

REPORT NUMBER: SPNCAP-MCW-12-09

**NEW CAR ASSESSMENT PROGRAM (SPNCAP)
SIDE IMPACT POLE TEST**

**HONDA OF AMERICA MFG. INC.
2012 HONDA CR-V 5-DOOR SUV**

NHTSA NUMBER: MC 5305

**PREPARED BY:
MEDICAL COLLEGE OF WISCONSIN
5000 WEST NATIONAL AVENUE
RESEARCH 151
MILWAUKEE, WISCONSIN 53295**



TEST DATE: 16 FEBRUARY 2012

REPORT DATE: 28 FEBRUARY 2012

FINAL REPORT

**PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF CRASHWORTHINESS STANDARDS
MAIL CODE: NVS-111
1200 NEW JERSEY AVE, SE, ROOM W43-410
WASHINGTON, D.C. 20590**

This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

Prepared by: Mark W. J. J.

Date: 4/30/12

Reviewed by: James H. White

Date: 30 APR 2012

FINAL REPORT ACCEPTANCE BY OCWS:

Division Chief, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

COTR, New Car Assessment Program
NHTSA, Office of Crashworthiness Standards

Date: _____

Technical Report Documentation Page

1. Report No. SPNCAP-MCW-12-09		2. Government Accession No.		3. Recipient's Catalog No.																									
4. Title and Subtitle Final report of New Car Assessment Program Side Impact Pole Testing of a 2012 Honda CR-V 5-Door SUV NHTSA No. MC 5305				5. Report Date 28 February 2012																									
				6. Performing Organization Code MCW																									
7. Author(s) Frank Pintar, Project Manager Mark Meyer, Project Engineer				8. Performing Organization Report No. MCW-12-09																									
9. Performing Organization Name and Address Medical College of Wisconsin 5000 W. National Ave. Milwaukee, WI 53295				10. Work Unit No.																									
				11. Contract or Grant No. DTNH22-09-D-00123																									
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Crashworthiness Standards, NVS-111 1200 New Jersey Ave, SE, Room W43-410 Washington, D.C. 20590				13. Type of Report and Period Covered: February 16 to February 28																									
				14. Sponsoring Agency Code NVS-111																									
15. Supplementary Notes																													
16. Abstract A 32.0 km/h (20 mph), 75° oblique Side NCAP Test was conducted on the subject 2012 Honda CR-V 5-Door SUV in accordance with the specifications of the Office of Crashworthiness Standards Side NCAP Pole Laboratory Test Procedure for the generation of consumer information on vehicle side pole crash protection. The test was conducted at the Medical College of Wisconsin (MCW) in Milwaukee, Wisconsin on 16 February 2012. The impact velocity was 31.9 km/h, and the ambient temperature at the struck (driver's) side of the target vehicle at the time of impact was 20 °C. The test vehicle's post-test maximum static crush was 460 mm at level 2. The test vehicle's occupant performance is as follows: <table border="1"> <thead> <tr> <th></th> <th>Units</th> <th>Driver ATD (SID-IIs) Threshold</th> <th>Result</th> </tr> </thead> <tbody> <tr> <td>Head Injury Criteria (HIC₃₆)</td> <td>N/a</td> <td>1000</td> <td>420</td> </tr> <tr> <td>Resultant Lower Spine Acceleration</td> <td>G's</td> <td>82</td> <td>51</td> </tr> <tr> <td>Total Pelvic Force (Acetabular & Pelvic)</td> <td>NWT</td> <td>5525</td> <td>3527</td> </tr> <tr> <td>Maximum Thoracic Rib Deflection</td> <td>mm</td> <td>38</td> <td>27</td> </tr> <tr> <td>Maximum Abdomen Rib Deflection</td> <td>mm</td> <td>45</td> <td>24</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.							Units	Driver ATD (SID-IIs) Threshold	Result	Head Injury Criteria (HIC ₃₆)	N/a	1000	420	Resultant Lower Spine Acceleration	G's	82	51	Total Pelvic Force (Acetabular & Pelvic)	NWT	5525	3527	Maximum Thoracic Rib Deflection	mm	38	27	Maximum Abdomen Rib Deflection	mm	45	24
	Units	Driver ATD (SID-IIs) Threshold	Result																										
Head Injury Criteria (HIC ₃₆)	N/a	1000	420																										
Resultant Lower Spine Acceleration	G's	82	51																										
Total Pelvic Force (Acetabular & Pelvic)	NWT	5525	3527																										
Maximum Thoracic Rib Deflection	mm	38	27																										
Maximum Abdomen Rib Deflection	mm	45	24																										
17. Key Words New Car Assessment Program (NCAP) Side impact Pole Part 572V SID-IIs			18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division 1200 New Jersey Ave, SE, Room W43-410 Washington, D.C. 20590																										
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 106	22. Price																										

TABLE OF CONTENTS

<u>Section</u>		<u>Page</u> <u>No.</u>
1	Test Purpose and Procedure	1
2	Summary of Test Results	2
3	Occupant and Vehicle Information	3
<u>Data Sheet</u>		<u>Page</u>
<u>No.</u>		<u>No.</u>
1	General Test and Vehicle Parameter Data	5
2	Seat, Seat Belt, Steering Wheel Adjustment, and Fuel System Data	10
3	Dummy Longitudinal Clearance Dimensions	14
4	Dummy Lateral Clearance Dimensions	15
5	Camera and Instrumentation Data	16
6	Vehicle Accelerometer Data	18
7	Rigid Pole Load Cell Data	19
8	Post-Test Observations	20
9	Vehicle Profile Measurements	22
10	Vehicle Exterior Crush Measurements	23
11	FMVSS No. 301 Fuel Integrity Post-Impact Data	26
12	Dummy/Vehicle Temperature Stabilization Data	28
<u>Appendix</u>		
A	Photographs	A
B	Vehicle and Dummy Response Data Plots	B
C	Dummy Configuration and Performance Verification Data	C
D	Test Equipment and Instrumentation Calibration Data	D

Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

SECTION 1

TEST PURPOSE AND PROCEDURE

This side impact test is part of the MY'12 New Car Assessment Program Side Impact Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under Contract No. DTNH22-09-D-00123. The purpose of this test is to generate comparative side impact performance in a 2012 Honda CR-V 5-Door SUV. The side impact test was conducted in accordance with the Office of Crashworthiness Standard's Side NCAP Pole Laboratory Test Procedure, dated August 2011.

SECTION 2

SUMMARY OF TEST RESULTS

A rigid pole side impact test was conducted on a 2012 Honda CR-V 5-Door SUV. The subject vehicle was towed into the rigid pole at an angle of 75° and a velocity of 31.9 km/h. The test was conducted at the Medical College of Wisconsin, in Milwaukee, Wisconsin, on 16 February 2012. Pre-test and post-test photographs of the test vehicle and side impact dummy (SID-IIs) are included in Appendix A of this report.

One (1) Part 572V (SID-IIs) dummy was placed in the driver designated seating position according to instructions specified in the OCWS Side NCAP Pole Laboratory Test Procedure, dated August 2011. Camera locations and other pertinent camera information are included in this report.

The Part 572V (SID-IIs) Dummy was instrumented accordingly:

- 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
- Thorax upper, middle, and lower rib (Y) displacement potentiometers
- Abdomen upper and lower rib (Y) displacement potentiometers
- Lower spine tri-axial (X, Y, Z) accelerometers
- Iliac wing (Y) force load cell
- Acetabulum (Y) force load cell

The test vehicle was instrumented with eighteen (18) structural accelerometers. The rigid pole was instrumented with eight (8) loadcells. 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).

Two (2) real-time video cameras and ten (10) 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 Report Laboratory Test Procedure for New Car Assessment Program Side Impact Rigid Pole Testing dated August 2011.

2.2 GENERAL COMMENTS

The test vehicle sustained a maximum static crush of 460 mm at level 2, 150 mm rearward of the vertical impact line.

Test summaries, post test observations, vehicle, pole, camera, and occupant measurements are presented in datasheets 1-16. Appendix A contains the still photograph prints. Appendix B contains the vehicle and dummy response data. Dummy configuration and performance verification data can be found in Appendix C of this report.

Injury readings for the SID-IIs dummy were recorded as follows:

OCCUPANT SUMMARY			
Head Injury Criteria (HIC ₃₆)	Driver ATD (SID-IIs)		
	Units	IARV	Result
Head Injury Criteria (HIC ₃₆)	N/a	1000	420
Resultant Lower Spine Acceleration	G's	82	51
Total Pelvic Force (Sum of Acetabular and Iliac Forces)	NWT	5525	3527
Maximum Thoracic Rib Deflection	mm	38*	27
Maximum Abdominal Rib Deflection	mm	45*	24

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 resultant lower spine acceleration is the single equivalent of the X, Y, and Z accelerations.

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

*Proposed IARV

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION		
Restraint Type	Left Front (Driver) Occupant Location 01	
	Mounted	Deployed
Frontal Airbag	Yes – Steering Wheel	Did Not Deploy
Knee Airbag	No	N/a
Side Curtain Airbag	Yes – Roof Rail	Deployed
Side Torso Airbag	Yes – Seat Back	Deployed
Seat Belt Pretensioner	Yes	Deployed
Seat Belt Load Limiter	Yes	N/a
Other	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	
NHTSA No.	MC 5305	Traction Control System (TCS)	Yes
Model Year	2012	Auto-Leveling System	No
Make	Honda	Automatic Door Locks (ADL)	Yes
Model	CR-V	Power Window Auto-Reverse	No
Body Style	5 – Door SUV	Other Optional Features	Yes
VIN	5J6RM3H50CL001191	Driver Front Airbag	Yes
Body Color	Urban TitaniumMet.	Driver Curtain Airbag	Yes
Odometer Reading (km/mi)	77 mi.	Driver Head/Torso Airbag	No
Engine Displacement (L)	2.4	Driver Torso Airbag	Yes
Type/No. of Cylinders	6	Driver Torso/Pelvis Airbag	No
Engine Placement	Lateral	Driver Pelvis Airbag	No
Transmission Type	5 Sp. Automatic	Driver Knee Airbag	No
Transmission Speeds	5	Rear Pass. Curtain Airbag	Yes
Overdrive	Yes	Rear Pass. Head/Torso Airbag	No
Final Drive	2-WD	Rear Pass. Torso Airbag	No
Roof Rack	No	Rear Pass. Torso/Pelvis Airbag	No
Sunroof/T-Top	Yes	Rear Pass. Pelvis Airbag	No
Running Boards	No	Driver Seat Belt Pretensioner	Yes
Tilt Steering	Yes	Rear Pass. Seat Belt Pretensioner	Yes
Power Seats	No	Driver Load Limiter	Yes
Anti-Lock Brakes (ABS)	Yes	Rear Pass. Load Limiter	No
All-Wheel Drive (AWD)	No	Other Safety Restraint	Yes

Does owner's manual provide instructions to turn off automatic door locks?

DATA FROM CERTIFICATION LABEL			
Manufacturer	Honda of America Mfg., Inc.	GVWR (kg)	2025
Date of Manufacture	December 2011	GAWR Front(kg)	1030
Vehicle Type	SUV	GAWR Rear (kg)	1015

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION				
	Front	Rear	Third	Total
Designated Seating Capacity (DSC)	2	3	0	5
Capacity Weight (VCW) kg				385.6
DSC X 68.04 kg				340.2
Rated Cargo Weight (RCLW)				45.4

(A)

(B)

(A-B)

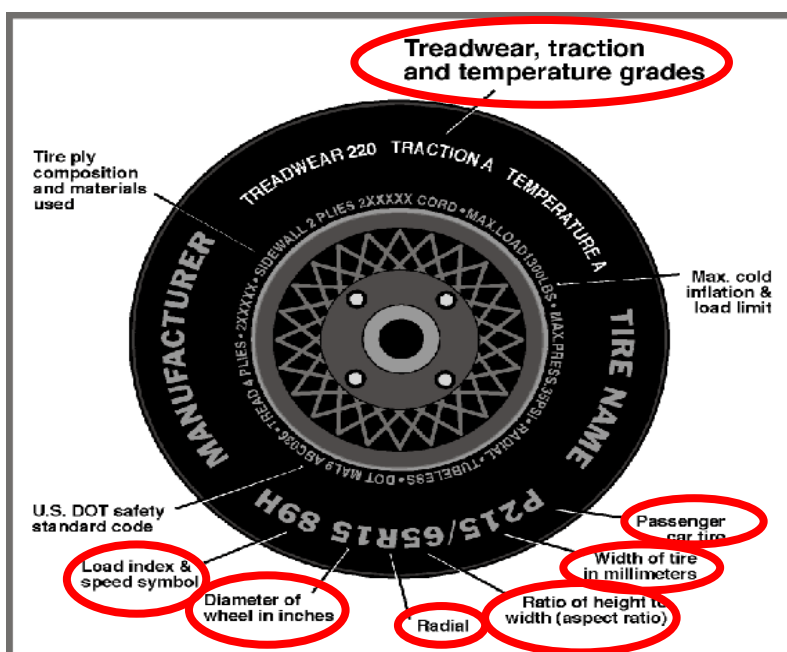
Test Vehicle: 2012 Honda CR-V 5-Door SUV
 Test Program: SPNCAP

NHTSA Number: MC 5305
 Test Date: February 16, 2012

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

VEHICLE SEAT TYPE							
Seating Location	Type of Seat Pan				Type of Seat Back		
	Bucket	Bench	Split Bench	Contoured	Fixed	Adjustable	
						W/ Lever	W/ Knob
Front Seat	X					X	
Rear or Second Row Seat			X	X	X	N/a	
Third Row Seat							

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



TIRE PLACARD INFORMATION		
Measured Parameter	Front	Rear
Recommended Cold Tire Pressure (kPa)	210	210
Recommended Tire Size	225/65R17	225/65R17

TIRE SIDEWALL INFORMATION		
Measured Parameter	Front	Rear
Max. Tire Pressure (kPa)	300	300
Tire Size on Vehicle	225/65R17	225/65R17
Tire Manufacturer	Continental	Continental
Tire Name	Cross Contact LX	Cross Contact LX
Tire Type	Tubeless Radial	Tubeless Radial
Tire Width	225	225
Aspect Ratio	65	65
Radial	Yes	Yes
Wheel Diameter	17	17
Load Index/Speed Symbol	102T	102T
Treadware	680	680
Traction Grade	A	A
Temperature Grade	B	B
Tire Material	Polyester, Polyamide, & Steel	Polyester, Polyamide, & Steel

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

TIRE PRESSURES					
	Units	LF	RF	LR	RR
As Delivered	kpa	237.9	238.6	237.2	238.6
Tire Placard	kpa	206.8	206.8	206.8	206.8
Owner's Manual	kpa	206.8	206.8	206.8	206.8
As Tested	kpa	207.5	209.7	208.6	206.2

TEST VEHICLE AXLE WEIGHTS										
	Units	As Delivered (UVW)			As Tested (ATW)			Fully Loaded		
		Front	Rear	Total	Front	Rear	Total	Front	Rear	Total
Left	kg	456.8	306.6		458.6	357.9		475.3	343.7	
Right	kg	426.8	318.4		433.6	341.1		435.0	344.1	
Ratio	%	58.6	41.4		56.1	43.9		57.0	43.0	
Totals	kg	883.6	625.0	1508.6	892.2	699.0	1591.2	910.3	687.8	1598.1

TARGET TEST WEIGHT CALCULATION			
	Units		
Total Delivered Weight (UVW)	kg	1508.6	(A)
Sum of Actual Weight of 1 P572 ATDs (SID-IIs) Used	kg	44.1	(B)
Rated Cargo/Luggage Weight (RCLW)	kg	45.4	(C)
Calculated Target Vehicle Test Weight (TVTW)	kg	1598.1	(A + B + C)

Does the measured As Tested Vehicle Weight lie within the required weight range (i.e. Calculated Test Vehicle Target Weight – 4.5 kg to 9 kg)?

Yes

WEIGHT OF BALLAST AND VEHICLE COMPONENTS REMOVED TO MEET TVTW	
Ballast	Weight (kg)
Rear-View Mirror, Pass/Front Mirror, Floor Mats, Pass-Side Door Panels & Windows, Trunk Privacy Screen, Non-Struck Side Front Head-Rest, Spare Tire & Tools	62.5

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

TEST VEHICLE ATTITUDES AND CG					
	Units	As Delivered	As Tested	Fully Loaded	Meets Requirement
Driver Door Sill Angle (Front to Rear)*	Deg.	-0.2	-0.2	-0.2	Yes
Front Pass. Door Sill Angle (Front to Rear)*	Deg.	-0.2	-0.2	-0.2	Yes
Front Bumper Angle (Left to Right)	Deg.	-0.4	-0.4	-0.4	Yes
Rear Bumper Angle (Left to Right)	Deg.	-0.4	-0.4	-0.4	Yes
Vehicle CG (Aft of Front Axle)	mm	1087.5	1153.1	1129.8	
Vehicle CG Left (+) / Right (-) from Long. Centerline)	mm	11.0	23.9	22.7	

DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA

SCRL ANGLE RANGE			
	SCRL (°)		
	Max	Min	Mid
Driver Seat	6.3°	5.3°	5.8°
Front Passenger Seat	N/a	N/a	4.6°
Front Center Seat			
Struck Side Rear Seat	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Fixed
Rear Center Seat			

SCRL ANGLE RANGE						
Seat	As Tested SCRL Angle (Mid) (°)	As Tested SCR Height (mm)	SCR Height Position	SCR Height (mm)		
				Rearmost	Mid-Fore / Aft	Forward- Most
Driver's Seat	N/a	N/a	Max	N/a	N/a	N/a
	5.8	-81.4	Mid	-68.9	-81.4	-95.3
	N/a	N/a	Min	N/a	N/a	N/a
Front Passenger Seat	N/a	Fixed	Max	N/a	N/a	N/a
	4.6	-92.3	Mid	-78.2	-92.3	-105.0
	N/a	Fixed	Min	N/a	N/a	N/a
Front Center Seat*			Max			
			Mid			
			Min			
Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed
Non-Struck Side Rear Seat	Fixed	Fixed	Max	Fixed	Fixed	Fixed
	Fixed	Fixed	Mid	Fixed	Fixed	Fixed
	Fixed	Fixed	Min	Fixed	Fixed	Fixed
Rear Center Seat*			Max			
			Mid			
			Min			

*If applicable

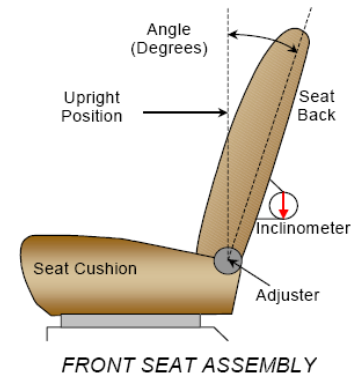
DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA (CONTINUED)

SEAT FORE/AFT TRAVEL				
Seat	Total Fore/Aft Travel		Test Position from Forward-most Position	
	mm	Detents*	mm	Detents*
Driver Seat	240	25	12	0 (w/ Full Forward = 0)
Front Passenger Seat	240	25	12	0 (w/ Full Forward = 0)
Front Center Seat*				
Struck Side Rear Seat	Fixed	N/a	N/a	N/a
Non-Struck Side Rear Seat	Fixed	N/a	N/a	N/a
Rear Center Seat*				

*If applicable

Seat Back Angle Adjustment

The driver's seat back is positioned such that the dummy's head is level. The front center and front passenger's seat backs are positioned in a similar manner as the driver's seat back. The struck-side rear passenger seat back is positioned in accordance with the information provided by the manufacturer on Form No. 1 for the 5th percentile female dummy in a Side NCAP MDB test. The rear center and non-struck side rear passenger's seat back is set to match the struck-side rear seat back.



SEAT BACK ANGLE ADJUSTMENT				
Seat	Total Seat Back Angle Range		Test Position from Most Upright	
	Degrees	Detents*	Degrees	Detents*
Driver Seat w/ Seated Dummy	67.0°	33	1.0°	1
Front Passenger Seat	67.0°	33	1.0°	1
Front Center Seat*				
Struck Side Rear Seat	Fixed	N/a	Fixed	N/a
Non-Struck Side Rear Seat	Fixed	N/a	Fixed	N/a
Rear Center Seat*				

*If applicable

DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA (CONTINUED)

Seat Belt Anchorage Adjustment

Seat belt anchorages are adjusted in accordance with the information provided by the manufacturer on Form No. 1.

SEAT BELT ANCHORAGE ADJUSTMENT (D-RING)		
	Total No. of Positions	Placement
Driver Seat	4	H

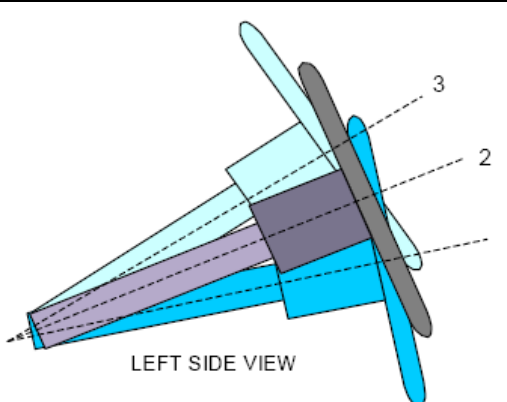
Head Restraint Adjustment

Head restraints are adjusted to the lowest and most full forward in-use position.

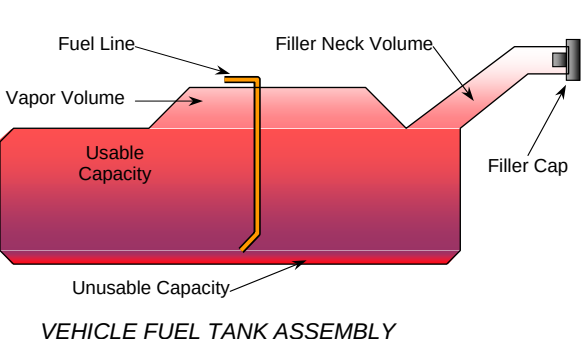
HEAD RESTRAINT ADJUSTMENT		
	Total No. of Positions	Placement
Driver Seat	5	Highest Position

Steering Column Adjustment

Steering wheel and column adjustments are made so that the steering wheel hub is at the center of its geometric locus it describes when it moves through its full range of motion.

STEERING COLUMN ADJUSTMENT			
	Degrees	Fore/Aft Position (mm)	 LEFT SIDE VIEW <i>STEERING COLUMN ASSEMBLY</i>
Lowermost, Pos. No. 1	60.0°	23 mm	
Geometric Center, Pos. No. 2	62.5°	23 mm	
Uppermost, Pos. No. 3	65.0°	23 mm	
Telescoping Steering Wheel Travel	N/a	45 mm	
Test Position	62.5°	23 mm	

DATA SHEET NO. 2
SEAT, SEAT BELT, STEERING WHEEL ADJUSTMENT, AND FUEL SYSTEM DATA (CONTINUED)

FUEL TANK CAPACITY DATA			
Description	Units	Value	
Usable Capacity of Standard Equipment Fuel Tank	L	57.9	
Usable Capacity of Optional Equipment Fuel Tank	L	0.0	
Usable Capacity of Standard Tank as Specified in Owner's Manual	L	57.9	
Usable Capacity of Optional Tank as Specified in Owner's Manual	L	0.0	
Amount of Stoddard Added for Test	L	53.8	
% Usable Capacity (92%-94%)	%	92.9	
1/3 of Usable Capacity		19.3	

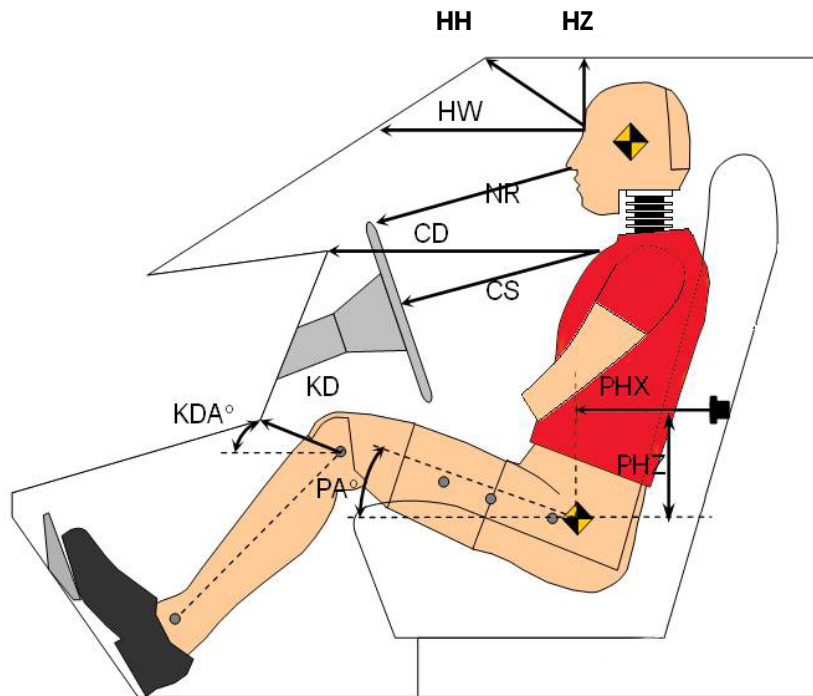
Fuel Pump

The vehicle is equipped with an electronic fuel pump. Key is "ON" position. The fuel pump is on the left side.

Is the Actual Amount of Solvent Used in the test equal to 93% +/- 1% of the Usable Capacity stated in on Form No. 1?

