

REPORT NUMBER KAR21015-01

**NEW CAR ASSESSMENT PROGRAM
FRONTAL BARRIER IMPACT TEST**

**HONDA OF AMERICA MFG., INC.
2001 HONDA ACCORD EX
2 DOOR COUPE
NHTSA NUMBER: HON001**

**PREPARED BY:
KARCO ENGINEERING
9270 HOLLY ROAD
ADELANTO, CALIFORNIA 92301**



FEBRUARY 28, 2001

FINAL REPORT

**PREPARED FOR:
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Prepared by: _____
Mr. James E. Gorth, Project Engineer
KARCO Engineering

Date: February 28, 2001

Reviewed by: _____
Mr. Jerry L. Kratzke, Director of Operations
KARCO Engineering

Date: February 28, 2001

Approved by: _____
Mr. Frank D. Richardson, Program Manager
KARCO Engineering

Date: February 28, 2001

FINAL REPORT ACCEPTED BY:

Manager, New Car Assessment Program

Date of Acceptance

COTR, NCAP Frontal Impact Program

Date of Acceptance

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16. Abstract A 35 mph (56.3 km/h) frontal barrier impact was conducted on a 2001 Hond Accord EX 2 door Coupe at KARCO Engineering on 2/6/01. This test was conducted to obtain data indicant of FMVSS 208, 212, 219 (partial), 301, and footwell intrusion performance. The impact velocity is 55.62 km/h. The ambient temperature at the barrier face at the time of impact is 20.0 degrees Celcius. The vehicle's maximum post test static crush is 633 mm at the vehicle centerline. The test vehicle is equipped with a 3-point continuous belt system and second generation supplemental airbags in both front outboard seating positions. With respect to FMVSS 208 "Occupant Crash Protection", the occupant injury criteria summary is as follows: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 35%;">Measurement Description</th> <th style="width: 15%;">Units</th> <th style="width: 15%;">Threshold</th> <th style="width: 20%;">Driver ATD</th> <th style="width: 15%;">Passenger ATD</th> </tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC)</td> <td>N/A</td> <td>1000</td> <td>279.5</td> <td>721.9</td> </tr> <tr> <td>Max. Thorax Accel. (3 msec Clip)</td> <td>G's</td> <td>60</td> <td>37.7</td> <td>46.6</td> </tr> <tr> <td>Left Femur force</td> <td>Newtons</td> <td>10009</td> <td>-681.5</td> <td>-1248.9</td> </tr> <tr> <td>Right Femur Force</td> <td>Newtons</td> <td>10009</td> <td>-592.5</td> <td>-950.1</td> </tr> </tbody> </table>				Measurement Description	Units	Threshold	Driver ATD	Passenger ATD	Head Injury Criteria (HIC)	N/A	1000	279.5	721.9	Max. Thorax Accel. (3 msec Clip)	G's	60	37.7	46.6	Left Femur force	Newtons	10009	-681.5	-1248.9	Right Femur Force	Newtons	10009	-592.5	-950.1
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TABLE OF CONTENTS

Section		Page
1	Purpose, Test Procedures and Summary of Test HON001	1
2	Occupant and Vehicle Information Data Sheets	3
Appendix		
A	Photographs	A
B	Dummy and Vehicle Response Data Traces	B
C	Load Cell Barrier Data Traces	C
D	Instrumentation and Data Channel Assignments	D
E	Dummy Calibration Data Traces and Tables	E
Data Sheet No.		
1	Crash Test Summary	4
2	General Test and Vehicle Parameter Data	5
3	Post Impact Data	7
4	Test Vehicle Information	8
5	Dummy Positioning in Vehicle	10
6	Seat Belt Positioning Data	12
7	Vehicle Accelerometer Location and Data Summary	13
8	Hybrid III ATD Injury Criteria and Sensor Data	14
9	Seat Belt Assessment Test Data	17
10	Summary of FMVSS 212 Data	18
11	Windshield Zone Intrusion FMVSS 219 Data (Partial)	19
12	FMVSS 301 Fuel System Integrity Post Impact Data	20
13	FMVSS 301 Static Rollover Data	21
14	Vehicle Measurements	22
15	Camera Locations	24
16	Photographic Reference Target Locations	25
17	Vehicle Intrusion Measurements	26
18	Load Cell Locations on Fixed Barrier	30
19	Accident Investigation Division Data	31
20	Dummy/Vehicle Temperature Stabilization Chart	32

SECTION 1

PURPOSE, TEST PROCEDURE AND SUMMARY OF TEST HON001

1.1 PURPOSE

The purpose of this 35 mph (56.3 km/h) frontal barrier impact test is to obtain vehicle crashworthiness, occupant restraint system performance, and lower leg data for frontal barrier impacts. The impact velocity used in this test is in excess of the current 30 mph (48.3 km/h) FMVSS 208/212/219/301 requirements.

1.2 TEST PROCEDURE

This 56.3 km/h frontal barrier impact test was conducted in accordance with the Office of Crashworthiness Standards (OCS) New Car Assessment Program (NCAP) Laboratory Indicant Test Procedure, dated 01 October 1996 and the corresponding KARCO Engineering Test Procedure KTP-001, dated October 18, 1996. Data was obtained indicant of FMVSS 208, "Occupant Crash Protection"; FMVSS 212, "Windshield Retention"; FMVSS 219, "Windshield Zone Intrusion (Partial)"; and FMVSS 301 "Fuel System Integrity" performance. Procedures for receiving, inspection testing and reporting of test results are described in the test procedures and are not repeated in this report.

The test was conducted at KARCO Engineering on February 6, 2001 at a speed of 55.62 km/h. The test vehicle was instrumented with eight (8) accelerometers to measure longitudinal axis accelerations. The driver and passenger's restraint systems were instrumented with four (4) seat belt load cells to measure lap and shoulder belt tension. The specified impact velocity range was 55.5 to 57.1 km/h. The frontal barrier impact event was documented by one (1) real-time panning motion picture camera and seventeen (17) high-speed motion picture cameras. The pre- and post-test conditions were recorded by one (1) real-time motion picture camera. Camera locations and pertinent camera information is documented in the data sheets. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

The test vehicle contained two (2) part 572E 50th percentile adult male anthropomorphic test devices (ATDs). Both ATDs were instrumented with head, chest, and pelvic tri-axial accelerometers, left and right femur load cells, upper and lower tibia sensors, and foot accelerometers. In addition, chest displacement and upper neck six-axis force and moment sensors were utilized. The ATDs were positioned in the front outboard seating positions according to the dummy placement procedures specified in the Laboratory Indicant Test Procedure. Ninety-six (96) channels of data were recorded with a PC based (TDAS) on-board data acquisition system. The data was digitally sampled at 10,000 samples per second and processed per section IP11 of the Laboratory Indicant Test Procedure.

The Driver ATD (Serial No. 35) and the right-front passenger ATD (Serial No. 34) were re-calibrated for this test. FMVSS 208 "Occupant Crash Protection" injury criteria were not exceeded by either ATD during this frontal barrier impact test.

1.3 SUMMARY OF FRONTAL BARRIER IMPACT TEST

A rigid load cell barrier was impacted by a 2001 Honda Accord EX 2 Door Coupe at a velocity of 55.62 km/h. The test vehicle weight is 1597 kilograms with two (2) part 572E 50th percentile adult male ATDs. Twenty-four (24) load cell barrier data channels were obtained in conducting the February 6, 2001 NCAP test. The test vehicle is a gasoline vehicle, equipped with a transverse mounted, 4-cylinder engine and a 4-speed automatic transmission.

The driver Head Injury Criteria (HIC) is 279.5. The maximum resultant chest deceleration over three (3) milliseconds is 37.7 g's. The left and right femur loads are -681.5 and -592.5 Newton's, respectively. Chest deflection for the driver ATD peaked at -23.4 mm. The driver ATD head contacted the airbag/headrest, its chest and abdomen contacted the seat belt and airbag, and both knees contacted the steering column and dash.

The right front passenger's HIC is 721.9. The maximum resultant chest deceleration over three (3) milliseconds is 46.6 g's. The left and right femur loads are -1248.9 and -950.1 Newton's respectively. Chest deflection for the passenger ATD peaked at -25.8 mm. The passenger ATD head contacted the airbag and headrest, the chest and abdomen contacted the airbag and both knees contacted the glove box and dash.

There was 100 percent windshield retention (minimum 50 percent required for passive restraint systems). No intrusion occurred into the protected or unprotected zone of the windshield. No Stoddard solvent leakage occurred after impact or during any phase of the rollover.

The test vehicle sustained a maximum static crush of 633 mm located at the vehicle centerline. Both the driver and passenger side doors opened without the aid of tools.

1.4 GENERAL COMMENTS

The 2001 Honda Accord EX 2 Door Coupe passed the requirements of FMVSS 208, FMVSS 212, FMVSS 219 and FMVSS 301-75. Data pertaining to these standards are presented in the data sheets.

The vehicle, occupant, camera and measurement data are presented in Section 2. Appendix A contains the still photograph prints. Appendix B contains the dummy and vehicle response data traces. Appendix C contains Load Cell Barrier information. Appendix D contains the instrumentation data channel assignments. Appendix E contains the dummy calibration data and Appendix F contains the owner's manual instructions for the occupant seating and restraint systems.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION/DATA SHEETS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

CONVERSION FACTORS USED IN THIS REPORT*

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	mile/h	km/h	1.609
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.573
Pressure	Tire Pressures	lbf/in ²	kPa	7.0
Volume	Liquid	gal	liter	3.785
Temperature	General Use	°F	°C	$=(t_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf/ft	Nm	1.355

* Based on the Recommended Practice in SAE J916, May 85

**DATA SHEET NO. 1
CRASH TEST SUMMARY**

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
Test Date: 02/06/01

PRIMARY IMPACT DATA

Measured Parameter	Units	Value
Velocity at Impact	km/h	55.62
Test Weight	kg	1597
Impact Angle	degrees	0
Average Rebound	mm	574
Maximum Static Crush	mm	633

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Front Door Opening	Opened	Opened
Rear Door Opening	N/A	N/A
Seat Track Shift (mm)	None	None
Seat Back Failure	None	None

TEST DUMMY INFORMATION

Description	Driver	Passenger
Dummy Type / Serial No.	50% Male Hybrid III / No. 35	50% Male Hybrid III / No. 34
Head Contact	Airbag/Headrest/Sunvisor	Airbag/Headrest
Chest Contact	Airbag/Belt	Airbag/Belt
Abdomen Contact	Belt	Airbag/Belt
Left Knee Contact	Steering Column/Dash	Glove Box/Dash
Right Knee Contact	Steering Column/Dash	Glove Box/Dash

16mm MOVIE COVERAGE

High Speed	17
Real Time	1
Total	18

DATA CHANNELS

Driver ATD Sensors	40
Passenger ATD Sensors	40
Belt Assessment Sensors	8
Vehicle Structure Accelerometers	8
Rigid Barrier Load Cells	24
Total	120

DATA SHEET NO. 2
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
 Test Date: 02/06/01

TEST VEHICLE INFORMATION

Make	Honda
Model	Accord EX
Body Style	2 Door Coupe
NHTSA No.	HON001
VIN	1HGCG32741A010693
Color	Black
Delivery Date	1/31/01
Odometer Reading (mile)	25
Dealer	Valley-Hi
Transmission	4-Speed Automatic
Final Drive	Front
Number of Cylinders	4
Engine Displacement (L)	2.3
Engine Placement	Transverse

TEST VEHICLE OPTIONS

Driver Airbag	Yes
Passenger Airbag	Yes
Power Windows	Yes
Power Steering	Yes
Power Door Locks	Yes
Tilt Wheel	Yes
Air Conditioning	Yes
Power Brakes	Yes
Disc Brakes, Front	Yes
Disc Brakes, Rear	Yes
Anti-lock Brakes	Yes
AM/FM/Cassette	Yes
Anti-Theft System	No
Cruise Control	Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Honda of America Mfg., Inc.	GVWR (kg)	1830
Date of Manufacture	January-01	GAWR Front (kg)	991
		GAWR Rear (kg)	871

DATA FROM TIRE PLACARD

Measured Parameter	Front	Rear
Maximum Tire Pressure (kPa)	200	200
Cold Pressure (kPa)	200	200
Recommend Tire Size	P195/65/R15	P195/65/R15
Tire Size on Vehicle	P195/65/R15	P195/65/R15
Tire Manufacturer	Bridgestone	Bridgestone

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Bench	None	
Number of Occupants	2	3	0	5
Capacity Wt. (VCW) (kg)				385
Cargo Weight (RCLW) (kg)				45

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

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
 Test Date: 02/06/01

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	426	282		455	340	
Right	kg	444	252		477	325	
Ratio	%	62.0	38.0		58.4	41.6	
Totals	kg	870	534	1404	932	665	1597

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	1404
Weight of 2 P572 ATD's	kg	152
Rated Cargo/Luggage Weight (RCLW)	kg	46
Calculated Vehicle Target Weight (TVTW)	kg	1602

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	698	702	707	704	1014
As Tested	mm	668	670	670	667	1110

Vehicle Wheel base (mm): 2669

Weight of Ballast secured in cargo area (kg): 17

Vehicle Components Removed: Side mirrors, jack, tools, spare tire and paneling.

* Ballast weight does not include cameras, instrumentation, and brake abort system.

FUEL SYSTEM DATA

Fuel System Capacity From Owner's Manual (L): 64.8

Usable Capacity Figure Furnished by COTR (L): N/A

Actual Test Volume with entire fuel System Filled (L): 60.2

Test Fluid Type: Stoddard Solvent ; Specific Gravity: 0.764

Kinematic Viscosity: as per ASTM Standard D484-71 ; Color: Red

Is Vehicle Fuel Pump Electric or Mechanical?: Electric

If electric, does pump operate with ignition switch "ON" & engine "OFF"? Yes

Fuel System Particulars: Driver side filler door, tank mounted at rear.

**DATA SHEET NO. 3
POST IMPACT DATA**

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
Test Date: 02/06/01

SPEED TRAP DATA

Measured Parameter	Units	Requirement	Value
Trap No. 1 Velocity (Primary)	km/h	55.51 to 57.12	55.62
Trap No. 1 Entry Distance	mm	< 1524	1524
Trap No. 1 Exit Distance	mm	< 1524	305
Trap No. 2 Velocity (Redundant)	km/h	55.51 to 57.12	56.12
Trap No. 2 Entry Distance	mm	< 1524	1524
Trap No. 2 Exit Distance	mm	< 1524	305

VEHICLE STATIC CRUSH

Measured Parameter	Units	Pre-Test	Post-Test	Difference
Left Side	mm	4372	4073	-299
Center	mm	4745	4112	-633
Right Side	mm	4372	4085	-287

VEHICLE REBOUND FROM BARRIER

Measured Parameter	Units	Value
Left Side	mm	627
Center	mm	510
Right Side	mm	586
Average	mm	574

DATA SHEET NO. 4
TEST VEHICLE INFORMATION

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

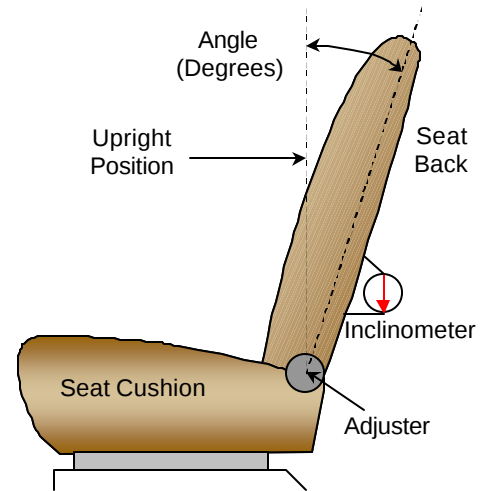
Test Date: 02/06/01

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturers designated angle. The procedure is as follows: A special application tool with pointed probes is inserted through the fabric to make contact with the rigid portion of the lower seat frame assembly, approximately 13 inches above the pivot point of the seat back. An inclinometer is placed against the flat surface of the tool and the seat back angle is measured directly from the dial face.

Driver seat back angle: 21° with a seated dummy

Passenger seat back angle: 21° with a seated dummy



FRONT SEAT ASSEMBLY

SEAT FORE/AFT POSITIONS

Both the driver and passenger seats have 25 detents. The first or forward most position is counted as number one (1). The fore/aft position is set aft of the middle position for both driver and passenger.

Driver seat fore/aft total travel: 25 seating positions or detents

Passenger seat fore/aft total travel: 25 seating positions or detents

Driver seat fore/aft position: 13th detent from forward most

Passenger seat fore/aft position: 13th detent from forward most

SEAT BELT UPPER ANCHORAGE

The test vehicle is equipped with adjustable anchorages for both driver and passenger seat positions. The driver and passenger both have 4 positions, which were set in the 2nd position from the top.

DATA SHEET NO. 4...(continued)

TEST VEHICLE INFORMATION

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

FUEL TANK CAPACITY DATA

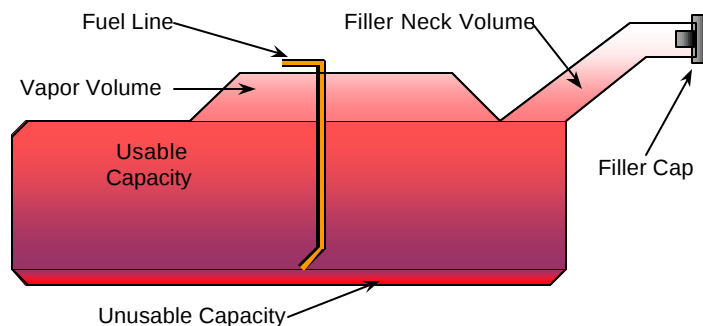
The "Usable Capacity" of the standard equipment fuel tank is: 64.8 liters

The "Usable Capacity" of any optional equipment fuel tank is: N/A liters

"Usable Capacity" used for certification tests FMVSS 301 requirements: 59.6 to 60.9 liters

Actual amount of Stoddard solvent added to vehicle for certification test: 60.2 liters

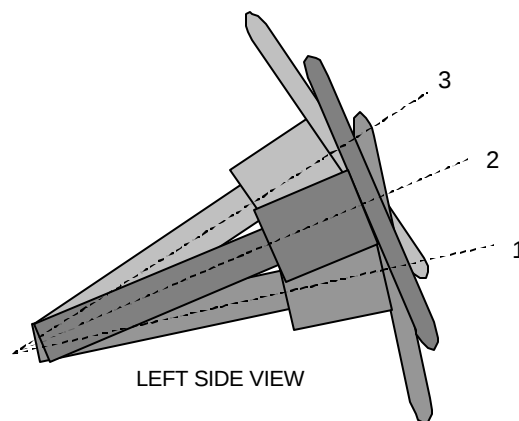
The test vehicle is equipped with an electric fuel pump. The fuel pump operates for approximately two seconds after the ignition is placed to the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the left rear fender. The standard fuel tank occupies the area under the rear seat. Fuel lines run along the left side of the body to the engine compartment.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

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 motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed onto the plate and the angle is measured. The tested vehicle has its steering column set to the geometric center, or position 2.



STEERING COLUMN ASSEMBLY

Lowermost, position 1: 23.0°

Geometric center, position 2: 26.0°

Uppermost, position 3: 28.0°

DATA SHEET NO. 5

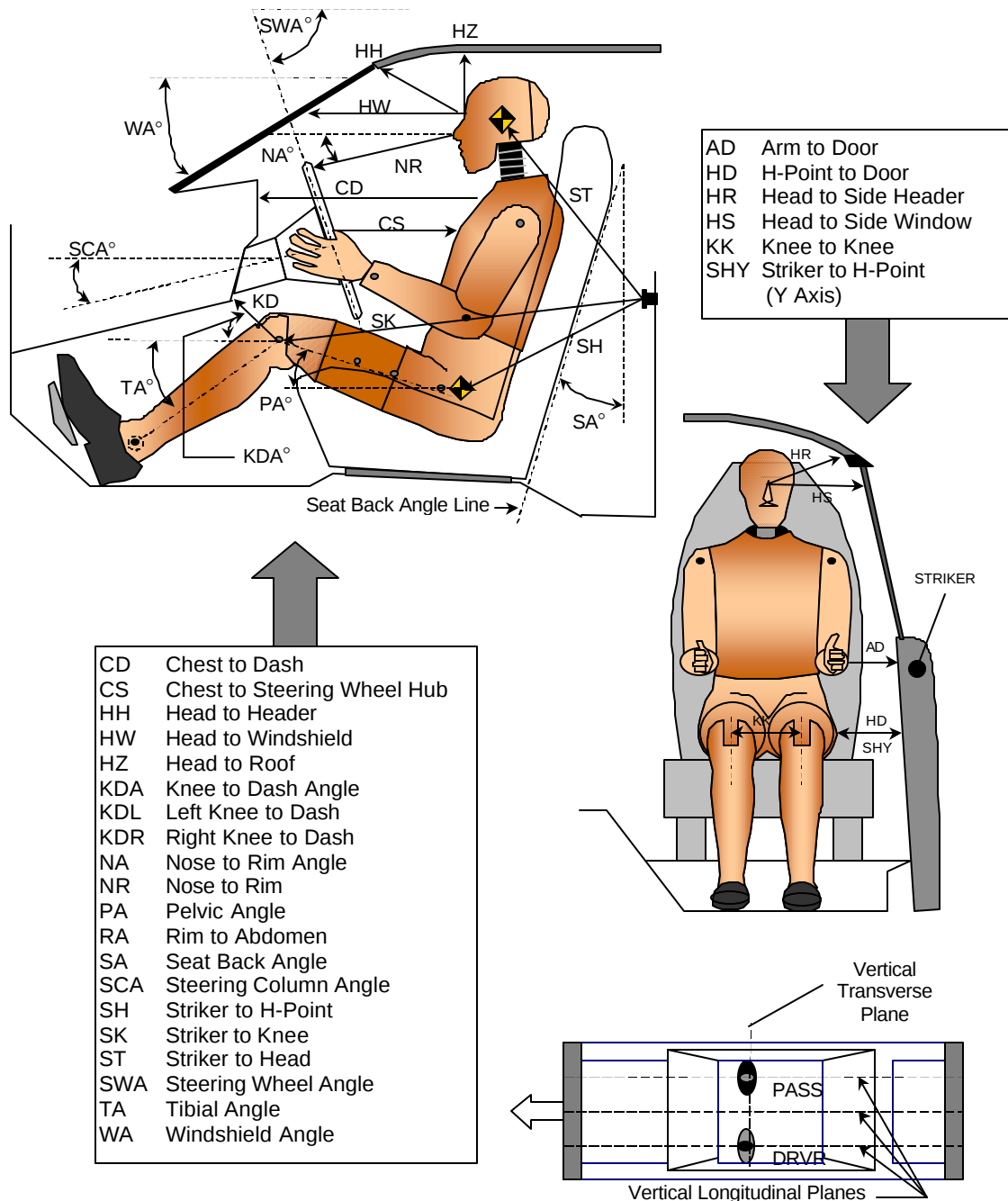
DUMMY POSITIONING IN VEHICLE

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01



DUMMY MEASUREMENTS FOR FRONT SEAT OCCUPANTS

DATA SHEET NO. 5...(continued)
DUMMY POSITIONING IN VEHICLE

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

TEST DUMMY POSITION MEASUREMENTS

Code	Measurement Description	Driver		Passenger	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA	Windshield Angle		25		
SWA	Steering Wheel Angle		64		
SCA	Steering Column Angle		26		
SA	Seat Back Angle		21		21
HZ	Head to Roof (Z)	185	90	185	90
HH	Head to Header	300	0	285	0
HW	Head to Windshield	654	0	635	0
HR	Head to Side Header (Y)	243		230	
NR	Nose to Rim	420	6		
CD	Chest to Dash	560		510	
CS	Chest to Steering Hub	348	0		
RA	Rim to Abdomen	202	0		
KDL	Left Knee to Dash	176	36	220	
KDR	Right Knee to Dash	187		195	29
PA	Pelvic Angle		25		24
TA	Tibia Angle		39		32
KK	Knee to Knee (Y)	190		215	
SK	Striker to Head	788	6	830	8
ST	Striker to Knee	535	58	572	34
SH	Striker to H-Point	447	29	455	27
SHY	Striker to H-Point (Y)	225		219	
HS	Head to Side Window	310		318	
HD	H-Point to Door (Y)	122		130	
AD	Arm to Door (Y)	121		42	

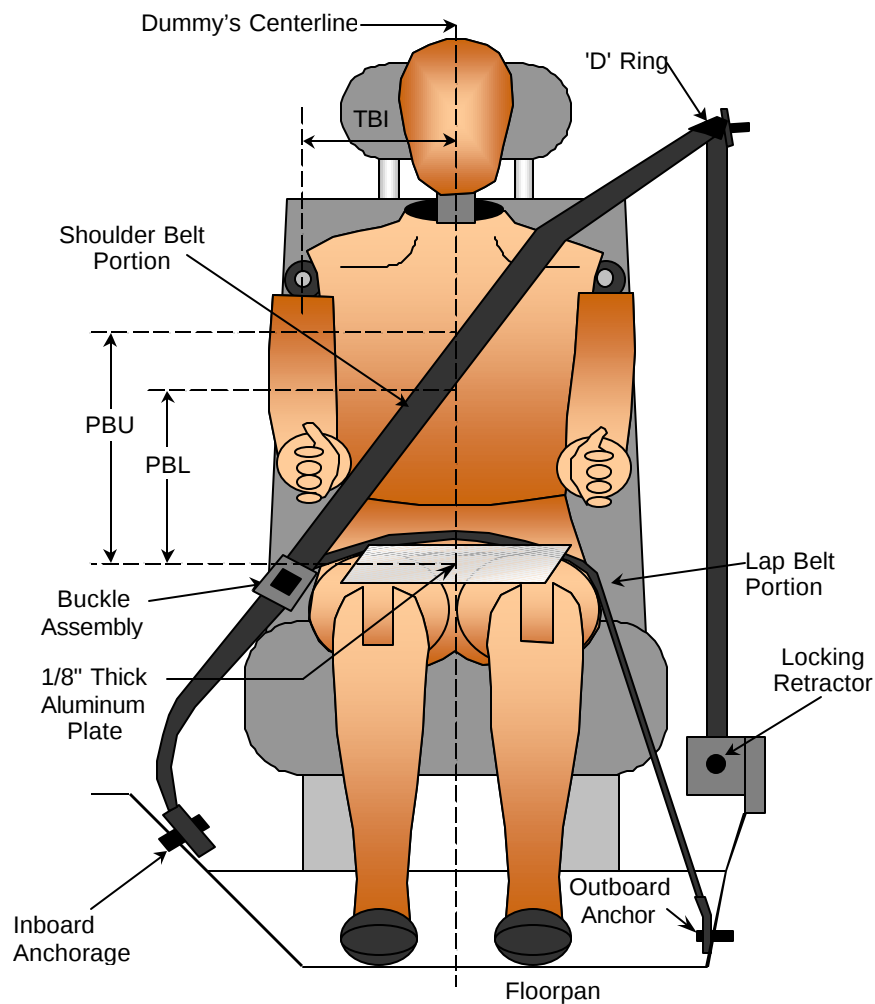
DATA SHEET NO. 6
SEAT BELT POSITIONING DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01



SEAT BELT POSITIONING MEASUREMENTS

Measurement Description	Units	Driver	Passenger
TBI - Dummy CL to Lap/Shoulder Belt Intersect	mm	195	210
PBU - Top surface of reference to belt upper edge	mm	300	360
PBL - Top surface of reference to belt lower edge	mm	220	275
Lap Belt tension	Newton's	10	10
Shoulder Belt tension	N/A	Retractor	Retractor

DATA SHEET NO. 7 - VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

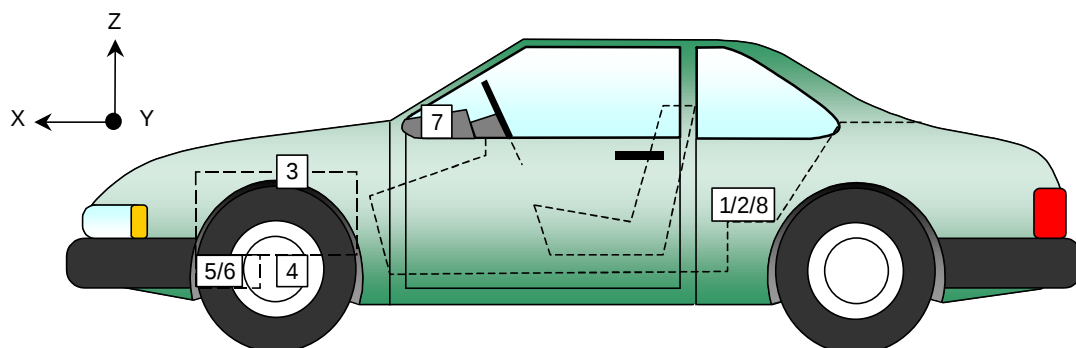
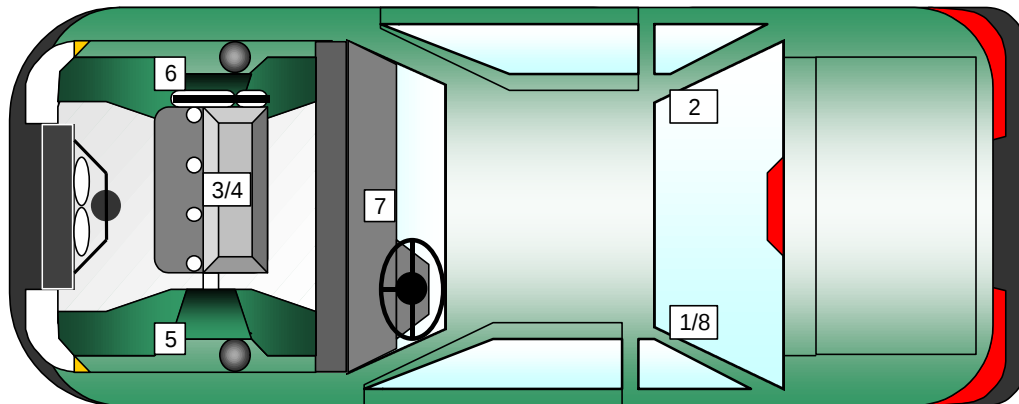
Test Program: 2001 NHTSA 35mph NCAP

Test Date: 02/06/01

VEHICLE X-AXIS ACCELEROMETER PEAK DATA AND PRE-TEST LOCATIONS

No.	Accelerometer Location	Measurements (mm)			Peak Values				
		X	Y	Z	Units	Max	Time	Min	Time
1	Left Rear X-Member (Pri.)	1910	-585	210	G's	1.9	133.0	-33.5	54.7
2	Right Rear X-Member (Pri.)	1910	-525	210	G's	1.7	133.6	-33.9	51.1
3	Engine Top	3890	0	760	G's	37.4	44.4	-128.4	34.3
4	Engine Bottom	4060	-250	130	G's	32.6	48.3	-179.8	31.9
5	Left Brake Caliper	3850	-750	185	G's	110.7	56.8	-108.4	36.3
6	Right Brake Caliper	3850	750	185	G's	108.1	51.3	-107.9	35.9
7	Instrument Panel	3135	0	865	G's	10.0	64.2	-59.6	57.9
8	Left Rear X-Member (Rednt.)	1910	-525	210	G's	2.1	133.2	-33.8	54.5

Reference Points X - From Rear Surface of Vehicle Y - Vehicle Centerline Z - Ground Plane



DATA SHEET NO. 8 - HYBRID III ATD INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35mph NCAP

Test Date: 02/06/01

HEAD PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	13.3	216.7	-46.0	67.9	17.5	184.2	-73.2	78.7
Head CG	Y	G's	3.3	223.2	-9.5	75.9	5.1	232.0	-3.7	59.0
Head CG	Z	G's	21.0	44.7	-2.5	15.8	23.4	56.1	-15.9	79.3
Head CG Resultant	N/A	G's	48.0	67.9			74.5	78.7		

CHEST PRIMARY PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	3.4	262.1	-37.3	60.4	8.0	228.7	-48.4	76.6
Chest CG	Y	G's	3.8	90.8	-4.0	47.7	1.8	77.8	-6.9	93.5
Chest CG	Z	G's	7.4	42.1	-17.1	85.0	7.3	50.6	-21.4	76.9
Chest CG Resultant	N/A	G's	38.1	61.2			52.9	76.7		

FEMUR PEAK FORCES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Femur	Z	Newtons	898.0	54.1	-681.5	87.0	577.9	50.2	-1248.9	57.8
Right Femur	Z	Newtons	597.5	37.1	-592.5	49.8	1011.0	50.6	-950.1	34.6

SEAT BELT SENSOR PEAK VALUES

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Lap Belt Force	N/A	Newtons	6438.0	60.9	-0.4	1.6	6440.5	60.3	-2.6	2.6
Shoulder Belt Force	N/A	Newtons	5362.8	68.6	-27.7	218.6	5291.8	75.4	-24.1	152.8
Shoulder Belt Pullout	N/A	MM	33.5	95.5	-29.9	262.4	113.7	90.7	-18.0	29.2
Shoulder Belt Stretch	N/A	MM/CM	0.000	0.0	0.000	0.0	0.000	0.0	0.000	0.0

* Not used with pre-tensioners.

HEAD INJURY CRITERIA (HIC)

Location	Driver				Passenger			
	HIC	Avg G	T ¹	T ²	HIC	Avg G	T ¹	T ²
Head CG Primary	279.5	36.0	48.5	84.4	721.9	57.2	62.8	91.9

CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Primary	37.7	60.3	63.3	46.6	75.4	78.4

DATA SHEET NO. 8...(continued)

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35mph NCAP

Test Date: 02/06/01

PELVIC PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Pelvis	X	G's	3.5	195.6	-32.2	59.9	4.2	232.7	-41.0	57.5
Pelvis	Y	G's	4.7	61.6	-7.5	43.3	5.4	50.9	-7.0	74.6
Pelvis	Z	G's	4.4	202.4	-29.8	79.9	4.5	230.4	-36.4	78.9

UPPER NECK PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Neck Force	X	Newtons	310.6	56.0	-560.2	94.4	169.8	102.8	-437.9	52.1
Neck Force	Y	Newtons	120.4	214.2	-145.0	90.4	178.7	89.8	-114.8	142.8
Neck Force	Z	Newtons	1193.7	49.1	-107.3	15.6	789.5	48.7	-115.5	88.6
Neck Moment	X	N•m	7.6	229.8	-13.1	68.6	14.1	97.6	-8.8	250.3
Neck Moment	Y	N•m	49.1	56.1	-11.7	215.6	15.8	63.2	-50.4	85.3
Neck Moment	Z	N•m	14.8	70.3	-7.4	129.2	6.0	241.2	-3.3	78.5

FOOT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Foot Aft	X	G's	4.3	33.1	-35.4	37.8	30.4	64.8	-71.9	45.2
Left Foot Aft	Z	G's	5.3	217.3	-59.3	33.3	9.6	76.3	-77.4	44.4
Left Foot Fore	Z	G's	45.5	26.7	-142.6	33.2	91.2	54.2	-136.0	42.5
Right Foot Aft	X	G's	25.7	57.1	-87.0	36.6	30.0	59.1	-92.5	47.0
Right Foot Aft	Z	G's	7.5	226.3	-104.8	36.3	34.2	60.5	-80.9	46.8
Right Foot Fore	Z	G's	44.6	50.6	-212.1	35.2	0.0	0.0	0.0	0.0

* Passenger side failed, no data

UPPER AND LOWER TIBIA PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Left Lower Moment	X	N•m	12.3	80.2	-22.2	29.1	15.9	54.1	-9.9	98.6
Left Lower Moment	Y	N•m	9.3	217.1	-32.0	40.4	125.3	67.1	-38.6	44.9
Left Lower Force	Z	Newtons	150.3	124.1	-2582.0	37.8	127.2	142.4	-2401.6	39.0
Left Upper Moment	X	N•m	44.8	79.5	-13.5	144.0	13.8	58.2	-38.0	79.7
Left Upper Moment	Y	N•m	12.2	176.4	-106.5	39.6	134.4	63.0	-102.1	44.4
Right Lower Moment	X	N•m	26.8	37.7	-82.2	41.0	35.5	61.2	-30.7	48.2
Right Lower Moment	Y	N•m	224.2	74.0	-56.5	37.5	97.6	62.5	-44.6	46.6
Right Lower Force	Z	Newtons	199.9	118.0	-3958.6	39.8	253.1	178.5	-2748.8	34.4
Right Upper Moment	X	N•m	47.7	39.7	-27.7	48.3	8.3	235.6	-47.7	48.8
Right Upper Moment	Y	N•m	2.5	4.8	-140.6	37.7	44.9	58.3	-105.5	47.6

DATA SHEET NO. 8...(continued)Test Vehicle: 2001 Honda Accord EX 2 Door CoupeNHTSA No.: HON001Test Program: 2001 NHTSA 35mph NCAPTest Date: 02/06/01**CHEST PEAK DISPLACEMENTS**

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	MM	0.2	0.8	-23.4	88.5	0.3	12.6	-25.8	78.8

HEAD REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	13.6	216.1	-46.4	66.4	16.6	183.9	-72.7	78.9
Head CG	Y	G's	2.5	236.4	-9.4	74.6	5.9	83.7	-3.1	59.0
Head CG	Z	G's	19.4	44.6	-2.3	16.2	20.8	56.2	-15.9	87.2
Head CG Resultant	N/A	G's	48.4	66.4			73.8	78.9		

CHEST REDUNDANT PEAK ACCELERATIONS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Chest CG	X	G's	3.4	262.9	-37.4	60.1	7.4	228.7	-48.9	76.5
Chest CG	Y	G's	3.8	90.7	-3.5	46.9	4.3	72.8	-6.7	93.6
Chest CG	Z	G's	6.6	42.0	-17.2	84.9	7.8	47.8	-20.4	77.2
Chest CG Resultant	N/A	G's	38.2	61.0			53.0	76.6		

REDUNDANT HEAD INJURY CRITERA (HIC)

Location	Driver				Passenger			
	HIC	Avg G	T ¹	T ²	HIC	Avg G	T ¹	T ²
Head CG Redundant	292.9	36.7	47.7	83.6	743.3	57.9	62.7	91.8

REDUNDANT CHEST CLIP (3MSEC)

Location	Driver			Passenger		
	CLIP	T ¹	T ²	CLIP	T ¹	T ²
Chest CG Redundant	37.8	60.1	63.1	46.9	75.4	78.4

DATA SHEET NO. 9**SEAT BELT PERFORMANCE ASSESSMENT TEST DATA**Test Vehicle: 2001 Honda Accord EX 2 Door CoupeNHTSA No.: HON001Test Program: 2001 NHTSA 35 mph NCAPTest Date: 02/06/01**SEAT BELT PLACEMENT MEASUREMENTS**

Measurement Description	Units	Driver	Passenger
TCI - Dummy CL to Lap/Shoulder Belt Intersect	mm	195	210
PBU -Top surface of reference to belt upper edge	mm	300	360
PBL - Top surface of reference to belt lower edge	mm	220	275
Lap Belt tension	Newton's	10	10
Shoulder Belt tension	N/A	Retractor	Retractor

BELT LENGTH DATA

Measurement Description	Units	Driver	Passenger
Retractor reel to 'D' ring	mm	540	540
Shoulder belt length as measured on ATD	mm	990	1040
Lap belt length as measured on ATD	mm	800	800
Remainder of belt on reel	mm	730	680
Total belt length for continuous webbing systems	mm	3060	3060

SHOULDER BELT SPOOL-OFF DATA

Measurement Description	Units	Driver	Passenger
As determined mechanically	mm	10.0	66.0
As determined electronically	mm	33.5	113.7

BELT STRETCH DATA

Measurement Description	Units	Driver	Passenger
Electronically from shoulder belt load cell and "D" ring	mm/cm	N/A	N/A
Mechanically	mm/cm	N/A	N/A

*Not used with shoulder belt pre-tensioner systems.

DATA SHEET NO. 10 **SUMMARY OF FMVSS 212 DATA**

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

Windshield Mounting Details:

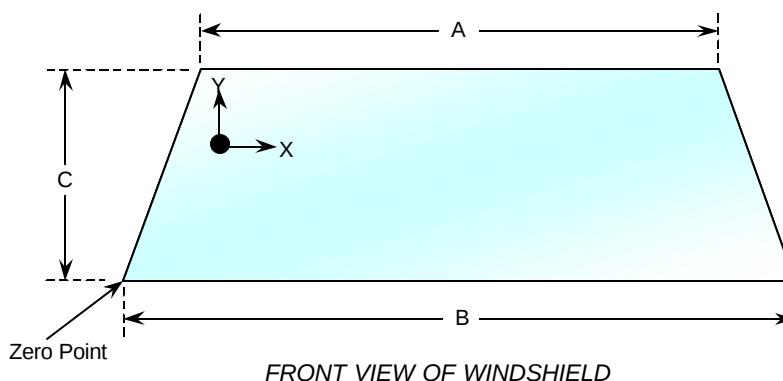
Windshield glass is secured to the vehicle frame with a rubber type adhesive. There is no molding that covers the windshield periphery at any point.

The standard requires that the posttest retention measurement be a minimum of 75 percent of the pretest total periphery measurement for vehicles not equipped with occupant passive restraints and 50 percent for each side of the windshield for vehicles that are equipped with occupant passive restraints.

Temperature of windshield molding during test: 21.1 °C

WINDSHIELD PERIPHERY MEASUREMENTS

Measurement	Pre-Test(mm)	Post-Test (mm)	% of Retention
Left Side	2246.5	2246.5	100
Right Side	2246.5	2246.5	100
Total	4493.0	4493.0	100



WINDSHIELD DIMENSIONS

Item	Units	Segment Length	Molding Width
A	mm	1149	24
B	mm	1584	N/A
C	mm	880	30

DATA SHEET NO. 11

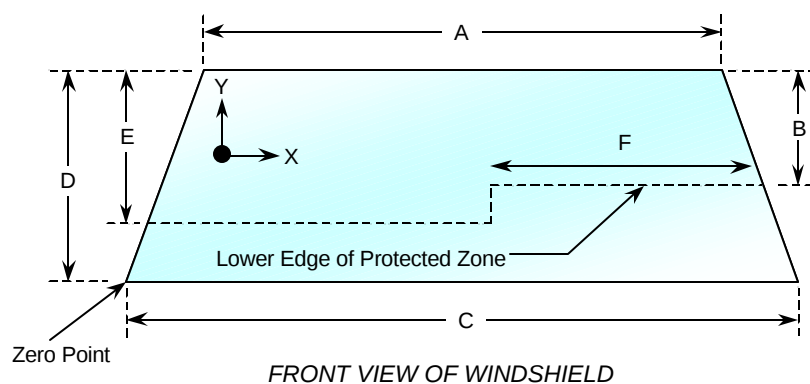
WINDSHIELD ZONE INTRUSION FMVSS 219 (PARTIAL) DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01



WINDSHIELD AND PROTECTED ZONE

Item	Units	Value
A	mm	1149
B	mm	466
C	mm	1584
D	mm	880
E	mm	521
F	mm	585

AREA OF PROTECTED ZONE FAILURES

- A. Provide coordinates of the area that the protected zone was penetrated more than 0.25 in. by a vehicle component other than one that is normally in contact with the windshield.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

- B. Provide coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component.

X	Y
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A

DATA SHEET NO. 12

FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

Test Time: 12:41 PM

Temperature at Time of Impact: 20.0 °C

STODDARD SOLVENT SPILLAGE MEASUREMENT

- A. From impact until vehicle motion ceases: 0.0 oz.
(Maximum Allowable = 1 ounce)
- B. For the 5-minute period after motion ceases: 0.0 oz.
(Maximum Allowable = 5 ounces)
- C. For the following 25 minutes: 0.0 oz.
(Maximum Allowable = 1 oz./minute)
- D. Spillage Details: No leakage occurred

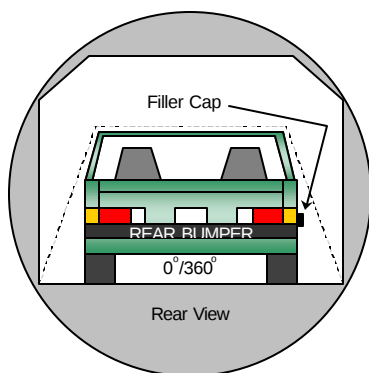
DATA SHEET NO. 13
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

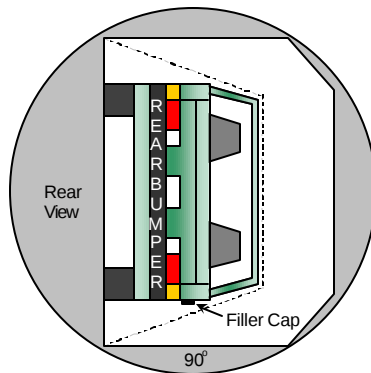
NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

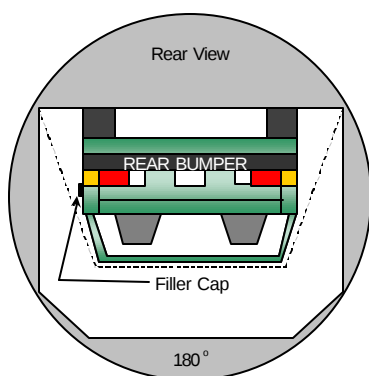
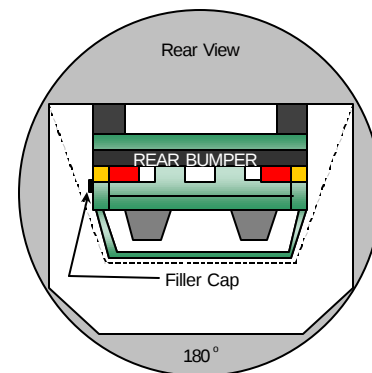
Test Date: 02/06/01



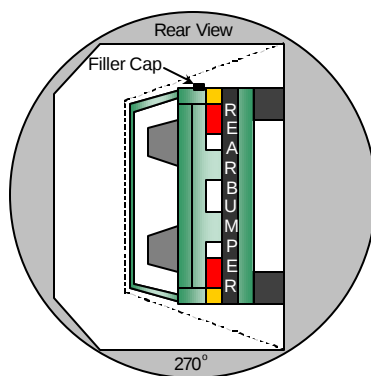
0° TO 90°



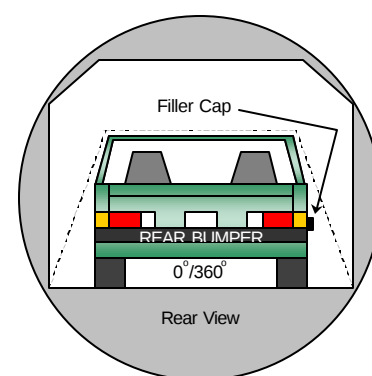
90° TO 180°



180° TO 270°



270° TO 360°



1. The specified fixture rollover rate for each 90° of rotation is 60 to 120 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. No solvent leakage occurred during rollover.

Test Phase	Rotation Time (sec.)	Hold Time	Spillage (oz.)
0° TO 90°	76	300	0.0
90° TO 180°	80	300	0.0
180° TO 270°	79	300	0.0
270° TO 360°	82	300	0.0

DATA SHEET NO. 14
VEHICLE MEASUREMENTS

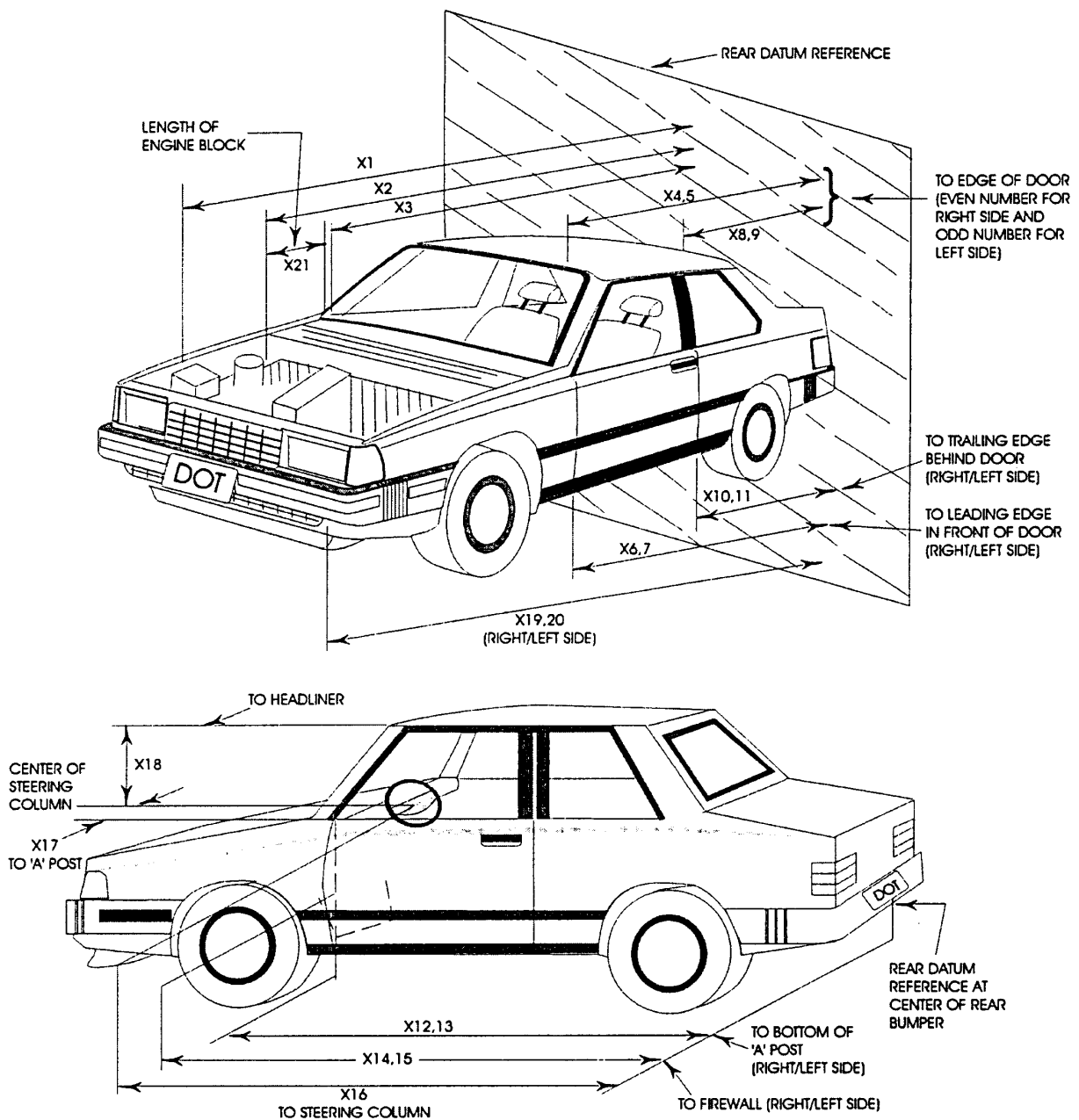
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
1	Total length of vehicle at centerline	mm	4745	4112	-633
2	RSOV to front of engine	mm	3029	3820	791
3	RSOV to firewall centerline	mm	3642	3584	-58
4	RSOV to leading edge of right door	mm	3282	3275	-7
5	RSOV to leading edge of left door	mm	3290	3284	-6
6	RSOV to lower leading edge of right door	mm	3251	3249	-2
7	RSOV to lower leading edge of left door	mm	3254	3247	-7
8	RSOV to upper trailing edge of right door	mm	1951	1943	-8
9	RSOV to upper trailing edge of left door	mm	1961	1956	-5
10	RSOV to lower trailing edge of right door	mm	1981	1976	-5
11	RSOV to lower trailing edge of left door	mm	1985	1984	-1
12	RSOV to bottom of right 'A' pillar	mm	3257	3250	-7
13	RSOV to bottom of left 'A' pillar	mm	3255	3256	1
14	RSOV to firewall on right side	mm	3544	3530	-14
15	RSOV to firewall of left side	mm	3597	3572	-25
16	RSOV to steering column	mm	2749	2768	19
17	Center of steering column to left 'A' pillar	mm	417	499	82
18	Center of steering column to headlining	mm	425	400	-25
19	RSOV to right side of front bumper	mm	4372	4085	-287
20	RSOV to left side of front bumper	mm	4372	4073	-299
21	Length of engine block	mm	515	515	0
RD	RSOV to right side of dash panel	mm	2910	2903	-7
CD	RSOV to center of dash panel	mm	2877	2856	-21
LD	RSOV to left side of dash panel	mm	2894	2918	24



DATA SHEET NO. 15
CAMERA LOCATIONS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

No.	Camera View	Location (mm)			Angle (Deg.)	Film Plane to Head	Lens (mm)	Speed (fps)
		X	Y	Z				
1	Right Side, Real Time	3454	10973	1245	0	1651	Zoom	24
2	Left Side, No. 1	1955	-8250	880	-1	7880	13	1030
3	Left Side, No. 2	1455	-8250	1460	-4	7930	35	1010
4	Left Side, No. 3	6495	-10580	4640	-16	11490	70	1000
5	Left Side, No. 4	Did Not Run						
6	Left Side, No. 5	1455	-8250	2700	-13	8070	19	980
7	Right Side, No. 1	1955	8150	730	-1	8570	19	1010
8	Right Side, No. 2	1655	8150	1450	-4	8590	35	1020
9	Right Side, No. 3	7855	8900	2800	-9	N/A	80	970
10	Right Side, No. 4	Did Not Run						
11	Overhead Overall	Did Not Run						
12	Front View, Driver	Did Not Run						
13	Front View, Passenger	Did Not Run						
14	Pit Camera, Engine	580	0	-1360	90	N/A	13	960
15	Pit Camera, Fuel Tank	Did Not Run						
16	Driver Belt	3380	-380	1060	-5	890	13	920
17	Passenger Belt	3380	340	1060	-5	1110	13	1100
18	Left Side Extra	470	-6810	1440	-2	6740	24	1090

X - Barrier Face Y - Monorail Centerline Z - Ground

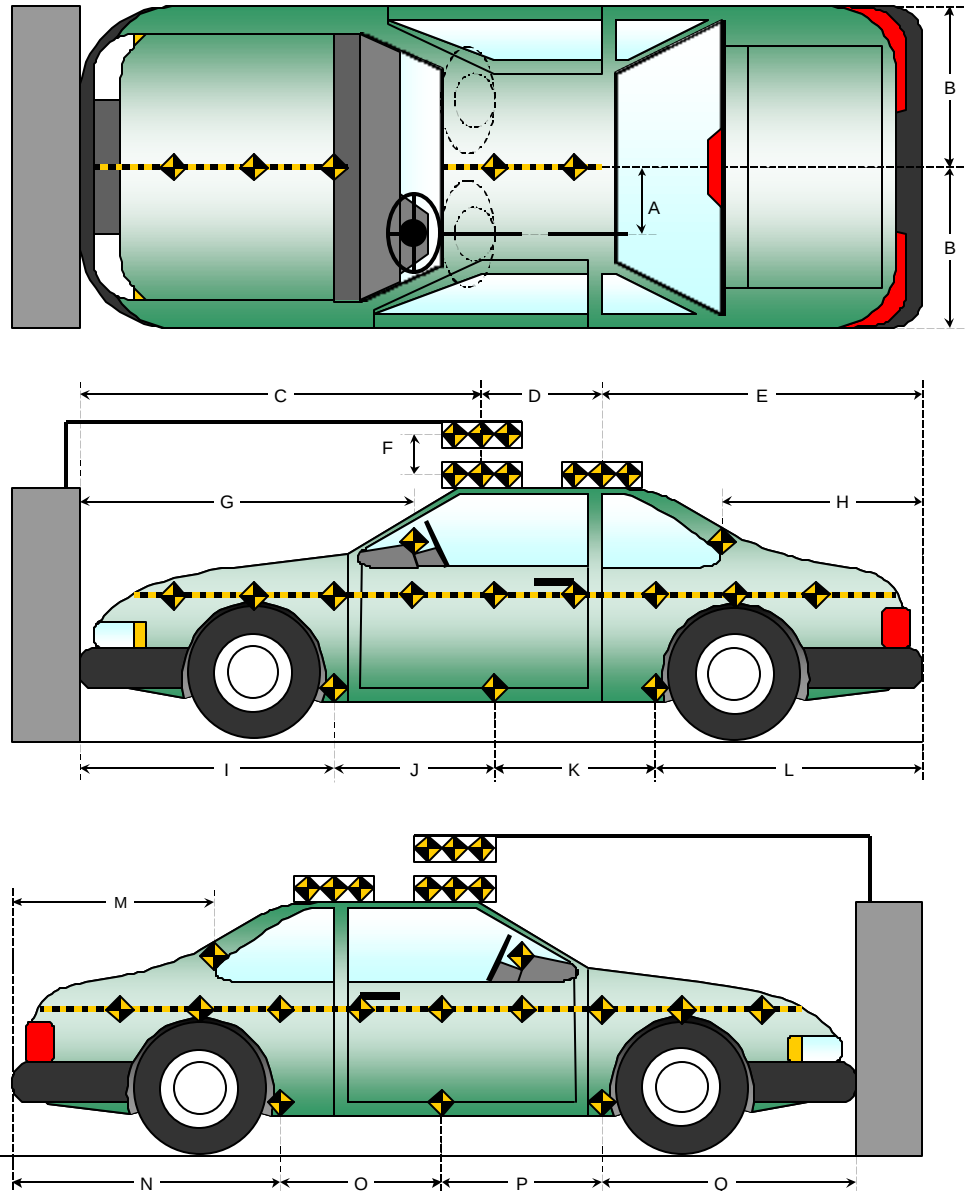
DATA SHEET NO. 16 **PHOTOGRAPHIC REFERENCE TARGET LOCATIONS**

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
 Test Date: 02/06/01

All Dimensions
in mm

Item	Value
A	354
B	896
C	2347
D	608
E	1798
F	155
G	1819
H	1362
I	1456
J	889
K	889
L	1521
M	1364
N	1519
O	890
P	890
Q	1449



DATA SHEET NO. 17
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

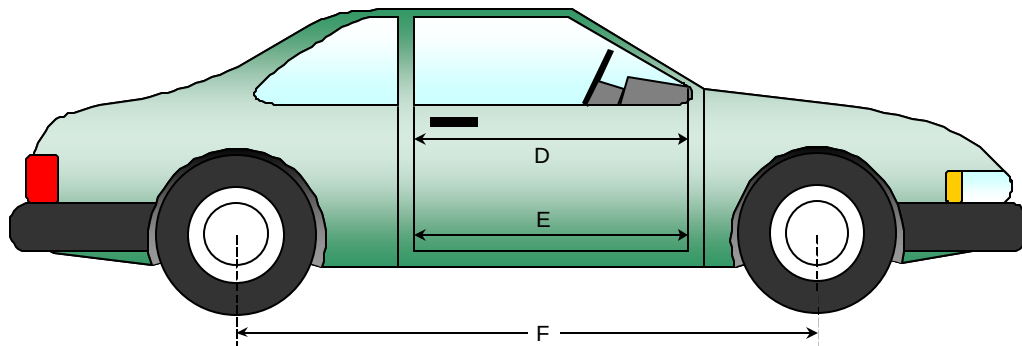
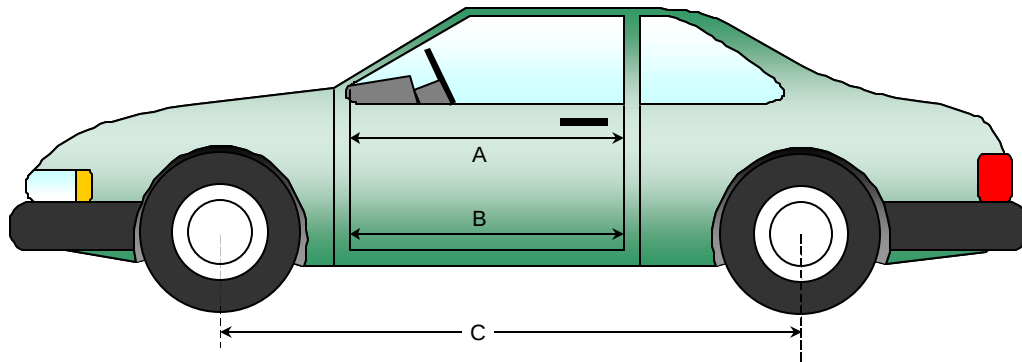
Test Date: 02/06/01

DOOR OPENING WIDTH

Item	Description	Units	Pre-Test	Post-Test	Difference
A	Left Side Upper	mm	1275	1266	-9
B	Left Side Lower	mm	1202	1194	-8
D	Right Side Upper	mm	1274	1269	-5
E	Right Side Lower	mm	1195	1190	-5

WHEELBASE MEASUREMENTS

Item	Description	Units	Pre-Test	Post-Test	Difference
C	Left Side Wheel base	mm	2669	2542	-127
F	Right Side Wheel base	mm	2669	2507	-162



DATA SHEET NO. 17...(continued)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

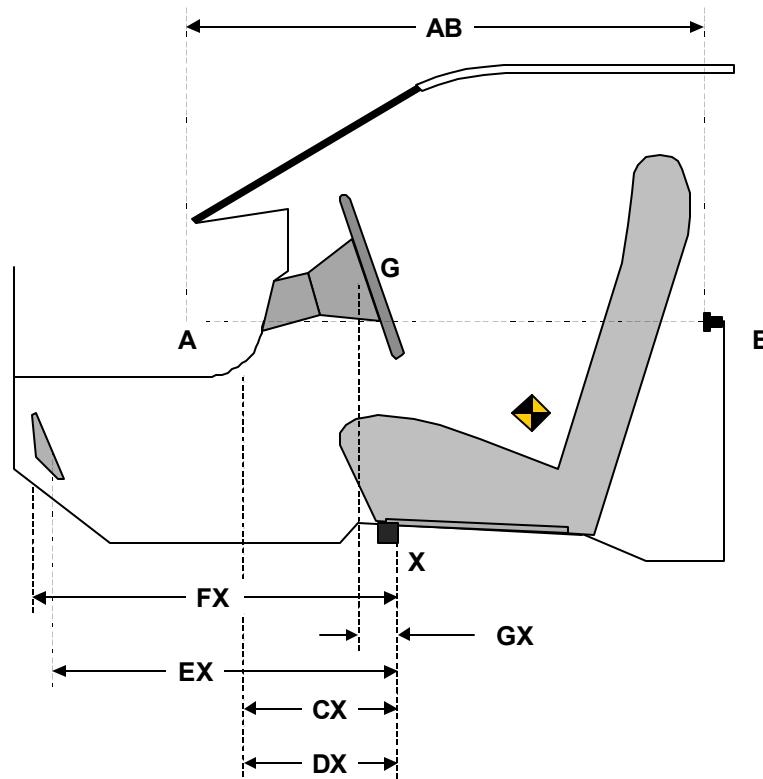
Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01

DRIVER COMPARTMENT INTRUSION

Item	Description	Units	Pre-Test	Post-Test	Difference
AB	Door Opening (Inside window jam)	mm	1275	1266	-9
CX	Left Knee Bolster to X	mm	298	298	0
DX	Right Knee Bolster to X	mm	291	311	20
EX	Brake Pedal to X	mm	632	554	-78
FX	Foot Rest to X	mm	627	596	-31
GX	Center of Steering Wheel Hub to X	mm	115	105	-10

X = Left Front Seat Outboard Anchor Bolt Head



DRIVER COMPARTMENT

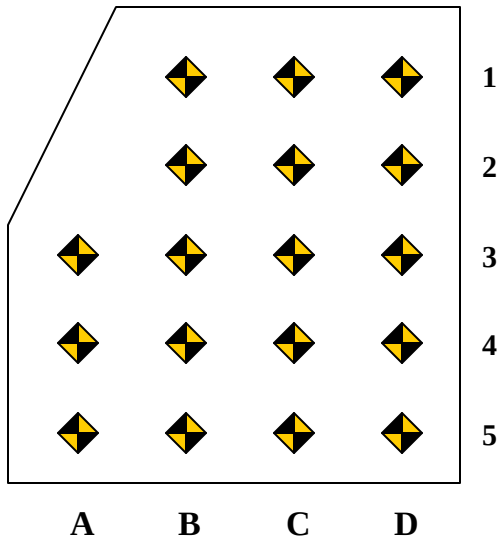
DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01



Measurement reference point for X and Z-axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3, 4, and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.

DRIVER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		665	572	652		595	590	560		-70	18	-92
2		565	567	567		530	532	535		-35	-35	-32
3	467	467	67	467	438	435	437	435	-29	-32	370	-32
4	367	367	365	369	337	337	336	336	-30	-30	-29	-33
5	267	267	265	266	237	237	236	234	-30	-30	-29	-32

DRIVER FLOOR PAN Z-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1		-40	-41	-40		-55	-65	-65		-15	-24	-25
2		-51	-52	-50		-65	-90	-115		-14	-38	-65
3	-56	-56	-55	-55	-85	-97	-115	-115	-29	-41	-60	-60
4	-65	-56	-56	-65	-80	-85	-100	-115	-15	-29	-44	-50
5	-55	-51	-50	-65	-70	-80	-90	-105	-15	-29	-40	-40

DATA SHEET NO. 17...(CONTINUED)
VEHICLE INTRUSION MEASUREMENTS

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

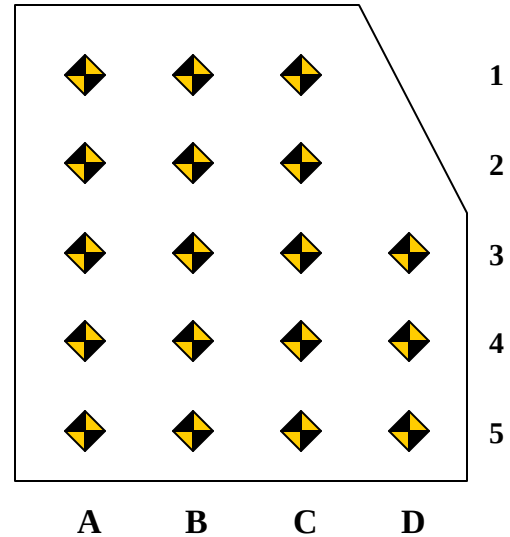
NHTSA No.: HON001
 Test Date: 02/06/01

Measurement reference point for X and Z axis is the forward outboard seat mounting bolt.

Columns A through D are evenly spaced.

Rows 1 and 2 are on the toe kick portion of the floor pan. Rows 3,4, and 5 are located on the most level portion of the floor pan.

Row 3 will be at the intersection of the toe kick and the level sections of the floor pan.



PASSENGER FLOOR PAN X-AXIS

	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	606	608	623		577	569	596		-29	-39	-27	
2	515	523	536		539	539	546		24	16	10	
3	417	419	433	432	457	457	456	457	40	38	23	25
4	327	324	319	321	357	357	353	354	30	33	34	33
5	233	227	224	222	262	260	258	255	29	33	34	33

PASSENGER FLOOR PAN Z-AXIS

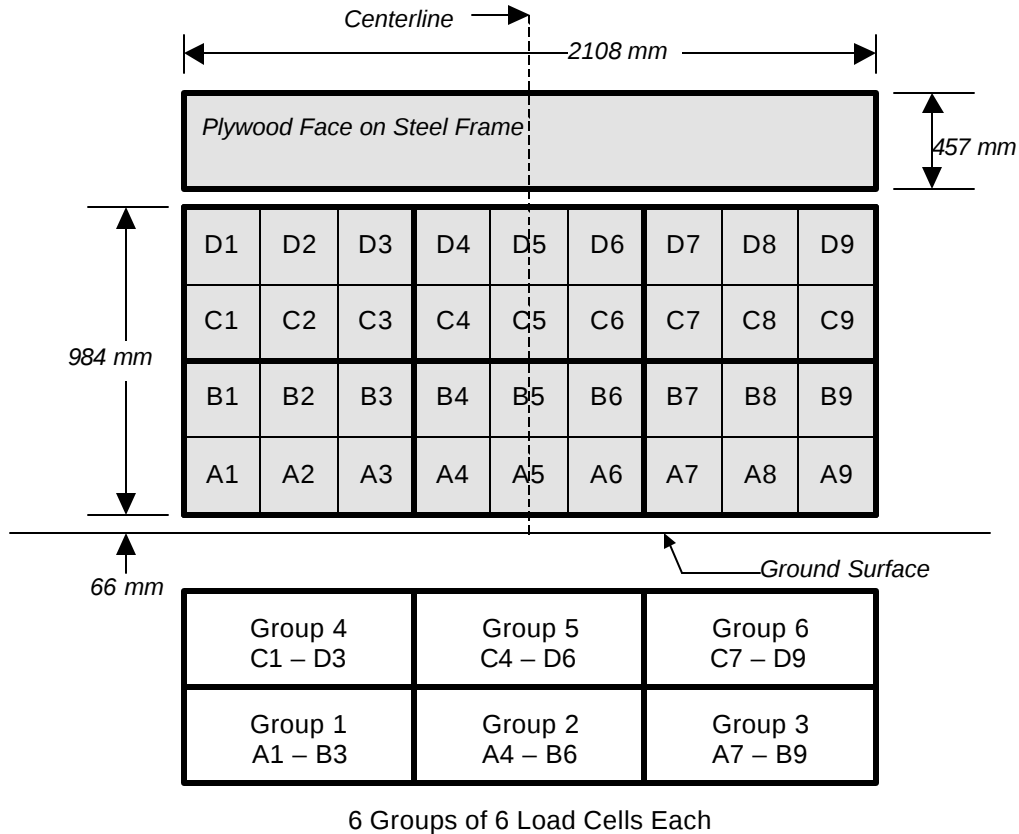
	Pre-Test				Post-Test				Difference			
	A	B	C	D	A	B	C	D	A	B	C	D
1	-18	-17	-19		-5	-5	-25		13	12	-6	
2	-47	-44	-45		-65	-35	-55		-18	9	-10	
3	-50	-48	-48	-42	-75	-75	-80	-65	-25	-27	-32	-23
4	-52	-51	-45	-52	-75	-75	-75	-70	-23	-24	-30	-18
5	-53	-54	-45	-48	-72	-70	-68	-70	-19	-16	-23	-22

DATA SHEET NO. 18
FIXED BARRIER TYPE

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
 Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
 Test Date: 02/06/01

36 Load Cell Rigid Barrier (NHTSA Standard)
Load Cell Locations on Fixed Barrier



The Data is presented in Appendix C with the following requirements:

- 1.) Data from 36 individual load cells
- 2.) Sum data from 6 groupings shown above (6 cells/group)
- 3.) Total or sum of all 36 individual load cells
- 4.) Sum of all 36 individual load cells vs. vehicle dynamic crush

DATA SHEET NO. 19
ACCIDENT INVESTIGATION DATA

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe
Test Program: 2001 NHTSA 35 mph NCAP

NHTSA No.: HON001
Test Date: 02/06/01

VEHICLE INFORMATION

VIN: 1HGCG32741A010693
Vehicle Size Category: 2 Door Coupe

Wheel base (mm): 2669
Test Weight (kg): 1597

ACCELEROMETER DATA

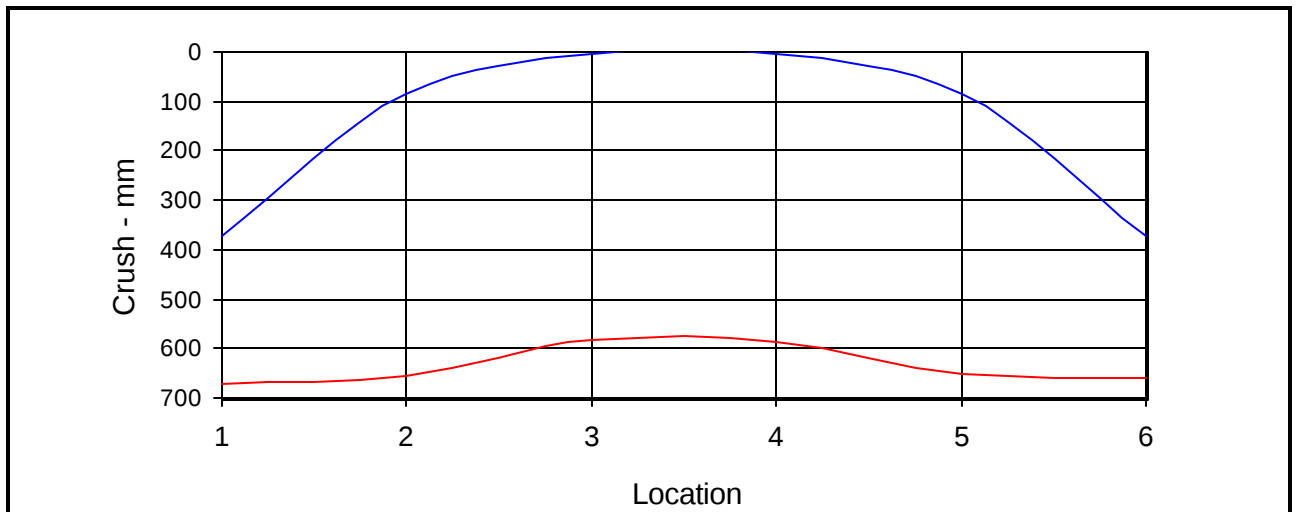
Accelerometer Location: Left rear floor pan
Cal. Procedure/Interval: 6 months / drop test
Integration Algorithm: NHTSA Standard
Impact Velocity (km/h): 55.62
Velocity Change (km/h): 68.13

Linearity: Good
Time of Separation (msec): 77.3

CRUSH PROFILE

Collision Deformation Classification: 12FDEW6 ; Midpoint of Damage: Vehicle Centerline
Damage Region Length (mm): 1621 ; Impact Mode: Full Frontal

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush zone 1 at left side	mm	373	672	-299
C2	Crush zone 2 on left side	mm	86	655	-569
C3	Crush zone 3 on left side	mm	5	584	-579
C4	Crush zone 4 on right side	mm	4	585	-581
C5	Crush zone 5 on right side	mm	86	650	-564
C6	Crush zone 6 at right side	mm	373	660	-287



DATA SHEET NO. 20

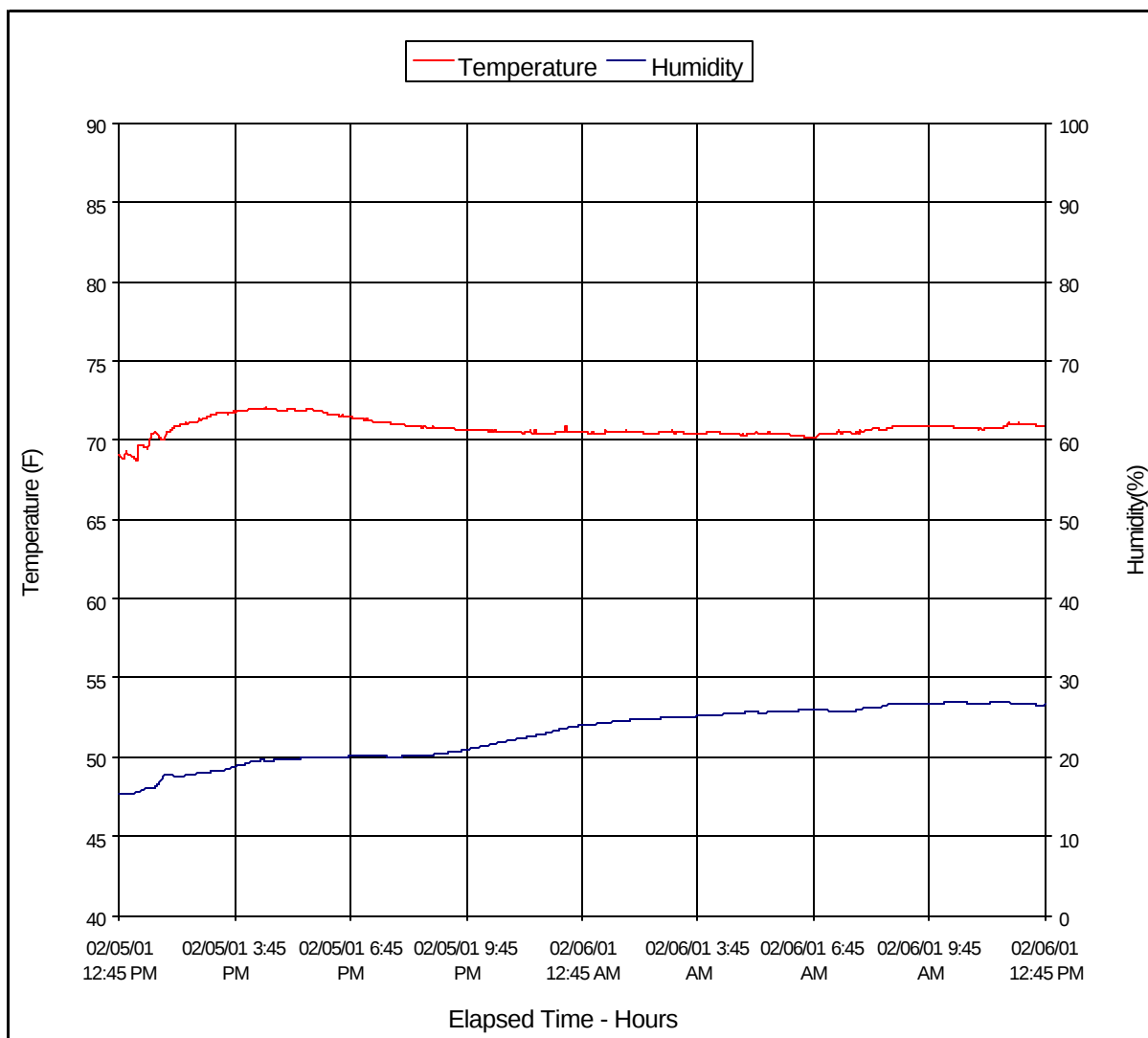
DUMMY/ VEHICLE TEMPERATURE STABILIZATION CHART

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

NHTSA No.: HON001

Test Program: 2001 NHTSA 35 mph NCAP

Test Date: 02/06/01



APPENDIX A
PHOTOGRAPHS

LIST OF PHOTOGRAPHS

Figure		Page
A-1	Right Front as Received	A-1
A-2	Left Rear as Received	A-2
A-3	Vehicle Certification Label	A-3
A-4	Vehicle Tire Placard	A-4
A-5	Pre-test Front View	A-5
A-6	Post-test Front View	A-6
A-7	Pre-test Left Side View	A-7
A-8	Post-test Left Side View	A-8
A-9	Pre-test Right Side View	A-9
A-10	Post-test Right Side View	A-10
A-11	Pre-test Right Front View	A-11
A-12	Post-test Right Front View	A-12
A-13	Pre-test Left Rear View	A-13
A-14	Post-test Left Rear View	A-14
A-15	Pre-test Windshield	A-15
A-16	Post-test Windshield	A-16
A-17	Pre-test Engine Compartment	A-17
A-18	Post-test Engine Compartment	A-18
A-19	Pre-test Fuel Cap	A-19
A-20	Post-test Fuel Cap	A-20
A-21	Pre-test Front Underside	A-21
A-22	Post-test Front Underside	A-22
A-23	Pre-test Rear Underside	A-23
A-24	Post-test Rear Underside	A-24
A-25	Pre-test Driver Dummy (Front View)	A-25
A-26	Post-test Driver Dummy (Front View)	A-26
A-27	Pre-test Driver Dummy (Through Window)	A-27
A-28	Post-test Driver Dummy (Through Window)	A-28
A-29	Pre-test Driver Dummy (Door Open)	A-29
A-30	Post-test Driver Dummy (Door Open)	A-30
A-31	Pre-test Driver Dummy (90° To Vehicle)	A-31
A-32	Post-test Driver Dummy (90° to Vehicle)	A-32

LIST OF PHOTOGRAPHS...(Continued)

Figure		Page
A-33	Pre-test Driver Dummy Feet	A-33
A-34	Post-test Driver Dummy Feet and Knee Contact	A-34
A-35	Pre-test Driver Side Knee Bolster	A-35
A-36	Post-test Driver Side Knee Bolster	A-36
A-37	Pre-test Driver Side Floor pan	A-37
A-38	Post-test Driver Side Floor pan	A-38
A-39	Post-test Driver Head	A-39
A-40	Post-test Driver Dummy Contact	A-40
A-41	Pre-test Passenger Dummy (Front View)	A-41
A-42	Post-test Passenger Dummy (Front View)	A-42
A-43	Pre-test Passenger Dummy (Through Window)	A-43
A-44	Post-test Passenger Dummy (Through Window)	A-44
A-45	Pre-test Passenger Dummy (Door Open)	A-45
A-46	Post-test Passenger Dummy (Door Open)	A-46
A-47	Pre-test Passenger Dummy (90° to Vehicle)	A-47
A-48	Post-test Passenger Dummy (90° to Vehicle)	A-48
A-49	Pre-test Passenger Dummy Feet	A-49
A-50	Post-test Driver Passenger Feet and Contact Point	A-50
A-51	Pre-test Passenger Side Floor Pan	A-51
A-52	Post-test Passenger Side Floor Pan	A-52
A-53	Pre-test Passenger Side Knee Bolster	A-53
A-54	Post-test Passenger Side Knee Bolster and Dummy Contact	A-54
A-55	Post-test Passenger Head	A-55
A-56	Post-test Passenger Dummy Contact	A-56
A-57	Vehicle on Rollover Device	A-57
A-58	Vehicle During Impact	A-58



Figure A-1: Right Front, as Received



Figure A-2: Left Rear, as Received



Figure A-3: Vehicle Certification Label

● This car is equipped with side airbags in the driver's and passenger's seats.

SIDE AIRBAG (A8)

TIRE INFORMATION		VEHICLE CAPACITY WEIGHT		850 LBS
SEATING CAPACITY		TOTAL 5	FRONT 2	REAR 3
RECOMMENDED TIRE SIZE	COLD TIRE INFLATION PRESSURE		SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	
P195/65R15 89H	FRONT	200 KPA, 29 PSI		
	REAR	200 KPA, 29 PSI		
COMPACT SPARE TIRE	UP TO VEHICLE CAPACITY WEIGHT		42762-S82-A000	
T125/70D15 95M	420 KPA, 60 PSI			

L7 1582 A

Figure A-4: Vehicle Tire Label



Figure A-5: Front View, Pre-Test

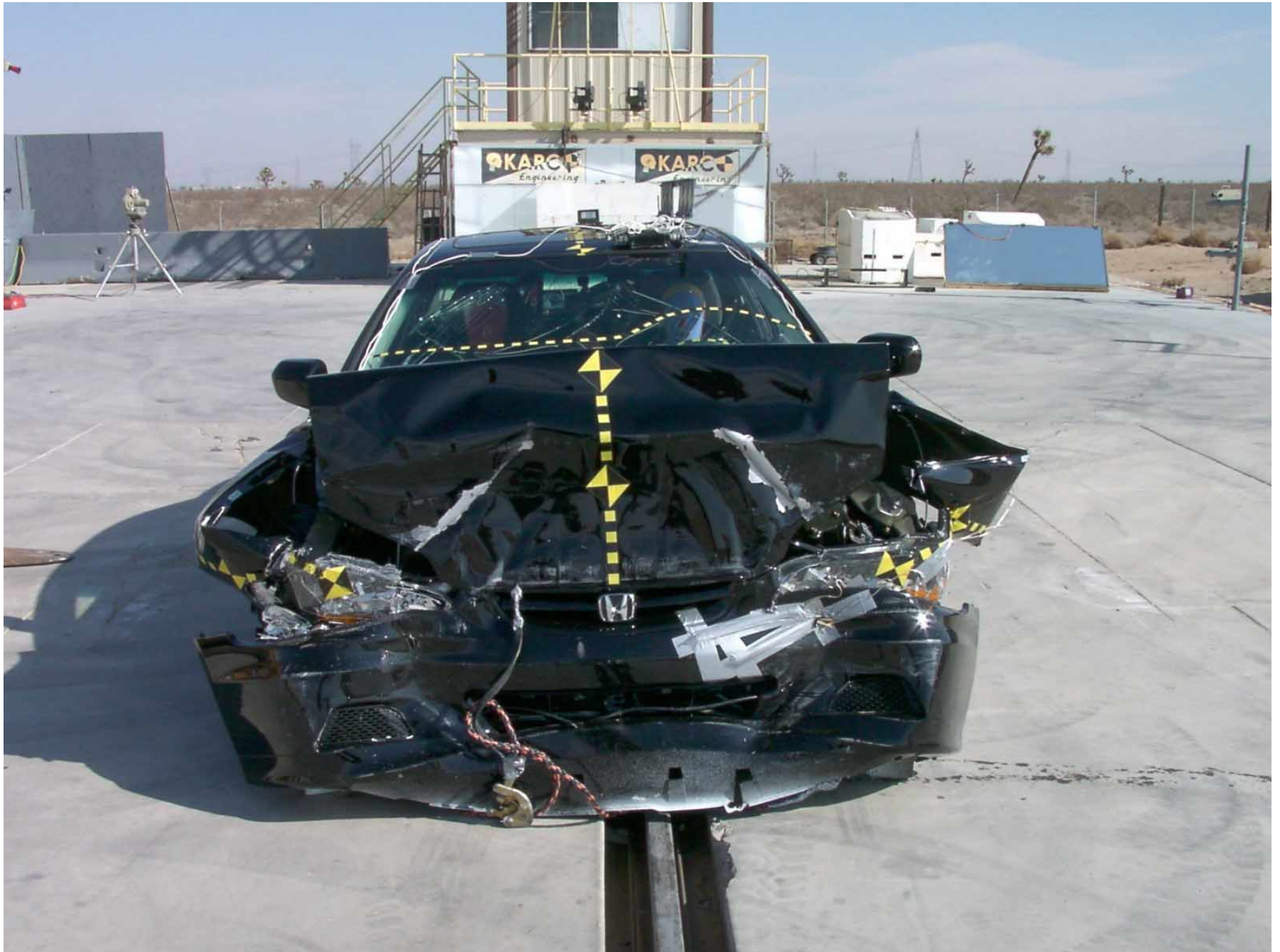


Figure A-6: Front View, Post-Test



Figure A-7: Left Side View, Pre-Test



Figure A-8: Left Side View, Post-Test



Figure A-9: Right Side View, Pre-Test



Figure A-10: Right Side View, Post-Test



Figure A-11: Right Front View, Pre-Test



Figure A-12: Right Front View, Post-Test



Figure A-13: Left Rear View, Pre-Test



Figure A-14: Left Rear View, Post-Test

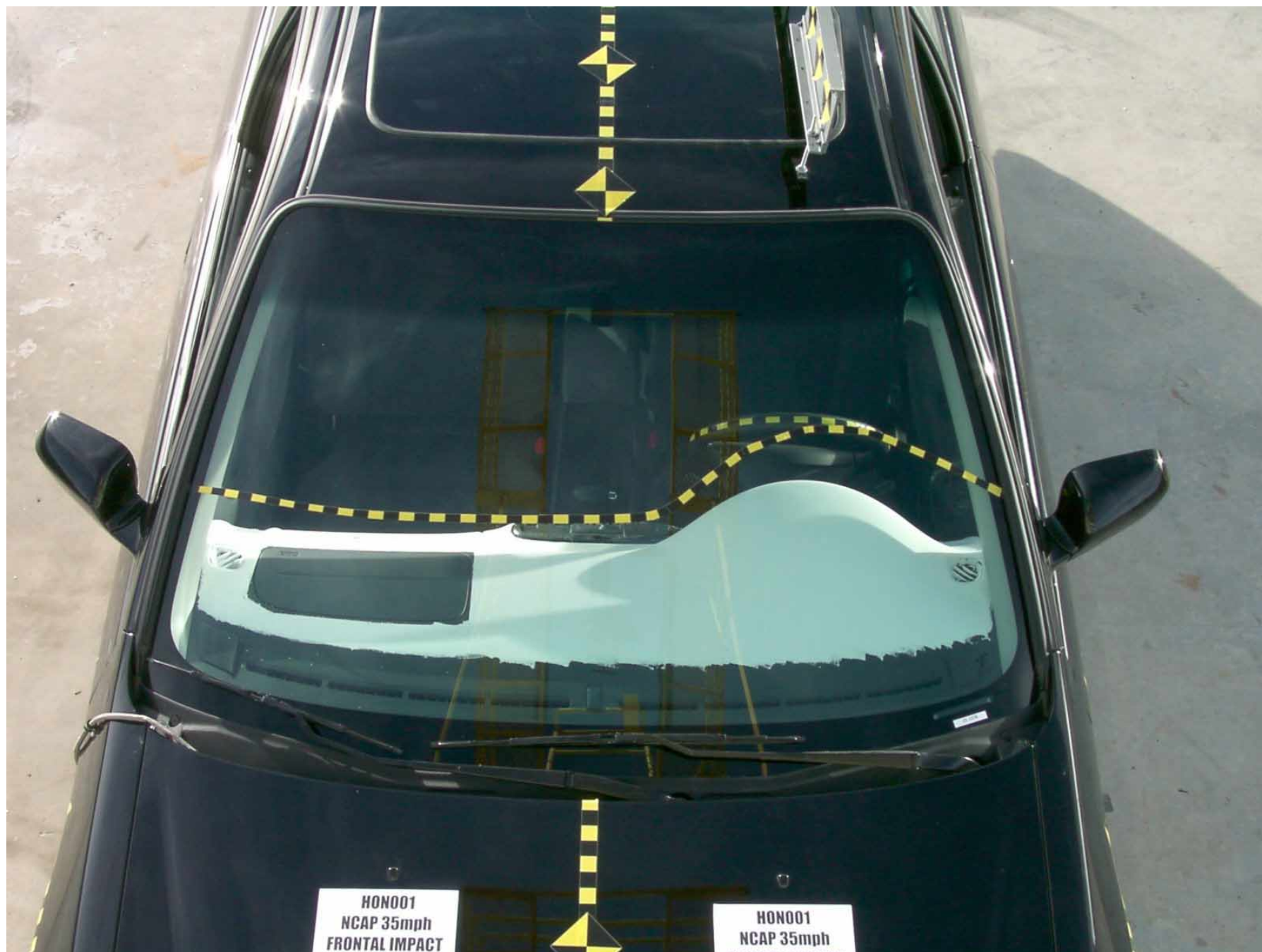


Figure A-15: Windshield, Pre-Test



Figure A-16: Windshield, Post-Test



Figure A-17: Engine Compartment, Pre-Test



Figure A-18: Engine Compartment, Post-Test



Figure A-19: Fuel Cap, Pre-test



Figure A-20: Fuel Cap, Post-Test

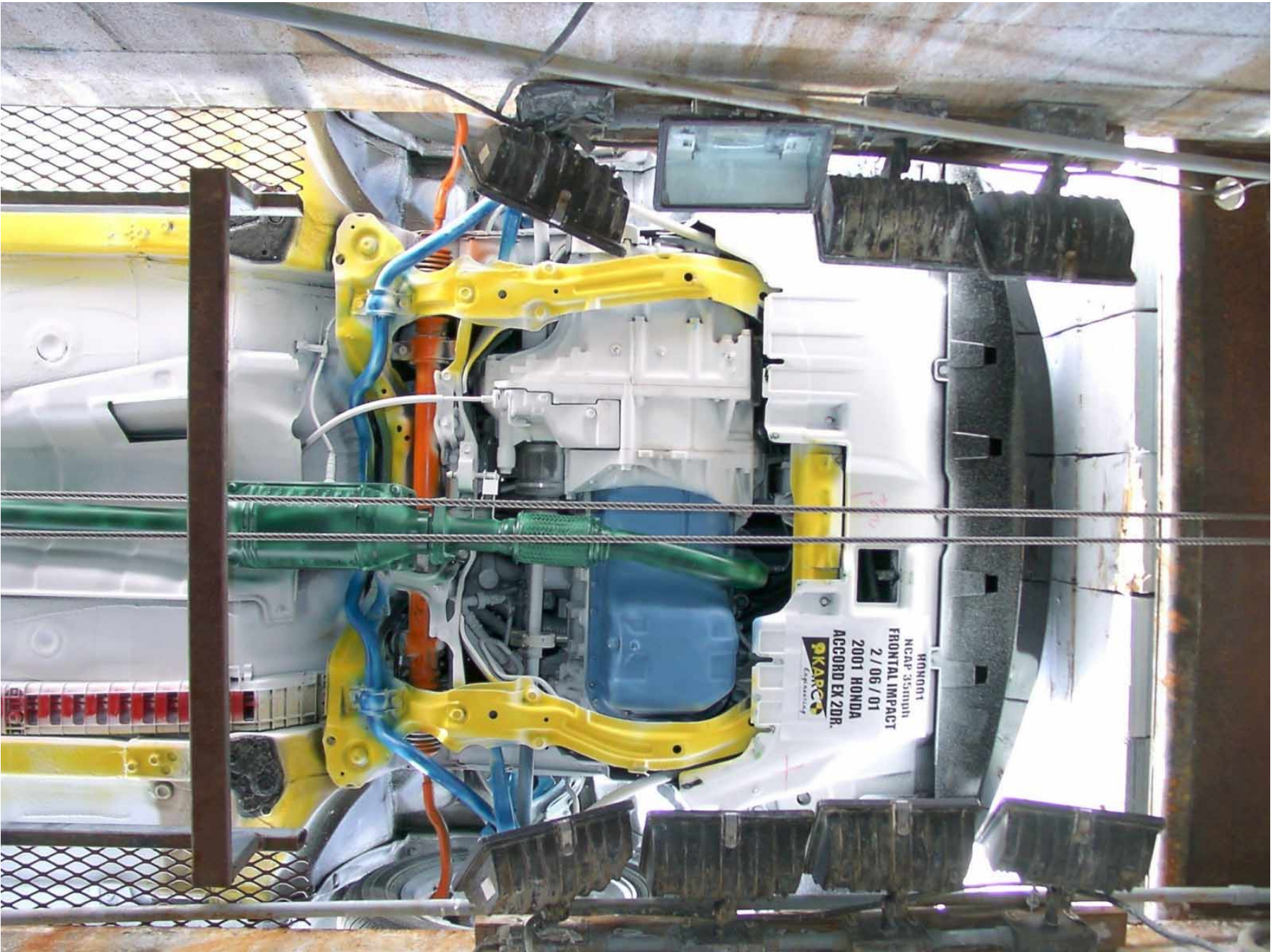


Figure A-21: Front Underside, Pre-Test

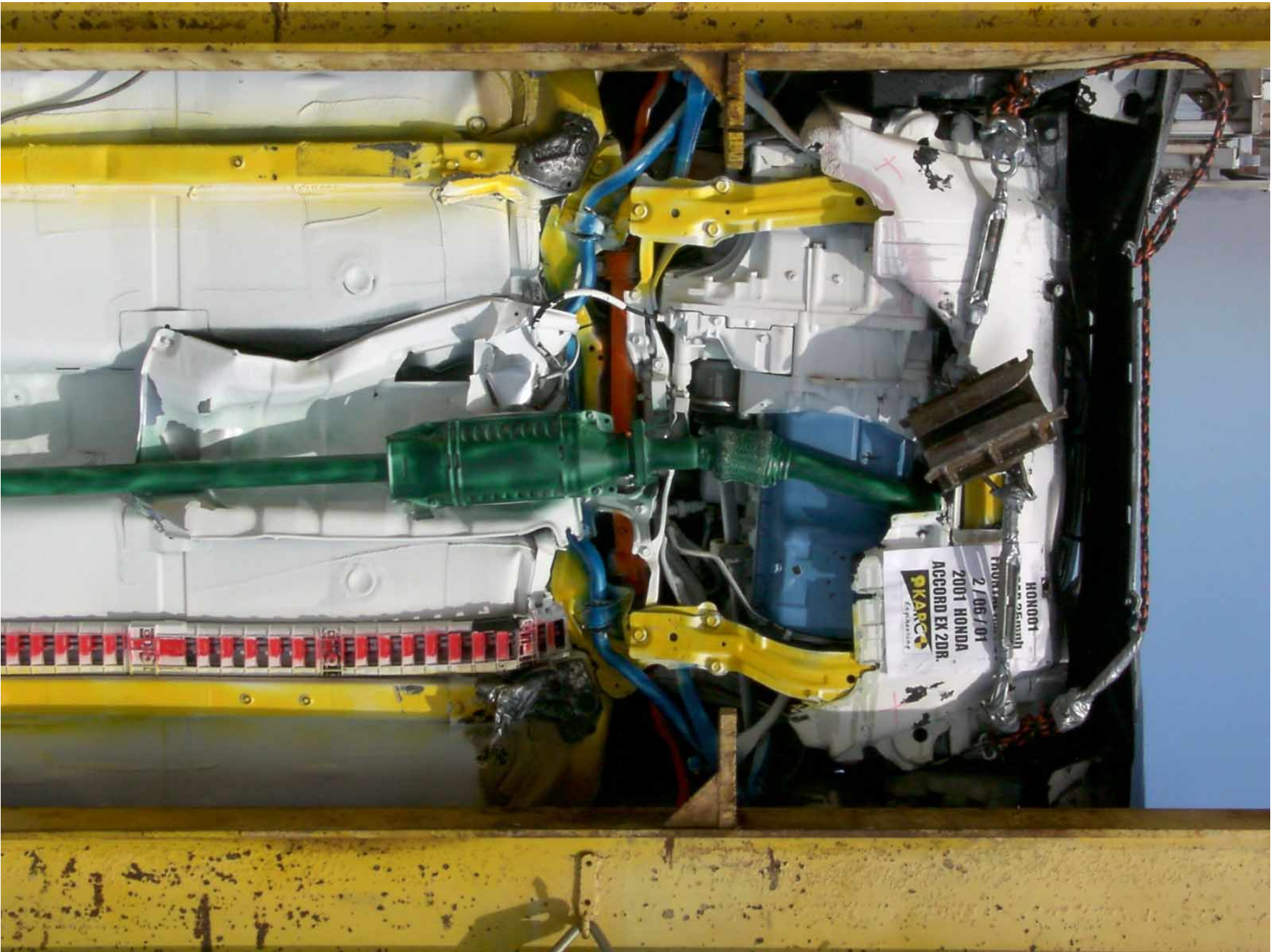


Figure A-22: Front Underside, Post-Test

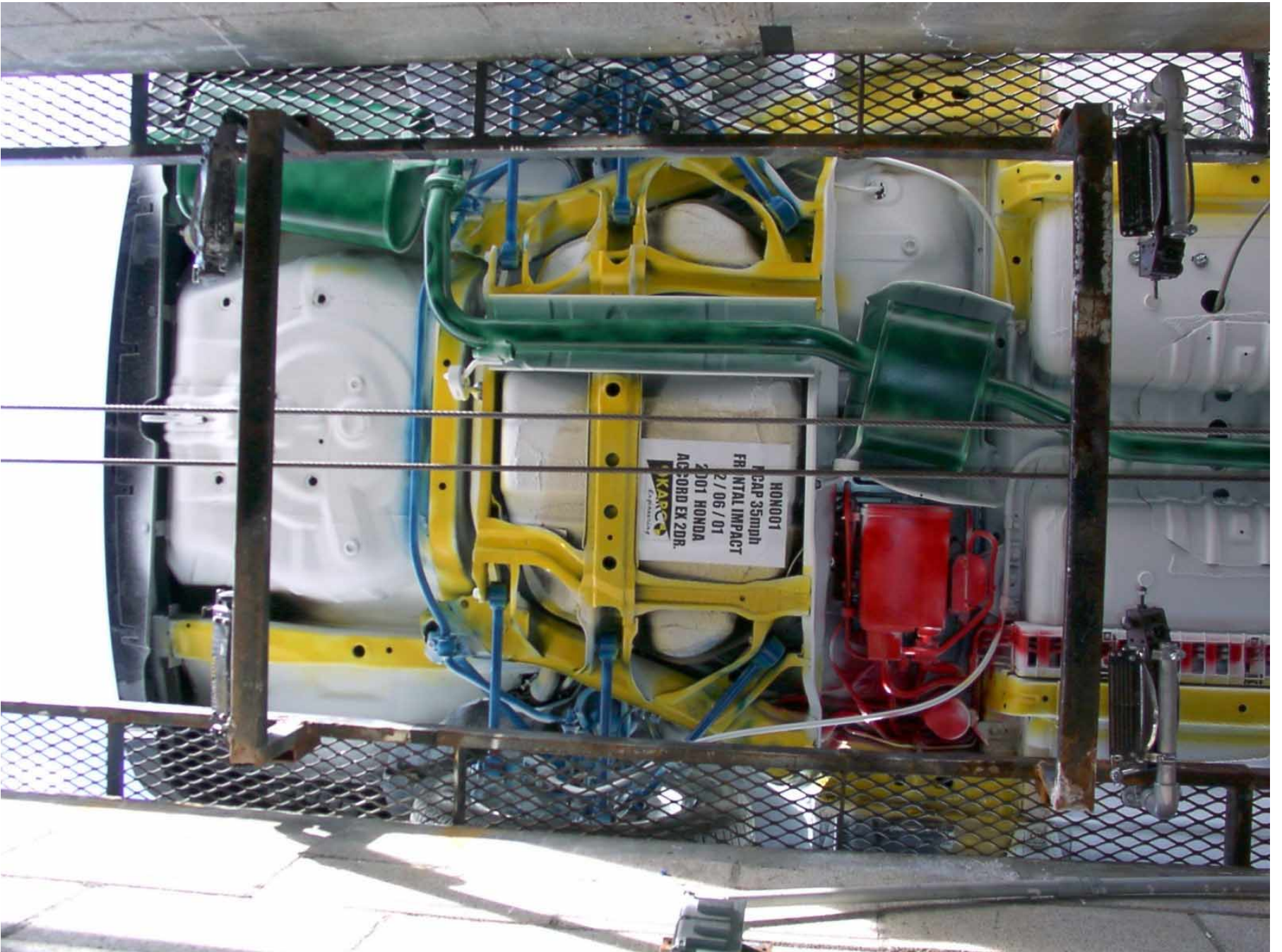


Figure A-23: Rear Underside, Pre-Test

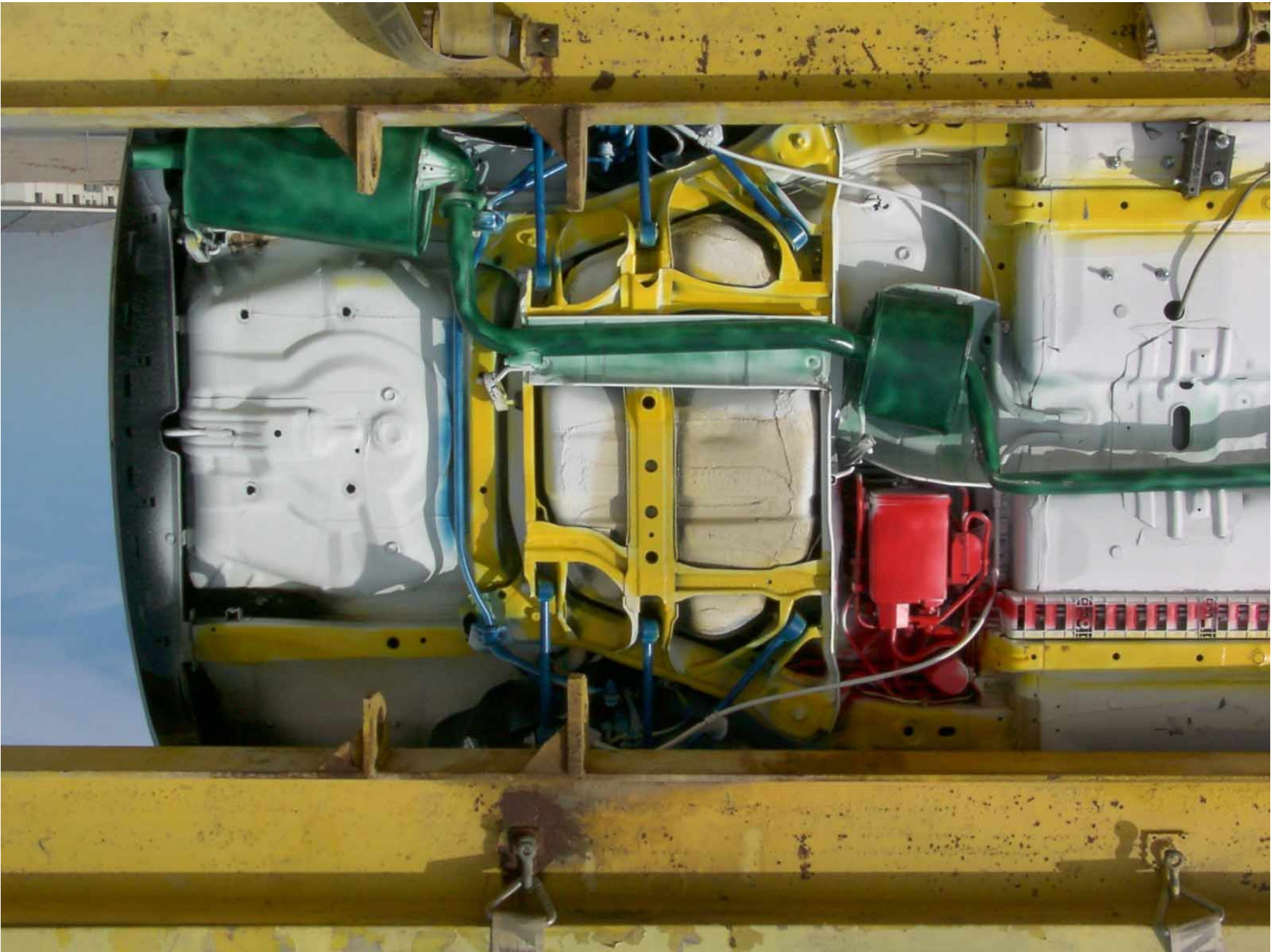


Figure A-24: Rear Underside, Post-Test



Figure A-25: Driver Dummy Front View, Pre-Test



Figure A-26: Driver Dummy Front View, Post-Test



Figure A-27: Driver Dummy Through Window, Pre-Test



Figure A-28: Driver Dummy Through Window, Post-Test



Figure A-29: Driver Dummy Door Open, Pre-Test



Figure A-30: Driver Dummy Door Open, Post-Test

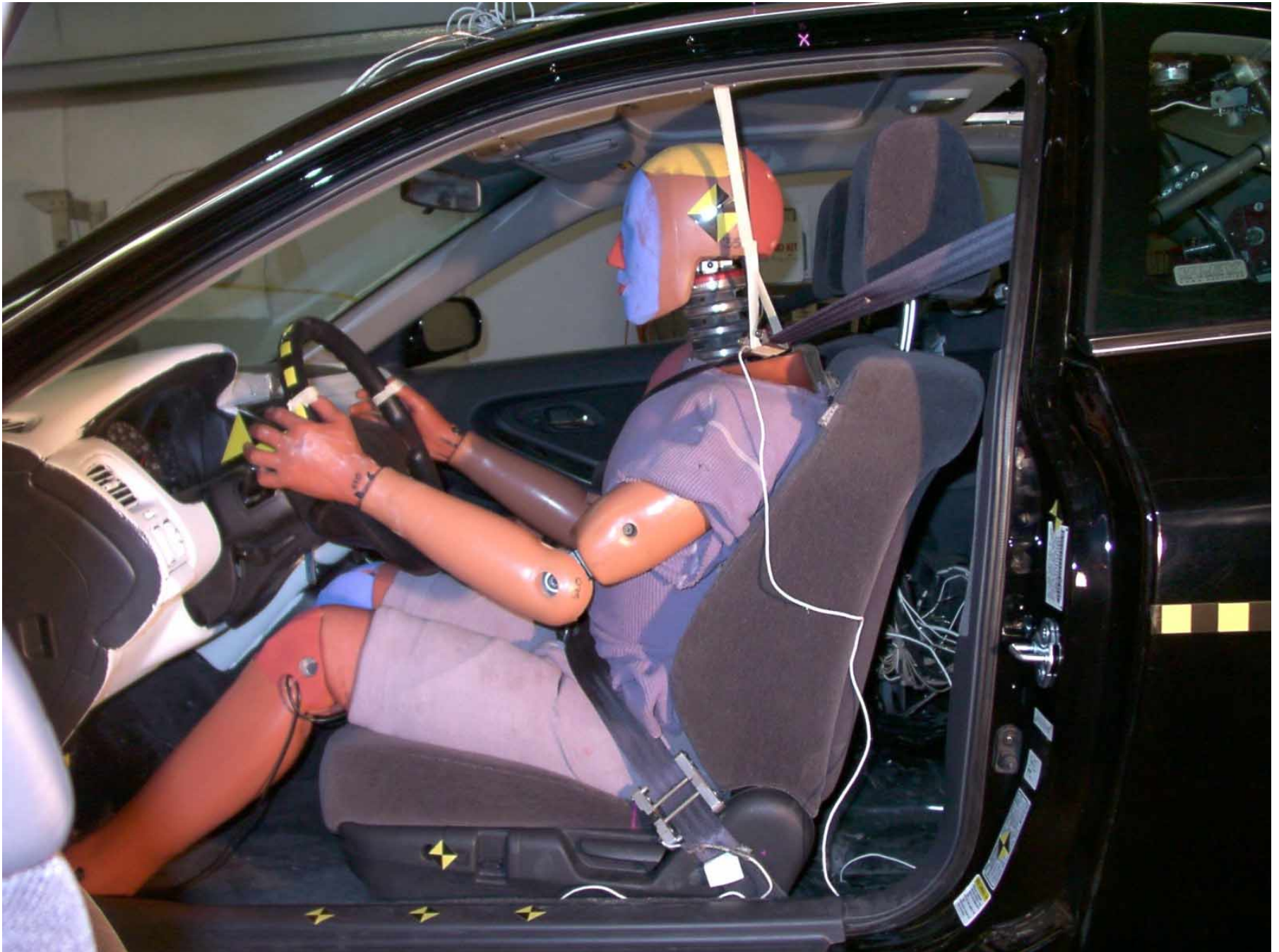


Figure A-31: Driver Dummy 90° To Vehicle, Pre-Test



Figure A-32: Driver Dummy 90° To Vehicle, Post-Test



Figure A-33: Driver Dummy Feet, Pre-Test



Figure A-34: Driver Dummy Feet and Knee Contact, Post-Test



Figure A-35: Driver Side Knee Bolster, Pre-Test



Figure A-36: Driver Side Knee Bolster, Post-Test



Figure A-37: Driver Side Floor Pan, Pre-Test



Figure A-38: Driver Side Floor Pan, Post-Test



Figure A-39: Driver Dummy Head, Post-Test

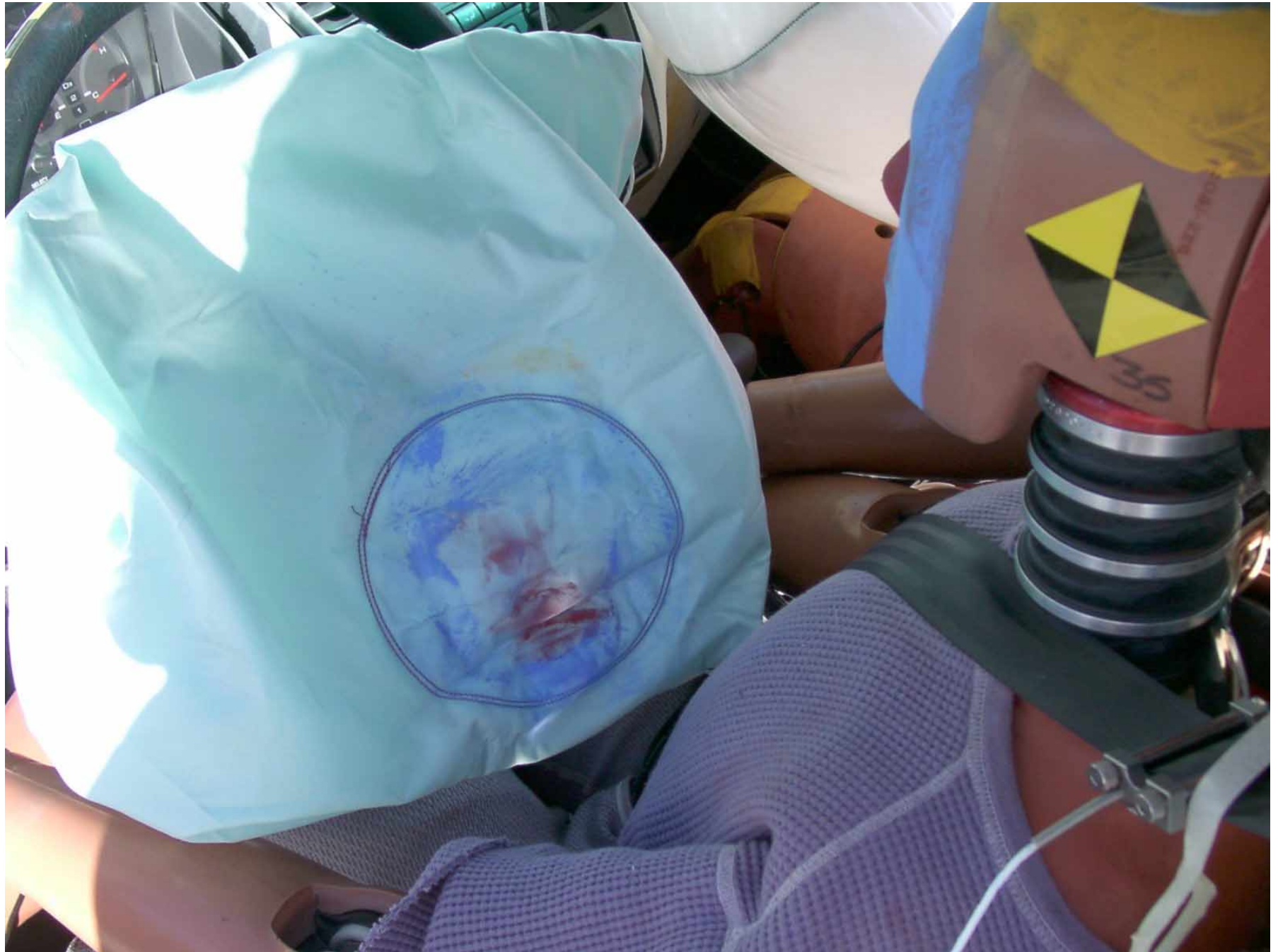


Figure A-40: Driver Dummy Contact, Post-Test

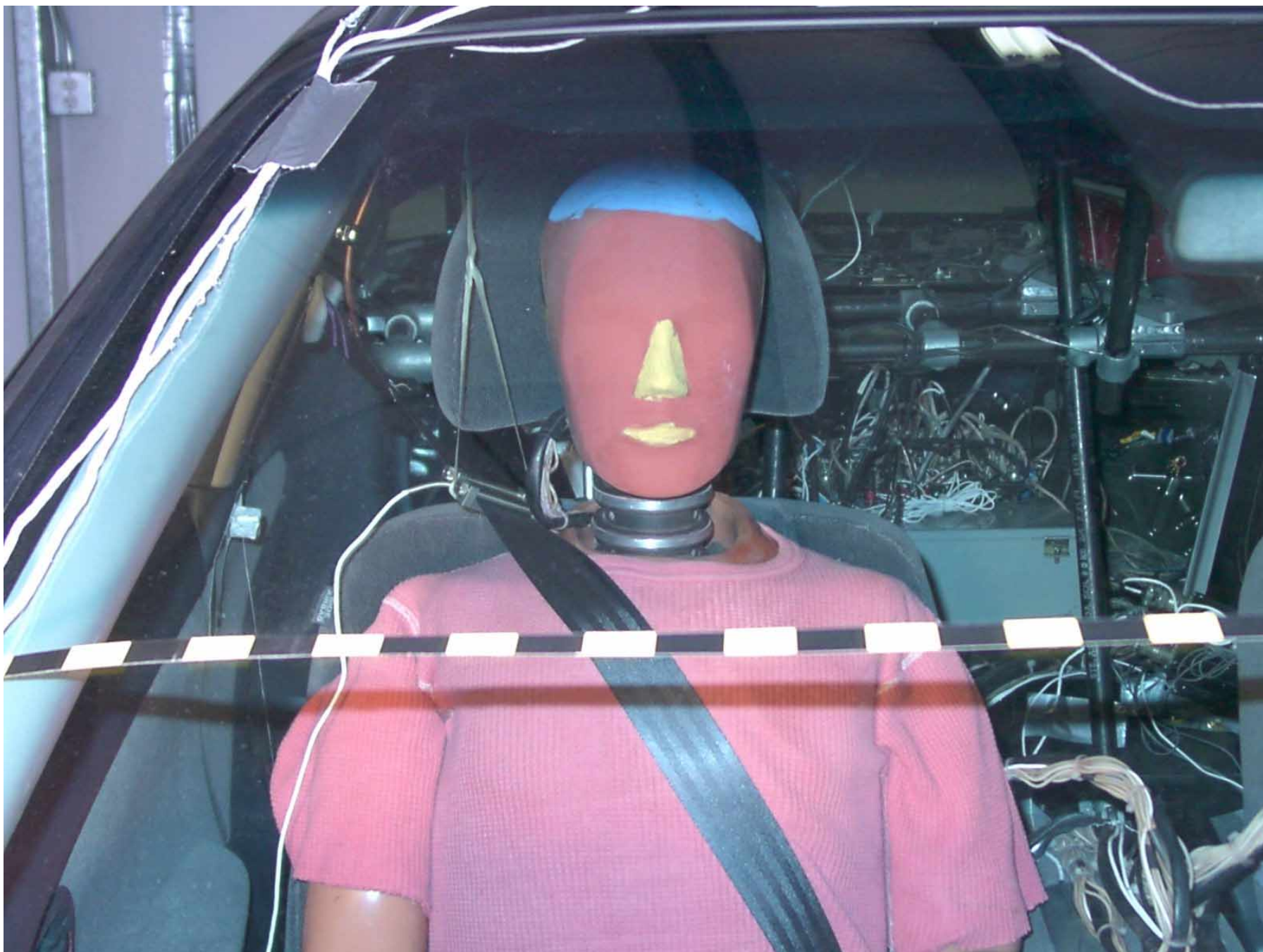


Figure A-41: Passenger Dummy Front View, Pre-Test



Figure A-42: Passenger Dummy Front View, Post-Test



Figure A-43: Passenger Dummy Through Window, Pre-Test



Figure A-44: Passenger Dummy Through Window, Post-Test



Figure A-45: Passenger Dummy Door Open, Pre-Test



Figure A-46: Passenger Dummy Door Open, Post-Test



Figure A-47: Passenger Dummy 90° To Vehicle, Pre-Test



Figure A-48: Passenger Dummy 90° To Vehicle, Post-Test



Figure A-49: Passenger Dummy Feet, Pre-Test



Figure A-50: Passenger Dummy Feet and Knee Contact, Post-Test



Figure A-51: Passenger Side Floor Pan, Pre-Test



Figure A-52: Passenger Side Floor Pan, Post-Test



Figure A-53: Passenger Side Knee Bolster, Pre-Test



Figure A-54: Passenger Side Knee Bolster, Post-Test



Figure A-55: Passenger Head, Post-Test



Figure A-56: Passenger Dummy Contact, Post-Test



Figure A-57: Vehicle on Rollover Device



Figure A-58: Vehicle During Impact

APPENDIX B

DUMMY AND VEHICLE RESPONSE DATA TRACES

LIST OF DATA PLOTS

Data Plot		Page
B-1	Driver Head Primary X	B-1
B-2	Driver Head Primary X Velocity	B-2
B-3	Driver Head Primary X Displacement	B-3
B-4	Driver Head Primary Y	B-4
B-5	Driver Head Primary Z	B-5
B-6	Driver Head Resultant Primary	B-6
B-7	Driver Head Redundant X	B-7
B-8	Driver Head Redundant X Velocity	B-8
B-9	Driver Head Redundant X Displacement	B-9
B-10	Driver Head Redundant Y	B-10
B-11	Driver Head Redundant Z	B-11
B-12	Driver Head Resultant Redundant	B-12
B-13	Driver Neck Force X	B-13
B-14	Driver Neck Force Y	B-14
B-15	Driver Neck Force Z	B-15
B-16	Driver Neck Force Resultant	B-16
B-17	Driver Neck Moment X	B-17
B-18	Driver Neck Moment Y	B-18
B-19	Driver Neck Moment Z	B-19
B-20	Driver Neck Moment Resultant	B-20
B-21	Driver Chest Primary X	B-21
B-22	Driver Chest Primary X Velocity	B-22
B-23	Driver Chest Primary X Displacement	B-23
B-24	Driver Chest Primary Y	B-24
B-25	Driver Chest Primary Z	B-25
B-26	Driver Chest Primary Resultant	B-26
B-27	Driver Chest Redundant X	B-27
B-28	Driver Chest Redundant X Velocity	B-28
B-29	Driver Chest Redundant X Displacement	B-29
B-30	Driver Chest Redundant Y	B-30
B-31	Driver Chest Redundant Z	B-31
B-32	Driver Chest Redundant Resultant	B-32
B-33	Driver Chest Displacement X	B-33

LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-34 Driver Pelvis X	B-34
B-35 Driver Pelvis X Velocity	B-35
B-36 Driver Pelvis X Displacement	B-36
B-37 Driver Pelvis Y	B-37
B-38 Driver Pelvis Z	B-38
B-39 Driver Pelvis Resultant	B-39
B-40 Driver Left Femur Force	B-40
B-41 Driver Right Femur Force	B-41
B-42 Driver Left Upper Tibia Moment X	B-42
B-43 Driver Left Upper Tibia Moment Y	B-43
B-44 Driver Right Upper Tibia Moment X	B-44
B-45 Driver Right Upper Tibia Moment Y	B-45
B-46 Driver Left Lower Tibia Moment X	B-46
B-47 Driver Left Lower Tibia Moment Y	B-47
B-48 Driver Left Lower Tibia Force Z	B-48
B-49 Driver Right Lower Tibia Moment X	B-49
B-50 Driver Right Lower Tibia Moment Y	B-50
B-51 Driver Right Lower Tibia Force Z	B-51
B-52 Driver Left Foot Aft X	B-52
B-53 Driver Left Foot Aft Z	B-53
B-54 Driver Left Foot Fore Z	B-54
B-55 Driver Right Foot Aft X	B-55
B-56 Driver Right Foot Aft Z	B-56
B-57 Driver Right Foot Fore Z	B-57
B-58 Driver Lap Belt Force	B-58
B-59 Driver Shoulder Belt Force	B-59
B-60 Driver Shoulder Belt Pullout	B-60
B-61 Driver Shoulder Belt Elongation	B-61

LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-62 Passenger Head Primary X	B-62
B-63 Passenger Head Primary X Velocity	B-63
B-64 Passenger Head Primary X Displacement	B-64
B-65 Passenger Head Primary Y	B-65
B-66 Passenger Head Primary Z	B-66
B-67 Passenger Head Resultant Primary	B-67
B-68 Passenger Head Redundant X	B-68
B-69 Passenger Head Redundant X Velocity	B-69
B-70 Passenger Head Redundant X Displacement	B-70
B-71 Passenger Head Redundant Y	B-71
B-72 Passenger Head Redundant Z	B-72
B-73 Passenger Head Resultant Redundant	B-73
B-74 Passenger Neck Force X	B-74
B-75 Passenger Neck Force Y	B-75
B-76 Passenger Neck Force Z	B-76
B-77 Passenger Neck Force Resultant	B-77
B-78 Passenger Neck Moment X	B-78
B-79 Passenger Neck Moment Y	B-79
B-80 Passenger Neck Moment Z	B-80
B-81 Passenger Neck Moment Resultant	B-81
B-82 Passenger Chest Primary X	B-82
B-83 Passenger Chest Primary X Velocity	B-83
B-84 Passenger Chest Primary X Displacement	B-84
B-85 Passenger Chest Primary Y	B-85
B-86 Passenger Chest Primary Z	B-86
B-87 Passenger Chest Primary Resultant	B-87
B-88 Passenger Chest Redundant X	B-88
B-89 Passenger Chest Redundant X Velocity	B-89
B-90 Passenger Chest Redundant X Displacement	B-90
B-91 Passenger Chest Redundant Y	B-91
B-92 Passenger Chest Redundant Z	B-92
B-93 Passenger Chest Redundant Resultant	B-93
B-94 Passenger Chest Displacement X	B-94

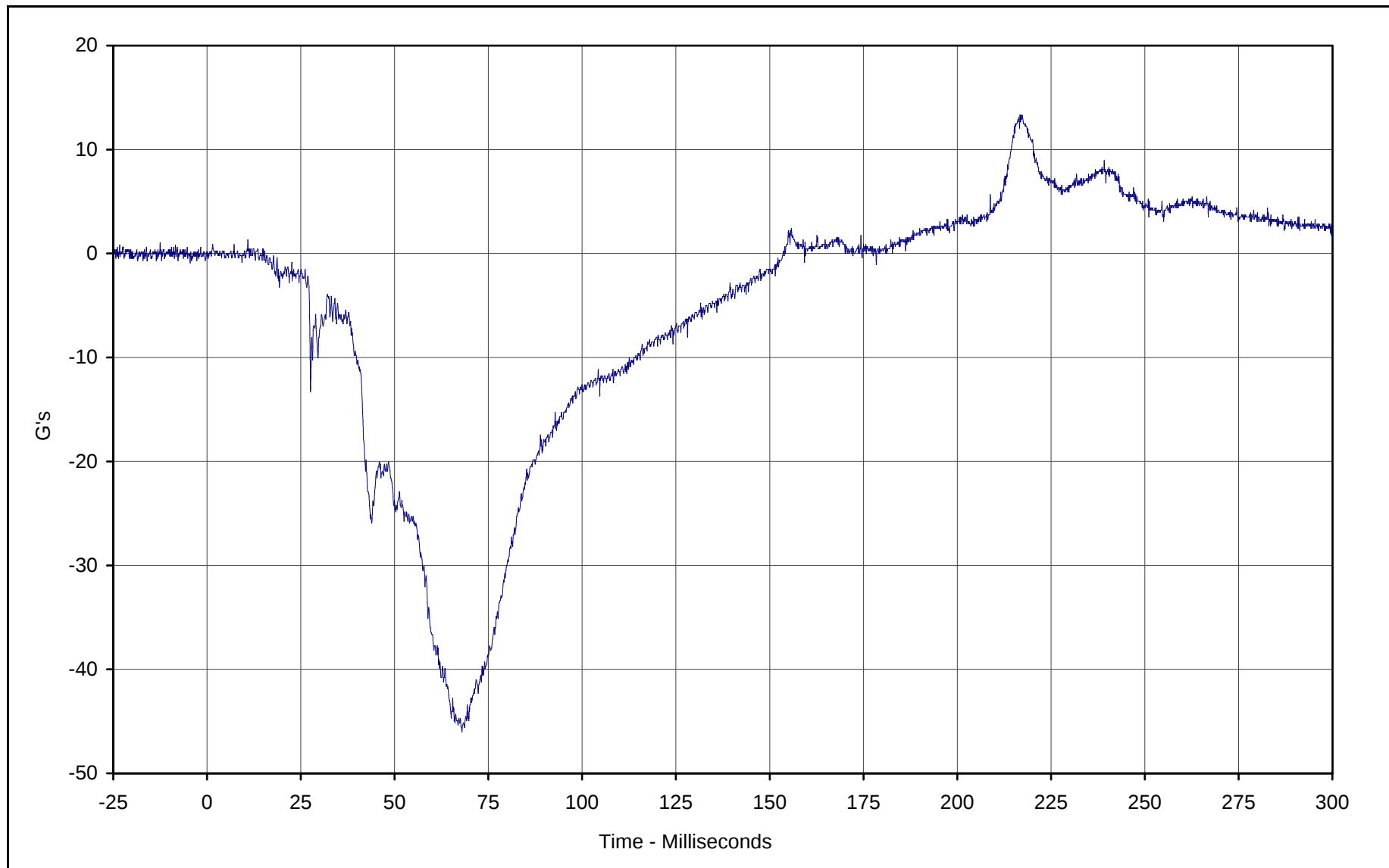
LIST OF DATA PLOTS...(Continued)

Data Plot	Page
B-95 Passenger Pelvis X	B-95
B-96 Passenger Pelvis X Velocity	B-96
B-97 Passenger Pelvis X Displacement	B-97
B-98 Passenger Pelvis Y	B-98
B-99 Passenger Pelvis Z	B-99
B-100 Passenger Pelvis Resultant	B-100
B-101 Passenger Left Femur Force	B-101
B-102 Passenger Right Femur Force	B-102
B-103 Passenger Left Upper Tibia Moment X	B-103
B-104 Passenger Left Upper Tibia Moment Y	B-104
B-105 Passenger Right Upper Tibia Moment X	B-105
B-106 Passenger Right Upper Tibia Moment Y	B-106
B-107 Passenger Left Lower Tibia Moment X	B-107
B-108 Passenger Left Lower Tibia Moment Y	B-108
B-109 Passenger Left Lower Tibia Force Z	B-109
B-110 Passenger Right Lower Tibia Moment X	B-110
B-111 Passenger Right Lower Tibia Moment Y	B-111
B-112 Passenger Right Lower Tibia Force Z	B-112
B-113 Passenger Left Foot Aft X	B-113
B-114 Passenger Left Foot Aft Z	B-114
B-115 Passenger Left Foot Fore Z	B-115
B-116 Passenger Right Foot Aft X	B-116
B-117 Passenger Right Foot Aft Z	B-117
B-118 Passenger Right Foot Fore Z	B-118
B-119 Passenger Lap Belt Force	B-119
B-120 Passenger Shoulder Belt Force	B-120
B-121 Passenger Shoulder Belt Pullout	B-121
B-122 Passenger Shoulder Belt Elongation	B-122

LIST OF DATA PLOTS...(Continued)

Data Plot		Page
B-123	Vehicle Left Rear Primary	B-123
B-124	Vehicle Left Rear Primary Velocity	B-124
B-125	Vehicle Left Rear Primary Displacement	B-125
B-126	Vehicle Right Rear Primary	B-126
B-127	Vehicle Right Rear Primary Velocity	B-127
B-128	Vehicle Right Rear Primary Displacement	B-128
B-129	Vehicle Engine Top	B-129
B-130	Vehicle Engine Top Velocity	B-130
B-131	Vehicle Engine Top Displacement	B-131
B-132	Vehicle Engine Bottom	B-132
B-133	Vehicle Engine Bottom Velocity	B-133
B-134	Vehicle Engine Bottom Displacement	B-134
B-135	Vehicle Left Brake Caliper	B-135
B-136	Vehicle Left Brake Caliper Velocity	B-136
B-137	Vehicle Left Brake Caliper Displacement	B-137
B-138	Vehicle Right Brake Caliper	B-138
B-139	Vehicle Right Brake Caliper Velocity	B-139
B-140	Vehicle Right Brake Caliper Displacement	B-140
B-141	Vehicle Instrument Panel	B-141
B-142	Vehicle Instrument Panel Velocity	B-142
B-143	Vehicle Instrument Panel Displacement	B-143
B-144	Vehicle Left Rear Redundant	B-144
B-145	Vehicle Left Rear Redundant Velocity	B-145
B-146	Vehicle Left Rear Redundant Displacement	B-146

B-1



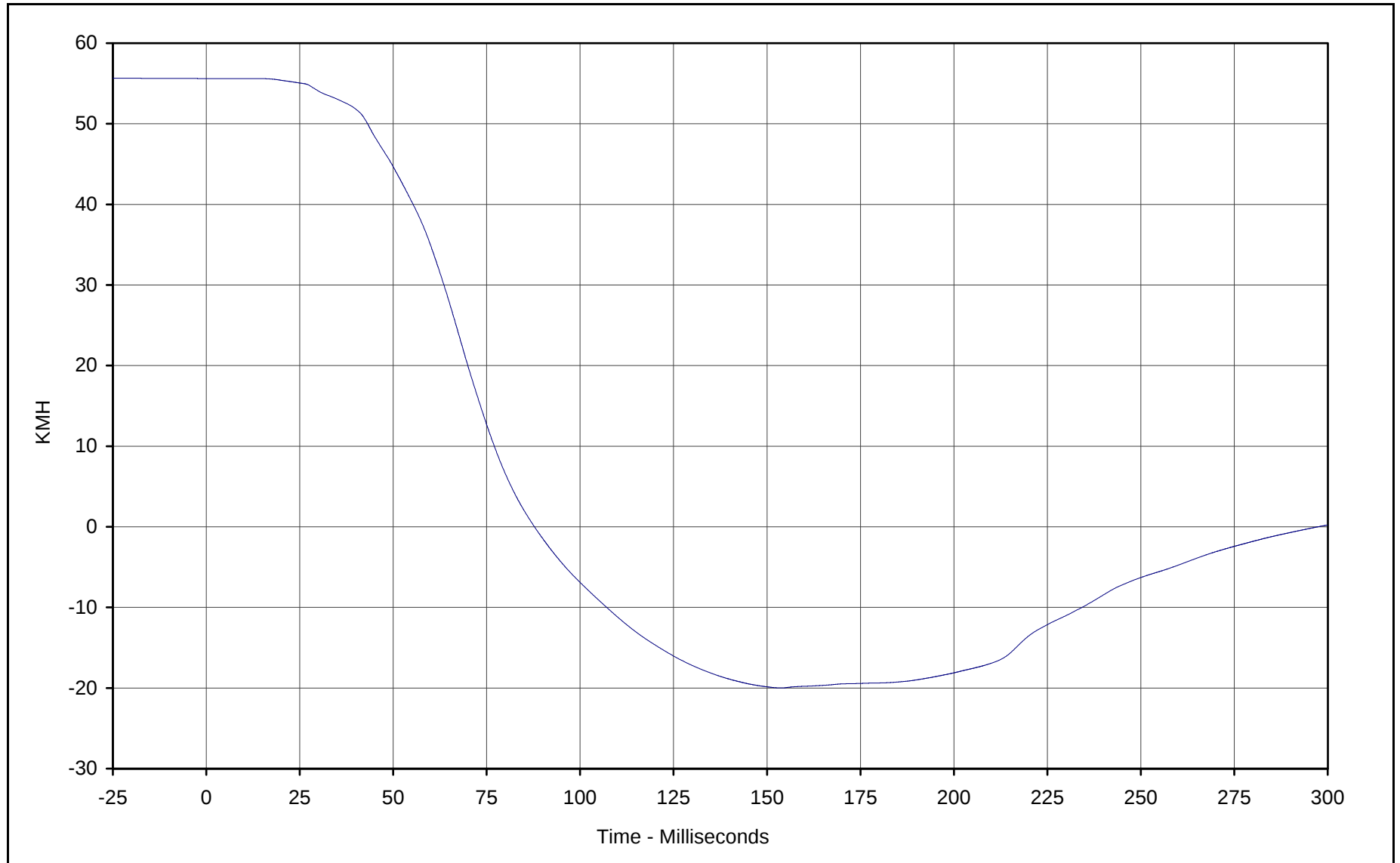
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Maximum Value: 13.3 at 216.7 Milliseconds
Minimum Value: -46.0 at 67.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-2

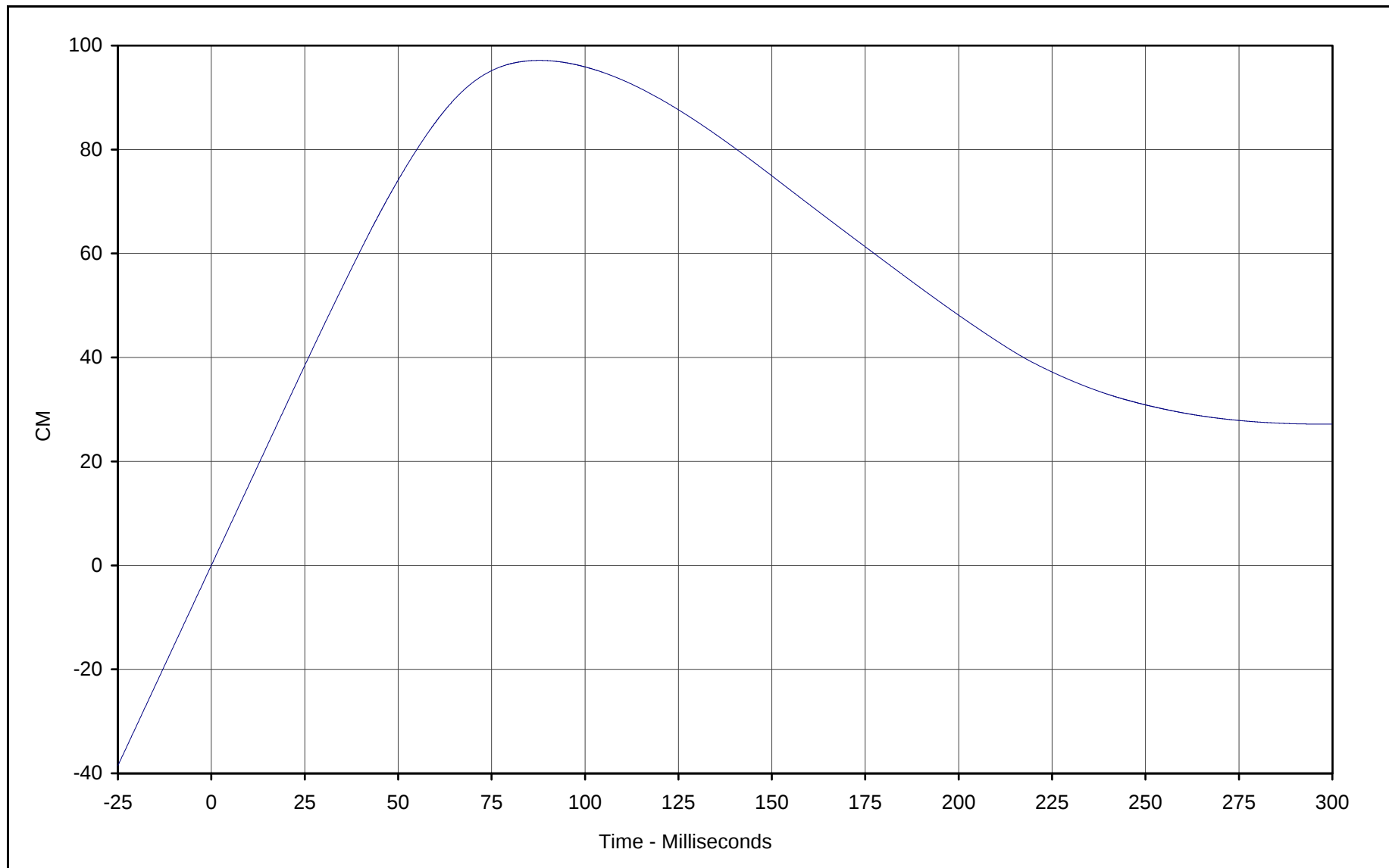


Curve Description: Driver Head Primary X Velocity
Maximum Value: 55.6 at 3.2 Milliseconds
Minimum Value: -20.0 at 153.7 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

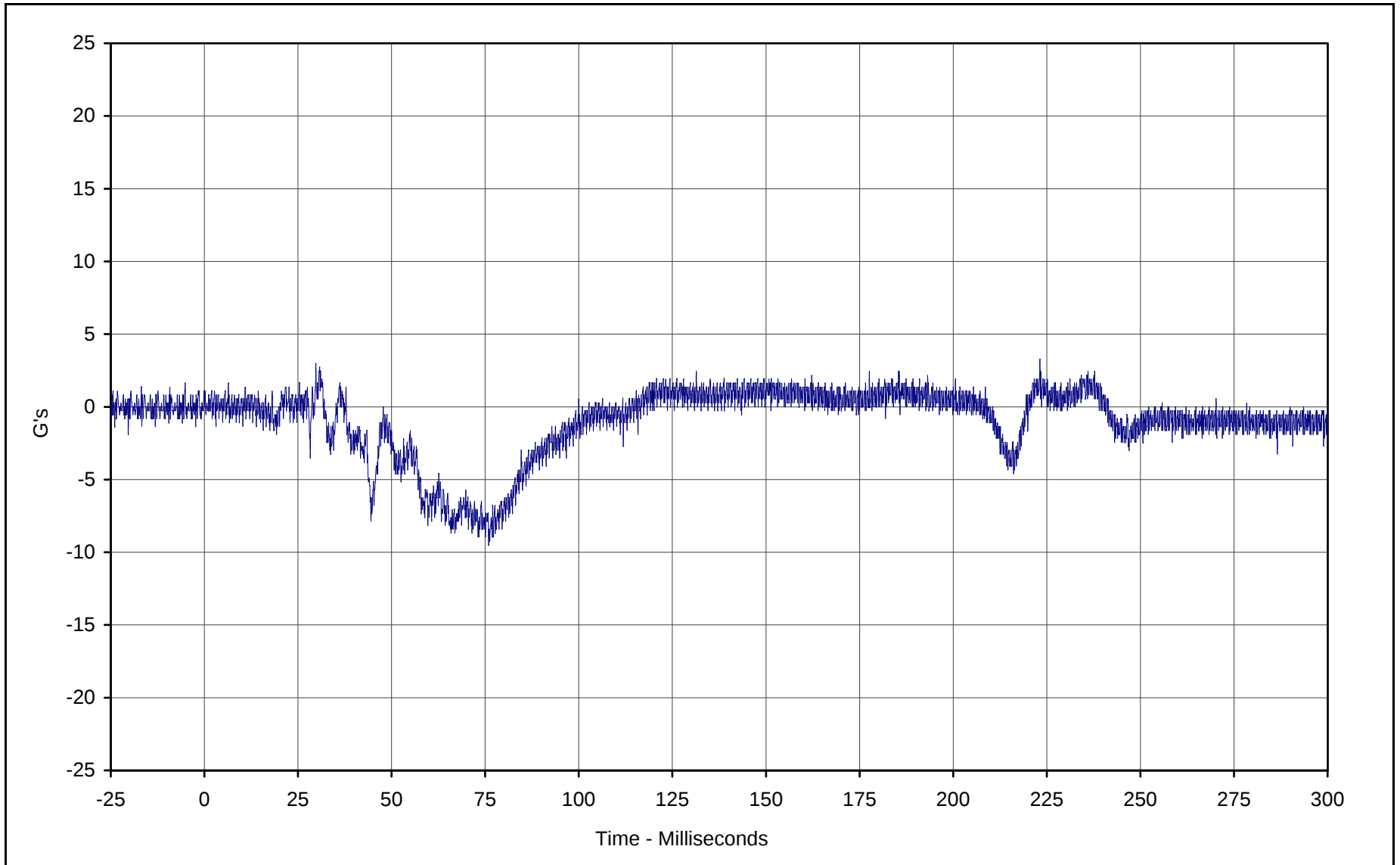


Curve Description: Driver Head Primary X Displ.
Maximum Value: 97.1 at 87.8 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-4

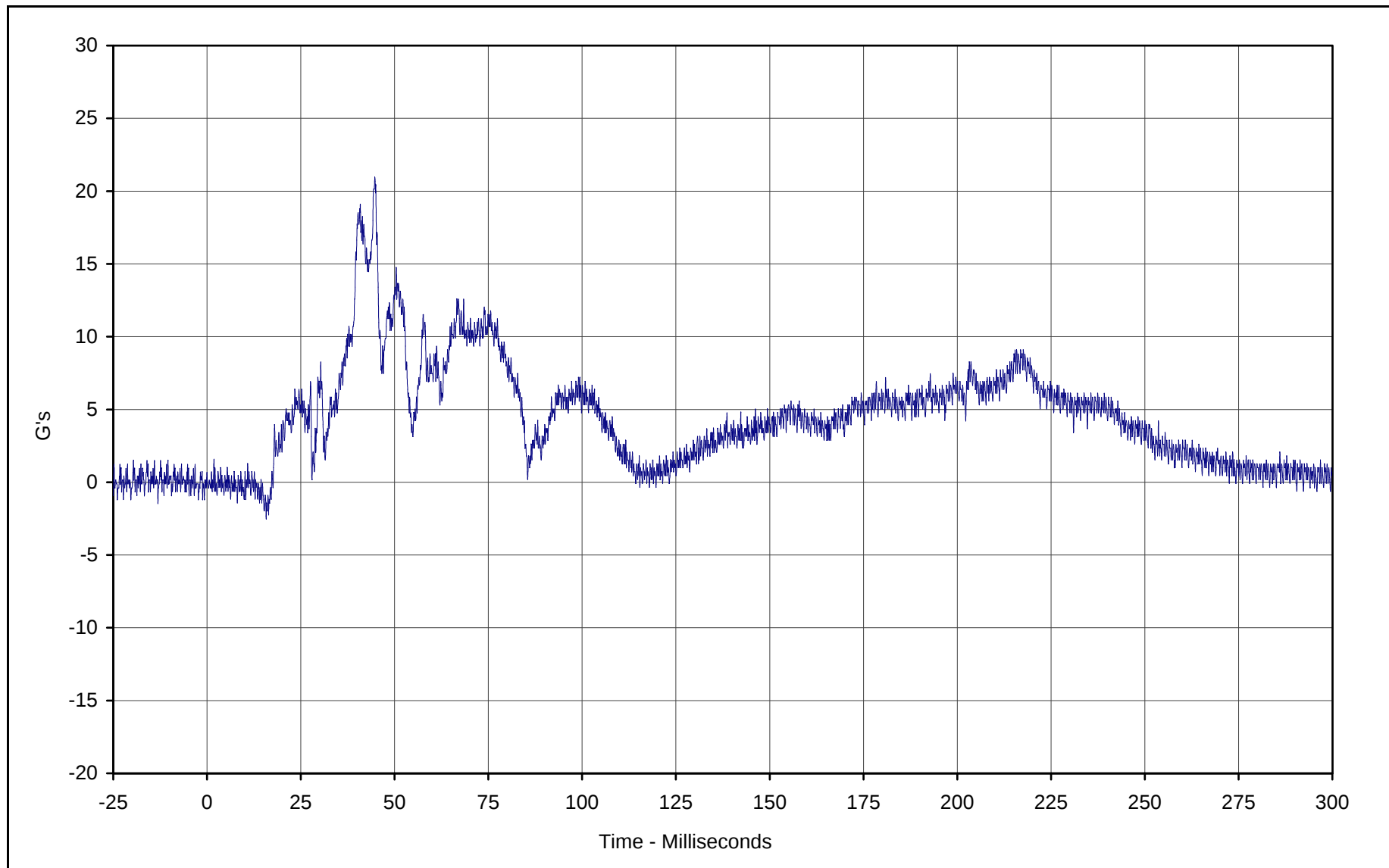


Curve Description: Driver Head Primary Y
Maximum Value: 3.3 at 223.2 Milliseconds
Minimum Value: -9.5 at 75.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-002

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



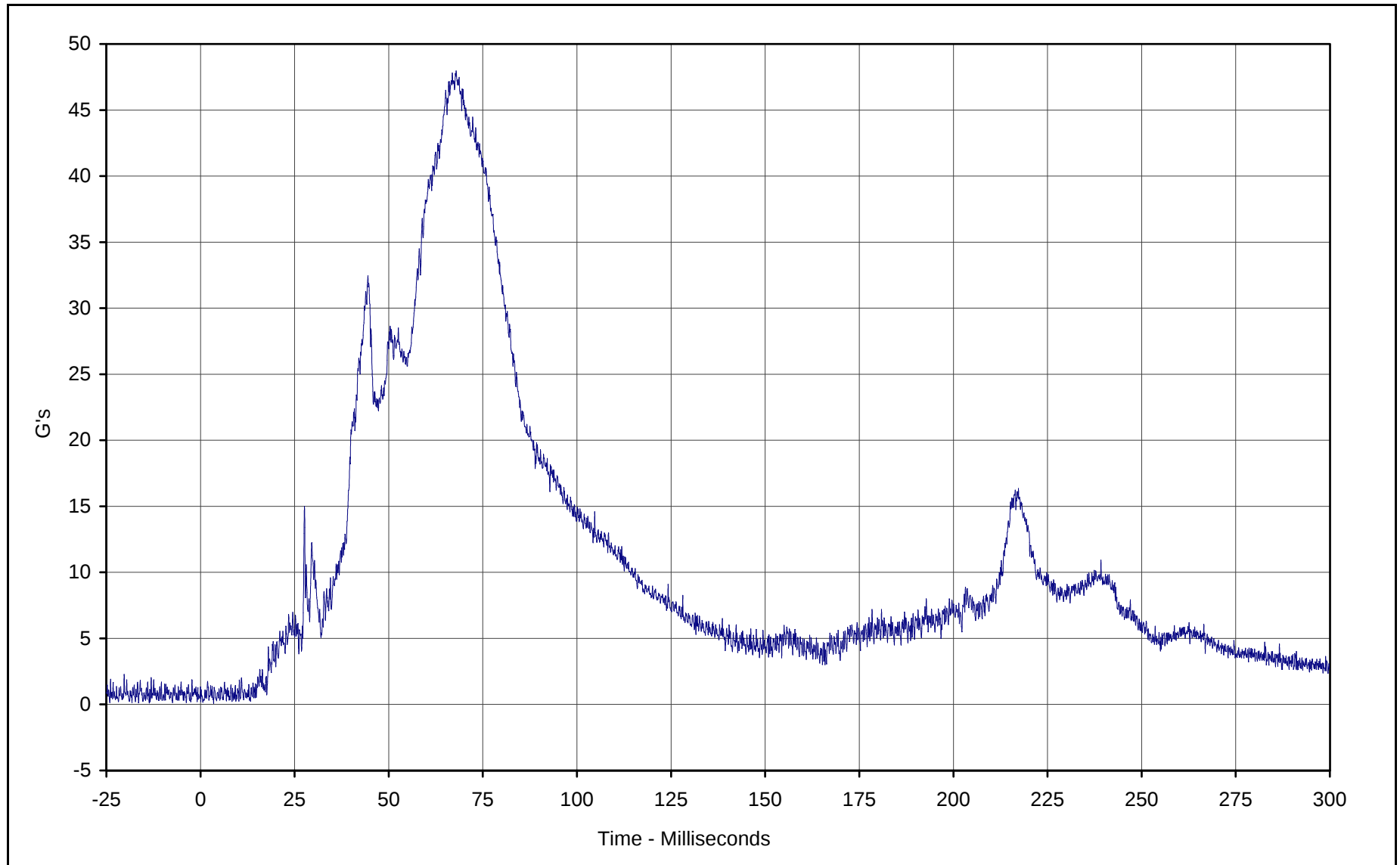
KAR21015-01



Curve Description: Driver Head Primary Z
Maximum Value: 21.0 at 44.7 Milliseconds
Minimum Value: -2.5 at 15.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-003

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

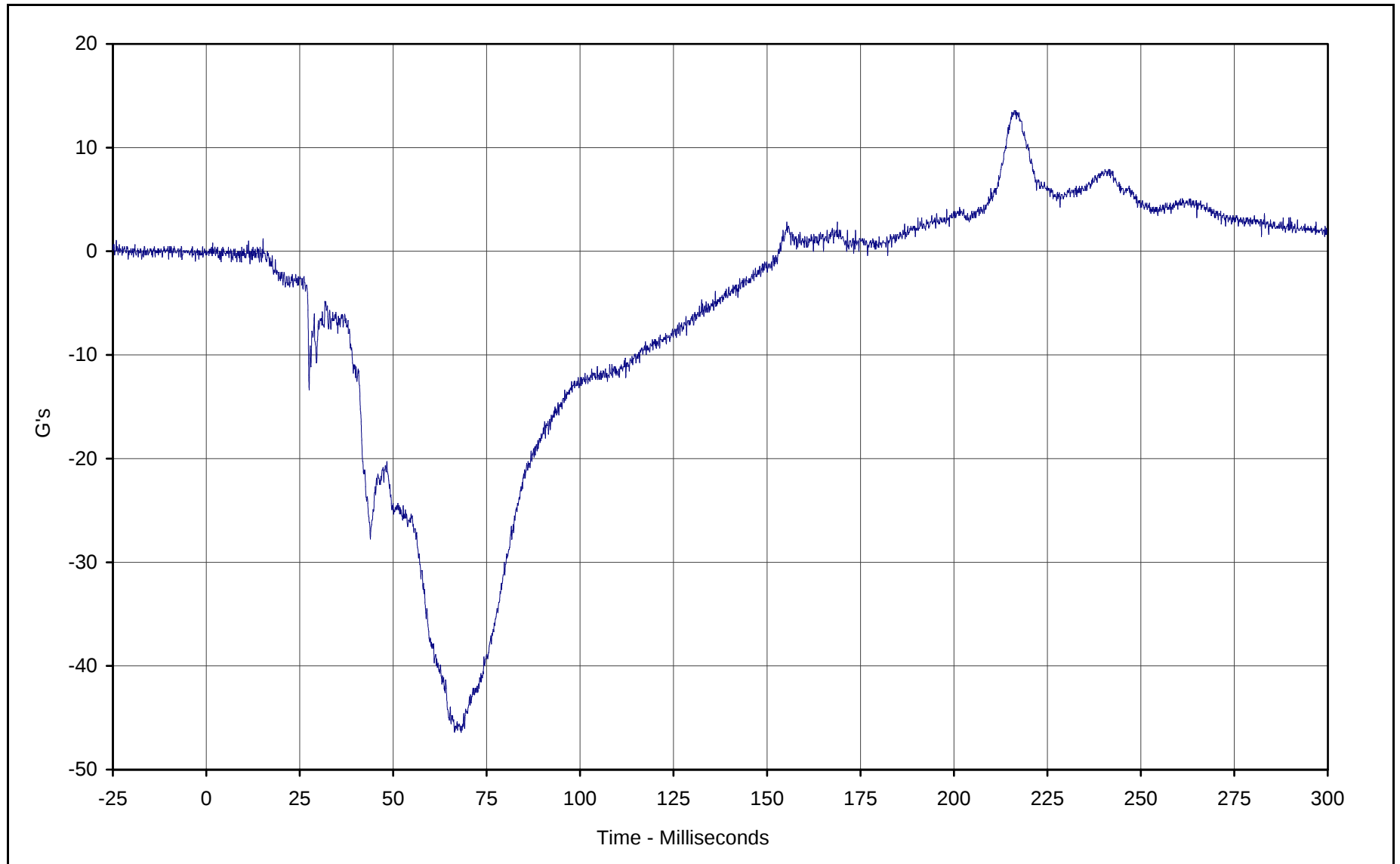




Curve Description: Driver Head Resultant Primary
Maximum Value: 48.0 at 67.9 Milliseconds
Minimum Value: 0.1 at 3.5 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



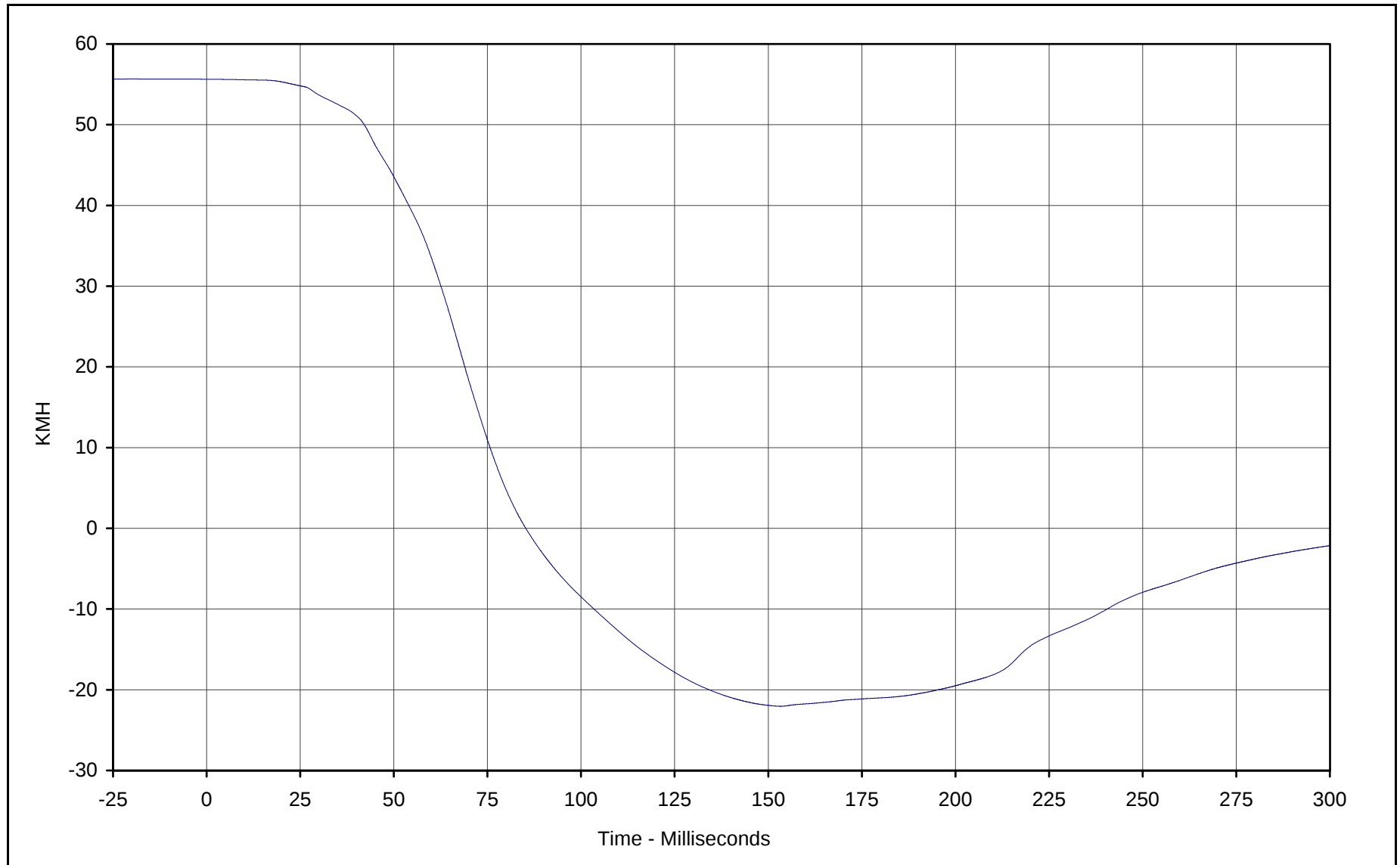


Curve Description: Driver Head Redundant X
Maximum Value: 13.6 at 216.1 Milliseconds
Minimum Value: -46.4 at 66.4 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-004

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-8

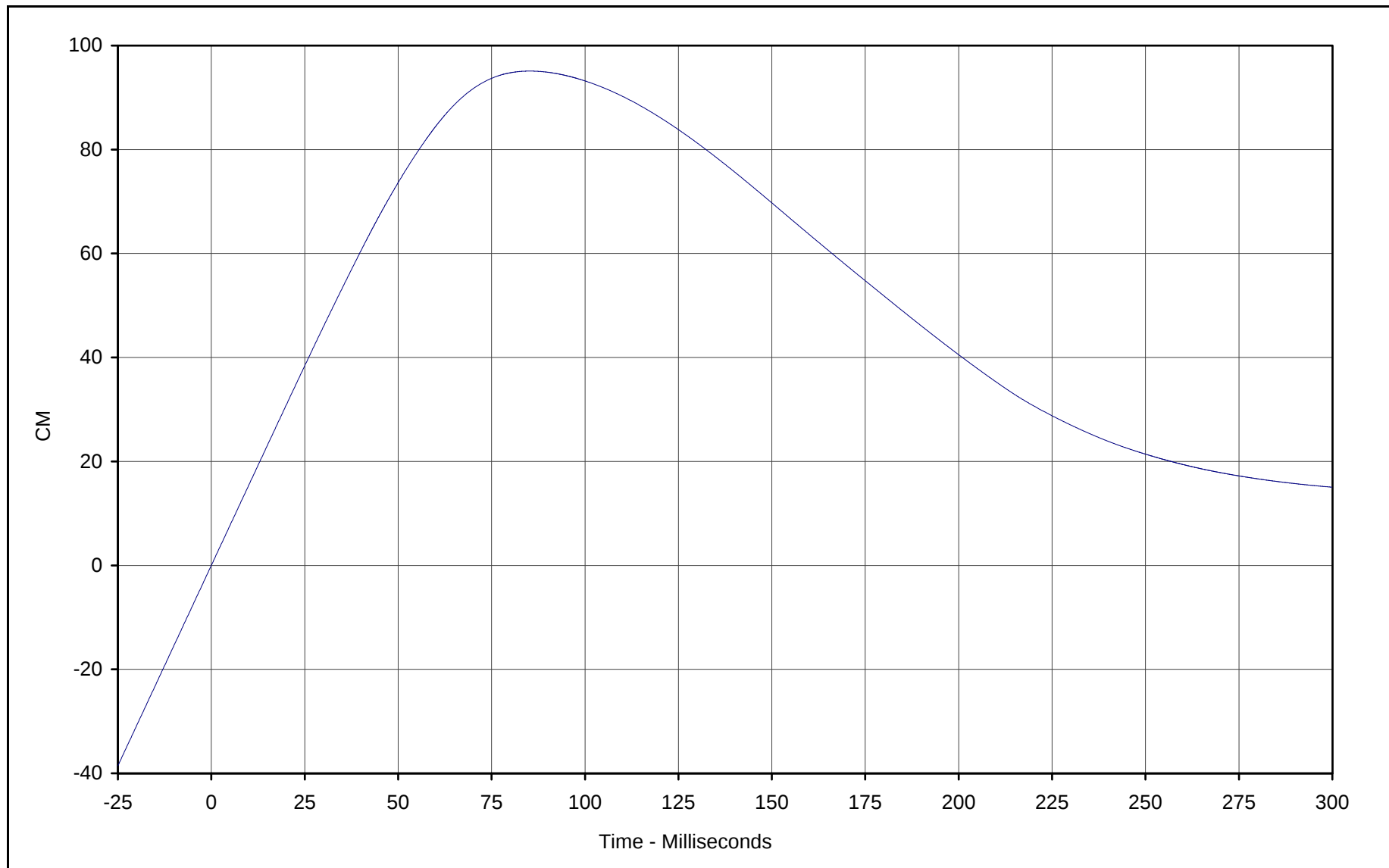


Curve Description: Driver Head Redundant X Velocity
Maximum Value: 55.6 at 0.0 Milliseconds
Minimum Value: -22.0 at 153.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-004

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

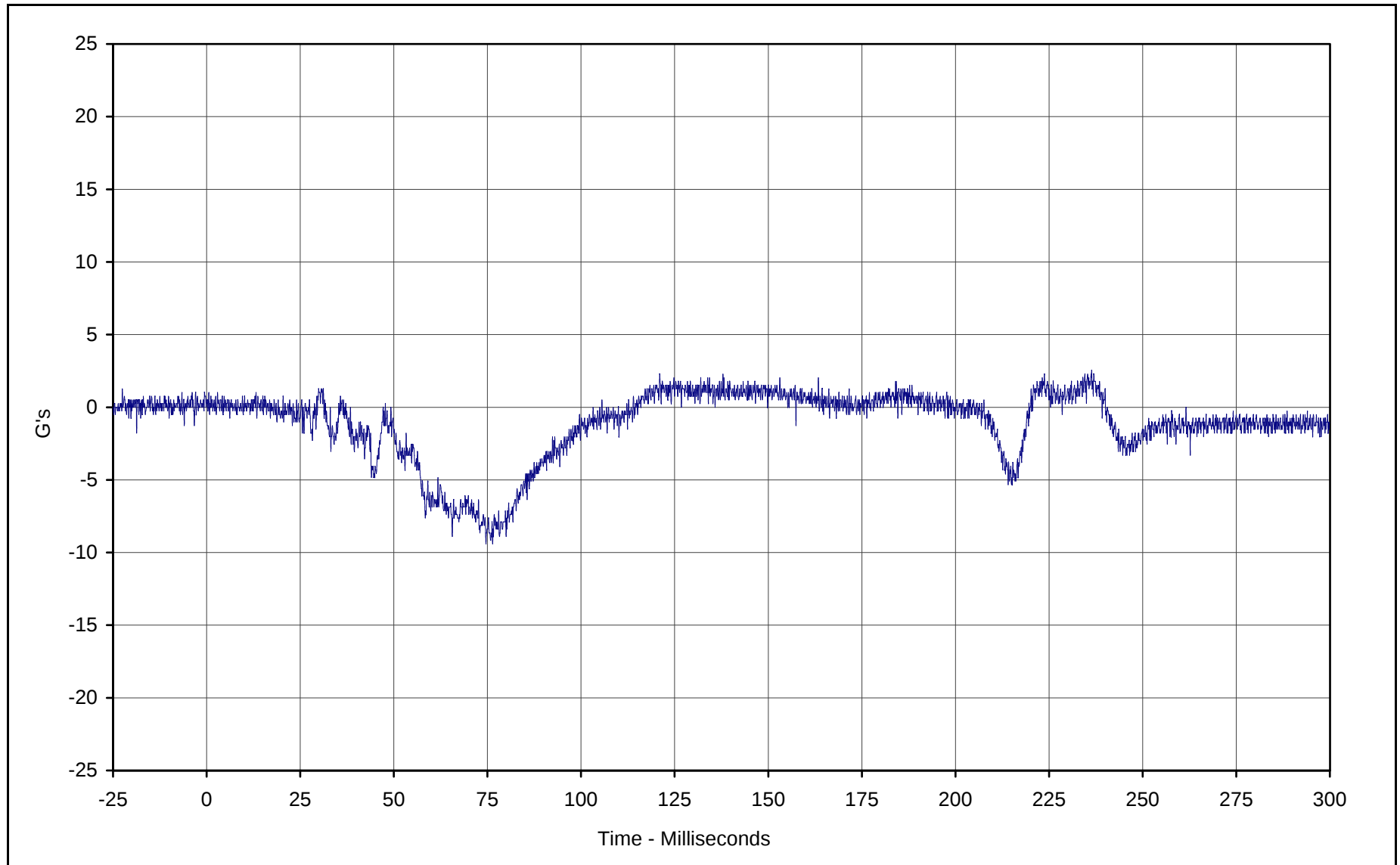


Curve Description: Driver Head Redundant X Displ.
Maximum Value: 95.1 at 85.2 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-004

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-10

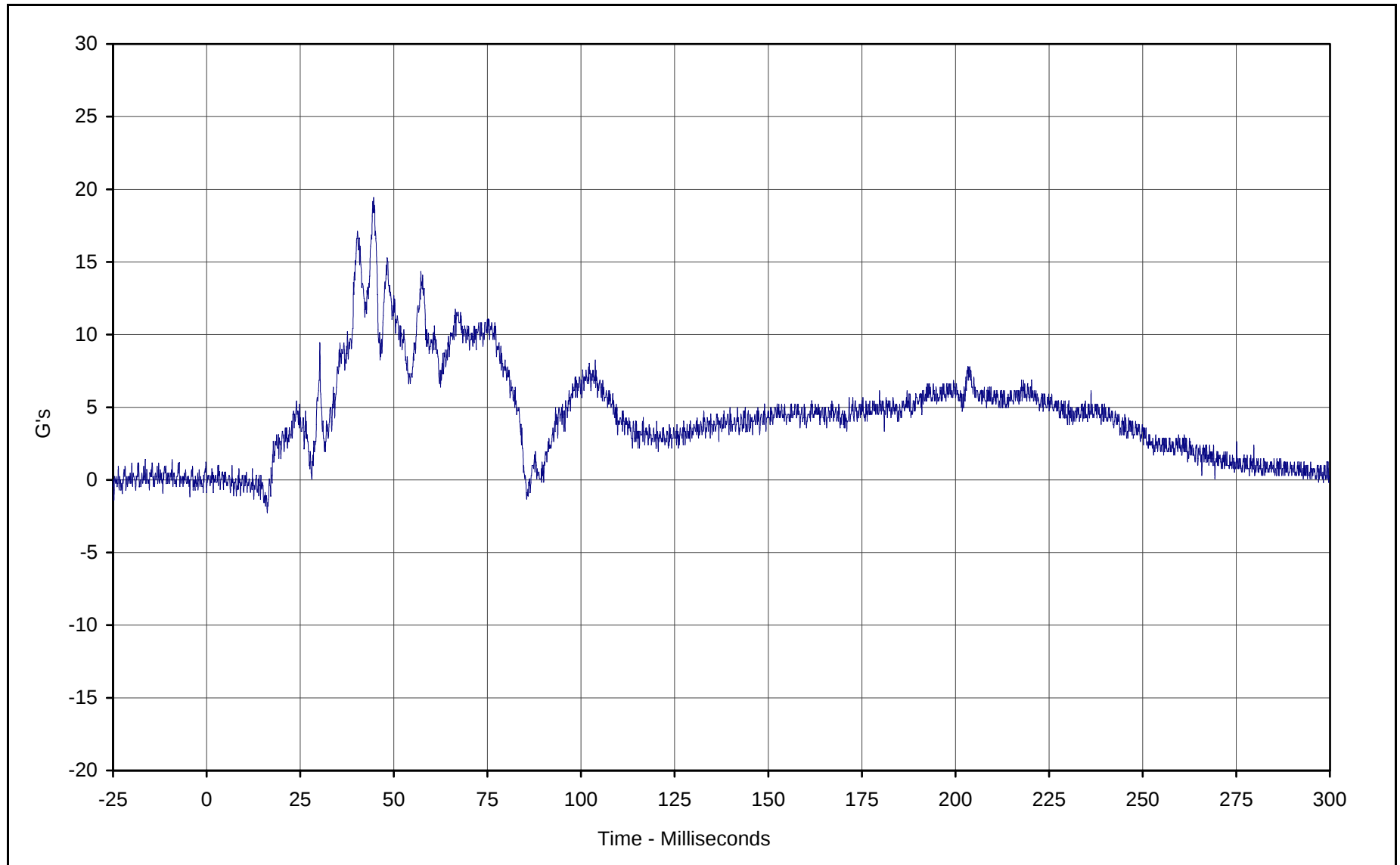


Curve Description: Driver Head Redundant Y
Maximum Value: 2.5 at 236.4 Milliseconds
Minimum Value: -9.4 at 74.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-005

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



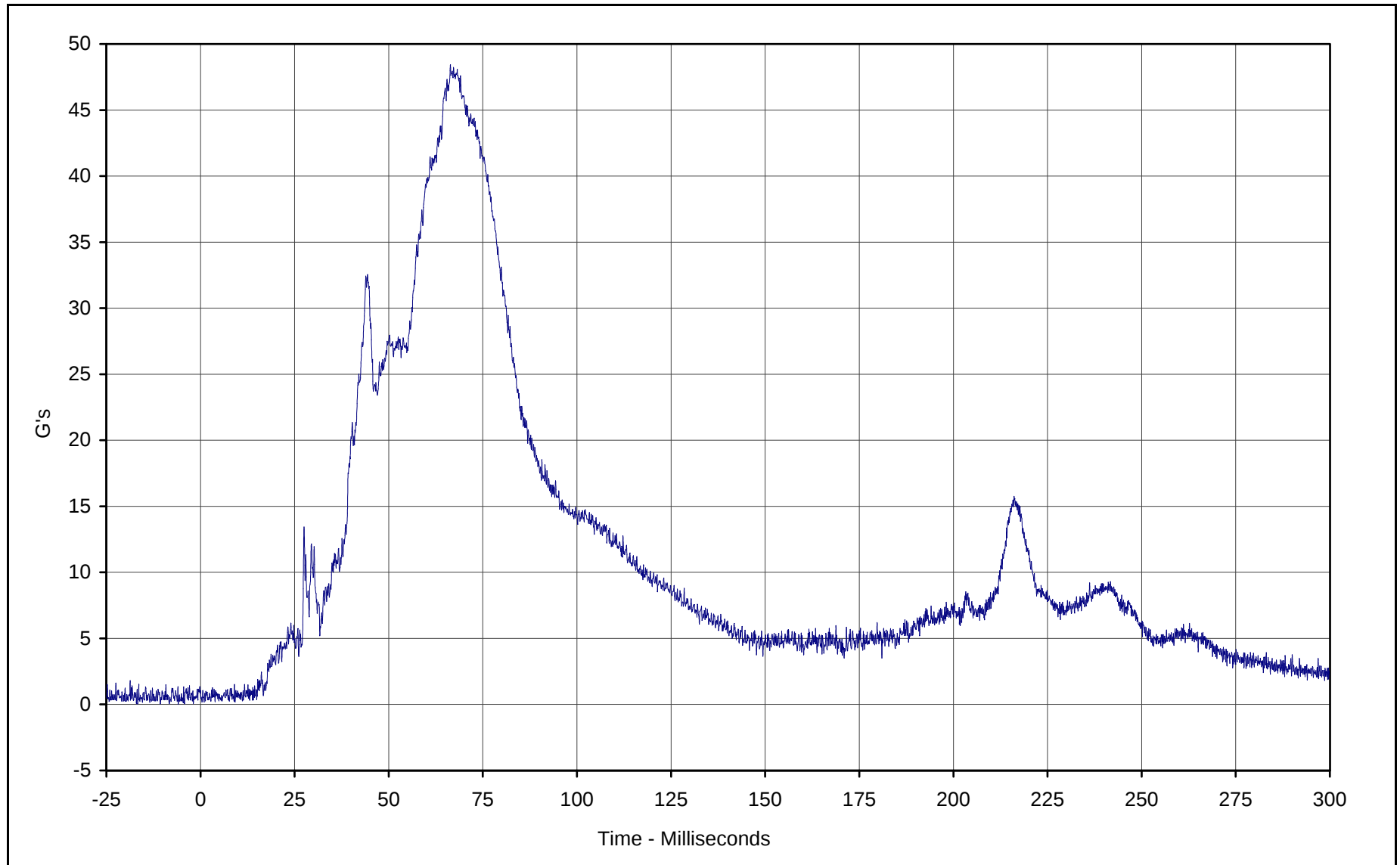
KAR21015-01



Curve Description: Driver Head Redundant Z
Maximum Value: 19.4 at 44.6 Milliseconds
Minimum Value: -2.3 at 16.2 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-006

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

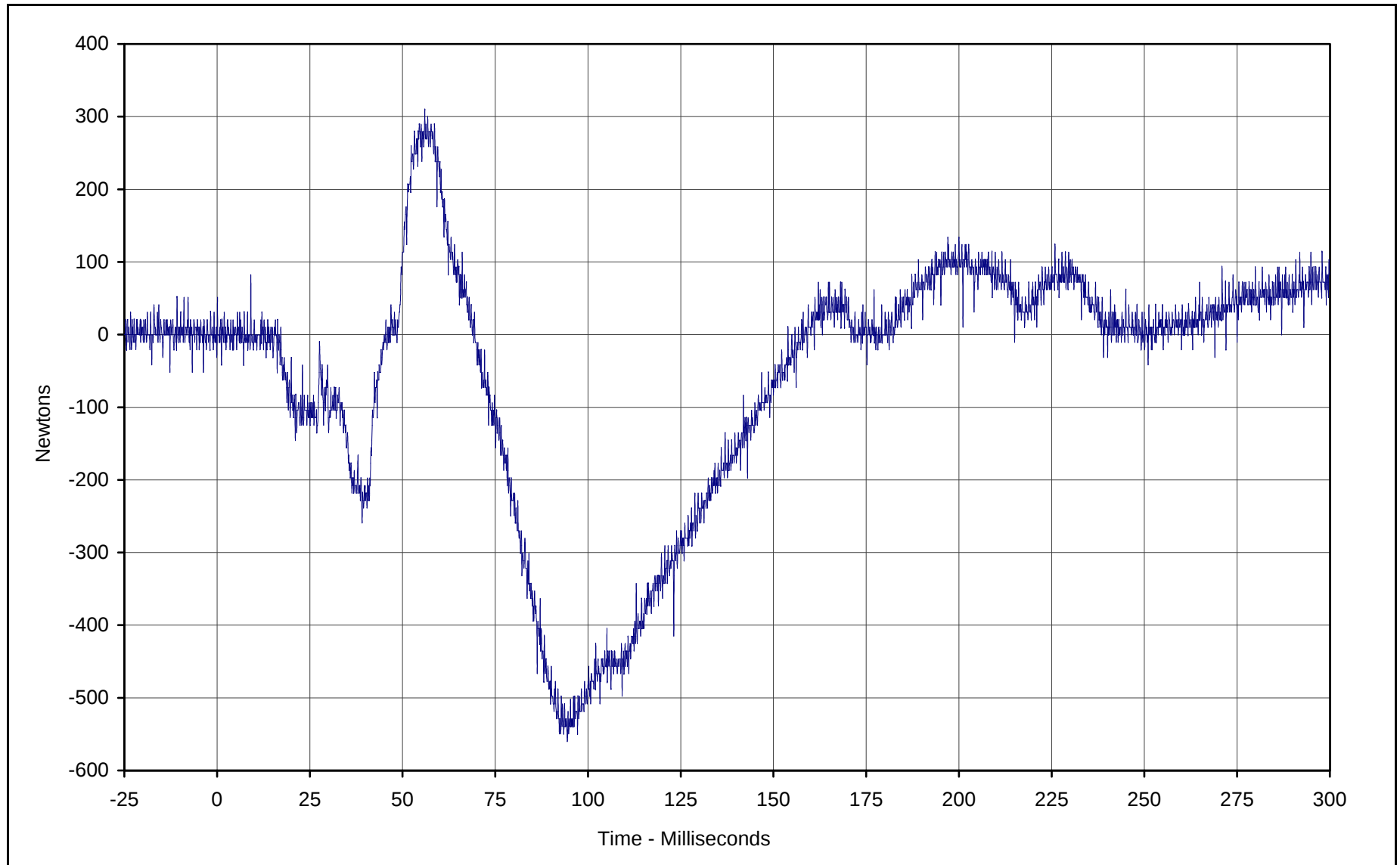




Curve Description: Driver Head Resultant Redundant
Maximum Value: 48.4 at 66.4 Milliseconds
Minimum Value: 0.2 at 1.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-004

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

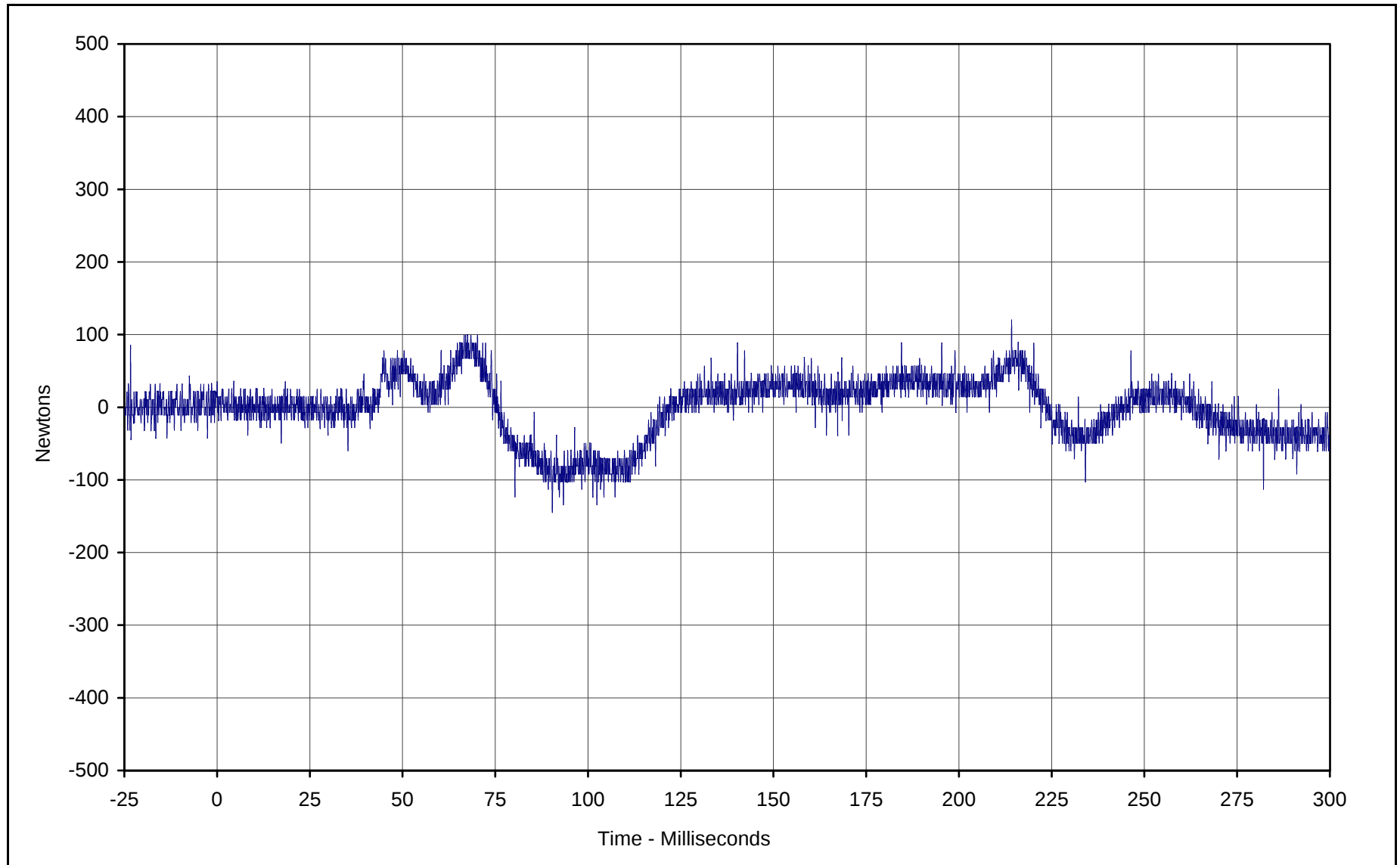




Curve Description: Driver Neck Force X
Maximum Value: 310.6 at 56.0 Milliseconds
Minimum Value: -560.2 at 94.4 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-007

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

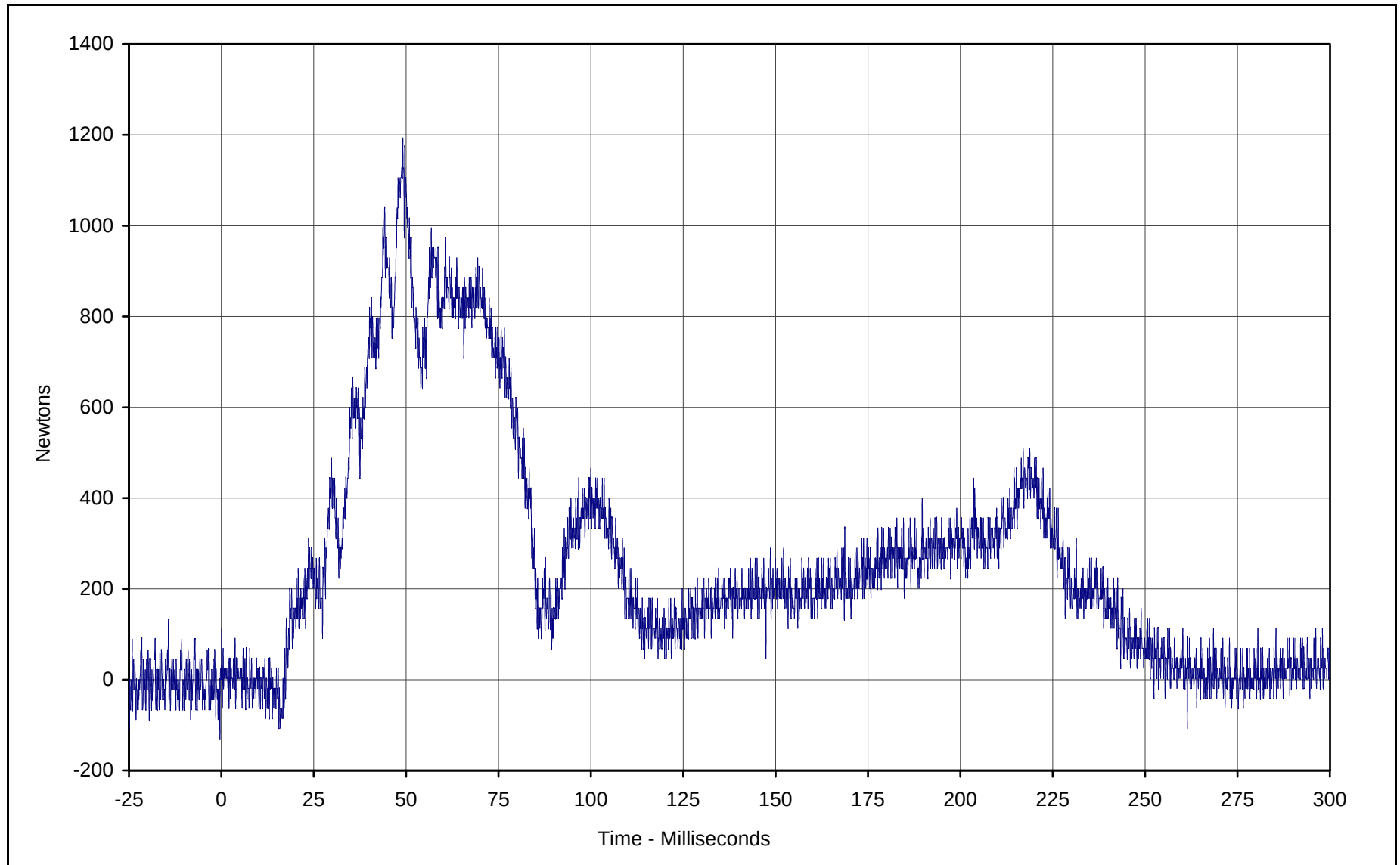




Curve Description: Driver Neck Force Y
Maximum Value: 120.4 at 214.2 Milliseconds
Minimum Value: -145.0 at 90.4 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-008

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

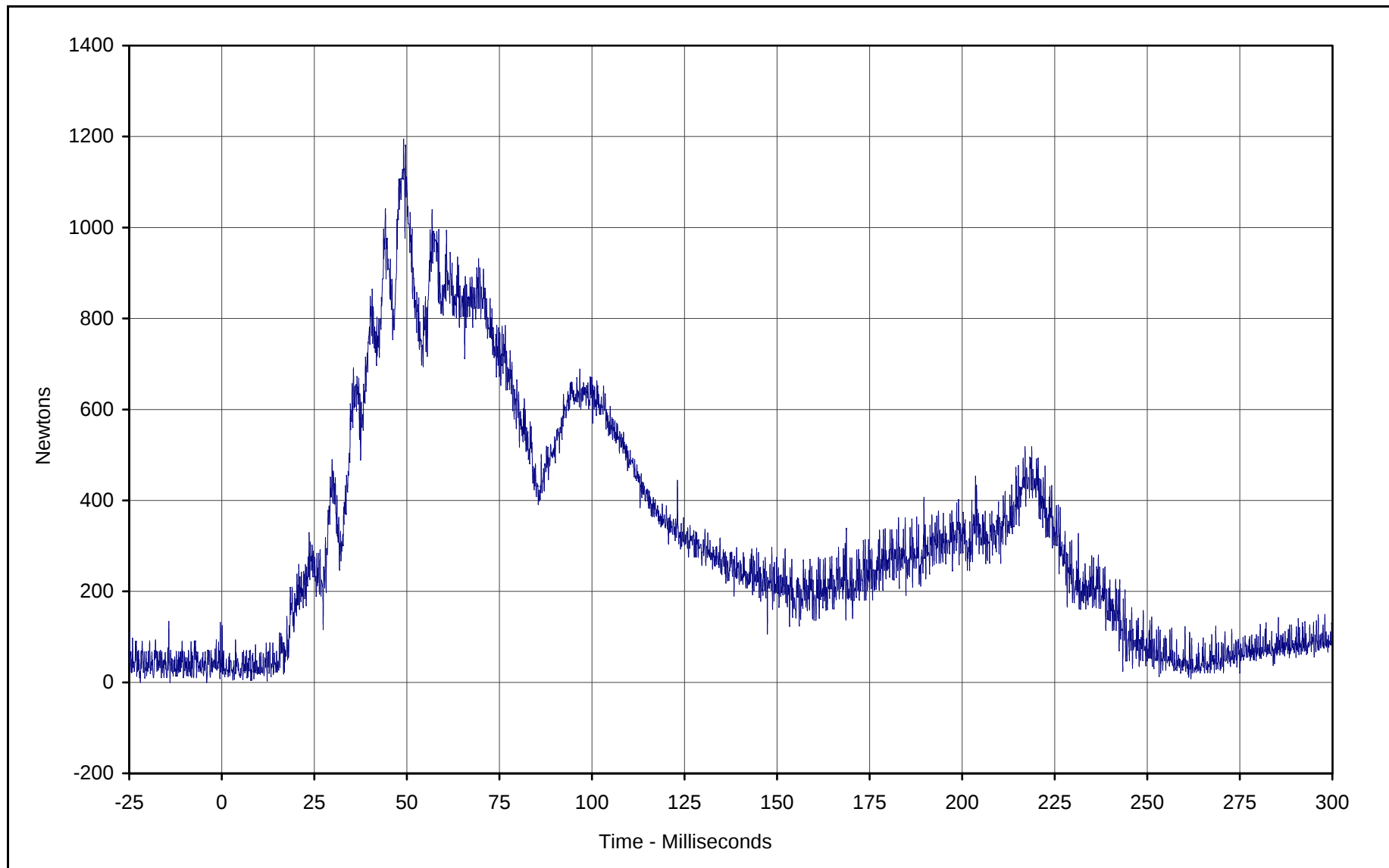




Curve Description: Driver Neck Force Z
Maximum Value: 1193.7 at 49.1 Milliseconds
Minimum Value: -107.3 at 15.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-009

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

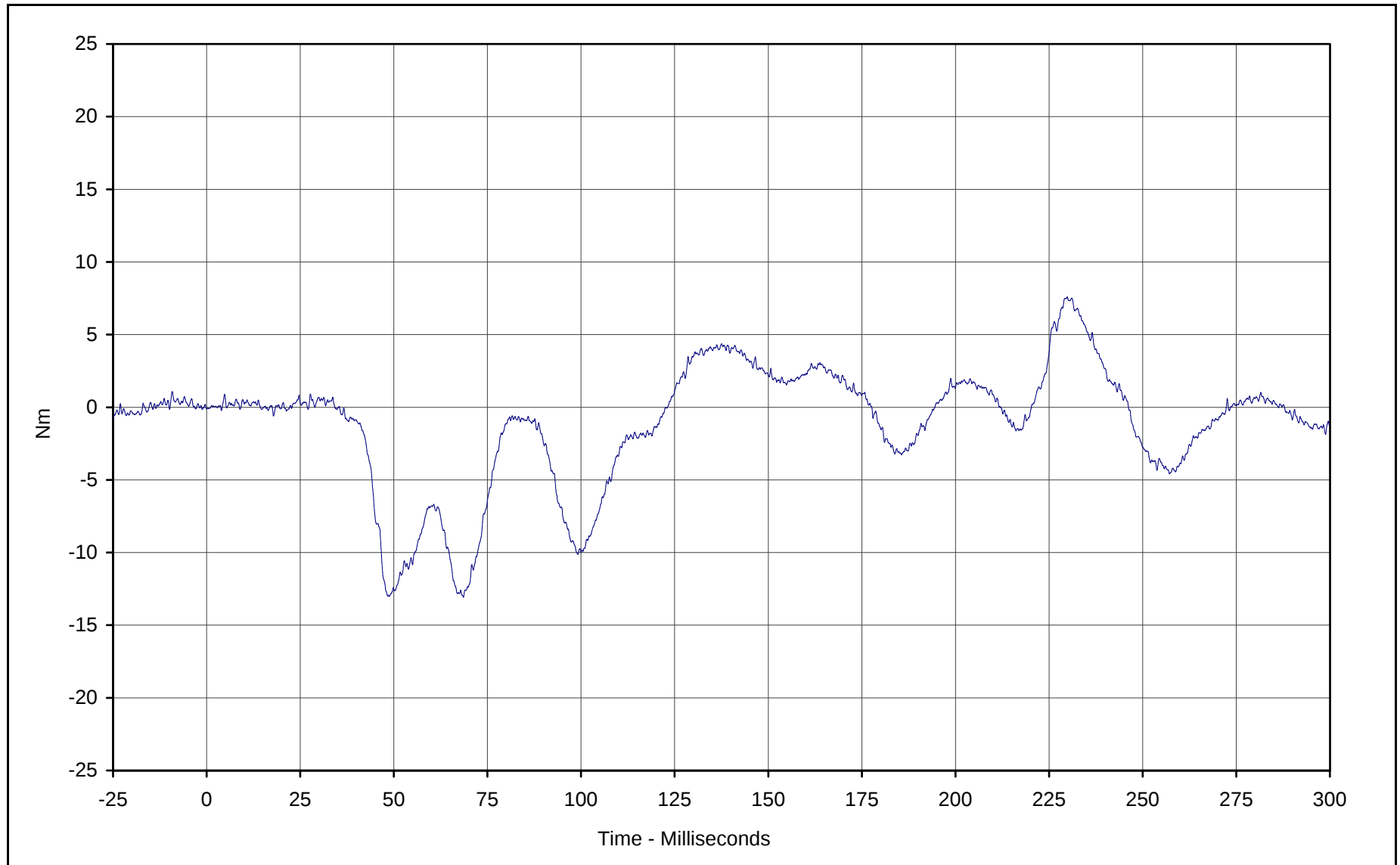




Curve Description: Driver Neck Force Resultant
Maximum Value: 1195.0 at 49.1 Milliseconds
Minimum Value: 4.7 at 3.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-007

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

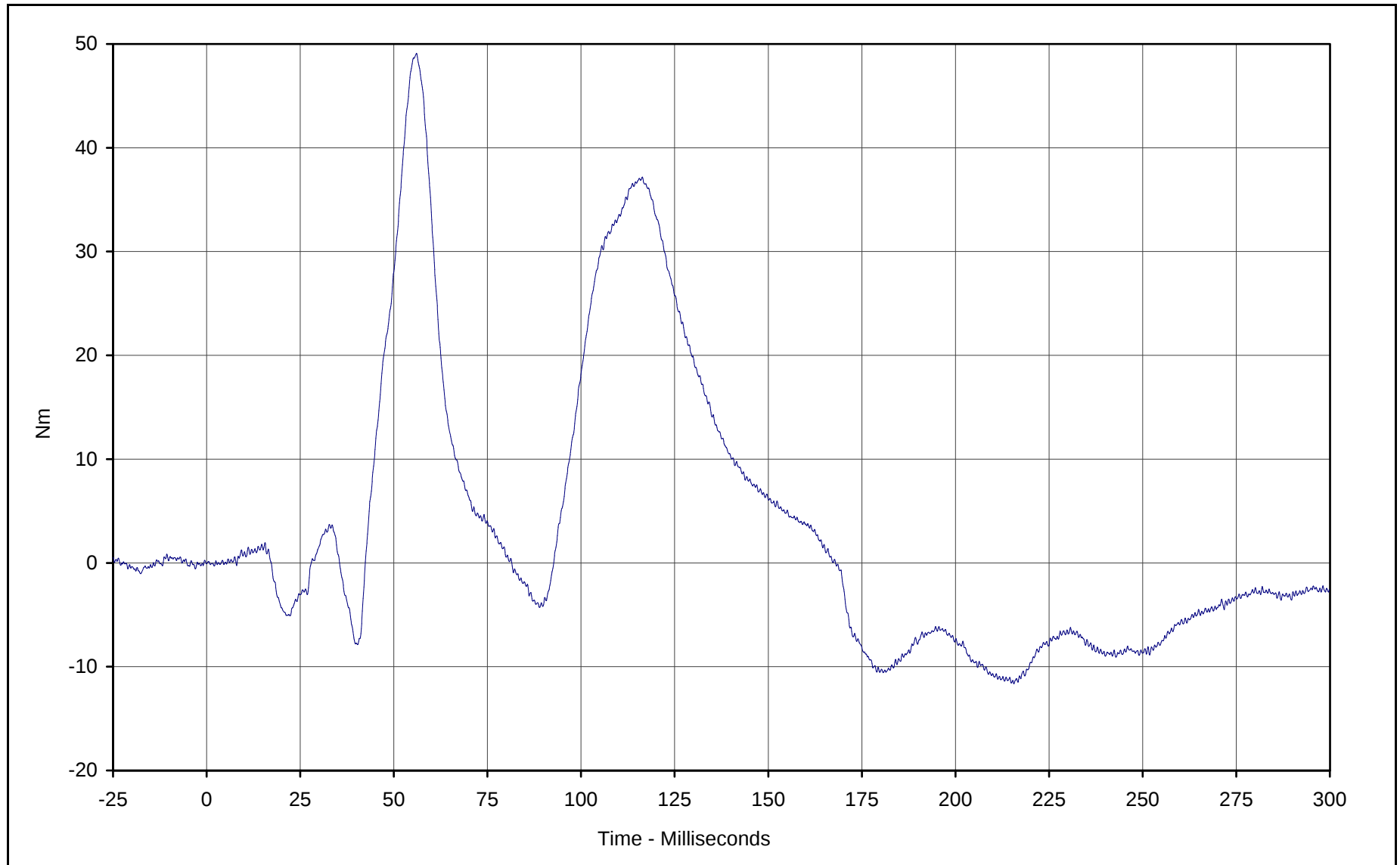




Curve Description: Driver Neck Moment X
Maximum Value: 7.6 at 229.8 Milliseconds
Minimum Value: -13.1 at 68.6 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-010

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

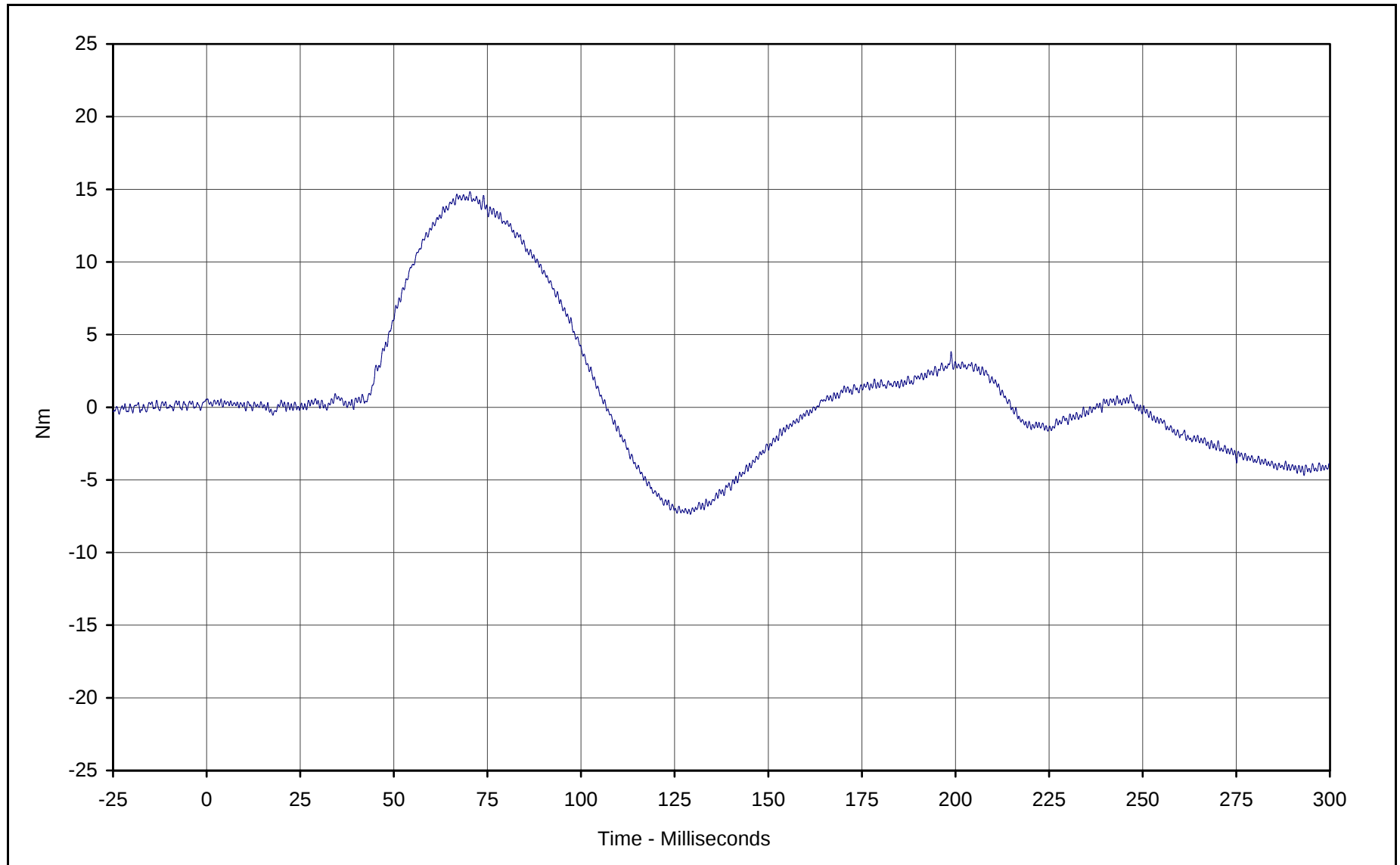




Curve Description: Driver Neck Moment Y
Maximum Value: 49.1 at 56.1 Milliseconds
Minimum Value: -11.7 at 215.6 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-011

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



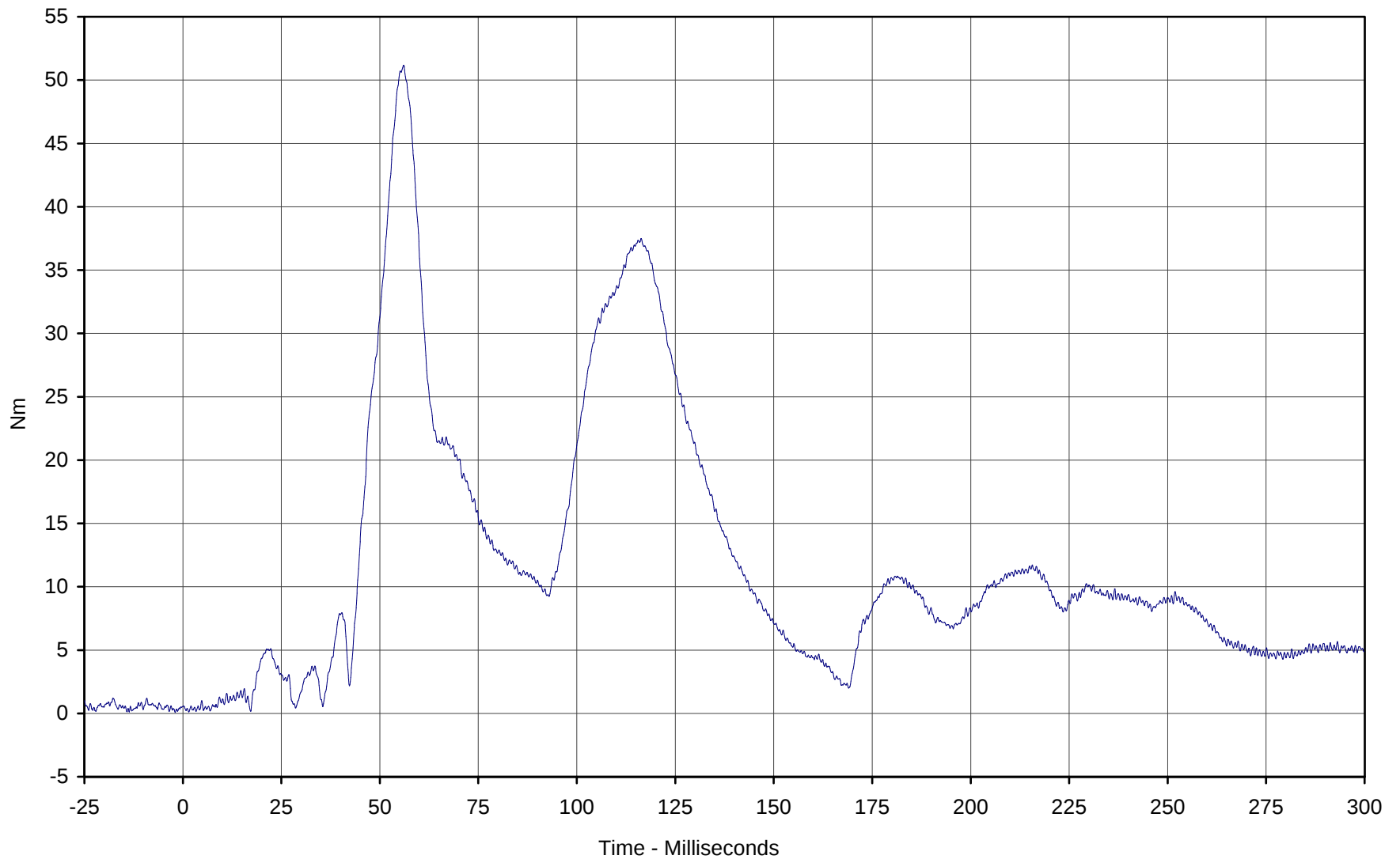


Curve Description: Driver Neck Moment Z
Maximum Value: 14.8 at 70.3 Milliseconds
Minimum Value: -7.4 at 129.2 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-012

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-20



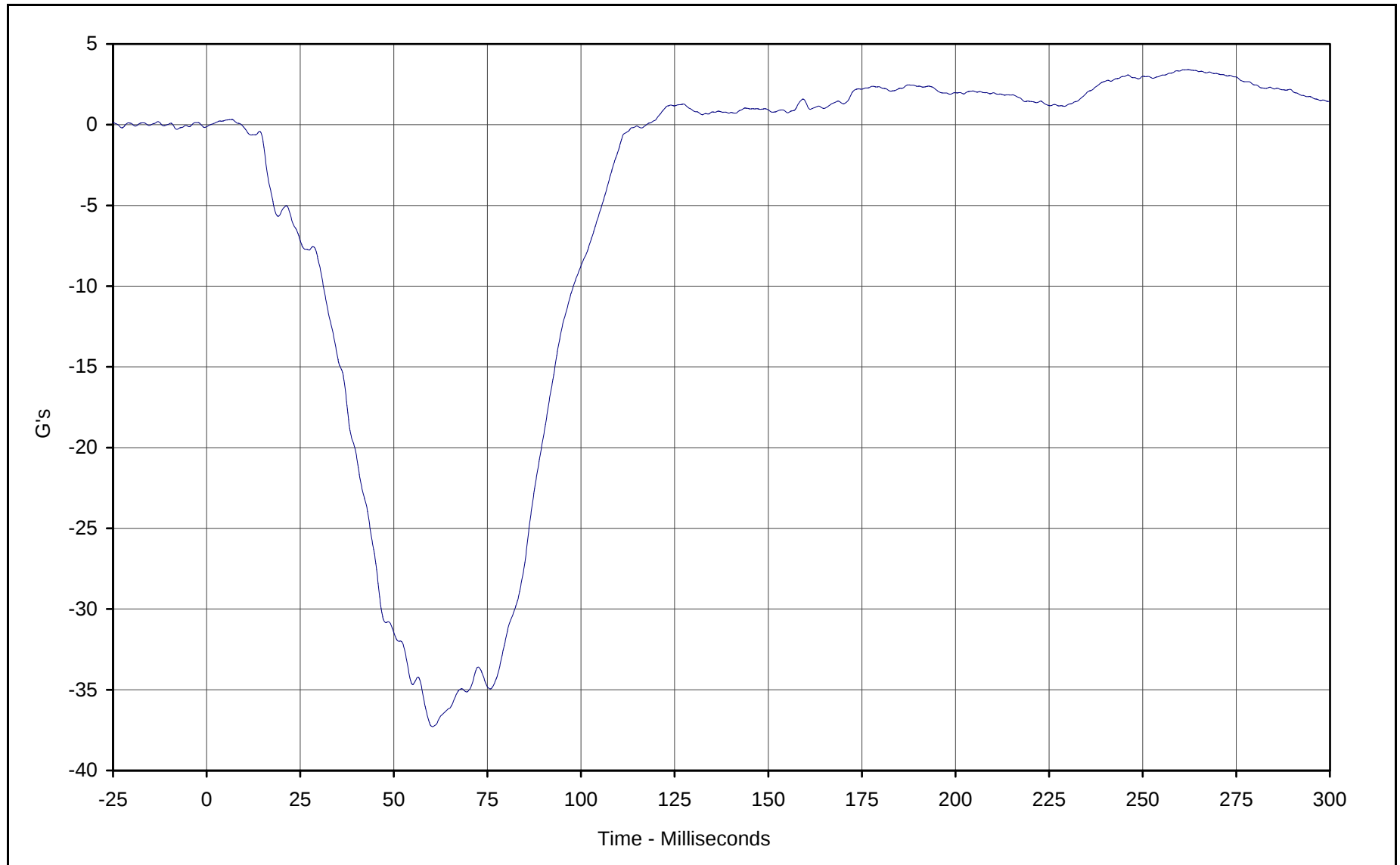
Curve Description: Driver Neck Moment Resultant
Maximum Value: 51.2 at 56.1 Milliseconds
Minimum Value: 0.1 at 1.5 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: RES-010

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-21



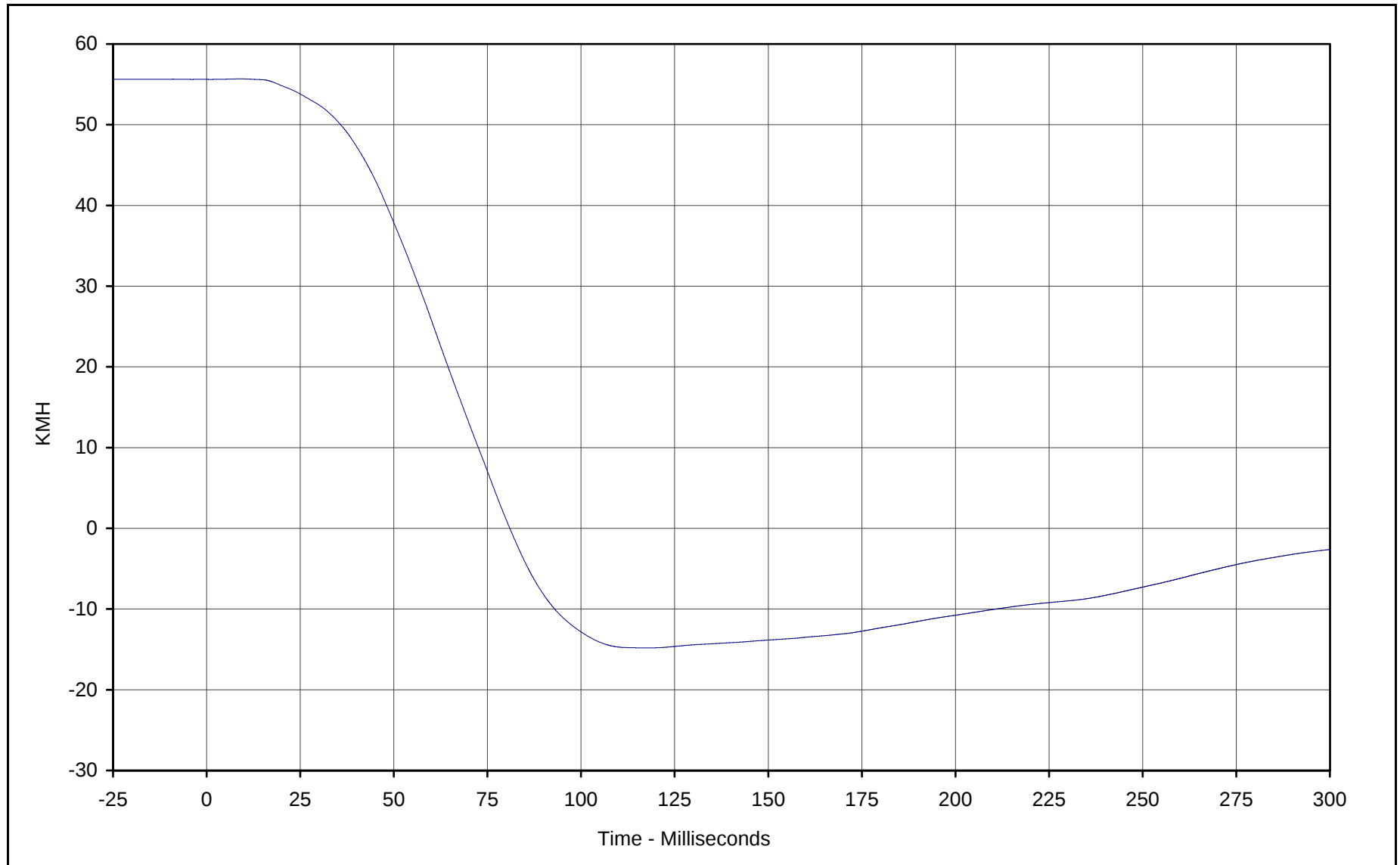
Curve Description: Driver Chest Primary X
Maximum Value: 3.4 at 262.1 Milliseconds
Minimum Value: -37.3 at 60.4 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-013

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-22

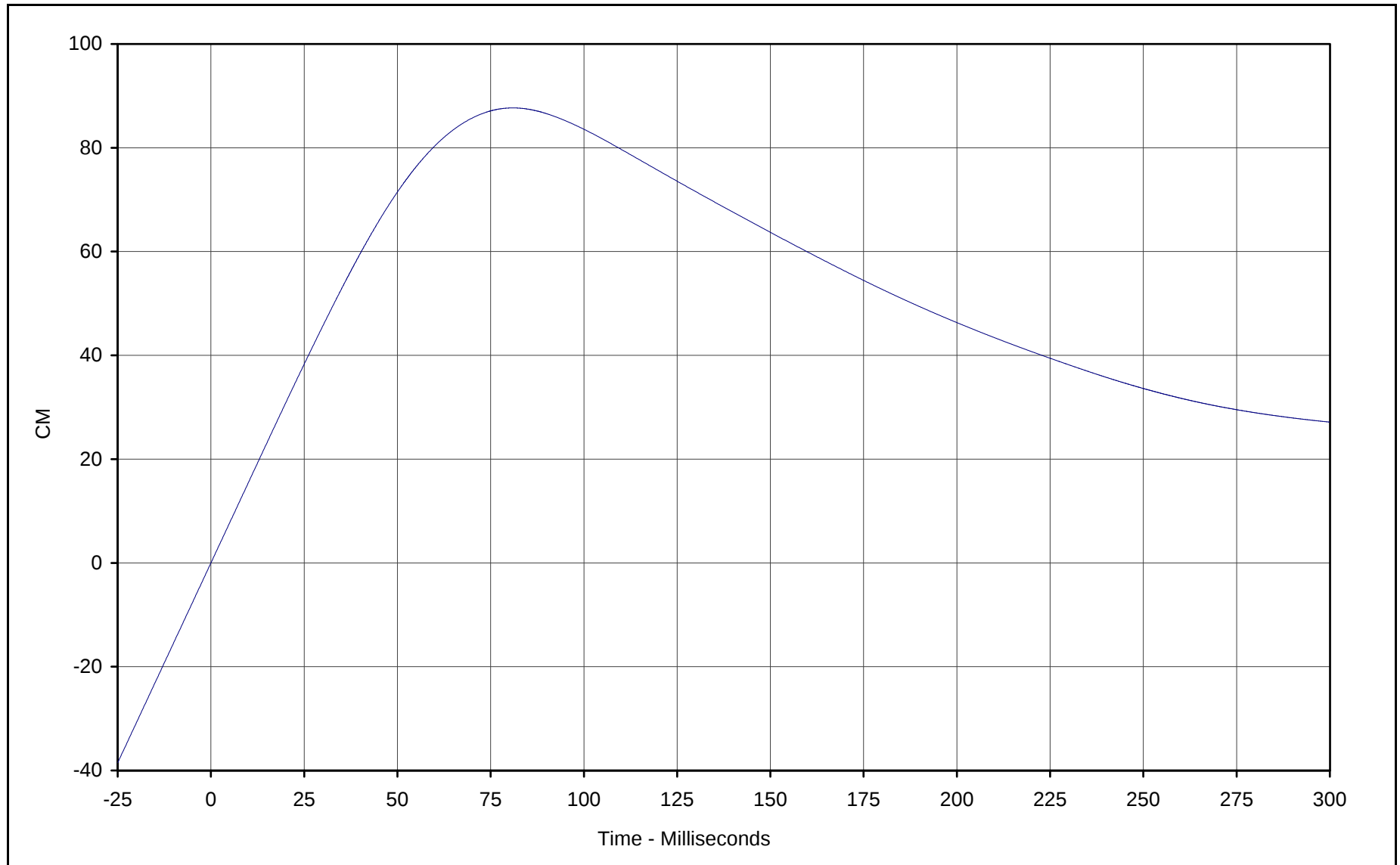


Curve Description: Driver Chest Primary X Velocity
Maximum Value: 55.7 at 9.3 Milliseconds
Minimum Value: -14.8 at 117.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-013

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

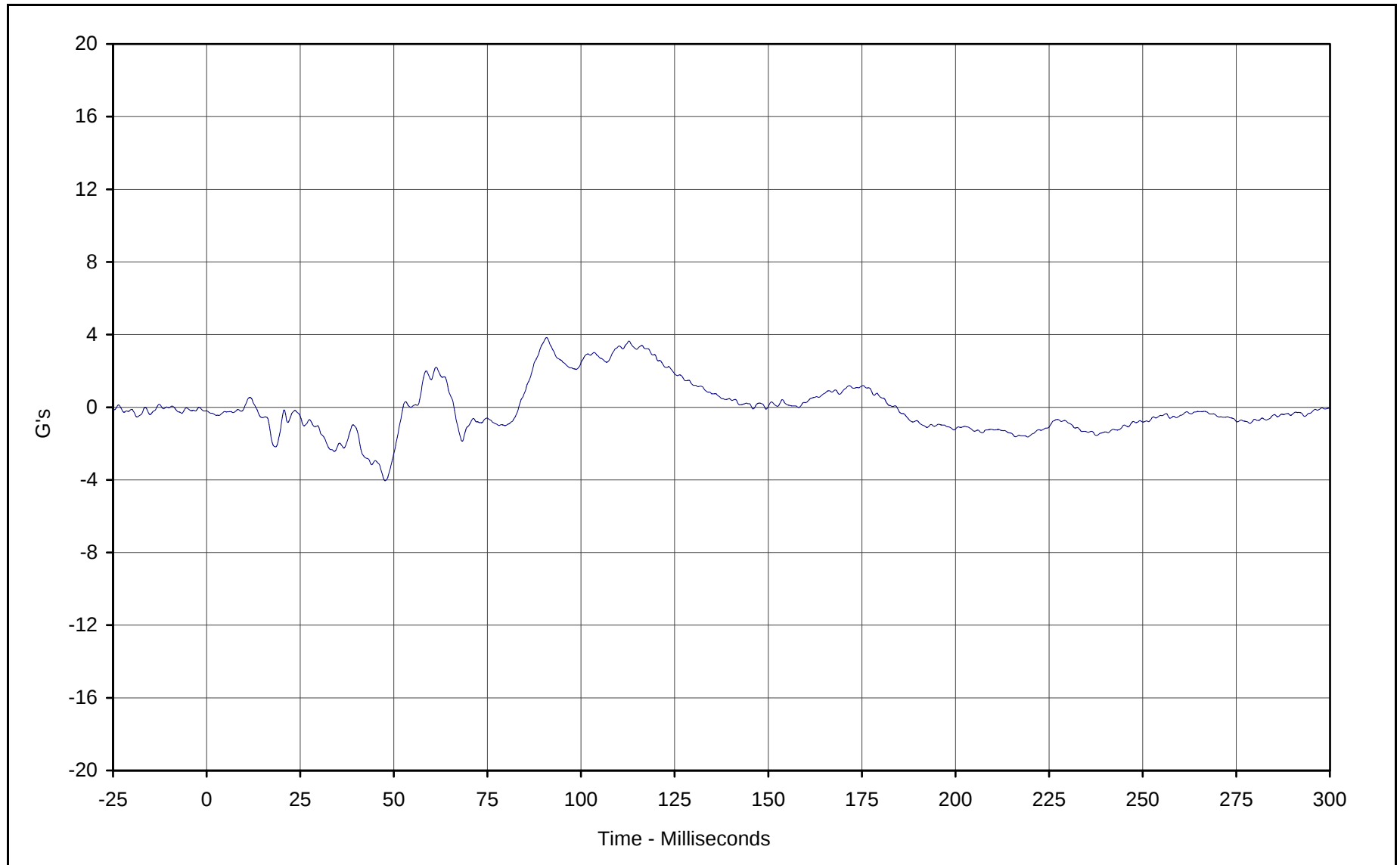


Curve Description: Driver Chest Primary X Displ.
Maximum Value: 87.7 at 81.0 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-013

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-24



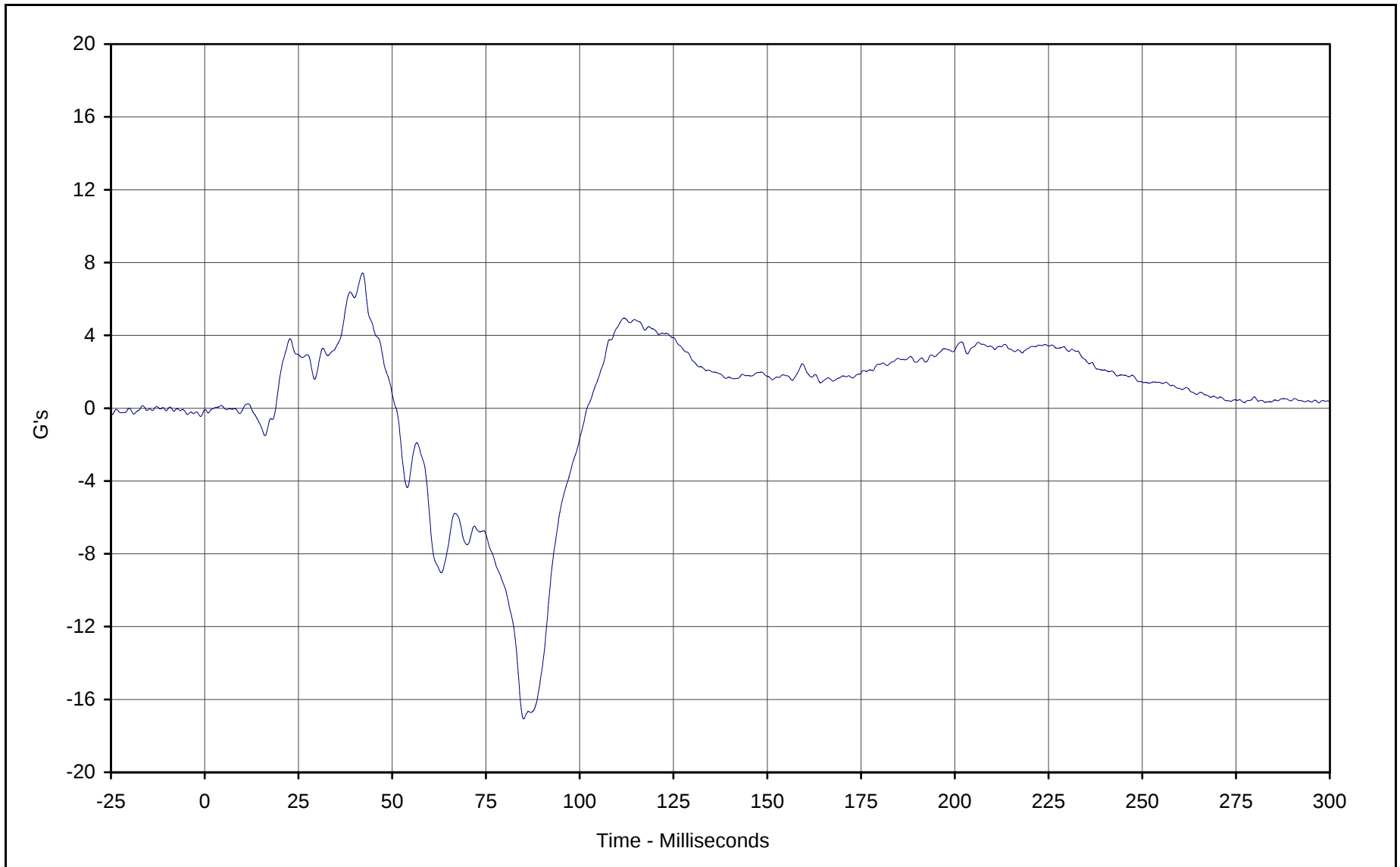
Curve Description: Driver Chest Primary Y
Maximum Value: 3.8 at 90.8 Milliseconds
Minimum Value: -4.0 at 47.7 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-014

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-25

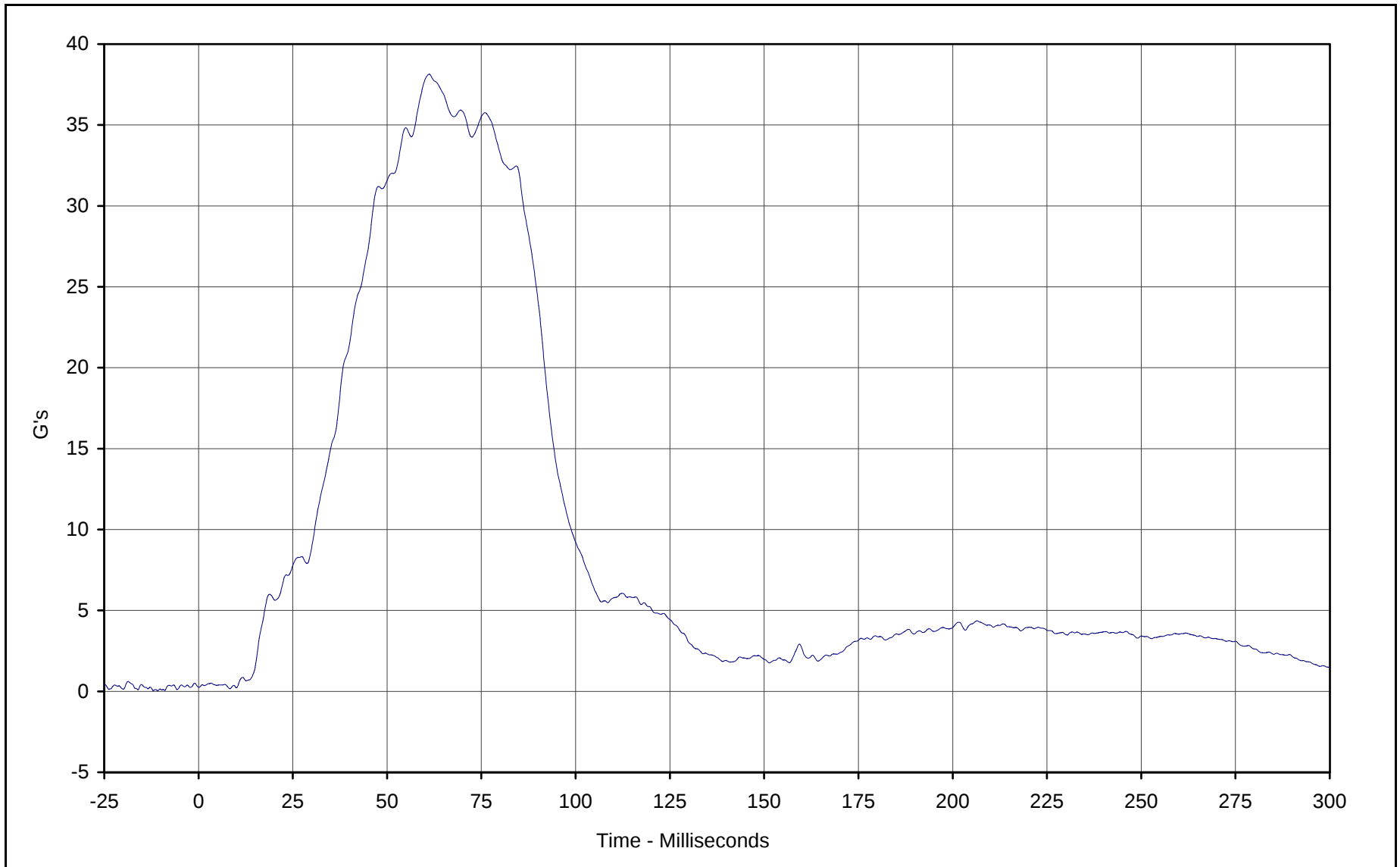


Curve Description: Driver Chest Primary Z
Maximum Value: 7.4 at 42.1 Milliseconds
Minimum Value: -17.1 at 85.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-015

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

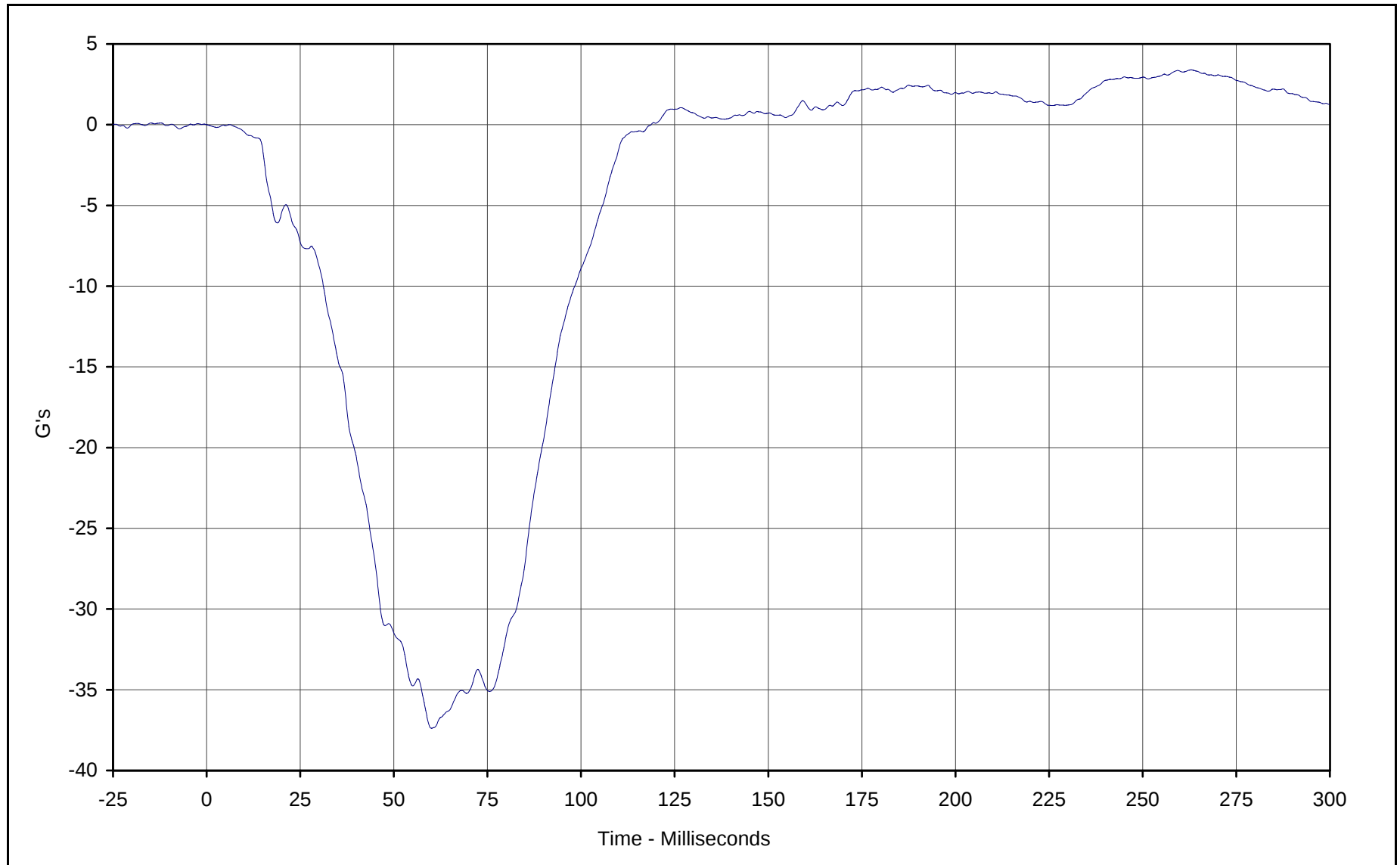


Curve Description: Driver Chest Resultant Primary
Maximum Value: 38.1 at 61.2 Milliseconds
Minimum Value: 0.2 at 8.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: RES-013

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-27



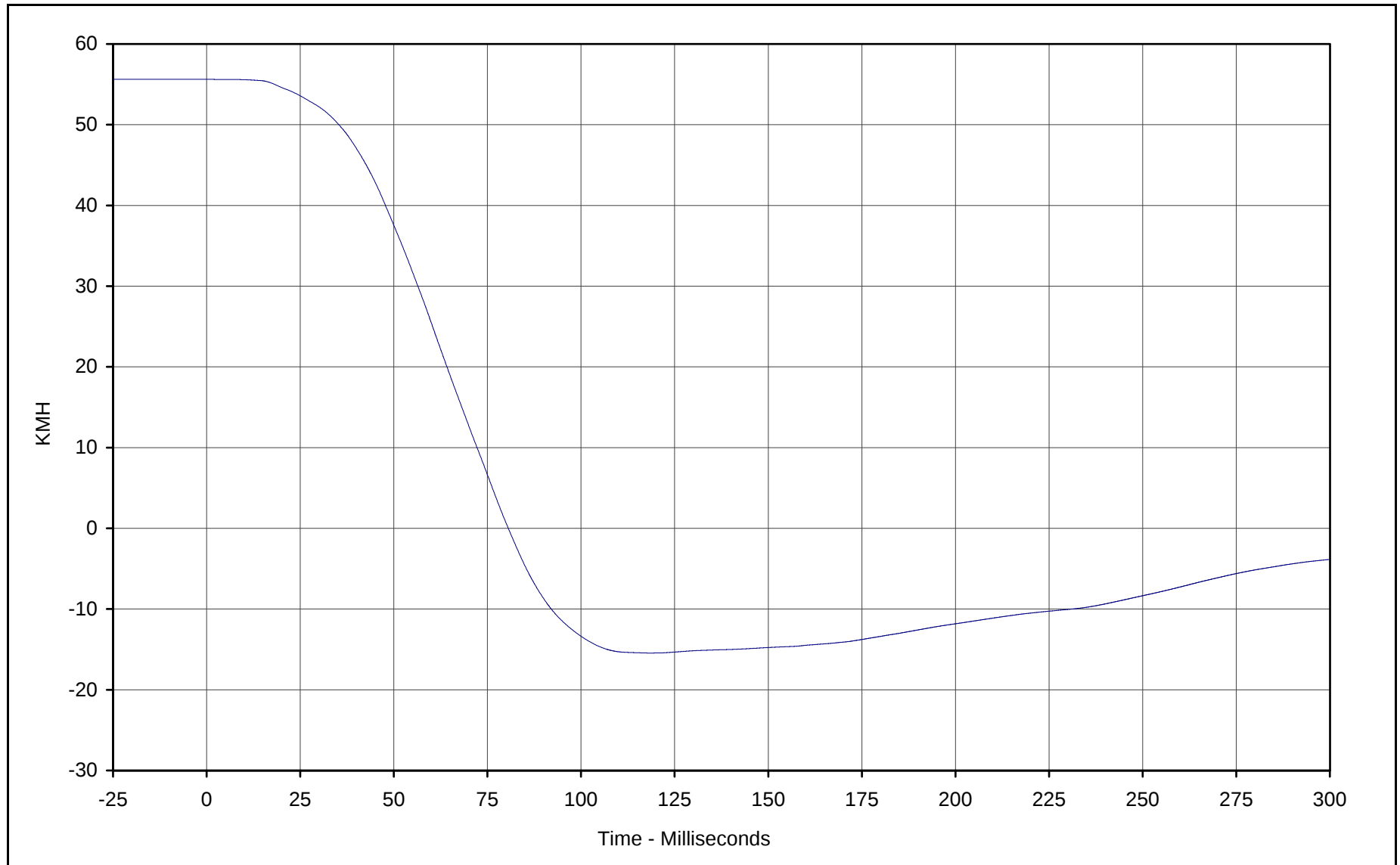
Curve Description: Driver Chest Redundant X
Maximum Value: 3.4 at 262.9 Milliseconds
Minimum Value: -37.4 at 60.1 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-016

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-28

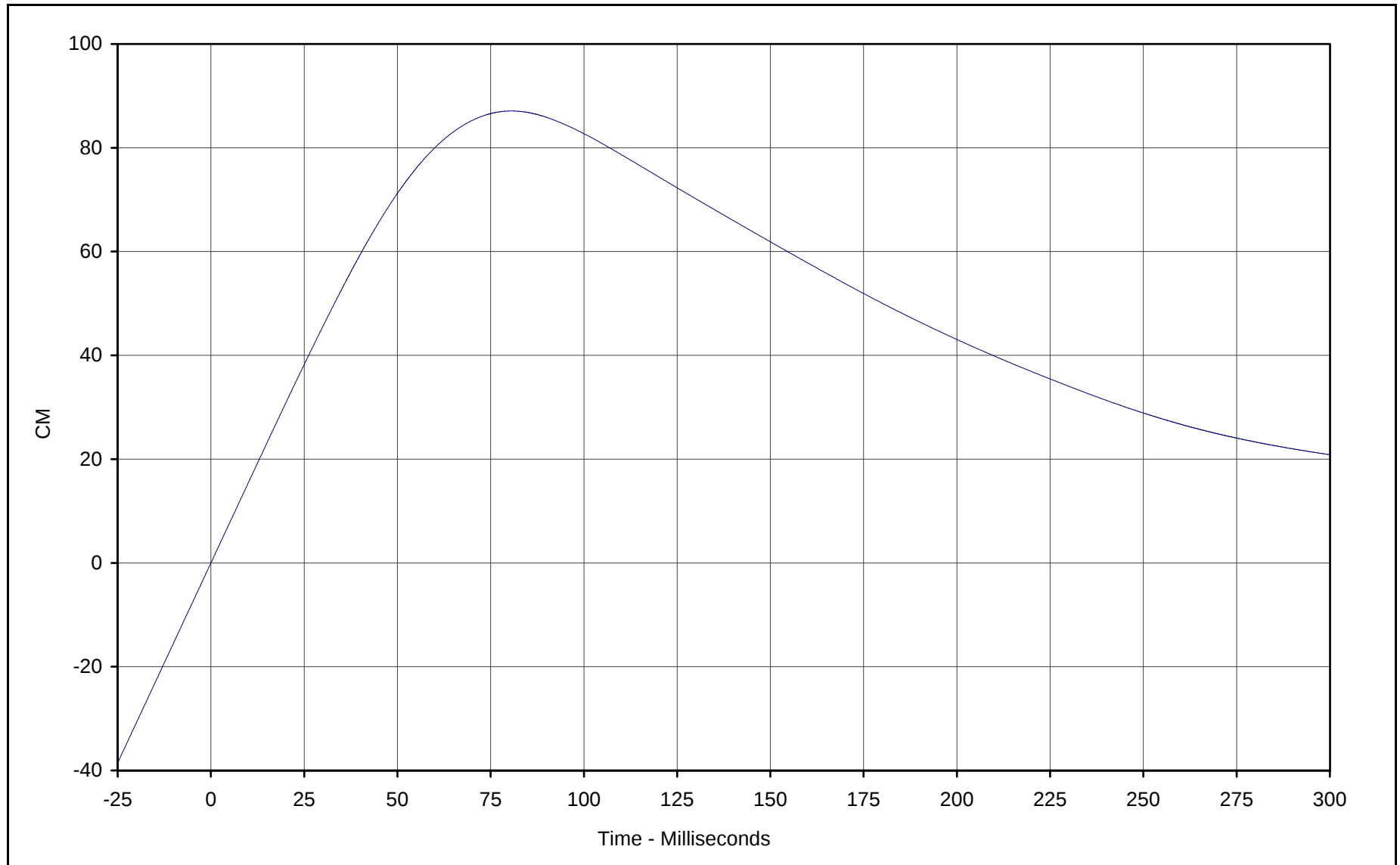


Curve Description: Driver Chest Redundant X Velocity
Maximum Value: 55.6 at 0.0 Milliseconds
Minimum Value: -15.5 at 118.7 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-016

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

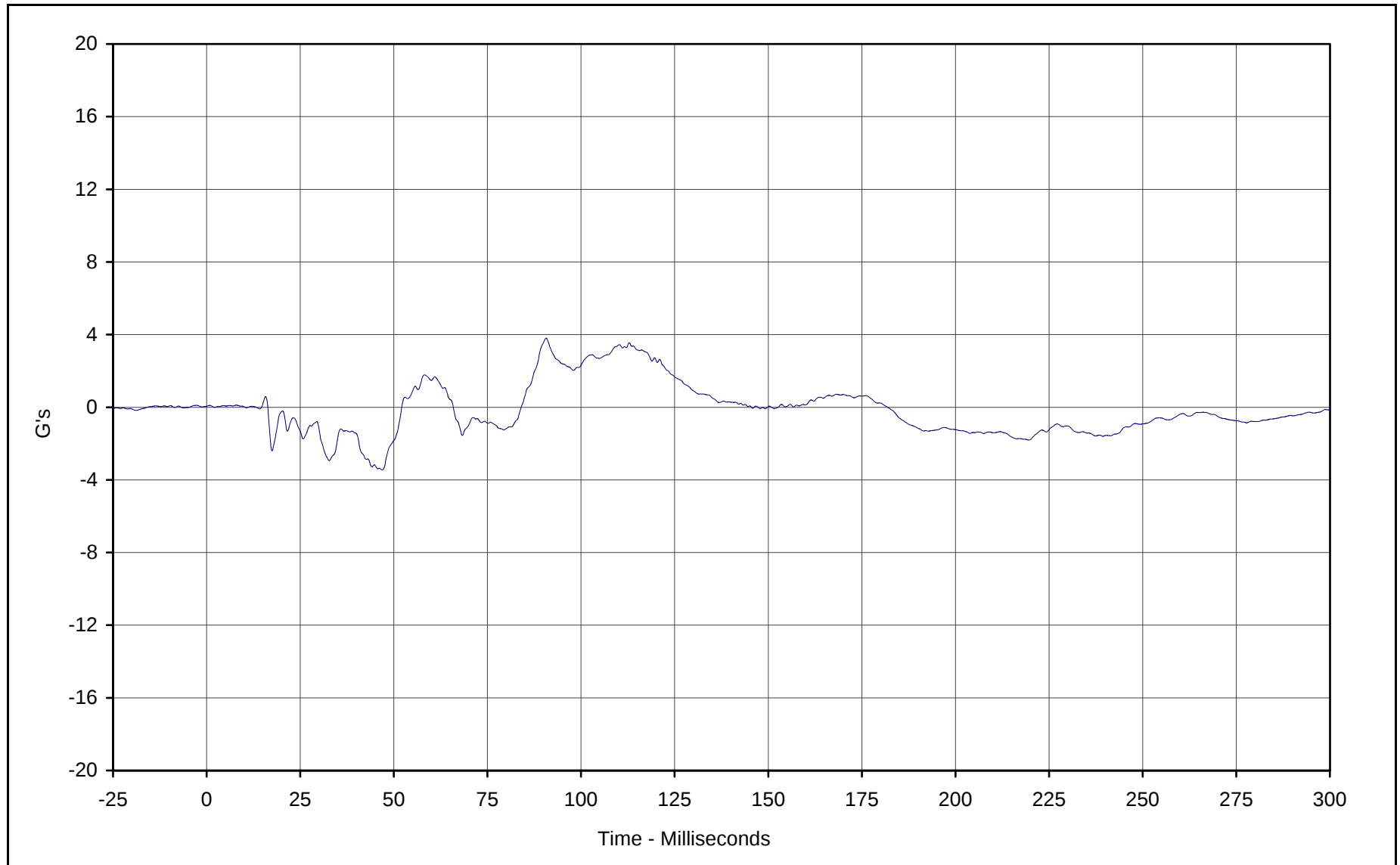


Curve Description: Driver Chest Redundant X Displ.
Maximum Value: 87.1 at 80.6 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-016

