

REPORT NUMBER: NCAP305I-KAR-13-051

**NEW CAR ASSESSMENT PROGRAM (NCAP)
FMVSS NO. 305 INDICANT TEST**

**HONDA MFG. OF INDIANA, LLC
2013 HONDA CIVIC HYBRID 4-DOOR SEDAN**

NHTSA NUMBER: MD5310

**PREPARED BY:
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APRIL 12, 2013

FINAL REPORT

**U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF RULEMAKING
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16. Abstract An FMVSS No. 305 Indicant test, in conjunction with an NCAP side pole barrier impact test was conducted on the subject 2013 Honda Civic Hybrid 4-door sedan in accordance with the specifications of the applicable Office of Crashworthiness Standards Test Procedures for the generation of consumer information for the New Car Assessment Program (NCAP). No test failures were reported.					
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SECTION 1

TEST PURPOSE AND PROCEDURE

An FMVSS No. 305 Indicant test, in conjunction with an NCAP side pole barrier impact test was conducted on the subject 2013 Honda Civic Hybrid 4-door hybrid sedan.

The indicant test was conducted in accordance with the Office of Crashworthiness Standards Laboratory Test Procedure, dated September, 2012 to determine compliance to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 305, "Electric-Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection" for the purpose of providing consumer information.

This FMVSS No. 305 Indicant test is part of the MY 2013 New Car Assessment Program Test Program, sponsored by the National Highway Traffic Safety Administration (NHTSA), under contract no. DTNH22-D-09-00122.

SECTION 2

SUMMARY OF TEST RESULTS

A side pole barrier impact test was performed by KARCO Engineering, LLC. on a 2013 Honda Civic Hybrid 4-door hybrid sedan on March 29, 2013. Electrical isolation measurements were taken immediately post-impact and observations were made relating to electrolyte spillage and battery retention. A static rollover was subsequently performed on the subject vehicle and electrical isolation measurements were taken at each stage of the rollover.

Based on the test results, the 2013 Honda Civic Hybrid 4-door sedan appears to meet the requirements for electrolyte spillage, electrical isolation, and battery retention during FMVSS No. 305 indicant testing.

Data sheets, along with pre-test and post-test photographs of the test vehicle, are included in this report to document the test.

SECTION 3
DATA SHEETS

Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan

NHTSA No.: MD5310

Test Program: FMVSS No. 305 Indicant Test

Test Date: 03/29/13

CONVERSION FACTORS

Quantity	Typical Application	Std Units	Metric Unit	Multiply By
Mass	Vehicle Weight	lb	kg	0.4536
Linear Velocity	Impact Velocity	miles/hr	km/hr	1.609344
Length or Distance	Measurements	in	mm	25.4
Volume	Fuel Systems	gal	liter	3.785
Volume	Small Fluids	oz	mL	29.574
Pressure	Tire Pressures	lbf/in ²	kPa	6.895
Temperature	General Use	°F	°C	$=(T_f - 32)/1.8$
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf-ft	N•m	1.355

DATA SHEET NO. 1**TEST VEHICLE INFORMATION**

Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan NHTSA No.: MD5310
Test Program: FMVSS No. 305 Indicant Test Test Date: 03/29/13

TEST VEHICLE INFORMATION

NHTSA Number	MD5310
Model Year	2013
Make	Honda
Model	Civic Hybrid
Body Style	4-Door Sedan
Body Color	Polished Metal M.
Odometer Reading (km / mi)	179 / 111

DATA FROM VEHICLE'S CERTIFICATION LABEL

Manufactured By	Honda Mfg. of Indiana, LLC
Date of Manufacture	Feb-13
VIN	19XFB4F26DE200561
GVWR	1740

ELECTRIC VEHICLE PROPULSION SYSTEM

Type of Electrical Vehicle	Hybrid
Propulsion Battery Type	Li-Ion
Nominal Voltage (V)	144.0
Automatic Propulsion Battery Disconnect	No
Physical Location of Automatic Propulsion Battery Disconnect	N/A
Auxiliary Battery Type	12 Volt Lead Acid

PROPULSION BATTERY SYSTEM DATA

Electrolyte Fluid Type	LiPF6 + Carbonic Esters Solution
Electrolyte Fluid Specific Gravity (g/cc)	1.2
Electrolyte Fluid Kinematic Viscosity (cSt)	2.9
Electrolyte Fluid Color	Clear
Propulsion Battery Coolant Type	Air
Propulsion Battery Coolant Color	N/A
Propulsion Battery Coolant Specific Gravity	1.0

LOCATION OF BATTERY MODULES

Location	Behind rear passenger seatback
----------	--------------------------------

DATA SHEET NO. 1 ... (CONTINUED)**TEST VEHICLE INFORMATION**Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan NHTSA No.: MD5310Test Program: FMVSS No. 305 Indicant Test Test Date: 03/29/13*For all battery types:*

Description	Volts
Minimum Operating Voltage	
Maximum Operating Voltage	
95% of Maximum Operating Voltage	
Test Voltage (no less than 95% of Maximum)	

For batteries that are rechargeable ONLY by an energy source on the vehicle:

Description	Volts
Minimum Operating Voltage	Unknown *
Maximum Operating Voltage	Unknown *
Test Voltage (Maximum practicable state of charge within normal operating range)	144.00

*Information not provided in Form 305

DATA SHEET NO. 2

PRE-IMPACT DATA

Test Vehicle:	<u>2013 Honda Civic Hybrid 4-Door Sedan</u>	NHTSA No.:	<u>MD5310</u>
Test Program:	<u>FMVSS No. 305 Indicant Test</u>	Test Date:	<u>03/29/13</u>

VEHICLE CHASSIS GROUND POINT(S) LOCATION(S)

DETAILS OF VEHICLE CHASSIS GROUND POINT(S) AND LOCATION(S):

The chassis ground used for the electrical isolation measurements was a pre-existing chassis ground point located behind the rear seat back on the lower right side near the right rear passenger seat belt anchor bolt. A photograph of the location is included in Figure 21 of Appendix A.