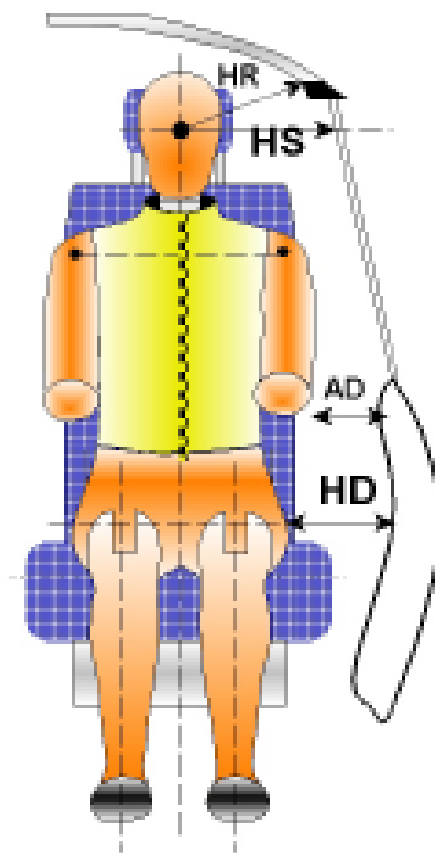
Yes

DATA SHEET NUMBER NO. 3
DUMMY LONGITUDINAL CLEARANCE DIMENSIONS



Code	Measurement Description	Driver	
		Length (mm)	Angle (°)
HH	Head to Header	265	
HW	Head to Windshield	617	
HZ	Head to Roof	230	
NR	Nose to Rim	274	
CD	Chest to Dashboard	459	
CS	Chest to Steering Wheel	182	
KDL	Left Knee to Dash	119	
KDAL	Left Knee to Dash		27.4
KDR	Right Knee to Dash	102	
KDAR	Right Knee to Dash		25.6
PAX	Pelvic Tilt Angle (X-Axis)		0.0°
PAY	Pelvic Tilt Angle (Y-Axis)		18.6°
PHX	H-Point to Striker (X-Axis)	364.1	
PHZ	H-Point to Striker (Z-Axis)	190.7	

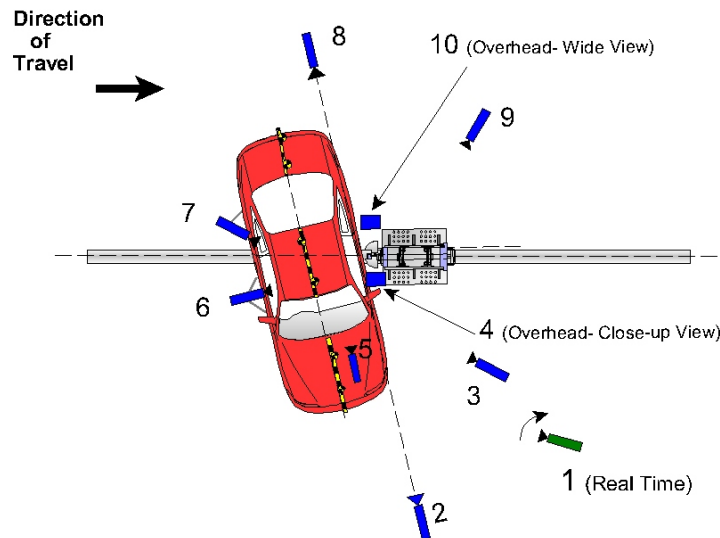
DATA SHEET NUMBER NO. 4
DUMMY LATERAL CLEARANCE DIMENSIONS



DUMMY LATERAL CLEARANCE DIMENSIONS		
Code	Measurement Description	Length (mm)
HR	Head to Side Header	256
HS	Head to Side Window	315
AD	Arm to Door	237
HD	Hip Point to Door	174

DATA SHEET NO. 5 **CAMERA AND INSTRUMENTATION DATA**

Camera Locations



	View	Coordinates †			Lens Length mm	Operating Frame Rate fps
		X	Y	Z		
		mm	mm	mm		
1	Rear Time (24 – 30 fps) Pan View of Impact				N/a	24
2	Front ground Level – Impact View	7925	-610	-1730	35	1000
3	Impact Side 45° - Forward View of Pole	6401	-1524	-1735	25	1000
4	Overhead Close – Up View of Impact	108	382	-5909	75	1000
5	Onboard – Dummy Front View				12.5	1000
6	Onboard – Dummy Side View				12.5	1000
7	Onboard – Dummy Rear Oblique View				25	1000
8	Rear Ground Level – Impact View	-7905	-595	-1480	35	1000
9	Impact Side 45° - Rearward Pole View	-7010	-5486	-1485	25	1000
10	Overhead Wide – View Impact	114	40	-5589	10	1000
11	Real – Time (24 – 30 fps) Dummy Front View				N/a	24

Origin

X

Y

Z

Impact Point

Impact Point

Ground

Orientation

X

Y

Z

+(X) Forward

+(Y) Right

+(Z) Down

**All measurements accurate to +/- 6 mm*

Note: Vehicle was at a 15° angle to the rigid pole

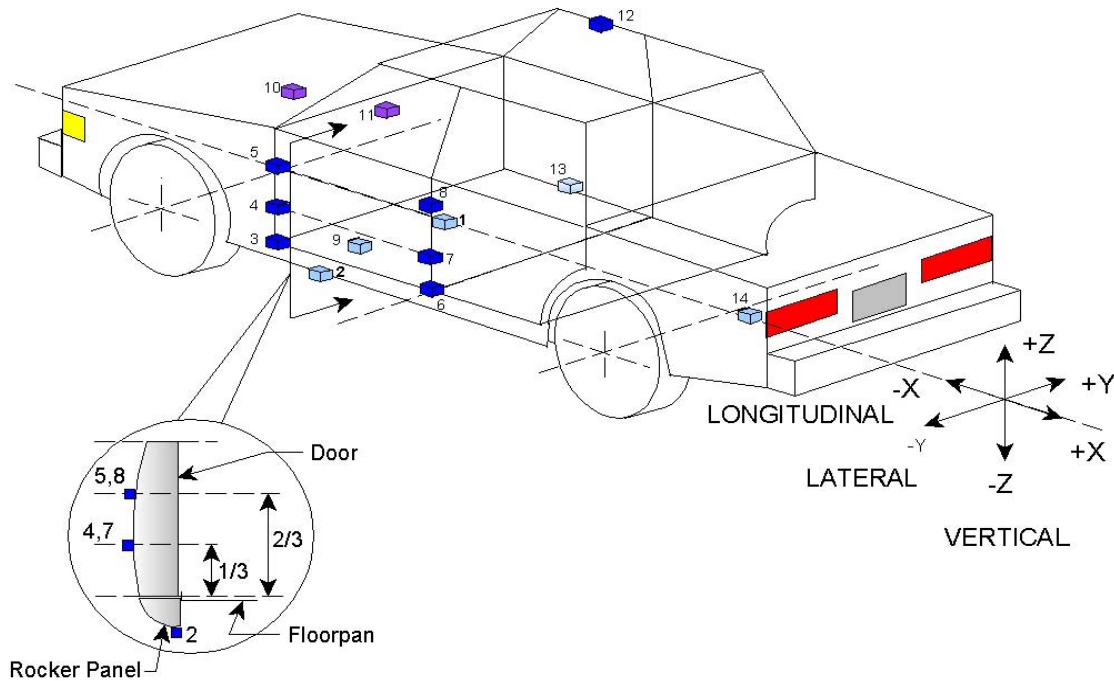
Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

DATA SHEET NO. 5
CAMERA AND INSTRUMENTATION DATA (CONTINUED)

INSTRUMENTATION	
	Number of channels
Driver Dummy	16
Vehicle Structure	18
Pole Load Cells	8
Total No. of Data Channels	42

DATA SHEET NO. 6
VEHICLE ACCELEROMETER LOCATIONS



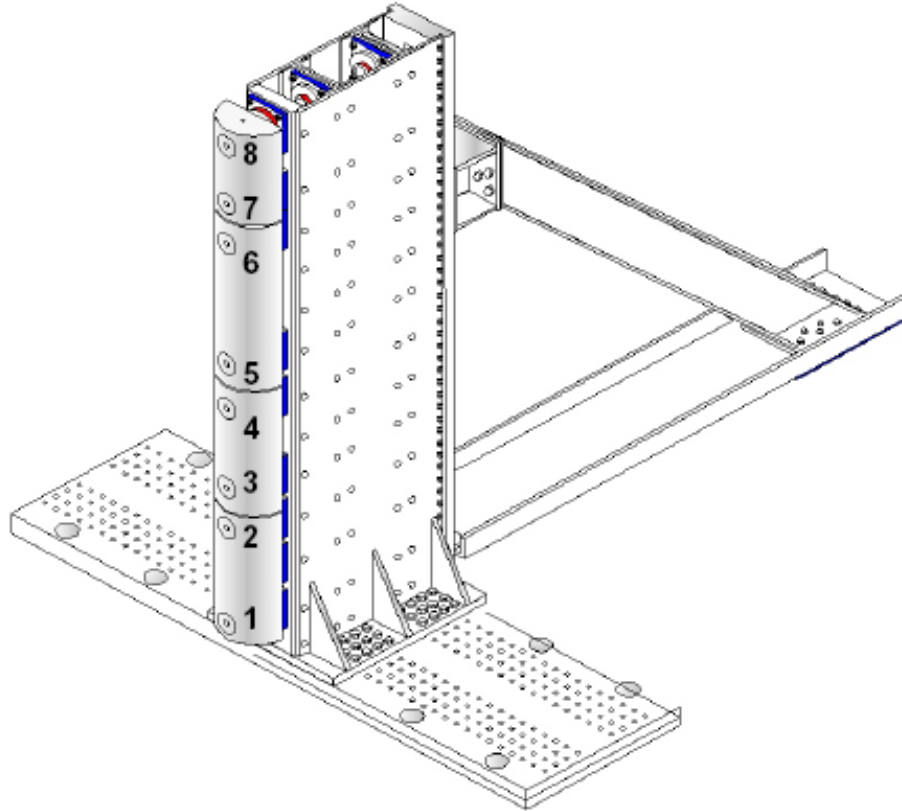
ACCELEROMETER/SENSOR LOCATION				
Loc. no.	ID	Coordinates (mm)		
		X	Y	Z
1	Vehicle CG	2742.3	69.5	199.2
2	Left Floor Sill	2946.6	-717.0	265.6
3	A-Pillar Sill	3087.7	-711.8	268.1
4	A-Pillar Low	3098.5	-814.5	-38.1
5	A-Pillar Mid	3110.2	-807.9	-255.8
6	B-Pillar Sill	2017.4	-723.2	263.9
7	B-Pillar Low	2056.3	-809.6	-44.8
8	B-Pillar Mid	2030.8	-799.8	-295.6
9	Driver Seat Track	2365.3	-590.9	111.2
10	Engine Top	3787.6	212.2	-292.9
11	Firewall	3391.9	252.6	-253.0
12	Right Roof	2120.5	598.5	-1035.8
13	Right Floor Sill	2096.7	744.4	261.5
14	Rear Floorpan	1030.8	5.80	29.2

Origin
X Test Vehicle Rear Bumper
Y Test Vehicle Centerline
Z Ground Plane

Orientation
X + Forward
Y + Right
Z + Down

DATA SHEET NO. 7
RIGID POLE LOAD CELL DATA

FOIL 300K RIGID POLE



LOAD CELL LOCATIONS	
ID	Height From Ground (mm)
1	77
2	477
3	632
4	969
5	1167
6	1638
7	1808
8	2030

*Measured From Top of Platform

**DATA SHEET NUMBER NO. 8
 POST TEST OBSERVATIONS**

TEST DUMMY INFORMATION AND CONTACT POINTS	
Dummy Body Part	Driver SID-IIs Dummy
Face	To Side Curtain Airbag
Top of Head	To Side Curtain Airbag
Left Side of Head	To Side Curtain Airbag
Back of Head	To Side Curtain Airbag and Rebounded into Head Rest
Left Shoulder	To Torso Bag
Upper Torso	To Torso Bag
Lower Torso	To Torso Bag
Left Hip	To Interior Door Panel
Left Knee	To Interior Door Panel

POST TEST DOOR PERFORMANCE					
Description	Struck Side		Non-Struck Side		Rear Hatch/ Other Door
	Front	Rear	Front	Rear	
Remained Closed and Operational	No	No	Yes	Yes	Yes
Total Separation from Vehicle at Hinges or Latches	No	No	No	No	No
Latch or Hinge Systems Pulled Out of Their Anchorages	No	No	No	No	No
Disengaged from Latched Position	No	No	No	No	No
Latch Separated from Striker	No	No	No	No	No
Jammed Shut	Yes	Yes	No	No	No
If Door Opened at Striker, Record Width of Opening at Striker (mm)	N/a	N/a	N/a	N/a	N/a

POST TEST SEAT PERFORMANCE				
Description	Struck Side		Non-Struck Side	
	Front	Rear	Front	Rear
Seat Movement Along Seat Track	No	No	No	No
Seat Disengagement from Floor Pan	No	No	No	No
Seat Back Movement from Initial Position	No	No	No	No
Seat Back Collapse	No	No	No	No

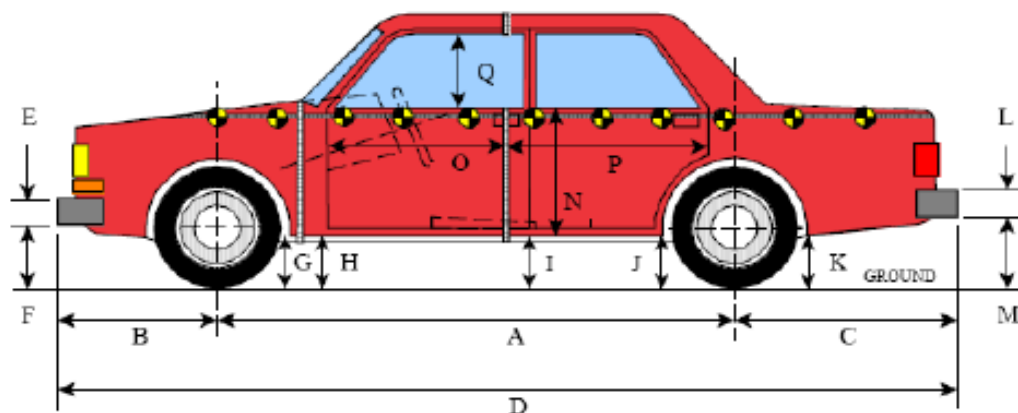
**DATA SHEET NUMBER NO. 8
 POST TEST OBSERVATIONS (CONTINUED)**

POST TEST STRUCTURAL OBSERVATIONS	
Critical Areas of Performance	Observations/Conclusions
Pillar Performance	No Separation
Sill Separation	Max Sill Separation of 66 mm at C-Pillar above Mid-Door
Windshield Damage	Cracking Along Entire Windshield; Heaviest Concentration along Impacted Side and Top
Window Damage	Front Window Shattered at Impact
Other Notable Effects	None Noted

SUPPLEMENTAL RESTRAINT INFORMATION				
Restraint Type	Struck Side Driver		Struck Side Rear Passenger	
	Mounted	Deployed	Mounted	Deployed
Frontal Airbag	Yes – Steering Wheel	Did Not Deploy		
Knee Airbag	No	N/a		
Side Curtain Airbag	Yes – Side Header	Deployed Properly	Yes – Side Header	Deployed Properly
Side Torso Airbag	Yes – Seat Back	Deployed Properly	No	N/a
Seat Belt Pretensioner	Yes	Deployed Properly	Yes	Did Not Deploy
Seat Belt Load Limiter	Yes	N/a	No	N/a
Other	No	N/a	No	N/a

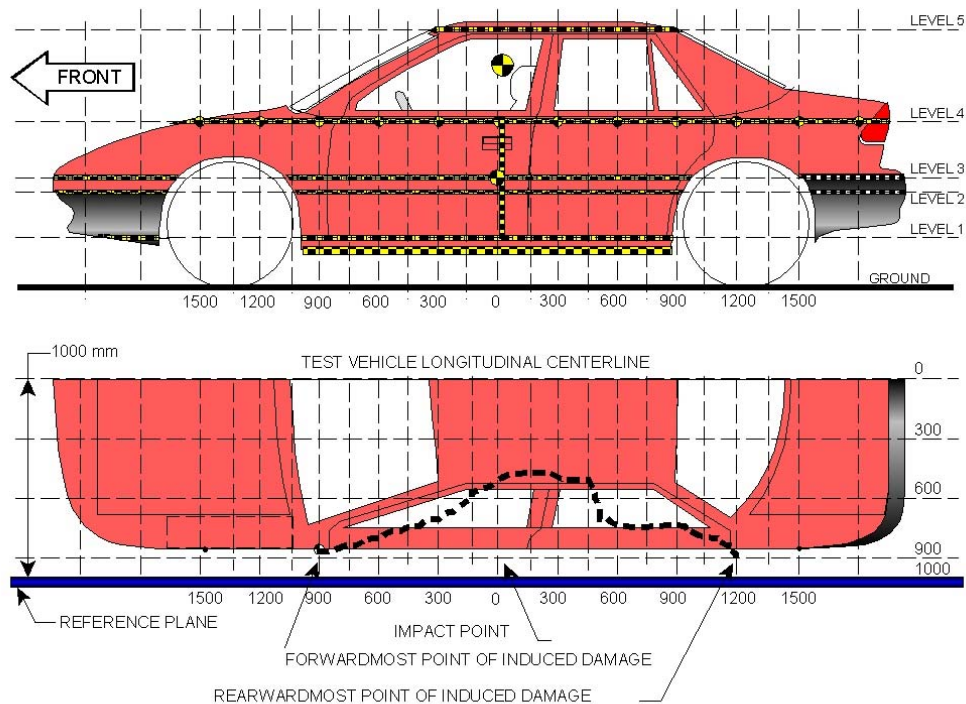
IMPACT SPEED			
Measured Parameter	Units	Tolerance	Value
Vertical Impact Reference Line (Aft of Front Axle) (Intended Impact Point)	mm		1153
Actual Impact Point (Aft of Front Axle)	mm		1157
Horizontal Offset (+ forward / - rear)	mm	+/- 38 of Intended Impact Point	-4
Angle Between Vehicle's Longitudinal Centerline and Line of Forward Motion	degrees	75 +/- 3	75
Trap No. 1 Velocity (Primary)	km/h	31.4 to 33.0	31.9
Trap No. 2 Velocity (Redundant)	km/h	31.4 to 33.0	31.9

DATA SHEET NUMBER NO. 9
VEHICLE PROFILE MEASUREMENTS



VEHICLE PRE- AND POST- TEST MEASUREMENT INFORMATION				
Code	Description	Pre Test	Post Test	Difference
		mm	mm	mm
A	Wheelbase	2625	2491	-134
B	Front Axle to FSOV	630	658	28
C	Rear Axle to RSOV	825	831	6
D	Total Length at Centerline	4530	4486	-44
E	Front Bumper Thickness	142	142	0
F	Front Bumper Bottom to Ground	473	528	55
G	Sill Height at Front Wheel Well	277	315	38
H	Sill Height at Front Door Leading Edge	278	316	38
I	Sill Height at B-Pillar	283	319	36
J1	Sill Height at Rear Wheel Well	269	309	40
J2	Pinch Weld Height at Rear Wheel Well	280	331	51
K	Sill Height Aft of Rear Wheel Well	330	358	28
L	Rear Bumper Thickness	180	180	0
M	Rear Bumper Bottom to Ground	402	419	17
N	Sill Height to Window Bottom Sill	815	839	24
O	Front Door Leading Edge to Impact C/L	1105	862	-243
P	Rear Door Trailing Edge to Impact C/L	955	958	3
Q	Front Window Opening	435	397	-38
R	Right Side Length	4080	4098	18
S	Left Side Length	4080	3980	-100
T	Vehicle Width at B-Pillar	1820	1694	-126

DATA SHEET NO. 10
VEHICLE EXTERIOR CRUSH MEASUREMENTS



NOTE: All measurements are in millimeters (mm)

MAXIMUM EXTERIOR CRUSH MEASUREMENTS				
Level	Measurement Description	Height Above Ground (mm)	Maximum Exterior Static Crush (mm)	Distance from Impact (mm)
1	Sill Top	290	398	0
2	Occupant Hip Point	689	460	150
3	Mid-Door	694	459	150
4	Window Sill	1059	420	150
5	Window Top	1552	254	0

Note: All vehicle measurements taken at the vertical impact reference line.

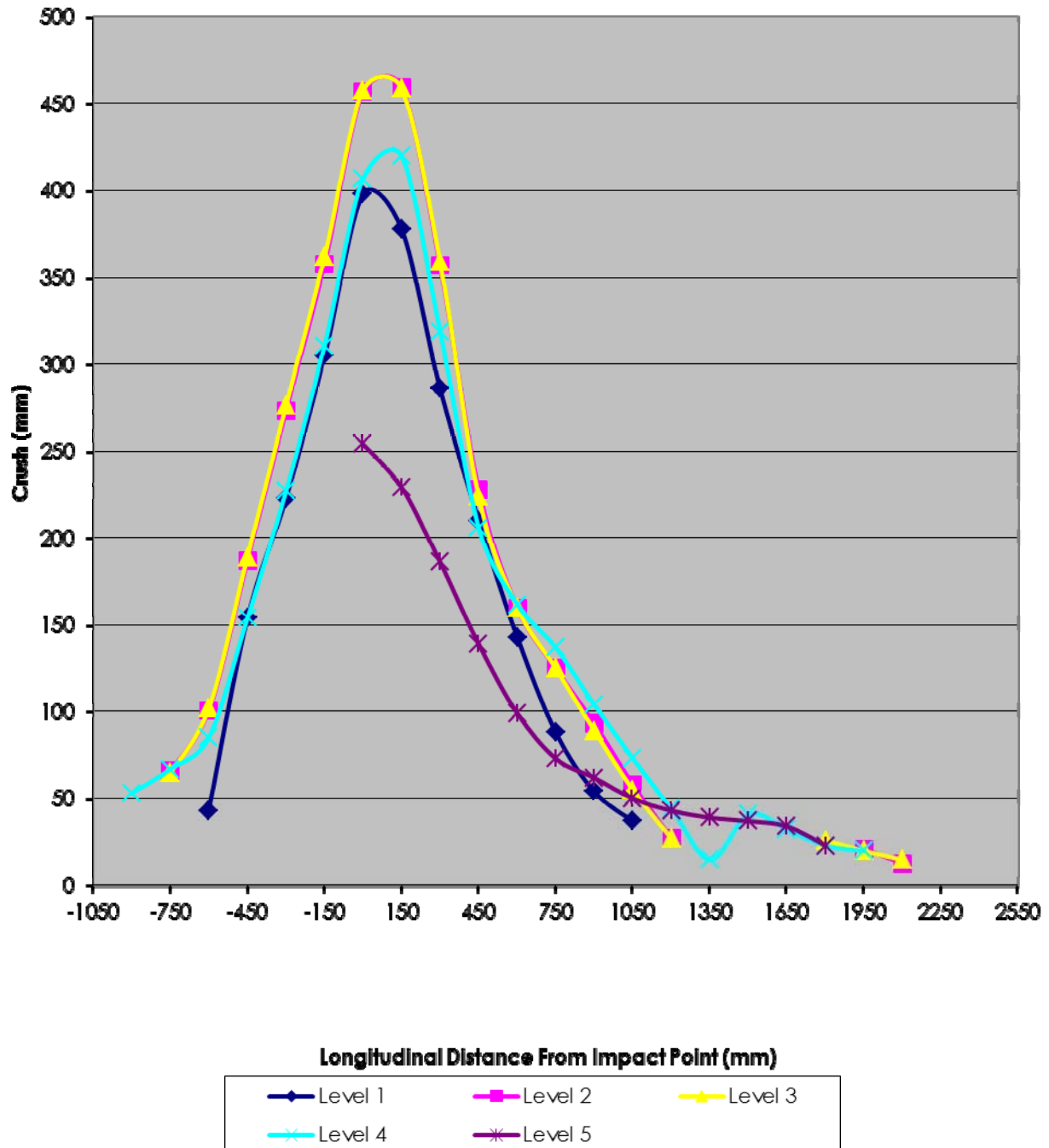
DATA SHEET NO. 10
VEHICLE EXTERIOR CRUSH MEASUREMENTS
(CONTINUED)

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

TEST VEHICLE STATIC CRUSH																
Level		1			2			3			4			5		
		290			689			694			1059			1552		
		Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush	Pre	Post	Crush
DISTANCE IN MILLIMETERS (mm) FROM IMPACT POINT	-1650															
	-1500				271	298	27	272	298	26						
	-1350										403	426	23			
	-1200										395	425	30			
	-1050										383	418	35			
	-900										370	423	53			
	-750				259	325	66	259	324	65	360	427	67			
	-600	298	341	43	262	363	101	262	364	102	347	432	85			
	-450	305	459	154	268	455	187	267	456	189	340	494	154			
	-300	317	540	223	268	541	273	267	543	276	333	560	227			
	-150	326	631	305	268	626	358	267	629	362	328	639	311			
	0	327	725	398	267	724	457	266	724	458	325	732	407	547	801	254
	150	326	704	378	267	727	460	267	726	459	322	742	420	542	771	229
	300	325	611	286	267	624	357	266	625	359	320	639	319	538	724	186
	450	317	527	210	267	495	228	266	490	224	318	524	206	540	679	139
	600	309	452	143	268	428	160	268	428	160	317	479	162	540	639	99
	750	304	392	88	268	393	125	267	392	125	314	451	137	543	616	73
	900	298	352	54	264	357	93	265	354	89	317	421	104	544	606	62
	1050	296	333	37	260	318	58	260	315	55	320	393	73	548	598	50
	1200				258	285	27	258	285	27	324	368	44	552	595	43
	1350										306	321	15	554	593	39
	1500										329	370	41	562	599	37
	1650										334	366	32	571	605	34
	1800							257	283	26	344	367	23	582	605	23
	1950				273	294	21	275	295	20	359	379	20			
	2100				310	323	13	310	325	15						
	2250															
	2400															

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

Static Crush

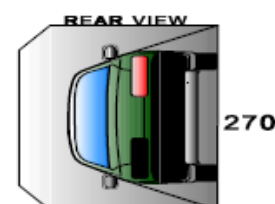
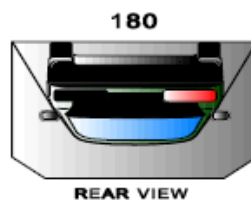
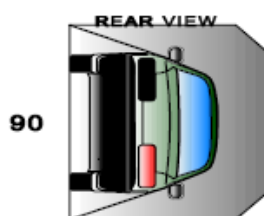


DATA SHEET NO. 11
FMVSS 301 STATIC ROLLOVER RESULTS

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
D				

FMVSS 301 STATIC ROLLOVER DATA



ROLLOVER SOLVENT COLLECTION TIME TABLE			
Test phase	Rotation Time (sec.)	Hold Time (sec.)	Total Time (sec.)
0° to 90°	64	300	364
90° to 180°	65	300	365
180° to 270°	65	300	365
270° to 360°	66	300	366

DATA SHEET NO. 11
FMVSS 301 STATIC ROLLOVER RESULTS (CONTINUED)

