

REPORT NO. 208-MGA-2001-001

SAFETY COMPLIANCE SLED TESTING FOR FMVSS 208
OCCUPANT CRASH PROTECTION

Honda Motor Company
2001 Honda Civic 4 Door
NHTSA NO. C15300

MGA RESEARCH CORPORATION
5000 WARREN ROAD
BURLINGTON, WI 53105



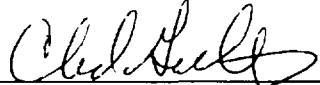
Test Date: February 15, 2001

Report Date: March 7, 2001

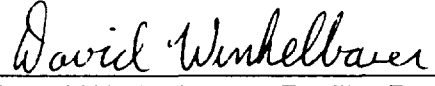
FINAL REPORT

Prepared For:
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SAFETY ASSURANCE
OFFICE OF VEHICLE SAFETY COMPLIANCE
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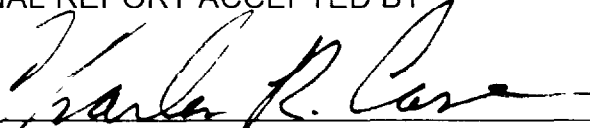
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Contracting Officer's Technical Representative (COTR)
NHTSA, Office of Vehicle Safety Compliance

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1 Report No 208-MGA-2001-001	2 Government Accession No	3 Recipient's Catalog No	
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		6 Performing Organization Code MGA	
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12 Sponsoring Agency Name and Address U S Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance (Mail Code NSA-30) 400 Seventh St , S W , Room 6115 Washington, D C 20590		13 Type of Report and Period Covered Final Report February 15 to March 7, 2001	
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15 Supplementary Notes			
16 Abstract A compliance test (sled test) was conducted on the subject 2001 Honda Civic 4 Door in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No TP208S-01 for the determination of FMVSS 208 compliance Test failures identified were as follows NONE			
17 Key Words Compliance Testing Safety Engineering FMVSS 208S Sled Test		18 Distribution Statement Copies of this report are available from NHTSA Technical Reference Division, Room 5108, (NAD-40) 400 Seventh Street, S W Washington, D C 20590 Telephone No (202) 366-4946	
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Purpose

This FMVSS 208 compliance sled test is part of the Federal Motor Vehicle Safety Standard (FMVSS) 208 compliance test program conducted for the National Highway Traffic Safety Administration (NHTSA) by MGA Research Corporation (MGA) under Contract No. DTNH22-98-D-11055. The purpose of this test was to determine if the subject vehicle, a 2001 Honda Civic 4 Door, NHTSA No. C15300, meets the performance requirements of FMVSS 208, "Occupant Crash Protection," in the impact simulation sled test mode.

Test Procedure

This test was conducted in accordance with NHTSA's Office of Vehicle Safety Compliance (OVSC) Laboratory Test Procedure No. TP-208S-01 dated January 15, 1998. Data was obtained relative to FMVSS 208, "Occupant Crash Protection," performance.

The test vehicle was instrumented with four (4) accelerometers to measure longitudinal axis accelerations.

The test vehicle contained two (2) Part 572 E 50th percentile adult male anthropomorphic test devices (dummies). The dummies were positioned in the front outboard seating positions according to the dummy placement procedures specified in Appendix B of the Laboratory Test Procedure. The dummies were not restrained by seat belts.

Both dummies were instrumented with head and chest accelerometers to measure longitudinal, lateral, and vertical accelerations; chest deflection potentiometers; left and right femur load cells to measure axial forces; and upper neck load cells to measure longitudinal, lateral, and vertical forces and moments.

The thirty-six (36) data channels were digitally sampled at 10,000 samples per second and processed per Sections 11.7 through 11.9 of the Laboratory Test Procedure.

The crash event was recorded by one (1) real-time motion picture camera and six (6) high-speed motion picture cameras. The pre-test and post-test conditions were recorded by one (1) real-time motion picture camera.

Test Results Summary

This FMVSS 208 compliance sled test was conducted at MGA Research Corporation on February 15, 2001

The test vehicle, a 2001 Honda Civic 4 Door, NHTSA No C15300, appeared to comply with the performance requirements of FMVSS 208 in the impact simulation sled test mode as measured by Hybrid III 50th percentile male dummies

	FMVSS 208 Max Allowable Injury Assessment Values	Driver (Serial #312)	Passenger (Serial #340)
HIC	1000	171	174
Chest g	60 g	39.7 g	34.8 g
Chest displacement	3 inches	1.7 in	0.4 in
Left Femur	2250 lb	1169 lb	1119 lb
Right Femur	2250 lb	960 lb	1048 lb
Neck Extension	57 Nm	12.2 Nm	35.8 Nm
Neck Flexion	190 Nm	29.9 Nm	51.9 Nm
Neck Tension	3300 N	1009 N	1063 N
Neck Compression	4000 N	103 N	1723 N
Neck Shear	3100 N	594 N	1211 N

The vehicle also appears to meet the other FMVSS 208 requirements for which it was tested. These results are shown in the data sheets that are included in this report.

The test vehicle was equipped with air bags at the driver and passenger seating positions. The dummies were not restrained by seat belts. The sled carriage was accelerated to 17.9 g with an integrated velocity change of 30.1 mph. After filtering the acceleration signal to Channel Class 60, the airbag system was triggered 19.1 milliseconds after 0.5 g acceleration.

INCLUDE DISCUSSION OF LOST CHANNELS OR OTHER TEST ISSUES

None noted

Sled Test Summary

Vehicle NHTSA No C15300 Test Mode FMVSS 208 SLED TEST

Vehicle Yr/Make/Model/Body Style 2001/Honda/Civic/4 Door

Test Date February 15, 2001 Time 1 05 p m Temp 71°F

Vehicle Test Weight 2875 lbs

DUMMY INFO.

DRIVER

PASSENGER

Dummy Type

Part 572E

Part 572E

Serial Number

312

340

Restraint System

Frontal airbag

Frontal airbag

No Data Channels

15

15

Number of Cameras

1 Real Time

6 High Speed

Door Opening Data

yes Left Front

yes Right Front

FRONT SEAT(S) DATA

DRIVER

PASSENGER

Seat Track Failure -

0 inches shift,

0 inches shift

Seat Back Failure -

no

no

VISIBLE DUMMY CONTACT POINTS:

DRIVER

PASSENGER

Head

Airbag/windshield/
sunvisor

Airbag/windshield/
sunvisor

Chest

Airbag

Airbag

Left Knee

Knee bolster/steering
column cover

Glove box

Right Knee

Knee bolster/steering
column cover

Glove box

General Test And Vehicle Parameter DataVehicle Yr/Make/Model/Body Style 2001/Honda/Civic/4 DoorVehicle NHTSA No C15300 VIN 1HGES15261L039337 Color Silver

Engine Data

No Cylinders 4, CID , Liters 1.7, CCs: Placement Longitudinal/Inline ; Transverse/Lateral: X

Transmission Data

Speeds: 5, Manual X, Automatic: ; Overdrive:

Final Drive.

Rear Wheel Drive ; Front Wheel Drive: X; Four Wheel Drive:

Major Options

A/C , Pwr Strg X; Pwr Brakes: X; Pwr. Windows: Pwr. Dr Locks , Other Tilt wheel, rear defoggerDate Received: January 11, 2001; Odometer Reading: 57 milesSelling Dealer Frank Gentile Olds, Inc., 6801 Washington Avenue, Racine, WI 53406REMARKS None

General Test And Vehicle Parameter Data (Cont)

DATA FROM VEHICLE'S CERTIFICATION LABEL

Vehicle Manufactured By Honda Motor Company

Date of Manufacture 12/00, VIN 1HGES15261L039337

GVWR 3370 lbs, GAWR Front 1730 lbs

GAWR Rear 1655 lbs.

DATA FROM TIRE PLACARD.

Tire Pressure with Maximum Capacity Vehicle Load.

FRONT: 30 psi REAR: 30 psi

Recommended Tire Size. P185/70R14

Recommended Cold Tire Pressure.

FRONT: 30 psi REAR: 30 psi

Size of Tires on Test Vehicle: P185/70R14

Type of Spare Tire: T115/70D14; Space Saver X, Standard

Vehicle Capacity Data

Type of Front Seats: X Bucket, Bench, Split Bench

Number of Occupants: 2 Front, 3 Rear, 3rd Seat, 5 TOTAL

REMARKS None

VEHICLE CAPACITY WEIGHT (VCW) = 850 lbs

No Of Occupants x 150 lbs = 750 lbs.

Rated Cargo/Luggage Weight (RCWL) = 100 lbs (Difference)

General Test And Vehicle Parameter Data (Cont)

WEIGHT OF TEST VEHICLE AS RECEIVED AT LABORATORY (with maximum fluids)

Right Front =	<u>689</u> lbs	Right Rear =	<u>494</u> lbs
Left Front =	<u>743</u> lbs	Left Rear =	<u>505</u> lbs
TOTAL FRONT =	<u>1432</u> lbs	TOTAL REAR =	<u>999</u> lbs
% Total Weight =	<u>58.9</u> %	% Total Weight =	<u>41.1</u> %

TOTAL DELIVERED WEIGHT = 2431 lbs

WEIGHT OF FULLY LOADED TEST VEHICLE WITH TWO DUMMIES (344 LBS) AND
100 POUNDS OF CARGO WEIGHT

Right Front =	<u>797</u> lbs.	Right Rear =	<u>620</u> lbs
Left Front =	<u>819</u> lbs	Left Rear =	<u>639</u> lbs.
TOTAL FRONT =	<u>1616</u> lbs	TOTAL REAR =	<u>1259</u> lbs
% Total Weight =	<u>56.2</u> %	% Total Weight =	<u>43.8</u> %

TOTAL WEIGHT = 2875 lbs

TEST VEHICLE ATTITUDE (all measurements in degrees)

AS DELIVERED DOOR SILL ANGLE·	<u>1.1° nose down</u>
AS TESTED DOOR SILL ANGLE.	<u>1.1° nose down</u>
FULLY LOADED DOOR SILL ANGLE·	<u>0.8° nose down</u>

FUEL SYSTEM DATA

Fuel System Capacity From Owner's Manual = 13.2 gallons
Usable Capacity Figure Furnished by COTR = 13.2 gallons

REMARKS None

Post-Impact Data

Test number	HT01021501	
NHTSA number	C15300	
Test date	February 15, 2001	
Test time	1 05 PM	
Test type:	FMVSS 208 Compliance Sled Test	
Impact angle	0°	
Ambient Temperature at Impact Area	71°F	
Temperature in Occupant Compartment	71°F	
Impact Velocity		
Integrated velocity from the integration of the entire sled acceleration		30.1 mph
Specified integrated velocity range:		28 to 30 mph
Sled Carriage Acceleration		
Acceleration.		17.9 g
Specified Acceleration Range		16.0 - 18.2 g
Sled Carriage Acceleration Duration		
Time from T-0 (-0.5 g) to 0.0 g		122.8 msec
Specified Acceleration Duration		120.0 to 130.0 msec
The sled acceleration corridor was achieved		

Seat and Steering Column Positioning Data

Vehicle Yr/Make/Model/Body Style 2001/Honda/Civic/4 Door

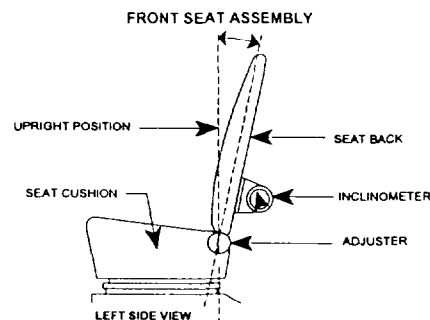
Vehicle NHTSA No C15300 Test Date February 15, 2001

NOMINAL DESIGN RIDING POSITION.

Driver Seat: Seat Back Angle = 9.7°

Passenger Seat Seat Back Angle = 10.1°

(Measurements taken at headrest post)



SEAT FORE AND AFT POSITIONS:

Driver Seat: The seat track had a total position movement of 25 notches and was positioned 12 notches rearward from the foremost position with the forward most locking position as zero

Passenger Seat: The seat track had a total position movement of 25 notches and was positioned 12 notches rearward from the foremost position with the forward most locking position as zero

STEERING COLUMN ADJUSTMENTS

The steering column was placed in the mid position (center of travel between highest and lowest positions)

Dummy Positioning Measurement Table

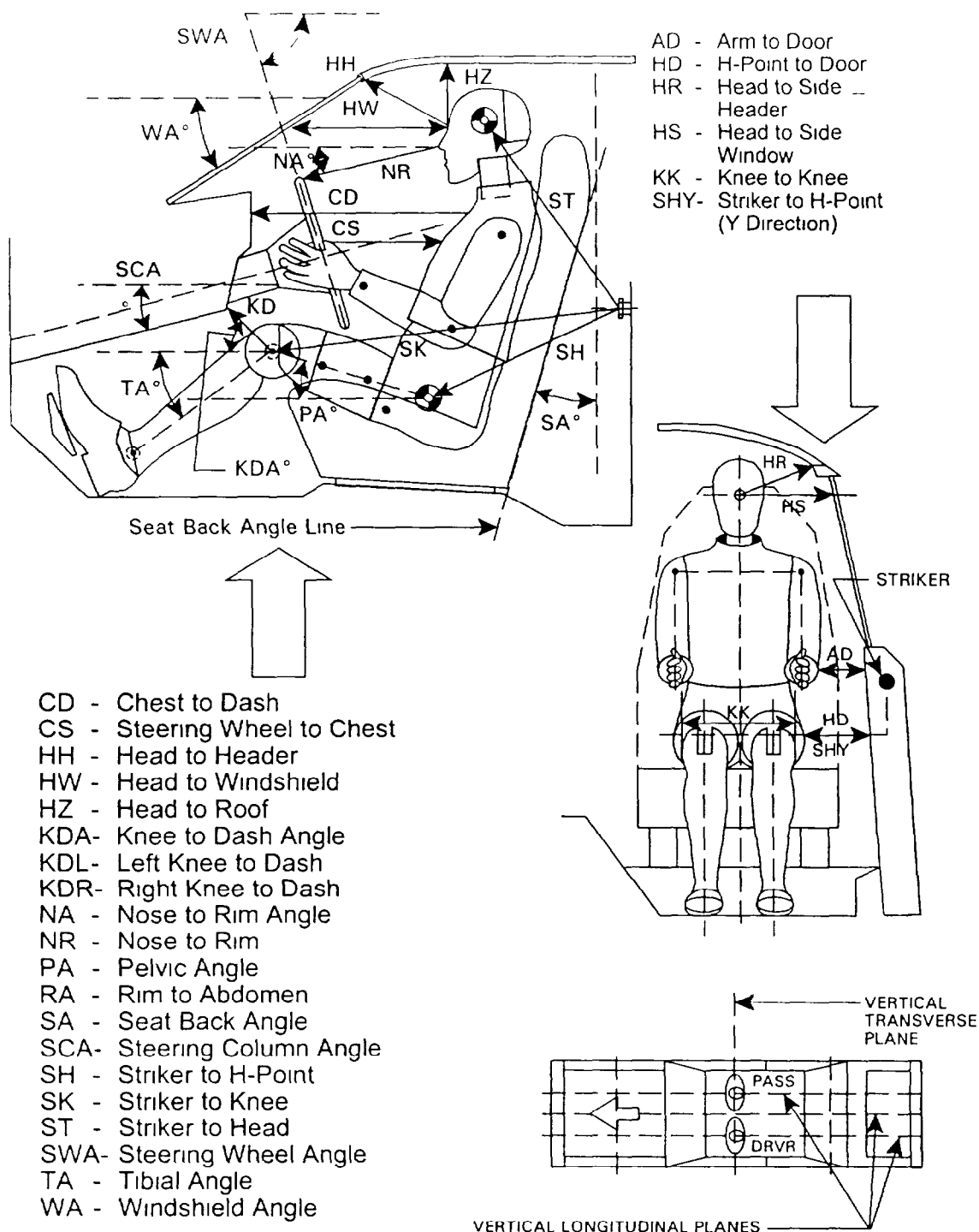
Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Vehicle NHTSA No C15300 Test Date February 15, 2001

	DRIVER (Serial #312)	PASSENGER (Serial #340)
WA°	29.9°	
SWA°	63.7°	
SCA°	22.9°	
SA°	9.7°	10.1°
HZ	7.3	7.4
HH	12.6	12.6
HW	21.4	22.3
HR	8.5	8.7
NR	15.2 Angle 15.7° (NA°)	
CD	20.7	
CS	12.1	
RA	7.3	
KDL	6.2 Angle 30.1° (KDA°)	5.4
KDR	5.9	6.6 Angle -3.6° (KDA°)
PA°	21.6°	21.2°
TA°	42.2°	38.8°
KK	12.2	9.5
ST	21.1 Angle 14.3°	21.1 Angle 11.3°
SK	22.3 Angle 89.8°	23.7 Angle 95.4°
SH	8.5 Angle 122.4°	8.9 Angle 113.5°
SHY	9.2	8.8
HS	12.5	12.3
HD	5.3	5.4
AD	3.2	3.5

Dummy Positioning Measurement Locations

DUMMY MEASUREMENT FOR FRONT SEAT PASSENGERS



Description of Dummy Measurements

When a level is to be used, it is to ensure that the line containing the two points described is either parallel or perpendicular to the ground. If a measurement to be made is less than 10 inches ignore the directions to use a level and approximate a level measurement. Also, when a measurement is to be taken to or from the center of a bolt on the dummy, take the measurement from the center of the bolt hole if the bolt is recessed.

The following measurements are to be made within a vertical longitudinal plane.

- * HH Head to Header, taken from the point where the dummy's nose meets his forehead (between his eyes) to the furthest point forward on the header.
- * HW Head to Windshield, taken from the point where the dummy's nose meets his forehead (between his eyes) to a point on the windshield. Use a level.
- HZ Head to Roof, taken from the point where the dummy's nose meets his forehead (between his eyes) to the point on the roof directly above it. Use a level.
- * CS Steering Wheel to Chest, taken from the center of the steering wheel hub to the dummy's chest. Use a level.
- * CD Chest to Dash, place a tape measure on the tip of the dummy's chin and rotate five inches of it downward toward the dummy to the point of contact on the transverse center of the dummy's chest. Then measure from this point to the closest point on the dashboard either between the upper part of the steering wheel between the hub and the rim, or measure to the dashboard placing the tape measure above the rim, whichever is a shorter measurement. See photograph.
- RA Steering Wheel Rim to Abdomen, taken from the bottommost point of the steering wheel rim horizontally rearward to the dummy. Use a level.
- NR Nose to Rim, taken from the tip of the dummy's nose to the closest point on the top of the steering wheel rim. Also indicate the angle this line makes with respect to the horizontal (NA).
- *¹ KDL, KDR Left and Right Knees to Dashboard, taken from the center of the knee pivot bolt's outer surface to the closest point forward acquired by swinging the tape measure in continually larger arcs until it contacts the dashboard. Also reference the angle of this measurement with respect to the horizontal for the outboard knee (KDA). See photograph.

* Measurement used in Data Tape Reference Guide

¹ Only outboard measurement is referenced in Data Tape Reference Guide

Description of Dummy Measurements (Cont.)

SH, SK, ST Striker to Hip, Knee, and Head, these measurements are to be taken in the X-Z plane measured from the forward most center point on the striker to the center of the H-point, outer knee bolt, and head target. When taking this measurement a firm device that can be rigidly connected to the striker should be used. Use a level. The angles of these measurements with respect to the horizontal should also be recorded. The measurement in the Y (transverse) direction from the striker to the H-point should also be taken (SHY). See photograph.

The following measurements are to be made within a vertical transverse plane.

HS	Head to Side Window, taken from the point where the dummy's nose meets his forehead (between his eyes) to the outside of the side window. In order to make this measurement, roll the window down to the exact height which allows a level measurement. Use a level. See photograph.
* AD	Arm to Door, taken from the outer surface of the elbow pivot bolt on a Hybrid II dummy to the first point it hits on the door. In the case of a Hybrid III dummy, measure from the bolt on the outer biceps. When a SID is used make the measurement from the center of the bottom of the arm segment where it meets the dummy's torso.
* HD	H-point to Door, taken from the H-point on the dummy to the closest point on the door. Use a level.
* HR	Head to Side Header, measure the shortest distance from the point where the dummy's nose meets his forehead (between his eyes) to the side edge of the header just above the window frame, directly adjacent to the dummy.
SHY	Striker to H-point, taken from a rod rigidly connected to the forward most center point on the striker to the H-point. Use a level. See photograph.
KK	Knee to Knee, for Hybrid II dummies measure the distance between knee pivot bolt head outer surfaces. For Hybrid III dummies measure the distance between the outboard knee clevis flange surfaces. (This measurement may not be exactly transverse)

* Measurement used in Data Tape Reference Guide

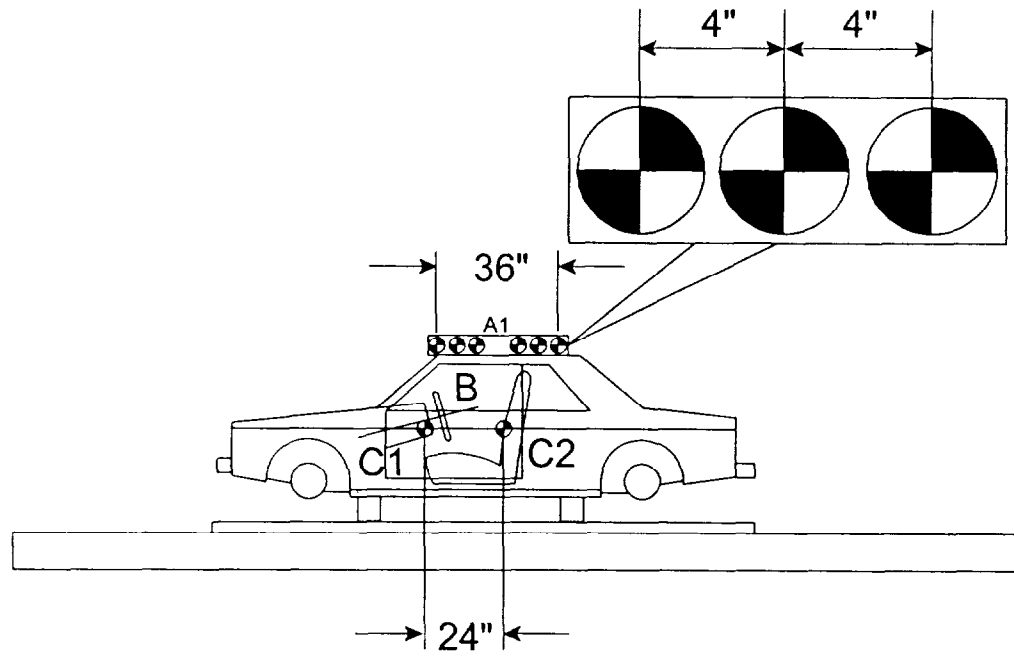
Description of Dummy Measurements (Cont.)

Angles

SA	Seat Back Angle, find this angle using the instructions provided by the manufacturer. If the manufacturer doesn't provide clear instructions contact the COTR.
PA	Pelvic or Femur Angle, taken by inserting the pelvic angle gauge into the H-point gauging hole on the SID or the Hybrid III dummies and taking this angle with respect to the horizontal. Measure the angle of the line connecting the H-point hole and the outer knee pivot bolt hole on a Hybrid II dummy with respect to the horizontal, to find the femur angle.
SWA	Steering Wheel Angle, find this by placing a straight edge against the steering wheel rim along the longitudinal plane. Then measure the acute angle of the straight edge with respect to the horizontal.
SCA	Steering Column Angle, measured with respect to the horizontal by placing an inclinometer on the center of the underside of the steering column.
NA	Measure the angle made when taking the measurement NR with respect to the horizontal.
KDA	Knee to Dash Angle, the angle that the measurement KD is taken at with respect to the horizontal. Only get this angle for the outboard knee. See photograph.
WA	Windshield Angle, place an inclinometer along the transverse center of the windshield exterior (measurement is made with respect to horizontal).
TA	Tibial Angle, use a straight edge to connect the dummy's knee and ankle bolts. Then place an inclinometer on the straight edge and measure the angle with respect to the horizontal.

Vehicle Targeting Measurements

REFERENCE PHOTO TARGETS

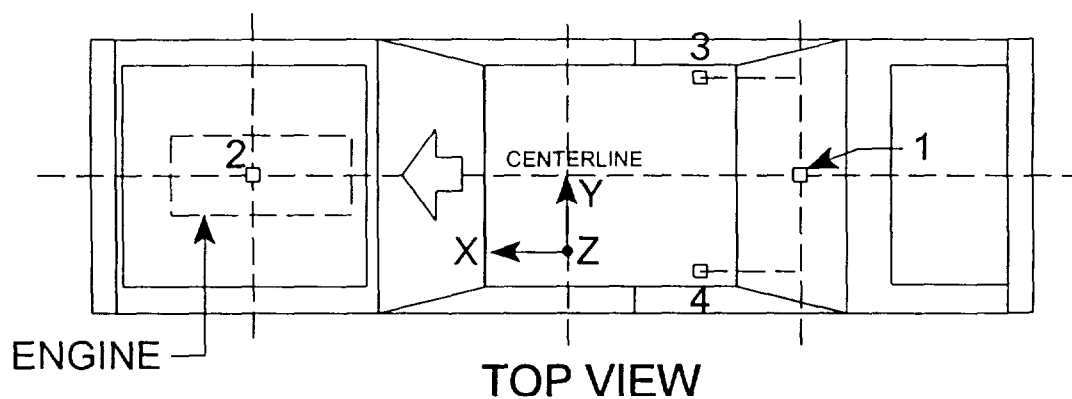


LEFT SIDE VIEW

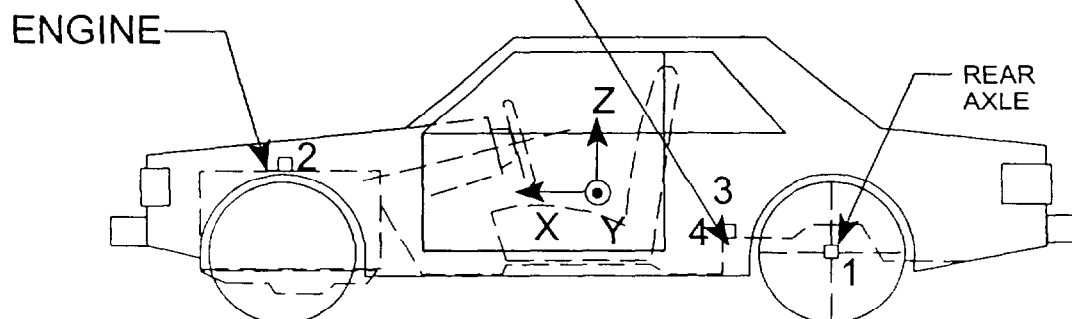
Vehicle Accelerometer Placement and Data Summary

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Vehicle NHTSA No C15300 Test Date February 15, 2001



REAR SEAT CUSHION
ASSY. FRONT ATTACHMENT
BRACKET SUPPORT



LEFT SIDE VIEW

Vehicle Accelerometer Location Measurements and Data Summary

Vehicle Year/Make/Model/Body Style: 2001/Honda/Civic/4 Door

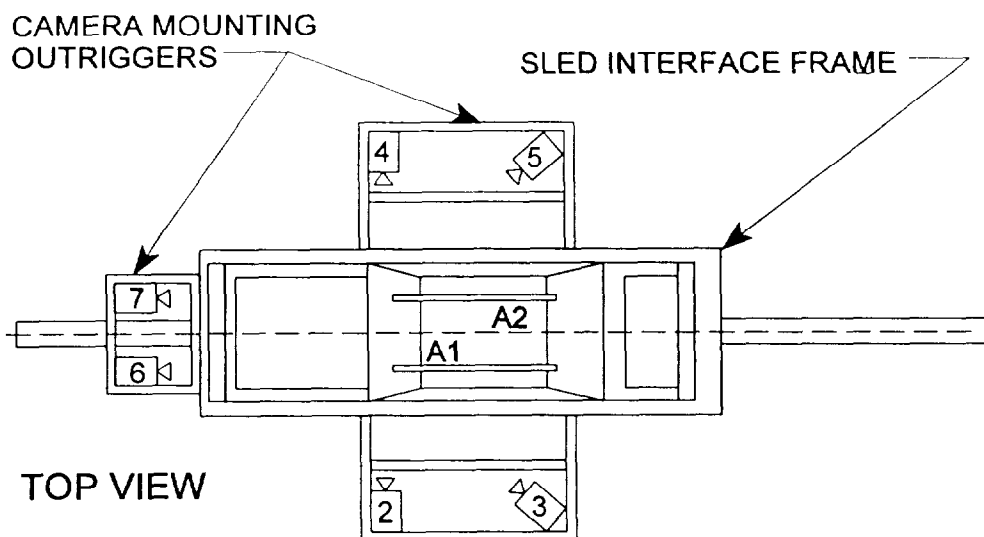
Vehicle NHTSA No C15300 Test Date: February 15, 2001

No.	Location	X (in)	Y (in)	Positive Direction		Negative Direction	
				Value	Time (msec)	Value	Time (msec)
	Sled Primary Longitudinal	67 0	0	17 9 g	60	-1 2 g	125
	Sled Redundant Longitudinal	67 0	3.5	18.1 g	60	-1 3 g	126
	Sled Velocity Measured Integrated	67.0	0	30.1 mph	123	--	--
1	Rear Axle Longitudinal	33 0	0	18.8 g	49	-3 5 g	172
2	Top Engine Longitudinal	148 0	0	22 3 g	46	-3 6 g	168
3	Right Rear Seat Member Longitudinal	67.5	14 5	18 8 g	54	-1 4 g	128
4	Left Rear Seat Member Longitudinal	67 5	14.5	19 5 g	55	-1 8 g	128

Reference Points X - From Rear Surface of Vehicle (+ forward)

Y - Vehicle Centerline (+ to right)

Camera Positions



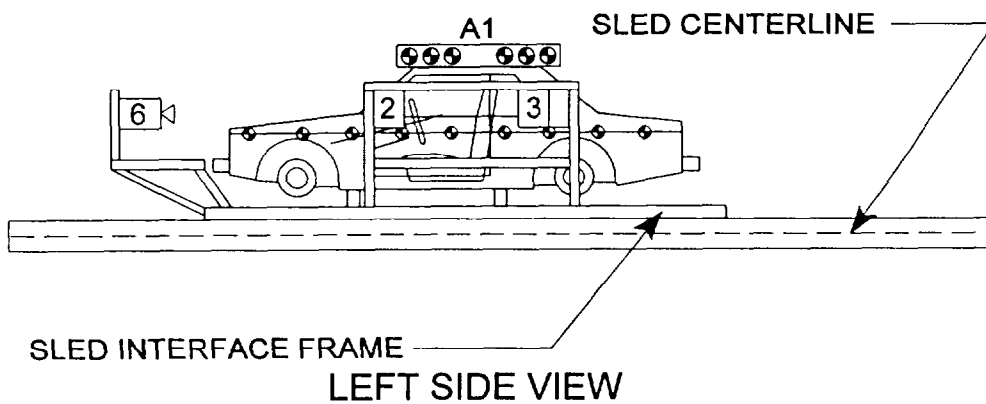
CAMERA FRAME RATES

#1 = 24 fps

All Others = 1,000 fps



REAL TIME CAMERA



Camera Location Measurements

Camera No	VIEW	Camera Positions (inches)*			Angle (deg)	Film Plane To Head Target	Lens (mm)	Speed (fps)
		X	Y	Z				
1	Real-Time (Pre and Post)						10	24
2	Onboard Driver	70.6	88.6	38.4	90	72.4	13	957
3	Onboard Driver Angle	150.9	91.1	47.8			13	1005
4	Onboard Passenger	71.8	89.6	38.5	90	71.1	13	1053
5	Onboard Passenger Angle	146.7	88.5	47.9			13	1026
6	Onboard Windshield Driver	18.3	14.1	42.9			13	1042
7	Onboard Windshield Passenger	18.3	13.9	42.9			13	1000

Reference* X = Front of sled carriage
 Y = Center of sled carriage
 Z = Top of sled carriage

Occupant Injury Data

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Vehicle NHTSA No C15300 Test Date February 15, 2001

MAXIMUM ACCELERATION VALUES (g's)	DRIVER DUMMY #312	PASSENGER DUMMY #340
Head Channel X	-35.6	-49.8
Head Channel Y	11.2	-16.8
Head Channel Z	26.8	38.9
HEAD RESULTANT	38.4	61.7
Chest Channel X	-37.3	-30.5
Chest Channel Y	6.5	-5.3
Chest Channel Z	16.0	22.7
CHEST RESULTANT	40.2	35.5

HEAD INJURY CRITERIA (HIC) VALUES:

HIC	171	174
$t_1 =$ (msec)	94.1	90.2
$t_2 =$ (msec)	130.1	106.5

[The maximum time interval from t_1 to t_2 is 36 milliseconds]

CHEST INJURY CRITERIA (CLIP) VALUES: (g's)

CLIP	39.7	34.8
$t_1 =$ (msec)	95.3	96.1
$t_2 =$ (msec)	98.3	99.2
CHEST DEFLECTION (in)	1.6	0.4

Occupant Injury Data (Cont.)

MAX COMPRESSIVE FEMUR FORCES	DRIVER DUMMY #312	PASSENGER DUMMY #340
Left Side (lbs)	1169	1119
Right Side (lbs)	960	1048

NECK INJURY CRITERIA

Peak Flexion Bending Moment about the Occipital Condyle (N-m)	29.9	51.9
Peak Extension Bending Moment about the Occipital Condyle (N-m)	12.2	35.8
Peak Axial Tension (N)	1009	1063
Peak Axial Compression (N)	103	1723
Peak Fore Shear (N)	594	1211
Peak Aft Shear (N)	217	257

Seat Belt Warning System Data

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Complete the following to determine which seat belt warning system option (S7 3(a)(1) or S7 3(a)(2)) is used (Manufacturers may use either option)

A With occupant in driver's position and lap belt in stowed position and ignition switch placed in "Start/On" position.

A.1 S7 3(a)(1)

Time duration of audible warning signal = 5 seconds
(4 to 8 seconds)

Time duration of reminder light operation = >60 seconds
(no less than 60 seconds)

A 2 S7.3(a)(2)

Time duration of audible warning signal = seconds
(4 to 8 seconds)(see 49 USCS @ 30124)

Time duration of reminder light operation = seconds
(4 to 8 seconds)

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

B.1 S7.3(a)(1)

Time duration of audible warning signal = 0 seconds
(audible warning not required)

Time duration of reminder light operation = 0 seconds
(reminder light not required)

B 2 S7 3(a)(2)

Time duration of audible warning signal = seconds
(audible warning not required)

Time duration of reminder light operation = seconds
(4 to 8 seconds)

C Note wording of visual warning

Fasten seat belt

Fasten Belt

Symbol 101

X

Readiness IndicatorVehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 DoorNHTSA No C15300, Technician Chad Gadberry Date January 29, 2001

An occupant restraint system that deploys in the event of a crash shall have a monitoring system with a readiness indicator. A totally mechanical system is exempt from this requirement (11/8/94 legal interpretation)

- 1 Is the system totally mechanical? ()Yes (X)No
(If YES this Data Sheet is complete.)
- 2 Describe the location of the readiness indicator top center of instrument panel
- 3 Is the readiness indicator clearly visible to the driver?
(X)Yes-Pass ()No-FAIL
4. Is a list of the elements in the occupant restraint system, being monitored by the readiness indicator, provided?
(X)Yes-Pass ()No-FAIL

Air Bag Labels Data

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

1 Air bag maintenance label and owner's manual instructions (S4 5 1(a))

- 1.1 Does the manufacturer recommend periodic maintenance or replacement of the airbag? ☐ Yes, go to 1 2 ☒ No, go to 2
- 1.2 Does the vehicle have a maintenance or replacement label? ☐ Yes-Pass ☐ No-FAIL
- 1.3 Does the label contain one of the following? ☐ Yes-Pass ☐ No-FAIL
☐ Schedule on label specifies month and year (Date: _____)
☐ Schedule on label specifies vehicle mileage (Mileage: _____)
☐ Schedule on label specifies interval measured from date on certification label (Date: _____)
- 1.4 Is the label permanently affixed within the passenger compartment? ☐ Yes-Pass ☐ No-FAIL
- 1.5 Is the label lettered in English? ☐ Yes-Pass ☐ No-FAIL
- 1.6 Is the label in block capitals and numerals? ☐ Yes-Pass ☐ No-FAIL
- 1.7 Are the letters and numerals at least 3/32 inches high? ☐ Yes-Pass ☐ No-FAIL
- 1.8 Does the owner's manual set forth the recommended schedule for maintenance or replacement? ☐ Yes-Pass ☐ No-FAIL

2 Does the owner's manual (S4 5 1(f))

- 2.1 Include a description of the vehicle's airbag system in an easily understandable format? ☒ Yes-Pass ☐ No-FAIL
- 2.2 Include a statement that the vehicle is equipped with an airbag and a lap/shoulder belt at the front outboard seating positions? ☒ Yes-Pass ☐ No-FAIL

Air Bag Labels Data (Cont.)

- 2 3 Include a statement that the air bag is a supplemental restraint at the front outboard seating positions?
(X)Yes-Pass () No-FAIL
- 2 4 Emphasize that all occupants, including the driver, should always wear their seat belts whether or not an airbag is also provided at their seating positions to minimize the risk of severe injury or death in the event of a crash?
(X)Yes-Pass () No-FAIL
- 2.5 Provide any necessary precautions regarding the proper positioning of occupants, including children, at seating positions equipped with air bags to insure maximum safety protection for those occupants?
(X)Yes-Pass () No-FAIL
- 2.6 Explain that no objects should be placed over or near the air bag on the steering wheel or on the instrument panel, because any such objects could cause harm if the vehicle is in a crash severe enough to cause the air bag to inflate?
(X)Yes-Pass () No-FAIL

3 Does the vehicle

- 3 1 Provide an automatic means to ensure that the airbag does not deploy when a child seat or child with a total mass of 30 kg or less is present on the front outboard passenger?
() Yes (X) No
- 3 2 Incorporate sensors, other than or in addition to weight sensors, which automatically prevent the passenger air bag from deploying in situations in which it might have an adverse effect on infants in rear-facing child seats, and unbelted or improperly belted children?
() Yes (X) No
- 3 3 Have a passenger air bag designed to deploy in a manner that does not create a risk of serious injury to infants in rear-facing child seats, and unbelted or improperly belted children?
() Yes (X) No

If yes to 3 1, or 3 2, or 3 3, the vehicle is not required to have a sunvisor warning label (S4 5 1(6)), an airbag alert label (S4 5 1(c)) or a label on the dash (S4 5 2(e)) and this check sheet is complete (S4 5.1) If no to 3 1, 3 2, and 3 3, go to 4

4 Sun Visor Warning Label

- 4 1 Is the label permanently affixed (may be permanent marking or molding) to either side of the sunvisor at each front outboard seating position with an airbag?
(S4 5 1(b)(2))
- | | | | |
|------------------|---------|-------------|-------------|
| Driver Side - | | (X)Yes-Pass | () No-FAIL |
| Passenger Side - | () N/A | (X)Yes-Pass | () No-FAIL |

Air Bag Labels Data (Cont)

- 4 2 Does the label conform in content (vehicles without back seats may omit the statement "The back seat is the safest place for children ") (S4 5 1(b)(2)(v))) to either label shown on the next page as appropriate at each front outboard seating position with an air bag? (S4 5 1(b)(2))

4 2 1 **Dual air bags:** ☐ Not Applicable
 Driver Side - ☒ Yes ☐ **No-FAIL**
 Passenger Side - ☒ Yes ☐ **No-FAIL**

4 2 2 **Vehicle with driver air bag ONLY - either 4.2.2.1 or 4.2.2.2 is applicable, not both.** (S4 5 1(b)(2)(iv))

4 2 2 1 Does the label conform in content to either label shown on the following page as appropriate?
 ☒ Not Applicable
 Driver Side - ☐ Yes-Pass ☐ **No-FAIL**

4.2 2 2 Does the label conform in content to the first label shown on the following page where the label can be modified to omit the pictogram and the message text may read:

DEATH or SERIOUS INJURY can occur
 • Sit as far back as possible from the air bag
 • ALWAYS use SEAT BELTS and CHILD RESTRAINTS
 • The BACK SEAT is the SAFEST place for children.

