

REPORT NUMBER TR-P25065-01-NC

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TEST**

**HONDA MOTOR CORPORATION
2006 HONDA RIDGELINE RTS
4-DOOR TRUCK**

NHTSA NUMBER: H65301

**Prepared By:
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APRIL 13, 2005

FINAL REPORT

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16. Abstract A 55/28 km/h 90 deg. Moving Deformable Barrier Side Impact NCAP Test was conducted on the subject 2005 Honda Ridgeline RTS 4-Door Truck in accordance with the specifications of the Office of Crash Worthiness Standards Test Procedures for the generation of consumer information on vehicle side crash protection. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on April 13, 2005. The impact velocity of the Moving Deformable Barrier was 61.57 km/h (38.26 mph), and the outside ambient temperature at the struck (driver's) side of the vehicle was 19.9 deg. C. The target vehicle's maximum post-test static crush was 322 mm located at level 3. The test vehicle's occupant performance data is as follows: <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 35%;">Measurement Description</th> <th style="width: 15%;">Driver SID/HIII</th> <th style="width: 15%;">Pass. SID/HIII</th> <th style="width: 35%;"></th> </tr> </thead> <tbody> <tr> <td>Left Upper Rib (LUR) G's</td> <td style="text-align: center;">30.7</td> <td style="text-align: center;">27.5</td> <td rowspan="5" style="background-color: #cccccc;"></td> </tr> <tr> <td>Left Lower Rib (LLR) G's</td> <td style="text-align: center;">41.1</td> <td style="text-align: center;">31.0</td> </tr> <tr> <td>Lower Spine (T₁₂) G's</td> <td style="text-align: center;">44.7</td> <td style="text-align: center;">40.6</td> </tr> <tr> <td>Thoracic Trauma Index (TTI) G's</td> <td style="text-align: center;">43.0</td> <td style="text-align: center;">36.0</td> </tr> <tr> <td>Pelvis (PEV) G's</td> <td style="text-align: center;">56.0</td> <td style="text-align: center;">61.0</td> </tr> </tbody> </table>				Measurement Description	Driver SID/HIII	Pass. SID/HIII		Left Upper Rib (LUR) G's	30.7	27.5		Left Lower Rib (LLR) G's	41.1	31.0	Lower Spine (T ₁₂) G's	44.7	40.6	Thoracic Trauma Index (TTI) G's	43.0	36.0	Pelvis (PEV) G's	56.0	61.0
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17. Key Words New Car Assessment Program (NCAP) Side Impact Moving Deformable Barrier (MDB) Side Impact Dummy (SID/HIII)		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Admin. NHTSA Technical Reference Division 400 Seventh St., SW, Room 5108 Washington, DC 20590																					
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SECTION 1

PURPOSE AND TEST PROCEDURE

1.1 PURPOSE

This Side Impact NCAP test is conducted as part of the FY' 2005 test program sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract No. DTNH22-03-D-32006. The purpose of this test is to generate comparative side impact data on a 2006 Honda Ridgeline 4-Door Truck manufactured by Honda Motors Corporation.

1.2 TEST PROCEDURE

The side impact test was conducted in accordance with the current National Highway Traffic Safety Administration (NHTSA), Office of Crashworthiness Standards (OCS), laboratory test procedure NCAP Side Impact Testing, dated November 2002. The procedures for receiving, inspection, testing, and reporting of test results are described in the test procedures and are not repeated in this report.

SECTION 2

SUMMARY OF SIDE IMPACT NCAP TEST

2.1 SUMMARY OF SIDE IMPACT NCAP TEST

A model year 2006 Honda Ridgeline 4-Door Truck was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) which was moving forward in a 27° crabbed position to the tow road guidance system at a velocity of 61.57 km/h. The specified impact velocity range is from 61.14 to 62.75 km/h. The test (target) vehicle was stationary and positioned 63° to the line of forward motion. The weight of the vehicle as tested was 2319 kg and the test weight of the MDB was 1361 kg. The test was conducted at KARCO Engineering, LLC in Adelanto, California, on April 13, 2006.

Three (3) real-time cameras and twelve (12) high-speed cameras were used to document the impact event. Camera locations and pertinent camera information is documented in the data sheets. Pre- and post-test photographs of the vehicle and SID/HIIIs can be found in Appendix A. Two 50th percentile adult male Side Impact Dummies, Hybrid III (SID/HIIIs) were placed in the driver's and left rear passenger designated seating positions according to the test procedure. Each SID/HIII is instrumented with contact switches on the pelvis, thorax and six-axis neck load cells, and fourteen accelerometers in the following locations:

- Left Upper Rib (LUR) uni-axial accelerometer (Y-axis primary and redundant)
- Left Lower Rib (LLR) uni-axial accelerometer (Y-axis primary and redundant)
- Lower Thoracic Spine (T12) uni-axial accelerometer (Y-axis primary and redundant)
- Pelvic (PEV) section uni-axial accelerometer (Y-axis primary and redundant)
- Head Center of Gravity (CG) tri-axial accelerometers (X, Y, and Z axes primary and redundant)

SUPPLEMENTAL RESTRAINT INFORMATION

Restraint Type	Left Front Driver		Left Rear (Passenger)	
	Installed	Deployed	Installed	Deployed
Front Airbag	Yes	No	No	
Side Torso Airbag	Yes	Yes	No	
Head Airbag	No		No	
Curtain Airbag	Yes	Yes	Yes	Yes

The test vehicle was instrumented with twenty-six (26) structural accelerometers and the MDB was instrumented with five (5) accelerometers and one (1) contact switch on the right bumper to compare left side to right side bumper impact timing. All data channels were recorded with the fully self contained on-board Data Acquisition System (DAS). The data was digitally sampled at 10,000 samples per second and processed per Appendix V of the Test Procedure.

2.2 GENERAL COMMENTS

The driver and passenger doors remained closed. On impact, the right side curtain airbag deployed approximately at 225 milliseconds. The test vehicle sustained a maximum static crush of 322 mm at level 3, 1200 mm rearward of the left vertical impact point. The driver SID/Hybrid III, Serial No. 275 and the passenger SID/Hybrid III, Serial No. 274 were calibrated prior to this test. The SID/Hybrid III injury criteria is summarized as follows:

Measurement	Units	Driver	Passenger
Thoracic Trauma Index (TTI)	G's	43.0	36.0
Peak Pelvic G's (PEV)	G's	56.0	61.0

Tests summaries and post-test observations are presented in Section 3. Appendix A contains the still photograph prints. Appendix B contains the driver and passenger SID/HIIIs, vehicle, and MDB response data. Appendix C contains the SID/HIII Configuration and performance verification data. Appendix D contains the instrumentation data channel assignments.

SECTION 3

OCCUPANT AND VEHICLE INFORMATION SHEETS

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

CONVERSION FACTORS USED IN THIS REPORT*

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

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

DATA SHEET NO. 1

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	H65301	Anti-Lock Brakes	Yes
Make	Honda	All Wheel Drive	No
Model	Ridgeline RTS	Power Steering	Yes
Body Style	4-Door Truck	Driver Front Airbag	Yes
Vin No.	2HJYK16406H507543	Driver Side Torso Airbag	Yes
Color	Silver	Driver Side Head Airbag	No
Delivery Date	3/29/2005	Driver Curtain Airbag	Yes
Odometer (miles)	18.0	Rear Pass. Airbag	No
Dealer	Valley-Hi Honda	Rear Pass. Side Airbag	No
Transmission	5-Speed Automatic	Rear Pass. Head Airbag	No
Final Drive	Four Wheel Drive	Rear Pass. Curtain Airbag	Yes
Type/No. Cyl.	V6	Pre-Tensioners	Yes
Engine Disp. (L)	3.5	Load Limiters	Yes
Engine Placement	Transverse	Bucket Seats	Yes
Roof Rack	No	Air Cond.	Yes
Sunroof/T-Top	No	AM/FM Cassette	Yes
Tinted Glass	No	Tilt Steering	Yes
Traction Control	No	Automatic Door Locks	Yes
Power Brakes	Yes	Power Windows	Yes
Front Disc	Yes	Power Seats	Yes
Rear Disc	Yes	Other	

Does Owners Manual provide instructions to turn off automatics door locks.

Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Honda of Canada	GVWR (kg)	2745
Date of Manufacture	03/05	GAWR Front (kg)	1410
		GAWR Rear (kg)	1475

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Split Bench		
Number of Occupants	2	3		5
Capacity Weight (VCW) (kg)				690
Cargo Weight (RCLW) (kg)				136

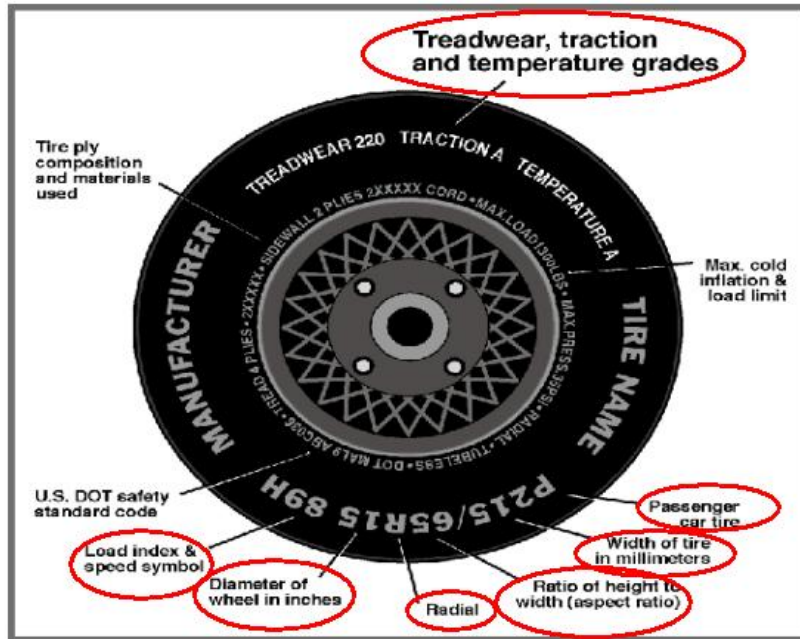
DATA SHEET NO. 1...(CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05

Collect year, make, model, VIN, items circled in red, and tire manufacturer and tire name.



TIRE INFORMATION

Measured Parameter	Front	Rear
Max. Tire Pressure (kpa)	240	240
Cold Pressure (kpa)	220	220
Recommended Tire Size	P245/65R17	P245/65R17
Tire Size on Vehicle	P245/65R17	P245/65R17
Tire Manufacturer	Michelin	Michelin
Treadwear	440	440
Traction	A	A
Temperature Grades	B	B
Tire Plies Sidewall	2 Polyester	2 Polyester
Tire Plies Body	2 Polyester + 1 Ploymaide + 2 Steel	2 Polyester + 1 Ploymaide + 2 Steel
Load Index/Speed Symbol	105S	105S
Tire Material	Polyester + + Ploymaide + Steel + Rubber	Polyester + + Ploymaide + Steel + Rubber
DOT Safety Code Right	M3KT-MMJX-0805	M3KT-MMJX-0805
DOT Safety Code Left	M3KT-MMJX-0805	M3KT-MMJX-0805

DATA SHEET NO. 1...(CONTINUED)**GENERAL TEST AND VEHICLE PARAMETER DATA**Test Vehicle: 2006 Honda Ridgeline RTS 4-Door TruckNHTSA No.: H65301Test Program: 55/28 km/h Side Impact NCAPTest Date: 4/13/05**TEST VEHICLE WEIGHTS**

	Units	As Delivered Weights (UVW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	607	429		662	544	
Right	kg	576	414		610	503	
Ratio	%	58.4	41.6		54.9	45.1	
Totals	kg	1183	843	2026	1272	1047	2319

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value
Total Delivered Weight (UVW)	kg	2026
Weight of 2 P572 ATD's	kg	161
Rated Cargo/Luggage Wt. (RCLW)	kg	136
Calculated Vehicle Target Wt. (TVTW)	kg	2323

TEST VEHICLE ATTITUDE AND CG

	Units	LF	RF	LR	RR	CG (aft of front axle)
As Delivered	mm	836	834	863	863	1291
As Tested	mm	830	834	840	845	1401
Fully Loaded	mm	822	834	836	844	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	3102
Total Vehicle Length at Left Side	mm	3732
Total Vehicle Length at Centerline	mm	5242
Total Vehicle Length at Right Side	mm	3732
Weight of Ballast In Cargo Area	kg	112
Amount of Stoddard Solvent in Fuel Tank	Liters	77.44

TEST VEHICLE VERTICAL IMPACT LINE DATA

Measurement Description	Units	Value
Test Vehicle Wheel Base	mm	3102
Target Impact Point Aft of Front Axle	mm	508
Actual Impact Point Aft of Front Axle	mm	513

DATA SHEET NO. 1...(CONTINUED)

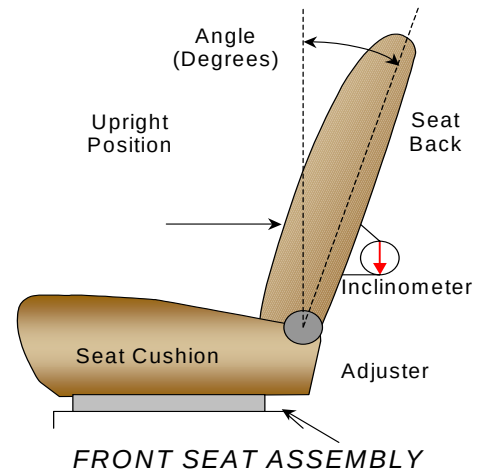
GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat backs are positioned to the manufacturers designated angle. The procedure is as follows:
 Seat back angle was measured at the headrest using a digital inclinometer.



SEAT BACK ANGLES

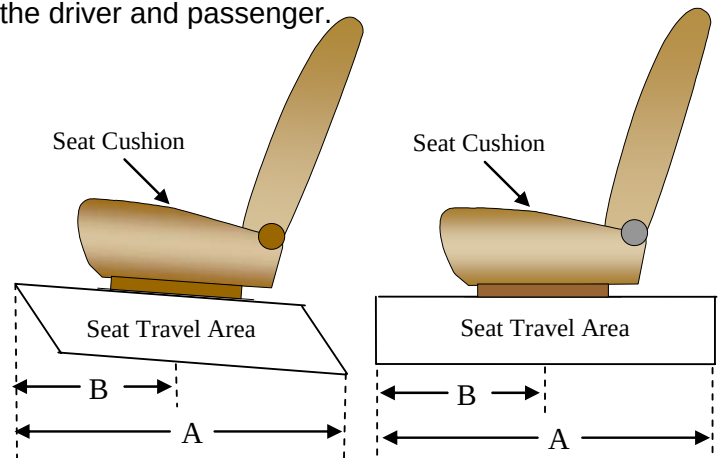
	Deg.
Driver w/seated Dummy	12.6
Rear Passenger w/seated Dummy	1.3

SEAT FORE/AFT POSITIONS

The total seat travel was measured from forward most position to rearmost position, irrespective of vertical seat height in those positions. The seat was set at the longitudinal mid position with vertical adjustment at the lowest position obtainable for both the driver and passenger.

SEAT FORE/AFT POSITIONING

	Total Fore/Aft Travel	Placed in Position #
Driver Seat	240 mm	120 mm
Rear Seat	1 Detent	1st Detent



SEAT BELT UPPER ANCHORAGE

Position number one (1) is the uppermost position.

SEAT BELT UPPER ANCHORAGE

	Total # of Positions	Placed in Position #
Driver Seat	4	1
Rear Seat	1	1

DATA SHEET NO. 1...(CONTINUED)**GENERAL TEST AND VEHICLE PARAMETER DATA**

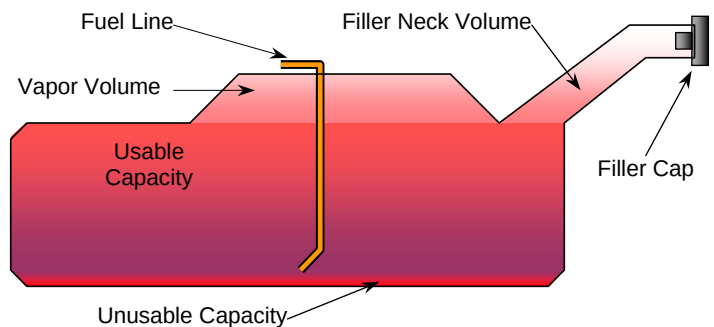
Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
Test Program: 55/28 km/h Side Impact NCAP

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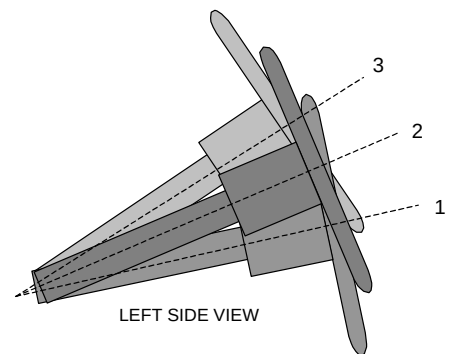
FUEL TANK CAPACITY

	Liters
Usable Capacity of "Standard Tank"	83.32
Usable Capacity of "Optional" Tank	
Usable Capacity used for FMVSS 301	76.62 to 78.28
Actual Amount of Solvent used	77.44

The test vehicle is equipped with an electric fuel pump. The fuel pump will operate for approximately three (3) seconds with the ignition in the "ON" position, after which the fuel pump automatically shuts off. The fuel filler door is located on the left rear fender.

**VEHICLE FUEL TANK ASSEMBLY****STEERING COLUMN ADJUSTMENT**

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. An aluminum plate is placed across the rim of the steering wheel, an inclinometer is placed on the plate and the angle is measured.

**STEERING COLUMN ASSEMBLY****STEERING COLUMN POSITIONS**

	Degrees	Fore/Aft Position (mm)
Lowermost Position No.1	25.7	
Geometric Center Position No. 2	26.8	
Uppermost Position No.3	29.7	

DATA SHEET NO. 2**TEST VEHICLE SUMMARY OF RESULTS**Test Vehicle: 2006 Honda Ridgeline RTS 4-Door TruckNHTSA No.: H65301Test Program: 55/28 km/h Side Impact NCAPTest Date: 4/13/05**TEST VEHICLE WEIGHTS**

	Units	As Delivered Weights (UVW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	607	429		662	544	
Right	kg	576	414		610	503	
Ratio	%	58.4	41.6	100%	54.8	45.1	100%
Totals	kg	1183	843	2026	1272	1047	2319

MAXIMUM EXTERIOR STATIC CRUSH

Level	Measured Parameter	Units	Maximum Crush	Above Ground
Level 1	Sill Top Height	mm	225	458
Level 2	Occupant H-Point	mm	307	718
Level 3	Mid Door	mm	322	758
Level 4	Window Sill	mm	133	1116
Level 5	Window top	mm	88	1680
N/A	Maximum Penetration	mm	322	

INSTRUMENTATION

Driver SID/Hybrid III Accelerometers	20
Passenger SID/Hybrid III Accelerometers	20
Vehicle Structure Accelerometers	26
MDB Accelerometers	5
Total number of Contact Switches	5
Total	76

CAMERA COVERAGE

	Standard	Additional
High Speed, Vehicle On-Board	3	0
High Speed, Off-Board	6	1
High Speed, MDB On-Board	2	0
Real Time, Panning	1	2
Total	12	3

DATA SHEET NO. 3**MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS**Test Vehicle: 2006 Honda Ridgeline RTS 4-Door TruckNHTSA No.: H65301Test Program: 55/28 km/h Side Impact NCAPTest Date: 4/13/05**MDB SPECIFICATIONS (mm)**

Measurement Description	Length
Overall Width of Framework Carriage	1252
Overall Length including Honeycomb Face	4115
Wheel Base of Framework Carriage	2590
C.G. location aft of Front Axle	1127

MDB WEIGHTS

	Units	Front Axle	Rear Axle	Total
Left	kg	384	308	
Right	kg	385	284	
Ratio	%	56.5	43.5	
Totals	kg	769	592	1361

SPEED AND IMPACT DATA

Measured Parameter	Units	Requirement	Value
Trap No. 1 Velocity (Primary)	km/h	61.1 to 62.7	61.57
Trap No. 2 Velocity (Redundant)	km/h	61.1 to 62.7	61.54
MDB CL to Target Vehicle CL	degrees	88.5 to 91.5	89.5

MAXIMUM STATIC CRUSH OF HONEYCOMB FACE (mm)

Vertical Location			From Centerline		Max. Crush
Row	Description	Height	Distance	Direction	
A	Center of Bumper	432	400	Left	238
B	Top of Bumper	533	400	Right	143
C	Mid Level	686	800	Right	121
D	Top of Stack	813	800	Right	161

MDB INSTRUMENTATION AND CAMERAS

Accelerometers	5
Contact Switches	1
High Speed Cameras	2

DATA SHEET NO. 4
POST-TEST OBSERVATIONS

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
Test Date: 4/13/05

TEST DUMMY INFORMATION AND CONTACT POINTS

Description	Front Seat SID/HIII	Rear Seat SID/HIII
Dummy Type / Serial No.	P572F, SID/HIII NO. 275	P572F, SID/HIII NO. 274
Head Contact	Curtain Airbag	Curtain Airbag, Roof Rail, Head Rest
Upper Torso Contact	Side Airbag	Door Panel
Lower Torso Contact	Door Panel	Door Panel
Left Knee Contact	Door Panel	Door Panel
Right Knee Contact	None	Left Knee

POST-TEST DOOR OPENING AND SEAT TRACK INFORMATION

Description	Front	Rear
Left Side Doors Opening	Remained Latched/Inoperable	Remained Latched/Inoperable
Right Side Doors Opening	Remained Closed/Latch Operable	Remained Closed/Latch Operable
Seat Movement (mm)	0	0
Seat Back Failure	No	No

POST-TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	Pillars pushed inward with no apparent failure
Sill Separation	No Apparent Visible Failure
Windshield Damage	None
Window Damage	On Struck Side Rear Passenger Window Broke
Other Notable Effects	Left Rear Door Separation Near Top Sill

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Left Front (Driver) Occupant Location 01		Left Rear (Passenger) Occupant Location 04	
	Installed	Operation	Installed	Operation
Front Airbag	Yes	No	No	
Side Airbag	Yes	Yes	No	
Head Airbag	No		No	
Curtain Airbag	Yes	Yes	Yes	Yes
Seat Belt Pretensioner	Yes		No	
Seat Belt Load Limiter	Yes		No	

MDB LEFT EDGE IMPACT POINT DATA

Measured Parameter	Units	Requirement	Value
Horizontal Offset	mm	+/- 50	5 (Right)
Vertical Offset	mm	+/- 20	2 (Above)

DATA SHEET NO. 5
SID/HIII INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

THORAX AND PELVIS PEAK ACCELERATIONS, PRIMARY (FIR 100 Filtered)

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Upper Rib (LUR)	Y	G's	30.7	50.6	-4.9	141.9	27.5	66.3	-1.6	113.1
Lower Rib (LLR)	Y	G's	41.1	50.0	-5.0	18.8	31.0	53.1	-2.8	113.1
Lower Spine (T ₁₂)	Y	G's	44.7	46.9	-2.9	111.3	40.6	52.5	-2.0	117.5
Pelvis (PEV)	Y	G's	56.1	42.5	-6.1	66.9	61.0	46.3	-6.7	69.4

THORACIC TRAUMA INDEX (TTI) AND PELVIC ACCELERATION, PRIMARY (FIR 100 Filtered)

Location	Driver				Passenger			
	LLR	T ₁₂	TTI(g)	PEV(g)	LLR	T ₁₂	TTI(g)	PEV(g)
Primary Rib, Spine, and Pelvis	41.095	44.692	43	56	31.024	40.610	36	61

THORAX AND PELVIS PEAK ACCELERATIONS, REDUNDANT (FIR 100 Filtered)

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Upper Rib (LUR)	Y	G's	30.8	50.6	-4.9	141.9	28.2	66.3	-1.4	113.1
Lower Rib (LLR)	Y	G's	41.6	50.6	-4.5	18.8	31.0	53.1	-2.7	113.1
Lower Spine (T ₁₂)	Y	G's	44.2	46.9	-3.1	111.9	40.3	52.5	-2.3	117.5
Pelvis (PEV)	Y	G's	55.3	42.5	-6.2	66.9	60.9	46.3	-6.8	70.0

THORACIC TRAUMA INDEX (TTI) AND PELVIC ACCELERATION, REDUNDANT (FIR 100 Filtered)

Location	Driver				Passenger			
	LLR	T ₁₂	TTI(g)	PEV(g)	LLR	T ₁₂	TTI(g)	PEV(g)
Redundant Rib, Spine, and Pelvis	41.622	44.204	43	55	30.958	40.276	36	61

Positive Acceleration Polarities:

- Longitudinal (X) = Forward
- Lateral (Y) = Right
- Vertical (Z) = Down

DATA SHEET NO. 5...(CONTINUED)
SID/HIII INJURY CRITERIA AND SENSOR DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

HEAD PRIMARY PEAK ACCELERATIONS (SAE CLASS 1000 Filtered)

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	3.9	26.1	-21.4	73.7	5.9	64.2	-12.9	92.7
Head CG	Y	G's	14.3	67.4	-5.5	179.0	23.1	60.0	-5.9	92.7
Head CG	Z	G's	11.1	51.1	-10.9	54.1	14.6	48.9	-20.5	71.0
Head CG Resultant	N/A	G's	24.5	72.0			28.2	69.3		

HEAD PRIMARY INJURY CRITERIA (SAE CLASS 1000 Filtered)

Location	Driver				Passenger			
	HIC	T ¹	T ²	Avg G	HIC	T ¹	T ²	Avg G
Head CG	66.0	50.3	86.3	20.2	71.9	52.9	88.9	20.9

HEAD REDUNDANT PEAK ACCELERATIONS (SAE CLASS 1000 Filtered)

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Head CG	X	G's	3.5	24.6	-21.5	73.6	6.0	64.3	-13.0	92.8
Head CG	Y	G's	14.2	67.3	-5.5	179.9	22.9	59.9	-6.1	92.8
Head CG	Z	G's	10.8	51.1	-11.3	54.1	14.7	48.9	-20.8	70.7
Head CG Resultant	N/A	G's	24.6	71.3			28.6	69.4		

HEAD REDUNDANT INJURY CRITERIA (SAE CLASS 1000 Filtered)

Location	Driver				Passenger			
	HIC	T ¹	T ²	Avg G	HIC	T ¹	T ²	Avg G
Head CG	64.9	50.3	86.3	20.1	72.5	52.8	82.1	22.7

UPPER NECK PEAK FORCES AND MOMENTS

Location	Axis	Units	Driver				Passenger			
			Max	Time	Min	Time	Max	Time	Min	Time
Neck Force	X	Newtons	90.2	179.7	-475.2	73.6	301.9	113.5	-81.8	186.3
Neck Force	Y	Newtons	37.4	123.1	-134.6	169.3	13.6	17.7	-580.5	88.2
Neck Force	Z	Newtons	746.2	51.2	-212.7	54.3	700.6	49.0	-704.9	116.5
Neck Force Resultant	N/A	Newtons	771.3	51.2			859.4	95.3		
Neck Moment	X	Nm	9.4	131.0	-32.8	61.6	7.6	96.1	-79.2	68.1
Neck Moment	Y	Nm	10.7	106.6	-19.1	57.0	8.2	121.8	-33.9	81.1
Neck Moment	Z	Nm	38.3	68.8	-9.4	159.7	21.9	88.8	-0.7	28.0
Neck Moment Resultant	N/A	Nm	49.0	65.5			80.3	68.3		

DATA SHEET NO. 6

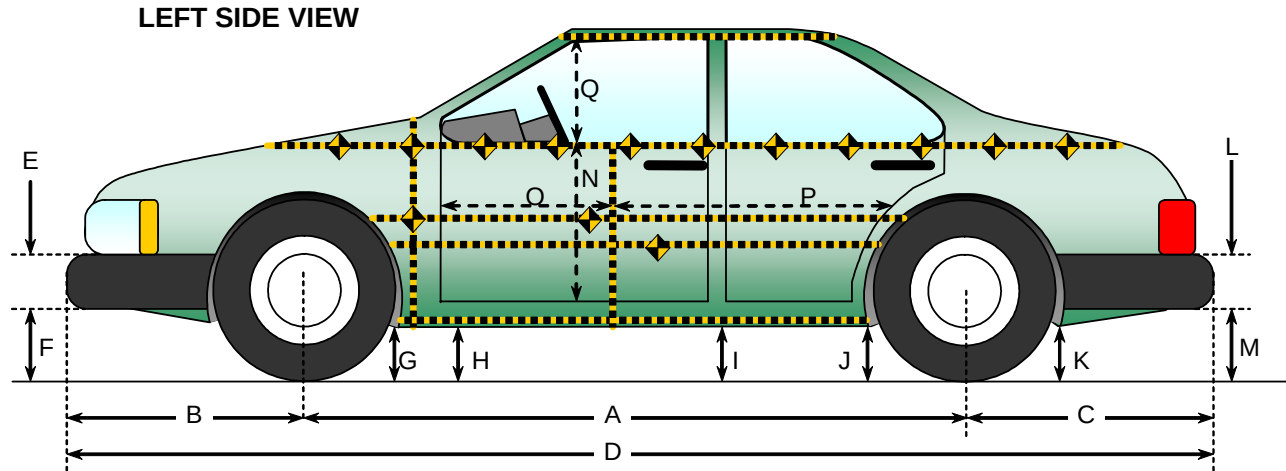
VEHICLE PRE-TEST AND POST-TEST MEASUREMENTS

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05



VEHICLE PRE AND POST-TEST MEASUREMENT INFORMATION

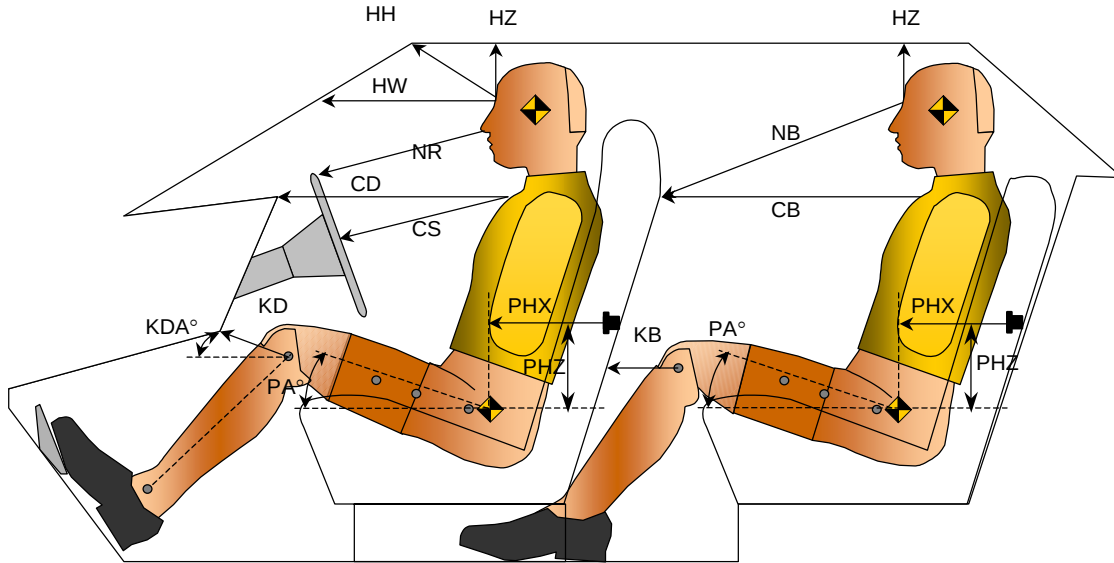
Code	Measurement Description	Pre-Test (mm)	Post-Test (mm)	Difference (mm)
A	Wheelbase	3102	3102	0
B	Front Axle to FSOV	923	930	7
C	Rear Axle to RSOV	1190	1235	45
D	Total Length at Centerline	5242	5242	0
E	Front Bumper Thickness	355	355	0
F	Front Bumper Bottom to Ground	341	404	63
G	Sill Height at Front Wheel Well	348	373	25
H	Sill Height at Front Door Leading Edge	348	378	30
I	Sill Height at "B" Pillar	356	401	45
J1	Sill Height at Rear Wheel Well	314	363	49
J2	Pinch Weld Height at Rear Wheel Well	343	372	29
K	Sill Height aft of Rear Wheel Well	374	402	28
L	Rear Bumper Thickness	303	303	0
M	Rear Bumper Bottom to Ground	416	440	24
N	Sill Height to Window Bottom Sill	792	733	-59
O	Front Door Leading Edge to Impact CL	883	805	-78
P	Rear Door Trailing Edge to Impact CL	1195	1135	-60
Q	Front Window Opening	450	440	-10
R	Right Side Length	3732	3750	18
S	Left Side Length	3732	3672	-60
T	Vehicle Width at "B" Post	1940	1852	-88

DATA SHEET NO. 7

SID/HIII LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05



LONGITUDINAL CLEARANCE DIMENSION INFORMATION

Driver Code	Pass. Code	Measurement Description	Driver		Passenger	
			Length(mm)	Angle	Length(mm)	Angle
HH		Head to Header	492	15.6		
HW		Head to Windshield	708	0.0		
HZ	HZ	Head to Roof	232		200	
NR	NB	Nose to Rim/Nose to Back of Seat	481	14.0	634	19.0
CD	CB	Chest to Dash/Back of Seat	618	5.5	538	2.0
CS		Chest to Steering Wheel	280	1.4		
KDL	KBL	Left Knee to Dash/Seat Back	105	15.0	215	0.0
KDR	KBR	Right Knee to Dash/Seat Back	110		220	
PA	PA	Pelvic Angle		19.0*		16.5*
PHX	PHX	H-Point to Striker (X-Axis)	260	43.0	355	48.0
PHZ	PHZ	H-Point to Striker (Z-Axis)	102		154	

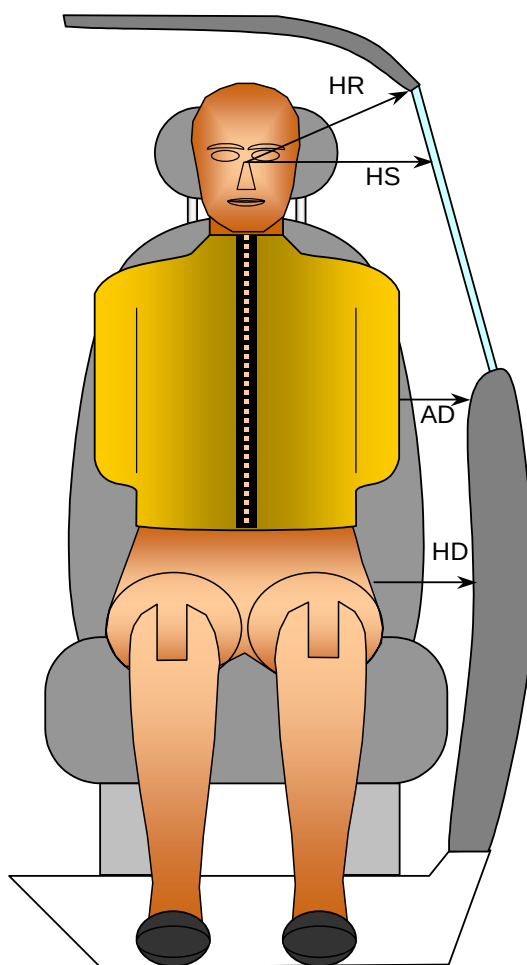
* Correct pelvic angle was unobtainable; dummies were positioned according to the H-point location.

DATA SHEET NO. 8

SID/HII LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05



FRONT VIEW OF DUMMY

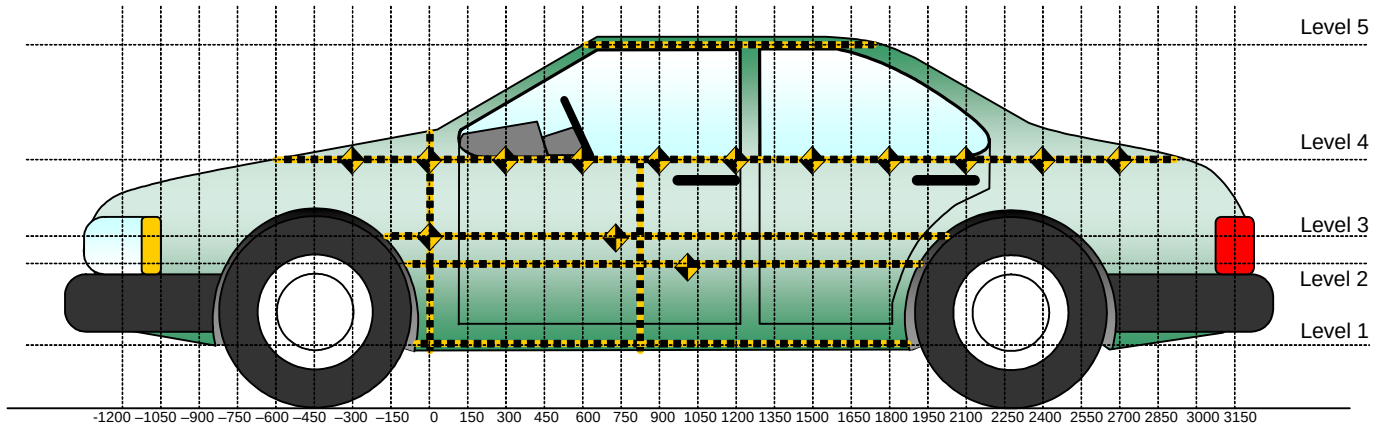
LATERAL CLEARANCE DIMENSION INFORMATION

Code	Measurement Description	Units	Driver	Passenger
HR	Head to Side Header	mm	285	248
HS	Head to Side Window	mm	360	335
AD	Arm to Door	mm	130	140
HD	H-Point to Door	mm	150	160

DATA SHEET NO. 9 **VEHICLE SIDE MEASUREMENTS**

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05



All Measurements Shown in mm

LEFT SIDE VIEW

Measurements are taken with vehicle in the as tested condition.
 Measurements taken 900 mm right of impact reference.
 All measurements below in mm.

Level	Measurement Description	Height Above Ground
1	Sill Top	458
2	Occupant H-Point	718
3	Mid Door	758
4	Window Sill	1116
5	Window Top	1680

DATA SHEET NO. 10
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05

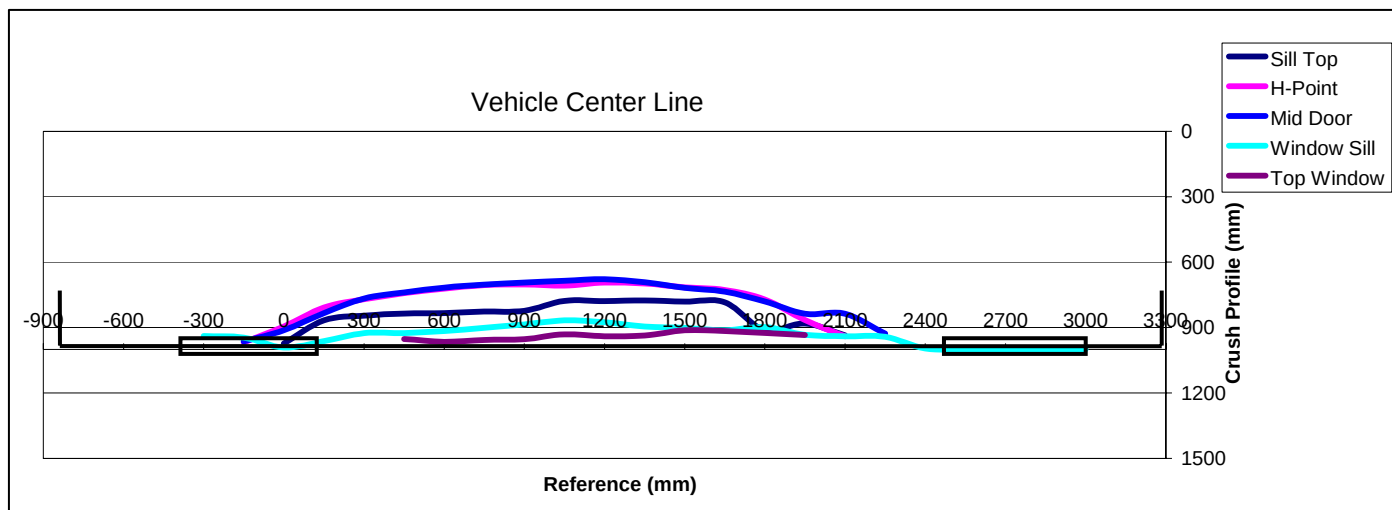
	Pre-Test					Post-Test					Difference				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
-900															
-750															
-600															
-450															
-300				116					177					61	
-150		34	29	101			66	66	156			32	37	55	
0	79	52	54	94		106	156	142	103		27	104	88	9	
150	79	51	53	93		212	243	220	131		133	192	167	38	
300	78	48	49	90		233	278	282	164		155	230	233	74	
450	78	43	44	84	346	243	301	305	158	394	165	258	261	74	48
600	76	39	41	79	326	243	318	324	163	360	167	279	283	84	34
750	73	36	37	74	318	246	331	334	173	361	173	295	297	99	43
900	71	34	34	69	314	248	332	341	183	361	177	298	307	114	47
1050	69	33	33	66	310	291	325	348	199	379	222	292	315	133	69
1200	72	33	32	63	311	293	340	354	187	371	221	307	322	124	60
1350	71	33	30	62	313	296	335	338	166	376	225	302	308	104	63
1500	72	32	31	61	301	291	316	313	160	389	219	284	282	99	88
1650	73	32	31	61	301	289	304	296	149	386	216	272	265	88	85
1800	73	33	31	58	306	193	262	251	160	382	120	229	220	102	76
1950	73	33	31	59	311	192	206	201	126	377	119	173	170	67	66
2100	81	24	22	61		146	196	185	121		65	172	163	60	
2250		21	14	66			81	86	124			60	72	58	
2400				68					18					50	
2550				69					69					0	
2700				81					81					0	
2850				83					83					0	
3000				86					86					0	

Measurements are taken from fixed reference 1000 mm from vehicle centerline.