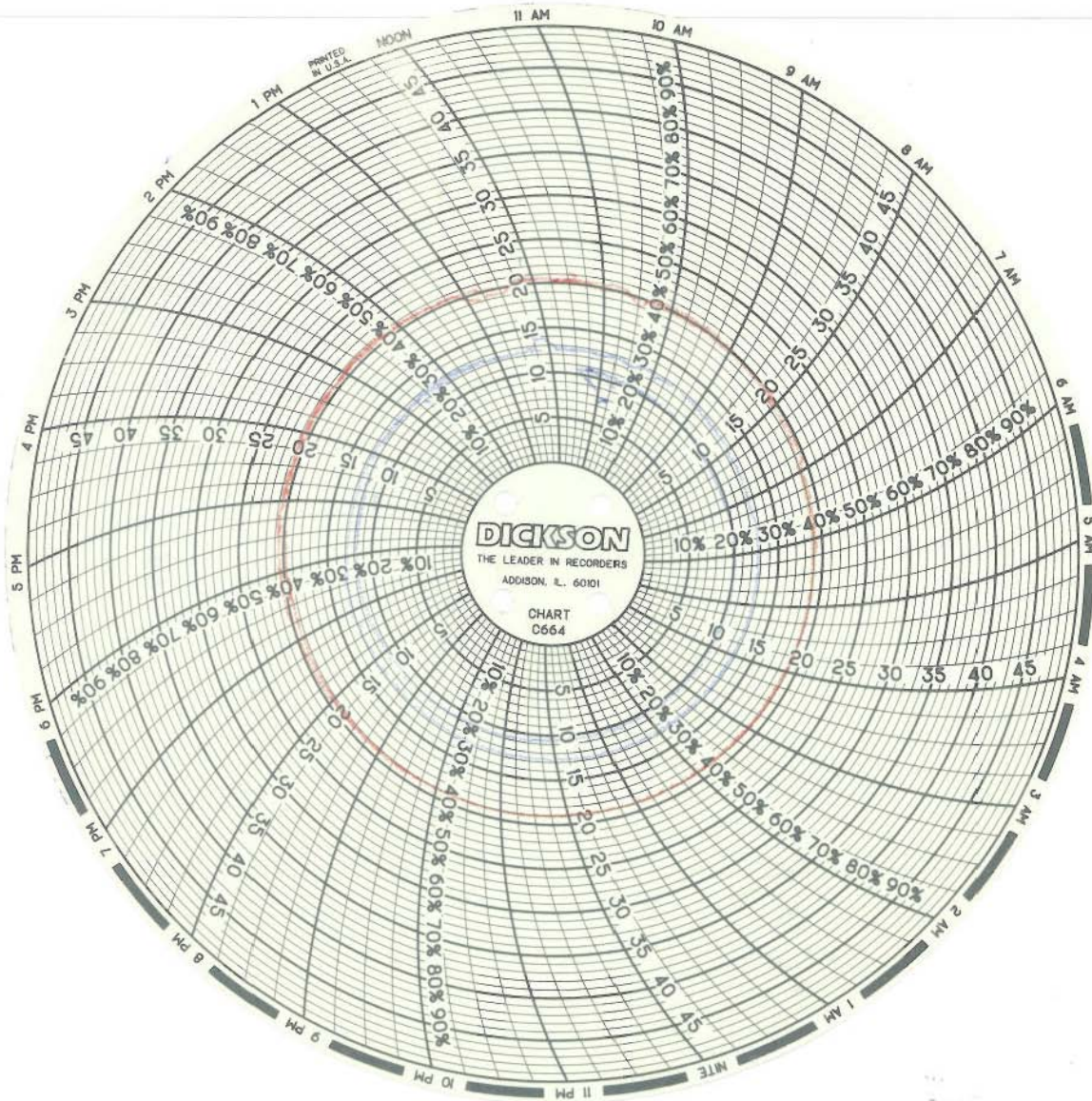
FMVSS No. 301 Rollover Spillage Table				
	First Five Minutes (oz)	Sixth Minute (oz)	Seventh Minute (oz)	Eighth Minute (oz)
0° to 90°	0	0	0	N/a
90° to 180°	0	0	0	N/a
180° to 270°	0	0	0	N/a
270° to 360°	0	0	0	N/a

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

Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

DATA SHEET NO. 12
DUMMY/VEHICLE TEMPERATURE STABILIZATION DATA



Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

APPENDIX A PHOTOGRAPHS

LIST OF PHOTOGRAPHS

Figure	Photograph Description	Page
001	As Delivered Right Front 3-4 View of Test Vehicle	A-4
002	As Delivered Left Rear 3-4 View of Test Vehicle	A-4
003	Pre-Test Frontal View of Test Vehicle	A-5
004	Post- Test Frontal View of Test Vehicle	A-5
005	Pre-Test Left Front 3-4 View of Test Vehicle	A-6
006	Post- Test Left Front 3-4 View of Test Vehicle	A-6
007	Pre-Test Left Side View of Test Vehicle	A-7
008	Post- Test Left Side View of Test Vehicle	A-7
009	Pre-Test Left Rear 3-4 View of Test Vehicle	A-8
010	Post- Test Left Rear 3-4 View of Test Vehicle	A-8
011	Pre-Test Rear View of Test Vehicle	A-9
012	Post- Test Rear View of Test Vehicle	A-9
013	Pre-Test Right Side View of Test Vehicle	A-10
014	Post- Test Right Side View of Test Vehicle	A-10
015	Pre- Test Overhead View of Test Area	A-11
016	Post- Test Overhead View of Test Area	A-11
017	Pre- Test Left Side View of Pole Positioned Against Side of Vehicle	A-12
018	Pre- Test Right Side View of Pole Positioned Against Side of Vehicle	A-12
019	Pre- Test Close-Up View of Impact Point Target	A-13
020	Post- Test Close-Up View of Impact Point Target Showing Impact Location	A-13
021	Pre- Test Front Close-Up View of Dummy Head and Chest	A-14
022	Post- Test Front Close-Up View of Dummy	A-14
023	Pre- Test Left Side View of Dummy Showing Belt and Chalking	A-15
024	Pre- Test Left Side View of Dummy Shoulder and Driver Door Top View	A-15
025	Post-Test Left Side View of Dummy Shoulder and Door Top View	A-16
026	Pre- Test Frontal View of Seat Back Prior to Dummy Positioning	A-16
027	Pre- Test Frontal View of Dummy Head and Shoulders in Relation to Head Restraint	A-17
028	Pre- Test Frontal View of Seat Pan Prior to Dummy Positioning	A-17
029	Pre- Test Overhead View of Dummy Thighs on Seat Pan	A-18
030	Pre- Test View of Dummy's Neck Showing Position of Adjustable Neck Bracket	A-18
031	Pre- Test View of Dummy's Head Showing Dummy's Head is Level	A-19
032	Pre- Test Placement of Dummy's Feet	A-19
033	Pre- Test View of Belt Anchorage for Dummy	A-20
034	Pre- Test Left Side View of Steering Wheel	A-20
035	Pre- Test View of Disengaged Parking Brake	A-21
036	Pre- Test View of Parking Brake	A-21
037	Pre - Test Close-Up Left Side View of Driver Seat Track	A-22
038	Pre- Test Close-Up Left Side View of Driver Seat Back	A-22
039	Pre- Test Close-Up View of Driver Seat Back or Head Restraint	A-23

LIST OF PHOTOGRAPHS (CONTINUED)

Figure	Photograph Description	Page
040	Post- Test Dummy and Door Clearance View	A-23
041	Post-Test Dummy and Door Clearance View	A-24
042	Pre- Test Right Side View of Dummy and Front Seat Occupant Compartment	A-24
043	Post- Test Right Side View of Dummy and Front Seat Occupant Compartment	A-25
044	Pre- Test Inner Driver Door Panel View	A-25
045	Post- Test Inner Door Panel View Showing Dummy Contact Locations	A-26
046	Post- Test Dummy Close-Up Head Contact with Vehicle Interior View	A-26
047	Post- Test Dummy Close-Up Head Contact with Side Airbag View	A-27
048	Post- Test Dummy Close-Up Torso Contact with Vehicle Interior View	A-27
049	Post- Test Dummy Close-Up Torso Contact with Side Airbag View	A-28
050	Post- Test Dummy Close-Up Pelvis Contact with Vehicle Interior View	A-28
051	Post- Test Dummy Close-Up Pelvis Contact with Side Airbag View	A-29
052	Pre- Test View of Fuel Filler Cap or Fuel Filler Neck	A-29
053	Post- Test View of Fuel Filler Cap or Fuel Filler Neck	A-30
054	Close-up View of Vehicle's Certification Label	A-30
055	Close-up View of Vehicle's Tire Information Placard or Label	A-31
056	Pre- Test Pole Barrier Front View	A-31
057	Post- Test Pole Barrier Front View	A-32
058	Pre- Test Pole Barrier Side View	A-32
059	Post- Test Pole Barrier Side View	A-33
060	Pre- Test Ballast View	A-33
061	Impact Event	A-34
062	FMVSS No. 301/305 Rollover 0°	A-34
063	FMVSS No. 301/305 Rollover 90°	A-35
064	FMVSS No. 301/305 Rollover 180°	A-35
065	FMVSS No. 301/305 Rollover 270°	A-36
066	FMVSS No. 301/305 Rollover 360°	A-36
067	Impact Event	A-37
068	Monroney label	A-37
069	Head Restraint Use and Adjustment Information from Vehicle Owner's Manual	A-38