☒ Not Applicable
 Driver Side - ☐ Yes-Pass ☐ **No-FAIL**

Air Bag Labels Data (Cont)

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

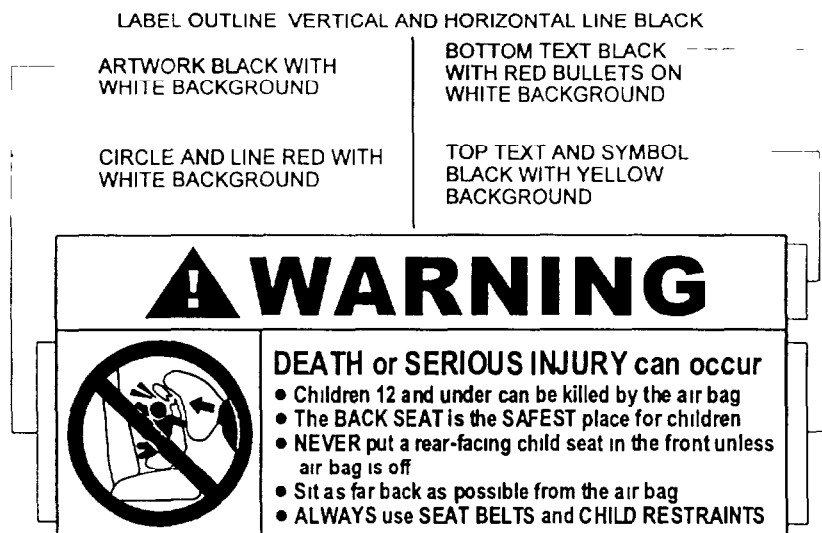


Figure 6a (S4 5 1(b)(2))

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN DOWN POSITION

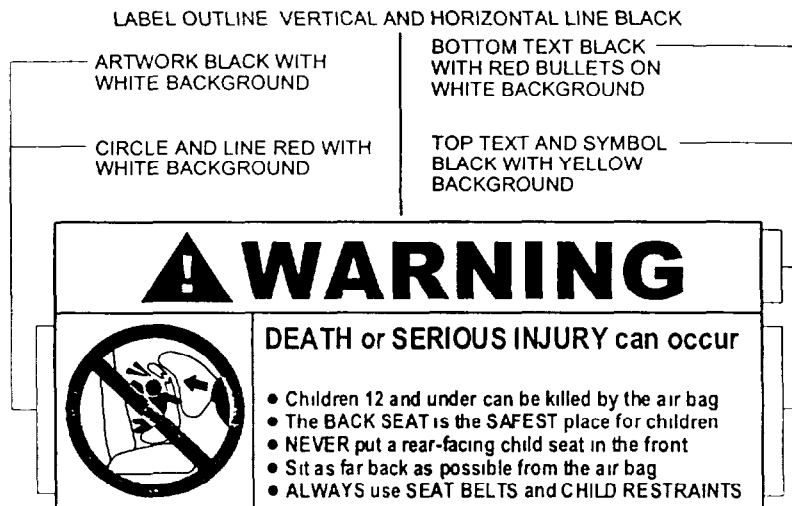


Figure 6b (S4 5 1(b)(2))

- | | | | | |
|-----|---|----------------|-------------|-------------|
| 4 3 | Is the label heading area yellow with the word "warning" and the alert symbol in black? (S4 5 1(b)(2)(i)) | Driver Side - | (X)Yes-Pass | () No-FAIL |
| | Passenger Side - | () No air bag | (X)Yes-Pass | () No-FAIL |
| 4 4 | Is the message white with black text? (S4.5 1(b)(2)(ii)) | Driver Side - | (X)Yes-Pass | () No-FAIL |
| | Passenger Side - | () No air bag | (X)Yes-Pass | () No-FAIL |

Air Bag Labels Data (Cont.)

- 5 4 Is the message area at least 20 cm²? (S4 5 1(c)(2)(i))
 Actual message area 21.8 cm²
 Driver Side - (X)Yes-Pass () No-FAIL
 Passenger Side - ()No air bag (X)Yes-Pass () No-FAIL
- 5 5 Is the pictogram black with a red circle and slash on a white background?
 (S4.5 1(c)(2)(ii))
 For vehicles with driver side air bag ONLY () Not Applicable
 (X)Yes-Pass () No-FAIL
- 5 6 Is the pictogram at least 20 mm in diameter? (S4.5 1(c)(2)(ii))
 Actual diameter 20 mm
 For vehicles with driver side air bag ONLY () Not Applicable
 (X)Yes-Pass () No-FAIL

SUN VISOR LABEL VISIBLE WHEN VISOR IS IN UP POSITION

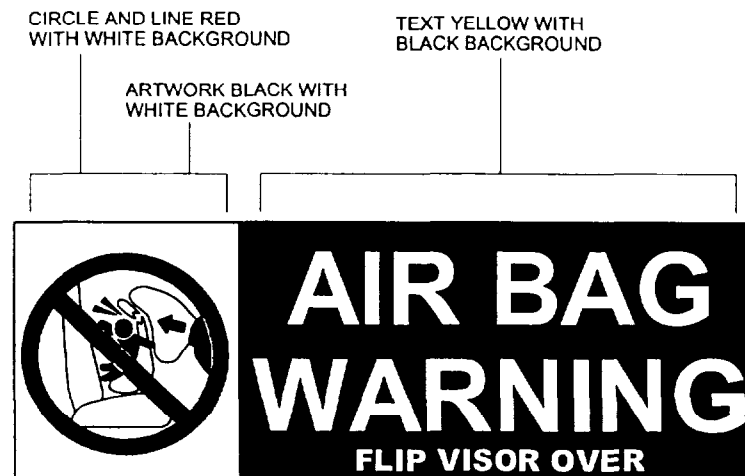


Figure 6c (S4.5 1(c)(2))

- 6 Label On the Dash
- 6 1 Does the vehicle have a passenger side air bag?
 (X)Yes () No, check sheet is complete
- 6 2 Does the vehicle have a label on the dash or steering wheel hub? (S4 5 1(e))
 (X)Yes-Pass () No-FAIL
- 6 3 Does the label conform in content (vehicles without back seats may omit the statement "The back seat is the safest place for children 12 and under" (S4 5 1(e)(iii)) to the label shown below. (S4 5 1(e))
 (X)Yes-Pass () No-FAIL

Air Bag Labels Data (Cont)

- 6 4 Is the heading area yellow with the word "warning" and the alert symbol in black?
(S4 5 1(e)(i)) (X)Yes-Pass () No-FAIL
- 6 5 Is the message white with black text? (S4 5 1(e)(ii))
(X)Yes-Pass () No-FAIL
- 6 6 Is the message area at least 30 cm²? (S4.5 1(e)(ii))
Actual message area: 52 5 cm²
(X)Yes-Pass () No-FAIL

REMOVABLE LABEL ON DASH

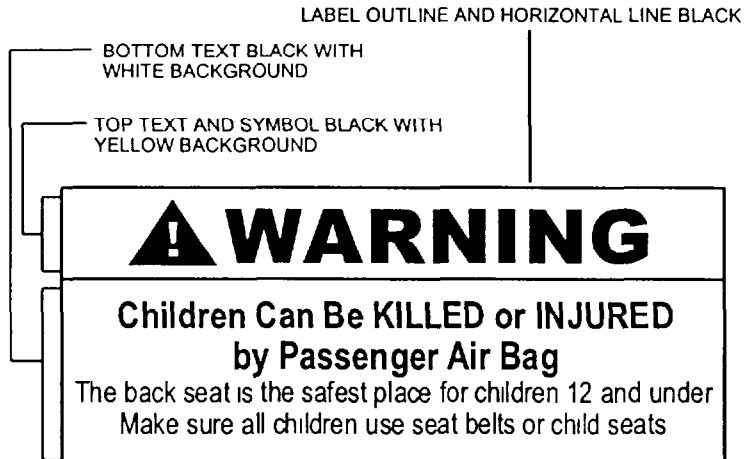


Figure 7 (S4 5 1(e))

Rear Outboard Seating Position Seat Belt DataVehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 DoorNHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Do all rear outboard seating positions have type 2 seat belts?

(X)Yes ()No

If NO, describe the seat belt installed, the seat location, and any other information about the seat that would explain why a type 2 belt was not installed

Lap Belt Lockability Data

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less (S7 1 1 5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic locking retractors. (S7 1 1.5(c))

Designated Seating Position (DSP). Right Front

- 1 Record the seating position Fully rearward
(S7.1 1.5(c)(1))
(Any position is acceptable)
2. Buckle the seat belt (S7 1 1.5(c)(1))
- 3 Complete any procedures recommended in the vehicle owner's manual to activate any locking feature. (S7 1.1.5(c)(1))
- 4 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle (S7 1 1 5(a))

(X)Yes-Pass () No-FAIL
- 5 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing (S7 1 1 5(a))

(X)Yes-Pass () No-FAIL
- 6 Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?

(X)Yes, go to 6 1 () No, go to 7
- 6 1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7 1 1 5(b))

(X)Yes-Pass () No-FAIL
- 7 Locate a reference point A on the seat belt buckle (S7 1 1 5(c)(2))

Lap Belt Lockability Data (Cont.)

8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly (S7 1 1 5(c)(2))
 9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system (S7 1 1 5(c)(2))
 10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- Measured distance between A and B is 73 inches
11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing (S7 1.1.5(c)(3))
 12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7 1.1 5(c)(4))

The measured force application angle = 10 (spec. 5-15 degrees)

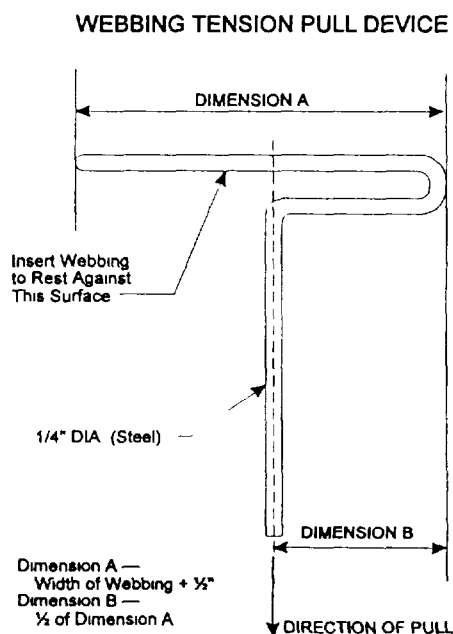


Figure 5 (S7 1 1 5(c)(4))

Lap Belt Lockability Data (Cont.)

- 13 Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied (S7 1 1 5(c)(4))

Measured distance between A and B is 24 inches

- 14 Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing (S7.1 1.5(c)(5))

Record onset rate: 10 lb/sec (Spec. 10 to 50 lb/sec)

Measure distance between points A and B 24.5 inches (S7 1 1.5(c)(6))

- 15 Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7 1 1 5(c)(7))

14-13 = 0.5 inches

(X)Yes-Pass

() No-FAIL

16. Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more?

10-14 = 48.5 inches

(X)Yes-Pass

() No-FAIL

REMARKS: None

Lap Belt Lockability Data (Cont)

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less (S7 1 1 5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing and that has seat belt retractors that are not automatic locking retractors (S7.1.1.5(c))

Designated Seating Position (DSP) Left Rear

- 1 Record the seating position Non-adjustable
(S7 1.1.5(c)(1))
(Any position is acceptable.)
- 2 Buckle the seat belt (S7 1.1.5(c)(1))
- 3 Complete any procedures recommended in the vehicle owner's manual to activate any locking feature (S7.1.1 5(c)(1))
4. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle (S7.1 1 5(a))

(X)Yes-Pass () No-FAIL
- 5 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing (S7 1 1 5(a))

(X)Yes-Pass () No-FAIL
- 6 Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?

(X)Yes, go to 6 1 () No, go to 7
- 6 1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system (S7 1 1 5(b))

(X)Yes-Pass () No-FAIL
- 7 Locate a reference point A on the seat belt buckle (S7 1 1 5(c)(2))

Lap Belt Lockability Data (Cont.)

- 8 Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly. (S7 1 1 5(c)(2))
 - 9 Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system (S7 1 1 5(c)(2))
 - 10 Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))
- Measured distance between A and B is 60.5 inches
- 11 Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing (S7.1.1.5(c)(3))
 - 12 To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal. (S7.1.1.5(c)(4))

The measured force application angle = 10 (spec. 5-15 degrees)

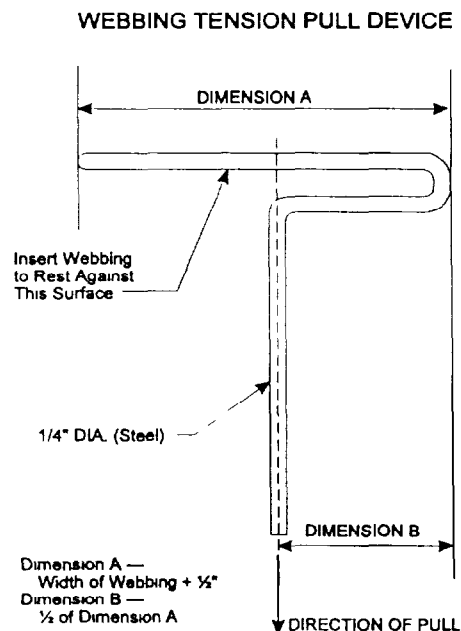


Figure 5 (S7 1 1 5(c)(4))

Lap Belt Lockability Data (Cont.)

- 13 Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied (S7 1 1 5(c)(4))

Measured distance between A and B is 13 inches

- 14 Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7 1.1.5(c)(5))

Record onset rate: 10 lb/sec (Spec 10 to 50 lb/sec)

Measure distance between points A and B 13.3 inches (S7.1.1.5(c)(6))

- 15 Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7 1 1 5(c)(7))

14-13 = 0.3 inches

(X)Yes-Pass

() No-FAIL

- 16 Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more?

10-14 = 47.2 inches

(X)Yes-Pass

() No-FAIL

REMARKS. None

Lap Belt Lockability Data (Cont.)

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less (S7.1.1.5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic locking retractors (S7.1.1.5(c))

Designated Seating Position (DSP): Center Rear

- 1 Record the seating position Non-adjustable
(S7.1.1.5(c)(1))
(Any position is acceptable.)
- 2 Buckle the seat belt (S7.1.1.5(c)(1))
- 3 Complete any procedures recommended in the vehicle owner's manual to activate any locking feature (S7.1.1.5(c)(1))
4. Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1.5(a))

(X)Yes-Pass () No-FAIL
- 5 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing (S7.1.1.5(a))

(X)Yes-Pass () No-FAIL
- 6 Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?

(X)Yes, go to 6.1 () No, go to 7
- 6.1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system (S7.1.1.5(b))

(X)Yes-Pass () No-FAIL
- 7 Locate a reference point A on the seat belt buckle (S7.1.1.5(c)(2))

Lap Belt Lockability Data (Cont.)

8. Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly (S7.1.1.5(c)(2))
9. Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system (S7.1.1.5(c)(2))
10. Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

Measured distance between A and B is 66 inches.

11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing (S7.1.1.5(c)(3))
12. To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal (S7.1.1.5(c)(4))

The measured force application angle = 10 (spec 5-15 degrees)

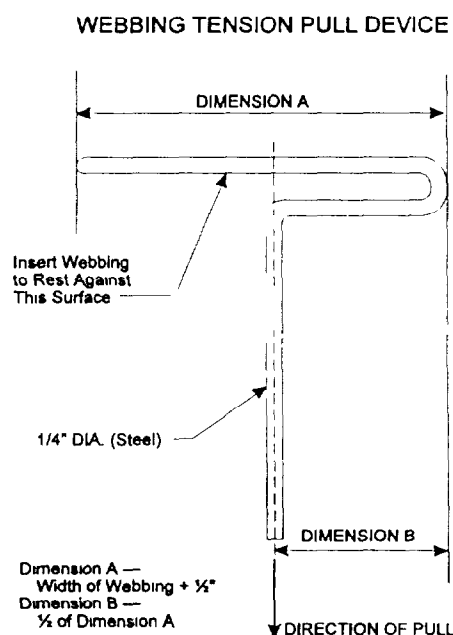


Figure 5 (S7.1.1.5(c)(4))

Lap Belt Lockability Data (Cont)

- 13 Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied (S7 1 1 5(c)(4))

Measured distance between A and B is 17 inches

- 14 Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing (S7 1 1.5(c)(5))

Record onset rate 10 lb/sec (Spec 10 to 50 lb/sec)

Measure distance between points A and B 18 inches (S7.1 1 5(c)(6))

15. Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7 1.1 5(c)(7))

14-13 = 1 inch

(X)Yes-Pass

() No-FAIL

- 16 Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more?

10-14 = 48 inches

(X)Yes-Pass

() No-FAIL

REMARKS None

Lap Belt Lockability Data (Cont.)

Vehicle Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

NHTSA No C15300, Technician Chad Gadberry, Date January 29, 2001

Passenger cars, trucks, buses, and multipurpose passenger vehicles with a GVWR of 10,000 pounds or less (S7 1 1 5)

Complete one of these forms for **each** designated seating position with forward-facing seats, other than the driver's seat, or seats that can be adjusted to forward-facing **and** that has seat belt retractors that are not automatic locking retractors (S7 1.1.5(c))

Designated Seating Position (DSP): Right Rear

- 1 Record the seating position Non-adjustable
(S7.1 1 5(c)(1))
(Any position is acceptable)
2. Buckle the seat belt (S7 1.1.5(c)(1))
- 3 Complete any procedures recommended in the vehicle owner's manual to activate any locking feature (S7.1 1 5(c)(1))
- 4 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT have to be attached by the vehicle user to the seat belt webbing, retractor, or any other part of the vehicle. (S7.1.1 5(a))

(X)Yes-Pass () No-FAIL
- 5 Does the lap belt portion of the seat belt in the forward-facing seat or seat that can be adjusted to forward-facing consist of a locking device that does NOT require inverting, twisting or deforming of the belt webbing (S7 1 1 5(a))

(X)Yes-Pass () No-FAIL
- 6 Does the vehicle user need to take some action to activate the locking feature on the lap belt portion of the seat belt in any forward-facing seat or seat that can be adjusted to forward-facing?

(X)Yes, go to 6 1 () No, go to 7
- 6 1 Does the vehicle owner's manual include a description in words and/or diagrams describing how to activate the locking feature so that the seat belt assembly can tightly secure a child restraint system and how to deactivate the locking feature to remove the child restraint system. (S7 1 1 5(b))

(X)Yes-Pass () No-FAIL
- 7 Locate a reference point A on the seat belt buckle (S7 1 1 5(c)(2))

Lap Belt Lockability Data (Cont.)

- 8 Locate a reference point B on the attachment hardware or retractor assembly at the other end of the lap belt or lap belt portion of the seat belt assembly (S7 1 1 5(c)(2))
- 9 Adjust the lap belt or lap belt portion of the seat belt assembly according to any procedures recommended in the vehicle owner's manual to activate any locking feature so that the webbing between points A and B is at the maximum length allowed by the belt system (S7 1 1 5(c)(2))
- 10 Measure and record the distance between points A and B along the longitudinal centerline of the webbing for the lap belt or lap belt portion of the seat belt assembly. (S7.1.1.5(c)(2))

Measured distance between A and B is 60.5 inches.

11. Readjust the belt system so that the webbing between points A and B is at any length that is 5 inches or more shorter than the maximum length of the webbing. (S7.1.1.5(c)(3))
- 12 To the lap belt or lap belt portion of the seat belt assembly, apply a preload of 10 pounds using the webbing tension pull device. Apply the load in a vertical plane parallel to the longitudinal axis of the vehicle and passing through the seating reference point of the designated seating position. Apply the preload in a horizontal direction toward the front of the vehicle with a force application angle of not less than 5 degrees nor more than 15 degrees above the horizontal (S7.1 1 5(c)(4))

The measured force application angle = 10 (spec. 5-15 degrees)

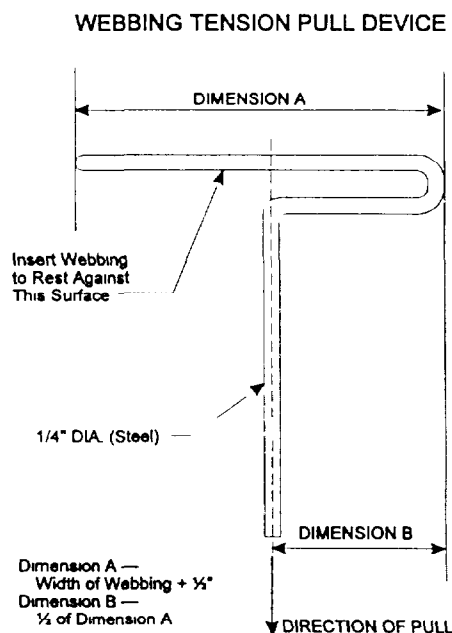


Figure 5 (S7 1 1 5(c)(4))

Lap Belt Lockability Data (Cont)

- 13 Measure the length between points A and B along the longitudinal centerline of the webbing while the preload is being applied (S7.1.1.5(c)(4))

Measured distance between A and B is 15 inches

- 14 Increase the load to 50 pounds at a rate of no more than 50 pounds per second. Attain the load in not more than 5 seconds. (If webbing sensitive emergency locking retractors are installed as part of the lap belt or lap belt portion of the seat belt assembly, apply the load at a rate less than the threshold value for lock-up specified by the manufacturer.) Maintain the load for at least 5 seconds. Measure and record the distance between points A and B along the longitudinal centerline of the webbing. (S7.1.1.5(c)(5))

Record onset rate: 10 lb/sec (Spec. 10 to 50 lb/sec)

Measure distance between points A and B 15.3 inches (S7.1.1.5(c)(6))

- 15 Subtract the measurement in 13 from the measurement in 14. Is the difference 2 inches or less? (S7.1.1.5(c)(7))

14-13 = 0.3 inches

(X)Yes-Pass

() No-FAIL

- 16 Subtract the measurement in 14 from the measurement in 10. Is the difference 3 inches or more?

10-14 = 45.2 inches

(X)Yes-Pass

() No-FAIL

REMARKS: None

Seat Belt Comfort and Convenience Data

1 **BELT CONTACT FORCE (S7.4.3)**

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested Left Rear

Date of Comfort/Convenience Check January 29, 2001

Technician Performing Check Chad Gadberry

GVWR: 3370 lb

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt

- 1 1 Does the vehicle incorporate a webbing tension-relieving device?
☐ Yes - go to latchplate access
☒ No - continue with this check sheet
- 1 2 Adjustable seats are in adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8 1 2)
☐ Check
☒ N/A
- 1 3 If separately adjustable in a vertical direction, the seats are at the lowest position.
☐ Check
☒ N/A
- 1 4 Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer
☐ Check
☒ N/A
- 1 5 Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant This information will be furnished by the COTR
☐ Check
☒ N/A
- 1 6 Place each adjustable head restraint in its highest adjustment position
☐ Check
☒ N/A

Seat Belt Comfort and Convenience Data (Cont)

- 1 7 Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position (S8 1 3)
() Check
(X) N/A
- 1 8 Position the test dummies according to dummy position placement instructions in Appendix B
(X) Check
- 1.9 Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point, pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds
Contact Force 0.4 lb (X) 0.0 to 0.7 pounds - Pass
() greater than 0.7 pounds - FAIL*
- * If the seat belts are voluntarily installed by the manufacturer they do not have to comply

Seat Belt Comfort and Convenience Data (Cont)

1 BELT CONTACT FORCE (S7.4.3)

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested Center Rear

Date of Comfort/Convenience Check. January 29, 2001

Technician Performing Check: Chad Gadberry

GVWR: 3370 lb

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

- 1 1 Does the vehicle incorporate a webbing tension-relieving device?
 () Yes - go to latchplate access
 (X) No - continue with this check sheet
- 1 2 Adjustable seats are in adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8 1 2)
 () Check
 (X) N/A
- 1 3 If separately adjustable in a vertical direction, the seats are at the lowest position
 () Check
 (X) N/A
- 1 4 Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer
 () Check
 (X) N/A
- 1 5 Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR
 () Check
 (X) N/A
- 1 6 Place each adjustable head restraint in its highest adjustment position
 () Check
 (X) N/A

Seat Belt Comfort and Convenience Data (Cont)

- 1.7 Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position (S8.1.3)
 ☐ Check
 ☒ N/A
- 1.8 Position the test dummies according to dummy position placement instructions in Appendix B
 ☒ Check
- 1.9 Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point, pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest. (S10.8) Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds.
 Contact Force 0.4 lb. ☒ 0.0 to 0.7 pounds - Pass
 ☐ greater than 0.7 pounds - FAIL*
- * If the seat belts are voluntarily installed by the manufacturer they do not have to comply

Seat Belt Comfort and Convenience Data (Cont.)

1 BELT CONTACT FORCE (S7.4.3)

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested Right Rear

Date of Comfort/Convenience Check January 29, 2001

Technician Performing Check Chad Gadberry

GVWR: 3370 lb

Test all Type 2 seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

- 1 1 Does the vehicle incorporate a webbing tension-relieving device?
☐ Yes - go to latchplate access
☒ No - continue with this check sheet
- 1 2 Adjustable seats are in adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used (S8 1 2)
☐ Check
☒ N/A
- 1 3 If separately adjustable in a vertical direction, the seats are at the lowest position
☐ Check
☒ N/A
- 1 4 Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer
☐ Check
☒ N/A
- 1 5 Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR
☐ Check
☒ N/A
- 1 6 Place each adjustable head restraint in its highest adjustment position
☐ Check
☒ N/A

Seat Belt Comfort and Convenience Data (Cont)

- 1.7 Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position (S8.1.3)
 ☐ Check
 ☒ N/A
- 1.8 Position the test dummies according to dummy position placement instructions in Appendix B
 ☒ Check
- 1.9 Fasten the seat belt latch. Pull either 12 inches of belt webbing or the maximum available amount of belt webbing, whichever is less, from the retractor and then release it, allowing the belt webbing to return to the dummy's chest. Locate the point where the centerline of the upper torso belt webbing crosses the midsagittal line on the dummy's chest. At that point, pull the belt webbing out 3 inches from the dummy's chest and release until it is within one inch from the dummy's chest (S10.8). Measure the contact force exerted by the belt webbing on the dummy's chest. Contact the COTR if the contact force exceeds 0.7 pounds.
 Contact Force 0.5 lb. ☒ 0.0 to 0.7 pounds - Pass
 ☐ greater than 0.7 pounds - FAIL*
- * If the seat belts are voluntarily installed by the manufacturer they do not have to comply

Seat Belt Comfort and Convenience Data (Cont.)

2 LATCHPLATE ACCESS (S7.4.4)

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested **Not applicable - passenger car**

Date of Comfort/Convenience Check _____

Technician Performing Check _____

GVWR _____

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt

- 2.1 Position the seat in its forward most adjustment position.
() Check
- 2.2 Position the test dummy using the procedures in Appendix B (Some modifications to the positioning procedure may need to be made because the seat is in its forward most position.)
() Check
- 2.3 Position the adjustable seat belt anchorage in the manufacturer's nominal design position for a 50th percentile adult male occupant
() Check
- 2.4 Attach the inboard and outboard reach string following the instructions on Figure 1C
() Check
- 2.5 Place the latch plate in the stowed position
() Check
- 2.6 Extend each line backward and outboard to generate arcs of the reach envelope of the test dummy's arms. Is the latch plate within the reach envelope?
() Yes-Pass () No-FAIL
- 2.7 Using the clearance test block, specified in Figure 2C, is there sufficient clearance between the vehicle seat and the side of vehicle interior to allow the test block to move unhindered to the latch plate or buckle?
() Yes-Pass () No-FAIL

Seat Belt Comfort and Convenience Data (Cont)

3 **RETRACTION (S7.4.5)**

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested **Not applicable - passenger car**

Date of Comfort/Convenience Check: _____

Technician Performing Check: _____

GVWR _____

Test all front outboard seat belts other than those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

- 3.1 Is the vehicle a passenger car or walk-in van-type vehicle?
 () Yes If yes, go to seat belt guides and hardware
 () No
- 3.2 Adjustable seats are in the adjustment position midway between the forward most and rearmost positions. If an adjustment position does not exist midway between the forward most and rearmost positions, the next closest adjustment position to the rear of the midpoint is used. (S8.1.2)
 () Check
- 3.3 If separately adjustable in a vertical direction, the seats are at the lowest position.
 () Check
- 3.4 Place adjustable seat backs in the manufacturer's nominal design riding position in the manner specified by the manufacturer.
 () Check
- 3.5 Place any adjustable anchorages at the manufacturer's nominal design position for a 50th percentile adult male (50M) occupant. This information will be furnished by the COTR
 () Check
- 3.6 Place each adjustable head restraint in its highest adjustment position
 () Check
- 3.7 Adjustable lumbar supports are positioned so that the lumbar support is in its lowest adjustment position (S8.1.3)
 () Check

Seat Belt Comfort and Convenience Data (Cont.)

- 3 8 Use anthropomorphic test dummies whose arms have been removed and position the dummies in the front outboard designated seating positions according to instructions in Appendix B
() Check
- 3 9 Restrain the dummies using the belt systems for the position being tested
() Check
- 3.10 Stow outboard armrests which are capable of being stowed.
() Check
- 3.11 Check the statement that applies to this test vehicle.
- (A) The torso and lap belt webbing of the seat belt system automatically retracts to a stowed position when the adjacent vehicle door is in an open position and the seat belt latch plate is released
() Pass
- (B) The torso and lap belt webbing of the seat belt system automatically retracts when the seat belt latch plate is released
() Pass
- (C) Neither A or B apply
() **FAIL**
- 3.12 With the webbing and hardware in the stowed position are the webbing and hardware prevented from being pinched when the door is closed?
() Yes - Pass
() **No - FAIL**
- 3 13 If this test vehicle has an open body (without doors) and has a seat belt system with a tension-relieving device, does the belt system fully retract when the tension-relieving device is deactivated?
() N/A
() Yes - Pass
() **No - FAIL**

Seat Belt Comfort and Convenience Data (Cont)

4 SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested. Left Rear

Date of Comfort/Convenience Check January 29, 2001

Technician Performing Check: Chad Gadberry

GVWR 3370 lb

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars Complete a form for each applicable seat belt

The requirements for accessibility **DO NOT APPLY** to

- A. Seats whose seat cushions are movable so that the seat back serves a function other than seating (S7.4 6 1(b))
- B. Seats which are removable
- C. Seats which are movable so that the space formerly occupied by the seat can be used for a secondary function.

If the seats in this vehicle are different than the criteria above determine the following

- 4.1 Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back?
 - (X)Yes - Go to 4.2
 - () No - this form is complete
- 4.2 Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)?
 - (X)Yes - Pass
 - () No - FAIL
- 4.3 Are the remaining two seat belt parts accessible under normal conditions?
 - (X)Yes - Pass
 - () No - FAIL

Seat Belt Comfort and Convenience Data (Cont)

- 4.4 The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order
- (A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched (X) Check
 - (B) The seat is moved to any position to which it is designed to be adjusted (X) Check
 - (C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. (X) Check
- (X) Yes - Pass
() No - **FAIL**
- 4.5 Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)?
- (X) Yes - Pass
() No - **FAIL**

Seat Belt Comfort and Convenience Data (Cont.)4 **SEAT BELT GUIDES AND HARDWARE (S7.4.6)**Test Vehicle NHTSA No C15300Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 DoorDesignated Seating Position Tested Center RearDate of Comfort/Convenience Check January 29, 2001Technician Performing Check Chad GadberryGVWR 3370 lb

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars. Complete a form for each applicable seat belt.

The requirements for accessibility **DO NOT APPLY** to

- A. Seats whose seat cushions are movable so that the seat back serves a function other than seating (S7.4.6 1(b))
- B. Seats which are removable
- C. Seats which are movable so that the space formerly occupied by the seat can be used for a secondary function

If the seats in this vehicle are different than the criteria above determine the following:

- 4 1 Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back?
 - (X) Yes - Go to 4 2
 - () No - this form is complete
- 4 2 Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)?
 - (X) Yes - Pass
 - () No - **FAIL**
- 4 3 Are the remaining two seat belt parts accessible under normal conditions?
 - (X) Yes - Pass
 - () No - **FAIL**

Seat Belt Comfort and Convenience Data (Cont)

- 4 4 The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order
- (A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched (X) Check
 - (B) The seat is moved to any position to which it is designed to be adjusted (X) Check
 - (C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position (X) Check
- (X) Yes - Pass
() No - FAIL
- 4 5 Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)?
- (X) Yes - Pass
() No - FAIL

Seat Belt Comfort and Convenience Data (Cont)

4 SEAT BELT GUIDES AND HARDWARE (S7.4.6)

Test Vehicle NHTSA No C15300

Vehicle Model Year/Make/Model/Body Style 2001/Honda/Civic/4 Door

Designated Seating Position Tested Right Rear

Date of Comfort/Convenience Check January 29, 2001

Technician Performing Check Chad Gadberry

GVWR: 3370 lb

Test seat belts except those in walk-in van-type vehicles and those at front outboard designated seating positions in passenger cars Complete a form for each applicable seat belt

The requirements for accessibility **DO NOT APPLY** to:

- A Seats whose seat cushions are movable so that the seat back serves a function other than seating (S7.4 6 1(b))
- B Seats which are removable
- C Seats which are movable so that the space formerly occupied by the seat can be used for a secondary function

If the seats in this vehicle are different than the criteria above determine the following:

- 4 1 Is the webbing designed to pass through the seat cushion or between the seat cushion and seat back?
 (X)Yes - Go to 4.2.
 () No - this form is complete
- 4 2 Does one of the following three parts, the seat belt latch plate, the buckle, or the seat belt webbing, stay on top of or above the seat cushion under normal conditions (i.e., conditions other than when belt hardware is intentionally pushed behind the seat by a vehicle occupant)?
 (X)Yes - Pass
 () No - **FAIL**
- 4 3 Are the remaining two seat belt parts accessible under normal conditions?
 (X)Yes - Pass
 () No - **FAIL**

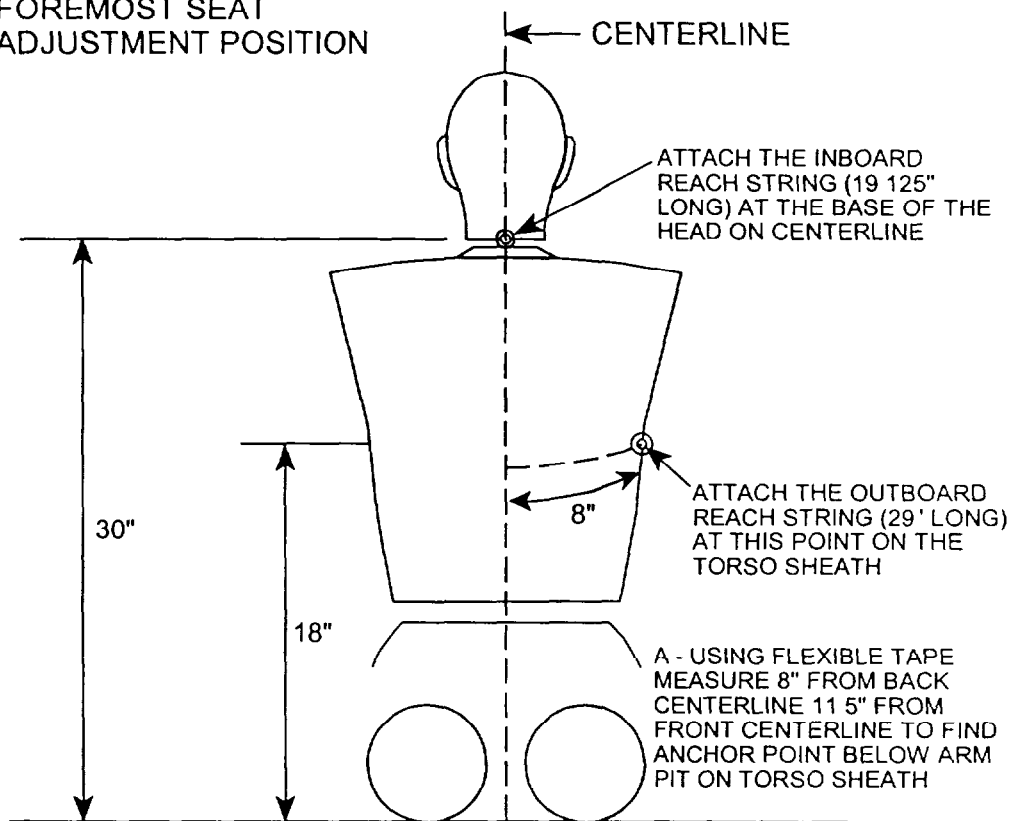
Seat Belt Comfort and Convenience Data (Cont.)

