

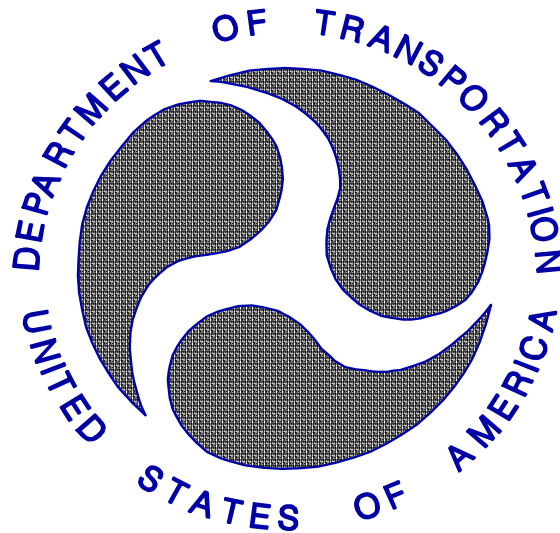
REPORT NO. MCW-DOT-05SN03

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TESTING**

HONDA MOTOR CORPORATION
2005 HONDA ACCORD 4 DOOR SEDAN

NHTSA NUMBER: M5 5305

MEDICAL COLLEGE OF WISCONSIN
5000 WEST NATIONAL AVENUE
MILWAUKEE, WI 53295



13-DEC-2004

FINAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
RULEMAKING
OFFICE OF CRASHWORTHINESS STANDARDS
ROOM 5307, NVS-111
400 SEVENTH STREET, SW
WASHINGTON, DC 20590

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16. Abstract A 55/28 km/h 90° Impact Moving Deformable Barrier NCAP Side Impact Test was conducted on the subject 2005 Honda Accord in accordance with the specifications of the Office of Crashworthiness Standards Test Procedure for generation of consumer information on vehicle side crash protection. This test was conducted at the Medical College of Wisconsin Vehicle Crashworthiness Lab in Milwaukee, Wisconsin, on 13-Dec-2004. The impact velocity of the Moving Deformable Barrier (MDB) was 62.0 km/h, and the ambient temperature at the struck side (driver's) of the target vehicle at the time of impact was 20.0° C. The target vehicle post-test maximum crush was 367 mm at Level 2. The test vehicle's performance follows: <table border="1"> <thead> <tr> <th></th><th><u>DRIVER</u></th><th><u>PASSENGER</u></th></tr> </thead> <tbody> <tr> <td>Left Upper Rib Acceleration G</td><td>65.9</td><td>57.0</td></tr> <tr> <td>Left Lower Rib Acceleration G</td><td>65.2</td><td>58.1</td></tr> <tr> <td>Lower Spine Acceleration G</td><td>57.9</td><td>63.2</td></tr> <tr> <td>Thoracic Trauma Index TTI</td><td>62</td><td>61</td></tr> <tr> <td>Pelvis Acceleration G</td><td>64</td><td>58</td></tr> </tbody> </table> The doors on the struck side of the vehicle did not separate from the body at the hinges or latches, and the opposite doors did not open during the side impact event.					<u>DRIVER</u>	<u>PASSENGER</u>	Left Upper Rib Acceleration G	65.9	57.0	Left Lower Rib Acceleration G	65.2	58.1	Lower Spine Acceleration G	57.9	63.2	Thoracic Trauma Index TTI	62	61	Pelvis Acceleration G	64	58
	<u>DRIVER</u>	<u>PASSENGER</u>																			
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17. Key Words New Car Assessment Program (NCAP) Side Impact MDB Side Impact Dummy (SID H3) NHTSA No. M5 5305		18. Distribution Statement <u>Copies of this report are available from:</u> National Highway Traffic Safety Administration Rulemaking Office of Crashworthiness Standards Room 5307, NVS-111 400 Seventh Street, SW Washington, DC 20590																			
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SECTION 1**PURPOSE AND TEST PROCEDURE**

This side impact test was part of the FY05 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-03-D-42005. The purpose of this test was to evaluate side impact protection of a 2005 Honda Accord 4 Door Sedan. This side impact test was conducted in accordance with the Office of Crashworthiness Standard's Laboratory Test Procedure dated November 2002.

The Medical College of Wisconsin does not endorse or certify products. The manufacturer's name appears solely for identification purposes only.

SECTION 2

SUMMARY OF SIDE IMPACT TEST

A 2005 Honda Accord 4 Door Sedan was impacted on the left or driver's side by a Moving Deformable Barrier (MDB) that was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 62.0 km/h (38.5 mph). The target vehicle was stationary and positioned at an angle of 63° to the line of forward motion. The side impact test was conducted by the Medical College of Wisconsin in Milwaukee, Wisconsin, on 13-Dec-2004.

Two restrained Side Impact Hybrid III Dummies (SID H3's) were placed in the driver and left rear designated seating positions, according to instructions specified in the OCWS Side Impact Laboratory Test Procedure, dated November 2002. The side impact event was documented by eight high-speed video cameras and one real-time camera. Camera locations and other pertinent camera information can be found in this report.

The SID H3s were instrumented with the following accelerometers.

1. Left Upper Rib (LUR) Primary and Redundant uniaxial accelerometers (Y-direction)
2. Left Lower Rib (LLR) Primary and Redundant uniaxial accelerometers (Y-direction)
3. Lower Thoracic Spine (T₁₂) Primary and Redundant uniaxial accelerometers (Y-direction)
4. Pelvic (PEV) section Primary and Redundant uniaxial accelerometers (Y-direction)
5. Head Center of Gravity triaxial accelerometers (X-, Y-, and Z-direction)
6. Upper Neck (NKU) six axis load cell (Fx, Fy, Fz, Mx, My, and Mz)

Pre- and post-test photographs of the test vehicle, the MDB, and the side impact dummies (SID H3s) are included in Appendix A. Appendix B contains the vehicle, MDB, and dummy response data traces. A summary of the side impact dummy configuration and performance verification test data is shown in Appendix C. Dummy and vehicle calibration data can be found in Appendix D of this report.

The following table summarizes the results of this test.

Injury Criteria	Front SID H3	Rear SID H3
TTI (G)	62	61
PELVIS (G)	64	58
HIC36	216.0	396.5

The vehicle's airbag information is summarized in the following table

	Frontal	Side-Torso	Side-Torso/Head	Side-Head
Driver	Yes-Steering wheel	Yes-Seat	None	Yes-Curtain
Front Passenger	Yes- Dashboard	Yes-Seat	None	Yes-Curtain
Left Rear Passenger	None	None	None	Yes-Curtain

SECTION 3
SUMMARY OF TEST RESULTS

DATA SHEET NO. 1**GENERAL VEHICLE TEST PARAMETER DATA**TEST VEHICLE INFORMATION

Year/ Make/ Model/ Body Style				2005 Honda Accord 4 Door Sedan			
Vehicle NHTSA NO.				M5 5305	VIN	1HGCM55455A024243	
Vehicle Body Color				Silver	Build Date	October-04	
Engine Data	<u>4</u>	Cylinders	<u> </u>	CID	<u>2.4</u>	Liter	<u> </u> cc
Placement	<u> </u>	Longitudinal	<u>X</u>	Lateral			
Transmission	<u>5</u>	Speed	<u>X</u>	Manual	<u> </u>	Automatic	<u>X</u> Overdrive
Final Drive	<u> </u>	Rear Wheel Drive	<u>X</u>	Front Wheel Drive	<u> </u>	Four Wheel Drive	
Odometer Reading	<u>27.9 Miles</u>	Date	<u>06-Dec-04</u>				
Options	<u>X</u>	A/C	<u>X</u>	Power Steering	<u>X</u>	Power Brakes	<u>X</u> Power Windows
	<u>X</u>	Cruise Control	<u>X</u>	Tilt Wheel	<u>X</u>	Power Locks	<u> </u> ADL's

DATA FROM TIRE PLACARD:

Tire Pressure (at Capacity)	<u>30</u>	PSI Front
	<u>29</u>	PSI Rear
Recommended Tire Size	<u>P205 65 R15 92H</u>	
Tires on Test Vehicle	<u>P205 65 R15 92H</u>	Manufacturer <u>Michelin</u>

TEST VEHICLE AIRBAG INFORMATION:

	<u>Frontal</u>	<u>Side-Torso</u>	<u>Side-Torso/Head</u>	<u>Side-Head</u>
Driver	Yes-Steering wheel	Yes-Seat	None	Yes-Curtain
Front Passenger	Yes- Dashboard	Yes-Seat	None	Yes-Curtain
Left Rear Passenger	None	None	None	Yes-Curtain

VEHICLE CAPACITY DATA:

Number of Occupants:	<u>2</u>	Front	<u>3</u>	Rear	<u> </u>	3 rd Seat	<u>5</u>	Total
Type of Front Seats	<u>X</u>	Bucket	<u> </u>	Bench	<u> </u>	Split Bench		
Type of Front Seat Back	<u> </u>	Fixed	<u>X</u>	Adjustable w/	<u>X</u>	Lever	<u> </u>	Knob
Vehicle Max Capacity Loading	<u>385.0</u>				kg	(A)		
No. of Occupants X 68.04 kg	<u>340.2</u>				kg	(B)		
Cargo Capacity (A) – (B)	<u>44.8</u>				kg			

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front	=	<u>430.0</u>	kg	Left Rear	=	<u>276.7</u>	kg
Right Front	=	<u>422.3</u>	kg	Right Rear	=	<u>282.1</u>	kg
TOTAL FRONT	=	<u>852.3</u>	kg	TOTAL REAR	=	<u>558.8</u>	kg
% Total Weight	=	<u>60.4</u>	%	%Total Weight	=	<u>39.6</u>	%
TOTAL WEIGHT	=	<u>1411.1</u>	kg				

DATA SHEET 1 (continued)**GENERAL VEHICLE TEST PARAMETER DATA**CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Test Vehicle Delivered Weight with Max Fluids	=	<u>1411.1</u>	kg	(A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>44.8</u>	kg	(B)
Weight of (2) instrumented Side Impact Dummies	=	<u>161.0</u>	kg	(C)
TEST VEHICLE TARGET WEIGHT	=	<u>1616.9</u>	kg	(A+B+C)

FULLY LOADED TEST VEHICLE (UDVW + 1 OR 2 SID H3(s) + CARGO)

Left Front	=	<u>458.1</u>	kg	Left Rear	=	<u>376.9</u>	kg
Right Front	=	<u>438.1</u>	kg	Right Rear	=	<u>343.8</u>	kg
TOTAL FRONT	=	<u>896.2</u>	kg	TOTAL REAR	=	<u>720.7</u>	kg
% Total Weight	=	<u>55.4</u>	%	%Total Weight	=	<u>44.6</u>	%
TOTAL WEIGHT	=	<u>1616.9</u>	kg				

AS TESTED WEIGHT OF TEST VEHICLE (UDVW+ SID H3(s)+CARGO+EQUIPMENT & INSTRUMENTATION)

Left Front	=	<u>457.2</u>	kg	Left Rear	=	<u>373.8</u>	kg
Right Front	=	<u>437.7</u>	kg	Right Rear	=	<u>341.1</u>	kg
TOTAL FRONT	=	<u>894.9</u>	kg	TOTAL REAR	=	<u>714.9</u>	kg
% Total Weight	=	<u>55.6</u>	%	%Total Weight	=	<u>44.4</u>	%
TOTAL WEIGHT	=	<u>1609.8</u>	kg				

TEST VEHICLE ATTITUDE (all dimensions in millimeters):

AS DELIVERED

Left Front	<u>733</u>	Right Front	<u>734</u>	Left Rear	<u>714</u>	Right Rear	<u>718</u>
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FULLY LOADED

Left Front	<u>723</u>	Right Front	<u>723</u>	Left Rear	<u>680</u>	Right Rear	<u>689</u>
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AS TESTED

Left Front	<u>723</u>	Right Front	<u>728</u>	Left Rear	<u>681</u>	Right Rear	<u>693</u>
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Test Vehicle Wheelbase 2740 mm

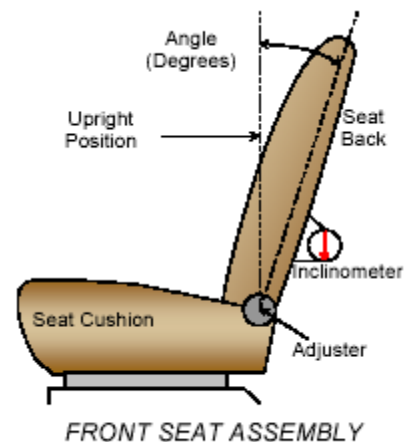
As Tested CG = 1217 mm rearward of front wheel centerline

TOTAL VEHICLE LENGTH:

Right Side	=	<u>4388</u>	mm
Left Side	=	<u>4388</u>	mm
Centerline	=	<u>4827</u>	mm

DATA SHEET 1 (continued)**GENERAL TEST VEHICLE PARAMETER DATA**Nominal Design Riding Position

Front seat was placed in 12th notch rearward of the most forward position of the seat when it was placed in its lowest position.

FRONT SEAT CUSHION PLACEMENT:

Total Length of Adjustment Travel		240 mm
Total Number of Detents	25	Test Position
		13 th notch

FRONT SEAT BACK ADJUSTMENT:

Seat Back Angle	4th Detent rearward from upright position
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REAR SEAT POSITION:

Total Length Fore/Aft Adjustment	N/A
Seat Back Adjustment Position	N/A

ADJUSTABLE STEERING COLUMN POSITION:

Mid Geometric Position	
------------------------	--

WINDOW POSITIONS:

Left Front	Up	Right Front	Removed
Left Rear	Up	Right Rear	Removed

AMOUNT OF STODDARD SOLVENT IN FUEL TANK:

Fuel System usable Capacity	64.7 L	
Test Volume	60.2 L	93% usable capacity

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

Wheelbase	2740 mm	
Impact Point is	430 mm rearward	of front axle centerline
Actual Impact Point is	416 mm rearward	of front axle centerline

DATA SHEET 2
TEST VEHICLE SUMMARY

VEHICLE IDENTIFICATION:

Year/Make/Model/Body Style	2005 Honda Accord 4 Door Sedan		
Body Color	Silver	VIN	1HGCM55455A024243
NHTSA No.	M5 5305	Test Date	13-Dec-2004
Overall Length	4827 mm	Overall Width	1819 mm

VEHICLE TEST WEIGHT (Pre-Test):

Left Front	=	<u>457.2</u>	kg	Left Rear	=	<u>373.8</u>	kg
Right Front	=	<u>437.7</u>	kg	Right Rear	=	<u>341.1</u>	kg
TOTAL FRONT	=	<u>894.9</u>	kg	TOTAL REAR	=	<u>714.9</u>	kg
% Total Weight	=	<u>55.6</u>	%	%Total Weight	=	<u>44.4</u>	%
TOTAL WEIGHT	=	<u>1609.8</u>	kg				
Wheelbase					=	<u>2740</u>	mm
Longitudinal CG from Center of Front Axle					=	<u>1217</u>	mm
Impact Angle with Respect to Impactor					=	<u>90°</u>	

ACTUAL IMPACT POINT

Actual Impact Point is 14 mm forward and 7 mm below nominal impact point

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1	(263 mm above ground)	=	<u>163</u>	mm
2. LEVEL 2	(495 mm above ground)	=	<u>367</u>	mm
3. LEVEL 3	(593 mm above ground)	=	<u>328</u>	mm
4. LEVEL 4	(913 mm above ground)	=	<u>261</u>	mm
5. LEVEL 5	(1341 mm above ground)	=	<u>68</u>	mm

Maximum Post-Test intrusion at Level 2 is 367 mm

OCCUPANTS

	<u>Left Front Passenger</u>	<u>Left Rear Passenger</u>
Dummy Identification	<u>SID H3/056</u>	<u>SID H3/058</u>
Restraints Used	<u>3-Point Belt</u>	<u>3-Point Belt</u>
	<u>Curtain airbag</u>	<u>Curtain airbag</u>
	<u>Seat mounted thorax side airbag</u>	

INSTRUMENTATION:

Number of Vehicle Data Channels		<u>21</u>
Number of Cameras	Onboard	<u>4</u>
	Off board	<u>3</u>
	MDB	<u>2</u>
	Real Time	<u>1</u>
	TOTAL	<u>9</u>

DATA SHEET NO. 3**MOVING DEFORMABLE BARRIER (MDB) SUMMARY****MDB FACE MANUFACTURER AND SERIAL NUMBER:**

Plascore Serial Number 039A0304 077A0404-2

POSITION OF IMPACT (MDB) ON TOW SYSTEM

Crabbed 27° to the left

MDB DETAILS:

Overall Width of Framework Carriage	=	1250 mm
Overall Length of MDB (incl. honeycomb impact face)	=	4116 mm
Wheelbase of Framework Carriage	=	2578 mm
Tread of Framework Carriage (Front & Rear)	=	1880 mm
C.G. Location Rearward of Front Axle	=	1135 mm
C.G. Location From Center Line	=	-10 mm
C.G. Location Above Ground Level	=	480 mm

MDB WEIGHT:

Left Front	=	458.0	kg	Left Rear	=	228.9	kg
Right Front	=	307.2	kg	Right Rear	=	365.6	kg
TOTAL FRONT	=	765.2	kg	TOTAL REAR	=	594.5	kg
% Total Weight	=	56.3	%	%Total Weight	=	43.7	%
TOTAL WEIGHT	=	1359.7	kg				

MDB IMPACT:

Impact Angle (MDB C/L to Target Vehicle)		270°	
Impact Speed	Primary	62.0 km/h	38.5 mph
	Secondary	61.8 km/h	38.4 mph

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE:

1. Row A Center of Bumper	=	189	mm
2. Row B Top of Bumper	=	75	mm
3. Row C Mid-Level	=	70	mm
4. Row D Top of Stack	=	104	mm

INSTRUMENTATION:

Number of MDB Data Channels	=	5
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DATA SHEET NO. 4**POST-TEST OBSERVATIONS**VISIBLE DUMMY CONTACT POINTS:

	<u>LEFT FRONT SID H3</u>	<u>LEFT REAR SID H3</u>
Head	Side of head to curtain side airbag; Top of head to side header	Top left side of head to header
Upper Torso	To torso side airbag	To left rear door panel 140 mm below arm rest
Lower Torso	To torso side airbag	To left rear door panel at arm rest
Left Knee	To left front door panel 110 mm below arm rest	To left rear door panel 80 mm below arm rest
Left Leg	To left front door panel 100 mm below arm rest	To left rear door panel 110 mm below arm rest

DOOR OPENING:

	<u>LEFT DOOR</u>	<u>RIGHT DOOR</u>
Front	Closed/latched/inoperable	Closed/latched/operable
Rear	Closed/latched/inoperable	Closed/latched/operable

MDB DISTANCE FROM TARGET IMPACT POINT:

Horizontal	14 mm forward	Vertical	7 mm below
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ARM REST LOCATIONS:

Front	245 mm below window sill
Rear	275 mm below window sill

SEAT MOVEMENT:

Front	Seat crush ~110 mm; seat back crush ~100 mm
Rear	Seat crush ~175 mm; seat back crush ~60 mm

GLAZING DAMAGE

Windshield	Left 1/3 of windshiled cracked near A-Pillar
Window	Left side front and rear windows shattered on impact

PILLAR PERFORMANCE:

None noted

SILL SEPARATION

None noted

DOOR LOCK INFORMATION

Test vehicle was not equipped with Automatic Door Locks.

LEFT FRONT DOOR	Unlocked	RIGHT FRONT DOOR	Unlocked
LEFT REAR DOOR	Unlocked	RIGHT REAR DOOR	Unlocked

AIRBAG DEPLOYMENT STATUS:

	DRIVER	FRONT PASSENGER	REAR PASSENGER
FRONT	Did not deploy	Did not deploy	N/A
SIDE	Deployed	Did not deploy	N/A

OTHER NOTABLE IMPACT EFFECTS:

Left front door skin separated from frame near bottom of door

SECTION 4
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5**SID H3 INSTRUMENTATION DATA**

	Front Dummy SIDH3/056				Rear Dummy SIDH3/ 058			
	Max		Min		Max		Min	
	G's	msec	G's	msec	G's	msec	G's	msec
HEAD ACCELERATIONS								
Longitudinal (X)	3.6	199.5	-28.6	56.1	8.2	156.9	-17.7	69.9
Lateral (Y)	41.7	51.2	-8.4	175.6	85.6	50.4	-5.6	178.4
Vertical (Z)	17.5	35.7	-11.1	61.8	14.1	50.2	-32.8	62.4
Resultant (R)	49.3	51.2			87.2	50.4		
HIC36	216.0				396.5			
RIB ACCELERATIONS								
Upper Rib Lateral (Y)	65.9	36.2	-7.1	65.6	57.0	42.5	-4.1	157.5
Upper Rib Lateral (Y _R)	66.0	36.2	-7.3	65.6	55.2	43.1	-4.0	158.1
Lower Rib Lateral (Y)	65.2	35.6	-14.0	64.4	58.1	43.1	-3.9	158.1
Lower Rib Lateral (Y _R)	65.8	35.6	-13.4	64.4	55.7	43.1	-3.9	158.1
TTI	62				61			
SPINE ACCELERATIONS								
Lower Lateral (Y)	57.9	39.4	-9.8	71.9	63.2	50.0	-3.5	136.2
Lower Lateral (Y _R)	57.8	39.4	-9.5	71.2	62.6	50.0	-3.7	135.0
PELVIS ACCELERATIONS								
Lateral (Y)	64.5	31.9	-14.7	55.0	58.2	36.2	-6.1	69.4
Lateral (Y _R)	64.8	31.9	-15.1	55.0	57.9	36.2	-6.2	69.4

REFERENCE:

Positive Direction -	Anterior/Posterior	+(X) = anterior
	Lateral	+(Y)= right
	Superior/Inferior	+(Z)= inferior
Negative Direction	Anterior/Posterior	-(X) = posterior
	Lateral	-(Y)= left
	Superior/Inferior	-(Z)= superior

All the above data (except head accelerations) has been filtered using FIR (Version 1.0; July 16, 1990)

Head Accelerations have been filtered at SAE Class 1000

Y_R denotes redundant Y-direction accelerometer

DATA SHEET 5 (continued)**SID H3 INSTRUMENTATION DATA**

	Front Dummy ID SID H3/056				Rear Dummy ID SID H3/058			
	Max		Min		Max		Min	
NECK FORCES								
	N	msec	N	msec	N	msec	N	msec
Longitudinal (X)	116.1	199.9	-566.2	59.8	376.0	61.8	-139.9	81.0
Lateral (Y)	197.3	47.3	-194.9	177.0	147.9	125.4	-999.9	61.5
Vertical (Z)	738.6	35.5	-565.0	61.8	462.1	45.0	-1580.4	62.5
NECK MOMENTS								
	Nm	msec	Nm	msec	Nm	msec	Nm	msec
Lateral Bending (X)	11.2	112.1	-60.5	46.9	2.1	57.5	-7.2	40.6
Flexion/Extension (Y)	36.8	85.5	-63.3	55.8	14.2	109.6	-32.2	70.1
Rotation (Z)	33.9	66.6	-8.6	119.7	15.2	89.9	-25.7	178.4

REFERENCE:

Upper neck load cell polarity follows the dummy manipulation table A-1 in the NHTSA Test Reference Guide version 5

Force

Fx positive response: Head rearward, chest forward
 Fy positive response: Head leftward, chest rightward
 Fz positive response: Head upward, chest downward

Moment

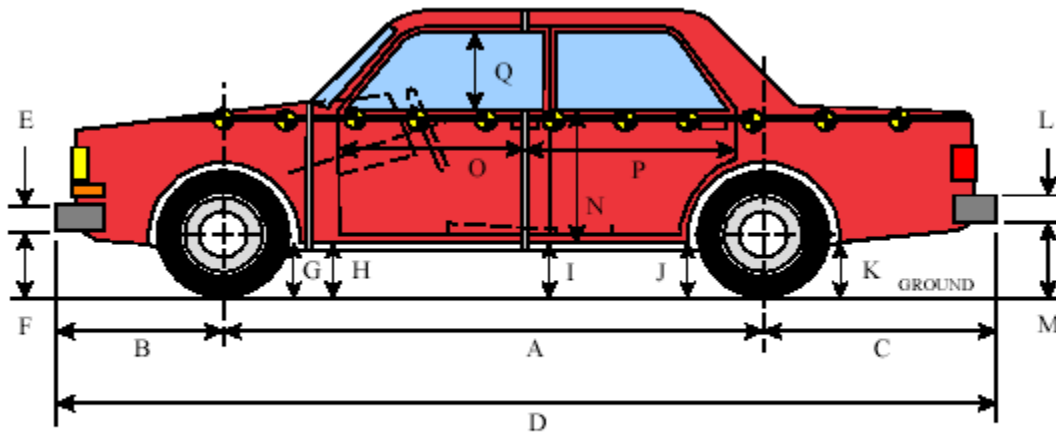
Mx positive response: Left ear to left shoulder
 My positive response: Chin to sternum
 Mz positive response: Chin to left shoulder

Neck forces have been filtered at SAE Class 1000

Neck moments have been filtered at SAE Class 600

DATA SHEET 6

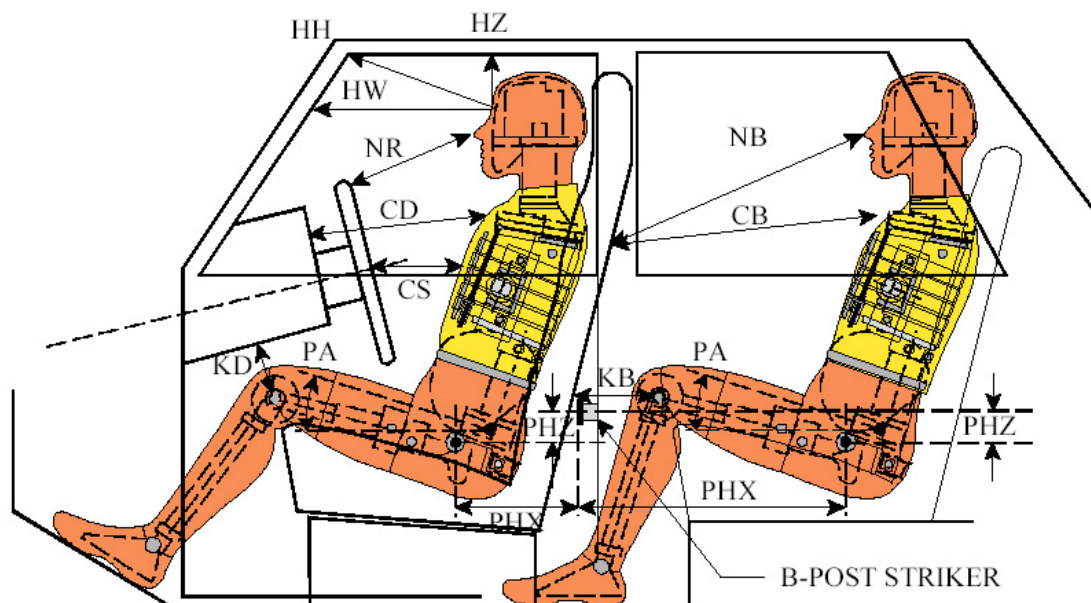
VEHICLE PRE- AND POST- MEASUREMENTS



	PRE-TEST As delivered (mm)	PRE-TEST As Tested (mm)	POST-TEST (mm)	Δ CHANGE (mm)
A	2740	-	2707	-33
B	700	-	694	-6
C	948	-	947	-1
D	4827	-	4812	-15
E	246	-	246	0
F	298	298	317	19
G	201	185	216	31
H	201	184	247	63
I	202	181	255	74
J1	207	178	188	10
J2	205	175	220	45
K	286	248	242	-6
L	231	-	231	0
M	357	316	308	-8
N	715	-	605	-110
O	1166	-	1128	-38
P	959	-	914	-45
Q	470	-	462	-8
R	4388	-	4386	-2
S	4388	-	4348	-40
T	1819	-	1535	-284

DATA SHEET 7

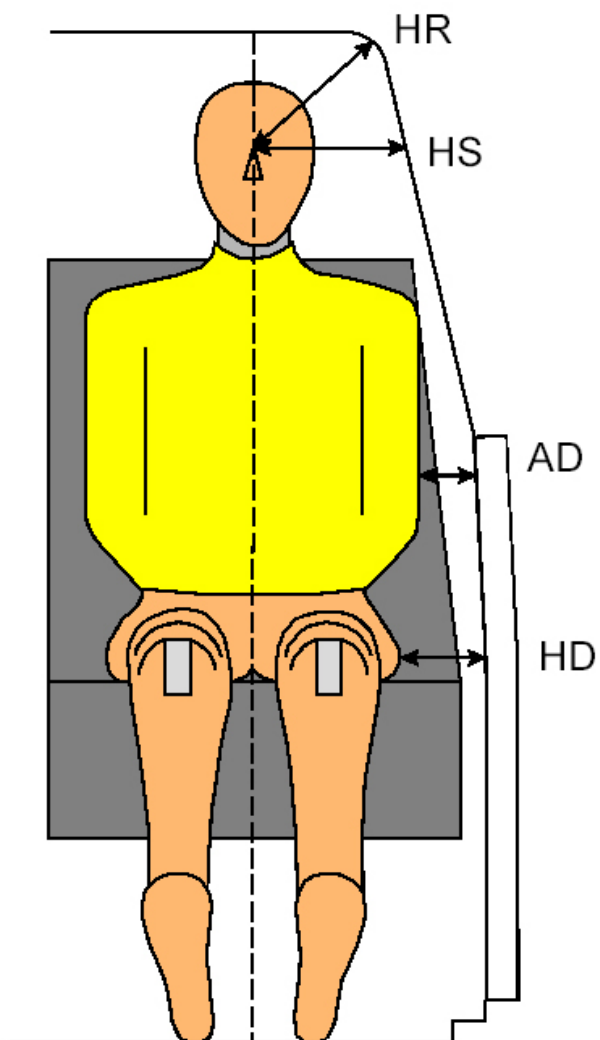
SID H3 LONGITUDINAL CLEARANCE DIMENSIONS



NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

	DRIVER ID SID H3/056	LEFT REAR PASSENGER ID SID H3/058
HH	354	N/A
HW	654	N/A
HZ	174	194
NR/NB	405	667
CD/CB	515	605
CS	322	N/A
KDL(KDA°)/KBL(KDA°)	190/15.8	295/13.1
KDR(KDA°)/KBR(KDA°)	140/34.0	287/12.5
PA°	24.5	23.9
PHX	213	319
PHZ	130	329

NOTE: 2-door vehicle shown. Rear dummy PHX & PHZ measurements for 4-door vehicle would use the C-Post striker as a reference point.

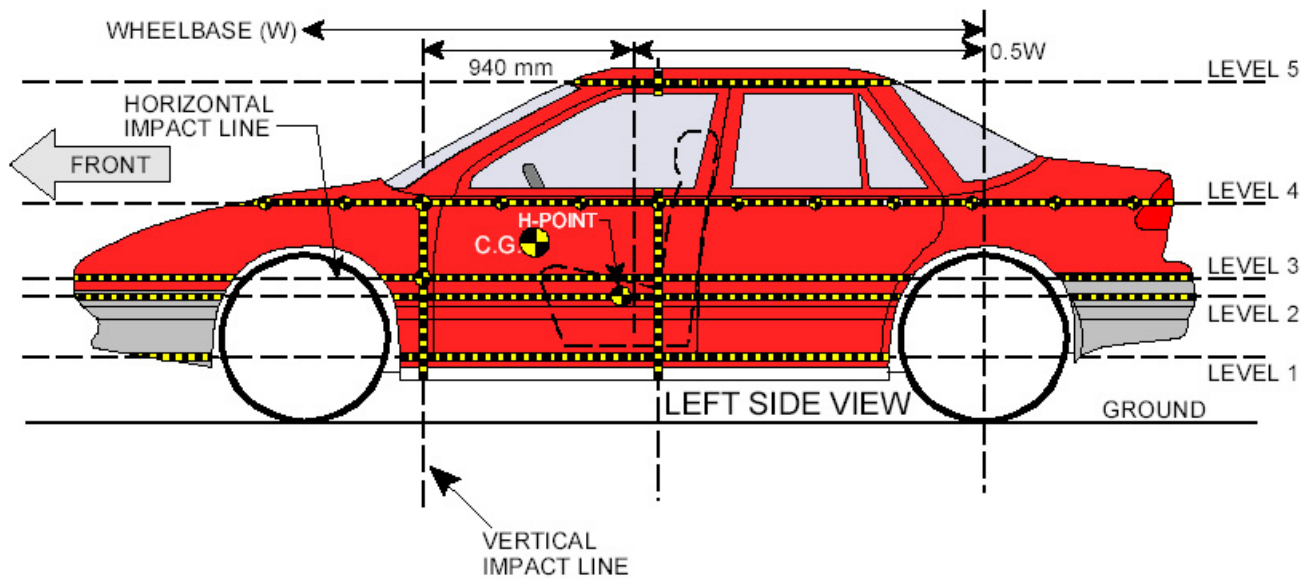
DATASHEET 8**SID H3 LATERAL CLEARANCE DIMENSIONS**

NOTE: All dimensions are in millimeters with tolerance of ± 3 mm

	DRIVER ID SID H3/056		LEFT REAR PASSENGER ID SID H3/058	
HR	190		193	
HS	315		320	
AD	Upper 126	Lower 150	Upper 108	Lower 131
HD	160		170	

DATA SHEET 9

VEHICLE SIDE MEASUREMENTS



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

MEASUREMENTS ARE TAKEN WHEN THE VEHICLE IS IN THE "AS TESTED" CONFIGURATION
 Measurements along the Vertical 750 mm line as shown

Level 5 @ Window Top	1341 mm
Level 4 @ Window Sill	913 mm
Level 3 @ Mid-Door	593 mm
Level 2 @ Occupant H-Point	495 mm
Level 1 @ Axle Centerline or Sill Top Height	263 mm

DATA SHEET 10

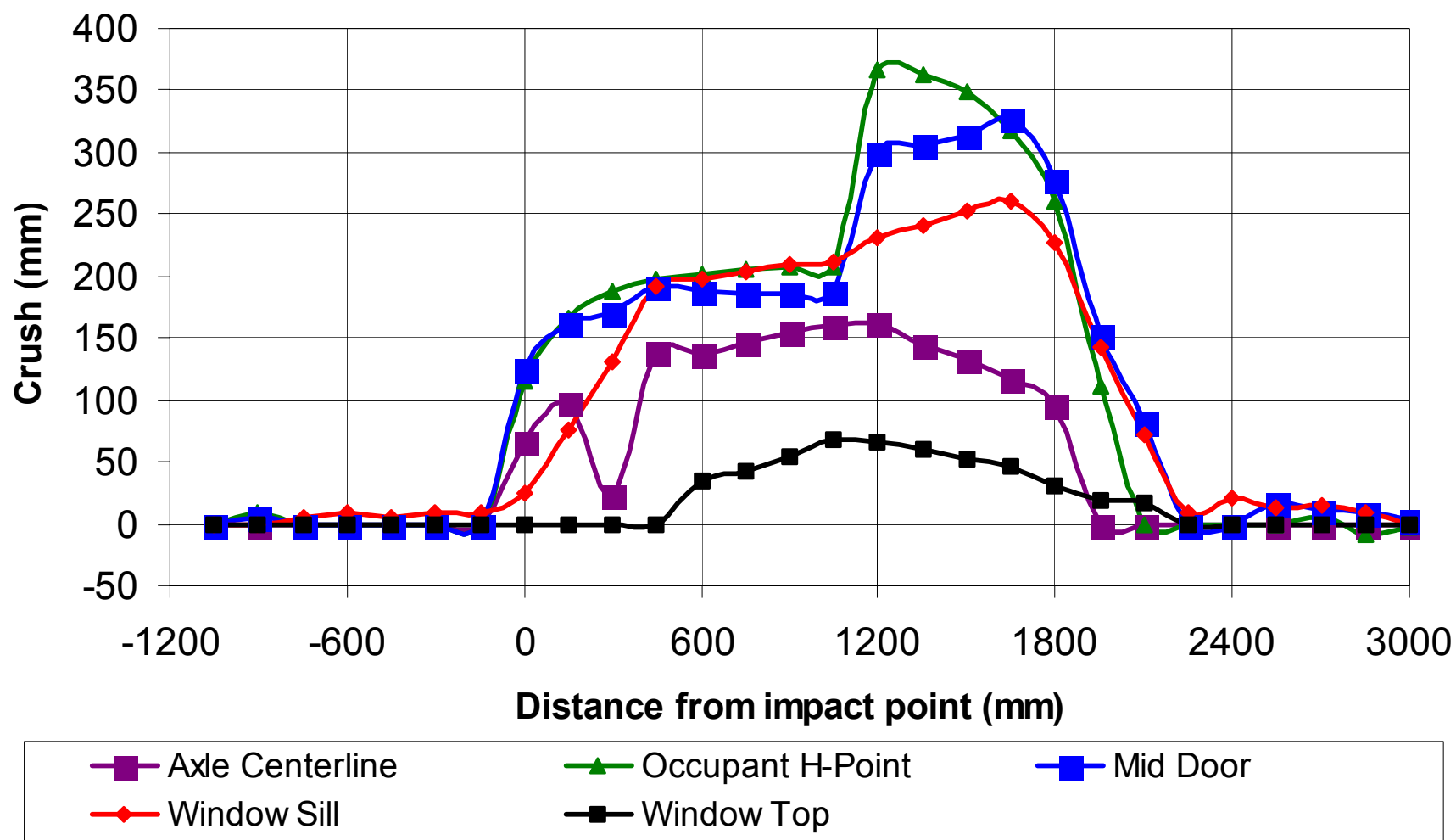
VEHICLE EXTERIOR CRUSH PROFILES – ALL LEVELS

Note: All Dimensions are in millimeters with a tolerance of ± 3 mm

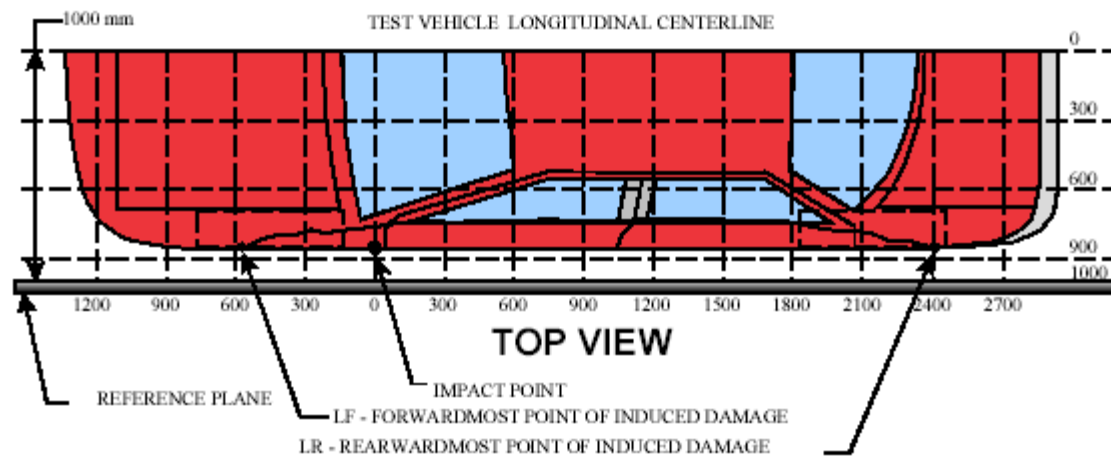
Level		1			2			3			4			5		
Height (mm)		263			495			593			913			1341		
		Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush
DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT	-1050															
	-900				204	212	8	205	211	6						
	-750										298	304	6			
	-600										281	289	8			
	-450										271	277	6			
	-300										262	271	9			
	-150										255	263	8			
	0	170	235	65	161	277	116	160	285	125	248	272	24			
	150	188	285	97	162	328	166	160	323	163	244	320	76			
	300	192	214	22	161	348	187	160	331	171	244	374	130			
	450	192	330	138	160	358	198	158	350	192	240	432	192			
	600	192	329	137	160	362	202	157	344	187	240	437	197	445	480	35
	750	192	338	146	158	363	205	156	342	186	238	442	204	477	519	42
	900	193	347	154	157	364	207	156	342	186	238	447	209	495	549	54
	1050	195	356	161	157	364	207	155	343	188	238	450	212	502	570	68
	1200	197	360	163	158	525	367	157	457	300	239	470	231	505	570	65
	1350	199	344	145	160	523	363	158	464	306	239	480	241	506	566	60
	1500	202	335	133	160	508	348	159	472	313	242	495	253	509	561	52
	1650	203	320	117	161	478	317	160	488	328	246	507	261	509	555	46
	1800	206	301	95	161	421	260	161	440	279	250	477	227	509	540	31
	1950				162	273	111	161	314	153	253	395	142	507	526	19
	2100							162	243	81	259	331	72	497	514	17
	2250										267	276	9			
	2400										279	299	20			
	2550							173	190	17	290	303	13			
	2700				190	195	5	195	206	11	308	323	15			
	2850				211	203	-8	215	223	8	328	336	8			
	3000				235	232	-3	241	245	4	355	355	0			

DATA SHEET 10 (continued)

VEHICLE EXTERIOR CRUSH PROFILES ALL LEVELS



DATA SHEET 11 VEHICLE DAMAGE PROFILE DISTANCES



DPD MEASUREMENTS (mm)		POST-TEST (mm)	PRE-TEST (mm)	STATIC CRUSH (mm)
1	-300	183	183	0
2	270	341	186	155
3	840	359	183	176
4	1410	519	185	334
5	1980	262	184	78
6	2550	185	185	0

DATA SHEET 12

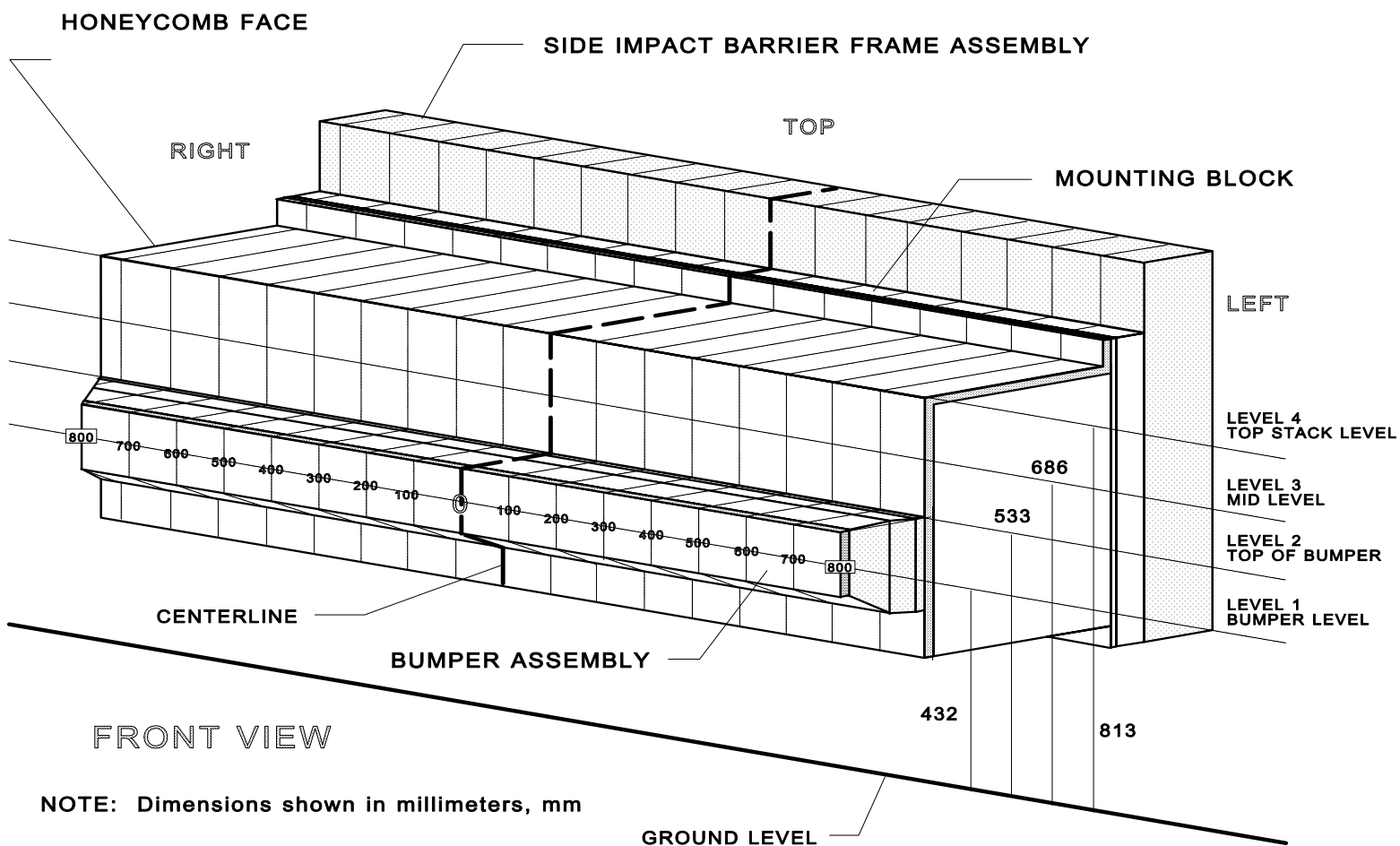
STATIC CRUSH OF IMPACTOR FACE
(Grid as looking at MDB from front)

Note: All Dimensions are in millimeters with a tolerance of ± 3 mm

LEVEL	HEIGHT AT CL (mm)		DISTANCE LEFT OF CENTER								0	DISTANCE RIGHT OF CENTER							
			800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
LEVEL 4 TOP STACK	810	PRE-	526	526	527	527	528	528	529	529	530	529	530	531	532	532	531	531	531
		POST-	587	542	530	529	533	543	561	547	540	536	537	538	540	545	557	600	635
		CRUSH	61	16	3	2	5	15	32	18	10	7	7	7	8	13	26	69	104
LEVEL 3 MID- LEVEL	685	PRE-	524	525	525	526	526	527	527	527	528	528	529	529	529	529	530	530	530
		POST-	580	539	536	538	538	550	562	547	539	538	539	539	541	542	546	562	600
		CRUSH	56	14	11	12	12	23	35	20	11	10	10	10	12	13	16	32	70
LEVEL 2 TOP BUMPER	560	PRE-	523	524	524	525	525	525	525	525	526	526	527	527	527	527	528	529	529
		POST-	598	580	563	555	553	549	547	547	549	548	549	545	546	545	546	555	583
		CRUSH	75	56	39	30	28	24	22	22	23	22	22	18	19	18	18	26	54
LEVEL 1 MID- BUMPER	432	PRE-	434	420	421	422	422	422	423	423	423	424	424	424	425	425	425	425	435
		POST-	623	580	551	533	524	522	514	514	508	509	509	507	507	505	510	519	535
		CRUSH	189	160	130	111	102	100	91	91	85	85	85	83	82	80	85	94	100

Note: Top of Bumper static crush measurements made 560 mm above ground to avoid glue at bumper/barrier interface

DATA SHEET 12 (continued)
STATIC CRUSH OF IMPACTOR FACE

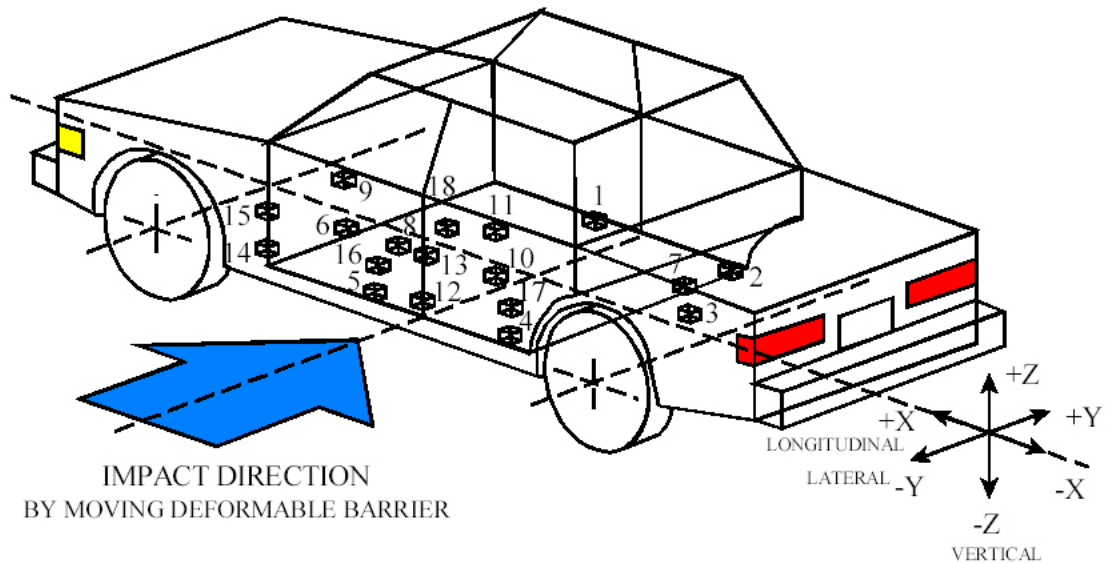


NOTE: Dimensions shown in millimeters, mm

Note: Top of Bumper static crush measurements made 560 mm above ground to avoid glue at bumper/barrier interface

DATA SHEET 13

TEST VEHICLE ACCELEROMETER LOCATIONS AND DATA SUMMARY



1. Right Side Sill at Front Seat	10. Mid-rear of Left Rear Door
2. Right Side Sill at Rear Seat	11. Left Rear Door Upper Centerline
3. Rear Floorpan Above Axle	12. Left Lower B-Pillar
4. Left Side Sill at Rear Seat	13. Left Middle B-Pillar
5. Left Side Sill at Front Seat	14. Left Lower A-Pillar
6. Left Front Door on Centerline	15. Left Middle A-Pillar
7. Right Rear Occupant Compartment	16. Front Seat Track
8. Mid-rear of Left Front Door	17. Rear Seat Track
9. Left Front Door Upper Centerline	18. Vehicle CG

DATASHEET 13 (continued)

VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant	
		X mm	Y mm	Z mm	Max		Min		Max		Min		Max		Min		Max	
					G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec
1	Right Side Sill at Front Seat	2878	681	349	3.4	64.1	-5.2	21.0	20.0	8.2	-2.3	143.5	3.8	56.8	-7.3	14.1	20.8	8.3
2	Right Side Sill at Rear Seat	1858	691	353	4.3	63.2	-2.3	15.1	22.3	9.5	-2.4	106.0	3.7	79.8	-11.6	19.4	23.5	9.4
3	Rear Floorpan Above Axle	1025	64	68	2.3	58.6	-8.4	25.3	21.0	26.8	-3.0	107.4	7.8	20.2	-10.4	11.4	22.7	11.4
4	Left Side Sill at Rear Seat	1842	-743	357					42.7	14.3	-116.8	45.0						
5	Left Side Sill at Front Seat	2942	-756	349					26.3	15.6	-4.5	139.7						
6	Left Front Door on Centerline	Accelerometer not requested																
7	Right Rear Occupant Compartment	1874	356	226					20.5	8.2	-2.2	106.1						
8	Midrear of Left Front Door	Accelerometer not requested																
9	Left Front Door Upper Centerline	Accelerometer not requested																
10	Midrear of Left Rear Door	Accelerometer not requested																

Axis Origin X – Point L
 Y – Point L
 Z – Point L

Axis Orientation

+(X) Forward where x axis is the vector from middle of rear bumper to mid front bumper
 +(Y) Right where y axis is parallel to ground reference plane
 +(Z) Down where z axis is cross product of +(X) and +(Y)

DATASHEET 13 (continued)

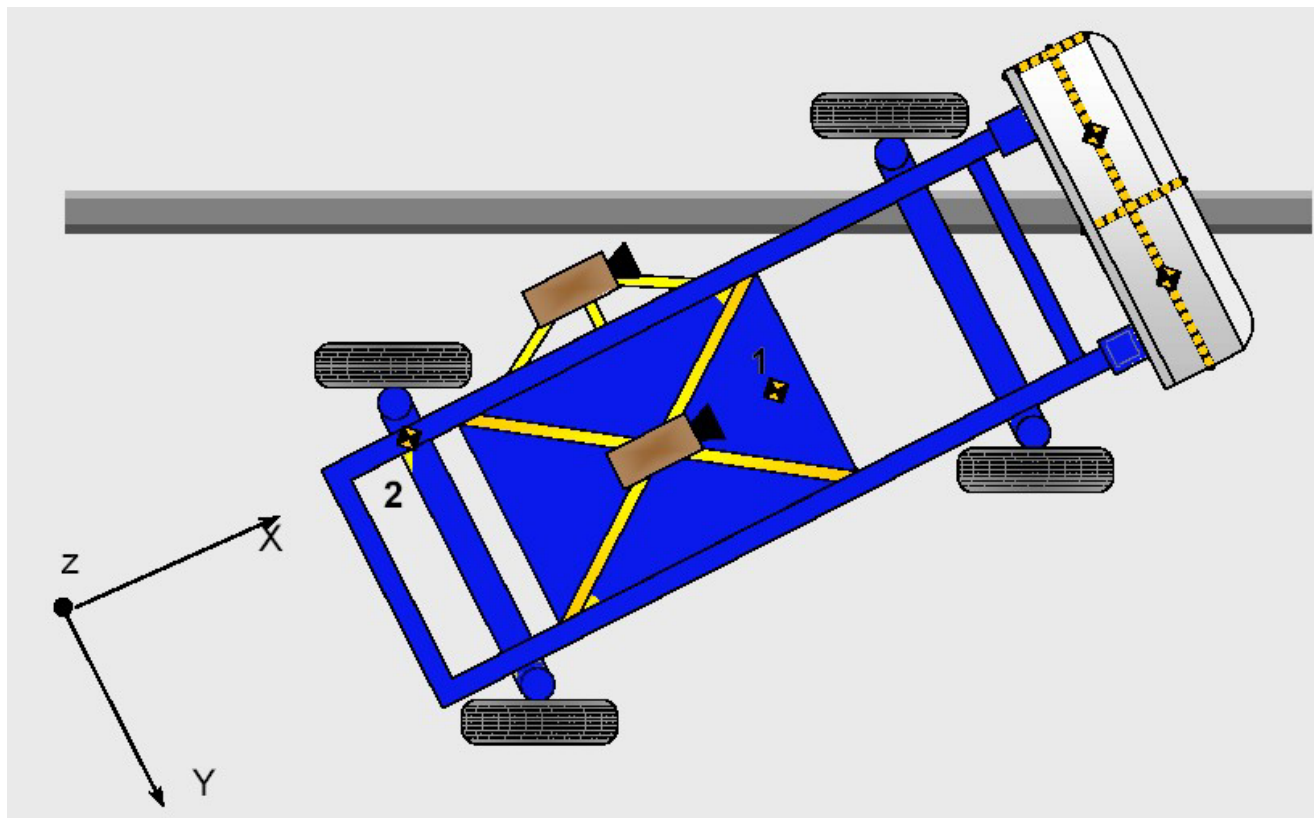
VEHICLE ACCELEROMETER LOCATIONS AND SUMMARY DATA

Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant		
		X mm	Y mm	Z mm	Max		Min		Max		Min		Max		Min		Max		
					G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	
11	Left Rear Door Upper Centerline	Accelerometer not requested																	
12	Left Lower B-Pillar	2225	-729	32					153.4	4.7	-41.4	26.7							
13	Left Middle B-Pillar	2202	-709	-144					136.3	4.7	-26.3	37.5							
14	Left Lower A-Pillar	3299	-700	159					106.8	5.0	-51.2	13.3							
15	Left Middle A-Pillar	3216	-686	-244					38.2	18.8	-33.8	49.3							
16	Front Seat Track	2463	-548	204					162.5	11.1	39.1	24.4							
17	Rear Seat Track	1870	-315	232					23.5	16.5	-1.9	137.4							
18	Vehicle CG	2814	20	97	3.1	18.4	-10.8	28.7	23.6	19.8	-2.2	138.6	7.6	53.8	-13.5	38.2	23.7	19.8	

Axis Origin X – Point L
 Y – Point L
 Z – Point L

Axis Orientation +(X) Forward where x axis is the vector from middle of rear bumper to mid front bumper
 +(Y) Right where y axis is parallel to ground reference plane
 +(Z) Down where z axis is cross product of +(X) and +(Y)

DATA SHEET 14



MDB ACCELEROMETER LOCATIONS AND DATA SUMMARY

Location		Coordinates			Longitudinal (X)				Lateral (Y)				Vertical (Z)				Resultant	
		X mm	Y mm	Z mm	Max		Min		Max		Min		Max		Min		Max	
					G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec	G's	msec
1	MDB Center of Gravity	1113	-1	311	1.5	103.0	-19.7	41.0	2.5	64.4	-8.4	42.6	7.8	53.8	-8.1	19.2	21.3	41.1
2	MDB Rear Frame Member	2812	-614	585	2.7	102.2	-22.2	42.2	4.6	36.2	-1.8	63.9						

Axis Origin

X – Rear Bumper

Y – Vehicle Centerline

Z – Middle of rear bumper

Axis Orientation

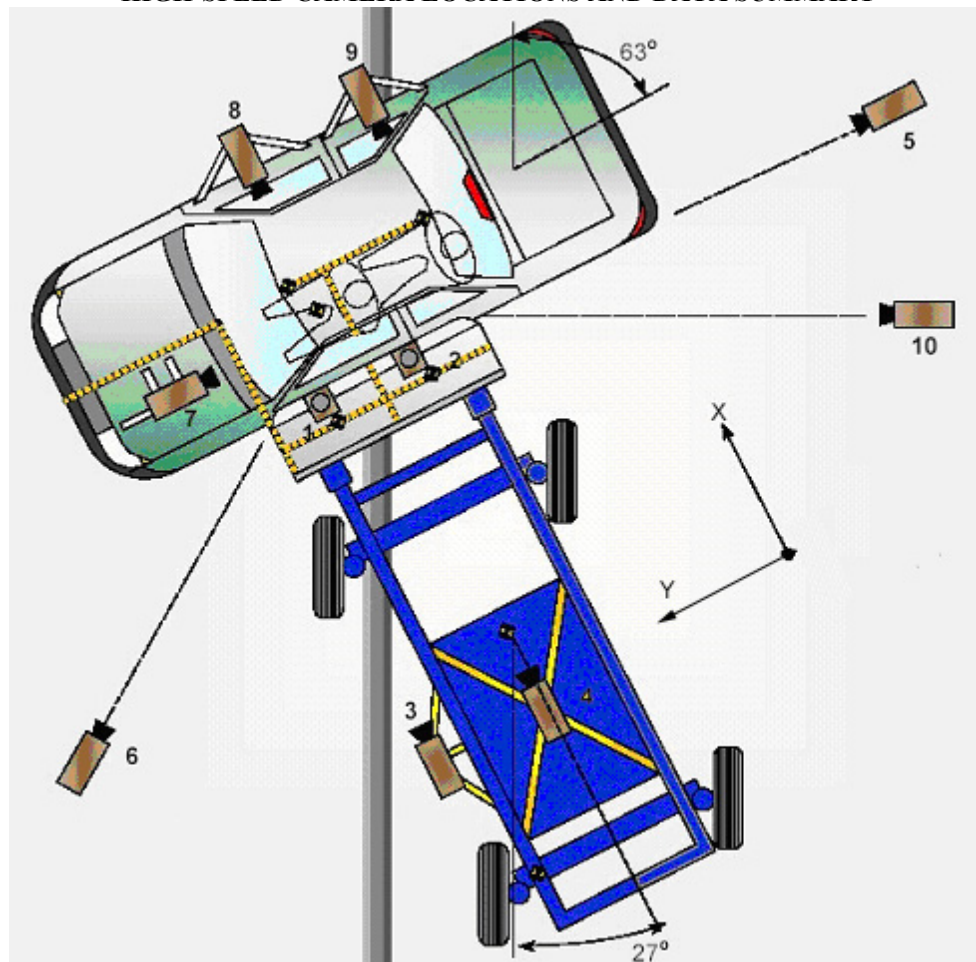
+(X) Forward

+(Y) Right

+(Z) Down

DATA SHEET 15

HIGH-SPEED CAMERA LOCATIONS AND DATA SUMMARY



Camera No.	View	Coordinates (mm)*			Angle wrt Horiz.	Lens (mm)	Film Speed (fps)
		X	Y	Z			
1	Overhead view of test vehicle	776	-1304	4535	90	8	1000
2	Overhead close-up view of impact plane	Camera Malfunction, no data collected					
3	MDB onboard close-up view of impact point	-1542	-1026	25	0	25	1000
4	MDB onboard view of driver dummy	-1415	-1891	780	5	13	1000
5	Right side ground level overall view	750	-13137	702	7	25	1000
6	Left side ground level overall view	594	4578	631	10	35	1000
7	Test vehicle onboard driver front view	512	384	555	15	25	1000
8	Test vehicle onboard driver side view	1683	-959	383	10	12.5	1000
9	Test vehicle onboard passenger side view	1668	-1782	444	10	12.5	1000
10	Real-time film coverage of test	-	-	-	-	-	-

* Reference: Impact Point on test vehicle

+ (X) Forward where y axis is the vector parallel to the longitudinal centerline of the MDB

+ (Y) Left where y axis is the vector from middle of rear bumper to mid front bumper

+ (Z) Up where z axis is cross product of + (X) and + (Y)

SECTION 5
FUEL SYSTEM INTEGRITY

DATA SHEET 16**FUEL SYSTEM INTEGRITY DATA****TEST REQUIREMENTS:**

Drain the test vehicle's fuel system and operate the engine until the fuel system is dry. Add Stoddard solvent, which has been dyed purple, until 92-94% of the stated usable capacity is reached. Operate the engine to assure the Stoddard solvent is present throughout the entire fuel system.

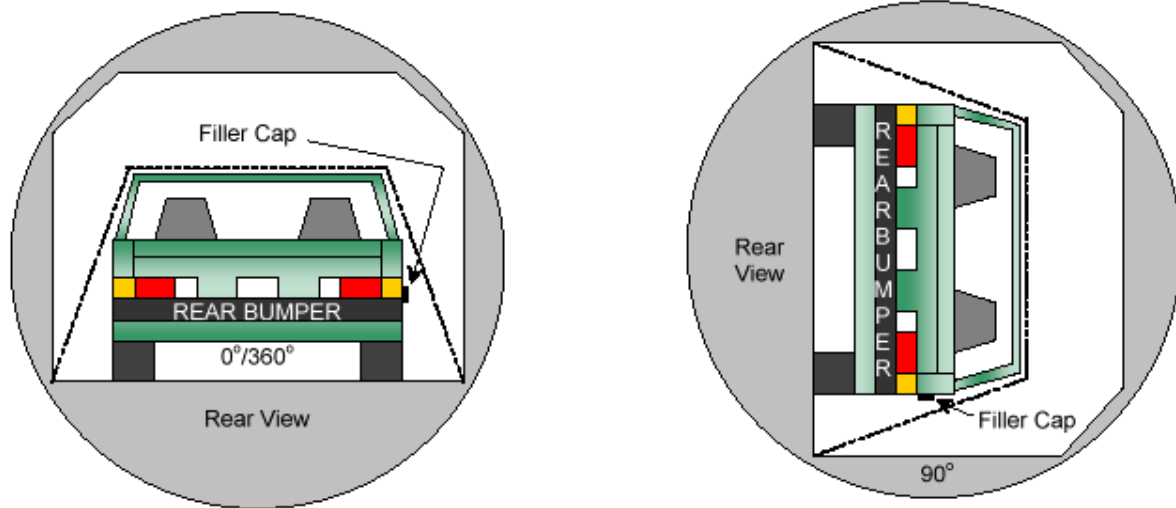
TEST VEHICLE IMPACT TYPE: Side impacting Moving Deformable Barrier contacting the driver side.

FUEL SPILLAGE MEASUREMENT:

POST IMPACT TEST	TEST RESULTS	MAXIMUM ALLOWABLE
1. From impact until vehicle motion ceases	0	1 oz.
2. For 5 minute period after vehicle motion ceases	0	5 oz.
3. For next 25 minutes	0	1 oz./minute

FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17
ROLLOVER DATA



0° TO 90°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>5</u> seconds
(Spec Range = 1 to 3 minutes)		
FMVSS 301 Position Hold Time	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>5</u> seconds
Next whole minute interval	<u>7</u> minutes	

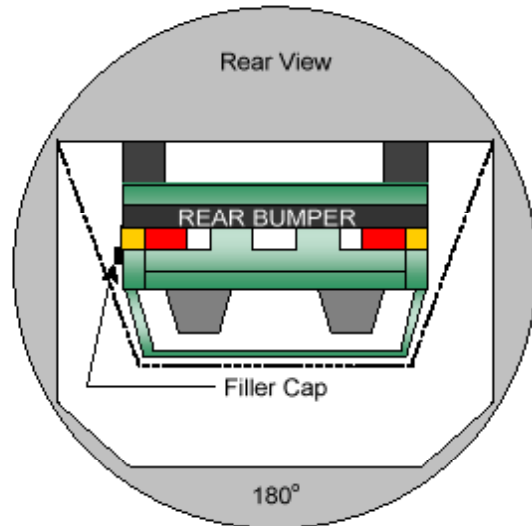
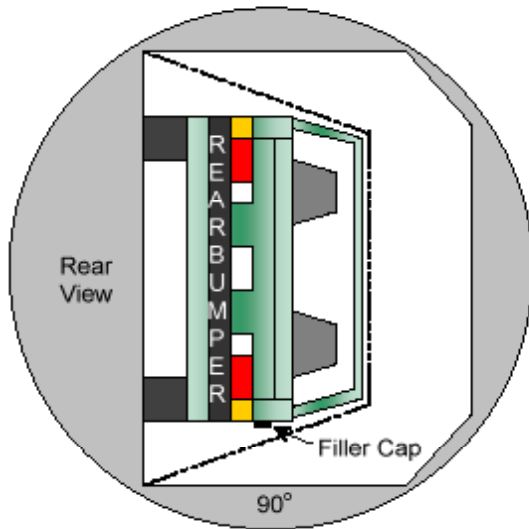
FUEL SPILLAGE MEASUREMENT:

0° TO 90° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	5 oz.
2. Sixth Minute From Onset of Rotation	0	1 oz.
3. Seventh Minute From Onset of Rotation	0	1 oz.
4. Eighth Minute if Required	-	1 oz.

FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE



90° TO 180°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u>	minutes	<u>4</u>	seconds
(Spec Range =1 to 3 minutes)				
FMVSS 301 Position Hold Time	<u>5</u>	minutes	<u>0</u>	seconds
TOTAL	<u>6</u>	minutes	<u>4</u>	seconds
Next whole minute interval	<u>7</u>	minutes		

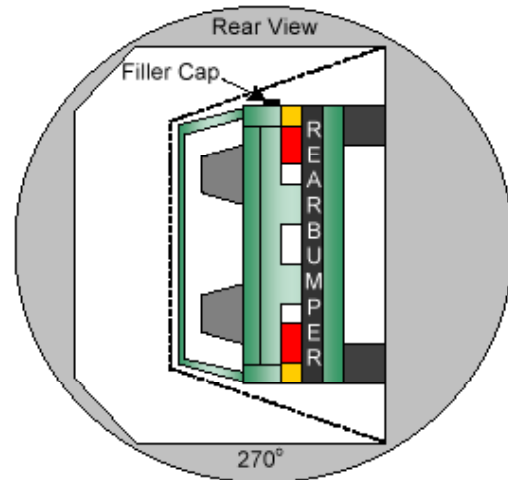
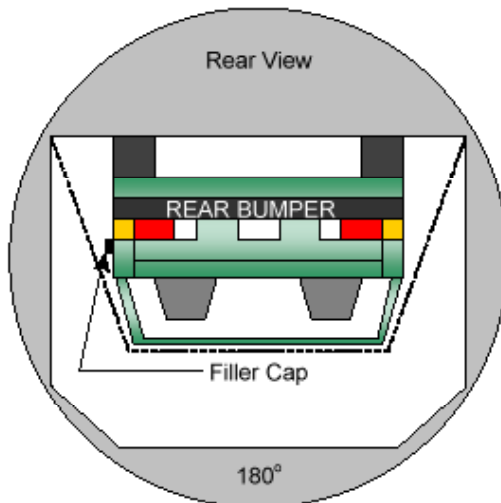
FUEL SPILLAGE MEASUREMENT:

90° TO 180° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	5 oz.
2. Sixth Minute From Onset of Rotation	0	1 oz.
3. Seventh Minute From Onset of Rotation	0	1 oz.
4. Eighth Minute if Required	-	1 oz.

FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE



180° TO 270°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>4</u> seconds
(Spec Range =1 to 3 minutes)		
FMVSS 301 Position Hold Time	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>4</u> seconds
Next whole minute interval	<u>7</u> minutes	

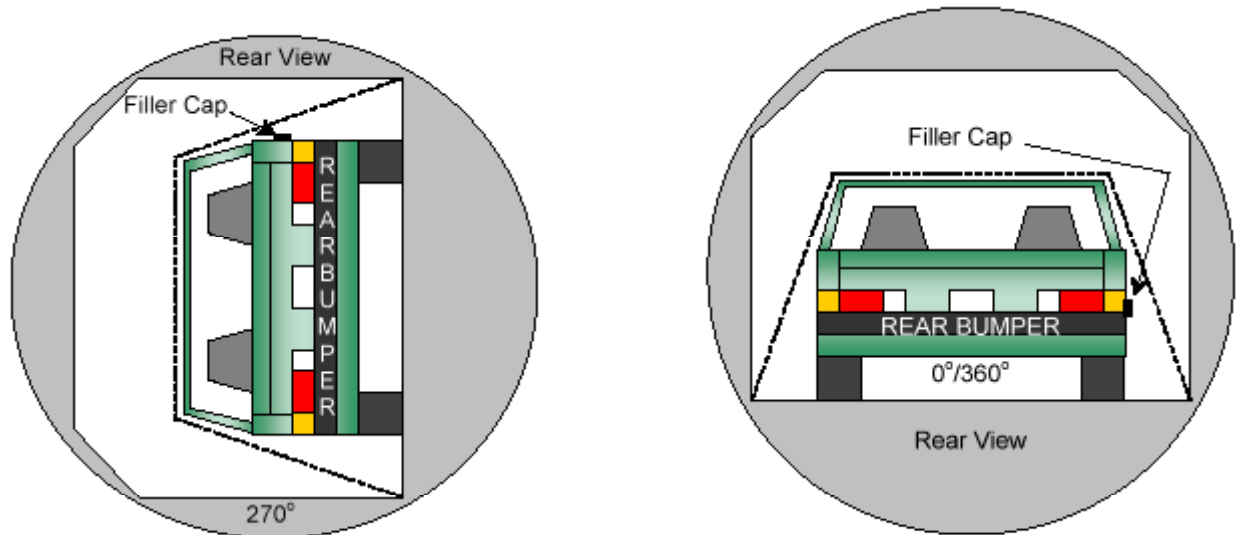
FUEL SPILLAGE MEASUREMENT:

180° TO 270° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	5 oz.
2. Sixth Minute From Onset of Rotation	0	1 oz.
3. Seventh Minute From Onset of Rotation	0	1 oz.
4. Eighth Minute From Onset of Rotation	-	1 oz.

FUEL SPILLAGE LOCATION(S): None

DATA SHEET 17 (continued)

ROLLOVER VEHICLE



270° TO 360°

DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u> minutes	<u>4</u> seconds
(Spec Range =1 to 3 minutes)		
FMVSS 301 Position Hold Time	<u>5</u> minutes	<u>0</u> seconds
TOTAL	<u>6</u> minutes	<u>4</u> seconds
Next whole minute interval	<u>7</u> minutes	

FUEL SPILLAGE MEASUREMENT:

270° TO 360° ROTATION	TEST RESULTS	MAXIMUM ALLOWABLE
1. First 5 Minutes From Onset of Rotation	0	5 oz.
2. Sixth Minute From Onset of Rotation	0	1 oz.
3. Seventh Minute From Onset of Rotation	0	1 oz.
4. Eighth Minute if Required	-	1 oz.