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-30



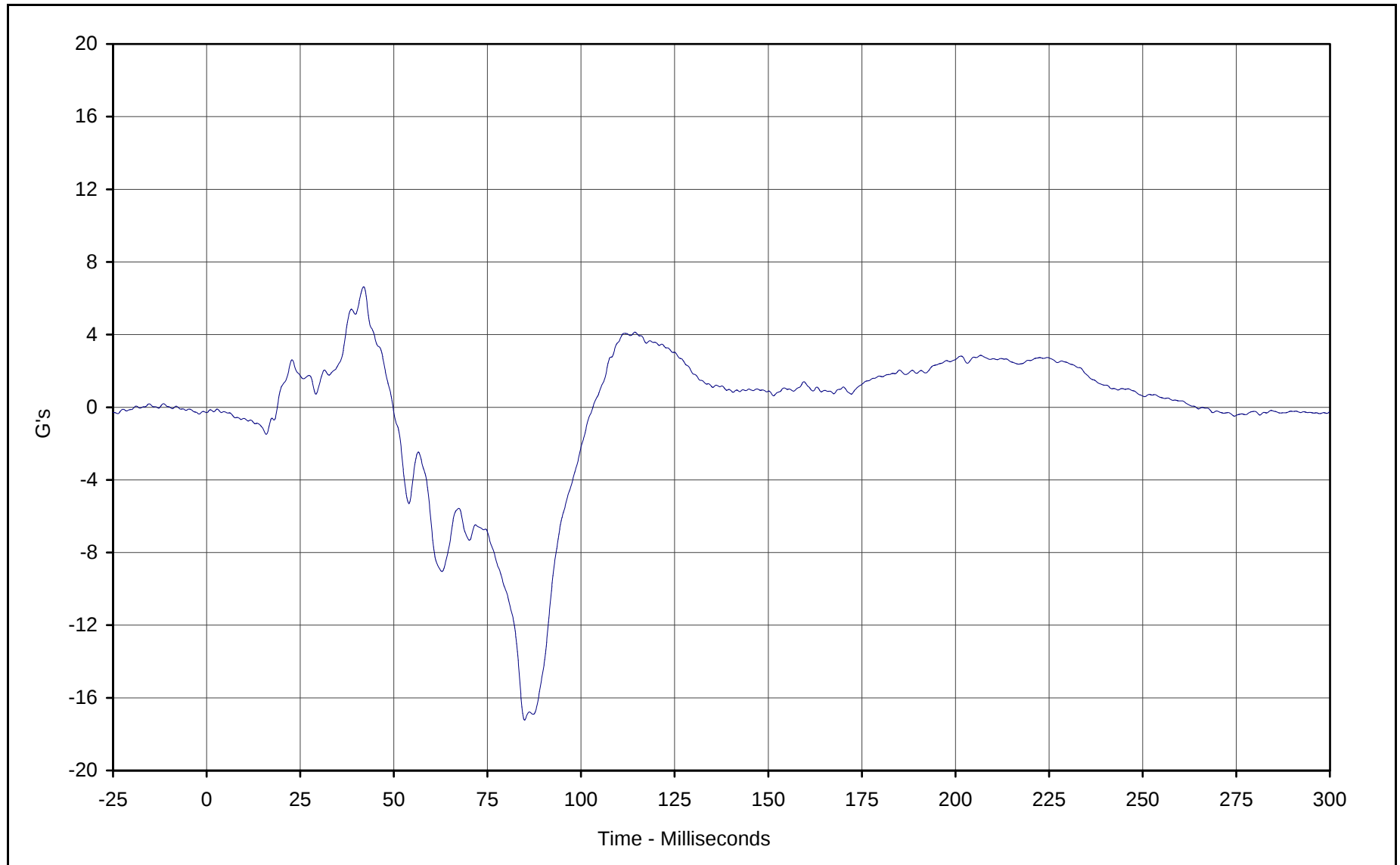
Curve Description: Driver Chest Redundant Y
Maximum Value: 3.8 at 90.7 Milliseconds
Minimum Value: -3.5 at 46.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-017

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-31



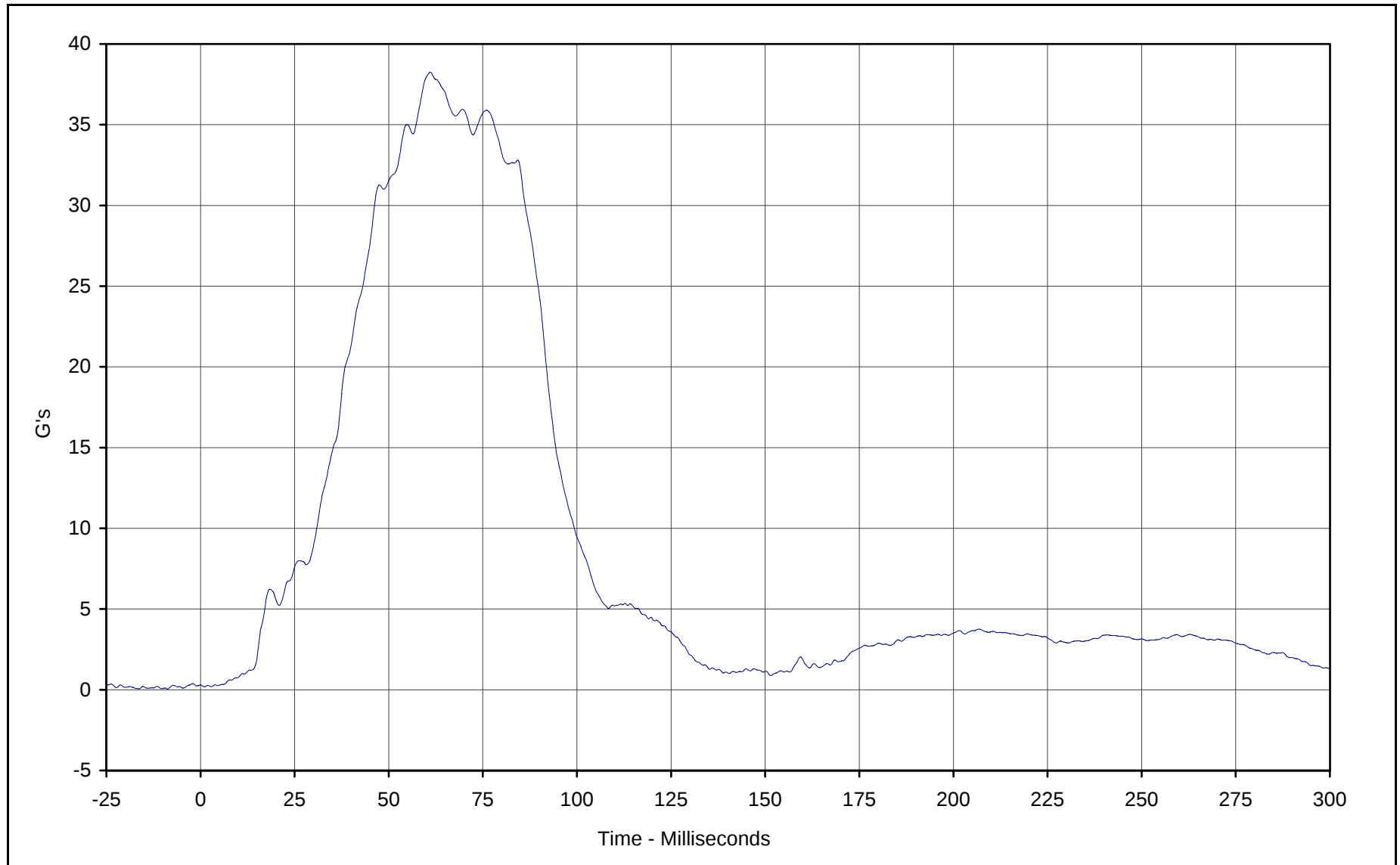
Curve Description: Driver Chest Redundant Z
Maximum Value: 6.6 at 42.0 Milliseconds
Minimum Value: -17.2 at 84.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-018

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-32



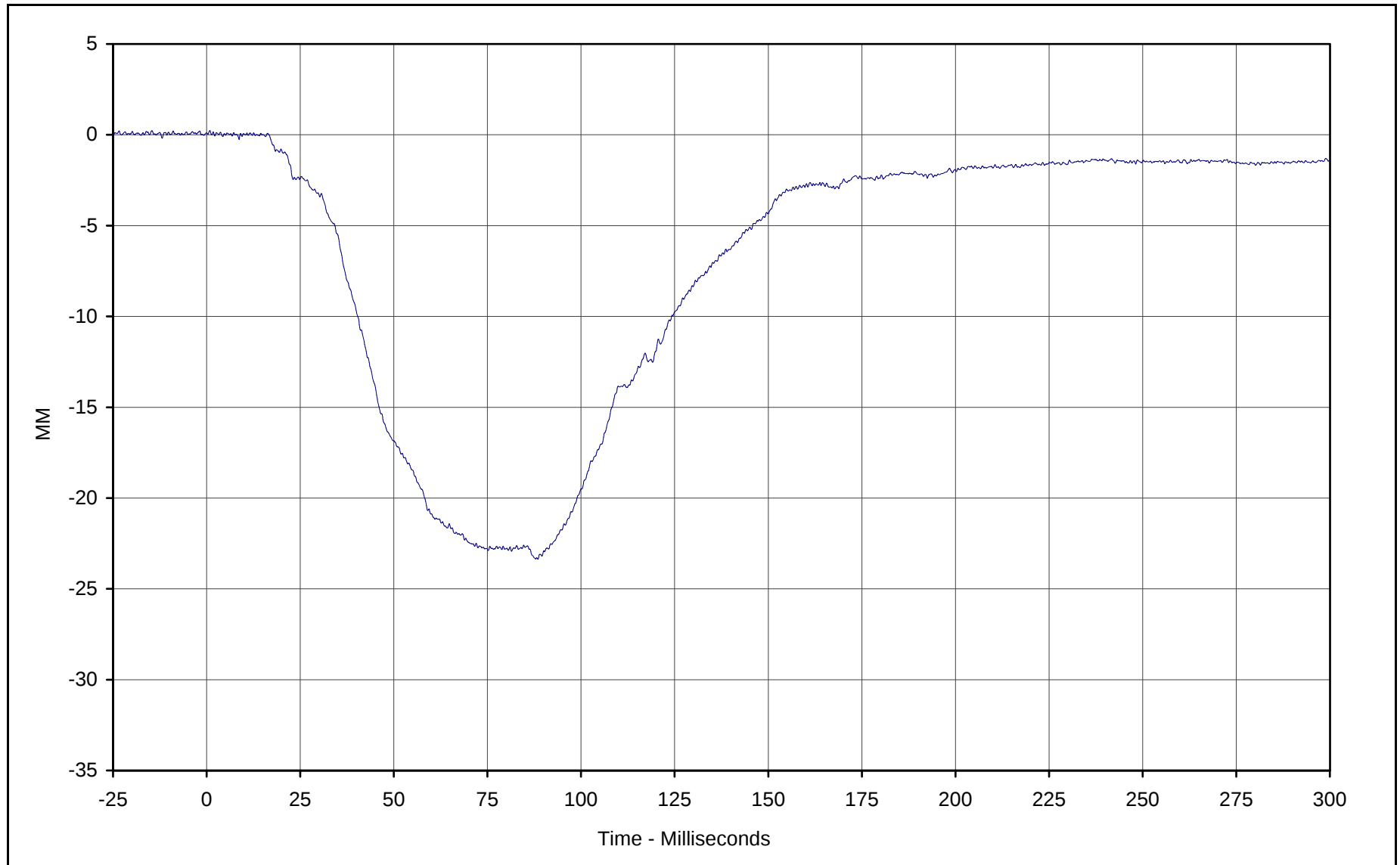
Curve Description: Driver Chest Resultant Redundant
Maximum Value: 38.2 at 61.0 Milliseconds
Minimum Value: 0.2 at 1.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: RES-016

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-33

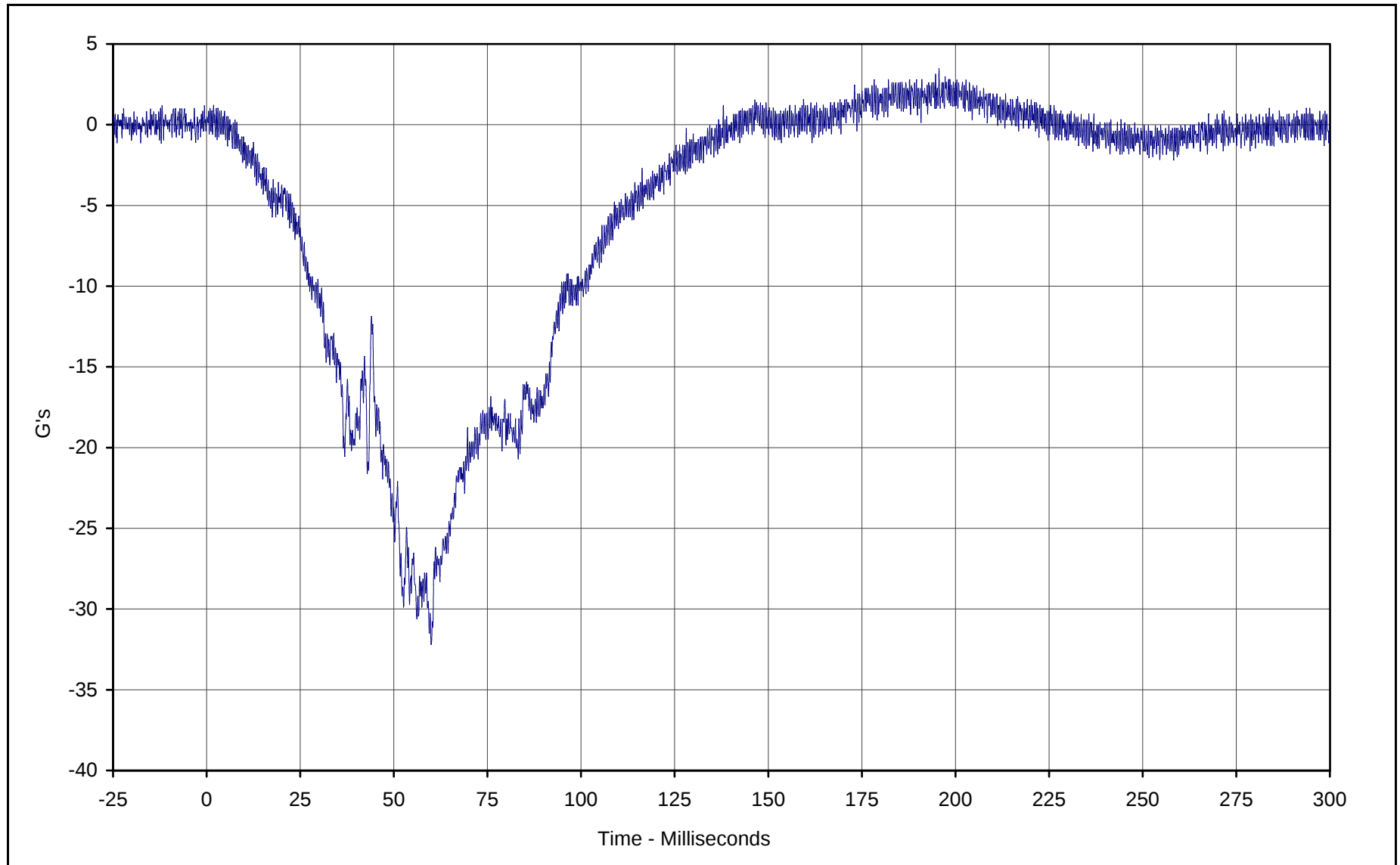


Curve Description: Driver Chest Displacement X
Maximum Value: 0.2 at 0.8 Milliseconds
Minimum Value: -23.4 at 88.5 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-019

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01



Curve Description: Driver Pelvis X

Maximum Value: 3.5 at 195.6 Milliseconds

Minimum Value: -32.2 at 59.9 Milliseconds

SAE Filter Class: 1000

Date of Test: 02/06/01

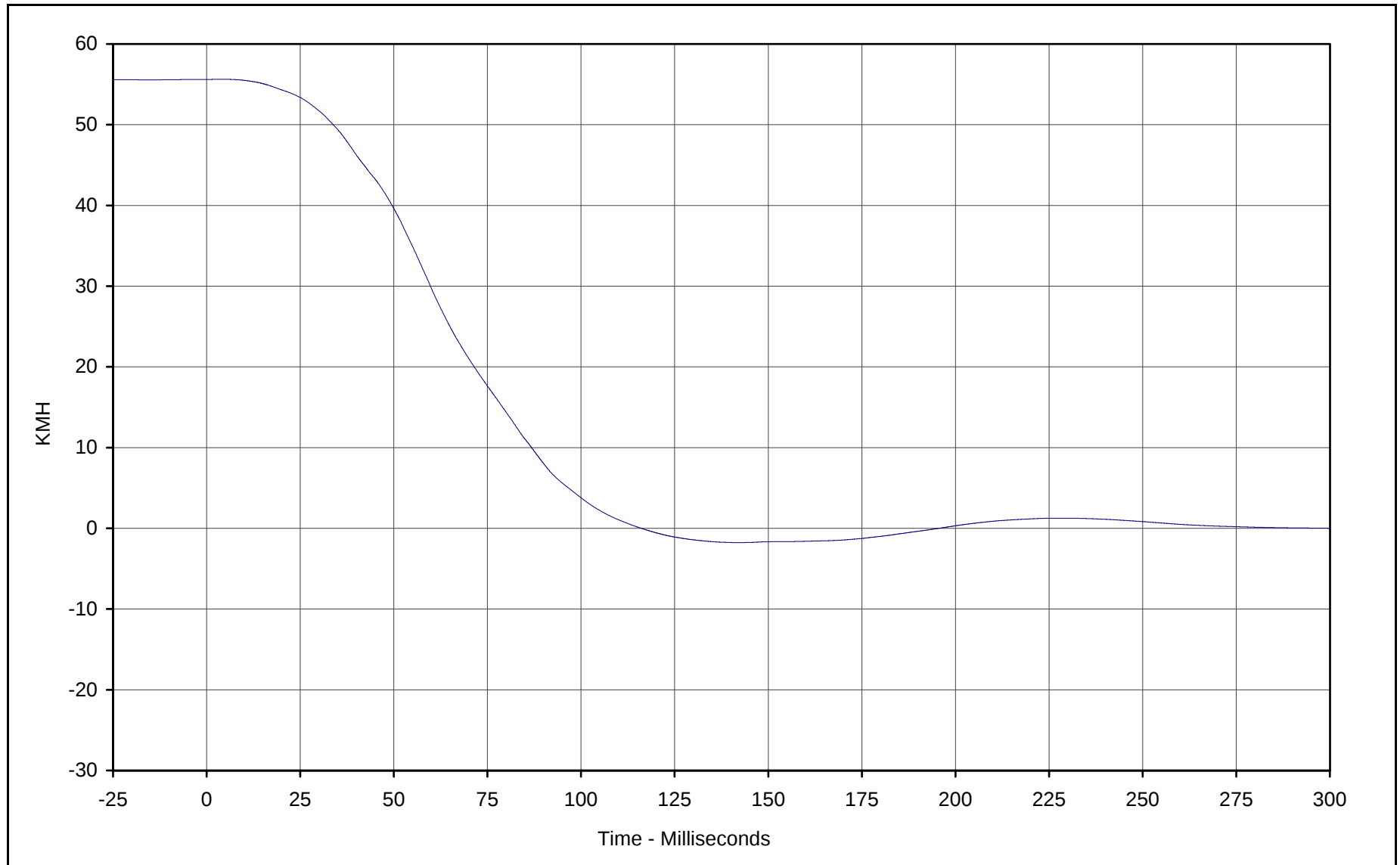
Curve Number: FIL-020

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-35

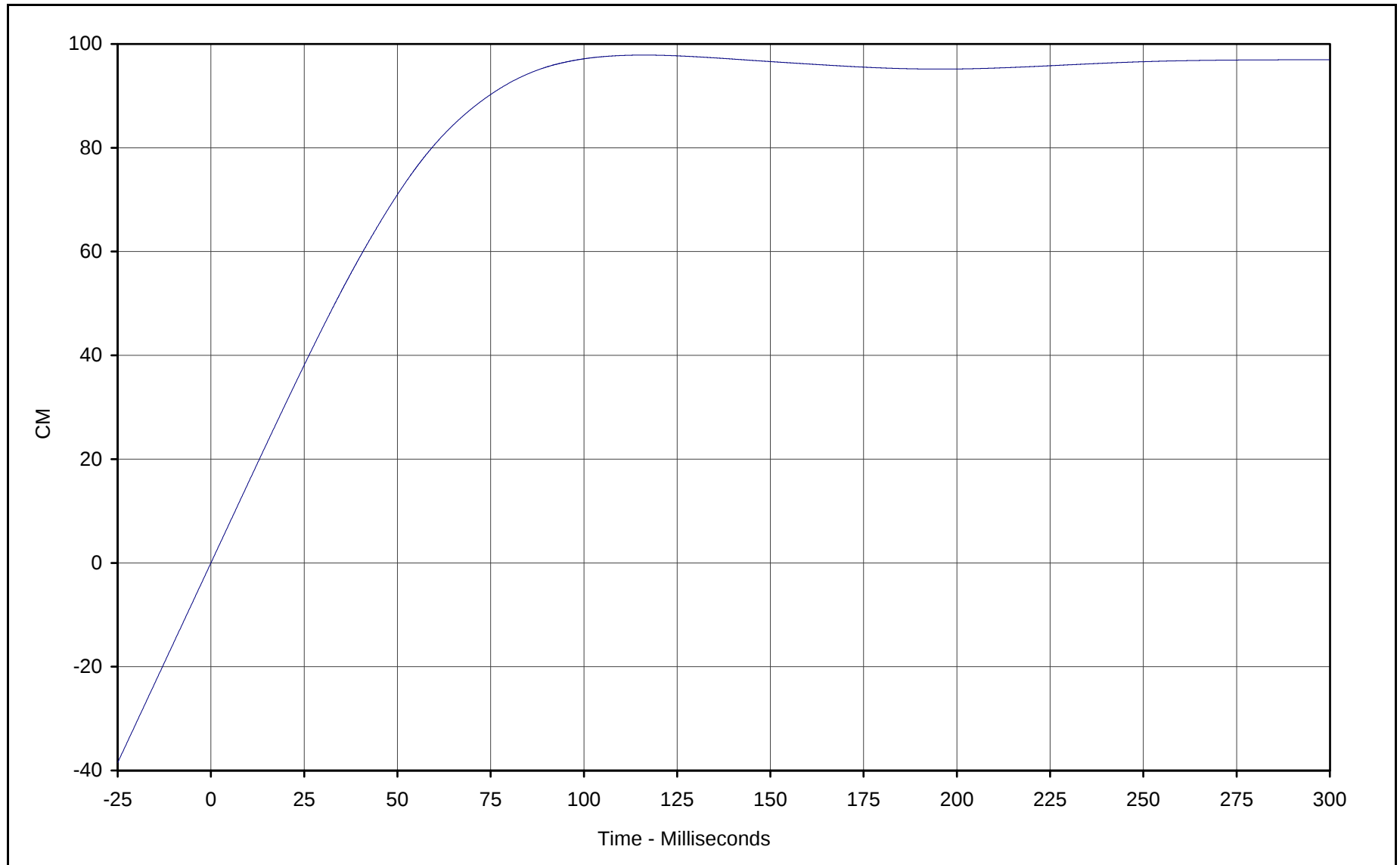


Curve Description: Driver Pelvis X Velocity
Maximum Value: 55.6 at 4.2 Milliseconds
Minimum Value: -1.8 at 142.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-020

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



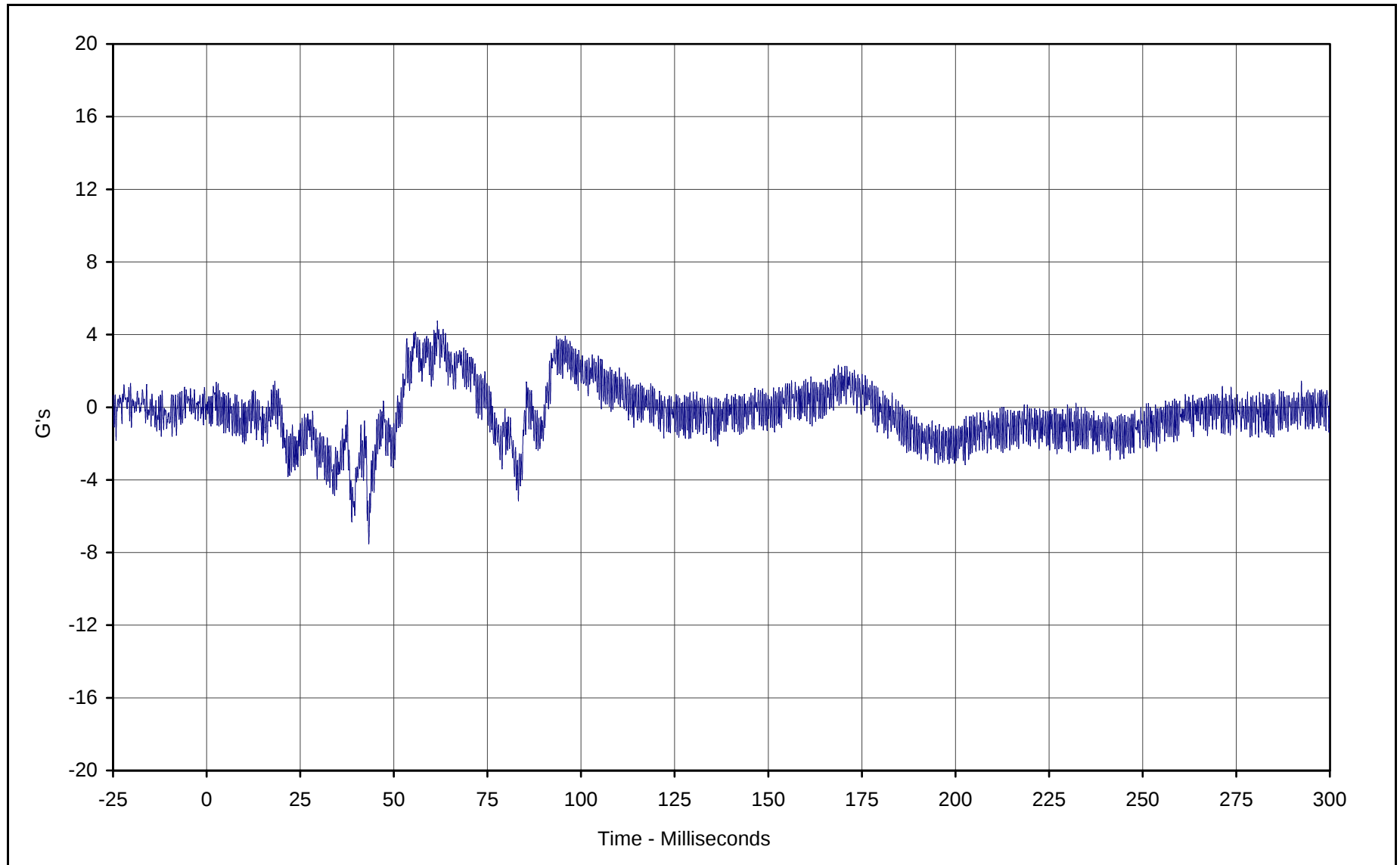
KAR21015-01



Curve Description: Driver Pelvis X Displ.
Maximum Value: 97.9 at 116.1 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-020

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



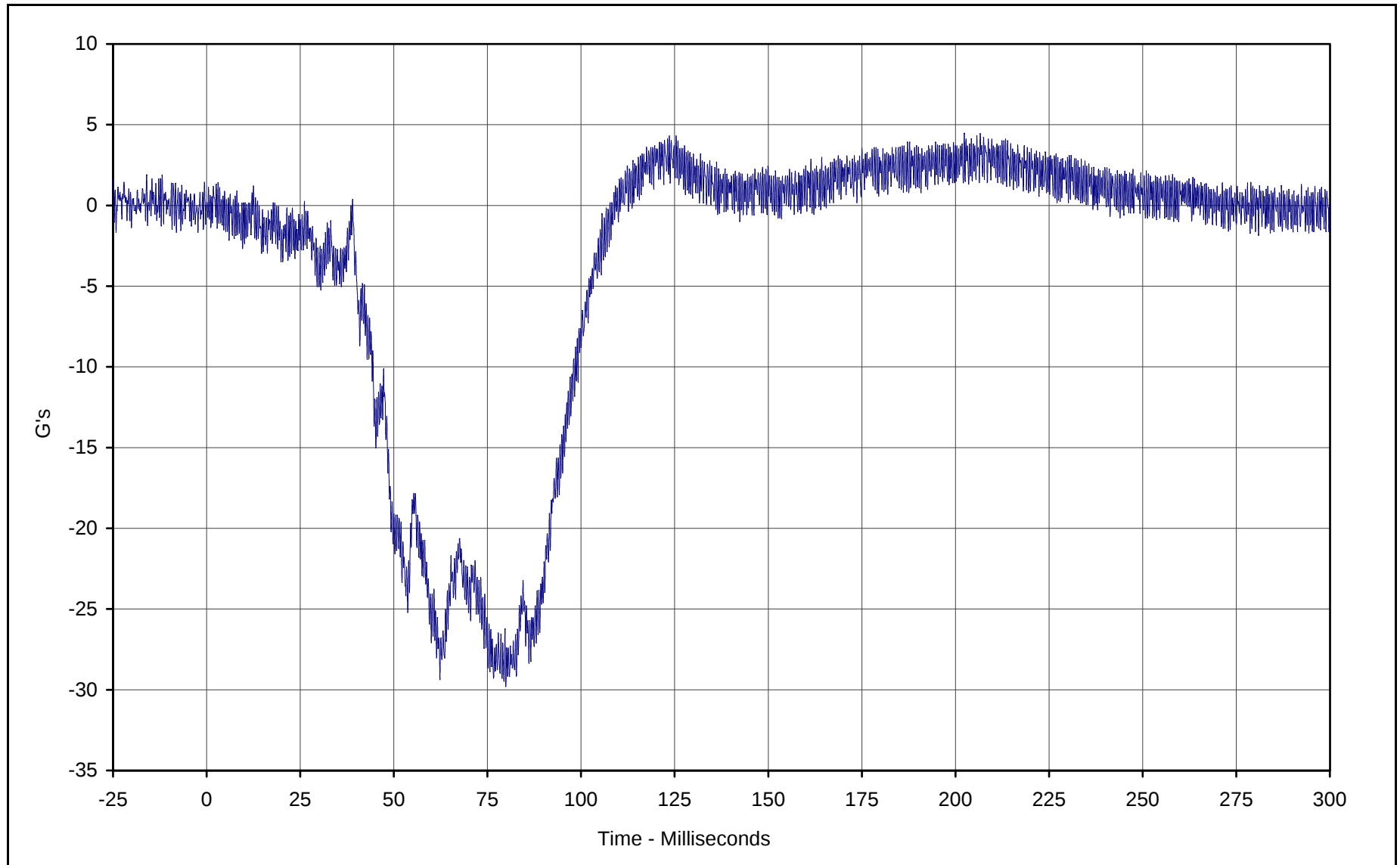


Curve Description: Driver Pelvis Y
Maximum Value: 4.7 at 61.6 Milliseconds
Minimum Value: -7.5 at 43.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-021

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-38

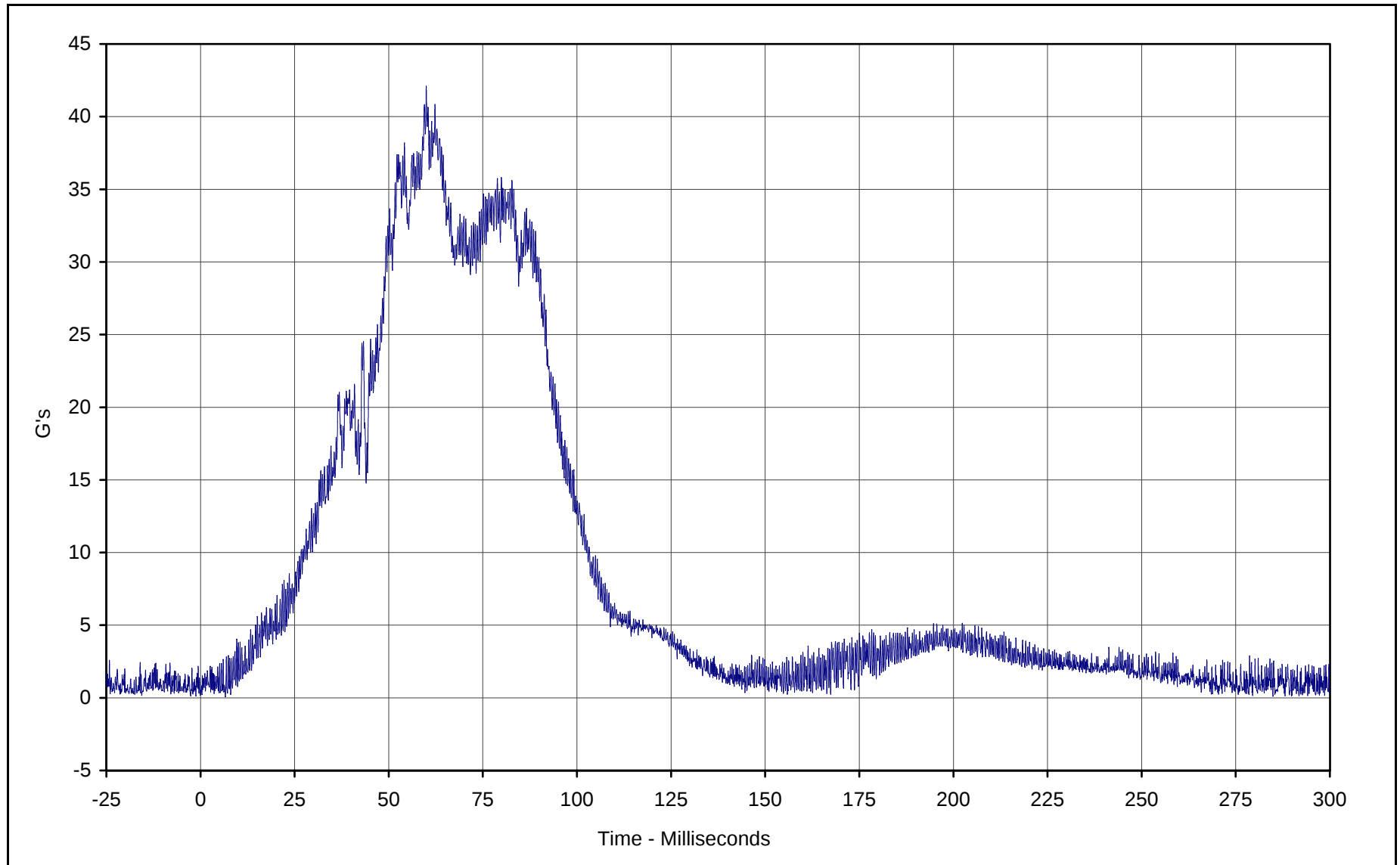


Curve Description: Driver Pelvis Z
Maximum Value: 4.4 at 202.4 Milliseconds
Minimum Value: -29.8 at 79.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-022

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

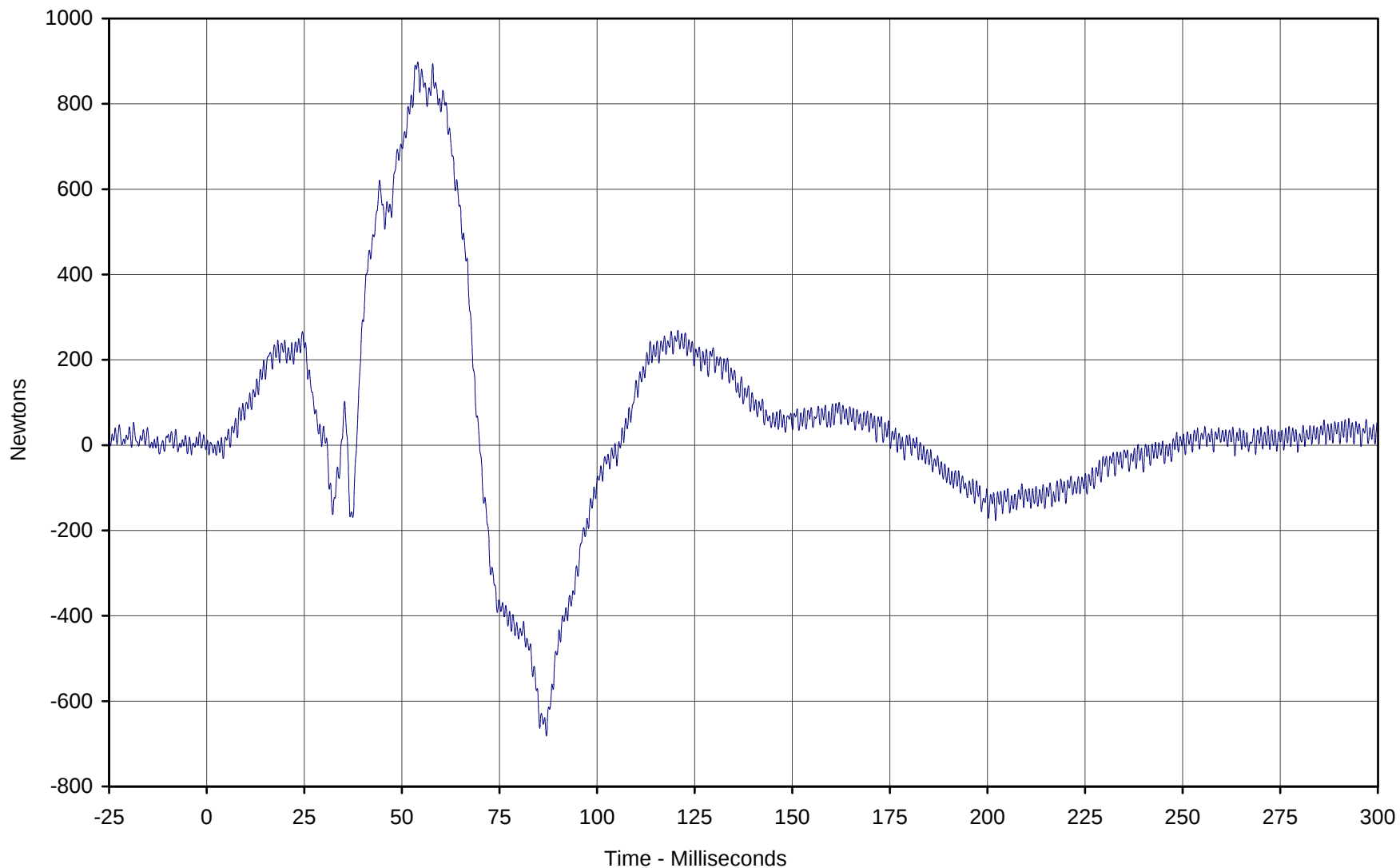


Curve Description: Driver Pelvis Resultant
Maximum Value: 42.1 at 60.0 Milliseconds
Minimum Value: 0.1 at 6.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-020

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-40



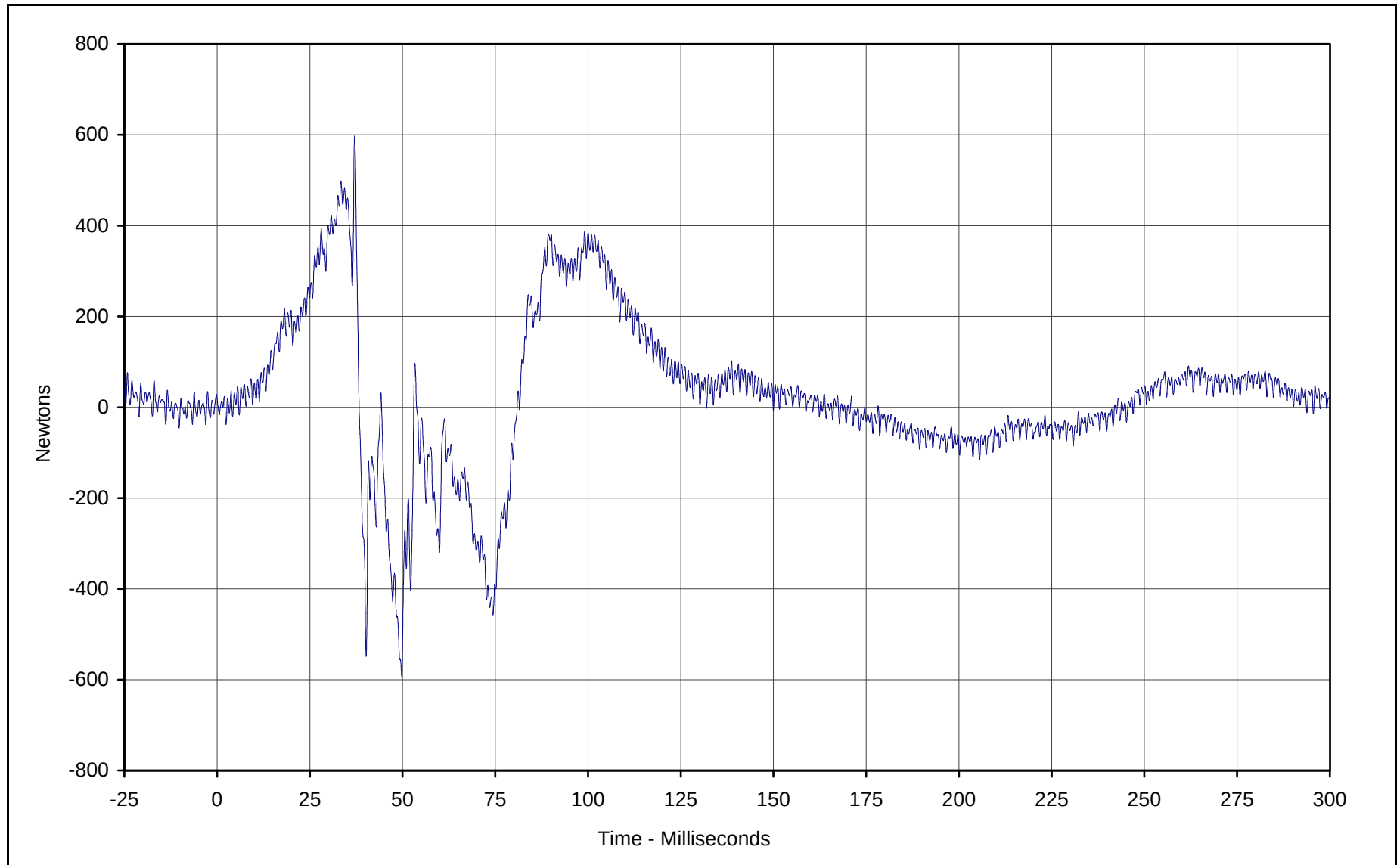
Curve Description: Driver Left Femur Force
Maximum Value: 898.0 at 54.1 Milliseconds
Minimum Value: -681.5 at 87.0 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-023

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-41



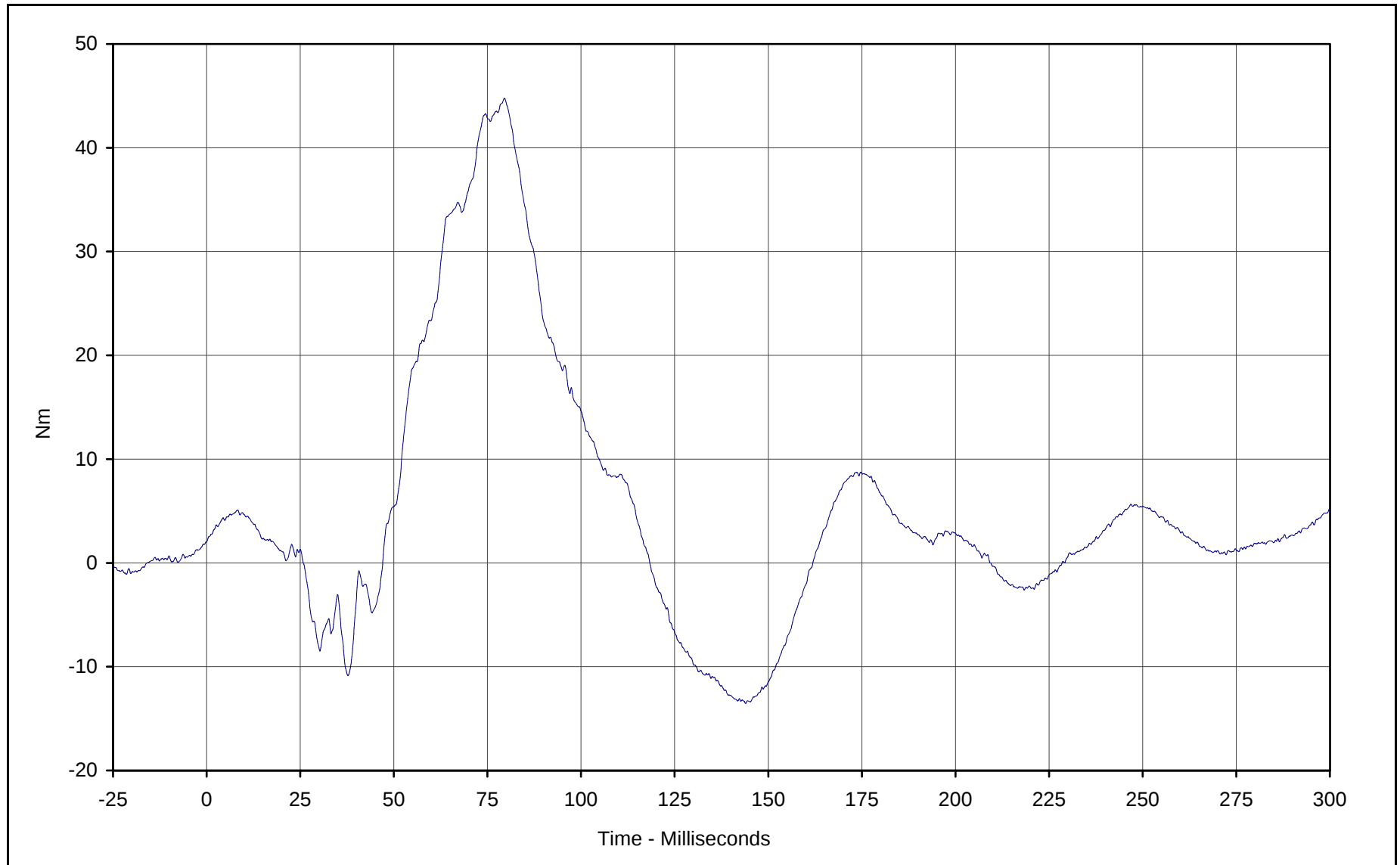
Curve Description: Driver Right Femur Force
Maximum Value: 597.5 at 37.1 Milliseconds
Minimum Value: -592.5 at 49.8 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-024

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-42



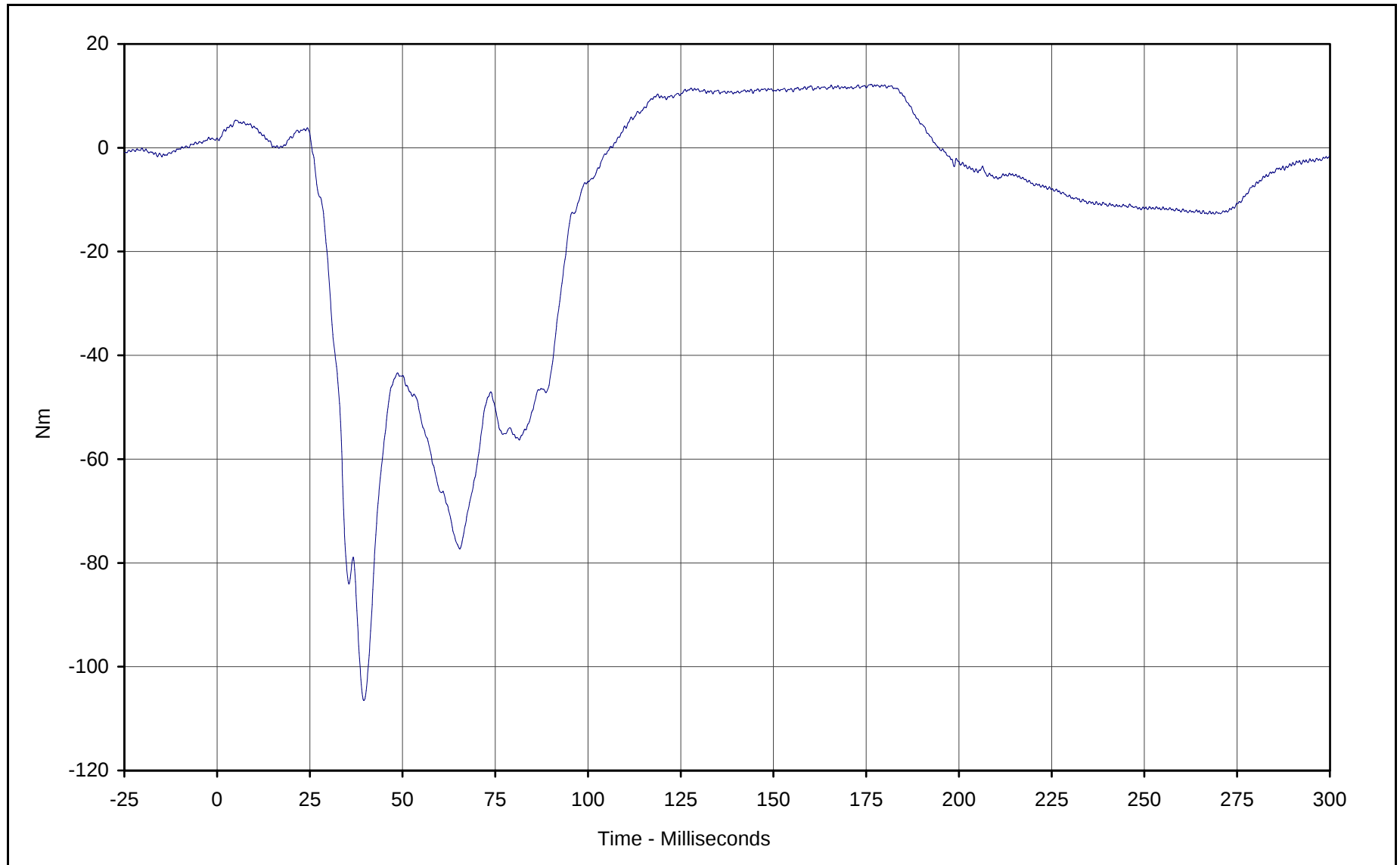
Curve Description: Driver Left Upper Tibia Moment X
Maximum Value: 44.8 at 79.5 Milliseconds
Minimum Value: -13.5 at 144.0 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-025

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-43



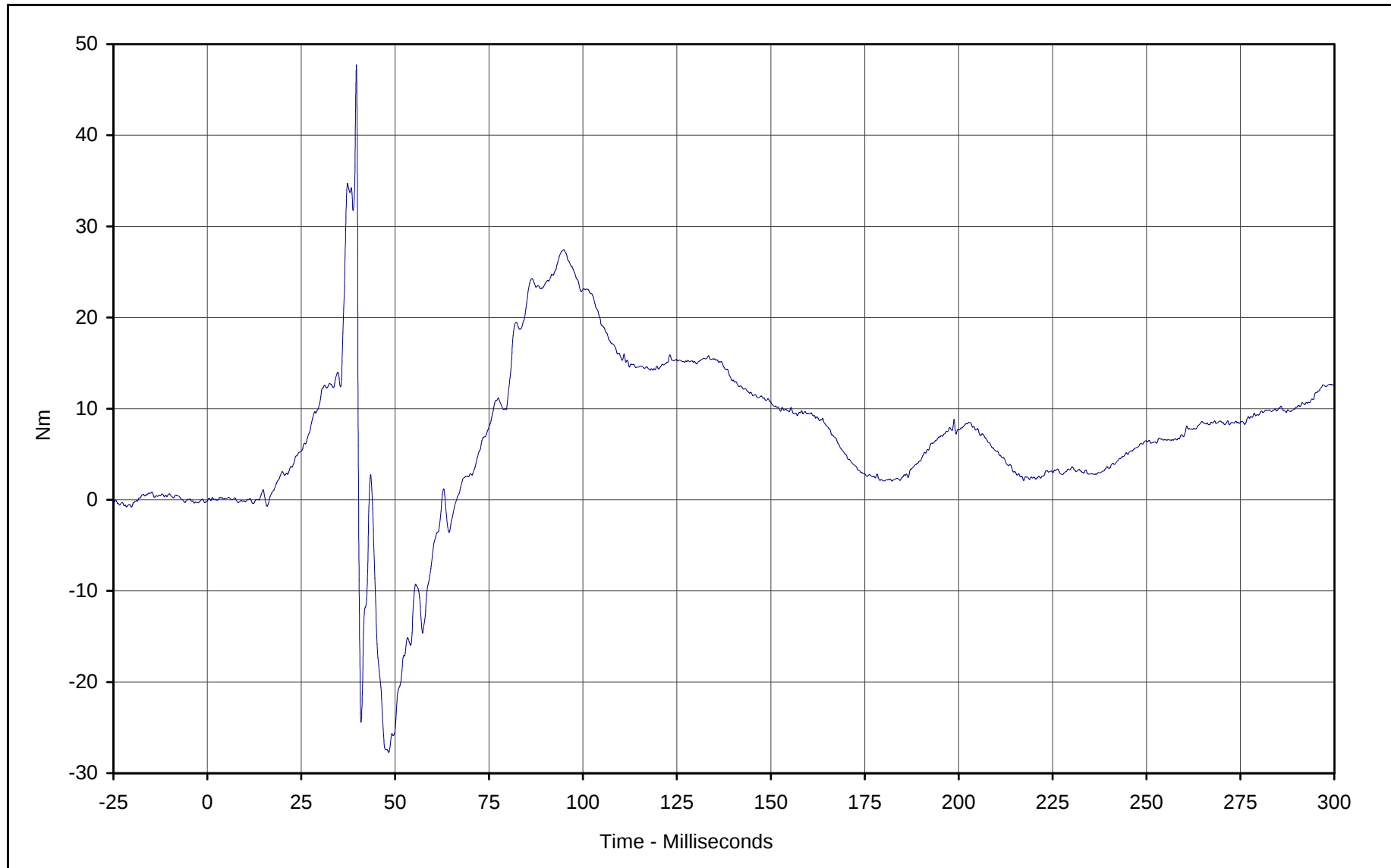
Curve Description: Driver Left Upper Tibia Moment Y
Maximum Value: 12.2 at 176.4 Milliseconds
Minimum Value: -106.5 at 39.6 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-026

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-44



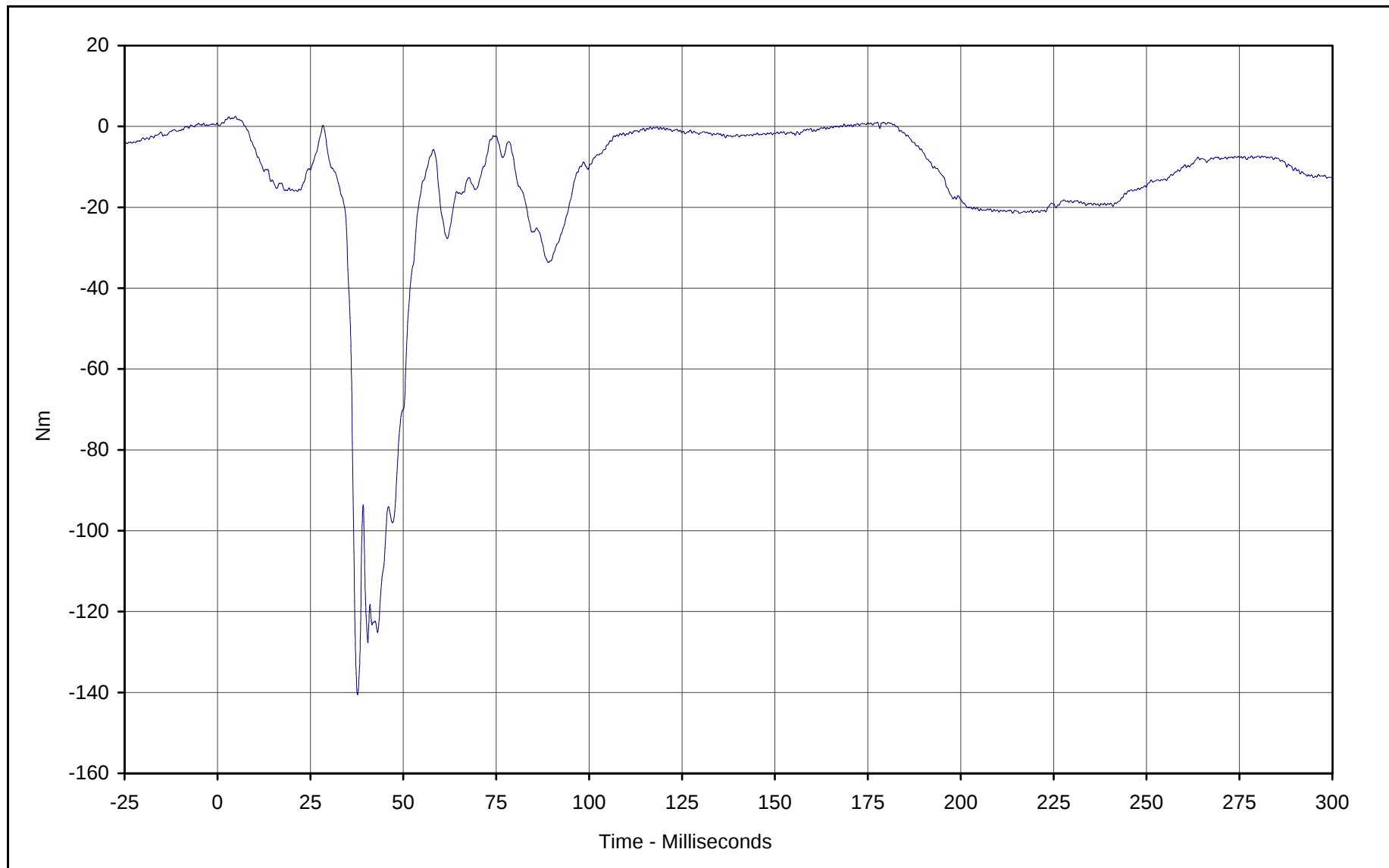
Curve Description: Driver Right Upper Tibia Moment X
Maximum Value: 47.7 at 39.7 Milliseconds
Minimum Value: -27.7 at 48.3 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-027

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-45

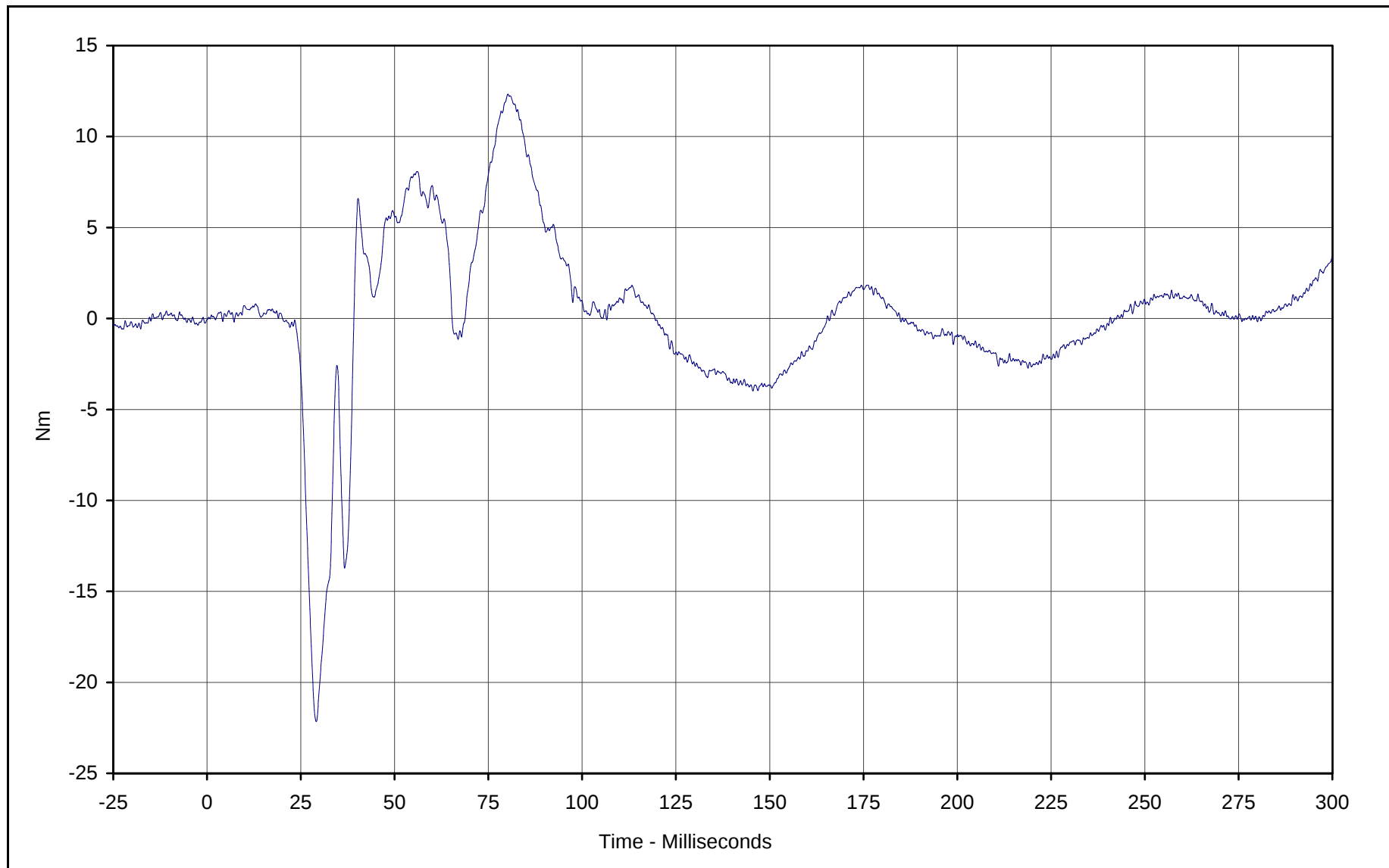


Curve Description: Driver Right Upper Tibia Moment Y
Maximum Value: 2.5 at 4.8 Milliseconds
Minimum Value: -140.6 at 37.7 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-028

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



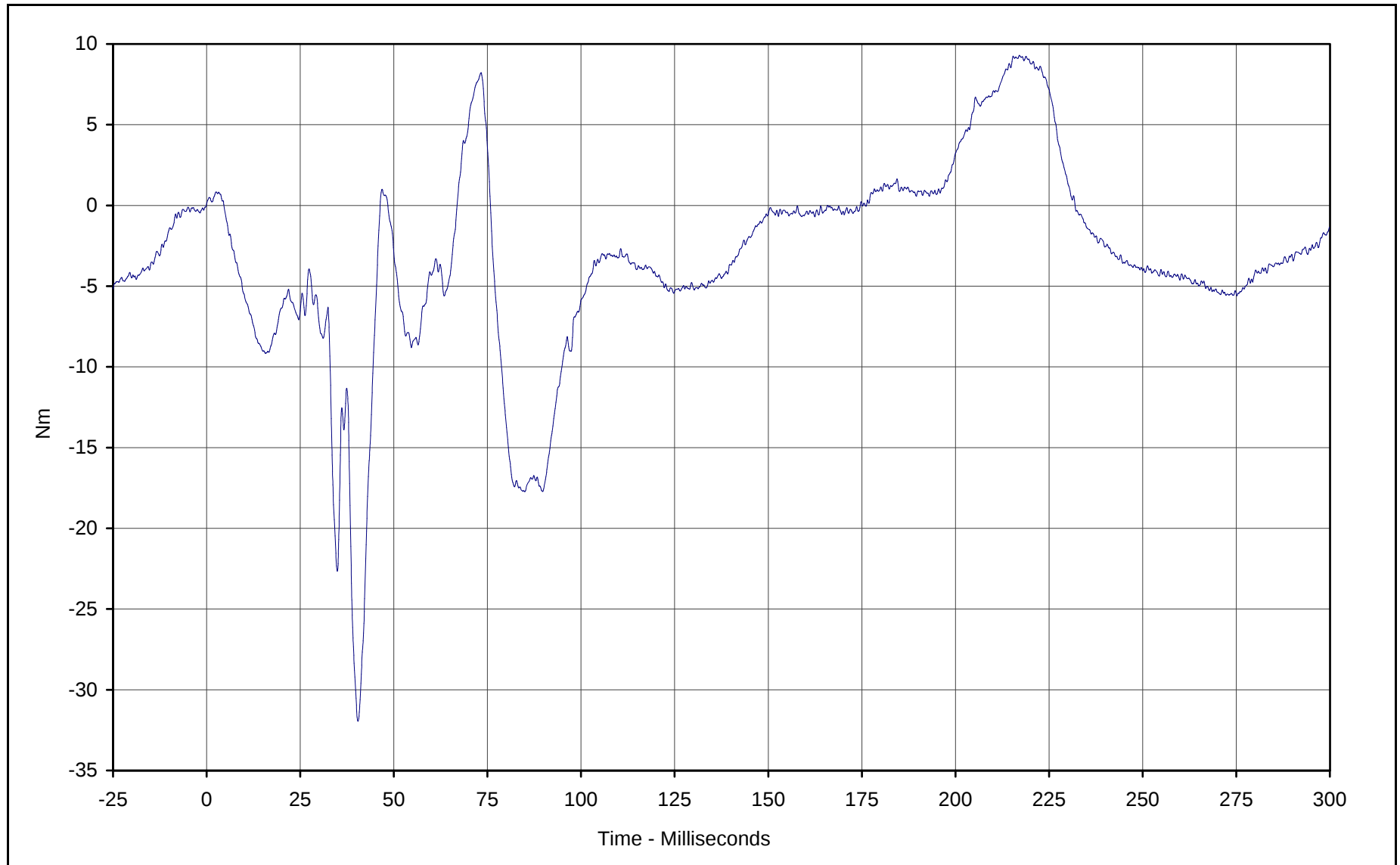
KAR21015-01



Curve Description: Driver Left Lower Tibia Moment X
Maximum Value: 12.3 at 80.2 Milliseconds
Minimum Value: -22.2 at 29.1 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-029

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

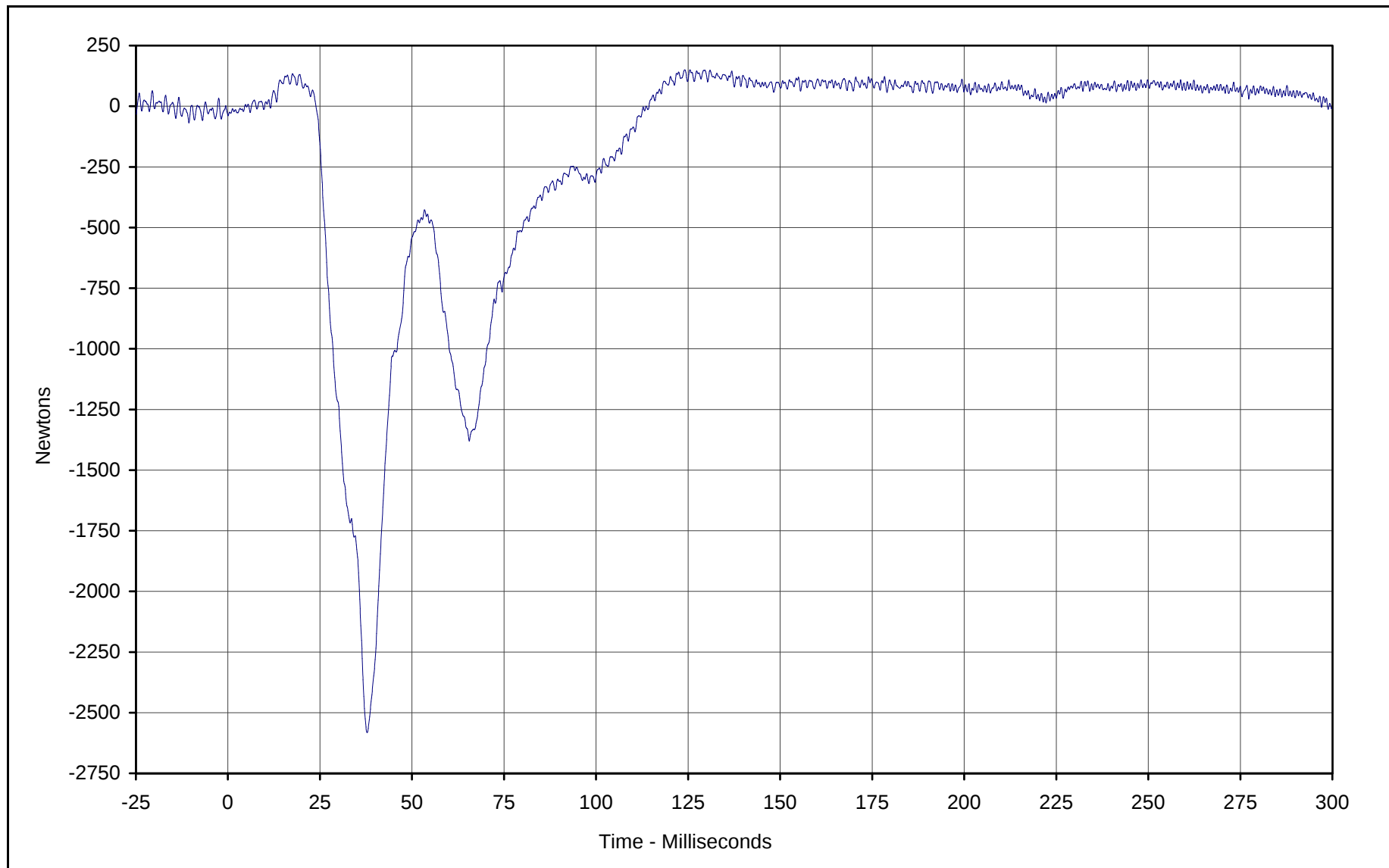




Curve Description: Driver Left Lower Tibia Moment Y
Maximum Value: 9.3 at 217.1 Milliseconds
Minimum Value: -32.0 at 40.4 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-030

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

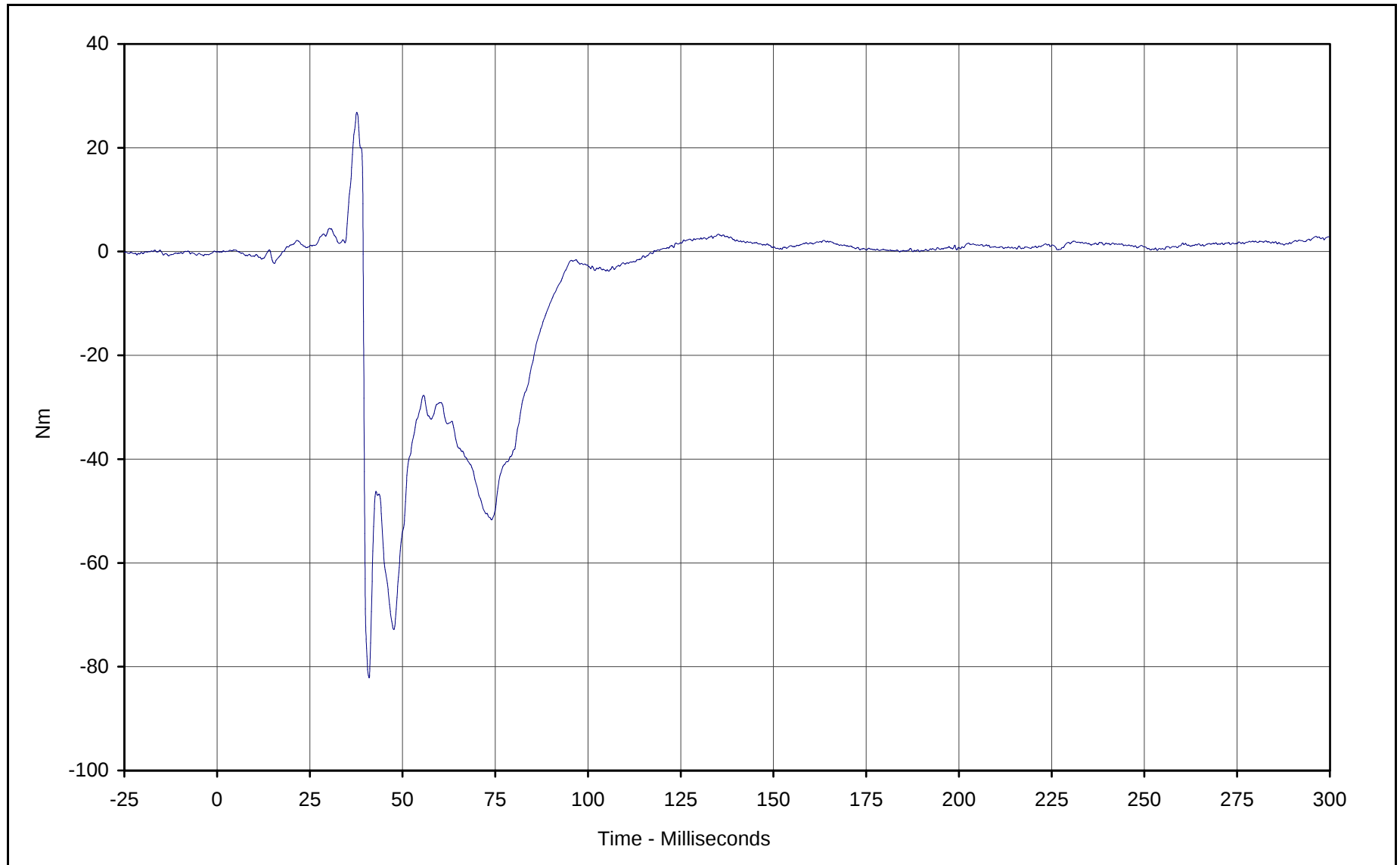




Curve Description: Driver Left Lower Tibia Force Z
Maximum Value: 150.3 at 124.1 Milliseconds
Minimum Value: -2582.0 at 37.8 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-031

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



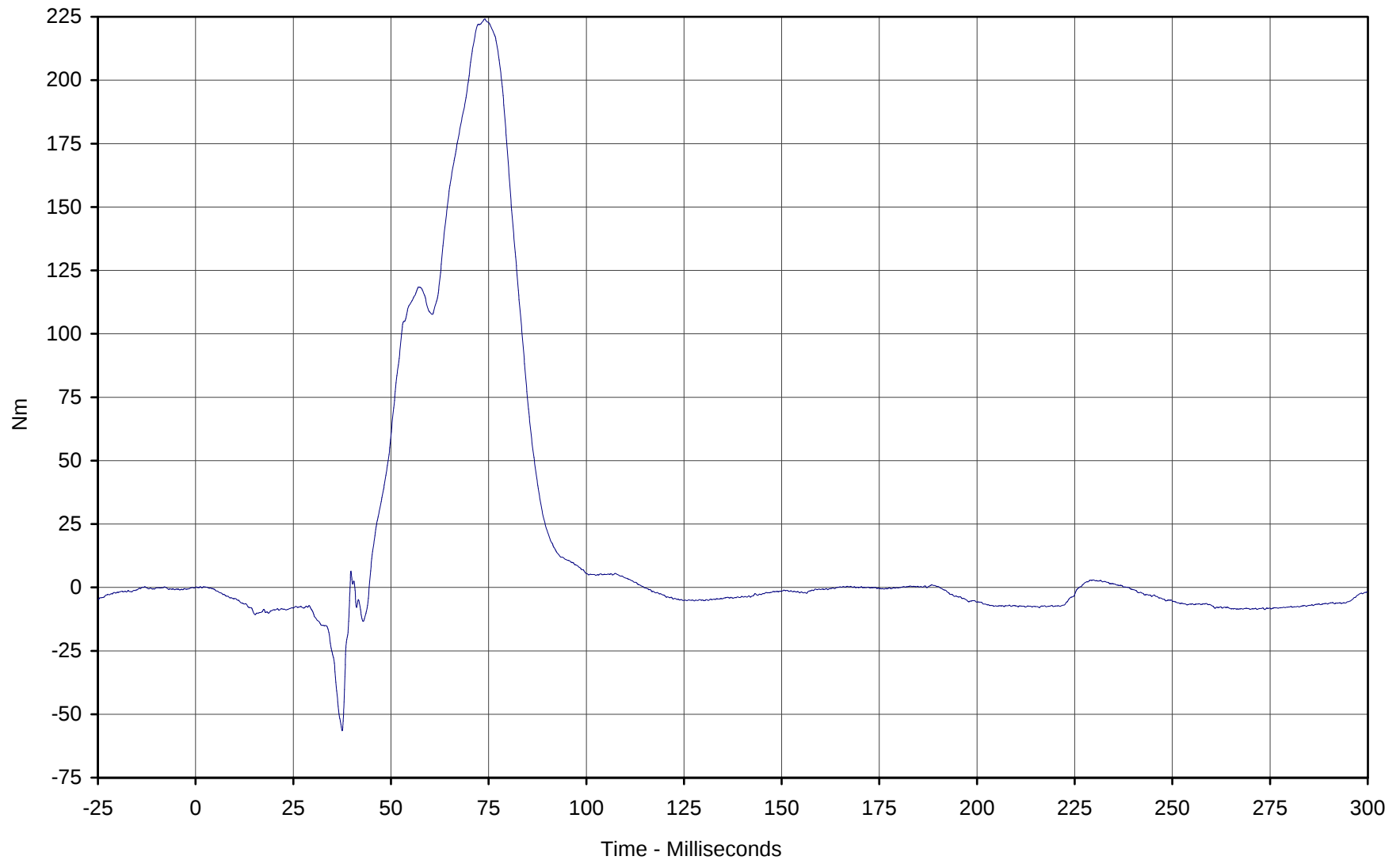


Curve Description: Driver Right Lower Tibia Moment X
Maximum Value: 26.8 at 37.7 Milliseconds
Minimum Value: -82.2 at 41.0 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-032

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-50

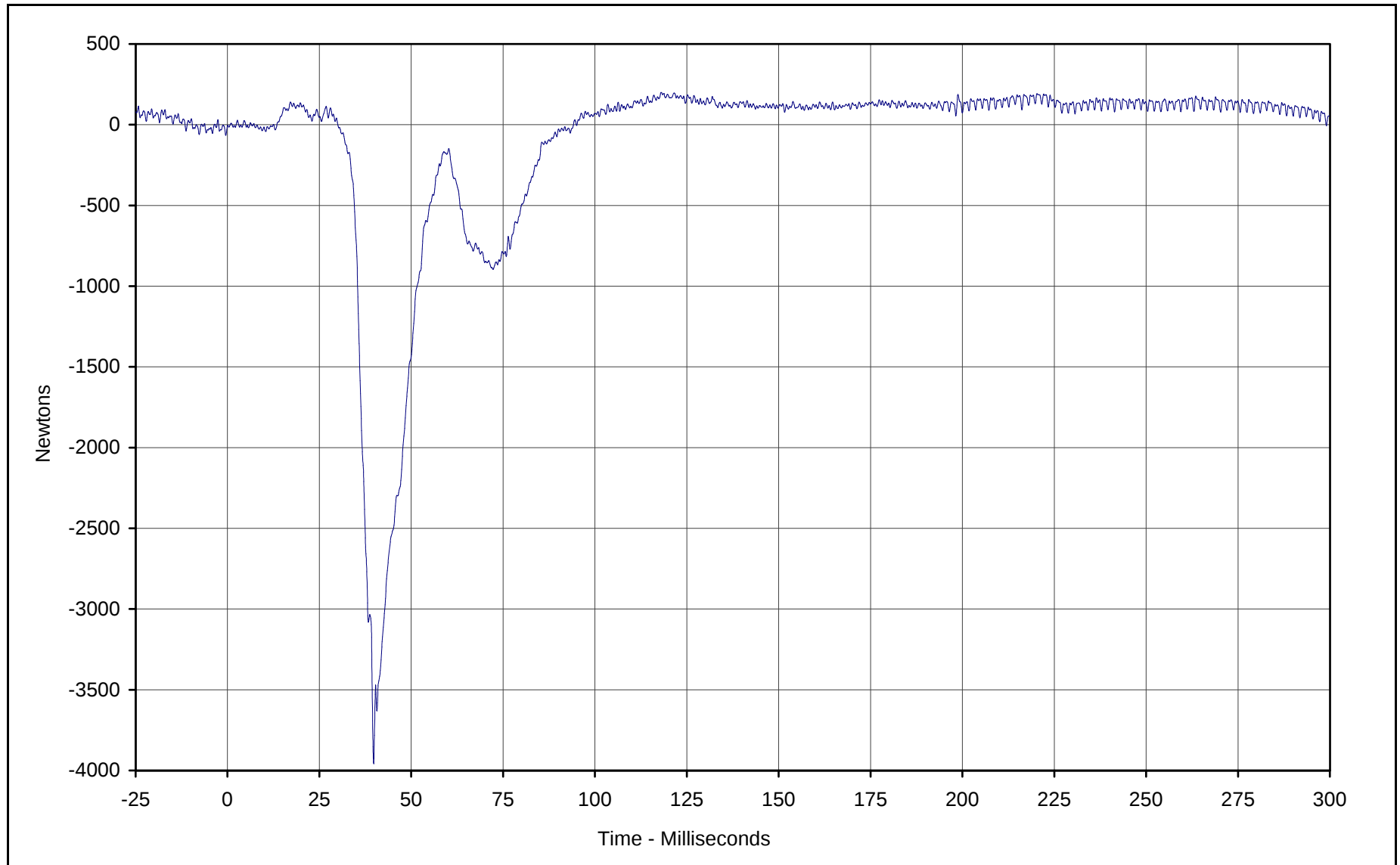


Curve Description: Driver Right Lower Tibia Moment Y
Maximum Value: 224.2 at 74.0 Milliseconds
Minimum Value: -56.5 at 37.5 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-033

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

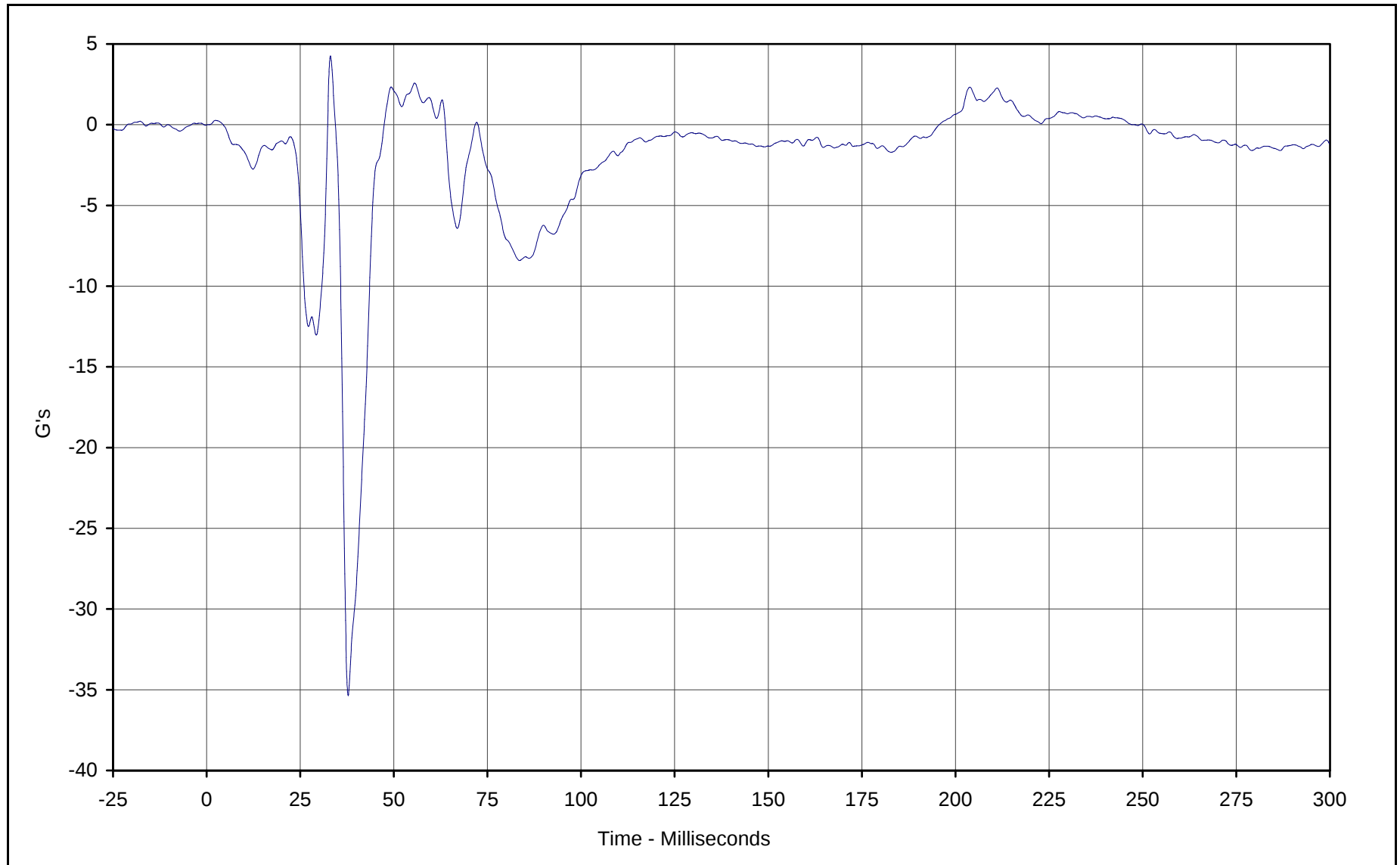


Curve Description: Driver Right Lower Tibia Force Z
Maximum Value: 199.9 at 118.0 Milliseconds
Minimum Value: -3958.6 at 39.8 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-034

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-52



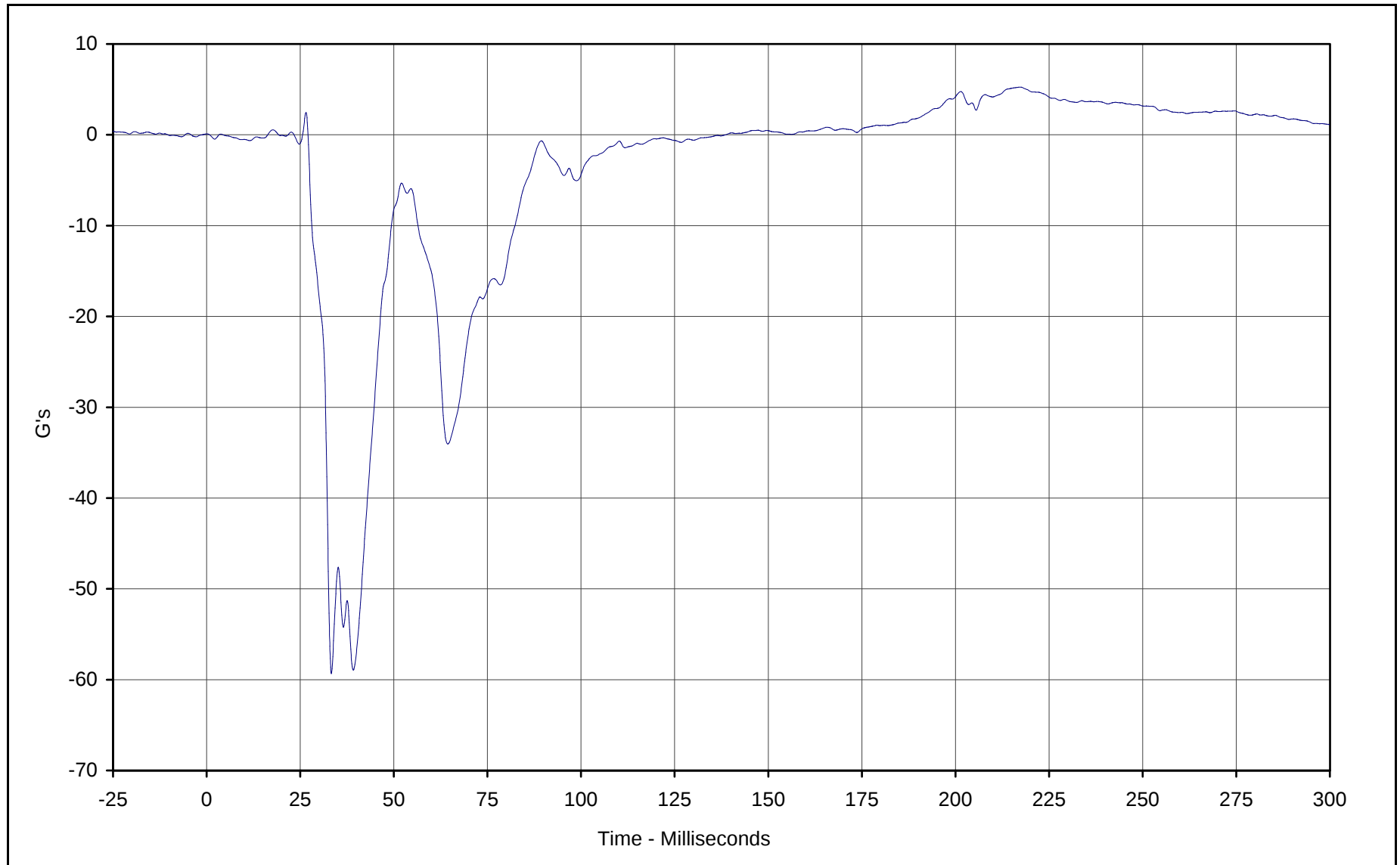
Curve Description: Driver Left Foot Aft X
Maximum Value: 4.3 at 33.1 Milliseconds
Minimum Value: -35.4 at 37.8 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-035

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-53



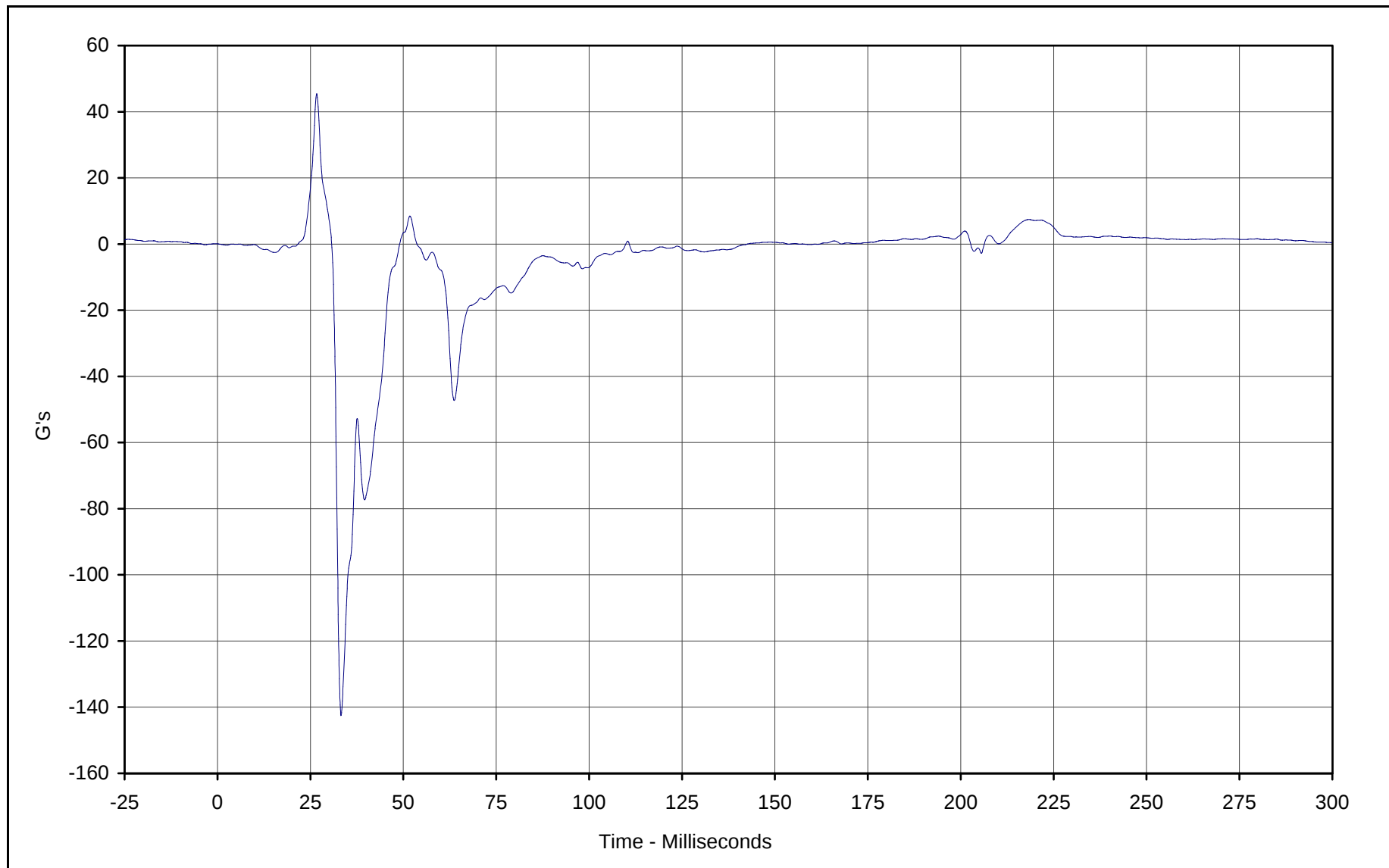
Curve Description: Driver Left Foot Aft Z
Maximum Value: 5.3 at 217.3 Milliseconds
Minimum Value: -59.3 at 33.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-036

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-54



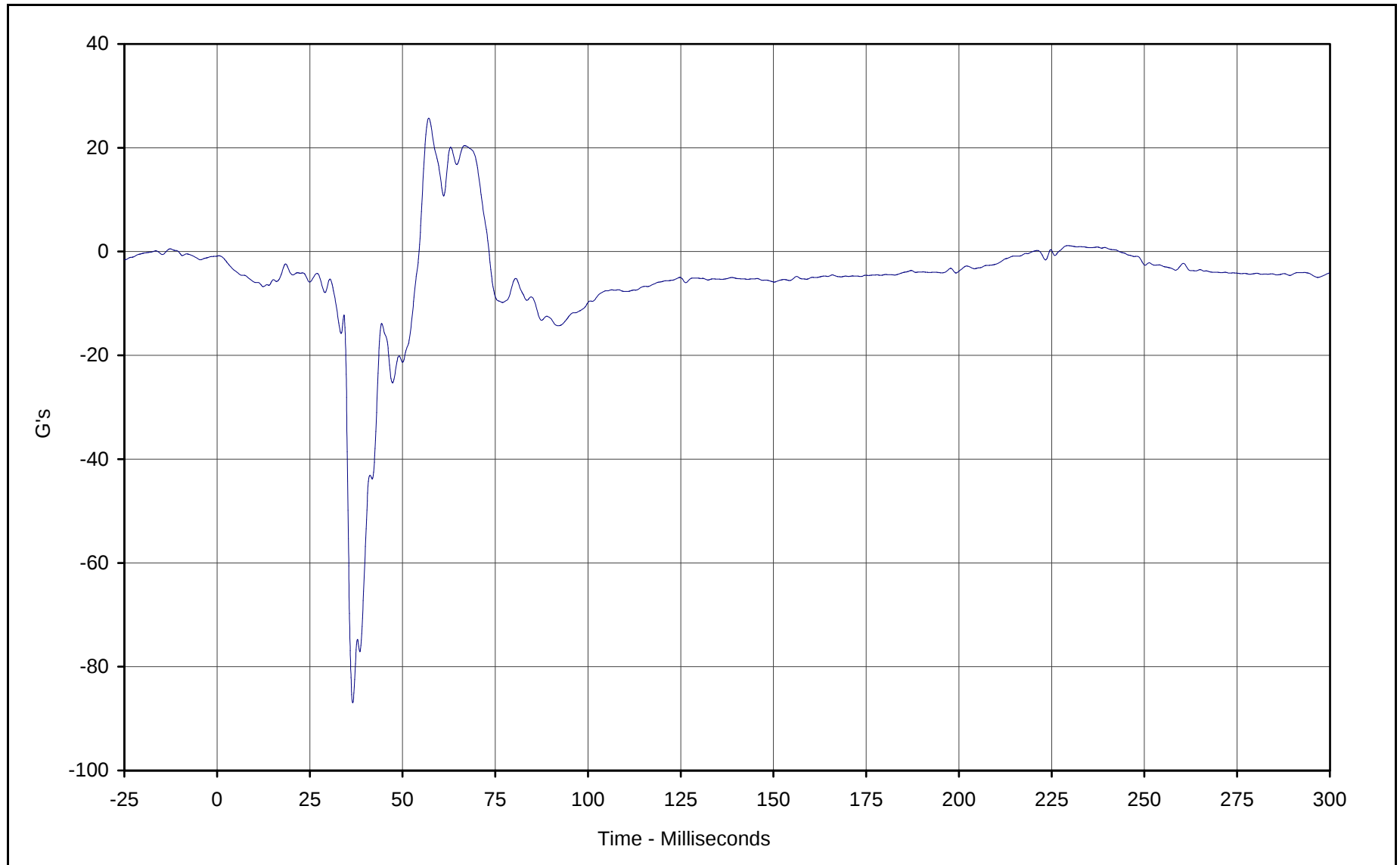
Curve Description: Driver Left Foot Fore Z
Maximum Value: 45.5 at 26.7 Milliseconds
Minimum Value: -142.6 at 33.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-037

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-55

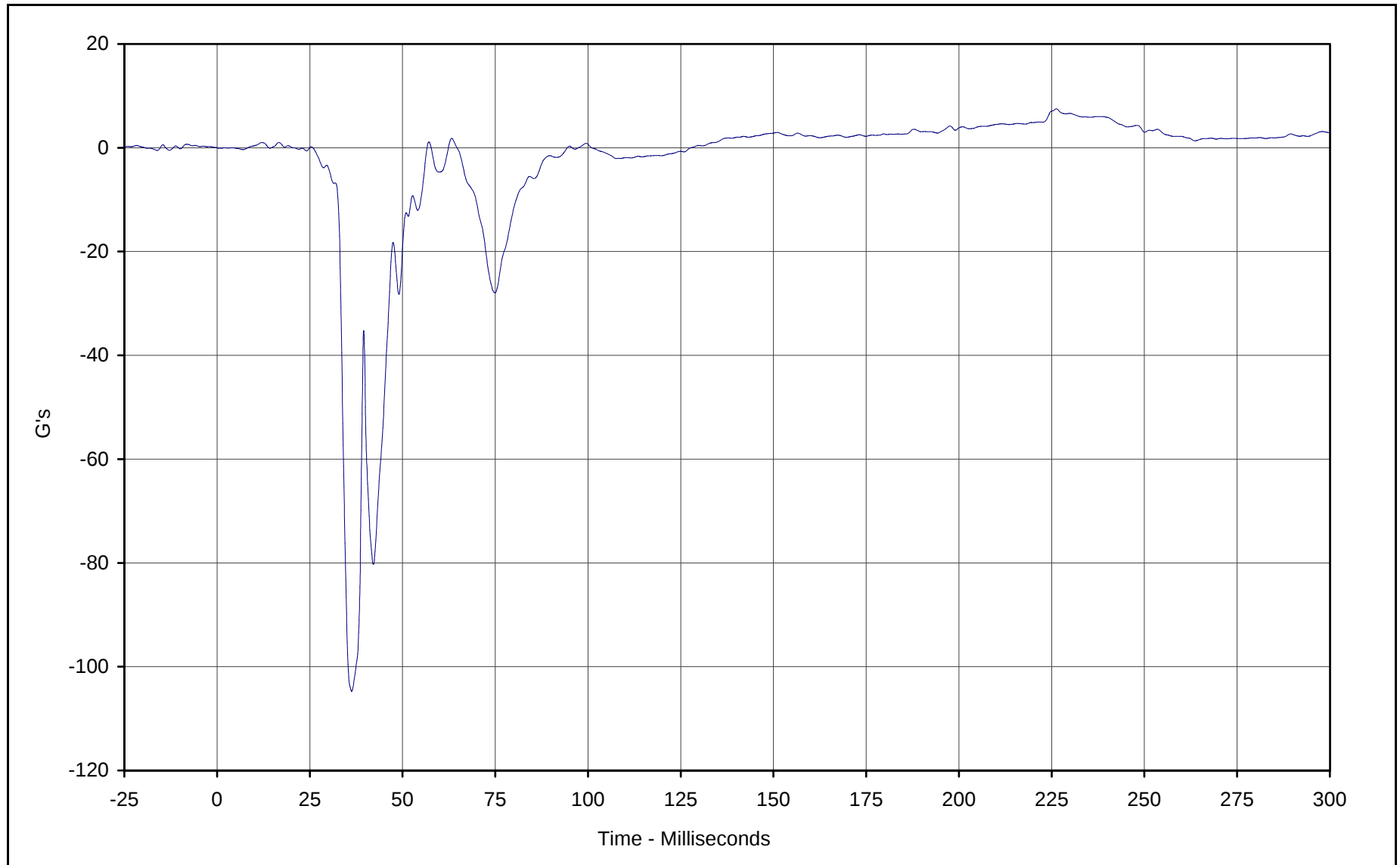


Curve Description: Driver Right Foot Aft X
Maximum Value: 25.7 at 57.1 Milliseconds
Minimum Value: -87.0 at 36.6 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-038

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



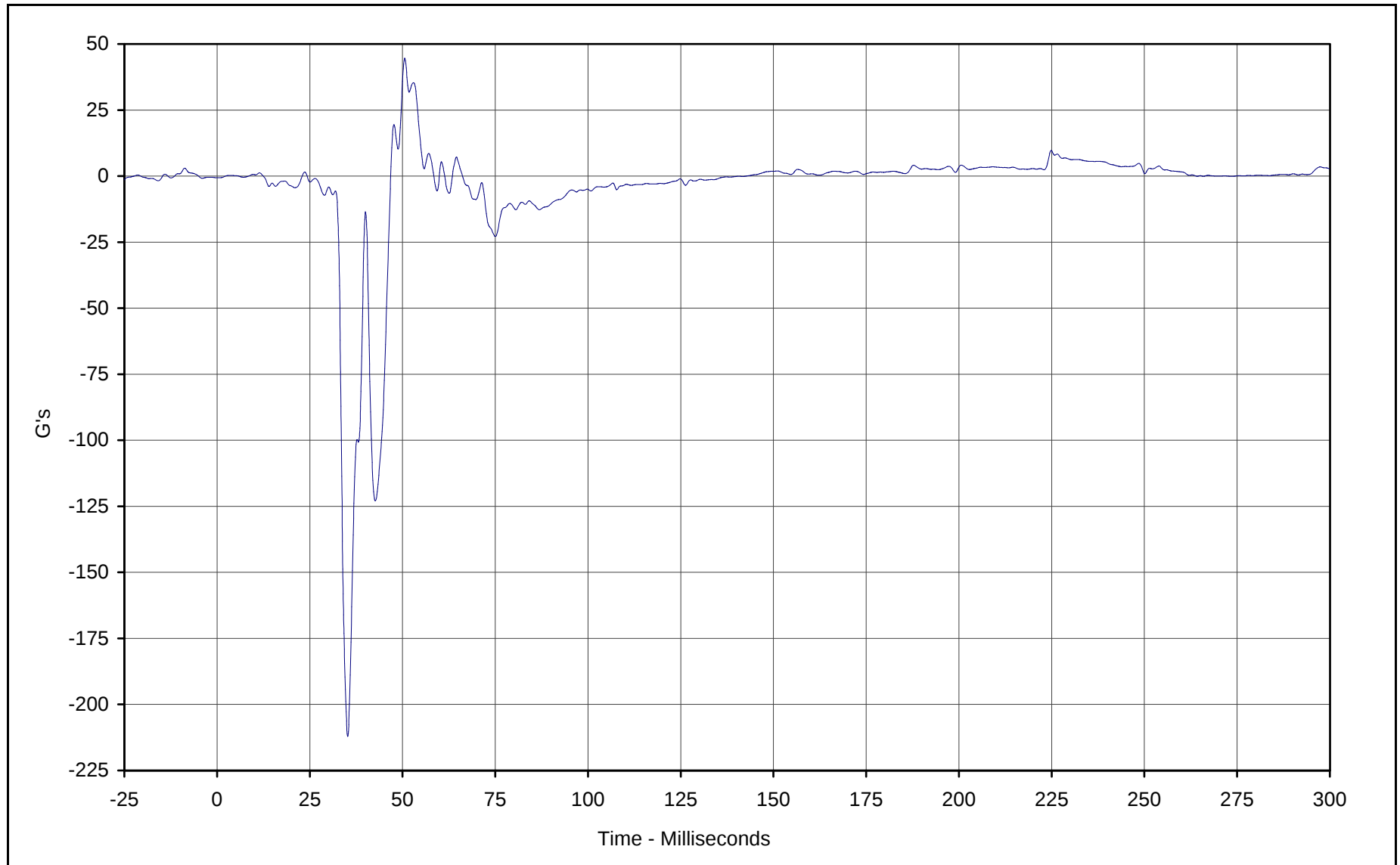
KAR21015-01



Curve Description: Driver Right Foot Aft Z
Maximum Value: 7.5 at 226.3 Milliseconds
Minimum Value: -104.8 at 36.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-039

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



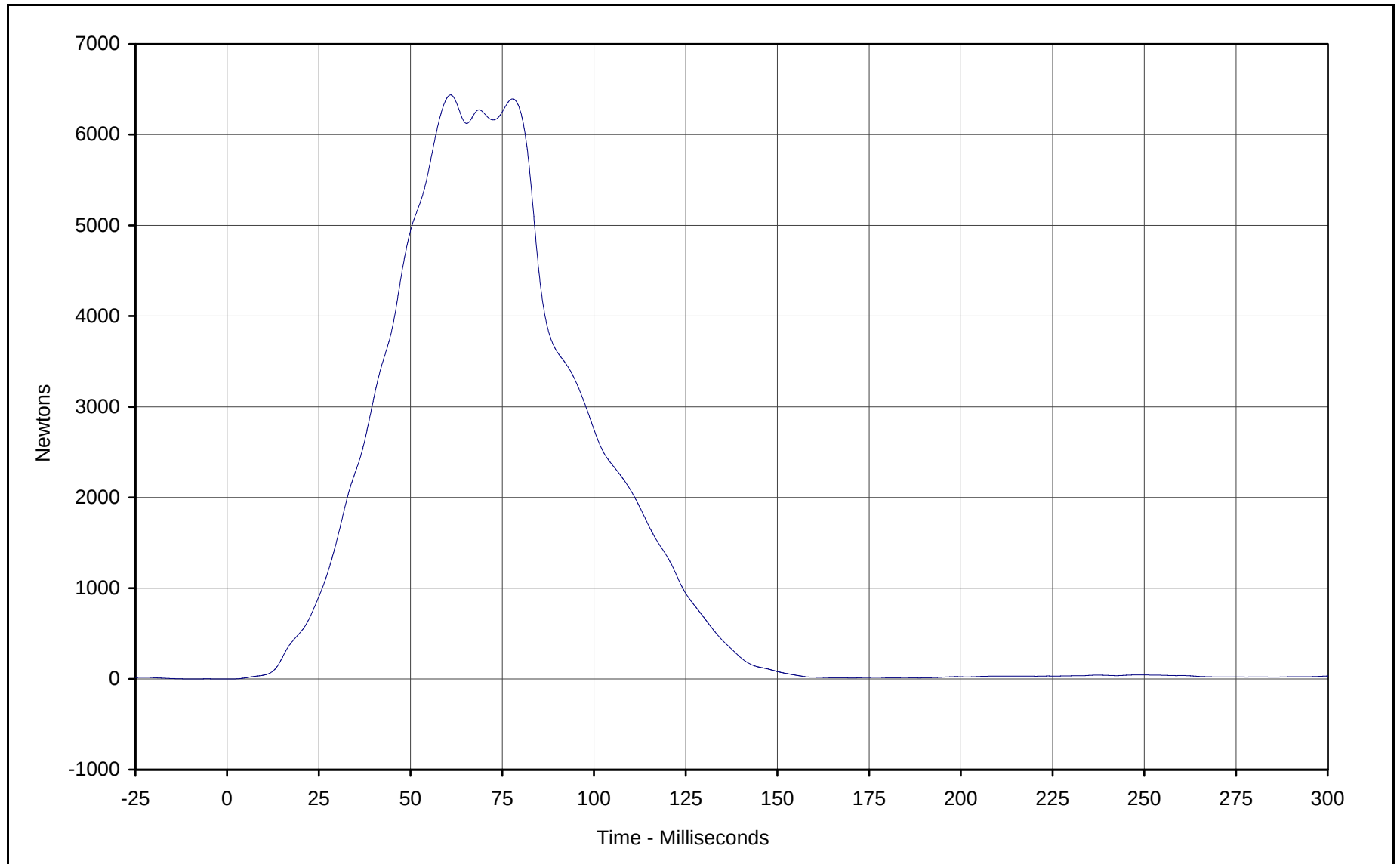


Curve Description: Driver Right Foot Fore Z
Maximum Value: 44.6 at 50.6 Milliseconds
Minimum Value: -212.1 at 35.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-040

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-58



Curve Description: Driver Lap Belt Force

Maximum Value: 6438.0 at 60.9 Milliseconds

Minimum Value: -0.4 at 1.6 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-041

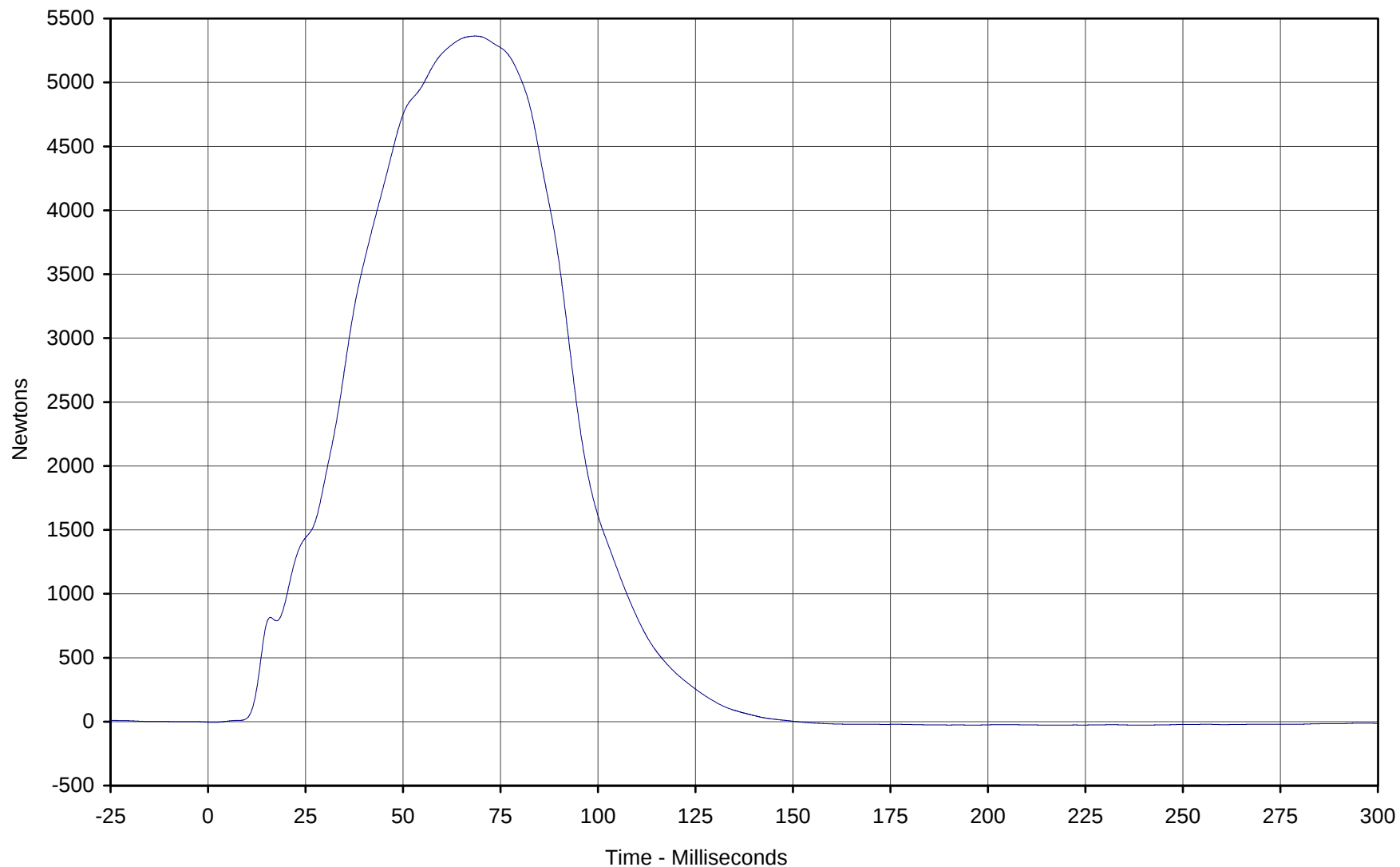
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-59



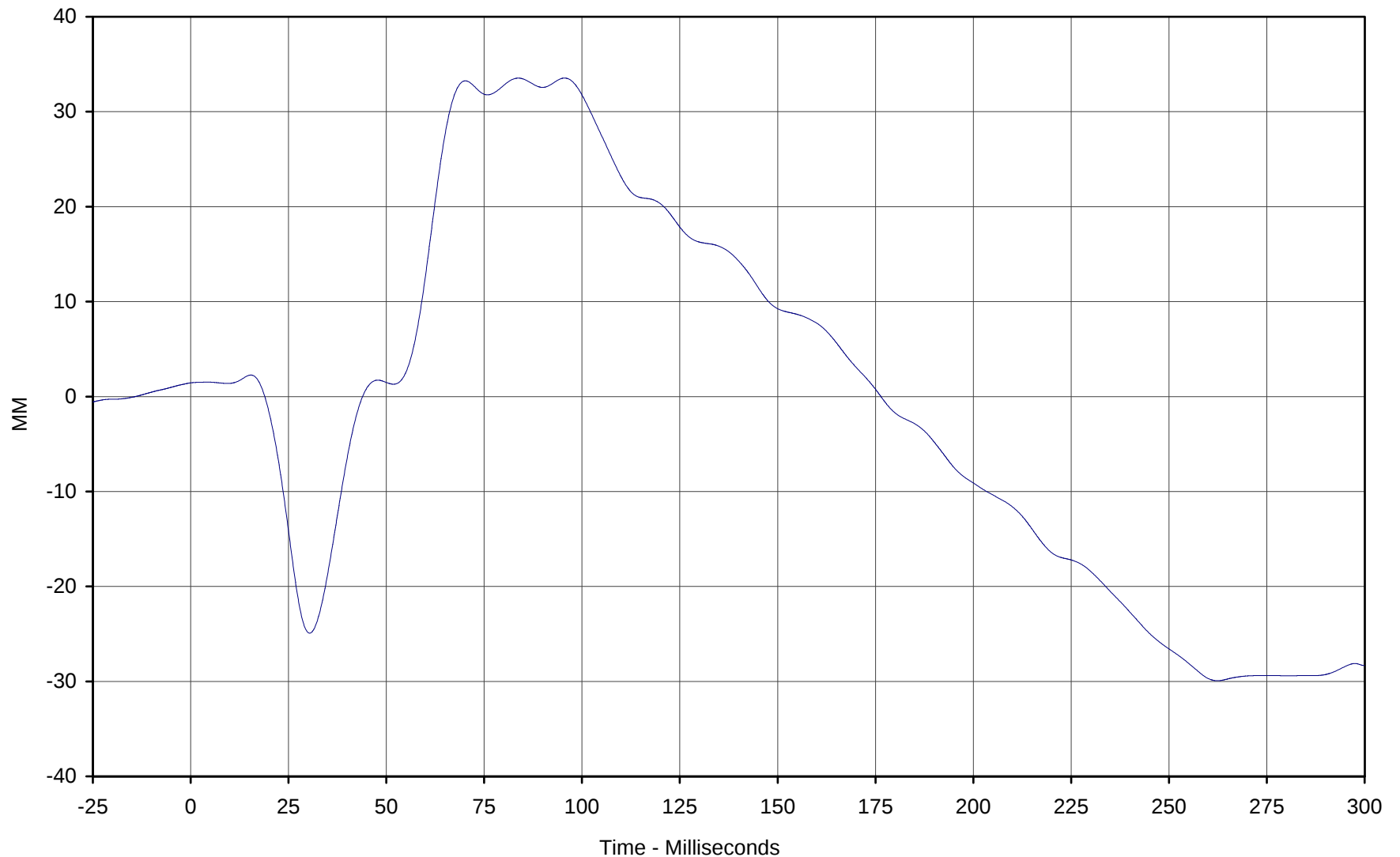
Curve Description: Driver Shoulder Belt Force
Maximum Value: 5362.8 at 68.6 Milliseconds
Minimum Value: -27.7 at 218.6 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-042

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-60

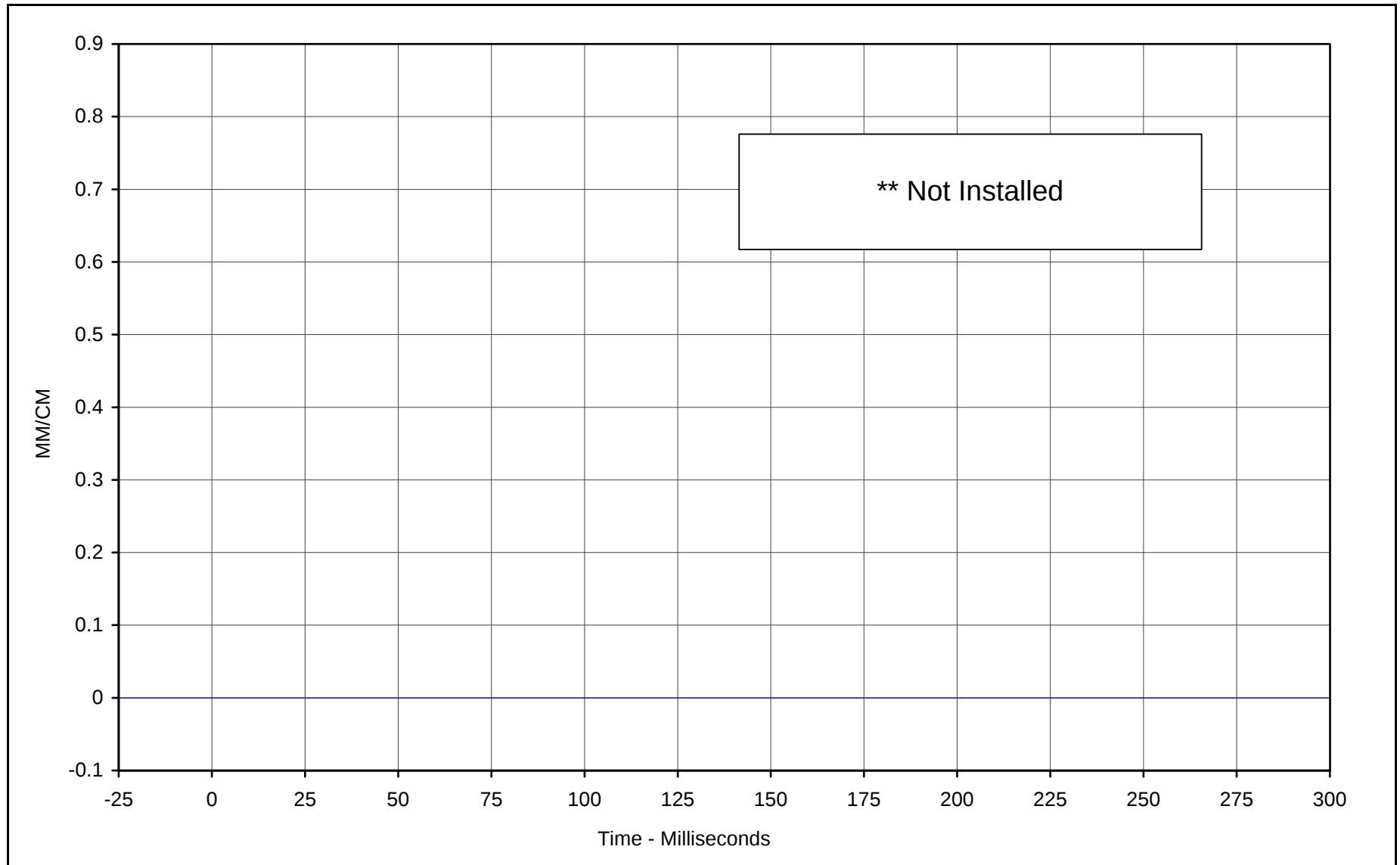


Curve Description: Driver Shoulder Belt Pullout
Maximum Value: 33.5 at 95.5 Milliseconds
Minimum Value: -29.9 at 262.4 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-043

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01



Curve Description: Driver Shoulder Belt Elongation **

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Maximum Value: 0.0 at 0.0 Milliseconds

