

REPORT NUMBER: MCW-DOT-08SN06

**NEW CAR ASSESSMENT PROGRAM
SIDE IMPACT TEST**

2008 HONDA ACCORD 2-DOOR COUPE

NHTSA NUMBER: M85301

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FINAL REPORT

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Prepared by: _____

Date:

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16. Abstract A 55/28 km/h 90° Moving Deformable Barrier (MDB) New Car Assessment Program (NCAP) side impact was conducted on the subject 2008 Honda Accord 2-door coupe to obtain new car assessment and research data indicant of FMVSS No. 214D performance. The test was conducted at the Medical College of Wisconsin (MCW) in Milwaukee, Wisconsin on 30 October 2007. The impact velocity of the Moving Deformable Barrier (MDB) was 61.7 km/h, and the ambient temperature at the struck side of the vehicle was 19 °C. The target vehicle's maximum post test static crush was 210 mm at level 3. The test vehicle's occupant performance is as follows: <table border="1" data-bbox="149 1255 1508 1522"> <thead> <tr> <th></th> <th><u>Units</u></th> <th><u>DRIVER</u></th> <th><u>PASS.</u></th> </tr> </thead> <tbody> <tr> <td>Left upper rib (LUR) acceleration</td> <td>G</td> <td>46.1</td> <td>45.0</td> </tr> <tr> <td>Left lower rib (LLR) acceleration</td> <td>G</td> <td>49.4</td> <td>43.0</td> </tr> <tr> <td>Lower spine (T₁₂) acceleration</td> <td>G</td> <td>69.5</td> <td>48.8</td> </tr> <tr> <td>Thoracic Trauma Index (TTI)</td> <td></td> <td>59</td> <td>47</td> </tr> <tr> <td>Pelvis (PEV) acceleration</td> <td>G</td> <td>54.9</td> <td>52.1</td> </tr> <tr> <td>HIC</td> <td></td> <td>256.5</td> <td>575.2</td> </tr> </tbody> </table> The doors on the struck side of the vehicle did not separate from the body at the hinges or latches and the opposite doors did not open during the side impact event.							<u>Units</u>	<u>DRIVER</u>	<u>PASS.</u>	Left upper rib (LUR) acceleration	G	46.1	45.0	Left lower rib (LLR) acceleration	G	49.4	43.0	Lower spine (T ₁₂) acceleration	G	69.5	48.8	Thoracic Trauma Index (TTI)		59	47	Pelvis (PEV) acceleration	G	54.9	52.1	HIC		256.5	575.2
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17. Key Words New Car Assessment Program (NCAP) Side impact Side Impact Hybrid III Dummy (SID/HIII) Occupant side impact protection			18. Distribution Statement Copies of this report are available from: U.S. Department of Transportation National Highway Traffic Safety Administration Rulemaking, Office of Crashworthiness Standards, NVS-111 1200 New Jersey Ave, SE, Room W43-410 Washington, D.C. 20590																														
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SECTION 1

PURPOSE AND TEST PROCEDURE

PURPOSE

This side impact test was conducted as part of the FY'08 test program sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-03-D-42005. The purpose of this test was to evaluate side impact protection of a manufactured by Honda of America Mfg., Inc.

TEST PROCEDURE

The side impact test was conducted in accordance with the Laboratory Test Procedure for New Car Assessment Program 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 NCAP SIDE IMPACT TEST

A 2008 Honda Accord 2-door coupe was impacted on the left (driver's) side by a Moving Deformable Barrier (MDB) modeling a 90° impact as if the test vehicle were moving forward at 28 km/h perpendicular to and across the path of the MDB traveling forward at 55 km/h. Here the test vehicle was stationary and positioned 27° from perpendicular to the MDB tow road guidance system and the MDB was towed 27° ("crabbed") from the guidance system. [See p 26.] The 1643.7 kg test vehicle was impacted by the 1362.7 kg MDB traveling at a speed of 61.7 km/h (measured inline with the guidance system.) The test was conducted at the Medical College of Wisconsin on 30 October 2007.

Two (2) 50th percentile adult male Hybrid III-Side Impact Dummies (SID/HIIIs) were placed in designated seating positions within the test vehicle: one (1) driver, and one (1) left rear passenger; serial numbers 058 and 137 respectively. Each SID/HIII was instrumented in the following locations:

- Left upper rib uni-axial (Y) accelerometers (primary and redundant)
- Left lower rib uni-axial (Y) accelerometers (primary and redundant)
- Lower thoracic spine uni-axial (Y) accelerometers (primary and redundant)
- Pelvis uni-axial (Y) accelerometers (primary and redundant)
- Head center of gravity tri-axial (X, Y, Z) accelerometers (primary and redundant)
- Upper neck tri-axial (X, Y, Z) force load cells and tri-axial (X, Y, Z) moment load cells

The test vehicle was instrumented with twenty-one (21) structural accelerometers and the MDB was instrumented with six (6) accelerometers. All data channels were recorded with a fully self contained on-board DTS TDAS Pro Data Acquisition System. The data were digitally sampled at 12.5 kHz and processed according to SAEJ211-1 (March 1995).

One (1) real-time video camera and nine (9) high-speed video cameras were used to document the impact event. The pre test and post test conditions were recorded by one (1) real-time motion picture camera. Camera locations and pertinent camera information are documented in the data sheets. Pre- and post-test photographs of the vehicle and dummies can be found in Appendix A.

All of the above was conducted in accordance to the Laboratory Test Procedure for New Car Assessment Program Side Impact Testing dated November 2002.

2.2 GENERAL COMMENTS

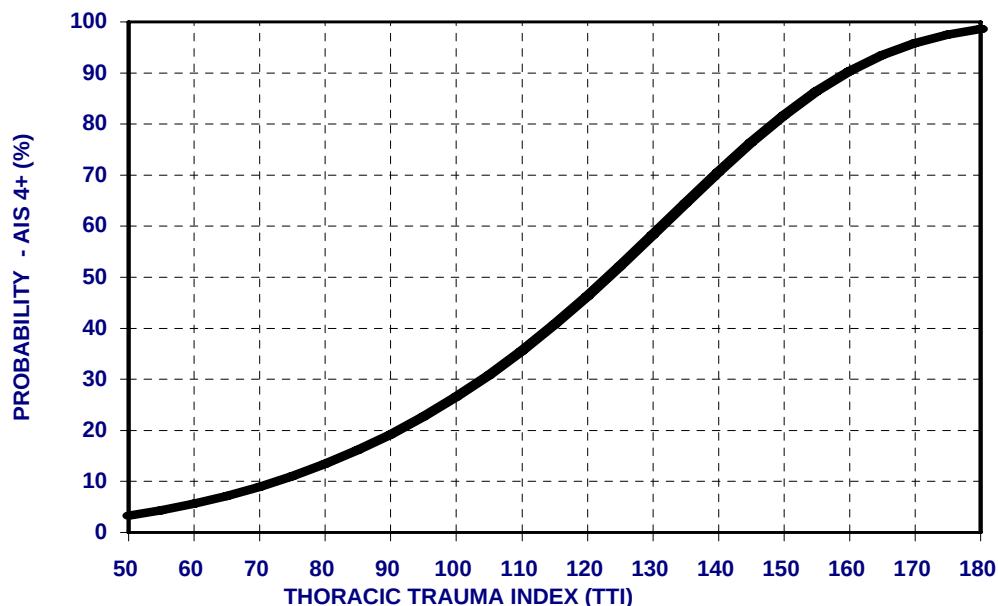
The test vehicle sustained a maximum static crush of 210 mm at level 3, 1650 mm rearward of the vertical impact line.

Test summaries, post test observations, vehicle, MDB, camera, and occupant measurements are presented in datasheets 1-16. Appendix A contains the still photograph prints. Appendix B contains selected driver and passenger SID/HIII's response data traces. Appendix C contains the SID/HIII's configuration and performance verification data.

OCCUPANT SUMMARY		
Injury criteria	Driver (P1)	Left rear passenger (P4)
HIC36	256.5	575.2
T1 (ms)	38.1	47.5
T2 (ms)	69.9	55.8
TTI	59	47
Maximum pelvic acceleration (G)	54.9	52.1

Head Injury Criterion (HIC) is the standardized calculation using resultant head acceleration to assess head injury. Generally, a higher HIC represents an increase in the likelihood of a serious head injury. HIC36 specifies a time 'window' of 36 milliseconds over which the integral is calculated. T1 and T2 represent the time of the lower and upper bounds of the window in which the HIC is calculated.

The Thoracic Trauma Index (TTI) is computed from the crash test dummy's accelerations at the upper rib, lower rib, and lower spine to quantify the risk of a serious thorax injury during a typical near side impact crash. The injury risk curve is shown below. The vertical axis of the curve is the probability of sustaining an Abbreviated Injury Scale (AIS) level 4 or greater injury. AIS is an anatomical scoring system used to assess a 'threat to life' associated with a specific injury; injuries are ranked on a scale of 1 to 6, with 1 being 'minor', 4 'severe' and 6 an 'unsurvivable' injury. A lower TTI corresponds to a decreased probability of a severe thorax injury. (www.trauma.org)



The maximum pelvic acceleration is used to assess the likelihood of injury to the pelvis during a side impact crash. Higher pelvic accelerations correspond to an increase in the likelihood of sustaining a severe pelvis injury.

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 – steering wheel	Did not deploy	No	N/a
Side airbag	Yes - seat back	Deployed	No	N/a
Head airbag	No	N/a	No	N/a
Curtain airbag	Yes – side header	Deployed	Yes – side header	Deployed
Seat belt pretensioner	Yes	Deployed	No	N/a
Seat belt load limiter	Yes	N/a	No	N/a

These test data and report can be found in detail on the NHTSA website at www.nhtsa.dot.gov.

A brief summary of the crash test can be located at www.safercar.gov

TEST NOTES

DATA SHEET NO. 1
GENERAL TEST AND VEHICLE PARAMETER DATA

VEHICLE INFORMATION		VEHICLE OPTIONS	
Year	2008	Air conditioning	Yes
Make	Honda	Anti-lock brakes	Yes
Model	Accord	AM/FM radio	Yes
Body style	2-door coupe	All wheel drive	No
NHTSA number	M8 5301	Combo bag	No
MCW test ID	08SN06	Console	Yes
VIN	1HGCS11398A000916	Cruise/speed control	Yes
Color	Blue Pearl	Disc brakes	Yes – front and rear
Build date	September 2007	Frontal bag	Yes
Engine No. of cylinders	4	Head bag	Yes – front and rear
Engine Displacement (L)	2.4	Power brakes	Yes
Engine Placement	Lateral	Power door locks	Yes
Transmission	Manual 5 speed	Power steering	Yes
Final drive	Front wheel drive	Power windows	Yes
Delivery date	October 19, 2007	Torso bag	Yes – front only
Odometer reading	35	Tilt steering wheel	Yes

CERTIFICATION LABEL INFORMATION			
Manufacturer	Honda of America Mfg., Inc.	GVWR (kg)	1950
		GAWR front (kg)	1060
Date of manufacture	September 2007	GAWR rear (kg)	910

SEAT INFORMATION			
	Number of occupants	Seat type	Seat back type
Front	2	Bucket	Adjustable
Back	3	Split bench	Fixed
Third	0		
Total	5		

CARGO CAPACITY CALCULATION			
	Units	Value	Reference label
Vehicle maximum capacity	kg	386.4	(A)
Number of occupants (7) X 68.04 kg	kg	340.9	(B)
Cargo capacity (RCLW) †	kg	45.5	(C) = (A)-(B) †

† Note if RCLW is > 136.1 kg (300 lbs), use 136.1 kg

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

TEST VEHICLE MASS INFORMATION				
	Units	As delivered	As tested	Fully loaded
Left front	kg	450	462.3	464.8
Right front	kg	423.6	426.4	426.7
Left rear	kg	272.7	385.9	388.1
Right rear	kg	296.8	369.1	370.4
Total front	kg	873.6	888.7	891.5
% Total front	%	60.5	54.1	54.0
Total rear	kg	569.5	755	758.5
% Total rear	%	39.5	45.9	46.0
Total	kg	1443.1	1643.7	1650.0

As delivered mass is vehicle mass with maximum fluids

Fully loaded mass is the as delivered mass + 1 or 2 ATD's + RCLW

As tested mass is the mass of test vehicle with 1 or 2 ATD's + instrumentation + ballast (if necessary)

CALCULATION OF TEST VEHICLE TARGET MASS			
	Units	Value	Reference label
As delivered test vehicle mass	kg	1443.1	(D)
Maximum cargo capacity (RCLW)	kg	45.5	(C)
Mass of SID HIII's (1 or 2)	kg	161.4	(E)
Test vehicle target mass (TVTW)	kg	1650.0	(D) + (C) + (E)

As tested mass must be 4.5 kg to 9 kg less than the test vehicle target mass

BALLAST INFORMATION	
Mass of ballast added (kg)	None
Location	N/a
<u>Components removed from test vehicle</u> Non-struck front and rear door glasses, non-struck side interior panels, exhaust system, spare tire, valve cover, rear and center head rest, rear tail-lights, radiator, exhaust manifold, non-struck side mirror, air cleaner, trunk panel, windshield wipers	

IMPACT LOCATION ON TEST VEHICLE	
Wheelbase	2740 mm
Nominal impact point	430 mm rearward of front axle
Actual impact point	407 mm rearward of front axle

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

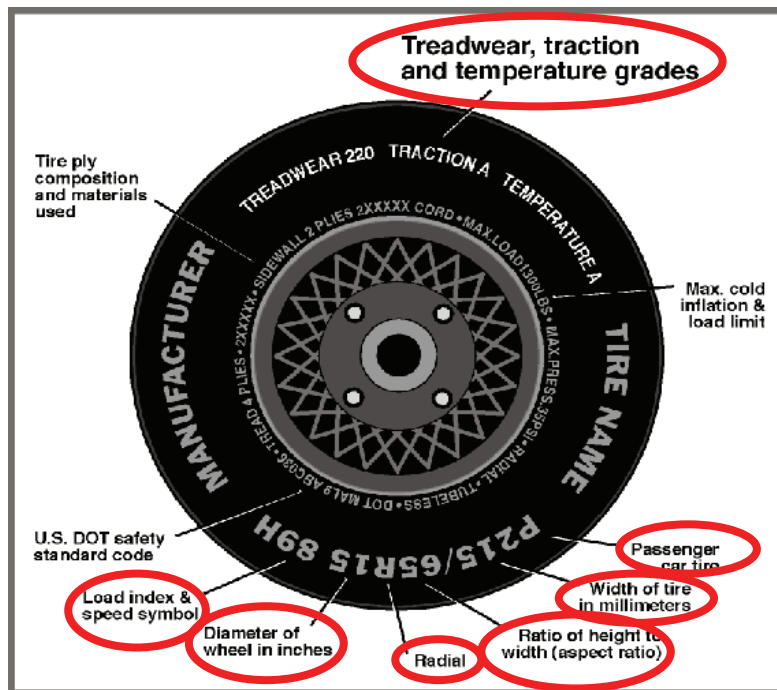
TEST VEHICLE ATTITUDES				
	Units	As delivered	As tested	Fully loaded
Left front	mm	742	739	739
Right front	mm	742	738	738
Left rear	mm	743	709	709
Right rear	mm	750	720	719
CG (X)	mm	1081.3	1258.6	1259.5

As tested attitudes must be between as delivered and fully loaded attitudes

CG (X) measured rearward from front axle centerline

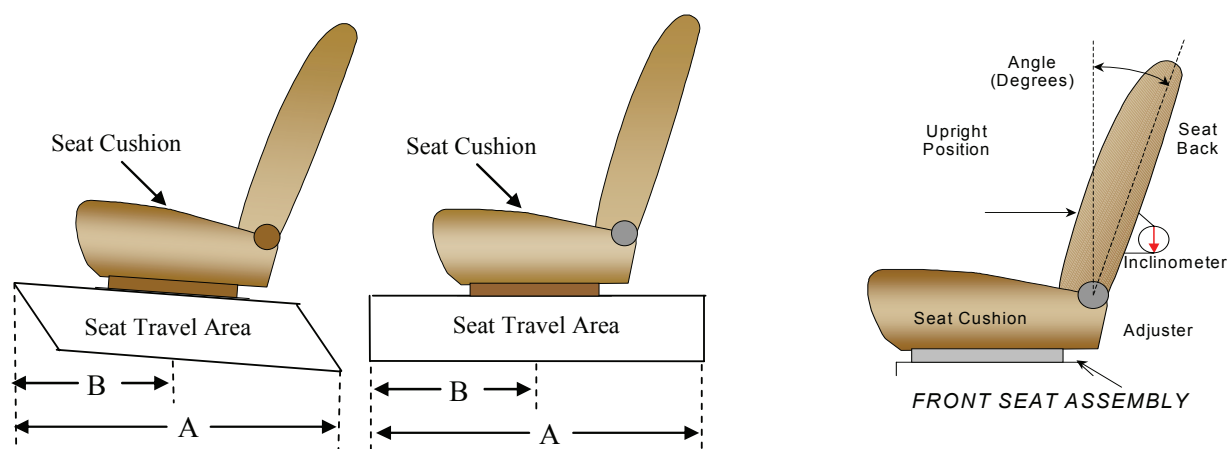
AUTOMATIC DOOR LOCK (ADL) INFORMATION				
	Left front	Left rear	Right front	Right rear
ADL present	Yes	Yes	Yes	Yes
ADL deactivated	Yes	Yes	Yes	Yes
Deactivation method	As per owner's manual			
Door lock status	Unlocked	Unlocked	Unlocked	Unlocked

DATA SHEET NO. 2
TEST VEHICLE TIRE INFORMATION



TIRE INFORMATION		
Measured Parameter	Front	Rear
Maximum tire pressure (kPa)	276	276
Cold / test pressure (kPa)	221	221
Recommended tire size	P225/50R17	P225/50R17
Tire size on vehicle	P225/50R17	P225/50R17
Tire manufacturer	Michelin	Michelin
Tire name	Pilot HX MXM4	Pilot HX MXM4
Tire type	All season	All season
Tire width (mm)	225	225
Ratio of height to width (aspect ratio)	50	50
Radial	Yes	Yes
Wheel diameter (inches)	17	17
Load index & speed symbol	93V	93V
Tread wear	300	300
Traction grade	A	A
Temperature grade	A	A

DATA SHEET NO. 3 TEST VEHICLE INFORMATION



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 POSITION		
	Left front seat	Left rear seat
Type	Manual/Adjustable	Fixed
Fore/aft total travel (mm)	278	N/a
Number of detents	25	N/a
Test position	11 th notch from full forward	N/a

‡Full forward = notch 0

Seat back position

The driver and passenger seat back is positioned according to the manufacturers designated angle.

SEAT BACK POSITION		
	Left front seat	Left rear seat
Seat back angle @ head rest post	8.0°	Fixed
Test position	4 th notch from full upright	N/a

‡Full upright = notch 0

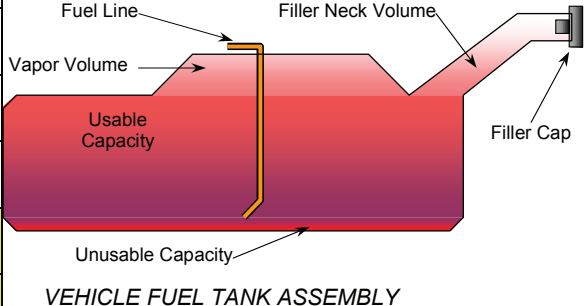
Seat belt position

The adjustable anchorage locations are positioned according to the manufacture's specifications.