- 4 4 The buckle and latch plate do not pass through the guides or conduits provided and fall behind the seat when the following events occur in order
- (A) The belt is completely retracted or, if the belt is nonretractable, the belt is unlatched (X) Check
 - (B) The seat is moved to any position to which it is designed to be adjusted (X) Check
 - (C) The seat back, if foldable, is folded forward as far as possible and then moved backward into position. (X) Check
- (X) Yes - Pass
() No - **FAIL**
- 4 5 Is the inboard receptacle end of the seat belt assembly, installed in the outboard designated seating position, accessible with the center arm rest in any position to which it can be adjusted (without moving the armrest)?
- (X) Yes - Pass
() No - **FAIL**

**LOCATION OF ANCHORING POINTS FOR
LATCHPLATE REACH LIMITING CHAINS OR STRINGS
TO TEST FOR LATCHPLATE ACCESSIBILITY**

PART 572E DUMMY

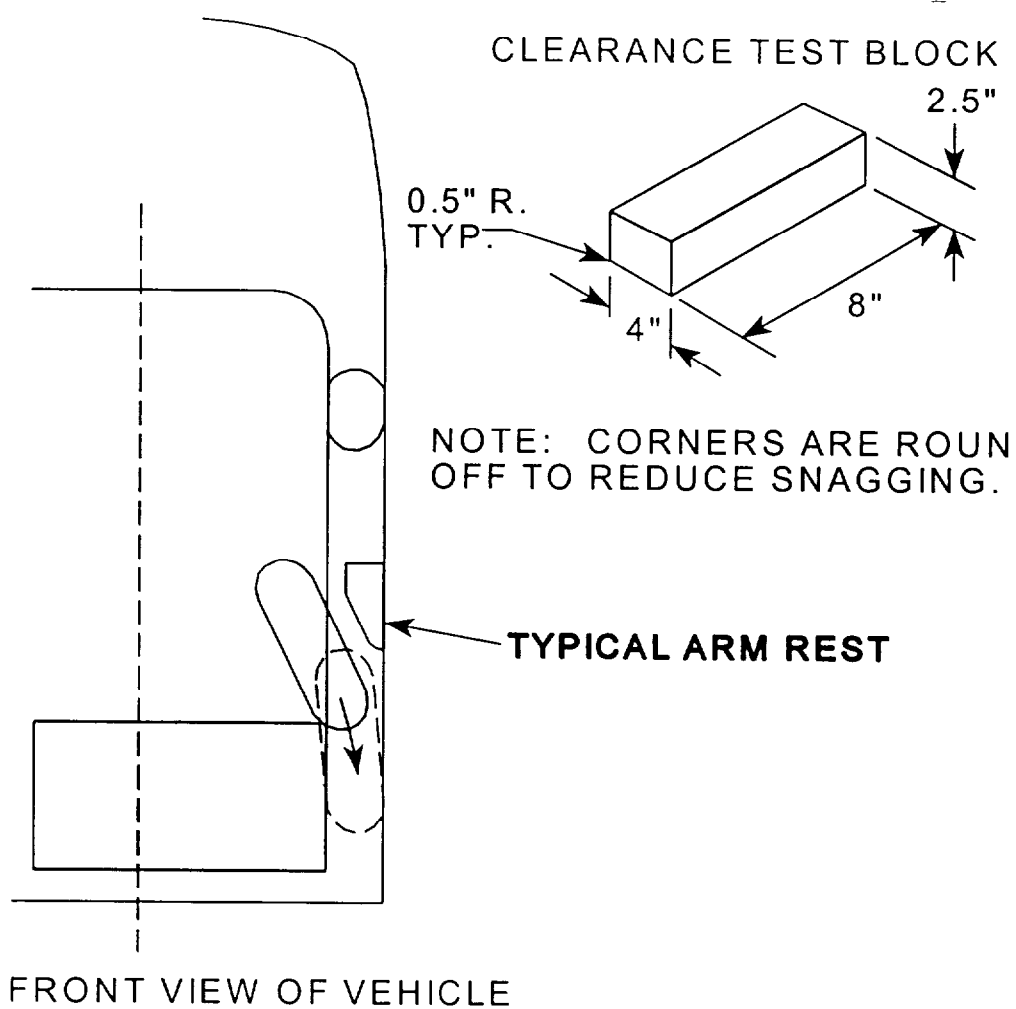
50TH PERCENTILE
DUMMY SEATED IN
FOREMOST SEAT
ADJUSTMENT POSITION



SEAT PLANE IS 90 DEGREES TO THE TORSO LINE

REAR VIEW

USE OF CLEARANCE TEST BLOCK TO DETERMINE HAND/ARM ACCESS



APPENDIX A
PHOTOGRAPHS

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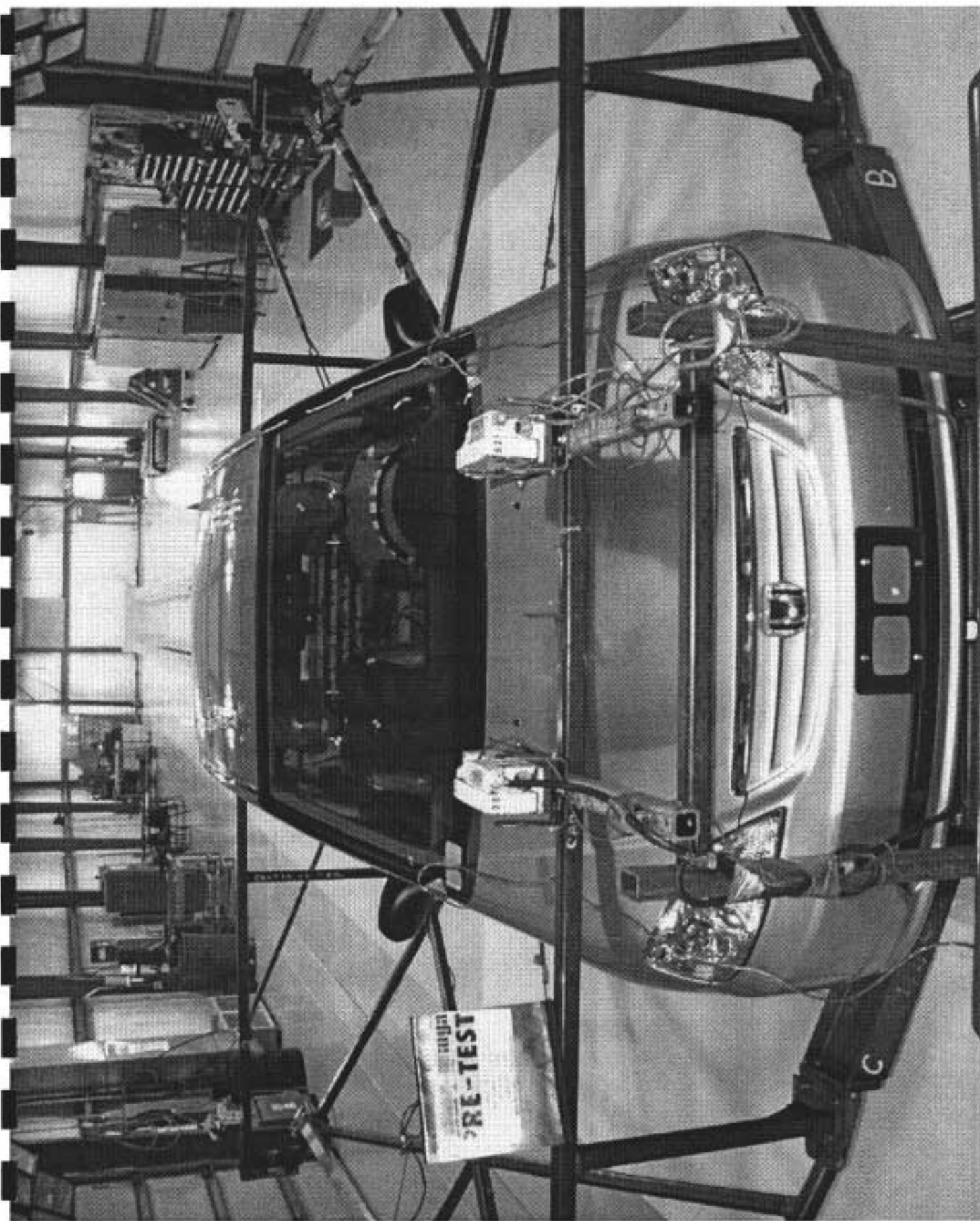


Photo No. A-1 - Pre-Test Frontal View

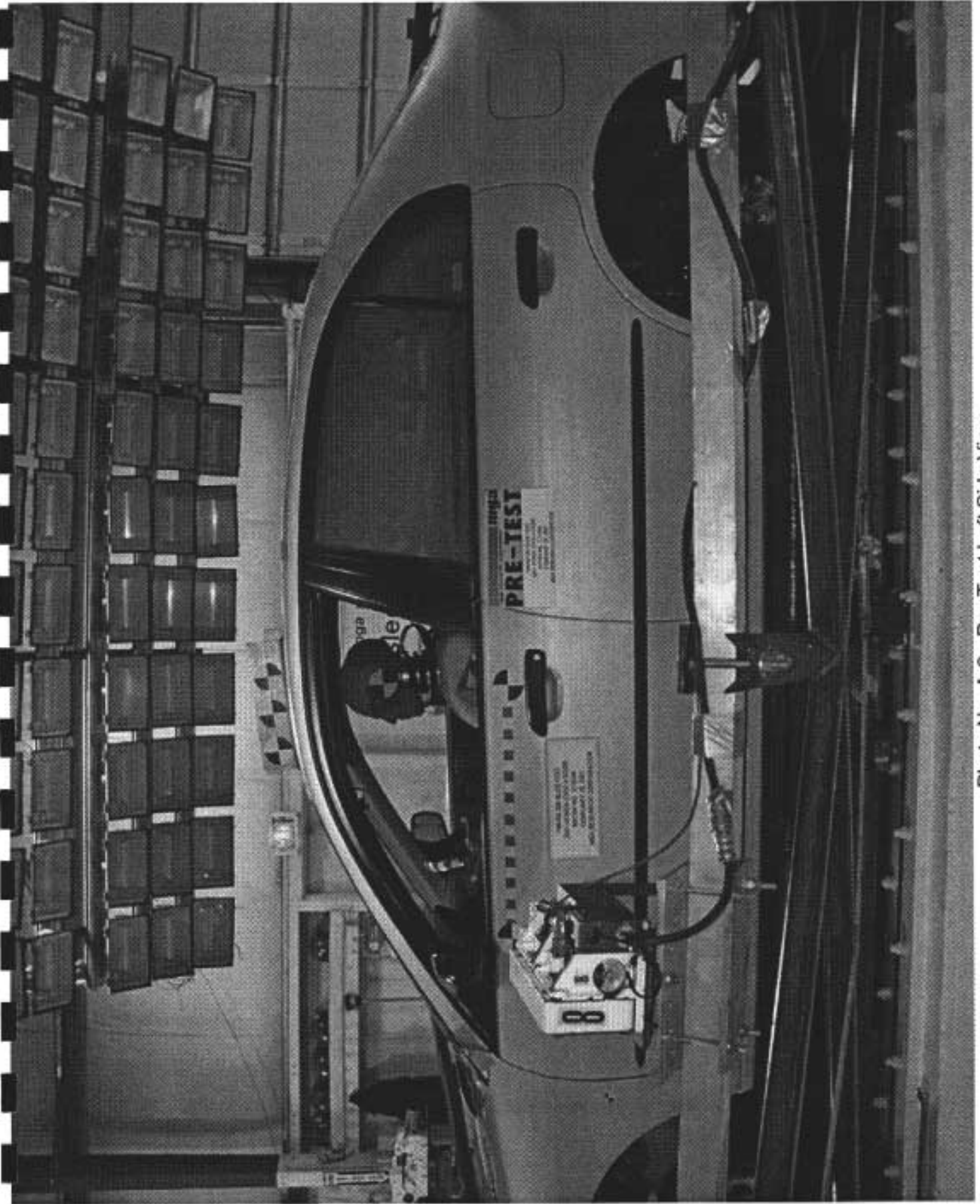


Photo No. A-2 - Pre-Test Left Side View

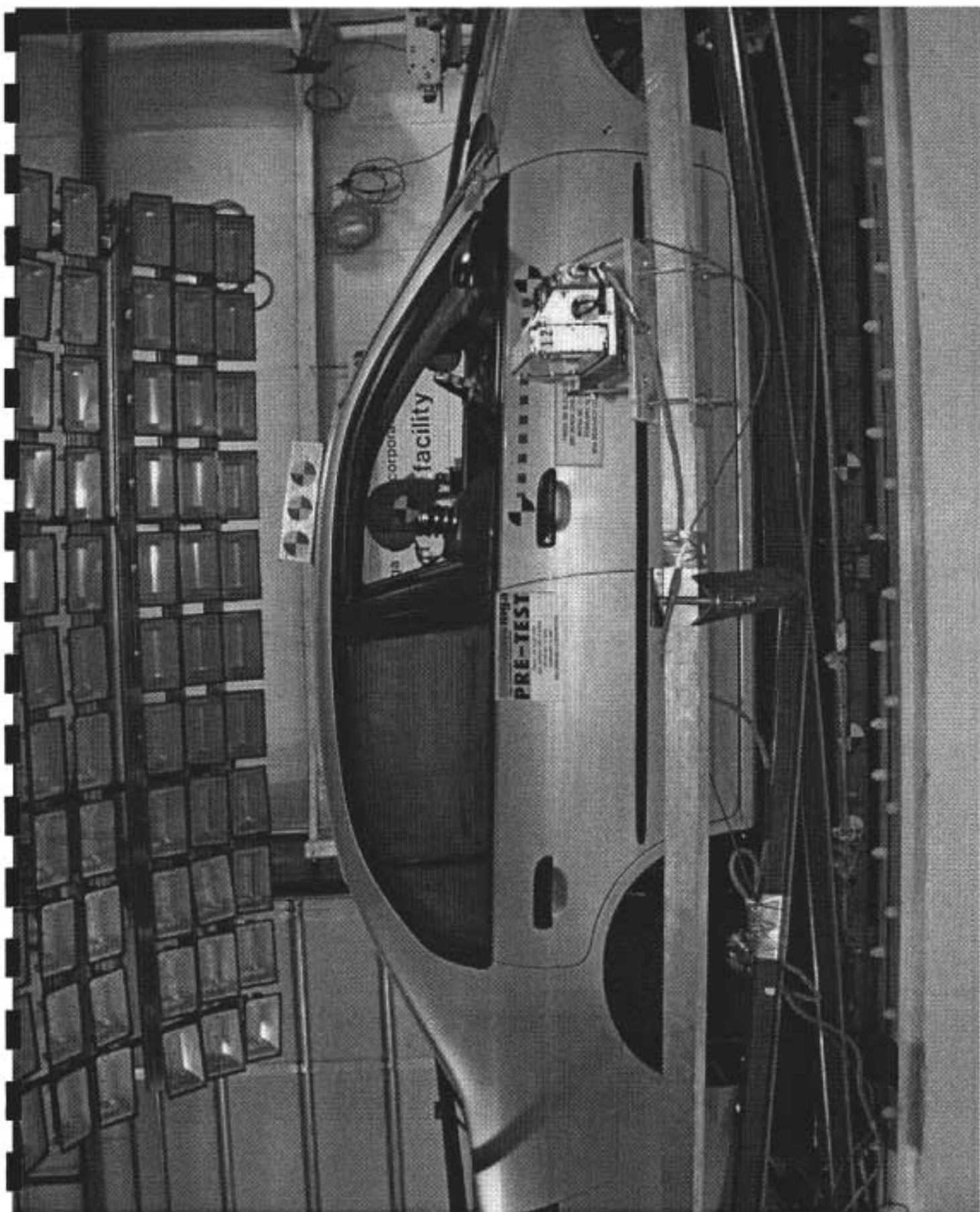


Photo No. A-3 - Pre-Test Right Side View

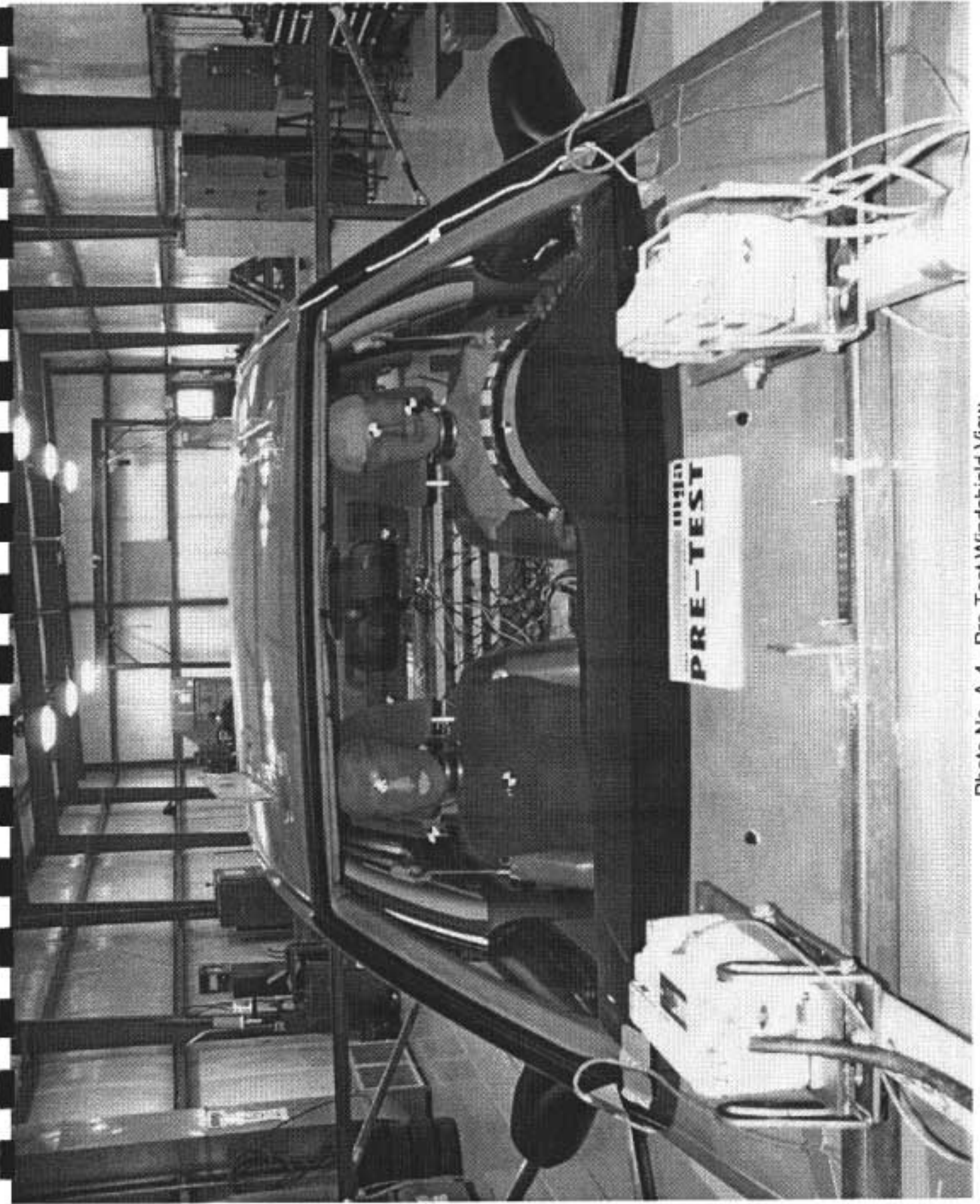


Photo No. A-4 - Pre-Test Windshield View



Photo No. A-5 - Post-Test Windshield View

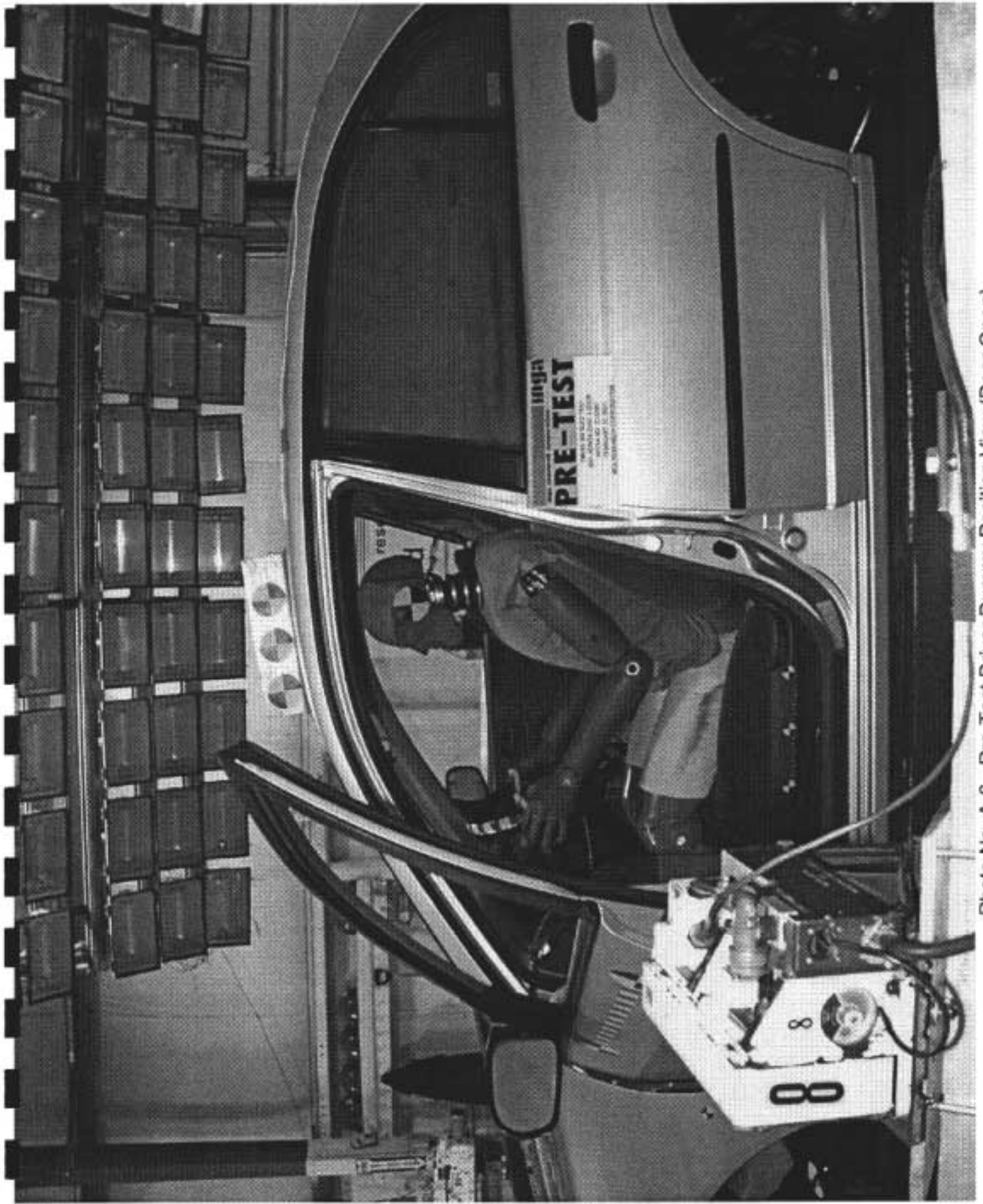


Photo No. A-6 - Pre-Test Driver Dummy Position View (Door Open)



Photo No. A-7 - Post-Test Driver Dummy Position View (Door Open)

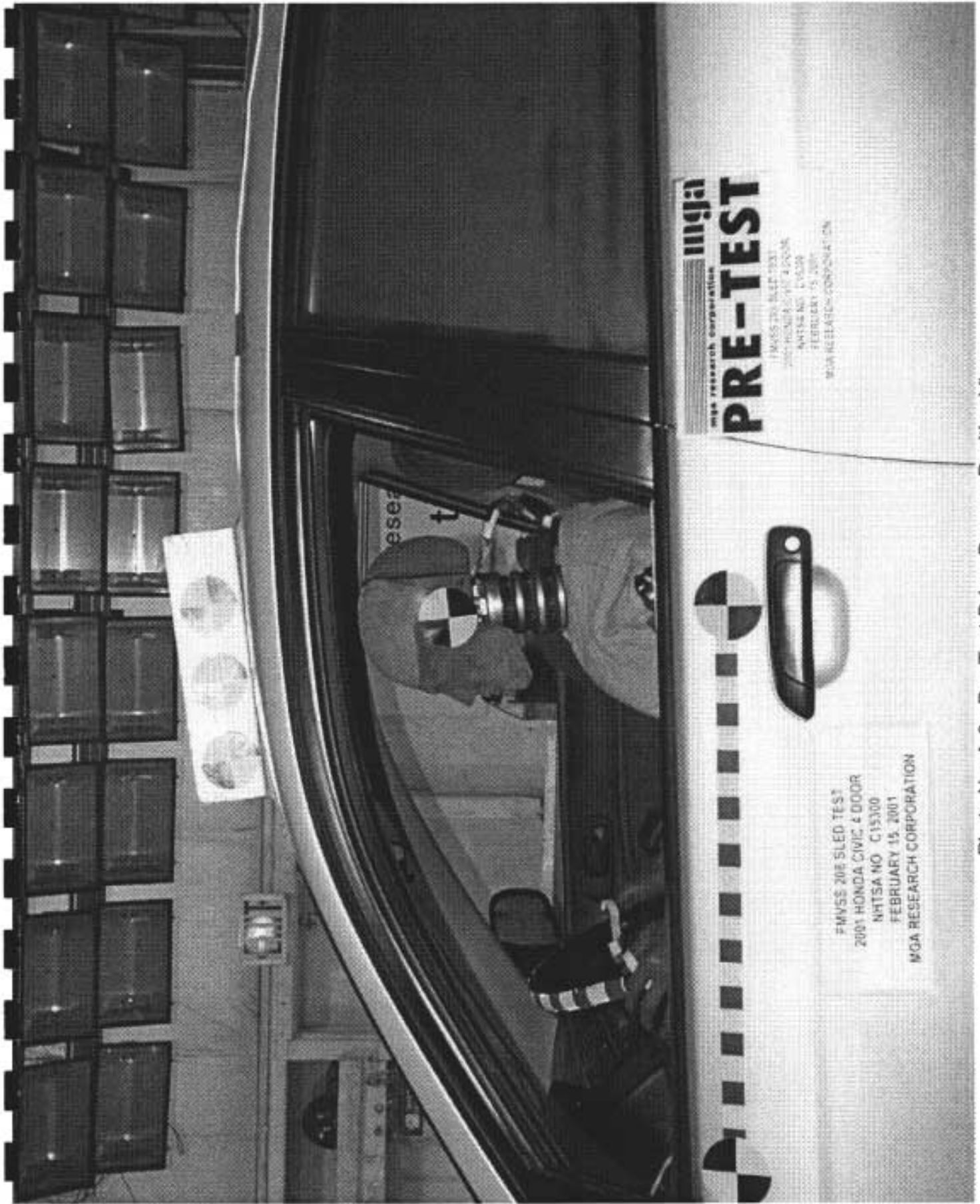


Photo No. A-8 - Pre-Test Driver Dummy Position View



Photo No. A-9 - Post-Test Driver Dummy Position View



Photo No. A-11 - Post-Test Passenger Dummy Position View (Door Open)



Photo No. A-12 - Pre-Test Passenger Dummy Position View



Photo No. A-13 - Post-Test Passenger Dummy Position View



Photo No. A-14 - Post-Test Driver Airbag View

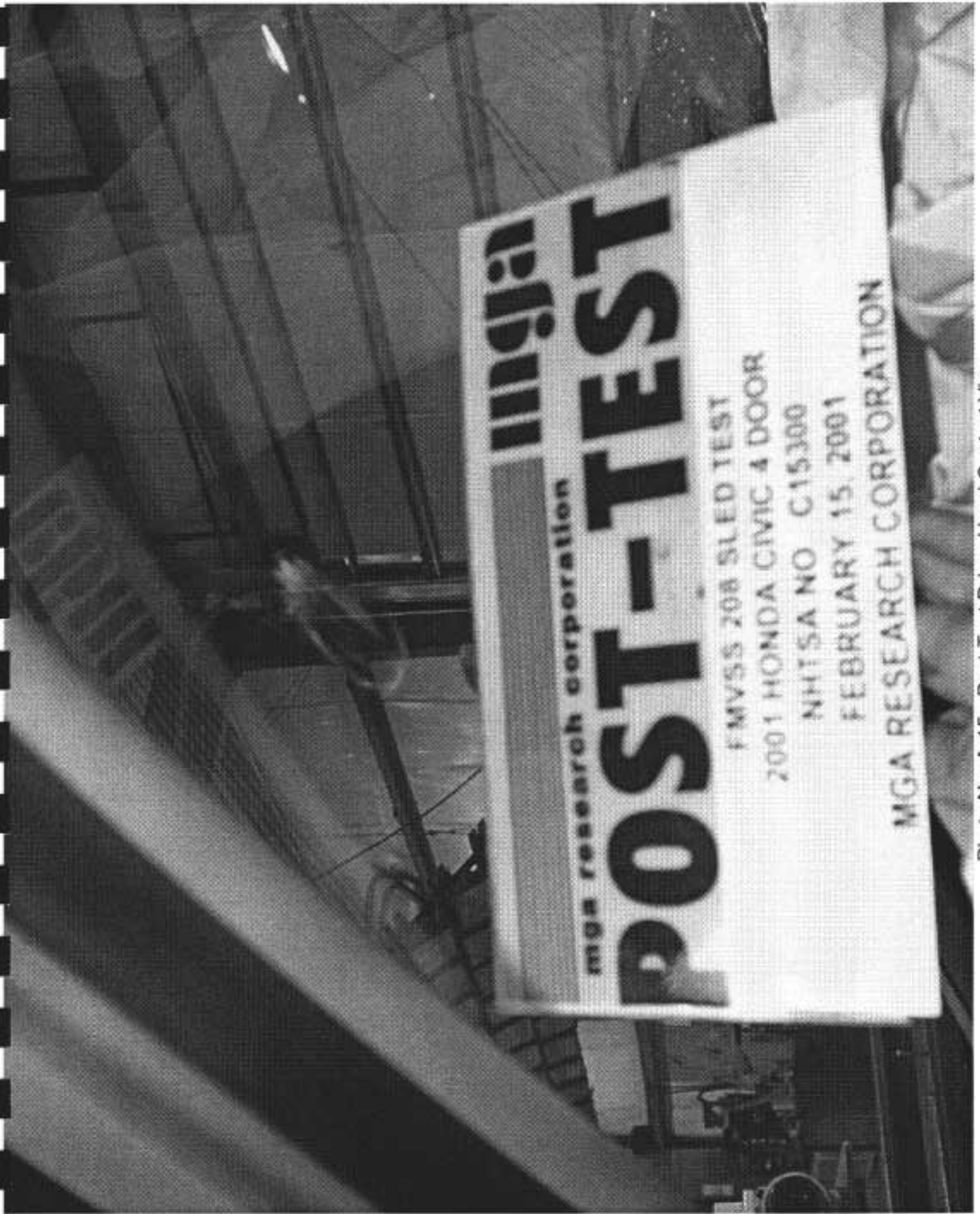


Photo No. A-15 - Post-Test Driver Head Contact View



Photo No. A-16 - Post-Test Driver Head Contact View (visor)

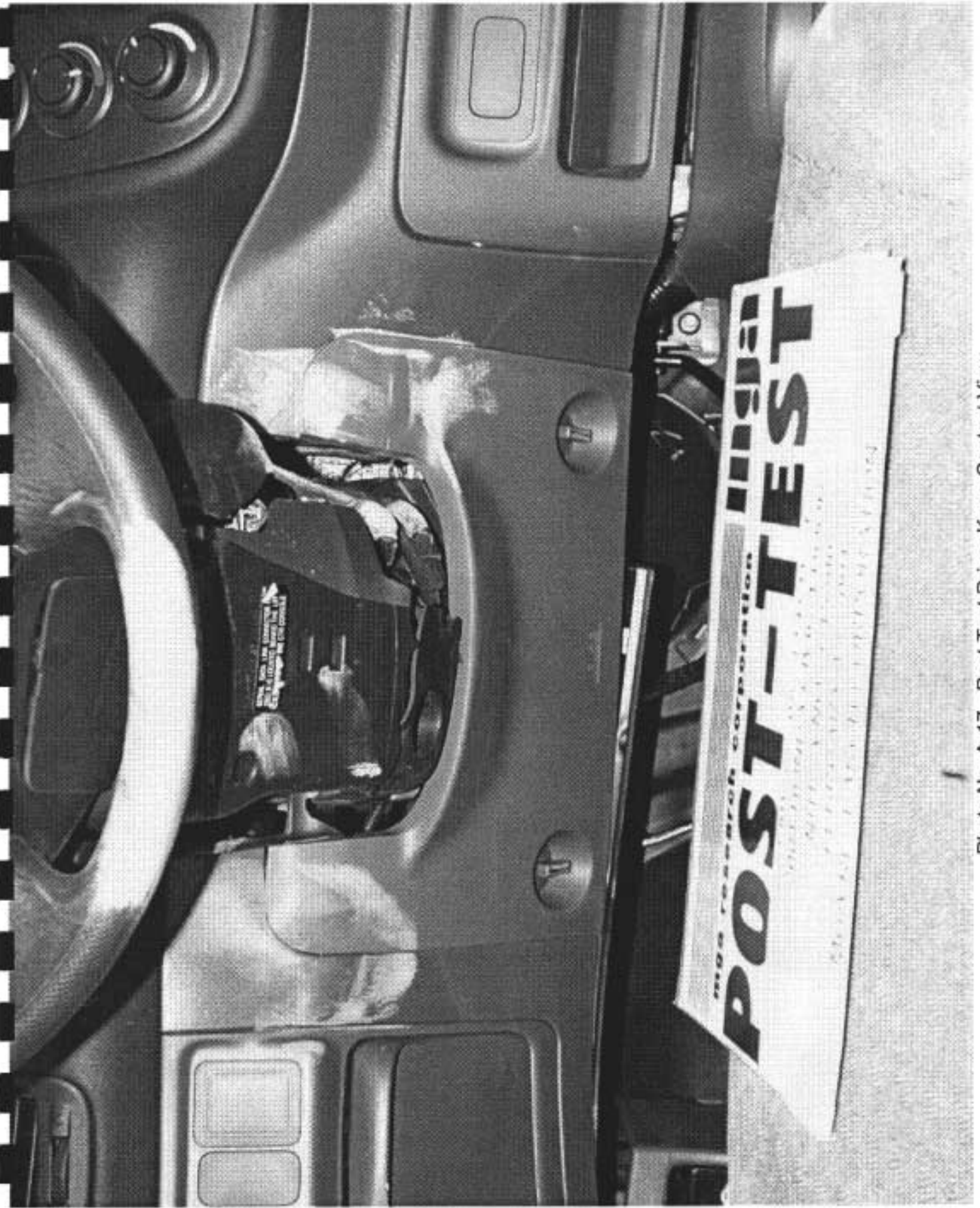


Photo No. A-17 - Post-Test Driver Knee Contact View

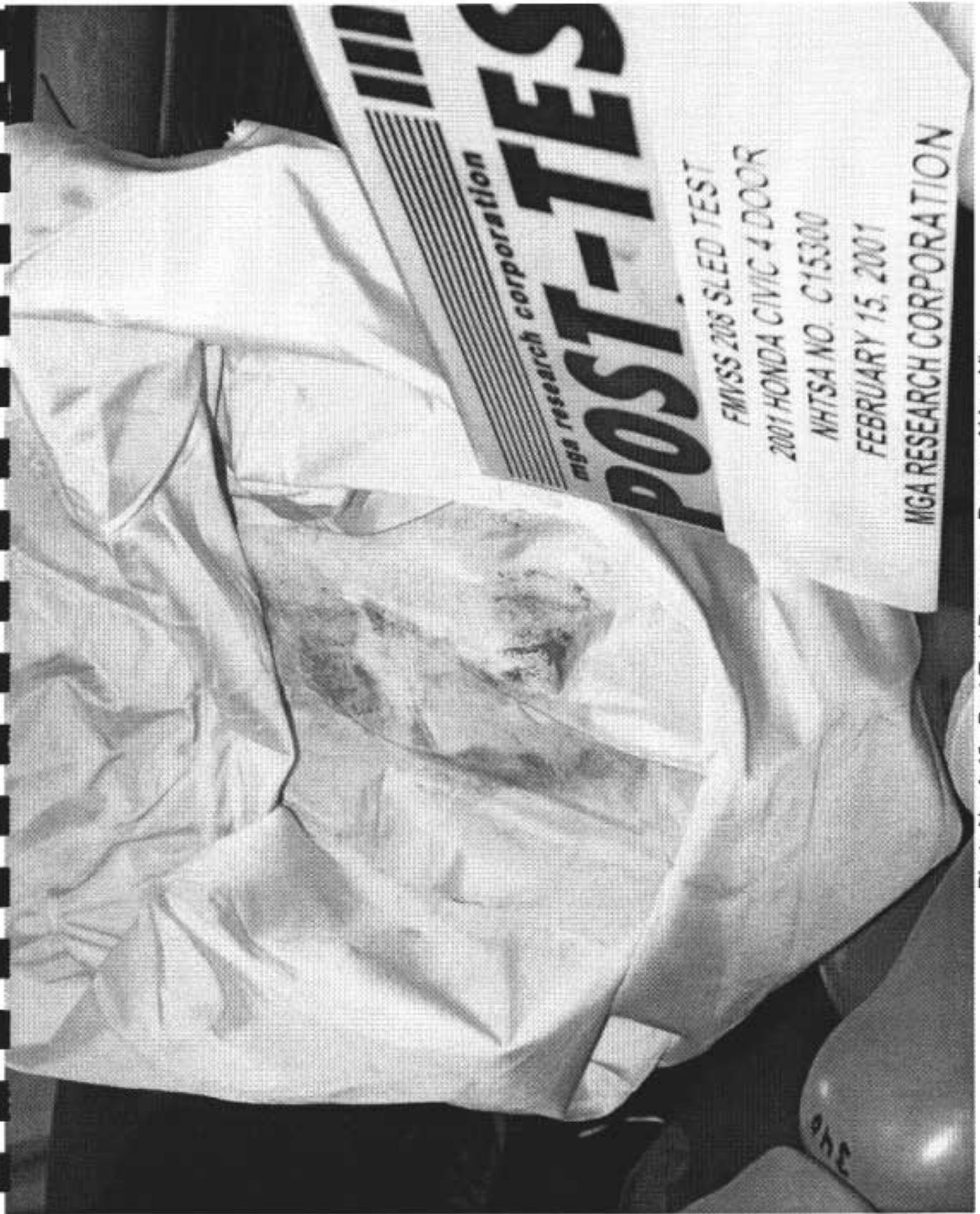


Photo No. A-18 - Post-Test Passenger Dummy Airbag View



Photo No. A-19 - Post-Test Passenger Head Contact View



Photo No. A-20 - Post-Test Passenger Dummy Head Contact View (visor)



Photo No. A-21 - Pre-Test Driver Knee Bolster View

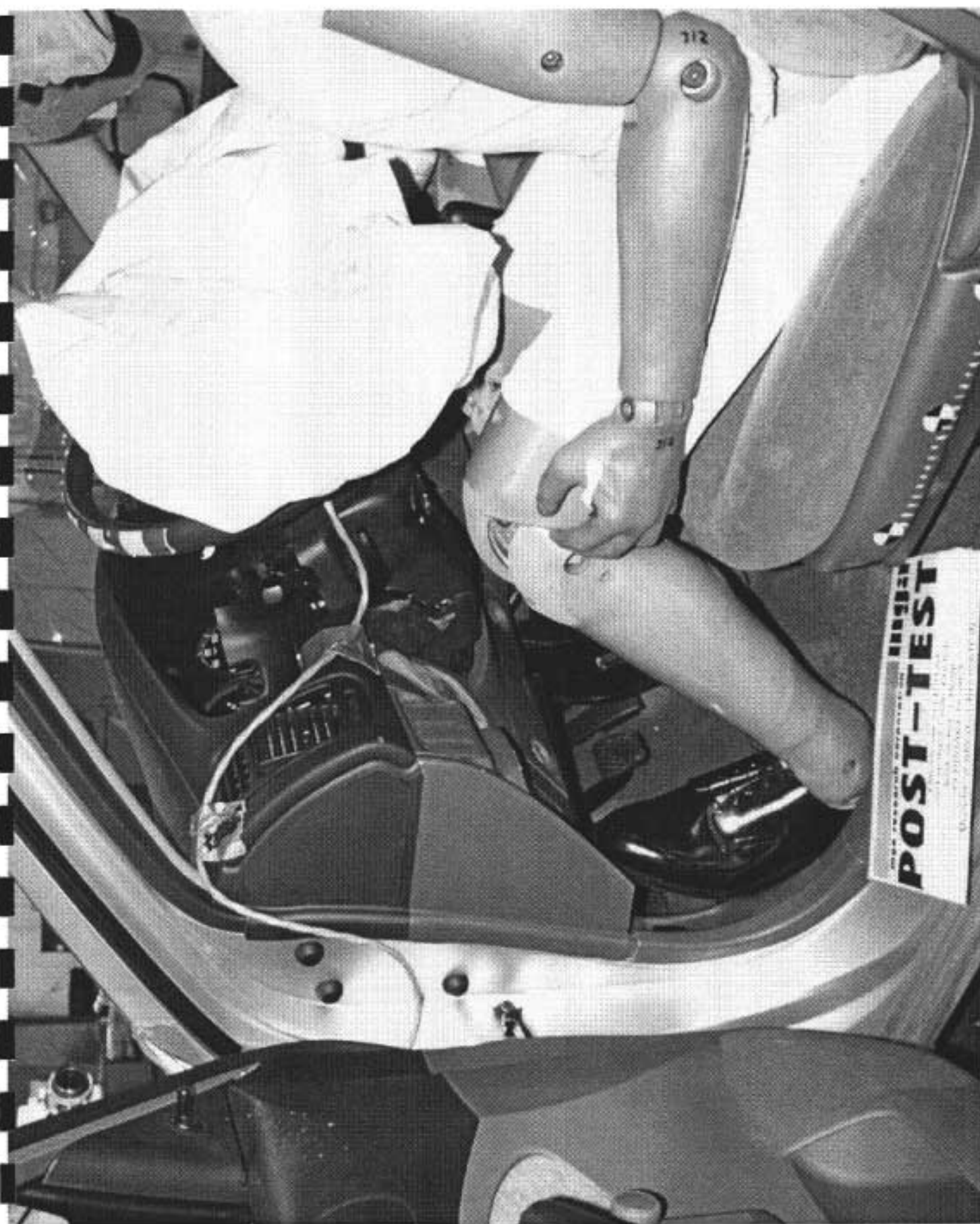


Photo No. A-22 - Post-Test Driver Knee Bolster View



Photo No. A-23 - Pre-Test Passenger Knee Bolster View

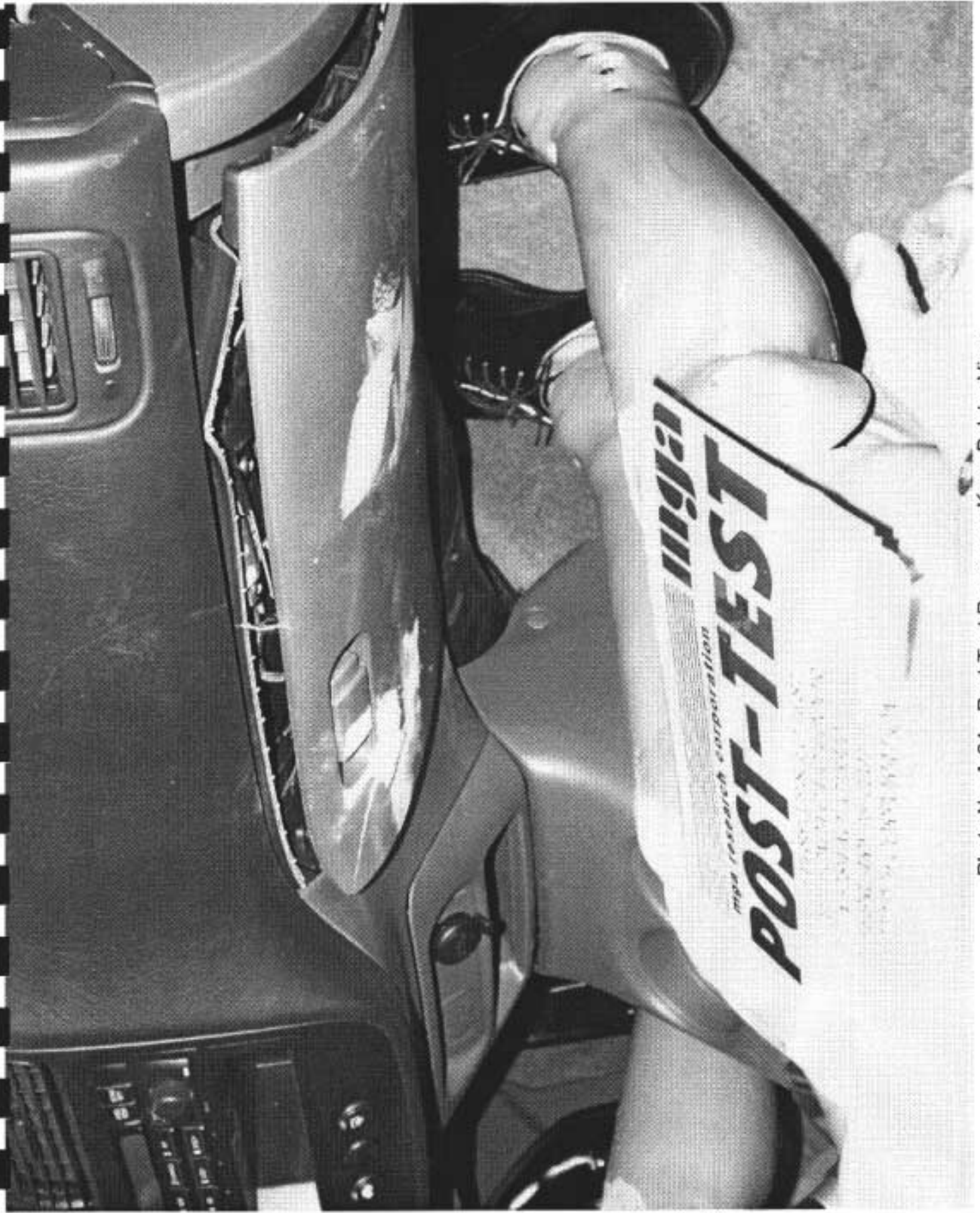
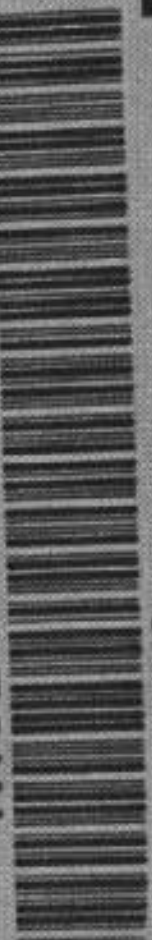