DATA SHEET NO. 10...(CONTINUED)
VEHICLE EXTERIOR CRUSH PROFILES

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05



	Units	Level 1	Level 2	Level 3	Level 4	Level 5
Maximum Crush	mm	225	307	322	133	88
Distance from Impact	mm	1350	1200	1200	1050	1500

DATA SHEET NO. 11

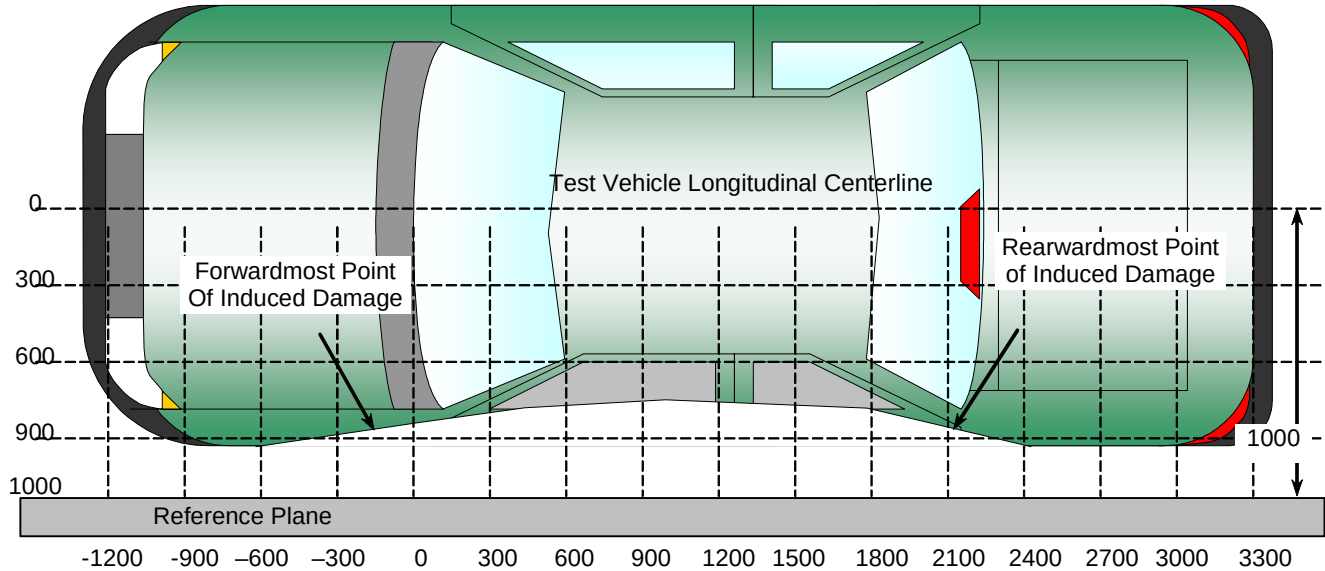
VEHICLE DAMAGE PROFILE DISTANCES

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05



All Dimensions Shown in millimeters

TOP VIEW

DAMAGE PROFILE DISTANCES

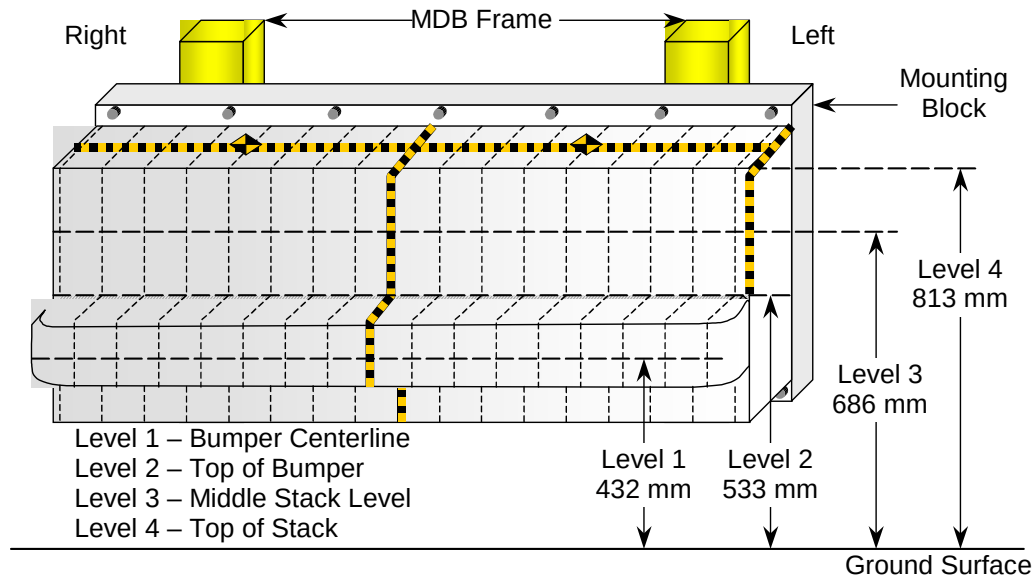
DPD	Distance From Impact Point in mm	Level	Pre-Test (mm)	Post-Test (mm)	Max. Static Crush (mm)
1	-150	4	101	156	55
2	300	3	49	282	233
3	750	3	37	334	297
4	1200	3	32	354	322
5	1650	2	32	304	272
6	2100	2	24	196	172

DATA SHEET NO. 12

DEFORMABLE BARRIER HONEYCOMB FACE STATIC CRUSH

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05



DEFORMABLE BARRIER STATIC CRUSH

Stack Level	Distance Right of Center								C/L	Distance Left of Center							
	800	700	600	500	400	300	200	100		100	200	300	400	500	600	700	800
1	233	218	200	188	190	191	146	196	238	198	195	201	238	200	198	208	214
2	112	106	101	92	143	81	91	84	82	82	88	94	101	106	106	110	106
3	121	88	66	48	40	40	16	71	52	41	36	39	48	56	68	85	106
4	161	125	96	71	51	40	46	61	61	53	51	47	67	78	96	111	136

All Dimensions in mm

DATA SHEET NO. 13

VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

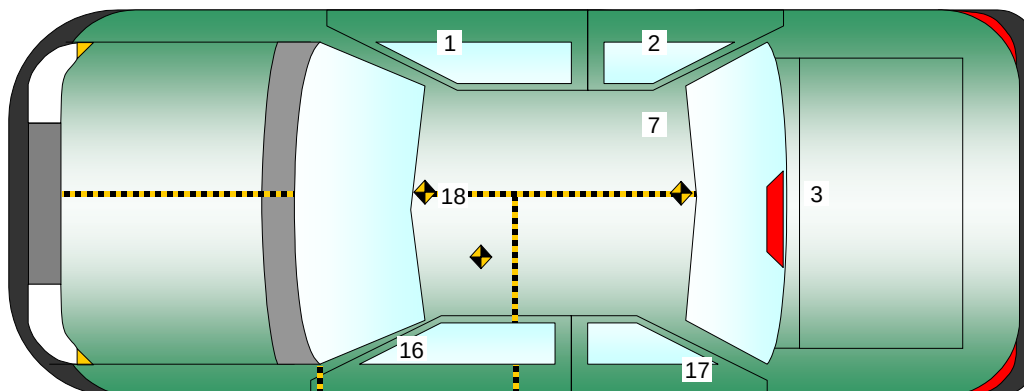
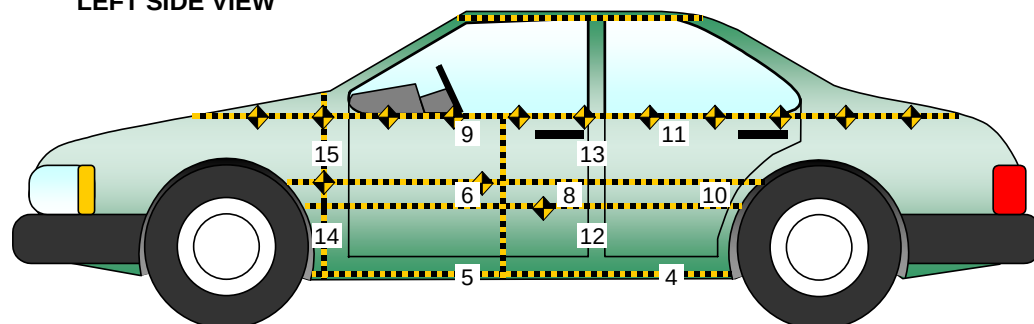
Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

LEFT SIDE VIEW



No.	Location
1	Right Sill at Front Seat
2	Right Sill at Rear Seat
3	Rear Floorpan Above Axle
4	Left Sill at Rear Door
5	Left Sill at Front Door
6	Left Front Door Centerline
7	Right Rear Occupant Compartment
8	Left Front Door Mid-Rear
9	Left Front Door Upper Centerline

No.	Location
10	Left Rear Door Mid-Rear
11	Left Rear Door Upper Centerline
12	Left Lower B-Post
13	Left Middle B-Post
14	Left Lower A-Post
15	Left Middle A-Post
16	Front Seat Track
17	Rear Seat Track or Structure
18	Vehicle CG

DATA SHEET NO. 13...(CONTINUED)
VEHICLE ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

VEHICLE ACCELEROMETER PEAK DATA AND PRE-TEST LOCATIONS

Loc. No.	Accelerometer Location	Measurements (mm)			Peak Values (G's)				
		X	Y	Z	Axis	Max	Time	Min	Time
1	Right Sill at Front Seat	3030	765	430	X	5.2	32.7	-5.2	14.6
					Y	30.2	7.5	-2.4	151.8
					Z	4.5	27.9	-13.2	12.2
					RES	30.8	7.7		
2	Right Sill at Rear Seat	2155	790	445	X	6.0	15.0	-6.4	32.7
					Y	36.3	8.4	-2.9	150.8
					Z	5.4	23.3	-15.5	9.5
					RES	39.1	8.6		
3	Rear Floorpan Above Axle	615	-65	345	X	2.8	100.5	-7.2	65.8
					Y	20.0	25.9	-9.0	102.9
					Z	8.2	49.1	-9.4	66.8
					RES	21.4	48.9		
4	Left Sill at Rear Door	1975	-545	295	Y	54.4	7.8	-3.0	153.7
5	Left Sill at Front Door	3015	-550	290	Y	37.9	7.0	-3.0	155.0
6	Front Door Centerline	3045	-780	975	Y	91.9	13.9	-112.9	26.9
7	Rt. Rear Occ. Compartment	2530	465	400	Y	33.9	7.8	-2.7	151.7
8	Front Door Mid-Rear	2790	-780	865	Y	115.4	20.5	-33.6	108.1 ¹
9	Front Door Upper Centerline	3110	-780	1065	Y	121.0	18.5	-90.4	24.1
10	Rear Door Mid-Rear	2020	835	900	Y	87.5	12.9	-87.7	37.7
11	Rear Door Upper Centerline	2190	835	1055	Y	163.2	13.8	-67.1	32.0
12	B-Post Lower	2590	-775	670	Y	106.3	5.0	-137.6	19.8
13	B-Post Middle	2590	-775	1035	Y	107.9	9.6	-55.5	20.1
14	A-Post Lower	3680	-800	690	Y	17.7	4.7	-3.5	31.0
15	A-Post Middle	3680	-800	980	Y	56.0	4.0	-15.4	8.7
16	Front Seat Track	3060	225	490	Y	42.7	22.5	-8.8	59.1
17	Rear Seat Structure				Y				
18	Vehicle CG	3480	285	400	X	2.1	5.2	-4.8	11.1
					Y	25.1	6.4	-2.4	157.3
					Z	7.0	29.8	-7.9	5.5
					RES	26.0	6.1		

1.) Questionable data

2.) Not installed

DATA SHEET NO. 14

MDB ACCELEROMETER LOCATION AND DATA SUMMARY

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

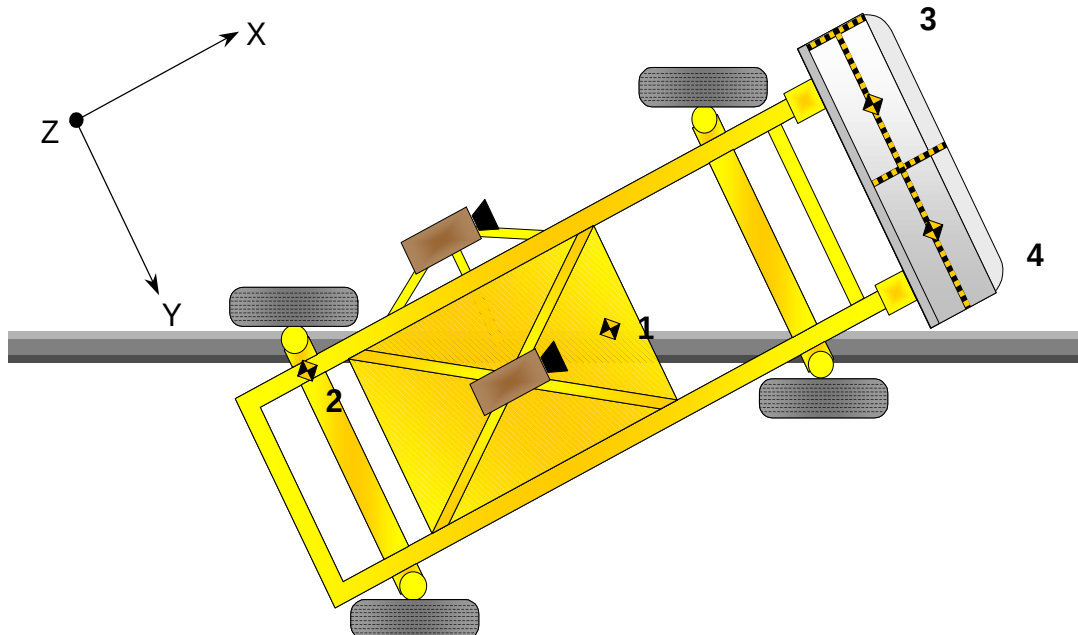
MDB ACCELEROMETER PEAK DATA AND LOCATIONS

Loc. No.	Accelerometer Location	Measurements (mm)			Peak Values (G's)				
		X	Y	Z	Axis	Max	Time	Min	Time
1	MDB CG	-1195	0	430	X	3.6	195.8	-20.6	43.3
					Y	3.4	178.6	-6.9	137.2
					Z	18.1	187.1	-21.7	178.8
					RES	22.0	178.8		
2	MDB Rear	-2642	-593	608	X	2.2	169.5	-22.8	11.8
					Y	3.5	118.1	-8.0	22.0

Reference Points X - MDB Front Axle Y - MDB Centerline Z - Ground Plane

MDB BUMPER CONTACT SWITCH DATA

Loc. No.	Contact Switch Location	Units	Peak and 50% Crossing Point			
			Max	Time	50%	Time
3	MDB Left Bumper (T=0)	% F.S.	100.0	0.0	50.0	0.0
4	MDB Right Bumper	% F.S.	99.9	25.0	50.0	-0.6



DATA SHEET NO. 15

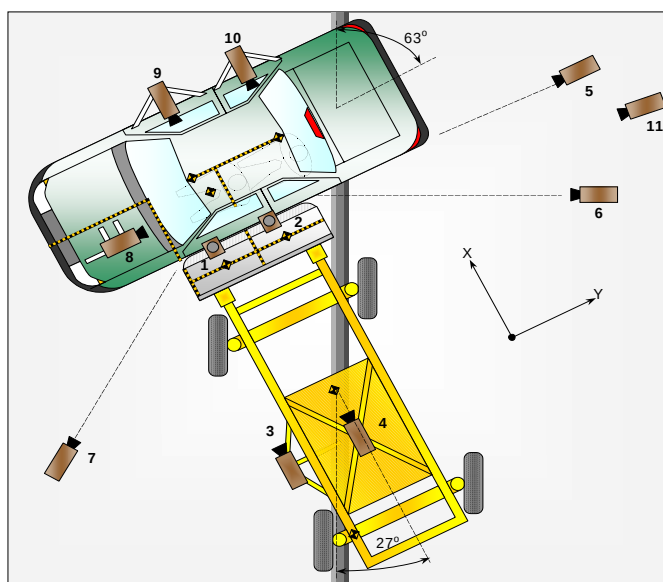
HIGH SPEED CAMERA LOCATIONS AND DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05



No.	Camera View	Location (mm)			Angle (deg.)	Lens (mm)	Film Speed (fps)
		X	Y	Z			
1	Overhead Overall	1220	2286	-5486	-90	12	1000
2	Overhead Close Up	609	1676	-5486	-90	25	1000
3	Impact Point	-2134	0	-1143	-7	13	670
4	Side Overall	-3912	838	-1829	-11	13	980
5	Rear	228	15545	-1371	-1	35	1000
6	Left Rear	-7188	16459	-939	-1	85	1100
7	Left Front	-2666	-3550	-1473	-10	13	1000
8	Driver Front	385	-630	-1330	-20	24	1000
9	Driver Side	1805	610	-1040	-2	24	1000
10	Passenger Side	1785	1440	-1120	-2	24	1000
11	Side Overall	64008	41148	-1575	0	100	495
12	Real Time Digital	3658	22860	-1727	-5	N/A	30
13	Additional Real Time Digital	-7100	16459	-839	0	N/A	30
14	Additional Real Time Digital	-2600	-4700	-1473	-1	N/A	30
15	Additional Impact Point	-2575	-3475	-1421	-7	85	1000

X = Barrier Face Y = Monorail Centerline Z = Ground NTM: No Timing Marks

DNR: Did Not Run

DATA SHEET NO. 16

FMVSS 301 FUEL SYSTEM INTEGRITY POST-IMPACT DATA

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05

Test Time: 12:27 PM

Temperature: 18.9 Deg. C.

Stoddard Solvent Spillage Measurements

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

DATA SHEET NO. 17

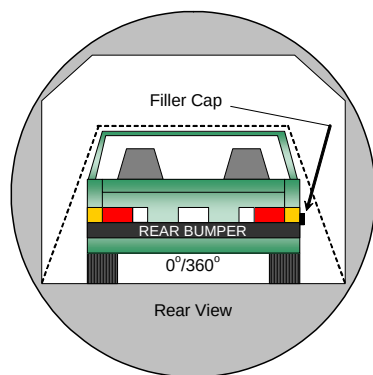
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck

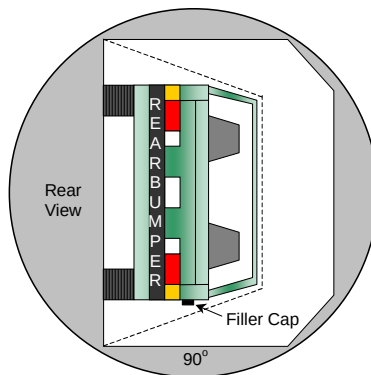
NHTSA No.: H65301

Test Program: 55/28 km/h Side Impact NCAP

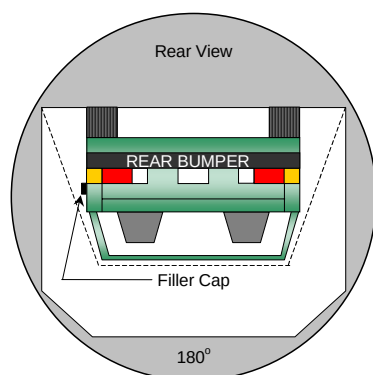
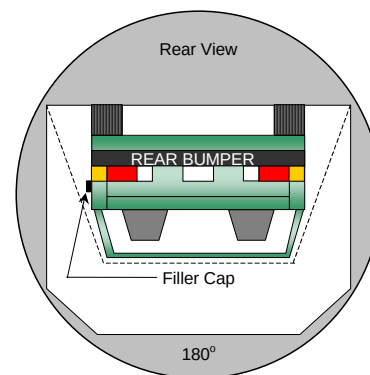
Test Date: 4/13/05



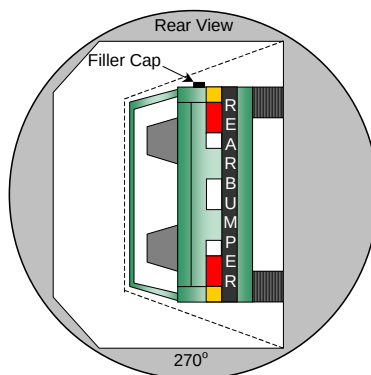
0° TO 90°



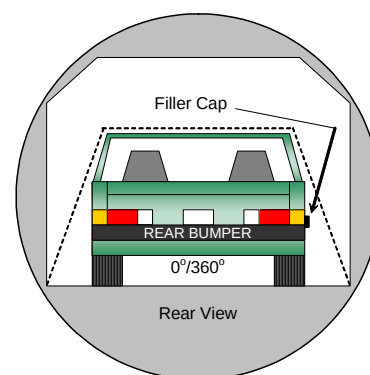
90° TO 180°



180° TO 270°



270° TO 360°



1. The specified fixture rollover rate for each 90° of rotation is 60 to 120 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard Solvent spillage locations.

No solvent leakage occurred during static rollover testing.

DATA SHEET NO. 17...(CONTINUED)
FMVSS 301 STATIC ROLLOVER DATA SHEET

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

NHTSA No.: H65301
 Test Date: 4/13/05

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° to 90°	84	300	384
90° to 180°	77	300	377
180° to 270°	78	300	378
270° to 360°	77	300	377

FMVSS 301 SPILLAGE TABLE REQUIREMENT (oz.)

First 5 Minutes	5.0
Sixth Minute	1.0
Seventh Minute	1.0
Eighth Minute	1.0

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° to 90°	0	0	0	0
90° to 180°	0	0	0	0
180° to 270°	0	0	0	0
270° to 360°	0	0	0	0

SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	None
90° to 180°	None
180° to 270°	None
270° to 360°	None

APPENDIX A
PHOTOGRAPHS

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A-32	Post-Test Left Front Door	A-32
A-33	Pre-Test Left Rear Door	A-33
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A-44	Pre-Test Passenger Dummy Left Side (Door Open)	A-44
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A-49	Pre-Test Passenger Dummy Right Side View	A-49
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A-66	Post-Test Driver Door Overhead View	A-66



Figure A-1: Left Front $\frac{3}{4}$ View, as Received



Figure A-2: Right Rear $\frac{3}{4}$ View, as Received

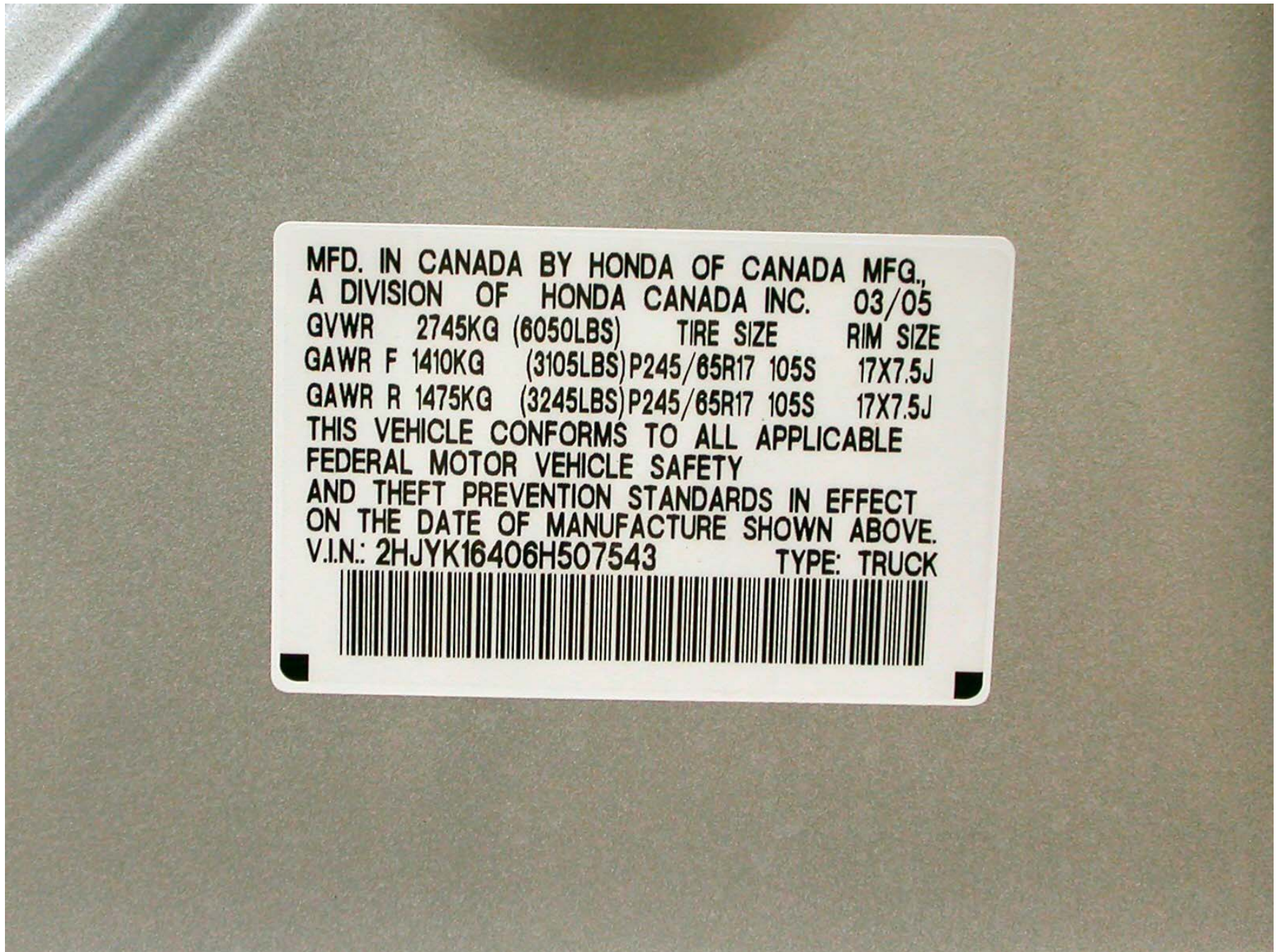


Figure A-3: Manufacturer's Label



TIRE AND LOADING INFORMATION

SEATING CAPACITY : TOTAL 5 : FRONT 2 : REAR 3

The combined weight of occupants and cargo should never exceed 690kg or 1530lbs

ORIGINAL TIRE SIZE	COLD TIRE INFLATION PRESSURE	
P245/65R17 105S	FRONT	220kPa, 32PSI
	REAR	220kPa, 32PSI
COMPACT SPARE TIRE	COLD TIRE INFLATION PRESSURE	
T165/90R17 105M	420kPa, 60PSI	

**SEE OWNER'S
MANUAL FOR
ADDITIONAL
INFORMATION**

SJCA0

Figure A-4: Tire Placard



Figure A-5: Pre-Test Front View



Figure A-6: Post-Test Front View



Figure A-7: Pre-Test Left Front 3/4 View



Figure A-8: Post-Test Left Front $\frac{3}{4}$ View



Figure A-9: Pre-Test Left Side View



Figure A-10: Post-Test Left Side View



Figure A-11: Pre-Test Left Rear $\frac{3}{4}$ View



Figure A-12: Post-Test Left Rear $\frac{3}{4}$ View



Figure A-13: Pre-Test Rear View



Figure A-14: Post-Test Rear View



Figure A-15: Pre-Test Right Rear $\frac{3}{4}$ View



Figure A-16: Post-Test Right Rear $\frac{3}{4}$ View



Figure A-17: Pre-Test Right Side View



Figure A-18: Post-Test Right Side View



Figure A-19: Pre-Test Right Front $\frac{3}{4}$ View



Figure A-20: Post-Test Right Front $\frac{3}{4}$ View



Figure A-21: Pre-Test Overhead View



Figure A-22: Post-Test Overhead View



Figure A-23: Pre-Test Overhead Close-up View



Figure A-24: Post-Test Overhead Close-up View



Figure A-25: Pre-Test Left Impact Point



Figure A-26: Post-Test Left Impact Point



Figure A-27: Pre-Test Front $\frac{3}{4}$ View of Left Side Doors



Figure A-28: Post-Test Front $\frac{3}{4}$ View of Left Side Doors



Figure A-29: Pre-Test Rear $\frac{3}{4}$ View of Left Side Doors



Figure A-30: Post-Test Rear $\frac{3}{4}$ View of Left Side Doors



Figure A-31: Pre-Test Left Front Door



Figure A-32: Post-Test Left Front Door



Figure A-33: Pre-Test Left Rear Door



Figure A-34: Post-Test Left Rear Door



Figure A-35: Pre-Test Driver Dummy (Door Open)

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Figure A-36: Pre-Test Driver Dummy (Through Window)



Figure A-37: Post-Test Driver Dummy (Through Window)



Figure A-38: Pre-Test Driver Dummy Clearance From Door



Figure A-39: Post-Test Driver Dummy Clearance From Door



Figure A-40: Pre-Test Driver Dummy Right Side View



Figure A-41: Post-Test Driver Dummy Right Side View



Figure A-42: Pre-Test Front Door Panel (Interior)



Figure A-43: Post-Test Front Door Panel (Interior)



Figure A-44: Pre-Test Passenger Dummy Left Side (Door Open)

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Figure A-45: Pre-Test Passenger Dummy Left Side (Through Window)



Figure A-46: Post-Test Passenger Dummy Left Side (Through Window)

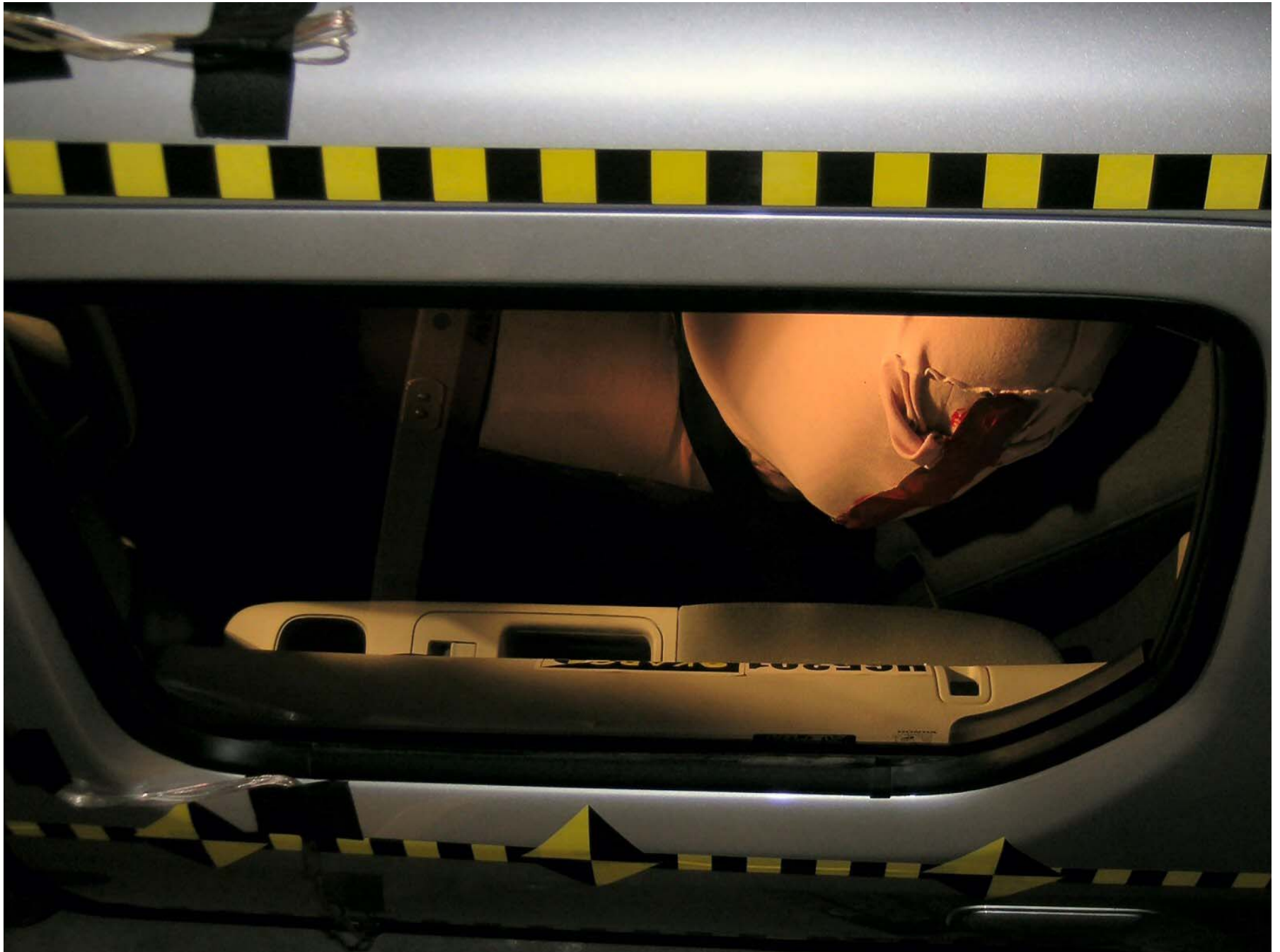


Figure A-47: Pre-Test Passenger Dummy Clearance From Door



Figure A-48: Post-Test Passenger Dummy Clearance From Door



Figure A-49: Pre-Test Passenger Dummy Right Side View

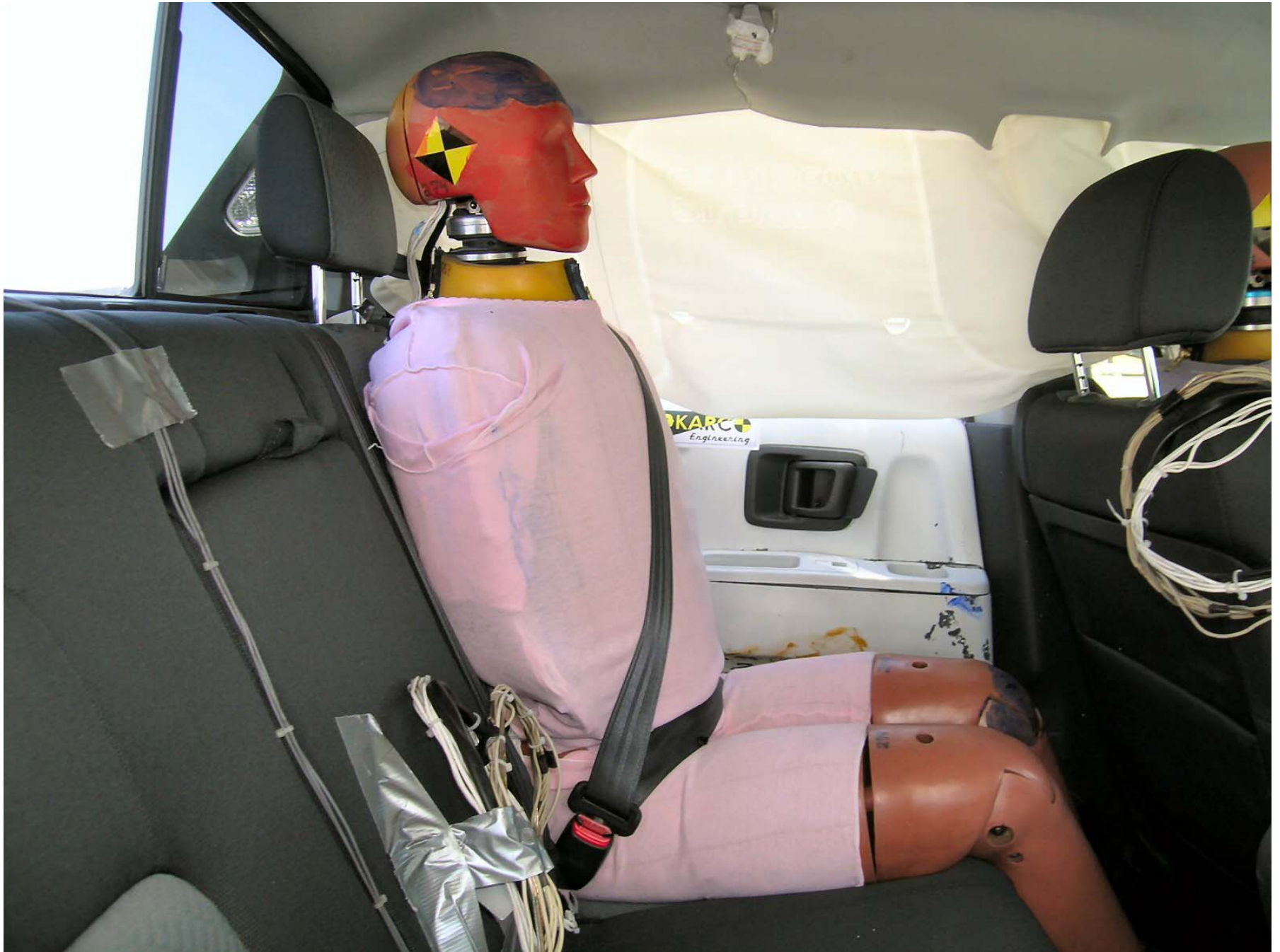


Figure A-50: Post-Test Passenger Dummy Right Side View



Figure A-51: Pre-Test Rear Door Panel (Interior)



Figure A-52: Post-Test Rear Door Panel (Interior)



Figure A-53: Pre-Test Front View of Deformable Barrier



Figure A-54: Post-Test Front View of Deformable Barrier

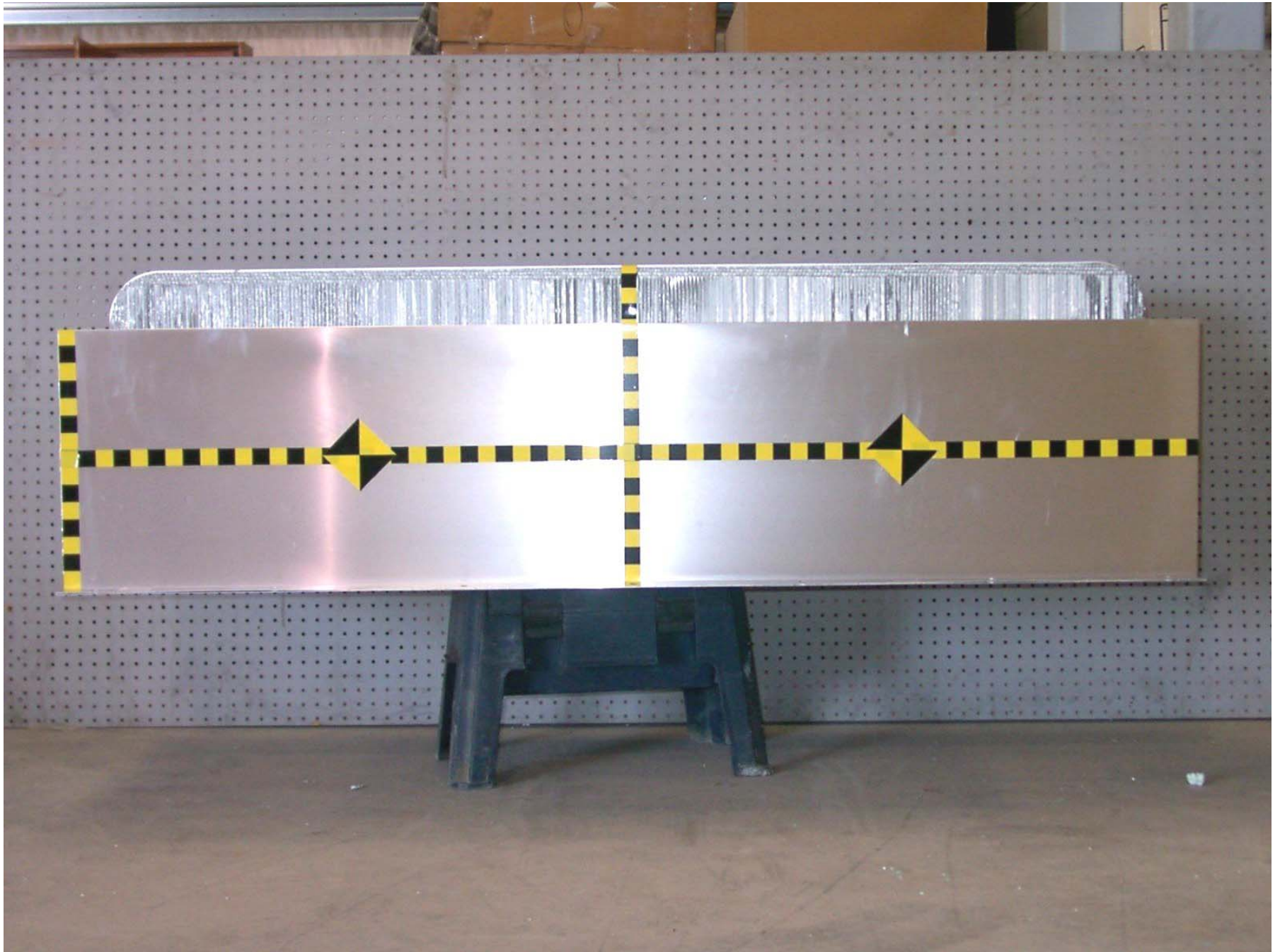


Figure A-55: Pre-Test Top View of Deformable Barrier



Figure A-56: Post-Test Top View of Deformable Barrier



Figure A-57: Pre-Test Right Side View of Deformable Barrier



Figure A-58: Post-Test Right Side View of Deformable Barrier



Figure A-59: Pre-Test Left Side View of Deformable Barrier

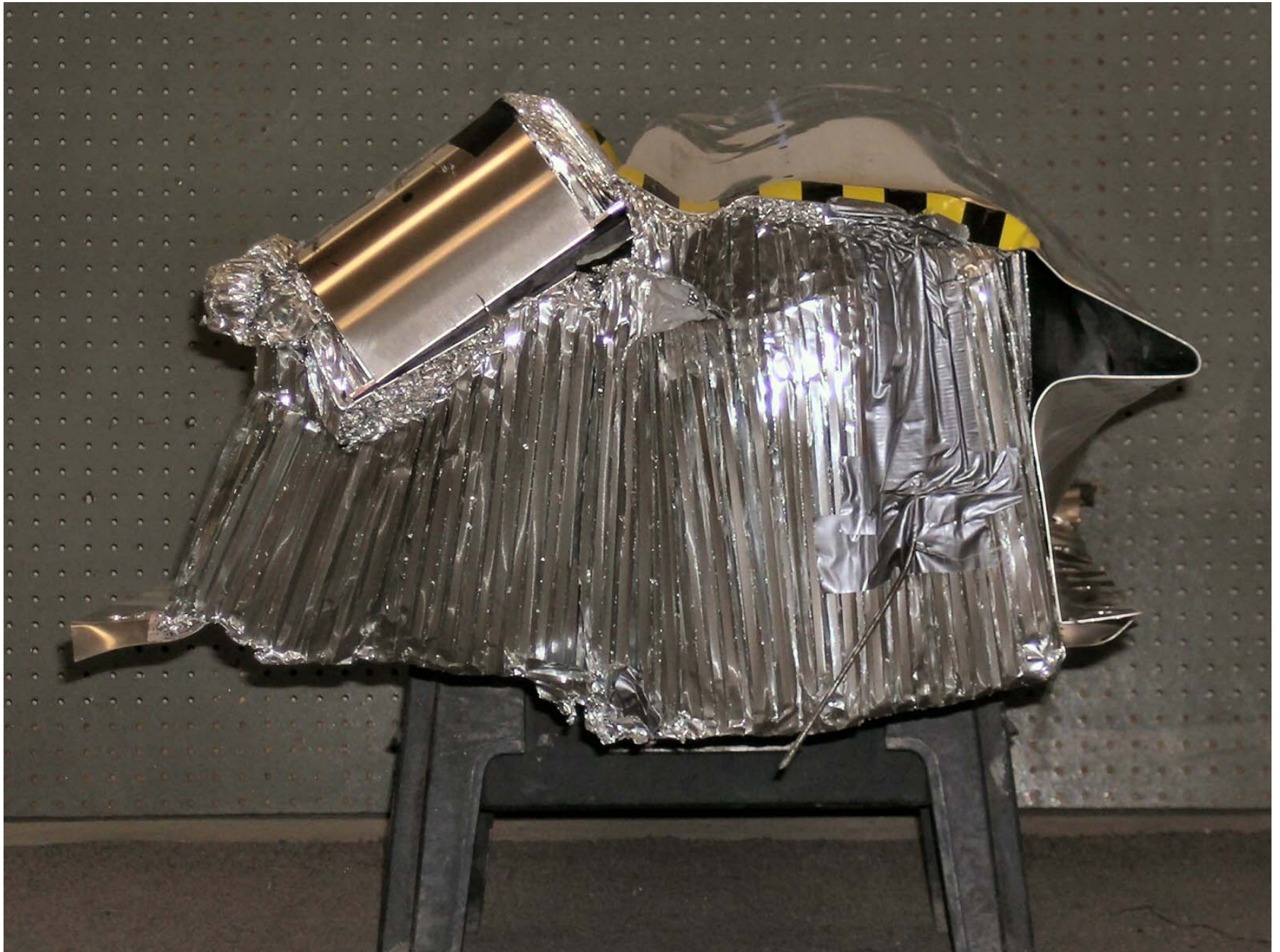


Figure A-60: Post-Test Left Side View of Deformable Barrier



Figure A-61: Vehicle on Rollover Device (0°)



