

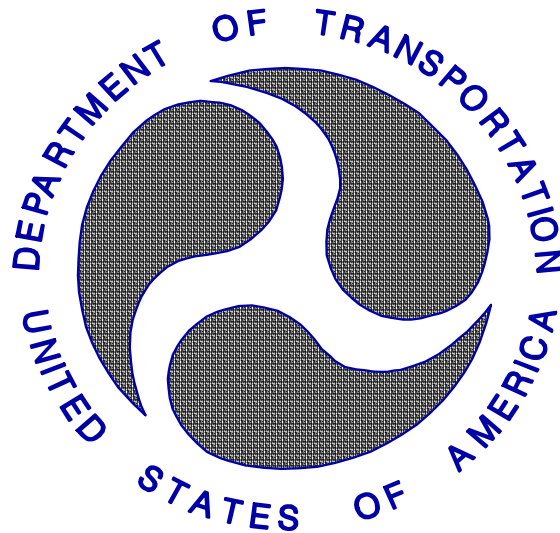
REPORT NO. MCW-DOT-05SN04

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TESTING**

HONDA MOTOR CORPORATION
2005 HONDA ACCORD 2 DOOR COUPE

NHTSA NUMBER: M5 5304

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



10-Jan-2005

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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Prepared By:

John R. Humm, Project Engineer

Approved By:

Frank A. Pintar, Facility Director

Approval Date:

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Accepted By:

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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 10-Jan-2005. 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 21.5° C. The target vehicle post-test maximum crush was 331 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>48.1</td><td>40.3</td></tr> <tr> <td>Left Lower Rib Acceleration G</td><td>70.1</td><td>48.4</td></tr> <tr> <td>Lower Spine Acceleration G</td><td>59.2</td><td>57.1</td></tr> <tr> <td>Thoracic Trauma Index TTI</td><td>65</td><td>53</td></tr> <tr> <td>Pelvis Acceleration G</td><td>58</td><td>50</td></tr> </tbody> </table> The door 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	48.1	40.3	Left Lower Rib Acceleration G	70.1	48.4	Lower Spine Acceleration G	59.2	57.1	Thoracic Trauma Index TTI	65	53	Pelvis Acceleration G	58	50
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17. Key Words New Car Assessment Program (NCAP) Side Impact MDB Side Impact Dummy (SID H3) NHTSA No. M5 5304		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 2 Door Coupe. 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 2 Door Coupe 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 10-Jan-2005.

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 nine 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)	65	53
PELVIS (G)	58	50
HIC36	253.2	730.8

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 2 Door Coupe			
Vehicle NHTSA NO.				M5 5304	VIN	1HGCM72395A008120	
Vehicle Body Color				Silver	Build Date	November-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> </u>	Manual	<u>X</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>42</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 65R15 92H</u>	
Tires on Test Vehicle	<u>P205 65R15 92H</u>	Manufacturer <u>BridgestoneTuranza</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>395</u>	kg	(A)		
No. of Occupants X 68.04 kg				<u>340.2</u>	kg	(B)		
Cargo Capacity (A) – (B)				<u>54.8</u>	kg			

TEST VEHICLE DELIVERED WEIGHT WITH MAXIMUM FLUIDS:

Left Front	=	<u>443.6</u>	kg	Left Rear	=	<u>262.2</u>	kg
Right Front	=	<u>429.6</u>	kg	Right Rear	=	<u>263.5</u>	kg
TOTAL FRONT	=	<u>873.2</u>	kg	TOTAL REAR	=	<u>525.7</u>	kg
% Total Weight	=	<u>62.4</u>	%	%Total Weight	=	<u>37.6</u>	%
TOTAL WEIGHT	=	<u>1398.9</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>1398.9</u>	kg	(A)
Maximum Cargo Carrying Capacity of Test Vehicle	=	<u>54.8</u>	kg	(B)
Weight of (2) instrumented Side Impact Dummies	=	<u>161.0</u>	kg	(C)
TEST VEHICLE TARGET WEIGHT	=	<u>1614.7</u>	kg	(A+B+C)

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

Left Front	=	<u>467.7</u>	kg	Left Rear	=	<u>371.4</u>	kg
Right Front	=	<u>447.2</u>	kg	Right Rear	=	<u>328.4</u>	kg
TOTAL FRONT	=	<u>914.9</u>	kg	TOTAL REAR	=	<u>699.8</u>	kg
% Total Weight	=	<u>56.7</u>	%	%Total Weight	=	<u>43.3</u>	%
TOTAL WEIGHT	=	<u>1614.7</u>	kg				

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

Left Front	=	<u>464.5</u>	kg	Left Rear	=	<u>369.1</u>	kg
Right Front	=	<u>444.1</u>	kg	Right Rear	=	<u>330.7</u>	kg
TOTAL FRONT	=	<u>908.6</u>	kg	TOTAL REAR	=	<u>699.8</u>	kg
% Total Weight	=	<u>56.5</u>	%	%Total Weight	=	<u>43.5</u>	%
TOTAL WEIGHT	=	<u>1608.4</u>	kg				

TEST VEHICLE ATTITUDE (all dimensions in millimeters):

AS DELIVERED

Left Front	<u>729</u>	Right Front	<u>734</u>	Left Rear	<u>718</u>	Right Rear	<u>723</u>
------------	------------	-------------	------------	-----------	------------	------------	------------

FULLY LOADED

Left Front	<u>719</u>	Right Front	<u>725</u>	Left Rear	<u>681</u>	Right Rear	<u>691</u>
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AS TESTED

Left Front	<u>722</u>	Right Front	<u>728</u>	Left Rear	<u>684</u>	Right Rear	<u>693</u>
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Test Vehicle Wheelbase 2670 mm

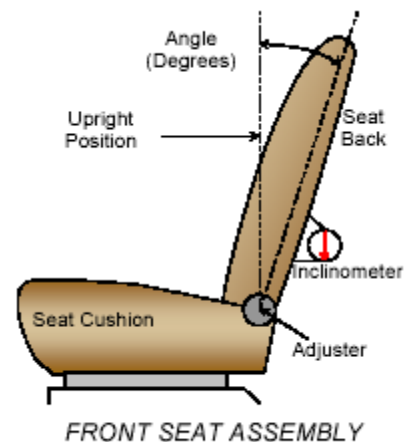
As Tested CG = 1161 mm rearward of front wheel centerline

TOTAL VEHICLE LENGTH:

Right Side	=	<u>4218</u>	mm
Left Side	=	<u>4218</u>	mm
Centerline	=	<u>4780</u>	mm

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

The adjustment travel of the front seat was determined by placing the seat in the full forward-up position and full rearward-down position. The total travel was 270 mm. The front seat had a manual adjustment, therefore, the seat was placed in the rear notch closest to mid travel (185 mm). This was determined to be the 11th notch from full forward.

FRONT SEAT CUSHION PLACEMENT:

Total Length of Adjustment Travel		270 mm
Total Number of Detents	25	Test Position
		11th notch from full forward

FRONT SEAT BACK ADJUSTMENT:

Seat Back Angle	4th notch from full upright
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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 position

WINDOW POSITIONS:

Left Front	Up	Right Front	Removed
Left Rear	Up (Fixed)	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	2670 mm	
Impact Point is	395 mm rearward	of front axle centerline
Actual Impact Point is	419 mm rearward	of front axle centerline

DATA SHEET 2

TEST VEHICLE SUMMARY

VEHICLE IDENTIFICATION:

Year/Make/Model/Body Style	2005 Honda Accord 2 Door Coupe		
Body Color	Silver	VIN	1HGCM72395A008120
NHTSA No.	M5 5304	Test Date	10-Jan-2005
Overall Length	4780 mm	Overall Width	1812 mm

VEHICLE TEST WEIGHT (Pre-Test):

Left Front	=	464.5	kg	Left Rear	=	369.1	kg
Right Front	=	444.1	kg	Right Rear	=	330.7	kg
TOTAL FRONT	=	908.6	kg	TOTAL REAR	=	699.8	kg
% Total Weight	=	56.5	%	%Total Weight	=	43.5	%
TOTAL WEIGHT	=	1608.4	kg				
Wheelbase	=				=	2670	mm
Longitudinal CG from Center of Front Axle	=				=	1161	mm
Impact Angle with Respect to Impactor	=				=	90°	

ACTUAL IMPACT POINT

Actual Impact Point is 24 mm rearward and 0 mm above/below nominal impact point

MAXIMUM EXTERIOR STATIC CRUSH:

1. LEVEL 1	(265 mm above ground)	=	114	mm
2. LEVEL 2	(473 mm above ground)	=	331	mm
3. LEVEL 3	(600 mm above ground)	=	318	mm
4. LEVEL 4	(928 mm above ground)	=	193	mm
5. LEVEL 5	(1296 mm above ground)	=	65	mm

Maximum Post-Test intrusion at Level 2 is 331 mm

OCCUPANTS

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

INSTRUMENTATION:

Number of Vehicle Data Channels		21
Number of Cameras	Onboard	3
	Off board	4
	MDB	1
	Real Time	1
	TOTAL	9

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

Plascore Serial Number 039A0304 071A0404

POSITION OF IMPACT (MDB) ON TOW SYSTEM

Crabbed 27° to the left

MDB DETAILS:

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

MDB WEIGHT:

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

MDB IMPACT:

Impact Angle (MDB C/L to Target Vehicle)		<u>270°</u>	
Impact Speed	Primary	<u>62.0km/h</u>	<u>38.51 mph</u>
	Secondary	<u>61.8 km/h</u>	<u>38.41 mph</u>

MAXIMUM STATIC CRUSH OF HONEYCOMB IMPACT FACE:

1. Row A Center of Bumper	=	<u>133</u>	mm
2. Row B Top of Bumper	=	<u>70</u>	mm
3. Row C Mid-Level	=	<u>98</u>	mm
4. Row D Top of Stack	=	<u>137</u>	mm

INSTRUMENTATION:

Number of MDB Data Channels	=	<u>5</u>
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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	Top of head to side header; side of head to curtain airbag	Side of head to side header
Upper Torso	To seat mounted side airbag	To left rear panel 200 mm below rear window
Lower Torso	To seat mounted side airbag	To left rear panel above arm rest
Left Knee	To left front door panel 190 mm below arm rest	To left rear panel below arm rest
Left Leg	To left front door panel 320 mm below window sill	To left rear panel at B-Pillar

DOOR OPENING:

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

MDB DISTANCE FROM TARGET IMPACT POINT:

Horizontal	0 mm	Vertical	24 mm rearward
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ARM REST LOCATIONS:

Front	280 mm below window sill
Rear	340 mm below window sill

SEAT MOVEMENT:

Front	90 mm seat crush; 30 mm seat back crush
Rear	80 mm seat crush; 30 mm seat back crush

GLAZING DAMAGE

Windshield	Cracked on driver's side near upper A-Pillar
Window	Driver's side and left rear passenger windows and rear window shattered during 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:

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

OTHER NOTABLE IMPACT EFFECTS:

None noted

SECTION 4
OCCUPANT AND VEHICLE INFORMATION

DATA SHEET 5**SID H3 INSTRUMENTATION DATA**

	Front Dummy SID H3/056				Rear Dummy SID H3/058			
	Max		Min		Max		Min	
	G's	msec	G's	msec	G's	msec	G's	msec
HEAD ACCELERATIONS								
Longitudinal (X)	9.6	170.1	-28.2	49.1	9.7	173.7	-24.4	54.1
Lateral (Y)	44.0	51.6	-5.6	184.2	127.4	50.2	-9.6	178.5
Vertical (Z)	24.9	57.0	-6.8	90.6	7.4	47.2	-27.1	63.0
Resultant (R)	53.6	49.7			128.9	49.0		
HIC36	253.2				730.8			
RIB ACCELERATIONS								
Upper Rib Lateral (Y)	48.1	33.8	-7.6	77.5	40.3	46.2	-6.7	139.4
Upper Rib Lateral (Y _R)	48.1	33.8	-7.6	77.5	39.5	46.2	-6.8	139.4
Lower Rib Lateral (Y)	70.1	35.6	-12.4	63.8	48.4	44.4	-5.7	148.8
Lower Rib Lateral (Y _R)	69.5	35.6	-12.3	63.8	46.8	45.0	-5.5	148.8
TTI	65				53			
SPINE ACCELERATIONS								
Lower Lateral (Y)	59.2	38.1	-15.8	58.1	57.1	50.6	-5.6	76.2
Lower Lateral (Y _R)	59.0	38.1	-15.6	58.1	55.7	50.6	-5.7	76.2
PELVIS ACCELERATIONS								
Lateral (Y)	57.9	29.4	-12.6	55.0	50.1	36.2	-4.2	95.0
Lateral (Y _R)	57.9	29.4	-12.6	55.0	49.8	36.2	-4.8	85.0

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 SID H3/056				Rear Dummy SID H3/058			
	Max		Min		Max		Min	
NECK FORCES								
	N	msec	N	msec	N	msec	N	msec
Longitudinal (X)	29.1	141.2	-772.1	52.9	471.6	61.8	-174.8	108.6
Lateral (Y)	621.4	52.7	-257.8	182.9	110.7	133.8	-1717.9	58.5
Vertical (Z)	965.3	57.6	-13.9	108.0	567.1	172.2	-1254.3	68.1
NECK MOMENTS								
	Nm	msec	Nm	msec	Nm	msec	Nm	msec
Lateral Bending (X)	22.3	66.0	-86.9	46.0	16.9	123.0	-46.5	52.2
Flexion/Extension (Y)	20.5	81.0	-58.8	51.3	14.9	119.9	-11.9	84.6
Rotation (Z)	34.7	70.2	-20.3	199.7	14.2	107.9	-26.8	67.4

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

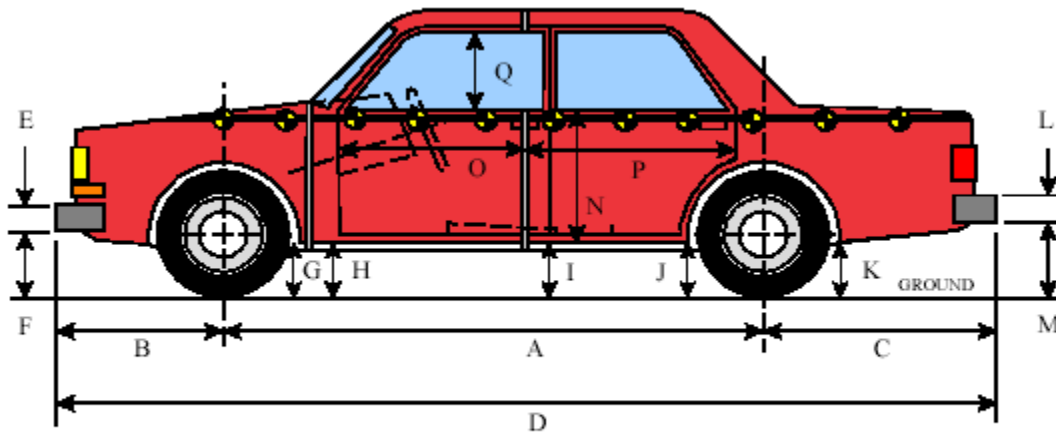
Mx positive response: Left ear to left shoulder
 My positive response: Chin to sternum
 Mz positive response: Chin to left shoulder

Neck forces have been filtered at SAE Class 1000

Neck moments have been filtered at SAE Class 600

DATA SHEET 6

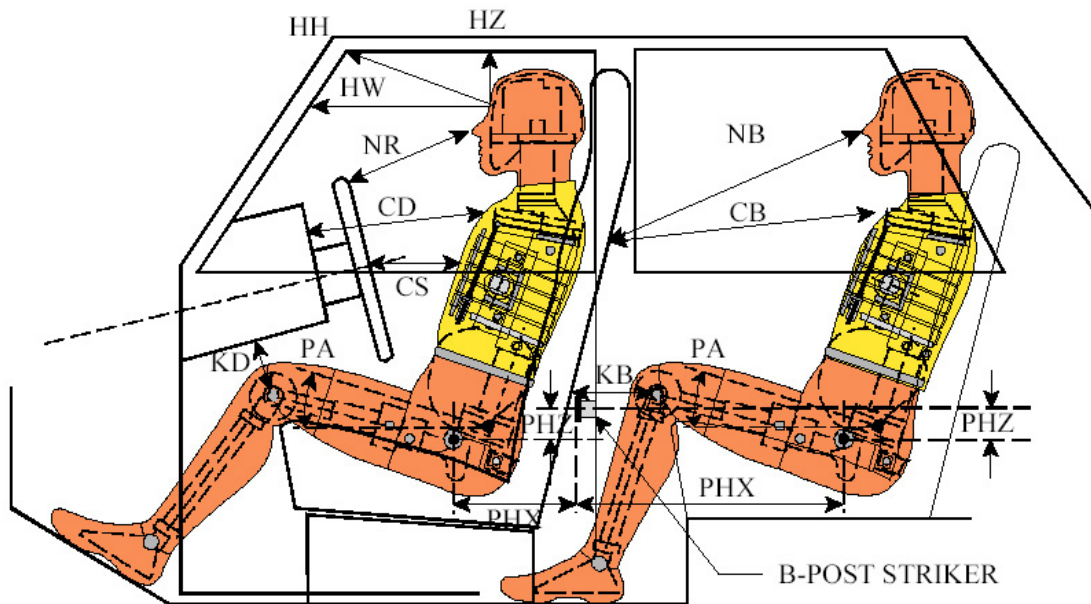
VEHICLE PRE- AND POST- MEASUREMENTS



	PRE-TEST As delivered (mm)	PRE-TEST As Tested (mm)	POST-TEST (mm)	Δ CHANGE (mm)
A	2670	-	2636	-34
B	692	-	691	-1
C	856	-	852	-4
D	4780	-	4767	-13
E	275	-	275	0
F	278	276	281	5
G	196	186	206	20
H	195	184	225	41
I	201	182	246	64
J1	203	179	177	-2
J2	205	178	224	46
K	275	236	234	-2
L	199	-	199	0
M	412	368	375	7
N	722	-	619	-103
O	1393	-	1330	-63
P	762	-	724	-38
Q	397	-	392	-5
R	4218	-	4225	7
S	4218	-	4179	-39
T	1812	-	1526	-286

DATA SHEET 7

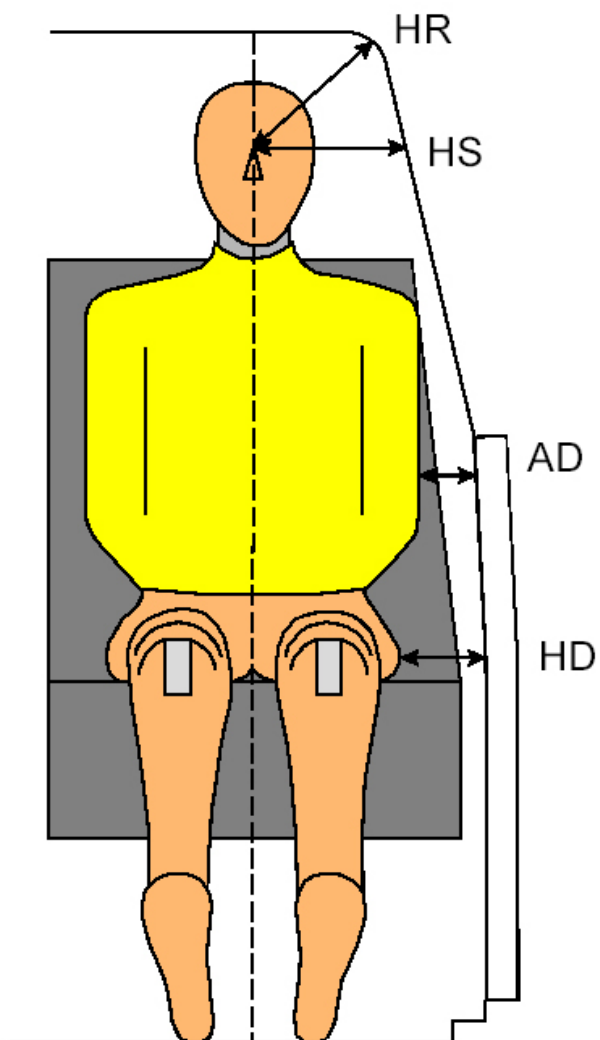
SID H3 LONGITUDINAL CLEARANCE DIMENSIONS



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

	DRIVER SID H3/056	LEFT REAR PASSENGER SID H3/058
HH	330	N/A
HW	610	N/A
HZ	156	130
NR/NB	425	574
CD/CB	520	499
CS	333	N/A
KDL(KDA°)/KBL(KDA°)	193/22.3	197/25.1
KDR(KDA°)/KBR(KDA°)	164/11.4	183/9
PA°	23.7	23.8
PHX	412	-459
PHZ	169	148

PHX and PHZ referenced from left striker post

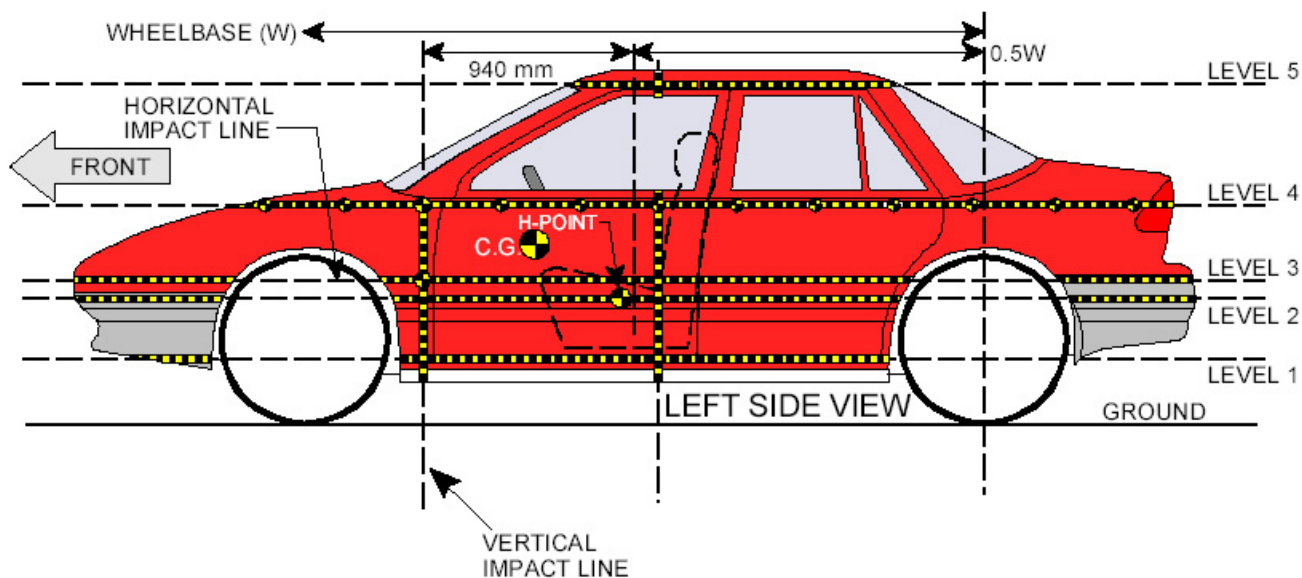
DATASHEET 8**SID H3 LATERAL CLEARANCE DIMENSIONS**

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

	DRIVER SID H3/056		LEFT REAR PASSENGER SID H3/058	
HR	195		218	
HS	309		246	
AD	Upper 112	Lower 159	Upper 118	Lower 135
HD	155		117	

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	1296 mm
Level 4 @ Window Sill	928 mm
Level 3 @ Mid-Door	600 mm
Level 2 @ Occupant H-Point	473 mm
Level 1 @ Axle Centerline or Sill Top Height	265 mm

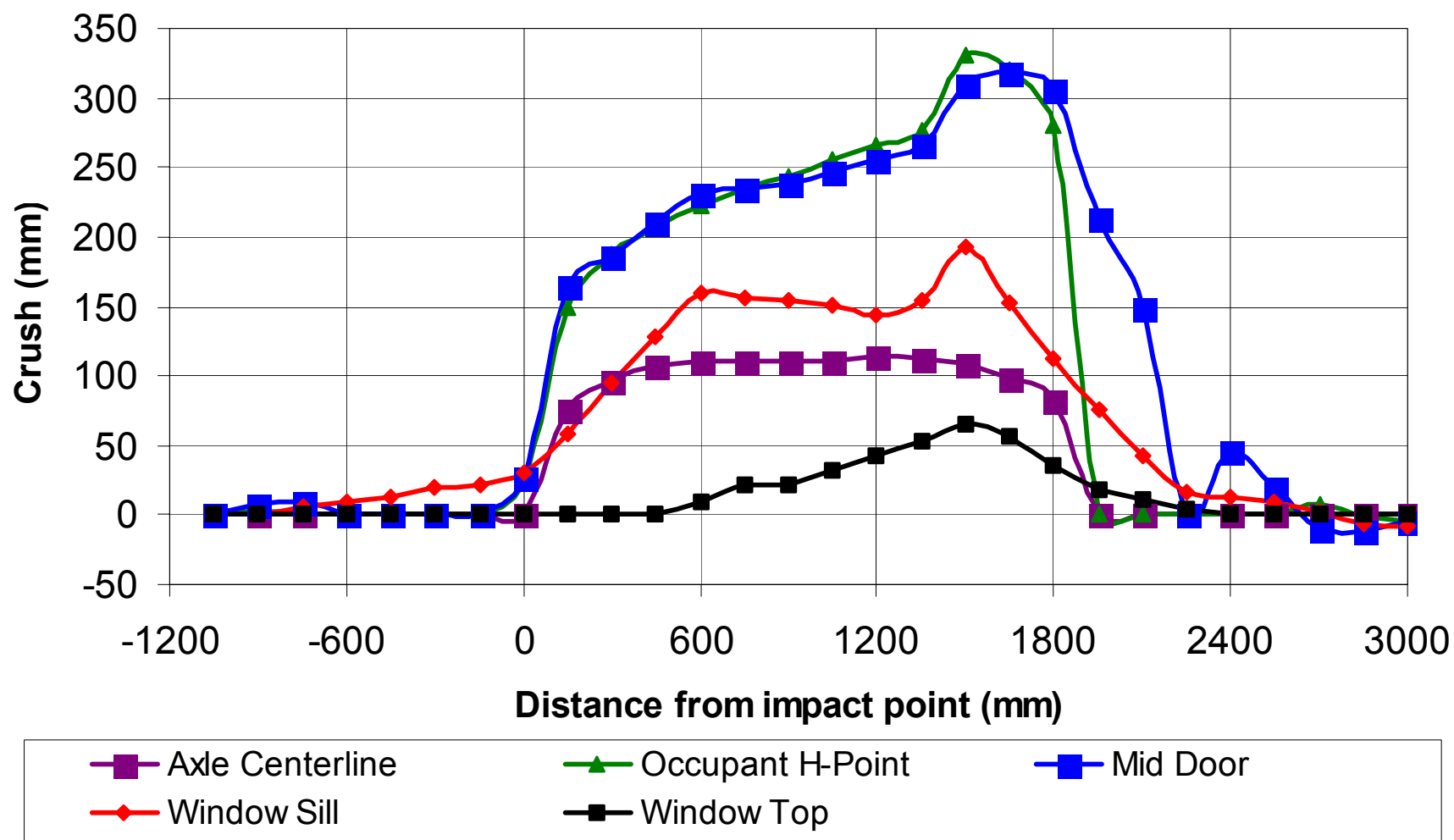
DATA SHEET 10

VEHICLE EXTERIOR CRUSH PROFILES – ALL LEVELS

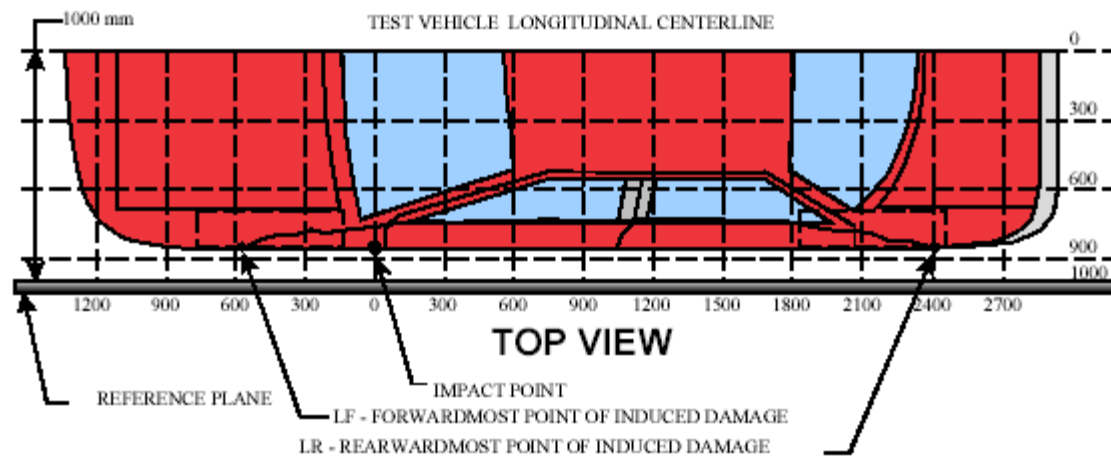
Note: All Dimensions are in millimeters with a tolerance of ± 3 mm

Level		1			2			3			4			5		
Height (mm)		265			473			600			928			1296		
		Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush
DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT	-1050															
	-900				200	203	3	206	213	7						
	-750							174	183	9	306	312	6			
	-600										287	297	10			
	-450										276	289	13			
	-300										267	287	20			
	-150										258	279	21			
	0				164	188	24	159	186	27	252	283	31			
	150	195	270	75	168	317	149	162	327	165	246	305	59			
	300	193	289	96	168	355	187	161	346	185	242	337	95			
	450	191	298	107	165	372	207	160	370	210	242	370	128			
	600	190	301	111	163	385	222	159	391	232	241	400	159	440	449	9
	750	188	298	110	162	396	234	158	392	234	242	398	156	465	487	22
	900	188	298	110	161	405	244	158	396	238	243	397	154	486	508	22
	1050	188	298	110	161	416	255	157	404	247	245	396	151	496	528	32
	1200	189	303	114	161	427	266	158	413	255	248	392	144	501	543	42
	1350	190	302	112	162	438	276	158	424	266	252	406	154	503	556	53
	1500	191	300	109	163	494	331	160	469	309	256	449	193	503	568	65
	1650	192	290	98	163	484	321	161	479	318	262	415	153	495	551	56
	1800	191	274	83	162	443	281	162	469	307	271	383	112	490	525	35
	1950							162	375	213	280	355	75	480	498	18
	2100							158	307	149	290	332	42	462	474	12
	2250										302	319	17	448	453	5
	2400							164	210	46	315	328	13			
	2550							180	200	20	333	342	9			
	2700				188	195	7	202	193	-9	352	355	3			
	2850				203	202	-1	223	212	-11	379	373	-6			
	3000				225	220	-5	257	252	-5	411	403	-8			

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	0	187	187	0
2	510	373	185	188
3	1020	411	184	227
4	1530	498	185	313
5	1890	343	186	157
6	2550	185	185	0

DATA SHEET 12

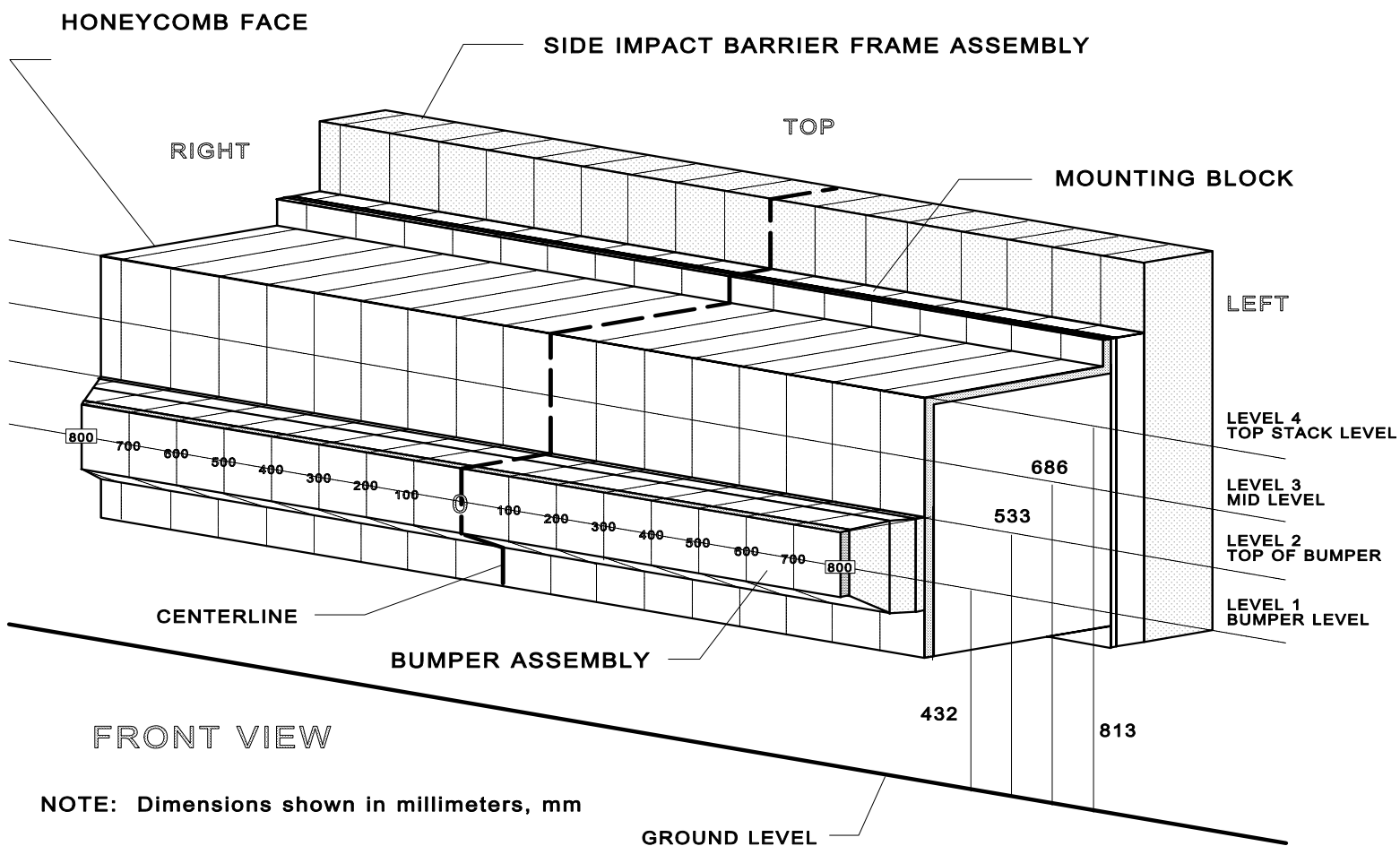
STATIC CRUSH OF IMPACTOR FACE
(Grid as looking at MDB from front)

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	528	529	529	530	530	531	532	532	532	533	534	535	534	535
		POST-	617	560	533	534	545	537	537	537	540	548	551	552	557	572	601	633	672
		CRUSH	91	34	6	6	16	8	7	7	9	16	19	20	24	38	66	99	137
LEVEL 3 MID- LEVEL	685	PRE-	525	525	526	527	527	528	529	529	529	530	530	531	532	532	532	533	534
		POST-	585	539	538	545	555	548	544	543	543	543	545	549	551	555	566	593	632
		CRUSH	60	14	12	18	28	20	15	14	14	13	15	18	19	23	34	60	98
LEVEL 2 TOP BUMPER	560	PRE-	523	524	525	525	525	526	527	527	528	528	529	529	530	530	530	531	531
		POST-	593	579	575	571	572	567	564	563	564	565	563	564	565	567	573	582	601
		CRUSH	70	55	50	46	47	41	37	36	36	37	34	35	35	37	43	51	70
LEVEL 1 MID- BUMPER	432	PRE-	433	421	422	423	423	424	424	424	425	425	426	426	427	427	428	428	438
		POST-	566	543	535	533	531	528	523	521	517	517	516	518	517	518	525	536	558
		CRUSH	133	122	113	110	108	104	99	97	92	92	90	92	90	91	97	108	120

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

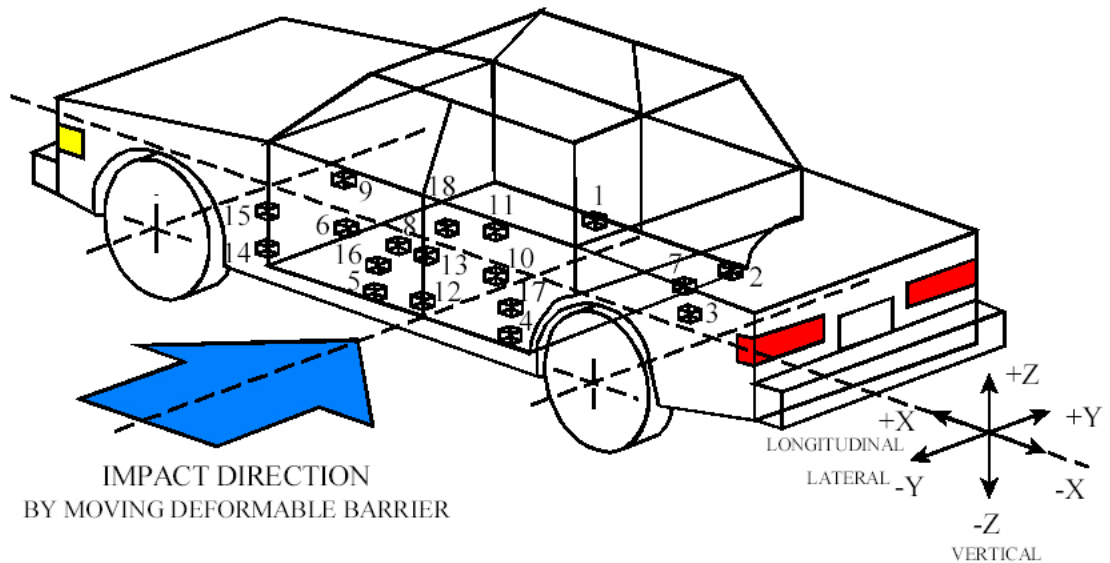


NOTE: Dimensions shown in millimeters, mm

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 Floor pan 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	2882	711	383	4.6	60.2	-6.2	24.4	20.5	8.6	-2.6	149.7	7.2	60.4	-7.1	25.3	21.9	8.6
2	Right Side Sill at Rear Seat	1836	734	379	6.2	31.7	-3.4	15.6	25.9	8.7	-2.7	149.2	6.2	64.2	-13.2	21.4	26.4	8.8
3	Rear Floor pan Above Axle	1081	77	91	2.7	60.7	-10.9	28.2	27.6	25.9	-2.9	100.6	23.8	20.2	-21.6	24.6	35.5	24.9
4	Left Side Sill at Rear Seat	1887	-718	397					33.8	19.4	-21.5	135.9						
5	Left Side Sill at Front Seat	2892	-730	396					31.0	19.7	-14.0	46.6						
6	Left Front Door on Centerline	Accelerometer not requested																
7	Right Rear Occupant Compartment	1893	332	272					21.9	25.8	-1.8	154.2						
8	Midrear of Left Front Door	Accelerometer not requested																
9	Left Front Door Upper Centerline	Accelerometer not requested																
10	Midrear of Left Rear Door	2 Door Coupe model (no rear door)																

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	2 Door Coupe model (no rear door)																	
12	Left Lower B-Pillar	2041	-727	-14					199.6 †	5.2 †	-39.0 †	10.8 †							
13	Left Middle B-Pillar	2017	-716	-201					130.3	5.5	-72.8	28.9							
14	Left Lower A-Pillar	3271	-717	177					165.1 ‡	3.6 ‡	-11.8 ‡	0.0 ‡							
15	Left Middle A-Pillar	3165	-692	-194					50.7	34.8	-21.3	44.6							
16	Front Seat Track	2709	-575	295					66.2	16.4	-45.0	27.4							
17	Rear Seat Track	1896	-317	263					45.3	8.2	-11.8	12.2							
18	Vehicle CG	2580	8	192	4.2	58.3	-8.0	10.8	21.6	19.8	-3.2	76.3	7.8	8.6	-9.9	61.3	22.4	10.7	

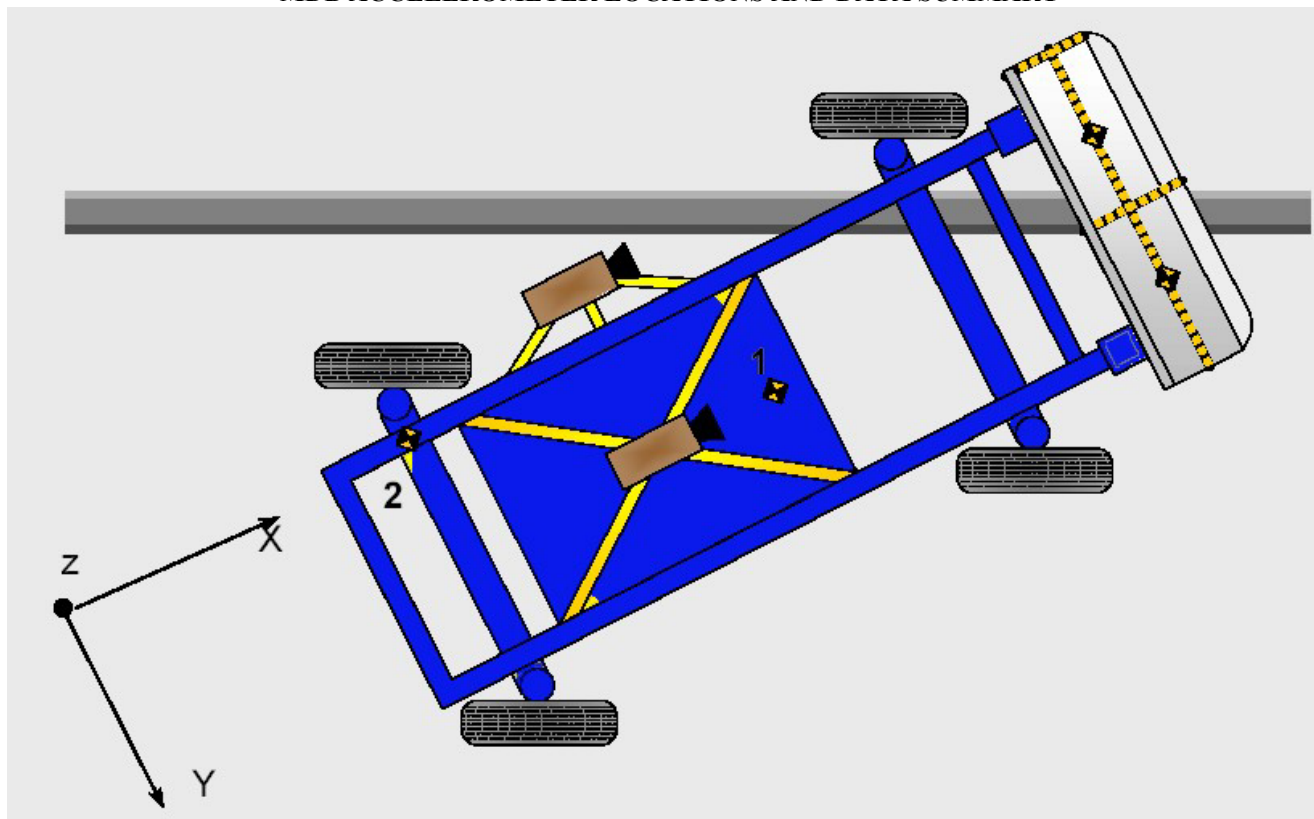
Axis Origin X – Point L Axis Orientation +(X) Forward where x axis is the vector from middle of rear bumper to mid front bumper
 Y – Point L +(Y) Right where y axis is parallel to ground reference plane
 Z – Point L +(Z) Down where z axis is cross product of +(X) and +(Y)

† Left Lower B-Pillar Accelerometer wire broke ~25 msec after impact

‡ Left Lower A-Pillar Accelerometer wire broke ~5 msec after impact

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	3.0	91.4	-24.5	37.3	3.0	63.4	-8.5	22.7	10.0	50.3	-6.8	42.0	25.4	37.9
2	MDB Rear Frame Member	2812	-614	585	3.2	80.5	-23.3	40.2	5.1	24.5	-2.0	122.5						

Axis Origin

X – Rear Bumper

Y – Vehicle Centerline

Z – Middle of rear bumper

Axis Orientation

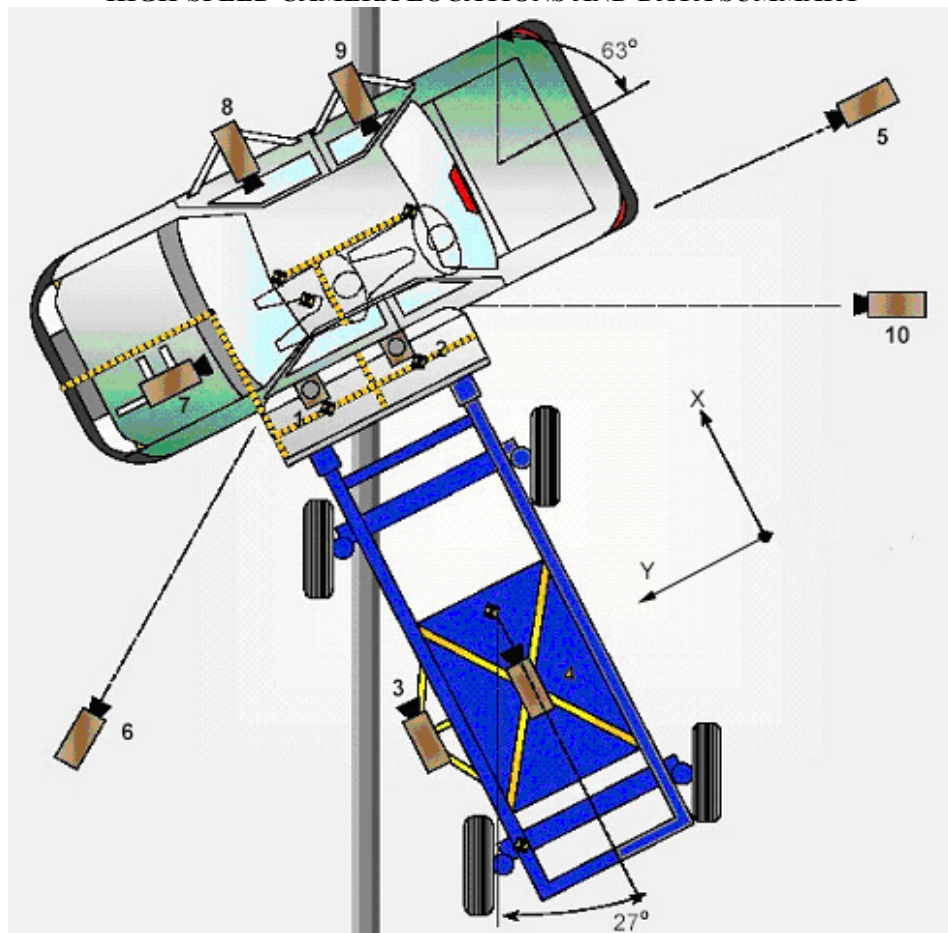
+(X) Forward

+(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	-294	-672	4812	90	8	1000
2	Overhead close-up view of impact plane	-595	-158	4340	90	16	1000
3	MDB onboard close-up view of impact point	Camera did not trigger no data collected					
4	MDB onboard view of driver dummy	-1415	-1891	780	5	13	1000
5	Right side ground level overall view	-713	-11875	897	7	25	1000
6	Left side ground level overall view	-2356	4542	848	10	35	1000
7	Test vehicle onboard driver front view	493	322	475	15	25	1000
8	Test vehicle onboard driver side view	1641	-941	309	10	12.5	1000
9	Test vehicle onboard passenger side view	1631	-1655	349	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.

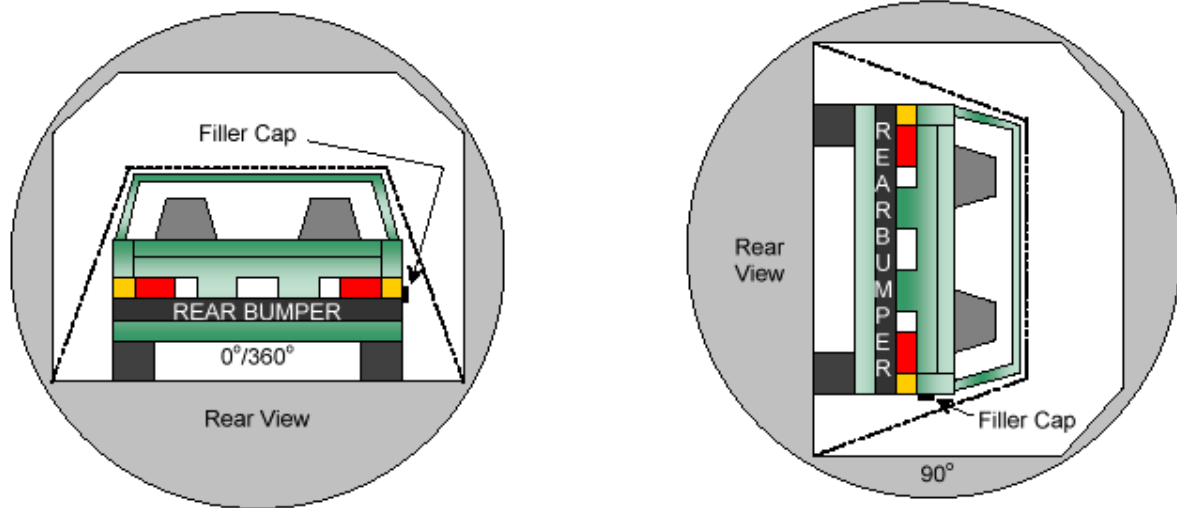
TEST VEHICLE IMPACT TYPE: Side impacting Moving Deformable Barrier contacting the driver side.

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	1	minutes	4	seconds
(Spec Range =1 to 3 minutes)				
FMVSS 301 Position Hold Time	5	minutes	0	seconds
TOTAL	6	minutes	4	seconds
Next whole minute interval	7	minutes		

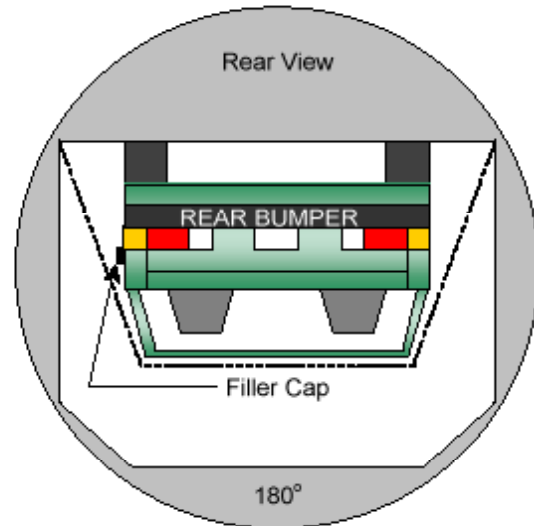
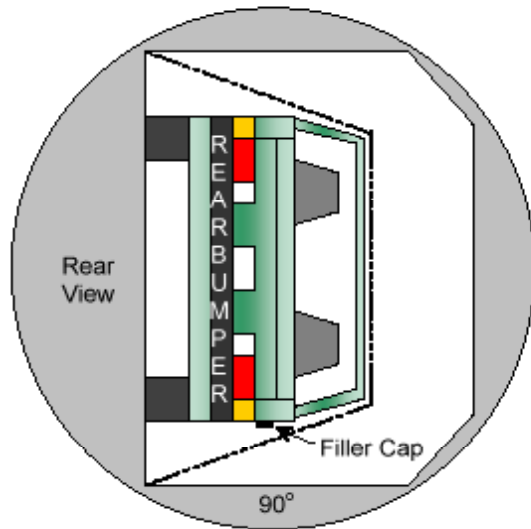
FUEL SPILLAGE MEASUREMENT:

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°

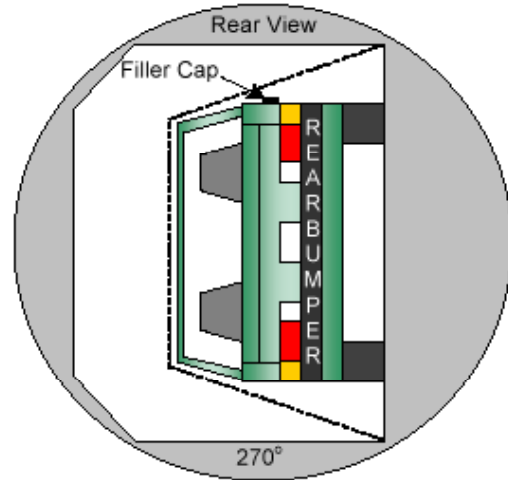
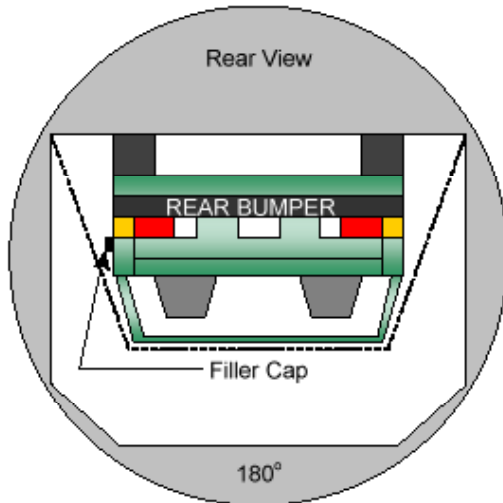
DETERMINATION OF SOLVENT COLLECTION TIME PERIOD:

Rollover Fixture 90° Rotation Time	<u>1</u>	minutes	<u>7</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>7</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>7</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>7</u> seconds
Next whole minute interval	<u>7</u> minutes	

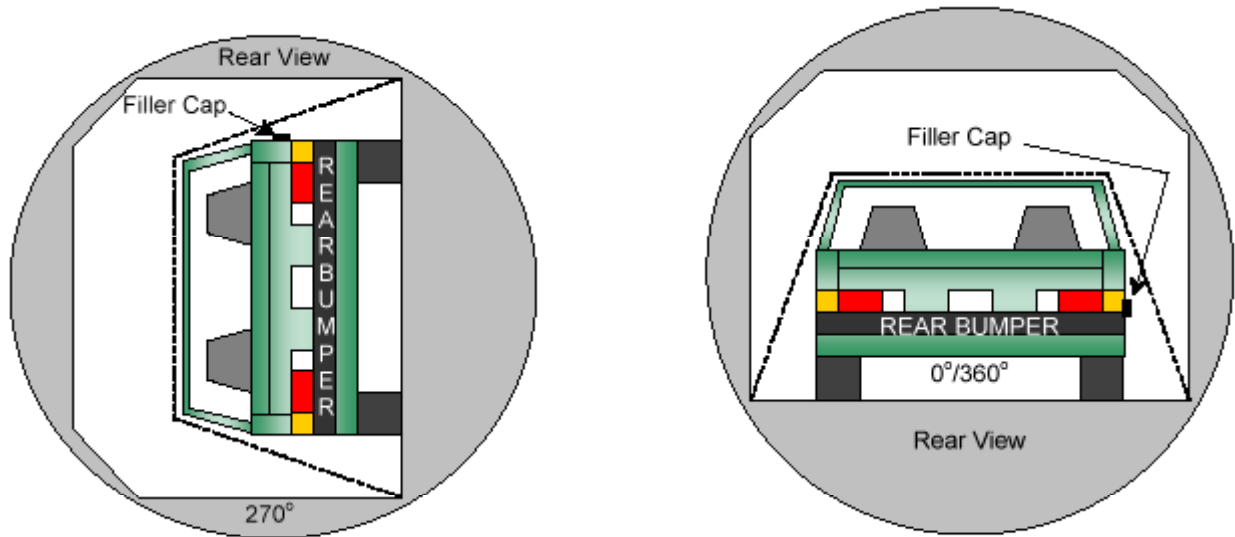
FUEL SPILLAGE MEASUREMENT:

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>7</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>7</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