Figure 001: As Delivered Right Front 3-4 View of Test Vehicle



Figure 002: As Delivered Left Rear 3-4 View of Test Vehicle

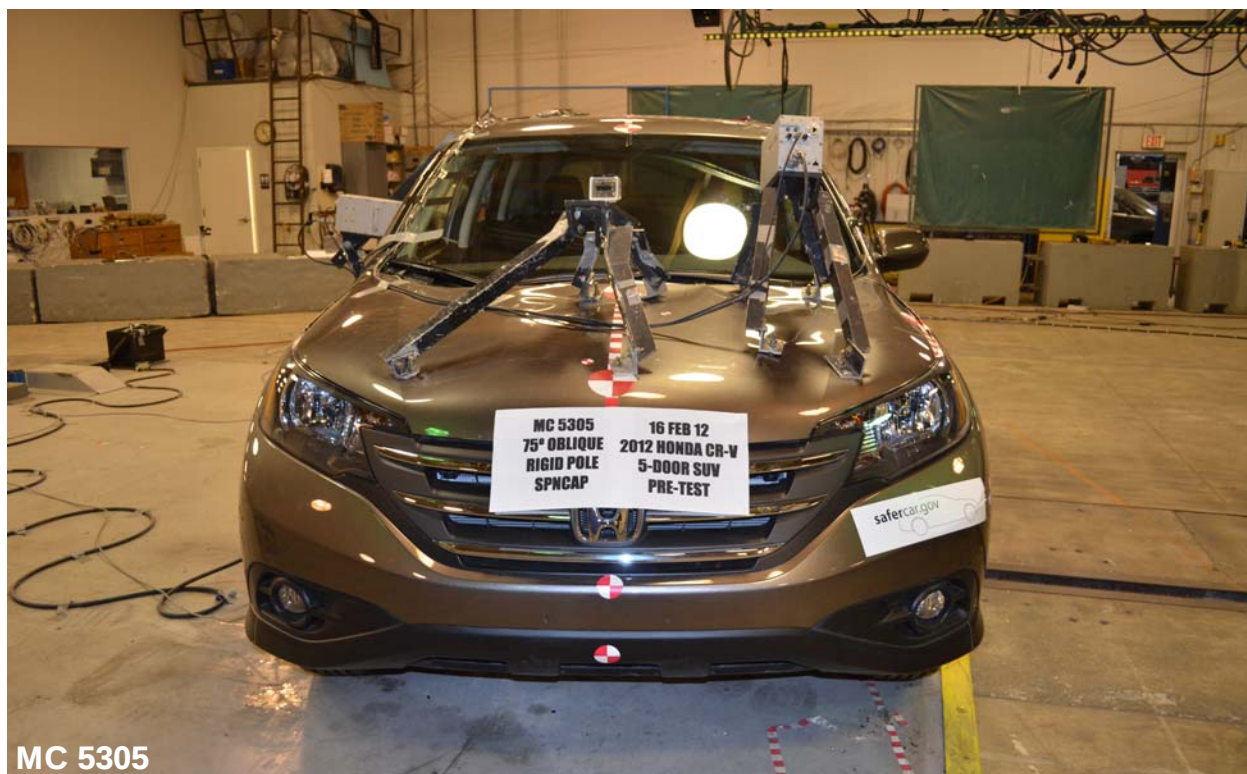


Figure 003: Pre-Test Frontal View of Test Vehicle



Figure 004: Post-Test Frontal View of Test Vehicle



Figure 005: Pre-Test Left Front 3-4 View of Test Vehicle



Figure 006: Post-Test Left Front 3-4 View of Test Vehicle



Figure 007: Pre-Test Left Side View of Test Vehicle

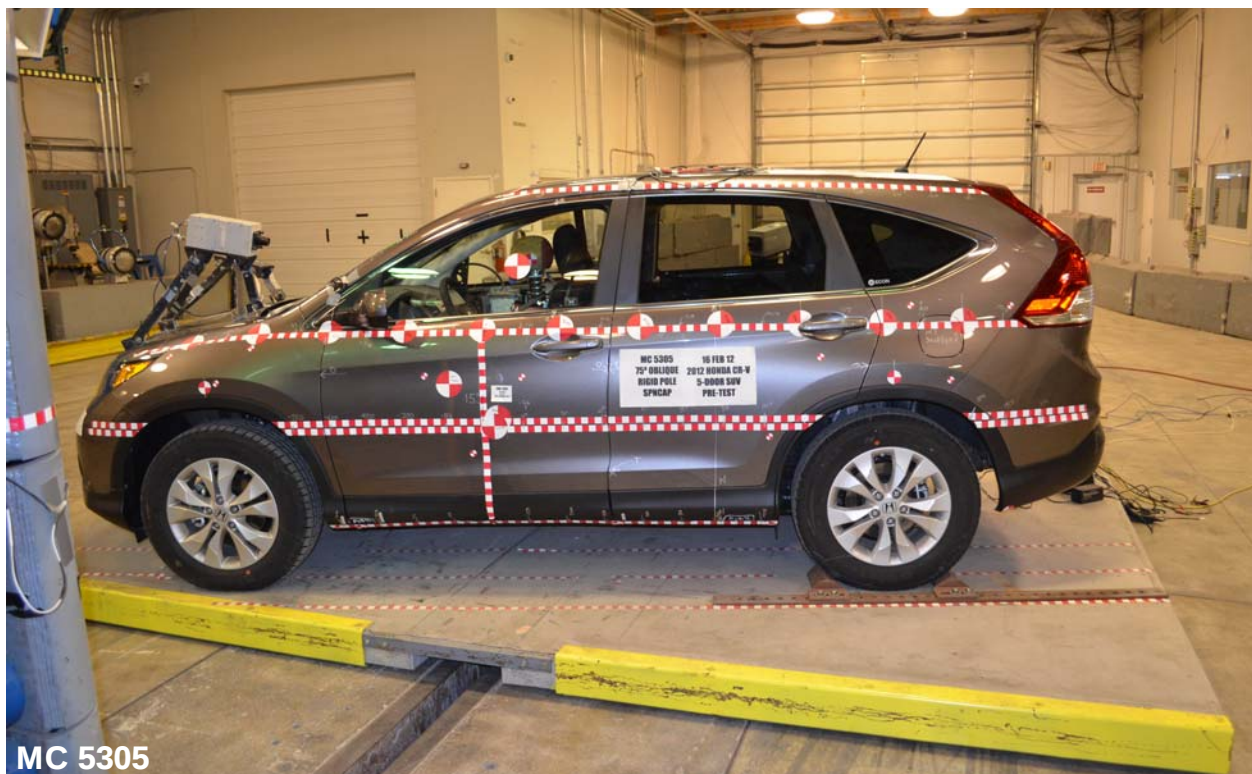


Figure 008: Post-Test Left Side View of Test Vehicle



Figure 009: Pre-Test Left Rear 3-4 View of Test Vehicle



Figure 010: Post-Test Left Rear 3-4 View of Test Vehicle



Figure 011: Pre-test rear view of test vehicle



Figure 012: Post-Test Rear View of Test Vehicle

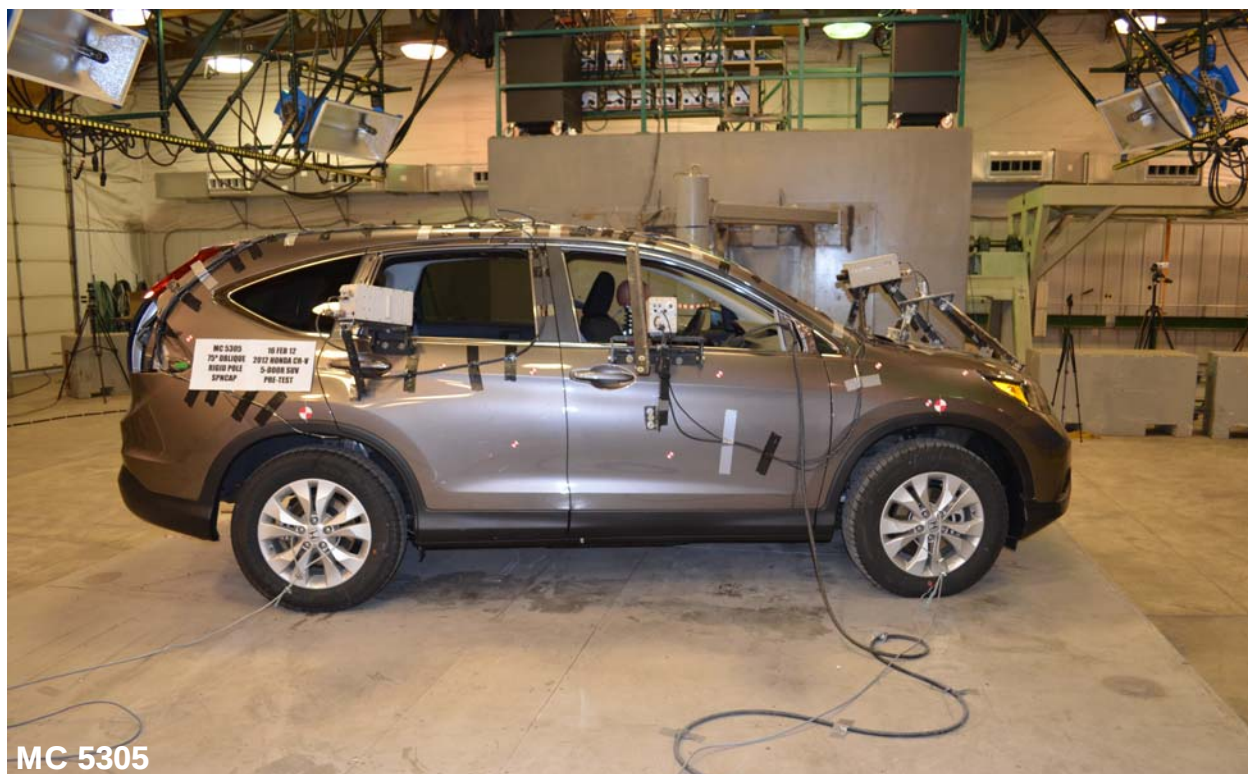


Figure 013: Pre-Test Right Side View of Test Vehicle



Figure 014: Post-Test Right Side View of Test Vehicle

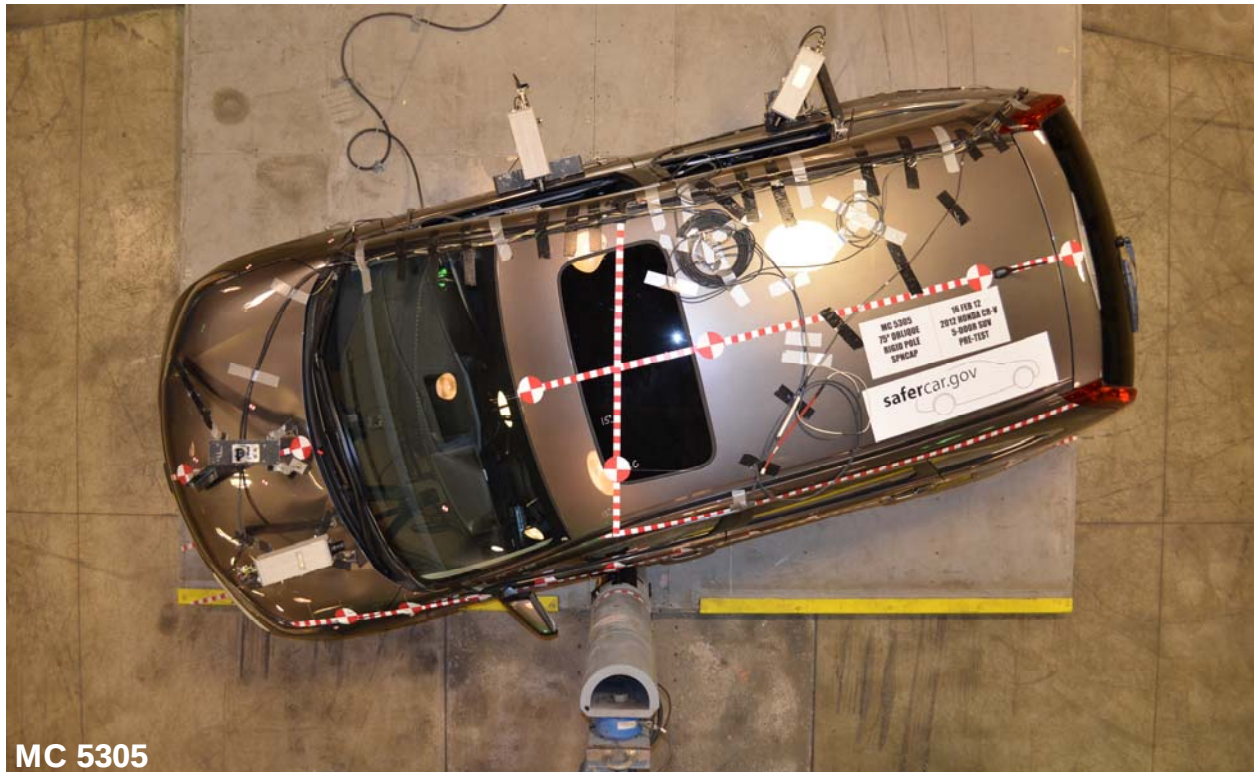


Figure 015: Pre-Test Overhead View of Test Area

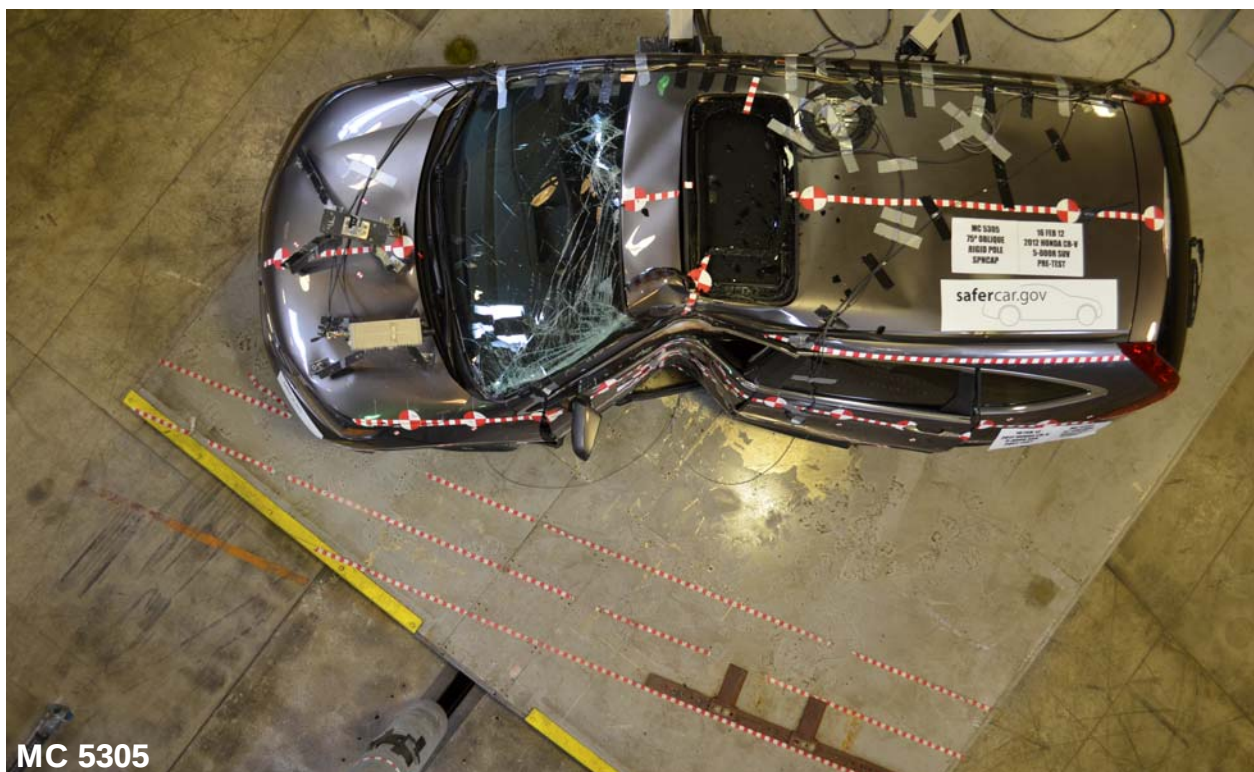


Figure 016: Post-Test Overhead View of Test Area



MC 5305

Figure 017: Pre-Test Left Side View of Pole Positioned Against Side of Vehicle



MC 5305

Figure 018: Pre-Test Right Side View of Pole Positioned Against Side of Vehicle

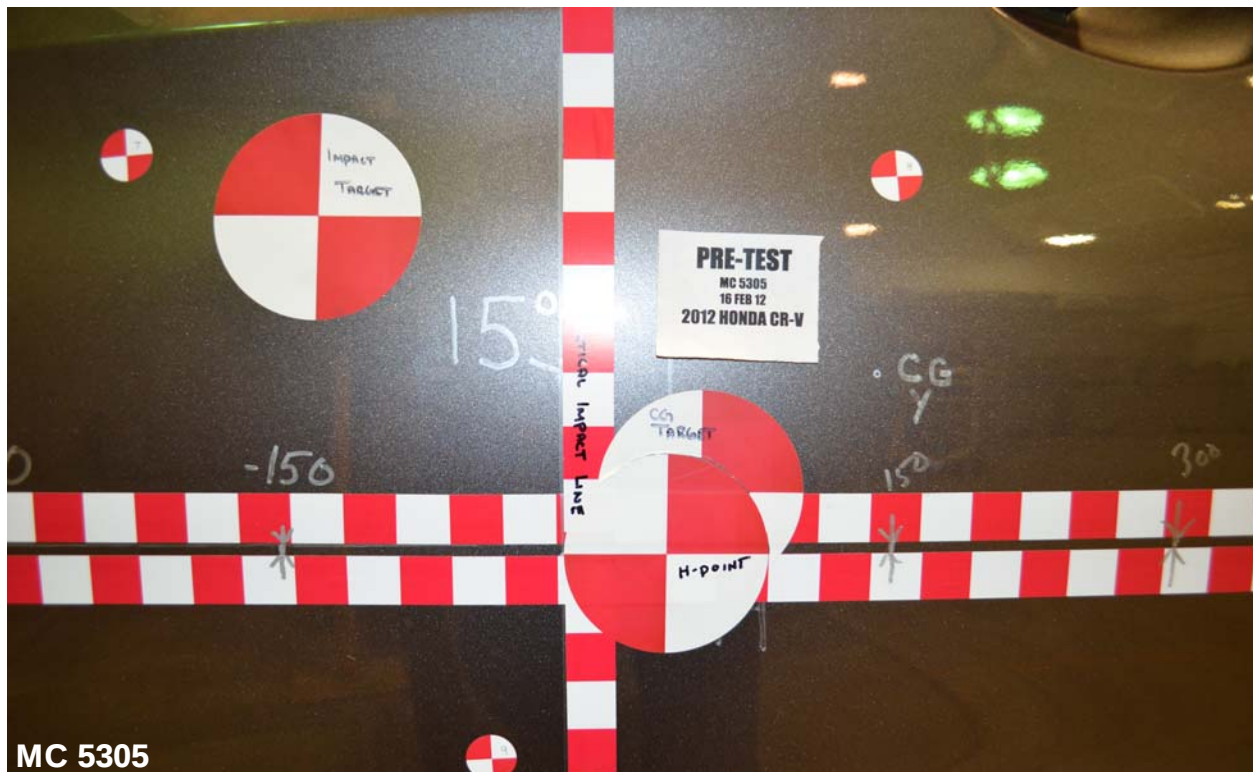


Figure 019: Pre-Test Close-Up View of Impact Point Target

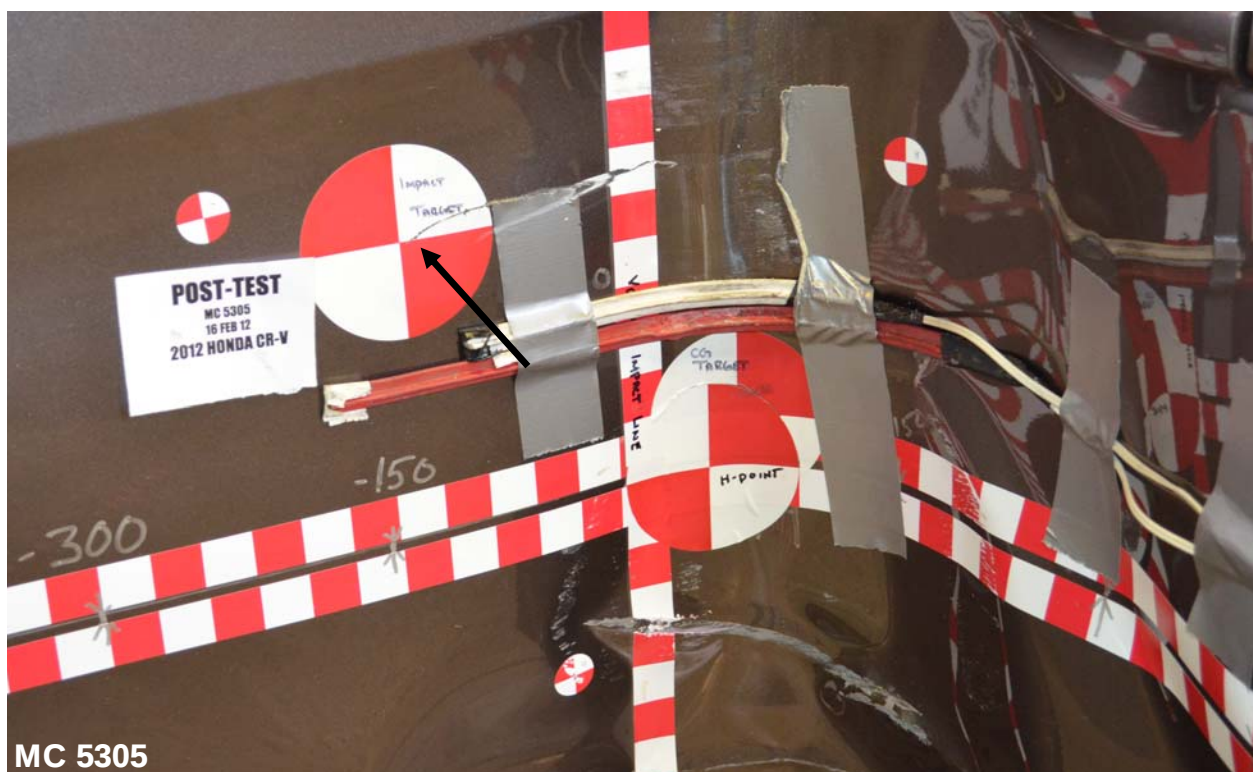


Figure 020: Post-Test Close-Up View of Impact Point Target Showing Impact Location



Figure 021: Pre-Test Front Close-Up View of Dummy Head and Chest



Figure 022: Post-Test Front Close-Up View of Dummy



Figure 023: Pre-Test Left Side View of Dummy Showing Belt and Chalking



Figure 024: Pre-Test Left Side View of Dummy Shoulder and Door Top View



Figure 025: Post-Test Left Side View of Dummy Shoulder and Door Top View

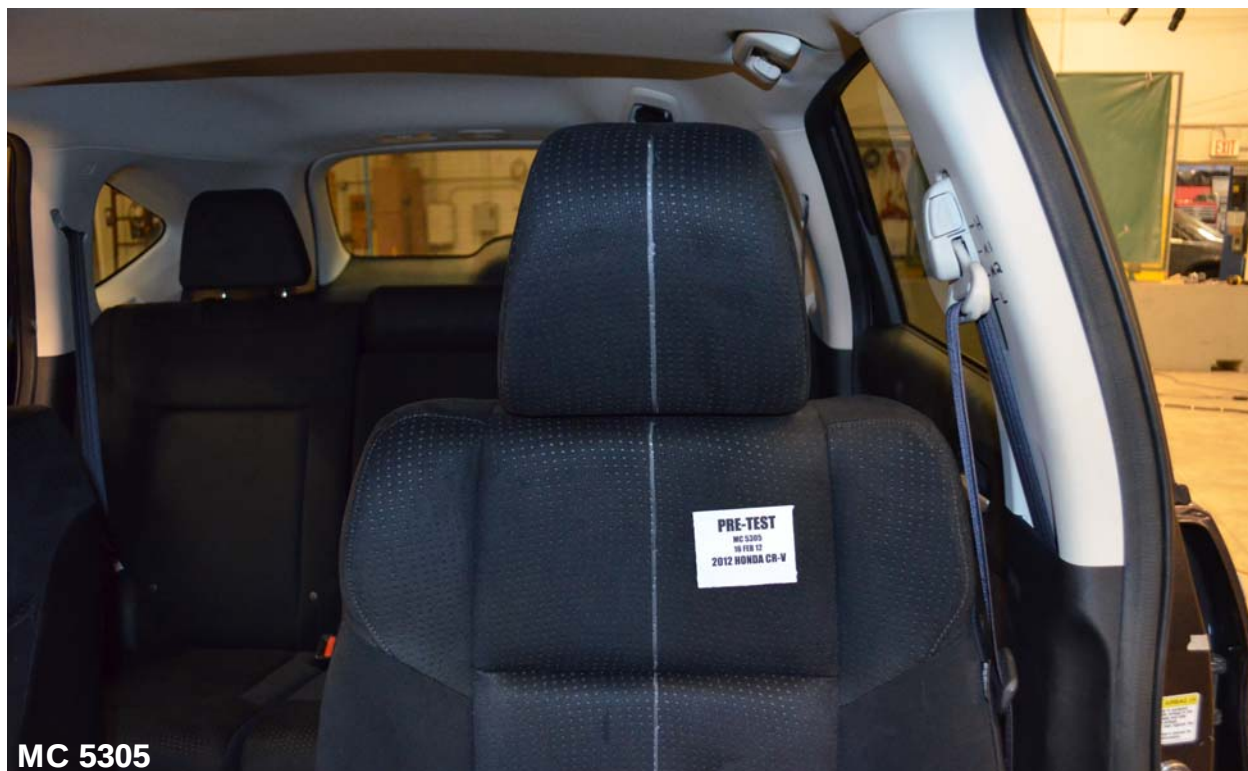


Figure 026: Pre-Test Frontal View of Seat Back Prior to Dummy Positioning



MC 5305

Figure 027: Pre-Test Frontal Close-Up View of Dummy Head and Shoulders in Relation to Head Restraint



MC 5305

Figure 028: Pre-Test Frontal View of Seat Pan Prior to Dummy Positioning



Figure 029: Pre-Test Overhead View of Dummy Thighs on Seat Pan



Figure 030: Pre-Test Left Side View of Dummy's Neck Showing Position of Adjustable Neck Bracket



Figure 031: Pre-Test Left Side View of Dummy's Head Showing Dummy's Head is Level



Figure 032: Pre-Test Placement of Dummy's Feet



Figure 033: Pre-Test View of Belt Anchorage for Dummy

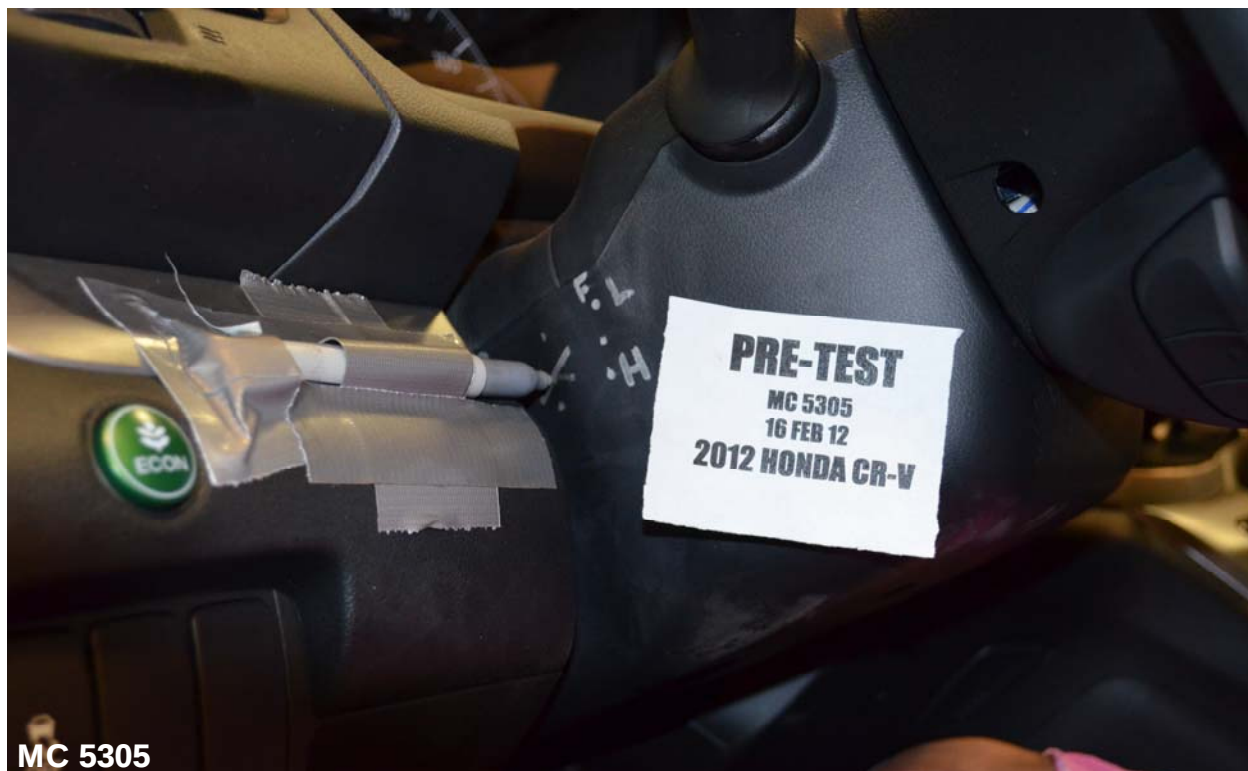


Figure 034: Pre-Test Left Side View of Steering Wheel



Figure 035: Pre-Test View of Disengaged Parking Brake



Figure 036: Pre-Test View of Parking Brake



Figure 037: Pre-Test Close-Up Left Side View of Drive Seat Track



Figure 038: Pre-Test Close-Up Left Side View of Driver Seat Back



Figure 039: Pre-Test Close-Up View of Driver Seat Back or Head Restraint



Figure 040: Pre-Test Dummy and Door Clearance View



Figure 041: Post-Test Dummy and Door Clearance View



Figure 042: Pre-Test Right Side View of Dummy and Front Seat of Occupant Compartment



Figure 043: Post-Test Right Side View of Dummy and Front Seat of Occupant Compartment



Figure 044: Pre-Test Inner Door Panel View



Figure 045: Post-Test Inner Door Panel View Showing Dummy Contact Locations



Figure 046 Post-Test Dummy Close-Up Head Contact with Vehicle Interior View



Figure 047: Post-Test Dummy Close-Up Head Contact with Side Air bag View



Figure 048: Post-Test Dummy Close-Up Torso Contact with Vehicle Interior View



Figure 049: Post-Test Dummy Close-Up Torso Contact with Side Air bag View



Figure 050: Post-Test Dummy Close-Up Pelvis Contact with Vehicle Interior View



Figure 051: Post-Test Dummy Close-Up Pelvis Contact with Side Air bag View



Figure 052: Pre-Test View of Fuel Filler Cap or Fuel Filler Neck



Figure 053: Post-Test View of Fuel Filler Cap or Fuel Filler Neck



Figure 054: Close-Up View of Vehicle's Certification Label

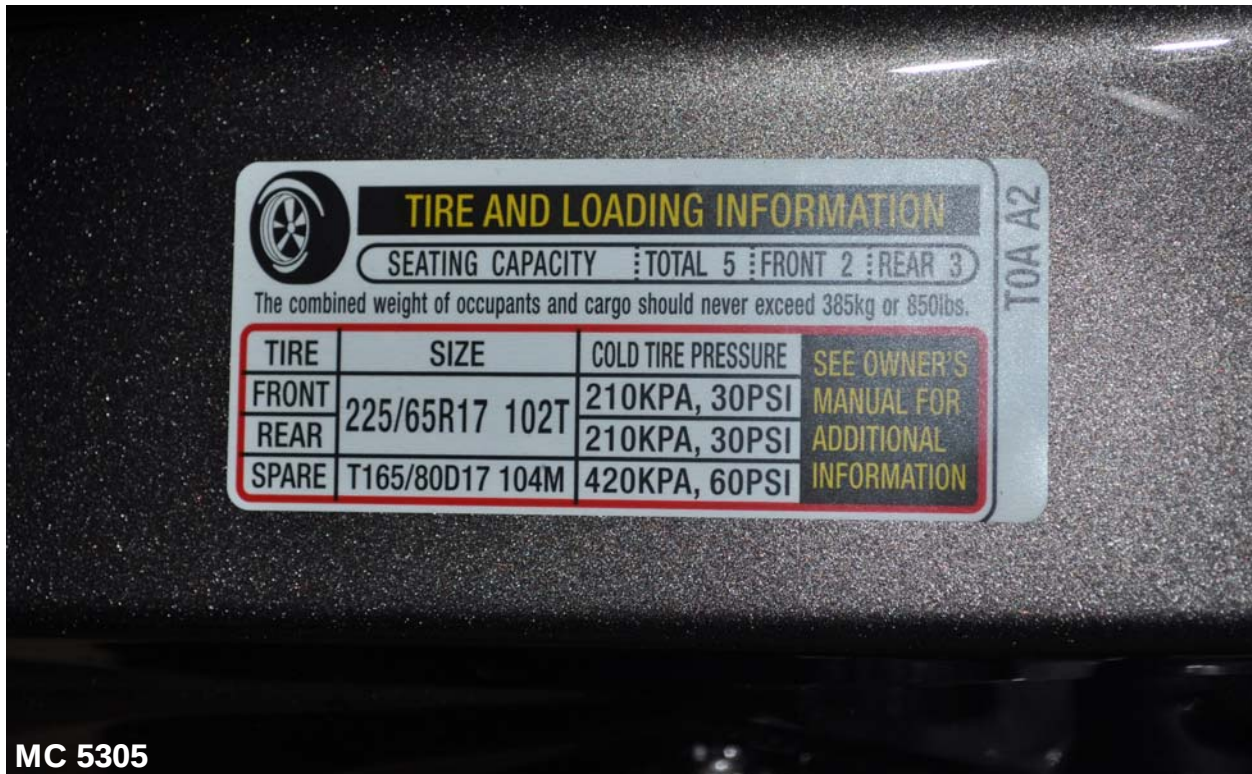


Figure 055: Close-Up View of Vehicle's Tire Information Placard or Label



Figure 056: Pre-Test Pole Barrier Front View



Figure 057: Post-Test Pole Barrier Front View



Figure 058: Pre-Test Pole Barrier Side View



Figure 059: Post-Test Pole Barrier Side View

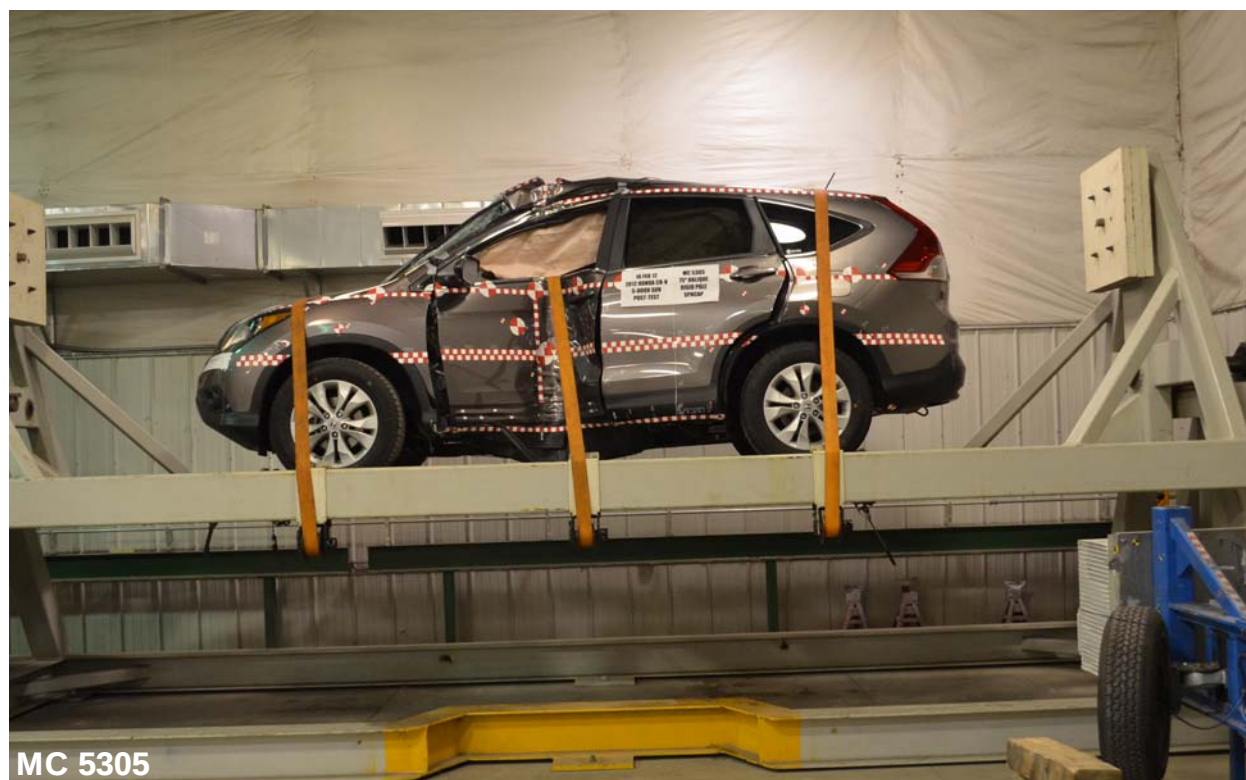


Figure 060: Pre-Test Ballast View



MC 5305

Figure 061: Post-Test Primary and Redundant Speed Trap Read-Out



MC 5305

Figure 062: FMVSS No. 301 Static Rollover 0 Degrees



Figure 063: FMVSS No. 301 Static Rollover 90 Degrees



Figure 064: FMVSS No. 301 Static Rollover 180 Degrees

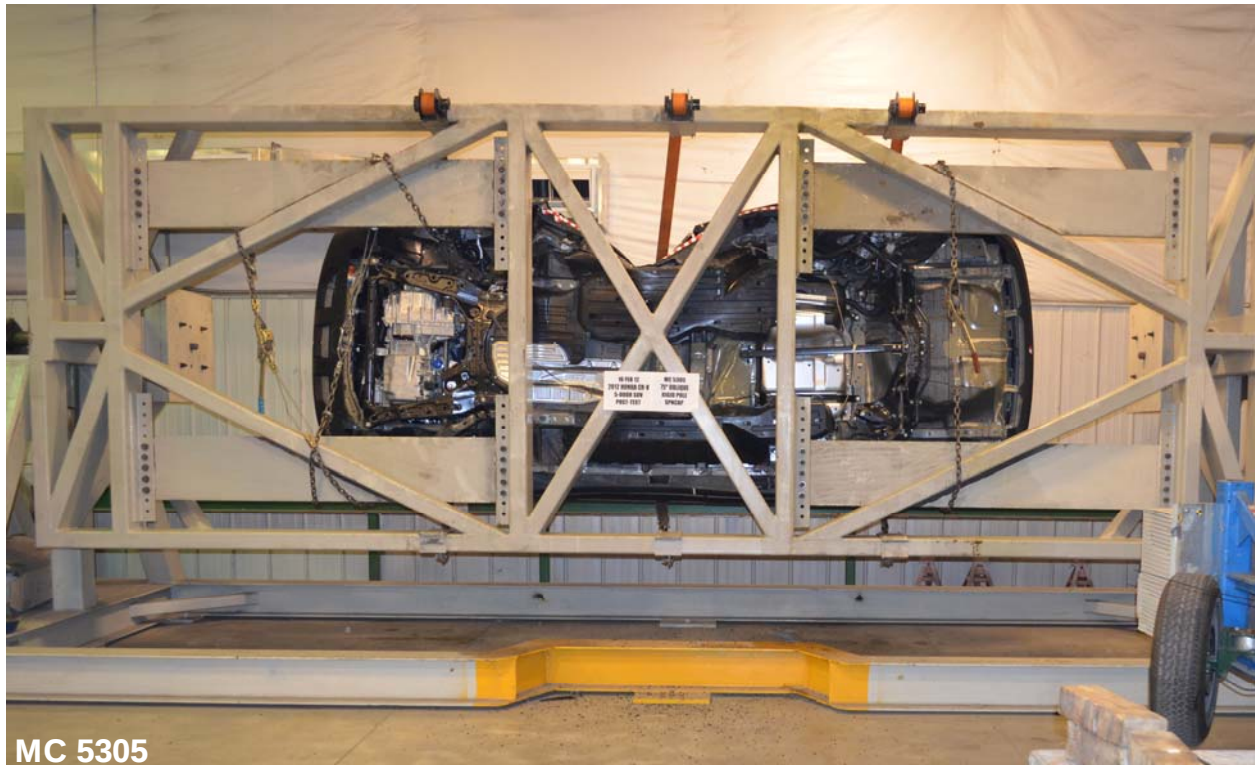


Figure 065: FMVSS No. 301 Static Rollover 270 Degrees



Figure 066: No. 066 FMVSS No. 301 Static Rollover 360 Degrees

NHTSA Number: MC 5305
Test Date: February 16, 2012

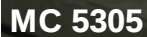


Figure 067: Impact Event



2012 CR-V 5DR 4DR EX

VEHICLE NUMBER: J36P3H3H50CL001191
ENGINE NUMBER: K24ZT-103172 4CYL. URBAN TITANIUM M.
CONTRAIL NUMBER: 551463 INT: BLACK

EPA Fuel Economy Estimates

STANDARD EQUIPMENT AT NO EXTRA COST

*** TECHNICAL FEATURES ***

- 185hp 2.4-Liter DOHC 16-Valve
- VTEC 4-Cylinder Engine
- 5-Speed Automatic Transmission with Grade Logic Control
- 4-Wheel Disc Brakes
- Front MacPherson Strut Suspension
- Rear Multi-Link Suspension
- Drive-by-Wire Throttle System
- Electric Power-Assisted Rack-and-Pinion Steering
- Front and Rear Stabilizer Bars
- Immobilizer, Theft-Deterrent System

*** SAFETY FEATURES ***

- Driver's and Front Passenger's Dual-Stage Airbags (SRS)
- Driver's and Front Passenger's Side Airbags
- Side Curtain Airbags with Roll-Over Sensor
- Vehicle Stability Assist (VSA)
- Anti-Lock Braking System (ABS)
- Electronic Brake Distribution (EBD)
- Brake Assist
- 3-Point Seat Belts
- Side-Impact Door Beams
- Tire Pressure Monitoring System
- ACE Body Structure
- Front and Rear Crumple Zones
- LATCH System for Child Seats

*** INTERIOR FEATURES ***

- AM/FM/CD Audio System with 6 Speakers
- Steering Wheel-Mounted Controls
- Bluetooth Audio
- Bluetooth HandsFreeLink

*** Pandora Internet Radio Interface**

*** USB Audio Interface**

*** SMS Text Messaging Functionality**

*** Intelligent Multi-Information Display (IM-D) w/ Rear View-Camera**

*** Air Conditioning with Air Filtration System**

*** Driver's Seat Height Adjustment**

*** Fold-Down Rear Seat Center Armrest**

*** 60/40 Split Fold-Down Rear Seatback**

*** Retractable Cargo Area Cover**

*** Power Windows and Door Locks**

*** Driver's Auto Up/Down Window**

*** Illuminated Auto Vanity Mirror**

*** 12-Volt Power Outlets**

*** Cruise Control**

*** Exterior Temperature Gauge**

*** Compass**

*** Floor Mats**

*** Front Center Console**

*** Sunbaggage Holder**

*** Convex Mirror**

*** Maintenance Minder System**

Manufacturer's Suggested Retail Price

\$24,395.00

Full Tank of Fuel

No Charge

43744

25 miles

12/11

Destination and Handling

810.00

TOTAL VEHICLE PRICE

(Includes Pre-Delivery Service)

\$25,205.00

License and title fees, state and local taxes and dealer options and accessories are not included in the manufacturer's suggested retail price.

Manufacturer's Suggested Retail Price

Full Tank of Fuel

No Charge

Environmental Performance

Protect the environment, choose vehicles with **higher scores**:

Global Warming Score



Smog Score



ROSEN HONDA

7000 GRAND AVENUE
GURNEE, IL 60031

PORT OF ENTRY: EAST LIBERTY

DELIVERY POINT: SCHAMBAURG

SHPE
ROWNSHIPS 330-111 606-018
TRANS METHOD: TRUCK

DEALER: 207853

VIN: J36P3H3H50CL001191

OFF. D.R. 207853

REF. NO. 42468

HN CODE: HN-0001

EMISSION: 50 STATE

FOR THIS VEHICLE

Final Assembly Point:

EAST LIBERTY, OHIO

USA

Country of Origin: Engine:

U.S.A.