Figure A-62: Vehicle on Rollover Device (90°)



Figure A-63: Vehicle on Rollover Device (180°)

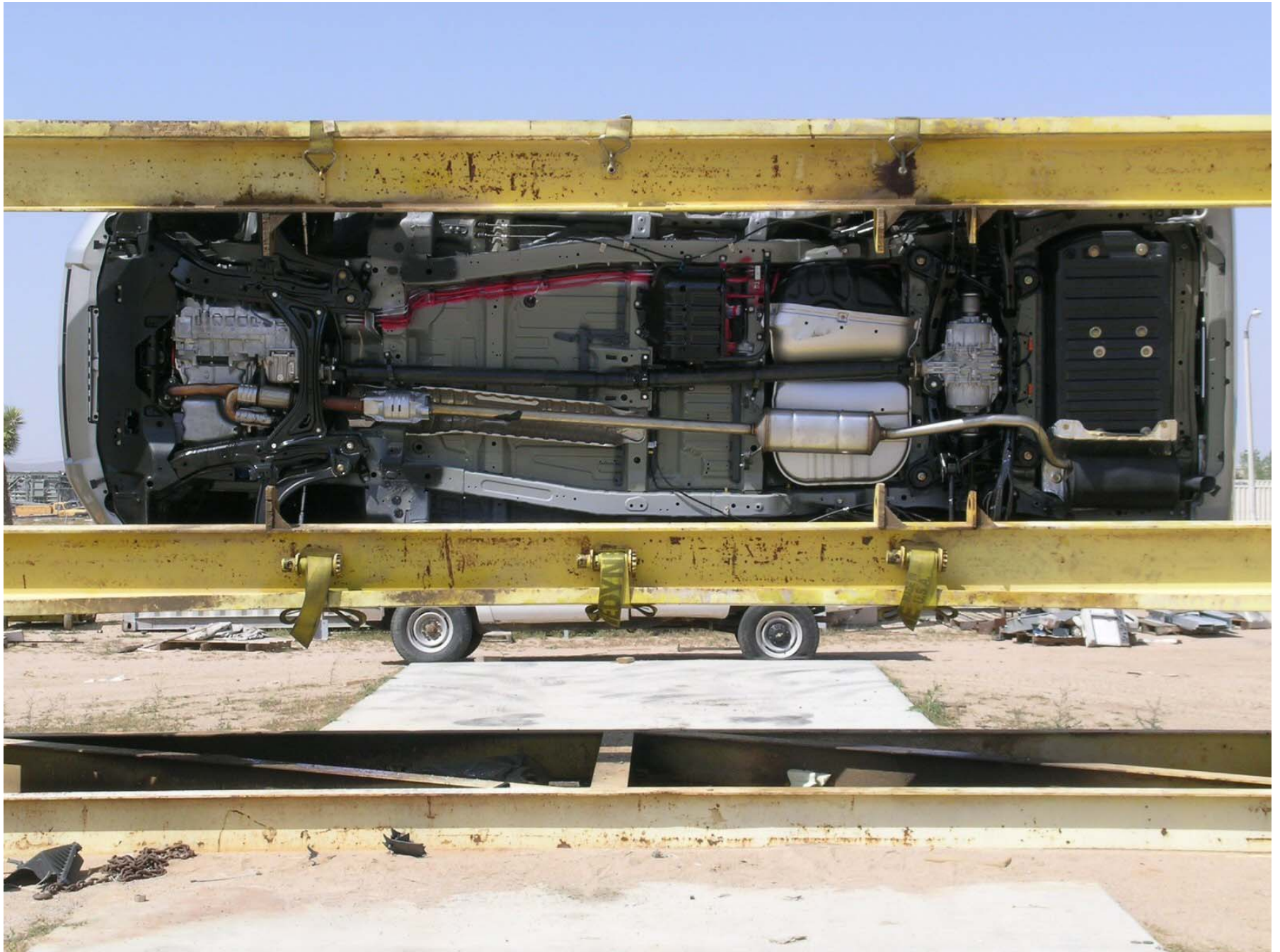


Figure A-64: Vehicle on Rollover Device (270°)



Figure A-65: Vehicle Impact



Figure A-66: Post Test Driver Door Overhead View

APPENDIX B

SID/HIII, VEHICLE AND MDB RESPONSE DATA

LIST OF DATA PLOTS...(CONTINUED)

Data Plot	Page
B-10	Driver Upper Rib Redundant Y Velocity
	Driver Lower Rib Redundant Y Velocity
	Driver Lower Spine Redundant Y Velocity
	Driver Pelvis Redundant Y Velocity
B-11	Driver Thorax Contact
	Driver Pelvis Contact
B-12	Passenger Head X Primary
	Passenger Head Y Primary
	Passenger Head Z Primary
	Passenger Head Resultant Primary
B-13	Passenger Head Primary X Velocity
	Passenger Head Primary Y Velocity
	Passenger Head Primary Z Velocity
B-14	Passenger Head X Redundant
	Passenger Head Y Redundant
	Passenger Head Z Redundant
	Passenger Head Resultant Redundant
B-15	Passenger Head Redundant X Velocity
	Passenger Head Redundant Y Velocity
	Passenger Head Redundant Z Velocity
B-16	Passenger Upper Neck Force X
	Passenger Upper Neck Force Y
	Passenger Upper Neck Force Z
	Passenger Upper Neck Force Resultant
B-17	Passenger Upper Neck Moment X
	Passenger Upper Neck Moment Y
	Passenger Upper Neck Moment Z
	Passenger Upper Neck Moment Resultant
B-18	Passenger Upper Rib Primary Y
	Passenger Lower Rib Primary Y
	Passenger Lower Spine Primary Y
	Passenger Pelvis Primary Y
B-19	Passenger Upper Rib Primary Y Velocity
	Passenger Lower Rib Primary Y Velocity
	Passenger Lower Spine Primary Y Velocity

LIST OF DATA PLOTS

Data Plot	Page
B-1	Driver Head X Primary
	Driver Head Y Primary
	Driver Head Z Primary
	Driver Head Resultant Primary
B-2	Driver Head Primary X Velocity
	Driver Head Primary Y Velocity
	Driver Head Primary Z Velocity
B-3	Driver Head X Redundant
	Driver Head Y Redundant
	Driver Head Z Redundant
	Driver Head Resultant Redundant
B-4	Driver Head Redundant X Velocity
	Driver Head Redundant Y Velocity
	Driver Head Redundant Z Velocity
B-5	Driver Upper Neck Force X
	Driver Upper Neck Force Y
	Driver Upper Neck Force Z
	Driver Upper Neck Force Resultant
B-6	Driver Upper Neck Moment X
	Driver Upper Neck Moment Y
	Driver Upper Neck Moment Z
	Driver Upper Neck Moment Resultant
B-7	Driver Upper Rib Primary Y
	Driver Lower Rib Primary Y
	Driver Lower Spine Primary Y
	Driver Pelvis Primary Y
B-8	Driver Upper Rib Primary Y Velocity
	Driver Lower Rib Primary Y Velocity
	Driver Lower Spine Primary Y Velocity
	Driver Pelvis Primary Y Velocity
B-9	Driver Upper Rib Redundant Y
	Driver Lower Rib Redundant Y
	Driver Lower Spine Redundant Y
	Driver Pelvis Redundant Y

LIST OF DATA PLOTS...(CONTINUED)

Data Plot	Page
B-20	Passenger Pelvis Primary Y Velocity B-19 Passenger Upper Rib Redundant Y B-20 Passenger Lower Rib Redundant Y B-20 Passenger Lower Spine Redundant Y B-20 Passenger Pelvis Redundant Y B-20
B-21	Passenger Upper Rib Redundant Y Velocity B-21 Passenger Lower Rib Redundant Y Velocity B-21 Passenger Lower Spine Redundant Y Velocity B-21 Passenger Pelvis Redundant Y Velocity B-21
B-22	Passenger Thorax Contact B-22 Passenger Pelvis Contact B-22
B-23	Vehicle Right Sill at Front Seat X B-23 Vehicle Right Sill at Front Seat Y B-23 Vehicle Right Sill at Front Seat Z B-23 Vehicle Right Sill Front Seat Resultant B-23
B-24	Vehicle Right Sill at Front Seat X Velocity B-24 Vehicle Right Sill at Front Seat Y Velocity B-24 Vehicle Right Sill at Front Seat Z Velocity B-24
B-25	Vehicle Right Sill at Rear Seat X B-25 Vehicle Right Sill at Rear Seat Y B-25 Vehicle Right Sill at Rear Seat Z B-25 Vehicle Right Sill Rear Seat Resultant B-25
B-26	Vehicle Right Sill at Rear Seat X Velocity B-26 Vehicle Right Sill at Rear Seat Y Velocity B-26 Vehicle Right Sill at Rear Seat Z Velocity B-26
B-27	Vehicle Rear Floor Above Axle X B-27 Vehicle Rear Floor Above Axle Y B-27 Vehicle Rear Floor Above Axle Z B-27 Vehicle Rear Floor Above Axle Resultant B-27
B-28	Vehicle Rear Floor Above Axle X Velocity B-28 Vehicle Rear Floor Above Axle Y Velocity B-28 Vehicle Rear Floor Above Axle Z Velocity B-28
B-29	Vehicle Left Sill at Rear Door Y B-29 Vehicle Left Sill at Front Door Y B-29 Vehicle Left Sill at Rear Door Y Velocity B-29 Vehicle Left Sill at Front Door Y Velocity B-29

LIST OF DATA PLOTS...(CONTINUED)

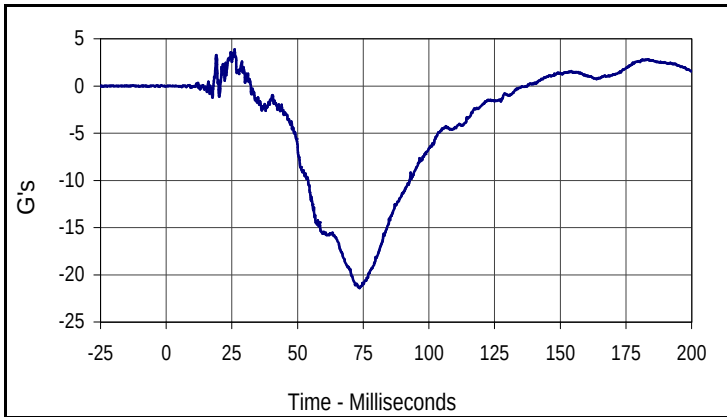
Data Plot	Page
B-30	Vehicle Left Front Door CL Y
	Vehicle Right Rear Occupant Compartment
	Vehicle Left Front Door Mid Rear Y
	Vehicle Left Front Door Upper CL Y
B-31	Vehicle Left Front Door CL Y Velocity
	Vehicle Right Rear Occupant Compartment Y Velocity
	Vehicle Left Front Door Mid Rear Y Velocity
	Vehicle Left Rear Door Upper CL Y Velocity
B-32	Vehicle Left Rear Door Mid Rear Y
	Vehicle Left Rear Door Upper CL Y
	Vehicle Left Rear Door Mid Rear Y Velocity
	Vehicle Left Rear Door Upper CL Y Velocity
B-33	Vehicle B-Post Lower Y
	Vehicle B-Post Middle Y
	Vehicle B-Post Lower Y Velocity
	Vehicle B-Post Middle Y Velocity
B-34	Vehicle A-Post Lower Y
	Vehicle A-Post Middle Y
	Vehicle A-Post Lower Y Velocity
	Vehicle A-Post Middle Y Velocity
B-35	Vehicle Left Front Seat Track
	Vehicle Rear Seat Structure
	Vehicle Left Front Seat Track Y Velocity
	Vehicle Rear Seat Structure Y Velocity
B-36	Vehicle CG X
	Vehicle CG Y
	Vehicle CG Z
	Vehicle CG Resultant
B-37	Vehicle CG X Velocity
	Vehicle CG Y Velocity
	Vehicle CG Z Velocity
B-38	Driver Upper Rib Primary Y
	Driver Lower Rib Primary Y
	Driver Lower Spine Primary Y
	Driver Pelvis Primary Y

LIST OF DATA PLOTS...(CONTINUED)

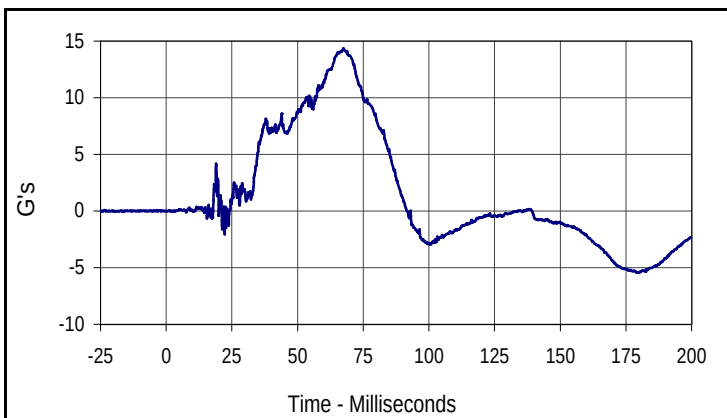
<u>Data Plot</u>	<u>Page</u>
B-39	Driver Upper Rib Redundant Y
	Driver Lower Rib Redundant Y
	Driver Lower Spine Redundant Y
	Driver Pelvis Redundant Y
B-40	Passenger Upper Rib Primary Y
	Passenger Lower Rib Primary Y
	Passenger Lower Spine Primary Y
	Passenger Pelvis Primary Y
B-41	Passenger Upper Rib Redundant Y
	Passenger Lower Rib Redundant Y
	Passenger Lower Spine Redundant Y
	Passenger Pelvis Redundant Y
B-42	MDB CG X
	MDB CG Y
	MDB CG Z
	MDB CG Resultant
B-43	MDB CG X Velocity
	MDB CG Y Velocity
	MDB CG Z Velocity
B-44	MDB Rear X
	MDB Rear Y
	MDB Rear X Velocity
	MDB Rear Y Velocity
B-45	MDB Right Bumper Contact

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

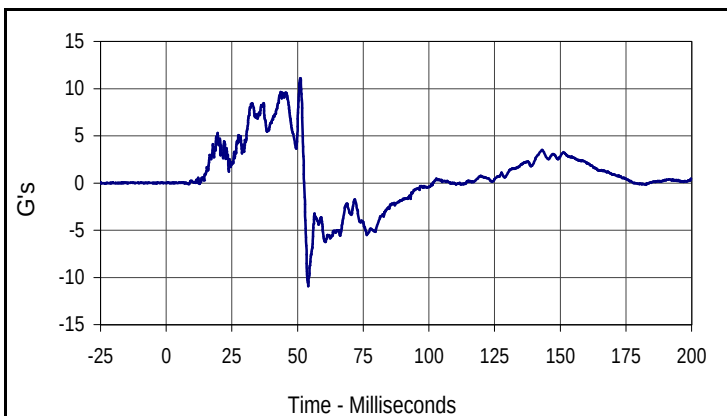
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 NHTSA No.: H65301



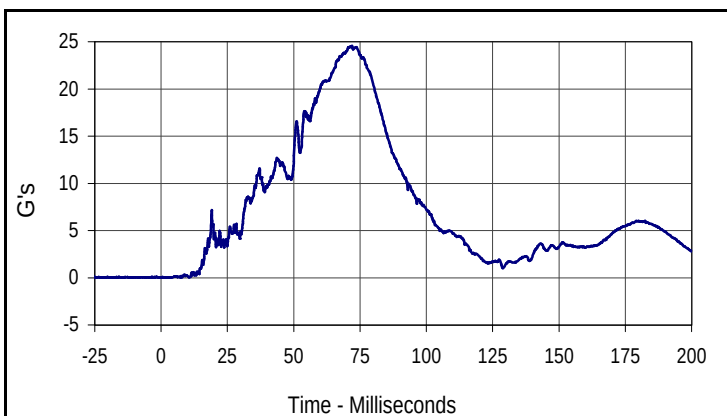
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Driver Head X Primary			
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Max	Time	Min	Time
3.9	26.1	-21.4	73.7



Curve Description			
Driver Head Y Primary			
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002	FIL	1000	G's
Max	Time	Min	Time
14.3	67.4	-5.5	179.0



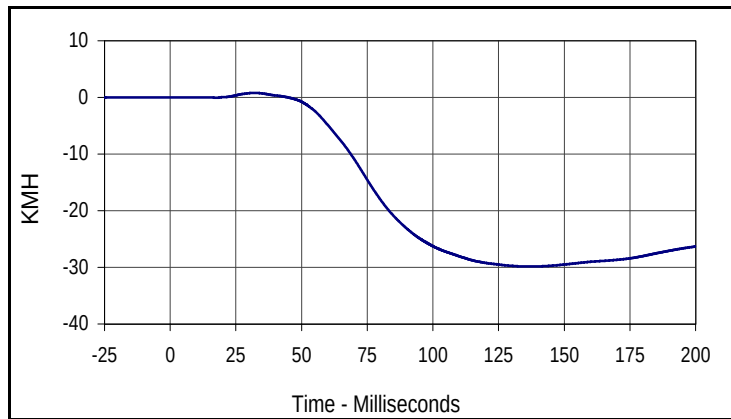
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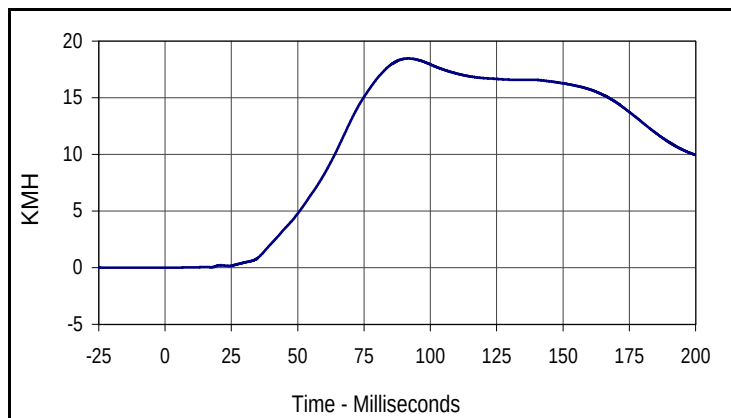
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Driver Head Resultant Primary			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
24.5	72.0	0.0	2.1

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

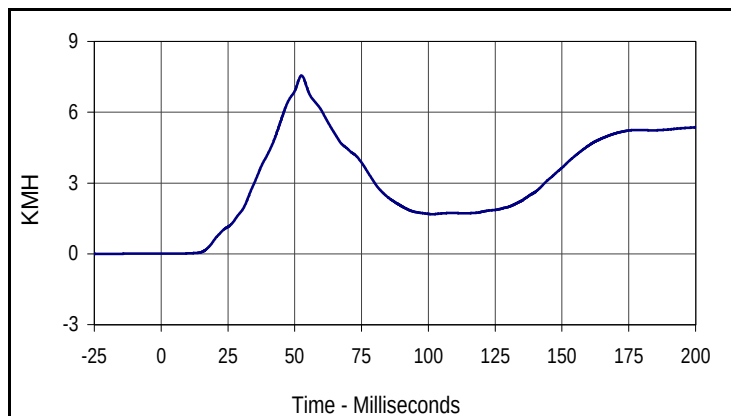
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Driver Head Primary X Velocity			
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Max	Time	Min	Time
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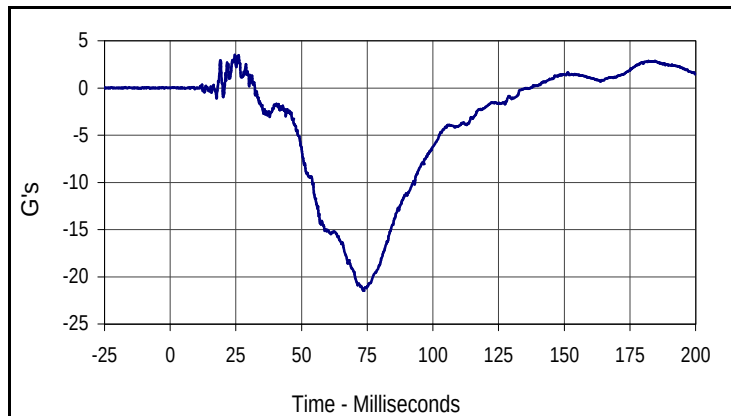
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Driver Head Primary Y Velocity			
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002	IN1	180	KMH
Max	Time	Min	Time
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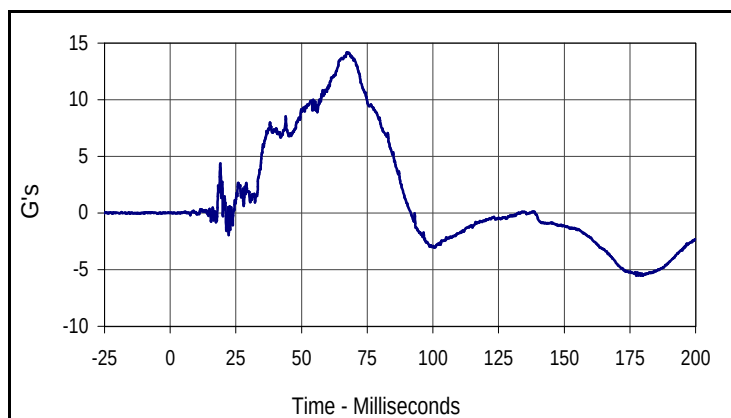
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Driver Head Primary Z Velocity			
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Max	Time	Min	Time
7.5	52.5	0.0	0.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

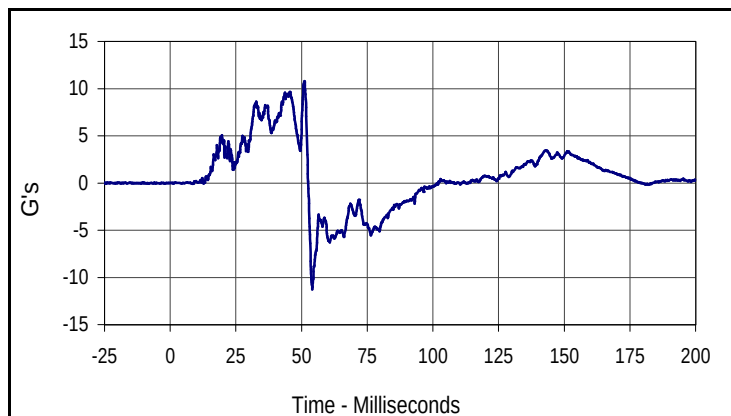
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 NHTSA No.: H65301



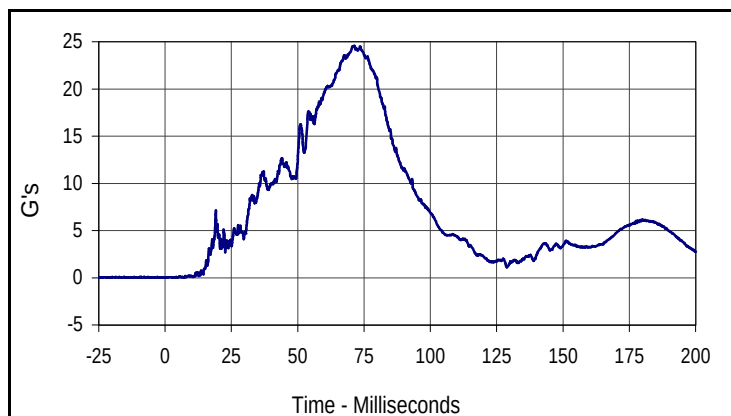
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Driver Head X Redundant			
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004	FIL	1000	G's
Max	Time	Min	Time
3.5	24.6	-21.5	73.6



Curve Description			
Driver Head Y Redundant			
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005	FIL	1000	G's
Max	Time	Min	Time
14.2	67.3	-5.5	179.9



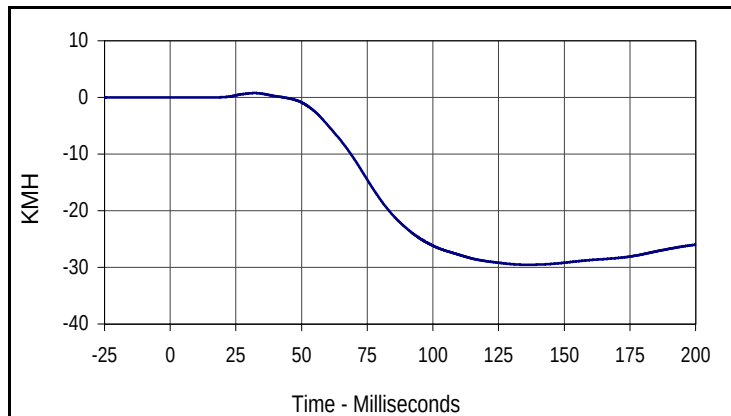
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Driver Head Z Redundant			
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Max	Time	Min	Time
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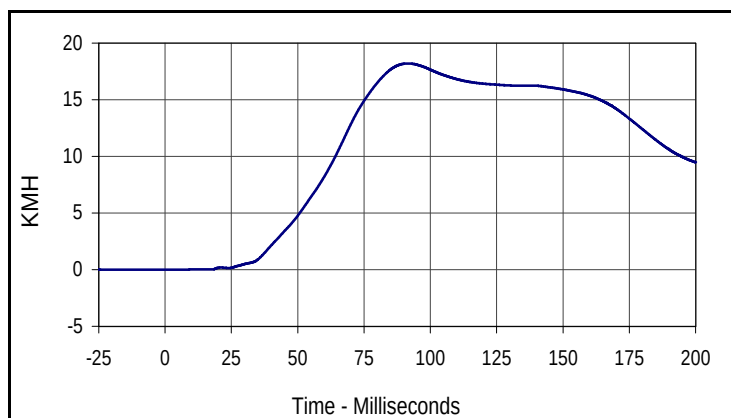
Curve Description			
Driver Head Resultant Redundant			
CURNO	Type	SAE Class	Units
004	RES	1000	G's
Max	Time	Min	Time
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Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

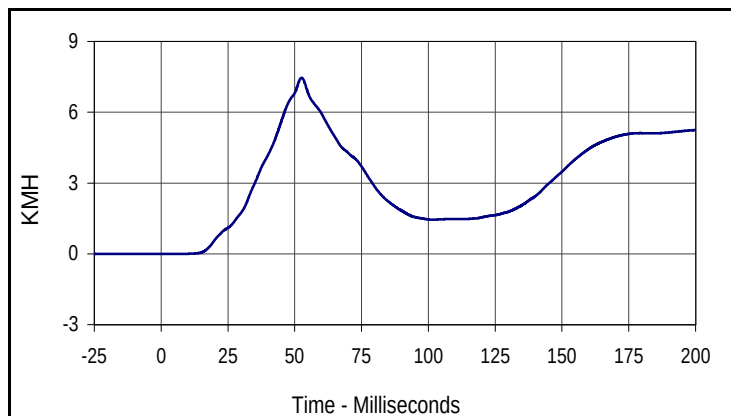
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Driver Head Redundant X Velocity			
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Max	Time	Min	Time
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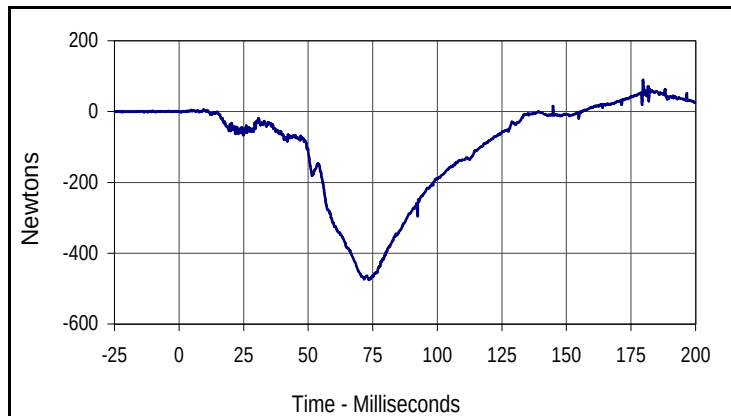
Curve Description			
Driver Head Redundant Y Velocity			
CURNO	Type	SAE Class	Units
005	IN1	180	KMH
Max	Time	Min	Time
18.2	91.6	0.0	0.0



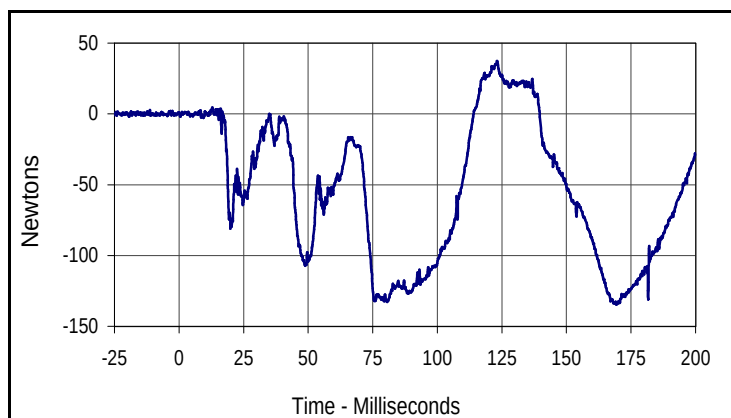
Curve Description			
Driver Head Redundant Z Velocity			
CURNO	Type	SAE Class	Units
006	IN1	180	KMH
Max	Time	Min	Time
7.5	52.6	0.0	0.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

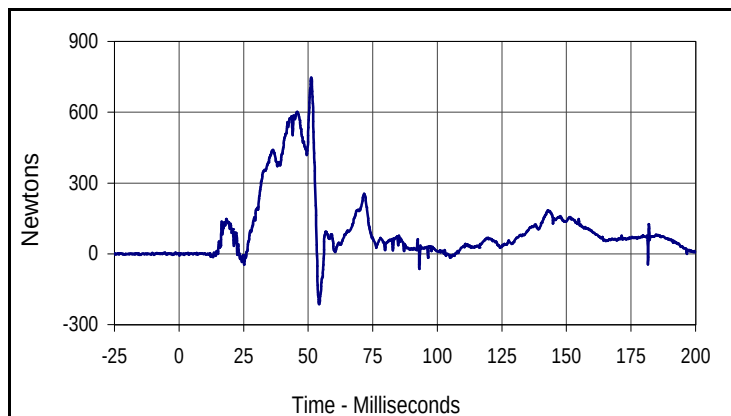
Test Date: 4/13/05
 NHTSA No.: H65301



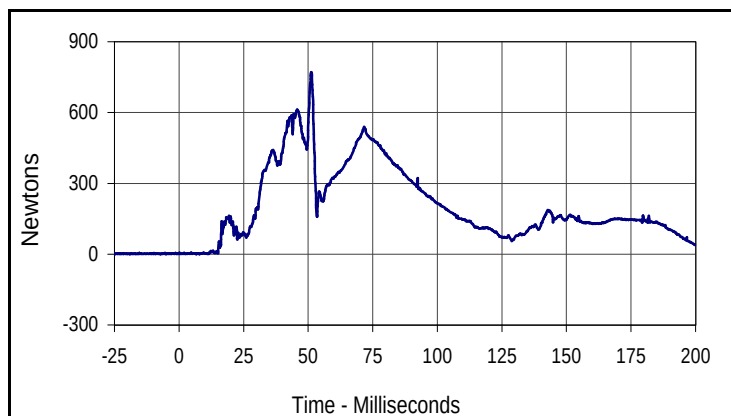
Curve Description			
Driver Upper Neck Force X			
CURNO	Type	SAE Class	Units
007	FIL	1000	Newtons
Max	Time	Min	Time
90.2	179.7	-475.2	73.6



Curve Description			
Driver Upper Neck Force Y			
CURNO	Type	SAE Class	Units
008	FIL	1000	Newtons
Max	Time	Min	Time
37.4	123.1	-134.6	169.3



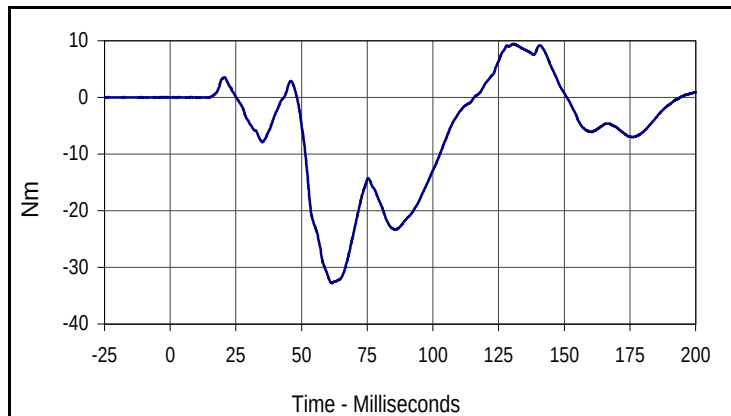
Curve Description			
Driver Upper Neck Force Z			
CURNO	Type	SAE Class	Units
009	FIL	1000	Newtons
Max	Time	Min	Time
746.2	51.2	-212.7	54.3



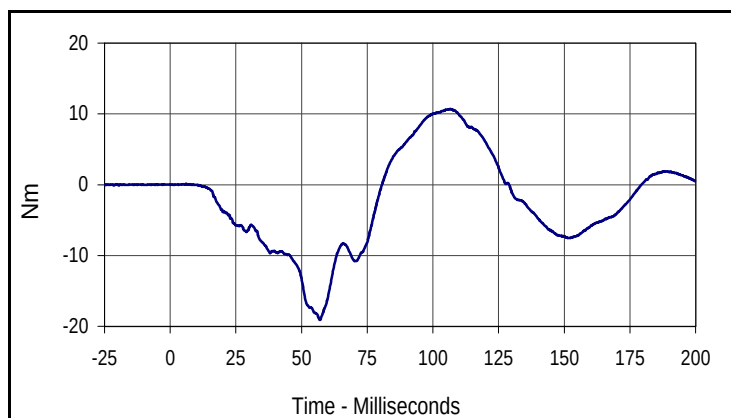
Curve Description			
Driver Upper Neck Force Resultant			
CURNO	Type	SAE Class	Units
007	RES	1000	Newtons
Max	Time	Min	Time
771.3	51.2	0.3	7.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

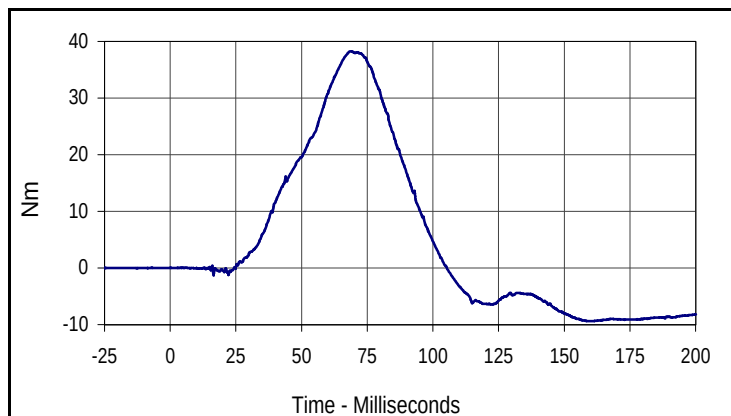
Test Date: 4/13/05
 NHTSA No.: H65301



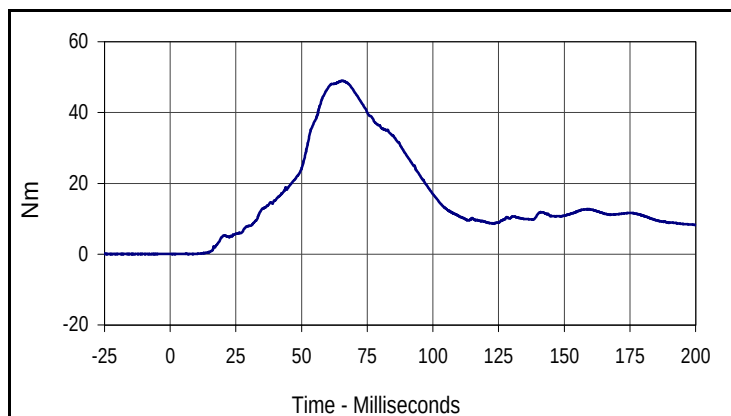
Curve Description			
Driver Upper Neck Moment X			
CURNO	Type	SAE Class	Units
010	FIL	600	Nm
Max	Time	Min	Time
9.4	131.0	-32.8	61.6



Curve Description			
Driver Upper Neck Moment Y			
CURNO	Type	SAE Class	Units
011	FIL	600	Nm
Max	Time	Min	Time
10.7	106.6	-19.1	57.0



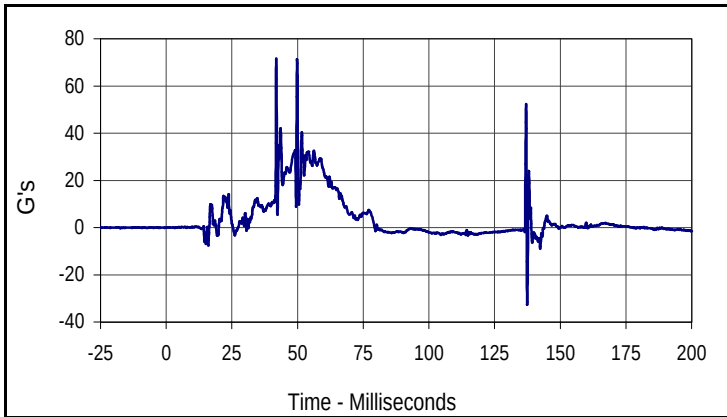
Curve Description			
Driver Upper Neck Moment Z			
CURNO	Type	SAE Class	Units
012	FIL	600	Nm
Max	Time	Min	Time
38.3	68.8	-9.4	159.7



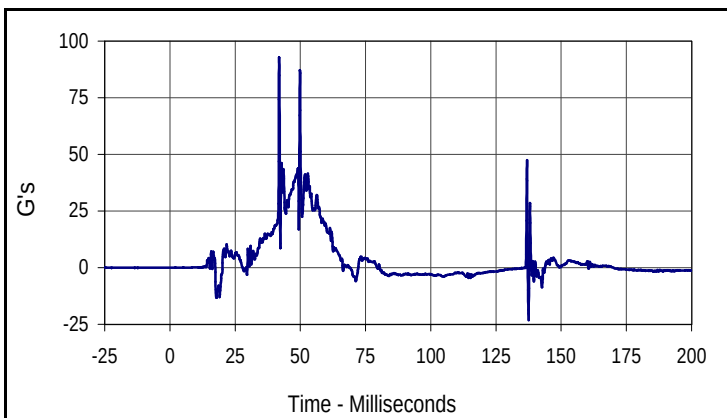
Curve Description			
Driver Upper Neck Moment Resultant			
CURNO	Type	SAE Class	Units
010	RES	600	Nm
Max	Time	Min	Time
49.0	65.5	0.0	6.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

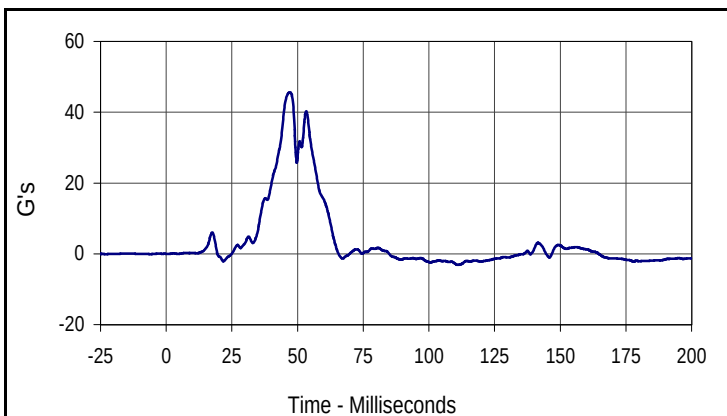
Test Date: 4/13/05
 NHTSA No.: H65301



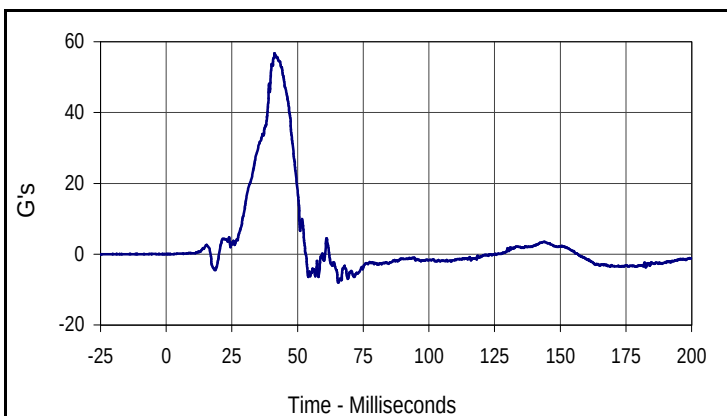
Curve Description			
Driver Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
013	FIL	1000	G's
Max	Time	Min	Time
71.6	41.9	-32.5	137.4



Curve Description			
Driver Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
014	FIL	1000	G's
Max	Time	Min	Time
92.7	41.9	-23.2	137.5



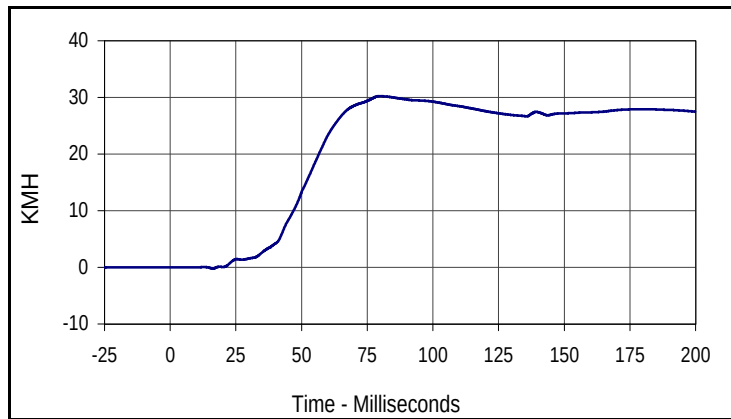
Curve Description			
Driver Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
015	FIL	180	G's
Max	Time	Min	Time
45.7	47.1	-3.1	111.0