PROPULSION BATTERY SYSTEM

DETAILS OF PROPULSION BATTERY COMPONENTS:

The electrical propulsion system utilized one Lithium-Ion (Li-Ion) Battery module and a traction motor to propel the vehicle. The battery is located behind the rear passenger seat back. The propulsion battery service disconnect is located on the front side of the battery, behind the left rear passenger seat back.

DATA SHEET NO. 3

PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS

Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan NHTSA No.: MD5310
 Test Program: FMVSS No. 305 Indicant Test Test Date: 03/29/13

VOLTMETER INFORMATION

Make	Fluke
Model	16
Serial No.	82810107
Internal Impedance Value	10 MΩ
Resolution	0.001

ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS

Code	Units	Description
V_b	V	Propulsion Battery Voltage
V_1	V	Propulsion Battery Negative to Chassis
V_2	V	Propulsion Battery Positive to Chassis
R_o	Ω	Resistance of Grounding Circuit
V_1'	V	Propulsion Battery Negative to Chassis with R_o installed
V_2'	V	Propulsion Battery Positive to Chassis with R_o installed
R_{i1}	Ω	Electrical Isolation Value of Propulsion Battery Negative to Chassis Ground
R_{i2}	Ω	Electrical Isolation Value of Propulsion Battery Positive to Chassis Ground
R_i	Ω	Electrical Isolation Value of Propulsion Battery - The Minimum of R_{i1} and R_{i2}
R_i/V_b	Ω/v	Electrical Isolation per Volt of Propulsion Battery

Code	Units	Threshold	Pre-Test
V_b	V		144.40
V_1	V		19.16
V_2	V		17.70
R_o	Ω		22,500
V_1'	V		0.01
V_2'	V		0.00
R_{i1}	Ω		165,826,715
R_{i2}	Ω		276,403,144
R_i	Ω		165,826,715
R_i/V_b	Ω/V	500	1,151,574

Is the Measured Electrical Isolation Value $\geq$ 500 Ω/V?	Yes
--	-----

DATA SHEET NO. 4**POST-IMPACT DATA**Test Vehicle: 2013 Honda Civic Hybrid 4-Door SedanNHTSA No.: MD5310Test Program: FMVSS No. 305 Indicant TestTest Date: 03/29/13**VOLTMETER INFORMATION**

Make	Fluke
Model	16
Serial No.	82810107
Internal Impedence Value	10 MΩ
Resolution	0.001

ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS

Code	Units	Threshold	Post-Test
V_b	V		144.40
V_1	V		15.66
V_2	V		15.68
R_o	Ω		22,500
V_1'	V		0.01
V_2'	V		0.01
R_{i1}	Ω		88,098,721
R_{i2}	Ω		140,985,029
R_i	Ω		88,098,721
R_i/V_b	Ω/V	500	611,797

Is the Measured Electrical Isolation Value $\geq$ 500 Ω/V?

Yes

PROPULSION BATTERY SYSTEM COMPONENTSHas the propulsion battery module moved within the passenger compartment: NoDescribe any movement: There was no movement of the propulsion battery.Has an outside propulsion battery component intruded into the passenger compartment: NoDescribe any intrusion: There was no intrusion of the propulsion battery into the occupant compartment.Is there propulsion battery electrolyte spillage visible in the passenger compartment: No

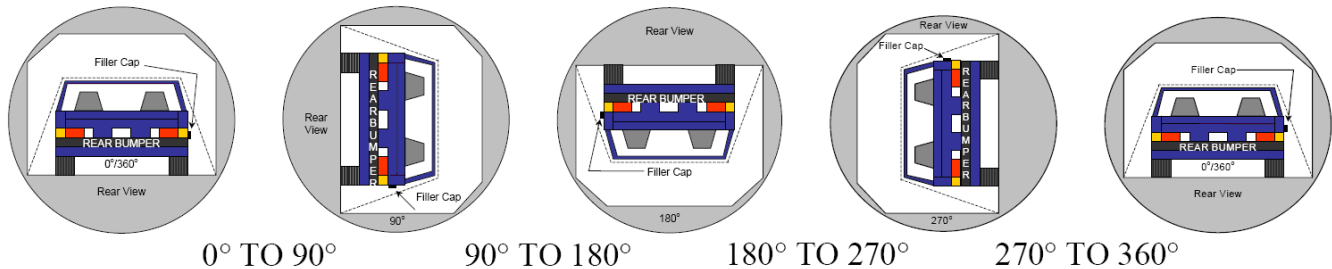
DATA SHEET NO. 5
STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan

NHTSA No.: MD5310

Test Program: FMVSS No. 305 Indicant Test

Test Date: 03/29/13



PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	83	300	383
90° To 180°	83	300	383
180° To 270°	78	300	378
270° To 360°	81	300	381

TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

Test Phase	Propulsion Battery Electrolyte Spillage (L)	Spillage Location
0° To 90°	0.0	N/A
90° To 180°	0.0	N/A
180° To 270°	0.0	N/A
270° To 360°	0.0	N/A

Is the Total Propulsion Battery Electrolyte Spillage Greater Than 5.0 Liters?	No spillage occurred
Is the Propulsion Battery Electrolyte Spillage Visible in the Passenger Compartment?	N/A

DATA SHEET NO. 5 ... (CONTINUED)

STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Honda Civic Hybrid 4-Door Sedan

NHTSA No.: MD5310

Test Program: FMVSS No. 305 Indicant Test

Test Date: 03/29/13

VOLTMETER INFORMATION

Make	Fluke
Model	16
Serial No.	82810107
Internal Impedance Value	10 MΩ
Resolution	0.001

ELECTRICAL ISOLATION MEASUREMENTS AND CALCULATIONS

Code	Units	Threshold	144	144	144	144
V_b	V		18.35	18.87	21.66	18.70
V_1	V		17.93	18.08	17.76	18.22
V_2	V		22,500.00	22,500.00	22,500.00	22,500.00
R_o	Ω		0	0	0	0
V_1'	V		0.00	0.00	0.00	0.00
V_2'	V		204030514.99	207799691.97	295609051.25	276855577.54
R_{i1}	Ω		408,104,473	831,329,017	886,900,059	830,654,407
R_{i2}	Ω		204,030,515	207,799,692	295,609,051	276,855,578
R_i	Ω		1,416,879	1,443,053	2,052,841	1,922,608
R_i/V_b	Ω/V	500	455,713	341,786	490,409	563,937