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 60

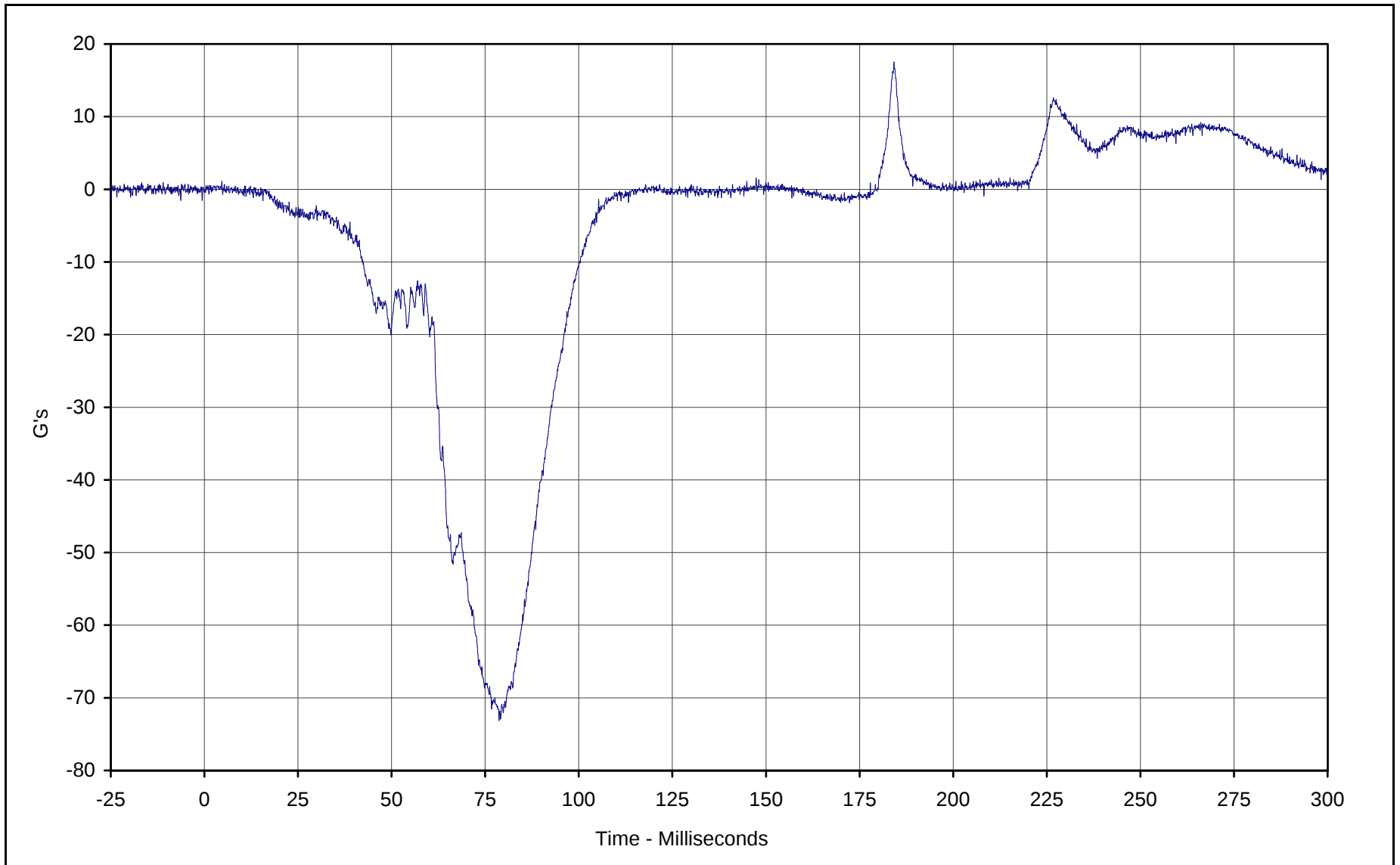
Date of Test: 02/06/01

Curve Number: FIL-044

** Not installed



B-62



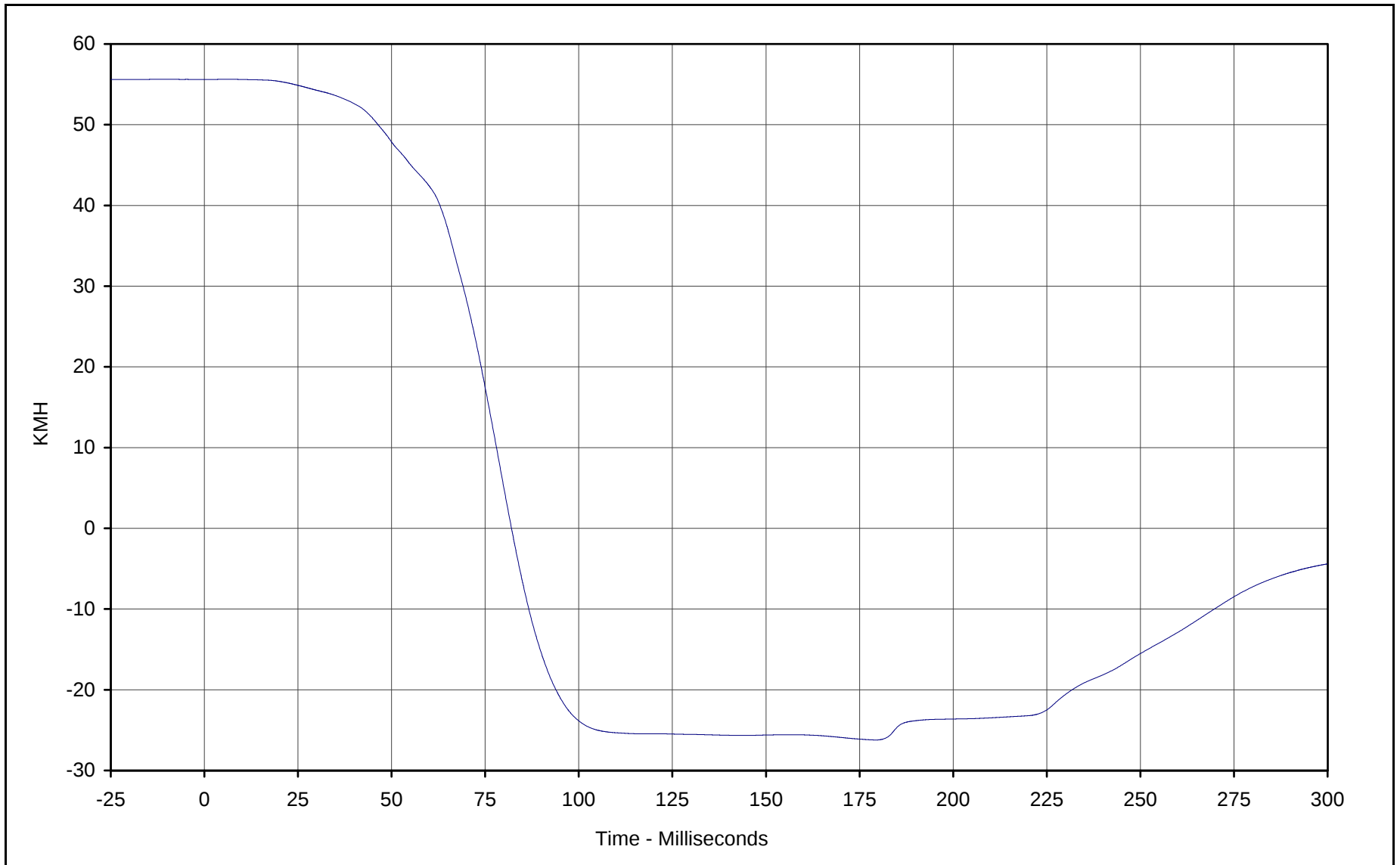
Curve Description: Passenger Head Primary X
Maximum Value: 17.5 at 184.2 Milliseconds
Minimum Value: -73.2 at 78.7 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-045

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-63



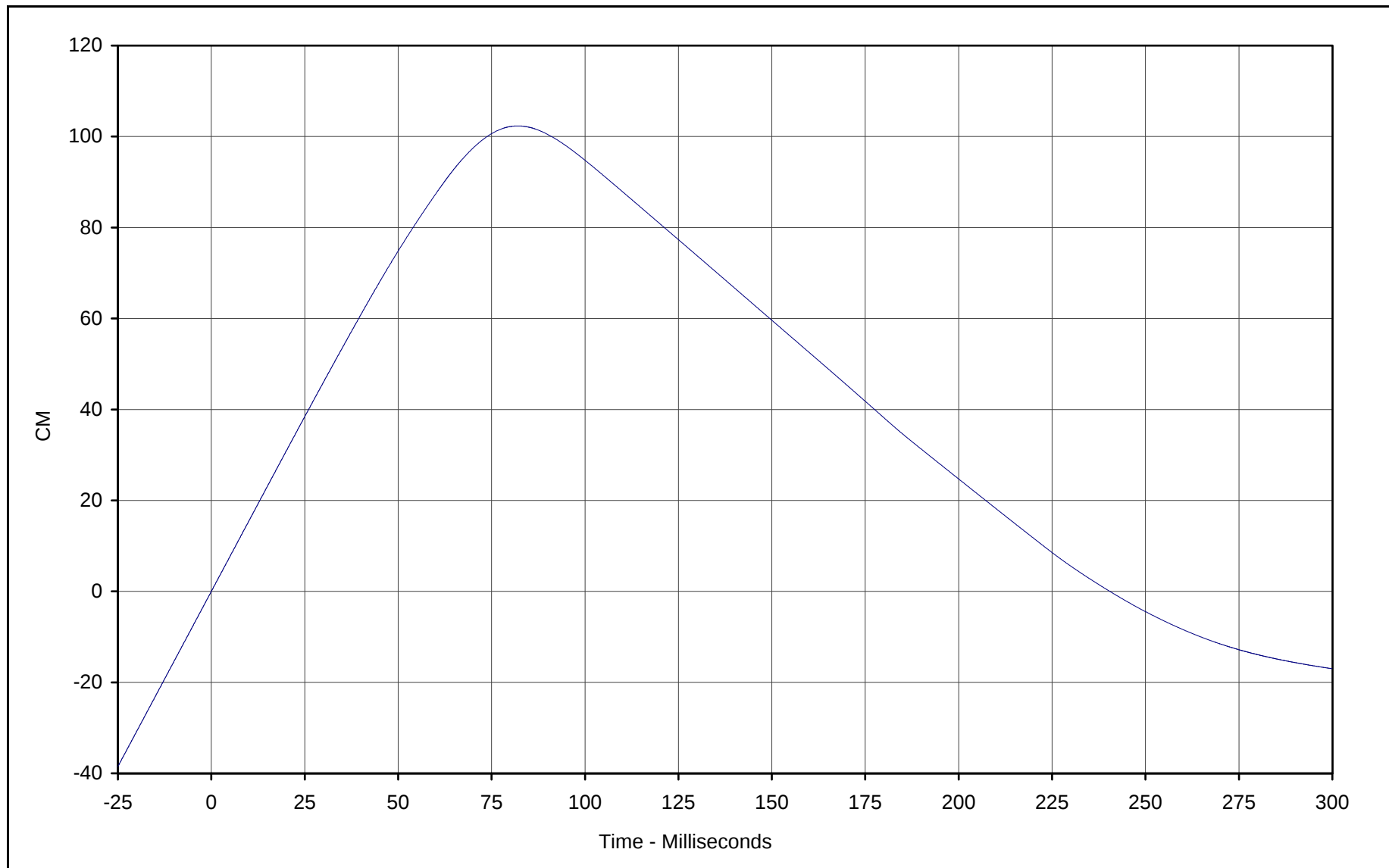
Curve Description: Passenger Head Primary X Velocity
Maximum Value: 55.6 at 5.7 Milliseconds
Minimum Value: -26.2 at 179.4 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-045

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-64



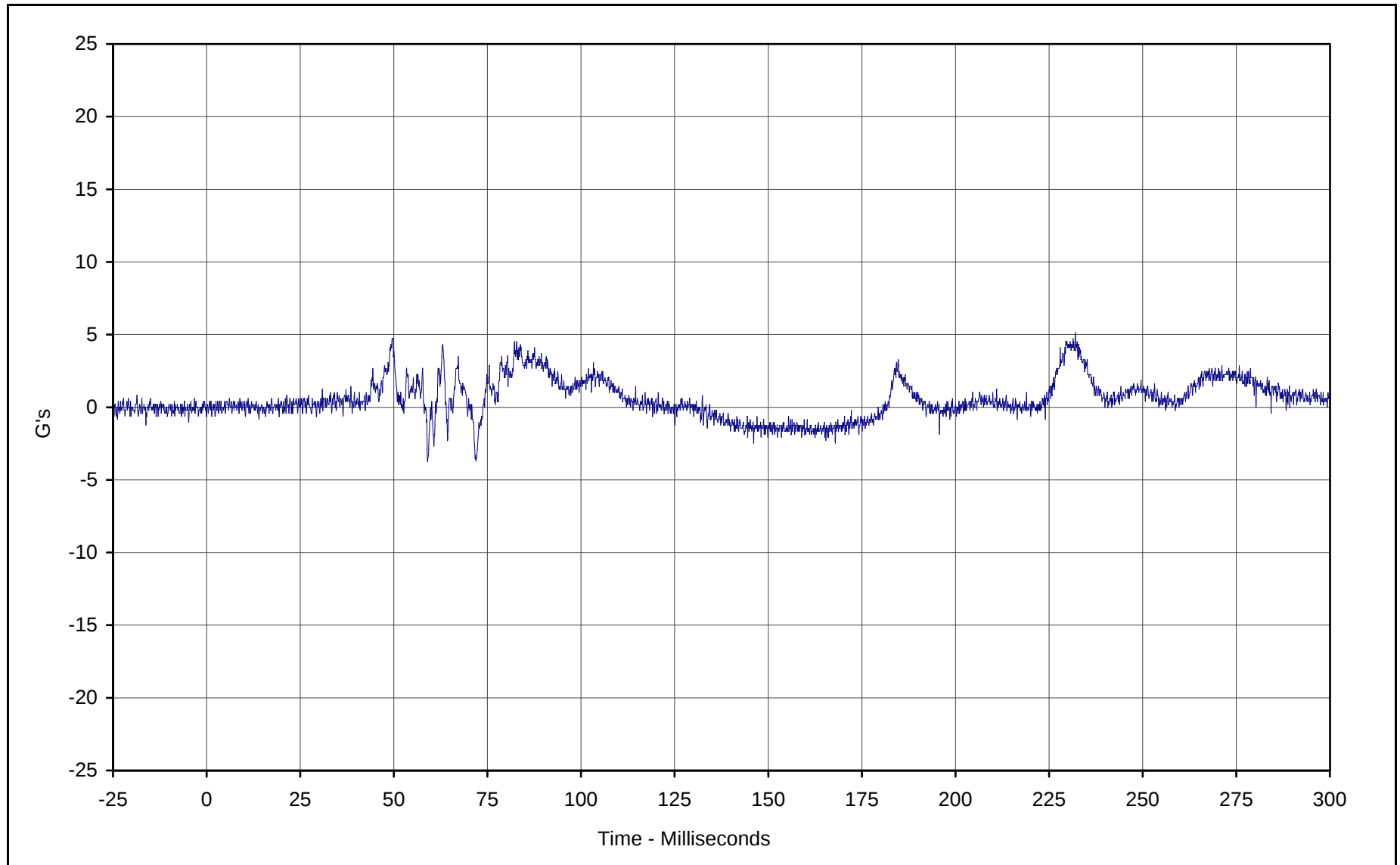
Curve Description: Passenger Head Primary X Displ.
Maximum Value: 102.3 at 82.0 Milliseconds
Minimum Value: -17.0 at 299.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-045

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-65



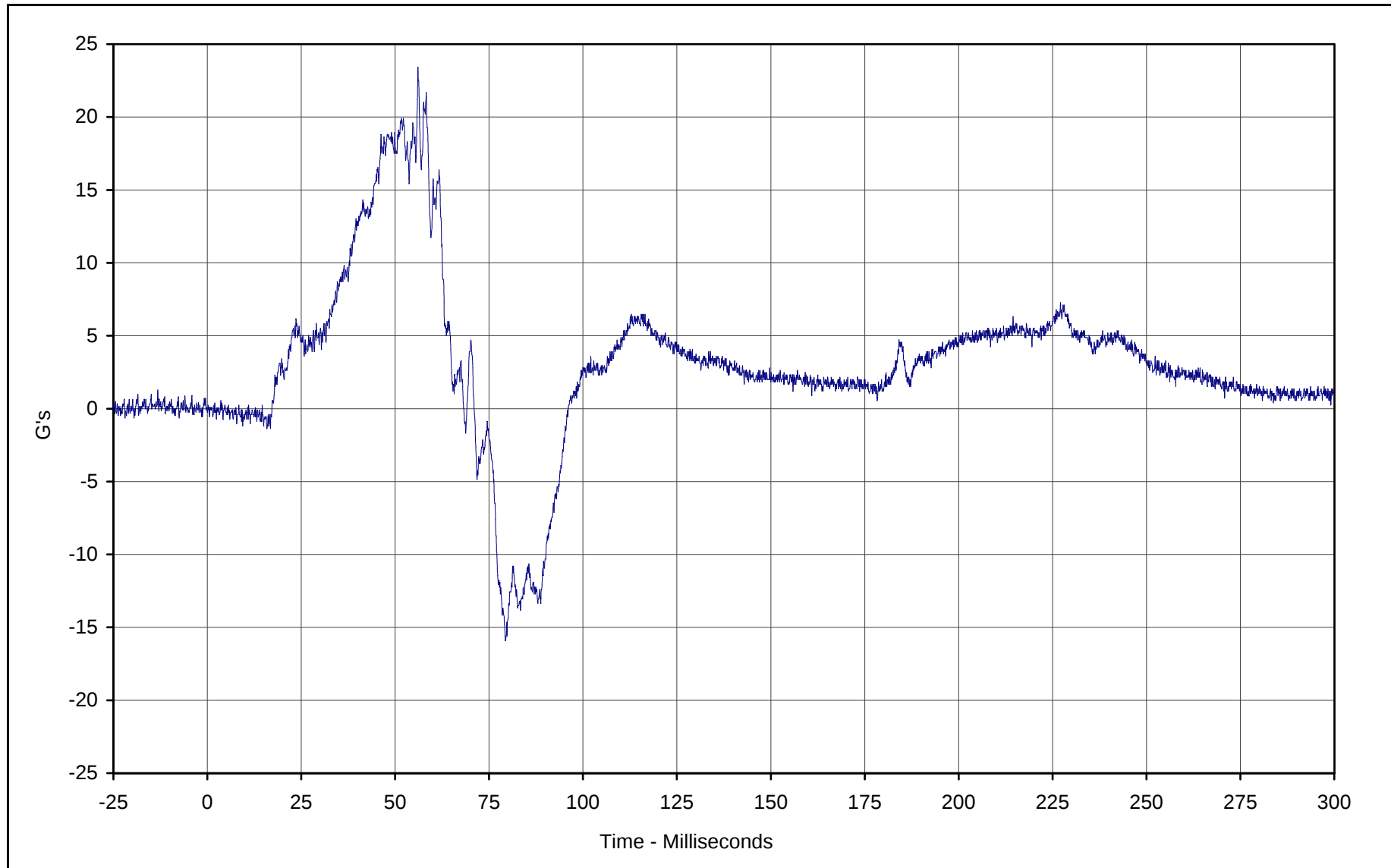
Curve Description: Passenger Head Primary Y
Maximum Value: 5.1 at 232.0 Milliseconds
Minimum Value: -3.7 at 59.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-046

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-66



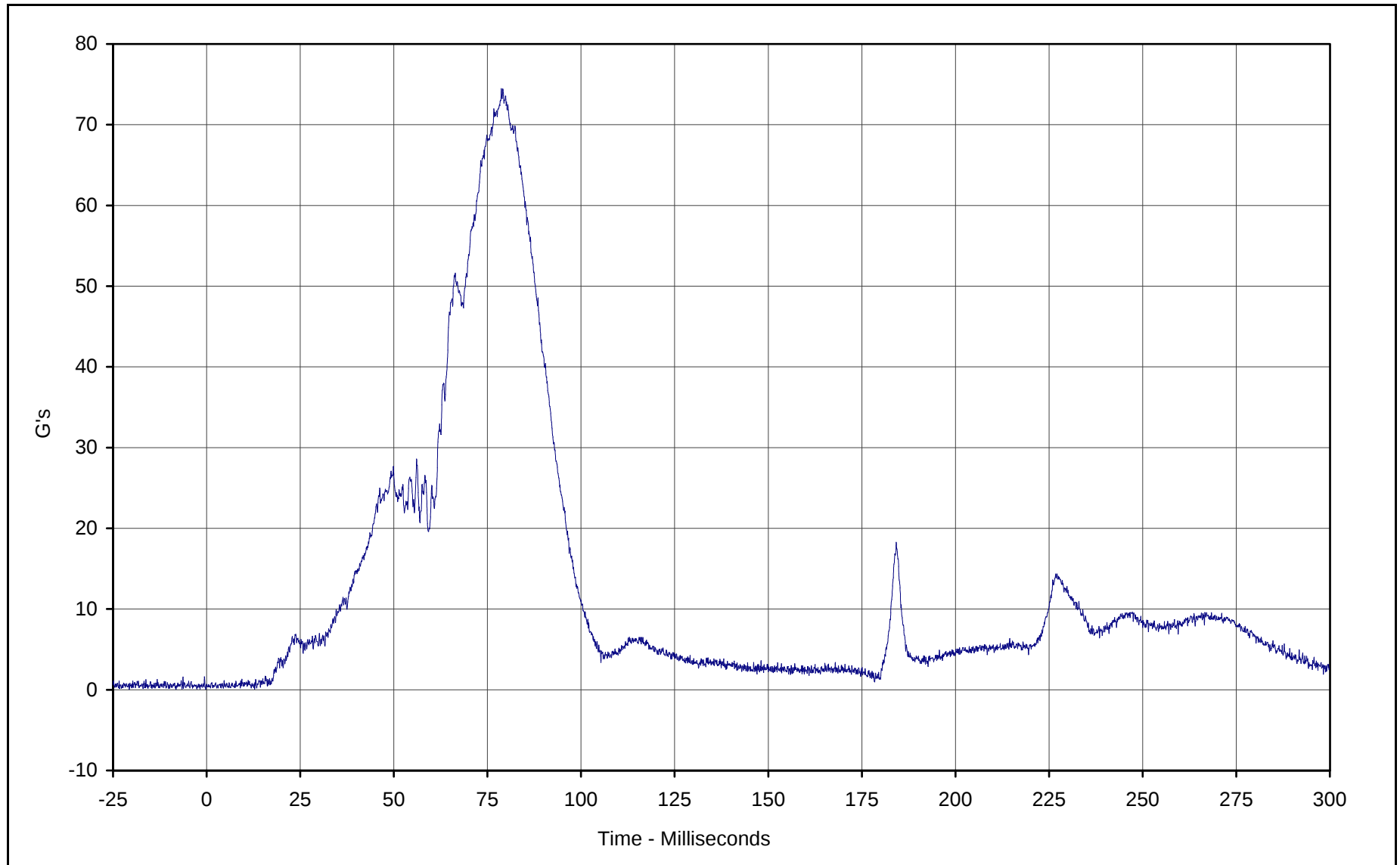
Curve Description: Passenger Head Primary Z
Maximum Value: 23.4 at 56.1 Milliseconds
Minimum Value: -15.9 at 79.3 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-047

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-67



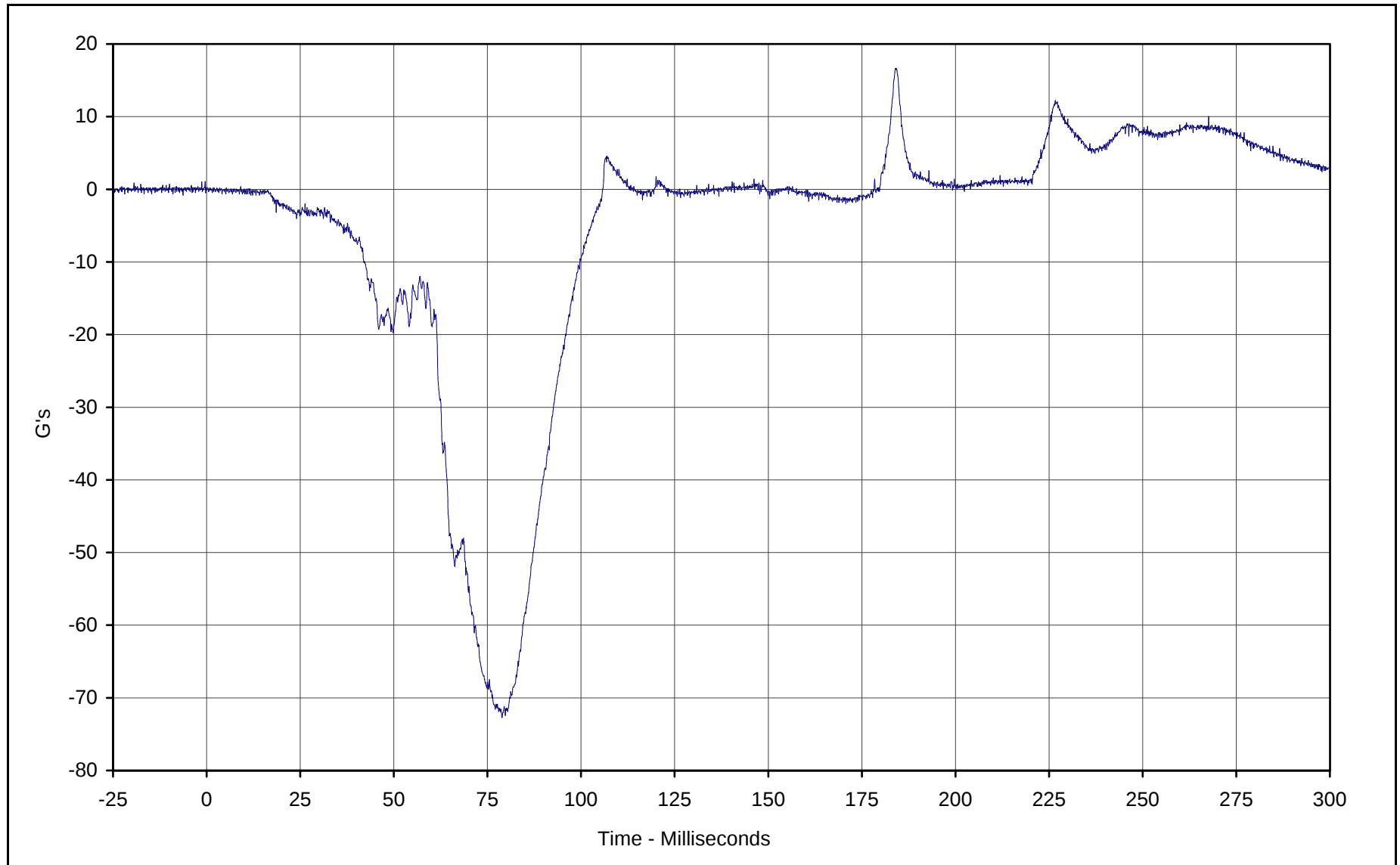
Curve Description: Passenger Head Resultant Primary
Maximum Value: 74.5 at 78.7 Milliseconds
Minimum Value: 0.1 at 12.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-045

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-68



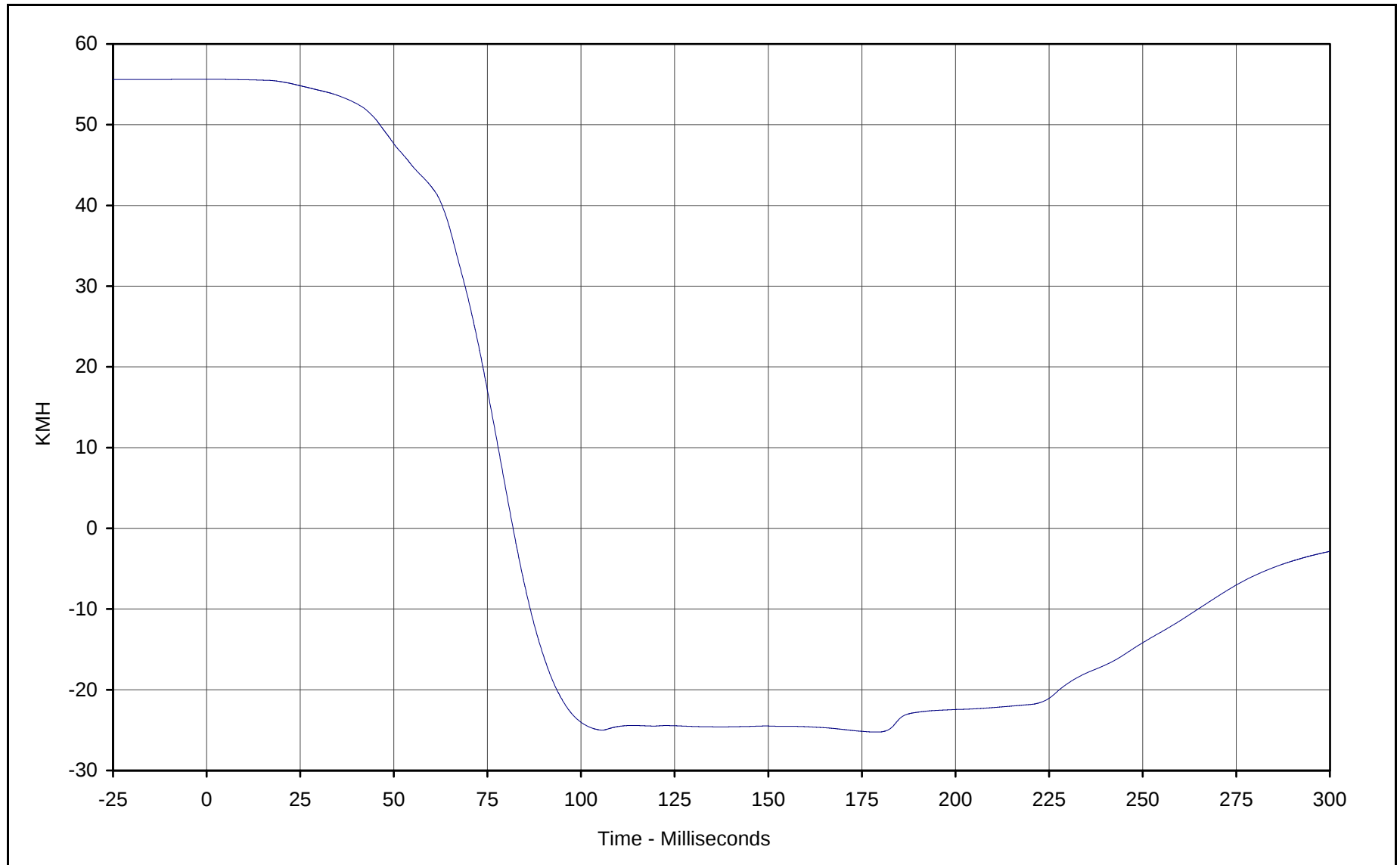
Curve Description: Passenger Head Redundant X
Maximum Value: 16.6 at 183.9 Milliseconds
Minimum Value: -72.7 at 78.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-048

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-69



Curve Description: Passenger Head Redundant X Velocity

Maximum Value: 55.6 at 0.6 Milliseconds

Minimum Value: -25.2 at 179.1 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

Curve Number: IN1-048

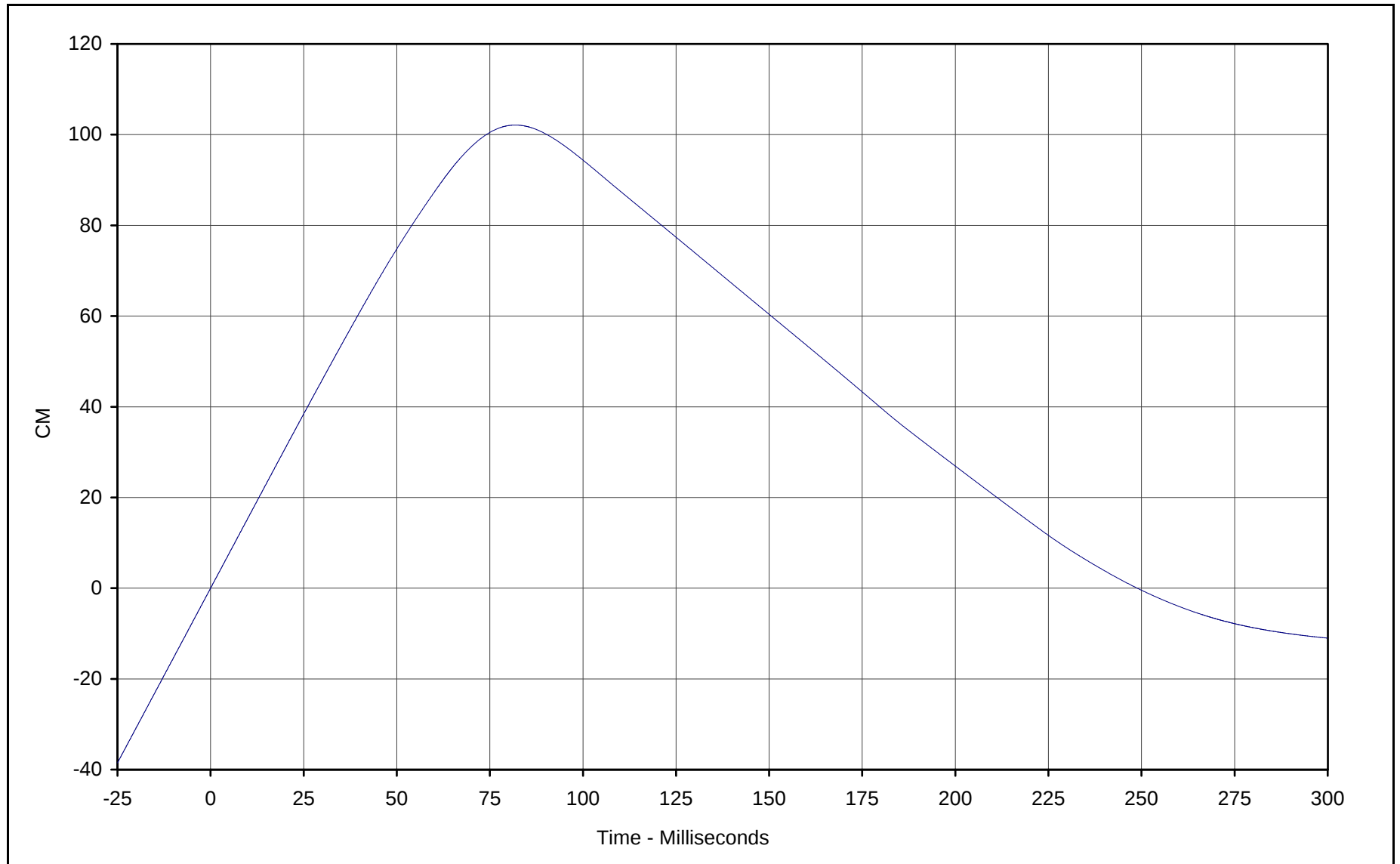
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-70



Curve Description: Passenger Head Redundant X Displ.

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Maximum Value: 102.1 at 81.8 Milliseconds

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

Minimum Value: -11.0 at 299.9 Milliseconds

SAE Filter Class: 180

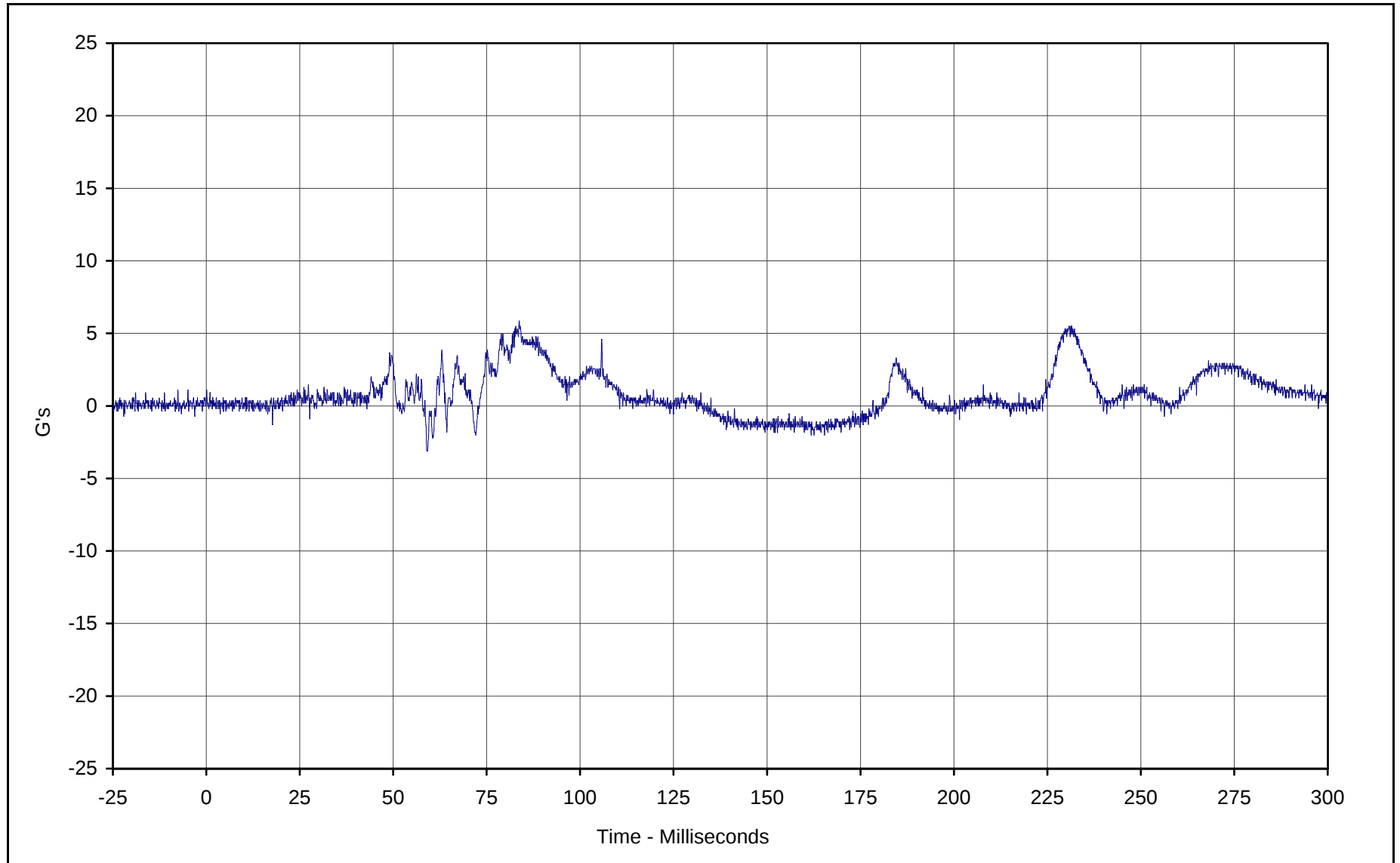
Date of Test: 02/06/01

Curve Number: IN2-048



KAR21015-01

B-71



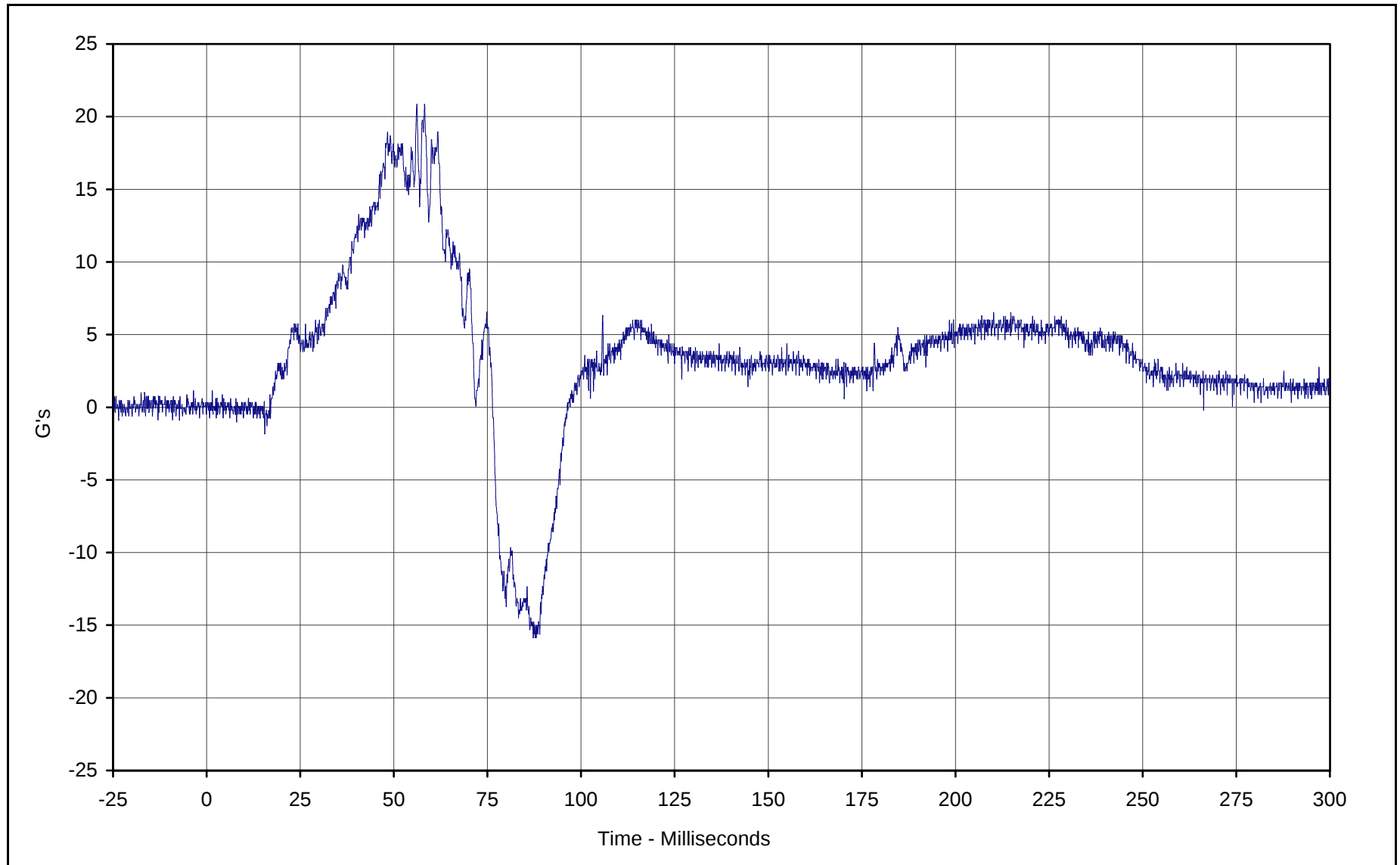
Curve Description: Passenger Head Redundant Y
Maximum Value: 5.9 at 83.7 Milliseconds
Minimum Value: -3.1 at 59.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-049

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-72



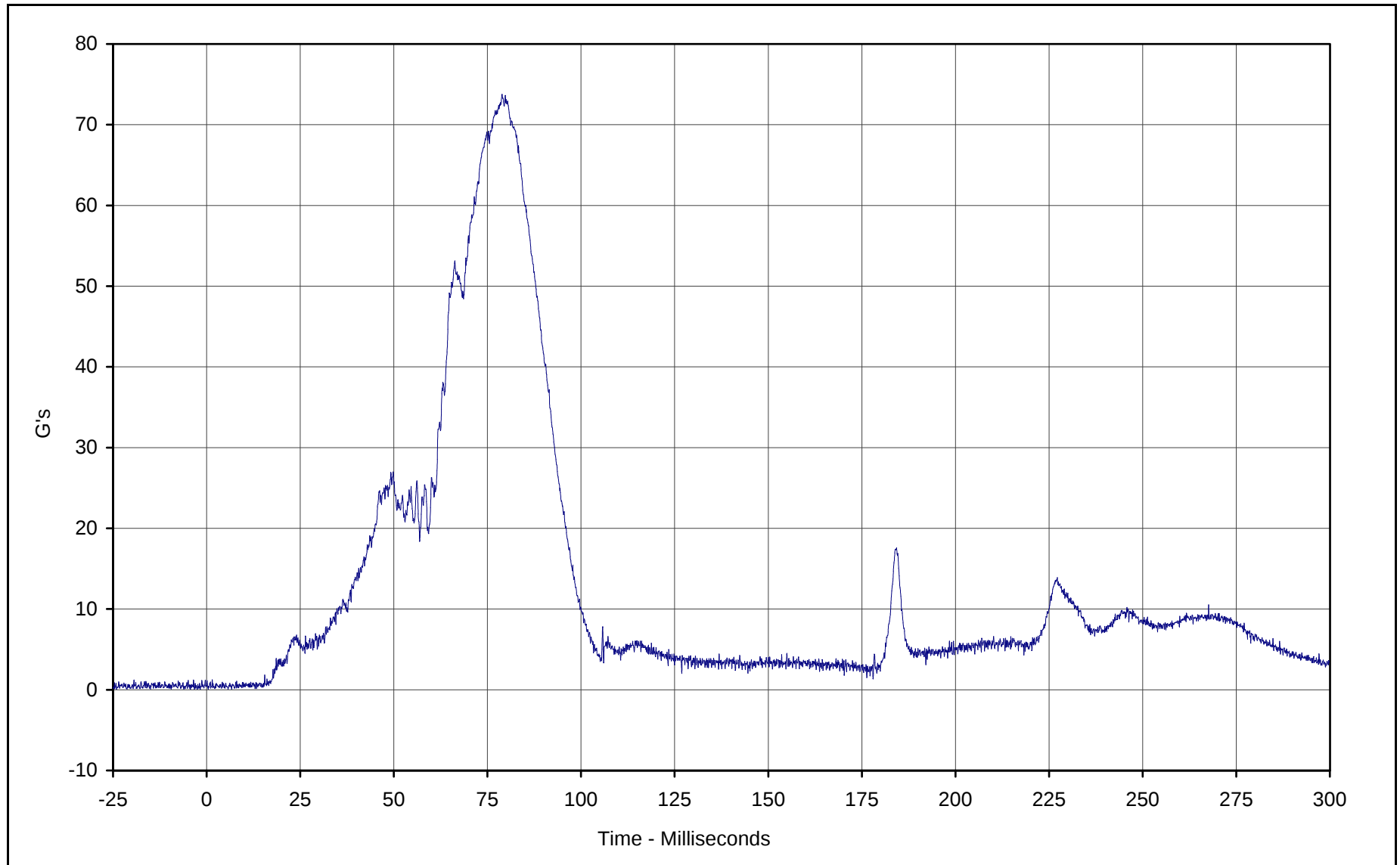
Curve Description: Passenger Head Redundant Z
Maximum Value: 20.8 at 56.2 Milliseconds
Minimum Value: -15.9 at 87.2 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-050

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-73



Curve Description: Passenger Head Resultant Redundant

Maximum Value: 73.8 at 78.9 Milliseconds

Minimum Value: 0.1 at 0.4 Milliseconds

SAE Filter Class: 1000

Date of Test: 02/06/01

Curve Number: RES-048

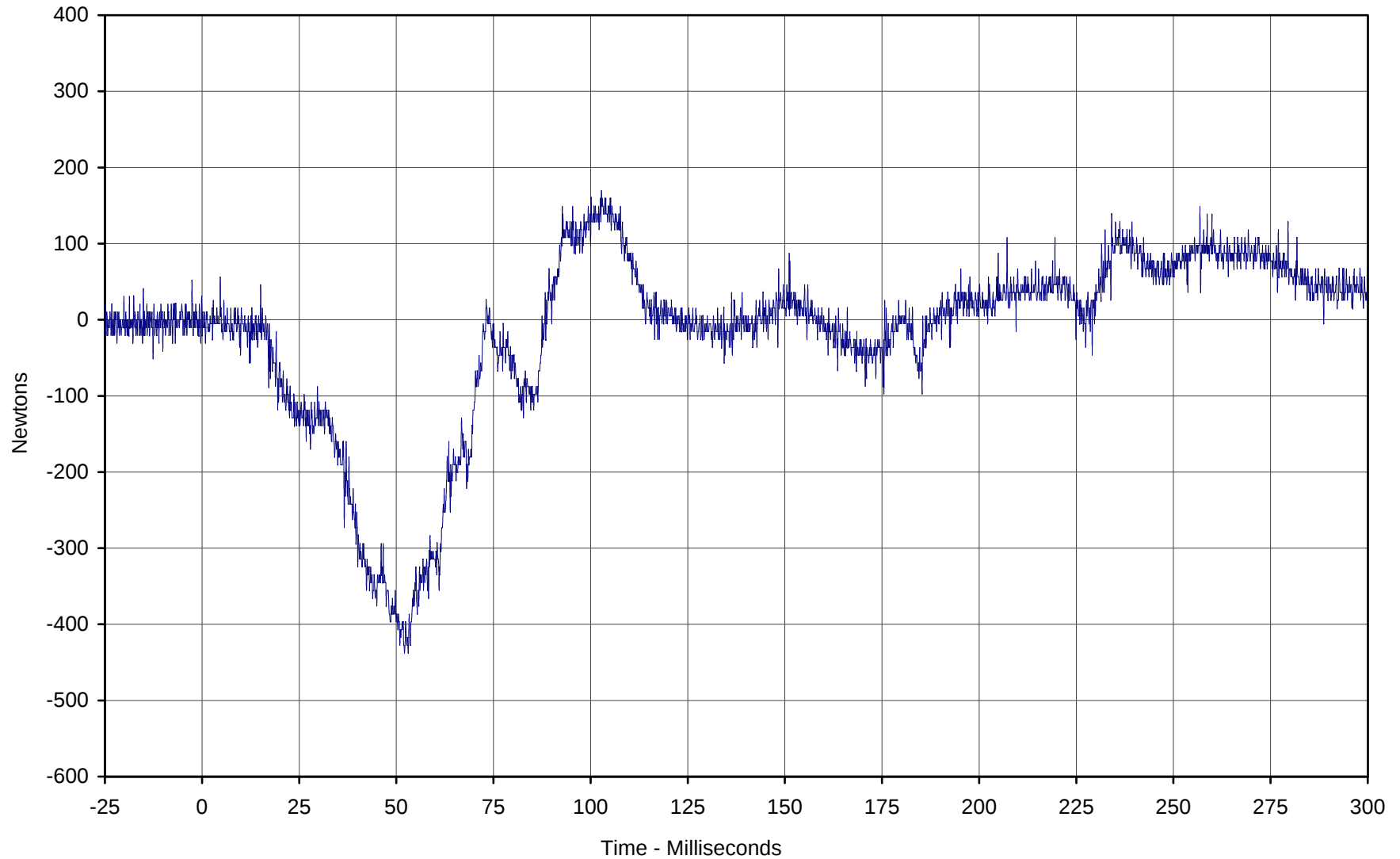
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-74



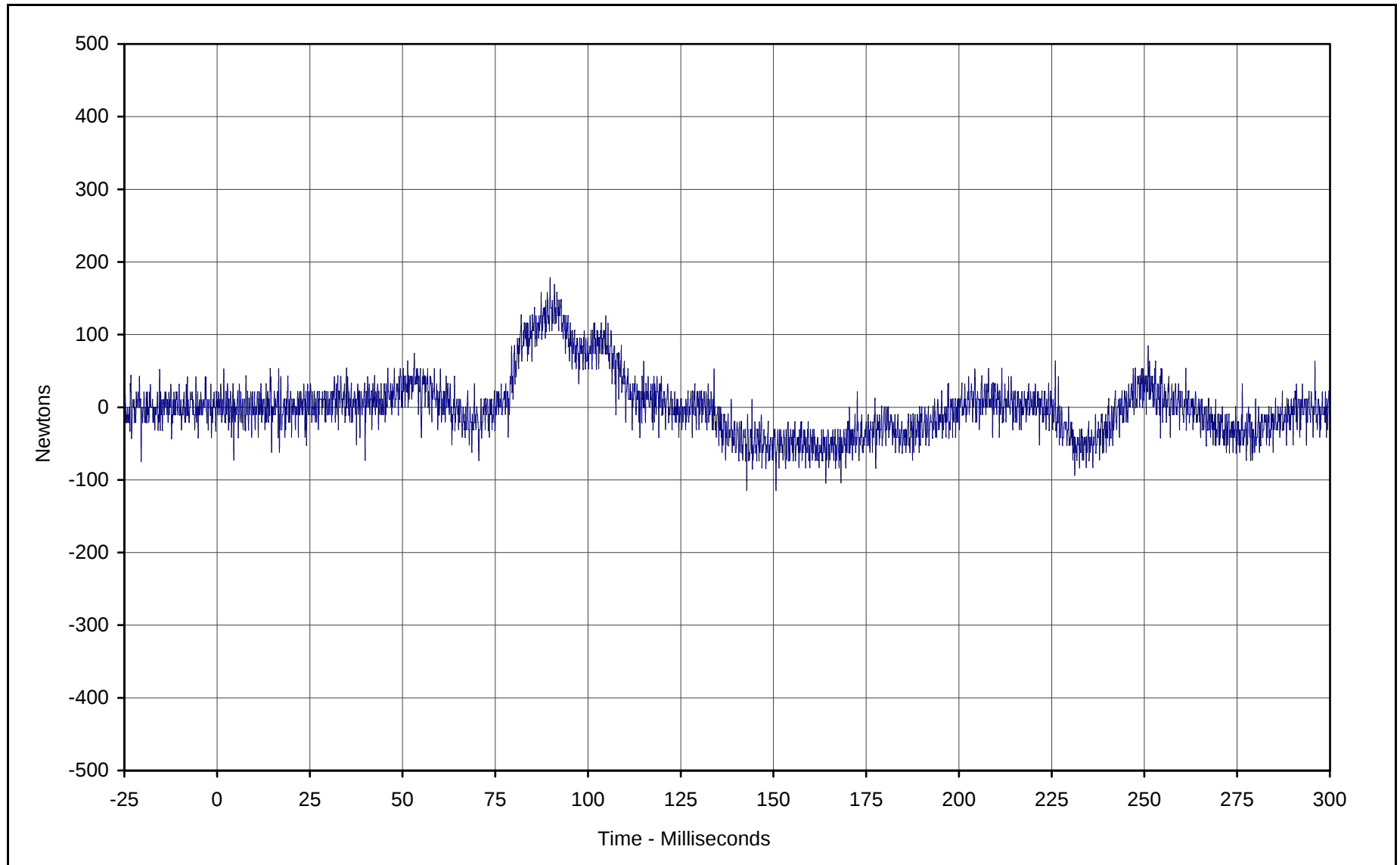
Curve Description: Passenger Neck Force X
Maximum Value: 169.8 at 102.8 Milliseconds
Minimum Value: -437.9 at 52.1 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-051

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-75

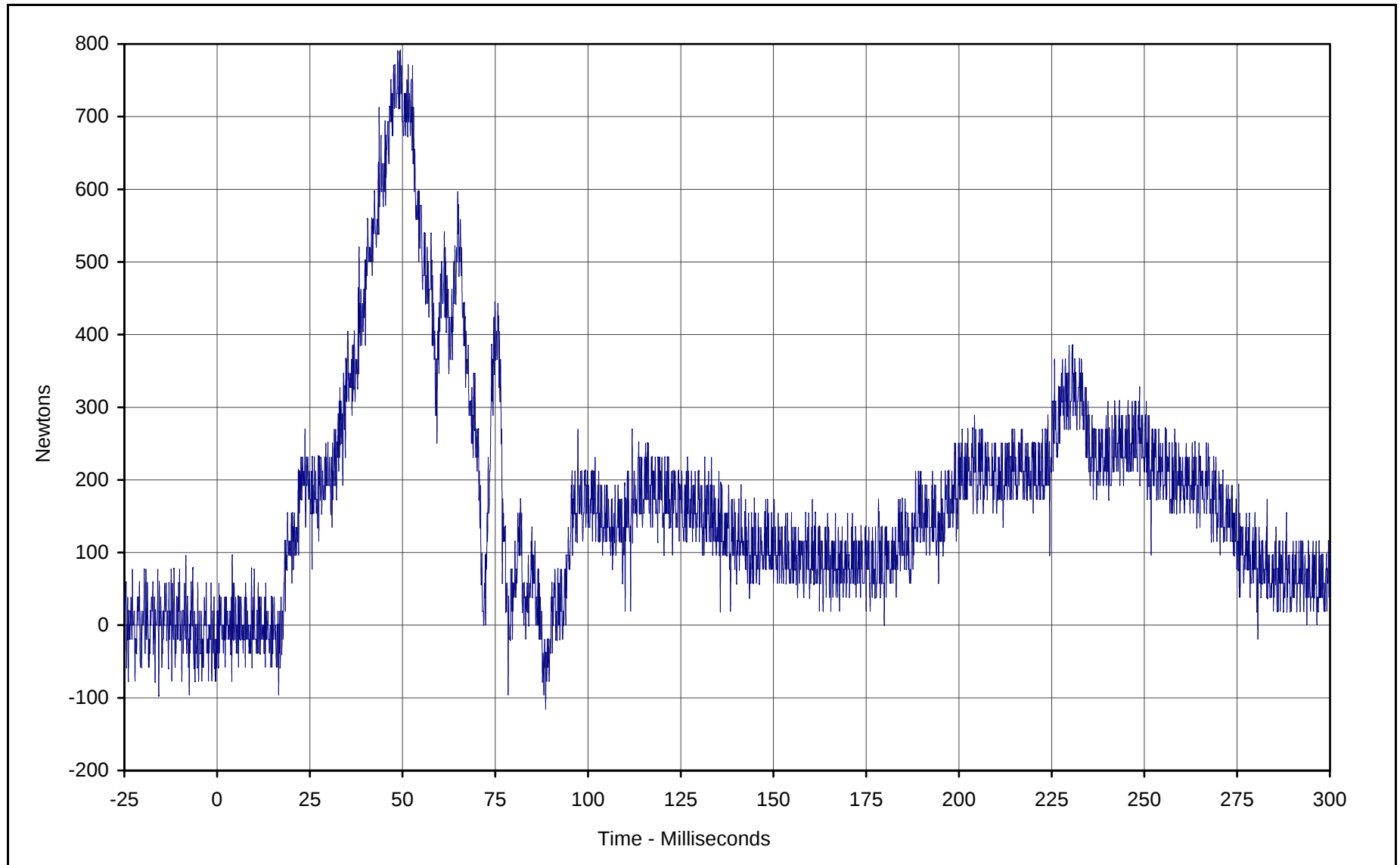


Curve Description: Passenger Neck Force Y
Maximum Value: 178.7 at 89.8 Milliseconds
Minimum Value: -114.8 at 142.8 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-052

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

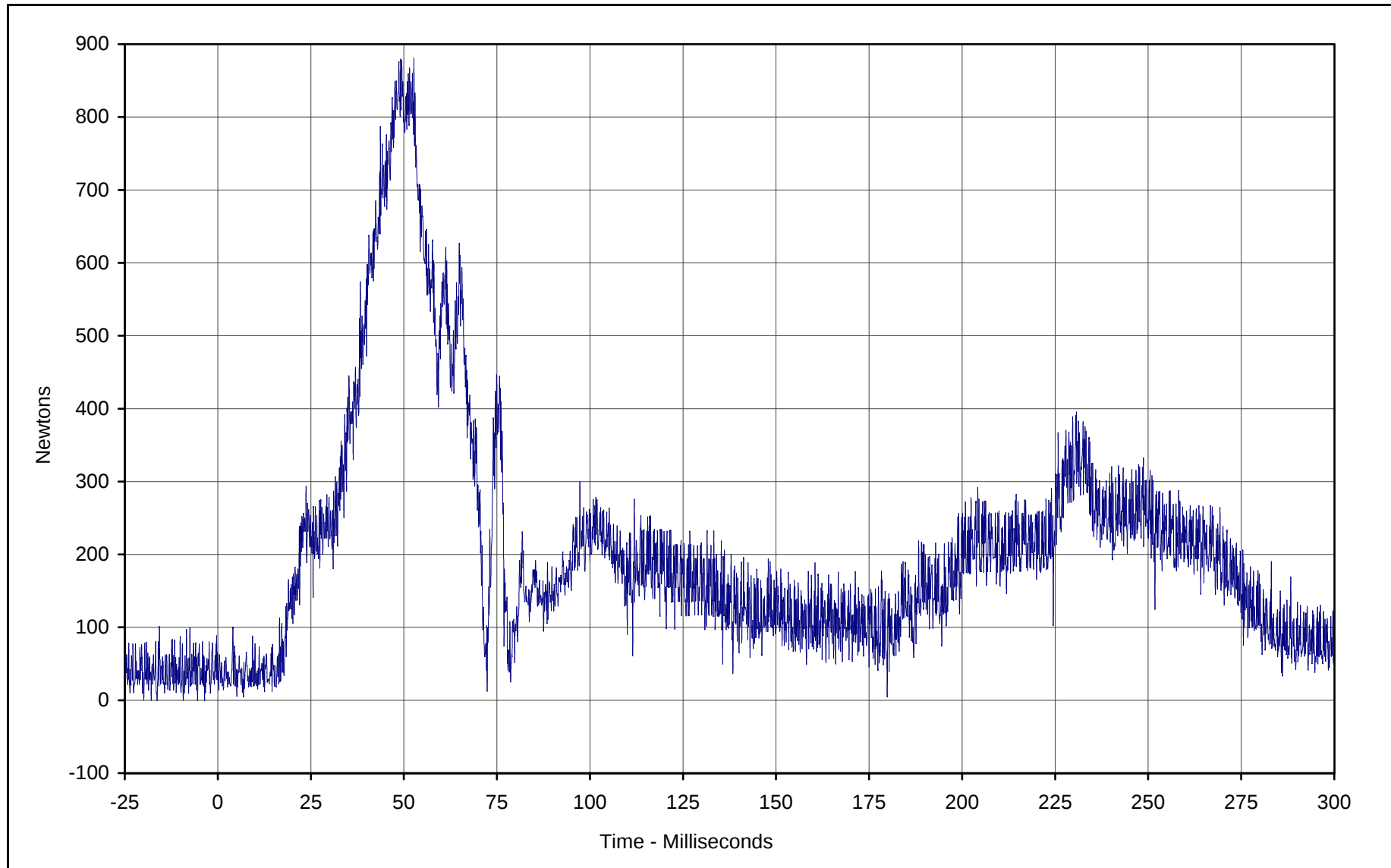


Curve Description: Passenger Neck Force Z
Maximum Value: 789.5 at 48.7 Milliseconds
Minimum Value: -115.5 at 88.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-053

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-77



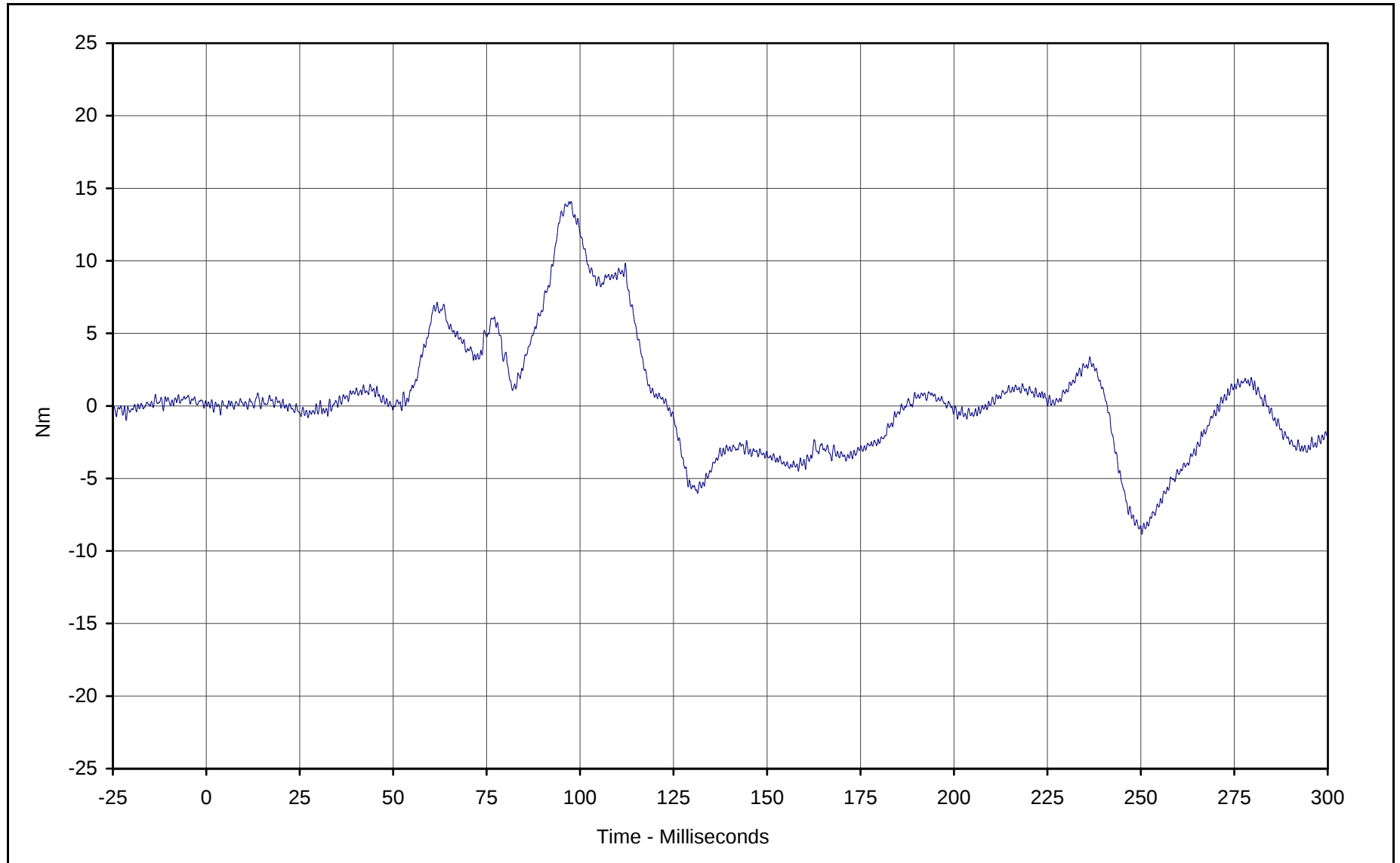
Curve Description: Passenger Neck Force Resultant
Maximum Value: 881.3 at 52.7 Milliseconds
Minimum Value: 5.0 at 179.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-051

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-78

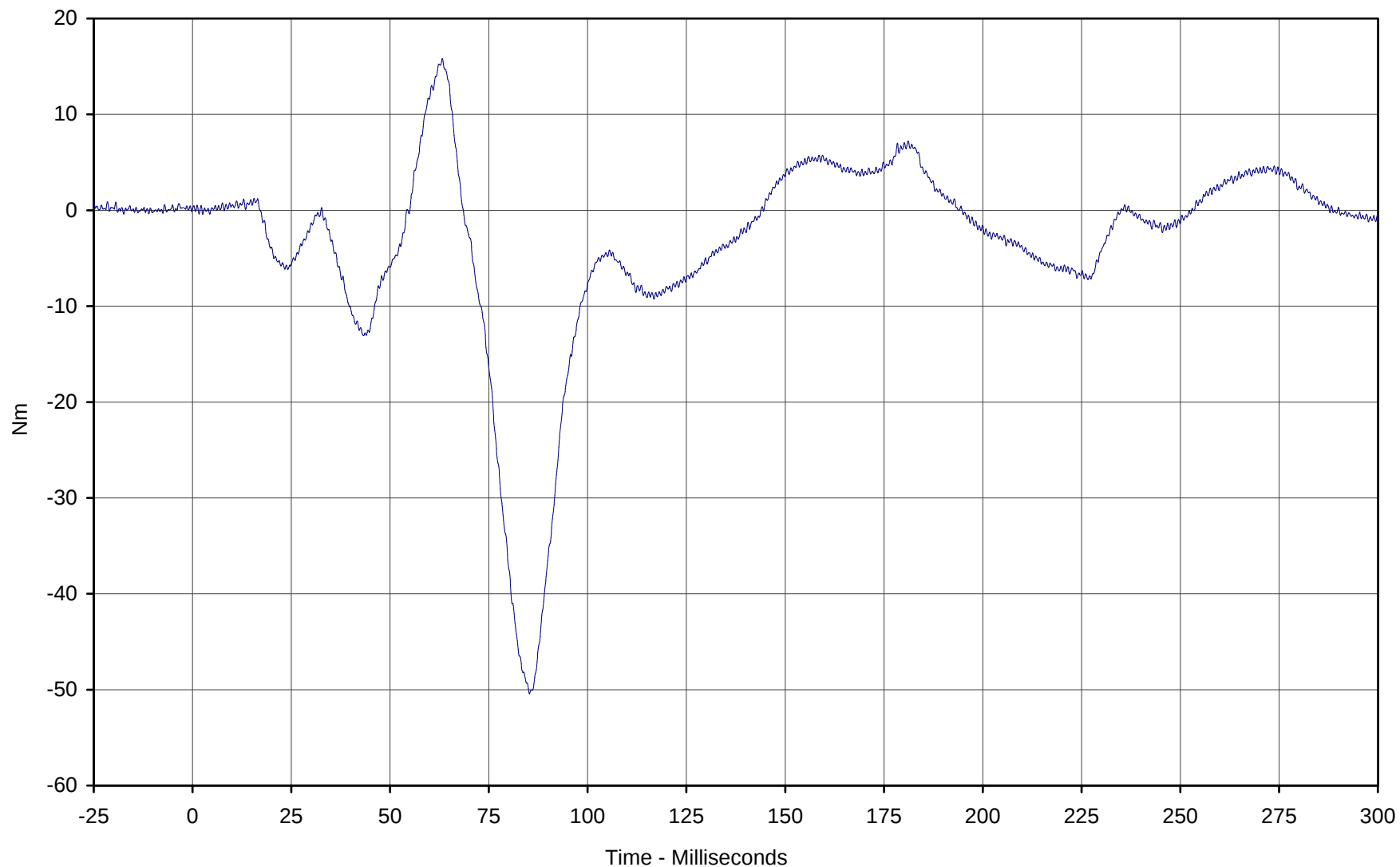


Curve Description: Passenger Neck Moment X
Maximum Value: 14.1 at 97.6 Milliseconds
Minimum Value: -8.8 at 250.3 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-054

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

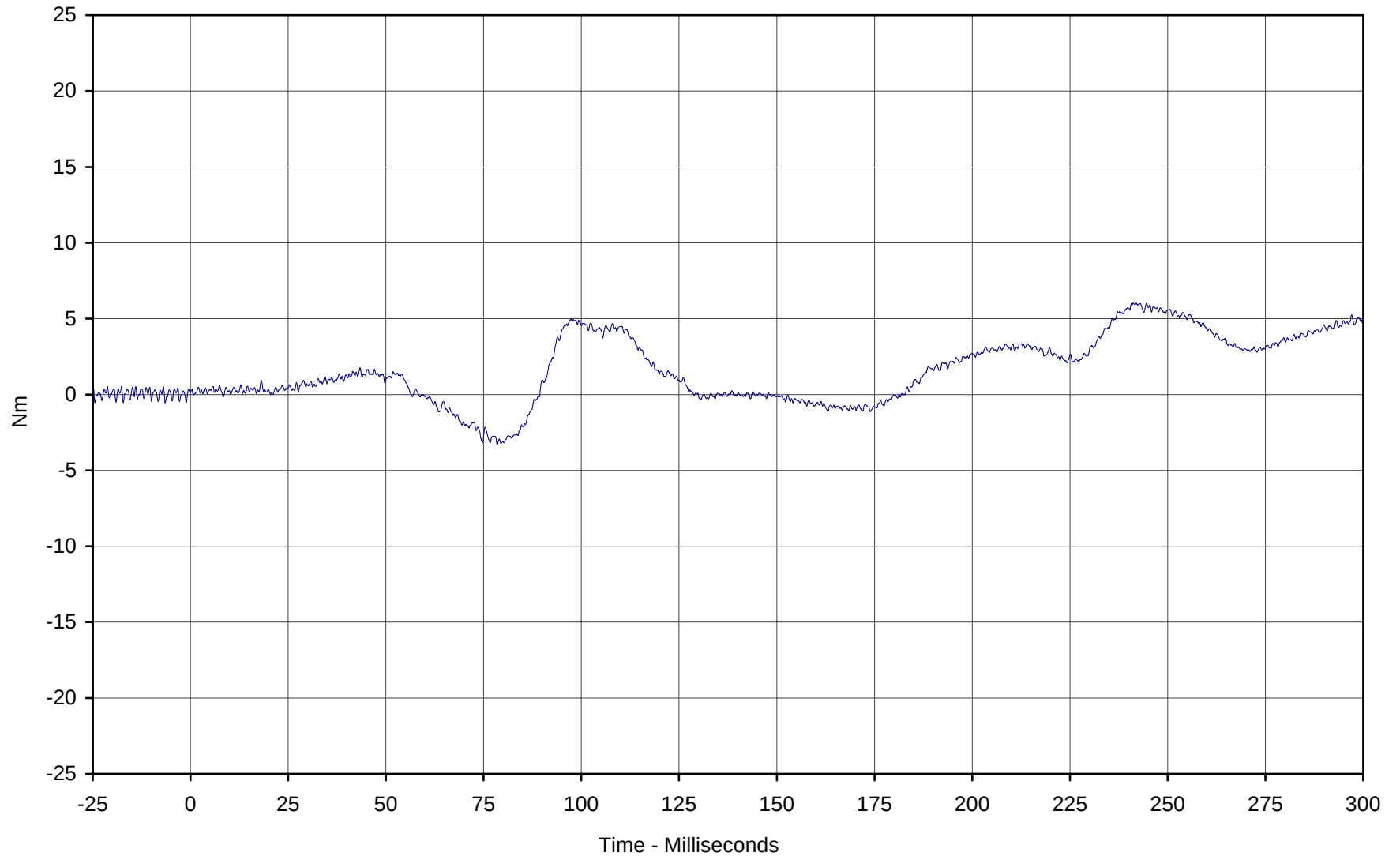


Curve Description: Passenger Neck Moment Y
Maximum Value: 15.8 at 63.2 Milliseconds
Minimum Value: -50.4 at 85.3 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-055

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-80

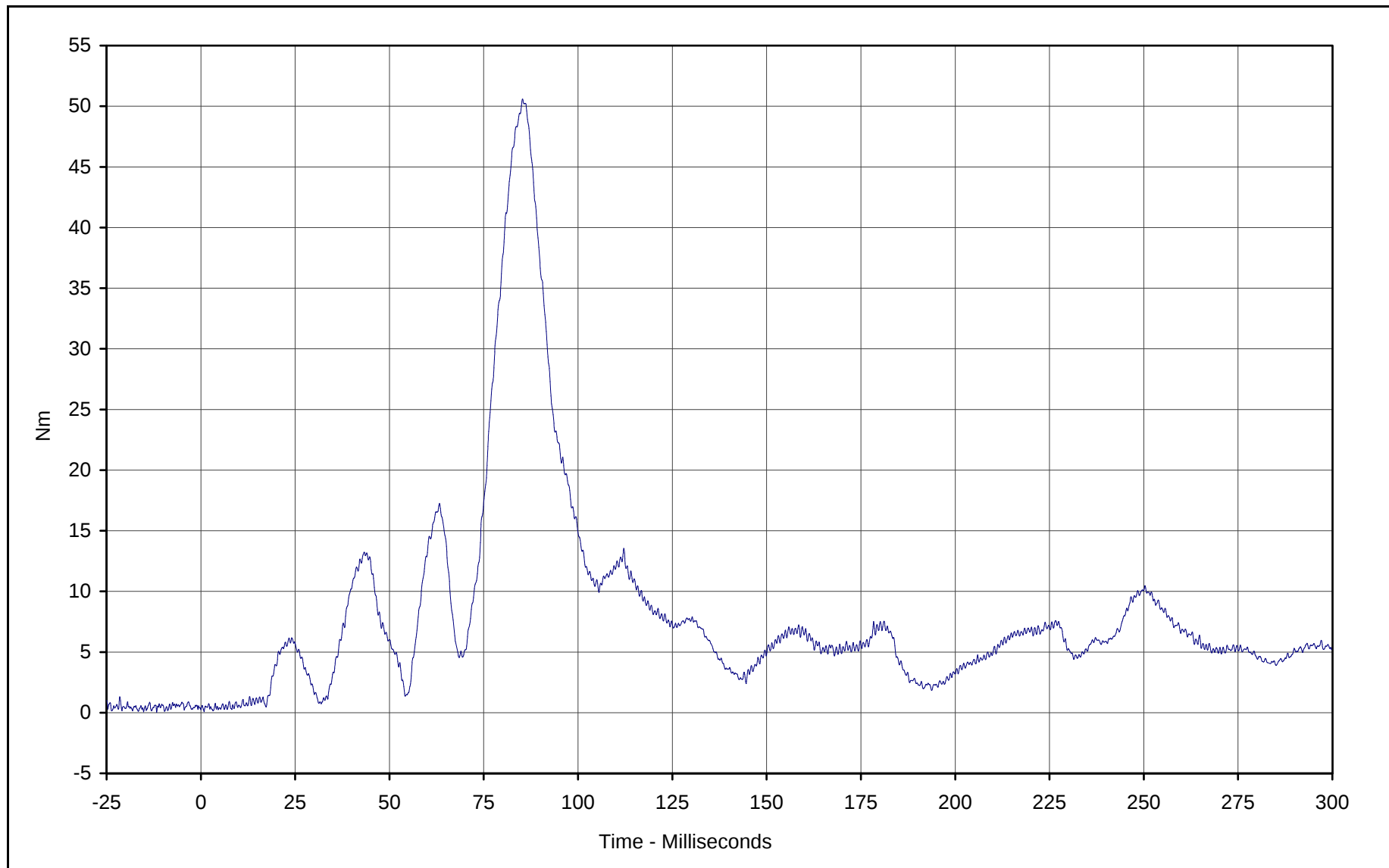


Curve Description: Passenger Neck Moment Z
Maximum Value: 6.0 at 241.2 Milliseconds
Minimum Value: -3.3 at 78.5 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-056

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

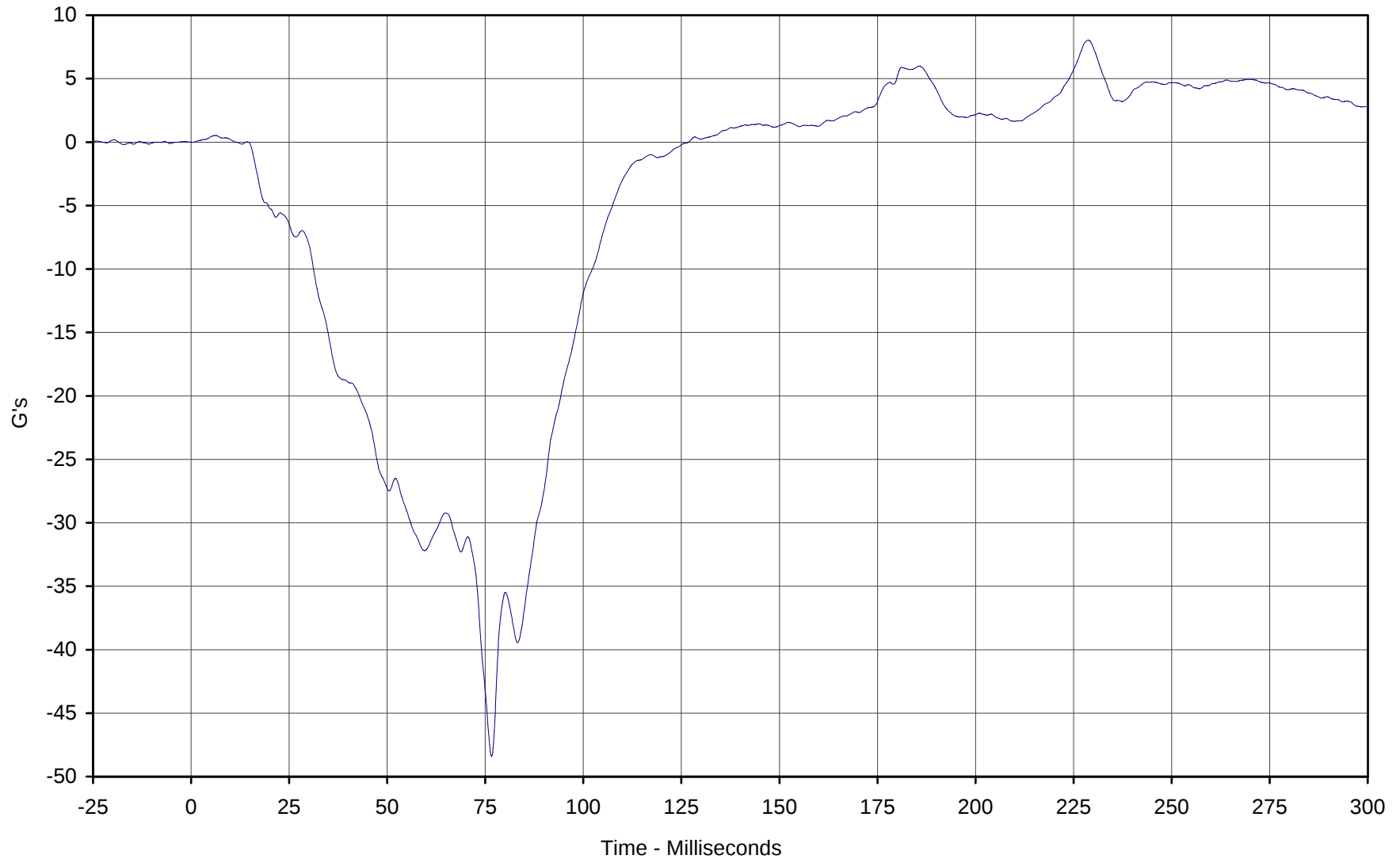


Curve Description: Passenger Neck Moment Resultant
Maximum Value: 50.6 at 85.3 Milliseconds
Minimum Value: 0.1 at 0.9 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: RES-054

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-82



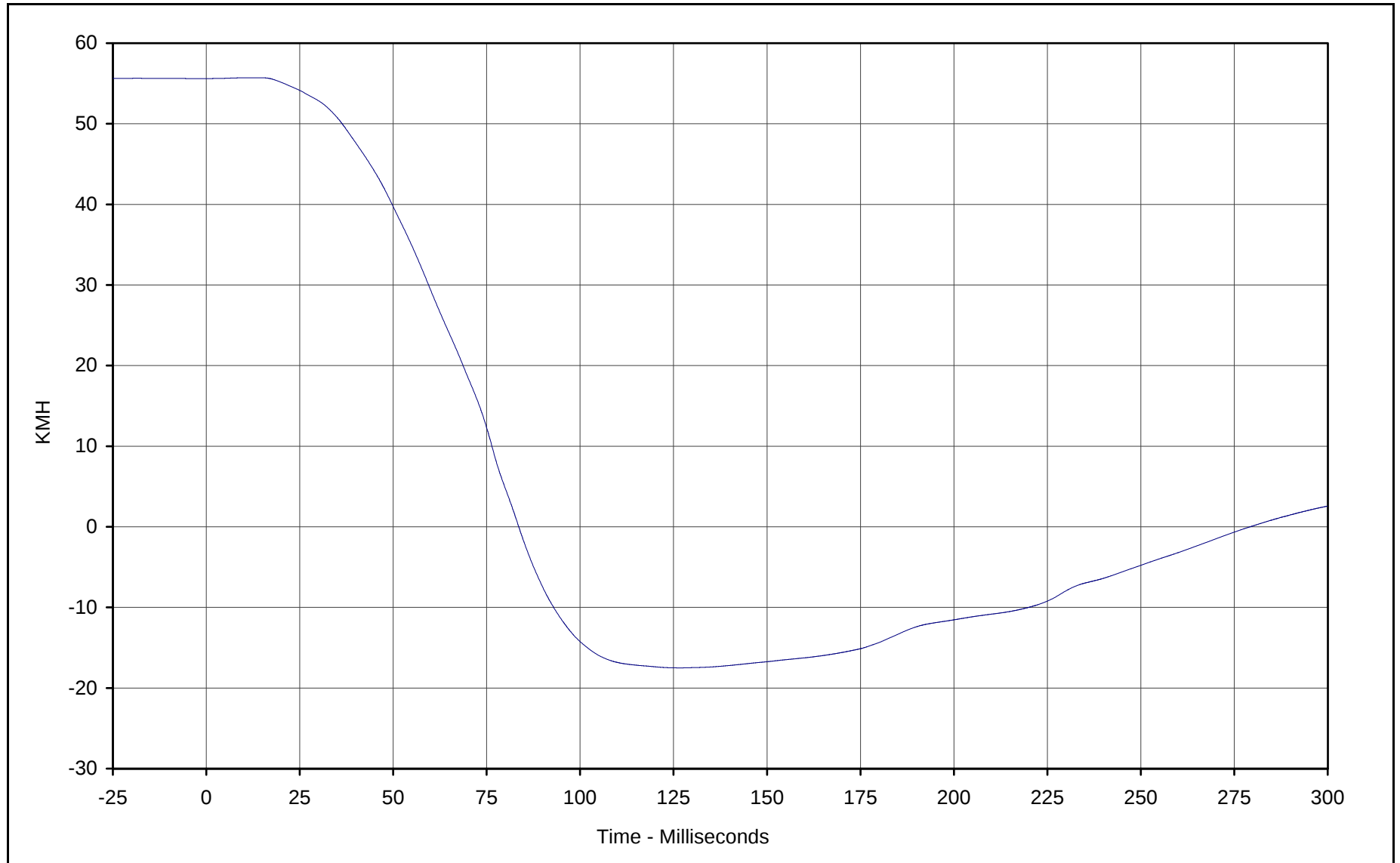
Curve Description: Passenger Chest Primary X
Maximum Value: 8.0 at 228.7 Milliseconds
Minimum Value: -48.4 at 76.6 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-057

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-83



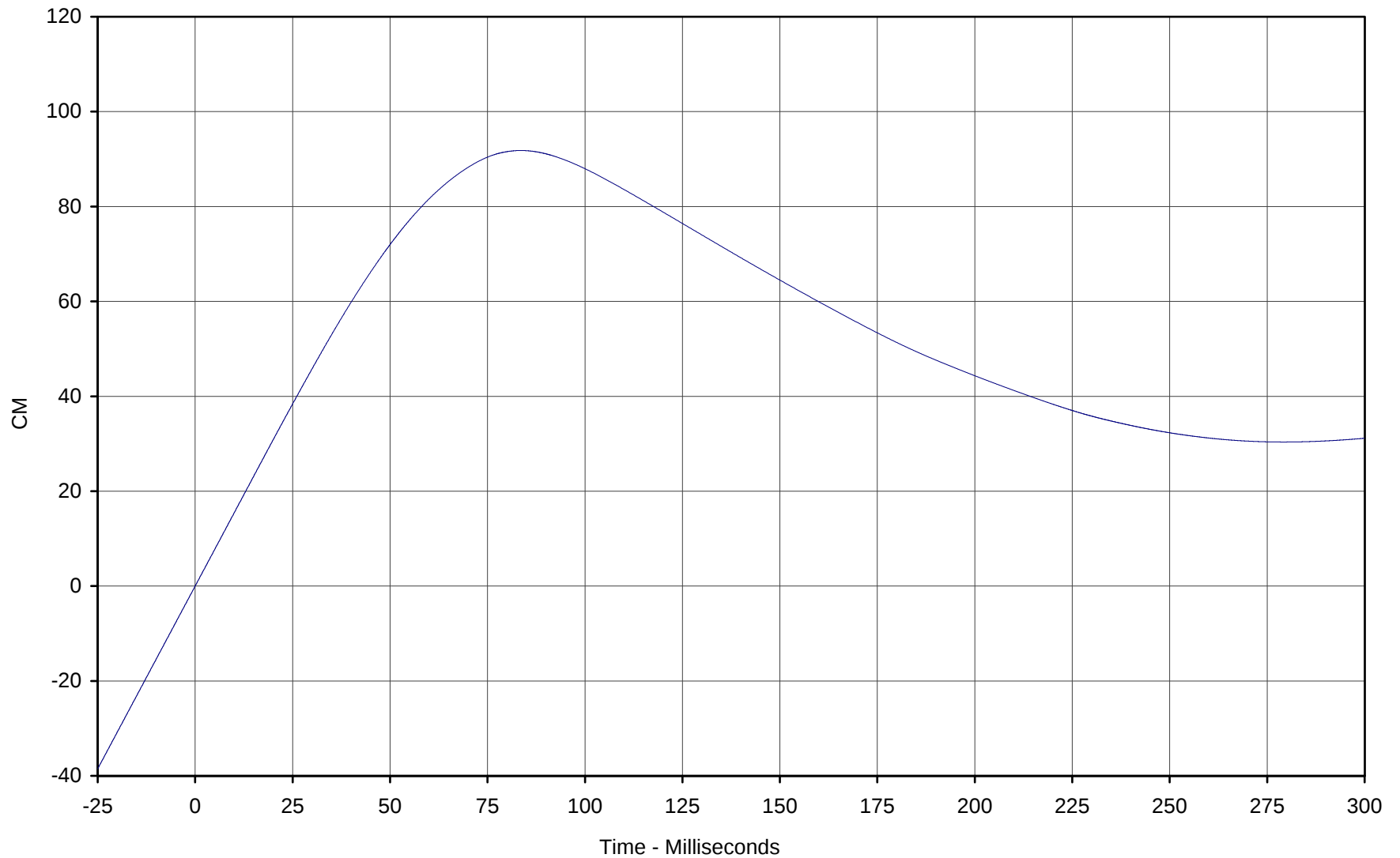
Curve Description: Passenger Chest Primary X Velocity
Maximum Value: 55.7 at 11.4 Milliseconds
Minimum Value: -17.5 at 126.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-057

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-84



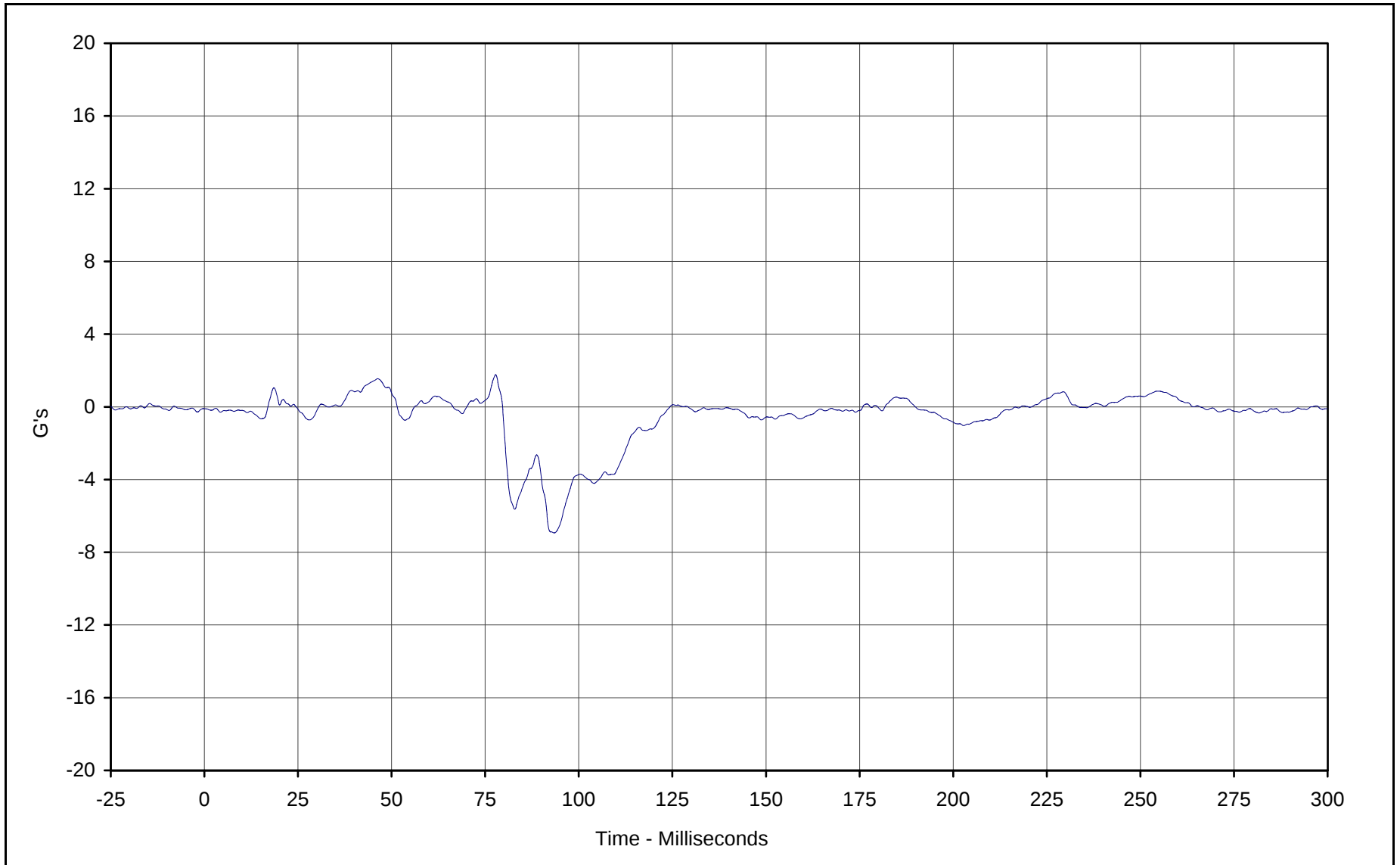
Curve Description: Passenger Chest Primary X Displ.
Maximum Value: 91.8 at 83.6 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-057

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-85

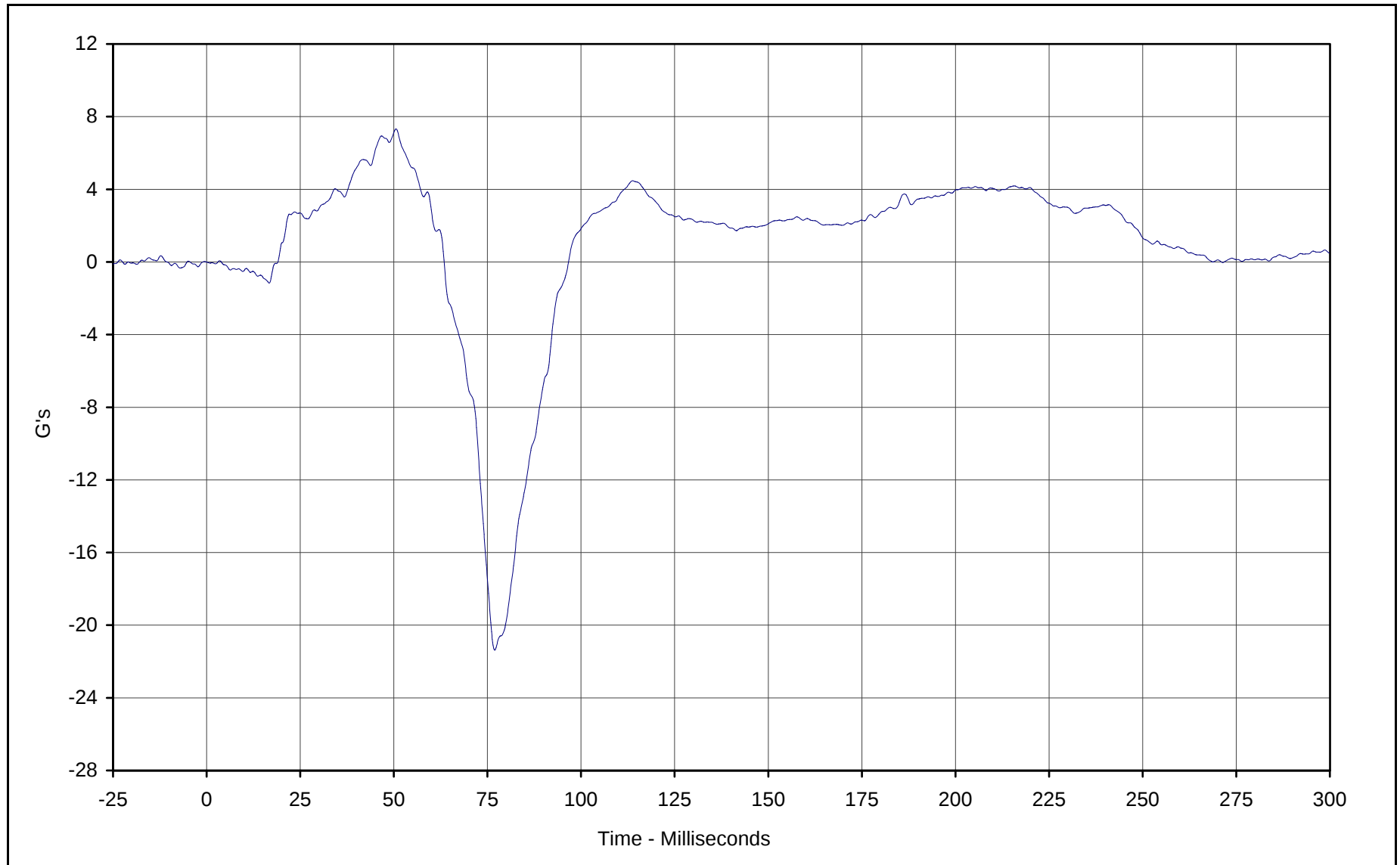


Curve Description: Passenger Chest Primary Y
Maximum Value: 1.8 at 77.8 Milliseconds
Minimum Value: -6.9 at 93.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-058

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

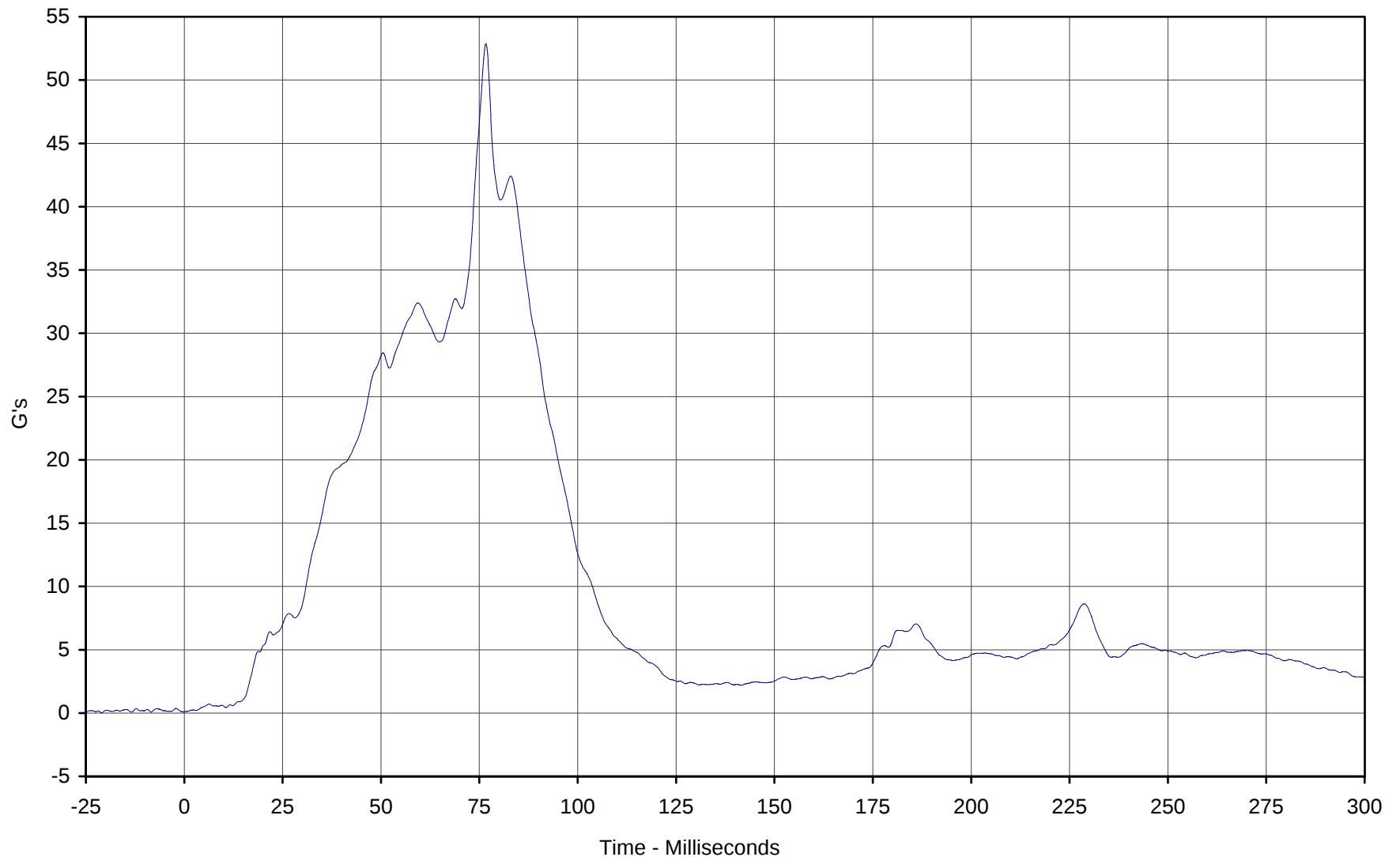


Curve Description: Passenger Chest Primary Z
Maximum Value: 7.3 at 50.6 Milliseconds
Minimum Value: -21.4 at 76.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-059

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-87



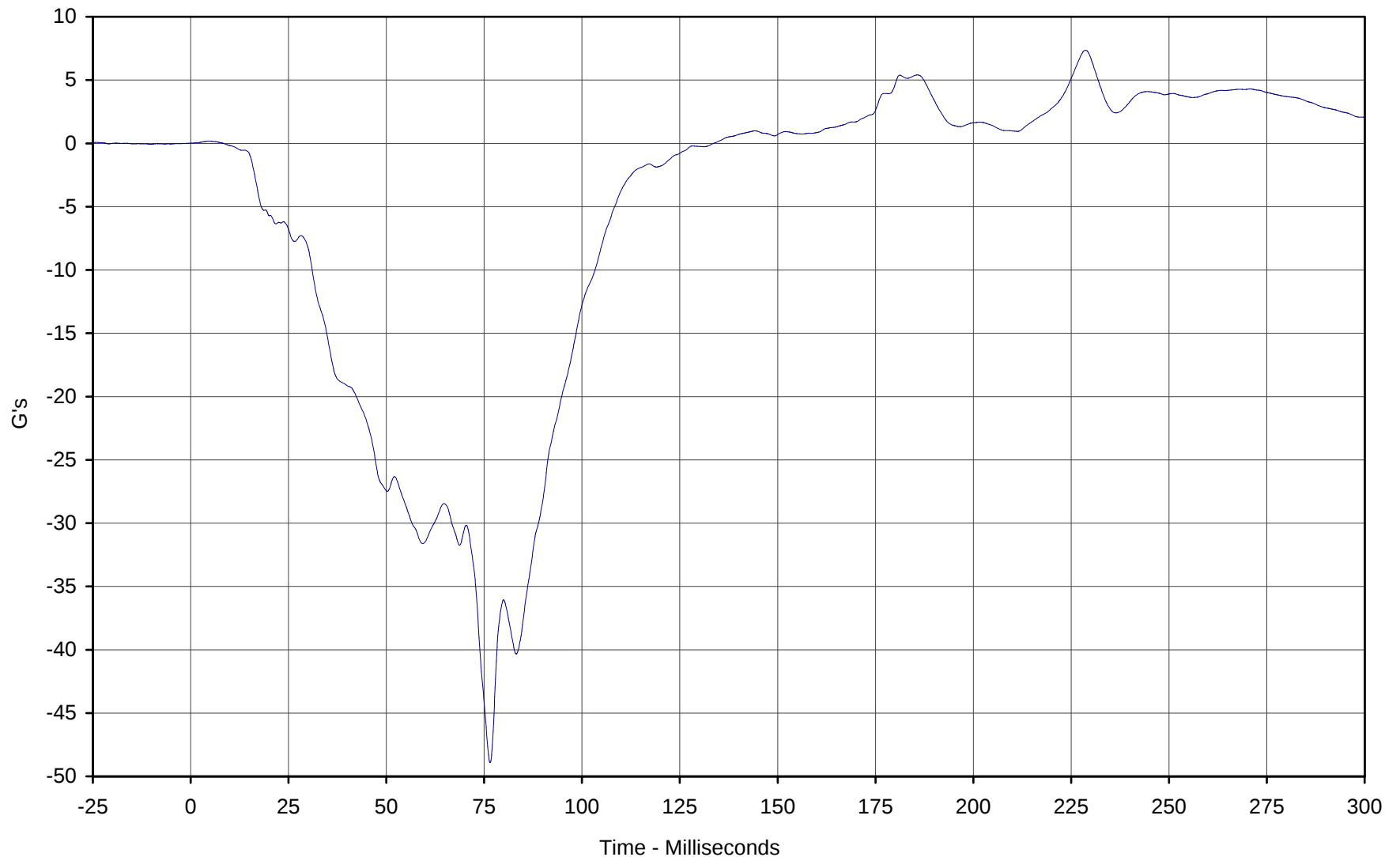
Curve Description: Passenger Chest Resultant Primary
Maximum Value: 52.9 at 76.7 Milliseconds
Minimum Value: 0.1 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: RES-057

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-88



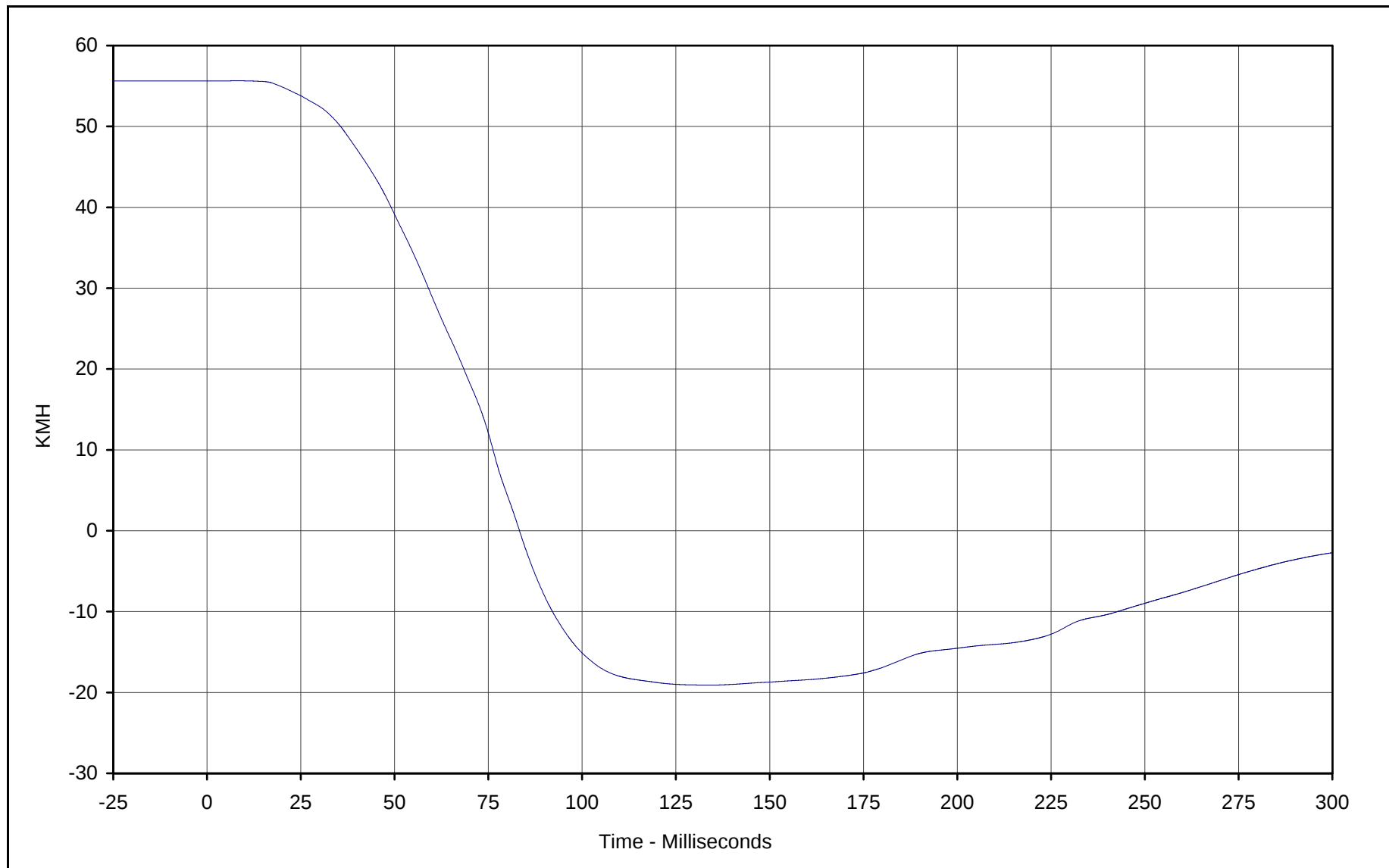
Curve Description: Passenger Chest Redundant X
Maximum Value: 7.4 at 228.7 Milliseconds
Minimum Value: -48.9 at 76.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-060

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-89



Curve Description: Passenger Chest Redundant X Velocity

Maximum Value: 55.6 at 8.3 Milliseconds

Minimum Value: -19.1 at 133.6 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

Curve Number: IN1-060

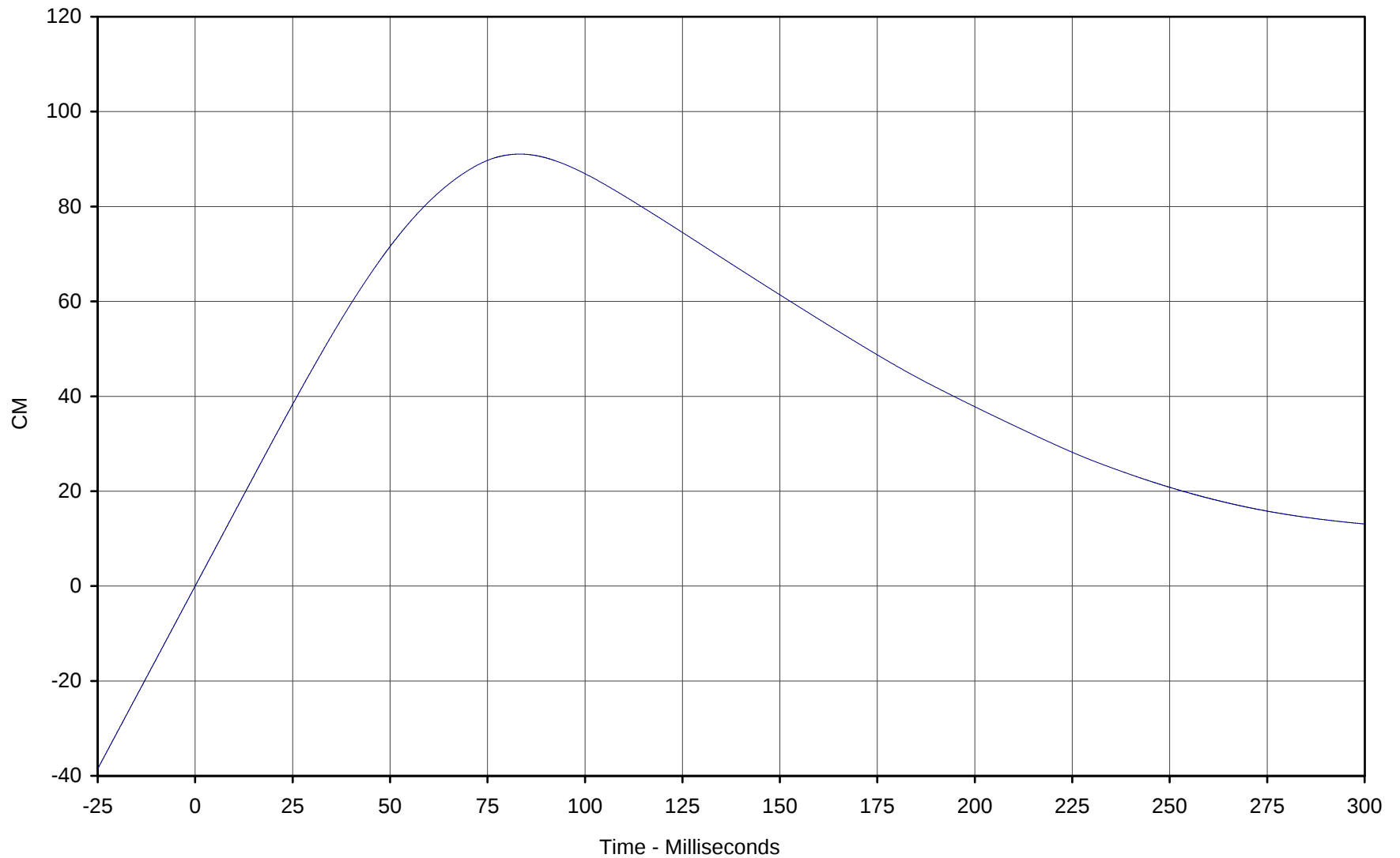
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-90



Curve Description: Passenger Chest Redundant X Displ.