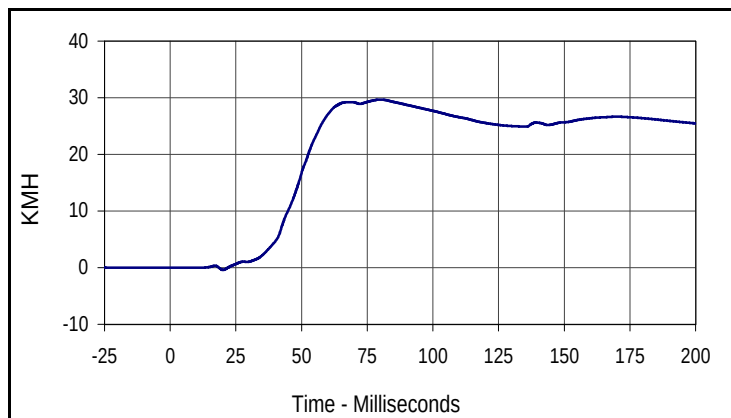
Curve Description			
Driver Pelvis Primary Y			
CURNO	Type	SAE Class	Units
016	FIL	1000	G's
Max	Time	Min	Time
56.7	41.3	-8.1	65.5

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

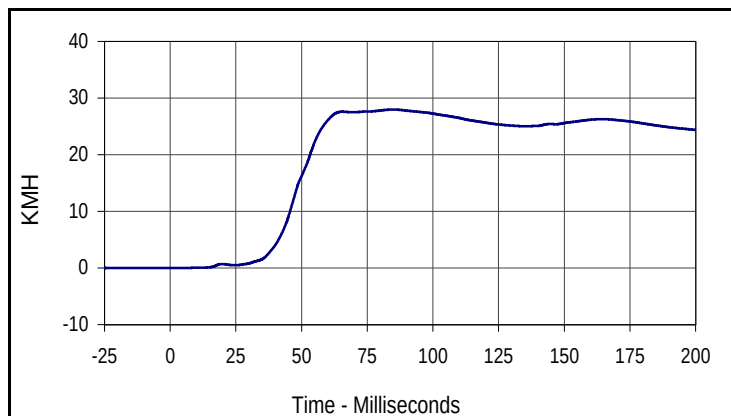
Test Date: 4/13/05
 NHTSA No.: H65301



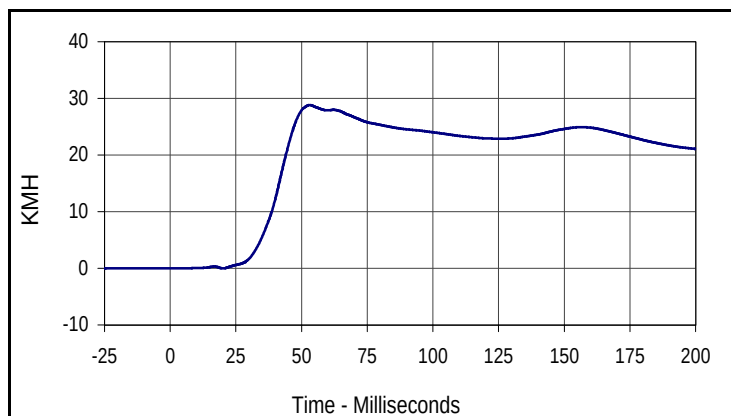
Curve Description			
Driver Upper Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
013	IN1	180	KMH
Max	Time	Min	Time
30.2	79.7	-0.2	16.3



Curve Description			
Driver Lower Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
014	IN1	180	KMH
Max	Time	Min	Time
29.7	80.2	-0.4	20.1



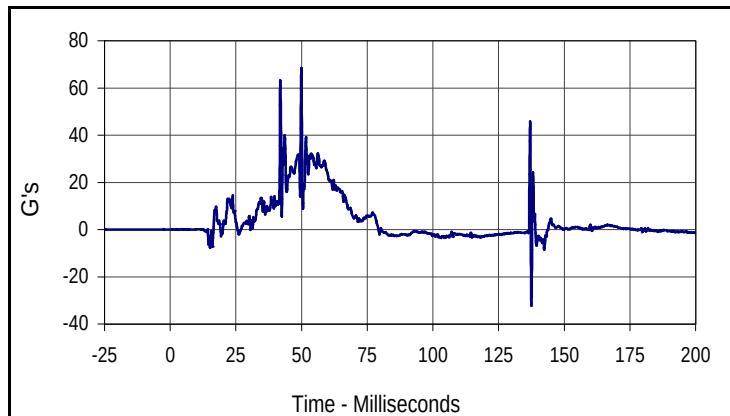
Curve Description			
Driver Lower Spine Primary Y Velocity			
CURNO	Type	SAE Class	Units
015	IN1	180	KMH
Max	Time	Min	Time
28.0	84.9	0.0	1.5



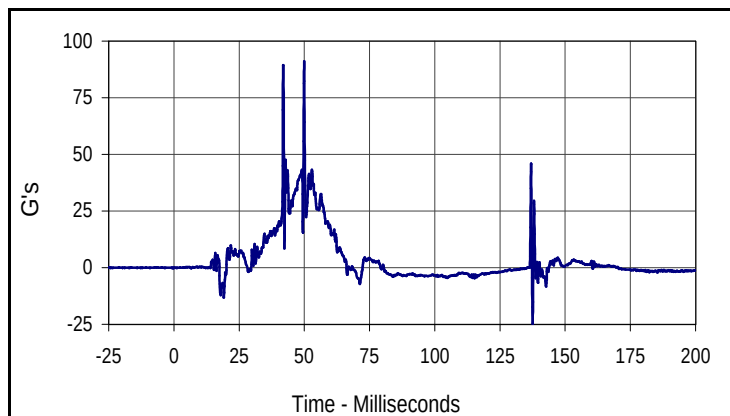
Curve Description			
Driver Pelvis Primary Y Velocity			
CURNO	Type	SAE Class	Units
016	IN1	180	KMH
Max	Time	Min	Time
28.8	53.1	0.0	20.1

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

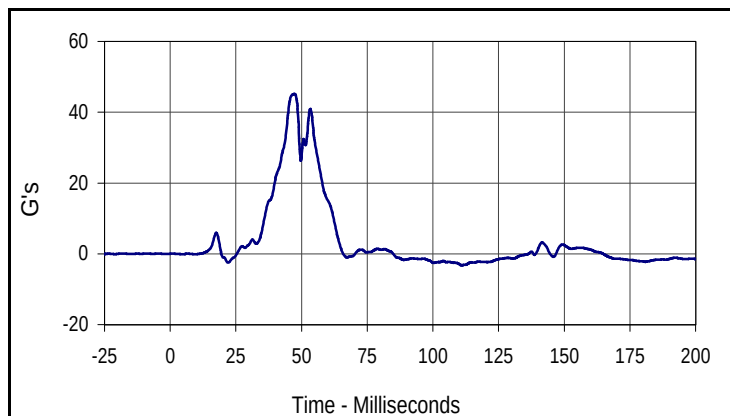
Test Date: 4/13/05
 NHTSA No.: H65301



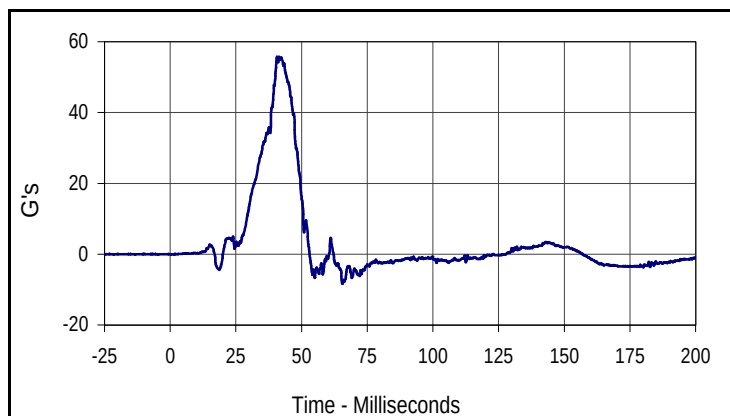
Curve Description			
Driver Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
017	FIL	1000	G's
Max	Time	Min	Time
68.3	49.9	-32.3	137.5



Curve Description			
Driver Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
018	FIL	1000	G's
Max	Time	Min	Time
91.1	49.9	-24.9	137.5



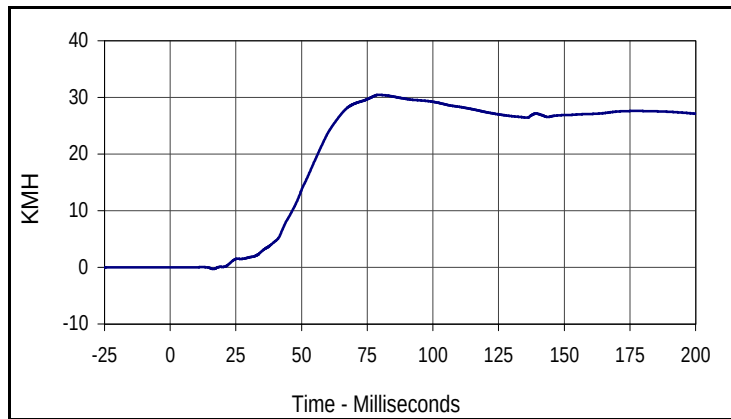
Curve Description			
Driver Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
019	FIL	180	G's
Max	Time	Min	Time
45.2	47.3	-3.3	111.0



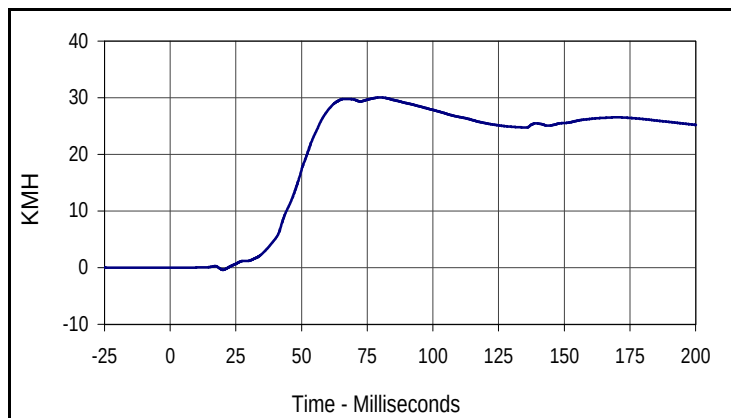
Curve Description			
Driver Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
020	FIL	1000	G's
Max	Time	Min	Time
55.7	40.6	-8.4	65.5

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

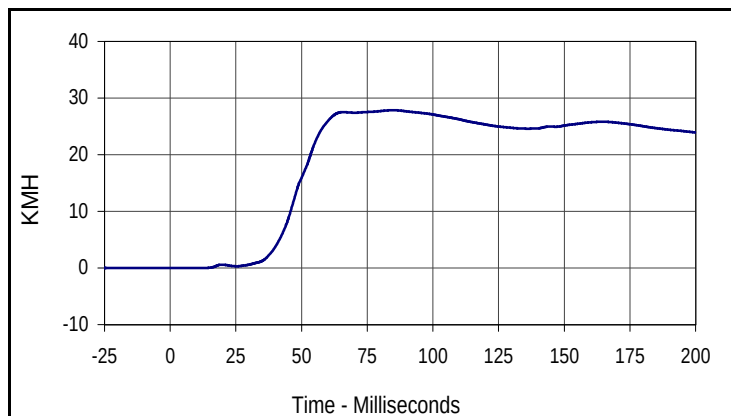
Test Date: 4/13/05
 NHTSA No.: H65301



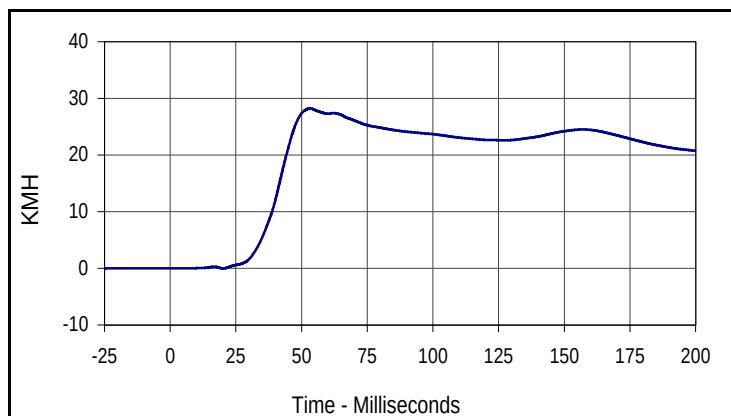
Curve Description			
Driver Upper Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
017	IN1	180	KMH
Max	Time	Min	Time
30.5	79.4	-0.3	16.4



Curve Description			
Driver Lower Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
018	IN1	180	KMH
Max	Time	Min	Time
30.0	80.0	-0.4	20.1



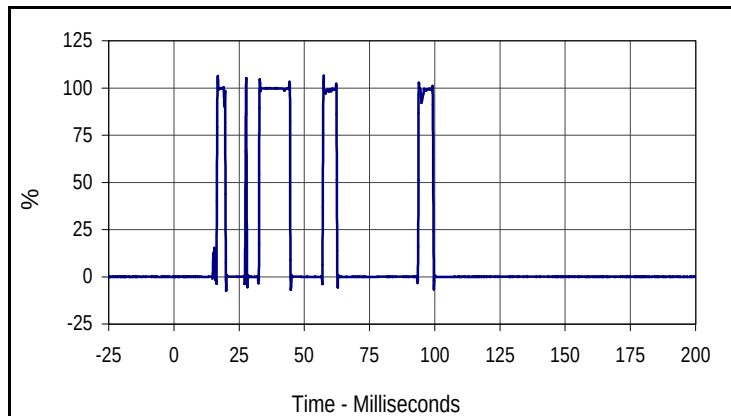
Curve Description			
Driver Lower Spine Redundant Y Velocity			
CURNO	Type	SAE Class	Units
019	IN1	180	KMH
Max	Time	Min	Time
27.9	84.9	0.0	11.1



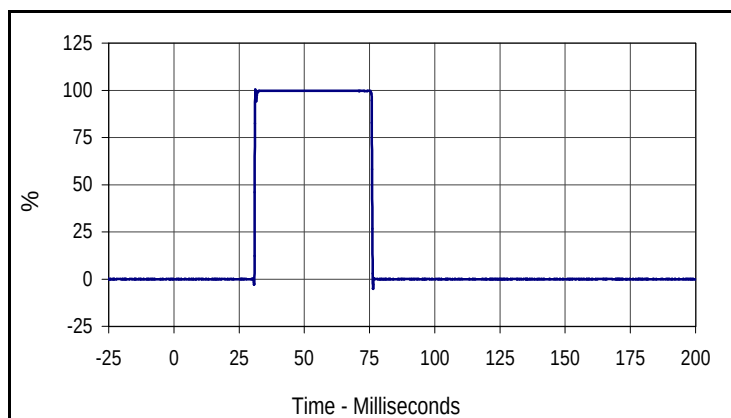
Curve Description			
Driver Pelvis Redundant Y Velocity			
CURNO	Type	SAE Class	Units
020	IN1	180	KMH
Max	Time	Min	Time
28.2	53.1	0.0	20.1

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05
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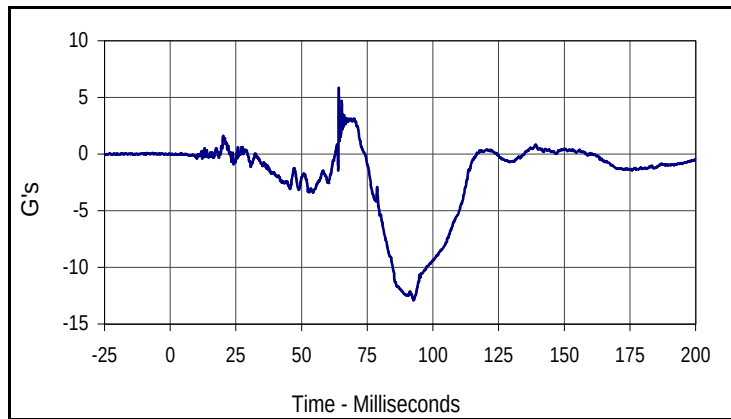
Curve Description			
Driver Thorax Contact			
CURNO	Type	SAE Class	Units
021	FIL	1000	%
Max	Time	Cross %	Time
106.5	57.4	50.0	32.7



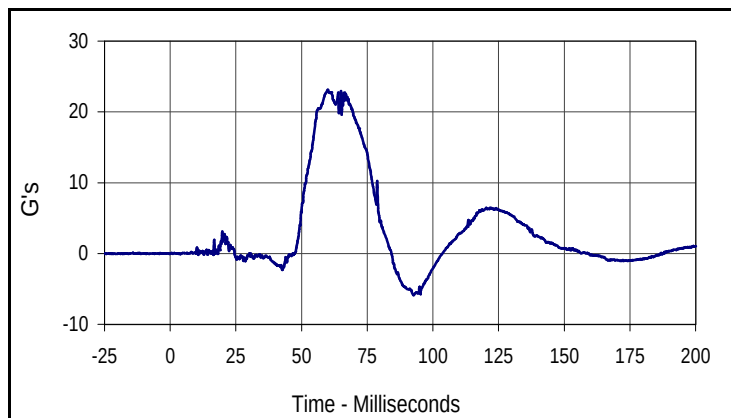
Curve Description			
Driver Pelvis Contact			
CURNO	Type	SAE Class	Units
022	FIL	1000	%
Max	Time	Cross %	Time
100.4	31.2	50.0	31.1

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

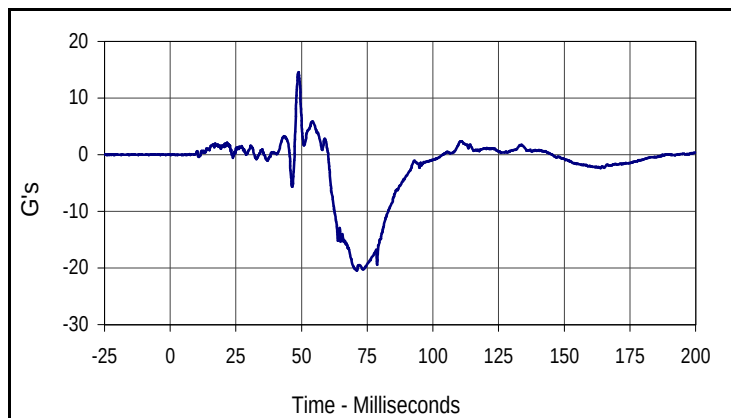
Test Date: 4/13/05
 NHTSA No.: H65301



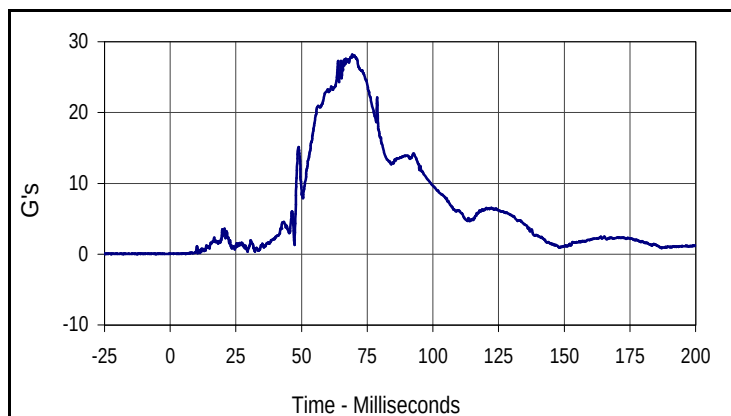
Curve Description			
Passenger Head X Primary			
CURNO	Type	SAE Class	Units
023	FIL	1000	G's
Max	Time	Min	Time
5.9	64.2	-12.9	92.7



Curve Description			
Passenger Head Y Primary			
CURNO	Type	SAE Class	Units
024	FIL	1000	G's
Max	Time	Min	Time
23.1	60.0	-5.9	92.7



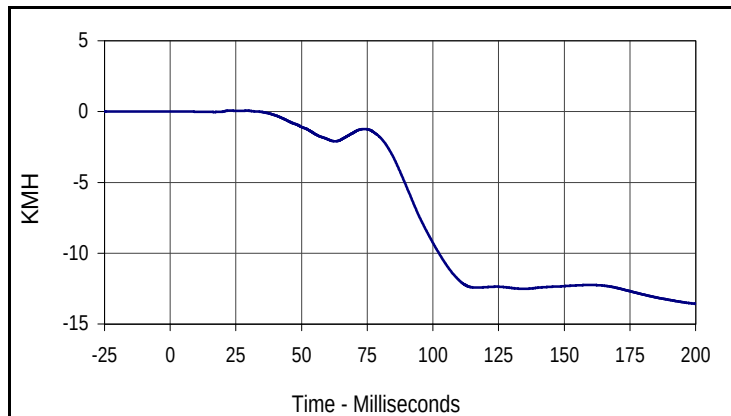
Curve Description			
Passenger Head Z Primary			
CURNO	Type	SAE Class	Units
025	FIL	1000	G's
Max	Time	Min	Time
14.6	48.9	-20.5	71.0



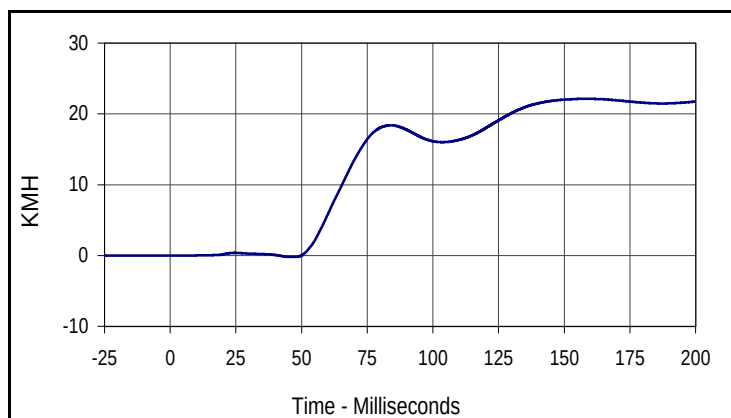
Curve Description			
Passenger Head Resultant Primary			
CURNO	Type	SAE Class	Units
023	RES	1000	G's
Max	Time	Min	Time
28.2	69.3	0.0	3.6

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

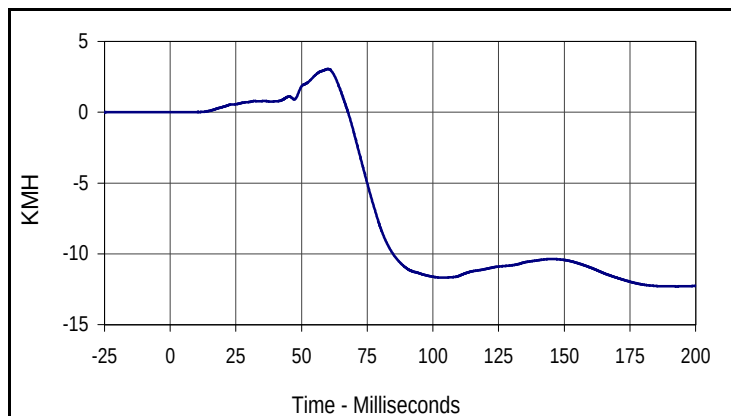
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Passenger Head Primary X Velocity			
CURNO	Type	SAE Class	Units
023	IN1	180	KMH
Max	Time	Min	Time
0.1	22.8	-13.6	200.0



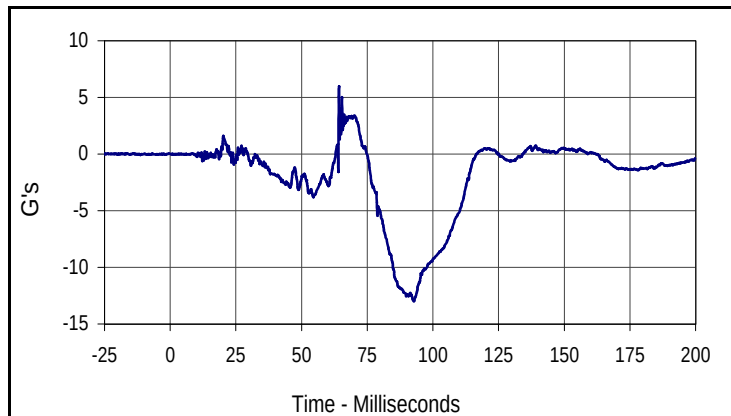
Curve Description			
Passenger Head Primary Y Velocity			
CURNO	Type	SAE Class	Units
024	IN1	180	KMH
Max	Time	Min	Time
22.1	158.9	-0.2	47.3



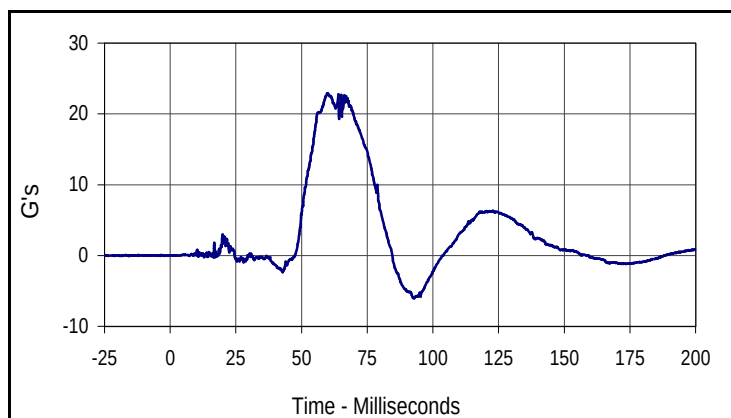
Curve Description			
Passenger Head Primary Z Velocity			
CURNO	Type	SAE Class	Units
025	IN1	180	KMH
Max	Time	Min	Time
3.1	60.1	-12.3	192.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

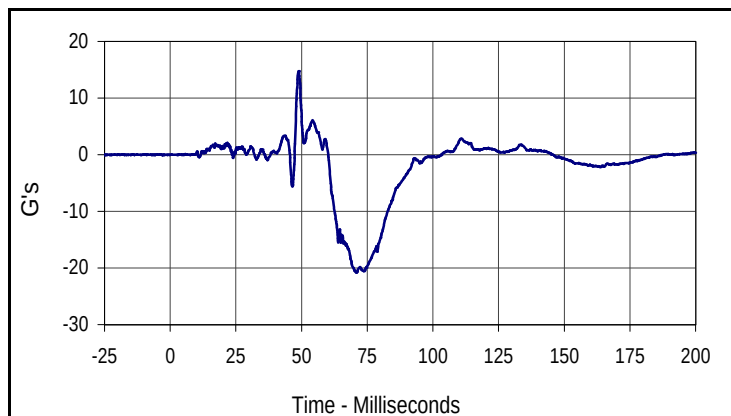
Test Date: 4/13/05
 NHTSA No.: H65301



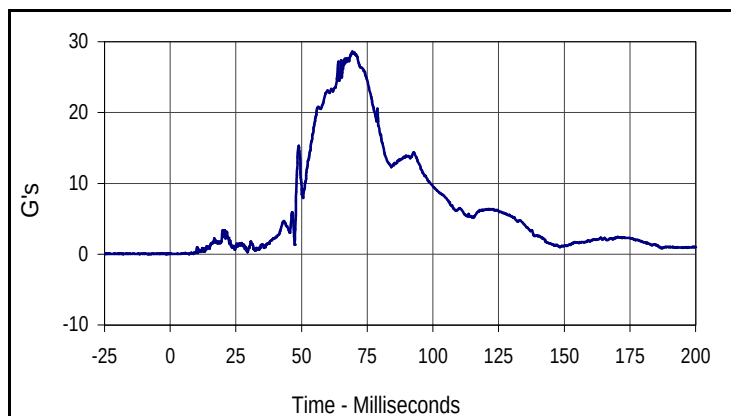
Curve Description			
Passenger Head X Redundant			
CURNO	Type	SAE Class	Units
026	FIL	1000	G's
Max	Time	Min	Time
6.0	64.3	-13.0	92.8



Curve Description			
Passenger Head Y Redundant			
CURNO	Type	SAE Class	Units
027	FIL	1000	G's
Max	Time	Min	Time
22.9	59.9	-6.1	92.8



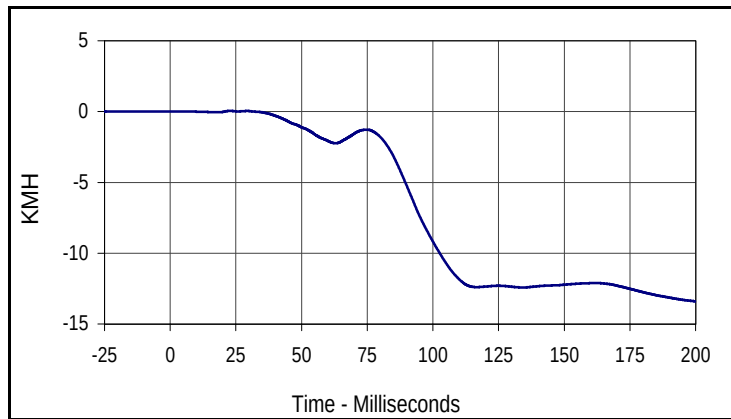
Curve Description			
Passenger Head Z Redundant			
CURNO	Type	SAE Class	Units
028	FIL	1000	G's
Max	Time	Min	Time
14.7	48.9	-20.8	70.7



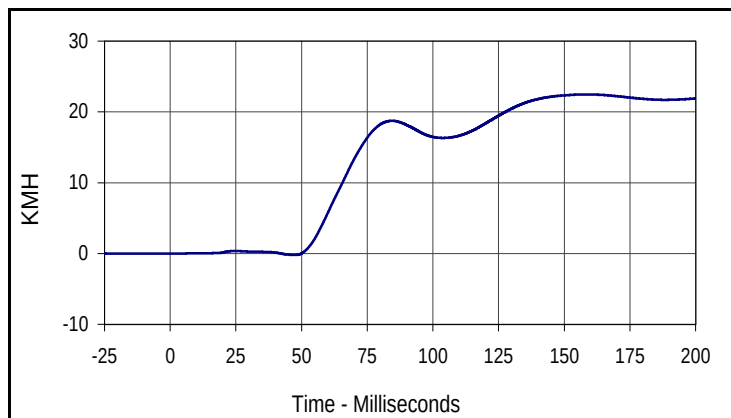
Curve Description			
Passenger Head Resultant Redundant			
CURNO	Type	SAE Class	Units
026	RES	1000	G's
Max	Time	Min	Time
28.6	69.4	0.0	7.3

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

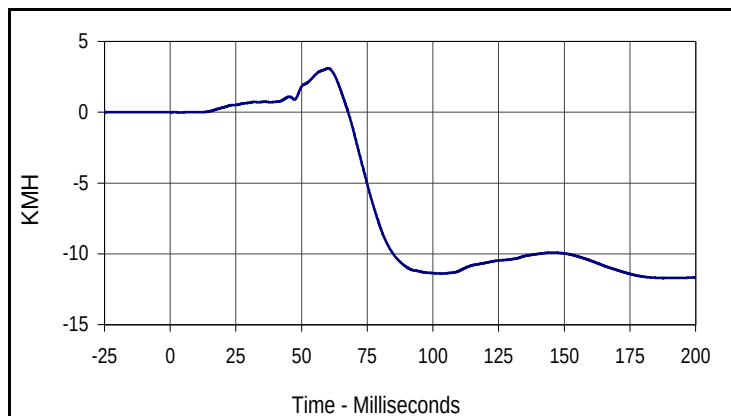
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Passenger Head Redundant X Velocity			
CURNO	Type	SAE Class	Units
026	IN1	180	KMH
Max	Time	Min	Time
0.0	22.8	-13.4	200.0



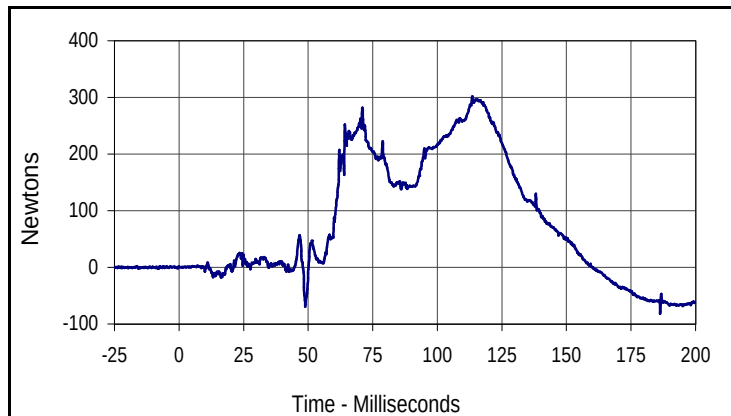
Curve Description			
Passenger Head Redundant Y Velocity			
CURNO	Type	SAE Class	Units
027	IN1	180	KMH
Max	Time	Min	Time
22.5	158.9	-0.2	47.4



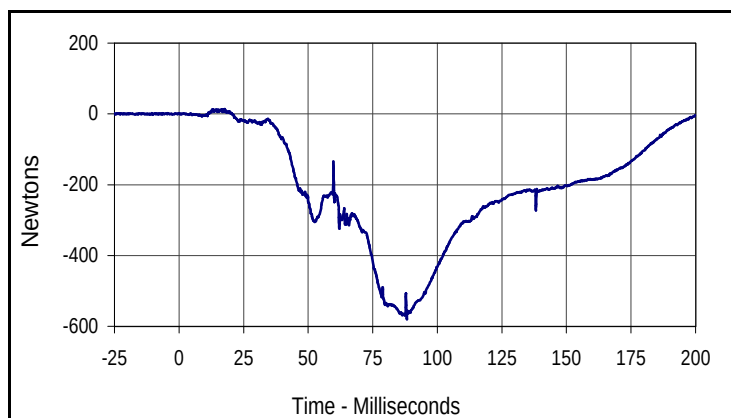
Curve Description			
Passenger Head Redundant Z Velocity			
CURNO	Type	SAE Class	Units
028	IN1	180	KMH
Max	Time	Min	Time
3.1	60.1	-11.7	187.7

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

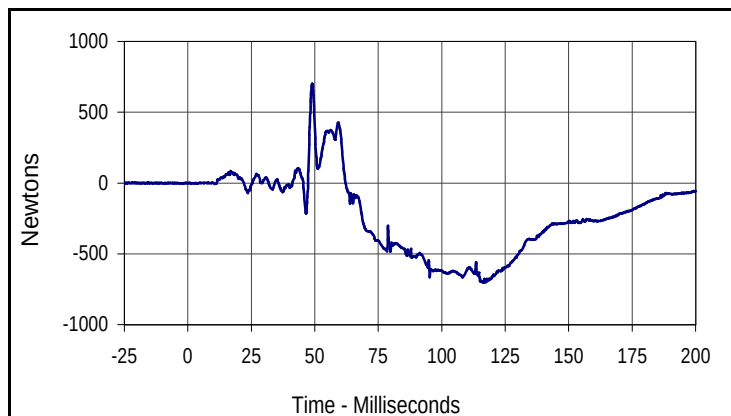
Test Date: 4/13/05
 NHTSA No.: H65301



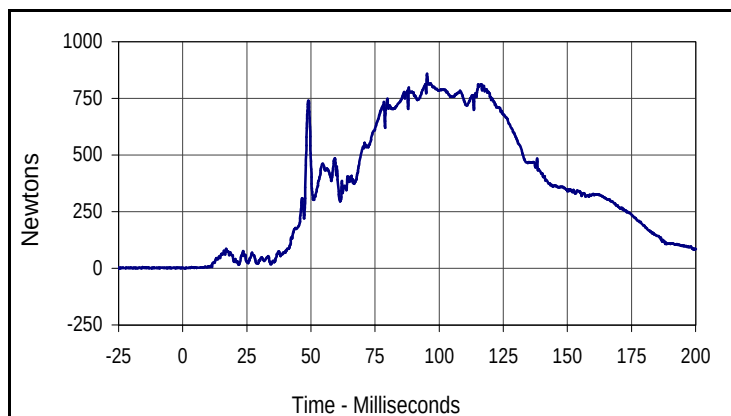
Curve Description			
Passenger Upper Neck Force X			
CURNO	Type	SAE Class	Units
029	FIL	1000	Newtons
Max	Time	Min	Time
301.9	113.5	-81.8	186.3



Curve Description			
Passenger Upper Neck Force Y			
CURNO	Type	SAE Class	Units
030	FIL	1000	Newtons
Max	Time	Min	Time
13.6	17.7	-580.5	88.2



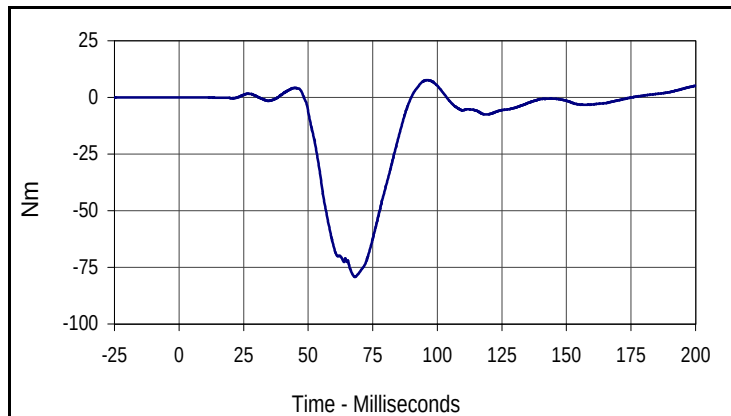
Curve Description			
Passenger Upper Neck Force Z			
CURNO	Type	SAE Class	Units
031	FIL	1000	Newtons
Max	Time	Min	Time
700.6	49.0	-704.9	116.5



Curve Description			
Passenger Upper Neck Force Resultant			
CURNO	Type	SAE Class	Units
029	RES	1000	Newtons
Max	Time	Min	Time
859.4	95.3	0.2	0.8

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

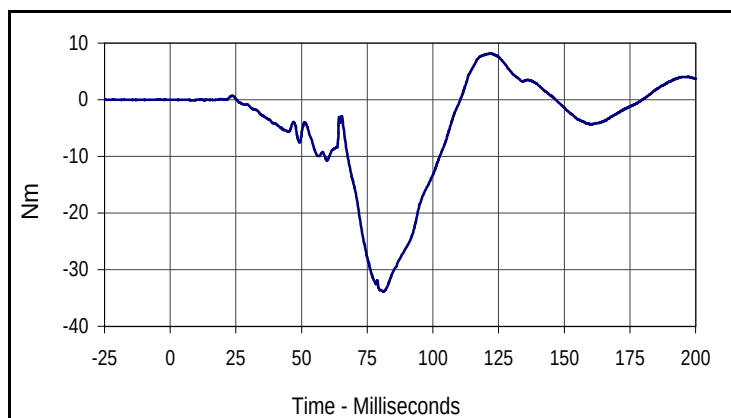
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description

Passenger Upper Neck Moment X

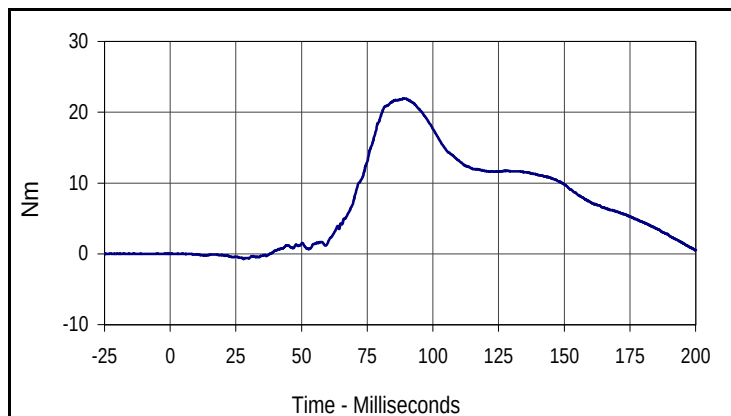
CURNO	Type	SAE Class	Units
032	FIL	600	Nm
Max	Time	Min	Time
7.6	96.1	-79.2	68.1



Curve Description

Passenger Upper Neck Moment Y

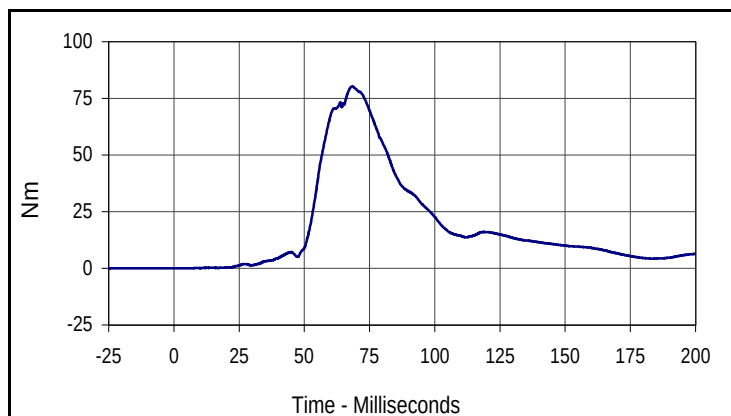
CURNO	Type	SAE Class	Units
033	FIL	600	Nm
Max	Time	Min	Time
8.2	121.8	-33.9	81.1



Curve Description

Passenger Upper Neck Moment Z

CURNO	Type	SAE Class	Units
034	FIL	600	Nm
Max	Time	Min	Time
21.9	88.8	-0.7	28.0



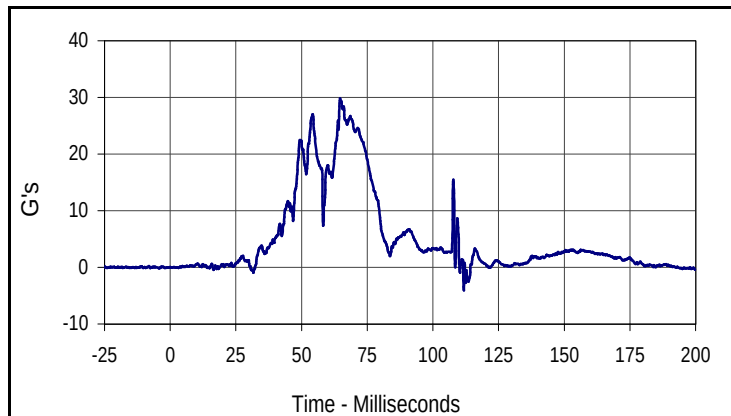
Curve Description

Passenger Upper Neck Moment Resultant

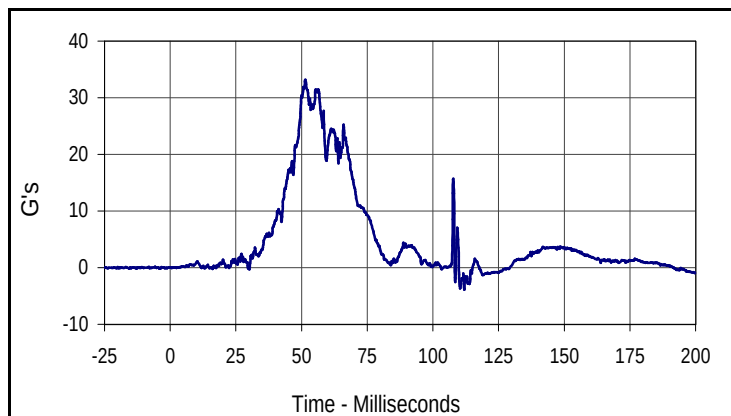
CURNO	Type	SAE Class	Units
032	RES	600	Nm
Max	Time	Min	Time
80.3	68.3	0.0	4.4