Figure A-4: POST-TEST LEFT FRONT VIEW OF TEST VEHICLE

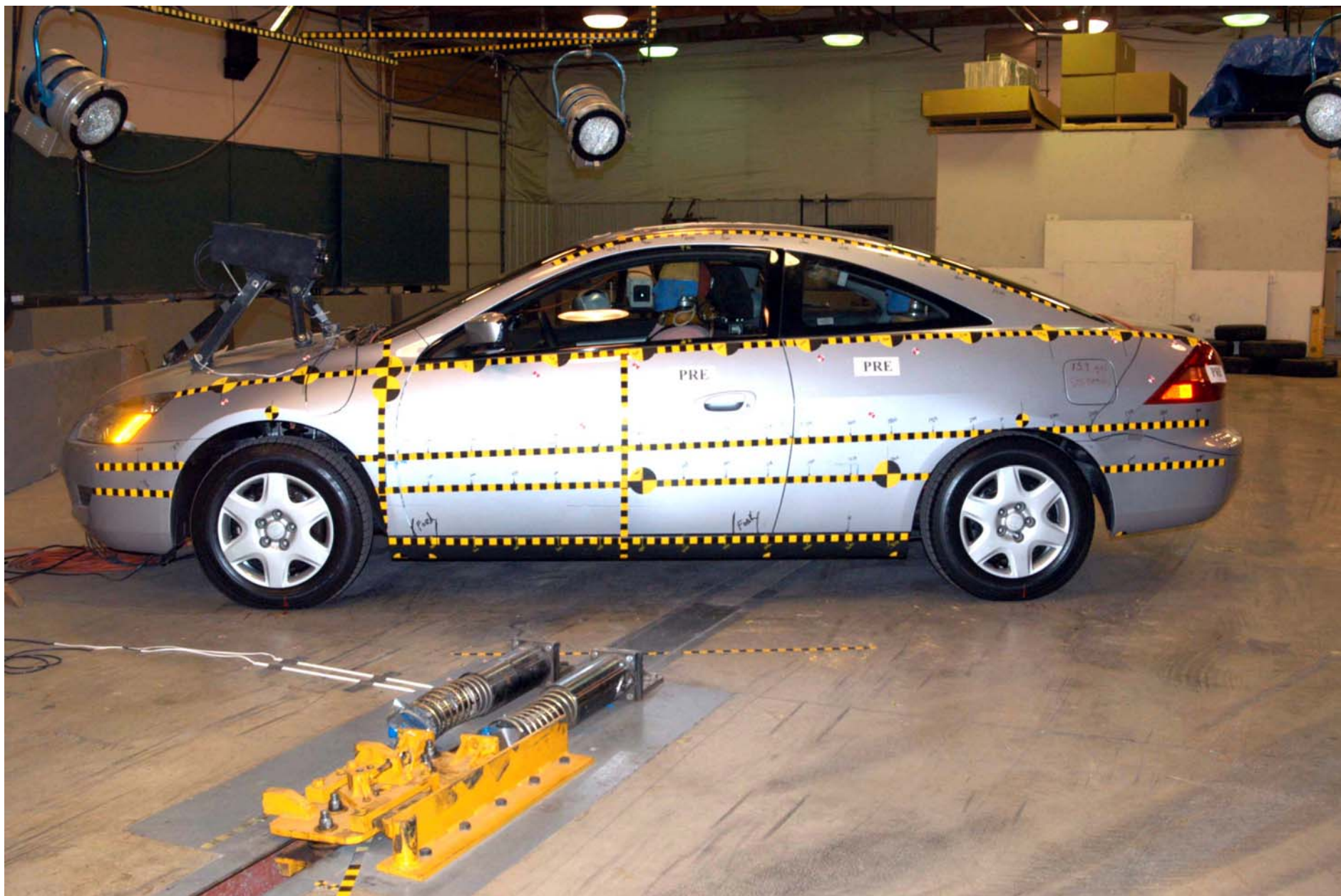


Figure A-5: PRE-TEST LEFT SIDE VIEW OF TEST VEHICLE



Figure A-6: POST-TEST LEFT SIDE VIEW OF TEST VEHICLE



Figure A-7: PRE-TEST LEFT REAR VIEW OF TEST VEHICLE



Figure A-8: POST-TEST LEFT REAR VIEW OF TEST VEHICLE

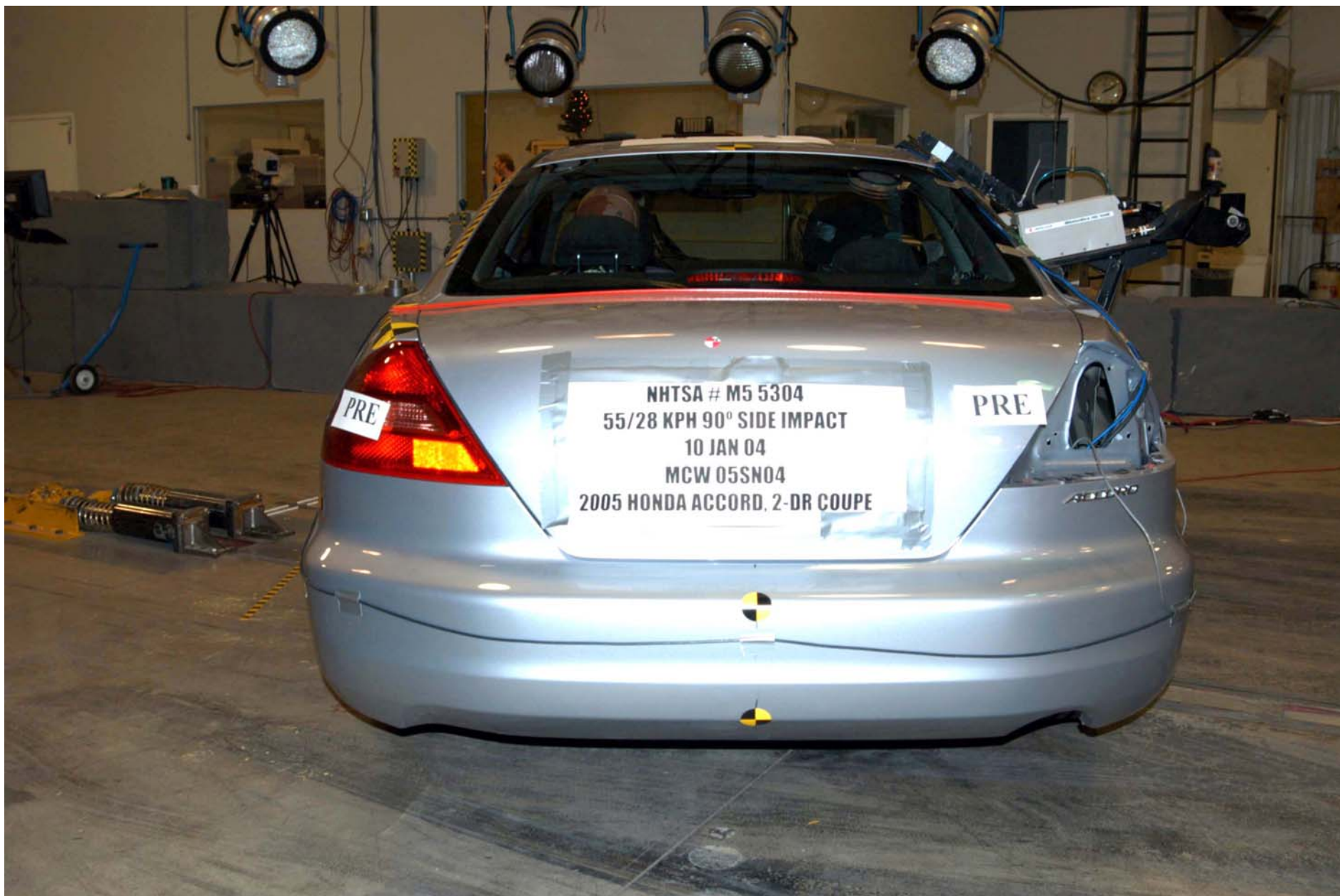


Figure A-9: PRE-TEST REAR VIEW OF TEST VEHICLE



Figure A-10: POST-TEST REAR VIEW OF TEST VEHICLE



Figure A-11 PRE-TEST RIGHT REAR VIEW OF TEST VEHICLE



Figure A-12 POST-TEST RIGHT REAR VIEW OF TEST VEHICLE



Figure A-13: PRE-TEST RIGHT SIDE VIEW OF TEST VEHICLE



Figure A-14: POST-TEST RIGHT SIDE VIEW OF TEST VEHICLE

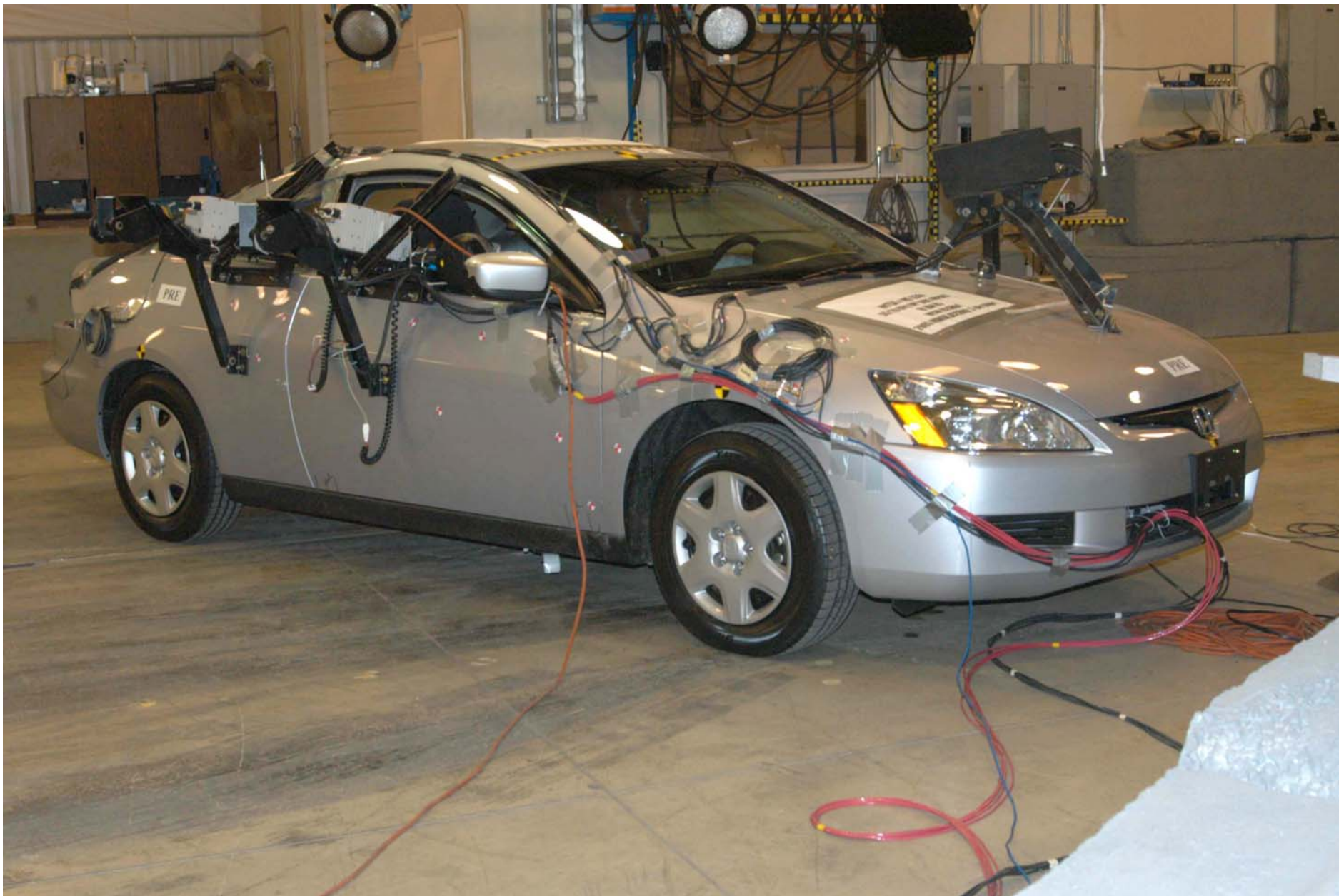


Figure A-15: PRE-TEST FRONT RIGHT VIEW OF TEST VEHICLE



Figure A-16: POST-TEST FRONT RIGHT VIEW OF TEST VEHICLE



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



Figure A-24: POST-TEST LEFT OCCUPANT COMPARTMENT VIEW OF REAR SID H3



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



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



Figure A-27: POST-TEST INTERIOR OF FRONT DOOR SHOWING SID H3 IMPACT LOCATIONS 2

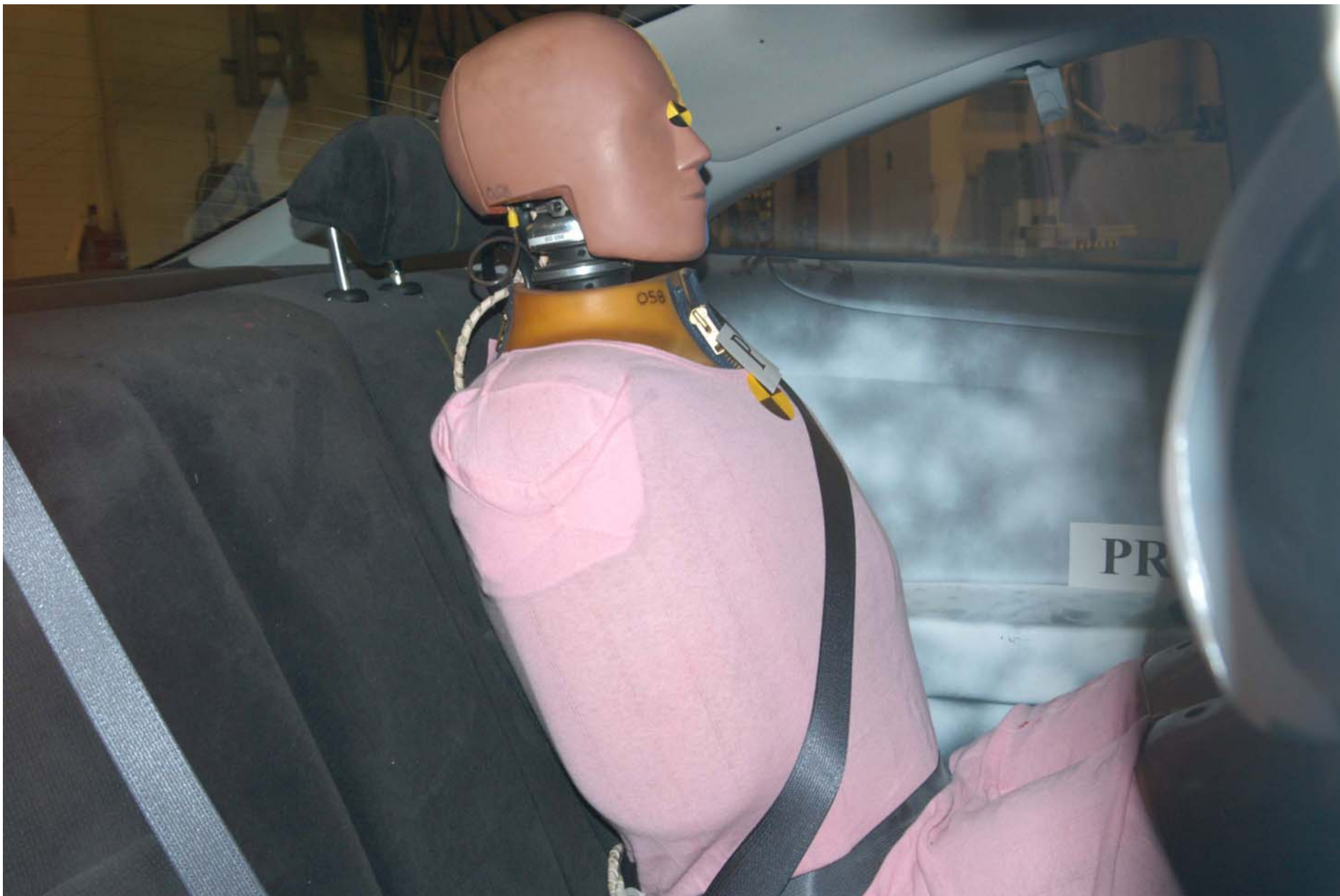


Figure A-28: PRE-TEST INTERIOR OF REAR PASSENGER COMPARTMENT



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

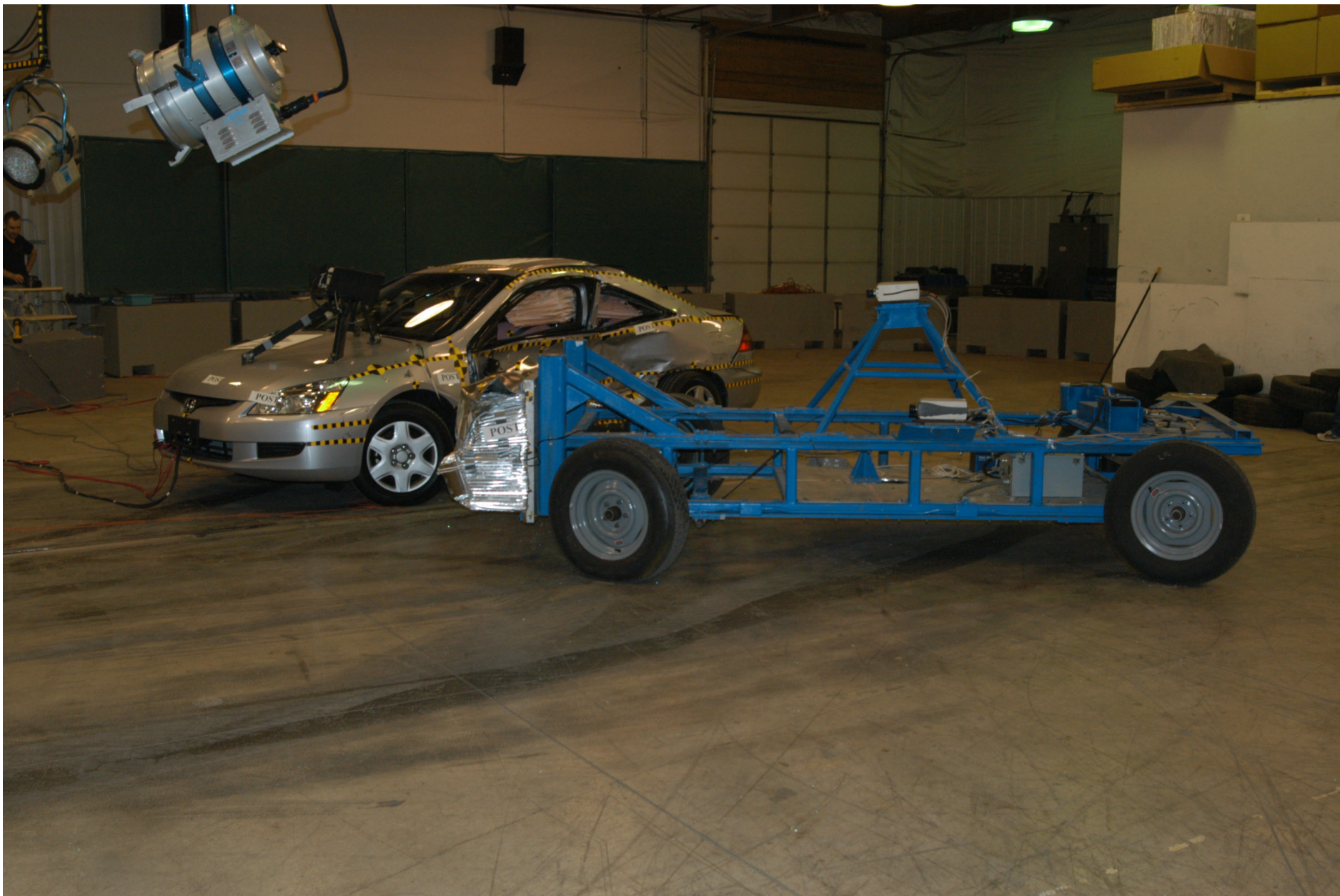


Figure A-32: POST TEST LEFT SIDE VIEW OF MDB



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

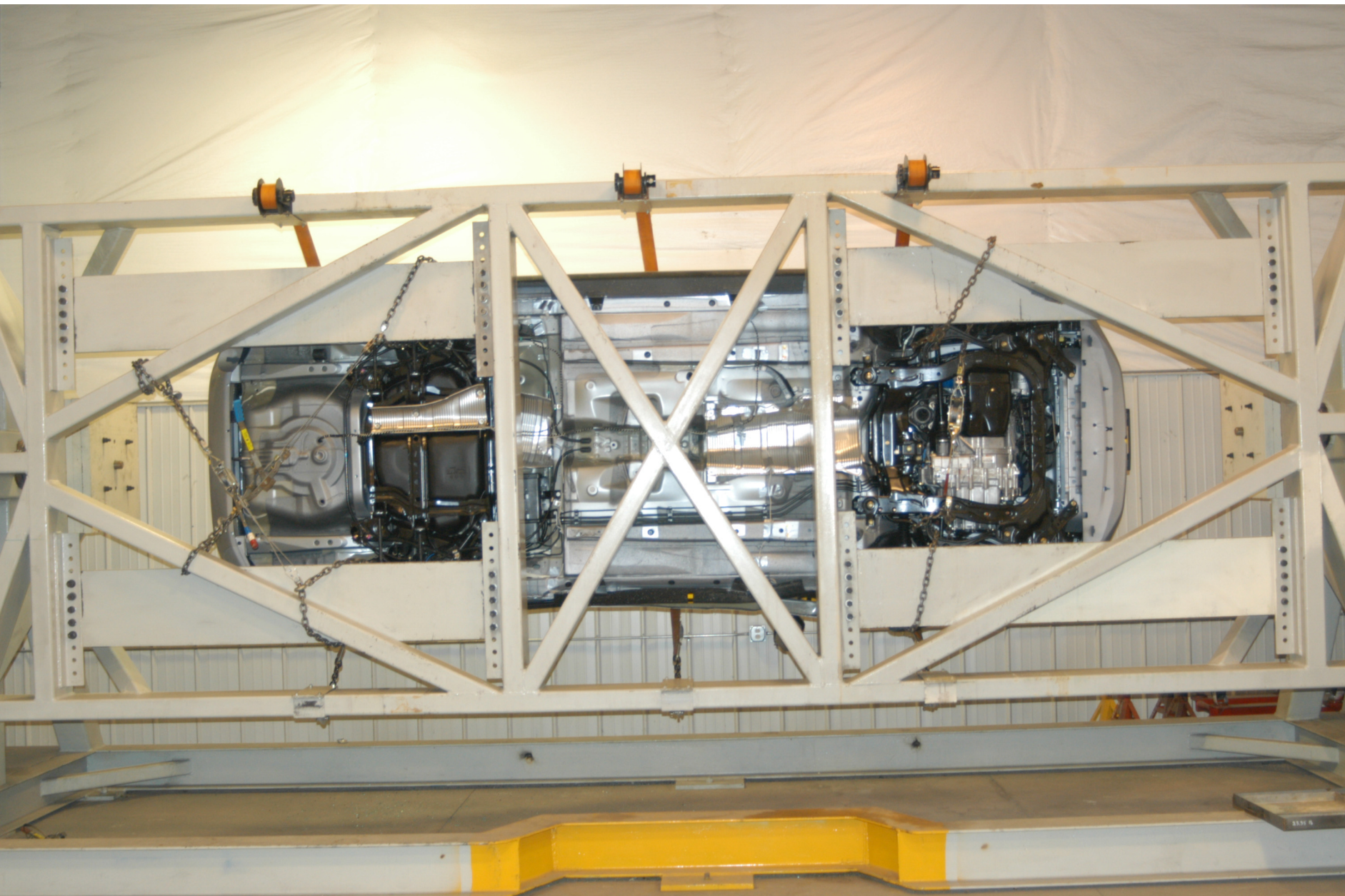


Figure A-43: ROLLOVER 90 DEGREES

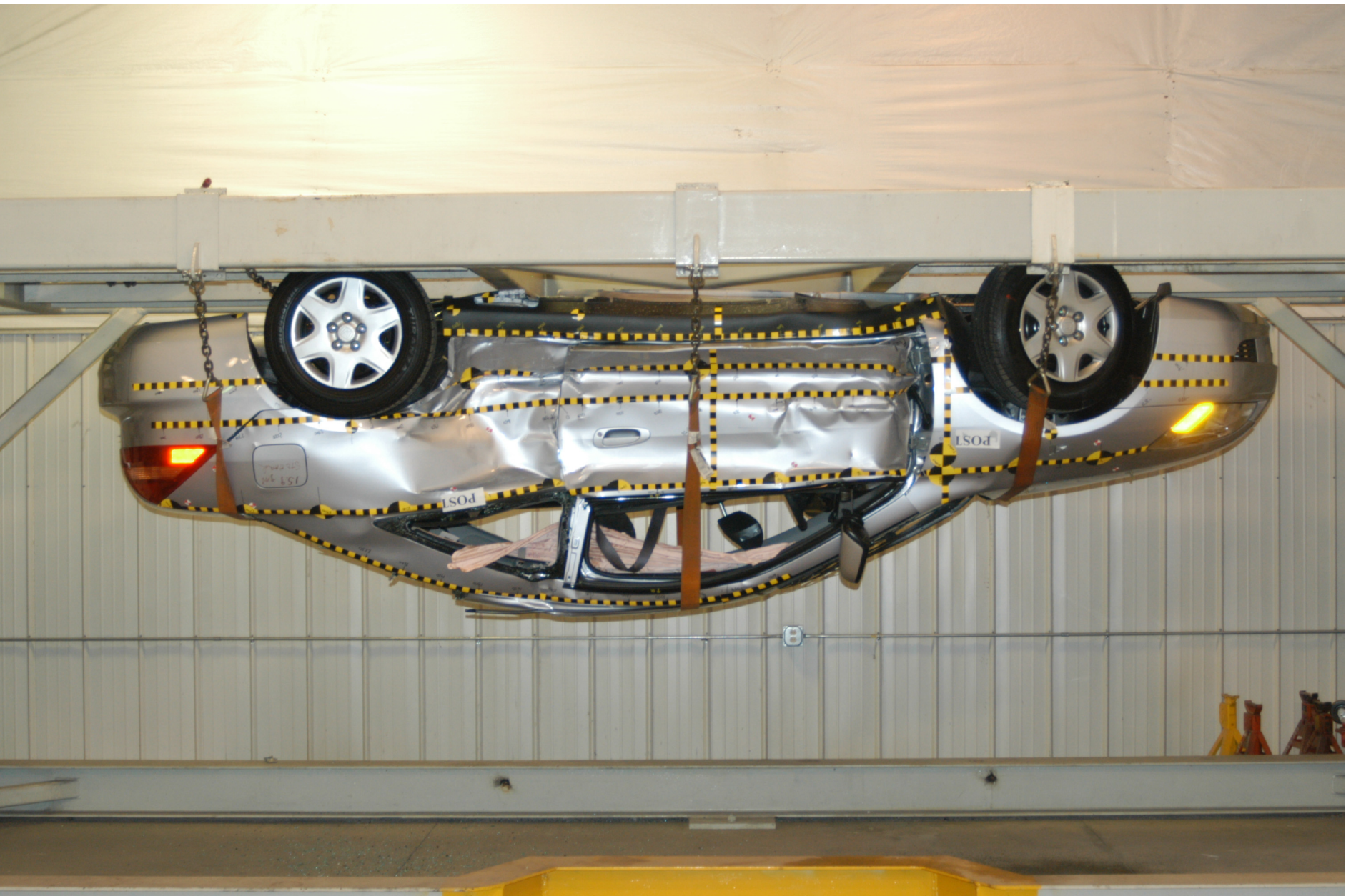


Figure A-44: ROLLOVER 180 DEGREES



Figure A-45: ROLLOVER 270 DEGREES



Figure A-46: ROLLOVER 360 DEGREES

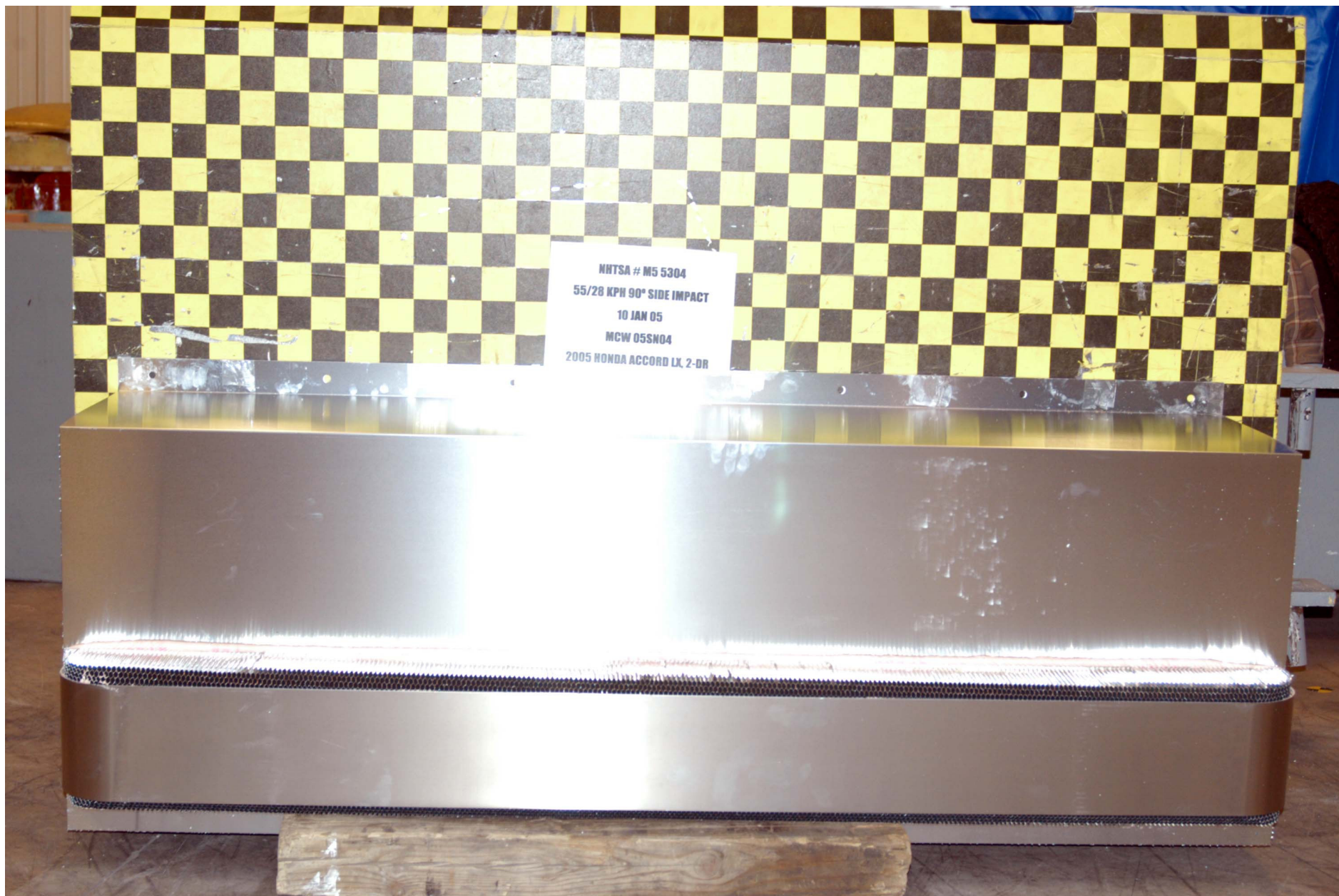


Figure A-47: PRE-TEST ALUMINUM BARRIER FRONT

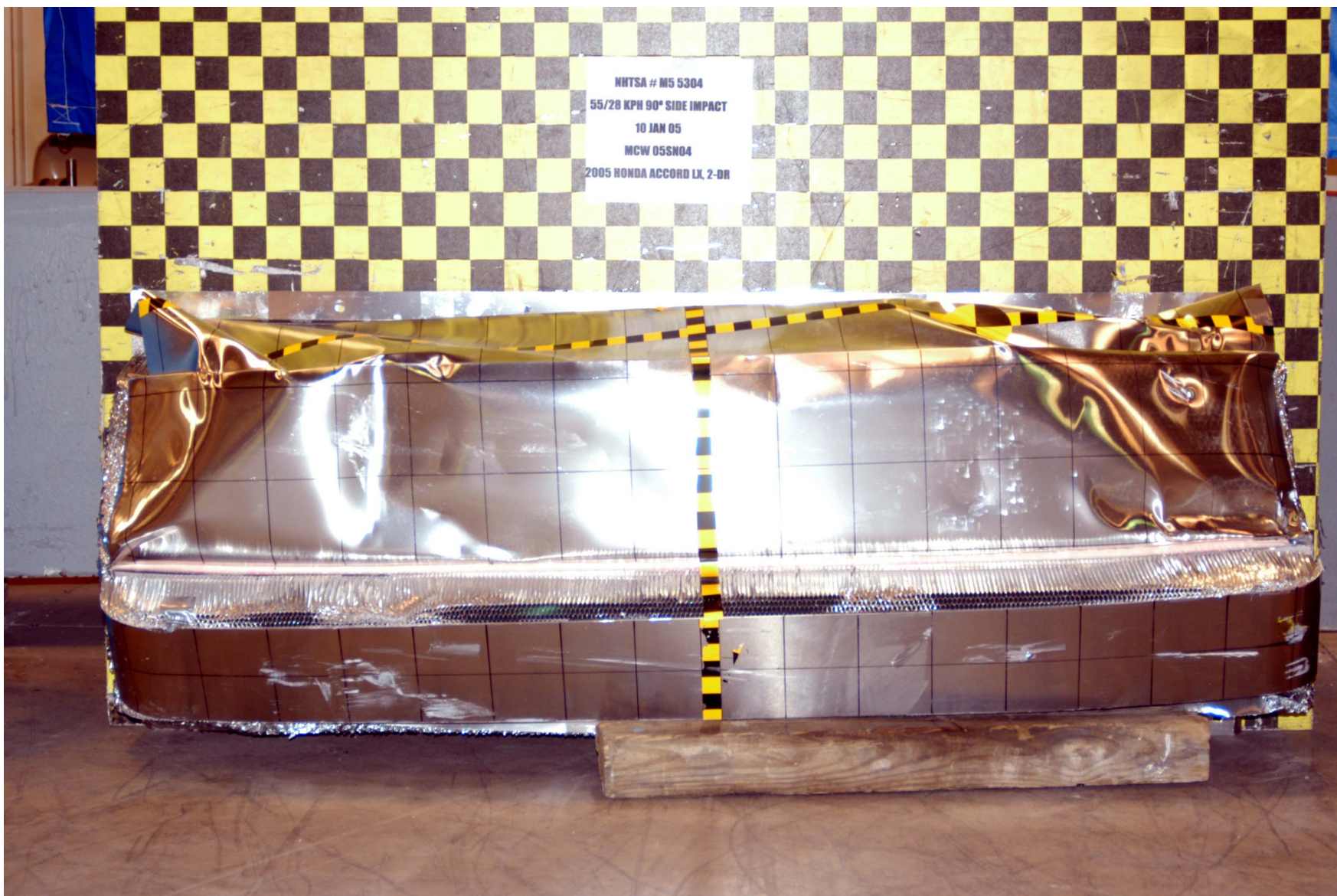


Figure A-48: POST-TEST ALUMINUM BARRIER FRONT



Figure A-49: PRE-TEST ALUMINUM BARRIER LEFT SIDE



Figure A-50: POST-TEST ALUMINUM BARRIER LEFT SIDE



Figure A-51: PRE-TEST ALUMINUM BARRIER RIGHT SIDE



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



Figure A-53: PRE-TEST ALUMINUM BARRIER TOP

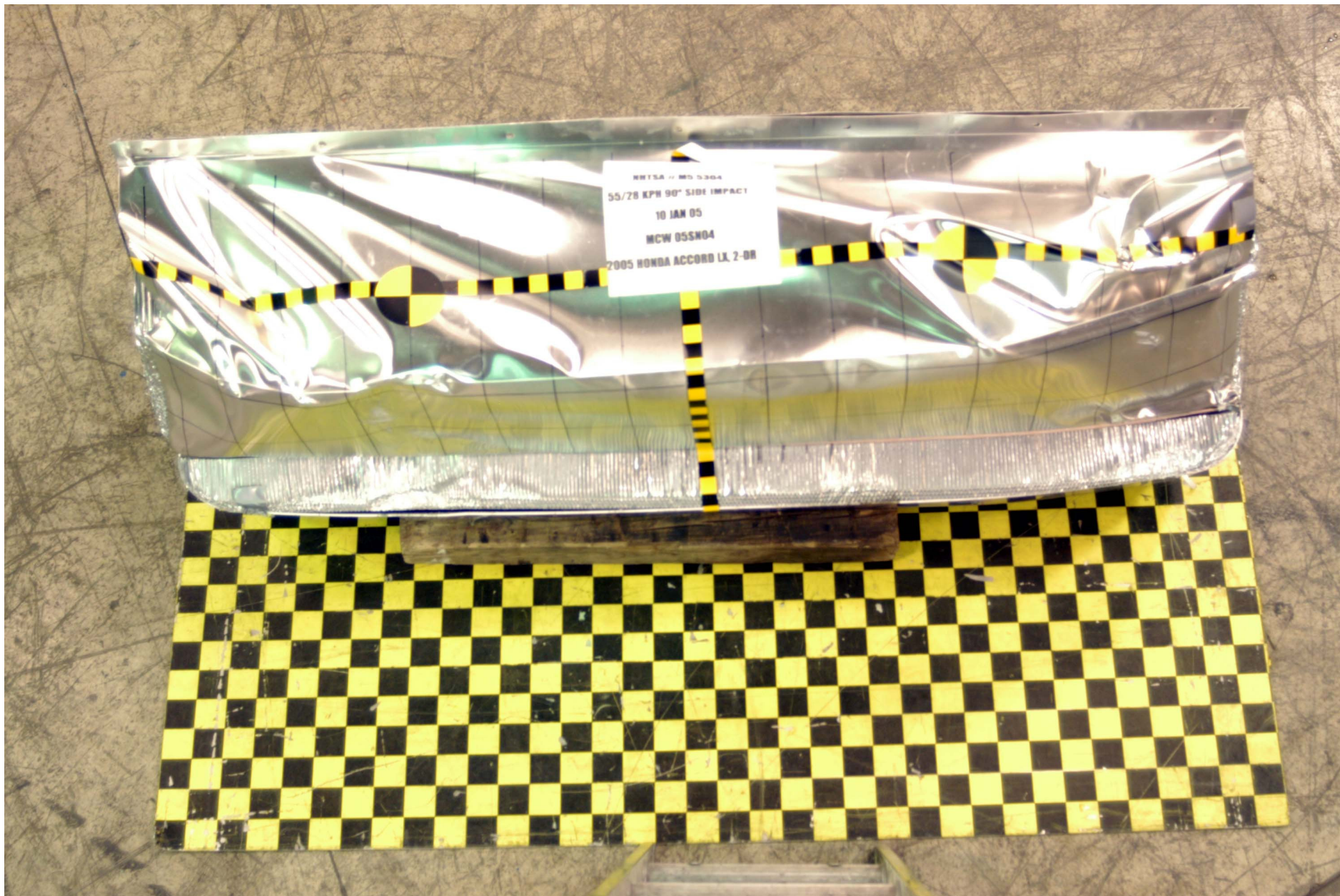


Figure A-54: POST-TEST ALUMINUM BARRIER TOP

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
 INTEGRATION DATA FILTER CLASS 180

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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOTS

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INTEGRATION DATA – FILTER CLASS 180

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 ACCELERATION DATA – FILTER CLASS 1000, LOWER SPINE FILTER CLASS 180
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DRIVER AND PASSENGER DUMMY INSTRUMENTATION PLOT (REDUNDANT)
 ACCELERATION DATA – FIR FILTERED

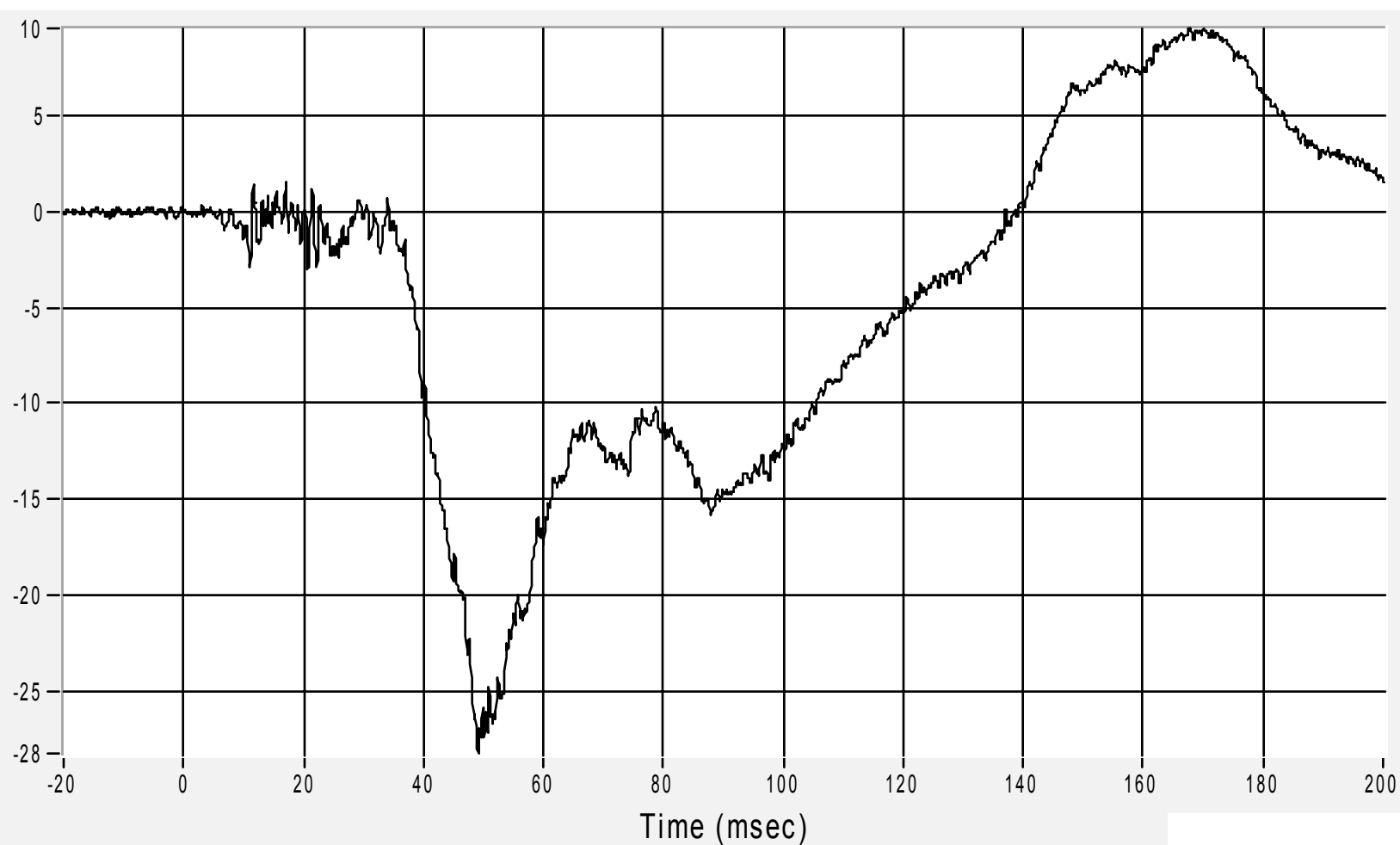
<u>Plot No.</u>	<u>Data Plot Title</u>	<u>Page</u>
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Driver Head CG (X) Acceleration

Acceleration (G's) CFC1000

Max 9.6 G at 170.1 msec

Min -28.2 G at 49.1 msec



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10 January 2005

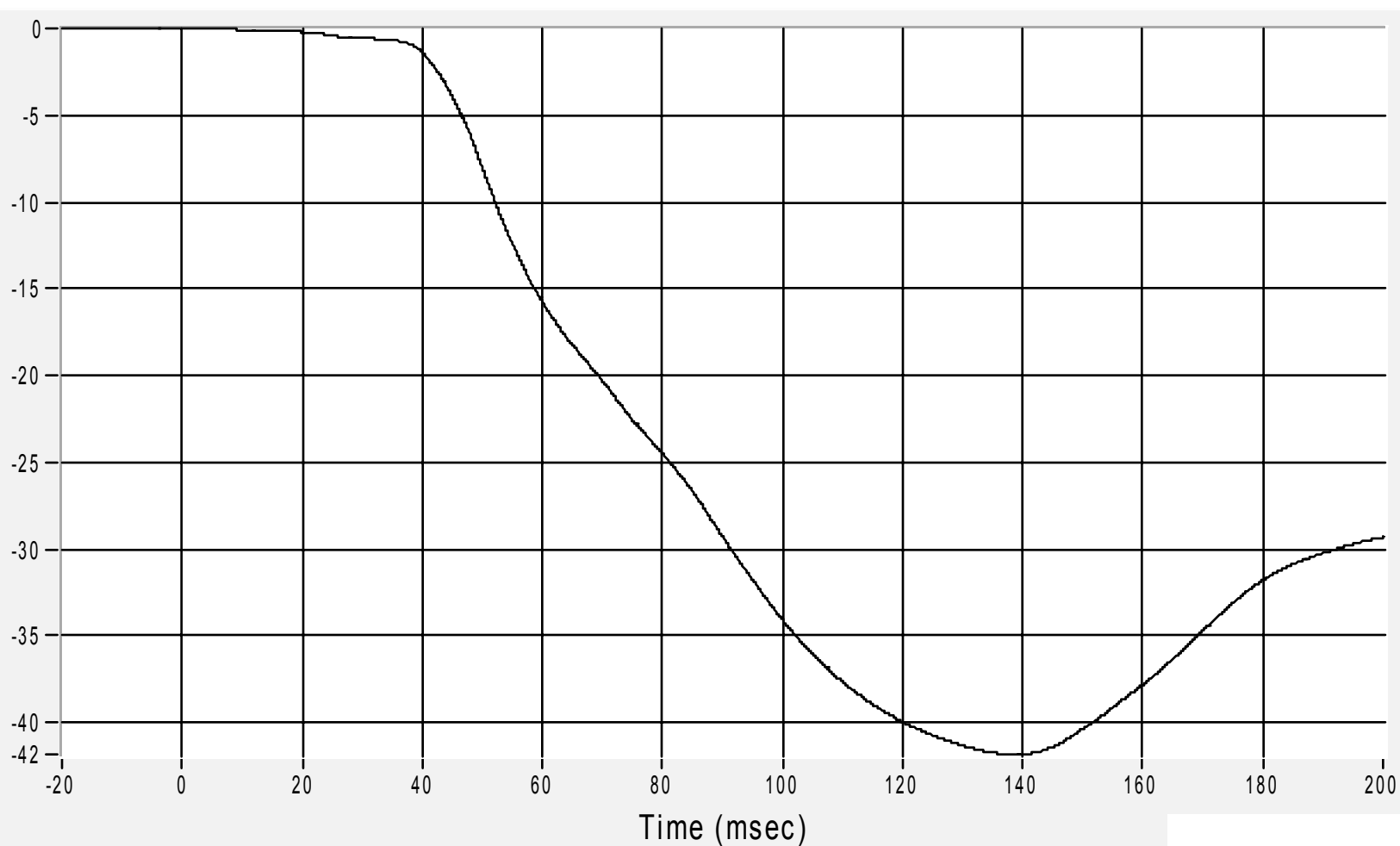
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Driver Head CG (X) Velocity

Velocity (km/h) CFC180

Max 0.0 km/h at 0.5 msec

Min -41.8 km/h at 138.8 msec



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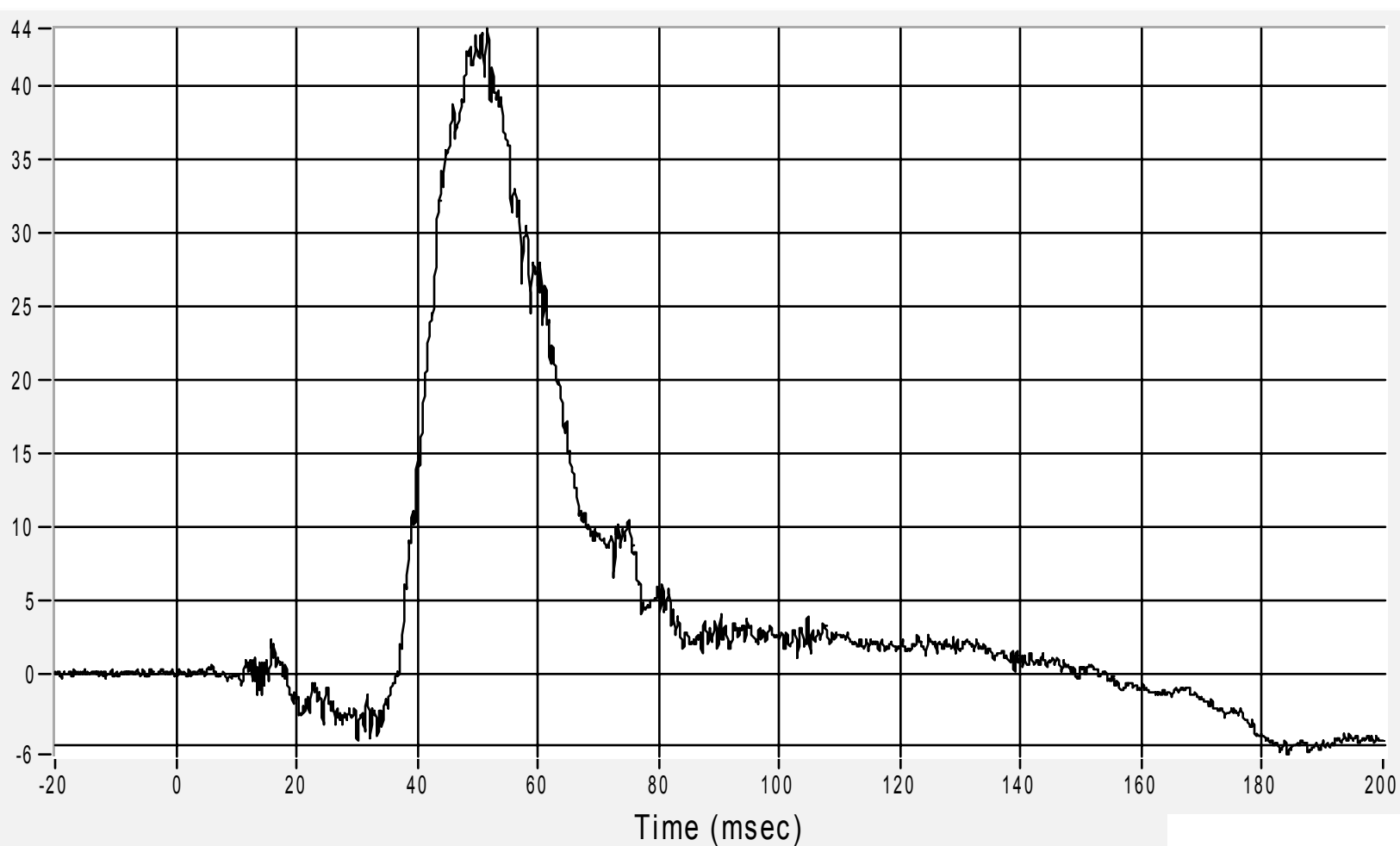
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Head CG (Y) Acceleration

Acceleration (G's) CFC1000

Max 44.0 G at 51.6 msec

Min -5.6 G at 184.2 msec



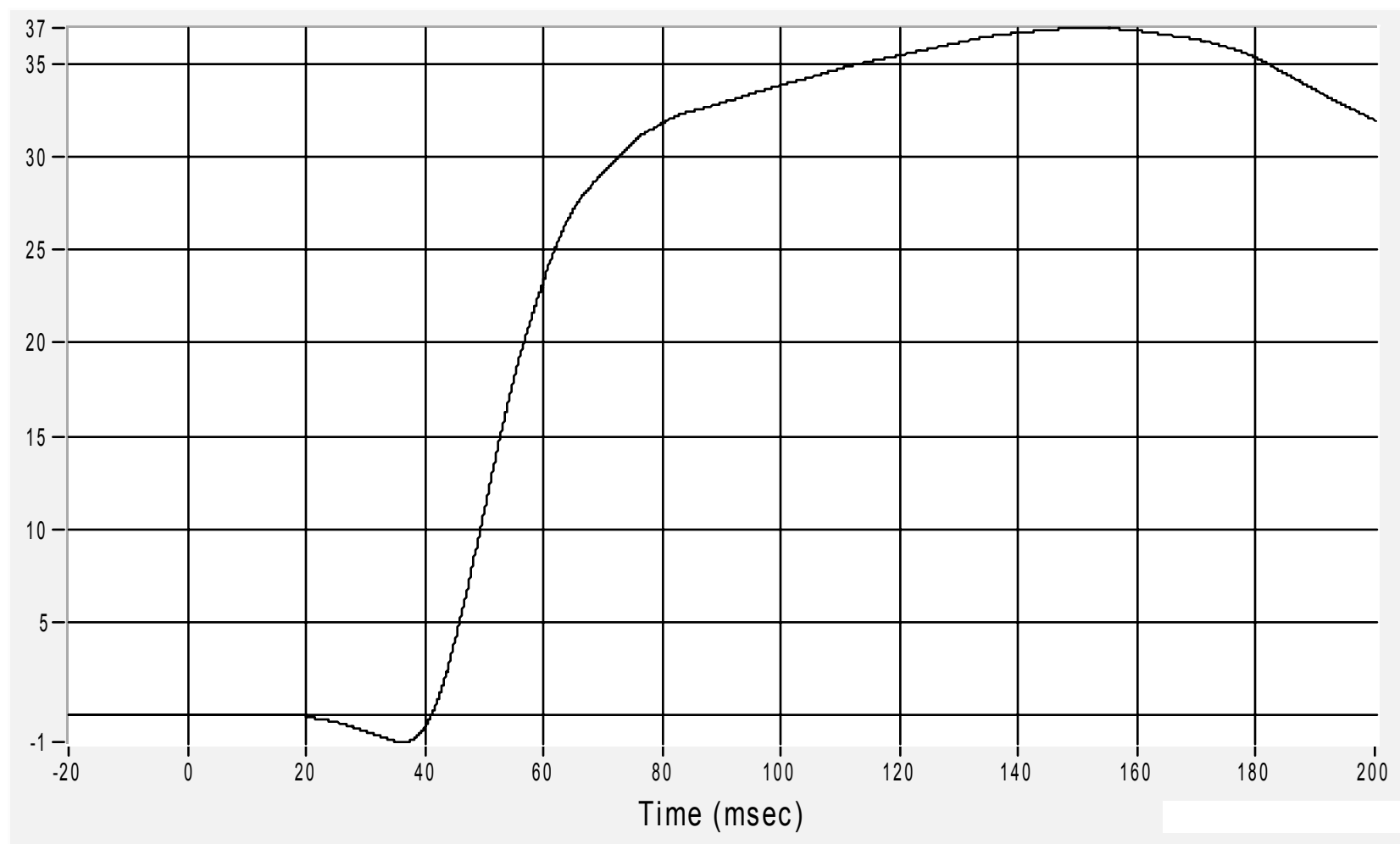
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Driver Head CG (Y) Velocity

Velocity (km/h) CFC180

Max 36.9 km/h at 153.1 msec**Min -1.4 km/h at 36.6 msec**

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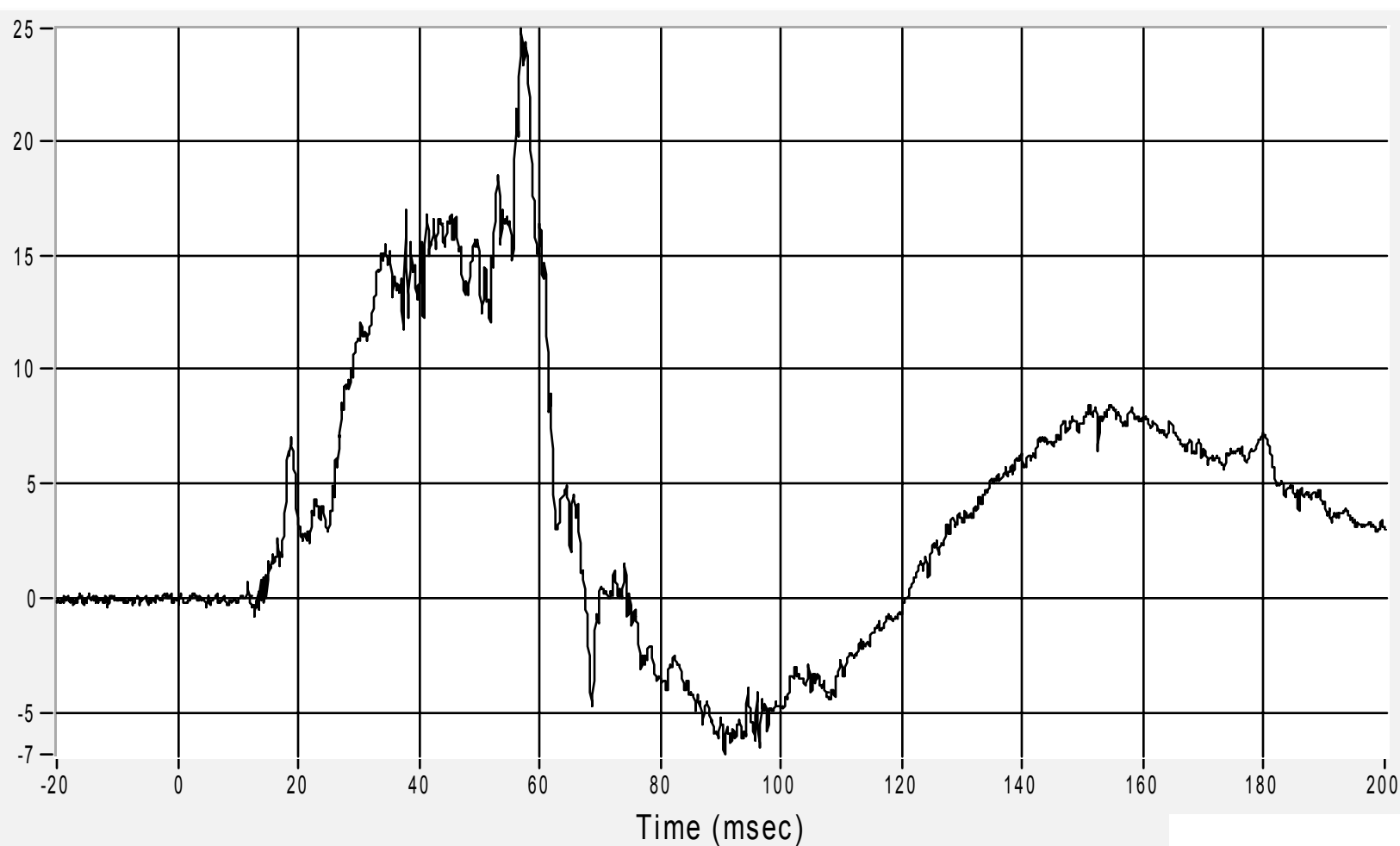
*Medical College of Wisconsin
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Driver Head CG (Z) Acceleration

Acceleration (G's) CFC1000

Max 24.9 G at 57.0 msec

Min -6.8 G at 90.6 msec



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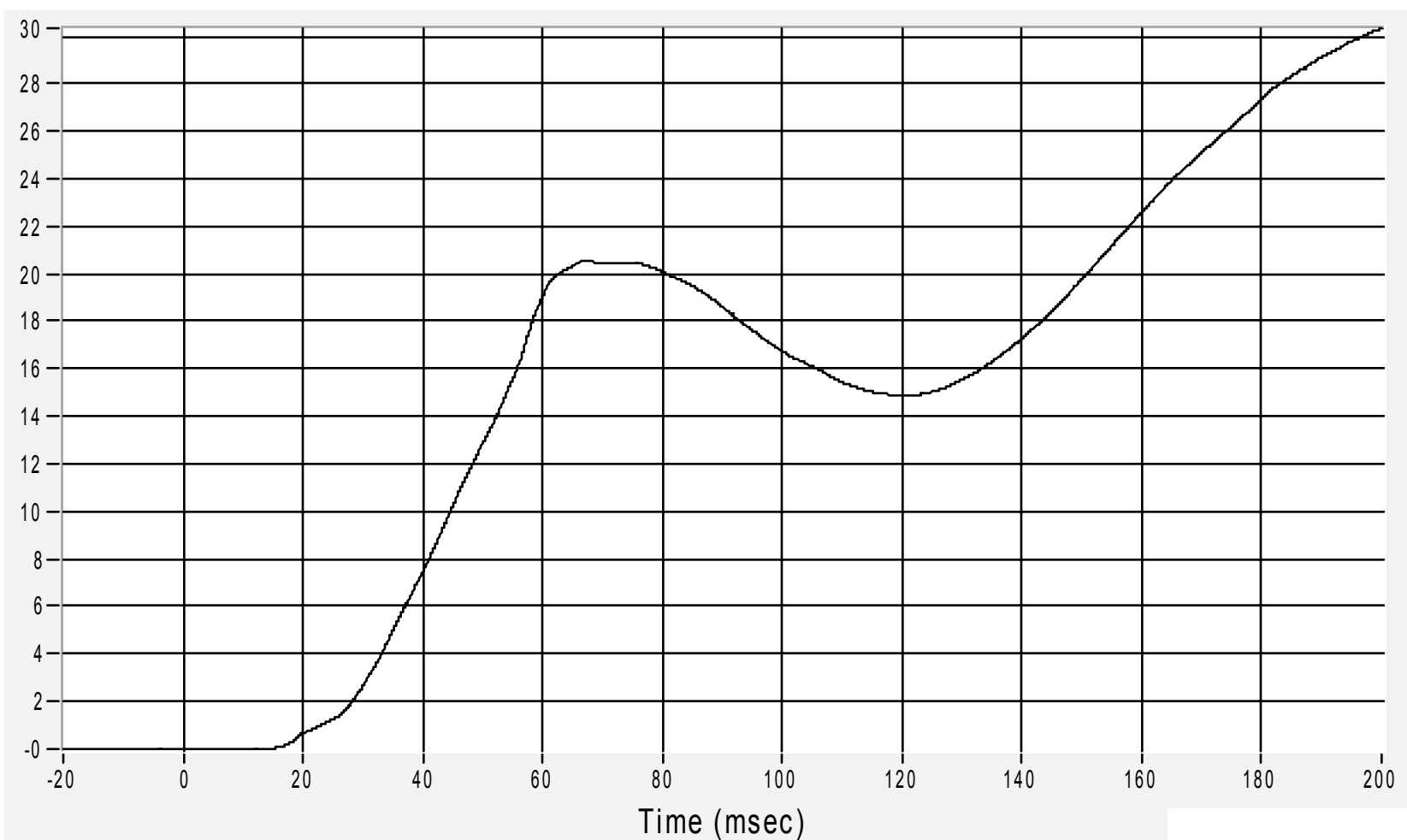
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Driver Head CG (Z) Velocity

Velocity (km/h) CFC180

Max 30.3 km/h at 199.9 msec

Min 0.0 km/h at 10.1 msec



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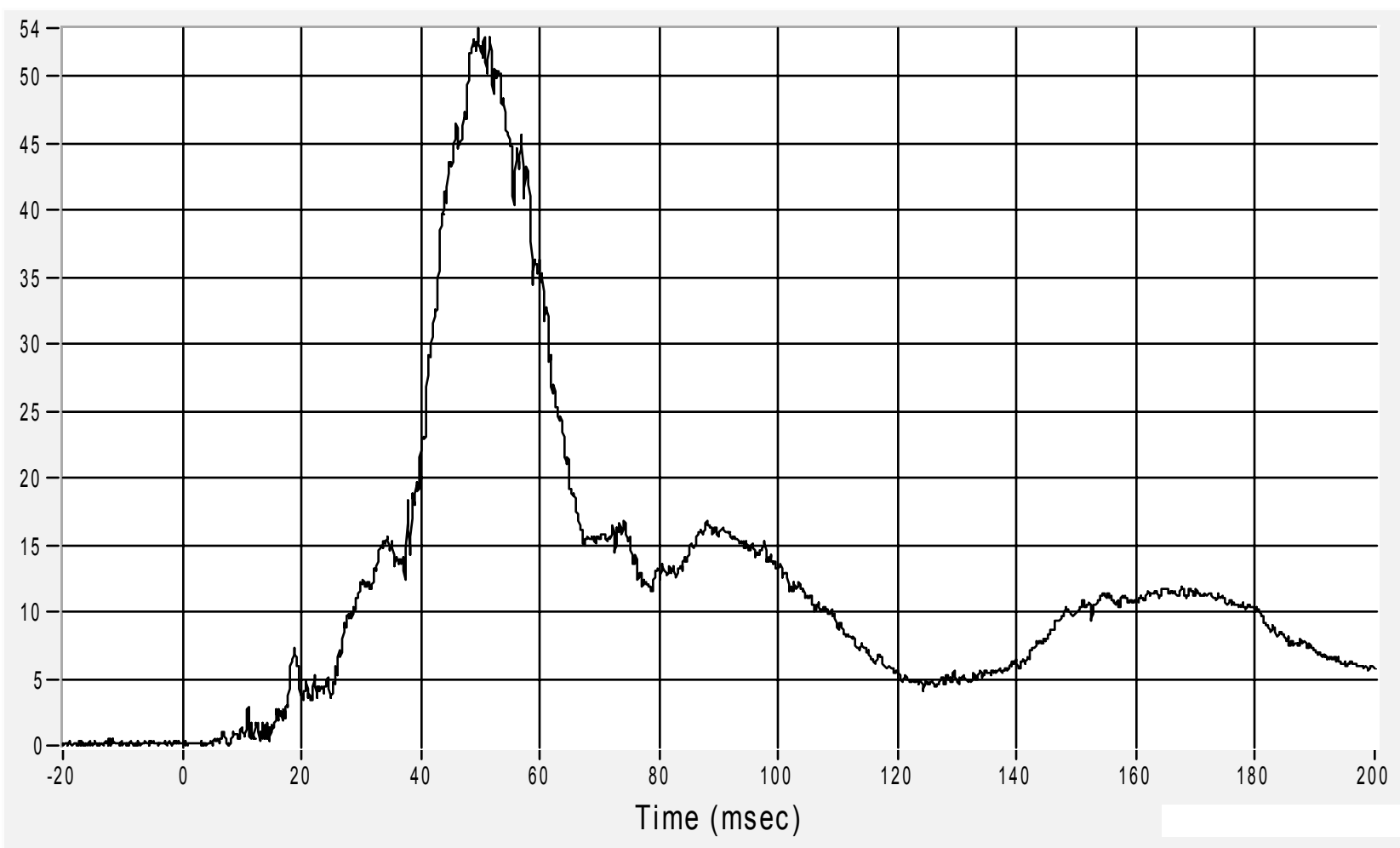
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Driver Head Resultant Acceleration

Acceleration (G's) CFC1000

Max 53.6 G's at 49.7 msec

Min 0.1 G's at 4.2 msec



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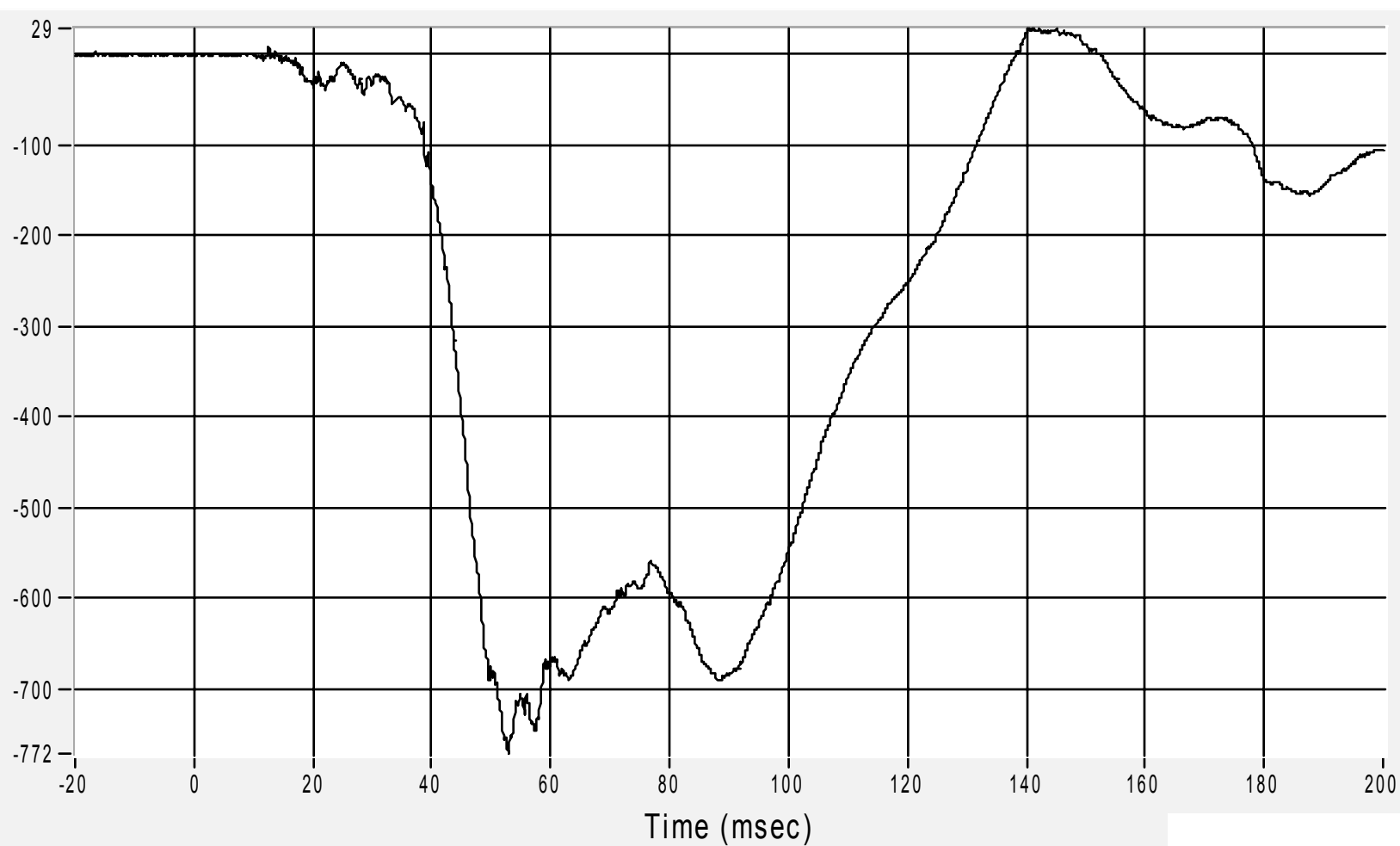
Driver Upper Neck (X) Force

Force (N)

CFC1000

Max 29.1 N at 141.2 msec

Min -772.1 N at 52.9 msec



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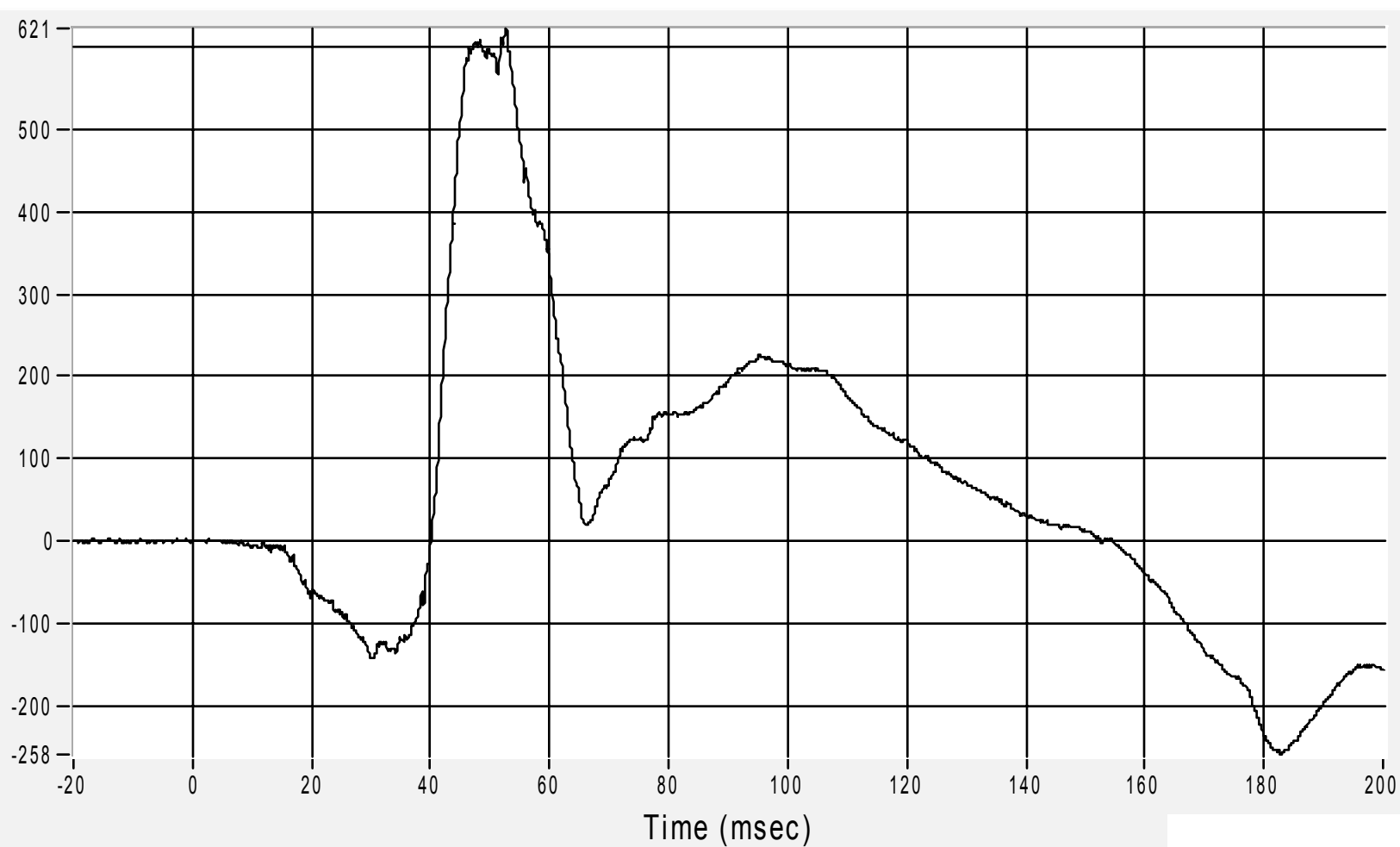
Driver Upper Neck (Y) Force

Force (N)

CFC1000

Max 621.4 N at 52.7 msec

Min -257.8 N at 182.9 msec



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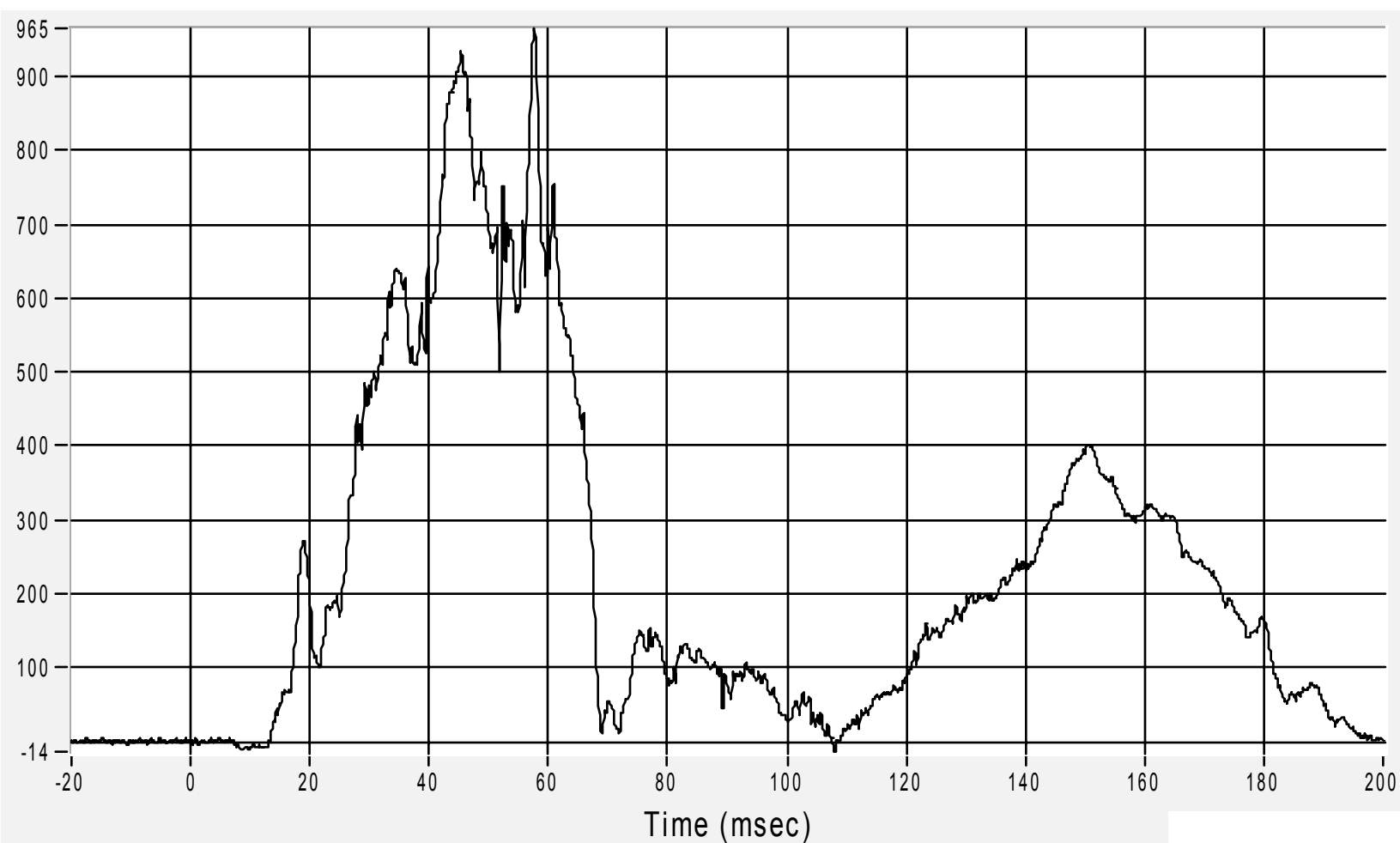
Driver Upper Neck (Z) Force

Force (N)

CFC1000

Max 965.3 N at 57.6 msec

Min -13.9 N at 108.0 msec



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10 January 2005

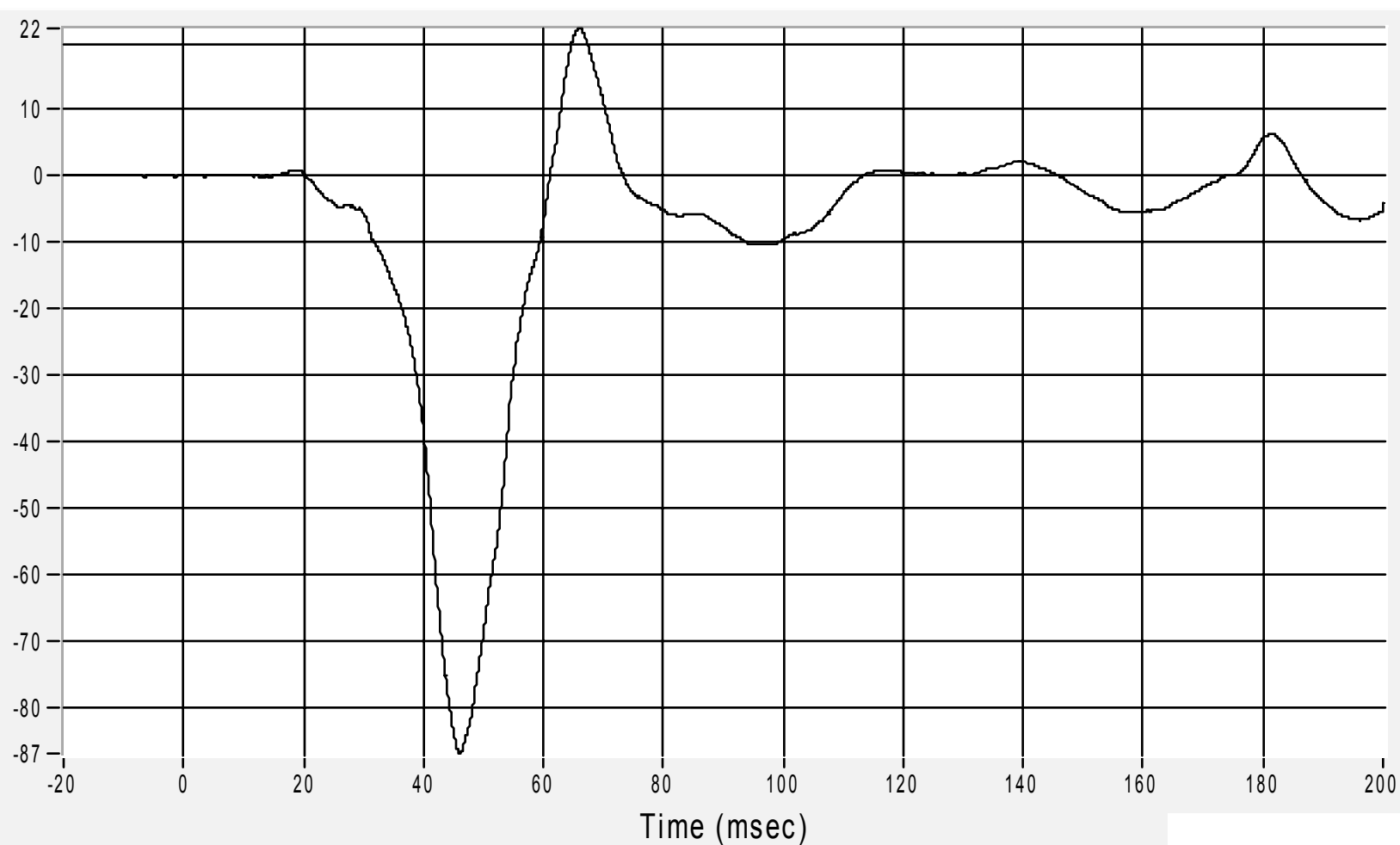
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Driver Upper Neck (X) Moment

Moment (Nm) CFC600

Max 22.3 Nm at 66.0 msec

Min -86.9 Nm at 46.0 msec



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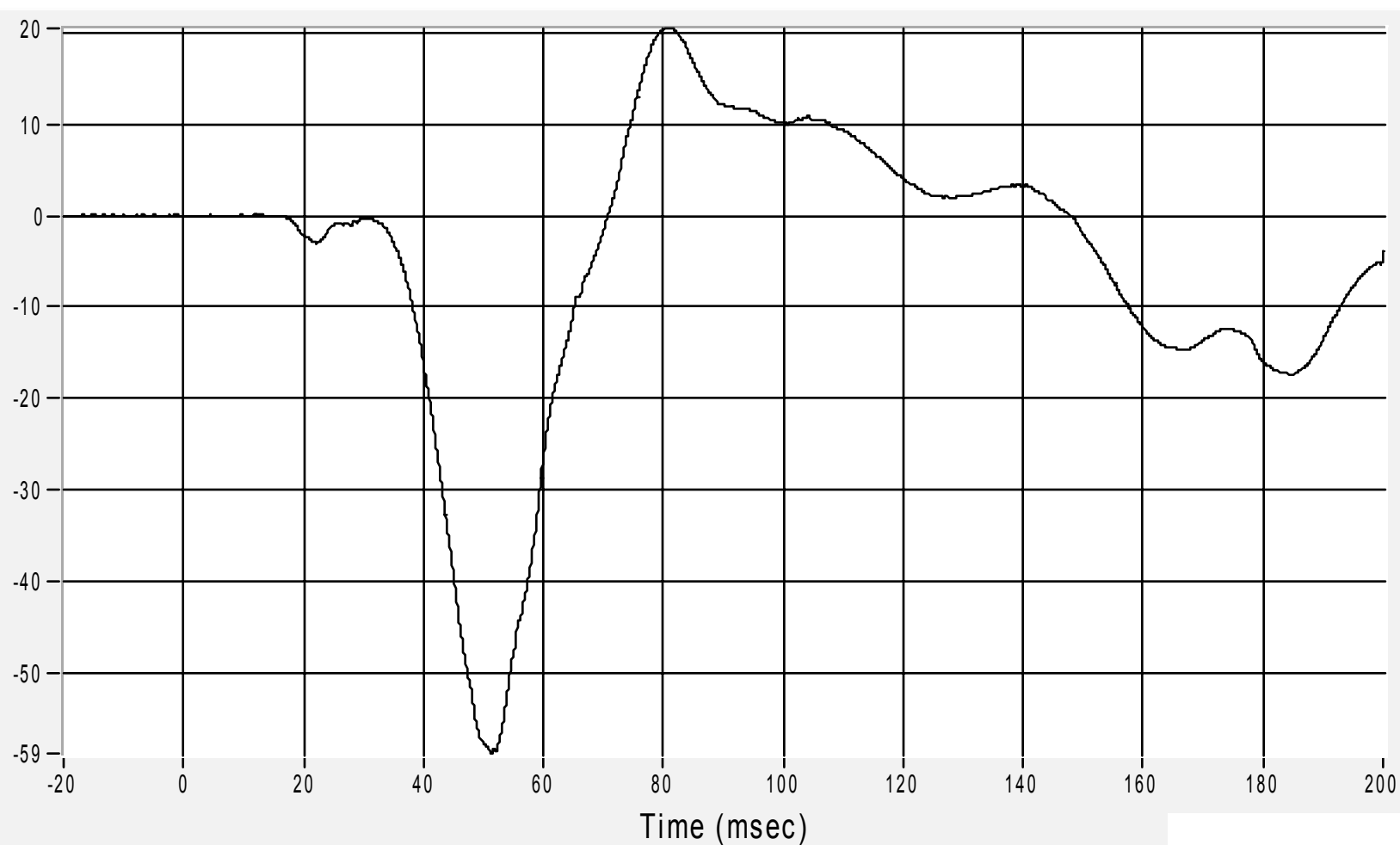
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Driver Upper Neck (Y) Moment

Moment (Nm) CFC600

Max 20.5 Nm at 81.0 msec

Min -58.8 Nm at 51.3 msec



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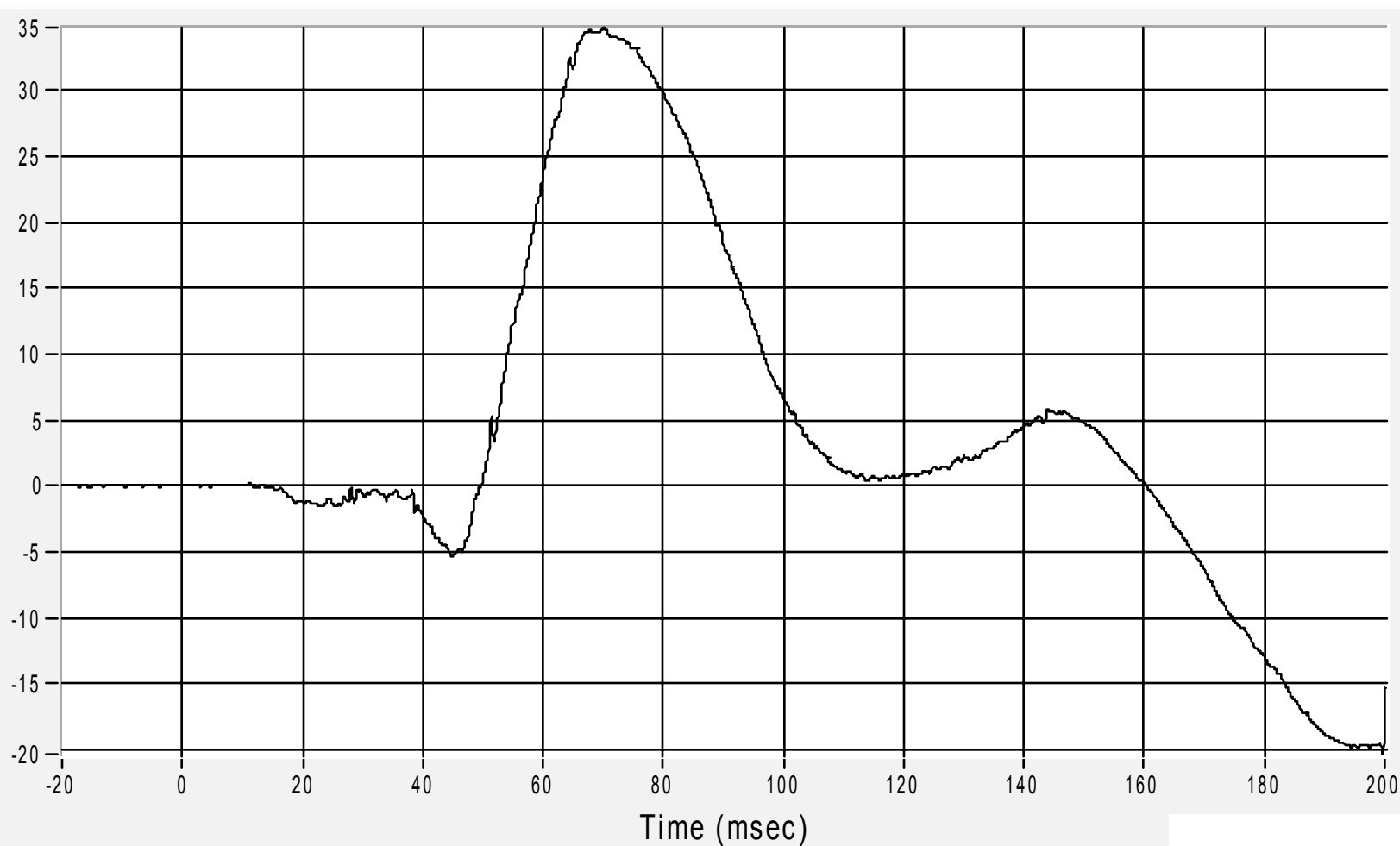
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Neck (Z) Moment

Moment (Nm) CFC600

Max 34.7 Nm at 70.2 msec

Min -20.3 Nm at 199.7 msec



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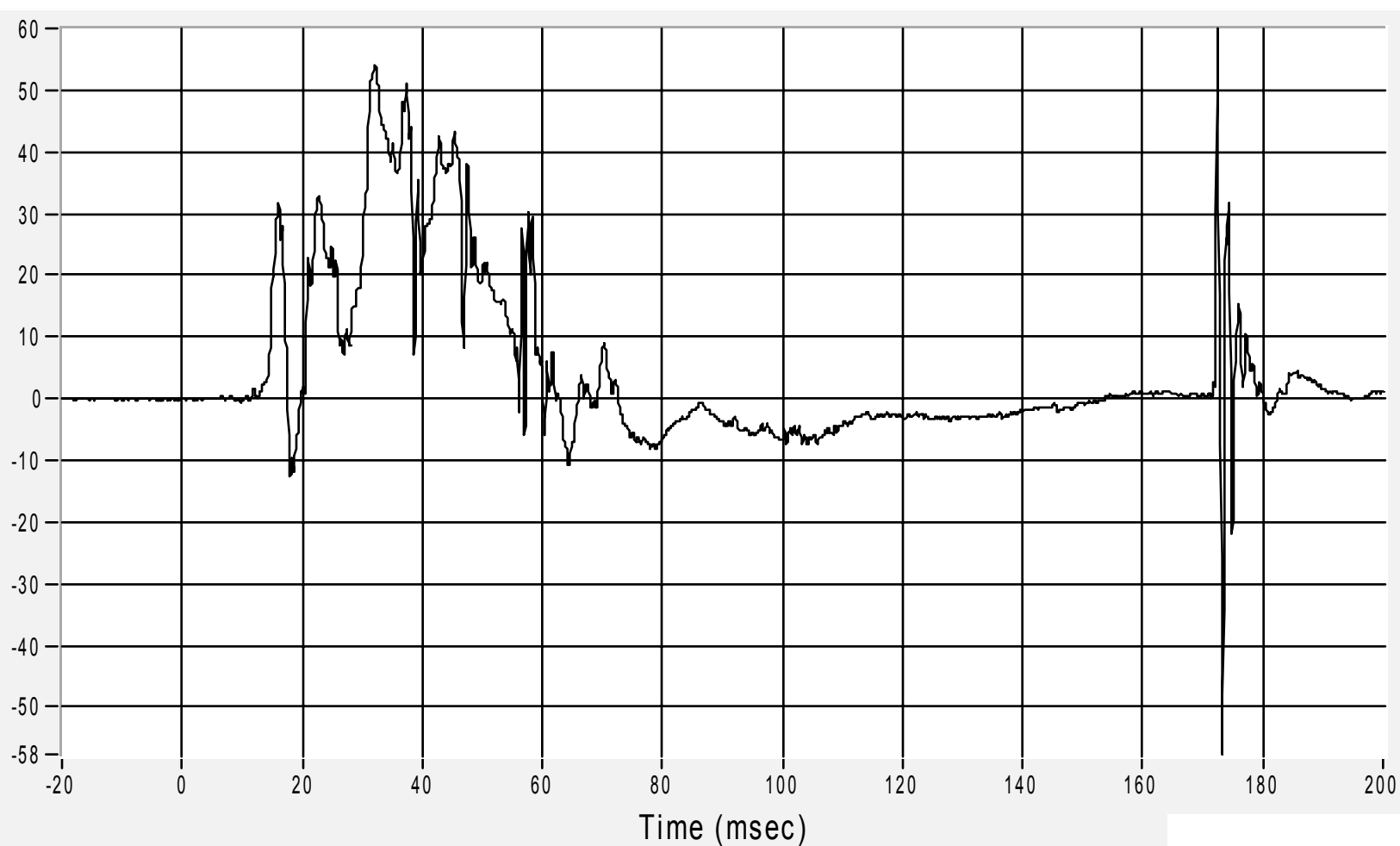
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 60.0 G at 172.4 msec

Min -57.7 G at 173.2 msec



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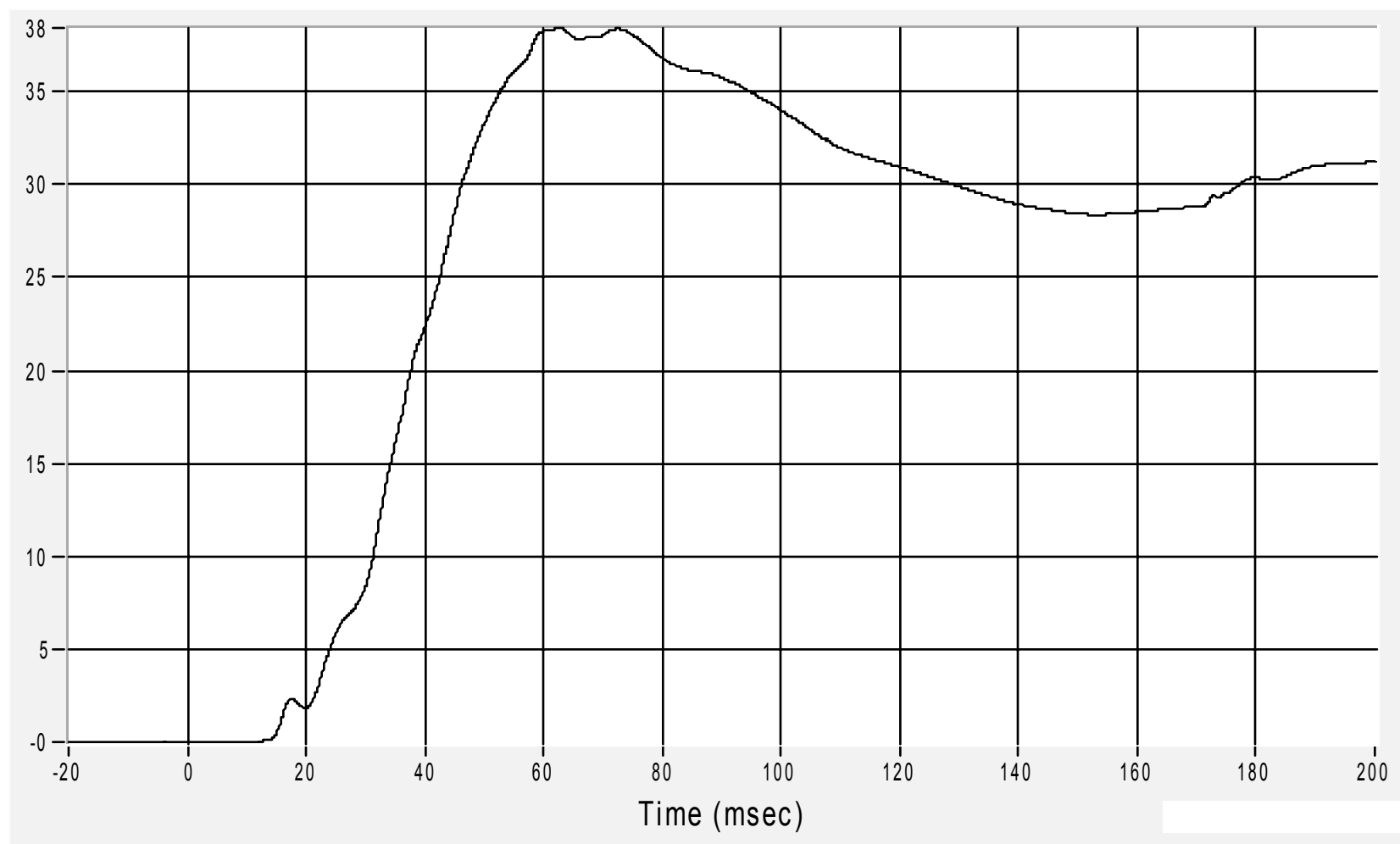
*Medical College of Wisconsin
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Driver Upper Rib (Y) Velocity