SEAT BELT ADJUSTABLE ANCHORAGE (D-RING)		
	Left Front Seat	Left Rear Seat
Adjustable anchor present	No	No
Total travel (mm)	N/a	N/a
Test position	N/a	N/a

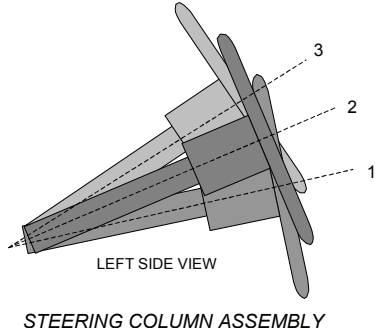
DATA SHEET NO. 3
TEST VEHICLE INFORMATION (CONTINUED)

Fuel tank information

STODDARD INFORMATION			
Description	Units	Value	
Usable capacity of standard equipment fuel tank	L	70.0	
Usable capacity of optional equipment fuel tank	L	0	
Usable capacity of vehicle used for certification testing to requirements	L	70.0	
Amount of stoddard added for test	L	65.15	
% Usable capacity (92%-94%)	%	93.1	
Operational instructions	None		
Electric fuel pump present	Yes		
Operating condition of test vehicle for fuel pump operation	The fuel pump is activated when the ignition is turned on.		

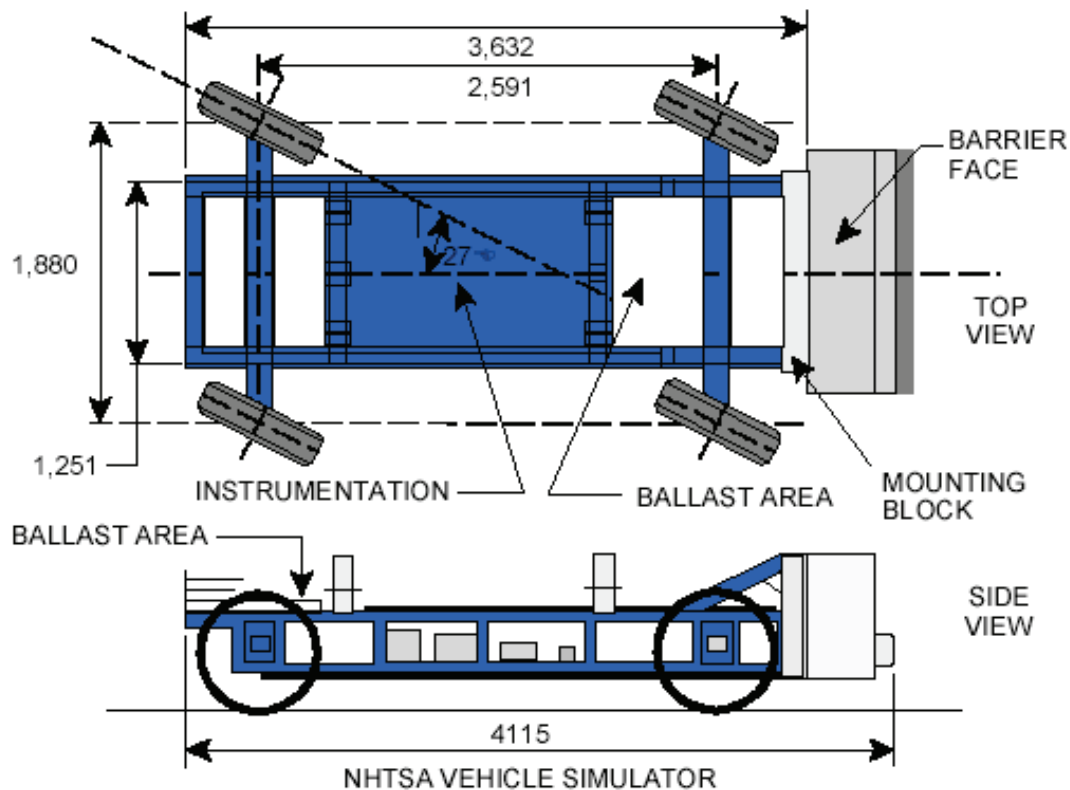
Steering wheel information

Steering wheel and column adjustments are placed according to the manufacturer's specifications.

ADJUSTABLE STEERING COLUMN		
Adjustable column	Yes	
Steering wheel angle in upper most position	21.7°	
Steering wheel fore/aft travel	36 mm	
Number of detents	N/a	
Test position	Steering wheel positioned 21.7° relative to side sill panel. The steering column also had a telescope adjustment and it was set in the mid position	

DATA SHEET NO. 4
MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS

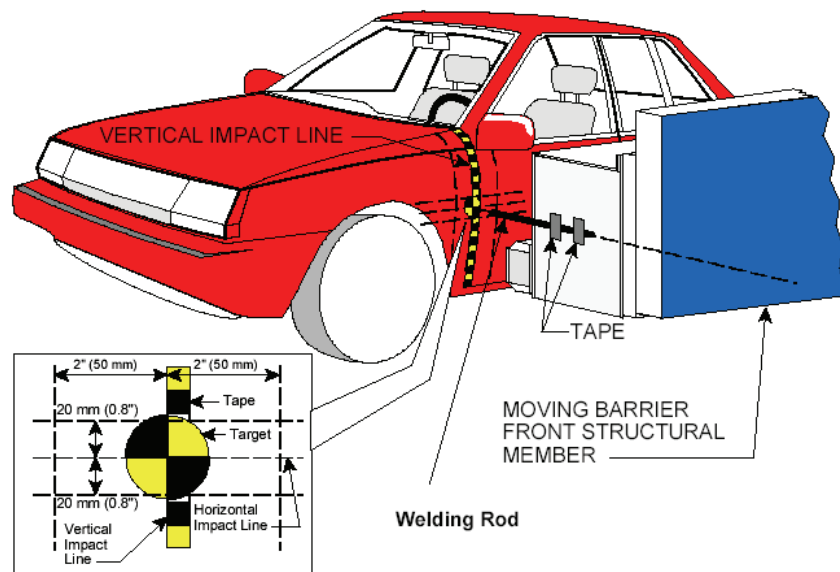
MDB SPECIFICATIONS				
	Units	Specification	Range	Value
Overall Width of Framework Carriage	mm	1251	1226-1276	1245
Overall Length w/Impactor Face	mm	4115	4090-4140	4101
Overall Length w/o Impactor Face	mm	3632	3607-3657	3617
Longitudinal Cg from Front Axle	mm	1123	1098-1148	1135
Track Width	mm	1880	1855-2005	1864
Mass	kg	1361	1356.5-1365.5	1362.8
MOI (X)	kg-m ²	508	483-533	496
MOI (Y)	kg-m ²	2263	2150-2376	2227
MOI (Z)	kg-m ²	2572	2443-2701	2609



DATA SHEET NO. 4
MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS (CONTINUED)

MDB MASS INFORMATION		
	Units	As tested
Left front	kg	588.2
Right front	kg	176.4
Left rear	kg	95.9
Right rear	kg	502.3
Total front	kg	764.6
% Total front	%	56.1
Total rear	kg	598.2
%Total rear	%	43.9
Total	kg	1362.8

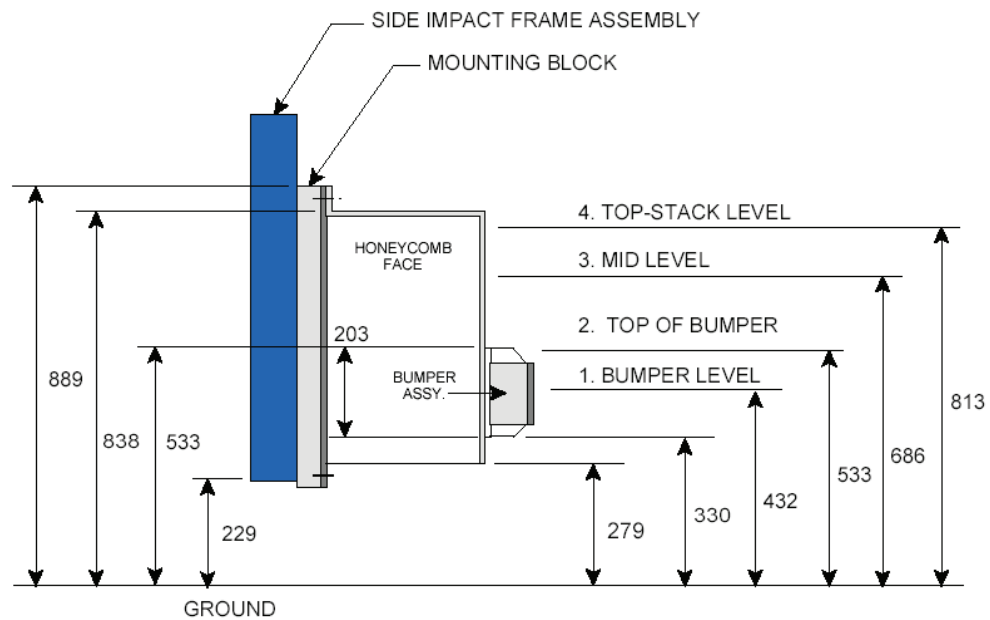
IMPACT SPEED				
	Units	Specification	Range	Value
Primary speed trap	kmh	61.9	61.1-62.7	61.7
Redundant speed trap	kmh	61.9	61.1-62.7	61.6



IMPACT POINT INFORMATION		
Vertical impact line is	430 mm rearward of front axle	
Actual impact is	407 mm rearward of front axle	
Measurement	Value	Tolerance
Impact point distance from vertical impact line	23 mm forward	+/- 50 mm
Impact point distance from horizontal impact line	7 mm below	+/- 20 mm

DATA SHEET NO. 4
MOVING DEFORMABLE BARRIER (MDB) SUMMARY OF RESULTS (CONTINUED)

HONEYCOMB FACE CLEARANCE					
	Units	Specification	Range	Left	Right
Bottom of barrier	mm	279	276-282	277	279
Bottom of bumper	mm	330	327-333	329	329
Top of bumper	mm	533	530-536	534	533
Top of barrier	mm	838	835-841	837	837



RIGHT SIDE VIEW

**DATA SHEET NUMBER 5
POST TEST OBSERVATIONS**

TEST DUMMY INFORMATION AND CONTACT POINTS		
Description	Left front seat	Left rear seat
Dummy type / serial no.	SID HIII/058	SID HIII/137
Head contact	To side curtain airbag	To roof rail above side window; bottom to curtain airbag
Upper torso contact	To seat mounted side airbag	To left rear door panel 175 mm below window sill
Lower torso contact	To seat mounted side airbag	To left rear door panel at top of armrest
Left leg contact	To left front door panel 78 mm below arm rest	To left rear door panel 400 mm below window sill
Left knee contact	To left front door panel 80 mm below arm rest	To left rear door panel 480 mm below window sill

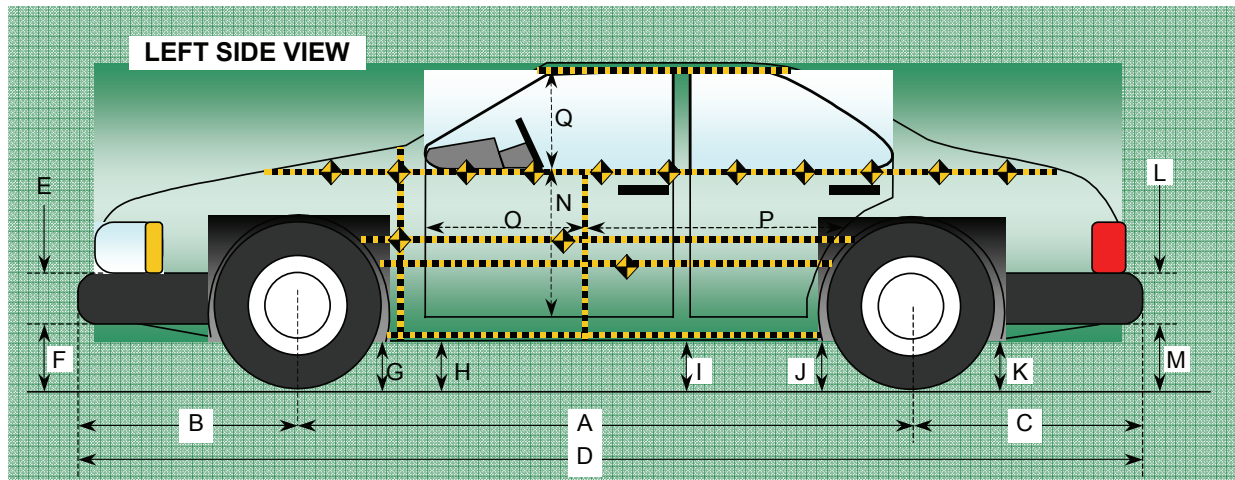
POST TEST DOOR OPENING AND SEAT TRACK INFORMATION		
Description	Front	Rear
Locked/unlocked doors	Unlocked	Unlocked
Left side door opening	Closed/latched/inoperable	Closed/latched/inoperable
Right side door opening	Closed/latched/operable	Closed/latched/operable
Seat movement	~52 mm of seat crush	~17 mm of seat crush
Seat back failure	None	None

POST TEST STRUCTURAL OBSERVATIONS	
Critical areas of performance	Observations/conclusions
Pillar performance	Separated below D-ring
Sill separation	Max sill separation of 86 mm 1000 mm rear of front axle
Windshield damage	None
Window damage	Front and rear struck side windows shattered at impact
Other notable effects	Rear windshield shattered at impact

DATA SHEET NUMBER 5
POST TEST OBSERVATIONS (CONTINUED)

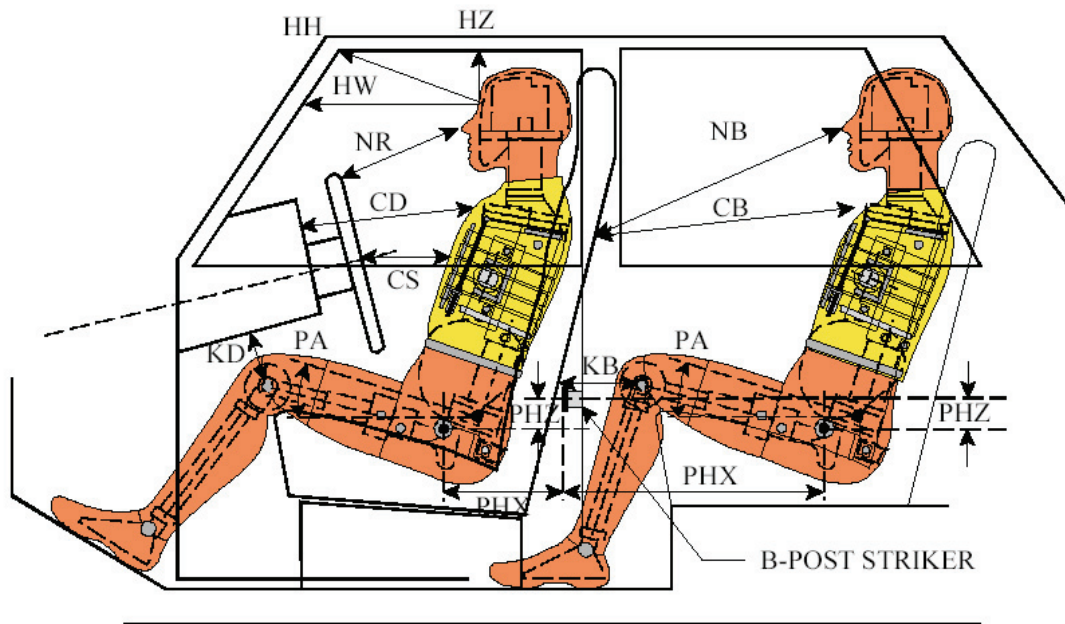
SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION				
Restraint Type	Left front (Driver) occupant Location 01		Left rear (passenger) occupant Location 04	
	Installed	Operation	Installed	Operation
Front airbag	Yes - steering wheel	Did not deploy	No	N/a
Side airbag	Yes - seat back	Deployed	No	N/a
Head airbag	No	N/a	No	N/a
Curtain airbag	Yes - side header	Deployed	Yes - side header	Deployed
Seat belt pretensioner	Yes	Deployed	No	N/a
Seat belt load limiter	Yes	N/a	No	N/a

DATA SHEET NUMBER 6
VEHICLE PRE AND POST MEASUREMENTS



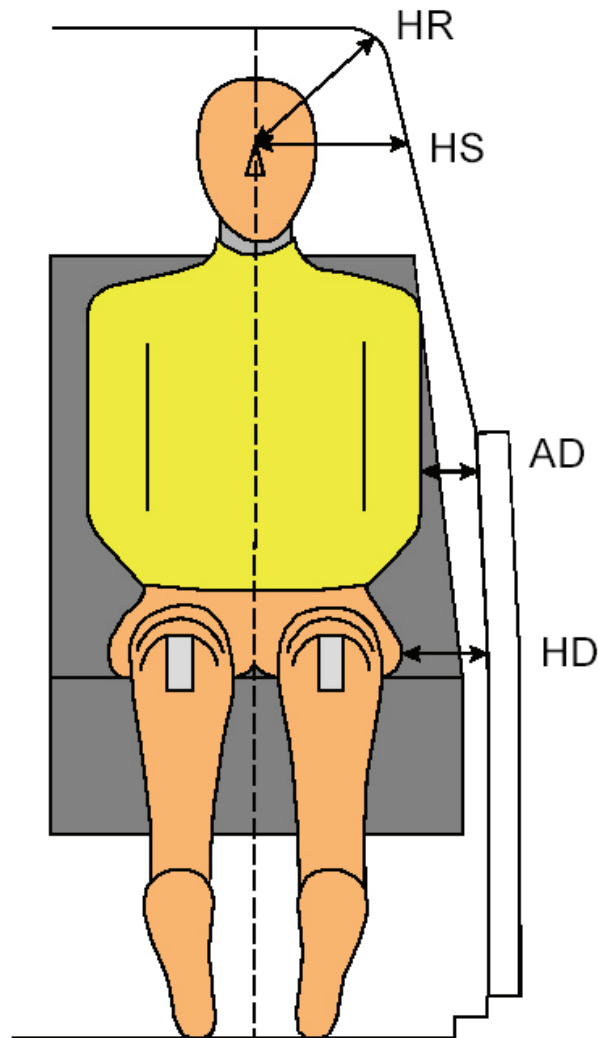
VEHICLE DIMENSIONS				
Code	Description	Pre test	Post test	Change
		mm	mm	mm
A	Wheelbase	2740	2710	-30
B	Front axle to front side of vehicle	678	691	13
C	Rear axle to rear side of vehicle	800	806	6
D	Total length at centerline	4855	4848	-7
E	Front bumper thickness	241	241	0
F	Front bumper bottom to ground	277	294	17
G	Sill height at front wheel well	227	206	-21
H	Sill height at front door leading edge	228	267	39
I	Sill height at b-pillar	240	257	17
J1	Sill height at rear wheel well	174	150	-24
J2	Pinch weld height at rear wheel well	245	248	3
K	Sill height aft of rear wheel well	278	235	-43
L	Rear bumper thickness	286	286	0
M	Rear bumper bottom to ground	332	287	-45
N	Sill height to window bottom sill	782	729	-53
O	Front door leading edge to impact C/L	1375	1359	-16
P	Rear door trailing edge to impact C/L	725	685	-40
Q	Front window opening	427	417	-10
R	Right side length	4218	4230	12
S	Left side length	4218	4207	-11
T	Vehicle width at b-pillar	1829	1659	-170

