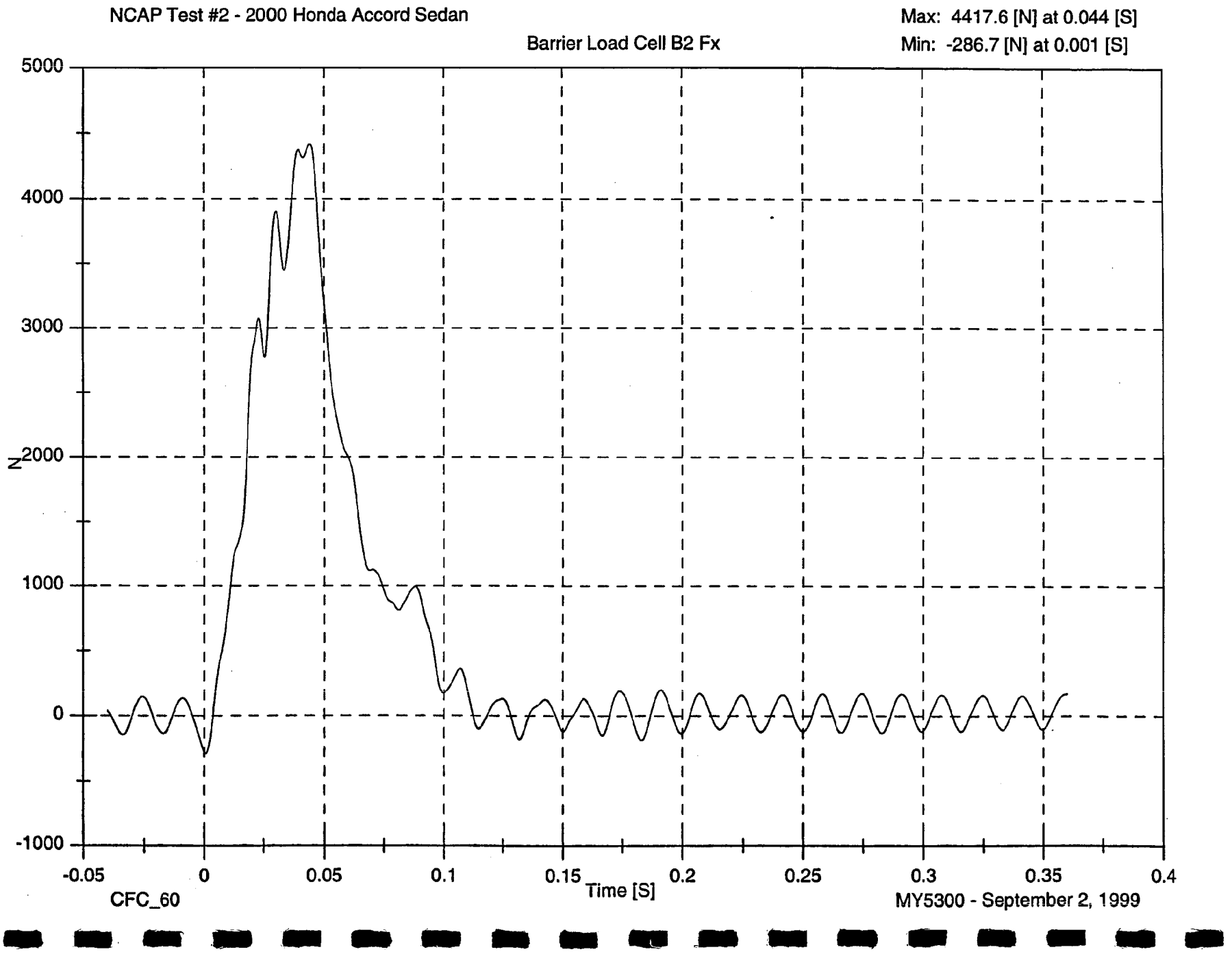

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A6 Fx
Max: 22769.8 [N] at 0.033 [S]
Min: -340.9 [N] at 0.233 [S]
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A7 Fx
Max: 23959.3 [N] at 0.028 [S]
Min: -664.2 [N] at 0.001 [S]
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A8 Fx
Max: 4109.9 [N] at 0.033 [S]
Min: -445.6 [N] at 0.002 [S]
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell A9 Fx
Max: 4832.6 [N] at 0.063 [S]
Min: -676.4 [N] at 0.035 [S]
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B1 Fx
Max: 560.4 [N] at 0.039 [S]
Min: -518.0 [N] at 0.034 [S]
750
500
250
0
-250
-500
-750
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B2 Fx
Max: 4417.6 [N] at 0.044 [S]
Min: -286.7 [N] at 0.001 [S]
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

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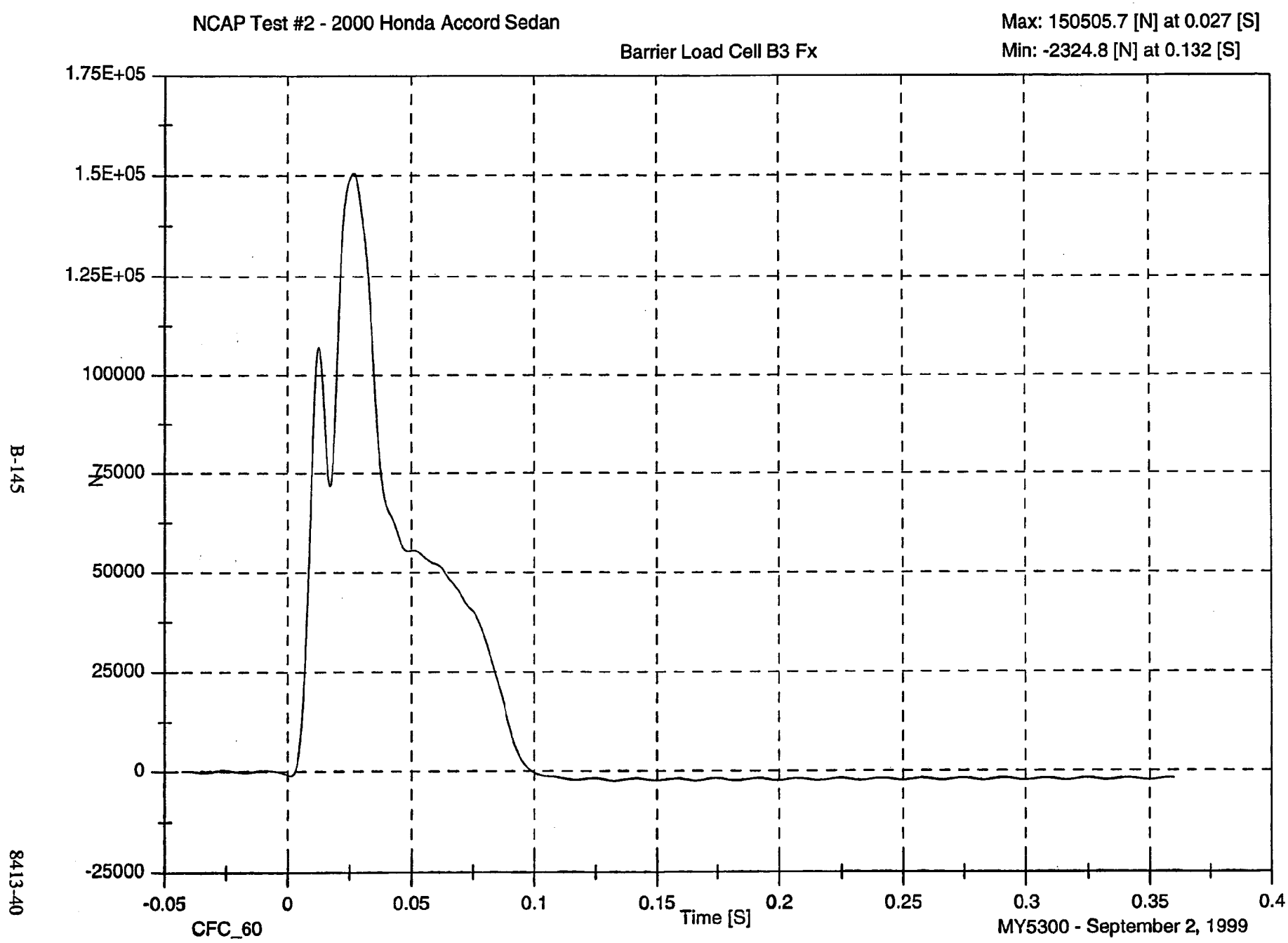
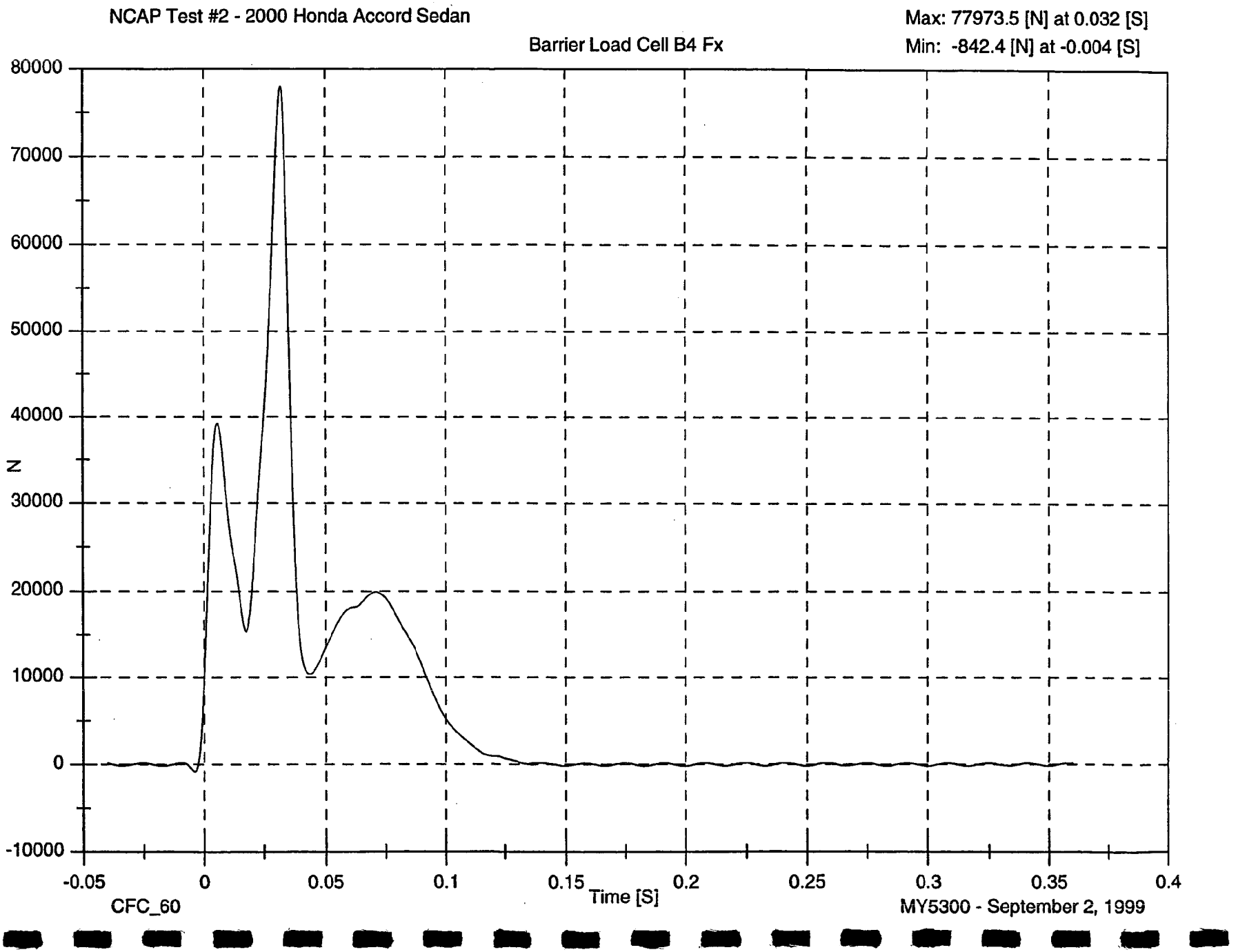
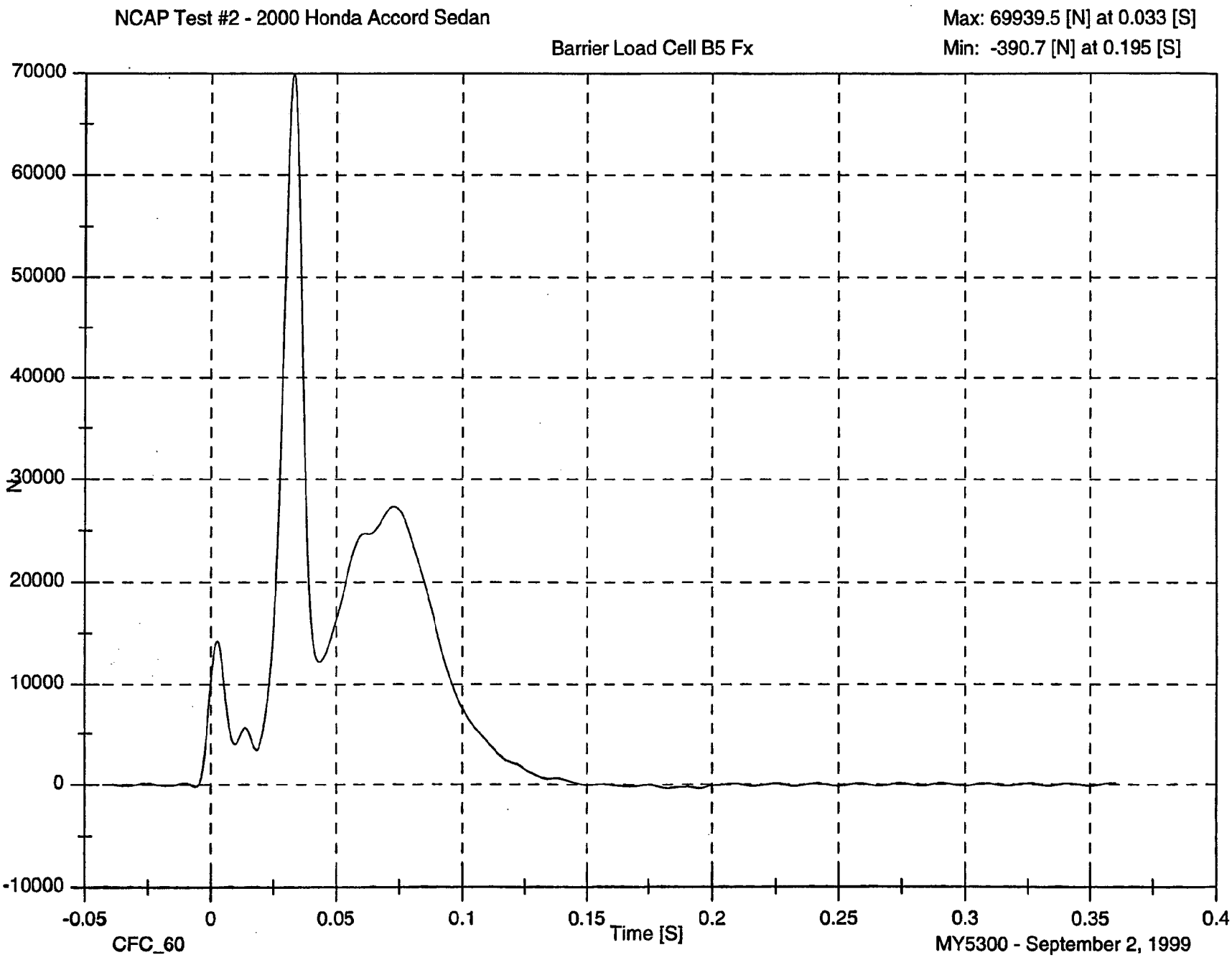
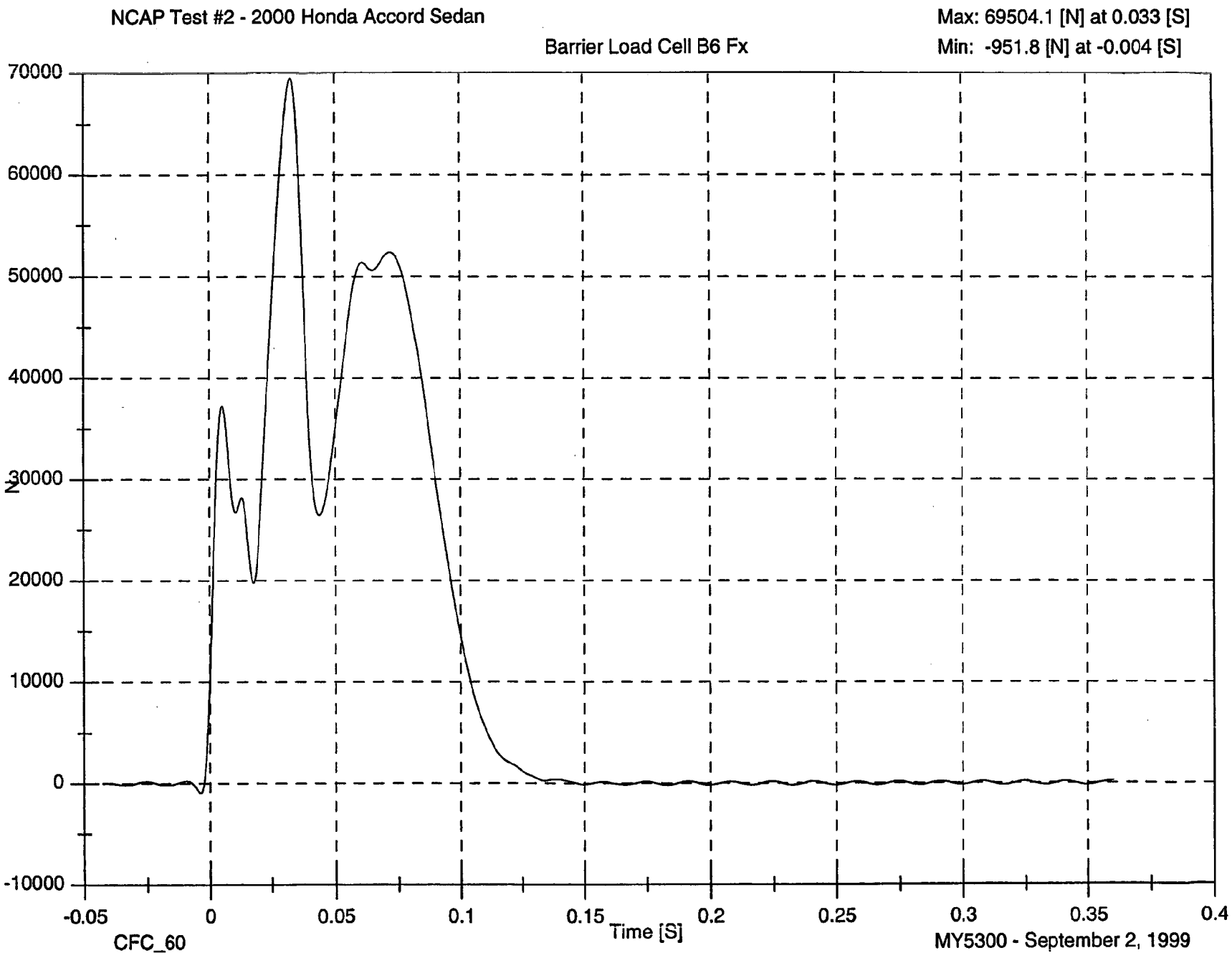
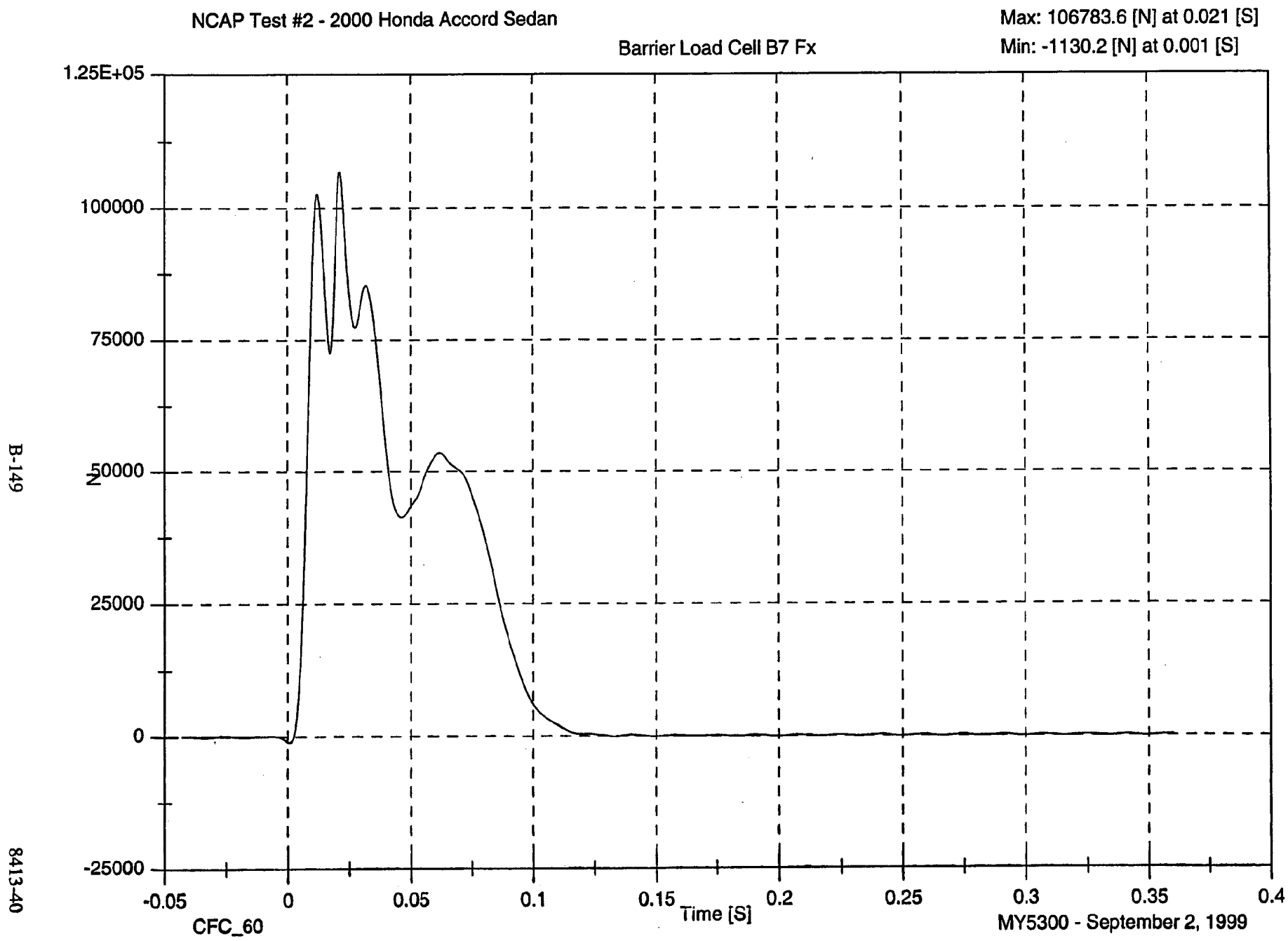
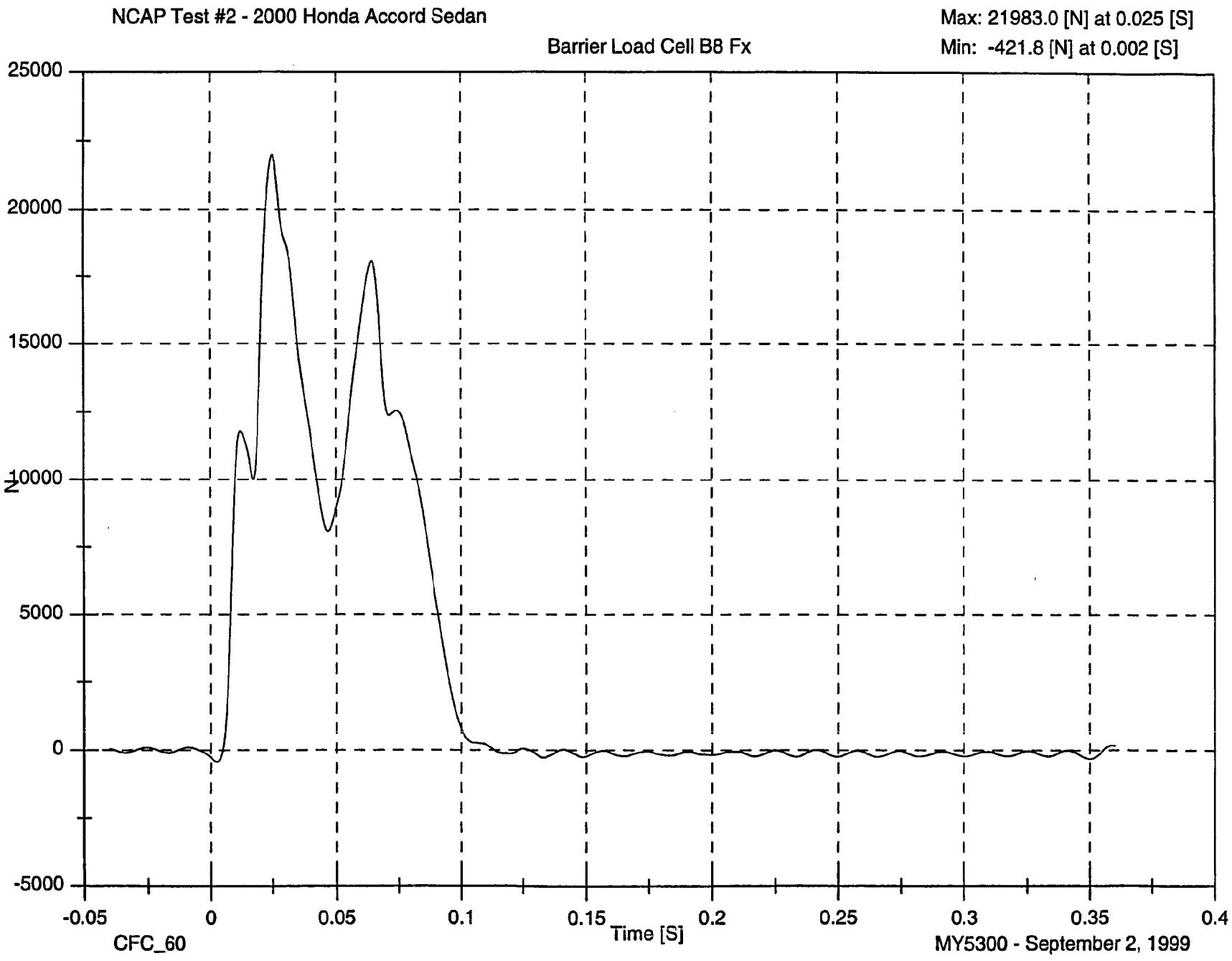