Photo No. A-24 - Post-Test Passenger Knee Bolster View

MFD. BY HONDA OF AMERICA MFG., INC. 12/00
GVWR 3370LBS GAWR F 1730LBS R 1655LBS
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY, BUMPER,
AND THEFT PREVENTION STANDARDS IN EFFECT
ON THE DATE OF MANUFACTURE SHOWN ABOVE:

V.I.N. 1HGES15261L039337



PASSENGER CAR

TIRE INFORMATION			VEHICLE CAPACITY WEIGHT		850lbs
SEATING CAPACITY			TOTAL 5		FRONT 2 REAR 3
RECOMMENDED TIRE SIZE	COLD TIRE INFLATION PRESSURE		SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION		
P185/70R14 87S	FRONT	210kPa, 30psi			
	REAR	210kPa, 30psi			
COMPACT SPARE TIRE	UP TO VEHICLE CAPACITY WEIGHT		420kPa, 60psi		
T115/70D14 88M					

APPENDIX B
DATA PLOTS

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TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

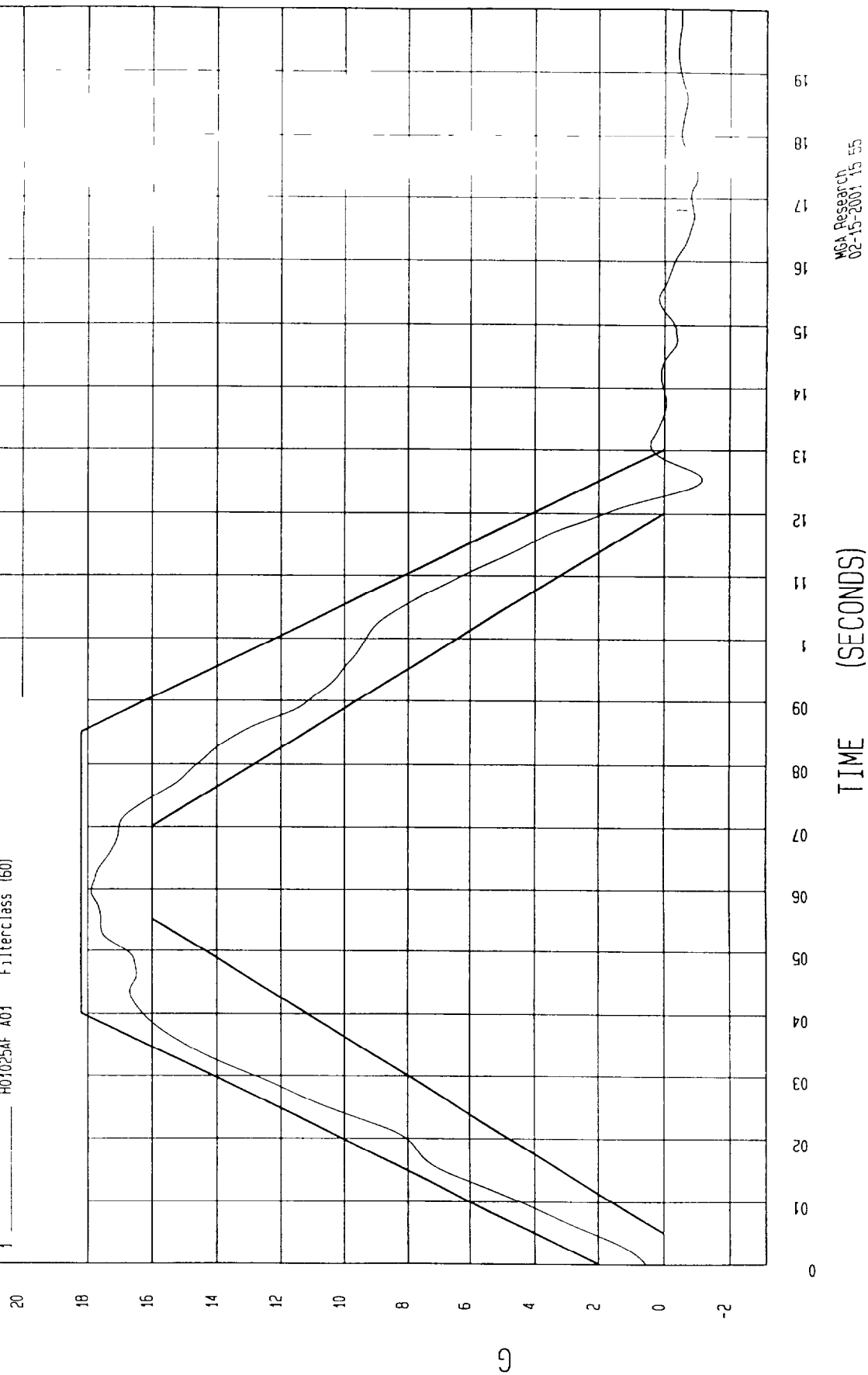
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1.18 G at 125.4 msec

Maximum 17.88 G at 59.7 msec

SLED X ACCELERATION

1 H01025AF A01 Filterclass (60)

MCA Research
02-15-2001 15:55

TEST FMVSS 208 SLED (H010251) TEST DATE 02-15-2001

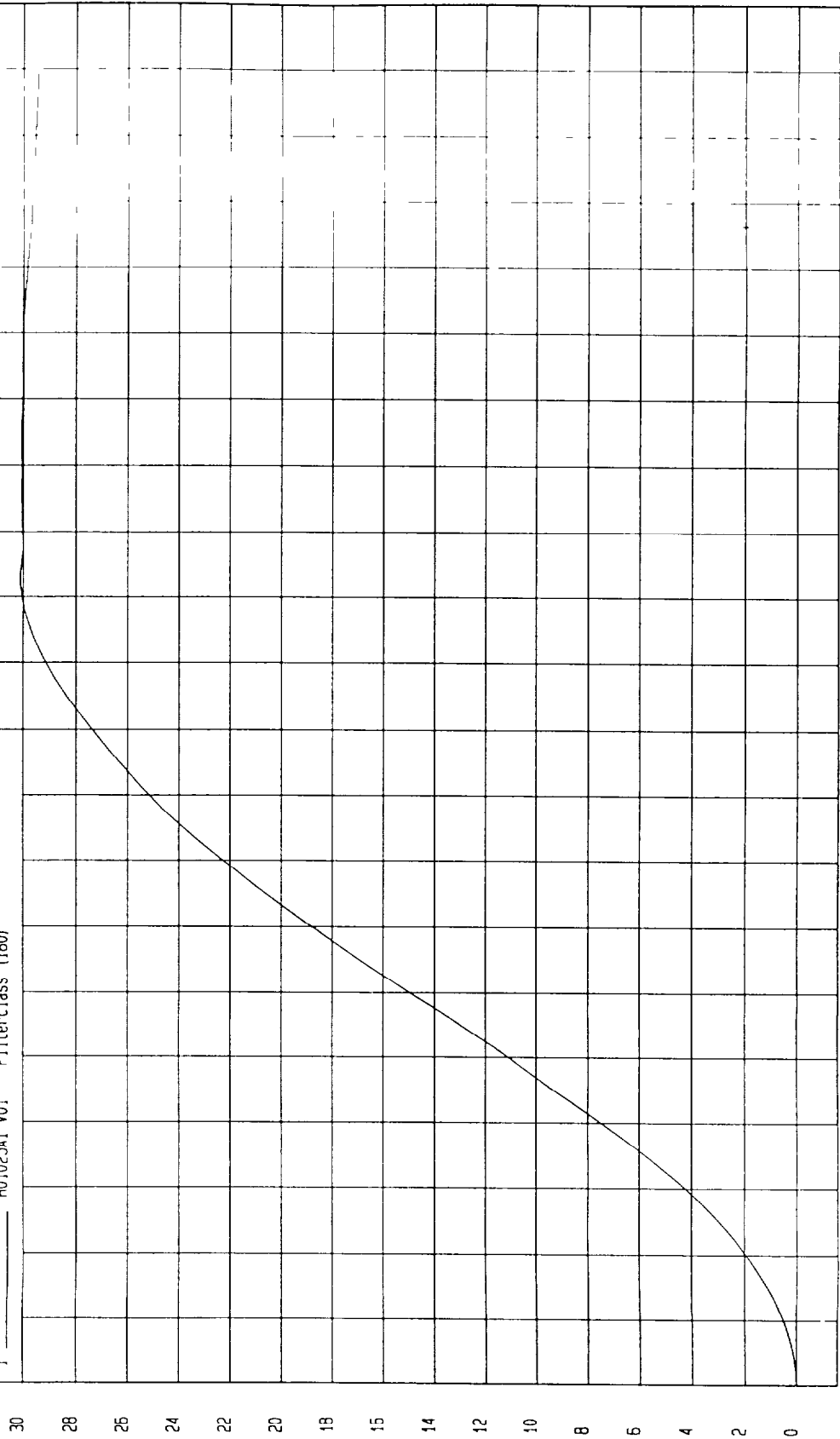
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 0 MPH at 0 msec

Maximum = 30.12 MPH at 123 msec

SLED X VELOCITY

1 H010251 V01 Filterclass (180)



TIME Seconds

MPH

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

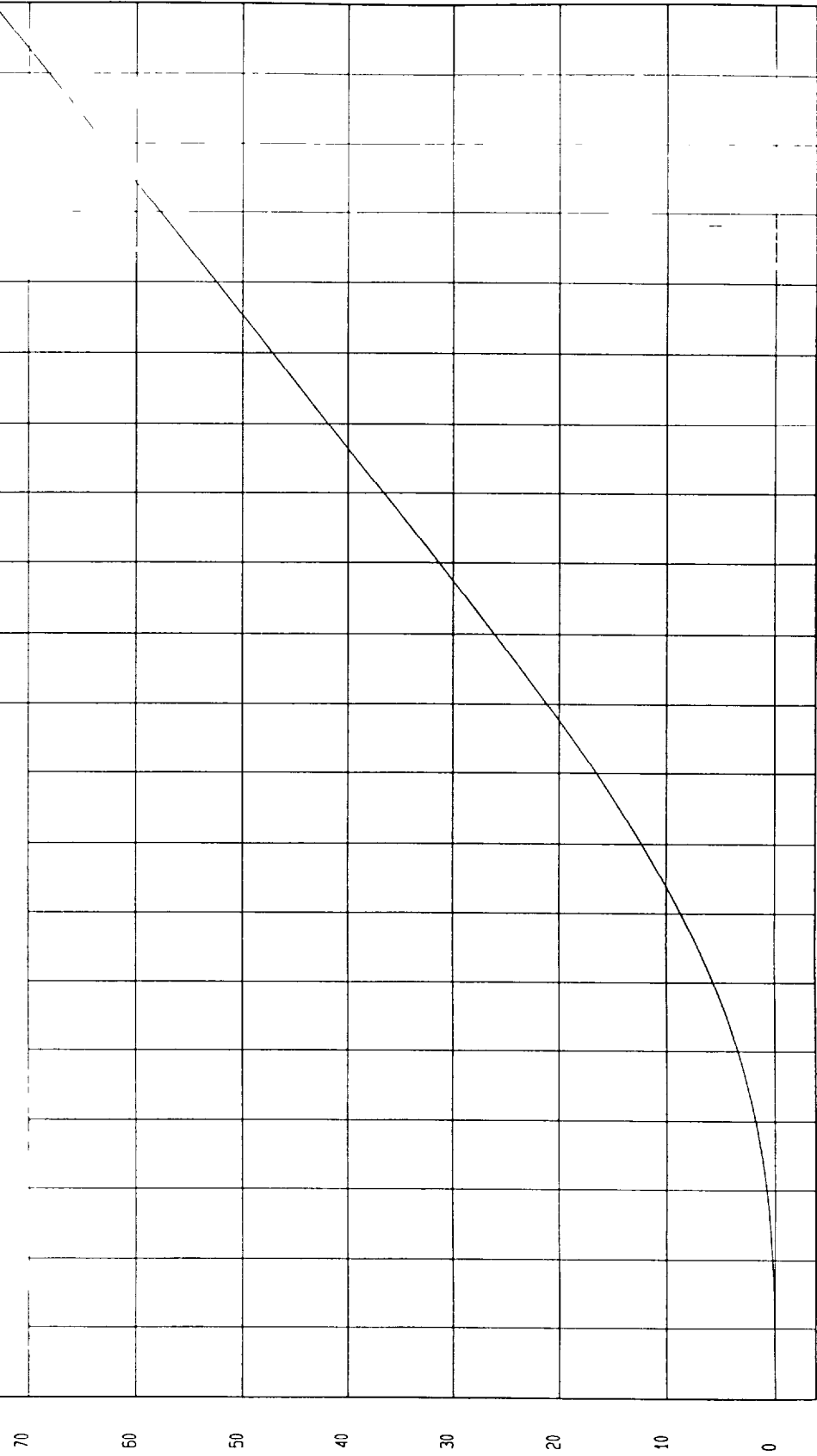
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 0 IN at 0 msec

Maximum = 73.33 IN at 200 msec

SLED X DISPLACEMENT

1 H01025A1 001 Filterclass (180)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

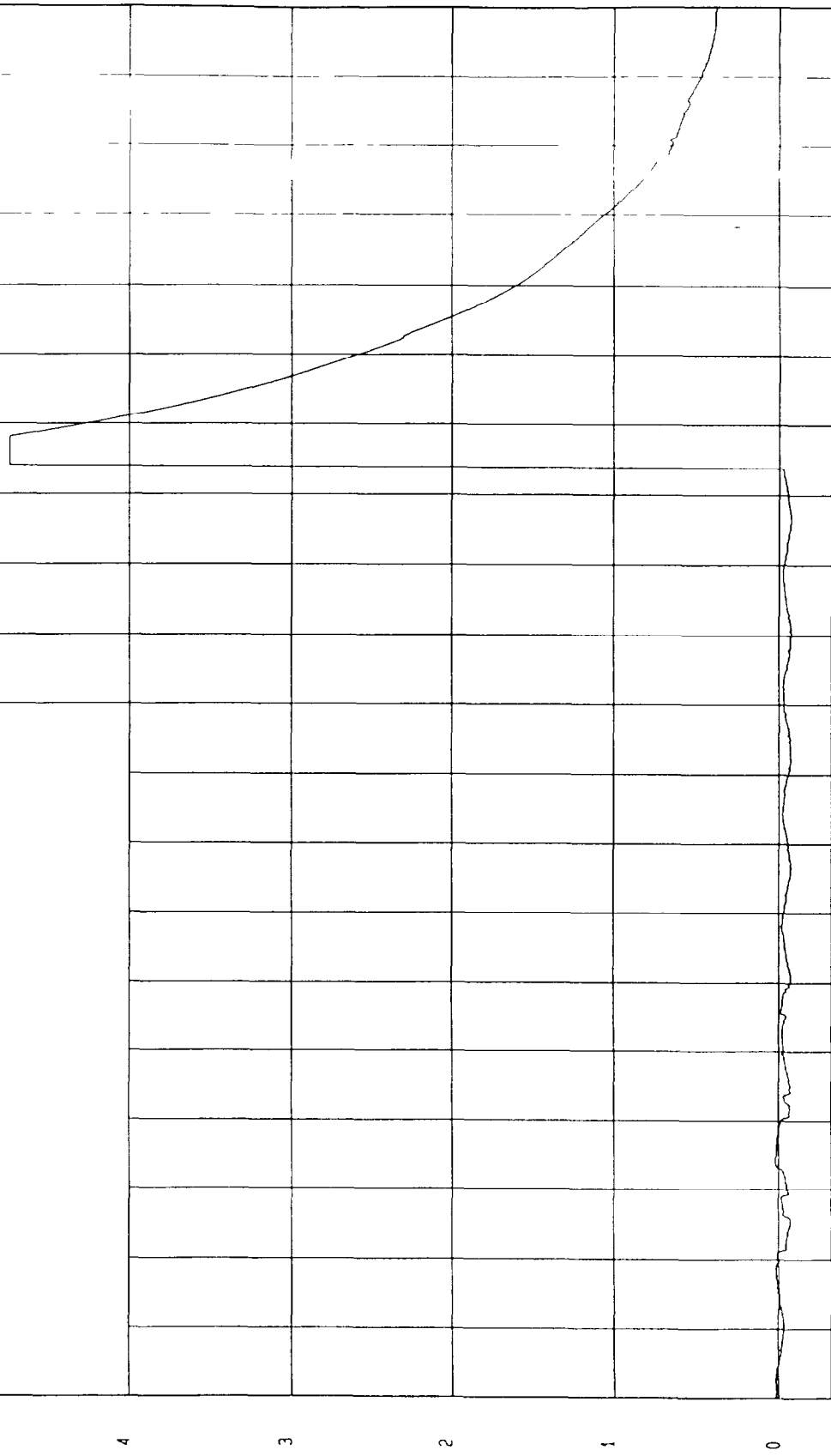
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 7 4BF 02 VOLTS at 110 msec

Maximum = 4 73 VOLTS at 134 msec

1 METER TIMING

1 _____ H0102501 010 Filterclass (1000)



TIME (SECONDS)

WCA Research
03-13-2001 10:25

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

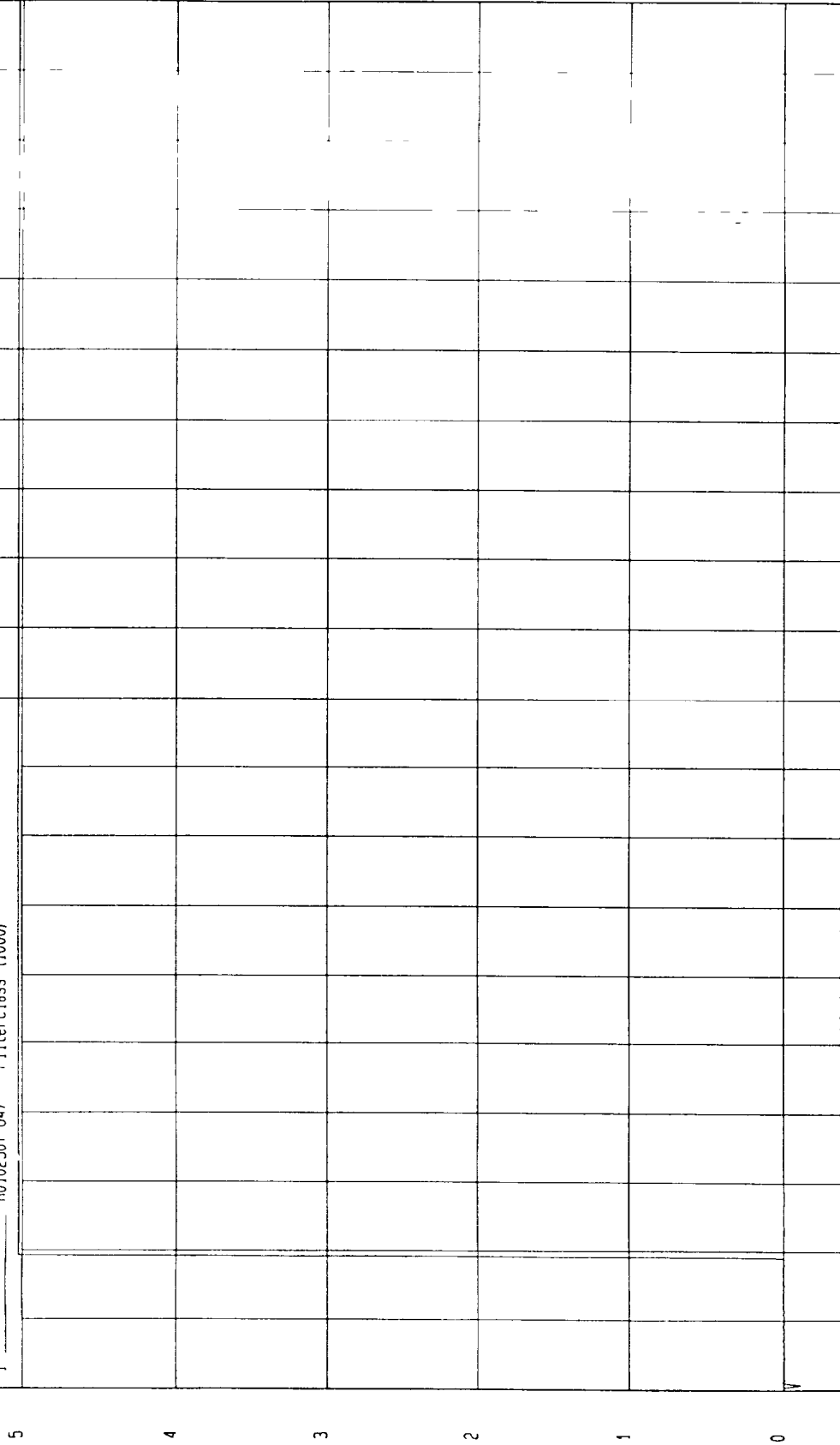
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 11 V at 1 msec

Maximum = 5.03 V at 19 msec

AIRBAG TIMING

1 H0102501 047 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

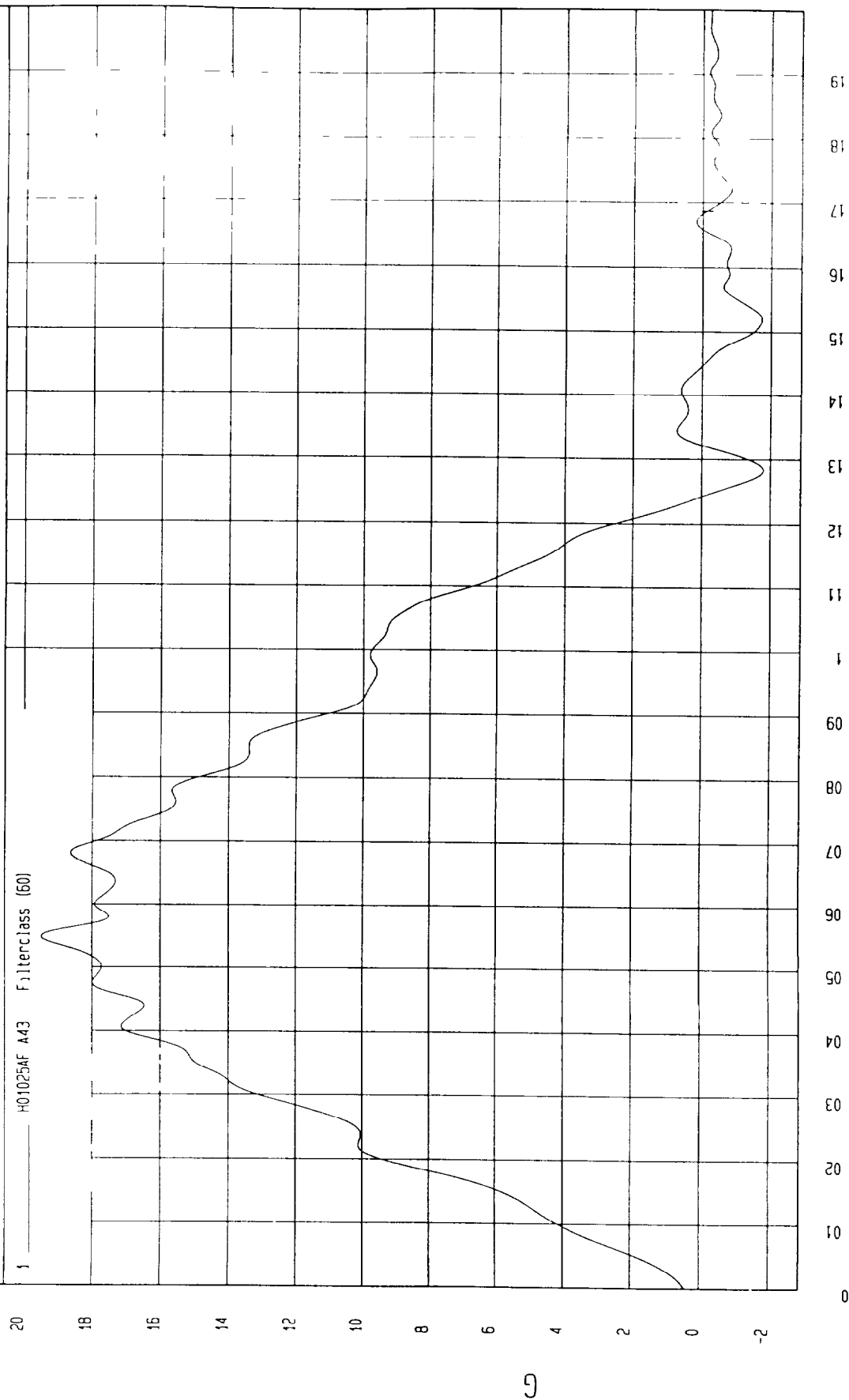
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1.79 G at 128 msec

Maximum = 19.5 G at 55 msec

LEFT REAR SEAT CROSSMEMBER X ACCELERATION

1 H01025AF A43 Filterclass (50)



TIME (SECONDS)

MGA Research
02/15/2001 15:50

TEST DATE 02-15-2001

TEST FMVSS 208 SLED (H01025)

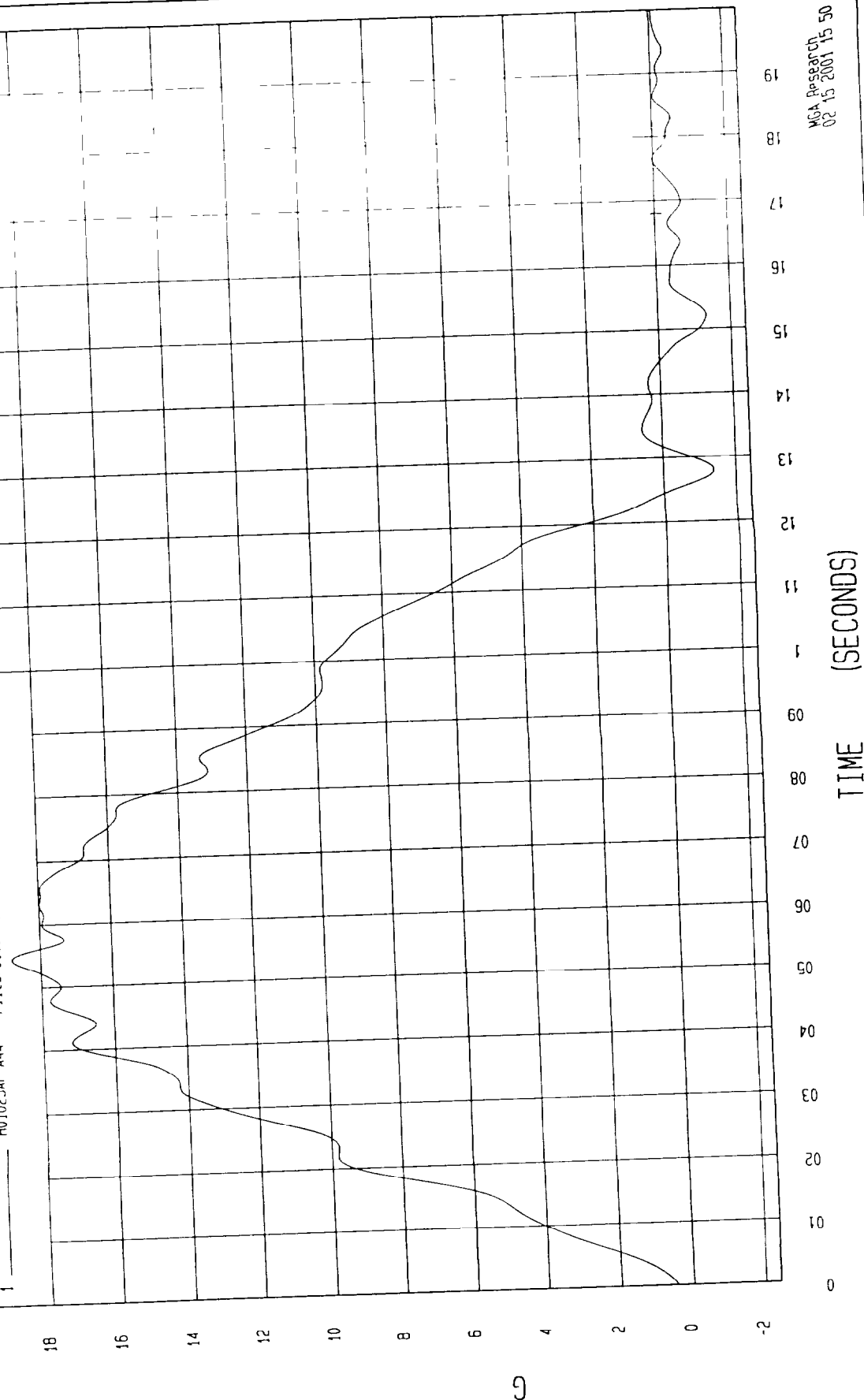
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Maximum - 18.79 G at 54 msec

Minimum 1.39 G at 128 msec

RIGHT REAR SEAT CROSSMEMBER X ACCELERATION

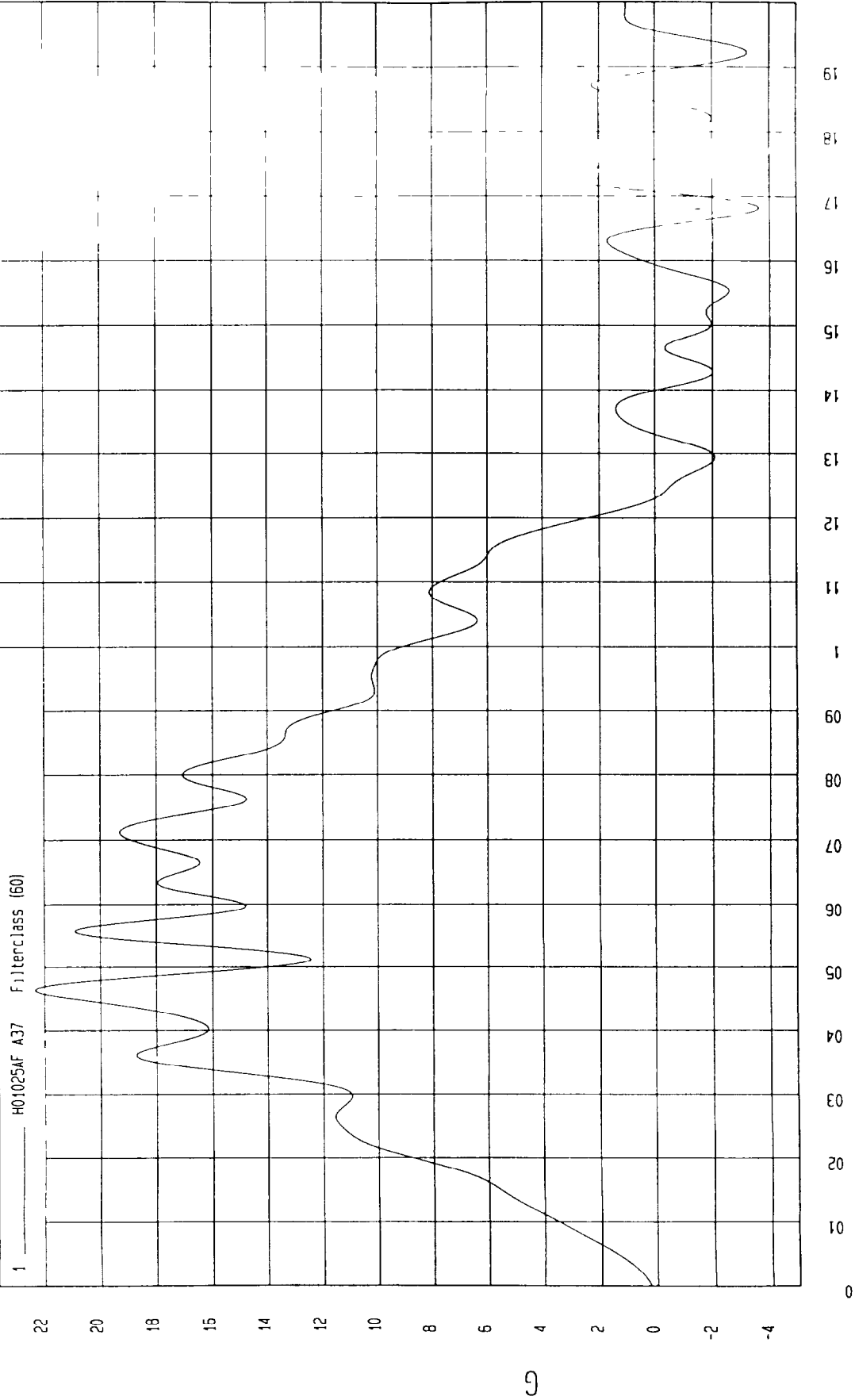
1 H01025AF A44 Filterclass (50)



MCA Research
02-15-2001 15:50

TEST FMVSS 208 SLED (H01025)	TEST DATE 02-15-2001
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)	
Minimum 3.63 G at 158 msec	Maximum 22.33 G at 46 msec

TOP OF ENGINE X ACCELERATION



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

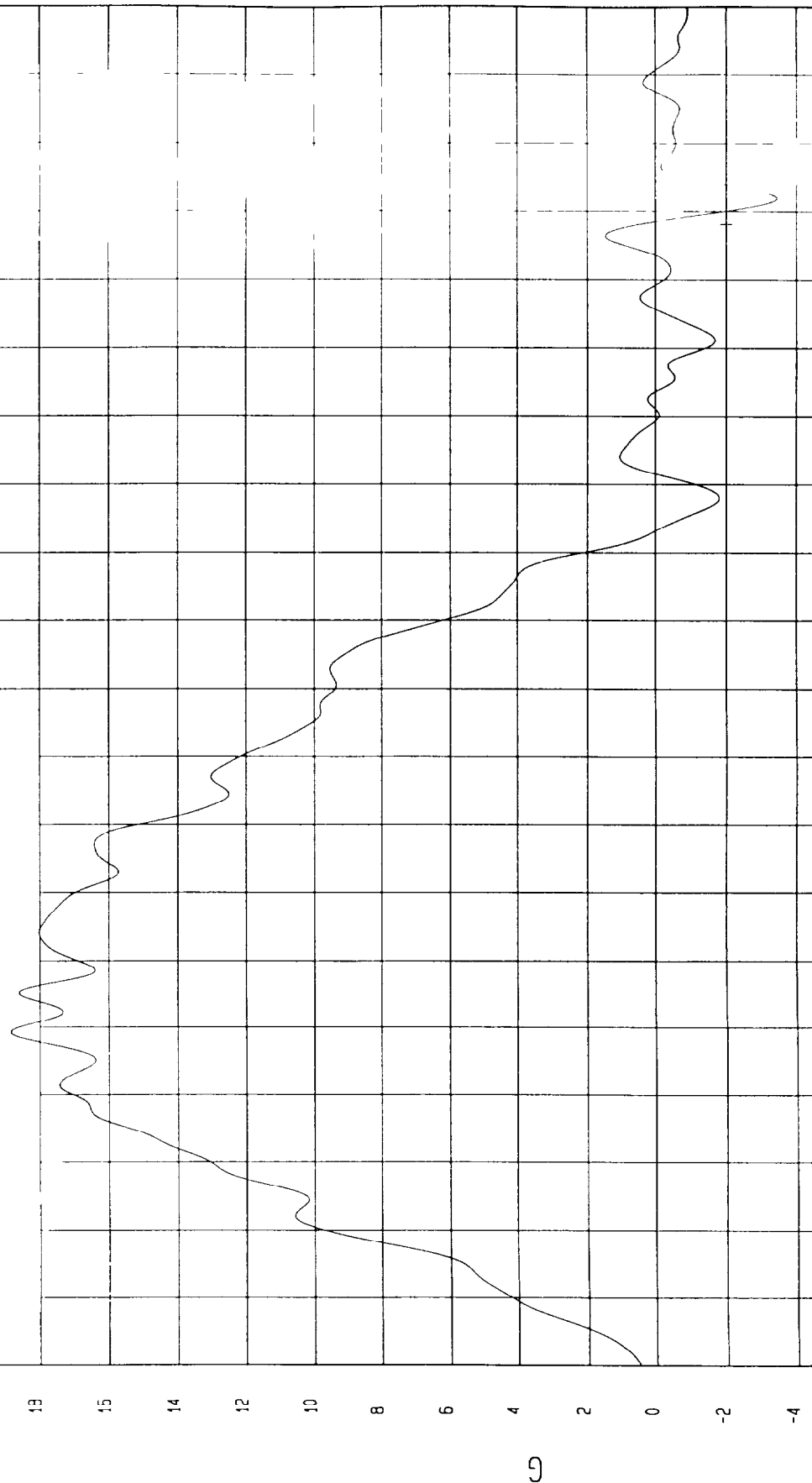
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 3.45 G at 172 msec

Maximum = 18.83 G at 49 msec

REAR AXLE X ACCELERATION

1 H01025AF A41 Filterclass (60)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

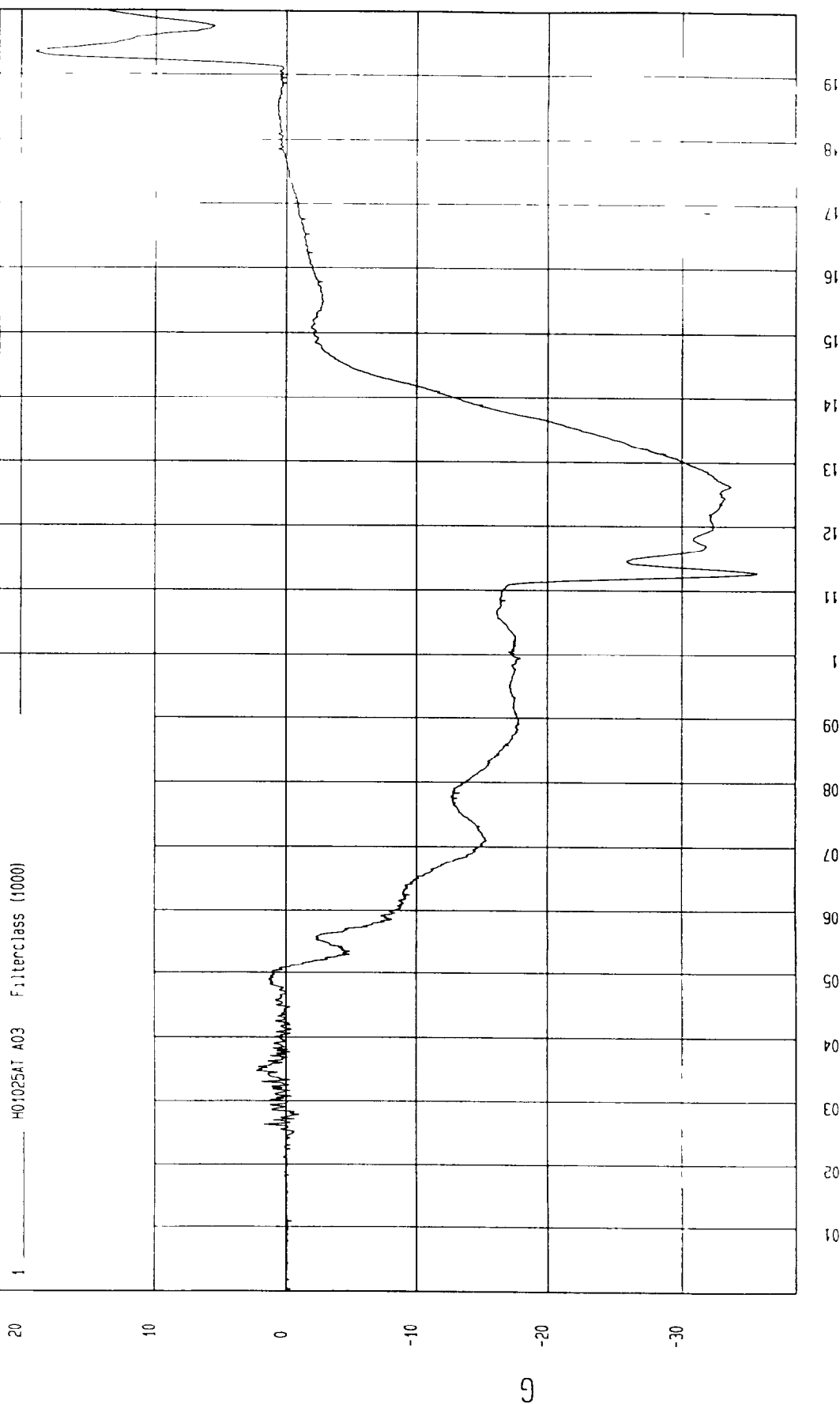
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 35 G at 113 msec