Transmission:

U.S.A.

CITY MPG

23

Expected range for most drivers
18 to 27 MPG

HIGHWAY MPG

31

Expected range for most drivers
28 to 37 MPG

Estimated Annual Fuel Cost

\$2,137

based on 15,000 miles
at \$3.70 per gallon

Combined Fuel Economy

This Vehicle

26

10 32

All SUVs

Your actual mileage will vary depending on how you drive and maintain your vehicle.

PARTS CONTENT INFORMATION

FOR VEHICLES IN THIS CATEGORY

U.S./Canadian Parts Content: **65 %**

Major Sources of Foreign Parts Content:

JAPAN 20 %

NOTE: Parts content does not include final assembly, distribution or other non-parts costs.

GOVERNMENT SAFETY RATINGS

Frontal Crash	Driver Passenger	To Be Rated
Star ratings based on the risk of injury in a frontal impact.		To Be Rated
Frontal ratings should ONLY be compared to other vehicles of similar size and weight.		
Side Crash	Front seat	To Be Rated
Star ratings based on the risk of injury in a side impact.	Rear seat	To Be Rated
Star ratings based on the risk of rollover in a single vehicle crash.		
Rollover		To Be Rated

Side ratings range from 1 to 5 stars (★★★★★) with 5 being the highest.

Source: National Highway Traffic Safety Administration (NHTSA).

www.safercar.gov or 1-888-327-4236

Global Warming Score



Smog Score



OFF. D.R. 207853

REF. NO. 42468

HN CODE: HN-0001

EMISSION: 50 STATE

FOR THIS VEHICLE

Final Assembly Point:

EAST LIBERTY, OHIO

USA

Country of Origin: Engine:

U.S.A.

Transmission:

U.S.A.

www.safercar.gov or 1-888-327-4236

ROSEN HONDA

7000 GRAND AVENUE
GURNEE, IL 60031

PORT OF ENTRY: EAST LIBERTY

DELIVERY POINT: SCHAMBAURG

SHPE
ROWNSHIPS 330-111 606-018
TRANS METHOD: TRUCK

DEALER: 207853

VIN: J36P3H3H50CL001191

OFF. D.R. 207853

REF. NO. 42468

HN CODE: HN-0001

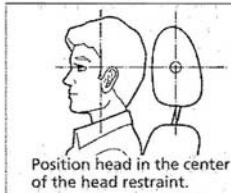
EMISSION: 50 STATE

</

MC 5305

Figure 068: Monroney Label

■ Adjusting the Head Restraints

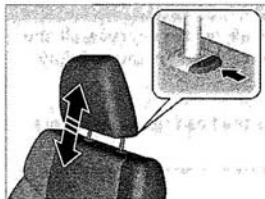


Position head in the center of the head restraint.

Your vehicle is equipped with head restraints in all seating positions.

Head restraints are most effective for protection against whiplash and other rear-impact crash injuries when the center of the back of the occupant's head rests against the center of the restraint. The tops of the occupant's ears should be level with the center height of the restraint.

■ Adjusting the front head restraint positions



To raise the head restraint: Pull it upward.
To lower the head restraint: Push it down while pressing the release button.

► Adjusting the Head Restraints

⚠ WARNING

Improperly positioning head restraints reduces their effectiveness and increases the likelihood of serious injury in a crash.

Make sure head restraints are in place and positioned properly before driving.

For a head restraint system to work properly:

- Do not hang any items on the head restraints, or from the restraint legs.
- Do not place any object between an occupant and the seat-back.
- Install each restraint in its proper location.

Controls

MC 5305

Figure 069: Head Restraint Use and Adjustment Information from Vehicle Owner's Manual

Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

APPENDIX B
ATD AND VEHICLE RESPONSE DATA

The following plots are provided in the test report

Data Plot	Description	Page
1	Driver Head Acceleration (X) Primary vs. Time	B-4
2	Driver Head Acceleration (Y) Primary vs. Time	B-5
3	Driver Head Acceleration (Z) Primary vs. Time	B-6
4	Driver Head Resultant Acceleration Primary vs. Time	B-7
5	Driver Lower Spine T ₁₂ Acceleration (X) vs. Time	B-8
6	Driver Lower Spine T ₁₂ Acceleration (Y) vs. Time	B-9
7	Driver Lower Spine T ₁₂ Acceleration (Z) vs. Time	B-10
8	Driver Lower Spine T ₁₂ Resultant Acceleration vs. Time	B-11
9	Driver Iliac Wing Force (Y) on Impact Side vs. Time	B-12
10	Driver Acetabulum Force (Y) on Impact Side vs. Time	B-13
11	Driver Total Pelvis Force (Y) on Impact Side vs. Time	B-14

The following additional data for this test can be obtained from the Research and Development section of the NHTSA website. The website can be found at www.NHTSA.dot.gov.

Additional Driver Dummy Instrumentation Data

Driver Head Acceleration (X) Redundant
 Driver Head Acceleration (Y) Redundant
 Driver Head Acceleration (Z) Redundant
 Driver Upper Thorax Rib Deflection (Y)
 Driver Middle Thorax Rib Deflection (Y)
 Driver Lower Thorax Rib Deflection (Y)
 Driver Upper abdomen rib deflection (Y)
 Driver Lower abdomen rib deflection (Y)
 Driver Shoulder Contact Switch
 Driver Pelvis Contact Switch

Vehicle Instrumentation Data

Vehicle Center of Gravity Acceleration (X)
 Vehicle Center of Gravity Acceleration (Y)
 Vehicle Center of Gravity Acceleration (Z)
 Vehicle Center of Gravity Angular Rate About X (Roll)
 Vehicle Center of Gravity Angular Rate About Y (Pitch)
 Vehicle Center of Gravity Angular Rate About Z (Yaw)
 Left Floor Sill Acceleration (Y)
 Left A-Pillar Sill Acceleration (Y)
 Left Lower A-Pillar Acceleration (Y)
 Left Middle A-Pillar Acceleration (Y)
 Left B-Pillar Sill Acceleration (Y)
 Left Lower B-Pillar Acceleration (Y)
 Left Middle B-Pillar Acceleration (Y)
 Driver Seat Track at Dummy H-Point Acceleration (Y)
 Engine Top Acceleration (X)
 Engine Top Acceleration (Y)
 Firewall Center Acceleration (Y)
 Right Roof at Vertical Impact Reference Line Acceleration (Y)
 Right Sill at Vertical Impact Reference Line Acceleration (Y)
 Rear Floorpan Behind Rear Axle at Centerline Acceleration (X)
 Rear Floorpan Behind Rear Axle at Centerline Acceleration (Y)

Pole Instrumentation Data

Load Cell Pole Barrier #1 Force (Y)
Load Cell Pole Barrier #2 Force (Y)
Load Cell Pole Barrier #3 Force (Y)
Load Cell Pole Barrier #4 Force (Y)
Load Cell Pole Barrier #5 Force (Y)
Load Cell Pole Barrier #6 Force (Y)
Load Cell Pole Barrier #7 Force (Y)
Load Cell Pole Barrier #8 Force (Y)

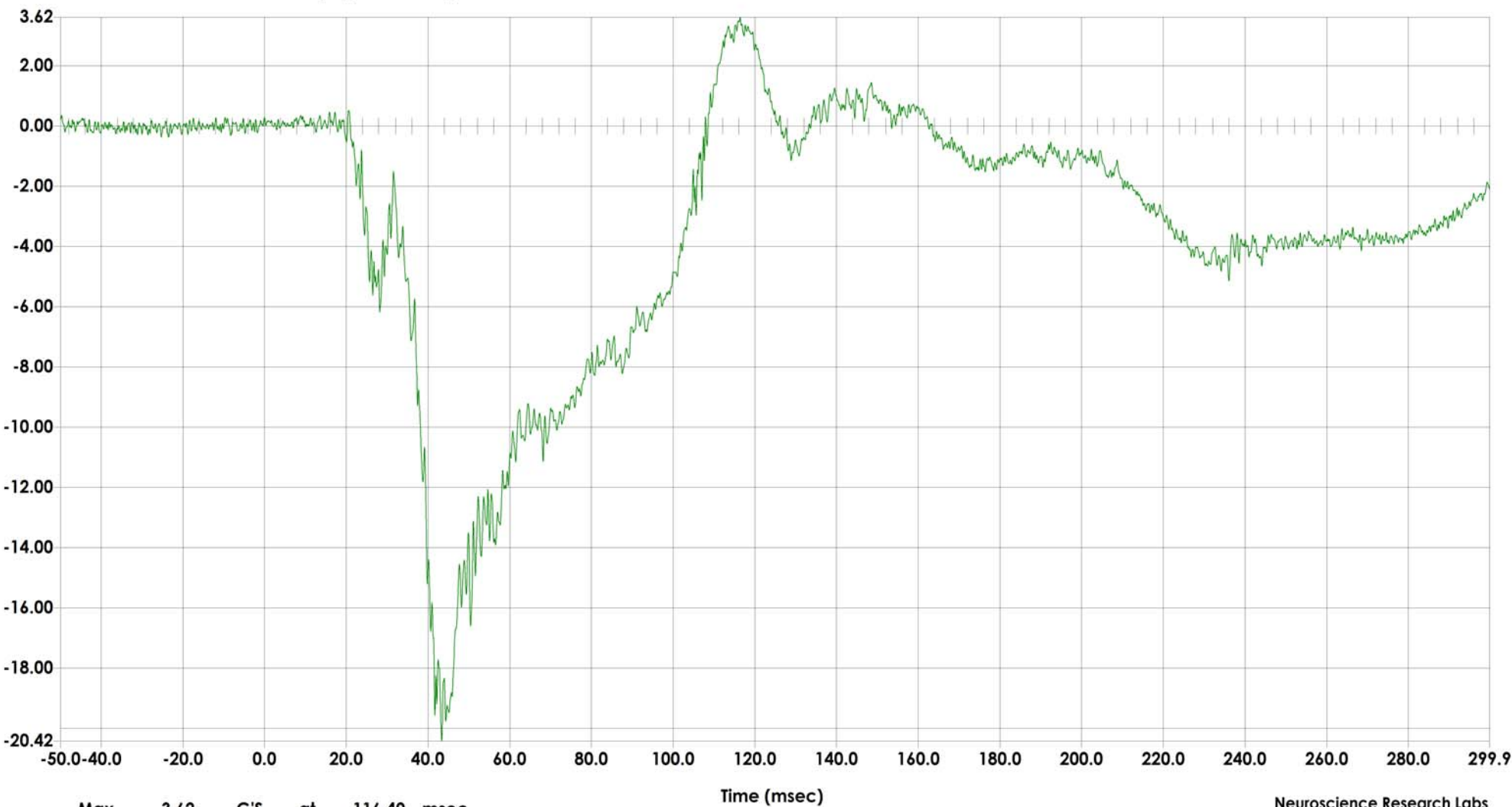
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC1000
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location HDCG
Sensor Info ENDEVCO 7264-2000TZ
Serial Number J43444



G'S Head Acceleration (X) Primary vs. Time



Max 3.62 G'S at 116.40 msec
Min -20.42 G'S at 43.36 msec

MC 5305 Plot 001

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

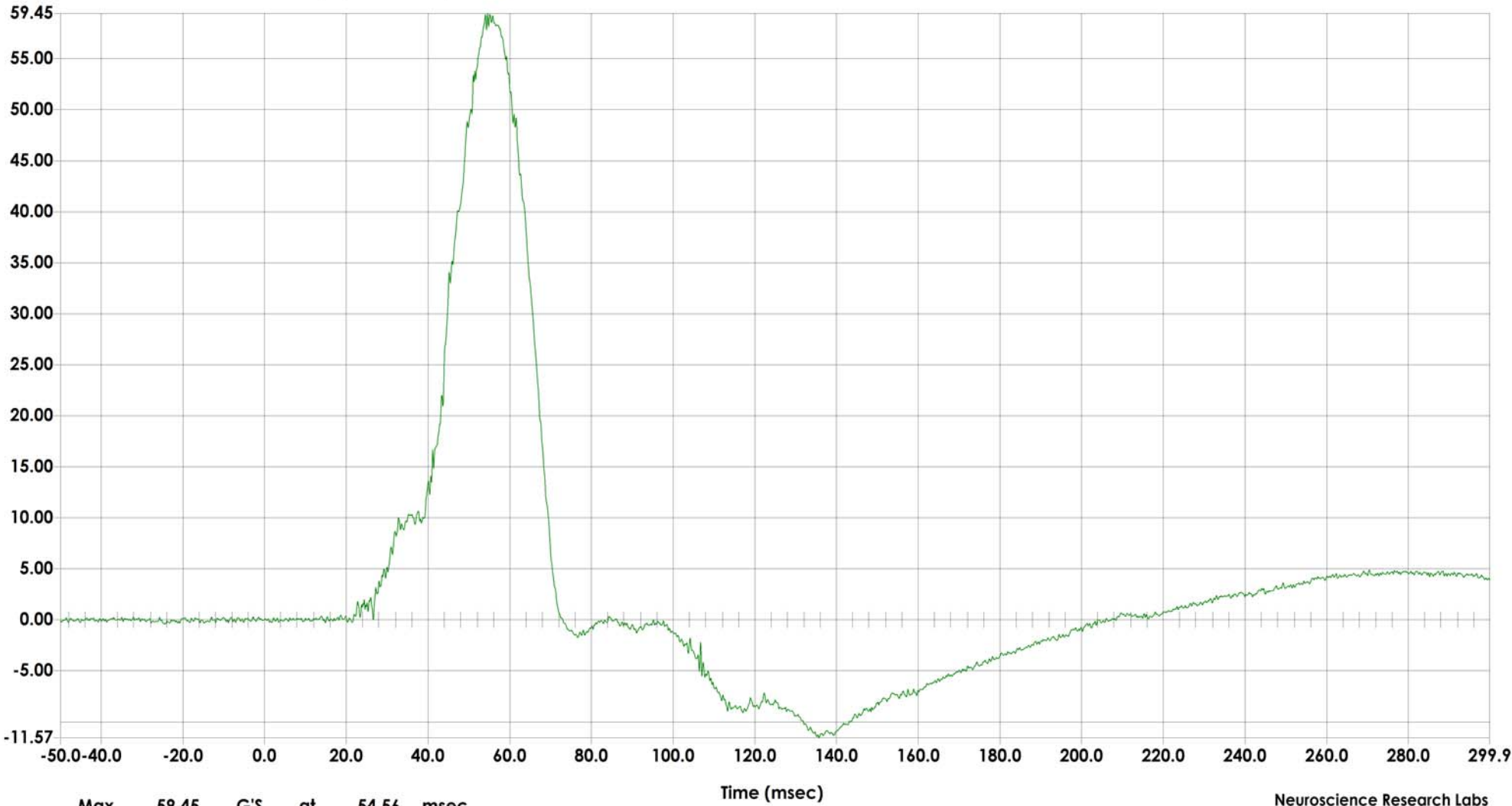
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC1000
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location HDCG
Sensor Info ENDEVCO 7264-2000
Serial Number J43739



G'S Head Acceleration (Y) Primary vs. Time



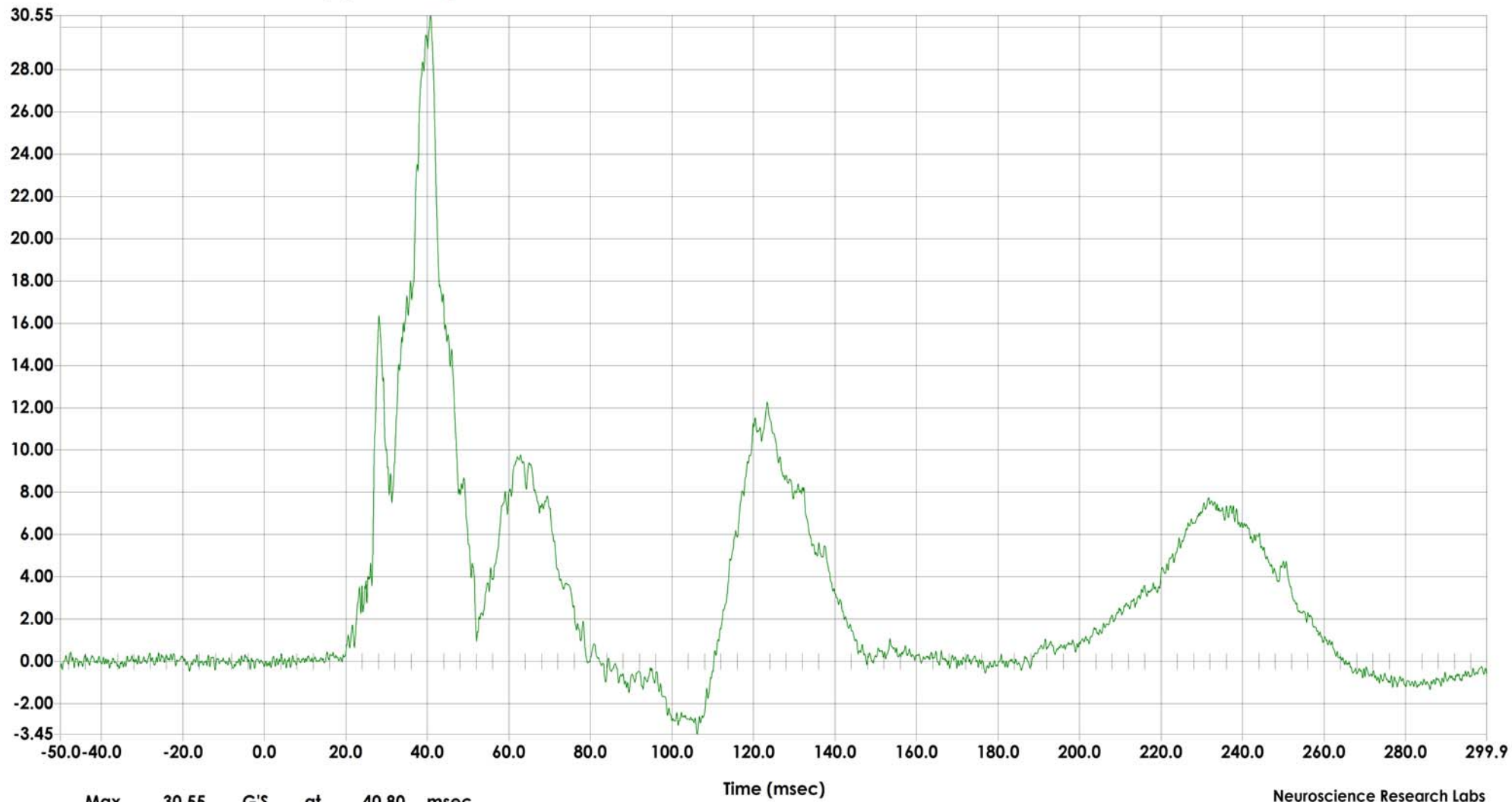
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC1000
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location HDCG
Sensor Info ENDEVCO 7264C-2KTZ-2-240
Serial Number P21673



G'S Head Acceleration (Z) Primary vs. Time



Max 30.55 G'S at 40.80 msec
Min -3.45 G'S at 106.16 msec

MC 5305 Plot 003

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

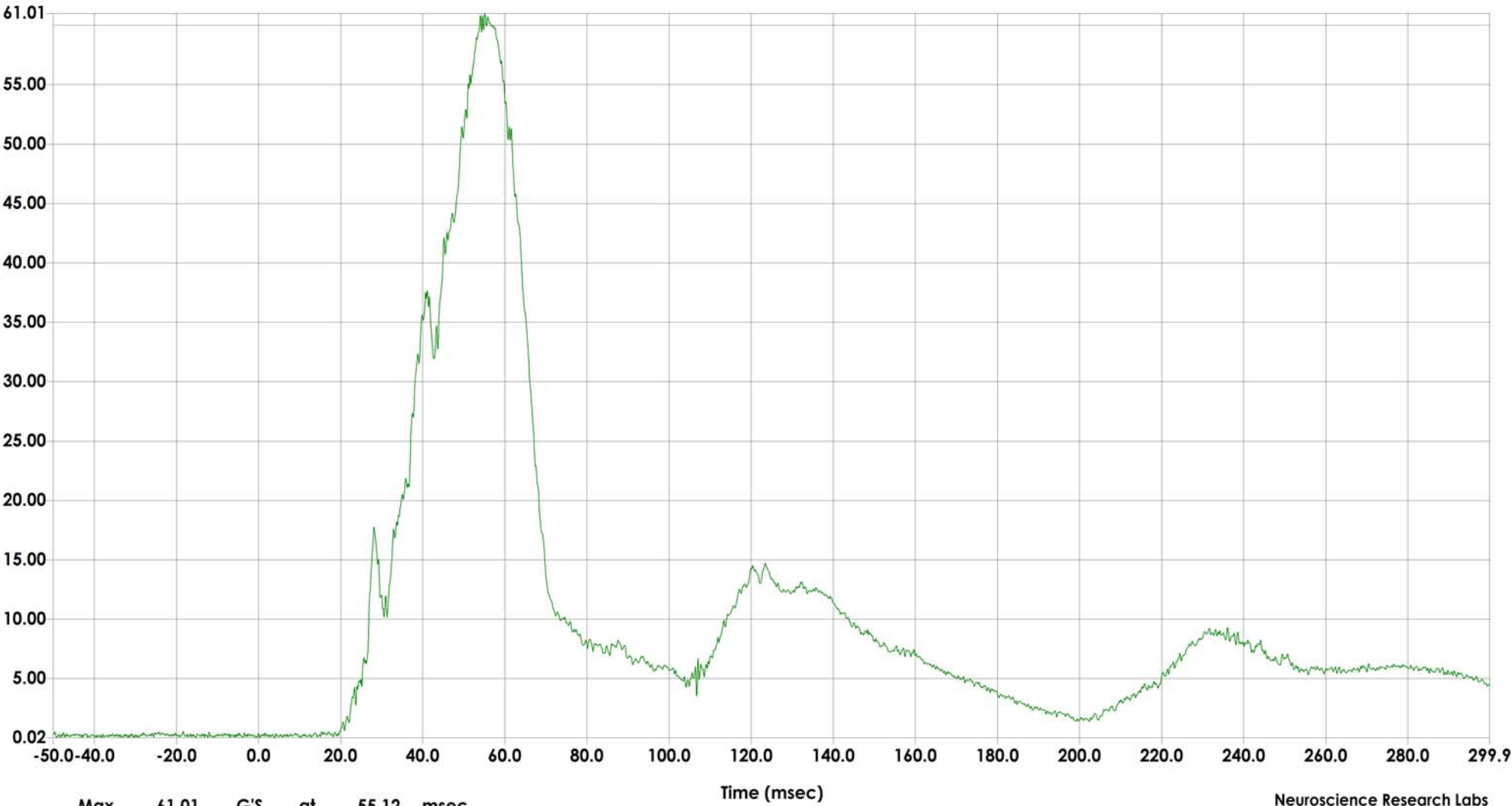
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC1000
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location HDCG
Sensor Info MCW Multiviewer
Serial Number 3.5.2j



G'S Driver Head Resultant Primary vs. Time



Max 61.01 G'S at 55.12 msec
Min 0.02 G'S at 3.92 msec

MC 5305 Plot 044

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

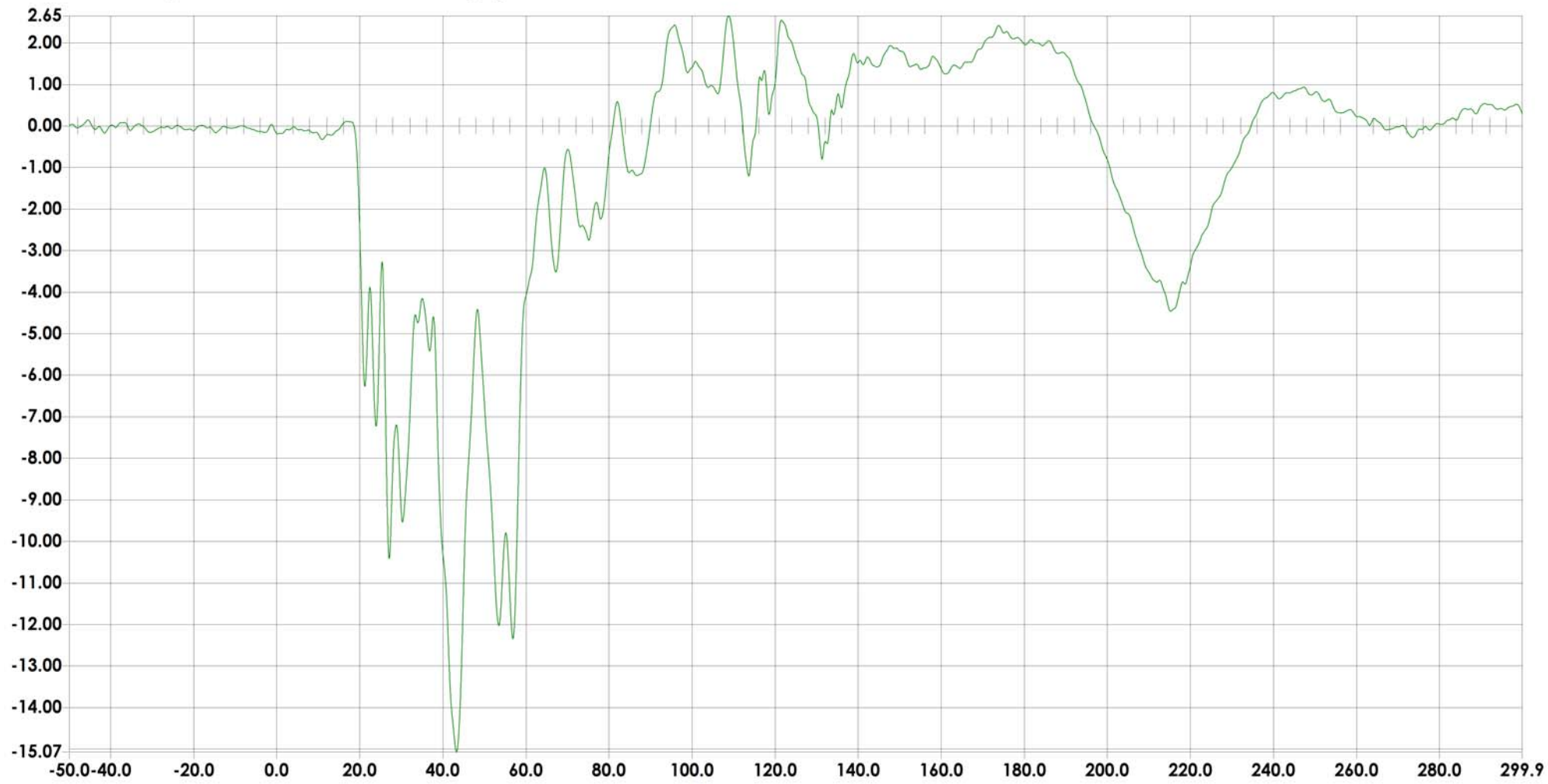
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC180
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location SPNL
Sensor Info ENDEVCO 7264B-2000T
Serial Number B13098



