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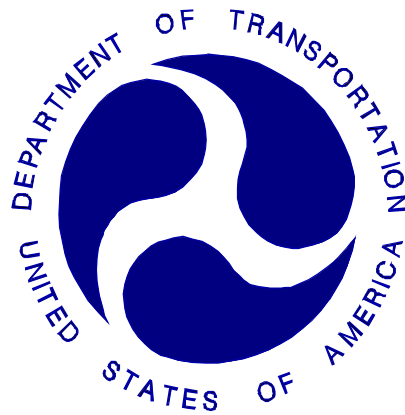
NEW CAR ASSESSMENT PROGRAM (NCAP)
SIDE AIRBAG OUT-OF-POSITION INJURY TESTING

2005 ACURA MDX
MULTIPURPOSE VEHICLE

NHTSA NUMBER: M55300TWG2

CALSPAN CORPORATION TEST NUMBER: 8642-TWG-13

CALSPAN CORPORATION
TRANSPORTATION SCIENCES CENTER
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May 25, 2005

FINAL REPORT

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Rulemaking
Office of Crashworthiness Standards
Mail Code: NVS-111
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Washington, DC 20590

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16. Abstract This side impact out-of-position test was performed in conjunction with a New Car Assessment Program (NCAP). This test was conducted at the Calspan Corporation Crash Test Facility in Buffalo, New York, on May 25, 2005.							
Injury Summary							
HIC15	HIC36	Clip (g's)	Chest Displacement (mm)	NIJ NTF	NIJ NTE	NIJ NCF	NIJ NCE
3.7	5.0	12.5	-0.2	0.35	0.35	0.35	0.27
17. Key Words New Car Assessment Program (NCAP) Side Airbag Out-of-Position				18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division Room 5111 (NAD-52) 400 Seventh St., S.W. Washington, D.C. 20590 Telephone No. (202) 366-4946 ATTN: Robert Hornicle			
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SECTION 1

PURPOSE AND SUMMARY OF TEST M55300TWG2

1.1 PURPOSE

The purpose of this test was to obtain data in a static out-of-position side impact. These data constitute part of the general consumer information collected by the New Car Assessment Program (NCAP) sponsored by the National Highway Traffic Safety Administration (NHTSA) under contract No. DTNH22-01-D-32005.

1.2 SUMMARY

The effects of both a seat-mounted side airbag and a curtain airbag deployment in a 2005 Acura MDX with an out-of-position six-year-old child were evaluated. The test was performed by Calspan Corporation on May 25, 2005. Pre-and post-test photographs of the vehicle and dummy can be found in Appendix A.

One high-speed digital camera was used to document the side airbag deployment event. The camera was placed in perpendicular the right-front seat centerline as to capture the deployment event. The recorded image rate is 1000 frames per second.

One part 572, Hybrid III six-year-old child anthropomorphic test device (ATD), was placed in the right front seat situated in the forward facing position according to dummy placement instructions specified in the Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as prepared by the Side Airbag Out-of-Position Injury Technical Working Group (TWG).

The child dummy was instrumented with head, chest, and pelvic triaxial accelerometers. In addition upper and lower six axial neck force and moment load cell sensors were utilized.

Twenty-three channels of data were recorded using an on-board data acquisition system. Appendix A contains photographs. Appendix B contains dummy response data traces. Appendix C contains the Instrumentation Data Channel assignments.

The Hybrid III six-year-old child dummy's visible contact points were as follows: The seat airbag to the right scapula and right side of the posterior thorax and pelvis and the curtain airbag to the top and the back of the head.

The six-year old child dummy was placed on the outboard edge of foam block, aligning the upper spine with the deployment trajectory of the airbag. The dummy's head was placed in between the seat bolster and pillar trim to minimize the fore-aft clearance between the neck and the seatback. The head remained in its neutral orientation. The legs were aligned such that they crossed the heel placement points but the feet did overhang the seat cushion. The dummy was then positioned so the dummy's neck/torso junction was aligned vertically with the top edge of the airbag module. While maintaining the neck/torso top of the airbag module alignment, the vehicle door was closed and the pelvis was moved outboard until it made contact the door trim/armrest. The outboard forearm was placed on the armrest. The inboard arm was positioned such that the upper arm contacted the seat back and the fingertips contacted the booster seat. The dummy's arms were then bent at the elbow until the fingers contacted the booster seat. This orientation complies with section 3.3.3.5 of the TWG Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as defined by Lund, et al and the Technical Working Group First Revision dated July, 2003.

SECTION 2

DATA SHEET NO. 1

TEST SUMMARY

TEST CONFIGURATION INFORMATION:

	TEST DATA	DESCRIPTION
Seating Position:	P2	Right Front Seating Position
Test:	3.3.3.5*	Forward facing Hybrid-III six-year-old child dummy on booster block
Airbag:	Seat; Side Rail	Bolster mounted thorax side airbag and side curtain airbag.
Booster Block	300mm x 450 mm x 75 mm	Block consisted of HD36 foam with a density of 44.8 g/L
ATD Type/Serial No.:	P572N/186	Hybrid III six-year-old child dummy

*- Procedure as defined by Lund, et al and the Technical Working Group dated July, 2003

<u>Number of Data Channels</u>	23	
<u>Number of Cameras:</u>	0	<u>Real Time</u>
	1	<u>High Speed Digital</u>
	0	<u>High Speed Film</u>

VISIBLE DUMMY CONTACT POINTS

Head Contact:	The back (occipital) and the top (parietal) of the head by the side curtain.
Upper Torso Contact:	Side airbag to the right scapula and right side of the posterior thorax
Lower Torso Contact:	Side airbag to the right side of the pelvis (ilium)
Left Knee Contact:	None
Right Knee Contact:	None

DATA SHEET 2

VEHICLE PARAMETER DATA

TEST VEHICLE INFORMATION:

Year/Make/Model/Body Style: 2005 Acura MDX MPV

NHTSA No. : M55300 ; VIN: 2HNYD18235H513291‡ ; Color: Sage

Engine Data: 6 cylinders; - CID; 3.5 Liters; - cc

Placement: - Longitudinal or In-Line; X Transverse or Lateral

Transmission Data: 5 speeds; - Manual; X Automatic; X Overdrive

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

Safety Belt Features – Driver X Pretensioner (Shoulder); X Load Limiter; X Adj. Anchorage

Safety Belt Features - Passenger X Pretensioner (Shoulder); X Load Limiter; X Adj. Anchorage

Major Options: - ADLs; X A/C; X Pwr.Strg.; X Pwr. Brakes

X Pwr. Windows; X Pwr. Door Locks; X Tilt Wheel

Date Received: 2-7-2004 ; Odometer Reading 19 km

Selling Dealer: Ray Laks Acura

& Address: 7460 Transit Road Williamsville, New York 14221

DATA FROM TIRE VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured by: Honda of Canada, MFG.

Date of Manufacture 12/04

GVWR: 2600 kg; GAWR: 1310 kg FRONT; 1335 kg REAR

DATA FROM TIRE PLACARD:

Recommended Tire Size: P235/65R17 103T

* Recommended Cold Tire Pressure: 220 kPa FRONT; 220 kPa REAR

DATA FROM TIRE SIDEWALL:

Size of Tires on Test Vehicle: P235/65R17 103T ; Manufacturer: Goodyear

Tire Pressure with Maximum Capacity Vehicle Load: Front: 300 kPa; Rear: 300 kPa

Treadwear: 400 ; Traction: A ; Temperature: B

VEHICLE CAPACITY DATA:

Type of Front Seats: - Bench; X Bucket; - Split Bench

Number of Occupants: 2 Front; 5 Rear; 7 Total

Vehicle Capacity Weight (VCW) = 525.0 kg

No. of Occupants x 68.04 kg = 476.3 kg

Rated Cargo/Luggage Weight (RCLW) = 48.7 kg

*Tire pressure used for test

‡ This vehicle had previously been tested in an NCAP frontal impact on February 24, 2005.

DATA SHEET NO. 3

CHILD DUMMY POSITIONING IN VEHICLE

NHTSA No. M55300TWG2

Measurement		Value
Total Fore/Aft Travel (mm)		220
Test Distance Rearward of Full-Forward (mm)		110
Total Fore/Aft Travel (Detents)		24
Placed in Position #		12
Seat Back Angle	SA (°)	16
Airbag Module Width	AMW (mm)	80
Airbag Width	ABW (mm)	350
Airbag Module Length	AML (mm)	170
Airbag Length	ABL (mm)	400
Top of Airbag Module to Head/Neck Junction	AN (mm)	-115
Head CG to Door Panel/Window	HD (mm)	175
Head to Seat Back Centerline	HSC (mm)	200
Head to B-Pillar (cg)	HB (mm)	95
Head to Roof, Z (top of the head)	HZ (mm)	222
Head to Header	HHH (mm)	490
Chest to Dash	CD (mm)	455
Chest to Seatback	CS (mm)	-
Right Arm to Seat Back Centerline	RACL (mm)	-
Right Arm to Seat Back Centerline	RACL (°)	-
Left Arm to Seat Back Centerline	LACL (mm)	40
Left Arm to Seat Back Centerline	LACL (°)	-
Right Arm to Door Panel	RA (mm)	0
Left Arm to Door Panel	LA (mm)	-
Knee to Knee	KK (mm)	150
Toe to Toe	TT (mm)	217
Right Knee to Seat Cushion Centerline	KSCR (mm)	100
Left Knee to Seat Cushion Centerline	KSCL (mm)	0
Right Toe to Seat Cushion Centerline	TSCR (mm)	80
Left Toe to Seat Cushion Centerline	TSCL (mm)	120
Nose to Dash	ND (mm)	545
Nose to Seatback	NS (mm)	-
Nose to Header	NR (mm)	491
Foam Block Depth	(mm)	300
Foam Block Width	(mm)	450
Foam Block Thickness	(mm)	75
HD36 foam density	(g/L)	44.8