DATA SHEET NUMBER 7
SID HIII LONGITUDINAL CLEARANCES



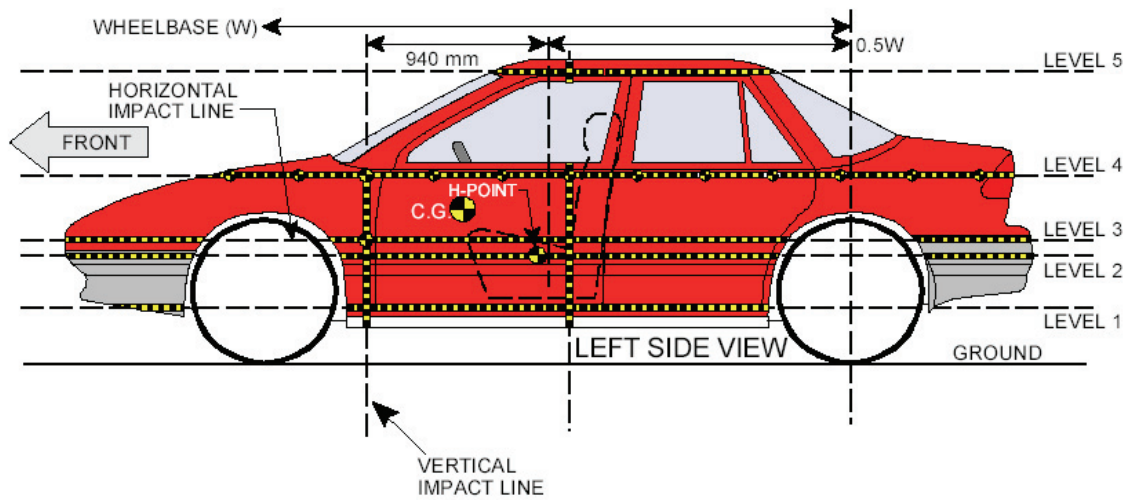
SID HIII LONGITUDINAL CLEARANCE MEASUREMENTS					
Driver code	Pass. code	Measurement description	Units	Left front seat	Left rear seat
		ATD serial number	-	058	137
HH	-	Head to header	mm	389	N/a
HW	-	Head to windshield	mm	696	N/a
HZ	HZ	Head to roof	mm	200	109
NR	NB	Nose to rim/nose to seatback	mm	415	665
CD	CB	Chest to dash or seatback	mm	558	525
CS	-	Chest to steering wheel	mm	320	N/a
KDL	KBL	Left knee to dash or seatback length	mm	165	206
KDA	KBA	Left knee to dash or seatback angle	°	28.2	39.4
KDR	KBR	Right Knee to dash or seatback length	mm	154	210
KDA	KDA	Right knee to dash or seatback angle	°	24.9	31.2
PA	PA	Pelvic angle	°	23.1	23.4
PHX	PHX	H-Point to striker (x-axis)	mm	448	-882
PHZ	PHZ	H-Point to striker (z-axis)	mm	252	202

DATA SHEET NUMBER 8
SID HIII LATERAL CLEARANCES



SID HIII LATERAL CLEARANCE MEASUREMENTS				
Code	Measurement description	Units	Left front seat	Left rear seat
-	ATD serial number	-	058	137
HR	Head to side header	mm	201	181
HS	Head to side window	mm	301	236
-	Shoulder to door	mm	128	115
HD	H-point to door	mm	167	120

DATA SHEET 9 VEHICLE SIDE MEASUREMENTS



VEHICLE STATIC CRUSH SUMMARY				
Level	Description	Height above ground (mm)	Maximum static crush (mm)	Longitudinal (X) distance from impact point (mm)
5	Window top	1335	22	1650
4	Window sill	944	109	1500
3	Mid-door	603	210	1650
2	Driver H-point	457	184	1650
1	Axle centerline or sill top	247	78	1650
Maximum static crush		210 mm at level 3 1650 mm rearward from vertical impact line		

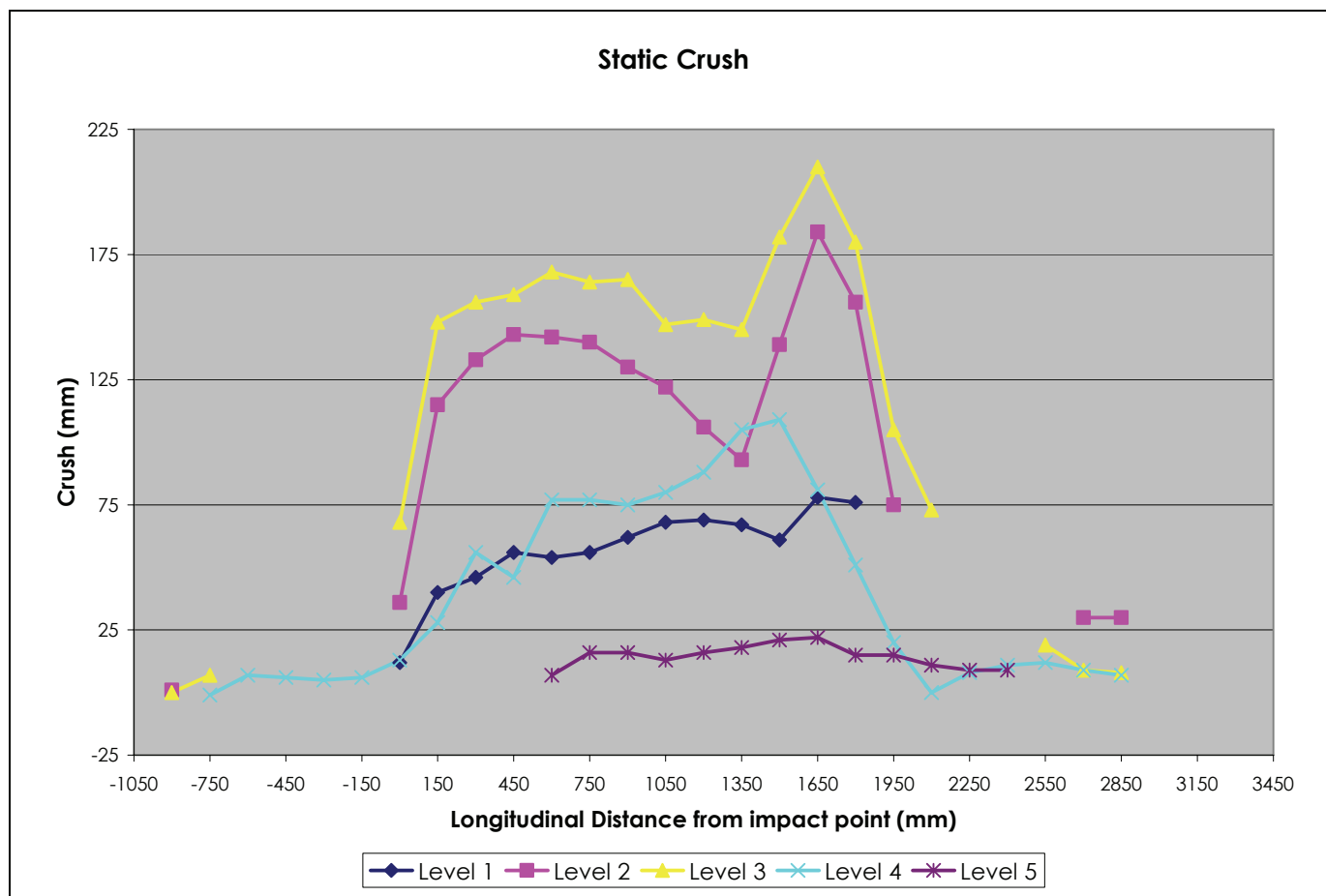
Height measurements taken 750 mm rearward from vertical impact line.

DATA SHEET 10
VEHICLE STATIC CRUSH PROFILE

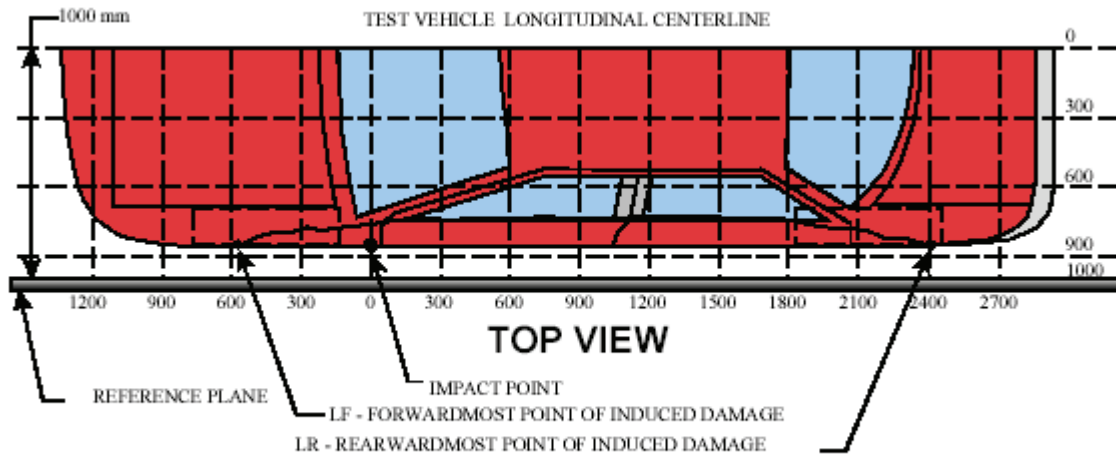
Note: All dimensions are in millimeters with a tolerance of ± 3 mm

TEST VEHICLE STATIC CRUSH																
Level	1			2			3			4			5			
Height	247			457			603			944			1335			
	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	
DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT	-1050															
	-900			165	166	1	188	188	0							
	-750						146	153	7	293	292	-1				
	-600									273	280	7				
	-450									256	262	6				
	-300									247	252	5				
	-150									241	247	6				
	0	155	167	12	138	174	36	137	205	68	235	248	13			
	150	160	200	40	143	258	115	137	285	148	237	265	28			
	300	164	210	46	145	278	133	138	294	156	225	281	56			
	450	165	221	56	145	288	143	138	297	159	232	278	46			
	600	166	220	54	146	288	142	137	305	168	231	308	77	423	430	17
	750	167	223	56	145	285	140	137	301	164	230	307	77	453	469	16
	900	166	228	62	145	275	130	137	302	165	234	309	75	469	485	16
	1050	166	234	68	145	267	122	137	284	147	236	316	80	474	487	13
	1200	165	234	69	146	252	106	138	287	149	242	330	88	472	488	16
	1350	161	228	67	146	239	93	138	283	145	246	351	105	470	488	18
	1500	159	220	61	145	284	139	140	322	182	249	358	109	466	487	21
	1650	156	234	78	146	330	184	142	352	210	259	340	81	462	484	22
	1800	153	229	76	144	300	156	145	325	180	268	319	51	455	470	15
	1950				133	208	75	140	245	105	277	297	20	449	464	15
	2100							133	206	73	288	288	0	446	457	11
	2250										299	307	8	441	450	9
	2400										314	325	11	439	448	9
	2550							141	160	19	329	341	12			
	2700				116	146	30	187	196	9	348	357	9			
	2850				117	147	30	221	229	8	365	372	7			
	3000															
	3150															
	3330															

DATA SHEET 10
VEHICLE STATIC CRUSH PROFILE (CONTINUED)

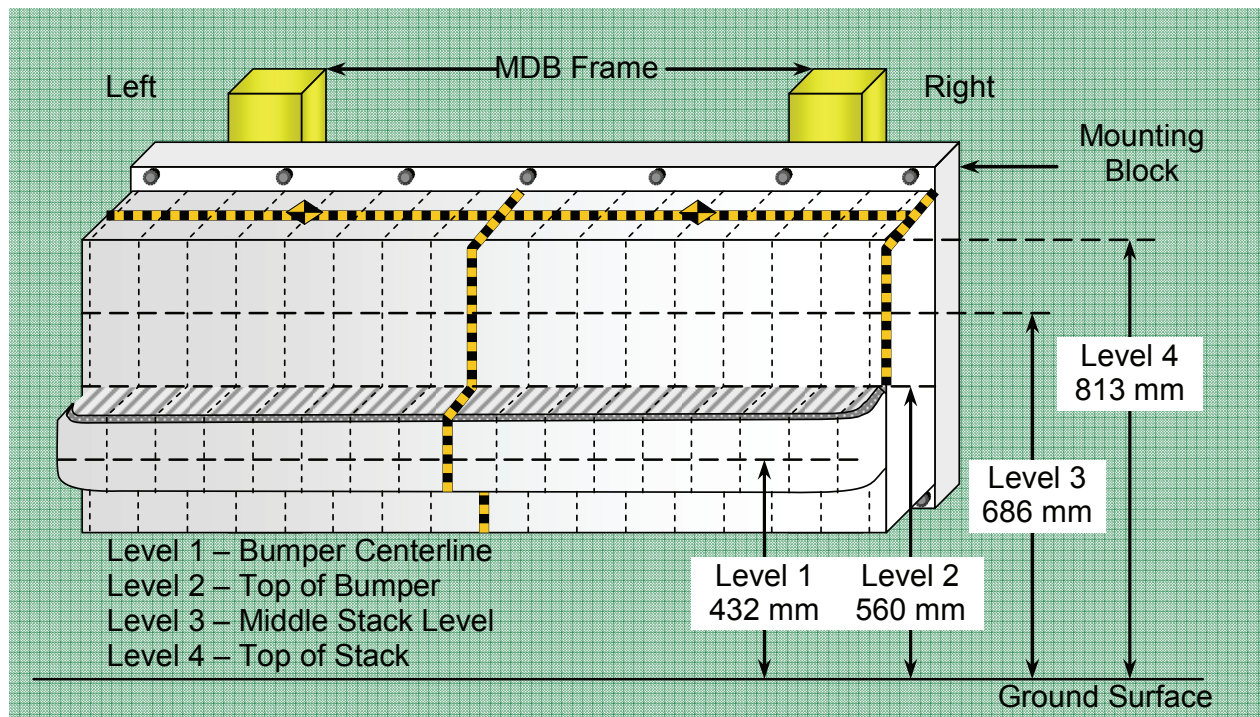


DATA SHEET 11
VEHICLE DAMAGE PROFILE DISTANCES (DPD)



DPD MEASUREMENTS				
	DPD measurement (mm)	Pre test (mm)	Post test (mm)	Crush (mm)
1	-300	152	152	0
2	270	290	155	135
3	840	158	305	147
4	1410	275	160	115
5	1980	235	162	73
6	2550	168	168	0

DATA SHEET 12
DEFORMABLE BARRIER STATIC CRUSH



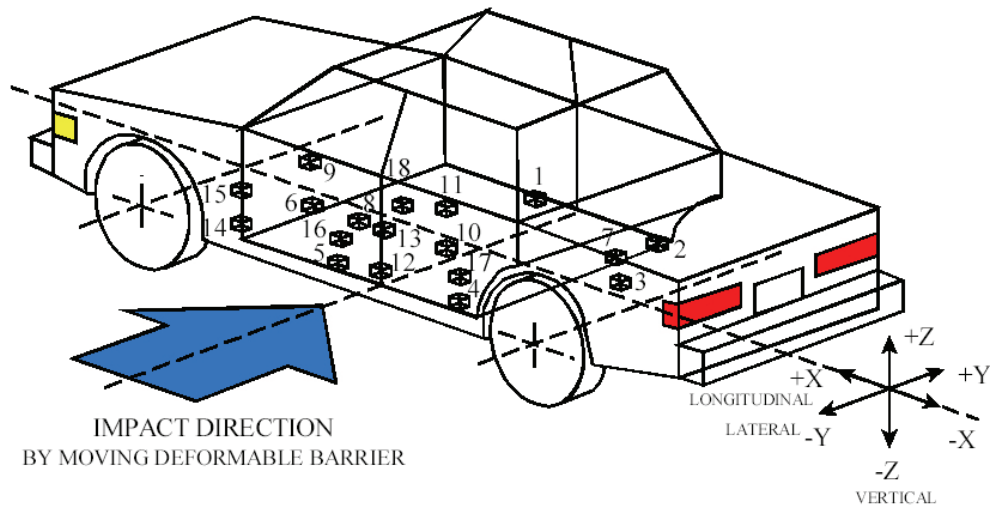
DEFORMABLE BARRIER FACE SUMMARY		
Barrier face manufacturer		Plascore
Serial number		A060718
Level	Description	Maximum crush
1	Center of bumper	237
2	Top of bumper	158
3	Middle of stack	104
4	Top of stack	122
Maximum post test intrusion is 237 mm at level 1		

BARRIER STATIC CRUSH																	
	Distance left of center								C _L	Distance right of center							
	800	700	600	500	400	300	200	100	0	100	200	300	400	500	600	700	800
4	90	65	47	54	36	27	26	23	28	35	34	35	38	49	69	92	122
3	70	58	69	77	53	29	27	28	25	19	18	21	27	38	51	75	104
2	112	119	147	158	116	91	78	68	67	63	62	55	39	45	54	65	77
1	209	219	233	237	196	166	149	137	125	122	114	110	108	109	119	136	154

all values in mm

DATA SHEET 13

VEHICLE ACCELEROMETER LOCATIONS



TEST VEHICLE ACCELEROMETER LOCATIONS				
Loc. no.	Accelerometer location	Measurements (mm)		
		X	Y	Z
1	Right sill at front seat	2634	811	413
2	Right sill at rear seat	1663	813	414
3	Rear floor pan above axle	1174	2	-152
4	Left sill at rear door	1664	-862	356
5	Left sill at front door	2649	-862	356
6	Left front door C/L	†	†	†
7	Rear occupant compartment	1967	391	199
8	Left front door mid-rear	†	†	†
9	Left front door upper C/L	†	†	†
10	Left rear door mid-rear	†	†	†
11	Left rear door upper C/L	†	†	†
12	Left lower b-pillar	2134	-775	108
13	Left middle b-pillar	2079	-769	-84
14	Left lower a-pillar	3314	-768	44
15	Left middle a-pillar	3317	-770	-131
16	Front seat track	2547	-664	296
17	Rear seat track or structure	1968	-383	203
18	Vehicle CG	2476	72	-7