FUEL SPILLAGE LOCATION(S): None

APPENDIX A
PHOTOGRAPHS

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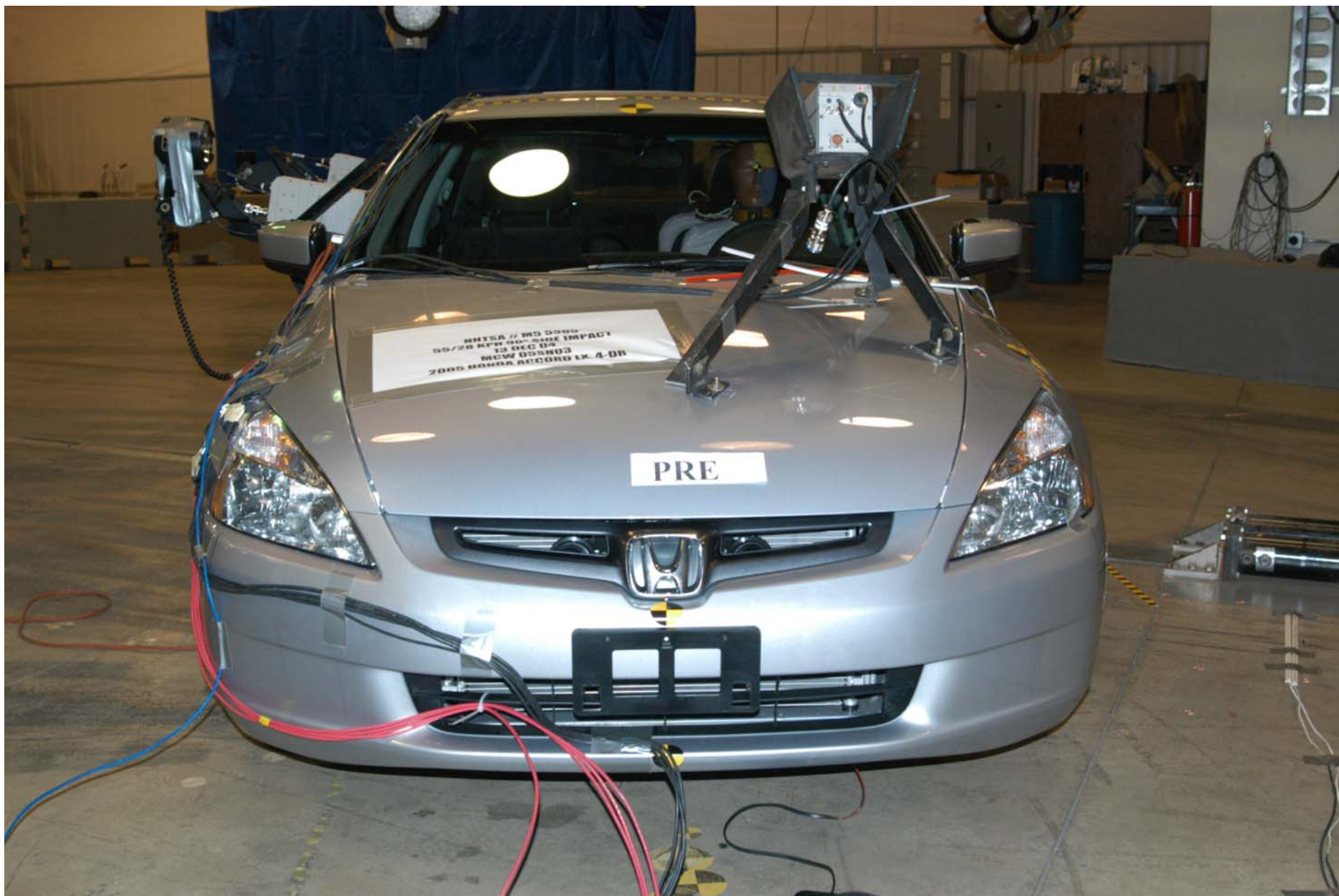


Figure A-1: PRE-TEST FRONTAL VIEW OF TEST VEHICLE



Figure A-2: POST-TEST FRONTAL VIEW OF TEST VEHICLE



Figure A-3: PRE-TEST LEFT FRONT VIEW OF TEST VEHICLE



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Figure A-9: PRE-TEST REAR VIEW OF TEST VEHICLE



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Figure A-17: PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID H3



Figure A-18: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF FRONT SID H3



Figure A-19: PRE-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID H3



Figure A-20: POST-TEST RIGHT OCCUPANT COMPARTMENT VIEW OF REAR SID H3



Figure A-21: PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID H3



Figure A-22: POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF FRONT SID H3



Figure A-23: PRE-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID H3



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Figure A-25: PRE-TEST INTERIOR OF FRONT DOOR



Figure A-26: POST-TEST INTERIOR OF FRONT DOOR SHOWING SID H3 IMPACT LOCATIONS



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Figure A-28: PRE-TEST INTERIOR OF REAR PASSENGER COMPARTMENT



Figure A-29: POST-TEST INTERIOR OF REAR DOOR SHOWING SID H3 IMPACT LOCATIONS



Figure A-30: POST-TEST INTERIOR OF REAR DOOR SHOWING SID H3 IMPACT LOCATIONS 2



Figure A-31: PRE TEST LEFT SIDE VIEW OF MDB IN IMPACT POSITION



Figure A-32: POST TEST LEFT SIDE VIEW OF MDB



Figure A-33: PRE TEST RIGHT SIDE VIEW OF MDB IN IMPACT POSITION



Figure A-34: POST TEST RIGHT SIDE VIEW OF MDB

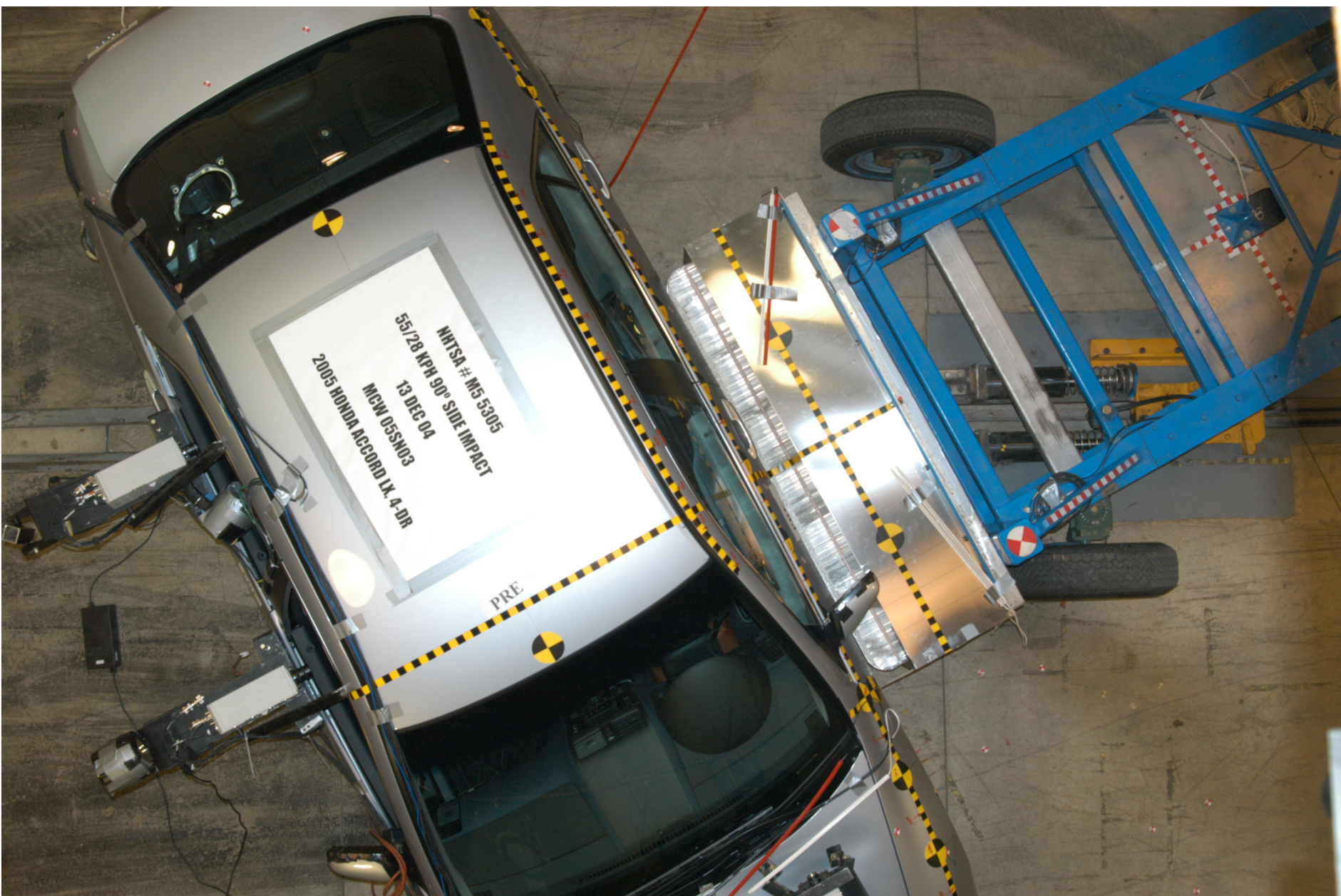


Figure A-35: PRE TEST OVERHEAD VIEW OF MDB IN IMPACT POSITION



Figure A-36: POST TEST OVERHEAD VIEW OF MDB



Figure A-37: PRE TEST CLOSE-UP OF IMPACT POINT TARGET SHOWING WELDING ROD



Figure A-38: POST TEST CLOSE-UP OF IMPACT POINT TARGET



Figure A-39: VEHICLE TIRE PLACARD



Figure A-40: VEHICLE CERTIFICATION LABEL



Figure A-41: IMPACT



Figure A-42: ROLLOVER 0 DEGREES

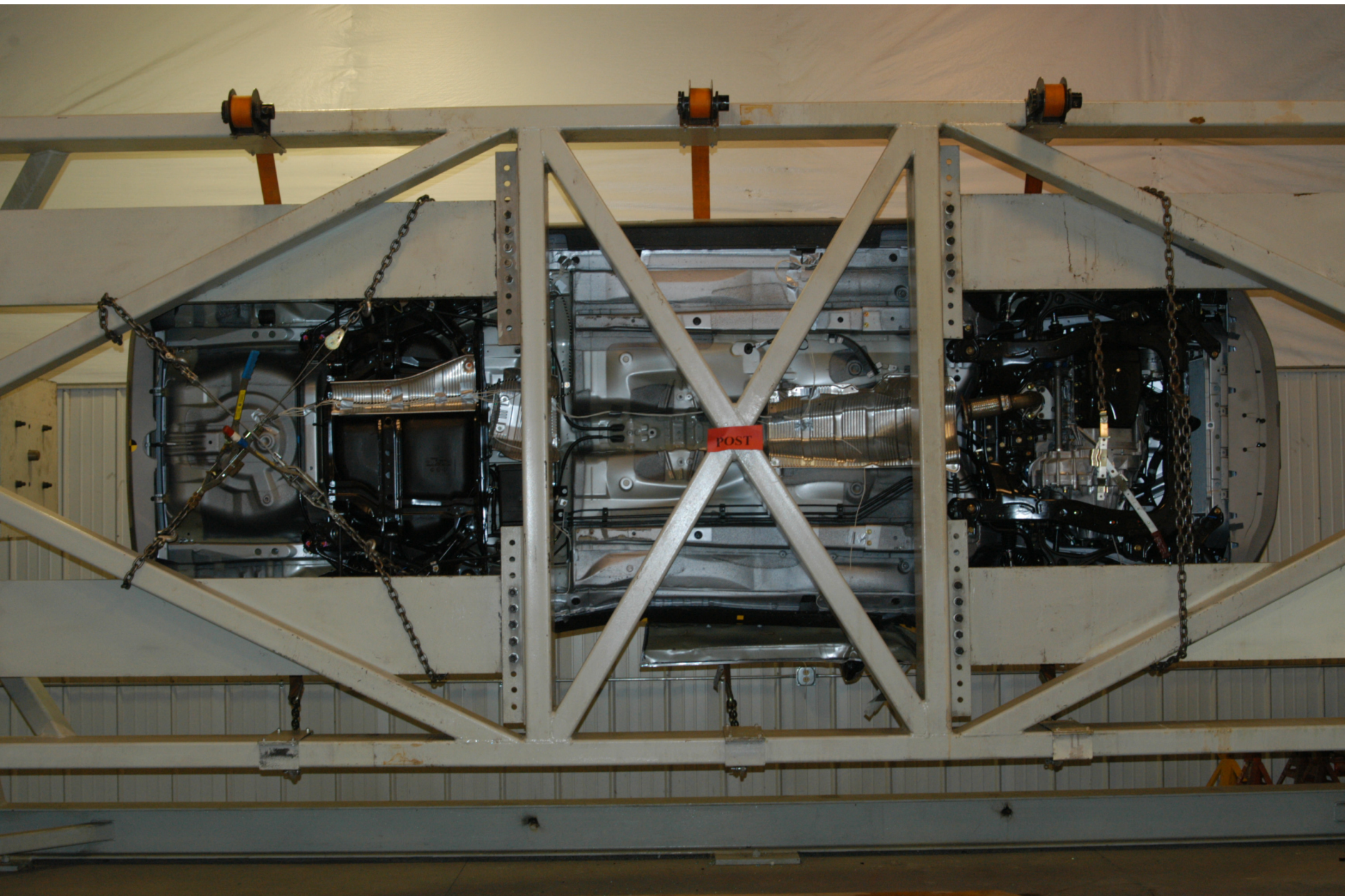


Figure A-43: ROLLOVER 90 DEGREES

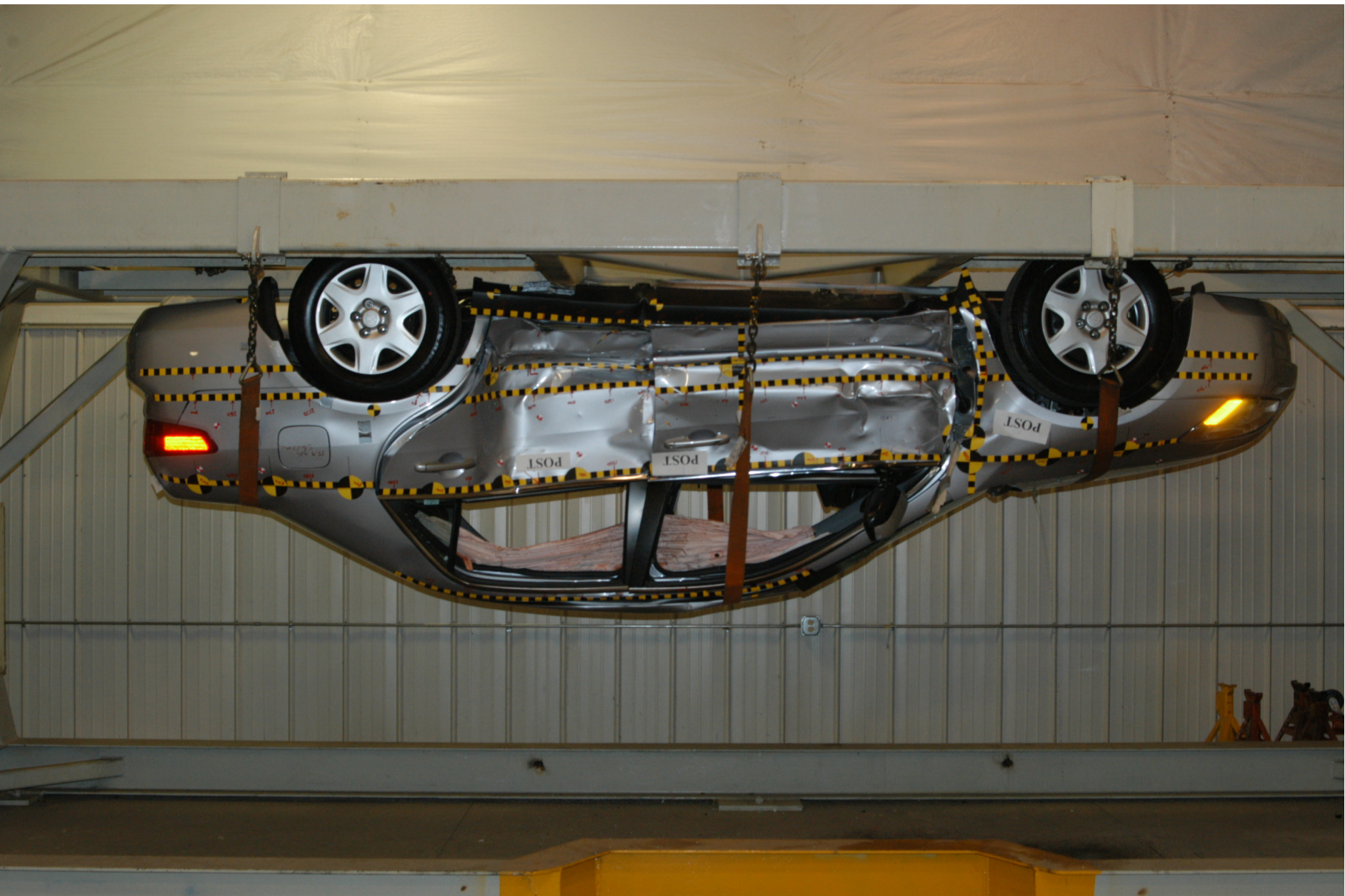


Figure A-44: ROLLOVER 180 DEGREES



Figure A-45: ROLLOVER 270 DEGREES



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Figure A-52: POST-TEST ALUMINUM BARRIER RIGHT SIDE



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Figure A-54: POST-TEST ALUMINUM BARRIER TOP

APPENDIX B

VEHICLE, MDB, AND SID H3 RESPONSE DATA

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 UPPER NECK FORCES – FILTER CLASS 1000; UPPER NECK MOMENTS FILTER CLASS 600
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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS

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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS (REDUNDANT)
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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOT (REDUNDANT)
 ACCELERATION DATA – FIR FILTERED

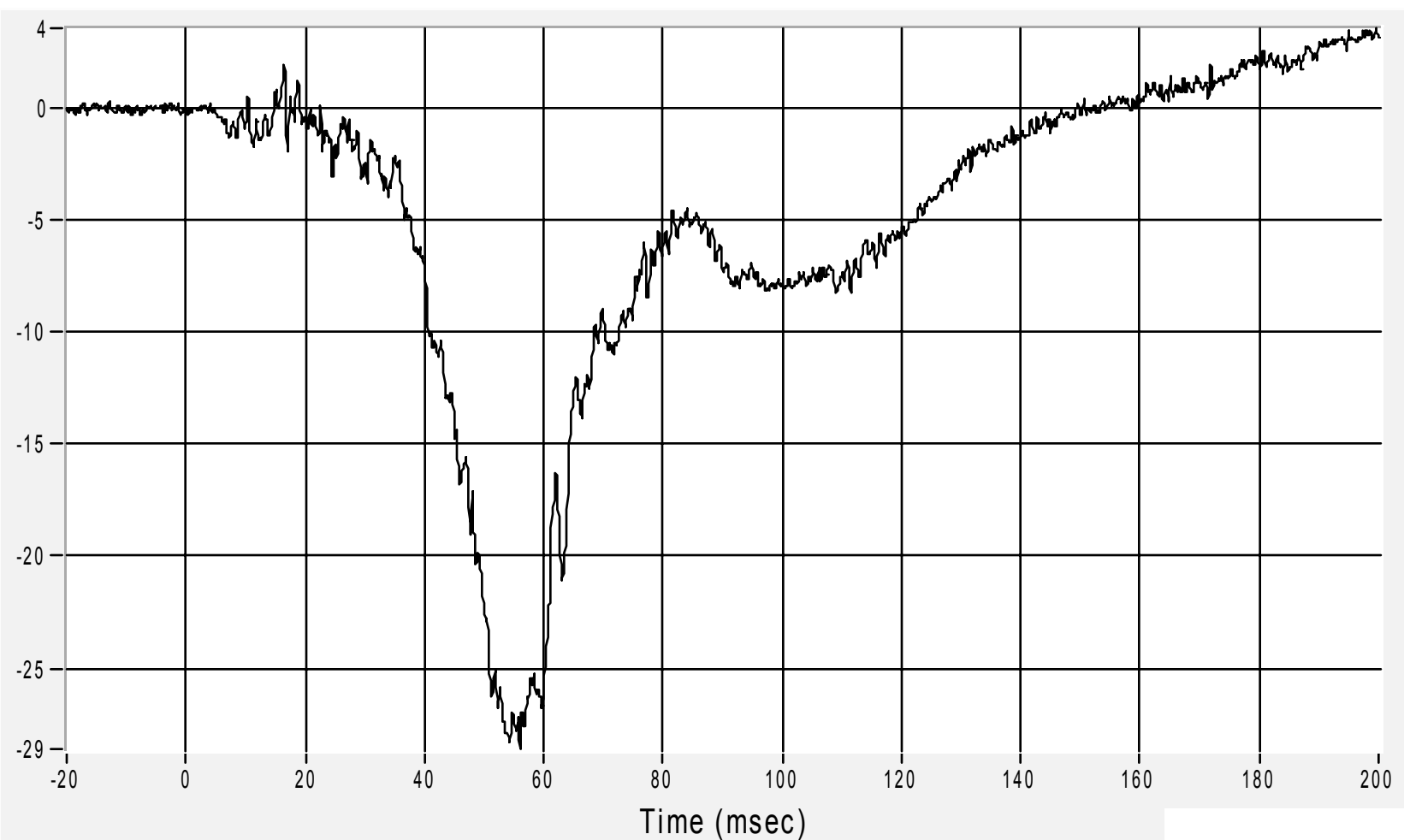
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Driver Head CG (X) Acceleration

Acceleration (G's) CFC1000

Max 3.6 G at 199.5 msec

Min -28.6 G at 56.1 msec



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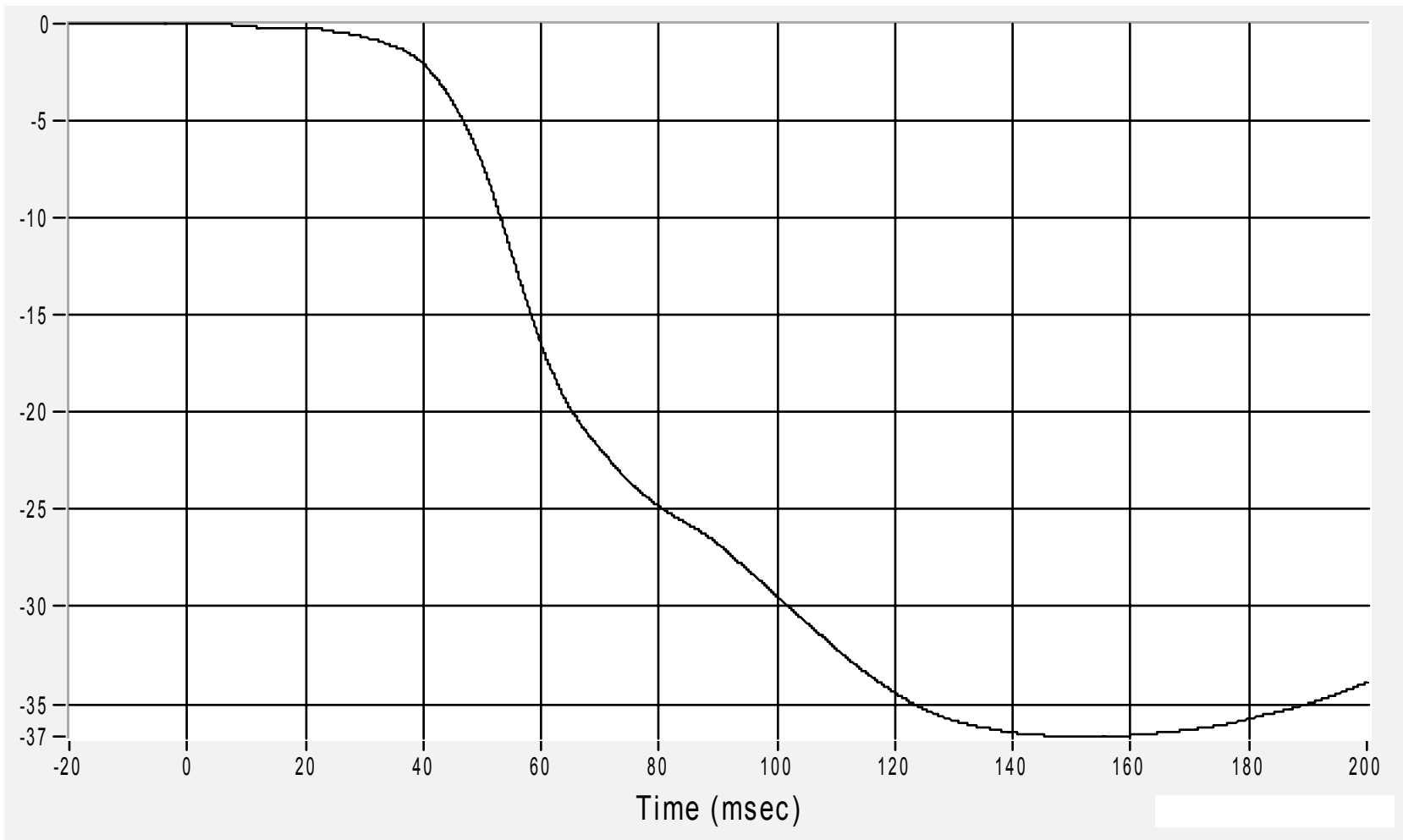
Medical College of Wisconsin
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Driver Head CG (X) Velocity

Velocity (km/h) CFC180

Max 0.0 km/h at 0.0 msec

Min -36.7 km/h at 153.2 msec



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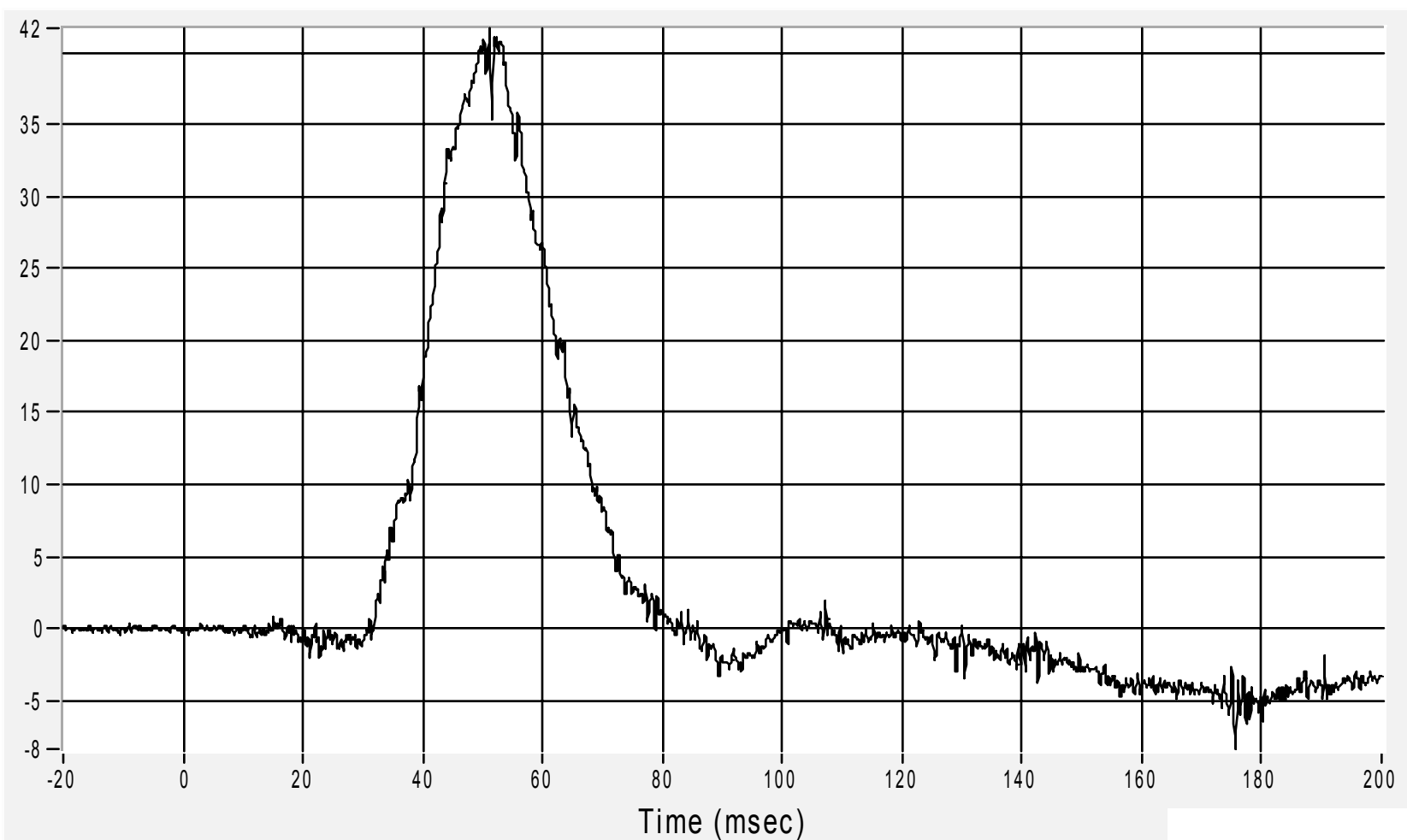
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Driver Head CG (Y) Acceleration

Acceleration (G's) CFC1000

Max 41.7 G at 51.2 msec

Min -8.4 G at 175.6 msec



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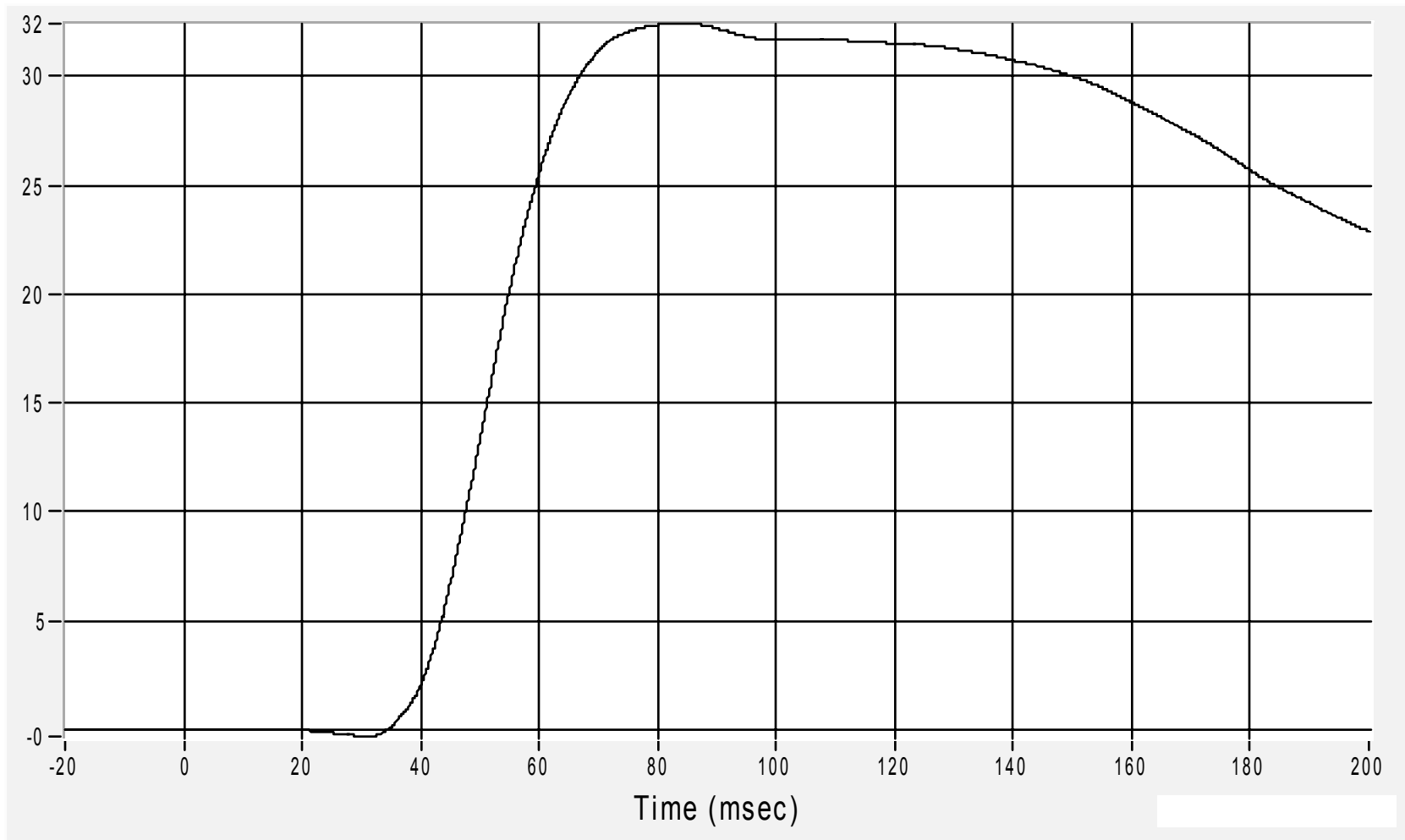
*Medical College of Wisconsin
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Driver Head CG (Y) Velocity

Velocity (km/h) CFC180

Max 32.4 km/h at 84.9 msec

Min -0.3 km/h at 31.2 msec



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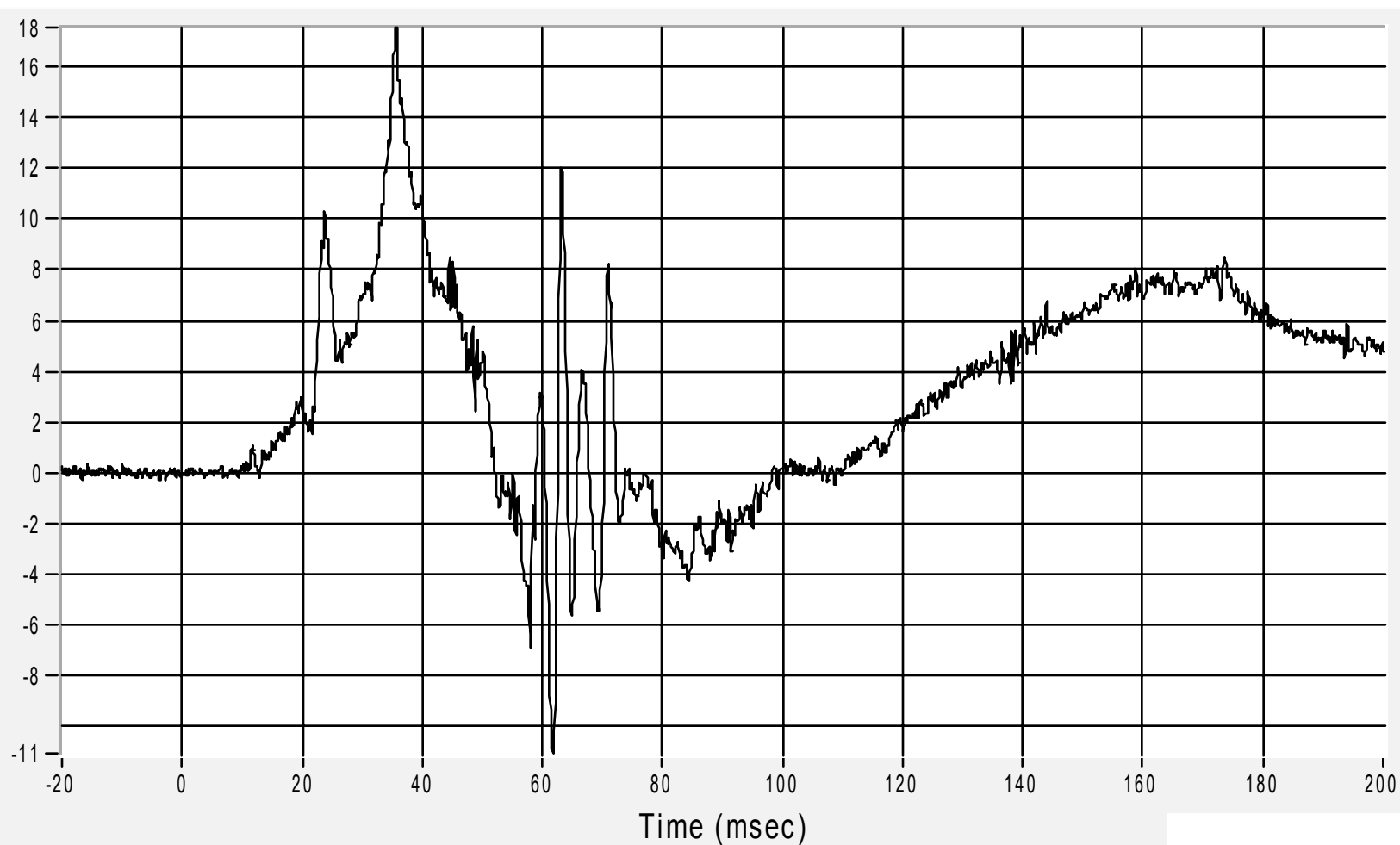
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Driver Head CG (Z) Acceleration

Acceleration (G's) CFC1000

Max 17.5 G at 35.7 msec

Min -11.1 G at 61.8 msec



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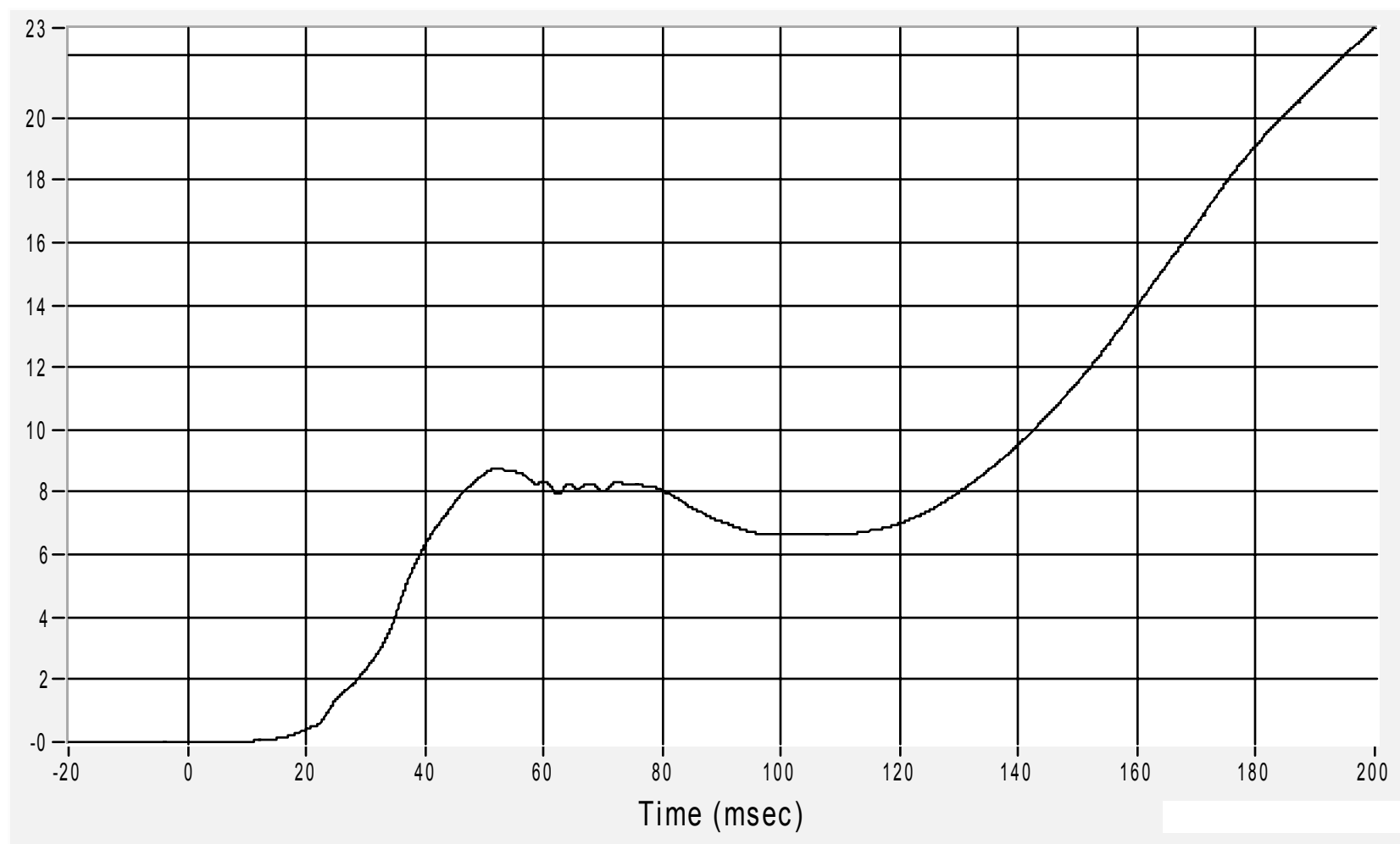
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Driver Head CG (Z) Velocity

Velocity (km/h) CFC180

Max 22.9 km/h at 199.9 msec

Min 0.0 km/h at 5.2 msec



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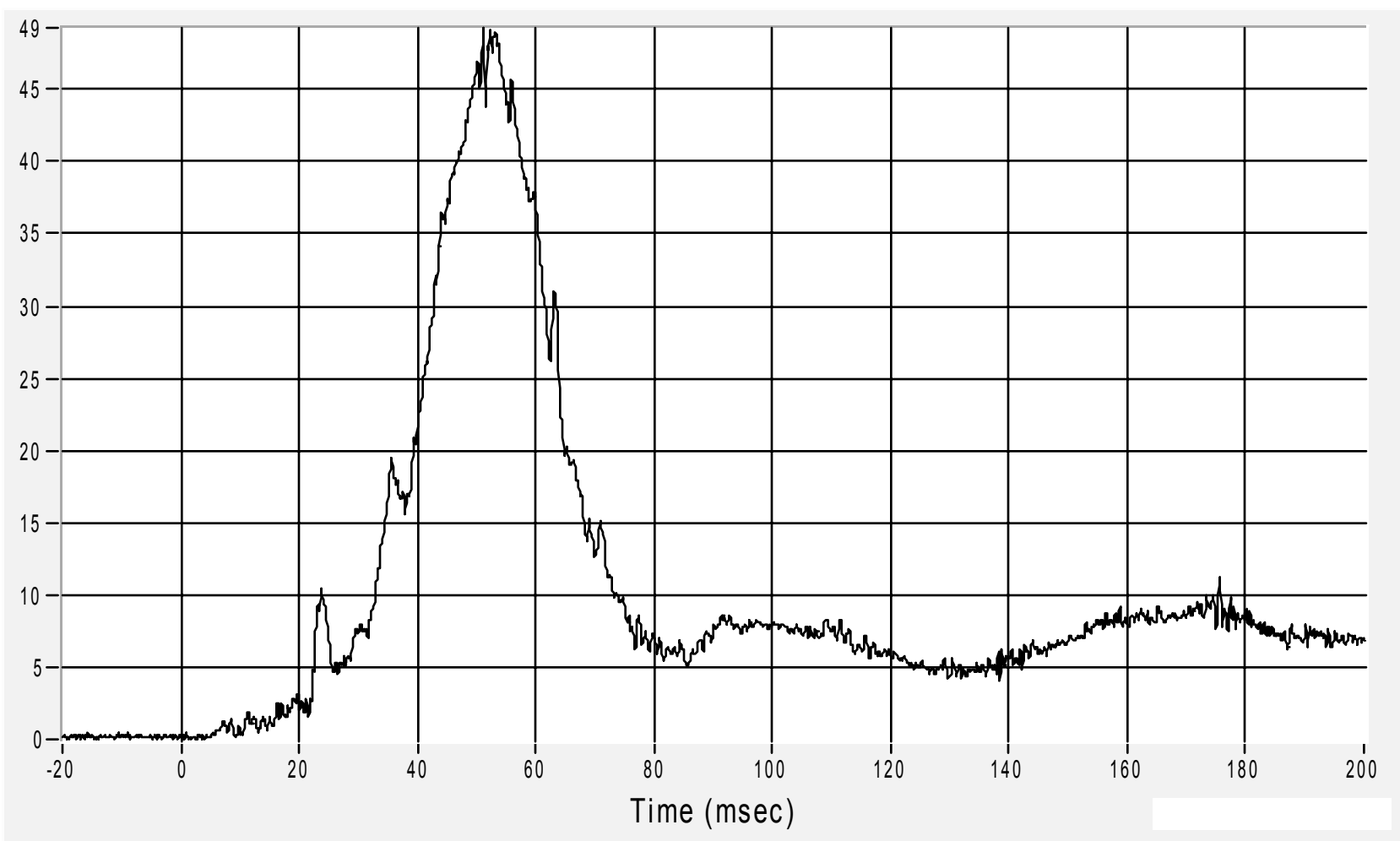
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Driver Head Resultant Acceleration

Acceleration (G's) CFC1000

Max 49.3 G's at 51.2 msec

Min 0.0 G's at 3.5 msec



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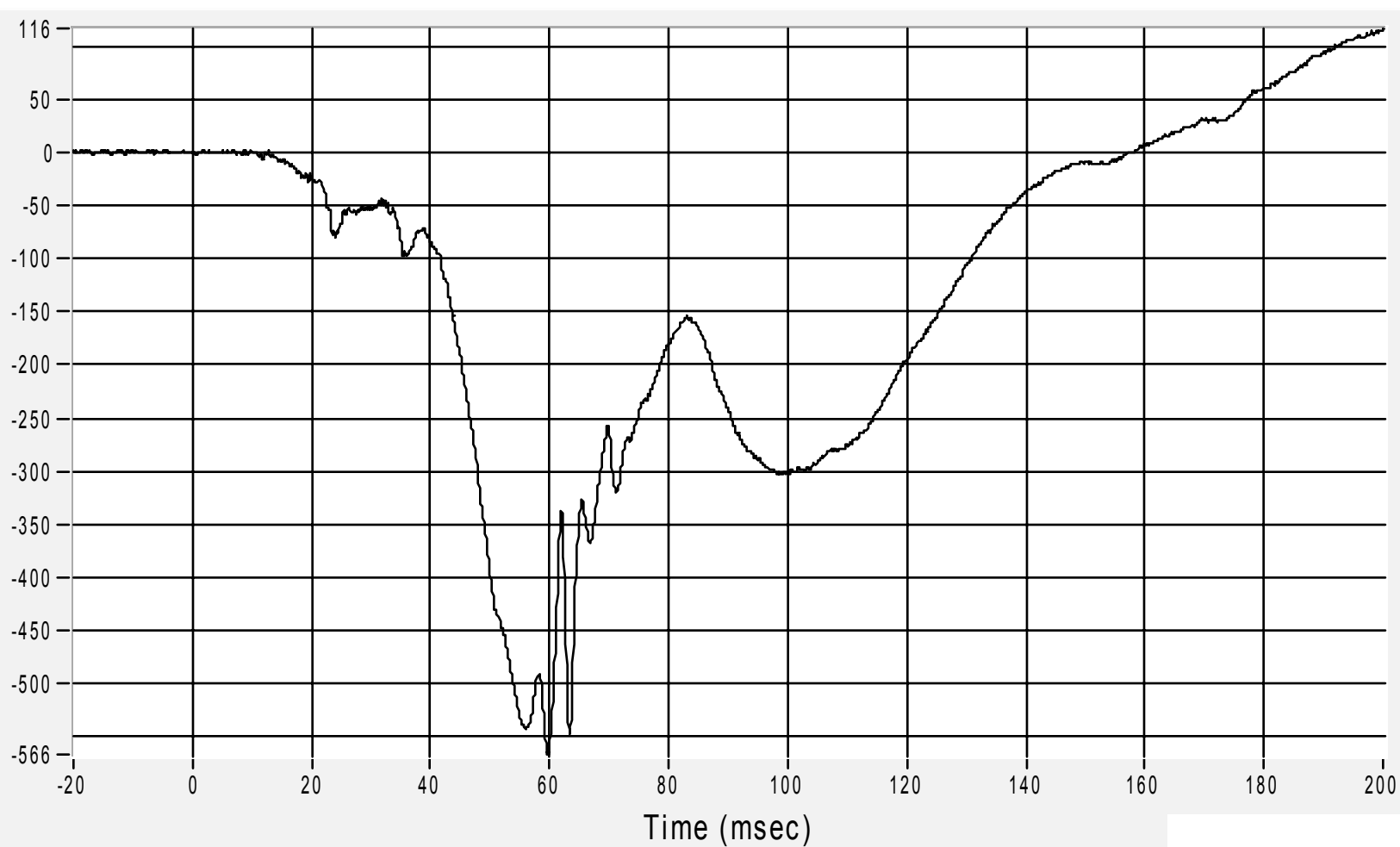
Driver Upper Neck (X) Force

Force (N)

CFC1000

Max 116.1 N at 199.9 msec

Min -566.2 N at 59.8 msec



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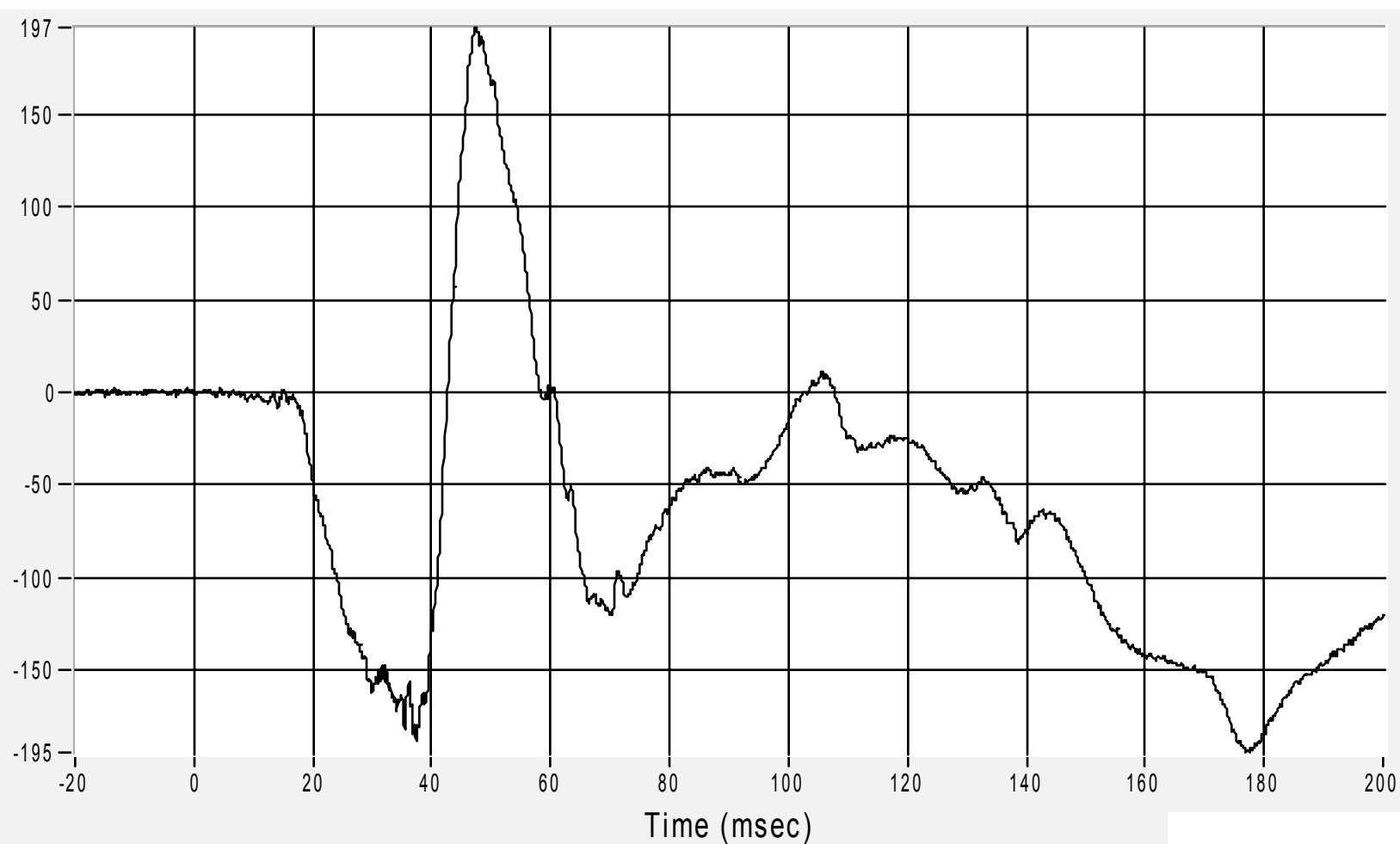
Driver Upper Neck (Y) Force

Force (N)

CFC1000

Max 197.3 N at 47.3 msec

Min -194.9 N at 177.0 msec



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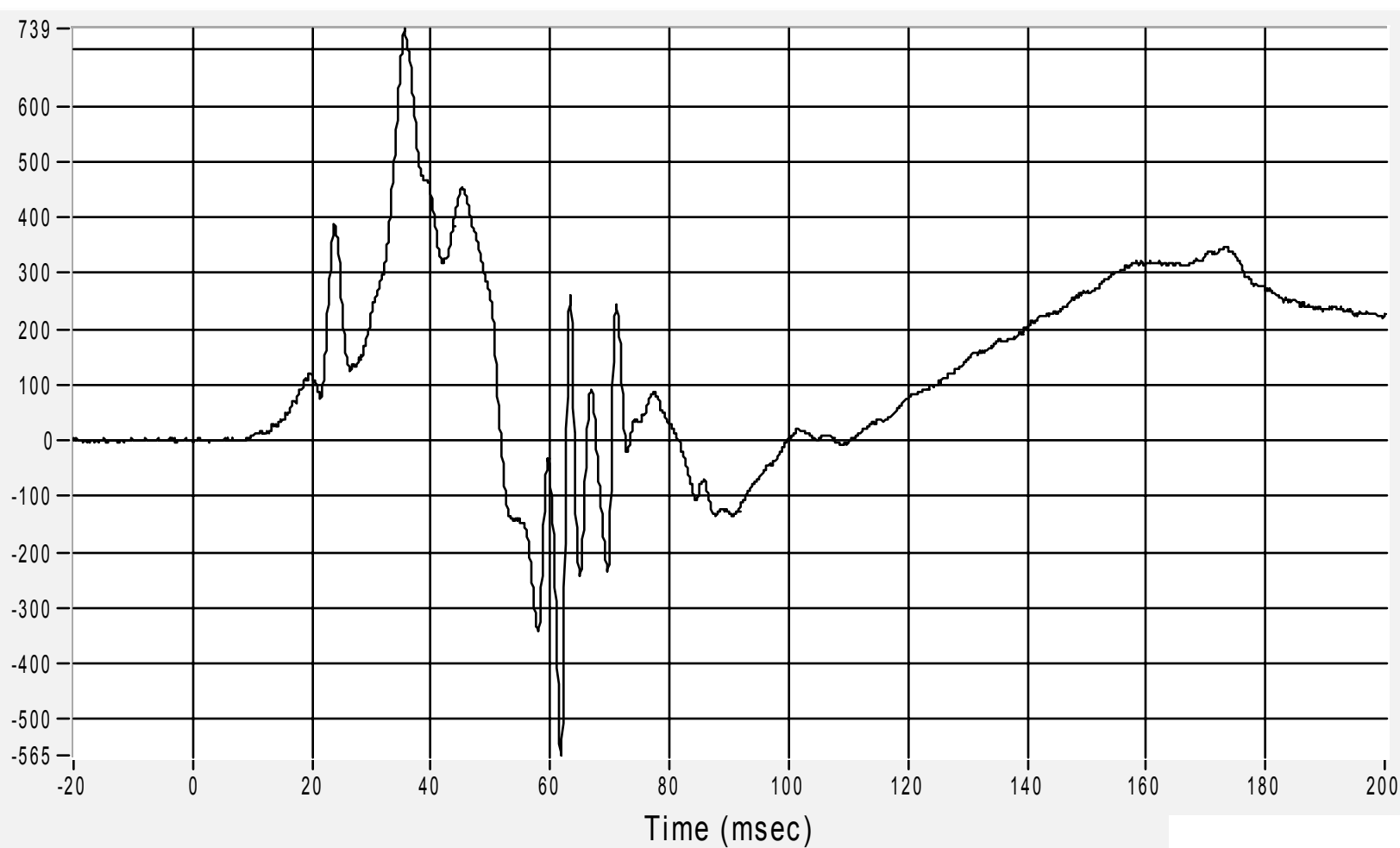
Driver Upper Neck (Z) Force

Force (N)

CFC1000

Max 738.6 N at 35.5 msec

Min -565.0 N at 61.8 msec



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13 December 2004

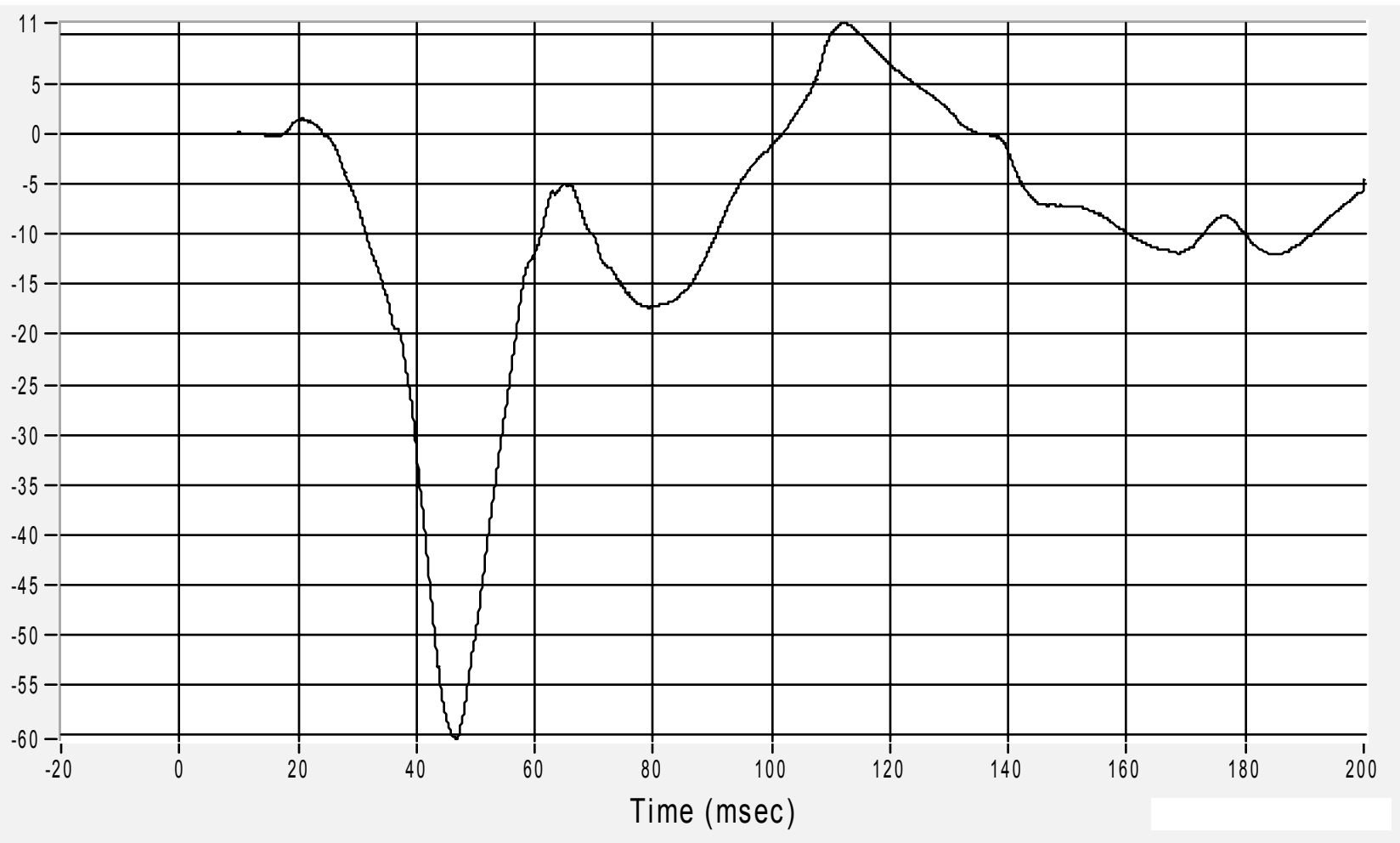
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Driver Upper Neck (X) Moment

Moment (Nm) CFC600

Max 11.2 Nm at 112.1 msec

Min -60.5 Nm at 46.9 msec



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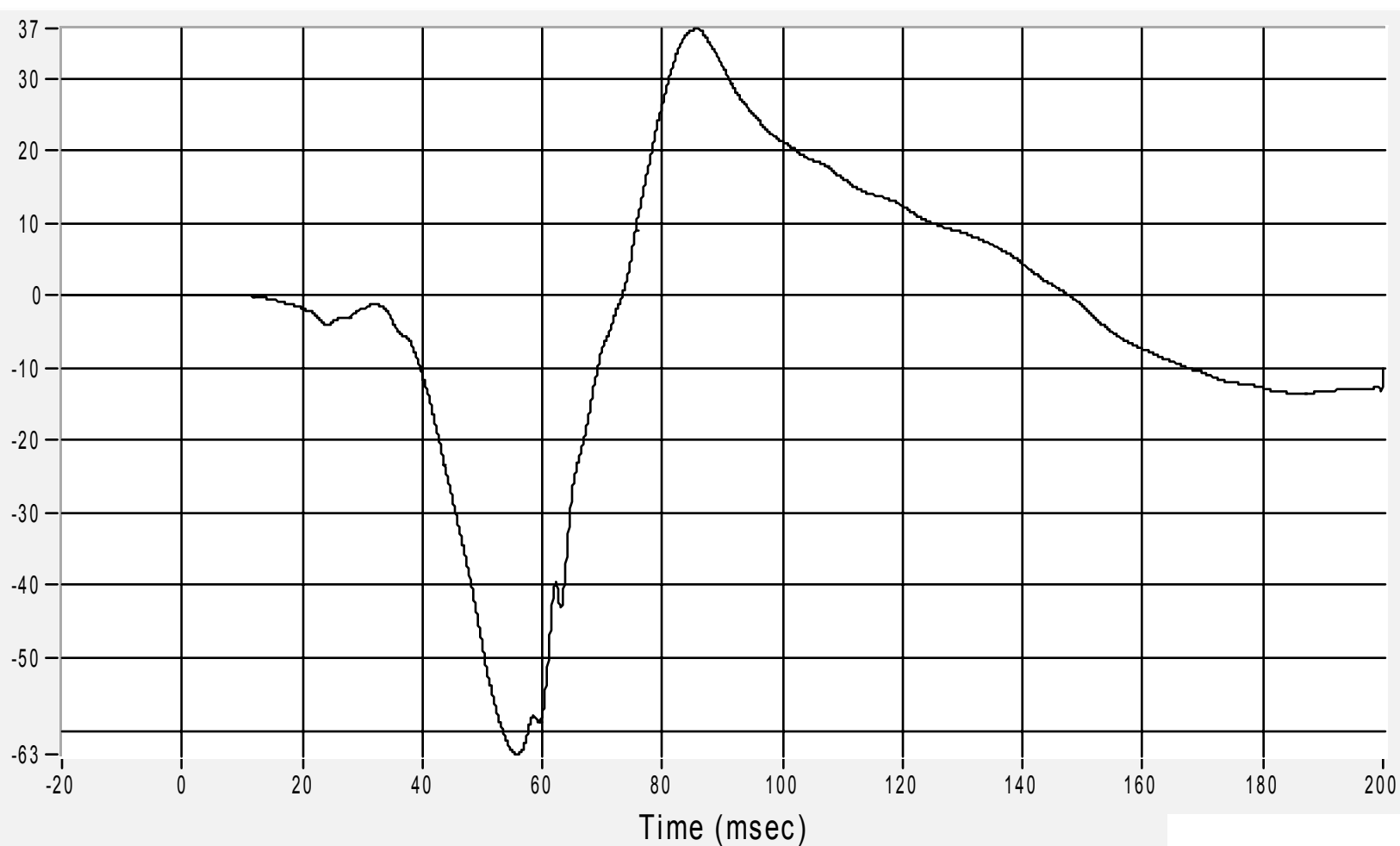
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Driver Upper Neck (Y) Moment

Moment (Nm) CFC600

Max 36.8 Nm at 85.5 msec

Min -63.3 Nm at 55.8 msec



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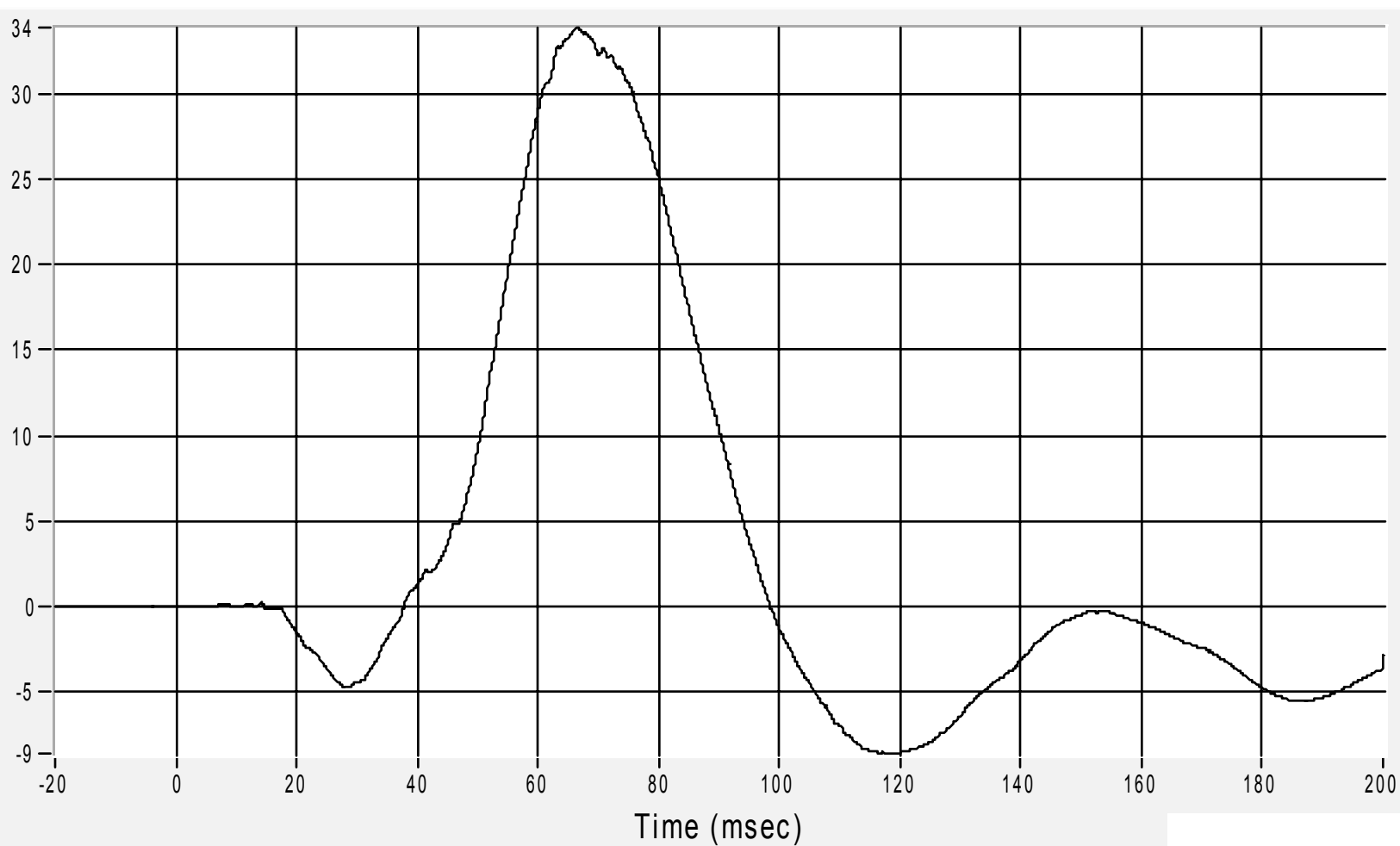
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Driver Upper Neck (Z) Moment

Moment (Nm) CFC600

Max 33.9 Nm at 66.6 msec

Min -8.6 Nm at 119.7 msec



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13 December 2004

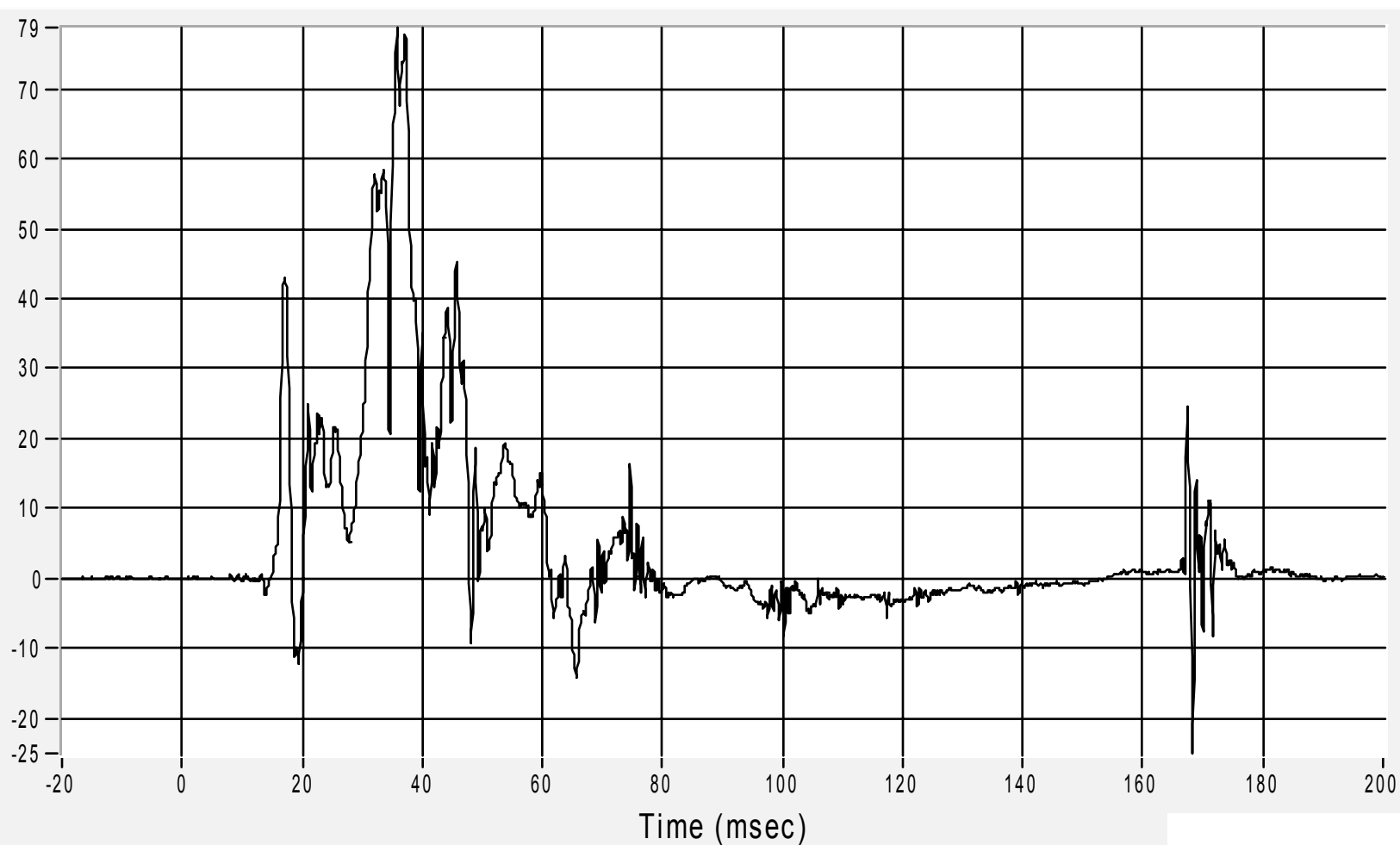
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Driver Upper Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 78.8 G at 35.8 msec

Min -25.1 G at 168.2 msec



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13 December 2004

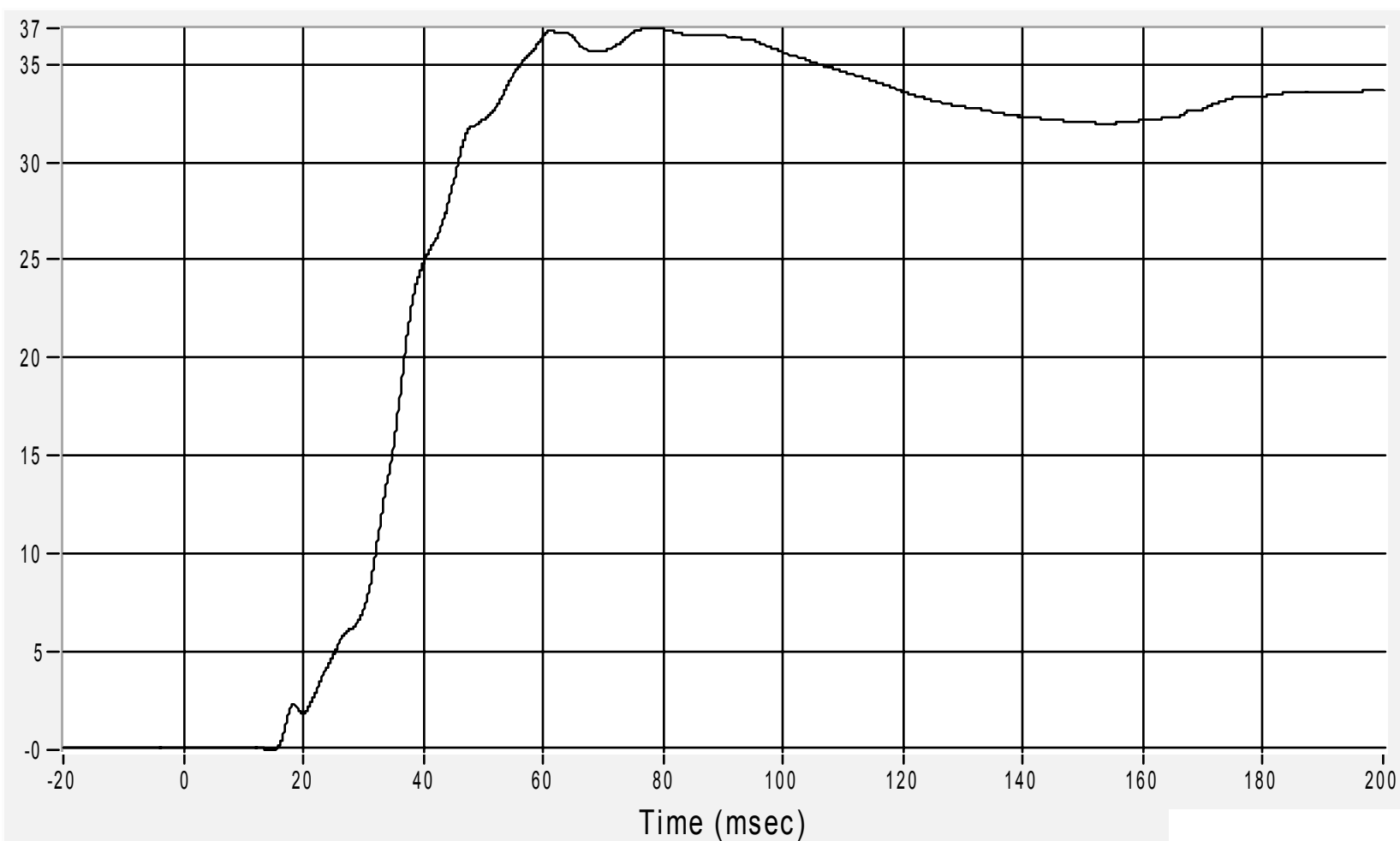
*Medical College of Wisconsin
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Driver Upper Rib (Y) Velocity

Velocity (km/h) CFC180

Max 36.8 km/h at 78.3 msec

Min 0.0 km/h at 14.9 msec



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13 December 2004

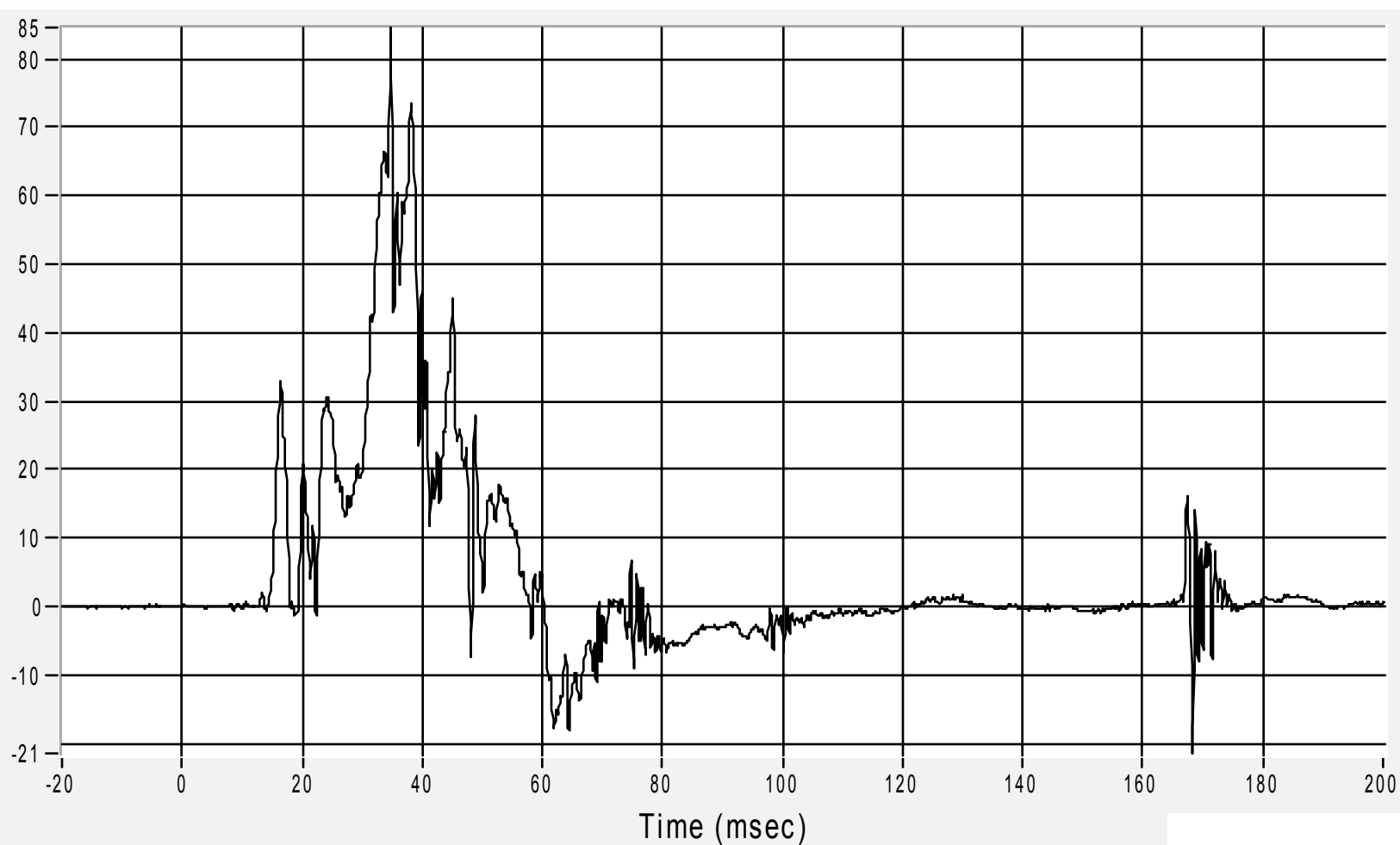
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Lower Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 84.6 G at 34.7 msec