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B3 Fx
Max: 150505.7 [N] at 0.027 [S]
Min: -2324.8 [N] at 0.132 [S]
1.75E+05
1.5E+05
1.25E+05
100000
75000
50000
25000
0
-25000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B4 Fx
Max: 77973.5 [N] at 0.032 [S]
Min: -842.4 [N] at -0.004 [S]
80000
70000
60000
50000
40000
30000
20000
10000
0
-10000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B5 Fx
Max: 69939.5 [N] at 0.033 [S]
Min: -390.7 [N] at 0.195 [S]
70000
60000
50000
40000
30000
20000
10000
0
-10000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B6 Fx
Max: 69504.1 [N] at 0.033 [S]
Min: -951.8 [N] at -0.004 [S]
70000
60000
50000
40000
30000
20000
10000
0
-10000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B7 Fx
Max: 106783.6 [N] at 0.021 [S]
Min: -1130.2 [N] at 0.001 [S]
1.25E+05
100000
75000
50000
25000
0
-25000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B8 Fx
Max: 21983.0 [N] at 0.025 [S]
Min: -421.8 [N] at 0.002 [S]
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

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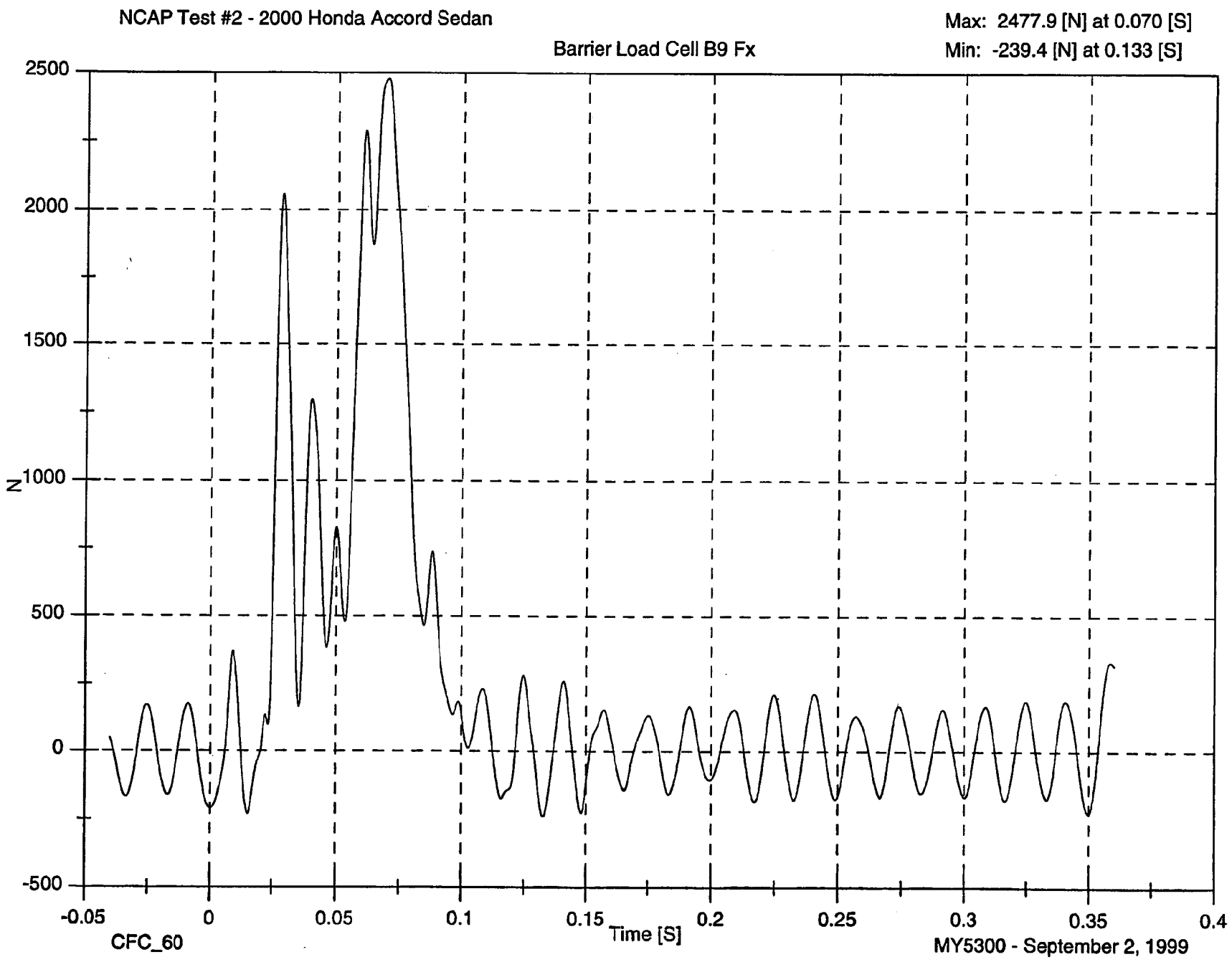
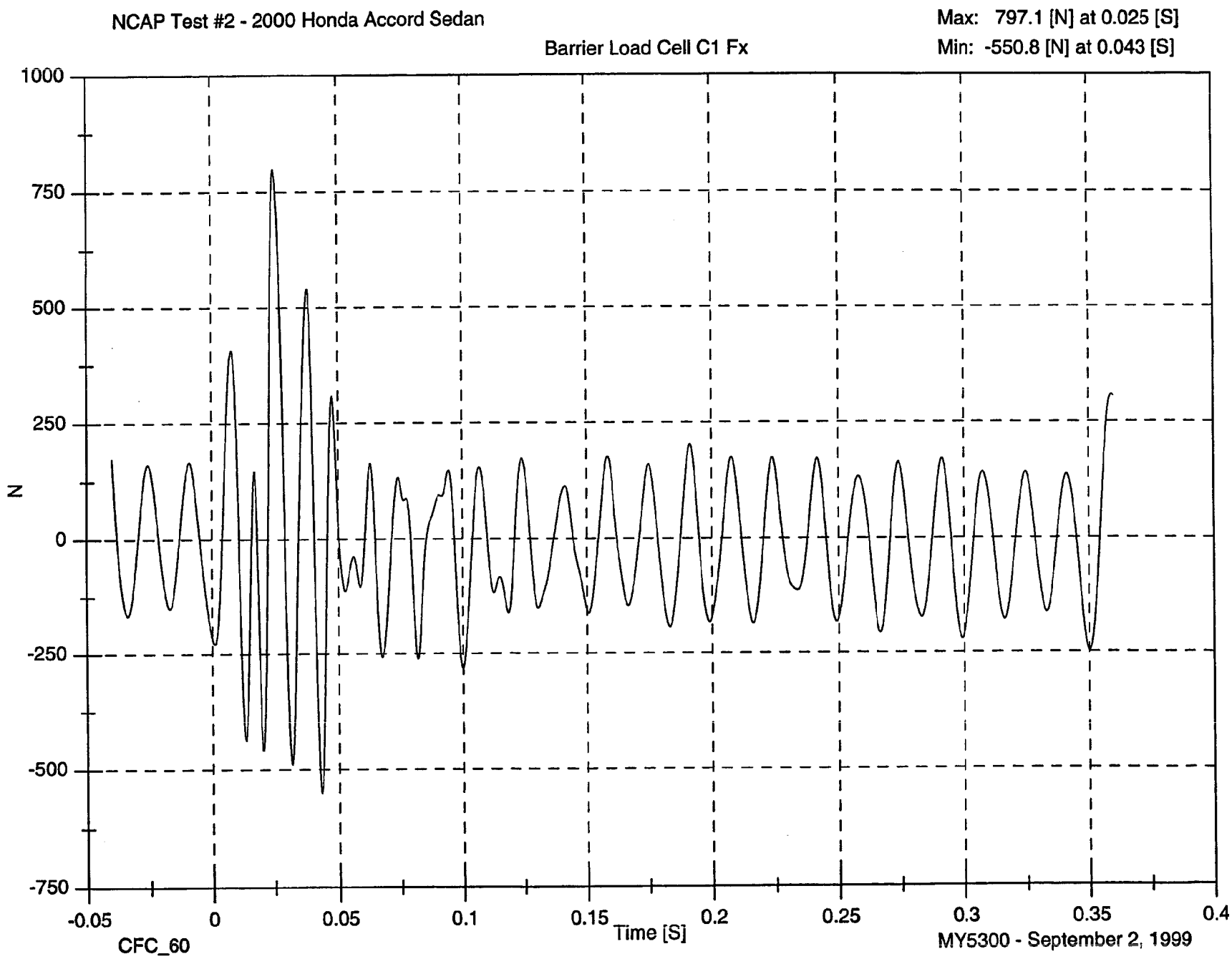
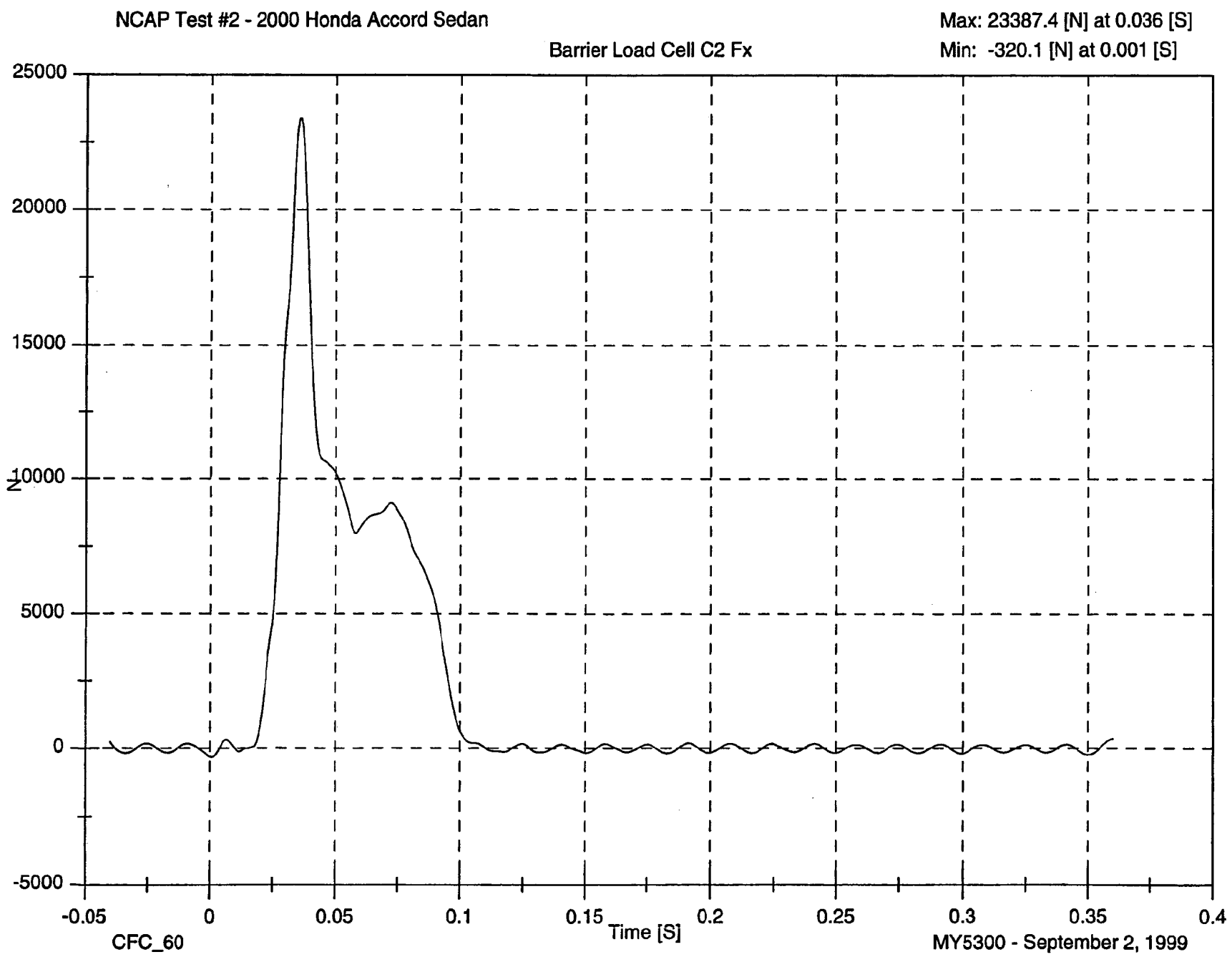
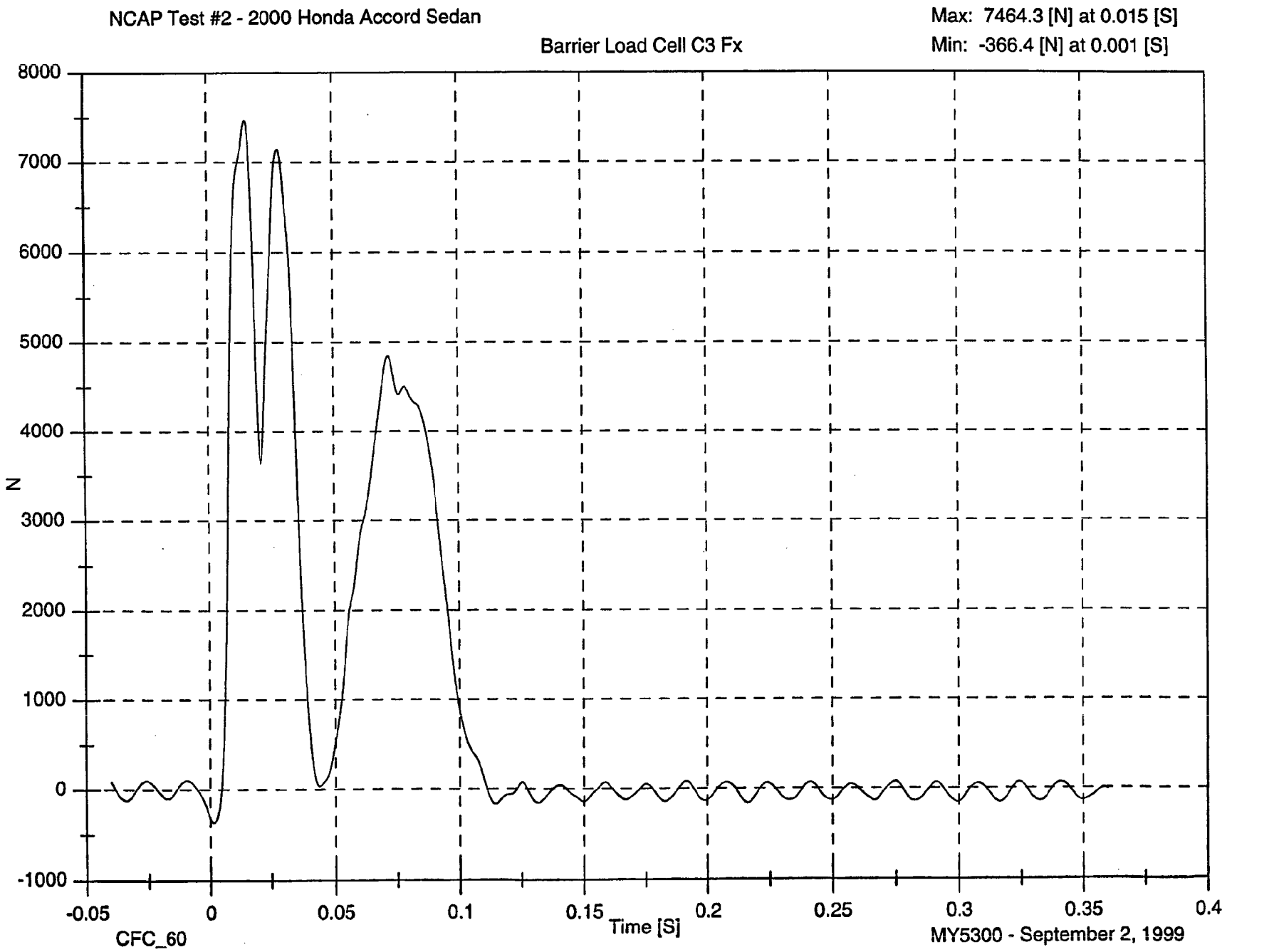
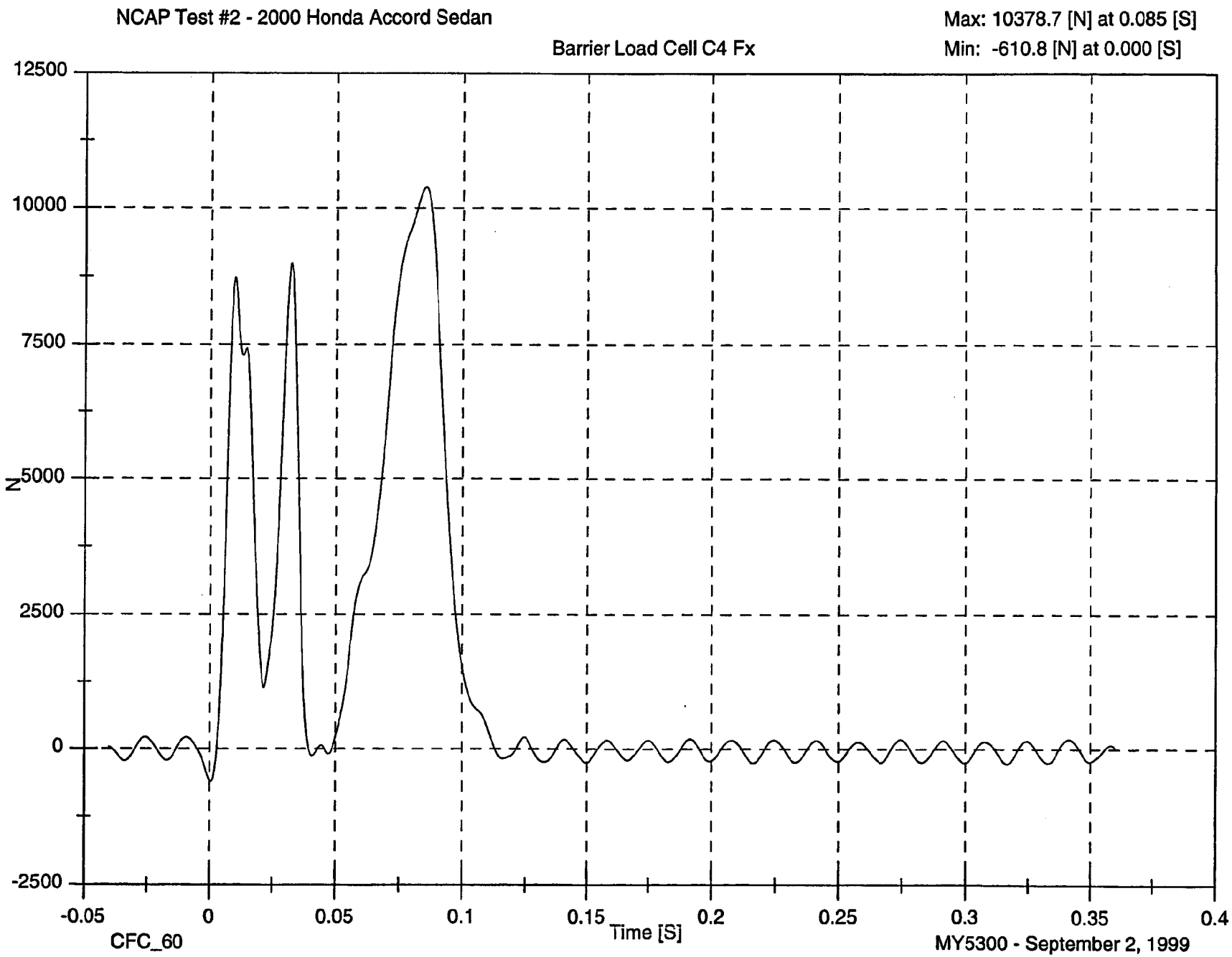
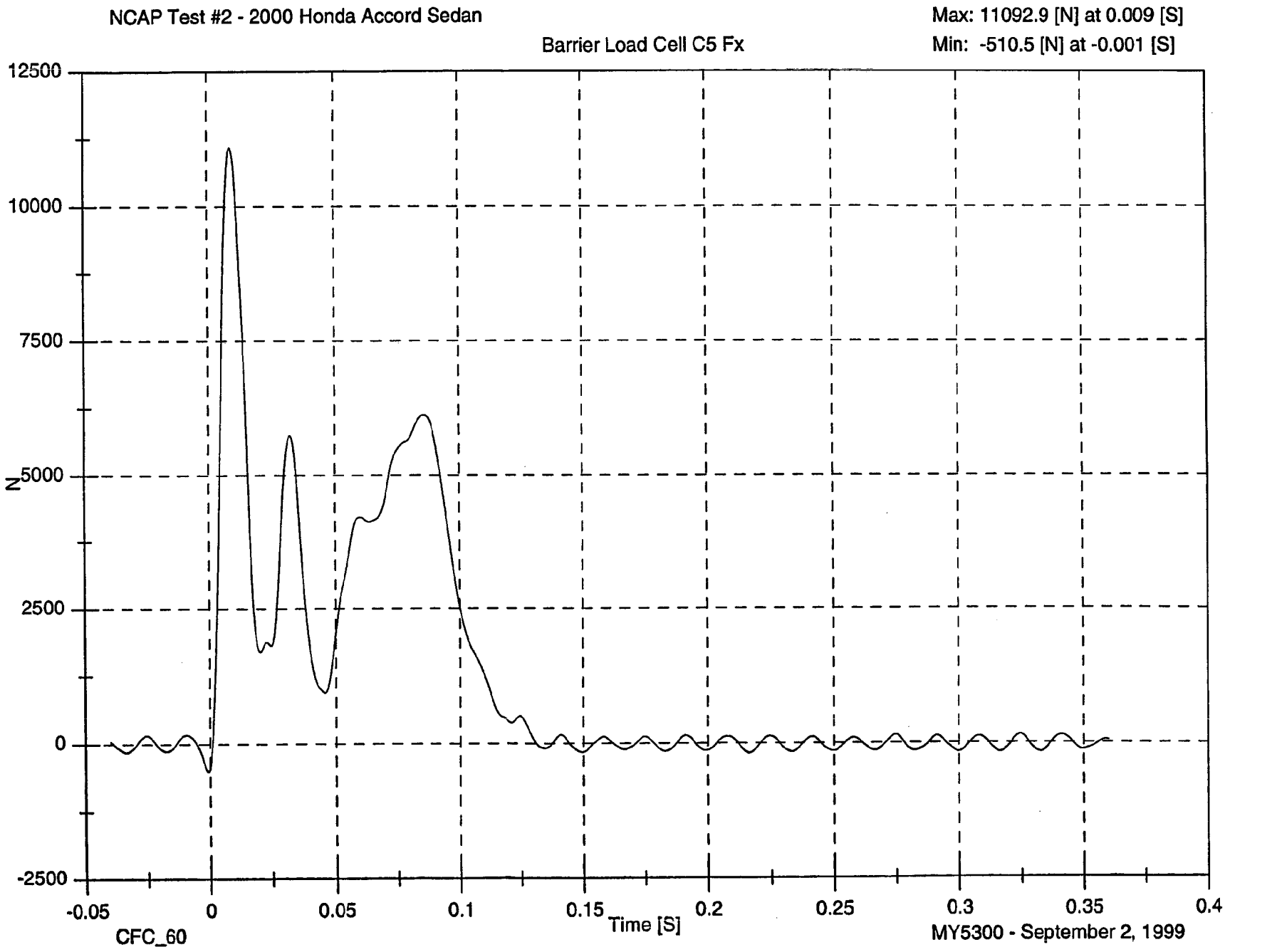

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell B9 Fx
Max: 2477.9 [N] at 0.070 [S]
Min: -239.4 [N] at 0.133 [S]
2500
2000
1500
1000
500
0
-500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

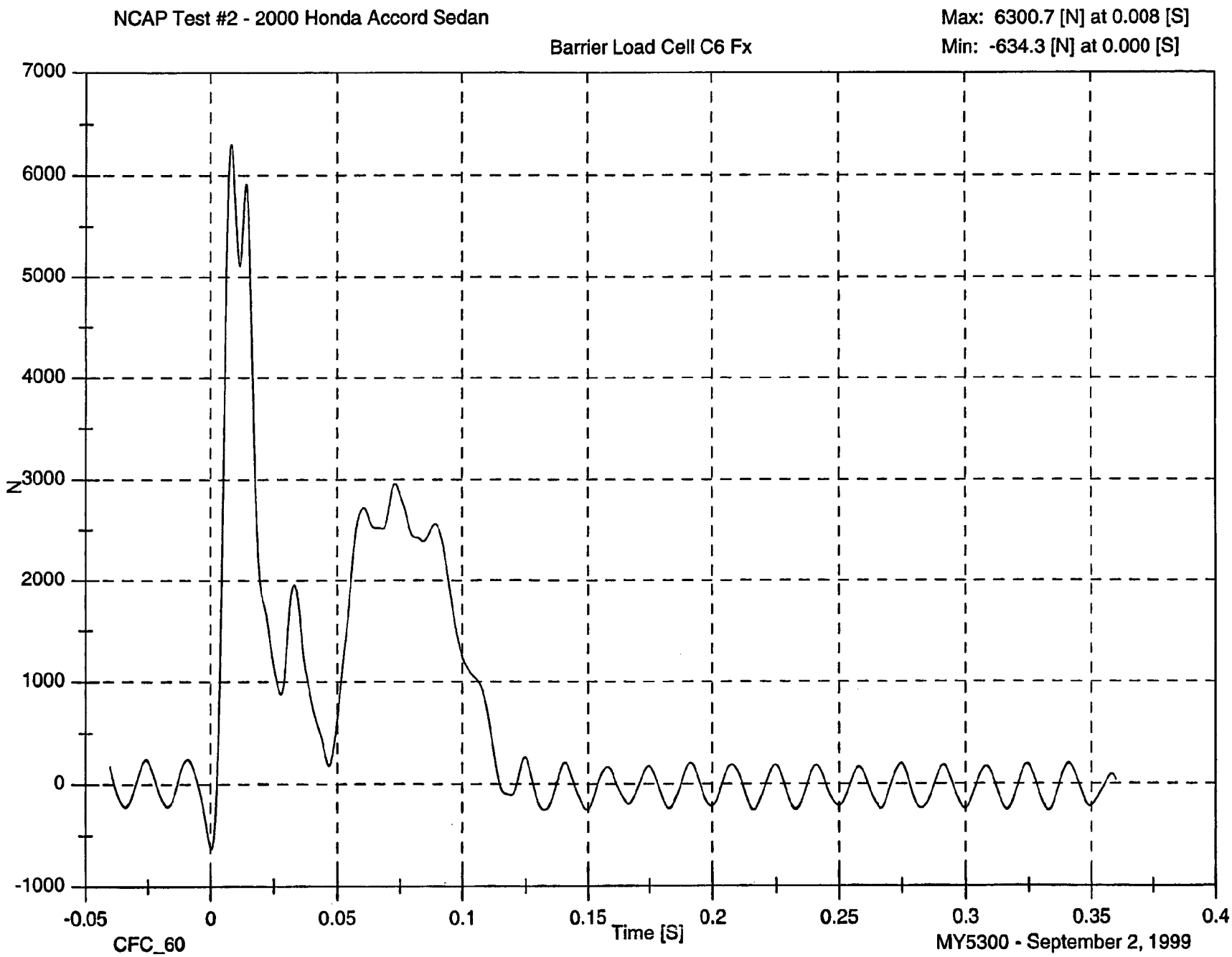

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C1 Fx
Max: 797.1 [N] at 0.025 [S]
Min: -550.8 [N] at 0.043 [S]
1000
750
500
250
0
-250
-500
-750
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