Maximum Value: 91.0 at 83.3 Milliseconds

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

Curve Number: IN2-060

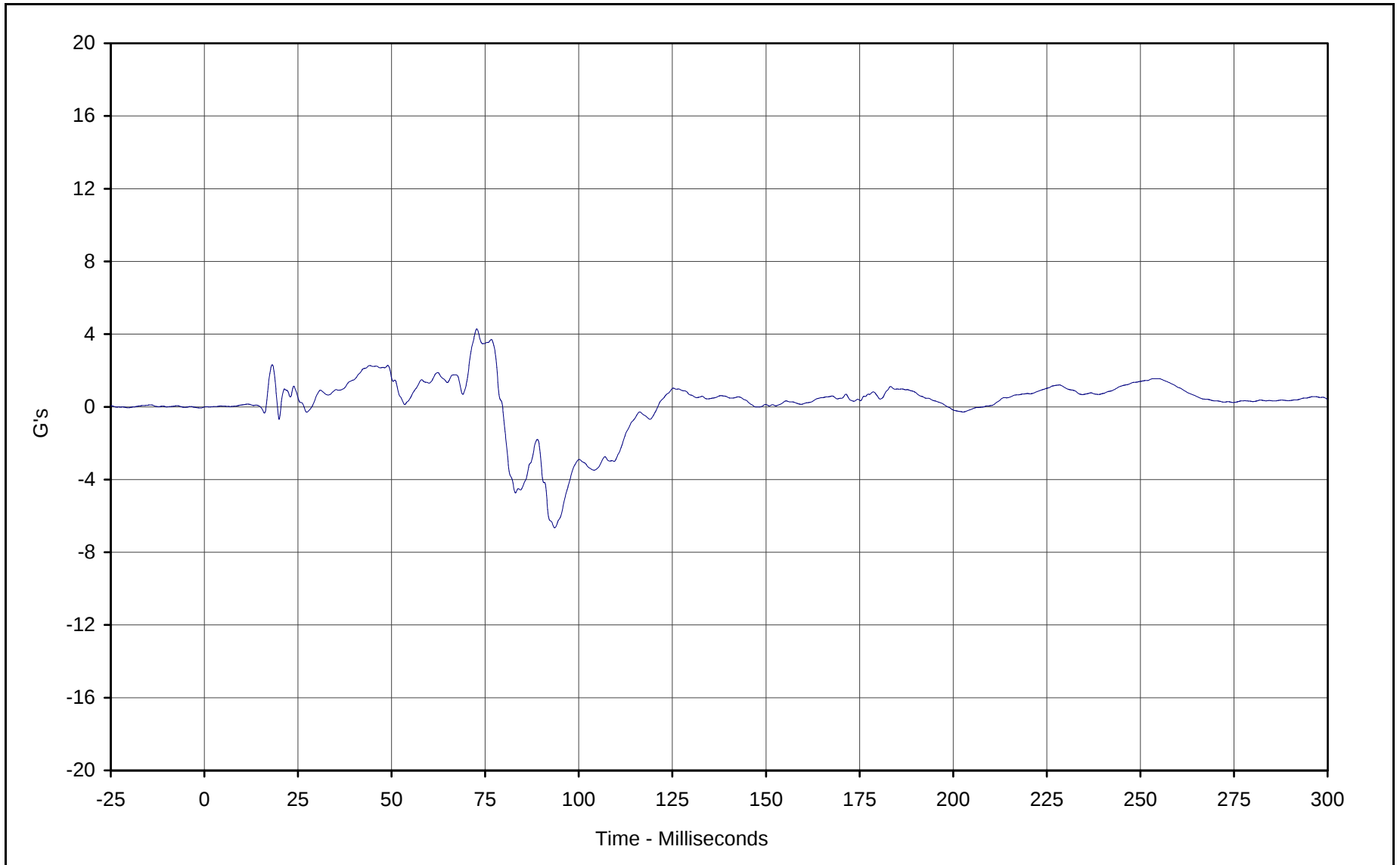
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-91



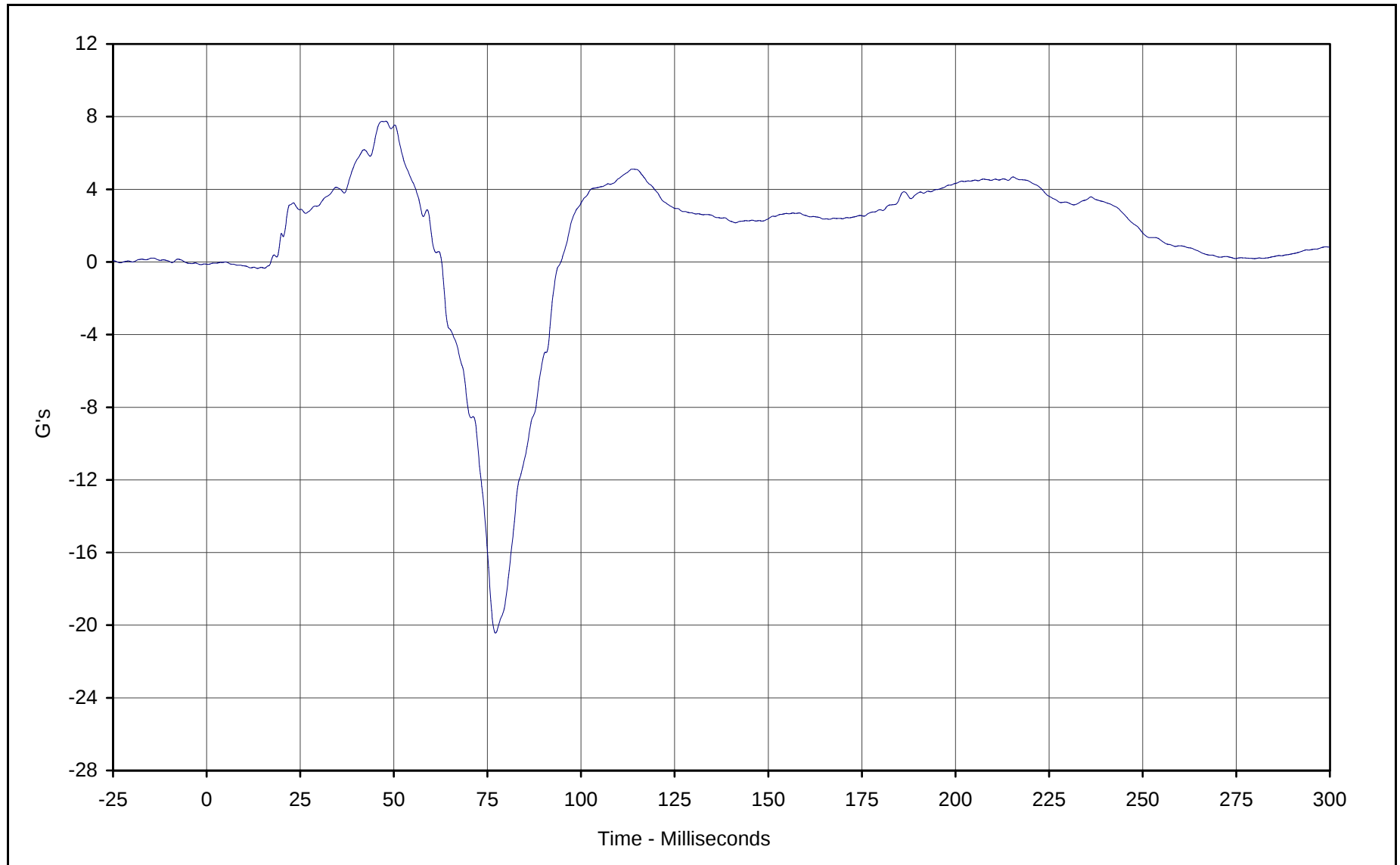
Curve Description: Passenger Chest Redundant Y
Maximum Value: 4.3 at 72.8 Milliseconds
Minimum Value: -6.7 at 93.6 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-061

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-92



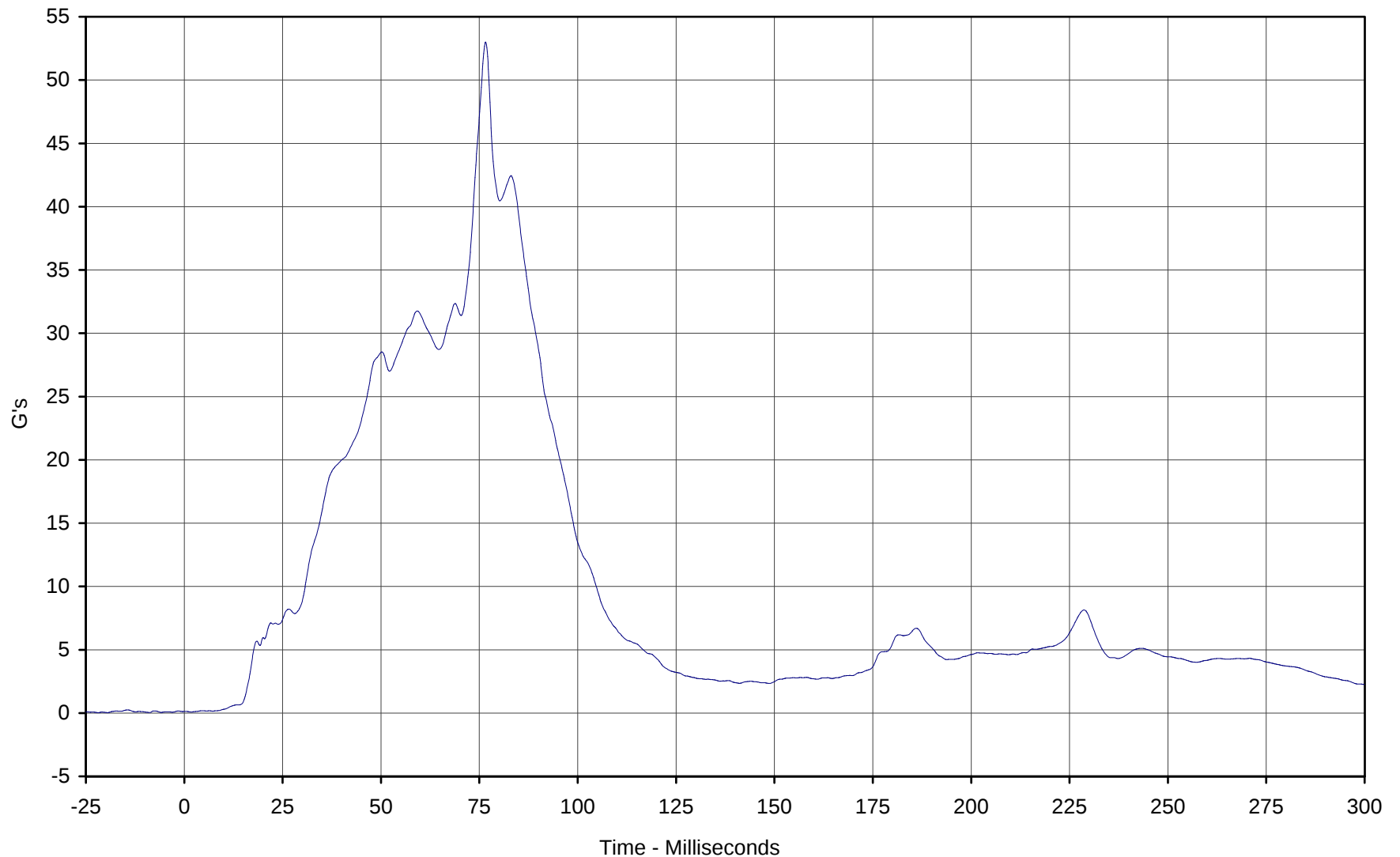
Curve Description: Passenger Chest Redundant Z
Maximum Value: 7.8 at 47.8 Milliseconds
Minimum Value: -20.4 at 77.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-062

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-93



Curve Description: Passenger Chest Resultant Redundant

Maximum Value: 53.0 at 76.6 Milliseconds

Minimum Value: 0.1 at 1.8 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

Curve Number: RES-060

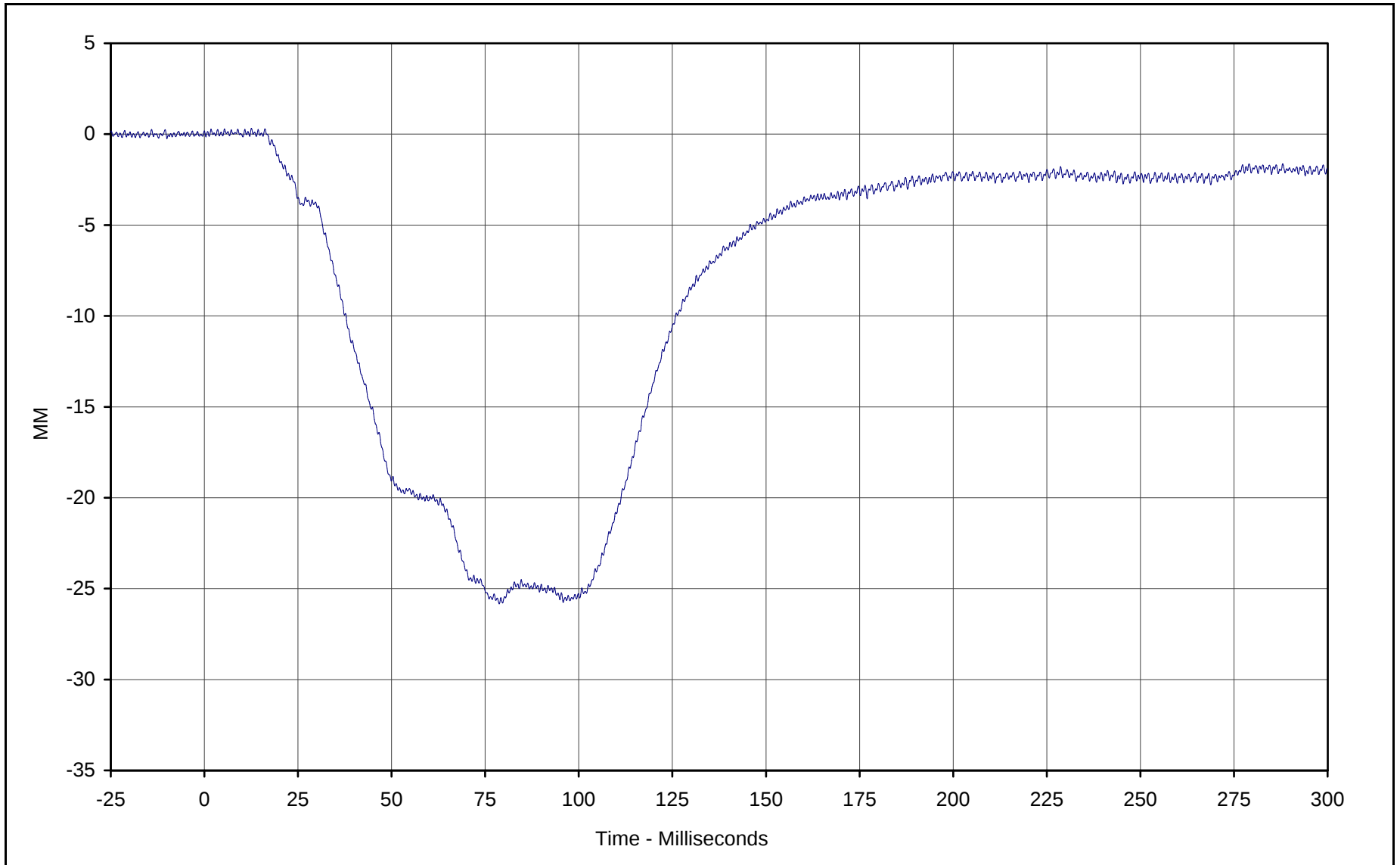
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-94



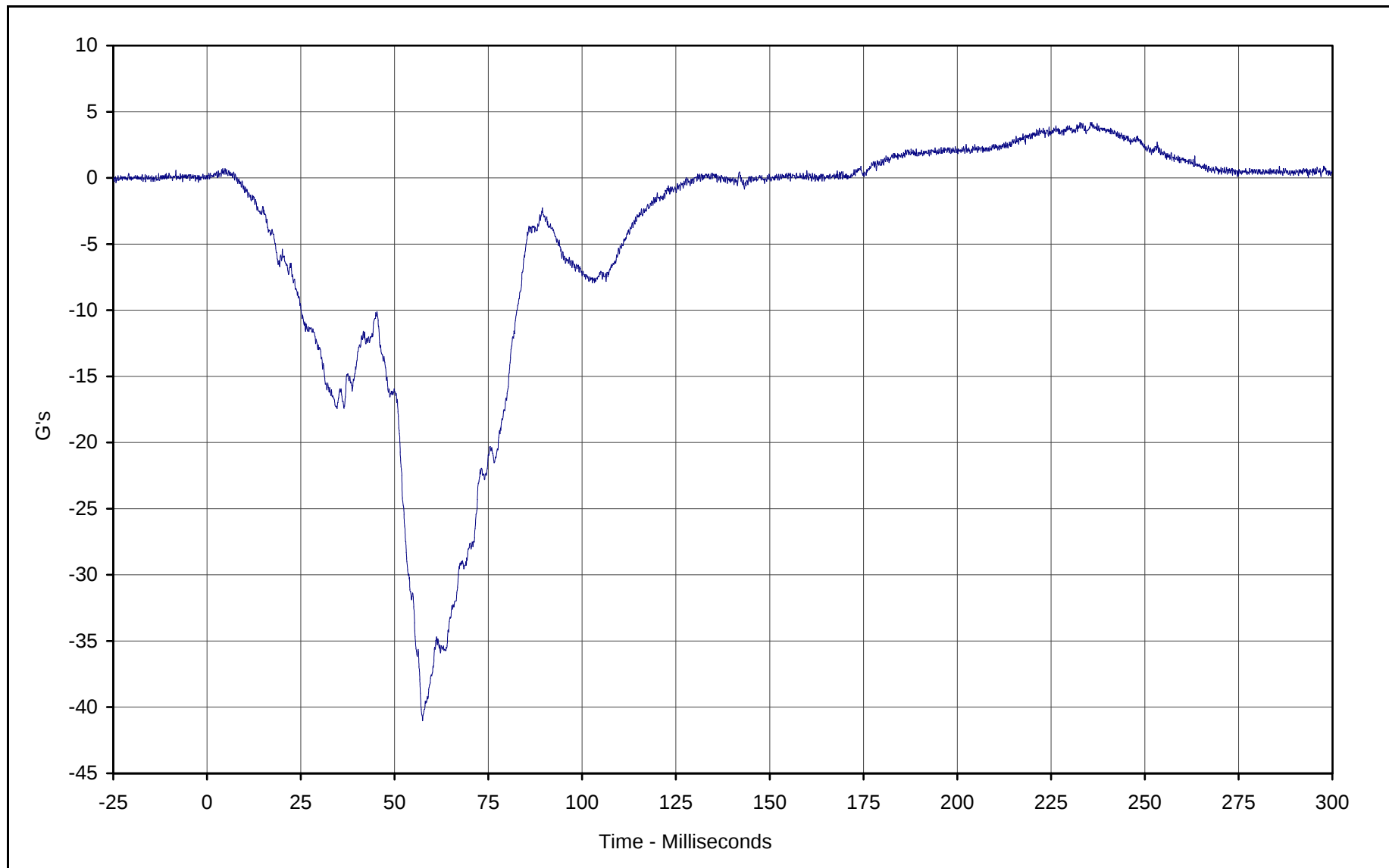
Curve Description: Passenger Chest Displacement X
Maximum Value: 0.3 at 12.6 Milliseconds
Minimum Value: -25.8 at 78.8 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-063

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-95

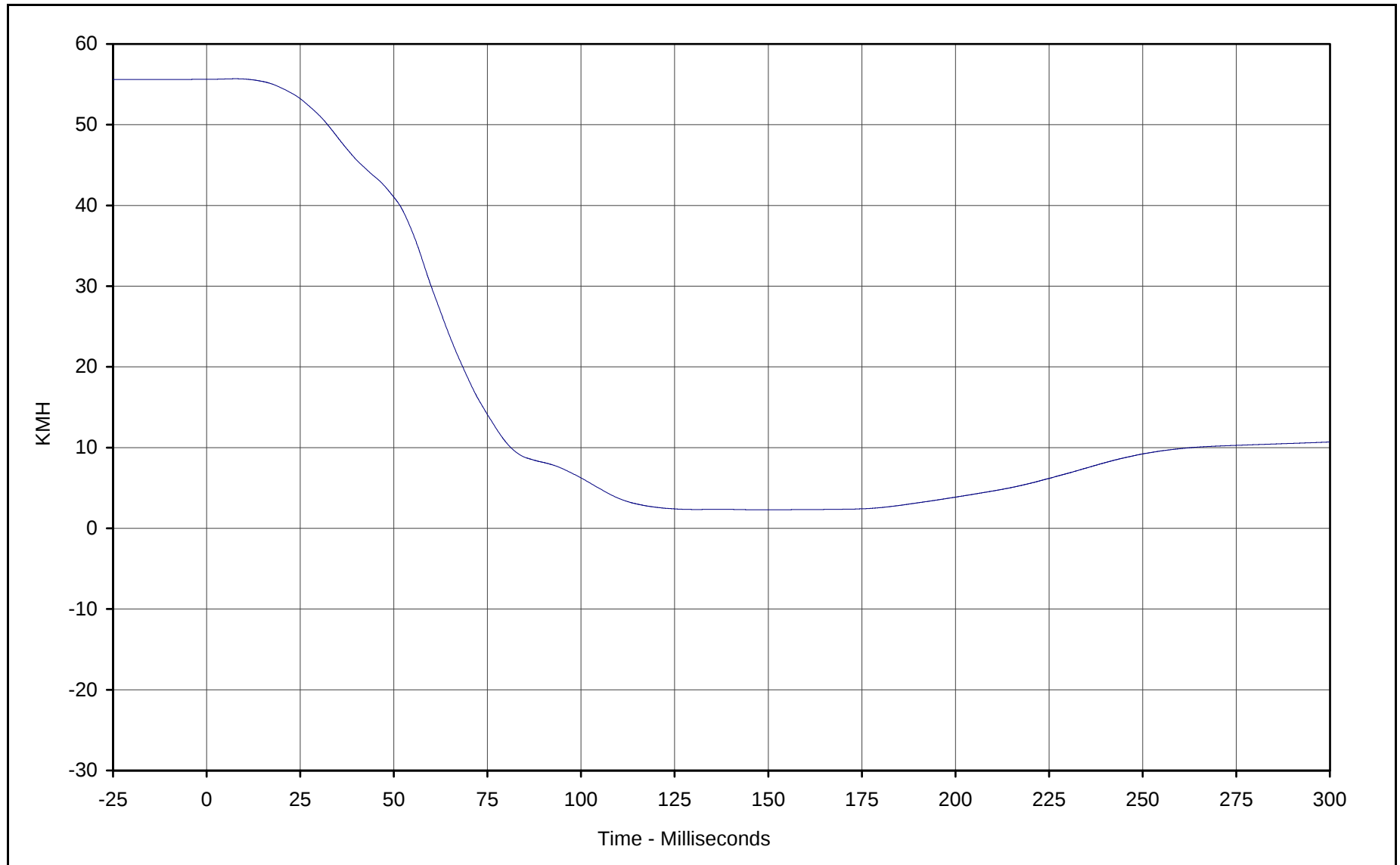


Curve Description: Passenger Pelvis X
Maximum Value: 4.2 at 232.7 Milliseconds
Minimum Value: -41.0 at 57.5 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-064

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

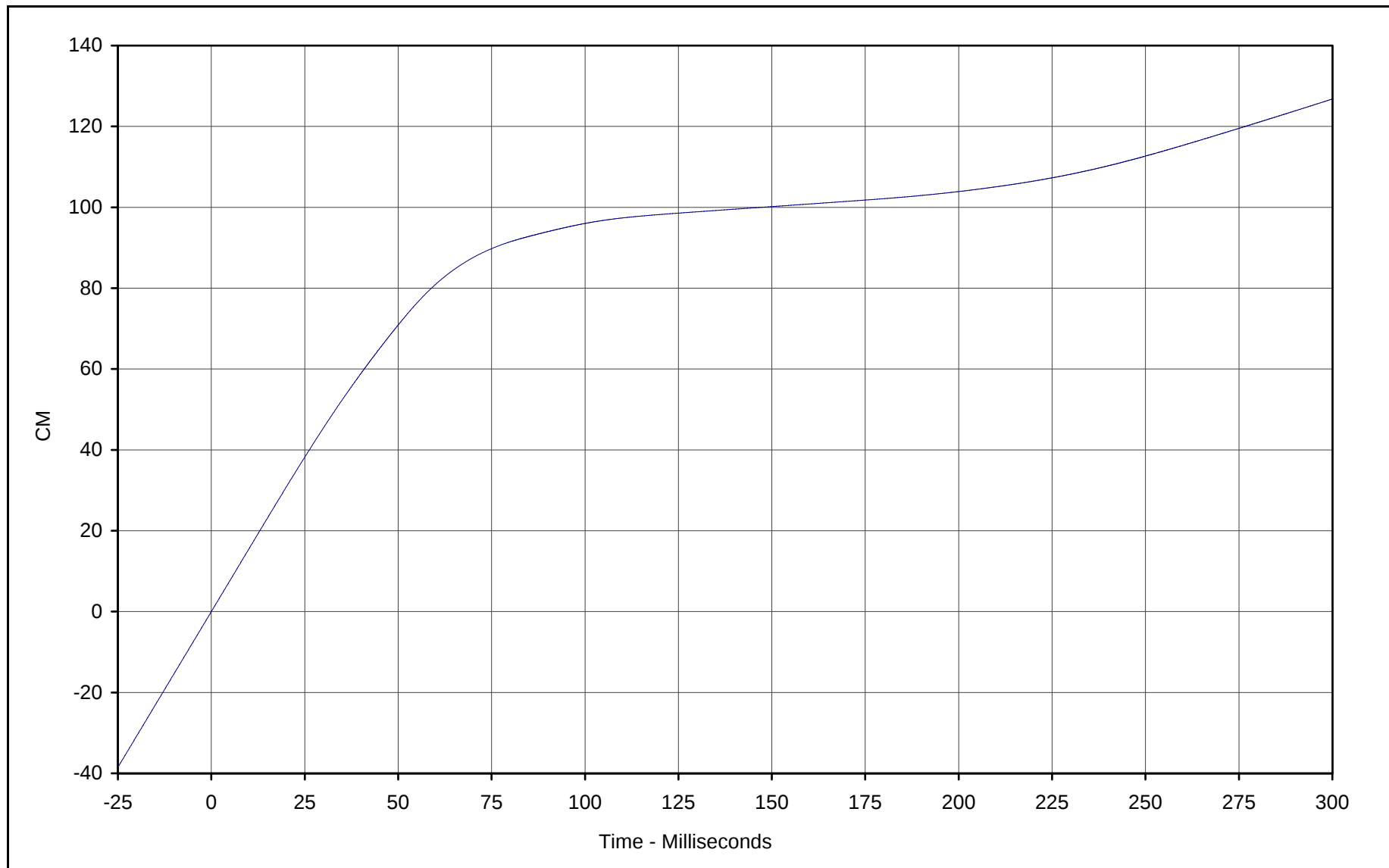


Curve Description: Passenger Pelvis X Velocity
Maximum Value: 55.7 at 7.7 Milliseconds
Minimum Value: 2.3 at 151.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-064

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-97



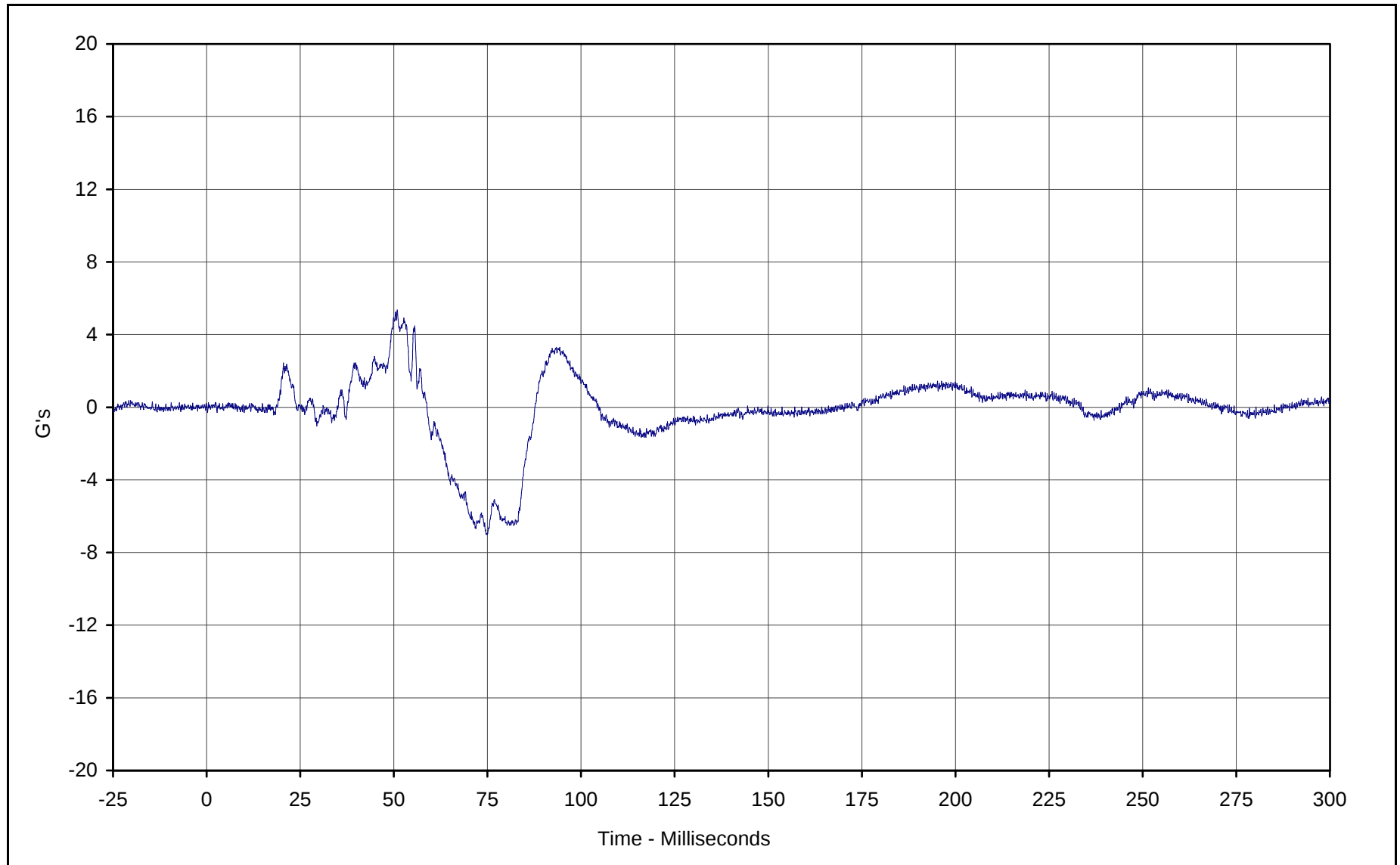
Curve Description: Passenger Pelvis X Displ.
Maximum Value: 126.8 at 299.9 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-064

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-98



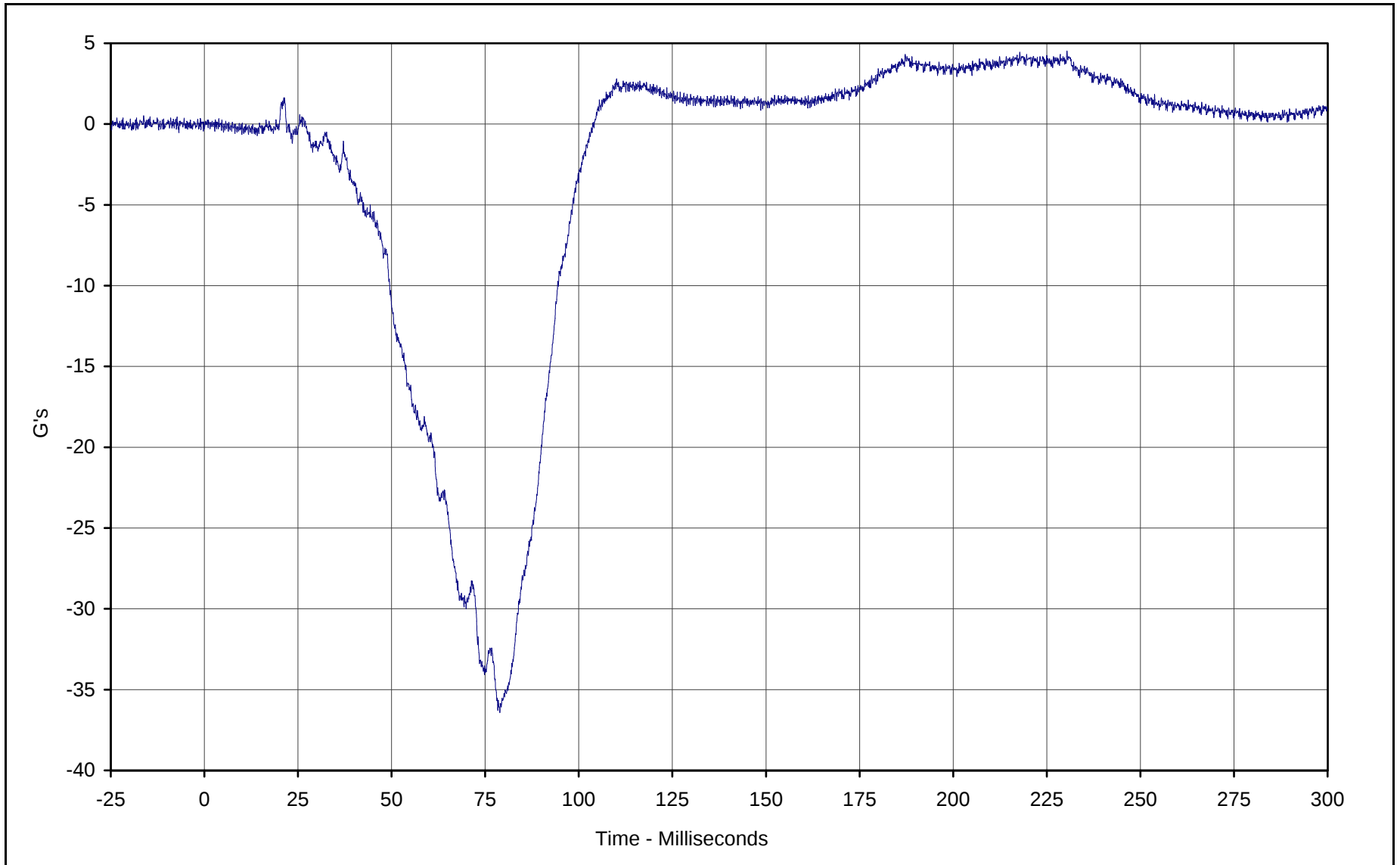
Curve Description: Passenger Pelvis Y
Maximum Value: 5.4 at 50.9 Milliseconds
Minimum Value: -7.0 at 74.6 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-065

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-99



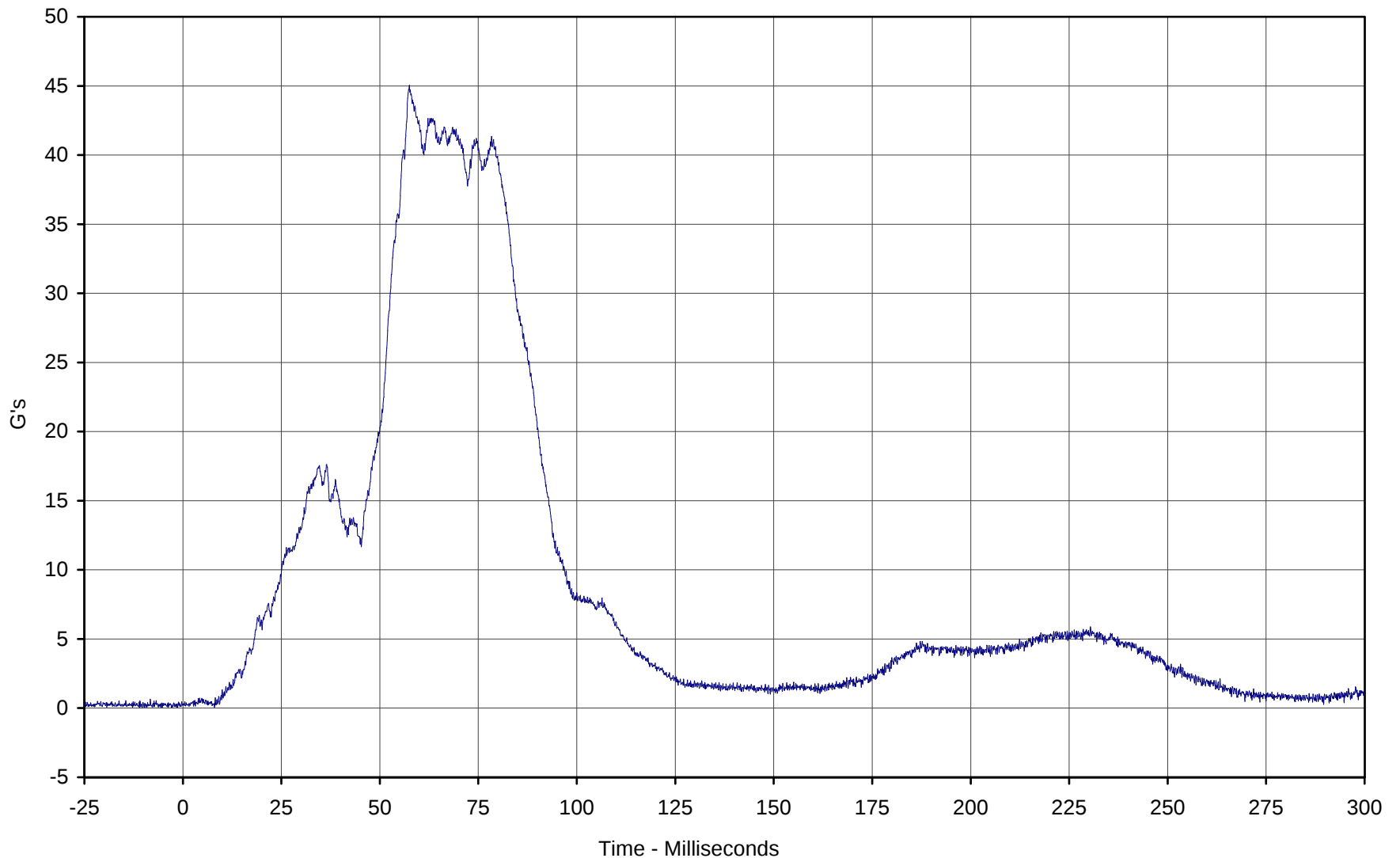
Curve Description: Passenger Pelvis Z
Maximum Value: 4.5 at 230.4 Milliseconds
Minimum Value: -36.4 at 78.9 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: FIL-066

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-100



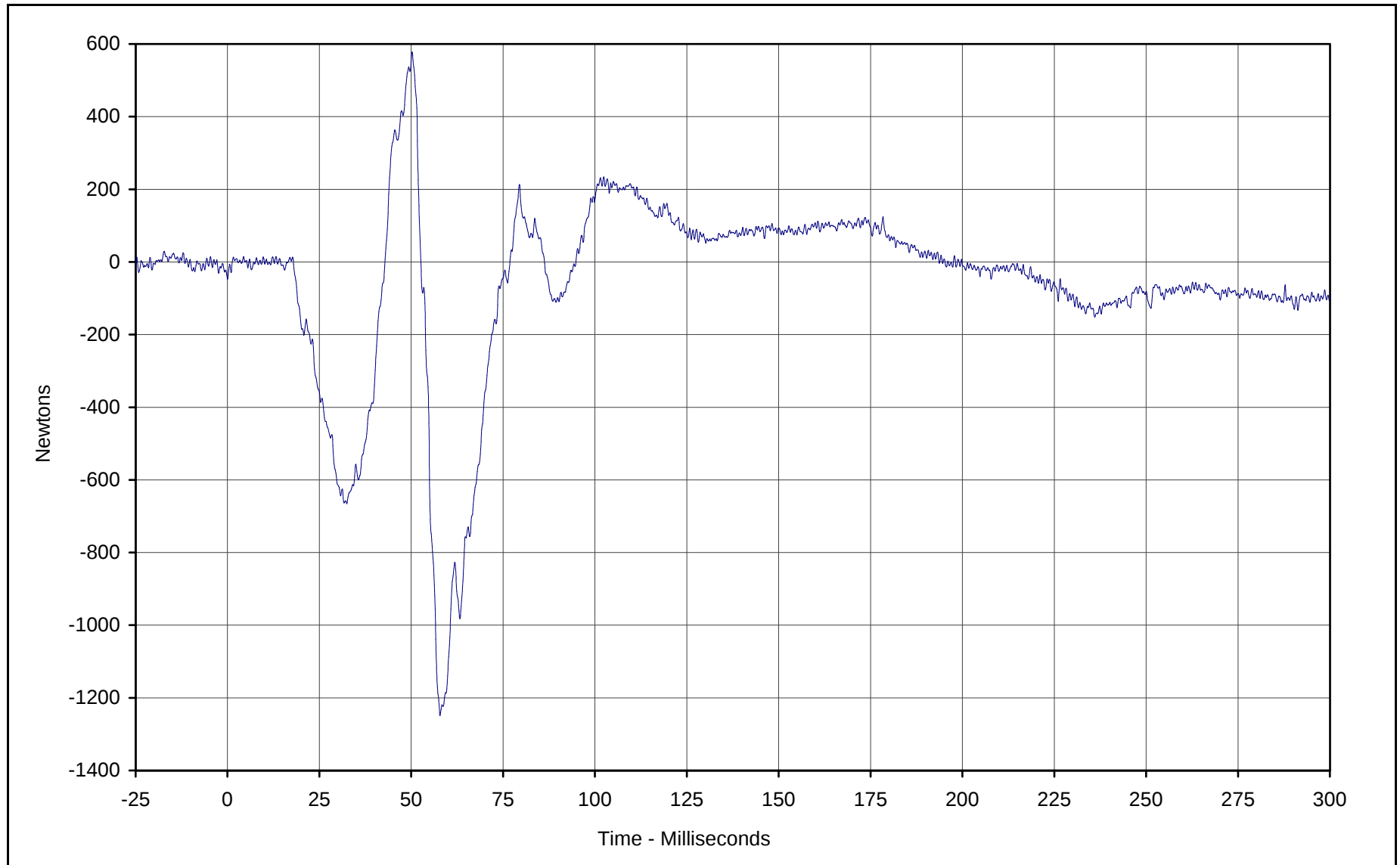
Curve Description: Passenger Pelvis Resultant
Maximum Value: 45.1 at 57.5 Milliseconds
Minimum Value: 0.1 at 8.0 Milliseconds
SAE Filter Class: 1000
Date of Test: 02/06/01
Curve Number: RES-064

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-101



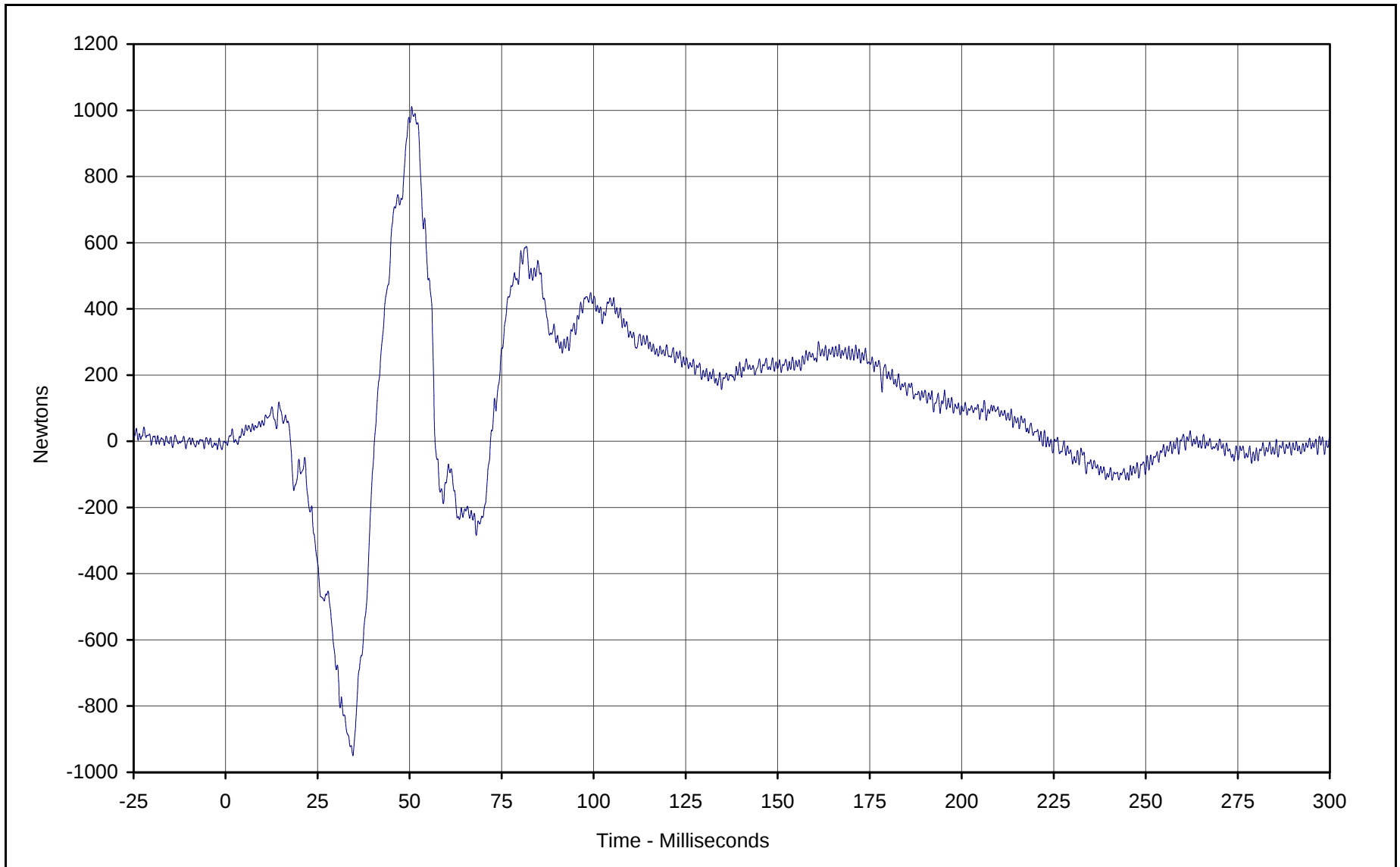
Curve Description: Passenger Left Femur Force
Maximum Value: 577.9 at 50.2 Milliseconds
Minimum Value: -1248.9 at 57.8 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-067

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-102



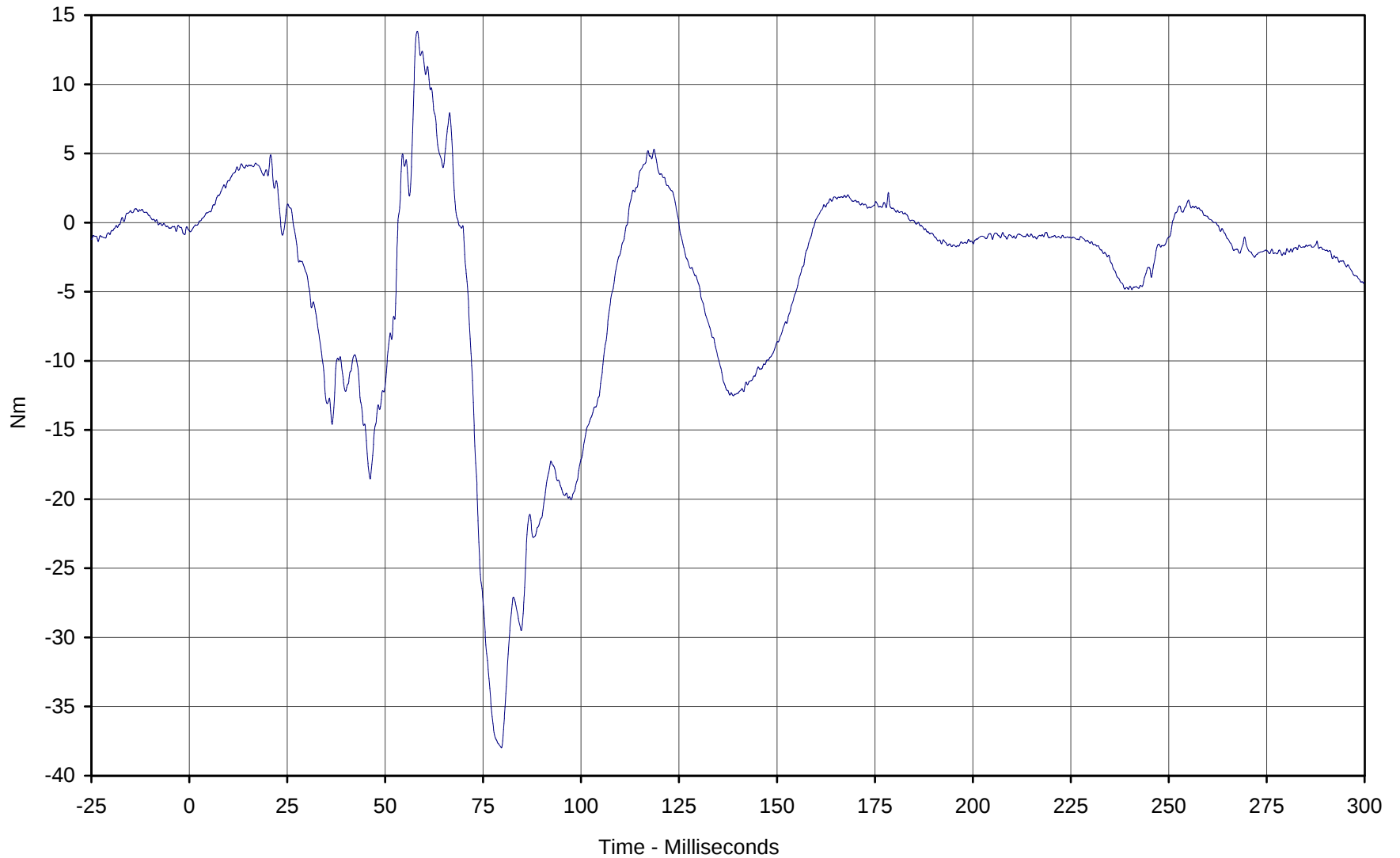
Curve Description: Passenger Right Femur Force
Maximum Value: 1011.0 at 50.6 Milliseconds
Minimum Value: -950.1 at 34.6 Milliseconds
SAE Filter Class: 600
Date of Test: 02/06/01
Curve Number: FIL-068

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-103



Curve Description: Passenger Left Upper Tibia Moment X

Maximum Value: 13.8 at 58.2 Milliseconds

Minimum Value: -38.0 at 79.7 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

Curve Number: FIL-069

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

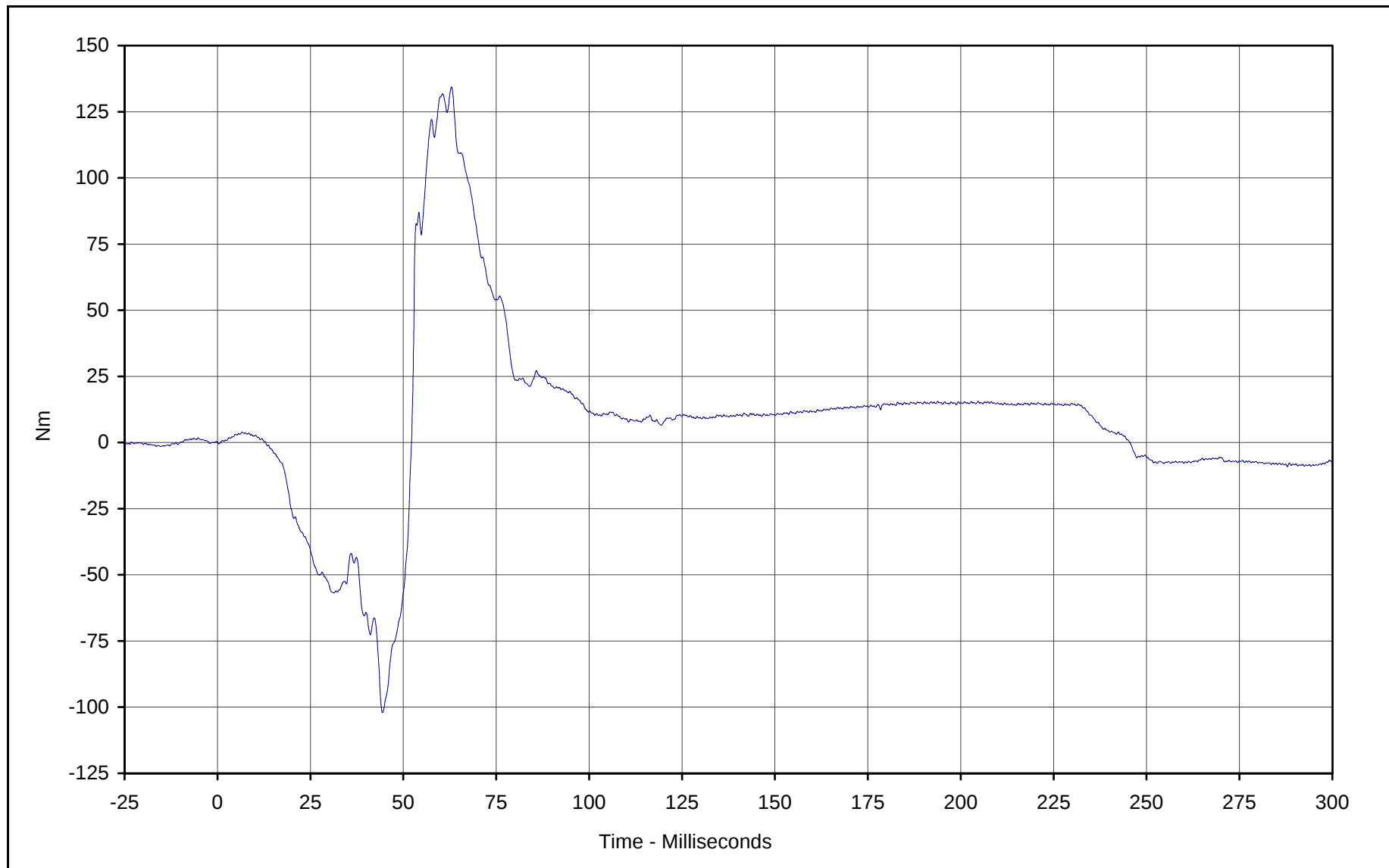
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-104

KAR21015-01



Curve Description: Passenger Left Upper Tibia Moment Y

Maximum Value: 134.4 at 63.0 Milliseconds

Minimum Value: -102.1 at 44.4 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

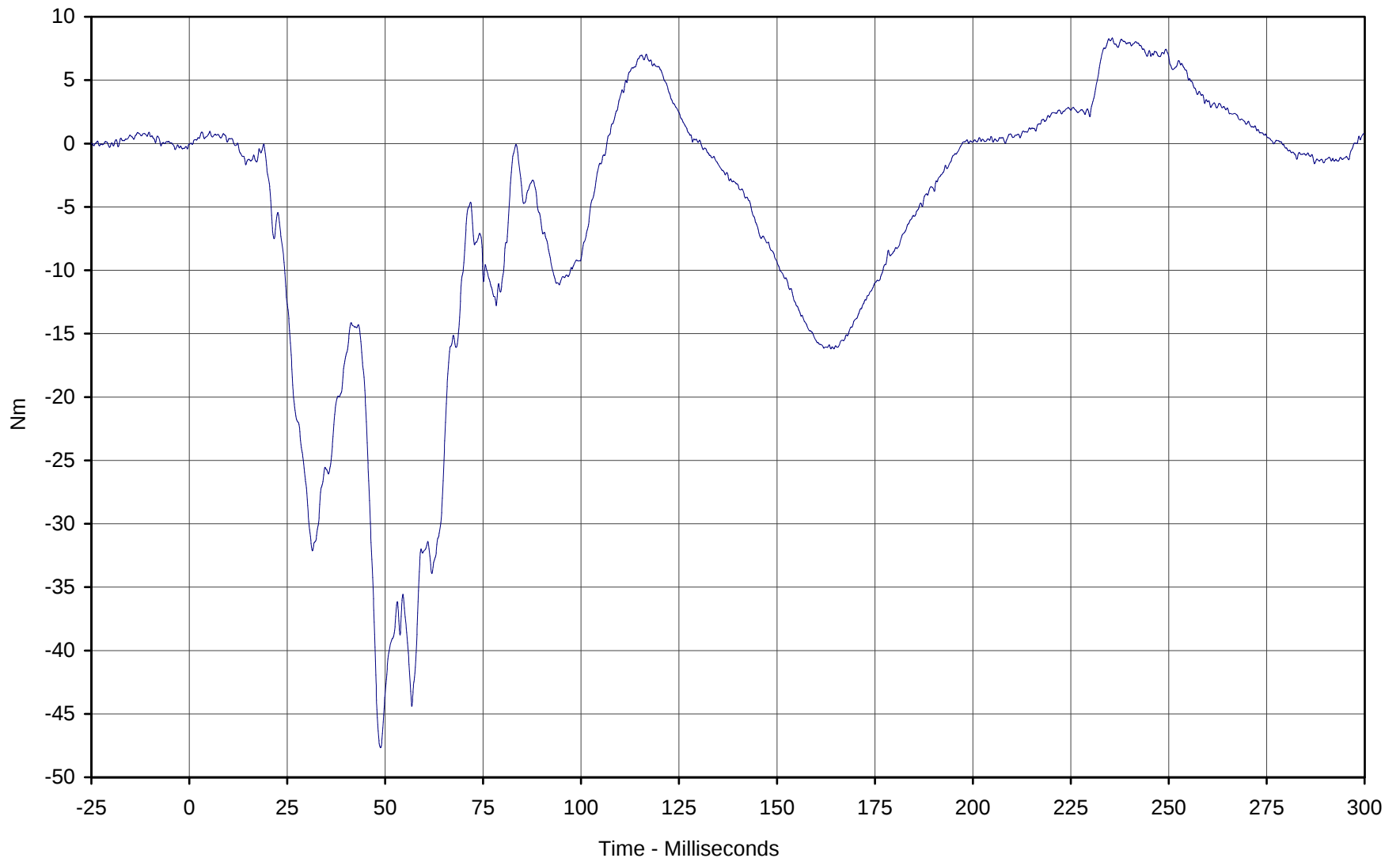
Curve Number: FIL-070

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-105



Curve Description: Passenger Right Upper Tibia Moment X

Maximum Value: 8.3 at 235.6 Milliseconds

Minimum Value: -47.7 at 48.8 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

Curve Number: FIL-071

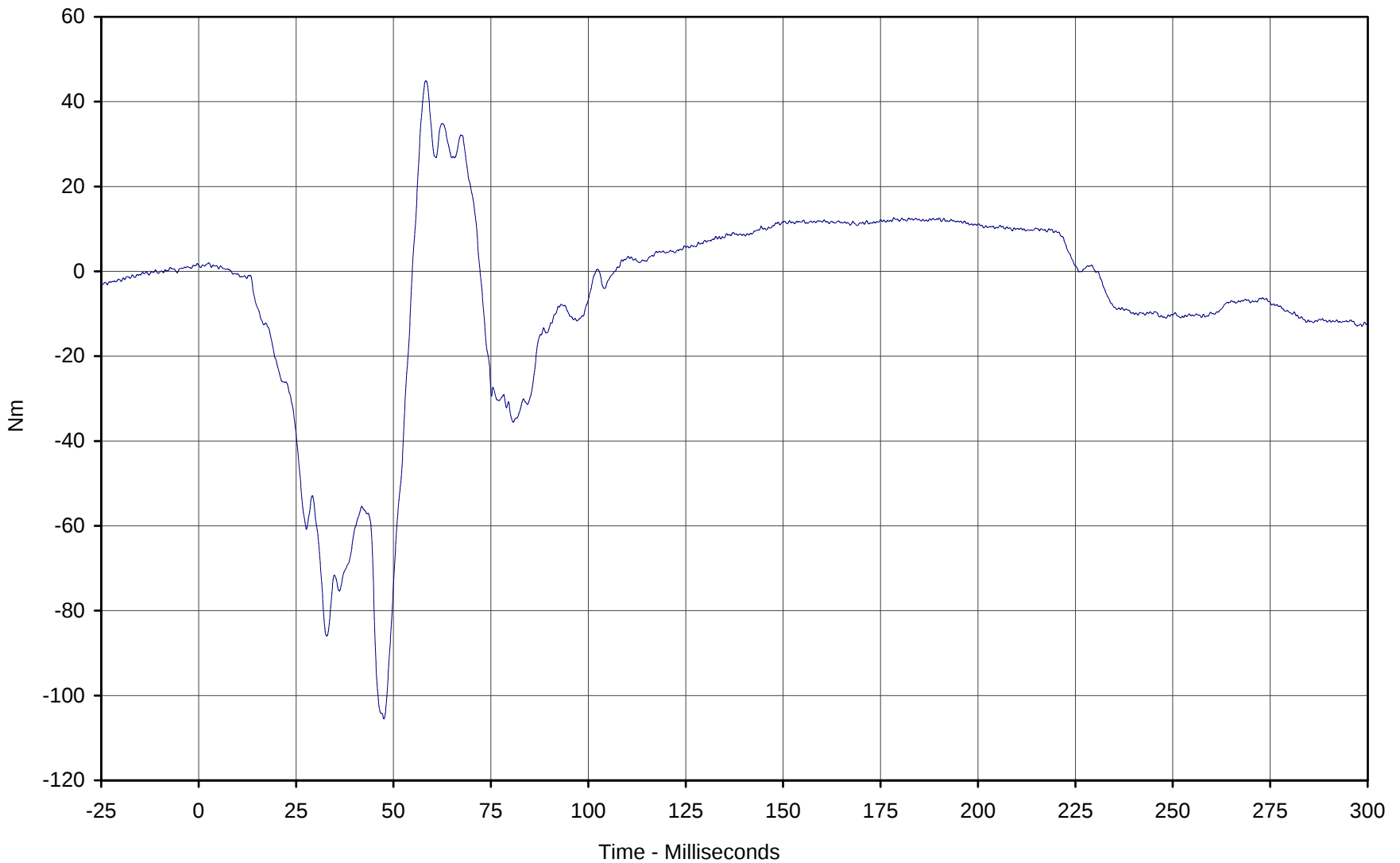
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-106



Curve Description: Passenger Right Upper Tibia Moment Y

Maximum Value: 44.9 at 58.3 Milliseconds

Minimum Value: -105.5 at 47.6 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

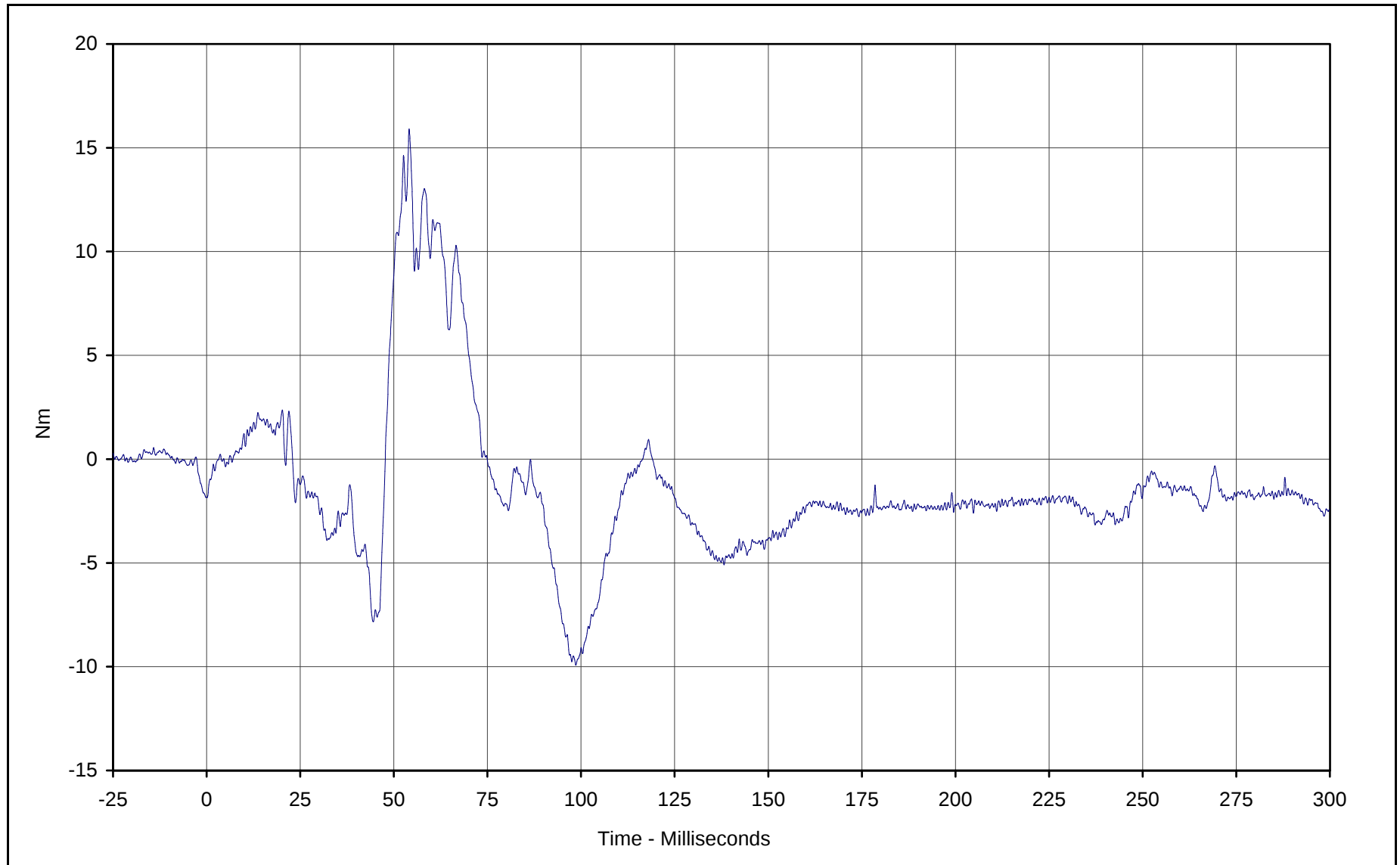
Curve Number: FIL-072

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01



Curve Description: Passenger Left Lower Tibia Moment X

Maximum Value: 15.9 at 54.1 Milliseconds

Minimum Value: -9.9 at 98.6 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

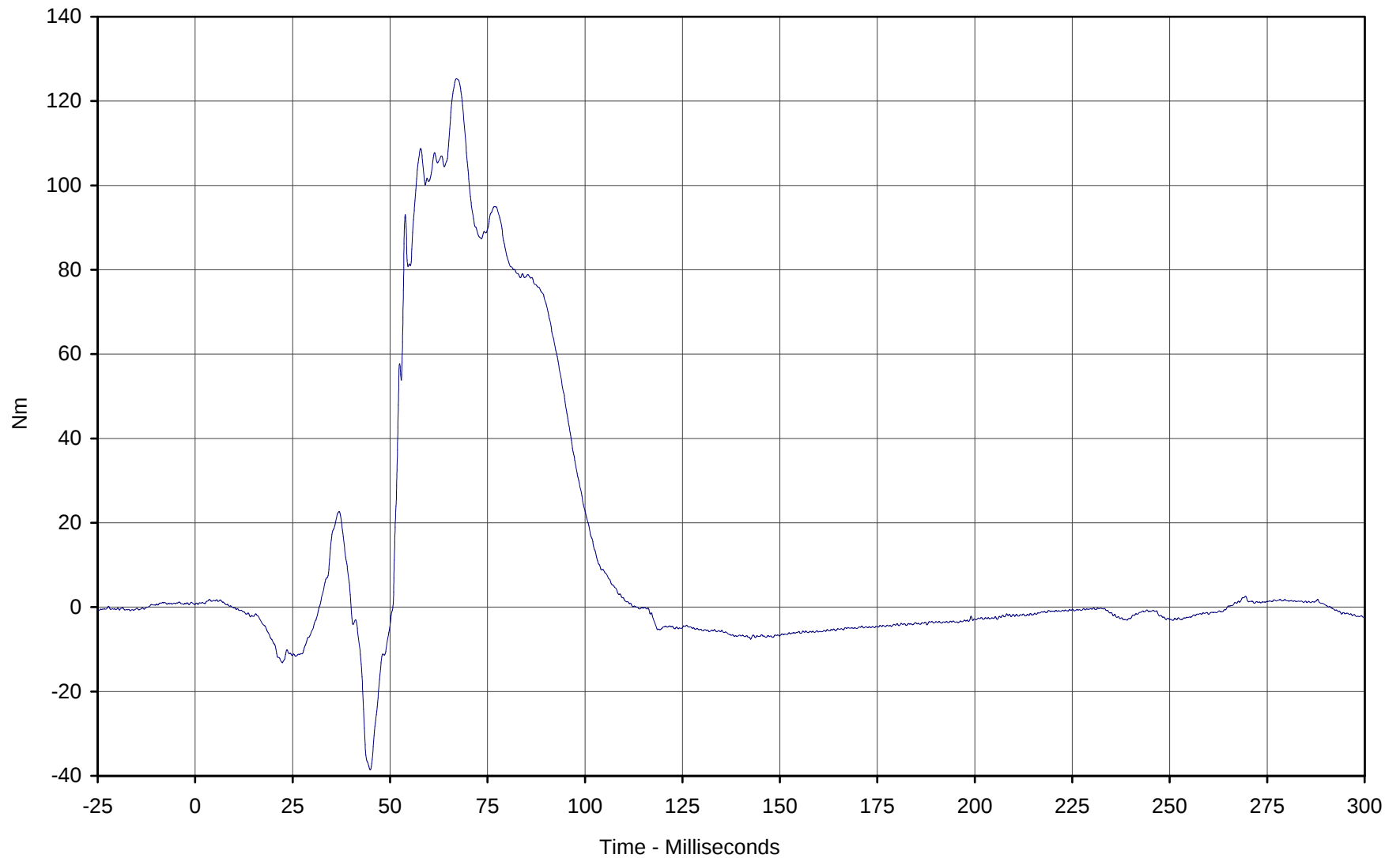
Curve Number: FIL-073

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-108



Curve Description: Passenger Left Lower Tibia Moment Y

Maximum Value: 125.3 at 67.1 Milliseconds

Minimum Value: -38.6 at 44.9 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

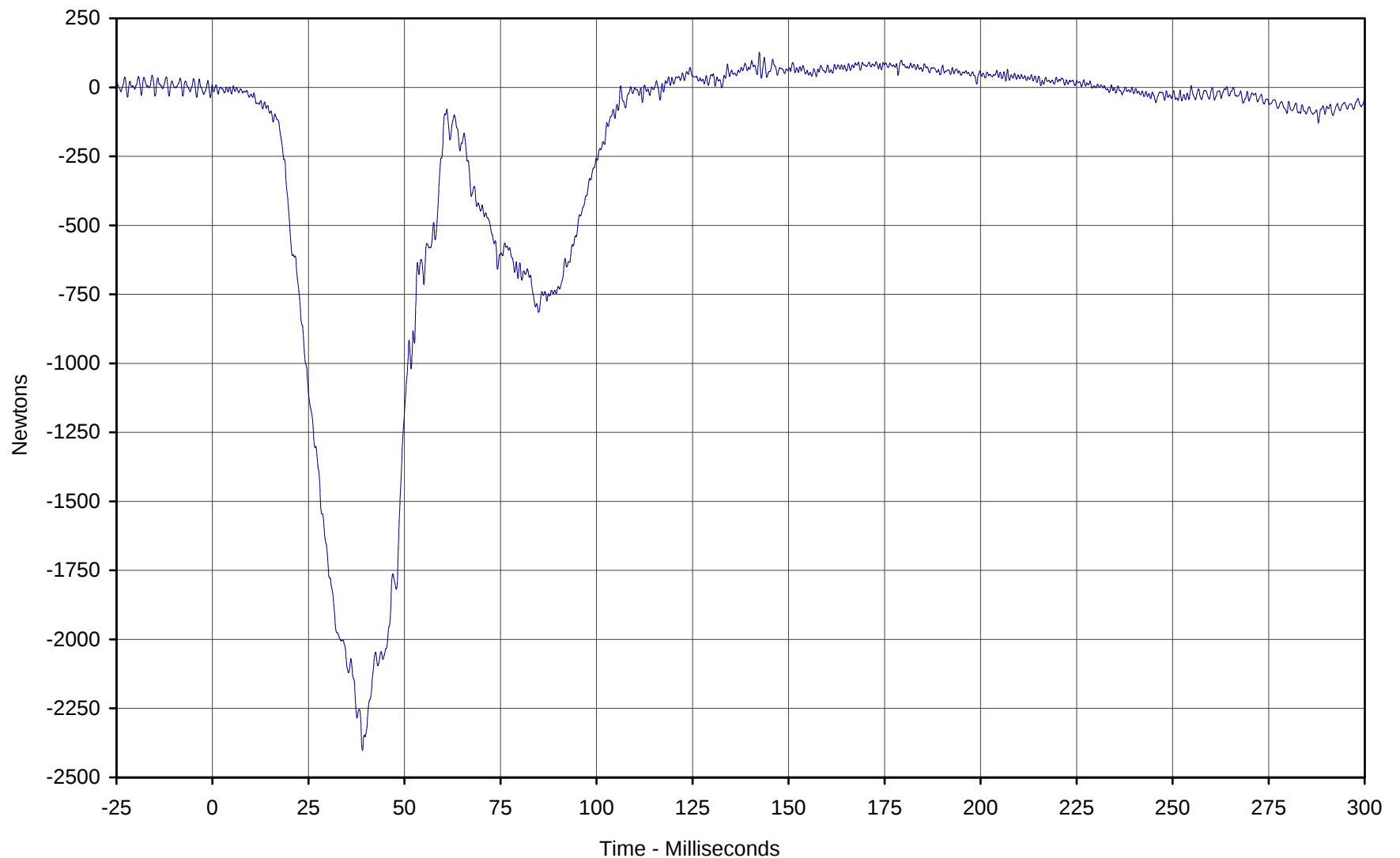
Curve Number: FIL-074

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01



Curve Description: Passenger Left Lower Tibia Force Z

Maximum Value: 127.2 at 142.4 Milliseconds

Minimum Value: -2401.6 at 39.0 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

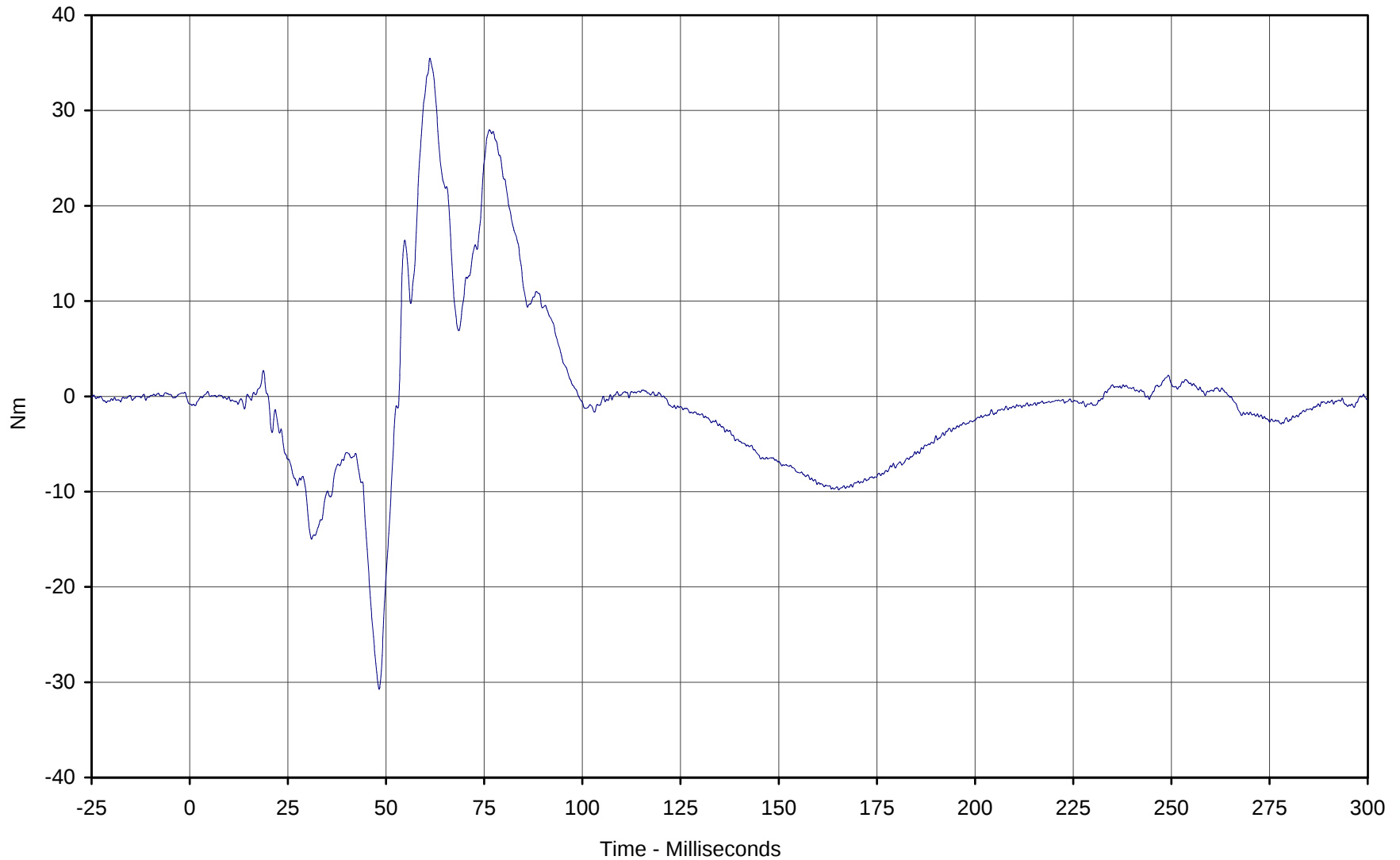
Curve Number: FIL-075

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-110



Curve Description: Passenger Right Lower Tibia Moment X

Maximum Value: 35.5 at 61.2 Milliseconds

Minimum Value: -30.7 at 48.2 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

Curve Number: FIL-076

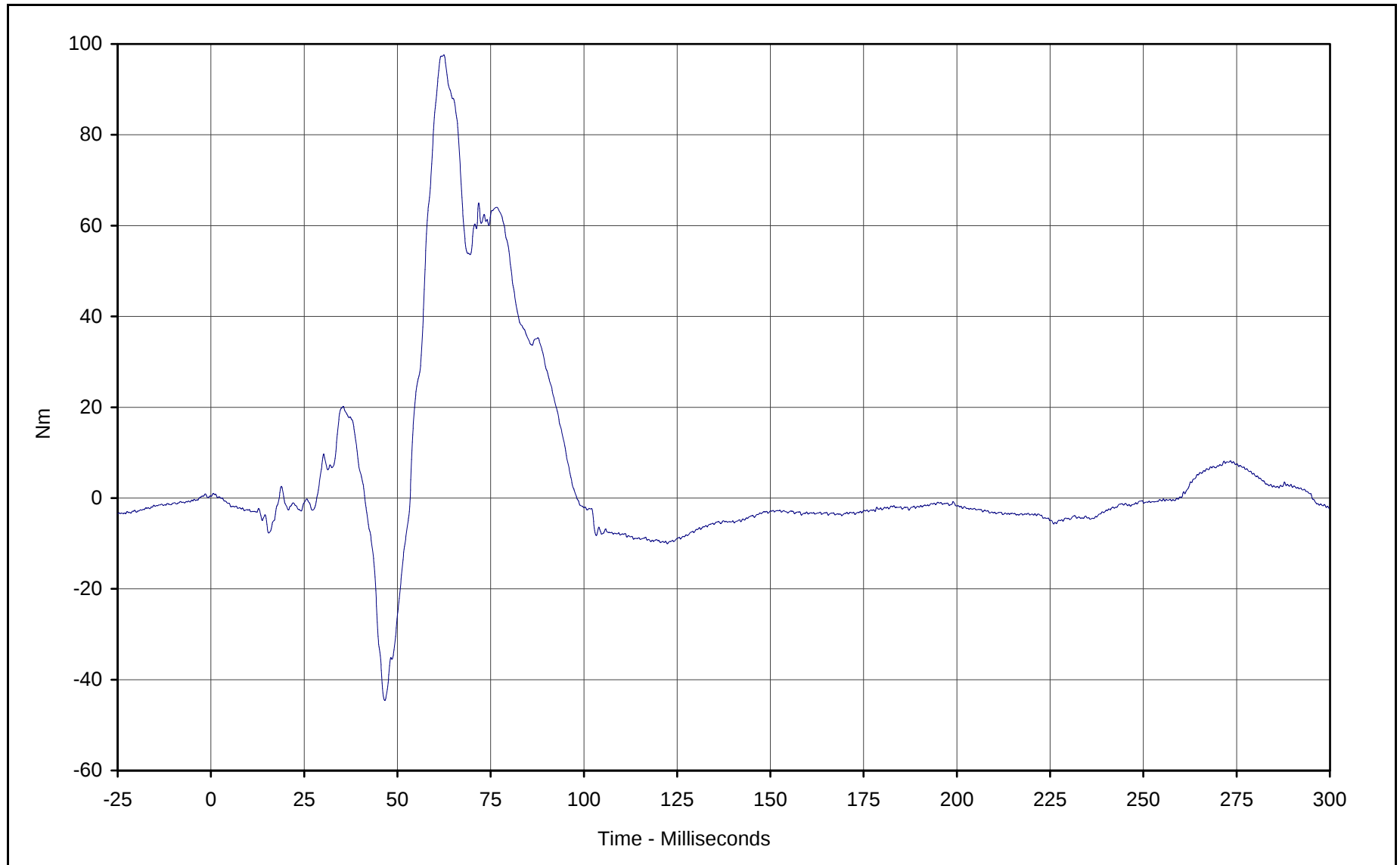
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-111



Curve Description: Passenger Right Lower Tibia Moment Y

Maximum Value: 97.6 at 62.5 Milliseconds

Minimum Value: -44.6 at 46.6 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

Curve Number: FIL-077

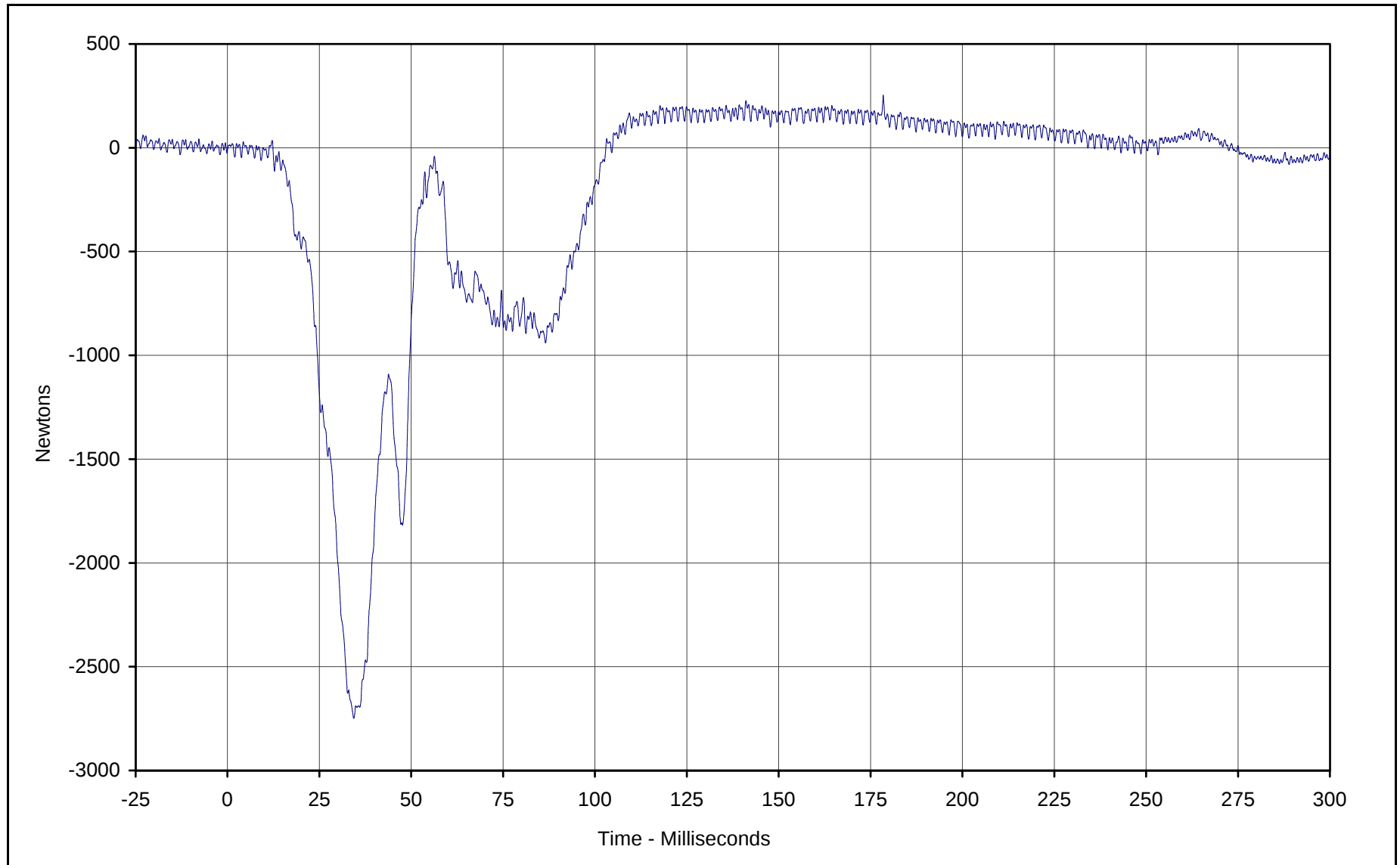
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-112



Curve Description: Passenger Right lower Tibia Force Z

Maximum Value: 253.1 at 178.5 Milliseconds

Minimum Value: -2748.8 at 34.4 Milliseconds

SAE Filter Class: 600

Date of Test: 02/06/01

Curve Number: FIL-078

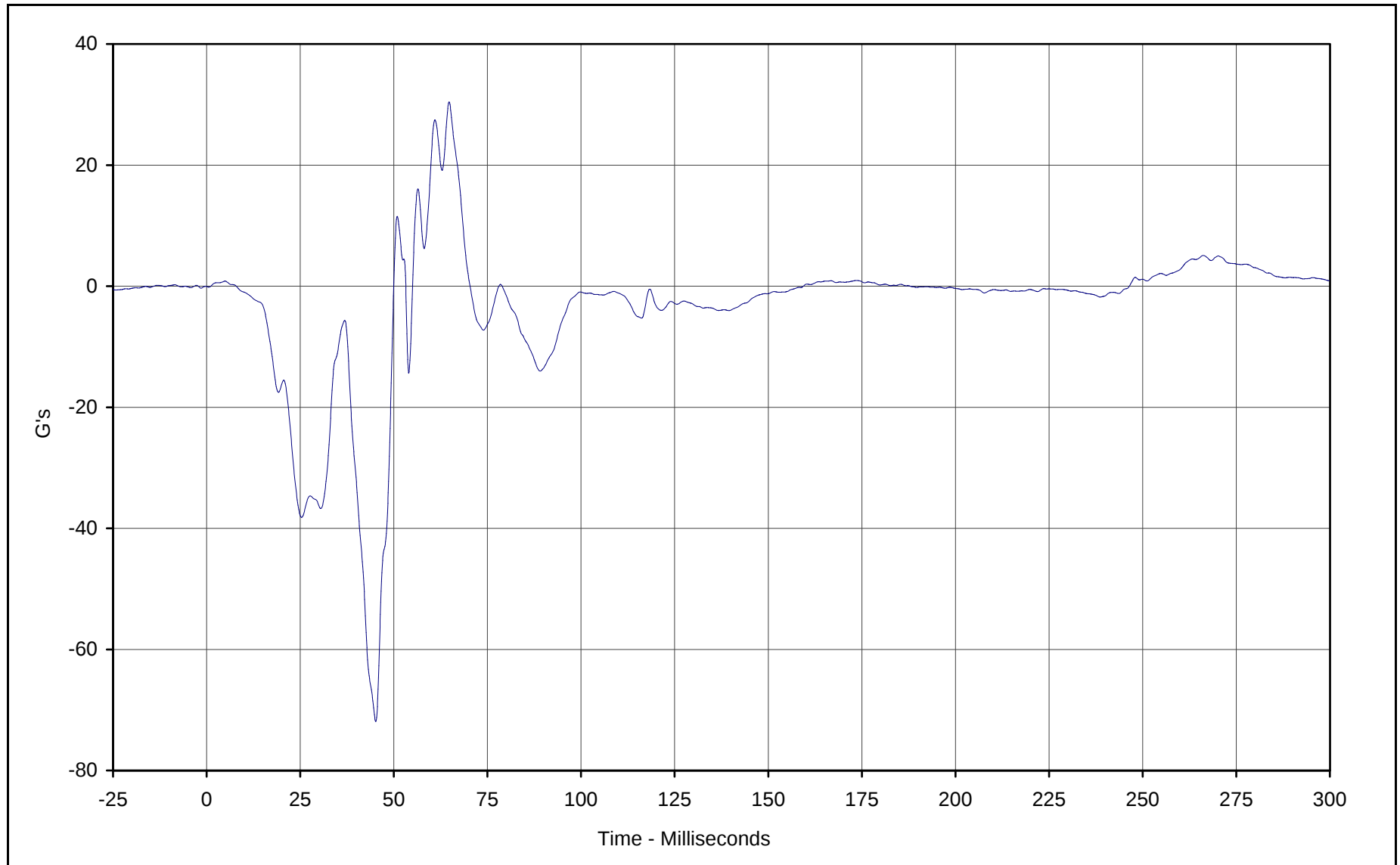
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-113



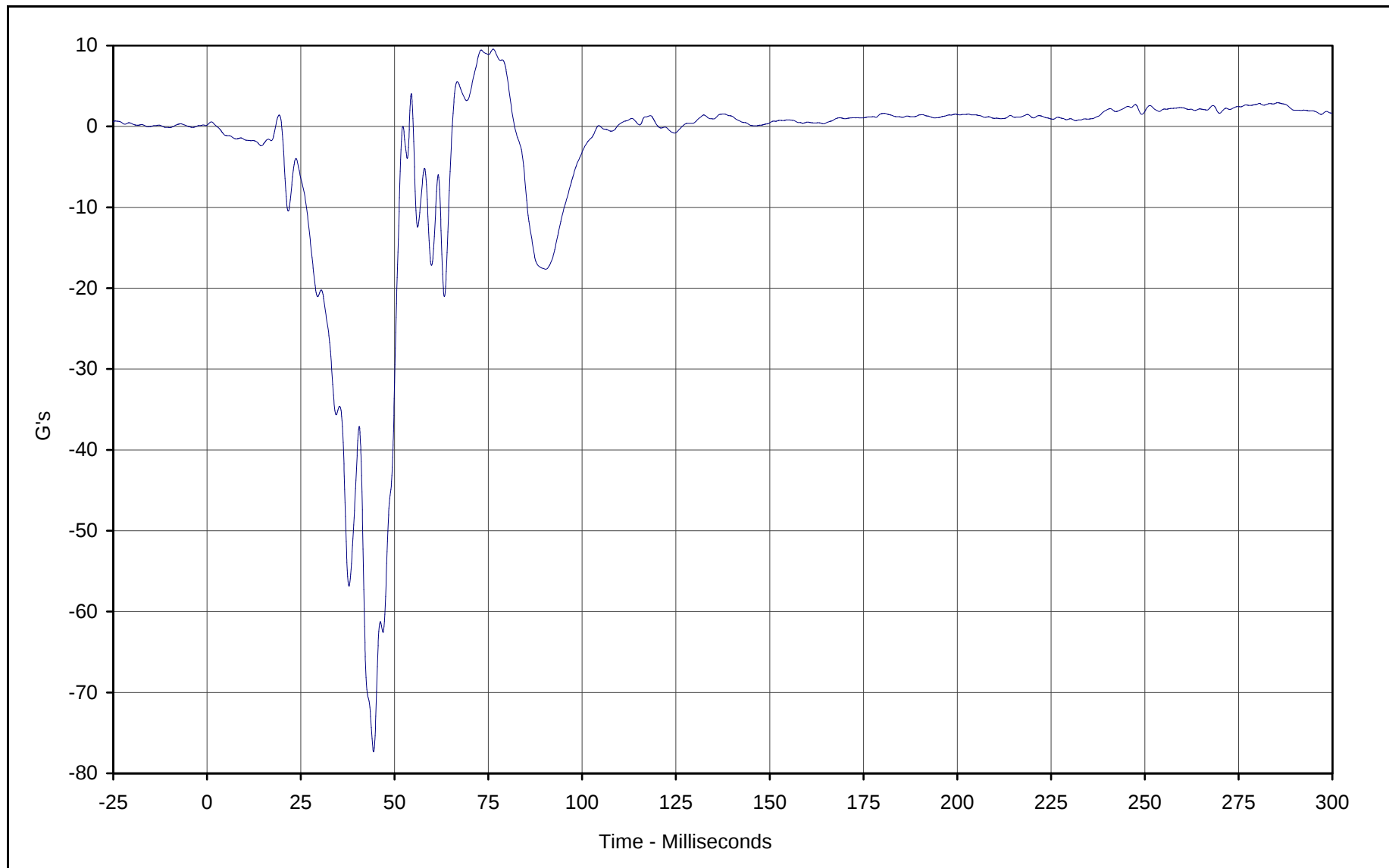
Curve Description: Passenger Left Foot Aft X
Maximum Value: 30.4 at 64.8 Milliseconds
Minimum Value: -71.9 at 45.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-079

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-114



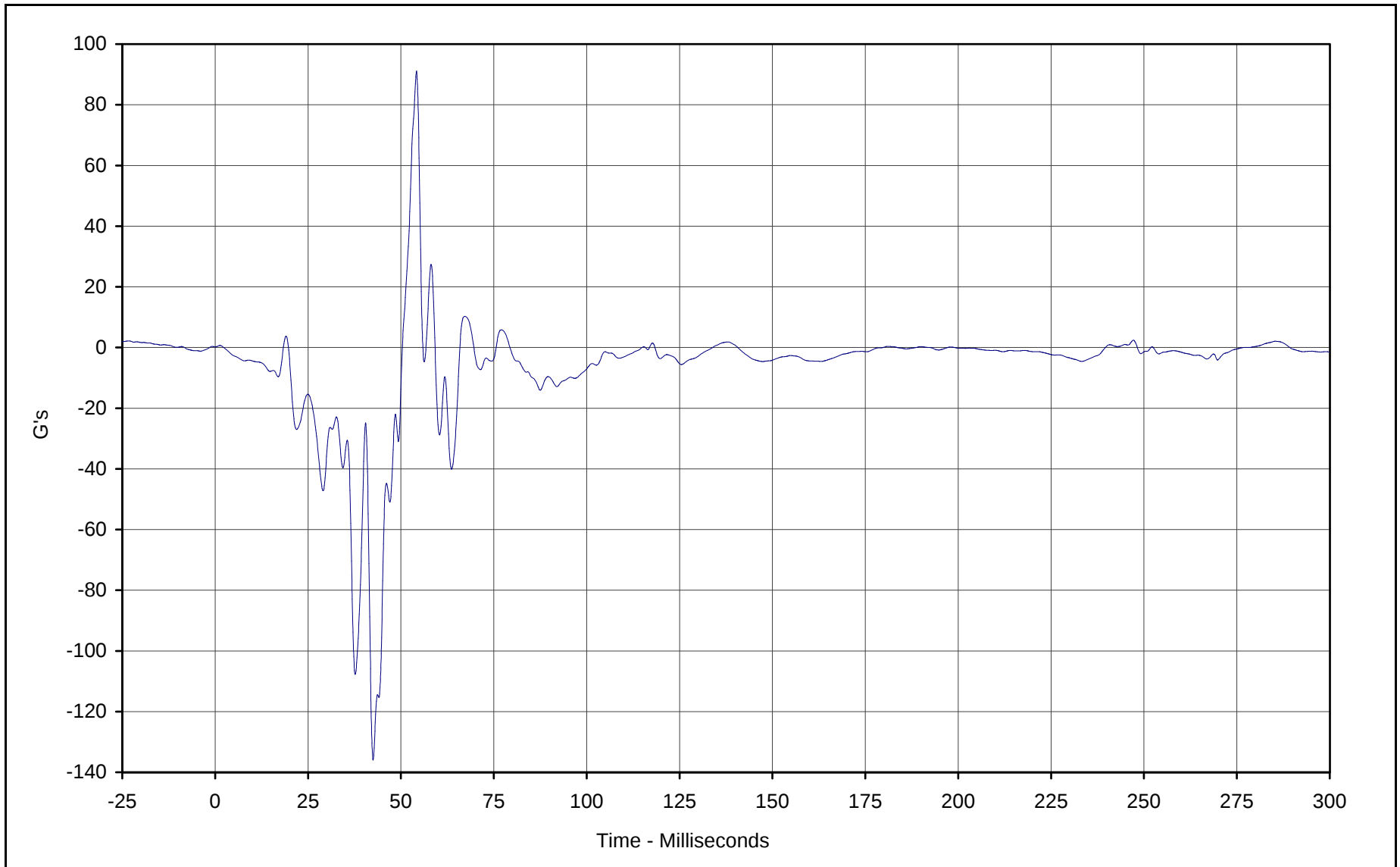
Curve Description: Passenger Left Foot Aft Z
Maximum Value: 9.6 at 76.3 Milliseconds
Minimum Value: -77.4 at 44.4 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-080

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-115



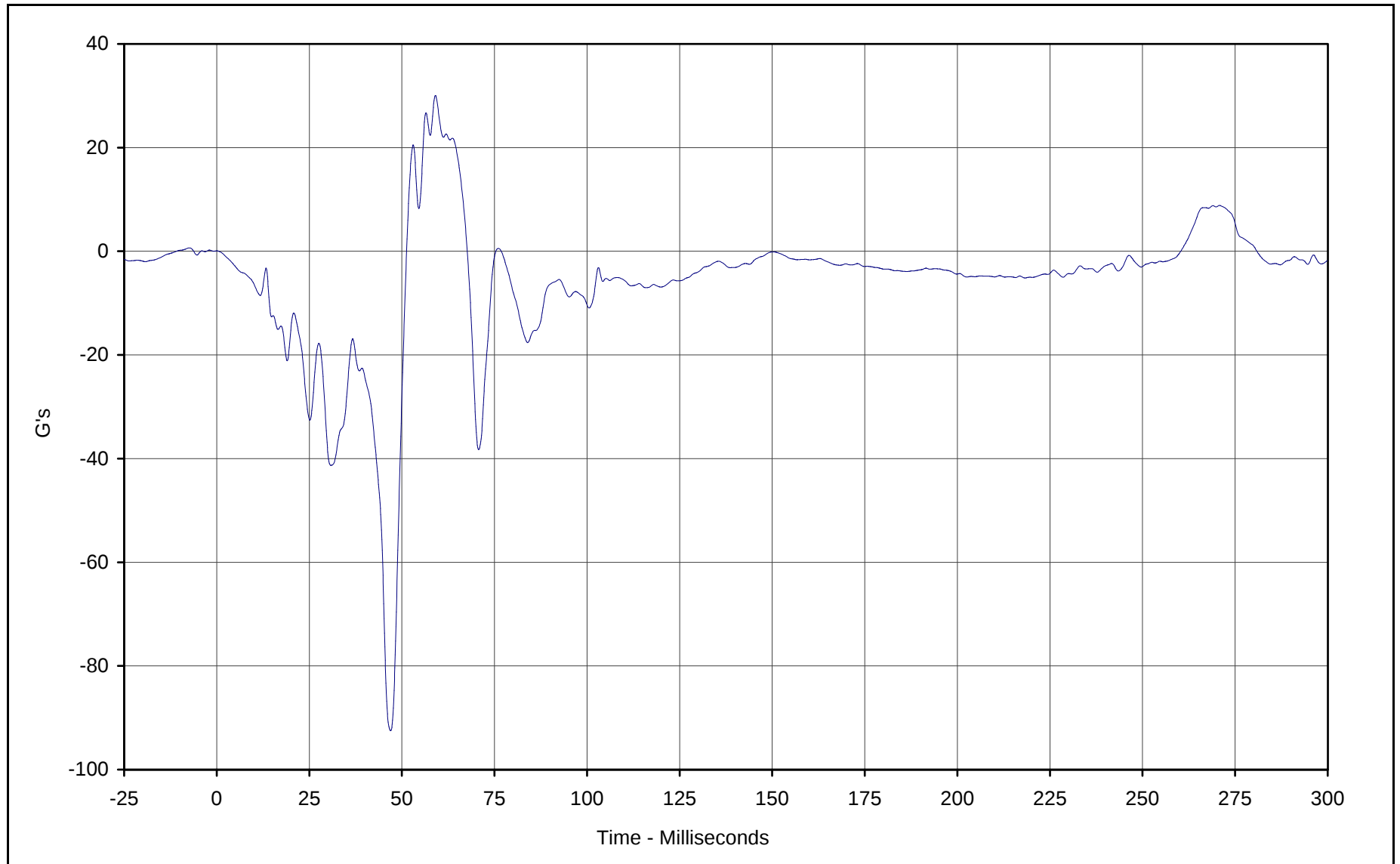
Curve Description: Passenger Left Foot Fore Z
Maximum Value: 91.2 at 54.2 Milliseconds
Minimum Value: -136.0 at 42.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-081

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-116



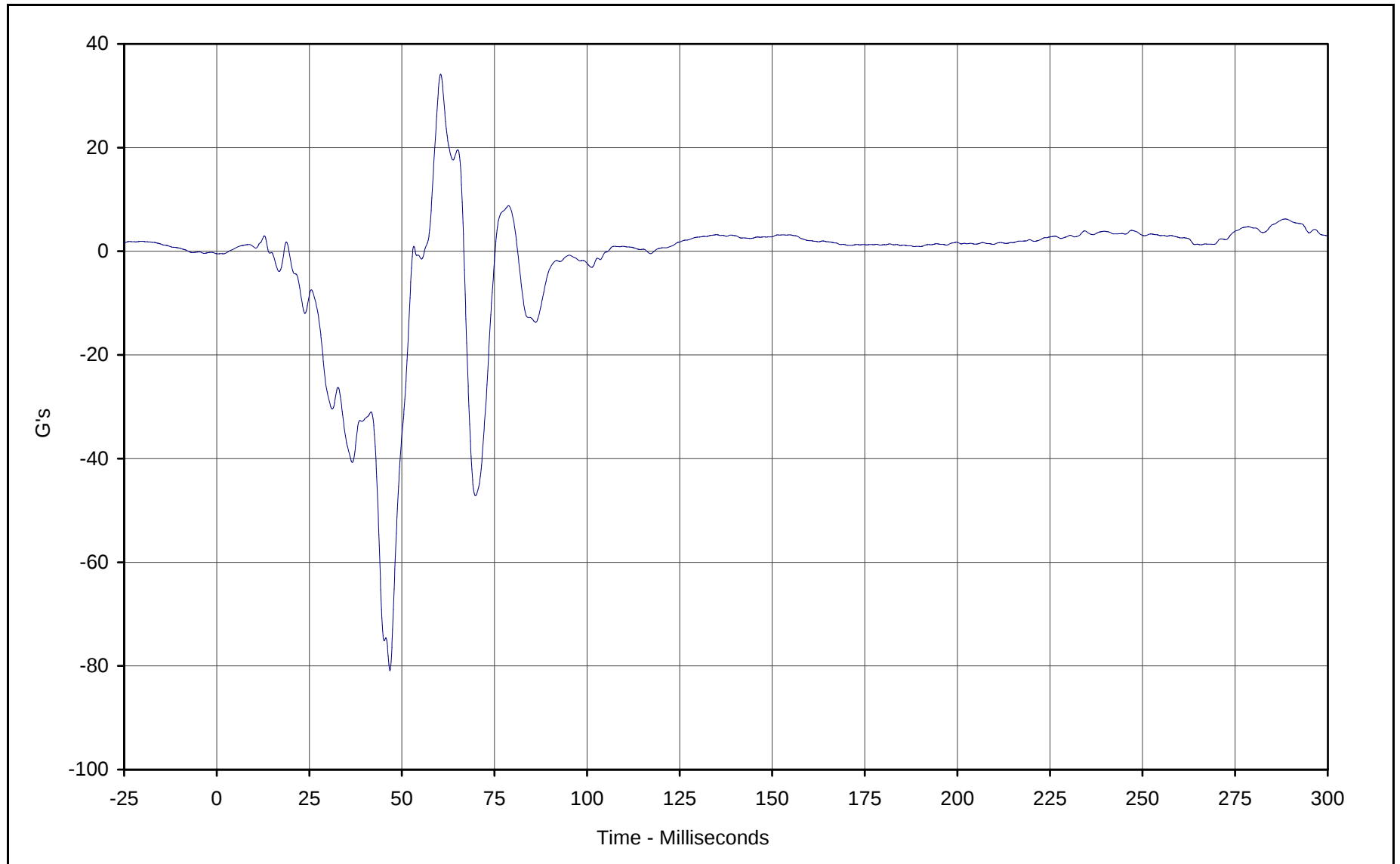
Curve Description: Passenger Right Foot Aft X
Maximum Value: 30.0 at 59.1 Milliseconds
Minimum Value: -92.5 at 47.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-082

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-117



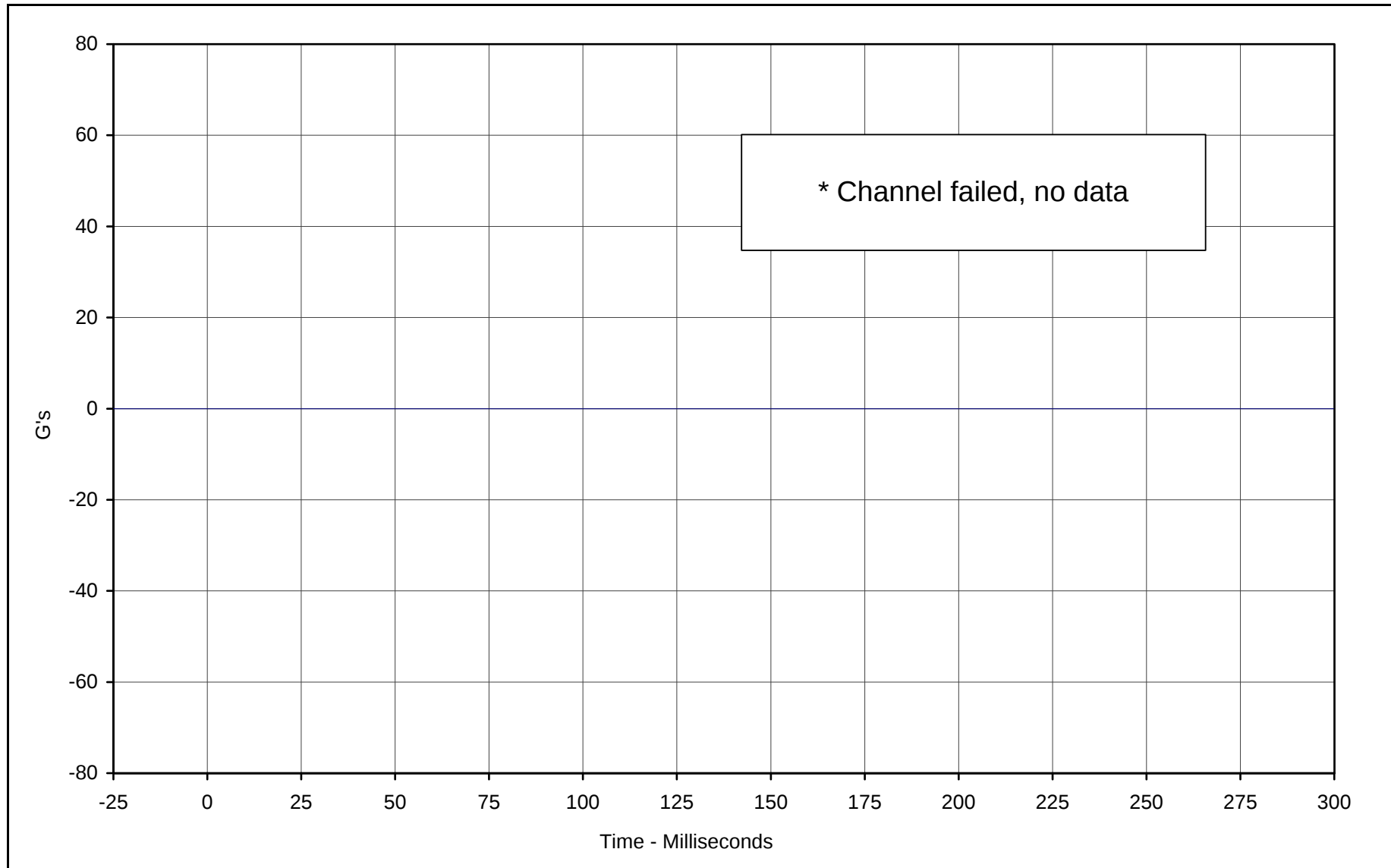
Curve Description: Passenger Right Foot Aft Z
Maximum Value: 34.2 at 60.5 Milliseconds
Minimum Value: -80.9 at 46.8 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: FIL-083

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-118



Curve Description: Passenger Right Foot Fore Z *

Maximum Value: 0.0 at 0.0 Milliseconds

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

Curve Number: FIL-084

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

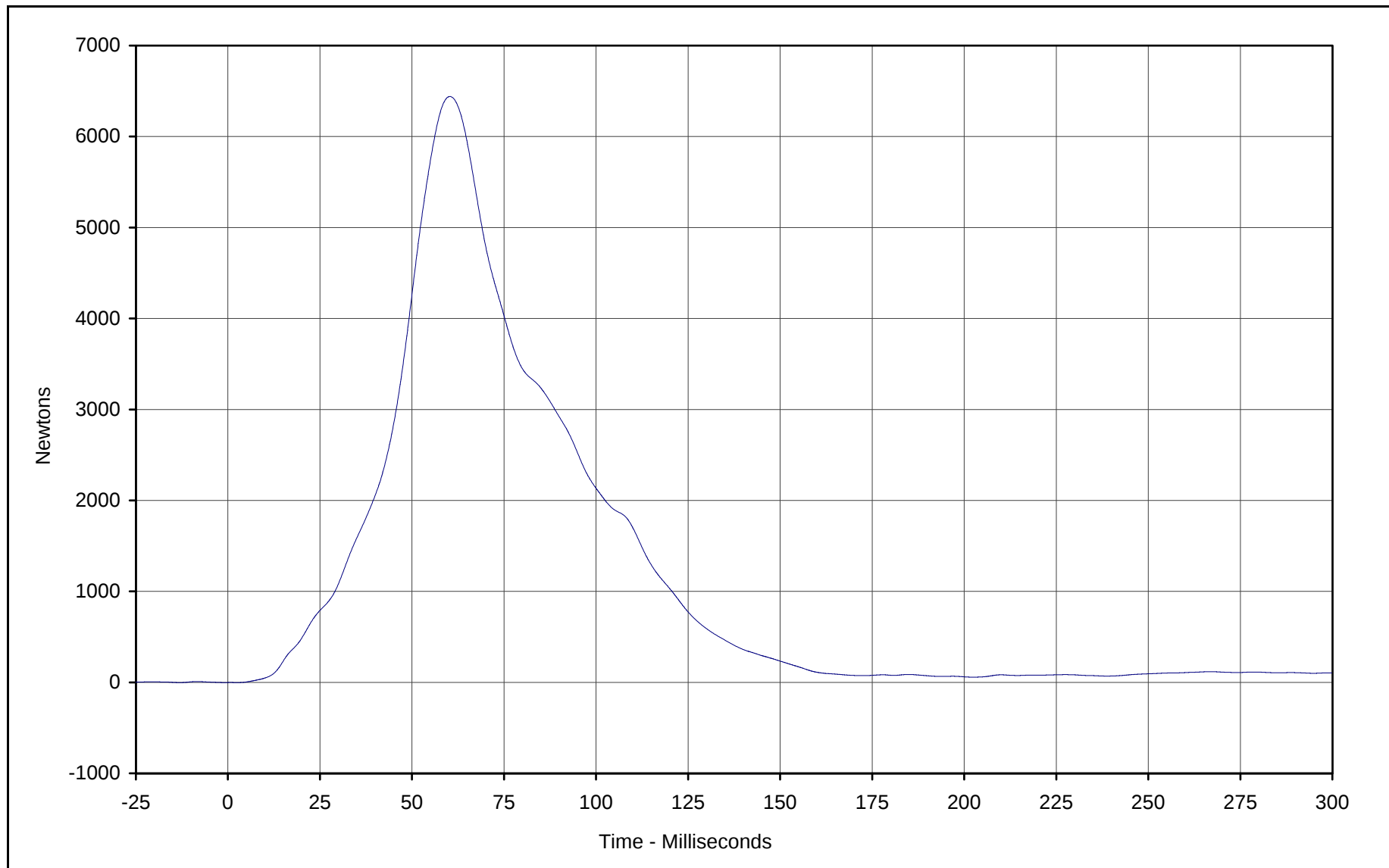
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

* Channel failed, no data



KAR21015-01

B-119



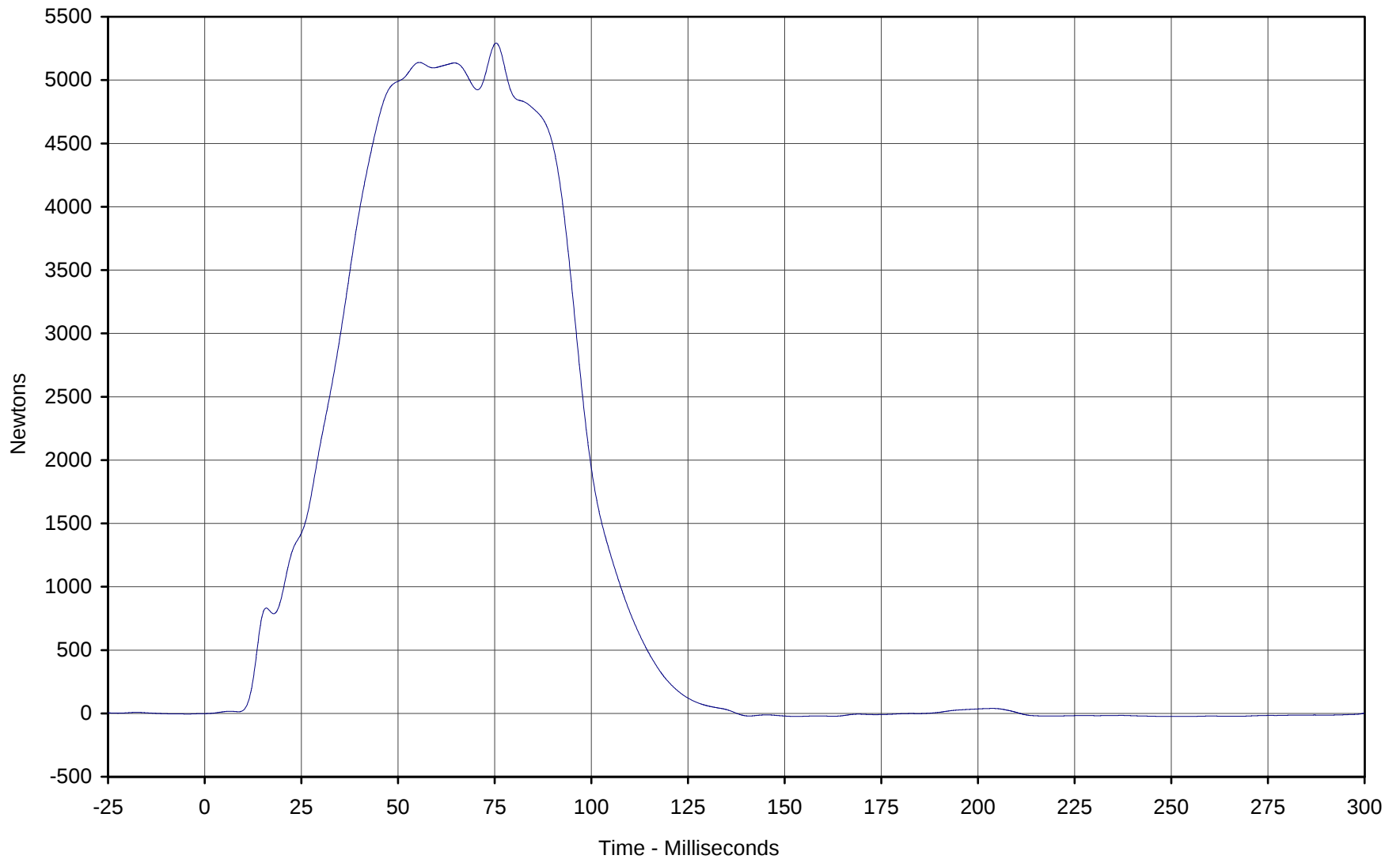
Curve Description: Passenger Lap Belt Force
Maximum Value: 6440.5 at 60.3 Milliseconds
Minimum Value: -2.6 at 2.6 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-085

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-120



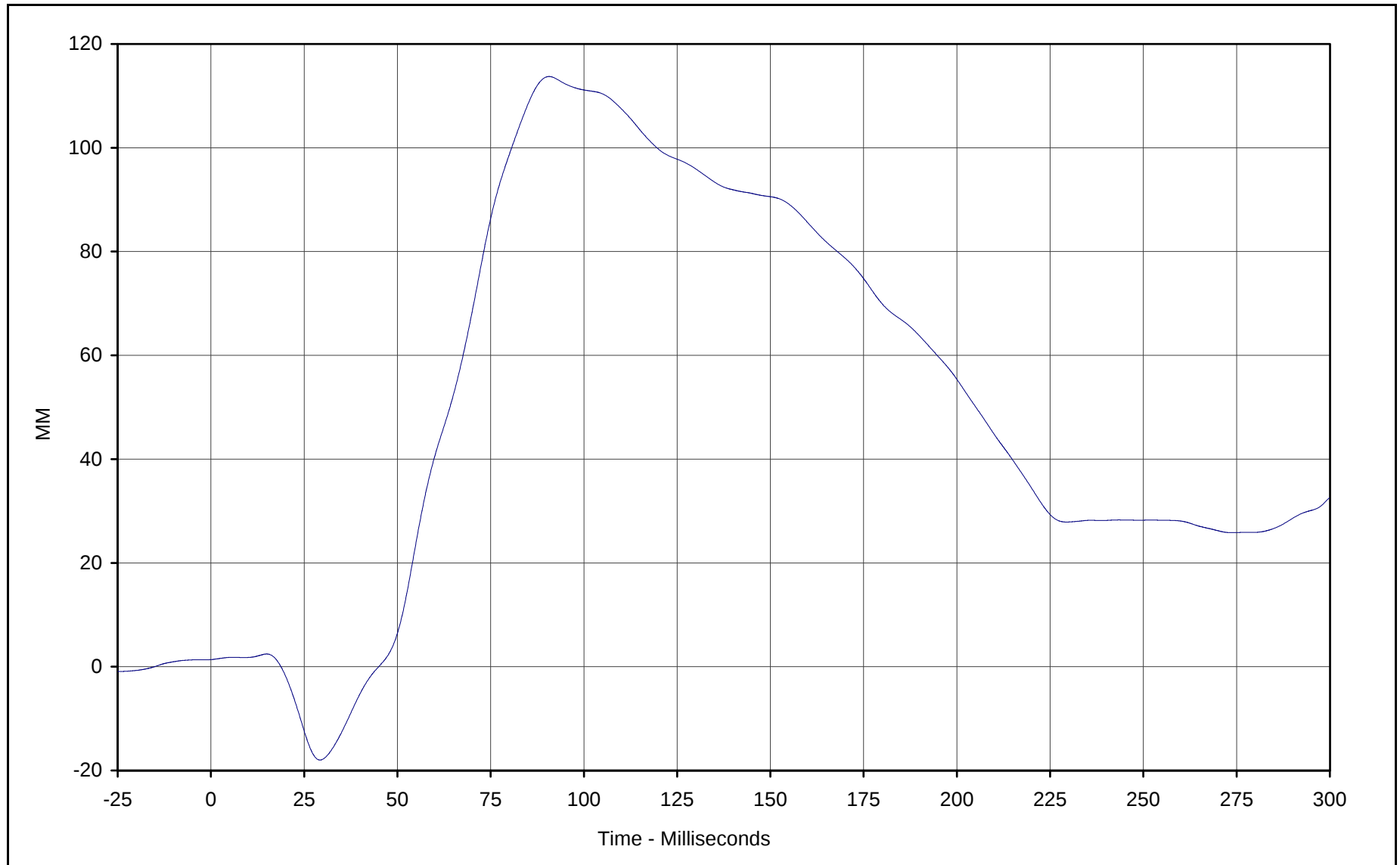
Curve Description: Passenger Shoulder Belt Force
Maximum Value: 5291.8 at 75.4 Milliseconds
Minimum Value: -24.1 at 152.8 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-086

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-121



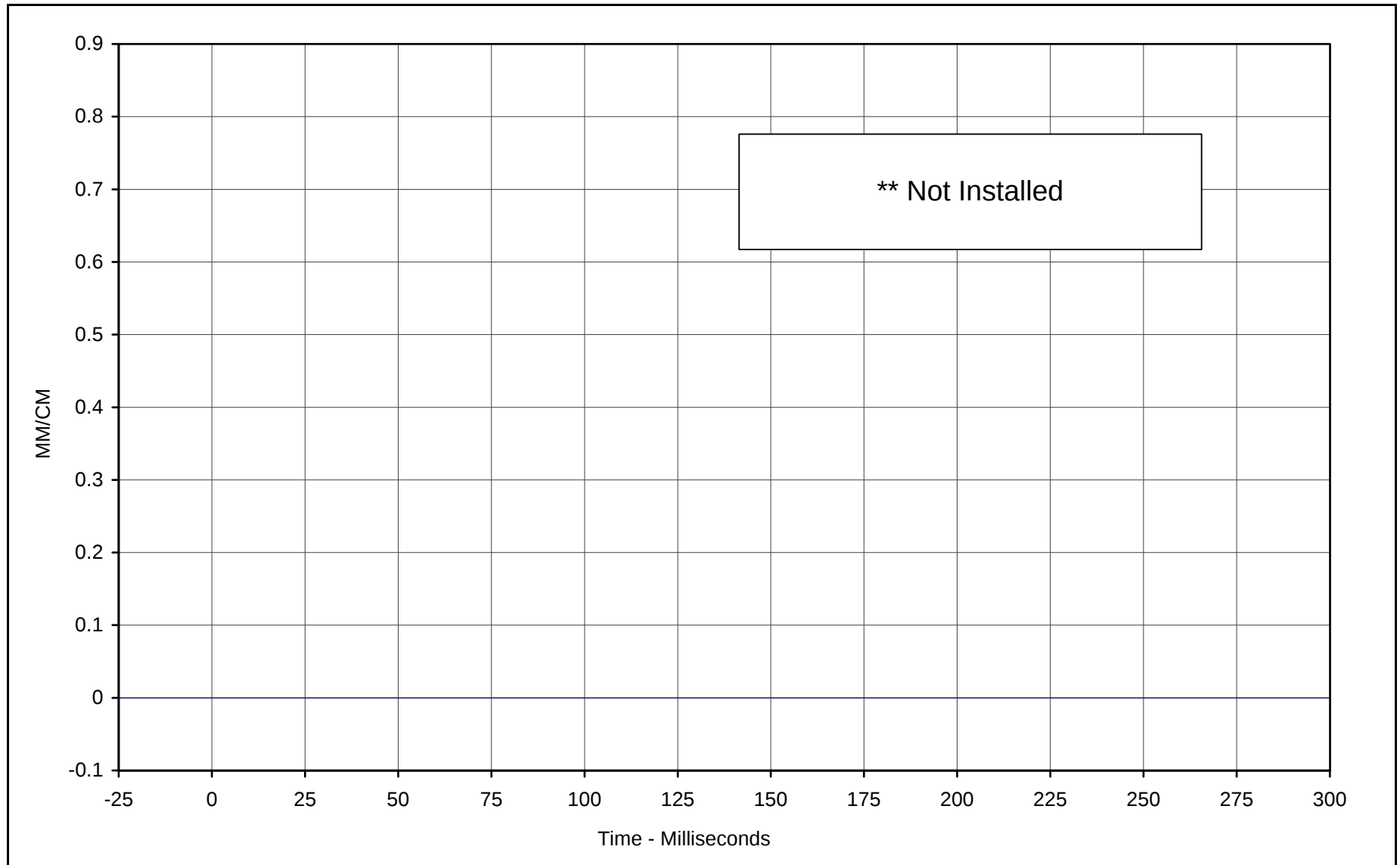
Curve Description: Passenger Shoulder Belt Pullout
Maximum Value: 113.7 at 90.7 Milliseconds
Minimum Value: -18.0 at 29.2 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-087

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-122



Curve Description: Passenger Shoulder Belt Elongation **

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Maximum Value: 0.0 at 0.0 Milliseconds

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe

Minimum Value: 0.0 at 0.0 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

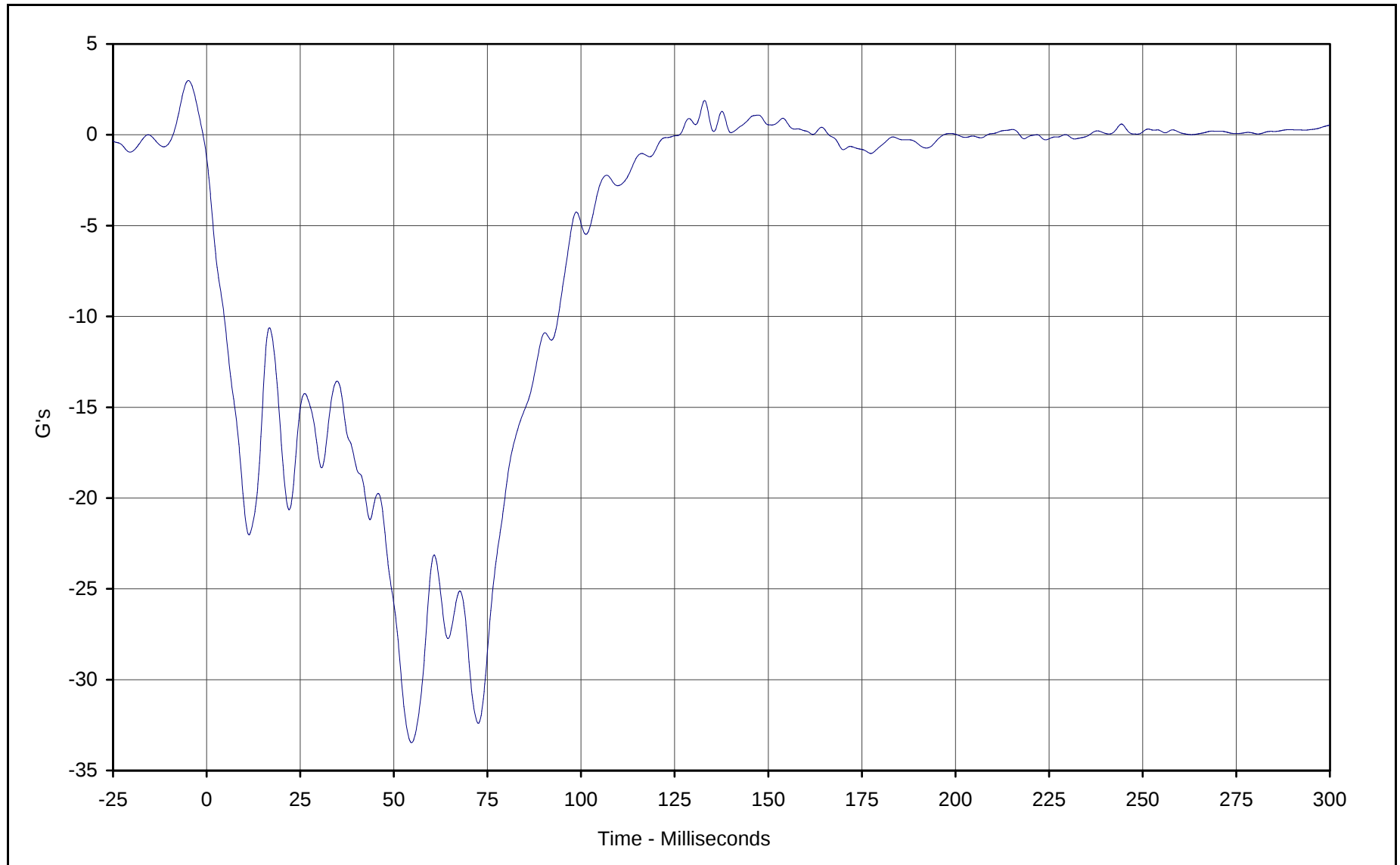
Curve Number: FIL-088

** Not installed



KAR21015-01

B-123



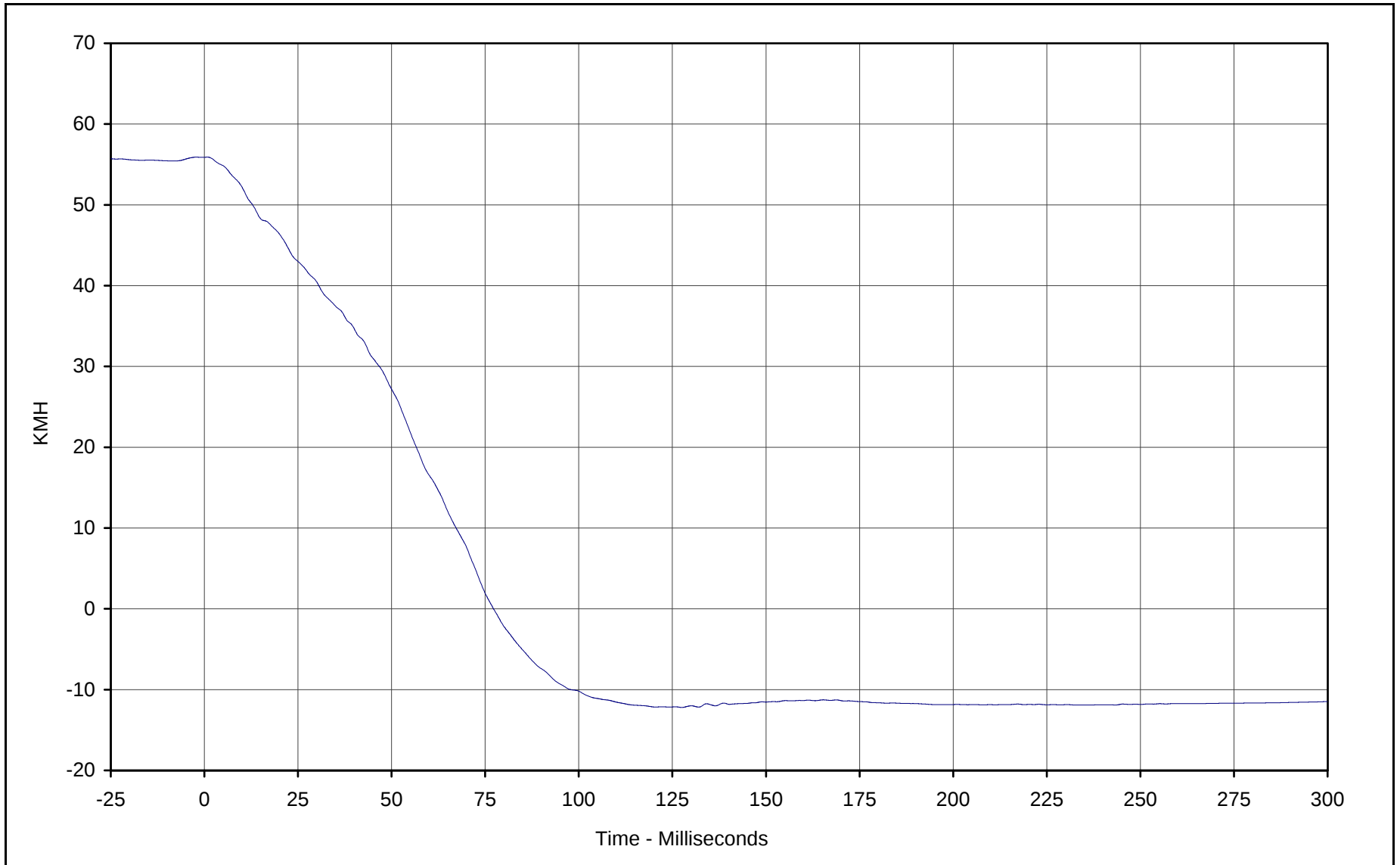
Curve Description: Vehicle Left Rear Primary
Maximum Value: 1.9 at 133.0 Milliseconds
Minimum Value: -33.5 at 54.7 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-089