Min -21.4 G at 168.3 msec



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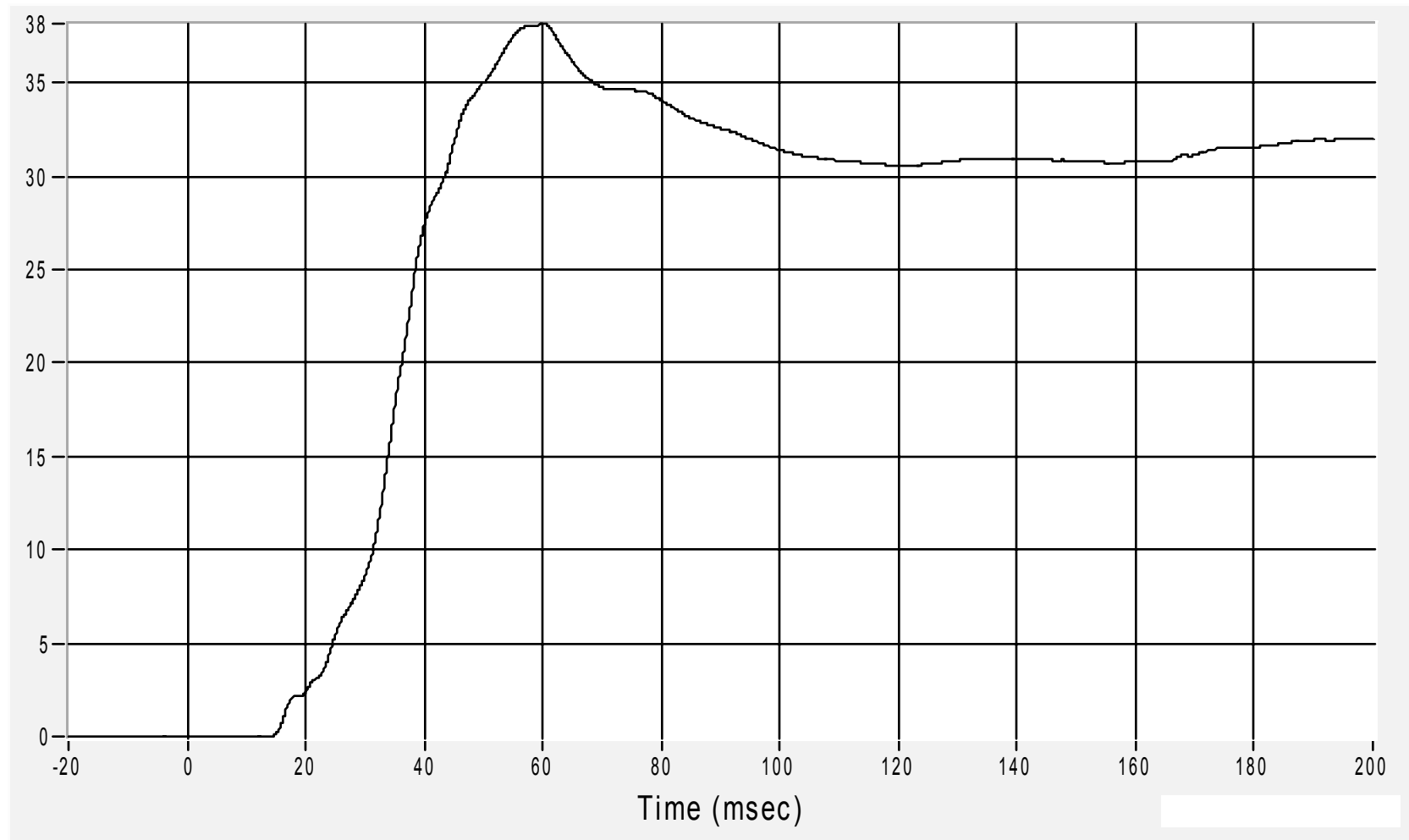
Medical College of Wisconsin
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Driver Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 38.2 km/h at 60.1 msec

Min 0.0 km/h at 0.0 msec



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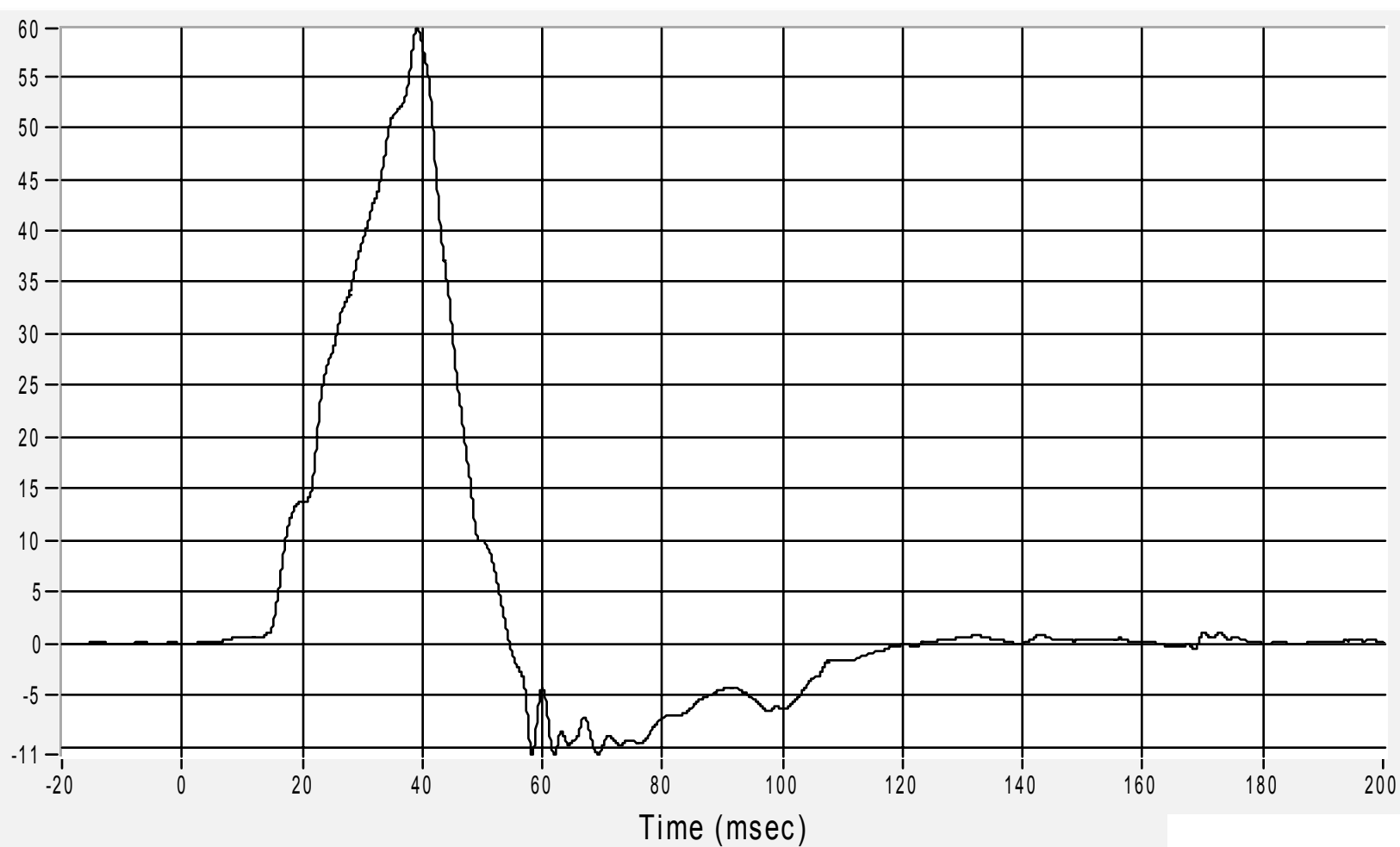
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Acceleration

Acceleration (G's) CFC180

Max 59.6 G at 39.2 msec

Min -10.8 G at 69.3 msec



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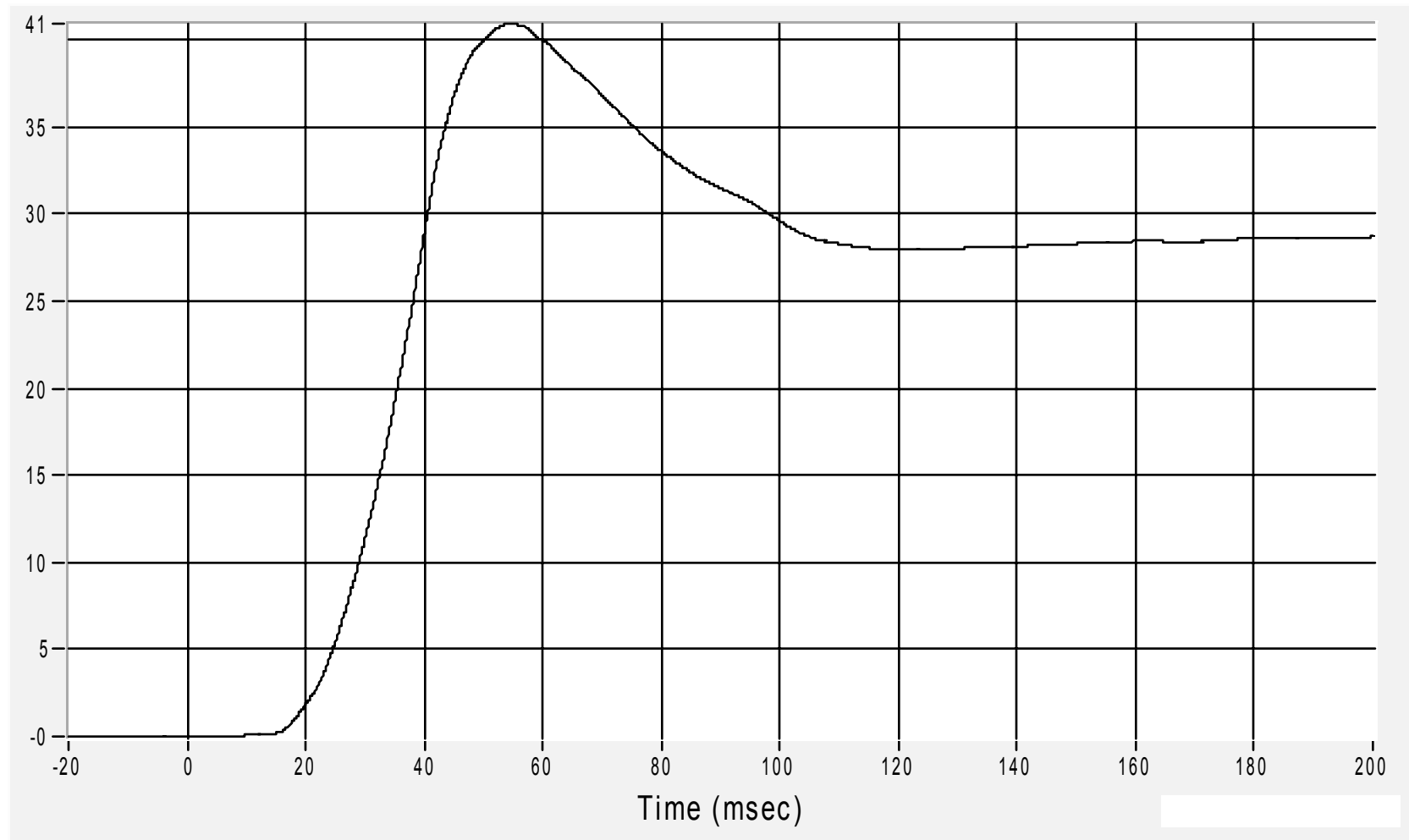
Medical College of Wisconsin
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Driver Lower Spine (Y) Velocity

Velocity (km/h) CFC180

Max 40.9 km/h at 54.6 msec

Min 0.0 km/h at 1.4 msec



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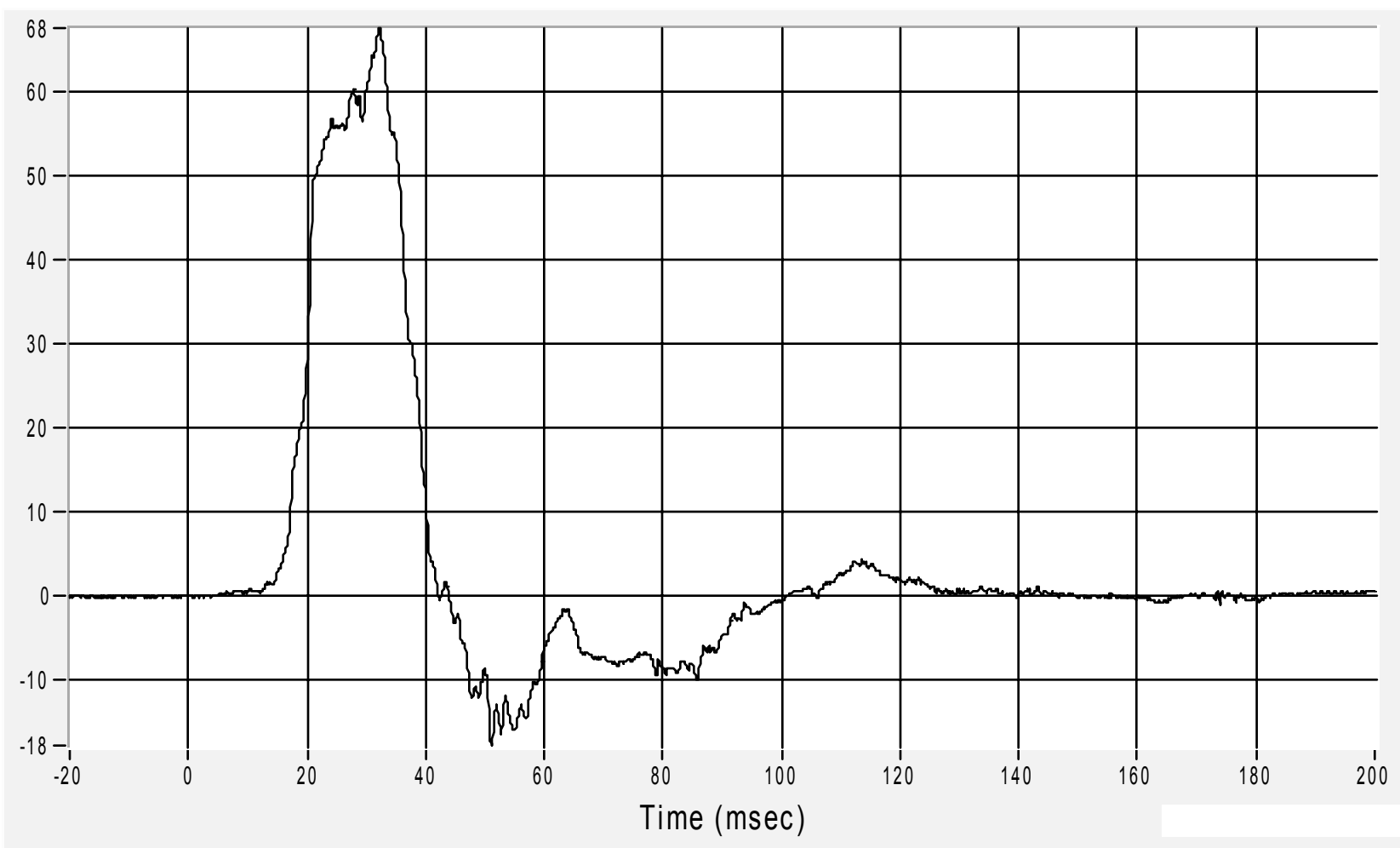
Medical College of Wisconsin
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Driver Pelvic (Y) Acceleration

Acceleration (G's) CFC1000

Max 67.5 G at 32.2 msec

Min -17.7 G at 51.1 msec



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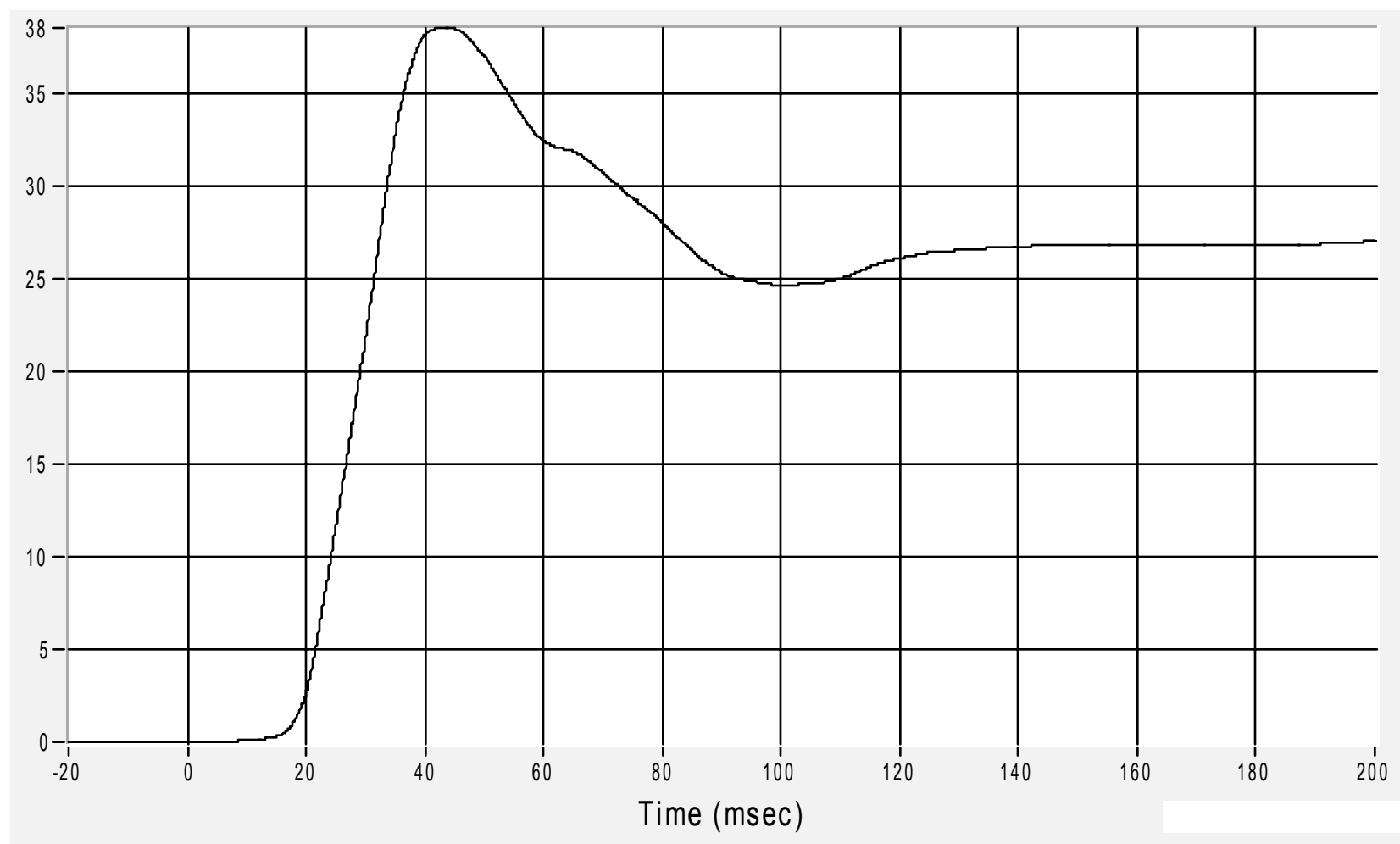
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Velocity

Velocity (km/h) CFC180

Max 38.5 km/h at 43.8 msec

Min 0.0 km/h at 0.0 msec



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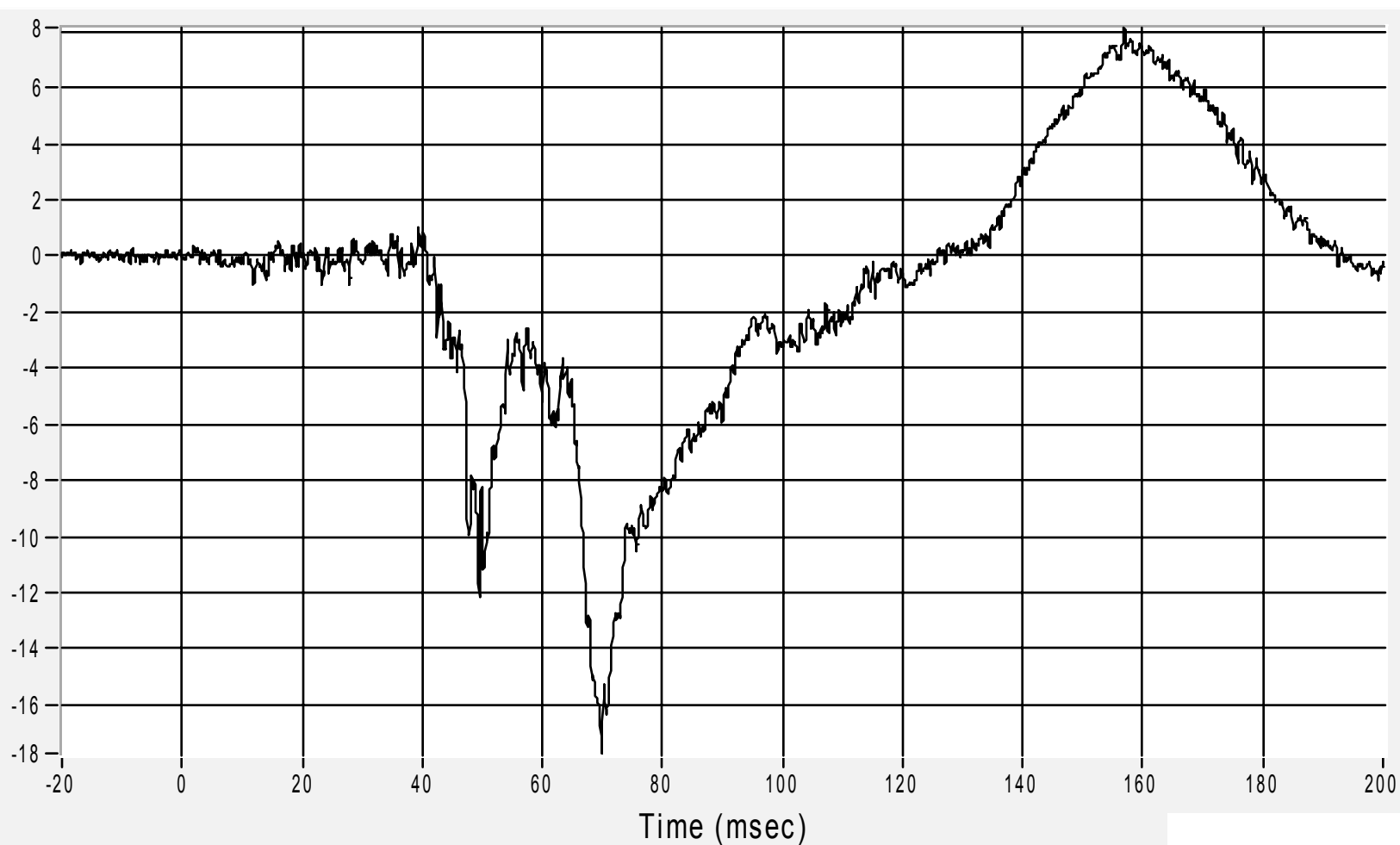
*Medical College of Wisconsin
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Passenger Head CG (X) Acceleration

Acceleration (G's) CFC1000

Max 8.2 G at 156.9 msec

Min -17.7 G at 69.9 msec



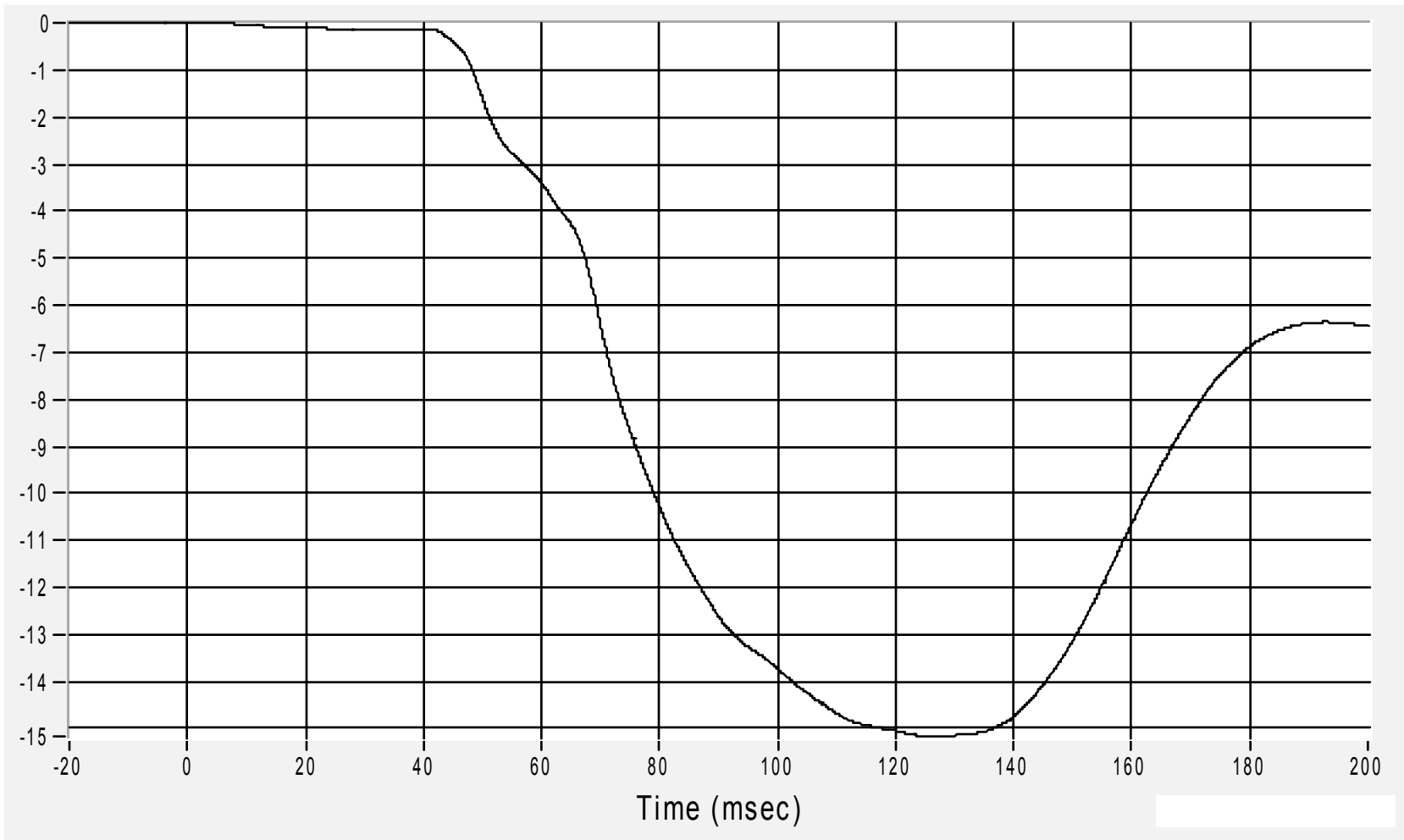
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Passenger Head CG (X) Velocity
Velocity (km/h) CFC180

Max 0.0 km/h at 3.1 msec
Min -15.2 km/h at 126.0 msec



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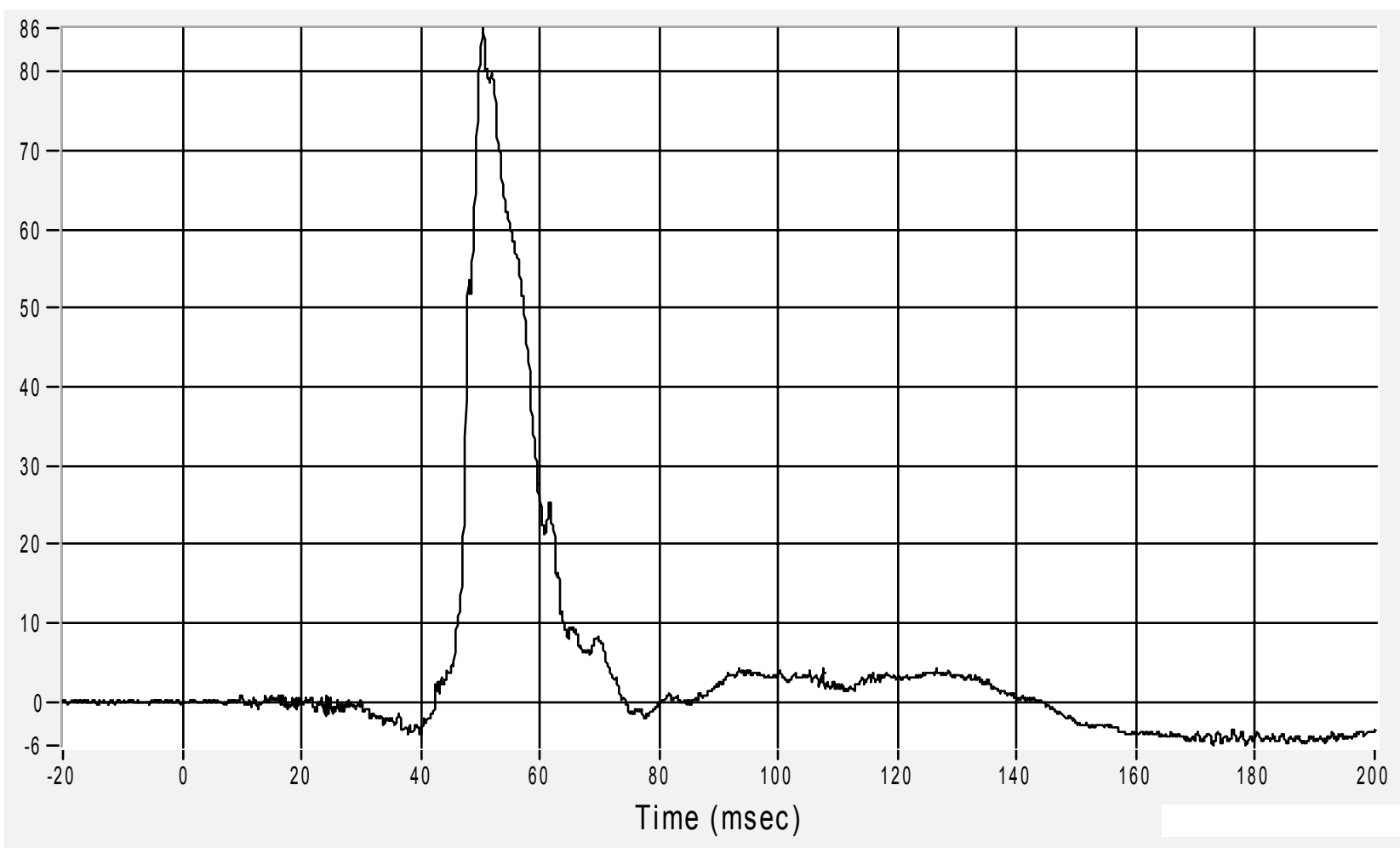
Medical College of Wisconsin
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Passenger Head CG (Y) Acceleration

Acceleration (G's) CFC1000

Max 85.6 G at 50.4 msec

Min -5.6 G at 178.4 msec



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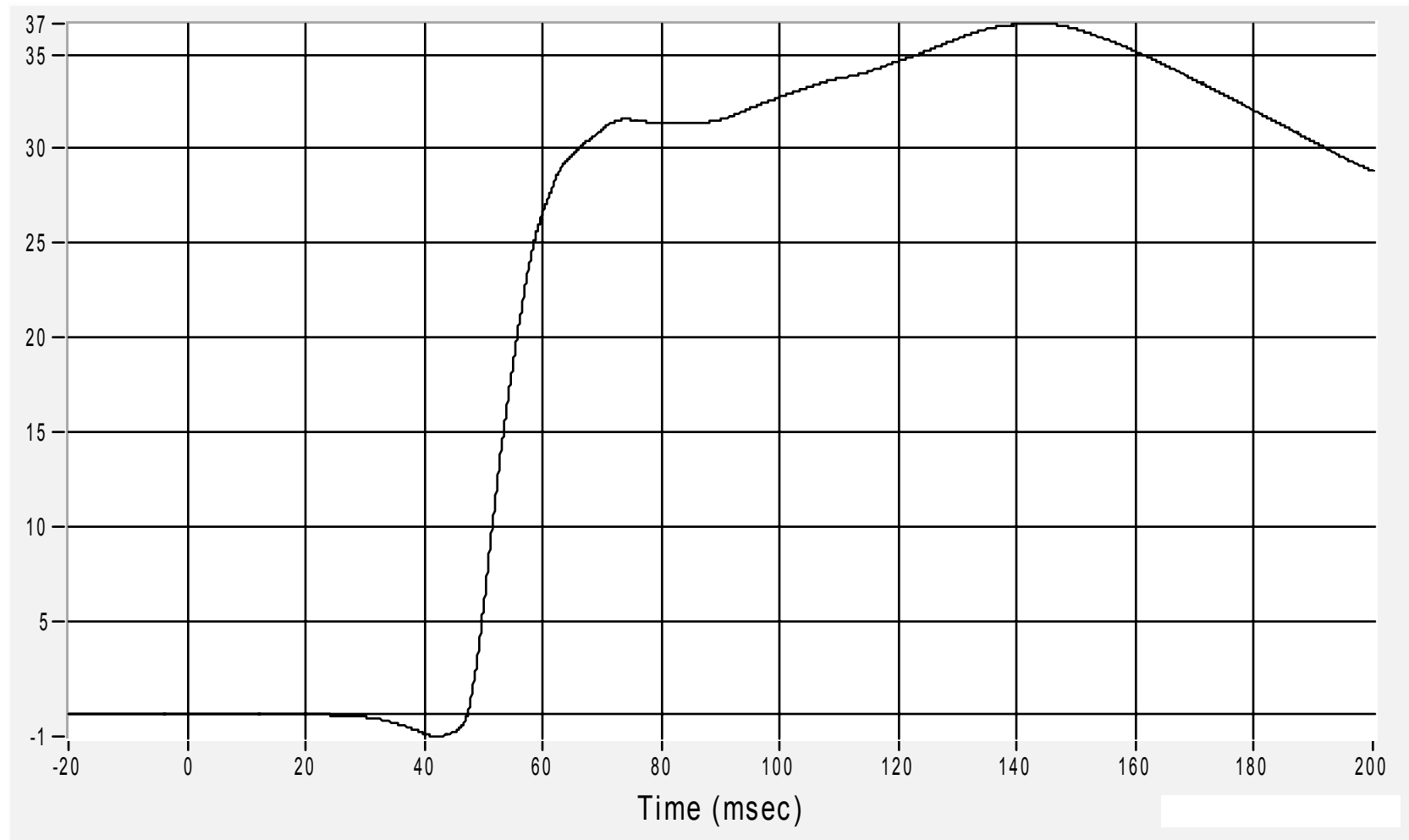
Medical College of Wisconsin
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Passenger Head CG (Y) Velocity

Velocity (km/h) CFC180

Max 36.6 km/h at 143.8 msec

Min -1.2 km/h at 42.2 msec



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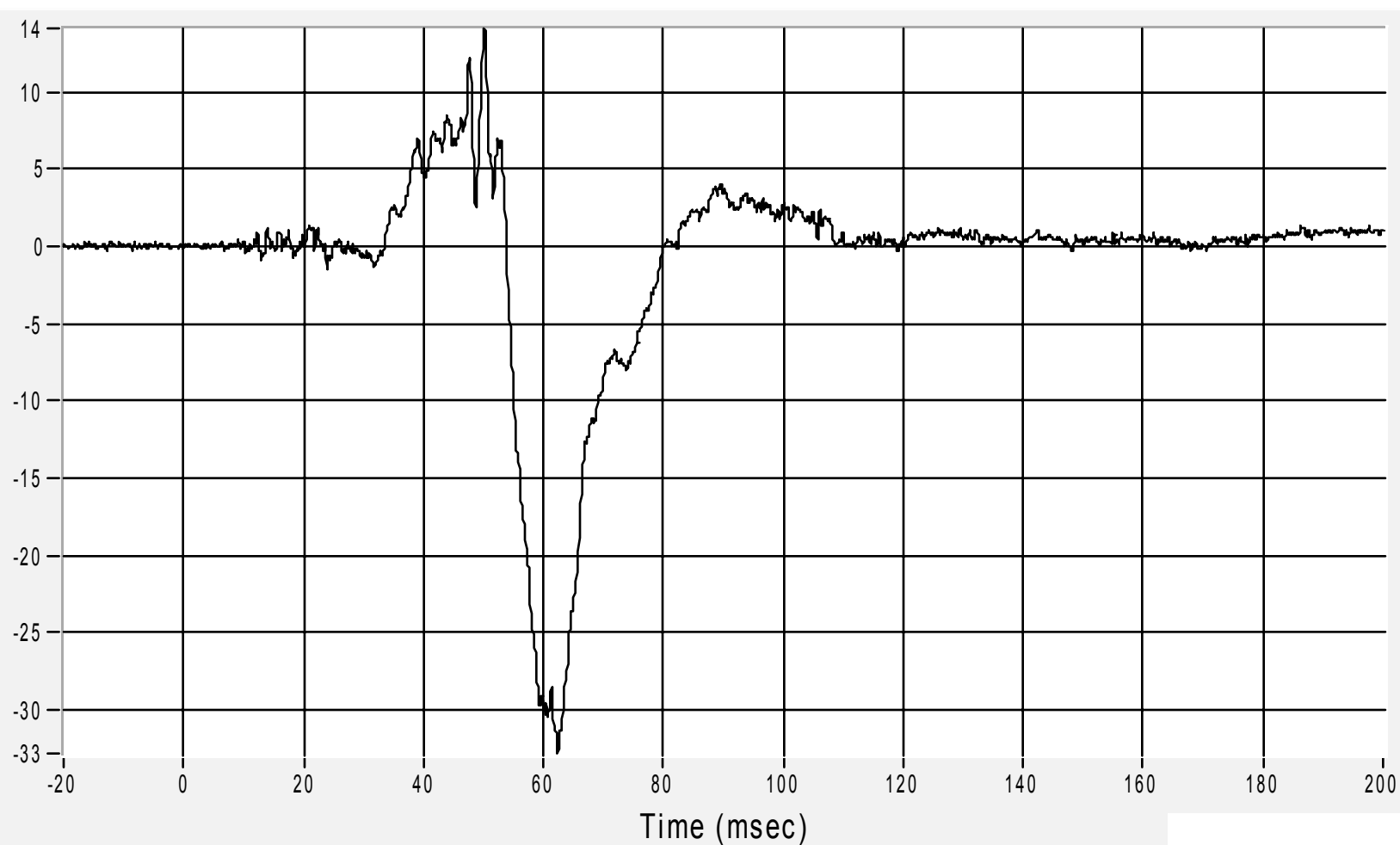
Medical College of Wisconsin
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Passenger Head CG (Z) Acceleration

Acceleration (G's) CFC1000

Max 14.1 G at 50.2 msec

Min -32.8 G at 62.4 msec



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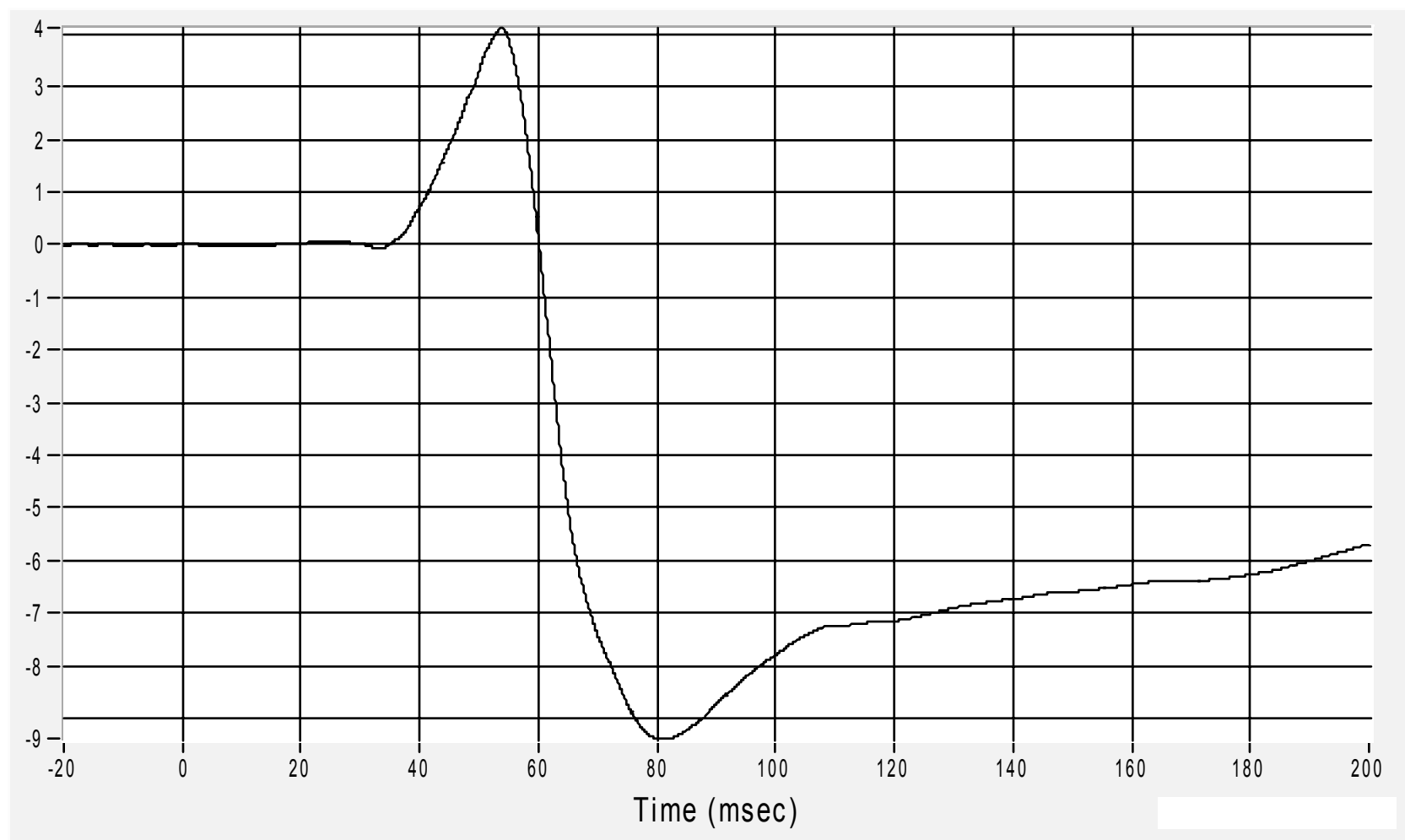
Medical College of Wisconsin
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Passenger Head CG (Z) Velocity

Velocity (km/h) CFC180

Max 4.1 km/h at 53.8 msec

Min -9.4 km/h at 80.2 msec



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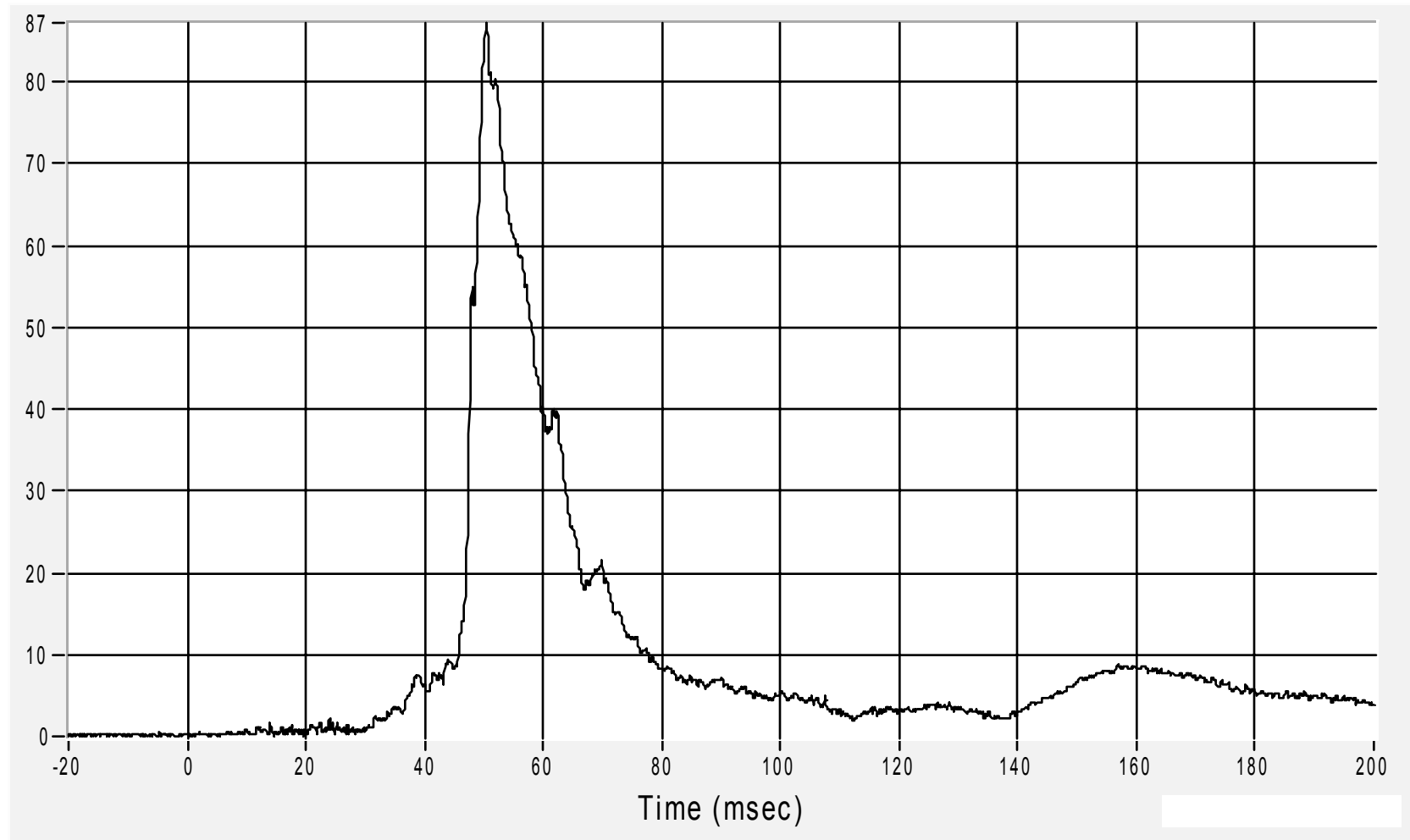
Medical College of Wisconsin
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Passenger Head Resultant Acceleration

Acceleration (G's) CFC1000

Max 87.2 G's at 50.4 msec

Min 0.0 G's at 0.6 msec



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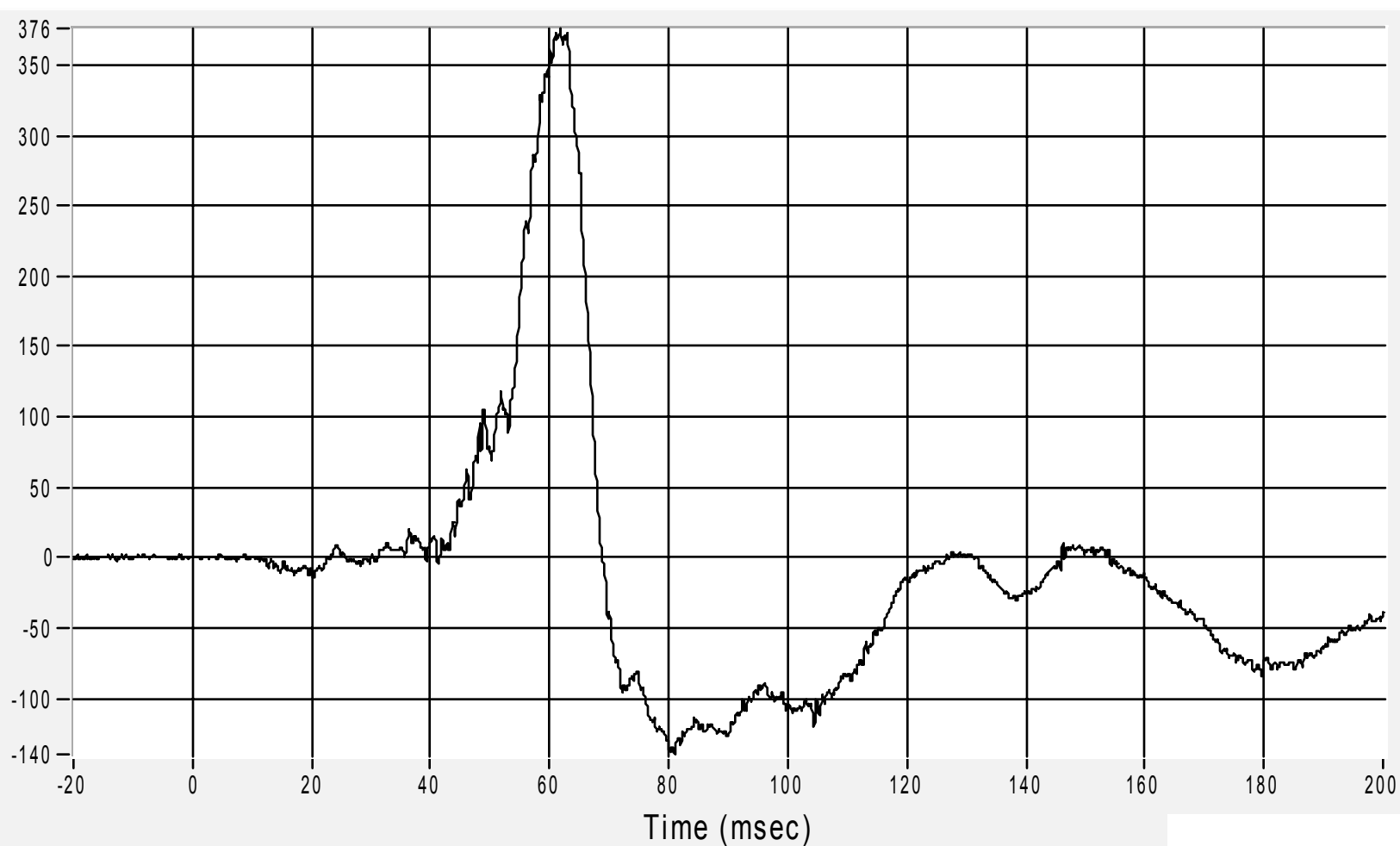
Passenger Upper Neck (X) Force

Force (N)

CFC1000

Max 376.0 N at 61.8 msec

Min -139.9 N at 81.0 msec



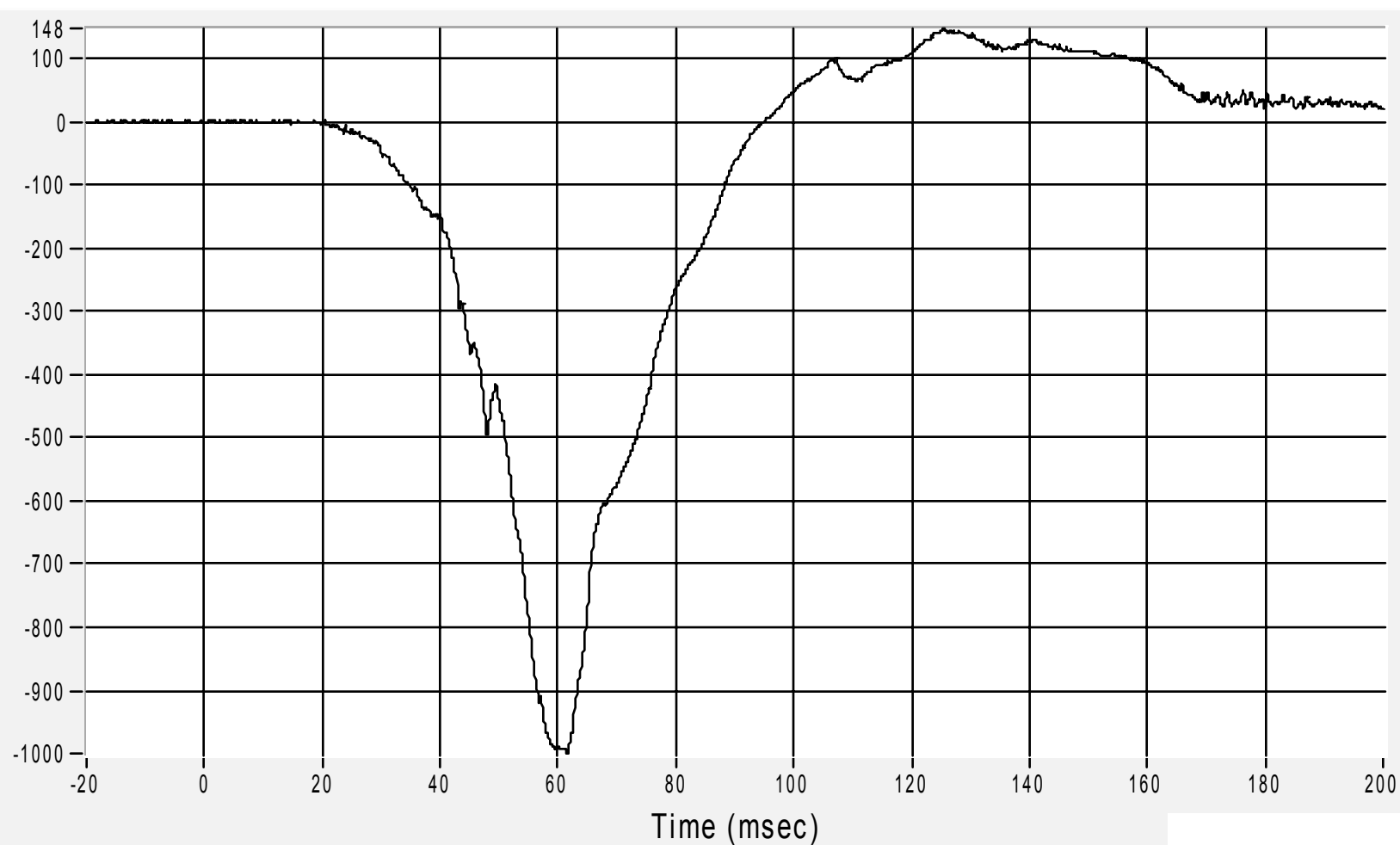
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Passenger Upper Neck (Y) Force
Force (N) CFC1000

Max 147.9 N at 125.4 msec
Min -999.9 N at 61.5 msec

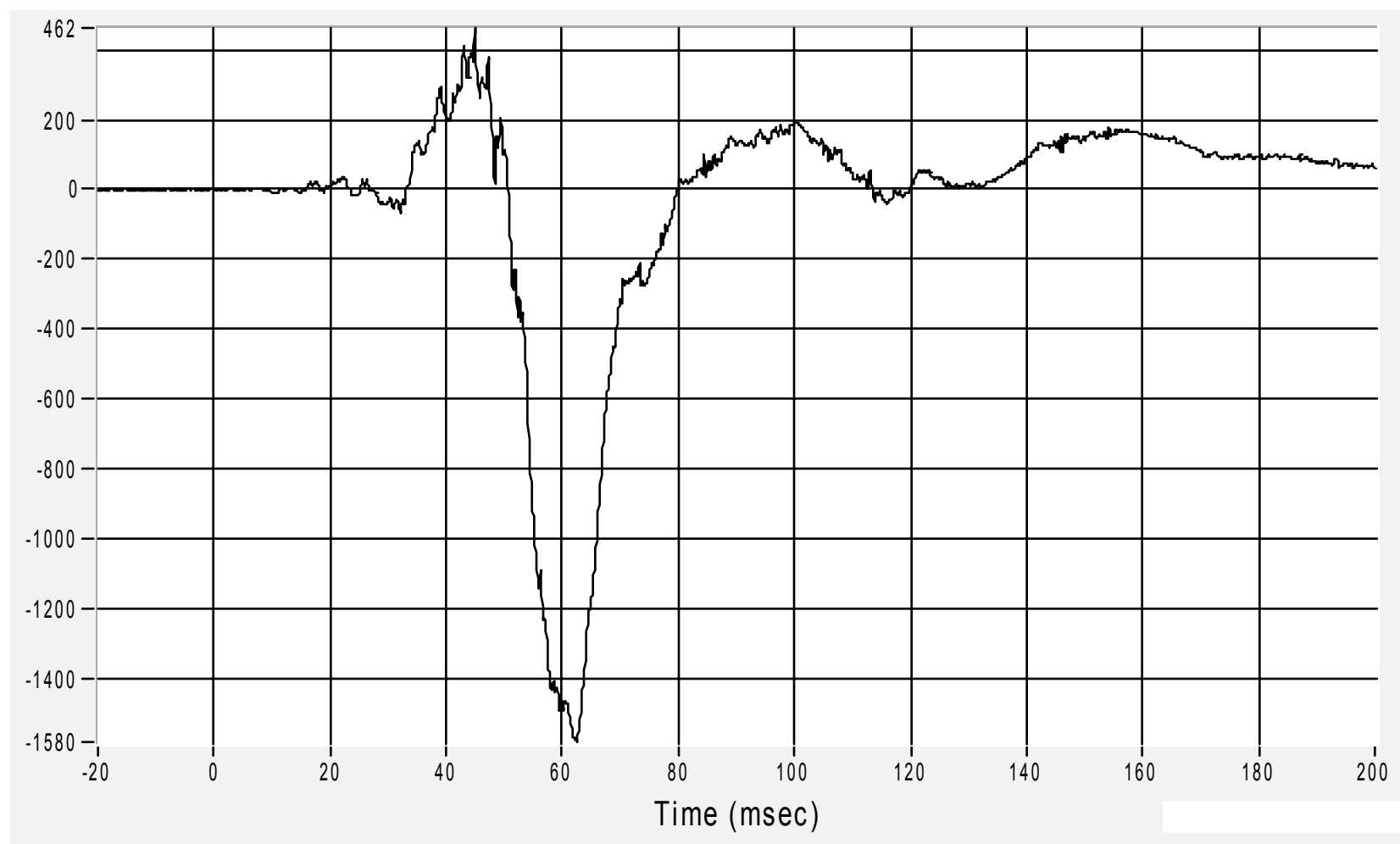


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Passenger Upper Neck (Z) Force
Force (N) CFC1000

Max 462.1 N at 45.0 msec
Min -1580.4 N at 62.5 msec



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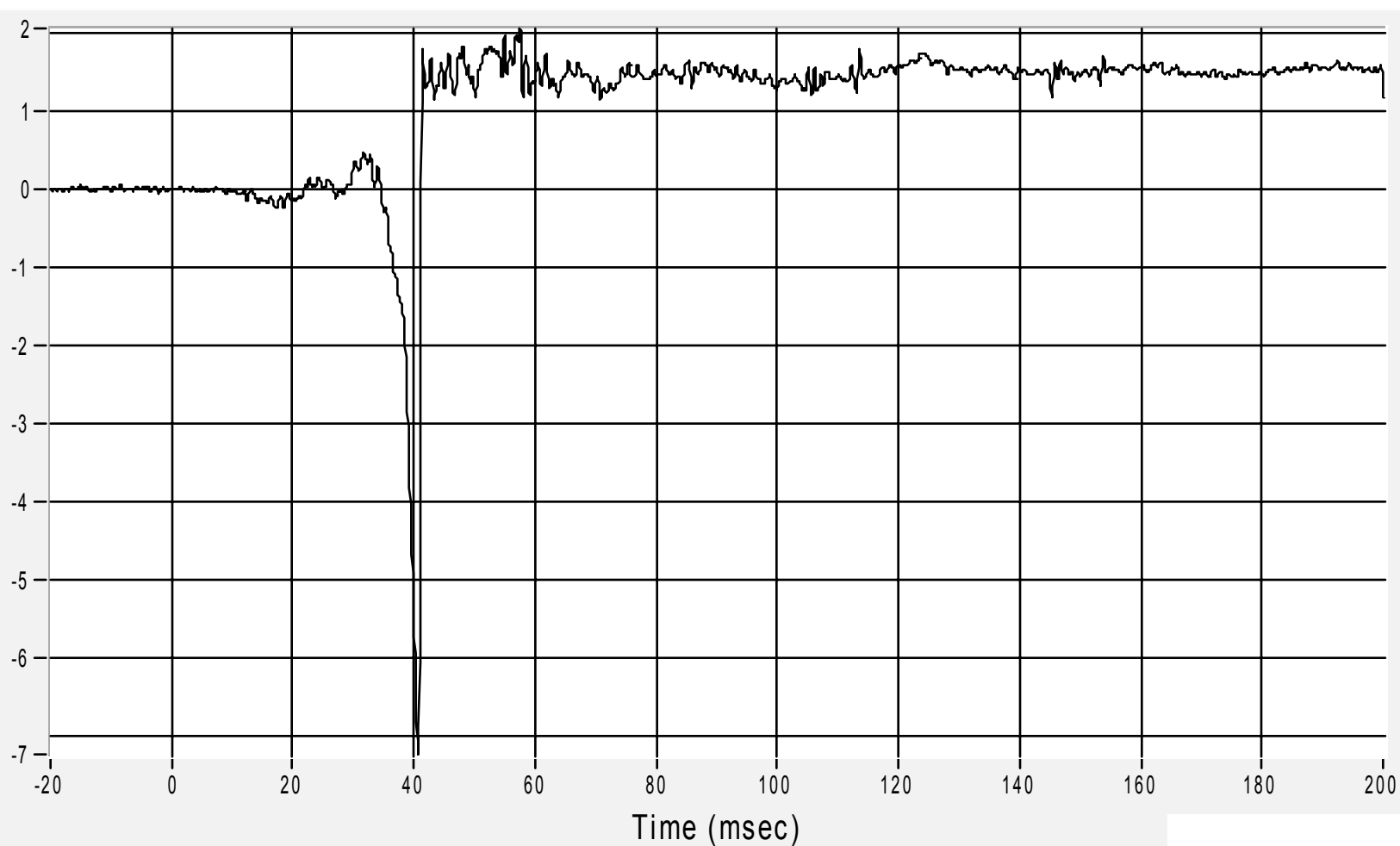
Medical College of Wisconsin
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Passenger Upper Neck (X) Moment

Moment (Nm) CFC600

Max 2.1 Nm at 57.5 msec

Min -7.2 Nm at 40.6 msec



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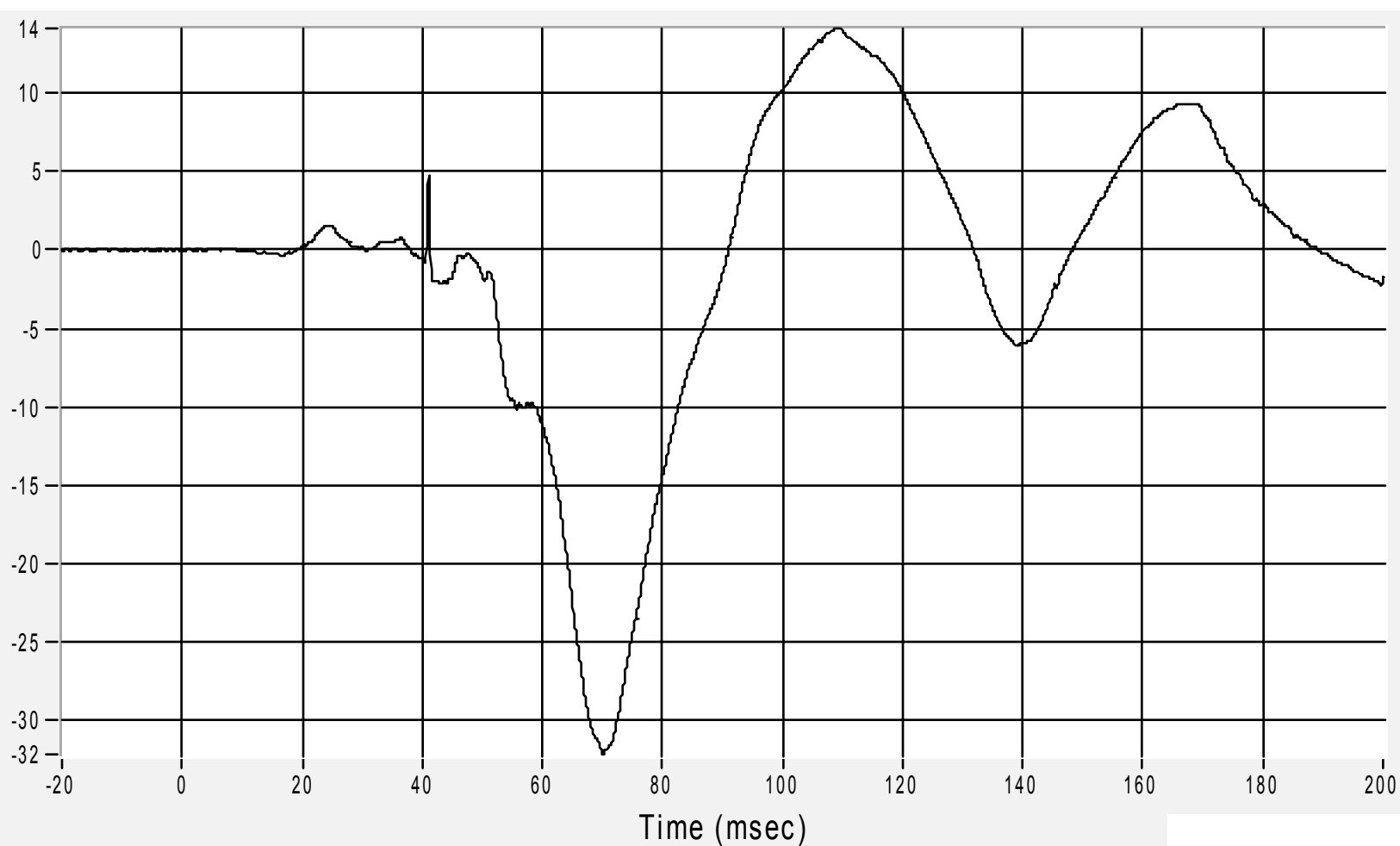
Passenger Upper Neck (Y) Moment

Moment (Nm)

CFC600

Max 14.2 Nm at 109.6 msec

Min -32.2 Nm at 70.1 msec



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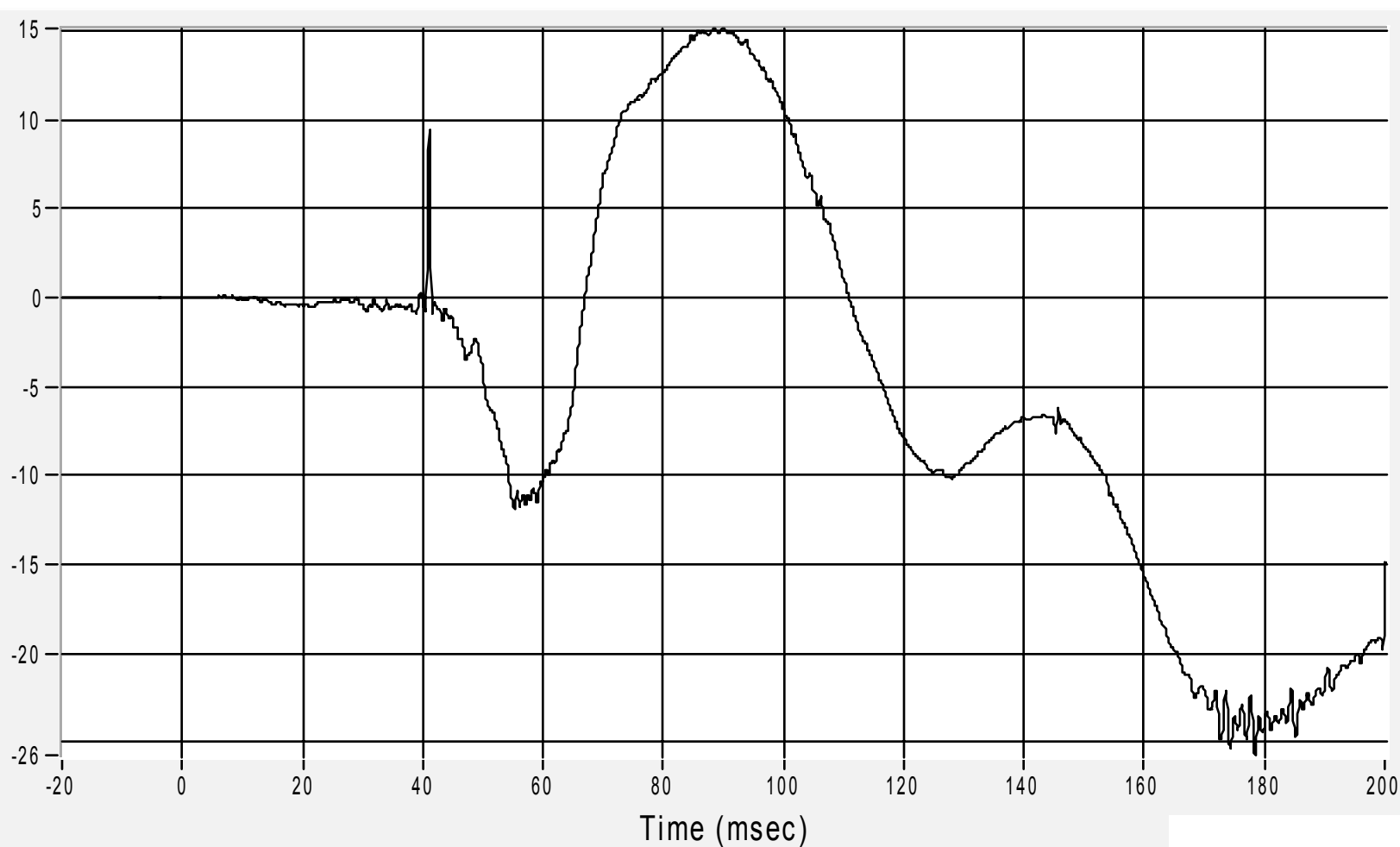
*Medical College of Wisconsin
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Passenger Upper Neck (Z) Moment

Moment (Nm) CFC600

Max 15.2 Nm at 89.9 msec

Min -25.7 Nm at 178.4 msec



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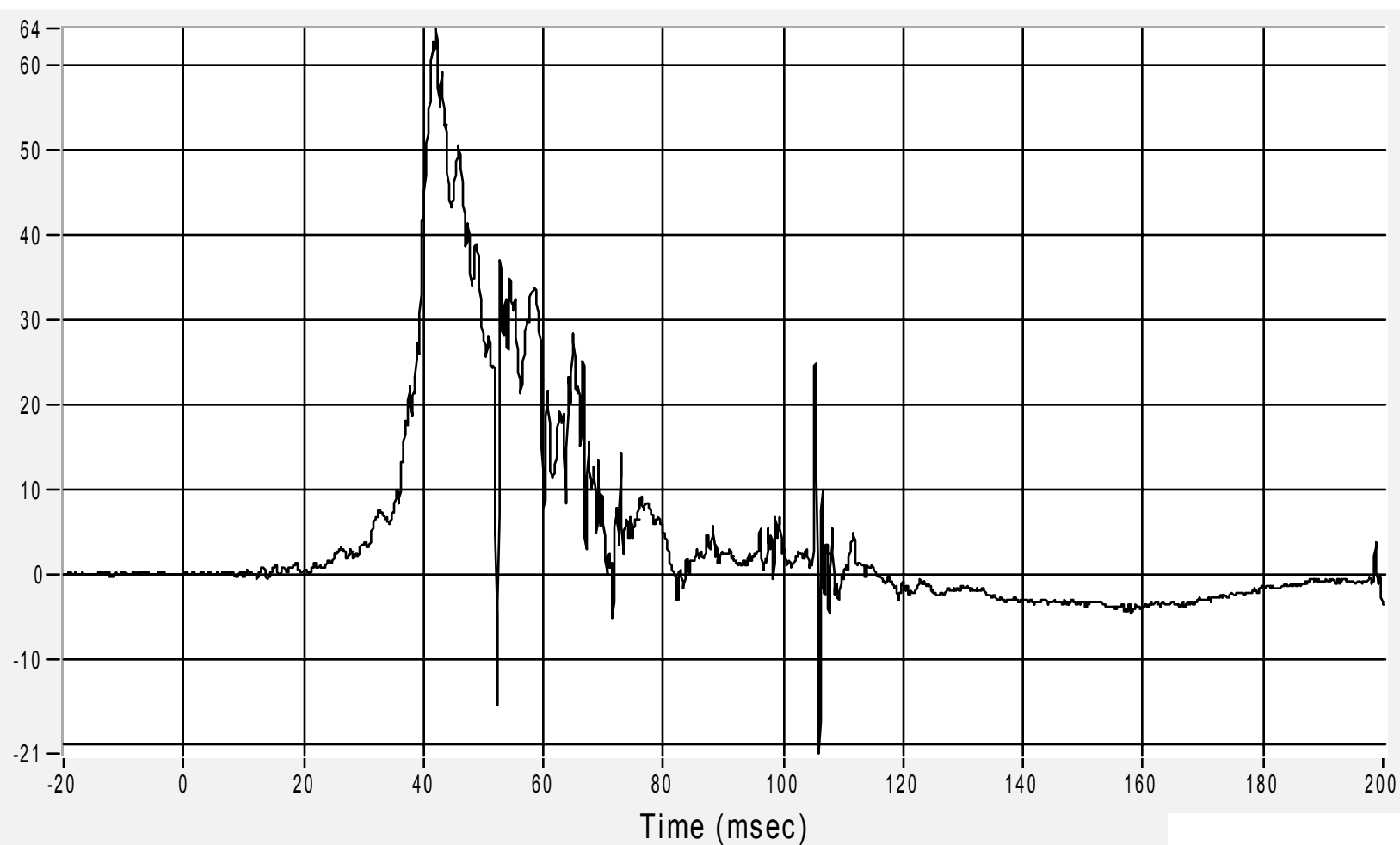
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Passenger Upper Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 64.4 G at 42.1 msec

Min -21.1 G at 106.0 msec



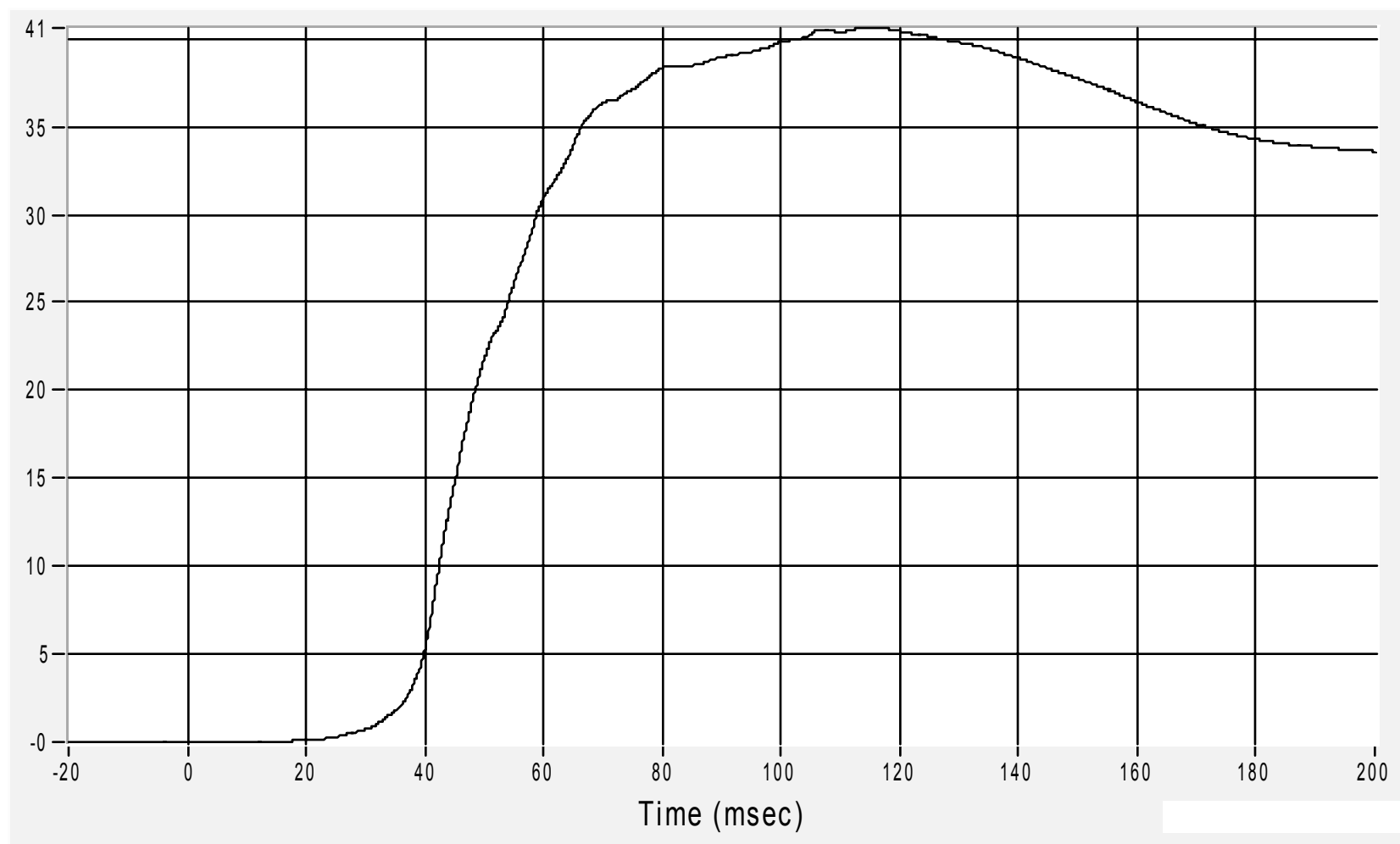
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Passenger Upper Rib (Y) Velocity