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES

NHTSA No. M55300TWG2

DESCRIPTION	Unit	MAXIMUM VALUE			
		Position #2			
		Maximum	Time (ms)	Minimum	Time (ms)
Head X	g	14.1	17.1	-9.6	23.1
Head Y	g	38.6	20.9	-24.5	17.3
Head Z	g	12.6	21.1	-23.8	20.9
Head Resultant	g	45.4	20.9	0.0	-5.1
Upper Neck Fx	N	363.2	20.9	-18.8	33.1
Upper Neck Fy	N	4.8	10.9	-257.6	20.9
Upper Neck Fz	N	1359.7	20.9	-720.0	17.9
Upper Neck F Resultant	N	1430.8	20.9	0.1	-38.0
Upper Neck Mx	N-m	7.2	15.0	-9.1	33.1
Upper Neck My	N-m	13.8	20.9	-11.7	35.1
Upper Neck Mz	N-m	0.1	189.0	-1.5	74.2
Upper Neck M Resultant	N-m	14.8	17.1	0.0	-22.5
Lower Neck Fx	N	60.3	9.4	-242.8	12.8
Lower Neck Fy	N	180.1	12.9	-124.2	25.1
Lower Neck Fz	N	208.0	14.7	-399.9	48.6
Lower Neck F Resultant	N	400.7	48.6	0.0	-47.9
Lower Neck Mx	N-m	0.6	9.4	-18.9	61.7
Lower Neck My	N-m	3.1	45.3	-15.2	15.6
Lower Neck Mz	N-m	5.8	50.7	-14.4	13.4
Lower Neck M Resultant	N-m	21.9	15.7	0.0	-16.9
Chest X	g	14.9	12.7	-7.1	25.7
Chest Y	g	3.3	17.2	-10.9	13.7
Chest Z	g	2.7	12.2	-2.0	29.9
Chest Resultant	g	17.3	12.9	0.0	-16.1
Chest Displacement	mm	1.1	25.8	-0.2	129.2
Pelvic X	g	1.8	31.8	-3.8	30.0
Pelvic Y	g	1.9	60.6	-2.5	33.0
Pelvic Z	g	6.6	21.0	-54.4	25.1
Pelvic Resultant	g	54.5	25.1	0.0	-31.4

DATA SHEET 4

CHILD DUMMY INJURY CRITERIA VALUES (CONTINUED)

NHTSA No. M55300TWG2

	HEAD INJURY CRITERIA (HIC)							
	HIC15				HIC36			
	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂	HIC	t ₁ (msec)	t ₂ (msec)	Average Acceleration t ₁ to t ₂
Position #2 – Right Front	3.7	14.4	26.1	10.0 g	5.0	16.6	52.6	7.2 g

		CLIP SUMMARY*			
		CLIP (g's)	t ₁ (msec)	t ₂ (msec)	CSI
Position #2 – Right Front		12.5	11.6	14.6	6.0

* The maximum chest resultant acceleration is defined as the maximum acceleration which exceeds 0.003 seconds in duration.

Position 2 Neck Injury Summary (HIII 6 year old – Out of Position)

Nij V10	Nij	Time (ms)	Z Force (N)	X Force (N)	Y Moment (N-m)
Ntf	0.35	20.9	737.2	300.4	8.5
Nte	0.35	34.9	110.1	-15.3	-11.4
Ncf	0.35	17.8	-677.2	128.0	10.0
Nce	0.27	37.6	-1.6	18.0	-9.9

Peak Tension (CFC1000) 1359.7 N

Peak Compression (CFC1000) -720.0 N

Critical Values

Nij Intercepts			Peak Limits	
Tension (CVt)	2880 N	Extension (mCVe)	37 N-m	Tension 1890 N
Compression (CVc)	2880 N	Flexion (mCVf)	93 N-m	Compression -1820 N

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APPENDIX A

PHOTOGRAPHS

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Figure A-1: Pre-Test Vehicle Left Side View



Figure A-2: Post-Test Vehicle Left Side View



Figure A-3: Vehicle Certification Placard



Figure A-4: Vehicle Tire Placard



Figure A-5: Pre-Test Dummy Frontal View



Figure A-6: Post-Test Dummy Frontal View



Figure A-7: Pre-Test Left Side of Dummy View



Figure A-8: Post-Test Left Side of Dummy View



Figure A-9: Pre-Test Right Side of Dummy View



Figure A-9: Post-Test Right Side of Dummy View

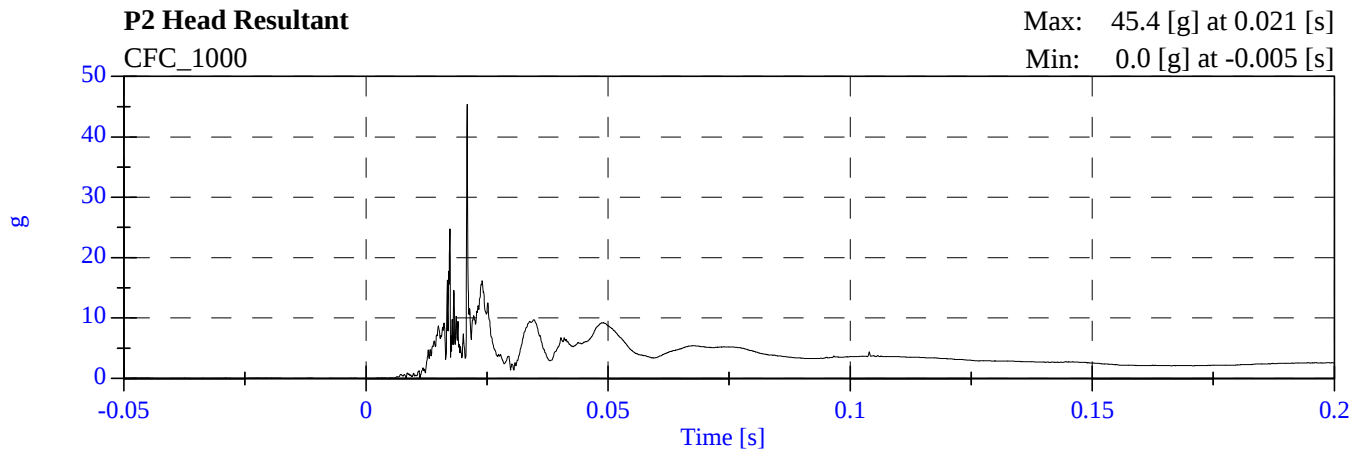
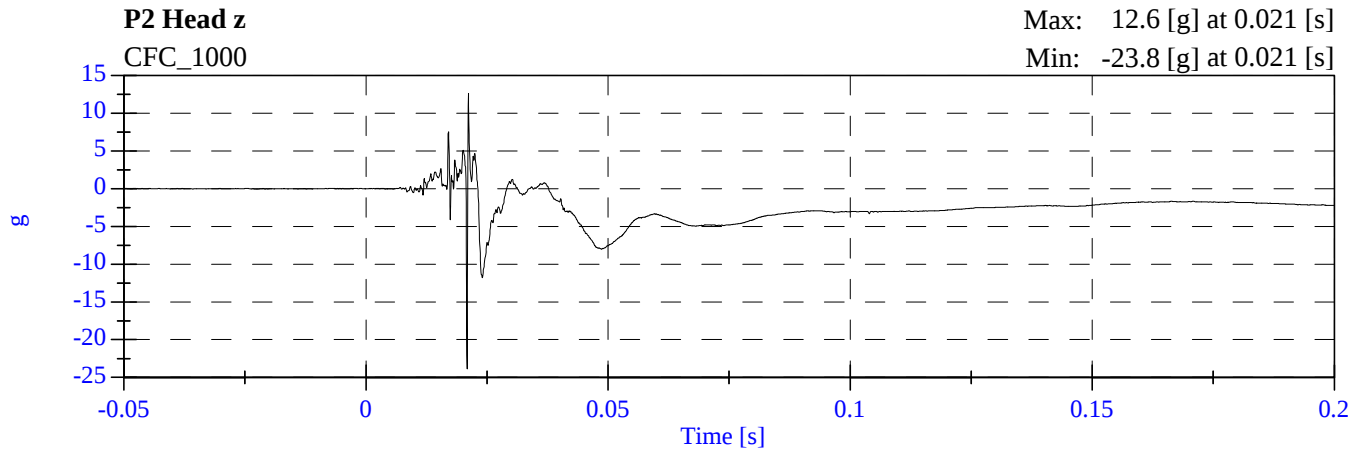
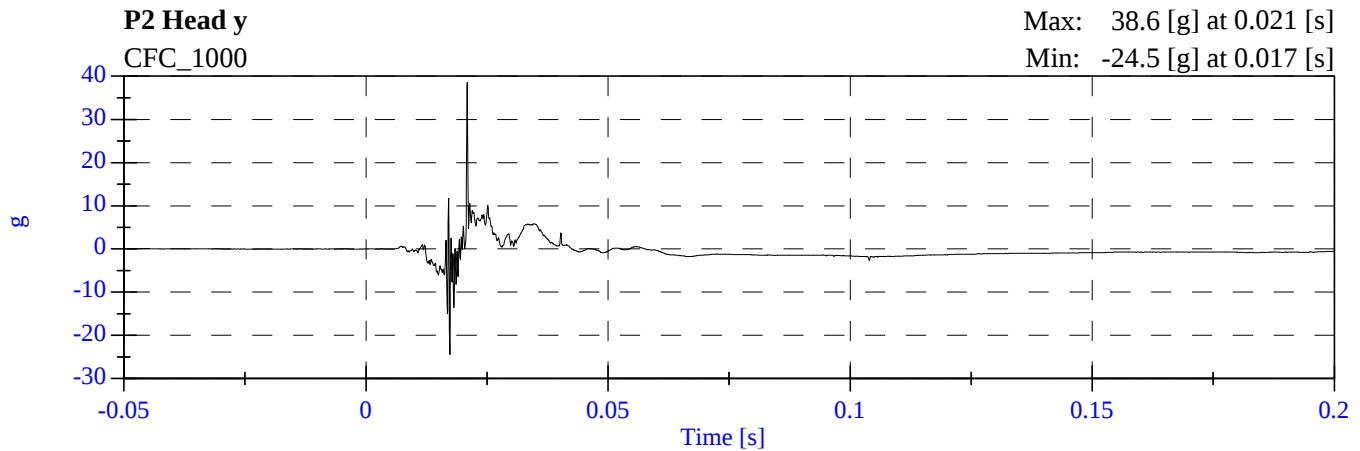
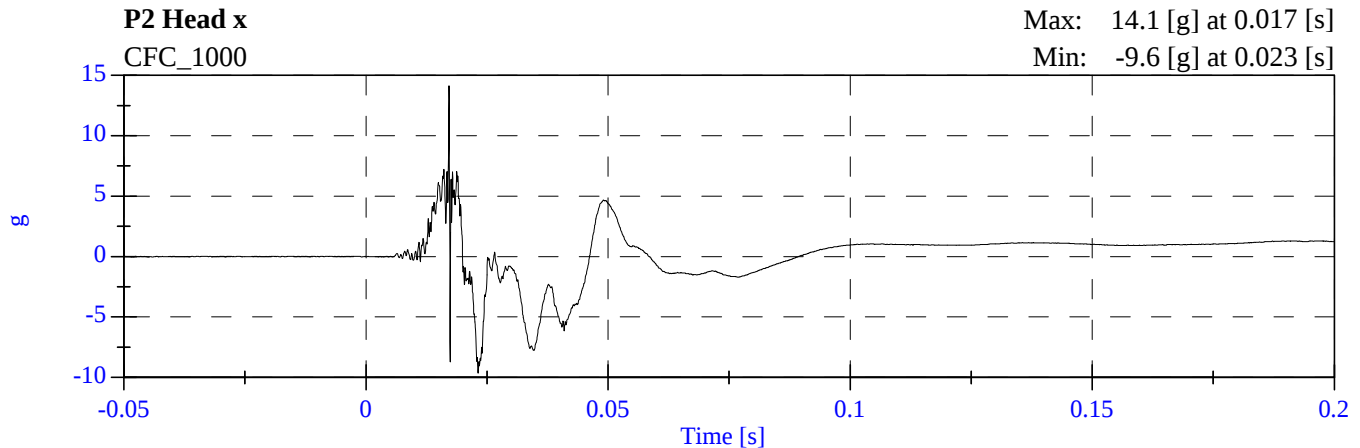
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CHILD DUMMY RESPONSE DATA TRACES