Velocity (km/h) CFC180

Max 38.4 km/h at 62.6 msec

Min 0.0 km/h at 4.0 msec



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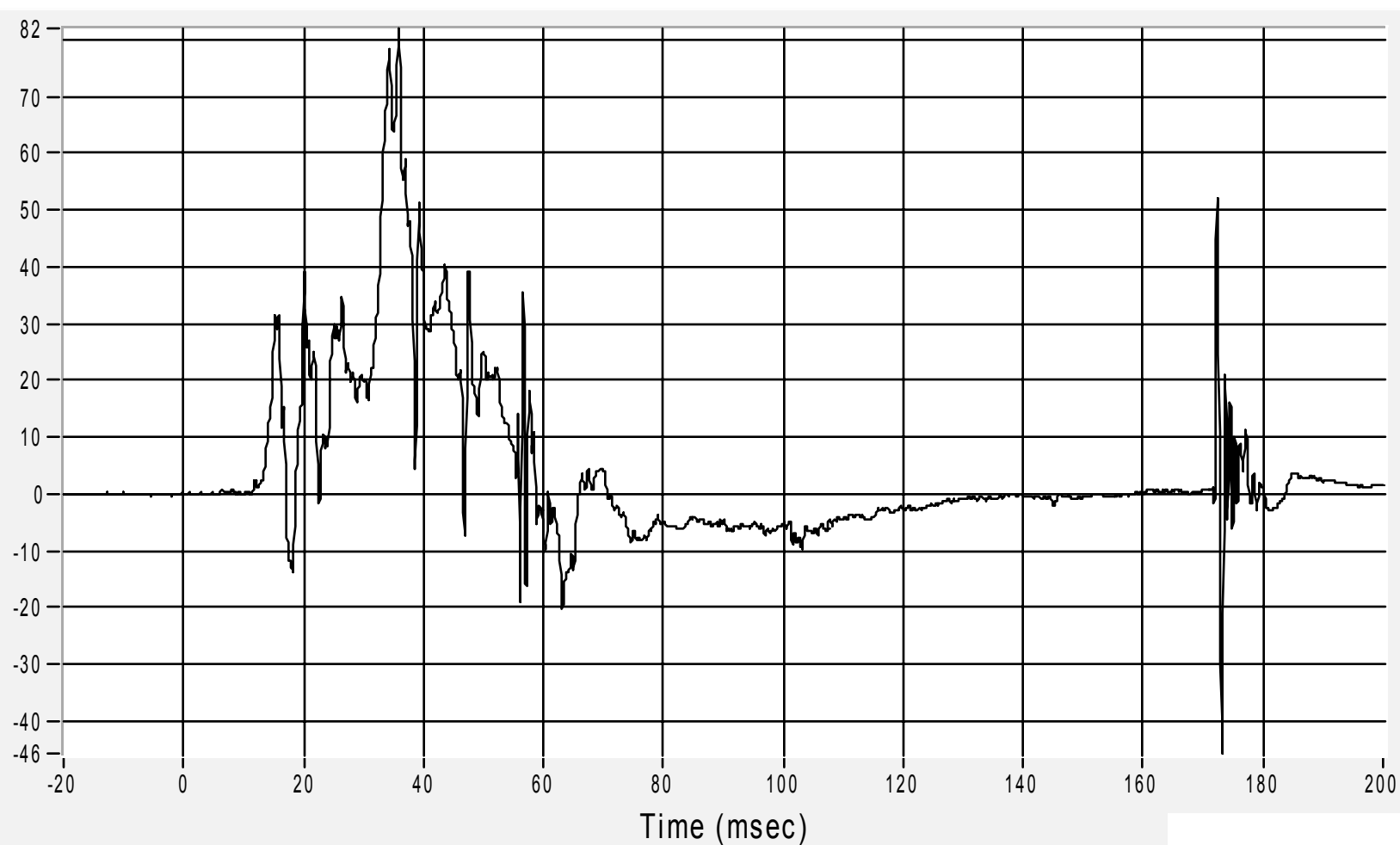
Medical College of Wisconsin
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Driver Lower Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 82.0 G at 35.8 msec

Min -45.7 G at 173.1 msec



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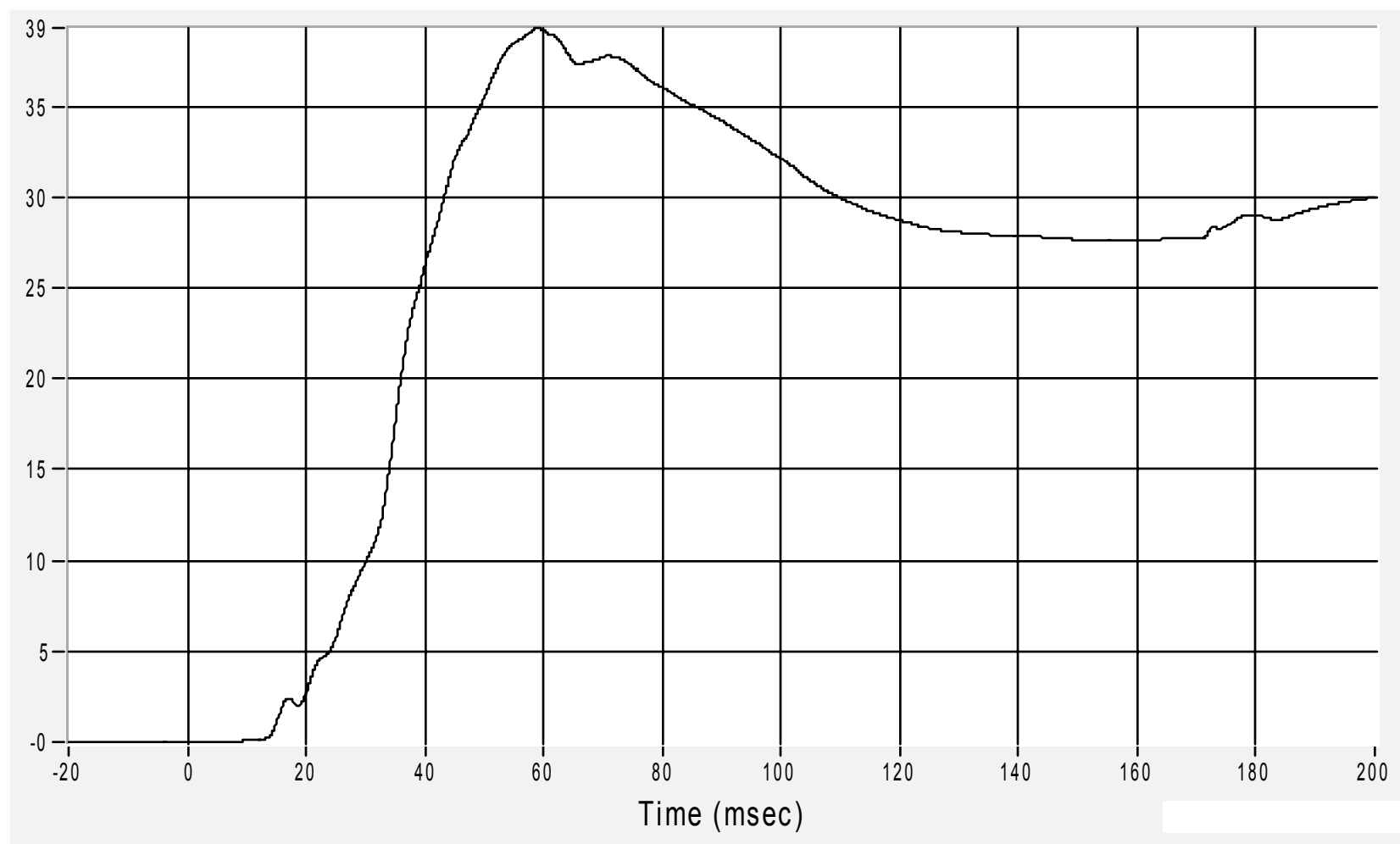
Medical College of Wisconsin
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Driver Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 39.3 km/h at 58.9 msec

Min 0.0 km/h at 0.0 msec



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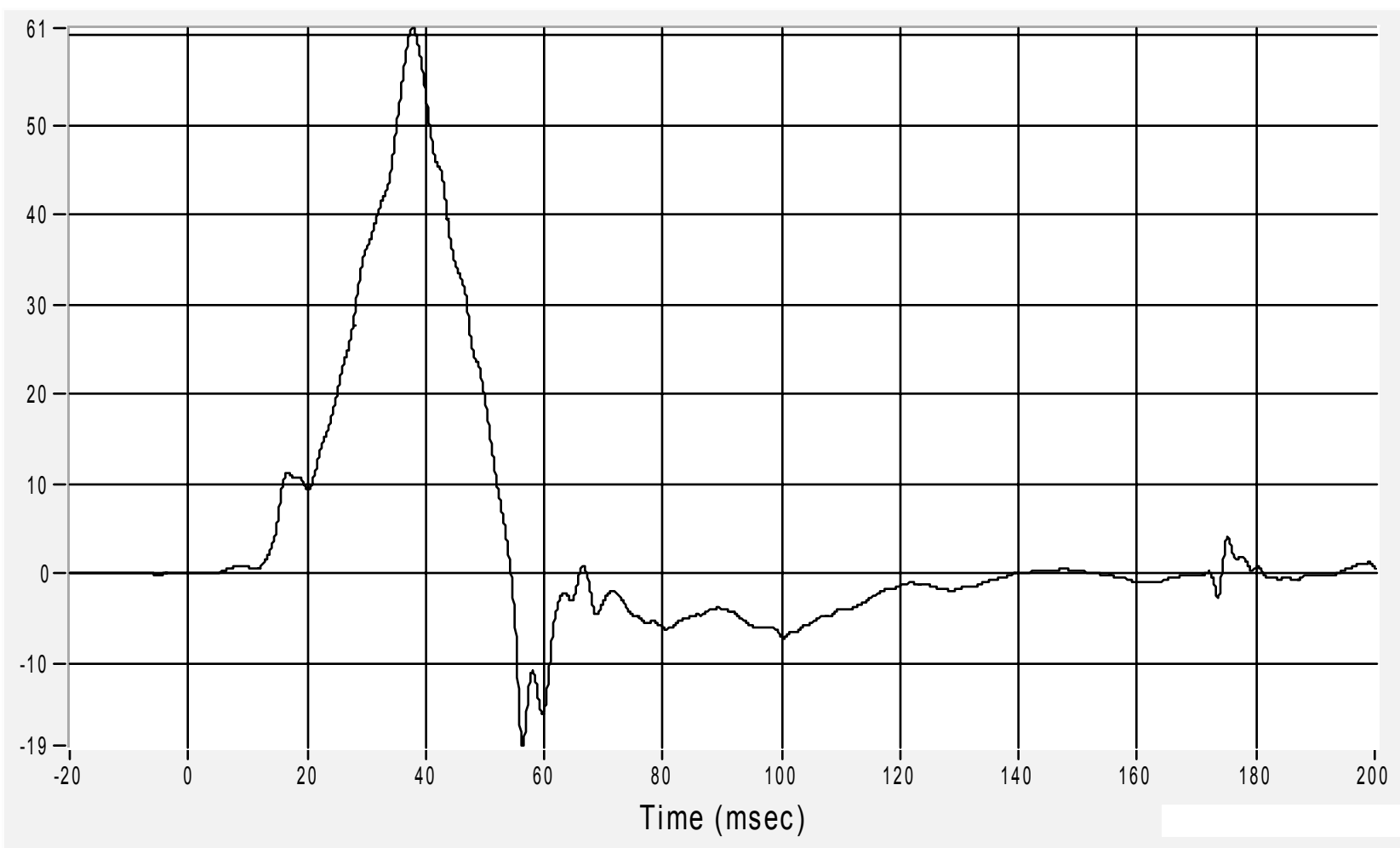
Medical College of Wisconsin
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Driver Lower Spine (Y) Acceleration

Acceleration (G's) CFC180

Max 60.8 G at 37.8 msec

Min -19.1 G at 56.3 msec



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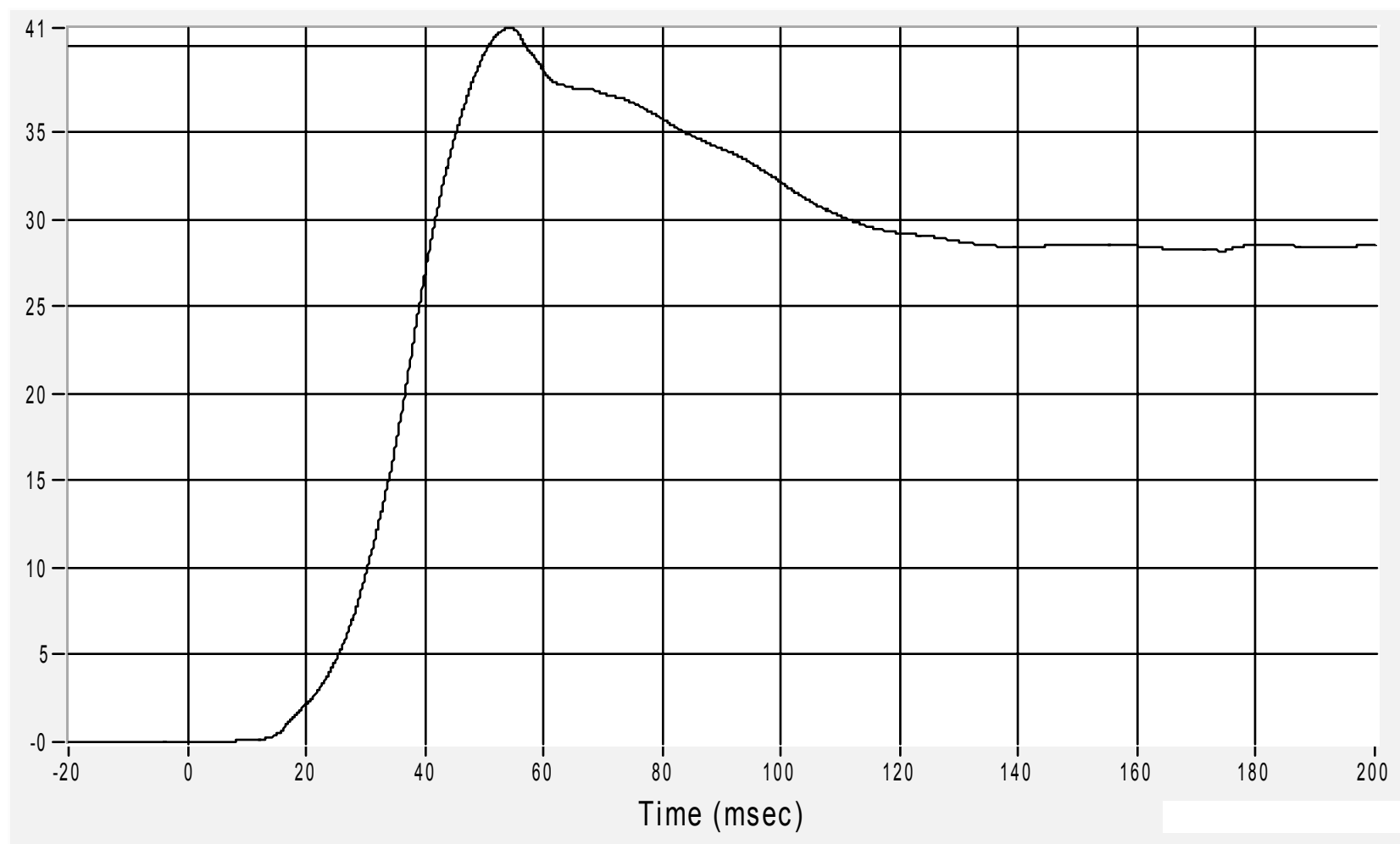
Medical College of Wisconsin
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Driver Lower Spine (Y) Velocity

Velocity (km/h) CFC180

Max 41.0 km/h at 54.4 msec

Min 0.0 km/h at 0.0 msec



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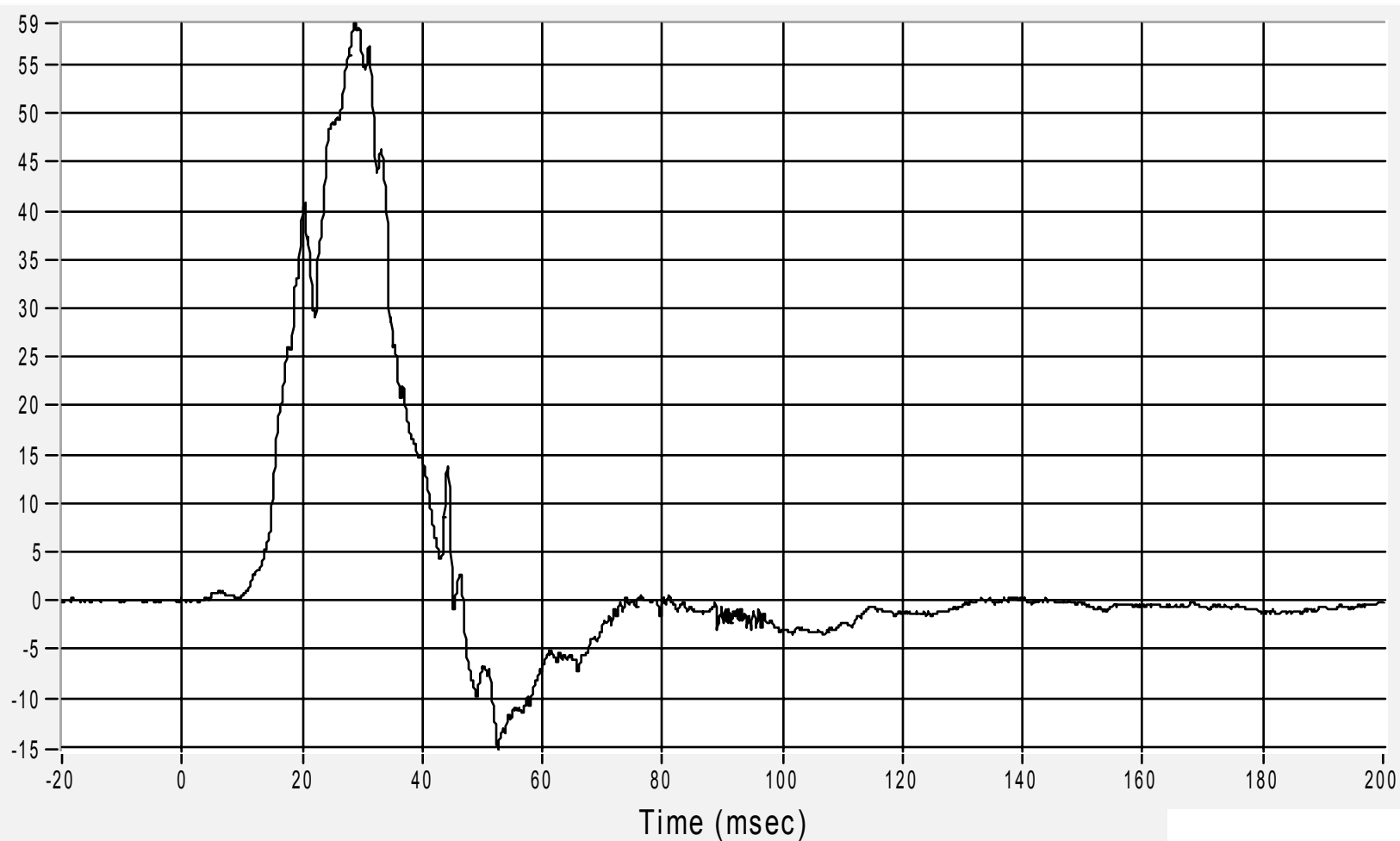
Medical College of Wisconsin
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Driver Pelvic (Y) Acceleration

Acceleration (G's) CFC1000

Max 59.2 G at 28.7 msec

Min -15.3 G at 52.6 msec



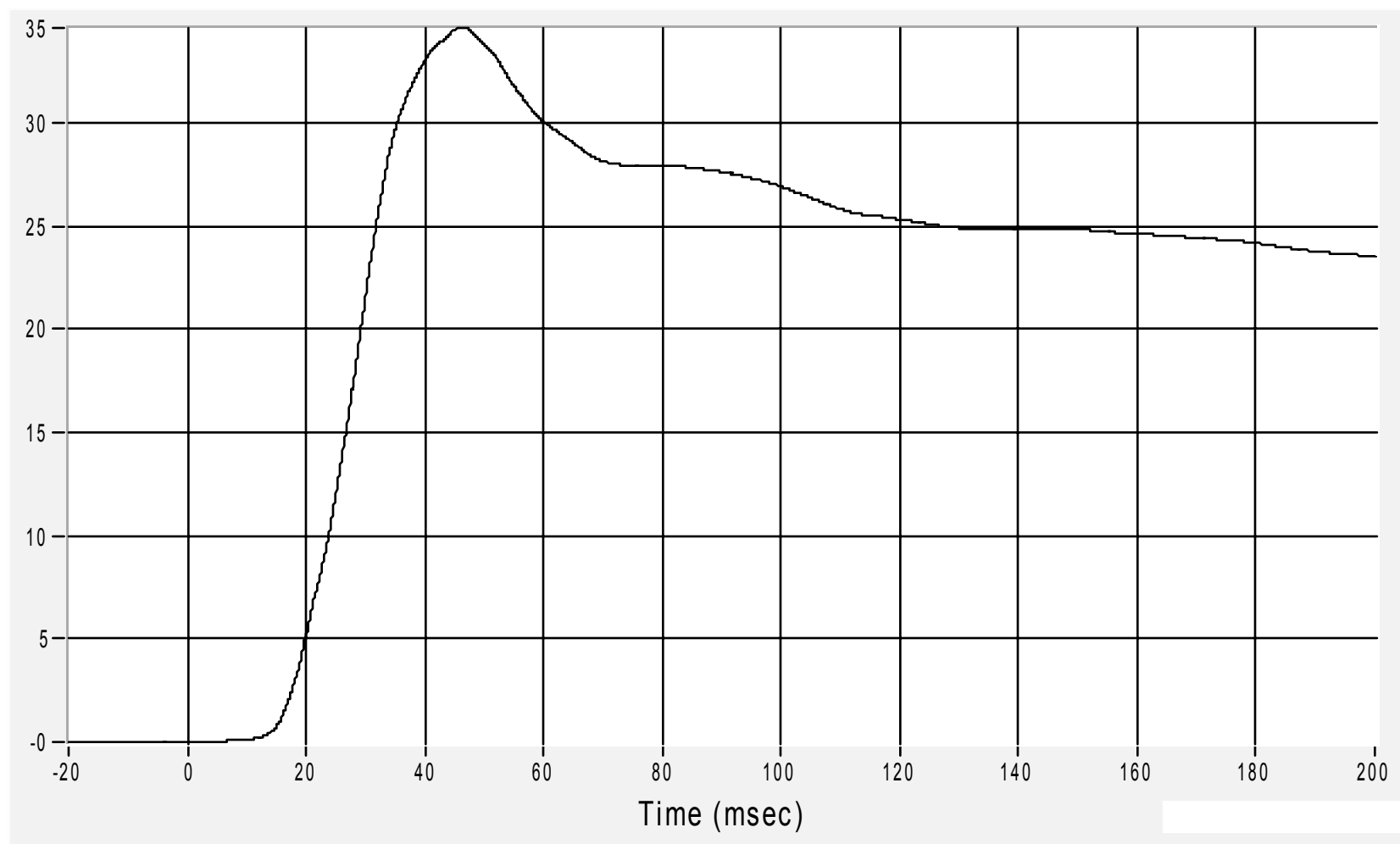
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Vehicle Crashworthiness Lab

Driver Pelvic (Y) Velocity

Velocity (km/h) CFC180

Max 34.6 km/h at 46.6 msec**Min 0.0 km/h at 3.4 msec**

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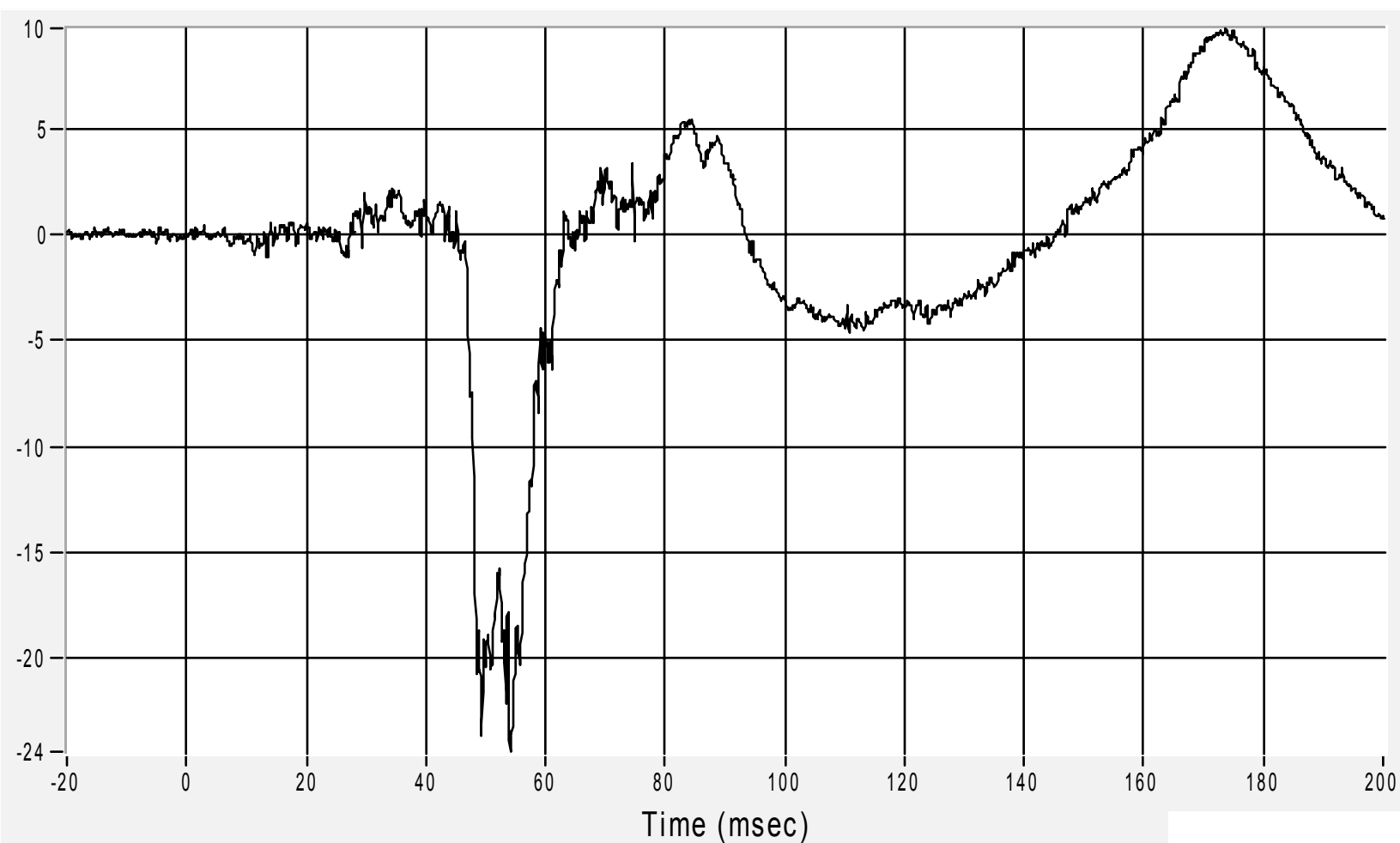
*Medical College of Wisconsin
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Passenger Head CG (X) Acceleration

Acceleration (G's) CFC1000

Max 9.7 G at 173.7 msec

Min -24.4 G at 54.1 msec



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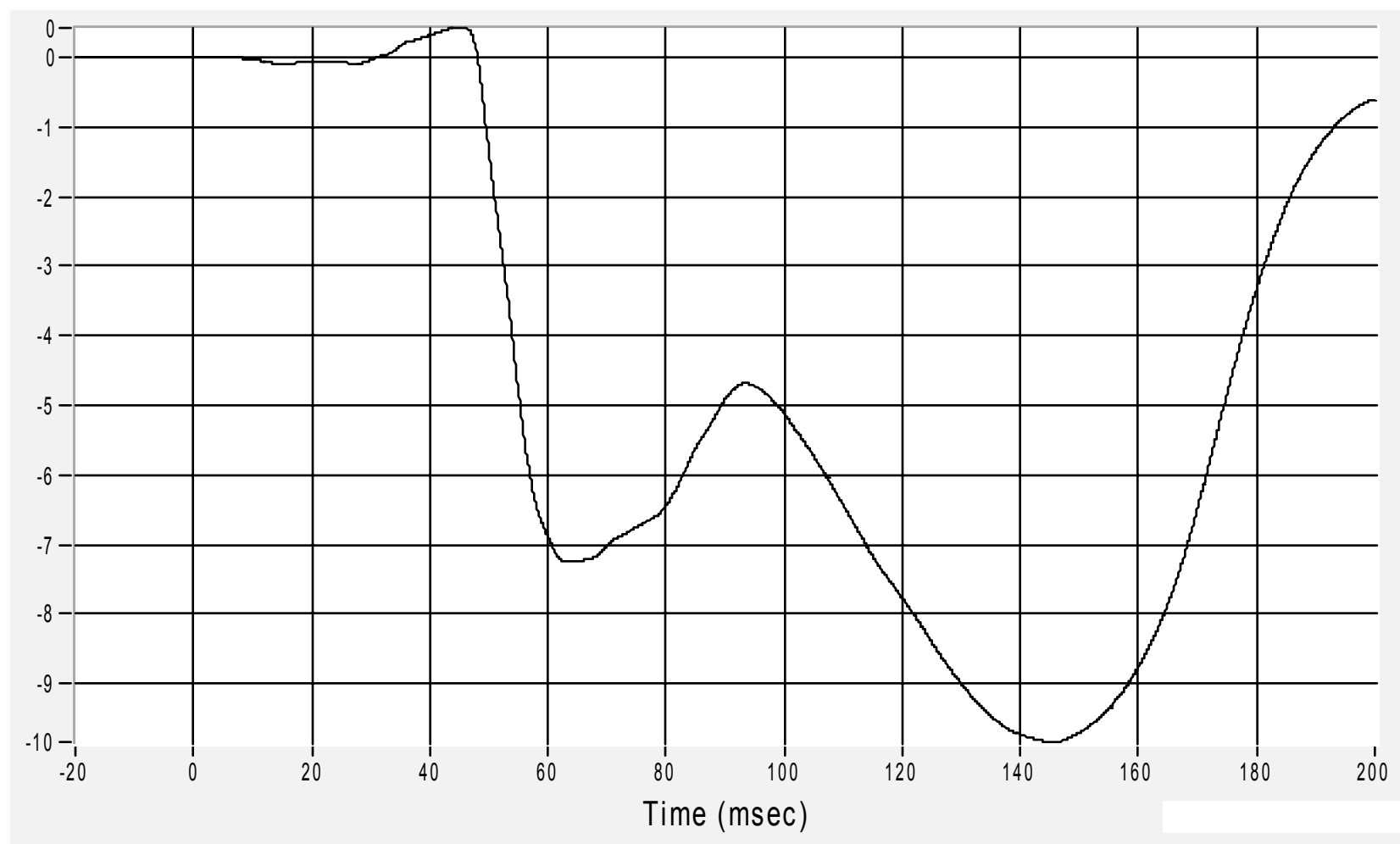
*Medical College of Wisconsin
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Passenger Head CG (X) Velocity

Velocity (km/h) CFC180

Max 0.4 km/h at 44.7 msec

Min -9.8 km/h at 145.4 msec



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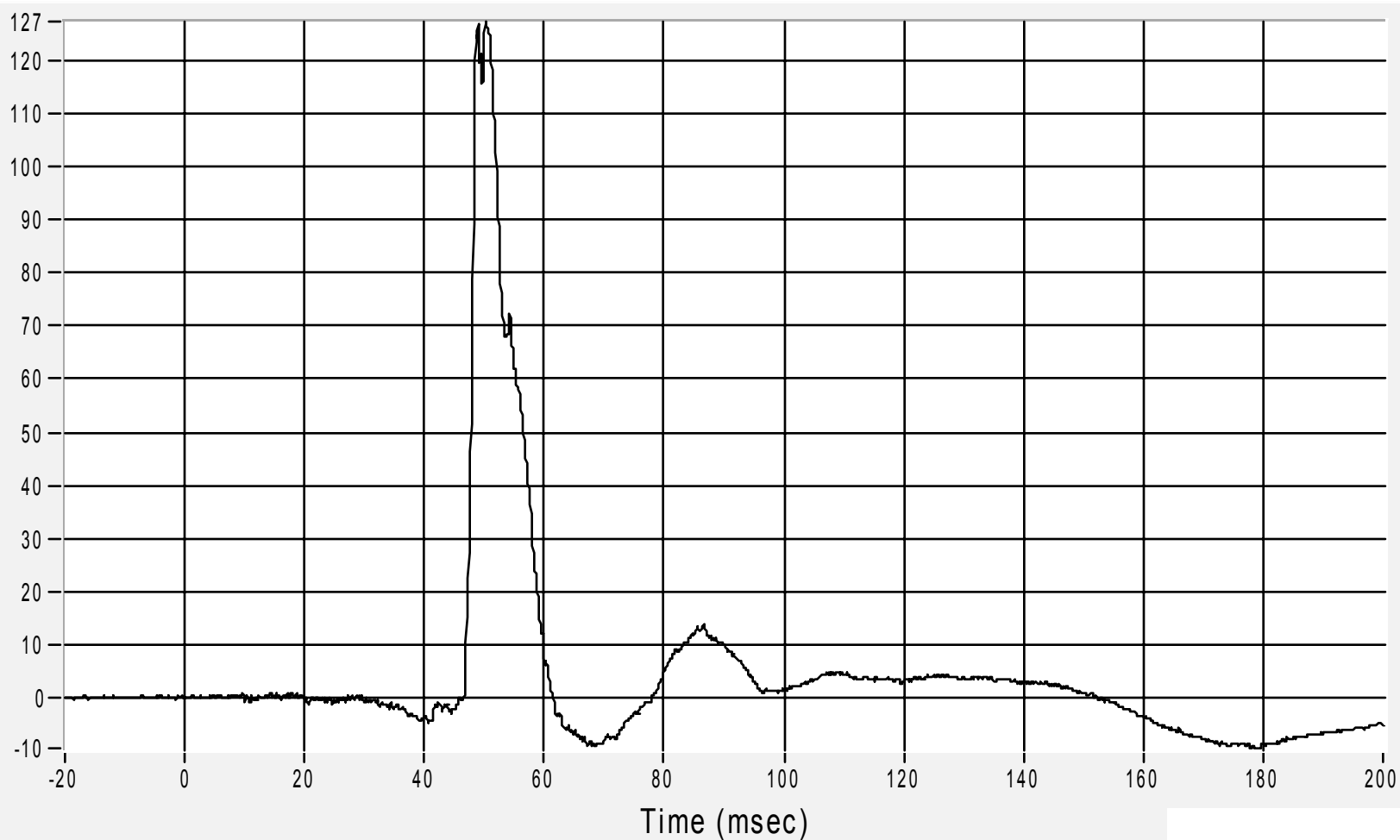
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Head CG (Y) Acceleration

Acceleration (G's) CFC1000

Max 127.4 G at 50.2 msec

Min -9.6 G at 178.5 msec



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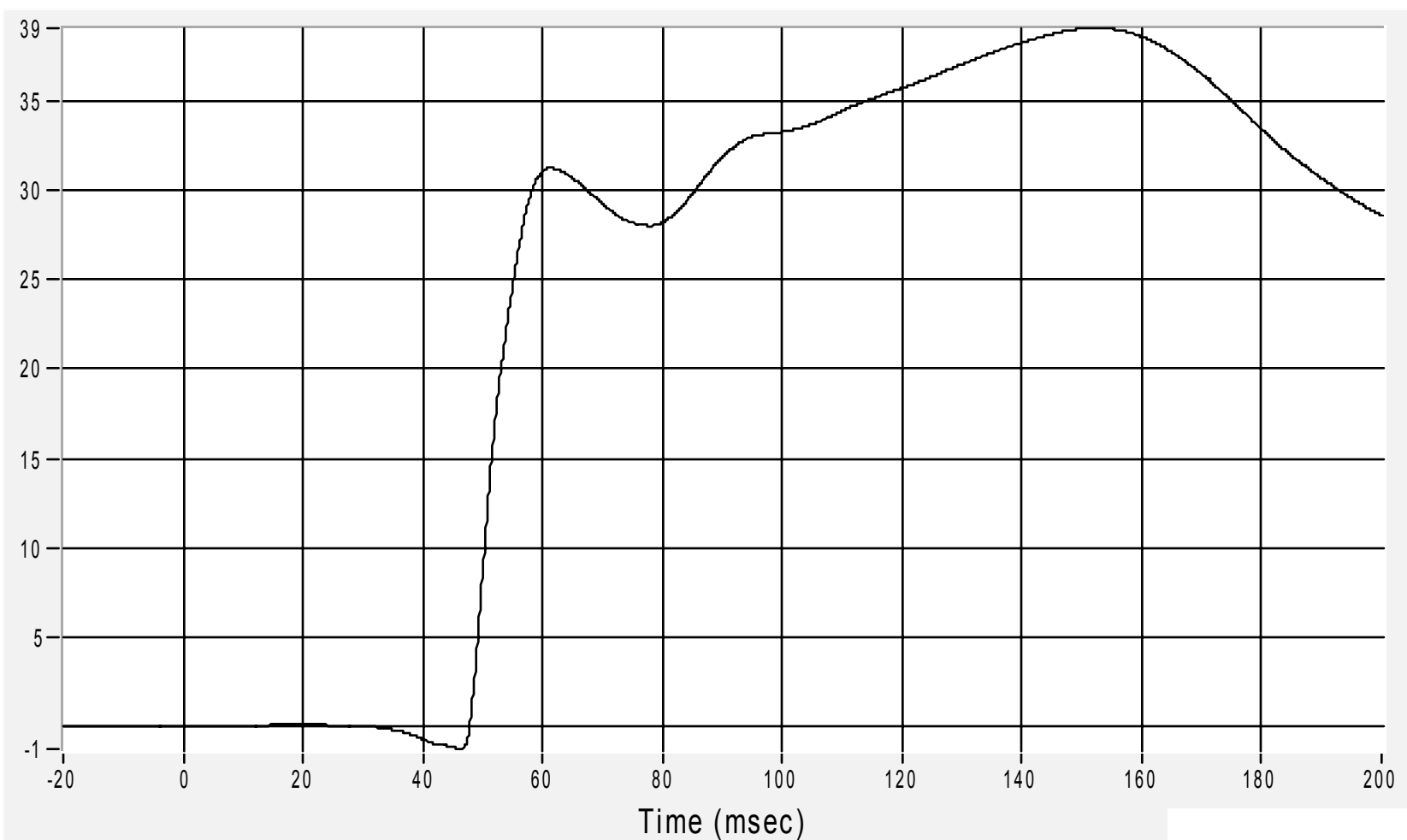
Medical College of Wisconsin
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Passenger Head CG (Y) Velocity

Velocity (km/h) CFC180

Max 39.1 km/h at 152.2 msec

Min -1.3 km/h at 46.3 msec



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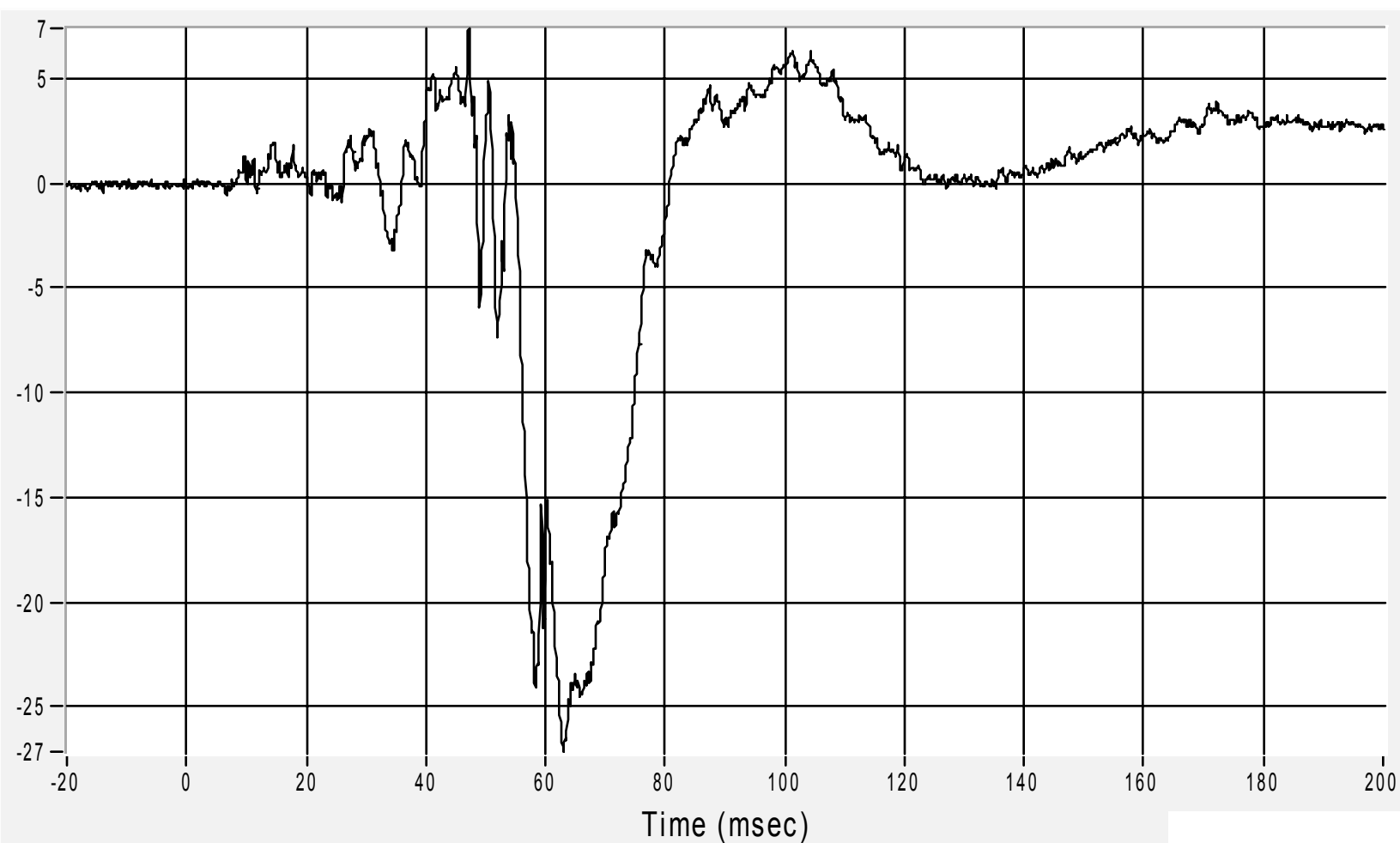
Medical College of Wisconsin
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Passenger Head CG (Z) Acceleration

Acceleration (G's) CFC1000

Max 7.4 G at 47.2 msec

Min -27.1 G at 63.0 msec



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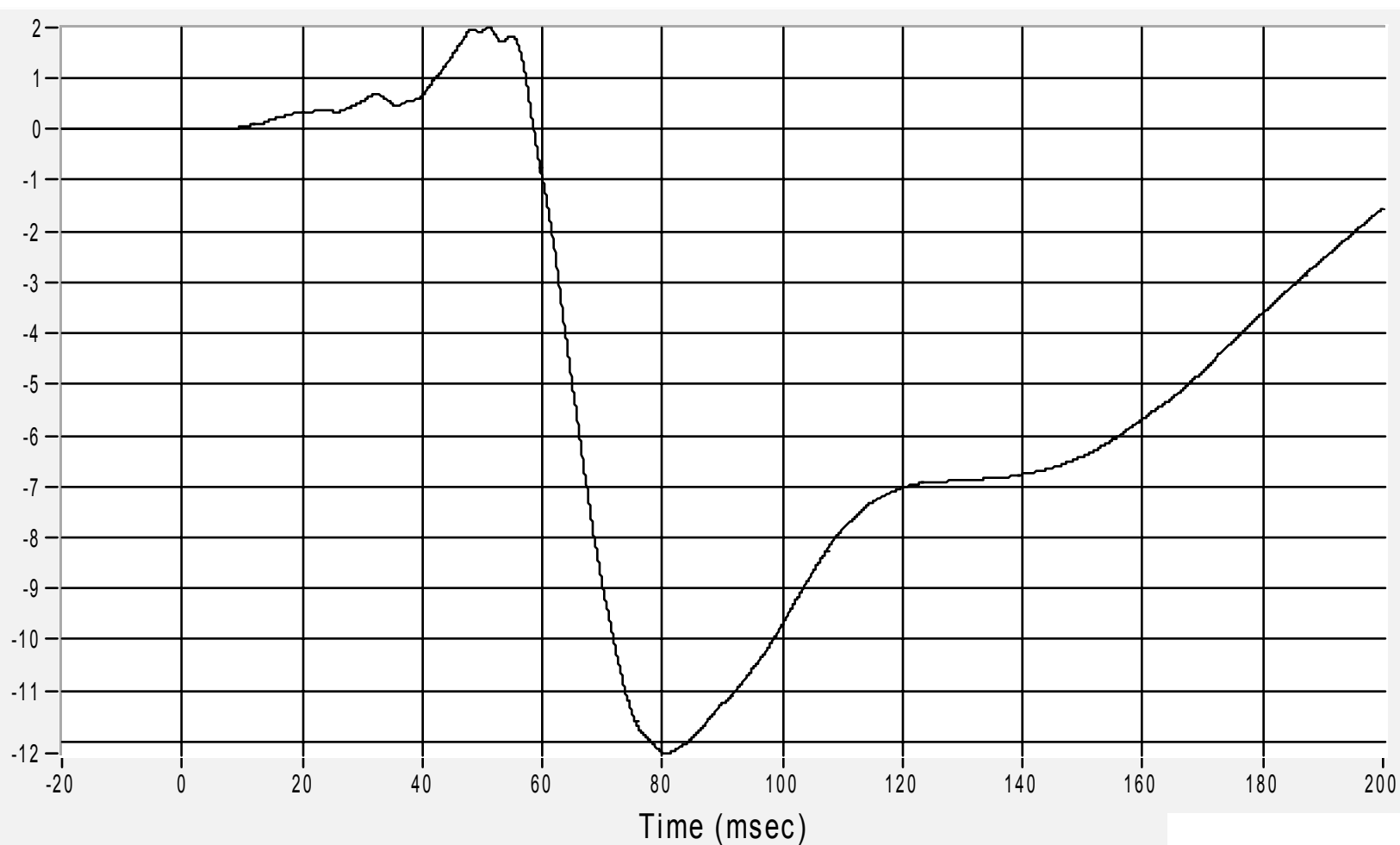
Medical College of Wisconsin
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Passenger Head CG (Z) Velocity

Velocity (km/h) CFC180

Max 2.0 km/h at 51.0 msec

Min -12.2 km/h at 80.7 msec



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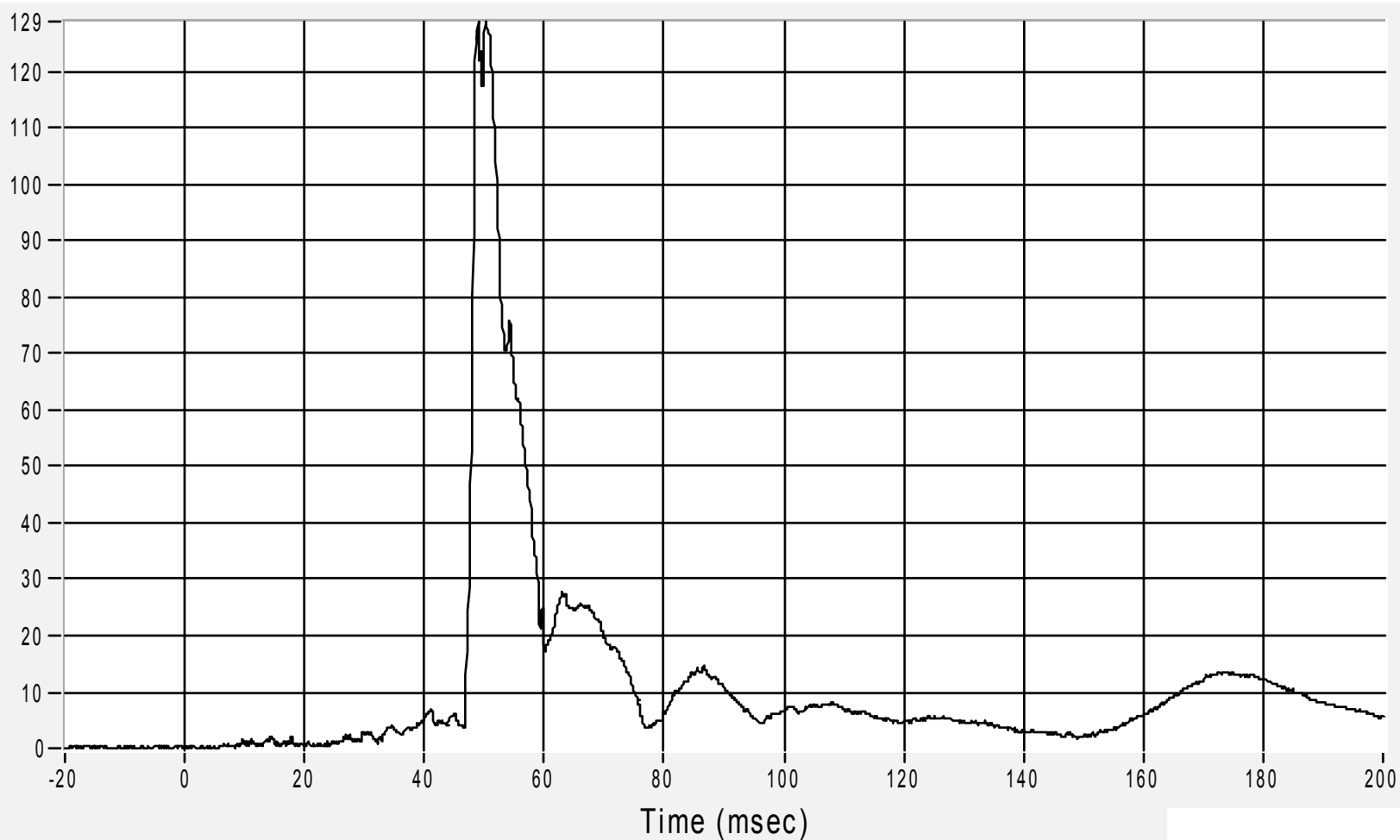
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Passenger Head Resultant Acceleration

Acceleration (G's) CFC1000

Max 128.9 G's at 49.0 msec

Min 0.0 G's at 5.3 msec



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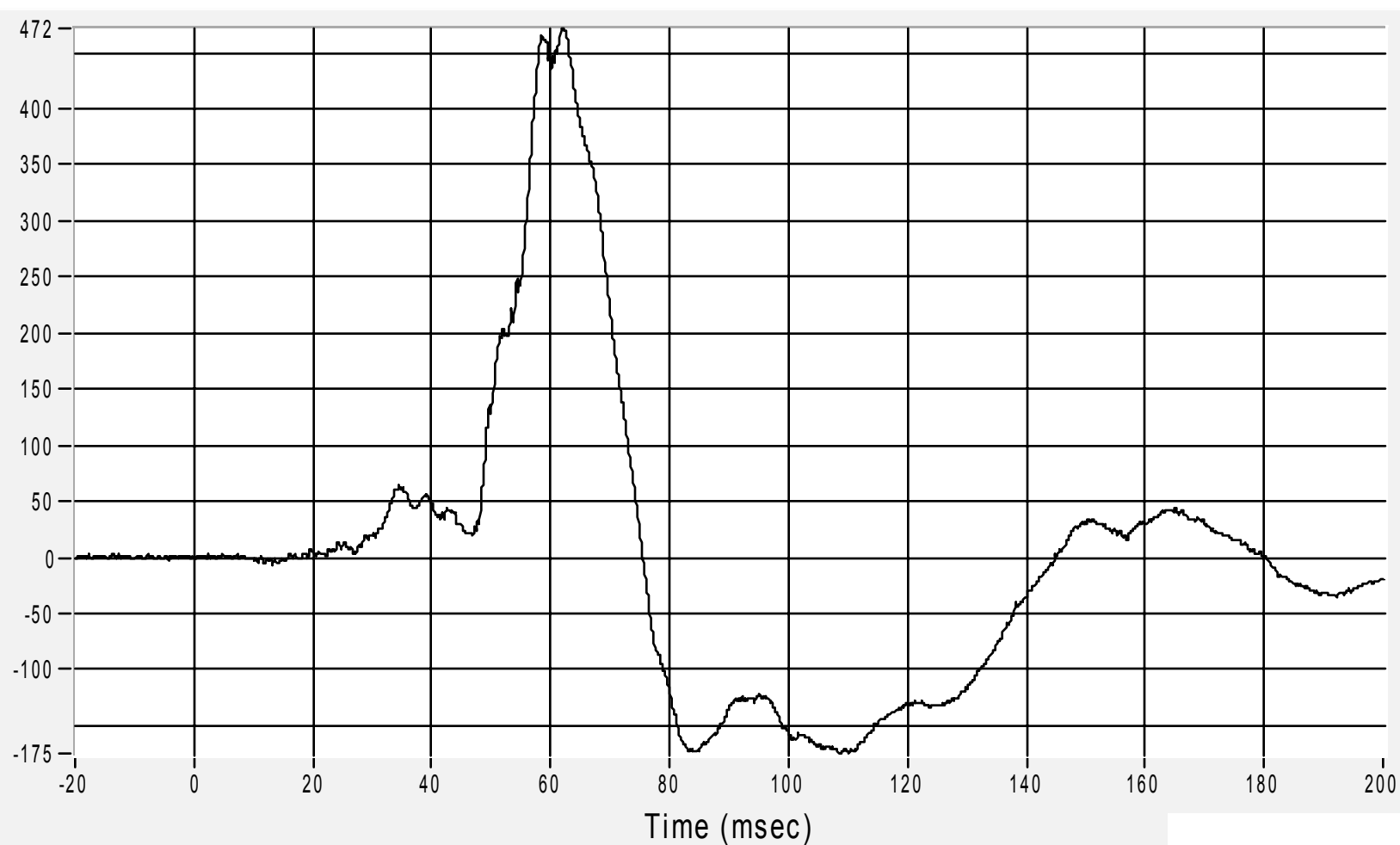
Passenger Upper Neck (X) Force

Force (N)

CFC1000

Max 471.6 N at 61.8 msec

Min -174.8 N at 108.6 msec



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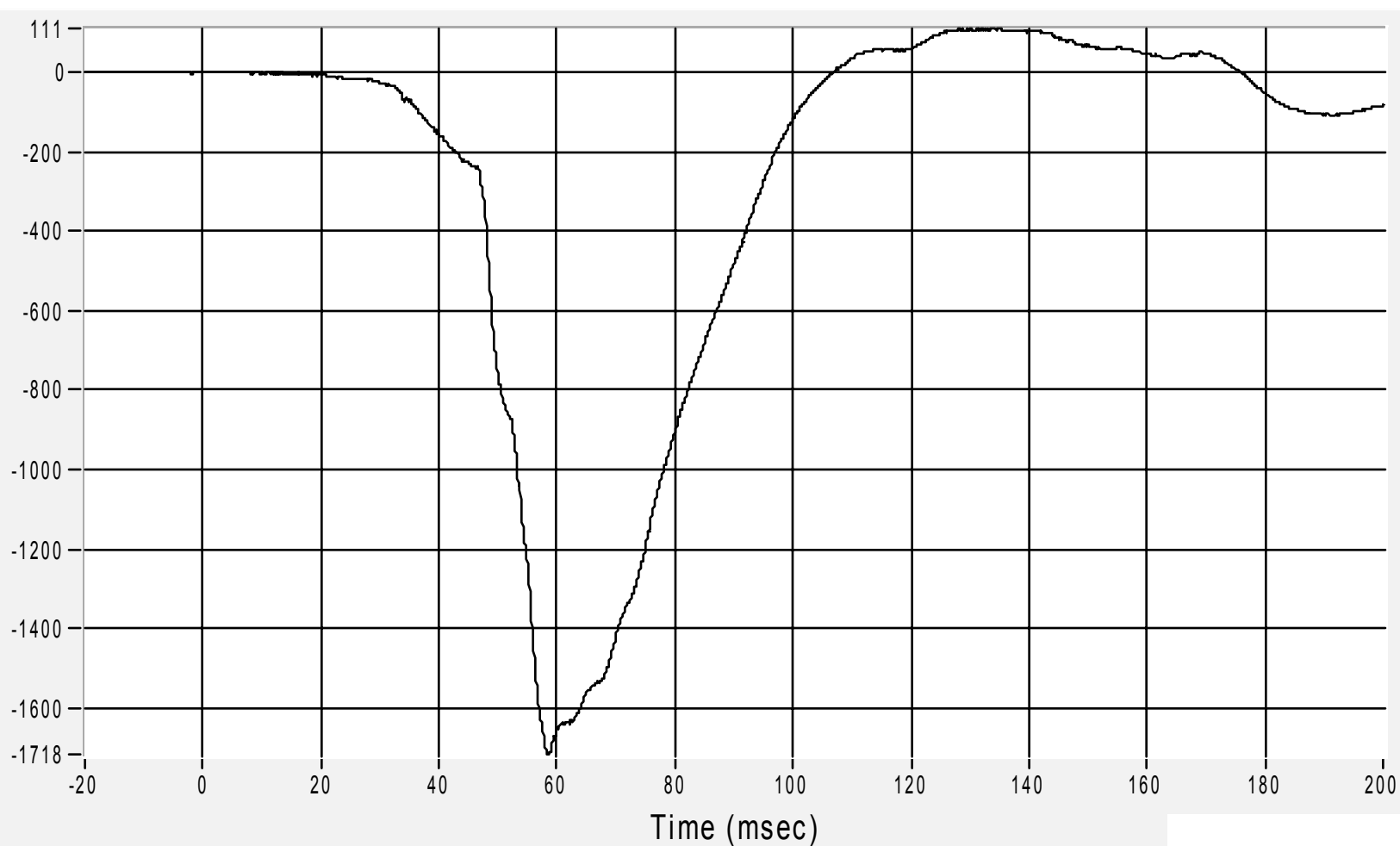
Passenger Upper Neck (Y) Force

Force (N)

CFC1000

Max 110.7 N at 133.8 msec

Min -1717.9 N at 58.5 msec



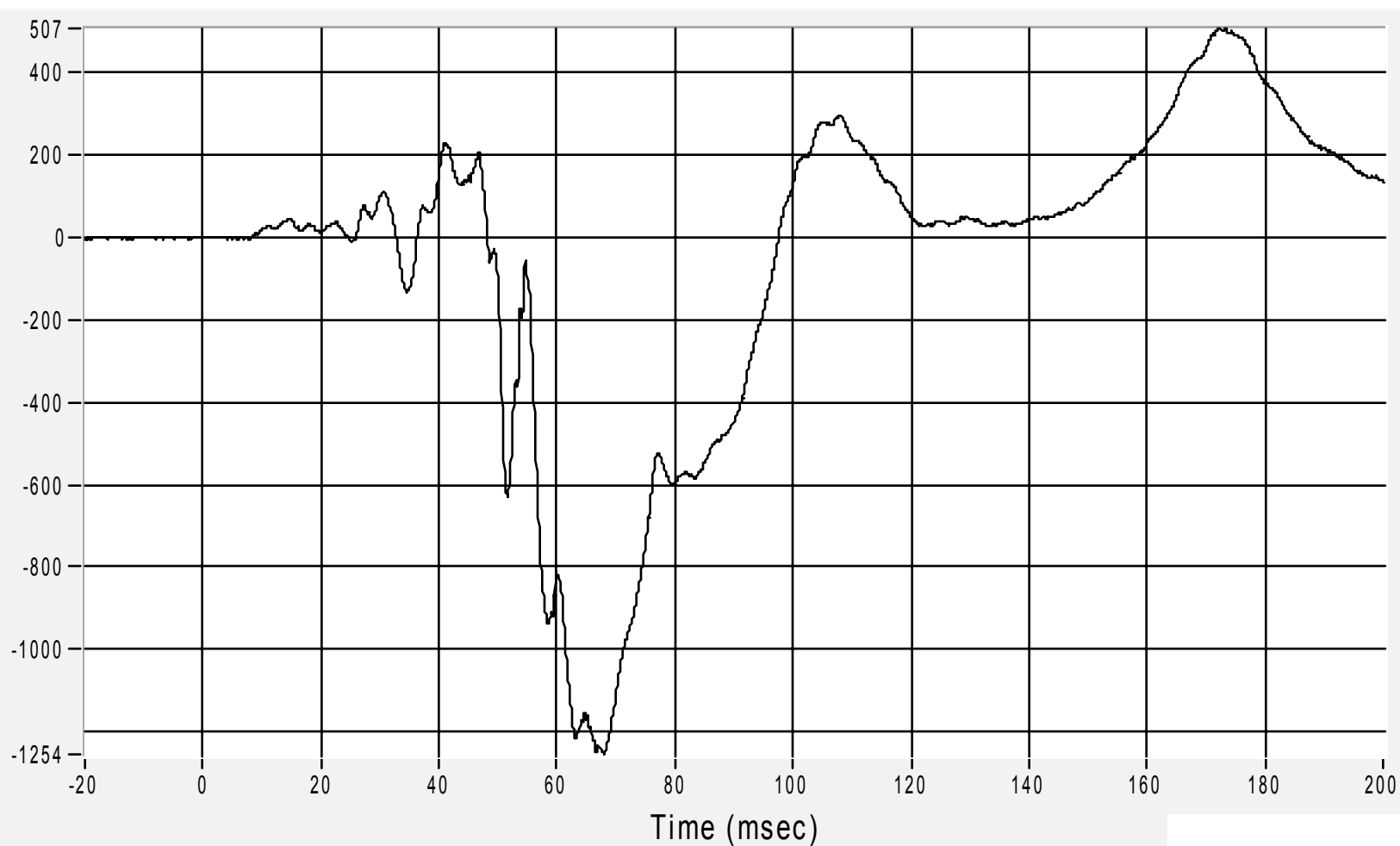
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Passenger Upper Neck (Z) Force
Force (N) CFC1000

Max 507.1 N at 172.2 msec
Min -1254.3 N at 68.1 msec



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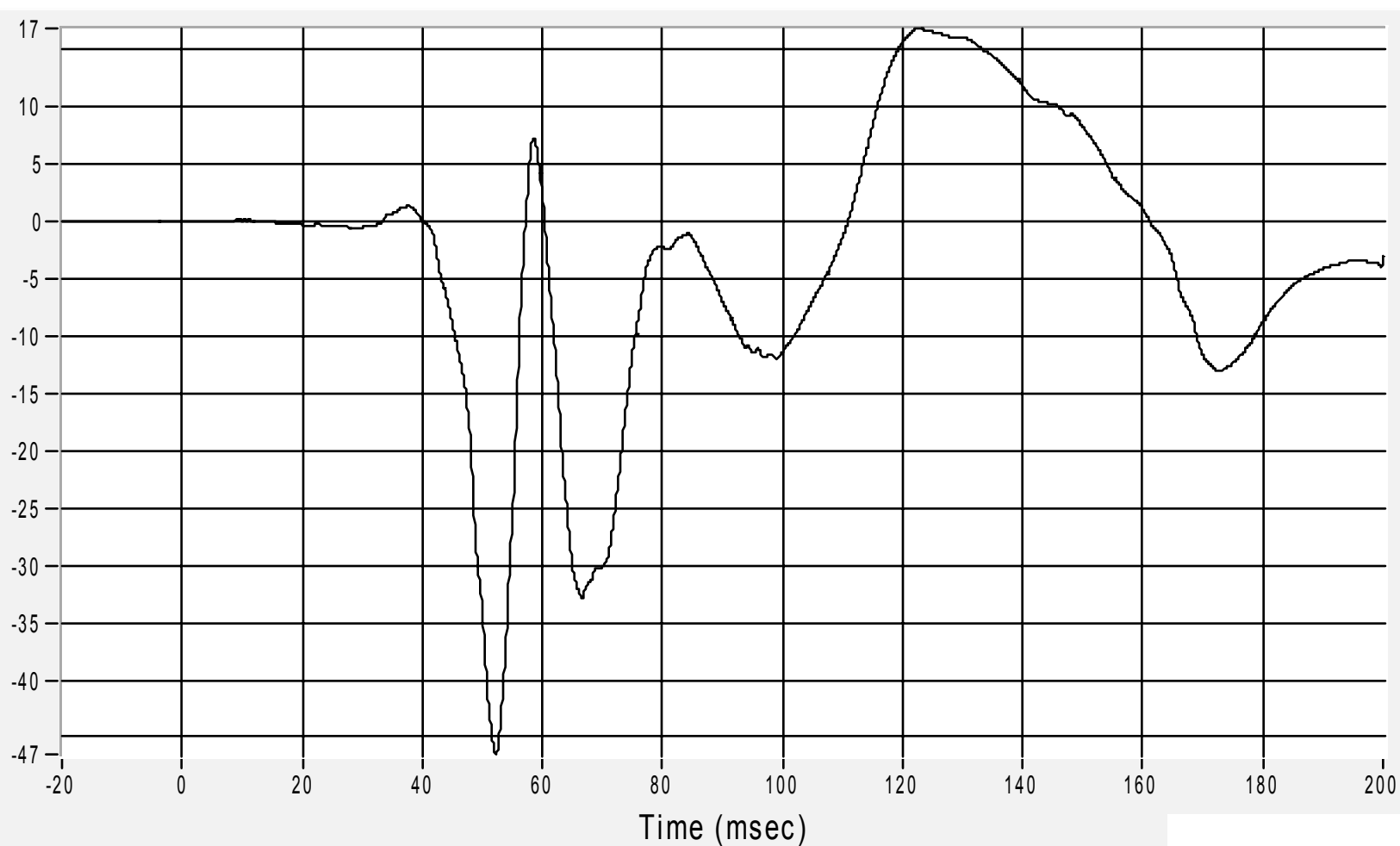
Passenger Upper Neck (X) Moment

Moment (Nm)

CFC600

Max 16.9 Nm at 123.0 msec

Min -46.5 Nm at 52.2 msec



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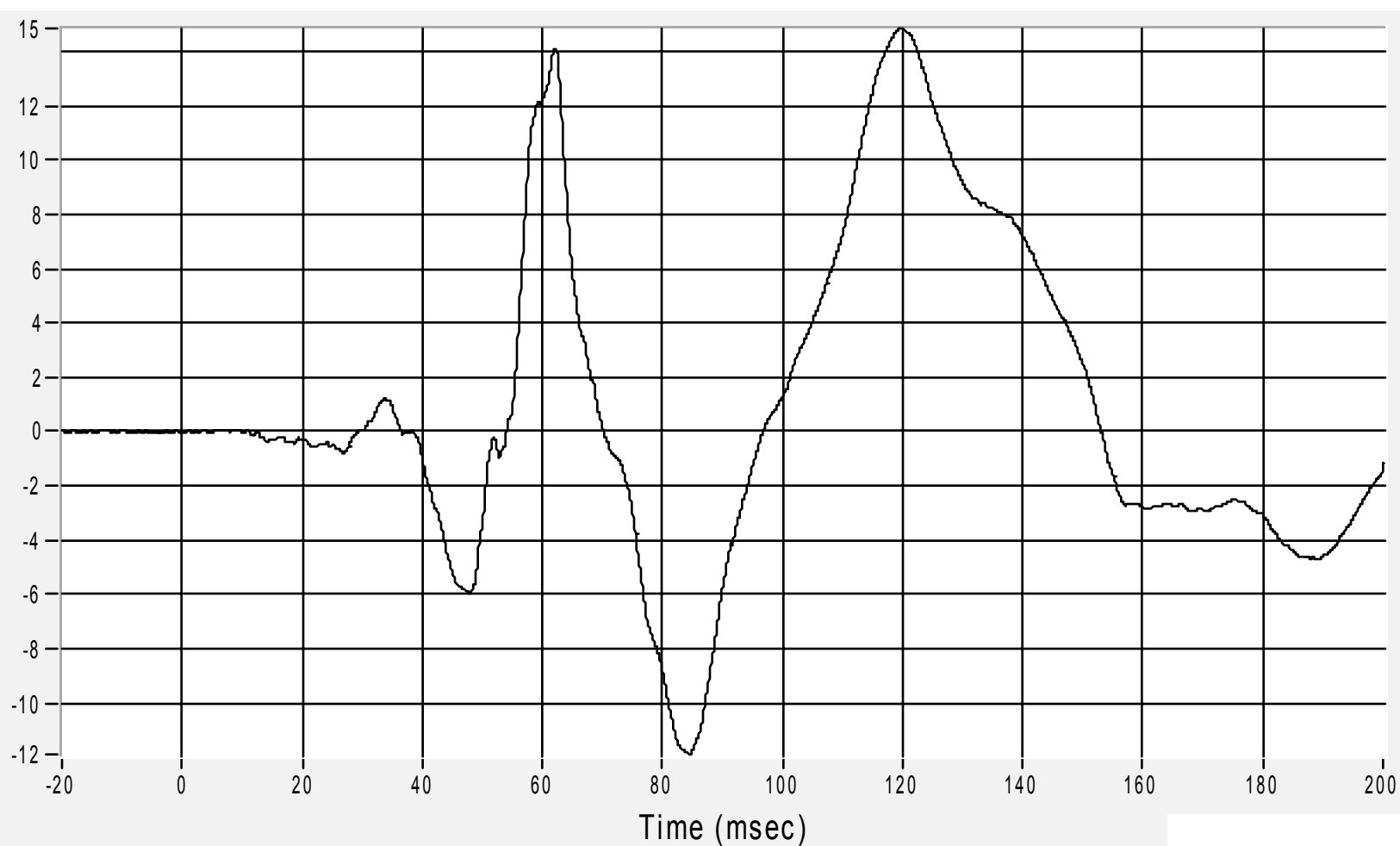
Passenger Upper Neck (Y) Moment

Moment (Nm)

CFC600

Max 14.9 Nm at 119.9 msec

Min -11.9 Nm at 84.6 msec



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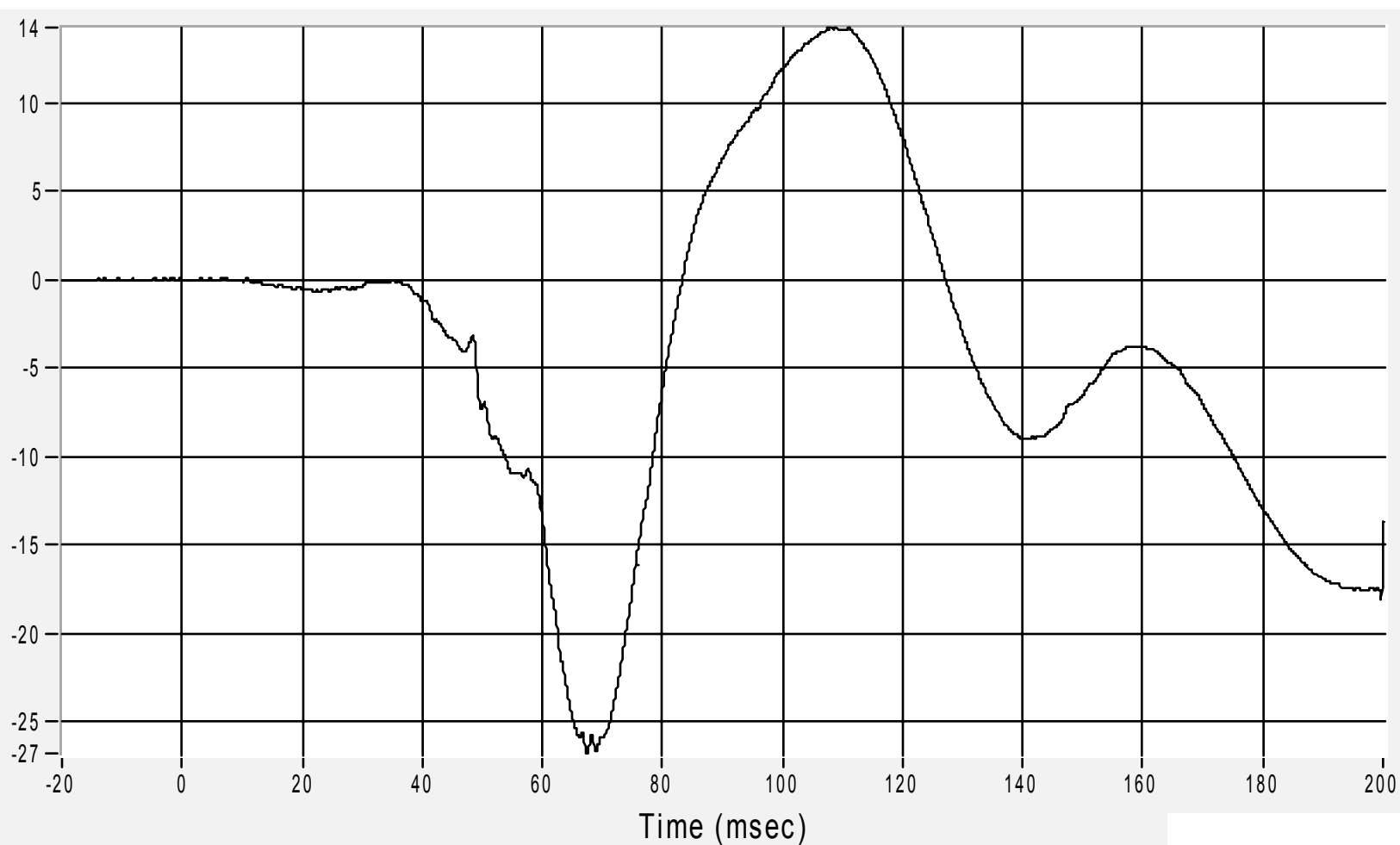
Medical College of Wisconsin
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Passenger Upper Neck (Z) Moment