Velocity (km/h) CFC180

Max 40.6 km/h at 115.5 msec**Min 0.0 km/h at 6.1 msec**

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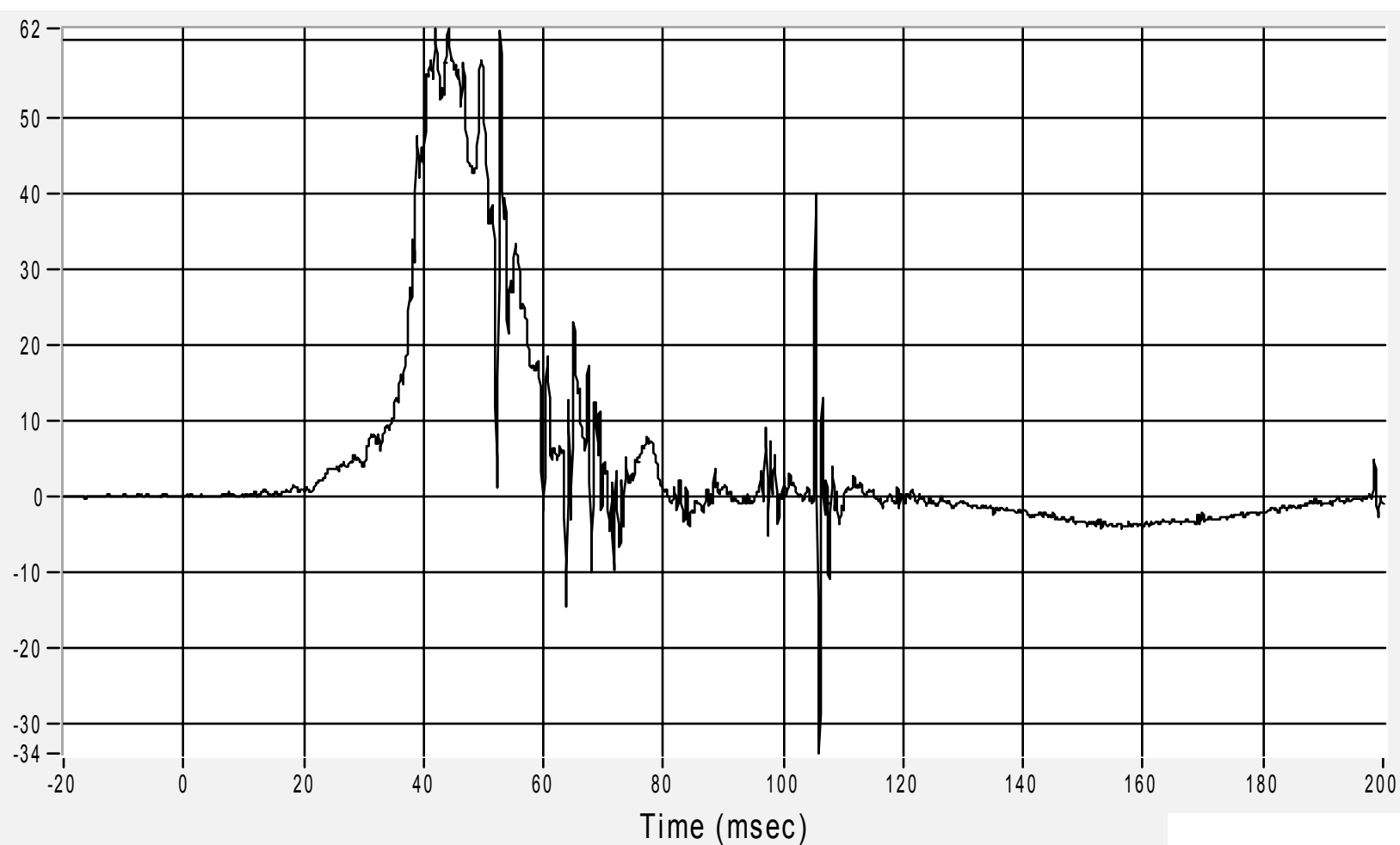
*Medical College of Wisconsin
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Passenger Lower Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 61.6 G at 42.0 msec

Min -33.8 G at 106.0 msec



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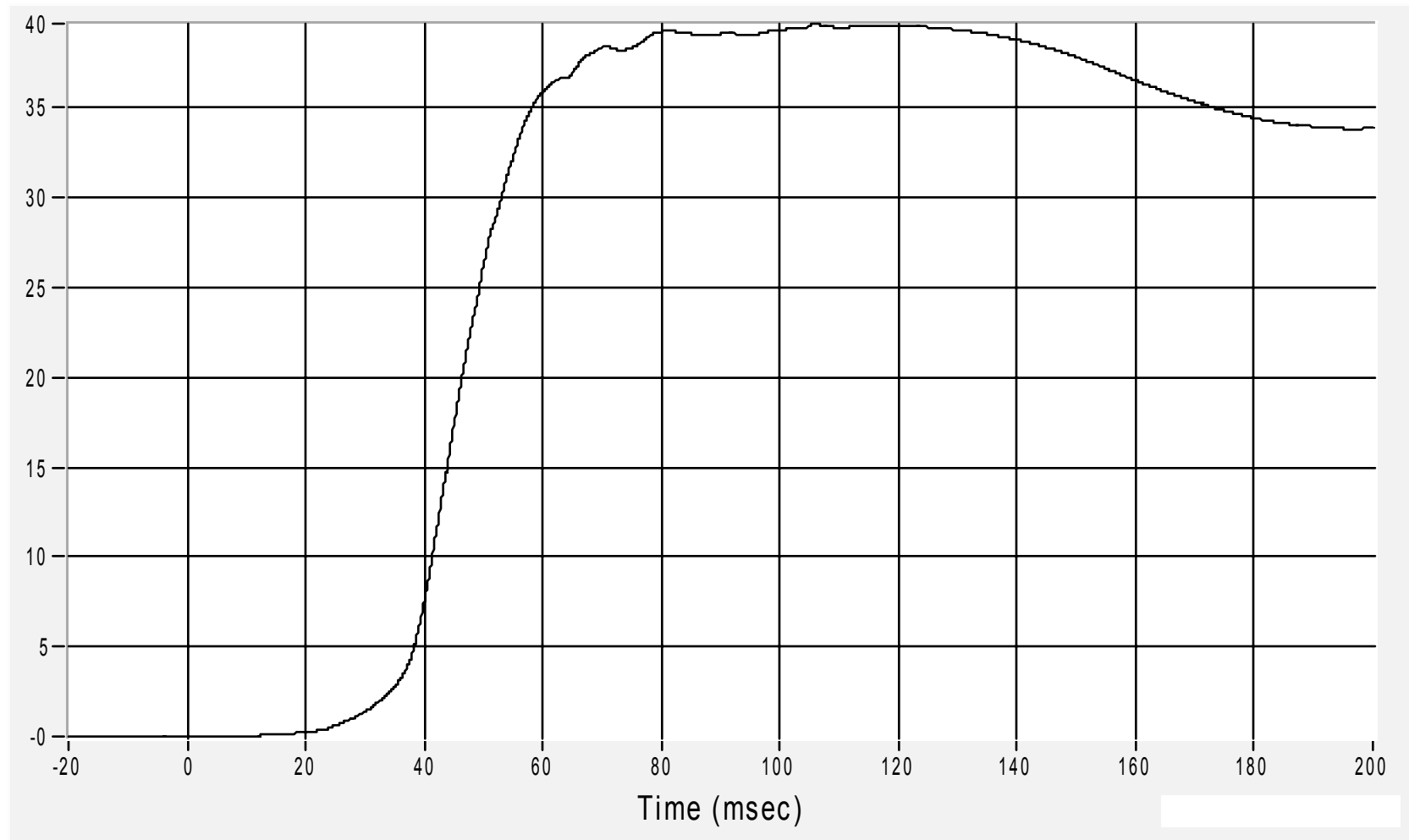
Medical College of Wisconsin
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Passenger Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 39.7 km/h at 105.8 msec

Min 0.0 km/h at 0.0 msec



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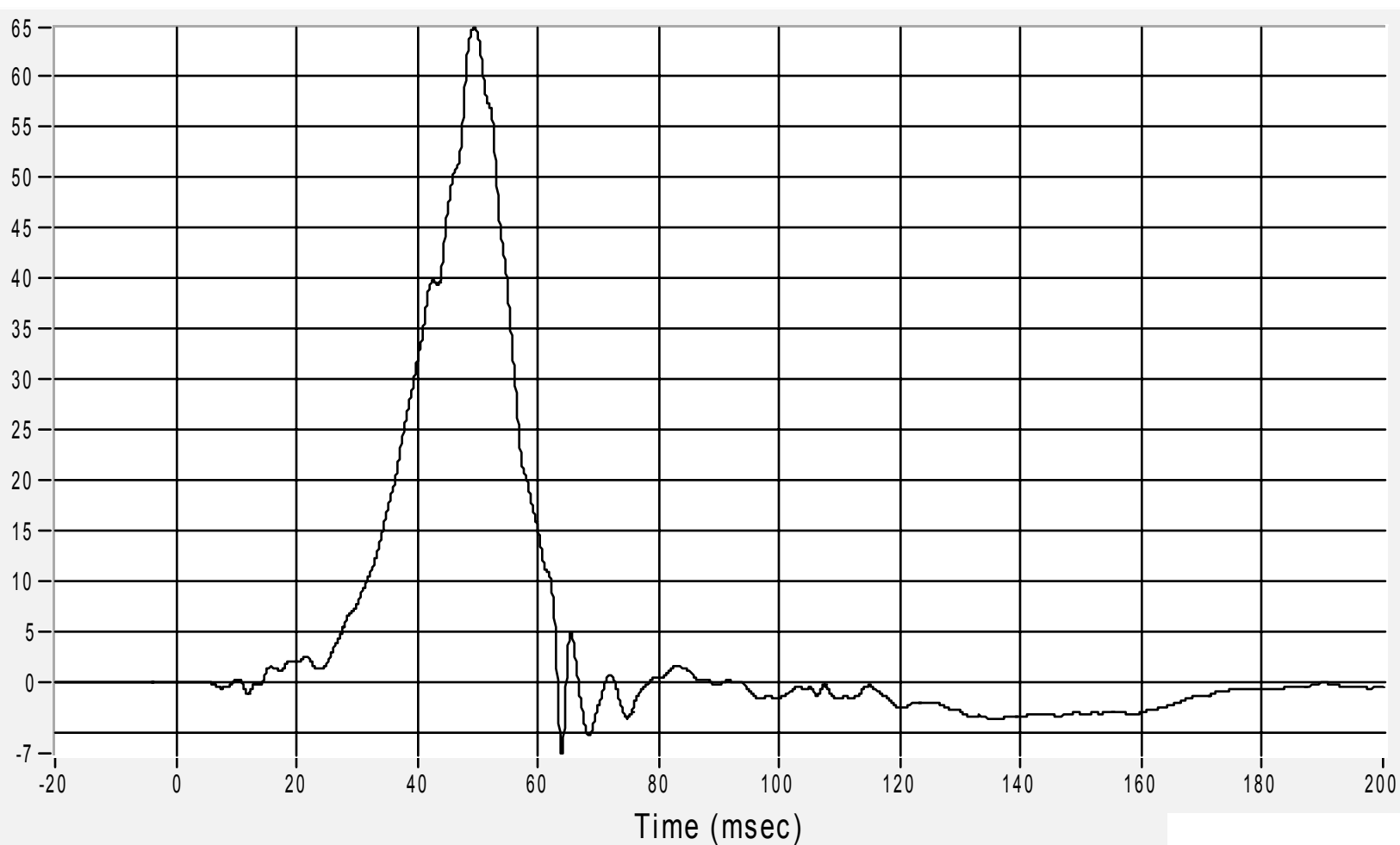
Medical College of Wisconsin
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Passenger Lower Spine (Y) Acceleration

Acceleration (G's) CFC180

Max 64.7 G at 49.4 msec

Min -7.0 G at 63.9 msec



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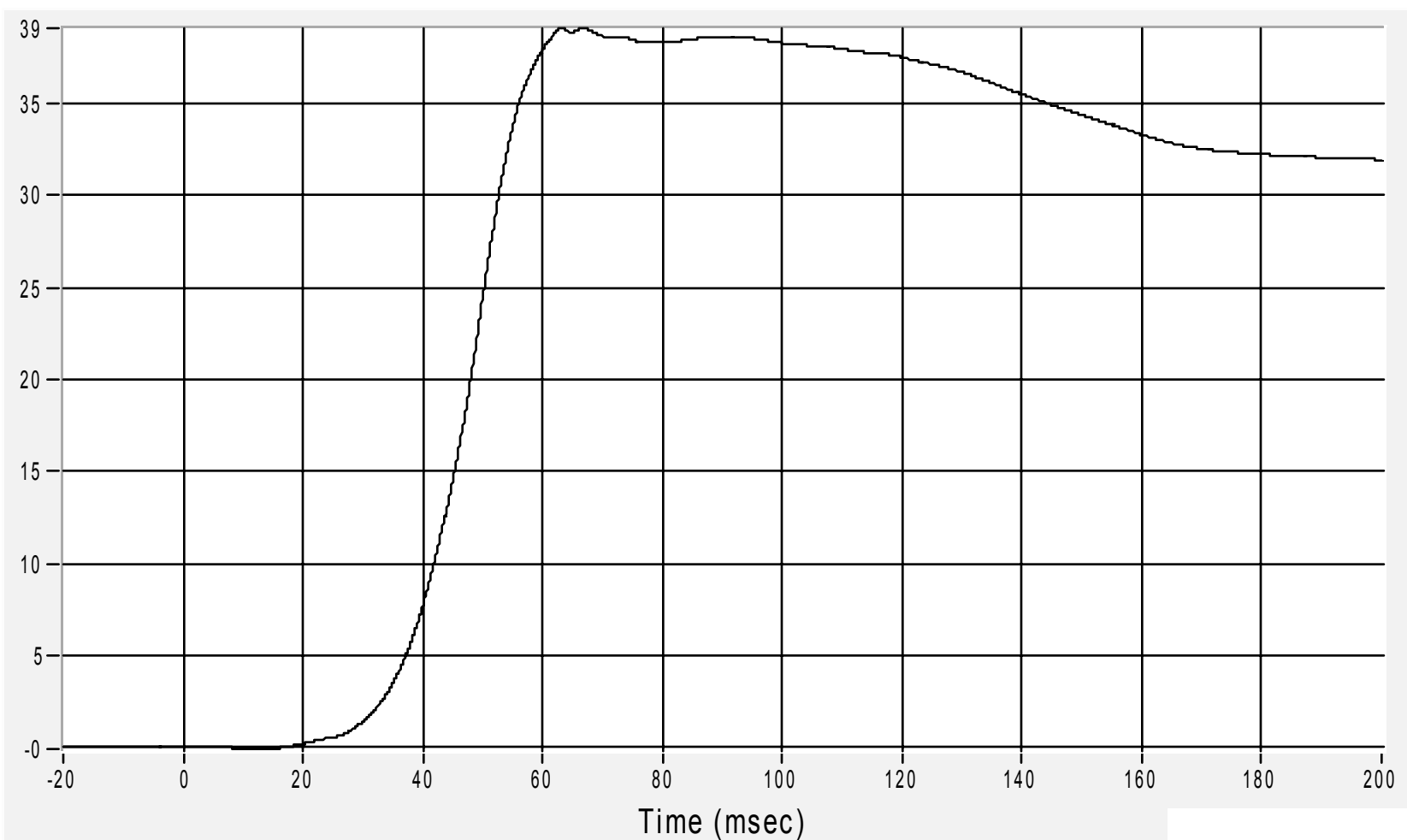
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity

Velocity (km/h) CFC180

Max 39.1 km/h at 63.2 msec

Min -0.1 km/h at 14.3 msec



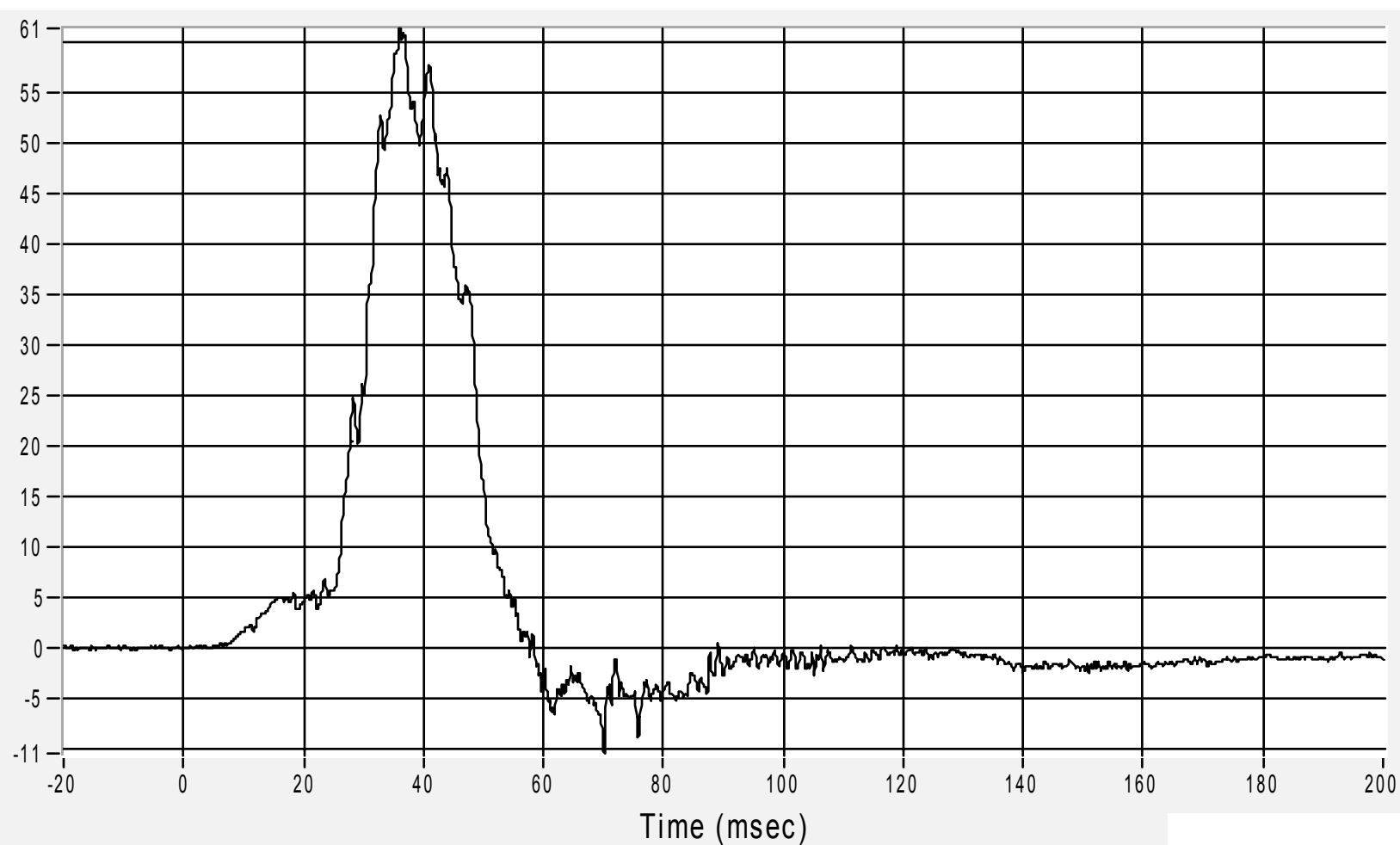
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13 December 2004

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Passenger Pelvic (Y) Acceleration
Acceleration (G's) CFC1000

Max 61.4 G at 36.0 msec
Min -10.5 G at 70.2 msec



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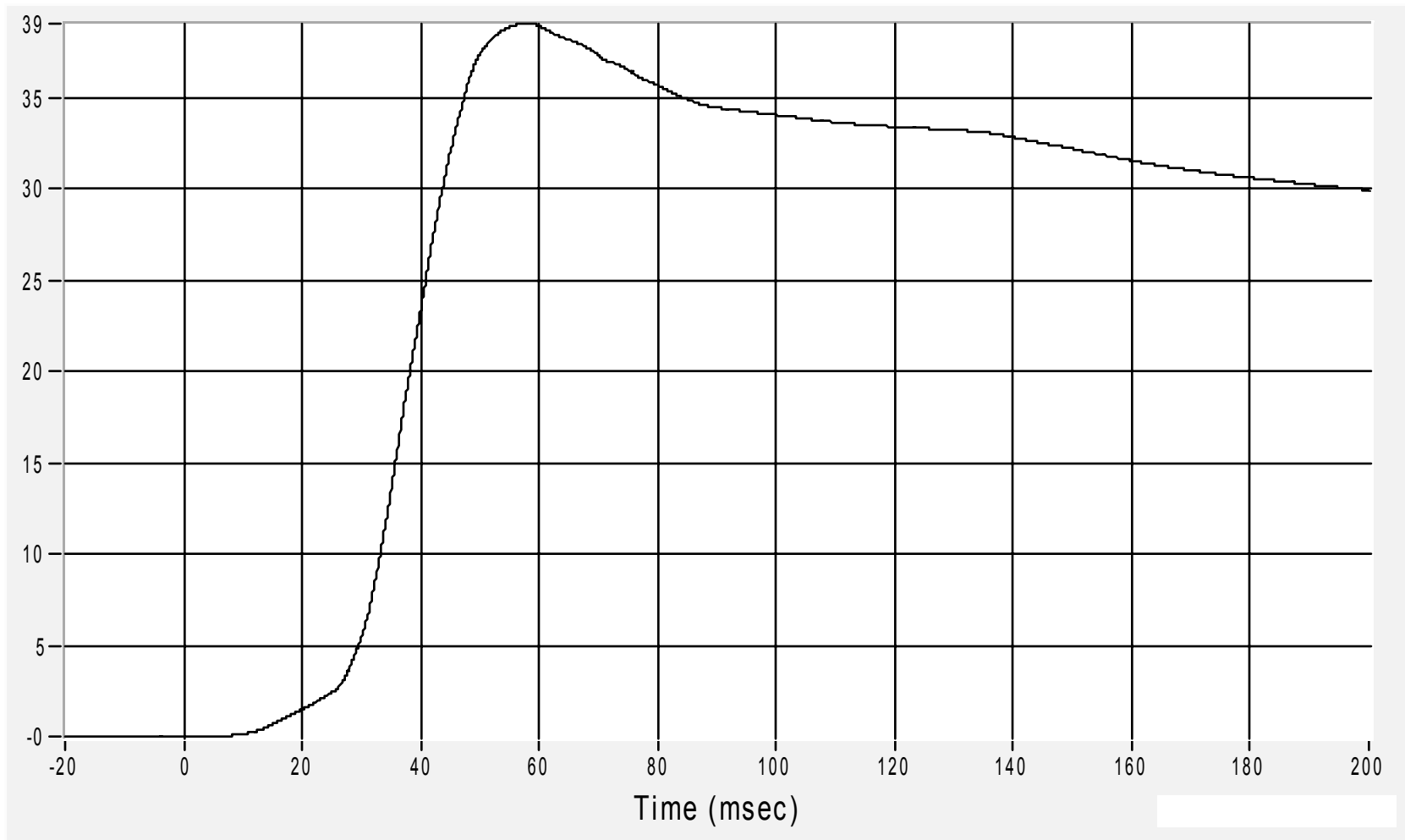
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Velocity

Velocity (km/h) CFC180

Max 39.1 km/h at 58.2 msec

Min 0.0 km/h at 0.3 msec



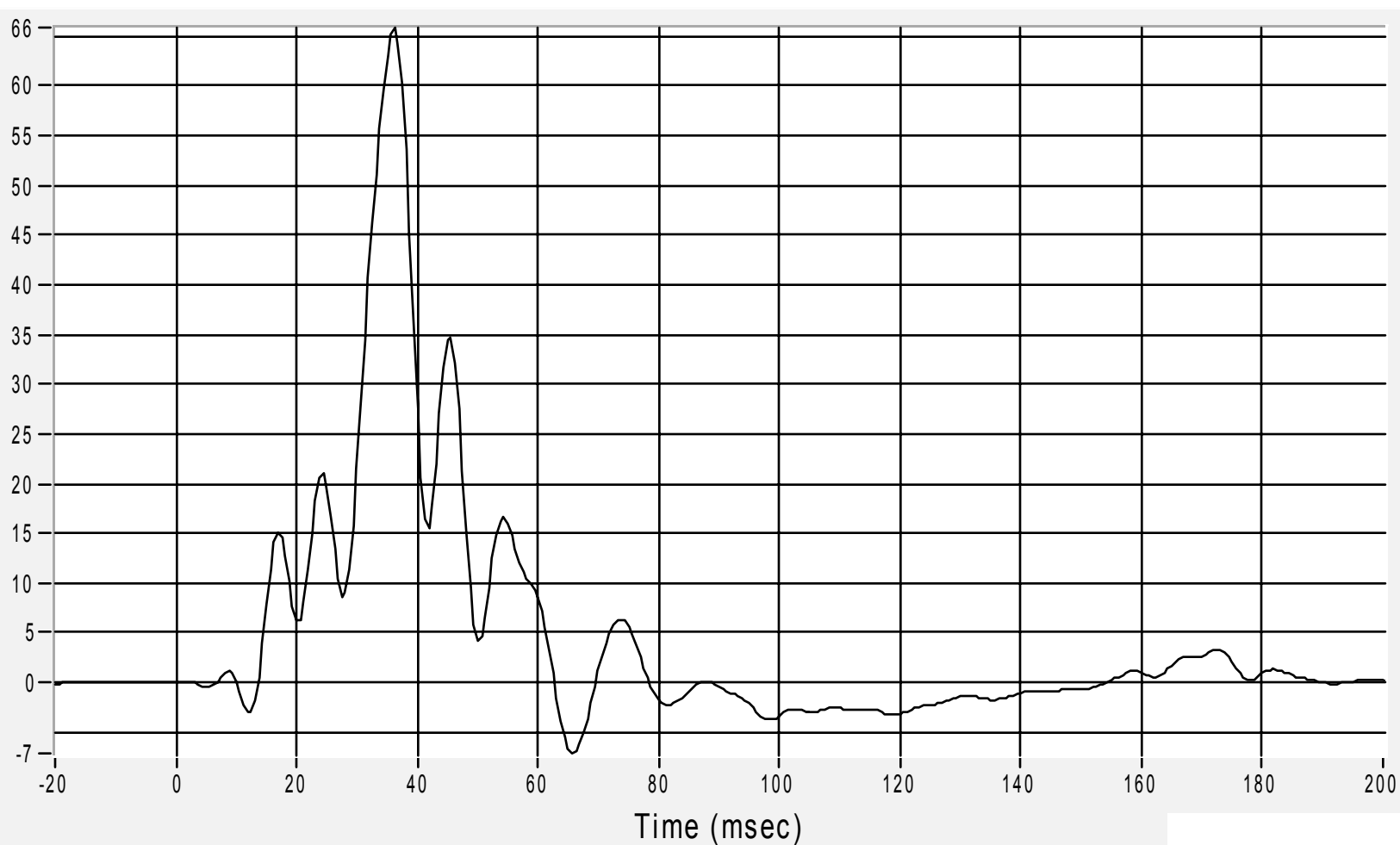
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Driver Upper Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 65.9 G at 36.2 msec**Min -7.1 G at 65.6 msec**

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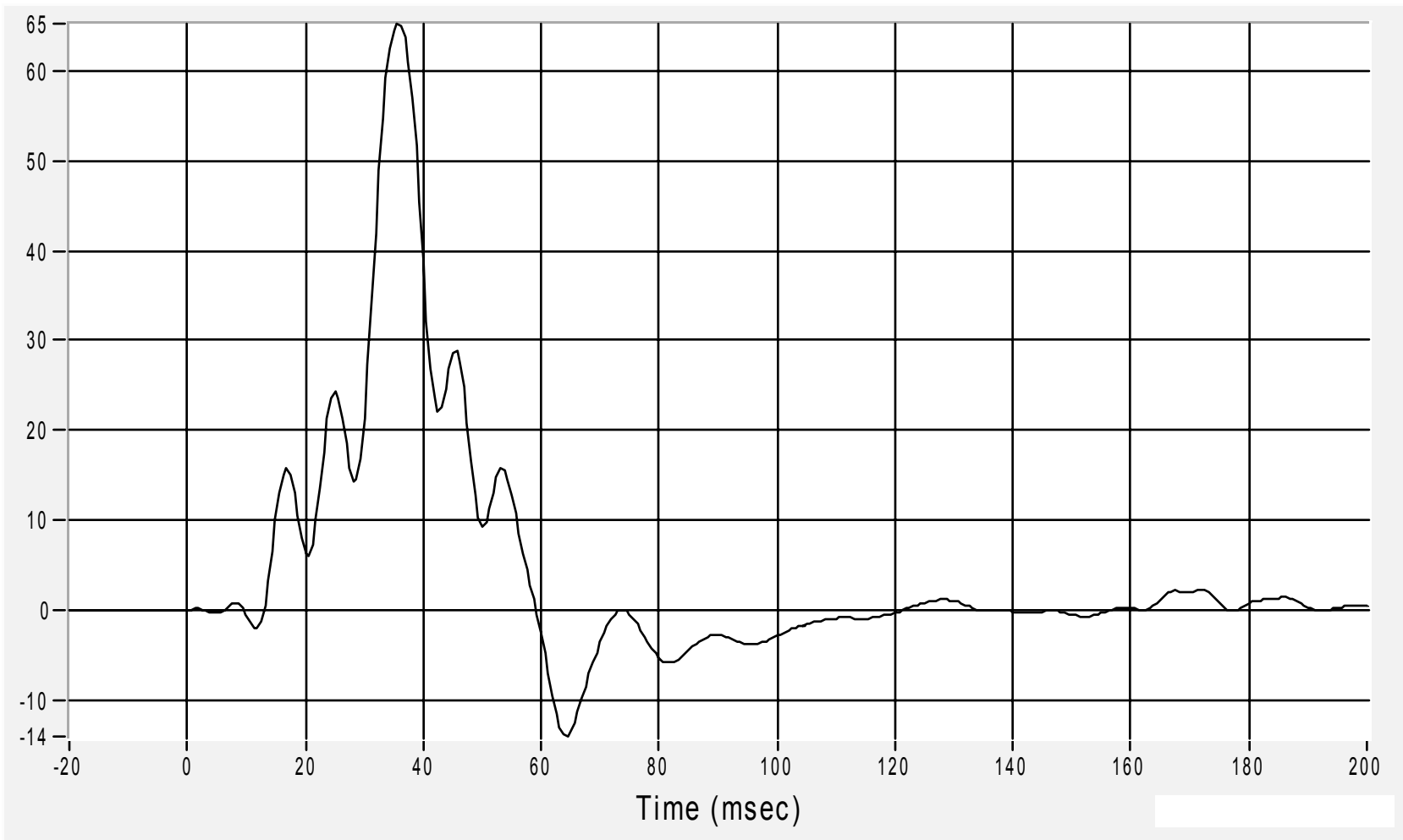
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Lower Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 65.2 G at 35.6 msec

Min -14.0 G at 64.4 msec



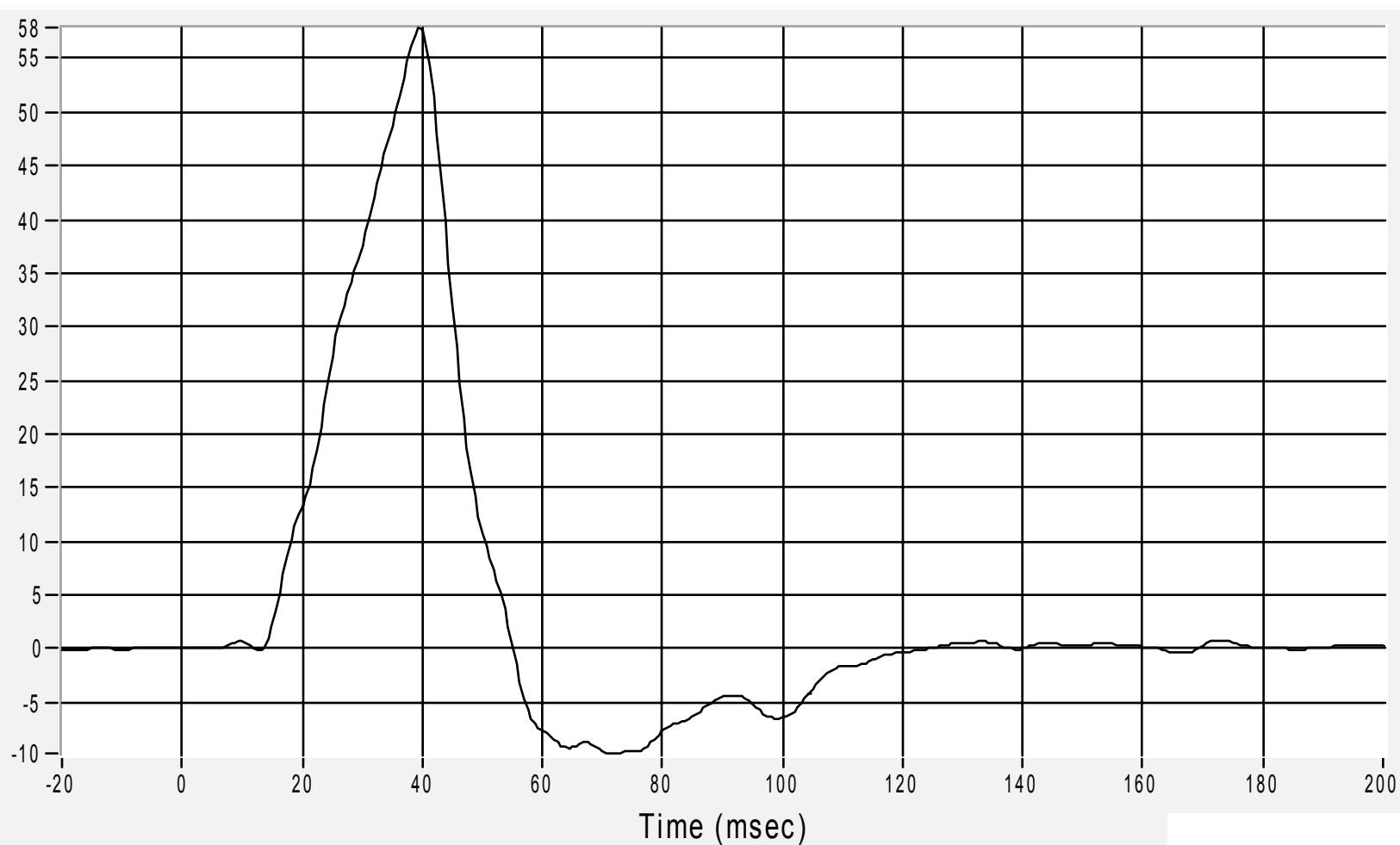
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Driver Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 57.9 G at 39.4 msec**Min -9.8 G at 71.9 msec**

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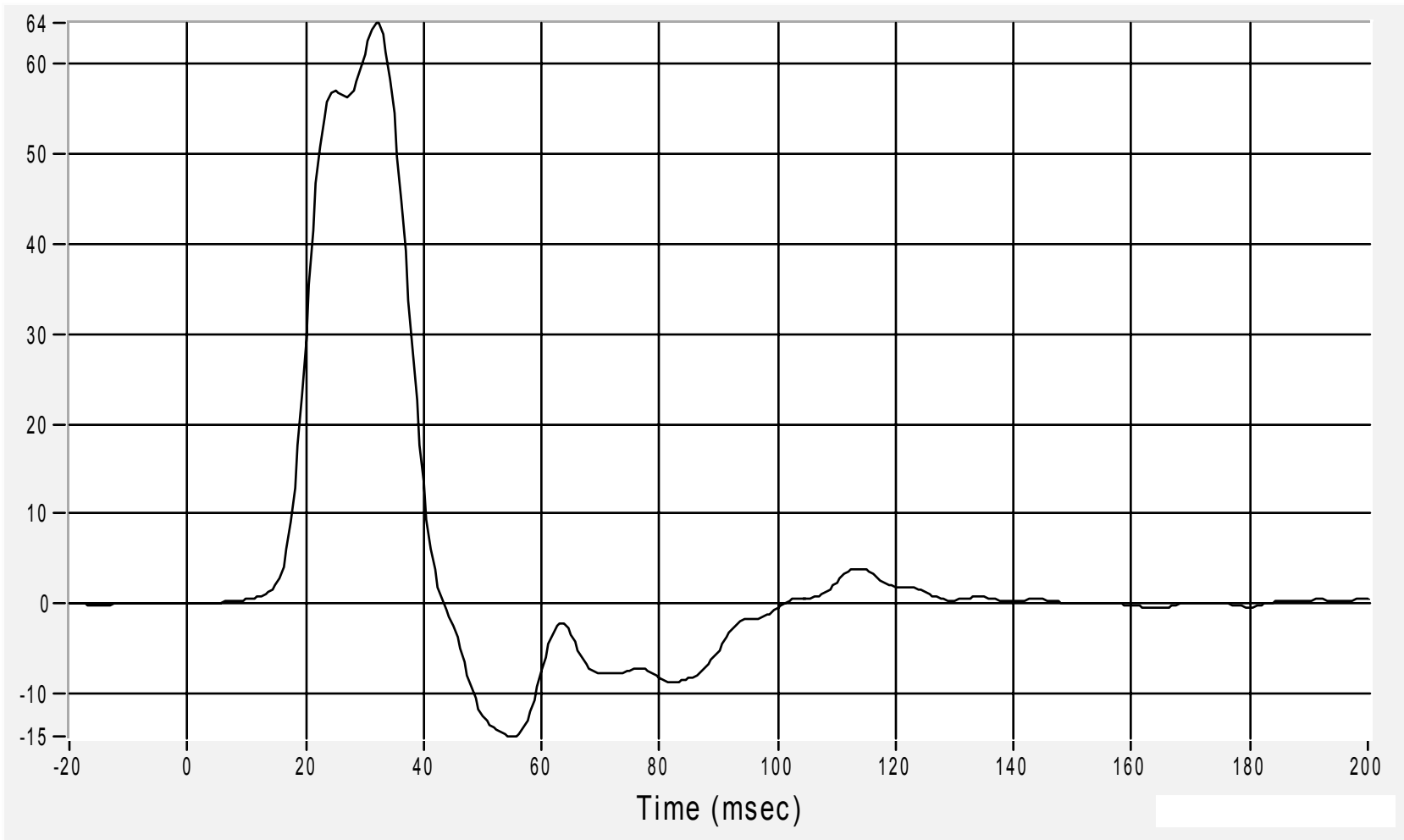
*Medical College of Wisconsin
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Driver Pelvic (Y) Acceleration

Acceleration (G's) FIR100

Max 64.5 G at 31.9 msec

Min -14.7 G at 55.0 msec



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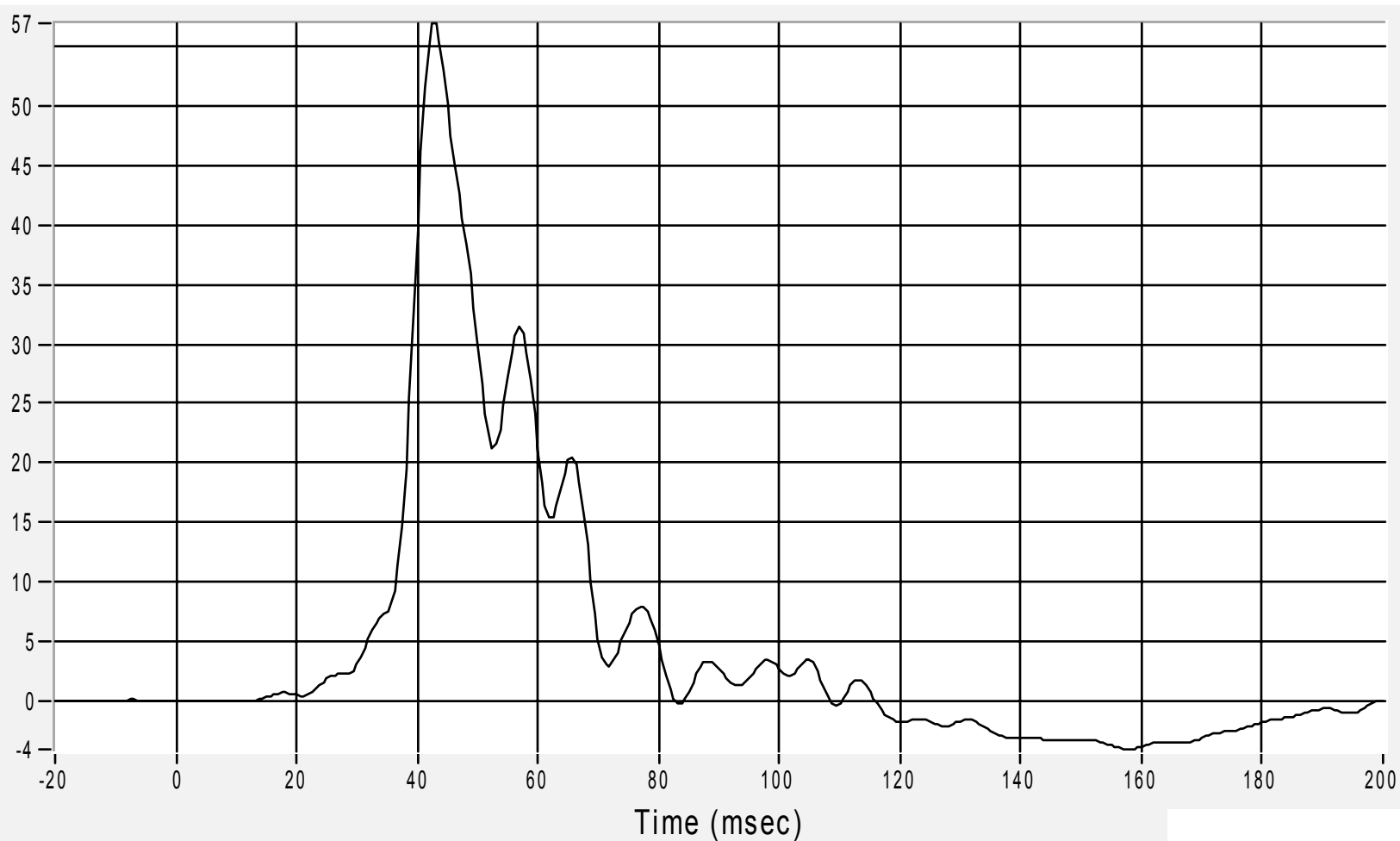
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 57.0 G at 42.5 msec

Min -4.1 G at 157.5 msec



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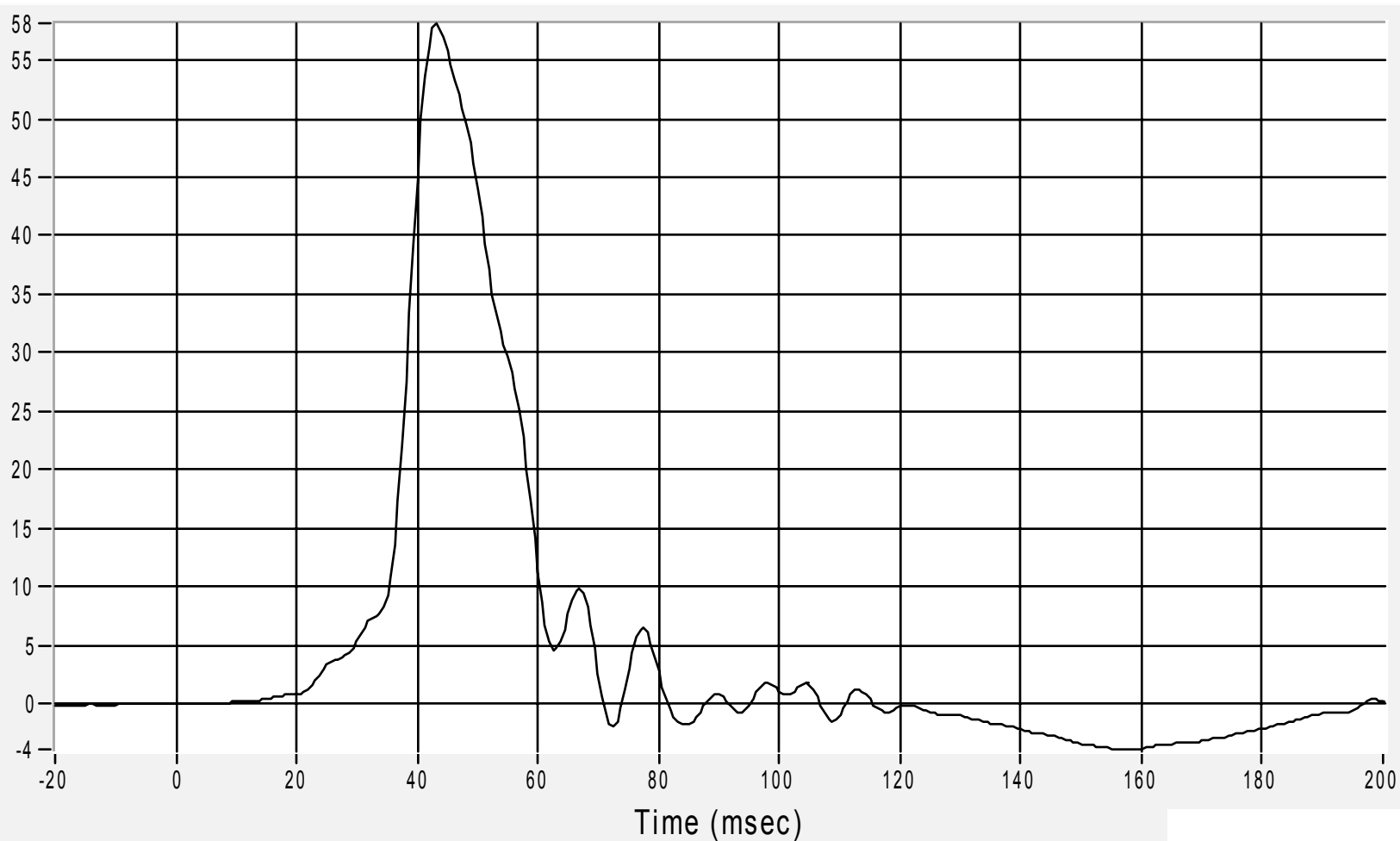
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 58.1 G at 43.1 msec

Min -3.9 G at 158.1 msec



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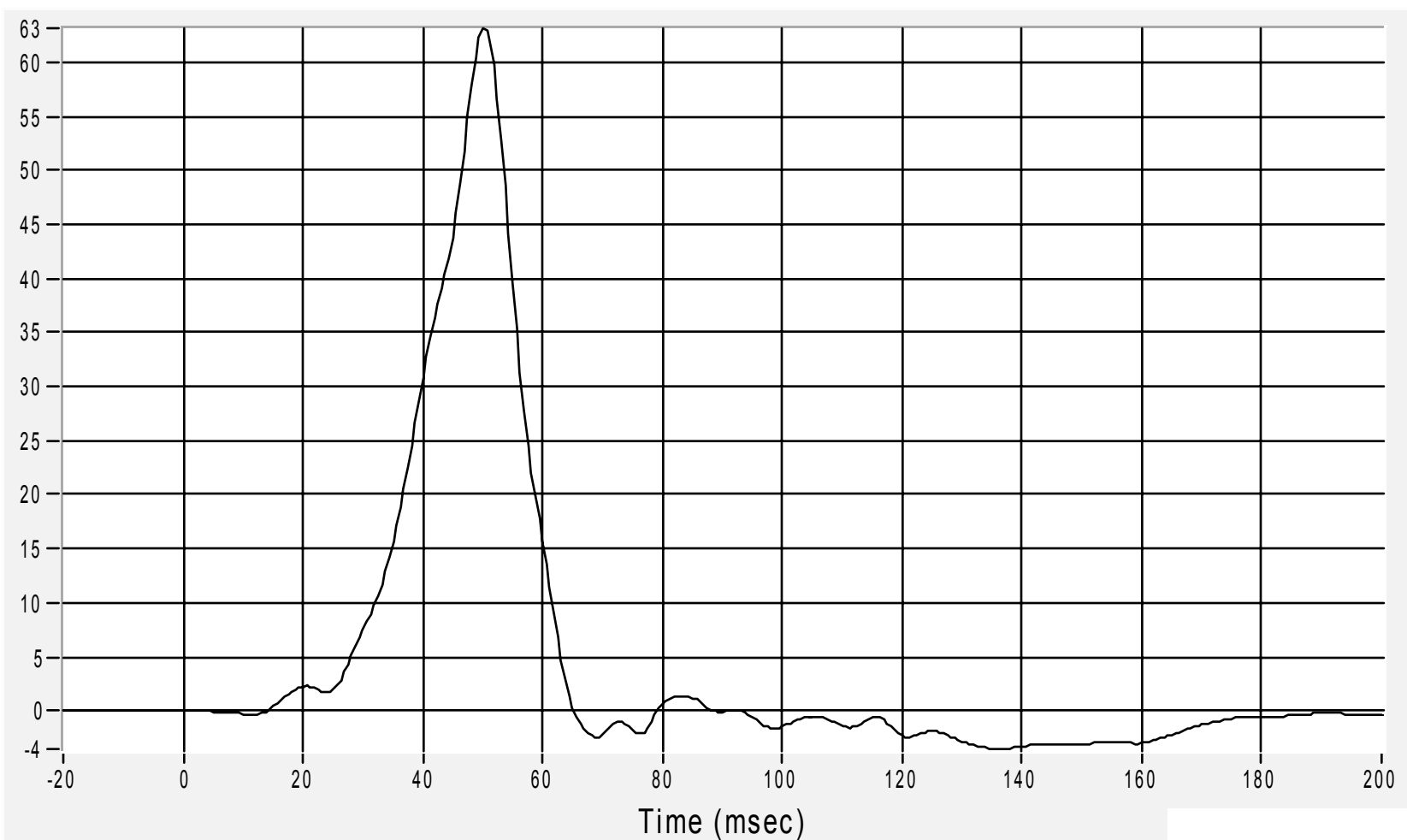
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 63.2 G at 50.0 msec

Min -3.5 G at 136.2 msec



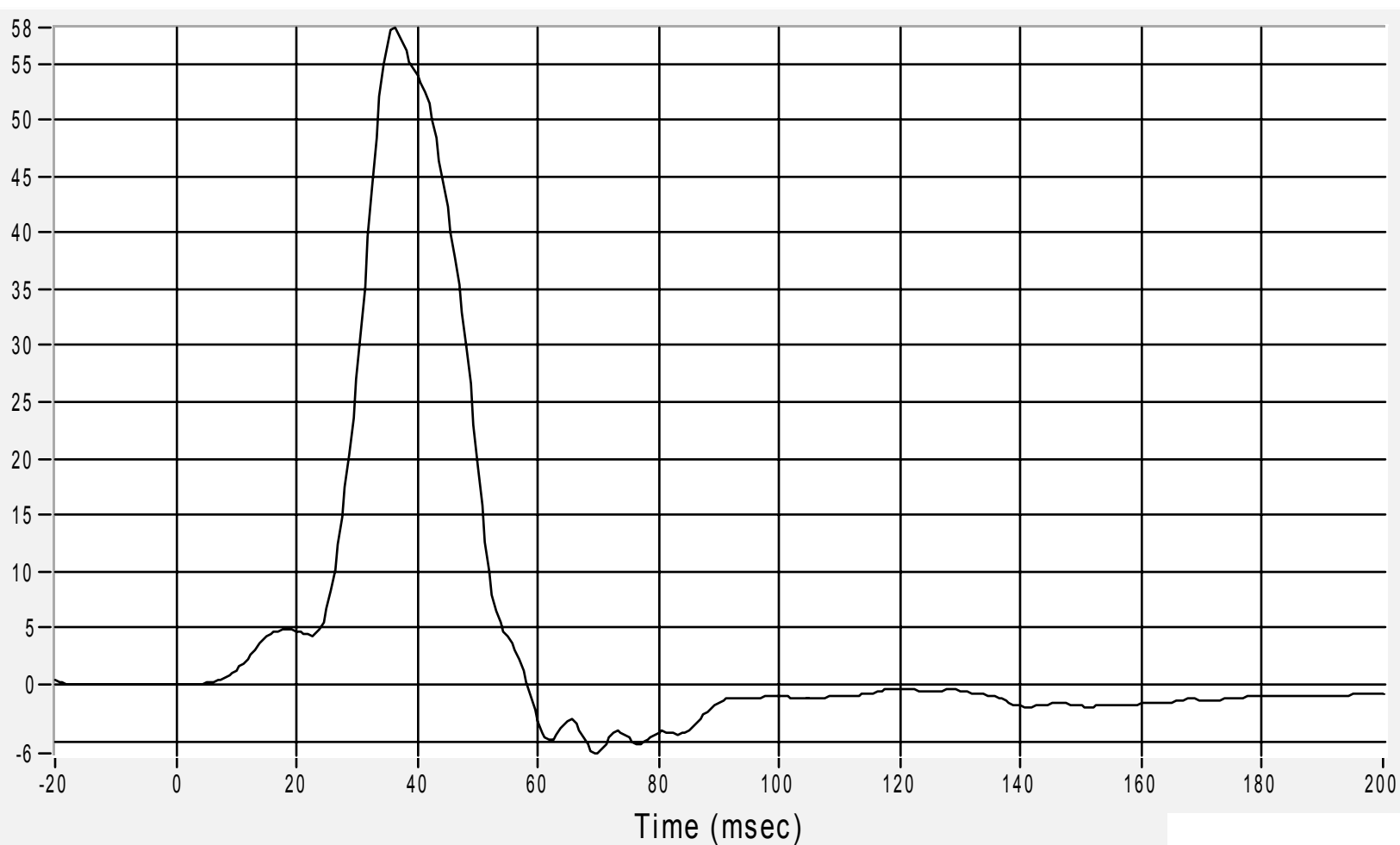
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Passenger Pelvic (Y) Acceleration

Acceleration (G's) FIR100

Max 58.2 G at 36.2 msec**Min -6.1 G at 69.4 msec**

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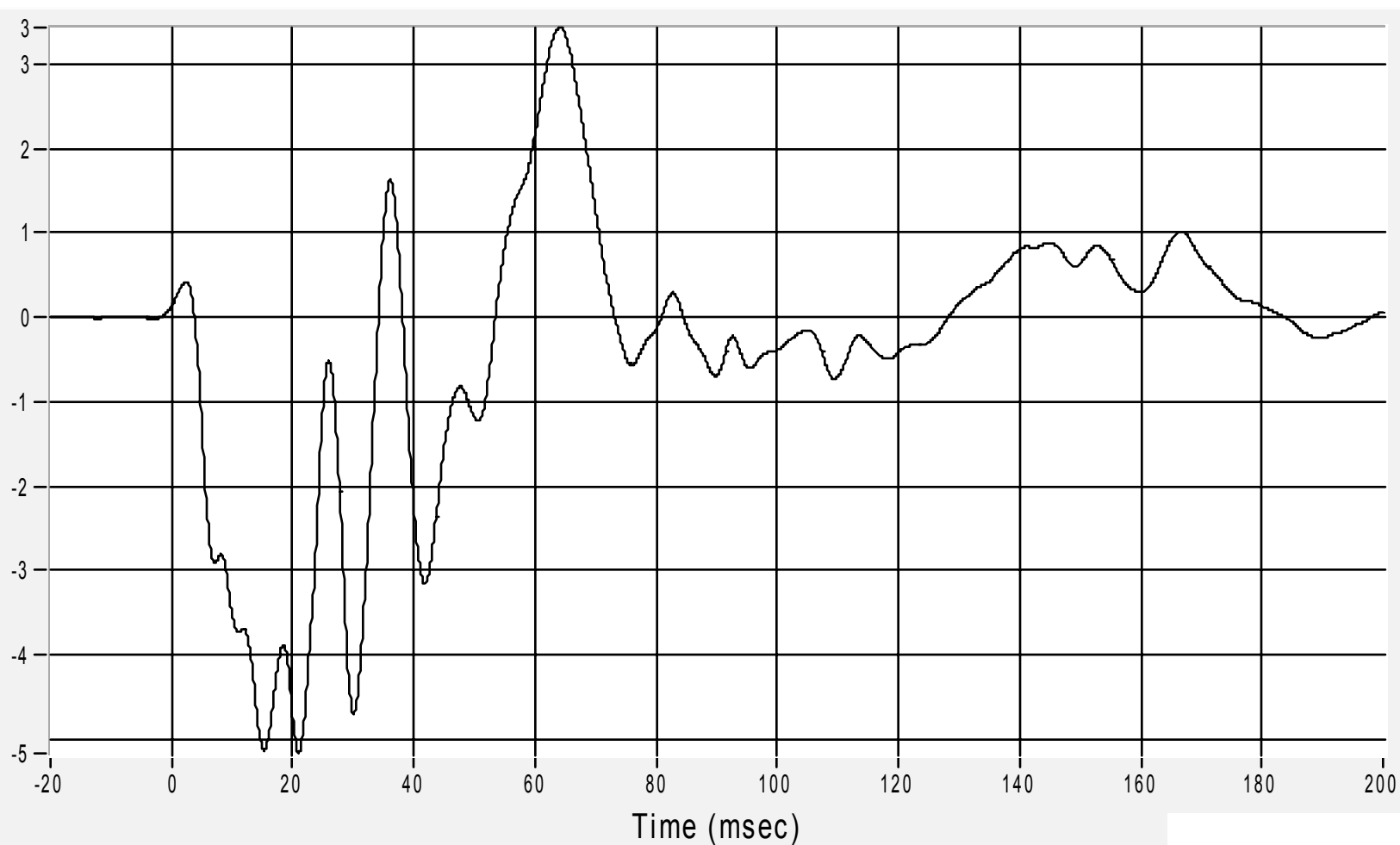
*Medical College of Wisconsin
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Right Side Sill at Front Seat (X) Acceleration

Acceleration (G's) CFC60

Max 3.4 G at 64.1 msec

Min -5.2 G at 21.0 msec



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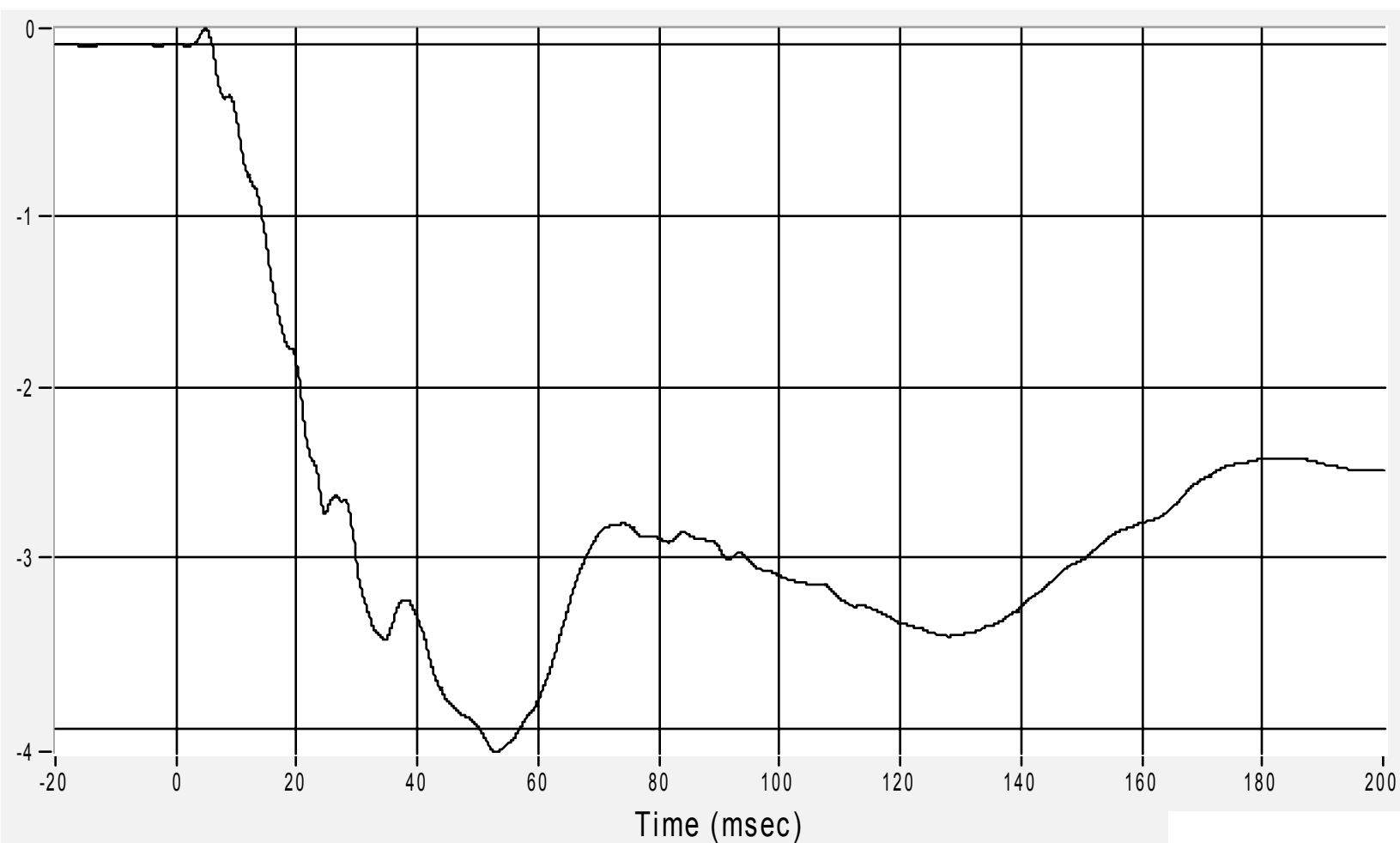
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (X) Velocity

Velocity (km/h) CFC180

Max 0.1 km/h at 4.9 msec

Min -4.1 km/h at 53.0 msec



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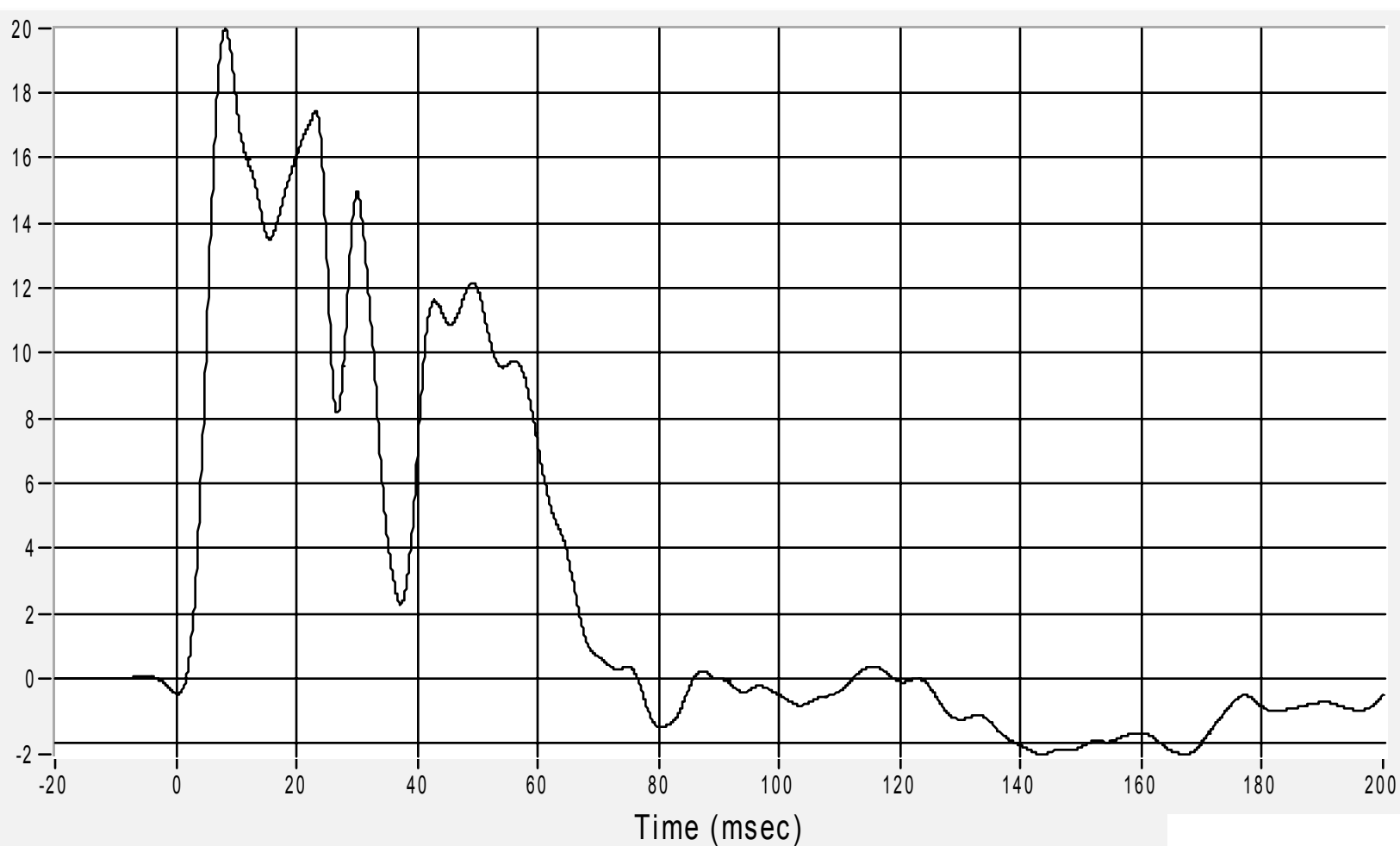
Medical College of Wisconsin
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Right Side Sill at Front Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 20.0 G at 8.2 msec

Min -2.3 G at 143.5 msec



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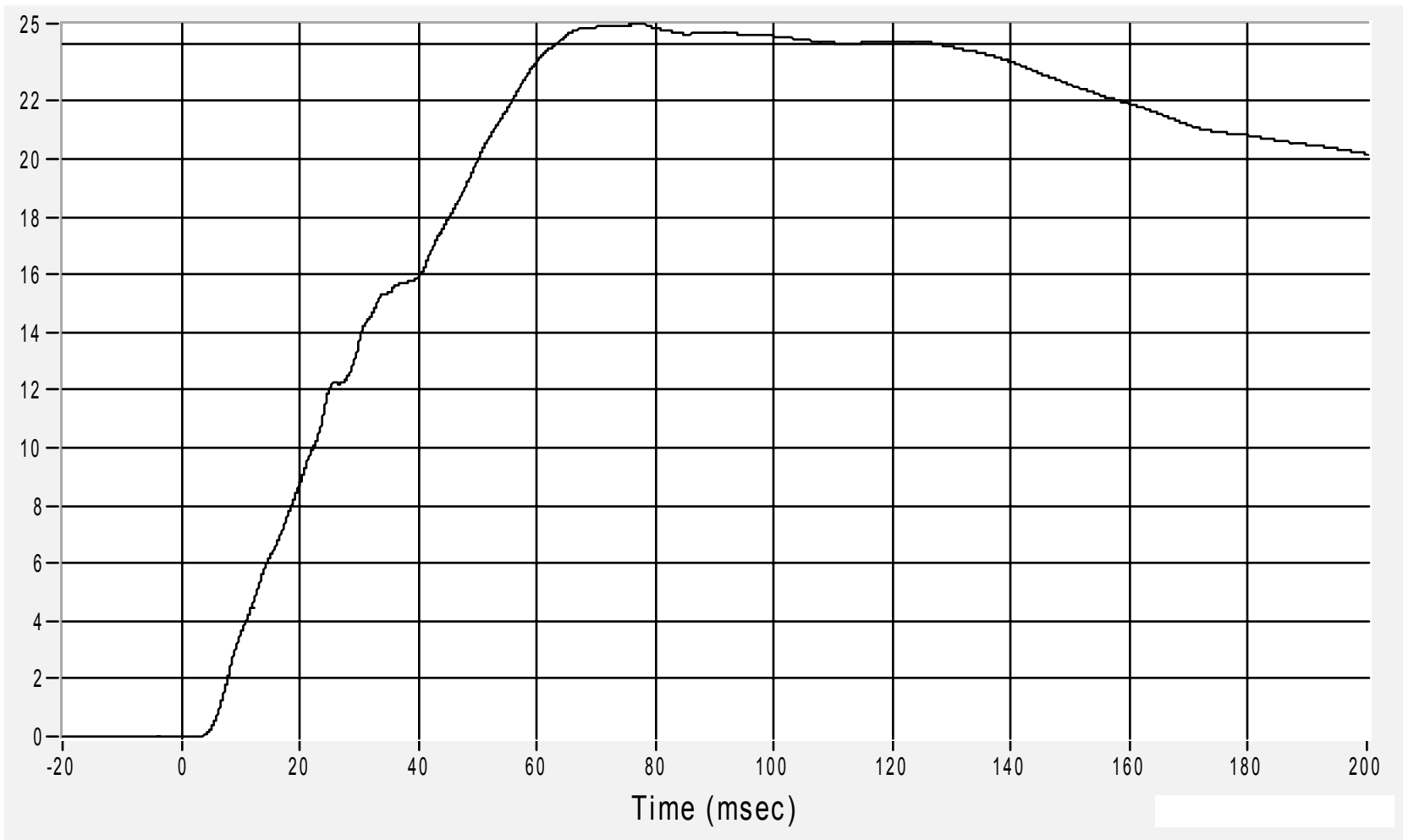
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Y) Velocity

Velocity (km/h) CFC180

Max 24.7 km/h at 77.1 msec

Min 0.0 km/h at 0.0 msec



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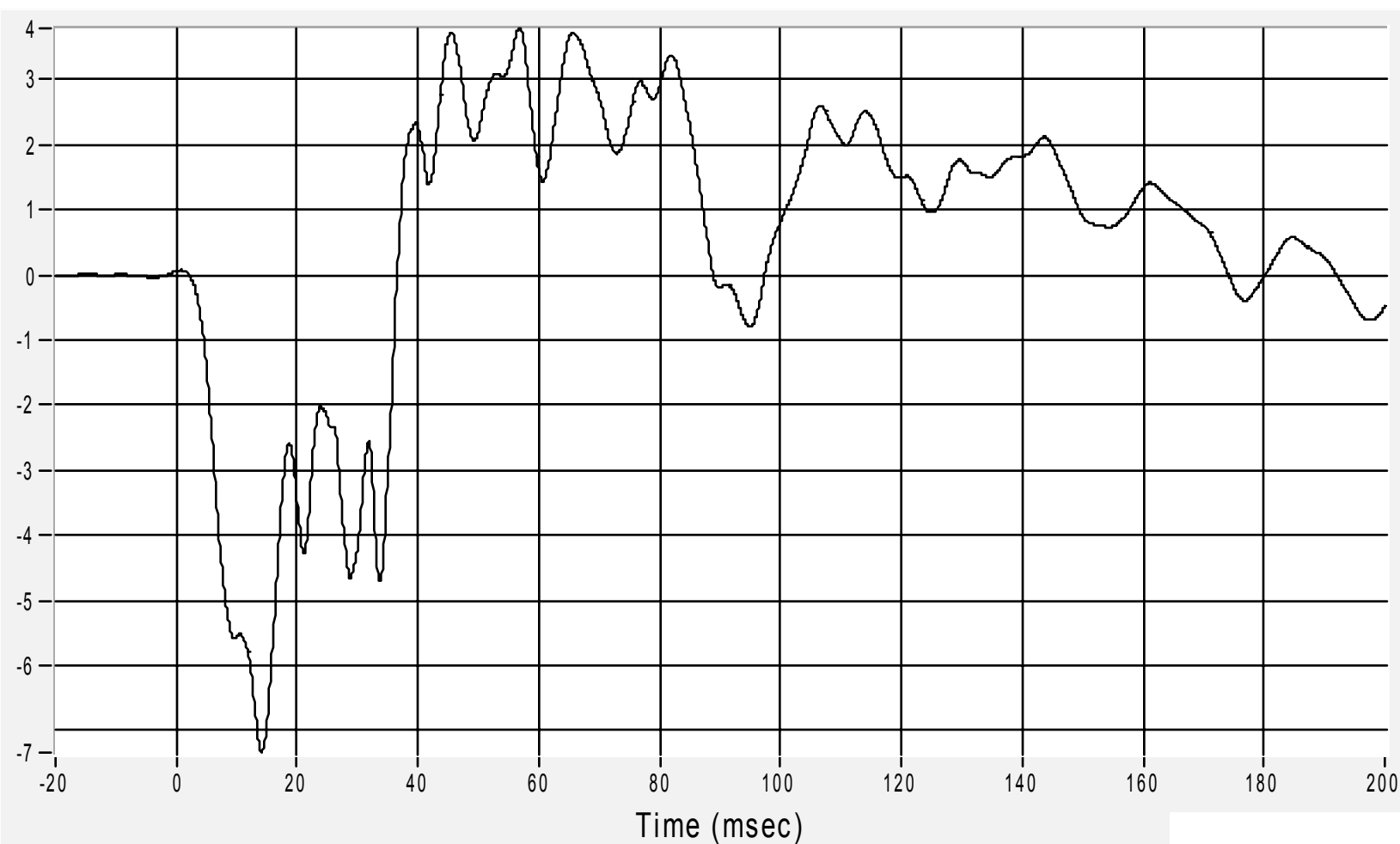
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Z) Acceleration

Acceleration (G's) CFC60

Max 3.8 G at 56.8 msec

Min -7.3 G at 14.1 msec



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Medical College of Wisconsin
Vehicle Crashworthiness Lab