TABLE OF DATA PLOTS

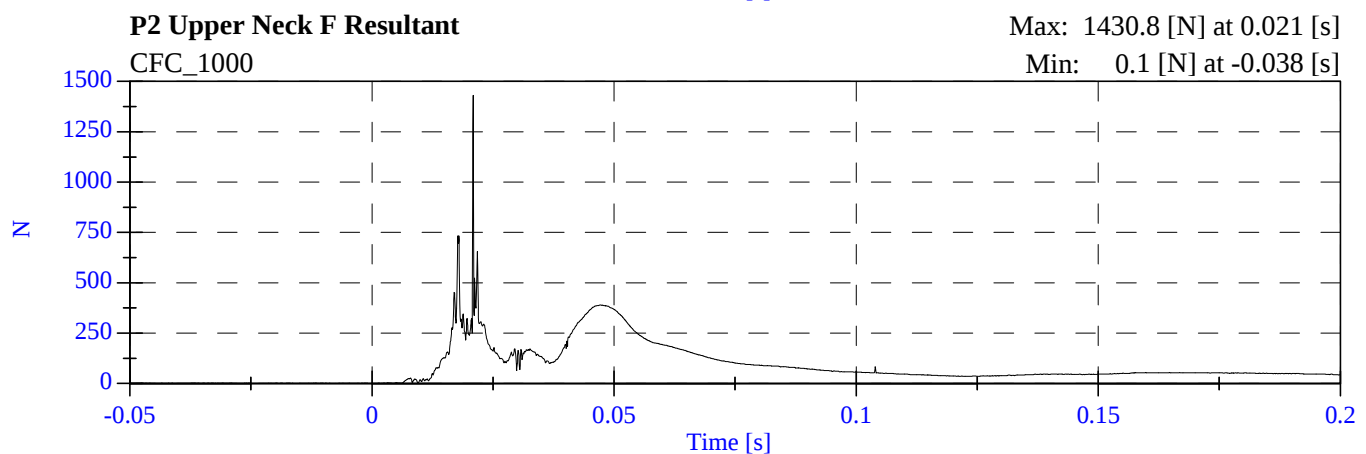
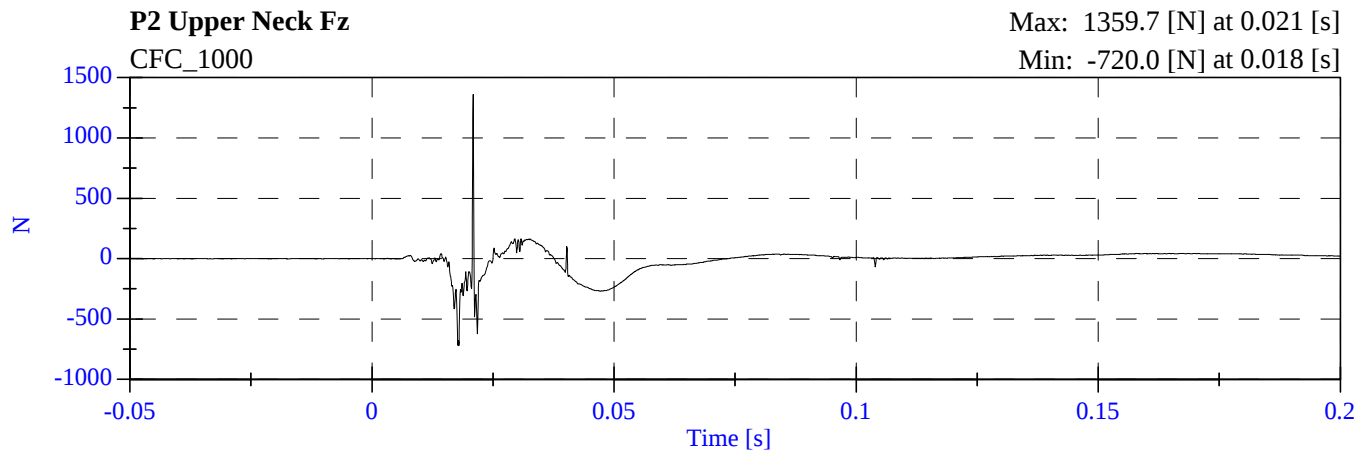
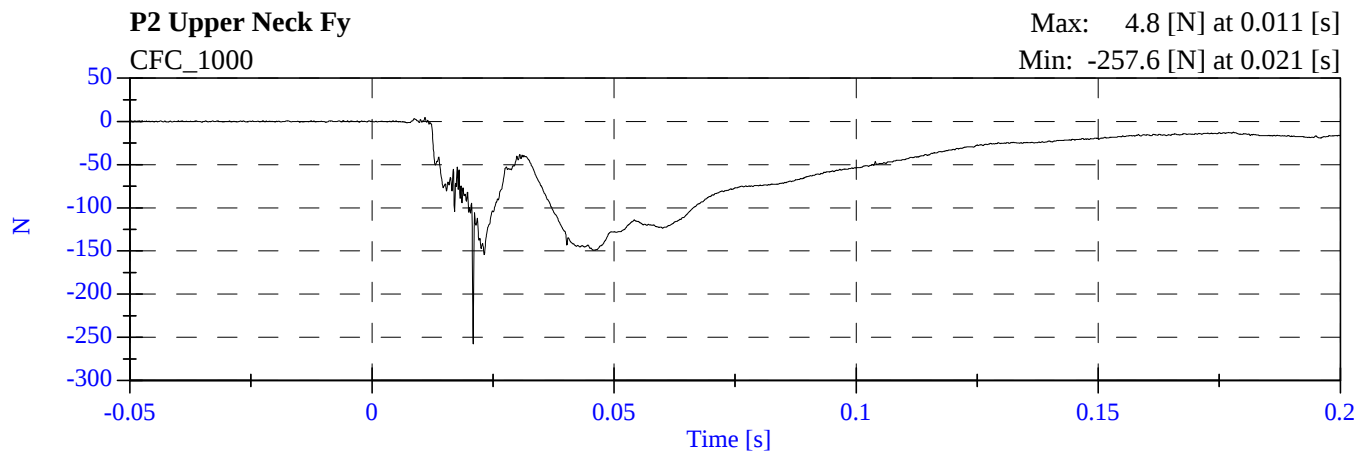
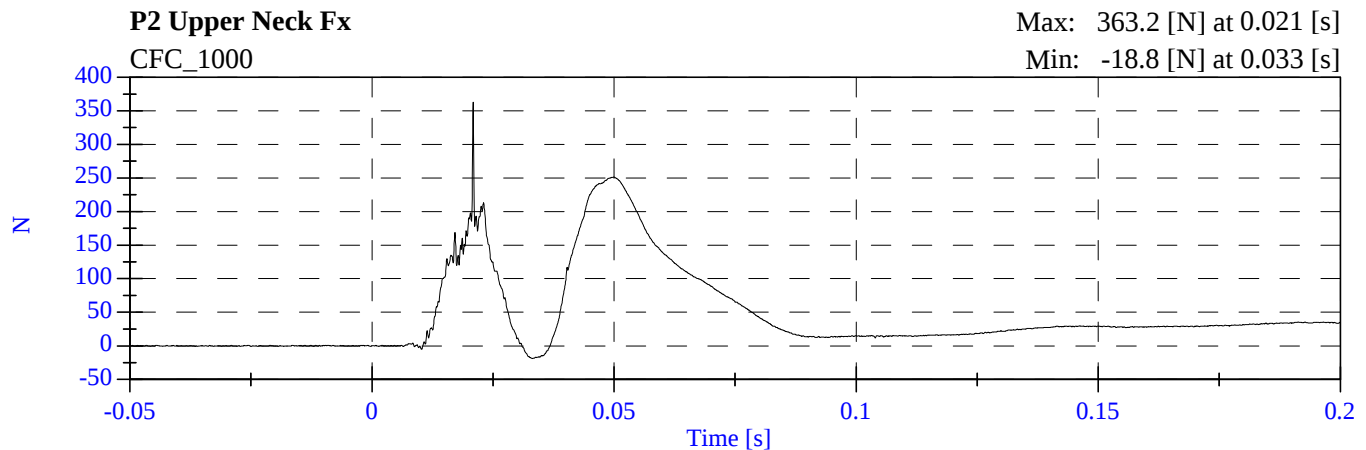