Moment (Nm) CFC600

Max 14.2 Nm at 107.9 msec

Min -26.8 Nm at 67.4 msec



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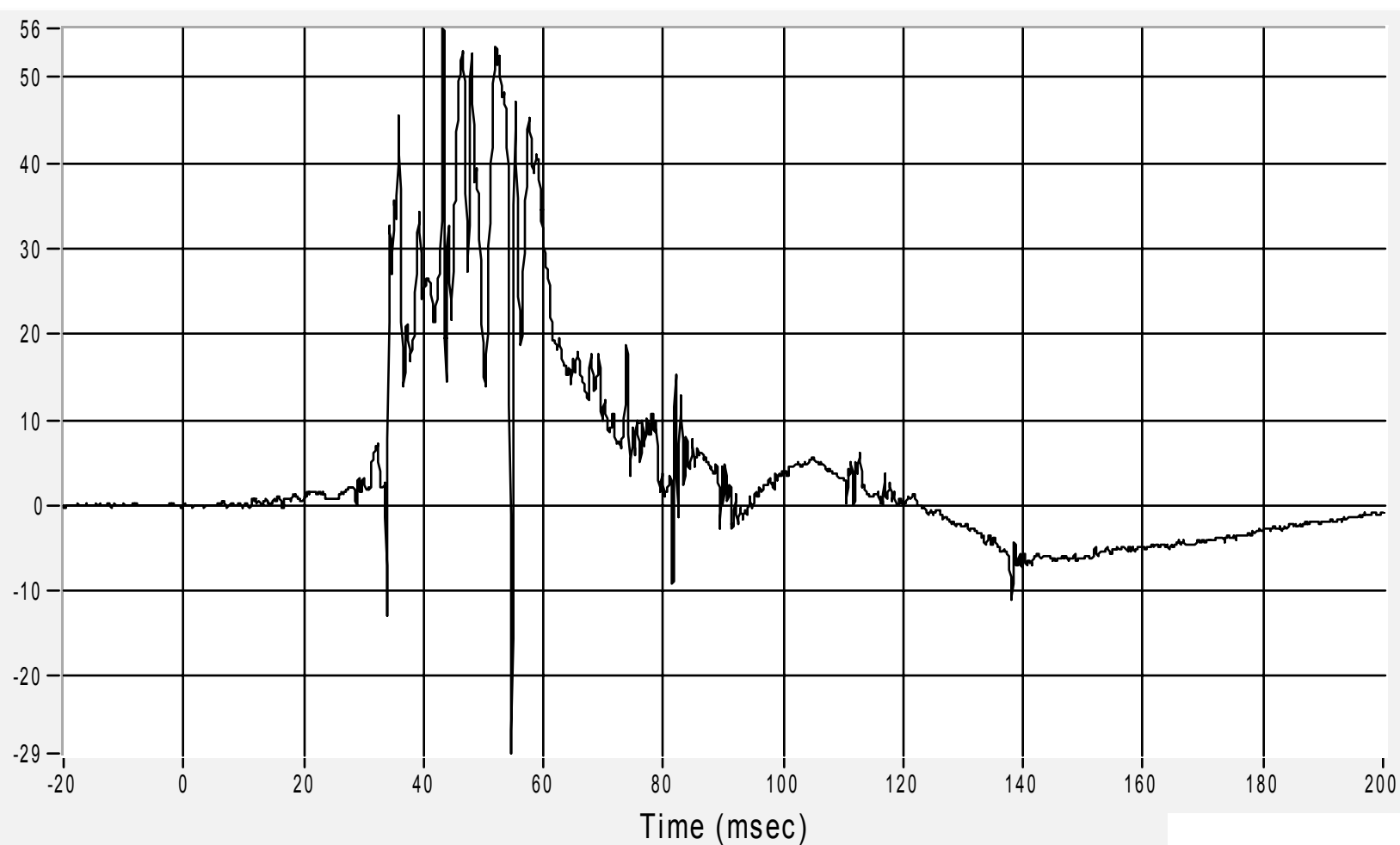
Medical College of Wisconsin
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Passenger Upper Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 55.7 G at 43.3 msec

Min -29.0 G at 54.7 msec



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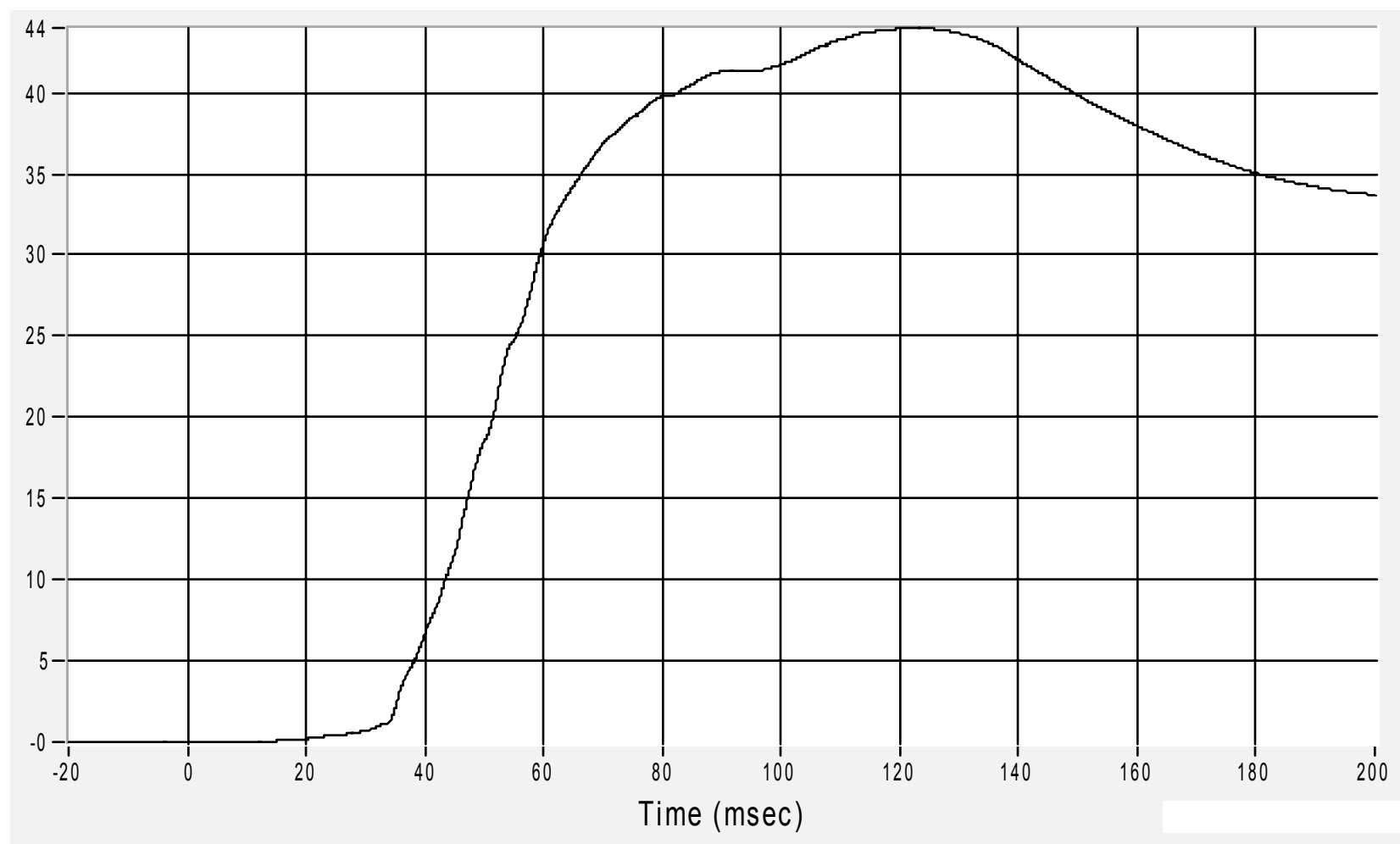
*Medical College of Wisconsin
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Passenger Upper Rib (Y) Velocity

Velocity (km/h) CFC180

Max 44.0 km/h at 122.7 msec

Min 0.0 km/h at 4.7 msec



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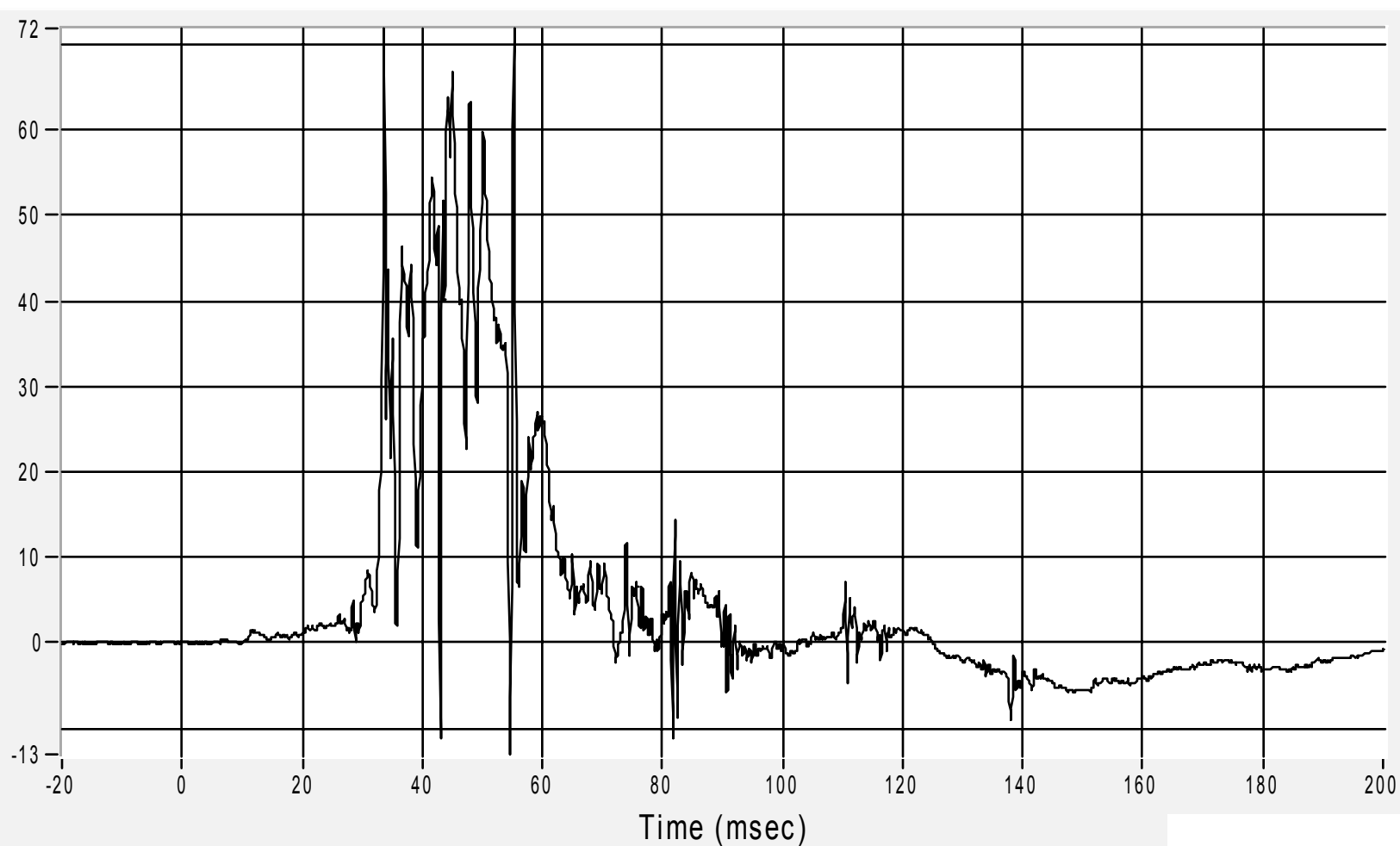
*Medical College of Wisconsin
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Passenger Lower Rib (Y) Acceleration

Acceleration (G's) CFC1000

Max 71.9 G at 55.3 msec

Min -13.1 G at 54.6 msec



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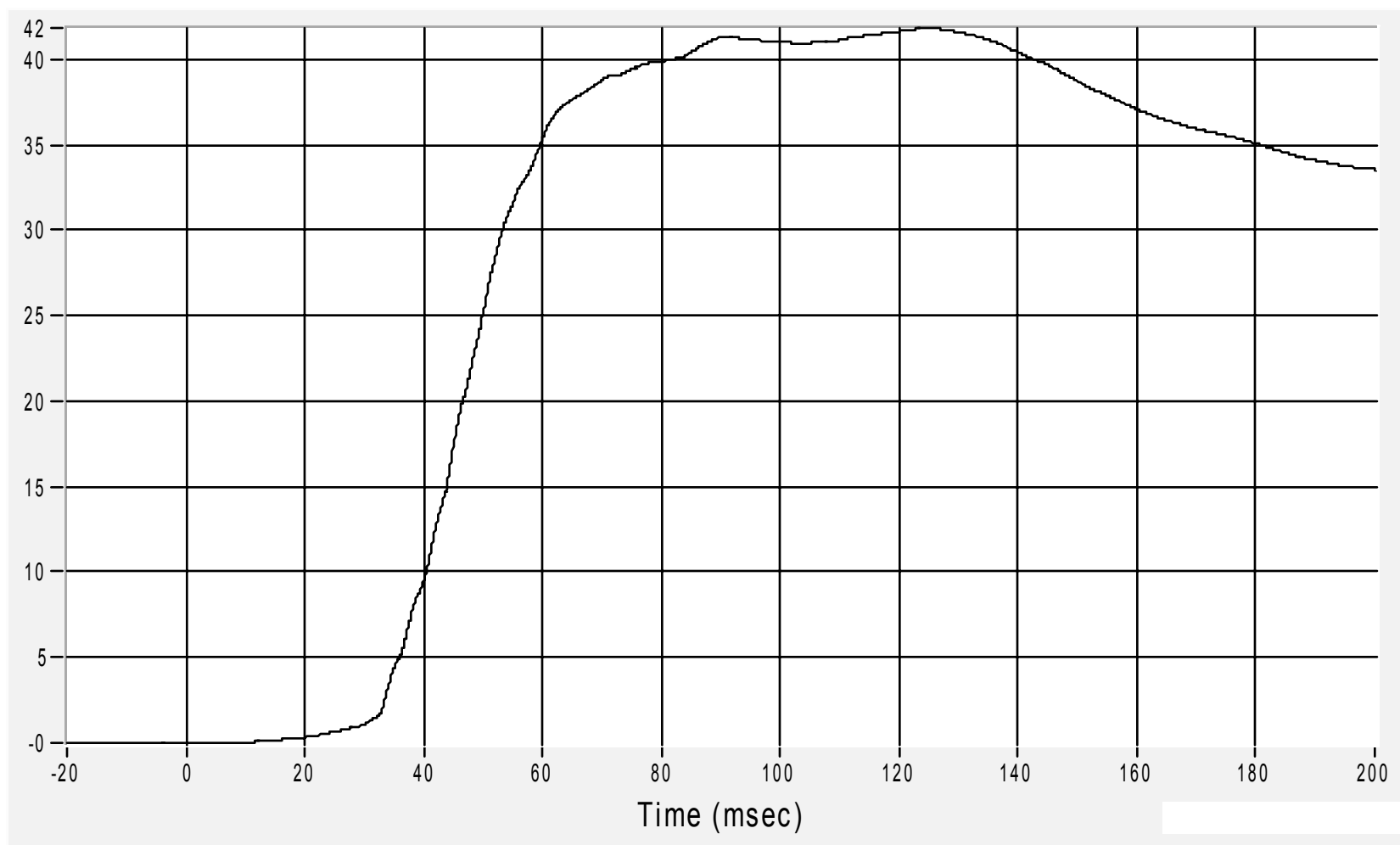
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Velocity

Velocity (km/h) CFC180

Max 41.8 km/h at 124.9 msec

Min 0.0 km/h at 4.8 msec



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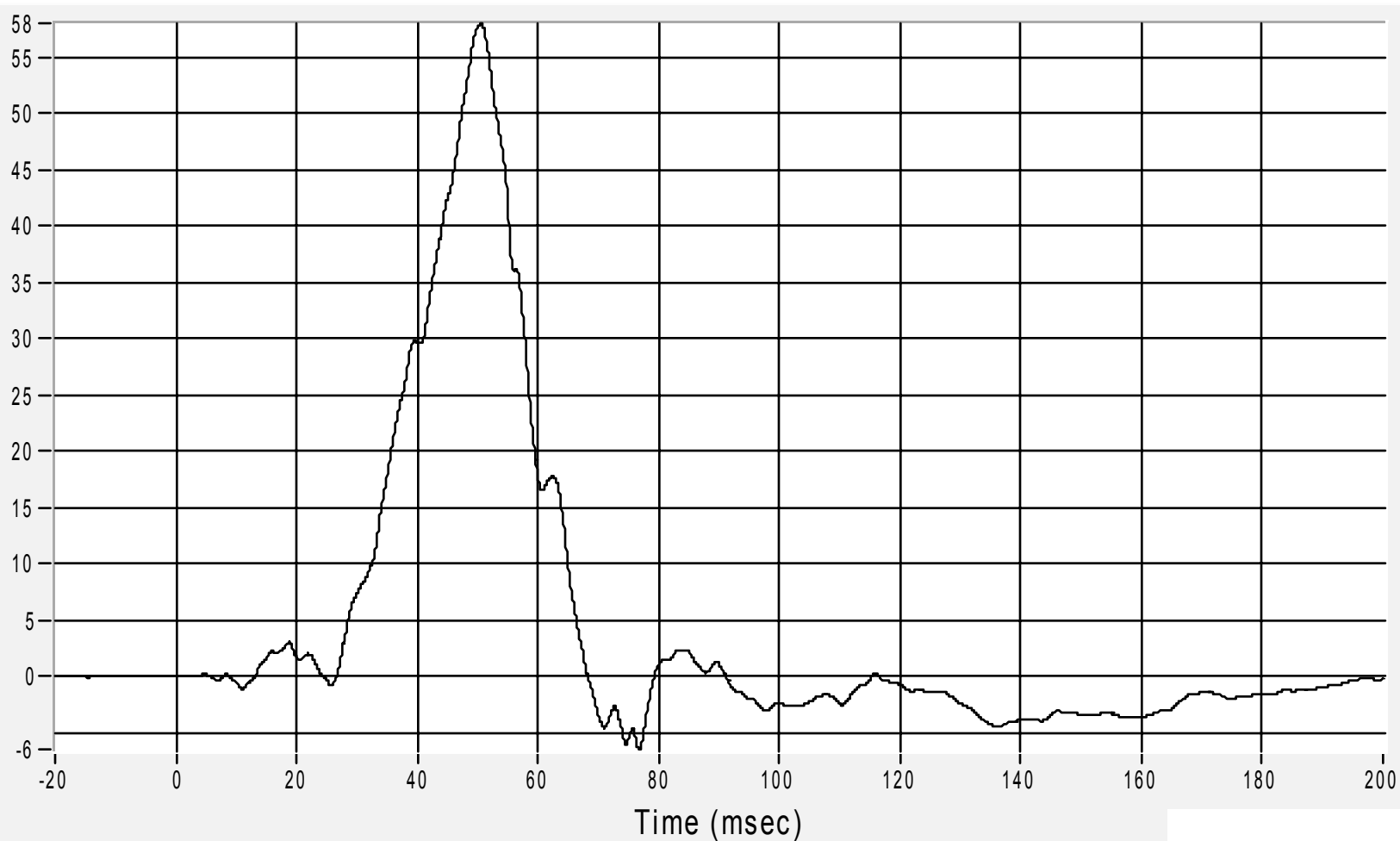
*Medical College of Wisconsin
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Passenger Lower Spine (Y) Acceleration

Acceleration (G's) CFC180

Max 58.1 G at 50.6 msec

Min -6.5 G at 76.8 msec



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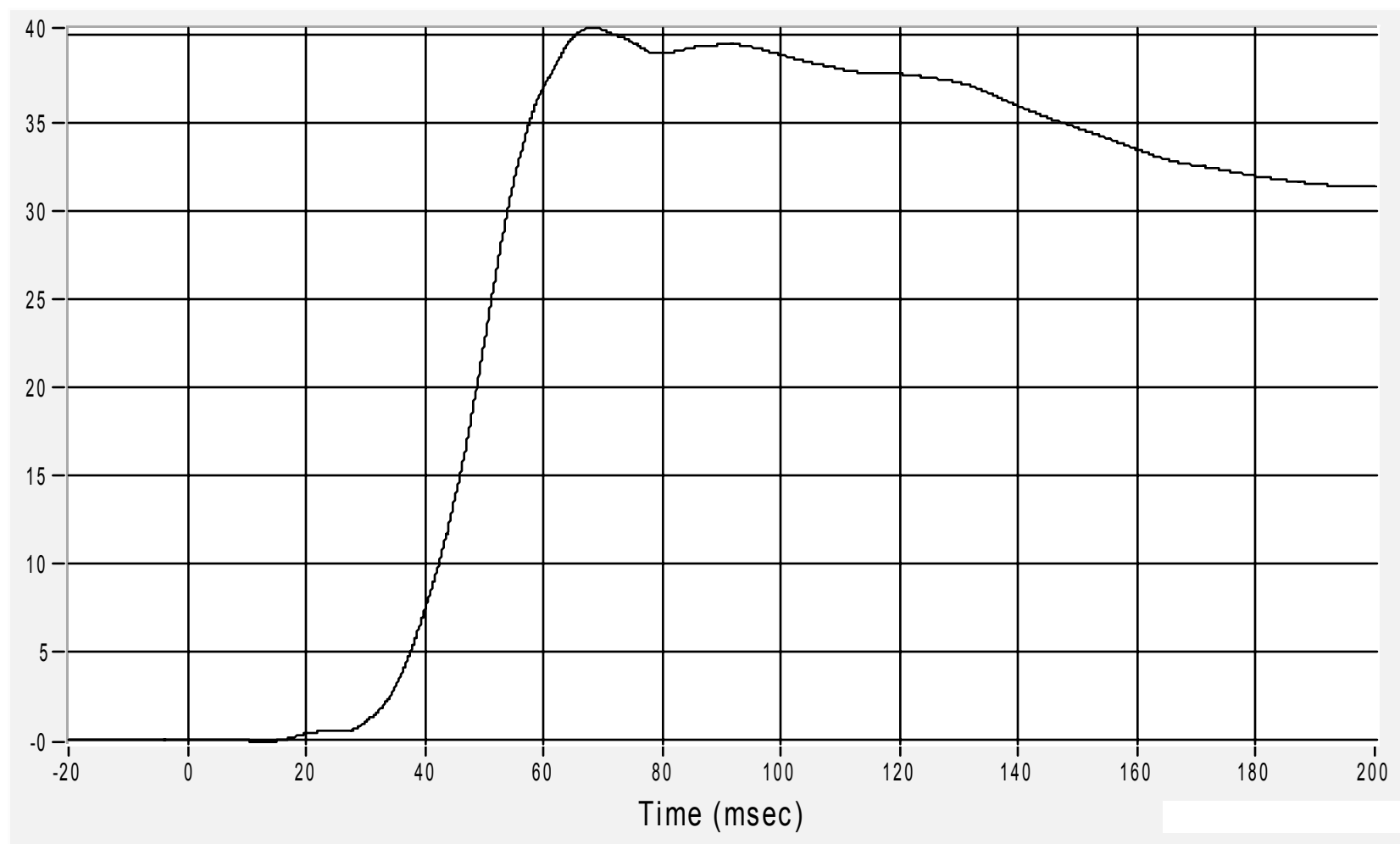
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity

Velocity (km/h) CFC180

Max 40.4 km/h at 68.2 msec

Min 0.0 km/h at 13.1 msec



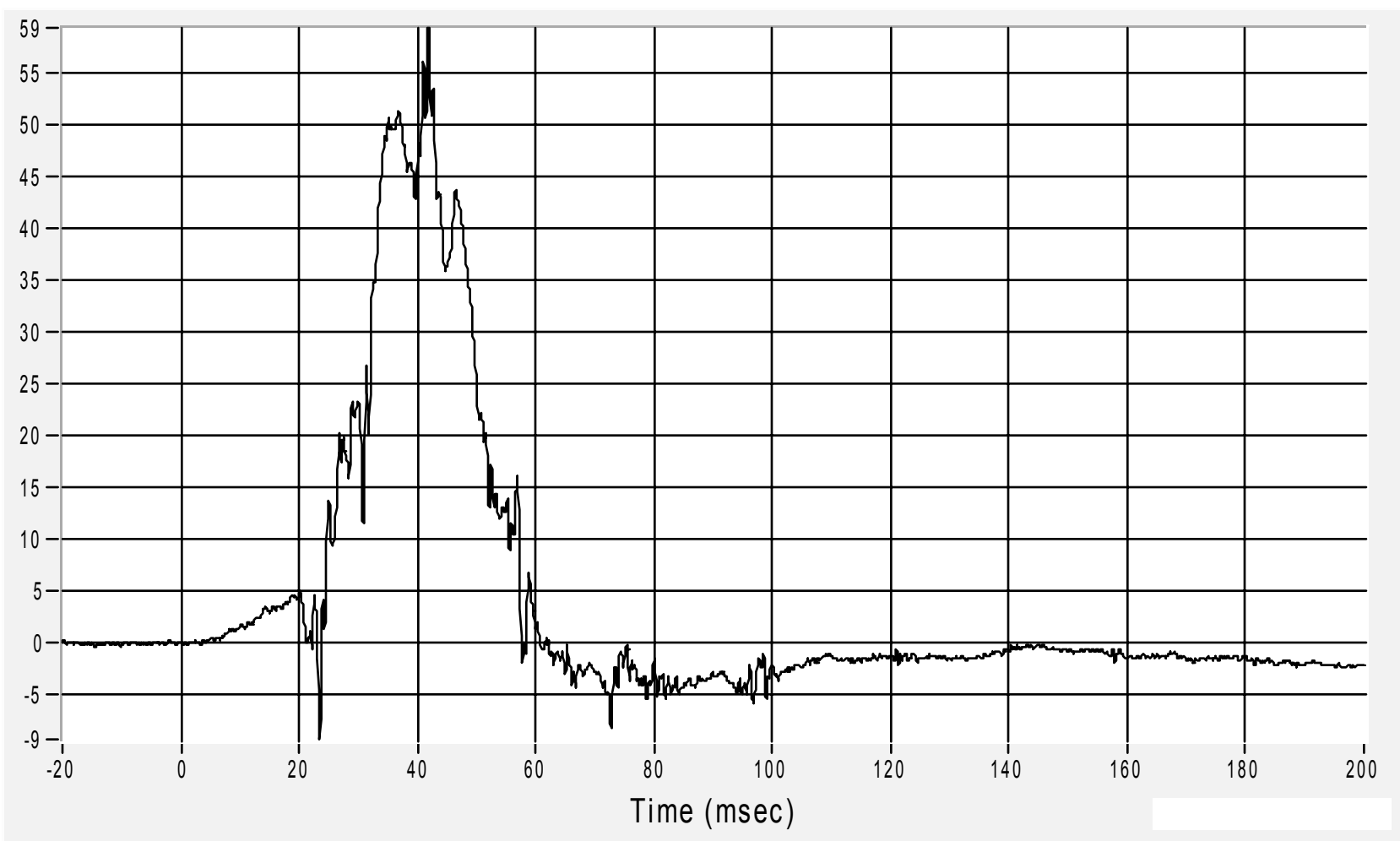
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Vehicle Crashworthiness Lab*

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

Max 59.3 G at 41.8 msec
Min -9.2 G at 23.4 msec



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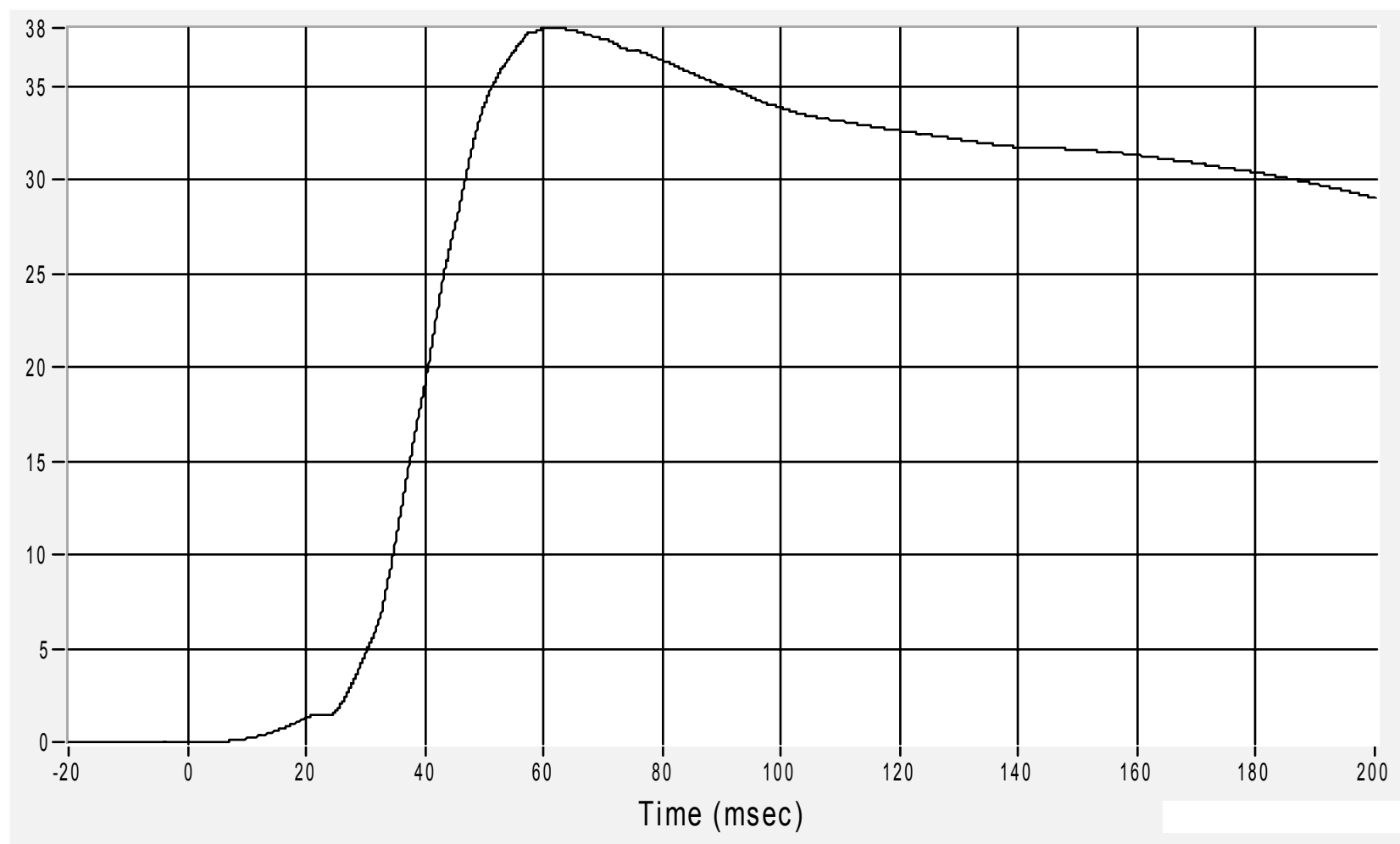
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Velocity

Velocity (km/h) CFC180

Max 38.1 km/h at 61.0 msec

Min 0.0 km/h at 0.0 msec



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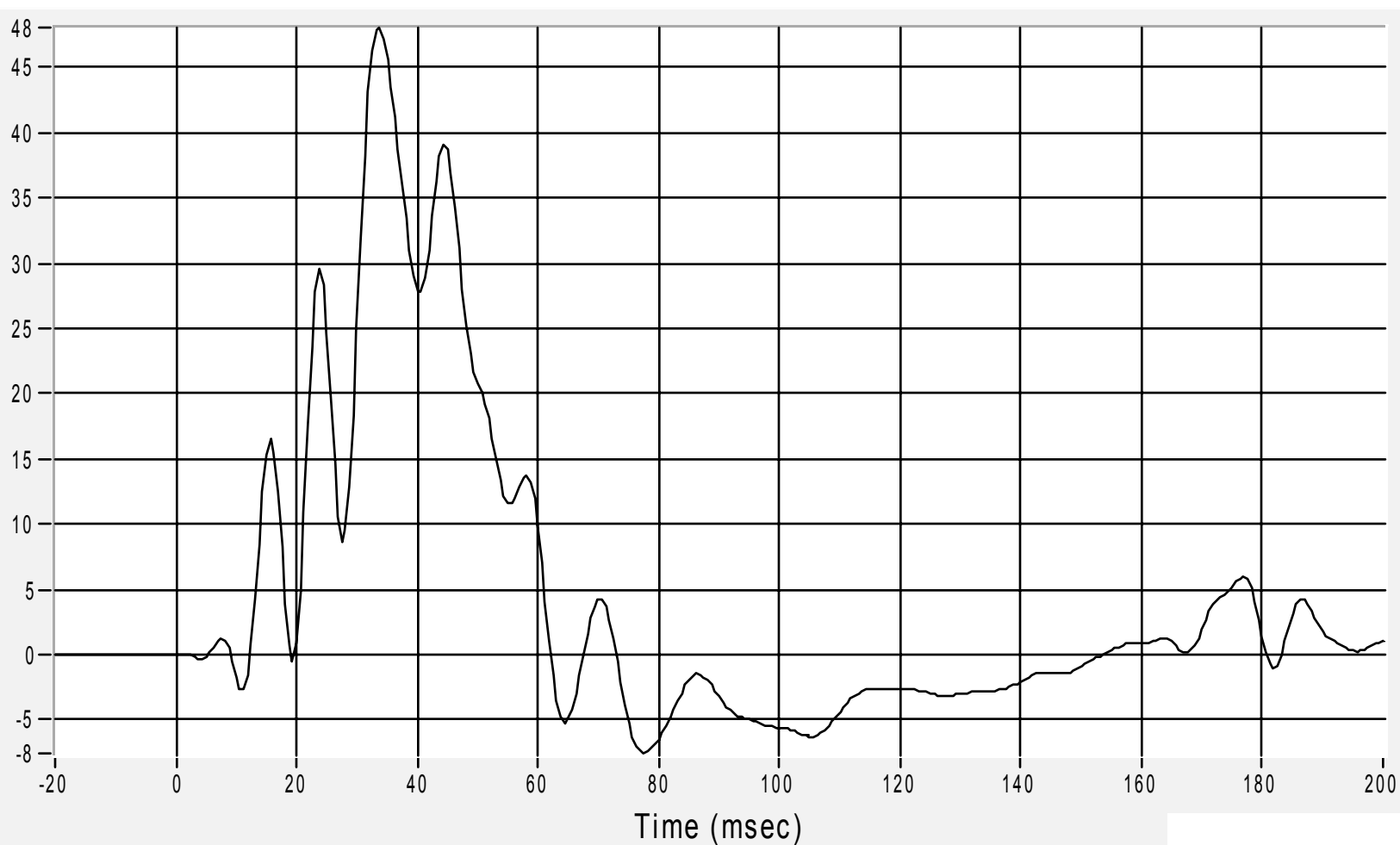
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Driver Upper Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 48.1 G at 33.8 msec

Min -7.6 G at 77.5 msec



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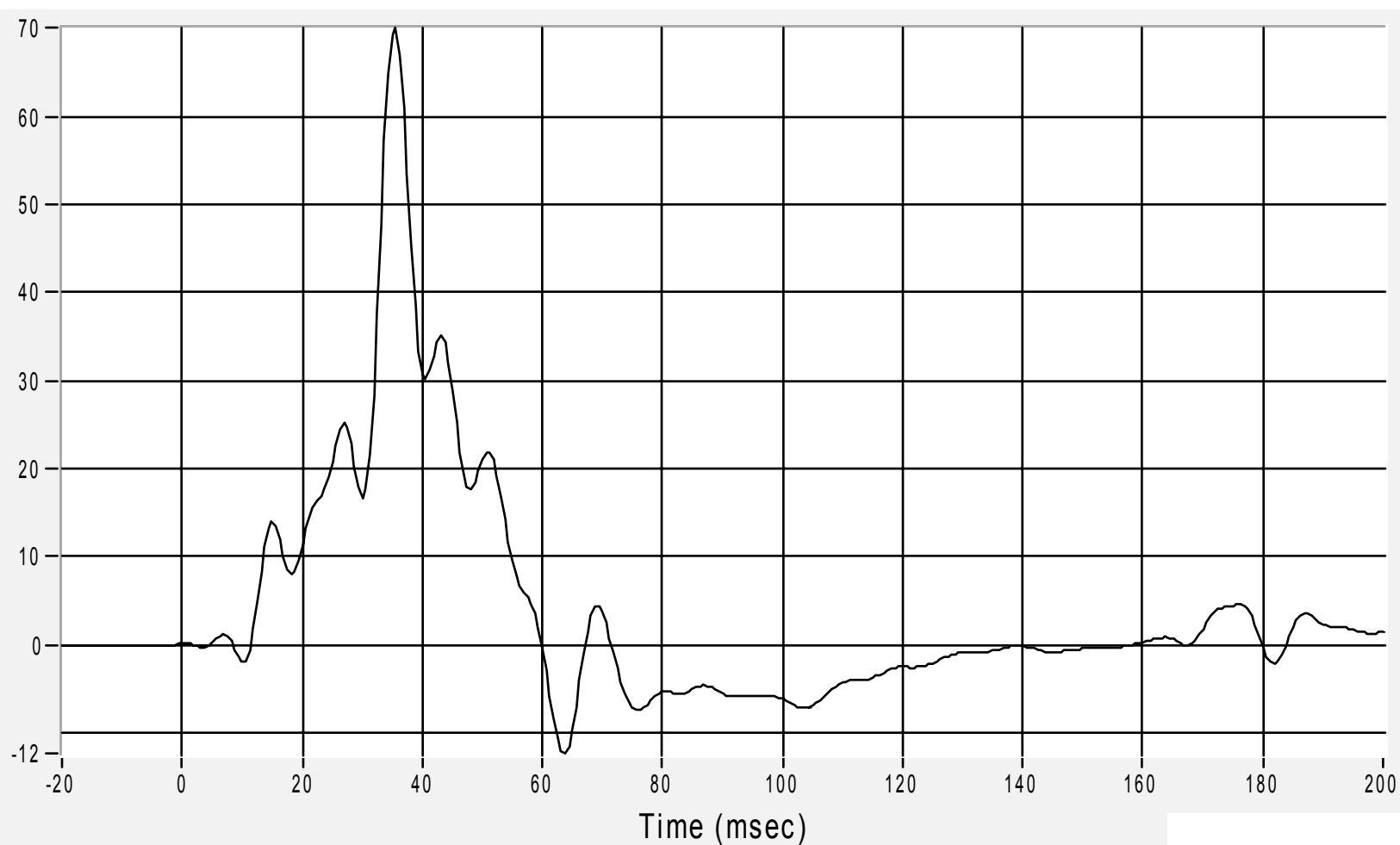
10 January 2005

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B-48

Driver Lower Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 70.1 G at 35.6 msec**Min -12.4 G at 63.8 msec**

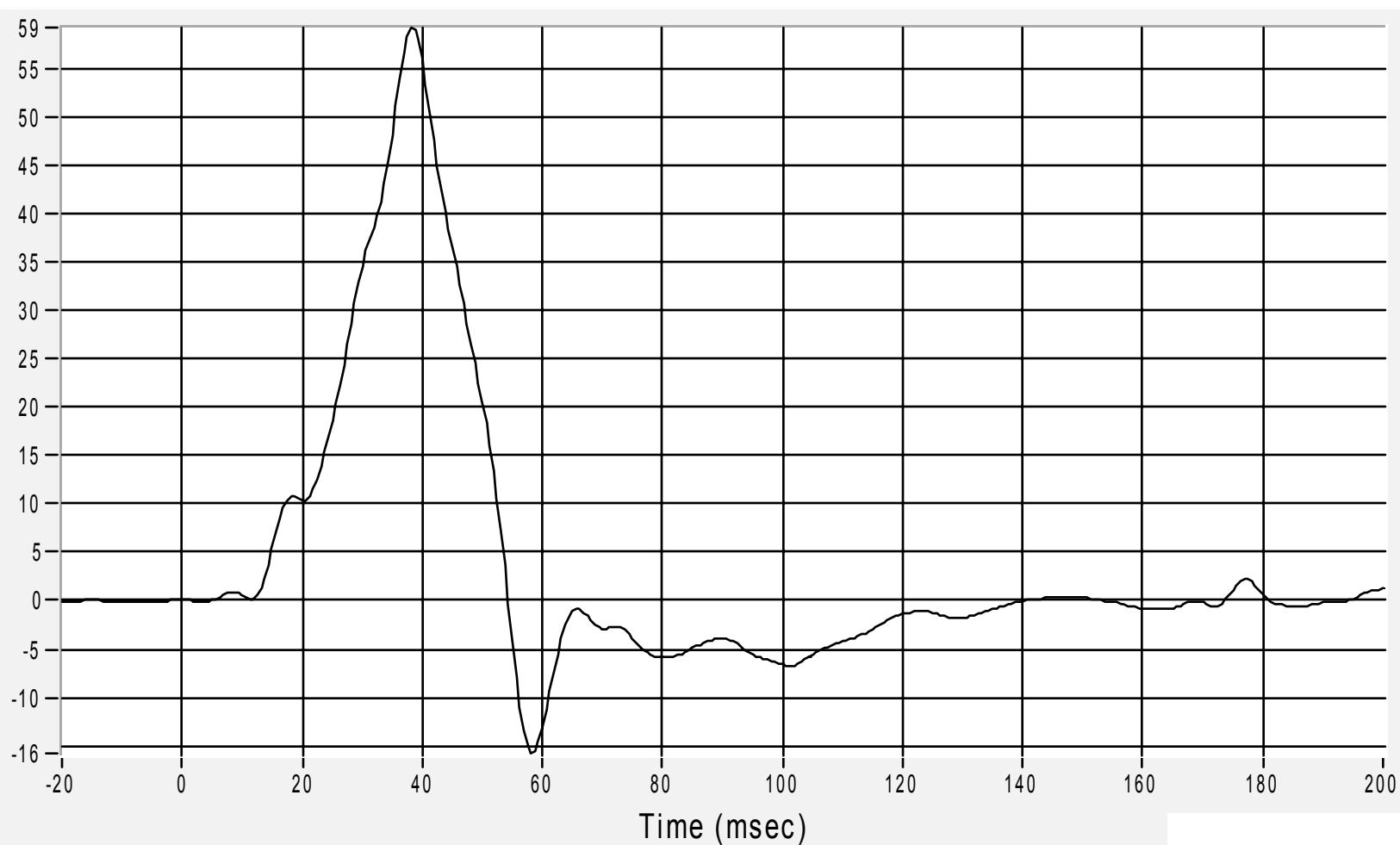
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Driver Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 59.2 G at 38.1 msec**Min -15.8 G at 58.1 msec**

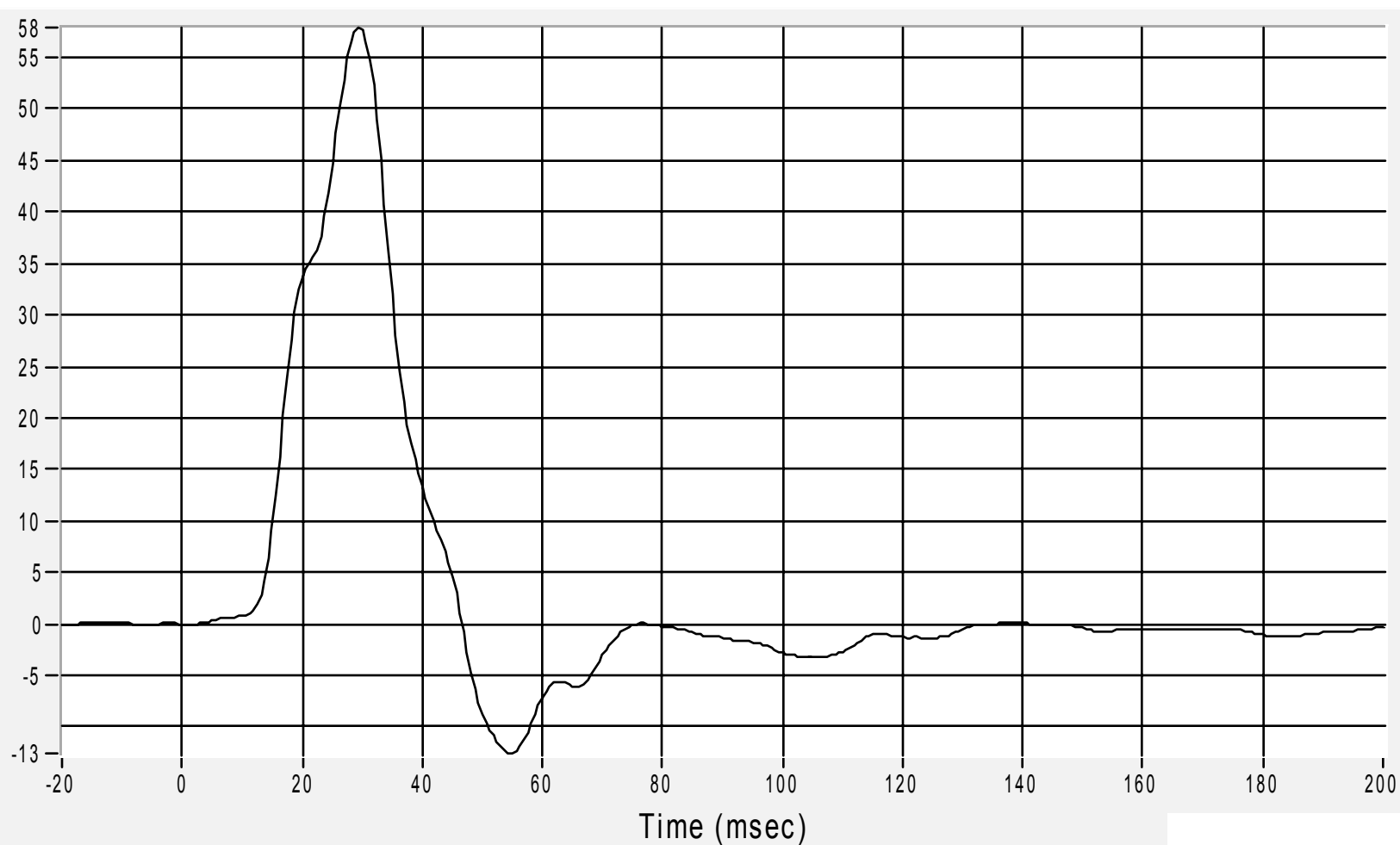
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Vehicle Crashworthiness Lab*

Driver Pelvic (Y) Acceleration

Acceleration (G's) FIR100

Max 57.9 G at 29.4 msec**Min -12.6 G at 55.0 msec**

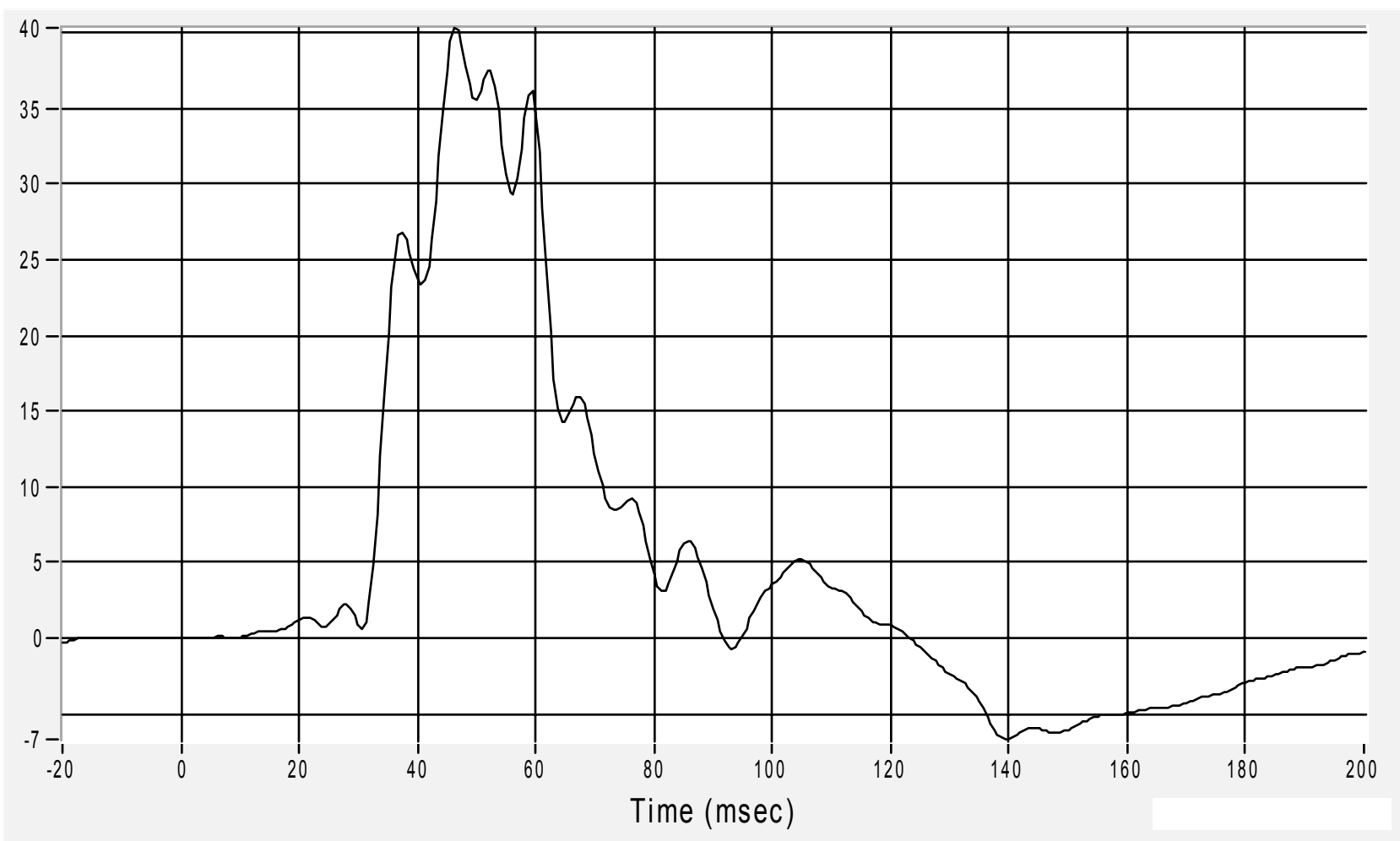
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Passenger Upper Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 40.3 G at 46.2 msec**Min -6.7 G at 139.4 msec**

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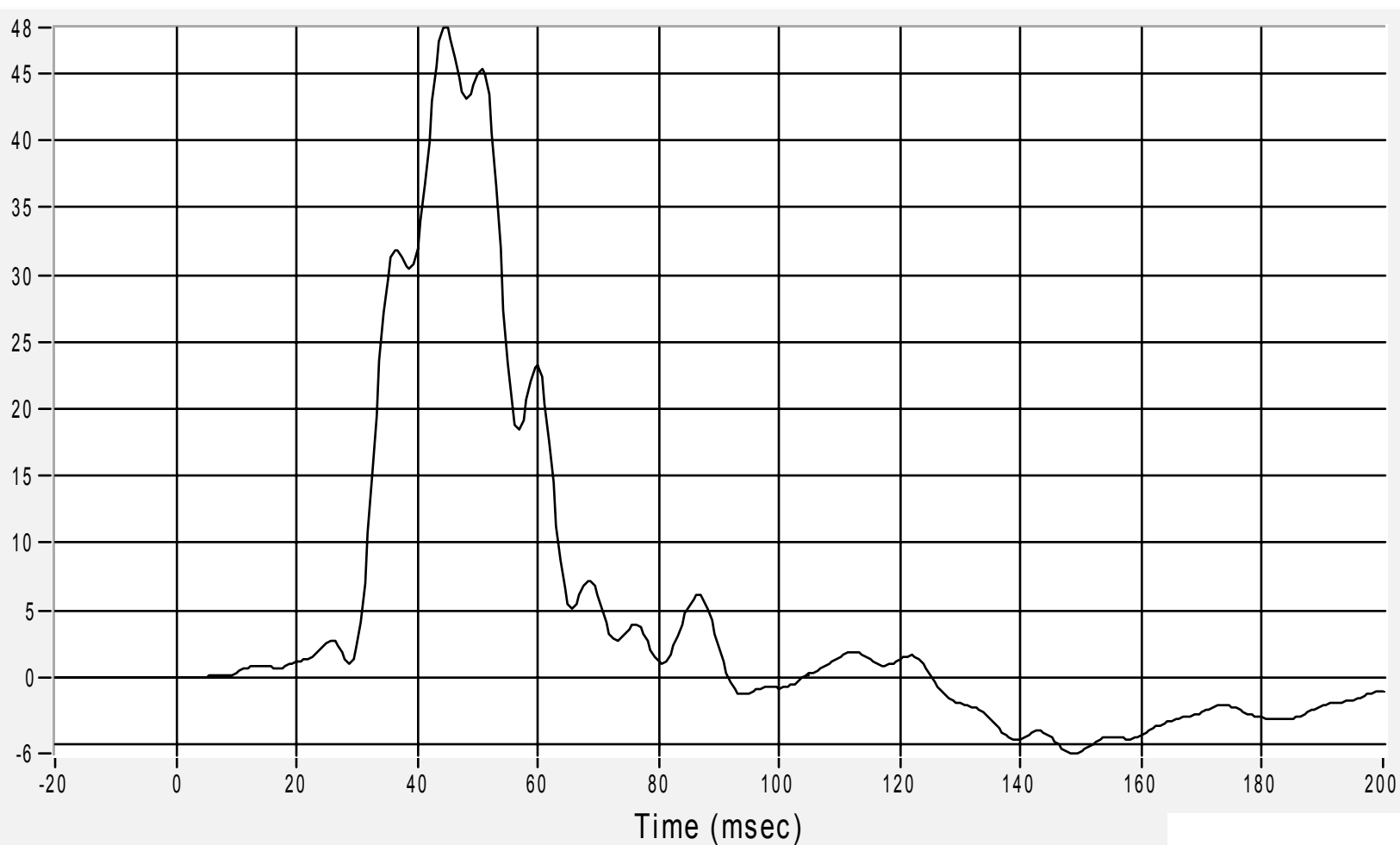
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Lower Rib (Y) Acceleration

Acceleration (G's) FIR100

Max 48.4 G at 44.4 msec

Min -5.7 G at 148.8 msec



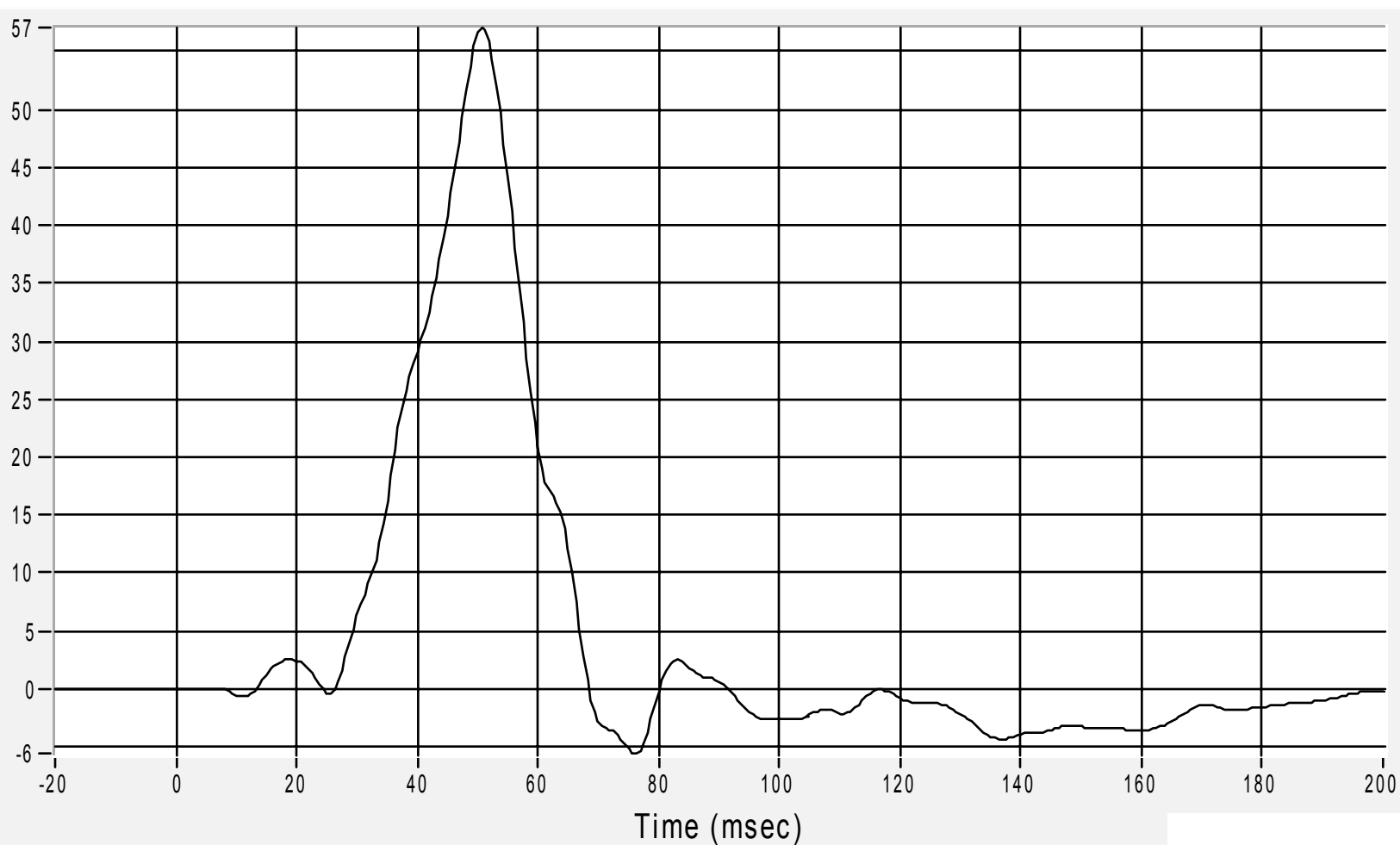
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Passenger Lower Spine (Y) Acceleration

Acceleration (G's) FIR100

Max 57.1 G at 50.6 msec**Min -5.6 G at 76.2 msec**

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10 January 2005

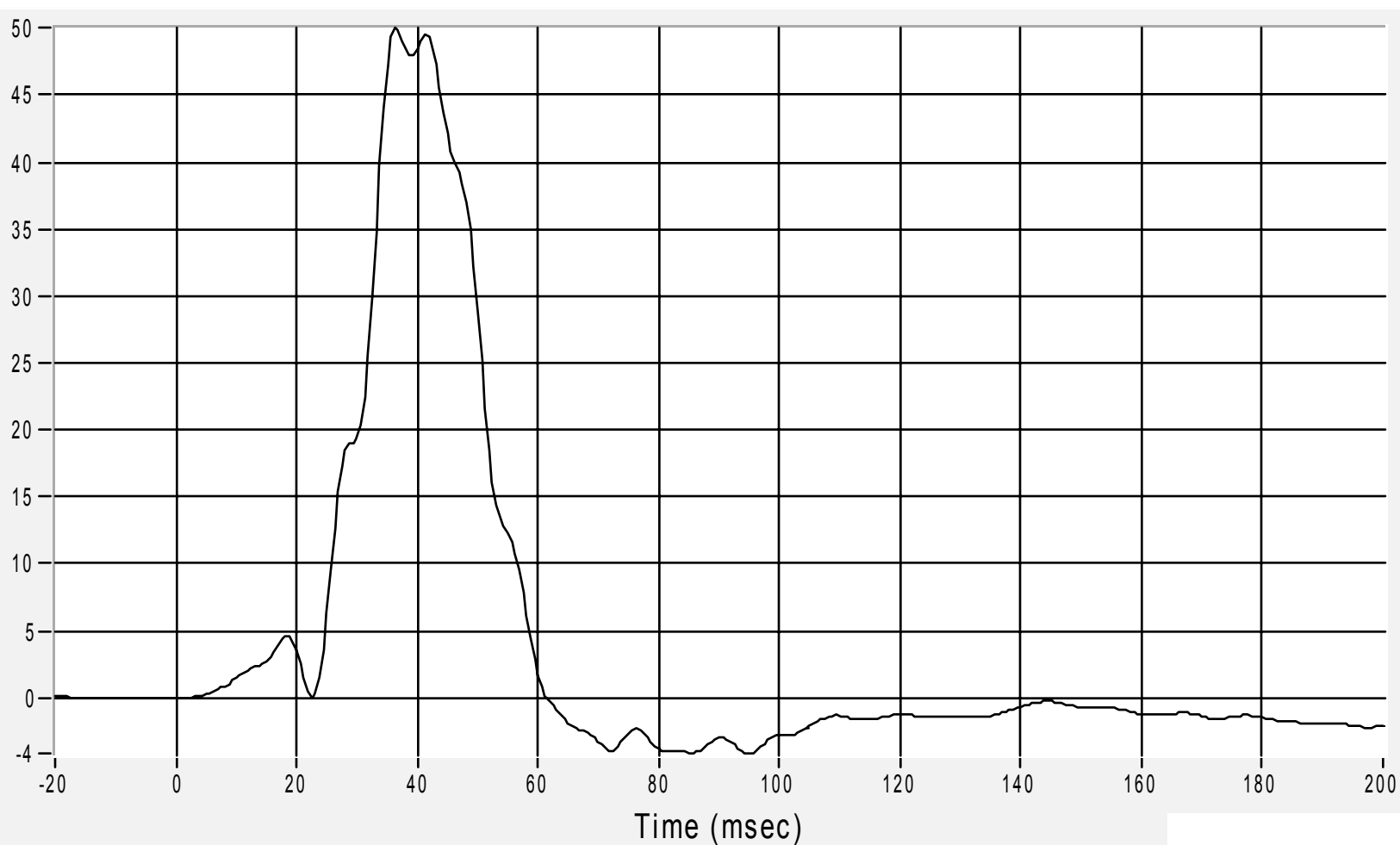
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Pelvic (Y) Acceleration

Acceleration (G's) FIR100

Max 50.1 G at 36.2 msec

Min -4.2 G at 95.0 msec



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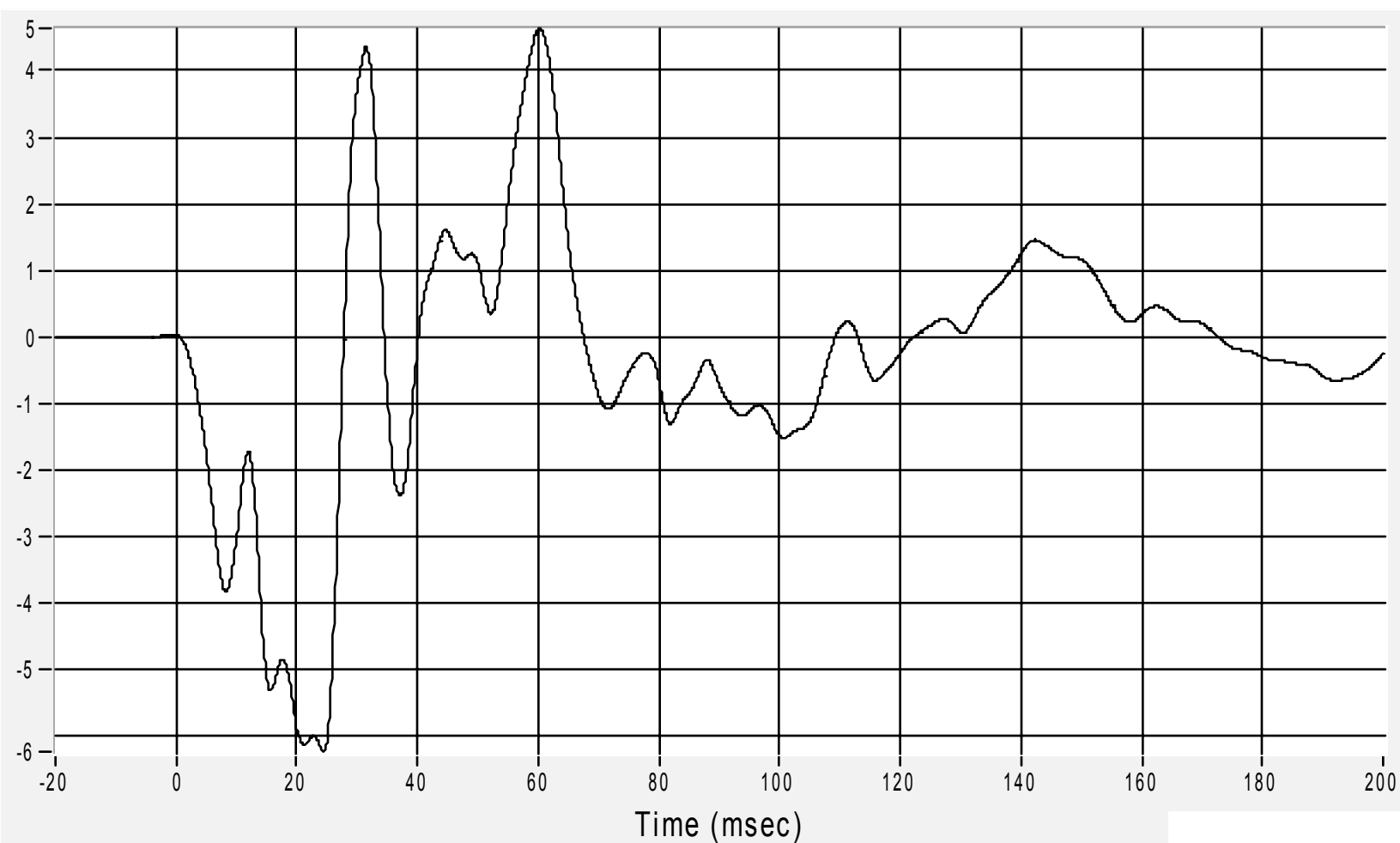
Medical College of Wisconsin
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Right Side Sill at Front Seat (X) Acceleration

Acceleration (G's) CFC60

Max 4.6 G at 60.2 msec

Min -6.2 G at 24.4 msec



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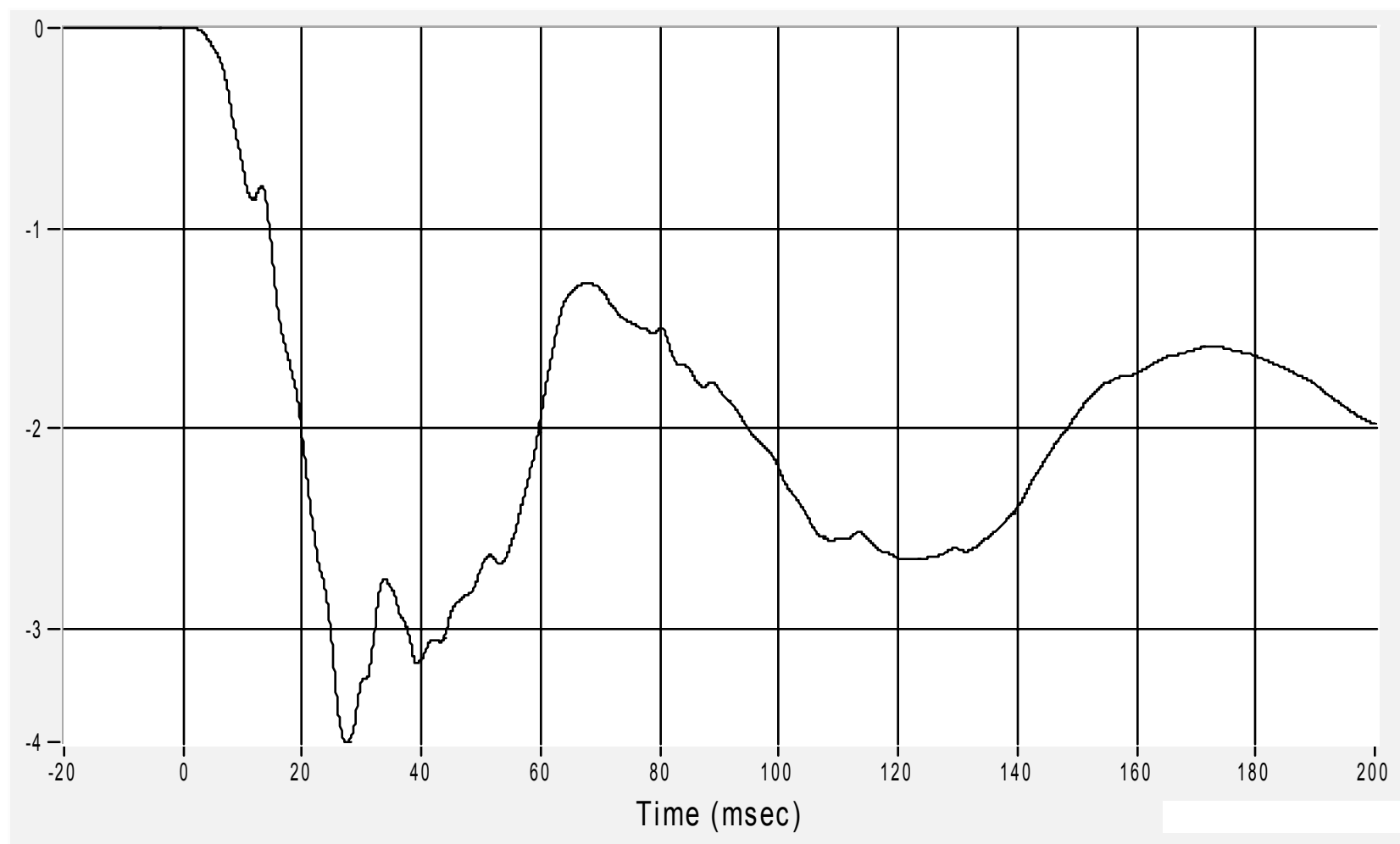
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Right Side Sill at Front Seat (X) Velocity

Velocity (km/h) CFC180

Max 0.0 km/h at 1.0 msec

Min -3.6 km/h at 27.5 msec



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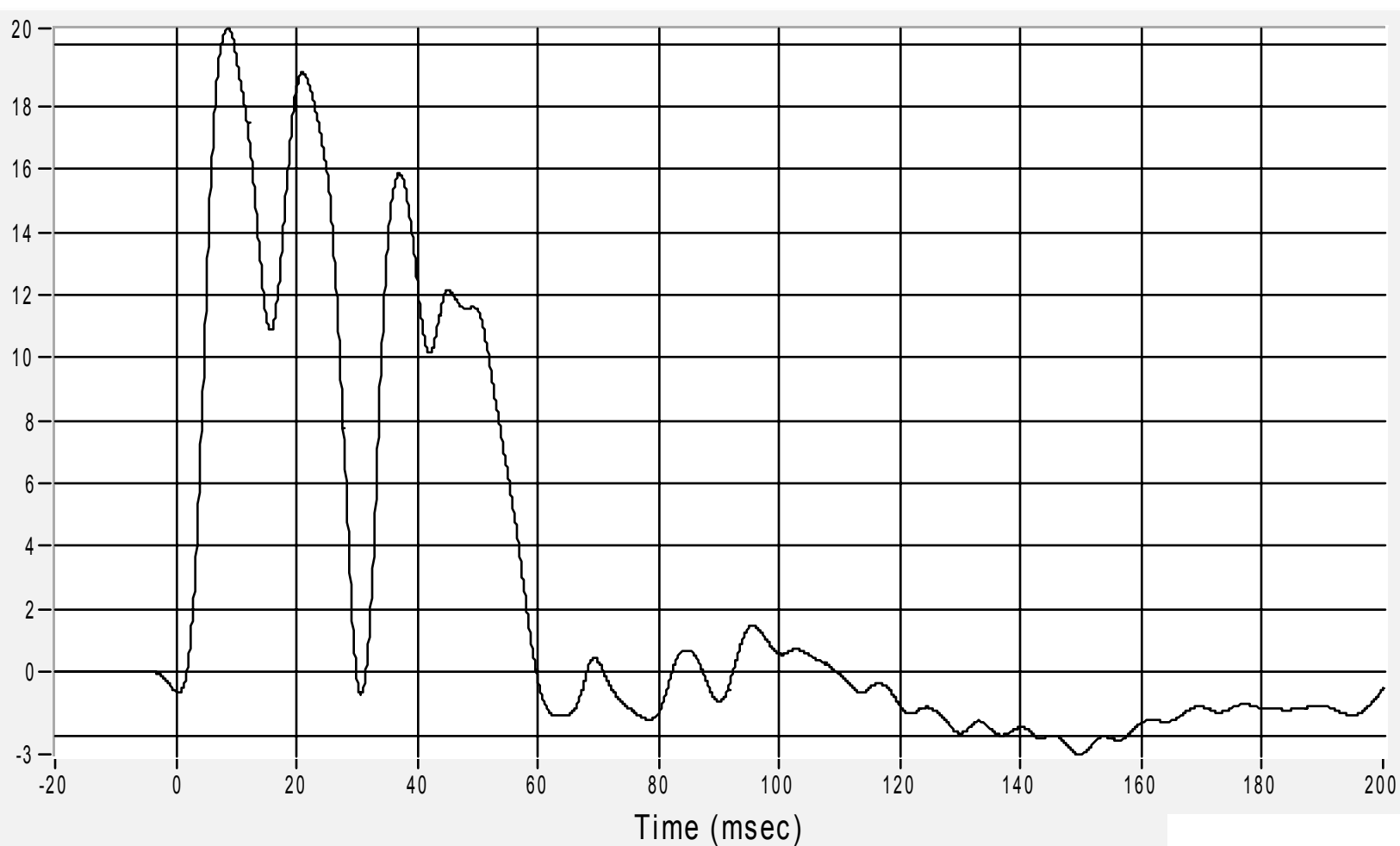
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 20.5 G at 8.6 msec

Min -2.6 G at 149.7 msec



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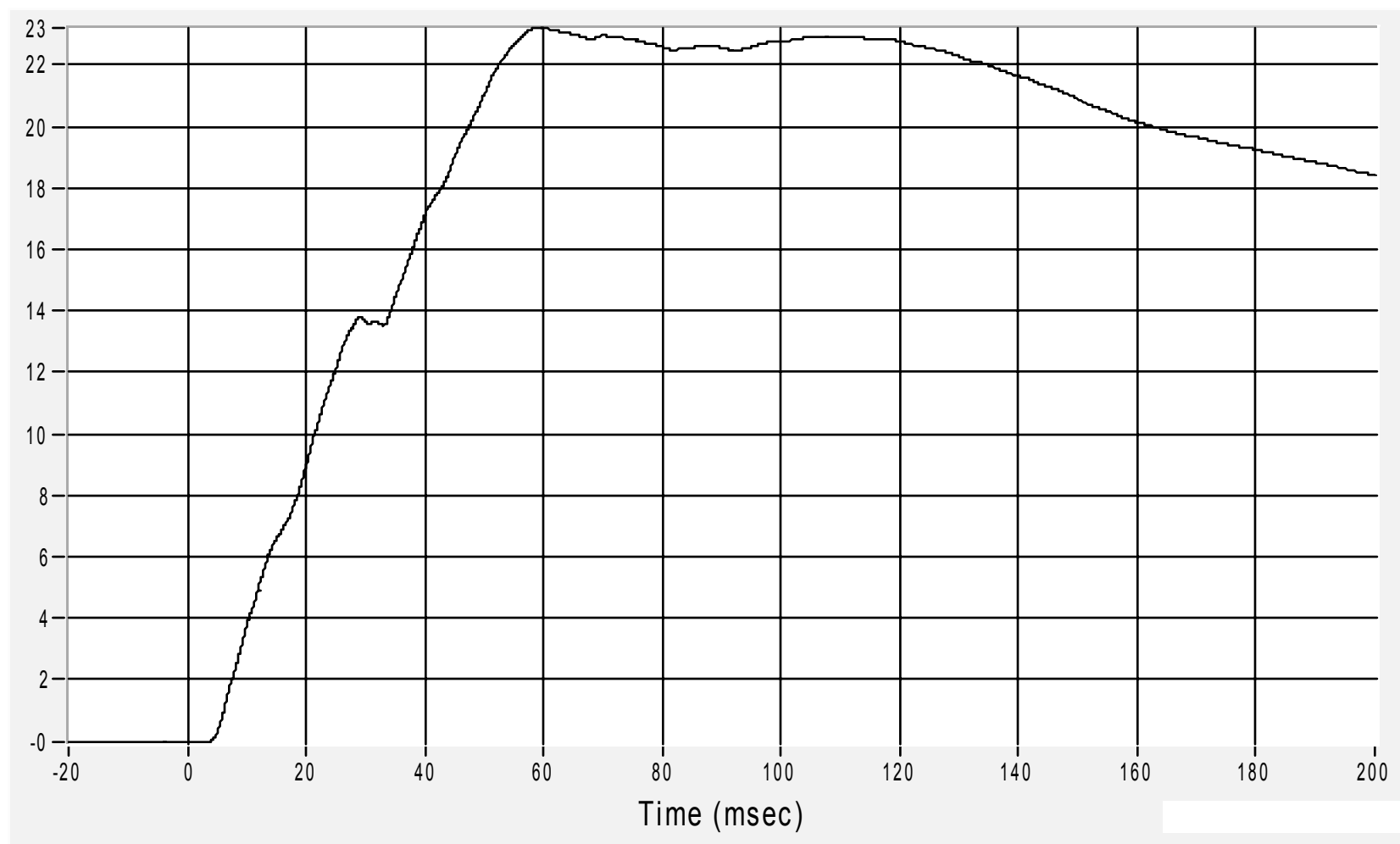
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat (Y) Velocity