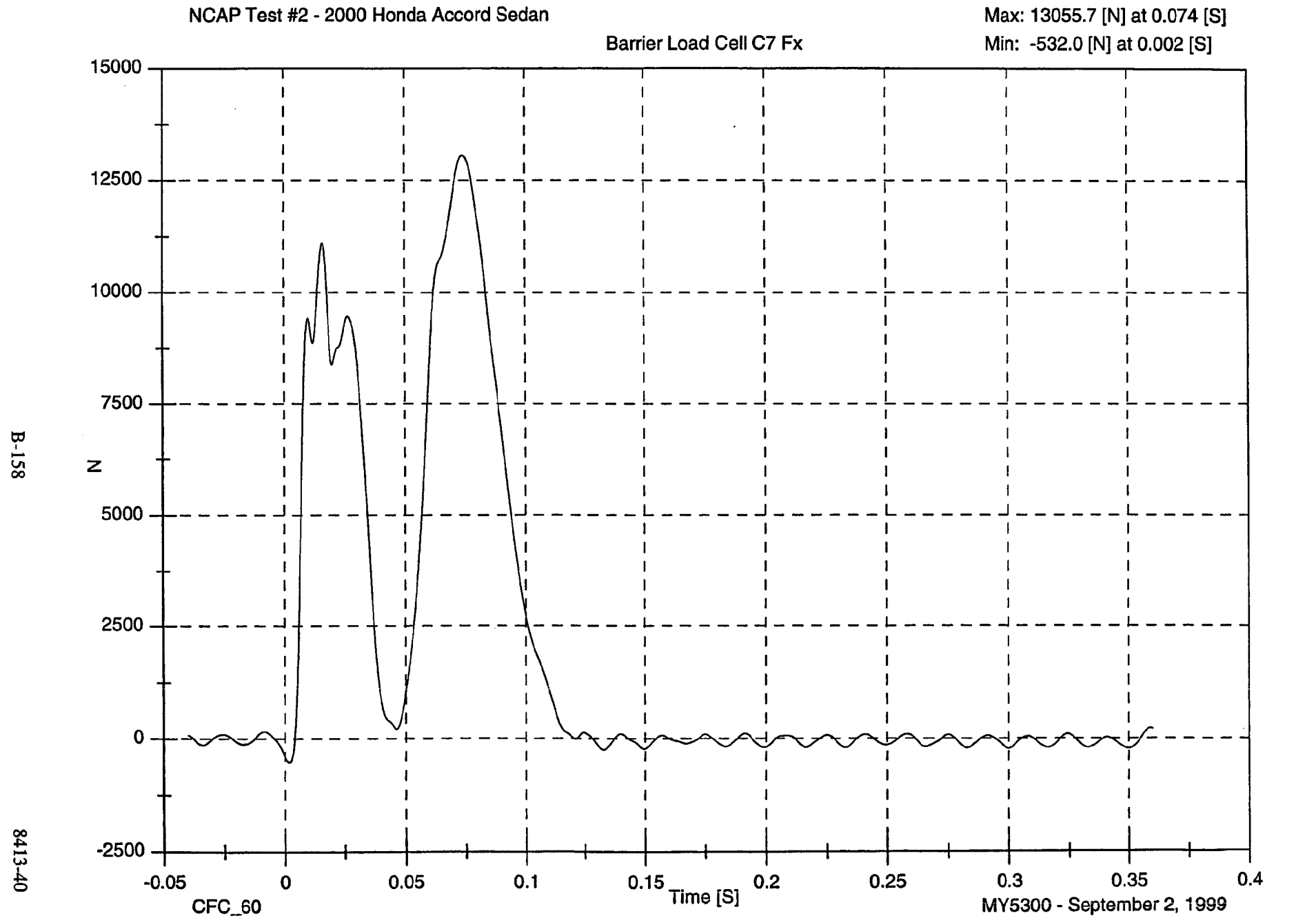

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C2 Fx
Max: 23387.4 [N] at 0.036 [S]
Min: -320.1 [N] at 0.001 [S]
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

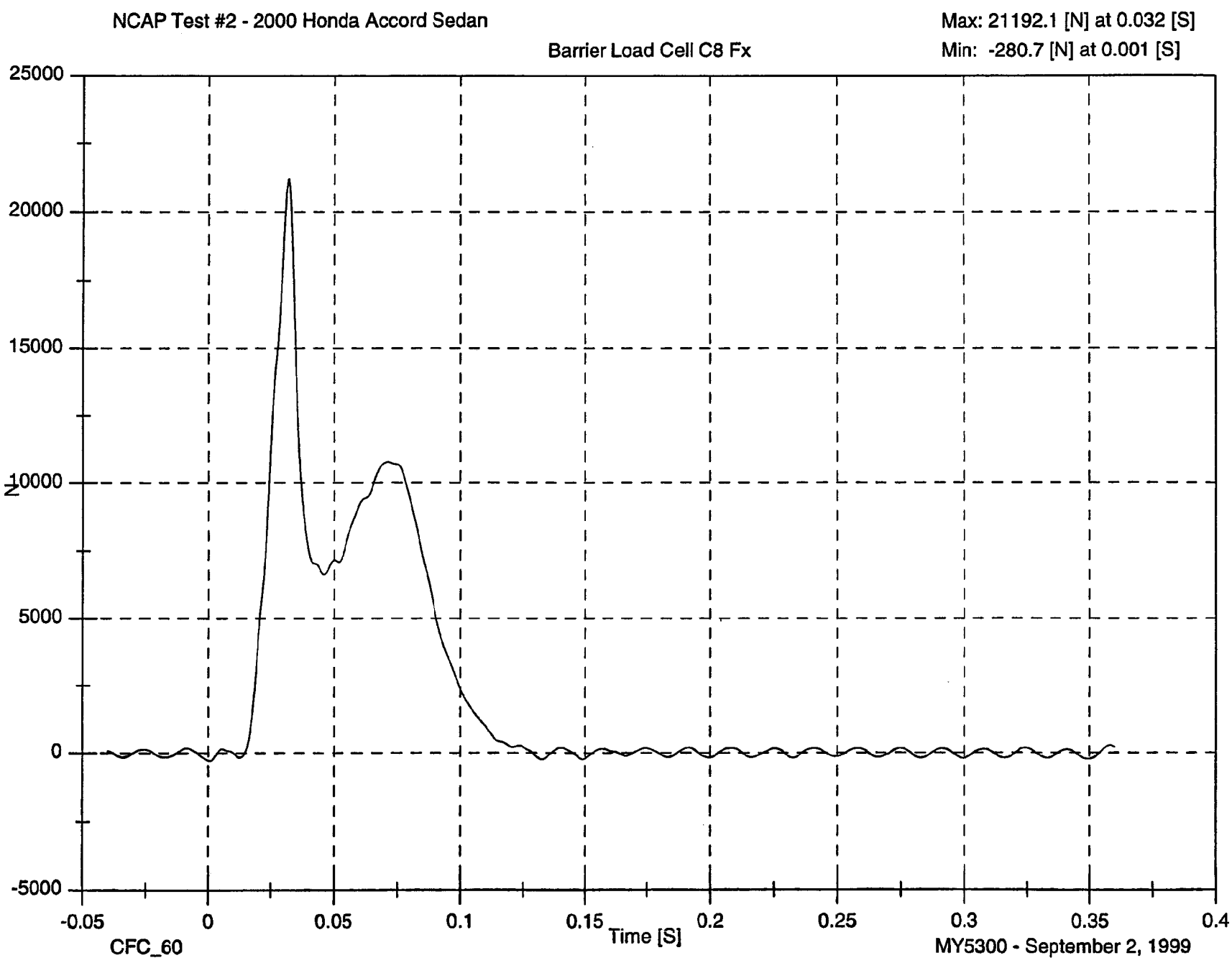

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C3 Fx
Max: 7464.3 [N] at 0.015 [S]
Min: -366.4 [N] at 0.001 [S]
8000
7000
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

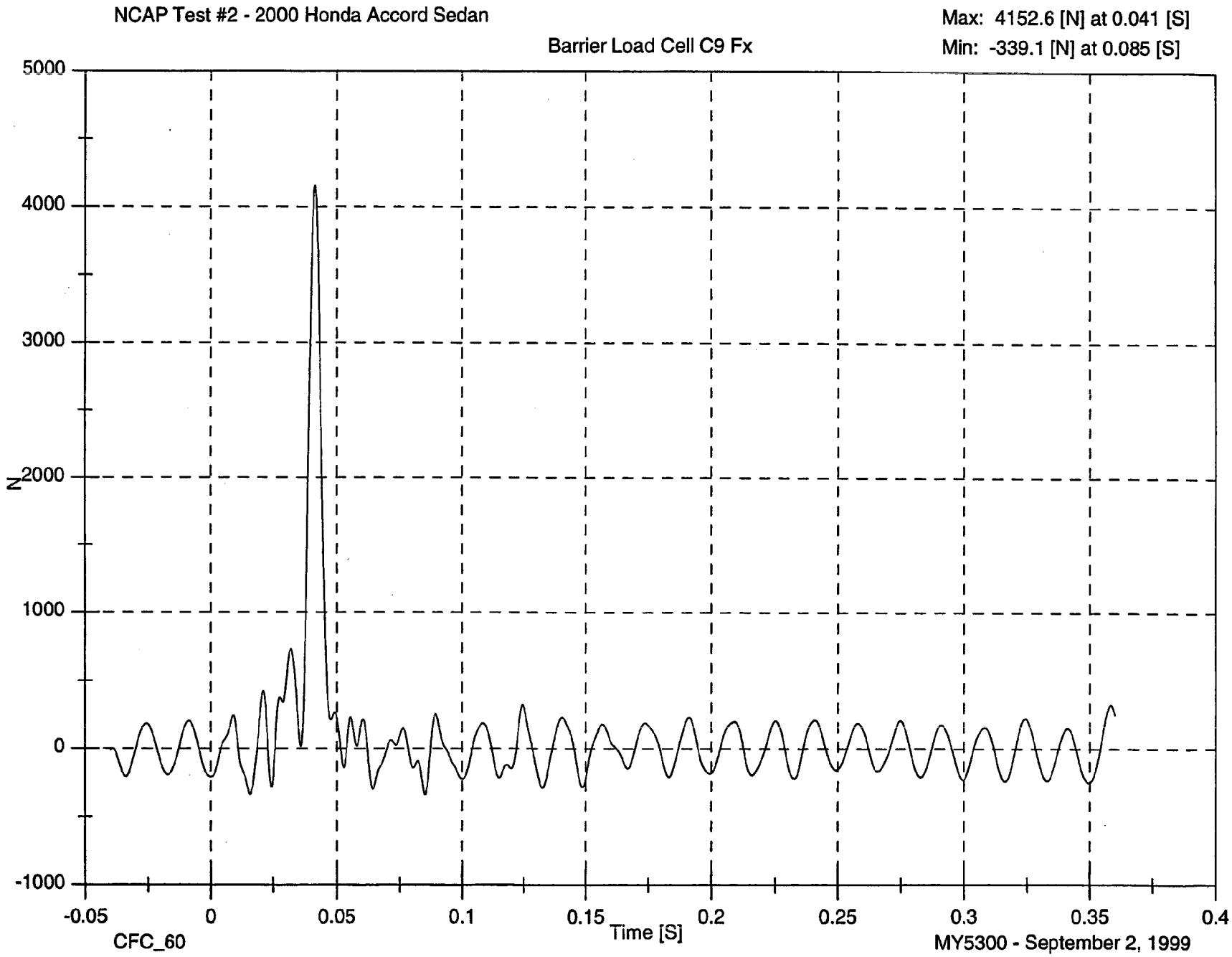

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C4 Fx
Max: 10378.7 [N] at 0.085 [S]
Min: -610.8 [N] at 0.000 [S]
12500
10000
7500
5000
2500
0
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

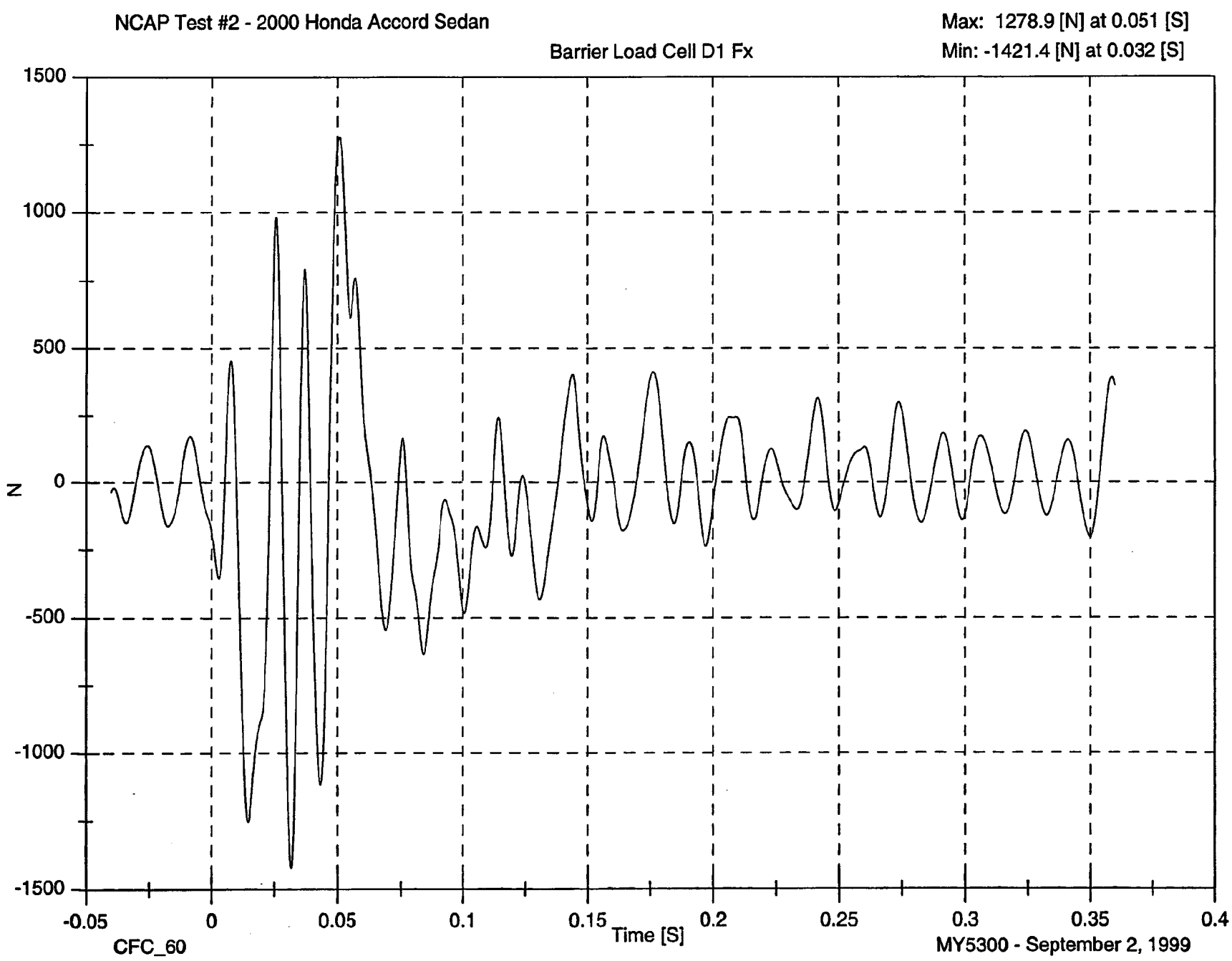

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C5 Fx
Max: 11092.9 [N] at 0.009 [S]
Min: -510.5 [N] at -0.001 [S]
12500
10000
7500
5000
2500
0
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

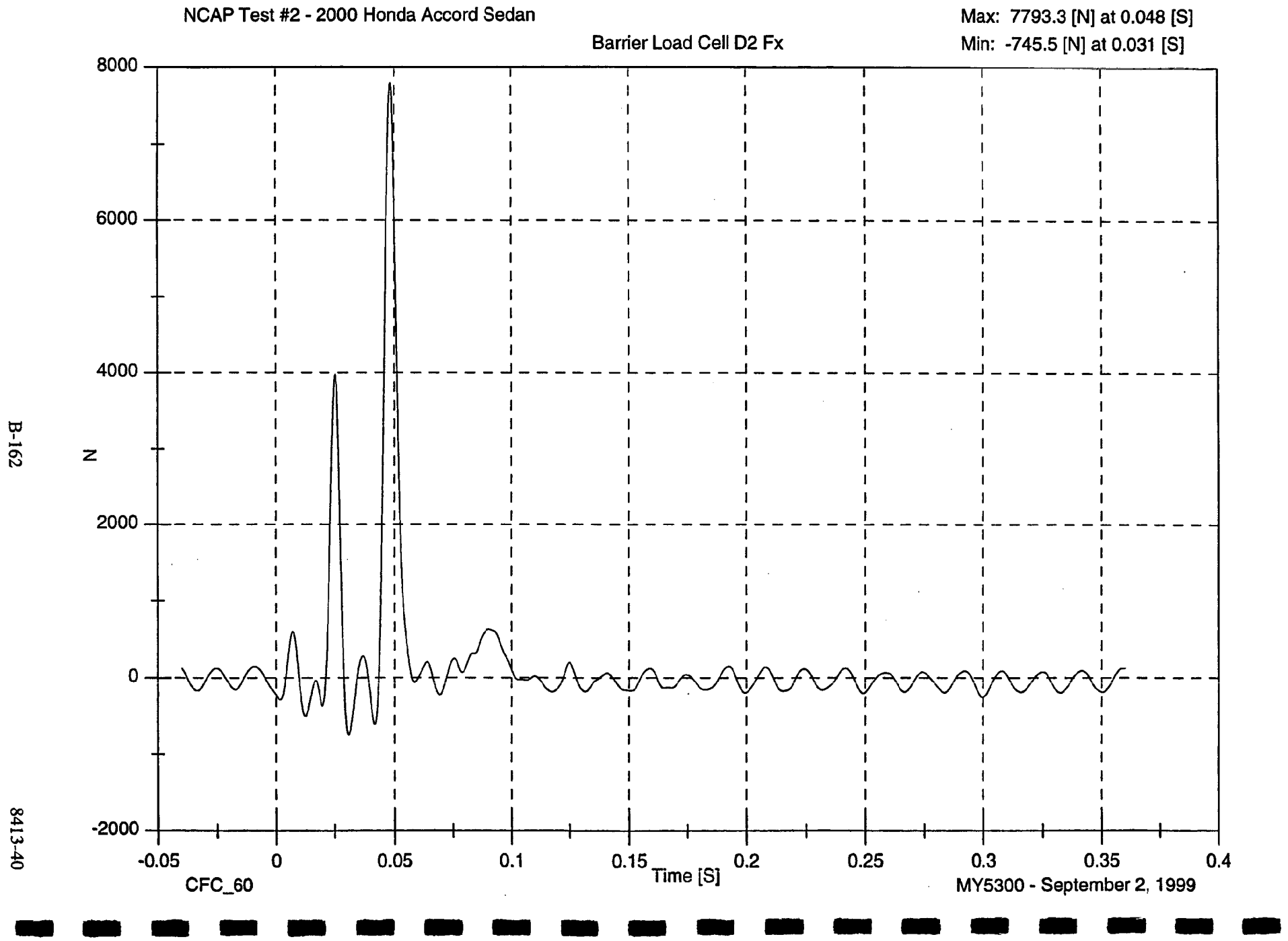

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C6 Fx
Max: 6300.7 [N] at 0.008 [S]
Min: -634.3 [N] at 0.000 [S]
7000
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