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

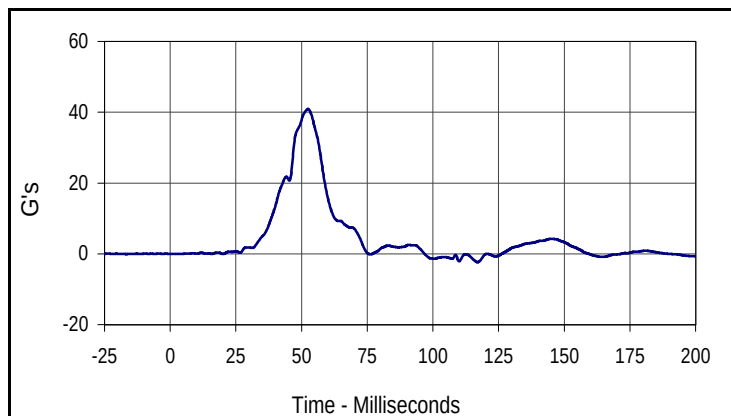
Test Date: 4/13/05
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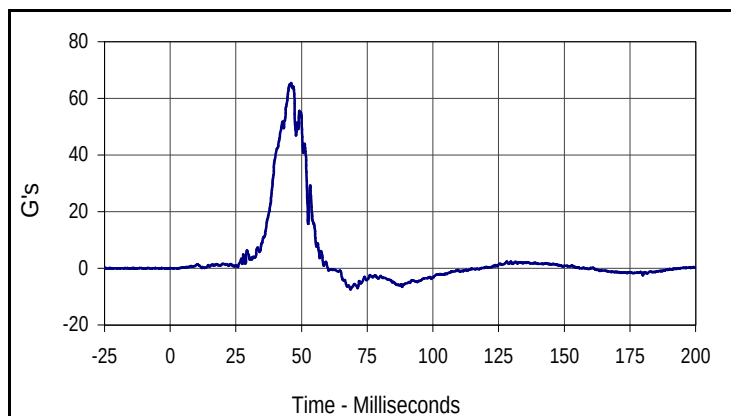
Curve Description			
Passenger Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
035	FIL	1000	G's
Max	Time	Min	Time
29.8	64.7	-4.1	111.8



Curve Description			
Passenger Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
036	FIL	1000	G's
Max	Time	Min	Time
33.2	51.4	-3.9	111.9



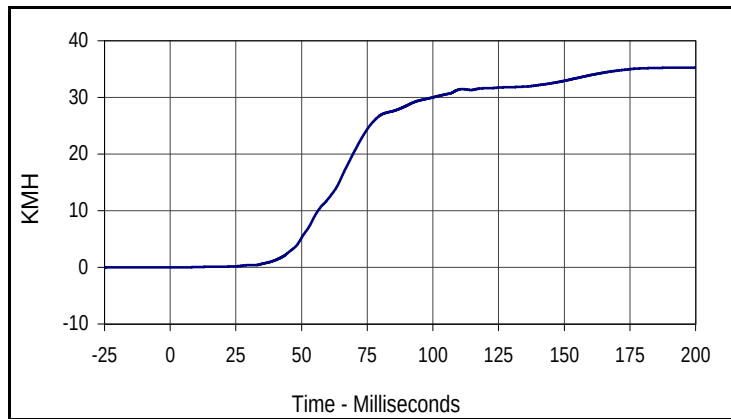
Curve Description			
Passenger Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
037	FIL	180	G's
Max	Time	Min	Time
40.9	52.4	-2.4	117.0



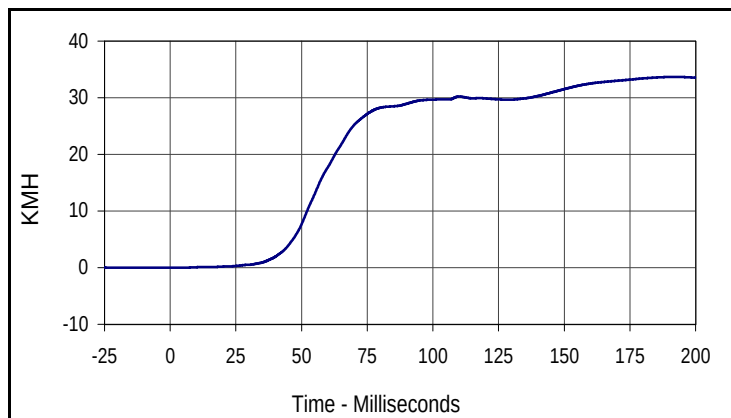
Curve Description			
Passenger Pelvis Primary Y			
CURNO	Type	SAE Class	Units
038	FIL	1000	G's
Max	Time	Min	Time
65.4	46.0	-7.4	68.7

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

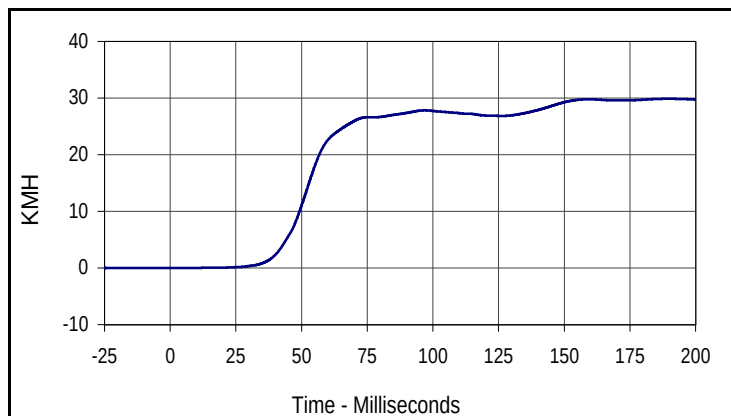
Test Date: 4/13/05
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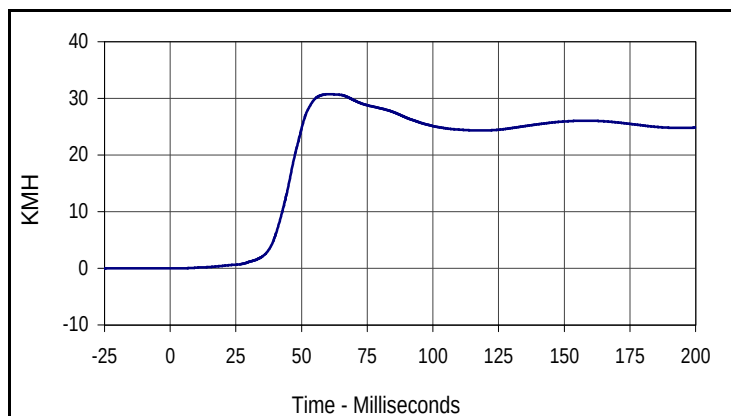
Curve Description			
Passenger Upper Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
035	IN1	180	KMH
Max	Time	Min	Time
35.3	193.1	0.0	3.4



Curve Description			
Passenger Lower Rib Primary Y Velocity			
CURNO	Type	SAE Class	Units
036	IN1	180	KMH
Max	Time	Min	Time
33.7	191.5	0.0	0.0



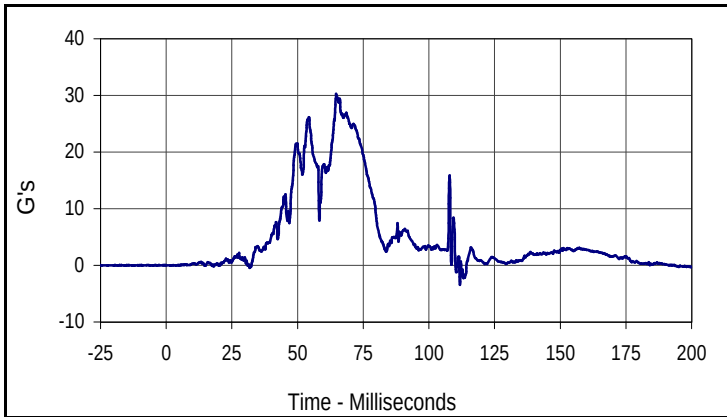
Curve Description			
Passenger Lower Spine Primary Y Velocity			
CURNO	Type	SAE Class	Units
037	IN1	180	KMH
Max	Time	Min	Time
29.9	189.4	0.0	4.9



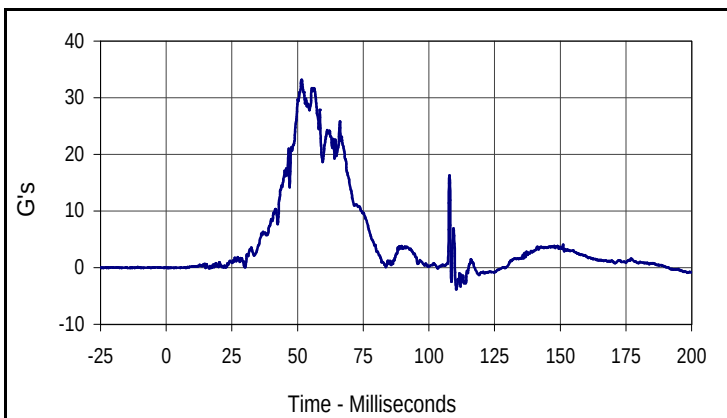
Curve Description			
Passenger Pelvis Primary Y Velocity			
CURNO	Type	SAE Class	Units
038	IN1	180	KMH
Max	Time	Min	Time
30.7	60.2	0.0	3.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

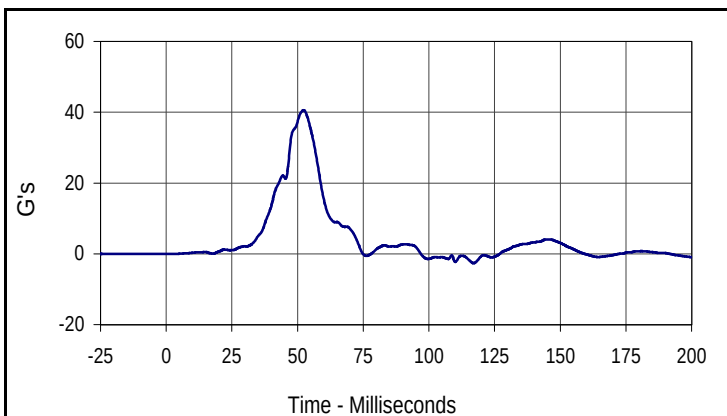
Test Date: 4/13/05
 NHTSA No.: H65301



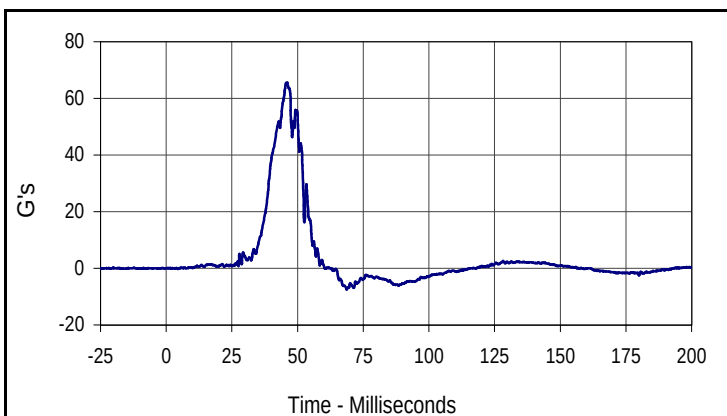
Curve Description			
Passenger Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
039	FIL	1000	G's
Max	Time	Min	Time
30.3	64.7	-3.5	111.8



Curve Description			
Passenger Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
040	FIL	1000	G's
Max	Time	Min	Time
33.2	51.5	-3.8	110.5



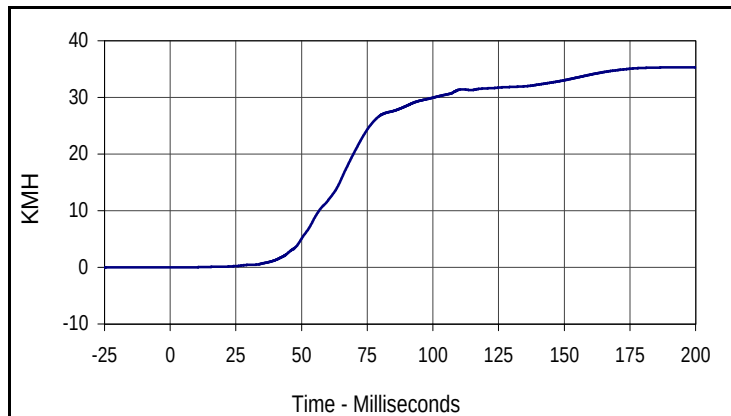
Curve Description			
Passenger Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
041	FIL	180	G's
Max	Time	Min	Time
40.6	52.3	-2.7	117.0



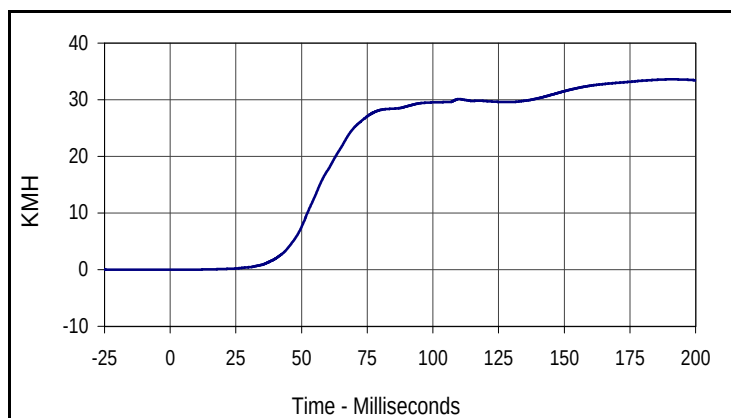
Curve Description			
Passenger Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
042	FIL	1000	G's
Max	Time	Min	Time
65.6	45.8	-7.5	68.7

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

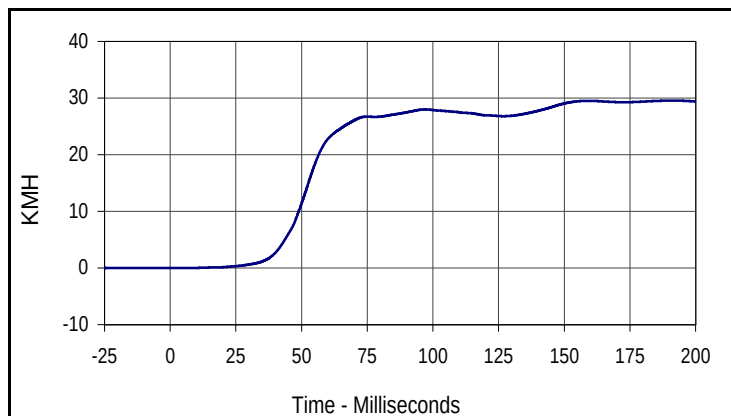
Test Date: 4/13/05
 NHTSA No.: H65301



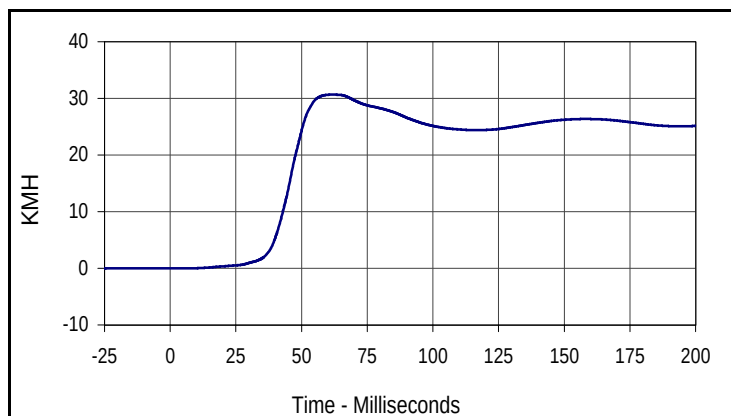
Curve Description			
Passenger Upper Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
039	IN1	180	KMH
Max	Time	Min	Time
35.3	193.2	0.0	0.0



Curve Description			
Passenger Lower Rib Redundant Y Velocity			
CURNO	Type	SAE Class	Units
040	IN1	180	KMH
Max	Time	Min	Time
33.6	191.0	0.0	4.5



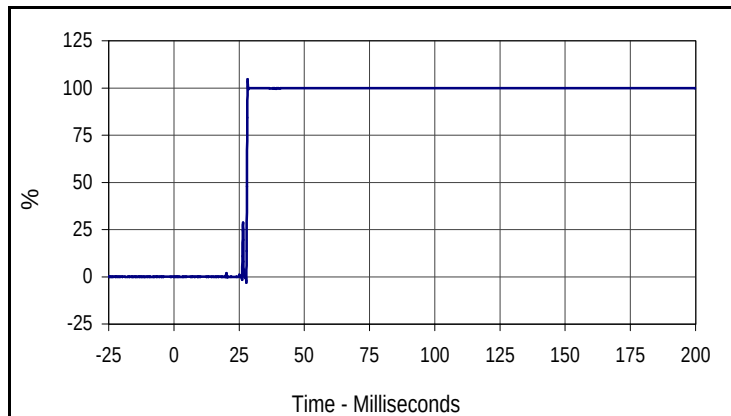
Curve Description			
Passenger Lower Spine Redundant Y Velocity			
CURNO	Type	SAE Class	Units
041	IN1	180	KMH
Max	Time	Min	Time
29.6	191.6	0.0	3.3



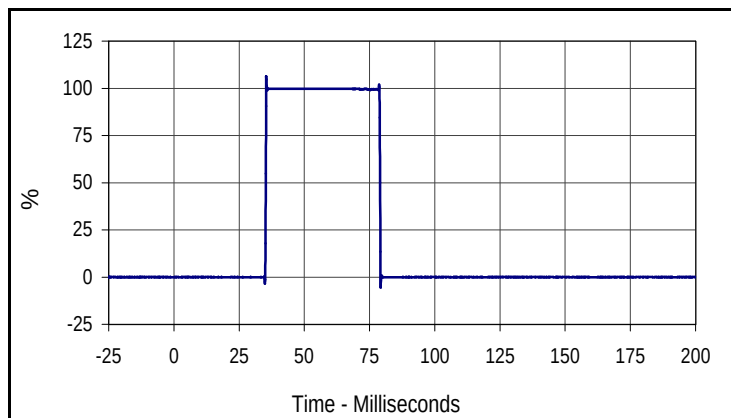
Curve Description			
Passenger Pelvis Redundant Y Velocity			
CURNO	Type	SAE Class	Units
042	IN1	180	KMH
Max	Time	Min	Time
30.7	62.4	0.0	0.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05
 NHTSA No.: H65301



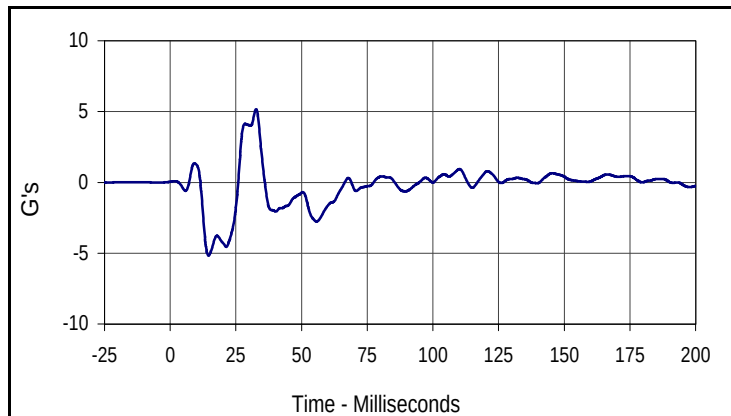
Curve Description			
Passenger Thorax Contact			
CURNO	Type	SAE Class	Units
043	FIL	1000	%
Max	Time	Cross %	Time
104.6	28.3	50.0	28.1



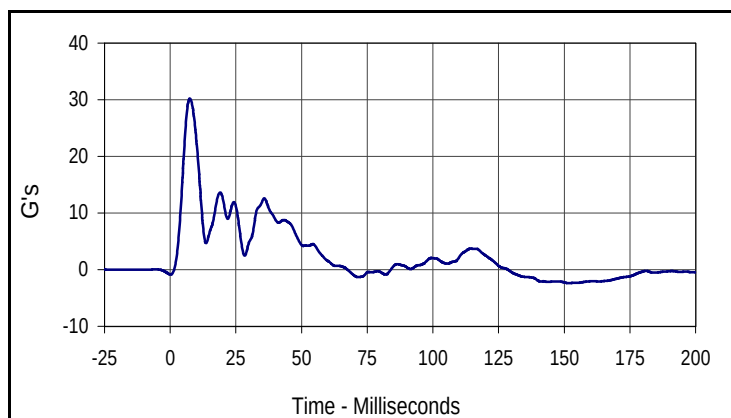
Curve Description			
Passenger Pelvis Contact			
CURNO	Type	SAE Class	Units
044	FIL	1000	%
Max	Time	Cross %	Time
106.1	35.4	50.0	35.2

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

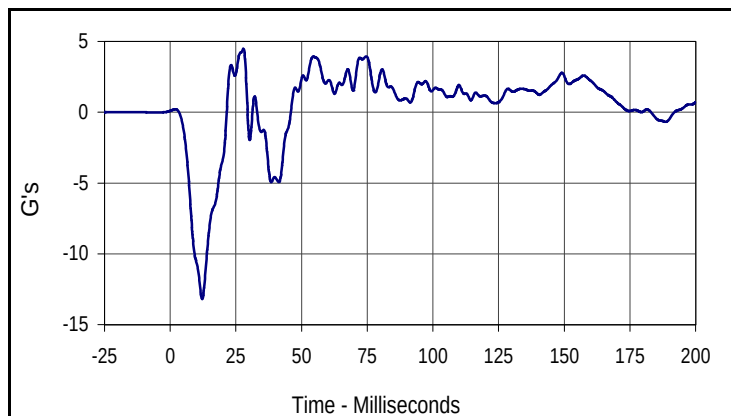
Test Date: 4/13/05
 NHTSA No.: H65301



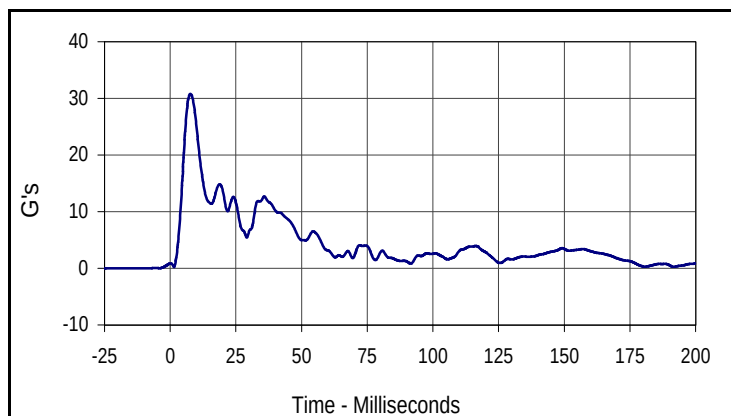
Curve Description			
Vehicle Right Sill at Front Seat X			
CURNO	Type	SAE Class	Units
045	FIL	60	G's
Max	Time	Min	Time
5.2	32.7	-5.2	14.6



Curve Description			
Vehicle Right Sill at Front Seat Y			
CURNO	Type	SAE Class	Units
046	FIL	60	G's
Max	Time	Min	Time
30.2	7.5	-2.4	151.8



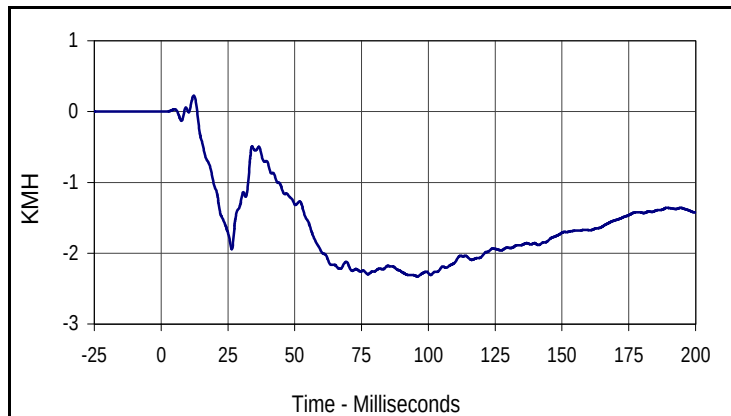
Curve Description			
Vehicle Right Sill at Front Seat Z			
CURNO	Type	SAE Class	Units
047	FIL	60	G's
Max	Time	Min	Time
4.5	27.9	-13.2	12.2



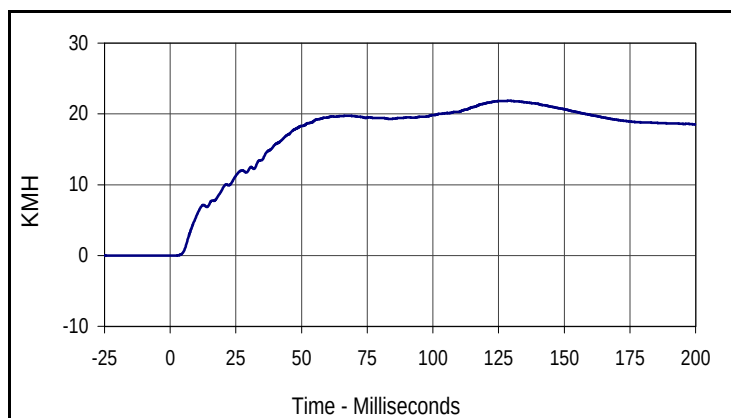
Curve Description			
Vehicle Right Sill Front Seat Resultant			
CURNO	Type	SAE Class	Units
045	RES	60	G's
Max	Time	Min	Time
30.8	7.7	0.2	1.5

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

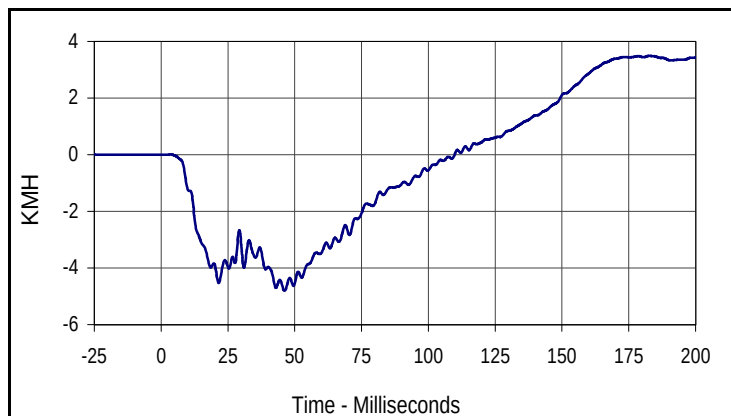
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle Right Sill at Front Seat X Velocity			
CURNO	Type	SAE Class	Units
045	IN1	180	KMH
Max	Time	Min	Time
0.2	12.2	-2.3	95.9



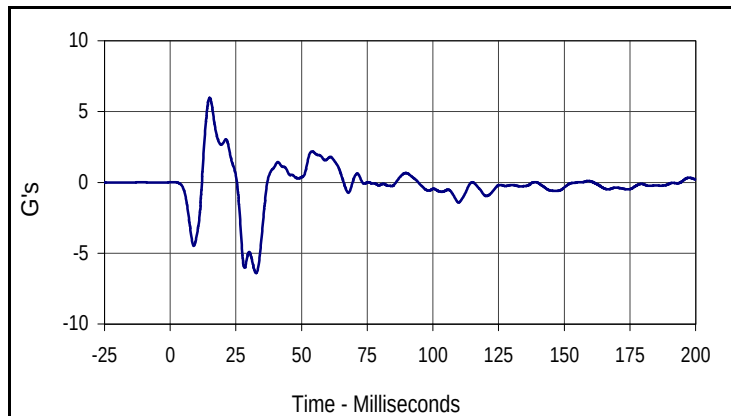
Curve Description			
Vehicle Right Sill at Front Seat Y Velocity			
CURNO	Type	SAE Class	Units
046	IN1	180	KMH
Max	Time	Min	Time
21.9	129.1	0.0	1.9



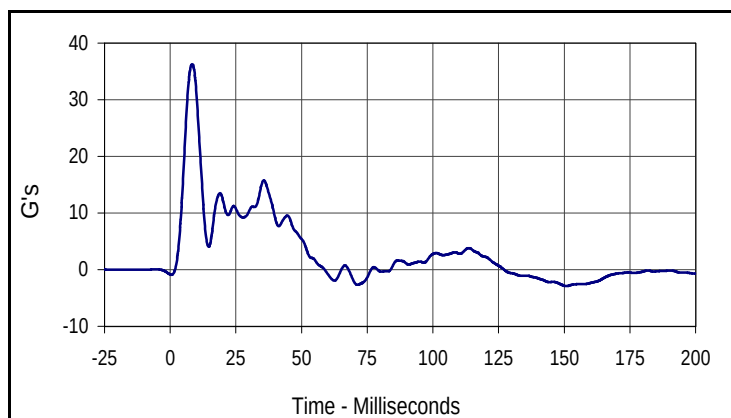
Curve Description			
Vehicle Right Sill at Front Seat Z Velocity			
CURNO	Type	SAE Class	Units
047	IN1	180	KMH
Max	Time	Min	Time
3.5	182.7	-4.8	46.2

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

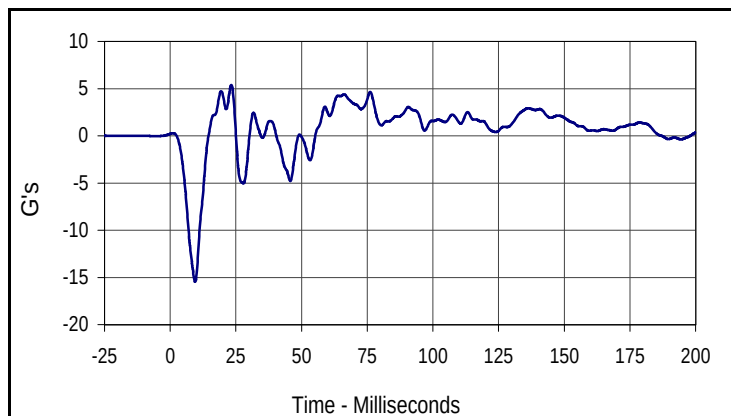
Test Date: 4/13/05
 NHTSA No.: H65301



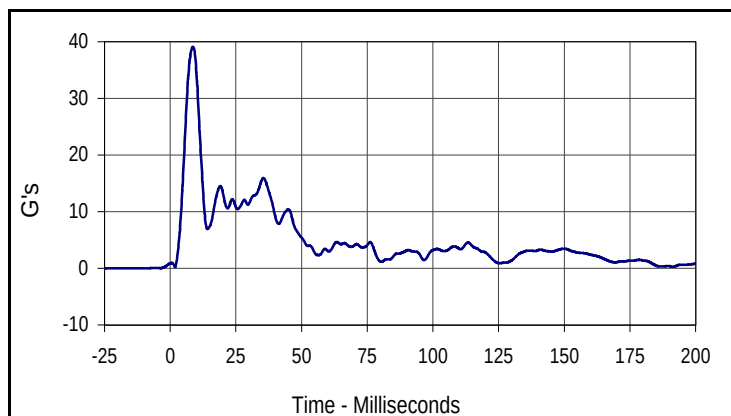
Curve Description			
Vehicle Right Sill at Rear Seat X			
CURNO	Type	SAE Class	Units
048	FIL	60	G's
Max	Time	Min	Time
6.0	15.0	-6.4	32.7



Curve Description			
Vehicle Right Sill at Rear Seat Y			
CURNO	Type	SAE Class	Units
049	FIL	60	G's
Max	Time	Min	Time
36.3	8.4	-2.9	150.8



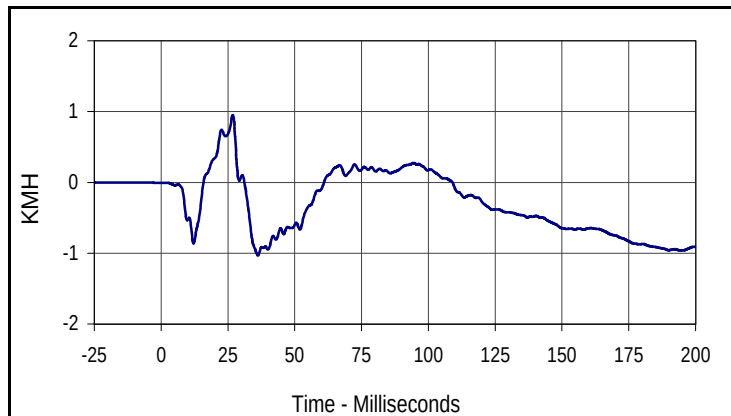
Curve Description			
Vehicle Right Sill at Rear Seat Z			
CURNO	Type	SAE Class	Units
050	FIL	60	G's
Max	Time	Min	Time
5.4	23.3	-15.5	9.5



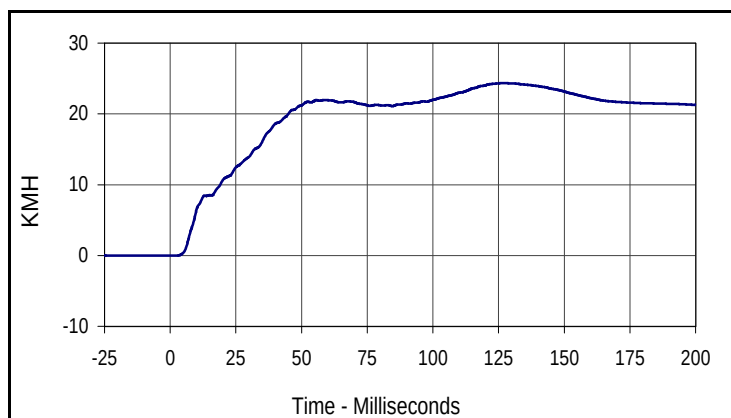
Curve Description			
Vehicle Right Sill Rear Seat Resultant			
CURNO	Type	SAE Class	Units
048	RES	60	G's
Max	Time	Min	Time
39.1	8.6	0.2	1.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

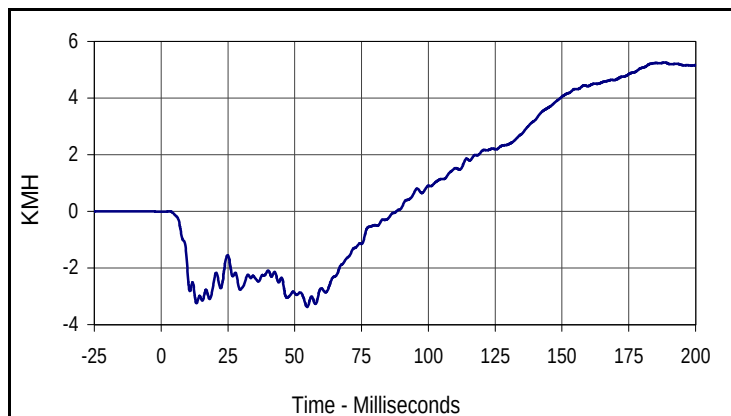
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle Right Sill at Rear Seat X Velocity			
CURNO	Type	SAE Class	Units
048	IN1	180	KMH
Max	Time	Min	Time
1.0	26.8	-1.0	36.2



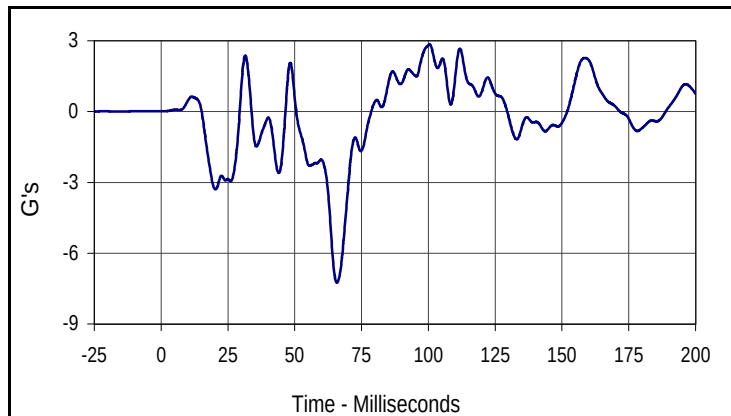
Curve Description			
Vehicle Right Sill at Rear Seat Y Velocity			
CURNO	Type	SAE Class	Units
049	IN1	180	KMH
Max	Time	Min	Time
24.4	127.4	0.0	2.3



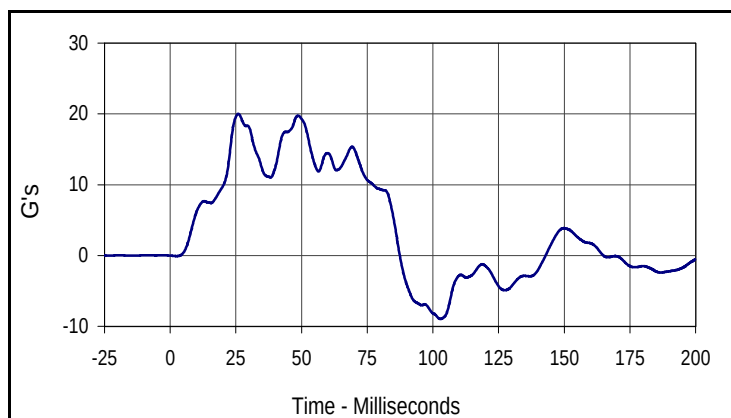
Curve Description			
Vehicle Right Sill at Rear Seat Z Velocity			
CURNO	Type	SAE Class	Units
050	IN1	180	KMH
Max	Time	Min	Time
5.3	188.4	-3.4	54.7

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

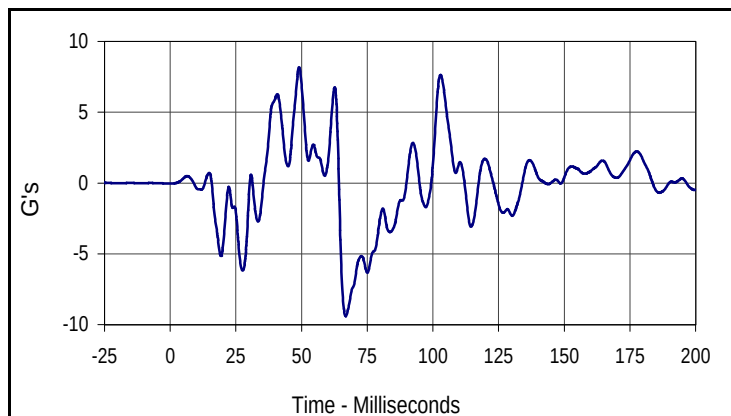
Test Date: 4/13/05
 NHTSA No.: H65301



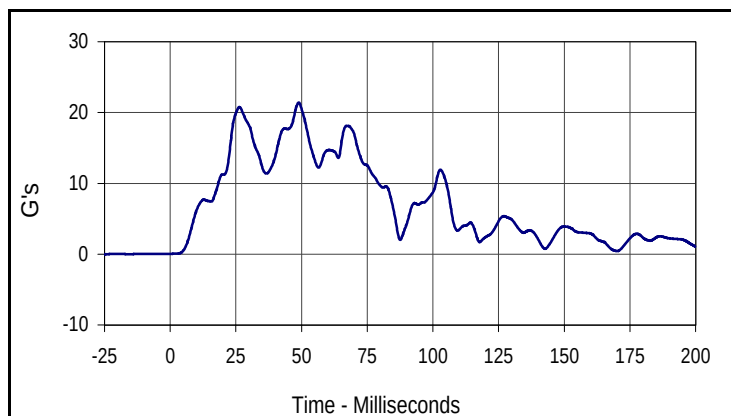
Curve Description			
Vehicle Rear Floor Above Axle X			
CURNO	Type	SAE Class	Units
051	FIL	60	G's
Max	Time	Min	Time
2.8	100.5	-7.2	65.8



Curve Description			
Vehicle Rear Floor Above Axle Y			
CURNO	Type	SAE Class	Units
052	FIL	60	G's
Max	Time	Min	Time
20.0	25.9	-9.0	102.9



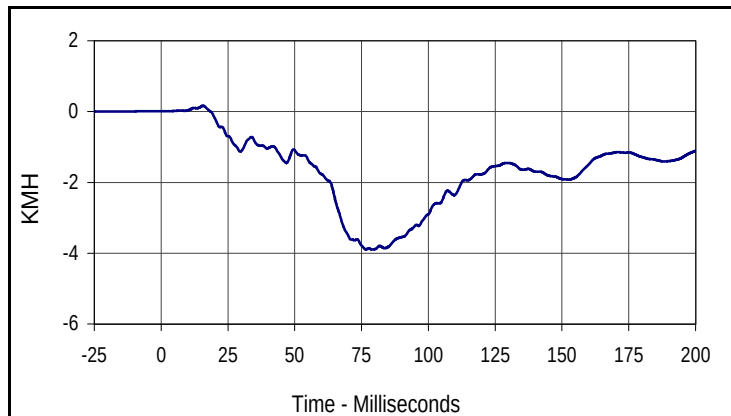
Curve Description			
Vehicle Rear Floor Above Axle Z			
CURNO	Type	SAE Class	Units
053	FIL	60	G's
Max	Time	Min	Time
8.2	49.1	-9.4	66.8



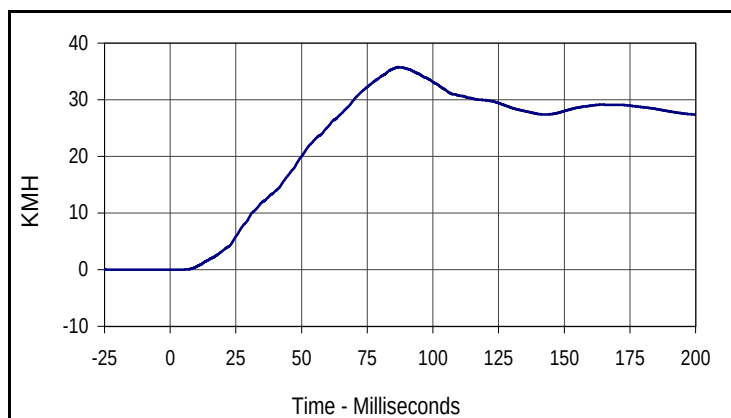
Curve Description			
Vehicle Rear Floor Above Axle Resultant			
CURNO	Type	SAE Class	Units
051	RES	60	G's
Max	Time	Min	Time
21.4	48.9	0.0	0.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

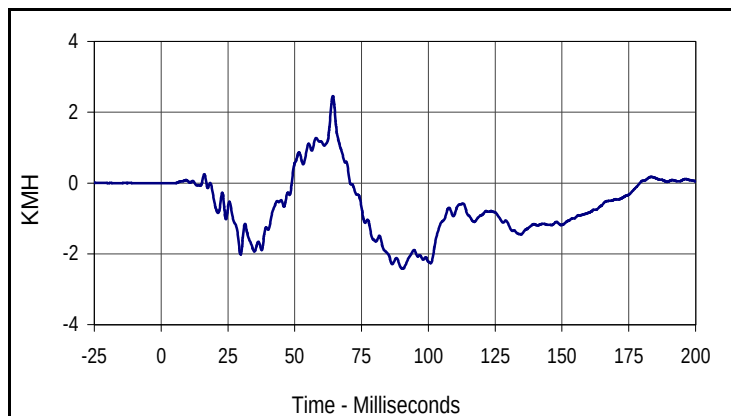
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle Rear Floor Above Axle X Velocity			
CURNO	Type	SAE Class	Units
051	FIL	180	KMH
Max	Time	Min	Time
0.2	15.7	-3.9	79.0