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-124



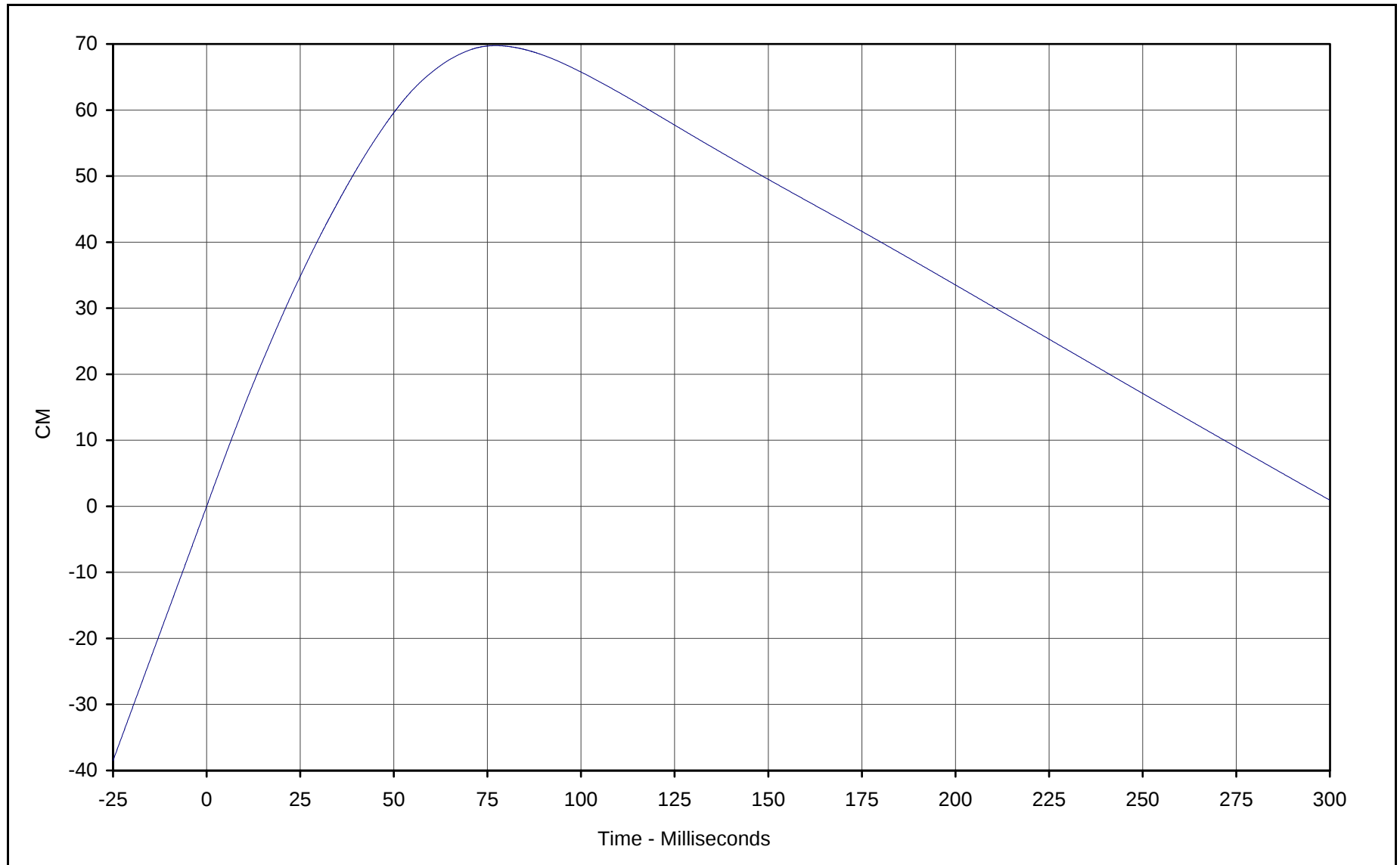
Curve Description: Vehicle Left Rear Primary Velocity
Maximum Value: 55.9 at 0.8 Milliseconds
Minimum Value: -12.2 at 127.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-089

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-125

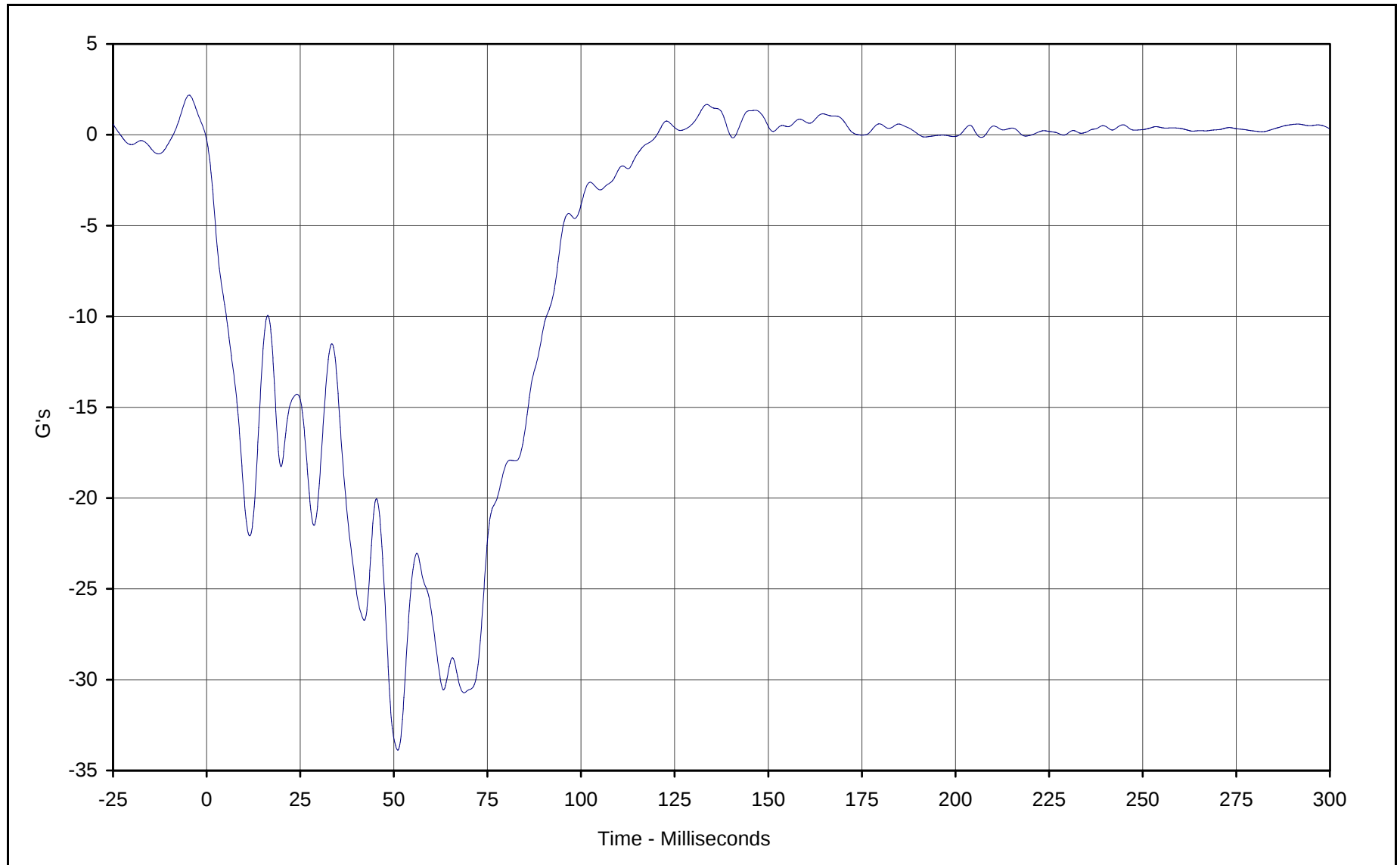


Curve Description: Vehicle Left Rear Primary Displ.
Maximum Value: 69.7 at 77.2 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-089

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

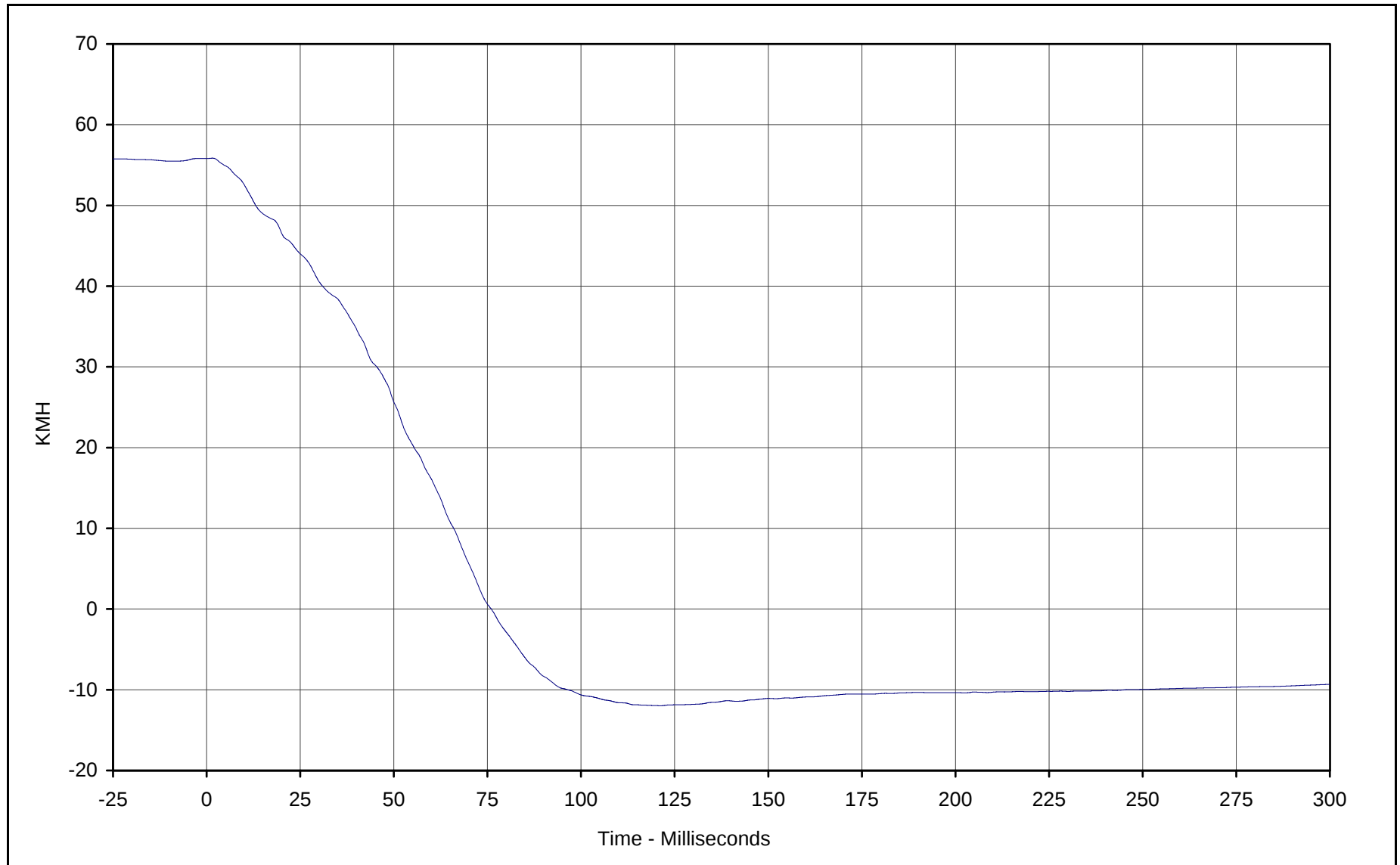


Curve Description: Vehicle Right Rear Primary
Maximum Value: 1.7 at 133.6 Milliseconds
Minimum Value: -33.9 at 51.1 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-090

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



B-127



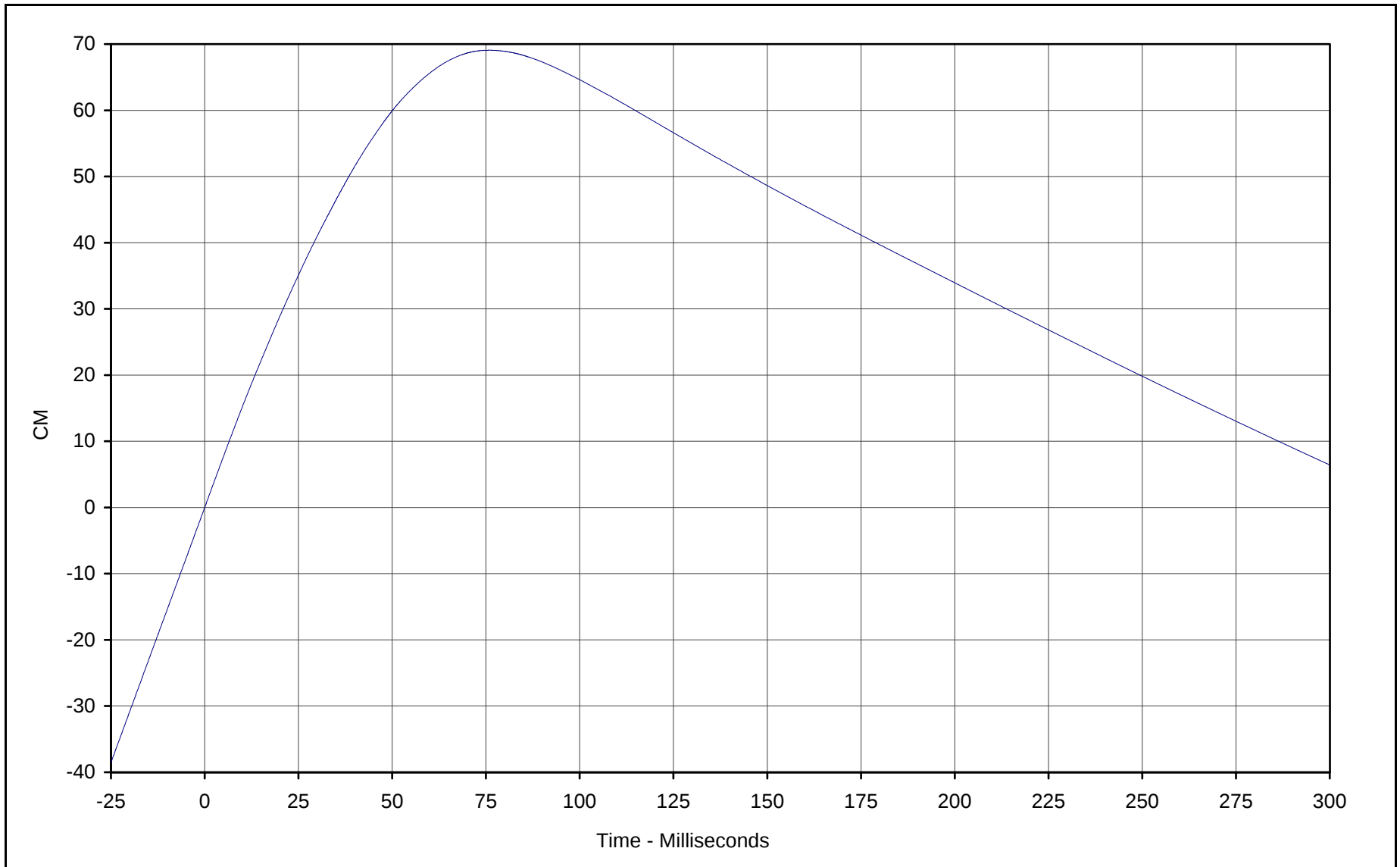
Curve Description: Vehicle Right Rear Primary Velocity
Maximum Value: 55.9 at 1.6 Milliseconds
Minimum Value: -12.0 at 121.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-090

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-128



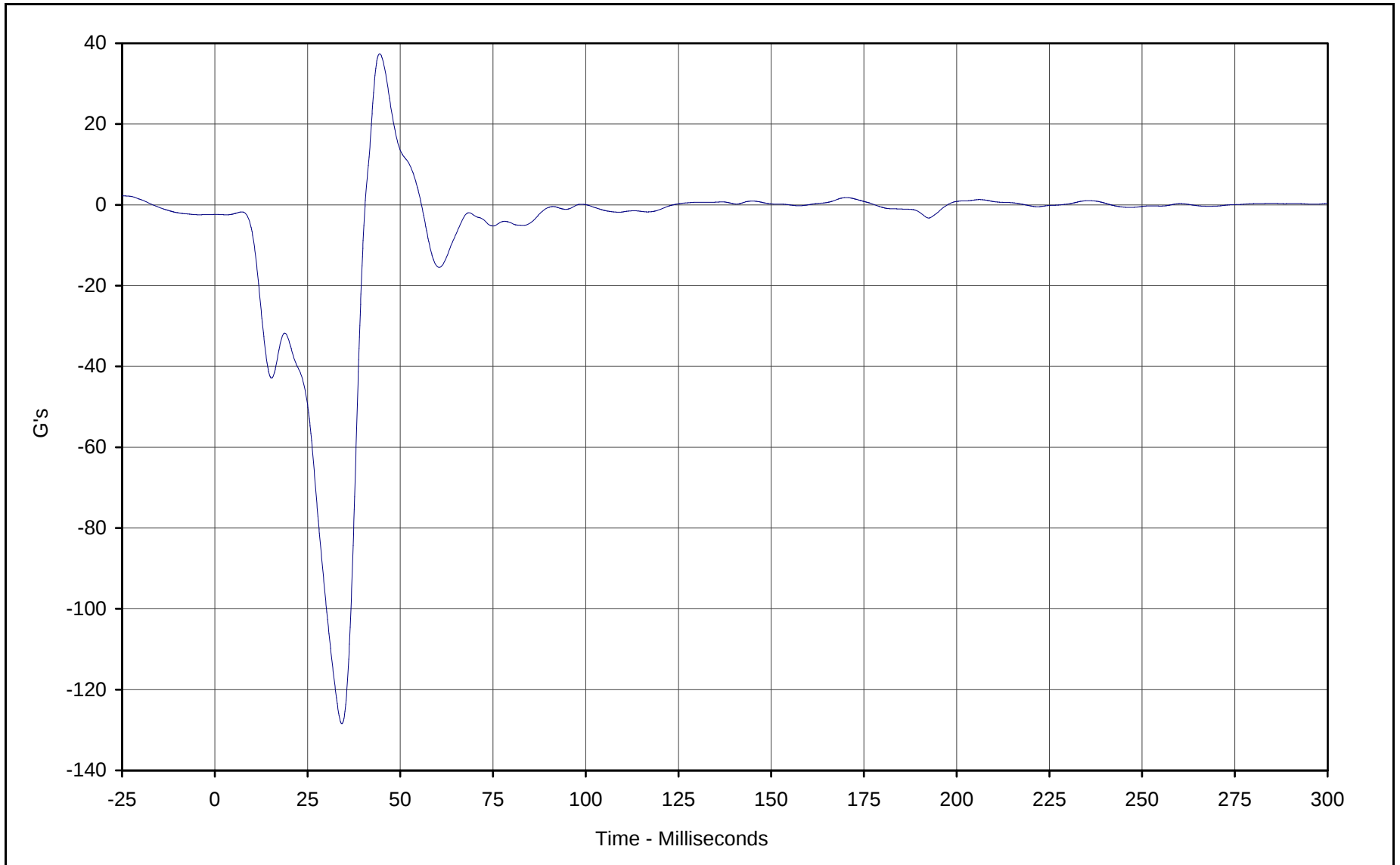
Curve Description: Vehicle Right Rear Primary Displ.
Maximum Value: 69.1 at 76.0 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-090

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-129



Curve Description: Vehicle Engine Top

Maximum Value: 37.4 at 44.4 Milliseconds

Minimum Value: -128.4 at 34.3 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-091

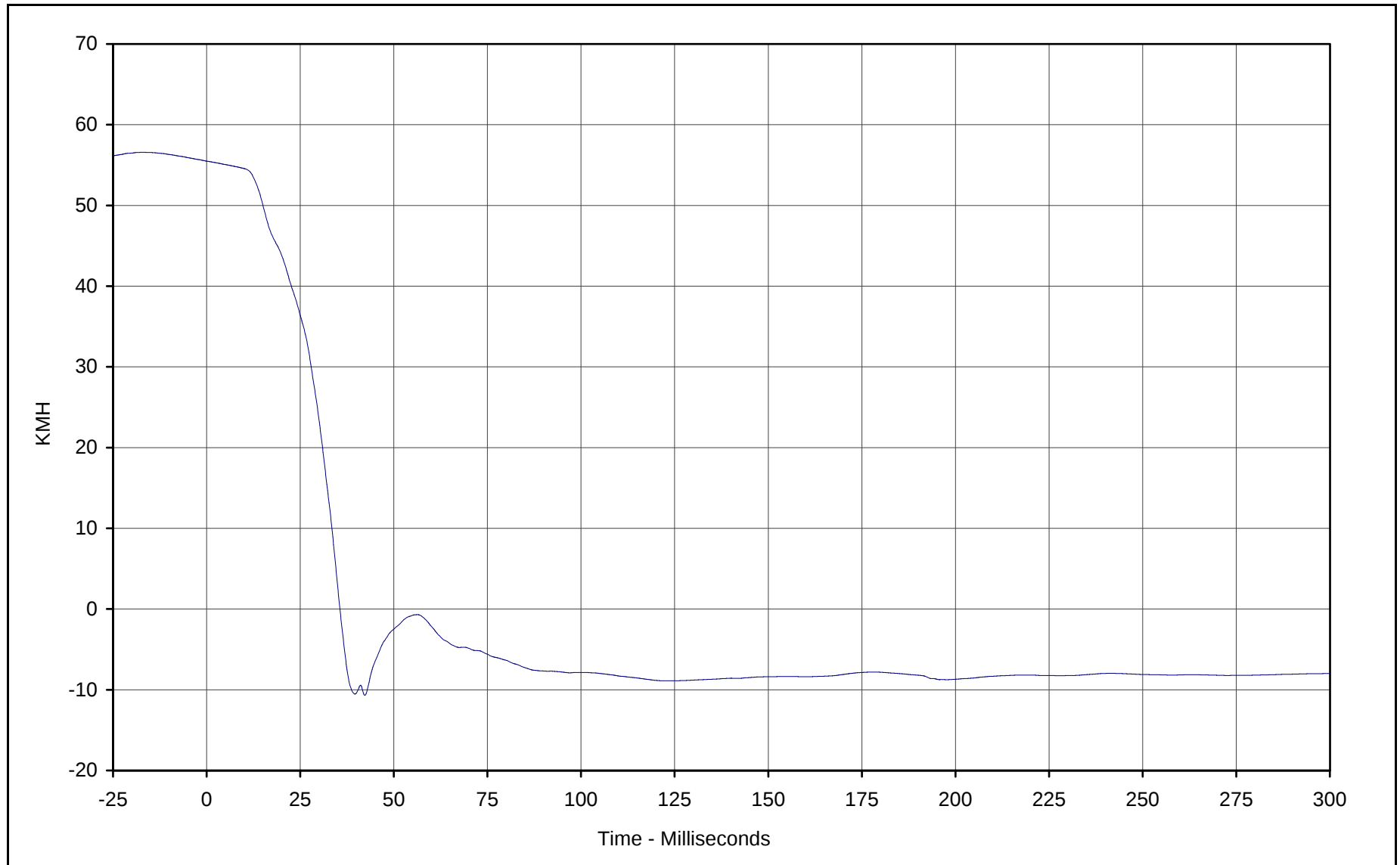
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-130



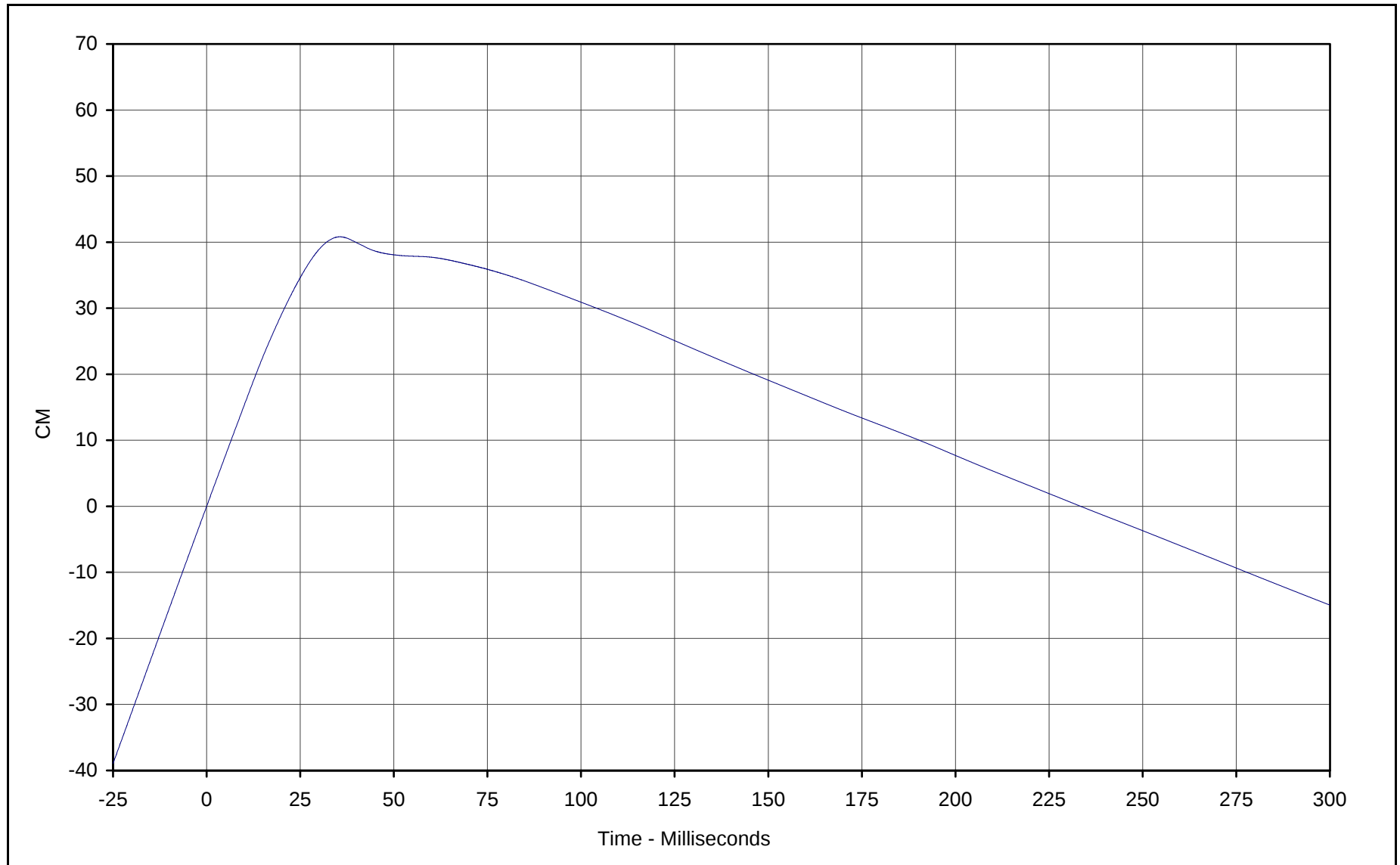
Curve Description: Vehicle Engine Top Velocity
Maximum Value: 55.5 at 0.0 Milliseconds
Minimum Value: -10.7 at 42.2 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-091

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-131



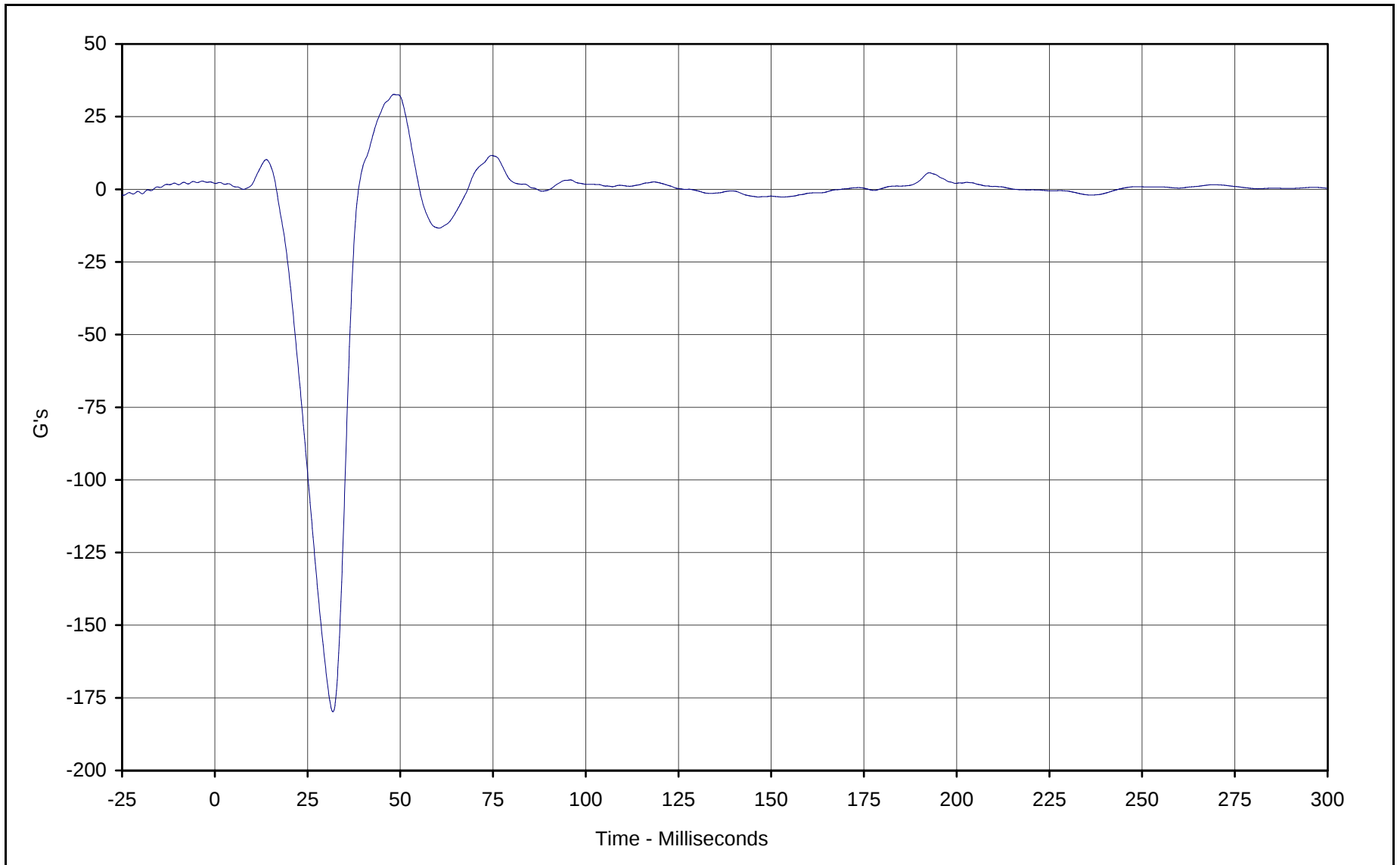
Curve Description: Vehicle Engine Top Displ.
Maximum Value: 40.8 at 35.6 Milliseconds
Minimum Value: -14.9 at 299.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-091

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-132



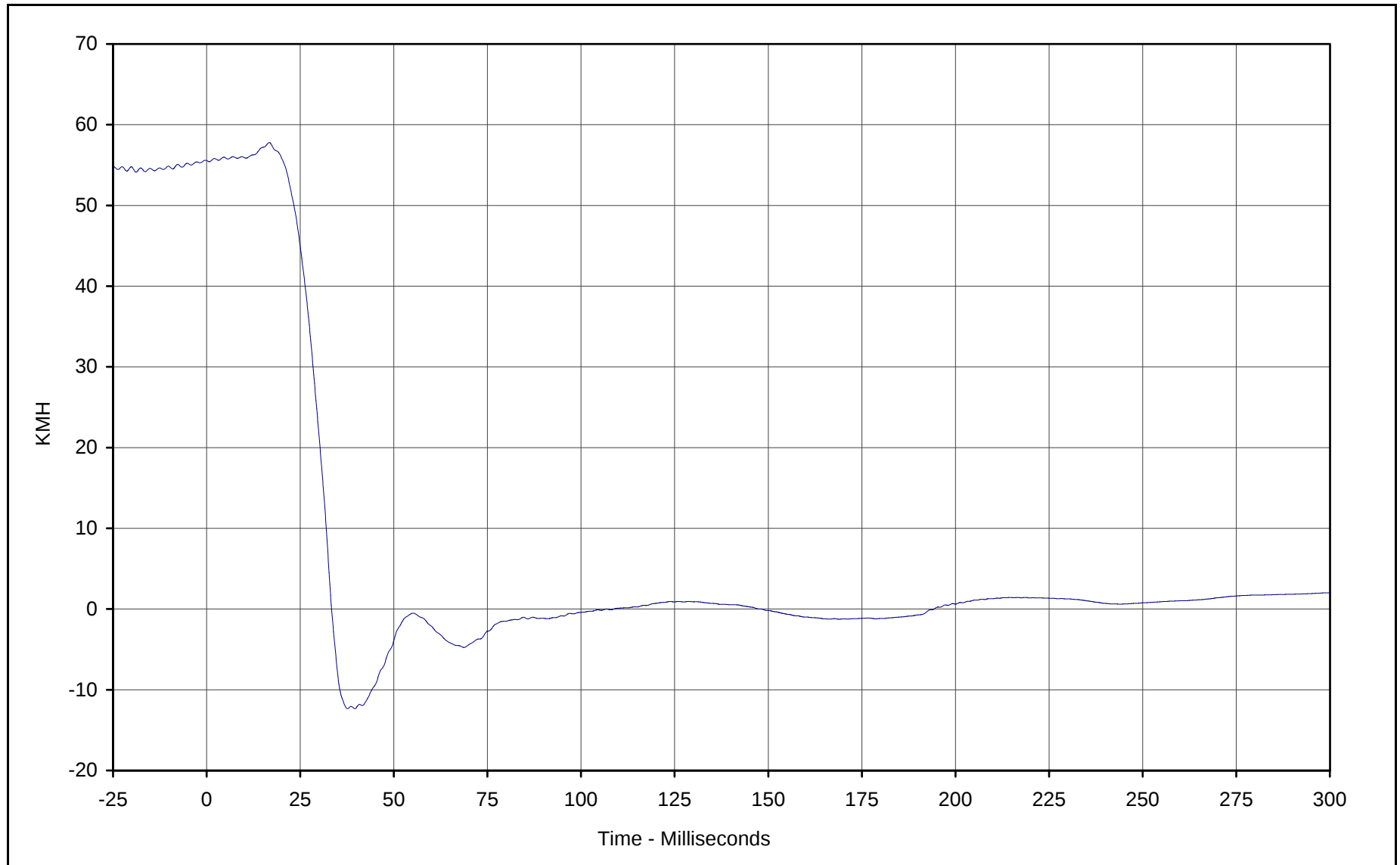
Curve Description: Vehicle Engine Bottom
Maximum Value: 32.6 at 48.3 Milliseconds
Minimum Value: -179.8 at 31.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-092

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-133



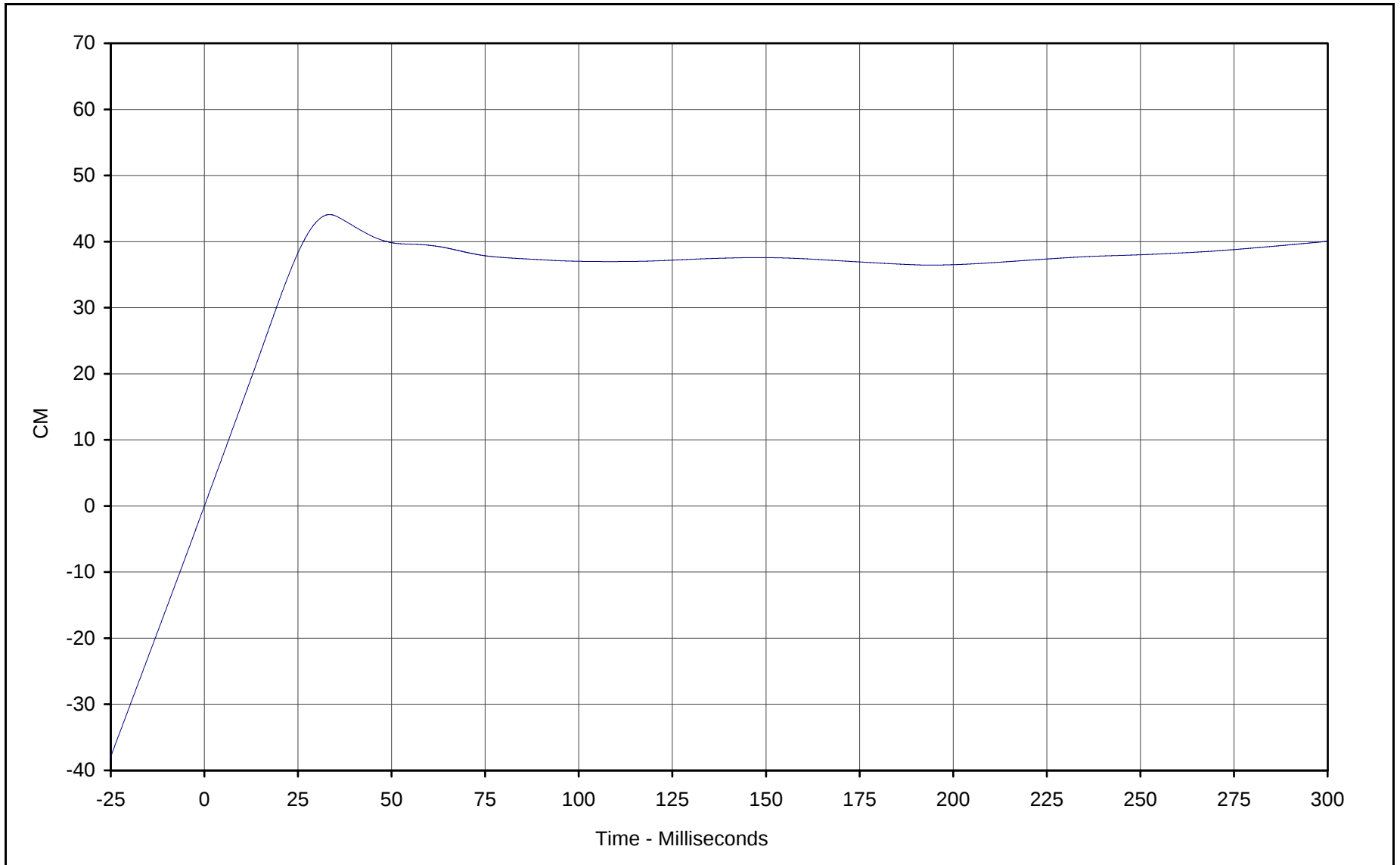
Curve Description: Vehicle Engine Bottom Velocity
Maximum Value: 57.8 at 16.7 Milliseconds
Minimum Value: -12.3 at 37.6 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-092

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-134



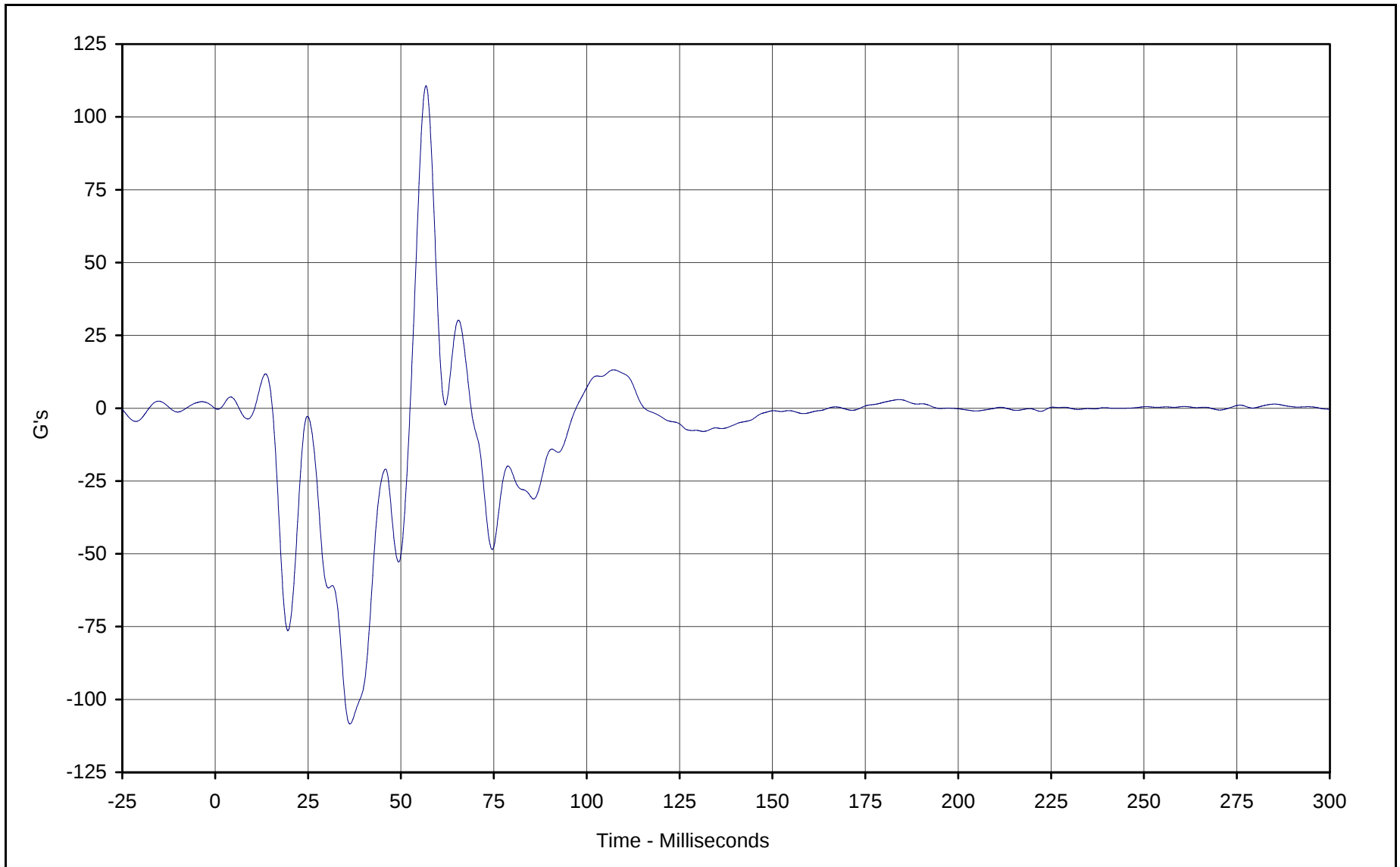
Curve Description: Vehicle Engine Bottom Displ.
Maximum Value: 44.1 at 33.4 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-092

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-135



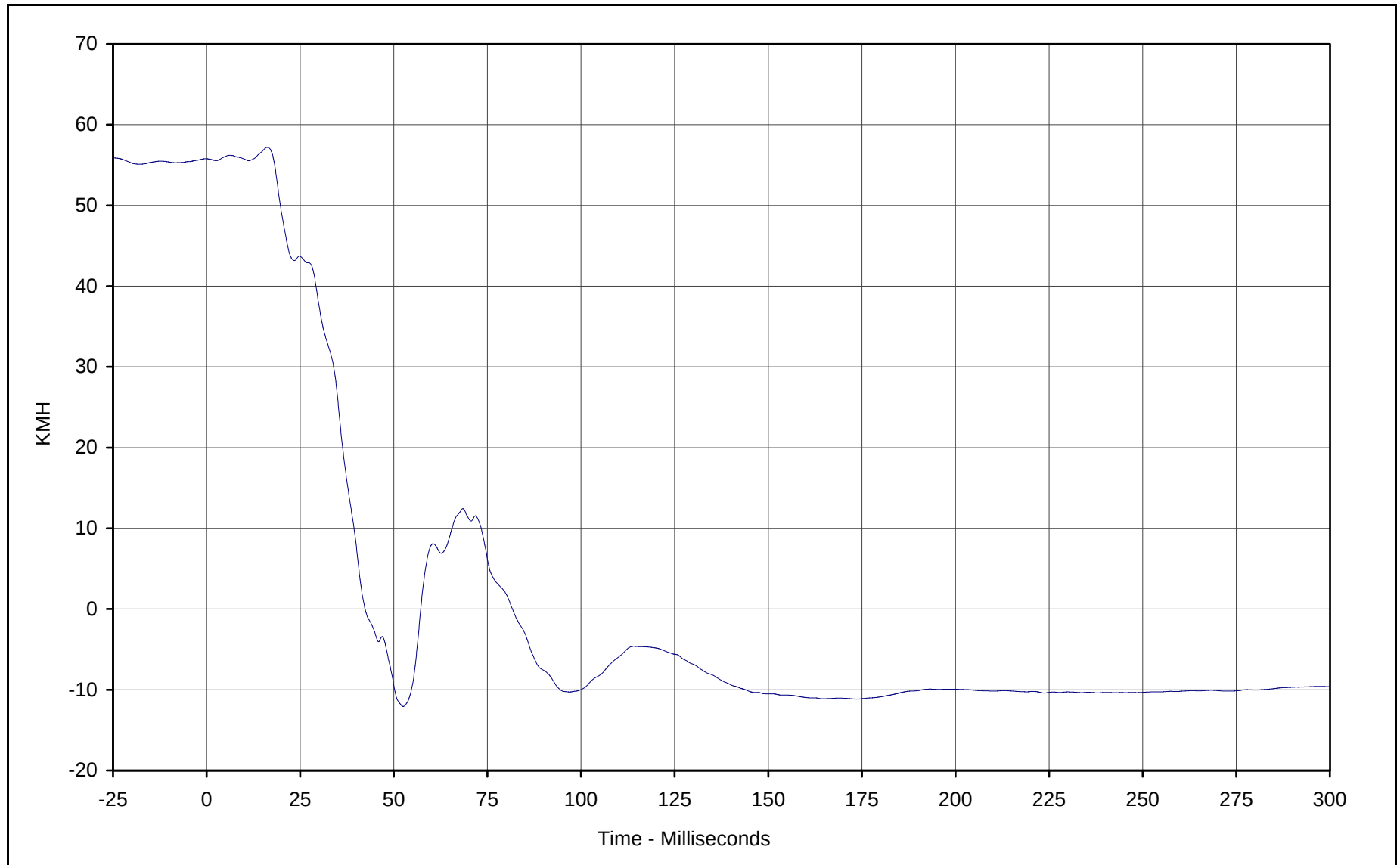
Curve Description: Vehicle Left Brake Caliper
Maximum Value: 110.7 at 56.8 Milliseconds
Minimum Value: -108.4 at 36.3 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-093

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-136



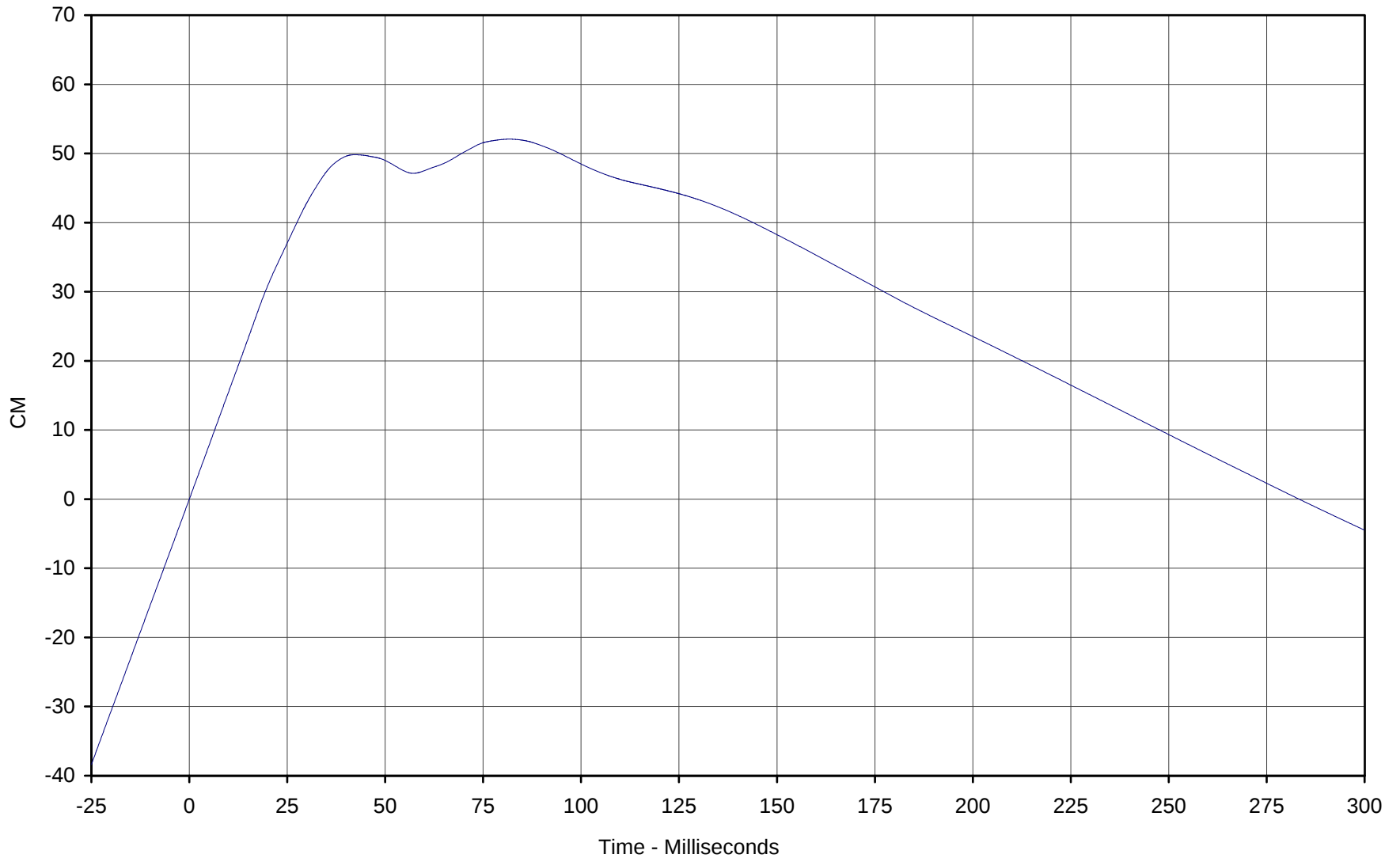
Curve Description: Vehicle Left Brake Caliper Velocity
Maximum Value: 57.2 at 16.2 Milliseconds
Minimum Value: -12.1 at 52.5 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-093

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-137



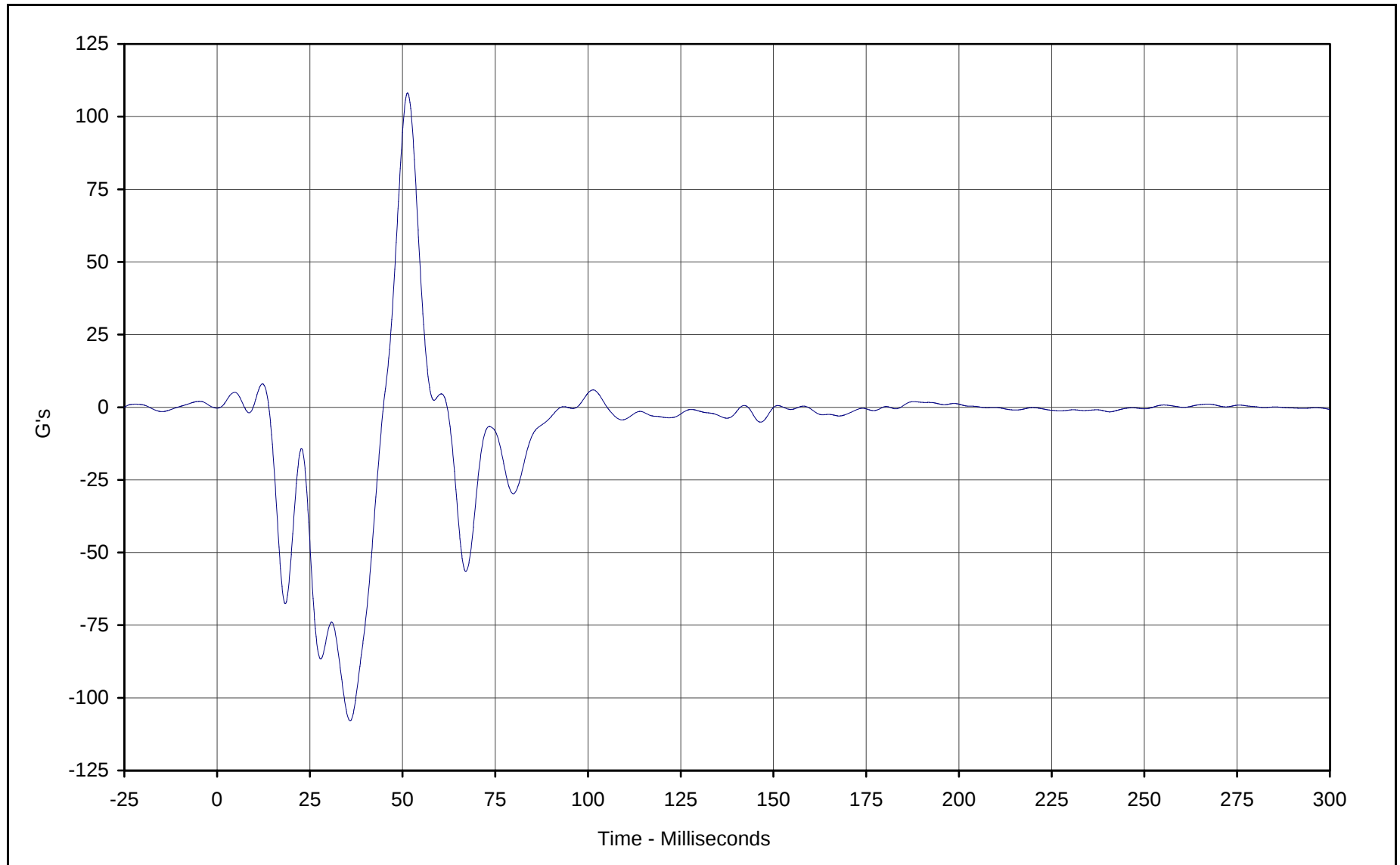
Curve Description: Vehicle Left Brake Caliper Displ.
Maximum Value: 52.1 at 81.7 Milliseconds
Minimum Value: -4.5 at 299.9 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-093

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-138



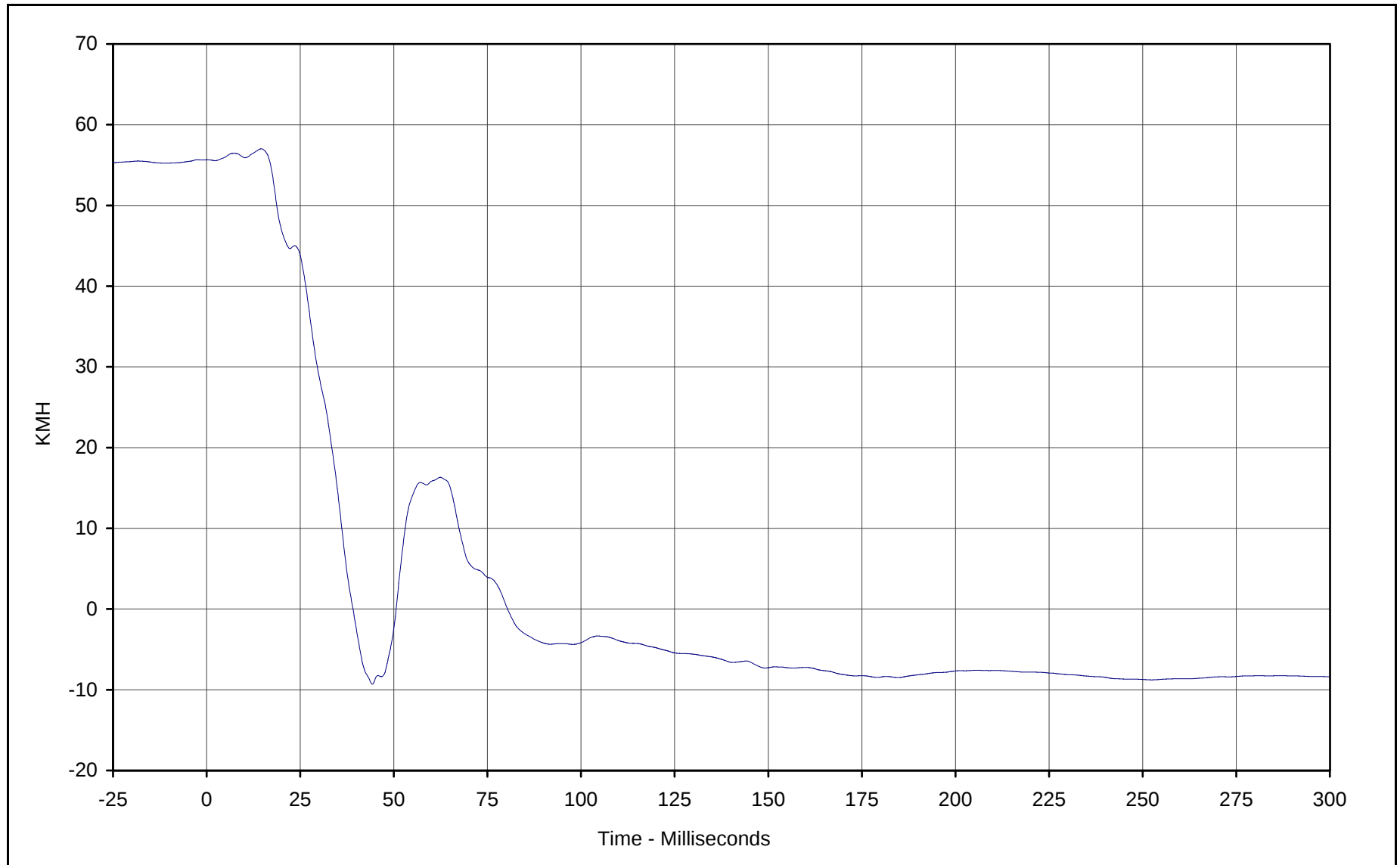
Curve Description: Vehicle Right Brake Caliper
Maximum Value: 108.1 at 51.3 Milliseconds
Minimum Value: -107.9 at 35.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-094

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-139



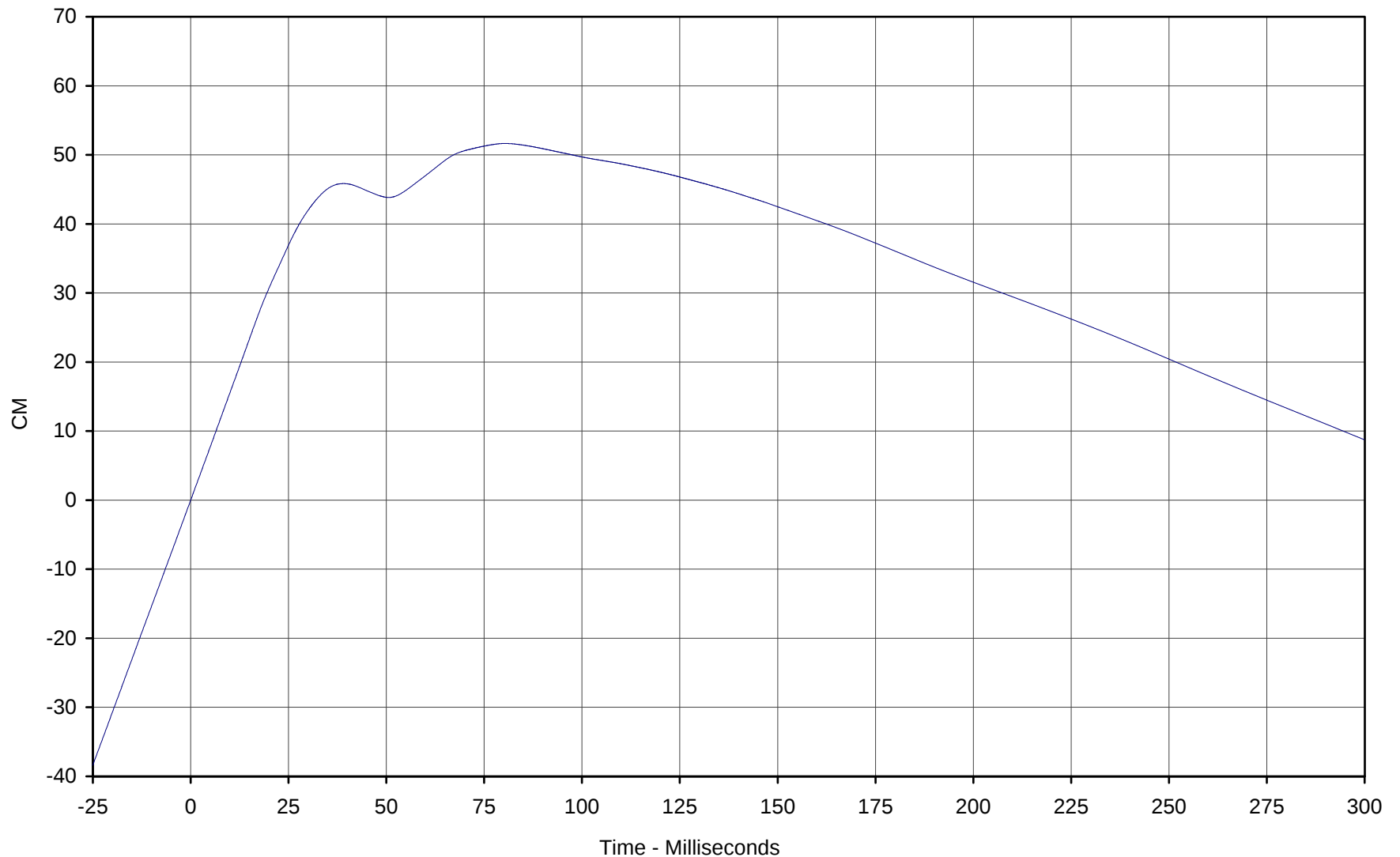
Curve Description: Vehicle Right Brake Caliper Velocity
Maximum Value: 57.0 at 14.6 Milliseconds
Minimum Value: -9.3 at 44.3 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-094

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-140



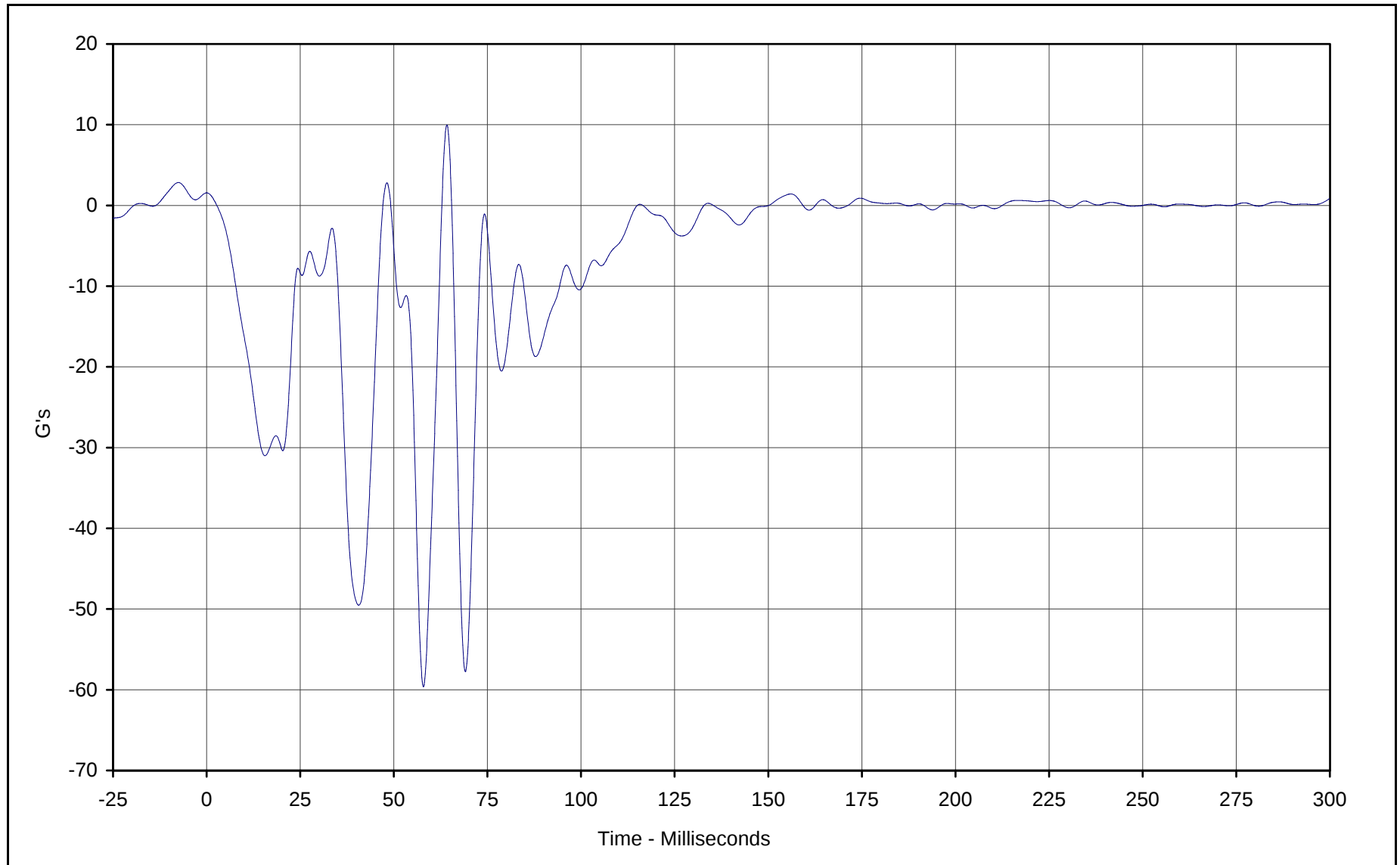
Curve Description: Vehicle Right Brake Caliper Displ.
Maximum Value: 51.6 at 80.4 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-094

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-141



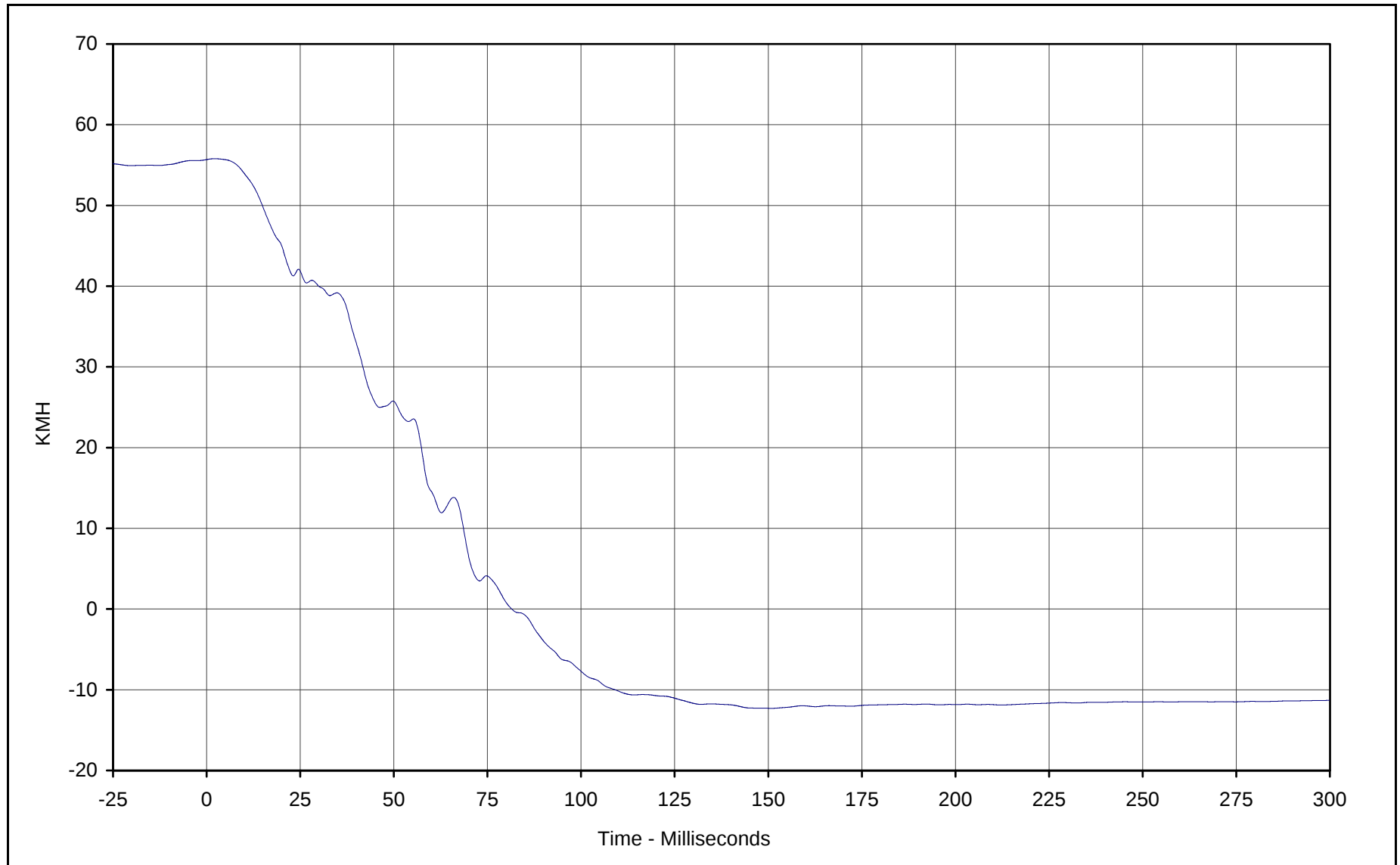
Curve Description: Vehicle Instrument Panel
Maximum Value: 10.0 at 64.2 Milliseconds
Minimum Value: -59.6 at 57.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-095

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-142



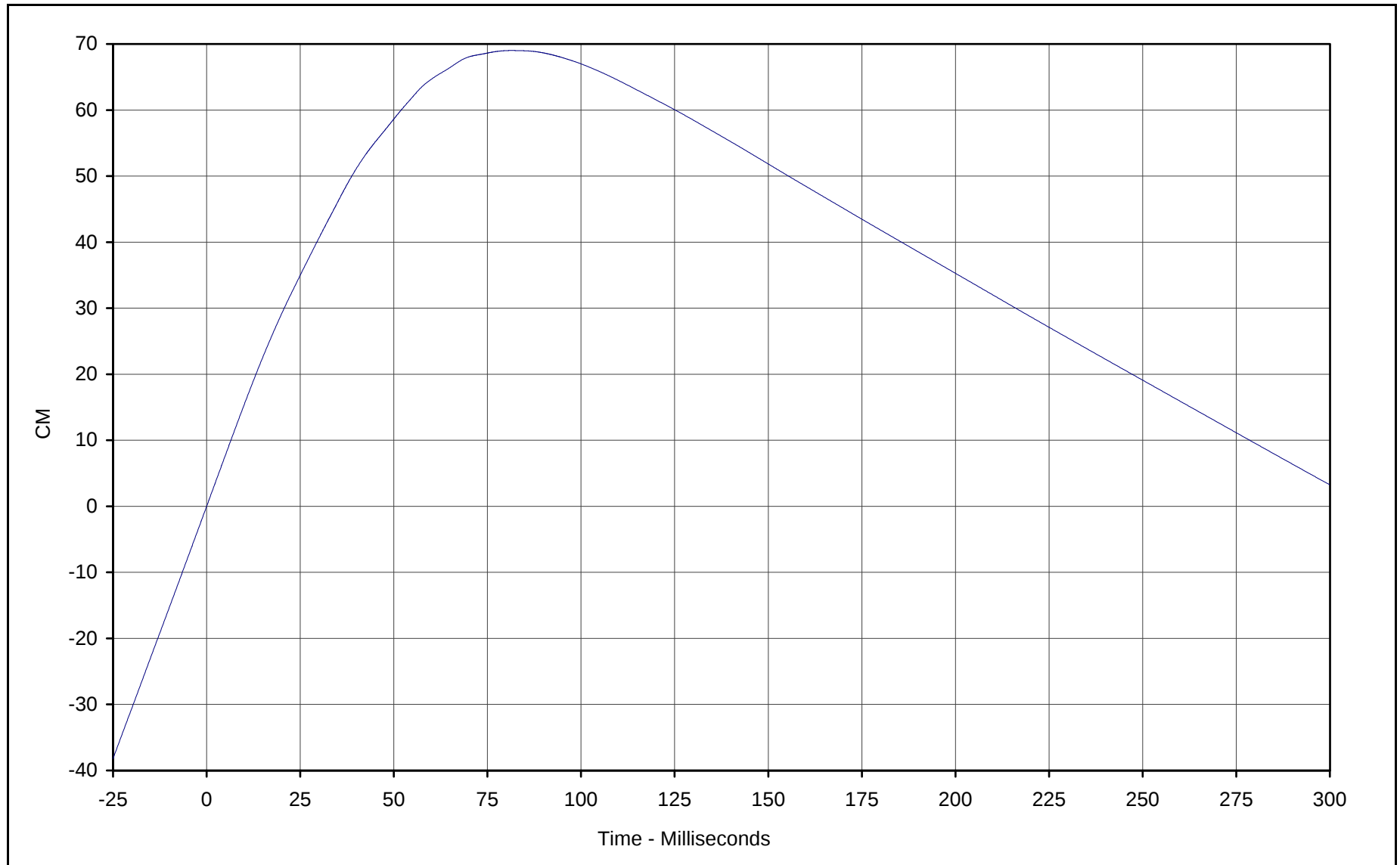
Curve Description: Vehicle Instrument Panel Velocity
Maximum Value: 55.8 at 2.2 Milliseconds
Minimum Value: -12.3 at 151.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN1-095

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-143



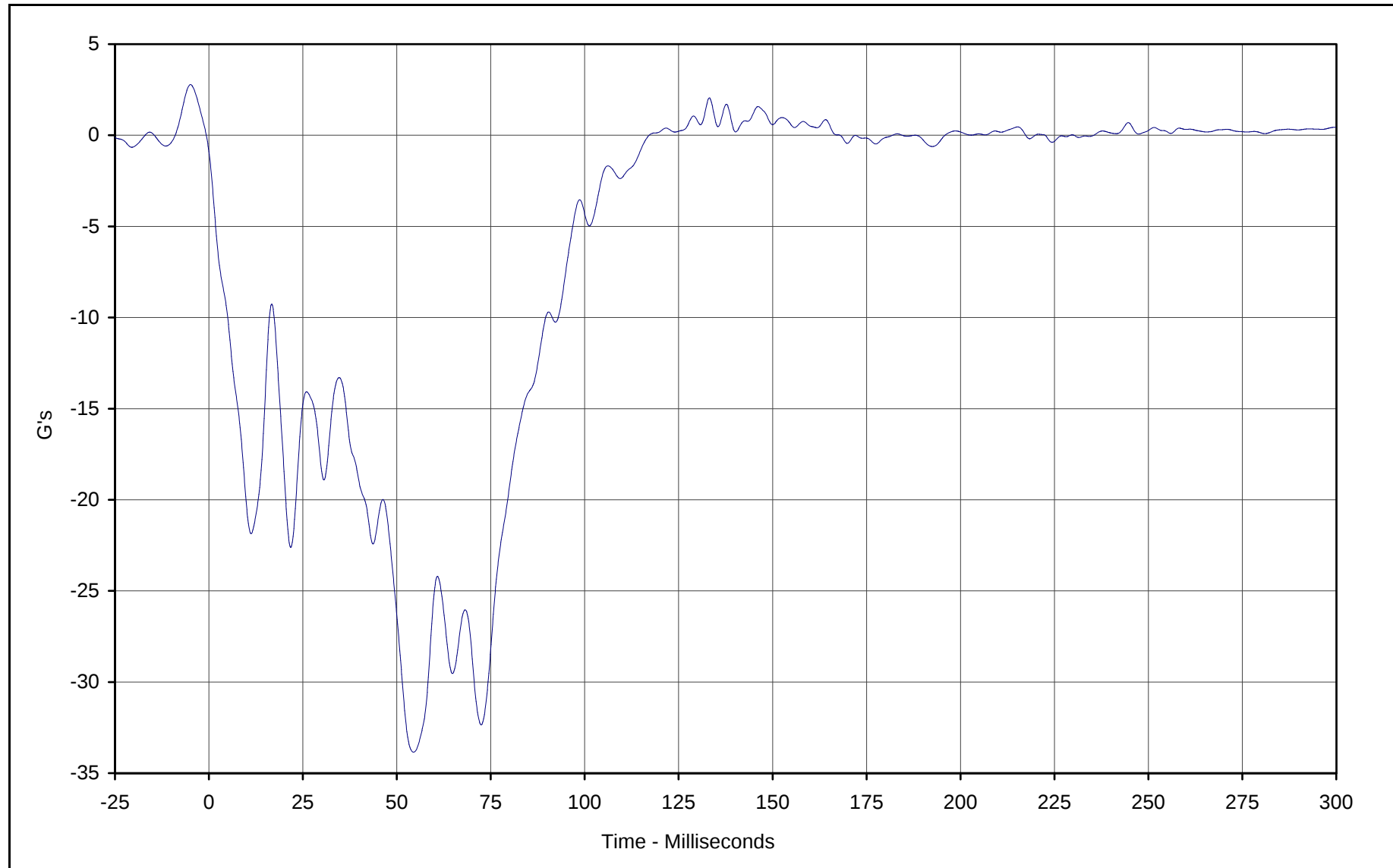
Curve Description: Vehicle Instrument Panel Displ.
Maximum Value: 69.0 at 81.5 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-095

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-144



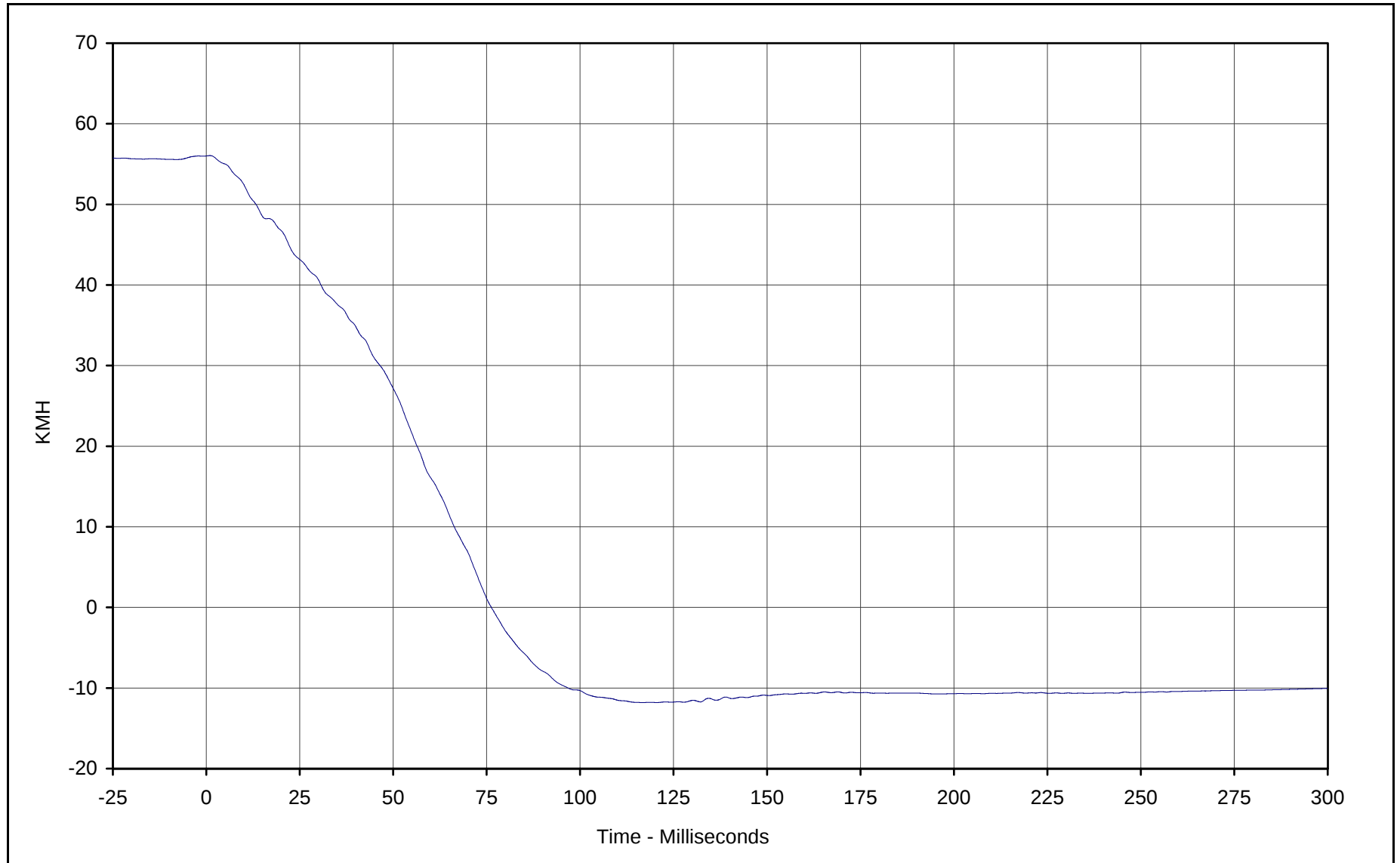
Curve Description: Vehicle Left Rear Redundant
Maximum Value: 2.1 at 133.2 Milliseconds
Minimum Value: -33.8 at 54.5 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-096

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

B-145



Curve Description: Vehicle Left Rear Redundant Velocity

Maximum Value: 56.1 at 1.0 Milliseconds

Minimum Value: -11.8 at 120.5 Milliseconds

SAE Filter Class: 180

Date of Test: 02/06/01

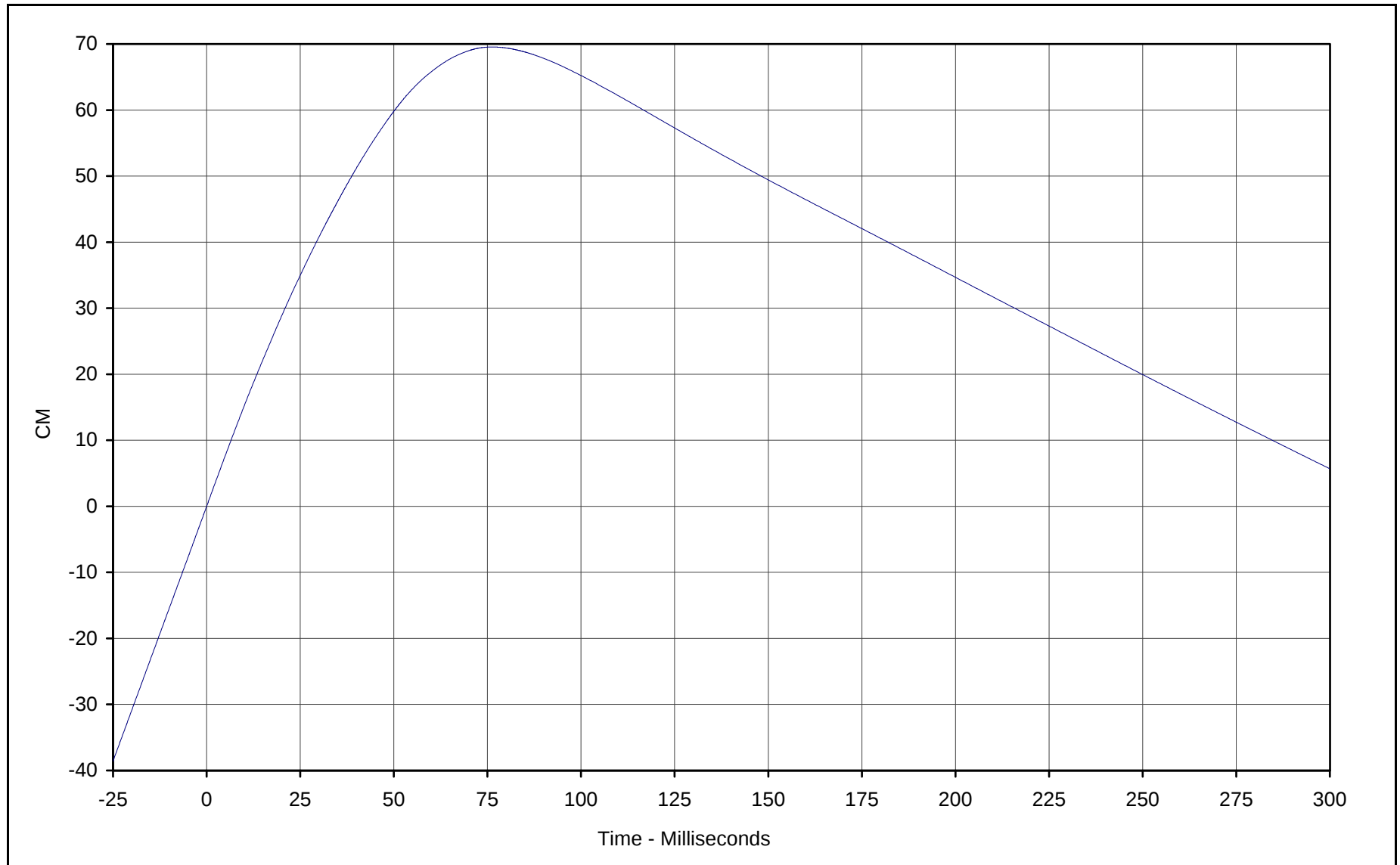
Curve Number: IN1-096

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01



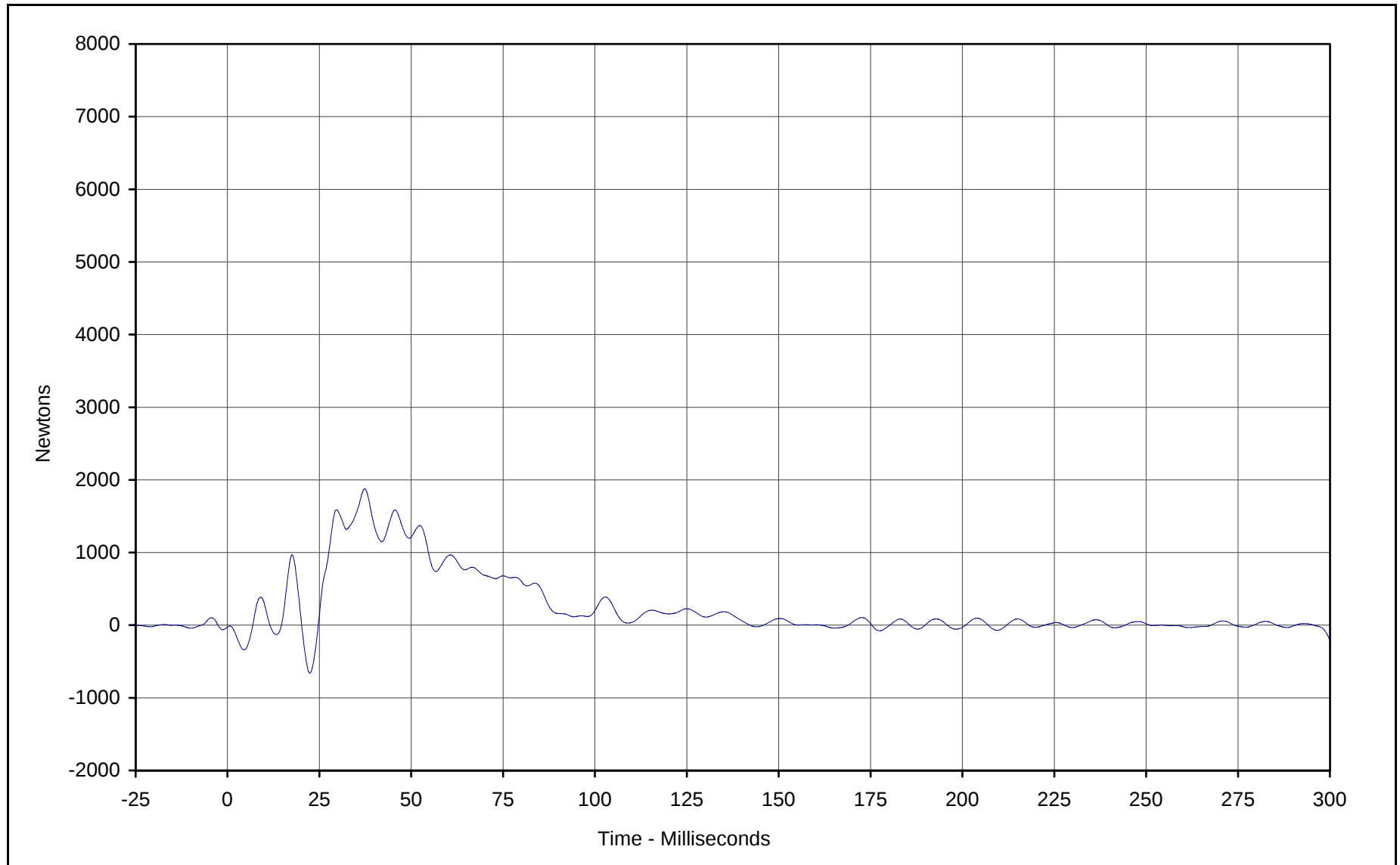
Curve Description: Vehicle Left Rear Redundant Displ.
Maximum Value: 69.5 at 76.3 Milliseconds
Minimum Value: 0.0 at 0.0 Milliseconds
SAE Filter Class: 180
Date of Test: 02/06/01
Curve Number: IN2-096

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



APPENDIX C
LOAD CELL BARRIER INFORMATION

C-1



Curve Description: Barrier Force A2

Maximum Value: 1876.5 at 37.3 Milliseconds

Minimum Value: -659.7 at 22.4 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-099

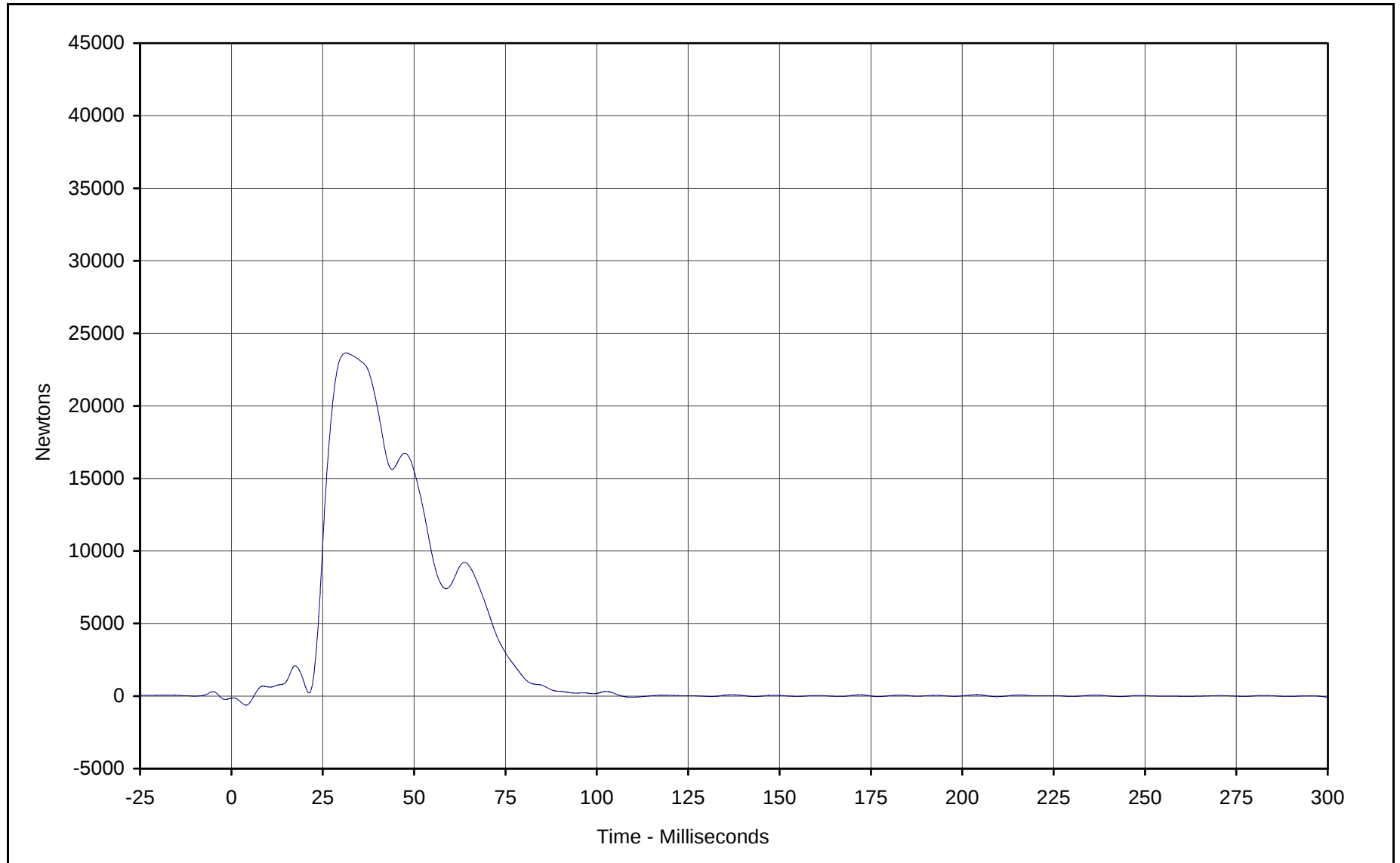
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-2



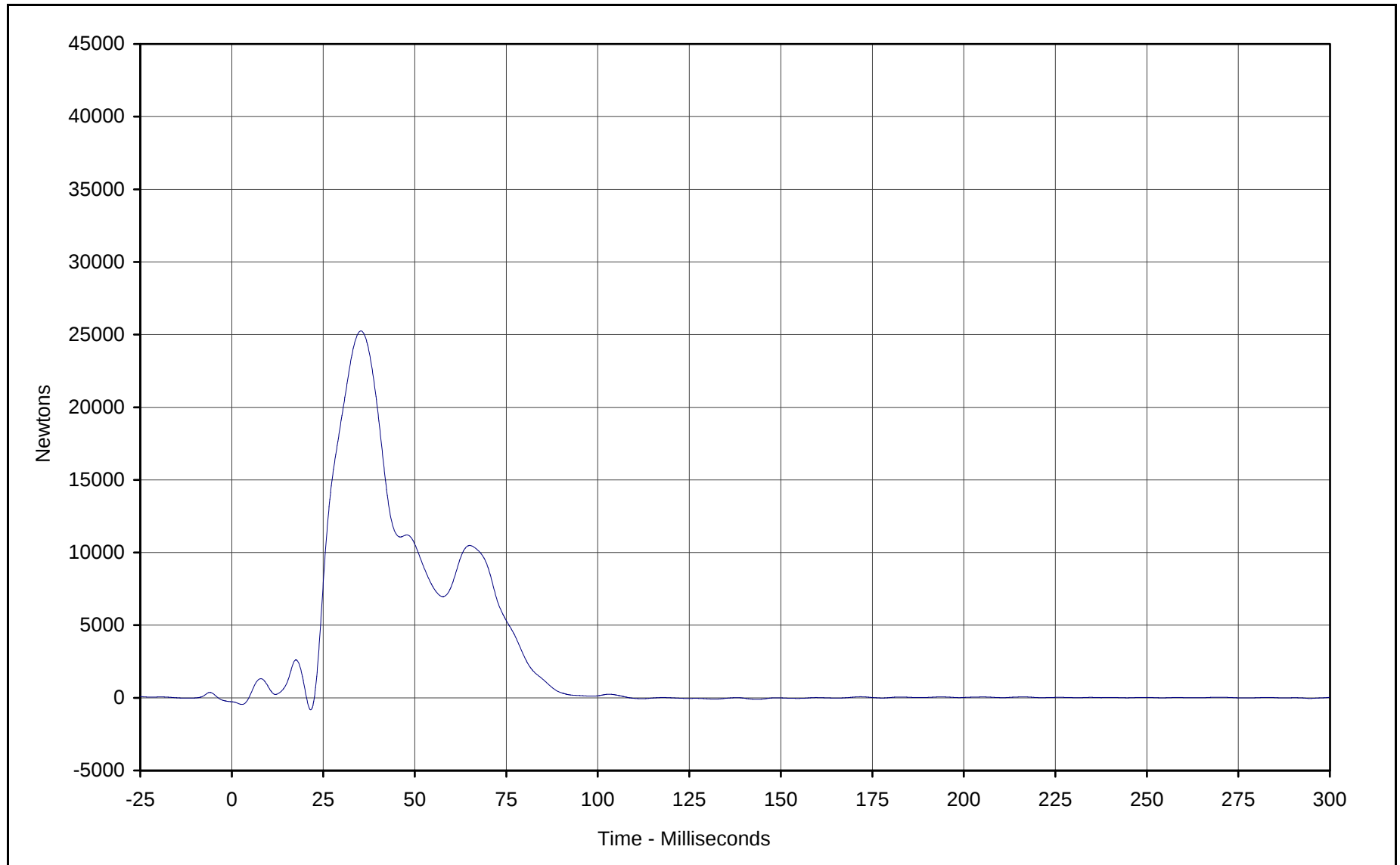
Curve Description: Barrier Force A3
Maximum Value: 23650.1 at 31.4 Milliseconds
Minimum Value: -623.1 at 4.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-100

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-3



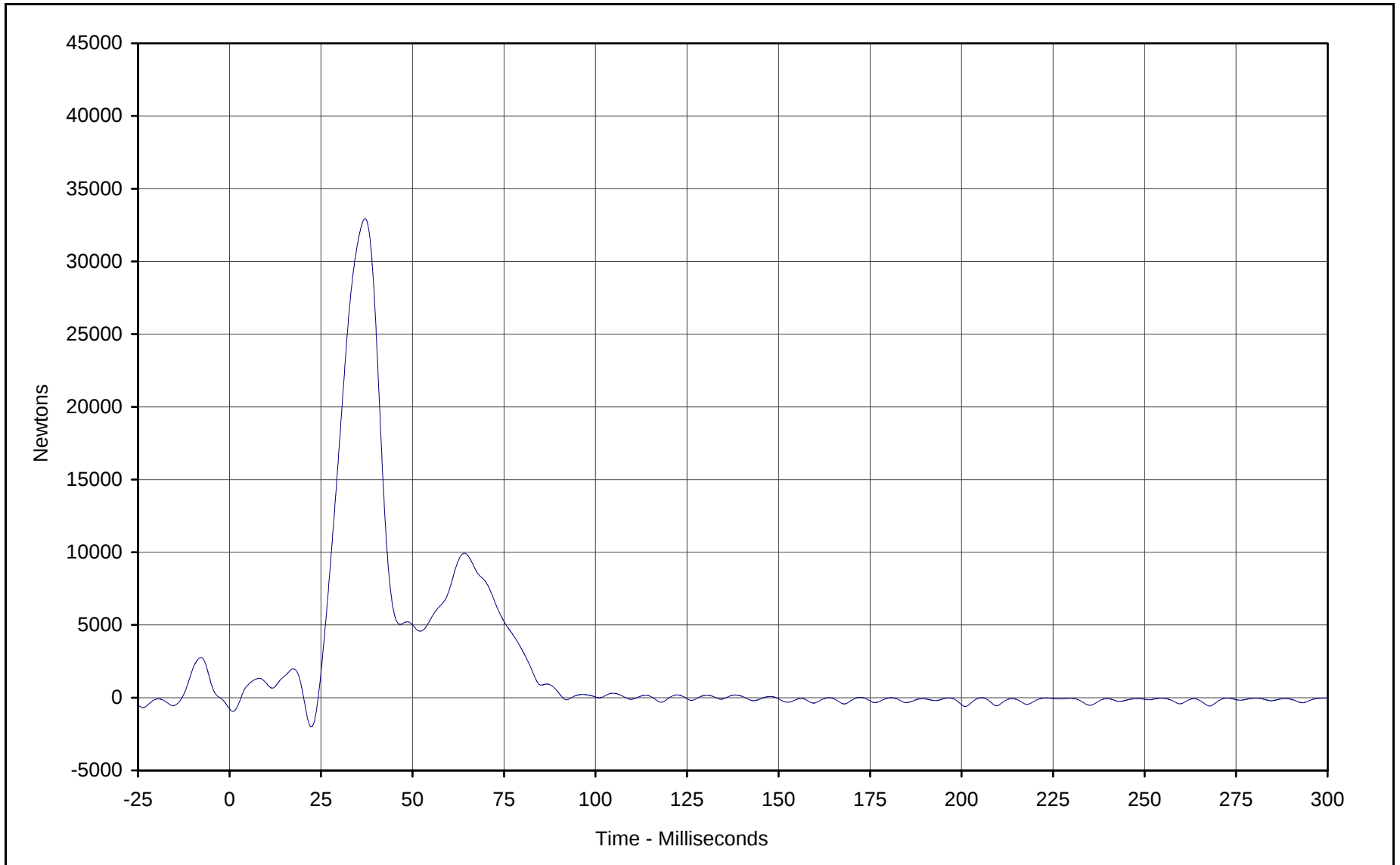
Curve Description: Barrier Force A4
Maximum Value: 25253.4 at 35.3 Milliseconds
Minimum Value: -825.1 at 21.6 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-101

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-4



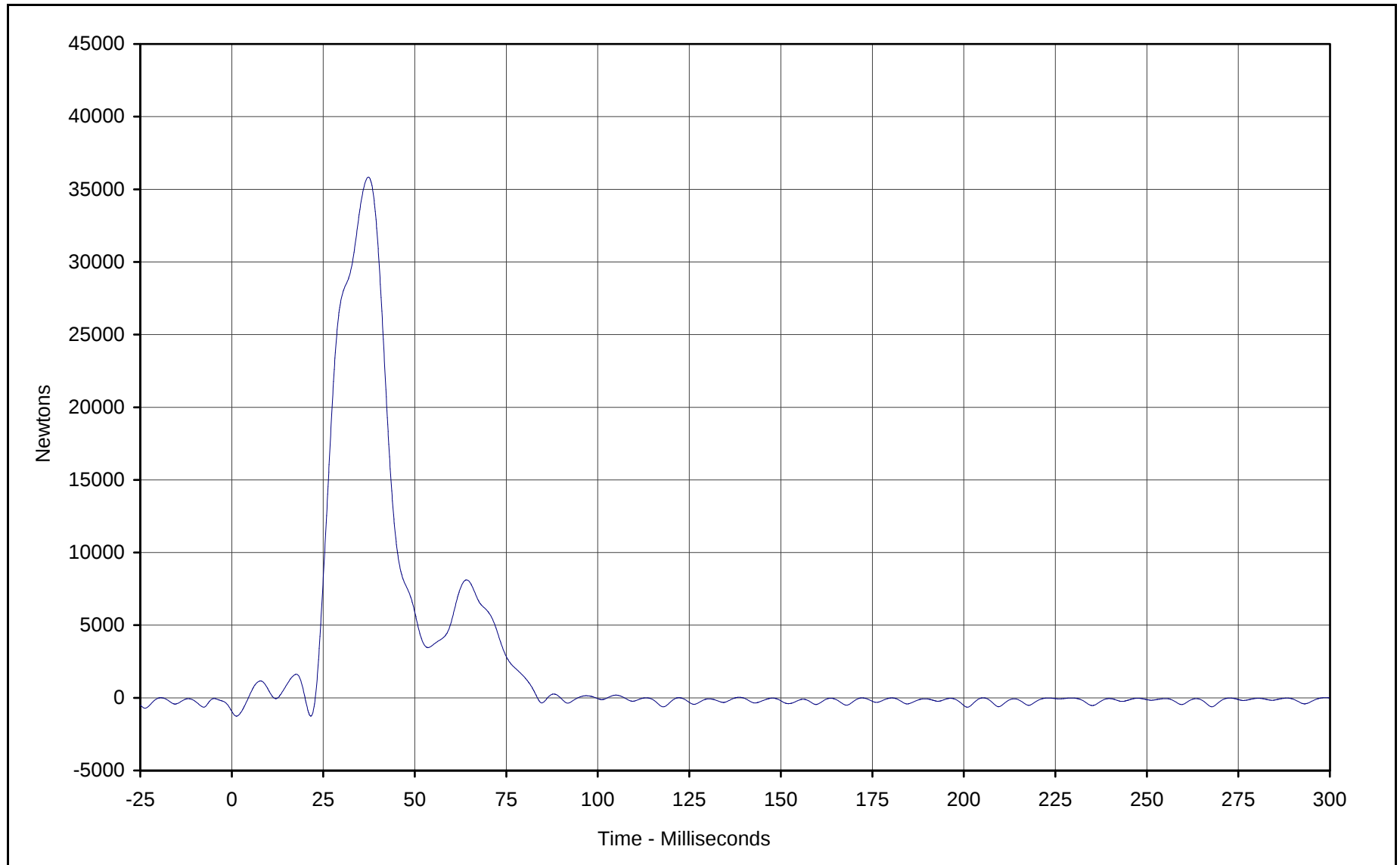
Curve Description: Barrier Force A5
Maximum Value: 32942.2 at 37.0 Milliseconds
Minimum Value: -2005.1 at 22.4 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-102

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-5



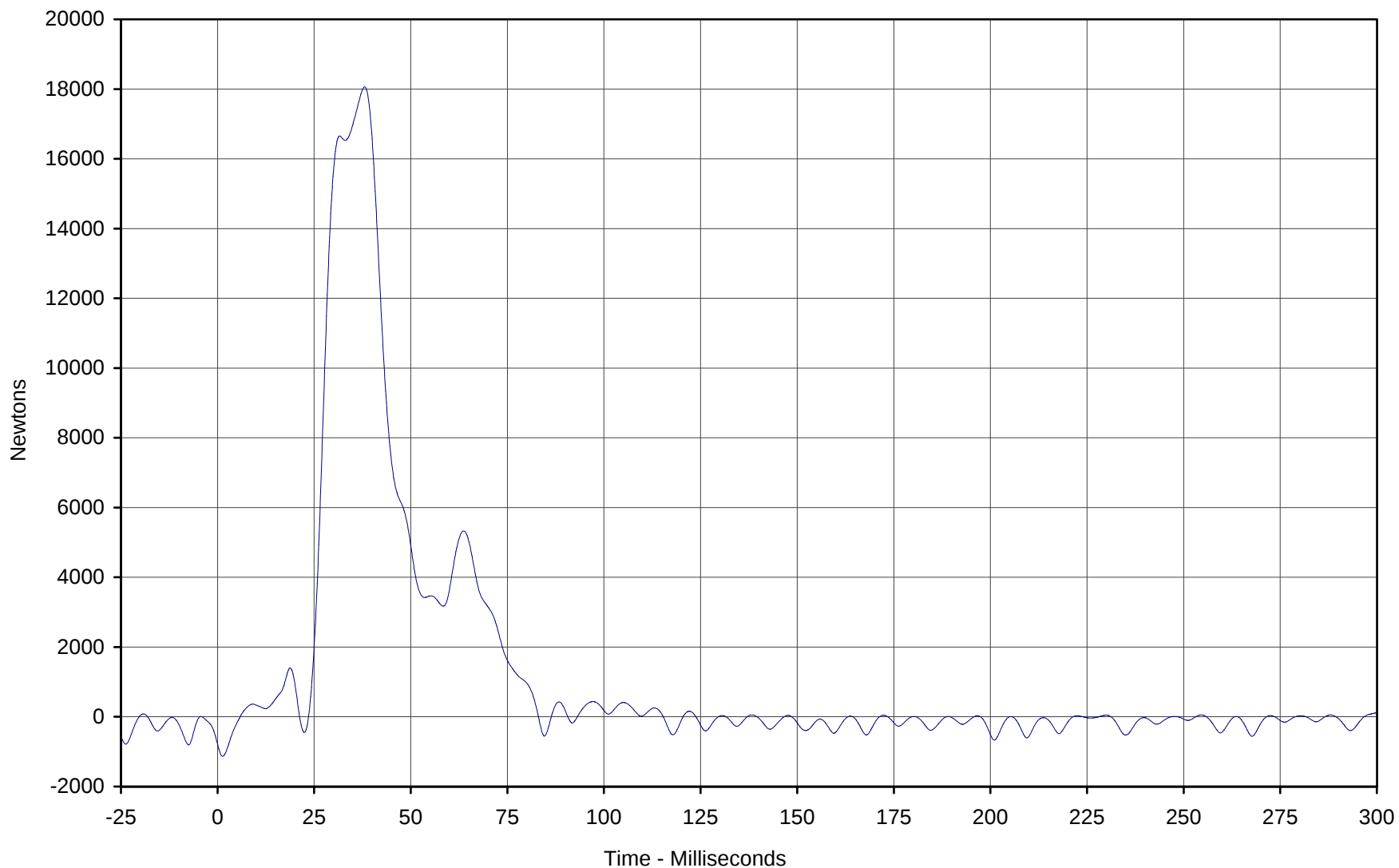
Curve Description: Barrier Force A6
Maximum Value: 35837.8 at 37.3 Milliseconds
Minimum Value: -1260.4 at 1.3 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-103

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-6



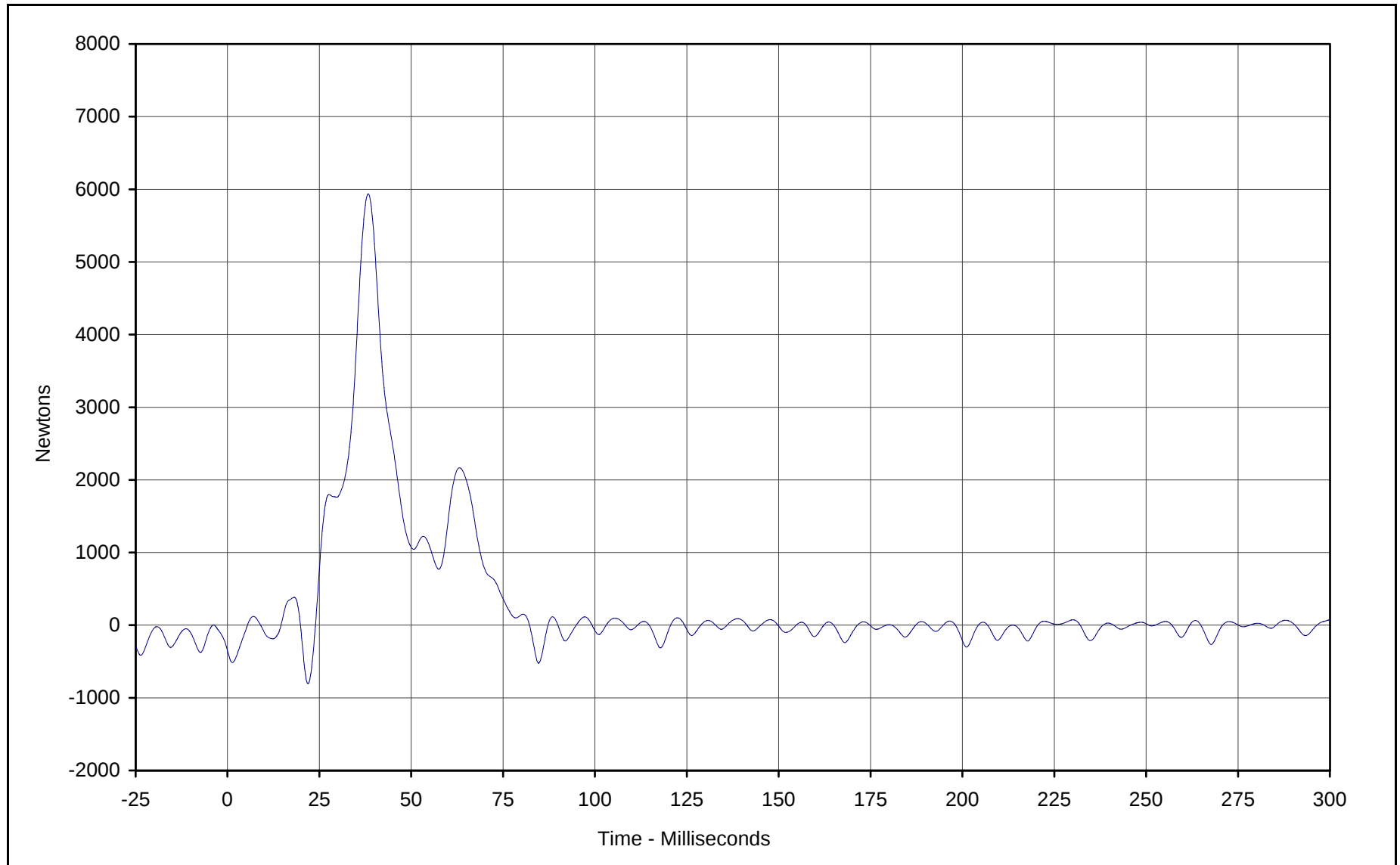
Curve Description: Barrier Force A7
Maximum Value: 18065.3 at 38.1 Milliseconds
Minimum Value: -1133.9 at 1.3 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-104

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-7



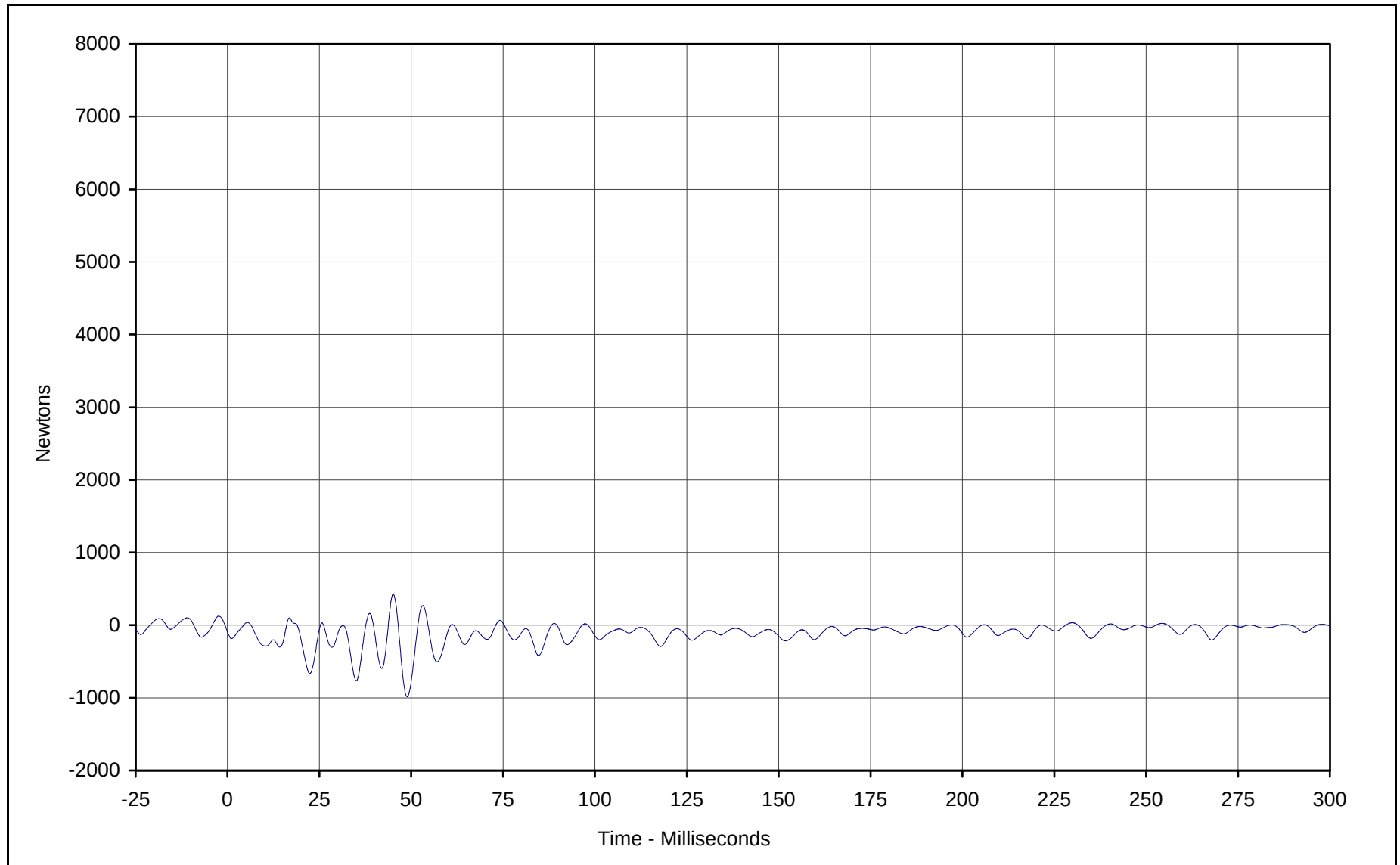
Curve Description: Barrier Force A8
Maximum Value: 5937.6 at 38.3 Milliseconds
Minimum Value: -807.1 at 21.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-105

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-8



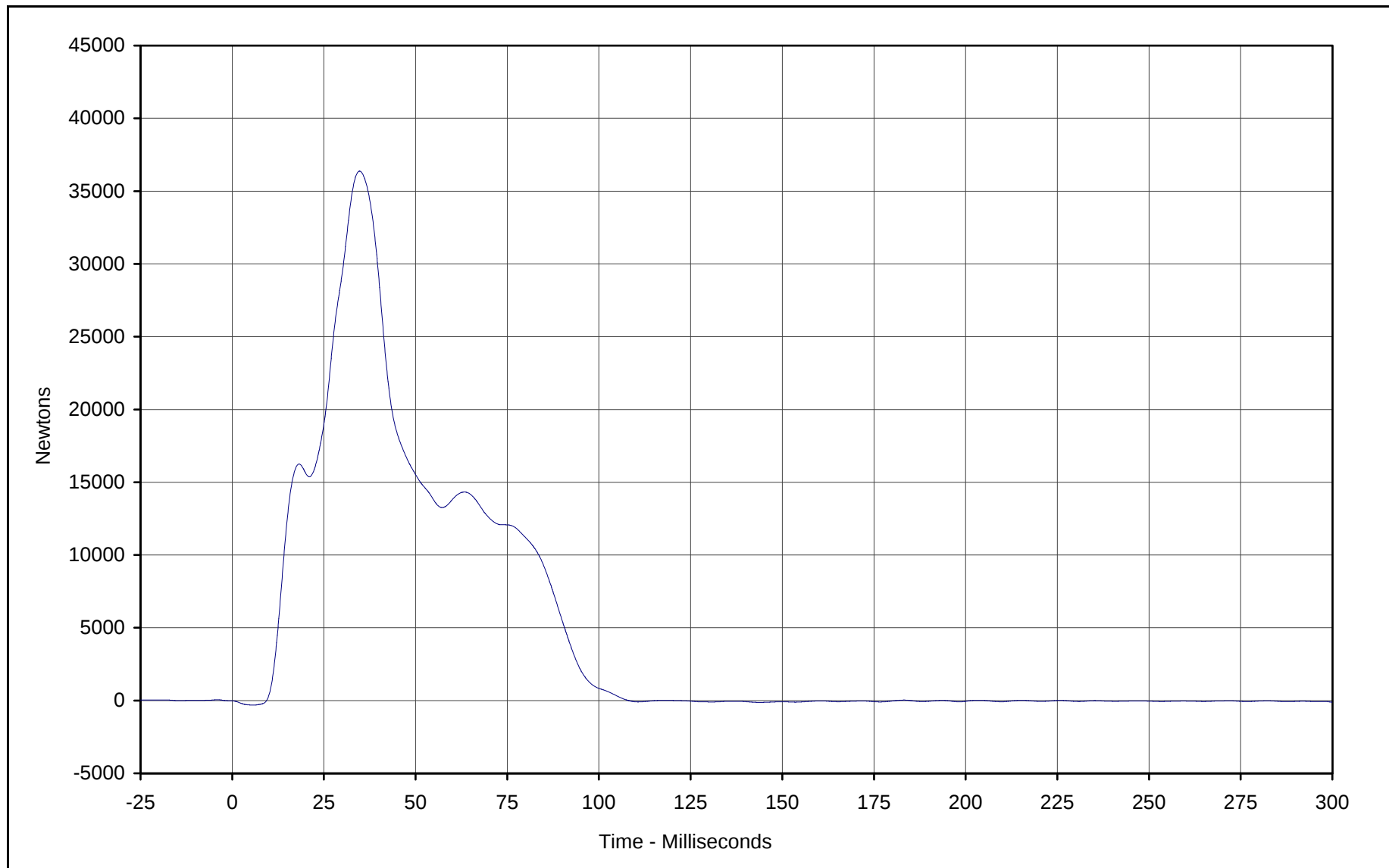
Curve Description: Barrier Force A9
Maximum Value: 426.3 at 45.1 Milliseconds
Minimum Value: -987.5 at 48.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-106