G'S Lower Spine T12 Acceleration (X) vs. Time



Max 2.65 G'S at 108.80 msec
Min -15.07 G'S at 43.28 msec

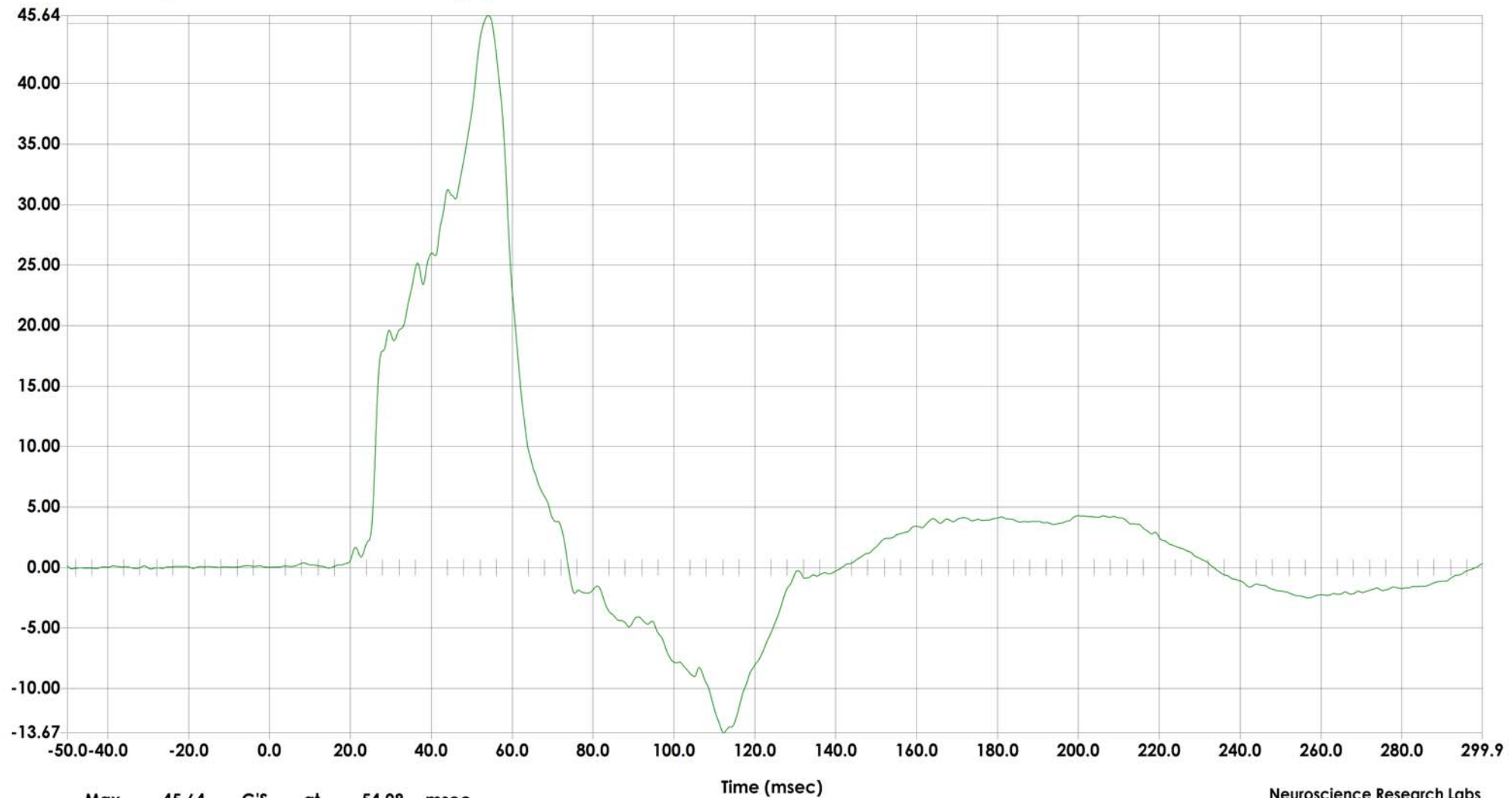
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC180
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location SPNL
Sensor Info ENDEVCO 7264-2000TZ
Serial Number J22318



G'S Lower Spine T12 Acceleration (Y) vs. Time



Max 45.64 G'S at 54.08 msec
Min -13.67 G'S at 112.32 msec

MC 5305 Plot 013

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

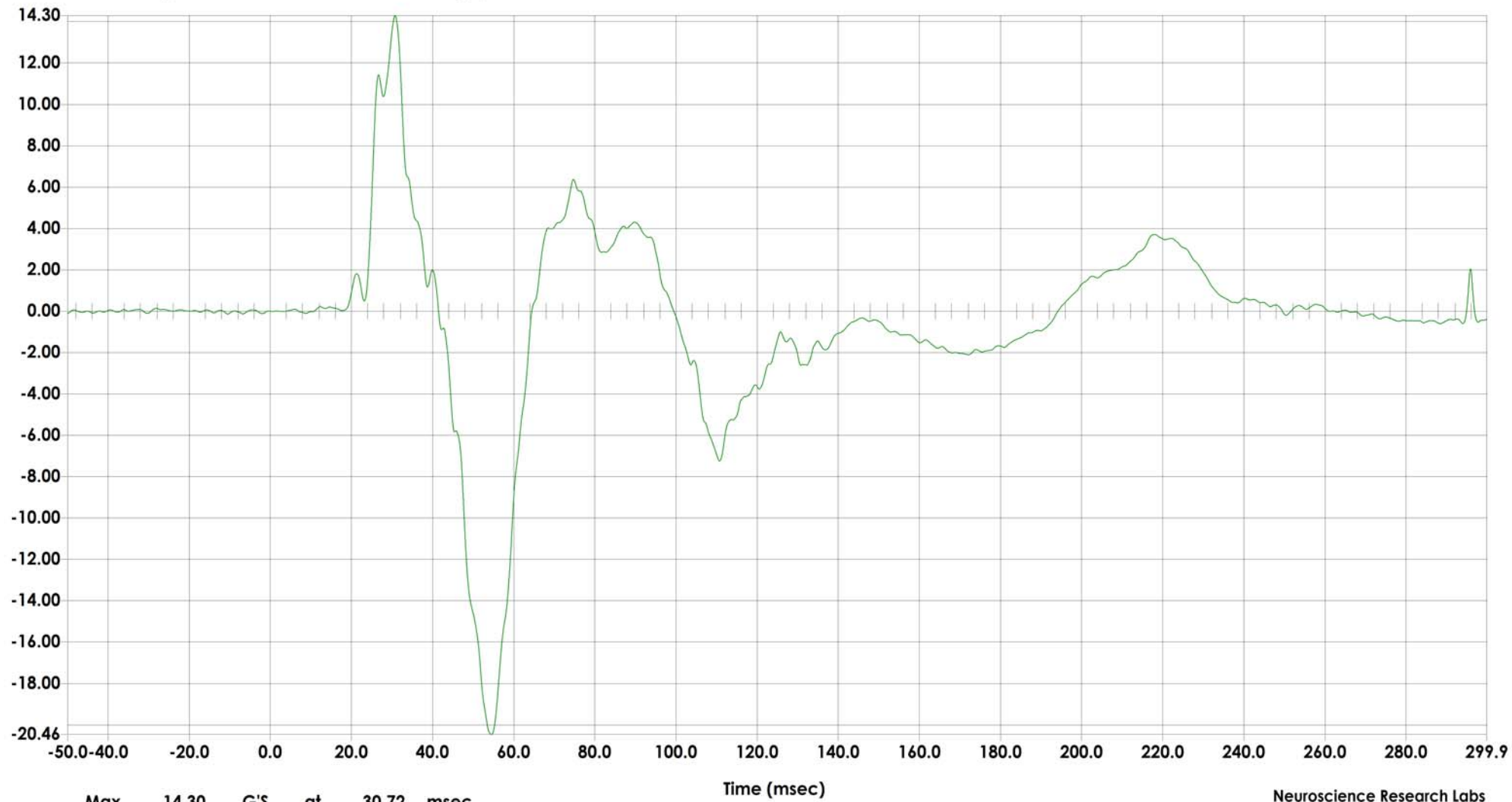
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC180
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location SPSL
Sensor Info ENDEVCO 7264-2000TZ
Serial Number J22189



G'S Lower Spine T12 Acceleration (Z) vs. Time



Max 14.30 G'S at 30.72 msec
Min -20.46 G'S at 54.48 msec

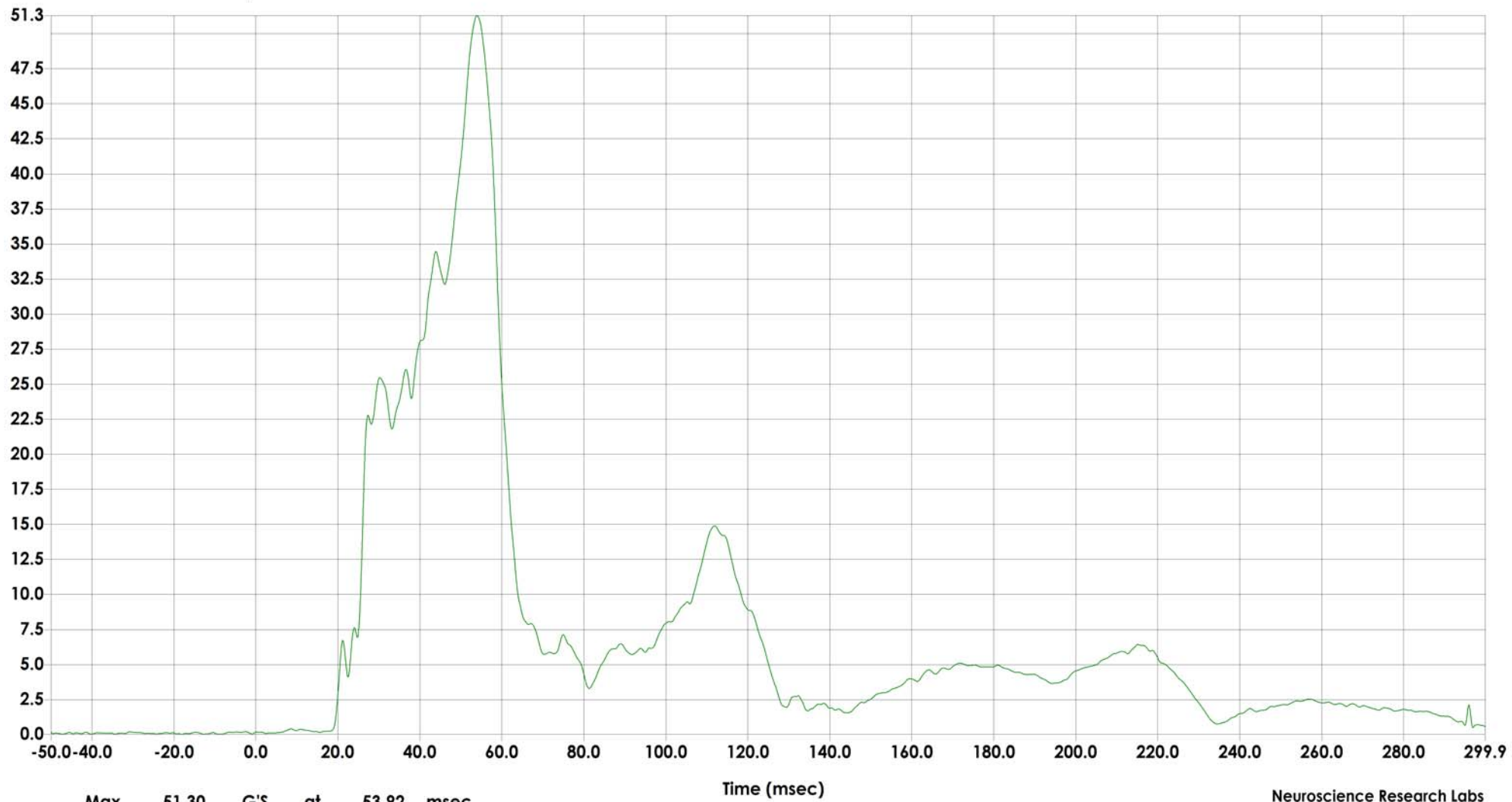
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC180
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location SPNL
Sensor Info MCW Multiviewer
Serial Number 3.5.2j



G'S Driver Lower Spine T12 Resultant Acceleration vs. Time



Max 51.30 G'S at 53.92 msec
Min 0.02 G'S at -18.08 msec

MC 5305 Plot 045

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

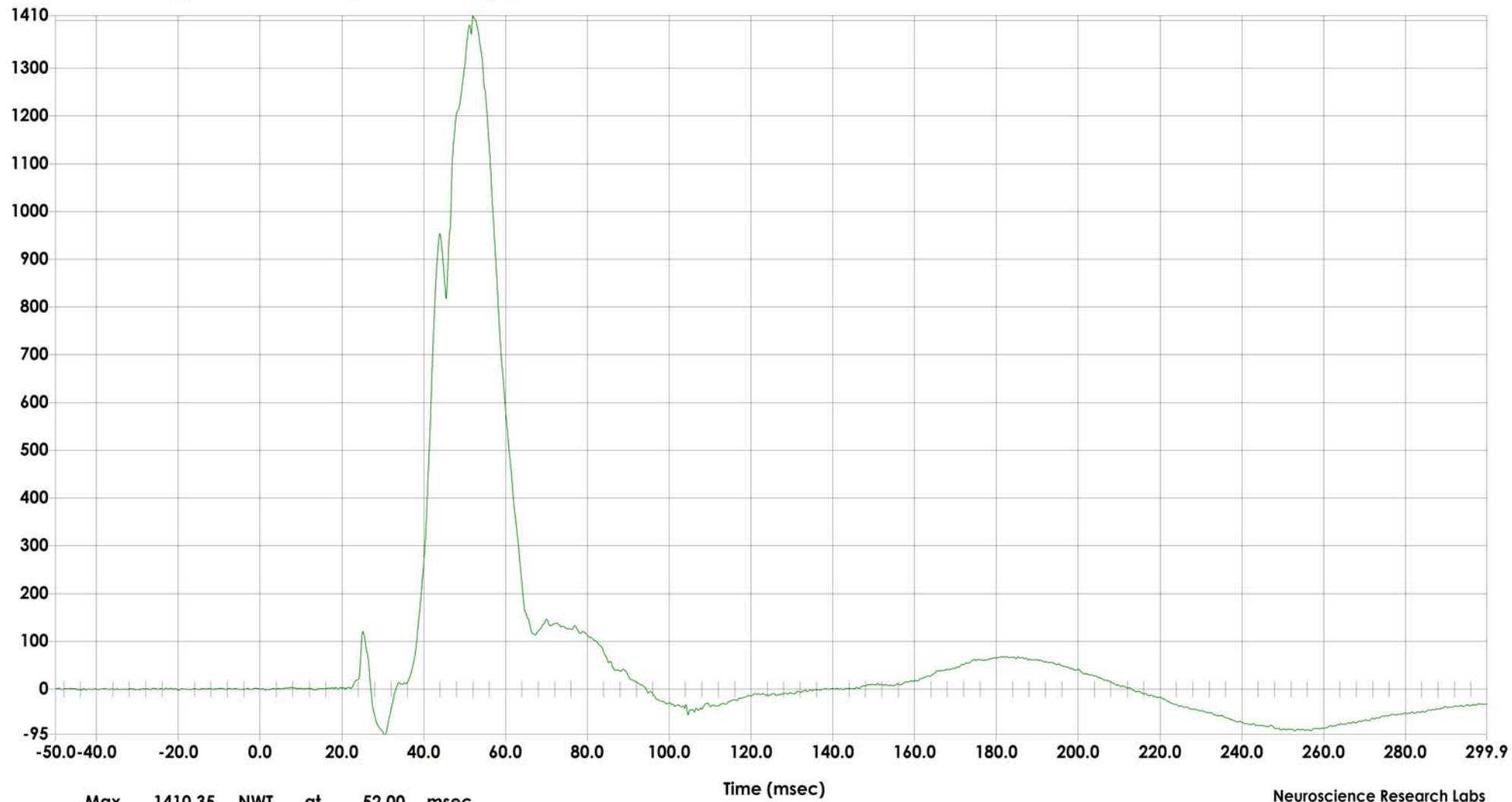
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC600
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location PVIL
Sensor Info FTSS IF-507
Serial Number IF-507_115



NWT Iliac wing Force on Impact Side (Y) vs. Time



Max 1410.35 NWT at 52.00 msec
Min -94.88 NWT at 30.40 msec

MC 5305 Plot 015

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

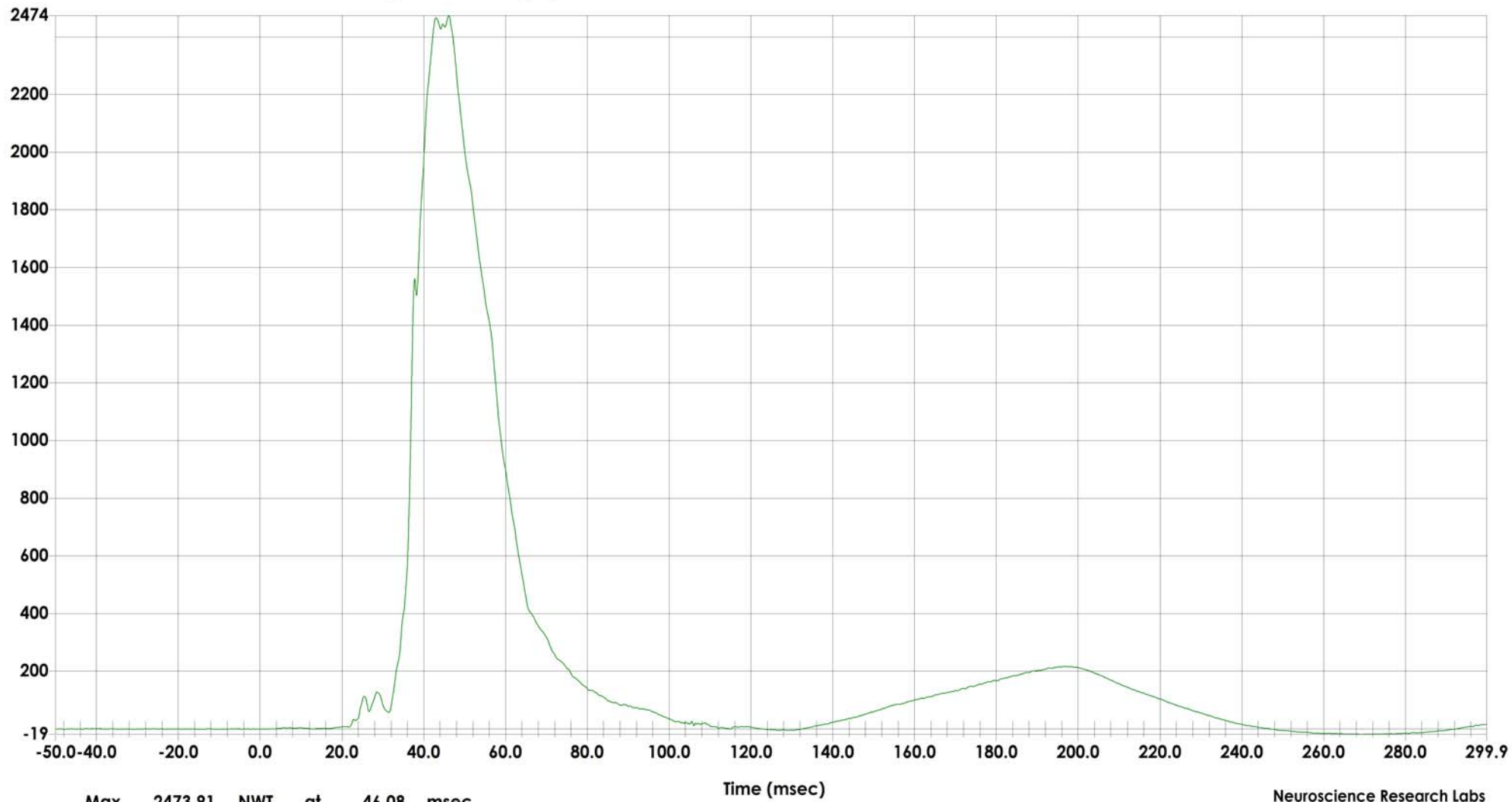
Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC600
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location PVHP
Sensor Info FTSS IF-520
Serial Number IF-520_114



NWT Acetabulum Force on Impact Side (Y) vs. Time



Max 2473.91 NWT at 46.08 msec
Min -18.96 NWT at 269.36 msec

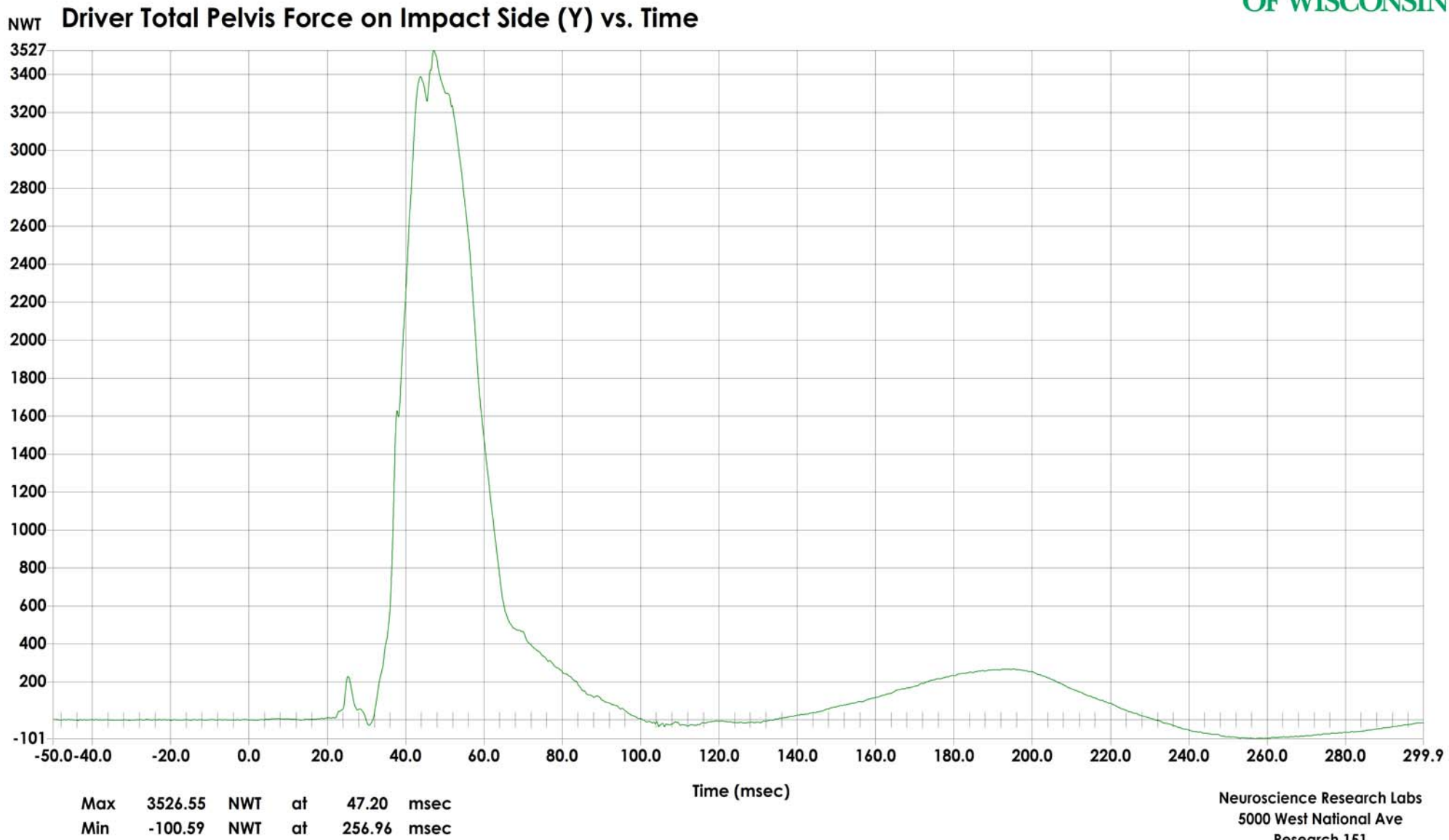
MC 5305 Plot 016

Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

Test ID MC 5305
Date 02-16-2012
Description 2012 Honda CR-V Rigid Side Pole NCAP Test, 2-16-12

Filter CFC600
Sampling Rate (Hz) 12500
Number of Points 4375
Pretrigger Points 625

Sensor Location
Sensor Info MCW Multiviewer
Serial Number 3.5.2j



Neuroscience Research Labs
5000 West National Ave
Research 151
Milwaukee, WI 53295

Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

APPENDIX C
DUMMY CONFIGURATION AND PERFORMANCE DATA

TABLE 1
EXTERNAL MEASUREMENTS

SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER	SPEC.	PRE		POST	
Date	-	1/19/12		2/21/12	
Sequential Test Number	-	5		6	
		Result	Pass/Fail	Result	Pass/Fail
Temperature (°C)	20.6-22.2	20.8	Pass	21.4	Pass
Relative Humidity (%)	10-70	21.1	Pass	29.1	Pass
Sitting Height	772 – 788	774	Pass	773	Pass
Shoulder Pivot Height	437 – 453	440	Pass	448	Pass
H-Point Height	79 – 89	84	Pass	84	Pass
H-Point from Seat Back	141 – 151	143	Pass	145	Pass
Shoulder Pivot from Backline	97 – 107	103	Pass	100	Pass
Thigh Clearance	119 – 135	124	Pass	123	Pass
Head Breadth	140 – 148	142	Pass	142	Pass
Head Back from Backline	40 – 46	43	Pass	42	Pass
Head Depth	178 – 188	183	Pass	183	Pass
Head Circumference	541 – 551	542	Pass	542	Pass
Buttock to Knee Length	514 – 540	520	Pass	525	Pass
Popliteal Height	343 – 369	355	Pass	355	Pass
Knee Pivot to Floor Height	392 – 409	401	Pass	403	Pass
Buttock Popliteal Length	416 – 442	435	Pass	430	Pass
Chest Depth w/o Jacket	195 – 211	209	Pass	209	Pass
Foot Length	216 – 232	222	Pass	222	Pass
Hip Breadth	313 – 323	320	Pass	320	Pass
Arm Length	249 – 259	255	Pass	255	Pass
Knee Joint to Seat Back	477 – 493	482	Pass	480	Pass
Shoulder Width	341 – 357	344	Pass	346	Pass
Foot Width	78 – 94	85	Pass	86	Pass
Chest Circumference w/Jacket	851 – 881	855	Pass	854	Pass
Waist Circumference	761 – 791	780	Pass	782	Pass