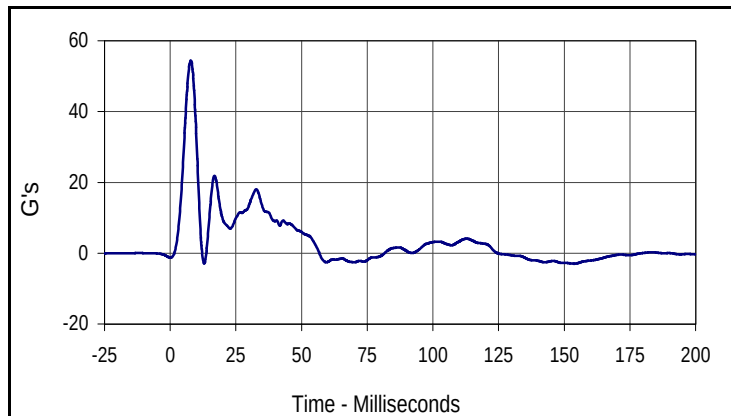
Curve Description			
Vehicle Rear Floor Above Axle Y Velocity			
CURNO	Type	SAE Class	Units
052	FIL	180	KMH
Max	Time	Min	Time
35.7	86.7	0.0	0.0



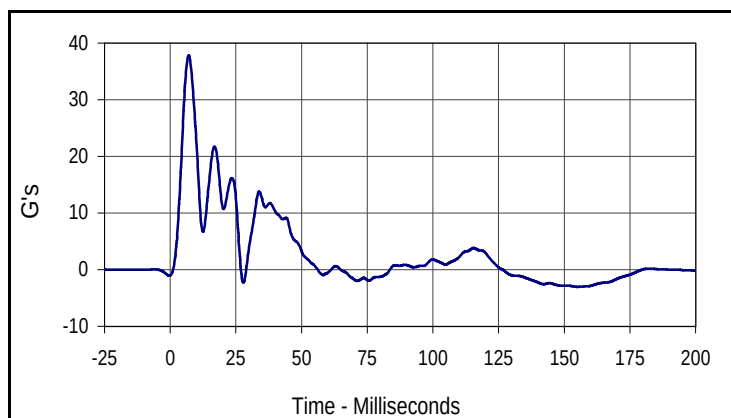
Curve Description			
Vehicle Rear Floor Above Axle Z Velocity			
CURNO	Type	SAE Class	Units
053	FIL	180	KMH
Max	Time	Min	Time
2.5	64.3	-2.4	90.3

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

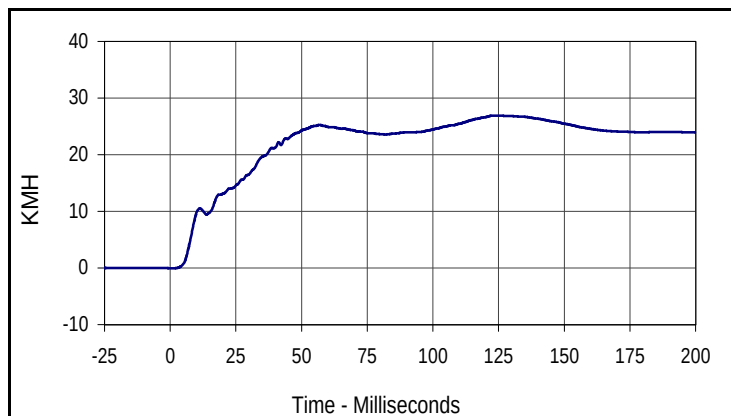
Test Date: 4/13/05
 NHTSA No.: H65301



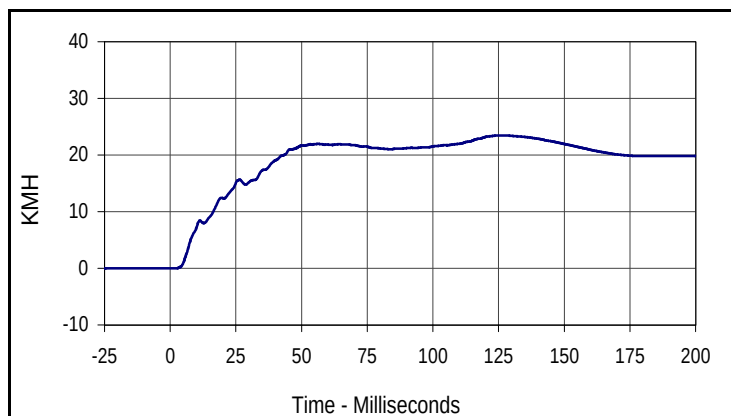
Curve Description			
Vehicle Left Sill at Rear Door Y			
CURNO	Type	SAE Class	Units
054	FIL	60	G's
Max	Time	Min	Time
54.4	7.8	-3.0	153.7



Curve Description			
Vehicle Left Sill at Front Door Y			
CURNO	Type	SAE Class	Units
055	FIL	60	G's
Max	Time	Min	Time
37.9	7.0	-3.0	155.0



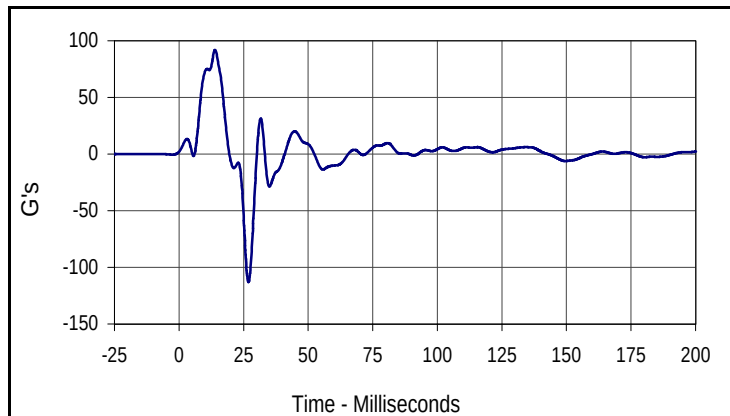
Curve Description			
Vehicle Left Sill at Rear Door Y Velocity			
CURNO	Type	SAE Class	Units
054	IN1	180	KMH
Max	Time	Min	Time
26.9	122.6	0.0	1.5



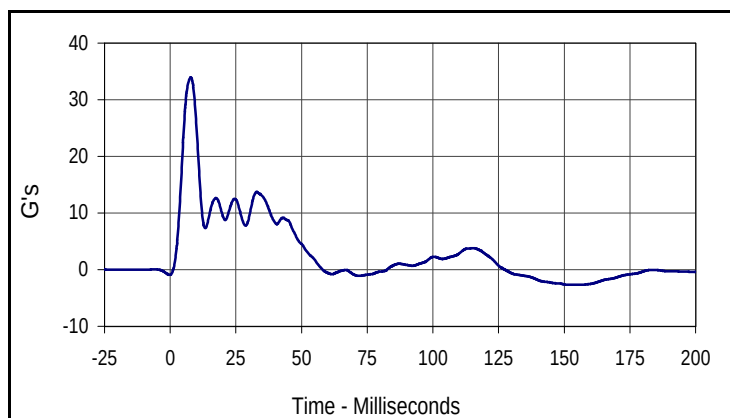
Curve Description			
Vehicle Left Sill at Front Door Y Velocity			
CURNO	Type	SAE Class	Units
055	IN1	180	KMH
Max	Time	Min	Time
23.5	127.2	0.0	2.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

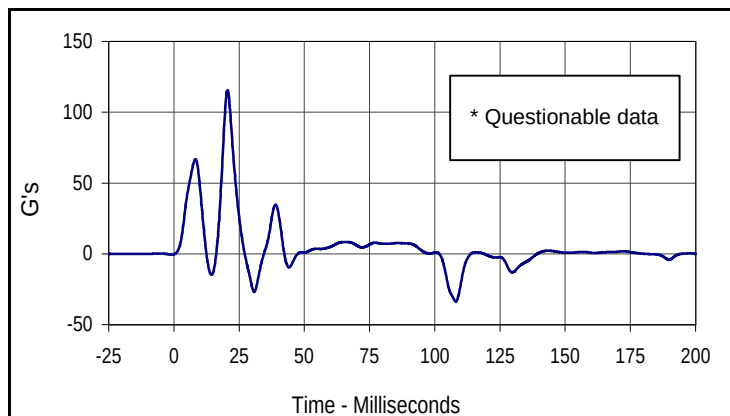
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle Left Front Door CL Y			
CURNO	Type	SAE Class	Units
056	FIL	60	G's
Max	Time	Min	Time
91.9	13.9	-112.9	26.9

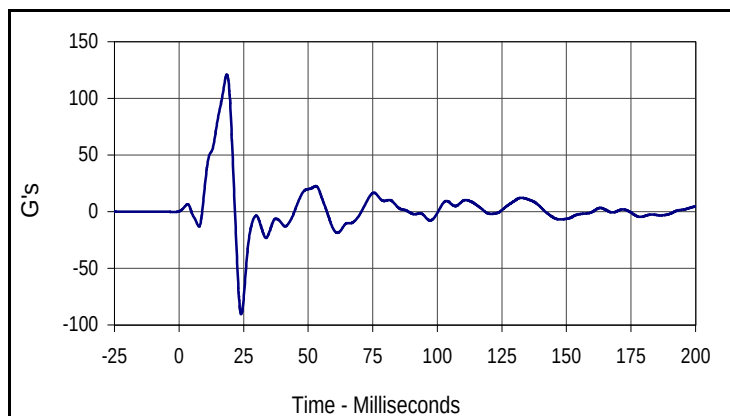


Curve Description			
Vehicle Right Rear Occupant Compartment			
CURNO	Type	SAE Class	Units
057	FIL	60	G's
Max	Time	Min	Time
33.9	7.8	-2.7	151.7



Curve Description			
Vehicle Left Front Door Mid Rear Y			
CURNO	Type	SAE Class	Units
058	FIL	60	G's
Max	Time	Min	Time
115.4	20.5	-33.6	108.1

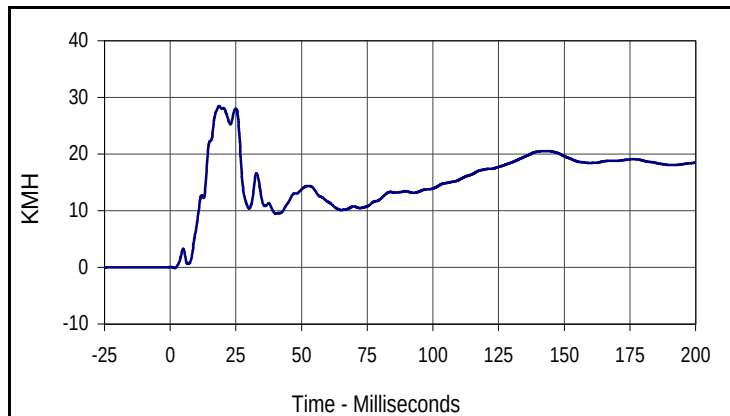
* Questionable data



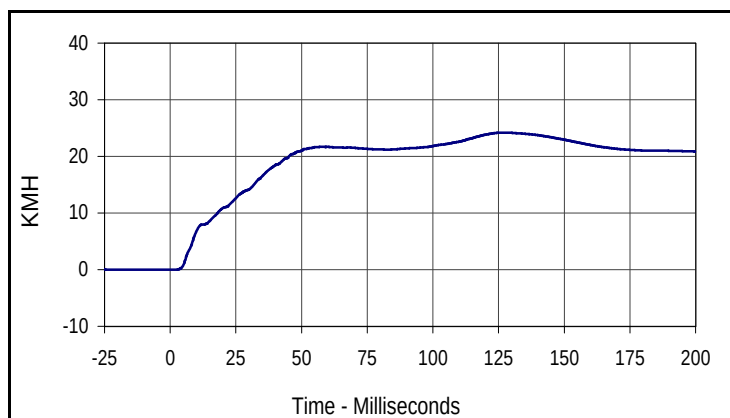
Curve Description			
Vehicle Left Front Door Upper CL Y			
CURNO	Type	SAE Class	Units
059	FIL	60	G's
Max	Time	Min	Time
121.0	18.5	-90.4	24.1

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

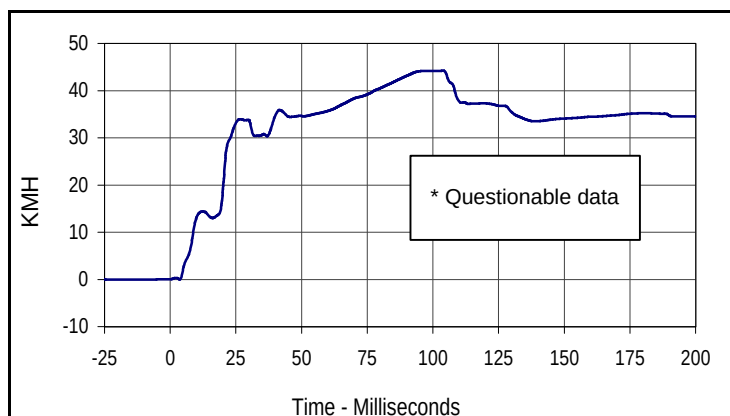
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle Left Front Door CL Y Velocity			
CURNO	Type	SAE Class	Units
056	IN1	180	KMH
Max	Time	Min	Time
28.5	18.6	-0.1	1.7

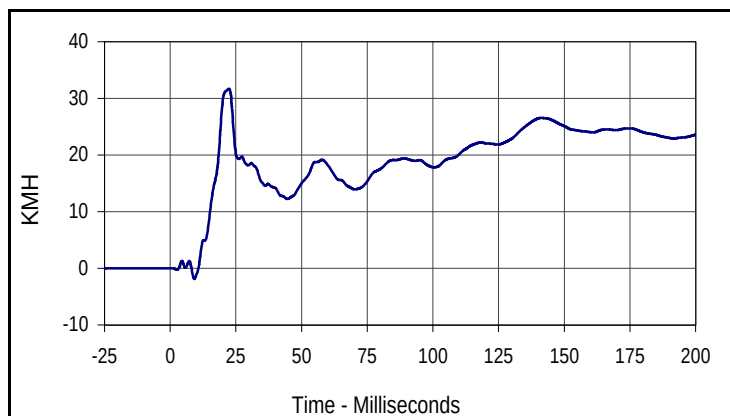


Curve Description			
Vehicle Right Rear Occupant Compartment Y Velocity			
CURNO	Type	SAE Class	Units
057	IN1	180	KMH
Max	Time	Min	Time
24.2	127.9	0.0	1.7



Curve Description			
Vehicle Left Front Door Mid Rear Y Velocity			
CURNO	Type	SAE Class	Units
058	IN1	180	KMH
Max	Time	Min	Time
44.2	103.9	0.0	3.6

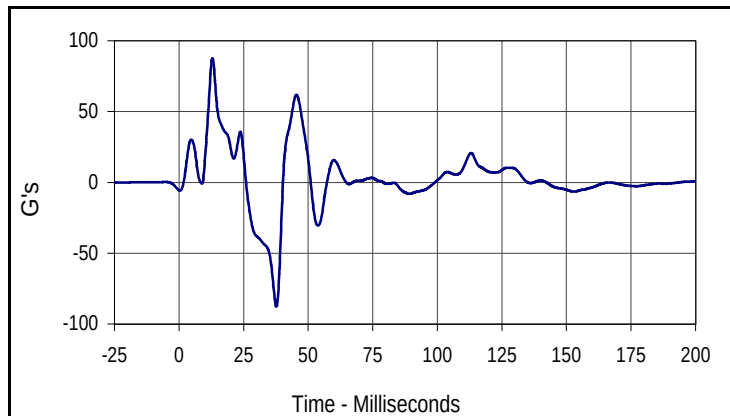
* Questionable data



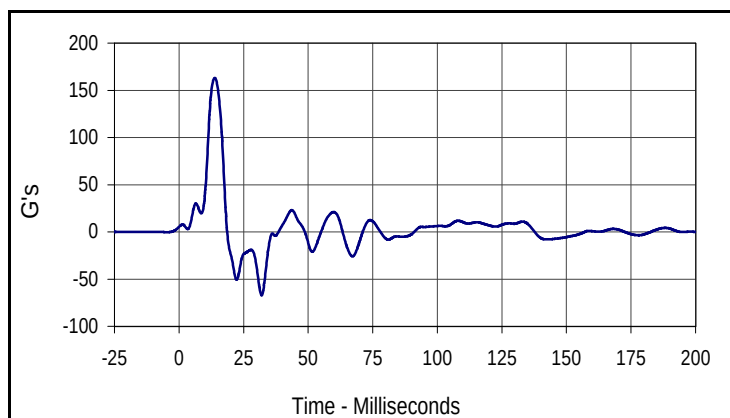
Curve Description			
Vehicle Left Front Door Upper CL Y Velocity			
CURNO	Type	SAE Class	Units
059	IN1	180	KMH
Max	Time	Min	Time
31.7	22.4	-1.9	9.2

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

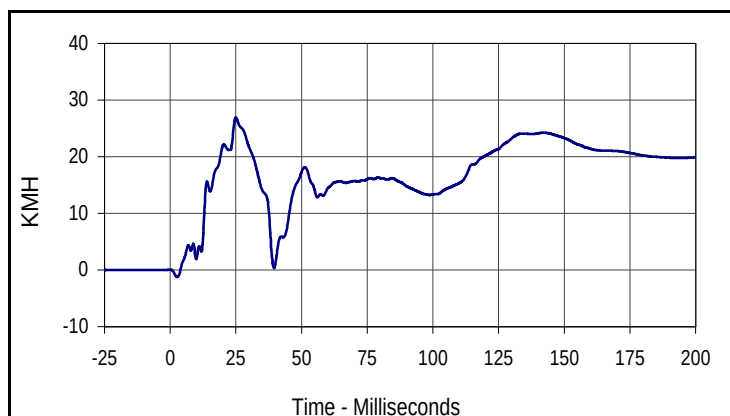
Test Date: 4/13/05
 NHTSA No.: H65301



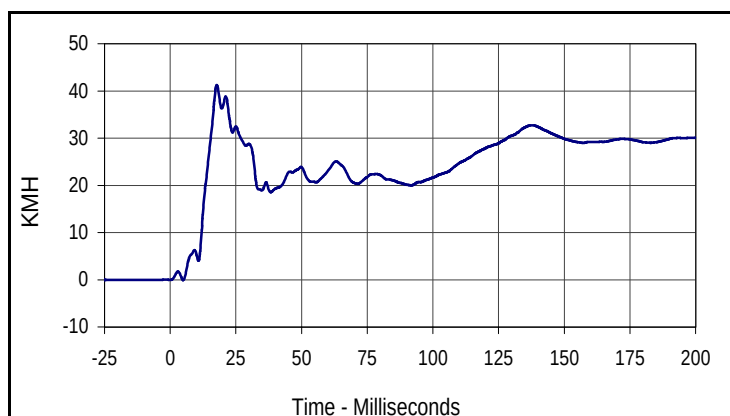
Curve Description			
Vehicle Left Rear Door Mid Rear Y			
CURNO	Type	SAE Class	Units
060	FIL	60	G's
Max	Time	Min	Time
87.5	12.9	-87.7	37.7



Curve Description			
Vehicle Left Rear Door Upper CL Y			
CURNO	Type	SAE Class	Units
061	FIL	60	G's
Max	Time	Min	Time
163.2	13.8	-67.1	32.0



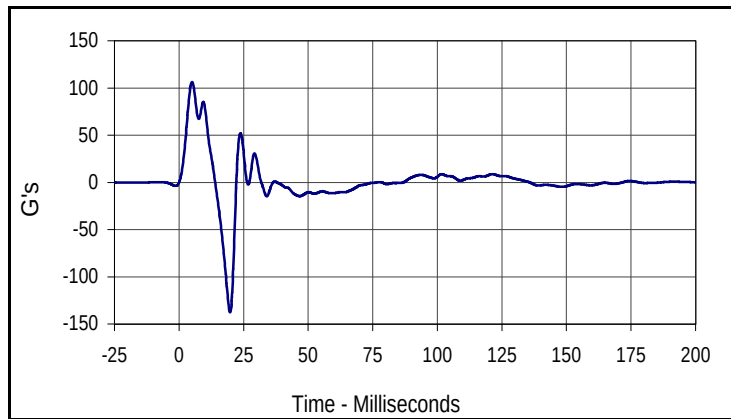
Curve Description			
Vehicle Left Rear Door Mid Rear Y Velocity			
CURNO	Type	SAE Class	Units
060	IN1	180	KMH
Max	Time	Min	Time
26.9	25.0	-1.2	2.7



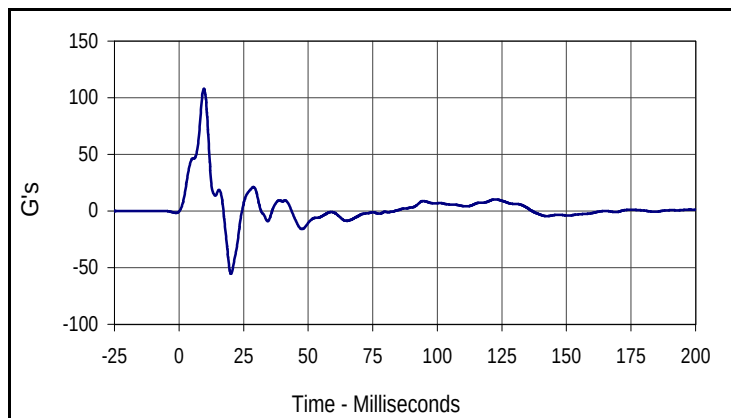
Curve Description			
Vehicle Left Rear Door Upper CL Y Velocity			
CURNO	Type	SAE Class	Units
061	IN1	180	KMH
Max	Time	Min	Time
41.2	17.7	-0.1	4.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

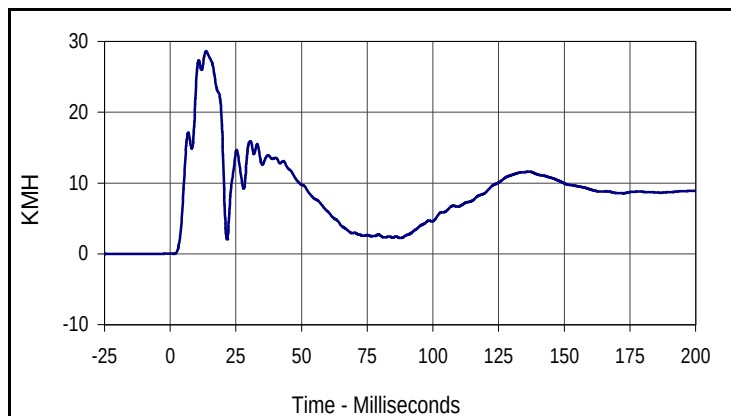
Test Date: 4/13/05
 NHTSA No.: H65301



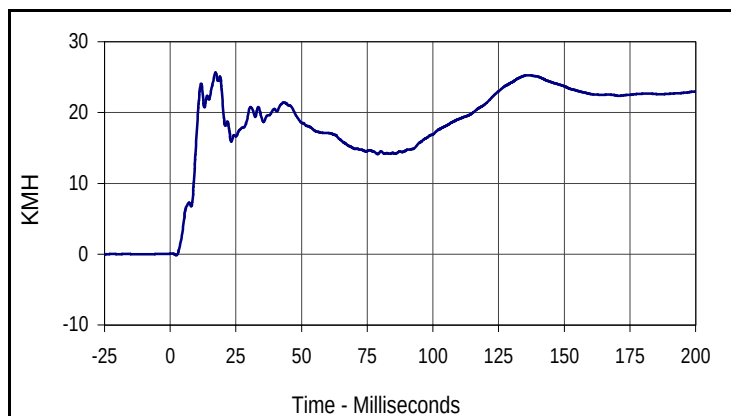
Curve Description			
Vehicle B-Post Lower Y			
CURNO	Type	SAE Class	Units
062	FIL	60	G's
Max	Time	Min	Time
106.3	5.0	-137.6	19.8



Curve Description			
Vehicle B-Post Middle Y			
CURNO	Type	SAE Class	Units
063	FIL	60	G's
Max	Time	Min	Time
107.9	9.6	-55.5	20.1



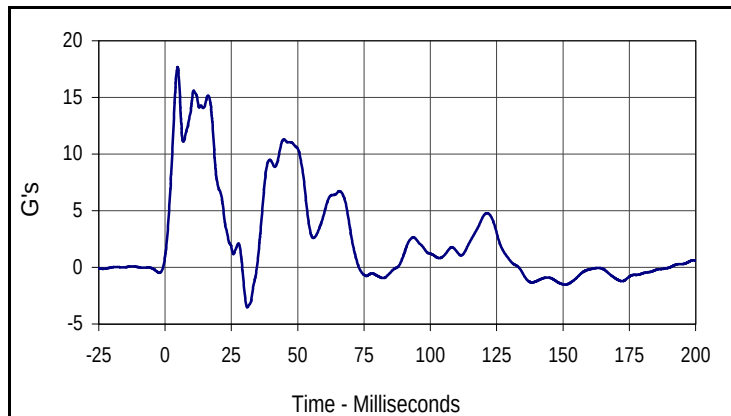
Curve Description			
Vehicle B-Post Lower Y Velocity			
CURNO	Type	SAE Class	Units
062	IN1	180	KMH
Max	Time	Min	Time
28.6	13.6	0.0	1.5



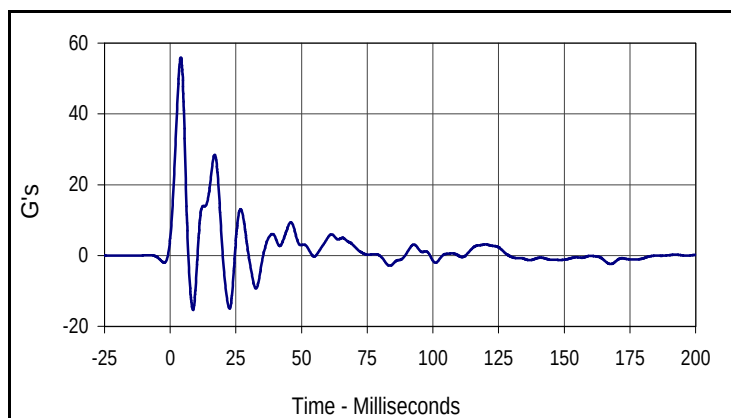
Curve Description			
Vehicle B-Post Middle Y Velocity			
CURNO	Type	SAE Class	Units
063	IN1	180	KMH
Max	Time	Min	Time
25.7	17.2	-0.1	2.3

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

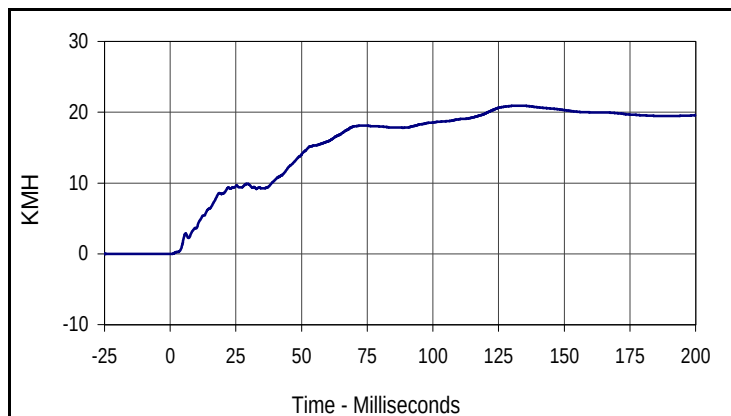
Test Date: 4/13/05
 NHTSA No.: H65301



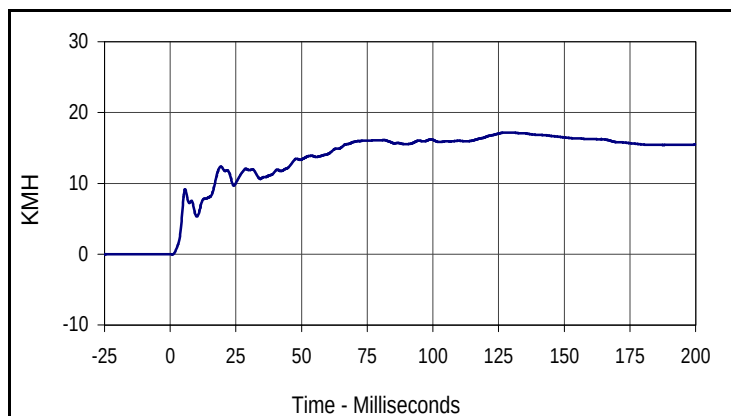
Curve Description			
Vehicle A-Post Lower Y			
CURNO	Type	SAE Class	Units
064	FIL	60	G's
Max	Time	Min	Time
17.7	4.7	-3.5	31.0



Curve Description			
Vehicle A-Post Middle Y			
CURNO	Type	SAE Class	Units
065	FIL	60	G's
Max	Time	Min	Time
56.0	4.0	-15.4	8.7



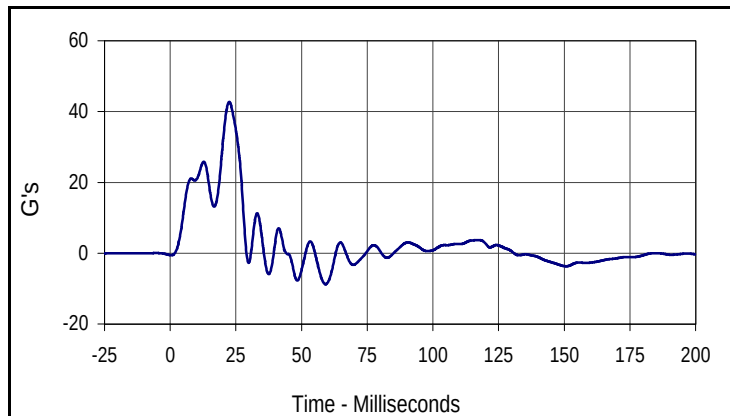
Curve Description			
Vehicle A-Post Lower Y Velocity			
CURNO	Type	SAE Class	Units
064	IN1	180	KMH
Max	Time	Min	Time
20.9	134.4	0.0	0.4



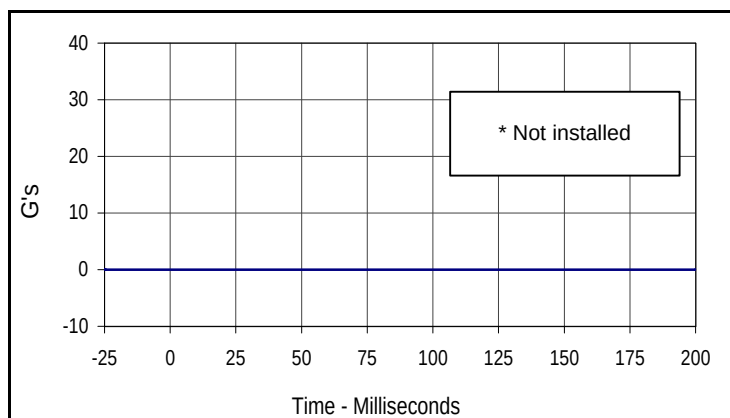
Curve Description			
Vehicle A-Post Middle Y Velocity			
CURNO	Type	SAE Class	Units
065	IN1	180	KMH
Max	Time	Min	Time
17.2	127.6	0.0	0.8

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05
 NHTSA No.: H65301

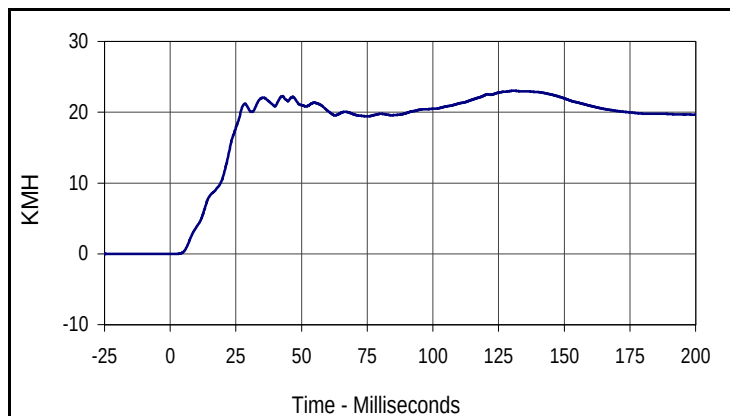


Curve Description			
Vehicle Left Front Seat Track			
CURNO	Type	SAE Class	Units
066	FIL	60	G's
Max	Time	Min	Time
42.7	22.5	-8.8	59.1

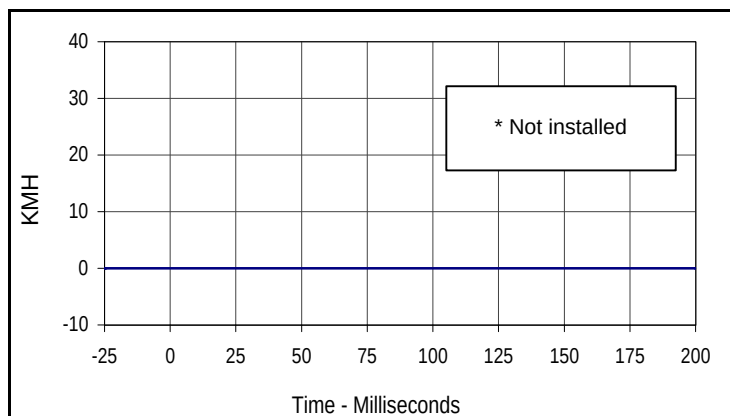


Curve Description			
Vehicle Rear Seat Structure			
CURNO	Type	SAE Class	Units
067	FIL	60	G's
Max	Time	Min	Time
0.0	0.0	0.0	0.0

* Not installed



Curve Description			
Vehicle Left Front Seat Track Y Velocity			
CURNO	Type	SAE Class	Units
066	IN1	180	KMH
Max	Time	Min	Time
23.0	130.6	0.0	2.3

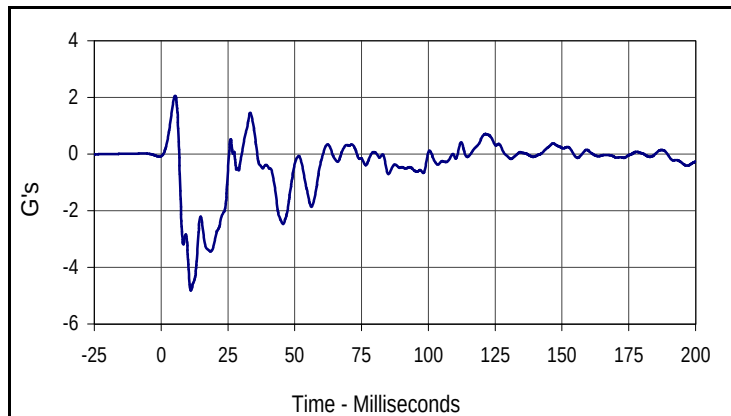


Curve Description			
Vehicle Rear Seat Structure Y Velocity			
CURNO	Type	SAE Class	Units
067	IN1	180	KMH
Max	Time	Min	Time
0.0	0.0	0.0	0.0

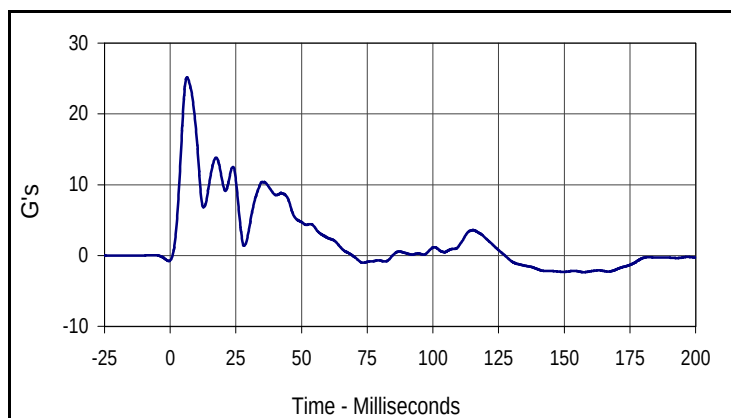
* Not installed

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

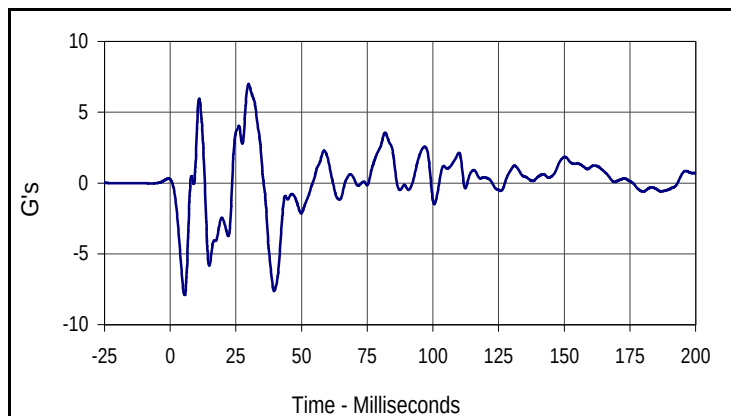
Test Date: 4/13/05
 NHTSA No.: H65301



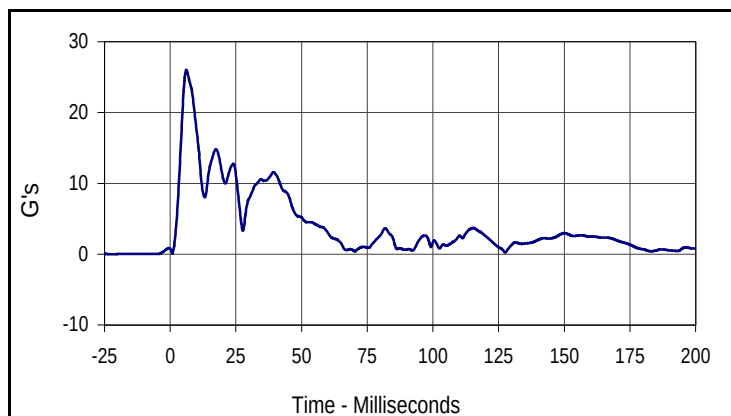
Curve Description			
Vehicle CG X			
CURNO	Type	SAE Class	Units
068	FIL	60	G's
Max	Time	Min	Time
2.1	5.2	-4.8	11.1



Curve Description			
Vehicle CG Y			
CURNO	Type	SAE Class	Units
069	FIL	60	G's
Max	Time	Min	Time
25.1	6.4	-2.4	157.3



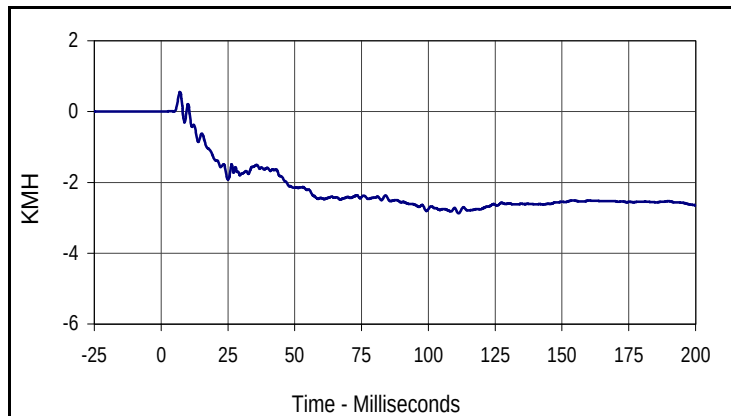
Curve Description			
Vehicle CG Z			
CURNO	Type	SAE Class	Units
070	FIL	60	G's
Max	Time	Min	Time
7.0	29.8	-7.9	5.5



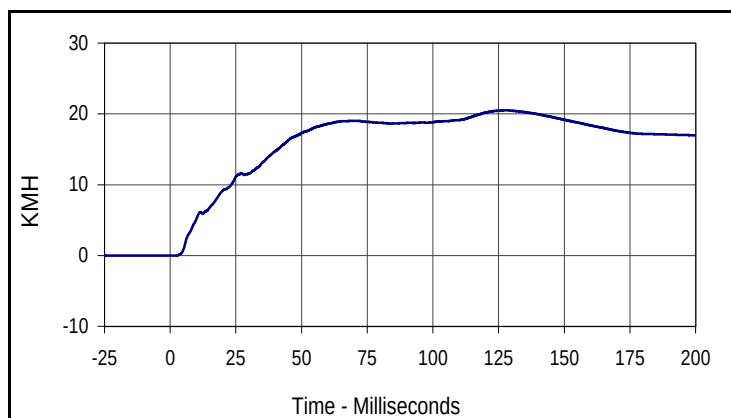
Curve Description			
Vehicle CG Resultant			
CURNO	Type	SAE Class	Units
068	RES	60	G's
Max	Time	Min	Time
26.0	6.1	0.1	0.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

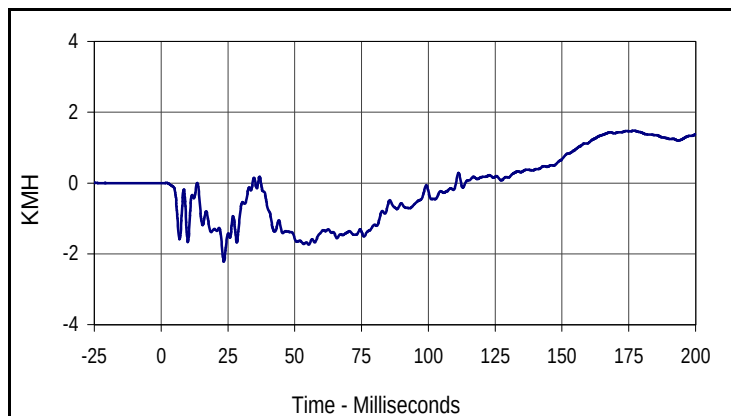
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
Vehicle CG X Velocity			
CURNO	Type	SAE Class	Units
068	IN1	180	KMH
Max	Time	Min	Time
0.5	7.0	-2.9	111.3



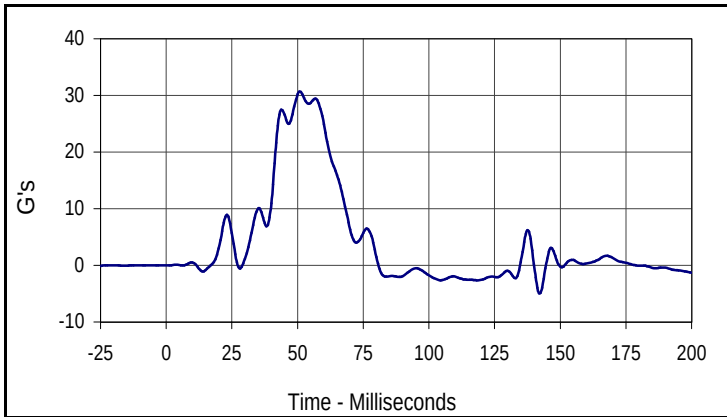
Curve Description			
Vehicle CG Y Velocity			
CURNO	Type	SAE Class	Units
069	IN1	180	KMH
Max	Time	Min	Time
20.5	127.7	0.0	1.7