Velocity (km/h) CFC180

Max 23.2 km/h at 59.4 msec

Min 0.0 km/h at 3.4 msec



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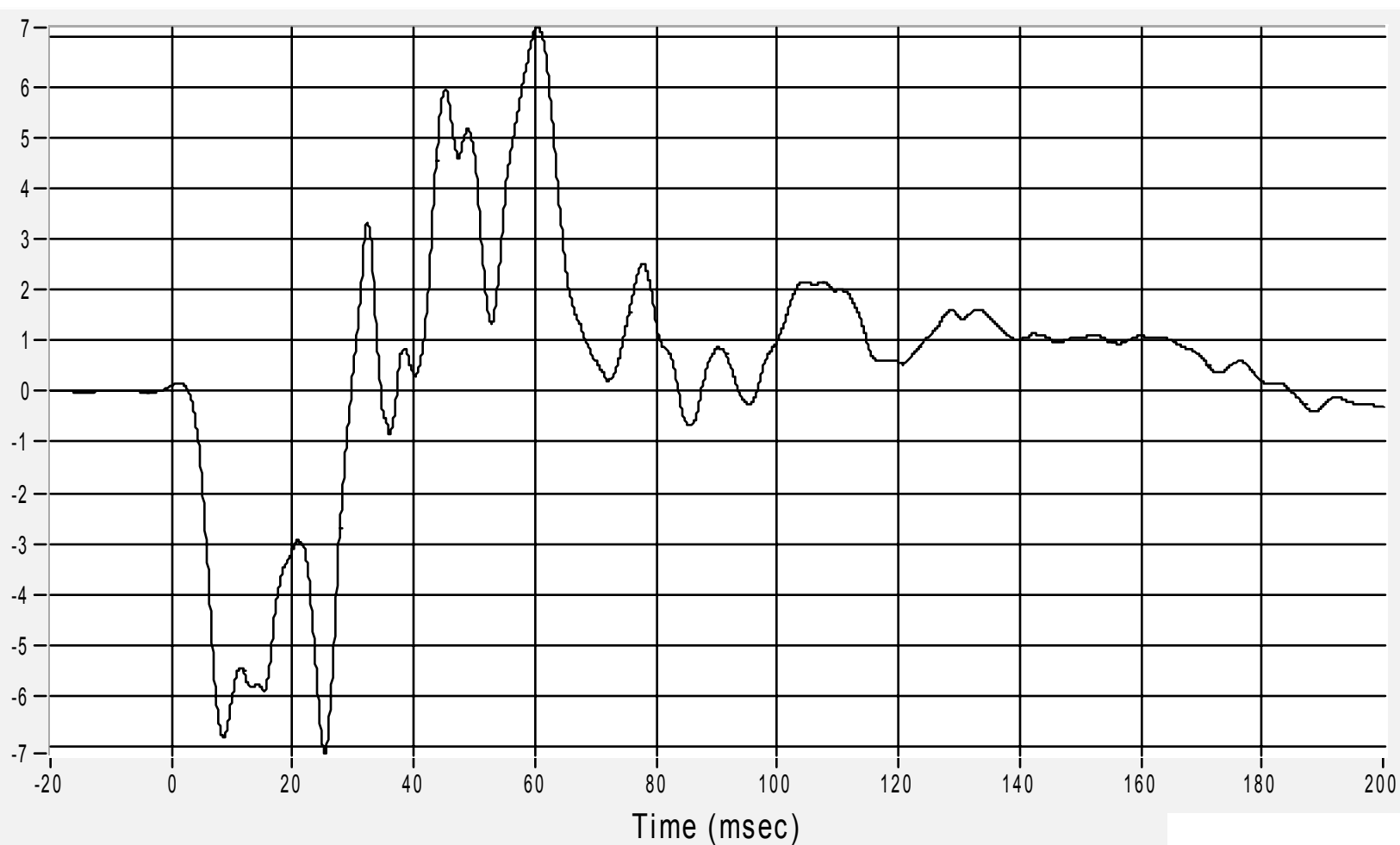
*Medical College of Wisconsin
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Right Side Sill at Front Seat (Z) Acceleration

Acceleration (G's) CFC60

Max 7.2 G at 60.4 msec

Min -7.1 G at 25.3 msec



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Medical College of Wisconsin
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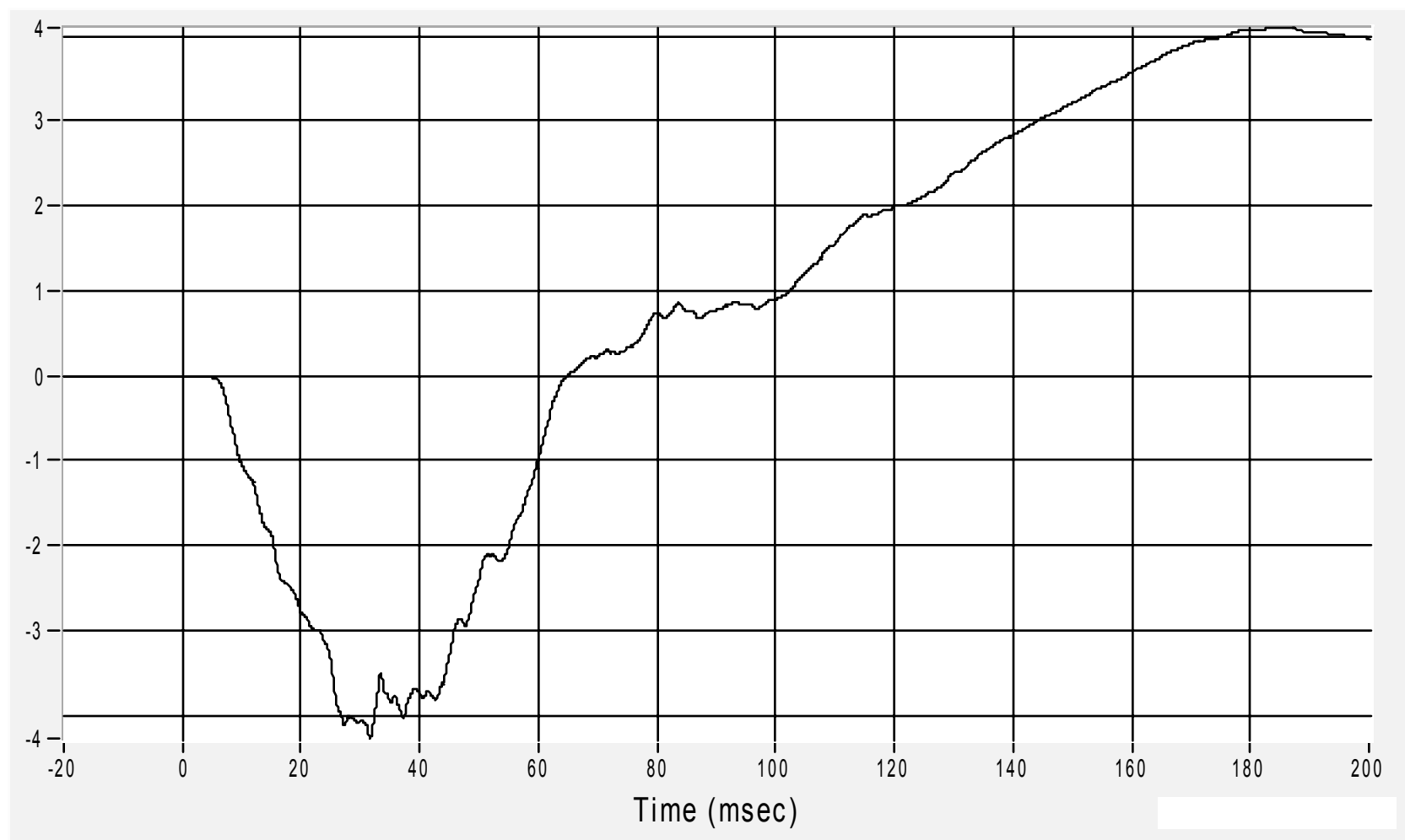
B-60

Right Side Sill at Front Seat (Z) Velocity

Velocity (km/h) CFC180

Max 4.1 km/h at 184.2 msec

Min -4.3 km/h at 31.6 msec



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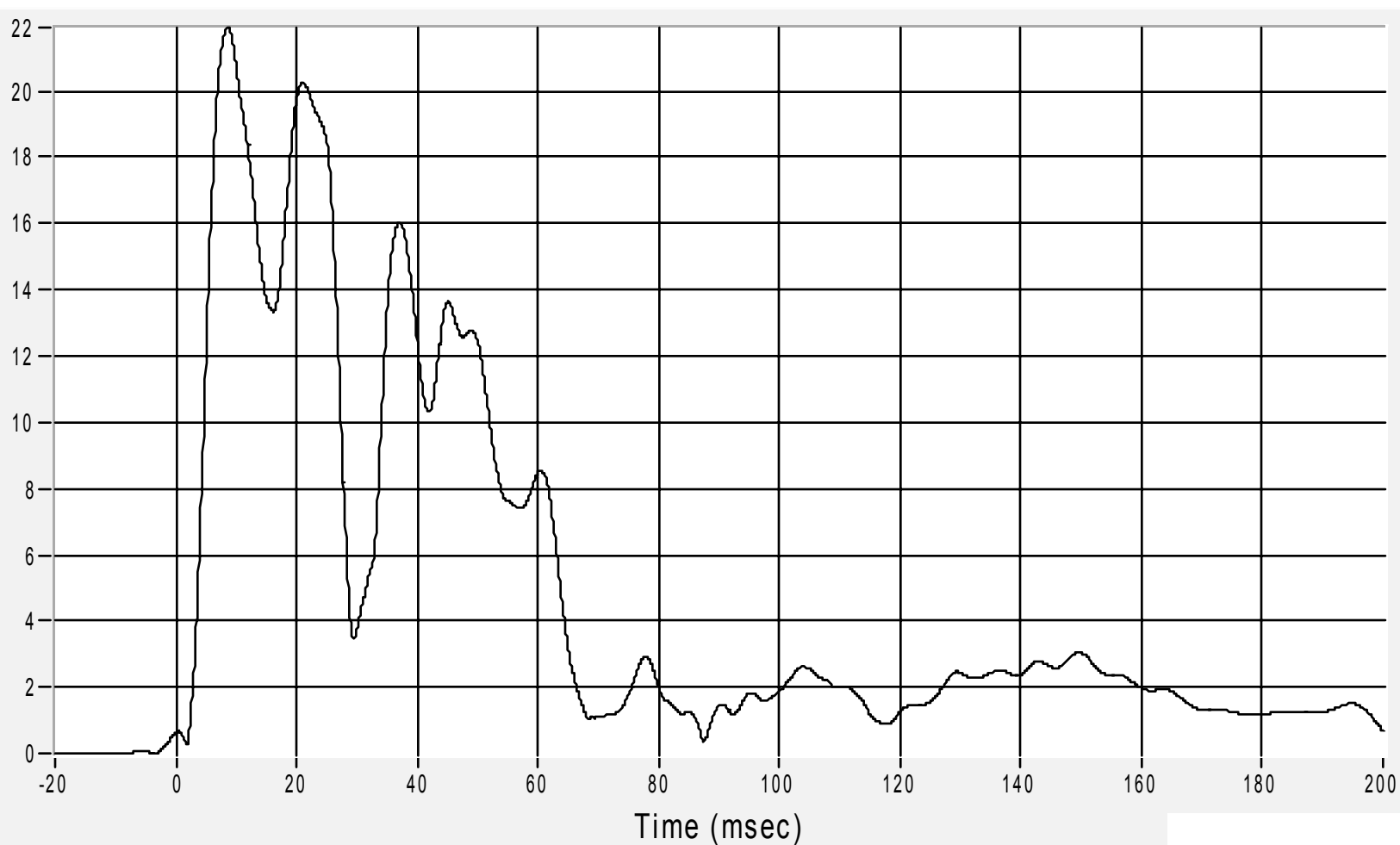
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Front Seat Resultant Acceleration

Acceleration (G's) CFC60

Max 21.9 G's at 8.6 msec

Min 0.3 G's at 1.8 msec



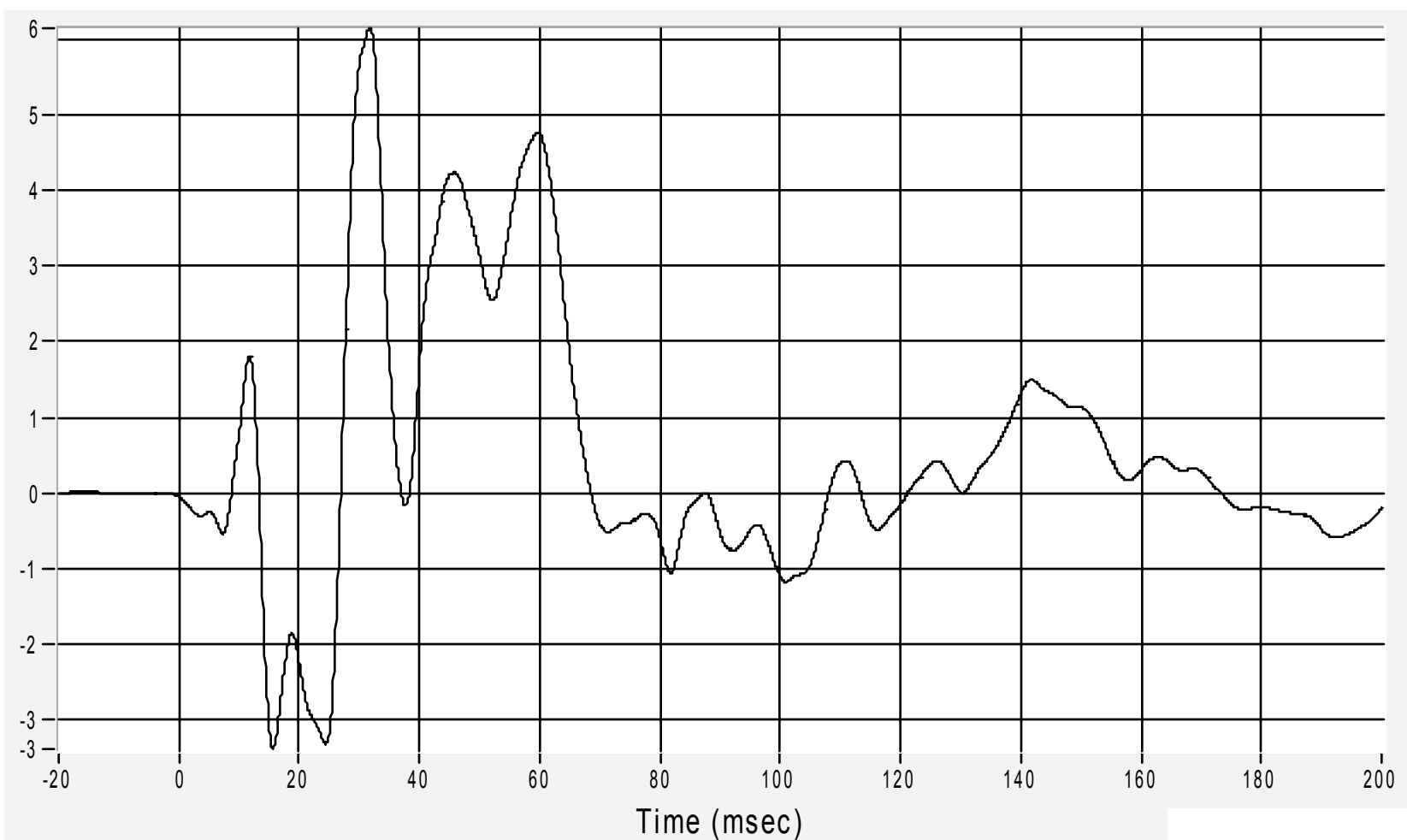
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Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (X) Acceleration

Acceleration (G's) CFC60

Max 6.2 G at 31.7 msec**Min -3.4 G at 15.6 msec**

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10 January 2005

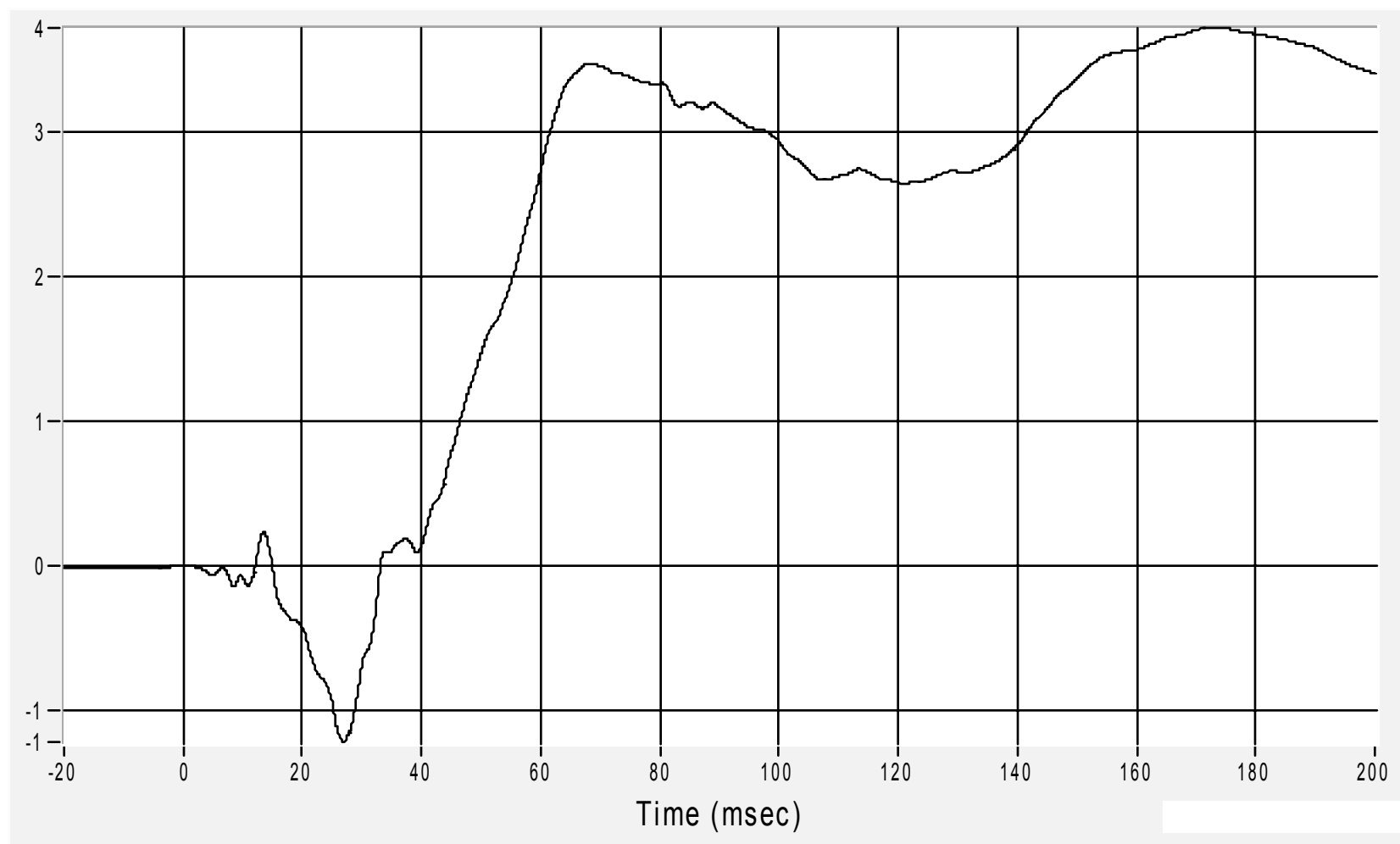
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Right Side Sill at Rear Seat (X) Velocity

Velocity (km/h) CFC180

Max 3.7 km/h at 174.2 msec

Min -1.2 km/h at 27.0 msec



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10 January 2005

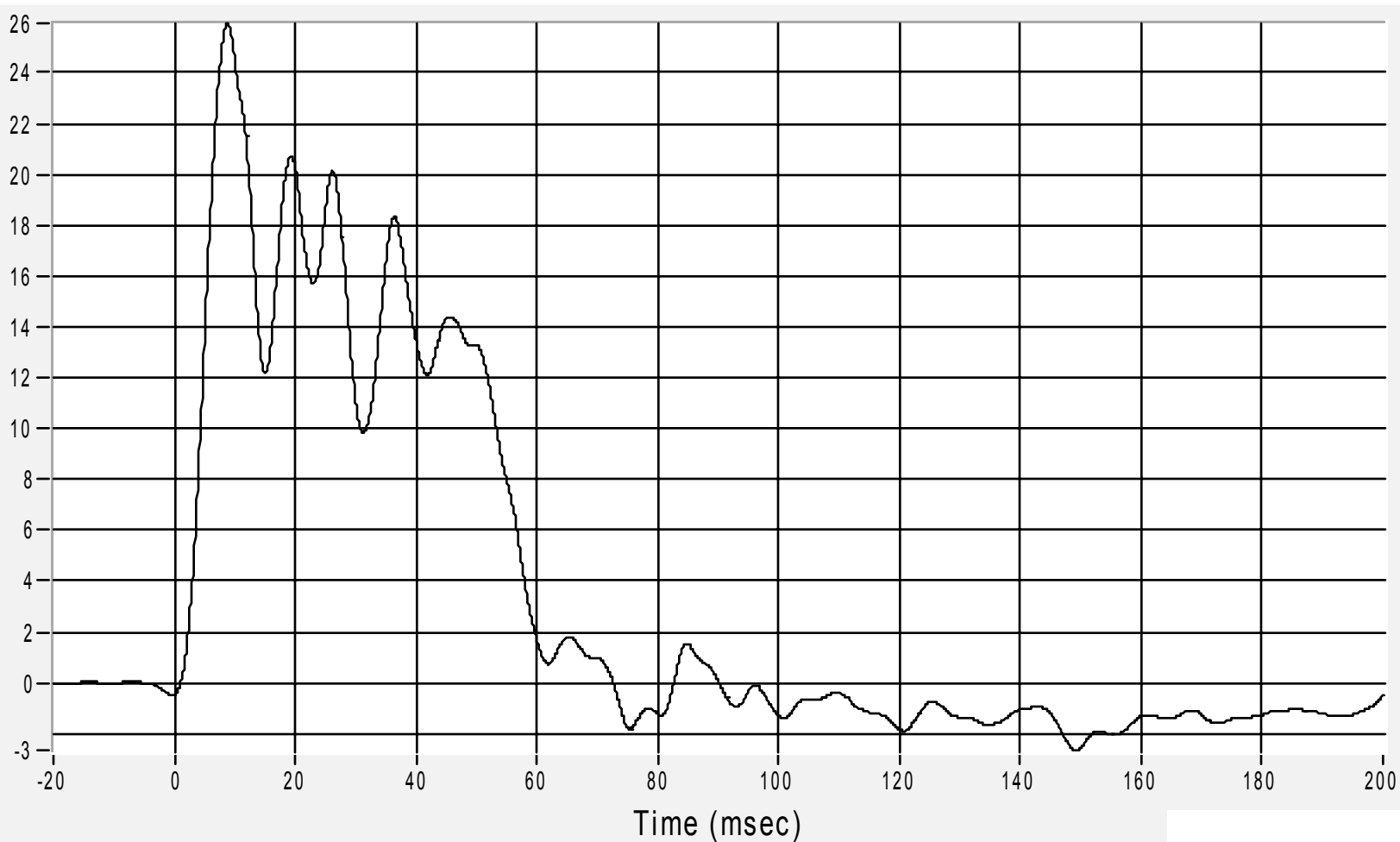
Medical College of Wisconsin
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Right Side Sill at Rear Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 25.9 G at 8.7 msec

Min -2.7 G at 149.2 msec



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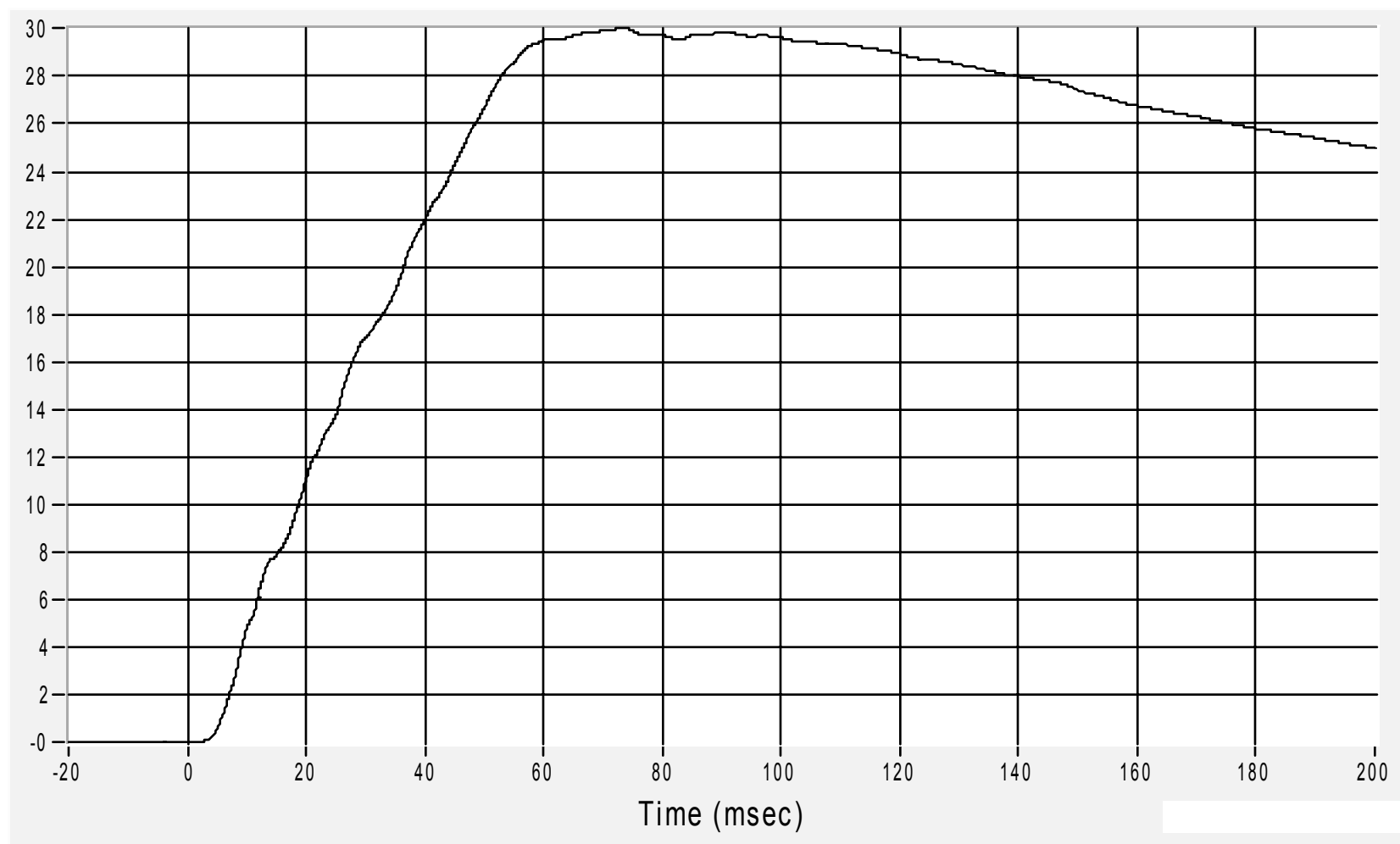
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Y) Velocity

Velocity (km/h) CFC180

Max 30.0 km/h at 73.8 msec

Min 0.0 km/h at 1.4 msec



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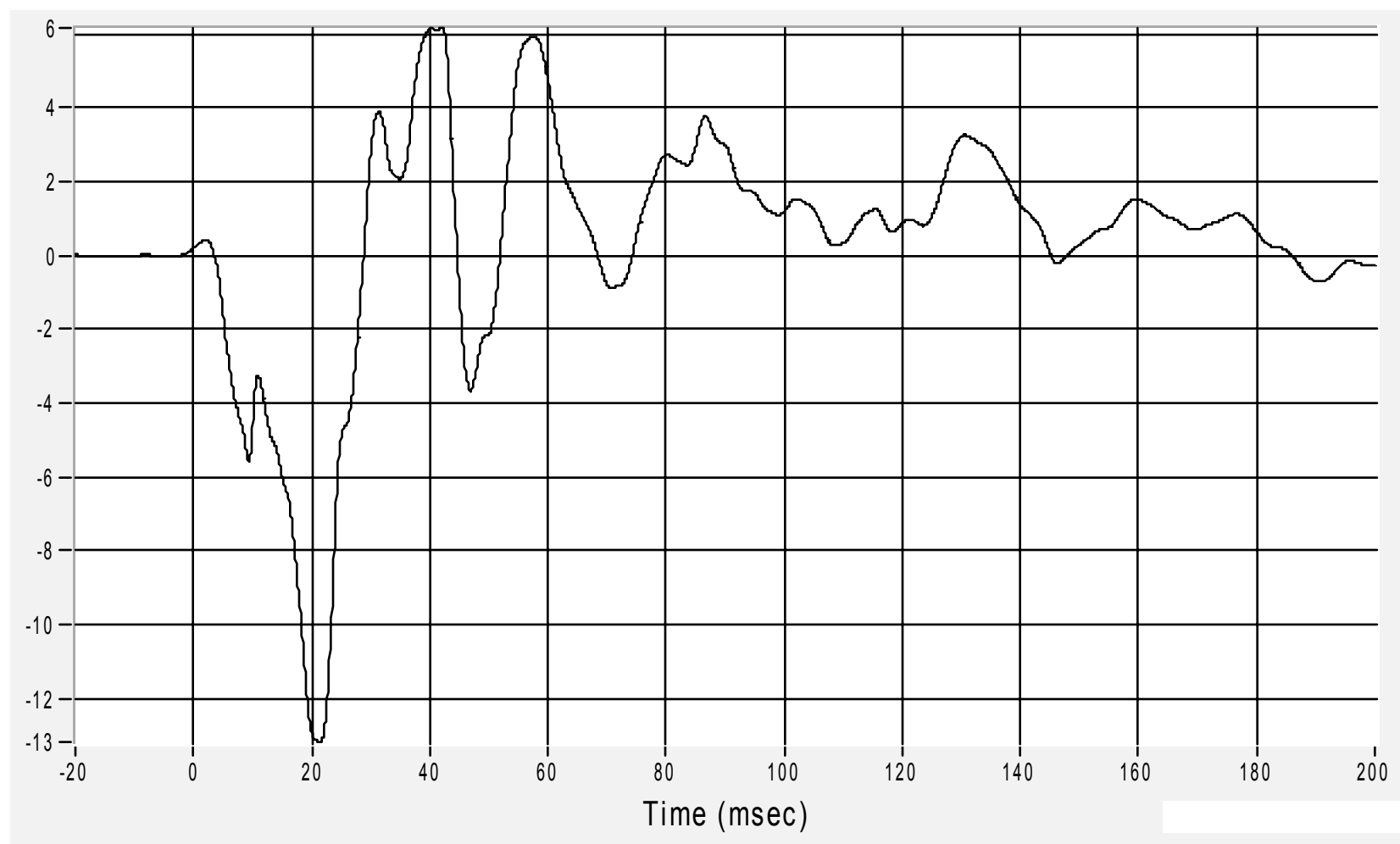
*Medical College of Wisconsin
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Right Side Sill at Rear Seat (Z) Acceleration

Acceleration (G's) CFC60

Max 6.2 G at 40.2 msec

Min -13.2 G at 21.4 msec



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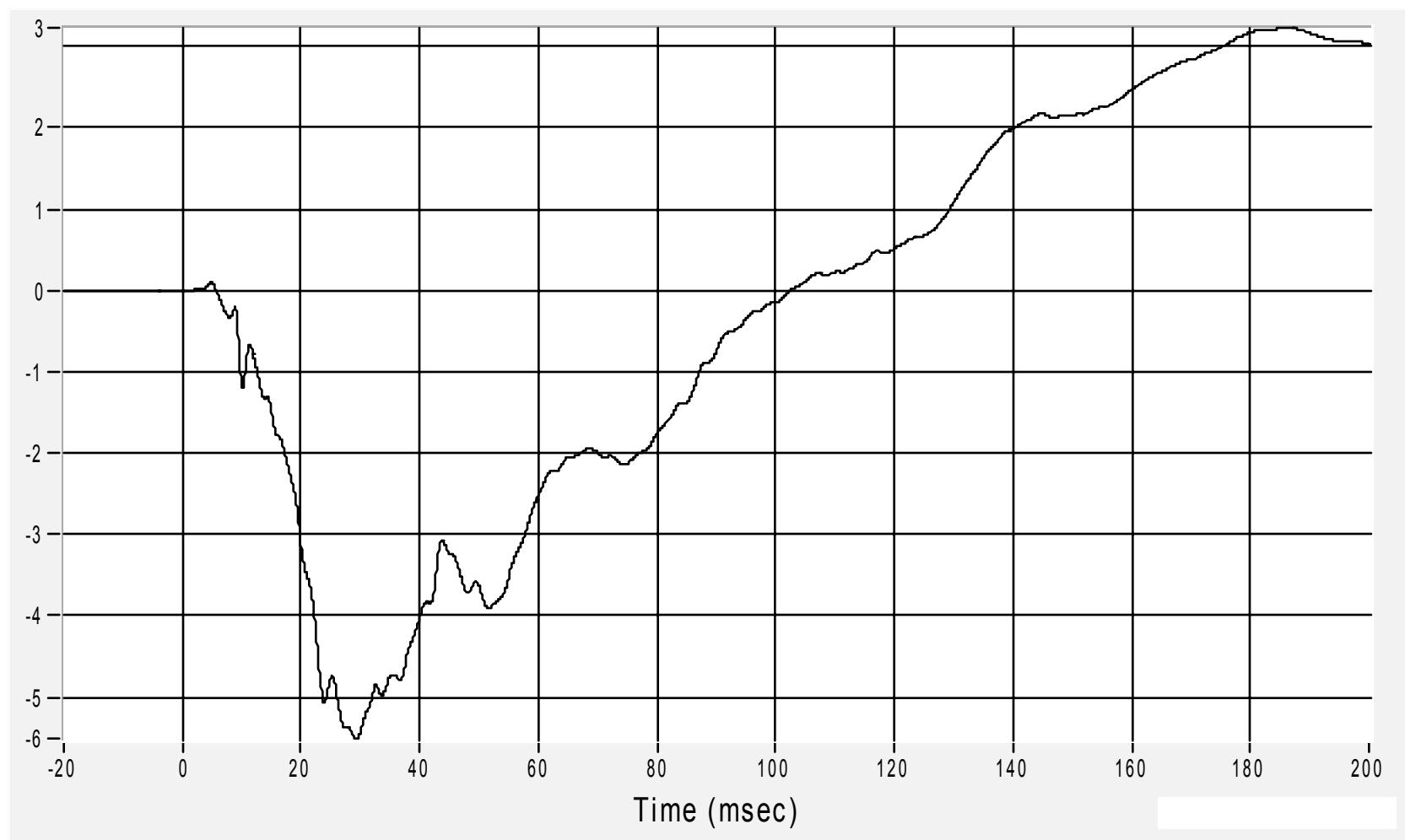
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Side Sill at Rear Seat (Z) Velocity

Velocity (km/h) CFC180

Max 3.2 km/h at 186.3 msec

Min -5.5 km/h at 29.3 msec



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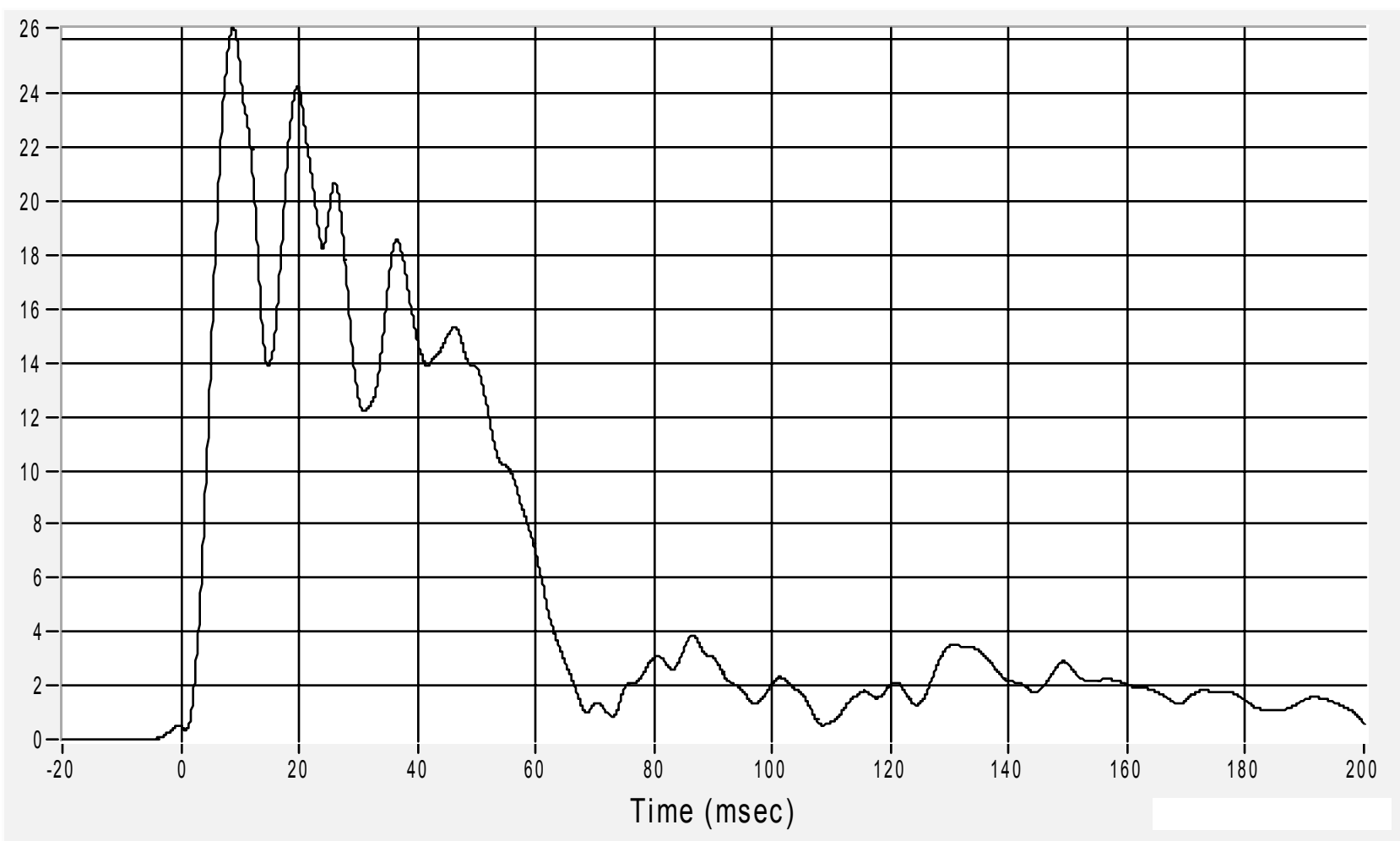
Medical College of Wisconsin
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Right Side Sill at Rear Seat Resultant Acceleration

Acceleration (G's) CFC60

Max 26.4 G's at 8.8 msec

Min 0.4 G's at 1.0 msec



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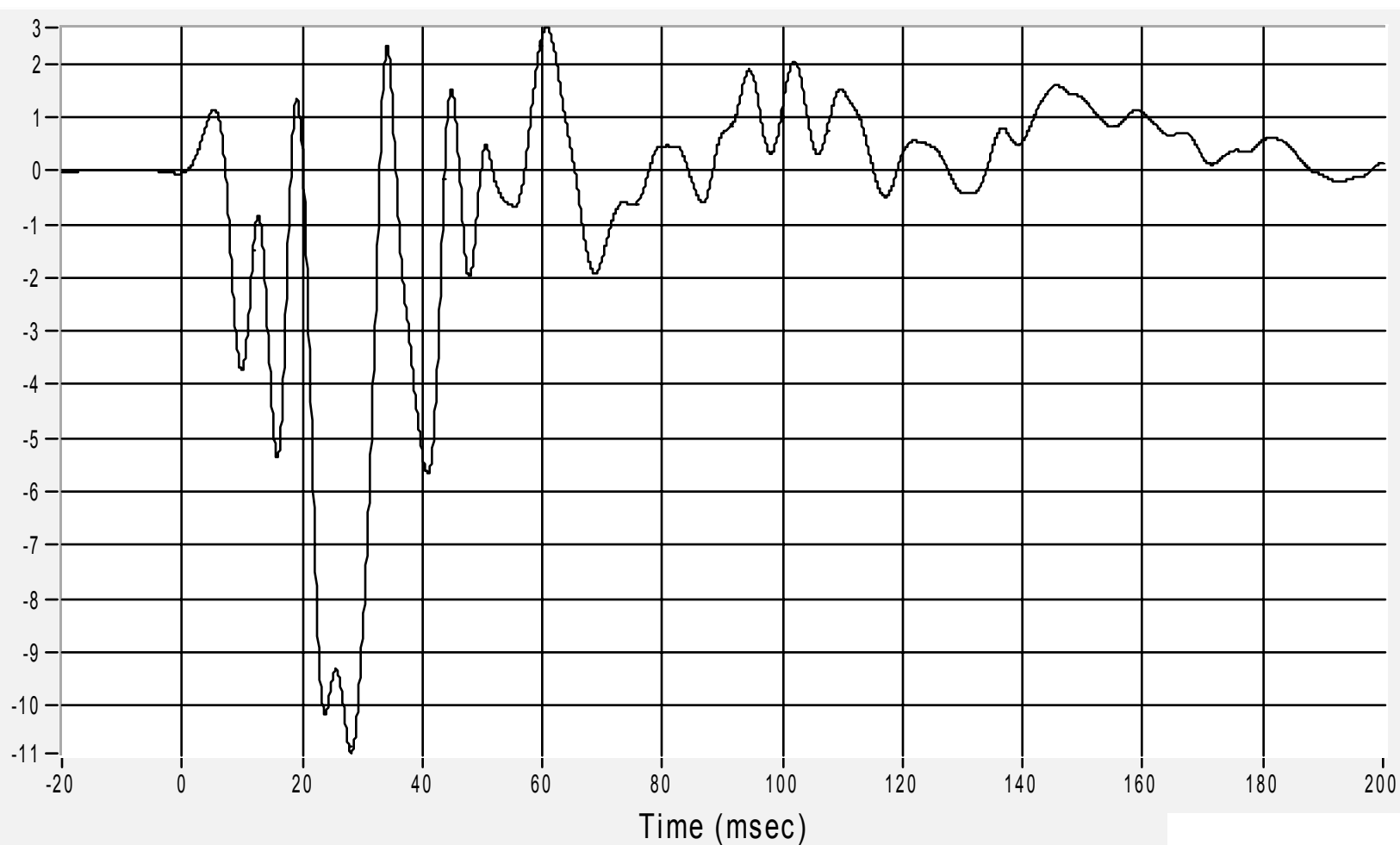
Medical College of Wisconsin
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Rear Floorpan Above Axle (X) Acceleration

Acceleration (G's) CFC60

Max 2.7 G at 60.7 msec

Min -10.9 G at 28.2 msec



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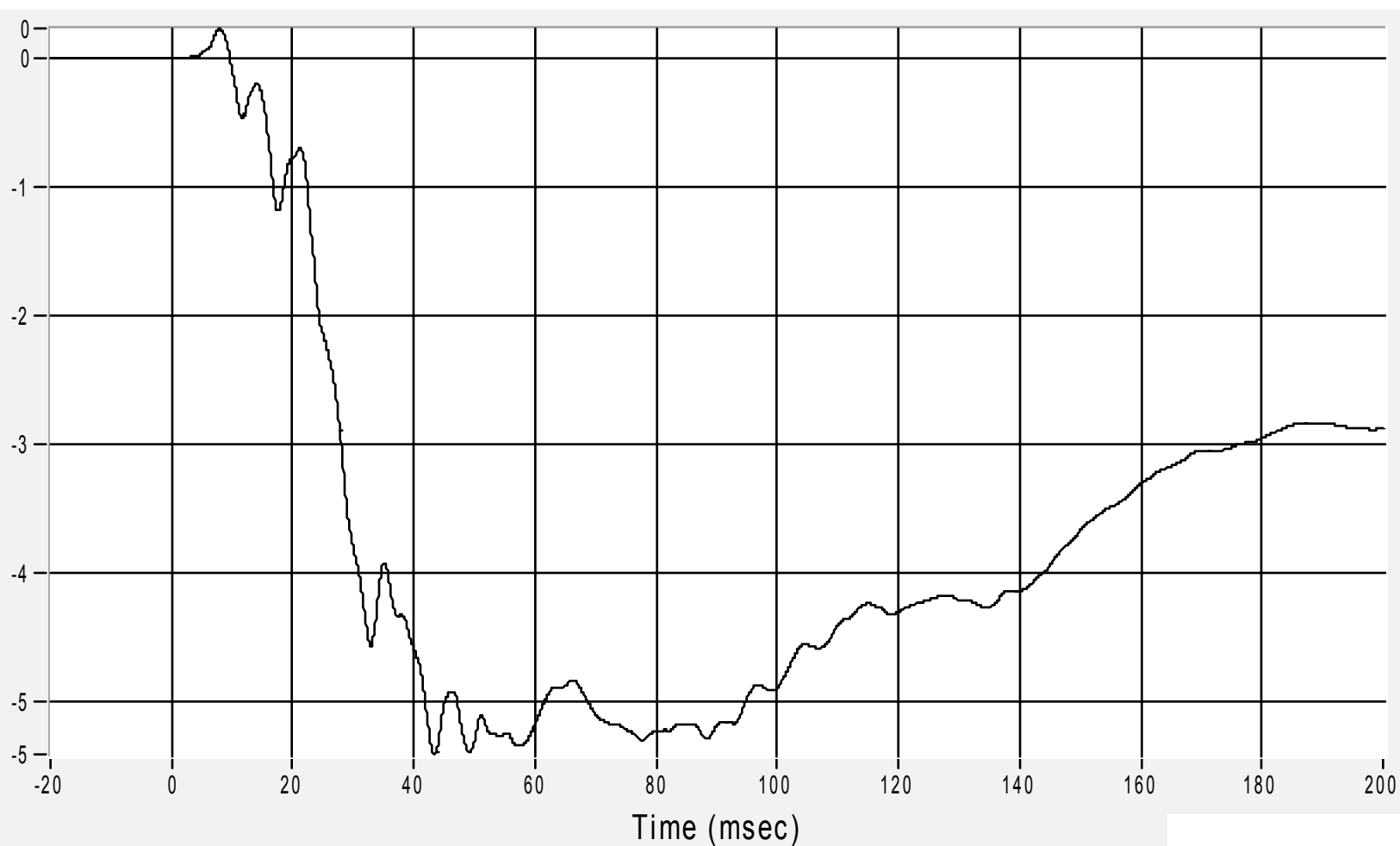
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (X) Velocity

Velocity (km/h) CFC180

Max 0.2 km/h at 7.8 msec

Min -5.4 km/h at 43.4 msec



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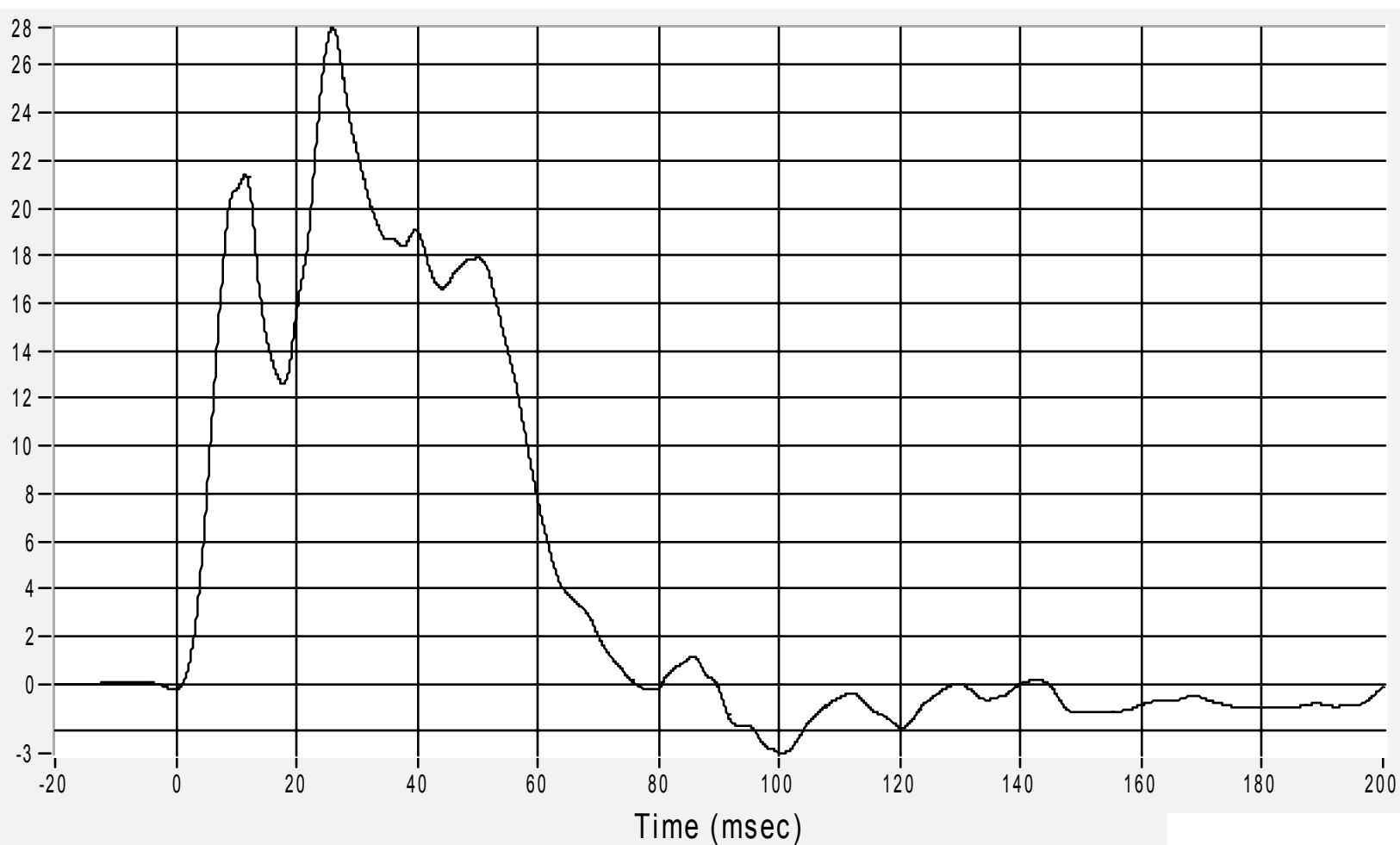
Medical College of Wisconsin
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Rear Floorpan Above Axle (Y) Acceleration

Acceleration (G's) CFC60

Max 27.6 G at 25.9 msec

Min -2.9 G at 100.6 msec



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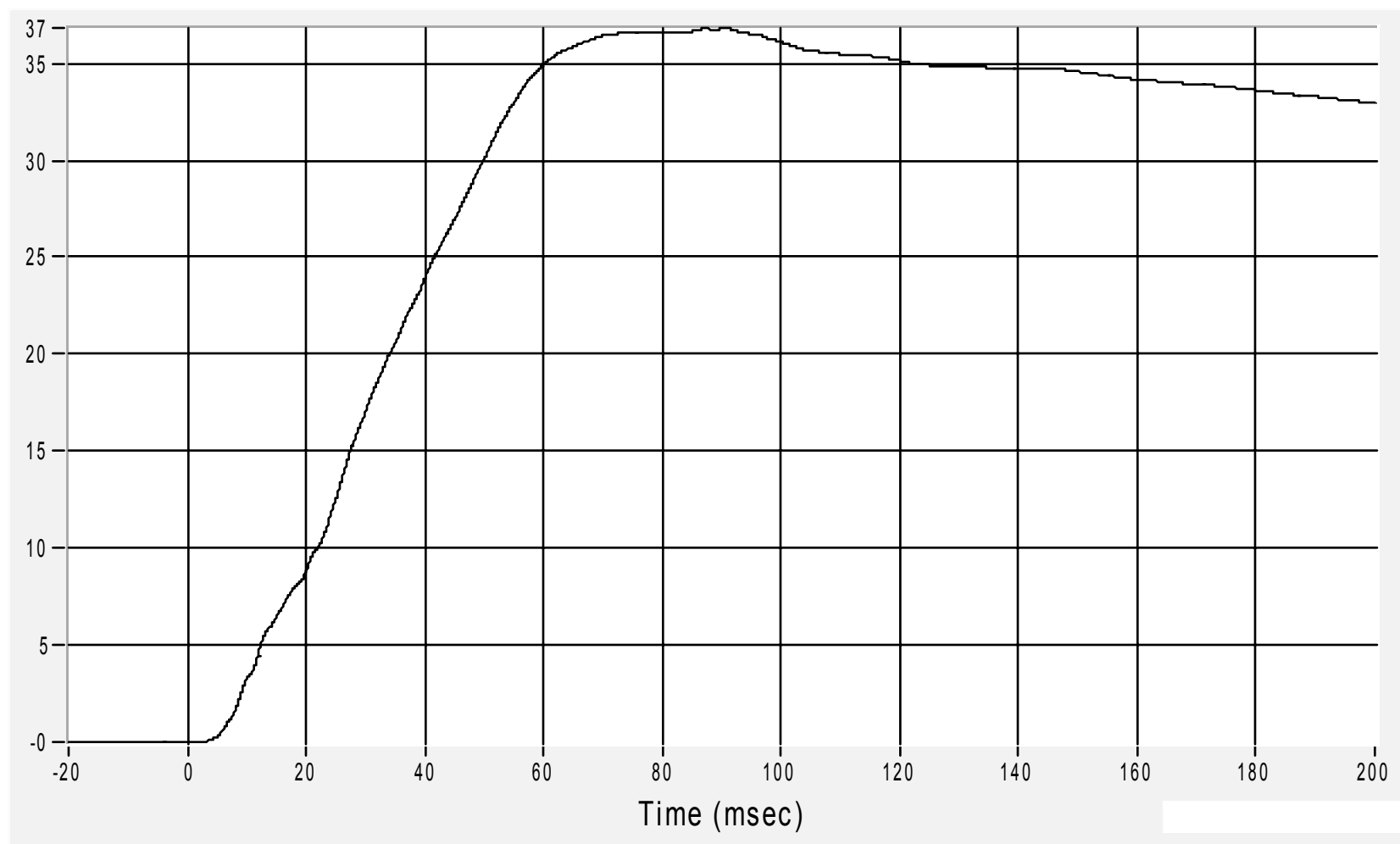
Medical College of Wisconsin
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Rear Floorpan Above Axle (Y) Velocity

Velocity (km/h) CFC180

Max 36.8 km/h at 90.5 msec

Min 0.0 km/h at 1.3 msec



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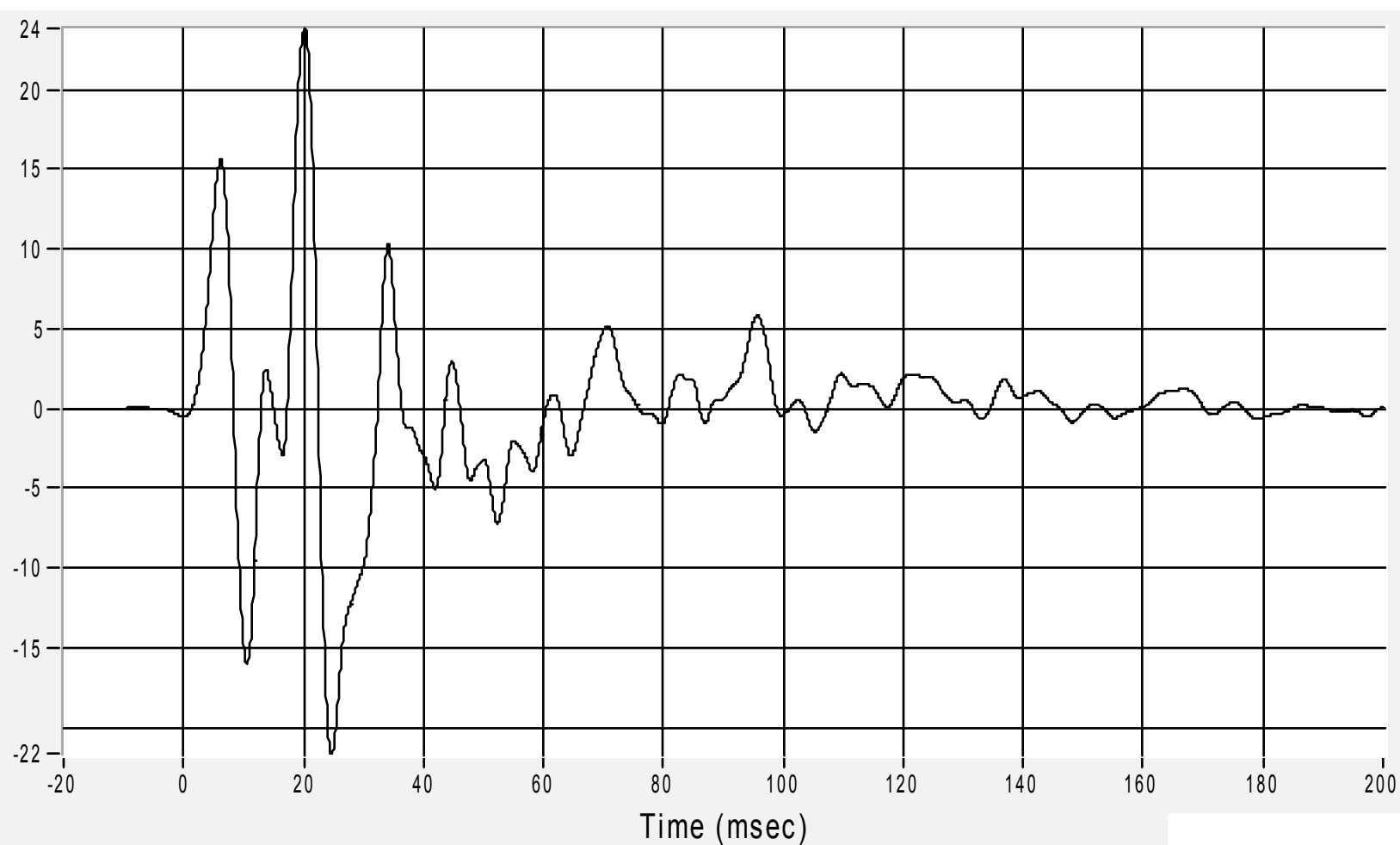
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (Z) Acceleration

Acceleration (G's) CFC60

Max 23.8 G at 20.2 msec

Min -21.6 G at 24.6 msec



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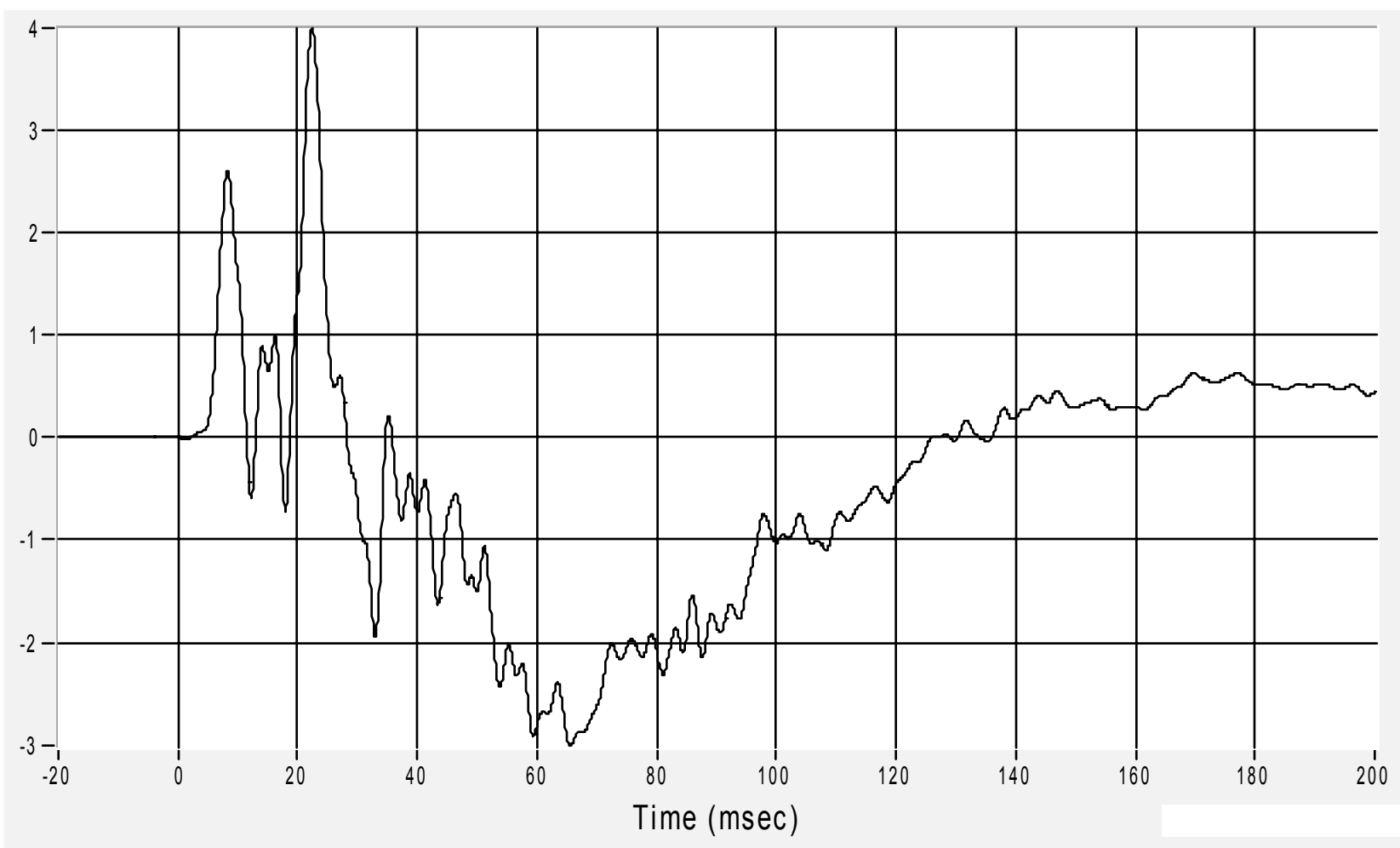
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Rear Floorpan Above Axle (Z) Velocity

Velocity (km/h) CFC180

Max 4.0 km/h at 22.4 msec

Min -3.0 km/h at 65.5 msec



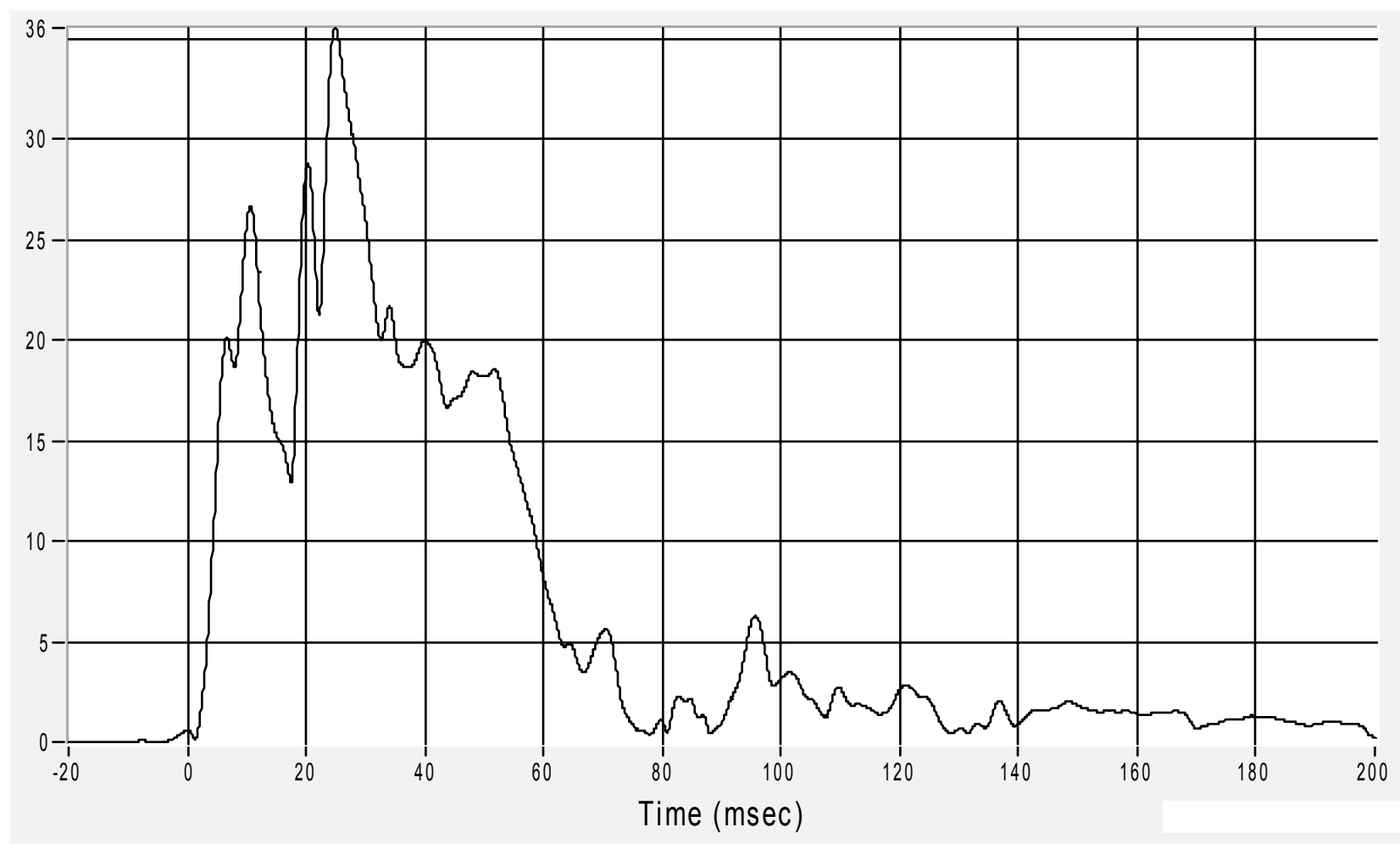
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Rear Floorpan Above Axle Resultant Acceleration

Acceleration (G's) CFC60

Max 35.5 G's at 24.9 msec**Min 0.1 G's at 1.3 msec**

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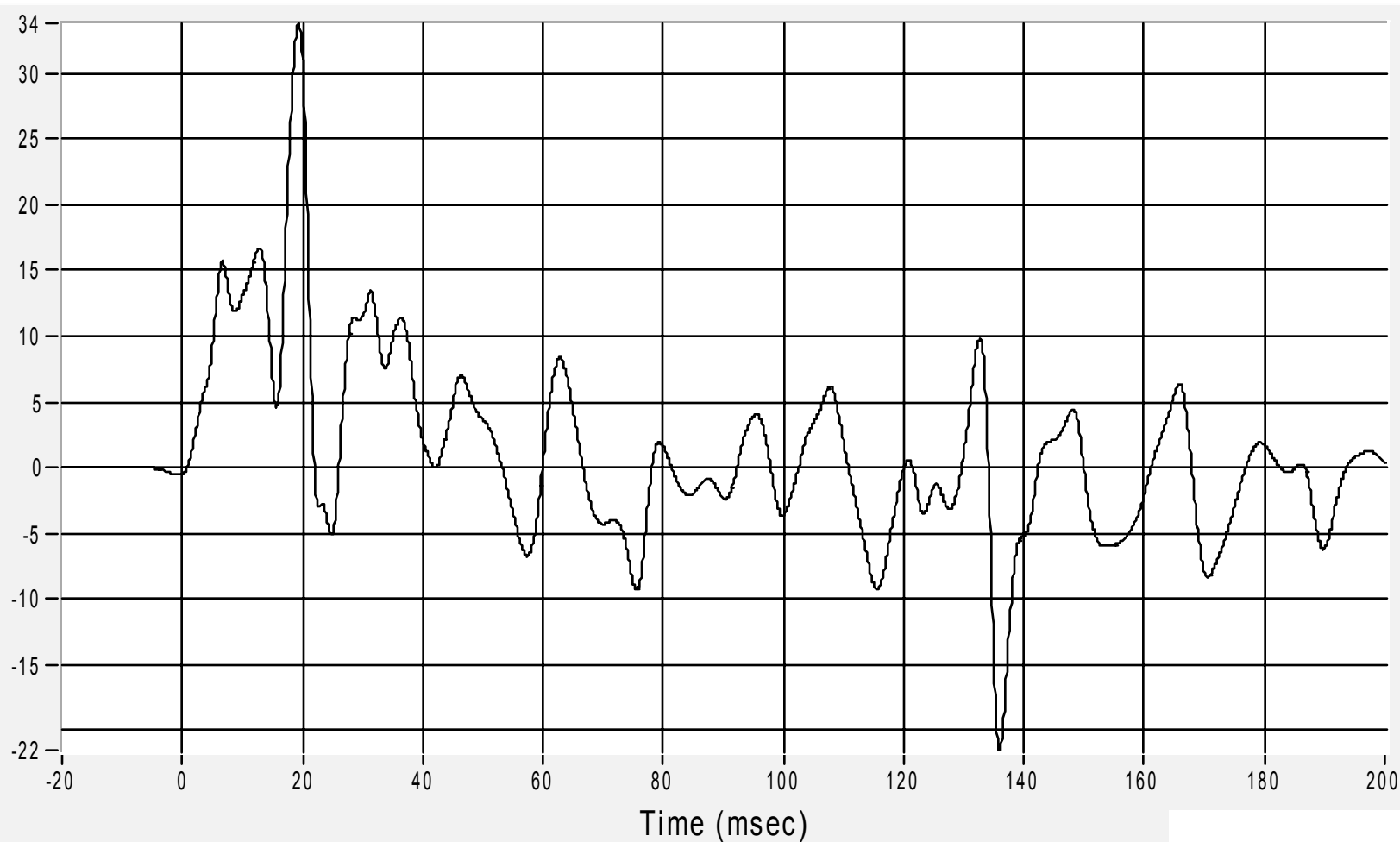
*Medical College of Wisconsin
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Left Side Sill at Rear Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 33.8 G at 19.4 msec

Min -21.5 G at 135.9 msec



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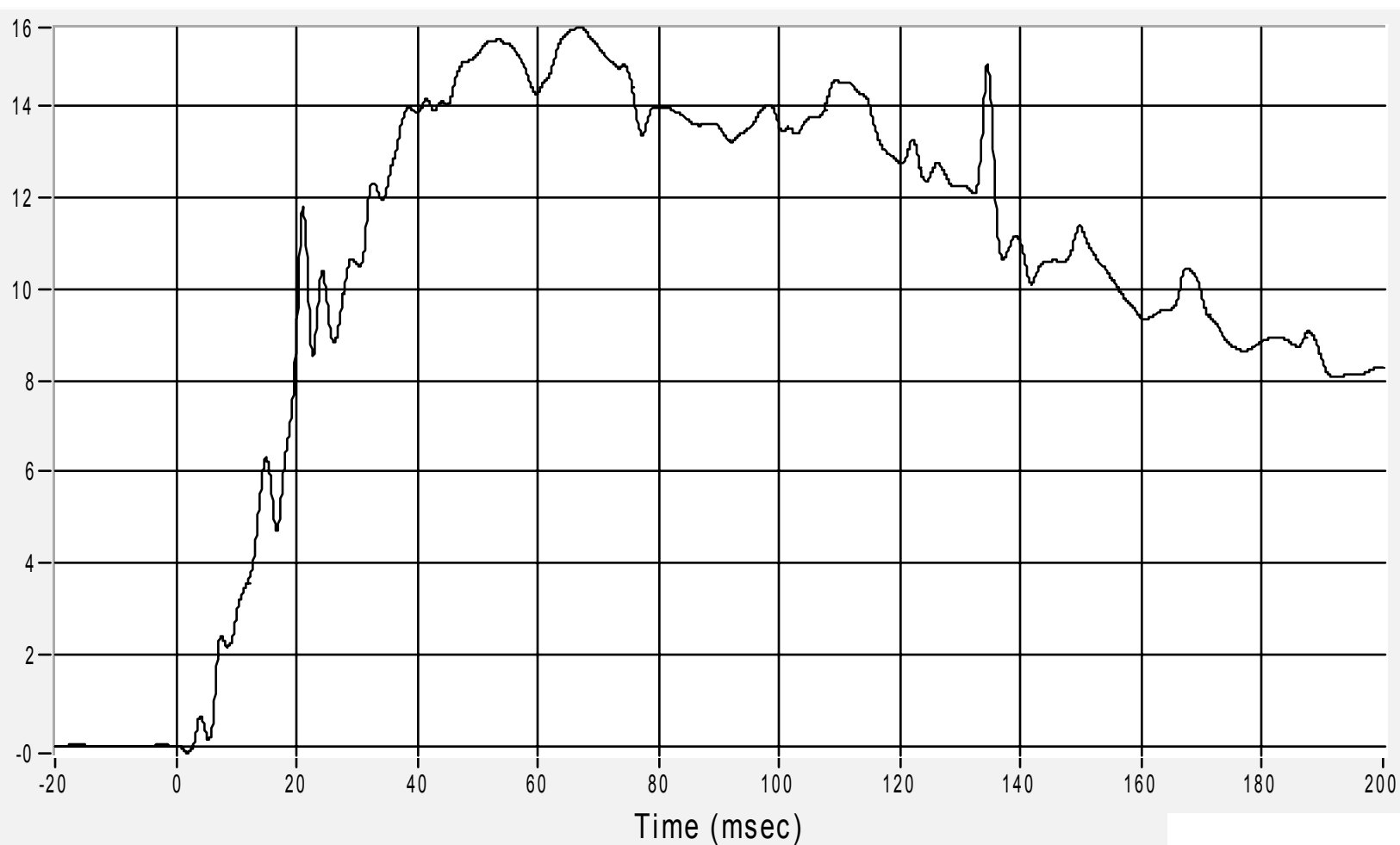
Medical College of Wisconsin
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Left Side Sill at Rear Seat (Y) Velocity

Velocity (km/h) CFC180

Max 15.7 km/h at 67.1 msec

Min -0.2 km/h at 1.9 msec



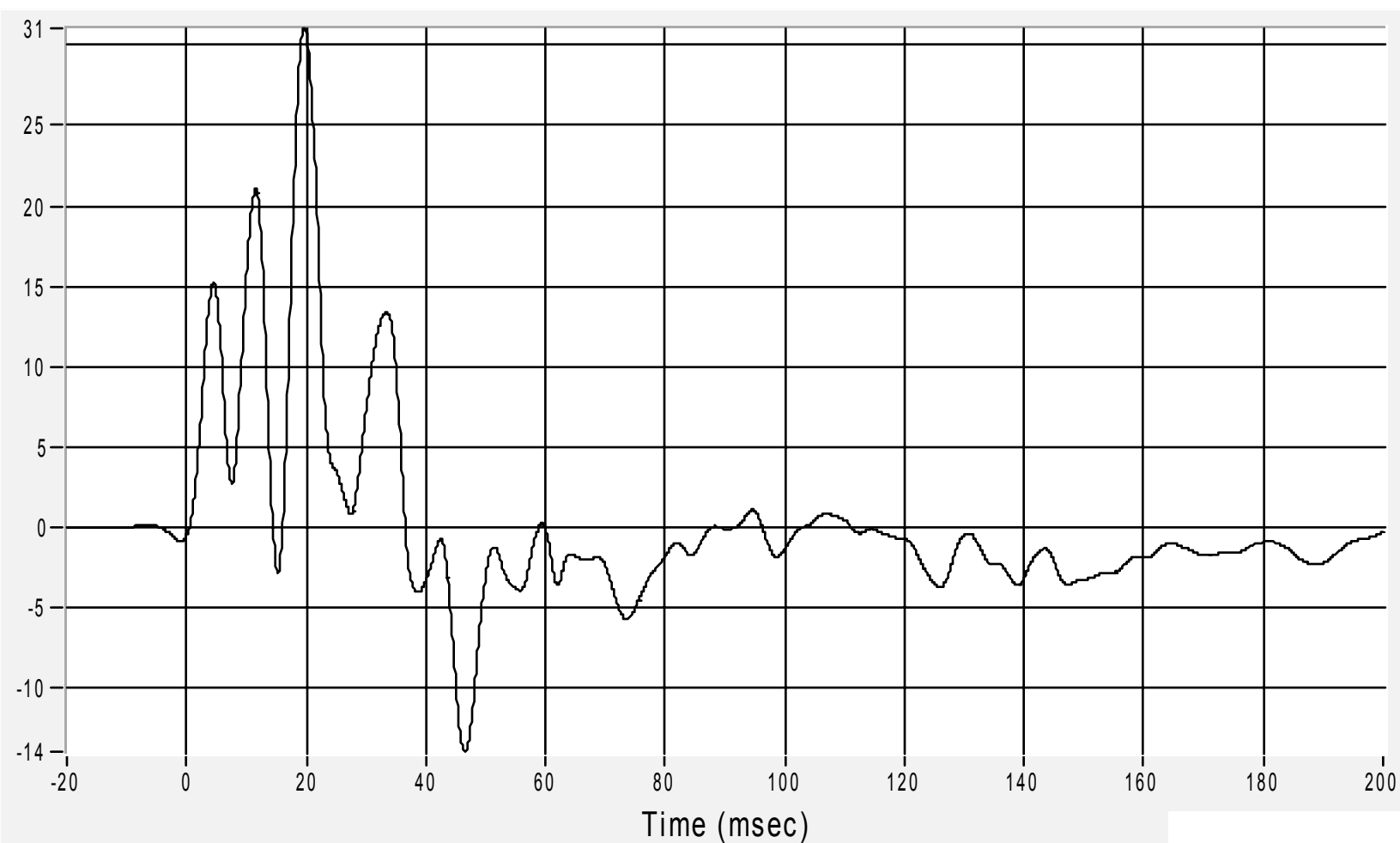
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Left Side Sill at Front Seat (Y) Acceleration