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-9



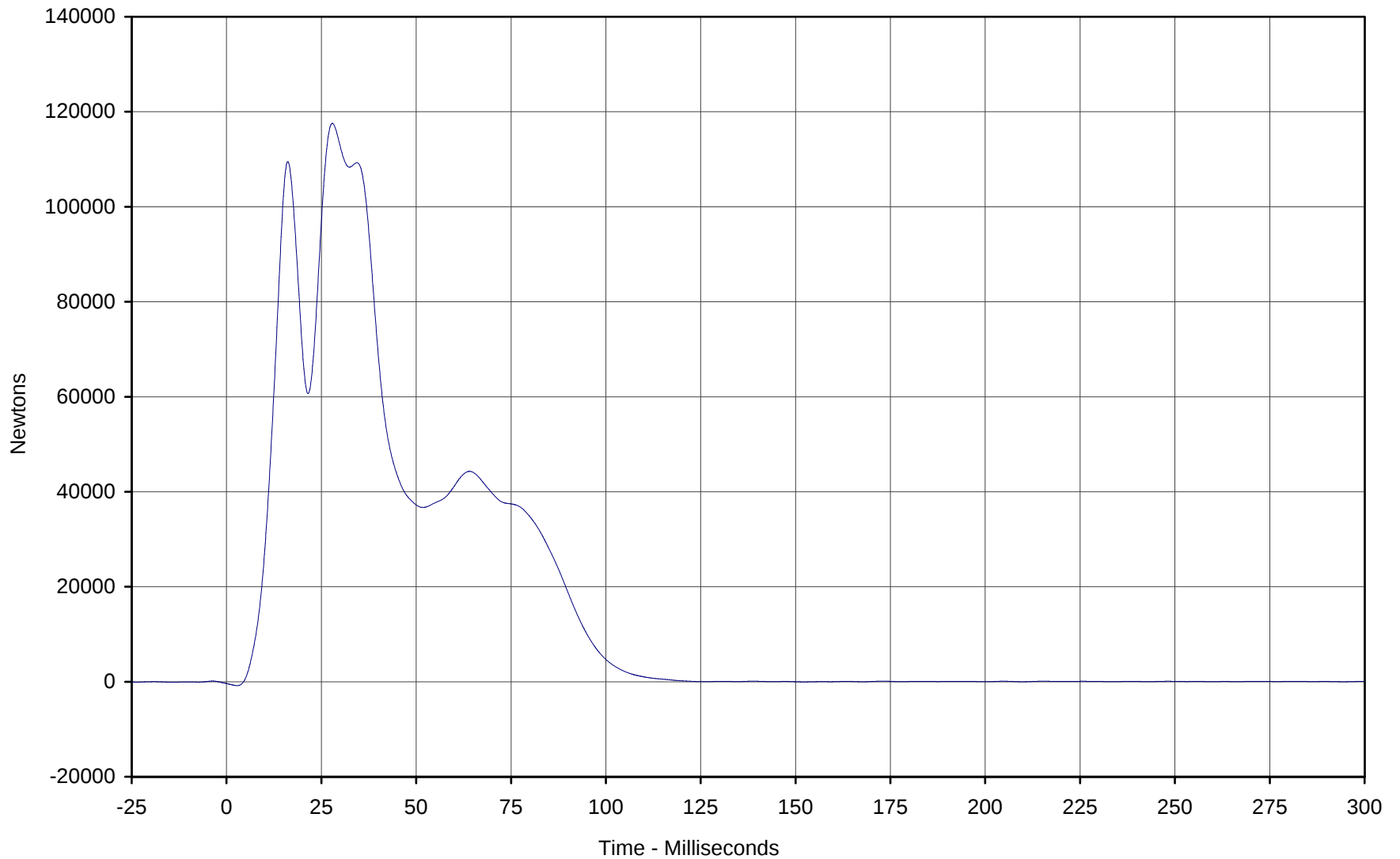
Curve Description: Barrier Force B2
Maximum Value: 36375.4 at 34.7 Milliseconds
Minimum Value: -309.8 at 5.6 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-108

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-10



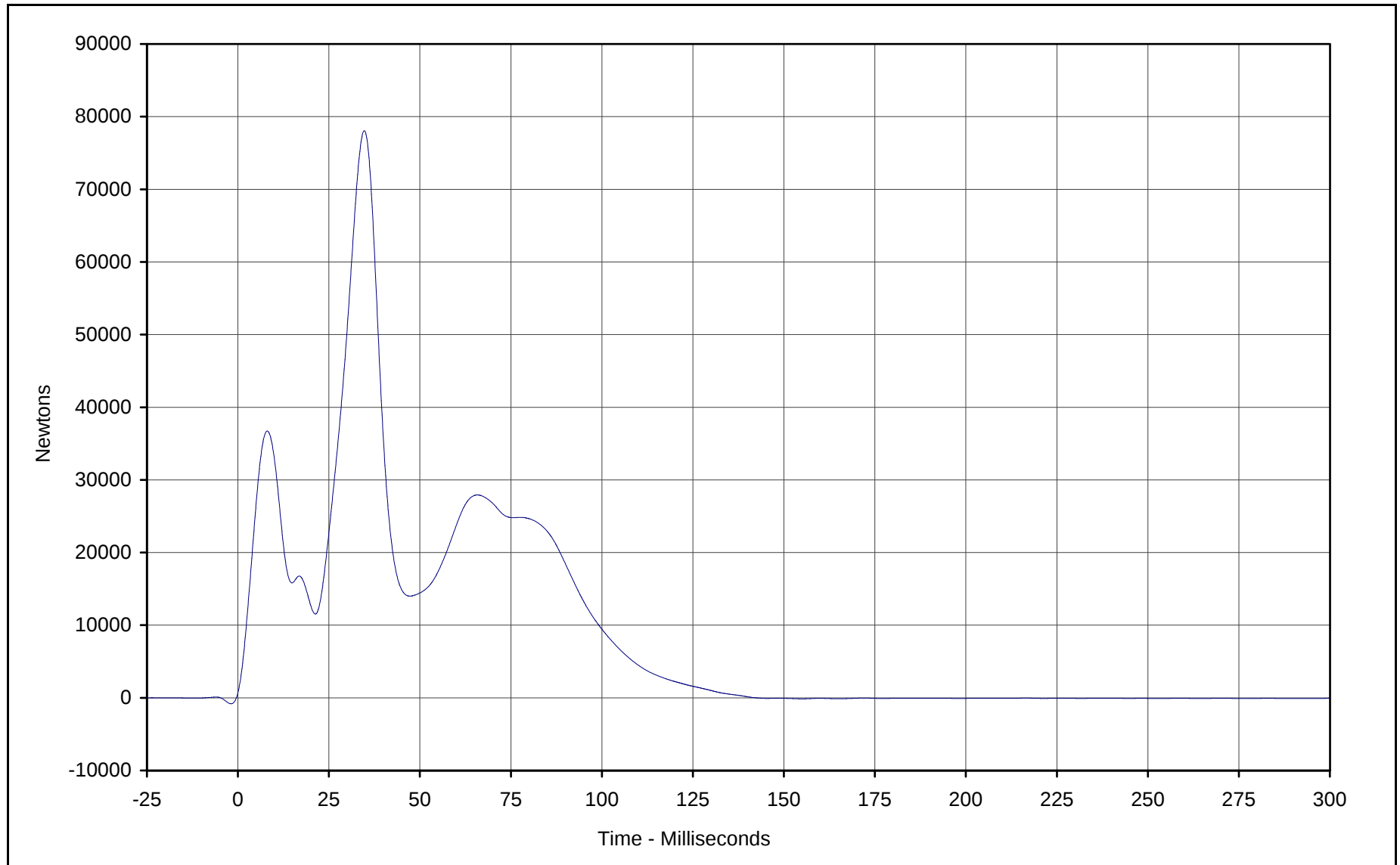
Curve Description: Barrier Force B3
Maximum Value: 117560.9 at 27.9 Milliseconds
Minimum Value: -818.4 at 2.8 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-109

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-11



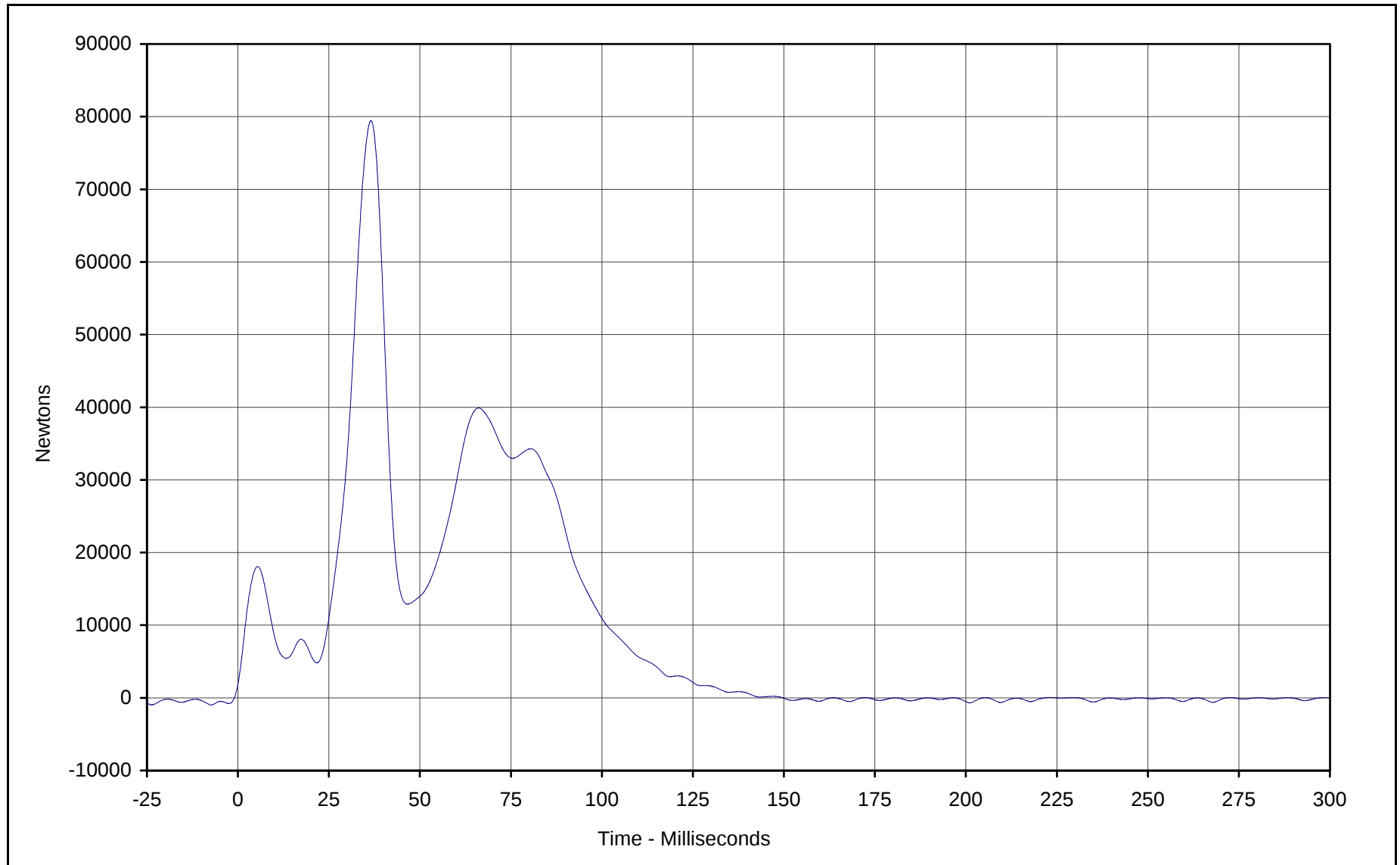
Curve Description: Barrier Force B4
Maximum Value: 78071.7 at 34.7 Milliseconds
Minimum Value: -138.1 at 154.9 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-110

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-12



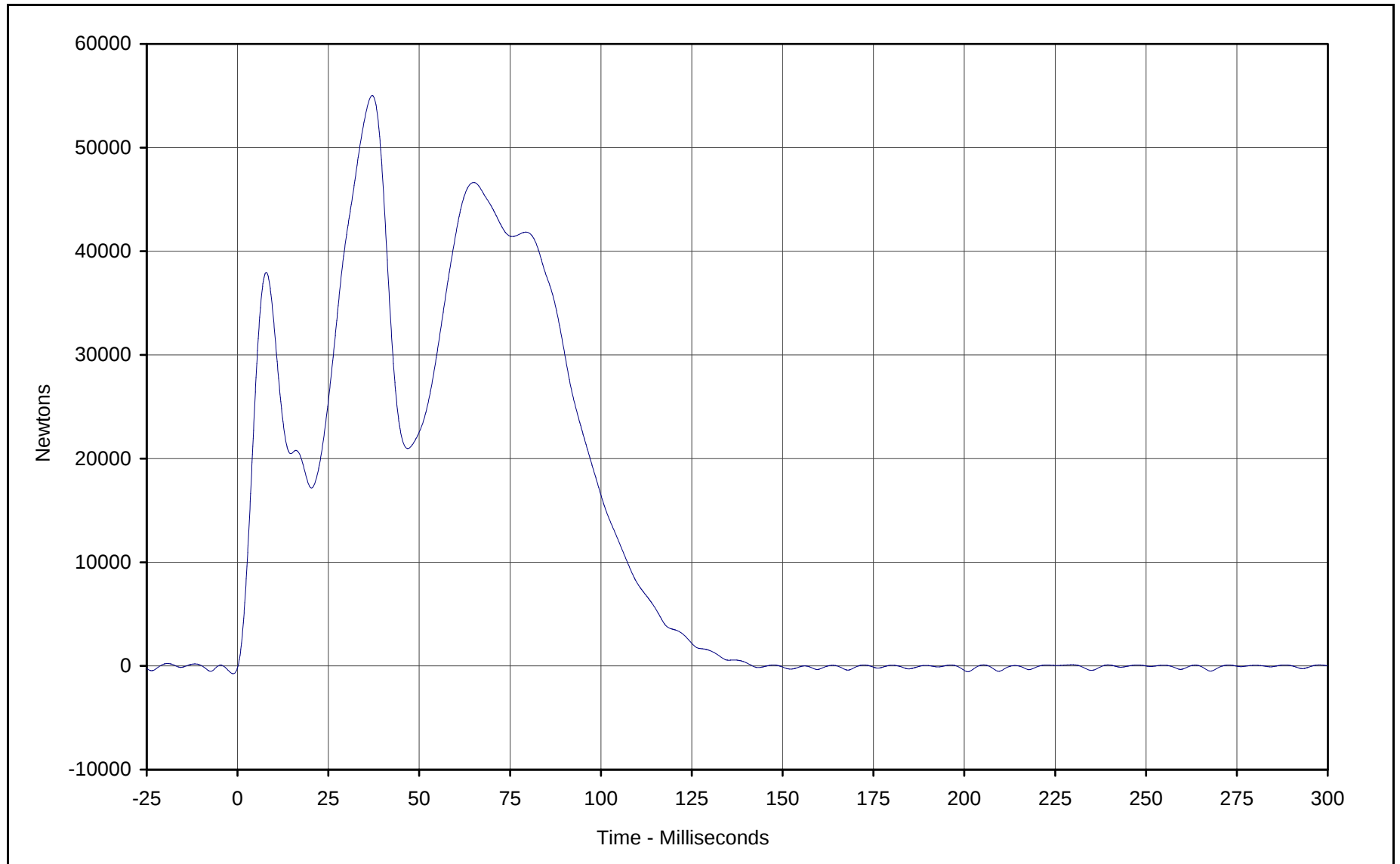
Curve Description: Barrier Force B5
Maximum Value: 79442.9 at 36.5 Milliseconds
Minimum Value: -695.7 at 201.1 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-111

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-13



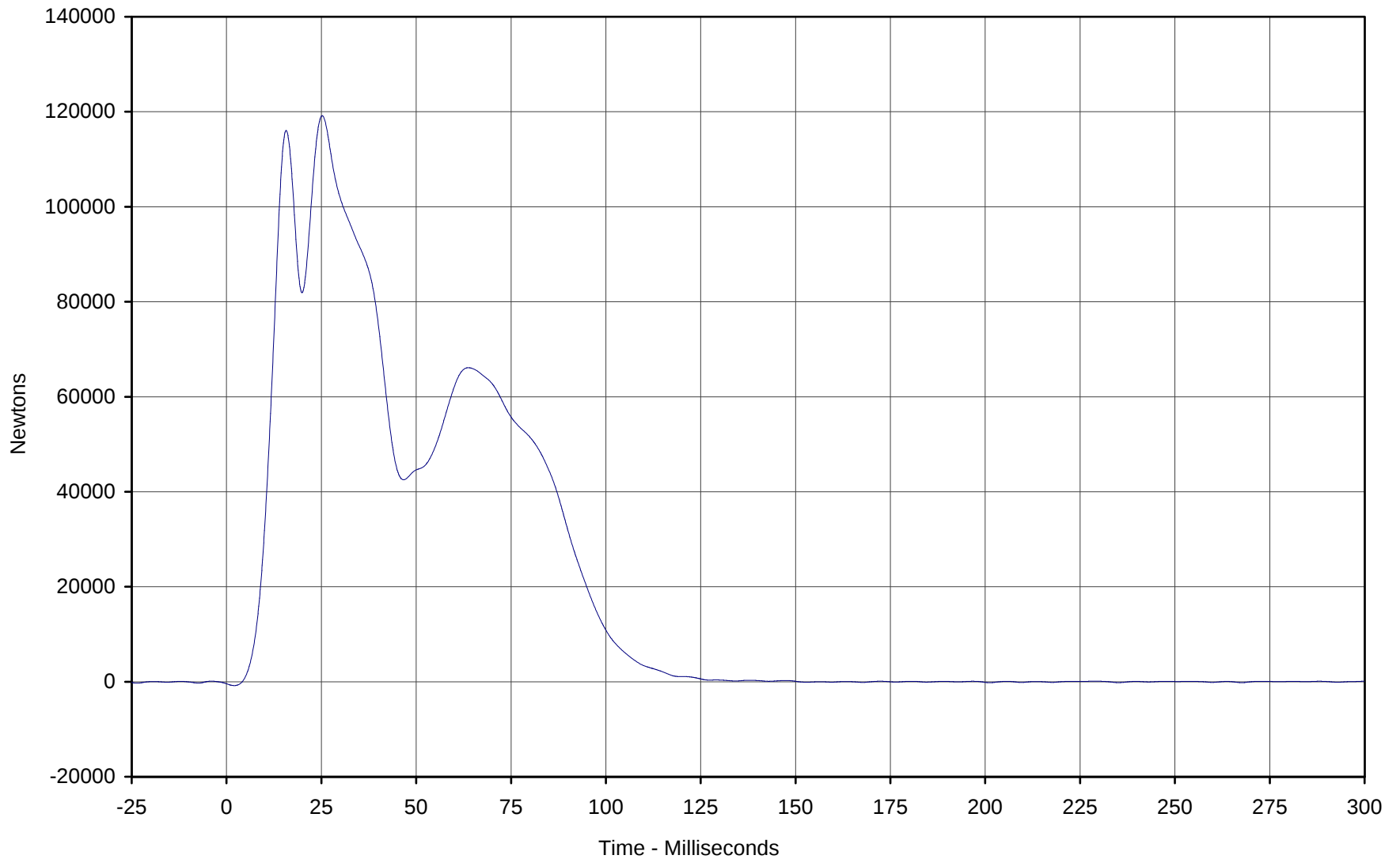
Curve Description: Barrier Force B6
Maximum Value: 55020.7 at 37.1 Milliseconds
Minimum Value: -559.0 at 201.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-112

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-14



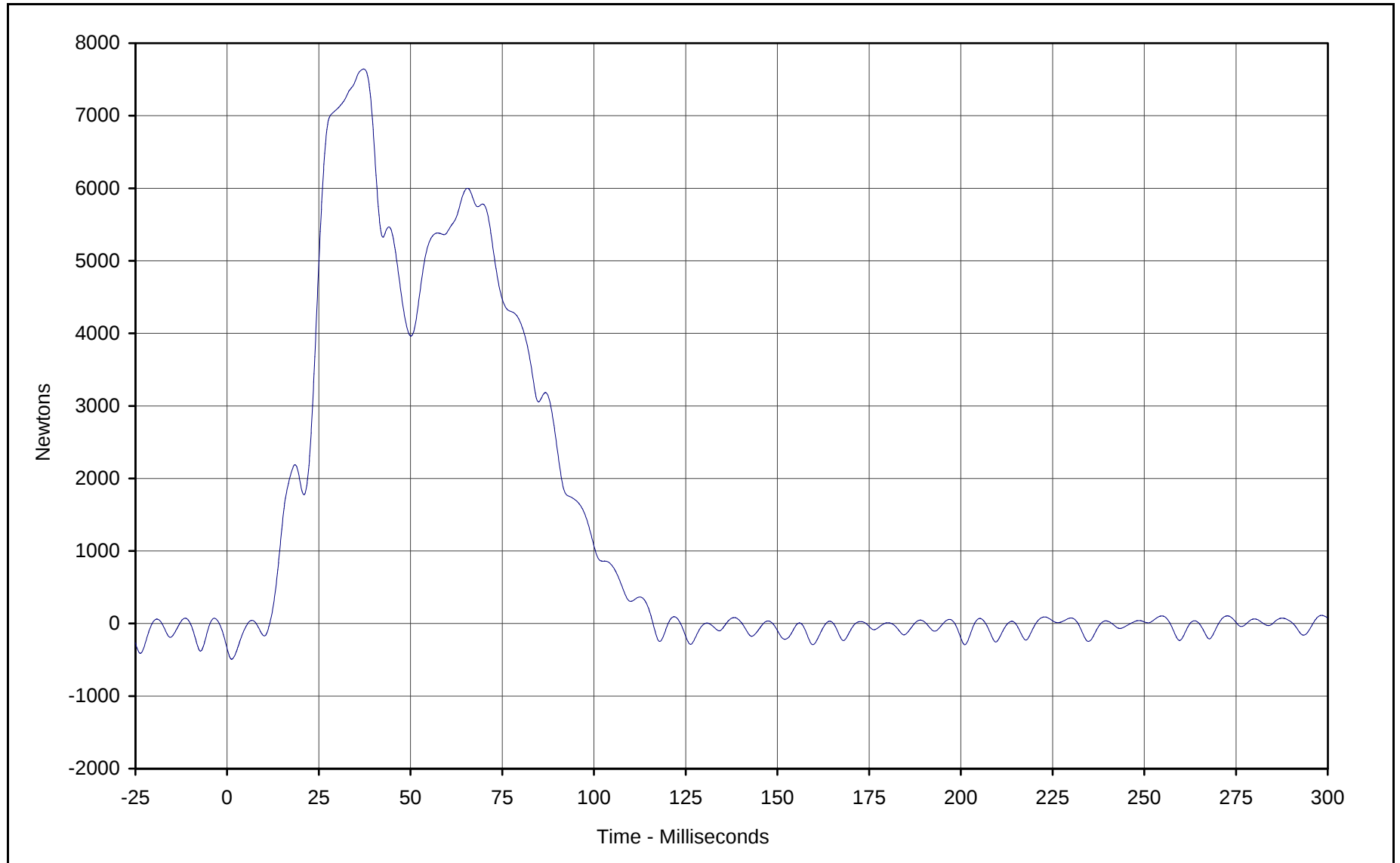
Curve Description: Barrier Force B7
Maximum Value: 119175.0 at 25.2 Milliseconds
Minimum Value: -802.3 at 2.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-113

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-15



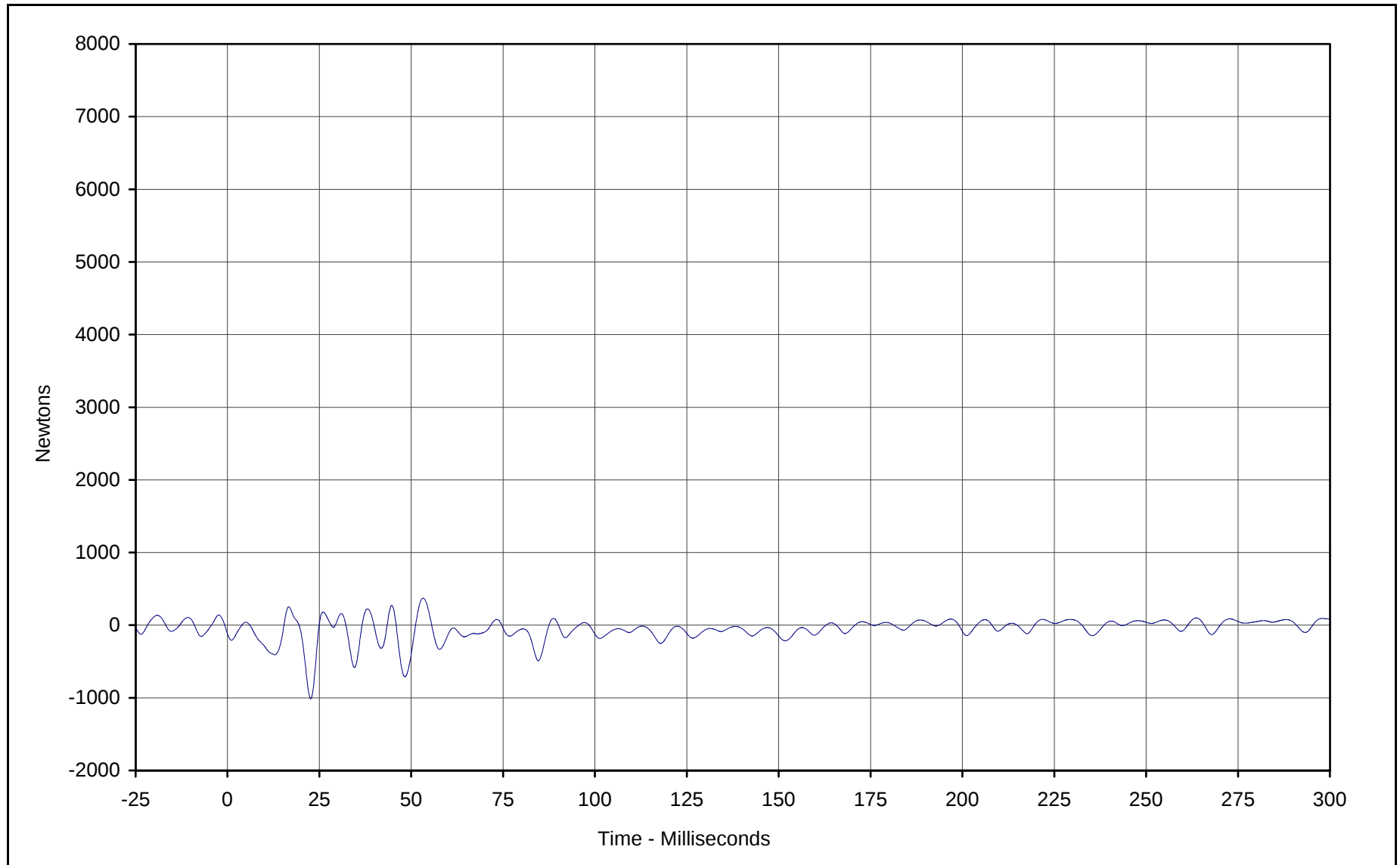
Curve Description: Barrier Force B8
Maximum Value: 7643.4 at 37.2 Milliseconds
Minimum Value: -491.6 at 1.2 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-114

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-16



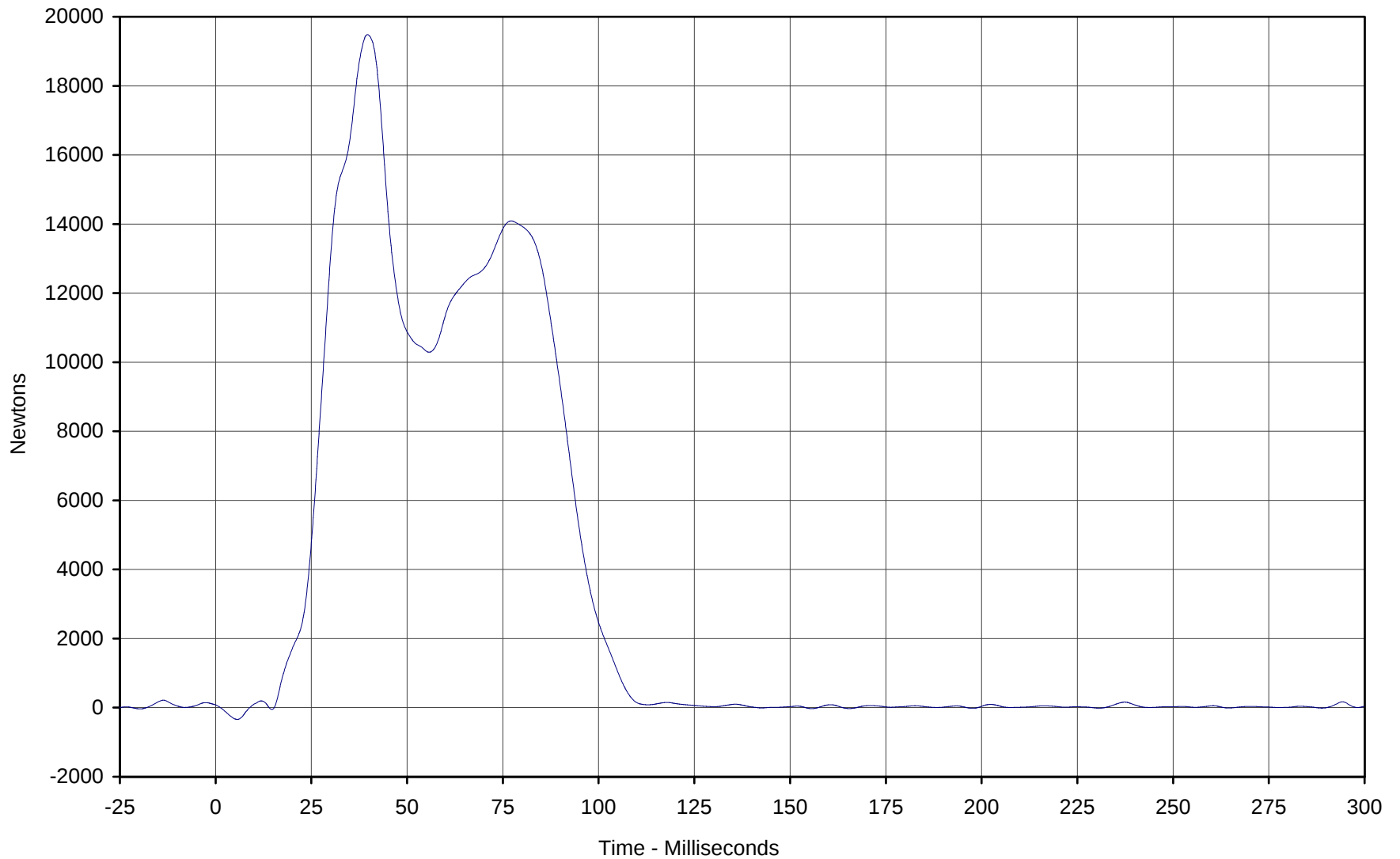
Curve Description: Barrier Force B9
Maximum Value: 372.3 at 53.2 Milliseconds
Minimum Value: -1013.2 at 22.7 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-115

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-17



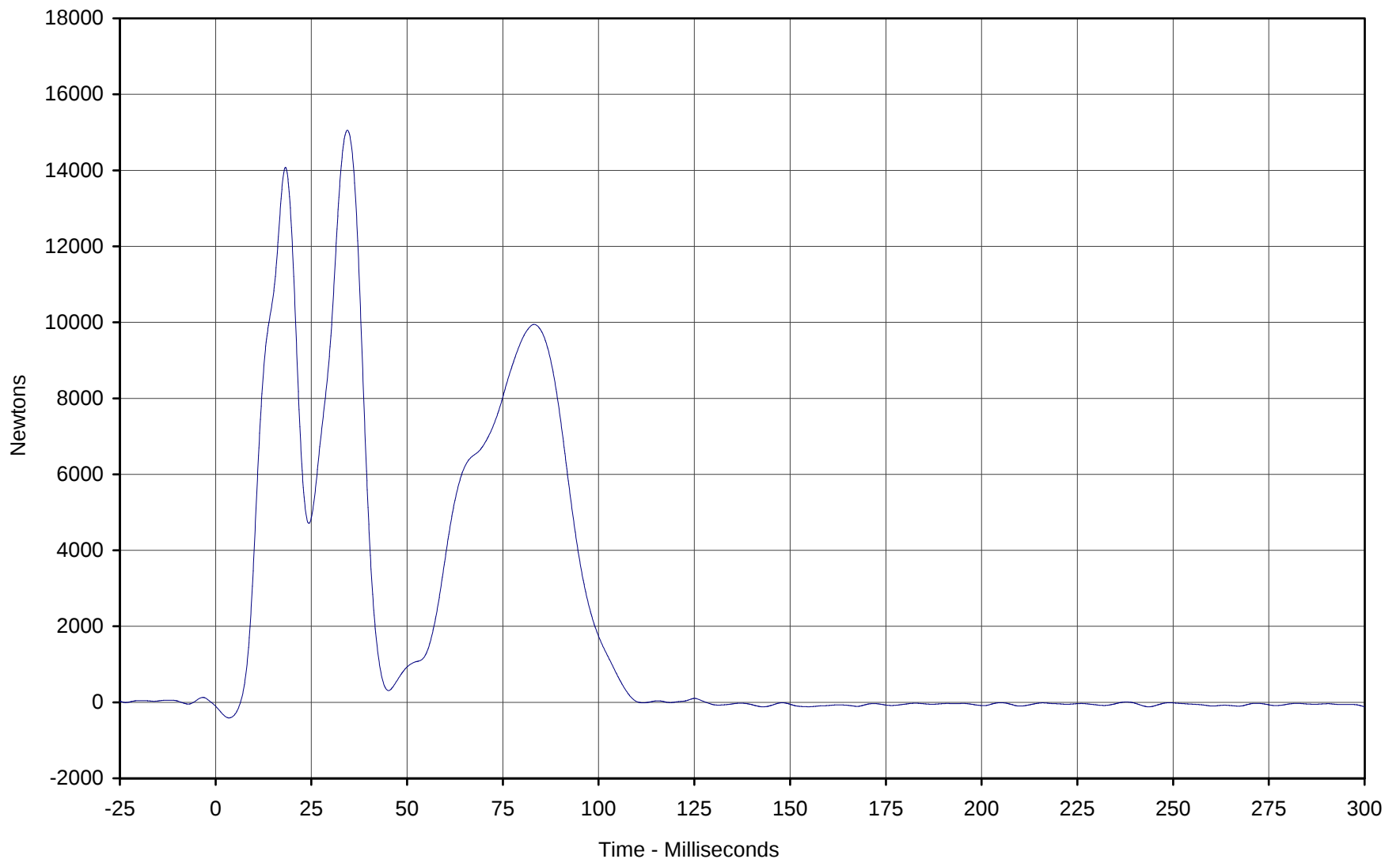
Curve Description: Barrier Force C2
Maximum Value: 19483.0 at 39.6 Milliseconds
Minimum Value: -341.0 at 5.6 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-117

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-18



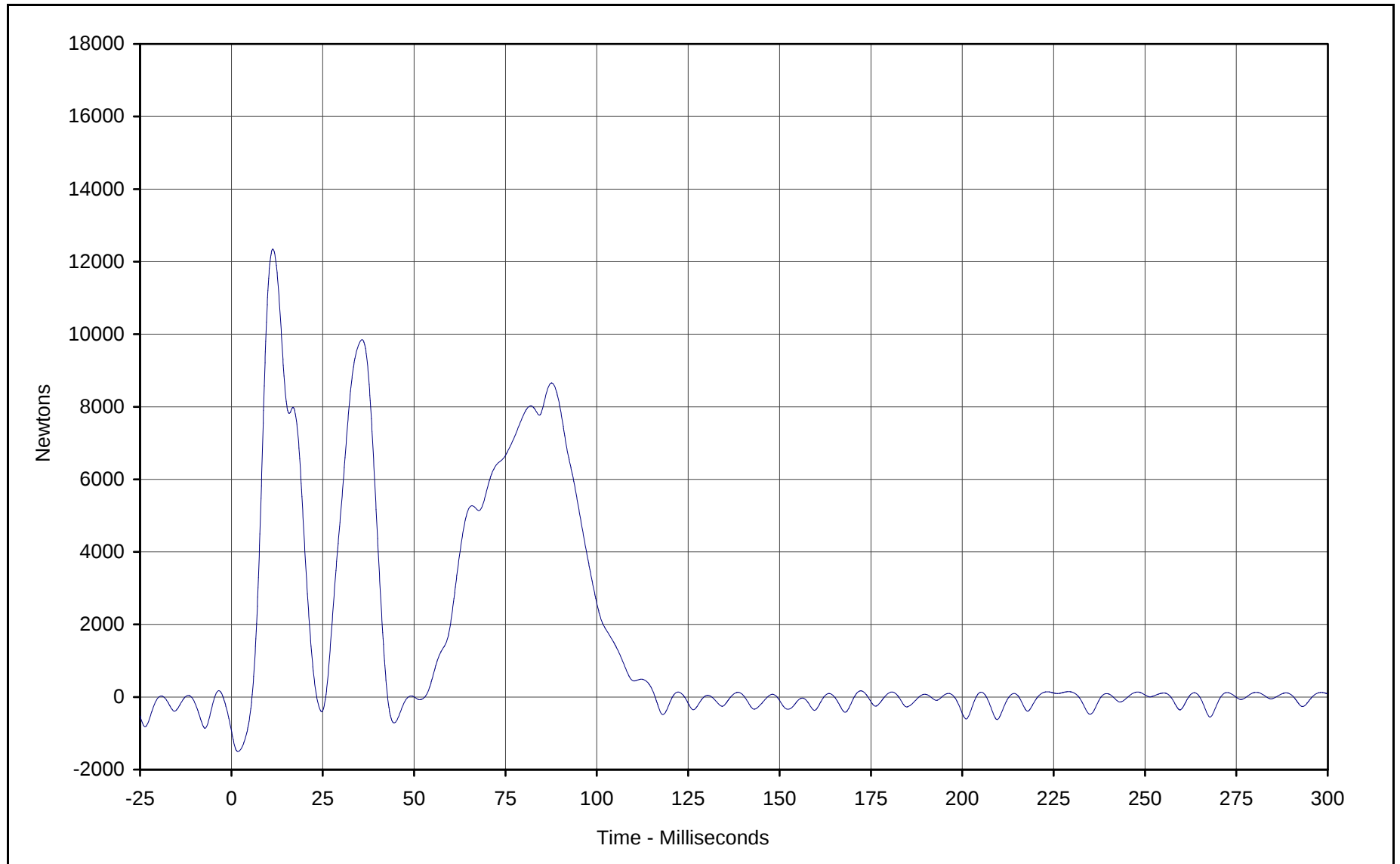
Curve Description: Barrier Force C3
Maximum Value: 15057.5 at 34.4 Milliseconds
Minimum Value: -410.3 at 3.5 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-118

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-19



Curve Description: Barrier Force C4

Maximum Value: 12346.0 at 11.3 Milliseconds

Minimum Value: -1501.4 at 1.8 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-119

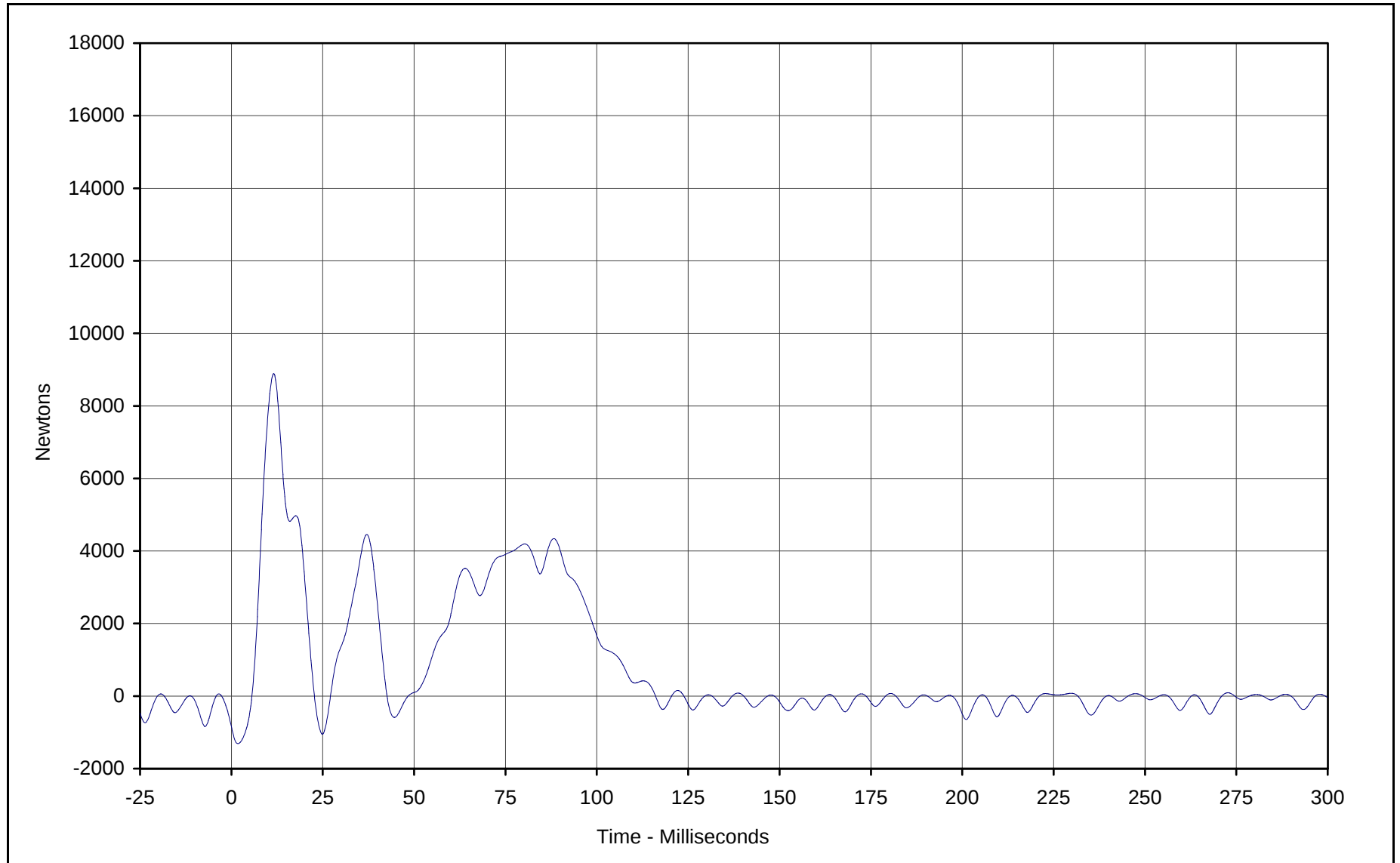
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-20



Curve Description: Barrier Force C5

Maximum Value: 8891.0 at 11.6 Milliseconds

Minimum Value: -1311.8 at 1.8 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-120

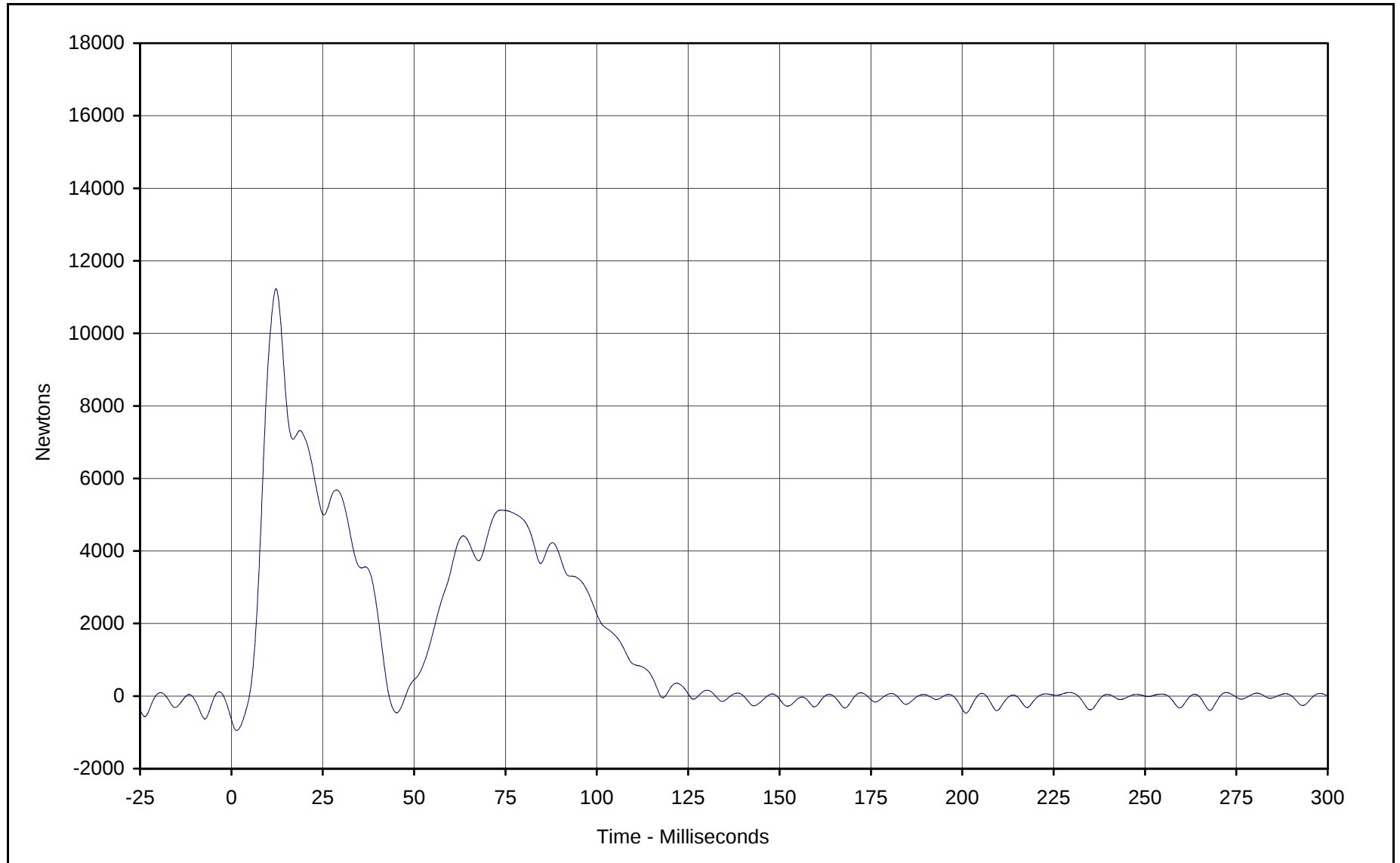
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-21



Curve Description: Barrier Force C6

Maximum Value: 11229.4 at 12.2 Milliseconds

Minimum Value: -947.6 at 1.5 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-121

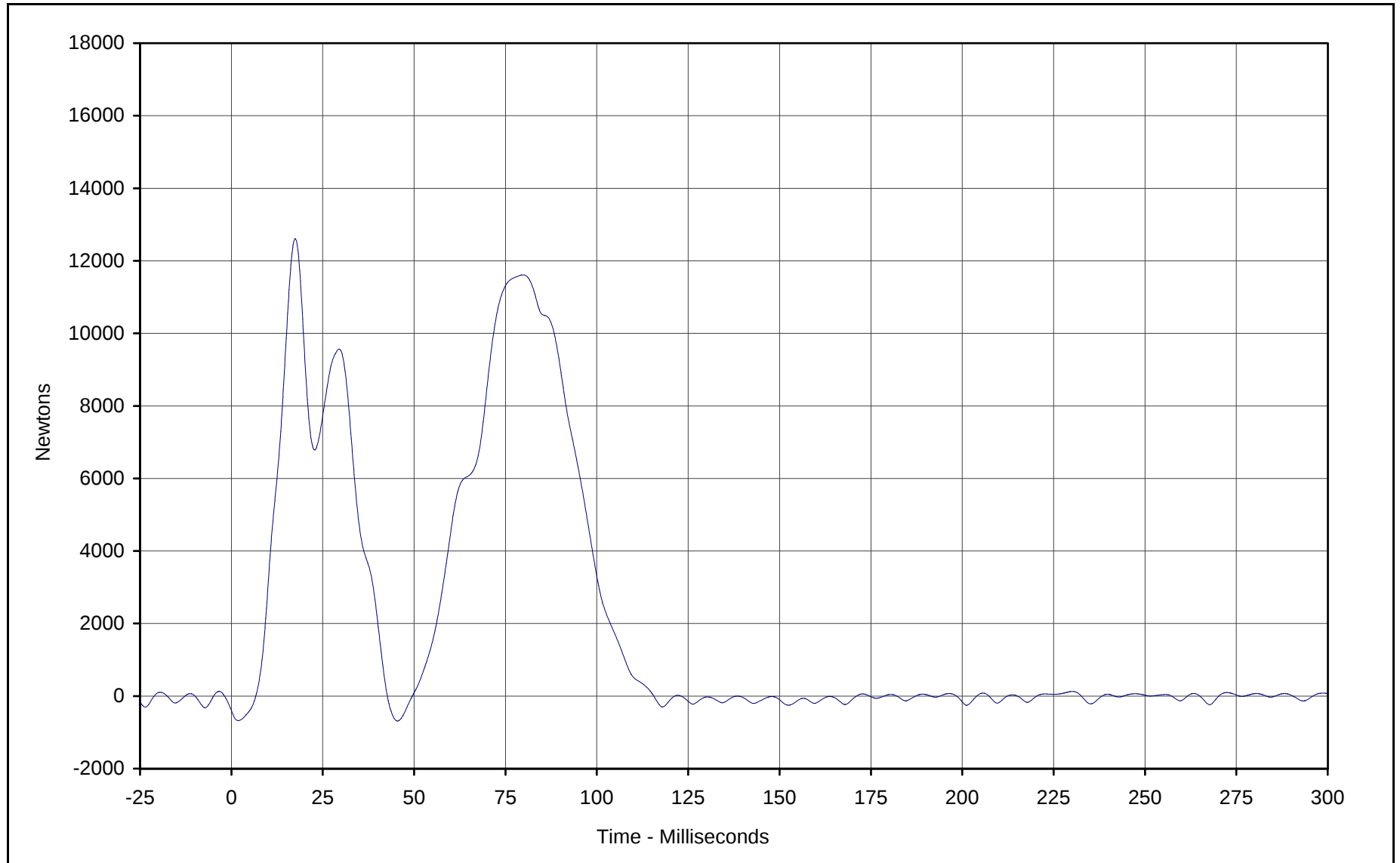
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-22



Curve Description: Barrier Force C7

Maximum Value: 12608.5 at 17.4 Milliseconds

Minimum Value: -687.9 at 45.4 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-122

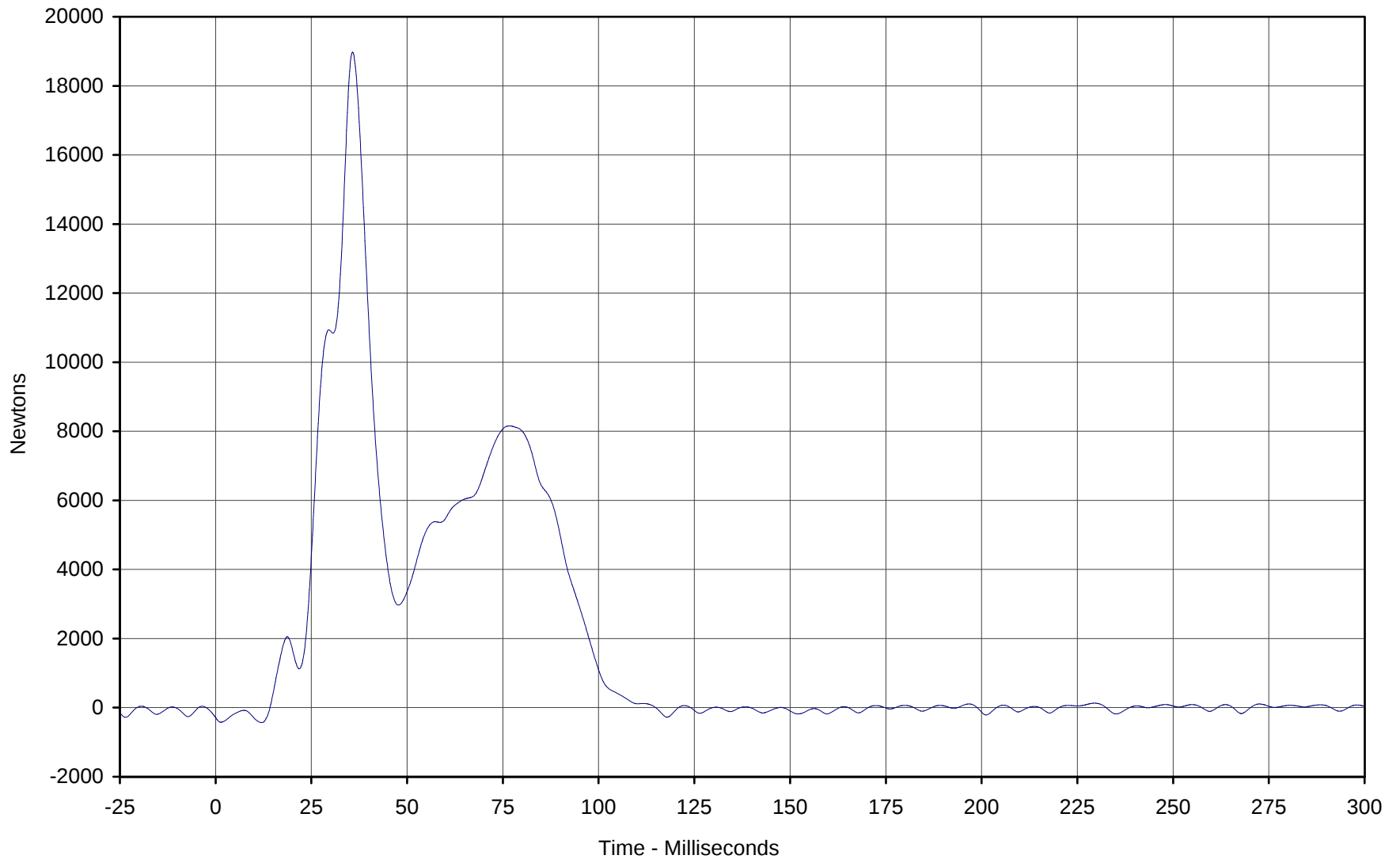
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-23



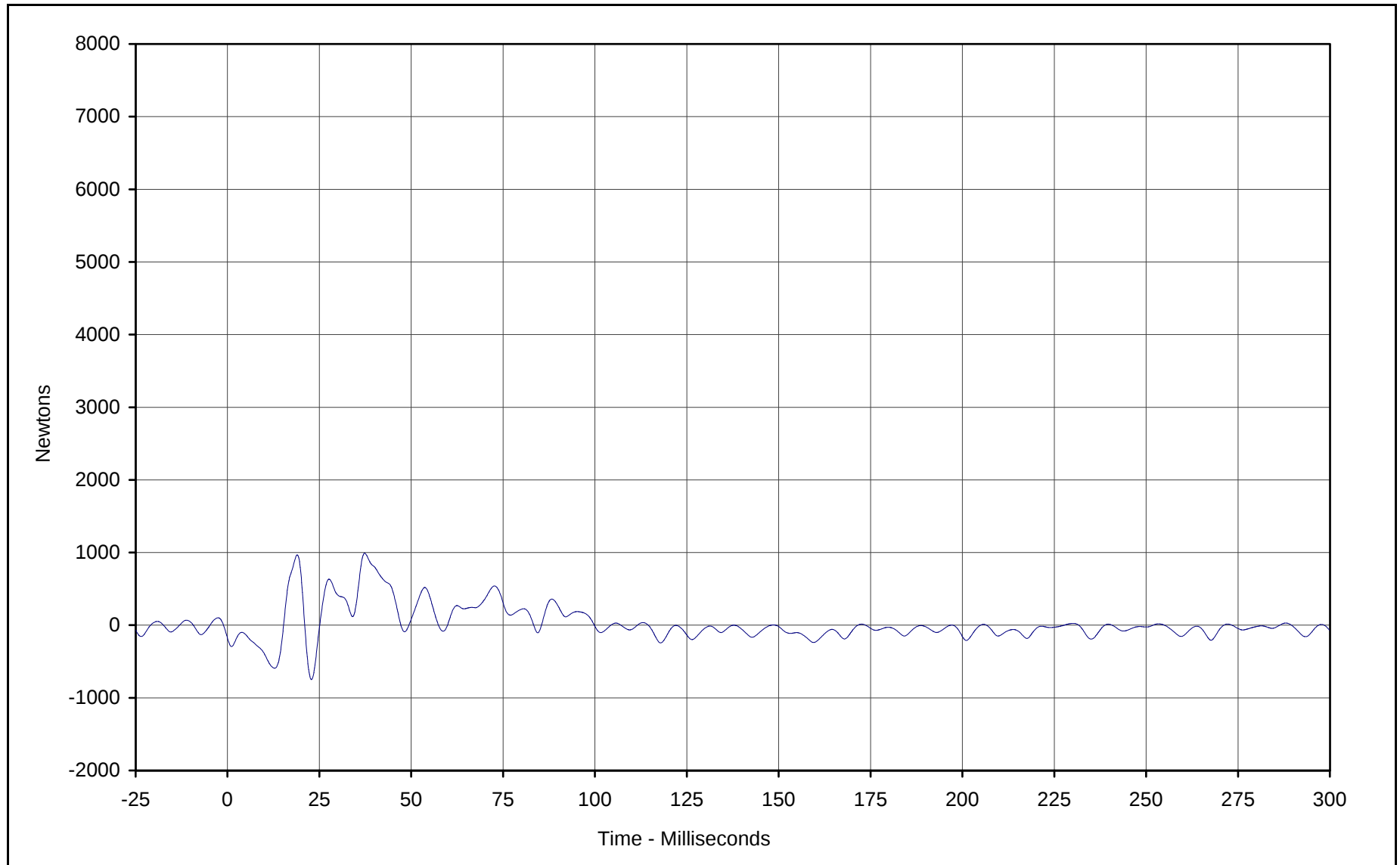
Curve Description: Barrier Force C8
Maximum Value: 18976.7 at 35.8 Milliseconds
Minimum Value: -433.0 at 12.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: FIL-123

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-24



Curve Description: Barrier Force C9

Maximum Value: 990.6 at 37.3 Milliseconds

Minimum Value: -747.9 at 22.8 Milliseconds

SAE Filter Class: 60

Date of Test: 02/06/01

Curve Number: FIL-124

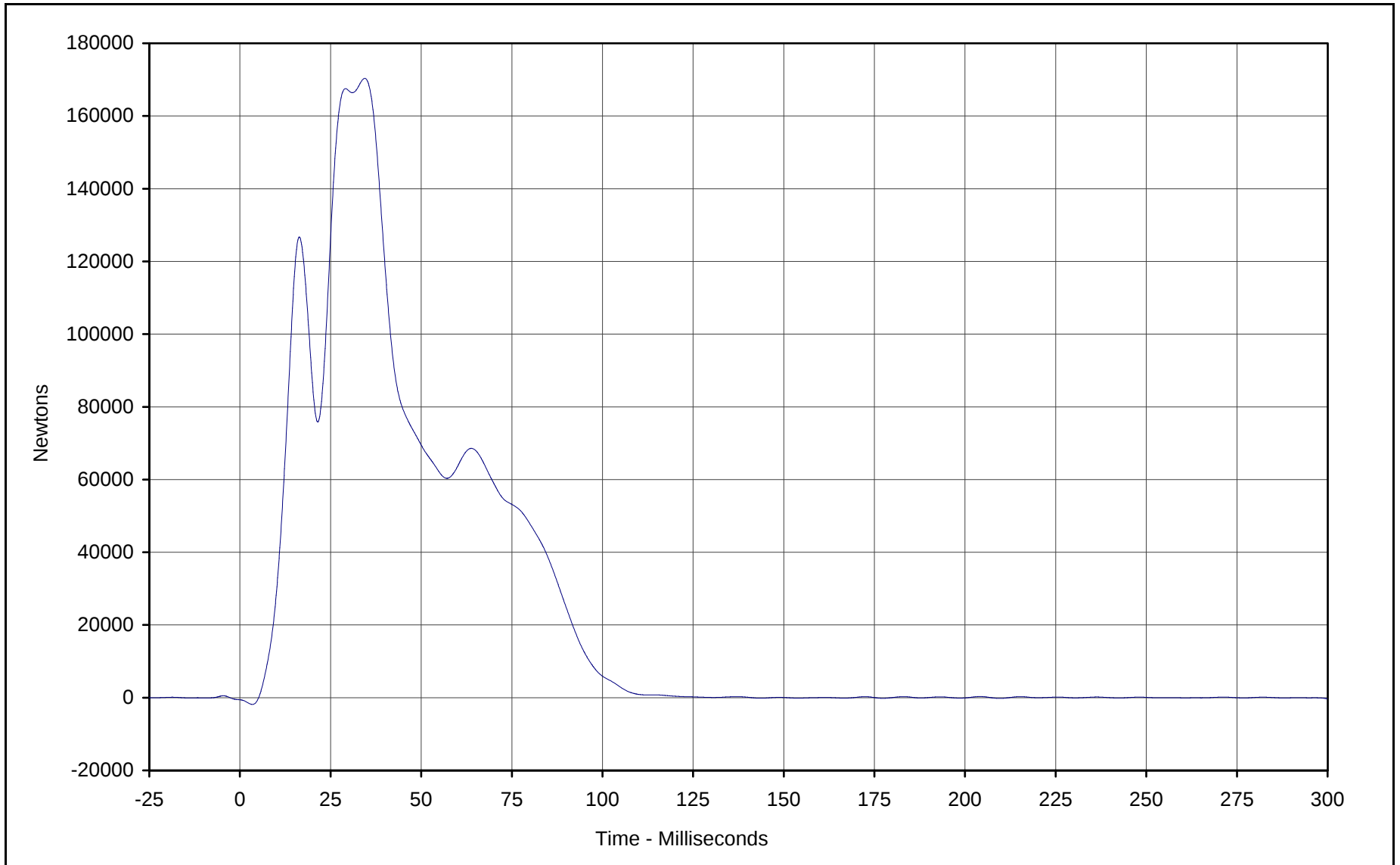
Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-25

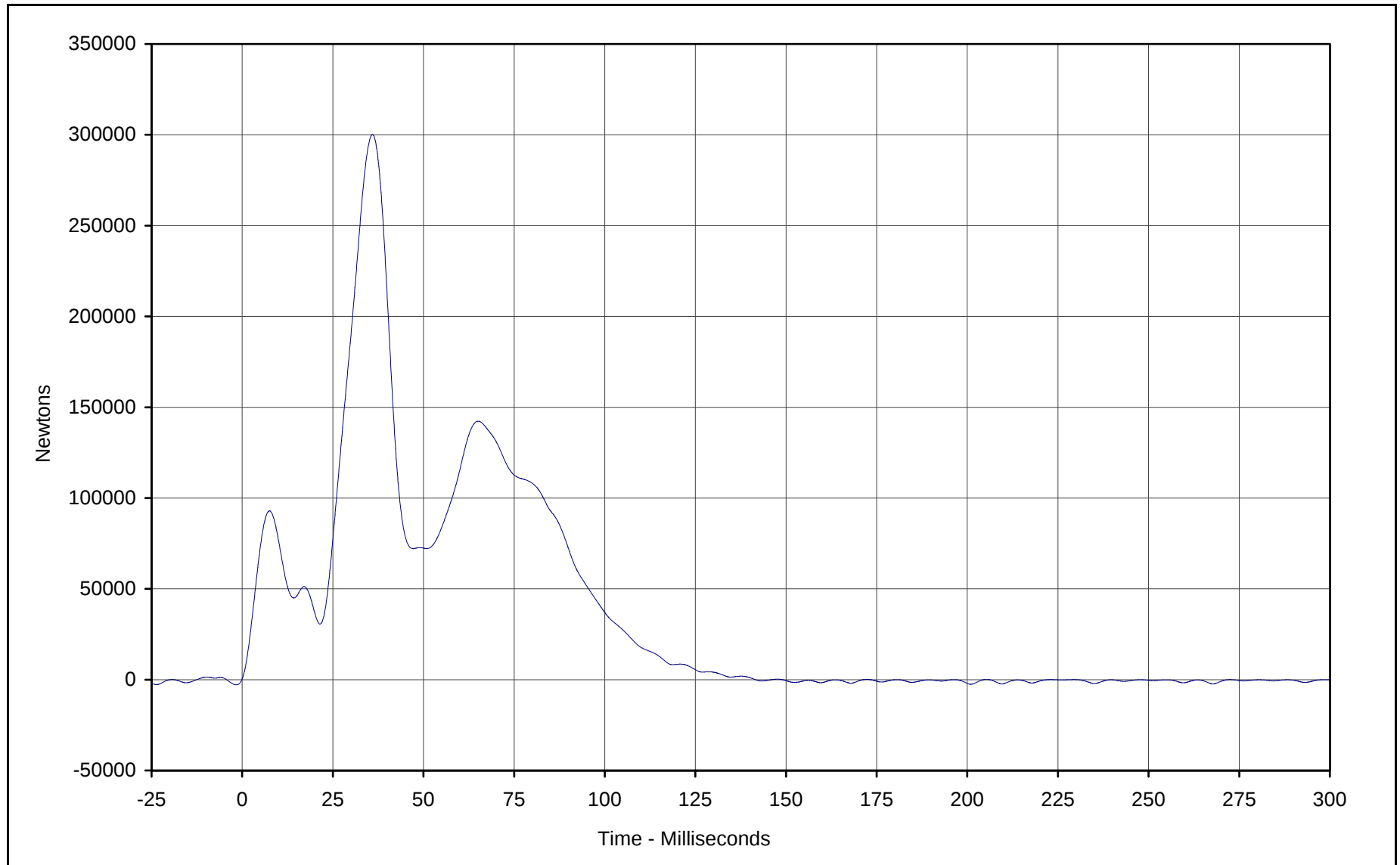


Curve Description: Barrier Force Sum Group 1
Maximum Value: 170346.9 at 34.4 Milliseconds
Minimum Value: -1851.4 at 3.4 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



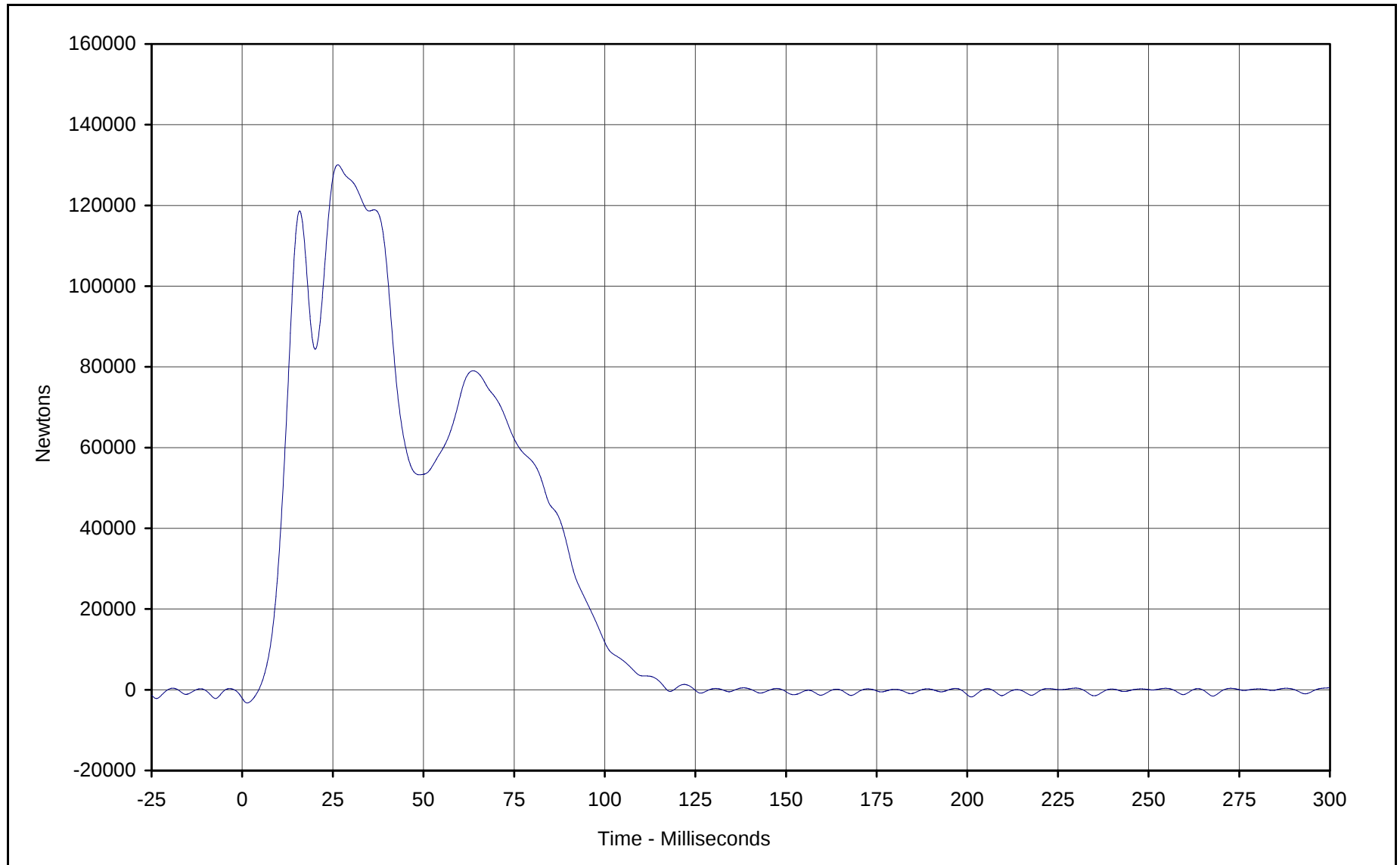
KAR21015-01



Curve Description: Barrier Force Sum Group 2
Maximum Value: 300166.1 at 35.9 Milliseconds
Minimum Value: -2544.4 at 201.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-002

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



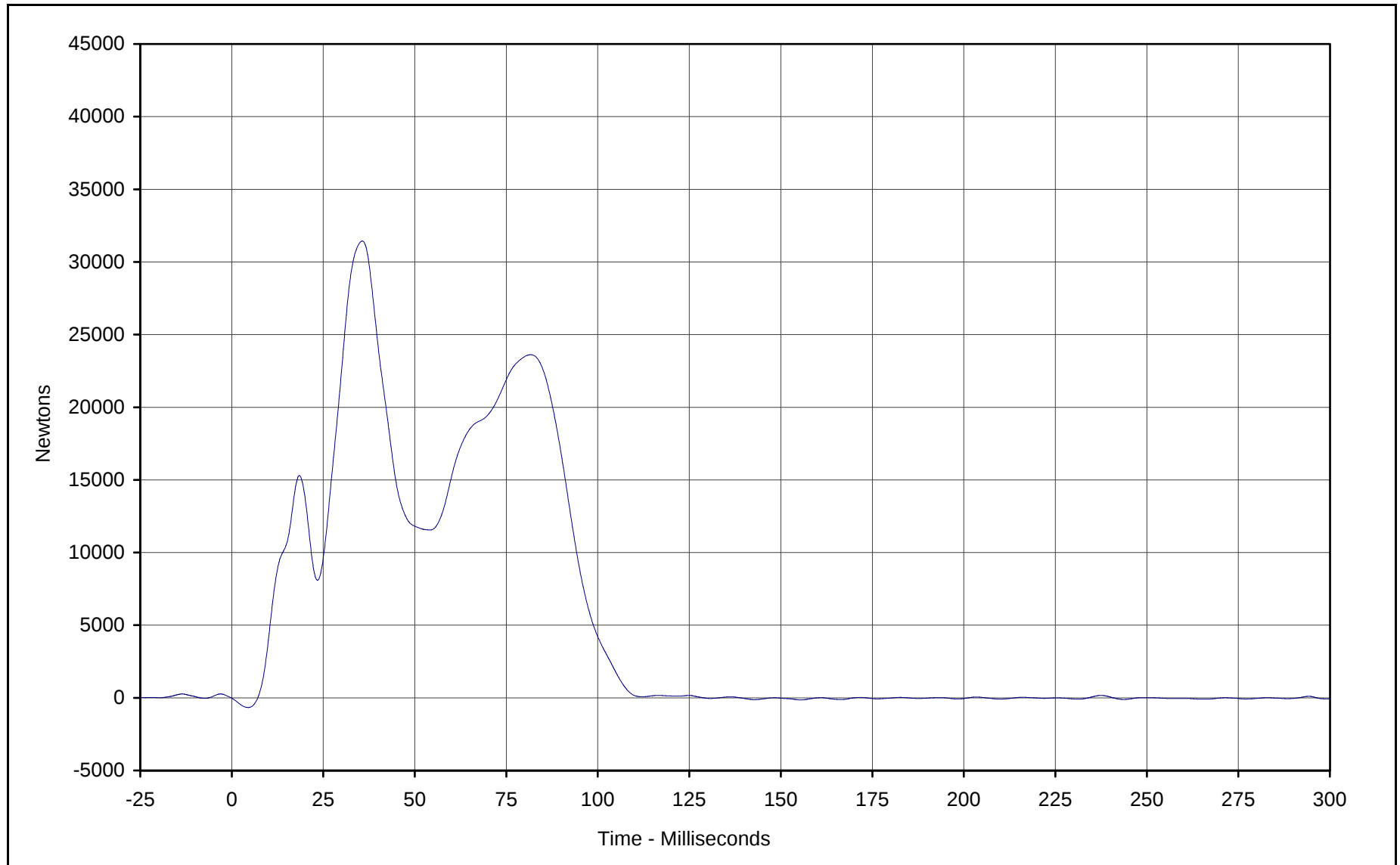


Curve Description: Barrier Force Sum Group 3
Maximum Value: 130079.7 at 26.4 Milliseconds
Minimum Value: -3270.3 at 1.4 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-003

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



C-28



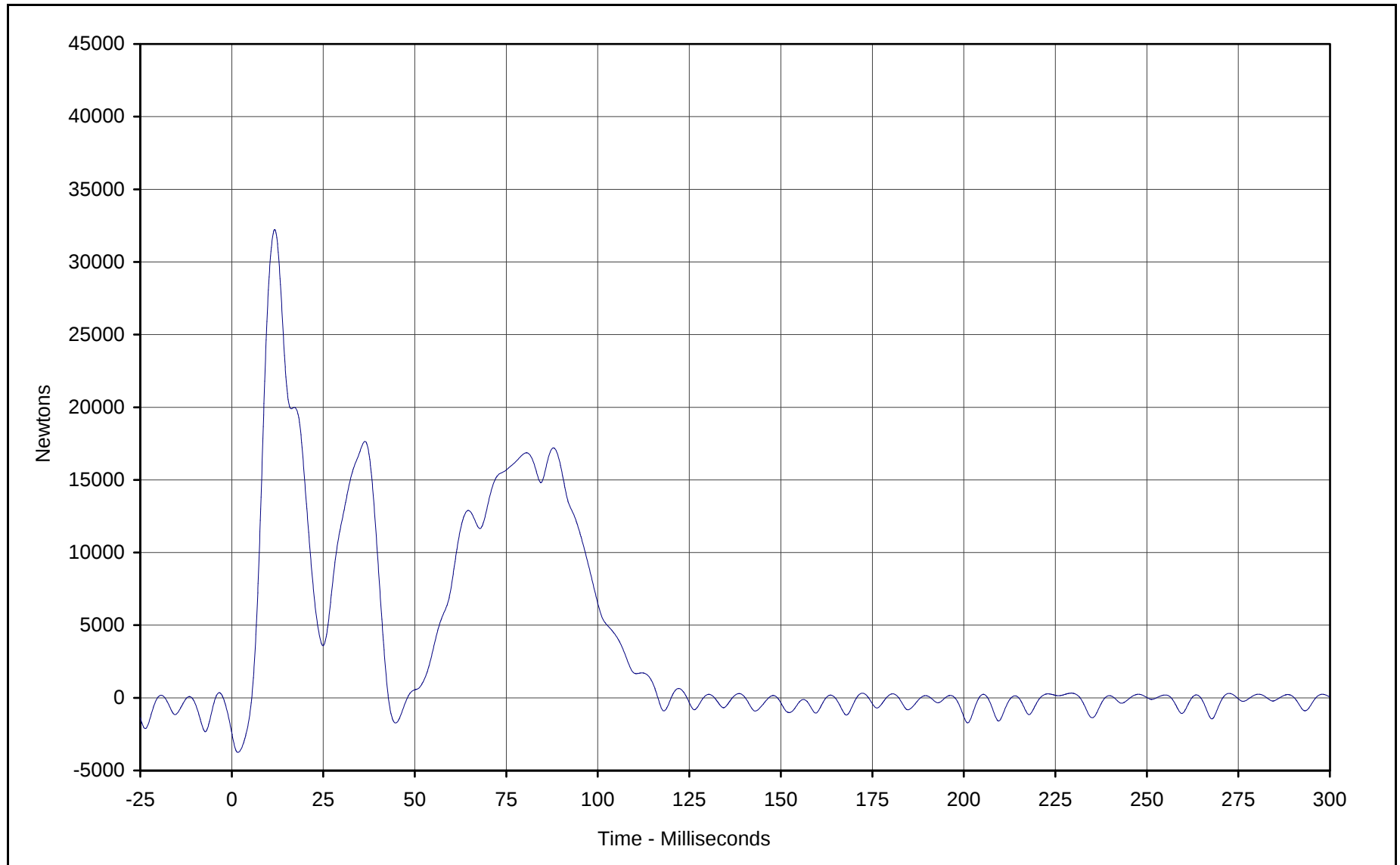
Curve Description: Barrier Force Sum Group 4
Maximum Value: 31439.2 at 35.6 Milliseconds
Minimum Value: -664.8 at 4.5 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-004

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-29



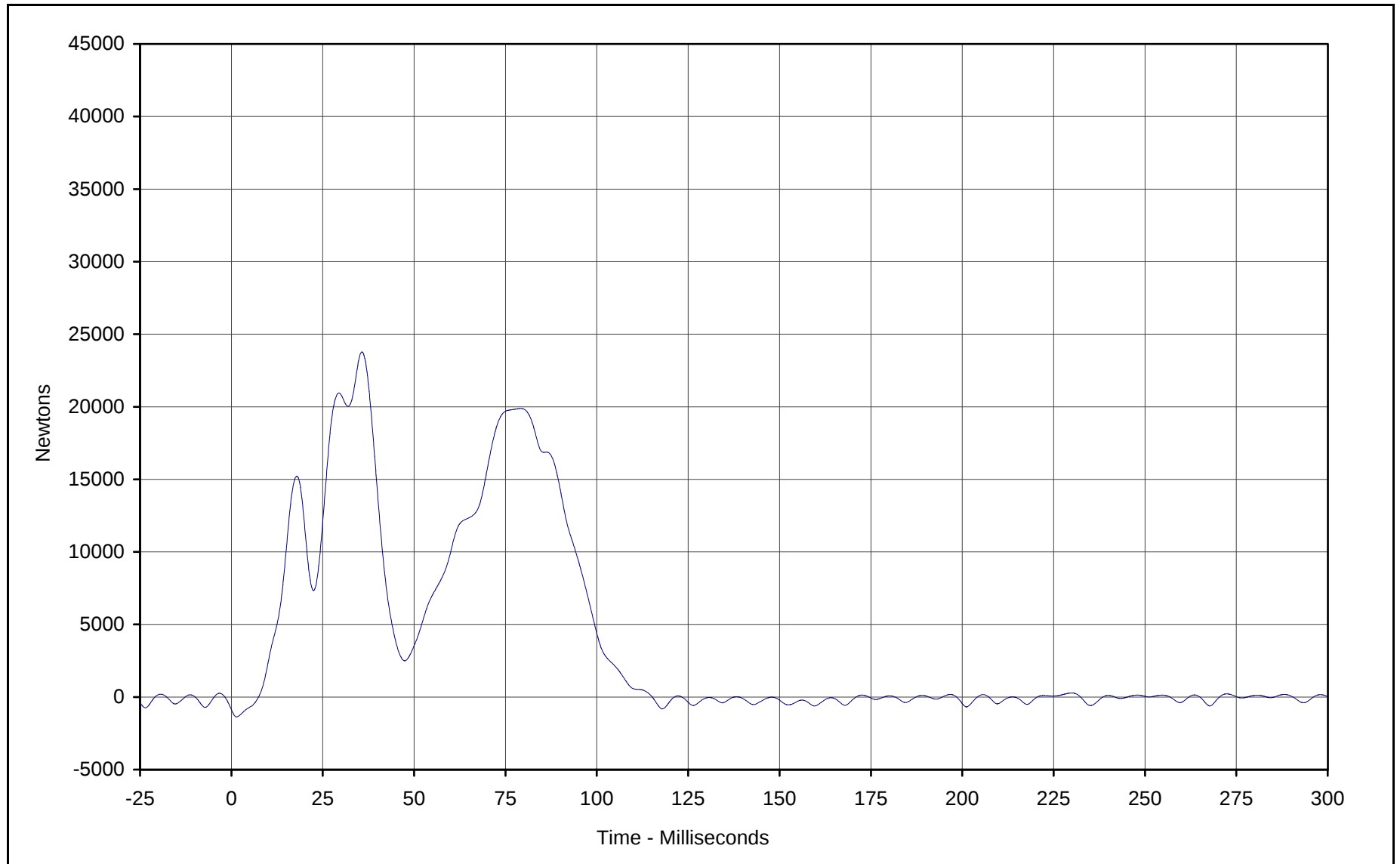
Curve Description: Barrier Force Sum Group 5
Maximum Value: 32228.6 at 11.7 Milliseconds
Minimum Value: -3751.1 at 1.7 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-005

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-30



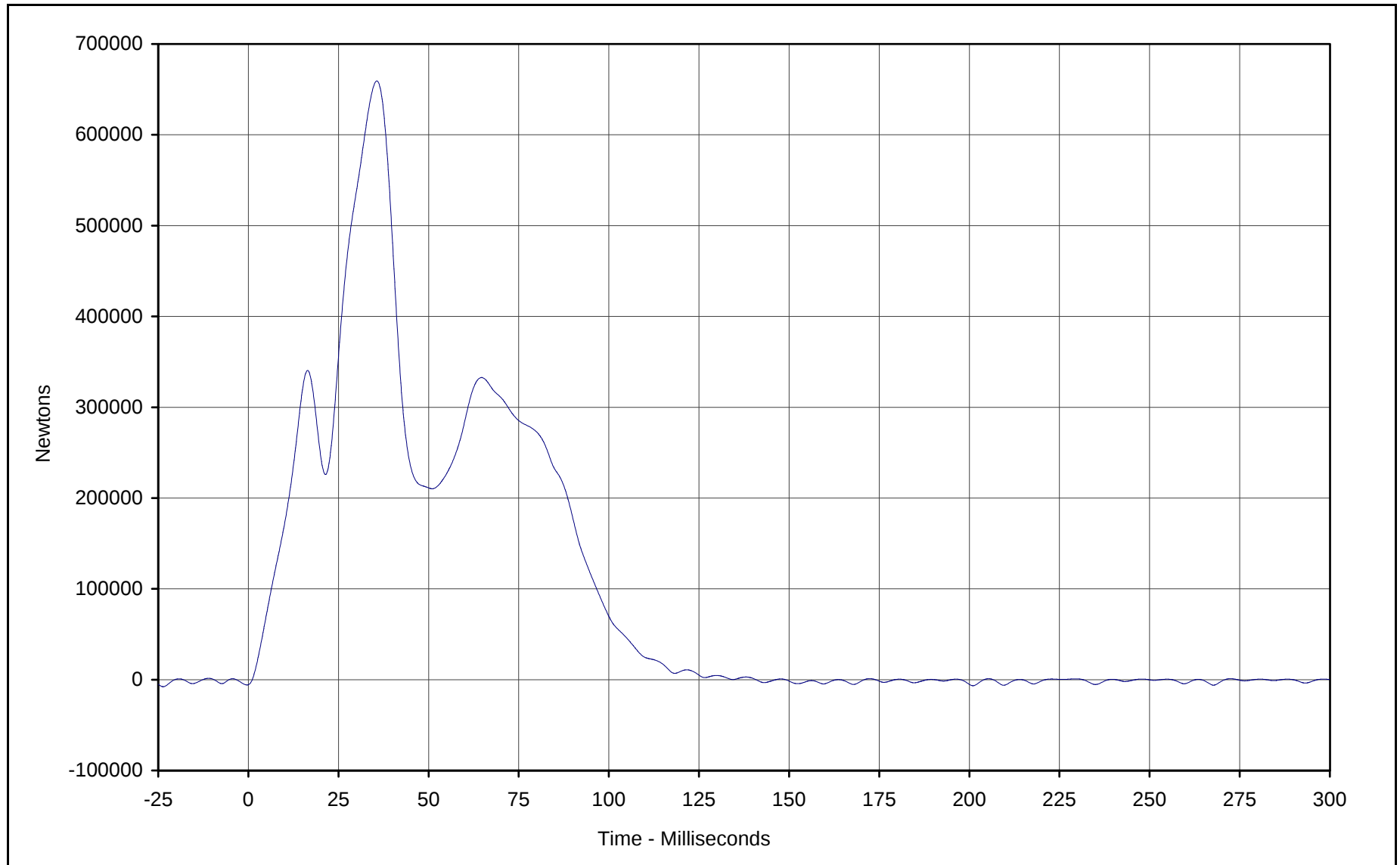
Curve Description: Barrier Force Sum Group 6
Maximum Value: 23775.8 at 35.7 Milliseconds
Minimum Value: -1368.2 at 1.4 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-006

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-31



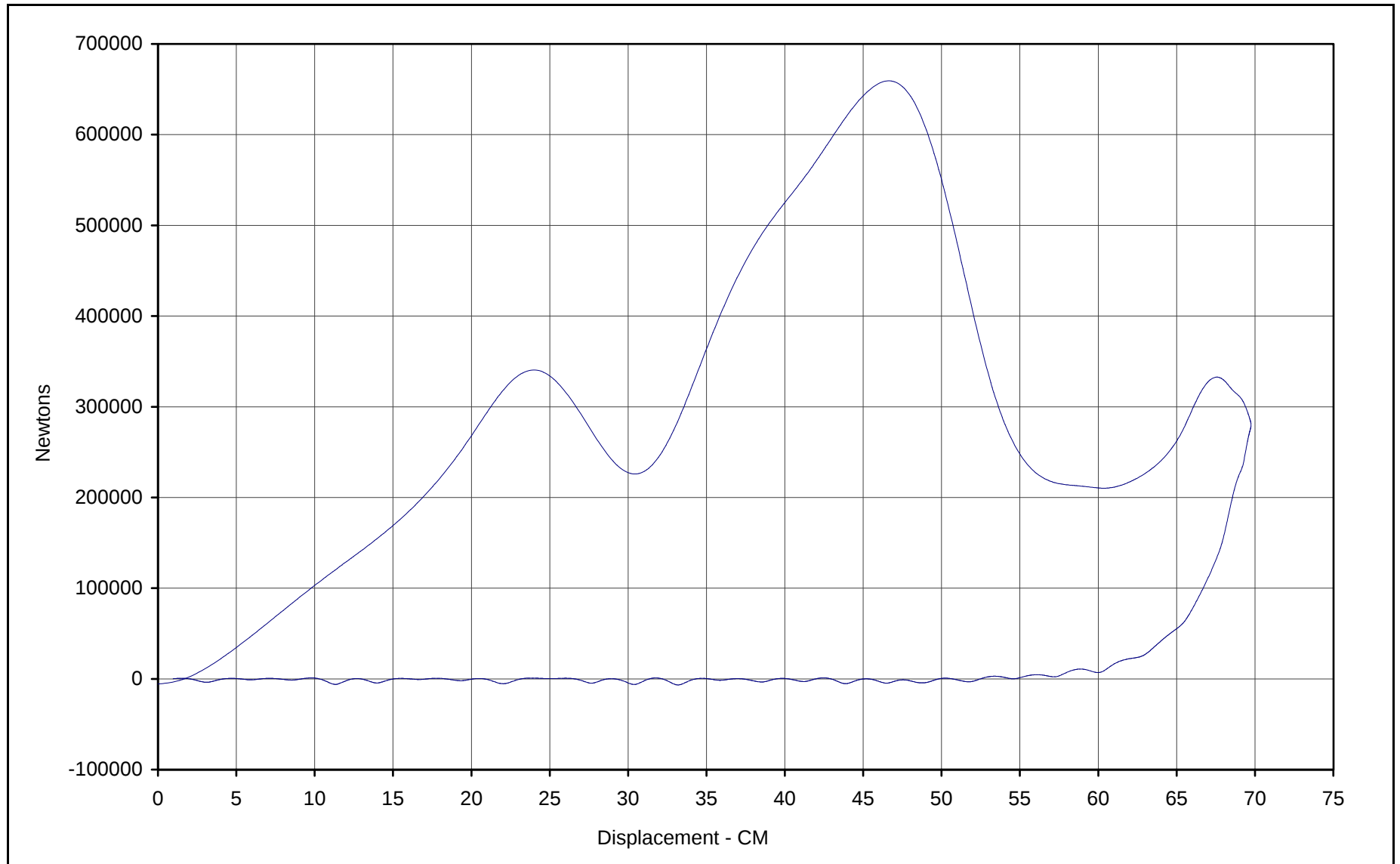
Curve Description: Barrier Force Sum Total
Maximum Value: 659293.8 at 35.6 Milliseconds
Minimum Value: -6693.6 at 201.0 Milliseconds
SAE Filter Class: 60
Date of Test: 02/06/01
Curve Number: SUM-007

Test Program: 2001 NHTSA 35mph NCAP No.: HON001
Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

C-32



Curve Description: Sum Force Total vs. Dynamic Crush

Maximum Displ.: 69.7 at 77.2 Milliseconds

Maximum Force: 659293.8 at 35.6 Milliseconds

Measured Energy: 196075.58 Joules

Date of Test: 02/06/01

Curve Number: XVY-001

Test Program: 2001 NHTSA 35mph NCAP No.: HON001

Test Vehicle: 2001 Honda Accord EX 2 Door Coupe



KAR21015-01

BARRIER LOAD CELL SUMMARY DATATest Vehicle: 2001 Honda Accord EX 2 Door CoupeNHTSA No.: HON001Test Program: 2001 NHTSA 35mph NCAPTest Date: 02/06/01**BARRIER LOAD CELL PEAK FORCES**

Location	Units	Max	Time	Min	Time
Barrier Force A2	Newtons	1876.5	37.3	-659.7	22.4
Barrier Force A3	Newtons	23650.1	31.4	-623.1	4.0
Barrier Force A4	Newtons	25253.4	35.3	-825.1	21.6
Barrier Force A5	Newtons	32942.2	37.0	-2005.1	22.4
Barrier Force A6	Newtons	35837.8	37.3	-1260.4	1.3
Barrier Force A7	Newtons	18065.3	38.1	-1133.9	1.3
Barrier Force A8	Newtons	5937.6	38.3	-807.1	21.9
Barrier Force A9	Newtons	426.3	45.1	-987.5	48.9
Barrier Force B2	Newtons	36375.4	34.7	-309.8	5.6
Barrier Force B3	Newtons	117560.9	27.9	-818.4	2.8
Barrier Force B4	Newtons	78071.7	34.7	-138.1	154.9
Barrier Force B5	Newtons	79442.9	36.5	-695.7	201.1
Barrier Force B6	Newtons	55020.7	37.1	-559.0	201.0
Barrier Force B7	Newtons	119175.0	25.2	-802.3	2.0
Barrier Force B8	Newtons	7643.4	37.2	-491.6	1.2
Barrier Force B9	Newtons	372.3	53.2	-1013.2	22.7
Barrier Force C2	Newtons	19483.0	39.6	-341.0	5.6
Barrier Force C3	Newtons	15057.5	34.4	-410.3	3.5
Barrier Force C4	Newtons	12346.0	11.3	-1501.4	1.8
Barrier Force C5	Newtons	8891.0	11.6	-1311.8	1.8
Barrier Force C6	Newtons	11229.4	12.2	-947.6	1.5
Barrier Force C7	Newtons	12608.5	17.4	-687.9	45.4
Barrier Force C8	Newtons	18976.7	35.8	-433.0	12.0
Barrier Force C9	Newtons	990.6	37.3	-747.9	22.8
Barrier Force Sum Group 1	Newtons	170346.9	34.4	-1851.4	3.4
Barrier Force Sum Group 2	Newtons	300166.1	35.9	-2544.4	201.0
Barrier Force Sum Group 3	Newtons	130079.7	26.4	-3270.3	1.4
Barrier Force Sum Group 4	Newtons	31439.2	35.6	-664.8	4.5
Barrier Force Sum Group 5	Newtons	32228.6	11.7	-3751.1	1.7
Barrier Force Sum Group 6	Newtons	23775.8	35.7	-1368.2	1.4
Barrier Force Sum Total	Newtons	659293.8	35.6	-6693.6	201.0

Barrier Load cells A1,B1,C1, and D1 through D9 (12 locations) were not recorded.

APPENDIX D

INSTRUMENTATION DATA CHANNEL ASSIGNMENTS

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
1	HEAD, PRIMARY	X	KEAC039	Accel.,1/2 bridge	Endevco	7264-2000	G
2	HEAD, PRIMARY	Y	KEAC038	Accel.,1/2 bridge	Endevco	7264-2000	G
3	HEAD, PRIMARY	Z	KEAC027	Accel.,1/2 bridge	Endevco	7264-2000	G
4	HEAD, REDUNDANT	X	KEAC031	Accel.,1/2 bridge	Endevco	7264-2000	G
5	HEAD, REDUNDANT	Y	KEAC032	Accel.,1/2 bridge	Endevco	7264-2000	G
6	HEAD, REDUNDANT	Z	KEAC026	Accel.,1/2 bridge	Endevco	7264-2000	G
7	NECK FORCE	X	GPUN02FX	Load cell, six axis neck	R. A. Denton	1716A	N
8	NECK FORCE	Y	GPUN02FY	Load cell, six axis neck	R. A. Denton	1716A	N
9	NECK FORCE	Z	GPUN02FZ	Load cell, six axis neck	R. A. Denton	1716A	N
10	NECK MOMENT	X	GPUN02MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
11	NECK MOMENT	Y	GPUN02MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
12	NECK MOMENT	Z	GPUN02MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
13	CHEST , PRIMARY	X	GPAC031	Accel., 1/2 bridge	Endevco	7264-2000	G
14	CHEST , PRIMARY	Y	GPAC024	Accel., 1/2 bridge	Endevco	7264-2000	G
15	CHEST , PRIMARY	Z	GPAC029	Accel., 1/2 bridge	Endevco	7264-2000	G
16	CHEST , REDUNDANT	X	KEAC023	Accel.,1/2 bridge	Endevco	7264-200	G
17	CHEST , REDUNDANT	Y	KEAC022	Accel.,1/2 bridge	Endevco	7264-200	G
18	CHEST , REDUNDANT	Z	KEAC024	Accel.,1/2 bridge	Endevco	7264-200	G
19	CHEST DISPLACEMENT	X	GPCP001	Rotary Pot Chest	Servo	14CBI	MM
20	PELVIS, PRIMARY	X	KEAC019	Accel.,1/2 bridge	Endevco	7264-200	G
21	PELVIS, PRIMARY	Y	KEAC020	Accel.,1/2 bridge	Endevco	7264-200	G
22	PELVIS, PRIMARY	Z	KEAC021	Accel.,1/2 bridge	Endevco	7264-200	G
23	LEFT FEMUR FORCE	Z	KEFF001	Load cell, Femur	R.A. Denton	2121	N
24	RIGHT FEMUR FORCE	Z	KEFF002	Load cell, Femur	R.A. Denton	2121	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Driver A.T.D. Serial Number 35
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
25	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
26	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
27	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
28	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
29	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
30	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
31	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
32	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
33	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
34	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
35	FOOT LEFT	X	KEIC003X	Accel., Foot Triax	I.C. Sensor	3031-500	G
36	FOOT LEFT	Y	KEIC003Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
37	FOOT LEFT	Z	KEIC003Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
38	FOOT RIGHT	X	KEIC004X	Accel., Foot Triax	I.C. Sensor	3031-500	G
39	FOOT RIGHT	Y	KEIC004Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
40	FOOT RIGHT	Z	KEIC004Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
41	LAP BELT FORCE	X	KELC001	Load cell, Seat belt	Lebow	3371	N
42	SHOULDER BELT FORCE	X	KELC002	Load cell, Seat belt	Lebow	3371	N
43	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	CM
44	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
45	HEAD, PRIMARY	X	GPAC027	Accel., 1/2 bridge	Endevco	7264-2000	G
46	HEAD, PRIMARY	Y	GPAC002	Accel., 1/2 bridge	Endevco	7264-2000	G
47	HEAD, PRIMARY	Z	GPAC003	Accel., 1/2 bridge	Endevco	7264-2000	G
48	HEAD, REDUNDANT	X	GPAC032	Accel., 1/2 bridge	Endevco	7264-2000	G
49	HEAD, REDUNDANT	Y	GPAC021	Accel., 1/2 bridge	Endevco	7264-2000	G
50	HEAD, REDUNDANT	Z	GPAC026	Accel., 1/2 bridge	Endevco	7264-2000	G
51	NECK FORCE	X	GPUN01FX	Load cell, six axis neck	R. A. Denton	1716A	N
52	NECK FORCE	Y	GPUN01FY	Load cell, six axis neck	R. A. Denton	1716A	N
53	NECK FORCE	Z	GPUN01FZ	Load cell, six axis neck	R. A. Denton	1716A	N
54	NECK MOMENT	X	GPUN01MX	Load cell, six axis neck	R. A. Denton	1716A	Nm
55	NECK MOMENT	Y	GPUN01MY	Load cell, six axis neck	R. A. Denton	1716A	Nm
56	NECK MOMENT	Z	GPUN01MZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
57	CHEST , PRIMARY	X	GPAC005	Accel., 1/2 bridge	Endevco	7264-2000	G
58	CHEST , PRIMARY	Y	GPAC011	Accel., 1/2 bridge	Endevco	7264-2000	G
59	CHEST , PRIMARY	Z	GPAC010	Accel., 1/2 bridge	Endevco	7264-2000	G
60	CHEST , REDUNDANT	X	GPAC034	Accel., 1/2 bridge	Endevco	7264-2000	G
61	CHEST , REDUNDANT	Y	GPAC023	Accel., 1/2 bridge	Endevco	7264-2000	G
62	CHEST , REDUNDANT	Z	GPAC020	Accel., 1/2 bridge	Endevco	7264-2000	G
63	CHEST DISPLACEMENT	X	GPCP002	Rotary Pot Chest	Servo	14CBI	MM
64	PELVIS, PRIMARY	X	GPAC025	Accel., 1/2 bridge	Endevco	7264-2000	G
65	PELVIS, PRIMARY	Y	GPAC022	Accel., 1/2 bridge	Endevco	7264-2000	G
66	PELVIS, PRIMARY	Z	GPAC019	Accel., 1/2 bridge	Endevco	7264-2000	G
67	LEFT FEMUR FORCE	Z	KEFF003	Load cell, Femur	R.A. Denton	2121	N
68	RIGHT FEMUR FORCE	Z	KEFF004	Load cell, Femur	R.A. Denton	2121	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Passenger A.T.D. Serial Number 34
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
69	UP. TIBIA LEFT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
70	UP. TIBIA LEFT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
71	UP. TIBIA RIGHT MOM.	X	GPOT09MX	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
72	UP. TIBIA RIGHT MOM.	Y	GPOT09MY	2 ch., Upper tibia gage	R. A. Denton	1583	Nm
73	LWR. TIBIA LEFT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
74	LWR. TIBIA LEFT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
75	LWR. TIBIA LEFT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
76	LWR. TIBIA RIGHT MOM.	X	GPLT09MX	3 ch., lower tibia gage	R. A. Denton	3093	Nm
77	LWR. TIBIA RIGHT MOM.	Y	GPLT09MY	3 ch., lower tibia gage	R. A. Denton	3093	Nm
78	LWR. TIBIA RIGHT FORCE	Z	GPLT09FZ	3 ch., lower tibia gage	R. A. Denton	3093	N
79	FOOT LEFT	X	KEIC002X	Accel., Foot Triax	I.C. Sensor	3031-500	G
80	FOOT LEFT	Y	KEIC002Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
81	FOOT LEFT	Z	KEIC002Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
82	FOOT RIGHT	X	KEIC001X	Accel., Foot Triax	I.C. Sensor	3031-500	G
83	FOOT RIGHT	Y	KEIC001Y	Accel., Foot Triax	I.C. Sensor	3031-500	G
84	FOOT RIGHT	Z	KEIC001Z	Accel., Foot Triax	I.C. Sensor	3031-500	G
85	LAP BELT FORCE	X	KELC003	Load cell, Seat belt	Lebow	3371	N
86	SHOULDER BELT FORCE	X	KELC004	Load cell, Seat belt	Lebow	3371	N
87	SHOULDER BELT SPOOL	X	KEPP001	Pullout pot	Celesco	PTX101-0030	MM
88	SHOULDER BELT ELONG.	X	KEEP001	Linear pot., belt stretch	E.T.I.	LCP8-10 10K	MM/CM

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Vehicle Accelerometers and Reference Channel
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
89	Left Rear Primary	X	KEVA010	Accel., Vehicle block	I.C. Sensor	3031-200	G
90	Right Rear Primary	Y	KEVA006	Accel., Vehicle block	I.C. Sensor	3031-200	G
91	Engine Top	X	KEVA001	Accel., Vehicle block	I.C. Sensor	3031-500	G
92	Engine Bottom	Y	KEVA008	Accel., Vehicle block	I.C. Sensor	3031-500	G
93	Left Brake Caliper	X	KEVA004	Accel., Vehicle block	I.C. Sensor	3031-500	G
94	Right Brake Caliper	Y	KEVA009	Accel., Vehicle block	I.C. Sensor	3031-500	G
95	Instrument Panel	X	KEVA003	Accel., Vehicle block	I.C. Sensor	3031-500	G
96	Left Rear Redundant	Y	KEVA011	Accel., Vehicle block	I.C. Sensor	3031-200	G
97	Zero Reference	N/A	N/A	N/A	N/A	N/A	N/A

**2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
02/06/01
2001 Honda Accord EX 2 Door Coupe**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
98	BARRIER FORCE A1	X	BARRIER	Not Used	N/A	N/A	N/A
99	BARRIER FORCE A2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
100	BARRIER FORCE A3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
101	BARRIER FORCE A4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
102	BARRIER FORCE A5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
103	BARRIER FORCE A6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
104	BARRIER FORCE A7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
105	BARRIER FORCE A8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
106	BARRIER FORCE A9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
107	BARRIER FORCE B1	X	BARRIER	Not Used	N/A	N/A	N/A
108	BARRIER FORCE B2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
109	BARRIER FORCE B3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
110	BARRIER FORCE B4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
111	BARRIER FORCE B5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
112	BARRIER FORCE B6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
113	BARRIER FORCE B7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
114	BARRIER FORCE B8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
115	BARRIER FORCE B9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N

2001 NHTSA 35mph NCAP
Instrumentation Data Channel Assignments
Rigid Load Cell Barrier
02/06/01
2001 Honda Accord EX 2 Door Coupe

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
116	BARRIER FORCE C1	X	BARRIER	Not Used	N/A	N/A	N/A
117	BARRIER FORCE C2	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
118	BARRIER FORCE C3	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
119	BARRIER FORCE C4	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
120	BARRIER FORCE C5	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
121	BARRIER FORCE C6	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
122	BARRIER FORCE C7	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
123	BARRIER FORCE C8	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
124	BARRIER FORCE C9	X	BARRIER	Load Cell, LCB	Lebow	1220-FS	N
125	BARRIER FORCE D1	X	BARRIER	Not Used	N/A	N/A	N/A
126	BARRIER FORCE D2	X	BARRIER	Not Used	N/A	N/A	N/A
127	BARRIER FORCE D3	X	BARRIER	Not Used	N/A	N/A	N/A
128	BARRIER FORCE D4	X	BARRIER	Not Used	N/A	N/A	N/A
129	BARRIER FORCE D5	X	BARRIER	Not Used	N/A	N/A	N/A
130	BARRIER FORCE D6	X	BARRIER	Not Used	N/A	N/A	N/A
131	BARRIER FORCE D7	X	BARRIER	Not Used	N/A	N/A	N/A
132	BARRIER FORCE D8	X	BARRIER	Not Used	N/A	N/A	N/A
133	BARRIER FORCE D9	X	BARRIER	Not Used	N/A	N/A	N/A

APPENDIX E
DUMMY CALIBRATION DATA



Hybrid III Calibration Data Sheet

50TH Percentile Male

Left Knee Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: LK02A

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.103	Pass
Peak Probe Force	Newtons	4715 to 5782	5348.8	Pass
Overall Test Results				Pass

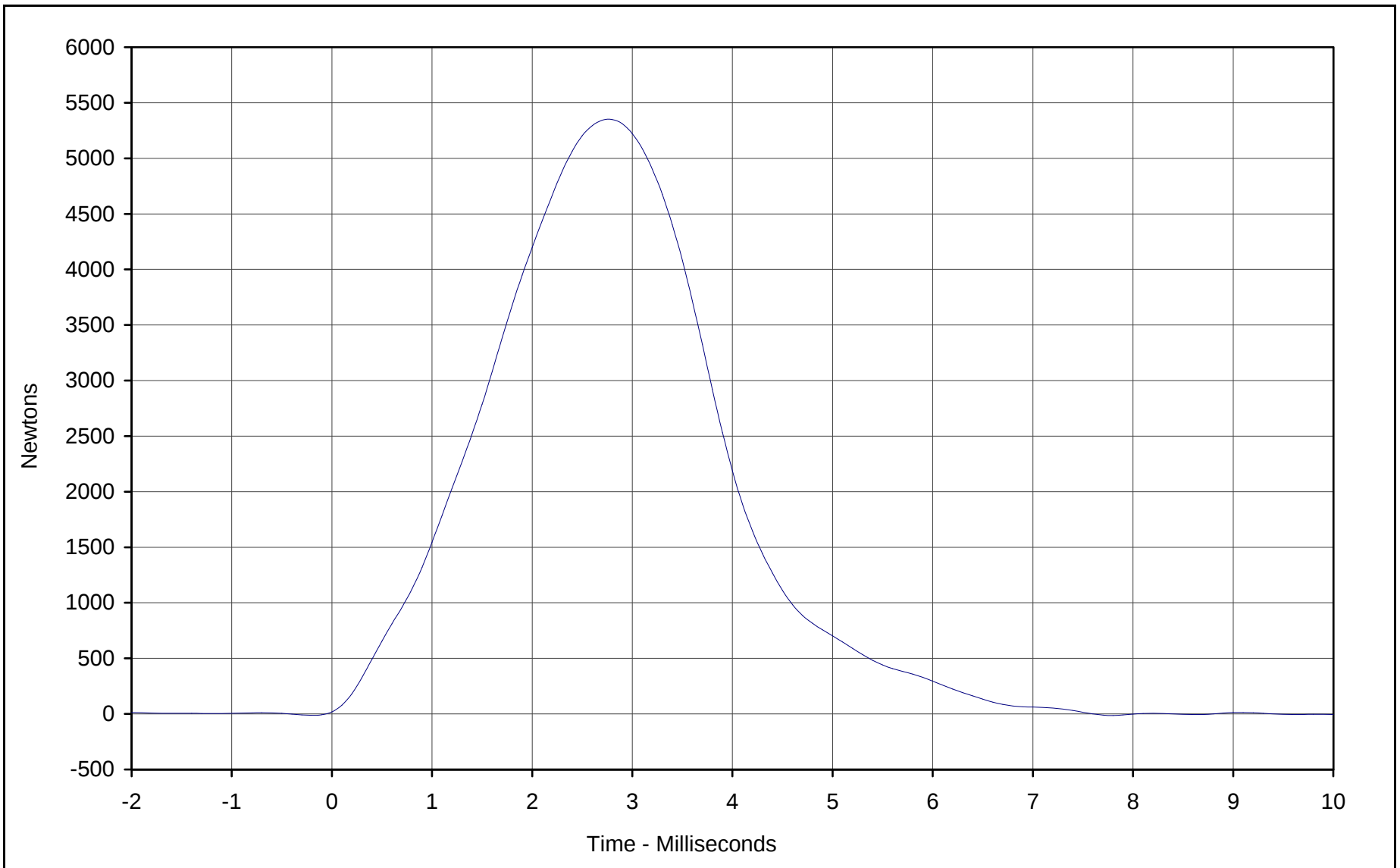
Laboratory Technician

February 2, 2001
Test Date

Approved By

Date

E-2



Curve Description: Probe Force

Maximum Value:	<u>5348.8</u>	at	<u>2.8</u>	Milliseconds
Minimum Value:	<u>-14.2</u>	at	<u>7.8</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/2/01</u>			
ATD Serial No.:	<u>034</u>			

Testing Program: Hybrid III Left Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: LK02A



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Right Knee Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: RK02A

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.085	Pass
Peak Probe Force	Newtons	4715 to 5782	5732.1	Pass
Overall Test Results				Pass

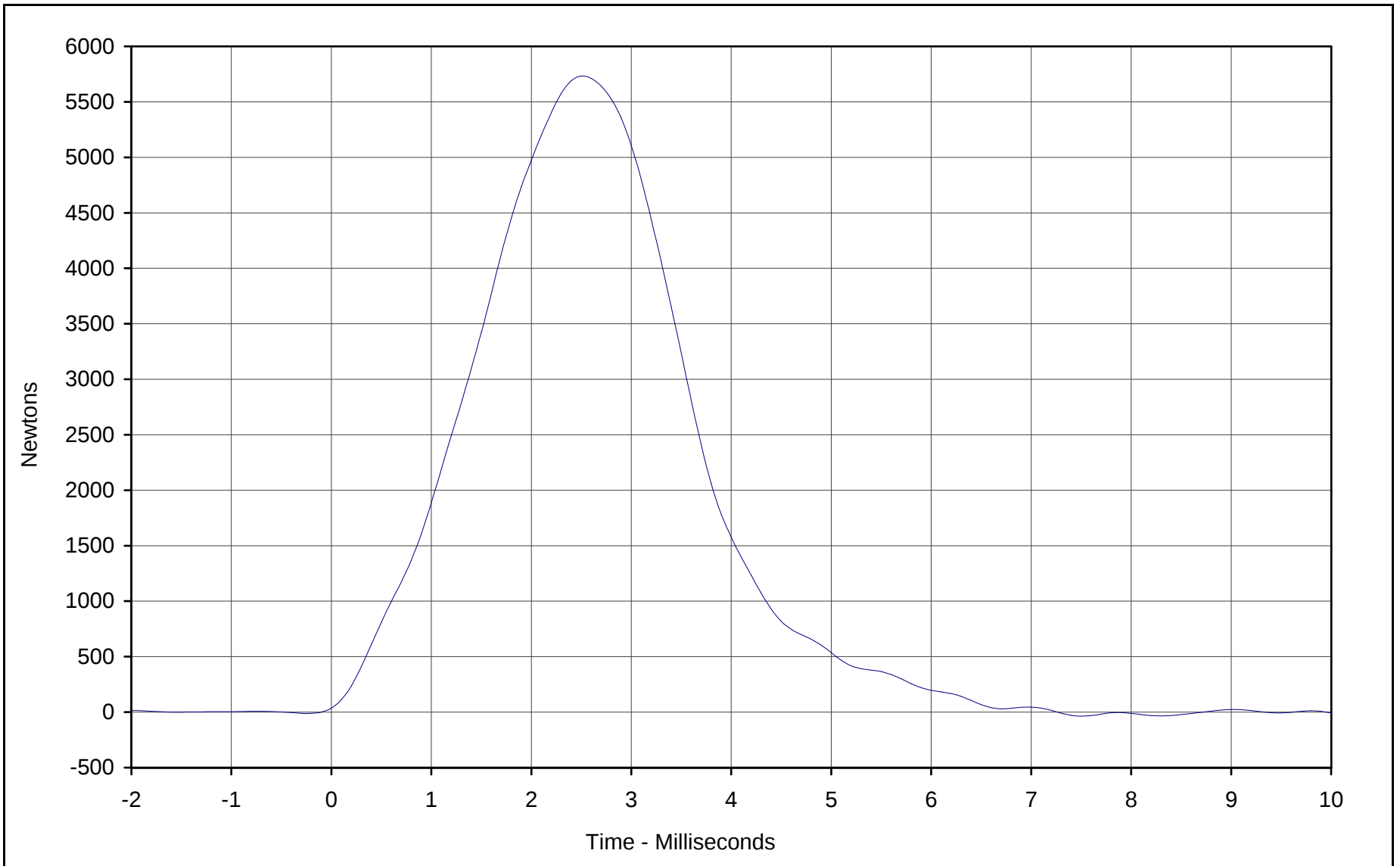
Laboratory Technician

February 2, 2001
Test Date

Approved By

Date

E-4



Curve Description: Probe Force

Maximum Value:	<u>5732.1</u>	at	<u>2.5</u>	Milliseconds
Minimum Value:	<u>-36.6</u>	at	<u>7.5</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/2/01</u>			
ATD Serial No.:	<u>034</u>			

Testing Program: Hybrid III Right Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: RK02A



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Head Drop Calibration

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: HD02A

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	226.7	Pass
Peak Lateral Acceleration	G's	≤15.0	4.8	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results				Pass

Laboratory Technician

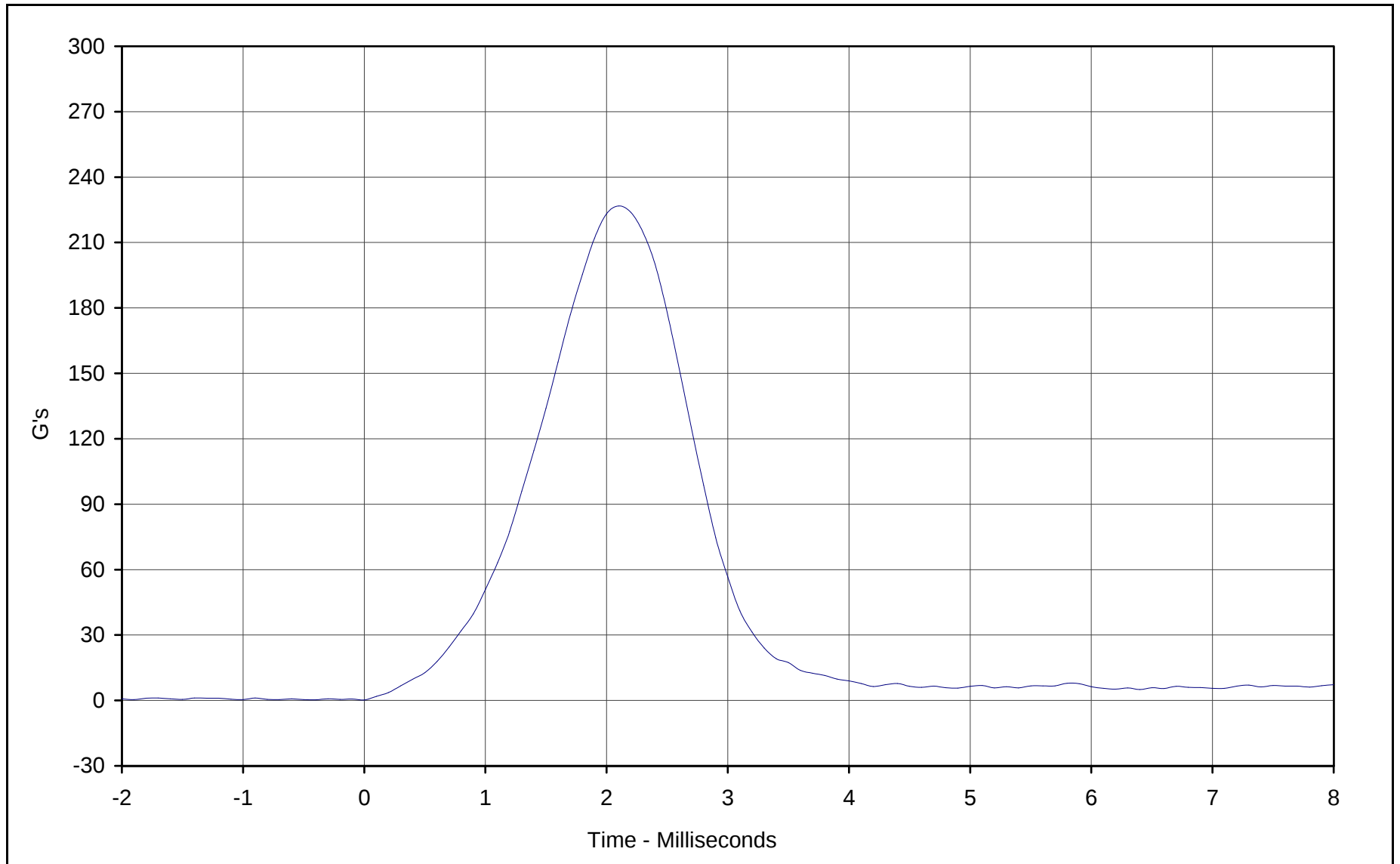
February 2, 2001

Test Date

Approved By

Date

E-6



Curve Description: Head Resultant Acceleration

Maximum Value:	<u>226.7</u>	at	<u>2.1</u>	Milliseconds
Minimum Value:	<u>0.2</u>	at	<u>0.0</u>	Milliseconds
SAE Filter Class:	<u>1000</u>			
Date of Test:	<u>2/2/01</u>			
ATD Serial No.:	<u>034</u>			

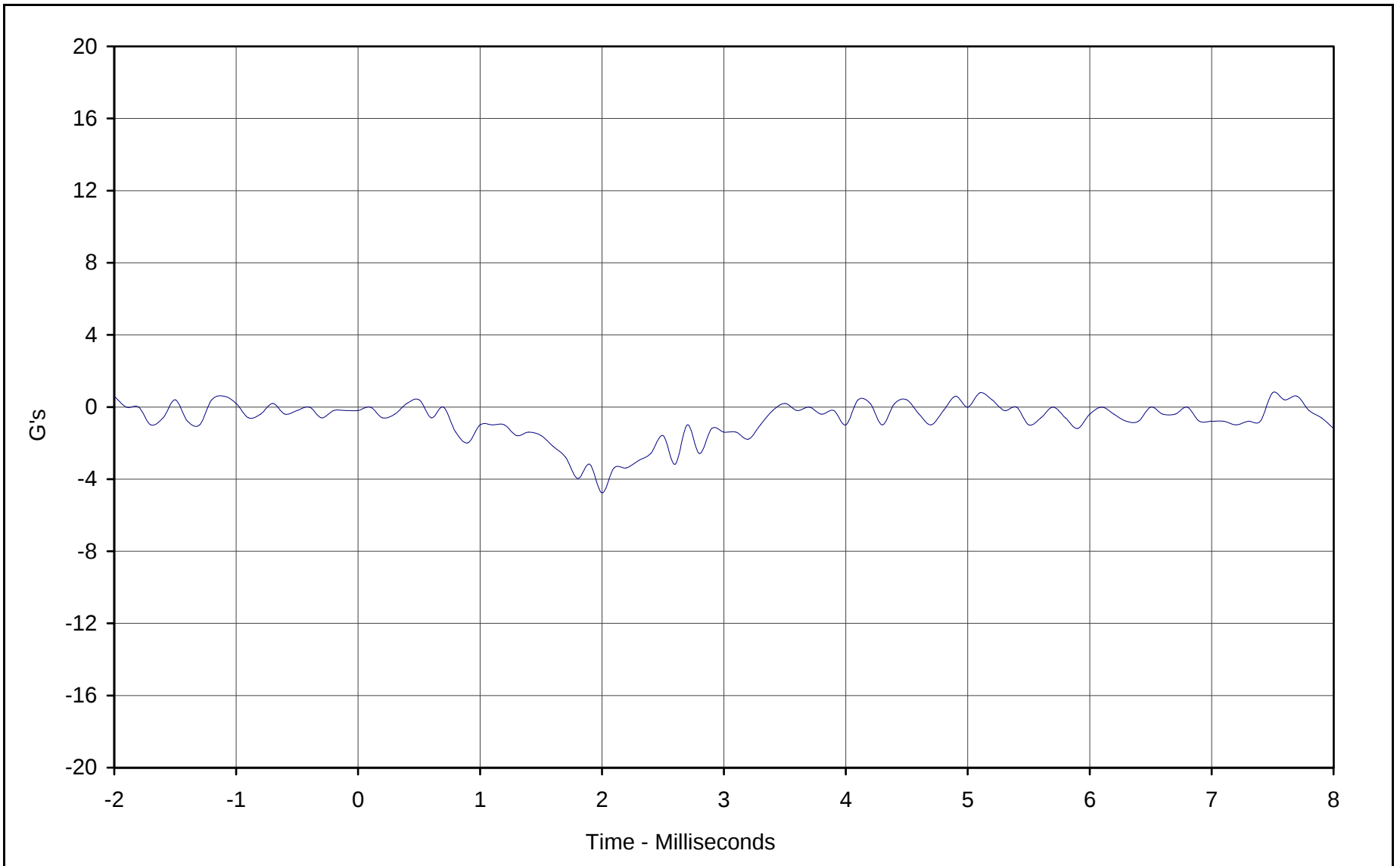
Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HD02A



KAR21015-01

E-7



Curve Description:	Head Acceleration Y Axis		
Maximum Value:	0.8	at	5.1 Milliseconds
Minimum Value:	-4.8	at	2.0 Milliseconds
SAE Filter Class:	1000		
Date of Test:	2/2/01		
ATD Serial No.:	034		

Testing Program:	Hybrid III Head Drop Calibration (Male)
Test Information:	S/N of Part: N/A Test I.D.: HD02A



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Thorax Impact Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: CH01C

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.2	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.61	Pass
Peak Probe Force	Newtons	5159 to 5893	5609	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.56	Pass
Internal Hysteresis	%	69 to 85	76.6	Pass
Overall Test Results				Pass