Is the Measured Electrical Isolation Value $\geq$ 500 Ω/V?	Yes
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FIGURE 1. Auxiliary Power Module Warning Label



FIGURE 1a. Auxiliary Power Module Warning Label



FIGURE 1b. Auxiliary Power Module Warning Label

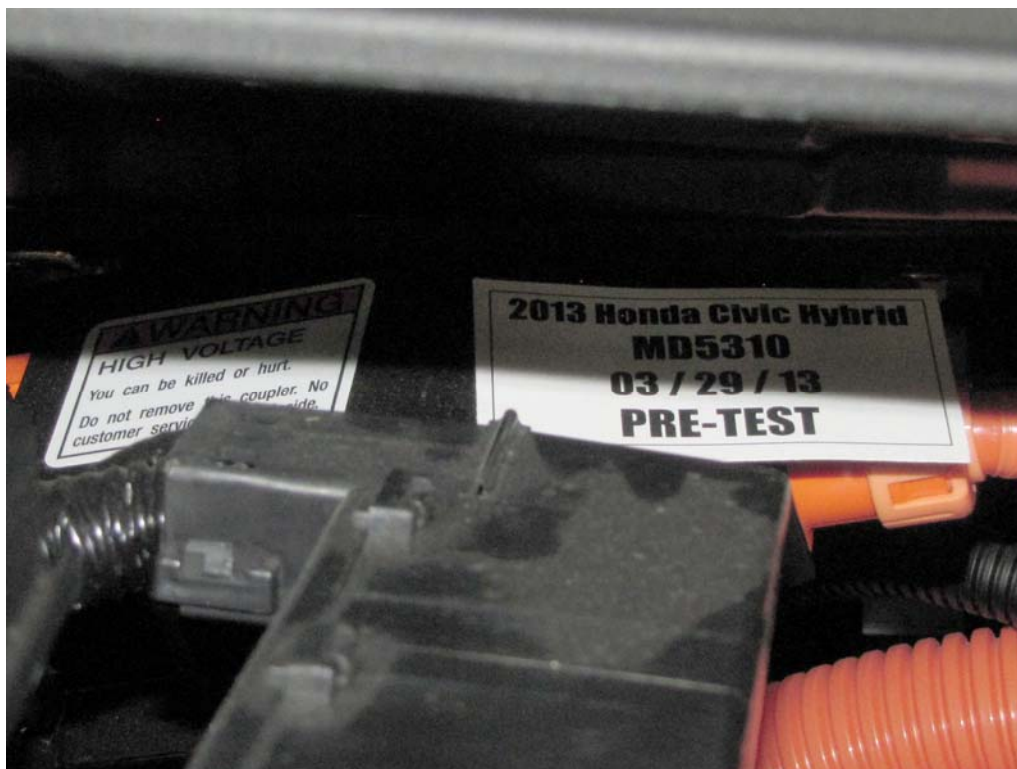


FIGURE 2. Power Inverter Warning Label

Photograph Not Applicable

No First Responder
Warning Label

FIGURE 3. First Responder Warning Label

Photograph Not Applicable

No First Responder
Warning Label

FIGURE 4. First Responder Warning Location

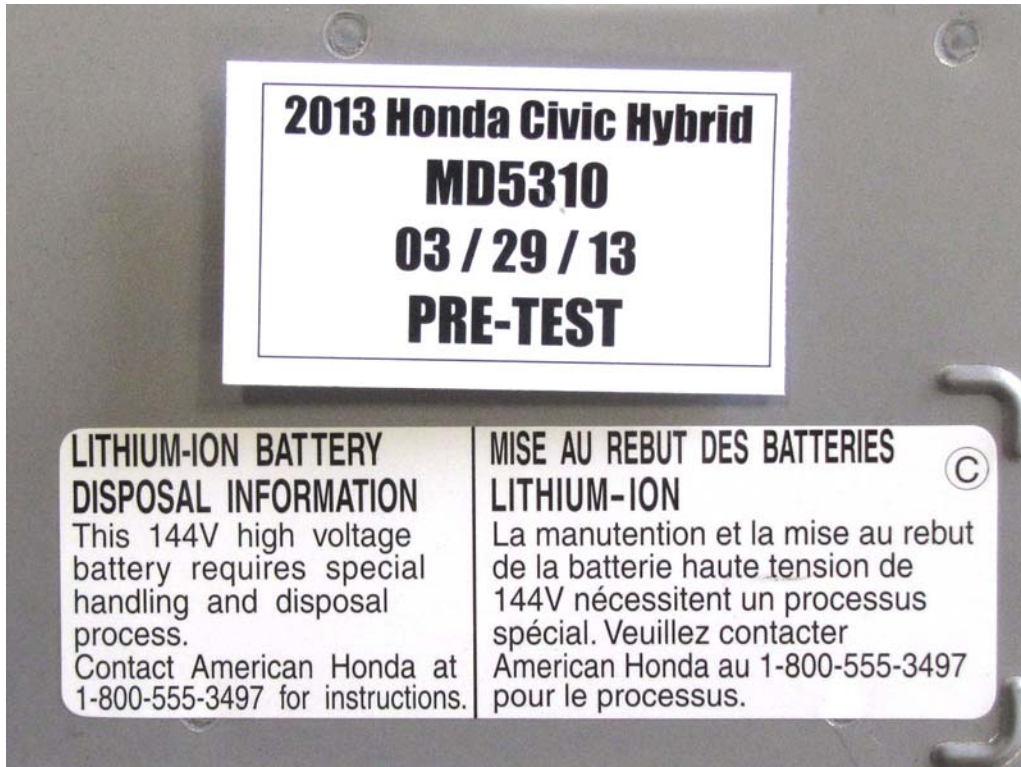


FIGURE 5. Other Vehicle Label Related to Electrical Propulsion System



FIGURE 6. Manual High Voltage Service Disconnect In Place