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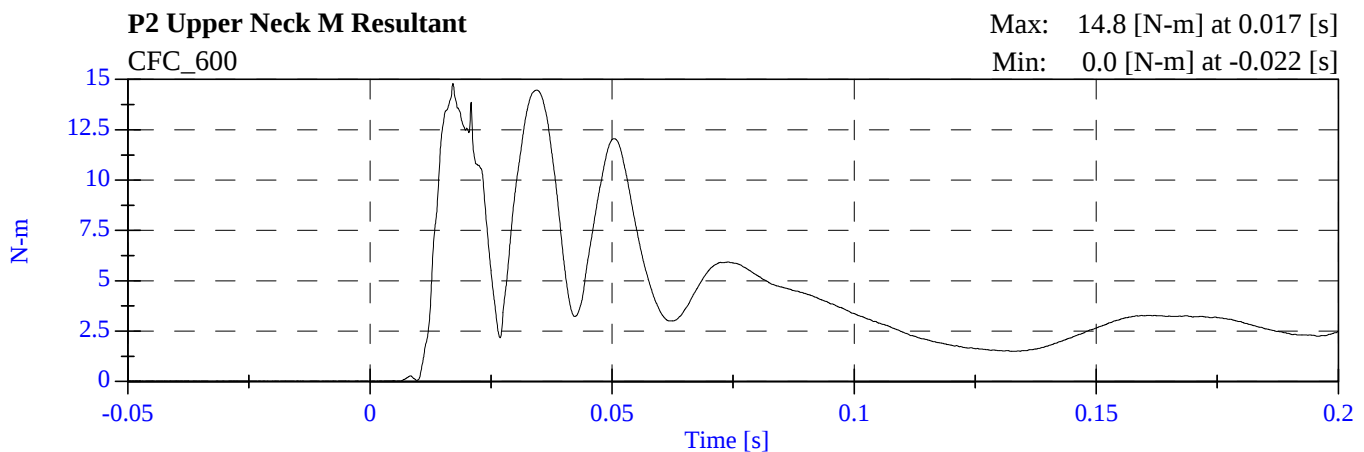
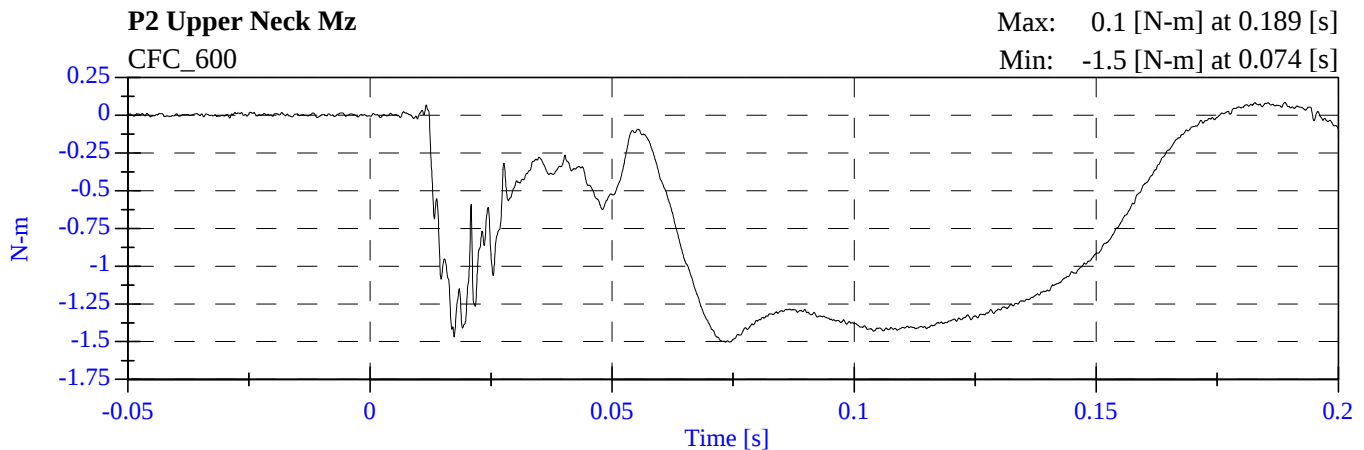
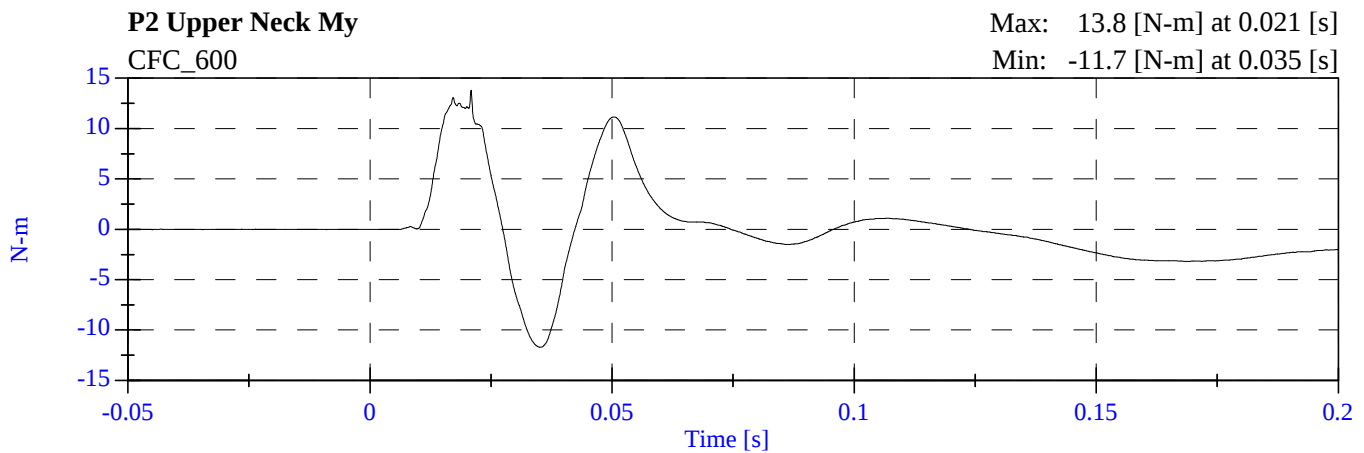
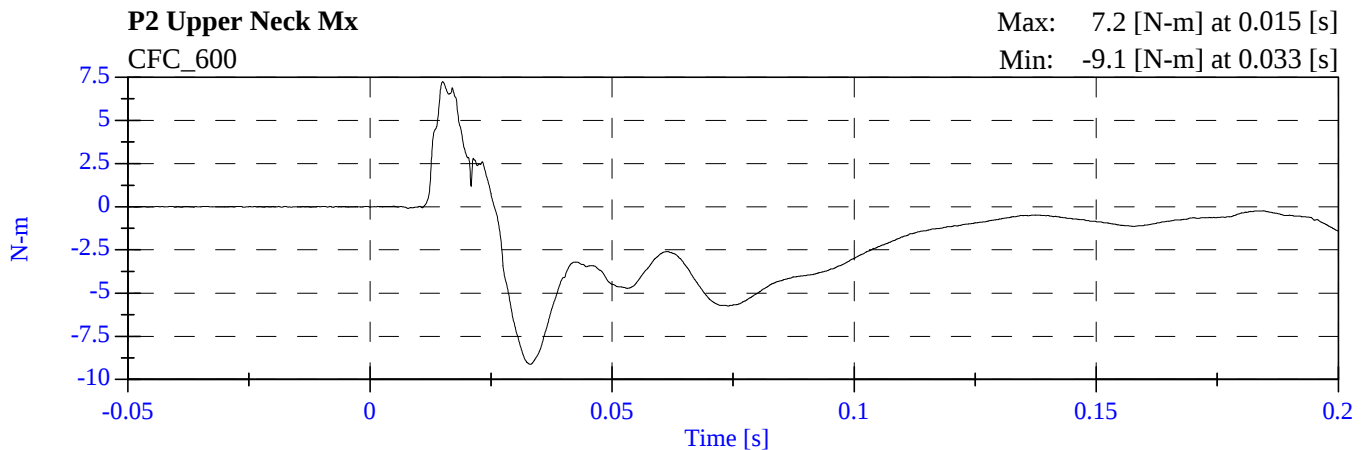