Maximum = 18.91 G at 193 msec

DRIVER HEAD X ACCELERATION

1 H01025AT A03 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

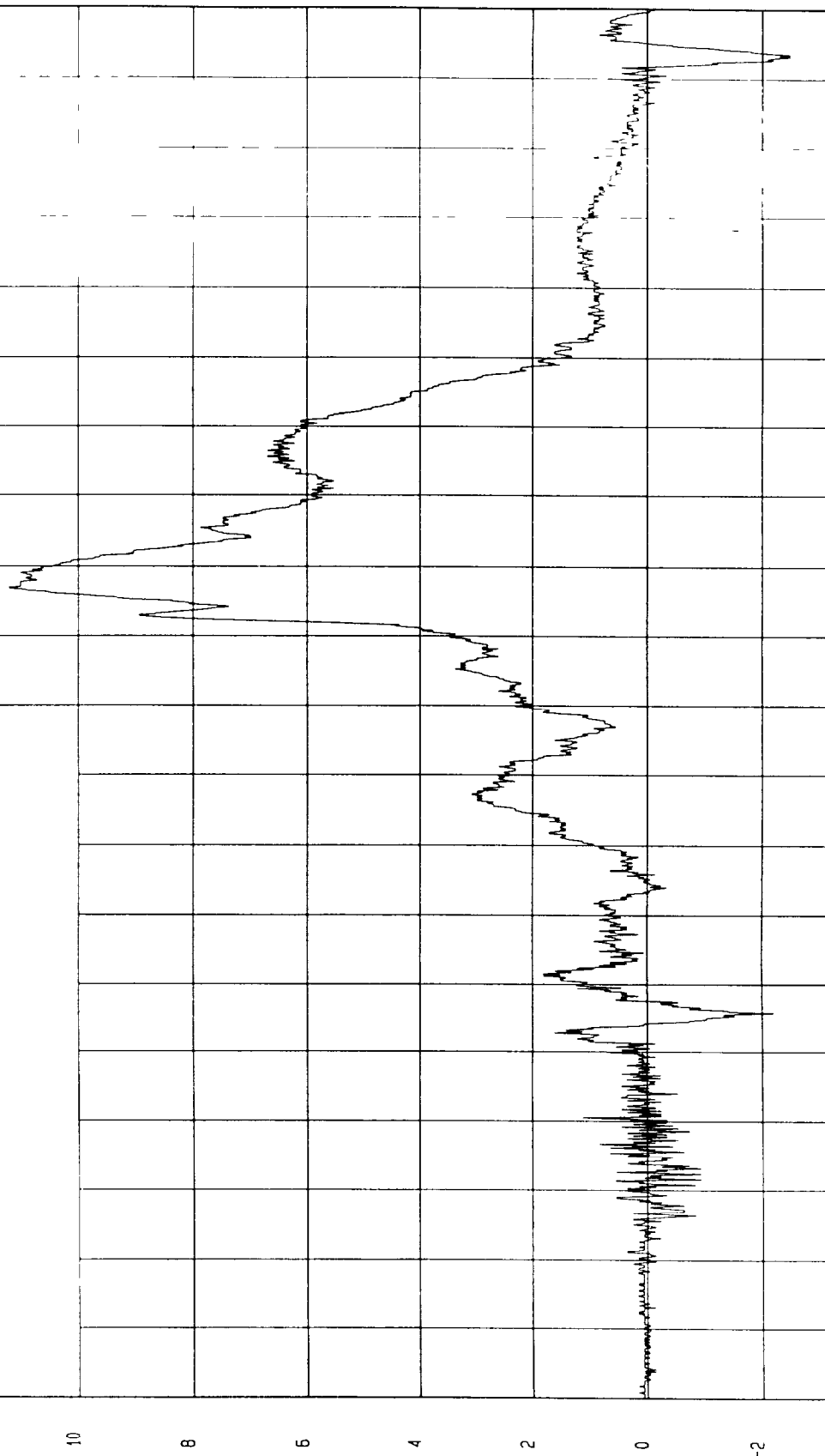
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 2.49 G at 193 msec

Maximum -11.2 G at 117 msec

DRIVER HEAD Y ACCELERATION

1 H01025AT A05 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

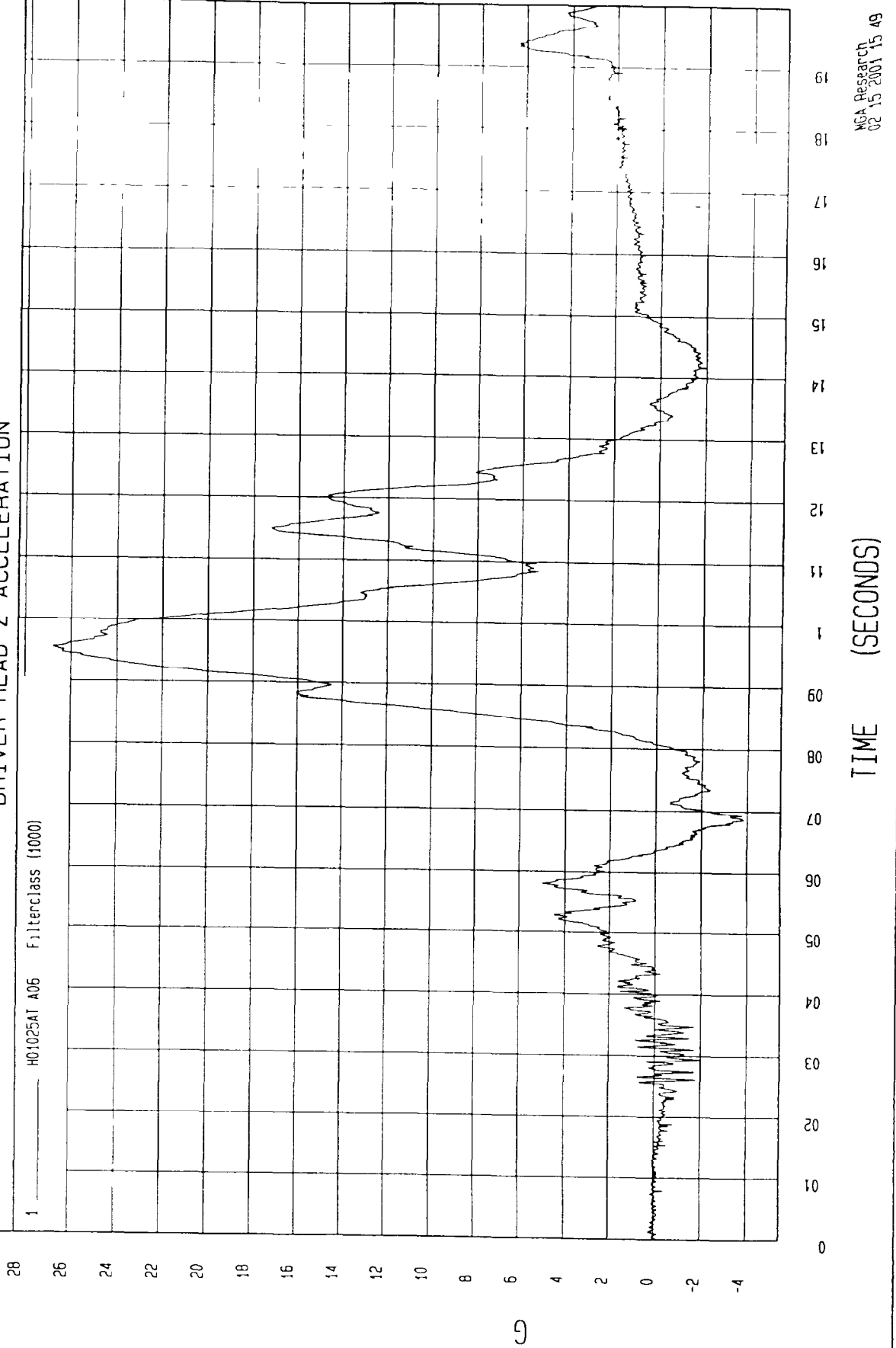
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 3.65 G at 69 msec

Maximum 26.77 G at 95 msec

DRIVER HEAD Z ACCELERATION

1 H01025AT A06 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

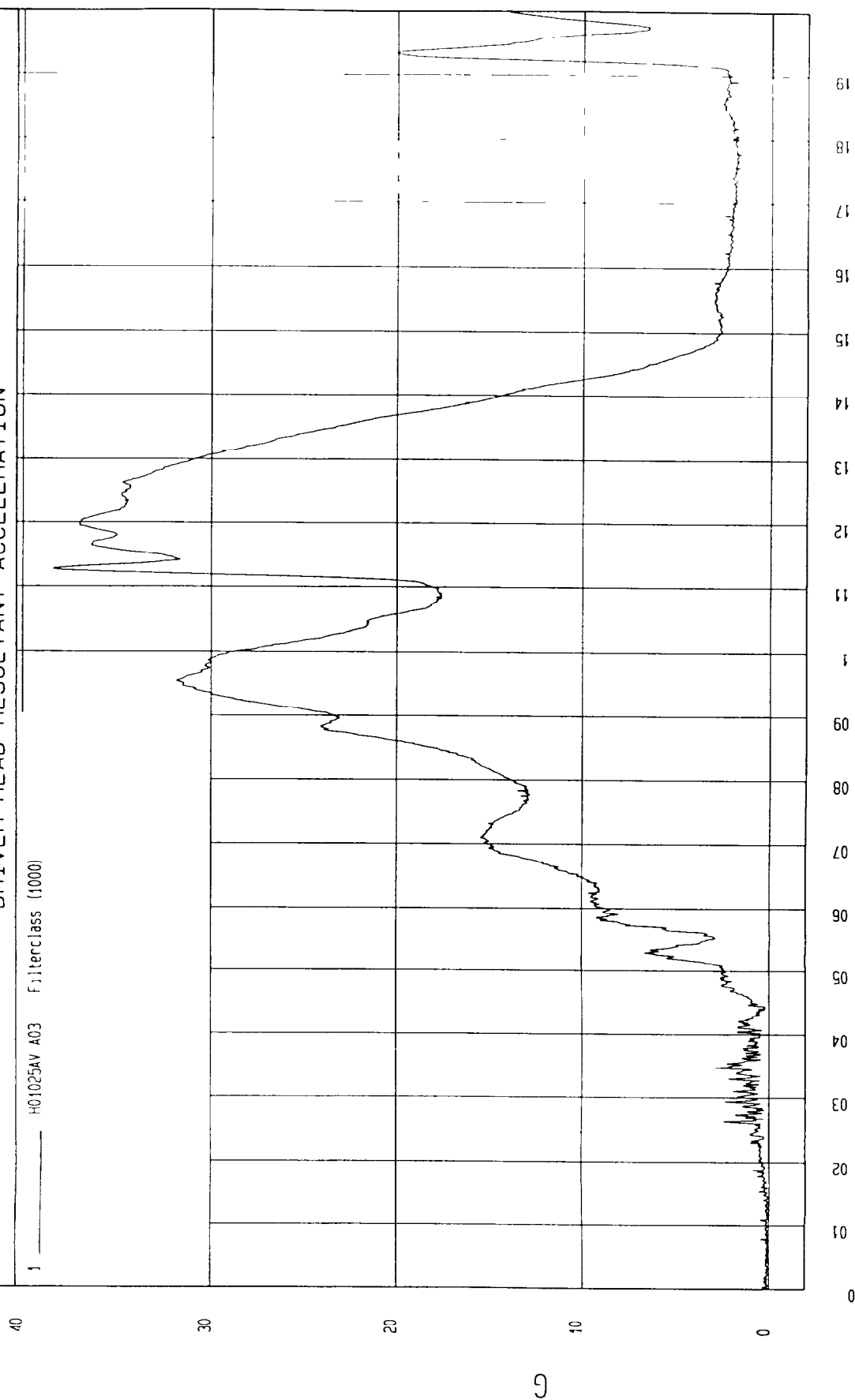
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 07 G at 3 msec

Maximum - 38.41 G at 113 msec

DRIVER HEAD RESULTANT ACCELERATION

1 H01025AV A03 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

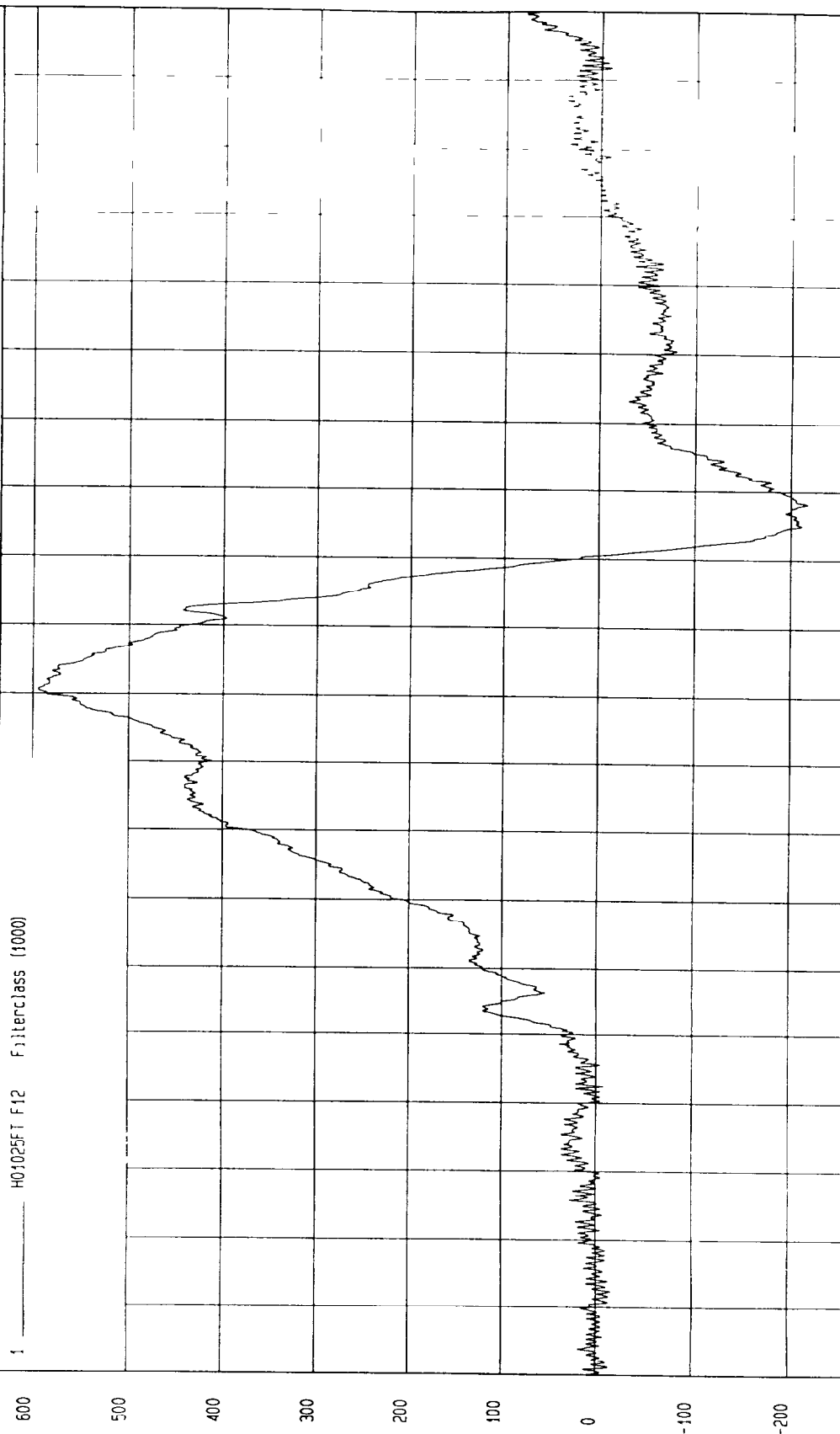
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 216 69 N at 128 msec

Maximum 594 32 N at 100 msec

DRIVER NECK FORCE X

1 H01025FT F12 Filterclass (1000)



TIME (SECONDS)

MGA Research
02 15 2001 15 49

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

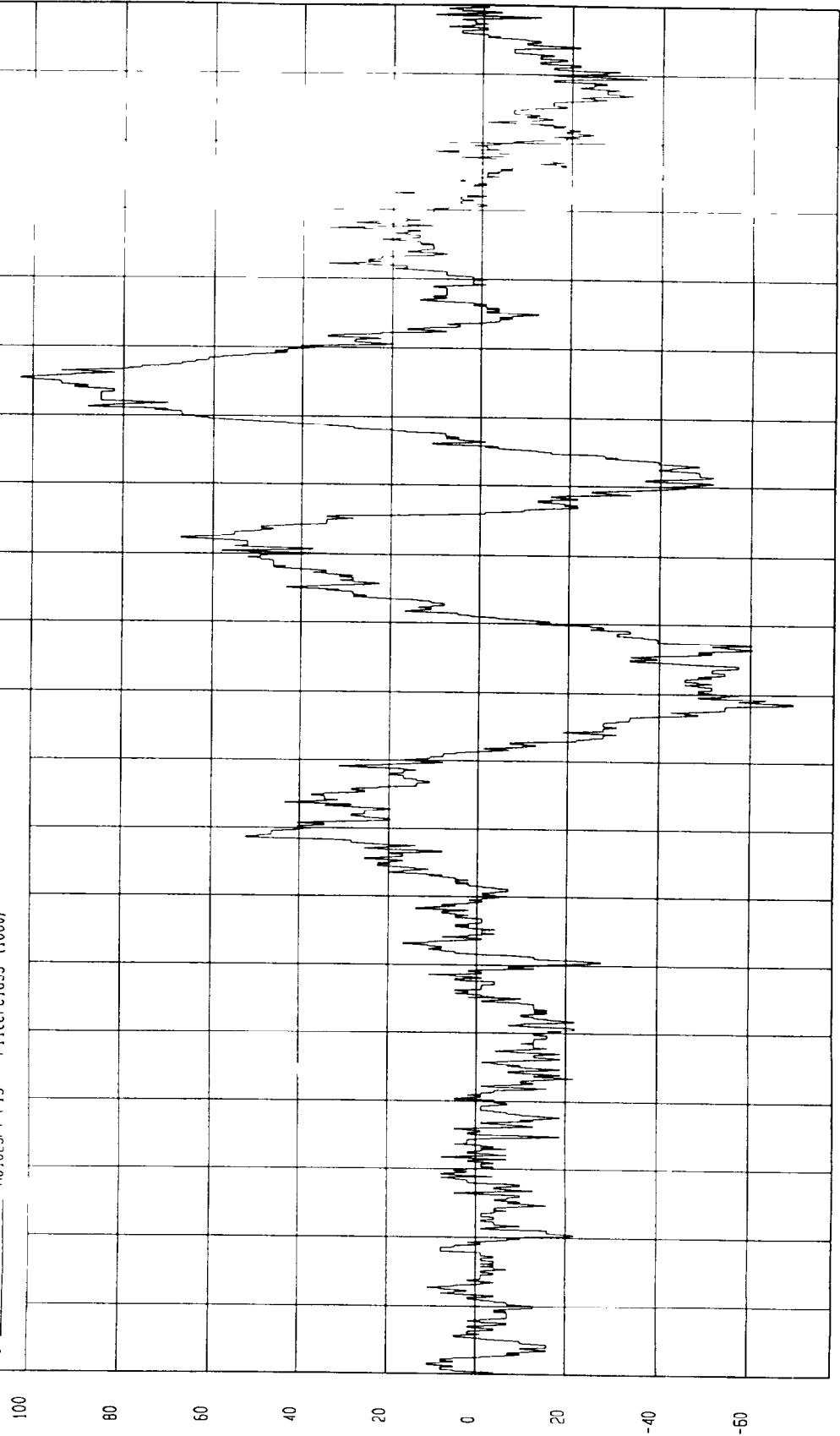
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 69 24 N at 98 msec

Maximum = 102 65 N at 145 msec

DRIVER NECK FORCE Y

1 H01025F1 F13 Filterclass (1000)



MCA March
02-15-2001 16:21

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

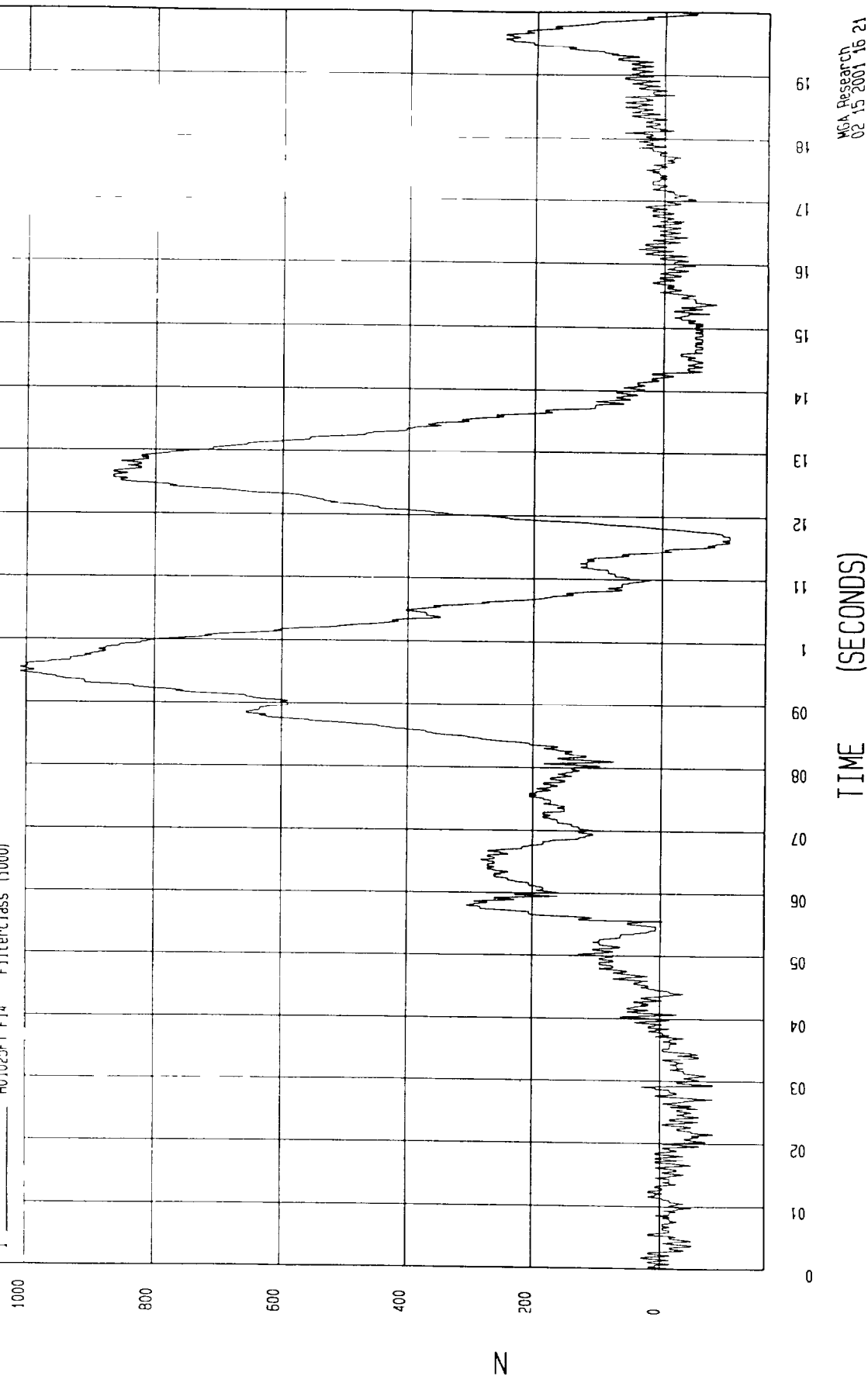
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 102 62 N at 115 msec

Maximum 1009 17 N at 95 msec

DRIVER NECK FORCE Z

: H01025FT F14 Filterclass (1000)



TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

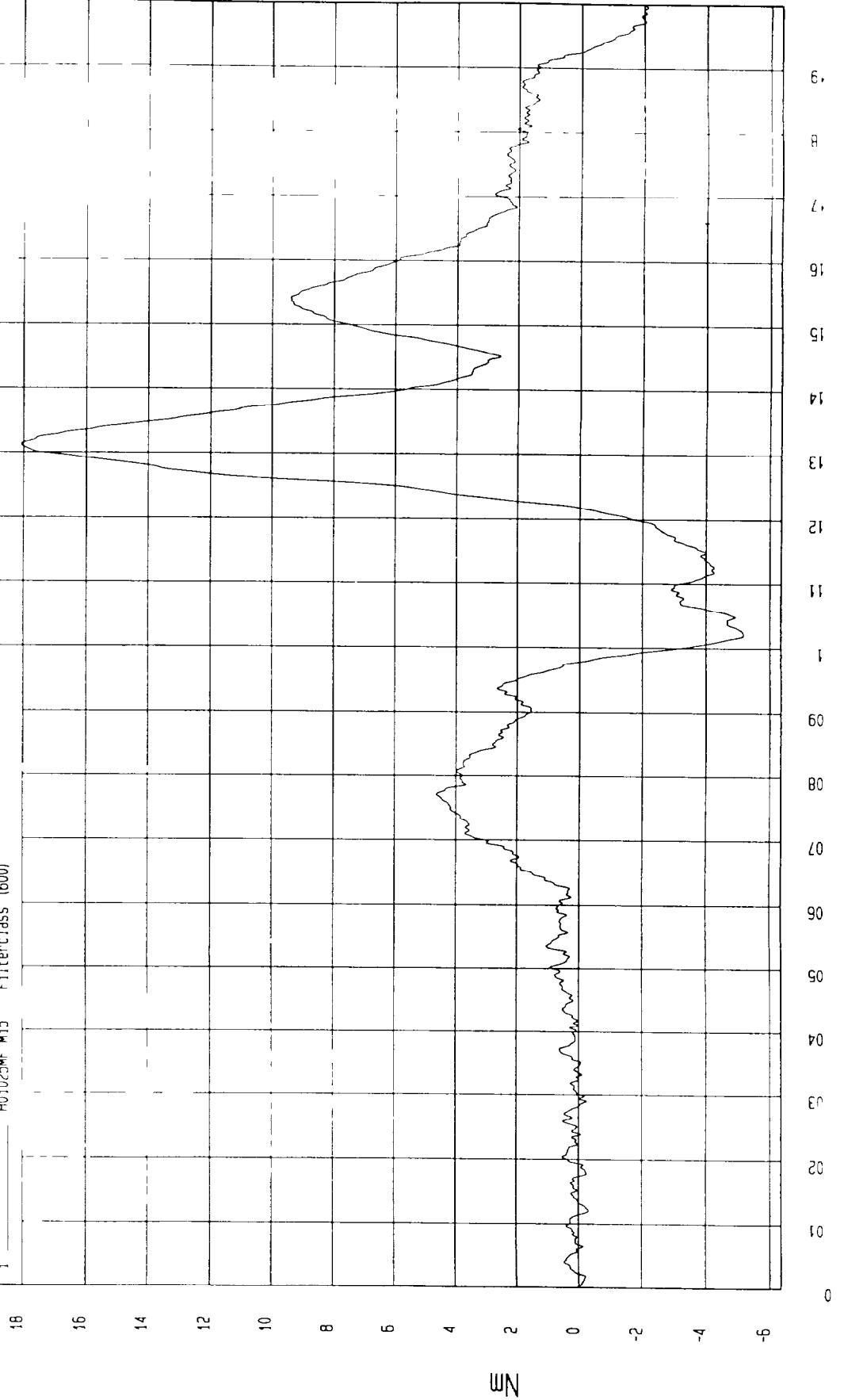
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 5.3 Nm at 102 msec

Maximum 18.08 Nm at 131 msec

DRIVER NECK MOMENT X

1 H01025MF M15 Filterclass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

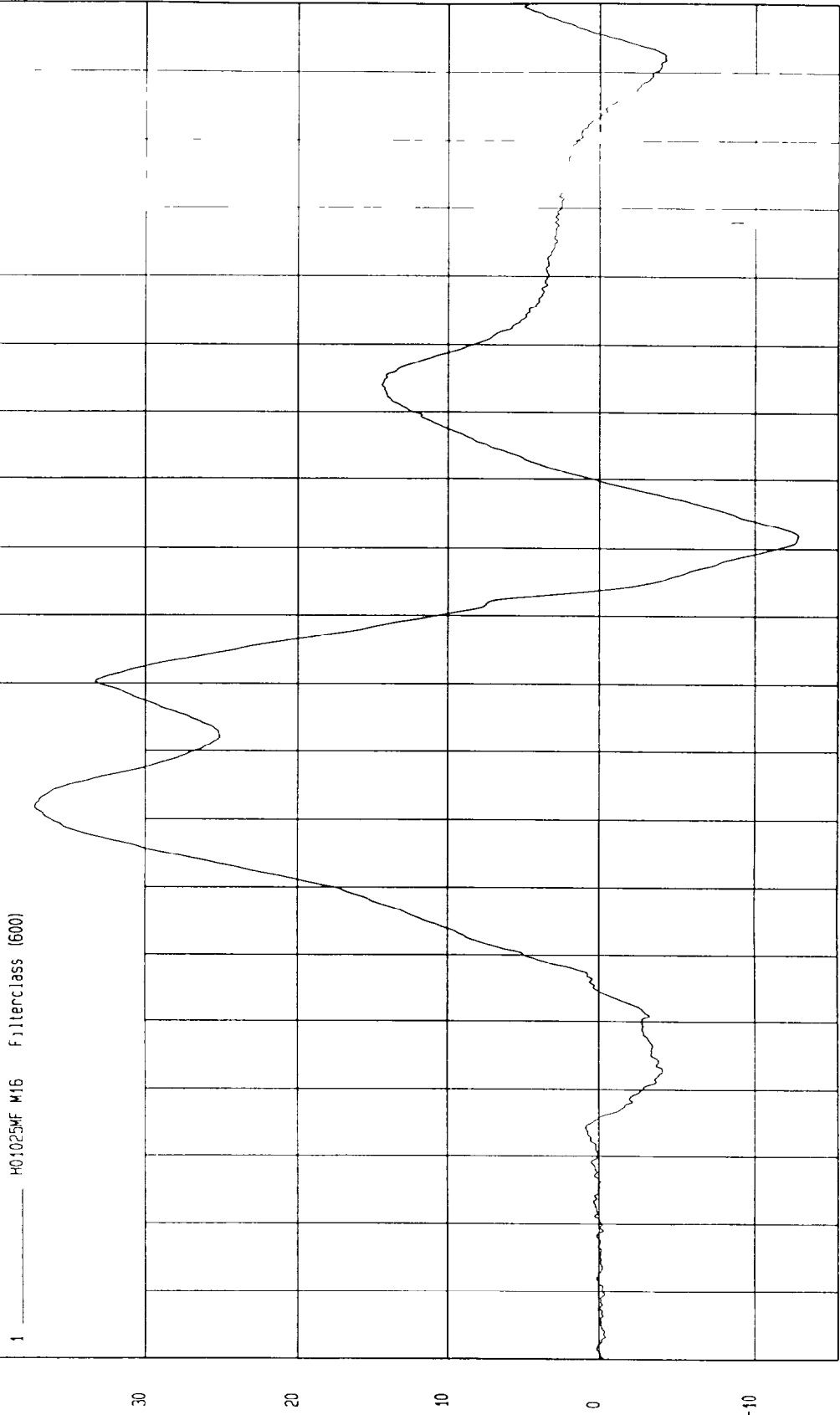
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 12 82 Nm at 122 msec

Maximum = 37 15 Nm at 82 msec

DRIVER NECK MOMENT Y

1 _____ H01025MF M16 Filterclass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

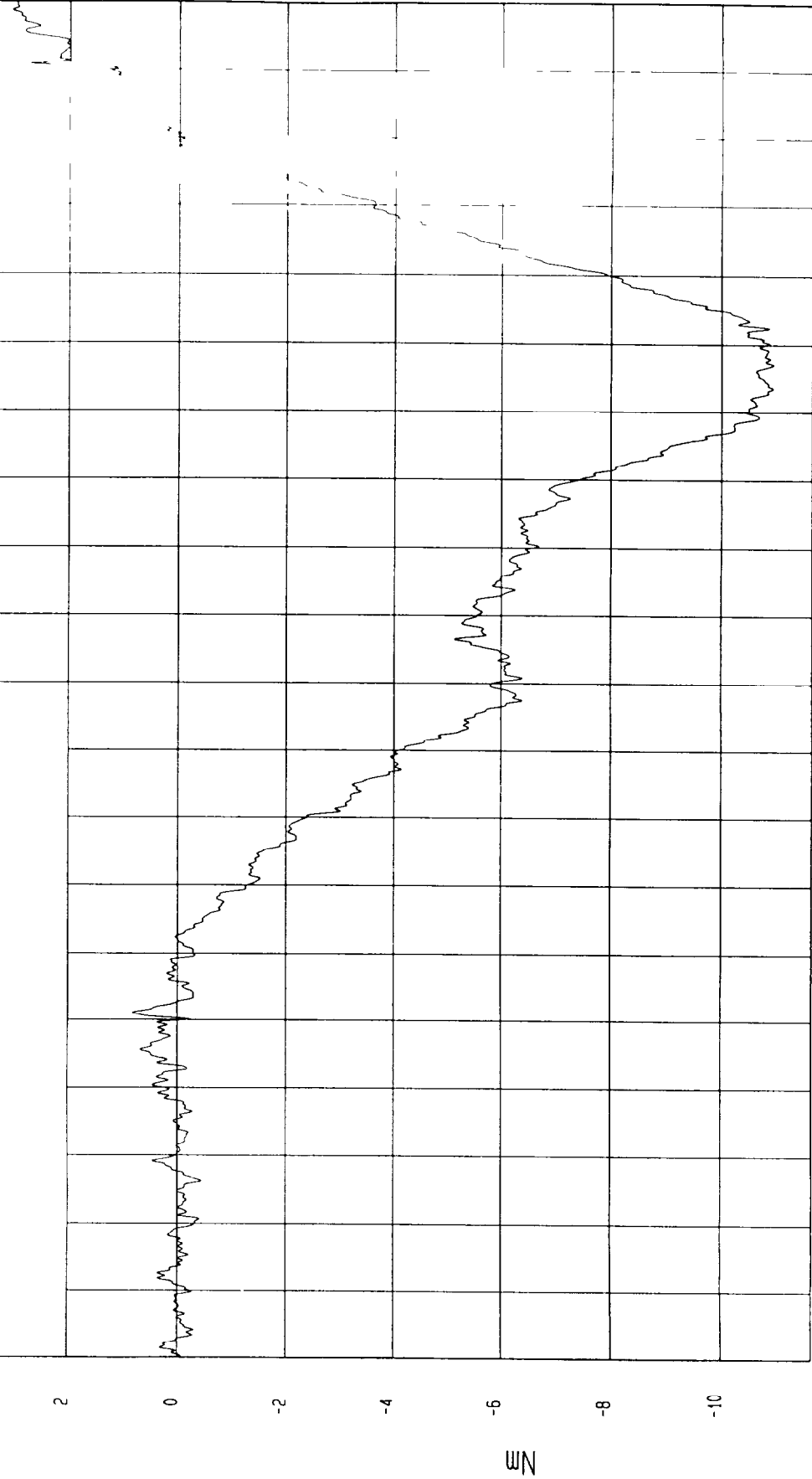
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 10.94 Nm at 147 msec

Maximum 3.03 Nm at 199 msec

DRIVER NECK MOMENT Z

1 H01025MF M17 Filterclass (500)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

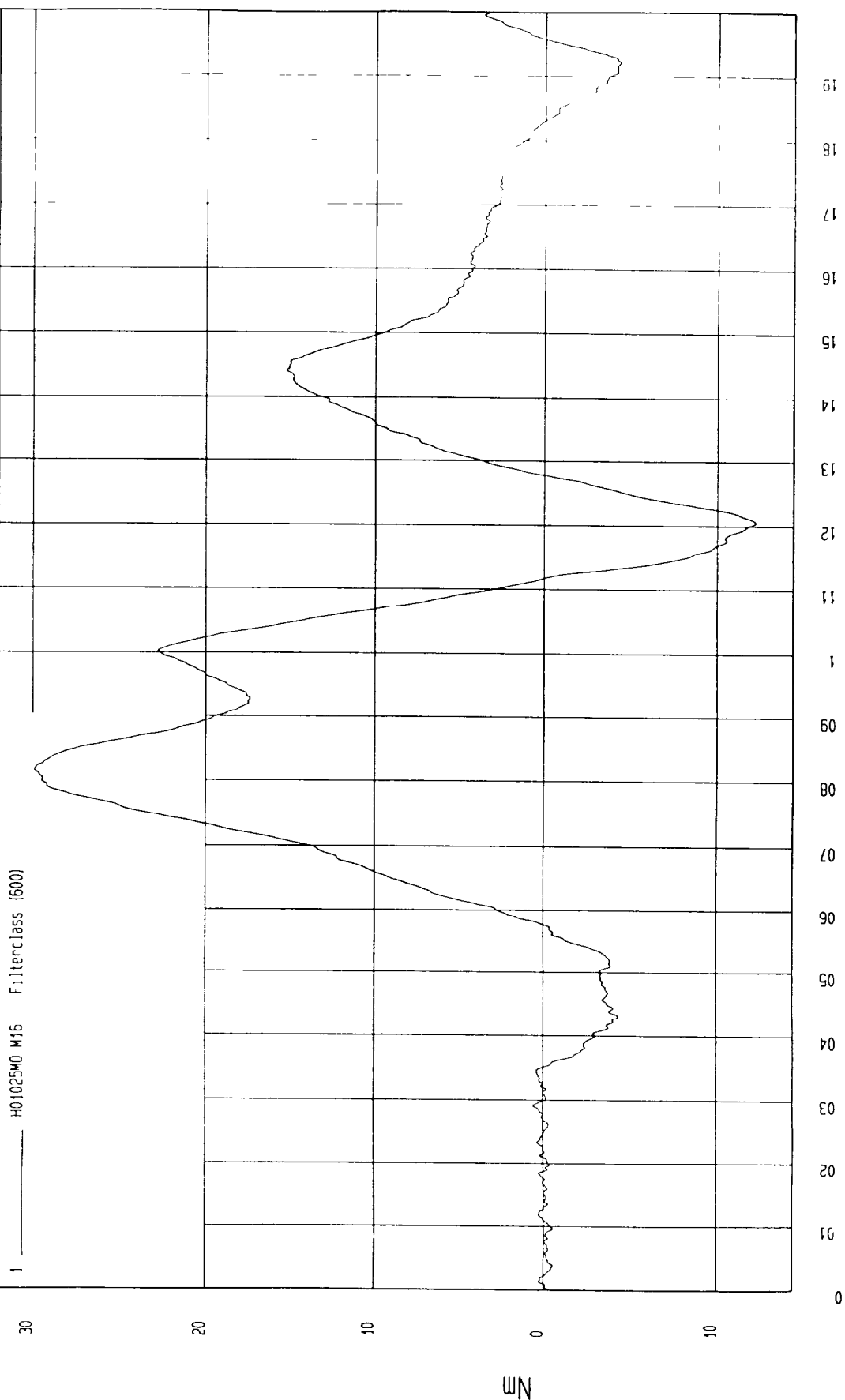
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 12 21 Nm at 120 msec