Photograph Not Applicable

Battery Manual Service Disconnect Cannot Be Removed

FIGURE 7. Manual High Voltage Service Disconnect Removed



FIGURE 8. Manual High Voltage Service Disconnect Removed



FIGURE 9. Pre-Impact View of Propulsion Battery



FIGURE 9a. Pre-Impact View of Propulsion Battery



FIGURE 10. Post-Impact Front View of Propulsion Battery



FIGURE 11. Post-Impact Rear View of Propulsion Battery

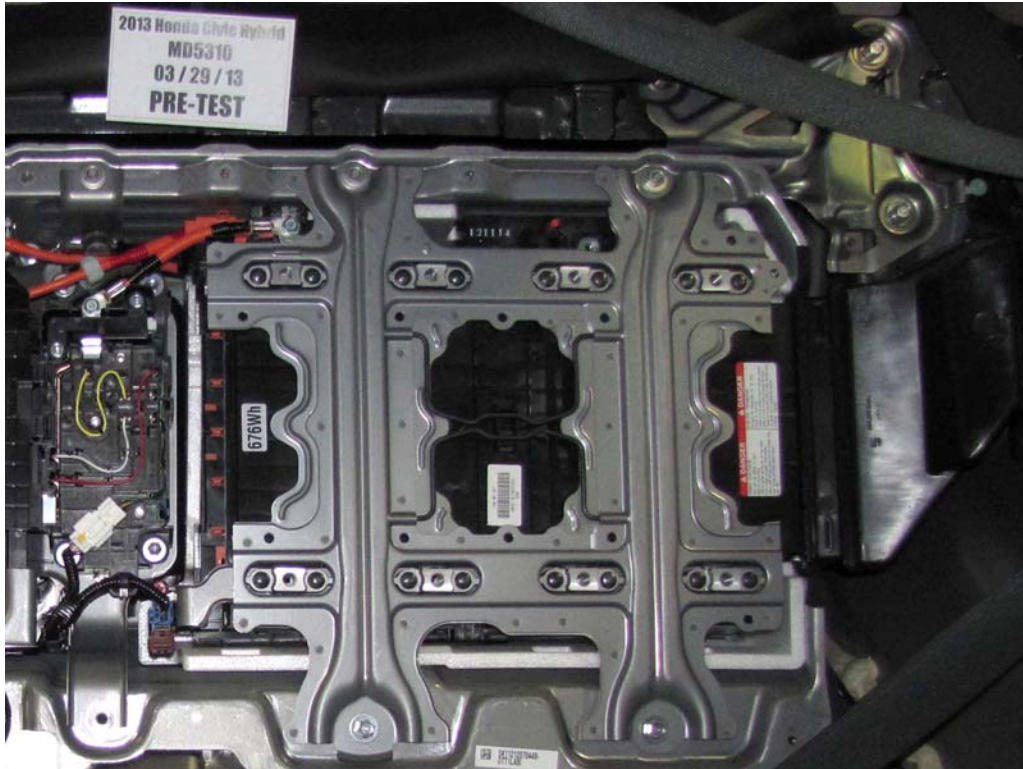


FIGURE 12. Pre-Impact View of Battery Box or Container
Which Holds Individual Battery Modules

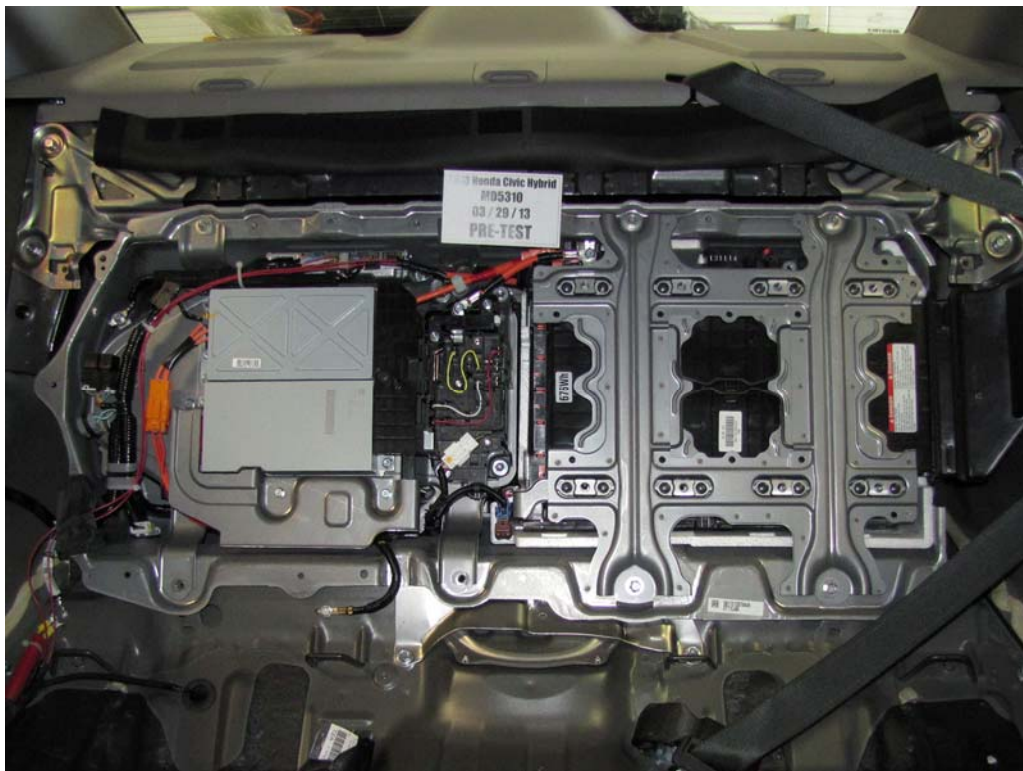


FIGURE 12a. Pre-Impact View of Battery Box or Container
Which Holds Individual Battery Modules