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M55300TWG2 - May 25, 2005

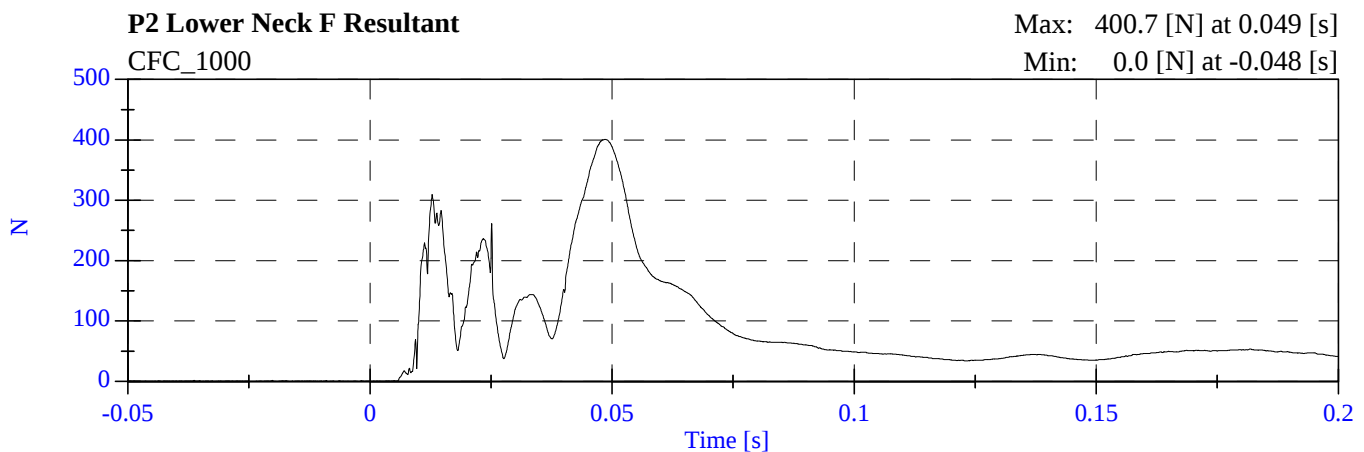
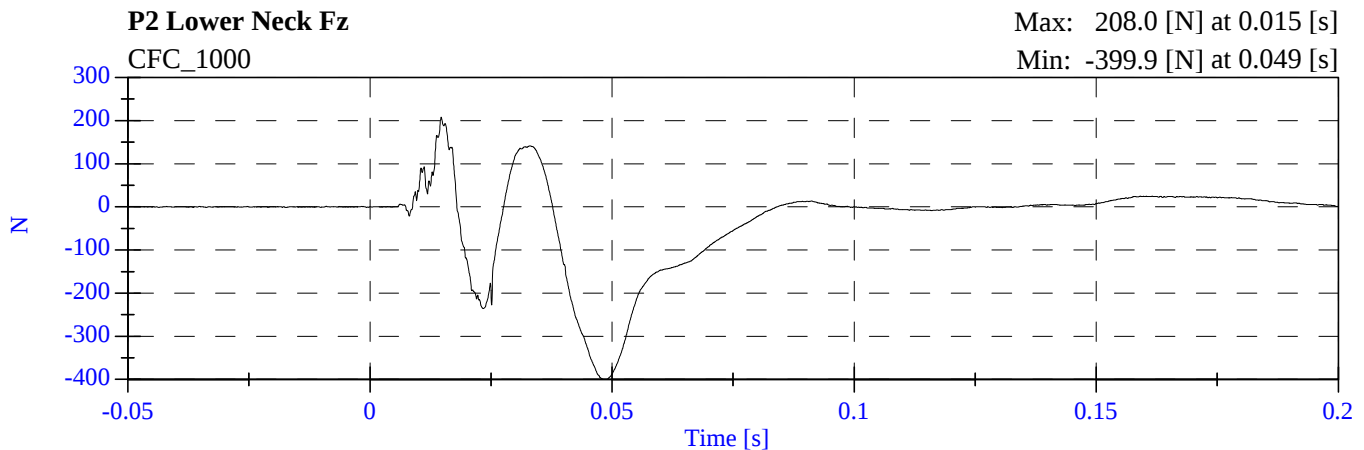
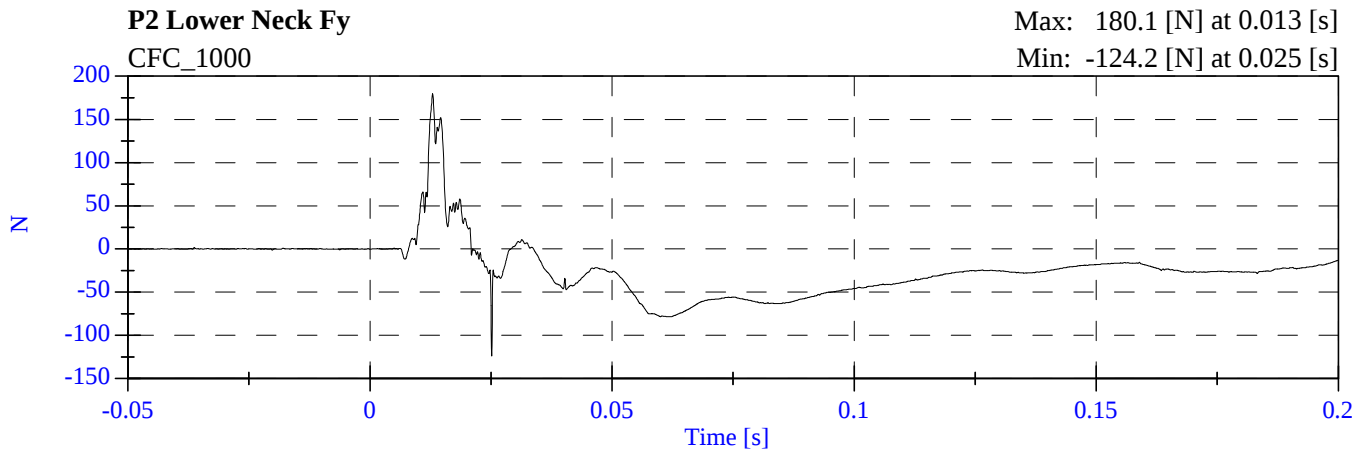
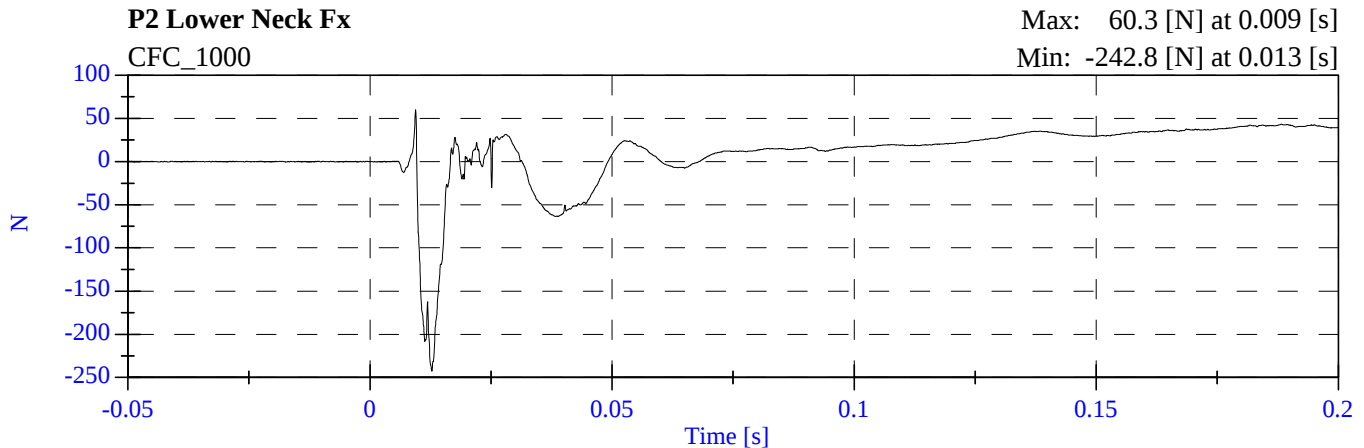