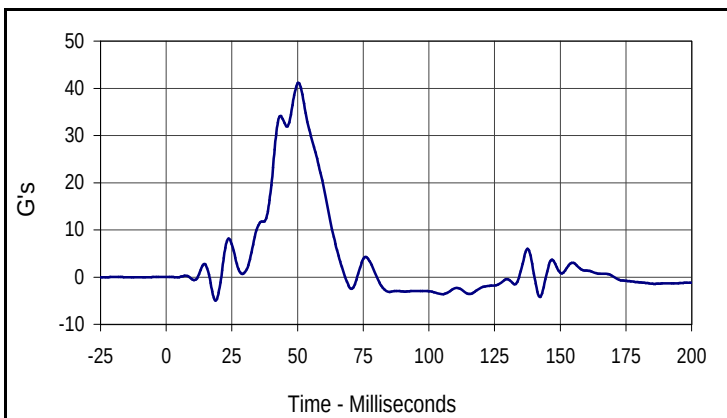
Curve Description			
Vehicle CG Z Velocity			
CURNO	Type	SAE Class	Units
070	IN1	180	KMH
Max	Time	Min	Time
1.5	176.9	-2.2	23.5

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

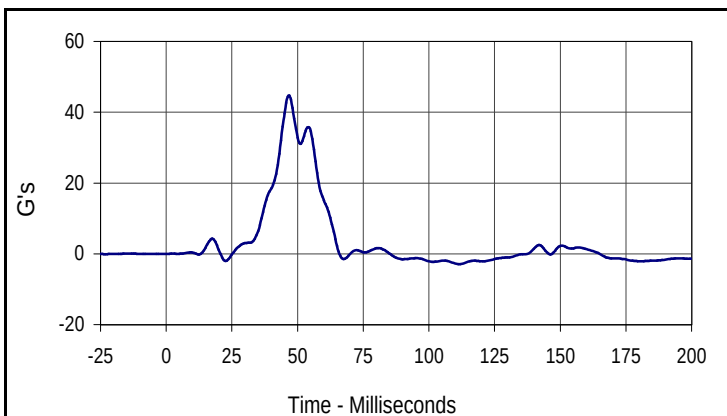
Test Date: 4/13/05
 NHTSA No.: H65301



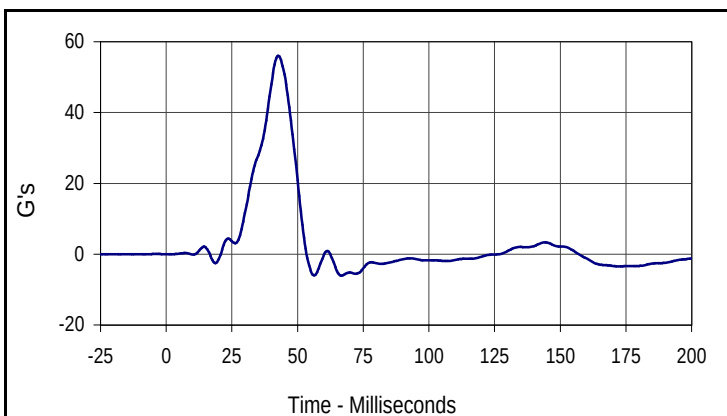
Curve Description			
Driver Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
013	FIR	FIR100	G's
Max	Time	Min	Time
30.7	50.6	-4.9	141.9



Curve Description			
Driver Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
014	FIR	FIR100	G's
Max	Time	Min	Time
41.1	50.0	-5.0	18.8



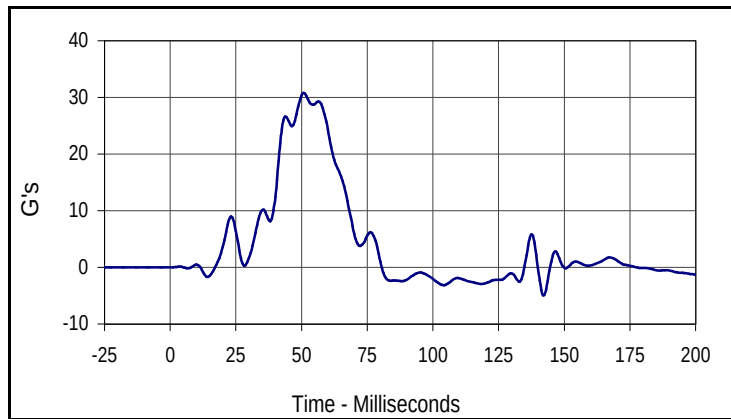
Curve Description			
Driver Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
015	FIR	FIR100	G's
Max	Time	Min	Time
44.7	46.9	-2.9	111.3



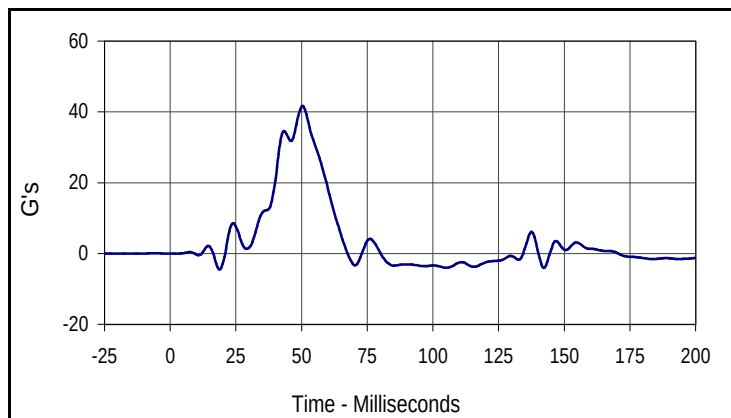
Curve Description			
Driver Pelvis Primary Y			
CURNO	Type	SAE Class	Units
016	FIR	FIR100	G's
Max	Time	Min	Time
56.1	42.5	-6.1	66.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

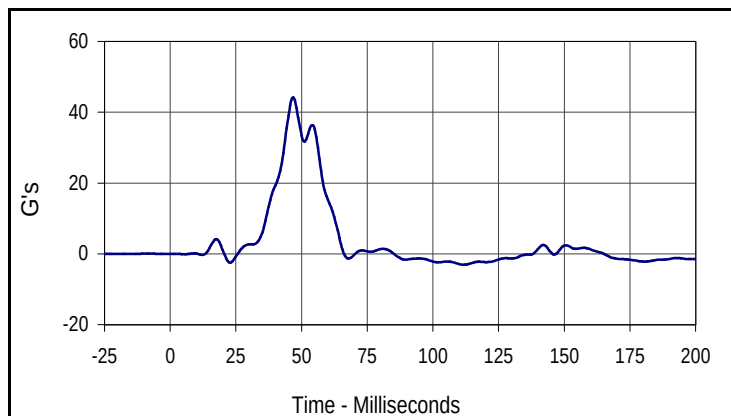
Test Date: 4/13/05
 NHTSA No.: H65301



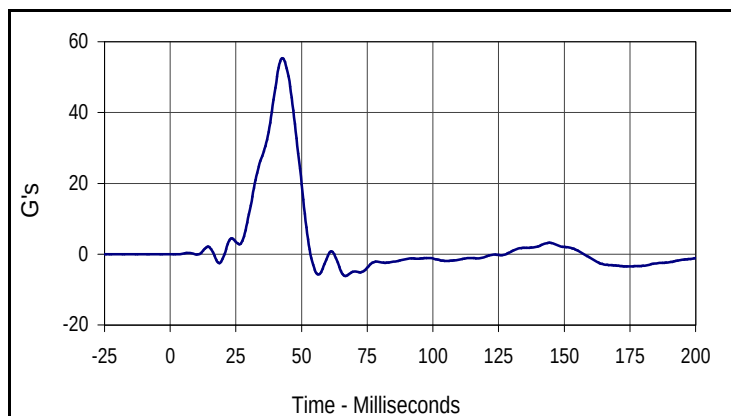
Curve Description			
Driver Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
017	FIR	FIR100	G's
Max	Time	Min	Time
30.8	50.6	-4.9	141.9



Curve Description			
Driver Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
018	FIR	FIR100	G's
Max	Time	Min	Time
41.6	50.6	-4.5	18.8



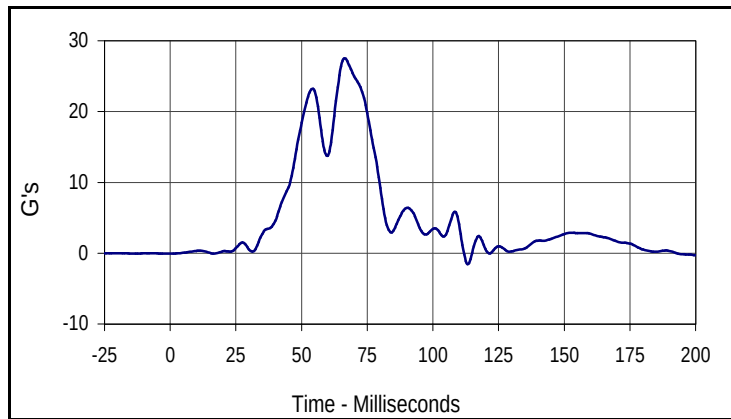
Curve Description			
Driver Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
019	FIR	FIR100	G's
Max	Time	Min	Time
44.2	46.9	-3.1	111.9



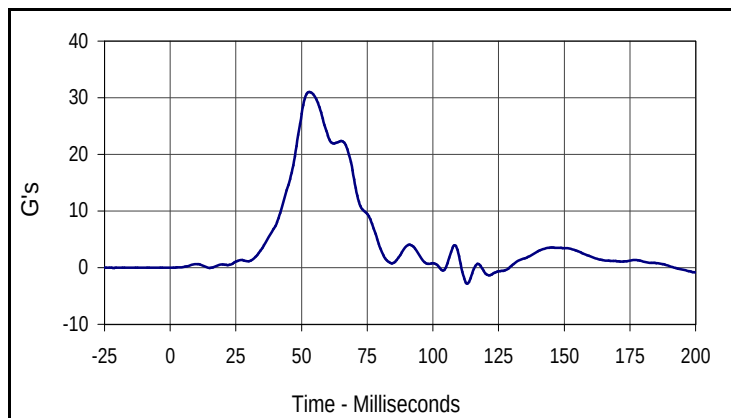
Curve Description			
Driver Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
020	FIR	FIR100	G's
Max	Time	Min	Time
55.3	42.5	-6.2	66.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

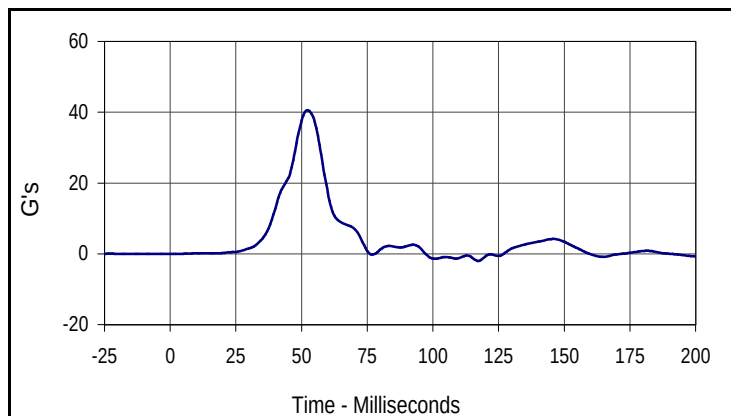
Test Date: 4/13/05
 NHTSA No.: H65301



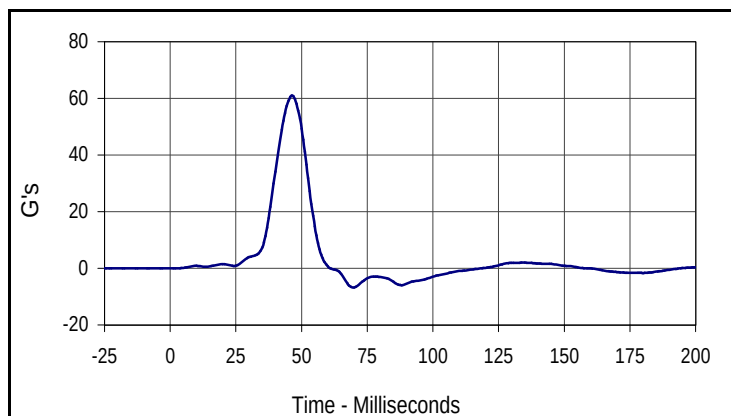
Curve Description			
Passenger Upper Rib Primary Y			
CURNO	Type	SAE Class	Units
035	FIR	FIR100	G's
Max	Time	Min	Time
27.5	66.3	-1.6	113.1



Curve Description			
Passenger Lower Rib Primary Y			
CURNO	Type	SAE Class	Units
036	FIR	FIR100	G's
Max	Time	Min	Time
31.0	53.1	-2.8	113.1



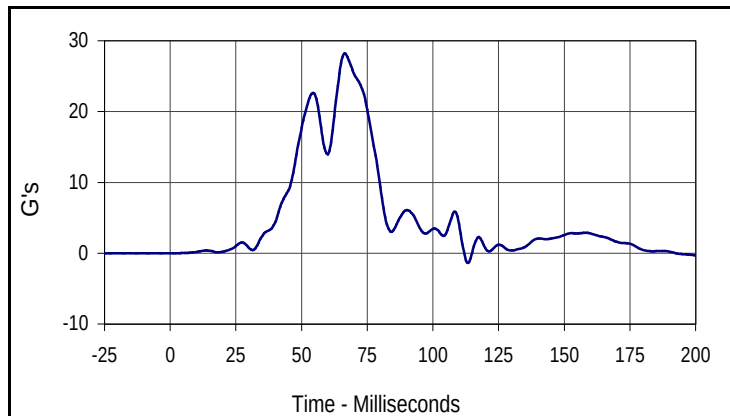
Curve Description			
Passenger Lower Spine Primary Y			
CURNO	Type	SAE Class	Units
037	FIR	FIR100	G's
Max	Time	Min	Time
40.6	52.5	-2.0	117.5



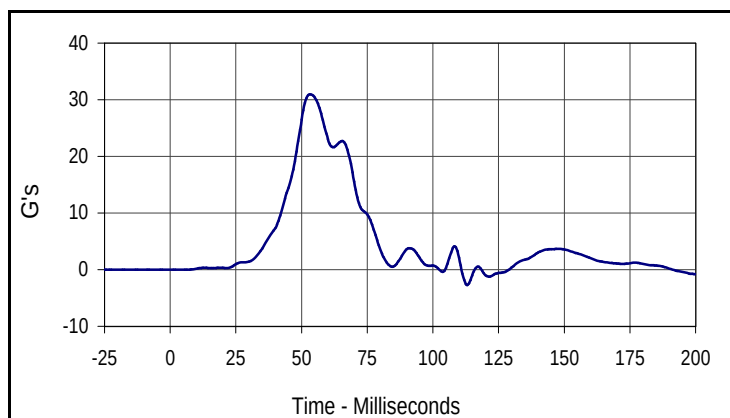
Curve Description			
Passenger Pelvis Primary Y			
CURNO	Type	SAE Class	Units
038	FIR	FIR100	G's
Max	Time	Min	Time
61.0	46.3	-6.7	69.4

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

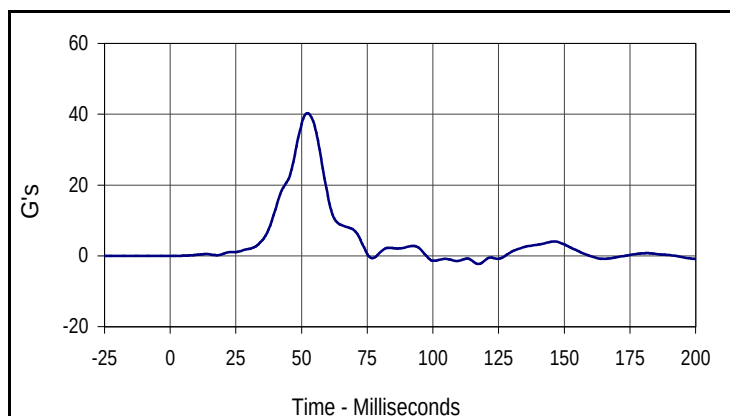
Test Date: 4/13/05
 NHTSA No.: H65301



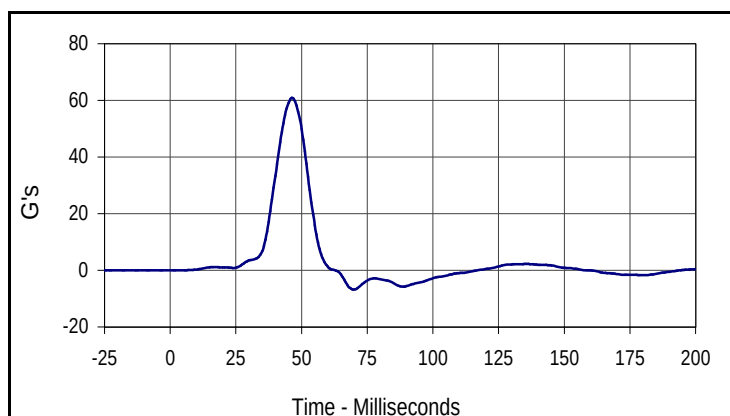
Curve Description			
Passenger Upper Rib Redundant Y			
CURNO	Type	SAE Class	Units
039	FIR	FIR100	G's
Max	Time	Min	Time
28.2	66.3	-1.4	113.1



Curve Description			
Passenger Lower Rib Redundant Y			
CURNO	Type	SAE Class	Units
040	FIR	FIR100	G's
Max	Time	Min	Time
31.0	53.1	-2.7	113.1



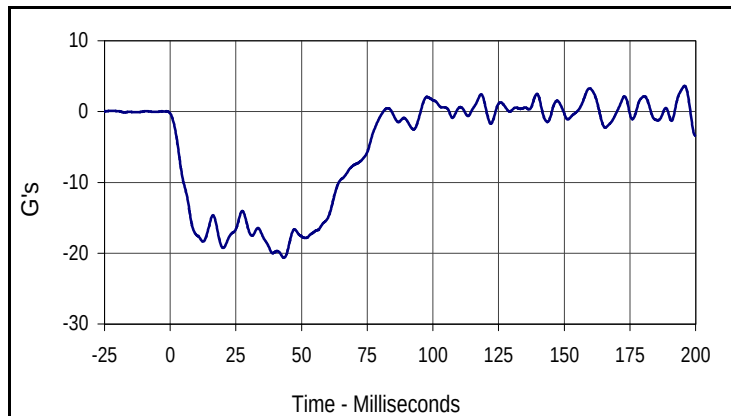
Curve Description			
Passenger Lower Spine Redundant Y			
CURNO	Type	SAE Class	Units
041	FIR	FIR100	G's
Max	Time	Min	Time
40.3	52.5	-2.3	117.5



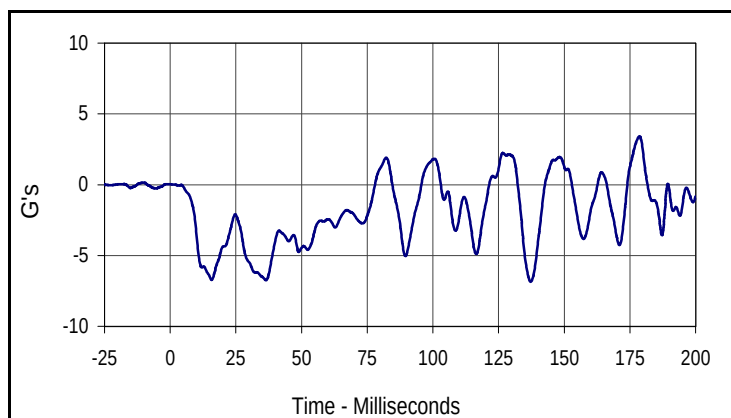
Curve Description			
Passenger Pelvis Redundant Y			
CURNO	Type	SAE Class	Units
042	FIR	FIR100	G's
Max	Time	Min	Time
60.9	46.3	-6.8	70.0

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

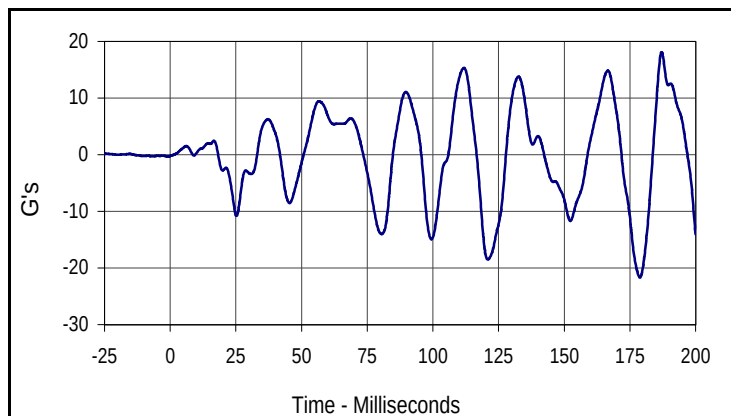
Test Date: 4/13/05
 NHTSA No.: H65301



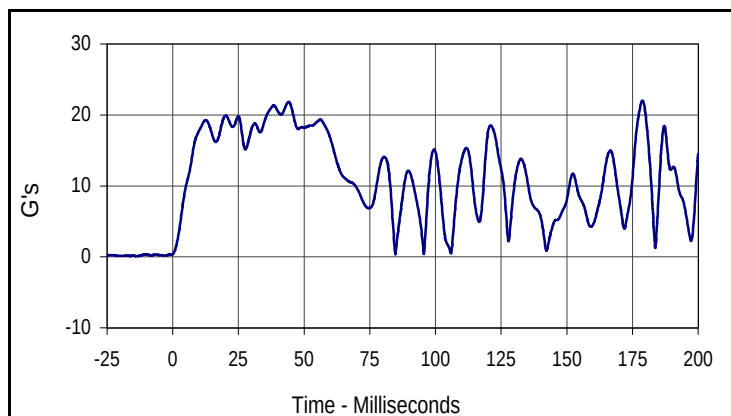
Curve Description			
MDB CG X			
CURNO	Type	SAE Class	Units
071	FIL	60	G's
Max	Time	Min	Time
3.6	195.8	-20.6	43.3



Curve Description			
MDB CG Y			
CURNO	Type	SAE Class	Units
072	FIL	60	G's
Max	Time	Min	Time
3.4	178.6	-6.9	137.2



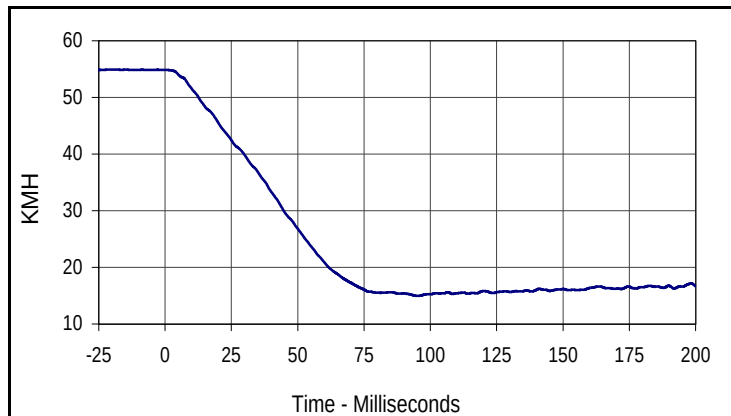
Curve Description			
MDB CG Z			
CURNO	Type	SAE Class	Units
073	FIL	60	G's
Max	Time	Min	Time
18.1	187.1	-21.7	178.8



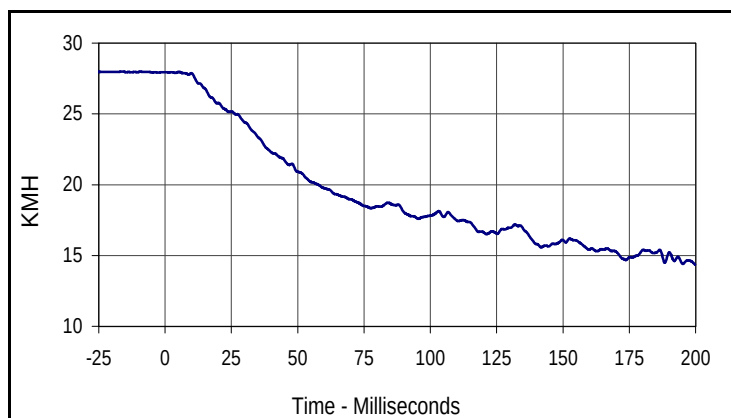
Curve Description			
MDB CG Resultant			
CURNO	Type	SAE Class	Units
071	RES	60	G's
Max	Time	Min	Time
22.0	178.8	0.4	84.7

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

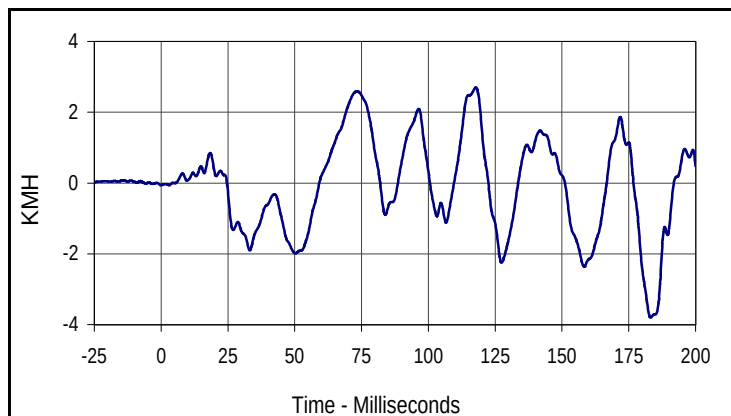
Test Date: 4/13/05
 NHTSA No.: H65301



Curve Description			
MDB CG X Velocity			
CURNO	Type	SAE Class	Units
071	IN1	180	KMH
Max	Time	Min	Time
54.9	0.4	15.0	95.3



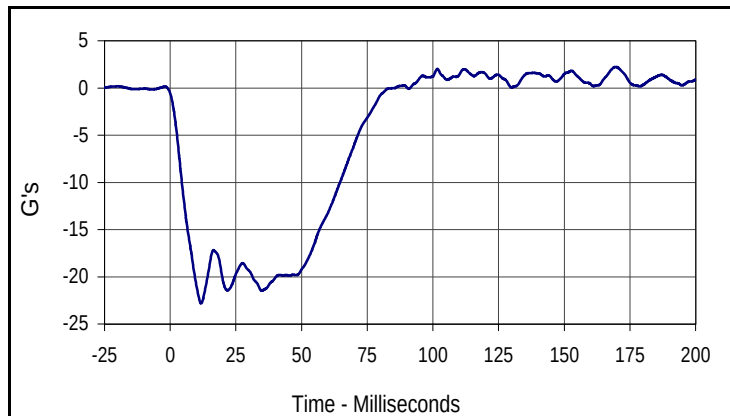
Curve Description			
MDB CG Y Velocity			
CURNO	Type	SAE Class	Units
072	IN1	180	KMH
Max	Time	Min	Time
28.0	5.2	14.4	200.0



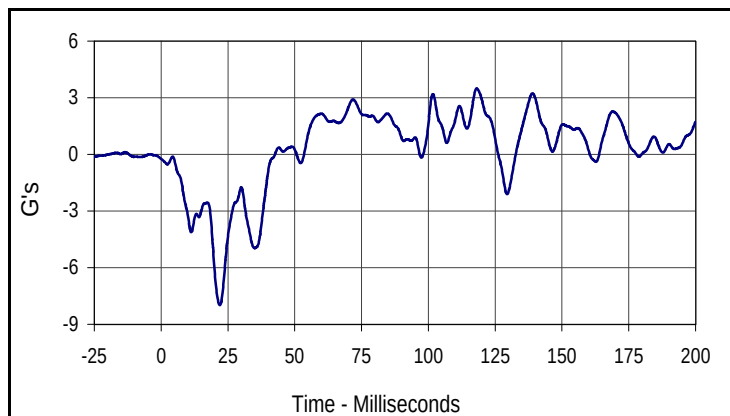
Curve Description			
MDB CG Z Velocity			
CURNO	Type	SAE Class	Units
073	IN1	180	KMH
Max	Time	Min	Time
2.7	117.7	-3.8	183.2

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
 Test Program: 55/28 km/h Side Impact NCAP

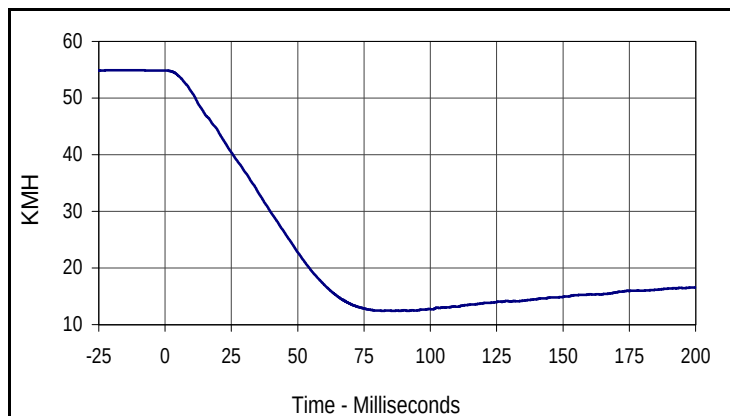
Test Date: 4/13/05
 NHTSA No.: H65301



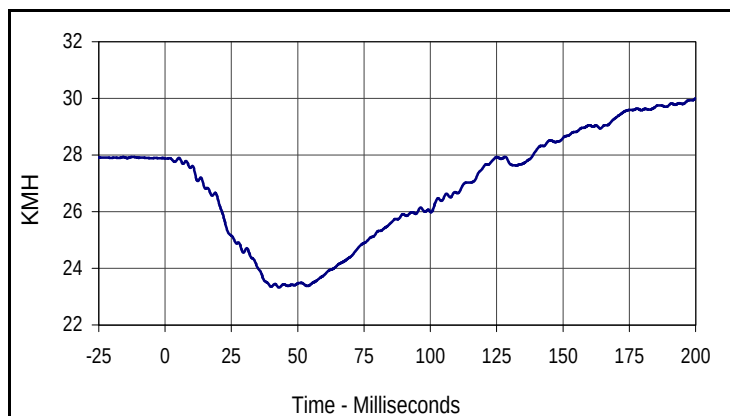
Curve Description			
MDB Rear X			
CURNO	Type	SAE Class	Units
074	FIL	60	G's
Max	Time	Min	Time
2.2	169.5	-22.8	11.8



Curve Description			
MDB Rear Y			
CURNO	Type	SAE Class	Units
075	FIL	60	G's
Max	Time	Min	Time
3.5	118.1	-8.0	22.0



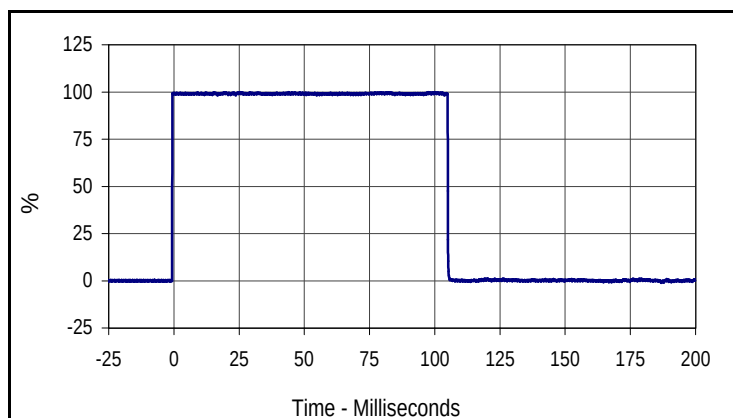
Curve Description			
MDB Rear X Velocity			
CURNO	Type	SAE Class	Units
074	IN1	180	KMH
Max	Time	Min	Time
54.9	0.0	12.4	91.6



Curve Description			
MDB Rear Y Velocity			
CURNO	Type	SAE Class	Units
075	IN1	180	KMH
Max	Time	Min	Time
30.0	200.0	23.3	42.9

Test Vehicle: 2006 Honda Ridgeline RTS 4-Door Truck
Test Program: 55/28 km/h Side Impact NCAP

Test Date: 4/13/05
NHTSA No.: H65301



Curve Description			
MDB Right Bumper Contact			
CURNO	Type	SAE Class	Units
076	FIL	1000	%
Max	Time	Cross %	Time
99.9	25.0	50.0	-0.6

APPENDIX C

SID/HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

APPENDIX C
PRE-TEST SID / HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Test Program: SID / HIII External Measurements
 ATD Serial No.: 274

Test Date: 4/12/05
 Test I.D.: N/A



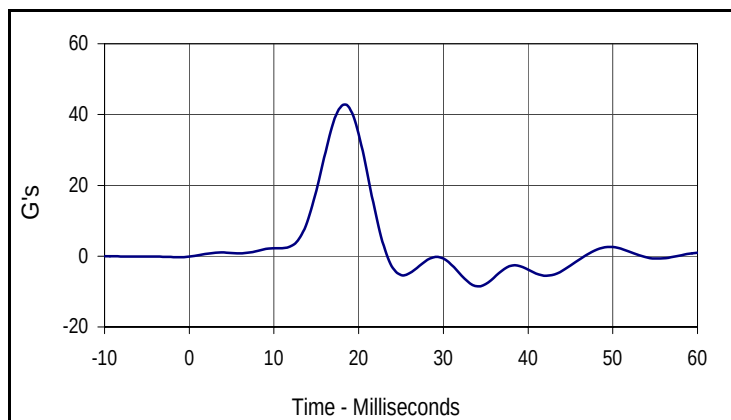
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	900	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	510	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	516	Pass
KV- Knee Pivot From Floor	mm	490 to 505	501	Pass
HW- Hip Width	mm	356 to 391	384	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 274

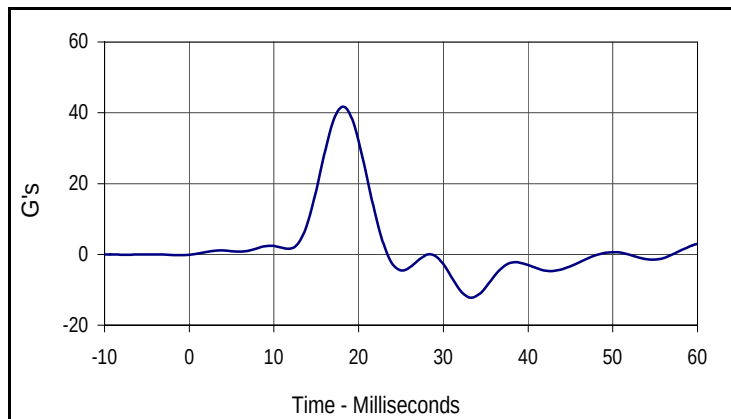
Test Date: 4/12/05
 Test I.D.: TH04C



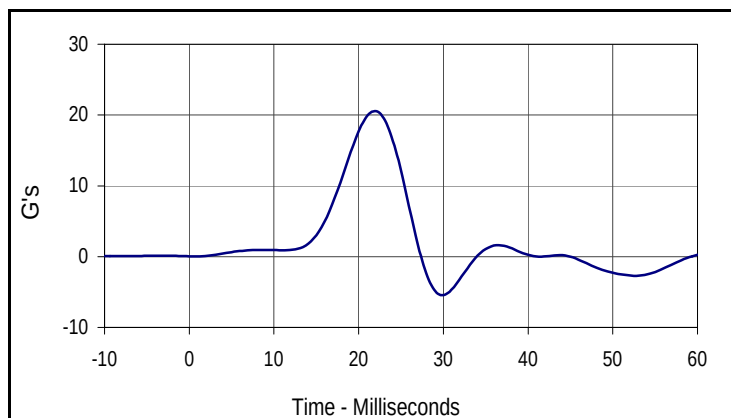
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.25	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	42.8	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	41.7	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	20.6	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
42.8	18.1	-8.5	34.4



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
41.7	18.1	-12.2	33.1



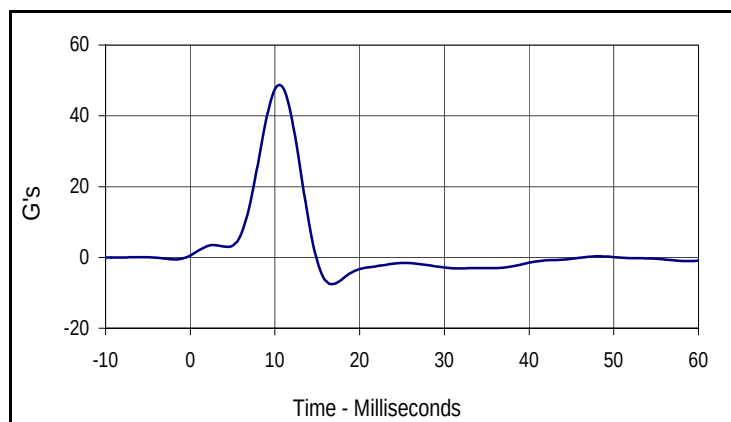
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
20.6	21.9	-5.4	30.0

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 274

Test Date: 4/12/05
 Test I.D.: PI04C



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.30	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	48.7	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.25	Pass
Overall Test Results				Pass



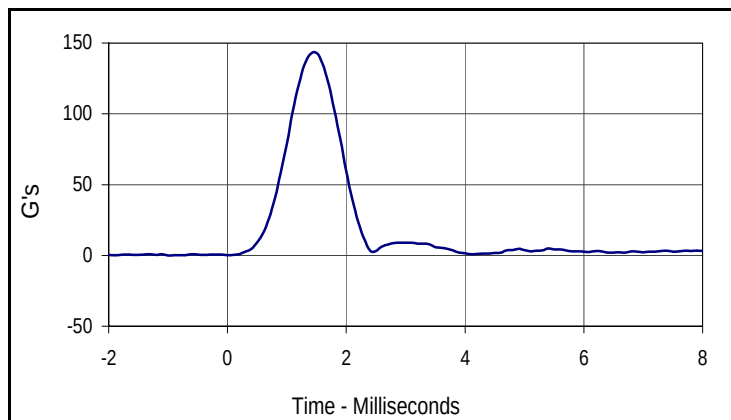
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
48.7	10.6	-7.5	16.9

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 274

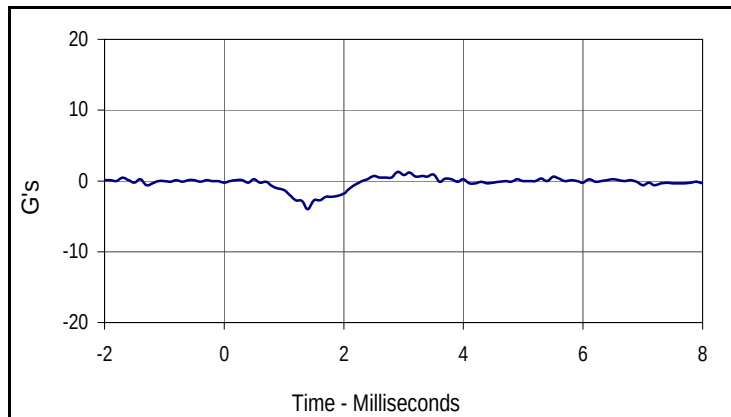
Test Date: 4/12/05
 Test I.D.: HD04C



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	143.0	Pass
Peak Longitudinal Acceleration	G's	≤15.0	4.0	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	3.5	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
143.0	1.5	0.0	-1.0



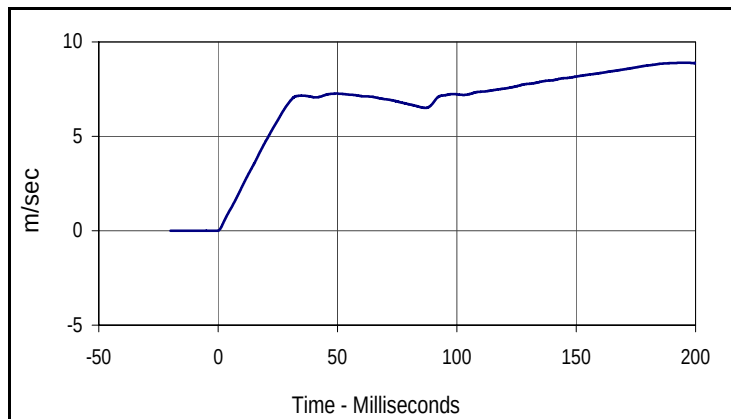
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
1.3	2.9	-4.0	1.4

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 274

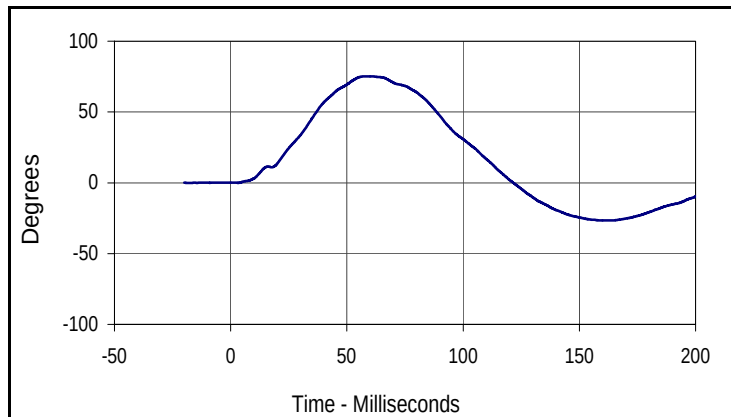
Test Date: 4/12/05
 Test I.D.: NB04C



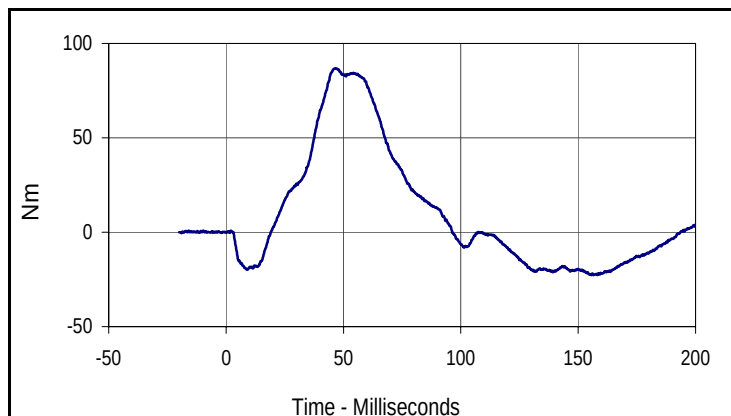
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	6.99	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.33	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.75	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.85	Pass
	40 to 70	m/sec	6.27 to 7.64	7.26	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	75.2	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	13.6	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	61.0	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	86.9	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	49.4	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
8.9	194.7	0.0	-0.6



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	180	Degrees
Max	Time	Min	Time
75.2	60.6	-26.6	159.0