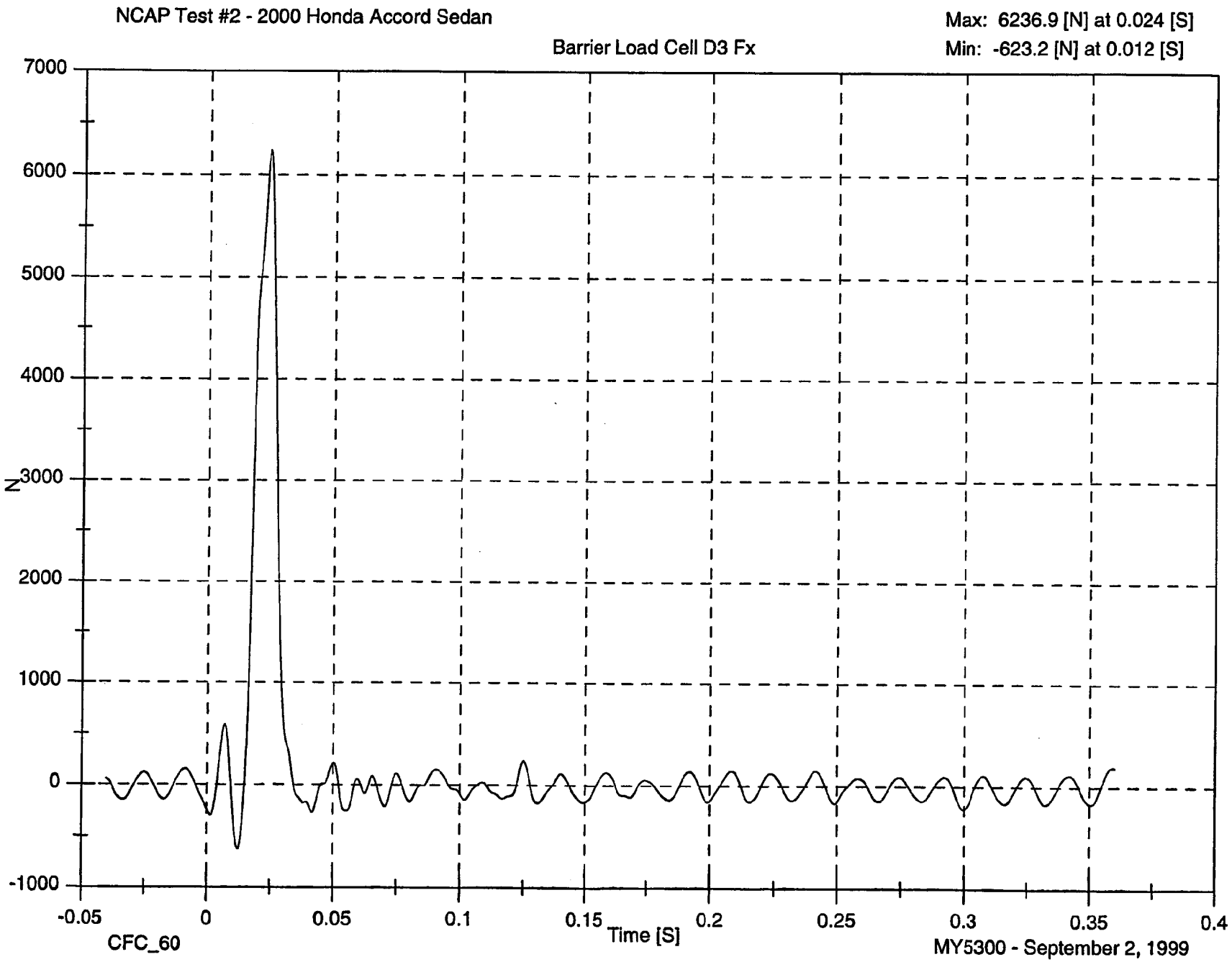

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C7 Fx
Max: 13055.7 [N] at 0.074 [S]
Min: -532.0 [N] at 0.002 [S]
15000
12500
10000
7500
5000
2500
0
-2500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

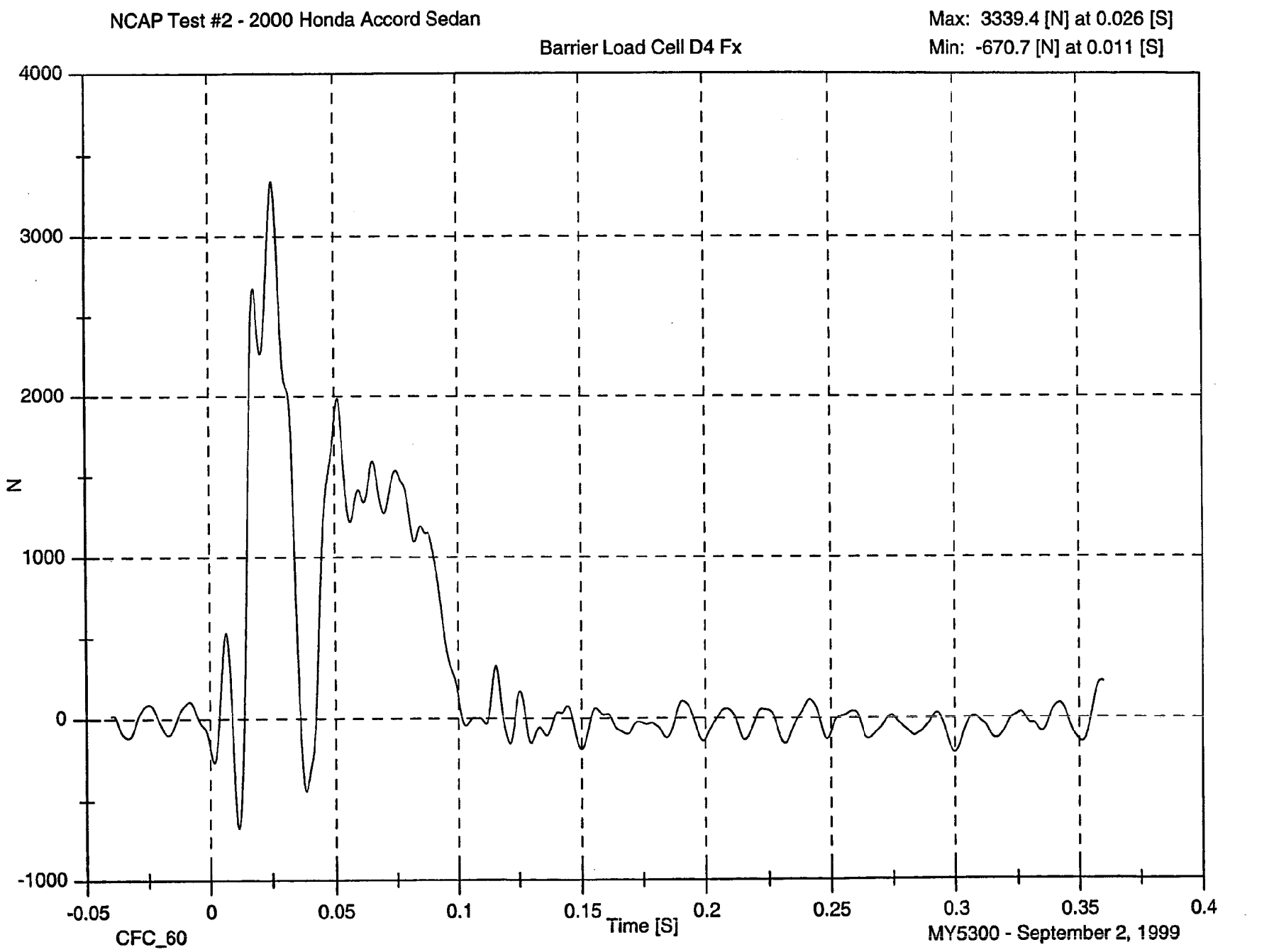

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C8 Fx
Max: 21192.1 [N] at 0.032 [S]
Min: -280.7 [N] at 0.001 [S]
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

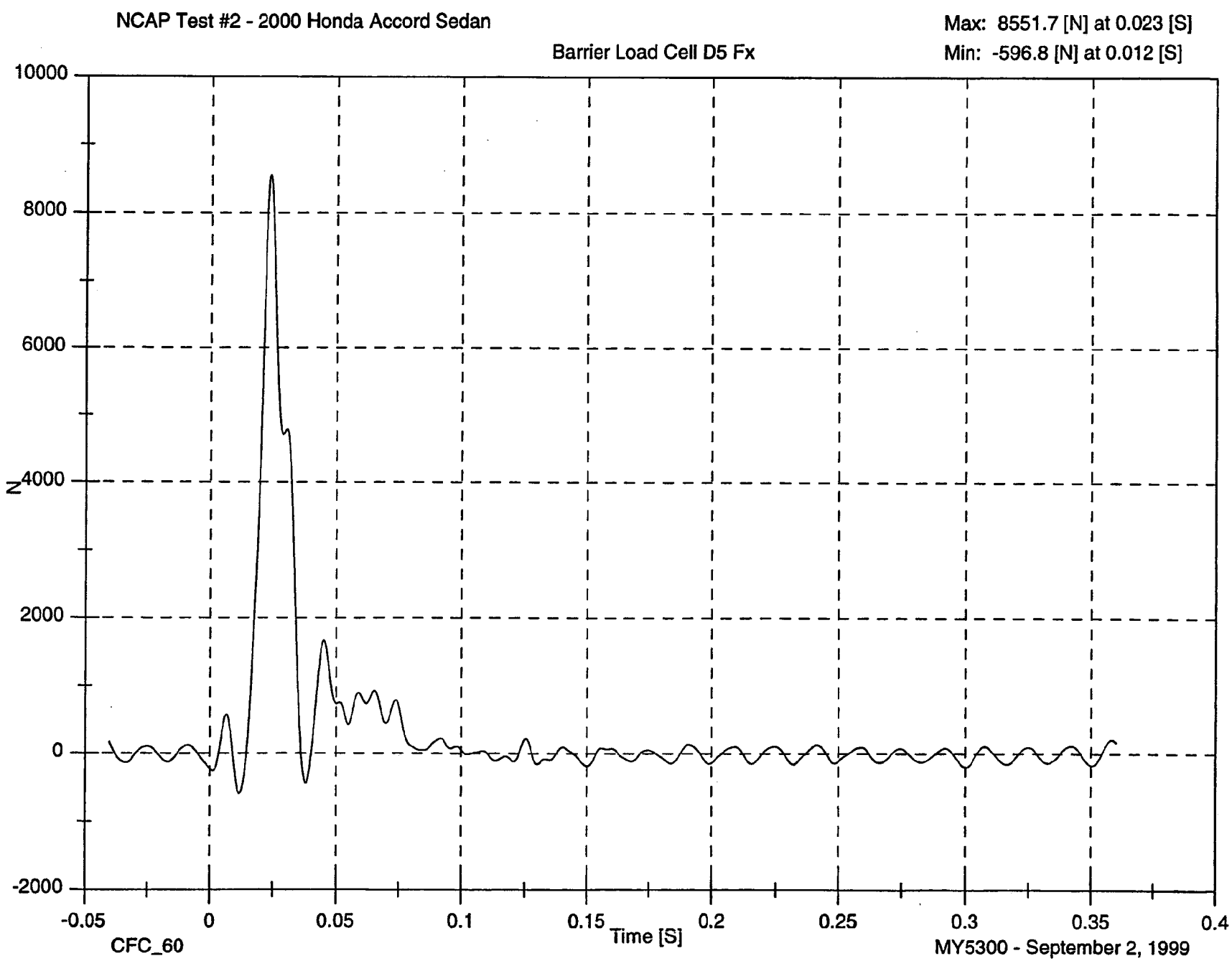

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell C9 Fx
Max: 4152.6 [N] at 0.041 [S]
Min: -339.1 [N] at 0.085 [S]
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

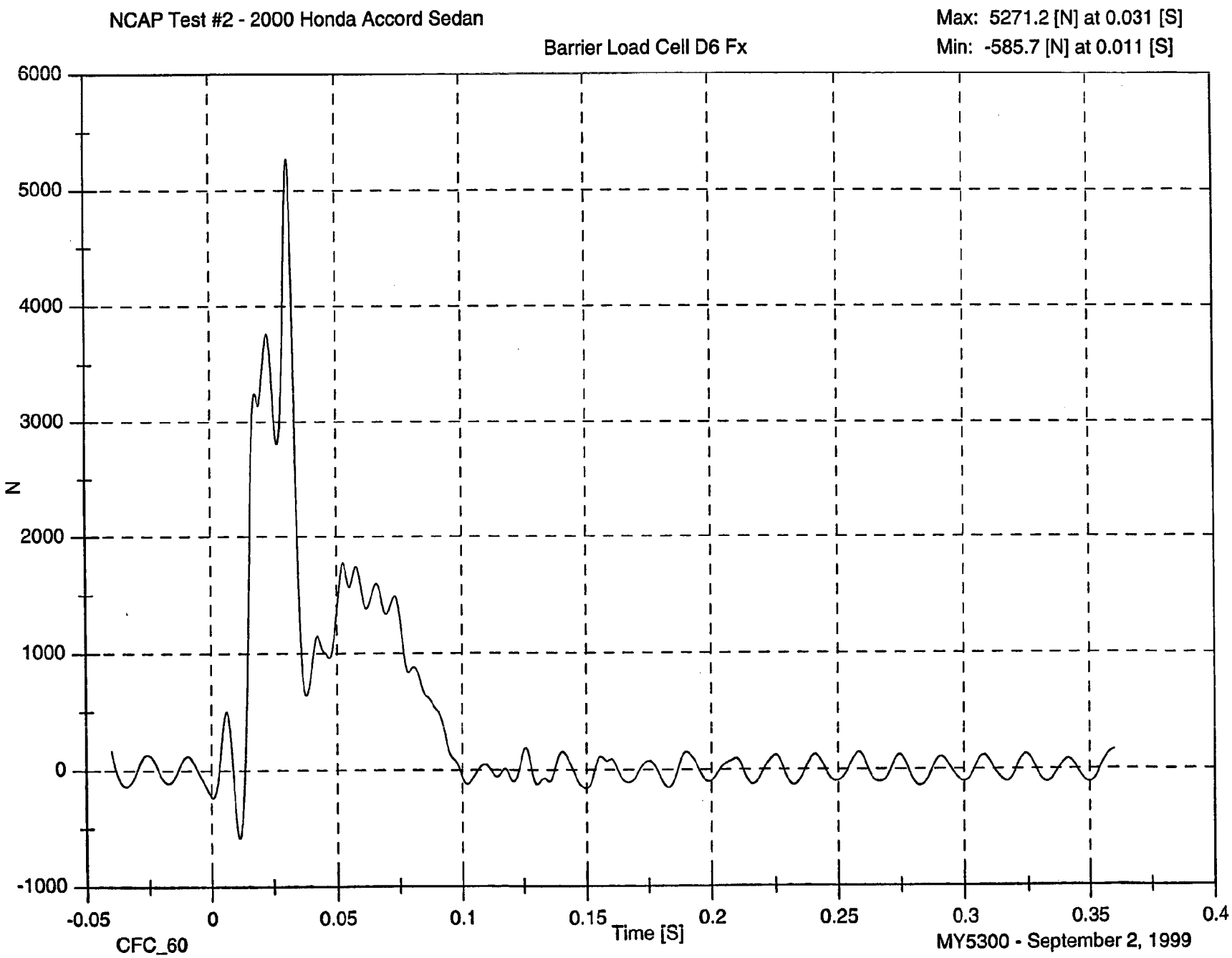

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D1 Fx
Max: 1278.9 [N] at 0.051 [S]
Min: -1421.4 [N] at 0.032 [S]
1500
1000
500
0
-500
-1000
-1500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

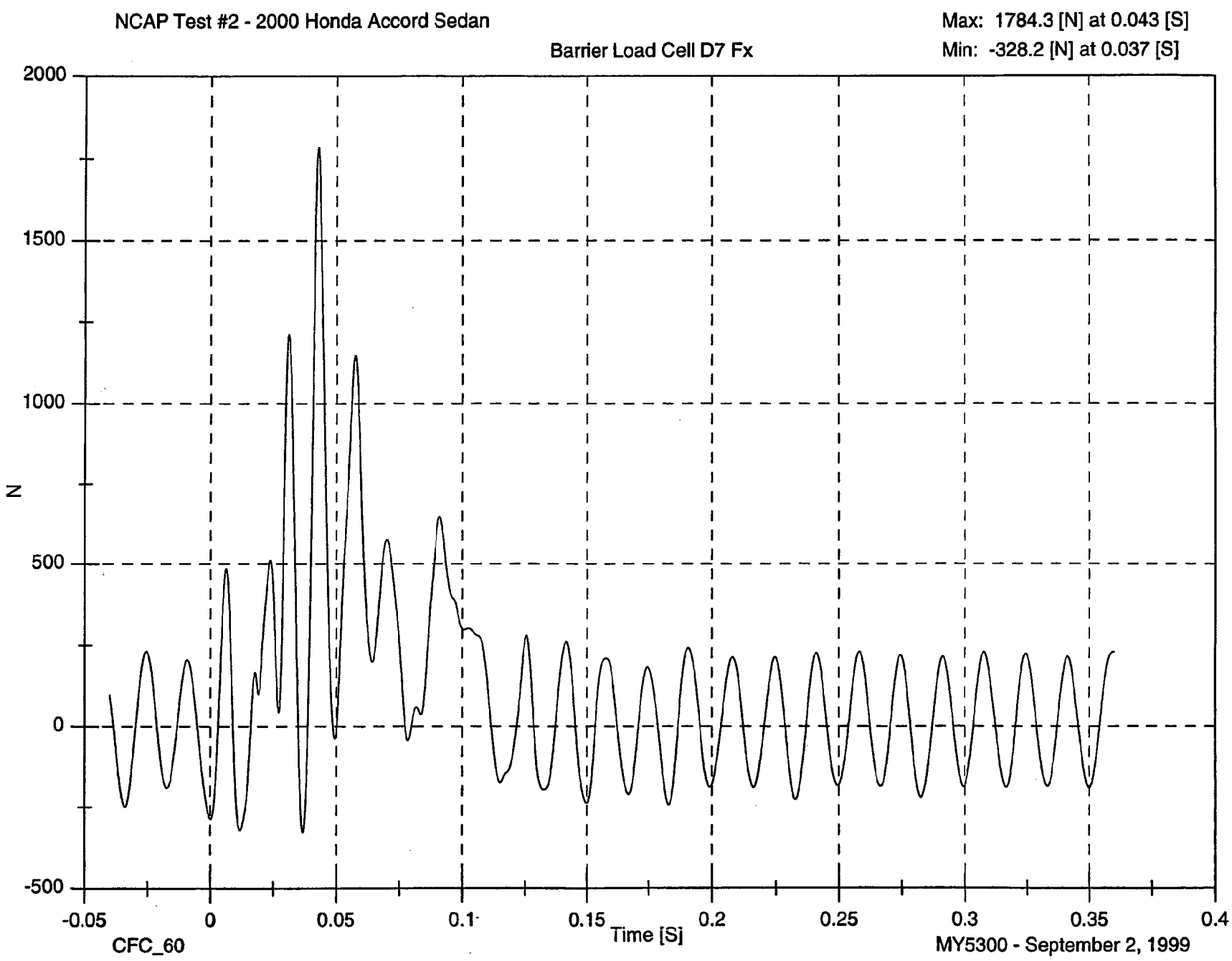

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D2 Fx
Max: 7793.3 [N] at 0.048 [S]
Min: -745.5 [N] at 0.031 [S]
8000
6000
4000
2000
0
-2000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