M55300TWG2 - 2005 Acura MDX
M55300TWG2 - May 25, 2005

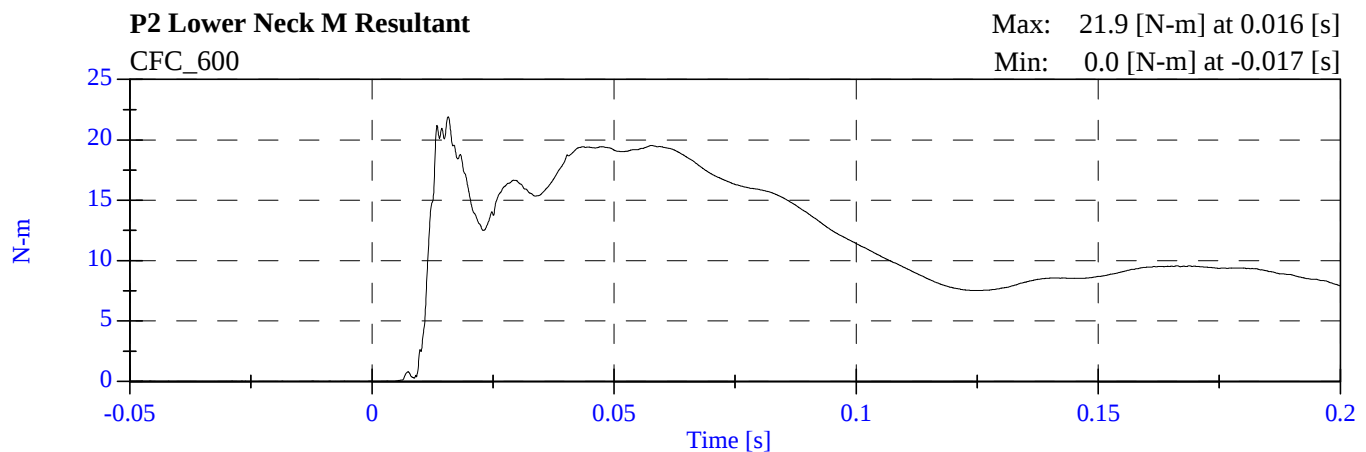
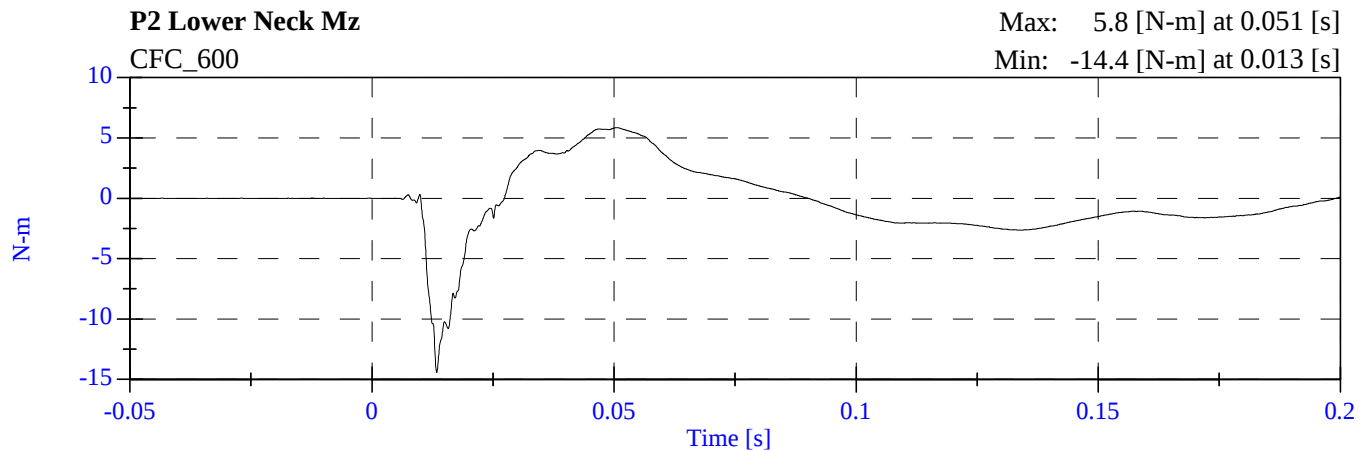
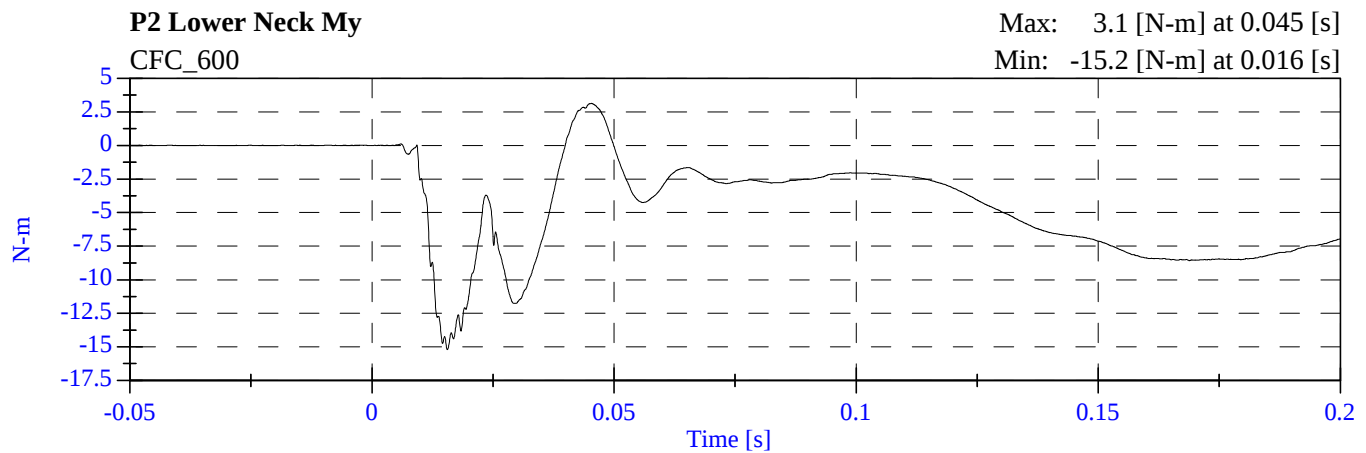
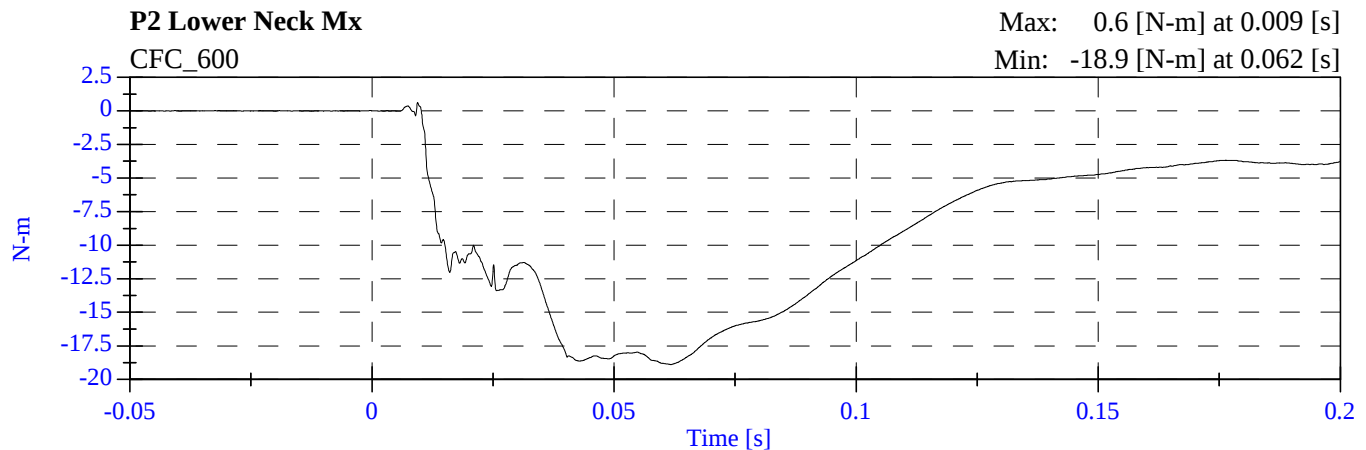