Origin

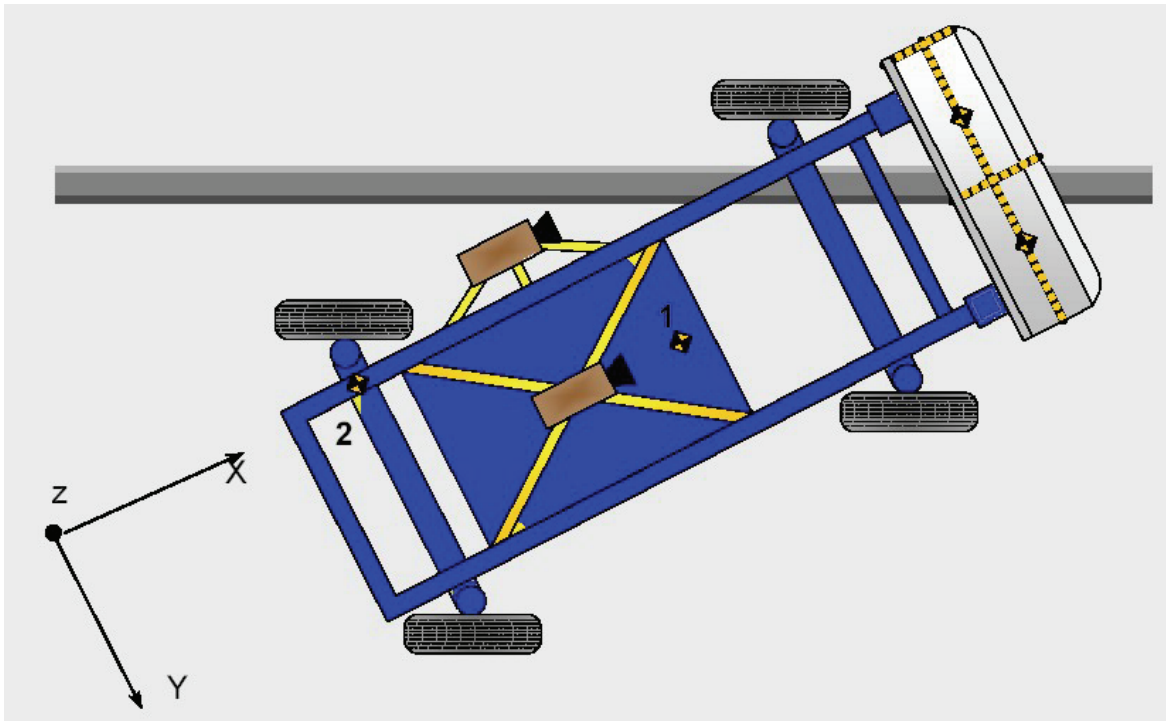
X Rear bumper
Y Midline of vehicle
Z Top of rear bumper

Orientation

X +(X) Forward
Y +(Y) Right
Z +(Z) Down

† Front and rear door accelerometers not installed as per NCAP policy (02Nov05)

DATA SHEET 14
MDB ACCELEROMETER LOCATIONS



MDB ACCELEROMETER LOCATIONS			
Location	Measurements (mm)		
	X	Y	Z
Center of gravity	1113	-1	311
Right rear	2812	-614	585

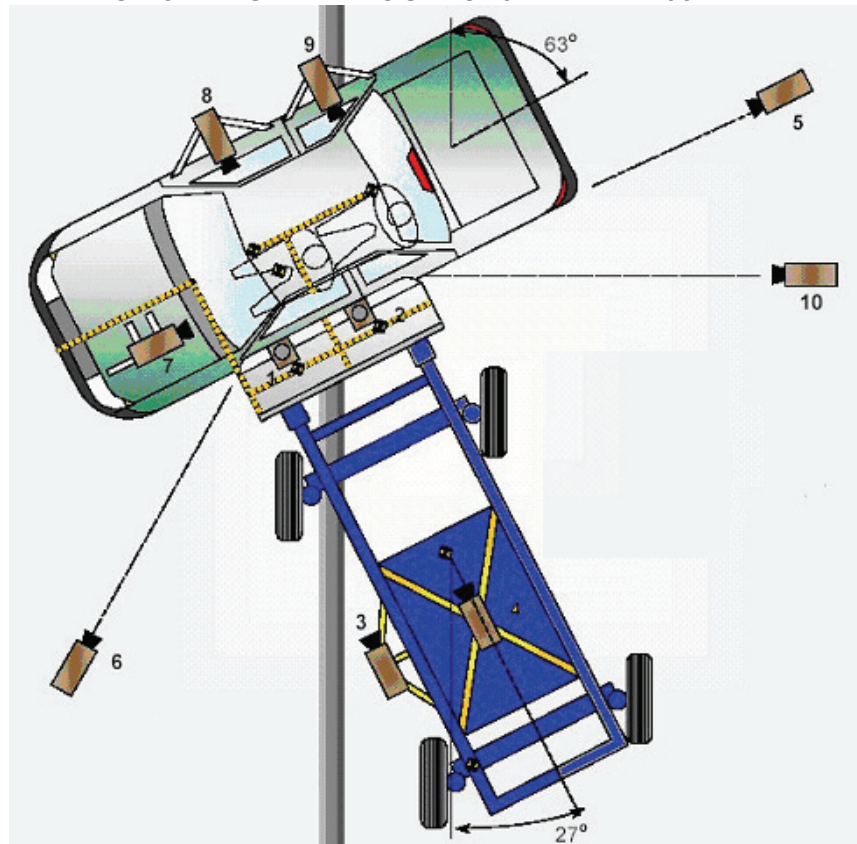
Origin

X Rear structural member
Y Midline of MDB
Z Middle of rear structural member

Orientation

X +(X) Forward
Y +(Y) Right
Z +(Z) Down

DATA SHEET 15
HIGH-SPEED CAMERA LOCATIONS AND DATA SUMMARY



	View	Coordinates †			Angle °	Lens mm	Rate fps
		X	Y	Z			
		mm	mm	mm			
1	Overhead view of test vehicle	-309	-661	-4906	90	12.5	1000
2	Overhead close-up view of impact plane	-598	-146	-4432	90	16	1000
3	MDB onboard close-up view of impact point	-2084	-90	-128	0.4	25.4	1000
4	MDB onboard view of driver dummy	-2304	832	-903	4.0	13	1000
5	Right side ground level overall view	-597	12026	-984	2.8	50	1000
6	Left side ground level overall view	-1554	-3761	-961	6.1	25	1000
7	Test vehicle onboard driver front view	-429	-511	-470	12.2	25	1000
8	Test vehicle onboard driver side view	1702	894	-333	16.5	12.5	1000
9	Test vehicle onboard passenger side view	1698	1729	-334	16.4	12.5	1000
10	Real-time film coverage of test	-	-	-	-	-	-

Origin

X

Y

Z

Impact Point

Impact Point

Impact Point

Orientation

X

Y

Z

+(X) Forward

+(Y) Right

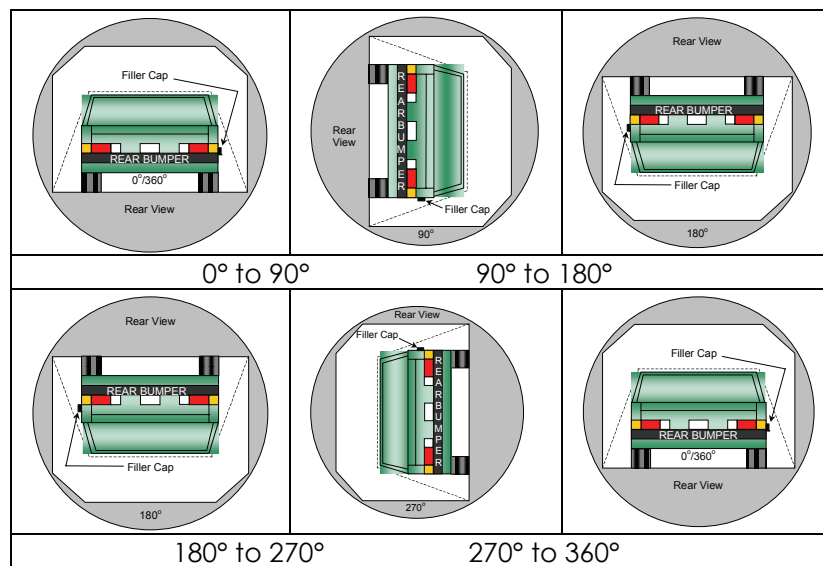
+(Z) Down

DATA SHEET 16
FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Temperature at Time of Impact: 19° C Test Time: 1:30 pm

STODDARD SOLVENT SPILLAGE MEASUREMENTS				
Period	Description	Maximum allowable spillage	Spillage	
			Amount	Location
A	From impact until vehicle motion ceases	1 oz	0	N/a
B	5 minutes after vehicle motion ceases	5 oz	0	N/a
C	Next 25 minutes	1 oz/minute	0	N/a

FMVSS 301 STATIC ROLLOVER



FMVSS301 STATIC ROLLOVER DATA			
Test phase	Rotation time (sec.)	Hold time (sec.)	Total time (sec.)
Tolerance	60-180	>= 300	-
0° to 90°	65	304	369
90° to 180°	66	300	366
180° to 270°	65	305	370
270° to 360°	66	300	366

DATA SHEET 16
FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA (CONTINUED)

FMVSS301 STATIC ROLLOVER - SPILLAGE				
	First five minutes (oz)	Sixth minute (oz)	Seventh minute (oz)	Eighth minute (oz)
Max allowable leakage	5.0	1.0	1.0	1.0
0° to 90°	0	0	0	N/a
90° to 180°	0	0	0	N/a
180° to 270°	0	0	0	N/a
270° to 360°	0	0	0	N/a

SPILLAGE LOCATION(s)	
0° to 90°	N/a
90° to 180°	N/a
180° to 270°	N/a
270° to 360°	N/a

APPENDIX A
PHOTOGRAPHS

LIST OF PHOTOGRAPHS

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A-4	Tire placard	A-5
A-5	Pre test front view of test vehicle	A-6
A-6	Post test front view of test vehicle	A-6
A-7	Pre test left front $\frac{3}{4}$ view of test vehicle	A-7
A-8	Post test left front $\frac{3}{4}$ view of test vehicle	A-7
A-9	Pre test left side view of test vehicle	A-8
A-10	Post test left side view of test vehicle	A-8
A-11	Pre test left rear $\frac{3}{4}$ view of test vehicle	A-9
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A-14	Post test rear view of test vehicle	A-10
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A-24	Post test overhead close-up	A-15
A-25	Pre test impact point	A-16
A-26	Post test impact point	A-16
A-27	Pre test front $\frac{3}{4}$ view of left side doors	A-17
A-28	Post test front $\frac{3}{4}$ view of left side doors	A-17
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A-31	Pre test left front door	A-19
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A-36	Post test driver shoulder clearance	A-21
A-37	Pre test driver, right side view	A-22
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Figure	Photograph Description	Page
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A-51	Pre test right side view of MDB barrier face	A-29
A-52	Post test right side view of MDB barrier face	A-29
A-53	Pre test left side view of MDB barrier face	A-30
A-54	Post test left side view of MDB barrier face	A-30
A-55	Pre test overhead view of MDB barrier face	A-31
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A-58	FMVSS301 90 degrees	A-32
A-59	FMVSS301 180 degrees	A-33
A-60	FMVSS301 270 degrees	A-33
A-61	FMVSS301 360 degrees	A-34
A-62	Impact	A-34