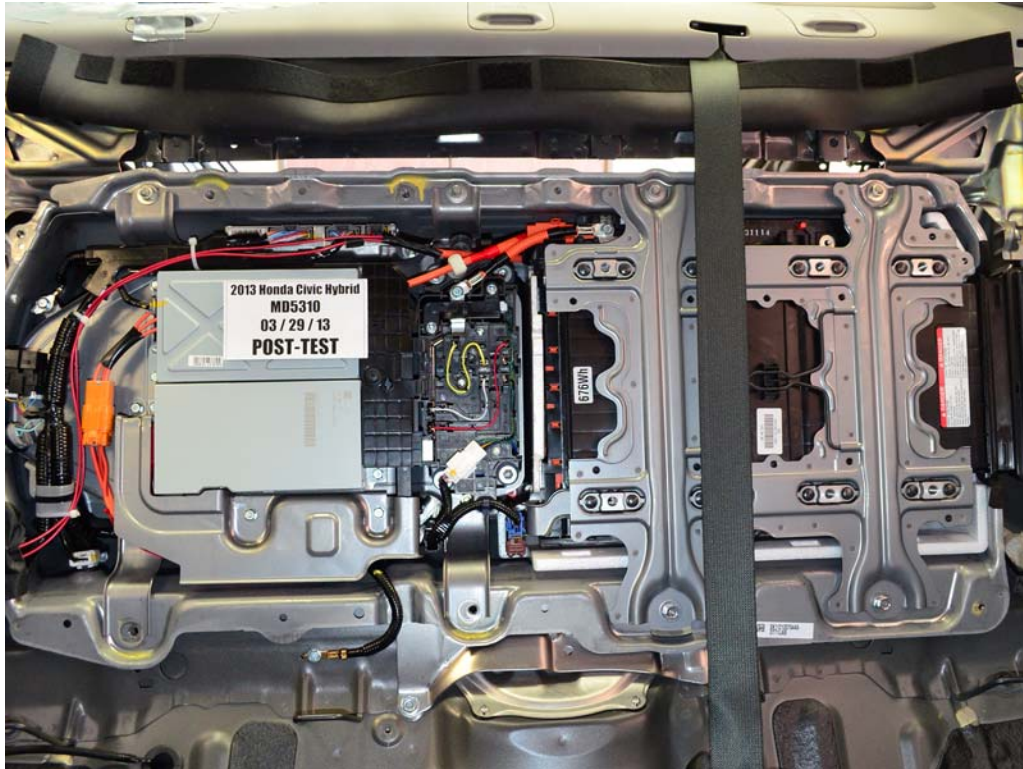


FIGURE 13. Post-Impact View of Battery Box or Container Which Holds Individual Battery Modules



FIGURE 13a. Post-Impact View of Battery Box or Container Which Holds Individual Battery Modules



FIGURE 13b. Post-Impact View of Battery Box or Container
Which Holds Individual Battery Modules



FIGURE 13c. Post-Impact View of Battery Box or Container
Which Holds Individual Battery Modules



FIGURE 13d. Post-Impact View of Battery Box or Container
Which Holds Individual Battery Modules



FIGURE 13e. Post-Impact View of Battery Box or Container
Which Holds Individual Battery Modules