M55300TWG2 - 2005 Acura MDX

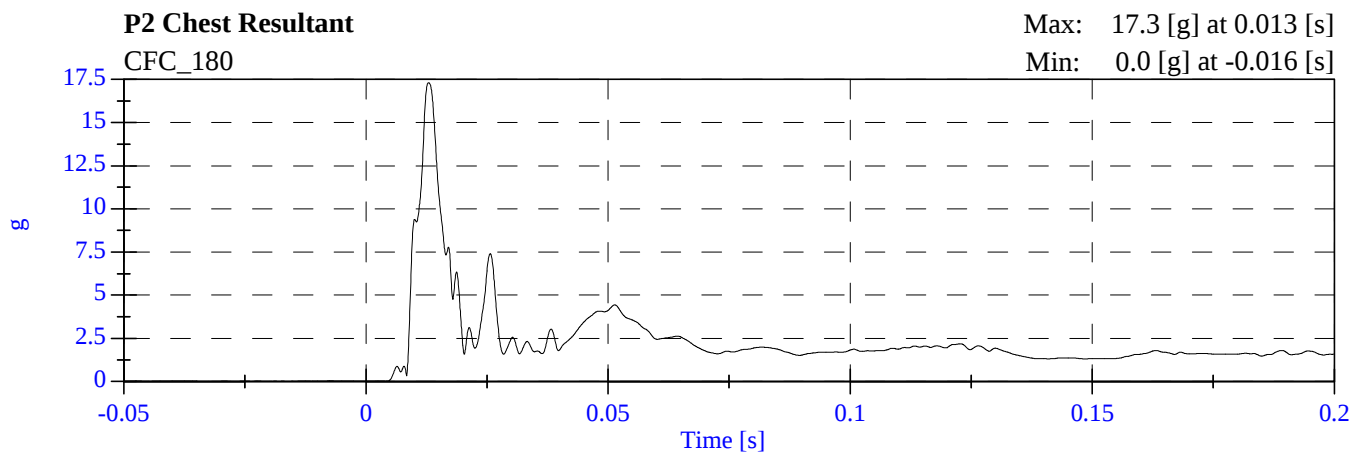
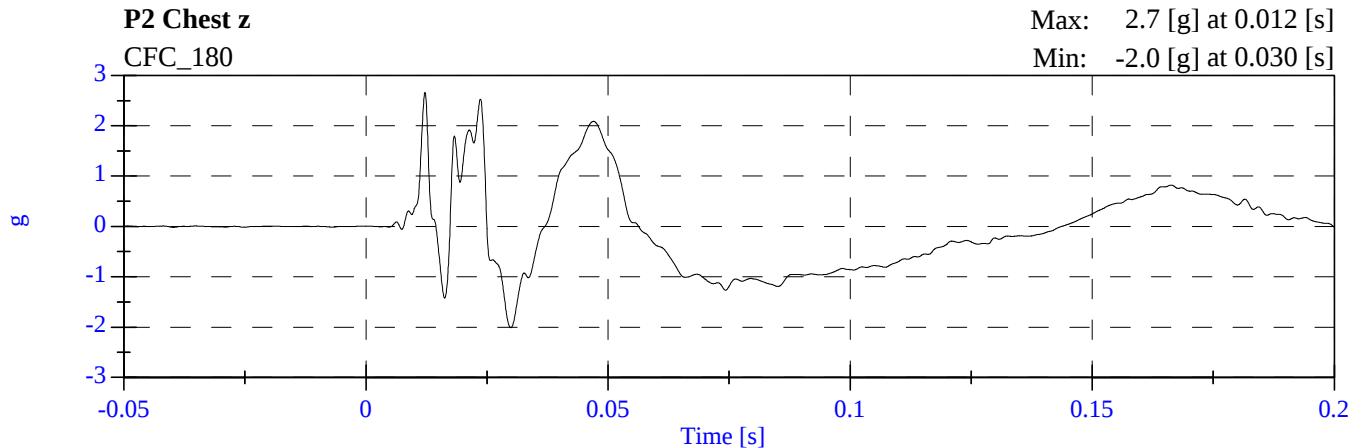
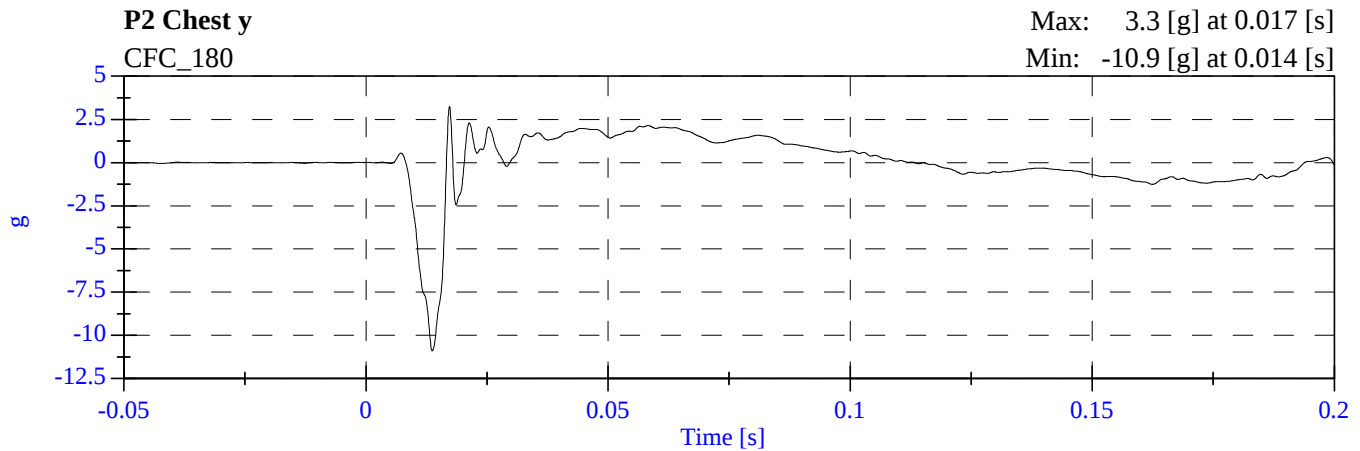
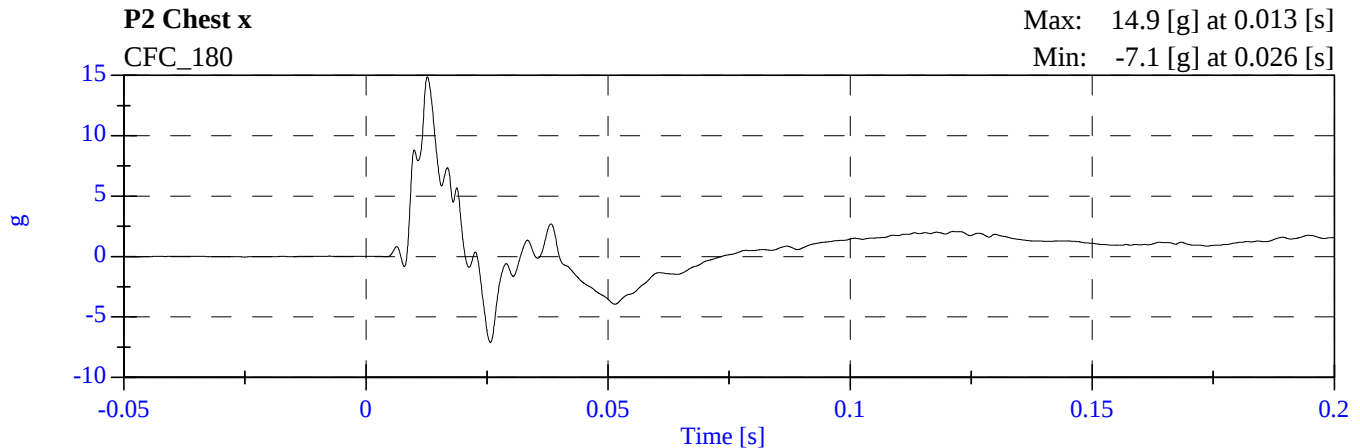
M55300TWG2 - May 25, 2005



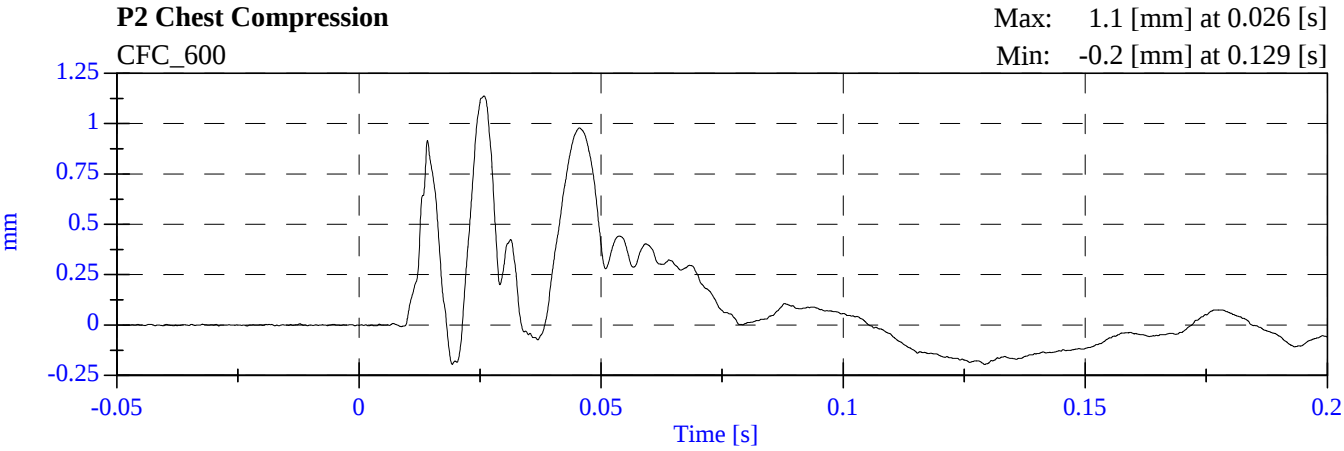
M55300TWG2 - 2005 Acura MDX
M55300TWG2 - May 25, 2005