Figure A-1: Left front 3/4 view, as delivered



Figure A-2: Right rear 3/4 view, as delivered

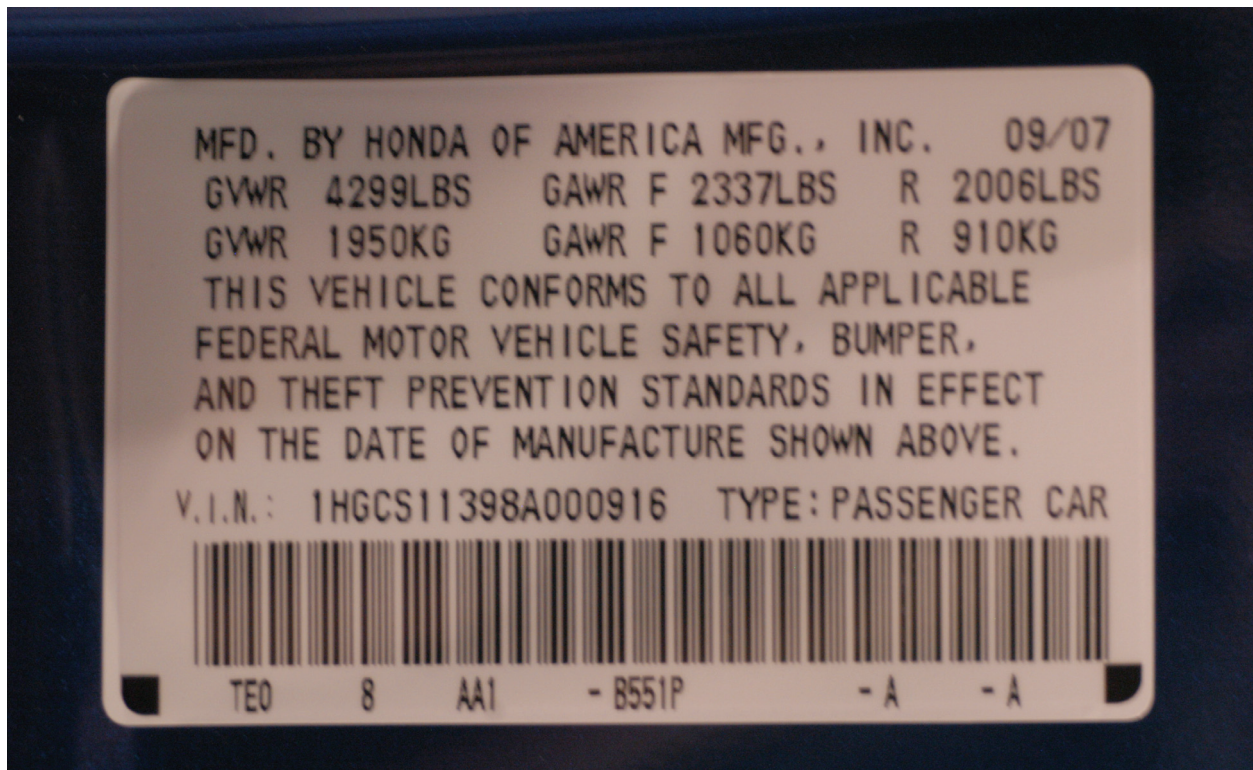


Figure A-3: Manufacturer's label

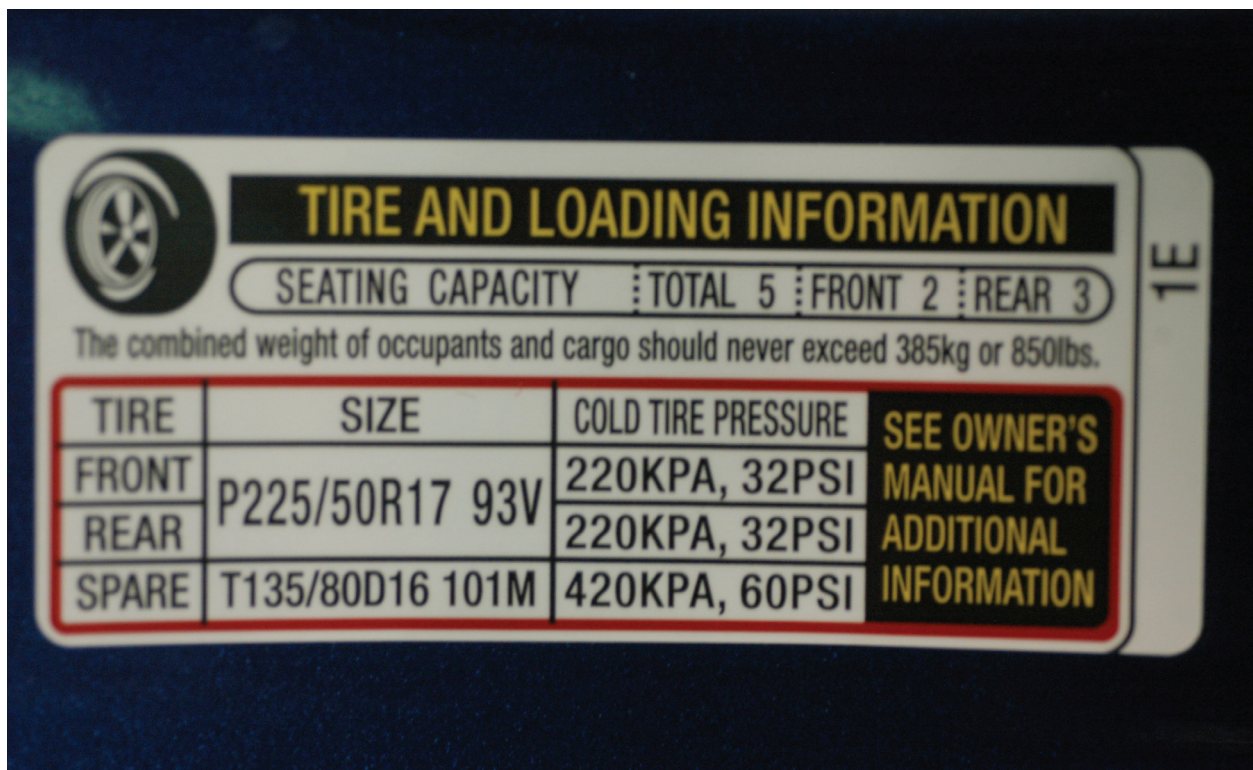


Figure A-4: Tire placard



Figure A-5: Pre test front view of test vehicle



Figure A-6: Post test front view of test vehicle



Figure A-7: Pre test left front 3/4 view of test vehicle



Figure A-8: Post test left front 3/4 view of test vehicle



Figure A-9: Pre test left side view of test vehicle



Figure A-10: Post test left side view of test vehicle



Figure A-11: Pre test left rear 3/4 view of test vehicle



Figure A-12: Post test left rear 3/4 view of test vehicle



Figure A-13: Pre test rear view of test vehicle



Figure A-14: Post test rear view of test vehicle



Figure A-15: Pre test right rear 3/4 view of test vehicle



Figure A-16: Post test right rear 3/4 view of test vehicle



Figure A-17: Pre test right side view of test vehicle



Figure A-18: Post test right side view of test vehicle



Figure A-19: Pre test right front 3/4 view of test vehicle



Figure A-20: Post test right front 3/4 view of test vehicle

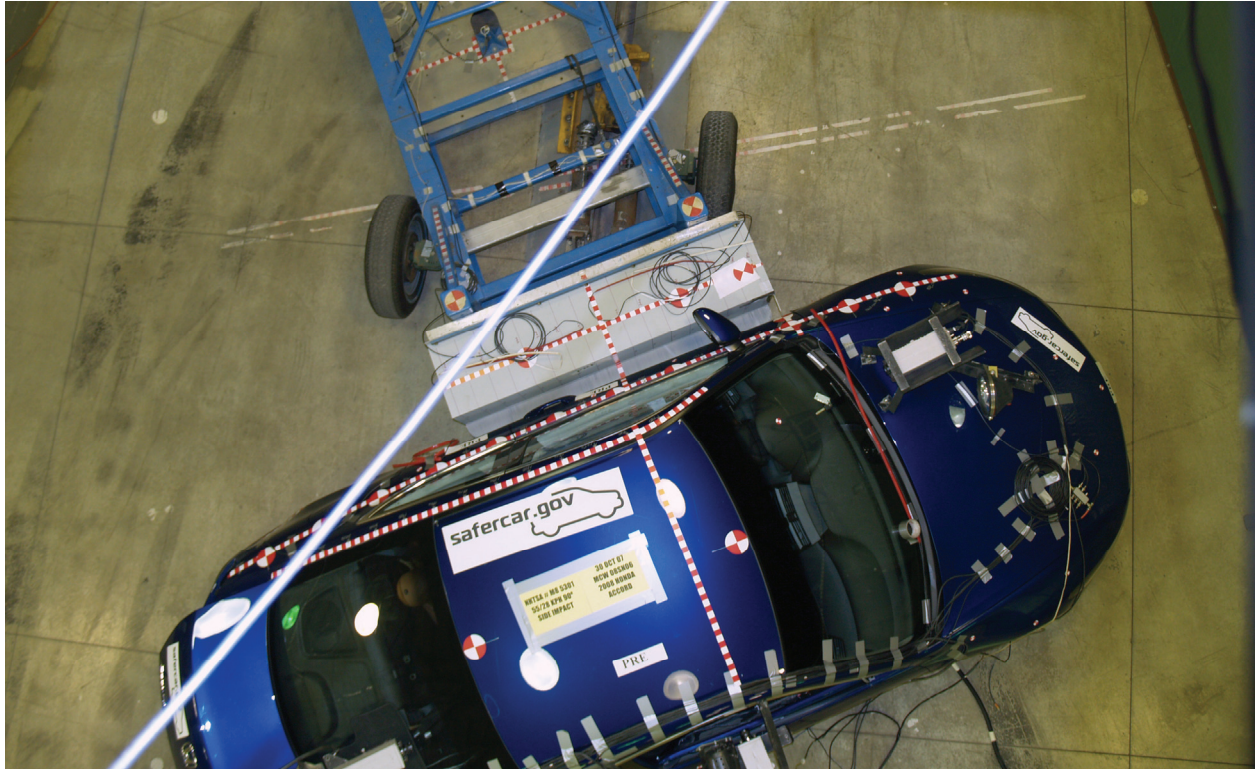


Figure A-21: Pre test overhead view

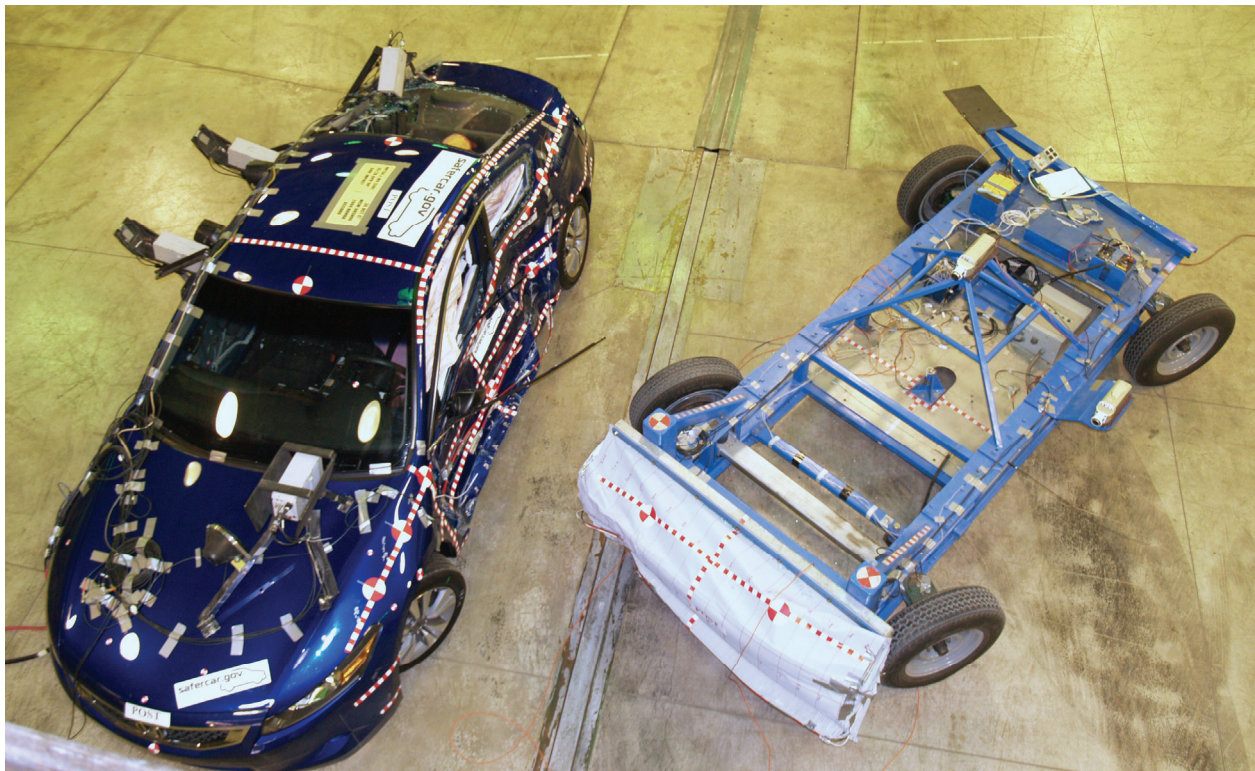


Figure A-22: Post test overhead view

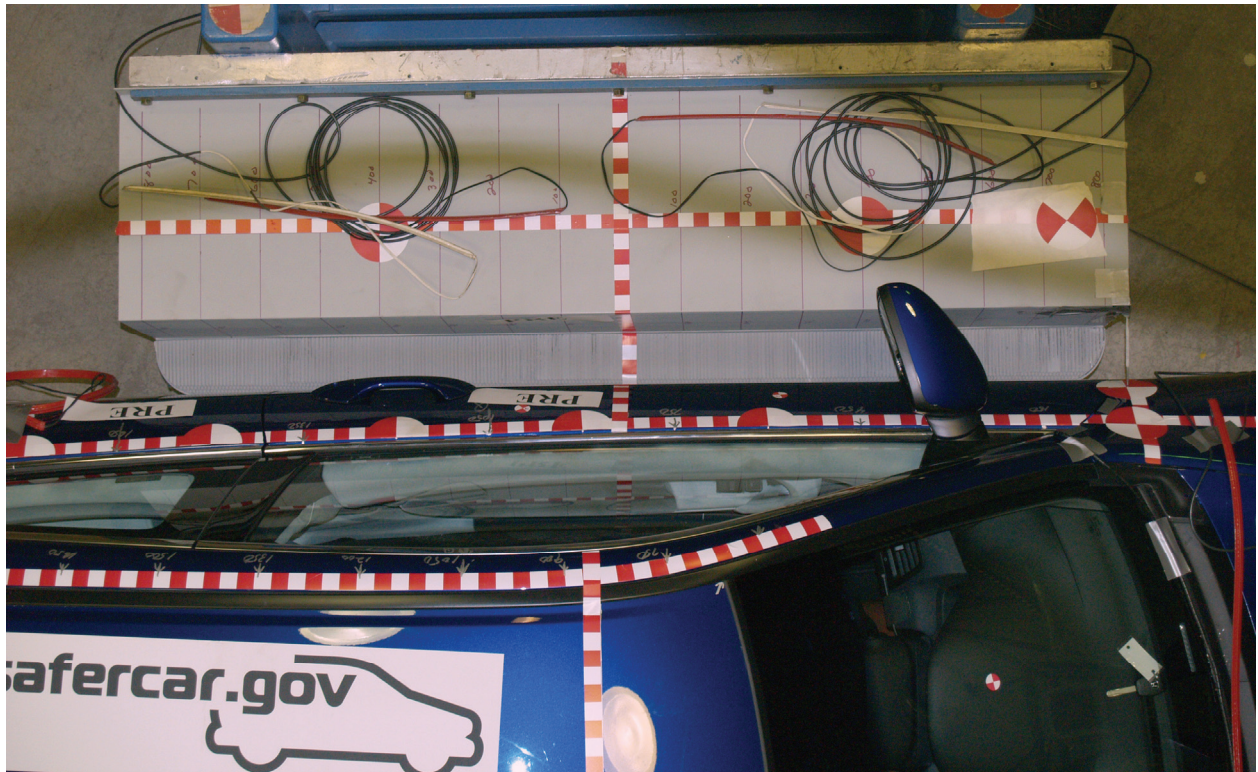


Figure A-23: Pre test overhead close-up view

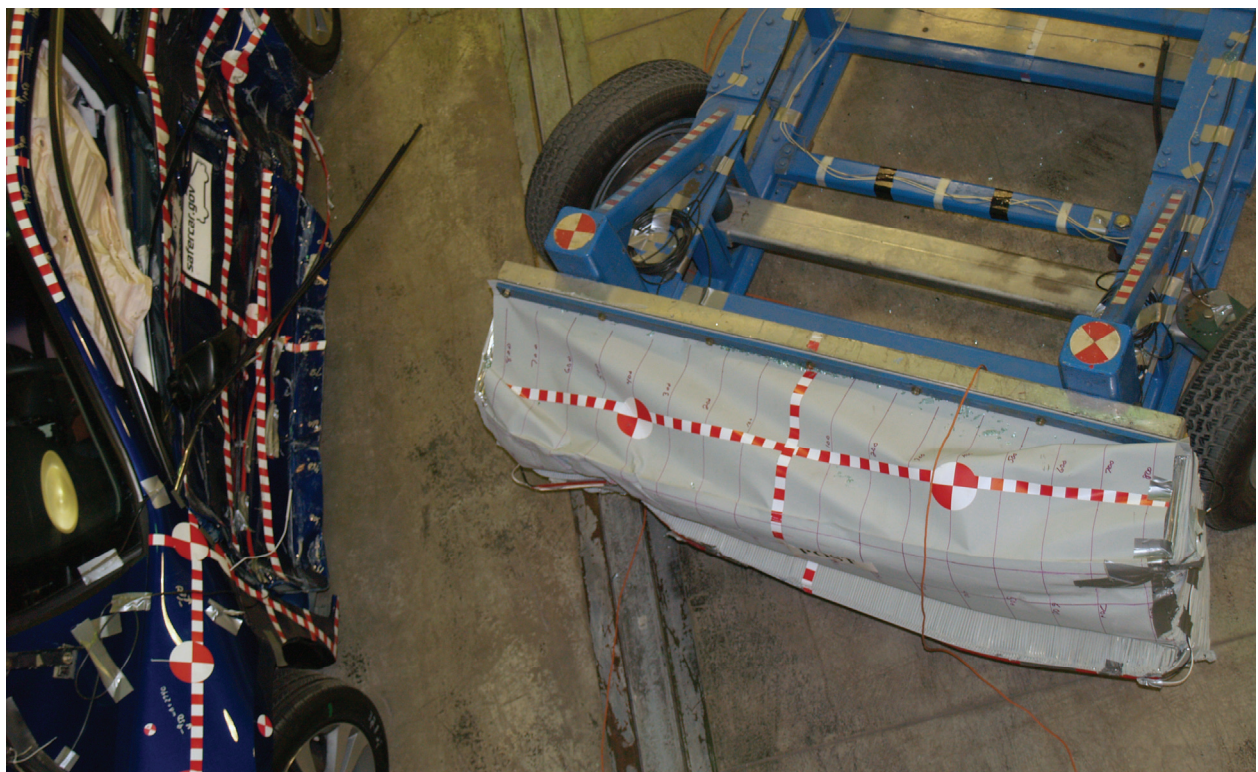


Figure A-24: Post test overhead close-up view



Figure A-25: Pre test impact point



Figure A-26: Post test impact point



Figure A-27: Pre test front 3/4 view of left side doors



Figure A-28: Post test front 3/4 view of left side doors



Figure A-29: Pre test rear 3/4 view of left side doors



Figure A-30: Post test rear 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 driver left side view



Figure A-34: Post test driver left side view



Figure A-35: Pre test driver shoulder clearance



Figure A-36: Post test driver shoulder clearance



Figure A-37: Pre test driver right side view



Figure A-38: Post test driver right side view



Figure A-39: Post test driver contact locations (1)



Figure A-40: Post test driver contact locations (2)

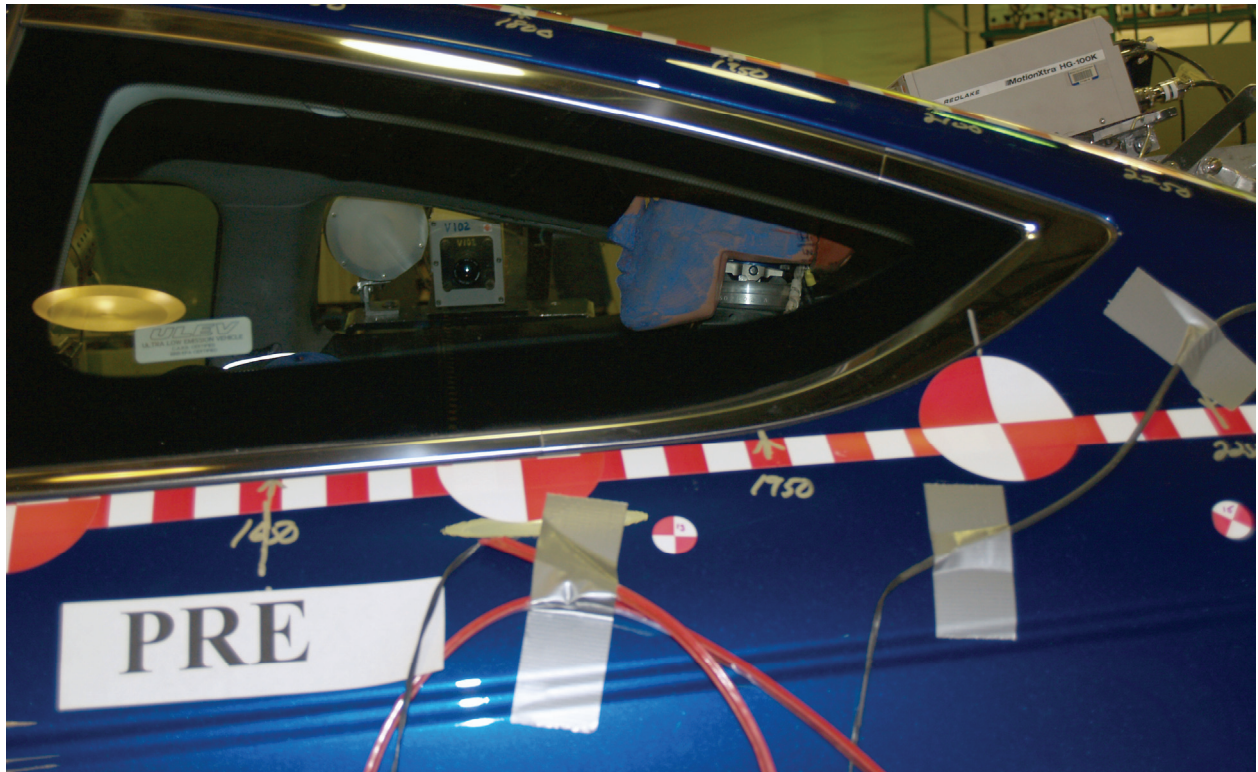


Figure A-41: Pre test passenger left side view



Figure A-42: Post test passenger left side view



Figure A-43: Pre test passenger shoulder clearance



Figure A-44: Post test passenger shoulder clearance



Figure A-45: Pre test passenger right side view



Figure A-46: Post test passenger right side view



Figure A-47: Post test passenger contact locations (1)



Figure A-48: Post test passenger contact locations (2)