Maximum = 29 89 Nm at 82 msec

DRIVER OCCIPITAL CONDYLE MOMENT Y

1 H01025M0 M16 Filterclass (600)



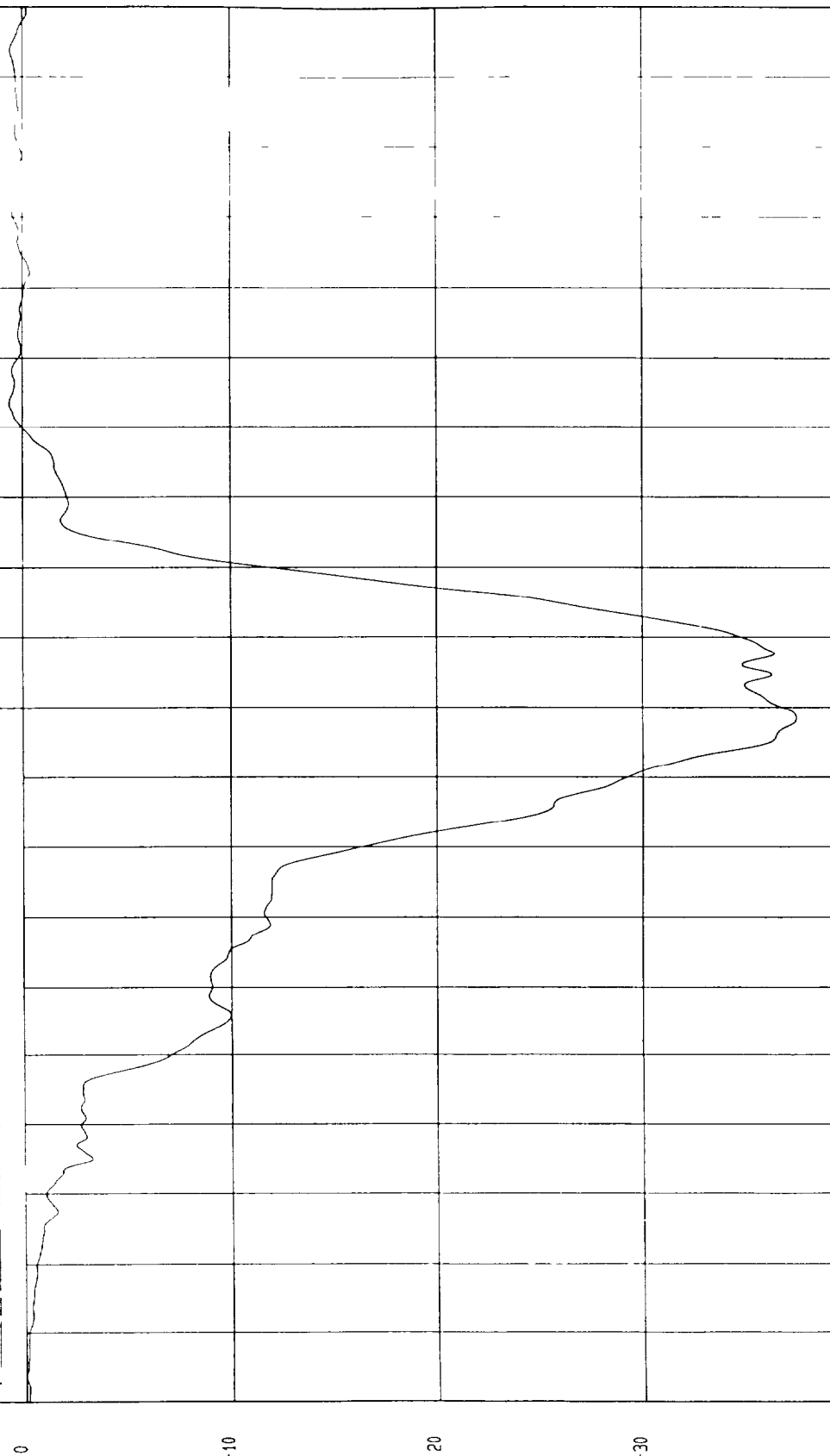
TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 37.34 G at 98 msec Maximum = 62 G at 143 msec

DRIVER CHEST X ACCELERATION

1 ——— H01025AF A21 Filterclass (180)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

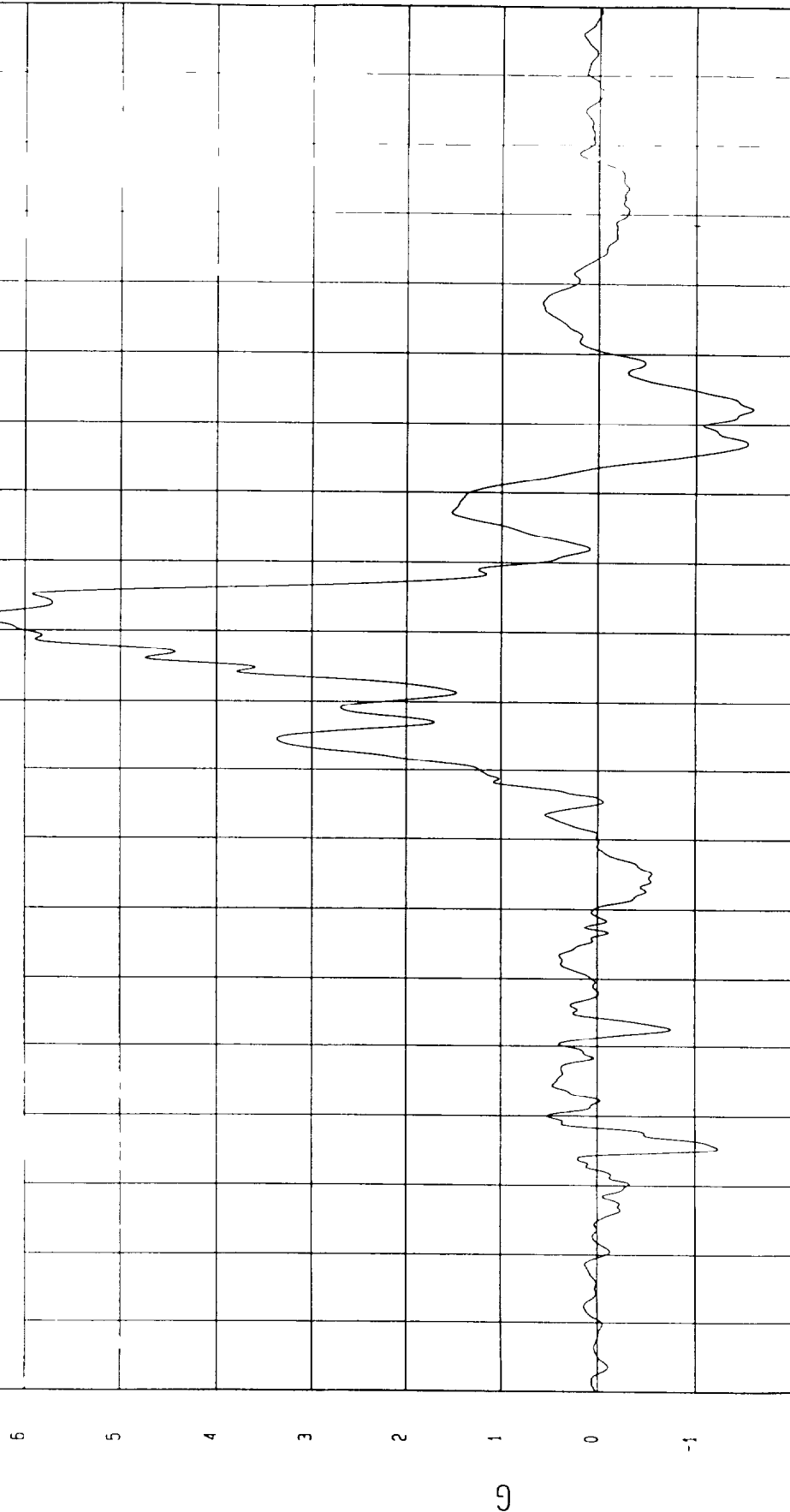
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

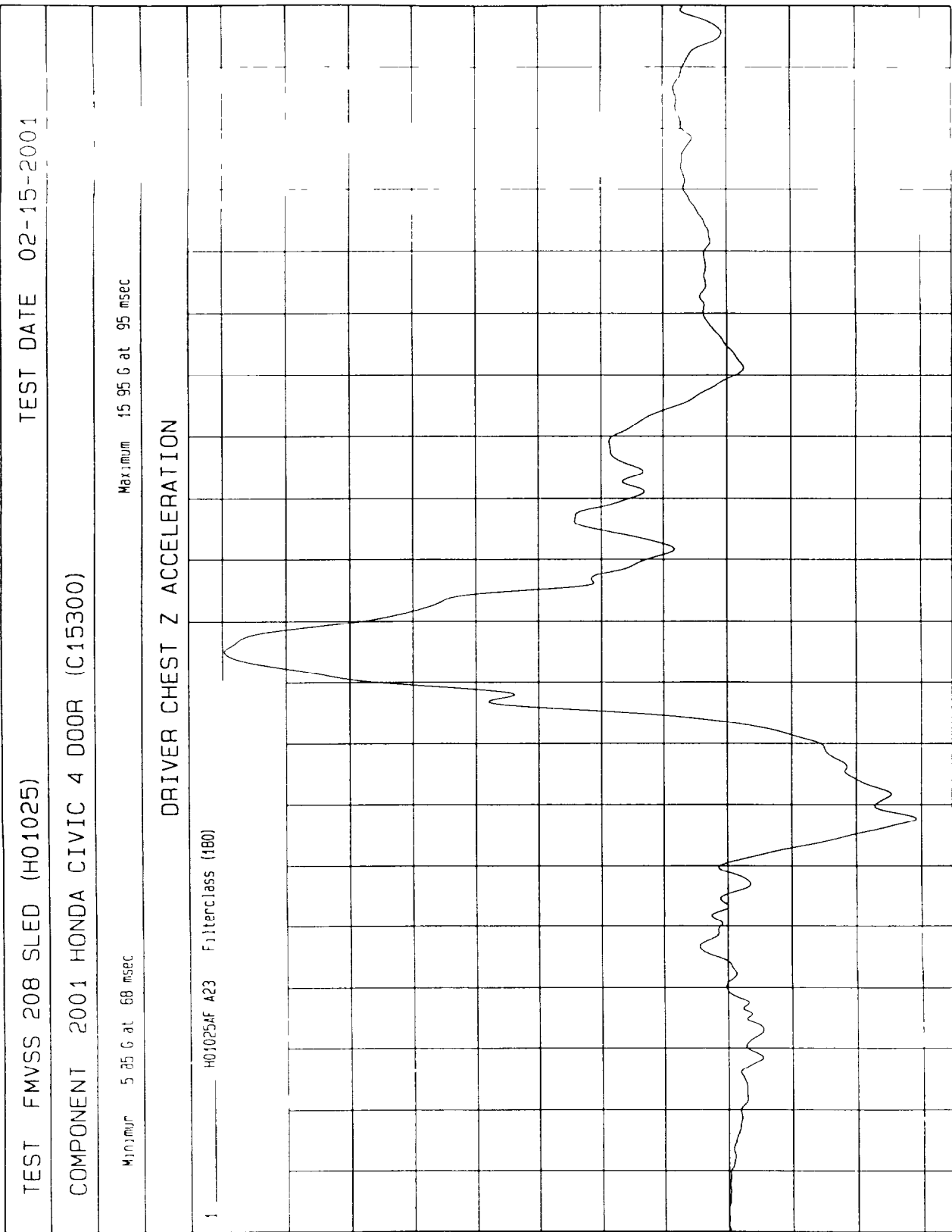
Minimum 1.58 G at 142 msec

Maximum - 6.54 G at 112 msec

DRIVER CHEST Y ACCELERATION

1 H01025AF A22 Filterclass (180)





TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

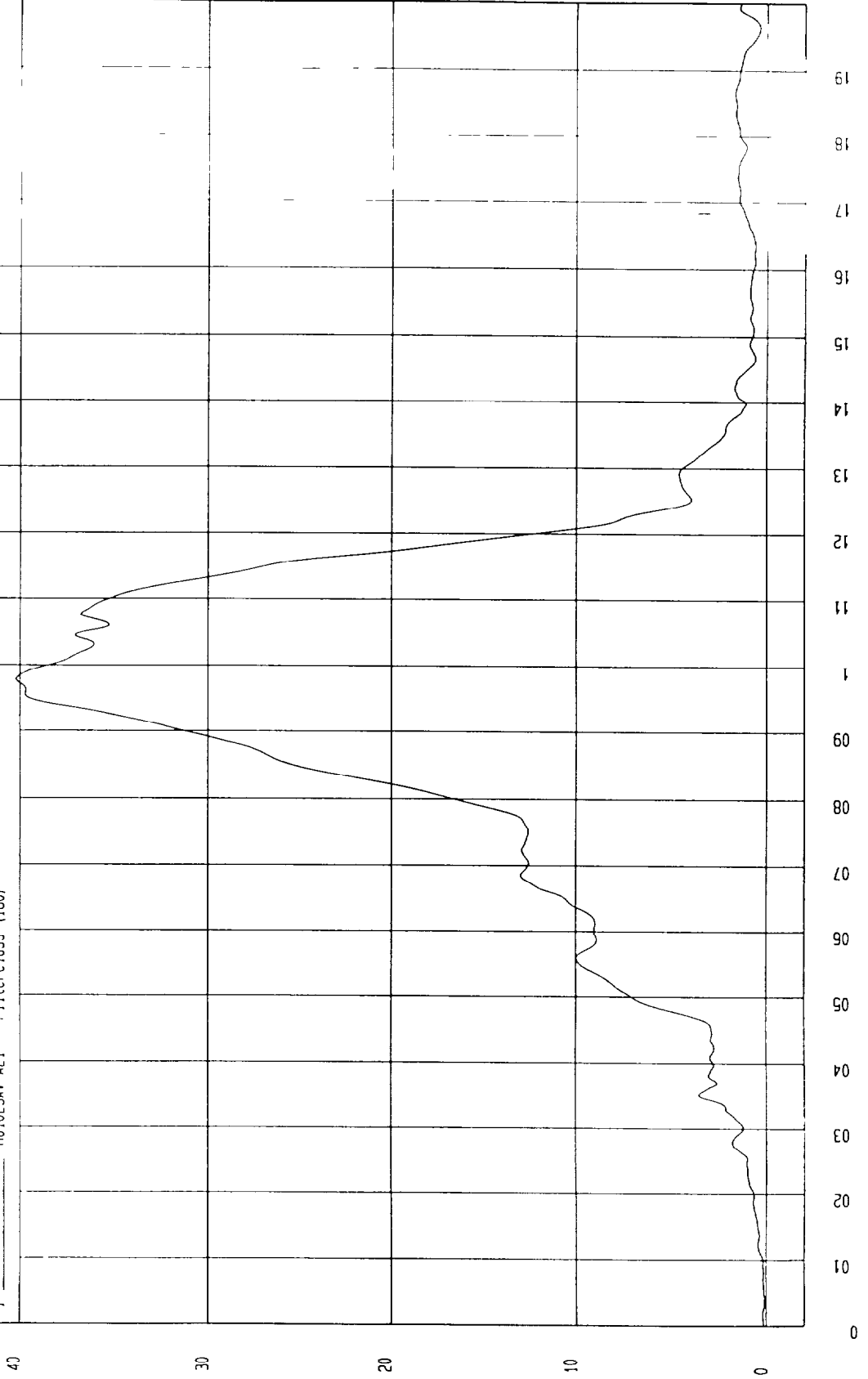
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 9 10E 02 G at 4 msec

Maximum 40 2 G at 98 msec

DRIVER CHEST RESULTANT ACCELERATION

1 H01025AV A21 Filterclass (180)



MGA Research
02/15/2001 15:49

TIME (SECONDS)

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

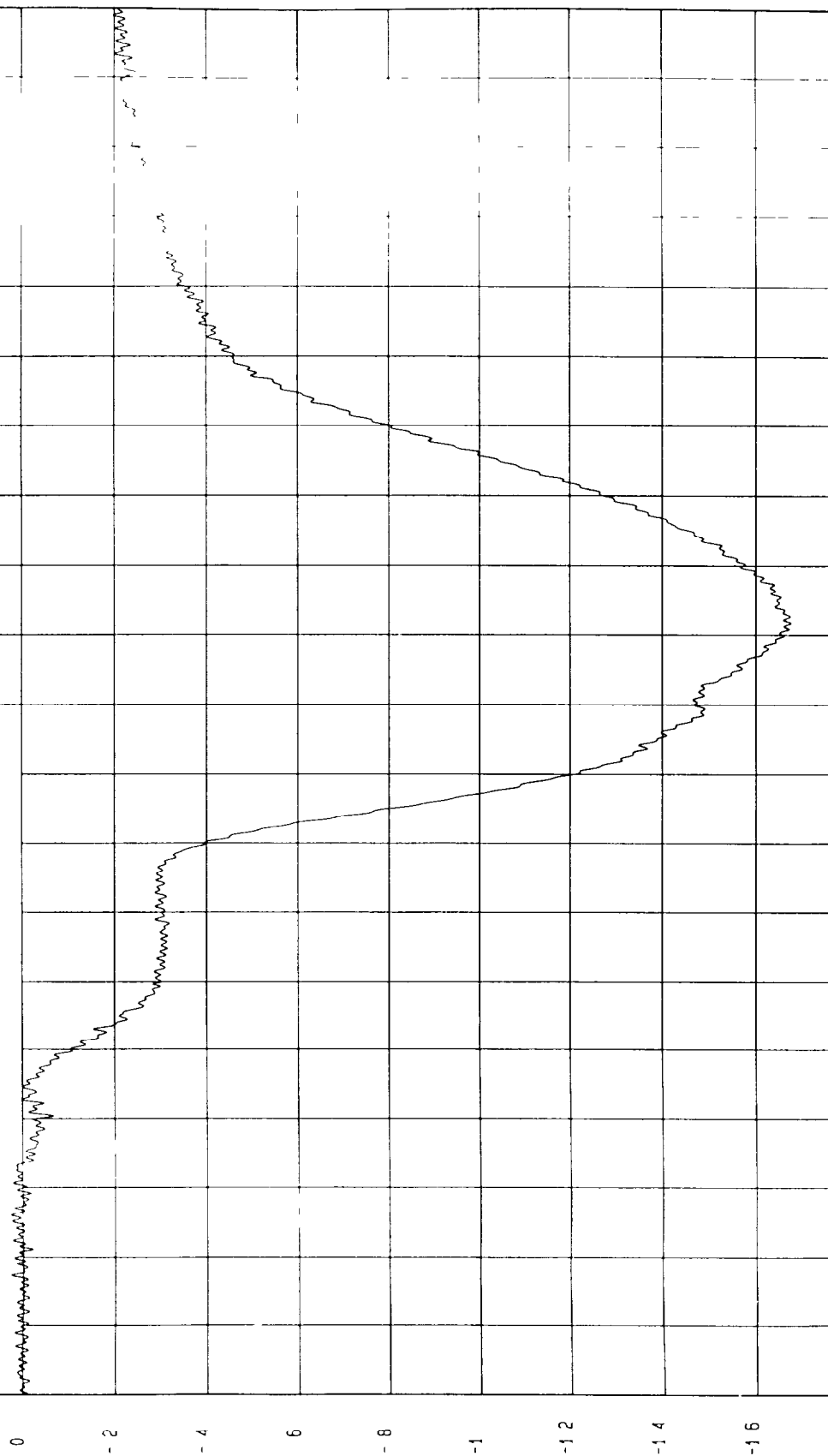
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1.68 INCHES at 112 msec

Maximum = 2.61E-02 INCHES at 17 msec

DRIVER CHEST COMPRESSION

1 H01025CF D3B Filterclass (500)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

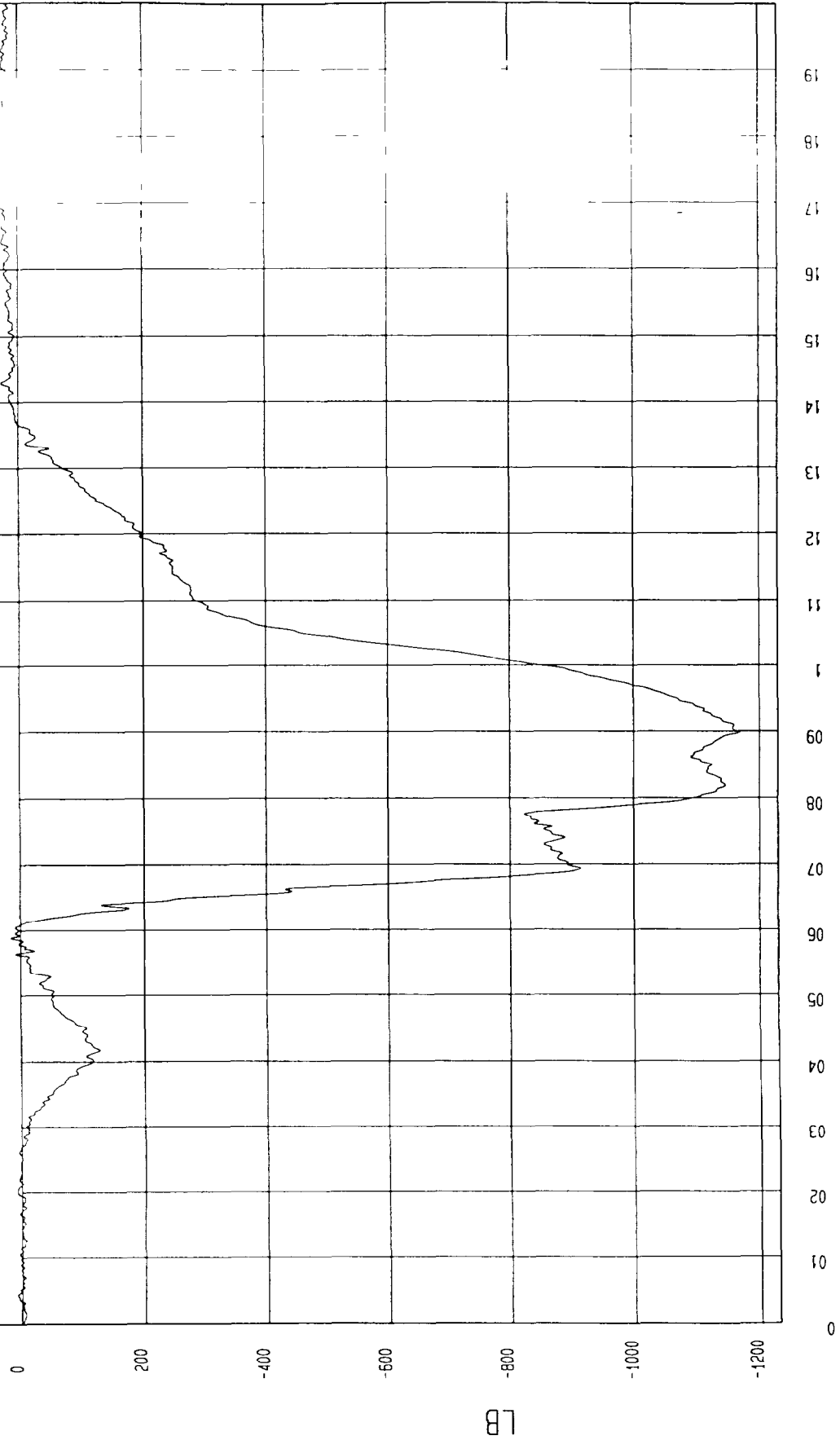
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1168 85 LB at 90 msec

Maximum - 34 05 LB at 171 msec

DRIVER LEFT FEMUR FORCE

1 H01025FF F08 Filterclass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

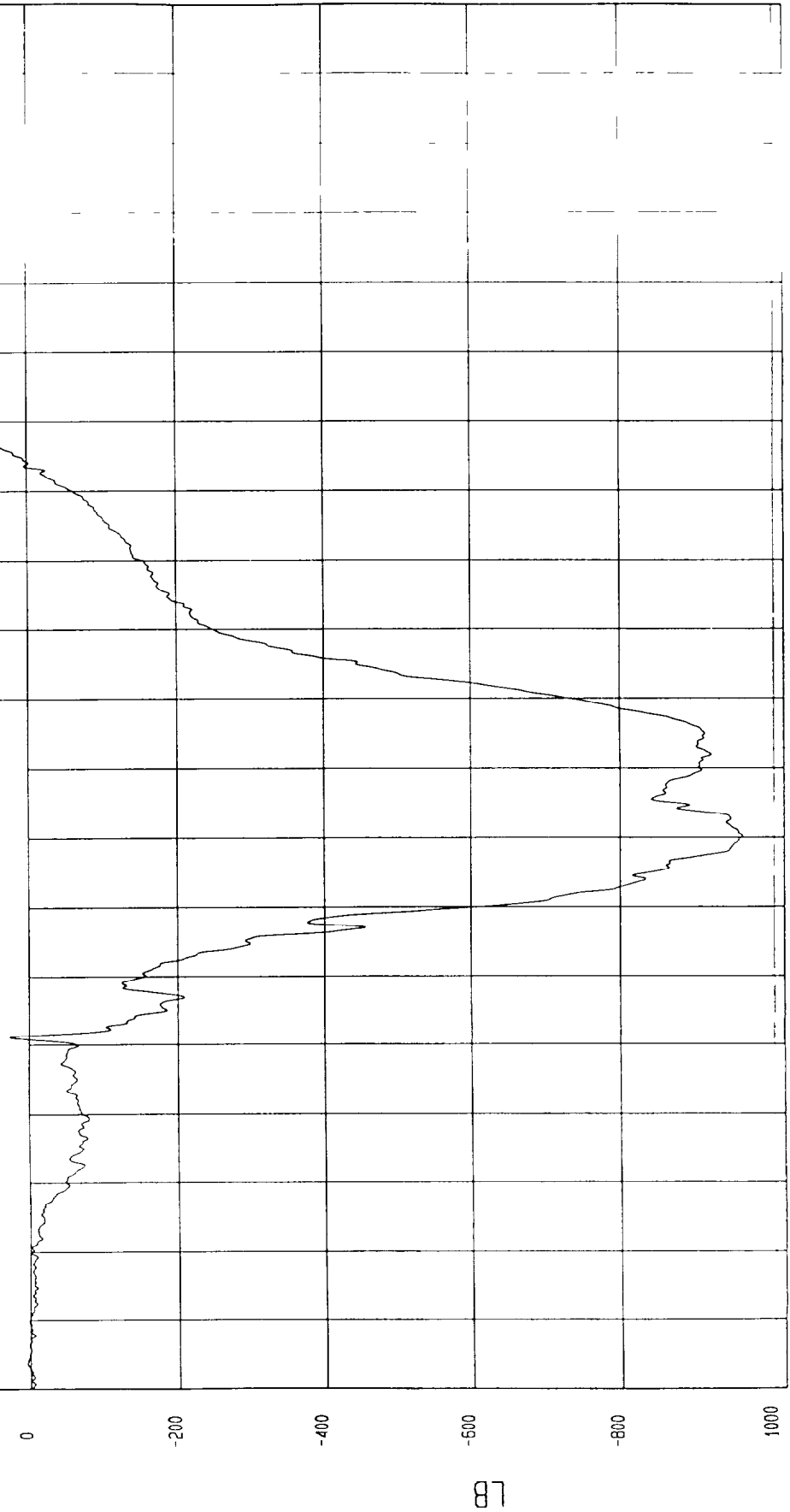
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 960 27 LB at 80 msec

Maximum = 89 33 LB at 144 msec

DRIVER RIGHT FEMUR FORCE

1 H01025FF F09 FilterClass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

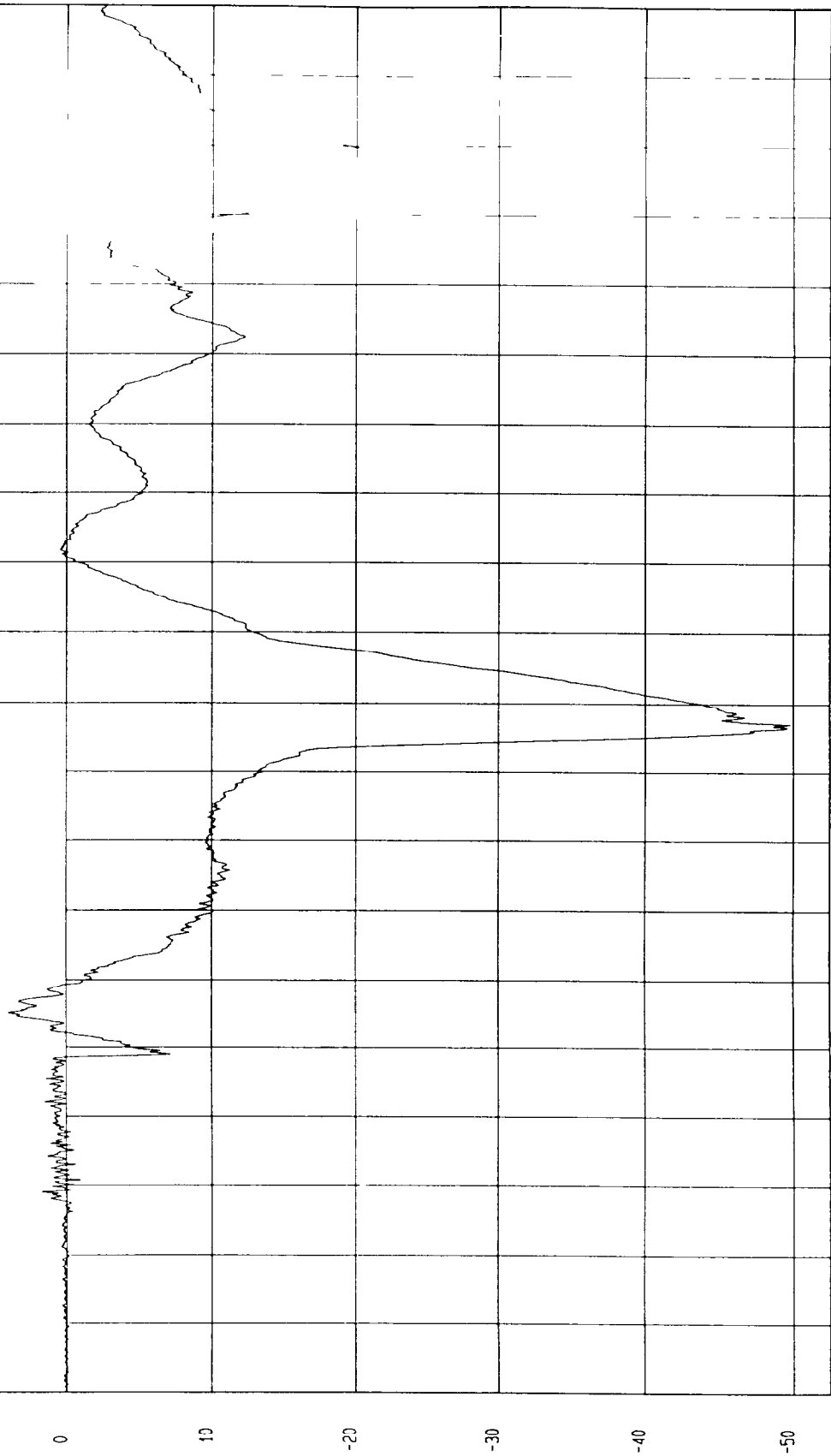
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 49.79 g at 97 msec

Maximum 3.97 G at 55 msec

PASSENGER HEAD X ACCELERATION

H01025A1 A24 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

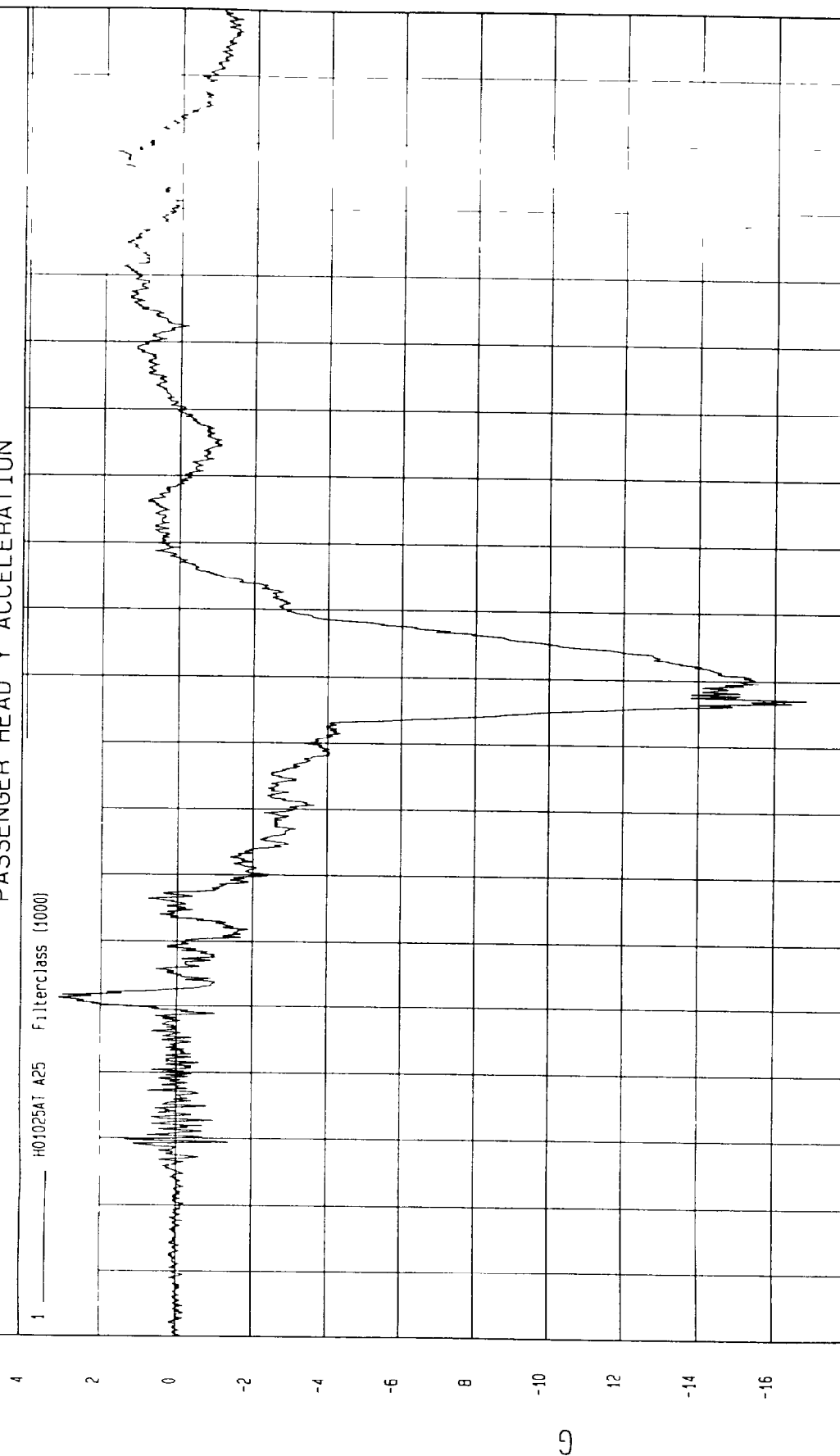
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 16.8g at 97 msec

Maximum 3.12g at 51 msec

PASSENGER HEAD Y ACCELERATION

1 ——— H01025A1 A25 Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

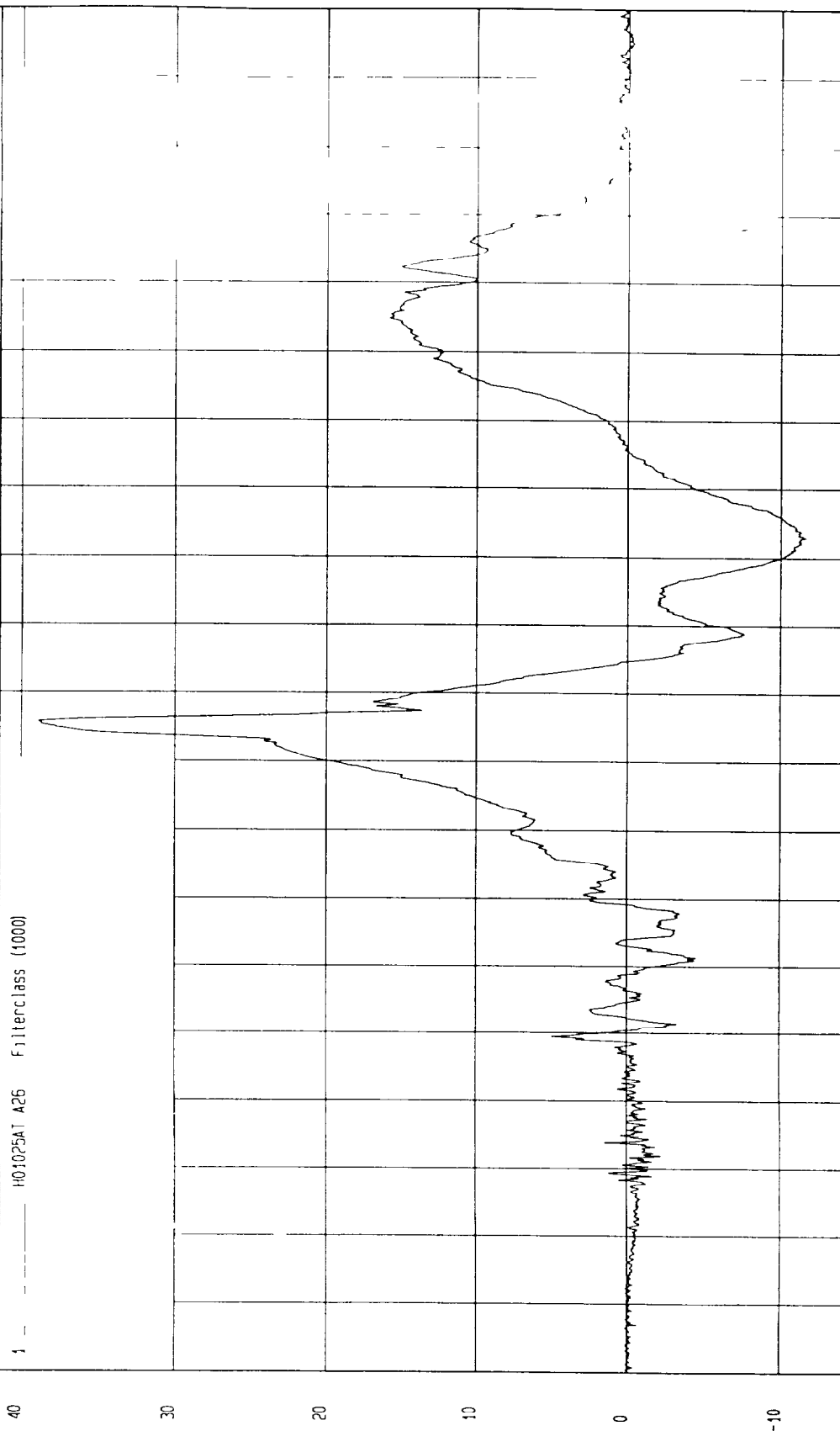
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1' 6.4 G at 123 msec

Maximum 38.91 G at 96 msec

PASSENGER HEAD Z ACCELERATION

1 H01025AT A26 Filterclass (1000)



TIME (SECONDS)