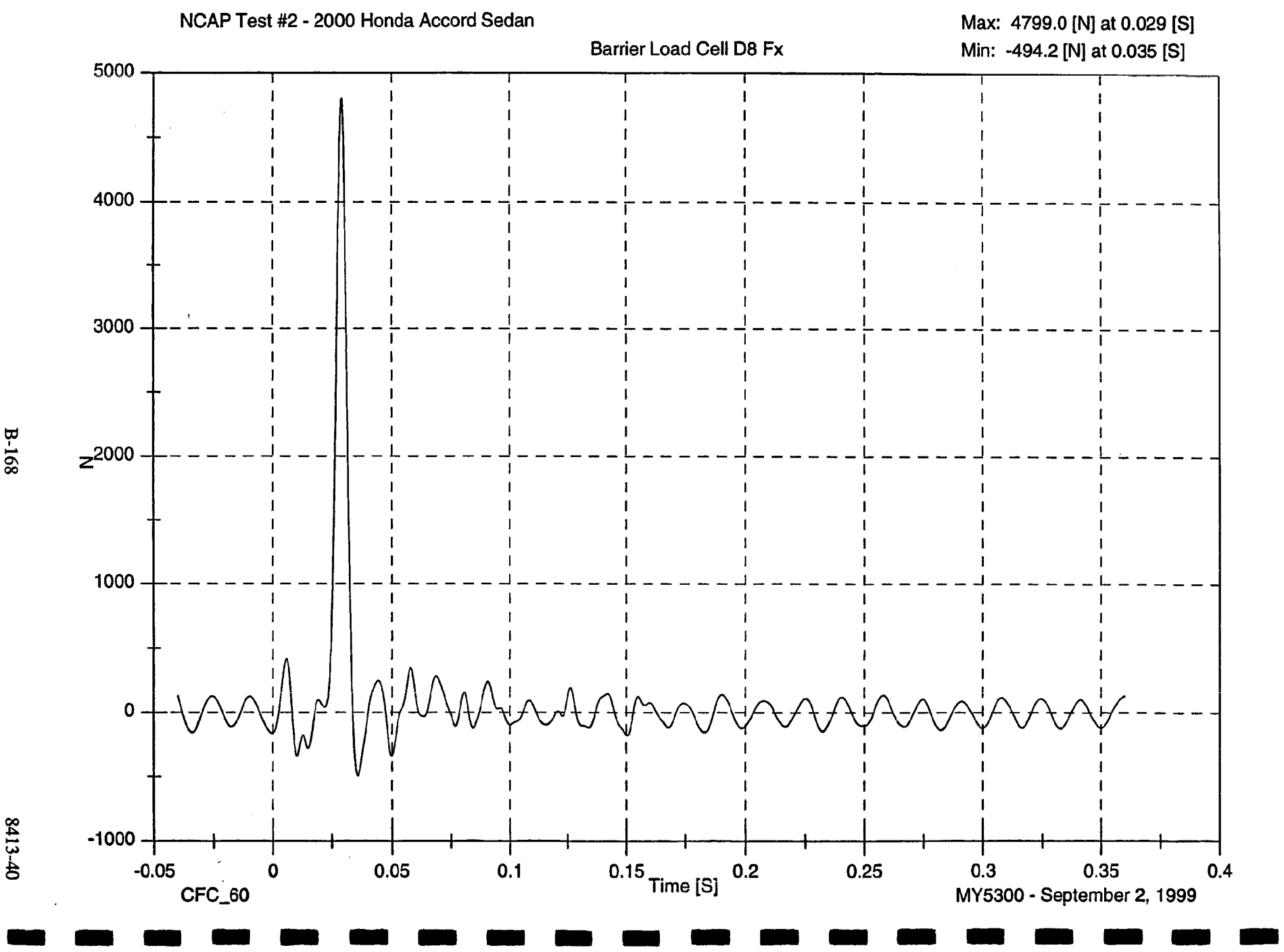

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D3 Fx
Max: 6236.9 [N] at 0.024 [S]
Min: -623.2 [N] at 0.012 [S]
7000
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

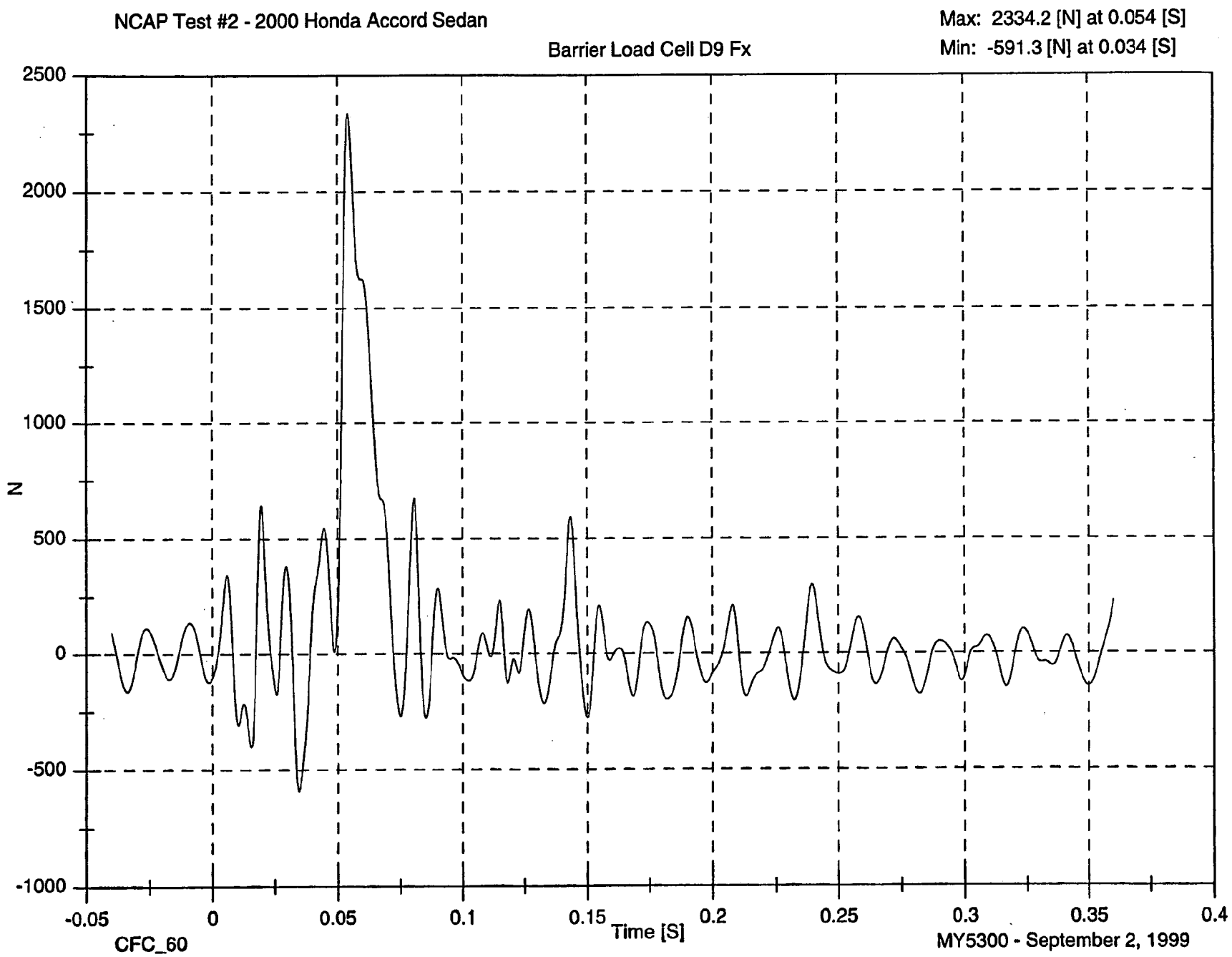

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D4 Fx
Max: 3339.4 [N] at 0.026 [S]
Min: -670.7 [N] at 0.011 [S]
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

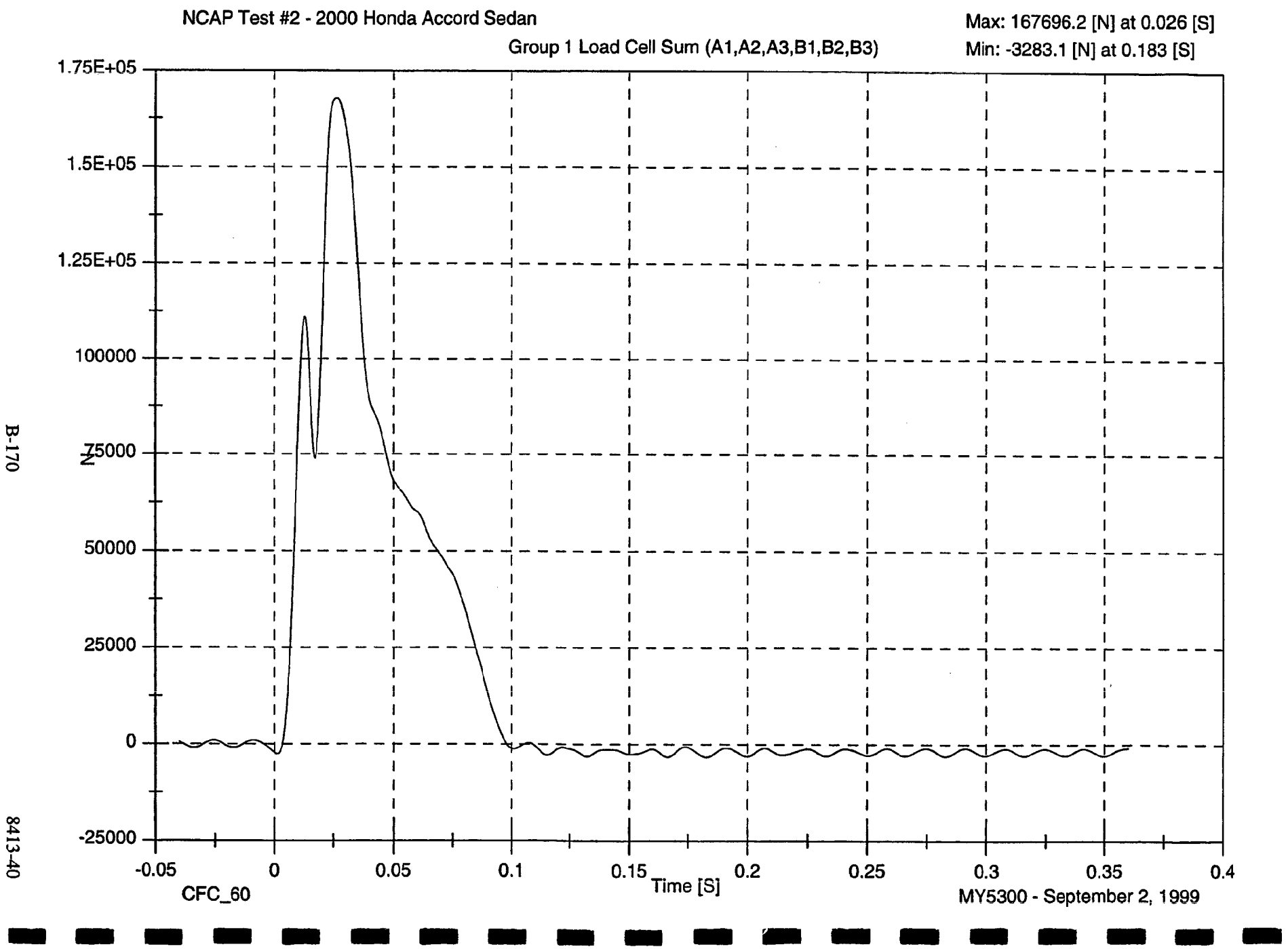

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D5 Fx
Max: 8551.7 [N] at 0.023 [S]
Min: -596.8 [N] at 0.012 [S]
10000
8000
6000
4000
2000
0
-2000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

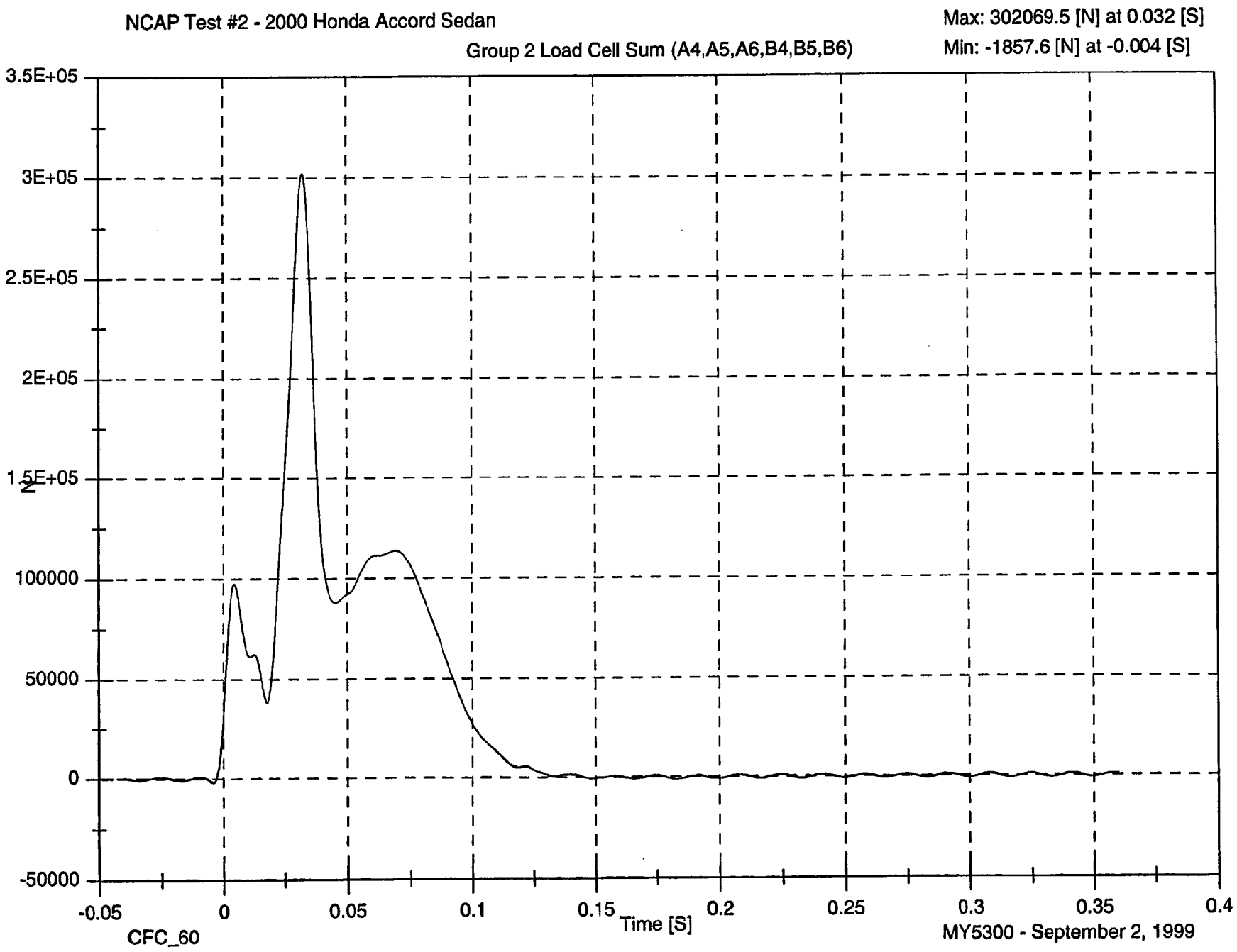

NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D6 Fx
Max: 5271.2 [N] at 0.031 [S]
Min: -585.7 [N] at 0.011 [S]
6000
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D7 Fx
Max: 1784.3 [N] at 0.043 [S]
Min: -328.2 [N] at 0.037 [S]
2000
1500
1000
500
0
-500
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D8 Fx
Max: 4799.0 [N] at 0.029 [S]
Min: -494.2 [N] at 0.035 [S]
5000
4000
3000
2000
1000
0
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Barrier Load Cell D9 Fx
Max: 2334.2 [N] at 0.054 [S]
Min: -591.3 [N] at 0.034 [S]
2500
2000
1500
1000
500
0
-500
-1000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Group 1 Load Cell Sum (A1,A2,A3,B1,B2,B3)
Max: 167696.2 [N] at 0.026 [S]
Min: -3283.1 [N] at 0.183 [S]
1.75E+05
1.5E+05
1.25E+05
100000
75000
50000
25000
0
-25000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Group 2 Load Cell Sum (A4,A5,A6,B4,B5,B6)
Max: 302069.5 [N] at 0.032 [S]
Min: -1857.6 [N] at -0.004 [S]
3.5E+05
3E+05
2.5E+05
2E+05
1.5E+05
100000
50000
0
-50000
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