**TABLE 2
 HEAD DROP TEST**

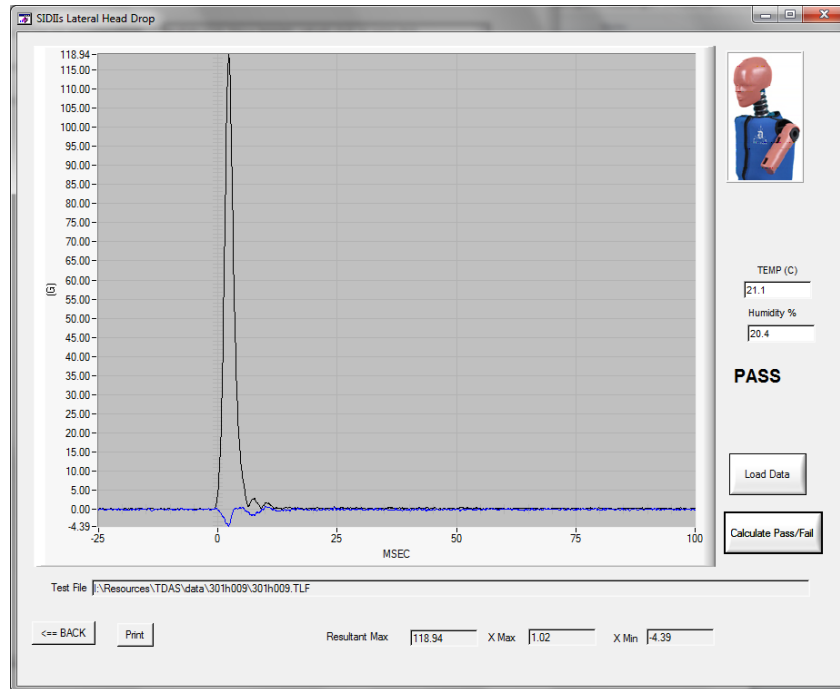
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/17/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Head Soak Time (min)		≥ 240	240	Pass	240	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	20.7	Pass
	Min		21.1	Pass	20.6	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	22.2	Pass
	Min		20.4	Pass	18.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.1	Pass	20.7	Pass
Humidity – During Test (%)		10-70	20.4	Pass	22.2	Pass
Peak Head Resultant Acceleration (G)		115-137	118.9	Pass	121.8	Pass
Peak Head X Acceleration (G)		<15	1.02	Pass	3.04	Pass
Unimodal (Oscillation) (Yes/No)		<15%	-	Yes	-	Yes

TABLE 2
HEAD DROP TEST (CONTINUED)

PRE-TEST



POST-TEST

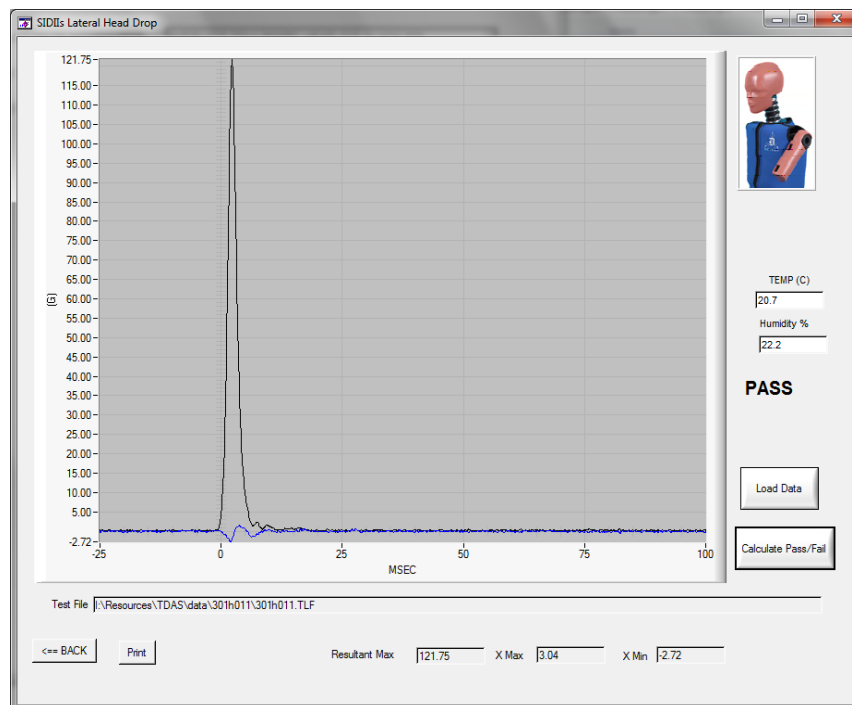


TABLE 3
LATERAL NECK PENDULUM TEST

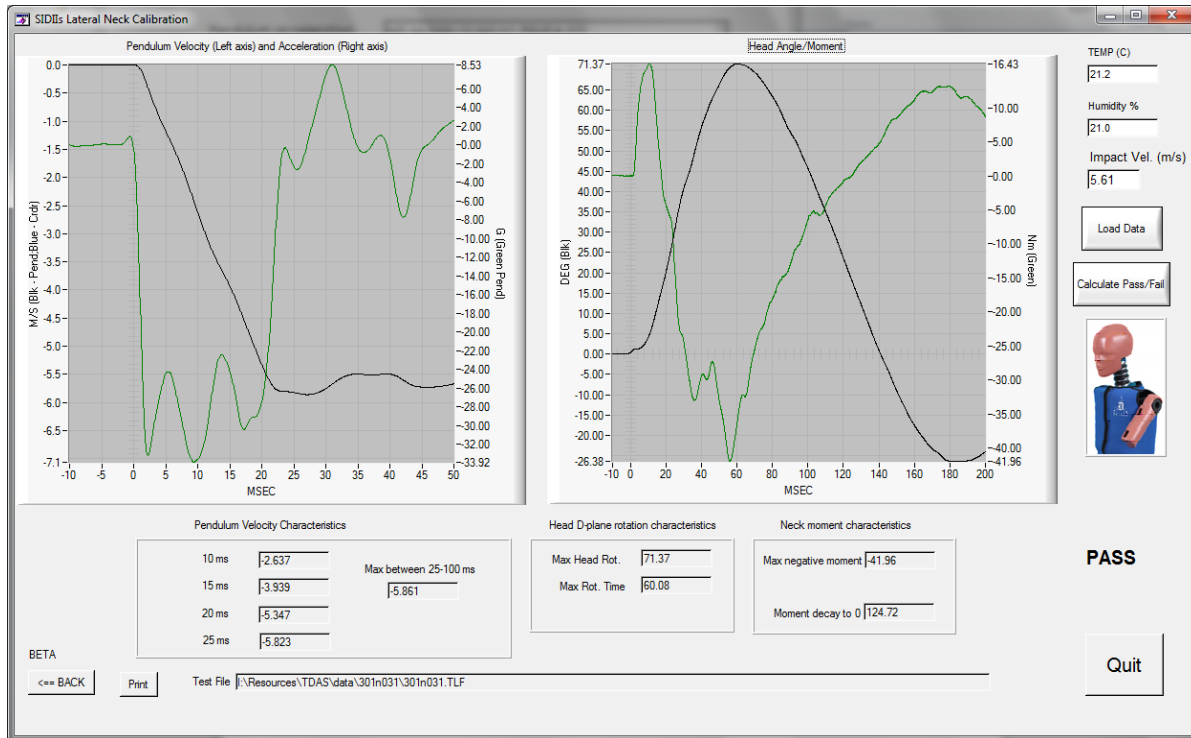
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/20/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Neck Assembly Soak Time (min)		≥ 240	240	Pass	240	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	20.7	Pass
	Min		21.1	Pass	20.6	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	19.4	Pass
	Min		20.4	Pass	18.2	Pass
Temperature – During Test (°C)		20.6-22.2	21.2	Pass	20.7	Pass
Humidity – During Test (%)		10-70	21.0	Pass	19.4	Pass
Pendulum Velocity (m/s)		5.51-5.63	5.61	Pass	5.63	Pass
Pendulum Deceleration (G)	10 ms	2.20-2.80	2.64	Pass	2.44	Pass
	15 ms	3.30-4.10	3.94	Pass	3.67	Pass
	20 ms	4.40-5.40	5.35	Pass	4.95	Pass
	25 ms	5.40-6.10	5.82	Pass	5.81	Pass
	25-100 ms	5.50-6.20	5.86	Pass	5.88	Pass
Maximum D-Plane rotation (deg)		71-81	71.4	Pass	71.8	Pass
Time of Maximum D-Plane Rotation (ms)		50-70	60.1	Pass	61.8	Pass
Peak Occ. Condyle Moment (Nm)		36-44	41.9	Pass	41.4	Pass
Time of Moment Decay (ms)		102-126	124.7	Pass	126	Pass

TABLE 3
LATERAL NECK PENDULUM TEST (CONTINUED)

PRE-TEST



POST-TEST

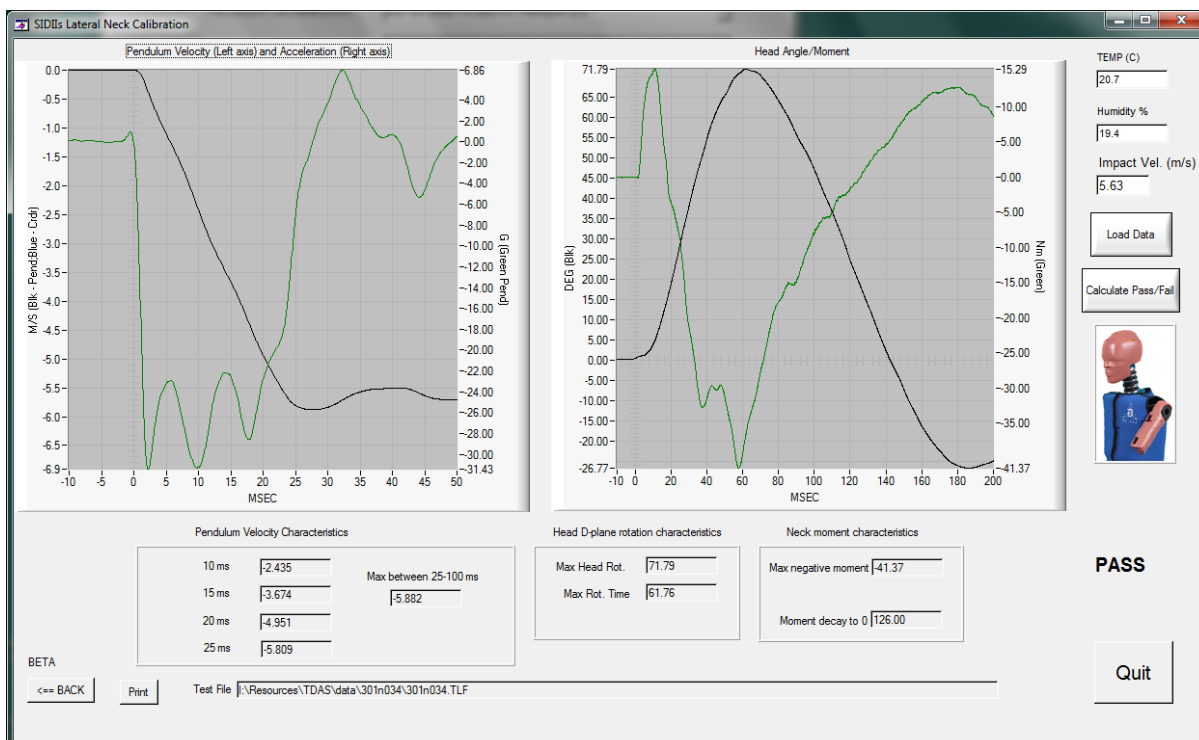


TABLE 4
SHOULDER IMPACT TEST

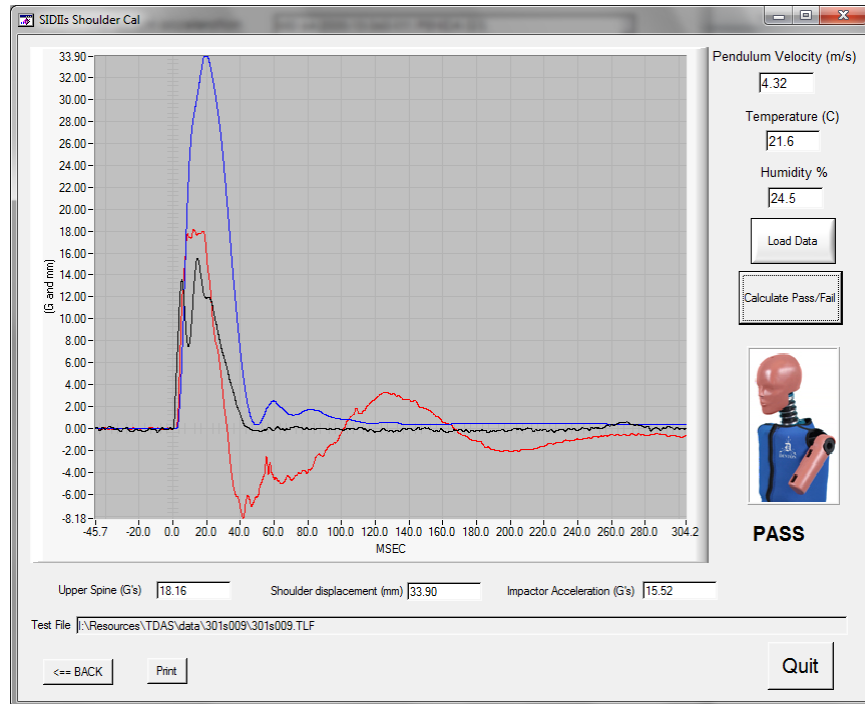
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	21.3	Pass
	Min		21.1	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	25.4	Pass
	Min		20.4	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.6	Pass	21.3	Pass
Relative Humidity – During Test (%)		10-70	24.5	Pass	25.4	Pass
Impactor Velocity (m/s)		4.2-4.4	4.32	Pass	4.32	Pass
Peak Shoulder Deflection (mm)		28-37	33.9	Pass	32.8	Pass
Peak Lateral Spine (T1) Acceleration Y (G)		17-22	18.2	Pass	19.2	Pass
Peak Impactor Acceleration (G)		13-18	15.5	Pass	15.6	Pass

TABLE 4
SHOULDER IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST

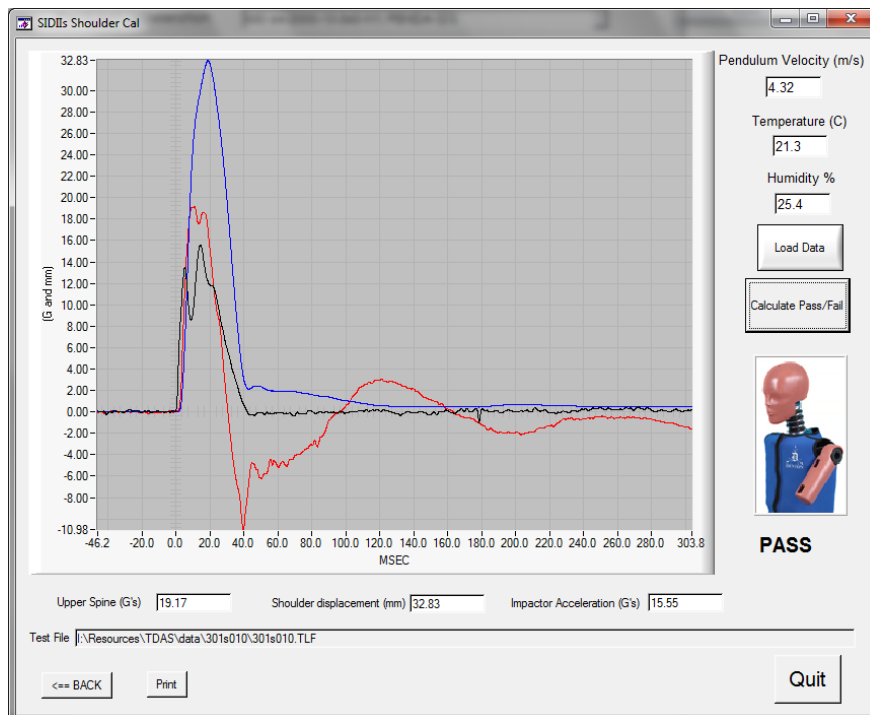


TABLE 5
THORAX (WITH ARM) IMPACT TEST

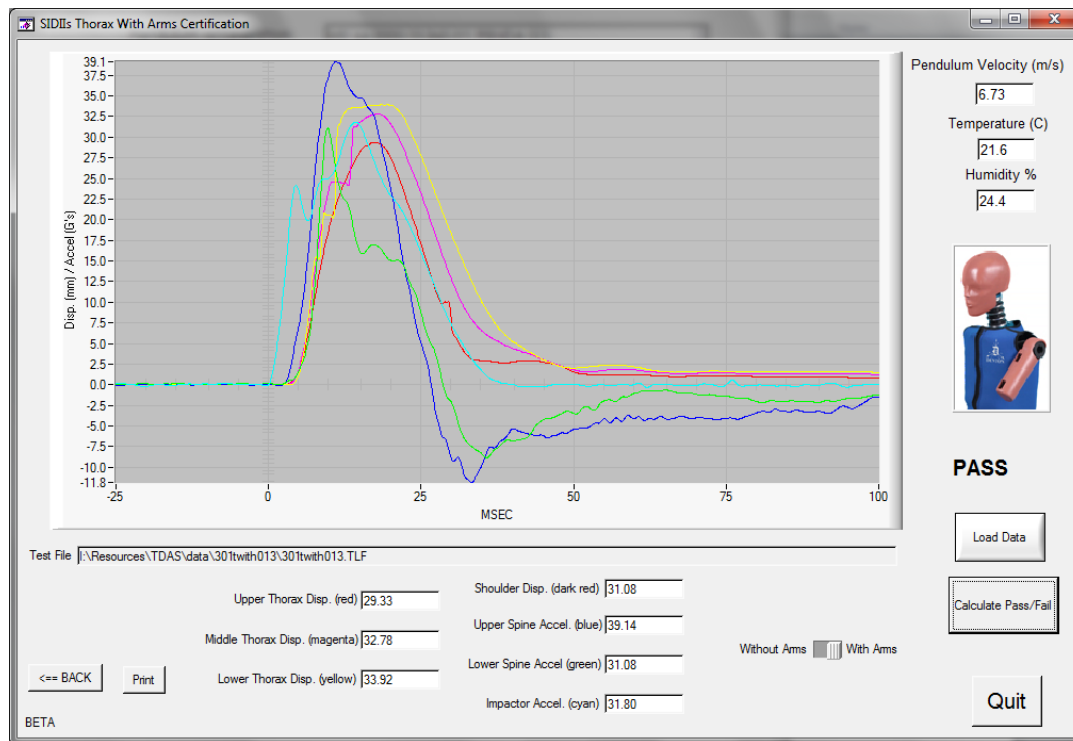
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	21.3	Pass
	Min		21.1	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	25.4	Pass
	Min		20.4	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.6	Pass	21.3	Pass
Relative Humidity – During Test (%)		10-70	24.4	Pass	24.9	Pass
Impactor Velocity (m/s)		6.6-6.8	6.73	Pass	6.73	Pass
Peak Shoulder Deflection (mm)		31-40	31.1	Pass	31.2	Pass
Peak Upper Rib Deflection (mm)		25-32	29.3	Pass	30.4	Pass
Peak Middle Rib Deflection (mm)		30-36	32.8	Pass	33.1	Pass
Peak Lower Rib Deflection (mm)		32-38	33.9	Pass	33.8	Pass
Peak Upper Spine (T1) Acceleration Y (G)		34-43	39.1	Pass	40.5	Pass
Peak Lower Spine (T12) Acceleration Y (G)		29-37	31.1	Pass	31.2	Pass
Peak Impactor Acceleration (G)		30-36	31.8	Pass	33.0	Pass

TABLE 5
THORAX (WITH ARM) IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST

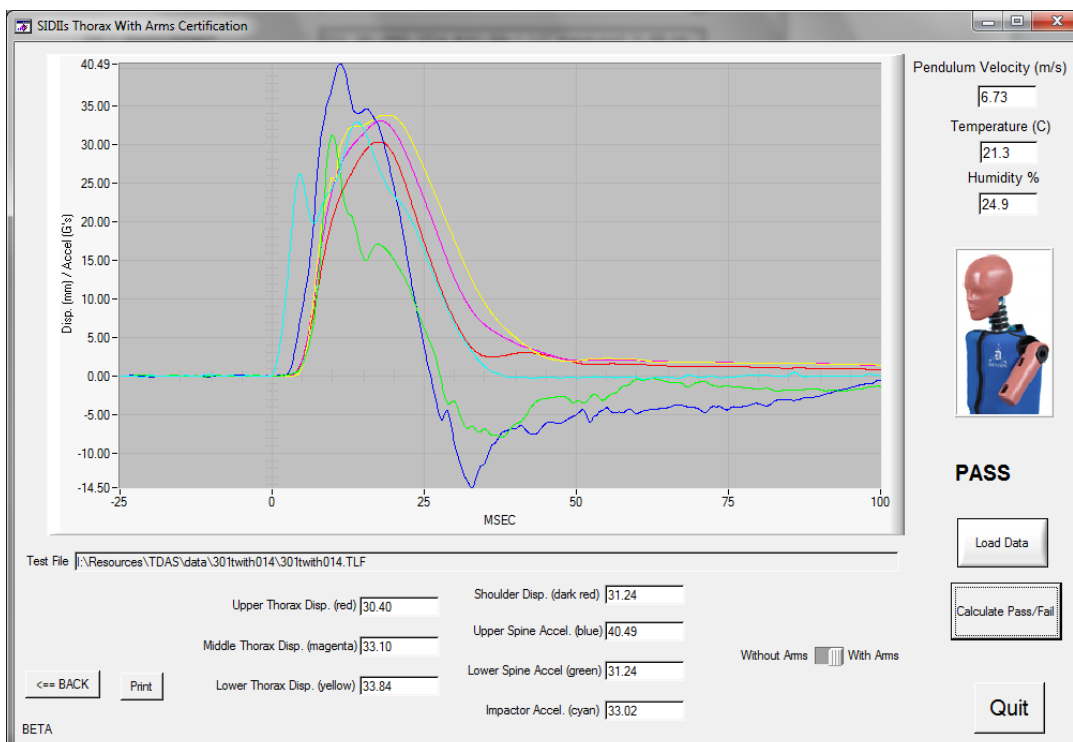


TABLE 6
THORAX (WITHOUT ARM) IMPACT TEST

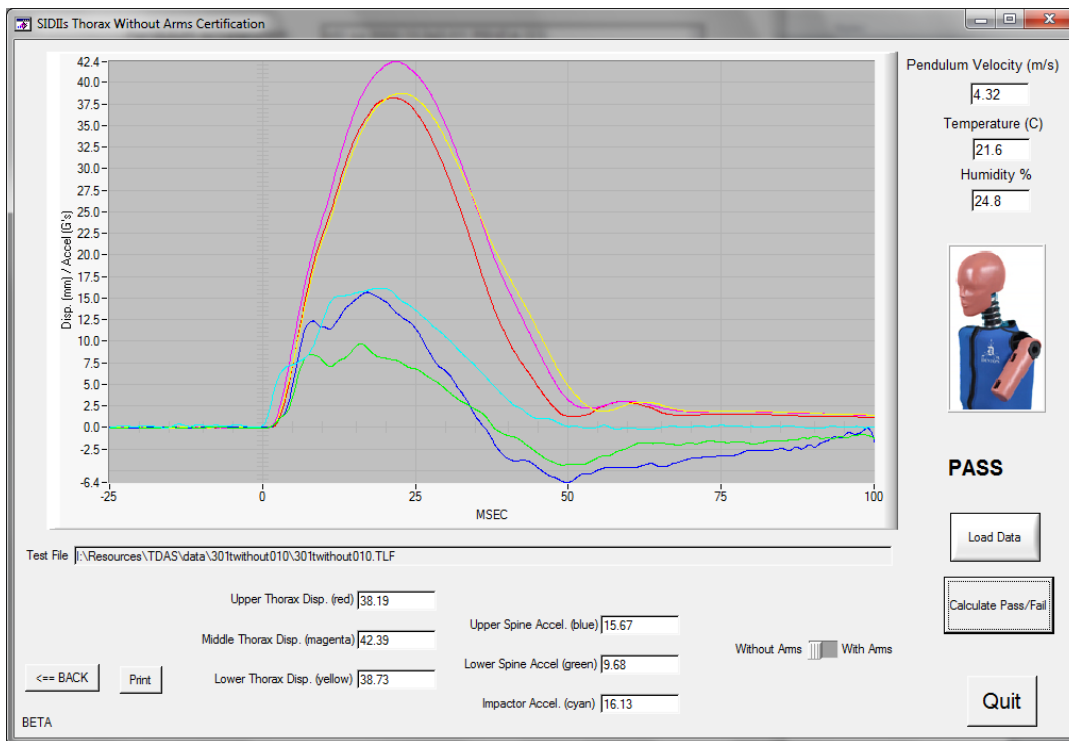
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	21.5	Pass
	Min		21.1	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	25.4	Pass
	Min		20.4	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.6	Pass	21.5	Pass
Relative Humidity – During Test (%)		10-70	24.8	Pass	25.4	Pass
Impactor Velocity (m/s)		4.2-4.4	4.32	Pass	4.32	Pass
Peak Upper Rib Deflection (mm)		32-40	38.2	Pass	37.9	Pass
Peak Middle Rib Deflection (mm)		39-45	42.4	Pass	41.9	Pass
Peak Lower Rib Deflection (mm)		35-43	38.7	Pass	38.4	Pass
Peak Upper Spine (T1) Acceleration Y (G)		13-17	15.7	Pass	16.3	Pass
Peak Lower Spine (T12) Acceleration Y (G)		7-11	9.68	Pass	9.41	Pass
Peak Impactor Acceleration (G)		14-18	16.1	Pass	16.2	Pass

TABLE 6
THORAX (WITHOUT ARM) IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST

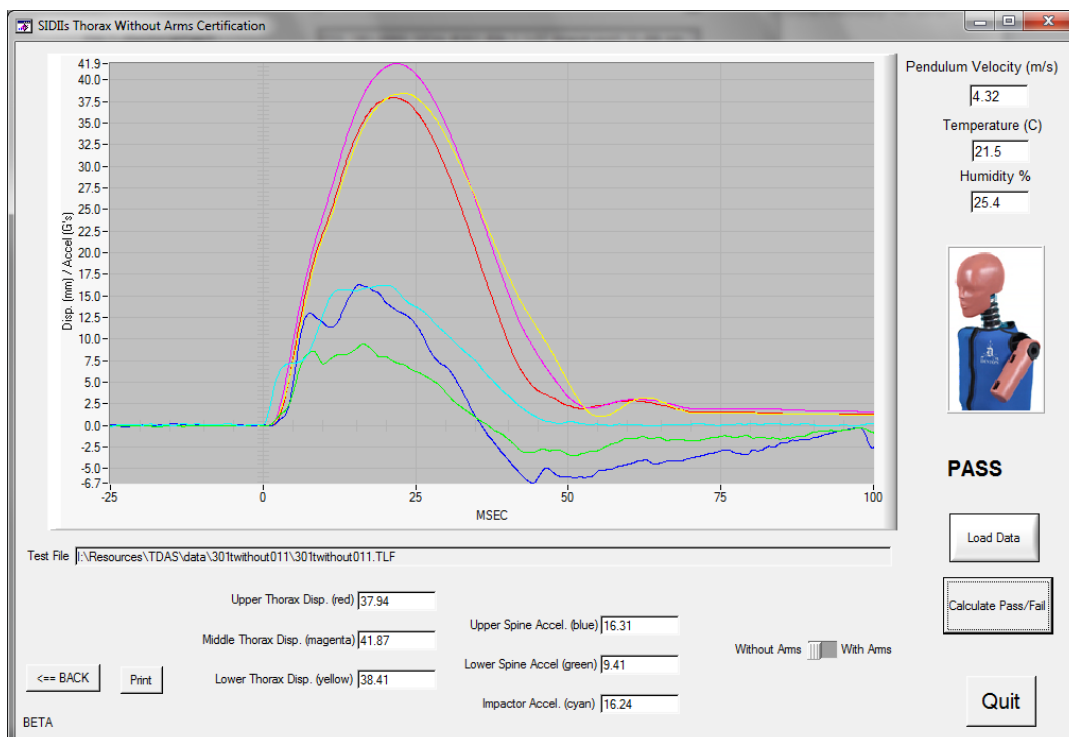


TABLE 7
ABDOMEN IMPACT TEST

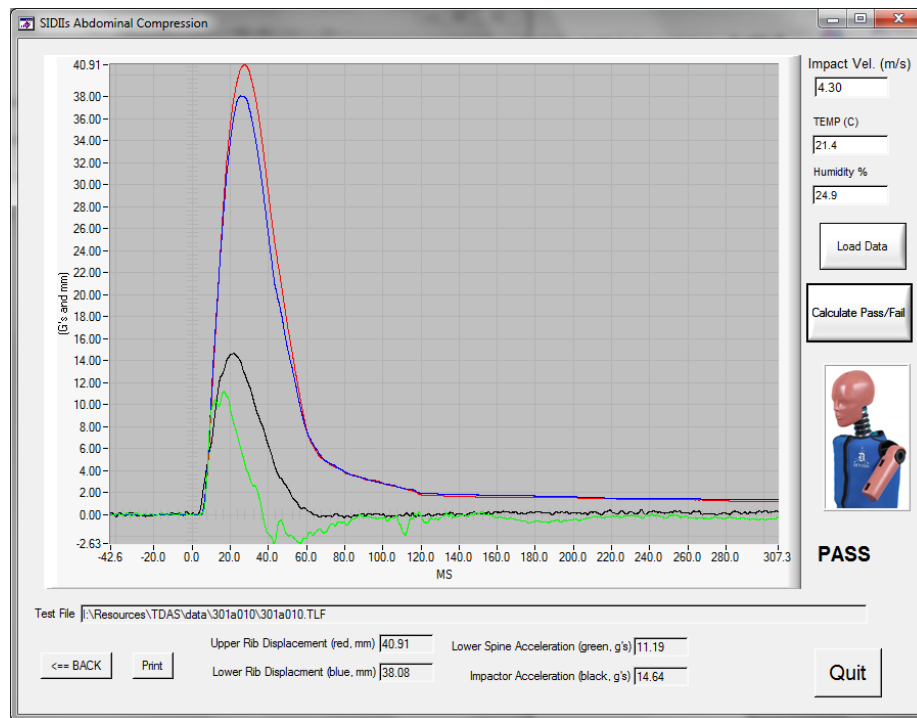
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	21.5	Pass
	Min		21.1	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	26.2	Pass
	Min		20.4	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.4	Pass	21.5	Pass
Relative Humidity – During Test (%)		10-70	24.9	Pass	26.2	Pass
Impactor Velocity (m/s)		4.2-4.4	4.30	Pass	4.30	Pass
Peak Upper Abdominal Rib Deflection (mm)		36-47	40.9	Pass	41.4	Pass
Peak Lower Abdominal Rib Deflection (mm)		33-44	38.1	Pass	36.9	Pass
Peak Lower Spine (T12) Acceleration Y (G)		9-14	11.2	Pass	11.4	Pass
Peak Impactor Acceleration (G)		12-16	14.6	Pass	14.9	Pass

TABLE 7
ABDOMEN IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST

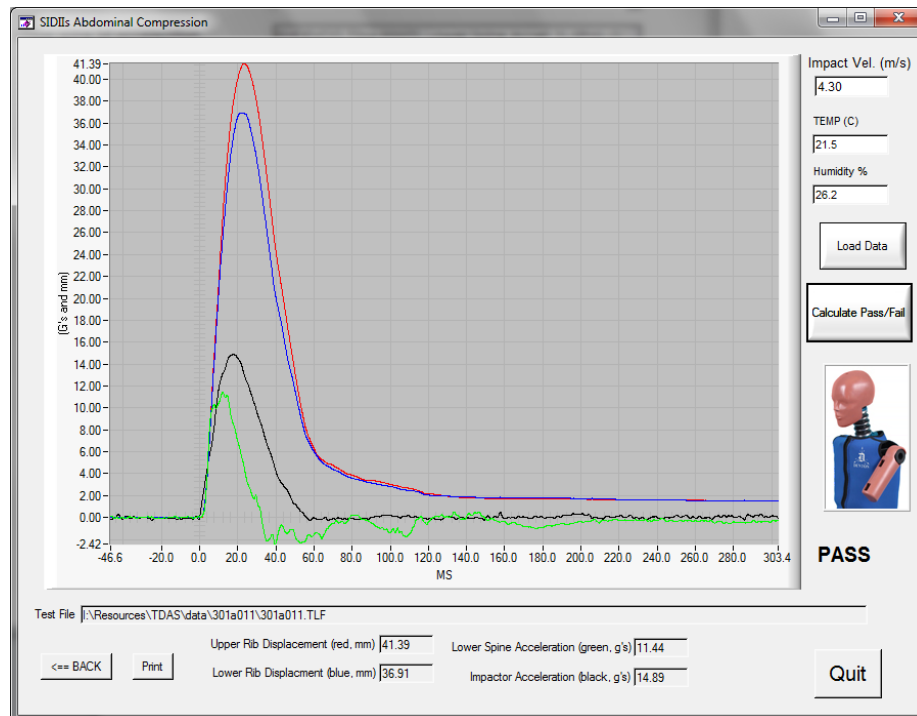
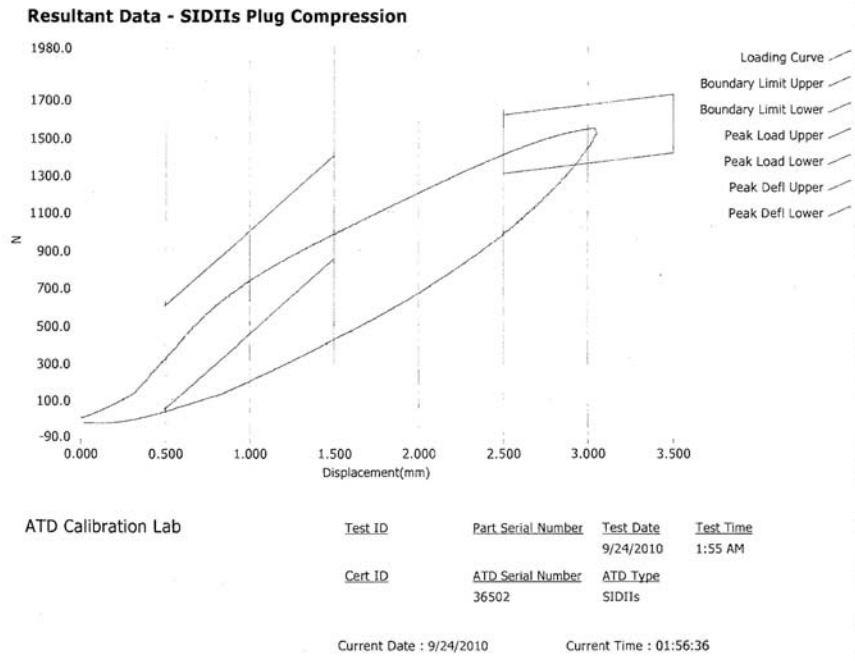


TABLE 8
PELVIS PLUG QUASI-STATIC TEST

PRE-Test



POST-TEST

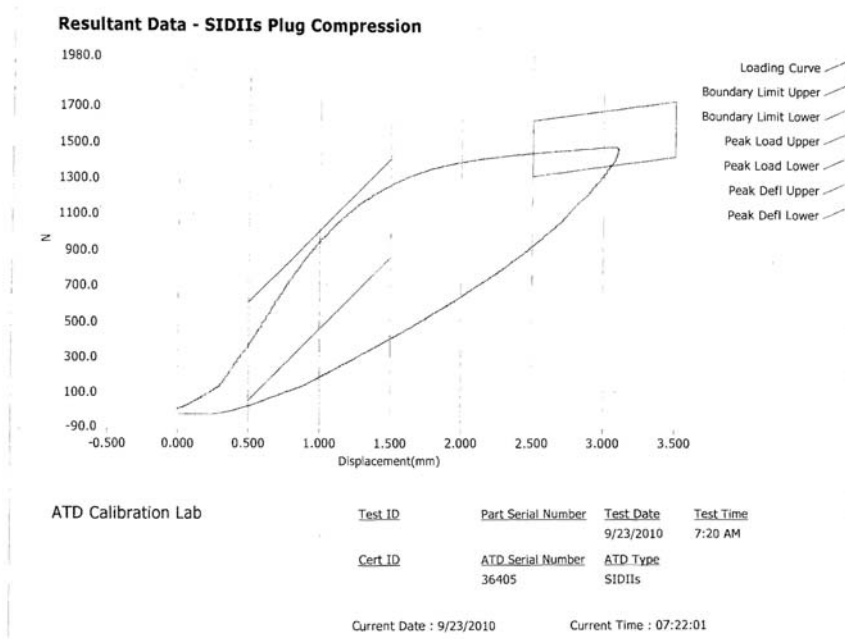


TABLE 9
PELVIS ACETABULUM IMPACT TEST

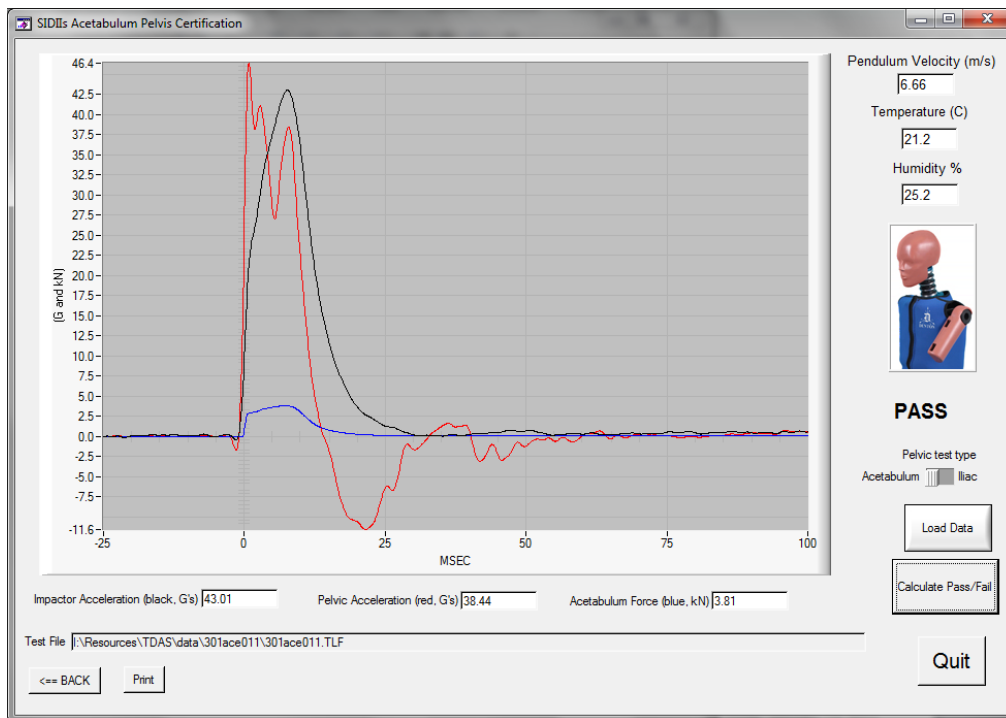
SIDIs Serial Number 301

Test Sequences 5 & 6

TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/18/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Results	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	21.6	Pass	21.5	Pass
	Min		21.1	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	25.2	Pass	28.4	Pass
	Min		20.4	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	21.2	Pass	21.3	Pass
Humidity – During Test (%)		10-70	25.2	Pass	28.4	Pass
Impactor Velocity (m/s)		6.6-6.8	6.66	Pass	6.66	Pass
Peak Impactor Acceleration (G)		38-47	43.0	Pass	44.7	Pass
Pelvis Acceleration Y after 6ms (G)		34-42	38.4	Pass	40.9	Pass
Peak Acetabulum Force (kN)		3.60-4.30	3.81	Pass	3.97	Pass
Pelvis Plug Serial No. 36502 (Pre) 36405 (Post)						

TABLE 9
PELVIS ACETABULUM IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST

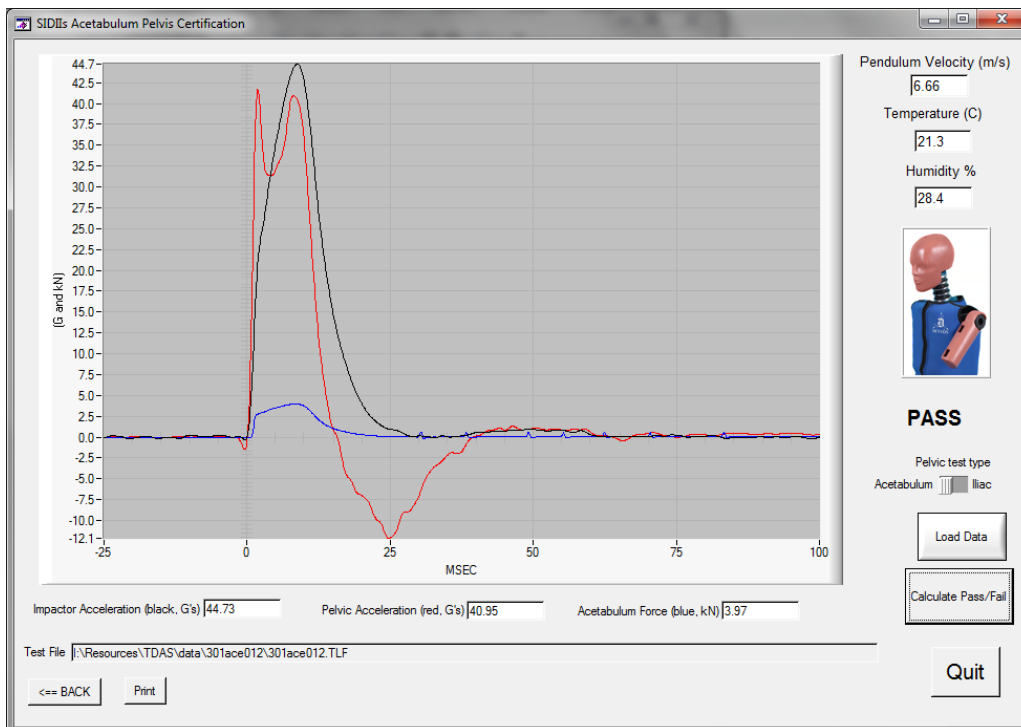


TABLE 10
PELVIS ILIAC IMPACT TEST

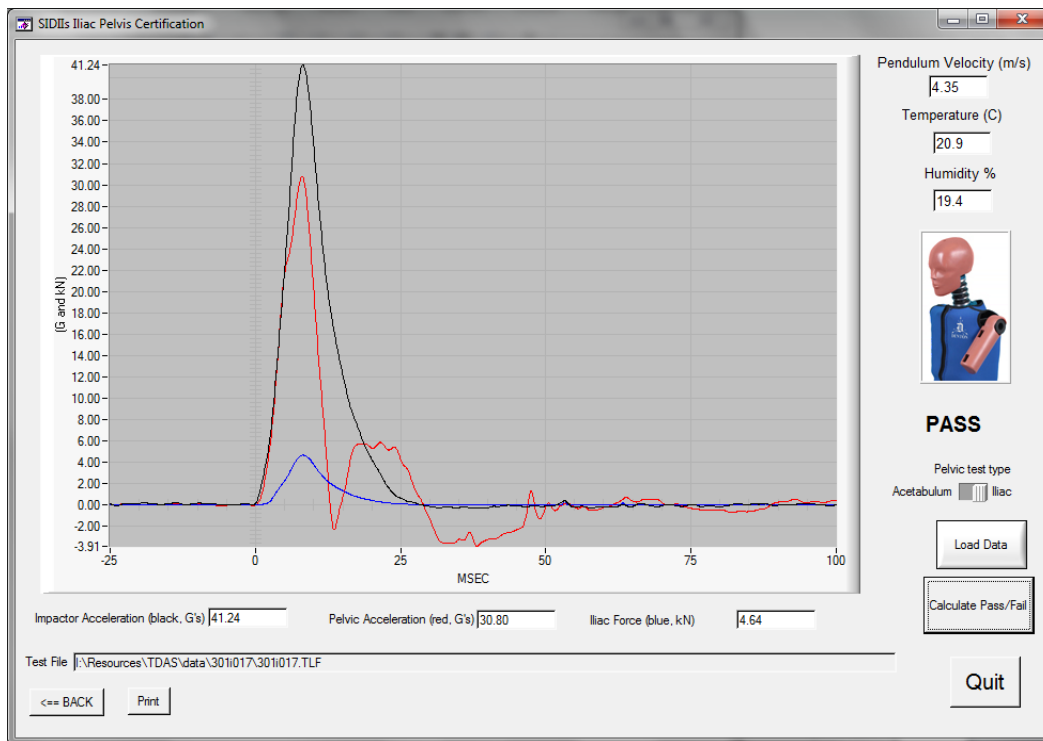
SIDIs Serial Number 301

Test Sequences 5 & 6

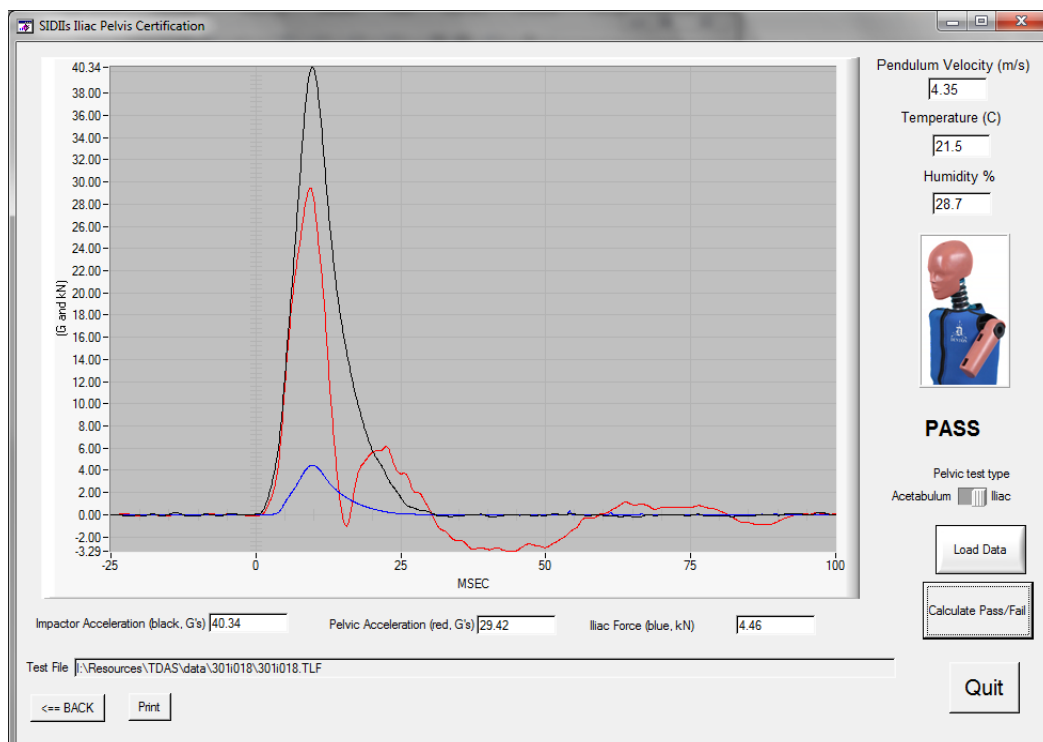
TEST PARAMETER		SPEC.	PRE		POST	
Date		-	1/19/12		2/21/12	
Sequential Test Number		-	5		6	
			Result	Pass/Fail	Result	Pass/Fail
Dummy Soak Time (min)		≥ 180	180	Pass	180	Pass
Temperature(°C) – During Soak	Max	20.6-22.2	20.9	Pass	21.5	Pass
	Min		20.6	Pass	20.8	Pass
Humidity(%) – During Soak	Max	10.0-70.0	19.4	Pass	28.7	Pass
	Min		18.8	Pass	19.1	Pass
Temperature – During Test (°C)		20.6-22.2	20.9	Pass	21.5	Pass
Humidity – During Test (%)		10-70	19.4	Pass	28.7	Pass
Pendulum Velocity (m/s)		4.2-4.4	4.35	Pass	4.35	Pass
Peak Impactor Acceleration (G)		36-46	41.2	Pass	40.3	Pass
Pelvis Acceleration Y (G)		29-39	30.8	Pass	29.4	Pass
Peak Iliac Force Y (N)		4.00-5.20	4.64	Pass	4.46	Pass
Pelvis Plug Serial No. 36502 (Pre) 36405 (Post)						

TABLE 10
PELVIS ILIAC IMPACT TEST (CONTINUED)

PRE-TEST



POST-TEST



Test Vehicle: 2012 Honda CR-V 5-Door SUV
Test Program: SPNCAP

NHTSA Number: MC 5305
Test Date: February 16, 2012

APPENDIX D
TEST EQUIPMENT AND INSTRUMENTATION CALIBRATION DATA

TABLE 1 - DUMMY INSTRUMENTATION							
				SID-IIs S/N: 301			
				Serial Number	Manufacturer	Calibration Date	
Head Accelerometers				X	J43444	Endevco	25/APR/2011
				Y	J43739	Endevco	25/APR/2011
				Z	P21673	Endevco	25/APR/2011
				X _R	J43808	Endevco	25/APR/2011
				Y _R	12136	Endevco	25/APR/2011
				Z _R	P59119	Endevco	25/APR/2011
Displacement Potentiometers	Thoracic Rib	Upper	Y	1152	Denton	07/APR/2011	
		Middle	Y	1142	Denton	07/APR/2011	
		Lower	Y	1155	Denton	07/APR/2011	
	Abdominal Rib	Upper	Y	1237	Denton	07/APR/2011	
		Lower	Y	1205	Denton	07/APR/2011	
Lower Spine Accelerometers (T ₁₂)				X	B13098	Endevco	25/APR/2011
				Y	J22318	Endevco	25/APR/2011
				Z	J22189	Endevco	25/APR/2011
Acetabulum Load Cell				Y	IF-520_114	FTSS	07/APR/2011
Iliac Wing Load Cell				Y	IF-507_115	FTSS	07/APR/2011
Pelvis Plug (Struck-Side)					36309	FTSS	22/SEP/11
Pelvis Plug (Non-Struck-Side)					36403	FTSS	23/SEP/11

TABLE 2 - VEHICLE INSTRUMENTATION				
		Serial Number	Manufacturer	Calibration Date
Vehicle Center of Gravity	X	P21785	Endevco	22/SEP/2011
Vehicle Center of Gravity	Y	P21608	Endevco	22/SEP/2011
Vehicle Center of Gravity	Z	P21605	Endevco	22/SEP/2011
Left Floor Sill	Y	A086975	MSI	30/NOV/2011
A-Pillar Sill	Y	A086989	MSI	30/NOV/2011
A-Pillar Low	Y	A086979	MSI	30/NOV/2011
A-Pillar Mid	Y	A086973	MSI	30/NOV/2011
B-Pillar Sill	Y	A002042	MSI	22/SEP/2011
B-Pillar Low	Y	A086969	MSI	30/NOV/2011
B-Pillar Mid	Y	A011644	MSI	22/SEP/2011
Driver Seat	Y	A086987	MSI	22/SEP/2011
Engine Top	X	P21820	Endevco	22/SEP/2011
Engine Top	Y	J43474	Endevco	22/SEP/2011
Firewall	Y	A007227	MSI	22/SEP/2011
Right Roof	Y	J32662	Endevco	22/SEP/2011
Right Floor Sill	Y	A011625	MSI	22/SEP/2011
Rear Floorpan	X	98G98E11-K02	Endevco	22/SEP/2011
Rear Floorpan	Y	98L98H31-Z05	Endevco	22/SEP/2011

TABLE 3 - POLE INSTRUMENTATION				
		Serial Number	Manufacturer	Calibration Date
Load Cell 1	Y	332403	Interface	12/JUL/11
Load Cell 2	Y	330834	Interface	12/JUL/11
Load Cell 3	Y	334238	Interface	12/JUL/11
Load Cell 4	Y	330824	Interface	12/JUL/11
Load Cell 5	Y	332400	Interface	12/JUL/11
Load Cell 6	Y	332420	Interface	12/JUL/11
Load Cell 7	Y	352865	Interface	12/JUL/11
Load Cell 8	Y	332407	Interface	12/JUL/11