Acceleration (G's) CFC60

Max 31.0 G at 19.7 msec**Min -14.0 G at 46.6 msec**

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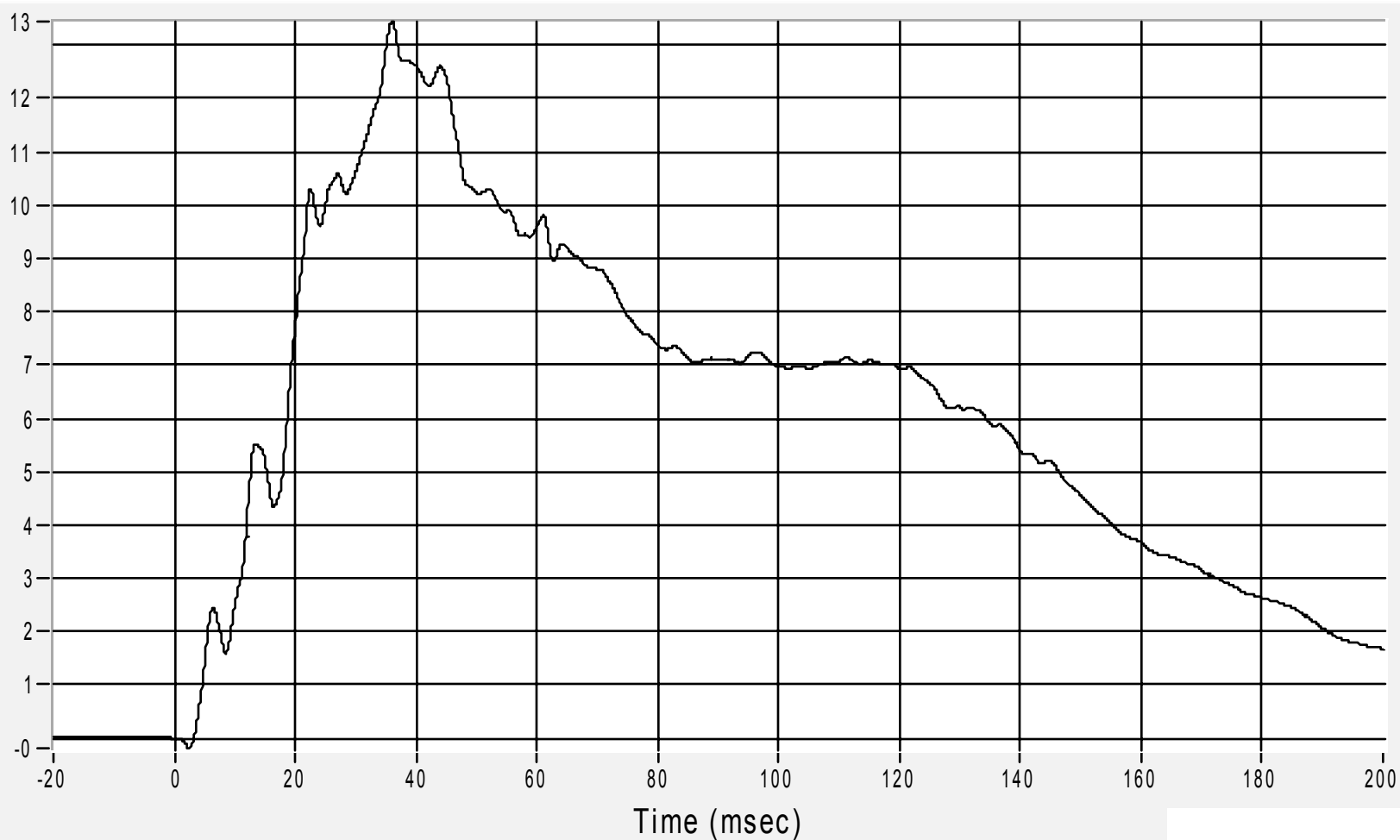
*Medical College of Wisconsin
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Left Side Sill at Front Seat (Y) Velocity

Velocity (km/h) CFC180

Max 13.4 km/h at 36.1 msec

Min -0.2 km/h at 2.5 msec



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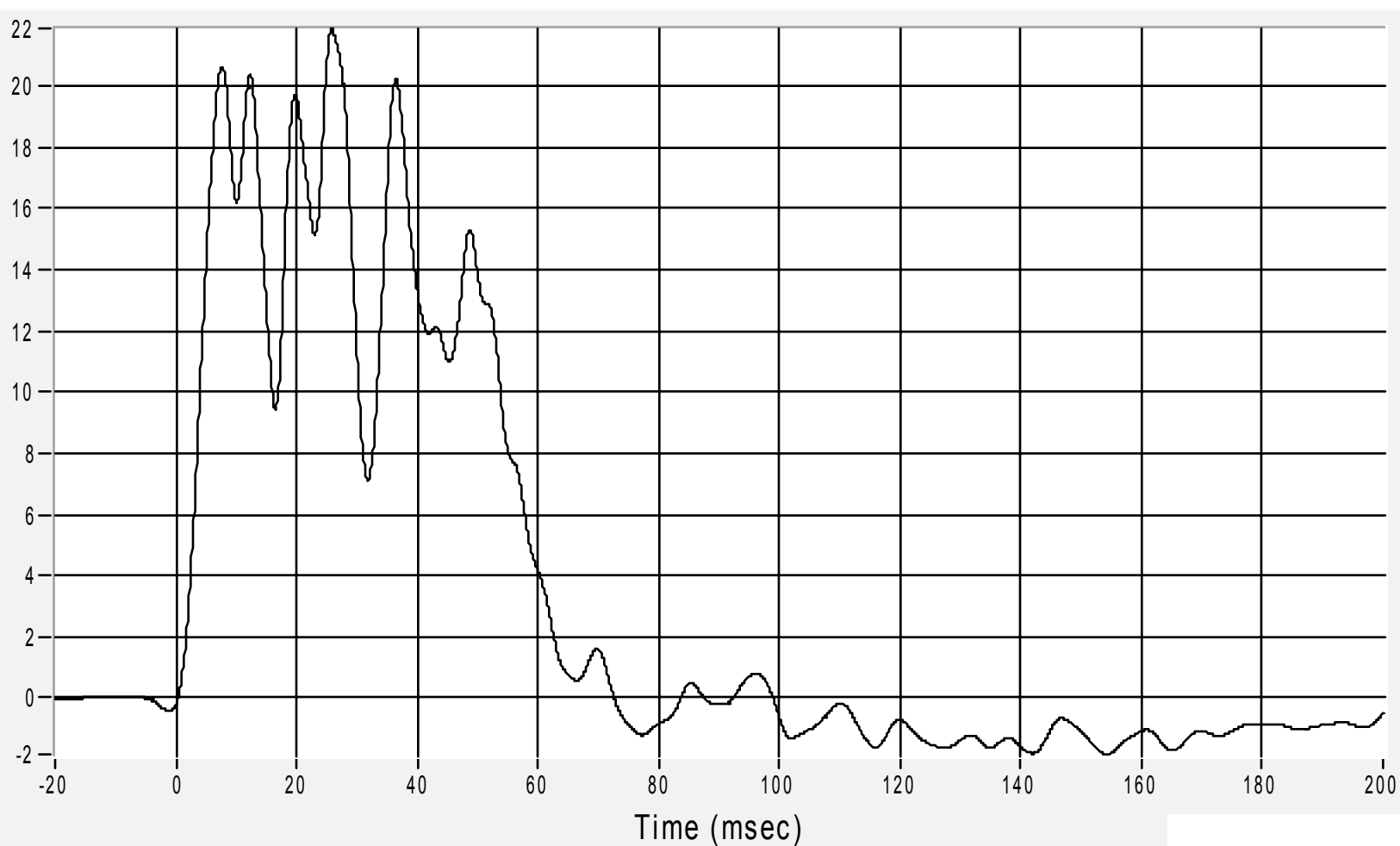
Medical College of Wisconsin
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Right Rear Occupant Compartment (Y) Acceleration

Acceleration (G's) CFC60

Max 21.9 G at 25.8 msec

Min -1.8 G at 154.2 msec



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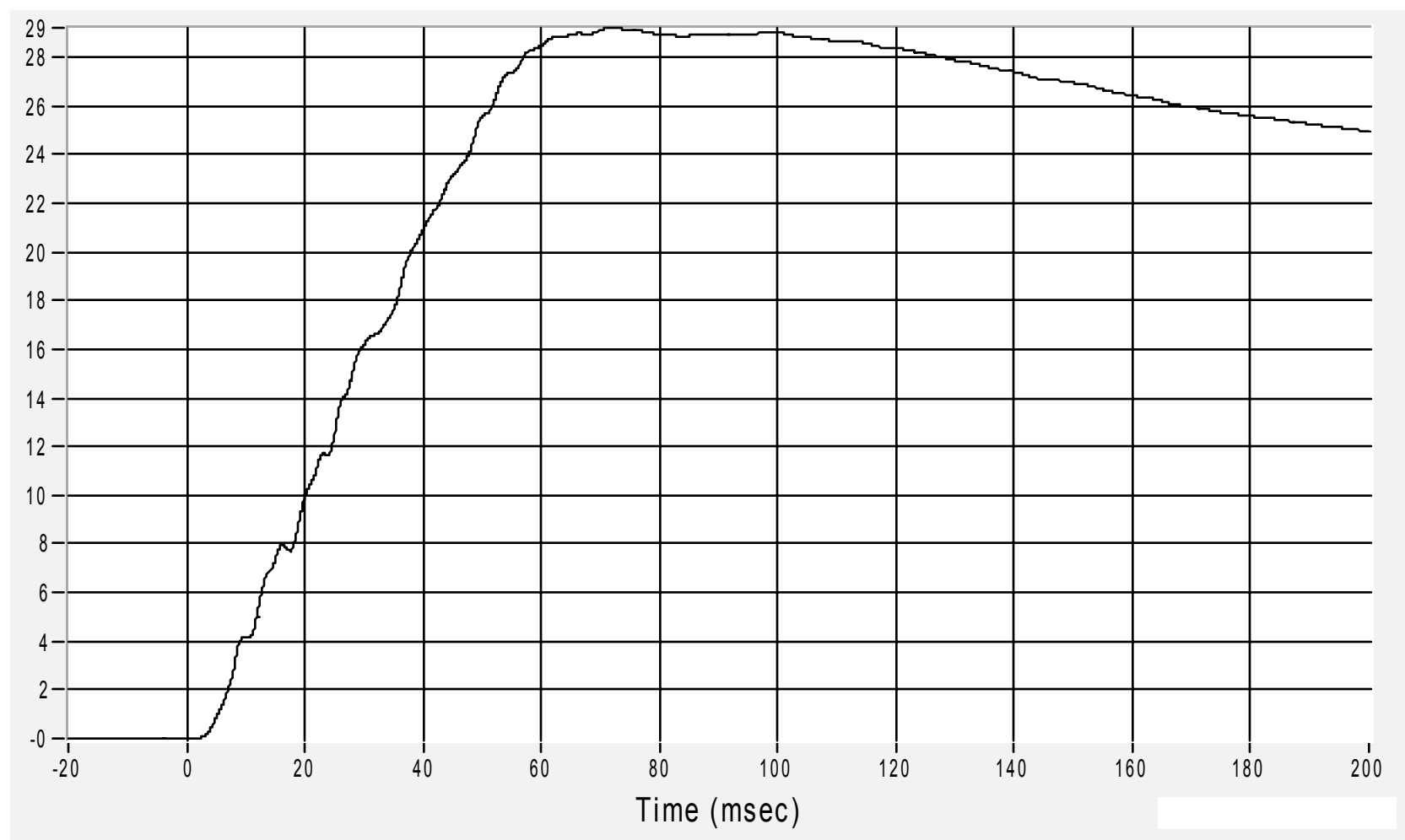
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Right Rear Occupant Compartment (Y) Velocity

Velocity (km/h) CFC180

Max 29.2 km/h at 71.8 msec

Min 0.0 km/h at 1.3 msec



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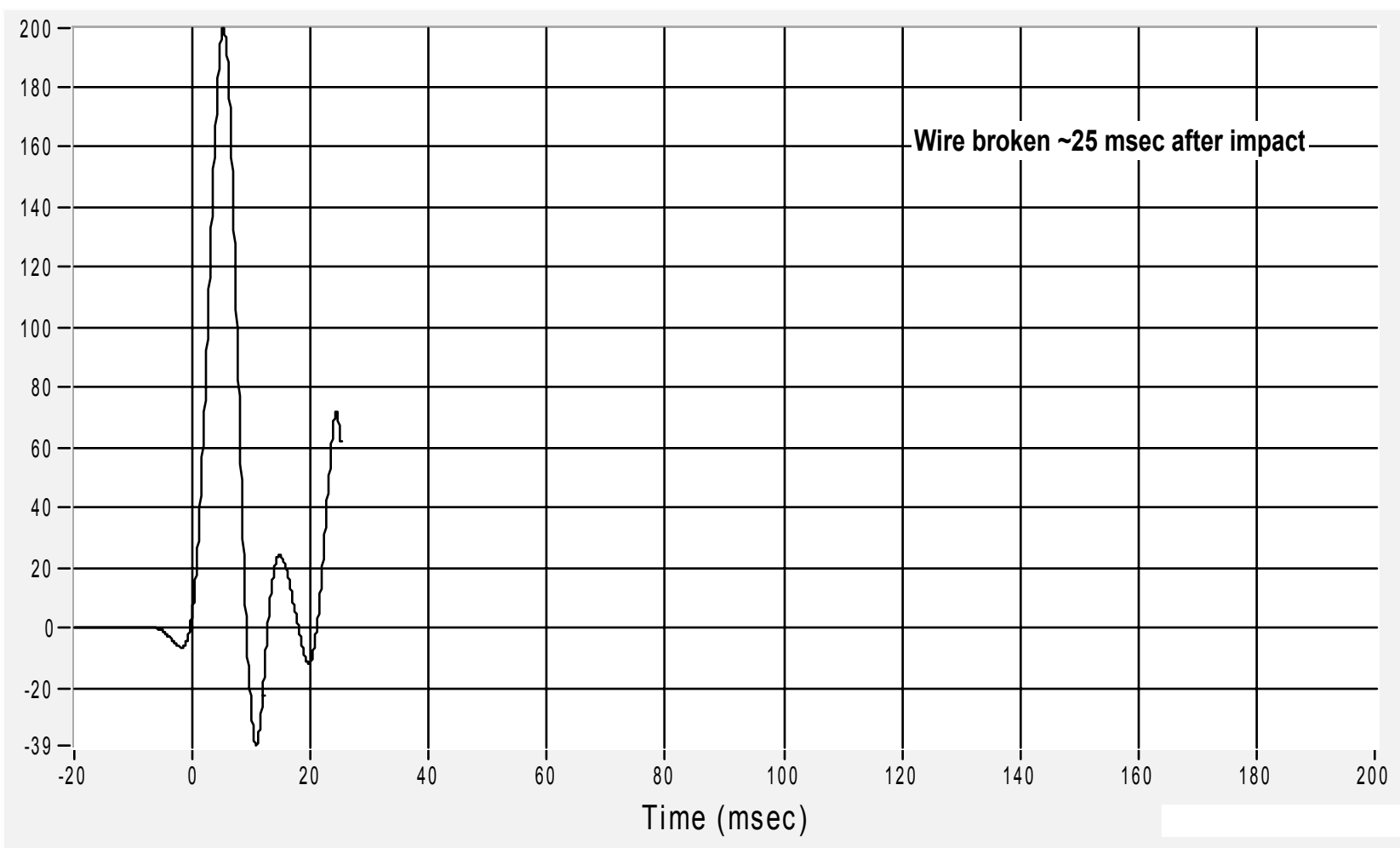
*Medical College of Wisconsin
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Left Lower B-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 199.6 G at 5.2 msec

Min -39.0 G at 10.8 msec



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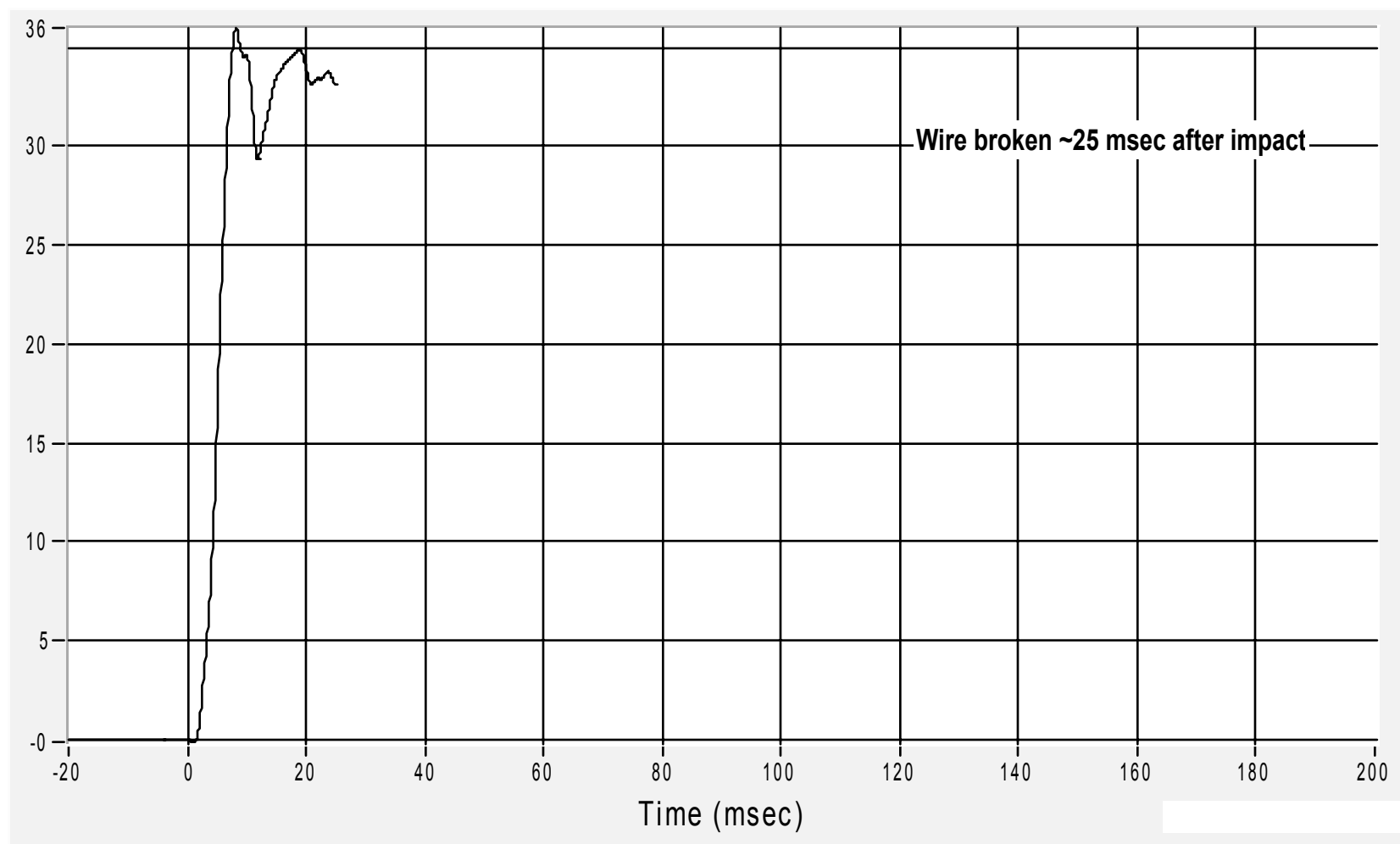
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Lower B-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 36.0 km/h at 8.2 msec

Min -0.1 km/h at 1.0 msec



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10 January 2005

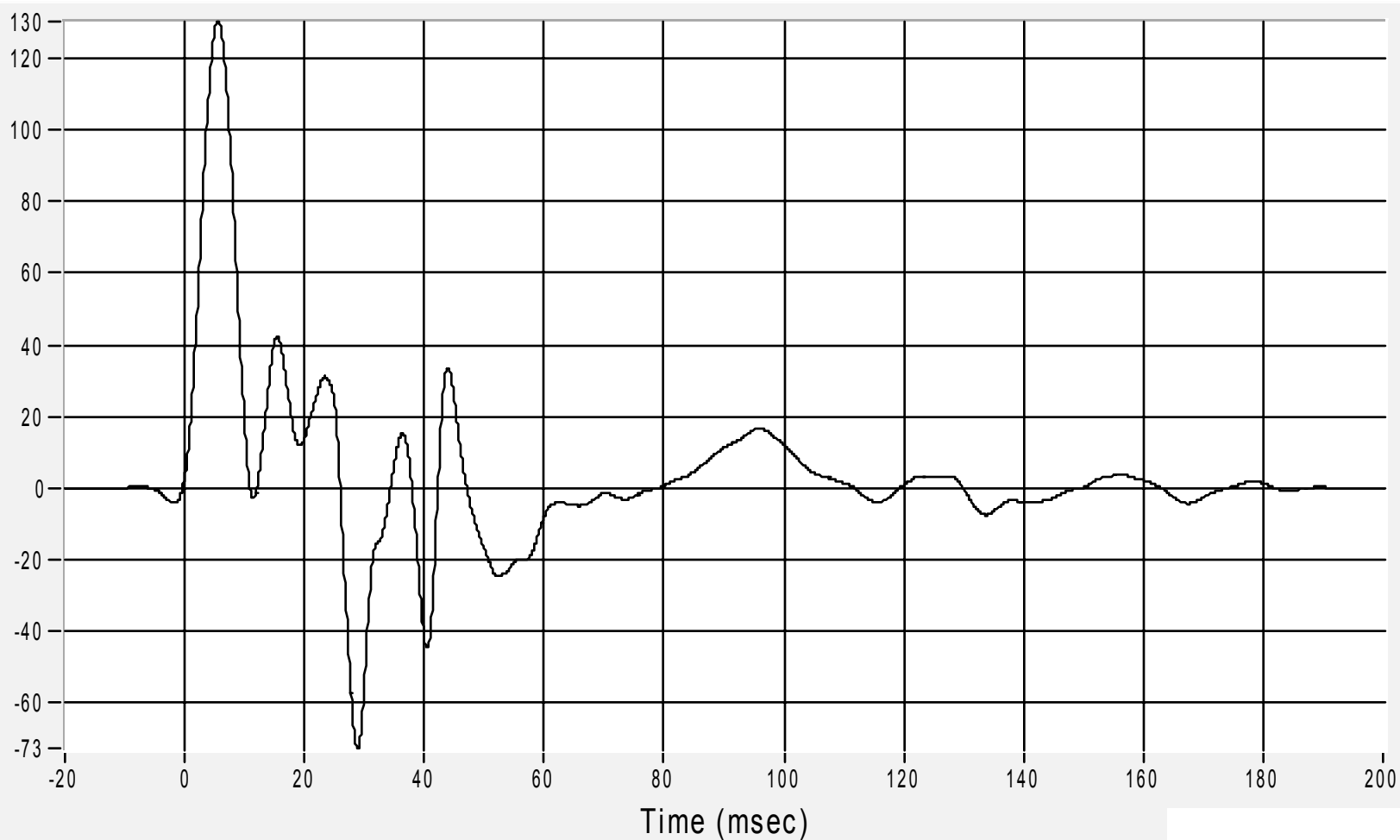
Medical College of Wisconsin
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Left Middle B-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 130.3 G at 5.5 msec

Min -72.8 G at 28.9 msec



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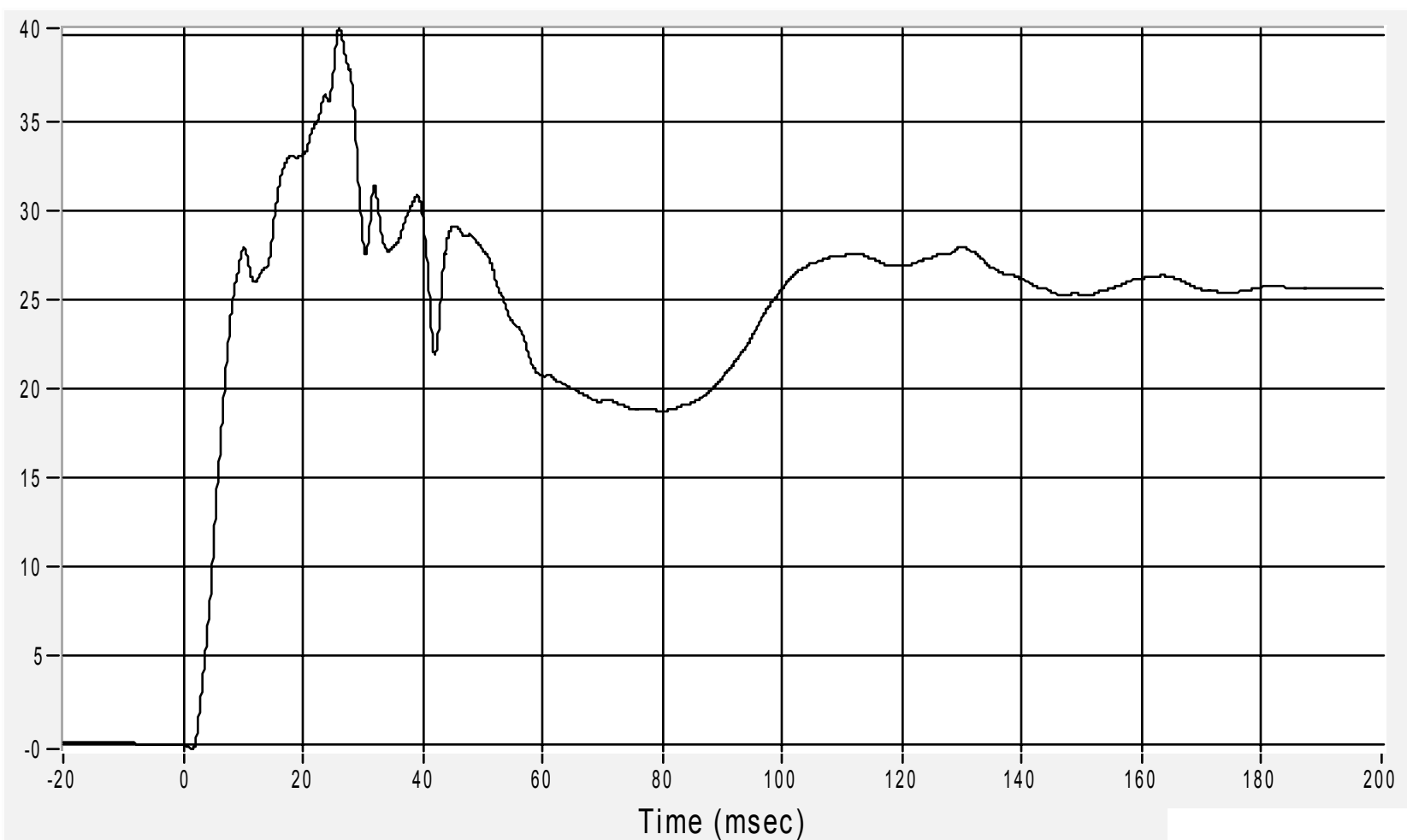
Medical College of Wisconsin
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Left Middle B-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 40.3 km/h at 26.1 msec

Min -0.3 km/h at 1.5 msec



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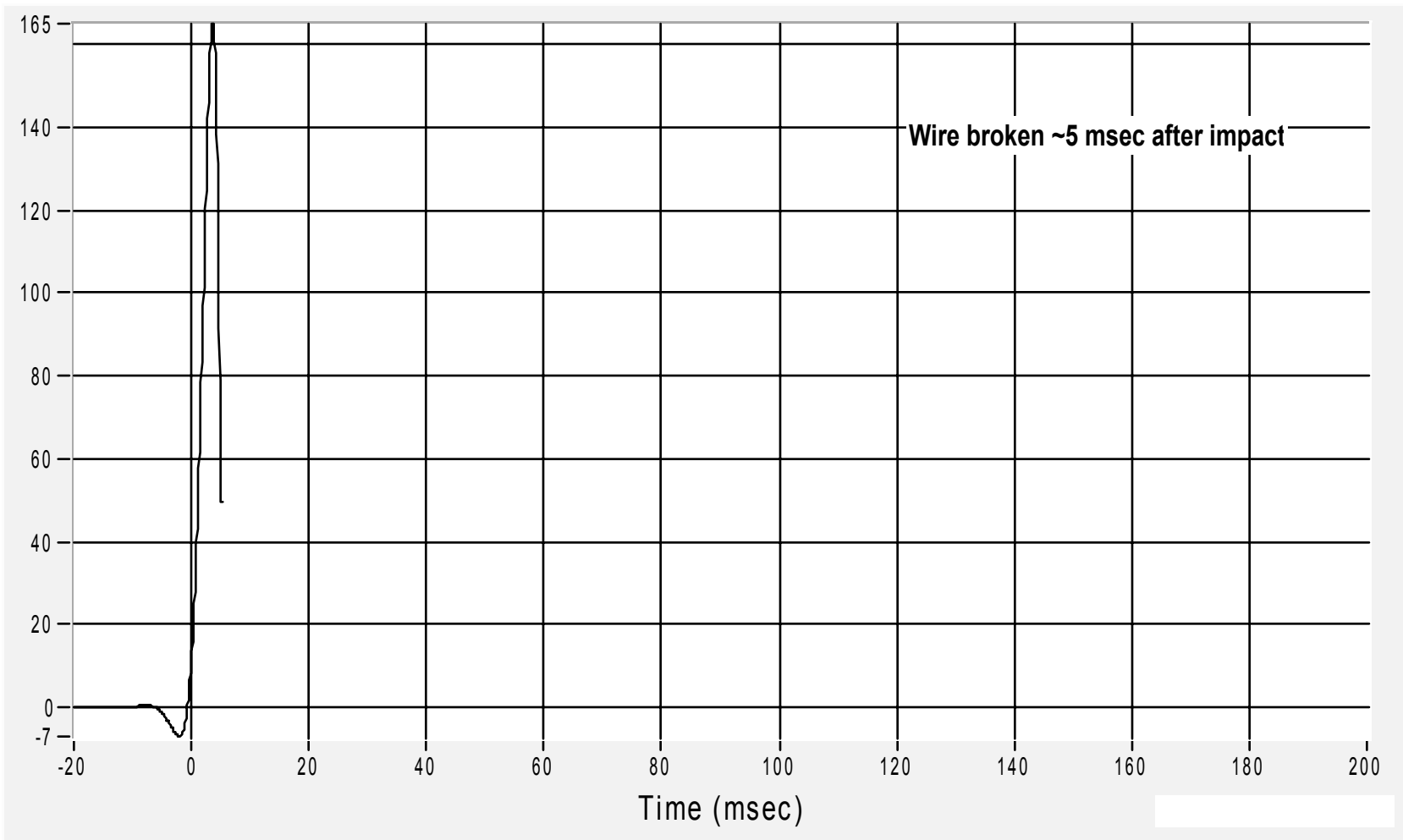
Medical College of Wisconsin
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Left Lower A-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 165.1 G at 3.6 msec

Min 11.8 G at 0.0 msec



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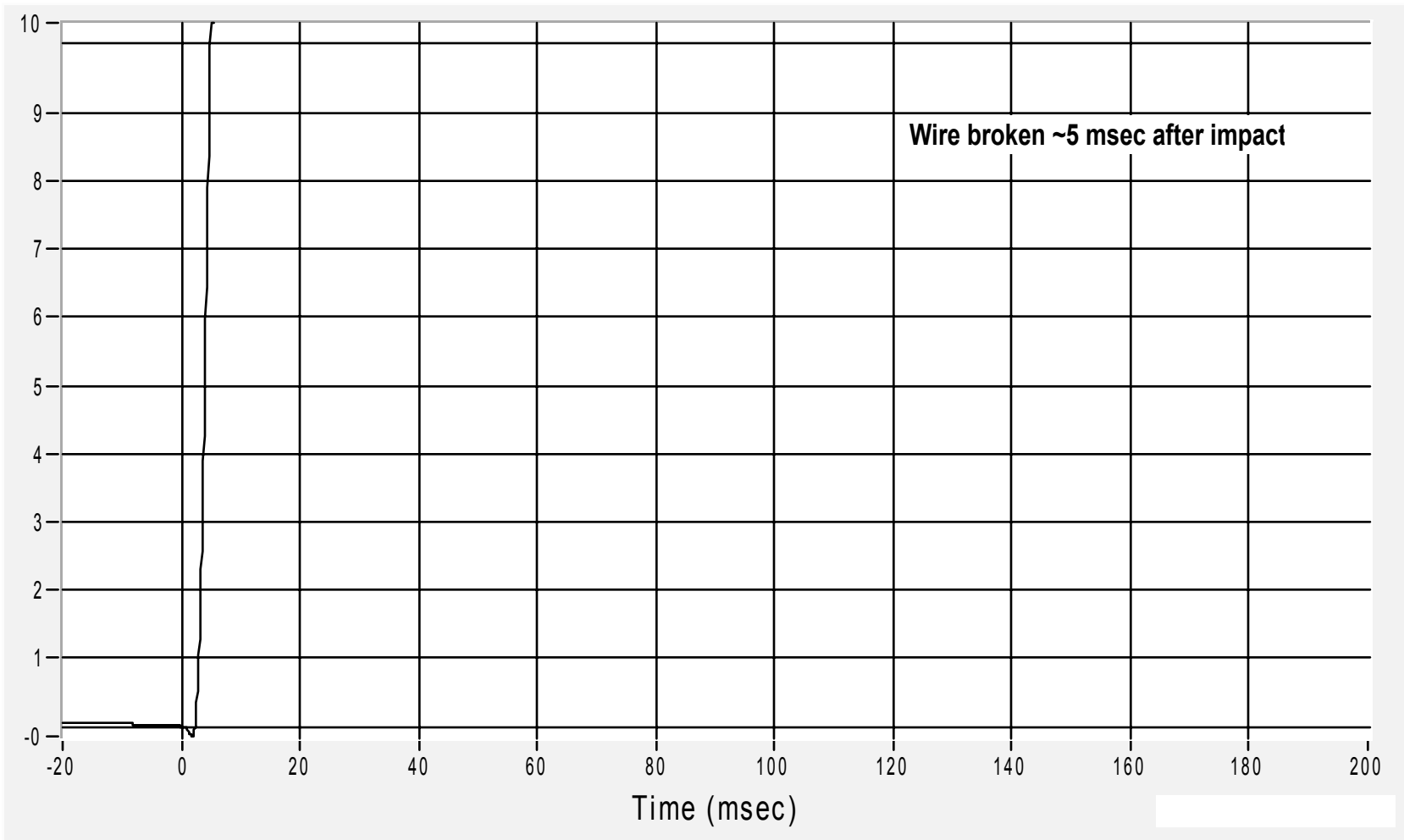
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Left Lower A-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 10.0 km/h at 4.9 msec

Min -0.1 km/h at 1.8 msec



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10 January 2005

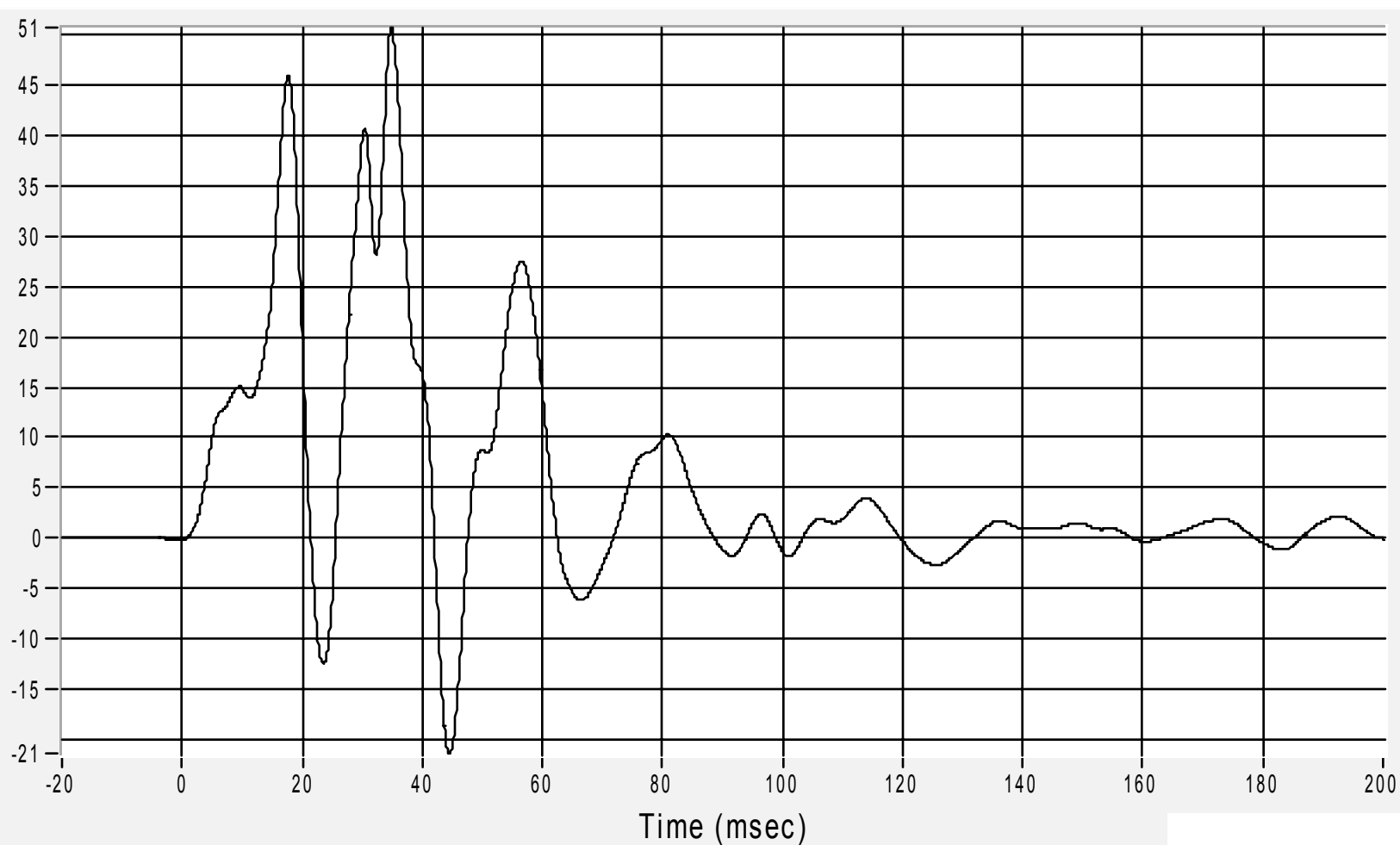
Medical College of Wisconsin
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Left Middle A-Pillar (Y) Acceleration

Acceleration (G's) CFC60

Max 50.7 G at 34.8 msec

Min -21.3 G at 44.6 msec



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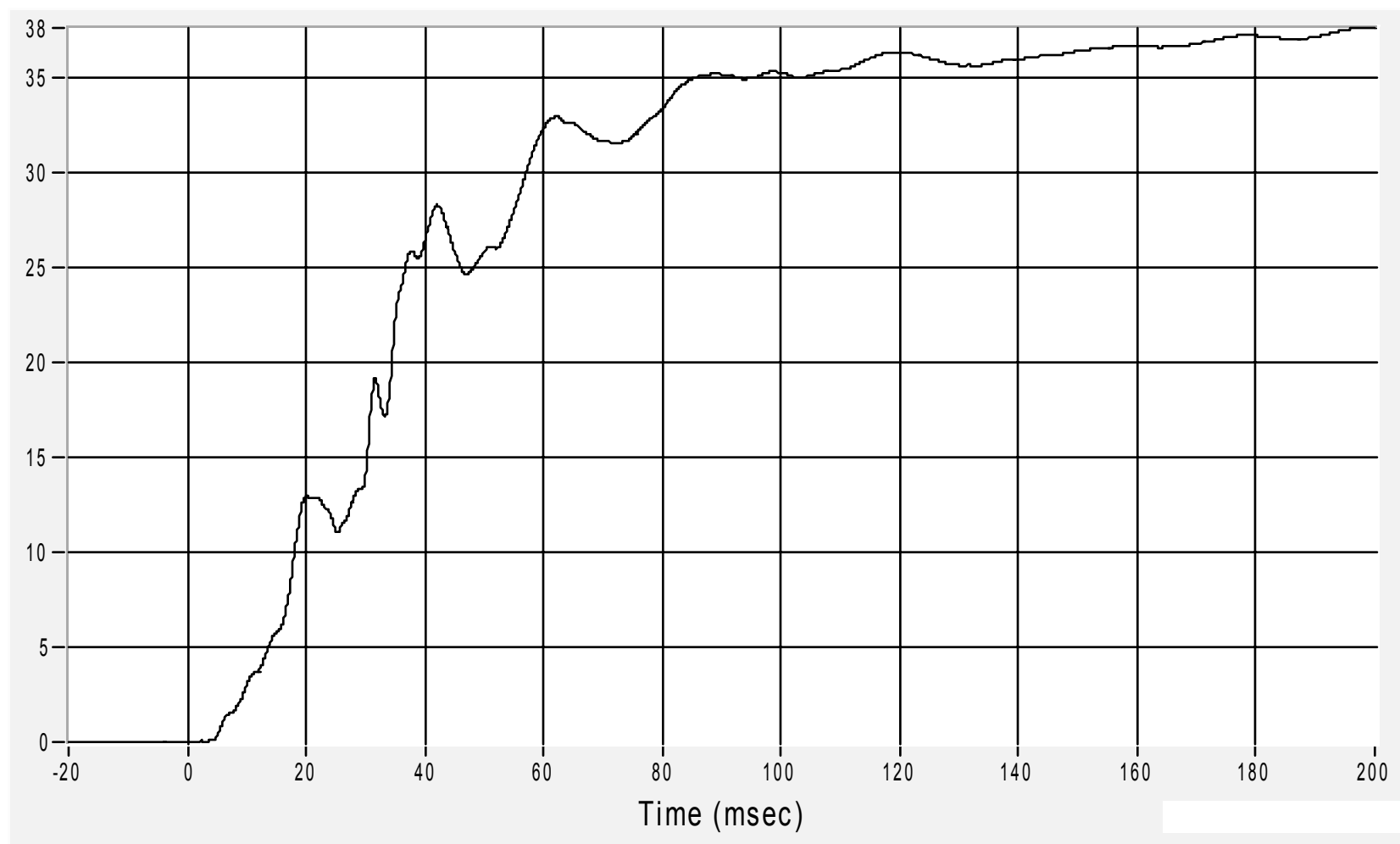
Medical College of Wisconsin
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Left Middle A-Pillar (Y) Velocity

Velocity (km/h) CFC180

Max 37.6 km/h at 199.4 msec

Min 0.0 km/h at 0.0 msec



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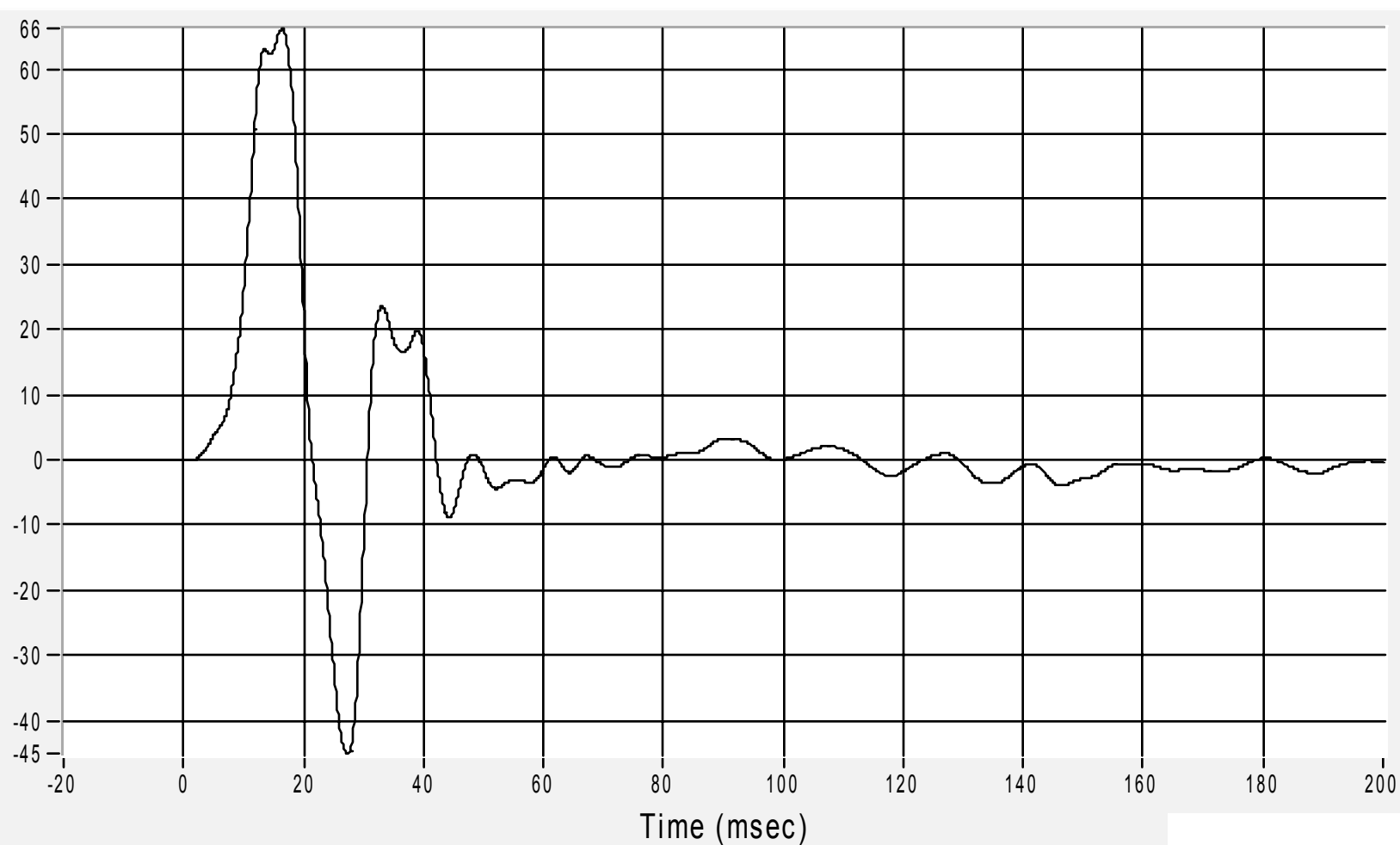
Medical College of Wisconsin
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Front Seat Track (Y) Acceleration

Acceleration (G's) CFC60

Max 66.2 G at 16.4 msec

Min -45.0 G at 27.4 msec



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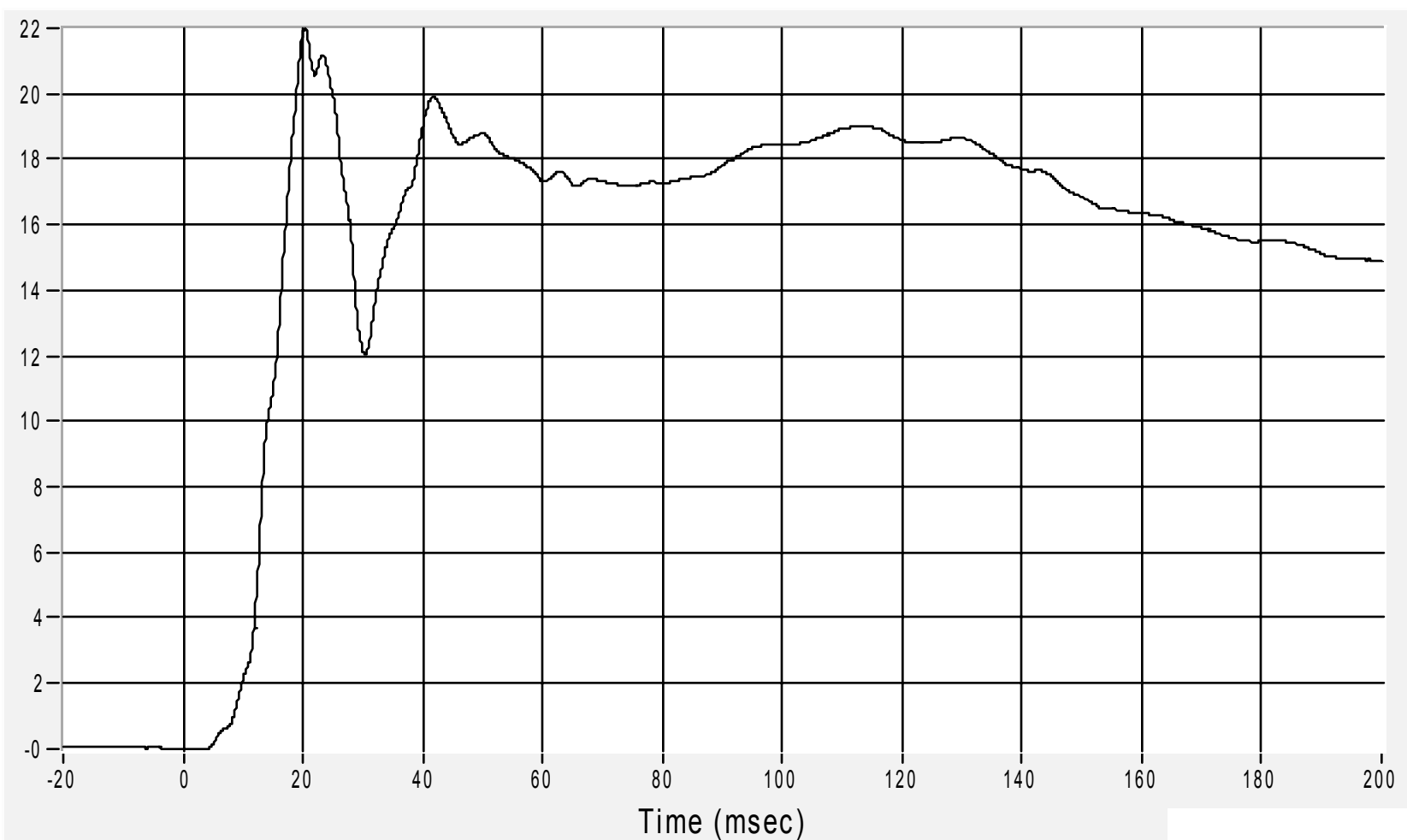
Medical College of Wisconsin
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Front Seat Track (Y) Velocity

Velocity (km/h) CFC180

Max 22.0 km/h at 20.3 msec

Min 0.0 km/h at 3.7 msec



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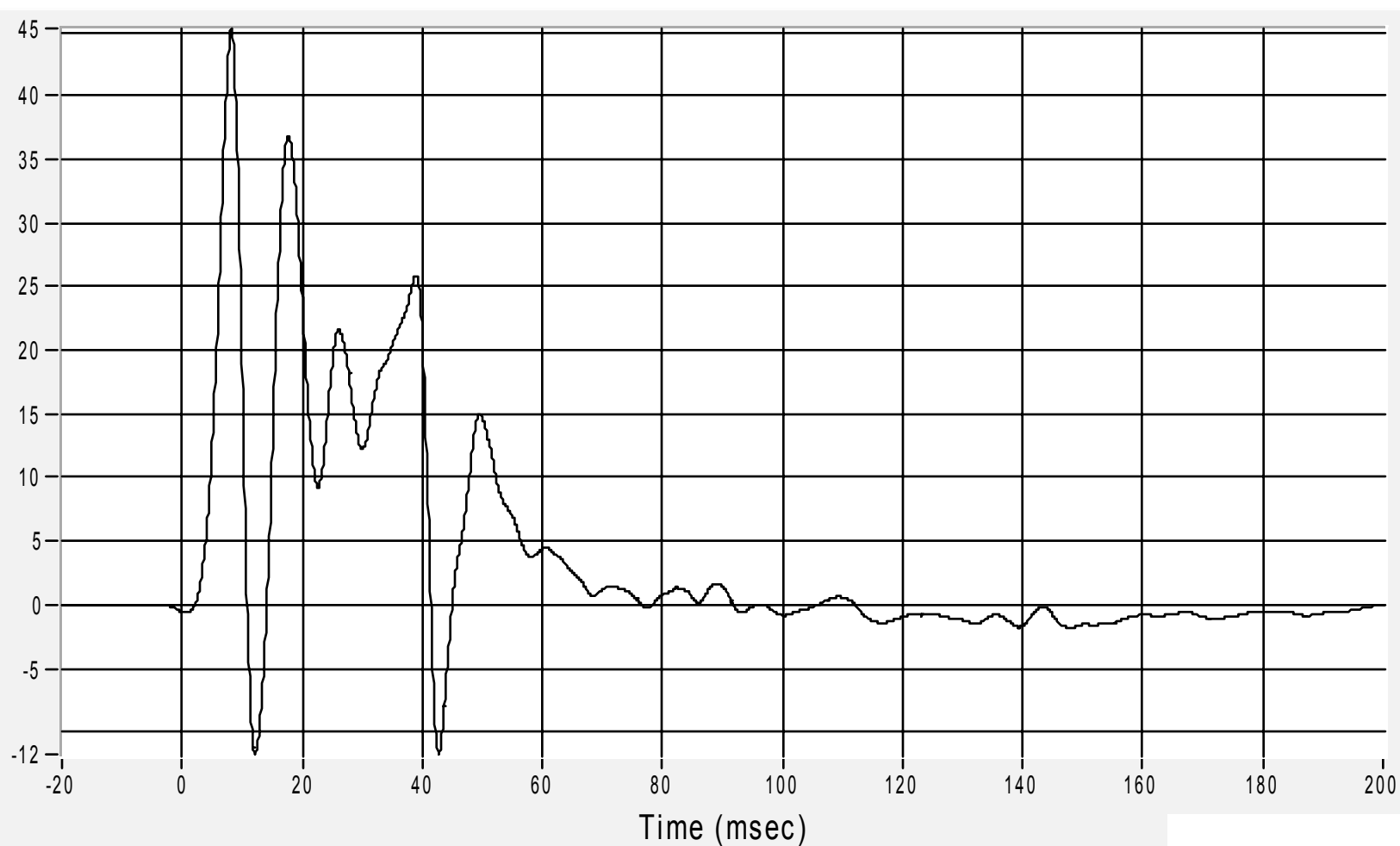
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Rear Seat Track (Y) Acceleration

Acceleration (G's) CFC60

Max 45.3 G at 8.2 msec

Min -11.8 G at 12.2 msec



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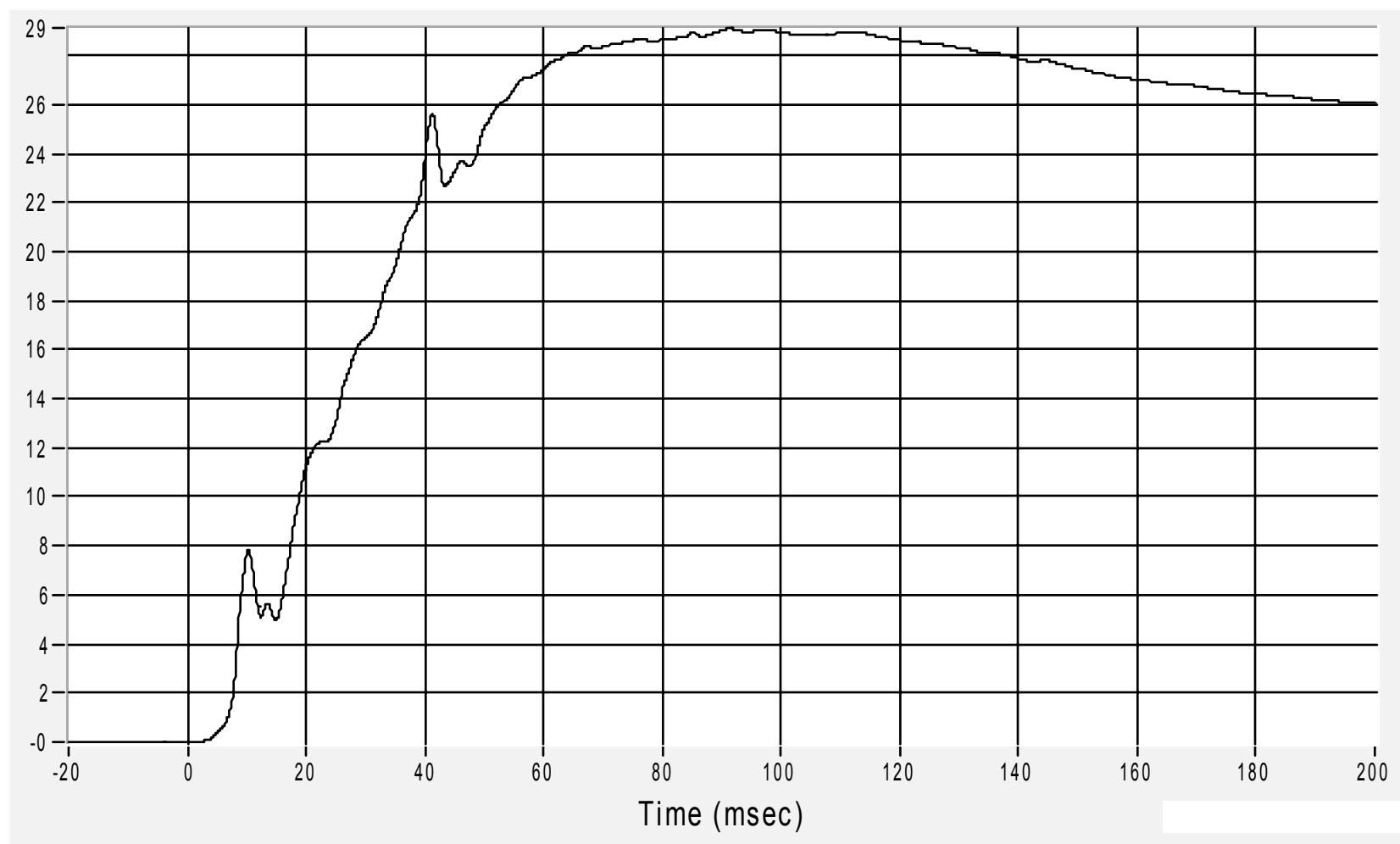
*Medical College of Wisconsin
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Rear Seat Track (Y) Velocity

Velocity (km/h) CFC180

Max 29.1 km/h at 91.4 msec

Min 0.0 km/h at 1.0 msec



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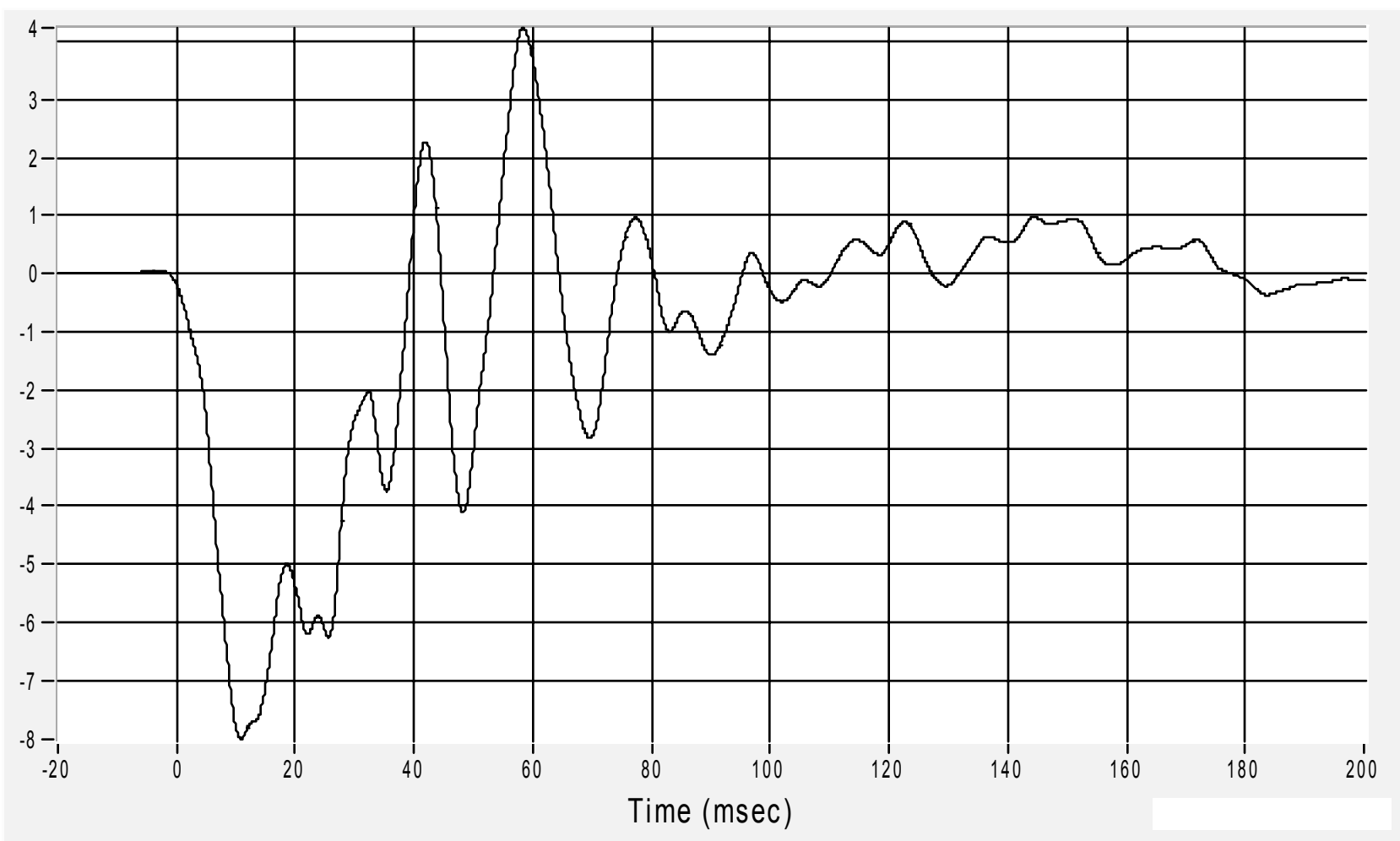
Medical College of Wisconsin
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Vehicle Center of Gravity (X) Acceleration

Acceleration (G's) CFC60

Max 4.2 G at 58.3 msec

Min -8.0 G at 10.8 msec



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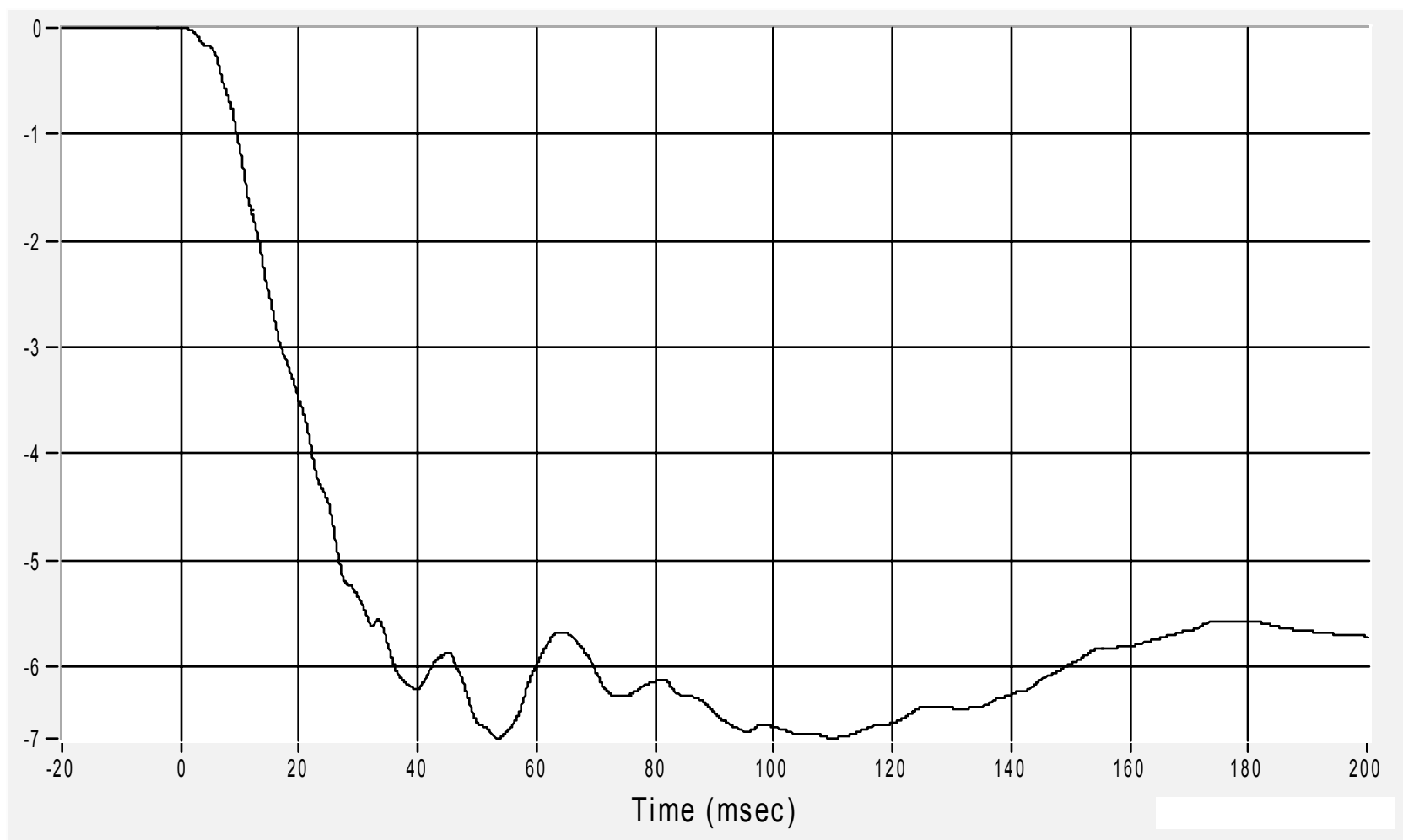
Medical College of Wisconsin
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Vehicle Center of Gravity (X) Velocity

Velocity (km/h) CFC180

Max 0.0 km/h at 0.0 msec

Min -6.7 km/h at 53.5 msec



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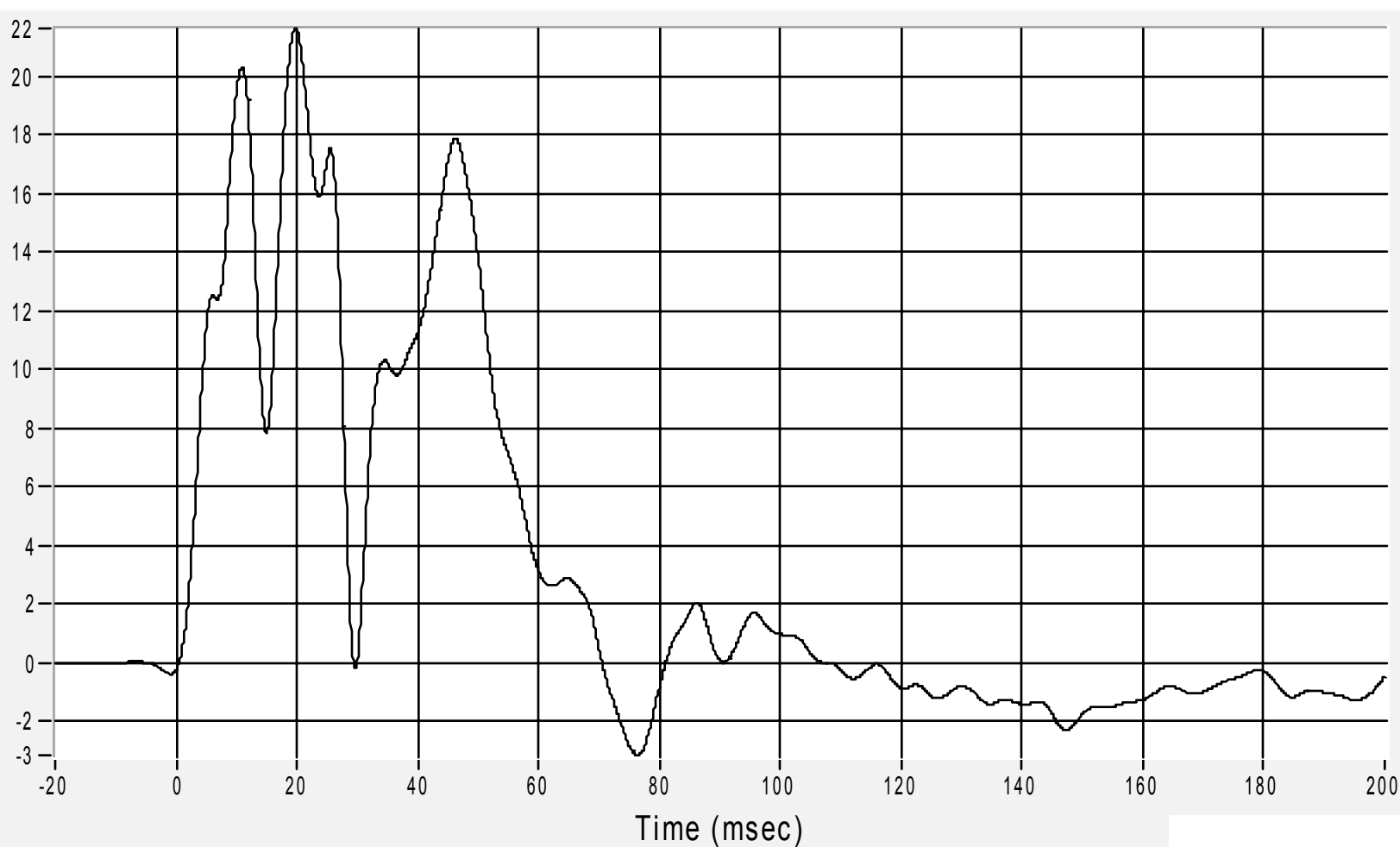
Medical College of Wisconsin
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Vehicle Center of Gravity (Y) Acceleration

Acceleration (G's) CFC60

Max 21.6 G at 19.8 msec

Min -3.2 G at 76.3 msec



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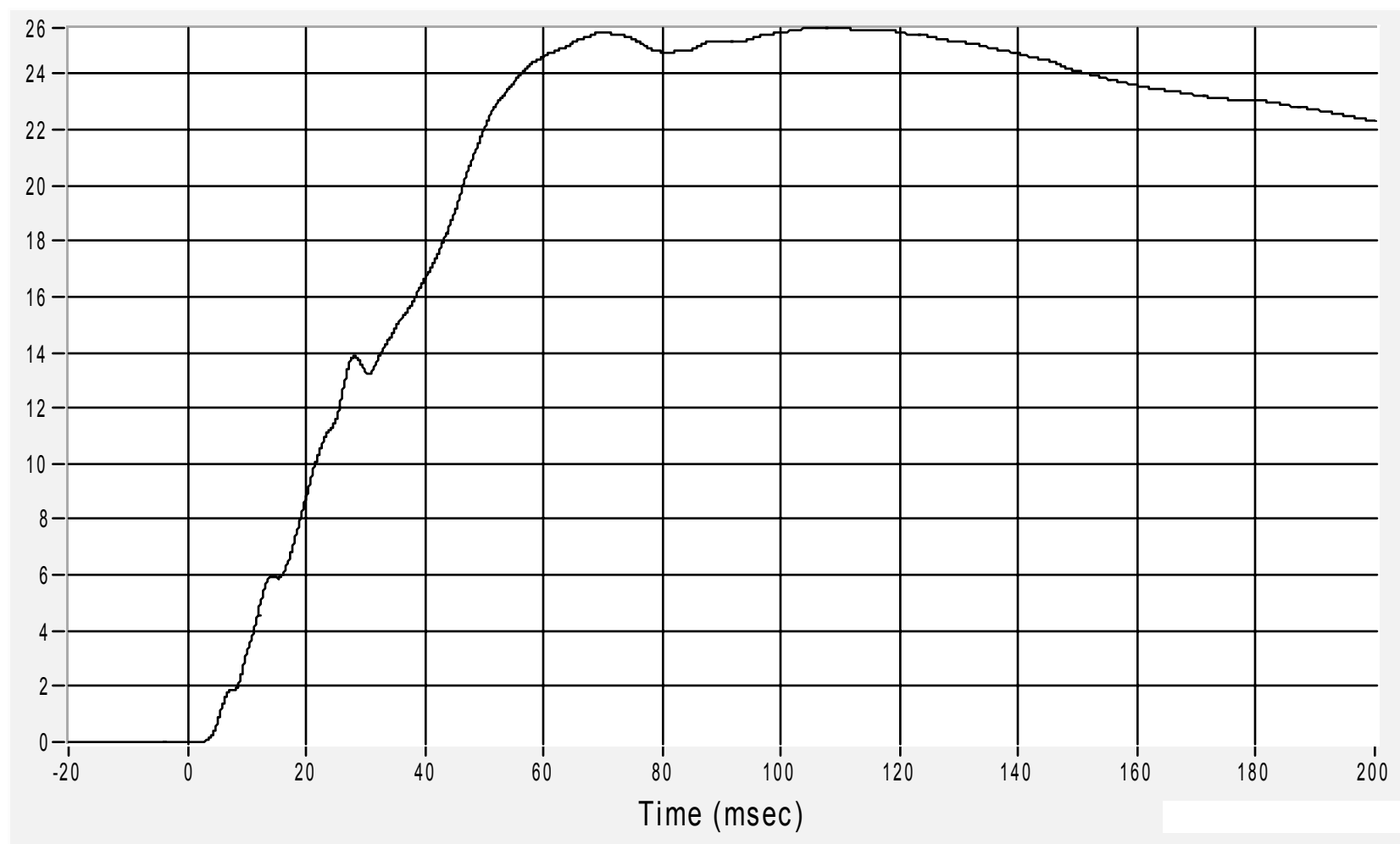
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (Y) Velocity