Figure A-49: Pre test front view of MDB barrier face



Figure A-50: Post test front view of MDB barrier face

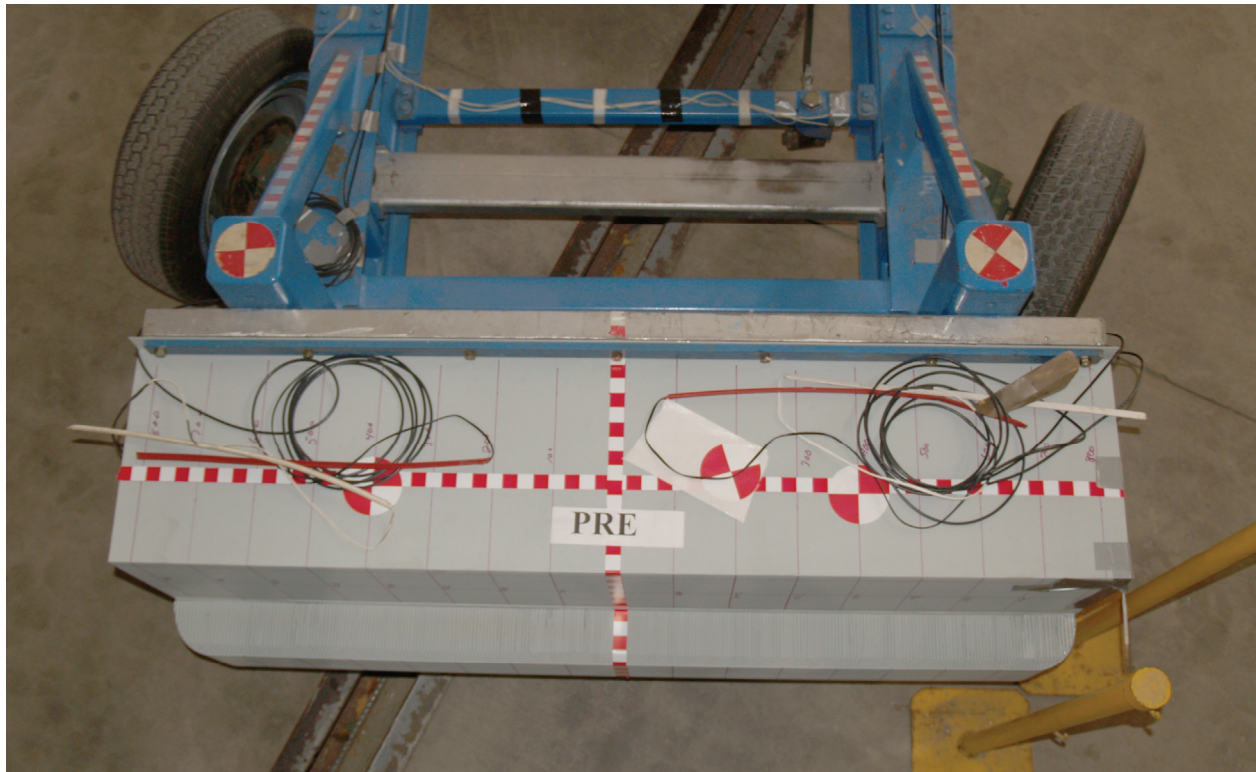


Figure A-51: Pre test overhead view of MDB barrier face

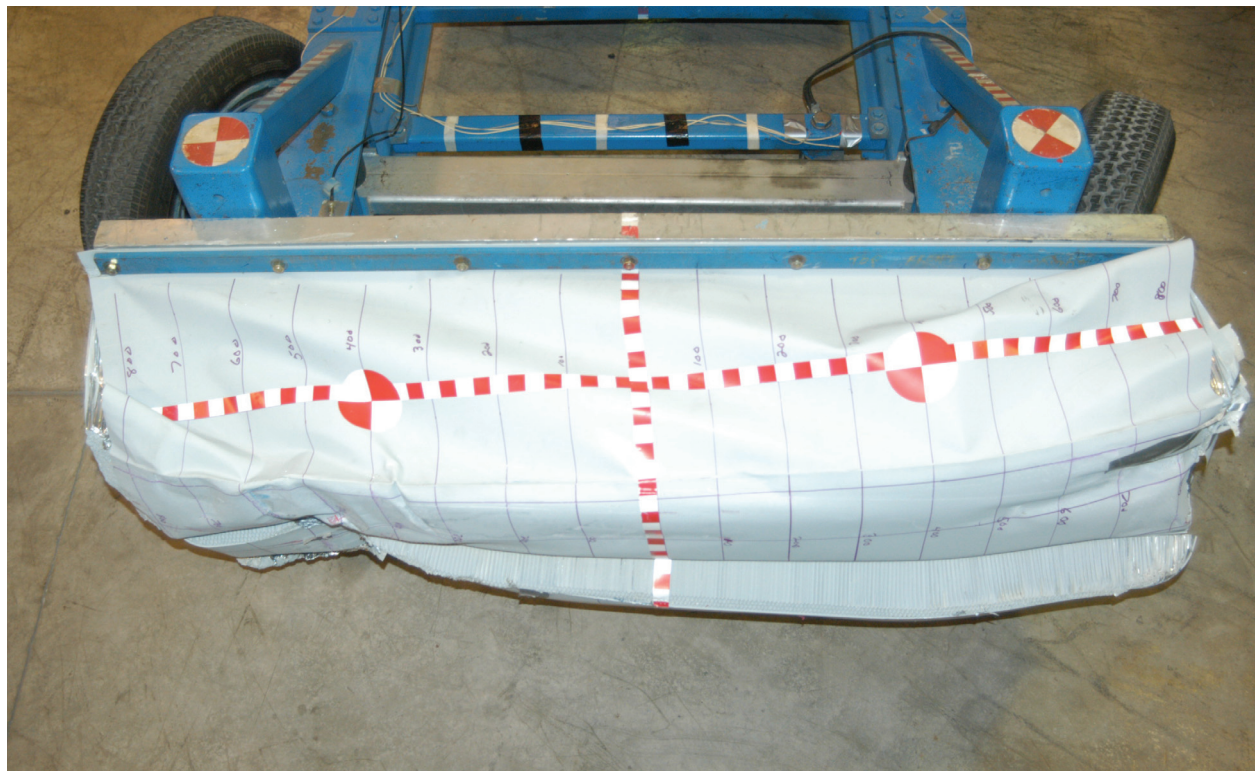


Figure A-52: Post test overhead view of MDB barrier face



Figure A-53: Pre test right side view of MDB barrier face



Figure A-54: Post test right side view of MDB barrier face



Figure A-55: Pre test left side view of MDB barrier face

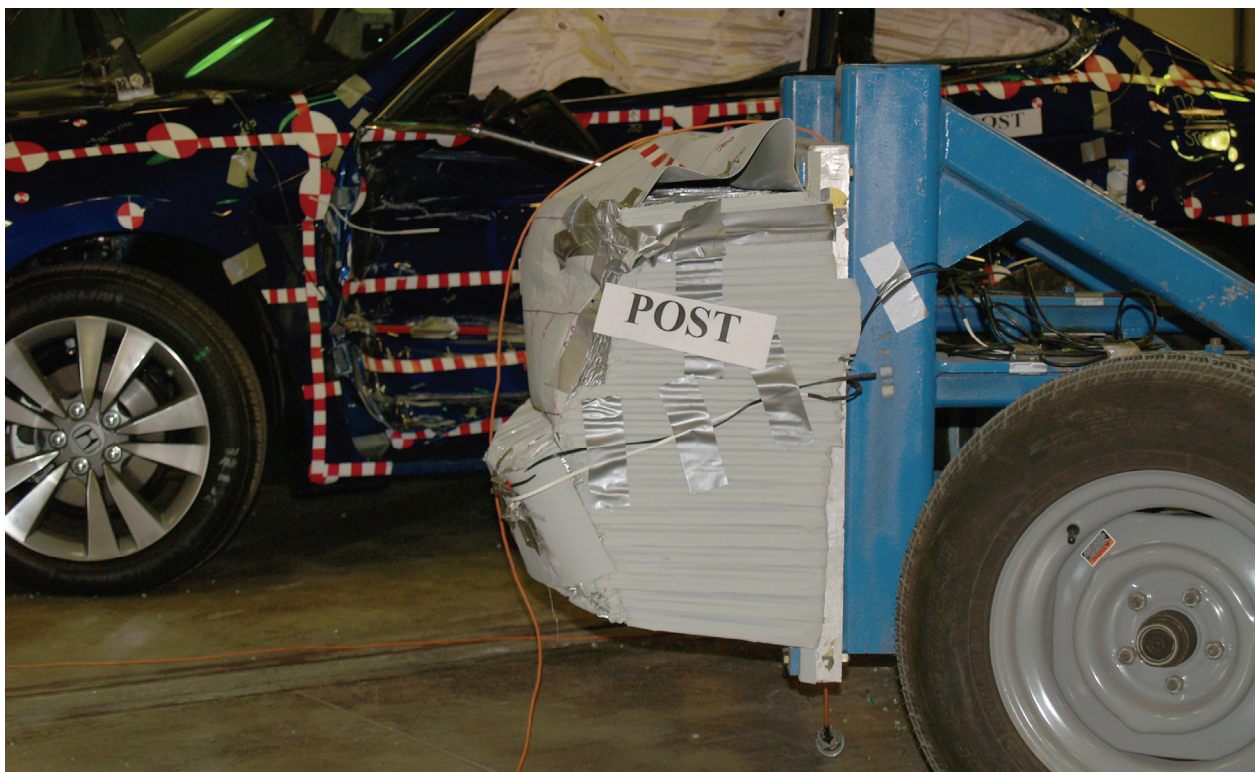


Figure A-56: Post test left side view of MDB barrier face



Figure A-57: FMVSS 301 0 degrees

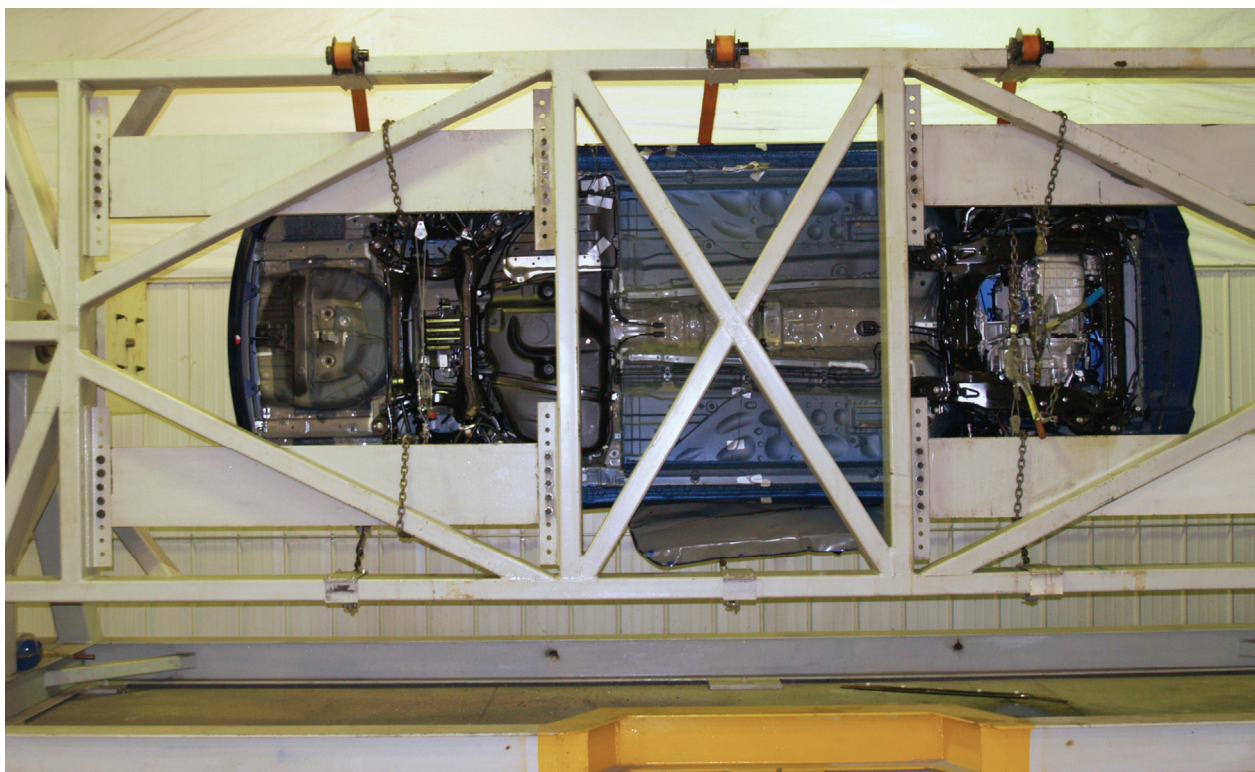


Figure A-58: FMVSS 301 90 degrees

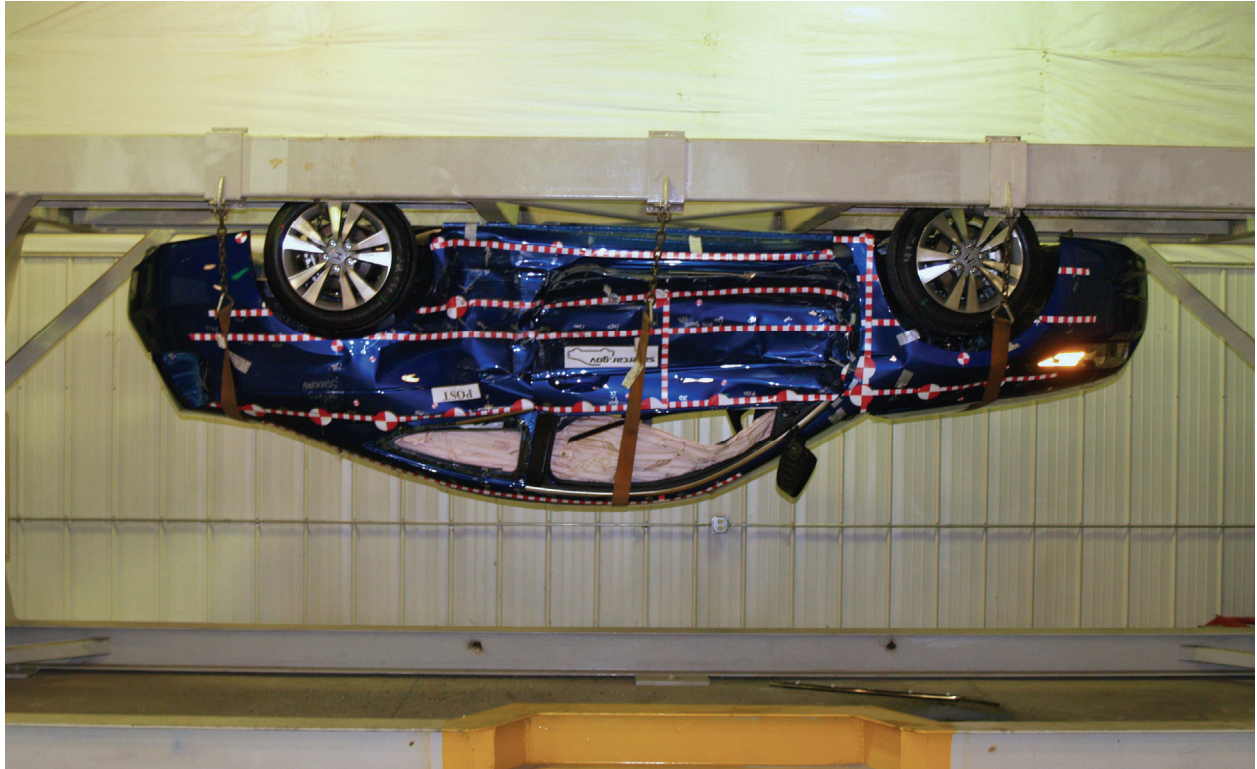


Figure A-59: FMVSS 301 180 degrees



Figure A-60: FMVSS 301 270 degrees

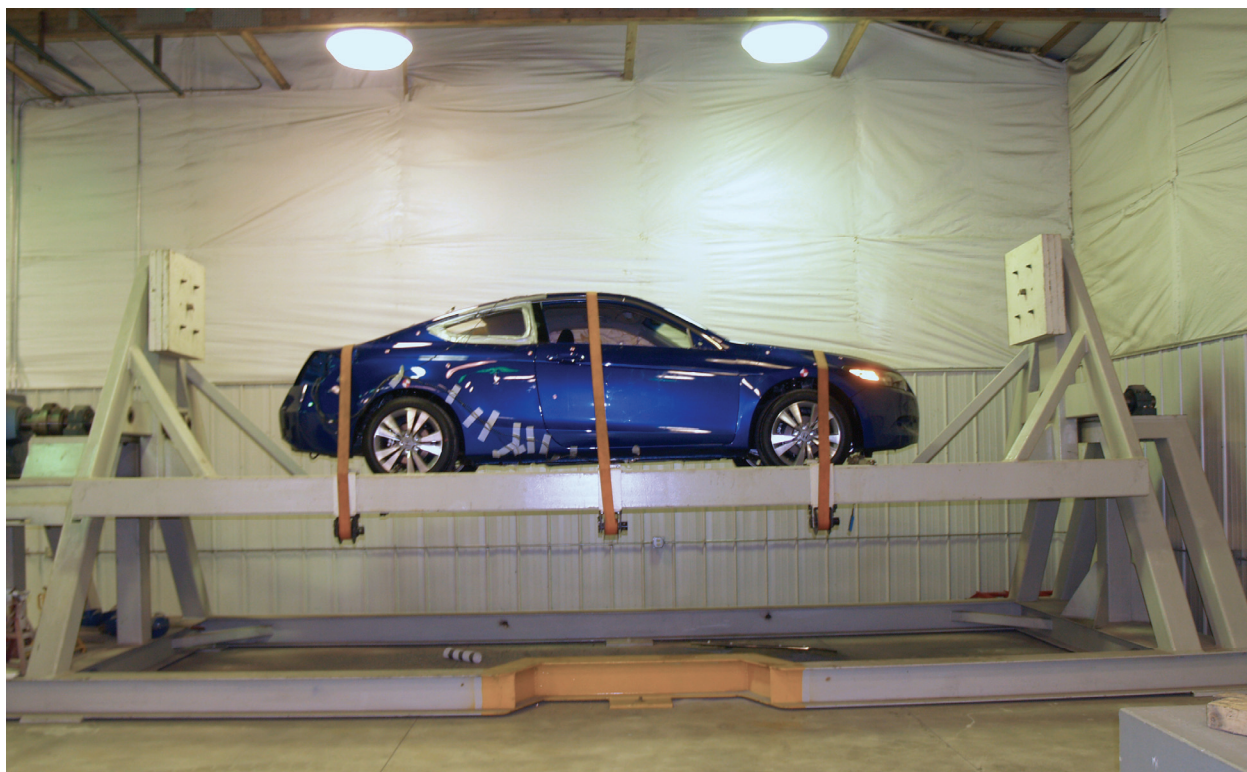


Figure A-61: FMVSS 301 360 degrees



Figure A-62: Impact

APPENDIX B
SID/HIII, VEHICLE AND MDB RESPONSE DATA

The following plots are provided in the test report

Data Plot	Description	Page
B-1	Driver upper rib(y) acceleration - primary – FIR100	B-4
B-2	Driver lower rib(y) acceleration - primary – FIR100	B-5
B-3	Driver lower spine (y) acceleration - primary – FIR100	B-6
B-4	Driver pelvis (y)acceleration - primary – FIR100	B-7
B-5	Passenger upper rib(y) acceleration - primary – FIR100	B-8
B-6	Passenger lower rib(y) acceleration - primary – FIR100	B-9
B-7	Passenger lower spine (y) acceleration - primary – FIR100	B-10
B-8	Passenger pelvis (y)acceleration - primary – FIR100	B-11

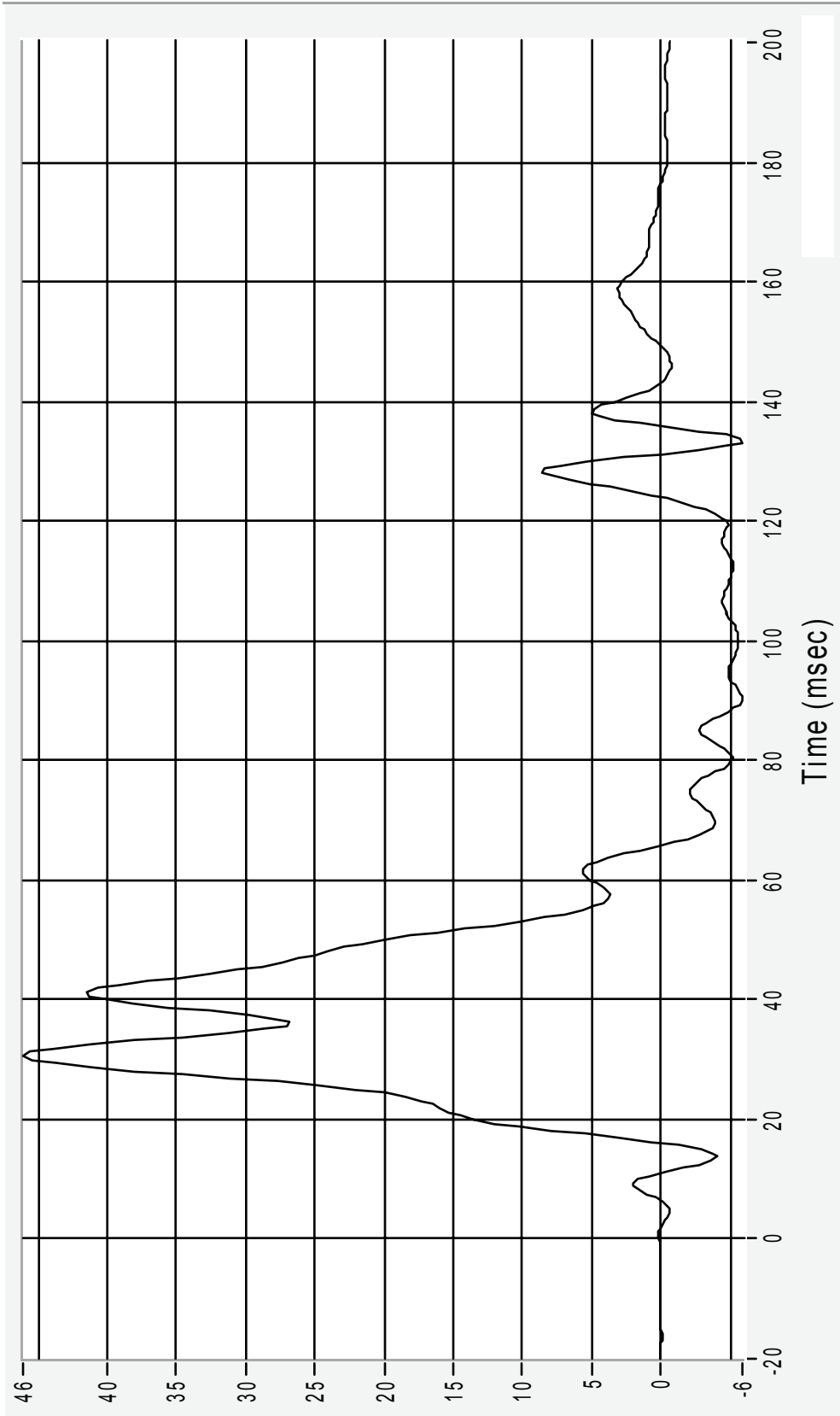
The following dummy, vehicle, and MDB response data can be found in the R&D section of the NHTSA website at: www-nrd.nhtsa.dot.gov/database/nrd-11/veh_db.html.