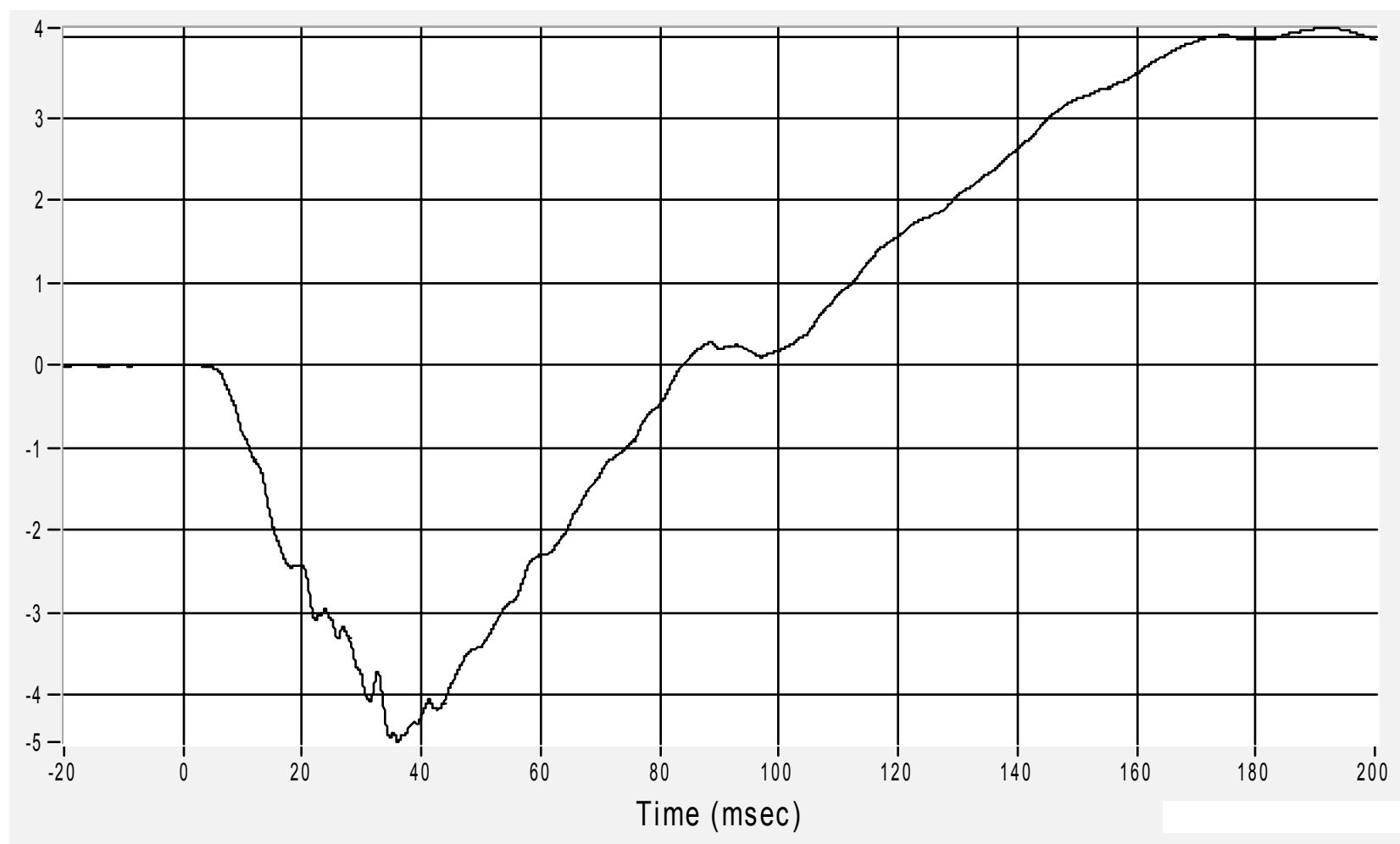
B-60

Right Side Sill at Front Seat (Z) Velocity

Velocity (km/h) CFC180

Max 4.1 km/h at 191.5 msec

Min -4.6 km/h at 36.1 msec



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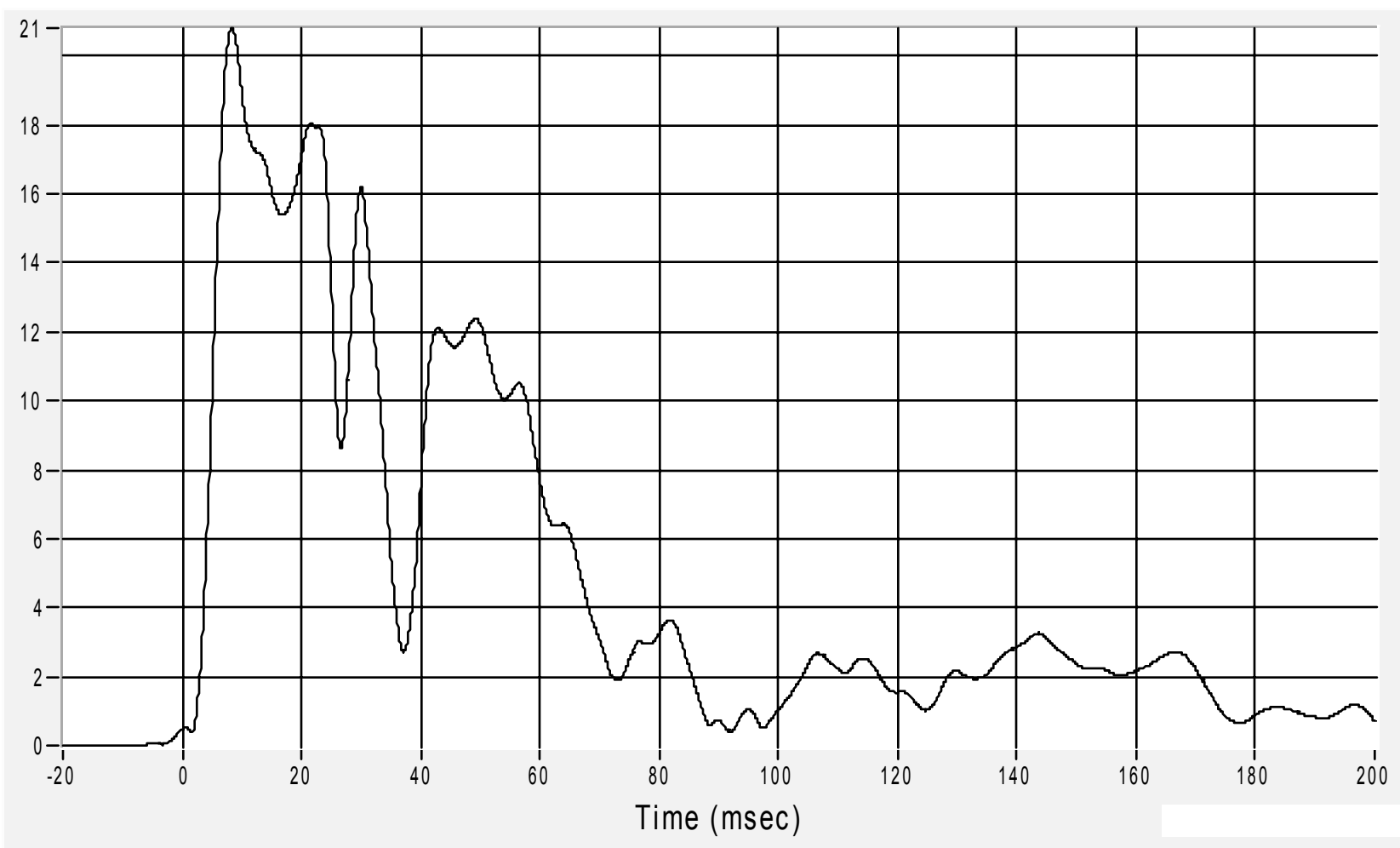
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat Resultant Acceleration

Acceleration (G's) CFC60

Max 20.8 G's at 8.3 msec

Min 0.4 G's at 1.7 msec



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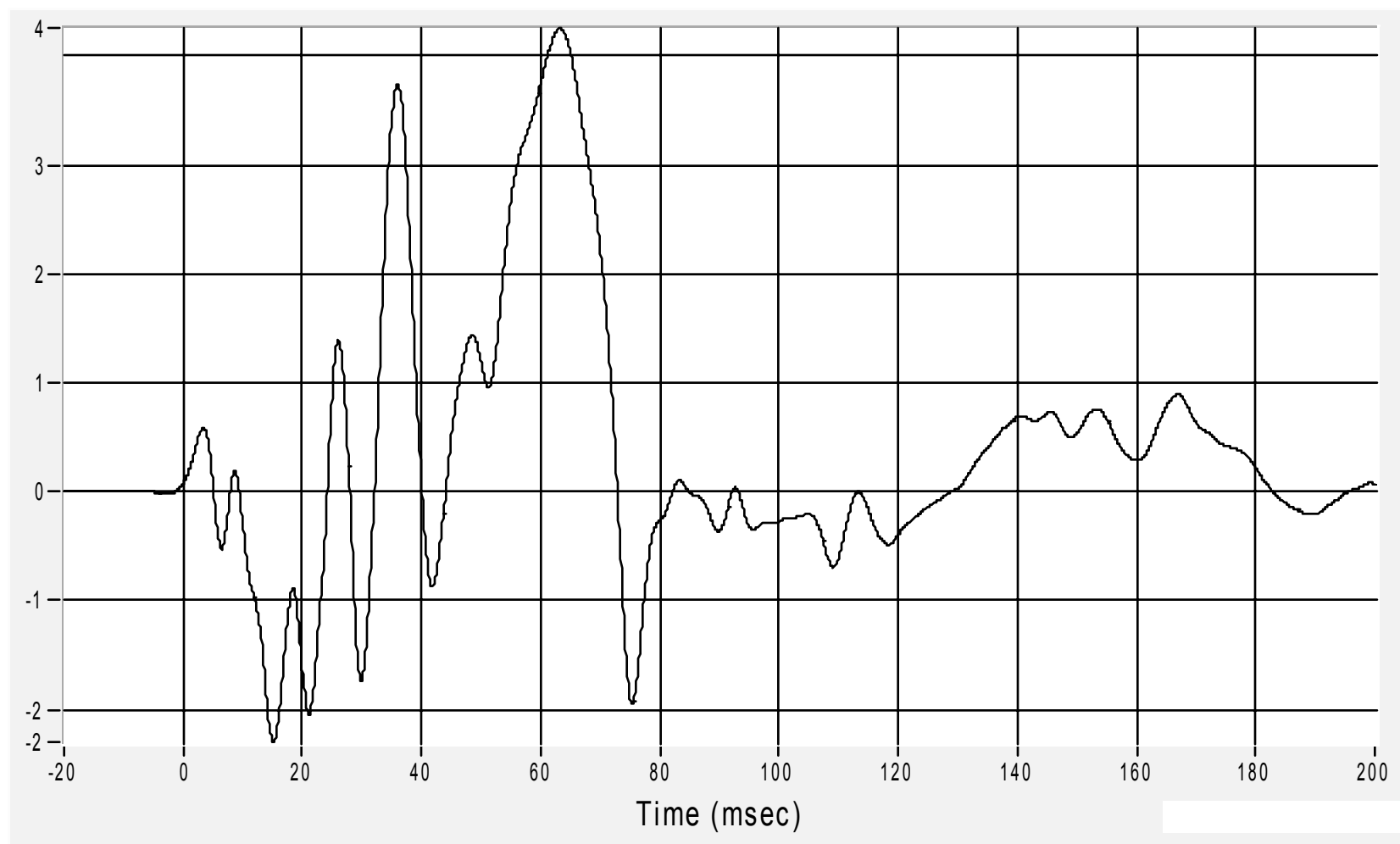
Medical College of Wisconsin
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Right Side Sill at Rear Seat (X) Acceleration

Acceleration (G's) CFC60

Max 4.3 G at 63.2 msec

Min -2.3 G at 15.1 msec



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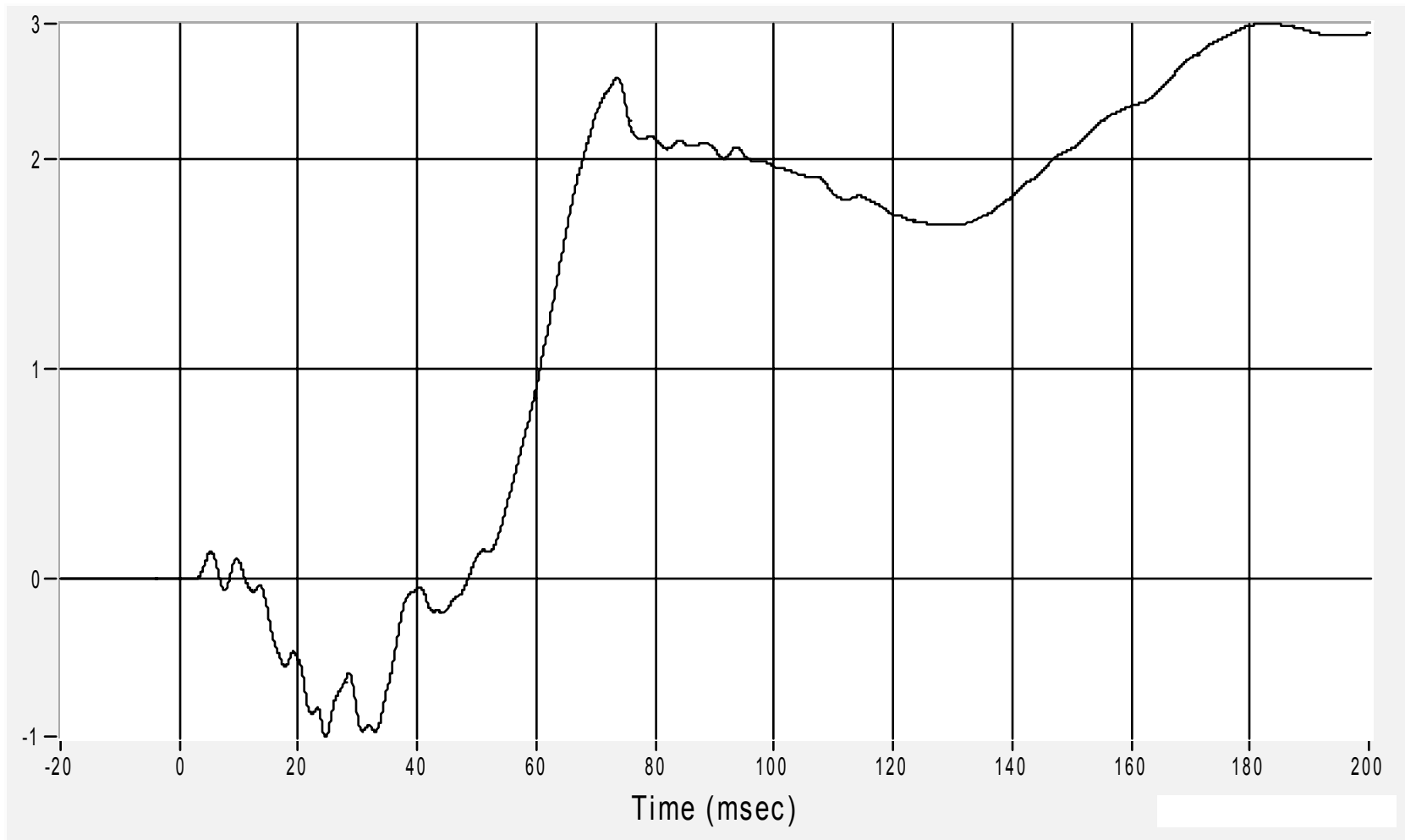
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (X) Velocity

Velocity (km/h) CFC180

Max 2.6 km/h at 183.1 msec

Min -0.7 km/h at 24.6 msec



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13 December 2004

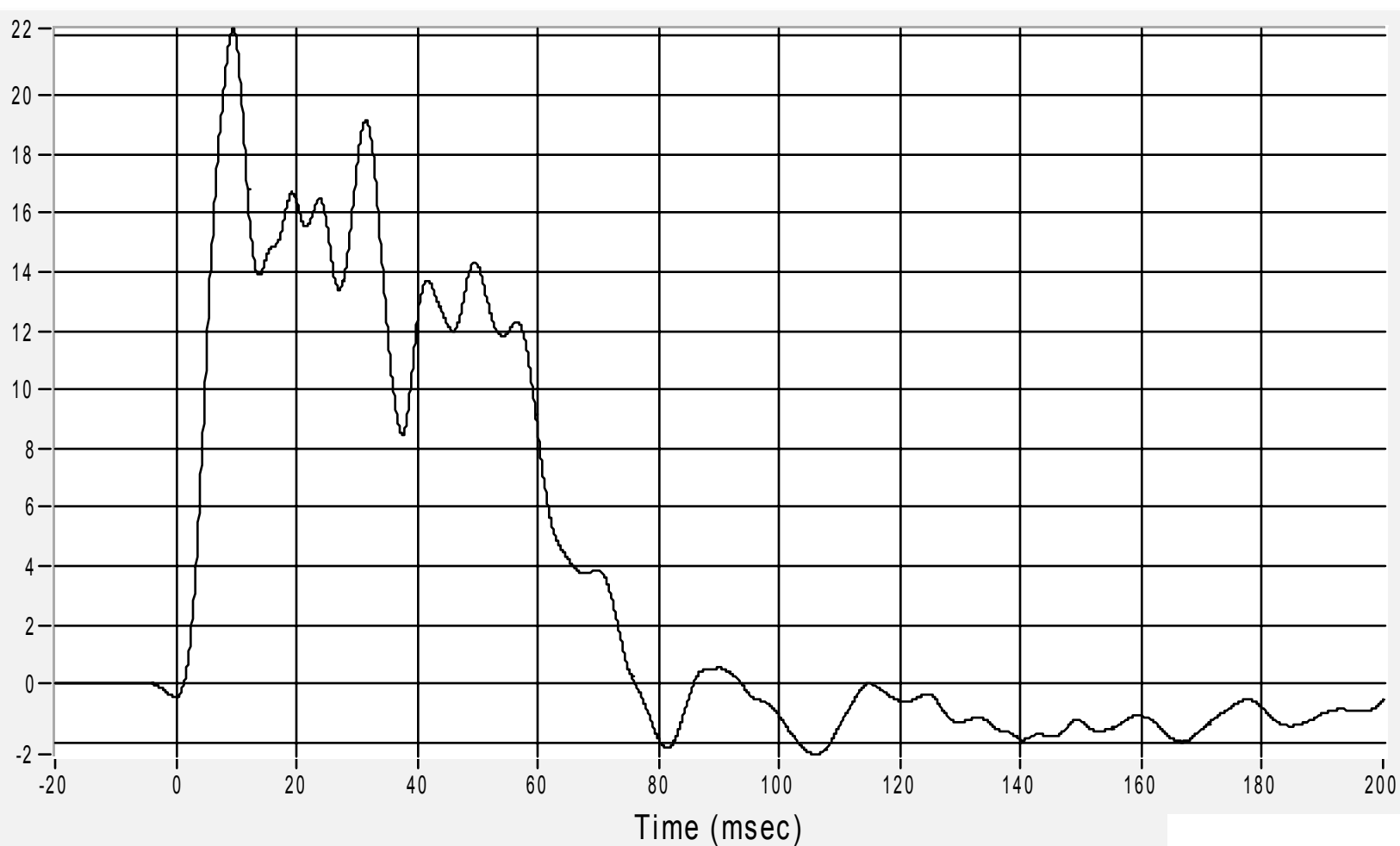
Medical College of Wisconsin
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Right Side Sill at Rear Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 22.3 G at 9.5 msec

Min -2.4 G at 106.0 msec



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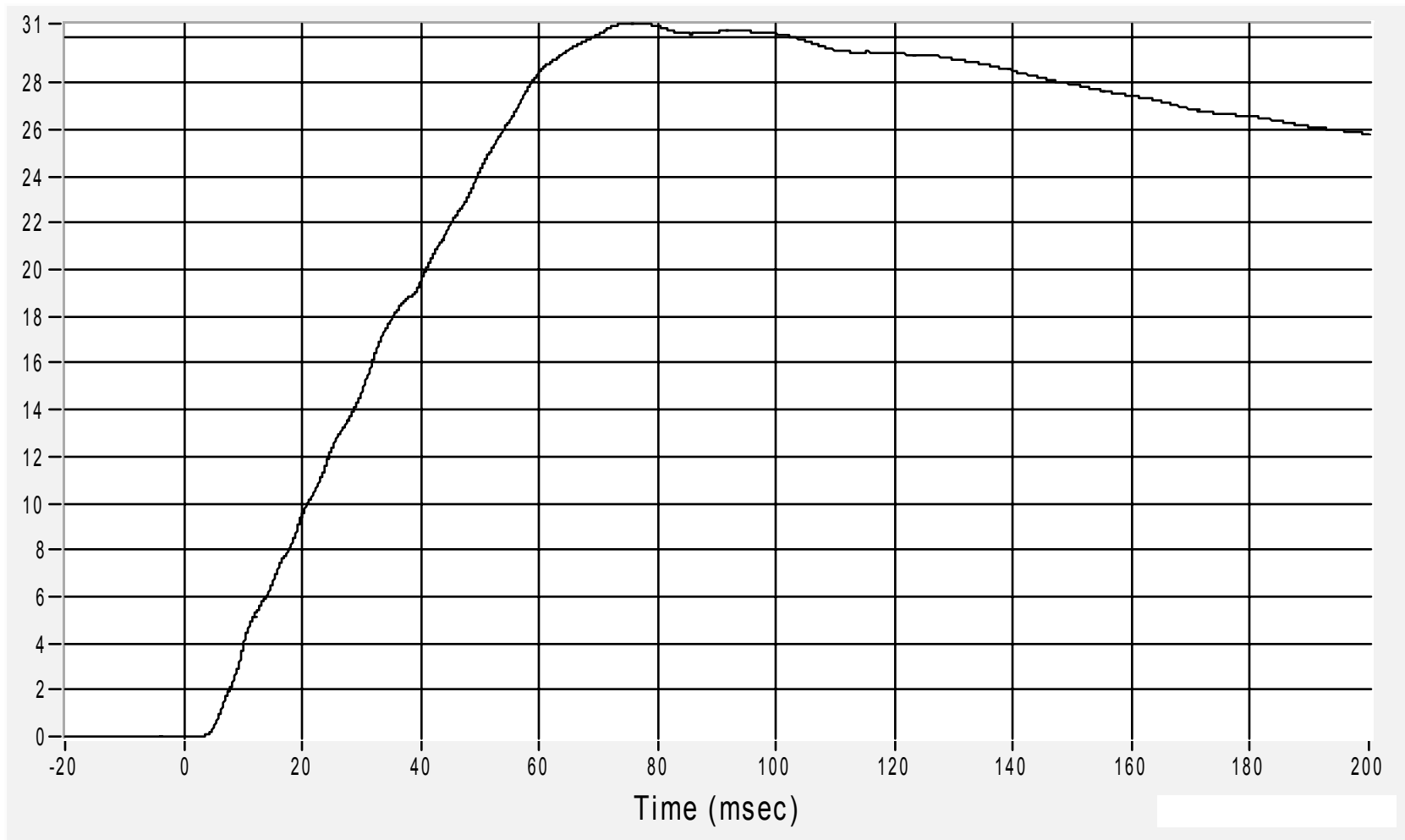
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Y) Velocity

Velocity (km/h) CFC180

Max 30.5 km/h at 74.6 msec

Min 0.0 km/h at 0.0 msec



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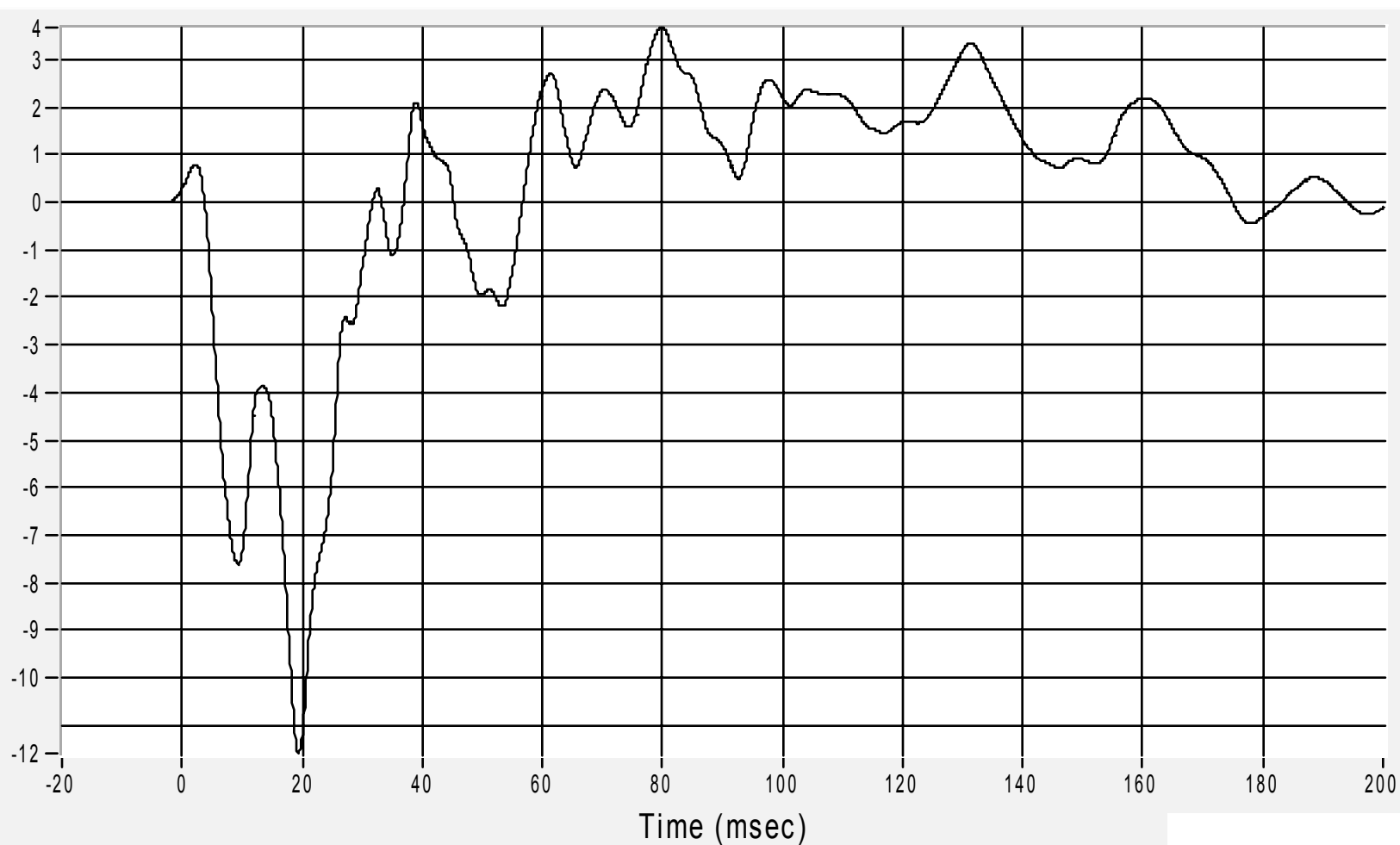
Medical College of Wisconsin
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Right Side Sill at Rear Seat (Z) Acceleration

Acceleration (G's) CFC60

Max 3.7 G at 79.8 msec

Min -11.6 G at 19.4 msec



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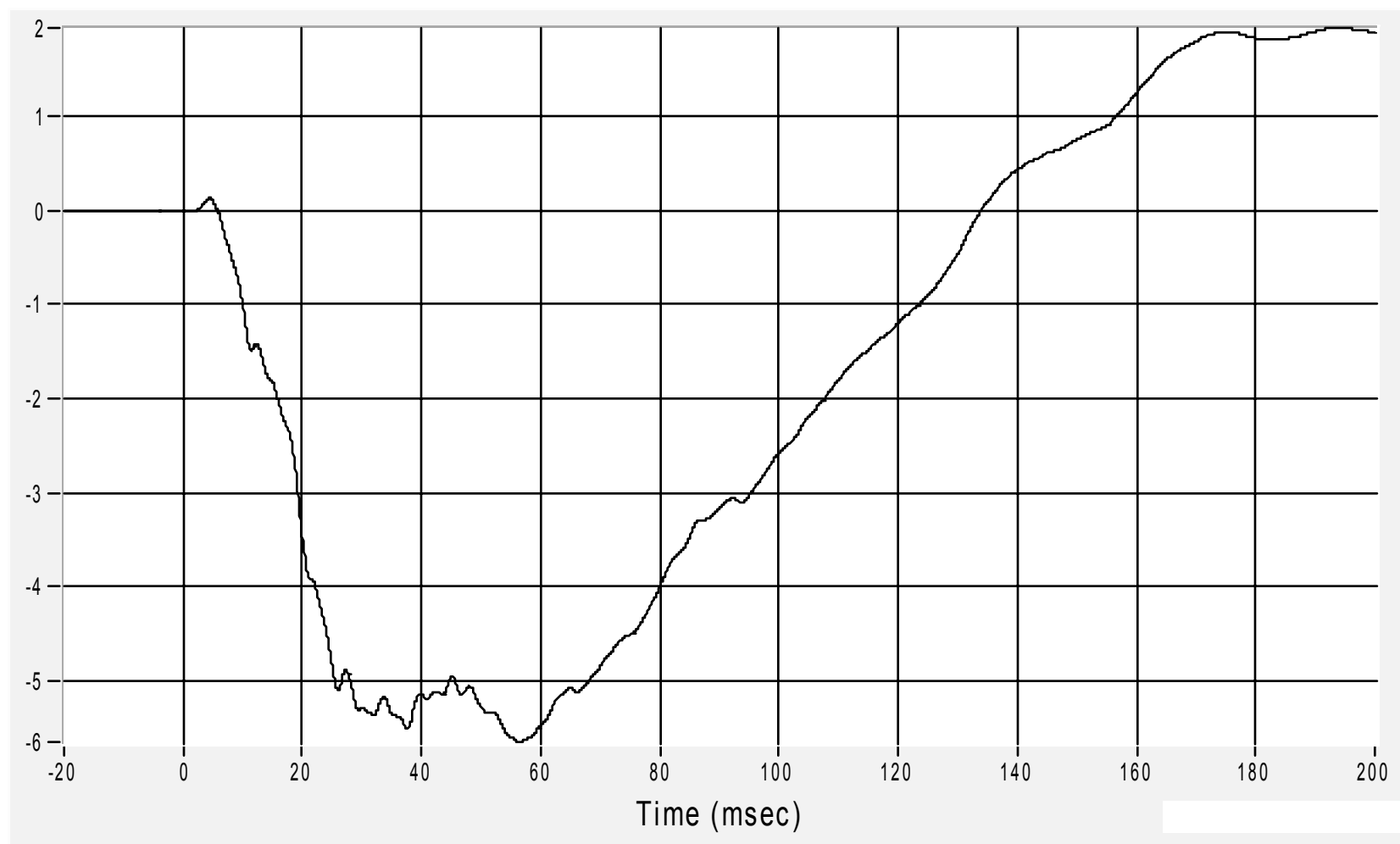
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Right Side Sill at Rear Seat (Z) Velocity

Velocity (km/h) CFC180

Max 1.9 km/h at 194.7 msec

Min -5.7 km/h at 56.4 msec



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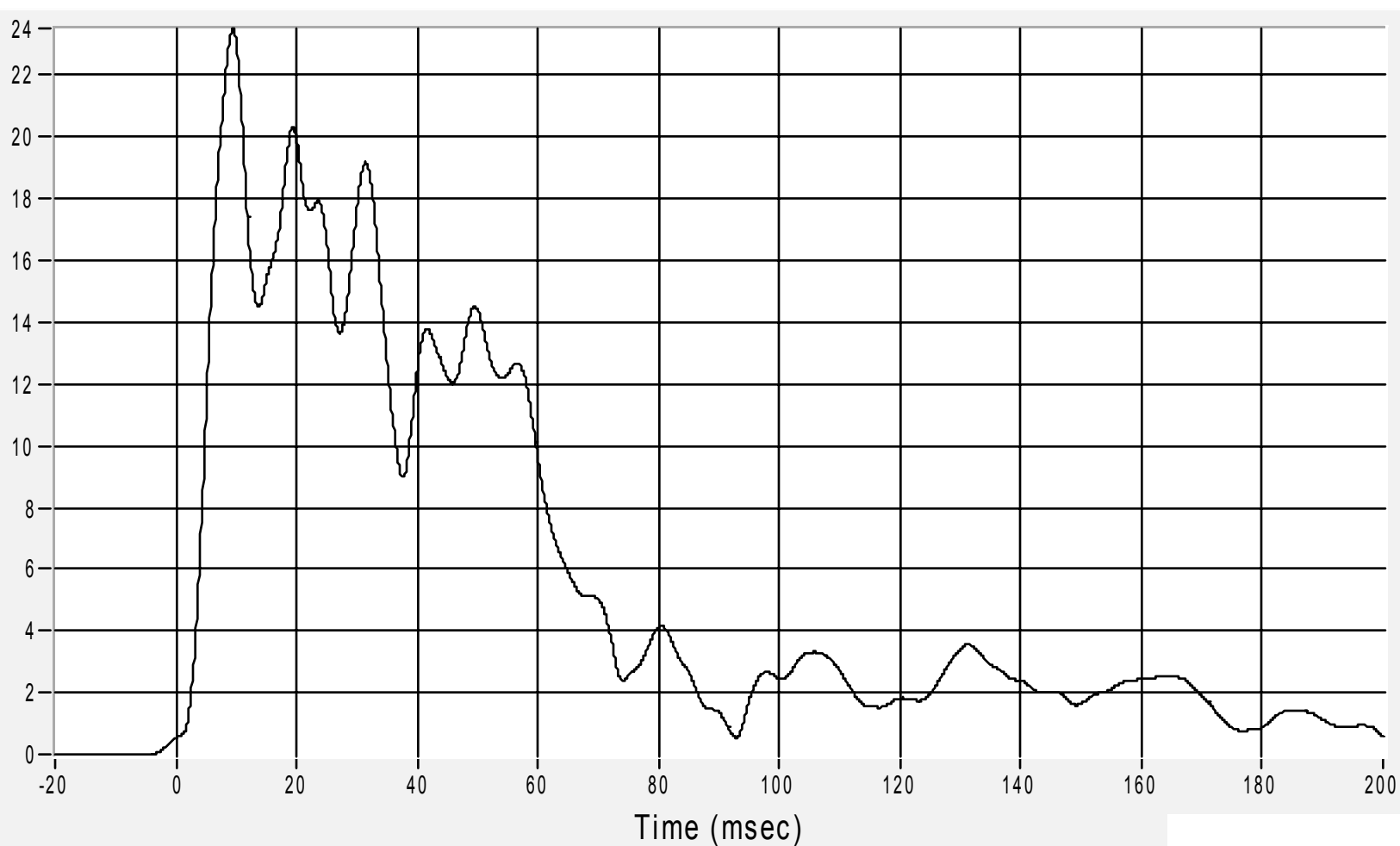
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat Resultant Acceleration

Acceleration (G's) CFC60

Max 23.5 G's at 9.4 msec

Min 0.5 G's at 0.0 msec



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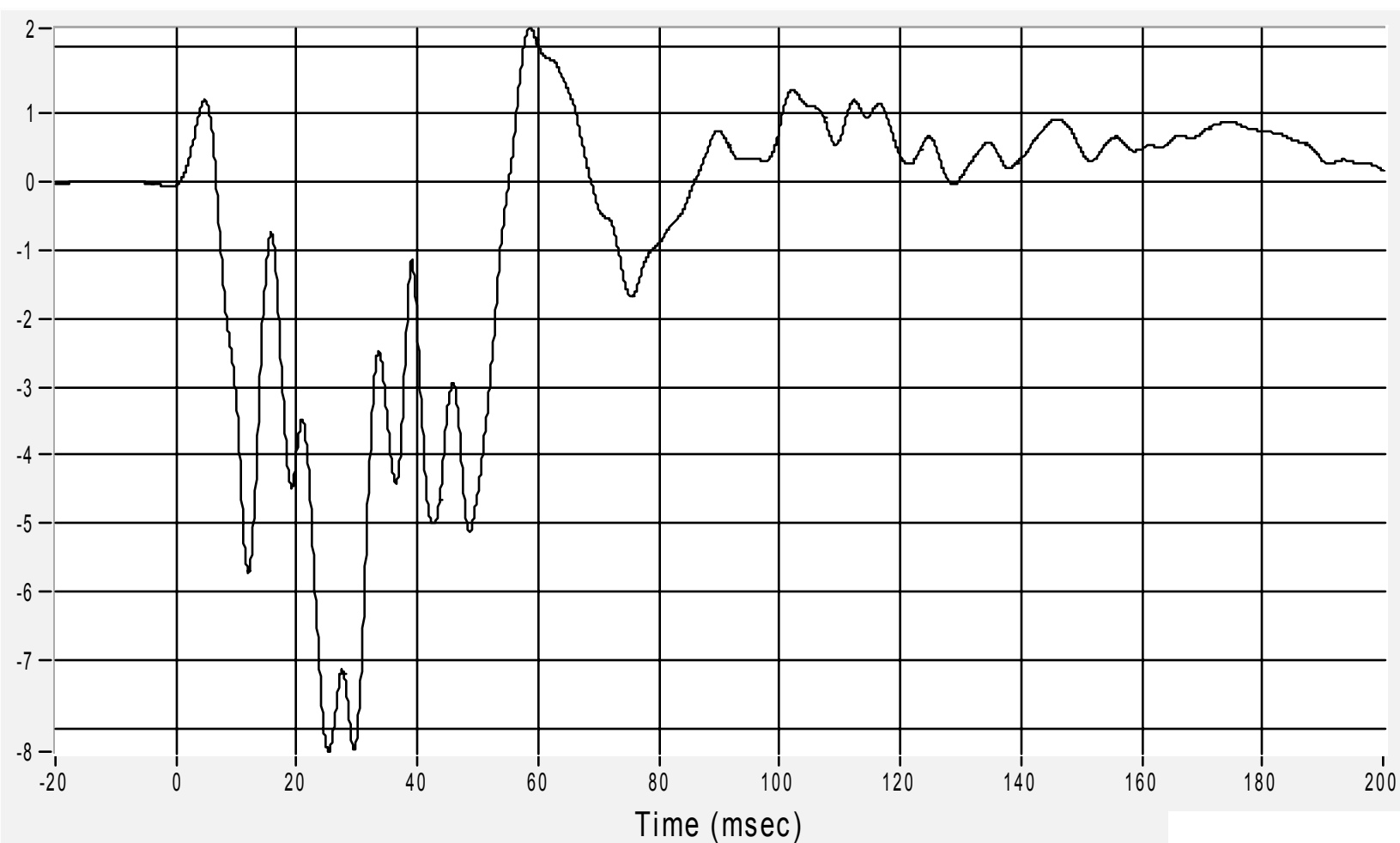
Medical College of Wisconsin
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Rear Floorpan Above Axle (X) Acceleration

Acceleration (G's) CFC60

Max 2.3 G at 58.6 msec

Min -8.4 G at 25.3 msec



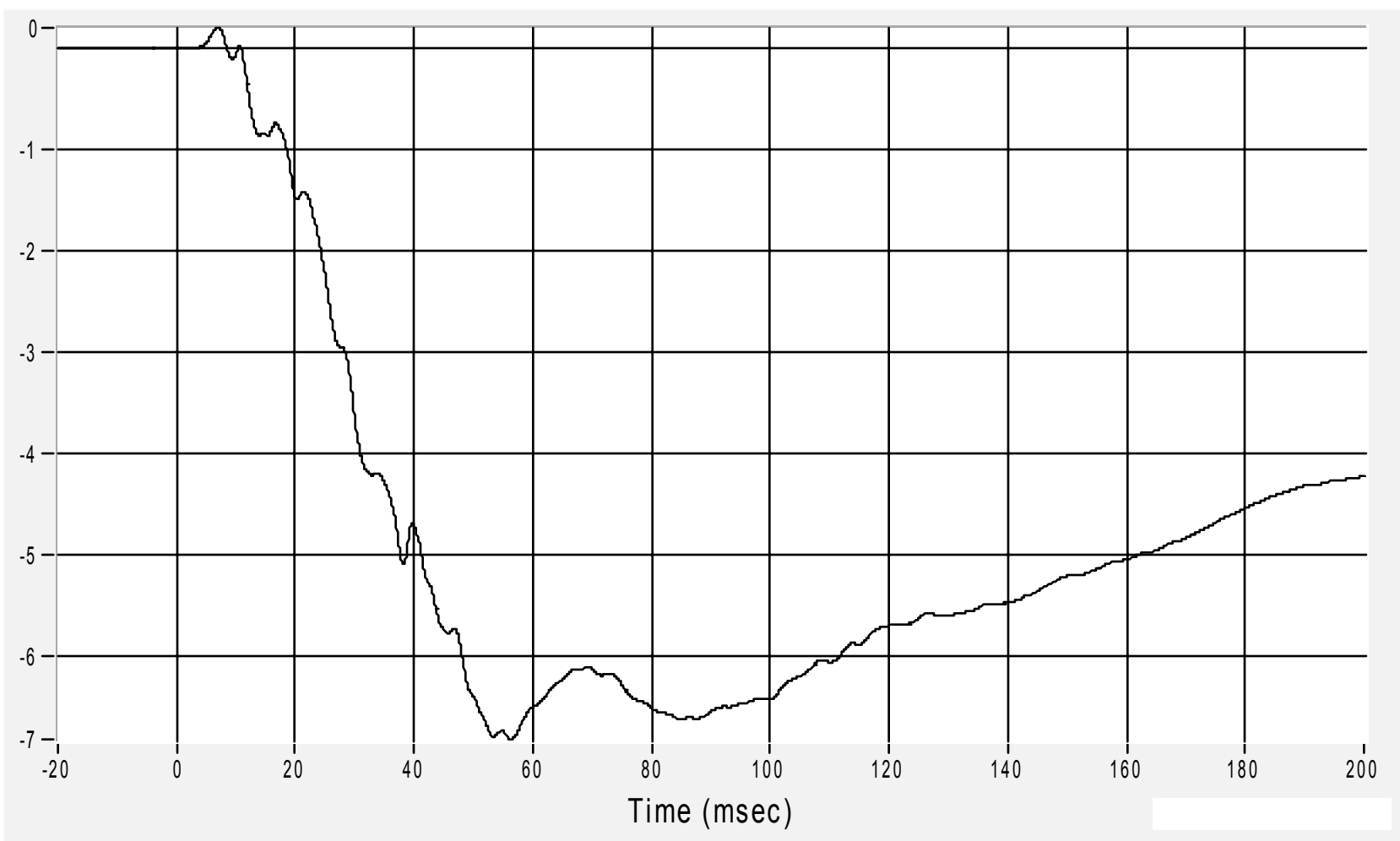
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Rear Floorpan Above Axle (X) Velocity

Velocity (km/h) CFC180

Max 0.2 km/h at 6.9 msec**Min -6.8 km/h at 56.3 msec**

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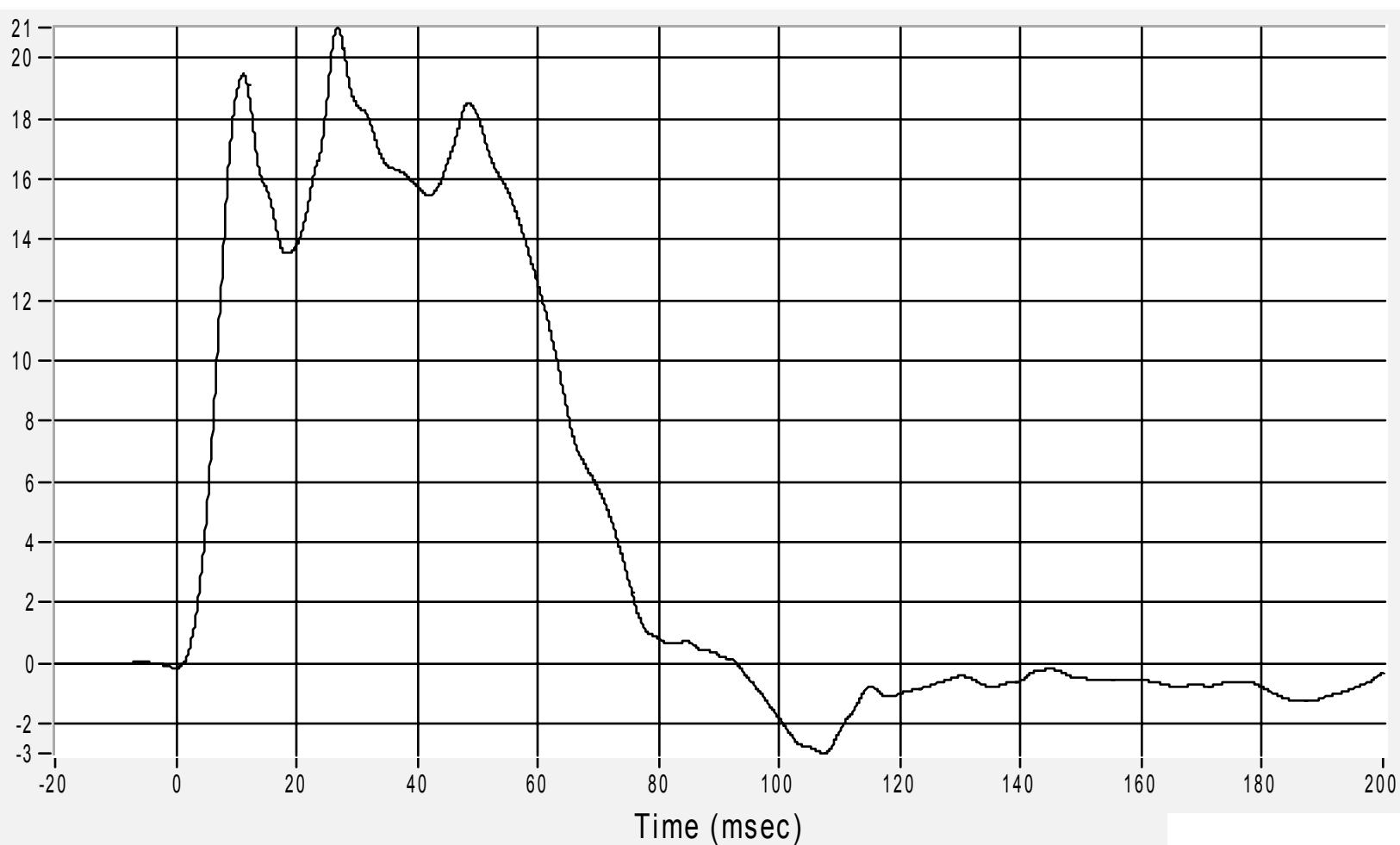
*Medical College of Wisconsin
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Rear Floorpan Above Axle (Y) Acceleration

Acceleration (G's) CFC60

Max 21.0 G at 26.8 msec

Min -3.0 G at 107.4 msec



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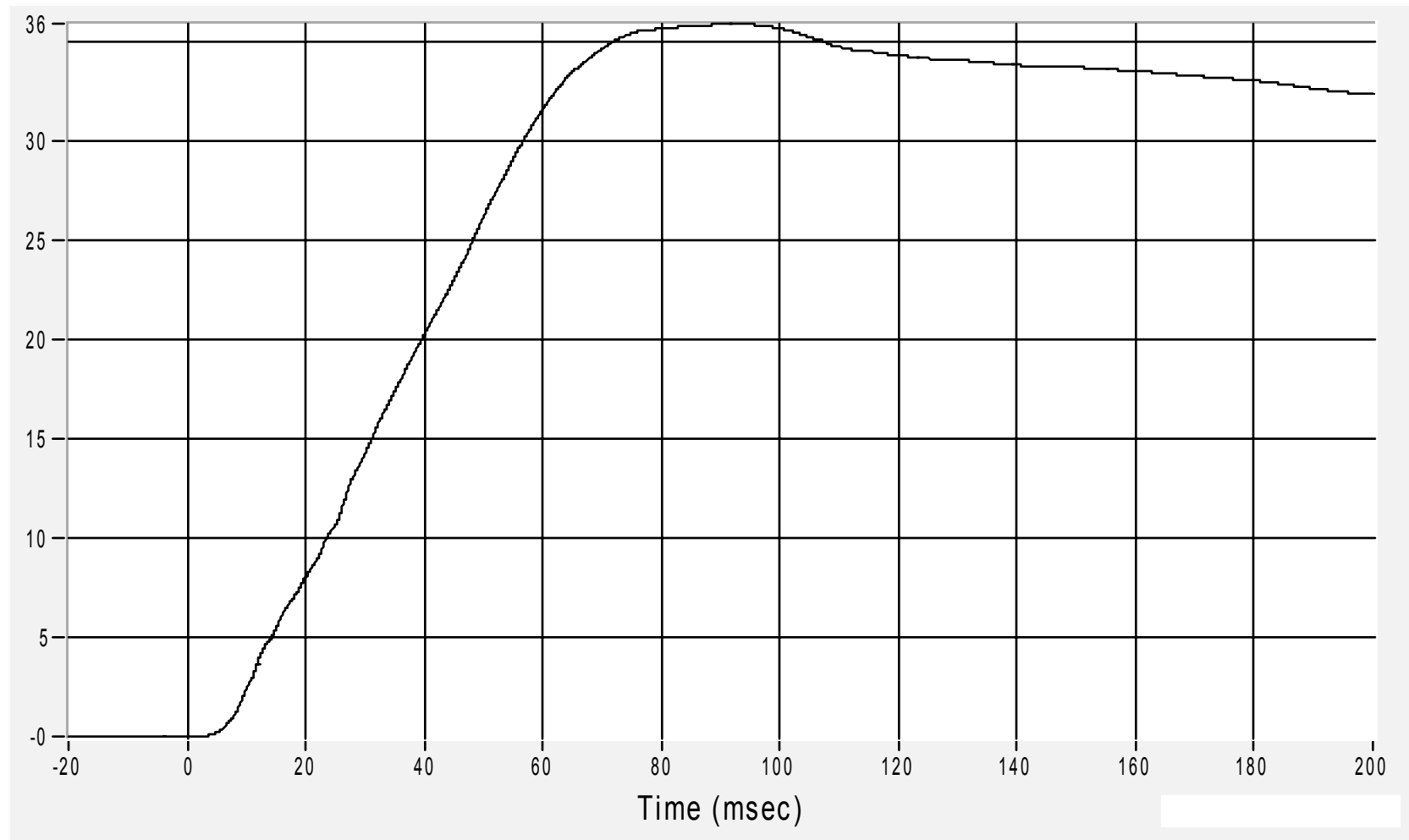
Medical College of Wisconsin
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Rear Floorpan Above Axle (Y) Velocity

Velocity (km/h) CFC180

Max 35.9 km/h at 93.4 msec

Min 0.0 km/h at 0.5 msec



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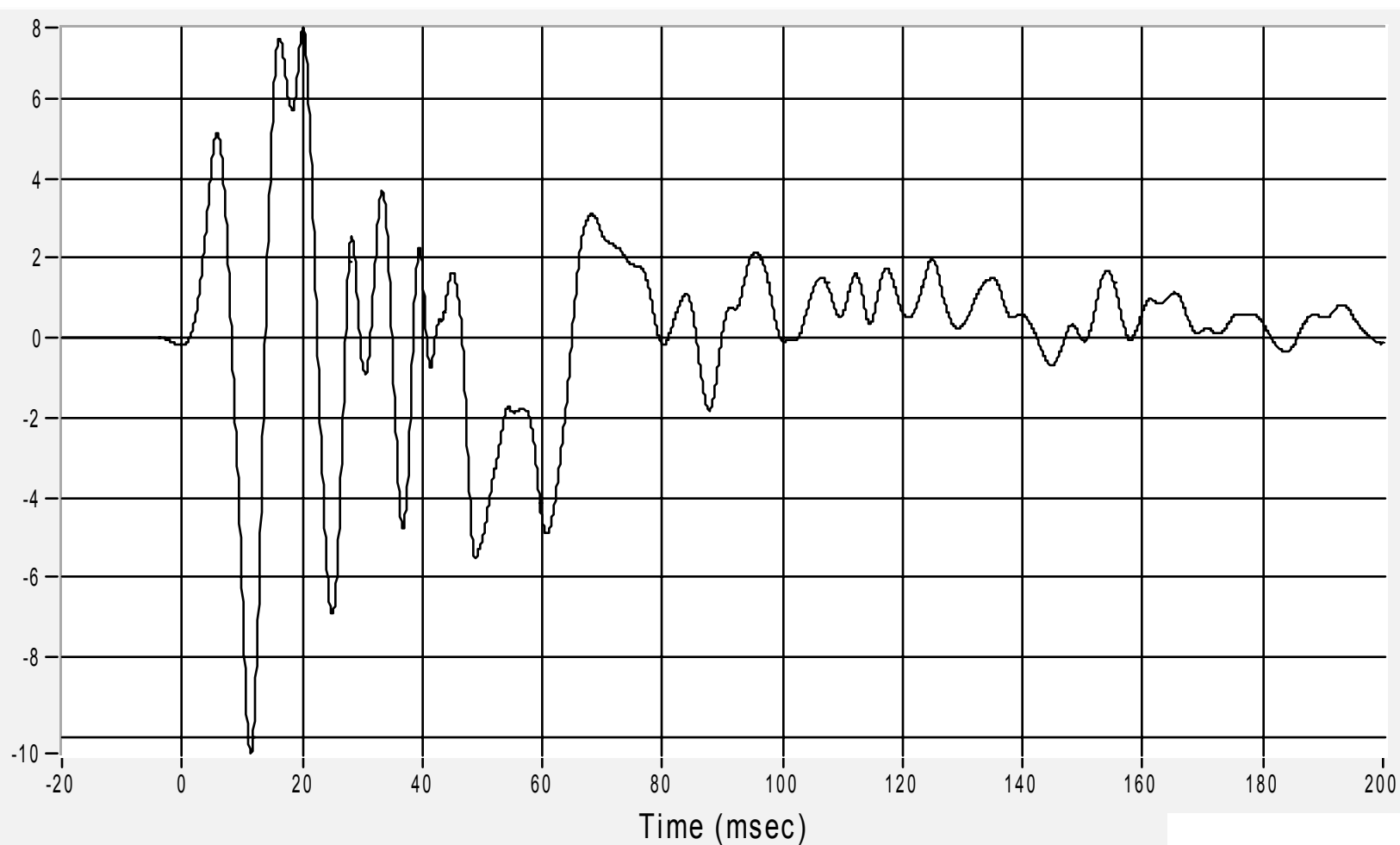
Medical College of Wisconsin
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Rear Floorpan Above Axle (Z) Acceleration

Acceleration (G's) CFC60

Max 7.8 G at 20.2 msec

Min -10.4 G at 11.4 msec



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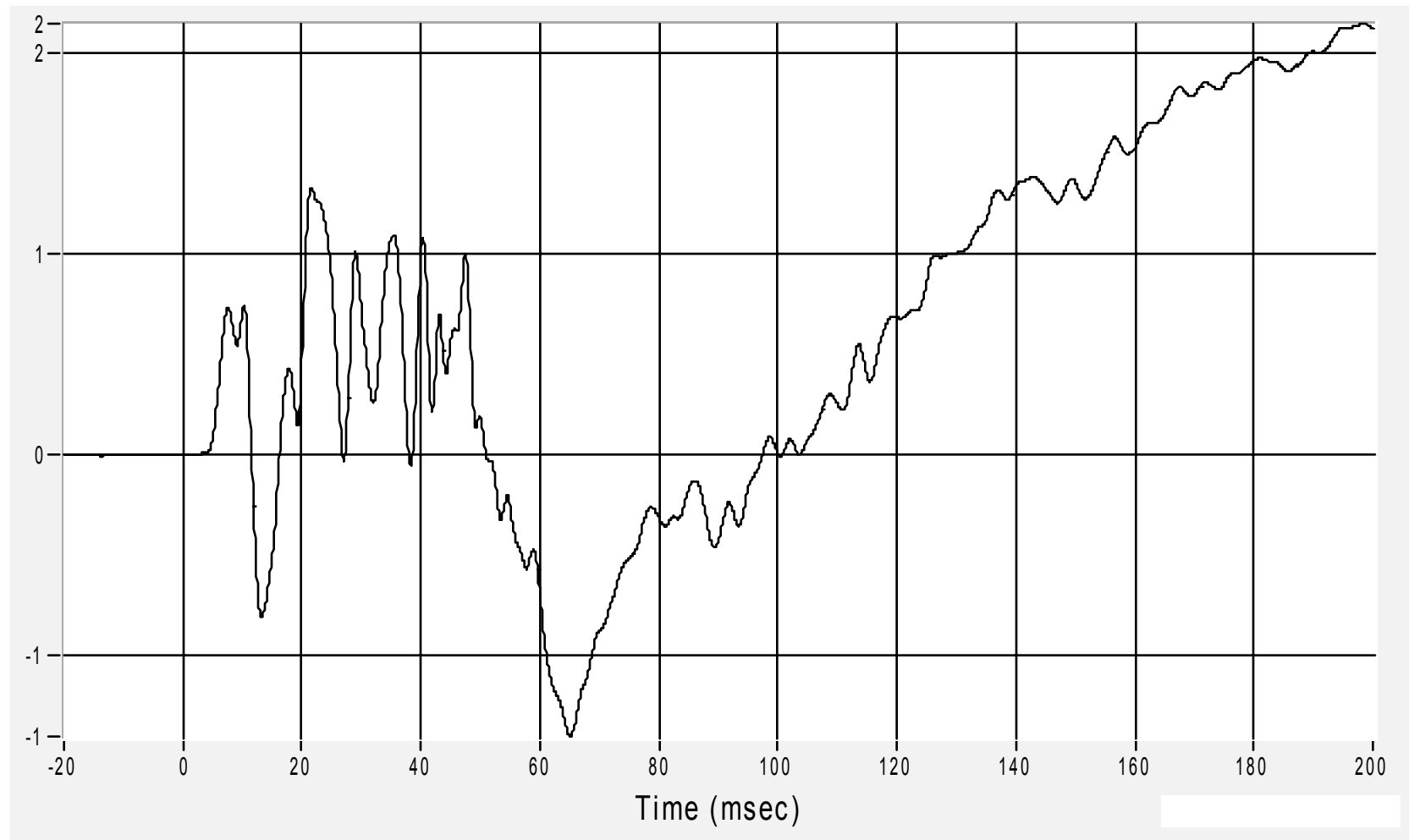
*Medical College of Wisconsin
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Rear Floorpan Above Axle (Z) Velocity

Velocity (km/h) CFC180

Max 2.1 km/h at 198.4 msec

Min -1.4 km/h at 65.0 msec



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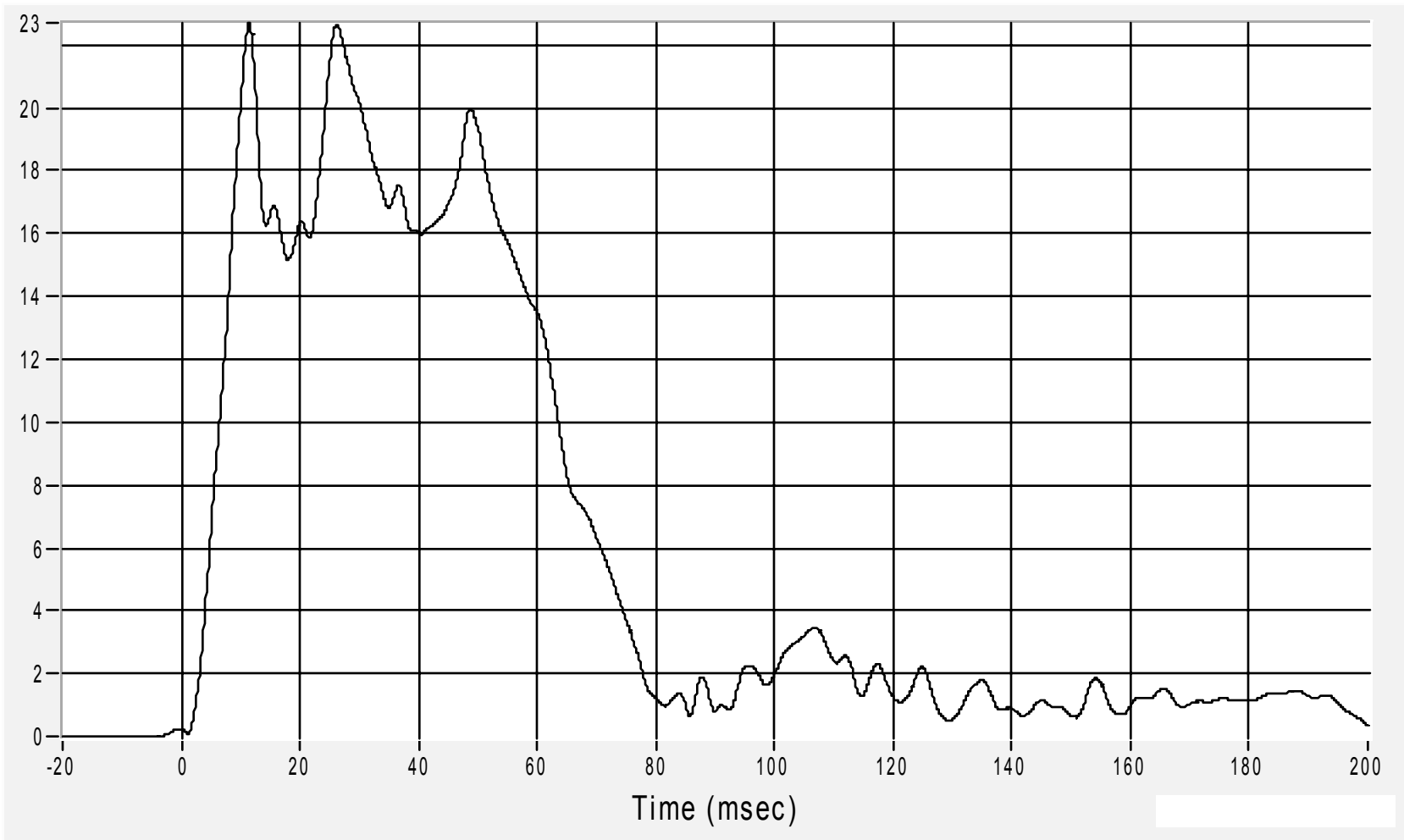
Medical College of Wisconsin
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Rear Floorpan Above Axle Resultant Acceleration

Acceleration (G's) CFC60

Max 22.7 G's at 11.4 msec

Min 0.1 G's at 1.1 msec



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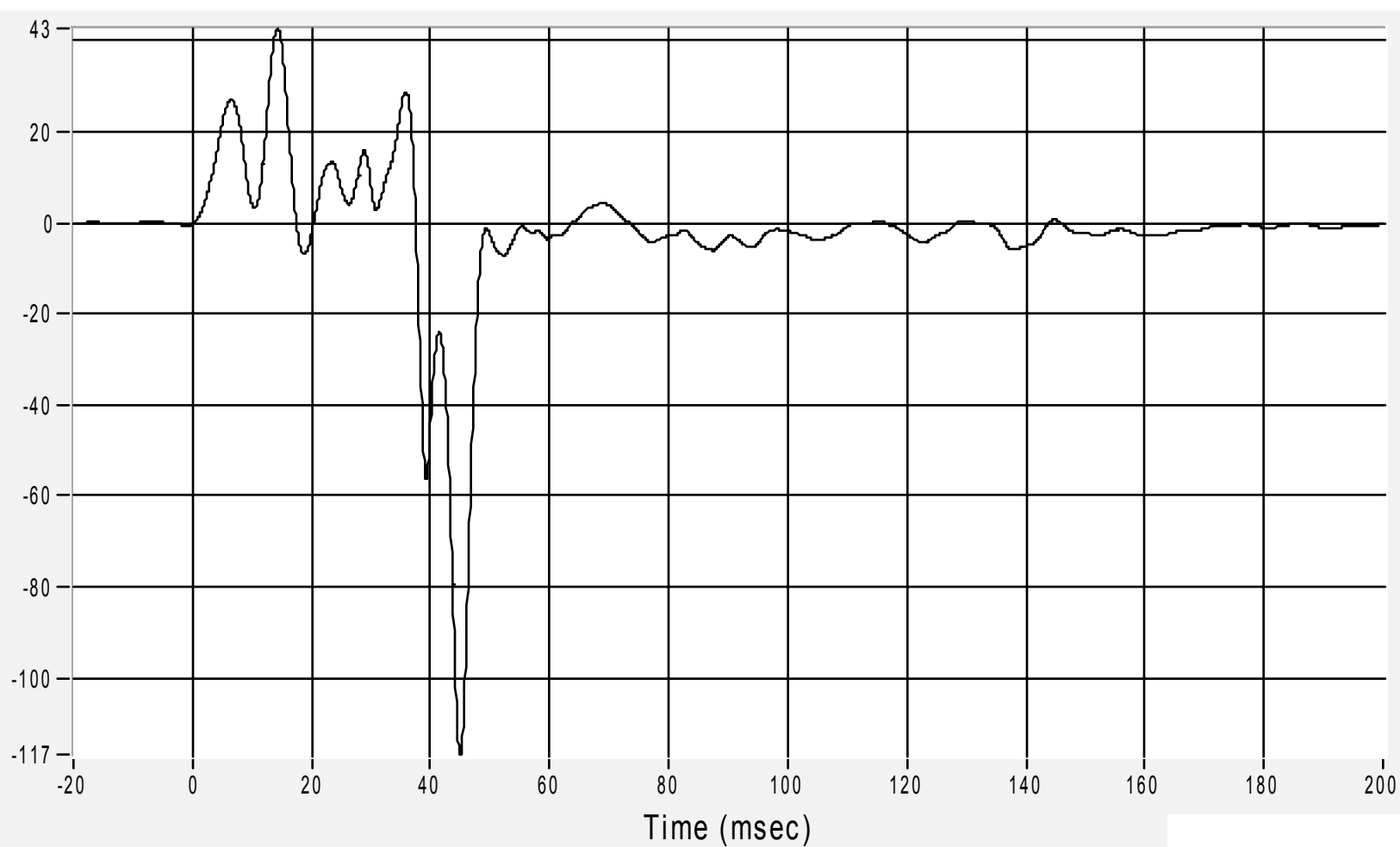
Medical College of Wisconsin
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Left Side Sill at Rear Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 42.7 G at 14.3 msec

Min -116.8 G at 45.0 msec



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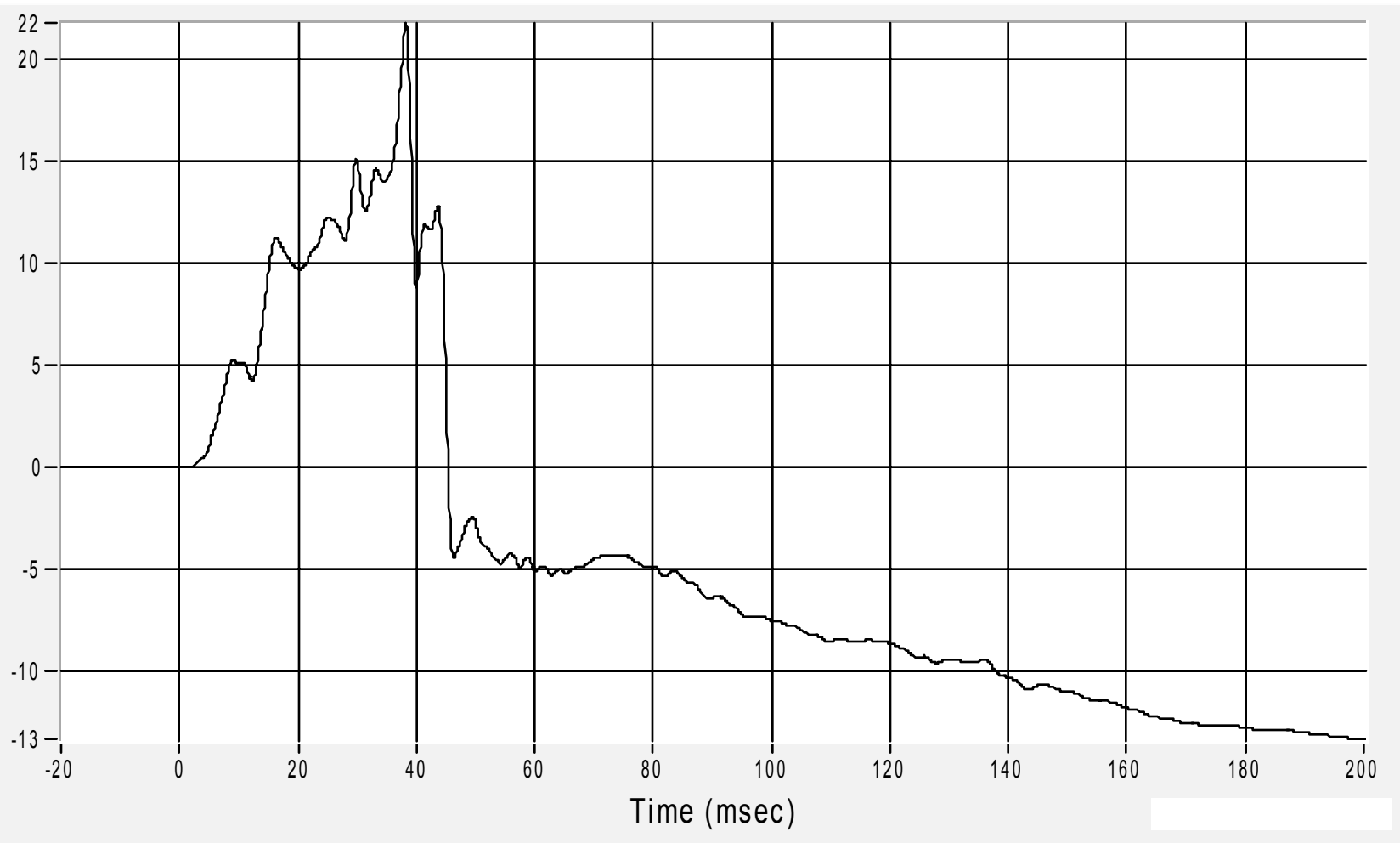
*Medical College of Wisconsin
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Left Side Sill at Rear Seat (Y) Velocity

Velocity (km/h) CFC180

Max 21.8 km/h at 38.2 msec

Min -13.3 km/h at 199.3 msec



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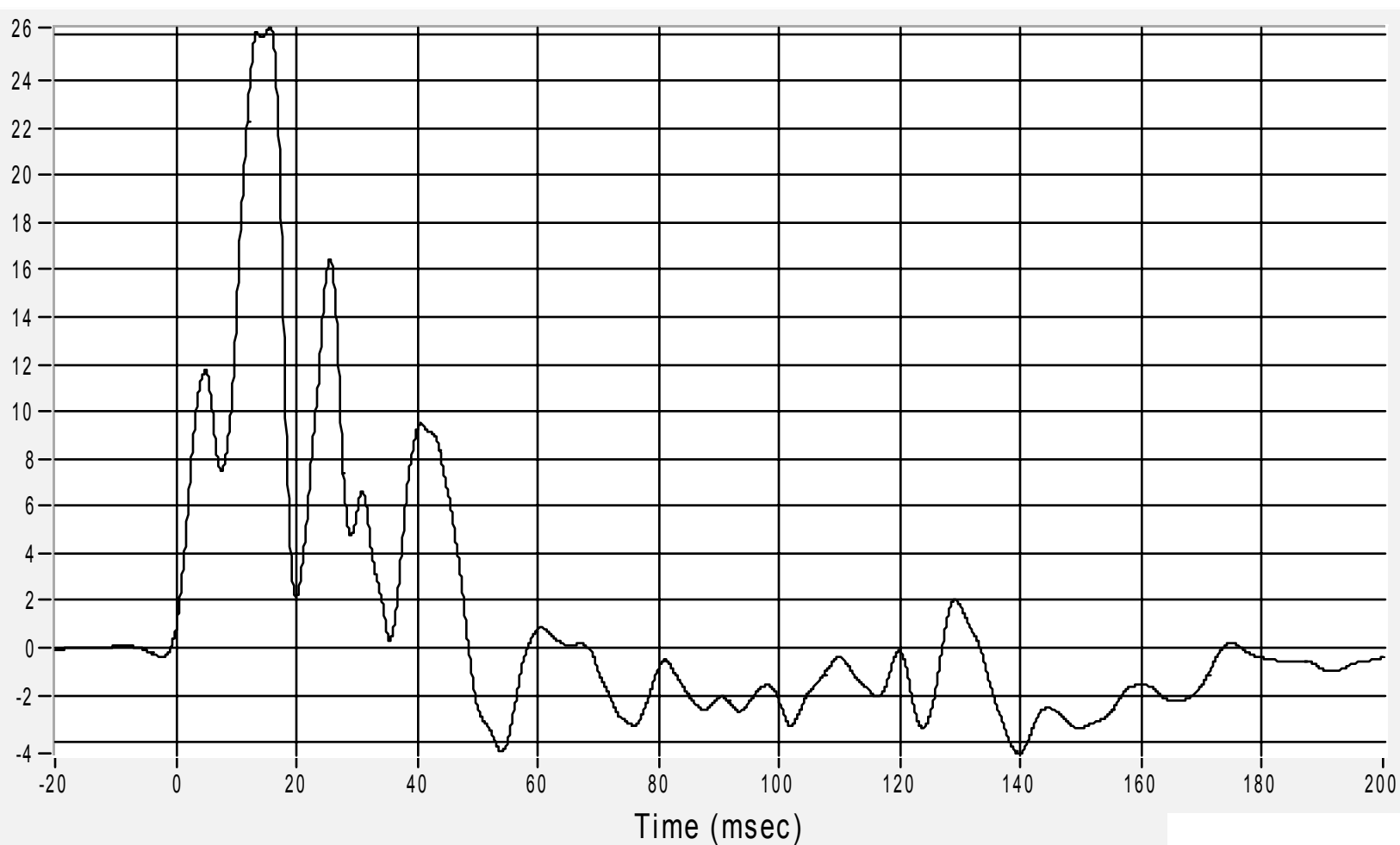
Medical College of Wisconsin
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Left Side Sill at Front Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 26.3 G at 15.6 msec

Min -4.5 G at 139.7 msec



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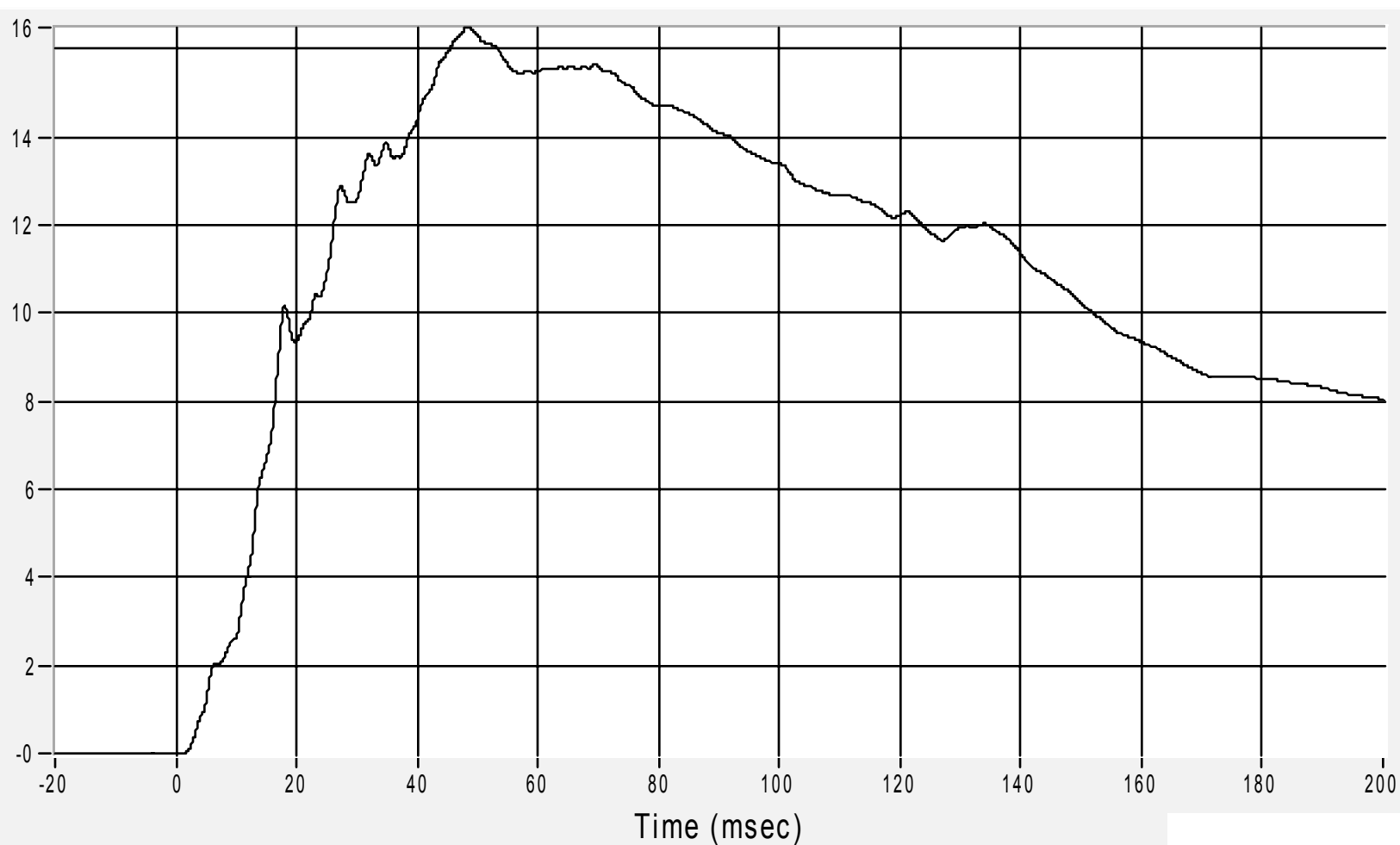
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Side Sill at Front Seat (Y) Velocity