Velocity (km/h) CFC180

Max 25.6 km/h at 109.8 msec

Min 0.0 km/h at 0.0 msec



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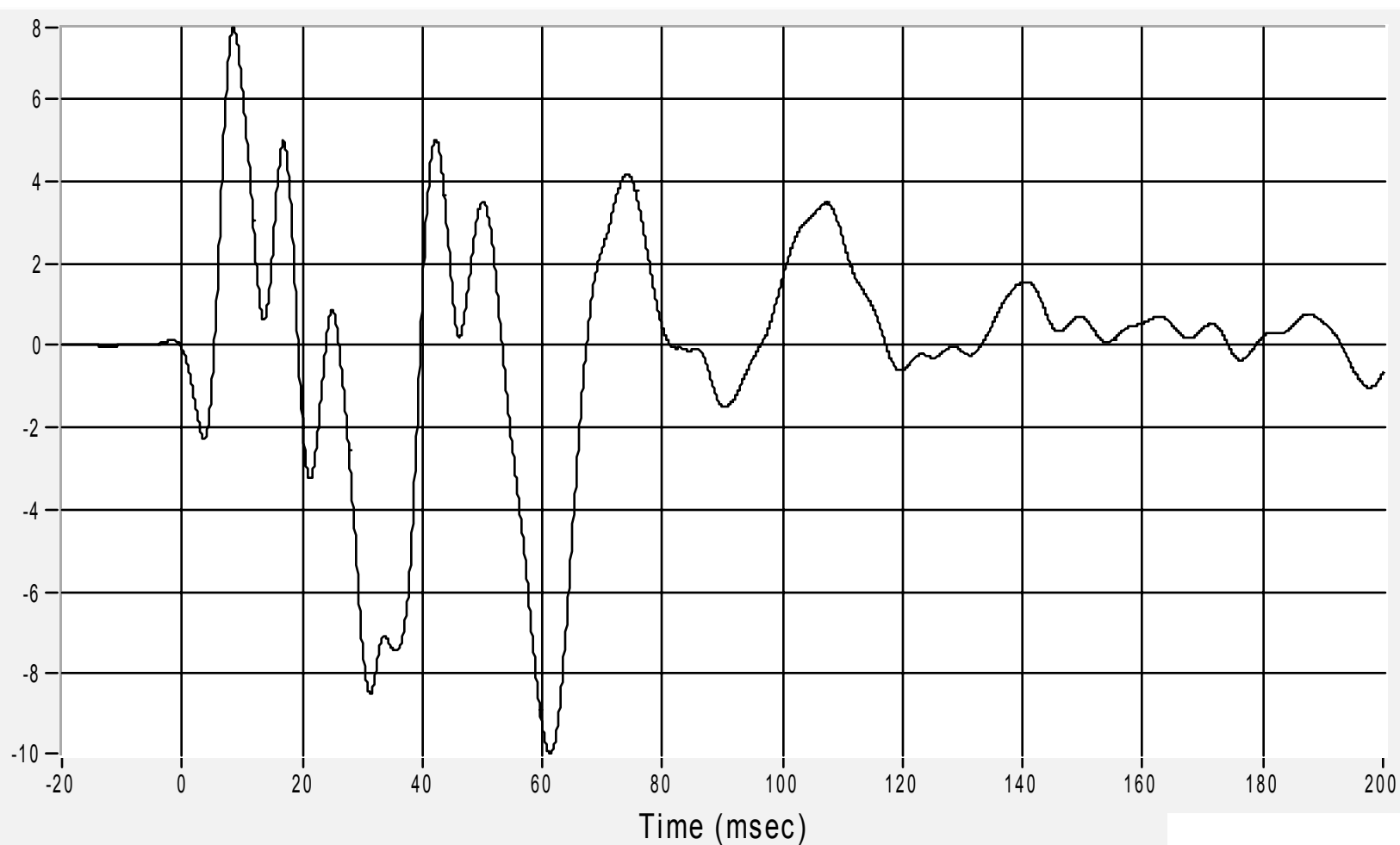
*Medical College of Wisconsin
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Vehicle Center of Gravity (Z) Acceleration

Acceleration (G's) CFC60

Max 7.8 G at 8.6 msec

Min -9.9 G at 61.3 msec



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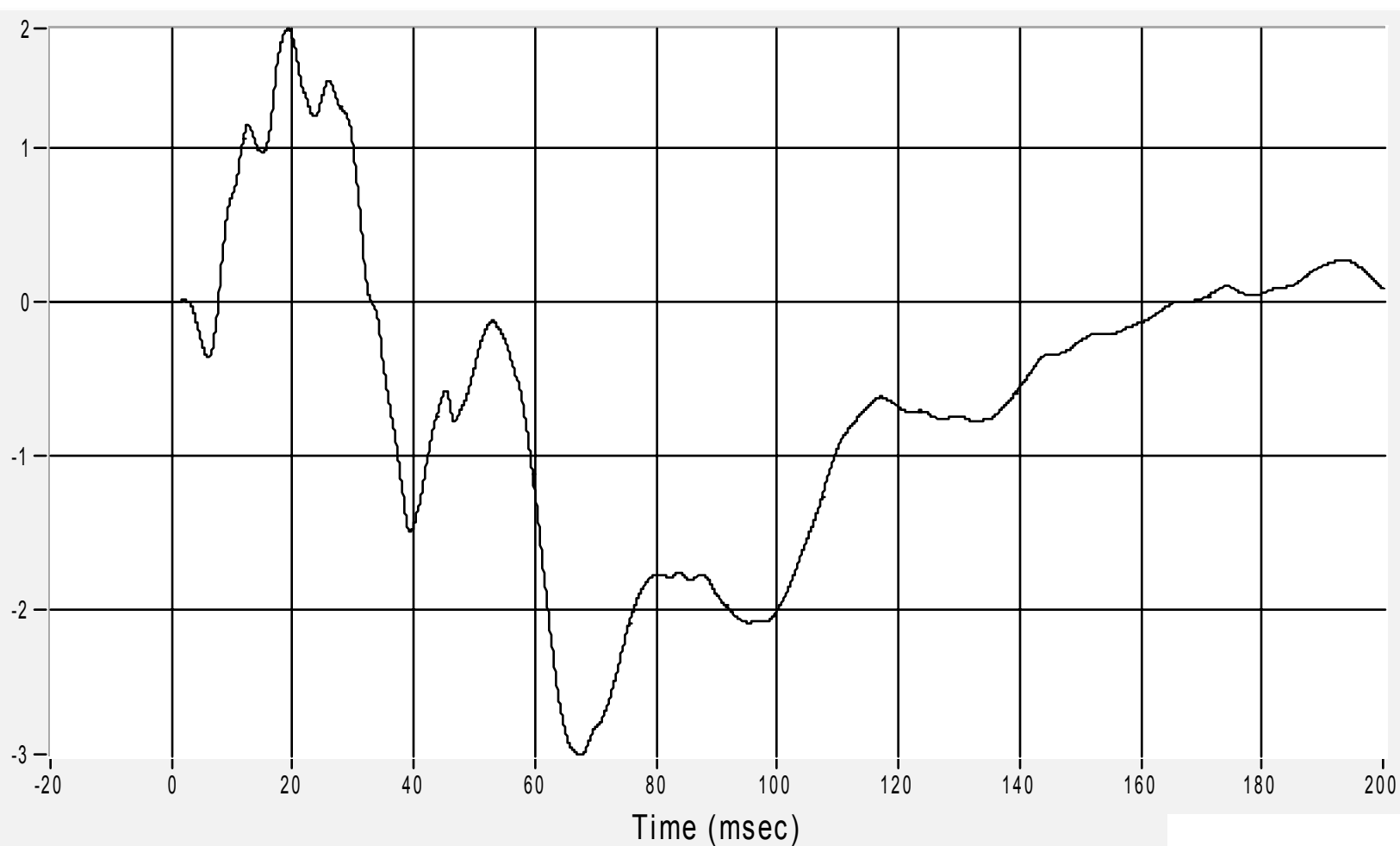
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Vehicle Center of Gravity (Z) Velocity

Velocity (km/h) CFC180

Max 1.8 km/h at 19.2 msec

Min -2.9 km/h at 67.5 msec



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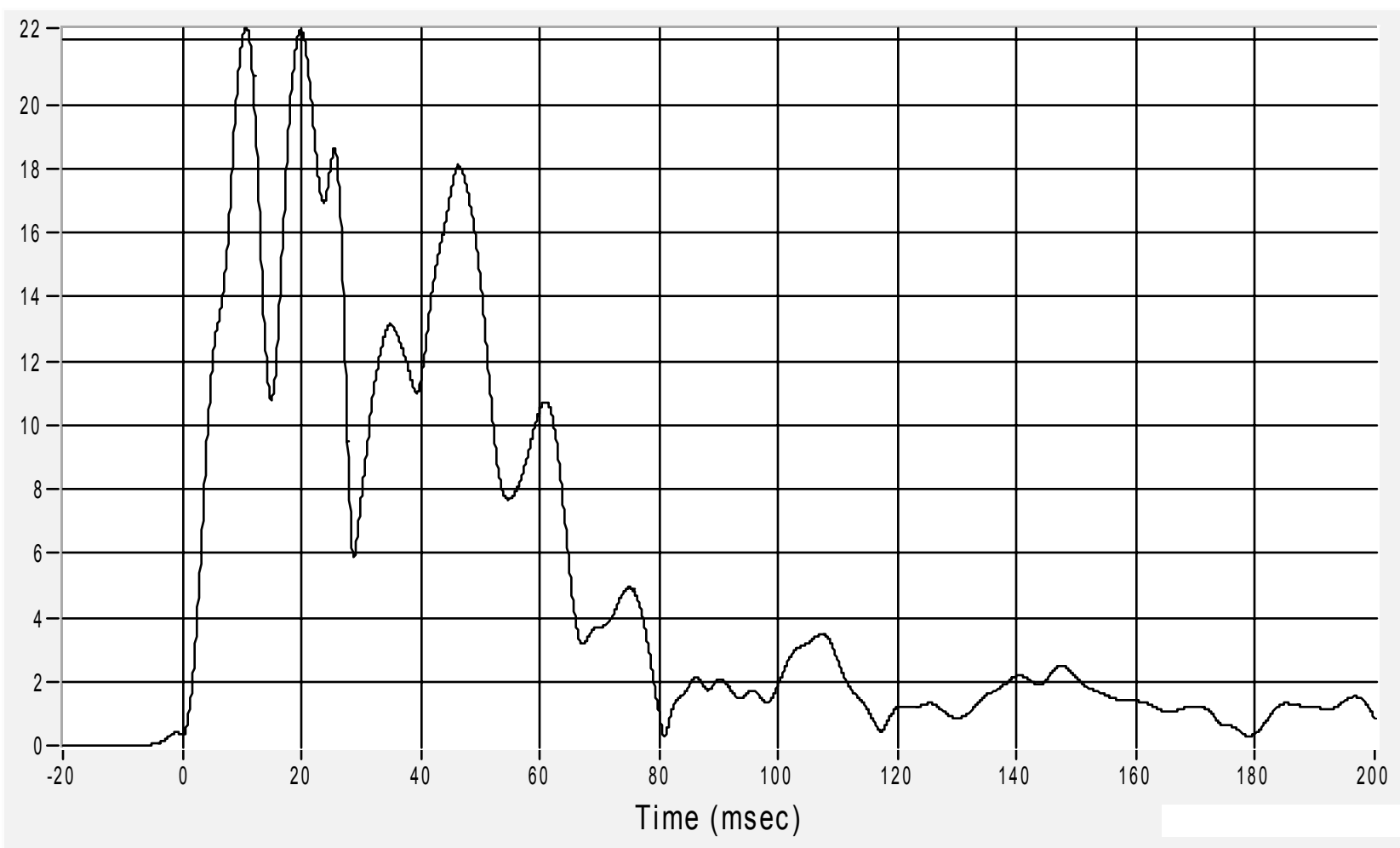
B-100

Vehicle Center of Gravity Resultant Acceleration

Acceleration (G's) CFC60

Max 22.4 G's at 10.7 msec

Min 0.3 G's at 80.9 msec



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10 January 2005

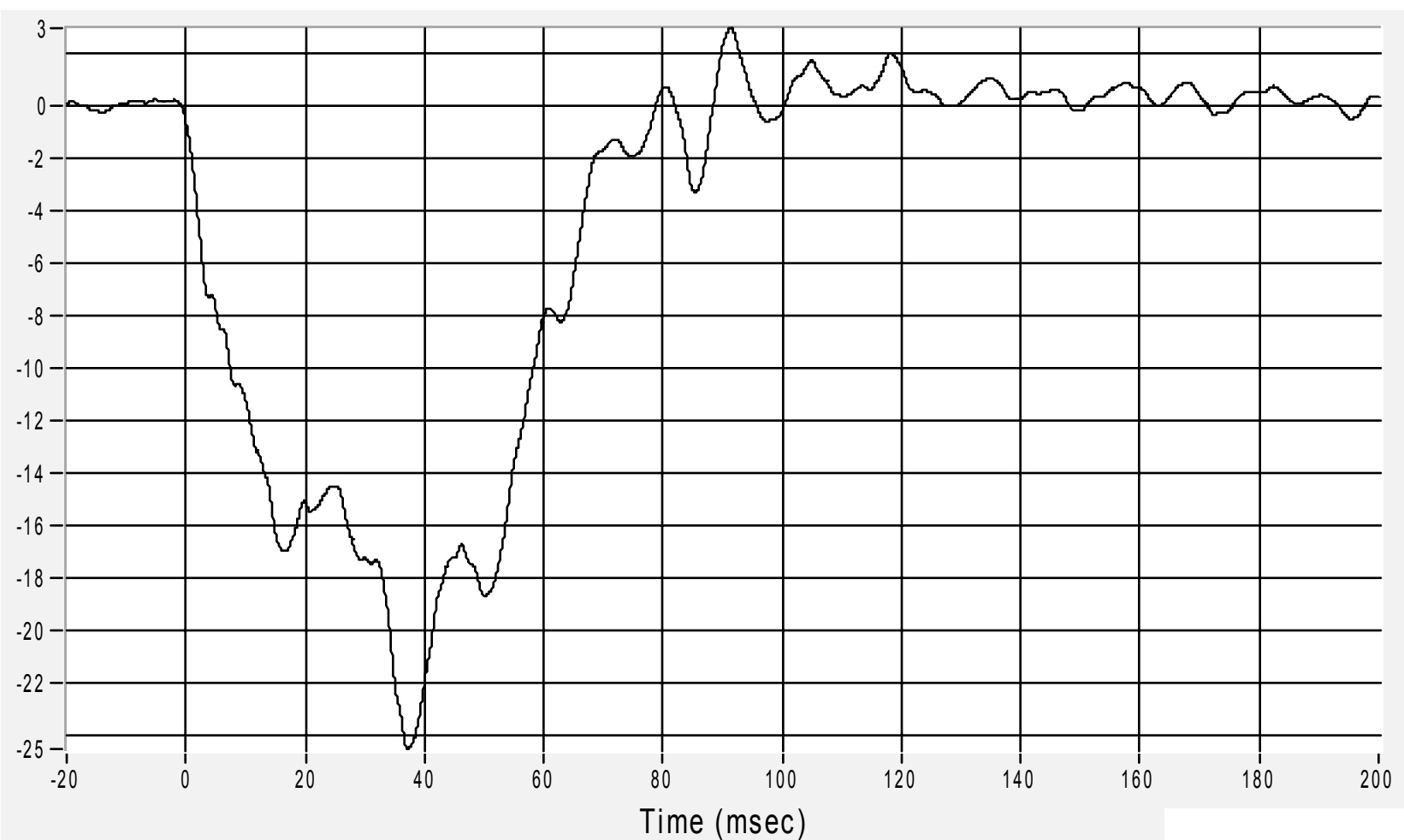
Medical College of Wisconsin
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MDB Center of Gravity (X) Acceleration

Acceleration (G's) CFC60

Max 3.0 G at 91.4 msec

Min -24.5 G at 37.3 msec



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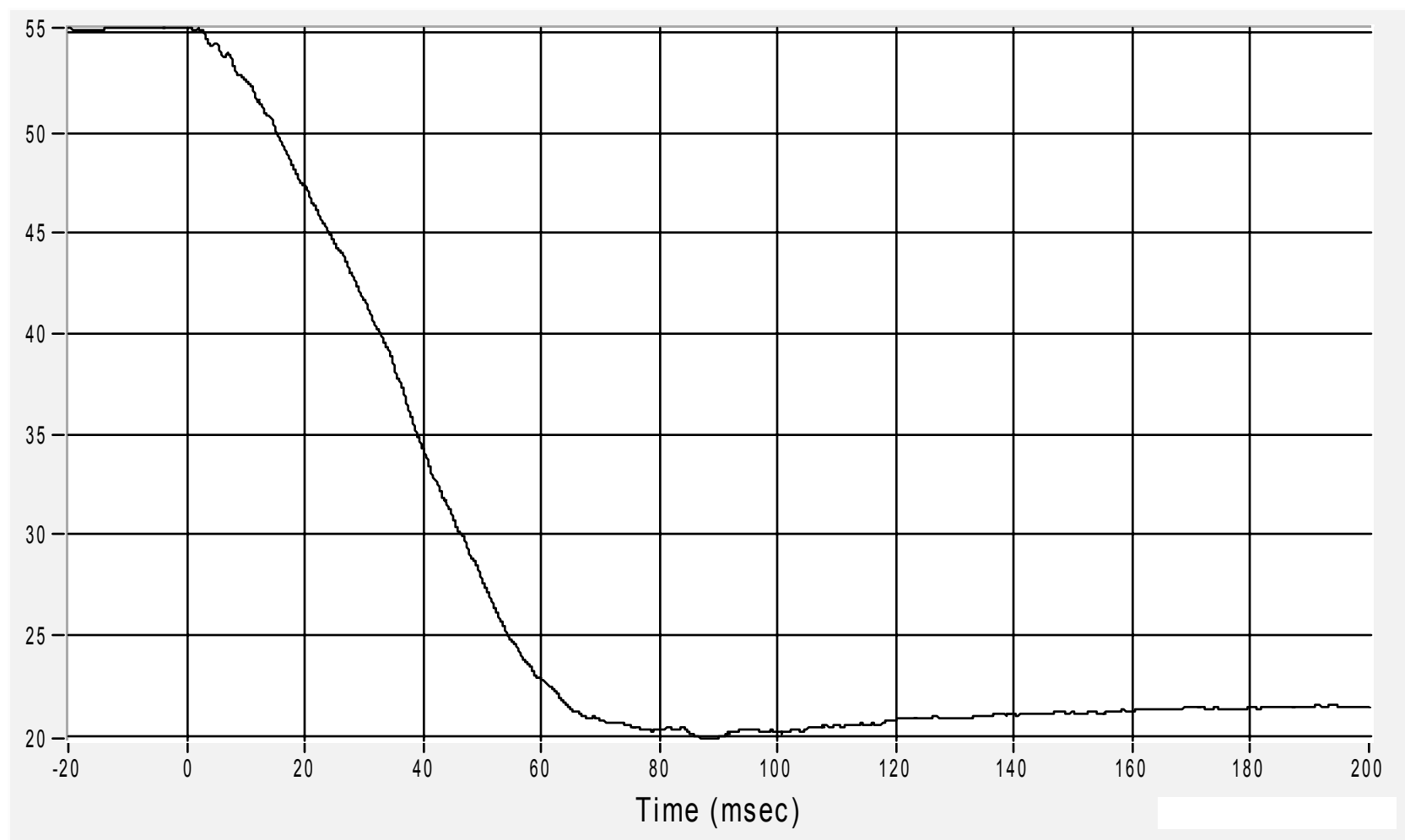
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (X) Velocity

Velocity (km/h) CFC180

Max 55.2 km/h at 0.0 msec

Min 19.9 km/h at 87.5 msec



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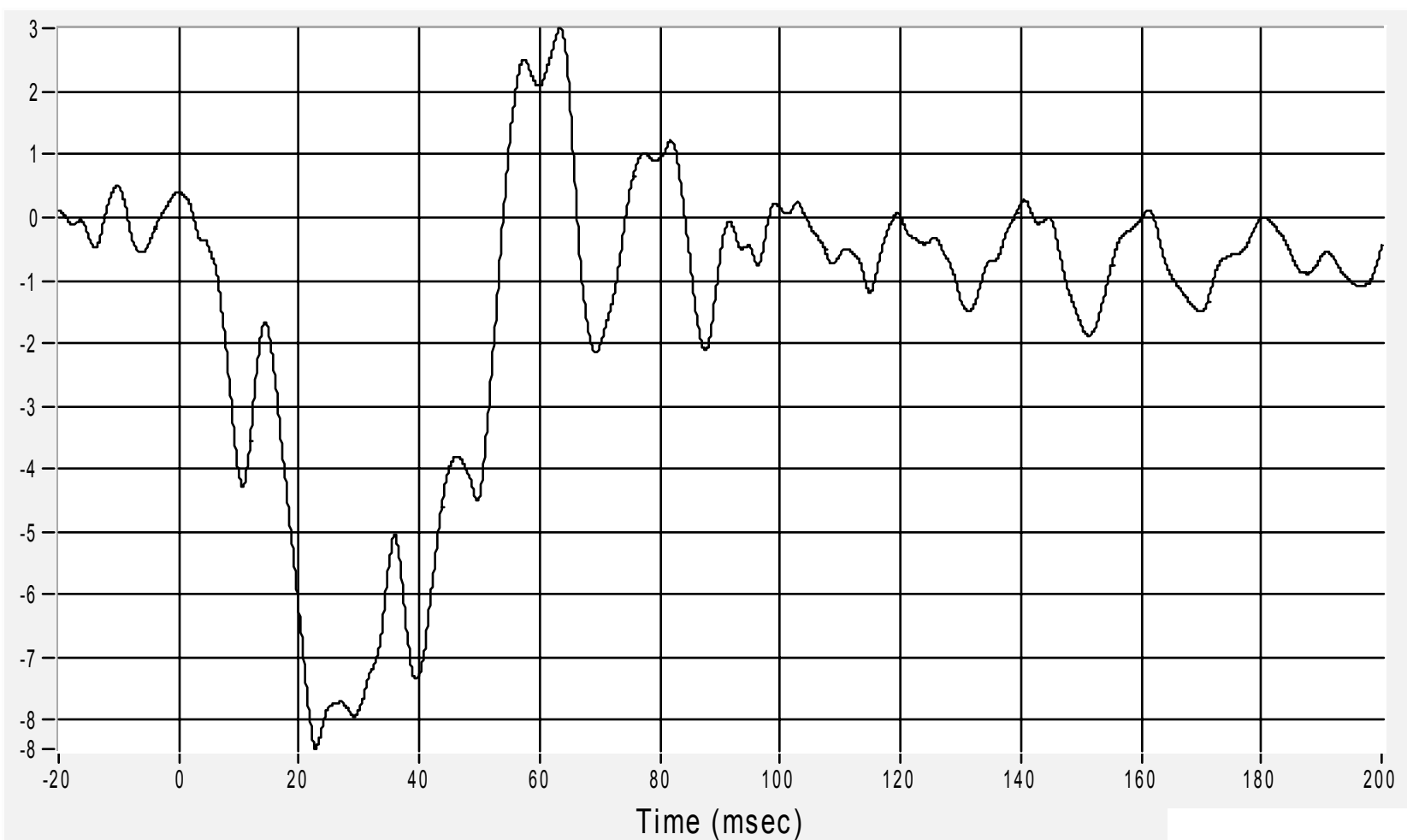
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (Y) Acceleration

Acceleration (G's) CFC60

Max 3.0 G at 63.4 msec

Min -8.5 G at 22.7 msec



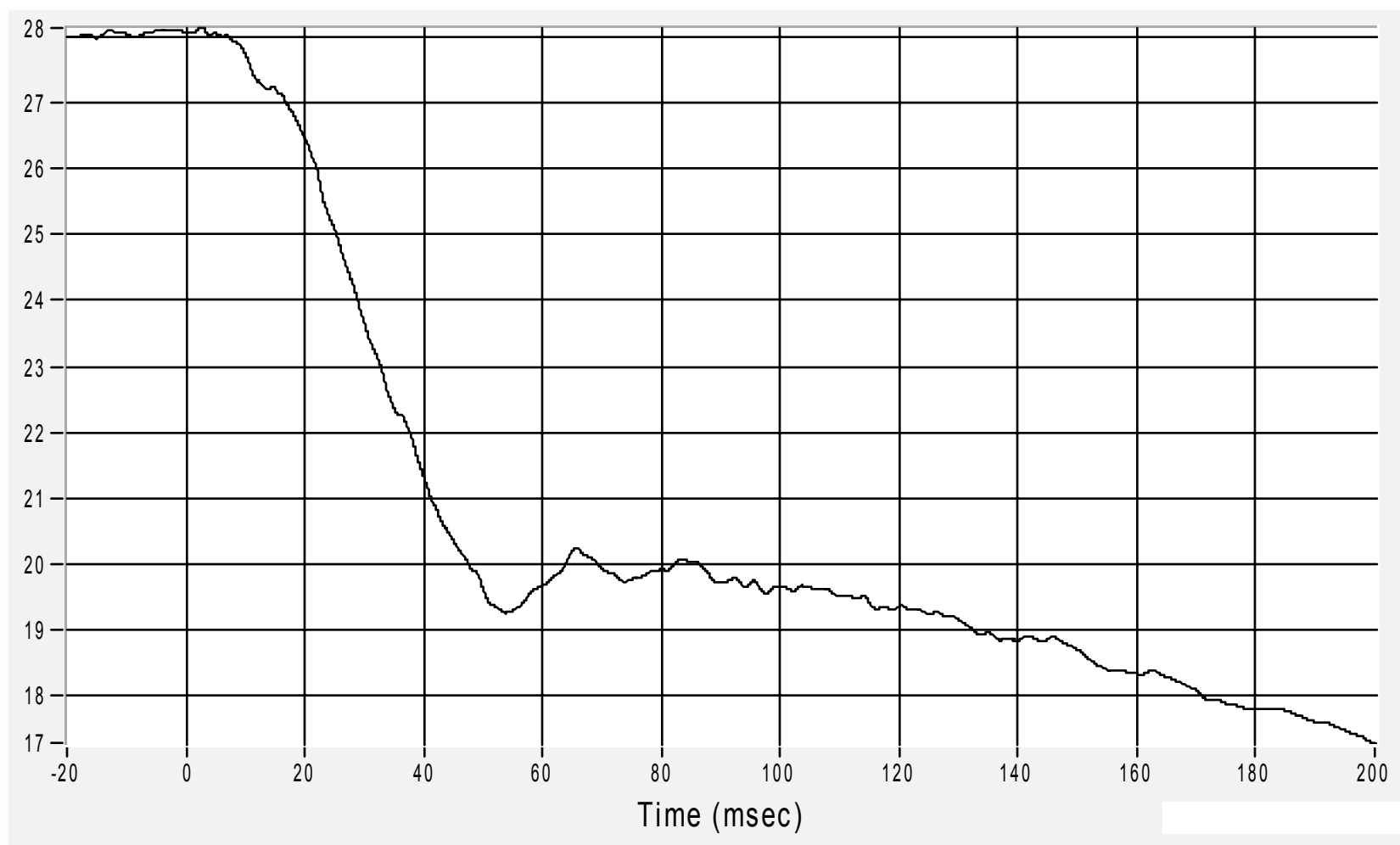
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Medical College of Wisconsin
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MDB Center of Gravity (Y) Velocity

Velocity (km/h) CFC180

Max 28.1 km/h at 2.6 msec**Min 17.3 km/h at 199.9 msec**

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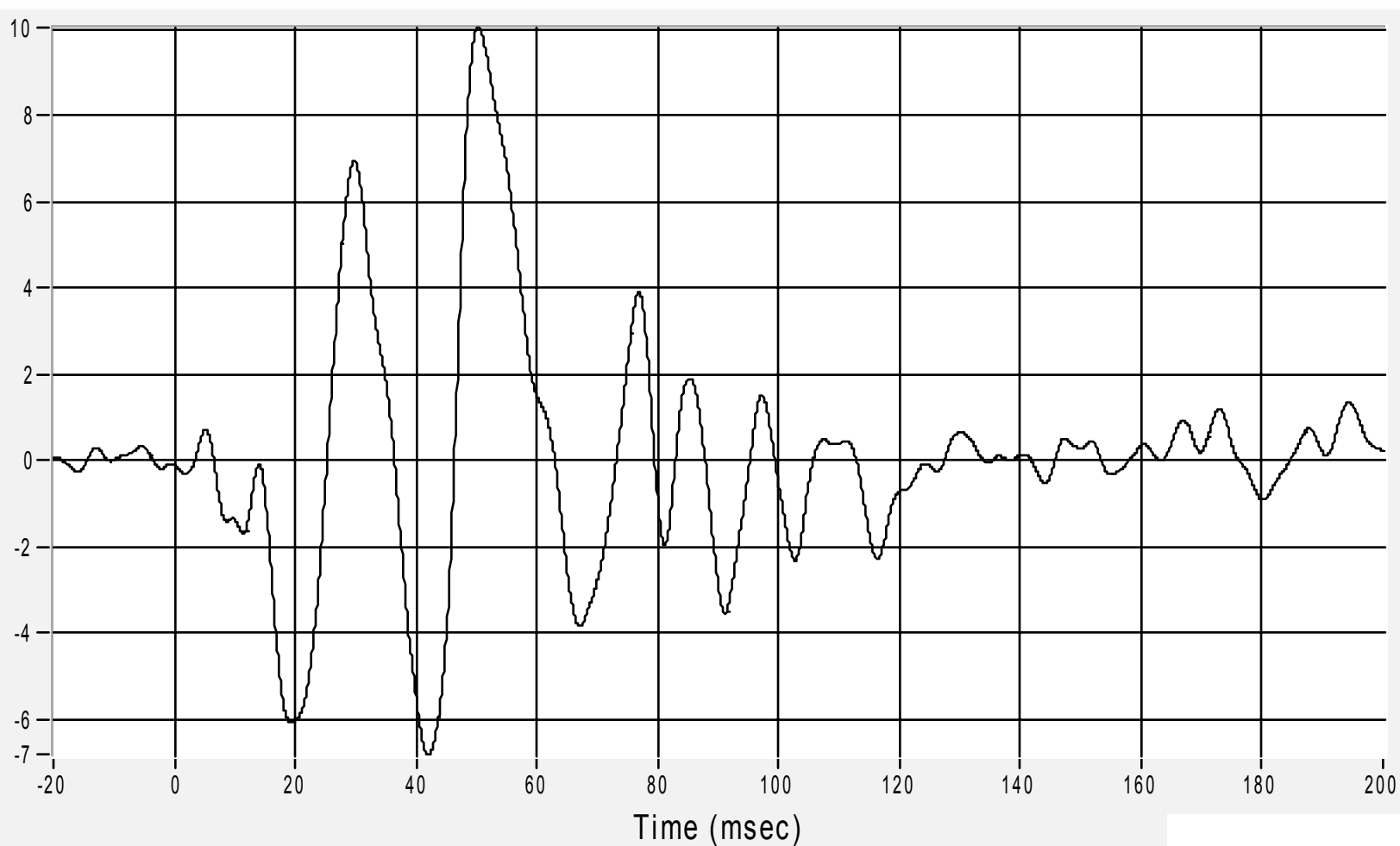
*Medical College of Wisconsin
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MDB Center of Gravity (Z) Acceleration

Acceleration (G's) CFC60

Max 10.0 G at 50.3 msec

Min -6.8 G at 42.0 msec



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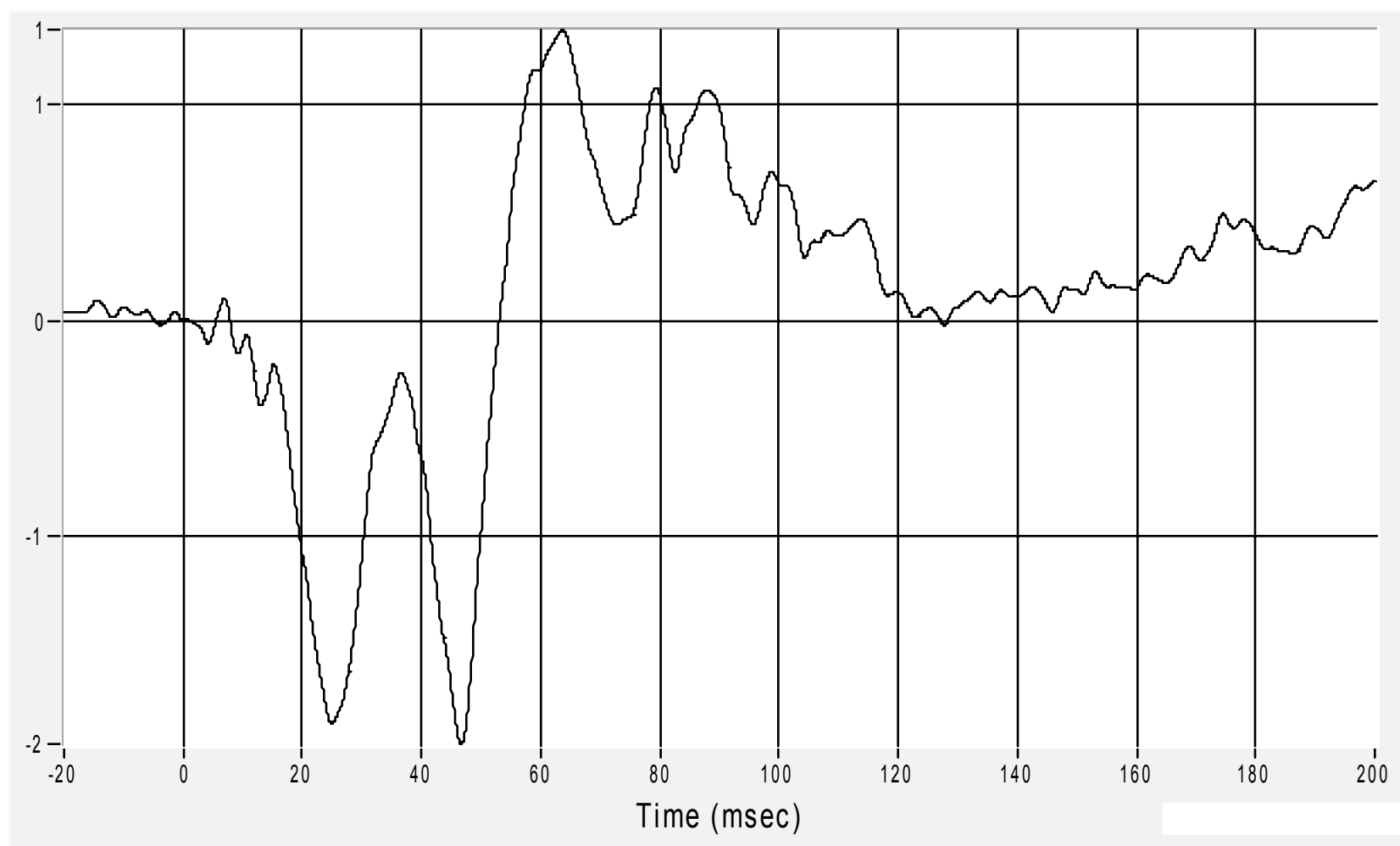
Medical College of Wisconsin
Vehicle Crashworthiness Lab

MDB Center of Gravity (Z) Velocity

Velocity (km/h) CFC180

Max 1.3 km/h at 63.6 msec

Min -2.0 km/h at 46.6 msec



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10 January 2005

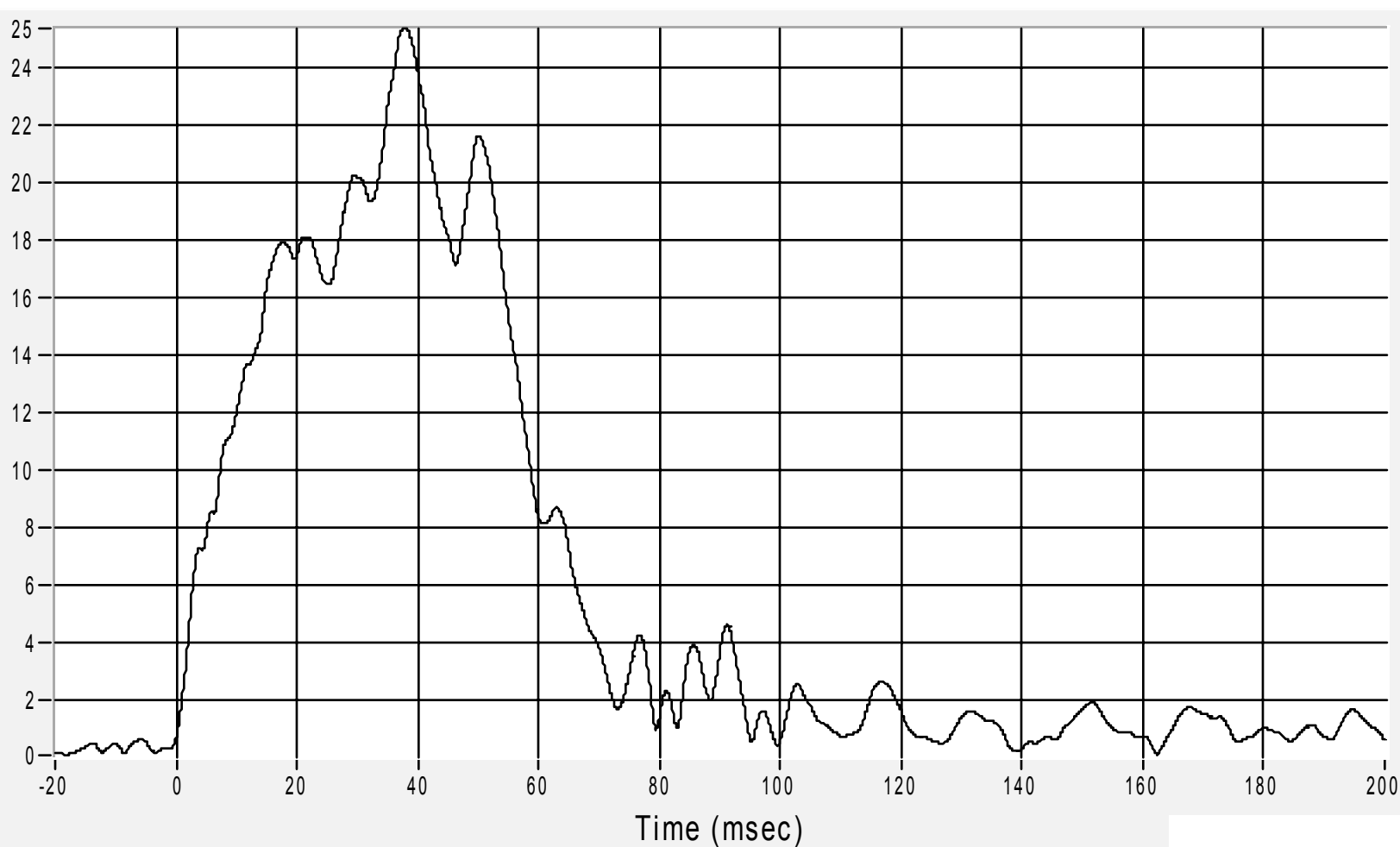
Medical College of Wisconsin
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MDB Center of Gravity Resultant Acceleration

Acceleration (G's) CFC60

Max 25.4 G's at 37.9 msec

Min 0.1 G's at 162.3 msec



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10 January 2005

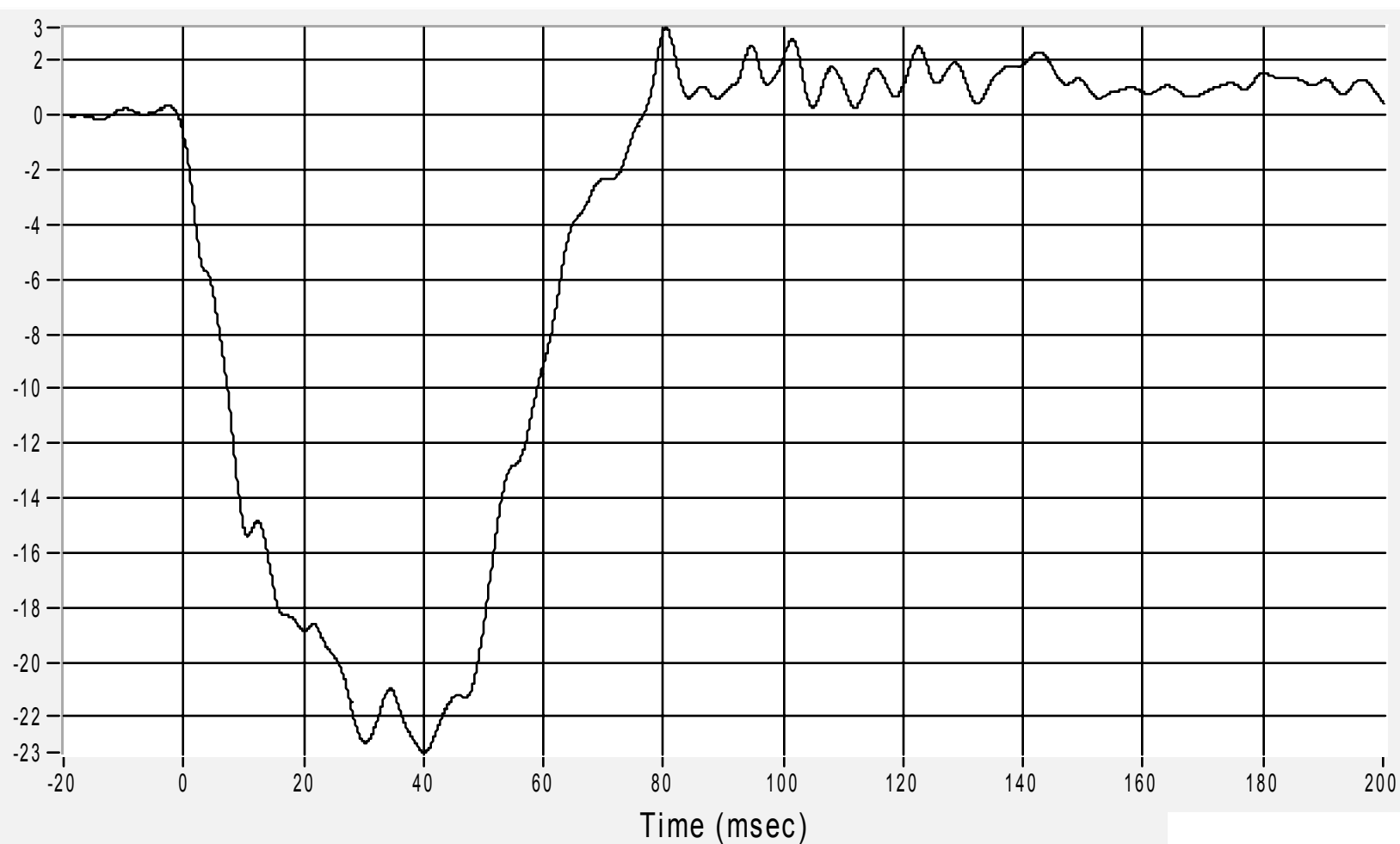
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MDB Rear (X) Acceleration

Acceleration (G's) CFC60

Max 3.2 G at 80.5 msec

Min -23.3 G at 40.2 msec



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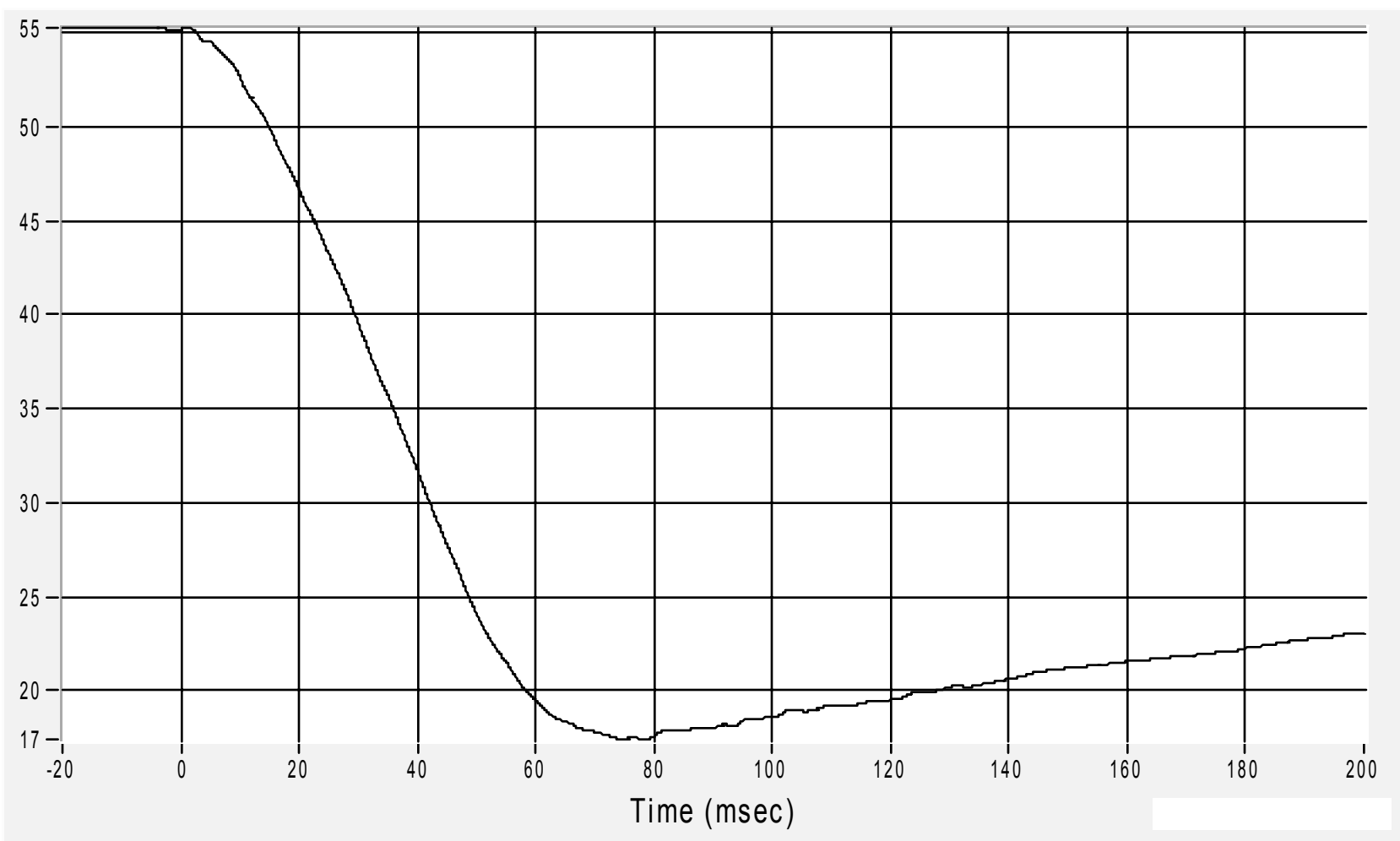
10 January 2005

Medical College of Wisconsin
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MDB Rear (X) Velocity

Velocity (km/h)

CFC180

Max 55.2 km/h at 1.4 msec**Min 17.4 km/h at 78.6 msec**

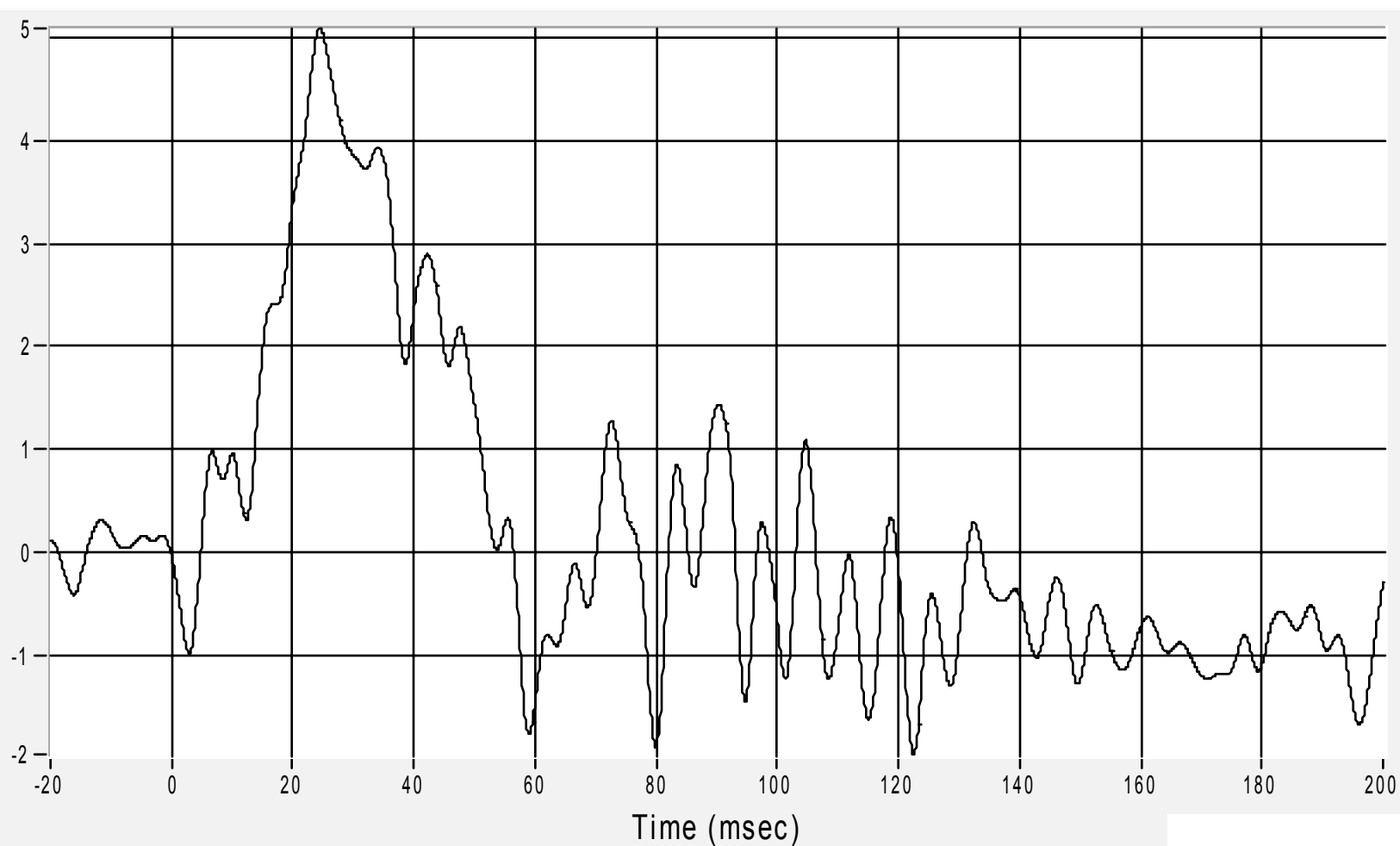
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Vehicle Crashworthiness Lab*

MDB Rear (Y) Acceleration

Acceleration (G's) CFC60

Max 5.1 G at 24.5 msec**Min -2.0 G at 122.5 msec**

05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

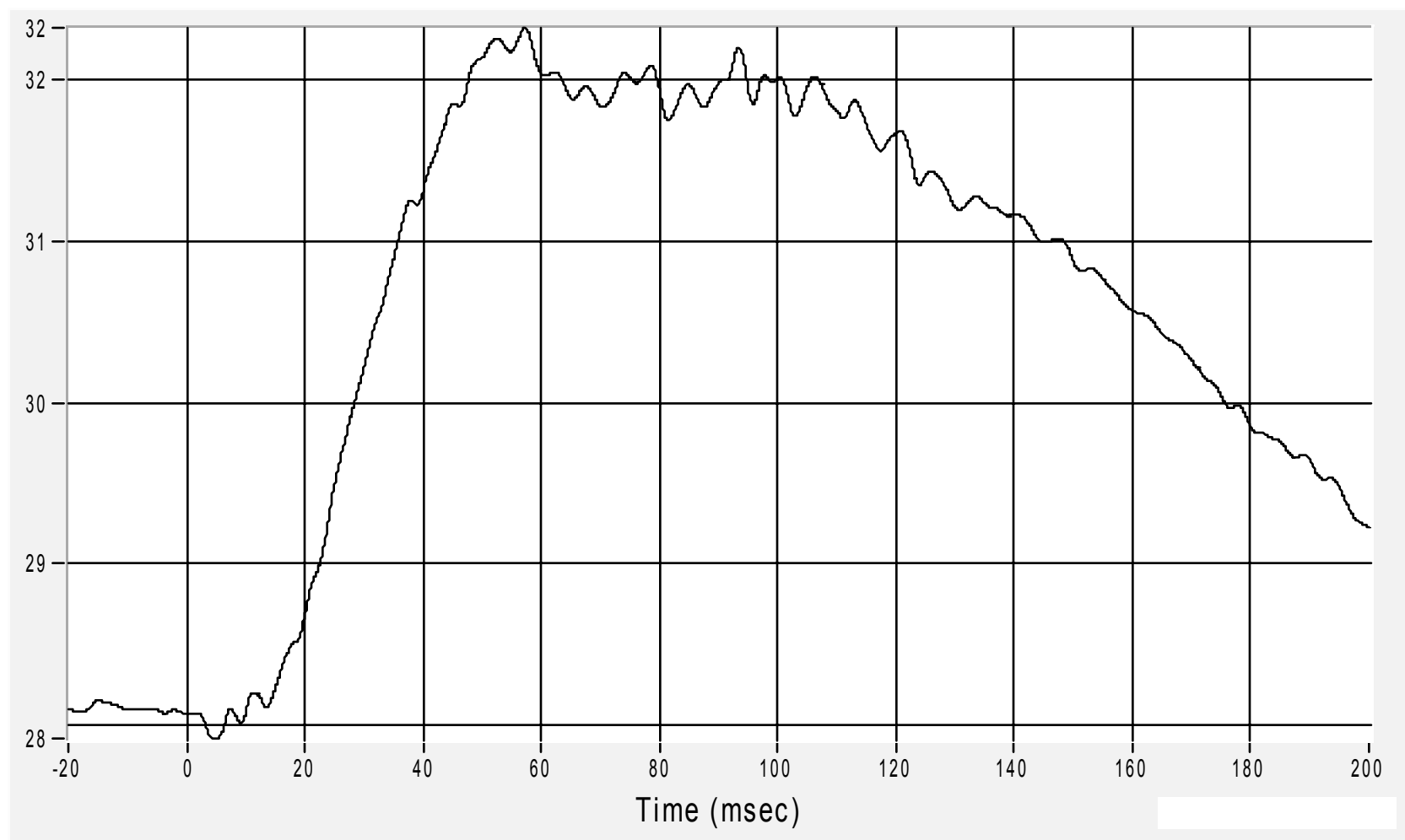
MDB Rear (Y) Velocity

Velocity (km/h)

CFC180

Max 32.3 km/h at 57.2 msec

Min 27.9 km/h at 5.0 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

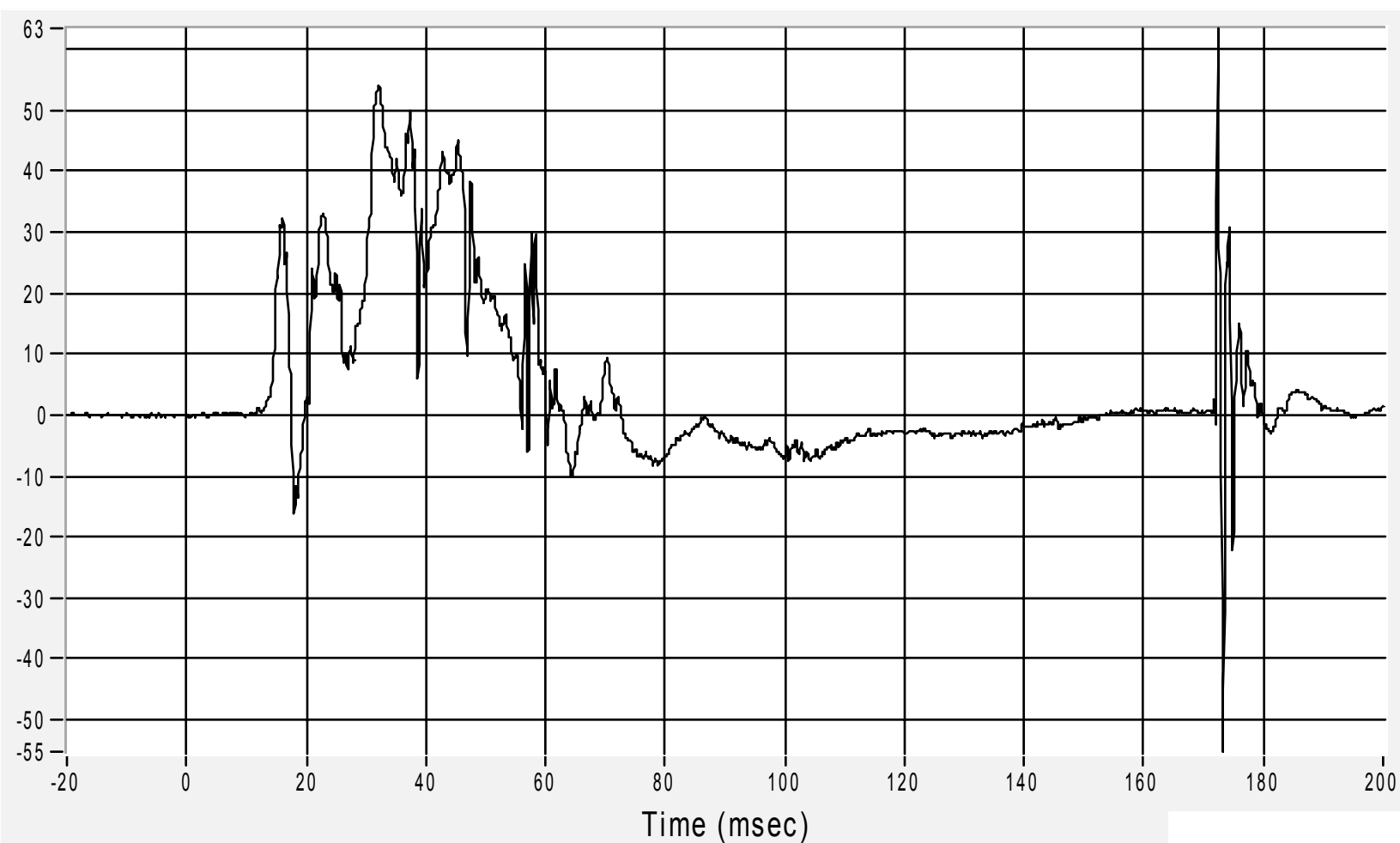
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 63.4 G at 172.4 msec

Min -55.2 G at 173.2 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

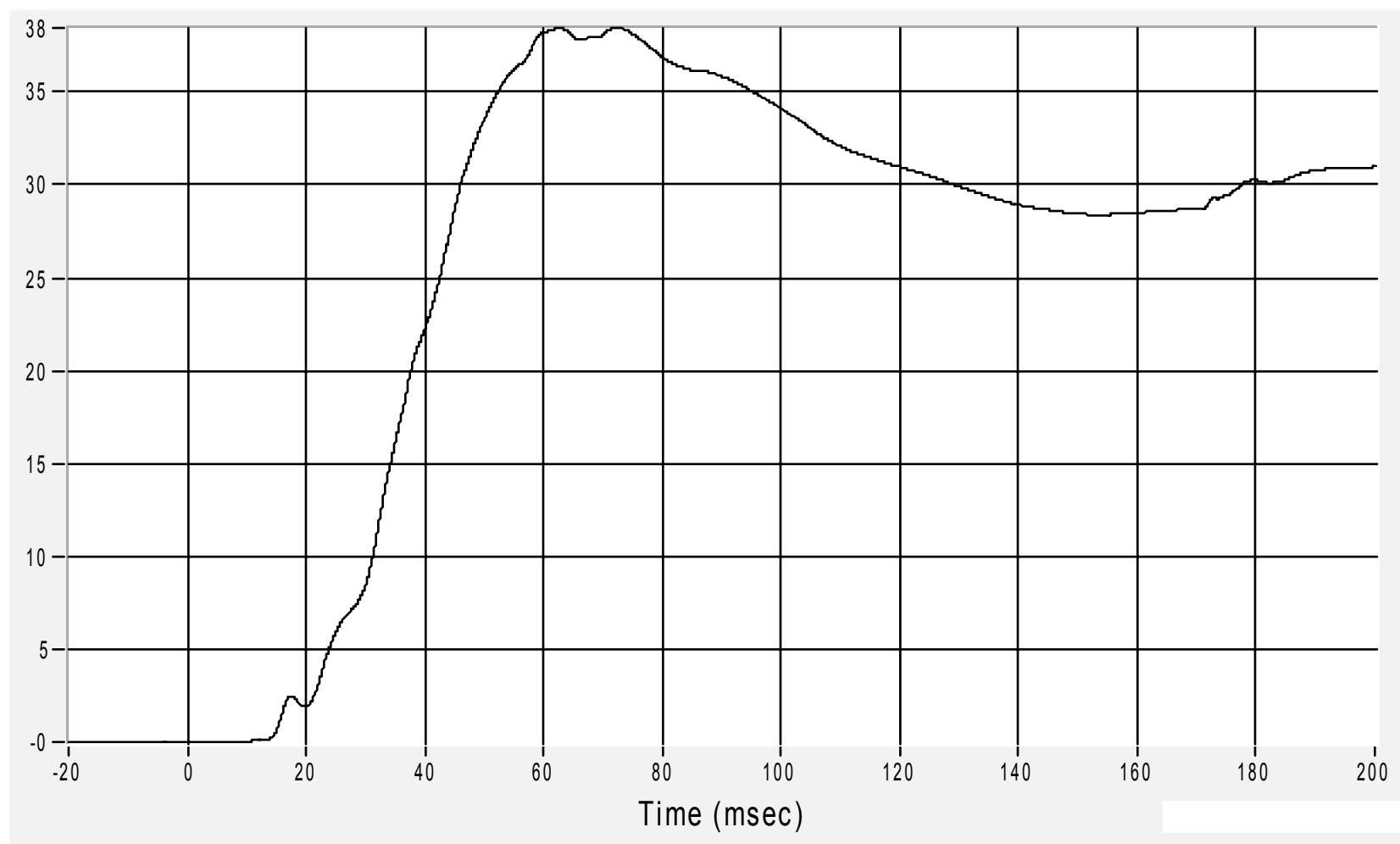
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Upper Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 38.5 km/h at 62.8 msec

Min 0.0 km/h at 4.1 msec



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10 January 2005

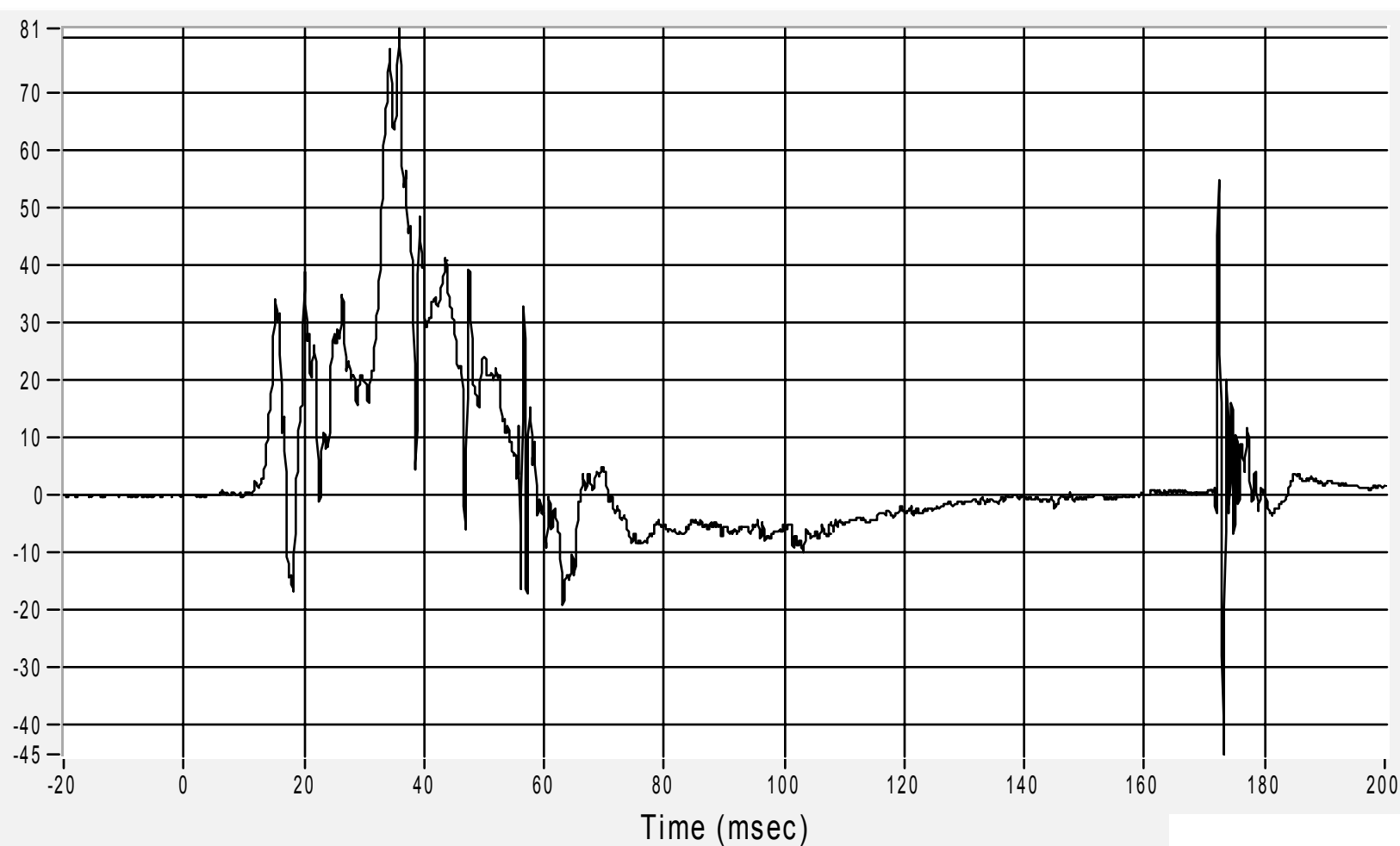
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 81.4 G at 35.8 msec

Min -45.2 G at 173.1 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

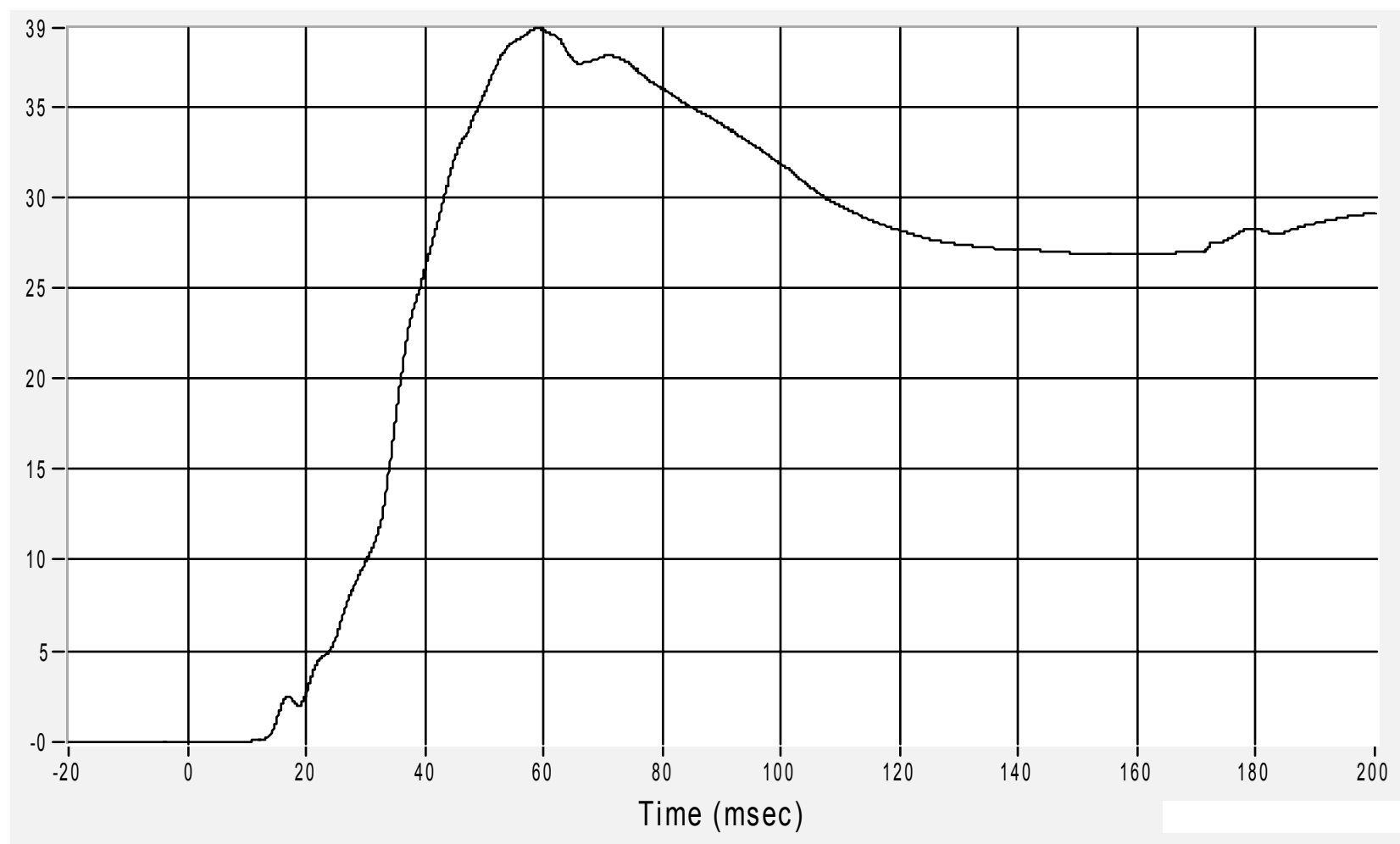
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 39.3 km/h at 58.9 msec

Min 0.0 km/h at 4.5 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

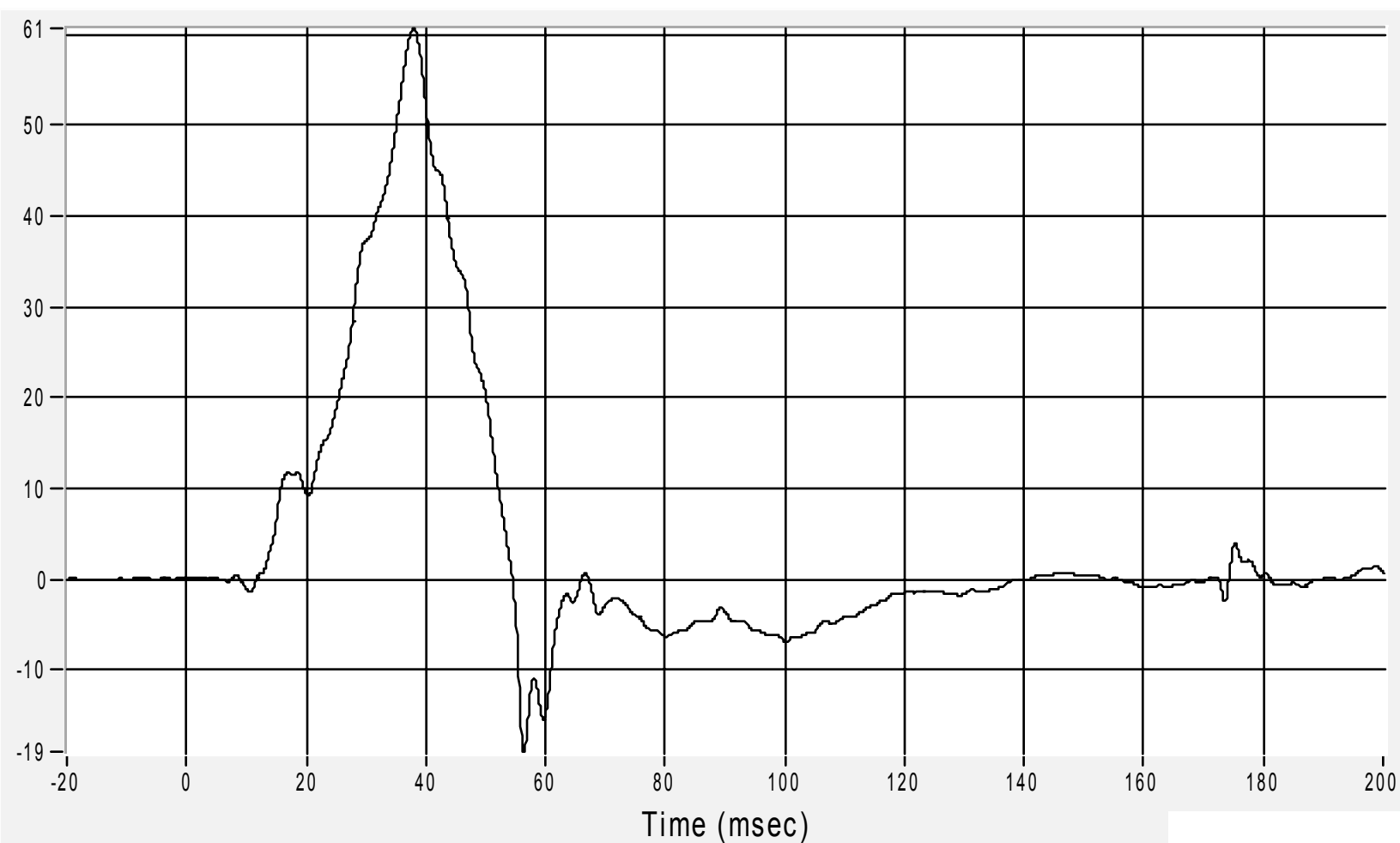
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) CFC180

Max 60.7 G at 38.0 msec

Min -19.0 G at 56.4 msec



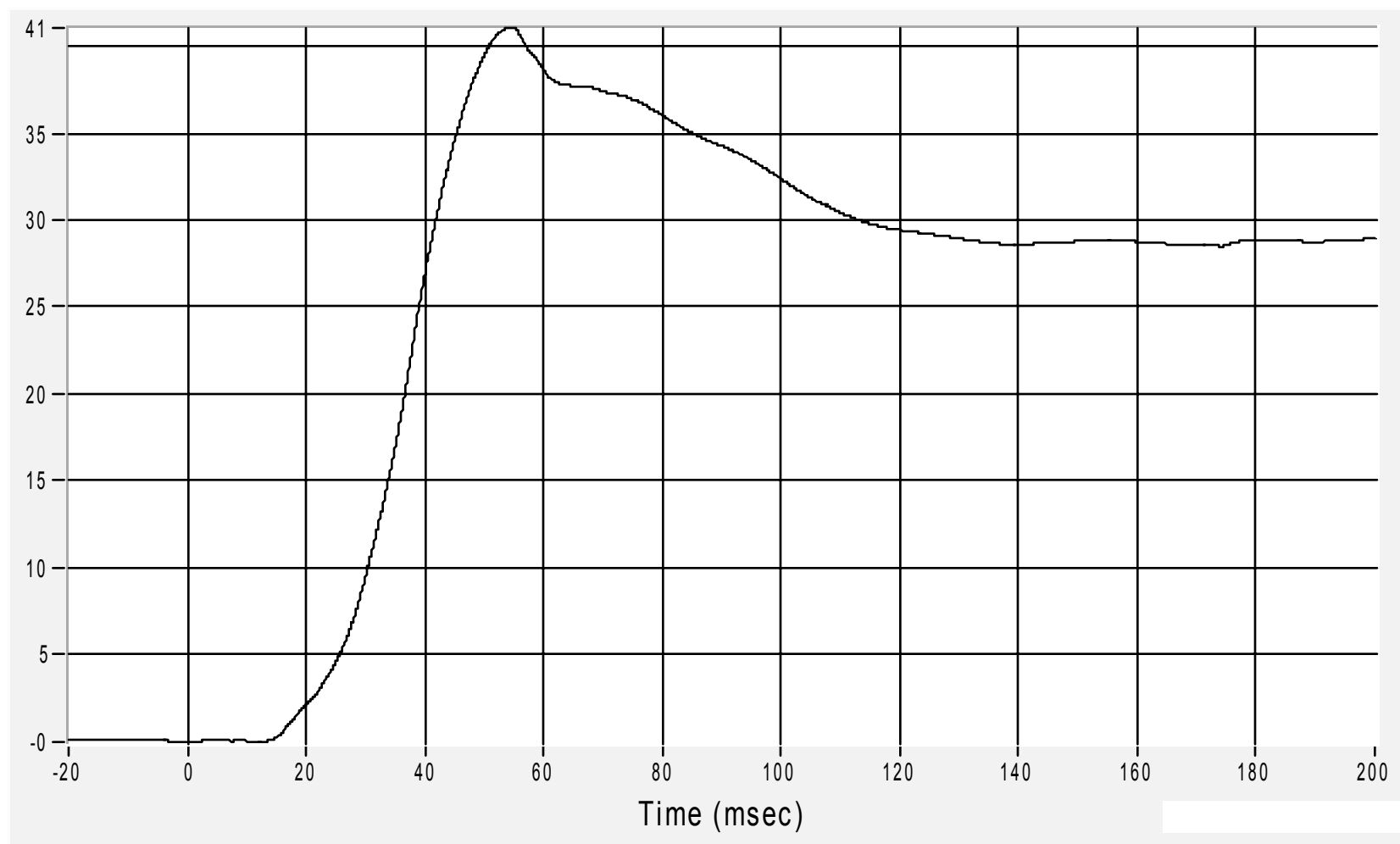
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 41.1 km/h at 54.5 msec**Min 0.0 km/h at 11.7 msec**