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
86.9	47.0	-22.7	155.6

Test Program: SID / HIII External Measurements
 ATD Serial No.: 274

Test Date: 4/12/05
 Test I.D.: N/A



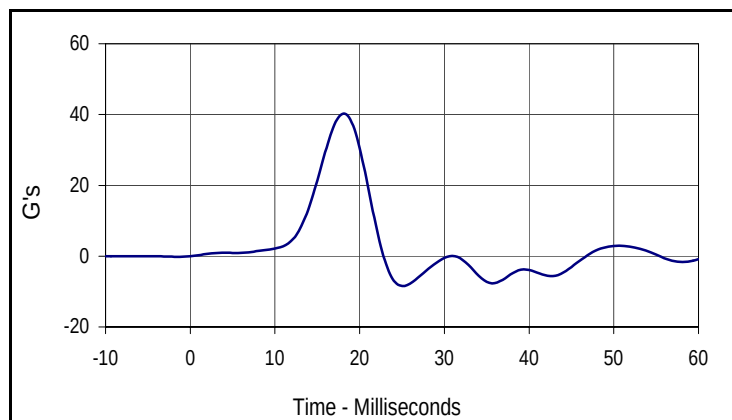
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	902	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	510	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	520	Pass
KV- Knee Pivot From Floor	mm	490 to 505	502	Pass
HW- Hip Width	mm	356 to 391	380	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 275

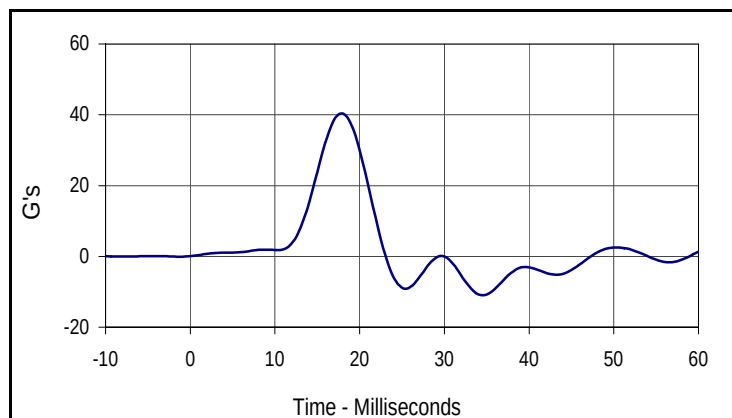
Test Date: 4/12/05
 Test I.D.: TH04D



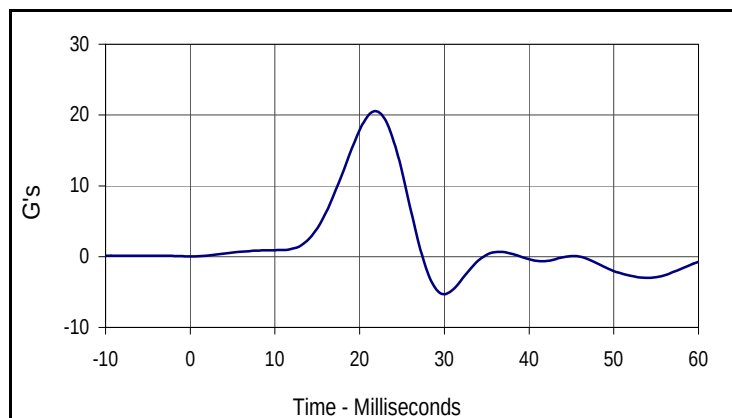
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.27	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	40.3	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	40.2	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	20.5	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
40.3	18.1	-8.5	25.0



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
40.2	18.1	-11.0	34.4



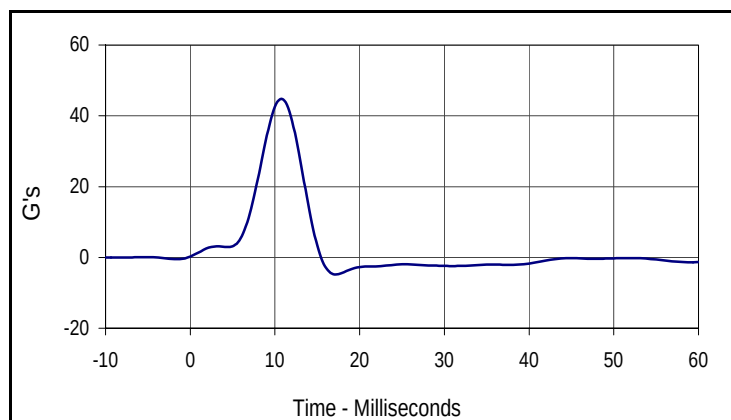
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
20.5	21.9	-5.3	30.0

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 275

Test Date: 4/12/05
 Test I.D.: PI04D



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.26	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	44.7	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	5.63	Pass
Overall Test Results				Pass



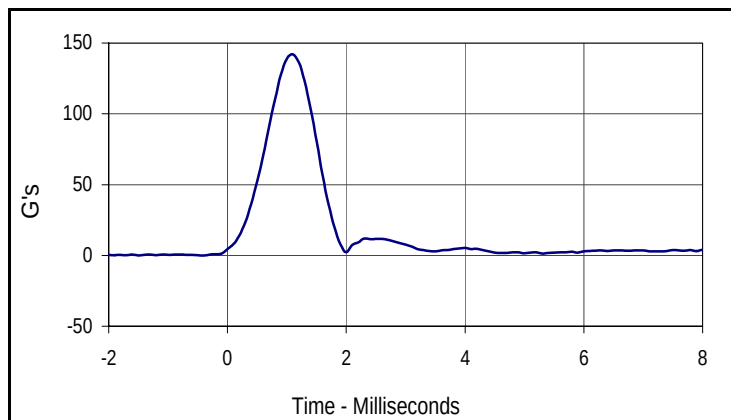
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
44.7	10.6	-4.7	17.5

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 275

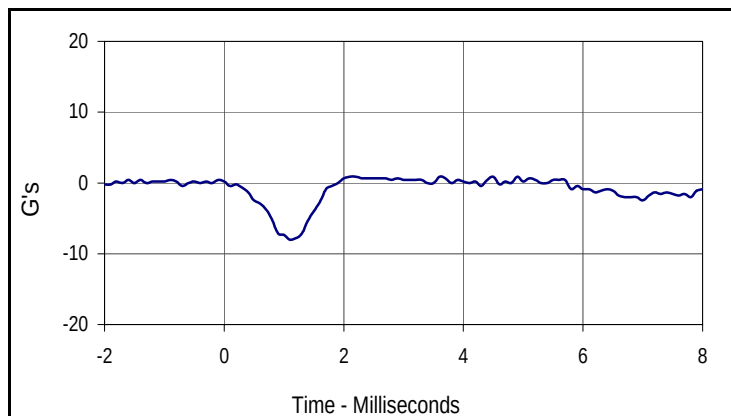
Test Date: 4/12/05
 Test I.D.: HD04D



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	142.1	Pass
Peak Longitudinal Acceleration	G's	≤15.0	8.0	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	2.5	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
142.1	1.1	0.0	-1.5



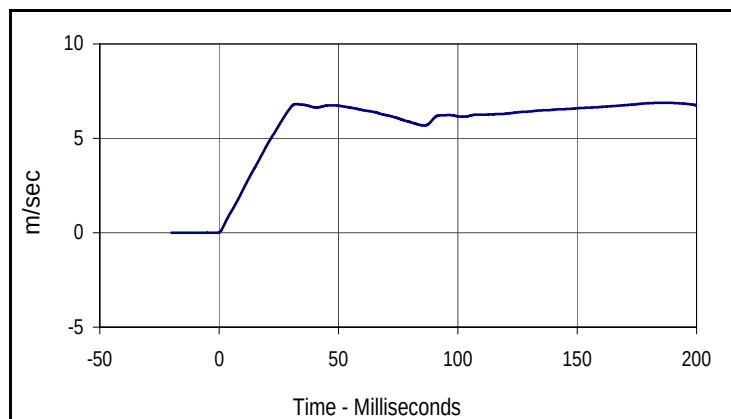
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
0.9	2.1	-8.0	1.1

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 275

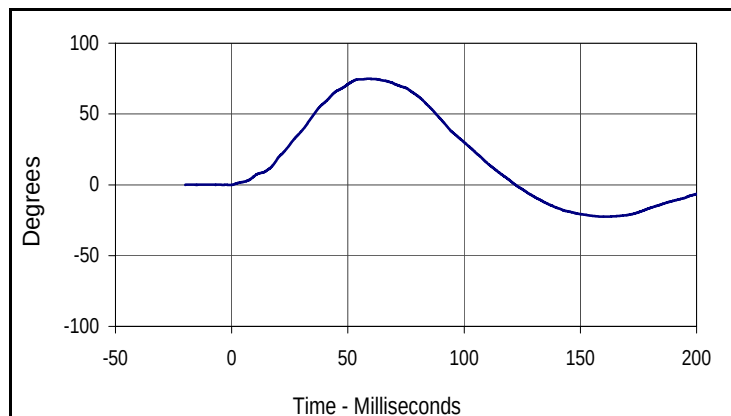
Test Date: 4/12/05
 Test I.D.: NB04D



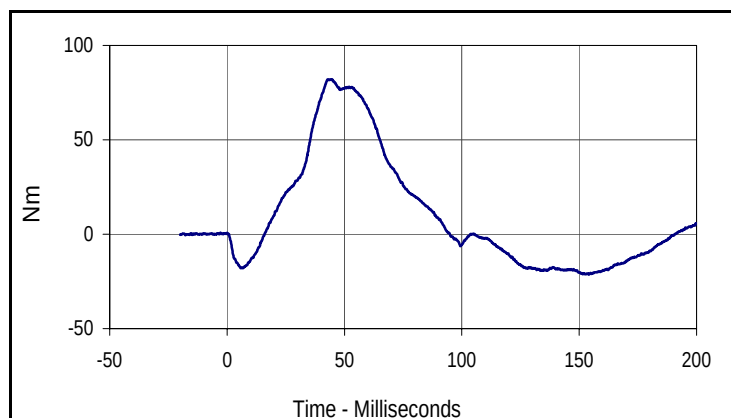
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	6.99	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.28	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.63	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.65	Pass
	40 to 70	m/sec	6.27 to 7.64	6.75	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	74.9	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	15.7	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	63.4	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	82.1	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	51.9	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
6.9	186.8	0.0	-0.7



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	180	Degrees
Max	Time	Min	Time
74.9	58.7	-22.5	159.4



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
82.1	43.0	-21.3	154.2

APPENDIX C
POST-TEST SID / HIII CONFIGURATION AND PERFORMANCE VERIFICATION DATA

Test Program: SID / HIII External Measurements
 ATD Serial No.: 274

Test Date: 4/20/05
 Test I.D.: N/A



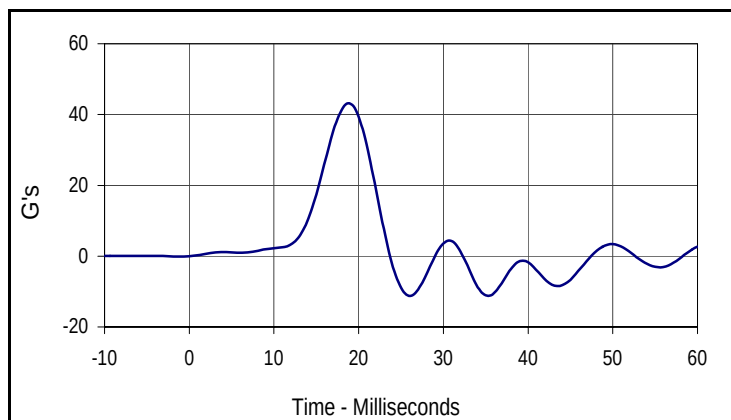
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	905	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	508	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	514	Pass
KV- Knee Pivot From Floor	mm	490 to 505	498	Pass
HW- Hip Width	mm	356 to 391	364	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 274

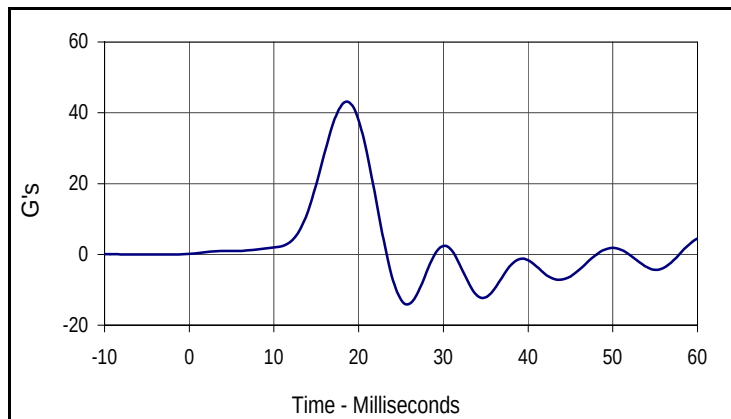
Test Date: 4/19/05
 Test I.D.: TH04E



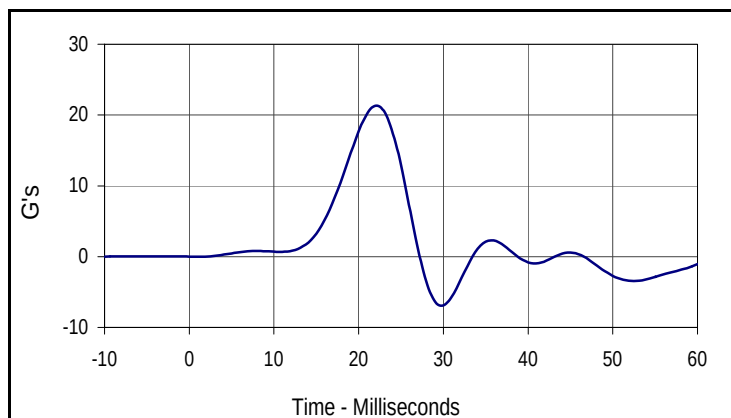
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.26	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	43.2	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	43.1	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	21.3	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
43.2	18.8	-11.1	26.3



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
43.1	18.8	-14.2	25.6



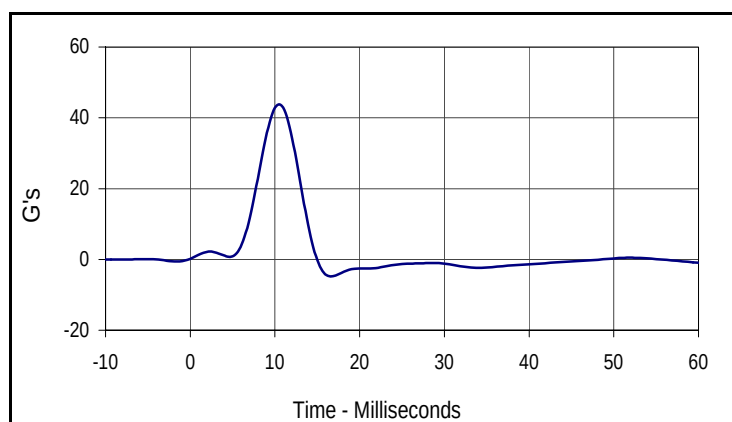
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
21.3	21.9	-6.9	30.0

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 274

Test Date: 4/19/05
 Test I.D.: PI04E



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.28	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	43.7	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	5.00	Pass
Overall Test Results				Pass



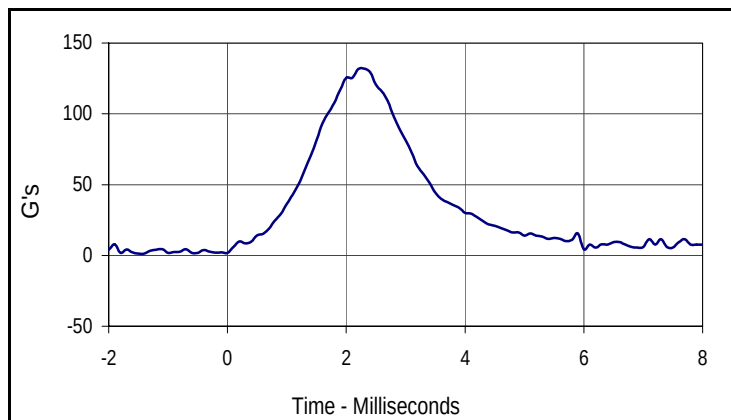
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
43.7	10.6	-4.8	16.9

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 274

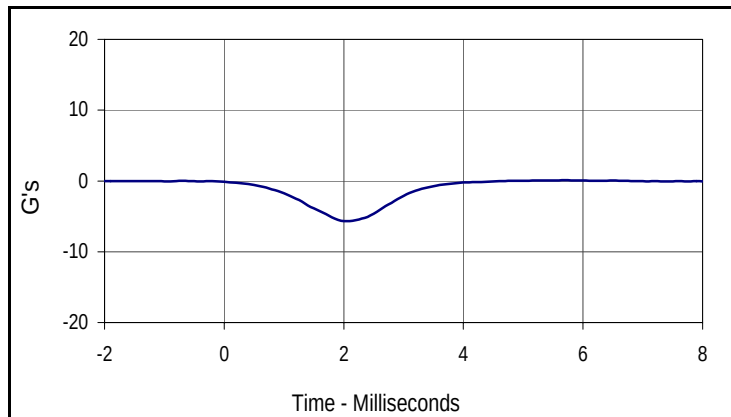
Test Date: 4/20/05
 Test I.D.: HD04E



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	131.9	Pass
Peak Longitudinal Acceleration	G's	≤15.0	5.7	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	11.7	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
131.9	2.3	1.3	-1.5



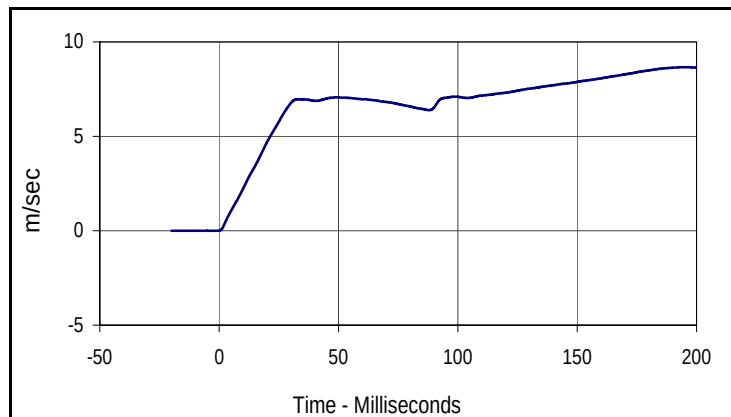
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
0.1	5.7	-5.7	2.1

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 274

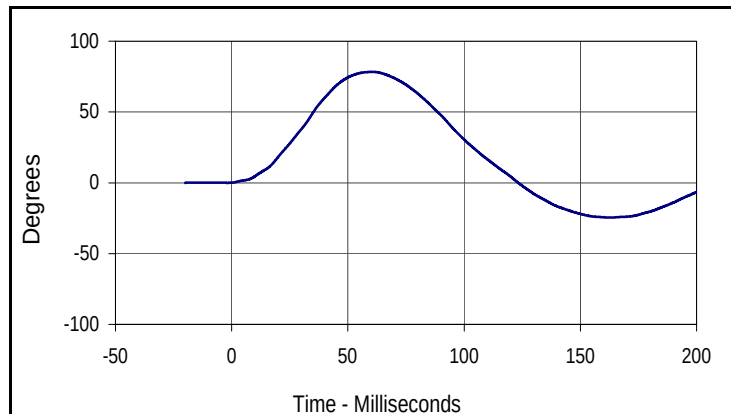
Test Date: 4/20/05
 Test I.D.: NB04E



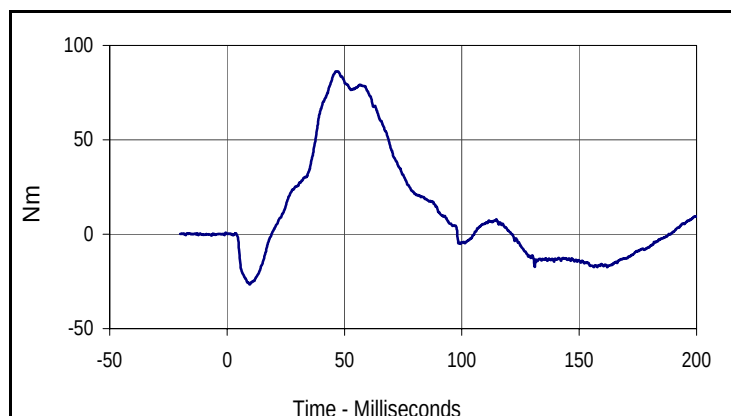
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.10	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.22	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.68	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.76	Pass
	40 to 70	m/sec	6.27 to 7.64	7.06	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	78.3	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	13.4	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	62.8	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	86.3	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	51.0	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
8.7	195.2	0.0	-0.3



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	60	Degrees
Max	Time	Min	Time
78.3	60.5	-24.6	162.7



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
86.3	47.1	-26.6	9.7

Test Program: SID / HIII External Measurements
 ATD Serial No.: 275

Test Date: 4/20/05
 Test I.D.: N/A



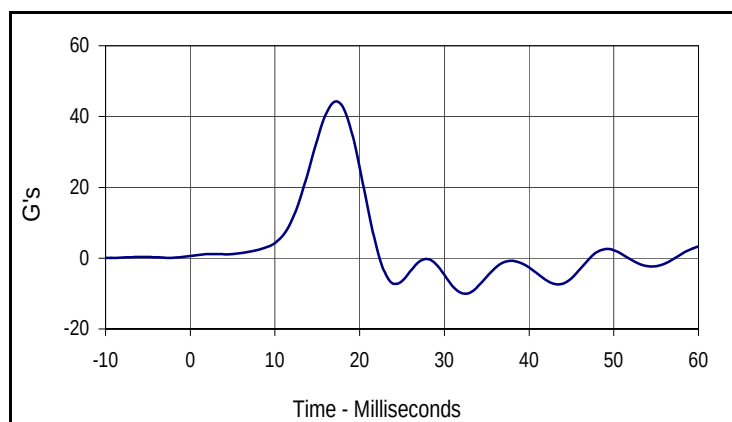
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
SH- Seated Height	mm	889 to 909	893	Pass
HP- Hip Point Height	mm	99 (reference)	99	Pass
RH- Rib Height	mm	502 to 520	510	Pass
KH- Knee Pivot From Back Line	mm	511 to 526	515	Pass
KV- Knee Pivot From Floor	mm	490 to 505	500	Pass
HW- Hip Width	mm	356 to 391	365	Pass
Overall Test Results				Pass

Test Program: SID / HIII Thorax Lateral Impact
 ATD Serial No.: 275

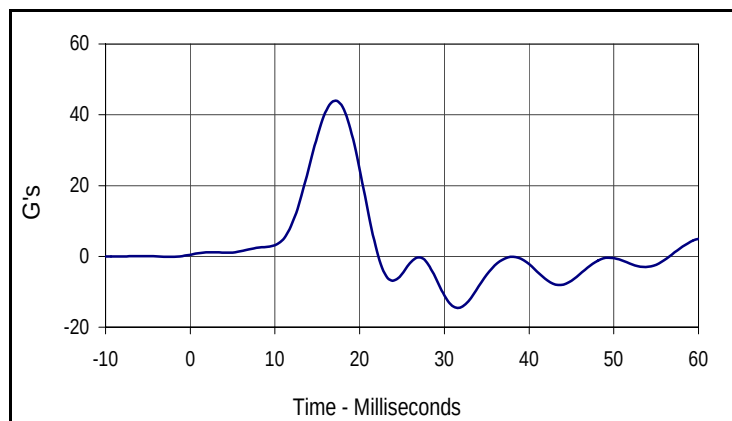
Test Date: 4/19/05
 Test I.D.: TH04F



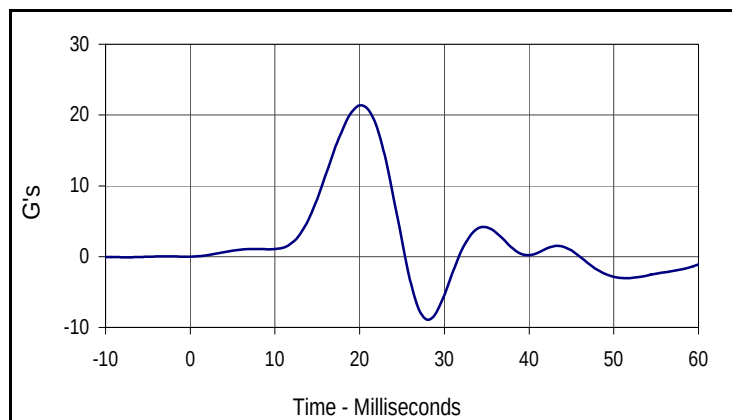
Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.28	Pass
Upper Rib Acceleration	G's	37.0 to 46.0	44.1	Pass
Lower Rib Acceleration	G's	37.0 to 46.0	43.8	Pass
Thoracic Spine Acceleration	G's	15.0 to 22.0	21.3	Pass
Overall Test Results			Pass	



Curve Description			
Upper Rib Primary			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
44.1	17.5	-10.1	32.5



Curve Description			
Lower Rib Primary			
CURNO	Type	SAE Class	Units
002	FIL	FIR100	G's
Max	Time	Min	Time
43.8	16.9	-14.5	31.9



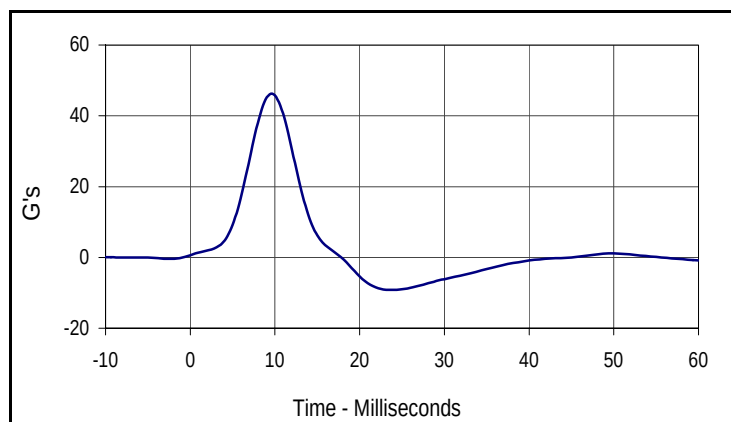
Curve Description			
Lower Spine Primary			
CURNO	Type	SAE Class	Units
003	FIL	FIR100	G's
Max	Time	Min	Time
21.3	20.0	-8.9	28.1

Test Program: SID / HIII Pelvis Lateral Impact
 ATD Serial No.: 275

Test Date: 4/19/05
 Test I.D.: PI04F



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Probe Velocity	m/s	4.21 to 4.33	4.22	Pass
Peak Pelvis Acceleration	G's	40.0 to 60.0	46.1	Pass
Acceleration Time Above 20 G's	Msec.	3.0 to 7.0	6.25	Pass
Overall Test Results				Pass



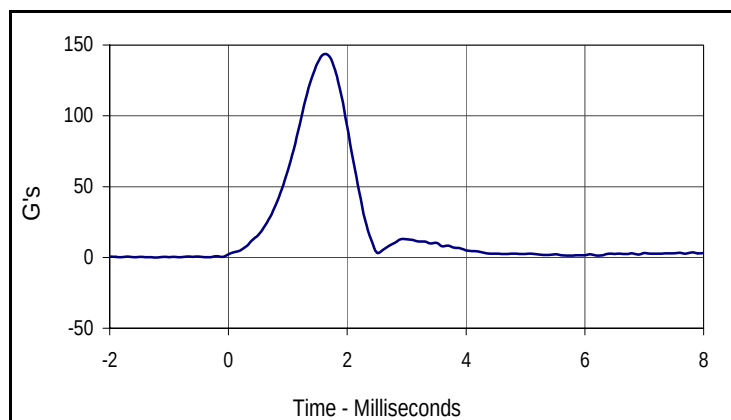
Curve Description			
Pelvis Primary Y			
CURNO	Type	SAE Class	Units
001	FIL	FIR100	G's
Max	Time	Min	Time
46.1	9.4	-9.2	23.8

Test Program: SID / HIII Head Drop Lateral Impact Test
 ATD Serial No.: 275

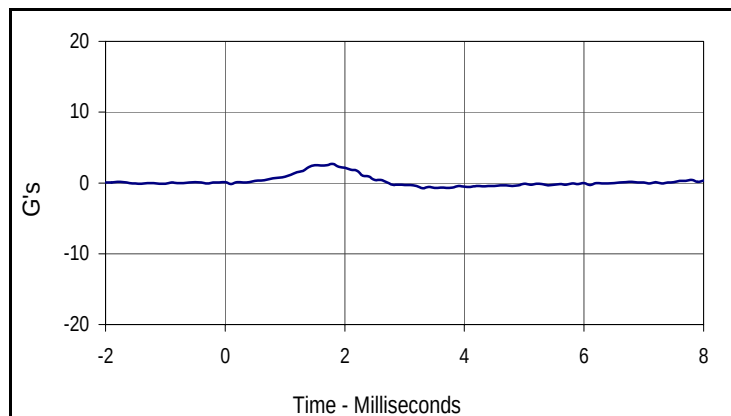
Test Date: 4/20/05
 Test I.D.: HD04F



Tested Parameter	Units	Specification	Result	Pass/Fail
Laboratory Temperature	°C	18.9 to 25.6	21.1	Pass
Laboratory Relative Humidity	%	10 to 70	30	Pass
Peak Resultant Acceleration	G's	120.0 to 150.0	143.4	Pass
Peak Longitudinal Acceleration	G's	≤15.0	2.7	Pass
Is Acceleration Unimodal?	Yes/No	Yes	Yes	Pass
Oscillations After Main Pulse	%	<15	2.1	Pass
Overall Test Results			Pass	



Curve Description			
Head Resultant			
CURNO	Type	SAE Class	Units
001	RES	1000	G's
Max	Time	Min	Time
143.4	1.6	0.0	-1.2



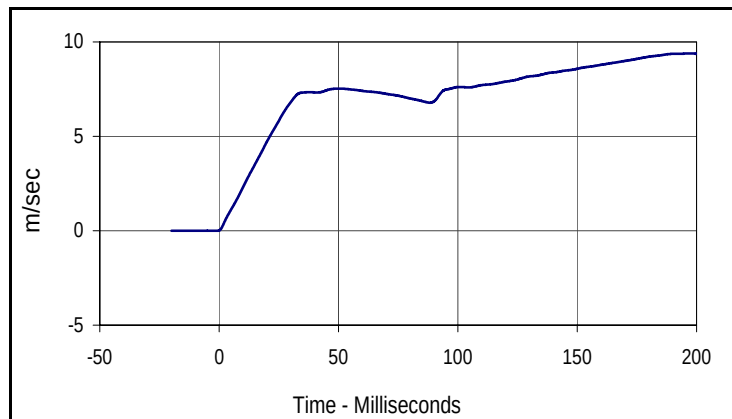
Curve Description			
Head X			
CURNO	Type	SAE Class	Units
002	FIL	1000	G's
Max	Time	Min	Time
2.7	1.8	-0.8	3.3

Test Program: SID / HIII Neck Pendulum Lateral Test
 ATD Serial No.: 275

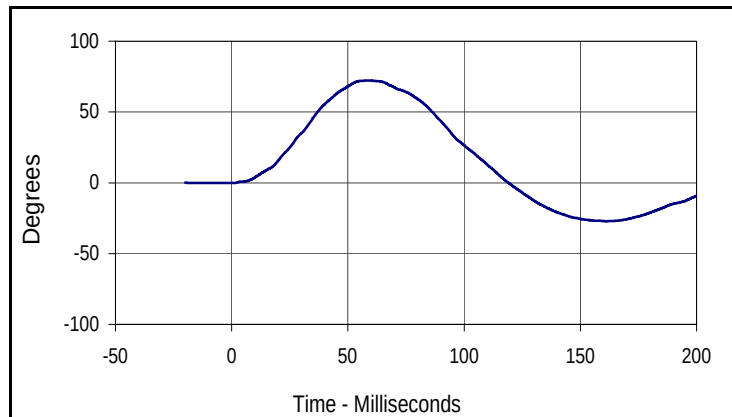
Test Date: 4/20/05
 Test I.D.: NB04E



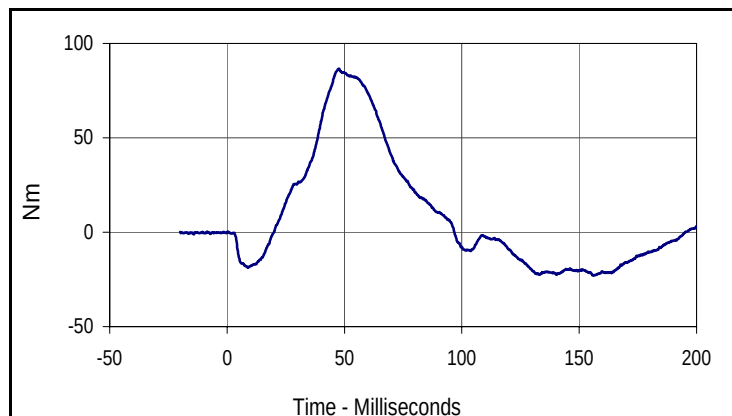
Tested Parameter		Units	Specification	Result	Pass/Fail
Laboratory Temperature		°C	20.6 to 22.2	21.1	Pass
Laboratory Relative Humidity		%	10 to 70	30	Pass
Pendulum Velocity		m/sec	6.89 to 7.13	7.10	Pass
Pendulum Deceleration	10 Msec.	m/sec	1.96 to 2.55	2.31	Pass
	20 Msec.	m/sec	4.12 to 5.10	4.72	Pass
	30 Msec.	m/sec	5.73 to 7.01	6.82	Pass
	40 to 70	m/sec	6.27 to 7.64	7.53	Pass
"D" Plane Rotation	Max	Degrees	66.0 to 82.0	72.2	Pass
Max Rotation Time After Peak Moment		Msec.	2.0 to 16.0	10.2	Pass
Rotation Time From Peak to Zero Angle		Msec.	58.0 to 67.0	61.3	Pass
Moment About Occipital Condyle		Nm	73.0 to 88.0	86.7	Pass
Positive Moment Decay, Time To 0 Nm		Msec.	49.0 to 64.0	49.3	Pass
			Overall Test Results		Pass



Curve Description			
Pendulum Velocity			
CURNO	Type	SAE Class	Units
001	FIL	180	m/sec
Max	Time	Min	Time
9.4	197.3	0.0	-20.0



Curve Description			
"D" Plane Rotation			
CURNO	Type	SAE Class	Units
003	FIL	180	Degrees
Max	Time	Min	Time
72.2	57.8	-27.2	161.1



Curve Description			
Moment About Occipital Condyle			
CURNO	Type	SAE Class	Units
004	FIL	600	Nm
Max	Time	Min	Time
86.7	47.6	-22.9	156.5

APPENDIX D

INSTRUMENTATION DATA CHANNEL ASSIGNMENTS

55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Driver SID/HIII Serial Number 275
4/13/05
2006 Honda Ridgeline RTS 4-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
1	Head CG	X	GPAC072X	Accel., Full Bridge	Entran	2000JF	G
2	Head CG	Y	GPAC073Y	Accel., Full Bridge	Entran	2000JF	G
3	Head CG	Z	GPAC074Z	Accel., Full Bridge	Entran	2000JF	G
4	Head CG, Redundant	X	GPAC075X	Accel., Full Bridge	Entran	2000JF	G
5	Head CG, Redundant	Y	GPAC077Y	Accel., Full Bridge	Entran	2000JF	G
6	Head CG, Redundant	Z	GPAC078Z	Accel., Full Bridge	Entran	2000JF	G
7	Neck Force	X	275_NFX	Load cell, six axis neck	R. A. Denton	1716A	N
8	Neck Force	Y	275_NFY	Load cell, six axis neck	R. A. Denton	1716A	N
9	Neck Force	Z	275_NFZ	Load cell, six axis neck	R. A. Denton	1716A	N
10	Neck Moment	X	275_NMX	Load cell, six axis neck	R. A. Denton	1716A	Nm
11	Neck Moment	Y	275_NMY	Load cell, six axis neck	R. A. Denton	1716A	Nm
12	Neck Moment	Z	275_NMZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
13	Upper Rib Primary	Y	KEAC066X	Accel.,1/2 bridge	Endevco	7264-2000X	G
14	Lower Rib, Primary	Y	KEAC067Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
15	Lower Spine, Primary	Y	KEAC068Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
16	Pelvis, Primary	Y	KEAC079X	Accel.,1/2 bridge	Endevco	7264-2000X	G
17	Upper Rib Redundant	Y	KEAC073X	Accel.,1/2 bridge	Endevco	7264-2000X	G
18	Lower Rib, Redundant	Y	KEAC074Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
19	Lower Spine, Redundant	Y	KEAC075Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
20	Pelvis, Redundant	Y	KEAC081X	Accel.,1/2 bridge	Endevco	7264-2000X	G
21	Thorax Contact	Y	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%
22	Pelvis Contact	Y	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%

55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Passenger SID/HIII Serial Number 274
4/13/05
2006 Honda Ridgeline RTS 4-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
23	Head CG	X	GPAC066X	Accel., Full Bridge	Entran	2000JF	G
24	Head CG	Y	GPAC067Y	Accel., Full Bridge	Entran	2000JF	G
25	Head CG	Z	GPAC068Z	Accel., Full Bridge	Entran	2000JF	G
26	Head CG, Redundant	X	GPAC069X	Accel., Full Bridge	Entran	2000JF	G
27	Head CG, Redundant	Y	GPAC070Y	Accel., Full Bridge	Entran	2000JF	G
28	Head CG, Redundant	Z	GPAC071Z	Accel., Full Bridge	Entran	2000JF	G
29	Neck Force	X	274_NFX	Load cell, six axis neck	R. A. Denton	1716A	N
30	Neck Force	Y	274_NFY	Load cell, six axis neck	R. A. Denton	1716A	N
31	Neck Force	Z	274_NFZ	Load cell, six axis neck	R. A. Denton	1716A	N
32	Neck Moment	X	274_NMX	Load cell, six axis neck	R. A. Denton	1716A	Nm
33	Neck Moment	Y	274_NMY	Load cell, six axis neck	R. A. Denton	1716A	Nm
34	Neck Moment	Z	274_NMZ	Load cell, six axis neck	R. A. Denton	1716A	Nm
35	Upper Rib Primary	Y	KEAC070X	Accel.,1/2 bridge	Endevco	7264-2000X	G
36	Lower Rib, Primary	Y	KEAC071Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
37	Lower Spine, Primary	Y	KEAC072Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
38	Pelvis, Primary	Y	GPAC065X	Accel.,Full bridge	Endevco	7264A-2000	G
39	Upper Rib Redundant	Y	KEAC076X	Accel.,1/2 bridge	Endevco	7264-2000X	G
40	Lower Rib, Redundant	Y	KEAC077Y	Accel.,1/2 bridge	Endevco	7264-2000Y	G
41	Lower Spine, Redundant	Y	KEAC078Z	Accel.,1/2 bridge	Endevco	7264-2000Z	G
42	Pelvis, Redundant	Y	KEAC089X	Accel.,1/2 bridge	Endevco	7264-2000X	G
43	Thorax Contact	N/A	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%
44	Pelvis Contact	N/A	T0	Contact Switch	Tapeswitch	8 oz. Yellow	%

55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Vehicle Accelerometers
4/13/05
2006 Honda Ridgeline RTS 4-Door Truck

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
45	Right at Sill Front Seat	X	KETX1A	Accel., Triax	I.C. Sensor	3031-200	G
46	Right at Sill Front Seat	Y	KETX1B	Accel., Triax	I.C. Sensor	3031-200	G
47	Right at Sill Front Seat	Z	KETX1C	Accel., Triax	I.C. Sensor	3031-200	G
48	Right at Sill Rear Seat	X	KETX4A	Accel., Triax	I.C. Sensor	3031-500	G
49	Right at Sill Rear Seat	Y	KETX4B	Accel., Triax	I.C. Sensor	3031-500	G
50	Right at Sill Rear Seat	Z	KETX4C	Accel., Triax	I.C. Sensor	3031-500	G
51	Rear Floorpan Above Axle	X	KETX5A	Accel., Triax	I.C. Sensor	3031-500	G
52	Rear Floorpan Above Axle	Y	KETX5B	Accel., Triax	I.C. Sensor	3031-500	G
53	Rear Floorpan Above Axle	Z	KETX5C	Accel., Triax	I.C. Sensor	3031-500	G
54	Left Sill at Rear Door	Y	KEVA012	Accel., Vehicle block	I.C. Sensor	3031-500	G
55	Left Sill at Front Door	Y	KEVA010	Accel., Vehicle block	I.C. Sensor	3031-500	G
56	Left Front Door Centerline	Y	ICST004X	Accel., Triax	I.C. Sensor	3031-500	G
57	Rear Occupant Compartment	Y	KEVA013	Accel., Vehicle block	I.C. Sensor	3031-200	G
58	Left Front Door Mid-Rear	Y	ICST004Y	Accel., Triax	I.C. Sensor	3031-500	G
59	Left Front Door Upper Centerline	Y	ICST004Z	Accel., Triax	I.C. Sensor	3031-500	G
60	Rear Door Mid-Rear	Y	ICST005X	Accel., Triax	I.C. Sensor	3031-500	G
61	Rear Door Upper Centerline	Y	ICST005Y	Accel., Triax	I.C. Sensor	3031-500	G
62	B-Post Lower	Y	KEBX2A	Accel., Biax	I.C. Sensor	3031-500	G
63	B-Post Middle	Y	KEBX2B	Accel., Biax	I.C. Sensor	3031-500	G
64	A-Post Lower	Y	KEBX1A	Accel., Biax	I.C. Sensor	3031-500	G
65	A-Post Middle	Y	KEBX1B	Accel., Biax	I.C. Sensor	3031-500	G
66	Front Seat Track	Y	KEIC008Y	Single	I.C. Sensor	3031-500	G
67	Rear Seat Structure	Y	N/A	N/A	N/A	N/A	N/A
68	Vehicle CG	X	KETX2A	Accel., Triax	I.C. Sensor	3031-200	G
69	Vehicle CG	Y	KETX2B	Accel., Triax	I.C. Sensor	3031-200	G
70	Vehicle CG	Z	KETX2C	Accel., Triax	I.C. Sensor	3031-200	G

**55/28 km/h Side Impact NCAP
Instrumentation Data Channel Assignments
Moving Deformable Barrier
4/13/05
2006 Honda Ridgeline RTS 4-Door Truck**

CH.	LOCATION	AXIS	IDENT. NO.	DESCRIPTION	MFR	MODEL	UNITS
71	MDB CG	X	ICST001X	Accel., Triax	I.C. Sensor	3031-500	G
72	MDB CG	Y	ICST001Y	Accel., Triax	I.C. Sensor	3031-500	G
73	MDB CG	Z	ICST001Z	Accel., Triax	I.C. Sensor	3031-500	G
74	MDB Rear Centerline	X	ICST002X	Accel., Triax	I.C. Sensor	3031-50	G
75	MDB Rear Centerline	Y	ICST002Y	Accel., Triax	I.C. Sensor	3031-50	G
76	Right Bumper Contact	N/A	T0	Contact Switch	Tapeswitch	40 oz. Grey	%