Photograph Not Available

Battery Containers Not Removed Pre-Test

FIGURE 14. Pre-Impact View of Propulsion Battery Modules

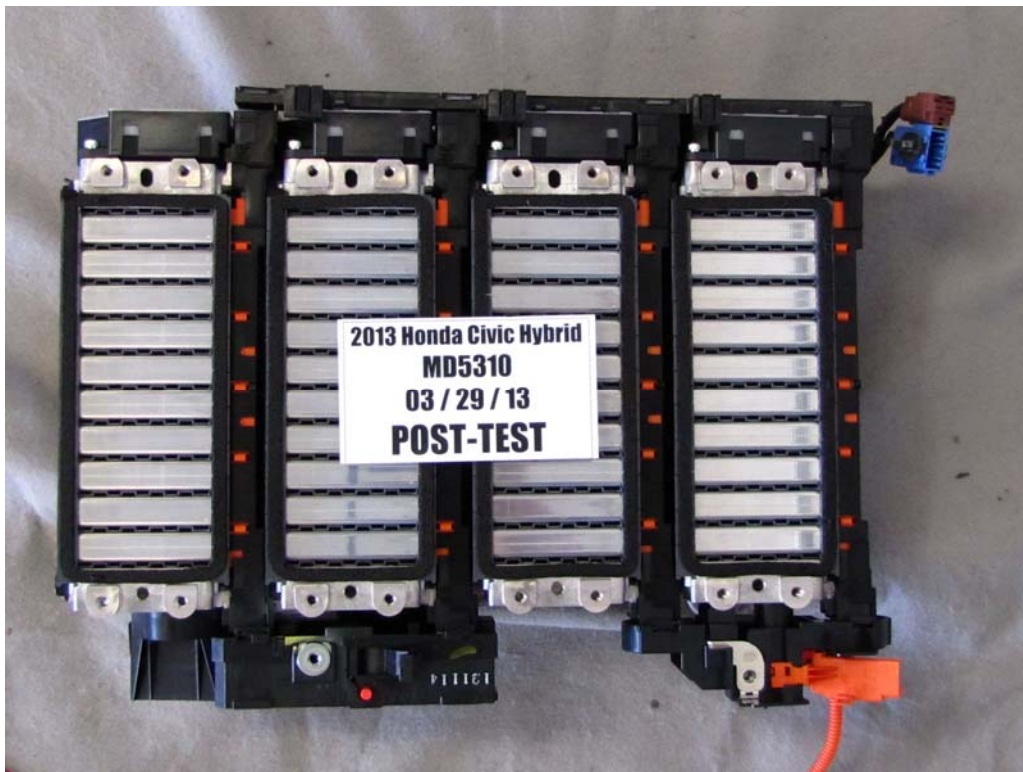


FIGURE 15. Post-Impact View of Propulsion Battery Modules



FIGURE 15a. Post-Impact View of Propulsion Battery Modules



FIGURE 15b. Post-Impact View of Propulsion Battery Modules



FIGURE 15c. Post-Impact View of Propulsion Battery Modules



FIGURE 15d. Post-Impact View of Propulsion Battery Modules

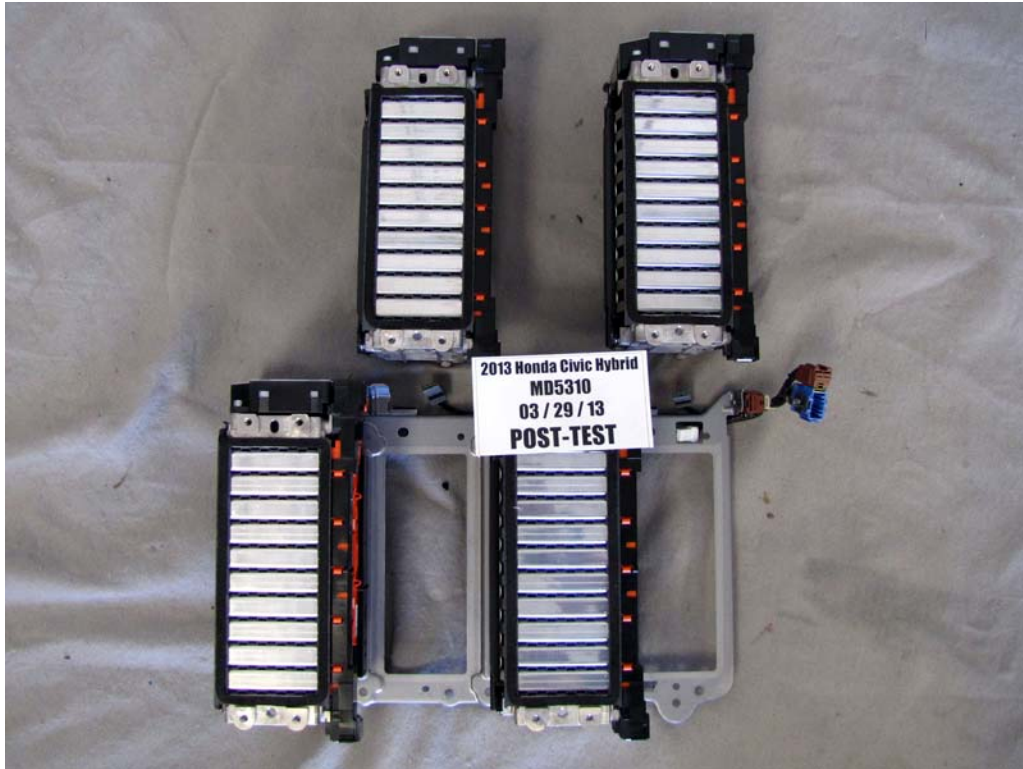


FIGURE 15e. Post-Impact View of Propulsion Battery Modules

Photograph Not Available

FIGURE 16. Pre-Impact View of Electric Propulsion Drive



FIGURE 17. Post-Impact View of Electric Propulsion Drive

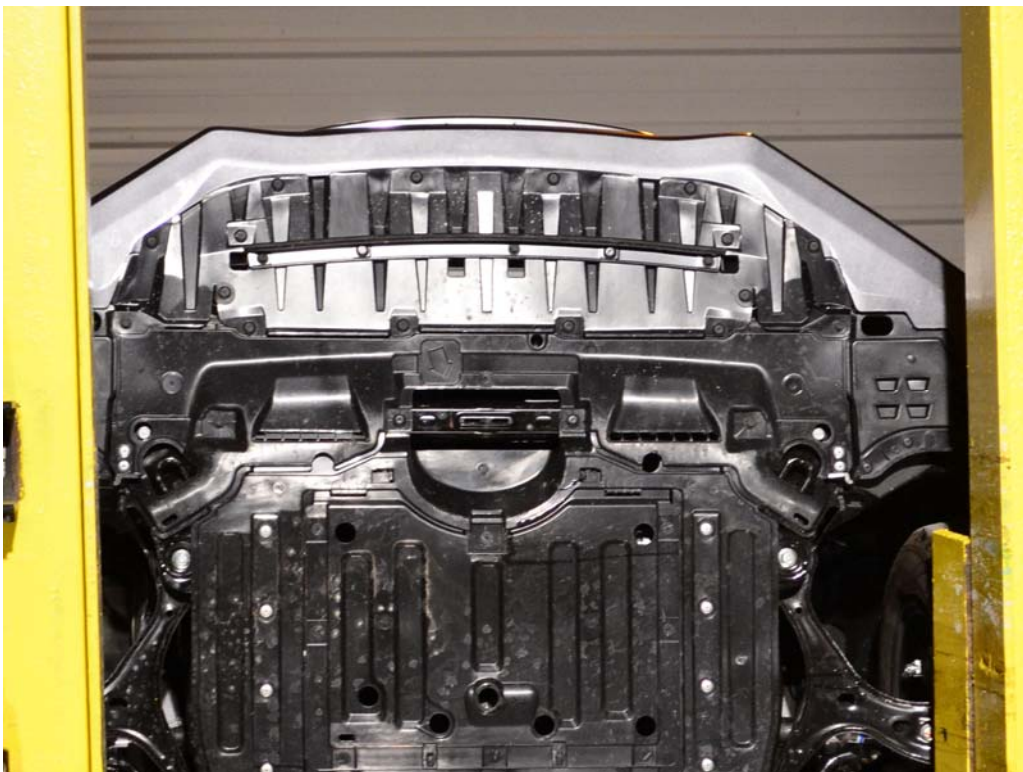


FIGURE 17a. Post-Impact View of Electric Propulsion Drive



FIGURE 18. Pre-Impact View of High Voltage Interconnects

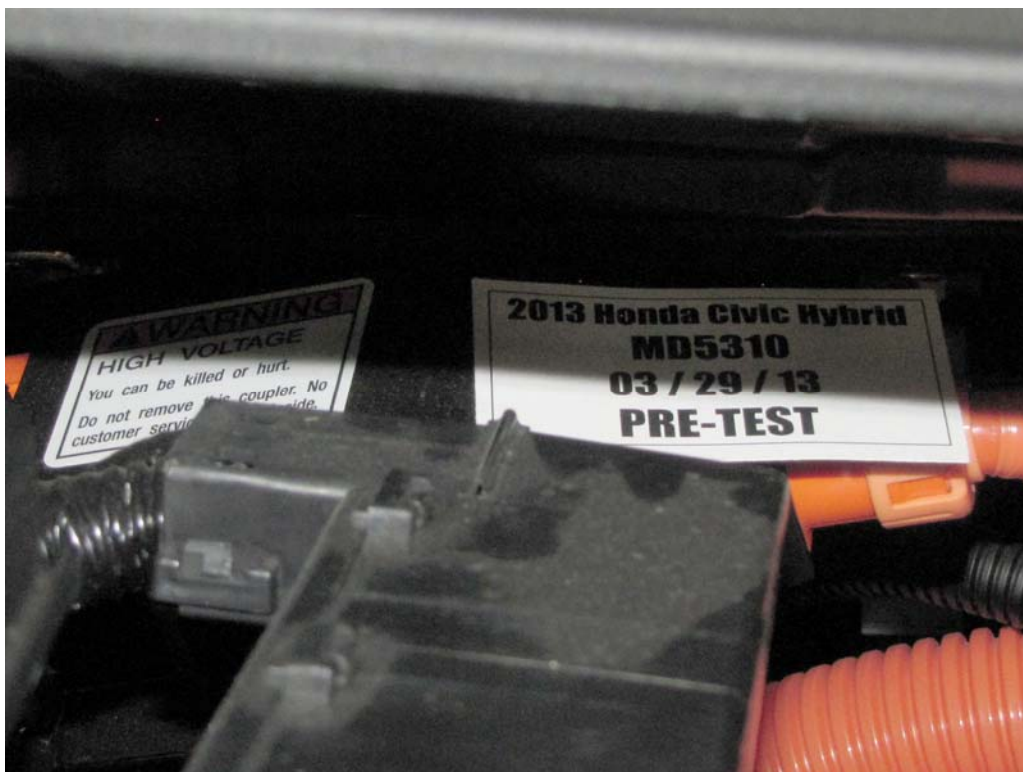


FIGURE 18a. Pre-Impact View of High Voltage Interconnects