05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

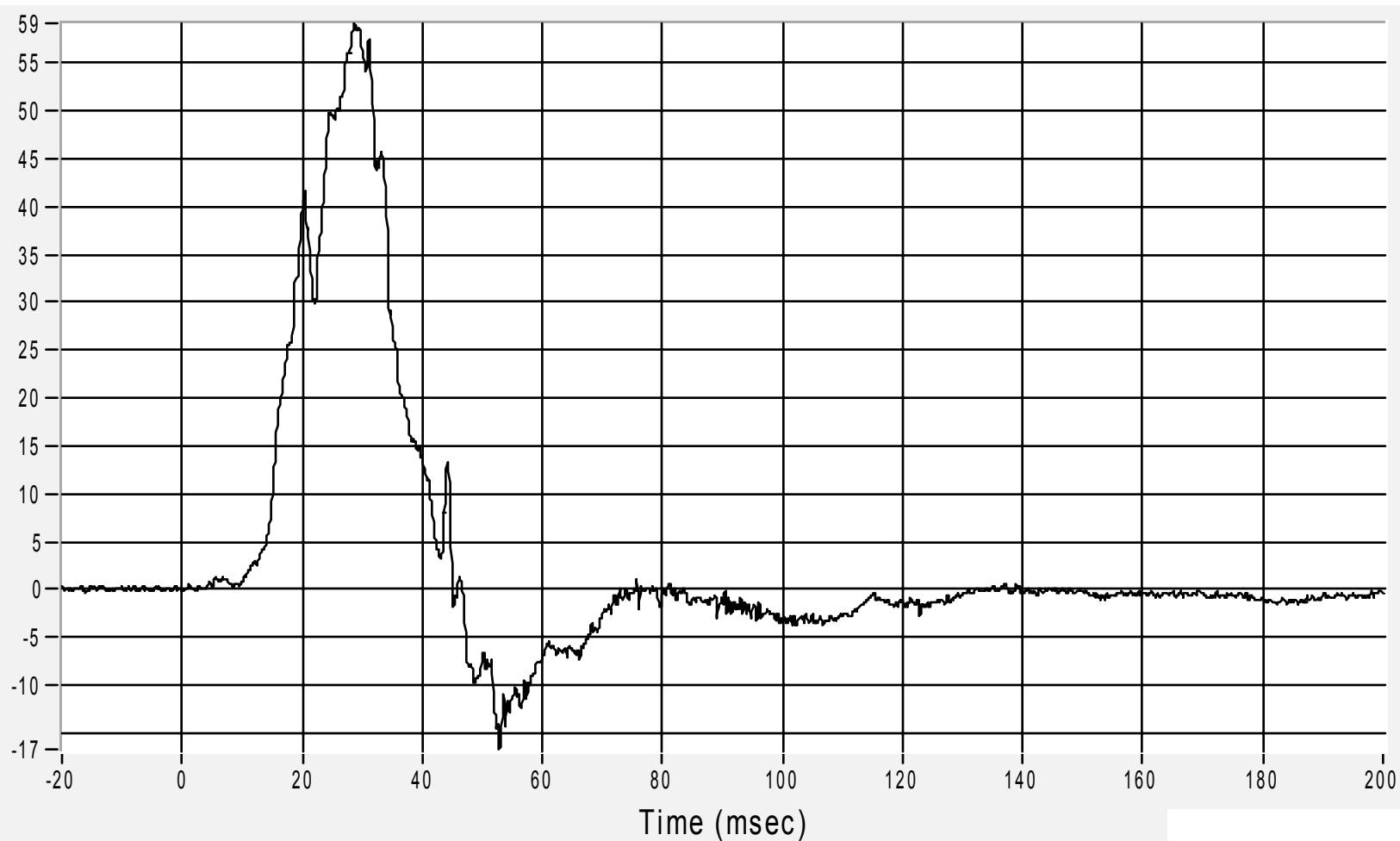
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Pelvic (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 59.2 G at 28.7 msec

Min -16.7 G at 52.9 msec



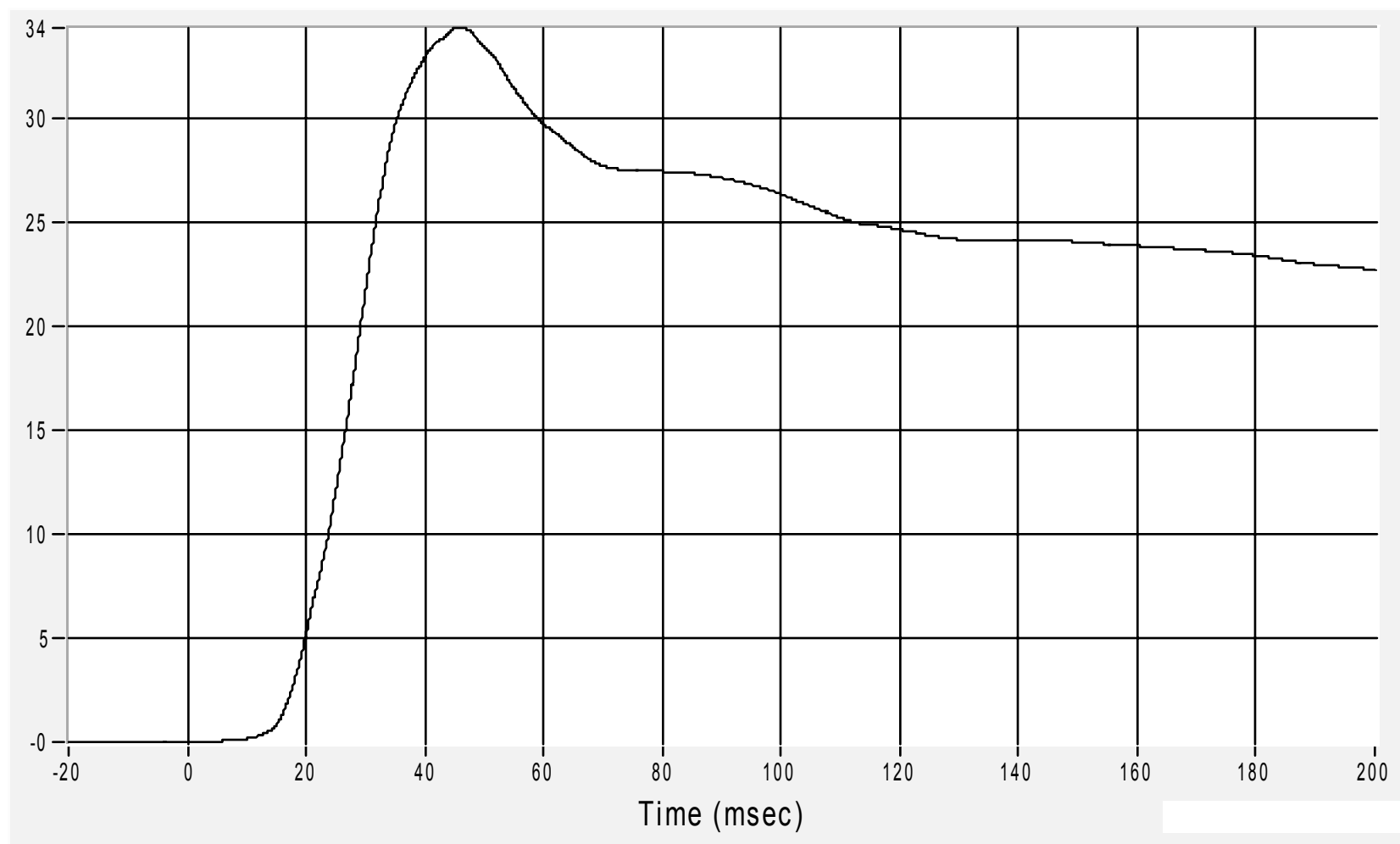
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 34.4 km/h at 45.7 msec**Min 0.0 km/h at 0.4 msec**

05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

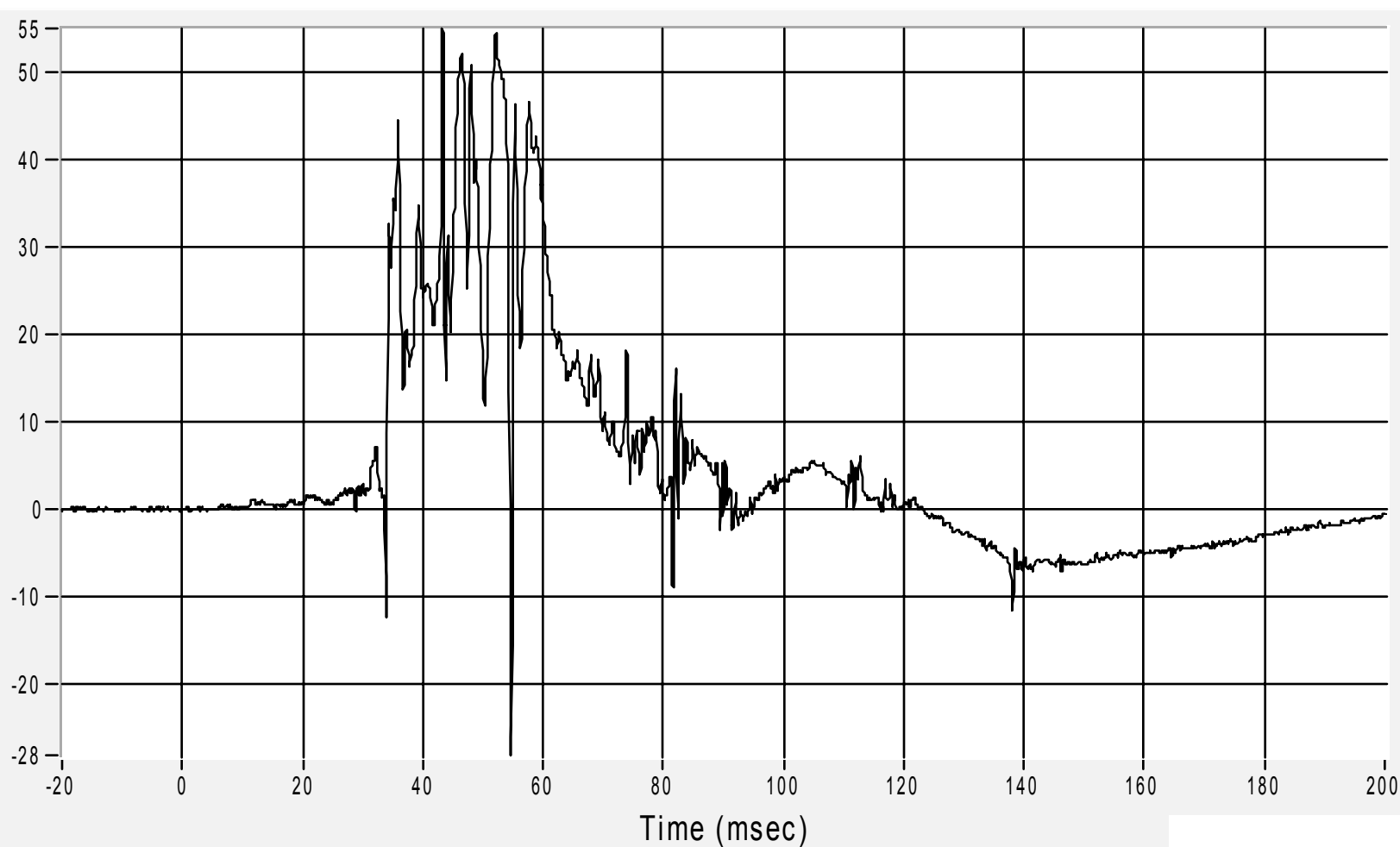
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 55.0 G at 43.3 msec

Min -28.2 G at 54.7 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

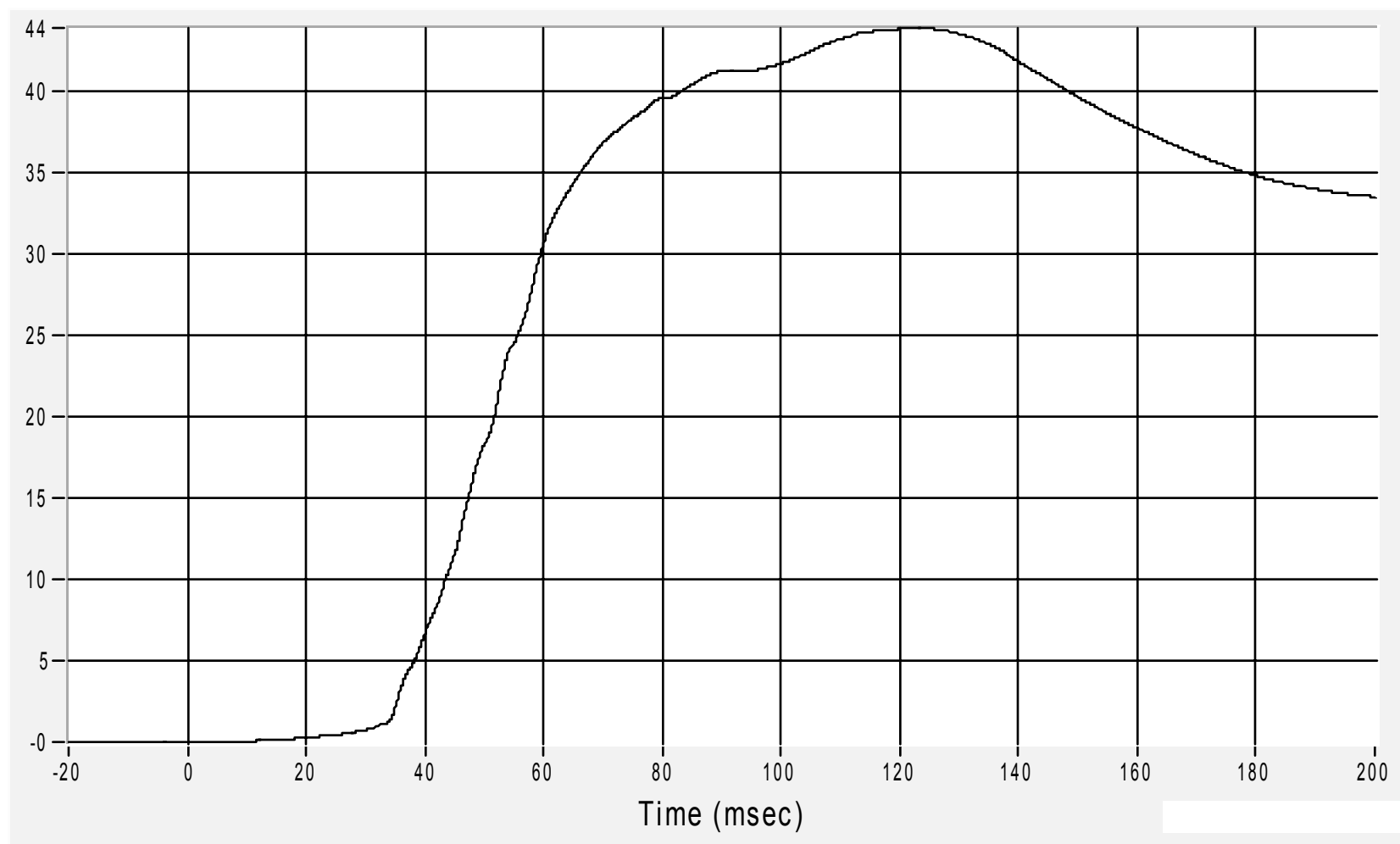
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Upper Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 43.9 km/h at 123.0 msec

Min 0.0 km/h at 2.0 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

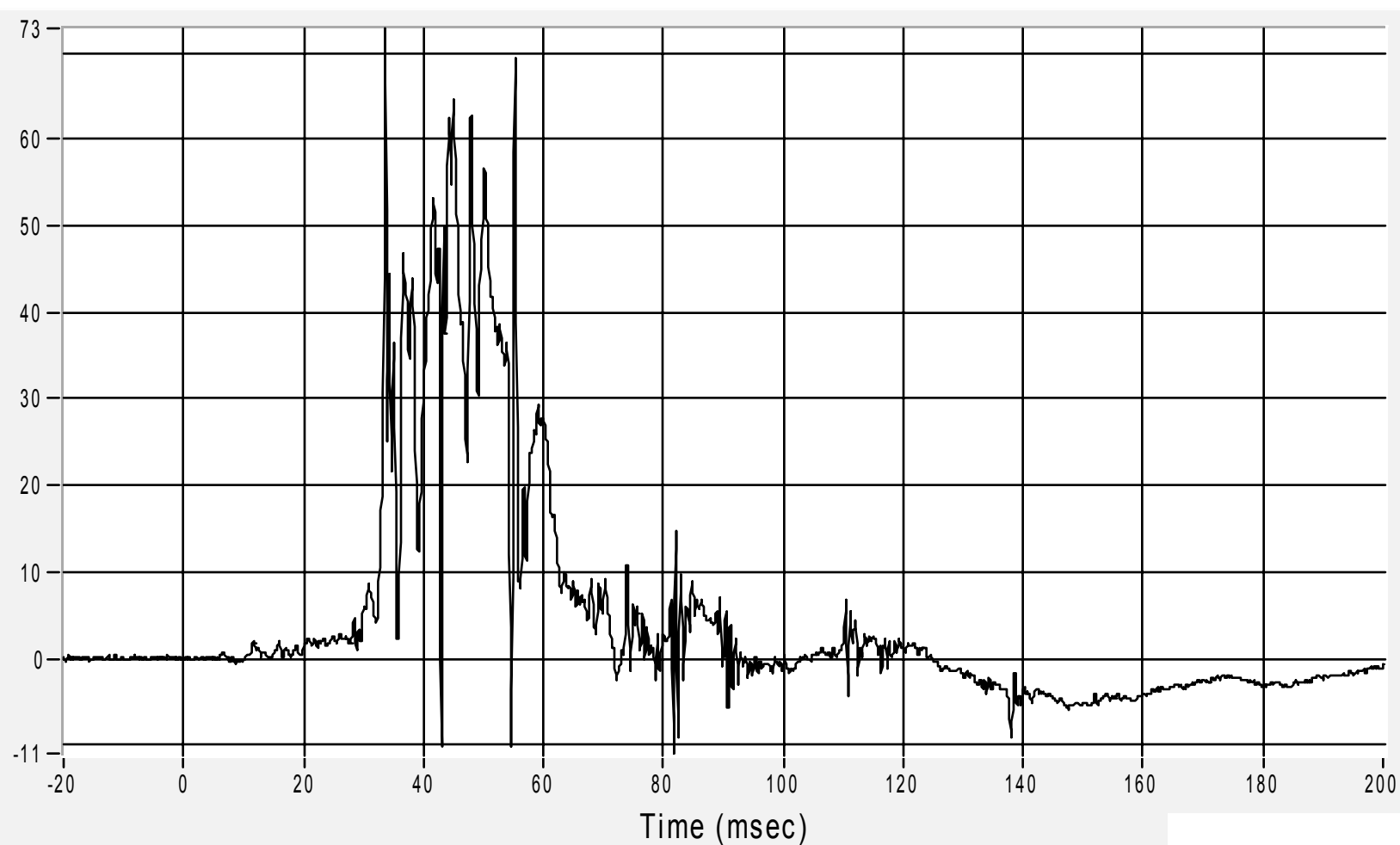
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 72.8 G at 33.6 msec

Min -11.0 G at 81.7 msec



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10 January 2005

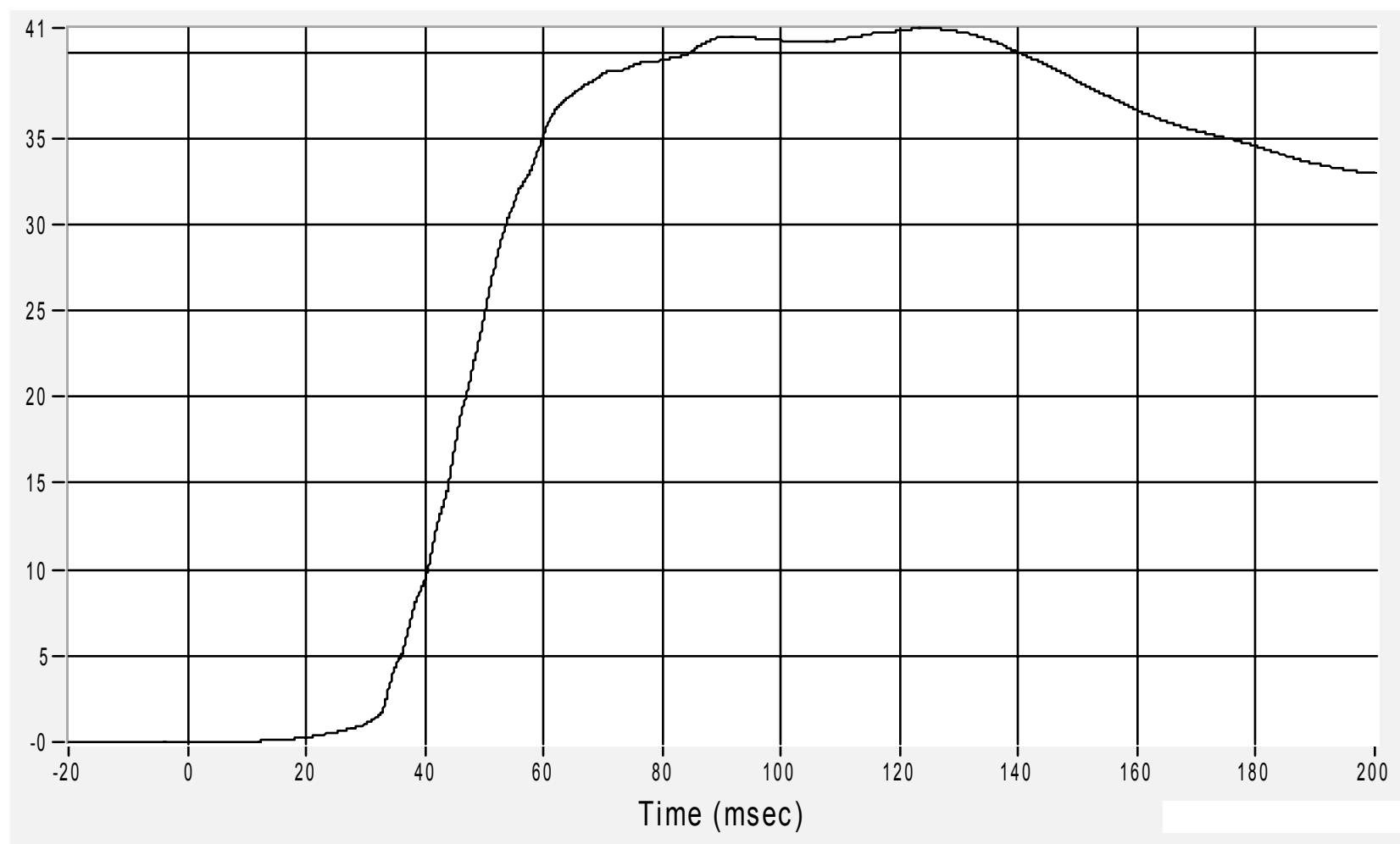
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Rib (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 41.4 km/h at 124.7 msec

Min 0.0 km/h at 10.2 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

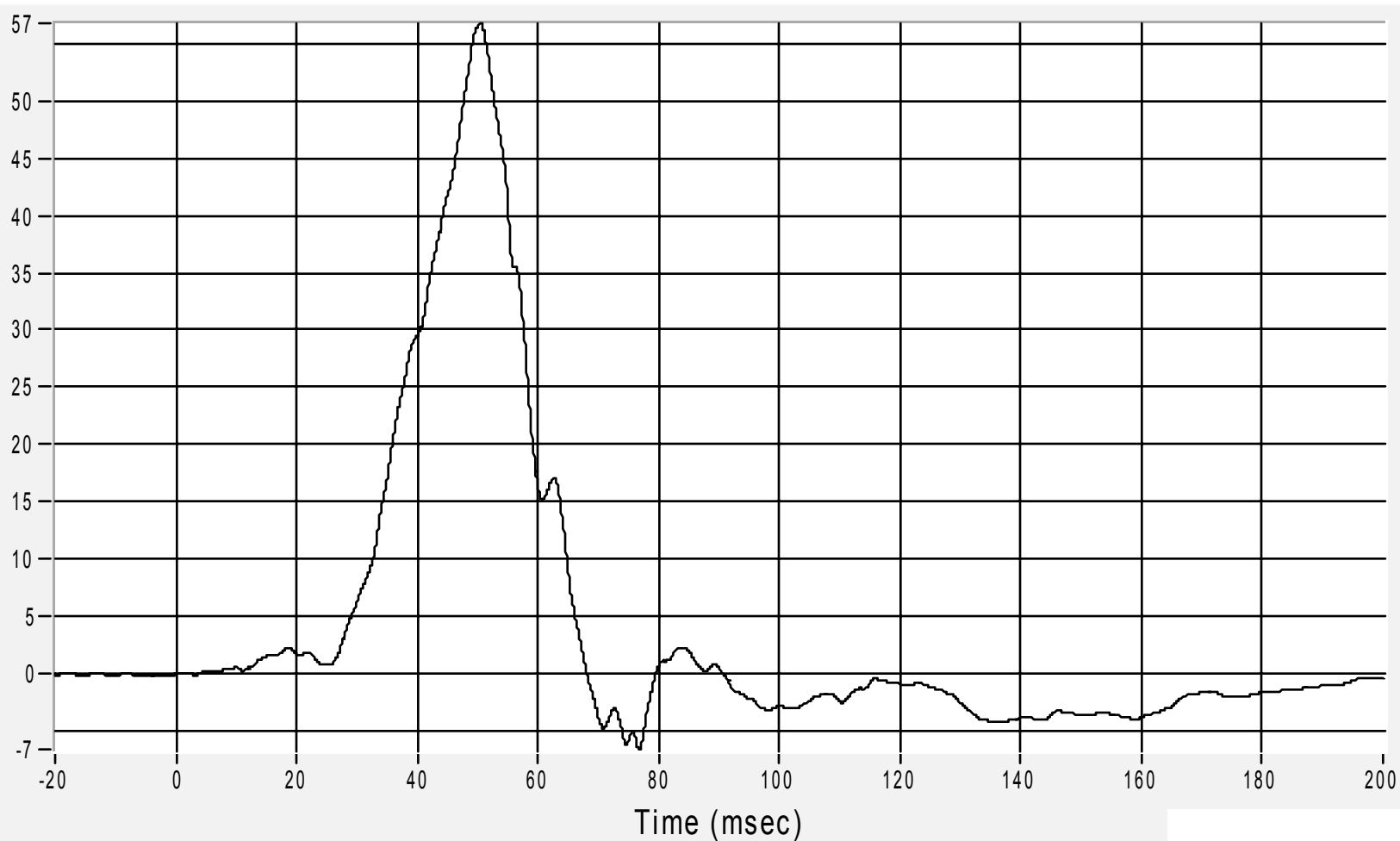
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) CFC180

Max 56.7 G at 50.4 msec

Min -6.5 G at 76.7 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

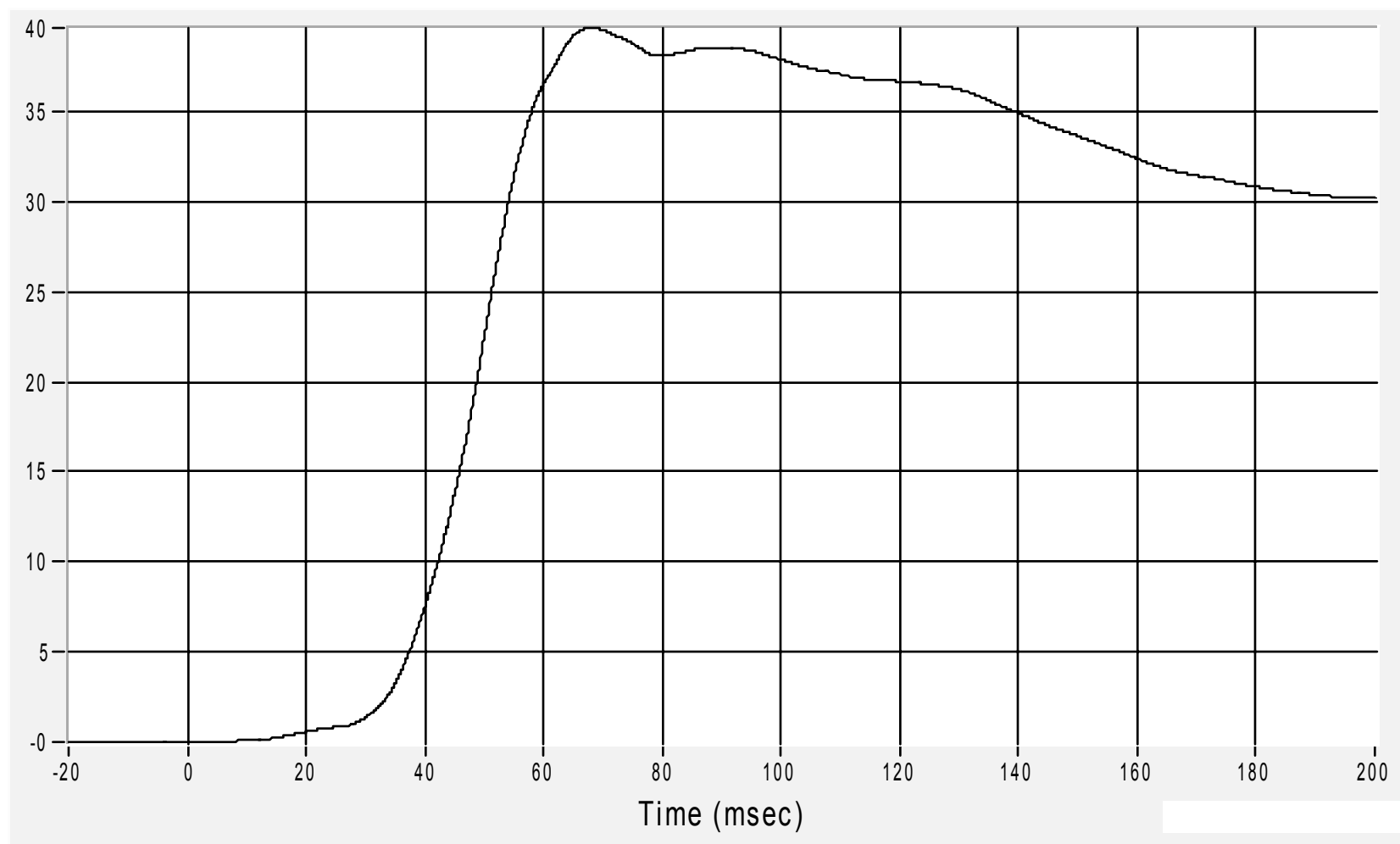
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 39.7 km/h at 68.1 msec

Min 0.0 km/h at 0.0 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

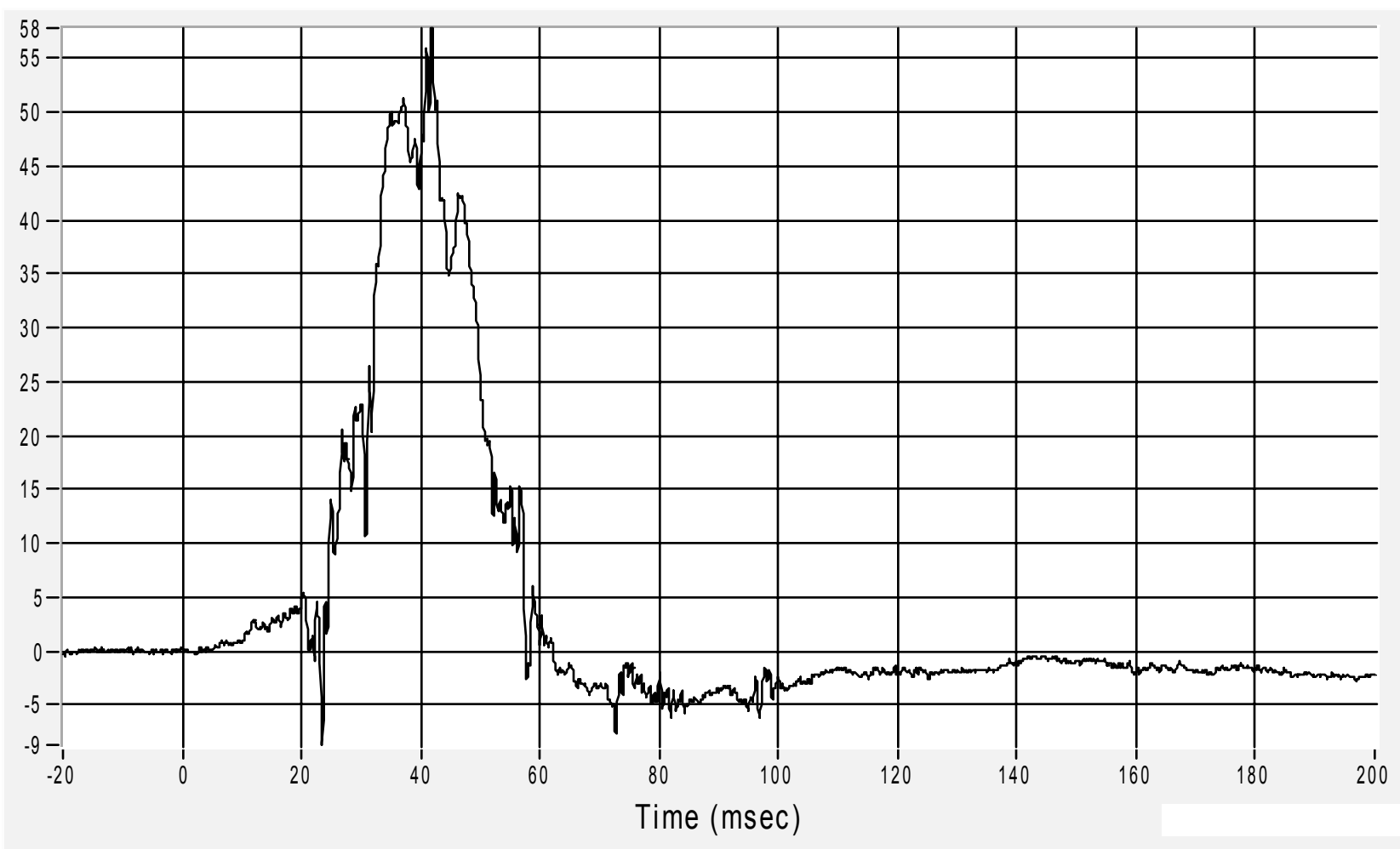
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Pelvic (Y) - Redundant Acceleration

Acceleration (G's) CFC1000

Max 57.8 G at 41.8 msec

Min -8.7 G at 23.4 msec



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10 January 2005

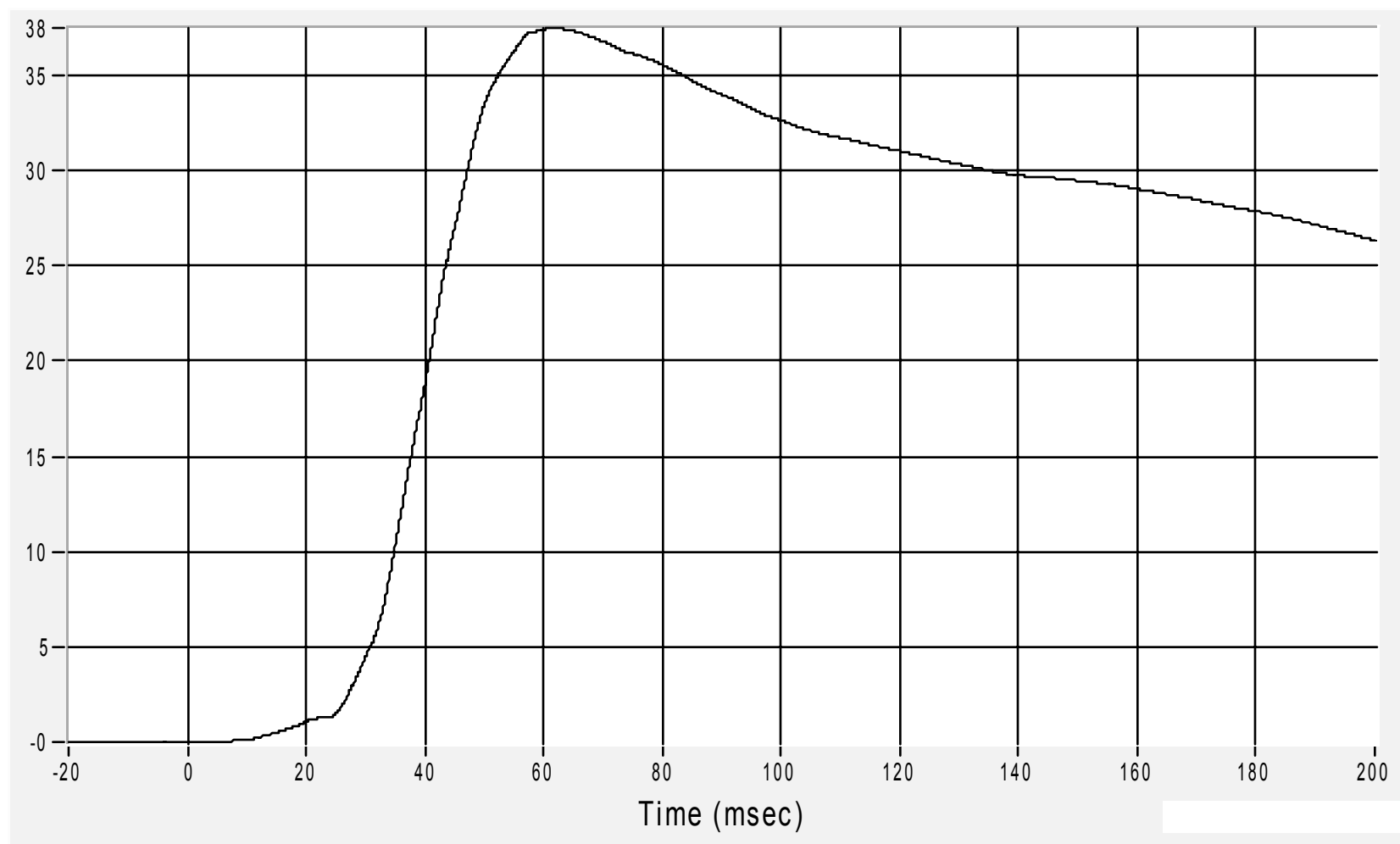
Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Pelvic (Y) Velocity - Redundant

Velocity (km/h) CFC180

Max 37.5 km/h at 62.0 msec

Min 0.0 km/h at 2.9 msec



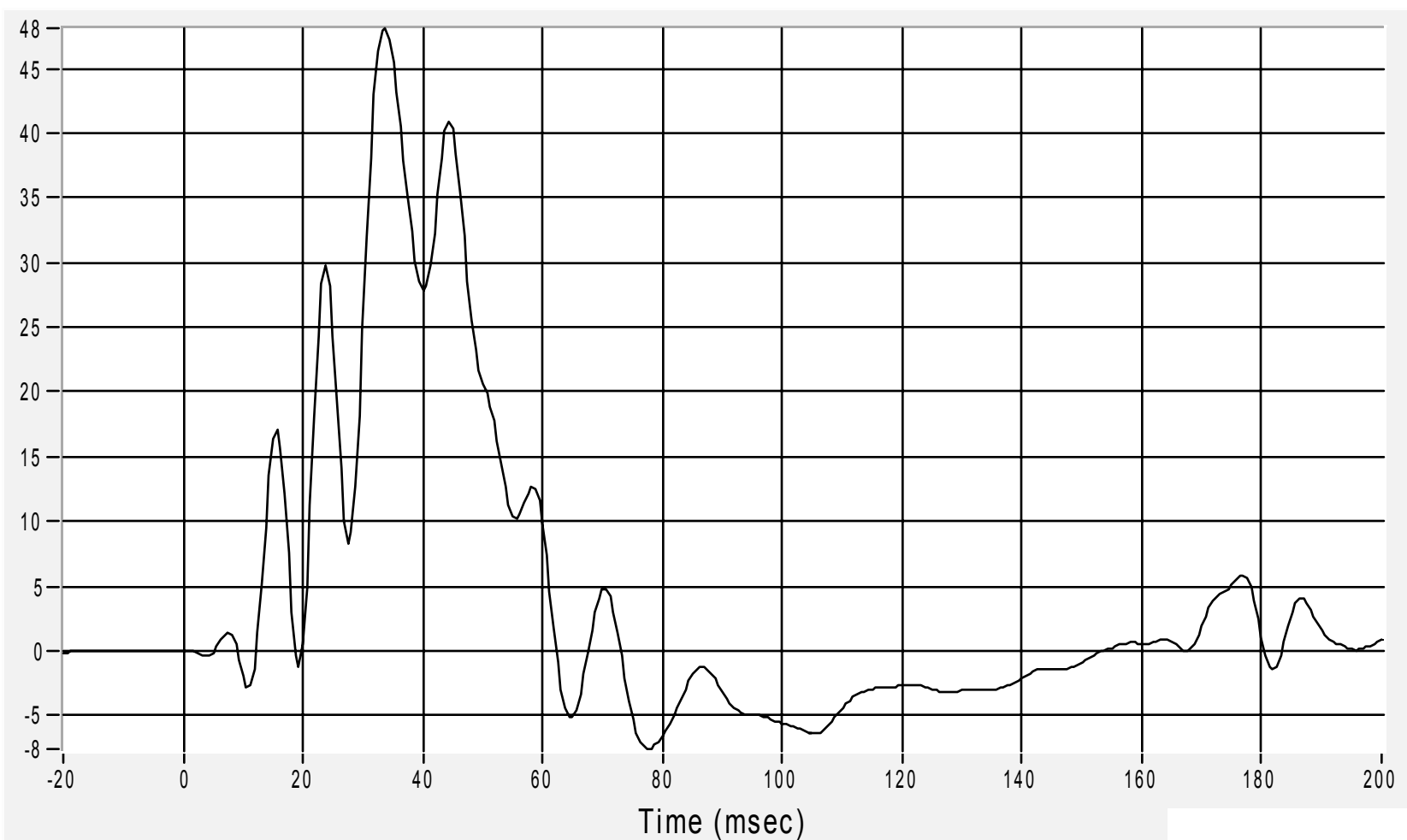
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 48.1 G at 33.8 msec**Min -7.6 G at 77.5 msec**

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10 January 2005

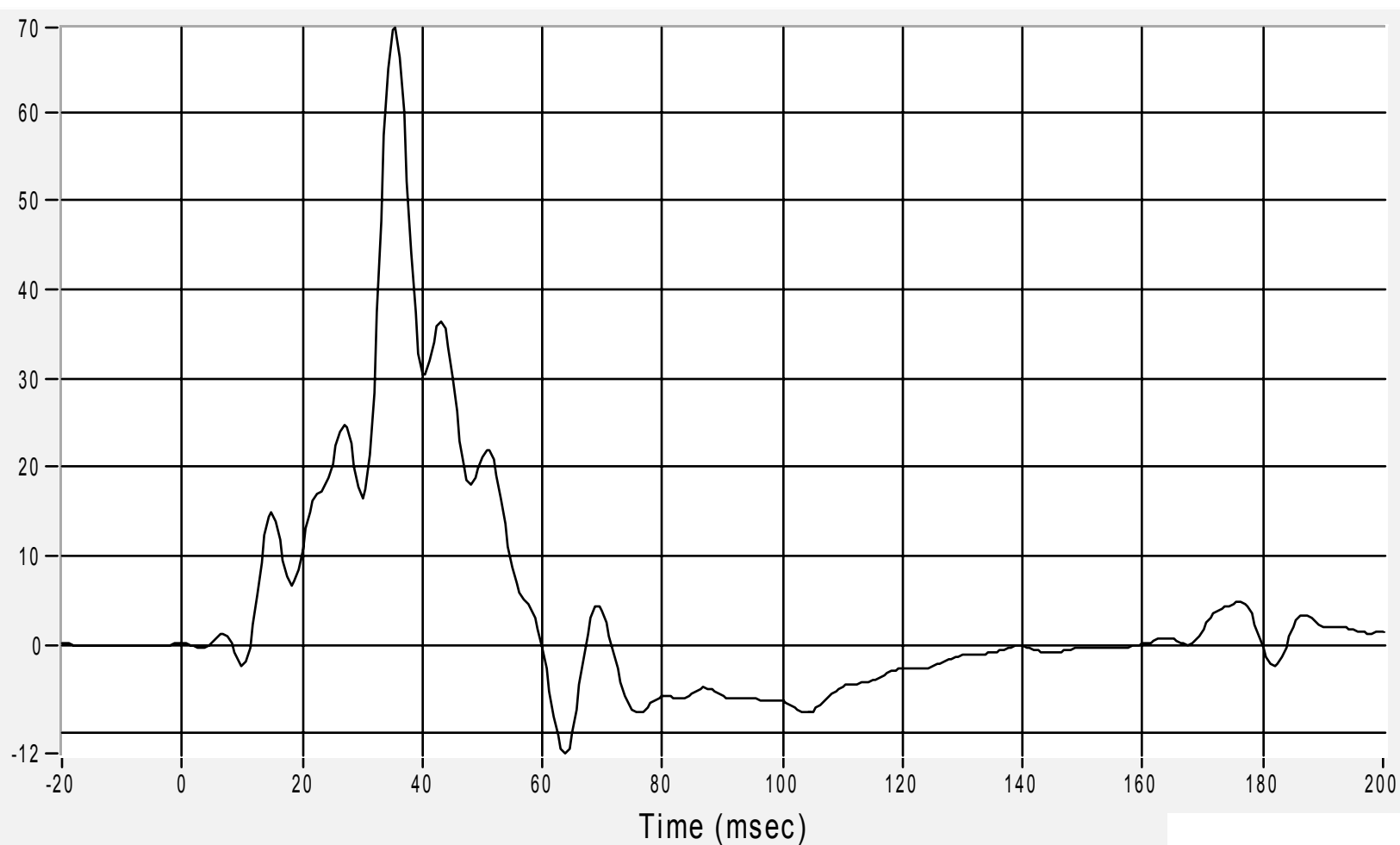
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 69.5 G at 35.6 msec

Min -12.3 G at 63.8 msec



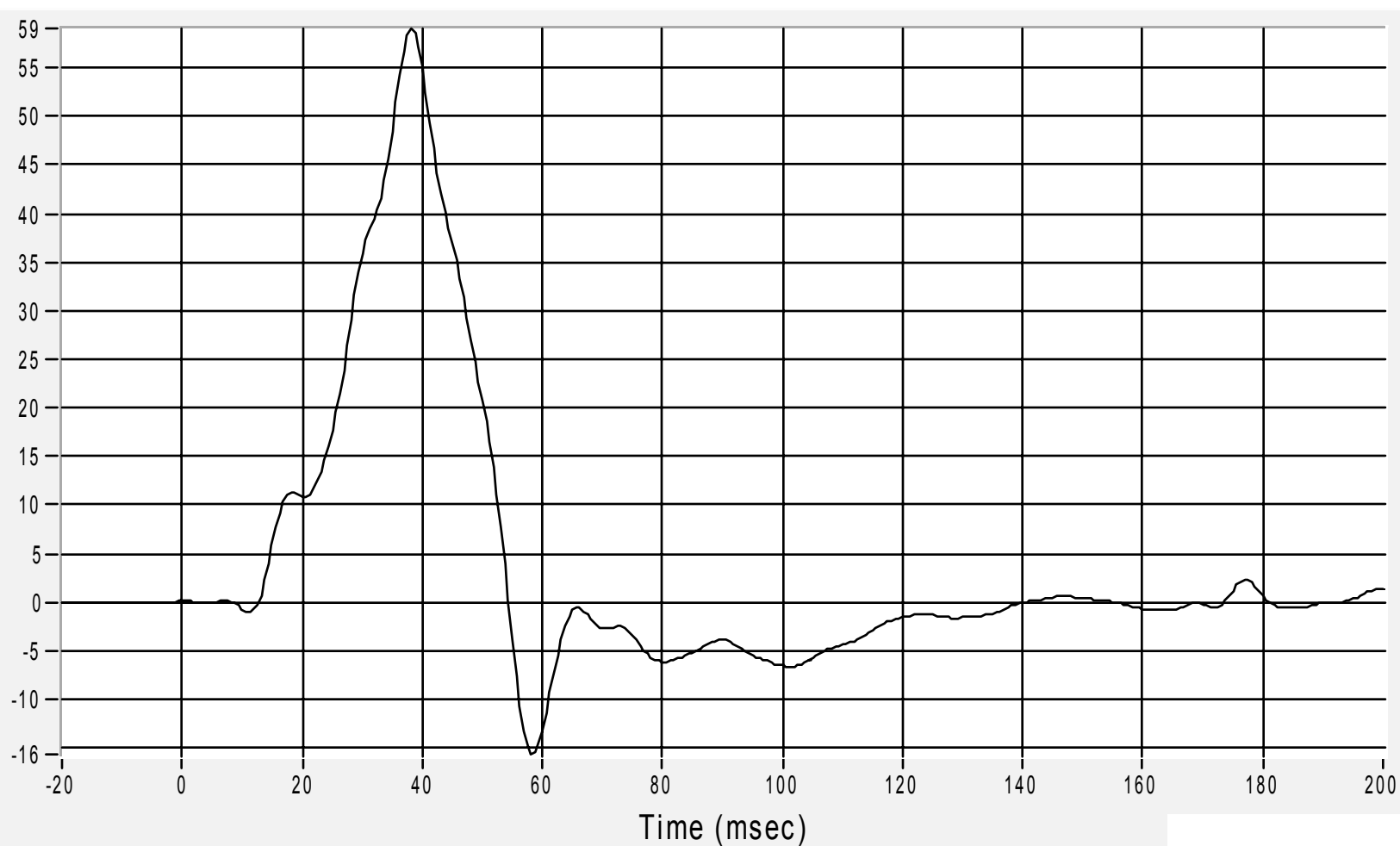
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

Medical College of Wisconsin
Vehicle Crashworthiness Lab

Driver Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 59.0 G at 38.1 msec**Min -15.6 G at 58.1 msec**

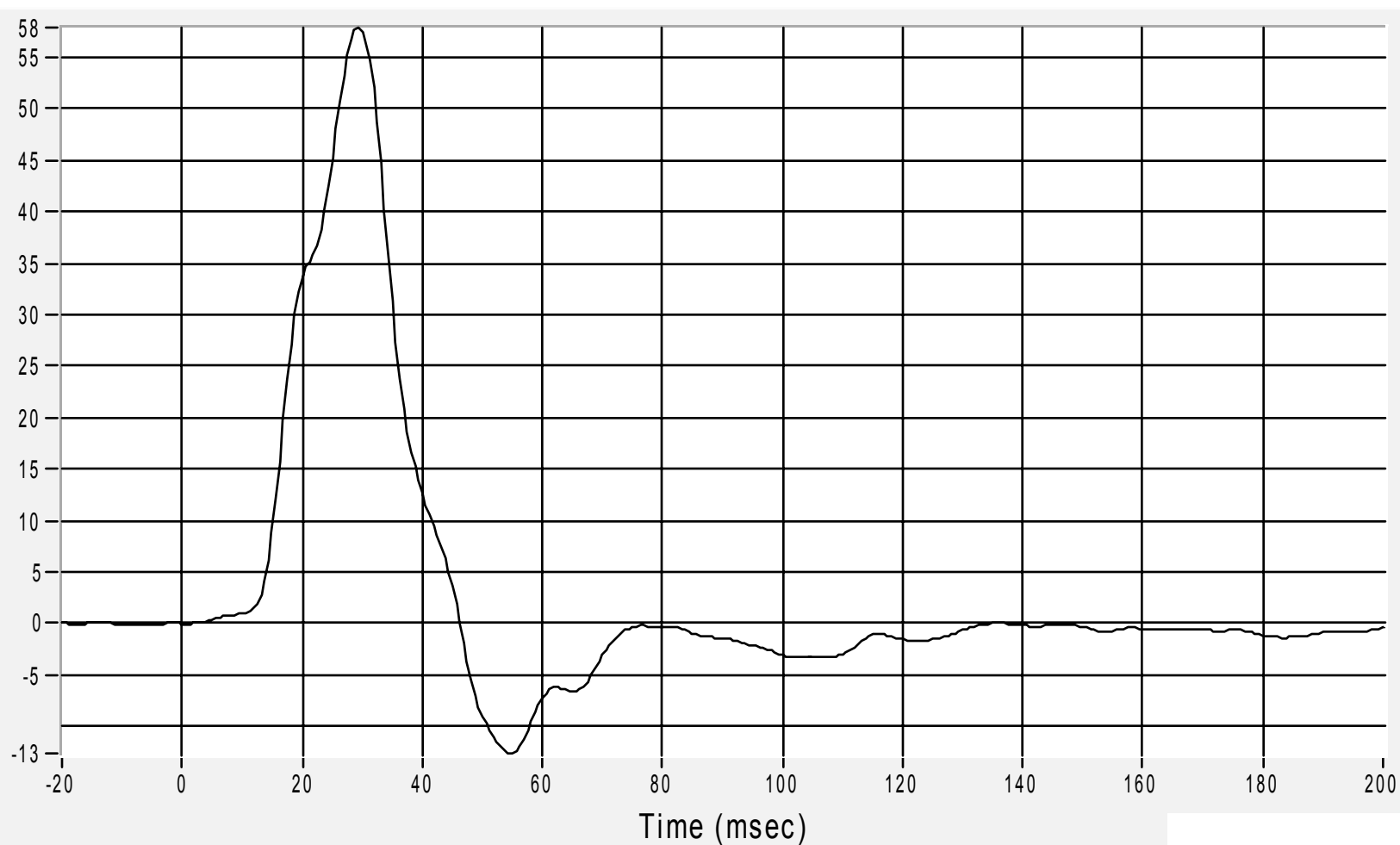
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Driver Pelvic (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 57.9 G at 29.4 msec**Min -12.6 G at 55.0 msec**

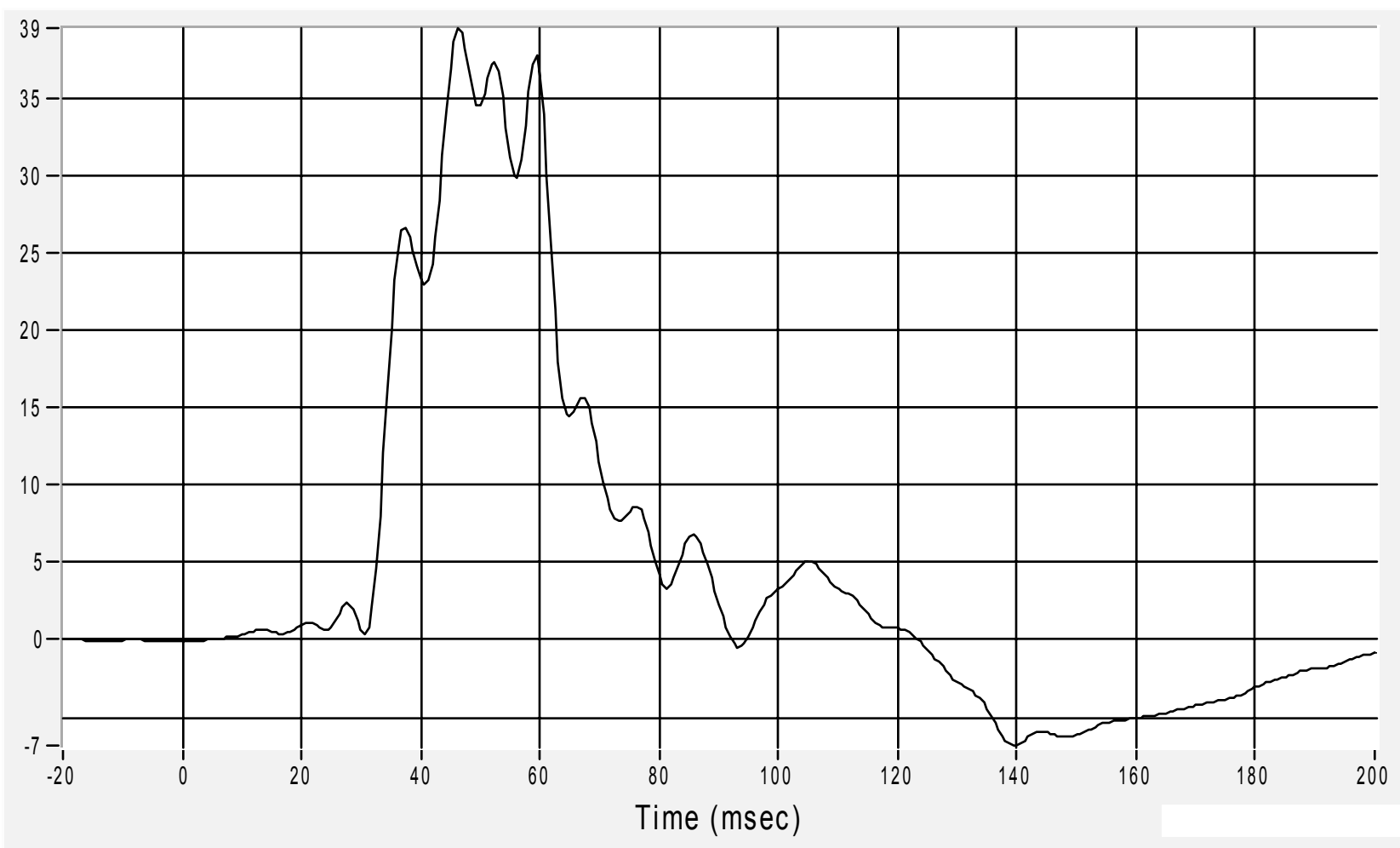
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Upper Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 39.5 G at 46.2 msec**Min -6.8 G at 139.4 msec**

05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

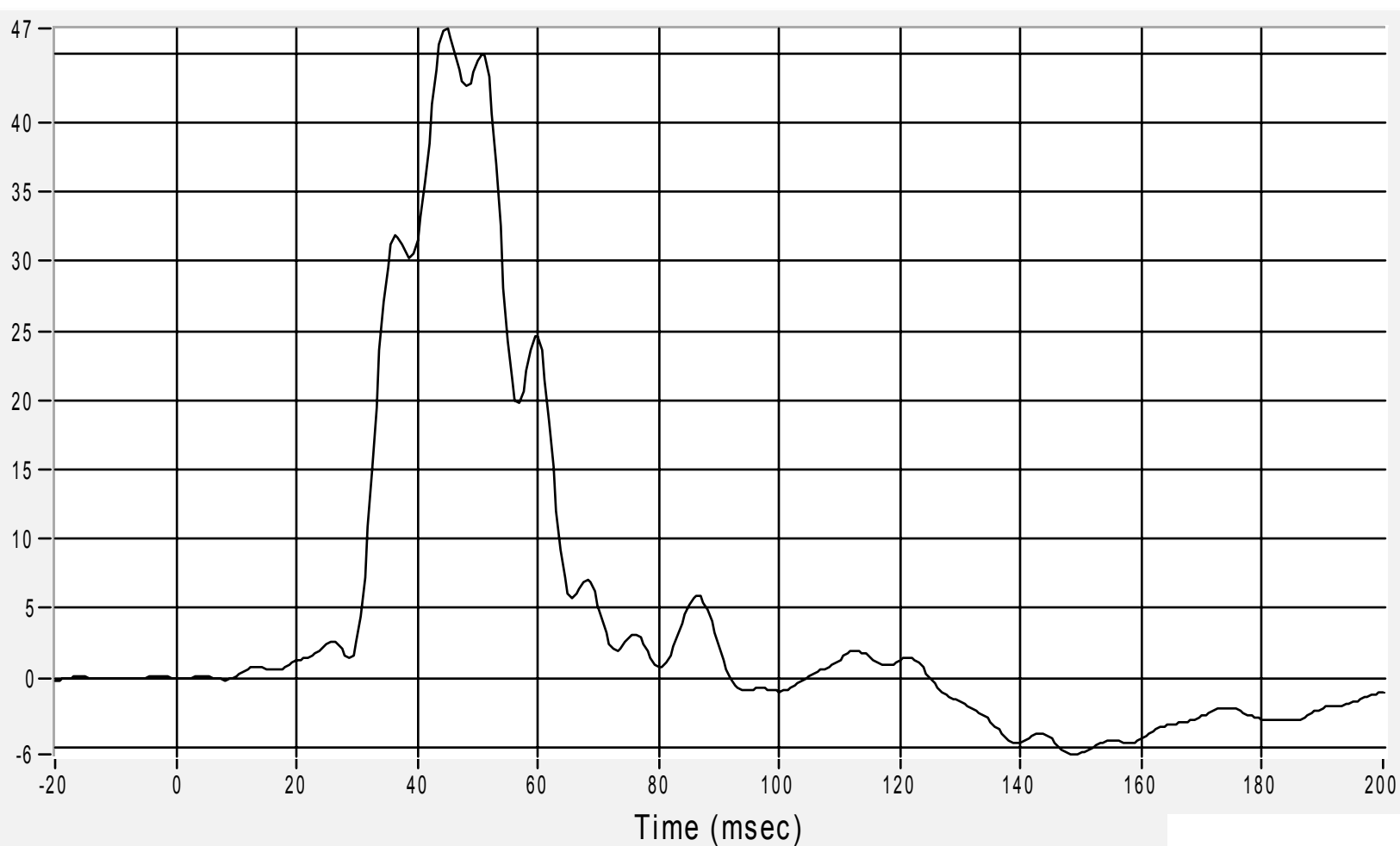
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Lower Rib (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 46.8 G at 45.0 msec

Min -5.5 G at 148.8 msec



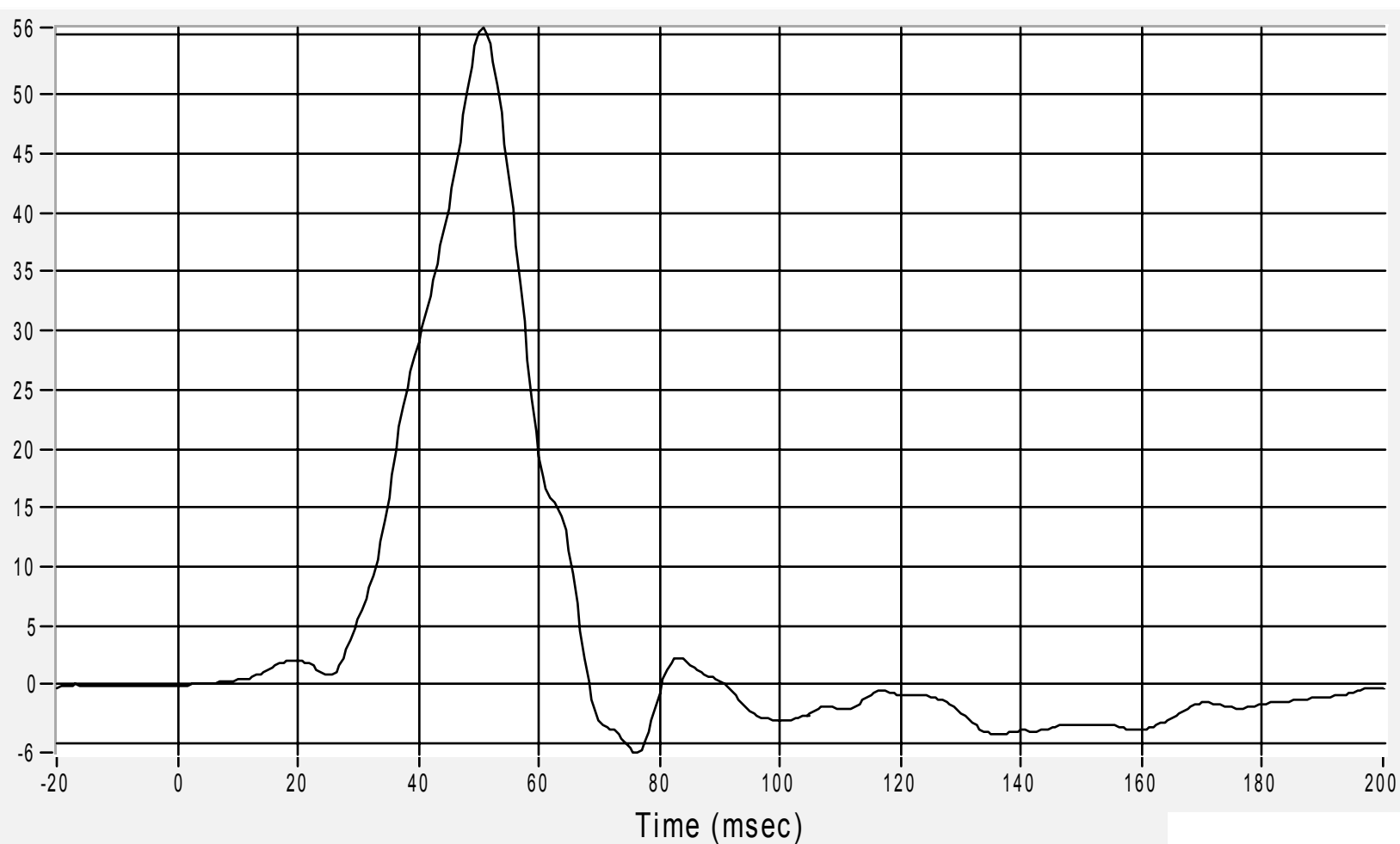
05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

Medical College of Wisconsin
Vehicle Crashworthiness Lab

Passenger Lower Spine (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 55.7 G at 50.6 msec**Min -5.7 G at 76.2 msec**

05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

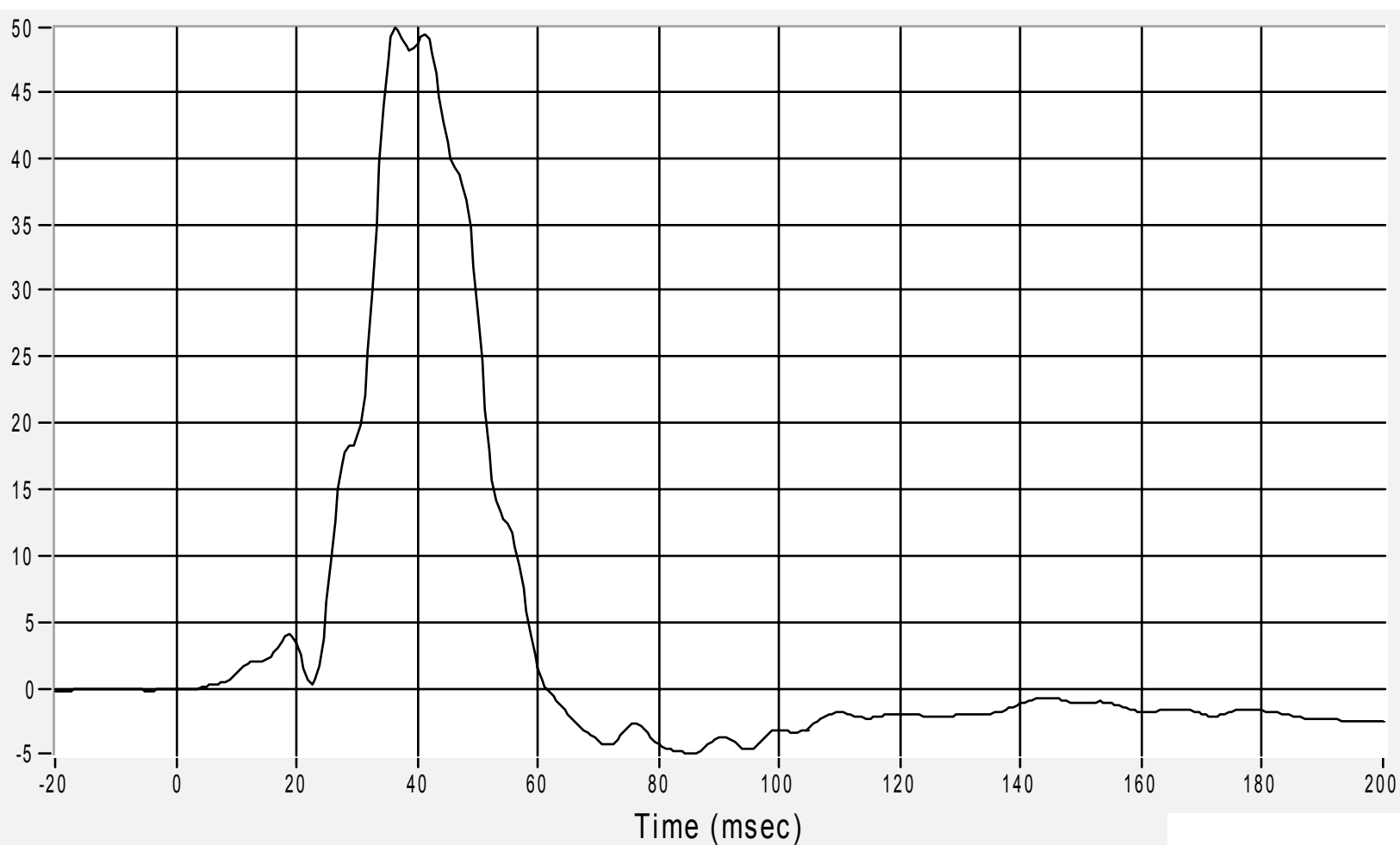
*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

Passenger Pelvic (Y) - Redundant Acceleration

Acceleration (G's) FIR100

Max 49.8 G at 36.2 msec

Min -4.8 G at 85.0 msec



05SN04 - 2005 HONDA ACCORD 2-DOOR COUPE

10 January 2005

*Medical College of Wisconsin
Vehicle Crashworthiness Lab*

APPENDIX C

SID H3 CONFIGURATION AND VERIFICATION RESULTS

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VERIFICATION TEST RESULTS SUMMARY PRE AND POST TEST	C-3
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DUMMY INSPECTION LIST PRE AND POST TEST	C-6

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

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number SID H3 056

Test Sequences 04 and 05

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 04 and 05

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	04 and 05 (SID H3 056) 04 and 05 (SID H3 058)
-------------------	--------------------------	----------------	--

TEST PARAMETER	SPECIFICATION	SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
MEASUREMENTS					
Date	-	20Dec04	17Jan05	20Dec04	17Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.7	19.7	20.7	20.0
Relative Humidity (%)	10-70	13.1	17.5	13.1	18.1
SH – Seated Height (mm)	889-909	907	907	908	908
RH – Rib Height (mm)	501-521	509	503	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	523/519	524/519	519/523	519/522
KV – Knee Pivot to Floor (mm)	490-505	503/505	499/496	498/500	502/495
HW – Hip Width (mm)	356-391	365	364	363	363
THORAX IMPACTS					
Date	-	20Dec04	17Jan05	20Dec04	17Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.5	20.5	20.5	20.7
Relative Humidity (%)	10-70	13.6	20.8	13.2	21.0
Probe Speed (m/s)	4.21-4.33	4.29	4.27	4.23	4.27
Upper Rib Acceleration (G)	37-46	41.6	41.4	44.1	44.4
Lower Rib Acceleration (G)	37-46	37.8	41.4	42.3	44.0
Lower Spine Acceleration (G)	15-22	18.4	18.5	20.7	21.1
PELVIS IMPACTS					
Date	-	20Dec04	17Jan05	20Dec04	17Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.5	20.5	20.5	20.7
Relative Humidity (%)	10-70	13.8	20.8	13.3	20.7
Probe Speed (m/s)	4.21-4.33	4.29	4.27	4.23	4.27
Pelvis Acceleration (G)	40-60	51.2	48.8	51.9	50.9
THORACIC SHOCK ABSORBER					
Shock Absorber ID Number	-	1746	N/A	3130164	N/A
Damper Setting	1-10	6.25		5	
Date	-	18Dec04		17Dec04	
Sequential Test Number	-	2		2	
Temperature	18.9-25.5	19.7		22.0	
Relative Humidity	10-70	24.0		21.1	
Probe Speed (m/s) Low	3.05	3.05		3.05	
Force (N)	836 – 1125	983.2		1045.4	
Displacement (mm)	30 – 35	32.7		30.0	
Probe Speed (m/s) Middle	4.27	4.27		4.27	
Force (N)	1730 – 2099	1759.6		1873.7	
Displacement (mm)	32 – 37	35.4		33.5	
Probe Speed (m/s) High	6.10	6.10		6.10	
Force (N)	3741 – 4448	3903.9		4100.7	
Displacement (mm)	33 - 40	37.0		35.1	

TEST PARAMETER	SPECIFICATION	SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
ABDOMINAL COMPRESSION					
Date	-	16Dec04	12Jan05	16Dec04	12Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.1	24.5	20.0	24.4
Relative Humidity (%)	10-70	29.7	28.5	29.3	28.5
Force at 13 mm (N)	104-162	140.9	138.8	134.4	140.6
Force at 19 mm (N)	163-221	198.9	201.9	175.2	191.0
Force at 25 mm (N)	222-280	255.4	255.1	237.1	245.9
Force at 33 mm (N)	325-391	360.9	360.4	332.6	338.3
LUMBAR FLEXION					
Date	-	17Dec04	12Jan05	17Dec04	12Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.6	24.1	20.6	23.5
Relative Humidity (%)	10-70	27.2	28.0	26.2	29.0
Force at 0° (N)	0-26.7	0	0	0	0
Force at 0° (N)	97.8-151.2	137.3	119.8	124.6	103.1
Force at 0° (N)	151.2-204.6	172.3	160.1	165.9	161.2
Force at 0° (N)	204.6-258	222.1	207.9	211.7	210.5
Return Angle	12° Maximum	5.1	8.6	4.3	6.3
HYBRID III LATERAL NECK					
Date	-	19Dec04	14Jan05	18Dec04	13Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	19.2	20.7	19.1	20.0
Relative Humidity (%)	10-70	15.8	21.7	24.4	31.6
Pendulum Speed (m/s)	6.89-7.13	7.08	7.08	7.08	7.08
Pendulum Pulse 10ms (m/s)	1.96-2.55	2.06	2.15	2.02	2.07
Pendulum Pulse 20ms (m/s)	4.12-5.10	4.54	4.40	4.15	4.17
Pendulum Pulse 30ms (m/s)	5.73-7.01	6.99	6.25	6.16	6.28
Pendulum Pulse 40 –70 ms (m/s)	6.27-7.64	7.04	7.14	7.16	7.43
Max Head rotation (deg)	66-82	74.6	74.0	74.6	66.2
Head angle crosses zero (ms)	58-67	66.6	64.2	61.8	59.8
Peak Moment (Nm)	73-88	84.0	78.1	73.6	73.7
Moment crosses zero (ms)	49-64	49.1	53.0	52.7	52.2
Max rotation wrt peak moment (ms)	2-15	7.1	9.0	7.7	9.2
HYBRID III LATERAL HEAD DROP					
Date	-	16Dec04	12Jan05	15Dec04	12Jan05
Sequential Test Number	-	4	5	4	5
Temperature (°C)	18.9-25.5	20.6	22.7	21.4	23.0
Relative Humidity (%)	10-70	29.3	29.2	23.4	29.2
Resultant Max (G)	120-150	134.0	130.4	134.1	133.1
Longitudinal Max (G)	<15	4.5	6.2	6.6	1.3

**DUMMY INSPECTION LIST
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number

SID H3 056

Test Sequences

04 and 05 (SID H3 056)

SID H3 058

04 and 05 (SID H3 058)

		SID H3 056		SID H3 058	
		PRE	POST	PRE	POST
	Date	20Dec04	11Jan05	20Dec04	11Jan05
	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

TABLE OF CONTENTS

Section	Page No.
SID INSTRUMENTATION	D-3
VEHICLE INSTRUMENTATION	D-4
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	J44022	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	P22298	ENDEVCO	26Aug04
RIGHT FRONT SILL Y	P22230	ENDEVCO	26Aug04
RIGHT FRONT SILL Z	B13038	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	P13598	ENDEVCO	26Aug04
LEFT FRONT SILL Y	P22978	ENDEVCO	26Aug04
LEFT FRONT DOOR CENTERLINE Y	N/A	N/A	N/A
RIGHT REAR OCCUPANT COMP Y	P22041	ENDEVCO	27Aug04
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	P24302	ENDEVCO	26Aug04
LEFT MIDDLE B-PILLAR Y	P21586	ENDEVCO	26Aug04
LEFT LOWER A-PILLAR Y	P19311	ENDEVCO	27Aug04
LEFT UPPER A-PILLAR	95L95L13-B02	ENTRAN	30Aug04
FRONT SEAT TRACK Y	P21580	ENDEVCO	27Aug04
REAR SEAT TRACK Y	P22951	ENDEVCO	27Aug04
VEHICLE CG X	P14135	ENDEVCO	31Aug04
VEHICLE CG Y	P12746	ENDEVCO	26Aug04
VEHICLE CG Z	P22322	ENDEVCO	31Aug04

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