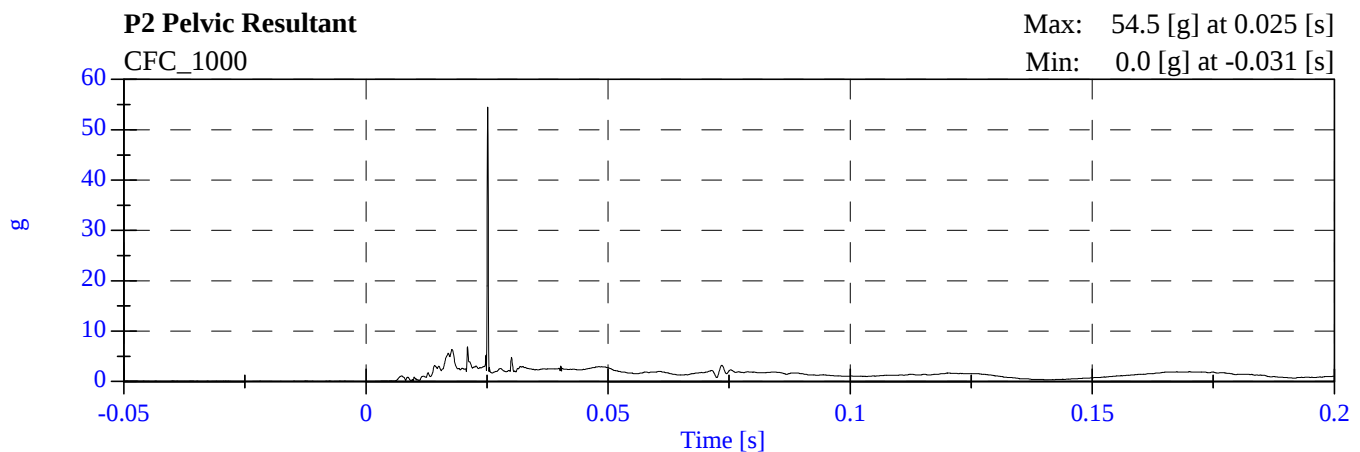
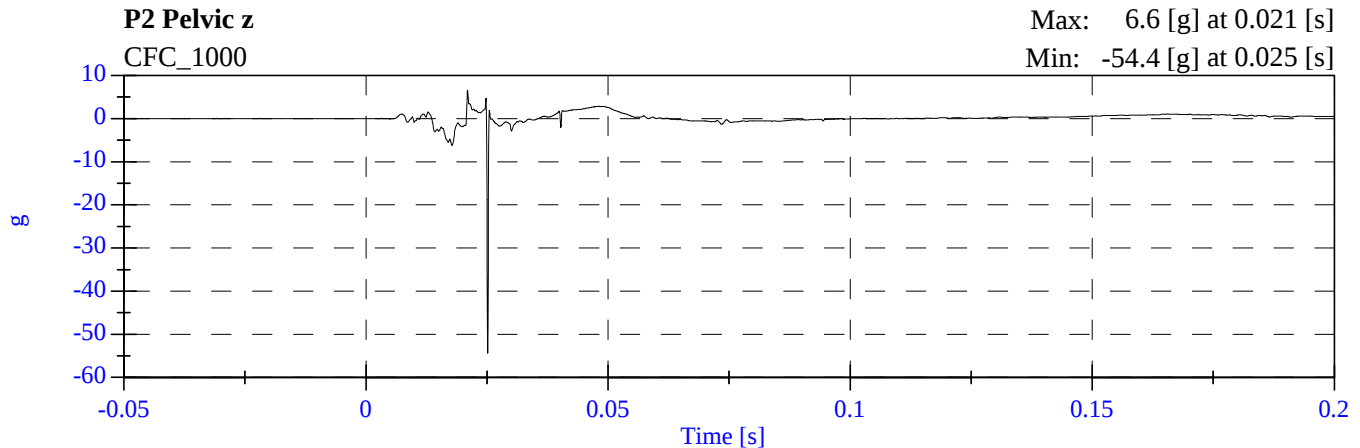
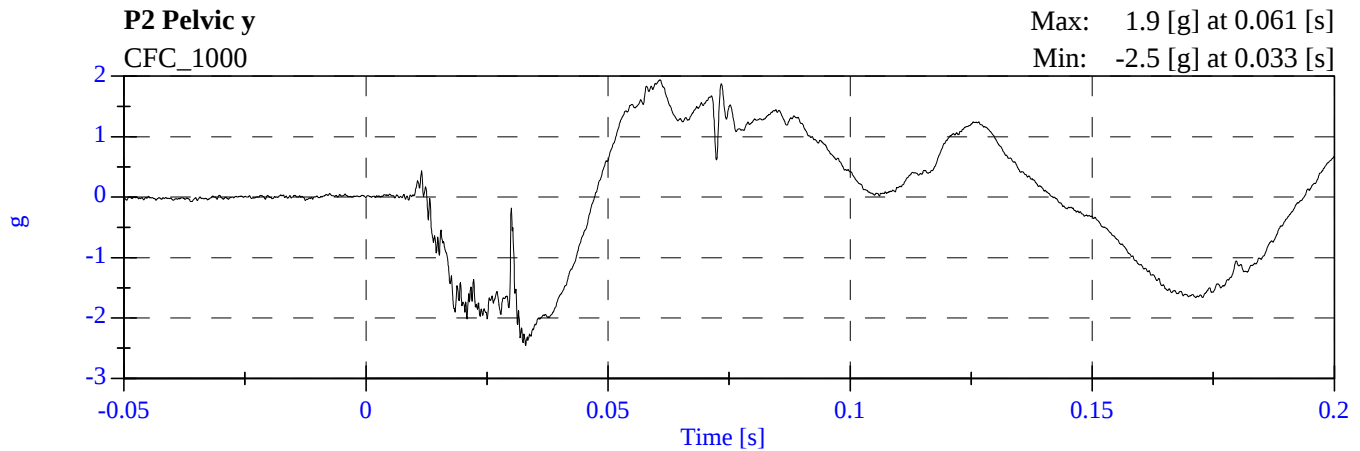
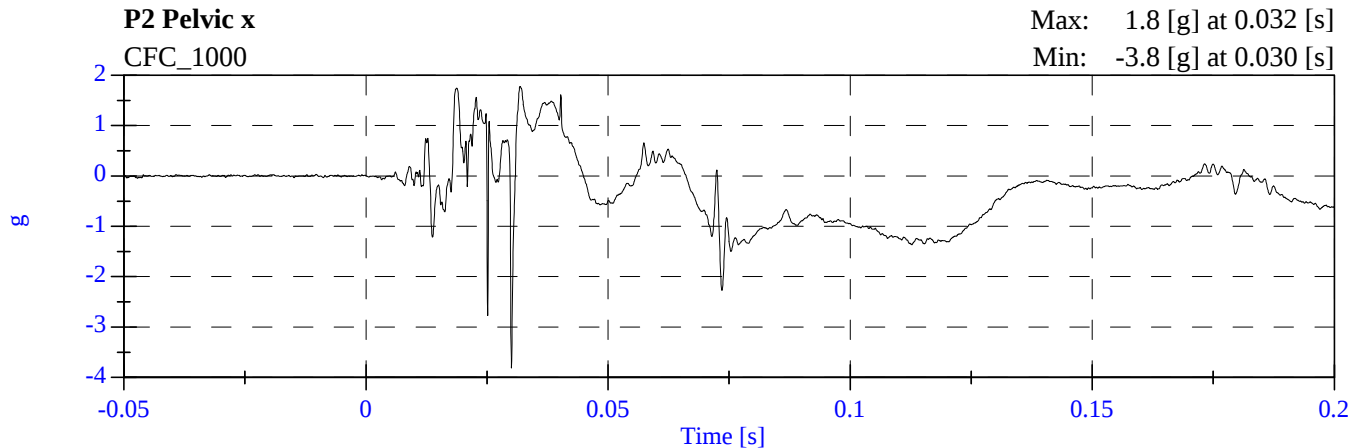
M55300TWG2 - 2005 Acura MDX
M55300TWG2 - May 25, 2005



M55300TWG2 - 2005 Acura MDX
M55300TWG2 - May 25, 2005



M55300TWG2 - 2005 Acura MDX
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APPENDIX C

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

P572N INSTRUMENTATION

	POSITION #2 (RIGHT FRONT) SERIAL NO.: 186		
	SERIAL NUMBER	MANUFACTURER	CALIBRATION DATE
HEAD AX	AC-99H30-Z09	ENTRAN	02-Feb-05
HEAD AY	AC-J31026	ENDEVCO	18-Aug-04
HEAD AZ	AC-01J02-F08	ENTRAN	02-Feb-05
UPPER NECK FX	LC-1632Fx	DENTON	12-Aug-03
UPPER NECK FY	LC-1632Fy	DENTON	12-Aug-03
UPPER NECK FZ	LC-1632Fz	DENTON	12-Aug-03
UPPER NECK MX	LC-1632Mx	DENTON	12-Aug-03
UPPER NECK MY	LC-1632My	DENTON	12-Aug-03
UPPER NECK MZ	LC-1632Mz	DENTON	12-Aug-03
LOWER NECK FX	LC-138Fx	DENTON	16-Apr-03
LOWER NECK FY	LC-138Fy	DENTON	16-Apr-03
LOWER NECK FZ	LC-138Fz	DENTON	16-Apr-03
LOWER NECK MX	LC-138Mx	DENTON	16-Apr-03
LOWER NECK MY	LC-138My	DENTON	16-Apr-03
LOWER NECK MZ	LC-138Mz	DENTON	16-Apr-03
CHEST AX	AC-02I02I05-F10	ENTRAN	02-Feb-05
CHEST AY	AC-02I02I16-A04	ENTRAN	02-Feb-05
CHEST AZ	AC-03E03E20-N18	ENTRAN	02-Feb-05
CHEST DISPLACEMENT X	DS-186	SERVO	19-May-04
PELVIS AX	AC-02I02I05-F05	ENTRAN	02-Feb-05
PELVIS AY	AC-98H14-K13	ENTRAN	02-Feb-05
PELVIS AZ	AC-02I02I16-A10	ENTRAN	02-Feb-05