MGA Research
02-15-2001 15:49

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

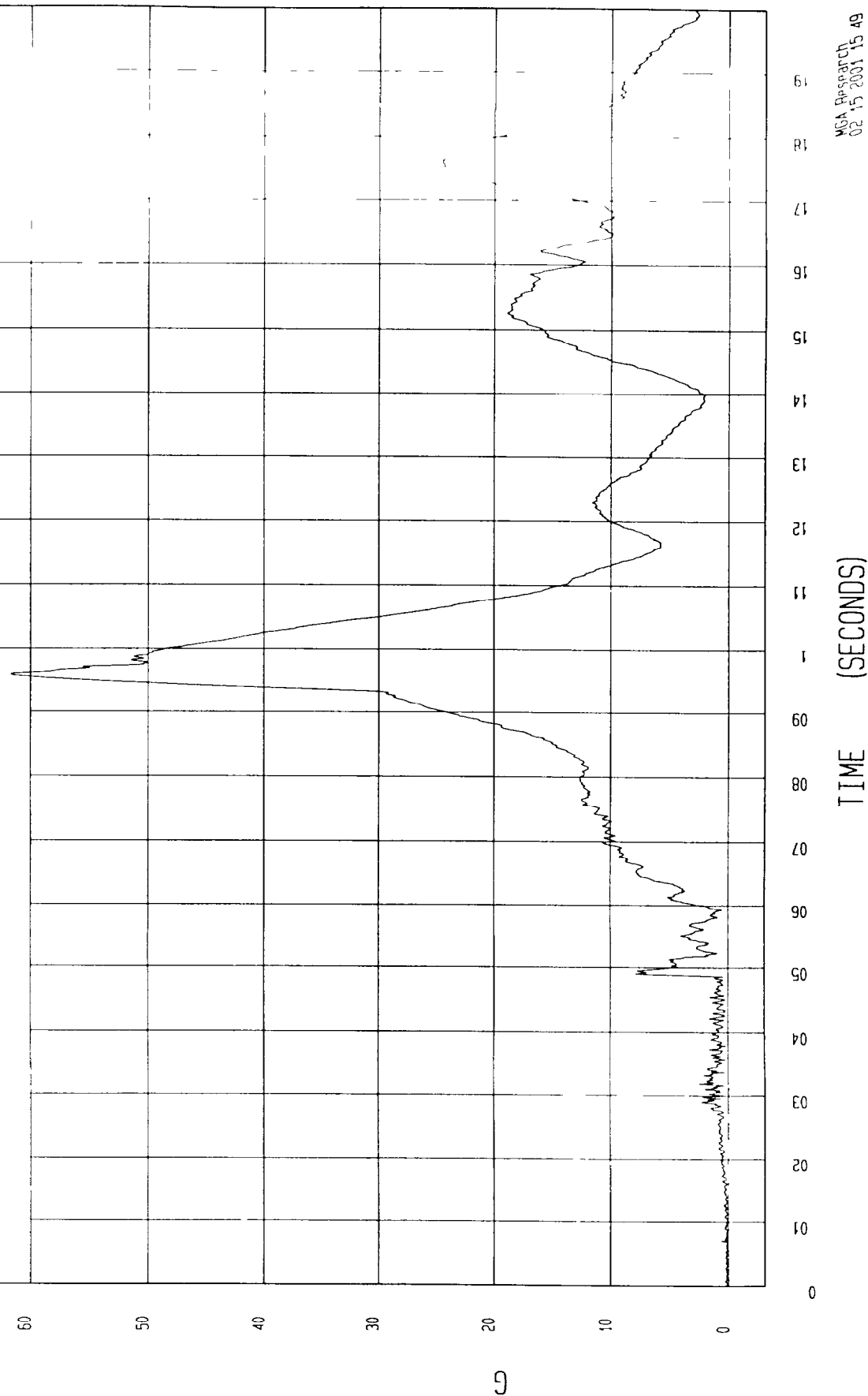
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 5.546 g at 1 m/sec

Maximum 61.686 g at 95 m/sec

PASSENGER HEAD RESULTANT ACCELERATION

Filterclass (1000)



TEST FMVSS 208 SLED (H01025)

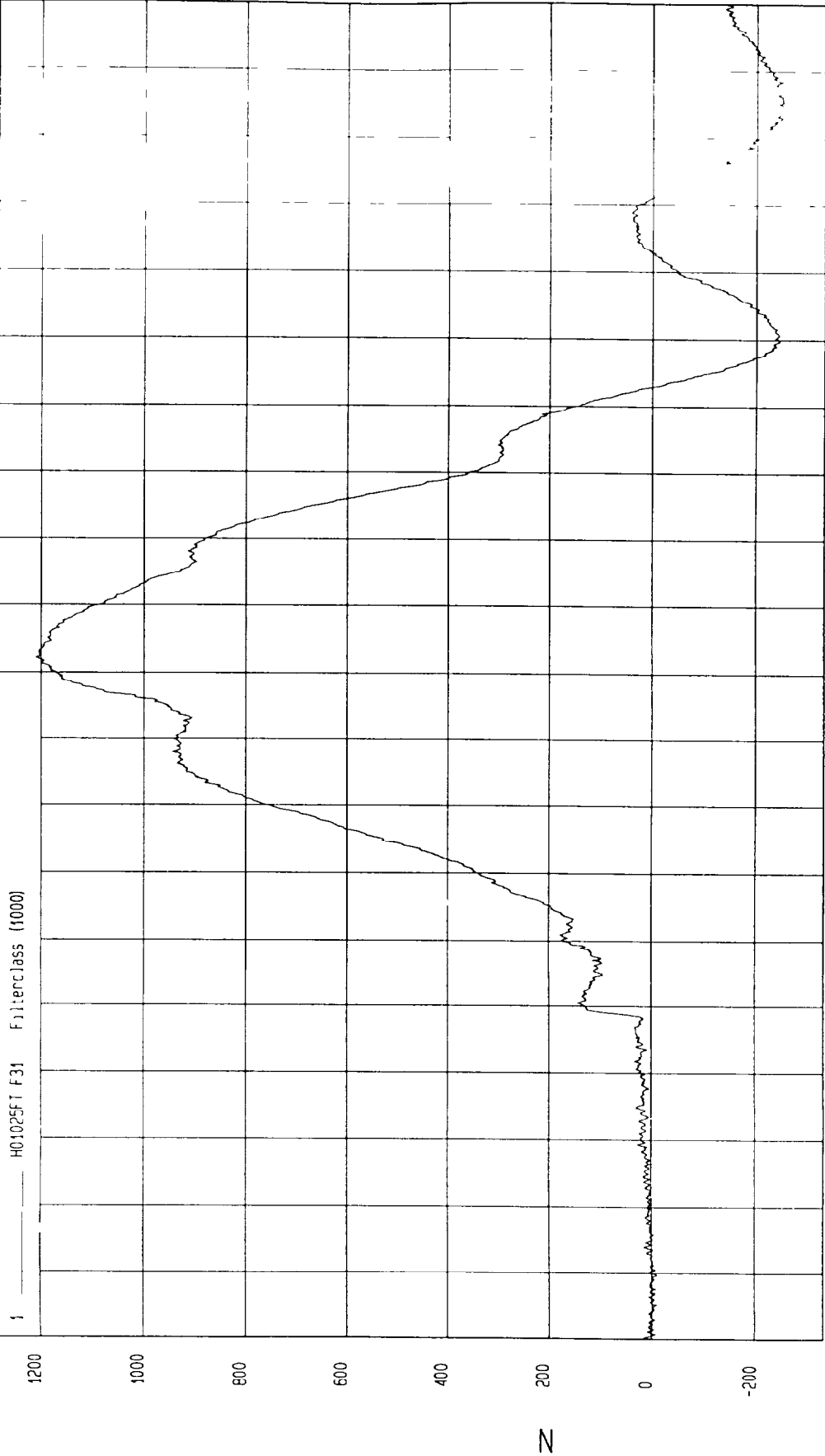
TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 255 76 N at 187 msec

Maximum 1210 59 N at 102 msec

PASSENGER NECK FORCE X



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

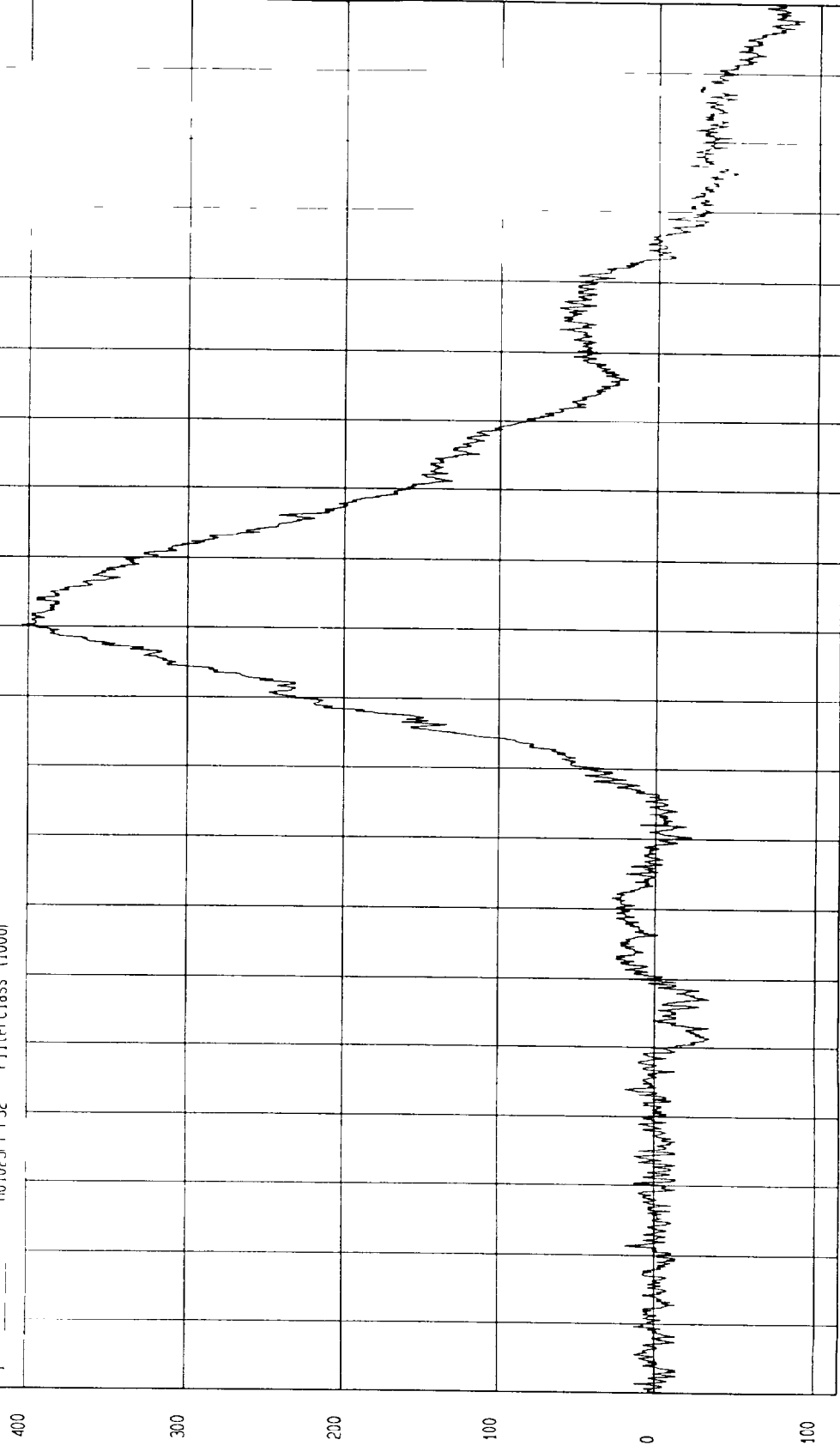
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 90 05 N at 198 msec

Maximum - 404 25 N at 110 msec

PASSENGER NECK FORCE Y

1 --- H01025T F32 Fallterclass (1000)



TEST FMVSS 208 SLED (H01025)

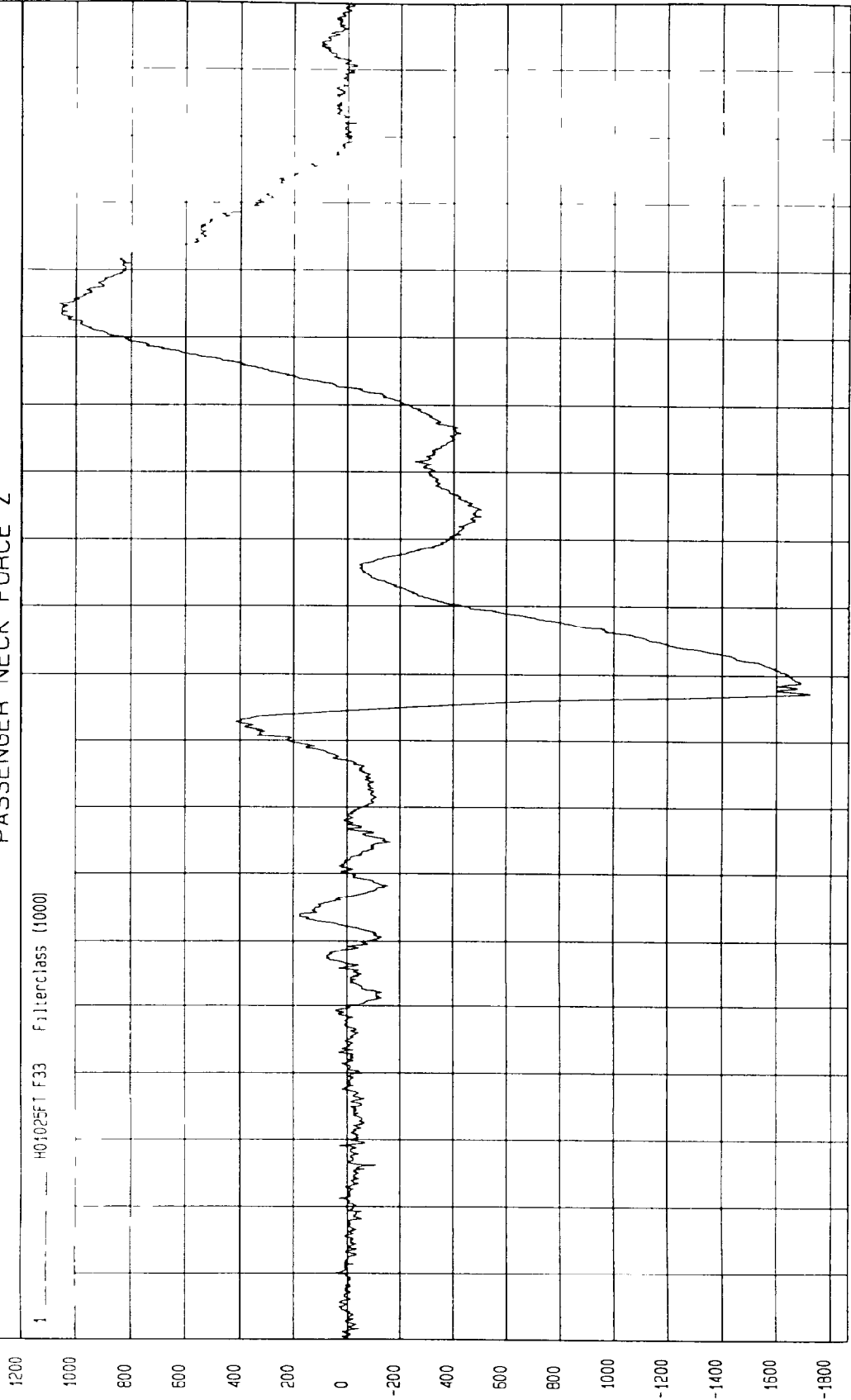
TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1722 55 N at 97 msec

Maximum - 1063 04 N at 155 msec

PASSENGER NECK FORCE Z



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

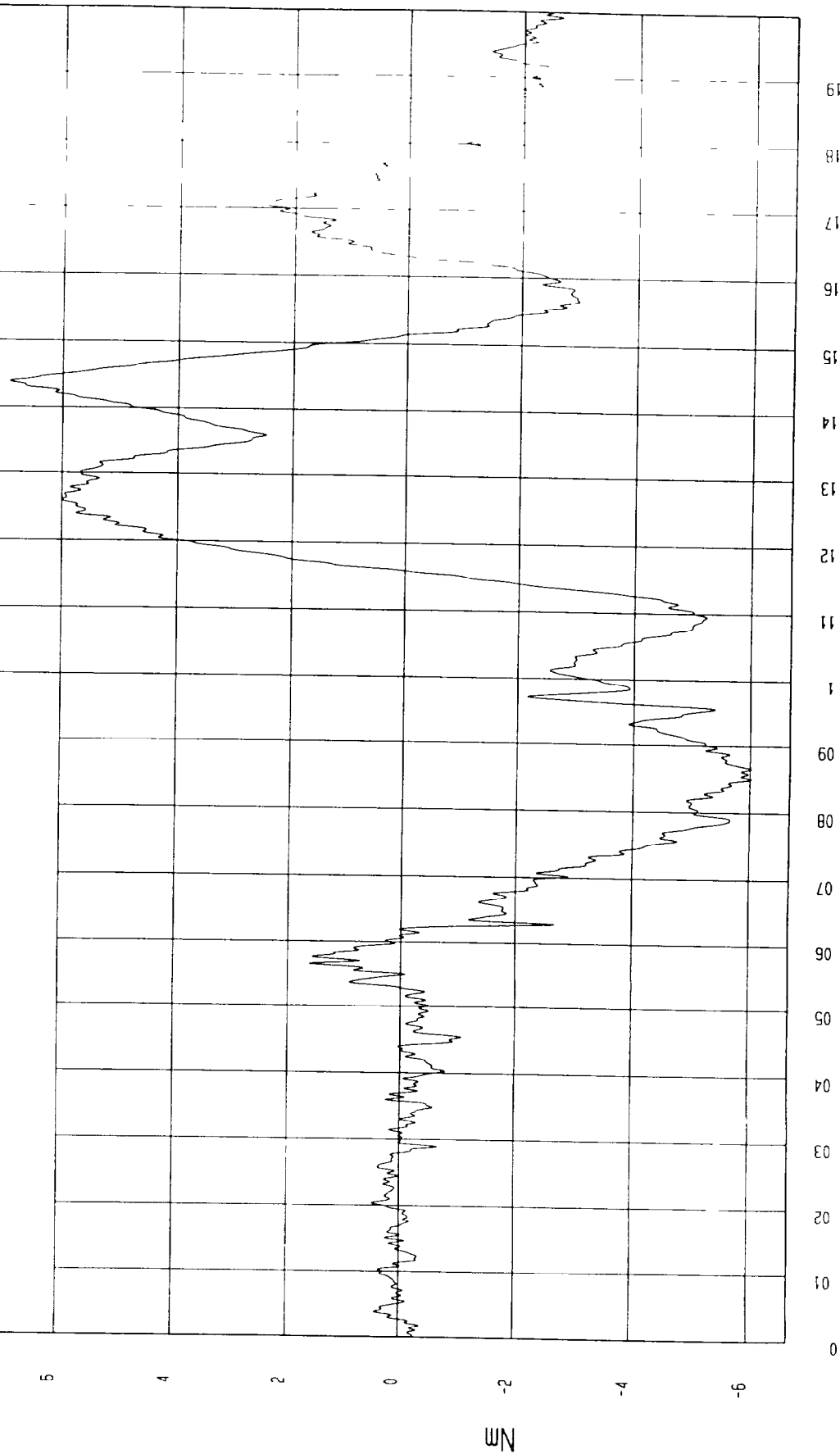
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 6.03 Nm at 85 msec

Maximum - 6.91 Nm at 144 msec

PASSENGER NECK MOMENT X

1 _____ H01025MF M45 Filterclass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

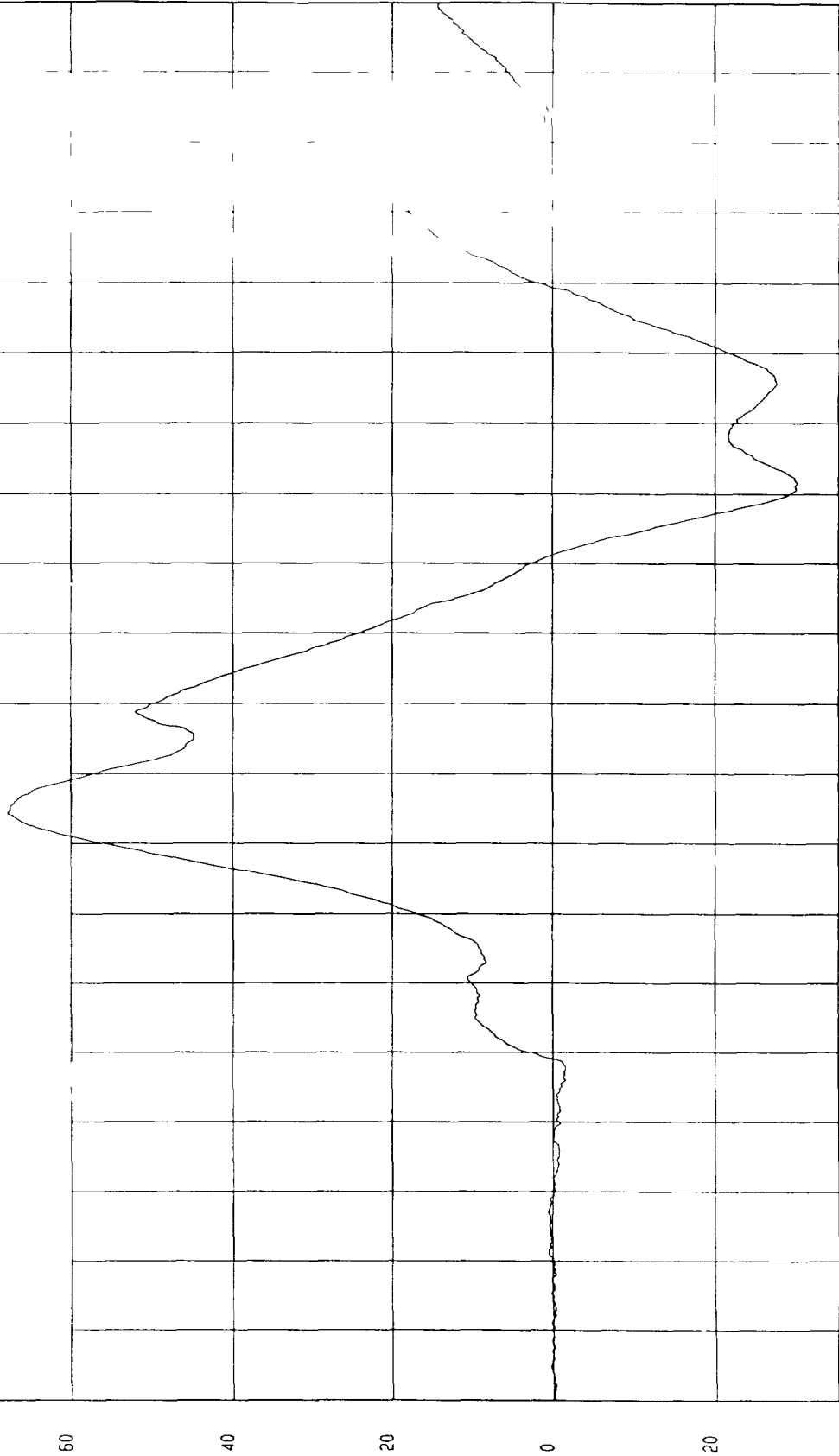
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 30.01 Nm at 132 msec

Maximum 67.85 Nm at 84 msec

PASSENGER NECK MOMENT Y

1 ——— H01025MF M35 Filterclass (600)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

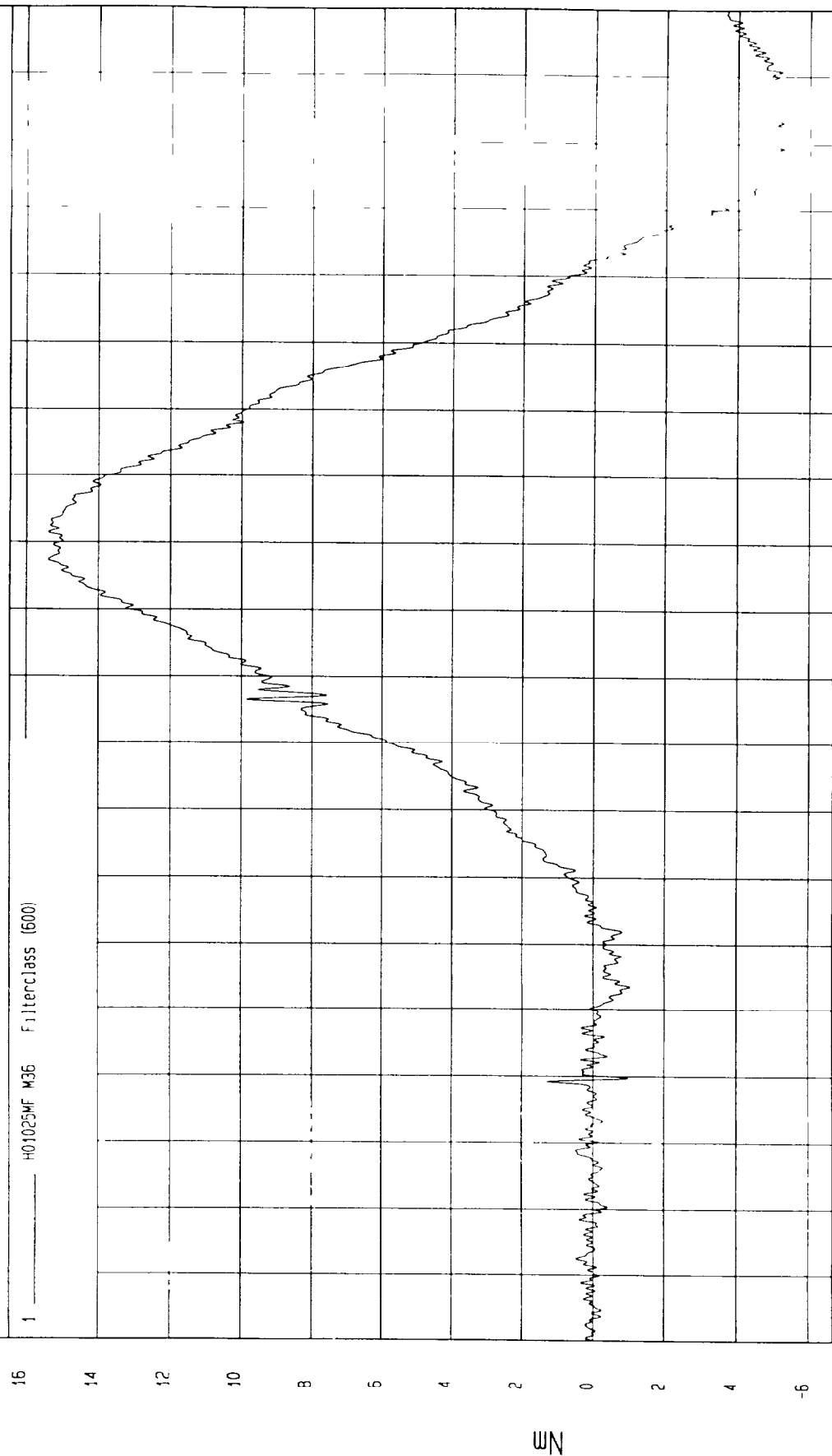
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 5.6 Nm at 182 msec

Maximum = 15.4 Nm at 117 msec

PASSENGER NECK MOMENT Z

1 H01025MF M36 Filterclass (500)



TIME (SECONDS)

MCA Research
02-15-2001 16 22

TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

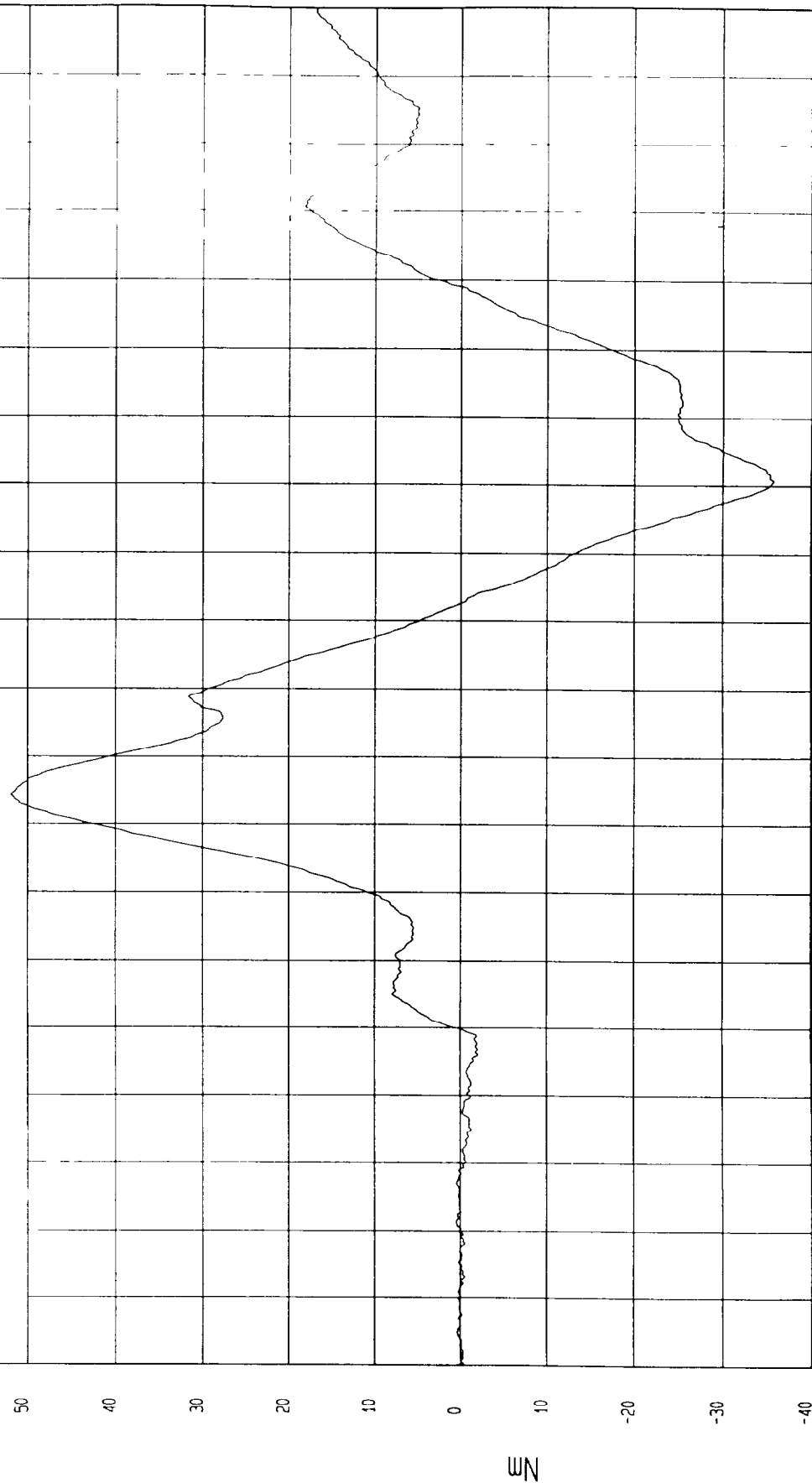
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 35.81 Nm at 131 msec

Maximum - 51.87 Nm at 84 msec

PASSENGER OCCIPITAL CONDYLE MOMENT Y

1 H01025M0 M35 Filterclass (500)



TIME (SECONDS)

MGA Research
02 15 2001 16 25

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

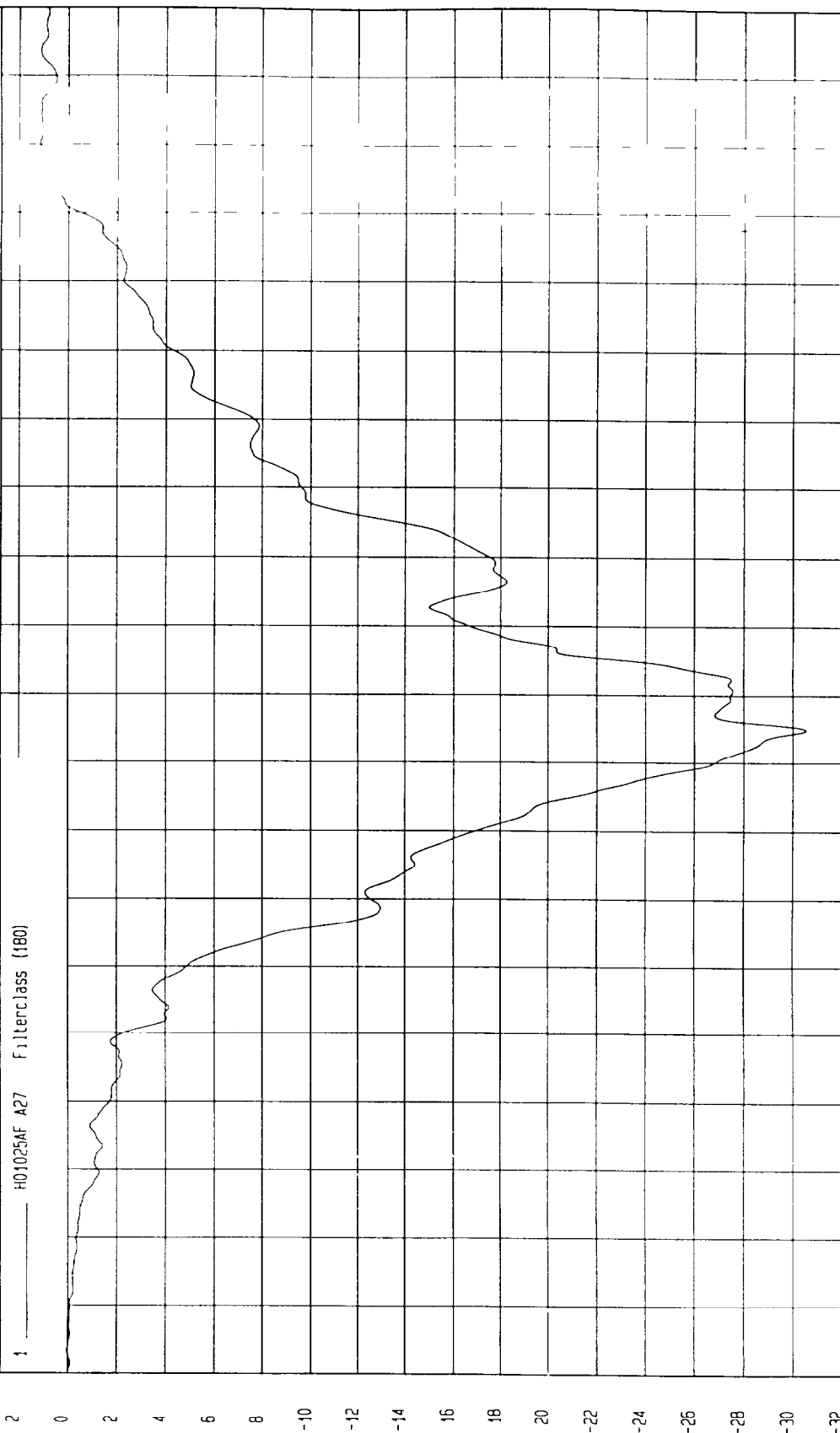
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 30 1/4 G at 95 msec

Maximum 16 G at 180 msec

PASSENGER CHEST X ACCELERATION

1 H01025AF A27 Filterclass (180)



TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

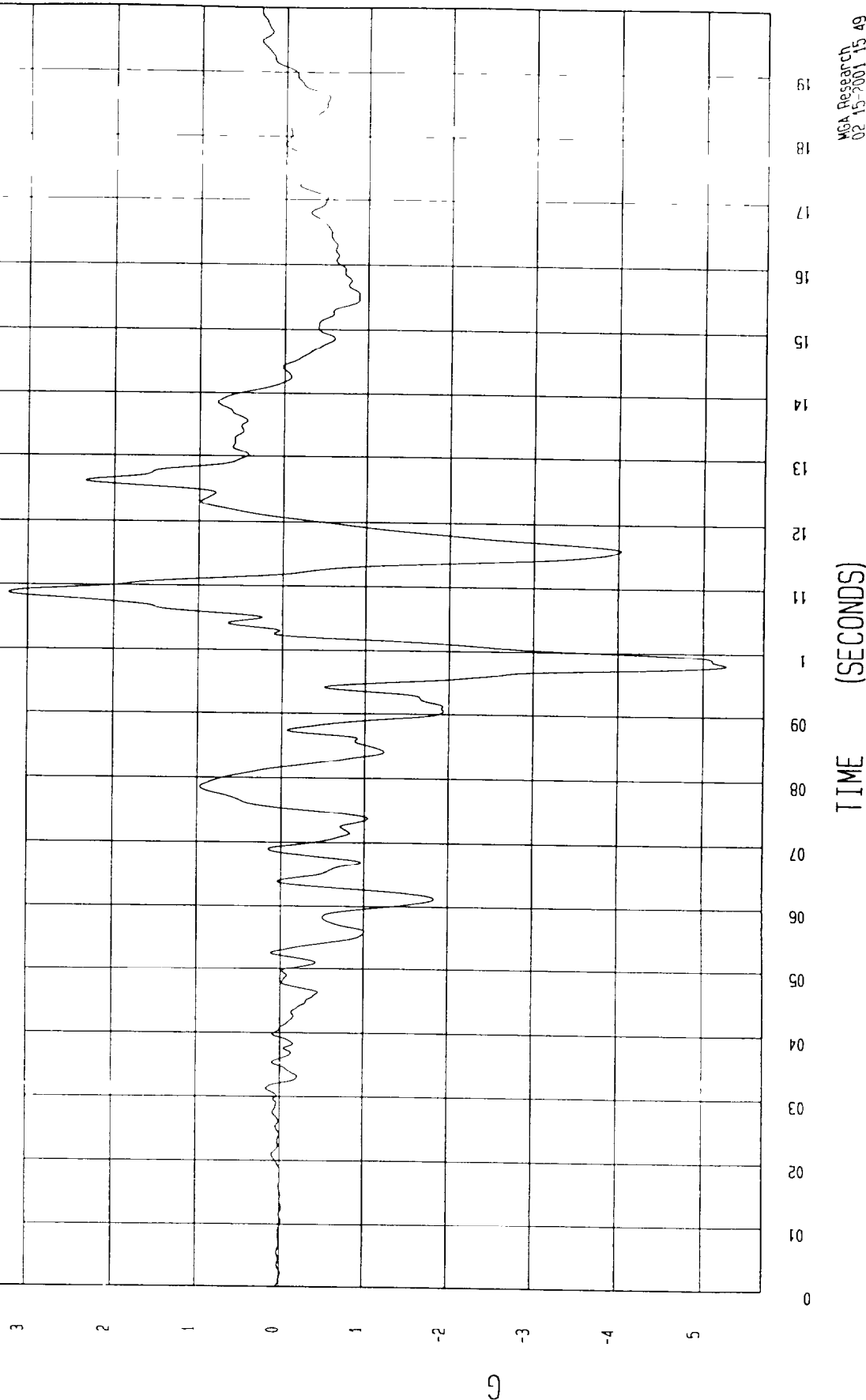
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 5.27 G at 98 msec

Maximum = 3.22 G at 109 msec

PASSENGER CHEST Y ACCELERATION

1 H01025AF A28 Filterclass (180)



TEST FMVSS 208 SLED (H01025)

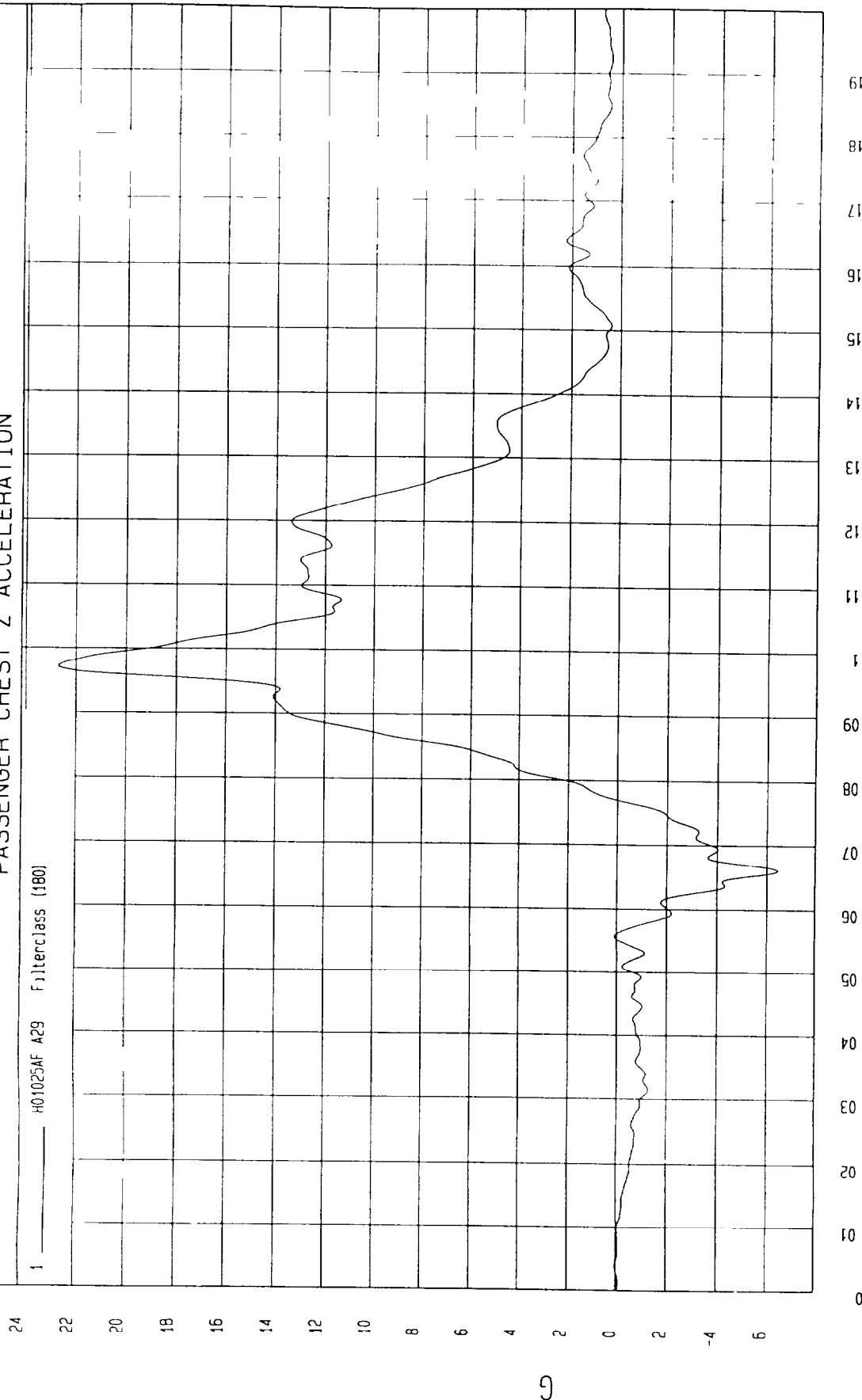
TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 5.43 G at 56 msec