Velocity (km/h) CFC180

Max 16.5 km/h at 48.2 msec

Min 0.0 km/h at 1.0 msec



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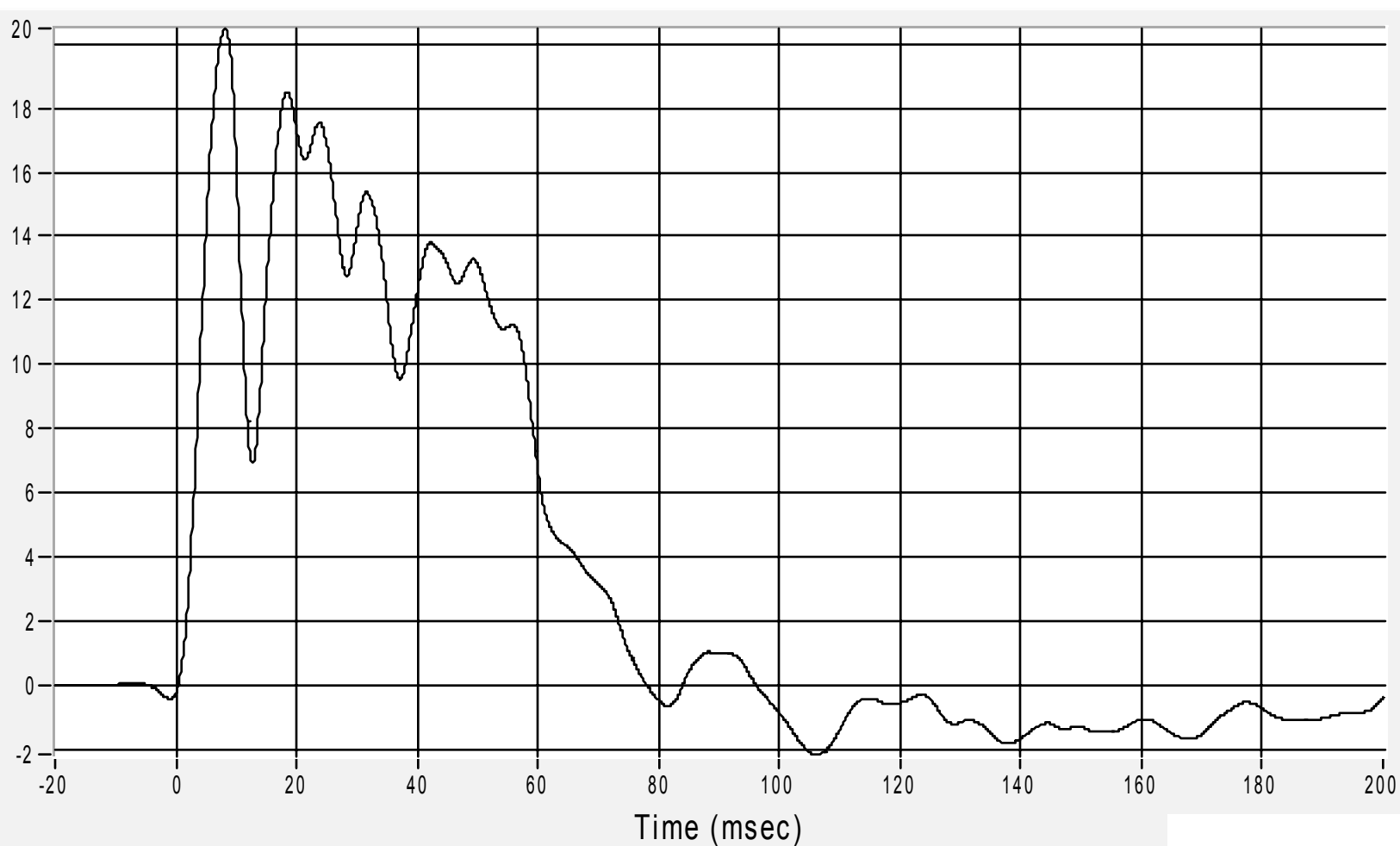
Medical College of Wisconsin
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Right Rear Occupant Compartment (Y) Acceleration

Acceleration (G's) CFC60

Max 20.5 G at 8.2 msec

Min -2.2 G at 106.1 msec



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13 December 2004

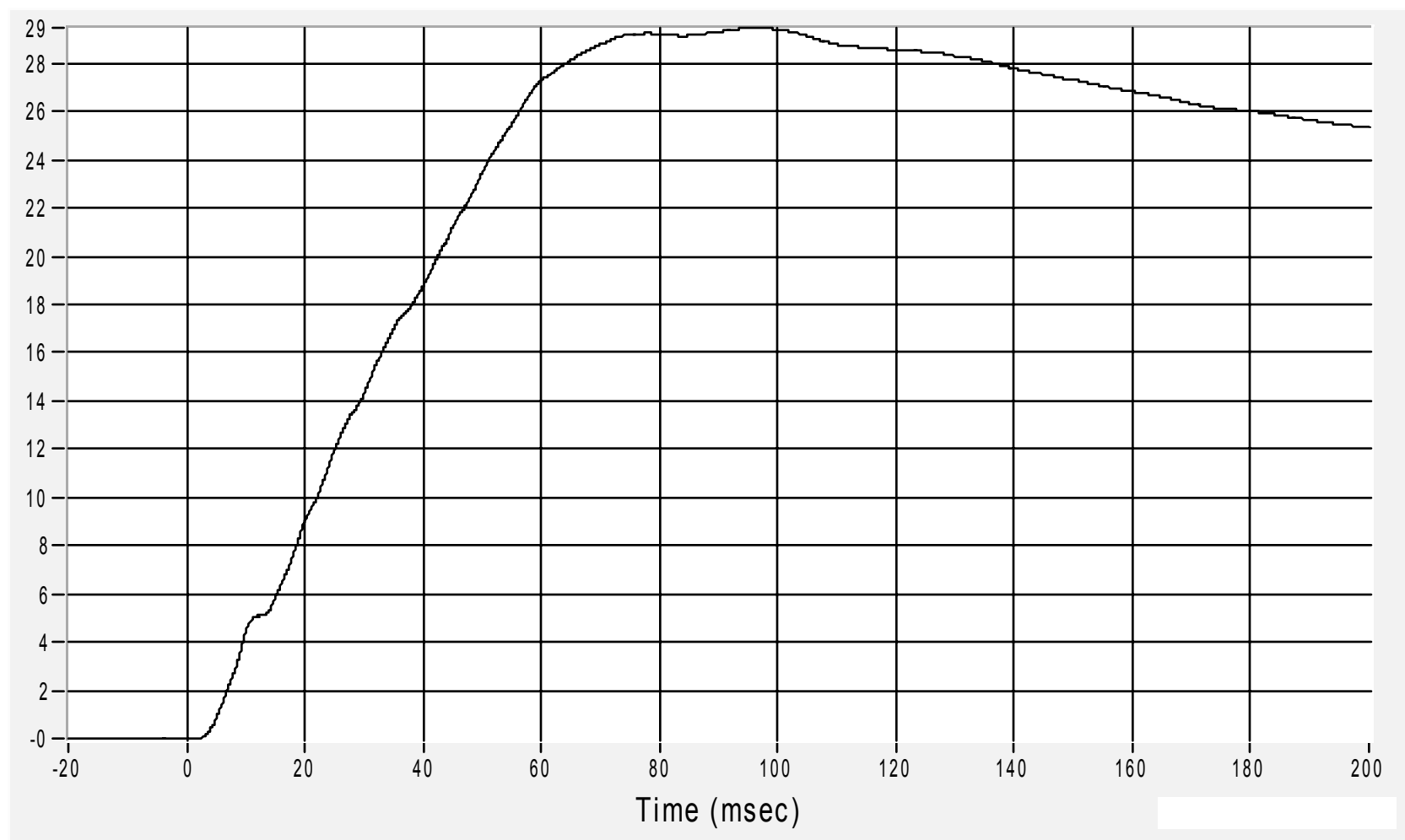
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Rear Occupant Compartment (Y) Velocity

Velocity (km/h) CFC180

Max 29.5 km/h at 95.4 msec

Min 0.0 km/h at 1.5 msec



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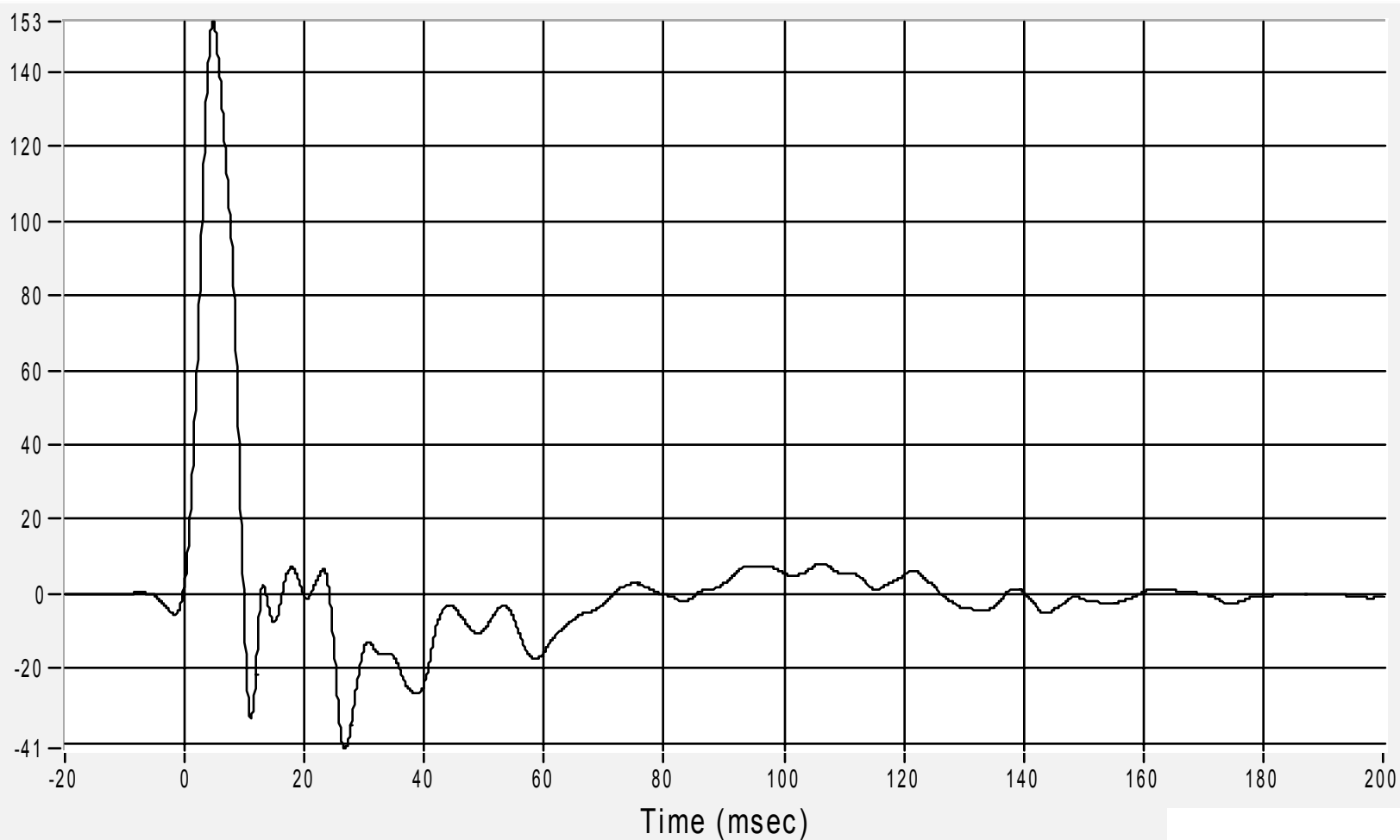
*Medical College of Wisconsin
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Left Lower B-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 153.4 G at 4.7 msec

Min -41.4 G at 26.7 msec



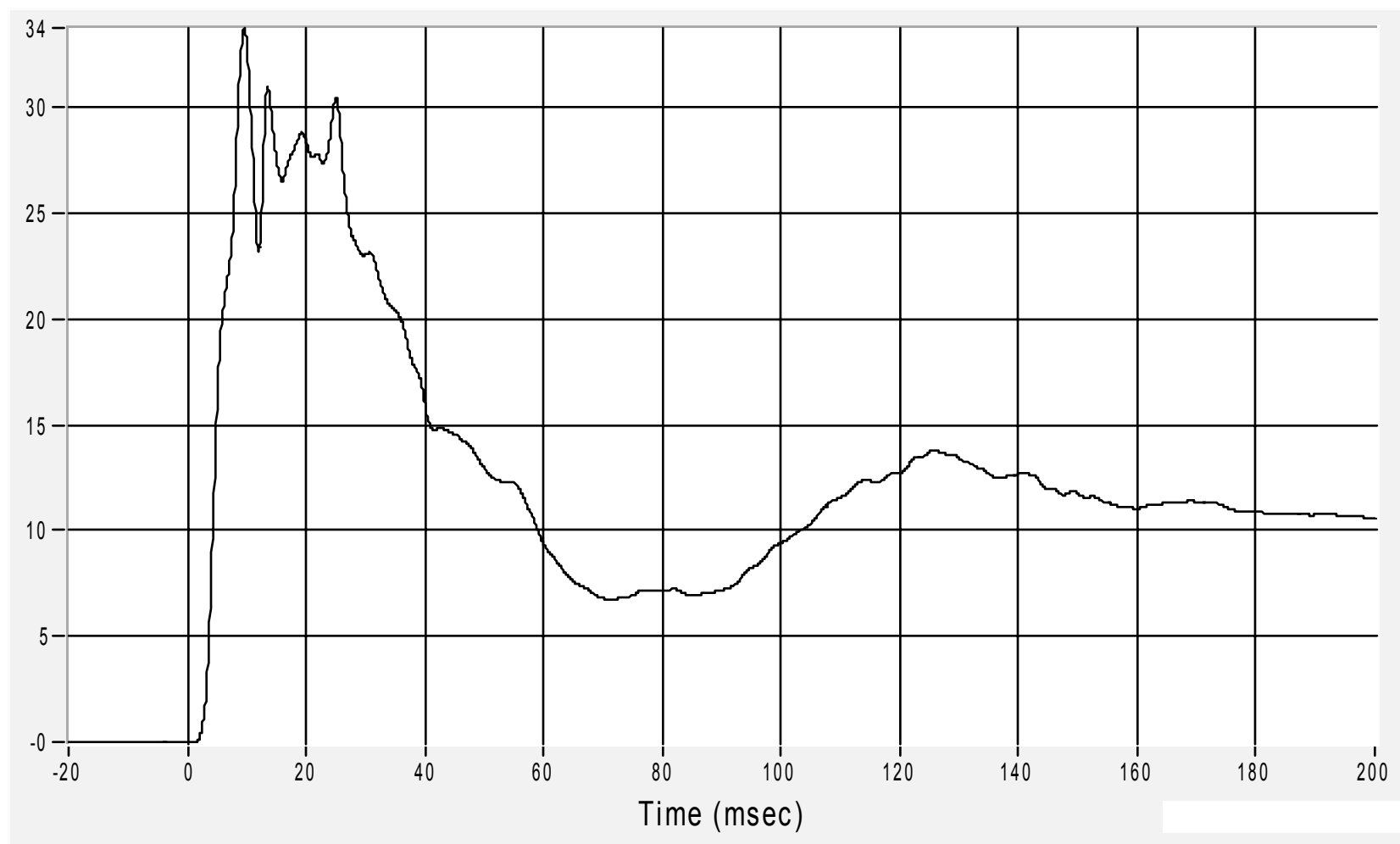
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Left Lower B-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 33.8 km/h at 9.6 msec**Min 0.0 km/h at 1.0 msec**

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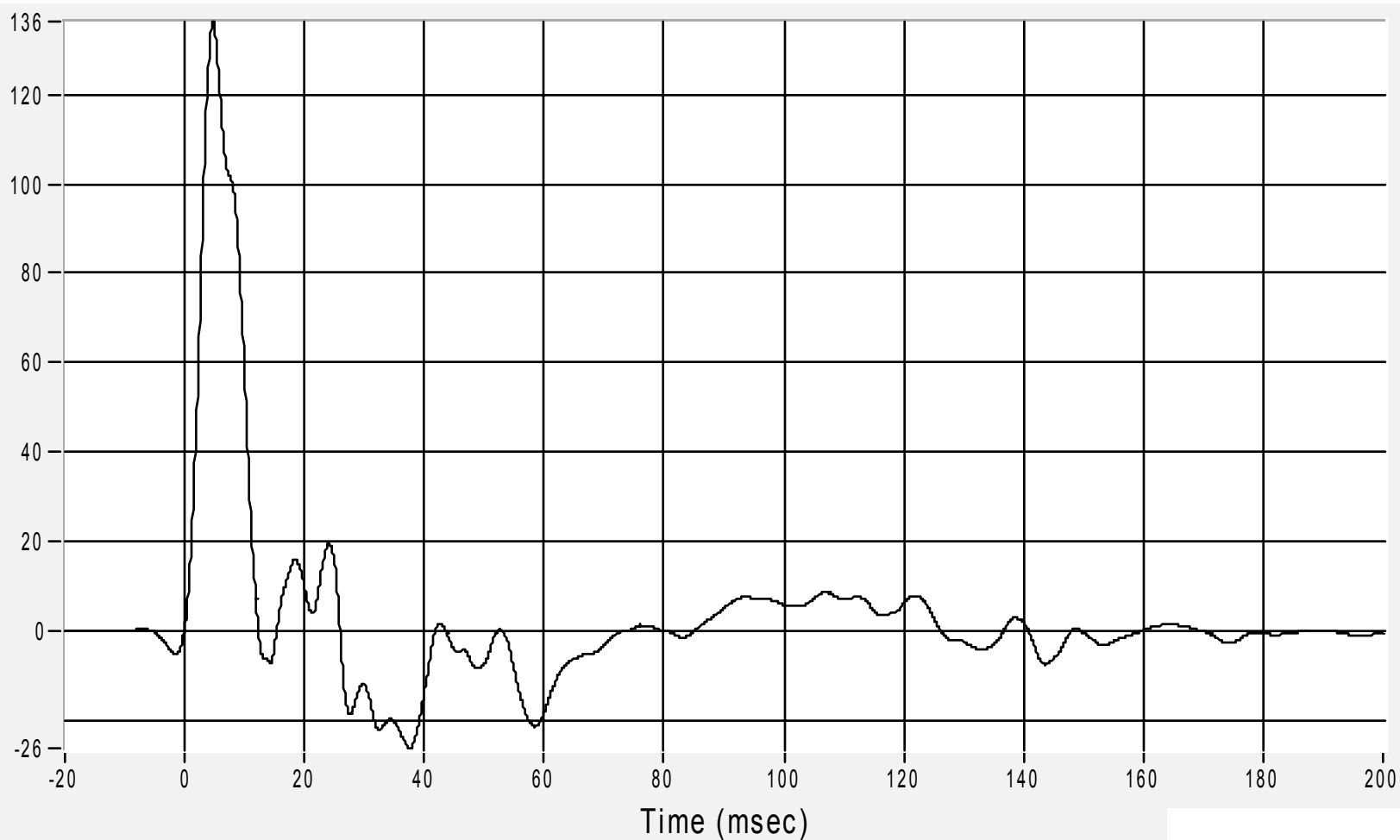
*Medical College of Wisconsin
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Left Middle B-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 136.3 G at 4.7 msec

Min -26.3 G at 37.5 msec



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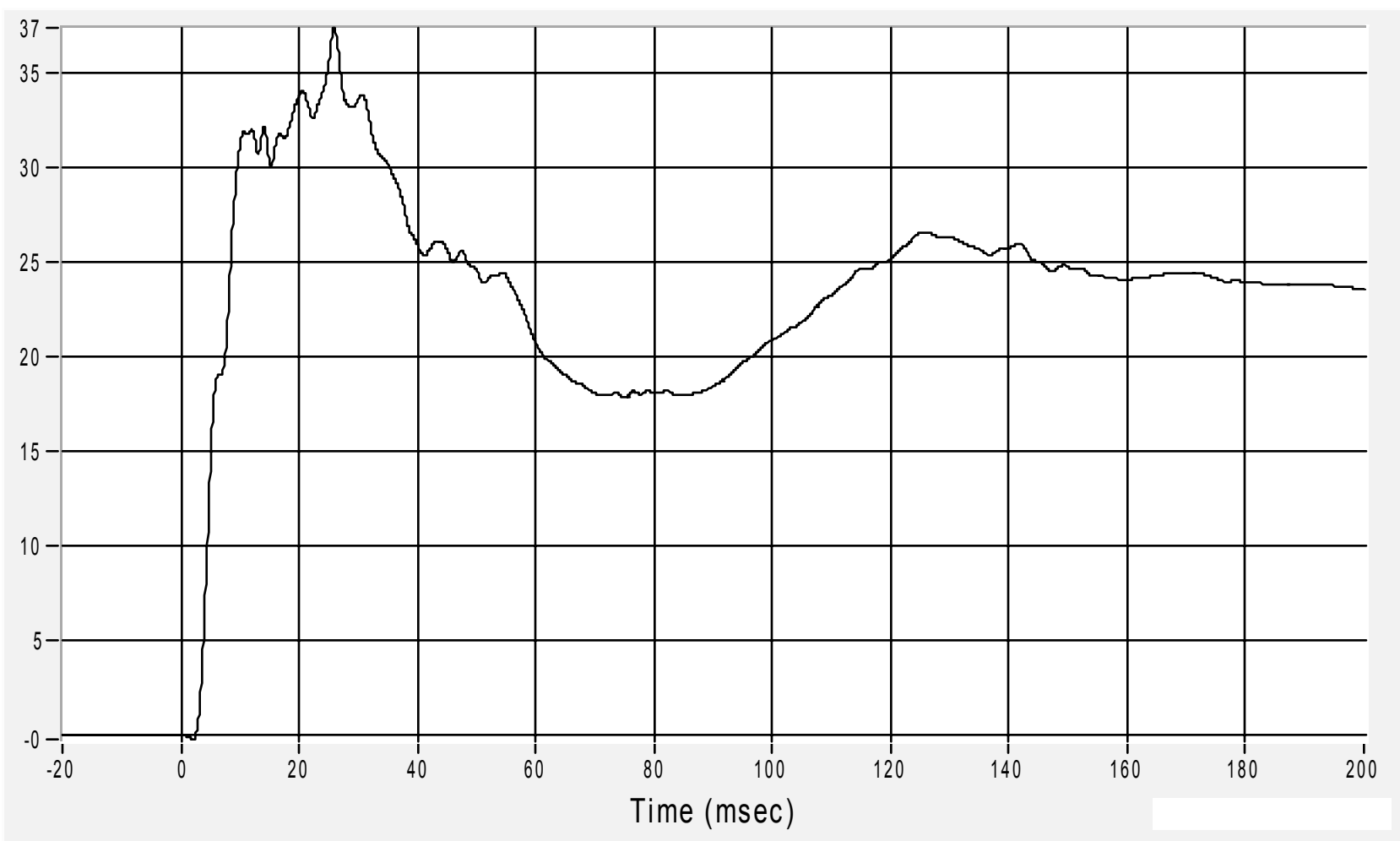
*Medical College of Wisconsin
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Left Middle B-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 37.4 km/h at 25.9 msec

Min -0.2 km/h at 2.1 msec



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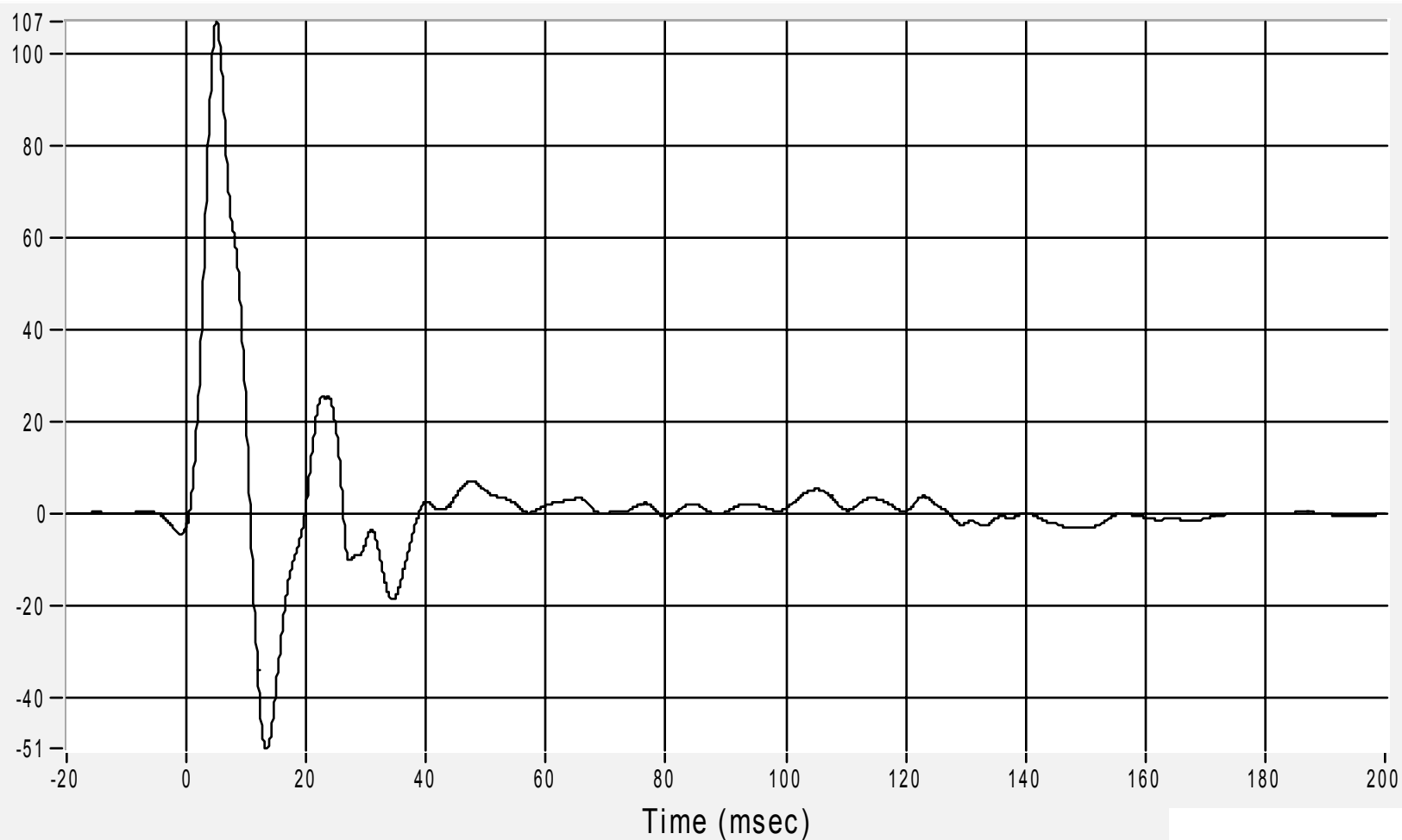
Medical College of Wisconsin
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Left Lower A-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 106.8 G at 5.0 msec

Min -51.2 G at 13.3 msec



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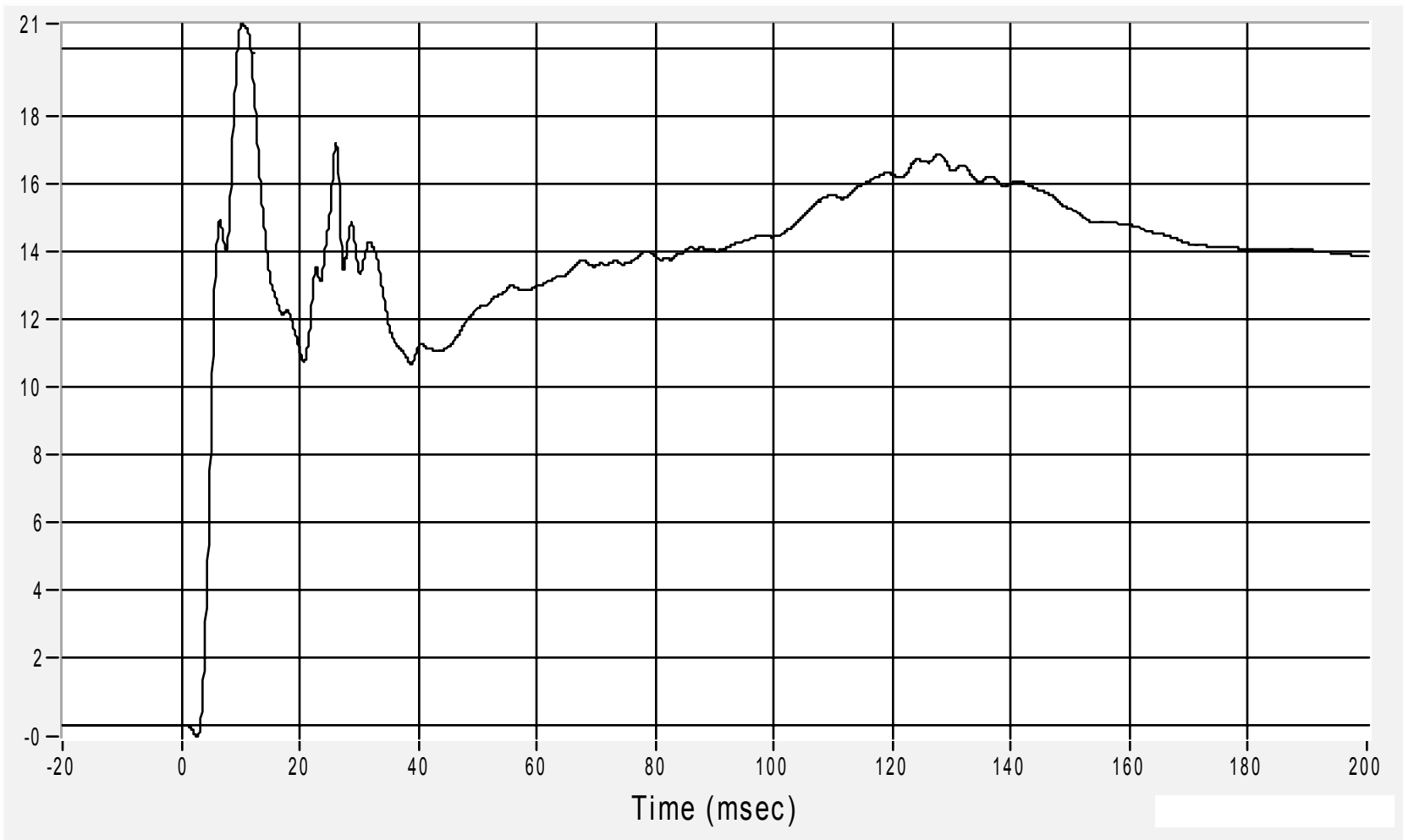
Medical College of Wisconsin
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Left Lower A-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 20.7 km/h at 10.2 msec

Min -0.3 km/h at 2.6 msec



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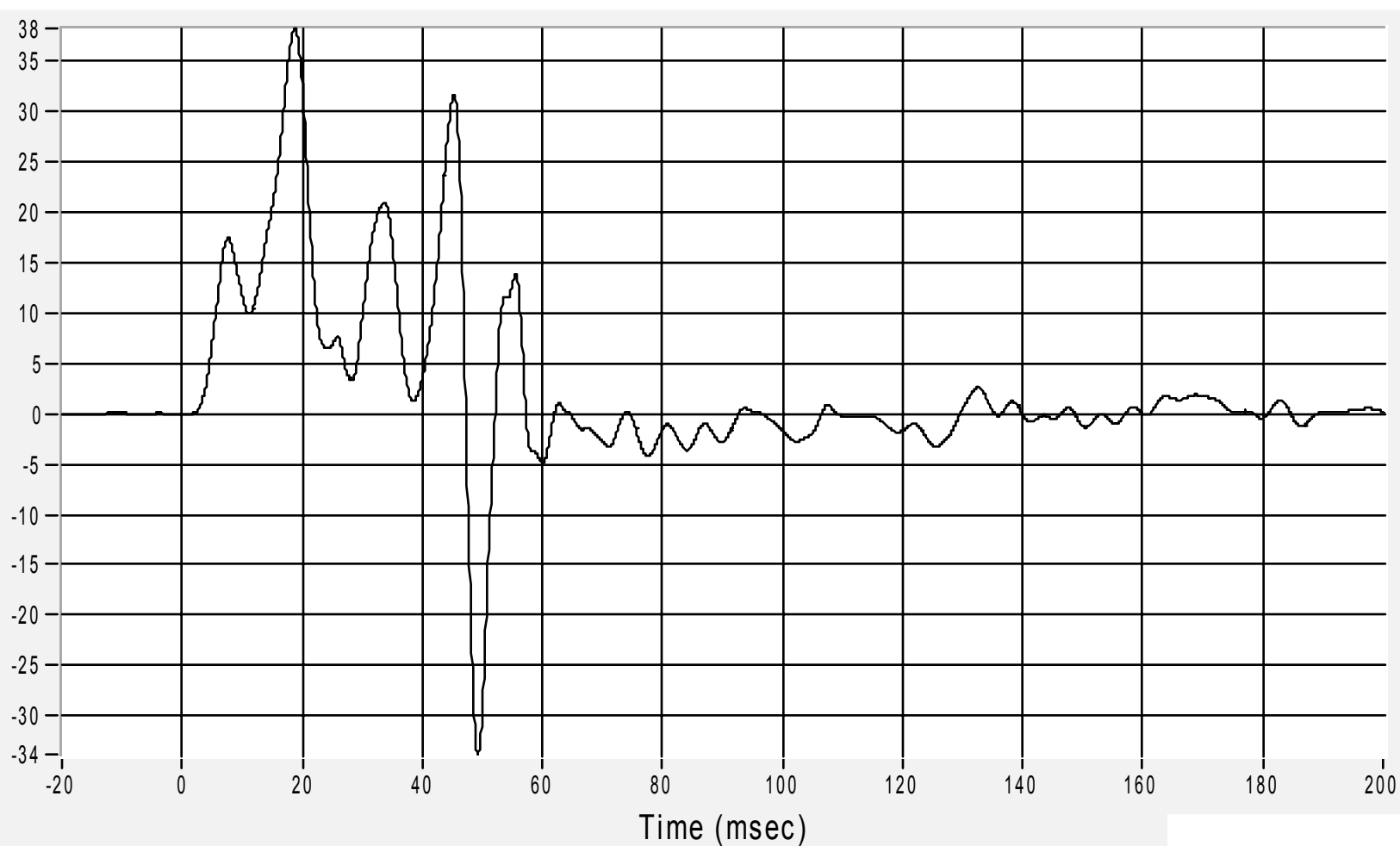
Medical College of Wisconsin
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Left Middle A-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 38.2 G at 18.8 msec

Min -33.8 G at 49.3 msec



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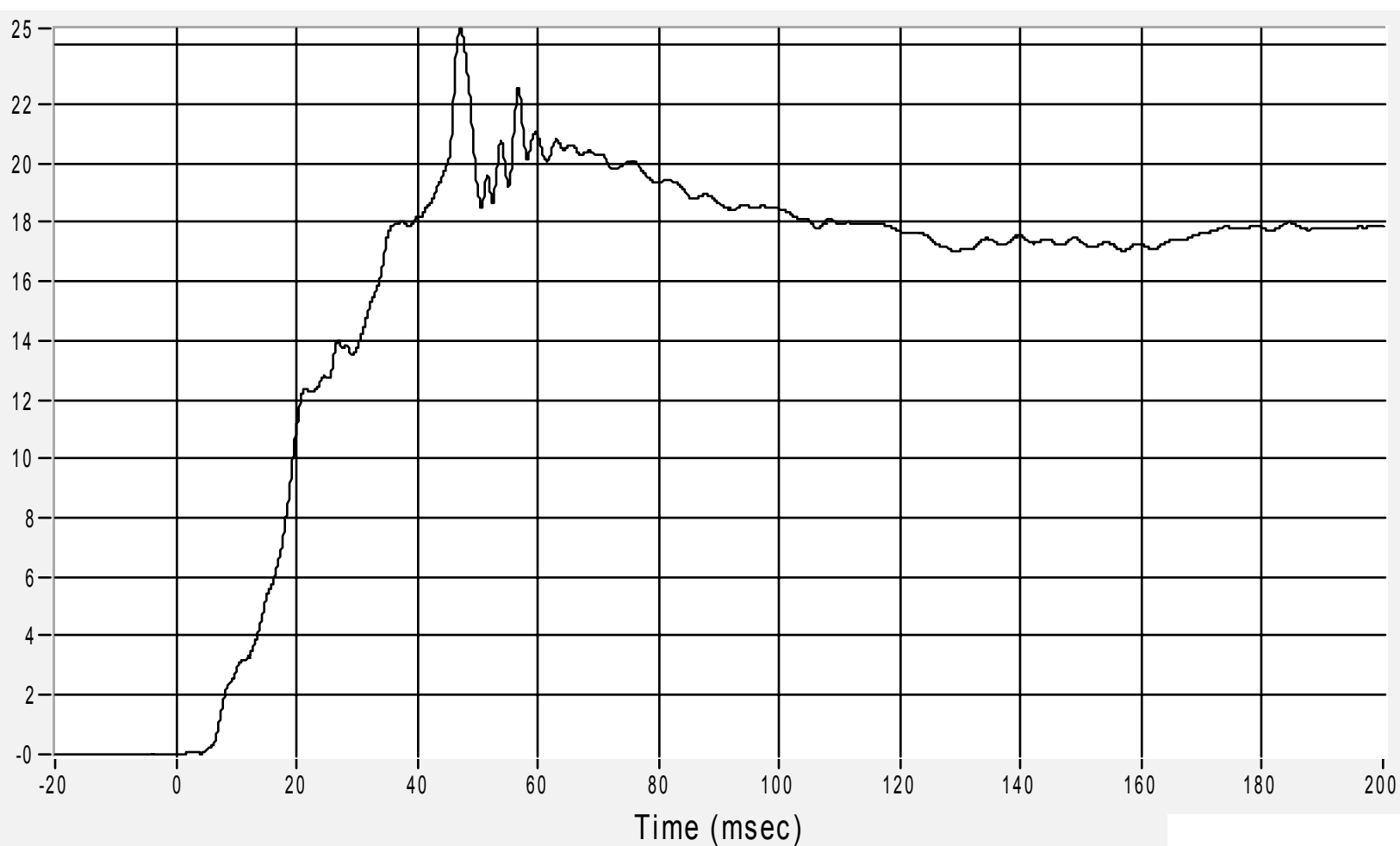
Medical College of Wisconsin
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Left Middle A-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 24.6 km/h at 47.1 msec

Min 0.0 km/h at 0.4 msec



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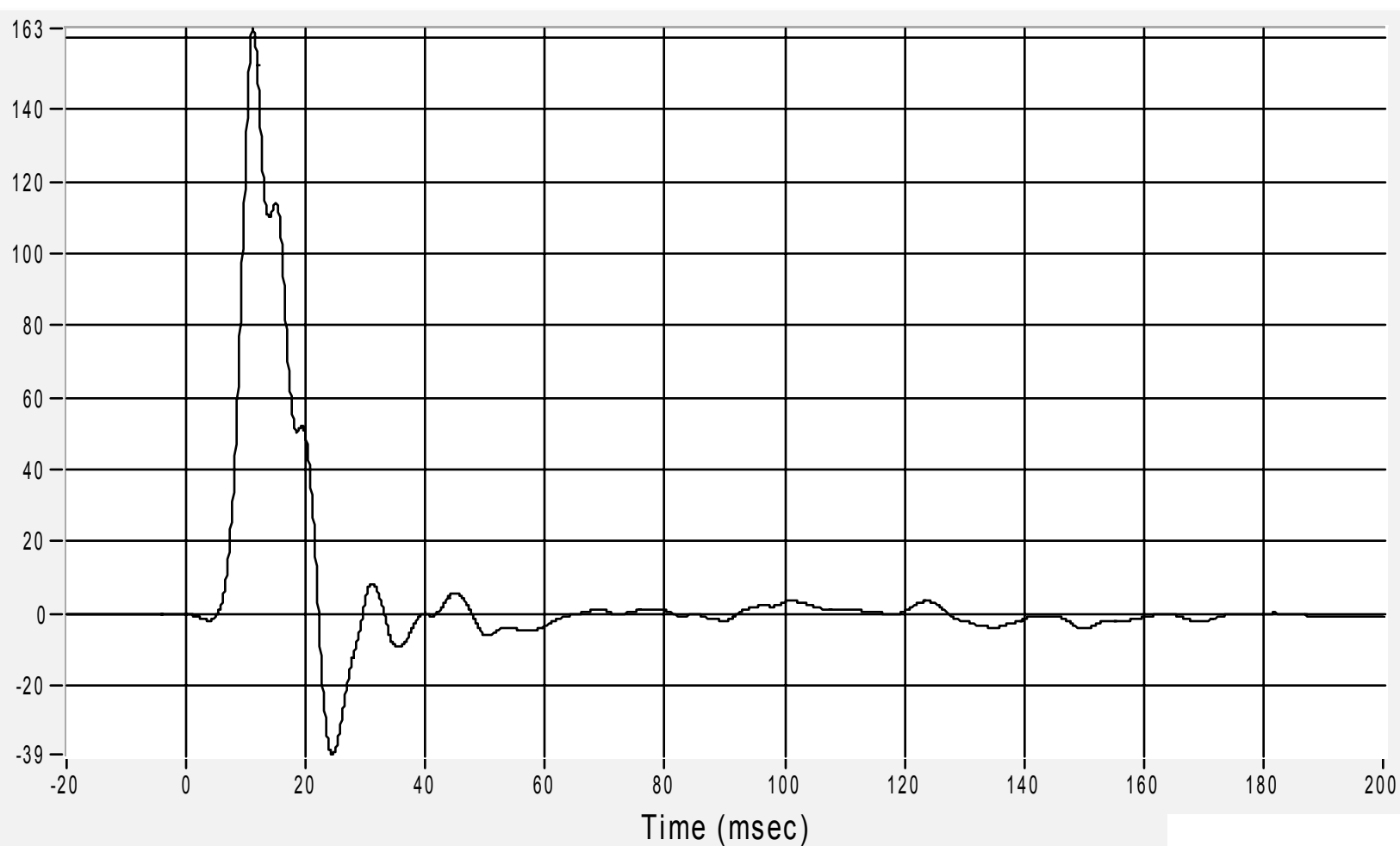
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Front Seat Track (Y) Acceleration

Acceleration (G's) CFC60

Max 162.5 G at 11.1 msec

Min -39.1 G at 24.4 msec



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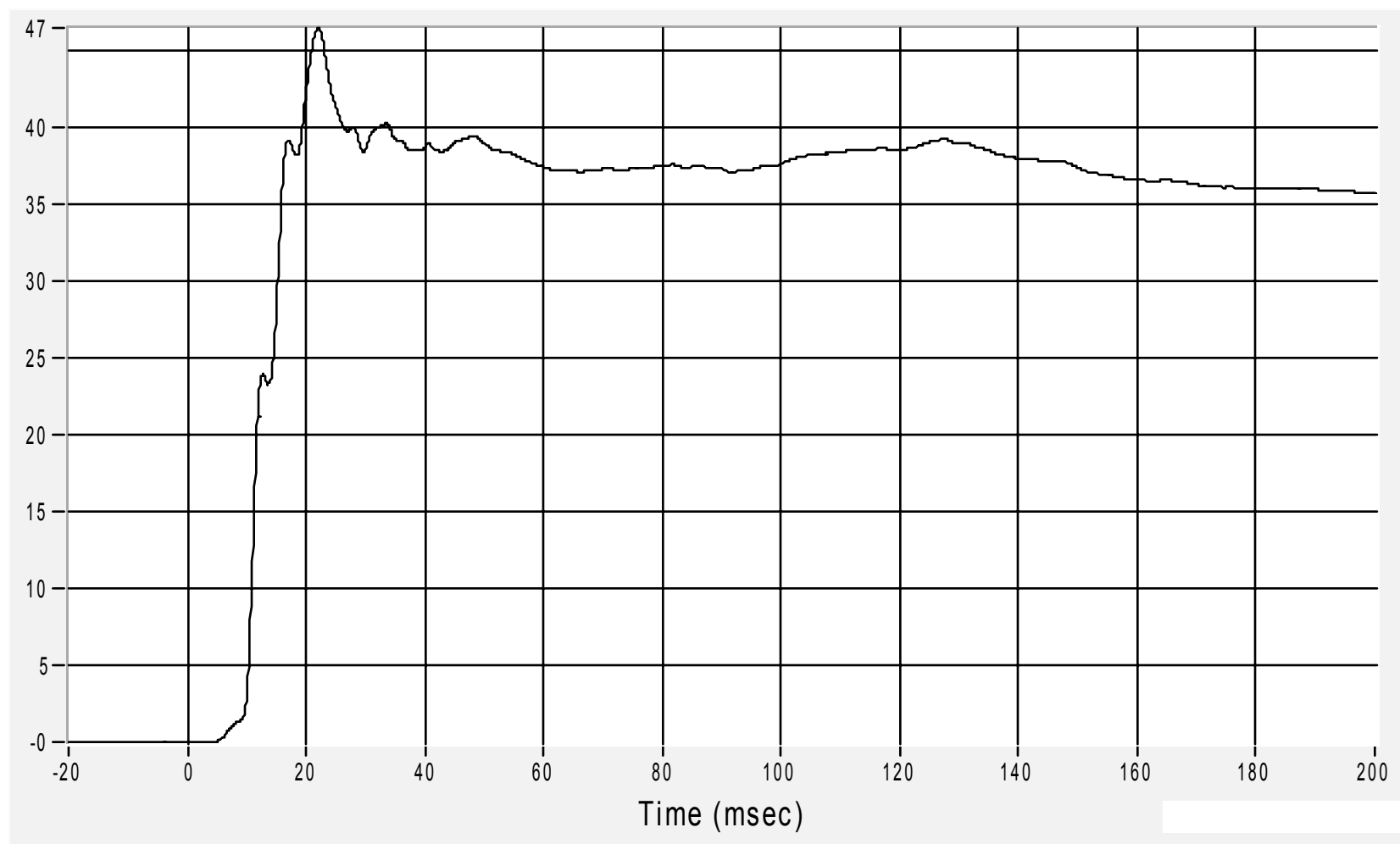
B-91

Front Seat Track (Y) Velocity

Velocity (km/h) CFC180

Max 46.5 km/h at 22.1 msec

Min 0.0 km/h at 3.7 msec



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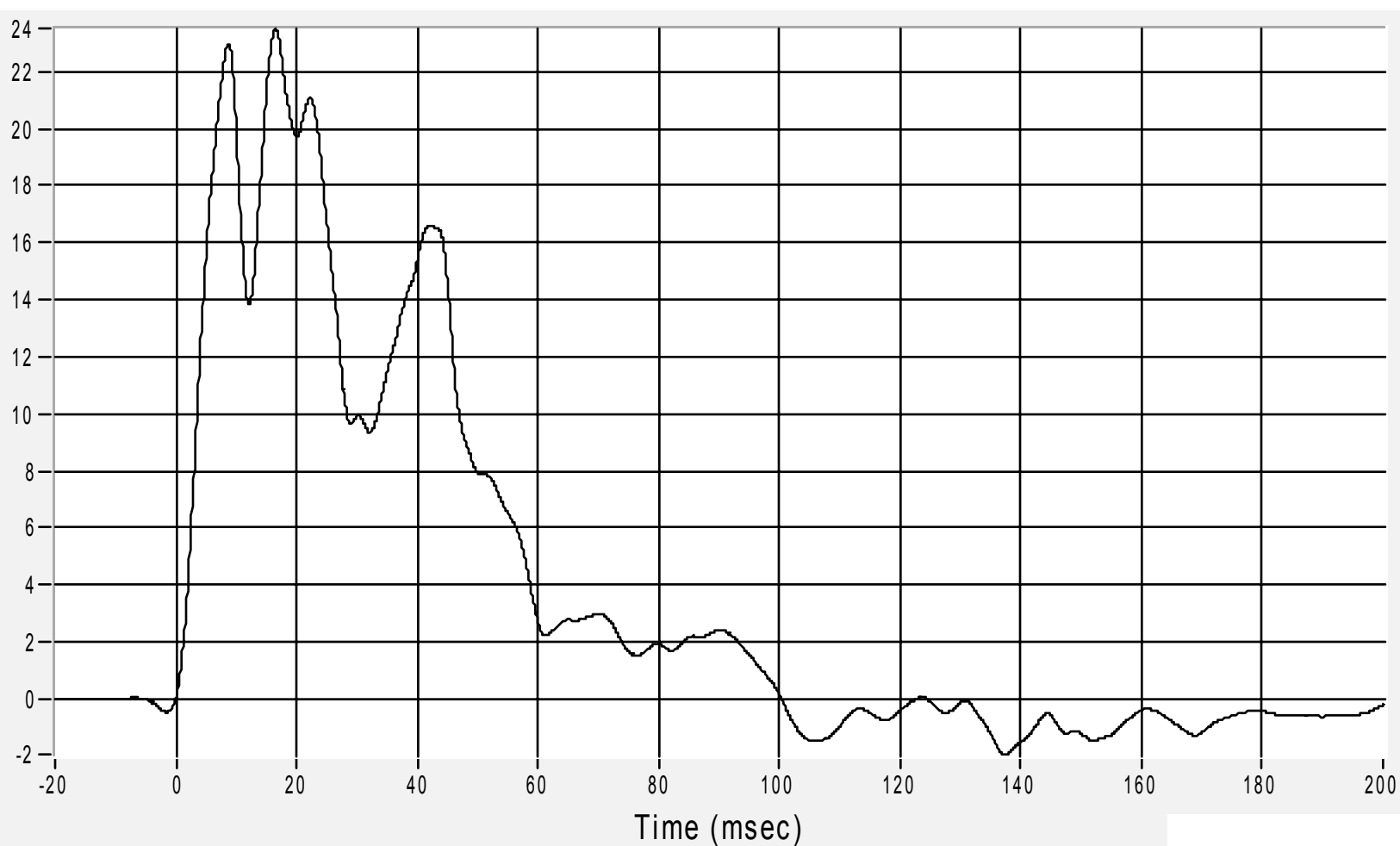
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Seat Track (Y) Acceleration

Acceleration (G's) CFC60

Max 23.5 G at 16.5 msec

Min -1.9 G at 137.4 msec



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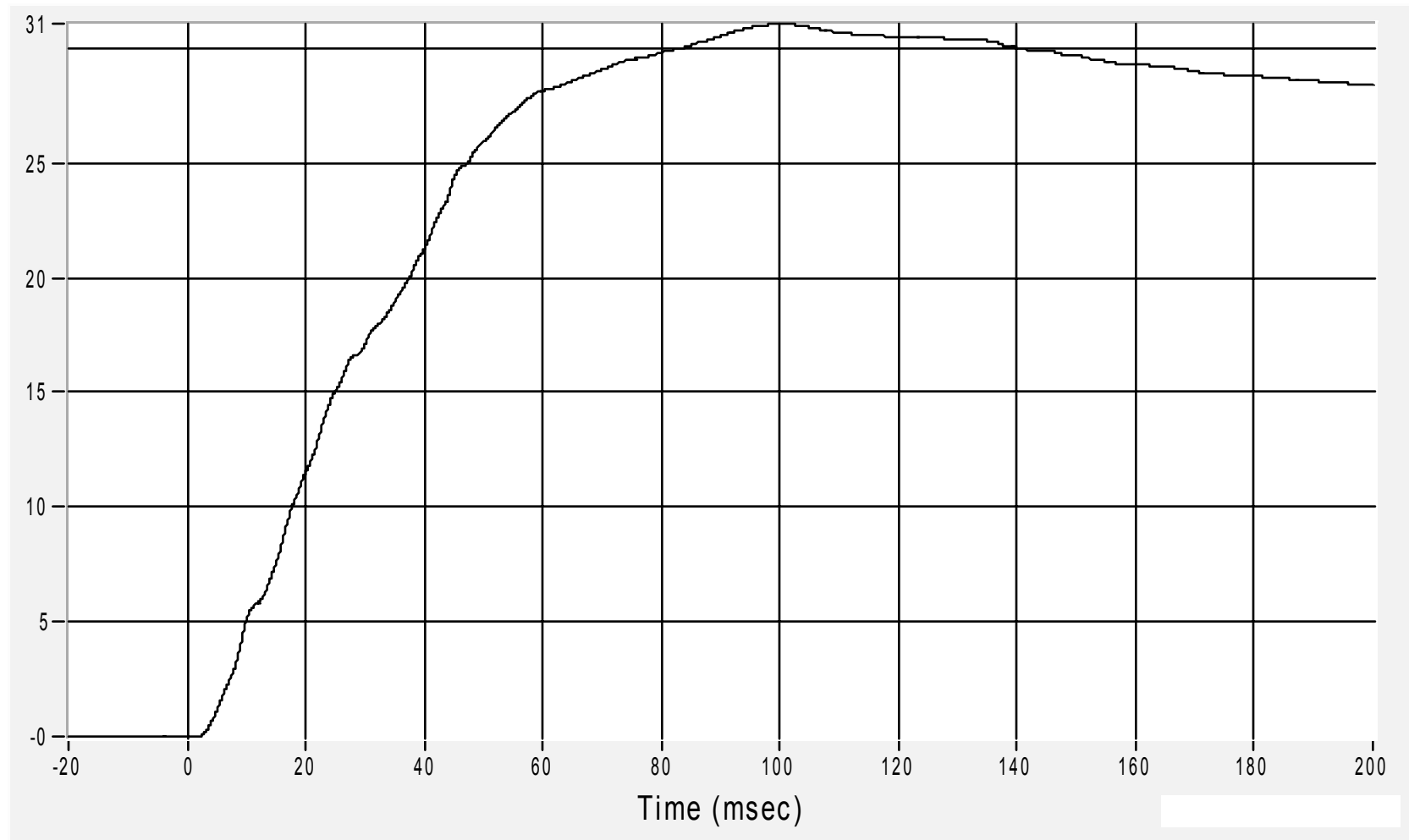
Medical College of Wisconsin
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Rear Seat Track (Y) Velocity

Velocity (km/h) CFC180

Max 31.1 km/h at 100.7 msec

Min 0.0 km/h at 1.3 msec



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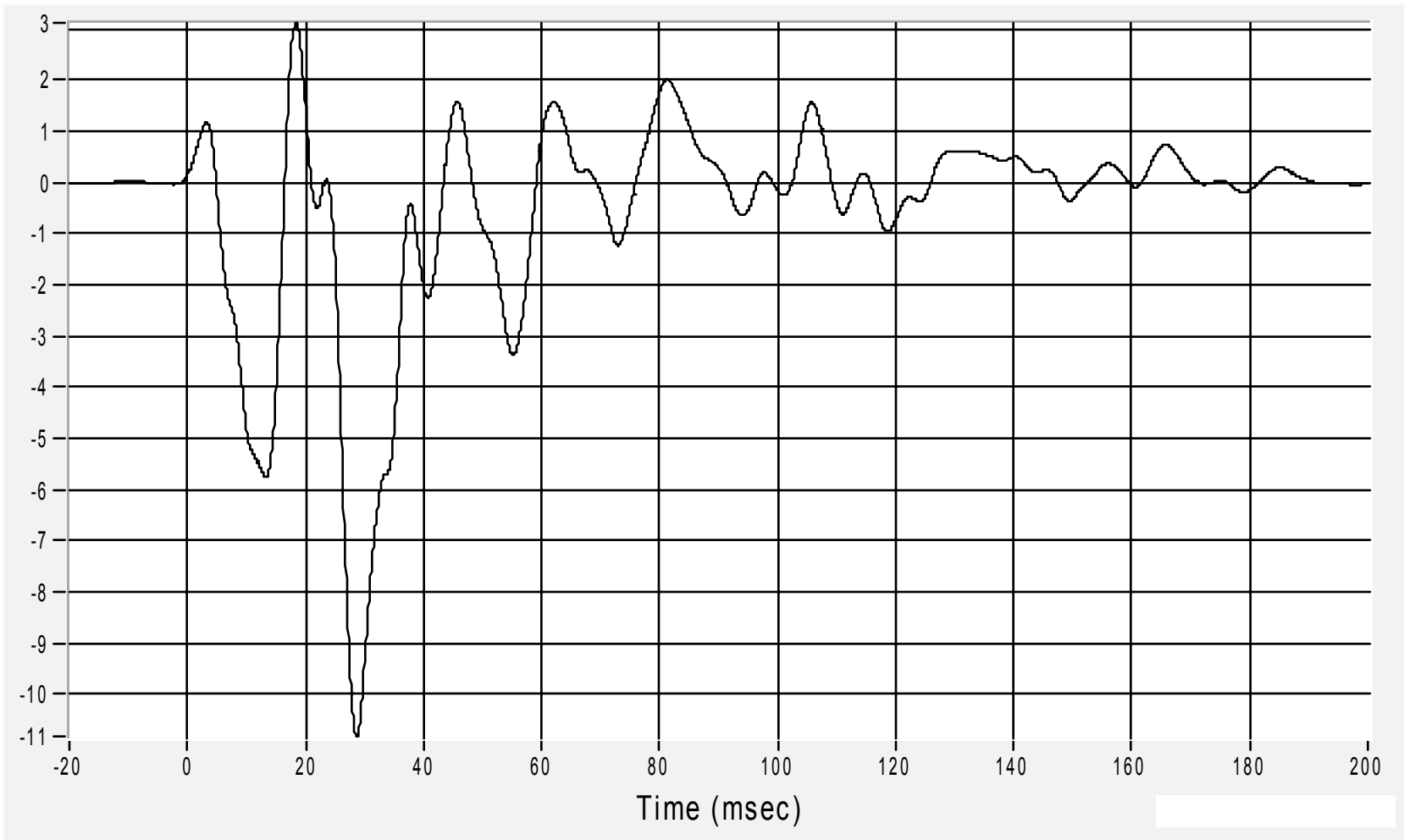
Medical College of Wisconsin
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Vehicle Center of Gravity (X) Acceleration

Acceleration (G's) CFC60

Max 3.1 G at 18.4 msec

Min -10.8 G at 28.7 msec



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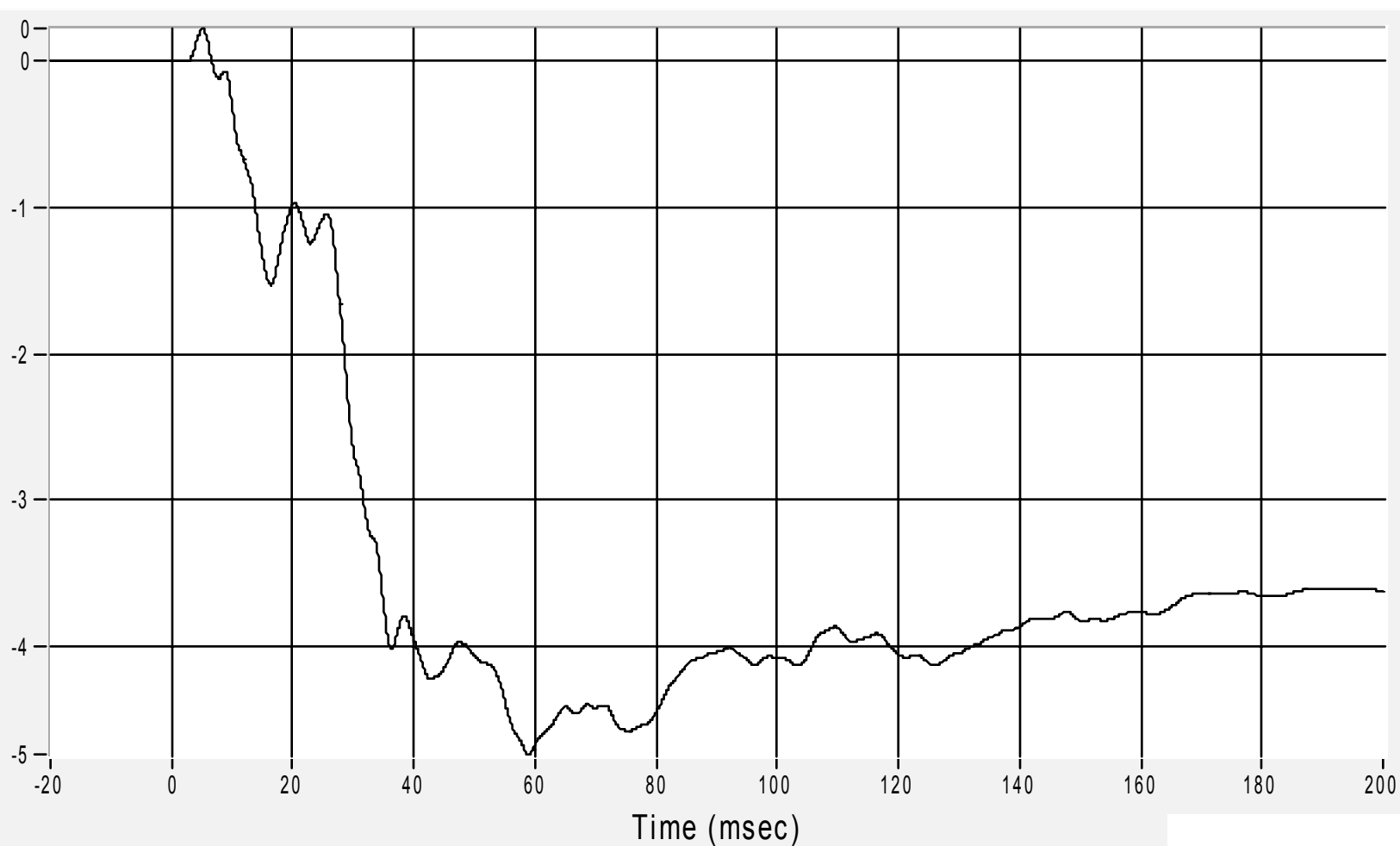
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (X) Velocity

Velocity (km/h) CFC180

Max 0.2 km/h at 5.0 msec

Min -4.7 km/h at 59.0 msec



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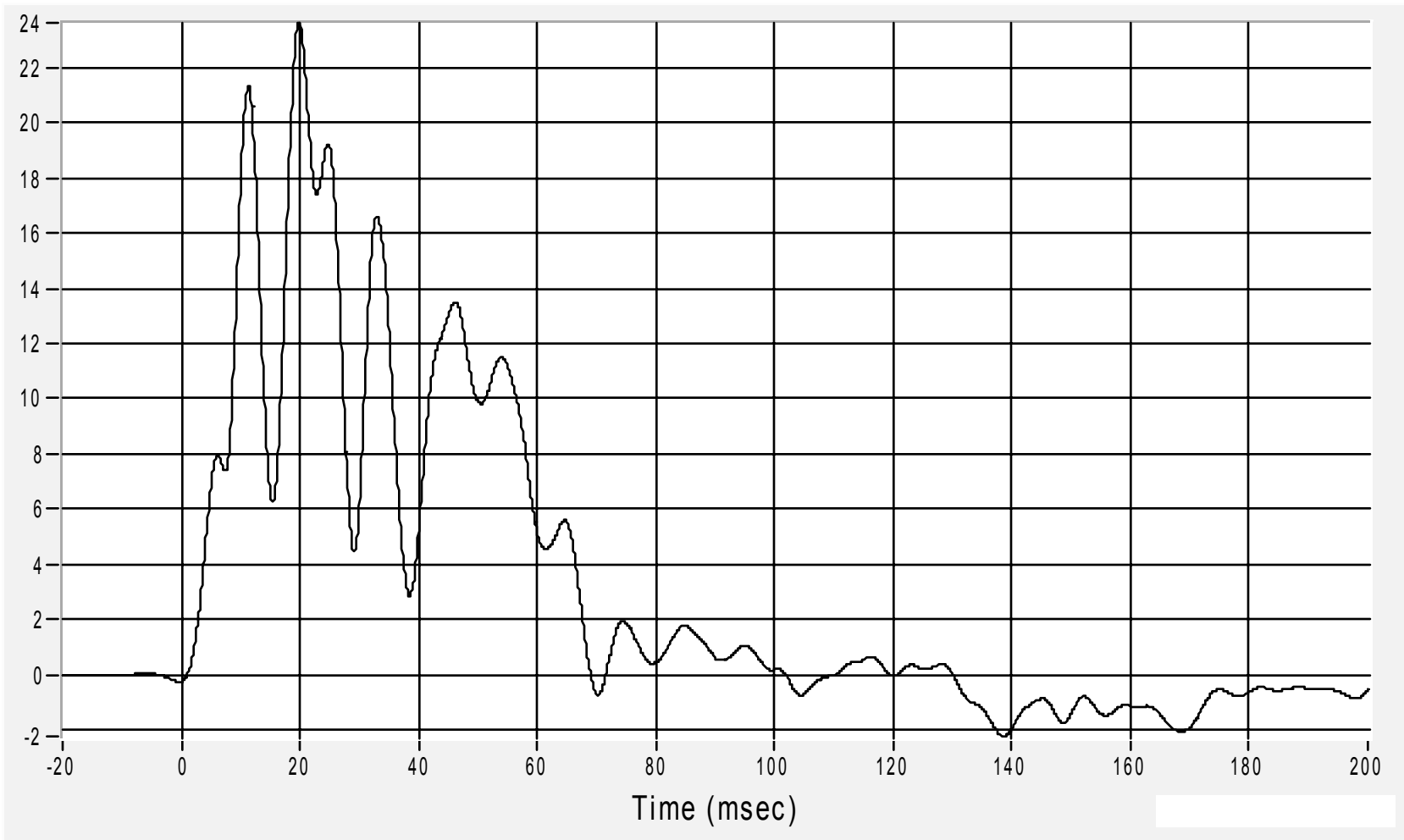
Medical College of Wisconsin
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Vehicle Center of Gravity (Y) Acceleration

Acceleration (G's) CFC60

Max 23.6 G at 19.8 msec

Min -2.2 G at 138.6 msec



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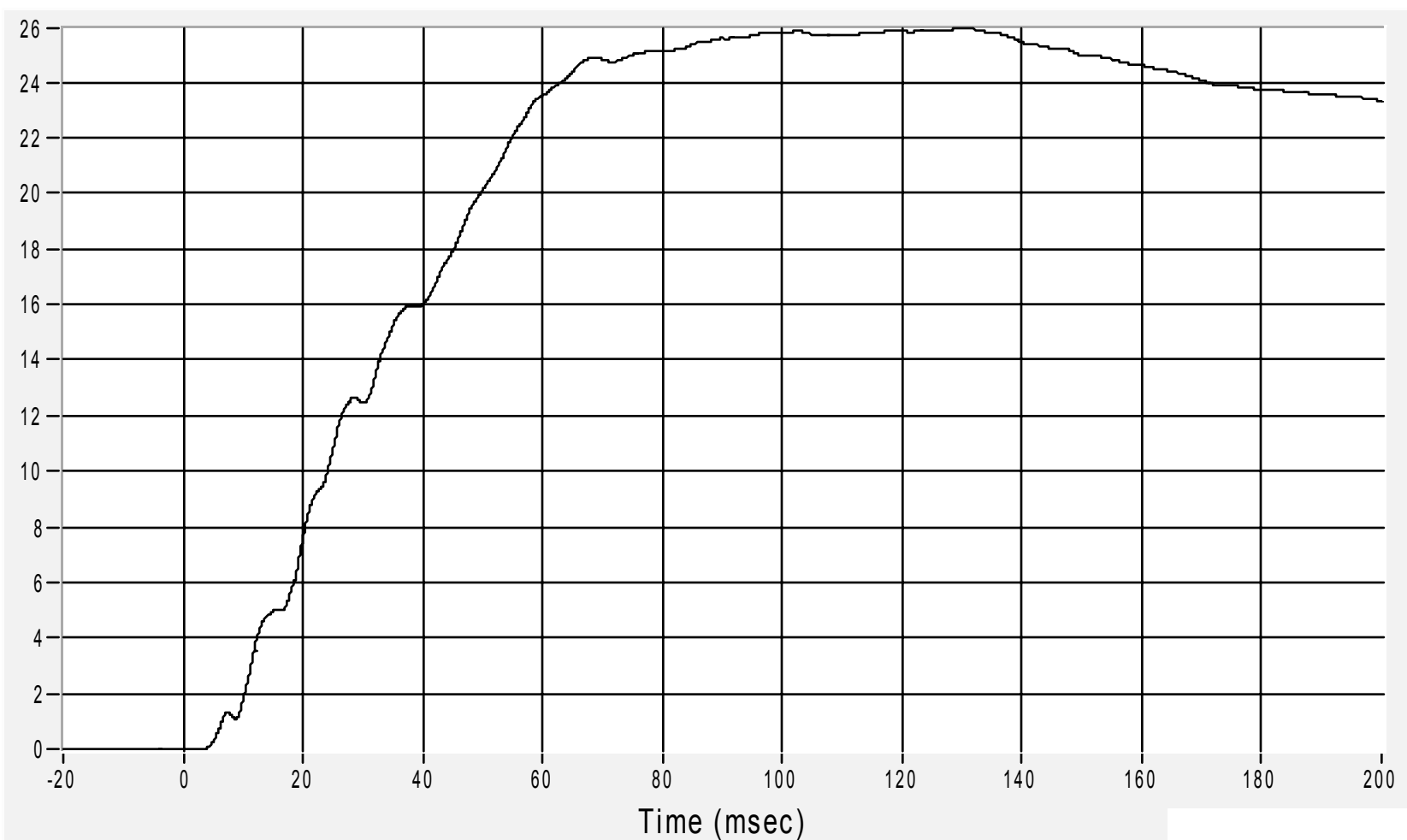
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (Y) Velocity

Velocity (km/h) CFC180

Max 25.9 km/h at 130.5 msec

Min 0.0 km/h at 0.0 msec



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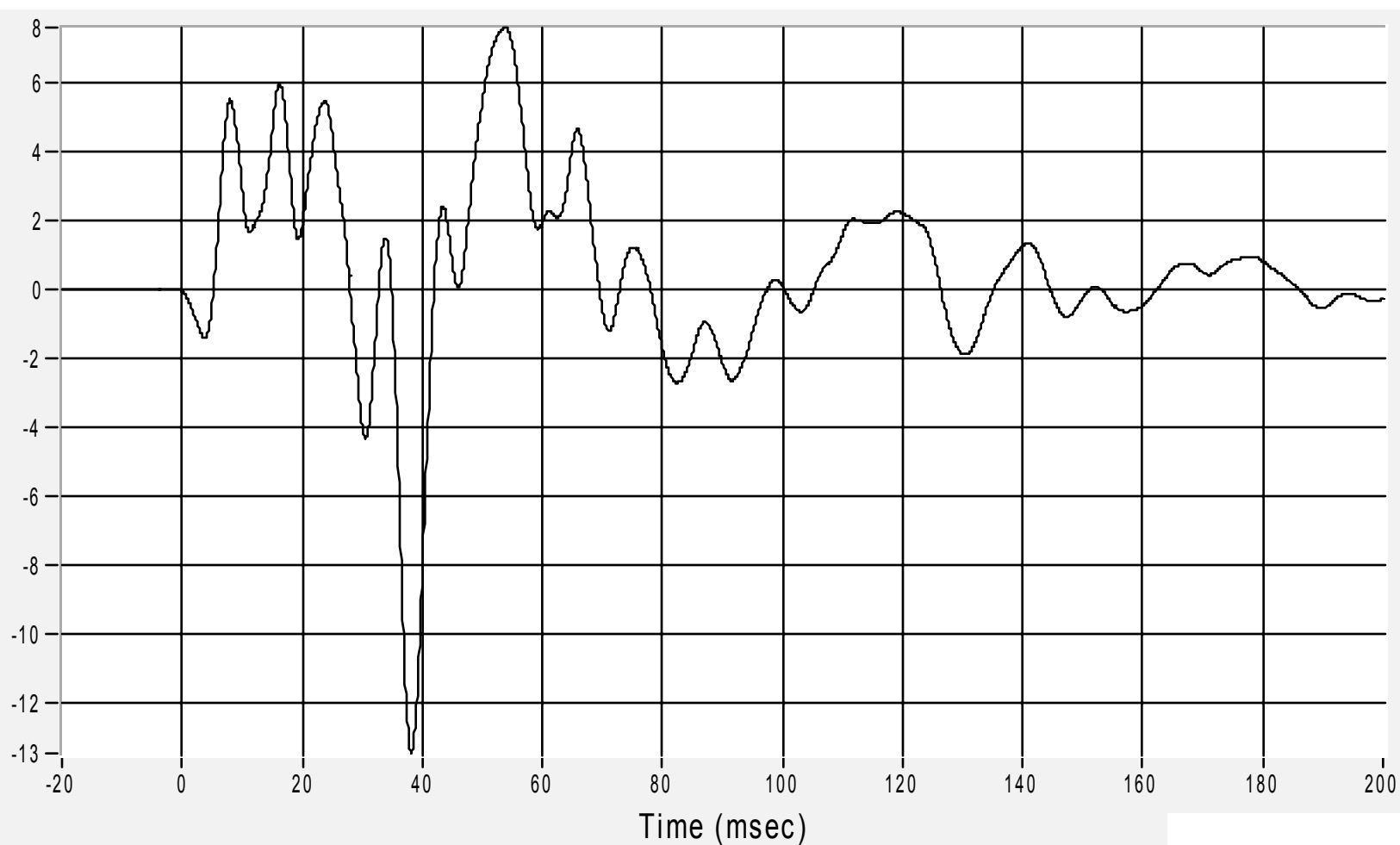
Medical College of Wisconsin
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Vehicle Center of Gravity (Z) Acceleration

Acceleration (G's) CFC60

Max 7.6 G at 53.8 msec

Min -13.5 G at 38.2 msec



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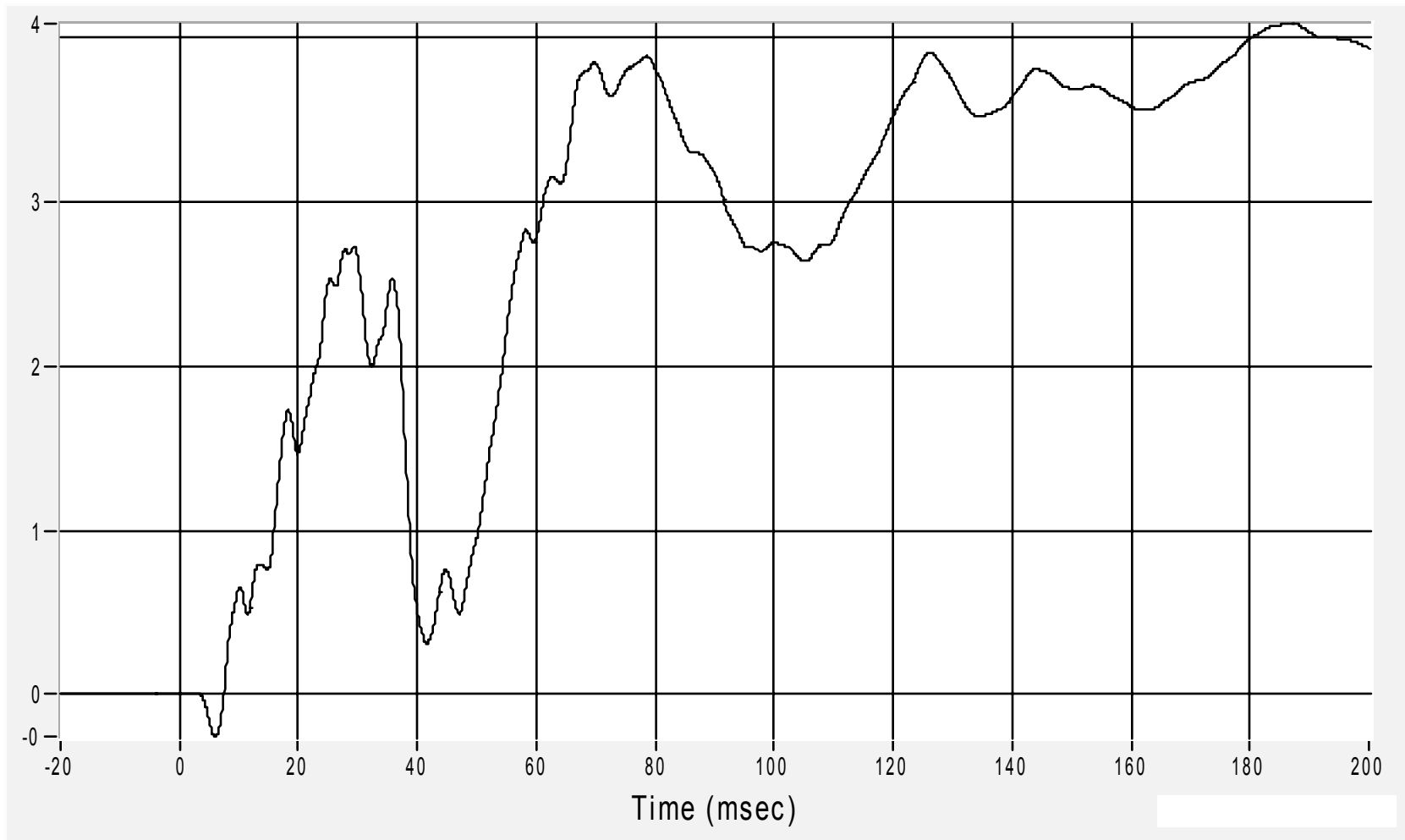
*Medical College of Wisconsin
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Vehicle Center of Gravity (Z) Velocity