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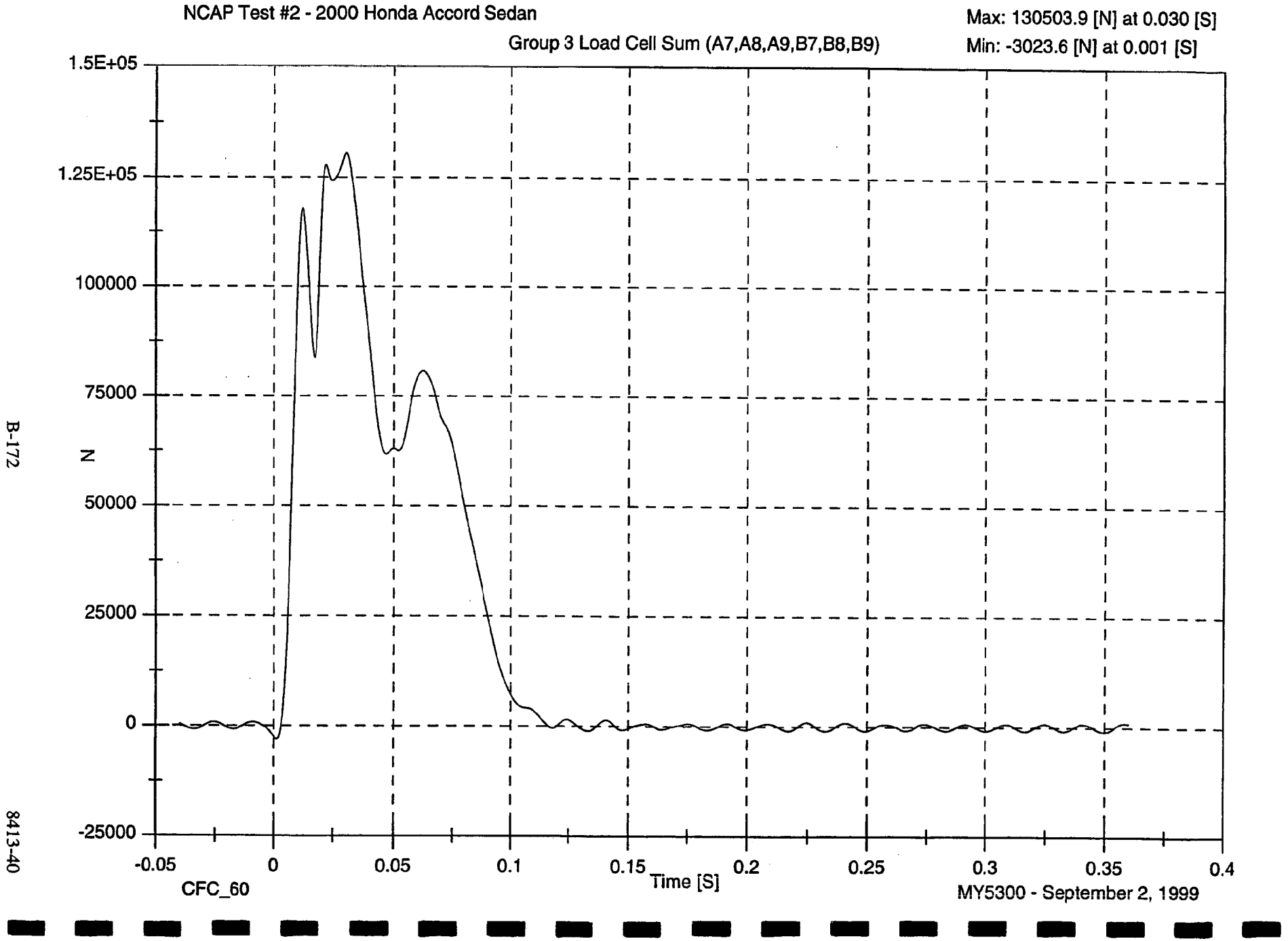
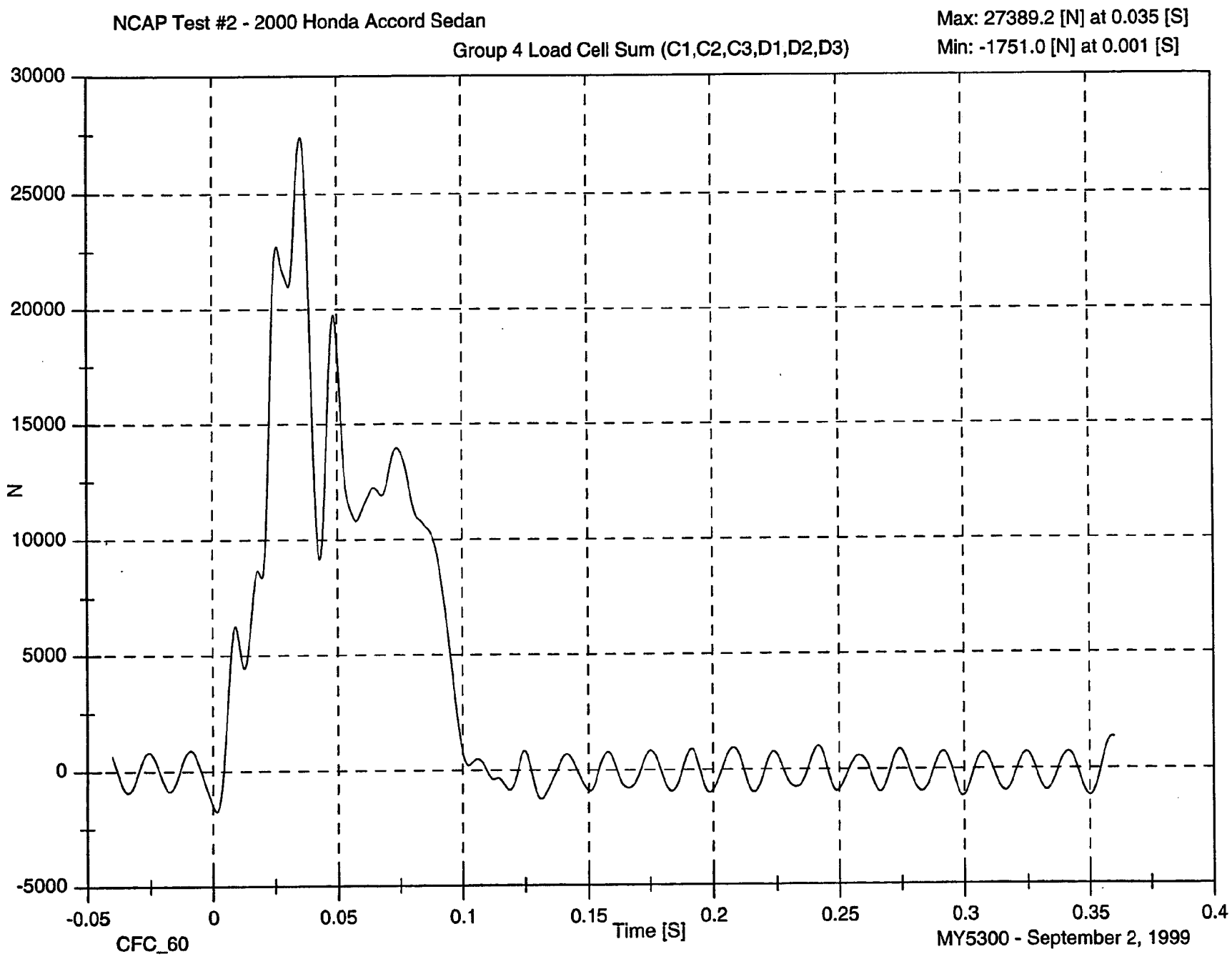
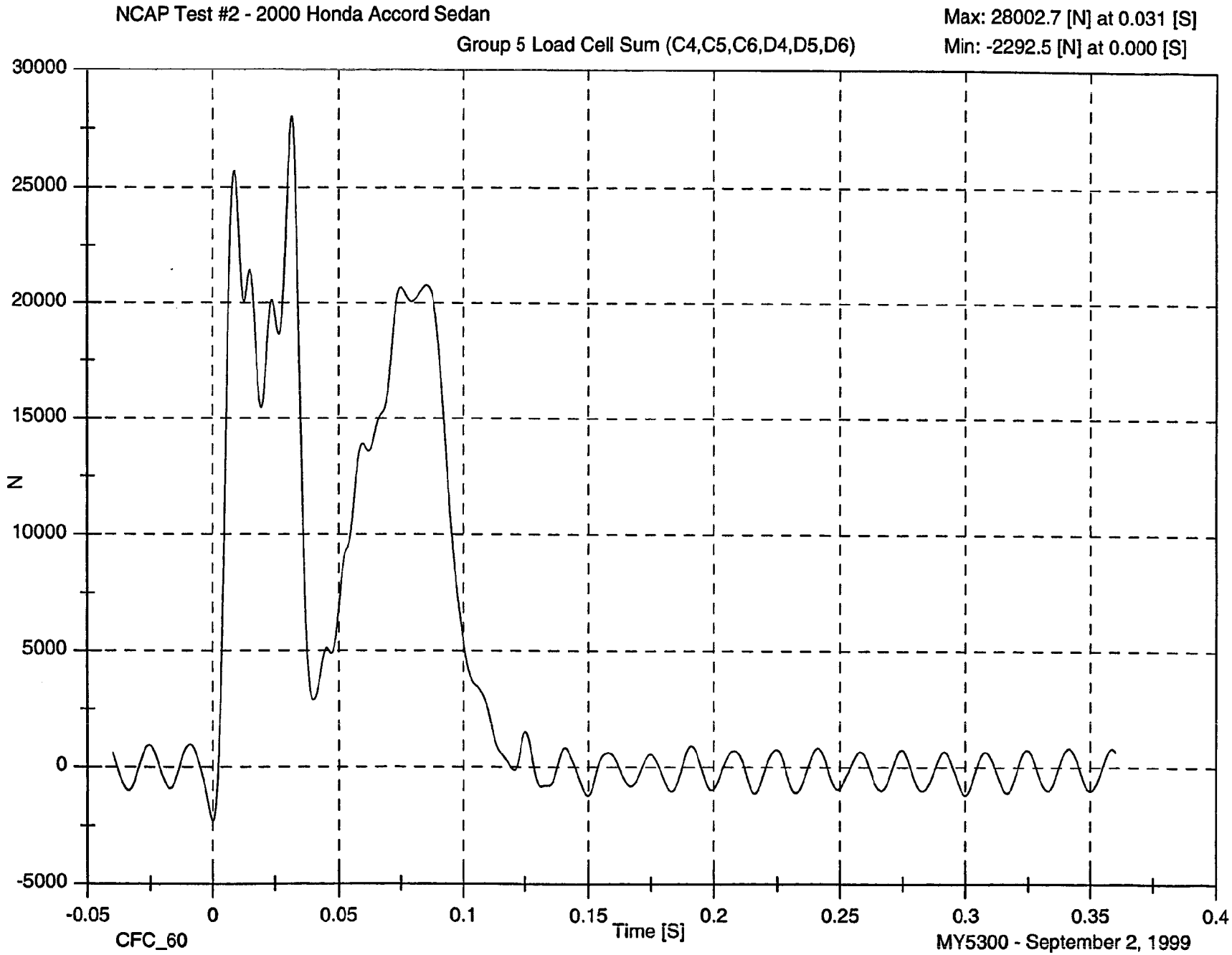
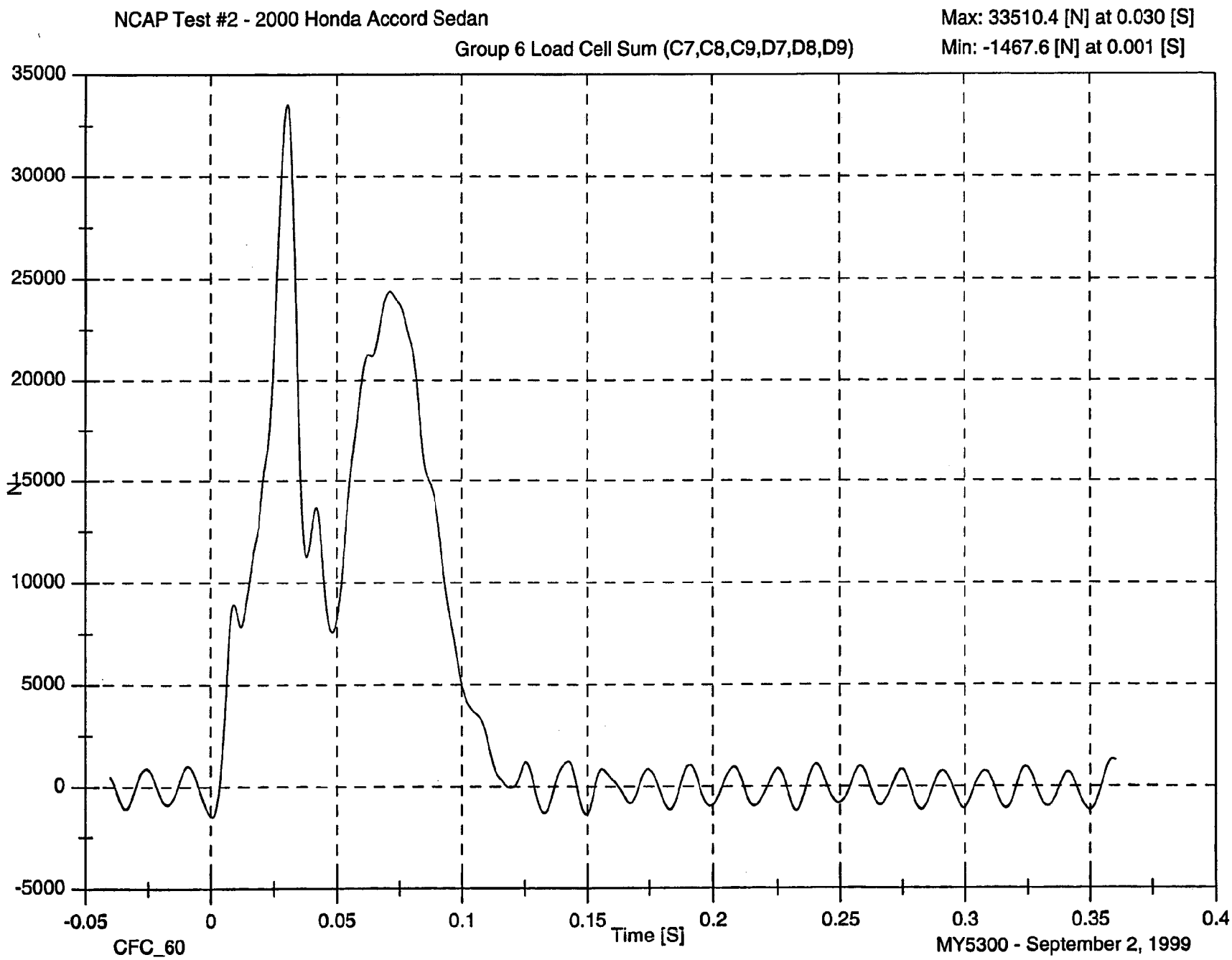
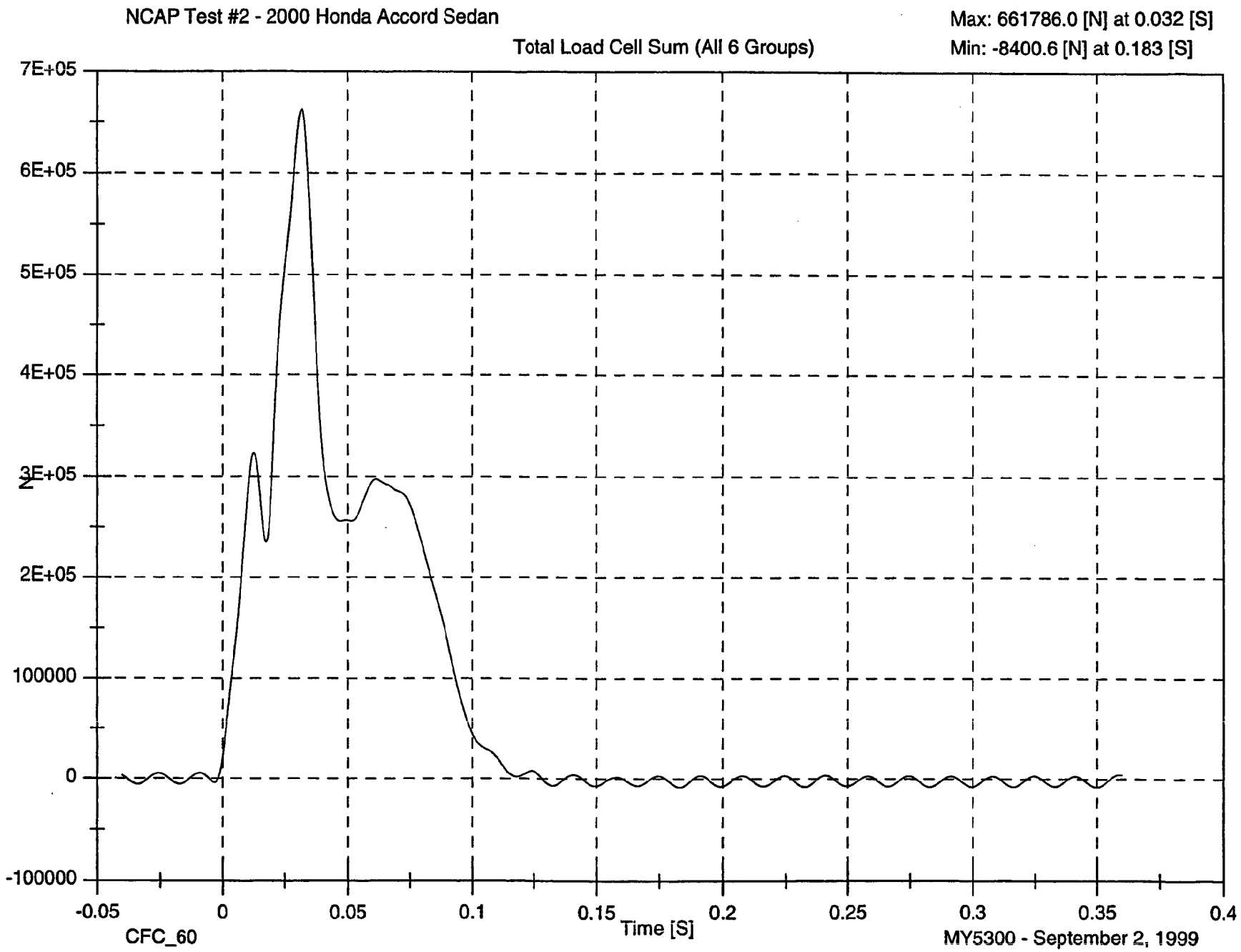

NCAP Test #2 - 2000 Honda Accord Sedan
Group 3 Load Cell Sum (A7,A8,A9,B7,B8,B9)
Max: 130503.9 [N] at 0.030 [S]
Min: -3023.6 [N] at 0.001 [S]
1.5E+05
1.25E+05
100000
75000
50000
25000
0
-25000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Group 4 Load Cell Sum (C1,C2,C3,D1,D2,D3)
Max: 27389.2 [N] at 0.035 [S]
Min: -1751.0 [N] at 0.001 [S]
30000
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Group 5 Load Cell Sum (C4,C5,C6,D4,D5,D6)
Max: 28002.7 [N] at 0.031 [S]
Min: -2292.5 [N] at 0.000 [S]
30000
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Group 6 Load Cell Sum (C7,C8,C9,D7,D8,D9)
Max: 33510.4 [N] at 0.030 [S]
Min: -1467.6 [N] at 0.001 [S]
35000
30000
25000
20000
15000
10000
5000
0
-5000
N
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999


NCAP Test #2 - 2000 Honda Accord Sedan
Total Load Cell Sum (All 6 Groups)
Max: 661786.0 [N] at 0.032 [S]
Min: -8400.6 [N] at 0.183 [S]
7E+05
6E+05
5E+05
4E+05
3E+05
2E+05
100000
0
-100000
-0.05
0
0.05
0.1
0.15
0.2
0.25
0.3
0.35
0.4
Time [S]
CFC_60
MY5300 - September 2, 1999

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APPENDIX C

PART 572B/E DUMMY CONFIGURATION
AND PERFORMANCE VERIFICATION DATA SHEETS

Appendix C contains the results from certification tests performed on the 50th percentile male anthropomorphic test devices utilized for this crash test. The results indicate that the dummies meet all of the performance requirements of the six standard tests as specified in 49 CFR Part 572, Federal Register, Volume 42, No. 25, dated February 7, 1977.

The tests were conducted at the Dummy Certification Test Facility of Veridian Engineering. A summary of the test results, and Part 572 specifications are included in this Appendix.