Maximum - 22.71 G at 97 msec

PASSENGER CHEST Z ACCELERATION



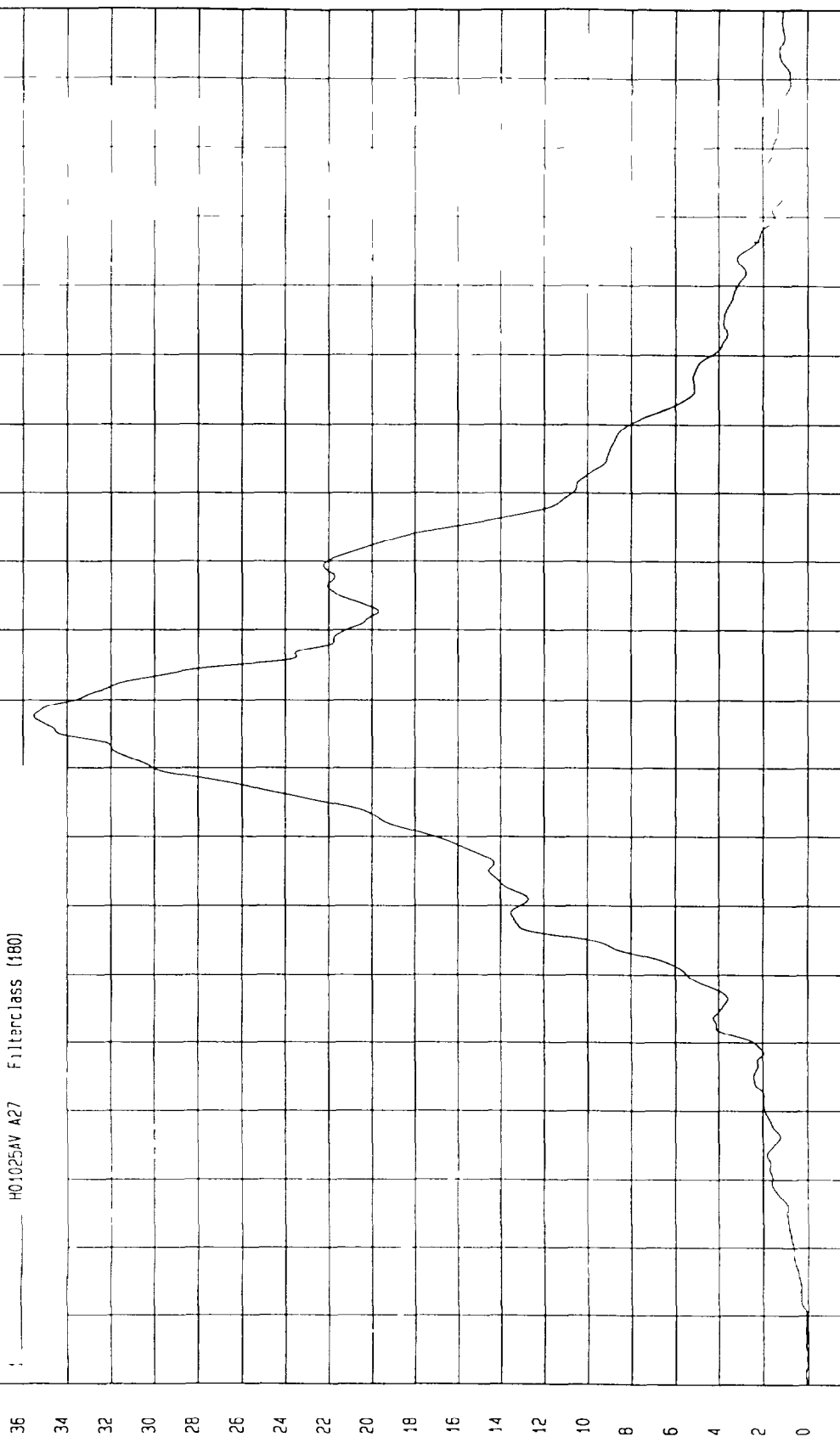
TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1.0g at 3 msec Maximum 35.51 G at 98 msec

PASSENGER CHEST RESULTANT ACCELERATION

H01025AV A27 FilterClass (180)

MCA Research
02-15-2001 15:50

TIME (SECONDS)

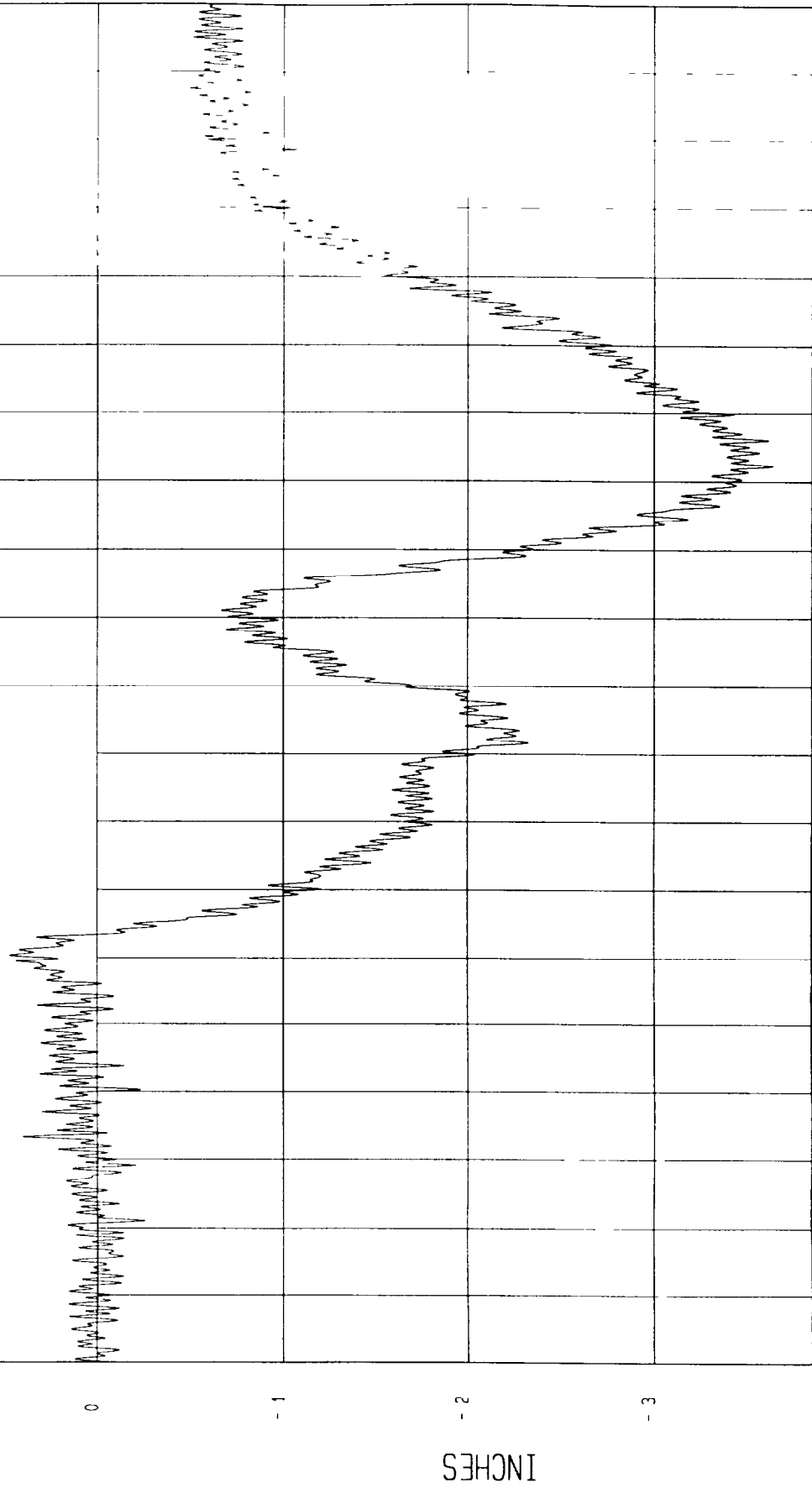
TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 36 INCHES at 132 msec Maximum 4.65E 02 INCHES at 60 msec

PASSENGER CHEST COMPRESSION

1 H010250F 039 Filterclass (600)



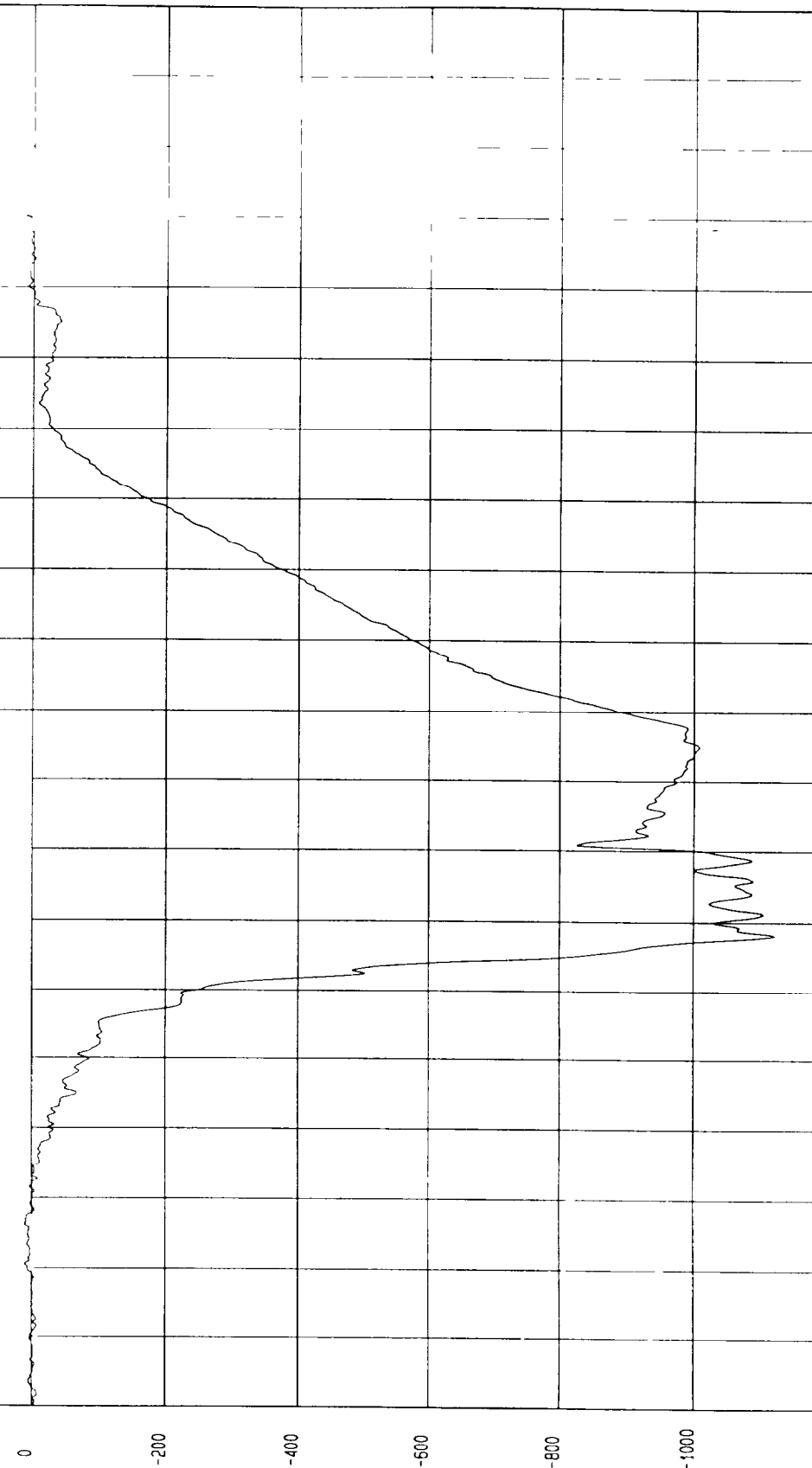
TEST FMVSS 208 SLED (H01025) TEST DATE 02-15-2001

COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Maximum 67.47 LB at 194 msec

PASSENGER LEFT FEMUR FORCE

H010, H11 F18 Filterclass (500)



TIME (SECONDS)

WGA Research
02-15-2001 15:50

TEST FMVSS 208 SLED (H01025)

TEST DATE 02-15-2001

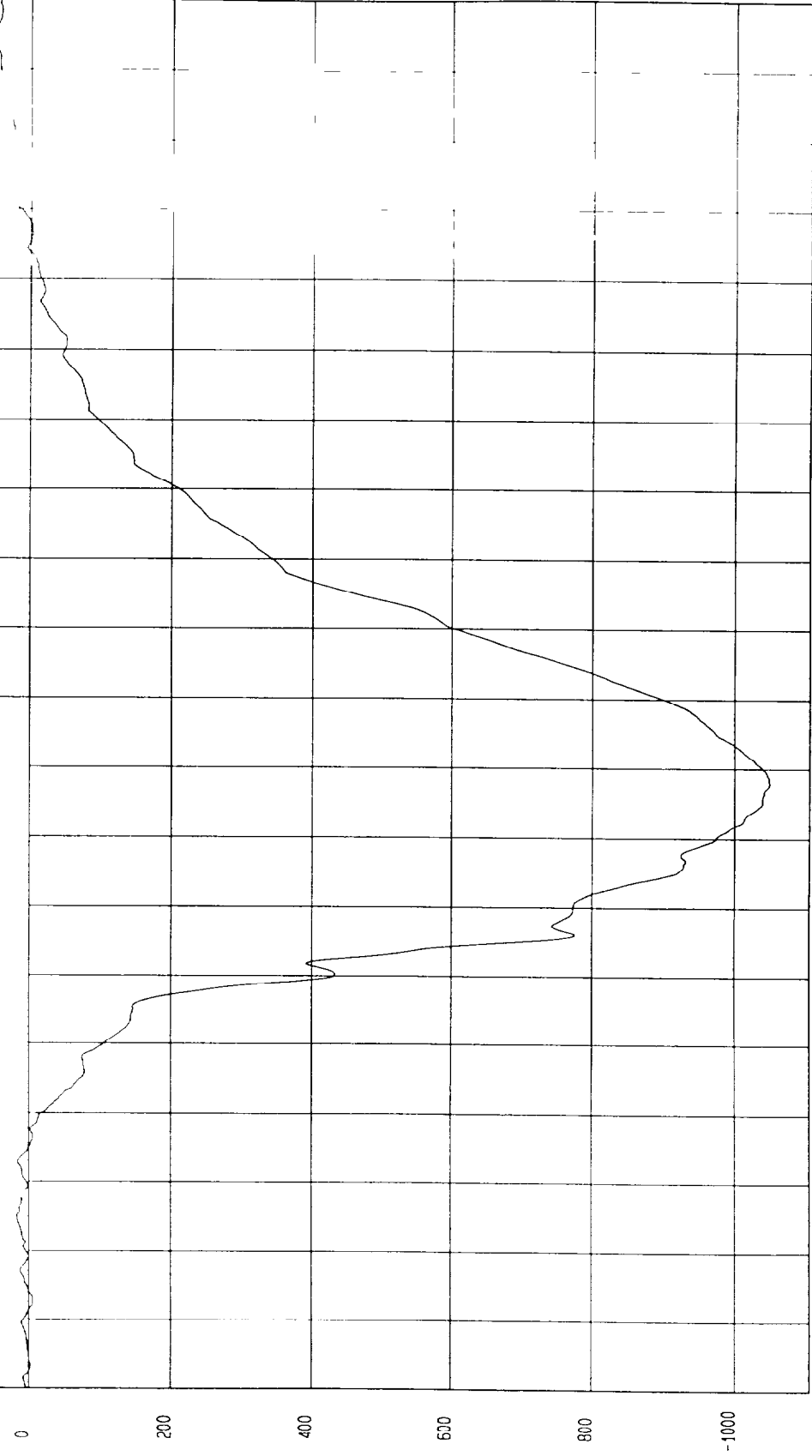
COMPONENT 2001 HONDA CIVIC 4 DOOR (C15300)

Minimum 1048 41 lb at 88 msec

Maximum = 55 08 LB at 196 msec

PASSENGER RIGHT FEMUR FORCE

1 H01025FF F19 Filterclass (600)



APPENDIX C
MANUFACTURER'S VEHICLE INFORMATION

TEST VEHICLE INFORMATION / SPECIFICATIONS FMVSS NO. 208

MODEL YEAR 2001
 MODEL NAME HONDA CIVIC SEDAN

- 1 Please Inform OVSC If the air bag restraint systems is certified to meet the requirements of S4.1.5.1(a)(1) or S13.

Response : Certified to meet the requirements of S13.

If the air bag were installed to meet the requirements of S4.1.5(a)(1) please provide a copy of the certification test reports for the frontal/angular barrier impact tests of the automatic restraint system with the manual safety belts unfastened and fastened

Response : Not Applicable

If the air bag were installed to meet the requirements of S13, please provide a copy of the certification test reports for the frontal/angular barrier impact tests of the automatic restraint system with the manual safety belts fastened and the certification test reports for the sled test using only the automatic restraint system

Response : Refer to Attachment 1

2. Provide the following: (1)describe the difference between the MY2001 air bag system and the MY2000 air bag system, (2)explain what other restraints changes have been made, (3)explain what other vehicle changes have been made that might have affected FMVSS208 performance, and (4)describe any features that might affect performance with respect to children and out of position occupants

Response

(1) In 2001 models, Driver side air bag inflator has been dual stage type such as
Passenger side

(2) Pre-tensioner, mechanical EA system and buckle pre-tensioner have been
added to front seatbelts. The knee bolster and absorbing pad have been changed

(3) This is new design vehicle

(4) Not Applicable

3. If the vehicle was certified with unrestrained dummies to meet the requirements of S13, describe how to disconnect the air bags from the vehicle sensors and connect them to the triggering mechanism used in the sled test. Describe the method used in certification to determine when to trigger the air bag and the system used to trigger the air bag.

Response : Refer to Attachment 2

For air bags with dual stage or multistage inflators describe when the stages are triggered and provide data to show that this is similar to what would occur in a crash of similar severity. (see enclosure 1)

Response : The dual stage Airbag is equipped on each Driver and Assistant side.
Each Airbag has two inflators as primary and secondary. In lower speed crash,
the primary inflator explodes and later secondary inflator explodes. (DELAY TIME : Driver 20ms/Assistant 30ms)
Vehicle deceleration like Full lap 30mph crash, SRS unit judges to explode two inflators simultaneously.
We make sure the airbags have simultaneous explosion by checking up SRS unit history record
and High-speed films of the tests.

4. State for any safety belt system in this vehicle whether or not it is equipped with a tension-relieving device. Provide a copy of the information furnished in accordance with S7.4 2, if the tension-relieving device is used.

Response : Not Applicable

5. FMVSS 208, S8.1.5 allows the manufacturer the option of having movable vehicle windows and vents placed in the closed position. State whether the vehicle's movable windows and vents were opened or closed for the certification tests.

Response Frontal barrier test : Opened (Front windows only)
Angular barrier test : Closed (All windows)

6. Submit dummy placement measurements including diagrams or photographs which show exactly where measurements were taken. Enclosed is a diagram of some of OVSC's dummy measurements. Where possible, use the dimension shown in the diagram to provide the individual dummy placement measurements.

Response Part 572 (E) test dummy was used, Refer to Attachment 3

State whether the vehicle has a foot rest for the driver.

Response : The vehicle has a foot rest for the driver

- 7 Provide the seat positioning, steering column positioning, and fuel tank data on the enclosed form. If more than one front seating, steering column or fuel tank configuration are available on this vehicle, provide separate information for each. In addition, provide the seating reference point for each for the lockable seat belt requirement in S7.1.1.5.

Response: Refer to Attachment 4

8. If the vehicle is equipped with adjustable seat belt anchorages, provide the manufacturer's nominal design position for a 50th percentile adult male occupant.

Response: Highest Position

- 9 For barrier test provide the speed at impact, vehicle test weight, and resulting injury criteria (i.e., HIC, Chest acceleration, Chest compression, and femur loads) recorded for all certification tests conducted to meet the requirements of S4.1.5.1.(a)(1). For sled tests, provide the resulting injury criteria (i.e., HIC, Chest acceleration, Chest compression, femur loads, and neck moments and forces) recorded for all certification test conducted to meet the requirements of S13.

Response: Refer to Attachment 5

10. When vehicle components must be removed to obtain the proper test weight for the barrier test, what components do you recommend for removal and in what priority order do you recommend removal?

Response: To obtain the proper test weight, components be removed and recommended is as follows.

Components may be decided due to the difference between the rated cargo / luggage weight (100 lbs.) and that of on board instrumentation
That's no priority order.

1. Compact spare tire
2. Jack & tool kit
3. Taillight R / L
4. All kinds of trims, garnishes and linings in trunk

- 11 If the vehicle uses a pressure vessel to inflate the air bag, provide a copy of the test reports or engineering analysis to demonstrate that it meets all the requirements of S9.1.

Response: Not Applicable

- 12 If the vehicle uses an explosive device to inflate the air bag, provide a copy of the test reports or engineering analysis to demonstrate that it meets all the requirements of S9.2.

Response: Refer to Attachment 6

ATTACHMENT 2

TEST VEHICLE INFORMATION FOR SLED

	PAGE
1. Disconnect the air bag & Connect triggering mechanism	1,2
2. Trigger system & Trigger timing	3

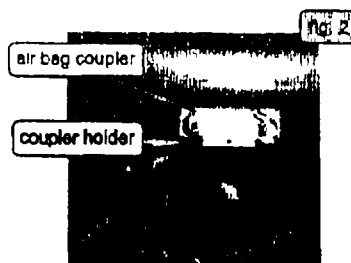
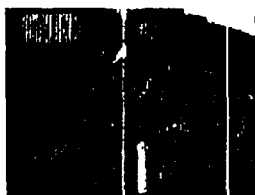
ATTACHMENT 2.1

disconnect the air bag

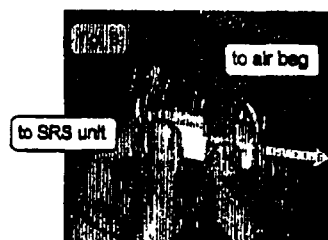
Remove the battery terminal in the engine room

Driver side
remove

- : the lid of steering wheel lower side (fig. 1)
- : the yellow coupler from holder. (fig. 2)

**take off the coupler.**

- catch the widest part of the coupler
- and pull out toward the air bag (fig. 3)

**Passenger side**

- remove the bolts right below the glove box (fig. 4)
- remove the glove box. (fig. 5)



screw (glove box)

**take off the coupler.**

- catch the widest part of the coupler
- and pull out toward the air bag

**connect to triggering mechanism**

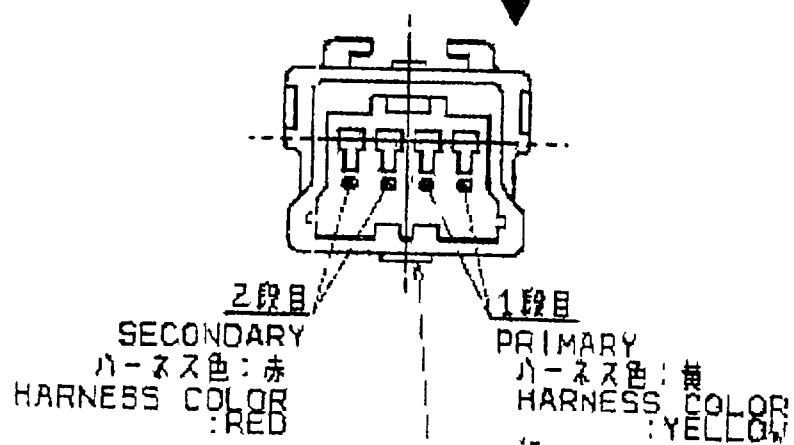
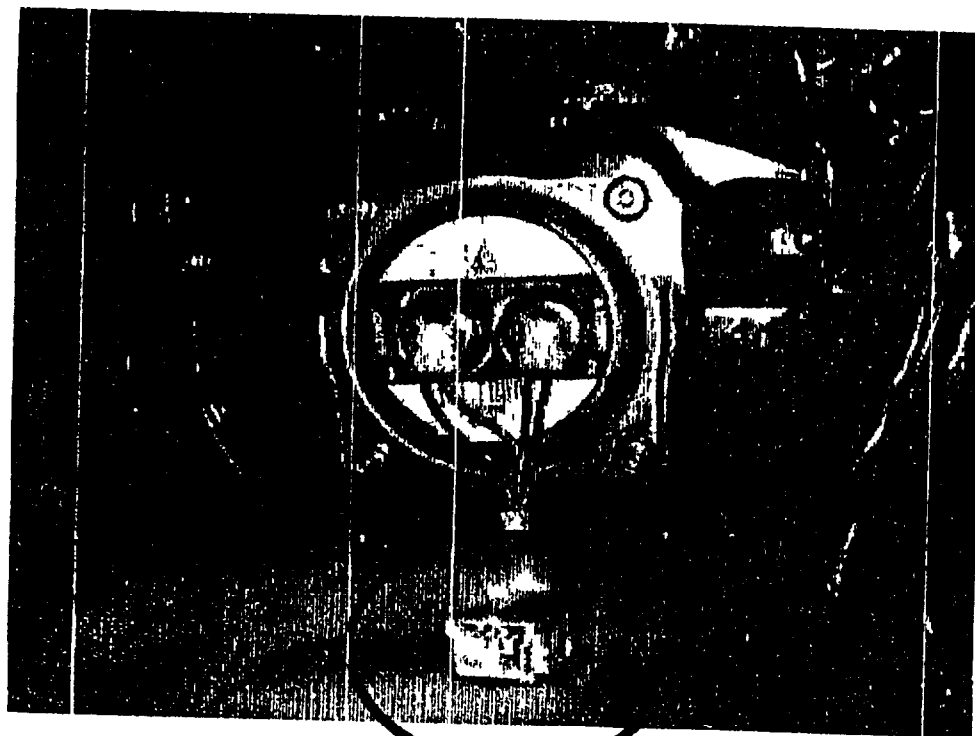
- cut the SRS cable to the body side,
- (both driver and passenger side)
- and make an extension cables connecting to
- triggering mechanism



Restore the all parts (except steering lower lid)

ATTACHMENT 2-2

How to connect dual inflator

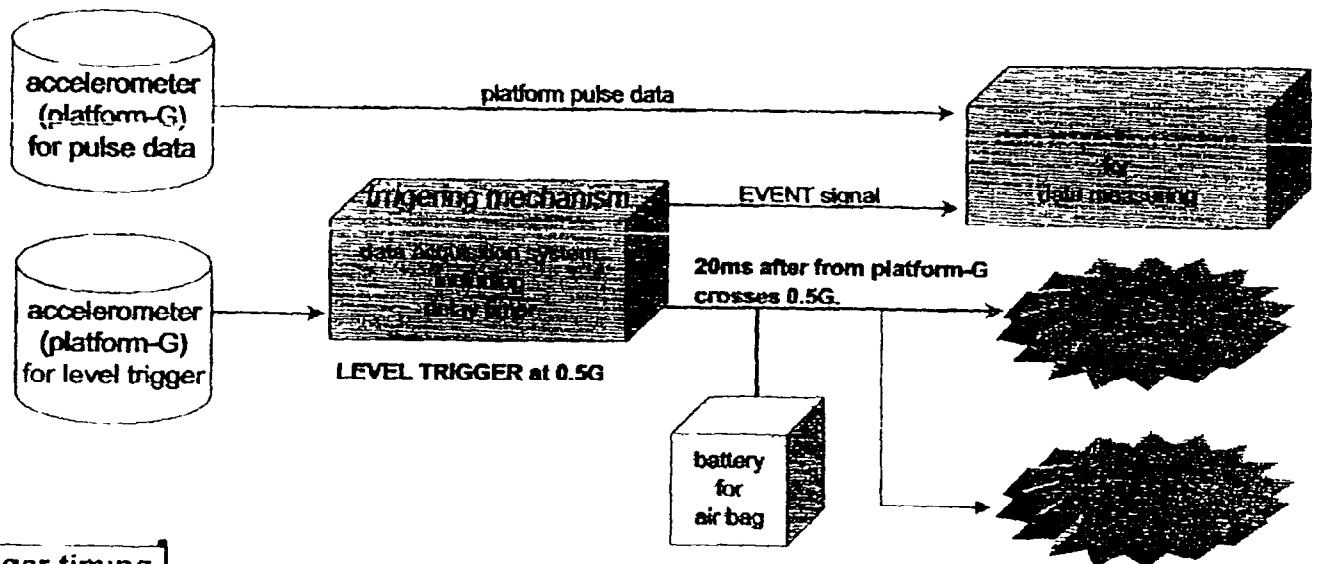


Connector of Driver & Passenger is same

ATTACHMENT 2-3

trigger system

all instruments are on the platform (This model was tested at TRC)

**trigger timing**

20ms after from platform-G crosses 0.5G

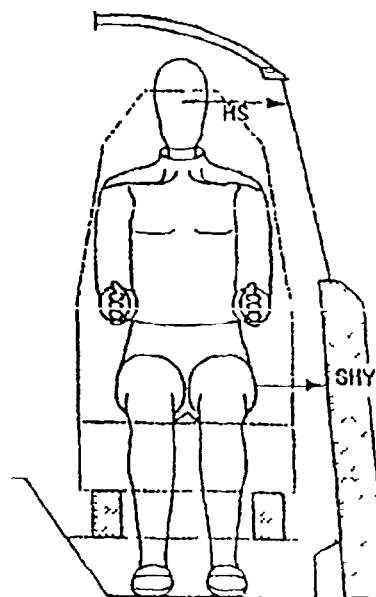
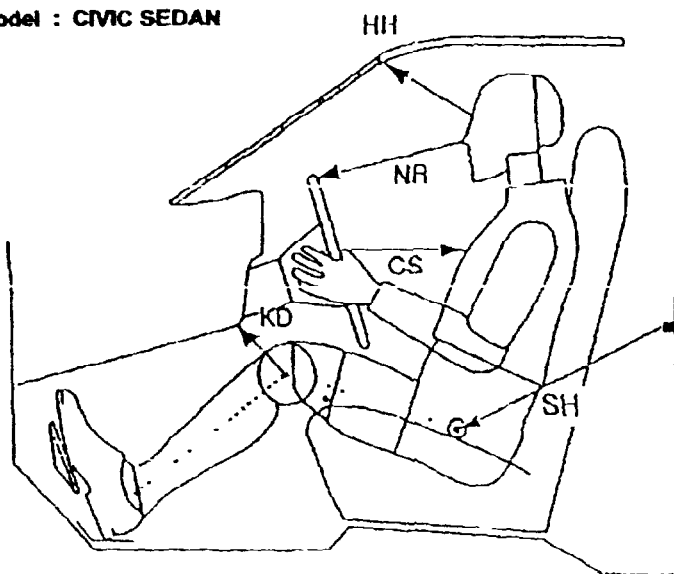
ATTACHMENT 3

DUMMY MEASUREMENTS FOR FRONT SEAT PASSENGER

	PAGE
1. Measurements	1
2. HONDA Recommended measurements	2

DUMMY MEASUREMENTS FOR FRONT SEAT PASSENGERS

Model : CIVIC SEDAN



	Dr.	Pa.
HH - Head to Header	13.8	13.6
NR - Nose to Rim	16.1	
CS - Steering Wheel to Chest	11.0	
KDL - Knee to Dash	7.1	8.1
KDR - Knee to Dash	7.9	7.7
SH - Striker to H - Point	7.5	7.7

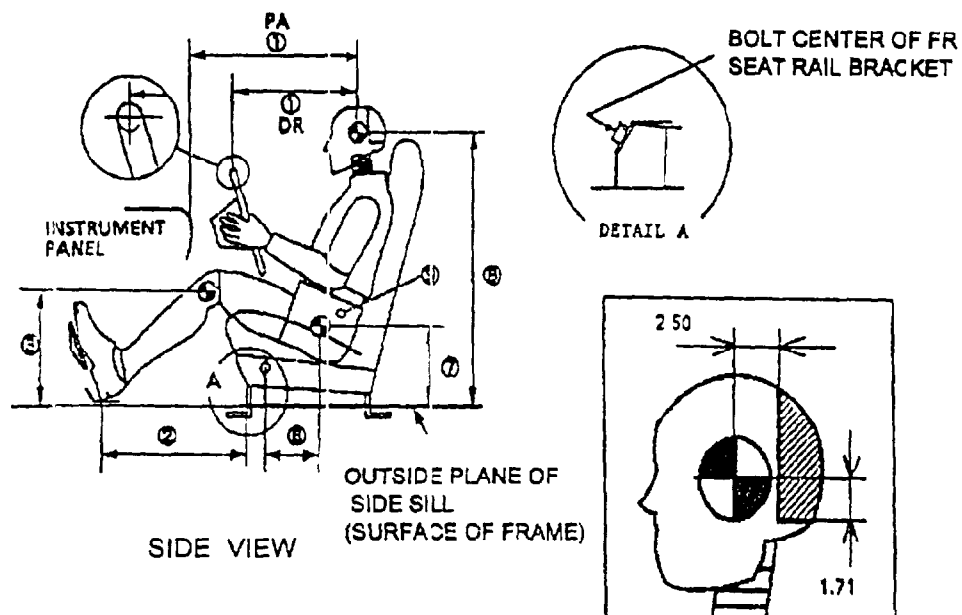
	Dr.	Pa.
SHY - Striker to H - Point	8.5	8.7
HS - Head to Side Window	11.0	10.6

(Unit : inch)

Attachment 3-2

HONDA RECOMMENDED DUMMY POSITIONING INFORMATION

Vehicle Model Year & Make 2001 Model Year & HONDA
 Vehicle Model & Body Style CIVIC SEDAN, 4 DOOR SEDAN

(1) DUMMY POSITIONING DATA

Unit : Inch

No	ITEM	DR.	PA
①	HEAD TO STEERING WHEEL (DR) OR INSTRUMENT PANEL (PA)	20.1	24.3
②	HEEL TO SEAT BRACKET COVER	L 20.9	R 20.3
		R 21.1	L 20.5
③	KNEE TO SIDE SILL (VERTICAL)	L 11.8	R 11.1
		R 12.6	L 11.1
④	KNEE TO KNEE	13.4	10.6
⑤	ANKLE TO ANKLE	13.4	8.3
⑥	REAR OF HIPPOINT TO PLUG (3DM DATA)	14.0	14.0
		14.0	14.0
⑦	HEIGHT OF HIPPOINT TO SIDE SILL (3DM DATA)	7.6	7.2
		7.8	7.6
⑧	HEIGHT OF HEAD TO SIDE SILL	33.3	33.1
⑨	PELVIC ANGLE (deg)	22°	21°

* : Average of 3 measurements in accordance with SAE J826

ATTACHMENT 4

TEST VEHICLE INFORMATION

	PAGE
1. Seat adjustments	1
2. Fuel tank capacity data & Steering column adjustments	2

Attachment 4-1

TEST VEHICLE INFORMATION

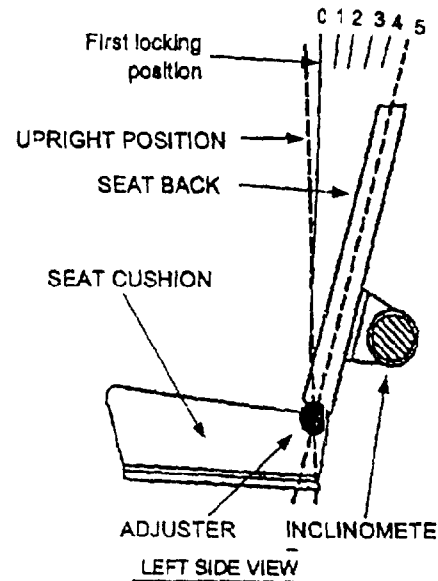
Vehicle Model Year & Make 2001, HONDA
 Vehicle Model & Body Style CIVIC SEDAN, 4DOOR SEDAN

1. **NOMINAL DESIGN RIDING POSITION --**
 For adjustable driver and passenger seat backs
 Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch/detent if applicable. Indicate, if applicable, how the detents are numbered (Is the first detent '0' or '1'?). Indicate if the seat back angle is measured with the dummy in the seat.

Seat back angle for driver's seat degrees
 Measurement instructions:

Nominal design riding position is located with seat back adjusted to the 5th latch position from the first locking position.

Seat back angle for passenger's seat = degrees
 Measurement instructions:
Same as the driver's seat data.

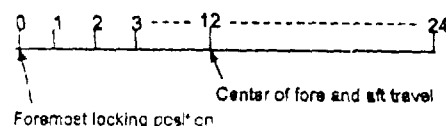
2. **SEAT FORE & AFT POSITIONS --**

Provide instructions for positioning the driver and front outboard passenger seat(s) in the center of fore and aft travel. For example, indicate how the detents are numbered (Is the first detent '0' or '1'?). Provide information to locate the detent in which the seat track is to be locked.

Positioning of the driver's seat:

Locking position of slide adjuster

12th steps from the Foremost locking position



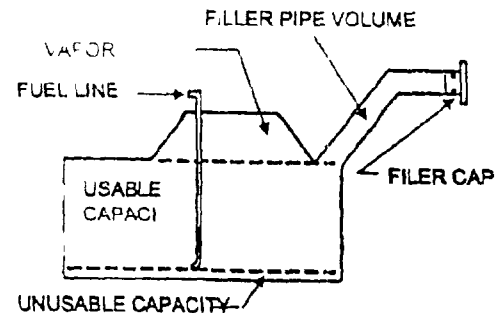
Positioning of the passenger's seat (if applicable):

Same as the driver's seat data

TEST VEHICLE INFORMATION

3 FUEL TANK CAPACITY DATA --

- 3.1 A 'Usable Capacity' of standard equipment fuel tank = 13.2 US gallons
 B 'Unusable Capacity' of optional equipment fuel tank = - US gallons
 C Capacity used when certification testing to requirements of FMVSS 301
 301 = 13.5 US gallons



Operational Instructions :

VEHICLE FUEL TANK ASSEMBLY

- 3.2 Amount of Stoddard solvent added to vehicle(s) used for certification test(s) = 12.4 US gallons.

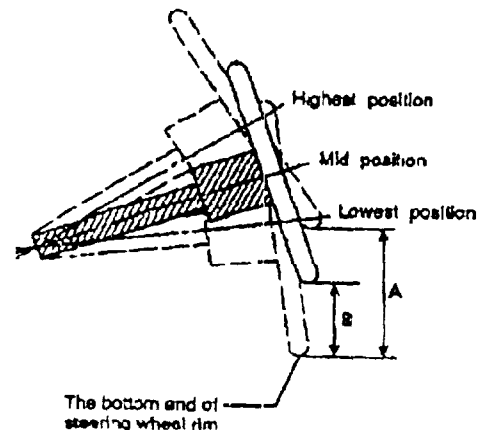
- 3.3 Is vehicle equipped with electric fuel pump? X YES NO

If YES, explain the vehicle operating conditions under which the fuel pump will pump fuel
Before the vehicle crash test, when you turn the Ignition key from LOCK(0) to ON(II) position,
the fuel pump will fill up and keep the pressure after 2 - seconds working.

4 STEERING COLUMN ADJUSTMENTS --

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when it is moved through its full range of driving positions.

If the tested vehicle has any of these adjustments, does your company use any specific procedures to determine the geometric center?



LEFT SIDE VIEW

STEERING COLUMN ASSEMBLY

Operational Instructions

A = 1.96 inch (Highest position)

B = 0.98 inch (Mid position)