Velocity (km/h) CFC180

Max 4.1 km/h at 186.8 msec

Min -0.3 km/h at 6.0 msec



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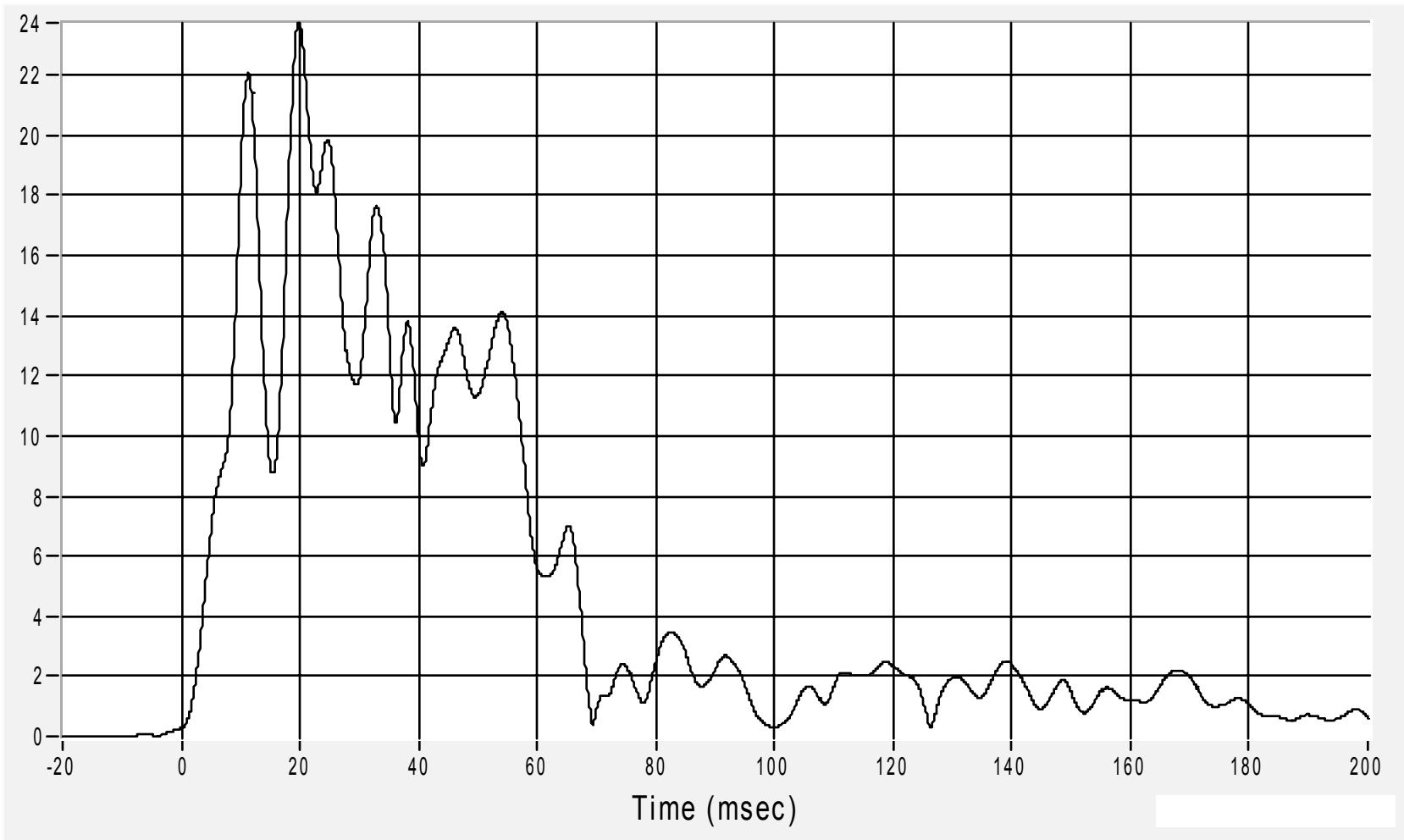
Medical College of Wisconsin
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Vehicle Center of Gravity Resultant Acceleration

Acceleration (G's) CFC60

Max 23.7 G's at 19.8 msec

Min 0.3 G's at 99.9 msec



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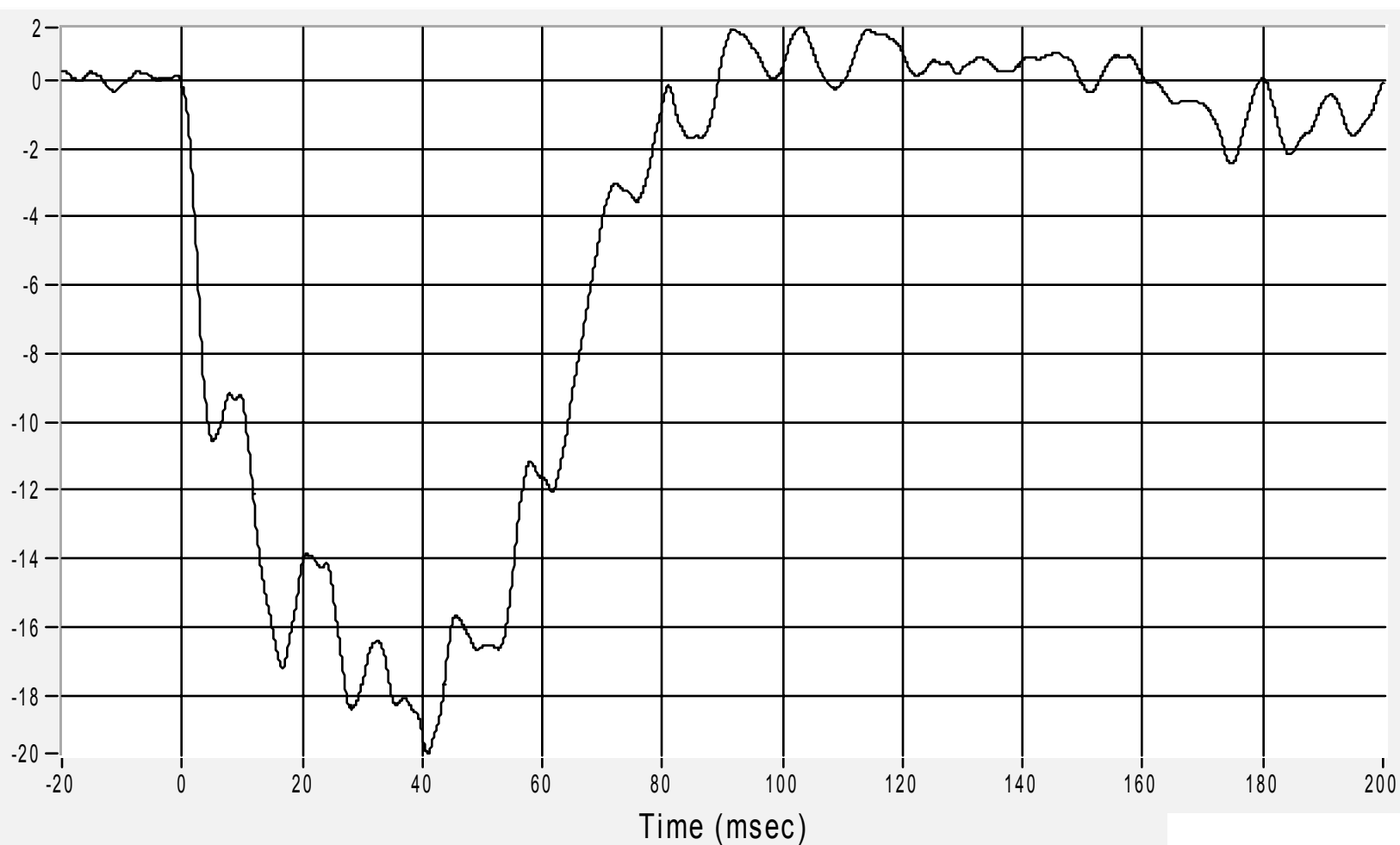
Medical College of Wisconsin
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MDB Center of Gravity (X) Acceleration

Acceleration (G's) CFC60

Max 1.5 G at 103.0 msec

Min -19.7 G at 41.0 msec



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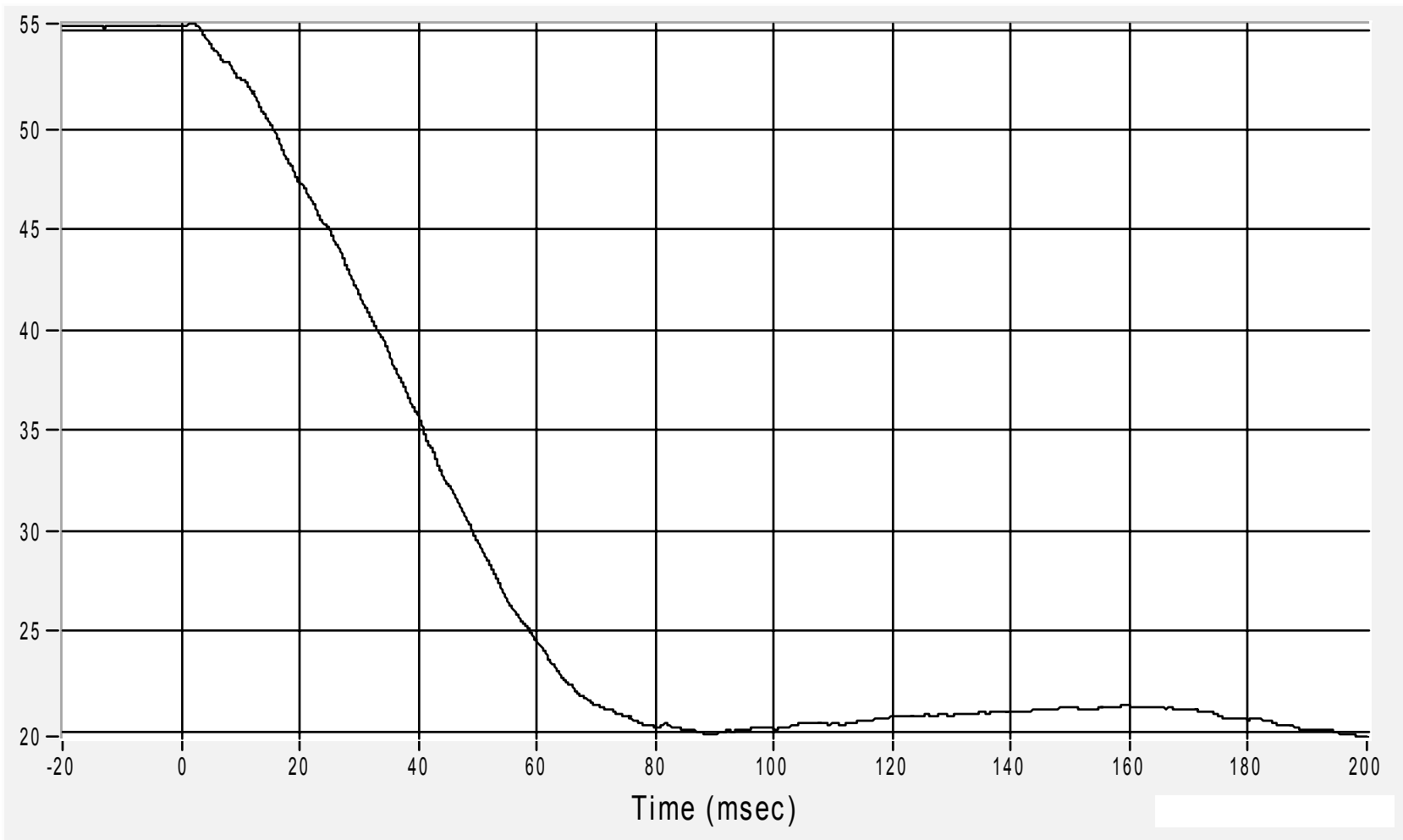
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (X) Velocity

Velocity (km/h) CFC180

Max 55.3 km/h at 1.9 msec

Min 19.7 km/h at 199.1 msec



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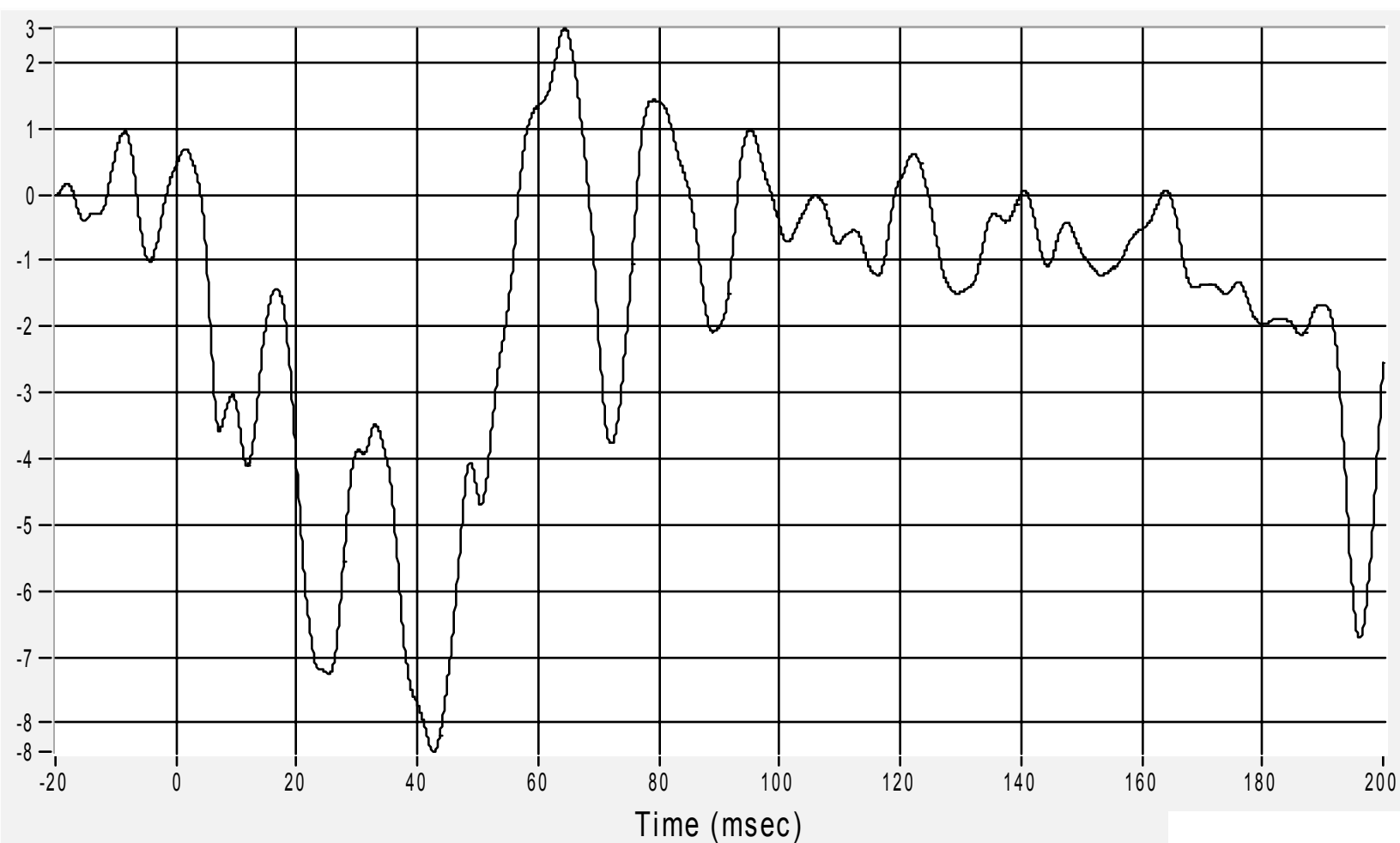
Medical College of Wisconsin
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MDB Center of Gravity (Y) Acceleration

Acceleration (G's) CFC60

Max 2.5 G at 64.4 msec

Min -8.4 G at 42.6 msec



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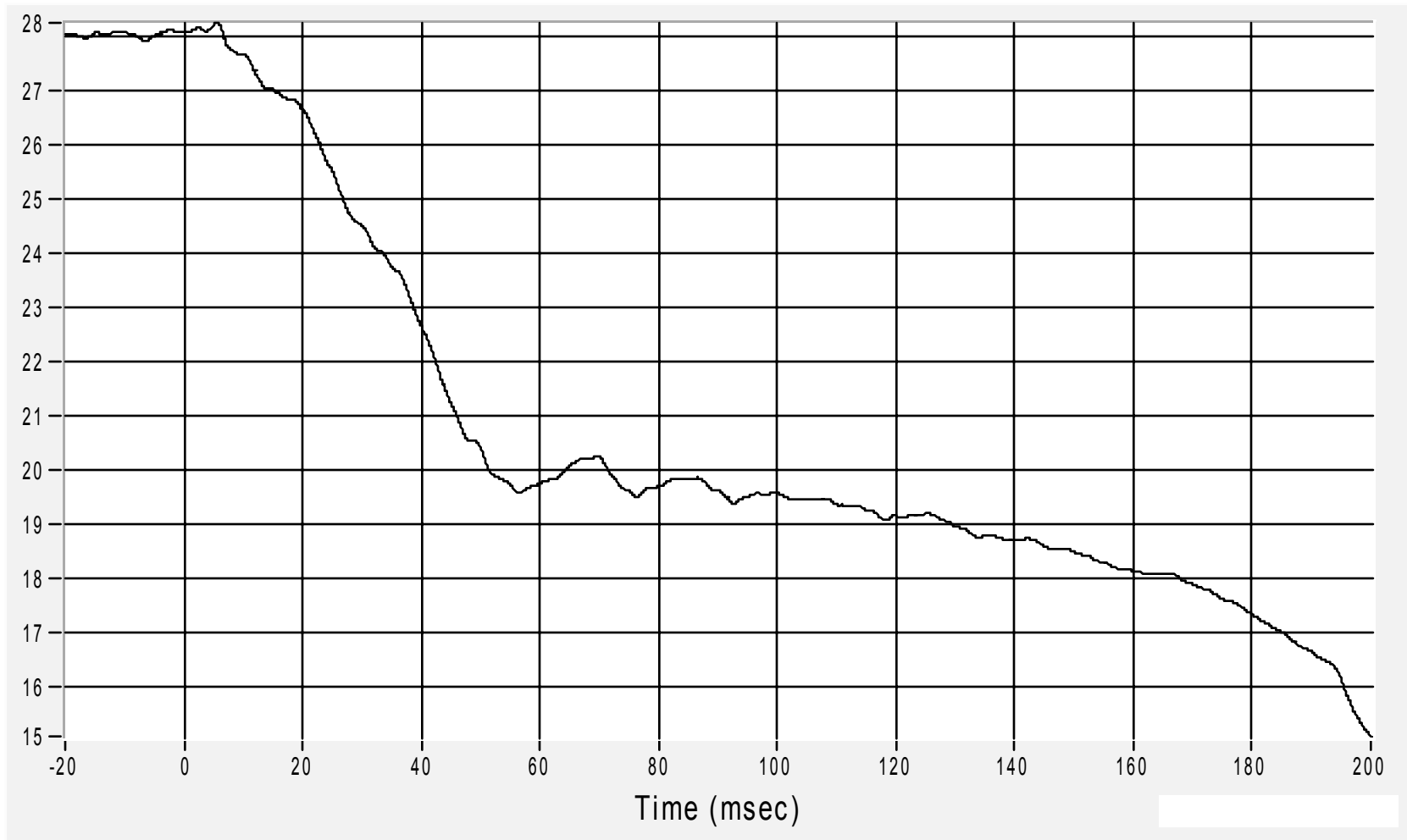
Medical College of Wisconsin
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MDB Center of Gravity (Y) Velocity

Velocity (km/h) CFC180

Max 28.2 km/h at 5.6 msec

Min 15.1 km/h at 199.9 msec



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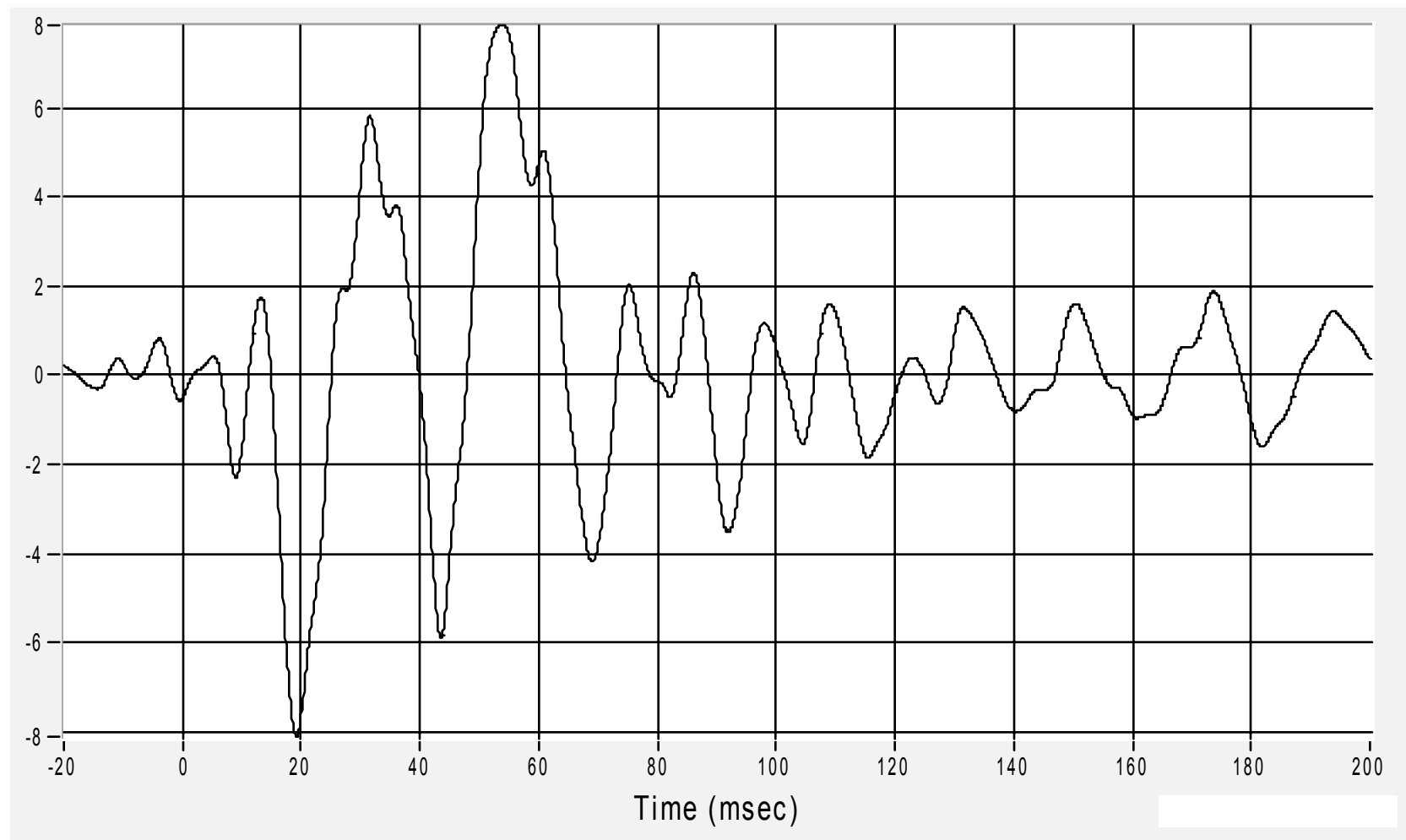
Medical College of Wisconsin
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MDB Center of Gravity (Z) Acceleration

Acceleration (G's) CFC60

Max 7.8 G at 53.8 msec

Min -8.1 G at 19.2 msec



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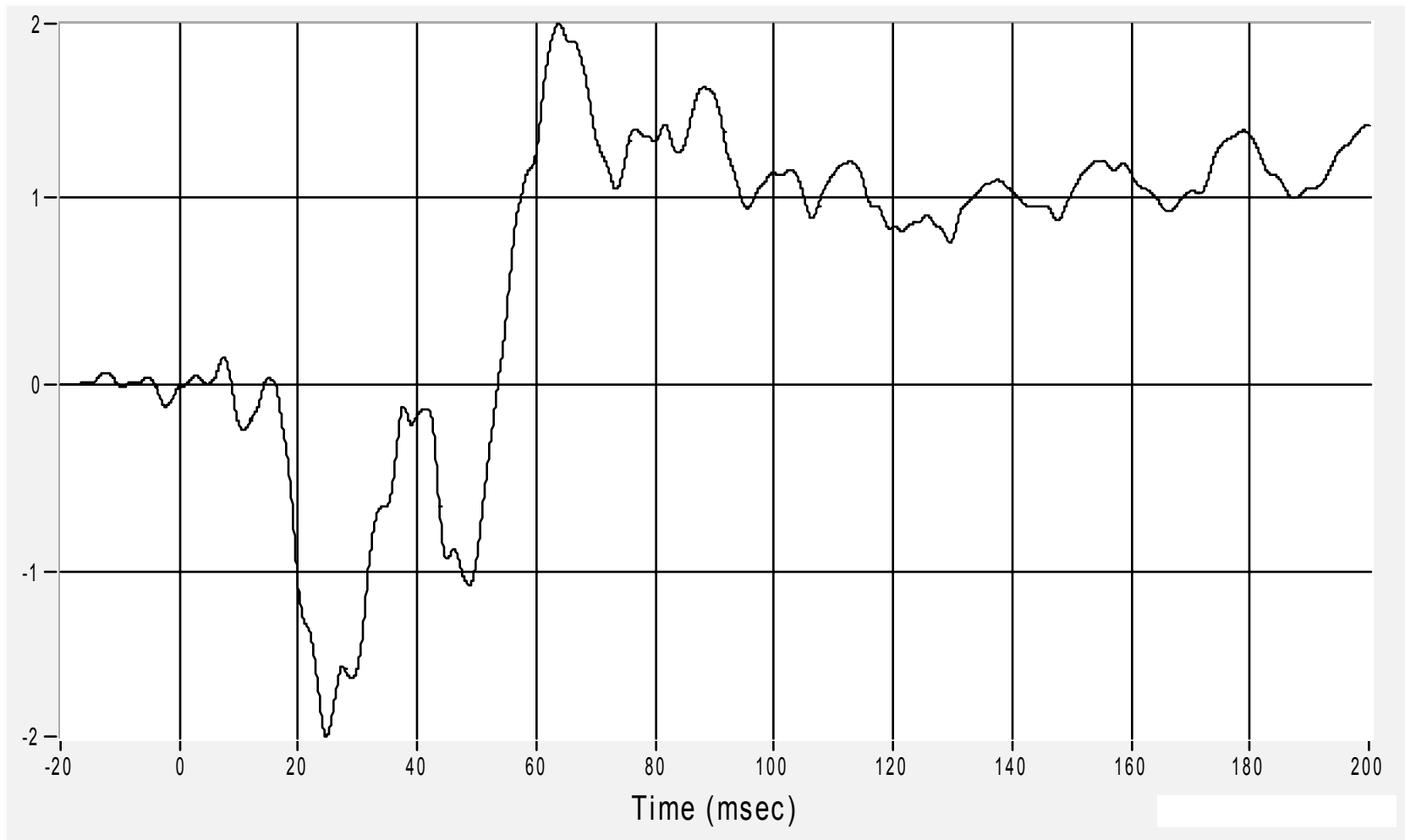
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (Z) Velocity

Velocity (km/h) CFC180

Max 1.9 km/h at 63.8 msec

Min -1.9 km/h at 24.6 msec



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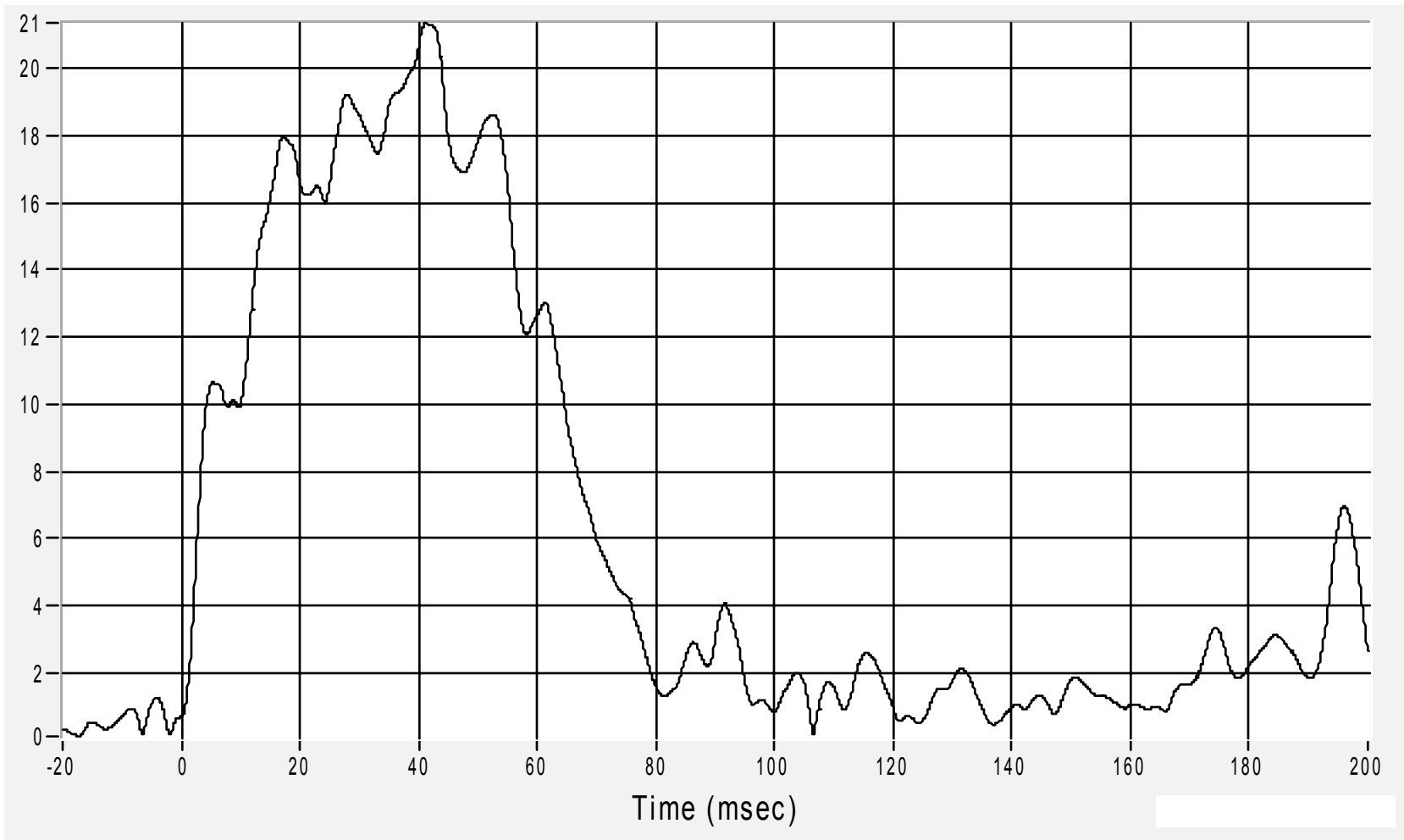
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity Resultant Acceleration

Acceleration (G's) CFC60

Max 21.3 G's at 41.1 msec

Min 0.2 G's at 106.6 msec



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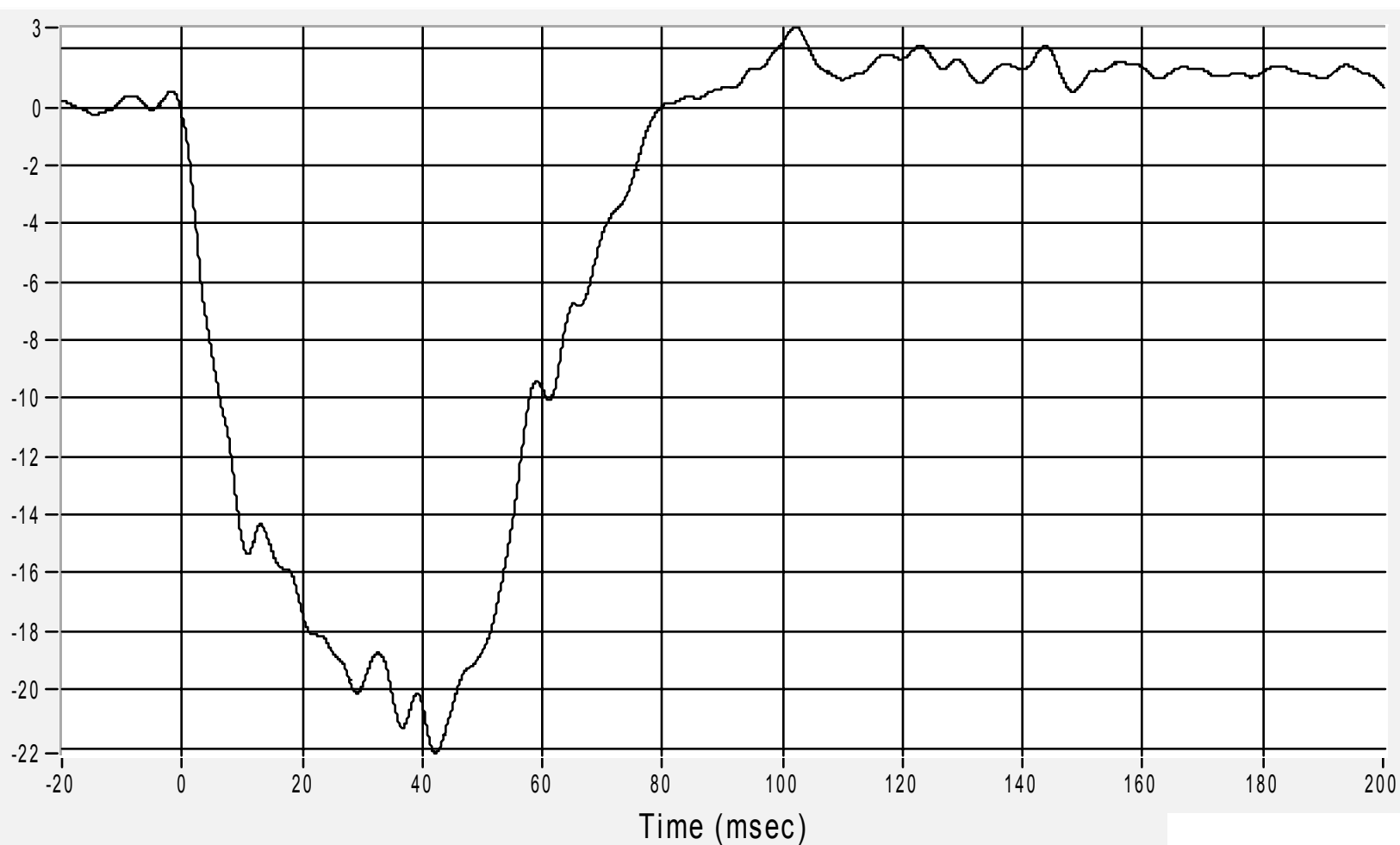
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Rear (X) Acceleration

Acceleration (G's) CFC60

Max 2.7 G at 102.2 msec

Min -22.2 G at 42.2 msec



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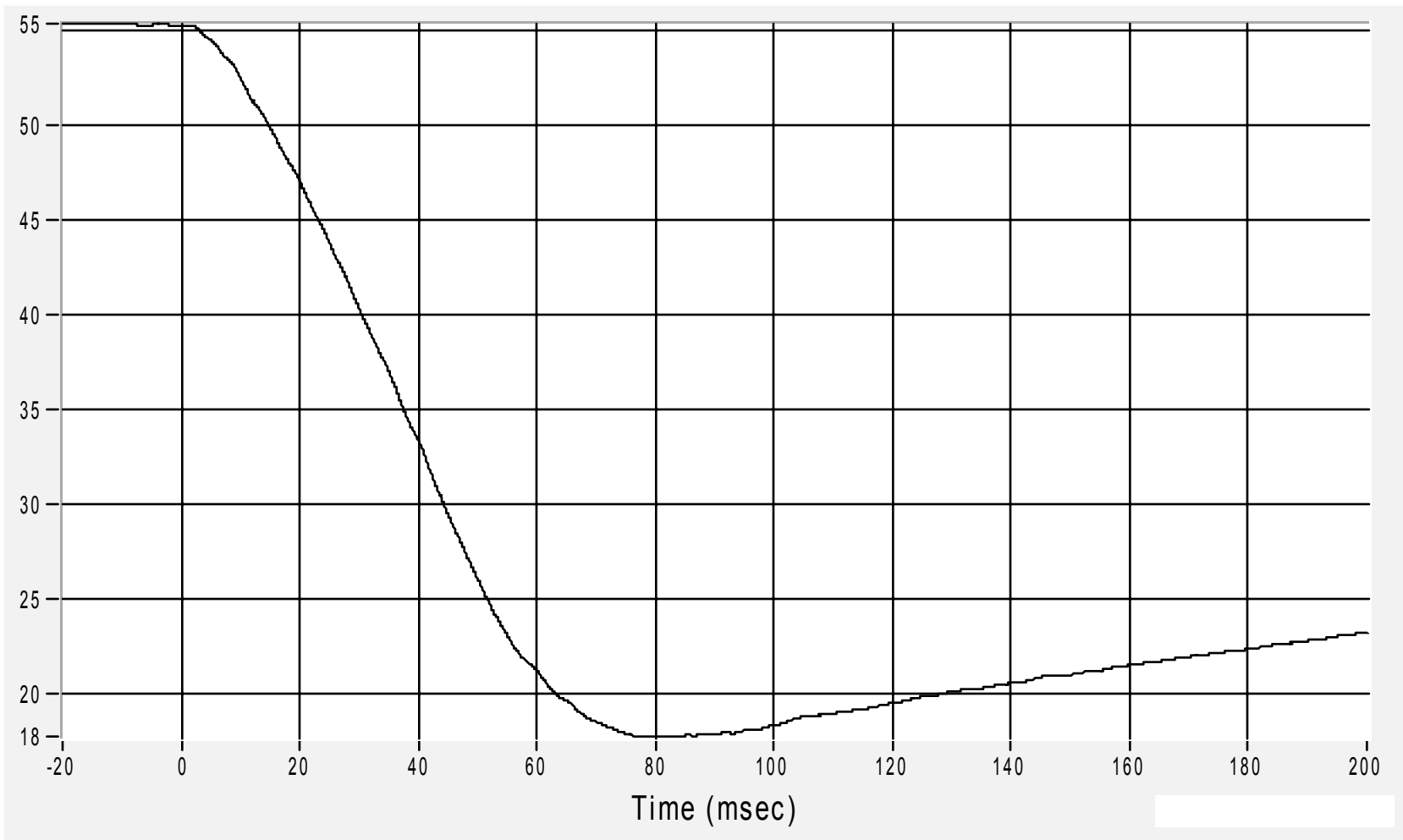
Medical College of Wisconsin
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MDB Rear (X) Velocity

Velocity (km/h) CFC180

Max 55.2 km/h at 0.0 msec

Min 17.7 km/h at 79.8 msec



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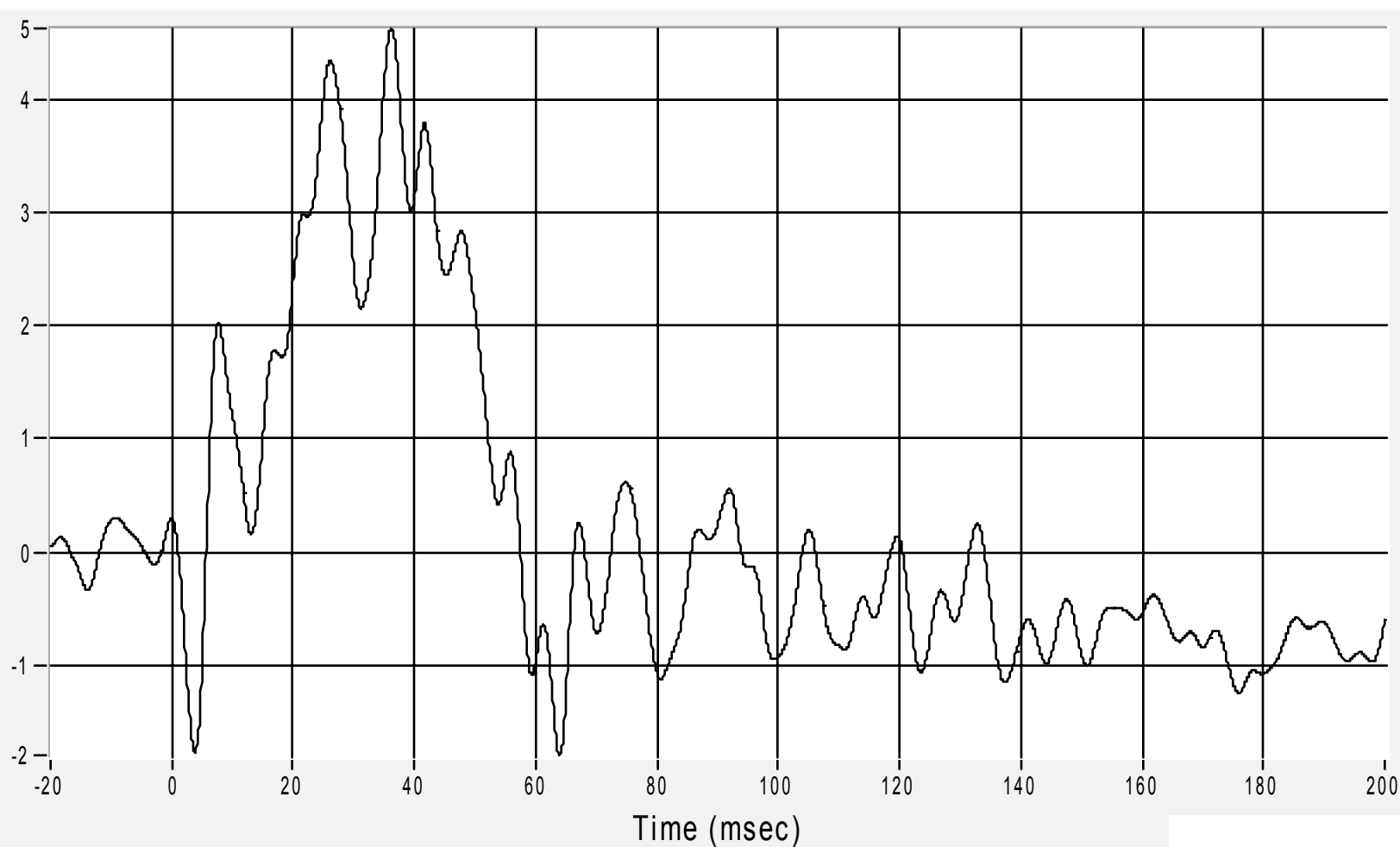
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MDB Rear (Y) Acceleration

Acceleration (G's) CFC60

Max 4.6 G at 36.2 msec

Min -1.8 G at 63.9 msec



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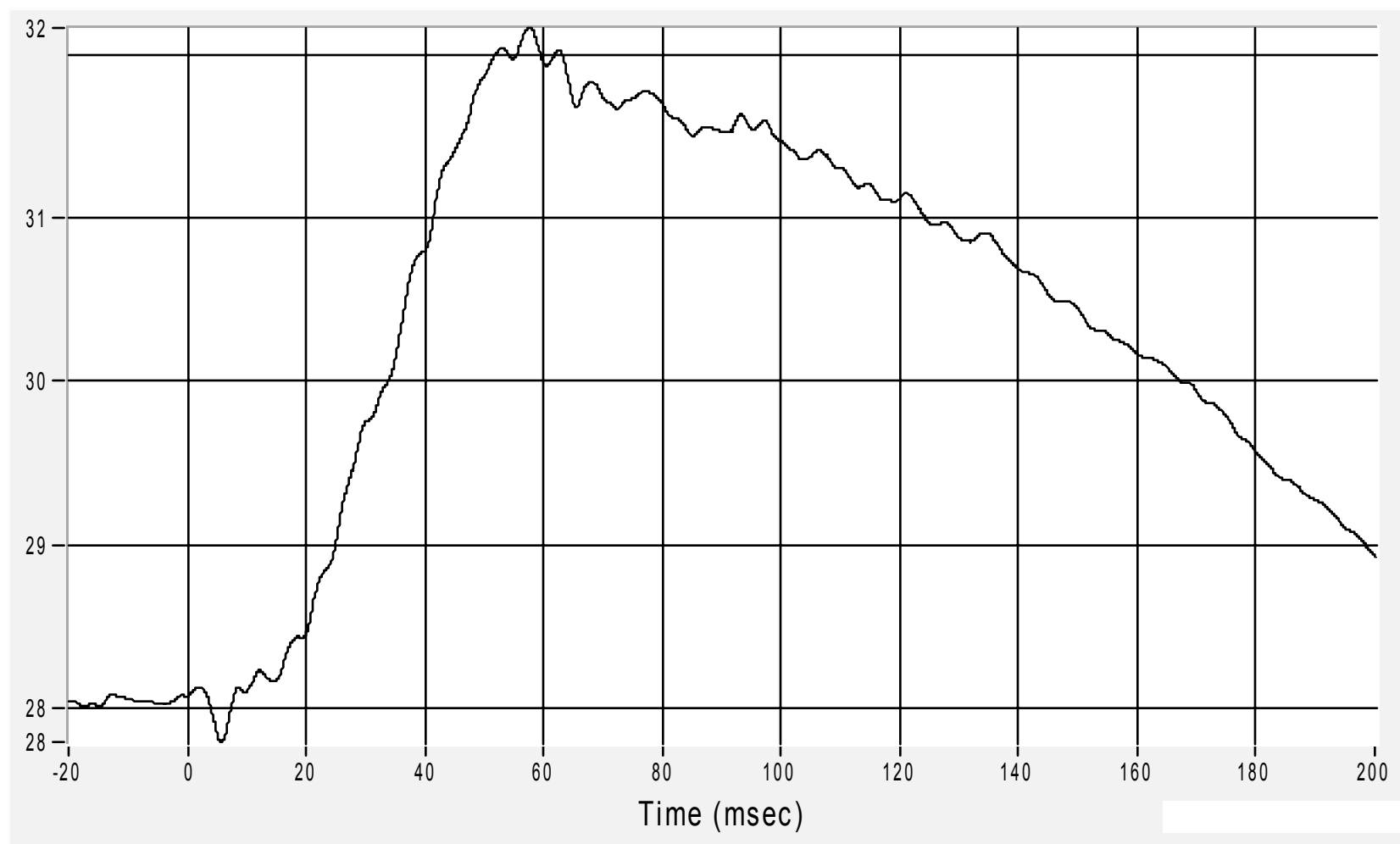
Medical College of Wisconsin
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MDB Rear (Y) Velocity

Velocity (km/h) CFC180

Max 32.2 km/h at 57.7 msec

Min 27.8 km/h at 5.7 msec



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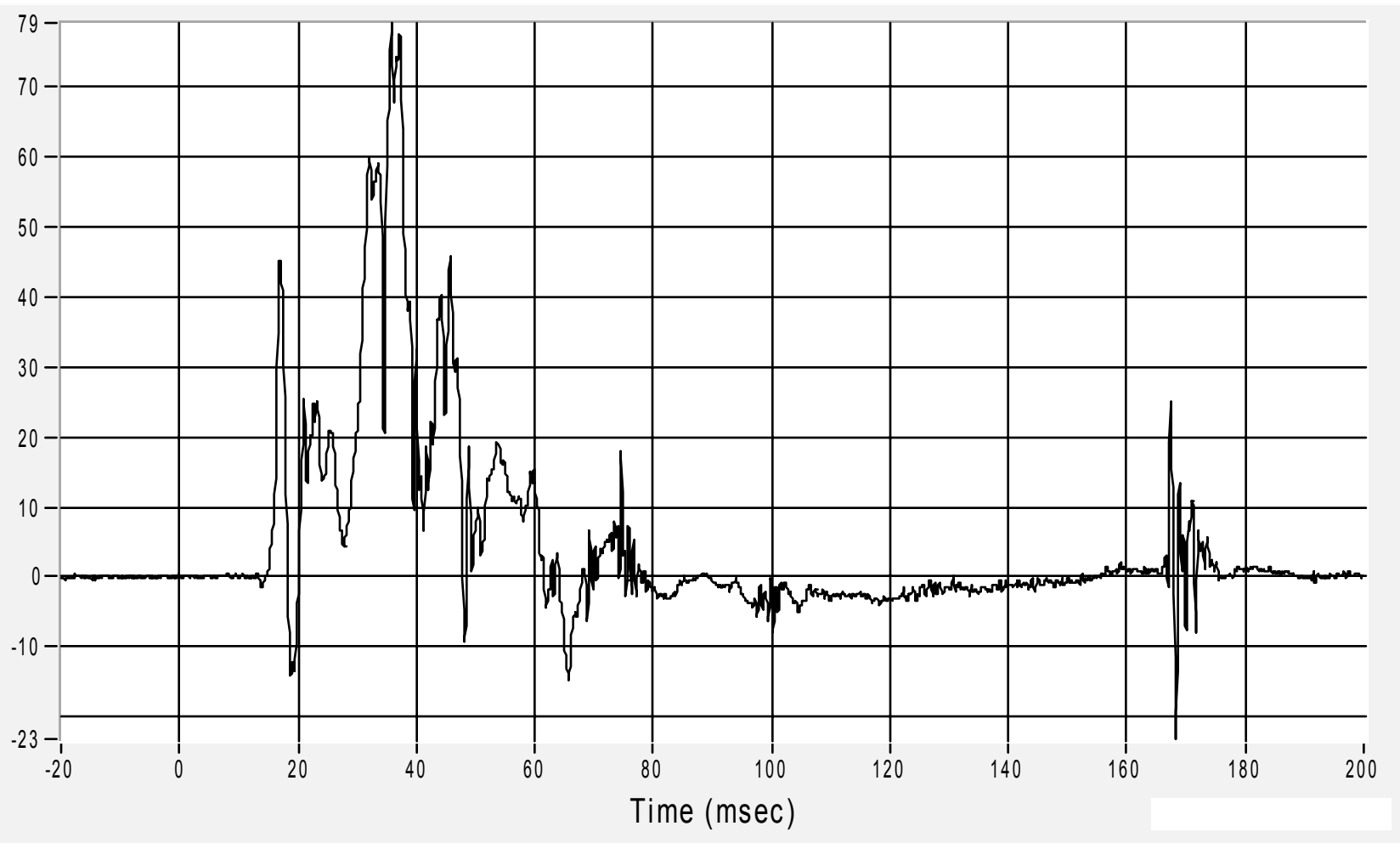
Medical College of Wisconsin
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Driver Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 78.9 G at 35.8 msec

Min -23.1 G at 168.2 msec



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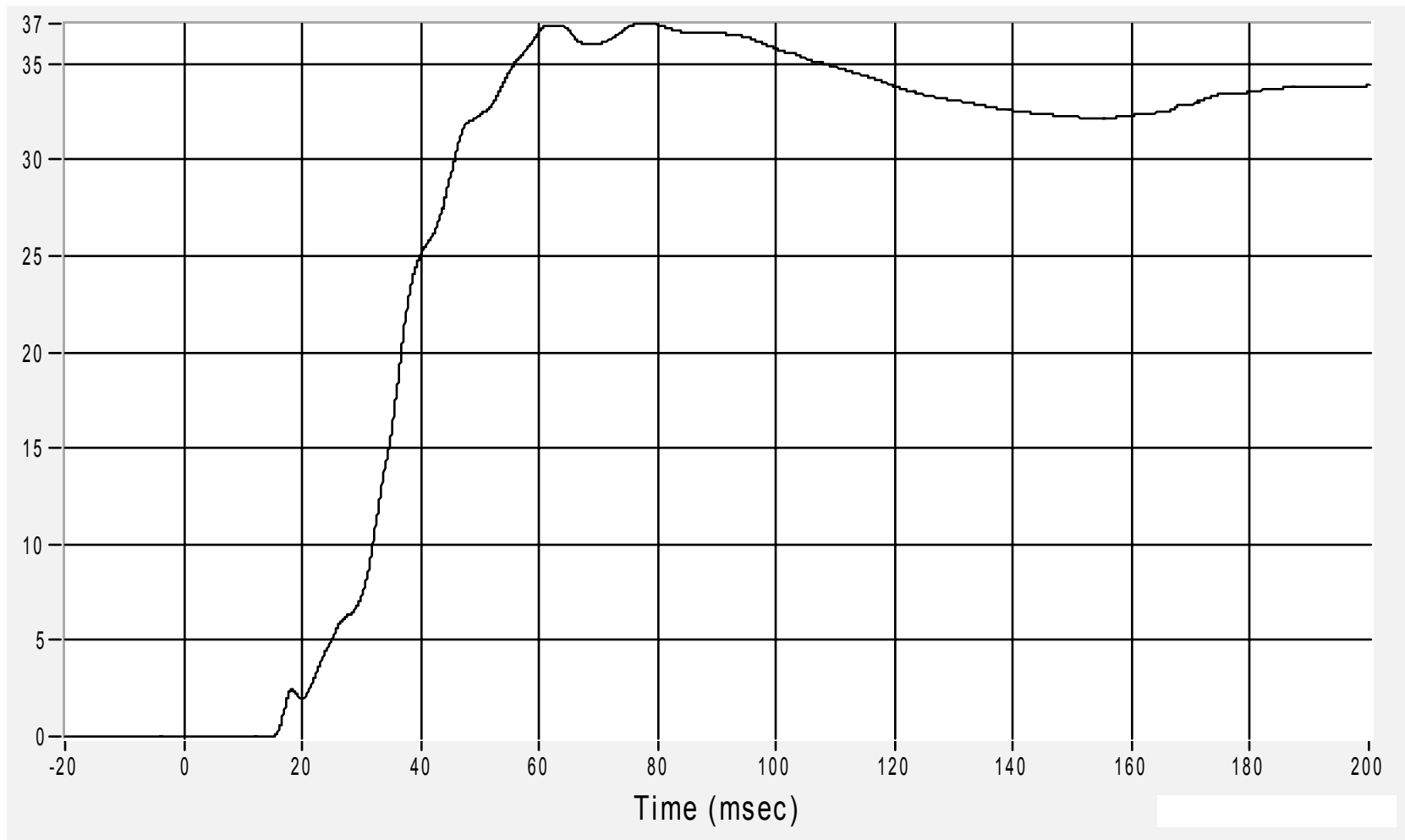
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 37.1 km/h at 77.8 msec

Min 0.0 km/h at 0.0 msec



05SN03 - 2005 HONDA ACCORD 4-DOOR SEDAN

13 December 2004

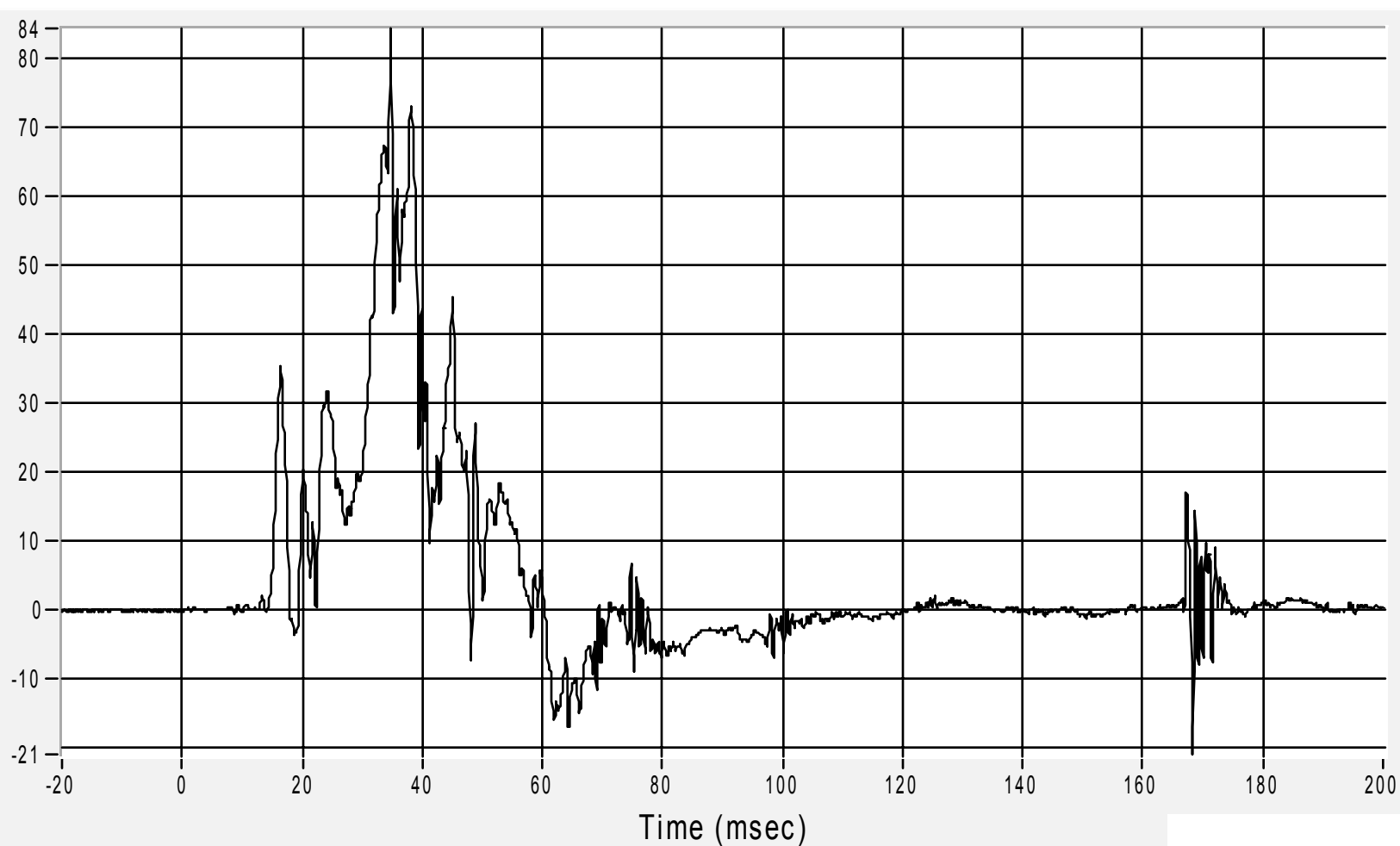
*Medical College of Wisconsin
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Driver Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 84.3 G at 34.7 msec

Min -20.9 G at 168.3 msec



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13 December 2004

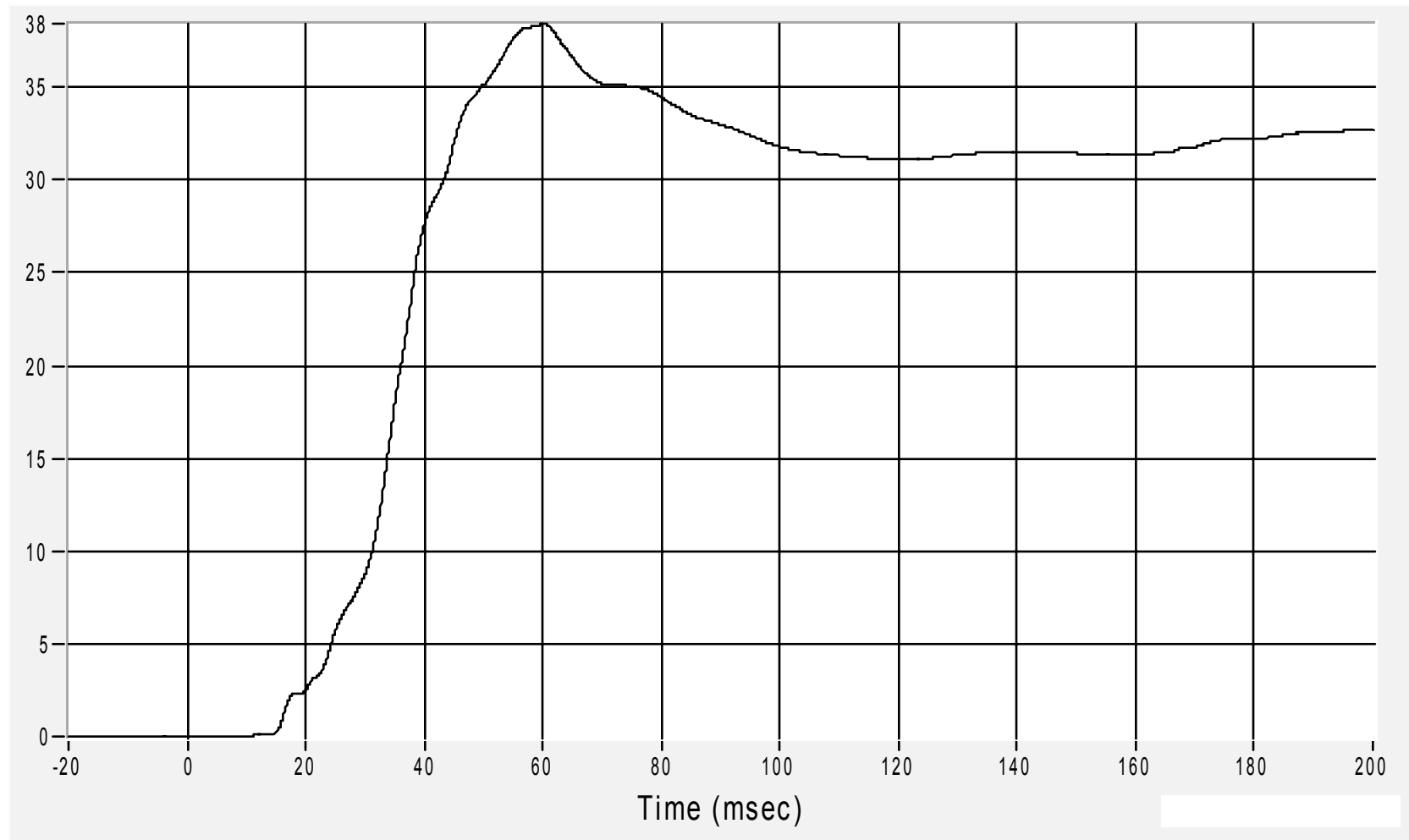
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.4 km/h at 60.2 msec

Min 0.0 km/h at 0.0 msec



05SN03 - 2005 HONDA ACCORD 4-DOOR SEDAN

13 December 2004

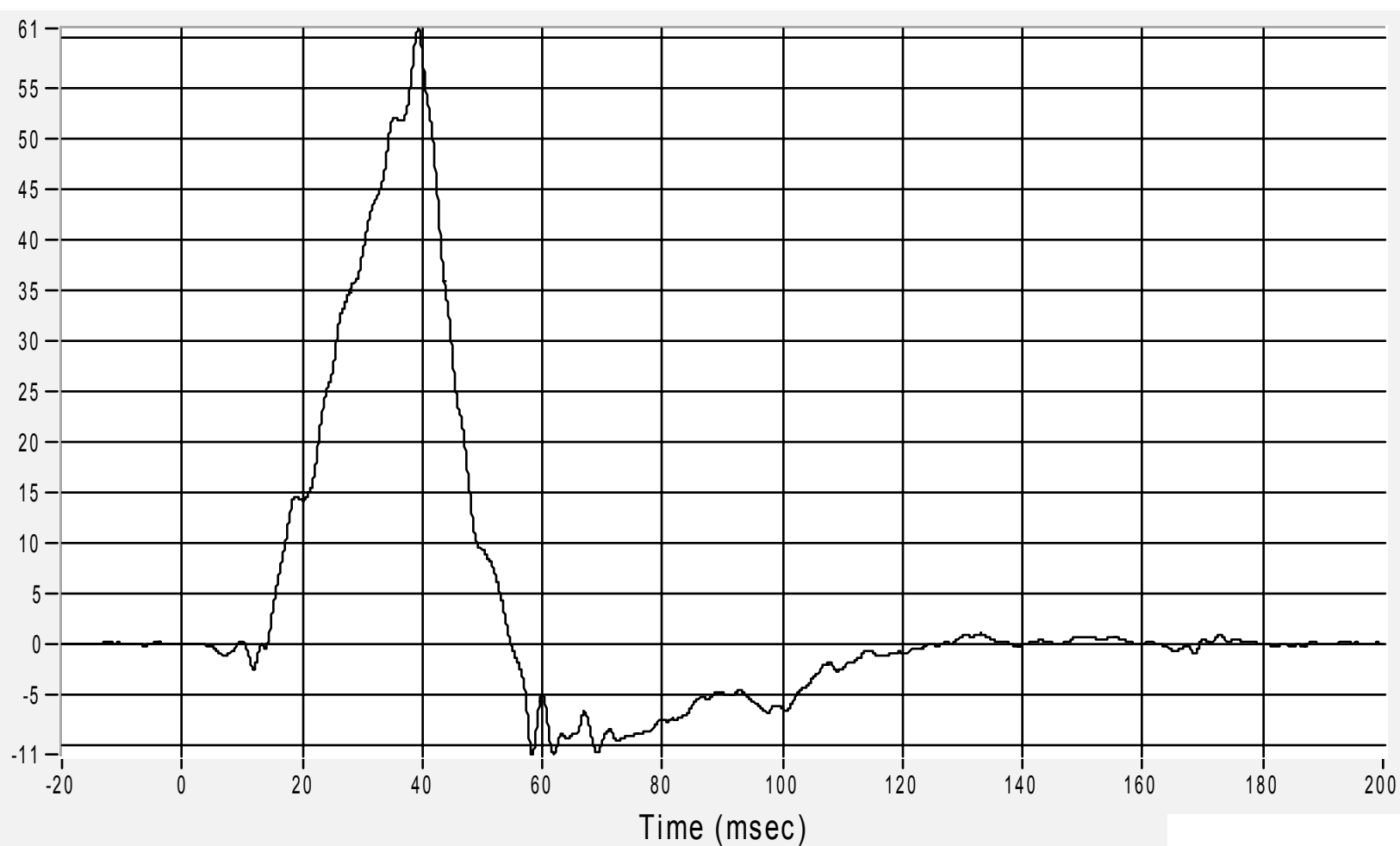
Medical College of Wisconsin
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Driver Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) CFC180

Max 60.8 G at 39.3 msec

Min -10.9 G at 58.3 msec



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13 December 2004

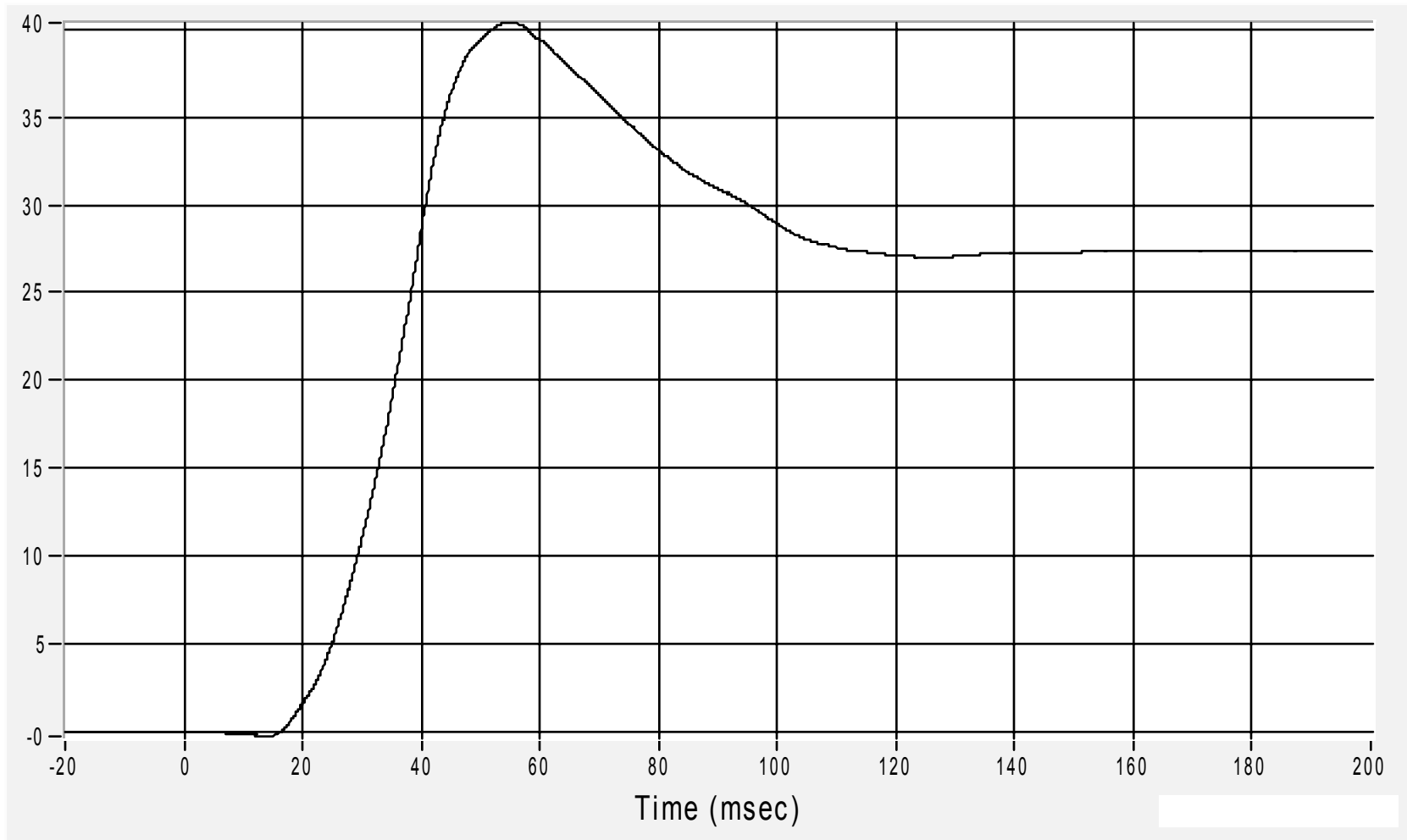
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 40.4 km/h at 54.8 msec

Min -0.3 km/h at 14.2 msec



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13 December 2004

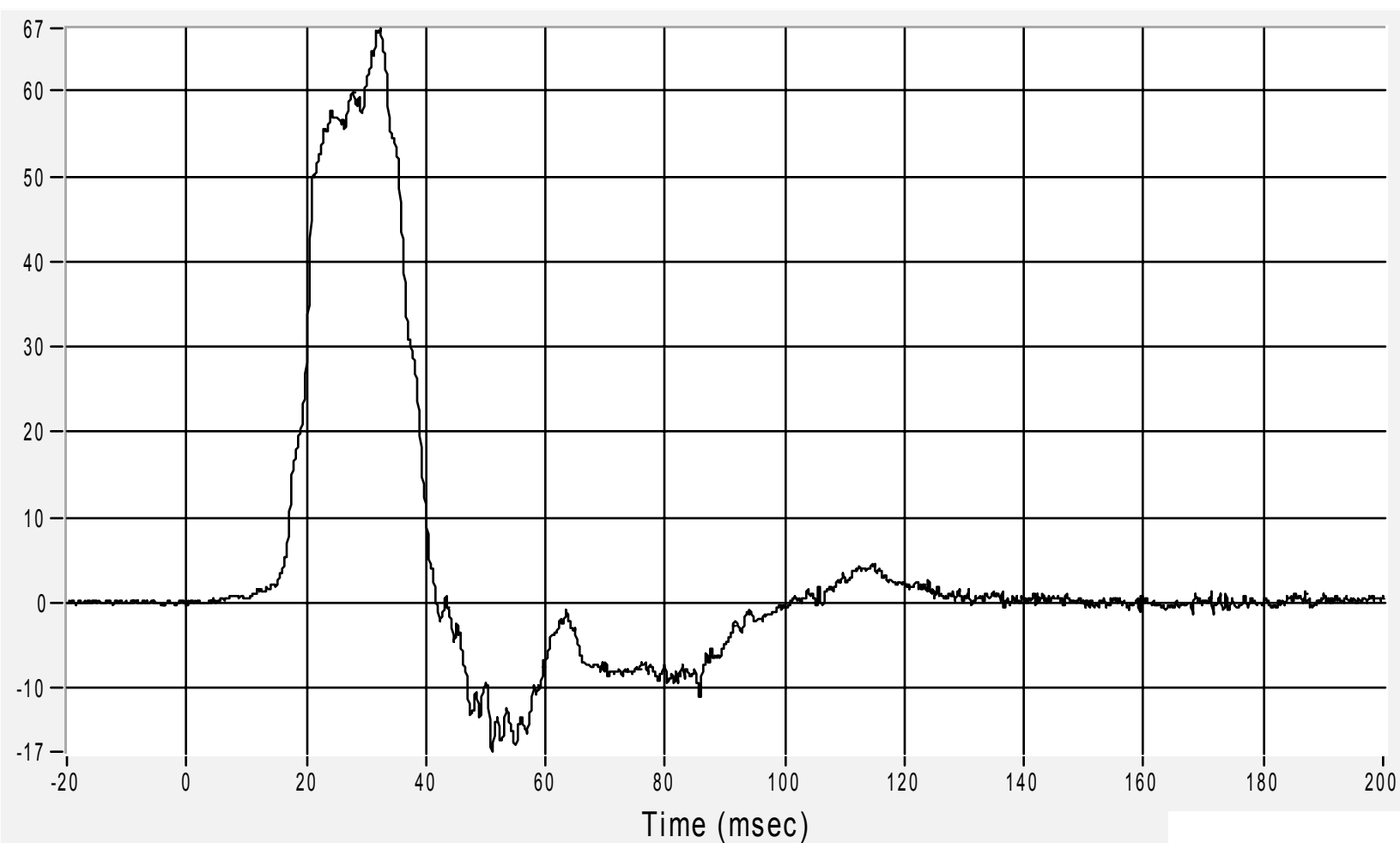
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 67.3 G at 32.4 msec

Min -17.5 G at 51.1 msec



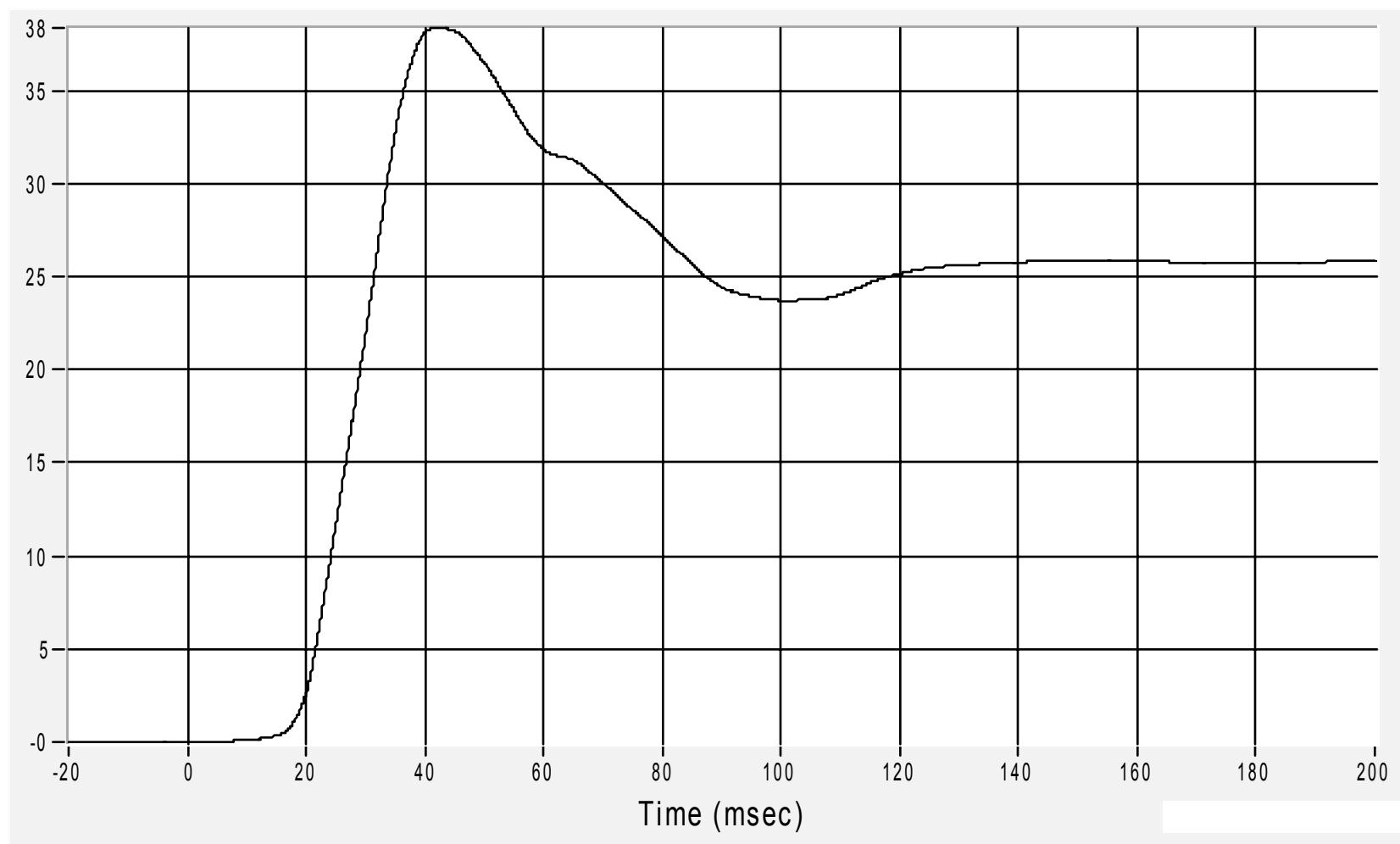
05SN03 - 2005 HONDA ACCORD 4-DOOR SEDAN

13 December 2004

Medical College of Wisconsin
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Driver Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.4 km/h at 41.7 msec**Min 0.0 km/h at 3.7 msec**