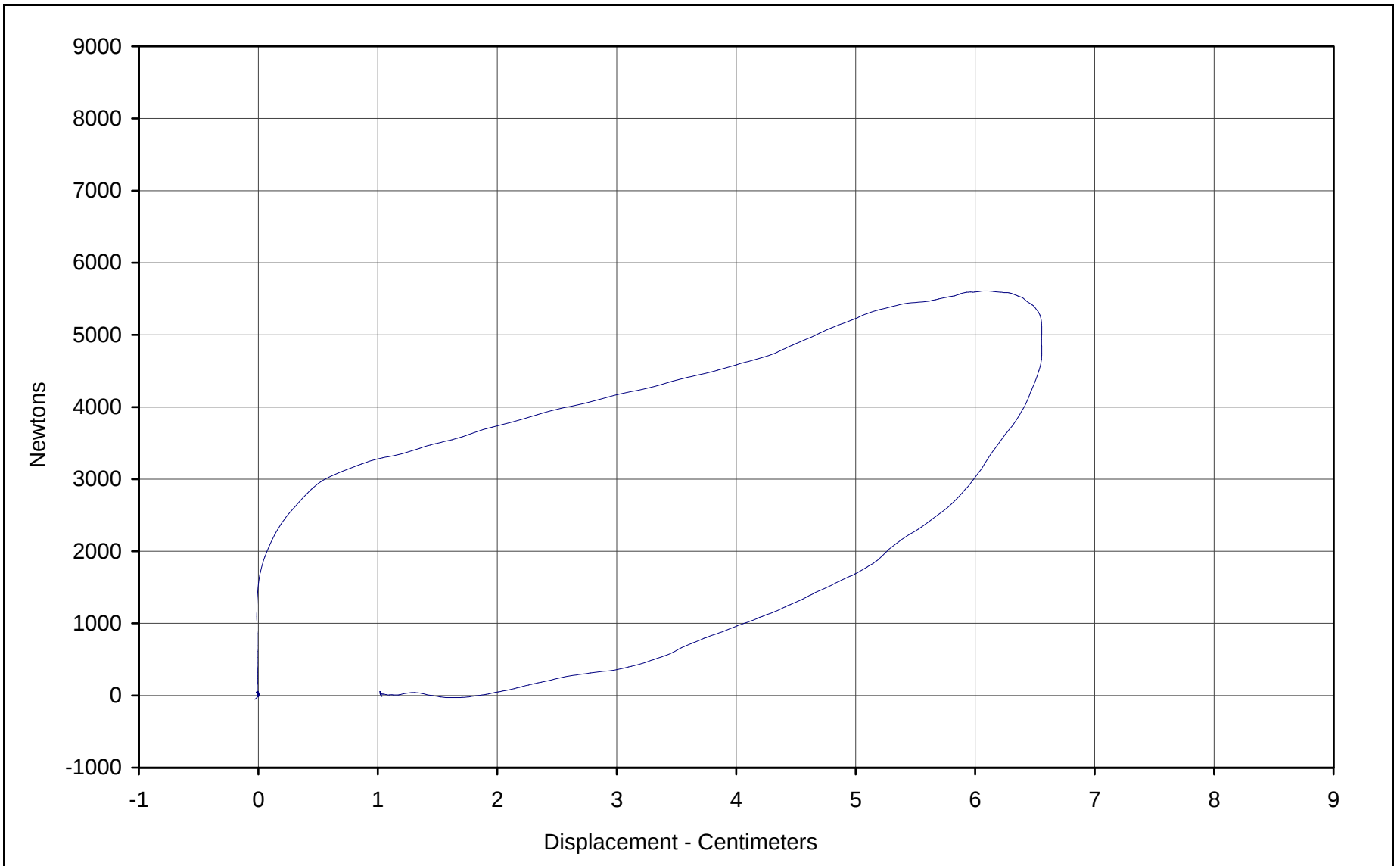
Laboratory Technician

February 5, 2001

Test Date

Approved By

Date



Curve Description: Probe Force vs. Chest Displacement

Probe Force: 5609.2 Newtons

Chest Displ.: 6.56 Centimeters

SAE Filter Class: 180

Date of Test: 2/5/01

ATD Serial No.: 034

Testing Program: Hybrid III Thorax Impact Test

Test Information: S/N of Part: N/A Test I.D.: CH01C





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Flexion Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: NF02C

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.89	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	23.0	Pass
	20 Msec.	G's	17.6 to 22.6	20.7	Pass
	30 Msec.	G's	12.5 to 18.5	17.7	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	17.7	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	38.7	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	64.0 to 78.0	73.0	Pass
	Time	Msec.	57.0 to 64.0	62.0	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	122.8	Pass
Moment About Occipital Condyle	Maximum	N·m	84.1 to 108.5	85.2	Pass
	Time	Msec.	47.0 to 58.0	57.3	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	104.1	Pass
Overall Test Results					Pass

Laboratory Technician

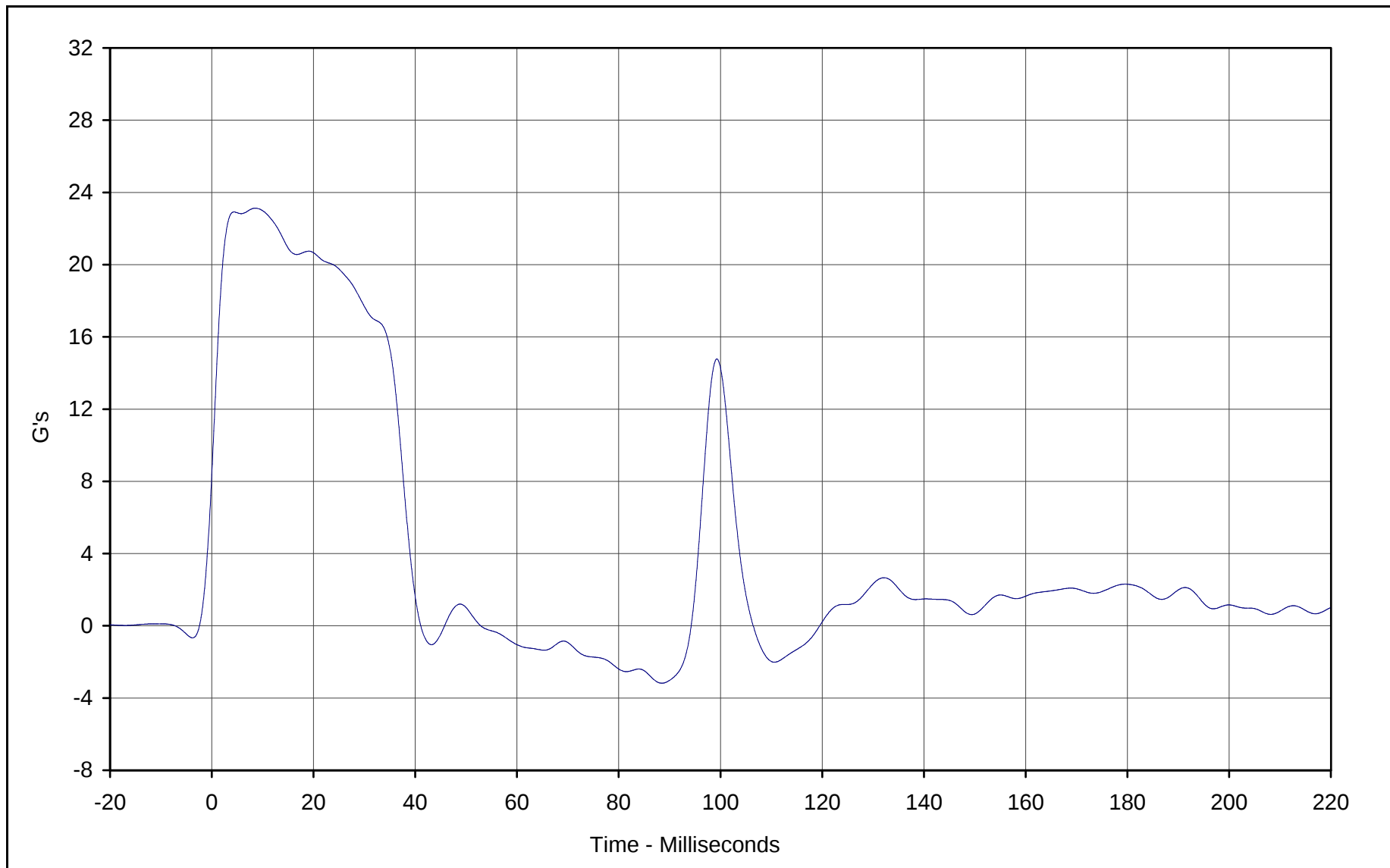
February 3, 2001

Test Date

Approved By

Date

E-11



Curve Description: Pendulum Deceleration

Maximum Value:	<u>23.1</u>	at	<u>8.5</u>	Milliseconds
Minimum Value:	<u>-3.2</u>	at	<u>88.5</u>	Milliseconds
SAE Filter Class:	<u>60</u>			
Date of Test:	<u>2/3/01</u>			
ATD Serial No.:	<u>034</u>			

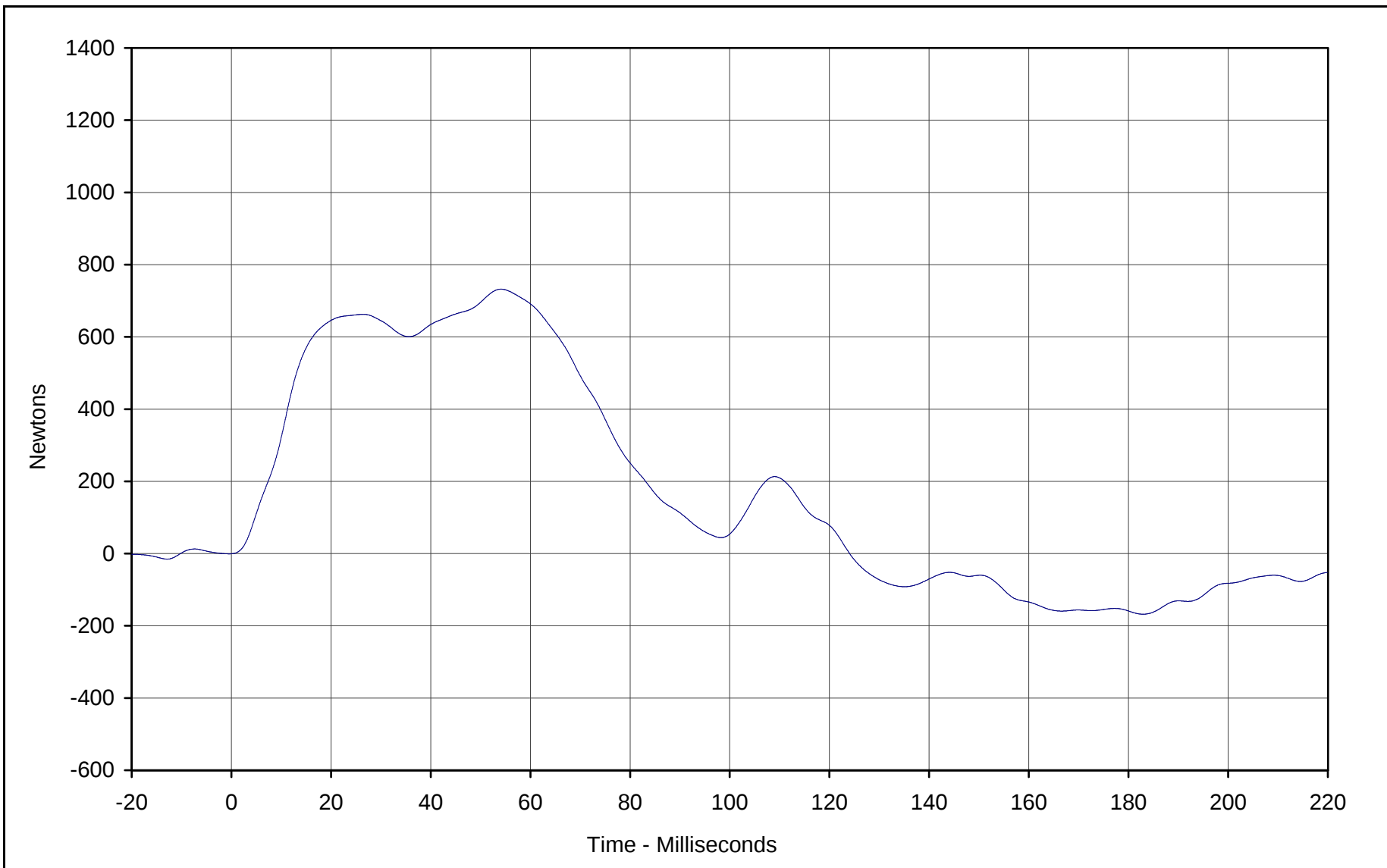
Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02C



KAR21015-01

E-12



Curve Description: Neck Force X

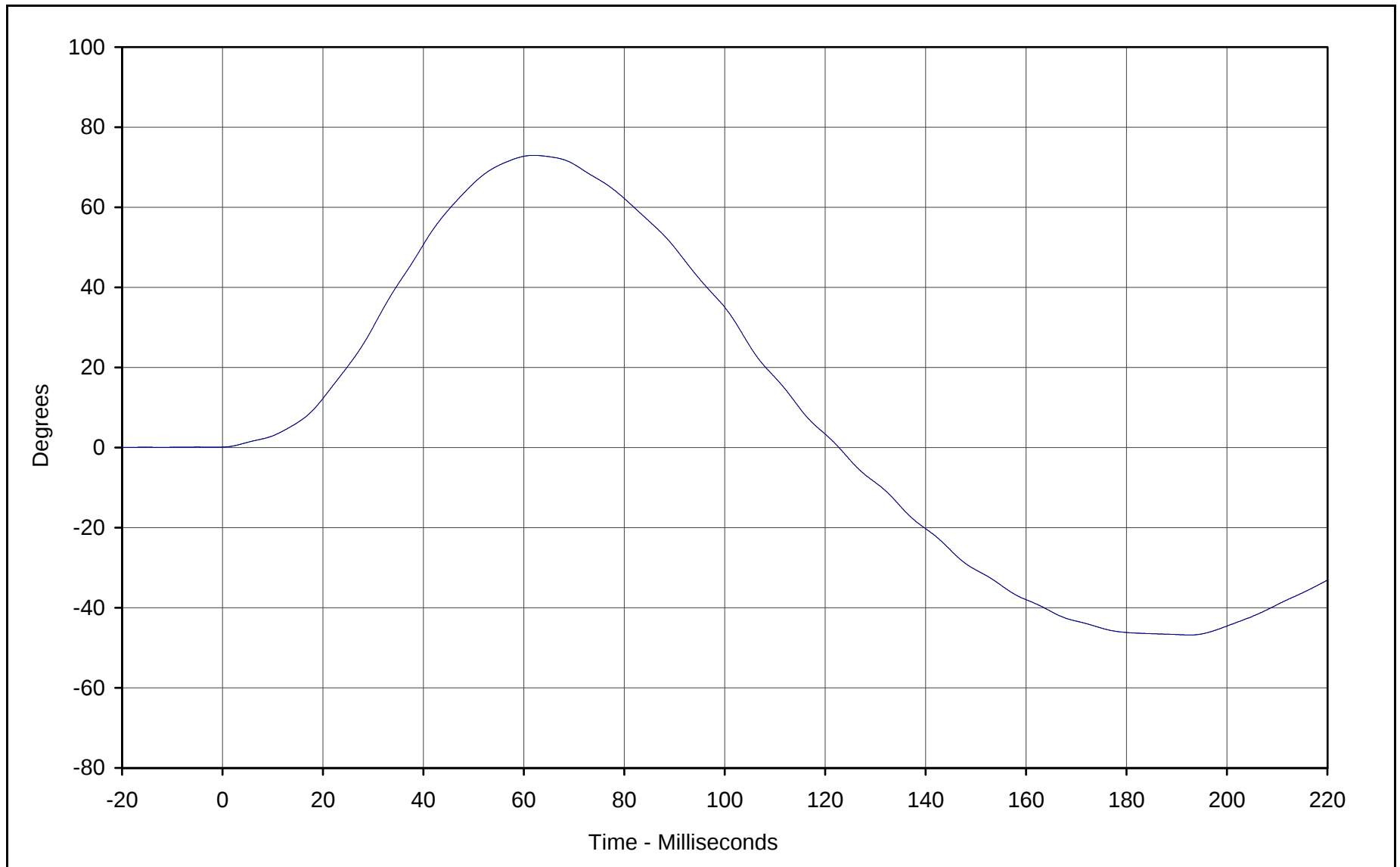
Maximum Value:	732.1	at	54.1	Milliseconds
Minimum Value:	-167.9	at	182.9	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02C



KAR21015-01



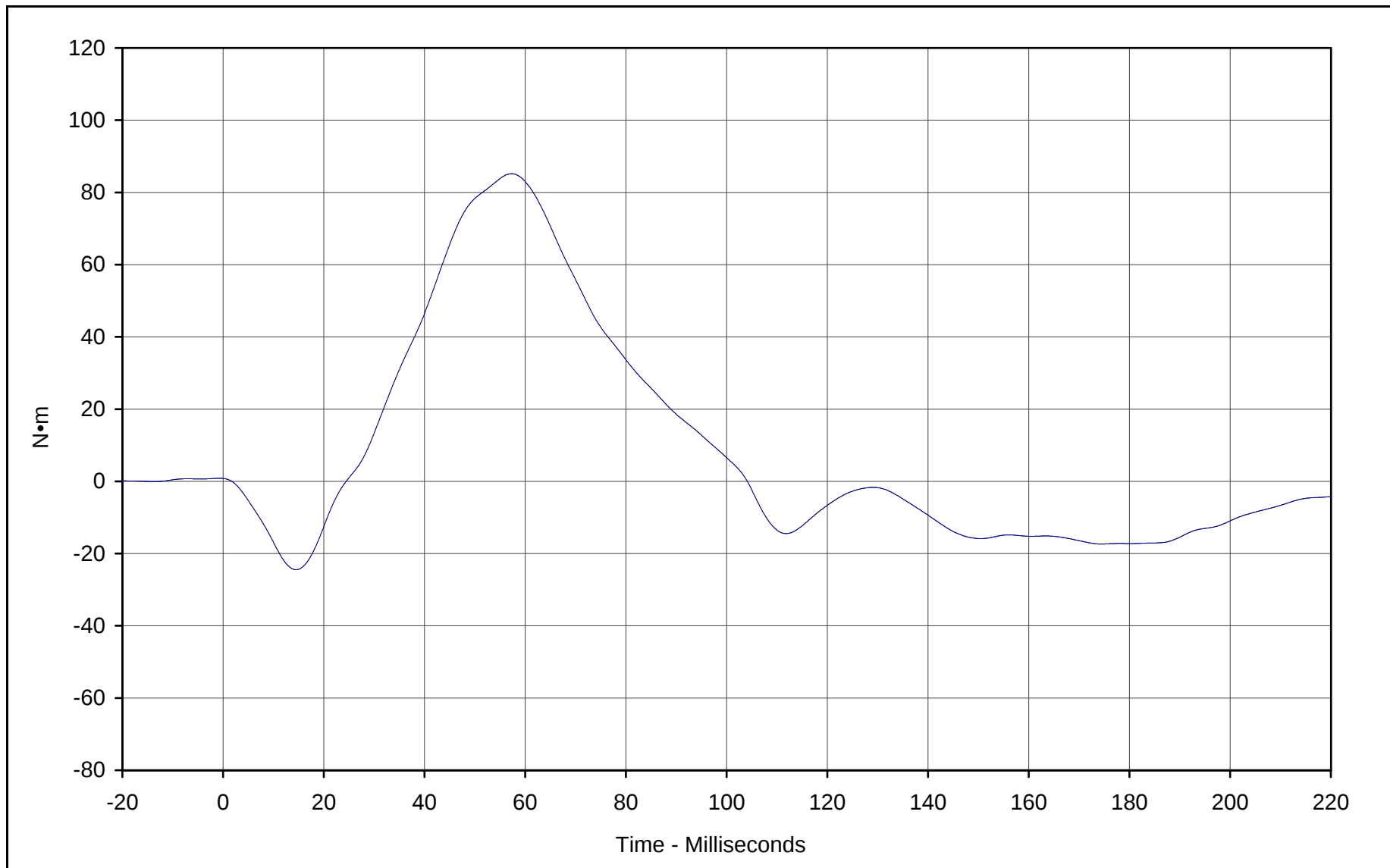
Curve Description: "D" Plane Rotation

Maximum Value:	73.0	at	62.0	Milliseconds
Minimum Value:	-46.8	at	192.6	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02C





Curve Description: Moment About Occipital Condyles

Maximum Value: 85.2 at 57.3 Milliseconds

Minimum Value: -24.5 at 14.5 Milliseconds

SAE Filter Class: 60

Date of Test: 2/3/01

ATD Serial No.: 034

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02C





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Extension Test

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: NE02C

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.15	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	20.5	Pass
	20 Msec.	G's	14.0 to 19.0	18.7	Pass
	30 Msec.	G's	11.0 to 16.0	14.7	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	14.7	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	44.3	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	92.1	Pass
	Time	Msec.	72.0 to 82.0	74.1	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	148.7	Pass
Moment About Occipital Condyle	Maximum	N•m	-52.9 to- 79.9	-69.5	Pass
	Time	Msec.	65.0 to 79.0	65.3	Pass
Negative Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	132.7	Pass
Overall Test Results					Pass

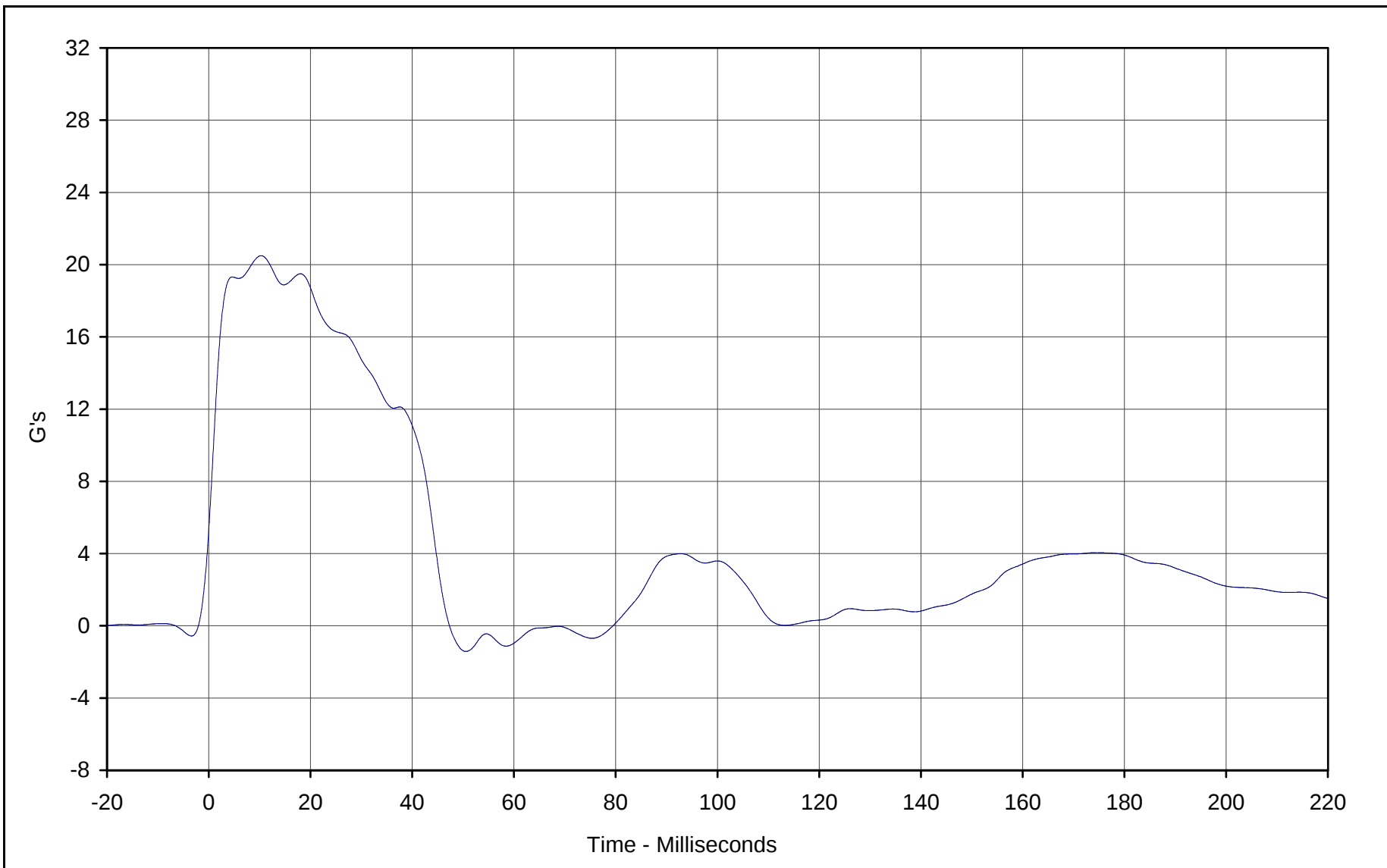
Laboratory Technician

February 3, 2001

Test Date

Approved By

Date



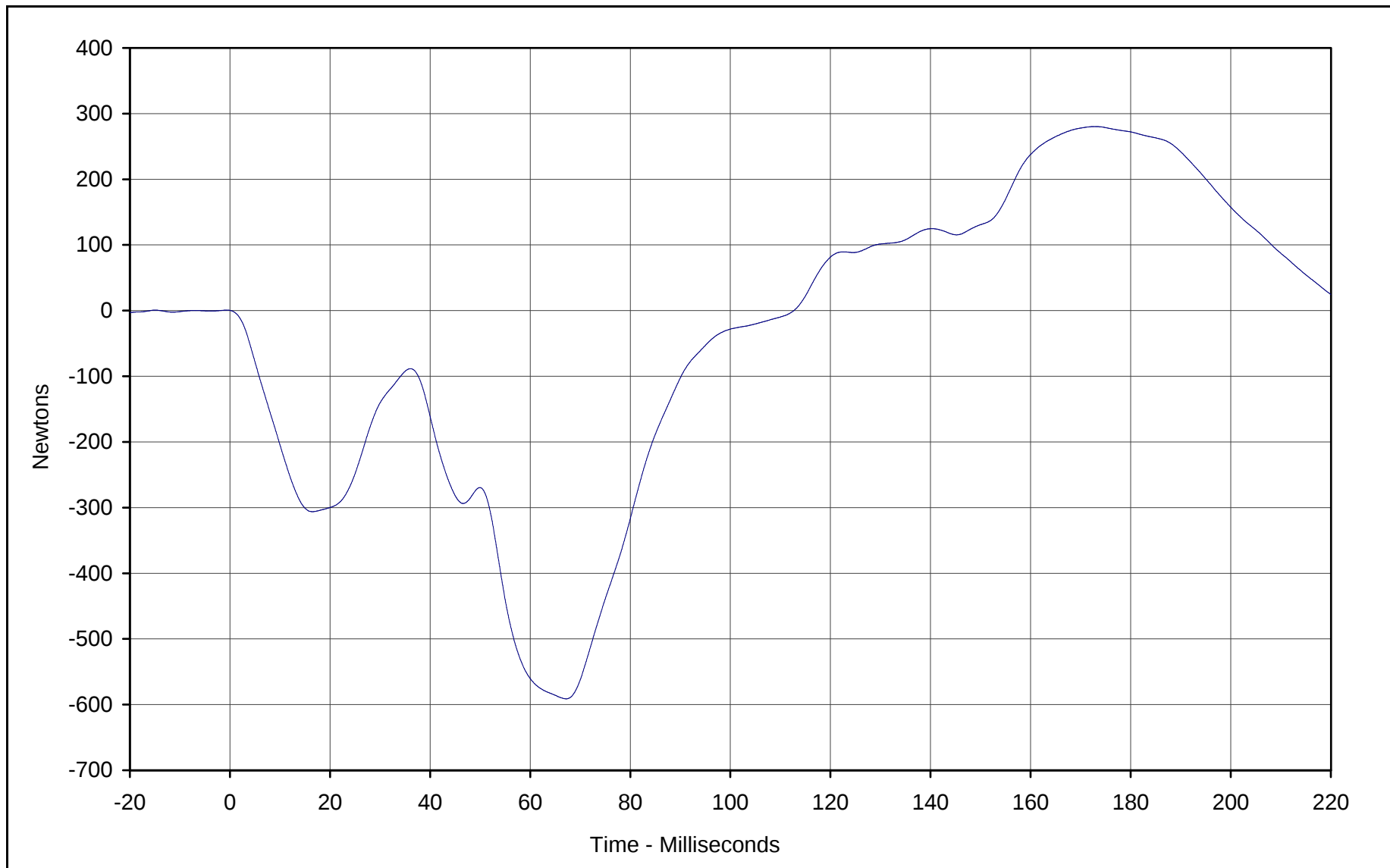
Curve Description: Pendulum Deceleration

Maximum Value:	<u>20.5</u>	at	<u>10.3</u>	Milliseconds
Minimum Value:	<u>-1.4</u>	at	<u>50.6</u>	Milliseconds
SAE Filter Class:	<u>60</u>			
Date of Test:	<u>2/3/01</u>			
ATD Serial No.:	<u>034</u>			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02C





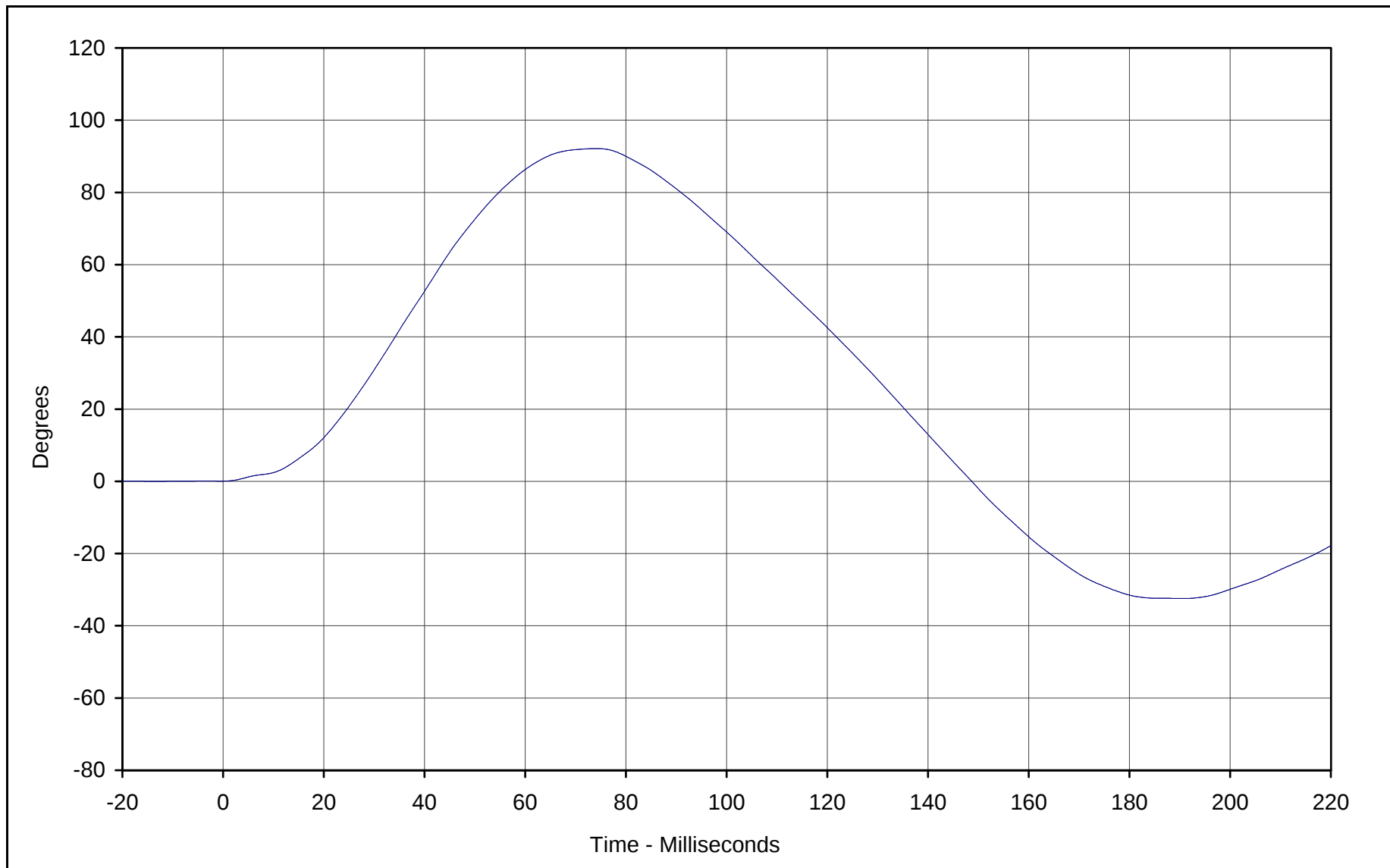
Curve Description: Neck Force X

Maximum Value:	280.3	at	172.9	Milliseconds
Minimum Value:	-591.2	at	67.2	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02C





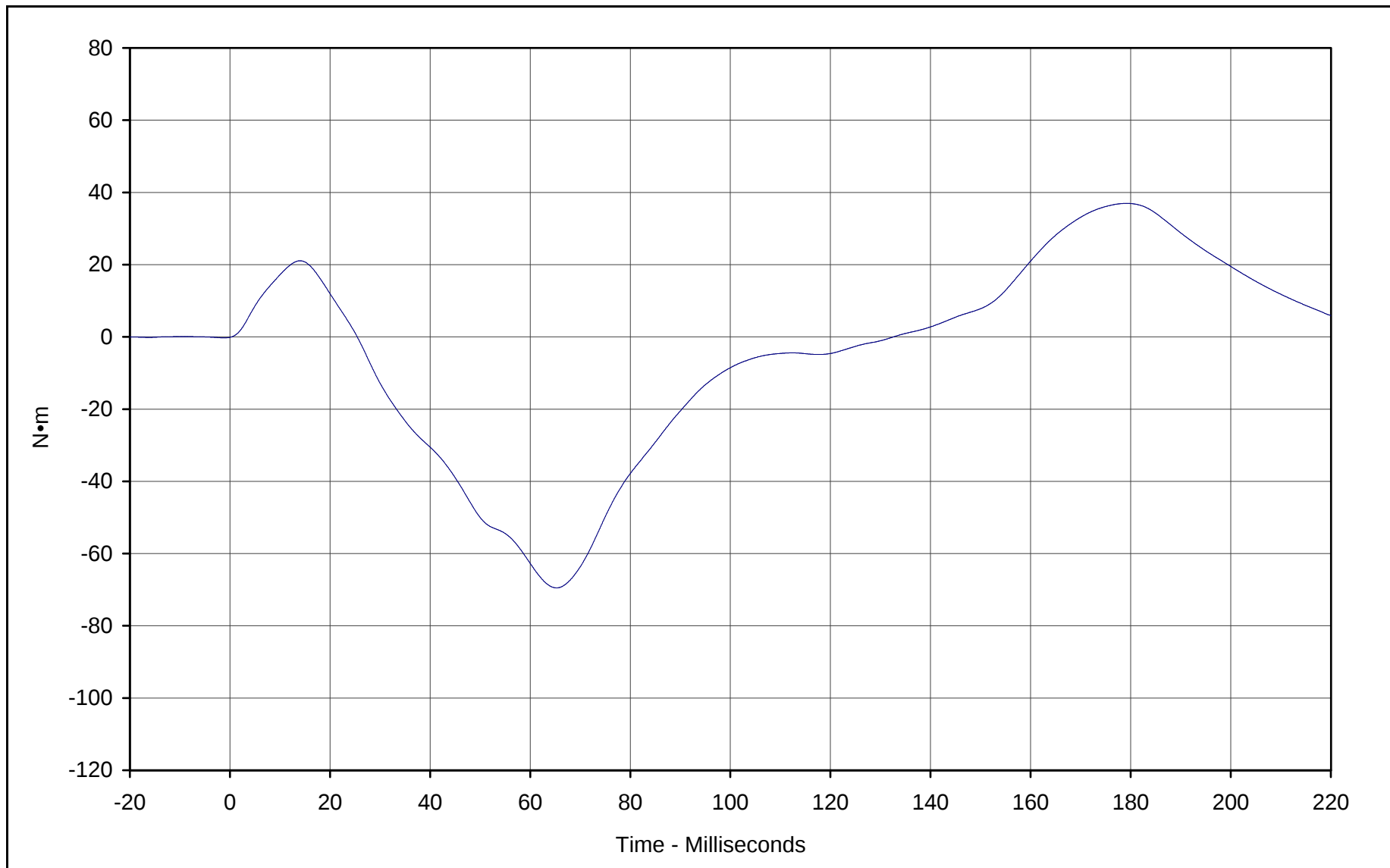
Curve Description: "D" Plane Rotation

Maximum Value:	92.1	at	74.1	Milliseconds
Minimum Value:	-32.4	at	190.6	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	034			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02C





Curve Description: Moment About Occipital Condyles

Maximum Value: 37.0 at 179.2 Milliseconds

Minimum Value: -69.5 at 65.3 Milliseconds

SAE Filter Class: 60

Date of Test: 2/3/01

ATD Serial No.: 034

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02C





Hybrid III Calibration Data Sheet

50TH Percentile Male

External Measurements

ATD Serial No.: 034

Part Serial No.: N/A

Test I.D.: N/A

External Measurement Data				
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory temperature	°C	20.4 to 22.1	20.9	Pass
Laboratory relative humidity	%	10 to 70	30	Pass
A - Total sitting height	mm	879 to 889	880	Pass
B - Shoulder pivot height	mm	505 to 521	520	Pass
C - "H" point height	mm	84 to 89	85	Pass
D - "H" point from seat back	mm	135 to 140	135	Pass
E - Shoulder pivot from back	mm	84 to 94	85	Pass
F - Thigh clearance	mm	140 to 155	150	Pass
G - Elbow back to wrist pivot	mm	290 to 305	295	Pass
H - Skull cap to back line	mm	41 to 46	45	Pass
I - Shoulder to elbow length	mm	330 to 345	335	Pass
J - Elbow rest height	mm	190 to 211	195	Pass
K - Buttock to knee length	mm	579 to 604	595	Pass
L - Popliteal length	mm	429 to 455	450	Pass
M - Knee pivot height	mm	485 to 500	495	Pass
N - Buttock popliteal length	mm	452 to 477	465	Pass
O - Chest depth	mm	213 to 229	225	Pass
P - Foot length	mm	251 to 267	260	Pass
V - Shoulder breadth	mm	422 to 437	430	Pass
W - Foot breadth	mm	91 to 107	95	Pass
Y - Chest circumference	mm	970 to 1001	990	Pass
Z - Waist circumference	mm	836 to 866	850	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	230	Pass
Overall Test Results				Pass

Laboratory Technician

February 5, 2001

Test Date

Approved By

Date



Hybrid III Calibration Data Sheet

50TH Percentile Male

Left Knee Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: LK02B

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.085	Pass
Peak Probe Force	Newtons	4715 to 5782	5492.9	Pass
Overall Test Results				Pass

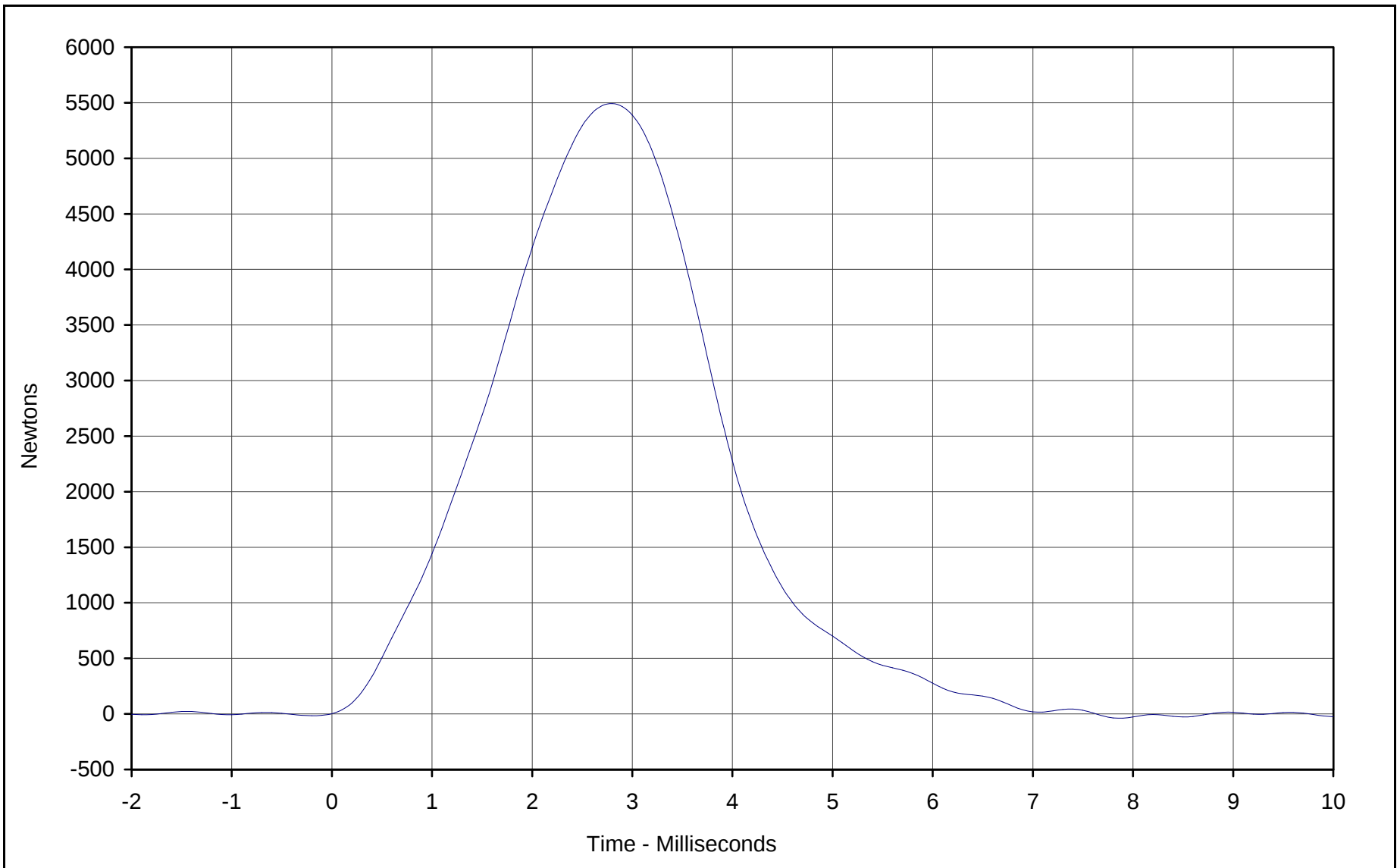
Laboratory Technician

February 2, 2001
Test Date

Approved By

Date

E-22



Curve Description:	Probe Force
Maximum Value:	5492.9 at 2.8 Milliseconds
Minimum Value:	-38.0 at 7.9 Milliseconds
SAE Filter Class:	600
Date of Test:	2/2/01
ATD Serial No.:	035

Testing Program:	Hybrid III Left Knee Impact Test
Test Information:	Part S/N: N/A Test I.D.: LK02B



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Right Knee Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: RK02B

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.5	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	2.073 to 2.134	2.113	Pass
Peak Probe Force	Newtons	4715 to 5782	5228.1	Pass
Overall Test Results			Pass	

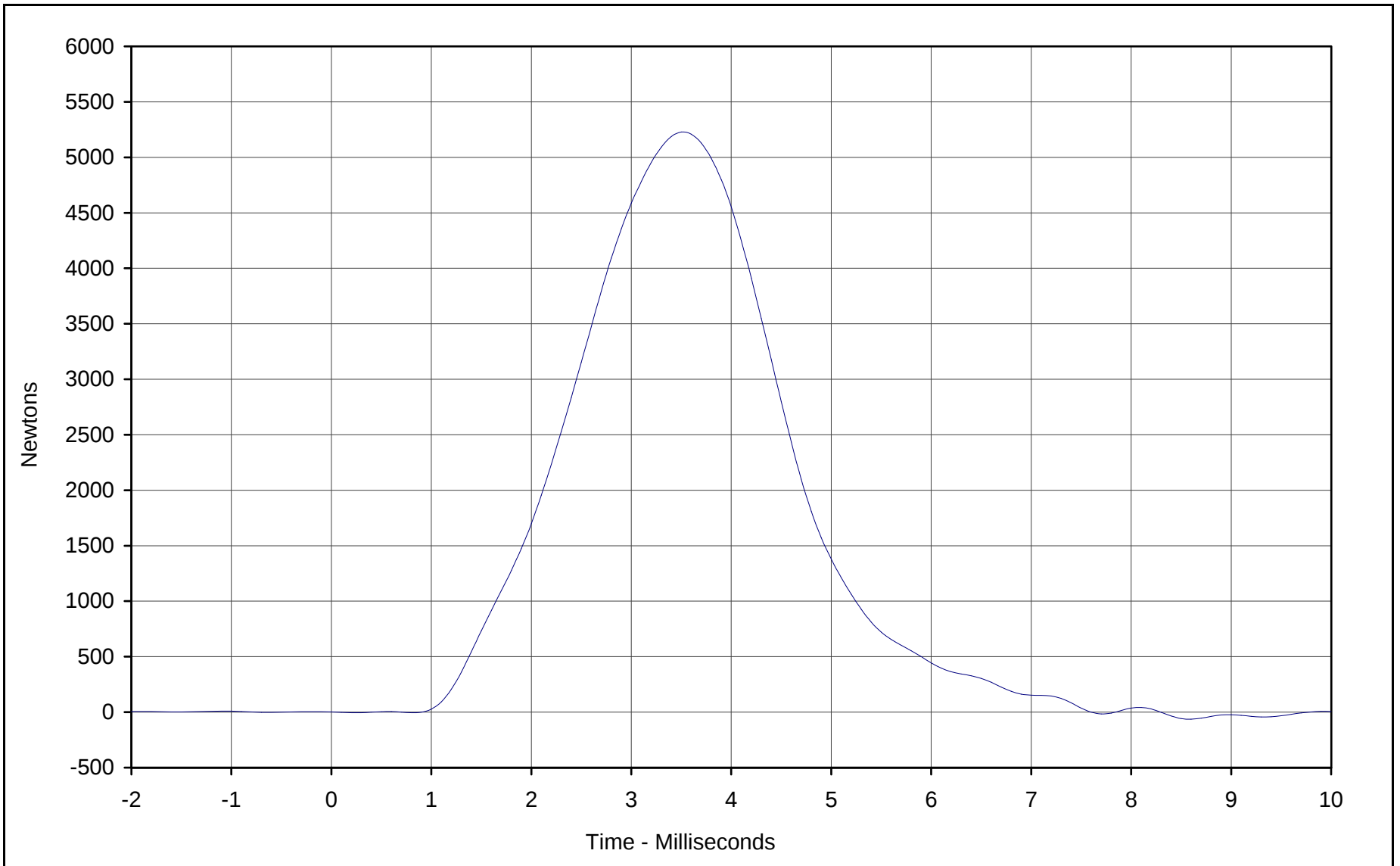
Laboratory Technician

February 2, 2001
Test Date

Approved By

Date

E-24



Curve Description: Probe Force

Maximum Value:	<u>5228.1</u>	at	<u>3.5</u>	Milliseconds
Minimum Value:	<u>-15.6</u>	at	<u>7.7</u>	Milliseconds
SAE Filter Class:	<u>600</u>			
Date of Test:	<u>2/2/01</u>			
ATD Serial No.:	<u>035</u>			

Testing Program: Hybrid III Right Knee Impact Test

Test Information: Part S/N: N/A Test I.D.: RK02B



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Head Drop Calibration

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: HD02B

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	225.0 to 275.0	240.1	Pass
Peak Lateral Acceleration	G's	≤15.0	5.6	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Overall Test Results				Pass

Laboratory Technician

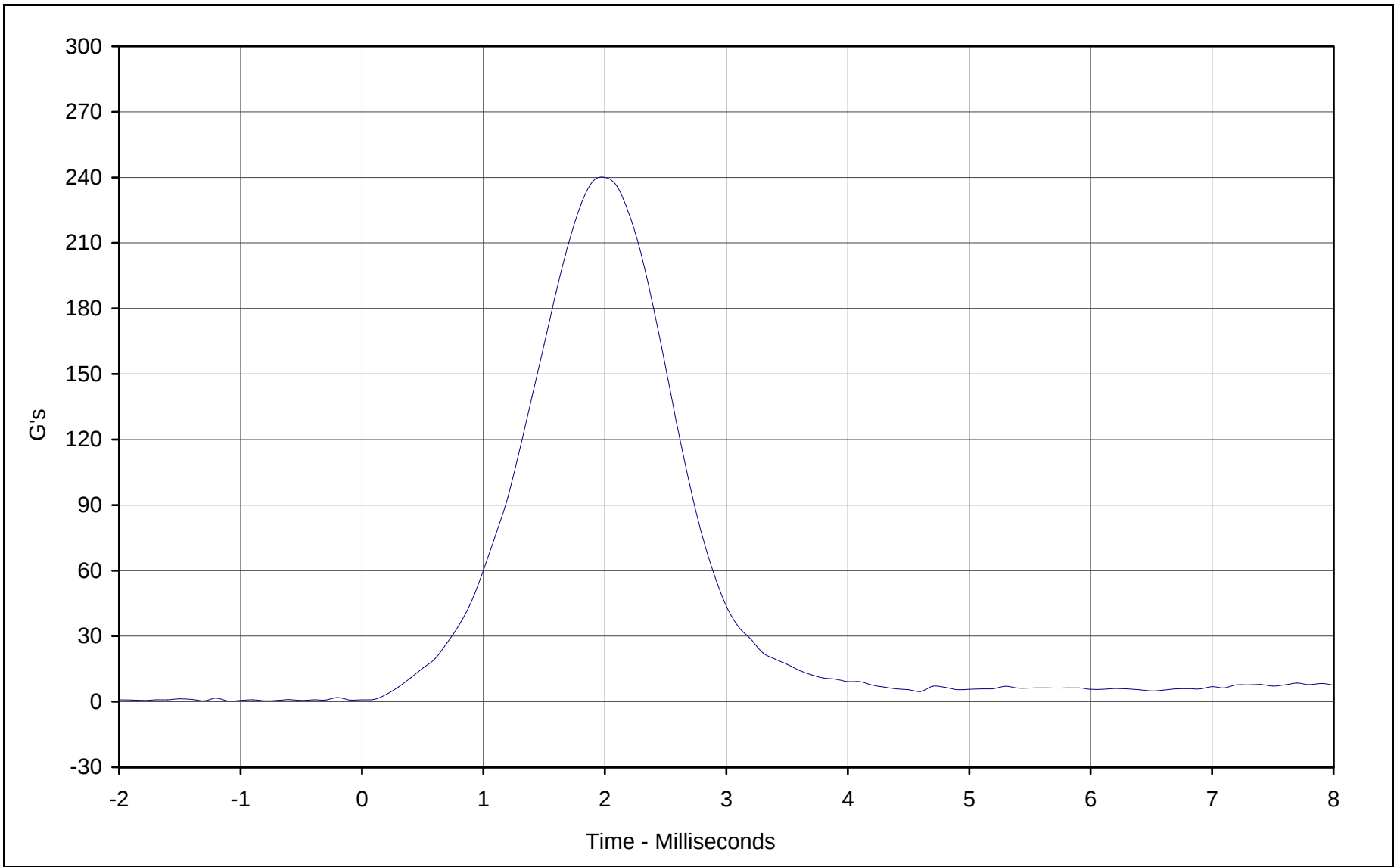
February 2, 2001

Test Date

Approved By

Date

E-26



Curve Description: Head Resultant Acceleration

Maximum Value:	240.1	at	2.0	Milliseconds
Minimum Value:	0.3	at	-1.1	Milliseconds
SAE Filter Class:	1000			
Date of Test:	2/2/01			
ATD Serial No.:	035			

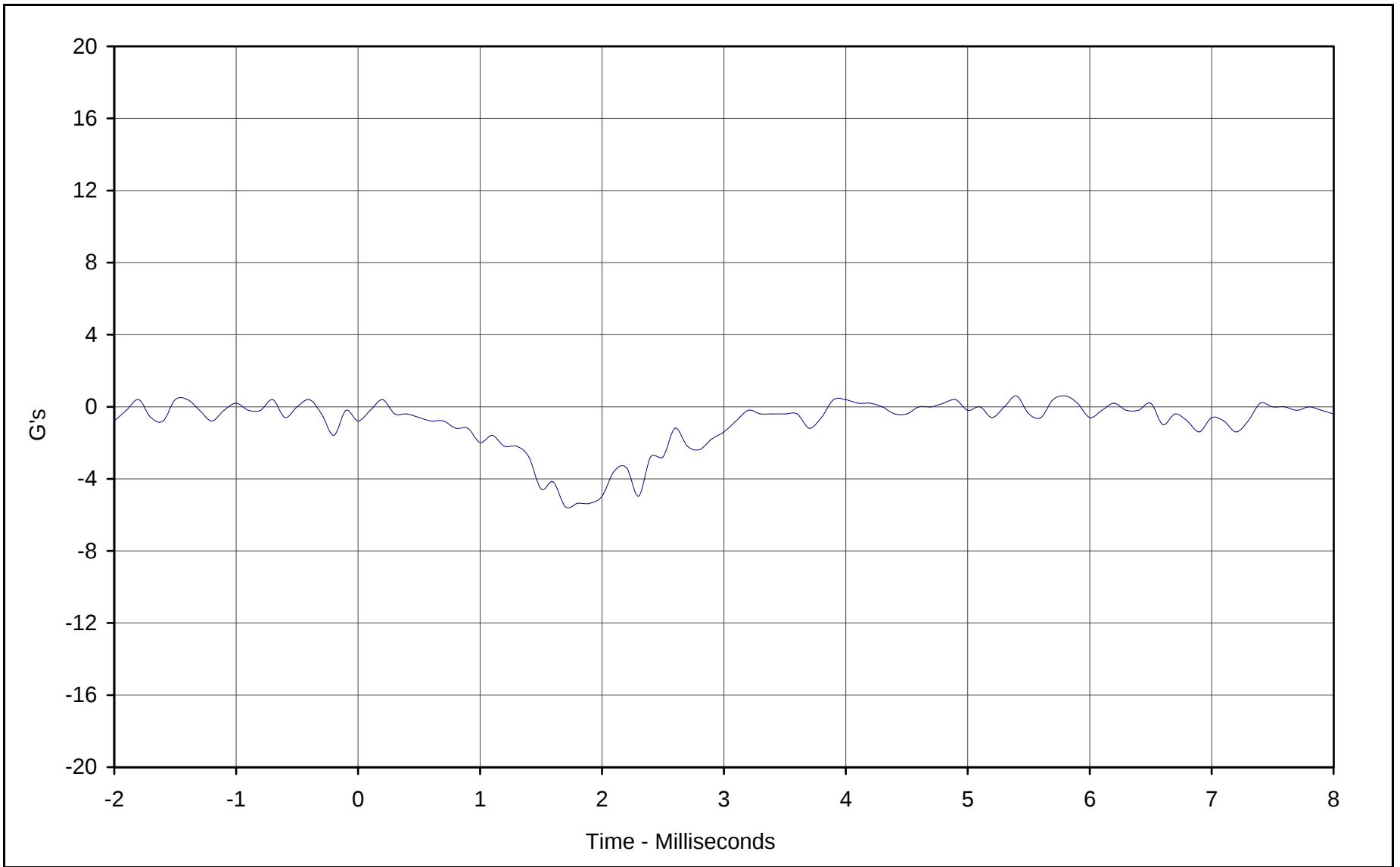
Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HD02B



KAR21015-01

E-27



Curve Description: Head Acceleration Y Axis

Maximum Value: 0.6 at 5.4 Milliseconds

Minimum Value: -5.6 at 1.7 Milliseconds

SAE Filter Class: 1000

Date of Test: 2/2/01

ATD Serial No.: 035

Testing Program: Hybrid III Head Drop Calibration (Male)

Test Information: S/N of Part: N/A Test I.D.: HD02B



KAR21015-01



Hybrid III Calibration Data Sheet

50TH Percentile Male

Thorax Impact Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: CH01D

Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	20.6 to 22.2	21.2	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	6.58 to 6.82	6.61	Pass
Peak Probe Force	Newtons	5159 to 5893	5755	Pass
Peak Sternum Displacement	CM	6.35 to 7.26	6.50	Pass
Internal Hysteresis	%	69 to 85	78.1	Pass
Overall Test Results				Pass

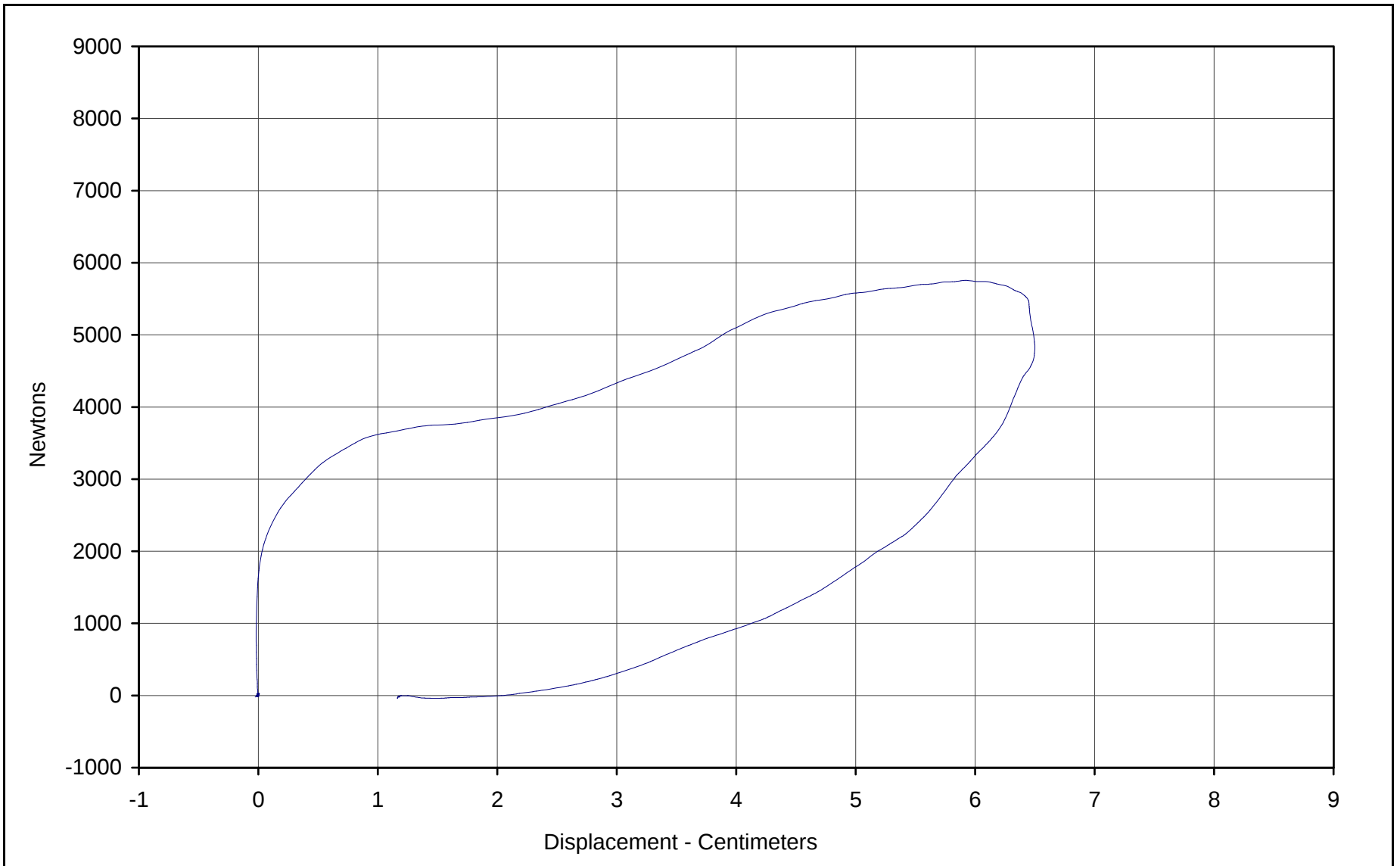
Laboratory Technician

February 5, 2001

Test Date

Approved By

Date



Curve Description: Probe Force vs. Chest Displacement

Probe Force: 5755.2 Newtons

Chest Displ.: 6.50 Centimeters

SAE Filter Class: 180

Date of Test: 2/5/01

ATD Serial No.: 035

Testing Program: Hybrid III Thorax Impact Test

Test Information: S/N of Part: N/A Test I.D.: CH01D





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Flexion Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: NF02D

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	6.89 to 7.13	6.89	Pass
Pendulum Deceleration	10 Msec.	G's	22.5 to 27.5	23.8	Pass
	20 Msec.	G's	17.6 to 22.6	21.7	Pass
	30 Msec.	G's	12.5 to 18.5	17.2	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 29.0	17.2	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	34.0 to 42.0	38.7	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	64.0 to 78.0	72.2	Pass
	Time	Msec.	57.0 to 64.0	61.9	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	113.0 to 128.0	122.7	Pass
Moment About Occipital Condyle	Maximum	N·m	84.1 to 108.5	84.3	Pass
	Time	Msec.	47.0 to 58.0	56.9	Pass
Positive Moment Decay, Time To Zero Crossing		Msec.	97.0 to 107.0	103.9	Pass
Overall Test Results					Pass

Laboratory Technician

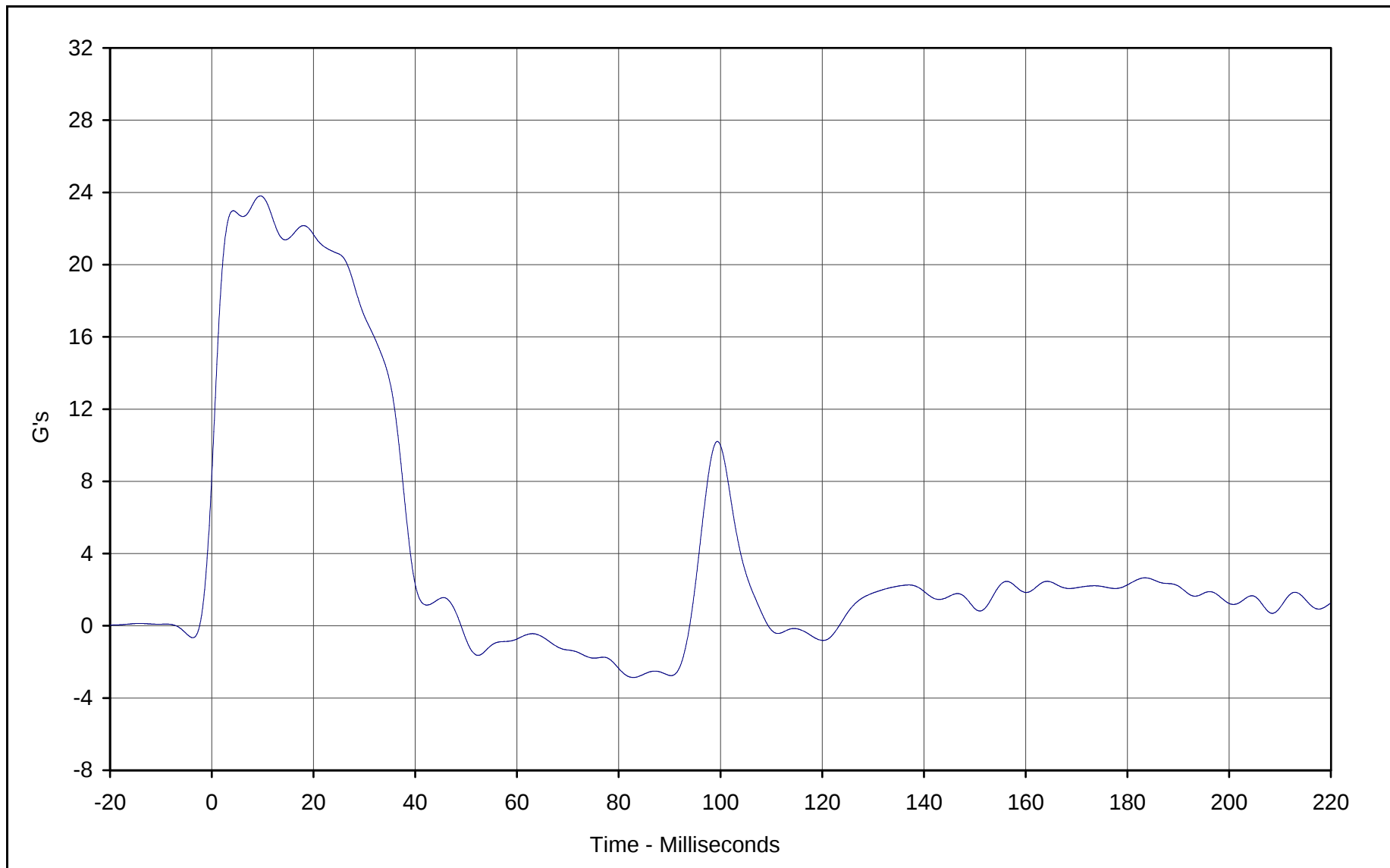
February 3, 2001

Test Date

Approved By

Date

E-31



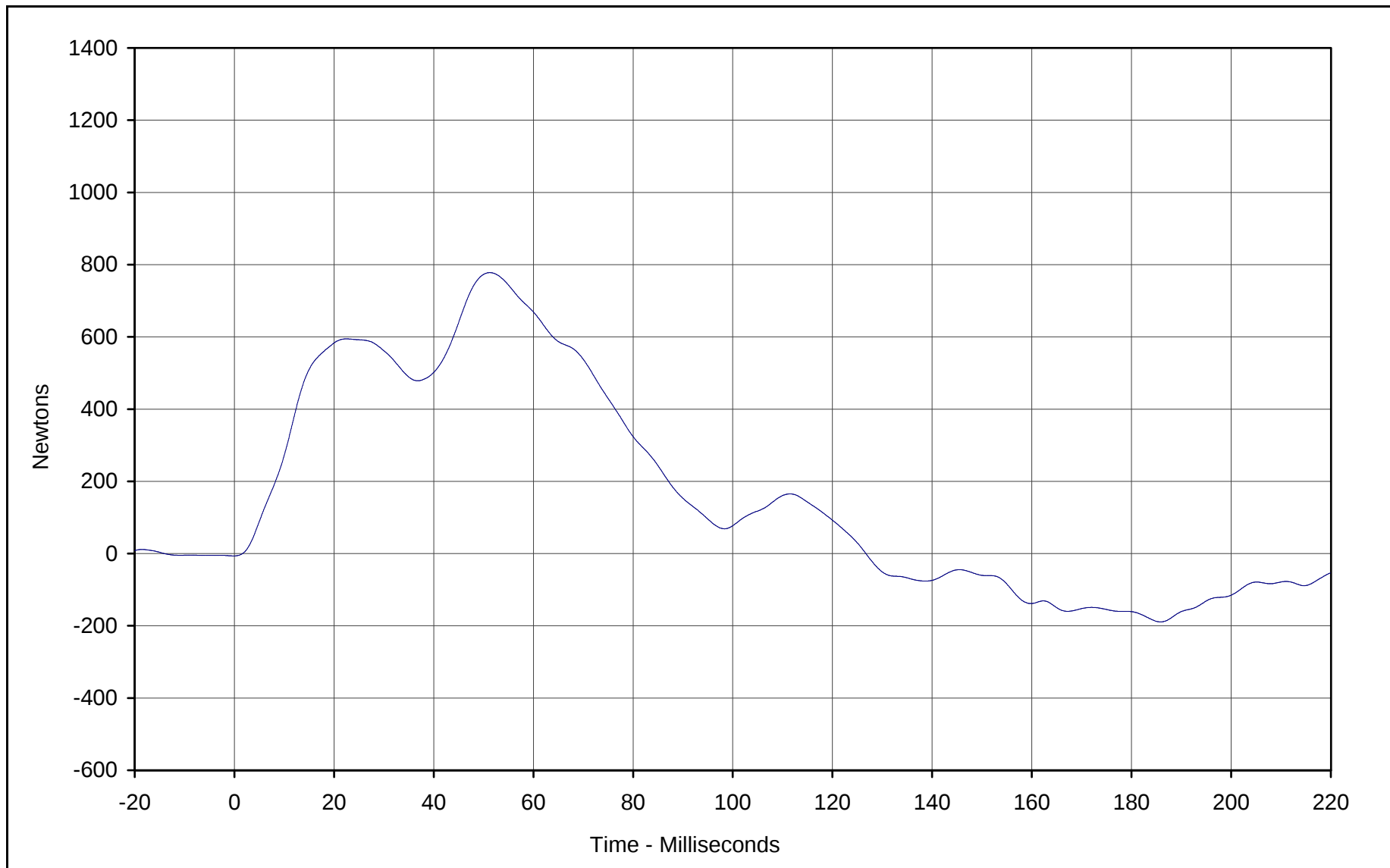
Curve Description:	Pendulum Deceleration		
Maximum Value:	23.8	at	9.6 Milliseconds
Minimum Value:	-2.9	at	82.9 Milliseconds
SAE Filter Class:	60		
Date of Test:	2/3/01		
ATD Serial No.:	035		

Testing Program:	Hybrid III Neck Flexion Test (Male)
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Test Information:	S/N of Part: N/A Test I.D.: NF02D
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KAR21015-01



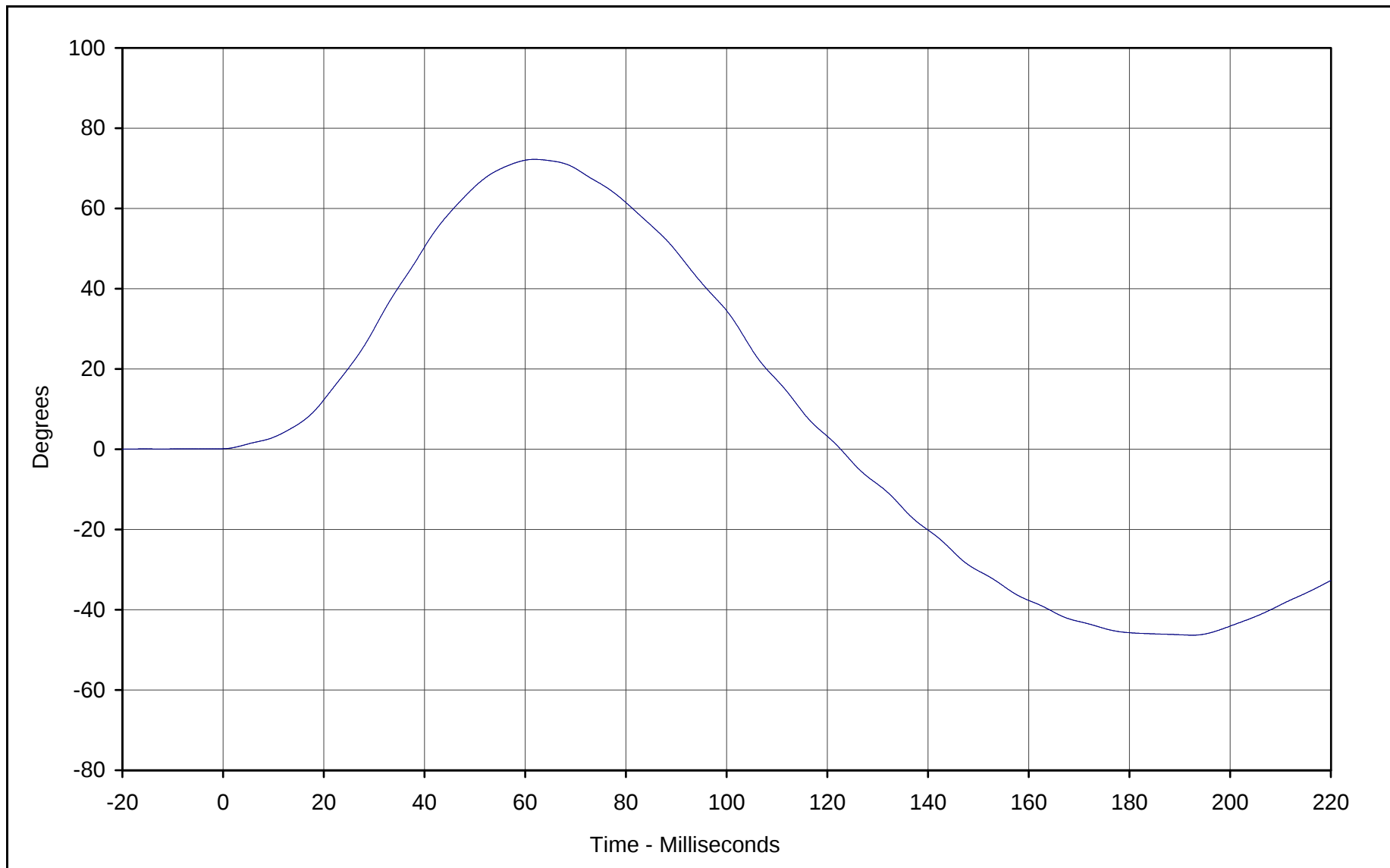
Curve Description: Neck Force X

Maximum Value:	777.9	at	51.2	Milliseconds
Minimum Value:	-189.3	at	185.8	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02D





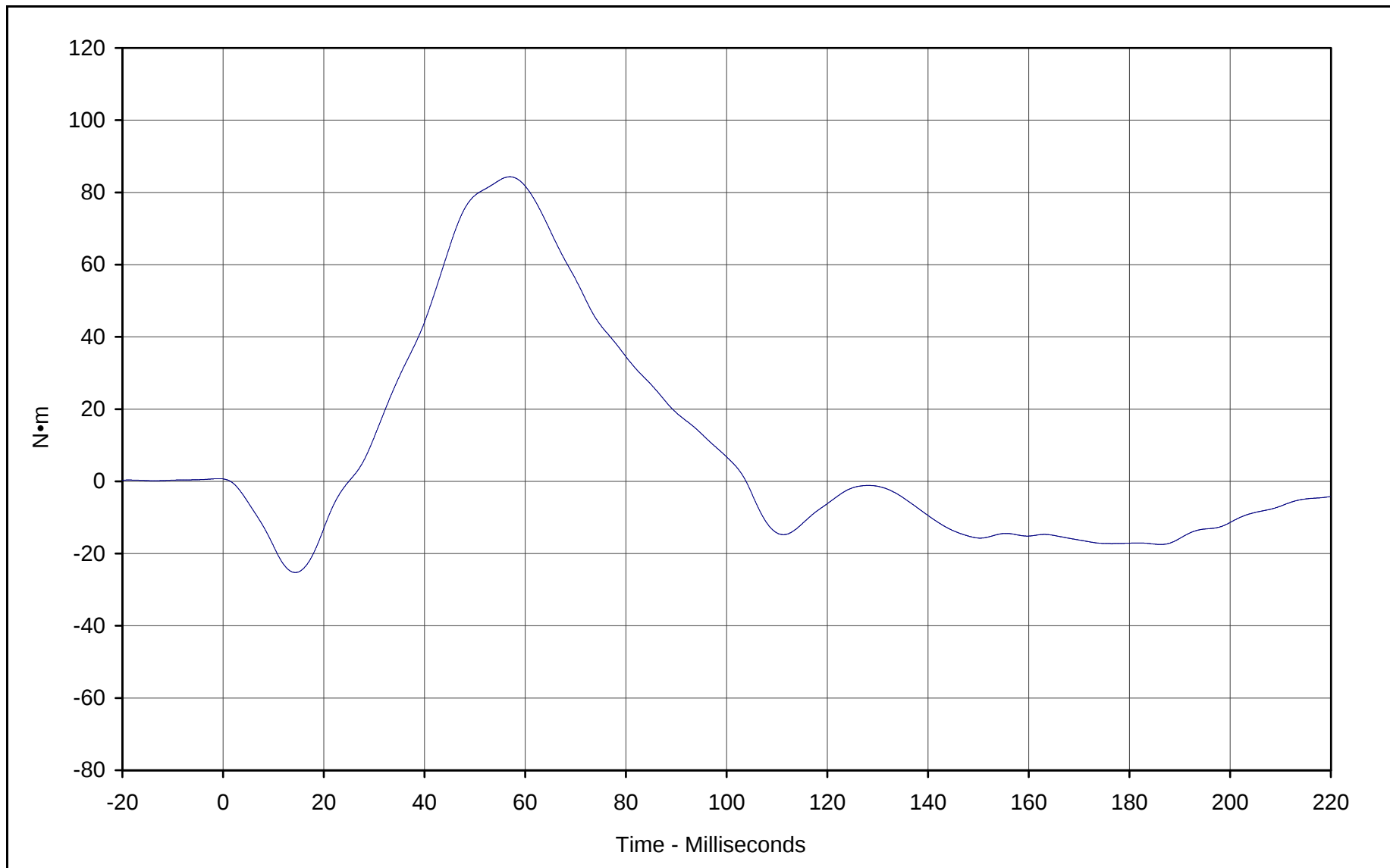
Curve Description: "D" Plane Rotation

Maximum Value:	72.2	at	61.9	Milliseconds
Minimum Value:	-46.3	at	192.5	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02D





Curve Description: Moment About Occipital Condyles

Maximum Value: 84.3 at 56.9 Milliseconds

Minimum Value: -25.2 at 14.3 Milliseconds

SAE Filter Class: 60

Date of Test: 2/3/01

ATD Serial No.: 035

Testing Program: Hybrid III Neck Flexion Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NF02D





Hybrid III Calibration Data Sheet

50TH Percentile Male

Neck Extension Test

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: NE02D

Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/s	5.95 to 6.19	6.15	Pass
Pendulum Deceleration	10 Msec.	G's	17.2 to 21.2	18.0	Pass
	20 Msec.	G's	14.0 to 19.0	15.7	Pass
	30 Msec.	G's	11.0 to 16.0	13.8	Pass
Peak Pendulum Decel. after 30 Msec.		G's	≤ 22.0	13.8	Pass
Deceleration Decay, Time to Cross 5 G's		Msec.	38.0 to 46.0	44.7	Pass
Maximum "D" Plane Rotation	Maximum	Degrees	81.0 to 106.0	90.5	Pass
	Time	Msec.	72.0 to 82.0	77.8	Pass
"D" Plane Rotation Decay, Time To Zero Crossing		Msec.	147.0 to 174.0	151.7	Pass
Moment About Occipital Condyle	Maximum	N·m	-52.9 to- 79.9	-69.7	Pass
	Time	Msec.	65.0 to 79.0	65.3	Pass
Negative Moment Decay, Time To Zero Crossing		Msec.	120.0 to 148.0	138.5	Pass
Overall Test Results					Pass

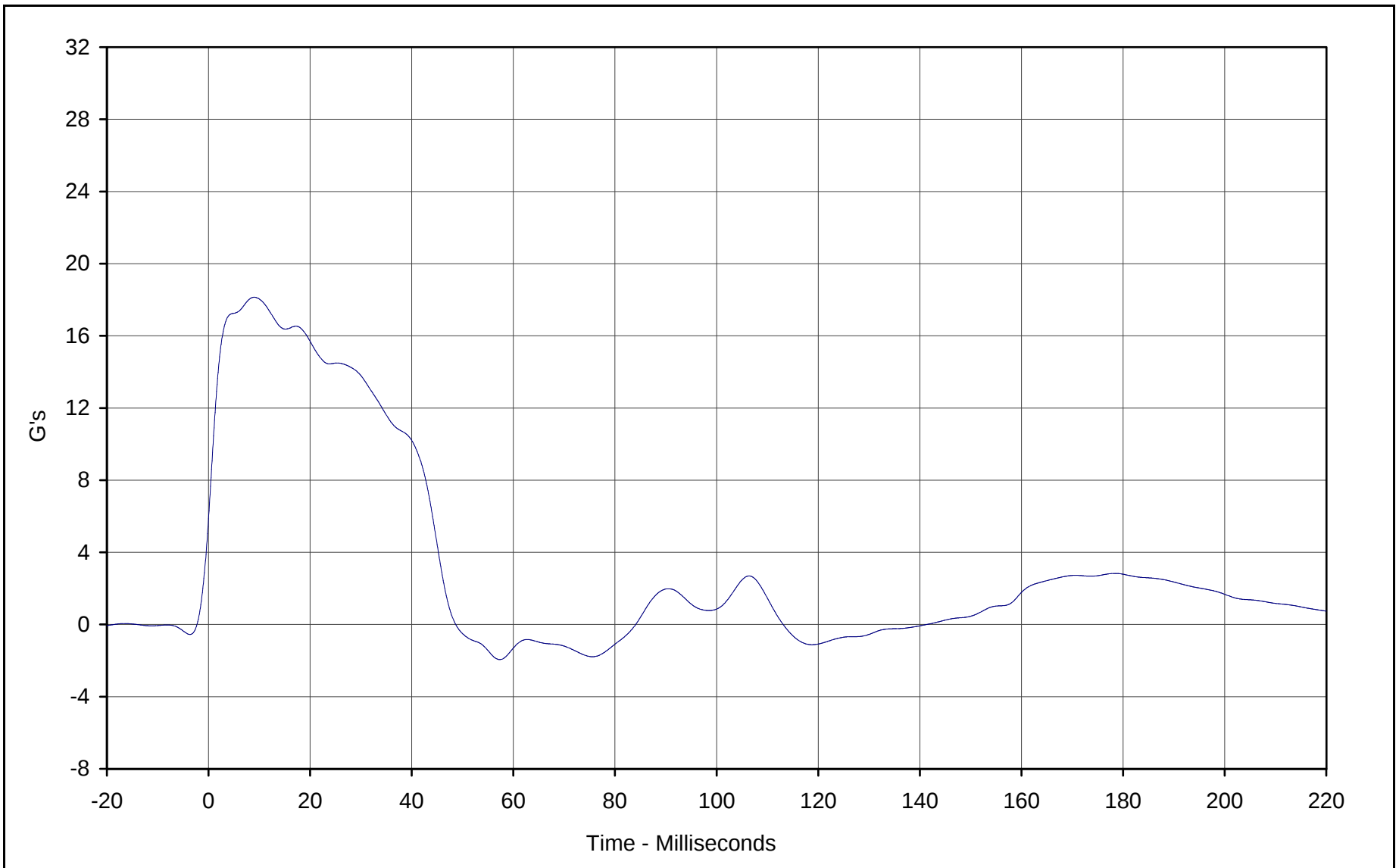
Laboratory Technician

February 3, 2001

Test Date

Approved By

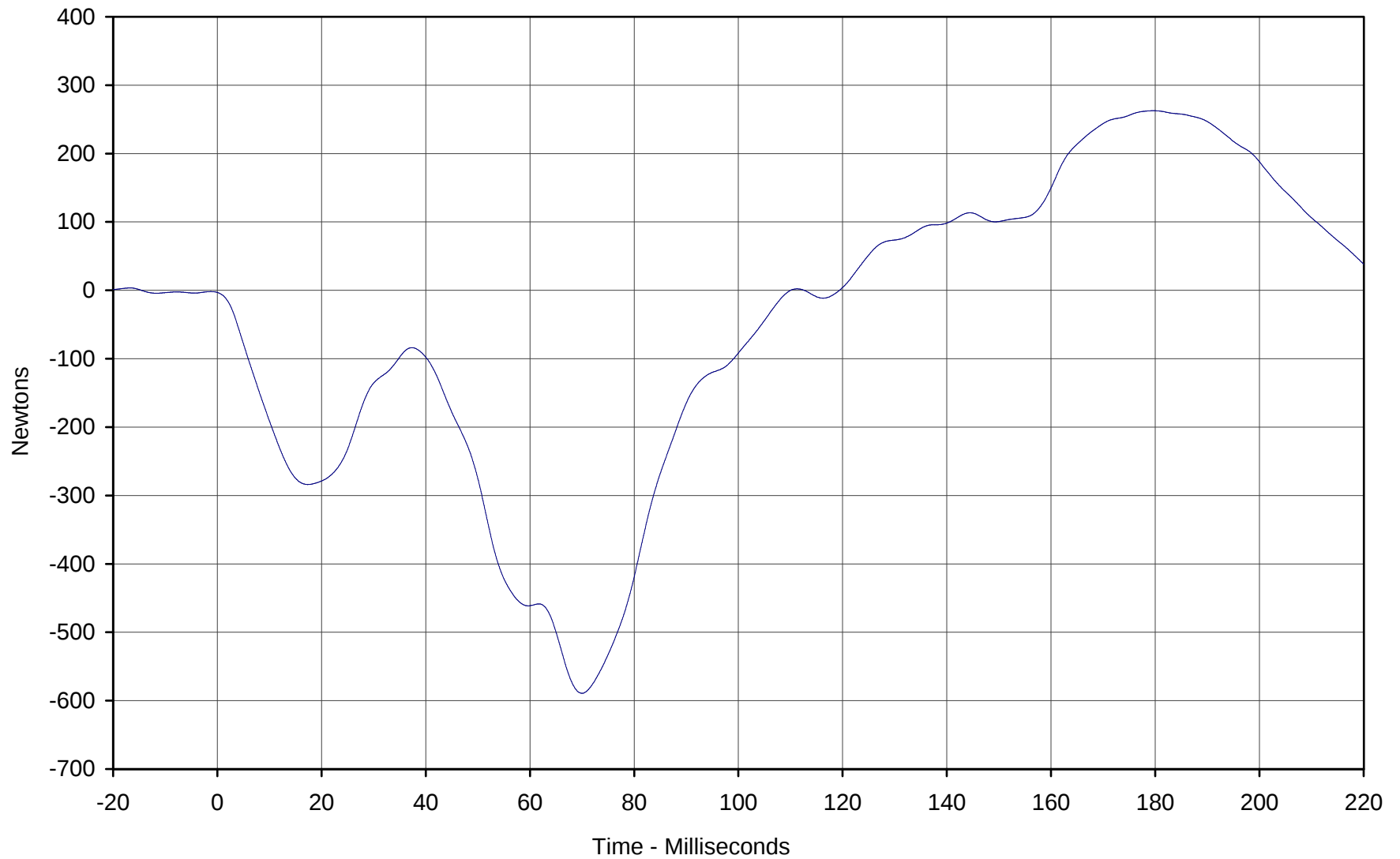
Date



Curve Description:	Pendulum Deceleration		
Maximum Value:	18.1	at	9.0 Milliseconds
Minimum Value:	-1.9	at	57.3 Milliseconds
SAE Filter Class:	60		
Date of Test:	2/3/01		
ATD Serial No.:	035		

Testing Program:	Hybrid III Neck Extension Test (Male)
Test Information:	S/N of Part: N/A Test I.D.: NE02D





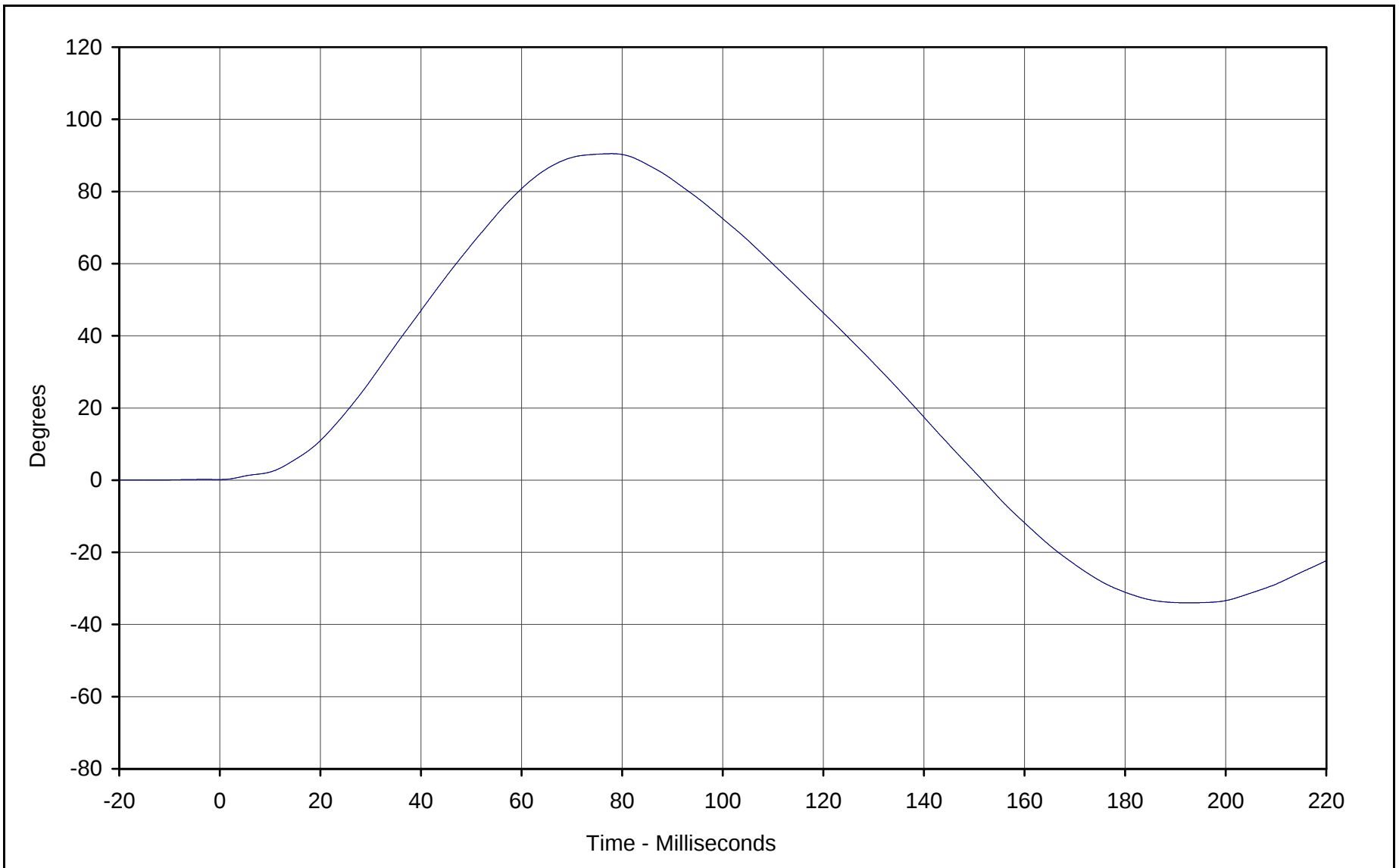
Curve Description: Neck Force X

Maximum Value:	262.6	at	179.6	Milliseconds
Minimum Value:	-589.2	at	70.0	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02D





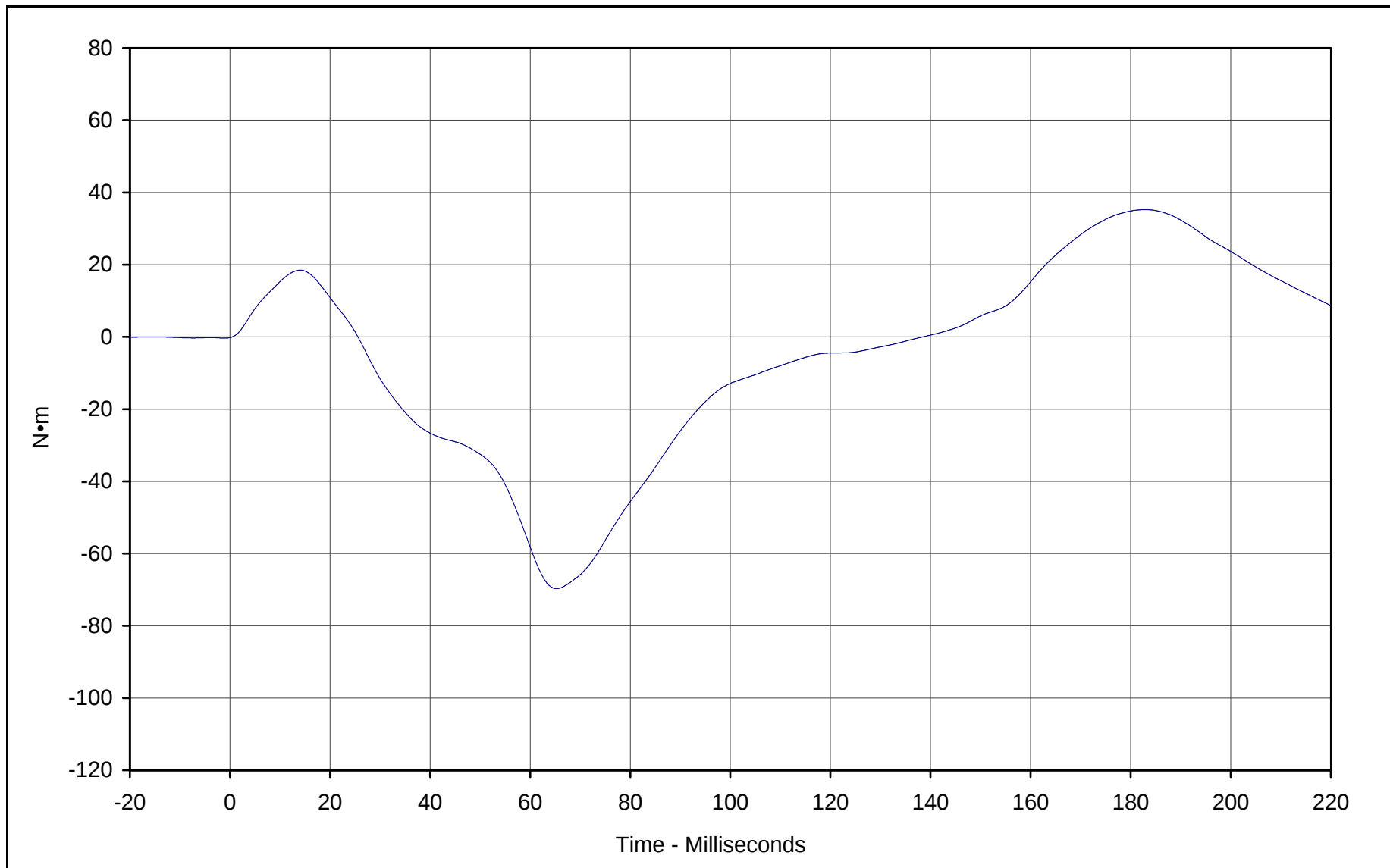
Curve Description: "D" Plane Rotation

Maximum Value:	90.5	at	77.8	Milliseconds
Minimum Value:	-34.0	at	192.6	Milliseconds
SAE Filter Class:	60			
Date of Test:	2/3/01			
ATD Serial No.:	035			

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02D





Curve Description: Moment About Occipital Condyles

Maximum Value: 35.2 at 182.9 Milliseconds

Minimum Value: -69.7 at 65.3 Milliseconds

SAE Filter Class: 60

Date of Test: 2/3/01

ATD Serial No.: 035

Testing Program: Hybrid III Neck Extension Test (Male)

Test Information: S/N of Part: N/A Test I.D.: NE02D





Hybrid III Calibration Data Sheet

50TH Percentile Male

External Measurements

ATD Serial No.: 035

Part Serial No.: N/A

Test I.D.: N/A

External Measurement Data				
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory temperature	°C	20.4 to 22.1	20.9	Pass
Laboratory relative humidity	%	10 to 70	30	Pass
A - Total sitting height	mm	879 to 889	885	Pass
B - Shoulder pivot height	mm	505 to 521	515	Pass
C - "H" point height	mm	84 to 89	85	Pass
D - "H" point from seat back	mm	135 to 140	135	Pass
E - Shoulder pivot from back	mm	84 to 94	90	Pass
F - Thigh clearance	mm	140 to 155	145	Pass
G - Elbow back to wrist pivot	mm	290 to 305	295	Pass
H - Skull cap to back line	mm	41 to 46	45	Pass
I - Shoulder to elbow length	mm	330 to 345	340	Pass
J - Elbow rest height	mm	190 to 211	205	Pass
K - Buttock to knee length	mm	579 to 604	590	Pass
L - Popliteal length	mm	429 to 455	445	Pass
M - Knee pivot height	mm	485 to 500	495	Pass
N - Buttock popliteal length	mm	452 to 477	470	Pass
O - Chest depth	mm	213 to 229	220	Pass
P - Foot length	mm	251 to 267	255	Pass
V - Shoulder breadth	mm	422 to 437	425	Pass
W - Foot breadth	mm	91 to 107	95	Pass
Y - Chest circumference	mm	970 to 1001	995	Pass
Z - Waist circumference	mm	836 to 866	855	Pass
AA - Location for chest circumference	mm	429 to 434	430	Pass
BB - Location for waist circumference	mm	226 to 231	230	Pass
Overall Test Results				Pass

Laboratory Technician

February 5, 2001

Test Date

Approved By

Date

APPENDIX F
VEHICLE OWNER'S MANUAL
OCCUPANT RESTRAINT INSTRUCTIONS

Your Car's Safety Features

These safety features are designed to reduce the severity of injuries in a crash. However, you and your passengers can't take full advantage of these safety features unless you remain sitting in a proper position and **always wear your seat belts properly**. In fact, some safety features can contribute to injuries if they are not used properly.

Seat Belts

For your safety, and the safety of your passengers, your car is equipped with seat belts in all seating positions.



Your seat belt system also includes a light on the instrument panel to remind you and your passengers to fasten your seat belts.

Why Wear Seat Belts

Seat belts are the single most effective safety device for adults and larger children. (Infants and smaller children must be properly restrained in child seats.)

Not wearing a seat belt properly increases the chance of serious injury or death in a crash, even though your car has airbags.

In addition, most states and all Canadian provinces require you to wear seat belts.

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

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

When properly worn, seat belts:

- Keep you connected to the vehicle so you can take advantage of the vehicle's built-in safety features.
- Help protect you in almost every type of crash, including frontal, side, and rear impacts and rollovers.

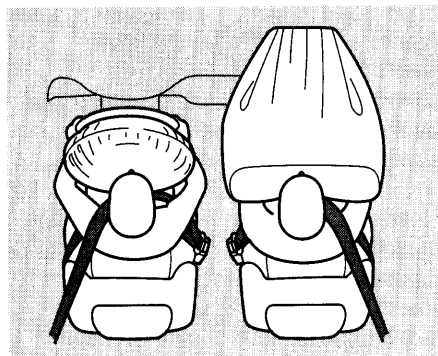
Your Car's Safety Features

- Help keep you from being thrown against the inside of the vehicle and against other occupants.
- Keep you from being thrown out of the vehicle.
- Help keep you in a good position should the airbags ever deploy. A good position reduces the risk of injury from an inflating airbag, and allows you to get the best advantage from the airbag.

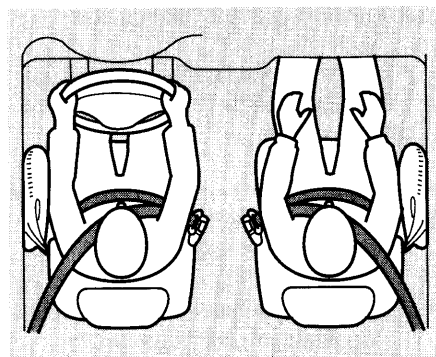
Of course, seat belts cannot completely protect you in every crash. But in most cases, seat belts can reduce your risk of serious injury.

What you should do: Always wear your seat belt, and make sure you wear it properly.

Airbags



Your car has a Supplemental Restraint System (SRS) with front airbags to help protect the heads and chests of the driver and a front seat passenger during a moderate to severe frontal collision.



Some models also have side airbags to help protect the upper torso of the driver or a front seat passenger during a moderate to severe side impact.

CONTINUED

Your Car's Safety Features

The most important things you need to know about your airbags are:

- **Airbags do not replace seat belts.** They are designed to supplement the seat belts.
- **Airbags offer no protection in rear impacts, rollovers, or minor frontal or side collisions.**
- **Airbags can pose serious hazards.** To do their job, airbags must inflate with tremendous force and speed. So while airbags help save lives, they can cause minor injuries, or more serious or even fatal injuries if occupants are not properly restrained or sitting properly.

What you should do: Always wear your seat belt properly, and sit upright and as far back as possible from the steering wheel or dashboard.

Seats & Seat-Backs

Your car's seats are designed to keep you in a comfortable, upright position so you can take full advantage of the protection offered by seat belts and the energy absorbing materials in the seats.

How you adjust your seats and seat-backs can also affect your safety. For example, sitting too close to the steering wheel or dashboard increases the risk of you or your passenger being injured by striking the inside of the car, or by an inflating airbag.

Reclining a seat-back too far reduces the seat belt's effectiveness and increases the chance that the seat's occupant will slide under the seat belt in a crash and be seriously injured.

What you should do: Move the front seats as far back as possible, and keep adjustable seat-backs in an upright position whenever the car is moving.

Head Restraints

Head restraints can help protect you from whiplash and other injuries. For maximum protection, the back of your head should rest against the center of the head restraint.

Door Locks

Keeping your doors locked reduces the chance of being thrown out of the car during a crash. It also helps prevent occupants from accidentally opening a door and falling out, and outsiders from unexpectedly opening your doors.

Your Car's Safety Features

Pre-Drive Safety Checklist

To make sure you and your passengers get the maximum protection from your car's safety features, check the following each time before you drive away:

- All adults, and children who have outgrown child safety seats, are wearing their seat belts and wearing them properly (see page 15).
- Any infant or small child is properly restrained in a child seat in the back seat (see page 20).

- Front seat occupants are sitting upright and as far back as possible from the steering wheel and dashboard (see page 13).
- Seat-backs are upright (see page 14).
- Head restraints are properly adjusted (see page 15).
- Both doors are closed and locked (see page 12).
- All cargo is properly stored or secured (see page 184).

The rest of this section gives more detailed information about how you can maximize your safety.

Remember, however, that no safety system can prevent all injuries or deaths that can occur in severe crashes, even when seat belts are properly worn and the airbags deploy.

Introduction

The following pages provide instructions on how to properly protect the driver and other adult occupants.

These instructions also apply to children who have outgrown child seats and are large enough to wear lap/shoulder belts. (See page 36 for important additional guidelines on how to properly protect larger children.)

1 .Close and Lock the Doors

After everyone has entered the car, be sure the doors are closed and locked.



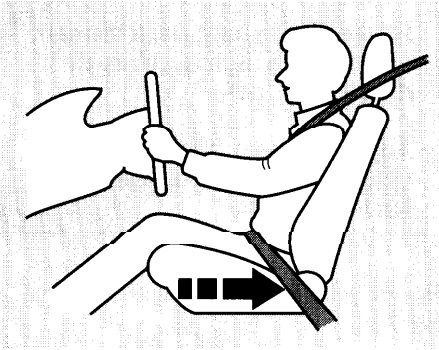
Your car has a door monitor light on the instrument panel to indicate when a specific door is not tightly closed.

For safety, locking the doors reduces the chance that a passenger, especially a child, will open a door while the car is moving and accidentally fall out. It also reduces the chance of someone being thrown out of the car during a crash.

For security, locked doors can prevent an outsider from unexpectedly opening a door when you come to a stop.

See page 81 for how to lock the doors.

2.Adjust the Front Seats



Any driver who sits too close to the steering wheel is at risk of being seriously injured or killed by striking the steering wheel or from being struck by an inflating front airbag during a crash.

To reduce the chance of injury, wear your seat belt properly, sit upright with your back against the seat, and move the seat as far back as possible from the steering wheel while still maintaining full control of the car. Also make sure your front seat passenger moves the seat as far to the rear as possible.

Sitting too close to a front airbag can result in serious injury or death if the front airbags inflate.

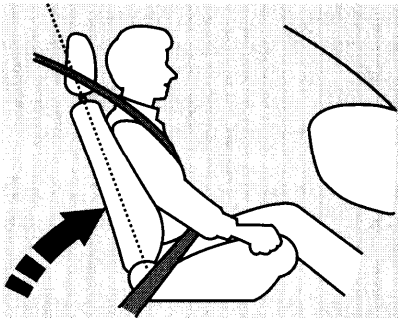
Always sit as far back from the front airbags as possible.

Most shorter drivers can get far enough away from the steering wheel and still reach the pedals. However, if you are concerned about sitting too close, we recommend that you investigate whether some type of adaptive equipment may help.

Once your seat is adjusted correctly, rock it back and forth to make sure the seat is locked in position.

See page 94 for how to adjust the front seats.

3.Adjust the Seat-Backs



Adjust the driver's seat-back to a comfortable, upright position, leaving ample space between your chest and the airbag cover in the center of the steering wheel. If you sit too close to the steering wheel, you could be injured if the front airbag inflates.

A front passenger should also adjust the seat-back to an upright position, but as far from the dashboard as possible. A passenger who sits too close to the dashboard could be injured if the front airbag inflates.

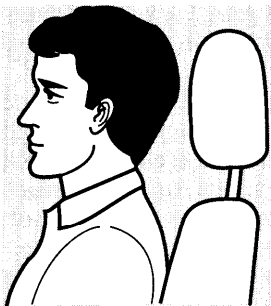
Reclining a seat-back so that the shoulder part of the belt no longer rests against the occupant's chest reduces the protective capability of the belt. It also increases the chance of sliding under the belt in a crash and being seriously injured. The farther a seat-back is reclined, the greater the risk of injury.

Reclining the seat-back too far can result in serious injury or death in a crash.

Adjust the seat-back to an upright position and sit well back in the seat.

See page 94 for how to adjust seat-backs.

4.Adjust the Head Restraints



Before driving, make sure everyone with an adjustable head restraint has properly positioned the head restraint. The restraint should be positioned so the back of the occupant's head rests against the center of the restraint. A taller person should adjust the restraint as high as possible.

Improperly positioning head restraints reduces their effectiveness and you can be seriously injured in a crash.

Make sure head restraints are in place and positioned properly before driving.

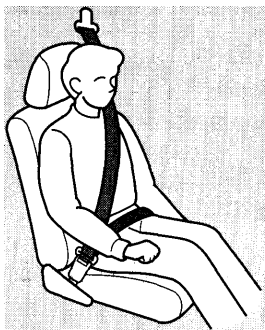
Properly adjusted head restraints will help protect occupants from whiplash and other crash injuries.

See page 99 for how to adjust the head restraints.

5.Fasten and Position the Seat Belts

Insert the latch plate into the buckle, then tug on the belt to make sure the belt is securely latched. Also check that the belt is not twisted, because a twisted belt can cause serious injuries in a crash.

CONTINUED



Position the lap part of the belt as low as possible across your hips, then pull up on the shoulder part of the belt so the lap part fits snugly. This lets your strong pelvic bones take the force of a crash and reduces the chance of internal injuries.

If necessary, pull up on the belt again to remove any slack from the shoulder part, then check that the belt rests across the center of your chest and over your shoulder. This spreads the forces of a crash over the strongest bones in your upper body.

Improperly positioning the seat belts can cause serious injury or death in a crash.

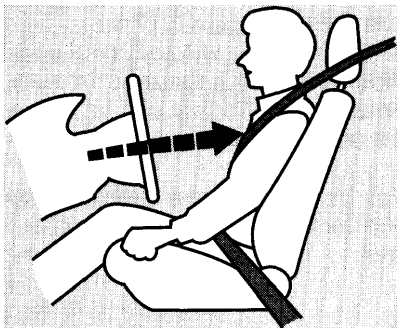
Make sure all seat belts are properly positioned before driving.

Never place the shoulder portion of a lap/shoulder belt under your arm or behind your back. This could cause very serious injuries in a crash.

If a seat belt does not seem to work as it should, it may not protect the occupant in a crash. **No one should sit in a seat with an inoperative seat belt.** Anyone using a seat belt that is not working properly can be seriously injured or killed. Have your Honda dealer check the belt as soon as possible.

See page 41 for additional information about your seat belt system and how to take care of your belts.

6.Adjust the Steering Wheel



Adjust the steering wheel, if needed, so that the wheel points toward your chest, not toward your face.

Pointing the steering wheel toward your chest provides optimal protection from the airbag.

See page 73 for how to adjust the steering wheel.

7.Maintain a Proper Sitting Position

After all occupants have adjusted their seats and put on seat belts, it is very important that they continue to sit upright, well back in their seats, with their feet on the floor, until the car is parked and the engine is off.

Sitting improperly can increase the chance of injury during a crash. For example, if an occupant slouches, lies down, turns sideways, sits forward, leans forward or sideways, or puts one or both feet up, the chance of injury during a crash is greatly increased.

In addition, an occupant who is out of position in the front seat can be seriously or fatally injured by striking interior parts of the car, or by being struck by an inflating front airbag. Being struck by an inflating side airbag can result in possibly serious injuries.

Sitting improperly or out of position can result in serious injury or death in a crash.

Always sit upright, well back in the seat, with your feet on the floor.

Protecting Adults

Remember, to get the best protection from your car's airbags and other safety features, you must sit properly and wear your seat belt properly.

Advice for Pregnant Women



Because protecting the mother is the best way to protect her unborn child, a pregnant woman should always wear a seat belt whenever she drives or rides in a car.

Remember to keep the lap portion of the belt as low as possible across your hips.

Pregnant women should also sit upright and as far back as possible from the steering wheel or dashboard. This will reduce the risk of injuries to both the mother and her unborn child that can be caused by a crash or an inflating airbag.

Each time you have a check-up, ask your doctor if it's okay for you to drive.

Protecting Adults

Additional Safety Precautions

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

- ***Do not put any accessories on seat belts.*** Devices intended to improve occupant comfort or reposition the shoulder part of a seat belt can severely compromise the protective capability of the seat belt and increase the chance of serious injury in a crash.

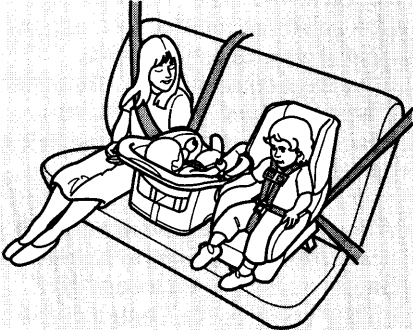
- ***Do not place hard or sharp objects between yourself and a front air-bag.*** Carrying hard or sharp objects on your lap, or driving with a pipe or other sharp object in your mouth, can result in injuries if your front airbag inflates.

- ***Do not attach or place objects on the front air-bag covers.*** Any object attached to or placed on the covers marked "SRS AIRBAG" in the center of the steering wheel and on top of the dashboard could interfere with the proper operation of the airbags. Or, if the airbags inflate, the objects could be propelled inside the car and hurt someone.

- ***On the models with side air-bags, do not attach hard objects on or near a door.*** If a side airbag inflates, a cup holder or other hard object attached on or near the door could be propelled inside the car and hurt someone.

- ***Keep your hands and arms away from the air-bag covers.*** If your hands or arms are close to the airbag cover in the center of the steering wheel or on top of the dashboard, they could be injured if the front airbags inflate.

Protecting Children



Children depend on adults to protect them. However, despite their best intentions, many parents and other adults may not know how to *properly* protect young passengers.

So if you have children, or if you ever need to drive with a grandchild or other children in your car, be sure to read this section.

Children who are unrestrained or improperly restrained can be seriously injured or killed in a crash.

Any child too small for a seat belt should be properly restrained in a child seat. A larger child should be properly restrained with a seat belt.

All Children Must Be Restrained
Each year, many children are injured or killed in vehicle crashes because they are either unrestrained or not properly restrained. In fact, vehicle accidents are the number one cause of death of children ages 12 and under.

To reduce the number of child deaths and injuries, every state and Canadian province requires that infants and children be restrained whenever they ride in a vehicle.

Any child who is too small to wear a seat belt should be properly restrained in a child seat. (See page 25 .)

A larger child should always be restrained with a seat belt. (See page 36 .)

20 Driver and Passenger Safety

Additional Information About Your Seat Belts

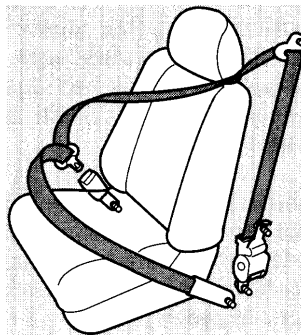
Seat Belt System Components

Your seat belt system includes lap/shoulder belts in all five seating positions. The front seat belts are also equipped with automatic seat belt tensioners.



The seat belt system also includes a light on the instrument panel to remind you and your passengers to fasten your belts. If the driver's seat belt is not fastened before the ignition is turned ON (II), the light will come on and a beeper will also sound. The beeper will stop after a few seconds, but the light will stay on until the driver's seat belt is fastened.

Lap/Shoulder Belt



This seat belt has a single belt that goes over your shoulder, across your chest and across your hips.

To fasten the belt, insert the latch plate into the buckle, then tug on the belt to make sure the buckle is latched.

To unlock the belt, push the red PRESS button on the buckle.

Guide the belt across your body to the door pillar. After exiting the car, be sure the belt is out of the way and will not get closed in the door.

CONTINUED

Additional Information About Your Seat Belts

All seat belts have an emergency locking retractor. In normal driving, the retractor lets you move freely in your seat while it keeps some tension on the belt. During a collision or sudden stop, the retractor automatically locks the belt to help restrain your body.

The seat belts in all seating positions except the driver's have an additional locking mechanism that must be activated to secure a child seat. (See pages 30 and 34 for instructions on how to secure child seats with this type of seat belt.)

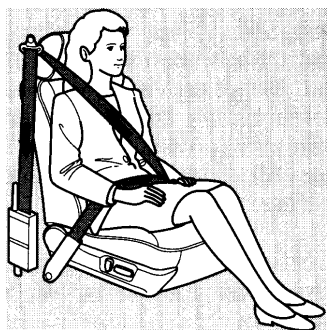
If the shoulder part of the belt is pulled all the way out, the locking mechanism will activate. The belt will retract, but it will not allow the passenger to move freely.

To deactivate the locking mechanism, unlatch the buckle and let the seat belt fully retract. To refasten the belt, pull it out only as far as needed.

See page 15 for instructions on how to wear the lap/shoulder belt properly.

Additional Information About Your Seat Belts

Automatic Seat Belt Tensioners



For added protection, the front seat belts are equipped with automatic seat belt tensioners. When activated, the tensioners immediately tighten the belts to help hold the driver and a front passenger in place.

The tensioners are designed to activate primarily in frontal collisions. The tensioners are independent of the airbag system, so they can be activated during a collision that might not cause the airbags to deploy. In this case, the airbags would not be needed but the additional seat belt tension can be helpful.

The tensioners will be activated in a collision severe enough to cause the front airbags to inflate.

When the tensioners are activated, the seat belts will remain tight until they are unbuckled in the normal way.

 The SRS indicator light will come on if there is a problem with your automatic seat belt tensioners (see page 48).

Additional Information About Your Seat Belts

Seat Belt Maintenance

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

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

U.S. Models

Honda provides a lifetime warranty on seat belts. Honda will repair or replace any seat belt component that fails to function properly during normal use. Please see your **Honda Warranty Information** booklet for details.

Not checking or maintaining seat belts can result in serious injury or death if the seat belts do not work properly when needed.

Check your seat belts regularly and have any problem corrected as soon as possible.

If a seat belt is worn during a crash, you should have your dealer inspect the belt, and replace it if necessary. A belt that has been worn during a crash may not provide the same level of protection in a subsequent crash. The dealer should also inspect the anchors for damage and replace them if needed.

Automatic seat belt tensioners that deployed during a crash must be replaced.

For information on how to clean your seat belts, see page 289 .

Additional Information About Your Airbags

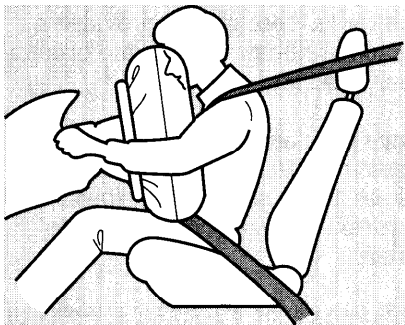
SRS Components

Your Supplemental Restraint System (SRS) includes:

- Two front airbags. The driver's airbag is stored in the center of the steering wheel; the front passenger's airbag is stored in the dashboard. Both are marked "SRS AIRBAG."
- Automatic seat belt tensioners (see page 43).
- Sensors that can detect a moderate to severe frontal collision.

- A sophisticated electronic system that continually monitors and records information about the sensors, the control unit, the airbag activators, and driver and passenger seat belt use when the ignition is ON (II).
- An indicator light on the instrument panel that alerts you to a possible problem with the system (see page 48).
- Emergency backup power in case your car's electrical system is disconnected in a crash.

How Your Front Airbags Work



If you ever have a moderate to severe frontal collision, the sensors will detect the vehicle's rapid deceleration. If the rate of deceleration is high enough, the control unit will instantly inflate the front airbags.

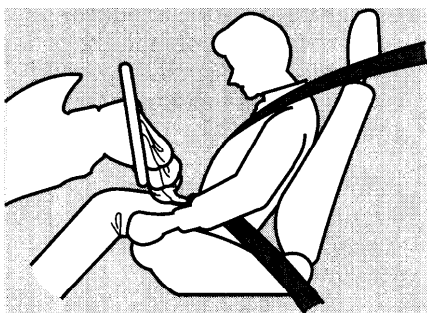
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Additional Information About Your Airbags

During a frontal crash, your seat belts help restrain your lower body and torso. Your airbag provides a cushion to help restrain and protect your head and chest.

Since both airbags use the same sensors, both airbags normally inflate at the same time. However, it is possible for only one airbag to inflate.

This can occur when the severity of a collision is at the margin, or threshold, that determines whether or not the airbags will deploy. In such cases, the seat belt will provide sufficient protection, and the supplemental protection offered by the airbag would be minimal.



After inflating, the front airbags immediately deflate, so they won't interfere with the driver's visibility, or the ability to steer or operate other controls.

The total time for inflation and deflation is approximately one-tenth of a second, so fast that most occupants are not aware that the airbags deployed until they see them lying in their laps.

After a crash, you may see what looks like smoke. This is actually powder from the airbag's surface. Although the powder is not harmful, people with respiratory problems may experience some temporary discomfort. If this occurs, get out of the car as soon as it is safe to do so.

US. Owners

For additional information on how your airbags work, see the booklet titled *SRS: What You Need to Know About Airbags* that came with your owner's manual.

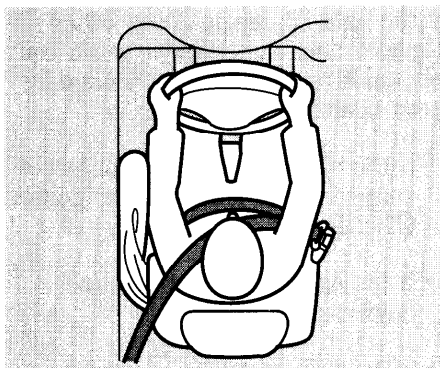
Canadian Owners

For additional information on how your airbags work, ask your dealer for a copy of the booklet titled *SRS: What You Need to Know About Airbags*.

Additional Information About Your Airbags

How Your Side Airbags Work

Some models are equipped with side airbags for the driver and a front seat passenger. The airbags are stored in the outer edges of the front seat-backs, and both are marked "SIDE AIRBAG."



If you ever have a moderate to severe side impact, the sensors will detect rapid deceleration and signal the control unit to instantly inflate either the driver's or the passenger's side airbag.

Only one airbag will deploy during a side impact. If the impact is on the passenger's side, the passenger's side airbag will deploy even if there is no passenger.

To get the best protection from the side airbags, front seat occupants should wear their seat belts and sit upright and well back in their seats.

Additional Information About Your Airbags

How the SRS Indicator Light Works

 The SRS indicator light alerts you to a potential problem with your front airbags. This light will also alert you to a potential problem with your automatic seat belt tensioners (page 43).

On models with side airbags, this light will also alert you to a potential problem with your side airbags or passenger's side airbag automatic cutoff system (see page 49).

When you turn the ignition ON (II), this indicator will light briefly then go out. This tells you that the system is working properly.

If the light comes on at any other time, or does not come on at all, you should have the system checked by your dealer. For example:

- If the SRS indicator light does not come on after you turn the ignition ON (II).
- If the light stays on after the engine starts.
- If the light comes on or flashes on and off while you drive.

If you see any of these indications, your front or side airbags may not deploy, your passenger's side airbag automatic cutoff system may not work properly, or your seat belt tensioners may not work when you need them. See your Honda dealer as soon as possible.

Ignoring the **SW** indicator light can result in serious injury or death if the airbags, cutoff system, or tensioners do not work properly.

Have your vehicle checked by a dealer as soon as possible if the SRS light alerts you to a potential problem.

Additional Information About Your Airbags

How The Side Airbag Indicator Light Works

Only on models equipped with side airbags

 This light alerts you that the passenger's side airbag has been automatically shut off.

To reduce the risk of injury from an inflating side airbag, your car has an automatic cutoff system for the passenger's side airbag.

Although Honda does not encourage children to ride in the front, this system is designed to shut off the side airbag if a child leans sideways and the child's head is in the side airbag deployment path.

If a small-statured adult leans sideways, or larger adult slouches and leans sideways into the deployment path of the side airbag, the system may also shut off the side airbag.

If the side airbag indicator light comes on, you should have the passenger sit upright. Once the passenger is out of the deployment path of the side airbag, the system will turn the airbag back on and the light will go out.

A front seat passenger should not use a cushion or other object as a backrest. It may prevent the cutoff system from working properly.

When you turn the ignition ON (II), the indicator should light briefly and go out (see page 60). If it doesn't light, stays on, or comes on while driving without a passenger in the front seat, have the system checked.

Additional Information About Your Airbags

Airbag Service

Your front and side airbag systems (if equipped) are virtually maintenance-free, and there are no parts you can safely service. However, you must have your car serviced if:

- **Your airbags ever inflate. Any** airbag that has deployed must be replaced along with the control unit and other related parts. Do not try to remove or replace any airbag by yourself. This must be done by a Honda dealer or a knowledgeable body shop.

- **The SRS indicator light alerts you to a problem.** Take your car to an authorized Honda dealer as soon as possible. If you ignore this indication, the airbags might not inflate when you need them.

Additional Safety Precautions

- **Do not attempt to deactivate your airbags.** Together, airbags and seat belts provide the best protection.
- **Do not tamper with airbag components or wiring for any reason.** Tampering could cause the airbags to deploy, possibly causing very serious injury.
- **Do not expose the front seat-backs to water.** If rain or spilled water soaks into a seat-back, it can prevent the side airbag system from working properly.

Additional Information About Your Airbags

- **Do not cover or replace front seat-back covers without consulting a Honda dealer.** Improperly replacing or covering front seat-back covers can prevent your side airbags from inflating during a collision.

See page 183 for further information and precautions relating to your airbags.