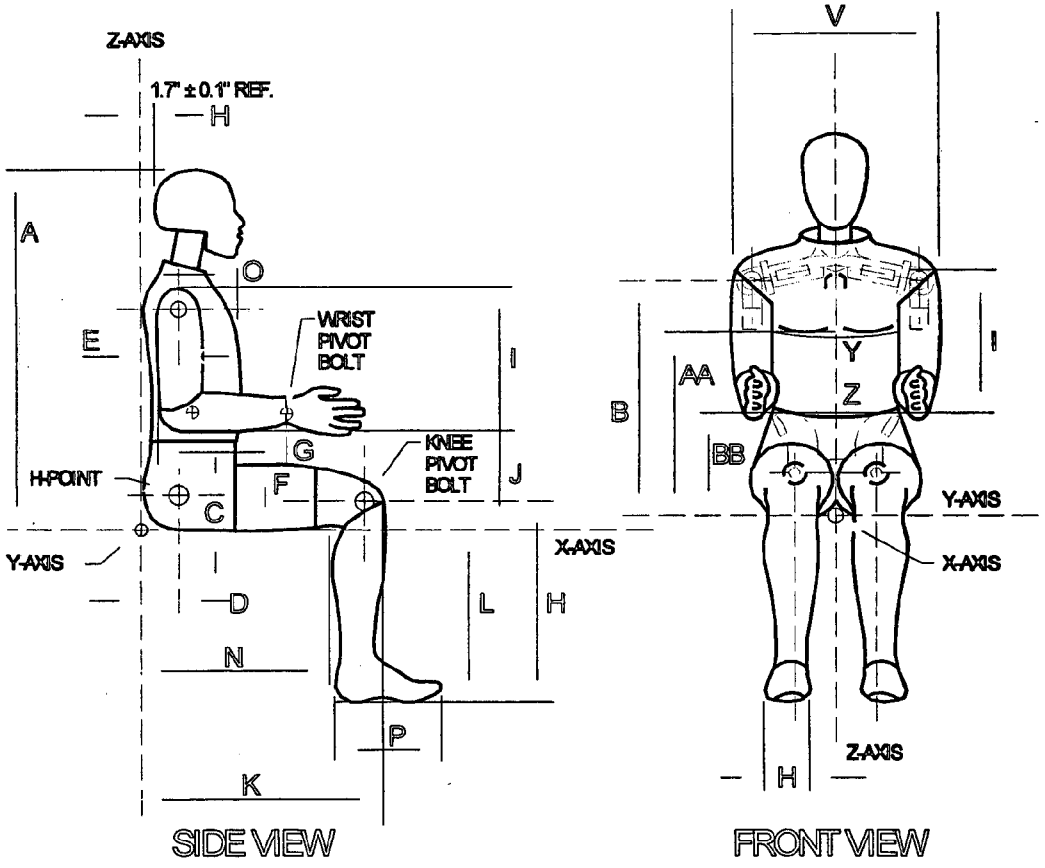
Dummy serial numbers and certification dates are:

Position No./Location	Serial No.	Completion Date
#1/Driver	061	August 18, 1999
#2/Right Front Passenger	064	August 18, 1999

Electronic Test Equipment

The complement of signal conditioning, recording and display equipment, in conjunction with dummy certification testing, can be found in New Car Assessment and Standards Indicant Testing Final Report No. 6525-V-1.

EXTERNAL DIMENSIONS SPECIFICATIONS



NOTE: Figure is referenced to the erect seated position. The curved lumbar does not allow the Hybrid III to be positioned in a perfect erect attitude. (REF: S572.31(A)(6))

PART 572E
HEAD DROP TEST

Dummy Serial Number	061
Sequential Test Number	4
Date	August 11, 1999
Workfile	061499.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	70
Relative Humidity	10% - 70%	31
Peak Resultant Acceleration	225-275 G's	251.9
Peak Lateral Acceleration	15 G's Max	10.5
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	061
Sequential Test Number	4
Date	August 11, 1999
Workfile	061499.nfl

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	32
Impact Velocity		22.60 - 23.40 Ft/s	22.67
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	24.45
	20 ms	17.60 - 22.60 G's	19.66
	30 ms	12.50 - 18.50 G's	15.42
Max Pendulum G's Above 30 ms		29 G's Max	15.42
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	39.00
D Plane Rotation	Max	64 - 78 Deg	72.51
	Time	57 - 64 ms	61.63
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	71.30
	Time	47 - 58 ms	53.50
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	120.63
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	103.25

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	061	
Sequential Test Number	4	
Date	August 11, 1999	6 Axis Neck Transducer
Workfile	061499.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		19.50 - 20.30 Ft/s	19.79
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	18.30
	20 ms	14.00 - 19.00 G's	16.53
	30 ms	11.00 - 16.00 G's	13.66
Max Pendulum G's Above 30 ms		22 G's Max	13.66
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	43.13
D Plane Rotation	Max	81 - 106 Deg	98.78
	Time	72 - 82 ms	73.63
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-57.85
	Time	65 - 79 ms	67.25
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	148.00
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	137.13

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number	061
Sequential Test Number	4
Date	August 17, 1999
Workfile	061499.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	32
Pendulum Velocity	21.6 - 22.4 Ft/s	21.89
Maximum Deflection	2.50 - 2.86 in	2.70
Maximum Resistive Force	1160 - 1325 Lbs	1164.78
Internal Hysteresis	69 - 85 %	79.14

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number	061
Sequential Test Number	4
Date	August 18, 1999
Workfile	061499.lf/rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	29
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1152
RIGHT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	29
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1148

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 061
Sequential Test Number 4
Date August 16, 1999

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			32
Location for Chest Circumference	AA	16.9 -17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	39.4
Waist Circumference	Z	32.9 - 34.1 in	33.4
Chest Depth	O	8.4 - 9.0 in	8.5
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.1
Buttock Knee Length	K	22.8 - 23.8 in	23.3
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.7
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.5
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.1
Elbow Rest Height	J	7.5 - 8.3 in	7.7
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.3
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
HEAD DROP TEST

Dummy Serial Number	064
Sequential Test Number	4
Date	August 11, 1999
Workfile	064499.hdp

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	66-78 Deg F	70
Relative Humidity	10% - 70%	31
Peak Resultant Acceleration	225-275 G's	265.1
Peak Lateral Acceleration	15 G's Max	3.5
Is Acceleration Curve Unimodal?	YES	YES

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK FLEXION TEST

Dummy Serial Number	064
Sequential Test Number	4
Date	August 11, 1999
Workfile	064499.nfl

6 Axis Neck Transducer

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		22.60 - 23.40 Ft/s	22.73
Pendulum Deceleration	10 ms	22.50 - 27.50 G's	24.52
	20 ms	17.60 - 22.60 G's	20.77
	30 ms	12.50 - 18.50 G's	14.73
Max Pendulum G's Above 30 ms		29 G's Max	14.73
Deceleration - Time Curve Decay Time to 5 G's		34 - 42 ms	40.50
D Plane Rotation	Max	64 - 78 Deg	71.04
	Time	57 - 64 ms	57.50
Moment About Occipital Condyle	Max	65 - 80 Ft-Lbs	76.47
	Time	47 - 58 ms	53.00
Rotation Angle - Time Curve Decay Time to Zero		113 - 128 ms	118.50
Positive Moment - Time Curve Decay Time to Zero		97 - 107 ms	98.38

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
NECK EXTENSION TEST

Dummy Serial Number	064	
Sequential Test Number	4	
Date	August 11, 1999	6 Axis Neck Transducer
Workfile	064499.nex	

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature		69-72 Deg F	70
Relative Humidity		10% - 70%	31
Impact Velocity		19.50 - 20.30 Ft/s	19.74
Pendulum Deceleration	10 ms	17.20 - 21.20 G's	19.32
	20 ms	14.00 - 19.00 G's	17.64
	30 ms	11.00 - 16.00 G's	14.04
Max Pendulum G's Above 30 ms		22 G's Max	14.04
Deceleration - Time Curve Decay Time to 5 G's		38 - 46 ms	40.75
D Plane Rotation	Max	81 - 106 Deg	95.31
	Time	72 - 82 ms	72.13
Moment About Occipital Condyle	Max	-59.0 - -39.0 Ft-Lbs	-54.19
	Time	65 - 79 ms	69.25
Rotation Angle - Time Curve Decay Time to Zero		147 - 174 ms	149.00
Positive Moment - Time Curve Decay Time to Zero		120 - 148 ms	135.00

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
THORAX IMPACT TEST

Dummy Serial Number	064
Sequential Test Number	4
Date	August 17, 1999
Workfile	064499.th3

TEST PARAMETER	SPECIFICATION	TEST RESULTS
Temperature	69-72 Deg F	70
Relative Humidity	10% - 70%	32
Pendulum Velocity	21.6 - 22.4 Ft/s	22.05
Maximum Deflection	2.50 - 2.86 in	2.62
Maximum Resistive Force	1160 - 1325 Lbs	1260.60
Internal Hysteresis	69 - 85 %	80.0

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
KNEE IMPACT TEST

Dummy Serial Number	064
Sequential Test Number	4
Date	August 18, 1999
Workfile	064499.lf/rf

TEST PARAMETER	SPECIFICATION	TEST RESULTS
LEFT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	29
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1091.0
RIGHT KNEE		
Temperature	66 - 78 Deg F	70
Relative Humidity	10% - 70%	29
Probe Velocity	6.8 - 7.0 Ft/s	7.00
Peak Knee Impact Force	1060 - 1300 Lbs	1169.0

Remarks:

Laboratory Technician: B. Swiecicki

PART 572E
EXTERNAL DIMENSIONS

Dummy Serial Number 064
Sequential Test Number 4
Date August 16, 1999

TEST PARAMETER		SPECIFICATION	TEST RESULTS
Temperature			70
Relative Humidity			32
Location for Chest Circumference	AA	16.9 -17.1 in	17.0
Location for Waist Circumference	BB	8.9 - 9.1 in	9.0
Chest Circumference (With Jacket)	Y	38.2 - 39.4 in	38.8
Waist Circumference	Z	32.9 - 34.1 in	33.3
Chest Depth	O	8.4 - 9.0 in	8.6
H-Point Height	C	3.3 - 3.5 in	3.4
H-Point from Backline	D	5.3 - 5.5 in	5.4
Skull Cap to Backline	H	1.6 - 1.8 in	1.7
Total Sitting Height	A	34.6 - 35.0 in	34.8
Thigh Clearance	F	5.5 - 6.1 in	6.0
Buttock Knee Length	K	22.8 - 23.8 in	23.6
Buttock Popliteal Length	N	17.8 - 18.8 in	18.4
Popliteal Height	L	16.9 - 17.9 in	17.3
Knee Pivot Height	M	19.1 - 19.7 in	19.4
Foot Length	P	9.9 - 10.5 in	10.1
Foot Breadth	W	3.6 - 4.2 in	3.8
Shoulder Pivot from Backline	E	3.3 - 3.7 in	3.6
Shoulder Breadth	V	16.6 - 17.2 in	16.8
Shoulder Pivot Height	B	19.9 - 20.5 in	20.4
Elbow Rest Height	J	7.5 - 8.3 in	8.0
Shoulder - Elbow Length	I	13.0 - 13.6 in	13.3
Back of Elbow to Wrist Pivot	G	11.4 - 12.0 in	11.6

Remarks:

Laboratory Technician: B. Swiecicki

APPENDIX D

DUMMY, VEHICLE AND LABORATORY INSTRUMENT CALIBRATION

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-AL553	6/99	12/99
	Y	ENDEVCO	AC-A83G	6/99	12/99
	Z	ENDEVCO	AC-C14901	6/99	12/99
Head	X (R)	ENDEVCO	AC-A13939	6/99	12/99
	Y (R)	ENDEVCO	AC-A14181	6/99	12/99
	Z (R)	ENDEVCO	AC-A14124	6/99	12/99
Neck Load Cell	X	DENTON	LC-205Fx	8/99	2/00
	Y	DENTON	LC-205Fy	8/99	2/00
	Z	DENTON	LC-205Fz	8/99	2/00
Neck Moment	X	DENTON	LC-205Mx	8/99	2/00
	Y	DENTON	LC-205My	8/99	2/00
	Z	DENTON	LC-205Mz	8/99	2/00
Chest	X	ENDEVCO	AC-FP90	6/99	12/99
	Y	ENDEVCO	AC-A26A	6/99	12/99
	Z	ENDEVCO	AC-AL6H7	6/99	12/99
Chest	X (R)	ENDEVCO	AC-B11407	6/99	12/99
	Y (R)	ENDEVCO	AC-B11408	6/99	12/99
	Z (R)	ENDEVCO	AC-B10827	6/99	12/99
Chest Deflection Gauge		SERVO	DS-061	8/99	2/00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-ADMB8	6/99	12/99
	Y	ENDEVCO	AC-ADL44	6/99	12/99
	Z	ENDEVCO	AC-ACT12	6/99	12/99

INSTRUMENT CALIBRATION FOR DRIVER DUMMY

(6 Month Calibration Minimum)

DRIVER DUMMY (S/N 061)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-418	3/99	9/99
Right Femur Load Cell		GSE	LC-420	3/99	9/99
Left Upper Tibia	Mx	DENTON	LC-045Mx	3/99	9/99
	My	DENTON	LC-045My	3/99	9/99
Left Lower Tibia	Fz	DENTON	LC-125Fz	3/99	9/99
	Mx	DENTON	LC-125Mx	3/99	9/99
	My	DENTON	LC-125My	3/99	9/99
Right Upper Tibia	Mx	DENTON	LC-038Mx	3/99	9/99
	My	DENTON	LC-038My	3/99	9/99
Right Lower Tibia	Fz	DENTON	LC-124Fz	3/99	9/99
	Mx	DENTON	LC-124Mx	3/99	9/99
	My	DENTON	LC-124My	3/99	9/99
Left Foot Front	Z	ENDEVCO	AC-A12776	6/99	12/99
Left Foot Rear	X	ENDEVCO	AC-A13565	6/99	12/99
	Z	ENDEVCO	AC-BB51	5/99	11/99
Right Foot Front	Z	ENDEVCO	AC-A13926	6/99	12/99
Right Foot Rear	X	ENDEVCO	AC-A14342	6/99	12/99
	Z	ENDEVCO	AC-A14246	6/99	12/99
Lap Belt Load Cells		LEBOW	LC-706	3/99	9/99
Shoulder Belt Load Cells		LEBOW	LC-707	3/99	9/99
Spool-Out Potentiometer		MAGNETEK	DS-M5	5/99	11/99
Belt Stretch Transducer		CAL	DS-E3	8/99	2/00

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Head	X	ENDEVCO	AC-AD4A9	7/99	1/00
	Y	ENDEVCO	AC-AE8T7	7/99	1/00
	Z	ENDEVCO	AC-AF5R1	7/99	1/00
Head	X (R)	ENDEVCO	AC-A13924	7/99	1/00
	Y (R)	ENDEVCO	AC-A13827	7/99	1/00
	Z (R)	ENDEVCO	AC-A13921	7/99	1/00
Neck Load Cell	X	DENTON	LC-440Fx	8/99	2/00
	Y	DENTON	LC-440FY	8/99	2/00
	Z	DENTON	LC-440FZ	8/99	2/00
Neck Moment	X	DENTON	LC-440MX	8/99	2/00
	Y	DENTON	LC-440MY	8/99	2/00
	Z	DENTON	LC-440MZ	8/99	2/00
Chest	X	ENDEVCO	AC-A08A	7/99	1/00
	Y	ENDEVCO	AC-ADL42	7/99	1/00
	Z	ENDEVCO	AC-A28F	7/99	1/00
Chest	X (R)	ENDEVCO	AC-A14077	7/99	1/00
	Y (R)	ENDEVCO	AC-A13882	7/99	1/00
	Z (R)	ENDEVCO	AC-ACCW0	7/99	1/00
Chest Deflection Gauge		SERVO	DS-064	8/99	2/00
Hybrid III Use Only					
Pelvic	X	ENDEVCO	AC-AF480	7/99	1/00
	Y	ENDEVCO	AC-AC2M6	7/99	1/00
	Z	ENDEVCO	AC-AF5C1	7/99	1/00

INSTRUMENT CALIBRATION FOR PASSENGER DUMMY

(6 Month Calibration Minimum)

PASSENGER DUMMY (S/N 064)		Manufacturer	Serial #	Calibration	
				Last	Next
Left Femur Load Cell		GSE	LC-954	3/99	9/99
Right Femur Load Cell		GSE	LC-955	3/99	9/99
Left Upper Tibia	Mx	DENTON	LC-016Mx	3/99	9/99
	My	DENTON	LC-016My	3/99	9/99
Left Lower Tibia	Fz	DENTON	LC-123Fz	3/99	9/99
	Mx	DENTON	LC-123Mx	3/99	9/99
	My	DENTON	LC-123My	3/99	9/99
Right Upper Tibia	Mx	DENTON	LC-015Mx	3/99	9/99
	My	DENTON	LC-015My	3/99	9/99
Right Lower Tibia	Fz	DENTON	LC-122Fz	3/99	9/99
	Mx	DENTON	LC-122Mx	3/99	9/99
	My	DENTON	LC-122My	3/99	9/99
Left Foot Front	Z	ENDEVCO	AC-A13498	6/99	12/99
Left Foot Rear	X	ENDEVCO	AC-A13492	6/99	12/99
	Z	ENDEVCO	AC-A13513	6/99	12/99
Right Foot Front	Z	ENDEVCO	AC-A14312	6/99	12/99
Right Foot Rear	X	ENDEVCO	AC-A14372	6/99	12/99
	Z	ENDEVCO	AC-A13506	6/99	12/99
Lap Belt Load Cells		LEBOW	LC-711	3/99	9/99
Shoulder Belt Load Cells		LEBOW	LC-712	3/99	9/99
Spool-Out Potentiometer		MAGNETEK	DS-M6	5/99	11/99
Belt Stretch Transducer		CAL	DS-E6	8/99	2/00

INSTRUMENT CALIBRATION FOR VEHICLE ACCELEROMETERS

(6 Month Calibration Minimum)

	Manufacturer	Serial #	Calibration	
			Last	Next
Left Seat Rear Crossmember	ICS	AC-D29	9/99	3/00
Right Rear Seat Crossmember	ICS	AC-Y85	9/99	3/00
Top of Engine	ICS	AC-X33	9/99	3/00
Bottom of Engine	ICS	AC-D75	9/99	3/00
Left Disc Brake Caliper	CEC	AC-A145	5/99	11/99
Right Disc Brake Caliper	CEC	AC-A44	5/99	11/99
Instrument Panel	ICS	AC-Y141	4/99	10/99
Left Seat Rear Crossmember (R)	ICS	AC-D79	7/99	1/00
Right Seat Rear Crossmember (R)	ICS	AC-D31	9/99	3/00

Figure A-35 POST-TEST DRIVER FLOOR PAN VIEW

Figure A-36 PRE-TEST PASSENGER FLOOR PAN VIEW

Figure A-37 POST-TEST PASSENGER FLOOR PAN VIEW