FIGURE 19. Pre-Impact View of Propulsion Battery Venting System

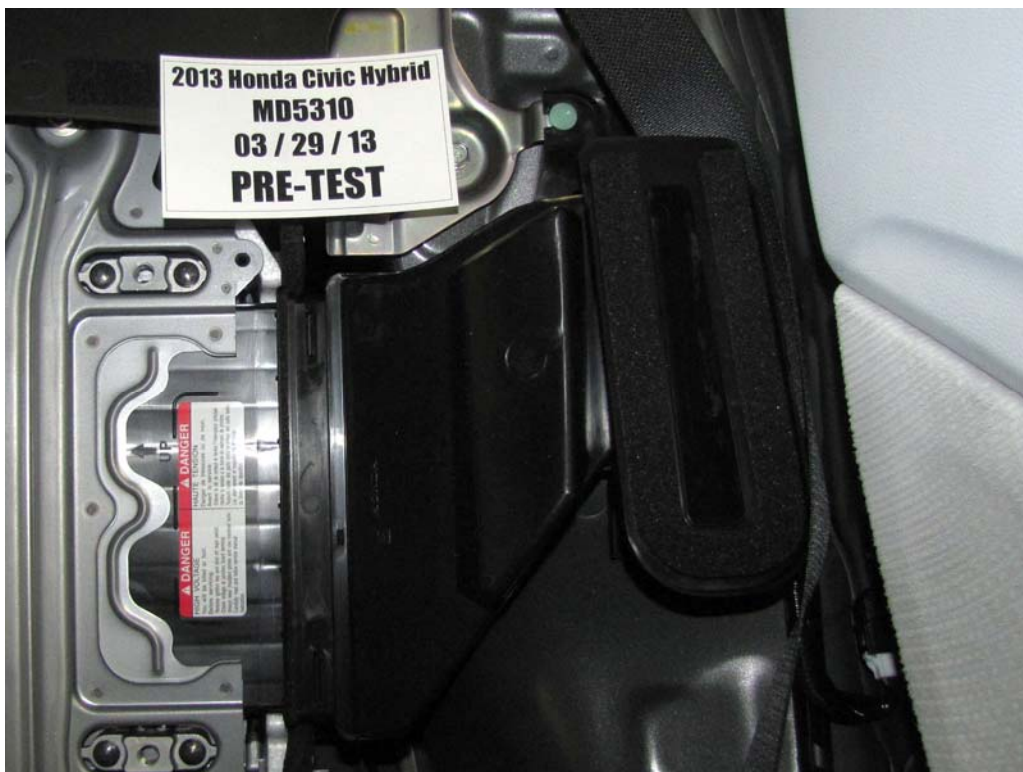


FIGURE 19a. Pre-Impact View of Propulsion Battery Venting System



FIGURE 19b. Pre-Impact View of Propulsion Battery Venting System

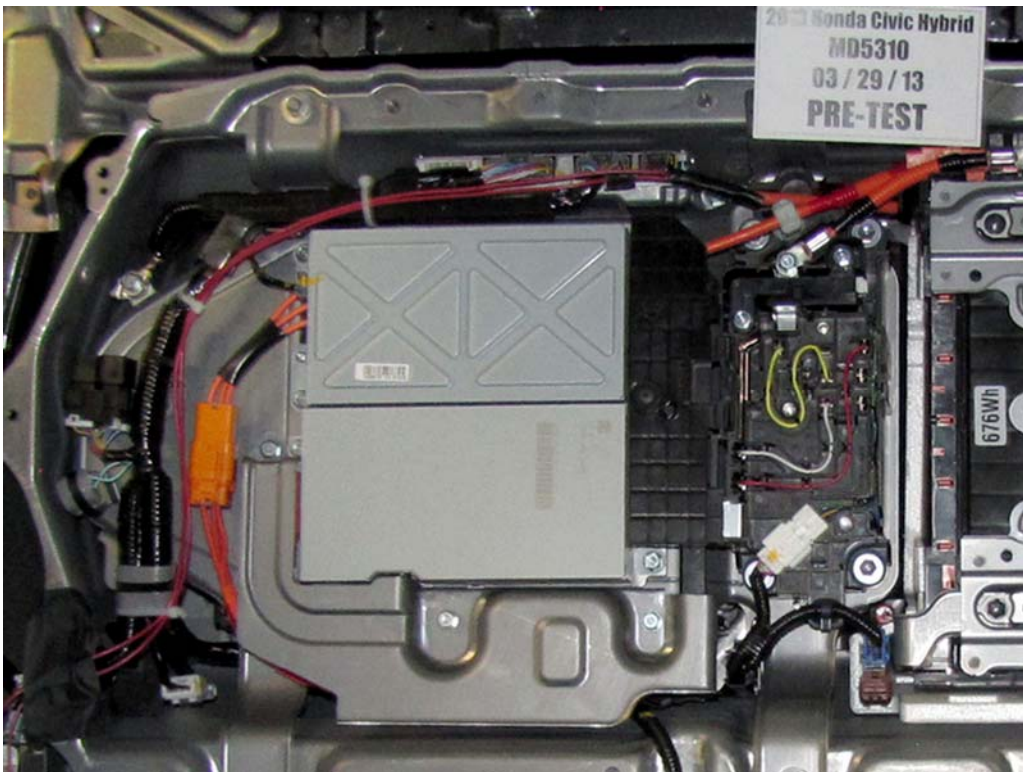


FIGURE 20. Pre-Impact View of Other Visible Electric Propulsion System Components



FIGURE 21. Pre-Impact View of Ground Lead Attached



FIGURE 22. Pre-Impact View of High Voltage Leads Attached



FIGURE 23. Pre-Impact Close-Up View of High Voltage Leads Attached



FIGURE 24. Pre-Impact View of Installed Test Interface Port



FIGURE 25. Post-Impact View of Installed Test Interface Port

Photograph Not Applicable

FIGURE 26. Pre-Impact View of Other Test Devices

Photograph Not Applicable

FIGURE 27. Post-Impact View of Other Test Devices



FIGURE 28. FMVSS No. 305 Static Rollover at 0°

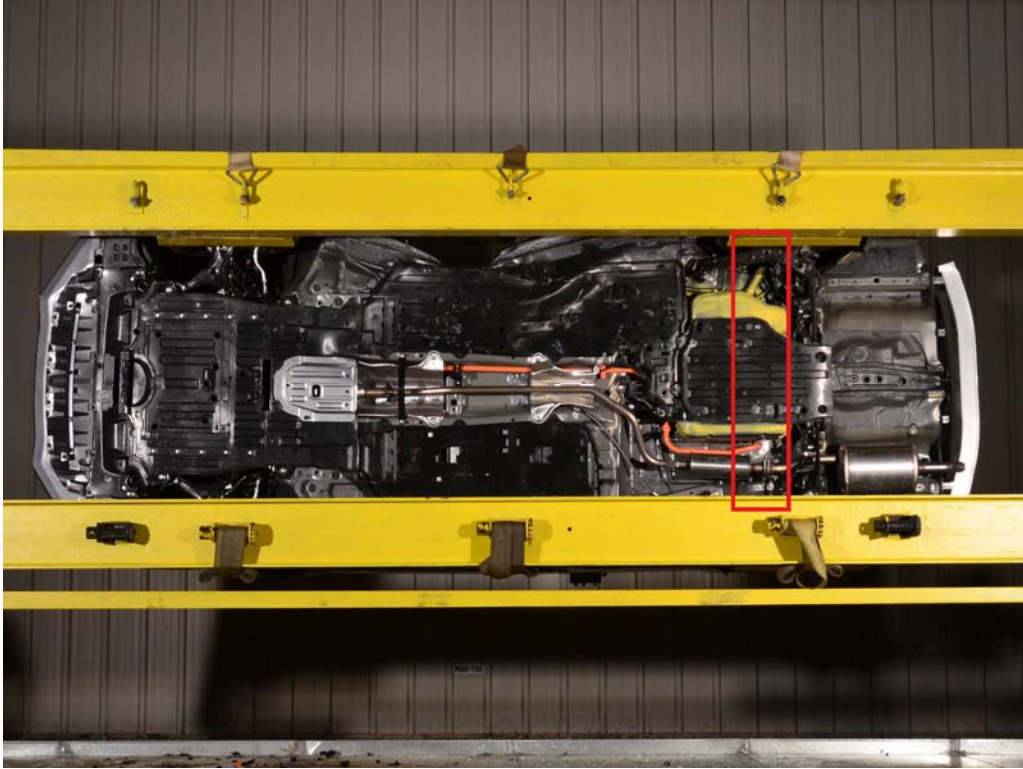


FIGURE 31. FMVSS No. 305 Static Rollover at 270°



FIGURE 32. FMVSS No. 305 Static Rollover at 360°



FIGURE 33. Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery



FIGURE 34. Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Photograph Not Applicable

No Battery System
Mounting and/or Intrusion
Failure

FIGURE 35. Post-Impact Propulsion Battery System Mounting and/or Intrusion Failure

Photograph Not Applicable

No Battery Component
Intrusion

FIGURE 36. Post-Impact View of Battery Component Intrusion

Photograph Not Applicable

**No Battery Module
Movement or Retention
Loss**

FIGURE 37. Post-Impact View of Battery Module Movement or Retention Loss

Photograph Not Applicable

**No Propulsion Battery
Electrolyte Spillage**

FIGURE 38. Post-Impact View of Propulsion Battery Electrolyte Spillage Location

Photograph Not Applicable

No Propulsion Battery Electrolyte Spillage

FIGURE 39. Post-Test View of Propulsion Battery Electrolyte Spillage Location