Description
Driver head (x) acceleration
Driver head (y) acceleration
Driver head (z) acceleration
Driver upper neck (x) force
Driver upper neck (y) force
Driver upper neck (z) force
Driver upper neck (x) moment
Driver upper neck (y) moment
Driver upper neck (z) moment
Driver upper rib (y) acceleration – redundant
Driver lower rib (y) acceleration – redundant
Driver lower spine (y) acceleration – redundant
Driver pelvis (y) acceleration – redundant
Passenger head (x) acceleration
Passenger head (y) acceleration
Passenger head (z) acceleration
Passenger upper neck (x) force
Passenger upper neck (y) force
Passenger upper neck (z) force
Passenger upper neck (x) moment
Passenger upper neck (y) moment
Passenger upper neck (z) moment
Passenger upper rib (y) acceleration – redundant
Passenger lower rib (y) acceleration – redundant
Passenger lower spine (y) acceleration – redundant
Passenger pelvis (y) acceleration – redundant
Vehicle right side sill at front seat (x) acceleration
Vehicle right side sill at front seat (y) acceleration
Vehicle right side sill at front seat (z) acceleration
Vehicle right side sill at rear seat (x) acceleration
Vehicle right side sill at rear seat (y) acceleration
Vehicle right side sill at rear seat (z) acceleration
Vehicle rear floor pan above axle (x) acceleration
Vehicle rear floor pan above axle (y) acceleration
Vehicle rear floor pan above axle (z) acceleration
Vehicle left side sill at rear seat (y) acceleration
Vehicle left side sill at front seat (y) acceleration
Vehicle right rear occupant compartment (y) acceleration

Vehicle left lower b-pillar (y) acceleration
Vehicle left middle b-pillar (y) acceleration
Vehicle left lower a-pillar (y) acceleration
Vehicle left middle a-pillar (y) acceleration
Vehicle front seat track (y) acceleration
Vehicle rear seat track/structure (y) acceleration
Vehicle center of gravity (x) acceleration
Vehicle center of gravity (y) acceleration
Vehicle center of gravity (z) acceleration
MDB center of gravity (x) acceleration
MDB center of gravity (y) acceleration
MDB center of gravity (z) acceleration
MDB rear (x) acceleration
MDB rear (y) acceleration

Driver Upper Rib (Y) Acceleration
 Acceleration (G's) FIR100

Max	46.1	G	at	30.6	msec
Min	-5.9	G	at	90.6	msec

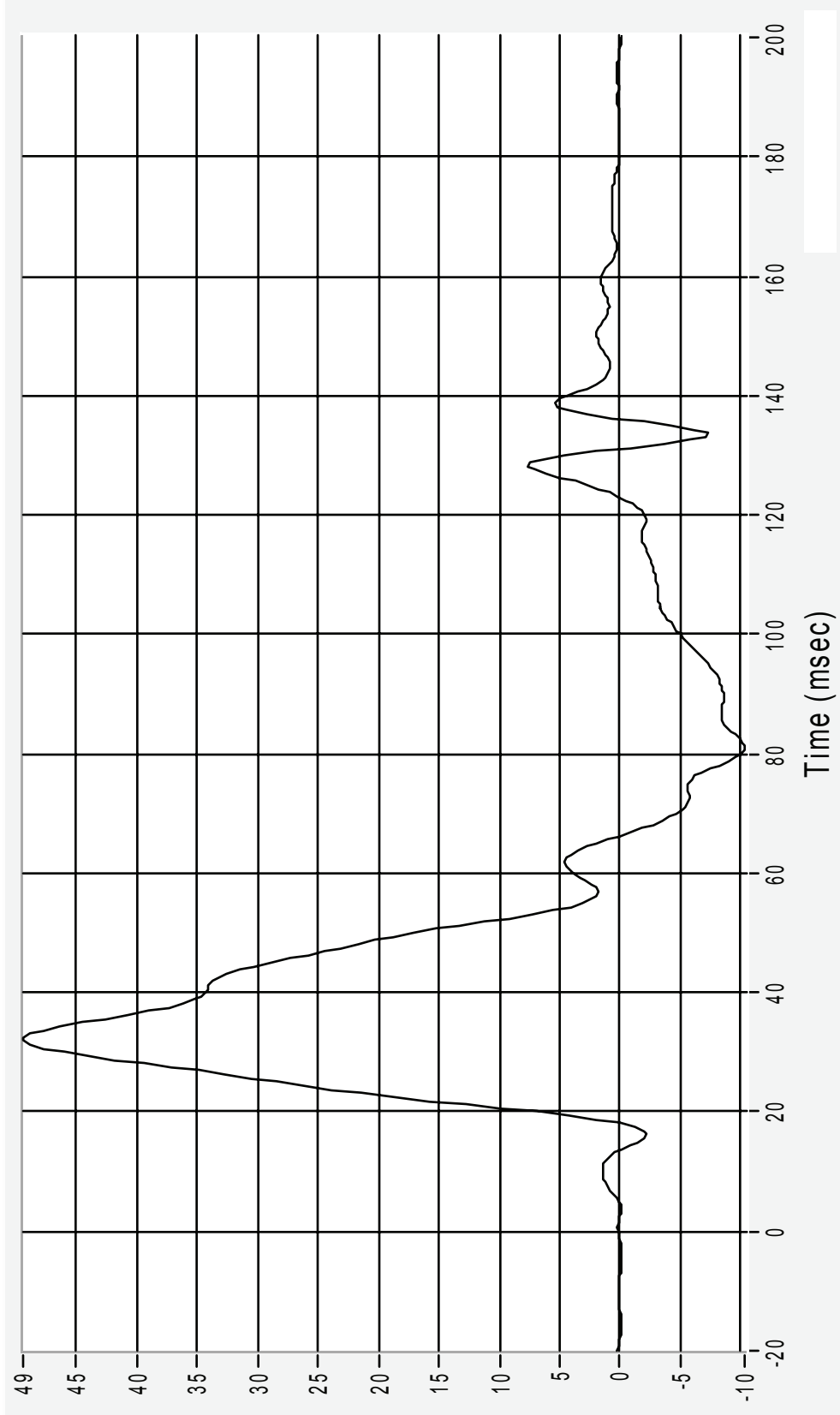


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08SN06 - 2008 Honda Accord 2-Door Coupe
 30 October 2007

Driver Lower Rib (Y) Acceleration
 Acceleration (G's) FIR100

Max	49.4	G	at	32.5	msec
Min	-10.3	G	at	81.2	msec

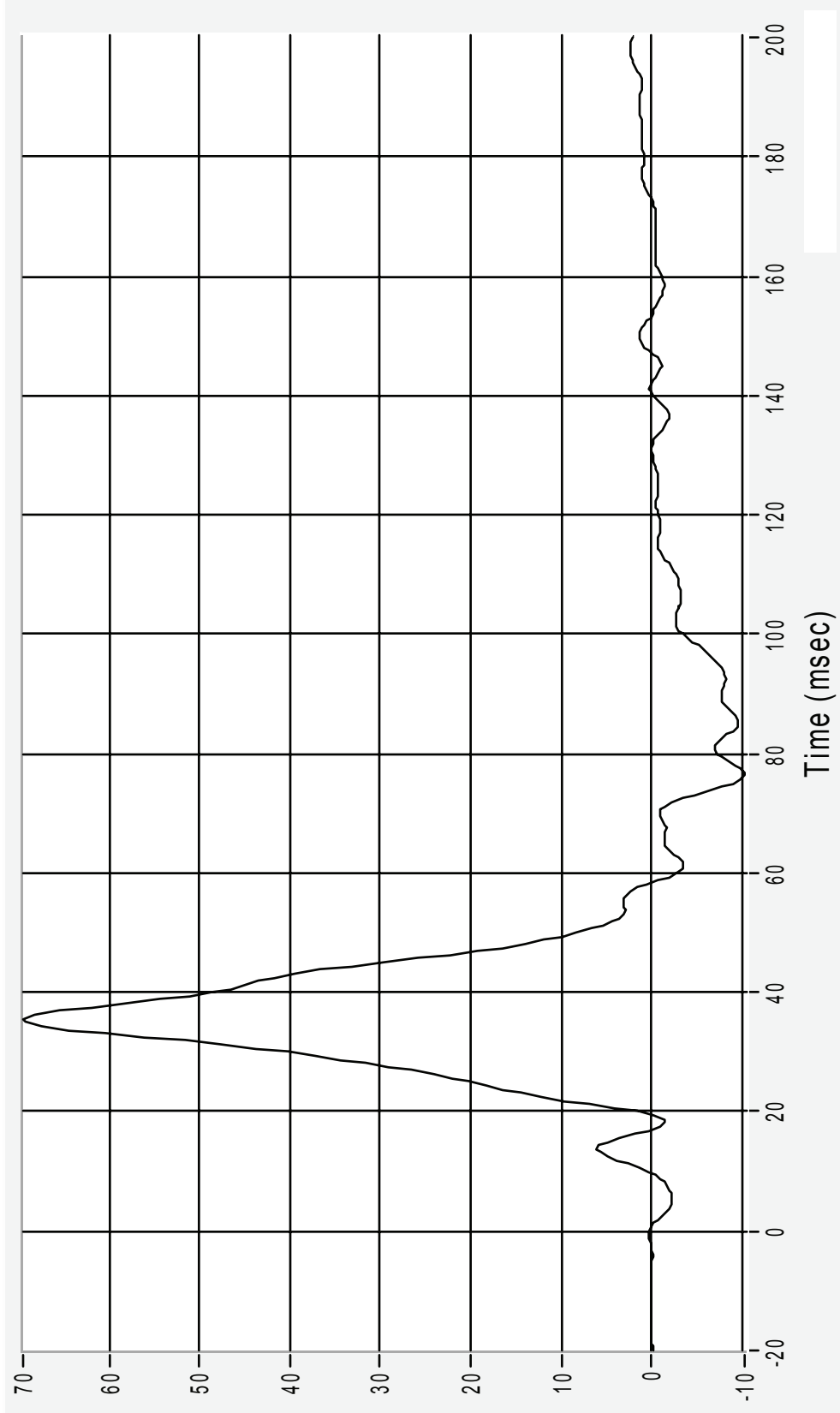


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Driver Lower Spine (Y) Acceleration
 Acceleration (G's) FIR100

Max	69.5	G	at	35.6	msec
Min	-10.3	G	at	76.2	msec

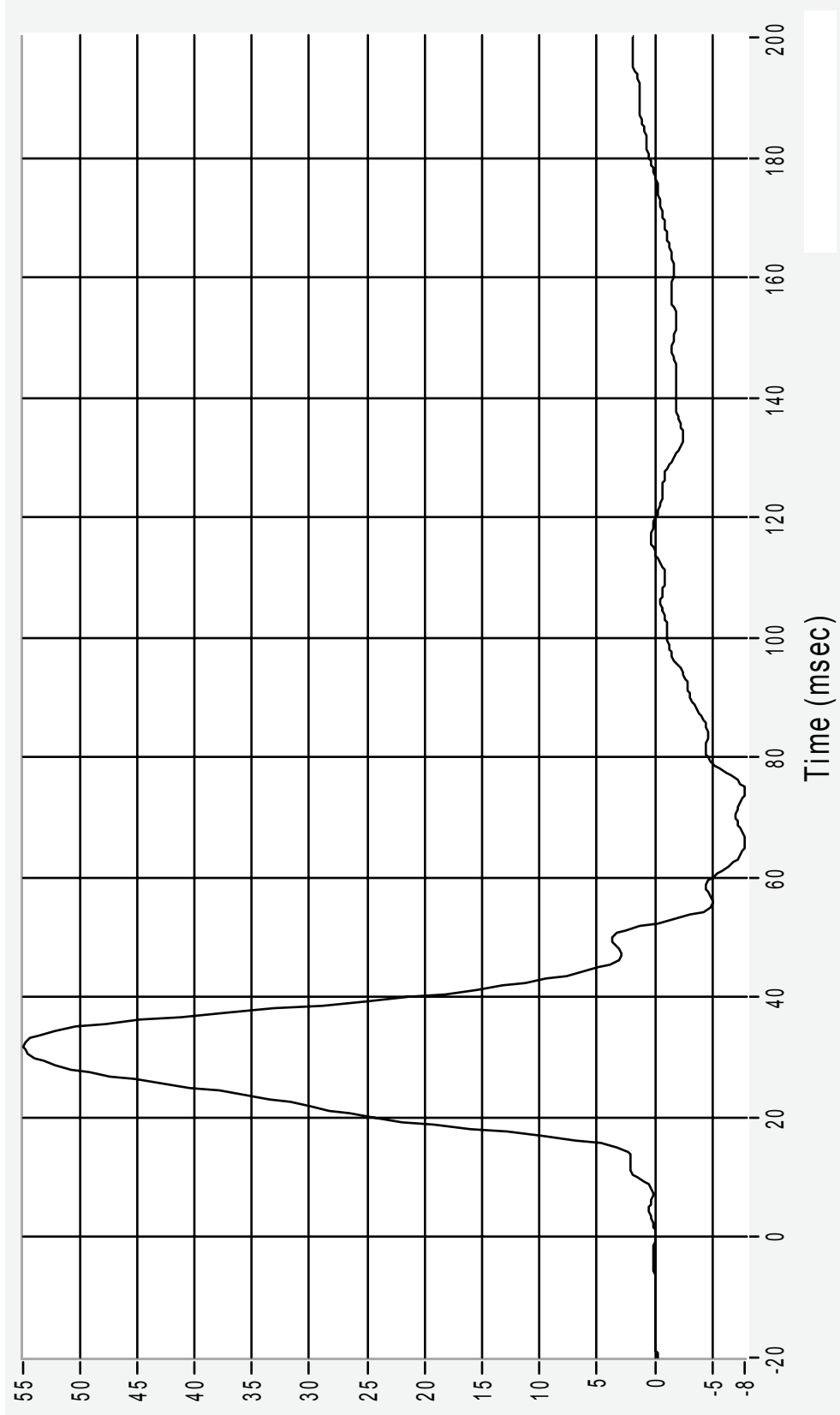


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Driver Pelvic (Y) Acceleration
 Acceleration (G's) FIR100

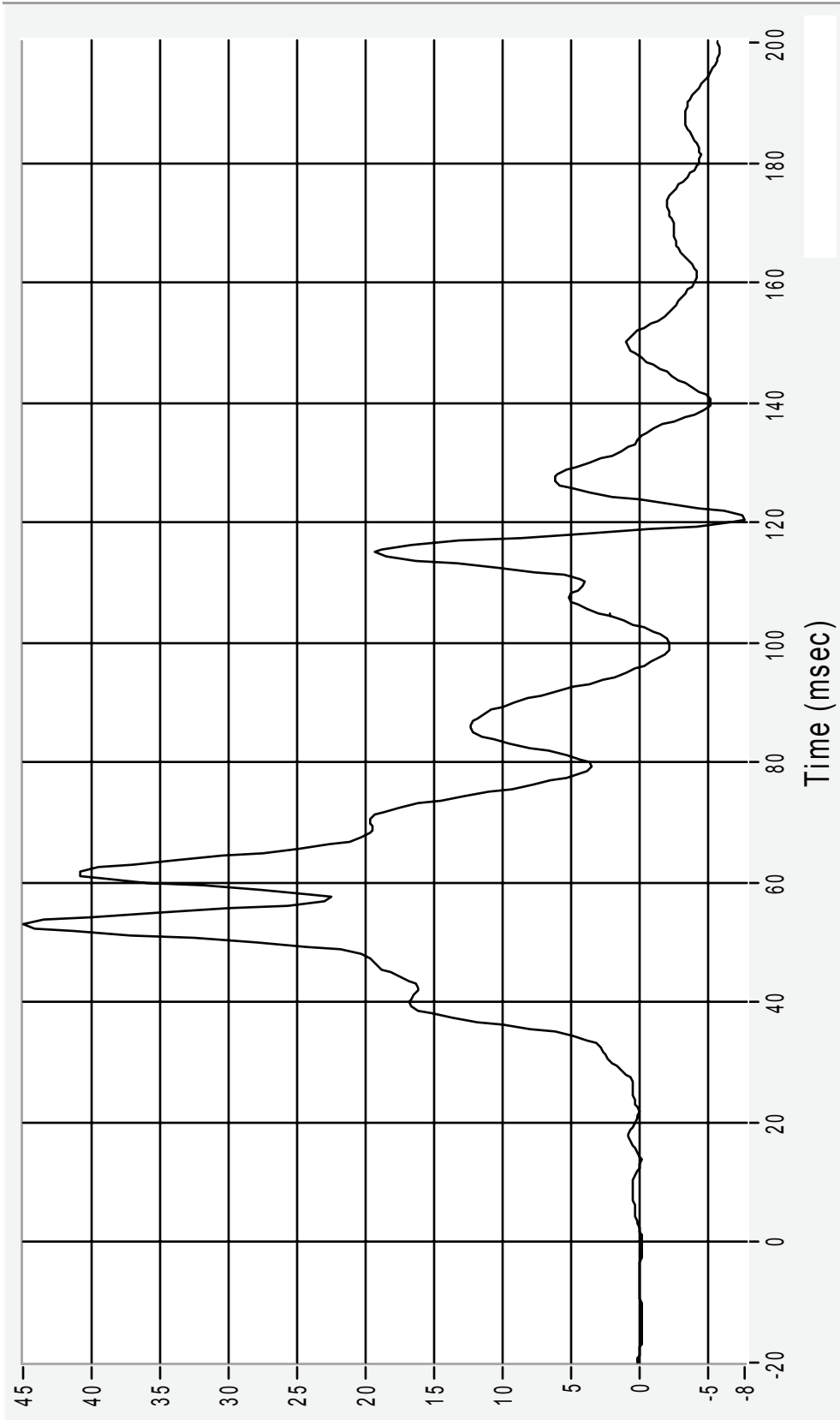
Max	54.9	G	at	31.9	msec
Min	-7.8	G	at	74.4	msec