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13 December 2004

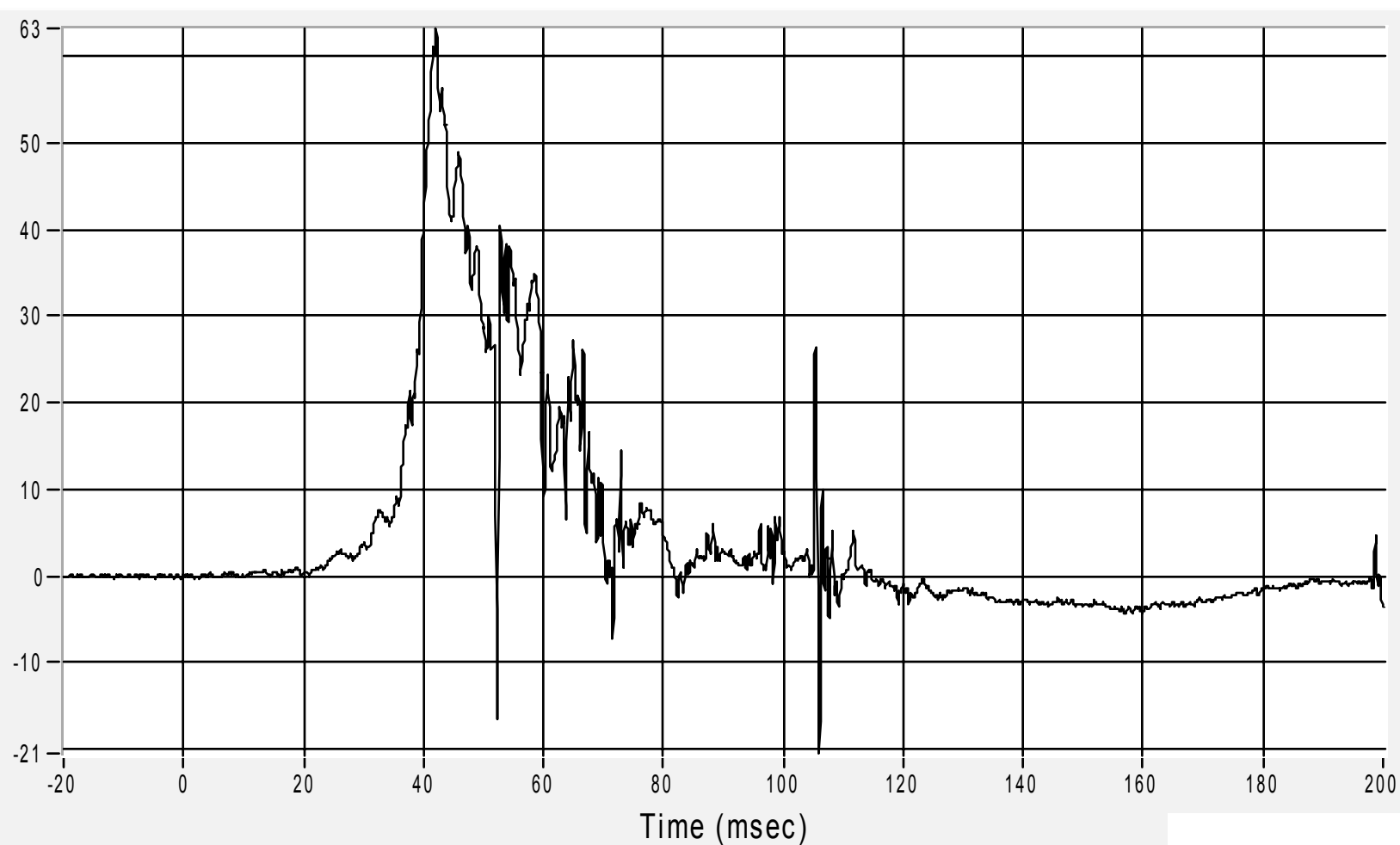
*Medical College of Wisconsin
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Passenger Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 63.3 G at 42.2 msec

Min -20.5 G at 106.0 msec



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13 December 2004

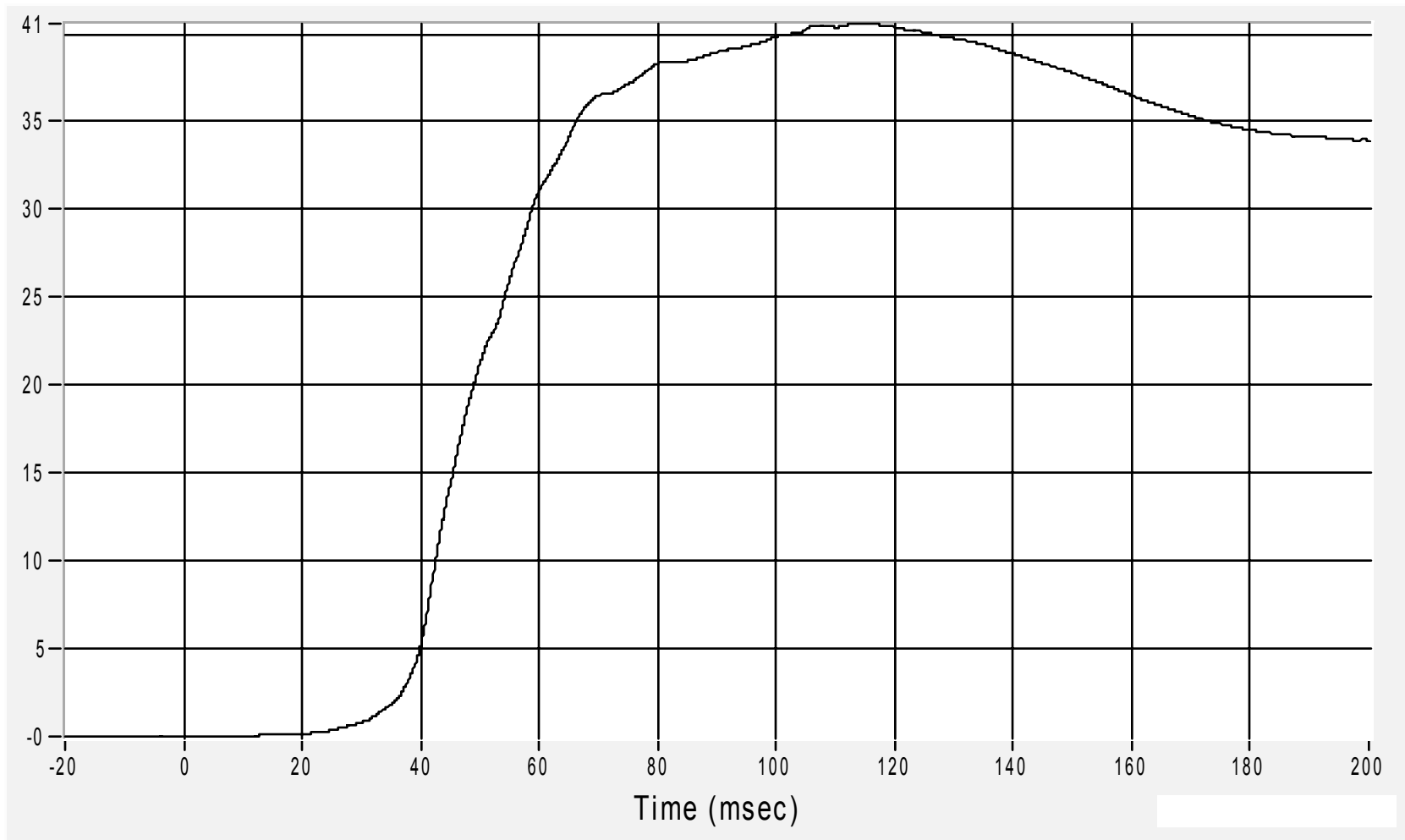
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 40.6 km/h at 114.4 msec

Min 0.0 km/h at 2.9 msec



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13 December 2004

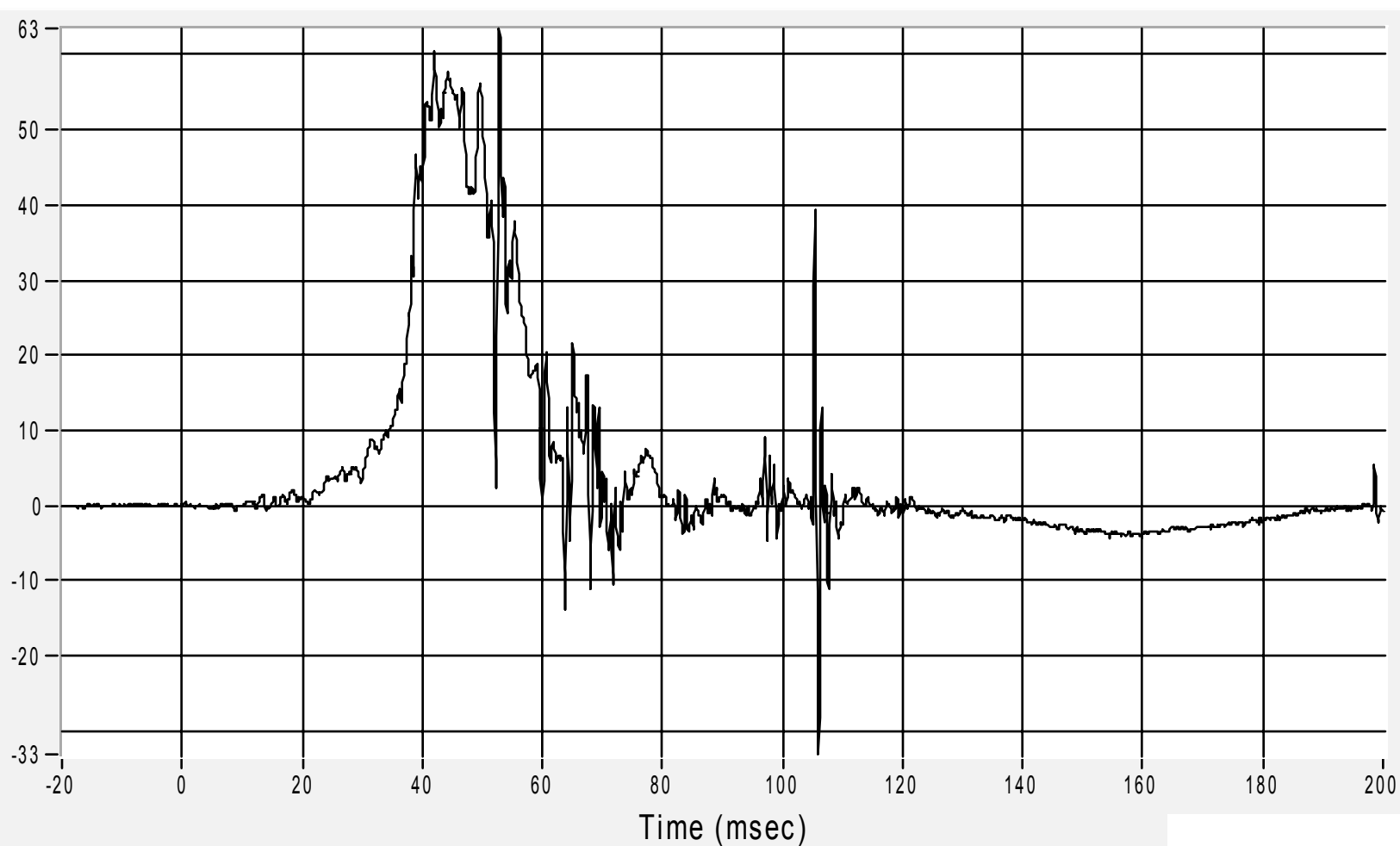
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 63.5 G at 52.9 msec

Min -33.1 G at 106.0 msec



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13 December 2004

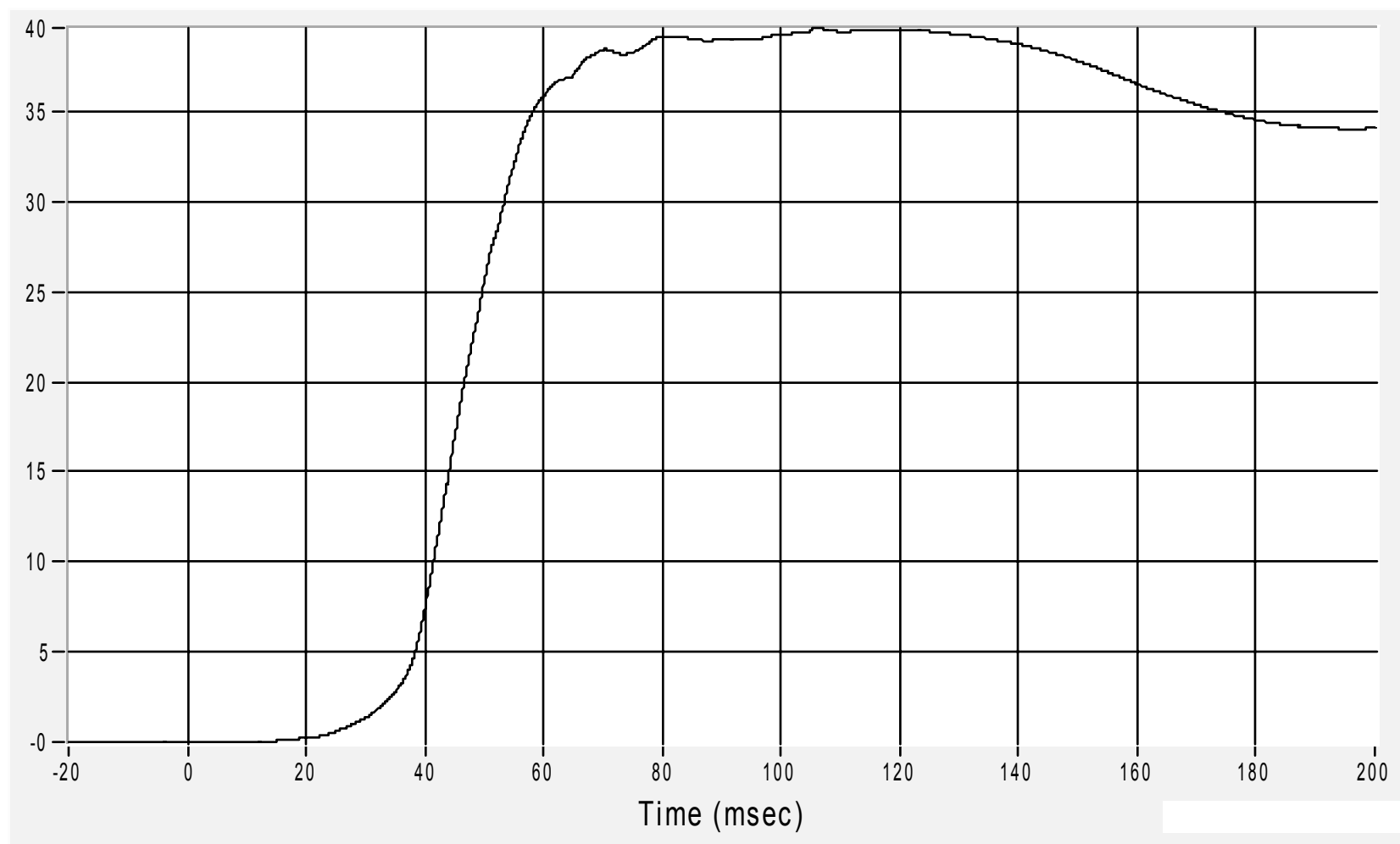
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 39.6 km/h at 105.8 msec

Min 0.0 km/h at 9.8 msec



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13 December 2004

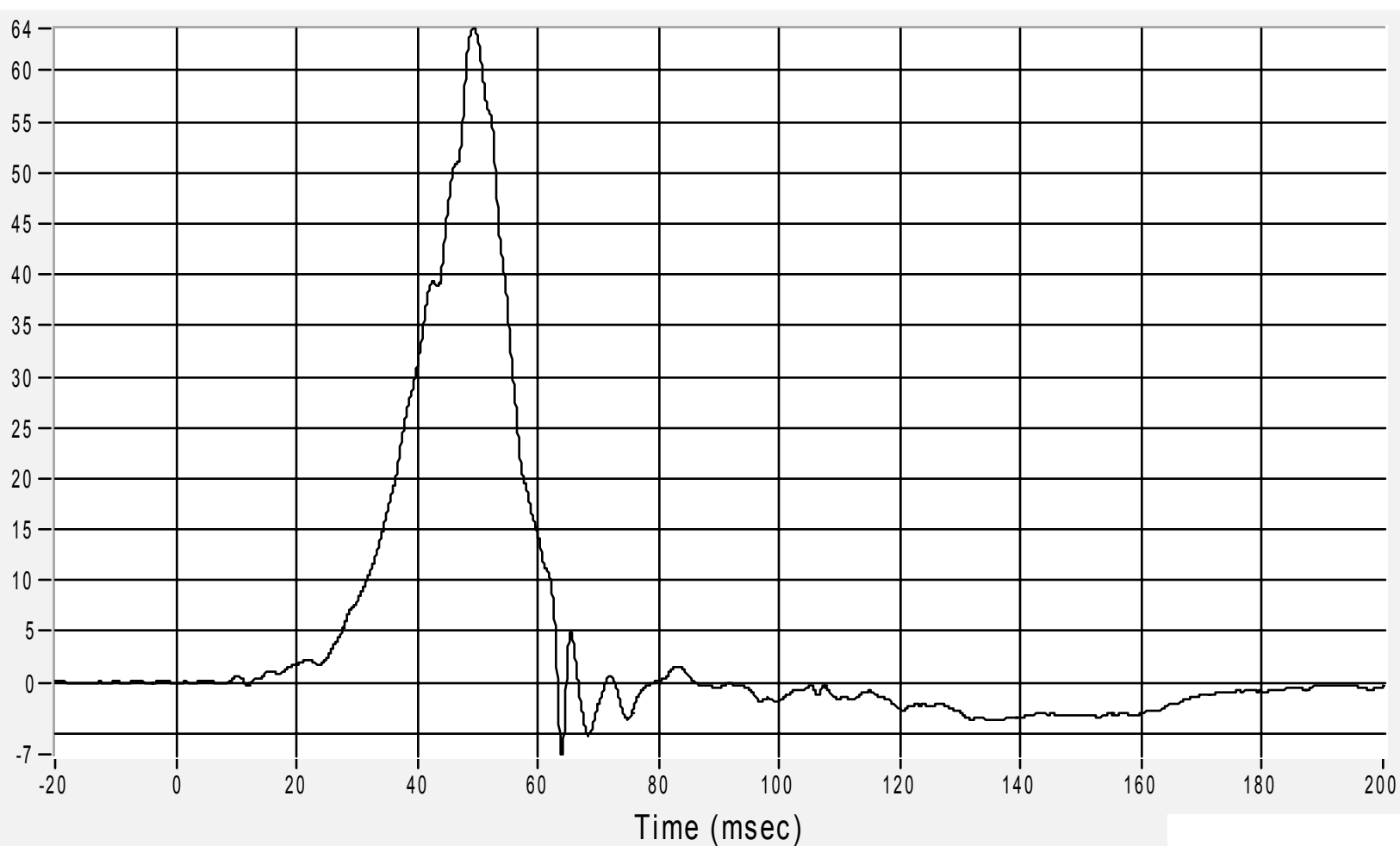
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) CFC180

Max 64.1 G at 49.3 msec

Min -7.1 G at 63.9 msec



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13 December 2004

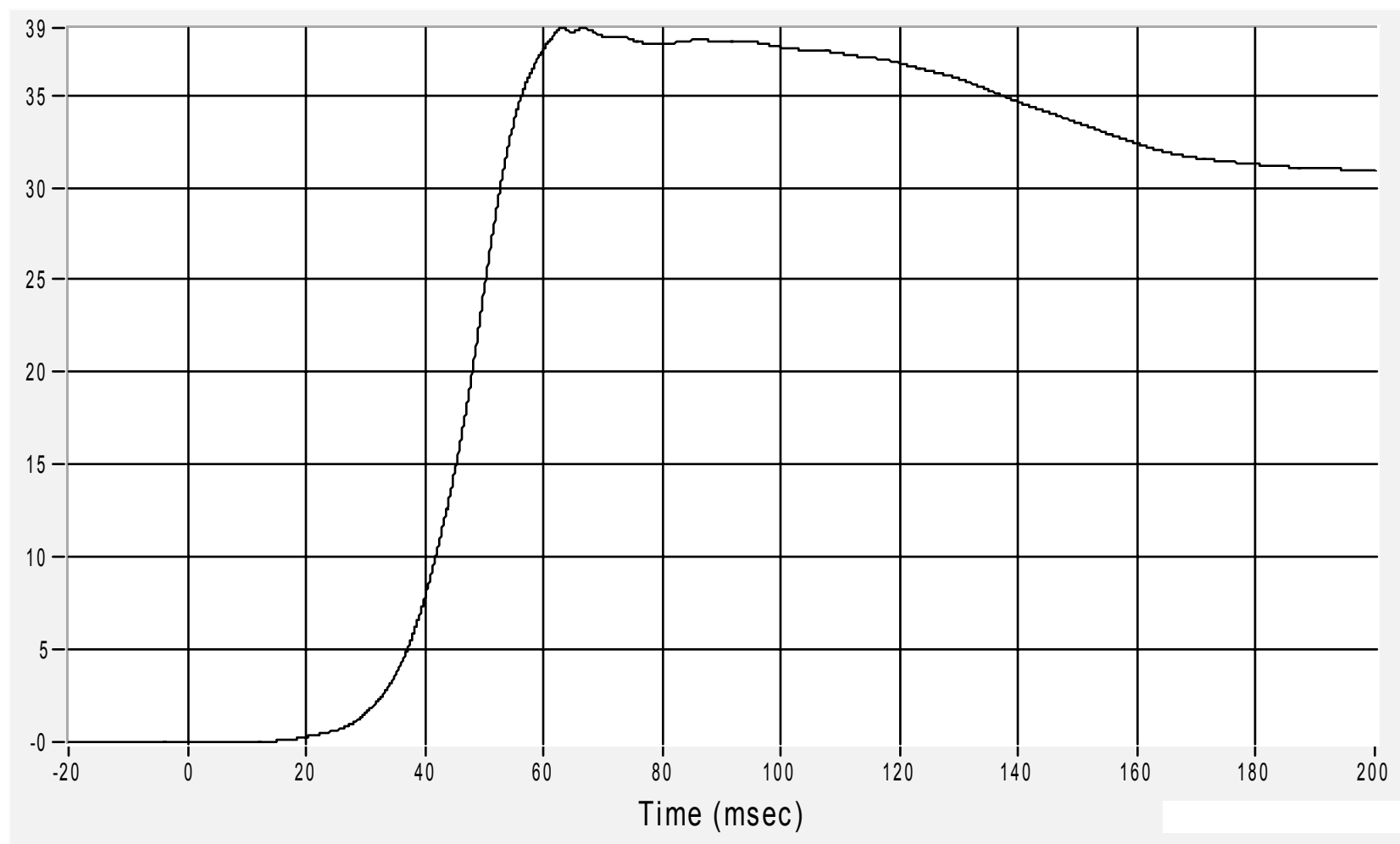
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.6 km/h at 63.2 msec

Min 0.0 km/h at 8.7 msec



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13 December 2004

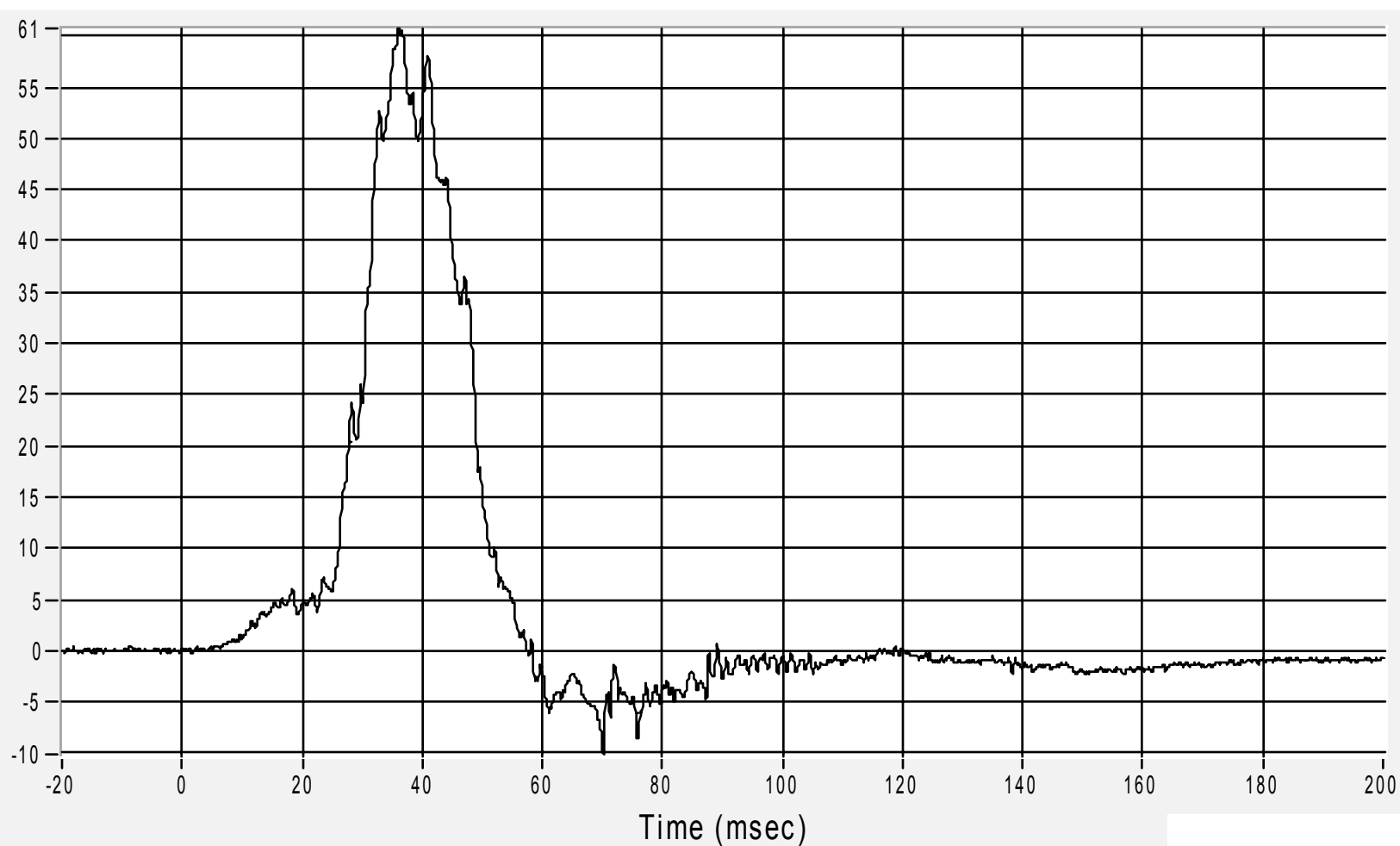
*Medical College of Wisconsin
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Passenger Pelvic (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 60.7 G at 36.1 msec

Min -10.1 G at 70.2 msec



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13 December 2004

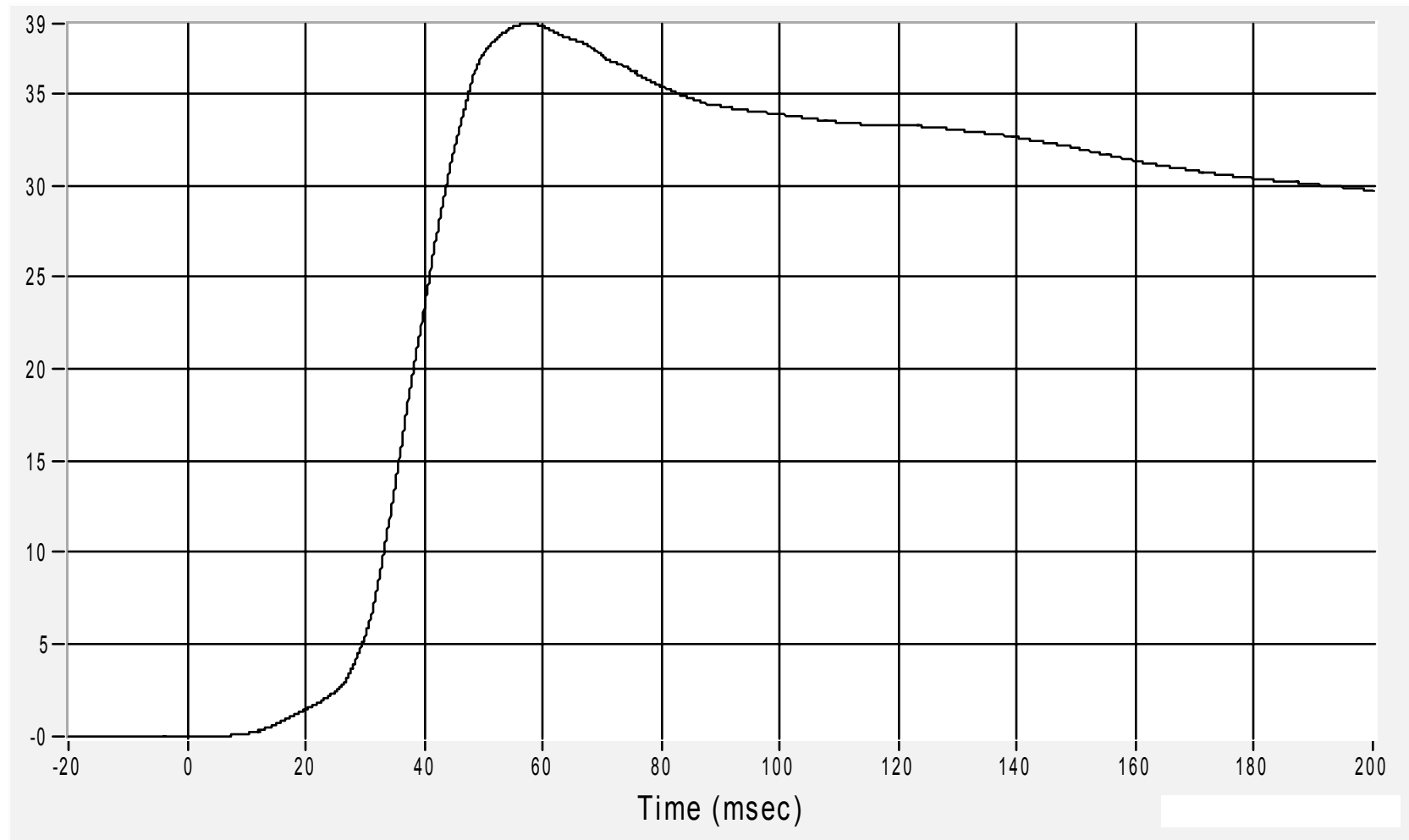
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.8 km/h at 57.8 msec

Min 0.0 km/h at 1.9 msec



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13 December 2004

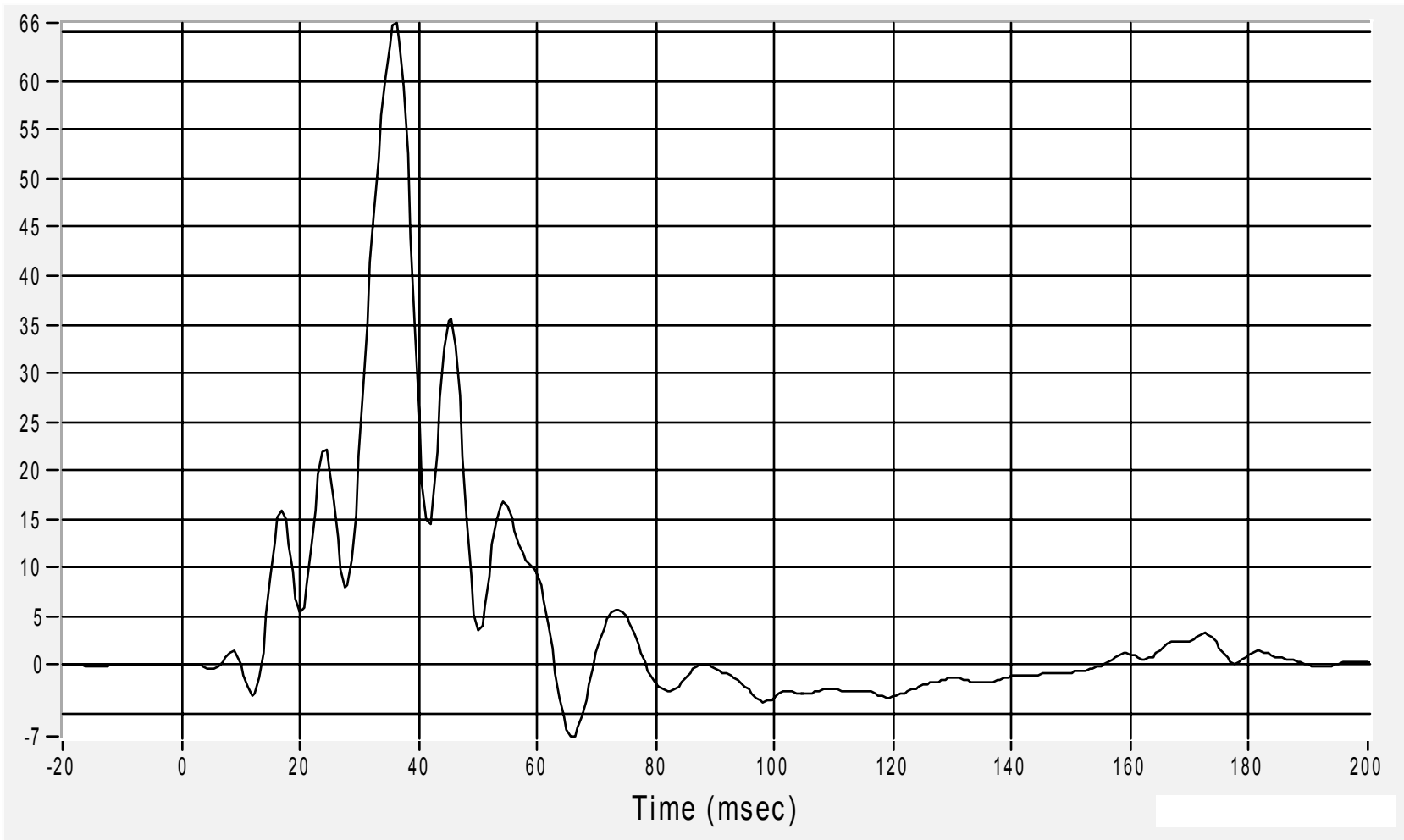
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 66.0 G at 36.2 msec

Min -7.3 G at 65.6 msec



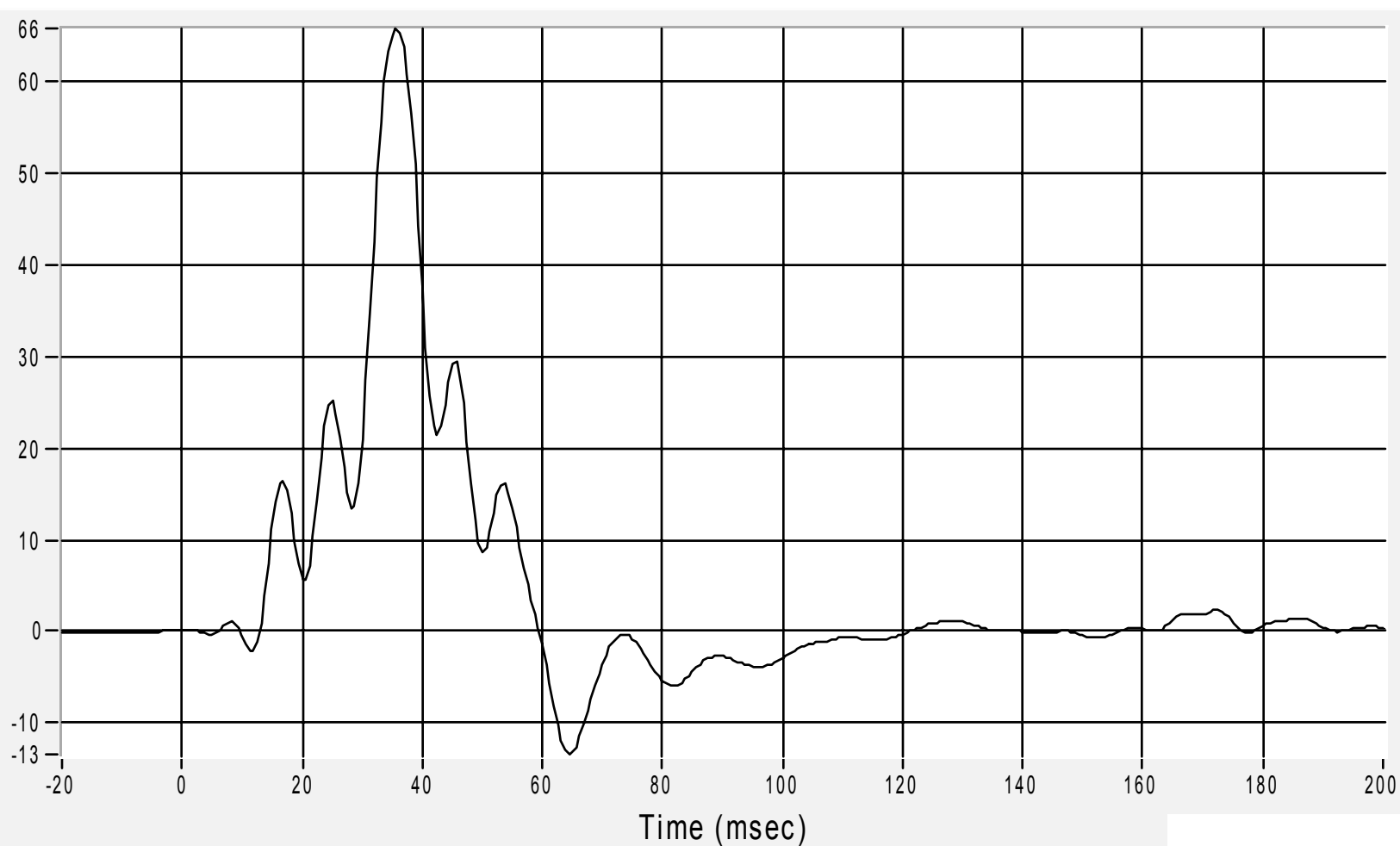
05SN03 - 2005 HONDA ACCORD 4-DOOR SEDAN

13 December 2004

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Driver Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 65.8 G at 35.6 msec**Min -13.4 G at 64.4 msec**

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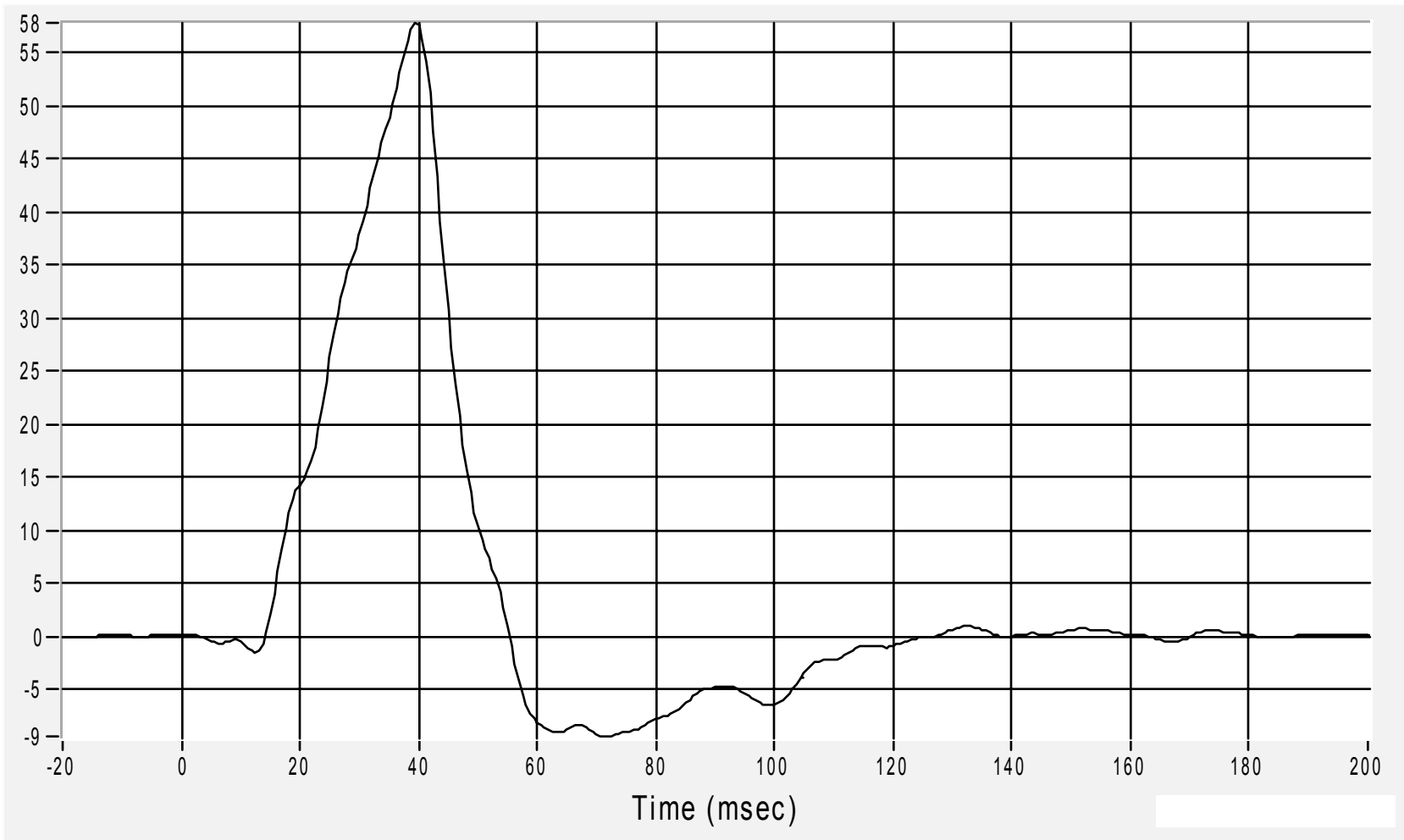
B-130

Driver Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 57.8 G at 39.4 msec

Min -9.5 G at 71.2 msec



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13 December 2004

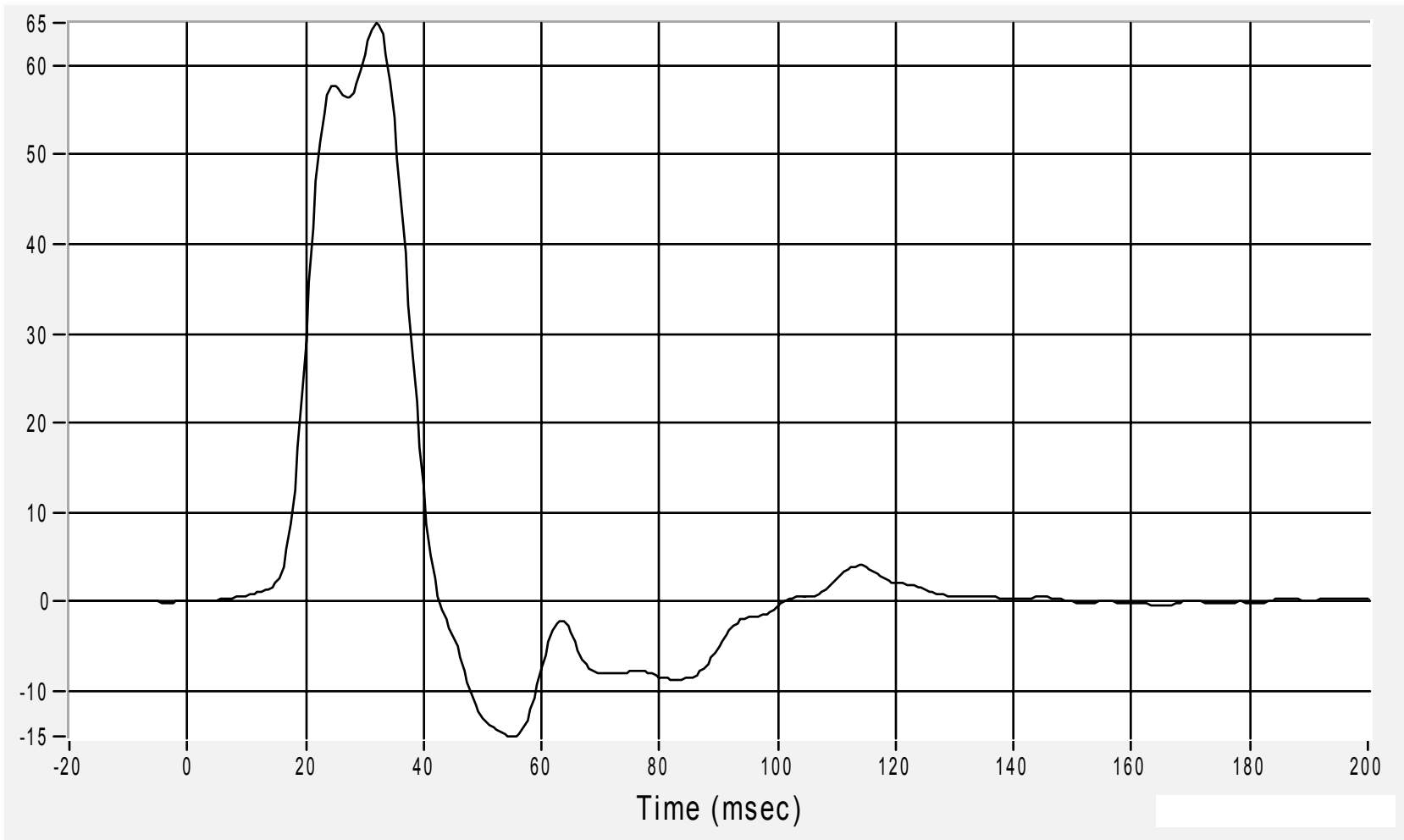
Medical College of Wisconsin
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Driver Pelvic (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 64.8 G at 31.9 msec

Min -15.1 G at 55.0 msec



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13 December 2004

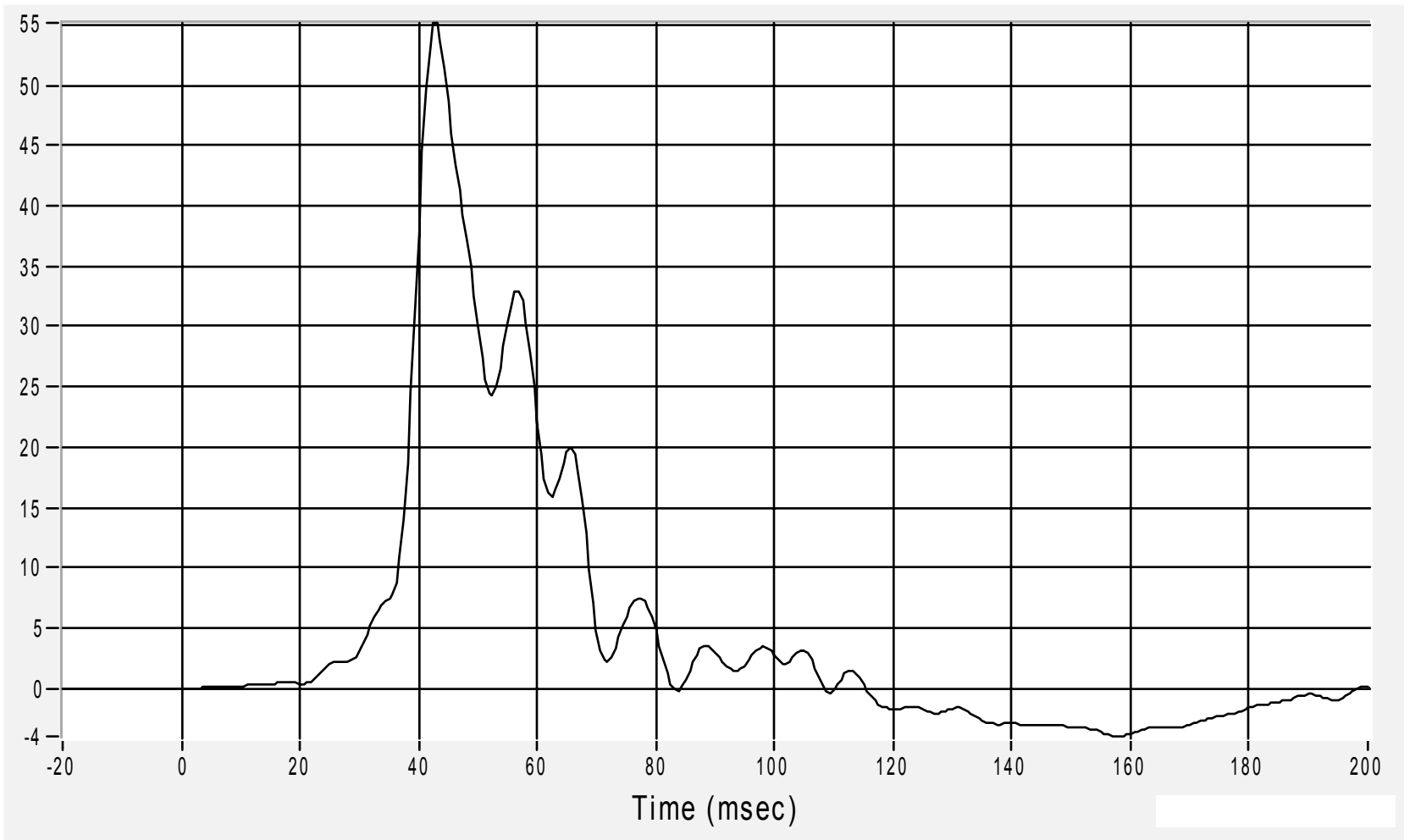
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 55.2 G at 43.1 msec

Min -4.0 G at 158.1 msec



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13 December 2004

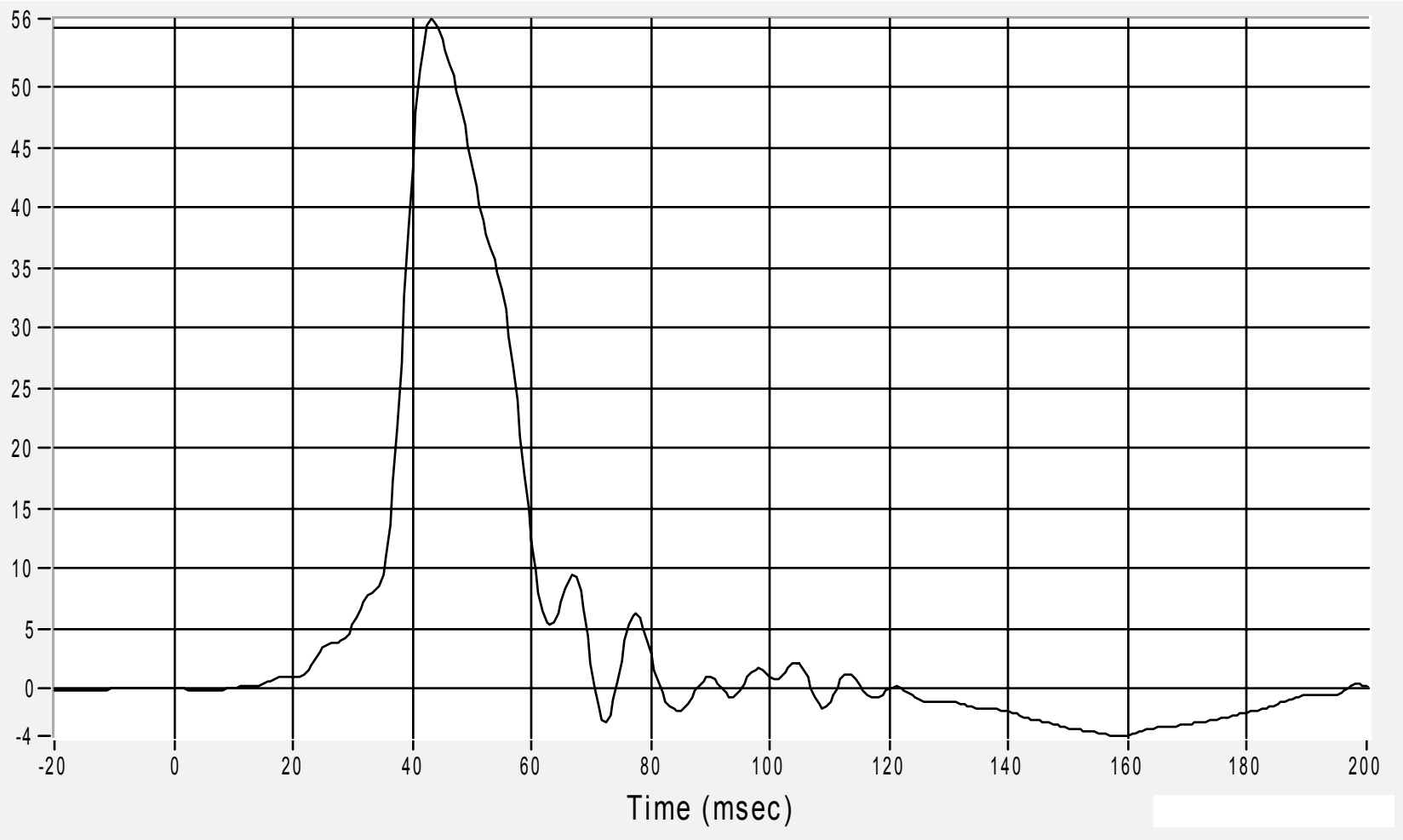
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 55.7 G at 43.1 msec

Min -3.9 G at 158.1 msec



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13 December 2004

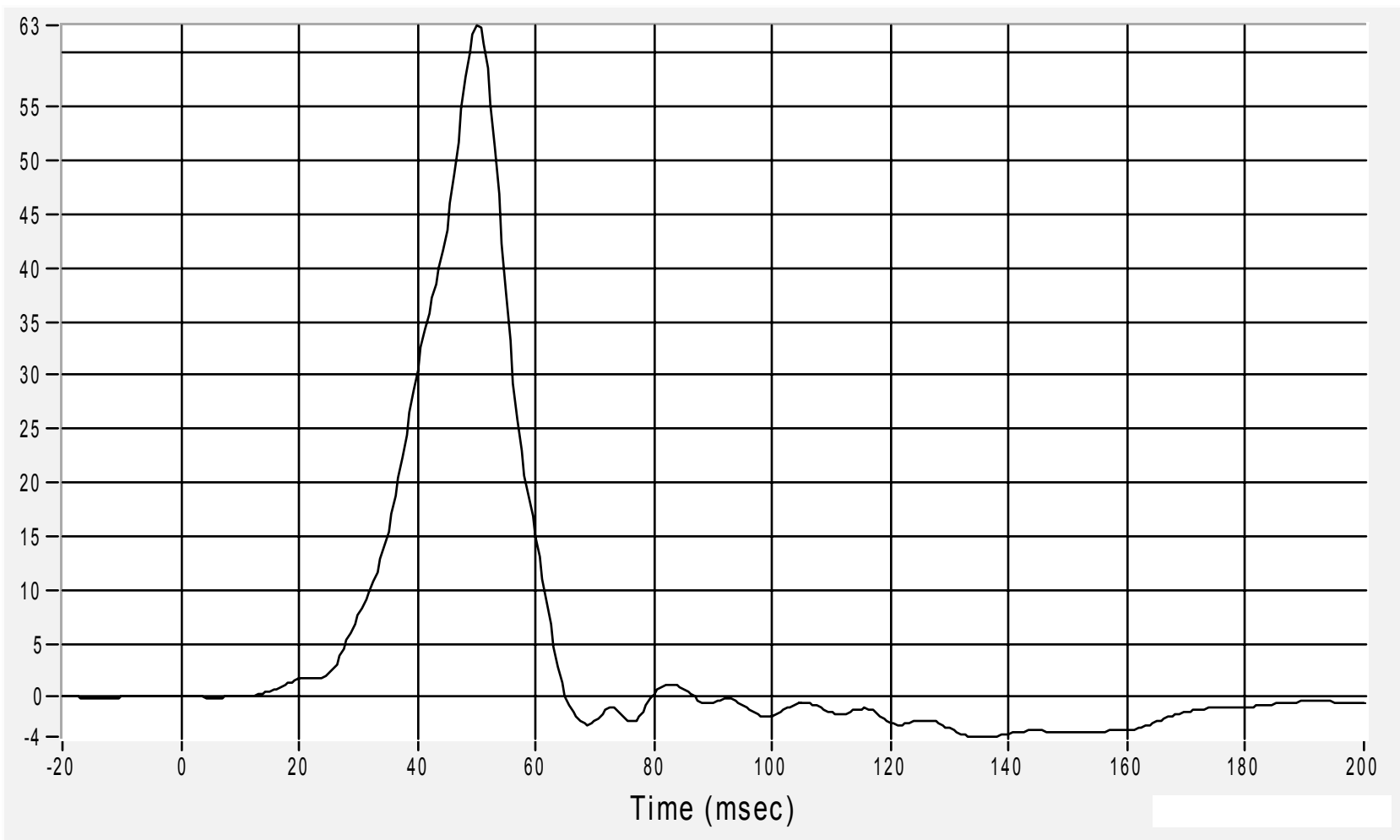
Medical College of Wisconsin
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Passenger Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 62.6 G at 50.0 msec

Min -3.7 G at 135.0 msec



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13 December 2004

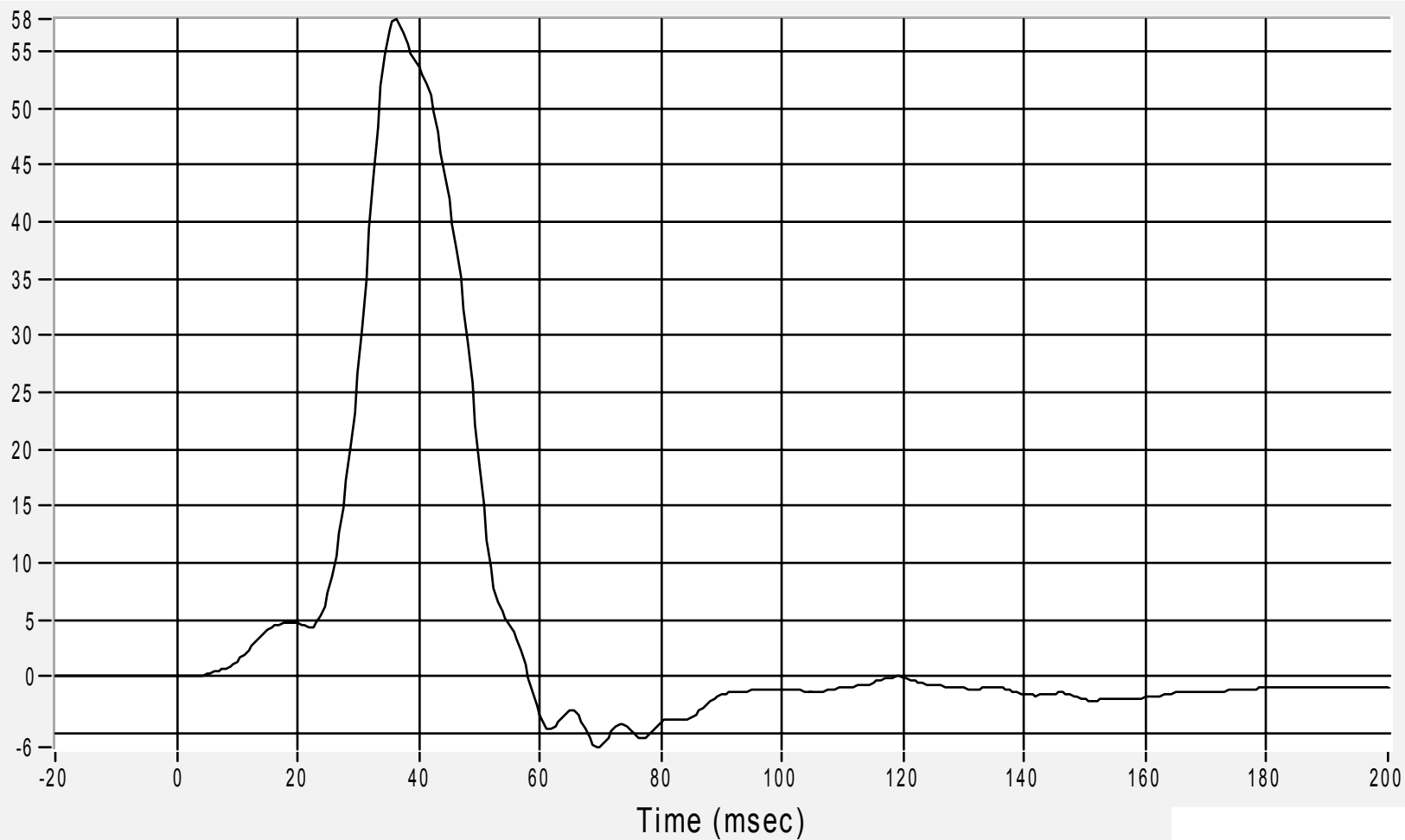
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 57.9 G at 36.2 msec

Min -6.2 G at 69.4 msec



05SN03 - 2005 HONDA ACCORD 4-DOOR SEDAN

13 December 2004

Medical College of Wisconsin
Vehicle Crashworthiness Lab

APPENDIX C

SID H3 CONFIGURATION AND VERIFICATION RESULTS

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DUMMY INSPECTION LIST PRE AND POST TEST	C-4
	C-6

**VERIFICATION TEST RESULTS SUMMARY
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number SID H3 056

Test Sequences 03 and 04

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mark Meyer	N/A	N/A
LATERAL THORAX IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
ABDOMINAL COMPRESSION	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LUMBAR FLEXION	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
HYBRID III LATERAL NECK TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
HYBRID III LATERAL HEAD DROP	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer

SID Serial Number SID H3 058

Test Sequences 03 and 04

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mark Meyer	N/A	N/A
LATERAL THORAX IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
ABDOMINAL COMPRESSION	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
LUMBAR FLEXION	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
HYBRID III LATERAL NECK TEST	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer
HYBRID III LATERAL HEAD DROP	Pass all requirements	Mark Meyer	Pass all requirements	Mark Meyer

SUMMARY
SID H3 PRE AND POST VERIFICATION
CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number	SID H3 056 SID H3 058	Test Sequences	03 and 04 (SID H3 056) 03 and 04 (SID H3 058)
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TEST PARAMETER	SPECIFICATION	SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
MEASUREMENTS					
Date	-	08Dec04	20Dec04	08Dec04	20Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	20.1	20.7	20.5	20.7
Relative Humidity (%)	10-70	28.9	13.1	29.7	13.1
SH – Seated Height (mm)	889-909	908	907	907	908
RH – Rib Height (mm)	501-521	509	509	509	509
HP – Hip Pivot Height (mm)	99	99/99	99/99	99/99	99/99
RD – Rib From Back Line (mm)	229-241	229	229	229	229
KH – Knee Pivot from Back Line (mm)	511-526	521/521	523/519	525/523	519/523
KV – Knee Pivot to Floor (mm)	490-505	505/495	503/505	497/495	498/500
HW – Hip Width (mm)	356-391	365	365	363	363
THORAX IMPACTS					
Date	-	08Dec04	20Dec04	08Dec04	20Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	20.3	20.5	20.3	20.5
Relative Humidity (%)	10-70	29.0	13.6	29.8	13.2
Probe Speed (m/s)	4.21-4.33	4.29	4.29	4.23	4.23
Upper Rib Acceleration (G)	37-46	43.1	41.6	45.5	44.1
Lower Rib Acceleration (G)	37-46	42.2	37.8	42.3	42.3
Lower Spine Acceleration (G)	15-22	19.6	18.4	20.3	20.7
PELVIS IMPACTS					
Date	-	08Dec04	20Dec04	08Dec04	20Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	20.2	20.5	20.5	20.5
Relative Humidity (%)	10-70	29.0	13.8	29.9	13.3
Probe Speed (m/s)	4.21-4.33	4.29	4.29	4.23	4.23
Pelvis Acceleration (G)	40-60	58.7	51.2	43.4	51.9
THORACIC SHOCK ABSORBER					
Shock Absorber ID Number	-	1746	1746	3130164	3130164
Damper Setting	1-10	6.25	6.25	5	5
Date	-	10Nov04	18Dec04	09Nov04	17Dec04
Sequential Test Number	-	1	2	1	2
Temperature	18.9-25.5	21.3	19.7	22.4	22.0
Relative Humidity	10-70	33.2	24.0	31.3	21.1
Probe Speed (m/s) Low	3.05	3.05	3.05	3.05	3.05
Force (N)	836 – 1125	927.5	983.2	1051.7	1045.4
Displacement (mm)	30 – 35	32.2	32.7	30.6	30.0
Probe Speed (m/s) Middle	4.27	4.27	4.27	4.26	4.27
Force (N)	1730 – 2099	2041.8	1759.6	1910.0	1873.7
Displacement (mm)	32 – 37	35.7	35.4	35.7	33.5
Probe Speed (m/s) High	6.10	6.14	6.10	6.08	6.10
Force (N)	3741 – 4448	3795	3903.9	4438.8	4100.7
Displacement (mm)	33 - 40	39.1	37.0	36.0	35.1

TEST PARAMETER	SPECIFICATION	SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
ABDOMINAL COMPRESSION					
Date	-	03Dec04	16Dec04	03Dec04	16Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	20.2	20.1	20.3	20.0
Relative Humidity (%)	10-70	22.2	29.7	23.0	29.3
Force at 13 mm (N)	104-162	126.0	140.9	132.5	134.4
Force at 19 mm (N)	163-221	193.7	198.9	184.5	175.2
Force at 25 mm (N)	222-280	269.9	255.4	238.7	237.1
Force at 33 mm (N)	325-391	369.8	360.9	330.5	332.6
LUMBAR FLEXION					
Date	-	06Dec04	17Dec04	06Dec04	17Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	19.7	20.6	20.6	20.6
Relative Humidity (%)	10-70	32.3	27.2	30.8	26.2
Force at 0° (N)	0-26.7	0	0	0	0
Force at 0° (N)	97.8-151.2	119.3	137.3	106.0	124.6
Force at 0° (N)	151.2-204.6	151.0	172.3	154.8	165.9
Force at 0° (N)	204.6-258	221.2	222.1	216.6	211.7
Return Angle	12° Maximum	8.1	5.1	6.4	4.3
HYBRID III LATERAL NECK					
Date	-	07Dec04	19Dec04	08Dec04	18Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	22.2	19.2	20.3	19.1
Relative Humidity (%)	10-70	31.6	15.8	29.4	24.4
Pendulum Speed (m/s)	6.89-7.13	7.10	7.08	7.05	7.08
Pendulum Pulse 10ms (m/s)	1.96-2.55	2.48	2.06	2.04	2.02
Pendulum Pulse 20ms (m/s)	4.12-5.10	4.91	4.54	4.28	4.15
Pendulum Pulse 30ms (m/s)	5.73-7.01	6.93	6.99	6.42	6.16
Pendulum Pulse 40 –70 ms (m/s)	6.27-7.64	6.93	7.04	7.60	7.16
Max Head rotation (deg)	66-82	72.3	74.6	80.2	74.6
Head angle crosses zero (ms)	58-67	58.1	66.6	58.0	61.8
Peak Moment (Nm)	73-88	79.9	84.0	73.1	73.6
Moment crosses zero (ms)	49-64	49.5	49.1	53.5	52.7
Max rotation wrt peak moment (ms)	2-15	6.4	7.1	9.8	7.7
HYBRID III LATERAL HEAD DROP					
Date	-	07Dec04	16Dec04	06Dec04	15Dec04
Sequential Test Number	-	3	4	3	4
Temperature (°C)	18.9-25.5	20.2	20.6	20.7	21.4
Relative Humidity (%)	10-70	35.2	29.3	32.2	23.4
Resultant Max (G)	120-150	127.6	134.0	134.0	134.1
Longitudinal Max (G)	<15	7.0	4.5	9.0	6.6

**DUMMY INSPECTION LIST
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number

SID H3 056

Test Sequences

03 and 04 (SID H3 056)

SID H3 058

03 and 04 (SID H3 058)

		SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
	Date	09Dec04	20Dec04	09Dec04	20Dec04
	Performed By	Mark Meyer	Mark Meyer	Mark Meyer	Mark Meyer
PART	INSPECTION				
Skin	Visual	Pass	Pass	Pass	Pass
Head	Visual, Ballast, Accelerometer Mount	Pass	Pass	Pass	Pass
Neck	Visual and Palpated, Cable Torque	Pass	Pass	Pass	Pass
Spine Box	Visual, Ballast, Weldment, Accelerometer Mount	Pass	Pass	Pass	Pass
Rib Cage	Visual, Palpated, Measured, Stiffness	Pass	Pass	Pass	Pass
Sternum	Visual	Pass	Pass	Pass	Pass
Lumbar Spine	Visual	Pass	Pass	Pass	Pass
Abdomen	Visual	Pass	Pass	Pass	Pass
Pelvis	Visual, Palpated, Accelerometer Mount	Pass	Pass	Pass	Pass
Upper Legs	Visual	Pass	Pass	Pass	Pass
Knees	Visual, Stops, Inserts	Pass	Pass	Pass	Pass
Lower Legs	Visual, Range of Motion	Pass	Pass	Pass	Pass
Ankles	Visual, Range of Motion	Pass	Pass	Pass	Pass
Feet	Visual, Range of Motion	Pass	Pass	Pass	Pass
Joints	1 to 2 G Range	Pass	Pass	Pass	Pass
Other		N/A	N/A	N/A	N/A

APPENDIX D

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

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Section	Page No.
SID INSTRUMENTATION	D-3
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MDB INSTRUMENTATION	D-4

SID INSTRUMENTATION**FRONT SID H3 NO. 056**

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD X ACCELERATION	J43443	ENDEVCO	01Sep04
HEAD Y ACCELERATION	J22318	ENDEVCO	01Sep04
HEAD Z ACCELERATION	J36659	ENDEVCO	27Aug04
SIX AXIS UPPER NECK LOAD CELL (FX, FY, FZ, MX, MY, MZ)	1591	DENTON ATD	10Aug04
UPPER RIB ACCELERATION	J43512	ENDEVCO	27Aug04
LOWER RIB ACCELERATION	J43445	ENDEVCO	27Aug04
LOWER SPINE ACCELERATION	J44021	ENDEVCO	27Aug04
PELVIS ACCELERATION	J43810	ENDEVCO	27Aug04
UPPER RIB REDUNDANT ACCELERATION	J43798	ENDEVCO	27Aug04
LOWER RIB REDUNDANT ACCELERATION	J43434	ENDEVCO	26Aug04
LOWER SPINE REDUNDANT ACCELERATION	J43485	ENDEVCO	31Aug04
PELVIS REDUNDANT ACCELERATION	J43739	ENDEVCO	27Aug04

REAR SID H3 NO. 058

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD X ACCELERATION	J35932	ENDEVCO	26Aug04
HEAD Y ACCELERATION	J43481	ENDEVCO	27Aug04
HEAD Z ACCELERATION	J43442	ENDEVCO	27Aug04
SIX AXIS UPPER NECK LOAD CELL (FX, FY, FZ, MX, MY, MZ)	0452	DENTON	10Aug04
UPPER RIB ACCELERATION	J43444	ENDEVCO	27Aug04
LOWER RIB ACCELERATION	J44018	ENDEVCO	27Aug04
LOWER SPINE ACCELERATION	J43479	ENDEVCO	27Aug04
PELVIS ACCELERATION	J43708	ENDEVCO	27Aug04
UPPER RIB REDUNDANT ACCELERATION	J43809	ENDEVCO	27Aug04
LOWER RIB REDUNDANT ACCELERATION	J43480	ENDEVCO	31Aug04
LOWER SPINE REDUNDANT ACCELERATION	J43468	ENDEVCO	27Aug04
PELVIS REDUNDANT ACCELERATION	J43441	ENDEVCO	27Aug04

VEHICLE INSTRUMENTATION

	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
RIGHT FRONT SILL X	P12746	ENDEVCO	26Aug04
RIGHT FRONT SILL Y	P14135	ENDEVCO	31Aug04
RIGHT FRONT SILL Z	P22322	ENDEVCO	31Aug04
RIGHT REAR SILL X	P22993	ENDEVCO	27Aug04
RIGHT REAR SILL Y	P21738	ENDEVCO	27Aug04
RIGHT REAR SILL Z	P22312	ENDEVCO	26Aug04
REAR FLOORPAN ABOVE AXLE X	98L98H31-Z05	ENTRAN	31Aug04
REAR FLOORPAN ABOVE AXLE Y	98L98L11-N01	ENTRAN	01Sep04
REAR FLOORPAN ABOVE AXLE Z	98G98D22-Z15	ENTRAN	31Aug04
LEFT REAR SILL Y	P19311	ENDEVCO	27Aug04
LEFT FRONT SILL Y	P22041	ENDEVCO	27Aug04
LEFT FRONT DOOR CENTERLINE Y	N/A	N/A	N/A
RIGHT REAR OCCUPANT COMP Y	P13598	ENDEVCO	26Aug04
MID-REAR OF LEFT FRONT DOOR Y	N/A	N/A	N/A
LEFT FRONT DOOR UPPER C/L Y	N/A	N/A	N/A
MID-REAR OF LEFT REAR DOOR Y	N/A	N/A	N/A
LEFT REAR DOOR UPPER C/L Y	N/A	N/A	N/A
LEFT LOWER B-PILLAR Y	P14233	ENDEVCO	26Aug04
LEFT MIDDLE B-PILLAR Y	P21820	ENDEVCO	26Aug04
LEFT LOWER A-PILLAR Y	B13036	ENDEVCO	31Aug04
LEFT UPPER A-PILLAR	P22539	ENTRAN	26Aug04
FRONT SEAT TRACK Y	P24628	ENDEVCO	27Aug04
REAR SEAT TRACK Y	P22951	ENDEVCO	27Aug04
VEHICLE CG X	P22298	ENDEVCO	26Aug04
VEHICLE CG Y	B13038	ENDEVCO	31Aug04
VEHICLE CG Z	P22230	ENDEVCO	26Aug04

MDB INSTRUMENTATION

MDB CG X	P25041	ENDEVCO	07Sep04
MDB CG Y	P23595	ENDEVCO	07Sep04
MDB CG Z	P24733	ENDEVCO	03Sep04
MDB REAR FRAME MEMBER X	P21608	ENDEVCO	07Sep04
MDB REAR FRAME MEMBER Y	P24089	ENDEVCO	07Sep04