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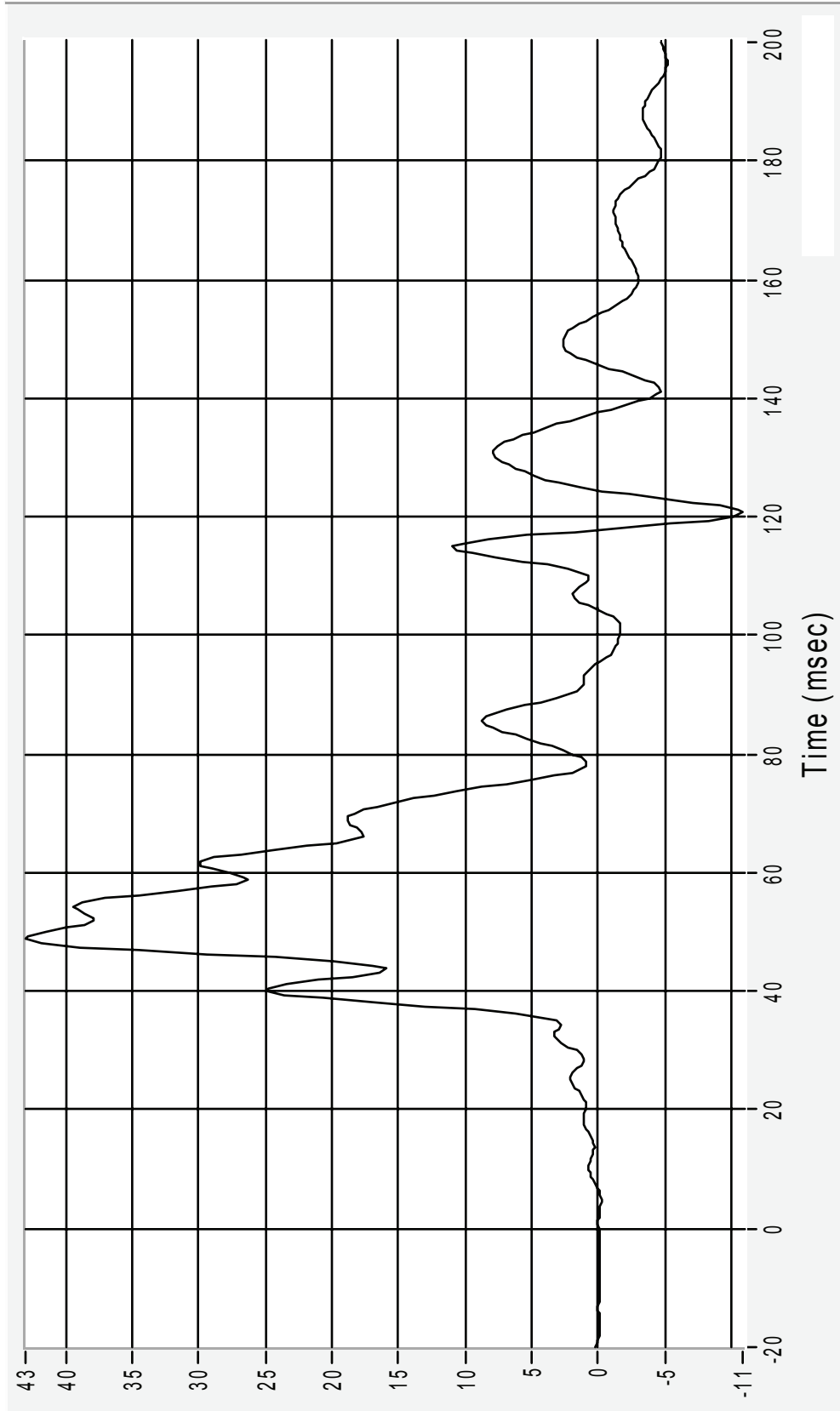
Passenger Upper Rib (Y) Acceleration
 Acceleration (G's) FIR100 Max 45.0 G at 53.1 msec
 Min -7.6 G at 120.6 msec



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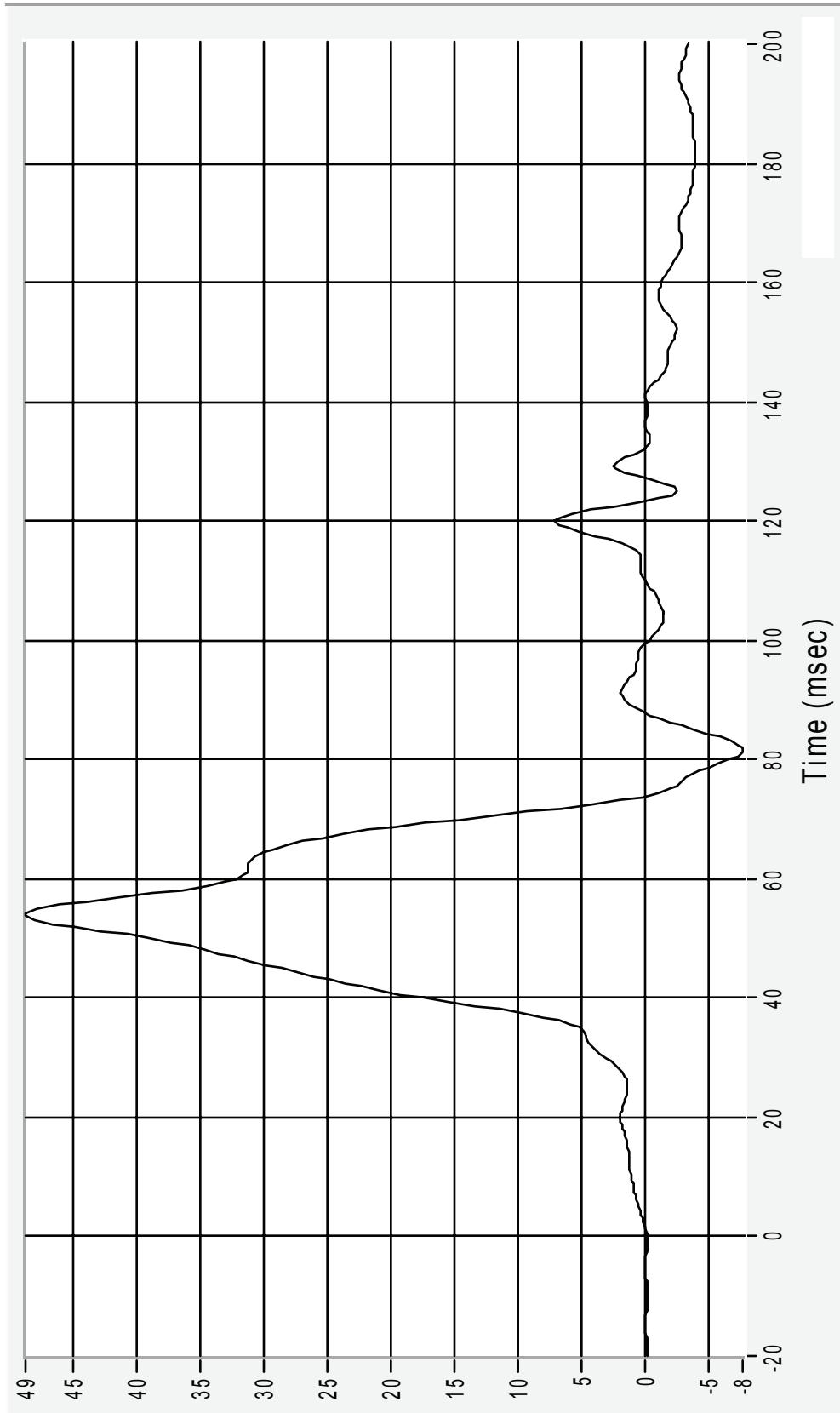
Passenger Lower Rib (Y) Acceleration
 Acceleration (G's) FIR100 Max 43.0 G at 48.8 msec
 Min -10.8 G at 120.6 msec



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Passenger Lower Spine (Y) Acceleration
 Acceleration (G's) FIR100 Max 48.7 G at 53.8 msec
 Min -7.6 G at 81.9 msec

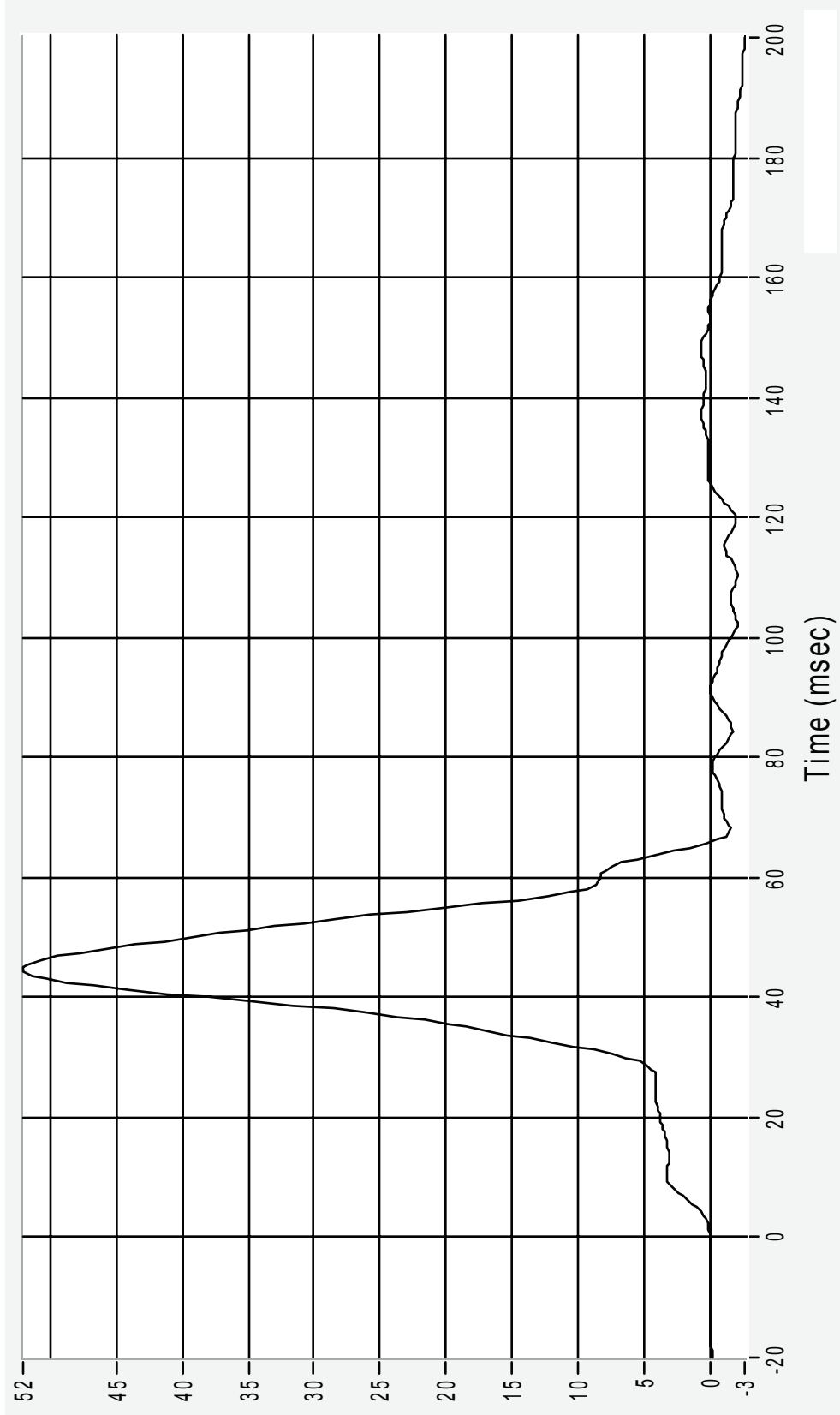


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Passenger Pelvic (Y) Acceleration
 Acceleration (G's) FIR100

Max	52.1	G	at	45.0	msec
Min	-2.7	G	at	199.4	msec



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 30 October 2007

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APPENDIX C
DUMMY CALIBRATION DATA

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

CONFIGURED FOR LEFT SIDE IMPACT

SID Serial Number 058Test Sequences 5 and 6

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LATERAL THORAX IMPACT TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
ABDOMINAL COMPRESSION	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LUMBAR FLEXION	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
HYBRID III LATERAL NECK TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
HYBRID III LATERAL HEAD DROP	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski

SID Serial Number 137Test Sequences 2 and 3

TEST	PRE		POST	
	COMMENTS	BY	COMMENTS	BY
EXTERNAL DIMENSIONS	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
THORACIC SHOCK ABSORBER TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LATERAL THORAX IMPACT TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LATERAL PELVIS IMPACT TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
ABDOMINAL COMPRESSION	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
LUMBAR FLEXION	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
HYBRID III LATERAL NECK TEST	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski
HYBRID III LATERAL HEAD DROP	Pass all requirements	Mike Rawski	Pass all requirements	Mike Rawski

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

TEST PARAMETER	SPEC	SID HIII/058		SID HIII/137	
		PRE	POST	PRE	POST
MEASUREMENTS					
Date	-	17Oct07	7Nov07	18Sept07	7Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	20.2	23.0	20.5	21.0
Relative Humidity (%)	10-70	47.6	24.7	48.7	34.6
SH – Seated Height (mm)	889-909	907	909	909	906
RH – Rib Height (mm)	501-521	518	518	502	510
HP – Hip Pivot Height (mm)	99	99/99	99/99	99/99	99/99
RD – Rib From Back Line (mm)	229-241	229	229	232	229
KH – Knee Pivot from Back Line (mm)	511-526	525/526	525/525	526/526	525/525
KV – Knee Pivot to Floor (mm)	490-505	505/505	505/505	503/491	503/503
HW – Hip Width (mm)	356-391	358	360	361	360
THORAX IMPACTS					
Date	-	17Oct07	7Nov07	18Oct07	16Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	20.5	21.2	21.0	22.7
Relative Humidity (%)	10-70	48.3	33.0	53.2	29.2
Probe Speed (m/s)	4.21-4.33	4.24	4.27	4.24	4.21
Upper Rib Acceleration (G)	37-46	44.64	40.89	41.16	42.27
Lower Rib Acceleration (G)	37-46	38.99	38.95	41.54	42.73
Lower Spine Acceleration (G)	15-22	21.94	20.83	20.47	21.65
PELVIS IMPACTS					
Date	-	17Oct07	7Nov07	18Oct07	16Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	20.6	21.1	21.2	22.9
Relative Humidity (%)	10-70	48.4	33.3	53.2	30.0
Probe Speed (m/s)	4.21-4.33	4.24	4.24	4.24	4.27
Pelvis Acceleration (G)	40-60	41.17	44.25	40.37	41.55
THORACIC SHOCK ABSORBER					
Shock Absorber ID Number	-	1746		31310164	
Damper Setting	1-10	5		2	
Date	-	5Oct07		5Oct07	
Sequential Test Number	-	2		2	
Temperature	18.9-25.5	19.7		20.3	
Relative Humidity	10-70	38.2		52.2	
Probe Speed (m/s) Low	3.05	3.05		3.05	
Force (N)	836 – 1125	1016.8		1109.7	
Displacement (mm)	30 – 35	30.8		33.3	
Probe Speed (m/s) Middle	4.27	4.27		4.27	
Force (N)	1730 – 2099	1740.4		1933.3	
Displacement (mm)	32 – 37	33.0		34.5	
Probe Speed (m/s) High	6.10	6.10		6.10	
Force (N)	3741 – 4448	3840.8		3747.1	
Displacement (mm)	33 - 40	36.0		36.0	

TEST PARAMETER	SPEC	SID HIII/058		SID HIII/137	
		PRE	POST	PRE	POST
ABDOMINAL COMPRESSION					
Date	-	11Oct07	5Nov07	5Sept07	2Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	21.2	22.3	22.0	20.2
Relative Humidity (%)	10-70	38.4	24.9	50.7	35.7
Force at 13 mm (N)	104-162	128.57	138.09	128.46	128.56
Force at 19 mm (N)	163-221	169.20	192.33	174.18	177.49
Force at 25 mm (N)	222-280	228.90	251.37	237.21	230.20
Force at 33 mm (N)	325-391	326.66	358.03	334.24	328.56
LUMBAR FLEXION					
Date	-	11Oct07	2Nov07	4Sept07	2Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	20.8	22.0	21.4	22.1
Relative Humidity (%)	10-70	39.5	24.7	43.2	24.3
Force at 0° (N)	0-26.7	0	0	0	0
Force at 0° (N)	97.8-151.2	124.6	112.2	101.6	120.7
Force at 0° (N)	151.2-204.6	160.1	152.3	171.3	172.5
Force at 0° (N)	204.6-258	207.4	218.7	220.8	217.3
Return Angle	12° Maximum	0.8	8.7	11.6	9.8
HYBRID III LATERAL NECK					
Date	-	16Oct07	6Nov07	17Sept07	5Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	21.6	21.9	21.1	22.0
Relative Humidity (%)	10-70	51.7	29.0	48.7	25.2
Pendulum Speed (m/s)	6.89-7.13	7.10	7.09	6.93	6.92
Pendulum Pulse 10ms (m/s)	1.96-2.55	2.08	2.25	1.97	2.02
Pendulum Pulse 20ms (m/s)	4.12-5.10	4.66	4.87	4.43	4.41
Pendulum Pulse 30ms (m/s)	5.73-7.01	6.81	6.88	6.50	6.42
Pendulum Pulse 40 –70 ms (m/s)	6.27-7.64	7.06	7.08	7.35	6.89
Max Head rotation (deg)	66-82	81.57	81.79	75.43	81.13
Head angle crosses zero (ms)	58-67	62.24	62.72	62.40	61.60
Peak Moment (Nm)	73-88	81.73	77.32	83.75	83.44
Moment crosses zero (ms)	49-63	57.12	57.84	58.16	58.32
Max rotation wrt pk. moment (ms)	2-15	4.24	5.92	4.56	5.44
HYBRID III LATERAL HEAD DROP					
Date	-	11Oct07	2Nov07	5Sept07	2Nov07
Sequential Test Number	-	5	6	2	3
Temperature (°C)	18.9-25.5	20.0	22.2	21.7	22.6
Relative Humidity (%)	10-70	38.1	23.3	46.1	41.2
Resultant Max (G)	120-150	130.72	139.52	132.70	128.88
Longititudinal Max (G)	<15	6.61	5.72	3.58	3.12

**DUMMY INSPECTION LIST
PRE AND POST TEST**

CONFIGURED FOR LEFT SIDE IMPACT

		SID H3 058		SID H3 137	
		PRE	POST	PRE	POST
	Date	30Oct07	30Oct07	30Oct07	31Oct07
	Performed By	Mike Rawski	Mike Rawski	Mike Rawski	Mike Rawski
PART	INSPECTION	RESULT	RESULT	RESULT	RESULT
Skin	Visual	Pass	Pass	Pass	Pass
Head	Visual, Ballast, Accelerometer Mount	Pass	Pass	Pass	Pass
Neck	Visual and Palpated, Cable Torque	Pass	Pass	Pass	Pass
Spine Box	Visual, Ballast, Weldment, Accelerometer Mount	Pass	Pass	Pass	Pass
Rib Cage	Visual, Palpated, Measured, Stiffness	Pass	Pass	Pass	Pass
Sternum	Visual	Pass	Pass	Pass	Pass
Lumbar Spine	Visual	Pass	Pass	Pass	Pass
Abdomen	Visual	Pass	Pass	Pass	Pass
Pelvis	Visual, Palpated, Accelerometer Mount	Pass	Pass	Pass	Pass
Upper Legs	Visual	Pass	Pass	Pass	Pass
Knees	Visual, Stops, Inserts	Pass	Pass	Pass	Pass
Lower Legs	Visual, Range of Motion	Pass	Pass	Pass	Pass
Ankles	Visual, Range of Motion	Pass	Pass	Pass	Pass
Feet	Visual, Range of Motion	Pass	Pass	Pass	Pass
Joints	1 to 2 G Range	Pass	Pass	Pass	Pass
Other		N/a	N/a	N/a	N/a